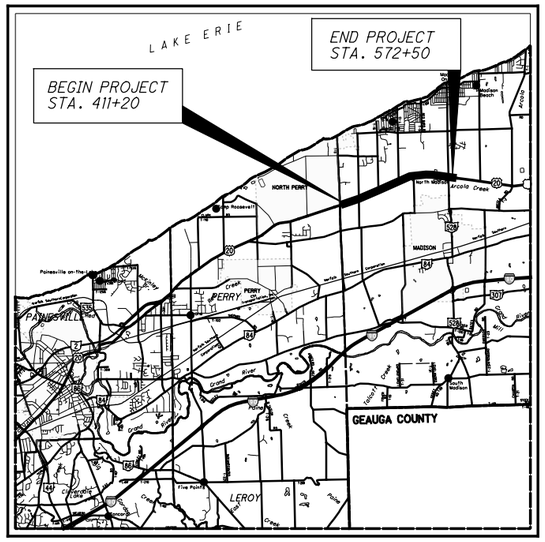
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
LAK-US-20-24.99
MADISON TWP.
LAKE COUNTY, OHIO



LOCATION MAP

LATITUDE: 41°45'58.7" LONGITUDE: 81°10'51.7"

SCALE IN MILES

0 1 2 3 4

N

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

DESIGN DESIGNATION: LAK-US-20-24.99

CURRENT ADT (2022)	17,500
DESIGN YEAR ADT (2042)	22,300
DESIGN HOURLY VOLUME (2042)	2,230
DIRECTIONAL DISTRIBUTION	58%
TRUCKS (24 HOUR B&C)	7%
DESIGN SPEED	45 MPH
LEGAL SPEED	25,35,45 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
URBAN PRINCIPAL ARTERIAL

NHS PROJECT	YES

DESIGN EXCEPTIONS
NONE REQUIRED

ADA DESIGN WAIVERS
NONE REQUIRED

UNDERGROUND UTILITIES
OHIO811.org
Before You Dig

PLAN PREPARED BY:

your trusted advisor
consultants
engineers
architects
planners

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PROJECT DESCRIPTION

MAJOR REHABILITATION OF 3.06 MILES OF NORTH RIDGE ROAD (U.S. 20) FROM TOWNLINE ROAD TO HUBBARD ROAD IN MADISON TOWNSHIP. WORK WILL INCLUDE ROADWAY WIDENING, RESURFACING, SIDEWALK, DRAINAGE, AND TRAFFIC SIGNAL IMPROVEMENTS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	28.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	29.4 ACRES

2019 SPECIFICATIONS

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

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

DISTRICT DEPUTY DIRECTOR

John Picuri, P.E., S.I.
12

DIRECTOR, DEPARTMENT OF TRANSPORTATION

STANDARD CONSTRUCTION DRAWINGS												SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
BP-2.1	1-21-22	CB-1	7-16-21	HW-2.1	7-15-22	MT-101.75	7-21-23	TC-65.10	1-17-14	800	4-21-23	WATERWAY PERMIT 4/10/2023
BP-2.2	1-15-21	CB-2-2ABC	1-20-23	HW-2.2	7-20-18	MT-101.90	7-17-20	TC-65.11	7-15-22	809	1-20-23	
BP-3.1	1-21-22	CB-2-34	1-20-23			MT-102.10	7-21-23	TC-71.10	4-21-23	815	4-16-21	
BP-4.1	7-19-13	CB-3	7-16-21	HL-30.11	1-15-21	MT-102.20	4-19-19	TC-74.10	7-21-23	821	4-20-12	
BP-5.1	7-15-22	CB-3A	7-16-21	HL-30.22	1-15-21	MT-103.10	1-21-22			832	7-15-22	
BP-7.1	7-21-23	CB-6	1-21-22			MT-105.10	1-17-20	TC-81.22	7-21-23	873	4-16-21	
				MT-095.31	7-19-19			TC-83.10	1-17-20	874	4-17-20	
MGS-1.1	7-16-21	MH-1	7-15-22	MT-095.32	4-19-19	TC-21.21	1-20-23	TC-83.20	7-15-22	875	1-18-19	
MGS-2.1	1-19-18	MH-2	7-16-21	MT-095.41	7-21-23	TC-22.20	1-17-14	TC-84.20	10-18-13	895	4-18-14	
MGS-3.1	1-19-18	MH-3	7-21-23	MT-095.50	7-21-17			TC-85.10	10-21-22	906	10-15-10	
MGS-4.2	7-19-13			MT-097.12	1-20-17	TC-41.30	4-21-23	TC-85.20	4-21-23	909	7-21-23	
		DM-1.1	7-17-20	MT-099.20	4-19-19	TC-42.20	10-18-13			921	4-20-12	
RM-1.1	1-20-23	DM-1.2	7-16-21	MT-101.60	4-21-23	TC-52.10	10-18-13			938	1-19-18	
RM-3.1	7-20-18	DM-3.1	1-18-13	MT-101.70	4-21-23	TC-52.20	1-15-21			995	7-17-15	
RM-4.2	4-17-20	DM-4.3	1-15-16									
		DM-4.4	1-15-16									

CONFORMED SET

ENGINEER'S SEAL

STATE OF OHIO
WILLIAM D. BAKER, JR.
E-59412
REGISTERED
PROFESSIONAL ENGINEER

Digitally signed by William D. Baker, Jr.
Date: 2024.01.19 10:13:01-05'00'

FEDERAL PROJECT NO. E190(934)

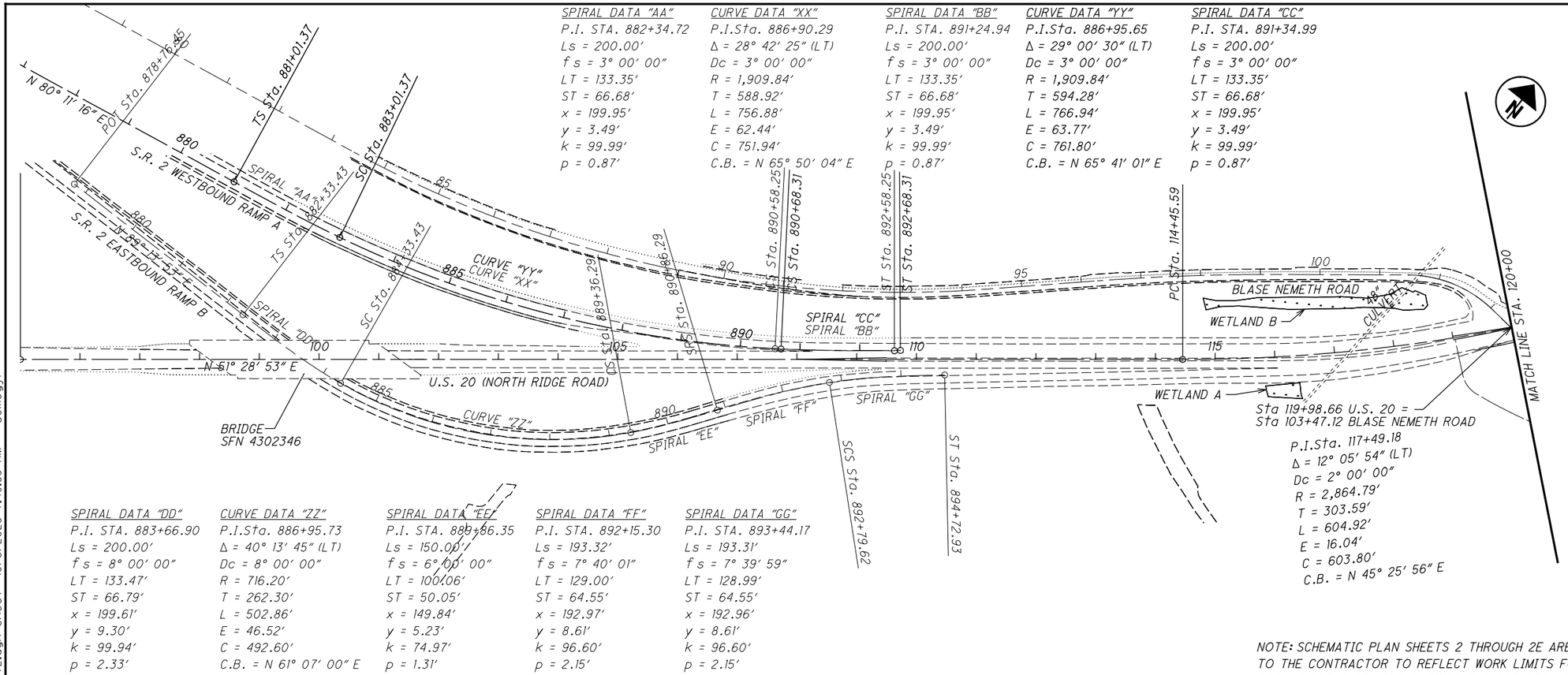
PID NO. 109270

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_GT001.dgn Sheet1 1/11/2024 12:51:12 PM somogyi



SPIRAL DATA "AA"
P.I. STA. 882+34.72
Ls = 200.00'
f s = 3° 00' 00"
LT = 133.35'
ST = 66.68'
x = 199.95'
y = 3.49'
k = 99.99'
p = 0.87'

CURVE DATA "XX"
P.I.Sta. 886+90.29
Δ = 28° 42' 25" (LT)
Dc = 3° 00' 00"
R = 1,909.84'
T = 588.92'
L = 756.88'
E = 62.44'
C = 751.94'
C.B. = N 65° 50' 04" E

SPIRAL DATA "BB"
P.I. STA. 891+24.94
Ls = 200.00'
f s = 3° 00' 00"
LT = 133.35'
ST = 66.68'
x = 199.95'
y = 3.49'
k = 99.99'
p = 0.87'

CURVE DATA "YY"
P.I.Sta. 886+95.65
Δ = 29° 00' 30" (LT)
Dc = 3° 00' 00"
R = 1,909.84'
T = 594.28'
L = 766.94'
E = 63.77'
C = 761.80'
C.B. = N 65° 41' 01" E

SPIRAL DATA "CC"
P.I. STA. 891+34.99
Ls = 200.00'
f s = 3° 00' 00"
LT = 133.35'
ST = 66.68'
x = 199.95'
y = 3.49'
k = 99.99'
p = 0.87'

SPIRAL DATA "DD"
P.I. STA. 883+66.90
Ls = 200.00'
f s = 8° 00' 00"
LT = 133.47'
ST = 66.79'
x = 199.61'
y = 9.30'
k = 99.94'
p = 2.33'

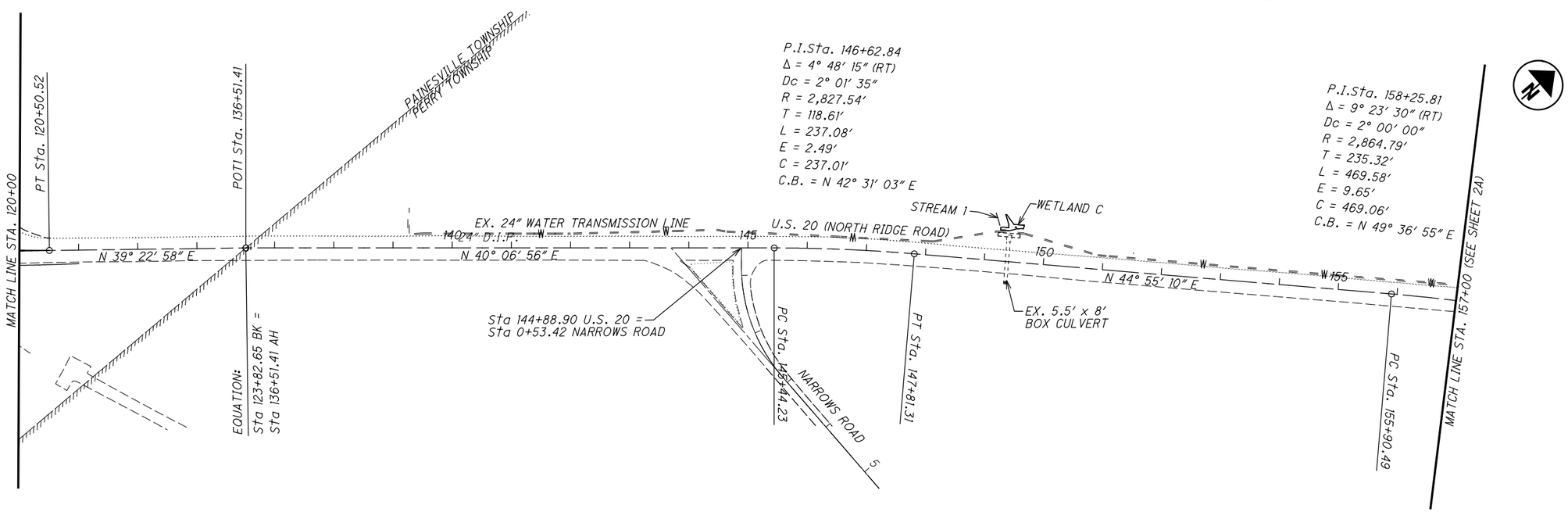
CURVE DATA "ZZ"
P.I.Sta. 886+95.73
Δ = 40° 13' 45" (LT)
Dc = 8° 00' 00"
R = 716.20'
T = 262.30'
L = 502.86'
E = 46.52'
C = 492.60'
C.B. = N 61° 07' 00" E

SPIRAL DATA "EE"
P.I. STA. 889+86.35
Ls = 150.00'
f s = 6° 00' 00"
LT = 100.06'
ST = 50.05'
x = 149.84'
y = 5.23'
k = 74.97'
p = 1.31'

SPIRAL DATA "FF"
P.I. STA. 892+15.30
Ls = 193.32'
f s = 7° 40' 01"
LT = 129.00'
ST = 64.55'
x = 192.97'
y = 8.61'
k = 96.60'
p = 2.15'

SPIRAL DATA "GG"
P.I. STA. 893+44.17
Ls = 193.31'
f s = 7° 39' 59"
LT = 128.99'
ST = 64.55'
x = 192.96'
y = 8.61'
k = 96.60'
p = 2.15'

NOTE: SCHEMATIC PLAN SHEETS 2 THROUGH 2E ARE BEING PROVIDED TO THE CONTRACTOR TO REFLECT WORK LIMITS FOR TREE REMOVAL OPERATIONS WHICH ARE OUTSIDE THE PROJECT LIMITS FOR THE LAK-20-24.99 PROJECT TO ACCOMMODATE UTILITY RELOCATION WORK. THIS TREE REMOVAL OR CLEARING AND GRUBBING WORK IS OUTLINED IN THE CLEARING AND GRUBBING GENERAL NOTE FOUND ON SHEET 16 OF THE PLANS.



P.I.Sta. 146+62.84
Δ = 4° 48' 15" (RT)
Dc = 2° 01' 35"
R = 2,827.54'
T = 118.61'
L = 237.08'
E = 2.49'
C = 237.01'
C.B. = N 42° 31' 03" E

P.I.Sta. 158+25.81
Δ = 9° 23' 30" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 235.32'
L = 469.58'
E = 9.65'
C = 469.06'
C.B. = N 49° 36' 55" E

SCHEMATIC PLAN
STA. 95+00 TO STA. 157+00

CALCULATED TLS
CHECKED JMP

LAK-US-20-24.99

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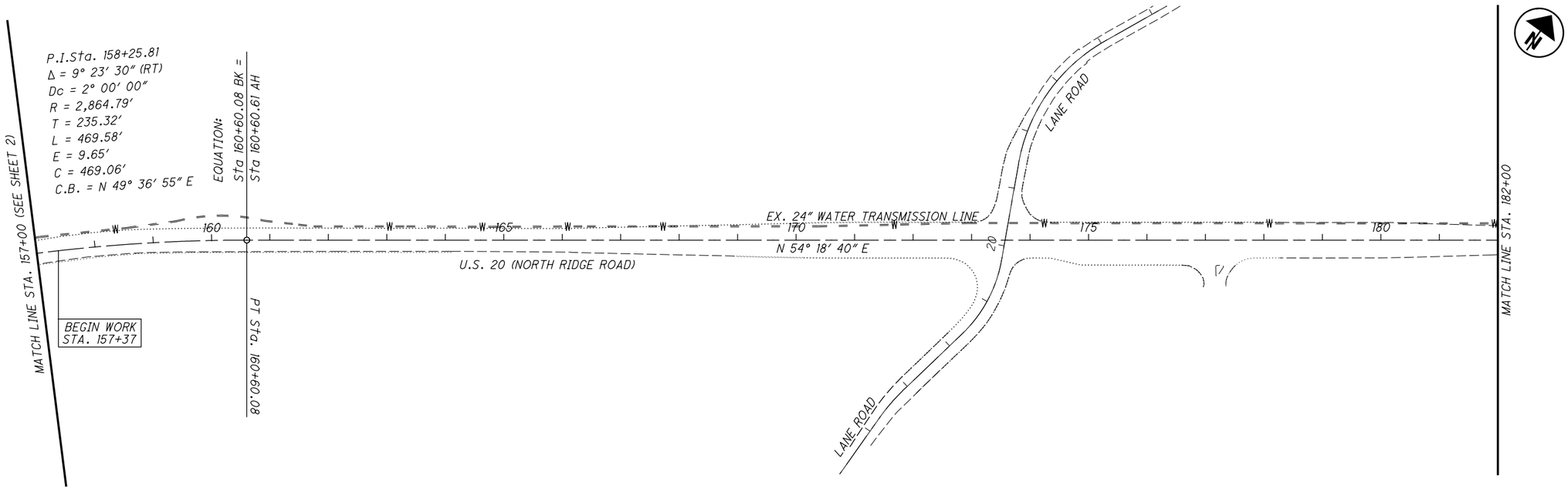

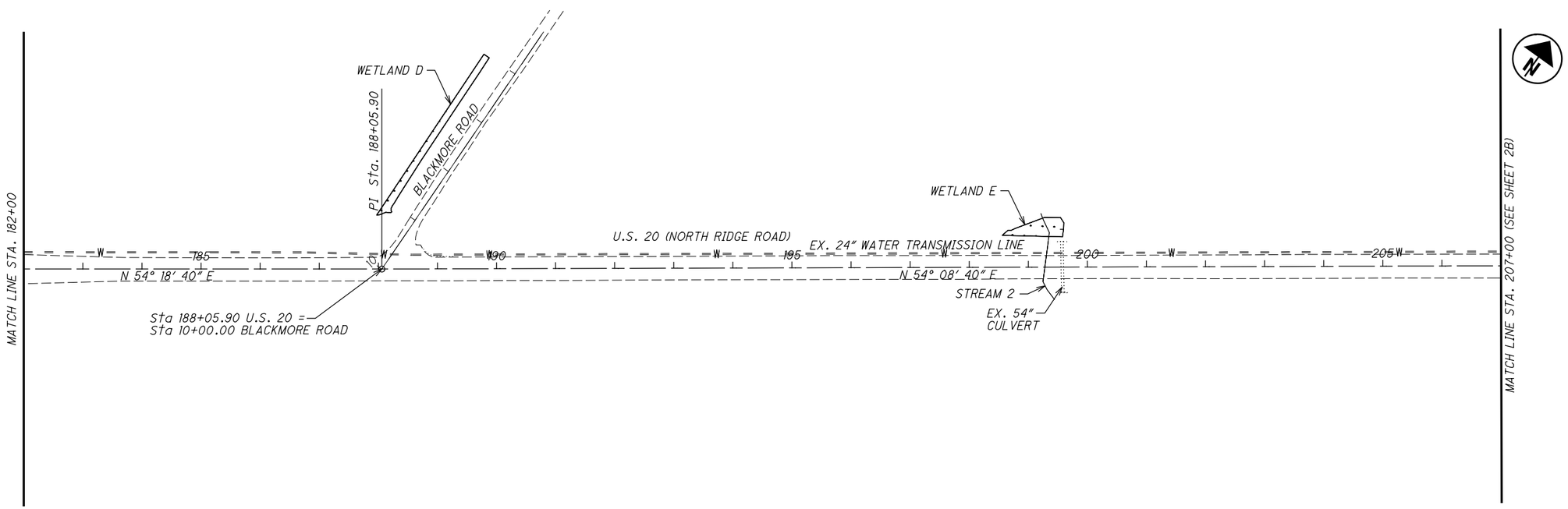

HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED TLS
CHECKED JMP

SCHEMATIC PLAN
STA. 157+00 TO STA. 207+00

LAK-US-20-24.99

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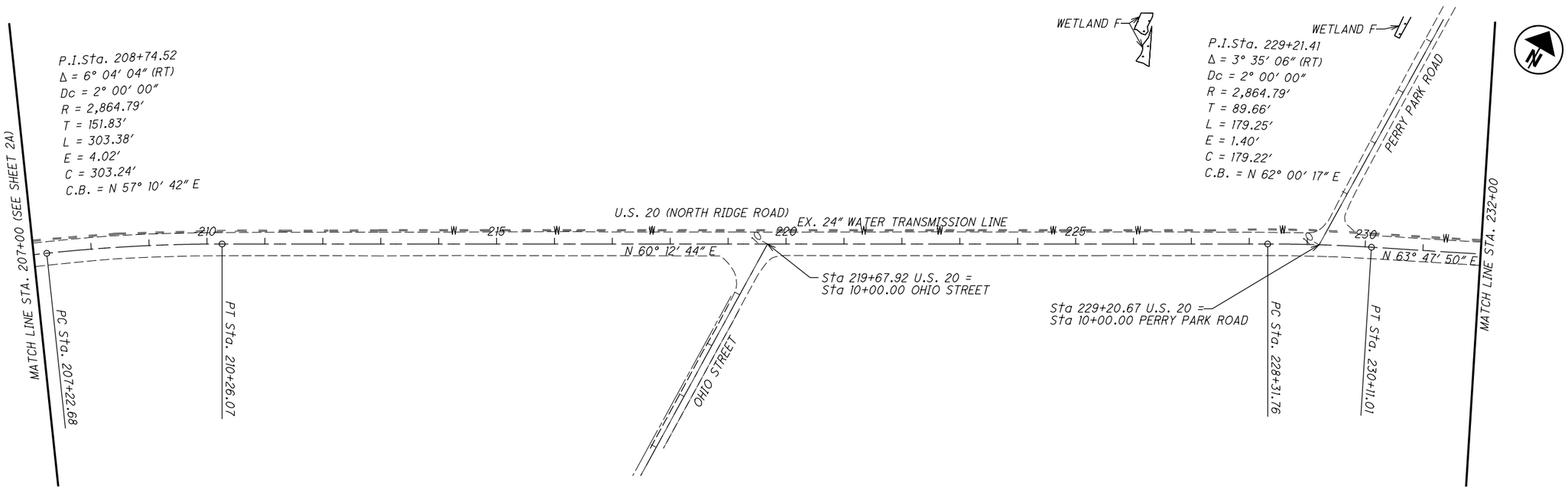

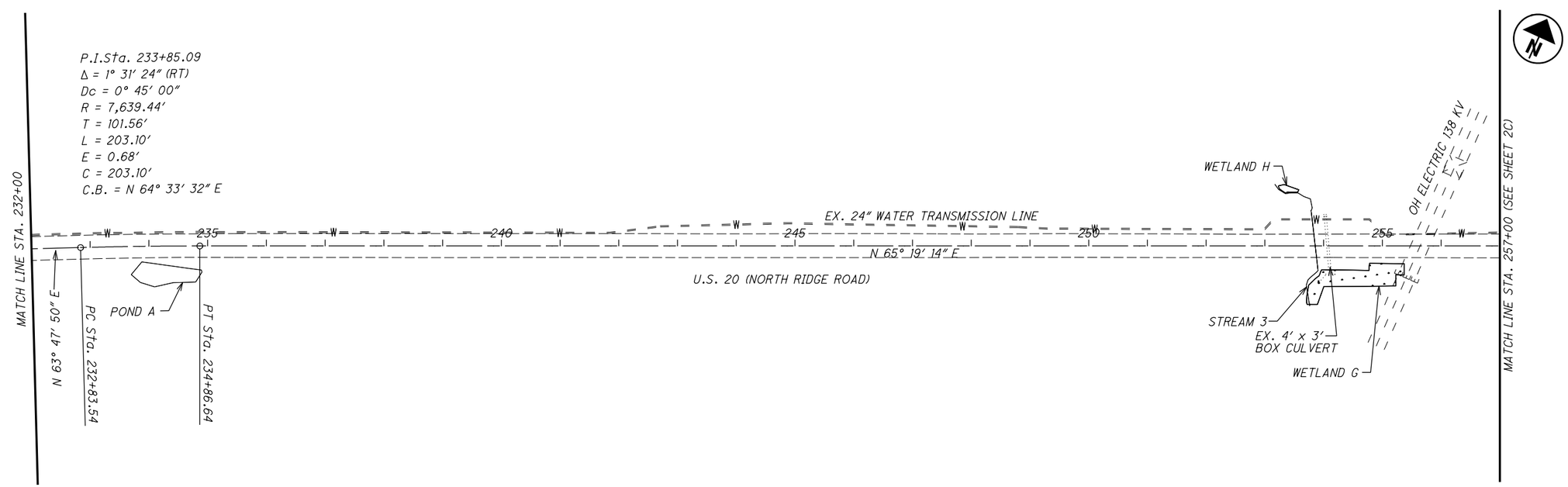

0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED TLS
CHECKED JMP

SCHEMATIC PLAN
STA. 207+00 TO STA. 257+00

LAK-US-20-24.99

2B
651

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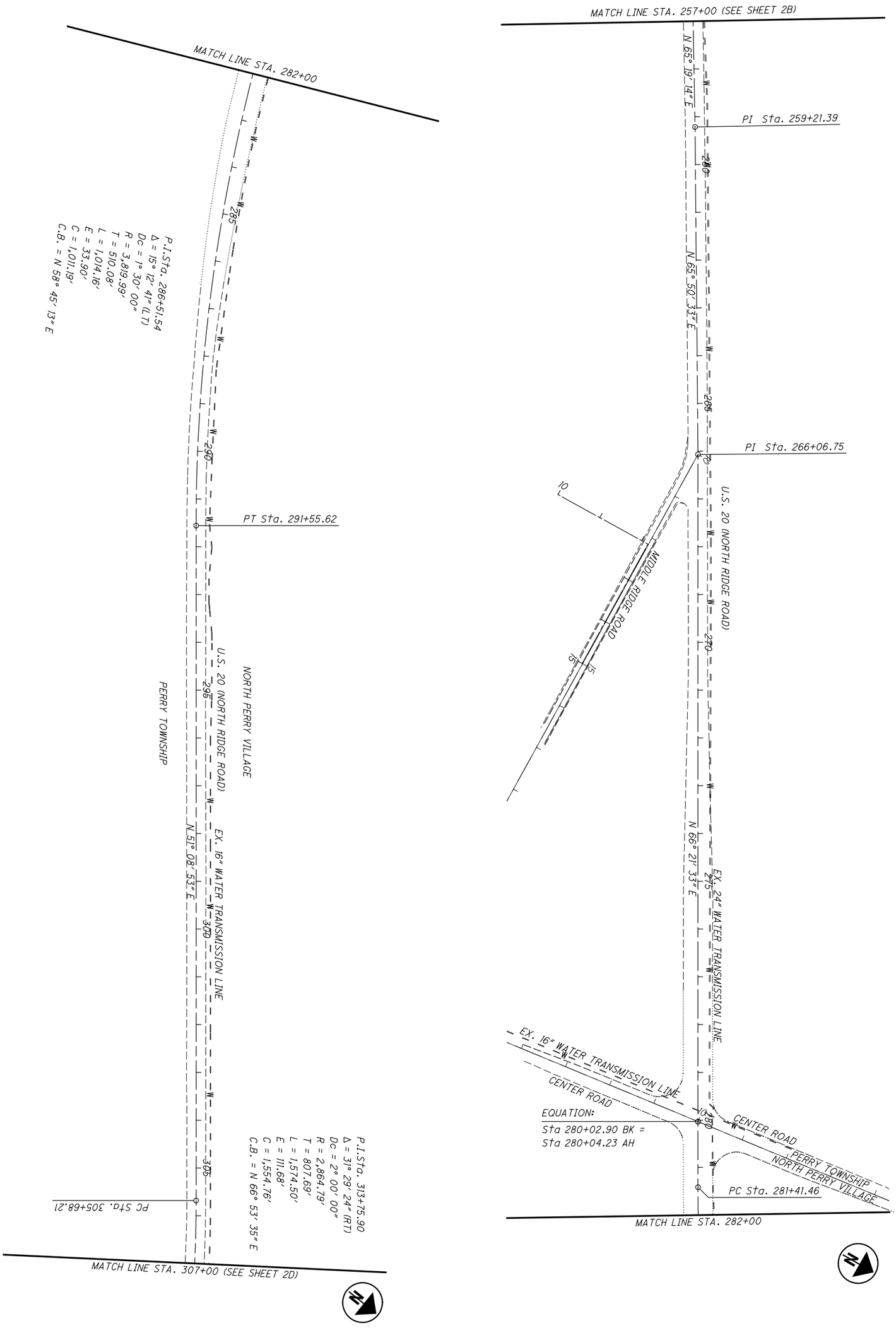
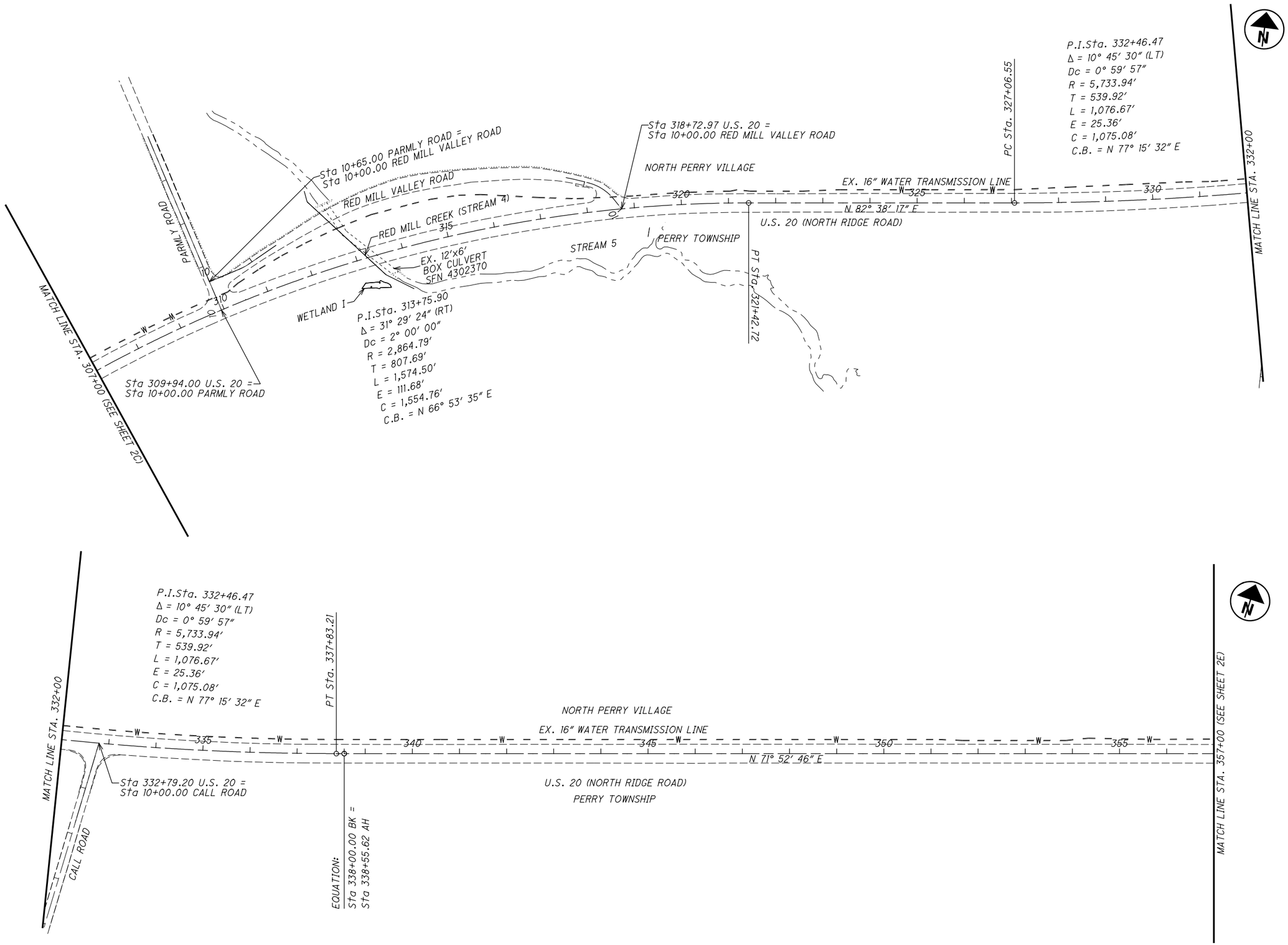


2C / 651	LAK-US-20-24.99	SCHEMATIC PLAN STA. 257+00 TO STA. 307+00	CALCULATED TLS CHECKED JMP 0 100 50 200 HORIZONTAL SCALE IN FEET



HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED TLS
CHECKED JMP

SCHEMATIC PLAN
STA. 307+00 TO STA. 357+00

LAK-US-20-24.99

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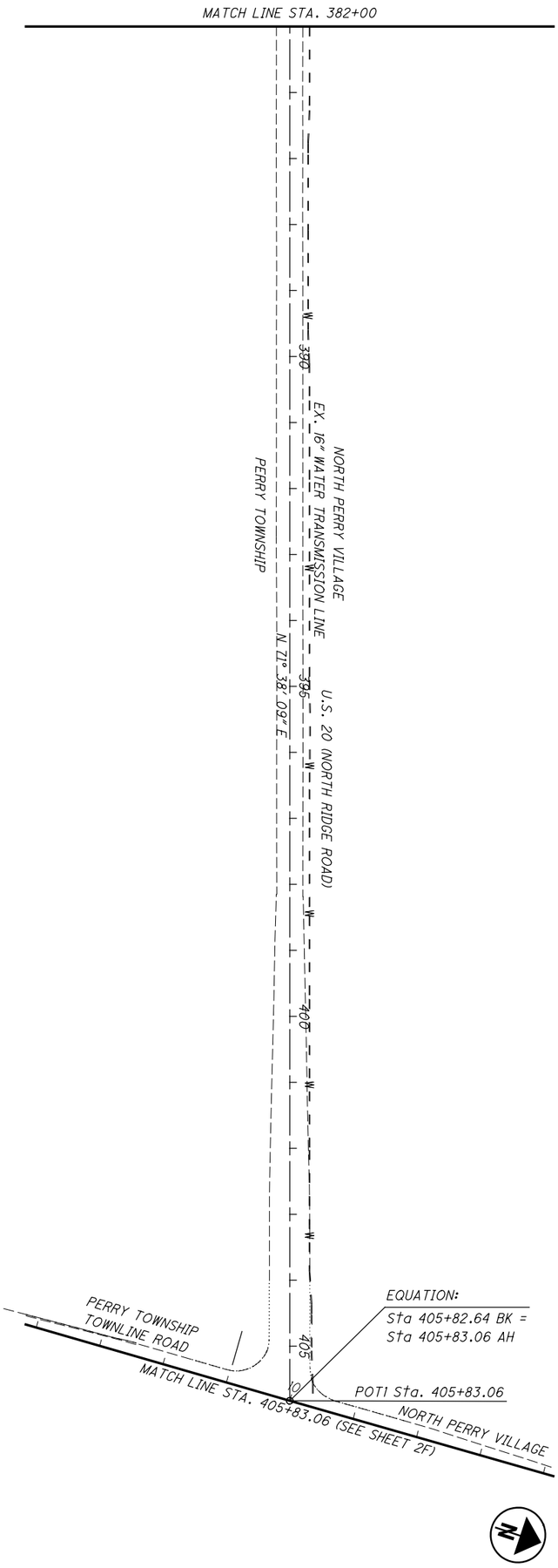
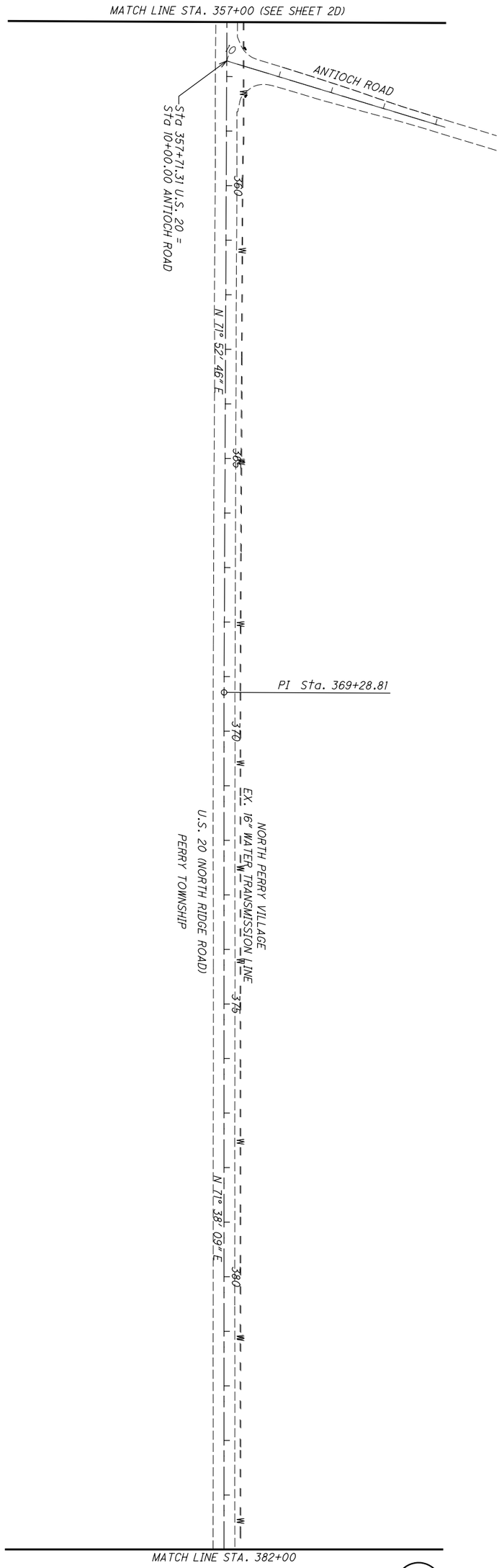
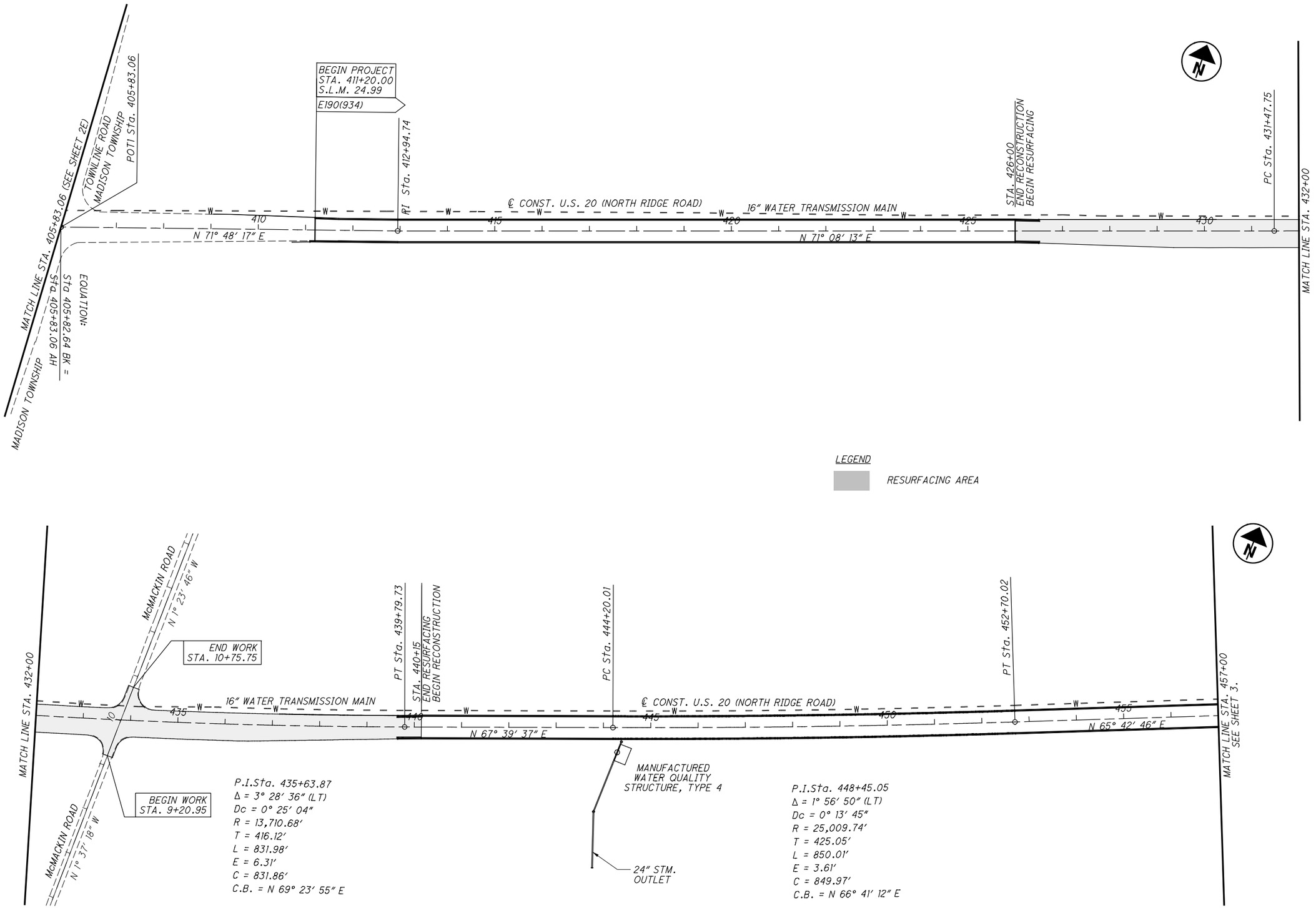




2E / 651	LAK-US-20-24.99	SCHEMATIC PLAN STA. 357+00 TO STA. 405+83.06	CALCULATED TLS CHECKED JMP 0 50 100 200 HORIZONTAL SCALE IN FEET



CALCULATED JMP
CHECKED WDB

0 50 100 200
HORIZONTAL SCALE IN FEET

SCHEMATIC PLAN
STA. 405+83.06 TO STA. 457+00

LAK-US-20-24.99

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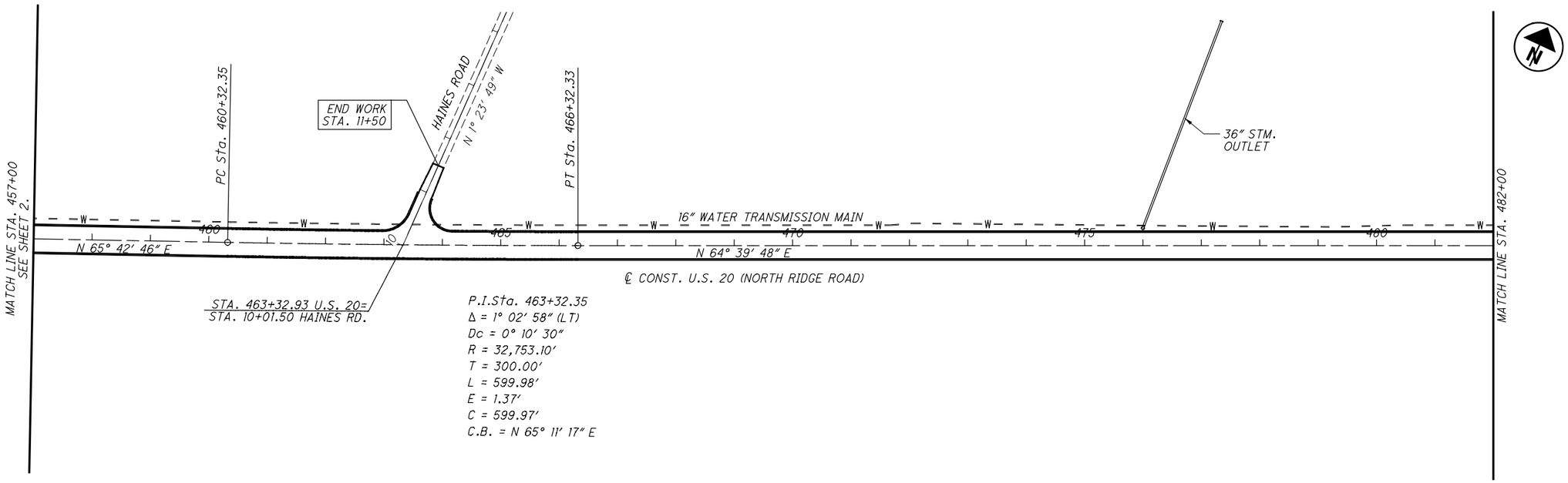
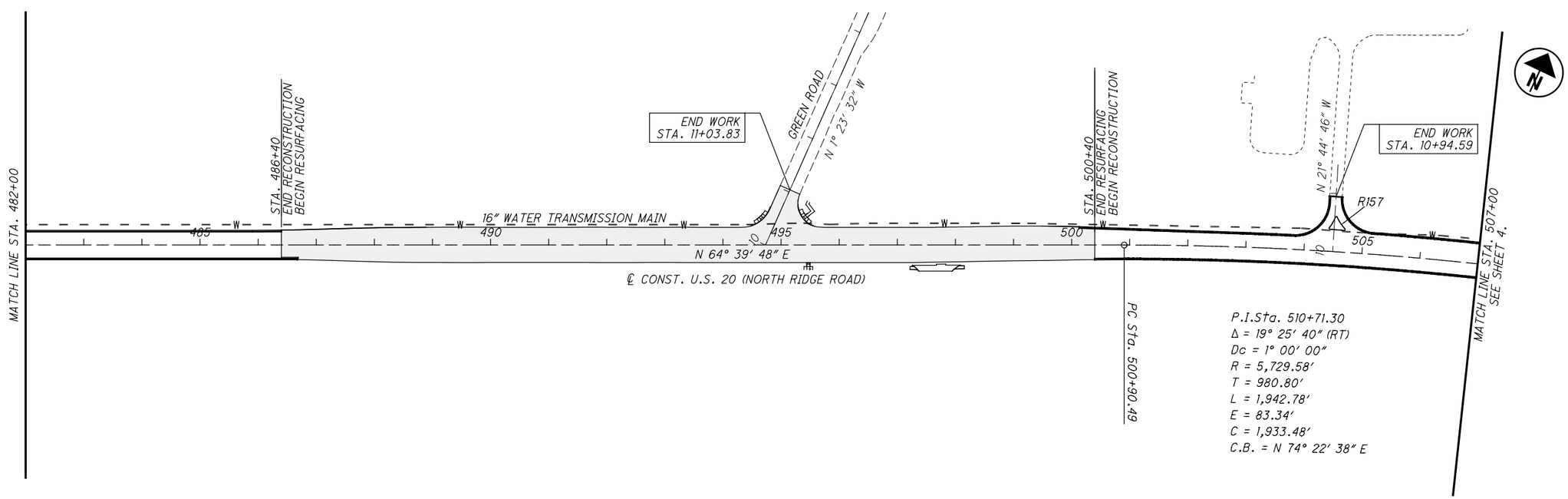


LEGEND

RESURFACING AREA



HORIZONTAL SCALE IN FEET
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CALCULATED JMP
CHECKED WDB

SCHEMATIC PLAN
STA. 457+00 TO STA. 507+00

LAK-US-20-24.99

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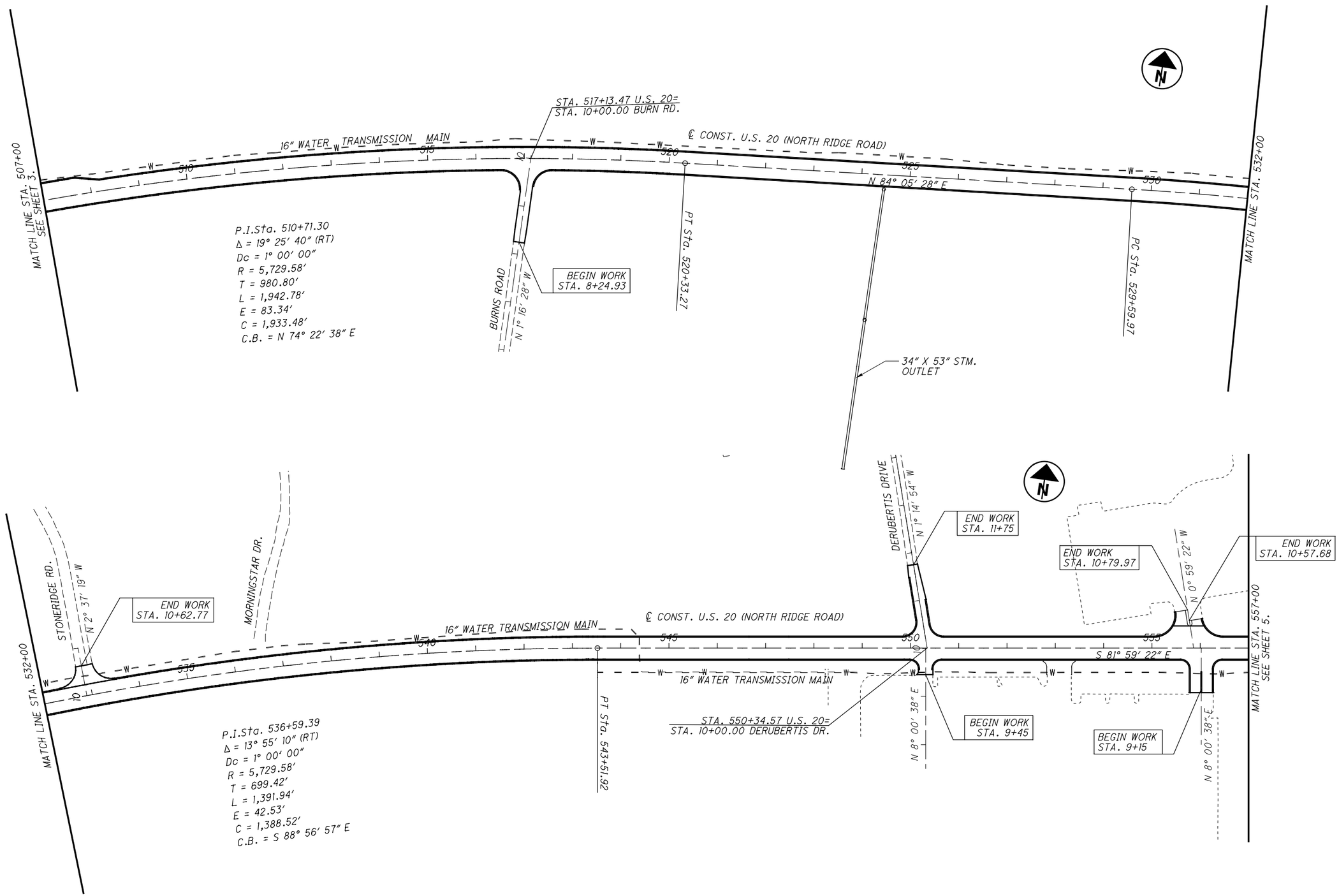

HORIZONTAL SCALE IN FEET
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CALCULATED JMP
CHECKED WDB

SCHEMATIC PLAN
STA. 507+00 TO STA. 557+00

LAK-US-20-24.99

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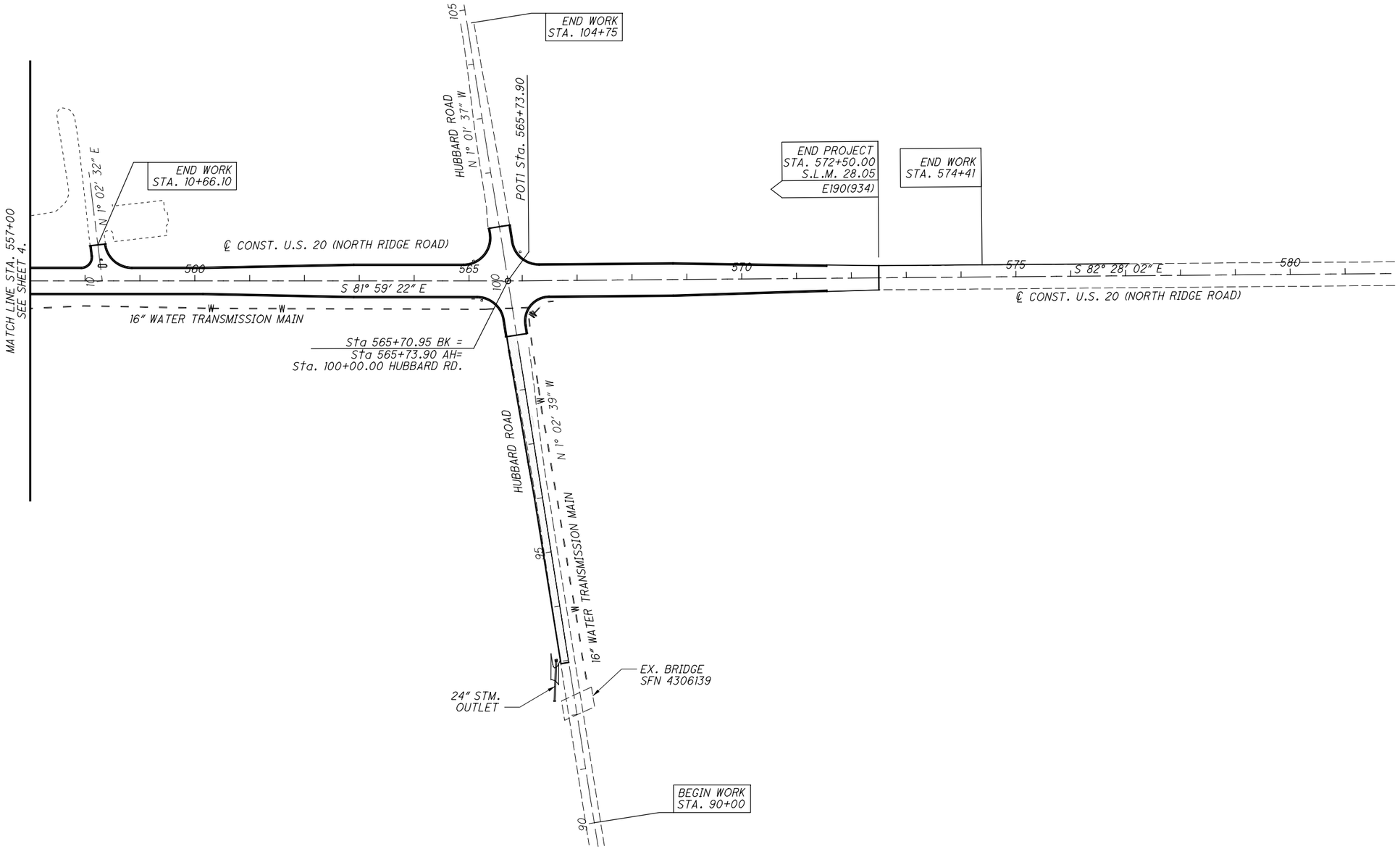

CALCULATED JMP
CHECKED WDB

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HORIZONTAL SCALE IN FEET

SCHEMATIC PLAN
STA. 557+00 TO STA. 582+00

LAK-US-20-24.99

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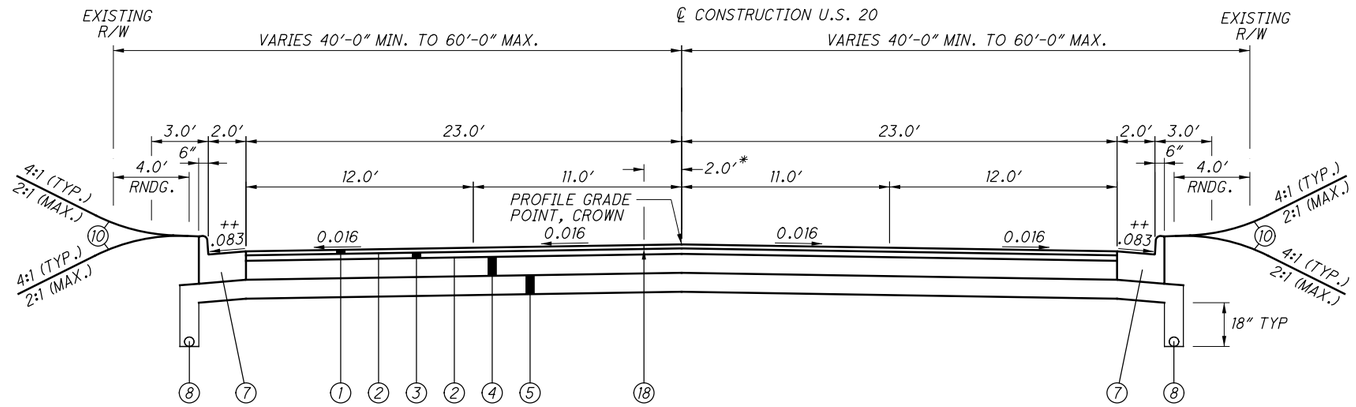
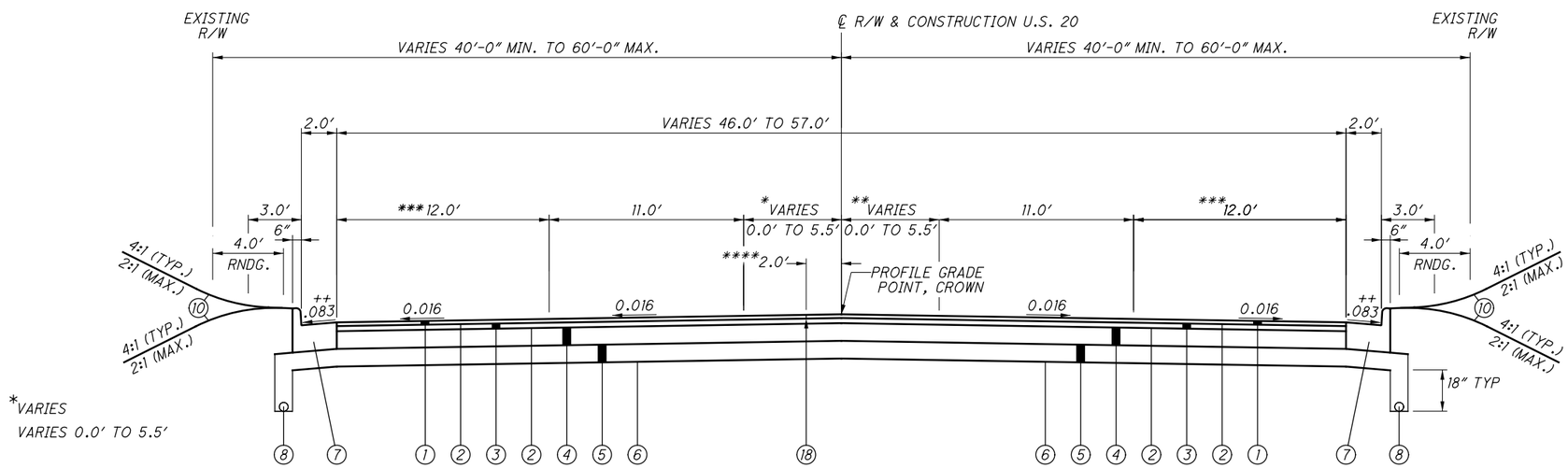


U.S. 20 - NORMAL SECTION

STA. 411+70.00 TO STA. 426+00.00
STA. 440+15.00 TO STA. 485+90.00
STA. 521+38.88 TO STA. 528+54.37
STA. 544+57.52 TO STA. 560+15.00

STA. 521+38.88 TO STA. 528+54.37
STA. 544+57.52 TO STA. 560+15.00
*1.0'



U.S. 20 - 4 TO 5-LANE NORMAL SECTION

STA. 411+20.00 TO STA. 411+70.00
STA. 485+90.00 TO STA. 486+40.00
STA. 560+15.00 TO STA. 562+90.00
STA. 568+75.00 TO STA. 571+55.00

STA. 411+20.00 TO STA. 411+70.00
*VARIES 1.3' TO 0.0'
**0.0'

STA. 485+90.00 TO STA. 486+40.00
*VARIES 0.0' TO 0.3'
**0.0'

STA. 571+11.92 TO STA. 571+55.00
***VARIES 12.0' TO 11.0'

STA. 560+15.00 TO STA. 562+90.00
STA. 568+75.00 TO STA. 571+55.00
****1.0'

LEGEND

1. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
4. ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22
5. ITEM 304 - 6" AGGREGATE BASE
6. ITEM 204 - SUBGRADE COMPACTION
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3" COMPACTED AGGREGATE
13. ITEM 608 - 4" CONCRETE WALK
14. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
15. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6" ASPHALT CONRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3" ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

++ FLATTEN GUTTER CROSS SLOPE TO 0.016 WHERE INDICATED ON THE PLANS TO MATCH EXISTING PAVEMENT

TYPICAL SECTIONS

LAK-US-20-24.99

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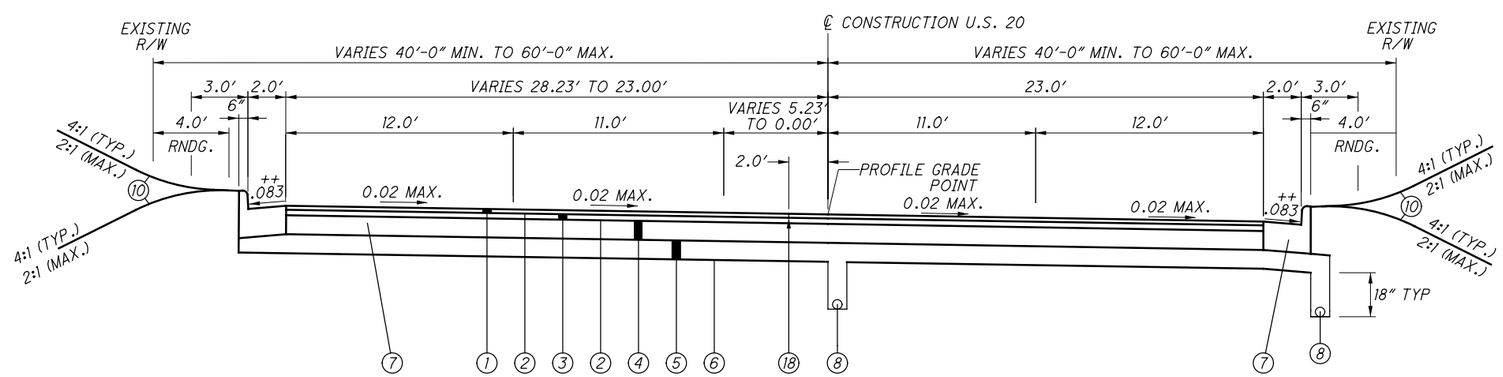

U.S. 20 - 4-LANE TO 5-LANE SUPERELEVATED SECTION

STA. 500+40.00 TO STA. 502+98.43

LEGEND

1. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
4. ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22
5. ITEM 304 - 6" AGGREGATE BASE
6. ITEM 204 - SUBGRADE COMPACTION
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3" COMPACTED AGGREGATE
13. ITEM 608 - 4" CONCRETE WALK
14. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
15. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6" ASPHALT CONRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3" ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

++ FLATTEN GUTTER CROSS SLOPE TO 0.016 WHERE INDICATED ON THE PLANS TO MATCH EXISTING PAVEMENT

TYPICAL SECTIONS

LAK-US-20-24.99

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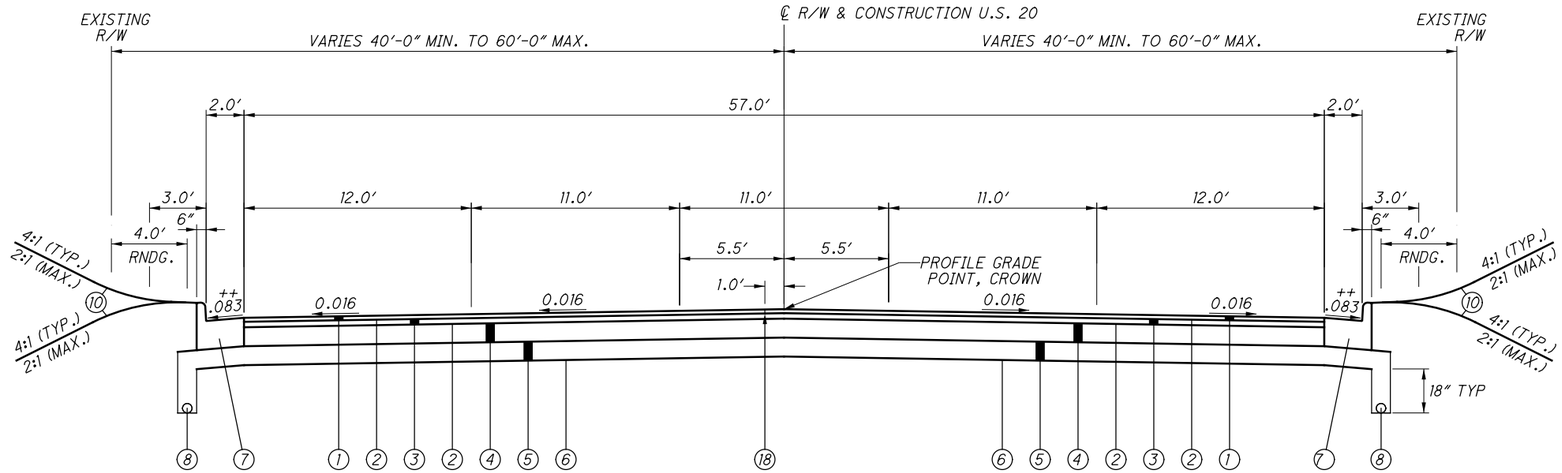
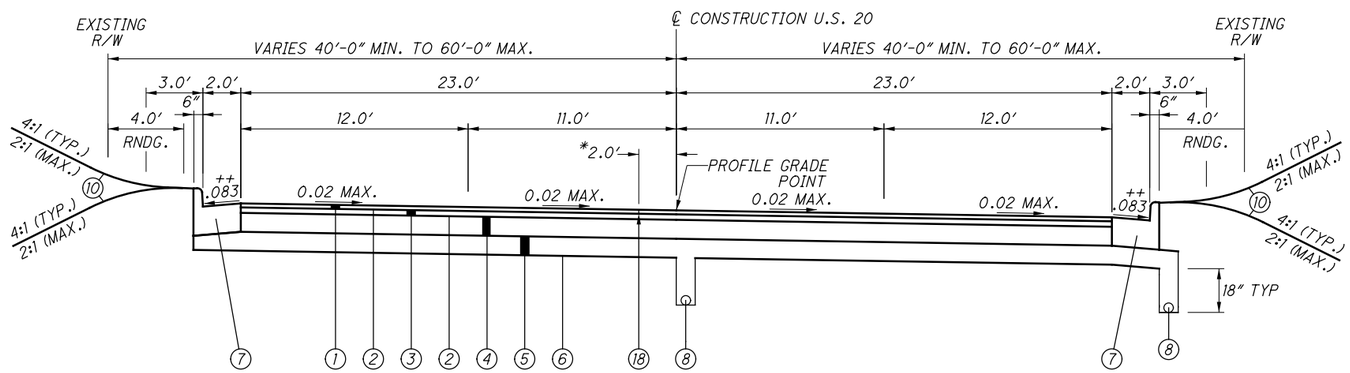


U.S. 20 - 5-LANE NORMAL SECTION

STA. 562+90.00 TO STA. 565+70.95
STATION EQUATION: STA. 563+73.90 AHEAD = STA. 565+70.95 BACK
STA. 565+73.90 TO STA. 568+75.00



U.S. 20 - 4-LANE SUPERELEVATED SECTION

STA. 502+98.43 TO STA. 503+81.03
STA. 508+20.00 TO STA. 521+38.88
STA. 528+54.37 TO STA. 544+57.52

STA. 516+90.00 TO STA. 521+38.88
STA. 528+54.37 TO STA. 544+57.52
*1.0'

LEGEND

1. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
4. ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22
5. ITEM 304 - 6" AGGREGATE BASE
6. ITEM 204 - SUBGRADE COMPACTION
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3" COMPACTED AGGREGATE
13. ITEM 608 - 4" CONCRETE WALK
14. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
15. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6" ASPHALT CONRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3" ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

++ FLATTEN GUTTER CROSS SLOPE TO 0.016 WHERE INDICATED ON THE PLANS TO MATCH EXISTING PAVEMENT

TYPICAL SECTIONS

LAK-US-20-24.99

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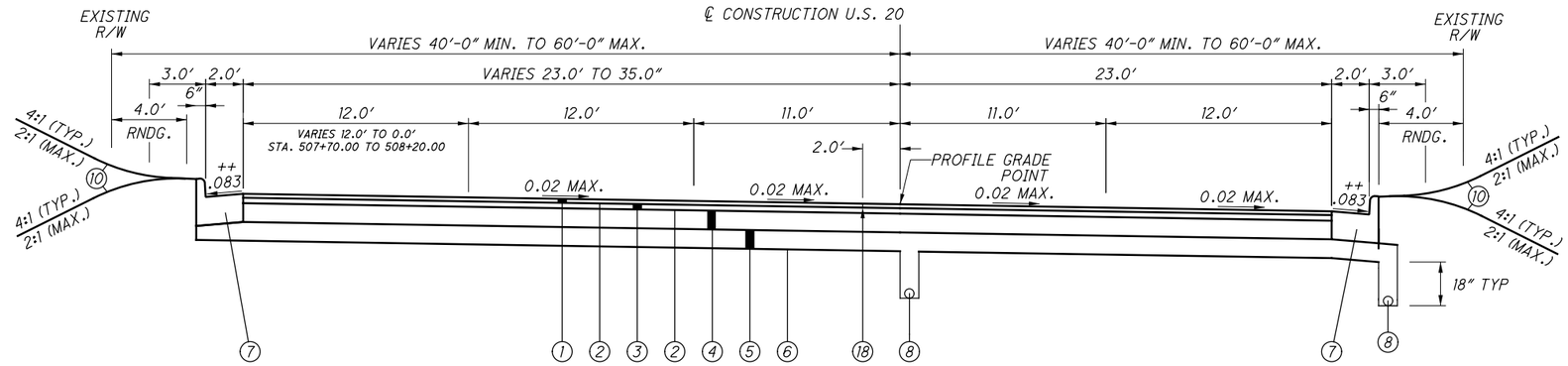
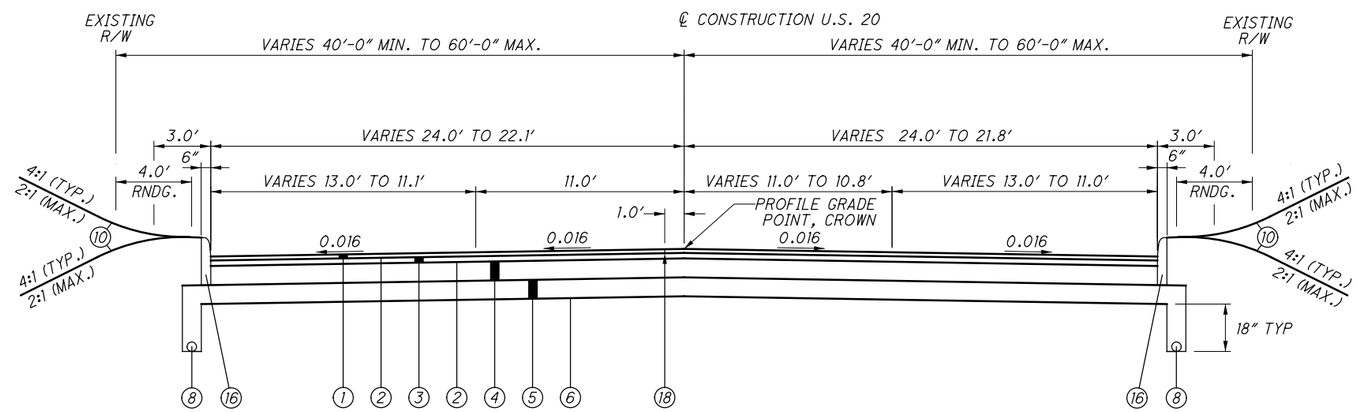


U.S. 20 - 5-LANE SUPERELEVATED SECTION

STA. 503+81.03 TO STA. 508+20.00



U.S. 20 - NORMAL SECTION

STA. 571+55.00 TO STA. 572+50.00

LEGEND

1. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
4. ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22
5. ITEM 304 - 6" AGGREGATE BASE
6. ITEM 204 - SUBGRADE COMPACTION
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3" COMPACTED AGGREGATE
13. ITEM 608 - 4" CONCRETE WALK
14. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
15. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6" ASPHALT CONRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3" ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

++ FLATTEN GUTTER CROSS SLOPE TO 0.016 WHERE INDICATED ON THE PLANS TO MATCH EXISTING PAVEMENT

TYPICAL SECTIONS

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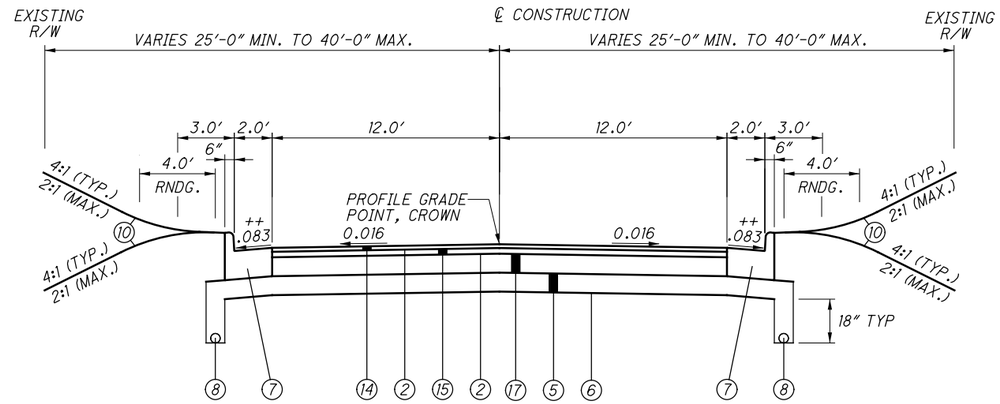


HAINES RD.

STA. 9+98.52 TO STA. 10+92.79

BURNS RD.

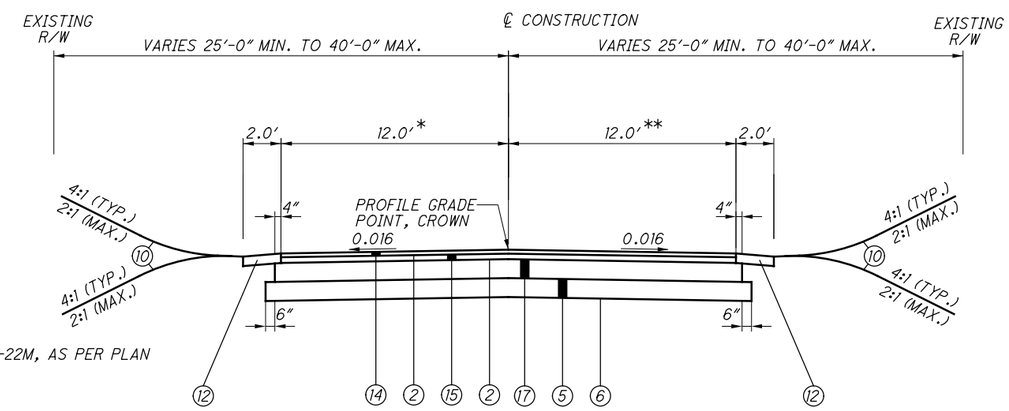
STA. 9+32.30 TO STA. 10+00.00 LT

STA. 9+43.32 TO STA. 10+00.00 RT

DERUBERTIS RD.

STA. 10+00.00 TO STA. 11+50.00 LT

STA. 10+00.00 TO STA. 11+00.00 RT



HAINES RD.

STA. 10+92.79 TO STA. 11+50.50

BURNS RD.

STA. 8+25.00 TO STA. 9+32.30 LT

STA. 8+25.00 TO STA. 9+43.32 RT

DERUBERTIS RD.

STA. 11+50.00 TO STA. 11+75.00 LT

STA. 11+00.00 TO STA. 11+75.00 RT

HAINES RD.

* VARIES 12' TO 9.98'

** VARIES 12' TO 9.91'

BURNS RD.

* VARIES 12' TO 11.40'

** VARIES 12' TO 11.30'

DERUBERTIS RD.

* VARIES 12' TO 12.55'

** VARIES 12' TO 8.15'

LEGEND

1. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
4. ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22
5. ITEM 304 - 6" AGGREGATE BASE
6. ITEM 204 - SUBGRADE COMPACTION
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
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13. ITEM 608 - 4" CONCRETE WALK
14. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
15. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3" ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

++ FLATTEN GUTTER CROSS SLOPE TO 0.016 WHERE INDICATED ON THE PLANS TO MATCH EXISTING PAVEMENT

TYPICAL SECTIONS

LAK-US-20-24.99

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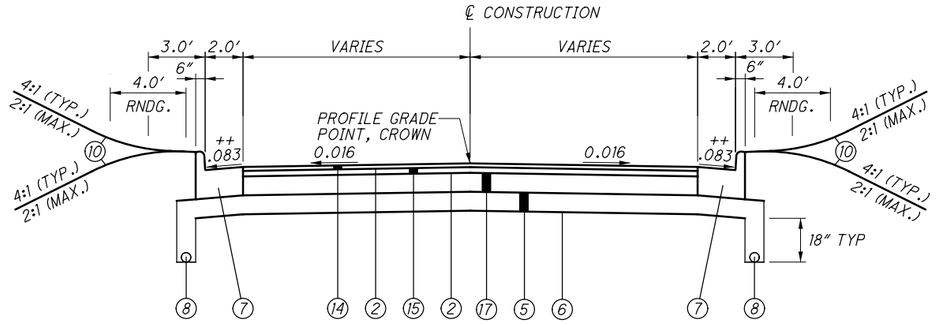
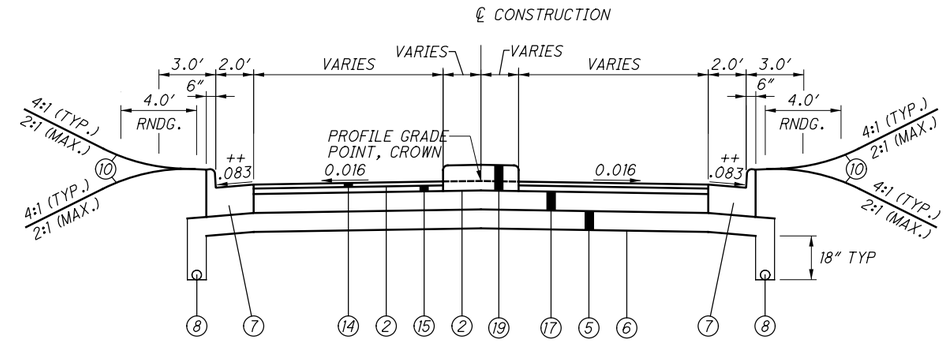


SOUTH DERUBERTIS RD.

STA. 9+45.00 TO STA. 9+77.00



WALMART

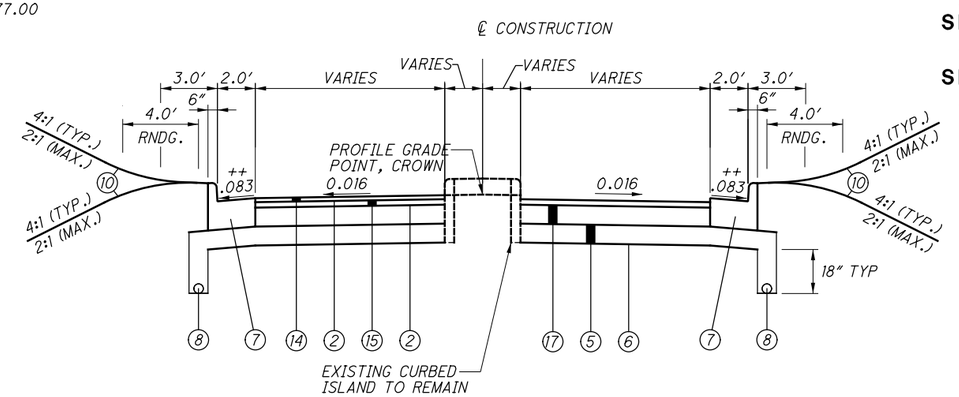
STA. 10+22.77 TO STA. 10+62.77

SHOP AT STA. 556+02

STA. 9+08.00 TO STA. 9+77.00

SHOP AT STA. 558+31

STA. 9+45.00 TO STA. 9+77.00



SHOP AT STA. 556+02

STA. 10+23.29 TO STA. 10+79.97

++ FLATTEN GUTTER CROSS SLOPE TO 0.016 WHERE INDICATED ON THE PLANS TO MATCH EXISTING PAVEMENT

LEGEND

1. ITEM 441 - 1 1/4″ ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
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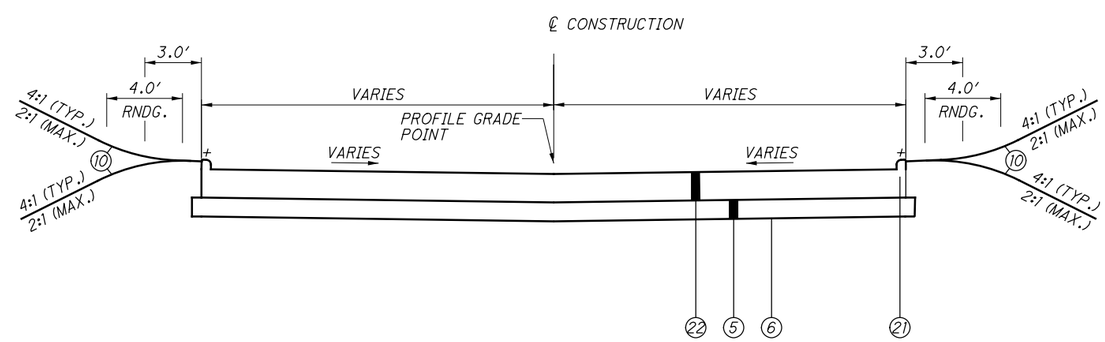
5. ITEM 304 - 6″ AGGREGATE BASE
6. ITEM 204 - SUBGRADE COMPACTION
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6″ BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3″ PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3″ COMPACTED AGGREGATE
13. ITEM 608 - 4″ CONCRETE WALK
14. ITEM 441 - 1 1/4″ ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
15. ITEM 441 - 1 3/4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6″ ASPHALT CONCRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3″ ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN
21. ITEM 609 - CURB, TYPE 2-A
22. ITEM 452 - 8″ NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS



STONERIDGE

STA. 10+22.77 TO STA. 10+62.77

\+ VARY CURB, TYPE 2-A HEIGHT FROM 6″ TO 0″ IN 10′ FROM
STA. 10+24.70 TO STA. 10+26.60 RT
STA. 10+24.80 TO STA. 10+26.70 LT

TYPICAL SECTIONS

LAK-US-20-24.99

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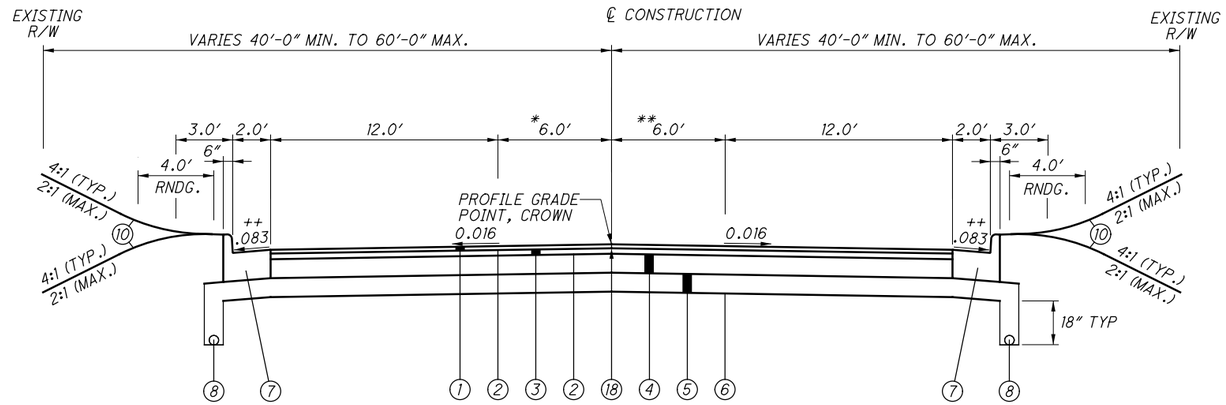
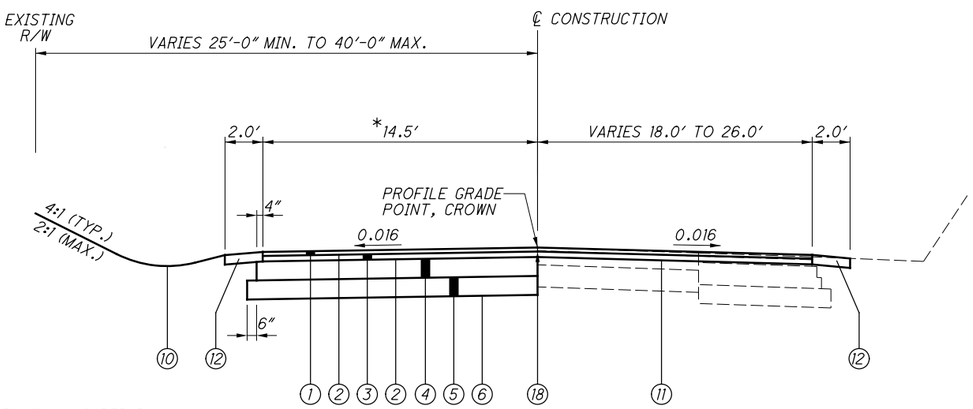


STA. 100+00.00 TO STA. 101+00.00
*7.0'
**5.0'

HUBBARD RD.

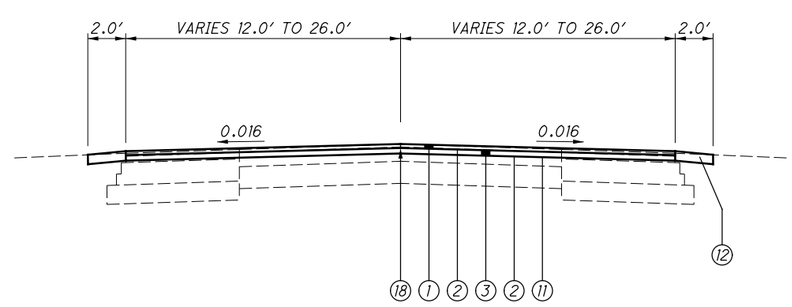
STA. 99+00.00 TO STA. 101+00.00



* VARIES 14.5' TO 18.0'
STA. 96+00.00 TO STA. 99+00.00

HUBBARD RD.

STA. 92+96.00 TO STA. 99+00.00



HUBBARD RD.

STA. 90+90.00 TO STA. 92+96.00
STA. 101+00.00 TO STA. 104+75.00

++ FLATTEN GUTTER CROSS SLOPE TO 0.016 WHERE INDICATED ON THE PLANS TO MATCH EXISTING PAVEMENT

LEGEND

1. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
4. ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22
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10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3" COMPACTED AGGREGATE
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16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3" ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

TYPICAL SECTIONS

LAK-US-20-24.99

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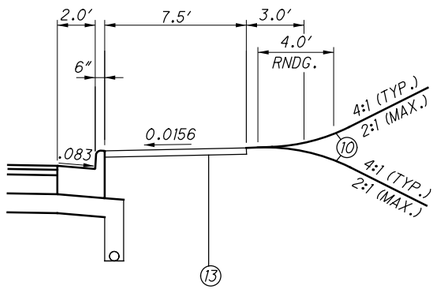
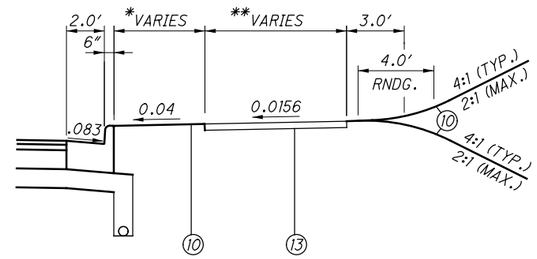


SIDEWALK SECTION

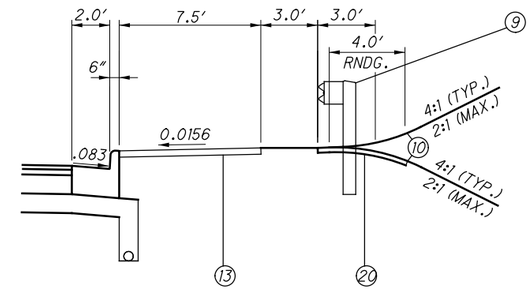
STA. 411+20.00 TO STA. 414+92.00 RT
STA. 417+05.75 TO STA. 426+00.00 RT
STA. 440+15.00 TO STA. 486+39.93 RT
STA. 501+02.64 TO STA. 548+96.33 RT
STA. 545+70.87 TO STA. 565+20.16 LT
STA. 560+80.25 TO STA. 564+79.05 RT
STA. 568+51.49 TO STA. 572+50.00 LT



*VARIES 0.0′ TO 7.5′
**VARIES 5.0′ TO 7.5′

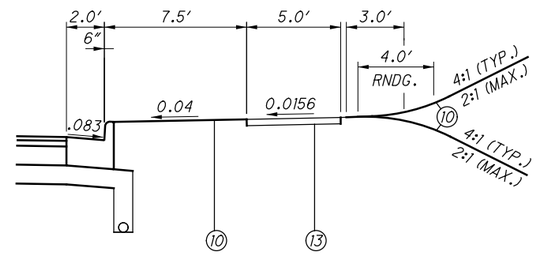
SIDEWALK SECTION

STA. 548+96.33 TO STA. 550+08.41 RT



SIDEWALK/GUARDRAIL SECTION

STA. 414+92.00 TO STA. 417+05.75



SIDEWALK SECTION

STA. 550+83.59 TO STA. 558+96.92 RT

LEGEND

1. ITEM 441 - 1 1/4″ ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
4. ITEM 301 - 6″ ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22
5. ITEM 304 - 6″ AGGREGATE BASE
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7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6″ BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3″ PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3″ COMPACTED AGGREGATE
13. ITEM 608 - 4″ CONCRETE WALK
14. ITEM 441 - 1 1/4″ ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
15. ITEM 441 - 1 3/4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6″ ASPHALT CONCRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3″ ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

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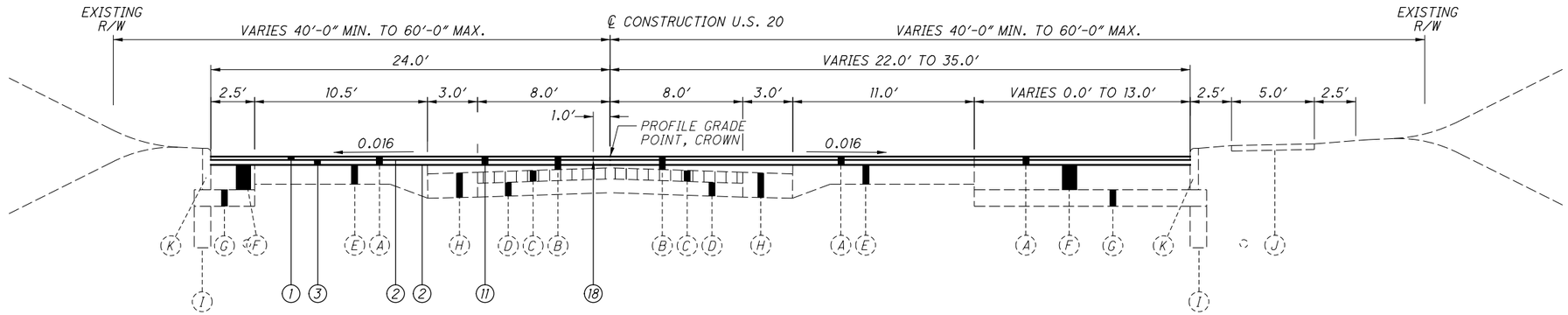
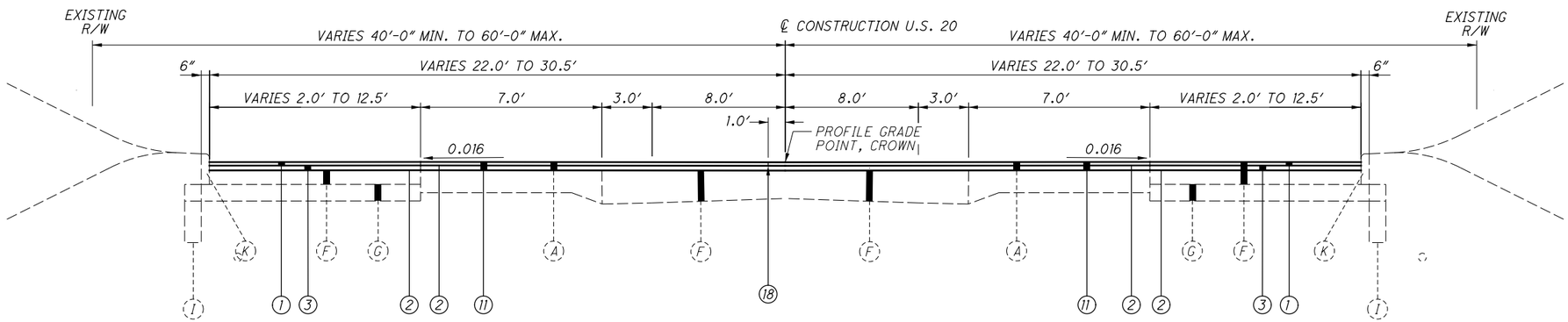


U.S. 20 - RESURFACING 5 LANE SECTION

STA. 426+00.00 TO STA. 440+15.00



U.S. 20 - RESURFACING 4 TO 5 LANE SECTION

STA. 486+40.00 TO STA. 500+40.00

LEGEND

- (A) 3"-5" ASPHALT
- (B) 6"-8" ASPHALT
- (C) 4" BRICK
- (D) 4"-6" CONCRETE
- (E) 7"-8" CONCRETE
- (F) 9" ASPHALT CONCRETE
- (G) 6" AGGREGATE BASE
- (H) 9" CONCRETE
- (I) 4" BASE PIPE UNDERDRAIN
- (J) 4" CONCRETE WALK
- (K) CONCRETE CURB

LEGEND

1. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
4. ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22
5. ITEM 304 - 6" AGGREGATE BASE
6. ITEM 204 - SUBGRADE COMPACTION
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3" COMPACTED AGGREGATE
13. ITEM 608 - 4" CONCRETE WALK
14. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
15. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
16. ITEM 609 - CURB, TYPE 6
17. ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22, (449)
18. ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN
19. ITEM 609 - CONCRETE TRAFFIC ISLAND
20. ITEM 441 - 3" ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

TYPICAL SECTIONS

LAK-US-20-24.99

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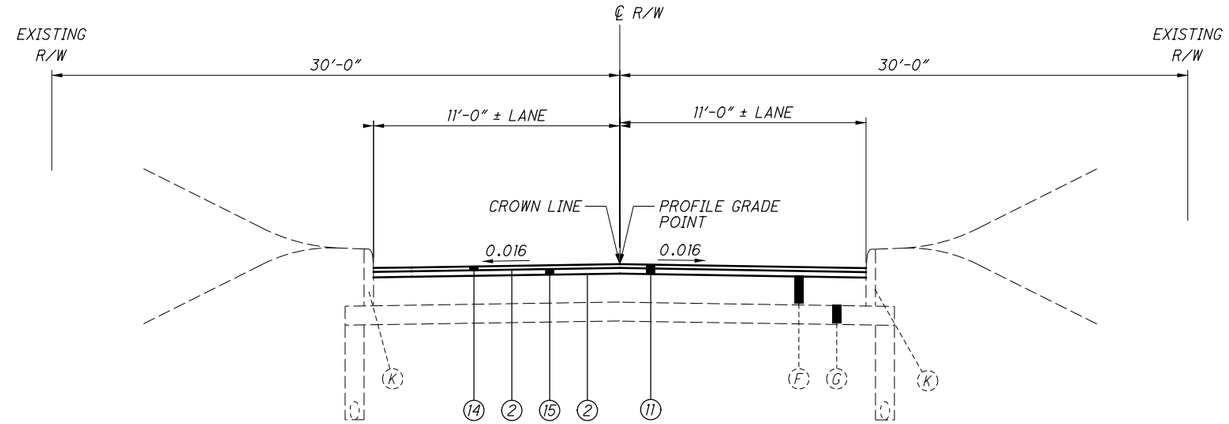
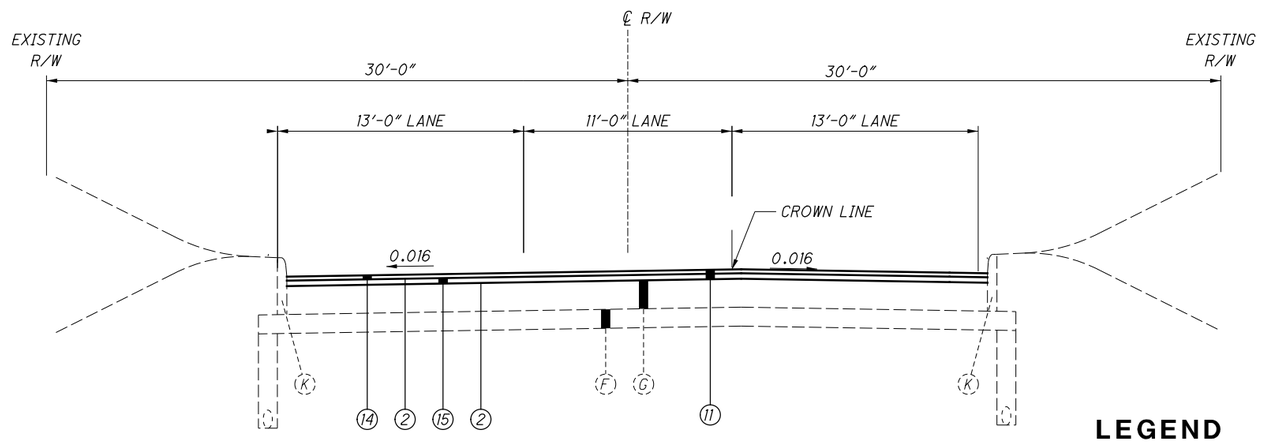


MCMACKIN ROAD RESURFACING
STA. 9+20.95 TO STA. 9+64.92
STA. 10+27.20 TO STA. 10+25.75



GREEN ROAD RESURFACING
STA. 10+33.66 TO STA. 11+03.00

LEGEND

- (A) 3"-5" ASPHALT
- (B) 6"-8" ASPHALT
- (C) 4" BRICK
- (D) 4"-6" CONCRETE
- (E) 7"-8" CONCRETE
- (F) 9" ASPHALT CONCRETE
- (G) 6" AGGREGATE BASE
- (H) 9" CONCRETE
- (I) 4" BASE PIPE UNDERDRAIN
- (J) 4" CONCRETE WALK
- (K) CONCRETE CURB

LEGEND

1. ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
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8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 606 - GUARDRAIL, TYPE MGS
10. ITEM 659 - SEEDING AND MULCHING, CLASS 1
11. ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE
12. ITEM 617 - 3" COMPACTED AGGREGATE
13. ITEM 608 - 4" CONCRETE WALK
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20. ITEM 441 - 3" ASPHALT INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

TYPICAL SECTIONS

LAK-US-20-24.99

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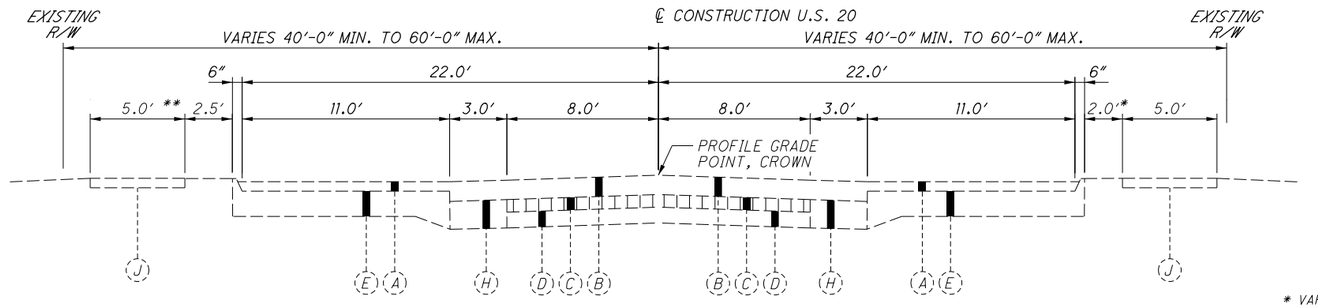
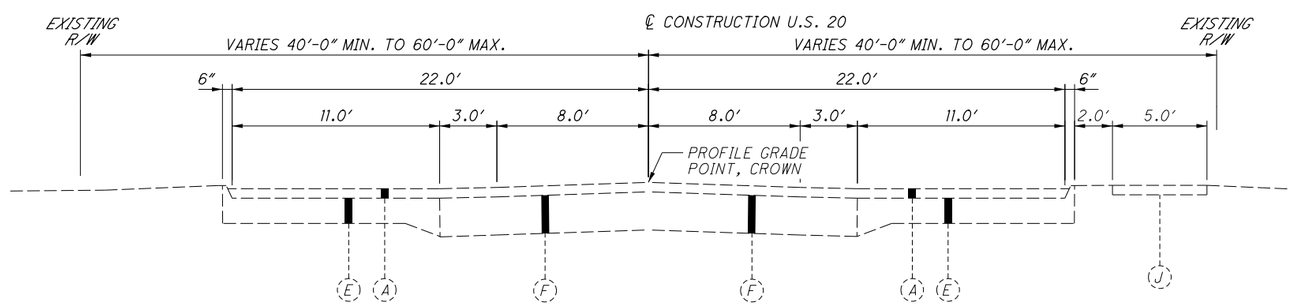


* VARIES STA 548+93.34 TO 560+15.00
** STA 545+80.22 TO STA 560+15.00

U.S. 20 - EXISTING 4 LANE SECTION
STA. 440+15.00 TO STA. 486+40.00
STA. 500+40.00 TO STA. 560+15.00



U.S. 20 - EXISTING 4 LANE SECTION
STA. 411+20.00 TO STA. 426+00.00

LEGEND

- (A) 3"-5" ASPHALT
- (B) 6"-8" ASPHALT
- (C) 4" BRICK
- (D) 4"-6" CONCRETE
- (E) 7"-8" CONCRETE
- (F) 9" ASPHALT CONCRETE
- (G) 6" AGGREGATE BASE
- (H) 9" CONCRETE
- (I) 4" BASE PIPE UNDERDRAIN
- (J) 4" CONCRETE WALK
- (K) CONCRETE CURB

TYPICAL SECTIONS

LAK-US-20-24.99

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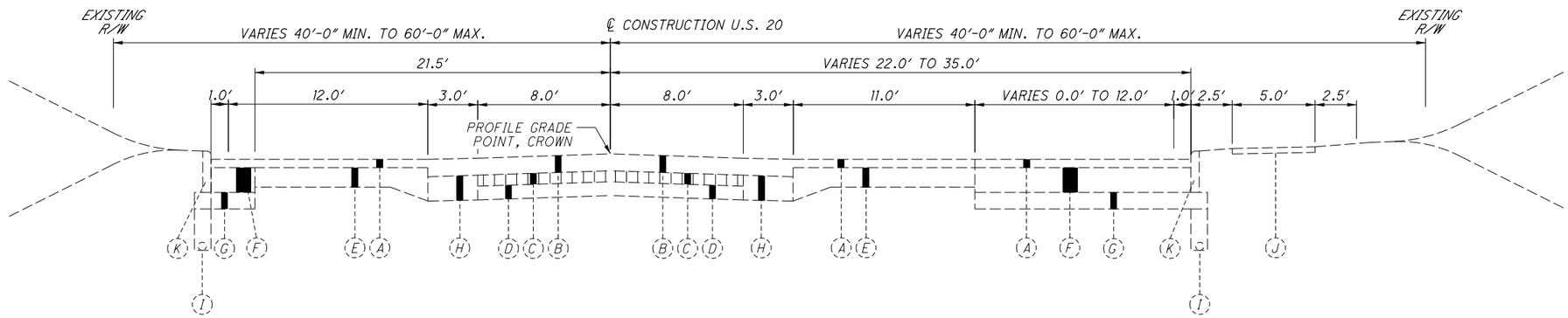
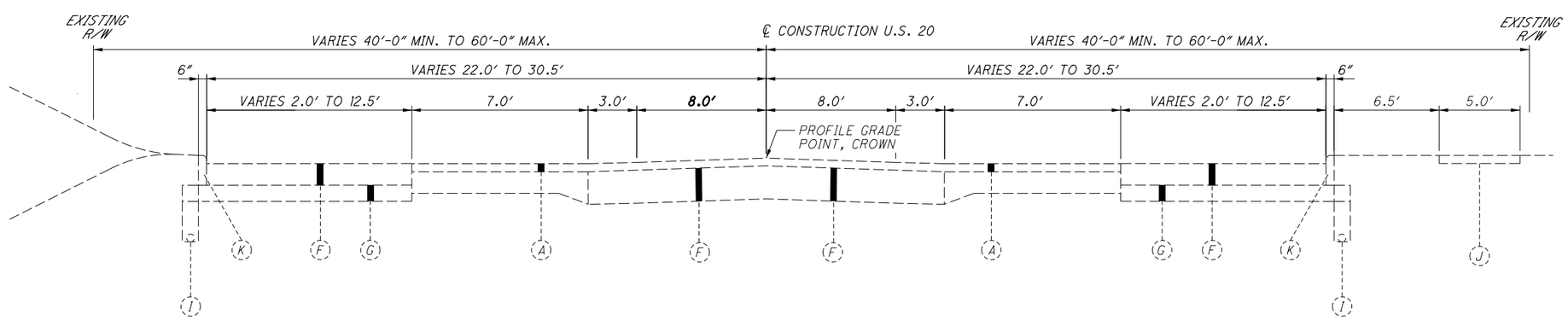


U.S. 20 - EXISTING 4 TO 5 LANE SECTION

STA. 426+00.00 TO STA. 440+15.00



U.S. 20 - EXISTING 4 TO 5 LANE SECTION

STA. 486+40.00 TO STA. 500+40.00

LEGEND

- (A) 3"-5" ASPHALT
- (B) 6"-8" ASPHALT
- (C) 4" BRICK
- (D) 4"-6" CONCRETE
- (E) 7"-8" CONCRETE
- (F) 9" ASPHALT CONCRETE
- (G) 6" AGGREGATE BASE
- (H) 9" CONCRETE
- (I) 4" BASE PIPE UNDERDRAIN
- (J) 4" CONCRETE WALK
- (K) CONCRETE CURB

TYPICAL SECTIONS

LAK-US-20-24.99

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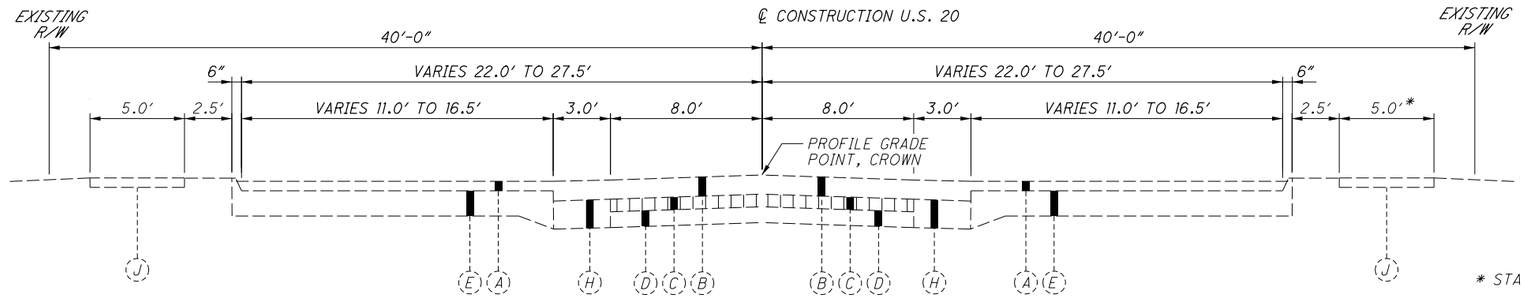
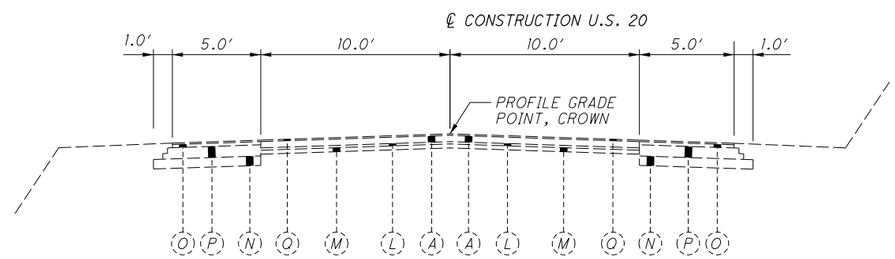


* STA 560+15.00 TO STA 565+73.90

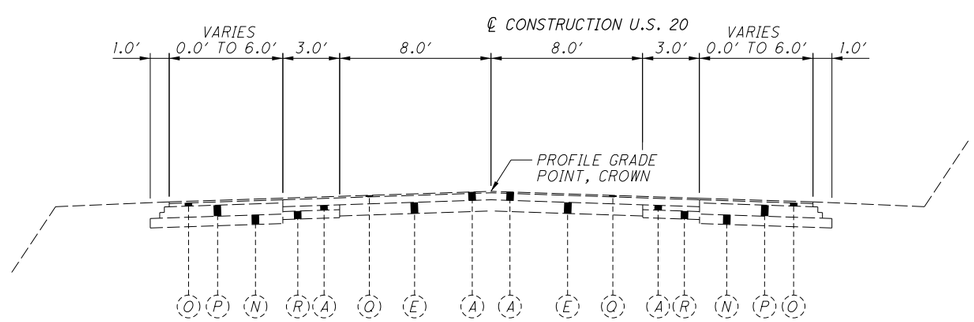
U.S. 20 - EXISTING 4 TO 5 LANE SECTION

STA. 560+15.00 TO STA. 572+50.00



HUBBARD ROAD - EXISTING 2 LANE SECTION

STA. 100+00.00 TO STA. 101+00.00



HUBBARD ROAD S.R. 528 - EXISTING 2 LANE SECTION

STA. 92+96.00 TO STA. 100+00.00

LEGEND

A	3"-5" ASPHALT	L	1 1/2" SEAL COAT
B	6"-8" ASPHALT	M	2 1/2" AGGREGATE
C	4" BRICK	N	6" SANDY GRANULARE BASE
D	4"-6" CONCRETE	O	2" ASPHALT CONCRETE
E	7"-8" CONCRETE	P	7" ASPHALT CONCRETE BASE
F	9" ASPHALT CONCRETE	Q	1" ASPHALT CONCRETE
G	6" AGGREGATE BASE	R	5" GRANULAR SLAG
H	9" CONCRETE		
I	4" BASE PIPE UNDERDRAIN		
J	4" CONCRETE WALK		
K	CONCRETE CURB		

TYPICAL SECTIONS

LAK-US-20-24.99

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GENERAL

ROUNDING

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

UTILITIES

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

GAS
DOMINION ENERGY OHIO
320 SPRINGSIDE DR. SUITE 320
AKRON, OHIO 44333
330-664-2409

NORTHEAST OHIO NATURAL GAS CORP.
8470 STATION STREET
MENTOR, OHIO 44060
TIM REILLY: 440-701-5100

ELECTRIC
THE ILLUMINATING COMPANY
7755 AUBURN ROAD
CONCORD, OHIO 44077
FRED RANDOLPH: 440-358-4991

WATER & SANITARY
LAKE COUNTY DEPARTMENT OF UTILITIES
105 MAIN STREET
PAINESVILLE, OHIO 44077
SARAH CEROVSKI: 440-350-2652

STORM
OHIO DEPARTMENT OF TRANSPORTATION
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OHIO 94125
216-581-2100

COMMUNICATIONS
AT&T
13630 LORAIN AVE. 2ND FLOOR
CLEVELAND, OHIO 99111
SCOTT KLEBE: 216-476-6142

CHARTER COMMUNICATIONS (SPECTRUM)
7820 DIVISION DRIVE
MENTOR, OHIO 44060
EMIL SYMISTER: 216-575-8016
EXT. 2165551105

WINDSTREAM
245 N. MAIN STREET
HUDSON, OHIO 44236
JEFF GULYAS: 216-385-1669

ZAYO
4199 KINROSS LAKES PARKWAY, SUITE 10
RICHFIELD, OH 44286
DAVE GALUSKA: 234-281-0025

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

EXISTING PLANS

EXISTING PLANS ENTITLED LAK-20-18.72, LAK-20-22.75, LAK-20-25.52 AND LAK-20-27.92 MAY BE INSPECTED IN THE ODOT DISTRICT 12 OFFICE IN GARFIELD HEIGHTS, OHIO.

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 9 PM AND 7 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.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS 601-607 OF THE PLANS FOR TABLES CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 2012B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83_(COORS2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 1.00000885
ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

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.

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"	42	2	44
30"	9		9
48"	5	1	6
60"		1	1

THE FOLLOWING TREES, LOCATED OUTSIDE OF THE PROJECT LIMITS AND INSIDE THE PERMANENT RIGHT-OF-WAY, SHALL BE REMOVED PRIOR TO APRIL 1, 2024 AND ARE INCLUDED IN THE TOTALS LISTED ABOVE:

STA. 157+37, 31' LT, 36"
STA. 199+67, 59' RT, 12"
STA. 199+82, 54' RT, 12"
STA. 199+83, 46' RT, 24"
STA. 200+44, 55' RT, 15"
STA. 207+75, 42' RT, 36"
STA. 240+45, 41' RT, 15"
STA. 243+18, 45' RT, 15"
STA. 243+43, 42' RT, 18"
STA. 253+65, 99' RT, 18"
STA. 253+82, 82' RT, 18"
STA. 254+01, 49' RT, 12"
STA. 254+34, 85' RT, 12"
STA. 295+28, 32' RT, 30"
STA. 308+72, 50' LT, 12"
STA. 309+08, 53' LT. 30"
STA. 309+38, 46' LT, 15"
STA. 309+42, 56' LT, 18"
STA. 309+42, 61' LT, 18"
STA. 311+74, 44' LT, 42"
STA. 312+84, 55' LT, 21"
STA. 313+24, 54' LT, 24"
STA. 159+88, 40' RT, 12"
STA. 199+78, 56' RT, 12"
STA. 199+83, 55' RT, 36"
STA. 200+32, 59' RT, 15"
STA. 200+58, 57' RT, 18"
STA. 239+26, 40' RT, 15"
STA. 241+69, 41' RT, 24"
STA. 243+27, 45' RT, 15"
STA. 243+44, 39' RT, 18"
STA. 253+77, 77' RT, 12"
STA. 253+83, 95' RT, 18"
STA. 254+32, 100' RT, 12"
STA. 308+66, 46' LT, 12"
STA. 308+98, 53' LT, 12"
STA. 309+11, 51' LT, 30"
STA. 309+39, 59' LT, 18"
STA. 309+41, 61' LT, 18"
STA. 309+43, 59' LT, 18"
STA. 312+69, 37' LT, 15"
STA. 313+08, 52' LT, 30"
STA. 316+21, 42' LT, 24"

THE FOLLOWING STATION LIMIT AREAS LOCATED OUTSIDE OF THE PROJECT LIMITS SHALL BE CLEARED OF ALL BRUSH WITHIN THE PERMANENT RIGHT-OF-WAY PRIOR TO APRIL 1, 2024:

STA. 251+00 TO STA. 255+50, RT
STA. 303+50 TO STA. 307+00, LT
STA. 308+50 TO STA. 309+50, LT

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NO. 578-584.

DURATION OF WORK IN TEMPORARY RIGHT OF WAY

WORK IN THE TEMPORRARY RIGHT OF WAY SHALL BE LIMITED TO A MAXIMUM DURATION OF 45 CALLENDAR DAYS AT THE FOLLOWING PARCELS:

PARCEL 17 - 5867 NORTH RIDGE

WORK IN THE TEMPORRARY RIGHT OF WAY SHALL BE LIMITED TO A MAXIMUM DURATION OF 30 CALLENDAR DAYS AT THE FOLLOWING PARCELS:

PARCEL 46 - 6659 NORTH RIDGE

ITEM 204 - PROOF ROLLING

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

ITEM 204 - PROOF ROLLING 30 HOUR

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PRIVATE USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT, AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED A HEIGHT OF ZERO (0) FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, COORDINATION WITH THE AIRPORT OWNER AND THE ODOT OFFICE OF AVIATION WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. FOR PRIVATE USE AIRPORTS OR HELIPORTS, COORDINATE WITH THE AIRPORT OWNER AND THE ODOT OFFICE OF AVIATION. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL COORDINATION IS MET AND DOCUMENTATION HAS BEEN FURNISHED TO THE PROJECT ENGINEER. IF COORDINATION IS NOT OBTAINED, THEN THE PROJECT ENGINEER WILL HAVE THE AUTHORITY TO PROVIDE RESTRICTIONS AS REQUIRED.

LAKE HEALTH MADISON CAMPUS HELIPAD
LAKE HEALTH
6270 NORTH RIDGE ROAD
MADISON, OH 44057
(440) 428-0280

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE.

UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. COMPACT THE SUBGRADE ACCORDING TO 204.03.

4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE AND APPROXIMATE STATION LIMITS ARE AS FOLLOWS:

STA 465+00 TO STA 469+25 = 425 FT.

THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE.

THE FOLLOWING QUANTITIES FOR THE REMEDIATION OF UNSTABLE SUBGRADE HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 204 - EXCAVATION OF SUBGRADE	1,600	CY
ITEM 204 - GRANULAR MATERIAL, TYPE B	1,600	CY
ITEM 204 - GEOTEXTILE FABRIC	3,200	SY
ITEM 204 - GEOGRID	3,200	SY

ITEM SPECIAL - PRECONSTRUCTION VIDEO DOCUMENTATION

THIS WORK SHALL CONSIST OF FURNISHING THE DEPARTMENT A COMPLETE DIGITAL COLOR AUDIO-VIDEO RECORD OF THE SURFACE FEATURES WITHIN AND IMMEDIATELY ADJACENT (WITHIN 50 FEET) TO THE PROPOSED PROJECT AREA AS SHOWN IN THE CONTRACT DRAWINGS. THIS RECORD SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL AUDIO-VIDEO USB THUMB DRIVES, VIDEO LOGS, AND INDEXES. THE PURPOSE OF THIS COVERAGE SHALL BE TO ACCURATELY DOCUMENT THE PRECONSTRUCTION CONDITION OF THESE SURFACE FEATURES.

THE AUDIO-VIDEO DOCUMENTATION SHALL BE PERFORMED BY A RESPONSIBLE COMMERCIAL FIRM KNOWN TO BE SKILLED AND REGULARLY ENGAGED IN THE BUSINESS OF PRECONSTRUCTION DIGITAL COLOR AUDIO-VIDEO DOCUMENTATION. THE FIRM SHALL FURNISH SUCH INFORMATION AS THE DEPARTMENT DEEMS NECESSARY TO DETERMINE THE ABILITY OF THAT FIRM TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS.

AUDIO-VIDEO DOCUMENTATION SHALL NOT BE MADE MORE THAN 60 DAYS PRIOR TO CONSTRUCTION IN EACH PHASE OF WORK.

THE AUDIO-VIDEO SYSTEM AND THE PROCEDURES EMPLOYED IN ITS USE SHALL BE SUCH AS TO PRODUCE A FINISHED PRODUCT THAT WILL MEET PROFESSIONAL STANDARDS. THE VIDEO PORTION OF THE RECORDING SHALL BE BRIGHT, SHARP, CLEAR PICTURES WITH ACCURATE COLORS AND SHALL BE FREE FROM DISTORTION OR ANY OTHER FORM OF PICTURE IMPERFECTION. ALL VIDEO RECORDINGS SHALL BY ELECTRONIC MEANS DISPLAY ON THE SCREEN THE TIME OF DAY, THE MONTH, DAY AND YEAR OF THE RECORDING. THE TIME AND DATE INFORMATION MUST BE CONTINUOUSLY AND SIMULTANEOUSLY GENERATED WITH THE ACTUAL RECORDING. THE AUDIO PORTION OF THE RECORDING SHALL BE PERFORMED BY THE CAMERA OPERATOR DURING THE RECORDING PROCESS AND SHALL BE OF HIGH CLARITY AND FREE FROM DISTORTION.

THE RECORDINGS SHALL CONTAIN COVERAGE OF ALL VISIBLE FEATURES WITHIN THE CONSTRUCTION ZONE BEING AFFECTED BY THE WORK. THESE FEATURES SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL ROADWAYS, PAVEMENT, RETENTION PONDS, RAILROAD TRACKS, CURBS, DRIVEWAYS, SIDEWALKS, CULVERTS, HEAD-WALLS, RETAINING WALLS, LANDSCAPING, TREES, FENCES, DRAINAGE DITCHES, CREEKS, STREAMS, VISIBLE UTILITIES, STRUCTURES, AND BUILDINGS. OF PARTICULAR CONCERN SHALL BE THE CONDITION OF EXISTING VEGETATION, TERRAIN, AND STRUCTURES AND THE EXISTENCE OR NON-EXISTENCE OF ANY FAULTS, FRACTURES OR DEFECTS. PANNING, ZOOM-IN AND ZOOM OUT RATES SHALL BE SUFFICIENTLY CONTROLLED.

WRITTEN DOCUMENTATION MUST COINCIDE WITH THE INFORMATION ON THE AUDIO-VIDEO SO AS TO MAKE EASY RETRIEVAL OF LOCATIONS SOUGHT FOR AT A LATER DATE.

TWO COPIES OF THE DIGITAL COLOR AUDIO-VIDEO RECORDING SHALL BE DELIVERED TO THE DEPARTMENT ON USB THUMB DRIVES.

THE DEPARTMENT WILL MAKE PARTIAL PAYMENTS ACCORDING TO 109.09, PRORATED BY THE LENGTH OF THE WORK PHASE. VIDEO DOCUMENTATION WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM SPECIAL - PRECONSTRUCTION VIDEO DOCUMENTATION, LUMP SUM

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ROADWAY

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING, AS PER PLAN SHALL CONSIST OF EXCAVATING TOPSOIL, AND PLACING GRANULAR MATERIAL.

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.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCIDENTAL TO ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

METHOD A:
1. SET GUARDRAIL POSTS
2. PLACE ITEM 441

METHOD B:
1. PLACE ITEM 441
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 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 203 - EMBANKMENT

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADDITIONAL EMBANKMENT REQUIRED BETWEEN THE BOTTOM OF THE EXISTING PAVEMENT AND THE TOP OF THE PROPOSED SUBGRADE WHICH WAS IS NOT QUANTIFIED IN THE CROSS SECTIONS OR EARTHWORK CALCULATION SHEETS. THIS EMBANKMENT QUANTITIY IS REQUIRED FOR AREAS OF THE PROJECT WHERE THE BOTTOM OF EXISTING PAVEMENT IS BELOW THE PROPOSED SUBGRADE.

ITEM 203, EMBANKMENT, 2398 CY

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE).

ITEM 202 REMOVAL MISC.: BUSINESS SIGN

REMOVE THE SIGN, SUPPORT, FOUNDATION AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL WITHIN THE LIMITS OF THE RIGHT OF WAY OR TEMPORARY RIGHT-OF WAY. CUT AND CAP THE EXISTING WIRING AT THE RIGHT OF WAY LINE. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

DELIVER THE EXISTING SIGN TO THE PROPERTY OWNER OR DISPOSE OF IF THE OWNER DOES NOT WANT TO SALVAGE THE REMOVED MATERIALS. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER REGARDING THIS PROPOSED WORK FOR THE DISCONNECTION OF THE CIRCUIT AND TO DETERMINE THE PROPERTY OWNERS INTENT TO SALVAGE THE EXISTING BUSINESS SIGN.

THE ABOVE NOTED WORK SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BUSINESS SIGN, EACH

ITEM 202 REMOVAL MISC.: BOULDER

REMOVE THE BOULDERS AS INDICATED FOR REMOVAL IN THEIR ENTIRETY. BACKFILL ANY CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

BOULDERS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BOULDER, EACH

ITEM 202 REMOVAL MISC.: LIGHT POLE

REMOVE THE LUMINAIRE, SUPPORT, FOUNDATION AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL WITHIN THE LIMITS OF THE RIGHT OF WAY OR TEMPORARY RIGHT OF WAY. CUT AND CAP THE EXISTING WIRING AT THE RIGHT OF WAY LINE. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

DELIVER THE EXISTING LUMINAIRE AND SUPPORT TO THE PROPERTY OWNER OR DISPOSE OF IF THE OWNER DOES NOT WANT TO SALVAGE REMOVED MATERIALS. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER REGARDING THIS PROPOSED WORK FOR THE DISCONNECTION OF THE CIRCUIT AND TO DETERMINE THE PROPERTY OWNERS INTENT TO SALVAGE THE EXISTING LUMINAIRE AND SUPPORT.

THE ABOVE NOTED WORK SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: LIGHT POLE, EACH

ITEM 202 REMOVAL MISC.: SHED

REMOVE AND DISPOSE OF THE SHED IN ITS ENTIRETY AS INDICATED.

THE ABOVE NOTED WORK SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: SHED, EACH

ITEM 623 - MONUMENT ASSEMBLIES

THE FOLLOWING SUMMARY OF SURVEY MONUMENT WORK AS SHOWN ON THE RIGHT OF WAY PLANS HAS BEEN CARRIED TO THE GENERAL SUMMARY.

SHEET NO.	STATION TO STATION			623 MONUMENT ASSEMBLY, TYPE C EACH	
		TO			
601	405+83.06		431+47.75	2	
602	431+47.75		457+00.00	5	
603	457+00.00		485+00.00	4	
604	485+00.00		510+00.00	2	
605	510+00.00		536+00.00	4	
606	536+00.00		560+00.00	2	
607	560+00.00		588+00.00	1	
TOTALS CARRIED TO GENERAL SUMMARY				20	

EROSION CONTROL

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	2	EACH
659, TOPSOIL	7161	CU. YD.
659, SEEDING AND MULCHING, CLASS 1	64508	SQ. YD.
659, REPAIR SEEDING AND MULCHING	3226	SQ. YD.
659, INTER-SEEDING	3226	SQ. YD.
659, COMMERCIAL FERTILIZER	9.0	TON
659, LIME	13.33	ACRES
659, WATER	367	M. GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON LIMITS IDENTIFIED AS NECESSARY IN THE CROSS-SECTIONS. ANY ADDITIONAL AREAS OUTSIDE OF THE AREAS IDENTIFIED IN THE CROSS-SECTIONS THAT ARE DISTURBED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION MUST BE RESTORED IN ACCORDANCE WITH C&MS 107.10 AND CONSIDERED INCIDENTAL TO THE WORK. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE AREAS.

CALCULATED JMP
CHECKED WDB

GENERAL NOTES

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ENVIRONMENTAL

NOTIFICATION OF COMMENCEMENT

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING A MINIMUM OF TWO WEEKS PRIOR TO COMMENCEMENT OF WORK:

PAINESVILLE TOWNSHIP	440-352-1443
PAINESVILLE TOWNSHIP FIRE	440-358-6996
RIVERSIDE LOCAL SCHOOLS	440-352-0668
PERRY TOWNSHIP	440-259-5140
PERRY JOINT FIRE DISTRICT	440-259-3251
PERRY LOCAL SCHOOLS	440-259-9200
NORTH PERRY VILLAGE	440-259-4994
NORTH PERRY VILLAGE POLICE	440-259-4994
MADISON TOWNSHIP	440-428-5128
MADISON FIRE DISTRICT	440-428-1522
MADISON TOWNSHIP POLICE	440-428-2116
MADISON LOCAL SCHOOLS	440-428-2166
LAKE COUNTY SHERIFF (PAINESVILLE TWP., PERRY TWP.)	440-350-5601

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ITEM SPECIAL - PETROLEUM CONTAMINATED SOILS

STUDIES INDICATE THAT PETROLEUM CONTAMINATED SOILS WILL BE ENCOUNTERED DURING EXCAVATIONS FOR CONSTRUCTION ACTIVITIES AT:

STA 431+00 TO STA 434+50
5477 NORTH RIDGE ROAD
STA 462+90 TO STA 470+00
5745 NORTH RIDGE ROAD
STA 565+00 TO STA 568+50
STA 97+00 TO STA 100+00 (HUBBARD)
6686 NORTH RIDGE ROAD

THE CONTRACTOR SHALL MANAGE THE EXCAVATED MATERIAL AS FOLLOWS. THE ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK. ALL EXCAVATIONS AT THE AFOREMENTIONED LOCATION SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS.

THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED MATERIAL INTO TRUCKS FOR TRANSPORT AND DISPOSAL. AS AN ALTERNATE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO TEMPORARILY STOCKPILE THE EXCAVATED MATERIAL ON AN IMPERMEABLE MEMBRANE, IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE EXCAVATED MATERIAL FROM COMING IN CONTACT WITH THE UNDERLYING SOIL. AN IMPERMEABLE MEMBRANE SHALL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR SURFACE RUN-OFF.

THE EXCAVATED MATERIAL SHALL BE PROPERLY TRANSPORTED AND DISPOSED OF AS A SOLID WASTE 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 TESTING, PERMITS, AND APPROVALS TO TRANSPORT AND DISPOSE OF THE MATERIAL. IF EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE AND DISPOSE OF BY METHODS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS AND/OR AUTHORIZATIONS NEEDED TO STORE, TEST, TRANSPORT AND DISPOSE OF THE WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE OR FEDERAL REGULATIONS. 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.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE 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 FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E65016 ITEM SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL 3800 TON
690E65024 ITEM SPECIAL - WORK INVOLVING REGULATED WATER 1900 GALLON
690E65022 ITEM SPECIAL - WORK INVOLVING NON-REGULATED WATER 1900 GALLON

DRAINAGE

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

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.

PIPE CONNECTIONS TO CORRUGATED METAL STRUCTURES

CONNECTIONS OF PROPOSED LONGITUDINAL DRAINAGE TO CORRUGATED METAL STRUCTURES SHALL BE MADE BY MEANS OF A SHOP FABRICATED OR FIELD WELDED STUB ON THE STRUCTURE. THE STUB SHALL MEET THE REQUIREMENTS OF 707 AND HAVE A MINIMUM LENGTH OF 2 FEET AND A MINIMUM WALL THICKNESS OF 0.064 INCHES.

THE LOCATION AND ELEVATION OF THE STUB ARE TO BE CONSIDERED APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER TO AVOID CUTTING THROUGH JOINTS IN THE STRUCTURE.

THE FIELD WELDED JOINT, IF USED, SHALL BE THOROUGHLY CLEANED AND REGALVANIZED OR OTHERWISE SUITABLY REPAIRED. WELDING SHALL MEET THE REQUIREMENTS OF 513.21.

A MASONRY COLLAR, AS PER STANDARD DRAWING DM-1.1, WILL BE REQUIRED TO CONNECT THE LONGITUDINAL DRAINAGE TO THE STUB, WHEN PIPE OTHER THAN CORRUGATED METAL IS PROVIDED FOR THE LONGITUDINAL DRAINAGE.

PAYMENT FOR CUTTING INTO THE STRUCTURE AND PROVIDING THE CONNECTION DESCRIBED, SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 OR 522.

ITEM 605 - AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE PLACED AT 50 FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS, STAGGERED SO THAT EACH DRAIN IS 25 FEET FROM THE ADJACENT DRAIN ON THE OPPOSITE SIDE, AND AT 25 FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS. AN AGGREGATE DRAIN SHALL BE PLACED AT THE LOW POINT OF EACH SAG VERTICAL CURVE. LINE THE AGGREGATE DRAIN TRENCH WITH GEOTEXTILE FABRIC. PLACE THE GEOTEXTILE FABRIC TO COMPLETELY SURROUND THE GRANULAR MATERIAL. OVERLAP THE GEOTEXTILE FABRIC AT THE TOP OF THE TRENCH. MATCH THE OVERLAP TO THE TRENCH WIDTH. AT OTHER SEAMS, OVERLAP GEOTEXTILE FABRIC A MINIMUM OF 12 INCHES.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK AS DIRECTED BY THE DEPARTMENT:

ITEM 605 AGGREGATE DRAINS 250 FT

ITEM 611 CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN

ALL CASTINGS SHALL BE ADJUSTED TO THE FINISHED ROADWAY ELEVATION BY THE CONTRACTOR. THE TIME BETWEEN ADJUSTING THE THE CASTINGS AND RESURFACING SHALL BE KEPT TO AN ABSOLUTE MINIMUM. NO ADJUSTING RINGS SHALL BE PERMITTED.

THE FOLLOWING QUANTITY IS PROVIDED TO ADJUST EXISTING CATCH BASINS TO GRADE IN RESURFACING AREAS OF THE PROJECT, AS DIRECTED BY THE DEPARTMENT.

ITEM 611 CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN, 27 EACH

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 605 - AGGREGATE DRAINS 200 FT.
ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC 500 FT.
ITEM 611 - 6" CONDUIT, TYPE F 50 FT.

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DRAINAGE DISCHARGE CONTINUANCE

FURNISH A DRAINAGE DISCHARGE CONTINUANCE FOR ANY DRAINAGE DISCHARGE DISTURBED BY THE WORK AND NOT SHOWN IN THE PLANS. THE LOCATION, TYPE (CONDUIT OR SWALE), SIZE AND GRADE OF THE DRAINAGE DISCHARGE CONTINUANCE WILL BE AGREED TO BY THE ENGINEER

FURNISH AN INSPECTION WELL AT THE RIGHT OF WAY LINE IN ACCORDANCE WITH SCD DM-3.1 FOR EACH DRAINAGE DISCHARGE THAT OUTLETS THROUGH A CURB OPENING, OR INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST IS INCLUDED IN ITEM 611,INSPECTION WELL.

FURNISH A DRILLED HOLE OR A CURB SECTION WITH A HOLE WHEN OUTLETTING A CONDUIT THROUGH A CURB OPENING. THE COST OF DRILLING, OR FURNISHING THE CURB SECTION WITH HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED CORE HOLE WHEN OUTLETTING INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST OF THE DRILLED CORE HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

DOCUMENTATION: THE CONTRACTOR SHALL FURNISH WRITTEN DOCUMENTATION TO THE ENGINEER AND TO THE DISTRICT R/W PERMIT OFFICE. THE DOCUMENTATION INCLUDES THE CONSTRUCTION PROJECT NUMBER, PID, COUNTY, ROUTE, SECTION, LATITUDE AND LONGITUDE OF THE DRAINAGE DISCHARGE AT THE R/W, THE NAME OF PROPERTY OWNER WITH ADDRESS, THE DATE THE DRAINAGE DISCHARGE WAS LOCATED, THE DATE THE DRAINAGE DISCHARGE CONTINUANCE WAS FURNISHED, A DETAILED DESCRIPTION OF THE WORK AND PICTURES OF THE DRAINAGE DISCHARGE CONTINUANCE (IN PDF OR JPEG FORMAT). THE DOCUMENTATION IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

CONDUIT MATERIAL TYPES THE FOLLOWING CONDUIT MATERIAL TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, AND 707.52 SDR35.

PAY ITEMS:
EACH OF THE PAY ITEMS LISTED BELOW FOR CONDUIT MISCELLANEOUS TYPES B, C, E AND F FOR DRAINAGE DISCHARGE CONTINUANCE INCLUDE CONDUIT SIZES 2 INCH TO 10 INCH. THERE IS NO COST DIFFERENTIATION FOR SIZE IN THESE PAY ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER IN MAKING THE ABOVE DRAINAGE DISCHARGE CONTINUANCE:

ITEM 611, INSPECTION WELL 10 EACH
ITEM 611, CONDUIT, MISC TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE 500 FEET
ITEM 611, CONDUIT, MISC TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE 500 FEET

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.

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

SPECIAL, MISCELLANEOUS METAL 10,000 POUNDS

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE

THE FOLLOWING QUANTITY IS PROVIDED TO RECONSTRUCT EXISTING CATCH BASINS TO GRADE IN RESURFACING AREAS OF THE PROJECT, AS DIRECTED BY THE DEPARTMENT.

ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE, 5 EACH

ITEM 611 INLET, SIDE DITCH

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO ADDRESS LOW AREAS INADVERTENTLY CREATED WITHIN THE PROJECT LIMITS, AS DIRECTED BY THE DEPARTMENT.

ITEM 611 INLET, SIDE DITCH 5 EACH
ITEM 611 12" CONDUIT, TYPE C 500 FEET

ITEM SPECIAL - PIPE CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. ALL SEWERS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

SPECIAL, PIPE CLEANOUT, 24" AND UNDER 1300 FEET
SPECIAL, PIPE CLEANOUT, 27" TO 48" 750 FEET

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE ITEMIZED ON THE MOT PLANS. PAYMENT FOR THE TEMPORARY DRAINAGE ITEMS ARE ITEMIZED AND CARRIED TO THE GENERAL SUMMARY.

WATER QUALITY

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

MANUFACTURED WATER QUALITY STRUCTURE

THIS PLAN UTILIZES MANUFACTURED WATER QUALITY STRUCTURES FOR WATER QUALITY TREATMENT. AREAS HAVE BEEN SHOWN IN THE PLANS FOR PLACEMENT OF AN OFF-LINE SYSTEM. PAYMENT FOR THESE DEVICES SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR ITEM 895, MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4.

PAVEMENT

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449) 100 CU. YDS.
ITEM 304 - AGGREGATE BASE 100 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 6 INCHES AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES.

ITEM 301, ASPHALT CONCRETE BASE, PG64-22, (449) 10 CU. YDS.
ITEM 304 - AGGREGATE BASE 10 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 AND 304 THICKNESS OF 6 INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF ALL INTEGRAL CURB AND ALL TYPES OF EXISTING PAVEMENT, INCLUDING ASPHALT, CONCRETE AND BRICK.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR PARTIAL DEPTH PAVEMENT REPAIR:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441) 900 SY.

REMOVAL DEPTH SHALL BE 3 INCHES OR AS DIRECTED BY THE ENGINEER.

ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, PG 70-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL CONSIST OF A BLEND OF 60% MIN. AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE.

LONGITUDINAL COLD JOINTS ARE LIMITED TO MAINTENANCE OF TRAFFIC PHASE LINES. IN GENERAL, THE ENTIRE WIDTH OF THE SURFACE COURSE SHALL BE PLACED IN ONE PASS PER CONSTRUCTION PHASE TO LIMIT THE NUMBER OF COLD JOINTS WITHIN THE PROJECT LIMITS.

ITEM 301 - ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22

FOR THE PLACEMENT OF 301 ASPHALT BASE, USE ANTI-SEGREGATION EQUIPMENT CONFORMING TO THE REQUIREMENTS OF 401.03.C EXCLUDING THE USE OF REMIXING PAVERS. ALL COSTS ASSOCIATED WITH THIS PROVISION SHALL BE INCIDENTAL TO ITEM 301 - ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22.

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS

THE FOLLOWING QUANTITY OF NON-REINFORCED CONCRETE PAVEMENT HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR DRIVE APRON RESTORATION ALONG HUBBARD ROAD AND DERUBERETIS DEIVE AFTER MAINTENANCE OF TRAFFIC OPERATIONS ARE COMPLETE.

ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS, 130 SY

ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS, 920 SY

ITEM 609 - CURB, TYPE 6, 80 FT

ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN

METHOD ONE SHALL BE USED TO COMPLETE THIS WORK.

A MINUMUM OF 12 INCHES WIDTH FROM THE FIRST PASS OF THE ENTIRE LENGTH OF ASPHALT CONCRETE SURFACE COURSE SHALL BE REMOVED.

INCLUDE THE COST OF FURNISHING, PLACING AND REMOVING 12 INCHES WIDTH OF ASPHALT SURFACE COURSE, AND FURNISHING AND PLACING SS 875 LONGITUDINAL JOINT ADHESIVE IN THE CONTRACT UNIT PRICE FOR LONGITUDINAL JOINT PREPARATION.

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WATER WORK

WATER WORK GENERAL

1. ALL WATER WORK SHALL BE PREFORMED IN ACCORDANCE WITH ITEM 638, THE LAKE COUNTY DEPARTMENT OF UTILITIES (LCDU) RULES AND REGULATIONS, LATEST EDITION AND PLAN DETAILS. WHERE A CONFLICT BETWEEN THE SPECIFICATIONS ARISES, THE LAKE COUNTY DEPARTMENT OF UTILITIES RULES AND REGULATIONS, LATEST EDITION WILL PREVAIL. THE LAKE COUNTY DEPARTMENT OF UTILITIES RULES AND REGULATIONS CAN BE FOUND AT THE FOLLOWING WEB ADRESS: www.lakecountyohio.gov/utilities/rules-and-regulations/

2. ONLY WATER/SEWER CONTRACTORS LICENSED BY THE LAKE COUNTY BOARD OF COMMISSIONERS MAY INSTALL WATER MAINS.

3. THE CONTRACTOR SHALL NOTIFY THE LCDU AT LEAST 48 HOURS IN ADVANCE OF ANY WORK IN THEIR SYSTEMS.

4. THE LCDU SHALL PERFORM INSPECTION SERVICES. THE COST OF INSPECTION SHALL BE INCLUDED AS PART OF THIS CONSTRUCTION PROJECT AT THE CURRENT BASE RATE AS ESTABLISHED BY THE LAKE COUNTY BOARD OF COMMISSIONERS (SEE LAKE COUNTY UTILITIES DEPARTMENT RULES AND REGULATIONS SECTION 7 FEE SCHEDULE). COSTS FOR LAKE COUNTY INSPECTION FEES AND ALL OTHER WATERWORK RELATED FEES SHALL BE INCLUDED IN THE UNIT BID PRICES FOR THE VARIOUS WATERWORK ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR LCDU FEES.

5. WATERLINE WORK SHALL NOT BEGIN UNTIL THE AREAS OF CONSTRUCTION ARE ROUGH GRADED.

6. ALL HYDRANTS SHALL BE POSITIONED SO THAT THE STEAMER NOZZLES POINT TOWARD THE ROADWAY PAVEMENT.

7. ALL BOLTS SHALL BE STAINLESS STEEL TYPE 304 OR 316. WITH ANTI-GALLING AGENT.

8. ALL SHOP DRAWINGS SHALL BE SUBMITTED TO ODOT FOR PRELIMINARY CHECKING. ODOT SHALL FORWARD CHECKED SHOP DRAWINGS TO THE LCDU FOR FINAL CHECKING AND APPROVAL.

9. THE LCDU SHALL PROVIDE WATER FOR THE NEW WATER MAIN WITHOUT COST FOR THE INITIAL OPERATION. ALL WATER FOR FLUSHING OPERATIONS SHALL BE PAID FOR BY THE CONTRACTOR AT CURRENT RATES AS ESTABLISHED BY THE LAKE COUNTY BOARD OF COMMISSIONERS PER 100 CUBIC FEET OF WATER USED. (SEE SECTION 7 FEE SCHEDULE)

10. ALL WATER MAIN PIPE SHALL BE DUCTILE IRON PIPE, ANSI A21.51, THICKNESS CLASS 53, UNLESS OTHERWISE SHOWN ON THE PLANS, WITH MECHANICAL JOINTS, CEMENT LINED ANSI A 21.4. FITTINGS TO BE FULL BODY-ONLY.

11. RESTRAINED MECHANICAL JOINTS SHALL BE OF THE PIPE MANUFACUURER'S STANDARD DESIGN OR SHALL BE AS LISTED IN THE LCDU APPROVED MATERIALS LIST.

12. LCDU WILL MAKE THE NECESSARY NEW SERVICE CONNECTION TAPS ON EXISTING LCDU MAINS FOR THE CONTRACTOR AT CURRENT RATES AS ESTABLISHED BY THE LAKE COUNTY BOARD OF COMMISSIONERS PER 8" AND GREATER TAPS WITHIN RIGHT OF WAY. (SEE SECTION 7 FEE SCHEDULE) SERVICE CONNECTIONS TO EXISTING BUILDINGS SHALL BE MADE BY THE CONTRACTOR.

13. LCDU WILL SHUT DOWN LIMITED PORTIONS OF WATER MAINS (BETWEEN 2 ADJACENT VALVES, GENERALLY SPACED AT 1200 FT TO 1500 FT) FOR PERIODS NOT TO EXCEED 8 HOURS WITHIN A 24 HOUR PERIOD. ALL WORK WITHIN ONE SHUT DOWN AREA SHALL BE COMPLETED WITHIN THAT SHUT DOWN PERIOD. COORDINATE WITH LCDU A MINIMUM OF 48 HOURS IN ADVANCE OF SUCH PLANNED WORK. LOCAL BUSINESSES AND RESIDENTS WITHIN THE SHUT DOWN LIMITS SHALL BE NOTIFIED 48 HOURS IN ADVANCE.

14. NOTHING IN THESE NOTES SHALL BE CONSTRUED TO SUPERCEDE THE FEDERAL BUY AMERICAN REQUIREMENTS AS SET FORTH IN PN 133.

ITEM SPECIAL 1" COPPER WATER SERVICE LINE, LCDU STANDARD

FURNISH AND INSTALL COPPER SERVICE BRANCHES, TUBING AND FITTINGS, AS NECESSARY, OR AS SHOWN IN THE CONTRACT DOCUMENTS INCLUDING THE REMOVAL OF THE EXISTING SERVICE BRANCHES AS REQUIRED ACCORDING TO THE FOLLOWING SITUATIONS.

WHERE A SERVICE BRANCH IS DISTURBED FOR LOWERING, RAISING, OR RELOCATION BETWEEN THE WATER MAIN AT THE CORPORATION STOP AND THE SERVICE STOP, REPLACE IT WITH NEW MATERIALS WITHIN THESE LIMITS UNLESS THE CONNECTIONS CAN BE MADE OUTSIDE THE LIMITS OF THE PROPOSED PAVEMENT, PAVED SHOULDER, OR CURB.

WHERE A SERVICE BRANCH IS DISTURBED FOR LOWERING, RAISING, EXTENDING, OR SHORTENING ON THE PROPERTY SIDE OF THE SERVICE STOP, REPLACE IT WITH NEW MATERIALS FROM THE EXISTING SERVICE STOP TO THE PROPOSED SERVICE STOP.

IF THE EXISTING SERVICE BRANCH ENCOUNTERED IS FOUND TO BE LEAD OR GALVANIZED PIPE, REPLACE IT FROM THE CORPORATION STOP TO THE SERVICE STOP WITH NEW MATERIAL.

THE DEPARTMENT WILL MEASURE COPPER SERVICE BRANCH BY THE NUMBER OF FEET OF EACH CONSTRUCTED.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE RELOCATION OF SERVICE BRANCHES WHICH MAY BE IN CONFLICE WITH OTHER WORK IN THE CONTRACT:

ITEM SPECIAL, 1" COPPER WATER SERVICE LINE, LCDU STANDARD 2,400 FT

ITEM 638 METER AND CHAMBER REMOVED AND RESET, AS PER PLAN

REMOVE EXISTING CHAMBERS. SET THE CHAMBER ON BRICK BLOCKS. DISCONNECT EXISTING METERS, AND REPLACE THEM WITH SUITABLE CONNECTIONS IF NECESSARY. RECONNECT THE METERS AT NEW LOCATIONS.

THE DEPARTMENT WILL MEASURE METER AND CHAMBER REMOVED AND RESET BY THE NUMBER OF EACH.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 638, METER AND CHAMBER REMOVED AND RESET, AS PER PLAN, 10 EACH

ITEM SPECIAL VALVE BOX ADJUSTED TO GRADE, LCDU STANDARD
ITEM SPECIAL SERVICE BOX ADJUSTED TO GRADE, LCDU STANDARD

RAISE OR LOWER EXISTING VALVE BOXES AND SERVICE BOXES TO GRADE. THE CONTRACTOR MAY REUSE EXISTING VALVE BOXES AND SERVICE BOXEs IF THEY ARE IN GOOD CONDITION, AS DETERMINED BY THE ENGINEER.

EXCAVATE AROUND THE VALVE BOX OR SERVICE BOX TO PERMIT THE RAISING OR LOWERING OF THE VALVE BOX OR SERVICE BOX. THE CONTRACTOR MAY ADJUST ANY SCREW-TYPE BOXES WITHOUT THE USE OF EXTENSIONS PROVIDED THAT AMPLE THREAD REMAINS ON THE BOX TO PROVIDE ADEQUATE RIGIDITY TO THE BOX. PROVIDE EXTENSION SECTIONS FOR BOXES THAT ARE NOT OF THE SCREW-TYPE AND BOXES NOT HAVING AMPLE THREAD FOR RIGIDITY TO ADJUST THE TOP TO GRADE. THE ENGINEER WILL ALLOW INSERTS OR ADAPTERS. ADEQUATELY SECURE NEW SECTIONS OF BOX STEM TO THE EXISTING STEMS. BACKFILL THE HOLE AFTER THE BOX HAS BEEN ADJUSTED TO GRADE.

THE DEPARTMENT WILL MEASURE VALVE BOXES AND SERVICE BOXES ADJUSTED TO GRADE SEPARATELY BY THE NUMBER OF EACH, INCLUDING ANY EXTENSION SECTIONS OF VALVE BOXES OR SERVICE BOXES REQUIRED.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM SPECIAL, VALVE BOX ADJUSTED TO GRADE, LCDU STANDARD, 10 EACH
ITEM SPECIAL, SERVICE BOX ADJUSTED TO GRADE, LCDU STANDARD 20 EACH

ITEM SPECIAL FIRE HYDRANT REMOVED FOR STORAGE, LCDU STANDARD

WHERE EXISTING HYDRANTS ARE INDICATED FOR REMOVAL, PROVIDE ADEQUATE SUPPORT FOR THE HYDRANT BEFORE DISCONNECTING IT. STORE HYDRANTS AN SINGLE LOCATION ON SITE FOR PICK-UP BY LCDU PERSONELL. NEW HYDRANT INSTALLATION SHALL IMMEDIATELY FOLLOW HYDRANT REMOVAL.

THE DEPARTMENT WILL MEASURE FIRE HYDRANTS REMOVED FOR STORAGE BY THE NUMBER OF EACH, INCLUDING ANY EXTENSION SECTIONS OF VALVE OR SERVICE BOXES REQUIRED.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICES AS FOLLOWS:

ITEM SPECIAL FIRE HYDRAND REMOVED FOR STORAGE, LCDU STANDARD, EACH

ITEM SPECIAL 6" FIRE HYDRANT, LCDU STANDARD

THIS ITEM INCLUDES EXCAVATION AND FURNISHING AND INSTALLING A NEW FIRE HYDRANT COMPLETE WITH PROPER JOINTING, BLOCKING, AND BACKFILLING AS OUTLINED BELOW, AS SHOWN IN THE PLAN DETAILS, AND ALL OTHER INCIDENTAL WORK NECESSARY TO COMPLETE THIS ITEM OF WORK. THE WORK WILL INCLUDE ALL HYDRANT BRANCHES, GATE VALVES, AND VALVE BOXES REQUIRED TO PERFORM THE WORK.

EXCAVATE ACCORDING TO 638.04. EXCAVATE A DRAINAGE PIT 2 FEET IN DIAMETER AND 3 FEET DEEP BELOW THE HYDRANT AND FILL IT WITH GRANULAR MATERIAL. PROVIDE A 3 FOOT MINIMUM RADIUS UNOBSTRUCTED AREA AROUND ALL HYDRANTS. SET THE SIDEWALK FLANGE 2 INCHES ABOVE FINISHED GRADE. SET HYDRANTS ON SOLID CONCRETE BLOCKS ACCORDING TO 638.06.K. PROVIDE THRUST BLOCKING ACCORDING TO 638.06.L. COVER ANY HYDRANT NOT IN SERVICE WITH A BURLAP OR STURDY OPAQUE PLASTIC BAG.

CONSTRUCT HYDRANT BRANCHES USING A SECTION OF DUCTILE IRON PIPE FROM THE MAIN TO THE HYDRANT, AND INCLUDE A GATE VALVE AND VALVE BOX SET VERTICALLY AND PLACED IN THE LINE AS INDICATED. LOCATE THE VALVE ADJACENT TO THE ANCHORING TEE ON THE MAIN. PROVIDE GATE VALVE AND VALVE BOXES FOR HYDRANT BRANCHES CONFORMING TO 638.13.

AFTER HYDRANTS HAVE BEEN SET, OPEN BRANCH AND HYDRANT VALVES UNTIL WATER FLOW EXPELS ALL AIR AND DIRT.

THE DEPARTMENT WILL MEASURE 6" FIRE HYDRANT ASSEMBLIES COMPLETE BY THE NUMBER OF EACH.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICES AS FOLLOWS:

ITEM SPECIAL 6" FIRE HYDRANT, LCDU STANDARD, EACH

ITEM SPECIAL 12" WATER MAIN DIP CLASS 53 MECHANICAL JOINTS AND FITTINGS, LCDU STANDARD

THIS ITEM SHALL INCLUDE INSTALLATION OF WATERLINES IN ACCORDANCE WITH ITEM 638 AND THE LCDU RULES AND REGULATIONS.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICES AS FOLLOWS: ITEM SPECIAL 12" WATER MAIN DIP CLASS 53 MECHANICAL JOINTS AND FITTINGS, LCDU STANDARD, FEET

SANITARY

SANITARY GENERAL

1. ALL SANITARY SEWER WORK SHALL BE PREFORMED IN ACCORDANCE WITH ITEM 611, THE LAKE COUNTY DEPARTMENT OF UTILITIES (LCDU) RULES AND REGULATIONS, LATEST EDITION AND PLAN DETAILS. WHERE A CONFLICT BETWEEN THE SPECIFICATIONS ARISES, THE LAKE COUNTY DEPARTMENT OF UTILITIES RULES AND REGULATIONS, LATEST EDITION WILL PREVAIL. THE LAKE COUNTY DEPARTMENT OF UTILITIES RULES AND REGULATIONS CAN BE FOUND AT THE FOLLOWING WEB ADRESS: www.lakecountyohio.gov/utilities/rules-and-regulations/

2. ONLY WATER/SEWER CONTRACTORS LICENSED BY THE LAKE COUNTY BOARD OF COMMISSIONERS MAY INSTALL SANITARY SEWERS.

3. THE CONTRACTOR SHALL NOTIFY THE LCDU AT LEAST 48 HOURS IN ADVANCE OF ANY WORK IN THEIR SYSTEMS.

4. THE LCDU SHALL PERFORM INSPECTION SERVICES. THE COST OF INSPECTION SHALL BE INCLUDED AS PART OF THIS CONSTRUCTION PROJECT AT THE CURRENT BASE RATE AS ESTABLISHED BY THE LAKE COUNTY BOARD OF COMMISSIONERS (SEE LAKE COUNTY UTILITIES DEPARTMENT RULES AND REGULATIONS SECTION 7 FEE SCHEDULE) COST FOR LAKE COUNTY INSPECTION FEE. AND OTHER FEES SHALL BE INCLUDED IN THE UNIT PRICES BID FOR OTHER WATERLINE ITEMS.

5. ROOF DRAINS, FOUNDATION DRAINS AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER ARE PROHIBITED

ITEM 611 MANHOLE ADJUSTED TO GRADE, AS PER PLAN

CAREFULLY REMOVE THE EXISTING COVER AND INSTALL PRECAST CONCRETE GRADE RING TO THE NEW GRADE.

ALL MANHOLES ADJUSTED TO GRADE SHALL HAVE EXTERNAL MANHOLE CHIMNEY SEALS AS LISTED IN THE LCDU SANITARY APPROVED MATERIALS LIST OF HE LAKE COUNTY UTILITIES DEPARTMENT RULES AND REGULATIONS, LATEST EDITION

ALL BRICK WORK ABOVE THE MANHOLE CONE SECTION SHALL BE REPLACED AND A CHIMNEY SEAL SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.

THE DEPARTMENT WILL MEASURE MANHOLES RECONSTRUCTED OR ADJUSTED TO GRADE, BY THE NUMBER OF EACH TYPE OF STRUCTURE COMPLETE AND ACCEPTED.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM 611 MANHOLE ADJUSTED TO GRADE, AS PER PLAN, EACH

ITEM 611 6" CONDUIT, TYPE B, 748.01, AS PER PLAN

THIS ITEM SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM 638 WATER MAINS. MATERIALS SHALL BE DUCTILE IRON PIPE, ANSI CLASS 52, MECHANICAL JOINTS AND FITTINGS.

THE PIPE AND FITTINGS SHALL HAVE MECHANICAL RESTRAINED JOINTS. ALL PIPES SHALL BE COATED WITH A BITUMINOUS MATERIAL ON THE OUTSIDE AND SHALL BE CEMENT MORTAR LINED DURING FABRICATION IN ACCORDANCE WITH AWWA C104. FITTINGS SHALL BE OF DUCTILE IRON, SHALL CONFORM TO AWWA C153, AND SHALL BE FACTORY COATED AND LINED AND HAVE JOINTS AS SPECIFIED FOR THE PIPE. MECHANICAL JOINTS SHALL BE IN ACCORDANCE WITH AWWA C111, INCORPORATING RUBBER GASKETS. ALL MATERIALS USED SHALL BE ON THE APPROVED MATERIALS LIST OF THE LCDU RULES AND REGULATIONS.

THE DEPARTMENT WILL MEASURE CONDUIT, TYPE B, 748.01, AS PER PLAN BY THE NUMBER OF FEET CONSTRUCTED.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM 611 6" CONDUIT, TYPE B, 748.01, AS PER PLAN, FEET

TRAFFIC CONTROL

ITEM 621 - RAISED PAVEMENT MARKER REMOVED

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK:

ITEM 621 - RAISED PAVEMENT MARKER REMOVED 700 EACH

CALCULATED JMP
CHECKED WDB

GENERAL NOTES

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INCIDENTALS

ITEM 619 FIELD OFFICE, TYPE C, AS PER PLAN

ALL REQUIREMENTS OF C&MS 619 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

THE FIELD OFFICE SHALL BE A SUITE TYPE OFFICE (NO TRAILER OR MODULAR OFFICE) WITH A MINIMUM OF 3,000 SQUARE FEET AND AT GROUND LEVEL WITH A MINIMUM CEILING HEIGHT OF EIGHT (8) FEET. PROVIDE TWO (2) OUTSIDE DOORS, LOCKABLE VANDAL PROOF CYLINDER TYPE DEAD BOLTS AND LOCKABLE WINDOWS. THE FLOOR SPACE WILL BE DIVIDED INTO TWO RESTROOMS, ONE GENERAL OFFICE AREA (MINIMUM 400 SQUARE FEET), NOT LESS THAN FOUR INDIVIDUAL OFFICES (MINIMUM 300 SQUARE FEET EACH) AS SEPARATE ENCLOSED ROOMS (NO CUBICLE DIVIDERS WILL BE ACCEPTED), ONE KITCHEN SPACE INCLUDING SINK, REFRIDGERATOR, AND MICROWAVE, AND ONE CONFERENCE ROOM (MINIMUM 500 SQUARE FEET).

FURNISH NEAT, SANITARY, ENCLOSED TOILET ACCOMMODATIONS CONNECTED TO AN EXISTING SANITARY SEWER LINE FOR THE USE OF THE OCCUPANTS OF THE FIELD OFFICE, MEETING APPLICABLE STATE AND LOCAL CODES AND ORDINANCES. FURNISH ASSOCIATED LAVATORY AND SANITARY SUPPLIES. POTABLE HOT AND COLD RUNNING WATER WILL BE PROVIDED IN THE RESTROOM FOR SANITARY PURPOSES.

FURNISH TRASH COLLECTION SERVICE / DUMPSTER.

FURNISH PROFESSIONAL, BONDED, AND INSURED JANITORIAL SERVICE WITH A WEEKLY CLEANING OF THE ENTIRE OFFICE TO INCLUDE THE RESTROOM FACILITIES FOR THE DURATION OF THE PROJECT.

FURNISH BOTTLED DRINKING WATER SERVICE WITH A HOT AND COLD DISPENSER AND ASSOCIATED SUPPLIES.

FURNISH A BOX FOR STORING A NUCLEAR DENSITY GAUGE WITH REQUIREMENTS AS SET FORTH IN C&MS 619.02.

FURNISH AND MAINTAIN A BROADBAND INTERNET CONNECTION CAPABLE OF MINIMUM DOWNLOAD SPEEDS OF 1.0 Gb/S. PROVIDE A WIRELESS ROUTER THAT SUPPORTS WI-FI STANDARD 802.11Ax (WIFI 6) AND A MINIMUM WIRELESS DATA TRANSFER RATE OF 4000 Mb/S. PROVIDE PRE-WIRED ETHERNET ACCESS FOR ALL INDIVIDUAL OFFICES AND THE CONFERENCE ROOM.

FURNISH SIX (6) DESK AND CHAIR SETS, TWENTY (20) STACKABLE CHAIRS, TEN (10) WORK TABLES (30" X 72"), AND EIGHT (8) 24-QUART WASTE BASKETS WITH APPROPRIATE SIZED TRASH BAGS.

FURNISH AND INSTALL TWO (2) WALL-MOUNTED 8' X 4' GLASS, MAGNETIC DRY ERASE BOARDS

FURNISH ONE NEW TELEVISION WITH THE FOLLOWING SPECIFICATIONS:

A) DIAGONAL SCREEN SIZE 70" MINIMUM
B) NATIVE RESOLUTION - 4K
C) HDMI PORTS: 3
D) VIDEO INTERFACES: HDMI, USB
E) ALL ACCESSORIES NECESSARY TO OPERATE
F) ALL HARDWARE AND INSTALLATION NECESSARY TO HANG THE TELEVISION ON THE WALL IN THE CONFERENCE ROOM

THE FIELD OFFICE WILL BE APPROVED IN ADVANCE BY THE ENGINEER AND FULLY OPERATIONAL WITHIN 30 DAYS AFTER THE SIGNING AND EXECUTION OF THE CONTRACT OR PRIOR TO THE START OF ANY CONSTRUCTION WORK, WHICHEVER COMES FIRST.

THE DEPARTMENT WILL MEASURE FIELD OFFICE, TYPE C, AS PER PLAN BY THE NUMBER OF MONTHS THE OFFICE IS MAINTAINED. A PARTIAL MONTH AT THE END OF THE PROJECT WILL BE PAID AS A FULL MONTH.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
619	MONTH	FIELD OFFICE, TYPE C, AS PER PLAN

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON NORTH RIDGE ROAD (U.S. 20) BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON HAINES ROAD AND BURNS ROAD, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 25-26. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 608, TEMPORARY ASPHALT CONCRETE WALK, AS PER PLAN 10,000 SQ. FT.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, TYPE A LUMP

ITEM 616, WATER 50 M. GAL.

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

NOTICE OF CLOSURE SIGN (SIDE ROADS)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED SIDE ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT 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.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD 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.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 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.

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.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER. THESE REQUIREMENTS APPLY TO ALL PERMANENT AND TEMPORARY PAVEMENT NOT PROTECTED BY BARRIER.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC 7,100 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 240 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED. ANY UNDERCUTS SHALL BE FILLED THE SAME DAY AS EXCAVATION.

WORK ZONE MARKINGS (WINTER APPLICATION)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11. MARKINGS SHALL BE APPLIED ON ROADWAY AFFECTED BY PHASE 1 AND PHASE 2 CONSTRUCTION:

WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT , 3.61 MILE
WORK ZONE CENTER LINE, CLASS I, 642 PAINT 2.71 MILE
WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT 1.33 MILE
WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT 1,506 FT
WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT 648 FT
WORK ZONE STOP LINE, CLASS I, 642 PAINT 566 FT
WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT 1,582 FT
WORK ZONE ARROW, CLASS I, 642 PAINT 23 EACH

WORK ZONE MARKINGS (PRE-FINAL APPLICATION)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11. MARKINGS SHALL BE APPLIED AFTER PAVEMENT PLANING AND AFTER PLACEMENT OF THE SURFACE COURSE PRIOR TO THE FINAL PAVEMENT MARKINGS BEING APPLIED:

WORK ZONE LANE LINE, CLASS III, 642 PAINT 12.38 MILE
WORK ZONE CENTER LINE, CLASS III, 642 PAINT 8.66 MILE
WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT 4.26 MILE
WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT 4,032 FT
WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT 1,676 FT
WORK ZONE STOP LINE, CLASS III, 642 PAINT 1,338 FT
WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT 3,390 FT
WORK ZONE ARROW, CLASS III, 642 PAINT 62 EACH

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NONGATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM SPECIAL, WORK ZONE TRAFFIC SIGNAL

THE ADDITION OF TEMPORARY TRAFFIC SIGNALS AND EQUIPMENT AND MODIFICATIONS TO EXISITING TRAFFIC SIGNALS AND EQUIPMENT SHALL BE PAID FOR UNDER THE UNIT PRICE BID FOR ITEM 614 WORK ZONE TRAFFIC SIGNAL AT THE FOLLOWING INTERSECTIONS:

PHASE 1: GREEN ROAD, BURNS ROAD, DERUBERTIS DRIVE, SERVICE ROADS, HUBBARD ROAD

PHASE 1A: HUBBARD ROAD
PHASE 1B: HUBBARD ROAD

PHASE 2: GREEN ROAD, BURNS ROAD, DERUBERTIS DRIVE, SERVICE ROADS, HUBBARD ROAD

PHASE 2A: HUBBARD ROAD
PHASE 2B: HUBBARD ROAD

PHASE 3: TOWNLINE ROAD, McMACKIN ROAD, GREEN ROAD

PHASE 4: TOWNLINE ROAD, McMACKIN ROAD, GREEN ROAD

THE FOLLOWNG QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK:

ITEM 614, WORK ZONE TRAFFIC SIGNAL 20 EACH

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 500 M. GAL.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) 23 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 6 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN, 120 SIGN MONTH (ASSUMING 5 PCMS SIGNS FOR 24 MONTHS)

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE VILLAGE OF NORTY PERRY FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 7 AM TO 9 AM OR 3 PM TO 6 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY VILLAGE OF NORTH PERRY POLICE, HIRED BY THE CONTRACTOR:

1. MCMACKIN ROAD

2. HUBBARD ROAD

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;

2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;

3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;

4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;

5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT-105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90 DEGREES TO THE DIRECTION(S) OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614-BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM:

ITEM 614, BUSINESS ENTRANCE SIGN, AS PER PLAN
65 EACH

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 C&MS 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 C&MS 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) MAY BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN A 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 IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING THE 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. 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 1,000 HOURS

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND THE CONTACTS LISTED BELOW IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE 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 AND THE CONTACTS LISTED BELOW 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 AND THE CONTACTS LISTED BELOW 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 AND THE CONTACTS LISTED BELOW.

NOTIFICATION TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 weeks	21 BUSINESS DAYS PRIOR TO CLOSURE
	> 12 hours & < 2 weeks	14 BUSINESS DAYS PRIOR TO CLOSURE
	< 12 hours	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 weeks	14 BUSINESS DAYS PRIOR TO CLOSURE
	< 2 weeks	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	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.

THE CONTRACTOR SHALL ALSO NOTIFIY THE FOLLOWING CONTACTS PER THE CONDITIONS IN THE NOTE ABOVE:

MADISON TOWNSHIP POLICE:
2065 HUBBARD ROAD
MADISON, OHIO 44057
440-428-2116
ATTN: CHIEF MATTHEW BYERS

MADISON FIRE DISTRICT:
840 RIVER STREET
MADISON, OHIO 44057
440-428-1522

MADISON TOWNSHIP SERVICE DEPT.:
1747 HUBBARD ROAD
MADISON, OHIO 44057
440-428-4981
PAUL COOK, SUPERVISOR

LAKE COUNTY SHERIFF:
104 EAST ERIE STREET
PAINESVILLE, OHIO 44077
440-350-5590
ATTN: SHERIFF FRANK LEONBRUNO

MADISON LOCAL SCHOOL DISTRICT:
1956 RED BIRD ROAD
MADISON, OHIO 44057
440-428-2166
ATTN: ANGELA SMITH, SUPERINTENDENT

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC GENERAL NOTES

LAK-US-20-24.99

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MAINTAINING DRIVEWAY ACCESS

COMMERCIAL AND HANDICAP PROPERTIES:
ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER DRIVEWAY(S) ARE BEING CONSTRUCTED.

FOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE PERIOD.

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLACED AND MAINTAINED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (1) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED, INSTALLED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD "BUSINESS."

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (1) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.
WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO THE PROPERTY.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. CLOSING A DRIVEWAY AND ALLOWING PARKING WITHIN THE PROJECT LIMITS SHALL BE A LAST RESORT.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

EXISTING SIGNS

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

LAKETRAN BUS STOPS

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

MAIL BOXES

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

ITEM 611 12" CONDUIT, TYPE B, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONMENT OF THE CONDUIT IF THE CONDUIT HAS BEEN PLACED UNDER PERMANENT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON SHEET 17.

THE REQUIREMENTS OF 611.04.D, 611.12 AND 611.13 DO NOT APPLY TO CONDUIT USED FOR MAINTENANCE OF TRAFFIC.

ITEM 611 CATCH BASIN, NO. 6, AS PER PLAN

THE CATCH BASIN SHALL BE AS PER ITEM 611, EXCEPT THAT THE GRATE SHALL BE WELDED TO THE FRAME AS SHOWN IN THE DETAIL ON SHEET 25. THE CATCH BASIN SHALL BE TEMPORARILY USED DURING PHASES 1 AND 3 AND REMOVED IN PHASES 2 AND 4. THE CATCH BASINS CAN BE USED ELSEWHERE IN THE PROJECT FOR MAINTENANCE OF TRAFFIC IF APPLICABLE. ANY CATCH BASINS LEFT OVER AFTER COMPLETION OF THE PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

THE REQUIREMENTS OF 611.04.D AND 611.14 DO NOT APPLY TO DRAINAGE STRUCTURES USED FOR MAINTENANCE OF TRAFFIC.

ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

WHEN RECONSTRUCTING CATCH BASINS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE BELOW.

1. CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS.
2. REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT OF TEMPORARY PAVEMENT, OR ANY POINTS OF WALL FAILURE.
3. INSTALL A 1-1/4 INCH MINIMUM STEEL ROAD PLATE AS SHOWN IN THE TEMPORARY DRAINAGE DETAIL.
4. WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

ITEM 614 - DETOUR SIGNING

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.
DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:
1. APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.

2. AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.

3. AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.

4. AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.

5. APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).

6. AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.

7. EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.

8. EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.

9. AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.
ITEM 614 - DETOUR SIGNING LUMP SUM

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ANTI-SEGREGATION IS NOT REQUIRED FOR ITEM 302 USED IN THE FLEXIBLE PAVEMENT OPTION.

ADJUSTMENT OF VALVE BOXES AND SERVICE BOXES NECESSARY FOR THE PLACEMENT OF THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THIS WORK.

690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF 1$ PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

DRIVEWAY ACCESS TO WALMART

PRIOR ADVANCED NOTICE TO STORE MANAGERS: THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE STORE MANAGER AT THE WALMART LOCATED IN WALTER GREENS COMMONS IN MADISON, OHIO AND WALMART'S OUTSIDE COUNSEL (GREGORY G. GUICE; 216-430-2227; GGUICE@REMINGER.COM) AT LEAST FOURTEEN (14) DAYS PRIOR TO ANY CLOSURE OF THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD TO THE WALMART SUPER STORE.

MAXIMUM DURATION OF COMPLEX CLOSURE: THE CONTRACTOR SHALL NOT COMPLETELY CLOSE THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD FOR MORE THAN 14-CONSECUTIVE DAYS. ADDITIONALLY, THE CONTRACTOR SHALL ONLY BE ENTITLED TO COMPLETELY CLOSE THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD ONE TIME DURING THE TERM OF THE EASEMENT.

BLACK OUT PERIOD: THE CONTRACTOR AGREES NOT TO CLOSE THE PRIMARY ENTRANCE, OR REDUCE ACCESS TO ONE LANE RELATIVE TO THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD, FROM OCTOBER 15 THROUGH JANUARY 15 EACH YEAR.

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.

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 SHALL BE INCIDENTAL TO THE LUMP SUM ITEM 614 MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC NARRATIVE

PHASES SHALL BE CONSTRUCTED FROM EAST TO WEST PER THE CONSTRUCTION SEQUENCES. THE ONLY WORK PERMITTED TO OCCUR DURING THE WINTER MONTHS, BETWEEN NOVEMBER 1 AND APRIL 1, IS PRE-PHASE 1 AND TREE CLEARING.

SEQUENCE OF CONSTRUCTION

UTIILITY RELOCATION

UTILITY RELOCATION (BY OTHERS) IS TO OCCUR IN 2023.

PRE-PHASE 1:

THE TEMPORARY PAVEMENT AND THE TEMPORARY DRAINAGE NECESSARY FOR PHASE 1 ARE TO BE CONSTRUCTED UNDER THIS PHASE.

PHASE 1:

THIS PHASE WILL INVOLVE FIRSTLY THE RECONSTRUCTION OF HUBBARD ROAD SOUTH OF U.S. 20 AND ITS DRAINAGE OUTLET; AND SECONDLY THE SOUTH SIDE OF U.S. 20 FROM STA. 500+40 TO STA. 572+50, INCLUDING THE DRAINAGE WORK FROM STA. 495+32 TO STA. 500+40. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20. ONE (1) LANE OF NORTHBOUND TRAFFIC AND ONE (1) LANE OF SOUTHBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF HUBBARD ROAD. HUBBARD ROAD AND ITS DRAINAGE OUTLET SHALL BE CONSTRUCTED PRIOR TO THE WORK ON U.S. 20. CONSTRUCTION OF THE INTERSECTION OF HUBBARD ROAD AND U.S. 20 SHALL BE PERFORMED ON WEEKENDS.

THERE WILL BE NO MILL AND FILL RESURFACING DURING THIS PHASE.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

BURNS ROAD STA. 517+13 RT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH ACCESS DRIVEWAY FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF ACCESS DRIVEWAYS TO BE CLOSED DURING THIS PHASE:

ACCESS DRIVE STA. 550+31 RT MAJOR DRIVE
ACCESS DRIVE STA. 556+02 RT MAJOR DRIVE

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

HUBBARD ROAD STA. 565+71 RT
(INCLUDING THE DRAINAGE OUTLET)

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 2:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM STA. 500+40 TO STA. 572+50 AND HUBBARD ROAD NORTH OF U.S. 20. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20. ONE (1) LANE OF NORTHBOUND TRAFFIC AND ONE (1) LANE OF SOUTHBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF HUBBARD ROAD. CONSTRUCTION OF THE INTERSECTION OF HUBBARD ROAD AND U.S. 20 SHALL BE PERFORMED ON WEEKENDS.

THERE WILL BE NO MILL AND FILL RESURFACING DURING THIS PHASE.

THE FOLLOWING ITEMS SHALL ALSO BE PERFORMED AT THE END OF PHASE 2 IN THE PHASE 1 / 2 WORK AREA:
A. TRAFFIC SIGNAL AND FINAL CURB AND GUTTER WORK AT THE HUBBARD RD INTERSECTION.
B. ALL OTHER TRAFFIC SIGNAL WORK.
C. PERMANENT SIGNING.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:
WALMART DR. STA. 504+50 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH ACCESS DRIVEWAY FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF ACCESS DRIVEWAYS TO BE CLOSED DURING THIS PHASE:

ACCESS DRIVE STA. 558+30 LT MAJOR DRIVE

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

STONEYRIDGE DR. STA. 532+95 LT
DERUBERTIS ROAD STA. 550+35 LT
HUBBARD ROAD STA. 565+71 LT

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 2 SHALL BE COMPLETED BY OCTOBER 15, 2024.

PRE-PHASE 3 (TO BE COMPLETED CONCURRENTLY WITH PHASE 2):

THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE NECESSARY FOR PHASE 3 TO BE CONSTRUCTED UNDER THIS PHASE.

THE CONTRACTOR MAY UTILIZE A LONG TERM CLOSURE OF THE WESTBOUND OUTSIDE LANE FOR A DURATION OF FOURTEEN (14) CALENDAR DAYS IN ORDER TO INSTALL THE TEMPORARY PAVEMENT. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $1,500 FOR EACH CALENDAR DAY THAT THE WESTBOUND OUTSIDE LANE REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED LIMIT.

WORK SHALL NOT COMMENCE PRIOR TO APRIL 1, 2024 AND SHALL BE COMPLETED BY OCTOBER 15, 2024.

PHASE 3:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM STA. 411+20 TO STA. 426+00 AND FROM STA. 440+15 TO STA. 486+40. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THERE WILL BE NO MILL AND FILL RESURFACING DURING THIS PHASE.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 4:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM STA. 411+20 TO STA. 426+00 AND FROM STA. 440+15 TO STA.486+40. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

AT THE END OF PHASE 4, MILL THE AREAS FROM STA. 426+00 TO STA. 440+15, FROM STA. 486+40 TO STA. 500+40, MCMACKIN ROAD AND GREEN ROAD. PLACE THE ITEM 441 INTERMEDIATE COURSE AND SURFACE COURSE IN THESES LOCATIONS WHILE MAINTAINING TRAFFIC USING SCD MT-97.12.

THE FOLLOWING ITEMS SHALL ALSO BE PERFORMED AT THE END OF PHASE 4:
A. TRAFFIC SIGNAL WORK.
B. PERMANENT SIGNING.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

HAINES ROAD STA. 463+33 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 4 SHALL BE COMPLETED BY OCTOBER 15, 2025.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

DISINCENTIVE TABLE

LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE $ PER TIME PERIOD
BURNS ROAD STA. 517+13 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	$800
ACCESS DRIVE STA. 550+31 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	$800
ACCESS DRIVE STA. 556+02 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	$800
WALMART DRIVE STA. 504+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	$800
STONY RIDGE DRIVE STA. 504+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	$800
PHASE 2	OCTOBER 15, 2024	DAY	$5,000
HAINES ROAD STA. 463+33	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	$800
PRE-PHASE 3	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	$1,500

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC GENERAL NOTES

LAK-US-20-24.99

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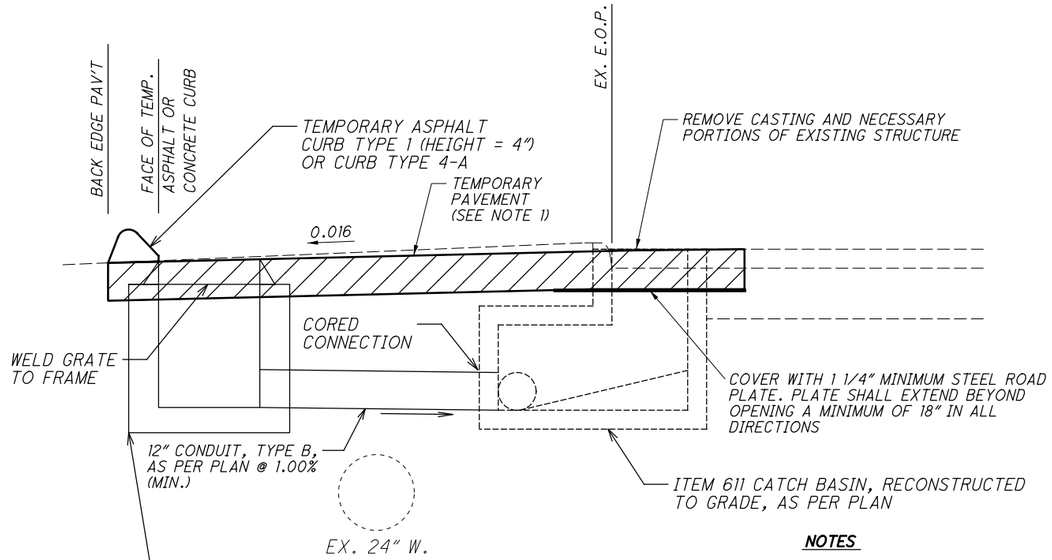
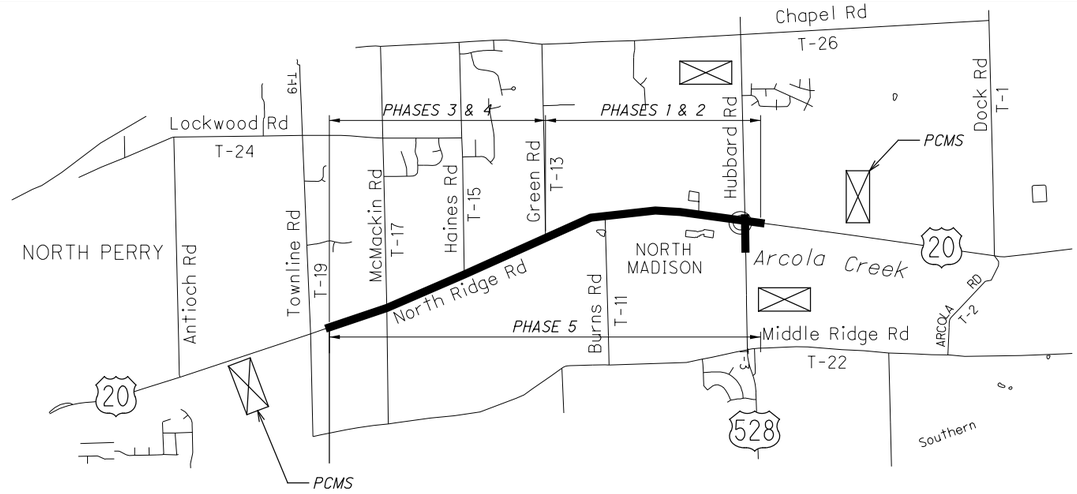


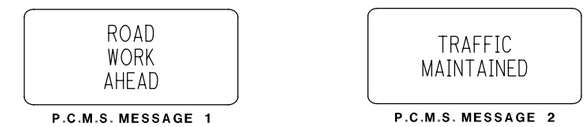
NOTES

1. TEMPORARY PAVEMENT SHALL CONSIST OF ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

2. CONTRACTOR TO DETERMINE FLOWLINE OF TEMPORARY CATCH BASIN AND PIPE.

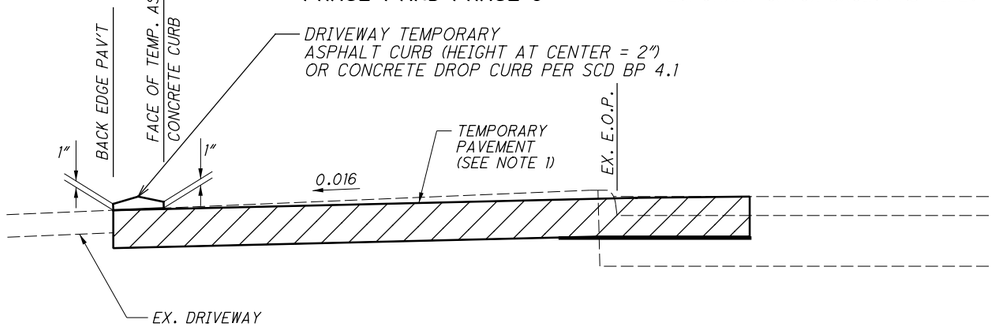
TEMPORARY DRAINAGE DETAIL PHASE 1 AND PHASE 3



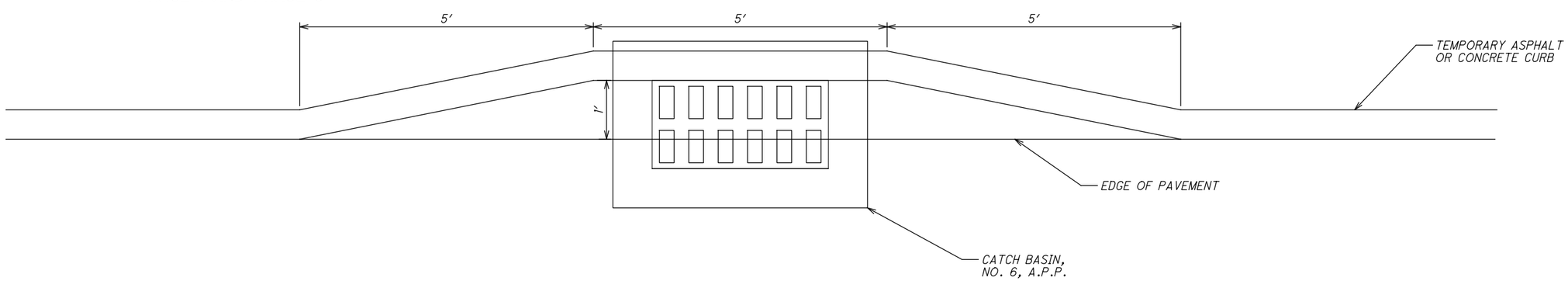


P.C.M.S. MESSAGE 1 P.C.M.S. MESSAGE 2

PCMS LOCATION AND PHASING DETAIL



TEMPORARY ASPHALT OR CONCRETE CURB AT DRIVEWAYS PHASE 1 AND PHASE 3



CATCH BASIN BUMPOUT DETAIL

CALCULATED EJT CHECKED WDB

MAINTENANCE OF TRAFFIC GENERAL NOTES

LAK-US-20-24.99

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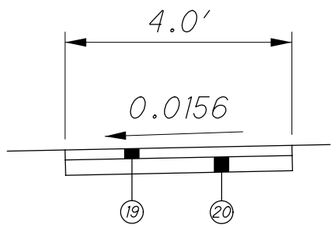
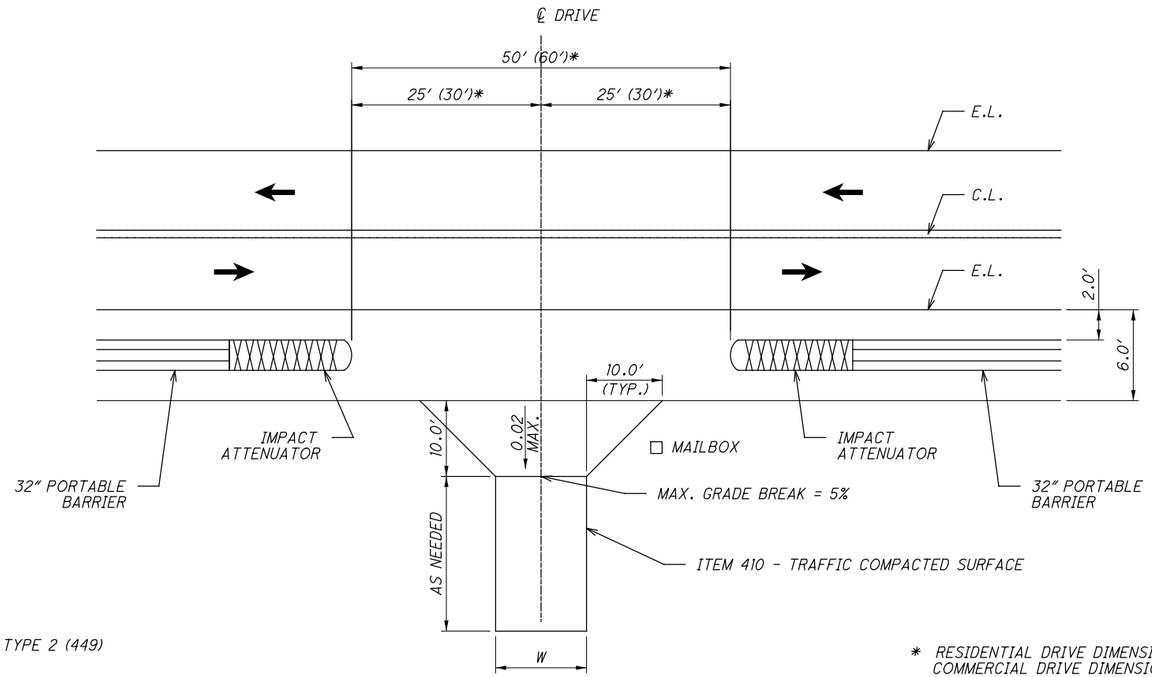


LEGEND

(19) 2″ - ITEM 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (449)

(20) 3″ - ITEM 304 AGGREGATE BASE

ITEM 608 - TEMPORARY ASPHALT CONCRETE WALK, AS PER PLAN DETAIL

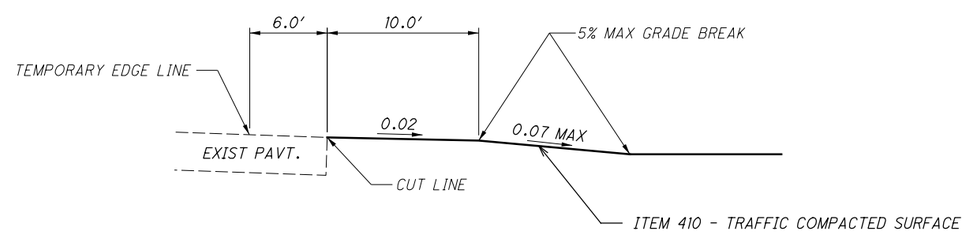


W = 12′ MIN. RESDENTIAL
24′ MIN. COMMERCIAL

WIDTH TO MATCH EXISTING

* RESIDENTIAL DRIVE DIMENSIONS SHOWN. COMMERCIAL DRIVE DIMENSIONS ARE IN PARENTHESES.

TEMPORARY DRIVE DETAIL



TEMPORARY DRIVE PROFILE

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC MISCELLANEOUS DETAILS

LAK-US-20-24.99

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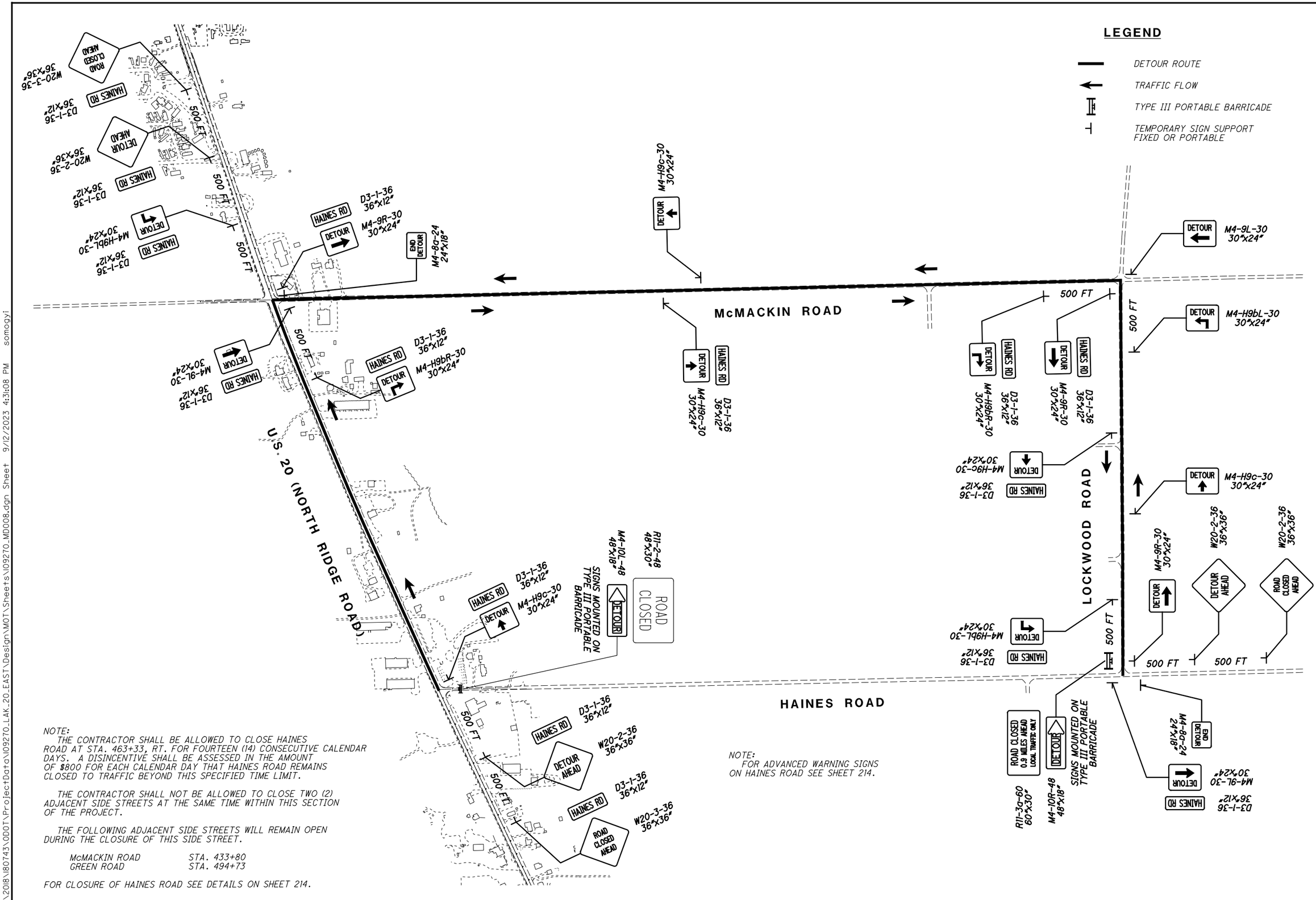

NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE HAINES ROAD AT STA. 463+33, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT HAINES ROAD REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT SIDE STREETS WILL REMAIN OPEN DURING THE CLOSURE OF THIS SIDE STREET.

McMACKIN ROAD	STA. 433+80
GREEN ROAD	STA. 494+73

FOR CLOSURE OF HAINES ROAD SEE DETAILS ON SHEET 214.

NOTE:
FOR ADVANCED WARNING SIGNS ON HAINES ROAD SEE SHEET 214.

CALCULATED JMP
CHECKED WDB

MAINTENANCE OF TRAFFIC DETOUR PLAN
HAINES ROAD

LAK-US-20-24.99

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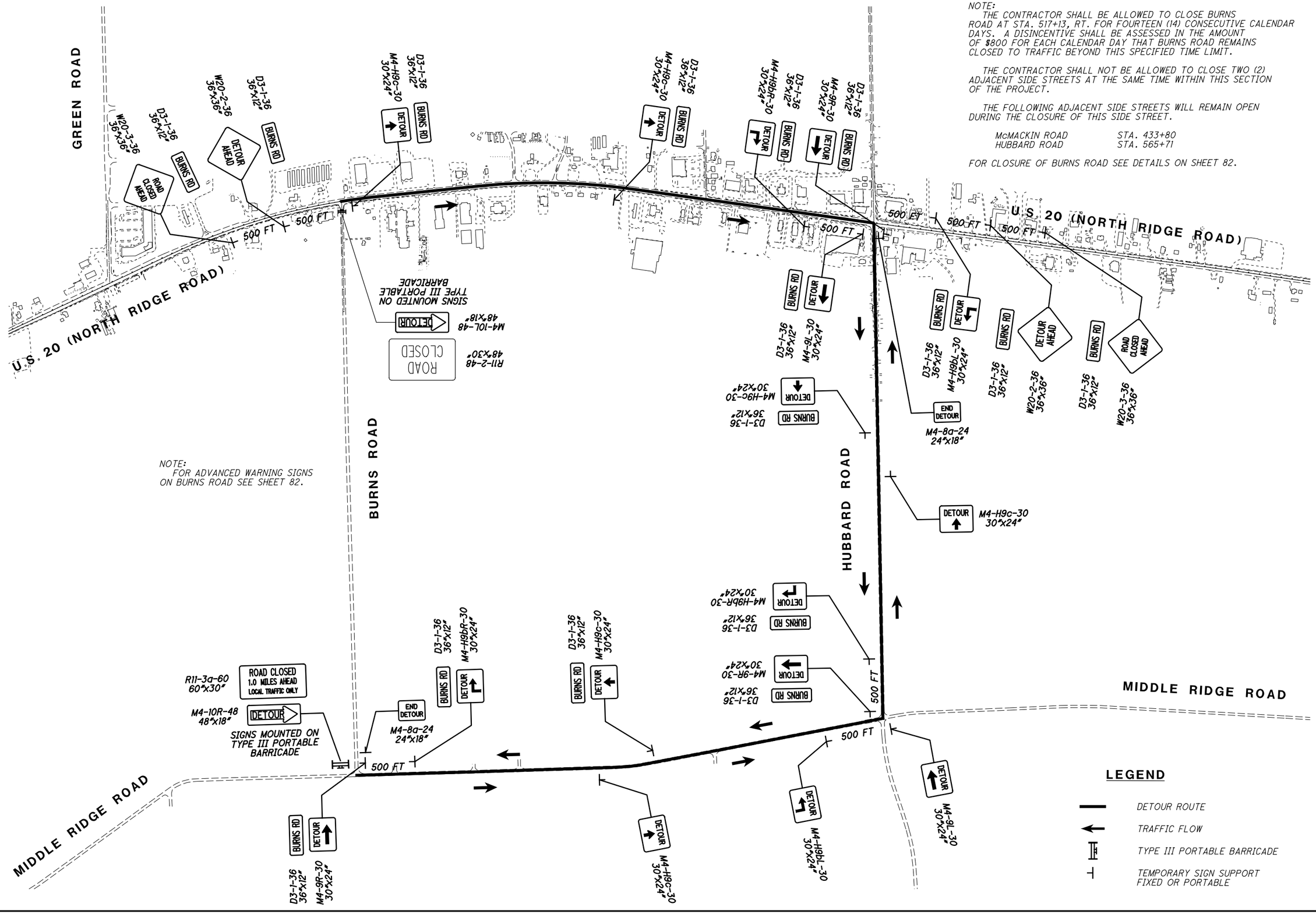
NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE BURNS ROAD AT STA. 517+13, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT BURNS ROAD REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT SIDE STREETS WILL REMAIN OPEN DURING THE CLOSURE OF THIS SIDE STREET.

McMACKIN ROAD	STA. 433+80
HUBBARD ROAD	STA. 565+71

FOR CLOSURE OF BURNS ROAD SEE DETAILS ON SHEET 82.



NOTE:
FOR ADVANCED WARNING SIGNS ON BURNS ROAD SEE SHEET 82.

HORIZONTAL SCALE IN FEET 0 200 400 800

CALCULATED JMP
CHECKED WDB

MAINTENANCE OF TRAFFIC DETOUR PLAN BURNS ROAD

LAK-US-20-24.99

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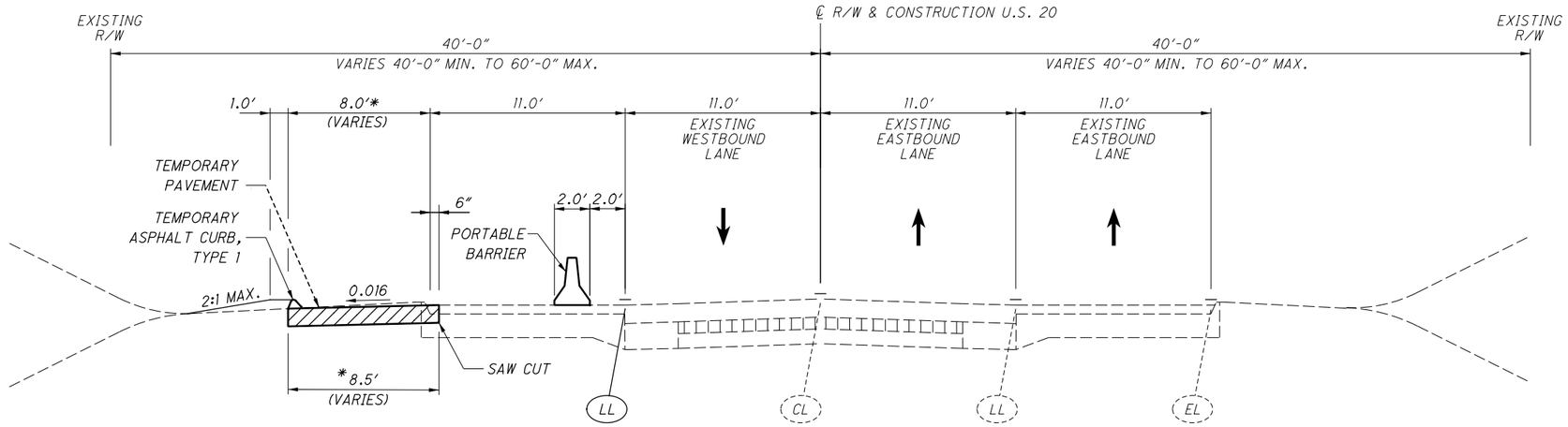


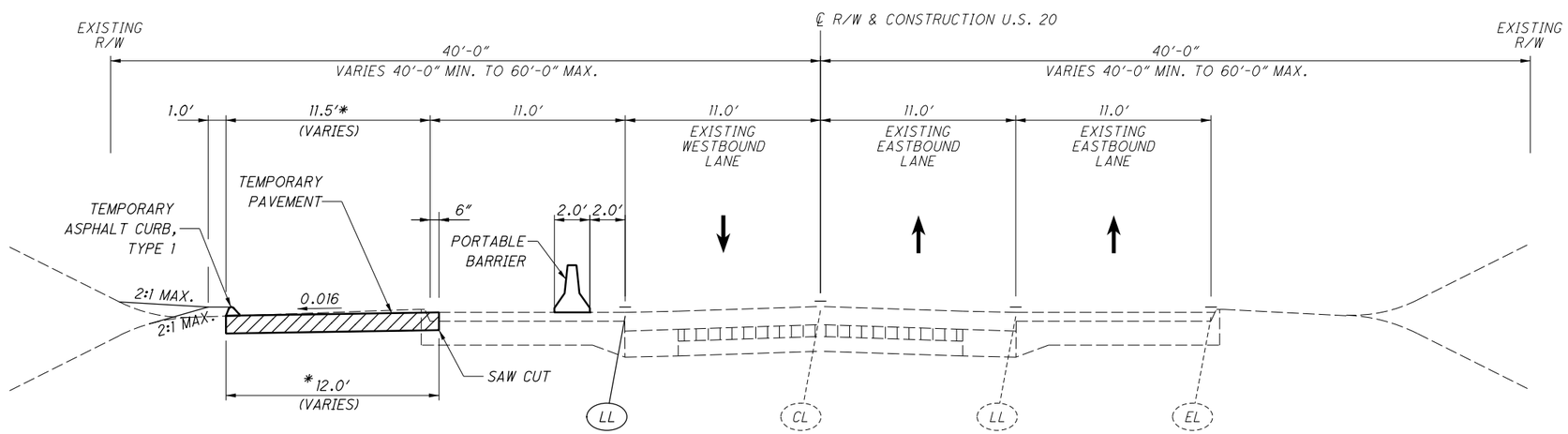
PRE-PHASE 1

STA. 512+00 TO STA. 577+06.4

*TEMPORARY PAVEMENT
FROM STA. 512+00 TO STA. 514+50
VARIES FROM 33.5' LT TO 30.0' LT

LEGEND

- CL — EXISTING CENTER LINE
- EL — EXISTING EDGE LINE
- LL — EXISTING CHANNELIZING LINE
- LL — WORK ZONE LANE LINE, CLASS I, 642 PAINT
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- TRAFFIC FLOW



PRE-PHASE 1

STA. 499+78.0 TO STA. 512+00

NOTES

1. CONSTRUCT TEMPORARY PAVEMENT BY TAPERING EASTBOUND TRAFFIC FROM TWO LANES TO ONE LANE USING SCD MT-95.31.

LEGEND

- CL — EXISTING CENTER LINE
- EL — EXISTING EDGE LINE
- LL — EXISTING CHANNELIZING LINE
- LL — WORK ZONE LANE LINE, CLASS I, 642 PAINT
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- TRAFFIC FLOW

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

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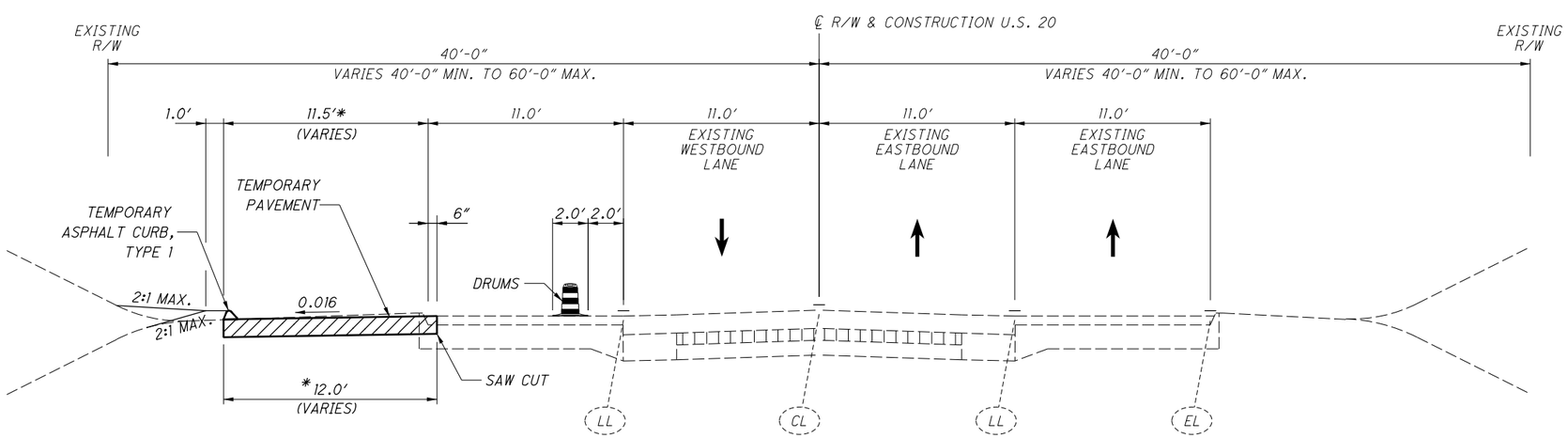

NOTES

1. CONSTRUCT TEMPORARY PAVEMENT BY TAPERING EASTBOUND TRAFFIC FROM TWO LANES TO ONE LANE USING SCD MT-95.31.

PRE-PHASE 3

STA. 409+04.9 TO STA. 430+24.8

STA. 436+55 TO STA. 488+88.6

LEGEND

- (CL) EXISTING CENTER LINE
- (EL) EXISTING EDGE LINE
- (LL) EXISTING CHANNELIZING LINE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- TRAFFIC FLOW

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

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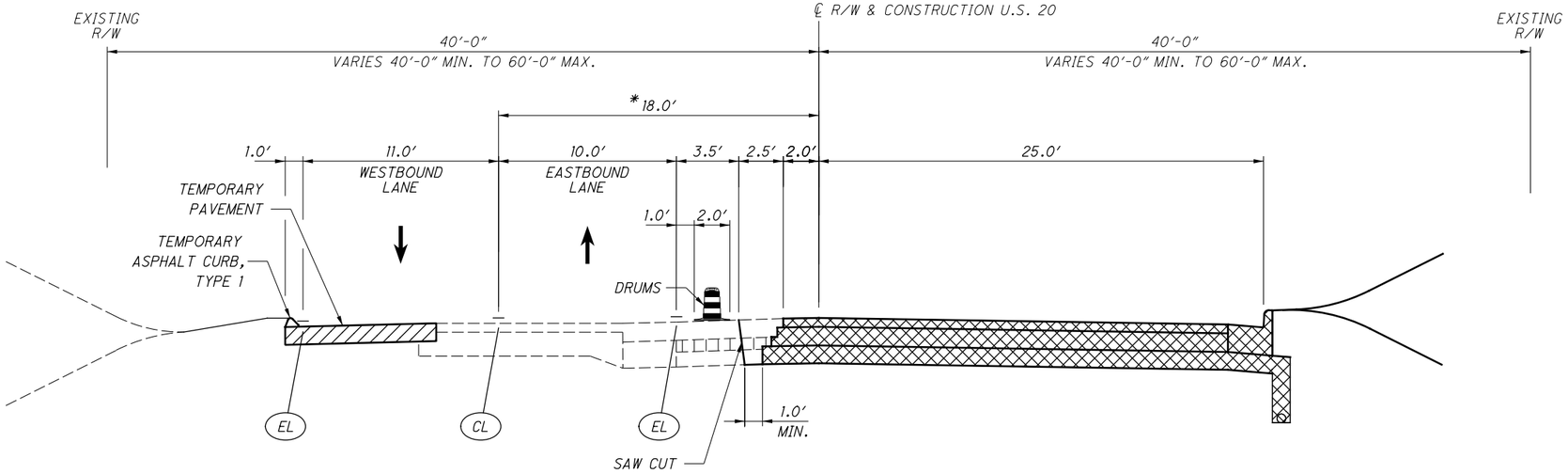


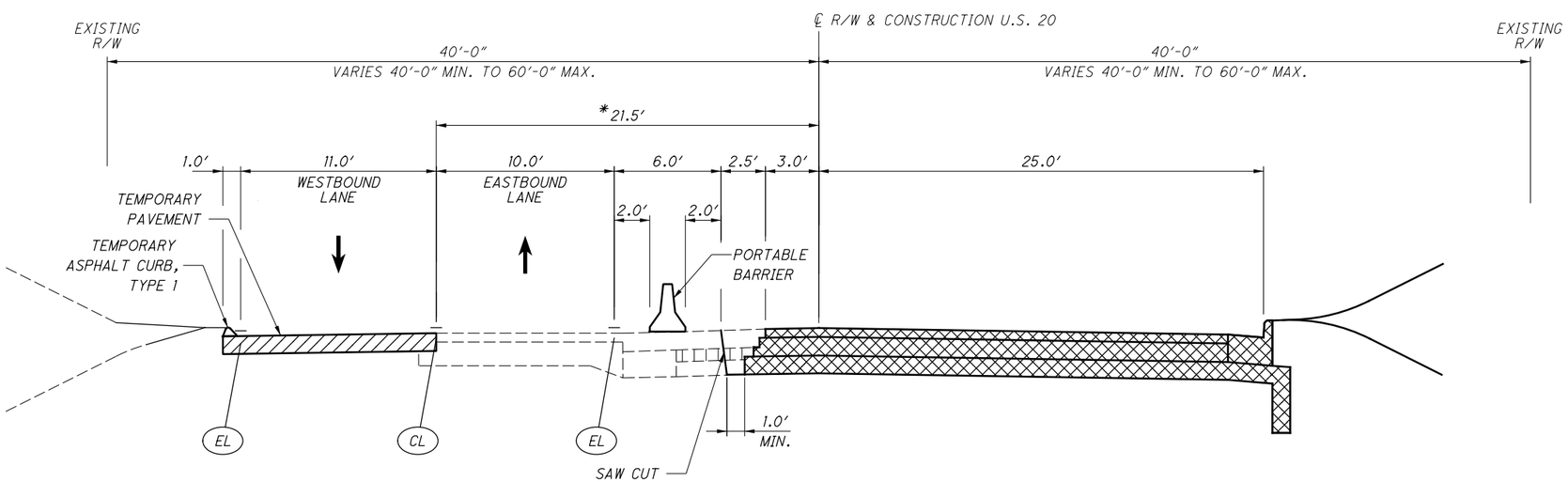
PHASE 1

STA. 516+30 TO STA. 572+50

*LANE SHIFT
FROM STA. 512+00 TO STA. 514+50
VARIES FROM 21.5' LT TO 18.0' LT

LEGEND

- (CL) WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- (EL) WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
- TRAFFIC FLOW



PHASE 1

STA. 500+40 TO STA. 516+30

PHASE 3

STA. 411+20 TO STA. 426+00

STA. 440+15 TO STA. 486+40

LEGEND

- (CL) WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- (EL) WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1 & 3
- TRAFFIC FLOW

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

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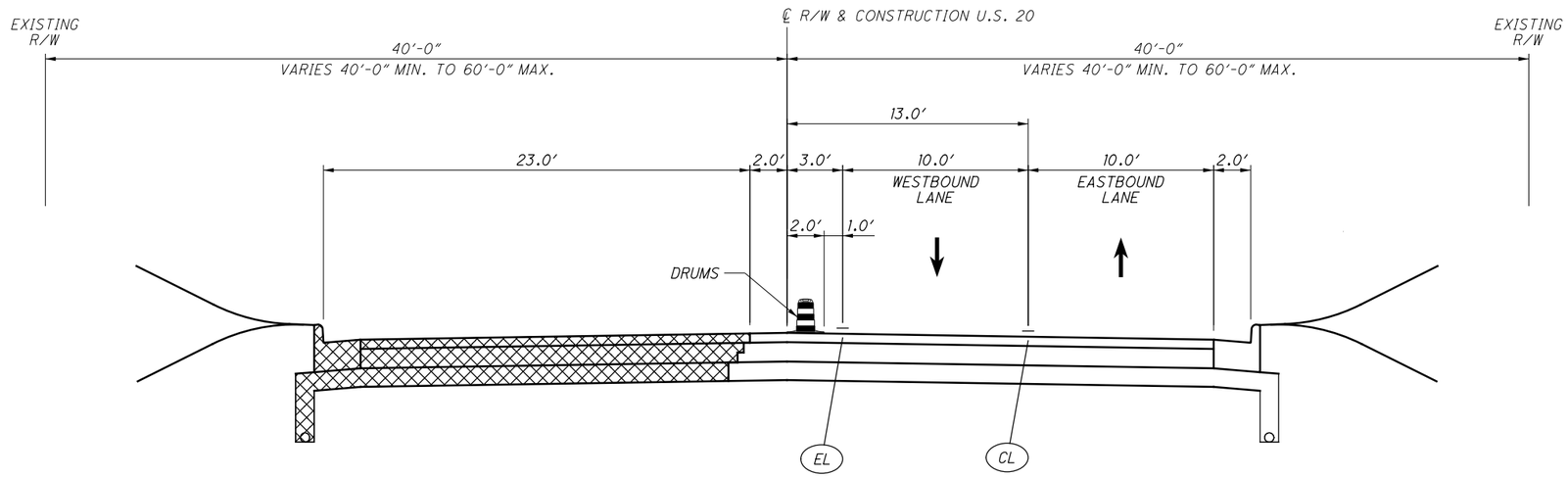
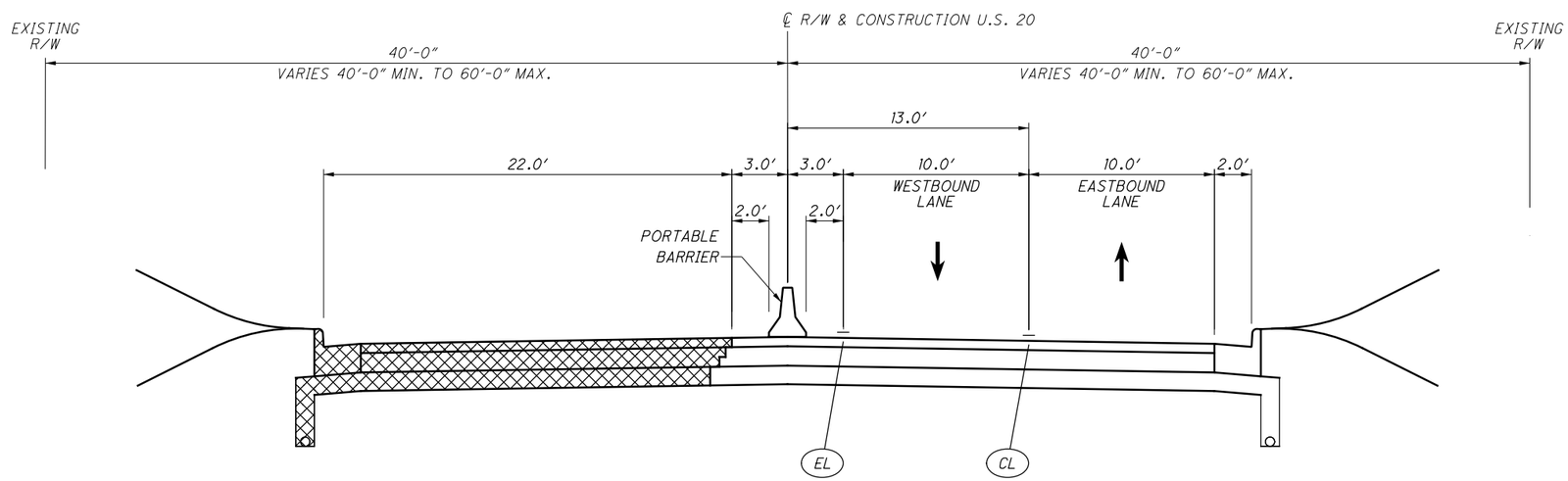


PHASE 2

STA. 516+90 TO STA. 572+50

LEGEND

- CL — WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- EL — WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- TRAFFIC FLOW



PHASE 2

STA. 500+40 TO STA. 516+90

PHASE 4

STA. 411+20 TO STA. 426+00

STA. 440+15 TO STA. 486+40

LEGEND

- CL — WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- EL — WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- TRAFFIC FLOW

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

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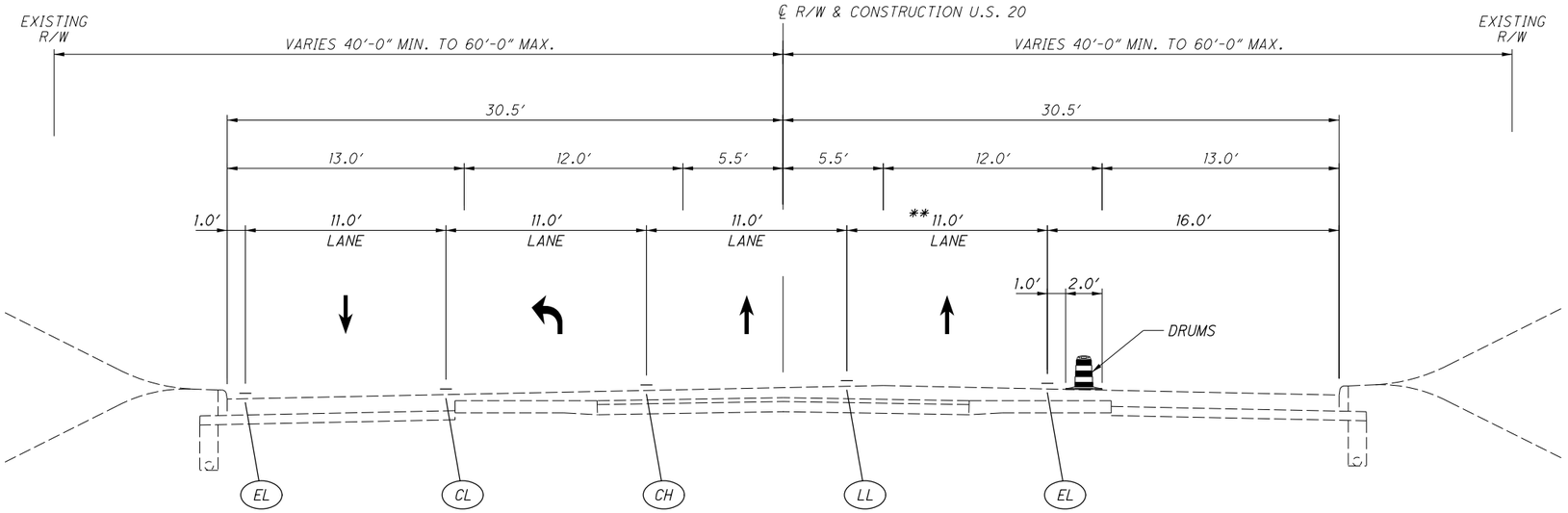


PHASE 2
GREEN ROAD W.B. - STA. 494+73.13

PHASE 4
TOWNLINE ROAD W.B. - STA. 405+82.64 BK = STA. 405+83.06 AH

PHASE 4
**McMACKIN ROAD W.B. - STA. 433+79.82

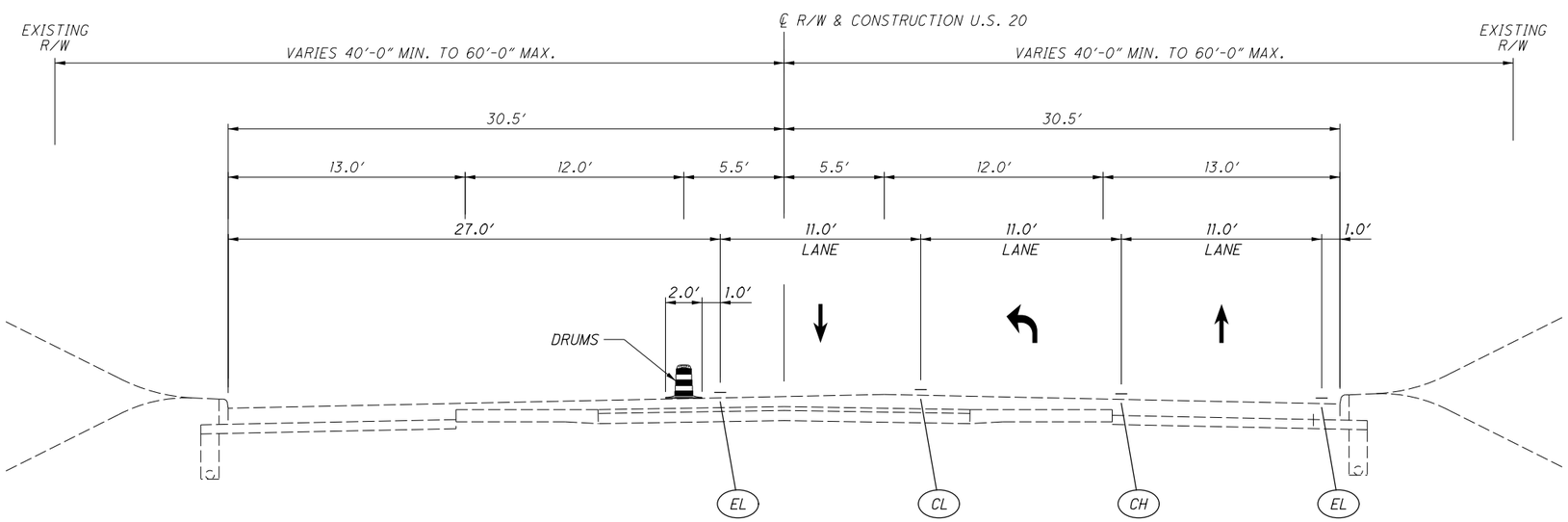
PHASE 3
GREEN ROAD E.B. - STA. 494+73.13

PHASE 3
**McMACKIN ROAD E.B. - STA. 433+79.82

**McMACKIN ROAD W.B. - RIGHT TURN LANE

LEGEND

- CL — WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- EL — WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- LL — WORK ZONE LANE LINE, CLASS I, 642 PAINT
- CH — WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
- ← TRAFFIC FLOW



PHASE 1
GREEN ROAD W.B. - STA. 494+73.13

PHASE 3
TOWNLINE ROAD W.B. - STA. 405+82.64 BK = STA. 405+83.06 AH

PHASE 3
McMACKIN ROAD W.B. - STA. 433+79.82

PHASE 4
GREEN ROAD E.B. - STA. 494+73.13

PHASE 4
McMACKIN ROAD E.B. - STA. 433+79.82

LEGEND

- CL — WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- EL — WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH — WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
- ← TRAFFIC FLOW

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

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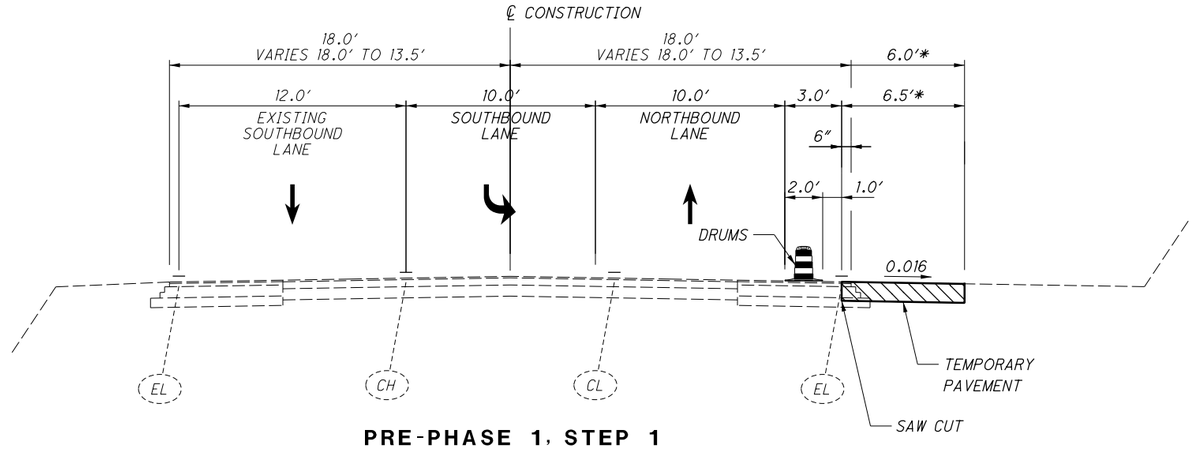
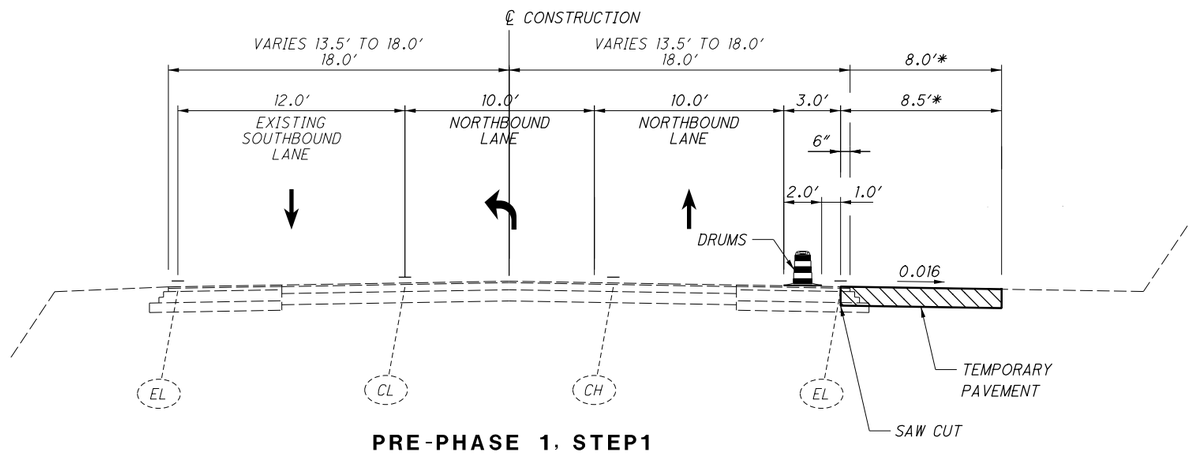


PRE-PHASE 1, STEP 1

STA. 100+39.1 TO STA. 104+73.00

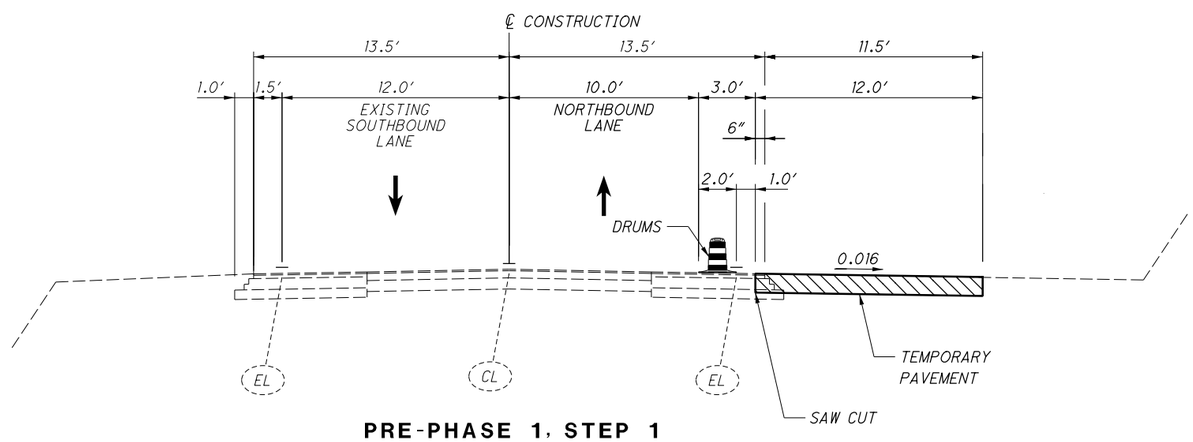
* TEMPORARY PAVEMENT
FROM STA. 102+00.00 TO STA. 104+73.00
VARIES FROM 24.0′ RT. TO 13.0′ RT.



PRE-PHASE 1, STEP1

STA. 97+00.00 TO STA. 99+41.8

* TEMPORARY PAVEMENT
FROM STA. 97+00.00 TO STA. 98+00.00
VARIES FROM 25.0′ RT. TO 26.0′ RT.



PRE-PHASE 1, STEP 1

STA. 92+42.5 TO STA. 97+00.00

HUBBARD ROAD

LEGEND

CL	EXISTING CENTER LINE
EL	EXISTING EDGE LINE
CH	EXISTING CHANNELIZING LINE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
←	TRAFFIC FLOW

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

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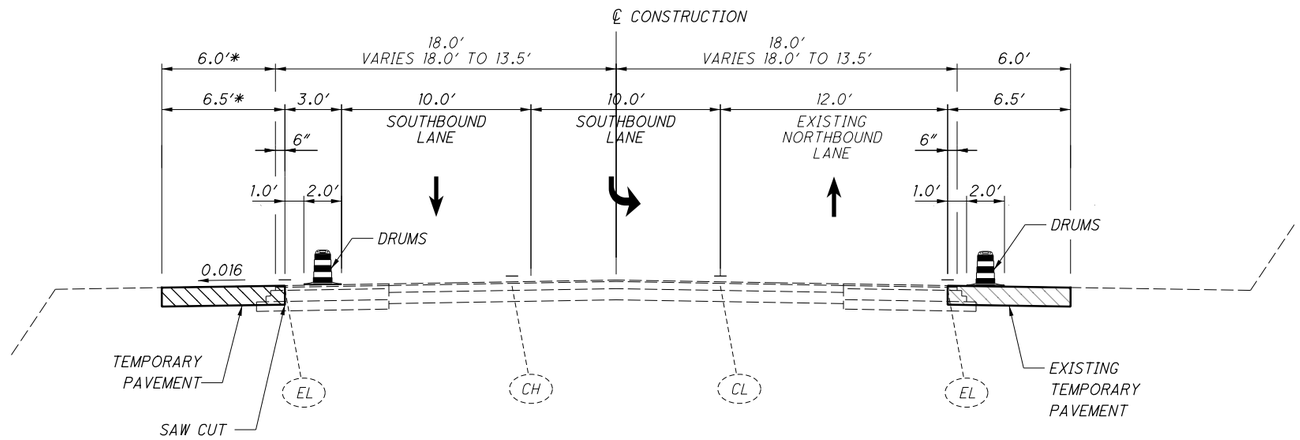
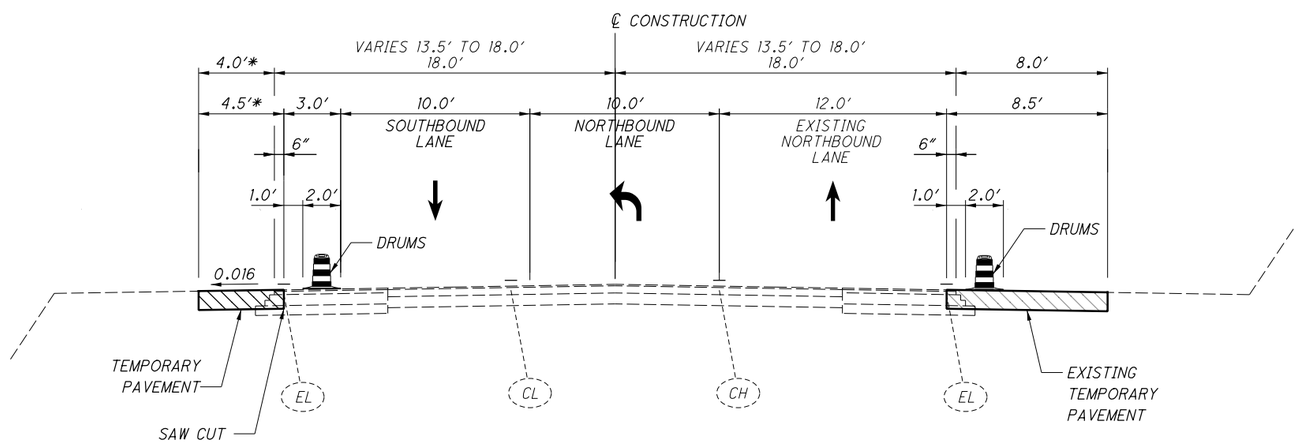


PRE-PHASE 1, STEP 2

STA. 100+66.6 TO STA. 104+73.00

*TEMPORARY PAVEMENT
FROM STA. 102+00.00 TO STA. 104+31.00
VARIES FROM 24.0' LT. TO 13.0' LT.



PRE-PHASE 1, STEP 2

STA. 97+87.82 TO STA. 99+50.9

*TEMPORARY PAVEMENT
FROM STA. 97+87.82 TO STA. 99+00.00
VARIES FROM 17.63' LT. TO 22.0' LT.

LEGEND

- (CL) EXISTING CENTER LINE
- (EL) EXISTING EDGE LINE
- (CH) EXISTING CHANNELIZING LINE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- TRAFFIC FLOW

HUBBARD ROAD

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

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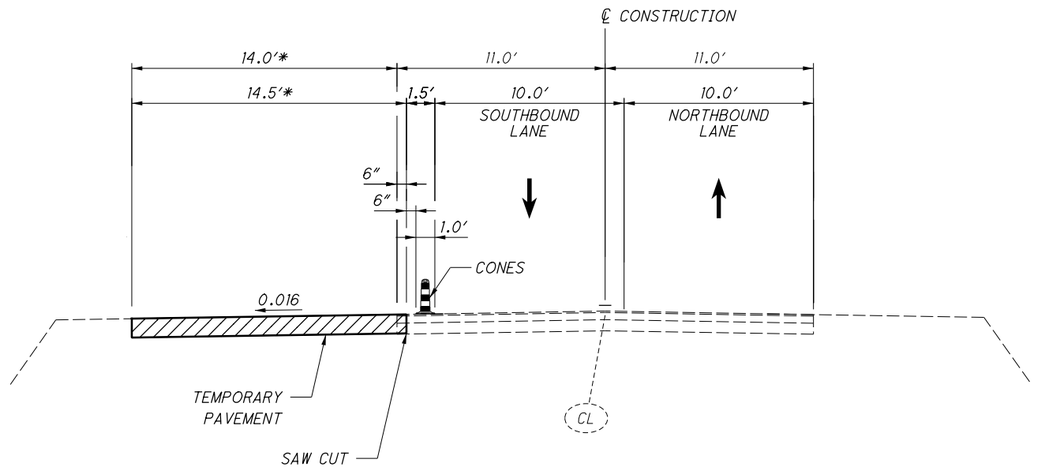
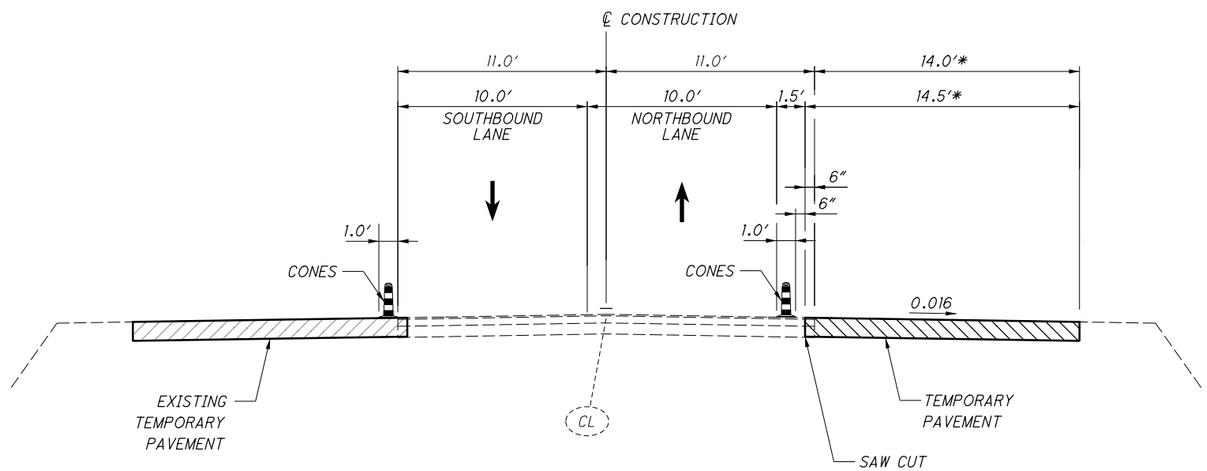


PRE-PHASE 1, STEP 1

STA. 10+32.1 TO STA. 13+79.00

* TEMPORARY PAVEMENT
FROM STA. 11+75.00 TO STA. 13+29.00
VARIES FROM 25.0' RT. TO 11.0' RT.



PRE-PHASE 1, STEP 2

STA. 10+22.1 TO STA. 13+79.00

* TEMPORARY PAVEMENT
FROM STA. 11+75.00 TO STA. 13+29.00
VARIES FROM 25.0' LT. TO 11.0' LT.

LEGEND

CL	EXISTING CENTER LINE
EL	EXISTING EDGE LINE
CH	EXISTING CHANNELIZING LINE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
←	TRAFFIC FLOW

DERUBERTIS ROAD

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

32C
651

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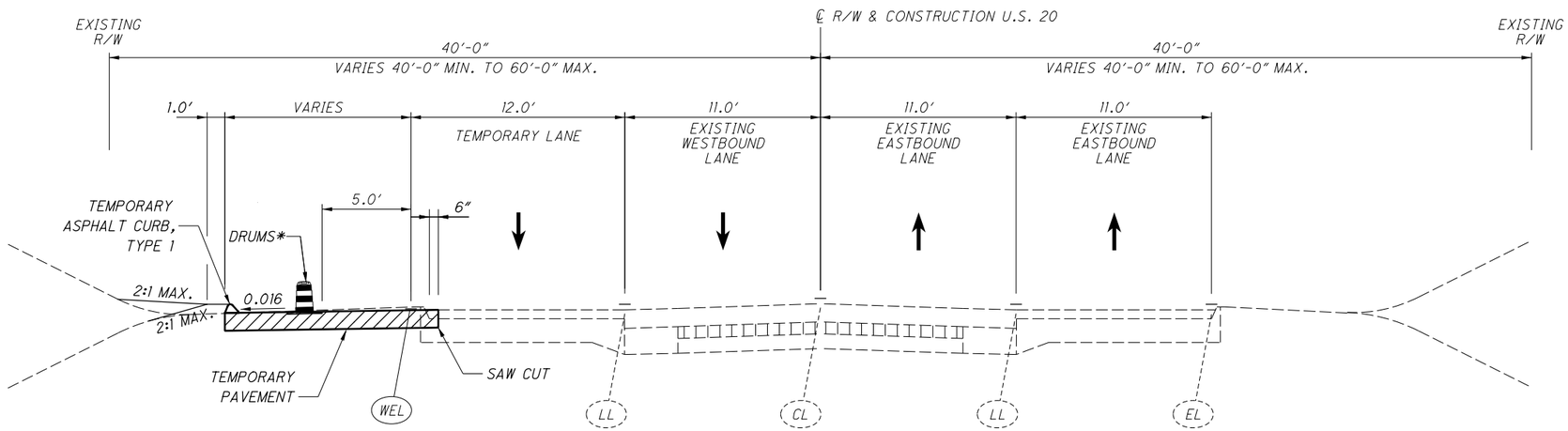

* - 80' SPACING PER ODOT TRAFFIC STANDARD CONSTRUCTION DRAWING MT-95.31

PRE-PHASE 3
(WINTER SHUT DOWN CONFIGURATION)

STA. 409+04.9 TO STA. 430+24.8
STA. 436+55 TO STA. 488+88.6

LEGEND

CL	EXISTING CENTER LINE
EL	EXISTING EDGE LINE
LL	EXISTING CHANNELIZING LINE
WEL	WORKZONE EDGE LINE, CLASS 1
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
←	TRAFFIC FLOW

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

LAK-US-20-24.99

32D
651

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN (FT)	611 CATCH BASIN, NO. 6, AS PER PLAN (EACH)	611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN (EACH)		614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (MILE)	614 WORK ZONE EDGE LINE, CLASS I, 6", 873 (MILE)	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT (FT)	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BIDIRECTIONAL) (EACH)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL) (EACH)	614 OBJECT MARKER, TWO WAY (EACH)		615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN (SY)		622 PORTABLE BARRIER, UNANCHORED (FT)						
		PRE - PHASE 1	TO																						
EL-1	50H	498+44.60		499+00	LT					0.010															
PB-1	50H	498+44.60		499+00	LT								1	2	2			35							
P-1	50I	499+78.05		504+00	RT												389								
EL-1	50I	499+00		504+00	LT					0.095															
PB-2	50I	499+00		503+75.00	LT								1	10	10			455							
EL-1	50J	504+00		509+00	LT					0.095															
P-2	50J	504+00		504+13.60	LT												148								
SL-1	50J	504+32			LT							17													
PB-3	50J	507+30		508+55	LT								2	2	2			85							
EL-1	50K	509+00		514+00	LT					0.095															
P-3	50K	509+00		514+00	LT												667								
PB-4	50K	509+15		514+00	LT								5	9	9			275							
EL-1	50L	514+00		519+00	LT					0.095															
P-4	50L	514+00		519+00	LT												500								
PB-5	50L	514+00		519+00	LT								4	6	6			300							
EL-1	50M	519+00		524+00	LT					0.095															
P-5	50M	519+00		524+00	LT												500								
PB-6	50M	519+00		524+00	LT								2	8	8			400							
D-1	50M	523+33				10	1	1																	
EL-1	50N	524+00		529+00	LT					0.095															
P-6	50N	524+00		529+00	LT												500								
PB-7	50N	524+00		529+00	LT								4	5	5			304							
D-2	50N	525+48			LT	10	1	1																	
EL-1	50O	529+00		534+00	LT					0.095															
P-7	50O	529+00		534+00	LT												440								
PB-8	50O	529+00		534+00	LT								4	5	5			310							
EL-1	50P	534+00		539+00	LT					0.095															
P-8	50P	534+00		539+00	LT												500								
PB-9	50P	534+00		539+00	LT								4	5	5			320							
EL-1	50Q	539+00		544+00	LT					0.095															
P-9	50Q	539+00		544+00	LT												500								
PB-10	50Q	539+00		544+00	LT								2	9	9			400							
EL-1	50R	544+00		549+00	LT					0.095															
P-10	50R	544+00		549+00	LT												500								
PB-11	50R	544+00		549+00	LT								2	9	9			400							
D-3		546+97			LT	10	1	1																	
EL-1	50S	549+00		554+00	LT					0.095															
P-11	50S	549+00		554+00	LT								4	7	7		440								
PB-12	50S	549+00		554+00	LT																				
D-4	50S	549+47			LT	10	1	1																	
D-5	50S	551+88			LT	11	1	1																	
EL-1	50T	554+00		559+00	LT					0.081															
P-12	50T	554+00		559+00	LT												500								
PB-13	50T	554+00		557+75	LT								3	4	4			150							
D-6	50T	554+11			LT	10	1	1																	
D-7	50T	557+17			LT		1	1																	
SUBTOTAL SHEET 32E						61	7	7		1.133		17	38	81	81		5584		3434						

CALCULATED ARK
CHECKED EJT

MAINTENANCE OF TRAFFIC SUBSUMMARY

LAK-US-20-24.99

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN	611 CATCH BASIN, NO. 6, AS PER PLAN	611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN		614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY		615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN		622 PORTABLE BARRIER, UNANCHORED						
						FT	EACH	EACH		MILE	MILE	FT	EACH	EACH	EACH		SY		FT						
			TO																						
EL-1	50U	559+00		564+00	LT					0.095															
P-13	50U	559+00		564+00	LT												333								
PB-14	50U	559+10		563+50	LT								4	8	8				300						
D-8	50U	562+37				3	1	1																	
EL-1	50V	564+00		569+00	LT					0.083															
P-14	50V	564+00		569+00	LT												130								
PB-15	50V	564+10		569+00	LT								5	7	7				190						
EL-1	50W	569+00		572+50	LT					0.066															
P-15	50W	569+00		574+00	LT												380								
PB-16	50W	569+00		574+00	LT								4	8	8				300						
D-10	50W	567+07			LT	10	1	1																	
D-11	50W	571+50			LT	8	1	1																	
ELT-1	50W	572+50		574+00	LT						0.028														
ELT-1	50X	574+00		579+00	LT						0.095														
P-16	50X	574+00		577+06.40	LT												138								
PB-17	50X	574+00		577+71	LT								5	5	5				150						
ELT-1	50Y	579+00		581+59	LT						0.049														
SUBTOTAL SHEET 32F						21	3	3		0.244	0.172		18	28	28		981		940						
SUBTOTALS FROM SHEET 32E						61	7	7		1.133		17	38	81	81		5584		3434						
TOTALS CARRIED TO GENERAL SUMMARY						82	10	10		1.38	0.17	17	56	109	109		6565		4374						

CALCULATED ARK
CHECKED EJT

MAINTENANCE OF TRAFFIC SUBSUMMARY

LAK-US-20-24.99

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED	
						FT	MILE	MILE	MILE	MILE	MILE	FT		FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY	FT	
		PHASE 1	TO																							
LL-1	54	477+60		479+00	LT		0.027																			
LL-2	54	477+60		479+00	RT		0.027																			
CL-1	54	477+60		479+00	C/L			0.027																		
EL-1	55	479+60		484+00	RT					0.083																
LL-1	55	479+00		484+00	LT		0.095																			
LL-2	55	479+00		479+60	RT		0.011																			
CL-1	55	479+00		484+00	C/L			0.095																		
DL-1	55	479+60		484+00	RT									440												
LL-1	56	484+00		487+05	LT		0.058																			
CL-1	56	484+00		489+00	C/L & LT			0.095																		
CL-2	56	487+05		489+00	LT			0.037																		
EL-1	56	485+55		489+00	LT					0.067																
EL-2	56	484+00		489+00	RT					0.095																
DL-1	56	484+00		484+55	RT									55												
TL-1	56	487+05		489+00	LT											25										
CL-1	57	489+00		494+00	LT			0.095																		
CL-2	57	489+00		490+95	LT			0.037																		
EL-1	57	489+00		494+00	RT					0.095																
EL-2	57	489+00		494+00	LT					0.095																
CH-1	57	491+20		493+74	LT							254														
TL-1	57	489+00		490+95	LT											77										
SL-1	57	493+74			LT												22									
LA-1	57	491+32			LT															1						
LA-2	57	491+90			LT															1						
LA-3	57	492+48			LT															1						
LA-4	57	493+06			LT															1						
LA-5	57	493+64			LT															1						
CL-1	58	494+00		499+00	LT			0.095																		
CL-2	58	497+25		499+00	LT			0.033																		
EL-1	58	494+00		499+00	LT					0.095																
EL-2	58	494+00		499+00	RT					0.095																
CW-1	58	495+50			RT & LT														130							
CW-2	58	495+00			LT														144							
SL-1	58	495+70			LT												22									
SL-2	58	10+77			LT												13									
SL-3	58	11+13			LT												11									
TL-1	58	497+25		499+00	RT & LT											54										
CH-1	58	495+70		497+00	LT							130														
LA-1	58	495+80			LT															1						
LA-2	58	496+34			LT															1						
LA-3	58	496+88			LT															1						
CL-1	59	499+00		504+00	LT			0.095																		
CL-2	59	499+00		500+40	LT			0.0265																		
EL-1	59	499+00		504+00	LT					0.095																
EL-2	59	499+00		504+00	LT					0.095																
TL-1	59	499+00		500+40	RT & LT											15										
P-2	59	499+78.05		504+00	RT																					
PB-2	59	499+40		504+00	RT & LT																3	5	5		360	
CL-1	60	504+00		509+00	LT			0.095																		
EL-1	60	504+00		509+00	LT					0.095																
EL-2	60	504+00		509+00	LT					0.095																
SUBTOTAL SHEET 33							0.218	0.731		1.005		384		495		171	68		274	8	3	5	5		360	

CALCULATED ARK
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MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED	
						FT	MILE	MILE	MILE	MILE	MILE	FT		FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY	FT	
			TO																							
SL-1	60	504+32			LT												14									
P-3	60	504+00		509+00	LT																					
PB-3	60	504+00		509+00	LT																4	4	4		300	
CL-1	61	509+00		514+00	LT			0.095																		
EL-1	61	509+00		514+00	LT					0.095																
EL-2	61	509+00		514+00	LT					0.095																
P-4	61	509+00		514+00	LT																					
PB-4	61	509+00		514+00	LT																4	4	4		310	
CL-1	62	514+00		519+00	LT			0.095																		
CL-2	62	8+25		9+58	RT			0.025																		
EL-1	62	514+00		519+00	LT					0.095																
EL-2	62	514+00		519+00	LT					0.095																
EL-3	62	8+25		9+34	LT					0.021																
EL-4	62	8+25		9+44	RT					0.023																
SL-1	62	516+23			LT												10									
SL-2	62	517+72			LT												11									
SL-3	62	9+58			RT												15									
P-5	62	514+00		519+00	LT																					
PB-5	62	514+00		515+09.5	LT																1	2	2		90	
CL-1	63	519+00		524+00	LT			0.095																		
EL-1	63	519+00		524+00	LT					0.095																
EL-2	63	519+00		524+00	LT					0.095																
D-2	63	523+32		523+75	LT&RT	50																				
P-6	63	519+00		524+00	LT																					
CL-1	64	524+00		529+00	LT			0.095																		
EL-1	64	524+00		529+00	LT					0.095																
EL-2	64	524+00		529+00	LT					0.095																
D-3	64	525+48		526+00	LT&RT	58																				
P-7	64	524+00		529+00	LT																					
CL-1	65	529+00		534+00	LT			0.095																		
EL-1	65	529+00		534+00	LT					0.095																
EL-2	65	529+00		534+00	LT					0.095																
SL-1	65	10+42			LT												15									
P-8	65	529+00		534+00	LT																					
CL-1	66	534+00		539+00	LT			0.095																		
EL-1	66	534+00		539+00	LT					0.095																
EL-2	66	534+00		539+00	LT					0.095																
P-9	66	534+00		539+00	LT																					
CL-1	67	539+00		544+00	LT			0.095																		
EL-1	67	539+00		544+00	LT					0.095																
EL-2	67	539+00		544+00	LT					0.095																
P-10	67	539+00		544+00	LT																					
SUBTOTAL SHEET 34						108		0.690		1.374							65				9	10	10		700	

CALCULATED ARK
CHECKED EJT

MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED	
						FT	MILE	MILE	MILE	MILE	MILE	FT		FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY	FT	
			TO																							
CL-1	68	544+00		549+00	LT			0.095																		
EL-1	68	544+00		549+00	LT					0.095																
EL-2	68	544+00		549+00	LT					0.095																
SL-1	68	0+52			RT												32									
D-4	68	546+50		546+97	LT&RT	53																				
P-11	68	544+00		549+00	LT																					
CL-1	69	549+00		554+00	LT			0.095																		
EL-1	69	549+00		554+00	LT					0.095																
EL-2	69	549+00		554+00	LT					0.095																
SL-1	69	549+61			LT												10									
SL-2	69	550+88			LT												11									
SL-3	69	10+68			LT												14									
SL-4	69	9+52			RT												13									
SL-5	69	0+52			RT												24									
D-5	69	549+47		550+05	LT&RT	60																				
D-6	69	551+63		551+88	LT&RT	27																				
P12	69	549+00		554+00	LT																					
CL-1	70	554+00		559+00	LT			0.095																		
EL-1	70	554+00		559+00	LT					0.095																
EL-2	70	554+00		559+00	LT					0.095																
SL-1	70	555+22			LT												10									
SL-2	70	556+69			LT												11									
SL-3	70	10+54			LT												30									
SL-4	70	9+52			RT												22									
D-7	70	554+50		554+51	LT&RT	5																				
D-8	70	556+98		557+17	LT&RT	45																				
P-13	70	554+00		559+00	LT																					
CL-1	71	559+00		564+00	LT			0.095																		
EL-1	71	559+00		564+00	LT					0.095																
EL-2	71	559+00		564+00	LT					0.095																
D-9	71	562+37		562+50	LT&RT	28																				
P-14	71	559+00		564+00	LT																					
CL-1	72	564+00		569+00	LT			0.095																		
CL-2	72	98+40		99+23	RT			0.016																		
EL-1	72	564+00		564+99	LT					0.095																
EL-2	72	564+00		564+99	LT					0.095																
SL-1	72	564+74			LT												10									
SL-2	72	566+67			LT												11									
SL-3	72	100+50			LT												32									
SL-4	72	100+70			LT												11									
SL-5	72	99+43			RT												21									
SL-6	72	99+23			RT												11									
CH-1	72	98+60		99+43	RT							83														
LA-1	72	98+72			RT															1						
LA-2	72	99+13			RT															1						
SUBTOTAL SHEET 35						218		0.491		0.950		83					273			2						

CALCULATED ARK
CHECKED EJT

MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED	
						FT	MILE	MILE	MILE	MILE	MILE	FT		FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY	FT	
			TO																							
D-10	72	564+88		565+05	RT	28																				
P-15	72	564+00		569+00	LT																					
CL-1	73	569+00		572+50	LT			0.066																		
CLT-1	73	572+50		574+00	LT				0.028																	
CLT-2	73	573+00		574+00	LT				0.019																	
EL-1	73	569+00		572+50	LT					0.066																
EL-2	73	569+00		574+00	LT					0.095																
ELT-1	73	572+50		574+00	LT						0.028															
D-11	73	569+00		569+29	LT&RT	39																				
D-12	73	571+50		571+50	LT&RT																					
P-16	73	569+00		574+00	LT																					
CLT-1	74	574+00		576+78	C/L				0.052																	
CLT-2	74	574+00		579+00	LT				0.095																	
ELT-1	74	574+00		577+78	RT						0.072															
EL-1	74	574+00		577+06	LT					0.058																
P-17	74	574+00		577+06.4	LT																					
CLT-2	75	579+00		581+59	LT				0.049																	
DLT-1	75	579+28		581+59	LT										231											
BURNS ROAD																										
CL-1	82	516+23		517+72	RT			0.028																		
EL-1	82	516+38		517+87	RT			0.028																		
HUBBARD ROAD, PHASE 1A																										
CL-1	86	89+00		92+50	C/L			0.066																		
EL-1	86	89+00		92+50	LT					0.066																
EL-2	86	89+00		92+50	RT					0.066																
P-19	86	92+42.5		92+50	RT																			3		
CL-1	86	92+50		97+50	RT			0.095																		
EL-1	86	92+50		97+50	RT					0.095																
EL-2	86	92+50		97+50	RT					0.095																
P-20	86	92+50		97+50	RT																			702		
SUBTOTAL SHEET 36						67		0.283	0.243	0.541	0.100				231									705		

CALCULATED ARK
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MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED	
			TO			FT	MILE	MILE	MILE	MILE	MILE	FT		FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY	FT	
CL-1	87	97+50		102+50	RT			0.095																		
EL-1	87	97+50		102+50	RT					0.095																
EL-2	87	97+50		102+50	RT					0.095																
P-21	87	97+50		99+41.8	RT																			184		
P-22	87	100+39.1		102+50	RT																			132		
SL-1	87	99+00			RT												10									
SL-2	87	101+00			RT												10									
DL-1	87	99+00		101+00	RT									200												
DL-2	87	100+08		101+00	RT									92												
P-23	88	102+50		104+73.0	RT																			86		
CL-1	88	102+50		107+50	C/L			0.095																		
EL-1	88	102+50		107+50	LT					0.095																
EL-2	88	102+50		107+50	RT					0.095																
HUBBARD ROAD, PHASE 1B																										
CL-1	89	96+19		96+69	C/L			0.009																		
EL-1	89	96+19		96+69	LT					0.009																
EL-2	89	96+19		97+50	RT				0.024																	
ELT-1	89	96+69		97+50	LT						0.015															
CLT-1	89	96+69		97+50	LT				0.015																	
CL-1	90	101+00		102+50	LT			0.028																		
CLT-1	90	97+50		99+50	LT				0.038																	
DLT-1	90	99+50		101+00	LT										150											
EL-1	90	97+87.8		102+50	LT					0.087																
ELT-1	90	97+50		97+87.82	LT						0.007															
EL-2	90	97+50		102+50	LT & RT					0.095																
ELT-2	90	99+00		100+08	LT						0.02															
ELT-3	90	99+68		100+19	LT						0.011															
P-24	90	97+87.8		99+50.9	LT																			73		
P-25	90	100+66.6		102+50	LT																			125		
SLT-1	90	99+50			LT													10								
SL-2	90	101+00			LT												10									
P26	91	102+50		104+73	LT																			105		
CL-1	91	102+50		105+23	LT			0.052																		
EL-1	91	102+50		105+23	LT					0.052																
EL-2	91	102+50		105+23	RT					0.052																
MAJOR ACCESS DRIVES																										
EL-1	92	549+76		551+03	LT					0.024																
EL-2	92	555+37		556+84	LT					0.028																
SUBTOTAL SHEET 37								0.279	0.077	0.727	0.053			292	150		30	10						705		
SUBTOTALS FROM SHEET 33							0.218	0.731		1.005		384		495		171	68		274	8	3	5	5		360	
SUBTOTALS FROM SHEET 34						108		0.690		1.374							65				9	10	10		700	
SUBTOTALS FROM SHEET 35						218		0.491		0.950		83					273			2						
SUBTOTALS FROM SHEET 36						67		0.283	0.243	0.541	0.100													705		
TOTAL						393	0.22	2.47	0.32	4.60	0.15	467		787	150	171	436	10	274	10	12	15	15	1410	1060	
TOTALS CARRIED TO GENERAL SUMMARY						393	0.22	2.47	0.32	4.60	0.15	467		787	150	171	436	10	274	10	12	15	15	1410	1060	

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873		614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE 1		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARD (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
			TO			MILE		MILE	MILE	MILE	MILE	FT	FT		FT	FT	FT	FT	EACH	EACH		EACH	EACH	EACH	SY	FT
		PHASE 2																									
CL-2	97	479+60		484+00	RT			0.083																			
CL-1	98	487+05		489+00	RT			0.037																			
CL-2	98	484+00		489+00	RT			0.095																			
EL-1	98	485+55		489+00	RT					0.056																	
EL-2	98	486+05		489+00	LT					0.056																	
LL-1	98	484+05		489+00	LT	0.037																					
CL-1	99	489+00		494+00	RT			0.095																			
CL-2	99	489+00		490+95	RT			0.037																			
CH-1	99	491+20		493+74	RT							254															
EL-1	99	489+00		494+00	RT					0.095																	
EL-2	99	489+00		494+00	LT					0.095																	
LL-1	99	489+00		493+74	LT	0.089																					
LA-1	99	491+32			RT														1								
LA-2	99	491+90			RT														1								
LA-3	99	492+48			RT														1								
LA-4	99	493+06			RT														1								
LA-5	99	493+64			RT														1								
SL-1	99	493+74			RT												22										
CL-1	100	494+00		499+00	RT			0.095																			
CL-2	100	497+92		499+00	RT			0.021																			
EL-1	100	494+00		499+00	LT					0.095																	
EL-2	100	494+00		499+00	RT					0.095																	
LL-1	100	495+70		497+17	LT	0.028																					
CH-1	100	495+70		497+67	LT							197															
LA-1	100	495+80			RT														1								
LA-2	100	496+38			RT														1								
LA-3	100	496+96			RT														1								
LA-4	100	497+54			RT														1								
SL-1	100	495+70			LT & RT												33										
TL-1	100	497+92		499+00	RT											45											
CL-1	101	499+00		500+40	RT			0.026																			
CL-2	101	499+00		500+40	RT			0.026																			
EL-1	101	499+00		500+40	RT					0.026																	
EL-2	101	499+00		500+40	RT					0.027																	
TL-1	101	499+00		500+40	RT											36											
PB-2	101	499+40		503+25	LT																	2	5	5		385	
ELT-1	101	500+40		503+50	RT						0.059																
CLT-1	101	500+40		504+00	RT				0.068																		
EL-3	101	503+50		504+00	LT & RT					0.009																	
CLT-1	102	504+00		509+00	RT				0.095																		
EL-1	102	504+00		505+70	LT					0.036																	
SL-1	102	504+00			LT												19										
PB-3	102	505+95		508+55	C/L																	2	3	3		245	
ELT-1	102	504+00		509+00	RT						0.076																
CLT-1	103	509+00		514+00	RT				0.095																		
ELT-1	103	509+00		514+00	RT						0.095																
PB-4	103	509+15		514+00	C/L																	5	4	4		285	
SUBTOTAL SHEET 38						0.154		0.515	0.258	0.590	0.230	451				81	74		9			9	12	12		915	

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873		614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE 1		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARD (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
						MILE		MILE	MILE	MILE	MILE	FT	FT		FT	FT	FT	FT	EACH	EACH		EACH	EACH	EACH	SY	FT
			TO																							
CLT-1	104	514+00		519+00	RT				0.095																	
ELT-1	104	514+00		519+00	RT						0.095															
SLT-1	104	516+25			RT													10								
SLT-2	104	517+70			RT													10								
PB-5	104	514+00		516+92	C/L																	3	3	3		275
CLT-1	105	519+00		524+00	RT				0.095																	
ELT-1	105	519+00		524+00	RT						0.095															
CLT-1	106	524+00		529+00	RT				0.095																	
ELT-1	106	524+00		529+00	RT						0.095															
CLT-1	107	529+00		534+00	RT				0.095																	
CL-2	107	10+27		10+63	LT			0.0068																		
ELT-1	107	529+00		534+00	RT						0.095															
SL-1	107	10+27			LT												24									
EL-1	107	532+37		532+77	LT					0.014																
EL-2	107	533+11		533+42	LT					0.012																
CLT-1	108	534+00		539+00	RT				0.095																	
ELT-1	108	534+00		539+00	RT						0.095															
CLT-1	109	539+00		544+00	RT				0.095																	
ELT-1	109	539+00		544+00	RT						0.095															
CLT-1	110	544+00		549+00	RT				0.095																	
ELT-1	110	544+00		549+00	RT						0.095															
CLT-1	111	549+00		554+00	RT				0.095																	
CL-2	111	10+54		11+75	LT			0.023																		
ELT-1	111	549+00		554+00	RT & LT						0.095															
SLT-1	111	549+70			RT													10								
SLT-2	111	550+97			RT													10								
SL-1	111	10+54			LT												12									
EL-1	111	549+55		549+96	LT					0.009																
EL-2	111	550+50		550+82	LT					0.008																
CLT-1	112	554+00		559+00	RT				0.095																	
ELT-1	112	554+00		559+00	RT & LT						0.095															
EL-1	112	554+82		555+29	LT					0.011																
EL-2	112	556+22		556+54	LT					0.085																
SLT-1	112	554+97			RT													10								
SLT-2	112	556+69			RT													10								
SL-1	112	10+54			LT												13									
CH-1	112	10+54		10+80	LT							26														
CLT-1	113	559+00		564+00	RT				0.095																	
ELT-1	113	559+00		564+00	RT						0.095															
SUBTOTAL SHEET 39								0.030	0.950	0.139	0.950	26					49	60				3	3	3		275

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873		614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE 1		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARD (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
						MILE		MILE	MILE	MILE	MILE	FT	FT		FT	FT	FT	FT	EACH	EACH		EACH	EACH	EACH	SY	FT
			TO																							
CLT-1	114	564+00		569+00	RT				0.095																	
CLT-2	114	98+00		99+23	RT				0.023																	
CL-1	114	98+40		99+23	LT			0.015																		
CL-2	114	100+73		102+00	LT			0.024																		
ELT-1	114	564+00		569+00	RT & LT						0.095															
EL-1	114	564+62		564+96	LT					0.012																
EL-2	114	565+83		566+21	LT					0.01																
CH-1	114	98+60		99+00	RT							40														
CHT-1	114	99+00		99+43	RT								43													
CH-2	114	100+53		102+00	LT							147														
SLT-1	114	564+77			RT													12								
SLT-2	114	566+67			RT													12								
SL-1	114	100+53			LT												29									
SL-2	114	100+73			LT												11									
SLT-3	114	99+43			RT													21								
SL-4	114	99+23			RT												11									
LA-1	114	98+72			RT														1							
LAT-1	114	99+13			RT															1						
LA-2	114	100+83			LT														1							
LA-3	114	101+33			LT														1							
LA-4	114	101+83			LT														1							
CLT-1	115	569+00		574+00	RT				0.095																	
ELT-1	115	569+00		574+00	RT						0.095															
ELT-2	115	572+50		574+00	RT						0.028															
CLT-1	116	574+00		576+78	RT				0.053																	
LL-1	116	576+78		577+78	RT	0.019																				
ELT-1	116	574+00		579+00	LT						0.095															
ELT-2	116	574+00		576+78	RT						0.053															
ELT-1	117	579+00		581+59	LT						0.05															
DERUBUTIS DRIVE PHASE 2A																										
CL-1	125	10+56		13+79	LT			0.061																		
EL-1	125	10+32		13+79	LT					0.066																
EL-2	125	10+00		13+79	LT					0.072																
ELT-1	125	550+25		550+82	LT						0.011															
SL-1	125	10+56			LT												10									
P-1	125	10+32.1		13+79	LT																				391	
DERUBUTIS DRIVE PHASE 2B																										
CL-1	126	10+52		13+79	RT			0.062																		
ELT-1	126	10+00		11+75	RT						0.033															
EL-1	126	11+75		13+79	RT					0.039																
ELT-2	126	550+82		550+54	RT						0.007															
EL-2	126	10+19		13+79	RT					0.068																
ELT-3	126	549+55		550+34	LT						0.017															
SLT-1	126	10+52			RT													10								
P-2	126	10+22.1		13+79	RT																				399	
HUBBARD ROAD PHASE 2A																										
CL-1	128	94+35		97+50	RT			0.06																		
EL-1	128	94+35		94+85	LT					0.009																
ELT-1	128	94+85		97+50	LT						0.06															
EL-2	128	94+35		97+50	RT					0.06																
CL-1	129	97+50		102+50	RT			0.095																		
DLT-1	129	99+00		101+00	RT										200											
EL-1	129	97+50		102+50	RT					0.095																
ELT-1	129	99+00		99+21	LT						0.005															
SUBTOTAL SHEET 40						0.019		0.317	0.266	0.431	0.549	187	43		200		61	55	4	1					790	

CALCULATED ARK
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MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873		614 WORK ZONE DOTTED LINE, CLASS I, 6", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE 1		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARD (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
						MILE		MILE	MILE	MILE	MILE	FT	FT		FT	FT	FT	FT	EACH	EACH		EACH	EACH	EACH	SY	FT
			TO																								
EL-2	129	97+50		102+50	RT					0.095																	
ELT-2	129	564+62		565+78	LT						0.022																
SLT-1	129	99+00			RT													10									
SL-1	129	101+00			RT												10										
CL-1	130	102+50		105+23	LT			0.052																			
EL-1	130	102+50		105+23	LT					0.052																	
EL-2	130	102+50		105+23	RT					0.052																	
HUBBARD ROAD PHASE 2B																											
CL-1	131	96+19		96+69	LT			0.009																			
CLT-1	131	96+69		97+50	LT				0.015																		
EL-1	131	96+19		96+69	LT					0.009																	
ELT-1	131	96+69		97+50	LT						0.015																
EL-2	131	96+19		97+50	RT					0.025																	
CLT-1	132	97+50		99+00	LT				0.028																		
CL-1	132	101+00		102+50	LT			0.028																			
ELT-1	132	97+50		97+87.8	LT						0.007																
EL-1	132	97+87.8		102+50	LT					0.087																	
ELT-2	132	99+95.75		101+00	LT						0.019																
EL-2	132	101+00		102+50	RT & C/L					0.028																	
ELT-3	132	100+12.6		100+42.5	LT						0.012																
DLT-1	132	99+00		101+00	LT										200												
DLT-2	132	99+00		100+00	LT										100												
SLT-1	132	99+00			LT													10									
SLT-2	132	101+00			LT													10									
CL-1	133	102+50		105+23	LT			0.052																			
EL-1	133	102+50		105+23	LT					0.052																	
EL-2	133	102+50		105+23	RT					0.052																	
WALMART SERVICE DRIVE																											
ELT-1	134	503+50		504+00	RT						0.009																
ELT-2	134	504+70		505+70	RT						0.018																
PB-6	134	502+55		505+95	C/L																						340
STONEYRIDGE DRIVE																											
CLT-1	135	532+52		532+81.5	RT				0.006																		
ELT-1	135	532+37		532+96.5	RT						0.011																
EL-1	135	533+21		533+61	LT					0.011																	
EL-2	135	9+97		11+29	RT &LT					0.025																	
SL-1	135	11+44			LT & RT												20										
CLT-1	136	533+03.5		533+76	RT				0.014																		
ELT-1	136	532+88.5		533+61	RT						0.014																
EL-1	136	532+16		532+63	LT					0.011																	
EL-2	136	9+97		11+29	LT & RT					0.026																	
MAJOR ACCESS ROAD																											
ELT-1	137	554+82		557+55	RT						0.052																
ELT-2	137	557+95		558+40	RT						0.0085																
ELT-3	137	557+55		558+04	LT						0.009																
ELT-4	137	558+55		558+90	RT						0.007																
SLT-1	137	558+00			LT													17									
SUBTOTAL SHEET 41								0.141	0.063	0.525	0.204				300		30	47									340
TOTALS FROM SHEET 38						0.154		0.515	0.258	0.590	0.230	451				81	74		9			9	12	12		915
TOTALS FROM SHEET 39								0.030	0.950	0.139	0.950	26					49	60				3	3	3		275
TOTALS FROM SHEET 40						0.019		0.317	0.266	0.431	0.549	187	43		200		61	55	4	1					790	
TOTAL						0.173		1.003	1.537	1.685	1.933	664	43		500	81	214	162	13	1		12	15	15	790	1530
TOTALS CARRIED TO GENERAL SUMMARY						0.17		1.00	1.54	1.69	1.93	664	43		500	81	214	162	13	1		12	15	15	790	1530

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, TYPE E	606 ANCHOR ASSEMBLY, TYPE T	611 12" CONDUIT, TYPE B, AS PER PLAN	611 CATCH BASIN, NO. 6, AS PER PLAN	611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	611 MANHOLE ADJUSTED TO GRADE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
						FT	EACH	EACH	FT	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH		EACH	EACH	EACH	EACH	SY	FT
		PHASE 3	TO																								
CL-1	142	390+53		394+00	LT									0.066													
LL-1	142	390+53		394+00	LT								0.066														
LL-2	142	390+53		394+00	RT								0.066														
EL-1	142	392+53		394+00	RT										0.028												
DL-1	142	392+53		394+00	RT												147										
CL-1	143	394+00		399+00	C/L									0.095													
LL-1	143	394+00		399+00	LT								0.095														
EL-1	143	394+00		399+00	RT										0.095												
EL-2	143	398+23		399+00	LT										0.015												
DL-1	143	394+00		397+03	RT												303										
CL-1	144	399+00		404+00	LT									0.095													
CL-2	144	399+00		403+18	LT									0.079													
EL-1	144	399+00		404+00	RT										0.095												
EL-2	144	399+00		404+00	LT										0.095												
CH-1	144	403+43		404+00	LT											57											
CH-2	144	403+43		404+00	RT											57											
LA-1	144	403+54			RT															1							
LA-2	144	403+54			LT															1							
TL-1	144	399+00		403+18	LT													106									
CL-1	145	404+00		409+00	LT									0.095													
CL-2	145	407+55		409+00	LT									0.027													
EL-1	145	404+00		409+00	RT										0.095												
EL-2	145	404+00		409+00	LT										0.095												
CH-1	145	404+00		404+88	RT											88											
CH-2	145	404+00		404+88	LT											88											
CH-3	145	406+59		407+30	LT											71											
SL-1	145	404+88			LT														33								
SL-2	145	406+59			LT														22								
SL-3	145	406+00			LT														29								
SL-4	145	406+00			RT														28								
CW-1	145	405+26			RT & LT															139							
CW-2	145	406+50			RT & LT															141							
CW-3	145	406+00			LT															159							
CW-4	145	406+00			RT															182							
LA-1	145	404+16			RT																1						
LA-2	145	404+78			RT																1						
LA-3	145	404+16			LT																1						
LA-4	145	404+78			LT																1						
LA-5	145	406+69			LT																1						
LA-6	145	407+17			LT																1						
TL-1	145	407+55		409+00	LT													64									
PB-1	145	406+84		409+00	RT																	1	3		3		200
CL-1	146	409+00		414+00	LT									0.095													
CL-2	146	409+00		411+20	LT									0.042													
EL-1	146	409+00		414+00	LT										0.095												
EL-2	146	409+00		414+00	LT										0.095												
TL-1	146	409+00		411+20	LT													30									
D-1	146	410+71			LT				7	1	1																
P-1	146	409+04.9		414+00	LT																					444	
PB-2	146	409+00		414+00	RT&LT																	4	5		5		310
SUBTOTAL SHEET 42									7	1	1		0.227	0.594	0.708	361	450	200	112	621	8	5	8		8	444	510

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, TYPE E	606 ANCHOR ASSEMBLY, TYPE T	611 12" CONDUIT, TYPE B, AS PER PLAN	611 CATCH BASIN, NO. 6, AS PER PLAN	611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	611 MANHOLE ADJUSTED TO GRADE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
			TO			FT	EACH	EACH	FT	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH		EACH	EACH	EACH	EACH	SY	FT
CL-1	147	414+00		419+00	LT									0.095														
EL-1	147	414+00		419+00	LT										0.095													
EL-2	147	414+00		419+00	LT										0.095													
D-2	147	415+50		415+50	LT				10	1	1																	
D-3	147	418+00		418+04	LT				40	1	1																	
P-2	147	414+00		419+00	LT																						667	
PB-3	147	414+00		419+00	LT																	4	5	4	5			310
GR-1	147	415+60		419+00	LT	290	1																	4	4			
CL-1	148	419+00		424+00	LT									0.095														
EL-1	148	419+00		424+00	LT										0.095													
EL-2	148	419+00		424+00	LT										0.095													
D-4	148	420+40		420+50	LT&RT				37	1	1																	
D-5	148	423+00		423+25	LT&RT				40	1	1																	
P-3	148	419+00		424+00	LT																						667	
PB-4	148	419+00		424+00	LT																	4	4	1	4			255
GR-2	148	419+00		419+40	LT	35		1																1	1			
CL-1	149	424+00		429+00	LT									0.095														
CL-2	149	426+00		429+00	LT									0.057														
EL-1	149	424+00		429+00	RT & LT										0.095													
EL-2	149	424+00		429+00	LT										0.095													
TL-1	149	426+00		429+00	LT													36										
D-6	149	425+25		425+28	LT				12	1	1																	
D-7	149	429+00		429+00	LT				5	1	1																	
P-4	149	424+00		429+00	LT																						444	
PB-5	149	424+00		429+00	LT&RT																	2	5		5			400
CL-1	150	429+00		434+00	LT									0.095														
CL-2	150	429+00		431+12	LT									0.04														
EL-1	150	429+00		434+00	RT										0.095													
EL-2	150	429+00		434+00	LT										0.095													
TL-1	150	429+00		431+12	LT													80										
CH-1	150	431+37		433+10	C/L											173												
CH-2	150	431+37		433+10	RT											173												
LA-1	150	431+68			LT																1							
LA-2	150	432+34			LT																1							
LA-3	150	433+00			LT																1							
LA-4	150	431+68			RT																1							
LA-5	150	432+34			RT																1							
LA-6	150	433+00			RT																1							
SL-1	150	433+10			LT														33									
SL-2	150	10+50			LT														10									
SL-3	150	9+50			RT														10									
CW-1	150	433+23			RT															119								
P-5	150	429+00		430+24.8	LT																						42	
PB-6	150	429+00		430+50	RT																	1	2		2			134
SUBTOTAL SHEET 43						325	1	1	144	6	6			0.477	0.760	346		116	53	119	6	11	16	10	21	1820		1099

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, TYPE E	606 ANCHOR ASSEMBLY, TYPE T	611 12" CONDUIT, TYPE B, AS PER PLAN	611 CATCH BASIN, NO. 6, AS PER PLAN	611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	611 MANHOLE ADJUSTED TO GRADE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
			TO			FT	EACH	EACH	FT	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH		EACH	EACH	EACH	EACH	SY	FT
CL-1	151	434+00		439+00	C/L & LT									0.095														
CL-2	151	435+53		439+00	LT									0.066														
EL-1	151	434+00		439+00	RT & LT										0.095													
EL-2	151	434+00		439+00	LT										0.095													
CH-1	151	434+50		435+28	LT											78												
TL-1	151	435+53		439+00	LT													83										
LA-1	151	434+60			LT																1							
LA-2	151	435+08			LT																1							
SL-1	151	434+50			LT														22									
D-8	151	438+00		438+00	LT						1																	
P-6	151	436+55		439+00	LT																						109	
PB-7	151	434+74		439+00	RT																		1	4		4		310
CL-1	152	439+00		444+00	LT									0.095														
CL-2	152	439+00		440+15	LT									0.022														
EL-1	152	439+00		444+00	LT										0.095													
EL-2	152	439+00		444+00	LT										0.095													
TL-1	152	439+00		440+15	LT													8										
D-9	152	439+59		439+59	LT				10	1	1																	
D-10	152	442+00		442+10	LT&RT				40	1	1																	
P-7	152	439+00		444+00	LT																						596	
PB-8	152	439+00		444+00	LT																		2	5		5		410
CL-1	153	444+00		449+00	LT									0.095														
EL-1	153	444+00		449+00	LT										0.095													
EL-2	153	444+00		449+00	LT										0.095													
D-11	153	444+38		444+39	LT				15	1	1																	
D-12	153	446+16		446+49	LT/RT				55	1	1																	
P-8	153	444+00		449+00	LT																						667	
PB-9	153	444+00		449+00	LT																			6		6		500
CL-1	154	449+00		454+00	LT									0.095														
EL-1	154	449+00		454+00	LT										0.095													
EL-2	154	449+00		454+00	LT										0.095													
D-13	154	449+00		449+00	LT				10	1	1																	
D-14	154	451+40		451+50	LT&RT				43	1	1																	
P-9	154	454+00		459+00	LT																						667	
PB-10	154	454+00		459+00	LT																		2	5		5		410
CL-1	155	454+00		459+00	LT									0.095														
EL-1	155	454+00		459+00	LT										0.095													
EL-2	155	454+00		459+00	LT										0.095													
D-15	155	456+88		457+00	LT&RT				35	1	1	1																
P-10	155	454+00		459+00	LT																						667	
PB-11	155	454+00		459+00	LT																		2	5		5		400
CL-1	156	459+00		464+00	LT									0.095														
EL-1	156	459+00		464+00	LT										0.095													
EL-2	156	459+00		464+00	LT										0.095													
SL-1	156	463+46			LT																							
D-16	156	459+41		459+50	LT&RT				10	1	1	1																
D-17	156	461+93		462+90	LT&RT				105	1	1	1																
P-11	156	459+00		464+00	LT																						573	
PB-12	156	459+00		464+00																			2	5		5		400
SUBTOTAL SHEET 44									323	9	10	3		0.658	1.140	78		91	22		2		9	30		30	3279	2430

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, TYPE E	606 ANCHOR ASSEMBLY, TYPE T	611 12" CONDUIT, TYPE B, AS PER PLAN	611 CATCH BASIN, NO. 6, AS PER PLAN	611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	611 MANHOLE ADJUSTED TO GRADE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
			TO			FT	EACH	EACH	FT	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH		EACH	EACH	EACH	EACH	SY	FT
CL-1	157	464+00		469+00	LT									0.095														
EL-1	157	464+00		469+00	LT										0.095													
EL-2	157	464+00		469+00	LT										0.095													
D-18	157	464+70		464+75	LT&RT				44	1	1	1																
D-19	157	467+44		467+59	L&RT				34	1	1	1																
P-12	157	464+00		469+00	LT																						667	
PB-13	157	464+00		469+00	LT																			6		6		410
CL-1	158	469+00		474+00	LT									0.095														
EL-1	158	469+00		474+00	LT										0.095													
EL-2	158	469+00		474+00	LT										0.095													
D-20	158	469+95		470+00	LT&RT				10	1	1	1																
D-21	158	472+45		472+50	LT&RT				10	1	1	1																
P-13	158	469+00		474+00	LT																						667	
PB-14	158	469+00		474+00	LT																		2	5		5		410
CL-1	159	474+00		479+00	LT									0.095														
EL-1	159	474+00		479+00	LT										0.095													
EL-2	159	474+00		479+00	LT										0.095													
D-22	159	474+95		475+13	LT&RT				37	1	1	1																
D-23	159	477+50		477+80	LT&RT				45	1	1	1																
P-14	159	474+00		479+00	LT																						667	
PB-15	159	474+00		479+00	LT																		2	5		5		400
CL-1	160	479+00		484+00	LT									0.095														
EL-1	160	479+00		484+00	LT										0.095													
EL-2	160	479+00		484+00	LT										0.095													
D-24	160	480+53		481+00	LT&RT				70	1	1	1																
P-15	160	479+00		484+00	LT																						667	
PB-16	160	479+00		484+00	LT																		2	5		5		400
CL-1	161	484+00		489+00	LT									0.095														
CL-2	161	486+40		489+00	LT									0.049														
EL-1	161	484+00		489+00	LT										0.095													
EL-2	161	484+00		489+00	LT										0.095													
TL-1	161	486+40		489+00	LT													36										
D-25	161	485+18			LT				10	1	1																	
P-16	161	484+00		488+88.6	LT&RT																						436	
PB-17	161	484+00		489+00	LT&RT																			6		6		500
CL-1	162	489+00		494+00	LT									0.095														
CL-2	162	489+00		490+05	LT									0.02														
EL-1	162	489+00		494+00	LT										0.095													
EL-2	162	489+00		494+00	RT										0.095													
LL-1	162	490+30		494+00	RT										0.070													
CH-1	162	490+30		493+74	LT											344												
TL-1	162	489+00		490+05	LT													58										
SL-1	162	493+74			RT														33									
LA-1	162	490+44			LT																1							
LA-2	162	491+08			LT																1							
LA-3	162	491+72			LT																1							
LA-4	162	492+36			LT																1							
LA-5	162	493+00			LT																1							
LA-6	162	493+64			LT																1							
PB-18	162	489+00		489+35	RT																		1	2		2		20
SUBTOTAL SHEET 45									260	8	8	7		0.639	1.210	344		94	33		6		7	29		29	3104	2140

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, TYPE E	606 ANCHOR ASSEMBLY, TYPE T	611 12" CONDUIT, TYPE B, AS PER PLAN	611 CATCH BASIN, NO. 6, AS PER PLAN	611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	611 MANHOLE ADJUSTED TO GRADE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	614 WORK ZONE ARROW, CLASS I, 642 PAINT		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, UNANCHORED
			TO			FT	EACH	EACH	FT	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH		EACH	EACH	EACH	EACH	SY	FT
CL-1	163	498+10		499+00	LT									0.017														
CL-2	163	494+00		499+00	LT									0.095														
EL-1	163	494+00		499+00	LT										0.095													
EL-2	163	494+00		499+00	RT										0.095													
LL-1	163	494+00		499+00	RT								0.095															
CH-1	163	495+70		497+85	LT											215												
SL-1	163	495+70			LT														22									
SL-2	163	10+77			LT														13									
SL-3	163	11+13			LT														11									
CW-1	163	495+50			RT & LT															135								
CW-2	163	10+50			LT															141								
LA-1	163	495+80			LT																1							
LA-2	163	496+44			LT																1							
LA-3	163	497+08			LT																1							
LA-4	163	497+72			LT																1							
SUBTOTAL SHEET 46													0.095	0.112	0.190	215			46	276	4							
TOTALS FROM SHEET 42									7	1	1		0.227	0.594	0.708	361	450	200	112	621	8		5	8		8	444	510
TOTALS FROM SHEET 43						325	1	1	144	6	6			0.477	0.760	346		116	53	119	6		11	16	10	21	1820	1099
TOTALS FROM SHEET 44									323	9	10	3		0.658	1.140	78		91	22		2		9	30		30	3279	2430
TOTALS FROM SHEET 45									260	8	8	7		0.639	1.210	344		94	33		6		7	29		29	3104	2140
TOTAL						325	1	1	734	24	25	10	0.322	2.480	4.008	1344	450	501	266	1016	26		32	83	10	88	8647	6179
TOTALS CARRIED TO GENERAL SUMMARY						325	1	1	734	24	25	10	0.32	2.48	4.01	1344	450	501	266	1016	26		32	83	10	88	8647	6179

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	614 WORK ZONE LANE LINE, CLASS I, 6", 873	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE DOTTED LINE, CLASS I, 6", 873
						MILE	MILE	MILE	MILE	MILE	MILE	FT
			TO									
		PHASE 3										
CL-1	164	499+00		500+13	LT			0.021				
CLT-1	164	500+13		502+89.4	C/L				0.052			
CL-2	164	499+00		500+13	LT			0.021				
CLT-2	164	500+13		504+00	LT				0.073			
EL-1	164	499+00		500+13	RT					0.021		
ELT-1	164	500+13		502+89.4	RT						0.052	
EL-2	164	499+00		500+13	LT					0.021		
LL-1	164	499+00		500+13	RT	0.021						
LLT-1	164	500+13		502+89.4	RT		0.052					
CLT-1	165	504+00		509+00	C/L				0.095			
DLT-1	165	508+04		509+00	LT							96
CLT-1	166	509+00		513+44	LT				0.084			
DLT-1	166	509+00		513+44	LT							444
TOTALS CARRIED TO GENERAL SUMMARY						0.02	0.05	0.04	0.30	0.04	0.05	540

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE 1		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDERECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY			622 PORTABLE BARRIER, UNANCHORED
						MILE		MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		EACH	EACH	EACH			FT
		PHASE 4	TO																						
CL-2	180	392+53		394+00	RT			0.028																	
CL-2	181	394+00		399+00	C/L & RT			0.095																	
EL-1	181	398+20		399+00	RT					0.015															
CL-1	182	399+00		404+00	RT			0.095																	
CL-2	182	399+00		402+18	RT			0.06																	
EL-1	182	399+00		404+00	RT					0.095															
EL-2	182	399+00		404+00	LT					0.095															
LL-1	182	399+00		404+00	LT	0.095																			
CH-1	182	403+43		404+00	RT							57													
LA-1	182	403+54			RT												1								
CL-1	183	404+00		409+00	RT			0.095																	
CL-2	183	408+10		409+00	RT			0.017																	
EL-1	183	404+00		409+00	RT					0.095															
EL-2	183	404+00		409+00	LT					0.095															
LL-1	183	404+00		404+88	LT	0.0167																			
LL-2	183	406+59		407+85	LT	0.024																			
CH-1	183	404+00		404+88	RT							88													
CH-2	183	406+59		407+85	RT							126													
TL-1	183	408+10		409+00	RT									46											
SL-1	183	404+88			RT										22										
SL-2	183	406+59			RT & LT										33										
LA-1	183	404+16			RT												1								
LA-2	183	404+78			RT												1								
LA-3	183	406+69			RT												1								
LA-4	183	407+21			RT												1								
LA-5	183	407+73			RT												1								
CL-1	184	409+00		411+08	RT			0.039																	
CL-2	184	409+00		411+08	RT			0.039																	
EL-1	184	409+00		411+08	RT					0.039															
EL-2	184	409+00		411+08	RT					0.039															
TL-1	184	409+00		411+08	RT									51											
ELT-1	184	411+08		414+00	RT						0.055														
CLT-1	184	411+08		414+00	RT				0.055																
PB-1	184	410+57		413+93	LT&C/L															2	4	4			296
CLT-1	185	414+00		419+00	RT				0.095																
ELT-1	185	414+00		419+00	RT						0.095														
PB-2	185	414+53		419+00	C/L															1	5	5			427
CLT-1	186	419+00		424+00	RT				0.095																
ELT-1	186	419+00		424+00	RT						0.095														
PB-3	186	419+00		423+99	C/L															3	5	5			404
CLT-1	187	424+00		426+00	RT				0.037																
ELT-1	187	424+00		426+00	RT						0.037														
CL-1	187	426+00		429+00	RT			0.057																	
CL-2	187	426+00		429+00	RT			0.057																	
EL-1	187	426+00		429+00	RT					0.057															
EL-2	187	426+50		429+00	RT					0.047															
TL-1	187	426+00		429+00	RT									35											
PB-4	187	424+97		428+20	C/L&LT															2	4	4			283
SUBTOTAL SHEET 47						0.136		0.582	0.282	0.577	0.282	271		132	55		6			8	18	18			1410

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE 1		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDERECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY			622 PORTABLE BARRIER, UNANCHORED
						MILE		MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		EACH	EACH	EACH			FT
			TO																						
CL-1	188	429+00		434+00	RT			0.095																	
CL-2	188	429+00		431+00	RT			0.038																	
EL-1	188	429+00		434+00	RT					0.095															
EL-2	188	429+00		434+00	C/L					0.095															
TL-1	188	429+00		431+00	RT									79											
CH-1	188	430+25		433+10	RT							285													
SL-1	188	433+10			RT										22										
LA-1	188	431+38			RT												1								
LA-2	188	431+92			RT												1								
LA-3	188	432+46			RT												1								
LA-4	188	433+00			RT												1								
CL-1	189	434+00		439+00	RT			0.095																	
CL-2	189	435+90		439+00	RT			0.059																	
EL-1	189	434+00		439+00	RT					0.095															
EL-2	189	434+00		439+00	C/L					0.095															
TL-1	189	435+90		439+00	RT									97											
SL-1	189	434+50			RT & LT										33										
LA-1	189	434+60			RT												1								
LA-2	189	435+06			RT												1								
LA-3	189	435+52			RT												1								
LA-4	189	434+60			LT												1								
LA-5	189	435+06			LT												1								
LA-6	189	435+52			LT												1								
CH-1	189	434+50		435+65	RT							115													
CH-2	189	434+50		435+65	LT							115													
PB-5	189	438+74		439+00	LT															1	1	1			6
CL-1	190	439+00		439+65	RT			0.012																	
CL-2	190	439+00		439+65	RT			0.012																	
EL-1	190	439+00		439+65	RT					0.012															
EL-2	190	439+00		439+65	RT					0.012															
TL-1	190	439+00		439+65	RT									1											
ELT-1	190	439+65		444+00	RT						0.082														
CLT-1	190	439+65		444+00	RT				0.082																
PB-6	190	439+00		444+00	LT&C/L															4	4	4			310
CLT-1	191	444+00		449+00	RT				0.095																
ELT-1	191	444+00		449+00	RT						0.095														
PB-7	191	444+00		449+00	C/L															2	5	5			400
CLT-1	192	449+00		454+00	RT				0.095																
ELT-1	192	449+00		454+00	RT						0.095														
PB-8	192	449+00		454+00	C/L															2	5	5			400
CLT-1	193	454+00		459+00	RT				0.095																
ELT-1	193	454+00		459+00	RT						0.095														
PB-9	193	454+00		459+00	C/L															2	5	5			410
CLT-1	194	459+00		464+00	RT				0.095																
ELT-1	194	459+00		464+00	RT						0.095														
CL-2	194	10+31		11+50	LT			0.023																	
EL-1	194	462+87		463+39	LT					0.014															
EL-2	194	463+77		464+00	LT					0.004															
SL-1	194	463+32			LT										13										
PB-10	194	459+00		462+79	C/L&LT															1	4	4			362
SUBTOTAL SHEET 48								0.334	0.462	0.422	0.462	515		177	68		10			12	24	24			1888

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE 1		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDERECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY			622 PORTABLE BARRIER, UNANCHORED
						MILE		MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		EACH	EACH	EACH			FT
			TO																						
CLT-1	195	464+00		469+00	RT				0.095																
EL-1	195	464+00		464+07	LT					0.001															
ELT-1	195	464+07		469+00							0.093														
PB-11	195	464+15		469+00	C/L															3	5	5			365
CLT-1	196	469+00		474+00	RT				0.095																
ELT-1	196	469+00		474+00	RT						0.095														
PB-12	196	469+00		474+00	C/L															4	4	4			230
CLT-1	197	474+00		479+00	RT				0.095																
ELT-1	197	474+00		479+00	RT						0.095														
PB-13	197	474+00		479+00	C/L															4	4	4			243
CLT-1	198	479+00		484+00	RT				0.095																
ELT-1	198	479+00		484+00	RT						0.095														
PB-14	198	479+00		484+00	C/L															2	5	5			400
ELT-1	199	484+00		486+67	RT						0.051														
CLT-1	199	484+00		486+67	RT				0.051																
CL-1	199	486+67		489+00	RT			0.051																	
CL-2	199	486+67		489+00	RT			0.044																	
EL-1	199	486+67		489+00	RT & C/L					0.044															
EL-2	199	486+67		489+00	RT					0.044															
TL-1	199	486+67		489+00	RT									54											
PB-15	199	484+00		487+35.5	C/L&RT															3	3	3			177
CL-1	200	489+00		494+00	RT			0.095																	
CL-2	200	489+00		489+65	RT			0.012																	
EL-1	200	489+00		494+00	LT					0.095															
EL-2	200	489+00		494+00	RT					0.095															
TL-1	200	489+00		489+65	RT									33											
SL-1	200	493+74			RT										22										
CH-1	200	489+90		493+74	RT							384													
LA-1	200	490+34			RT												1								
LA-2	200	491+00			RT												1								
LA-3	200	491+66			RT												1								
LA-4	200	492+32			RT												1								
LA-5	200	492+98			RT												1								
LA-6	200	493+64			RT												1								
SUBTOTAL SHEET 49								0.202	0.431	0.279	0.429	384		87	22		6			16	21	21			1415

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614 WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS I, 873	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 873	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE 1		614 WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (BIDERECTIONAL)	614 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	614 OBJECT MARKER, TWO WAY			622 PORTABLE BARRIER, UNANCHORED
						MILE		MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		EACH	EACH	EACH			FT
			TO																						
CL-1	201	496+95		499+00	RT			0.039																	
CL-2	201	494+00		499+00	RT			0.095																	
EL-1	201	494+00		499+00	RT					0.095															
EL-2	201	494+00		499+00	LT					0.095															
TL-1	201	496+95		499+00	RT									60											
SL-1	201	495+70			LT & RT										33										
CH-1	201	495+70		496+95	LT							125													
CH-2	201	495+70		496+70	RT							100													
LA-1	201	495+80			LT												1								
LA-2	201	496+30			LT												1								
LA-3	201	496+80			LT												1								
LA-4	201	495+80			RT												1								
LA-5	201	496+30			RT												1								
LA-6	201	496+80			RT												1								
CL-1	202	499+00		500+35	RT			0.026																	
CL-2	202	499+00		500+35	RT			0.026																	
EL-1	202	499+00		500+35	LT					0.026															
EL-2	202	499+00		500+35	RT					0.026															
TL-1	202	499+00		503+10	RT									15											
ELT-1	202	500+35		503+40	LT						0.058														
ELT-1	203	504+14		505+04	LT						0.017														
ELT-3	203	504+14		504+40	LT						0.005														
ELT-4	203	504+72		505+04	LT						0.008														
ELT-2	203	505+15		509+00	LT						0.073														
CHT-1	203	505+04		507+29	LT								225												
SLT-1	203	504+16			LT											12									
LAT-1	203	505+8			LT													1							
LAT-2	203	506+34			LT													1							
LAT-3	203	507+00			LT													1							
ELT-1	204	509+00		513+44	LT						0.084														
HAINES ROAD																									
ELT-1	214	462+87		464+07	LT						0.023														
CLT-1	214	463+02		464+22	LT				0.023																
WINTER PHASE																									
		409+04.9		430+24.8						0.4															
		436+55		488+88.6						0.99															
		499+78		512+00						0.23															
SUBTOTAL SHEET 50								0.186	0.023	1.862	0.268	225	225	75	33	12	6	3							
SUBTOTAL SHEET 47						0.136		0.582	0.282	0.577	0.282	271		132	55		6			8	18	18			1410
SUBTOTAL SHEET 48								0.334	0.462	0.422	0.462	515		177	68		10			12	24	24			1888
SUBTOTAL SHEET 49								0.202	0.431	0.279	0.429	384		87	22		6			16	21	21			1415
TOTAL						0.136		1.304	1.198	3.140	1.441	1395	225	471	178	12	28	3		36	63	63			4713
TOTALS CARRIED TO GENERAL SUMMARY						0.14		1.30	1.20	3.14	1.44	1395	225	471	178	12	28	3		36	63	63			4713

CALCULATED ARK
CHECKED EJT

MAINTENANCE OF TRAFFIC SUBSUMMARY

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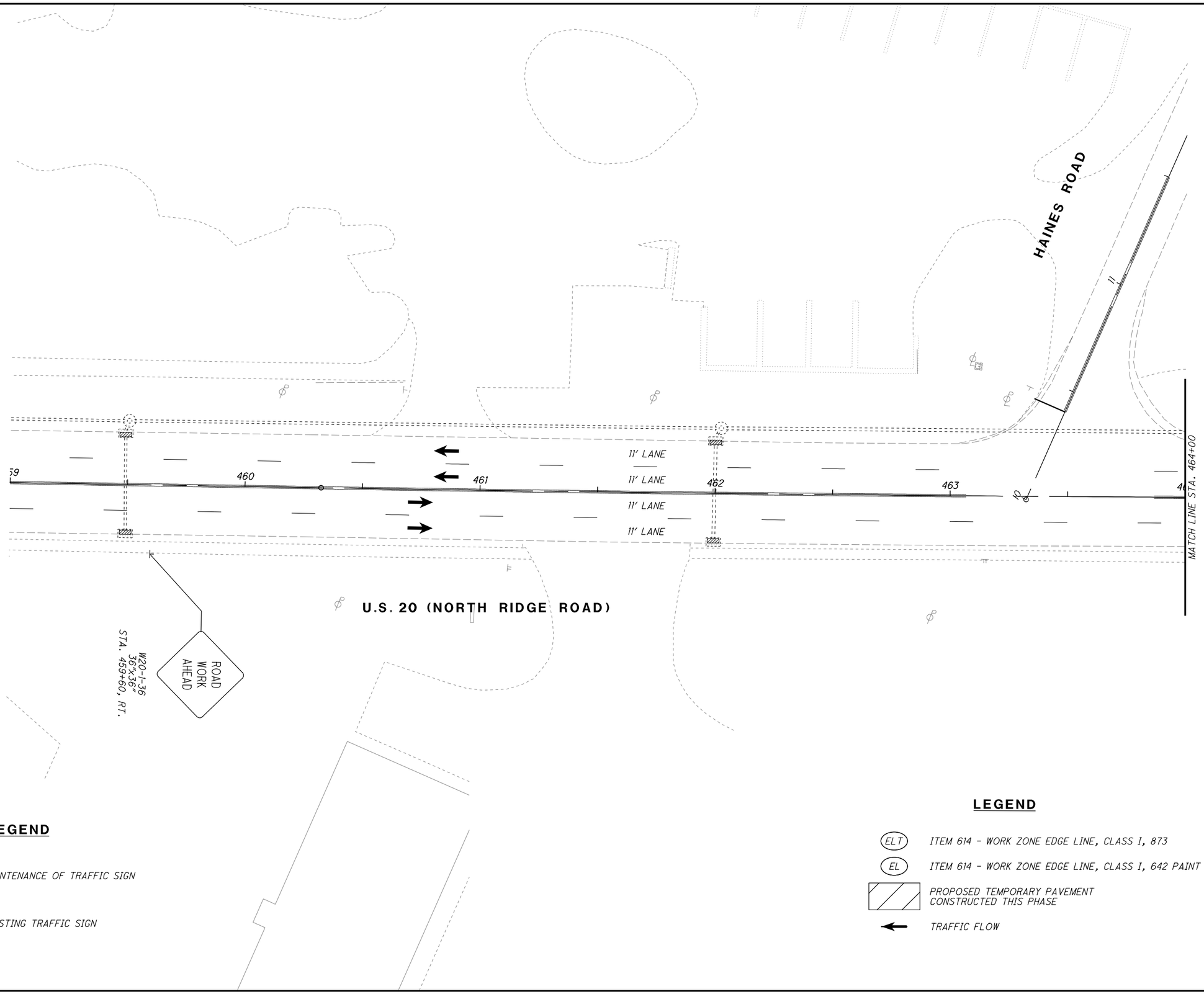

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 459+00 TO STA. 464+00

LAK-US-20-24.99

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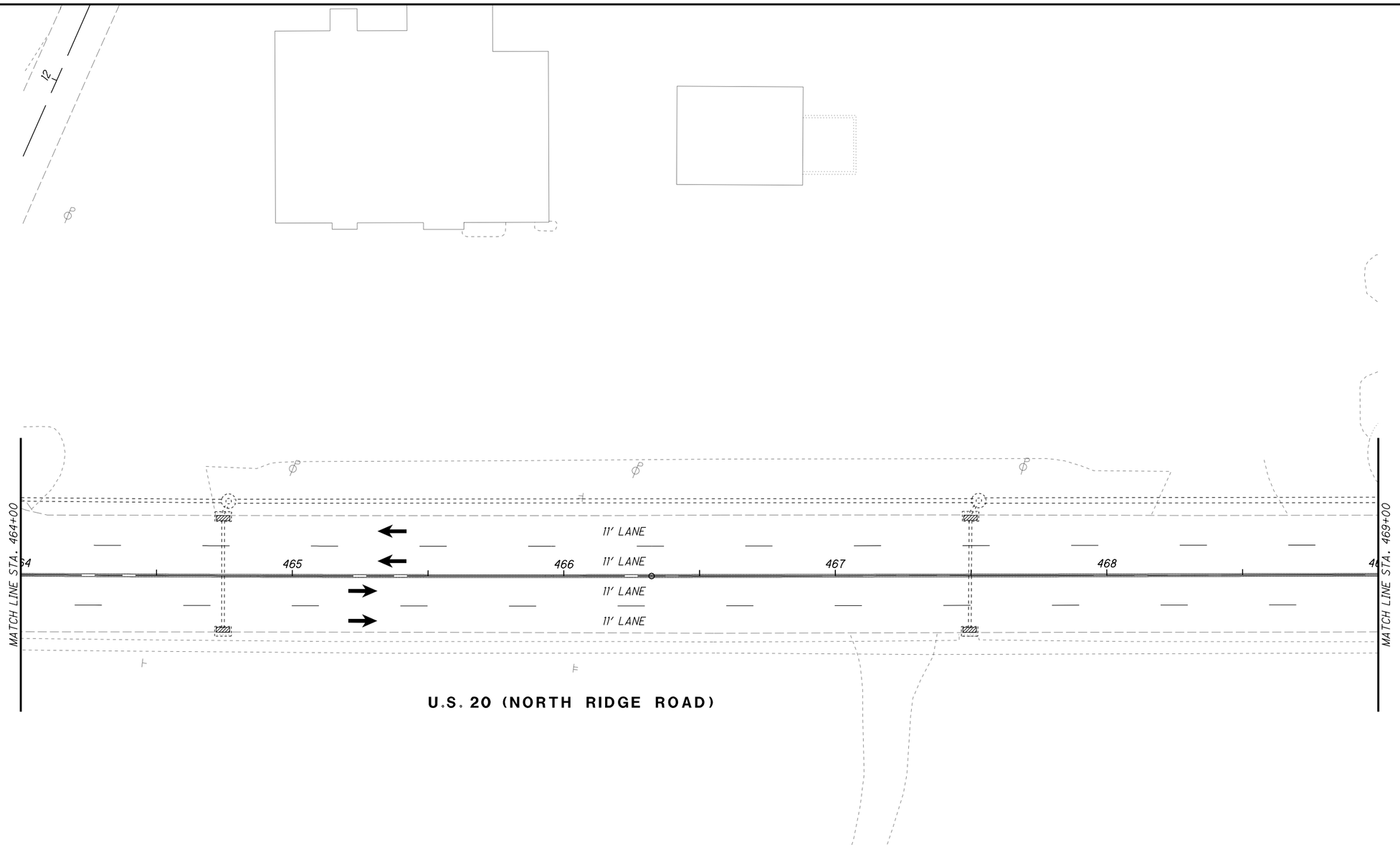

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 464+00 TO STA. 469+00

LAK-US-20-24.99

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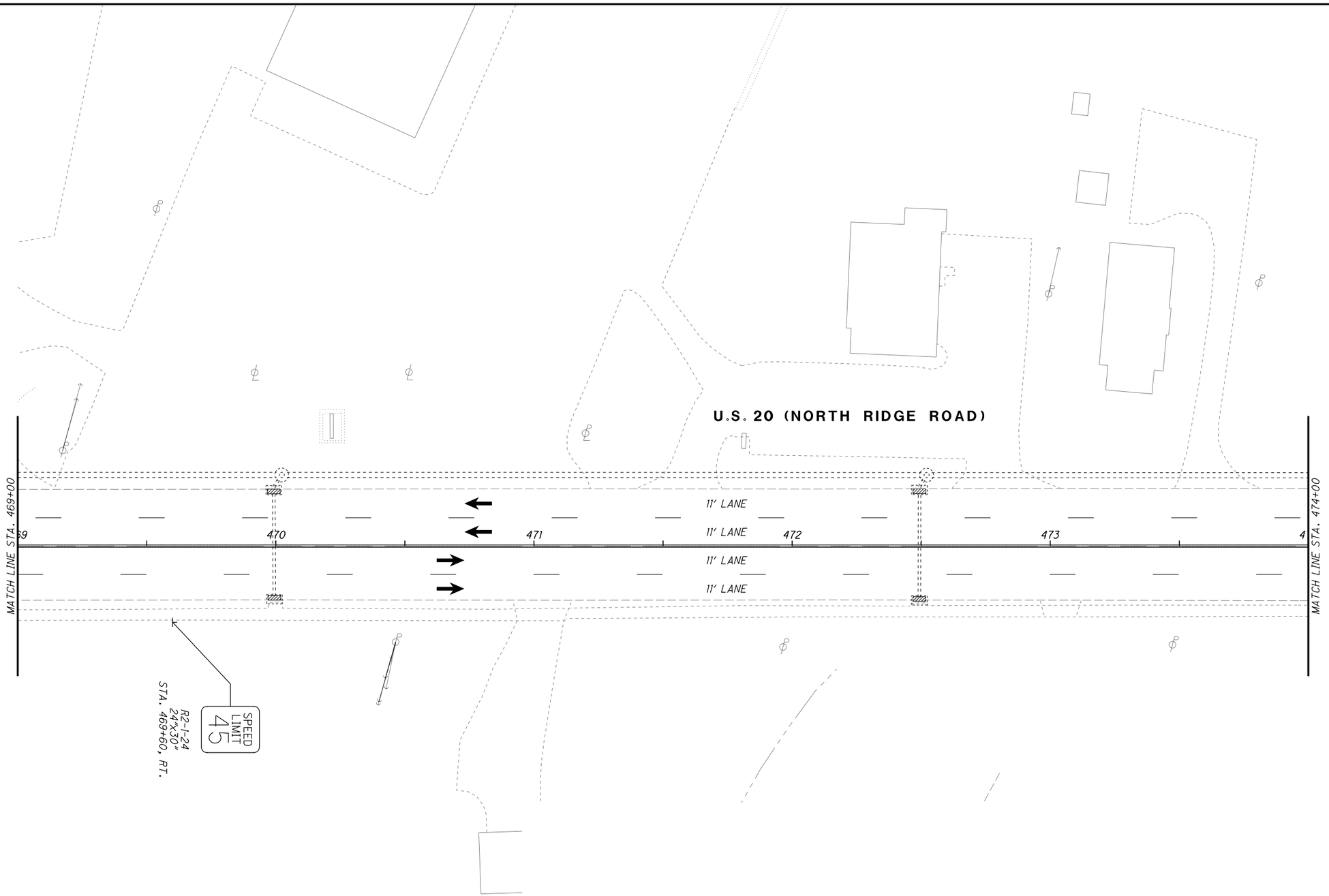

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 469+00 TO STA. 474+00

LAK-US-20-24.99

50C
651

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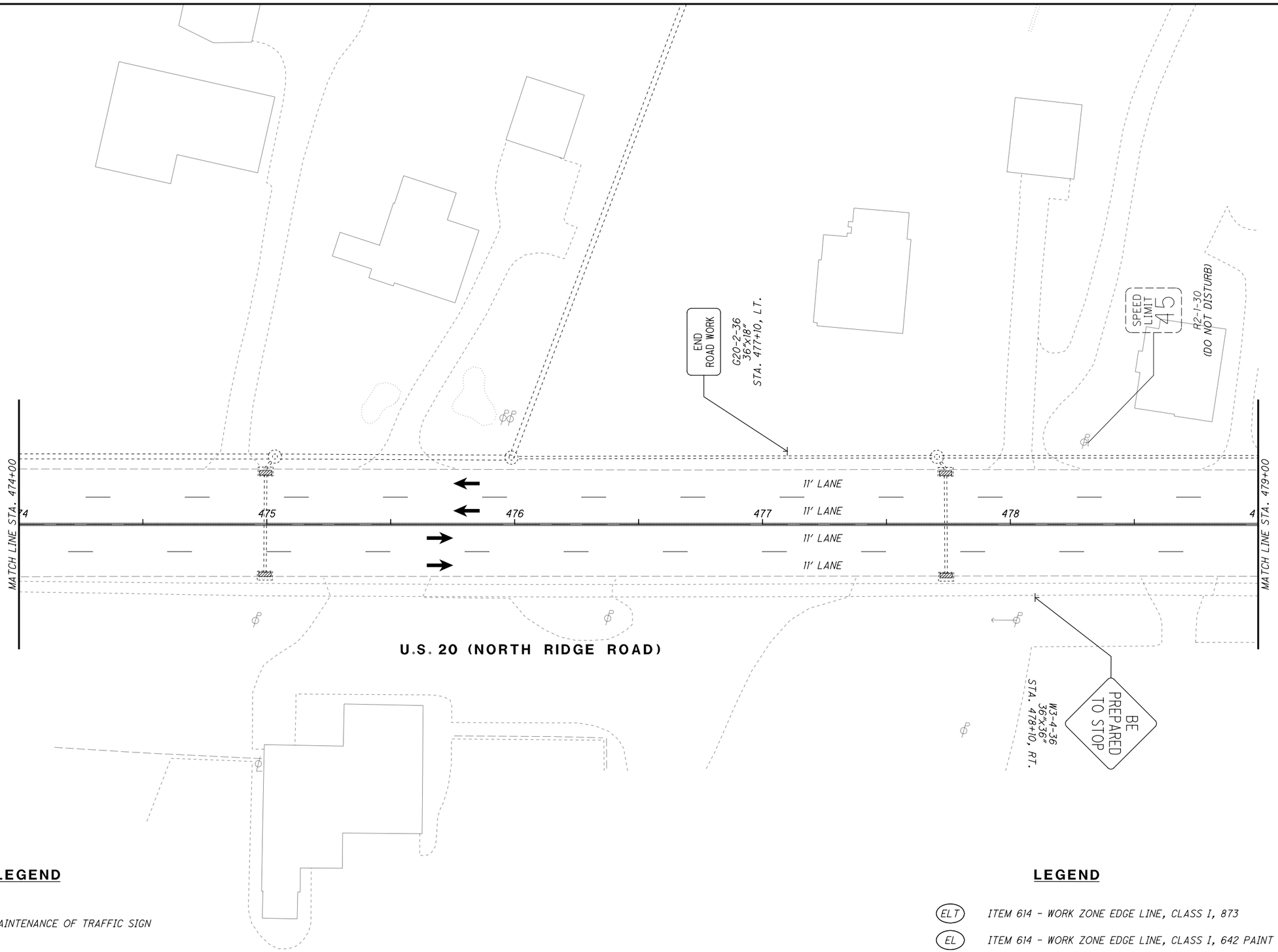

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 474+00 TO STA. 479+00

LAK-US-20-24.99

50D
651

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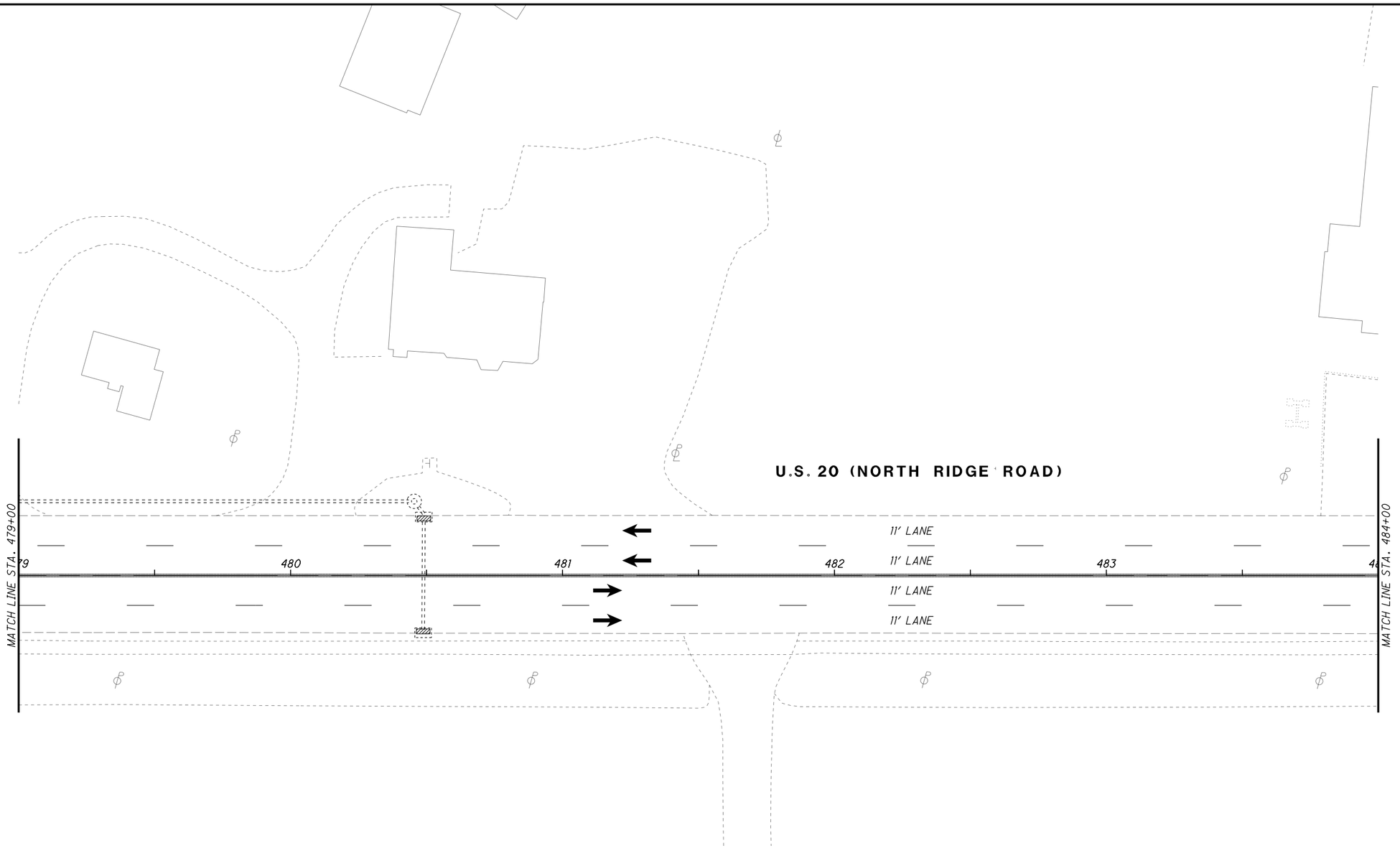

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 479+00 TO STA. 484+00

LAK-US-20-24.99

50E
651

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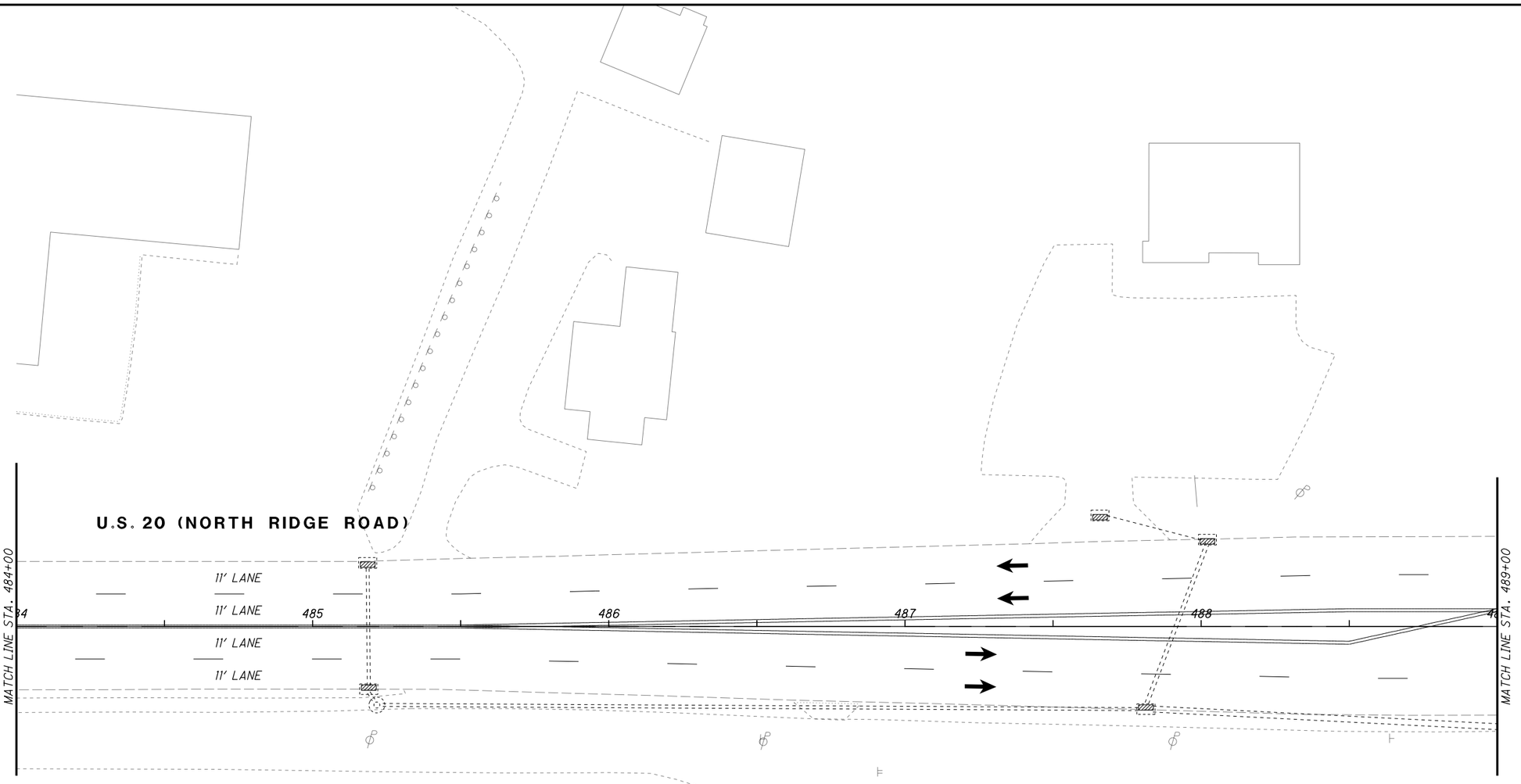

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 484+00 TO STA. 489+00

LAK-US-20-24.99

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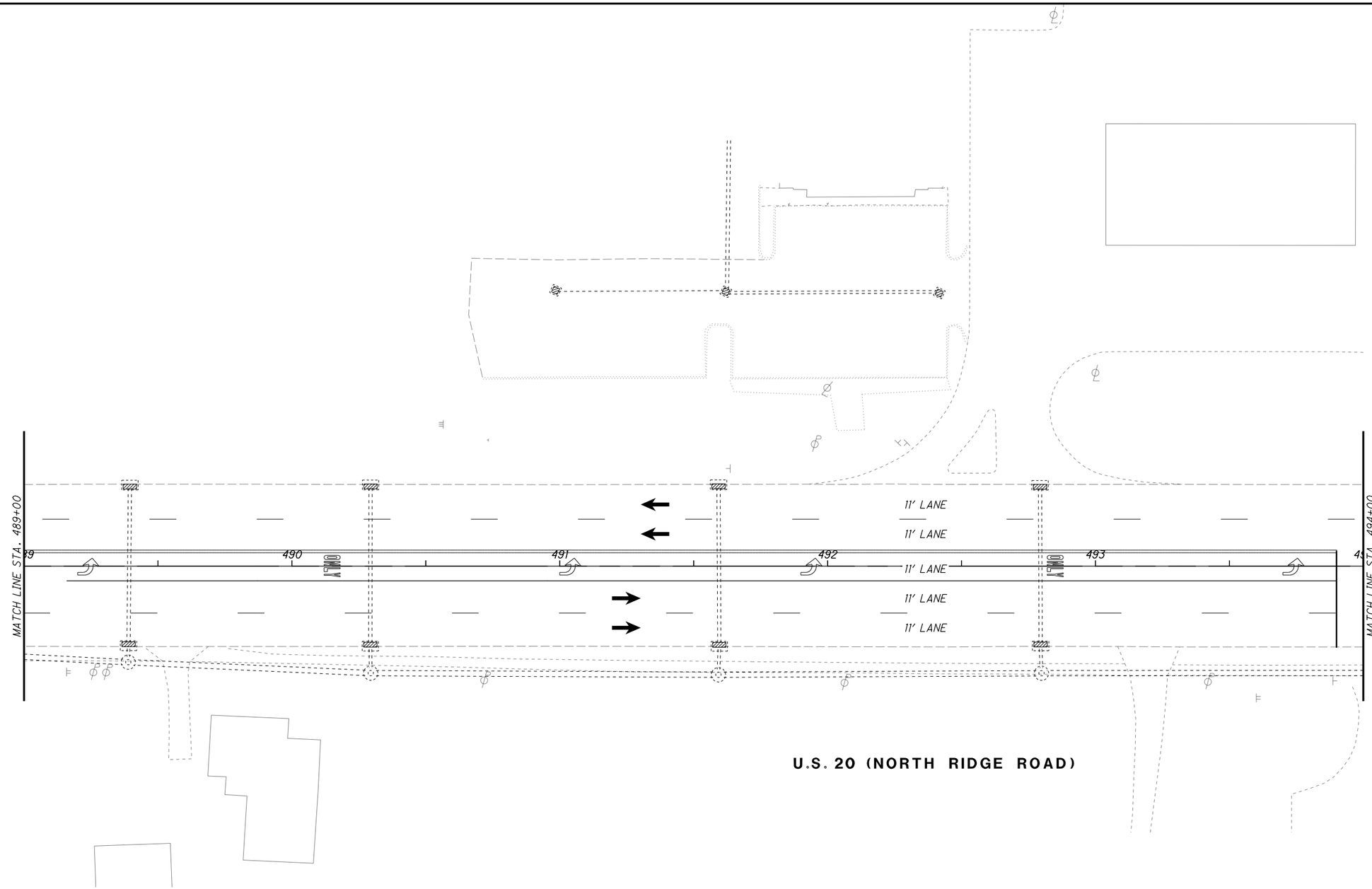

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 489+00 TO STA. 494+00

LAK-US-20-24.99

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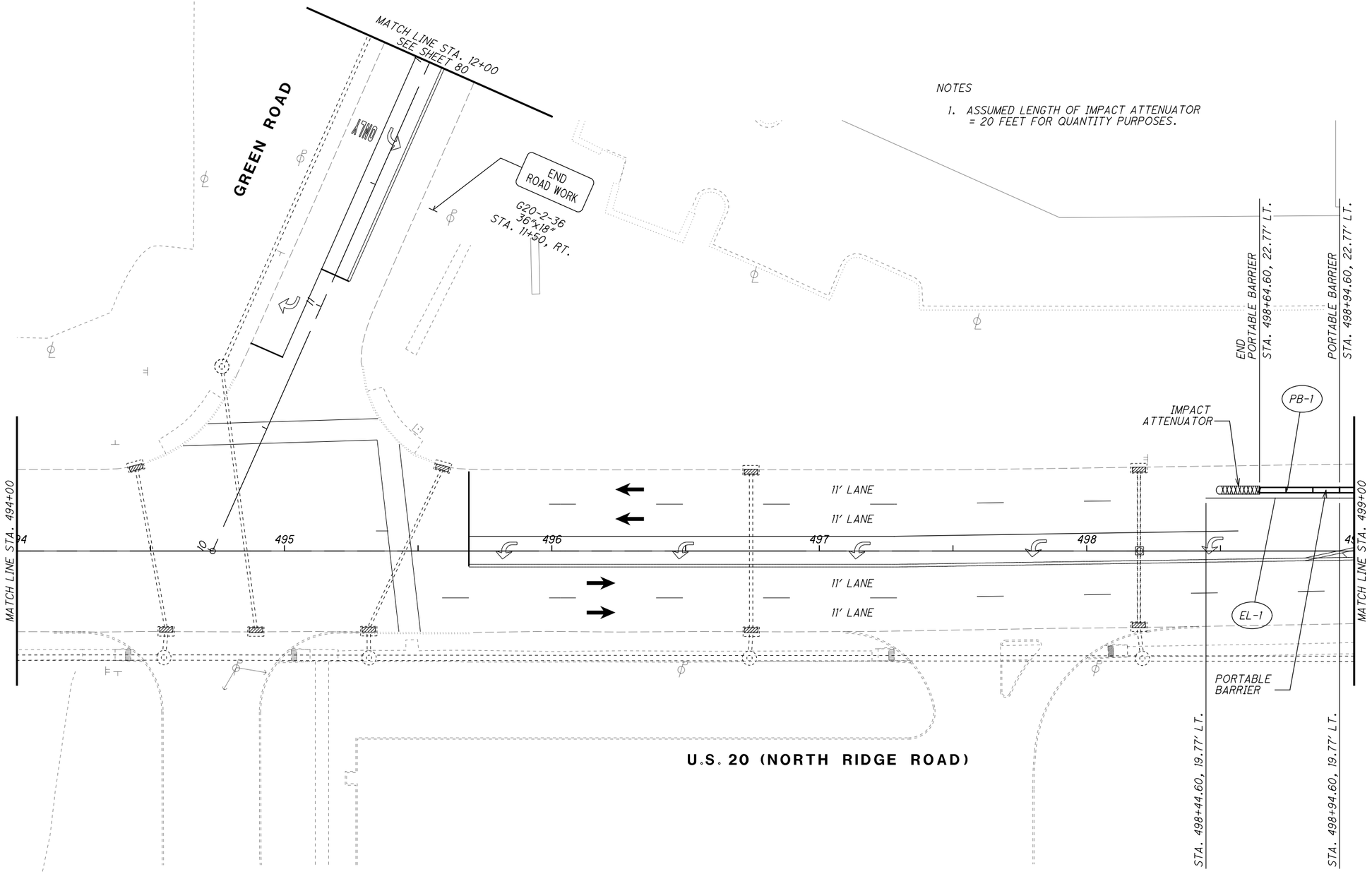
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 494+00 TO STA. 499+00

LAK-US-20-24.99

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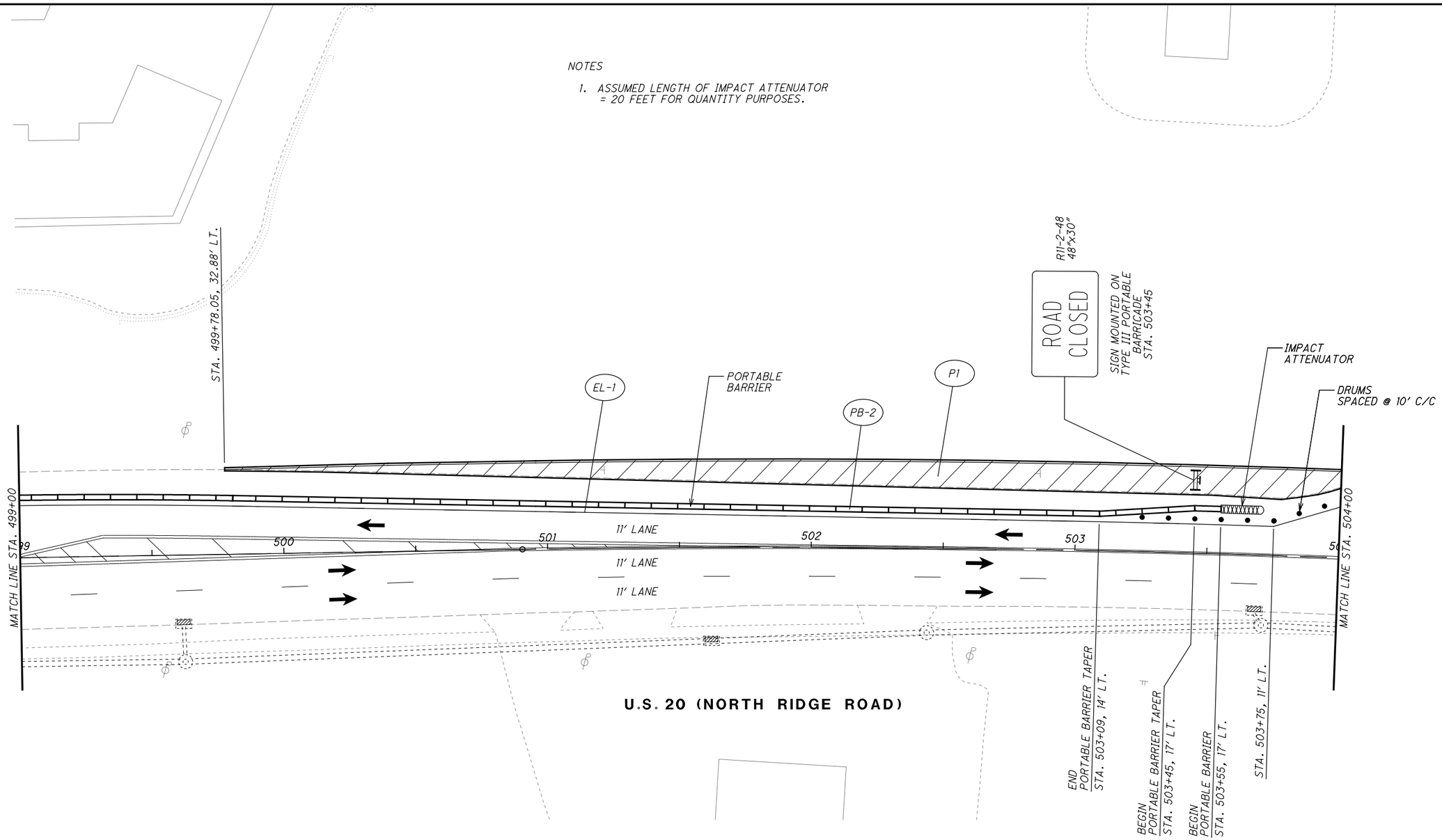
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 499+00 TO STA. 504+00

LAK-US-20-24.99

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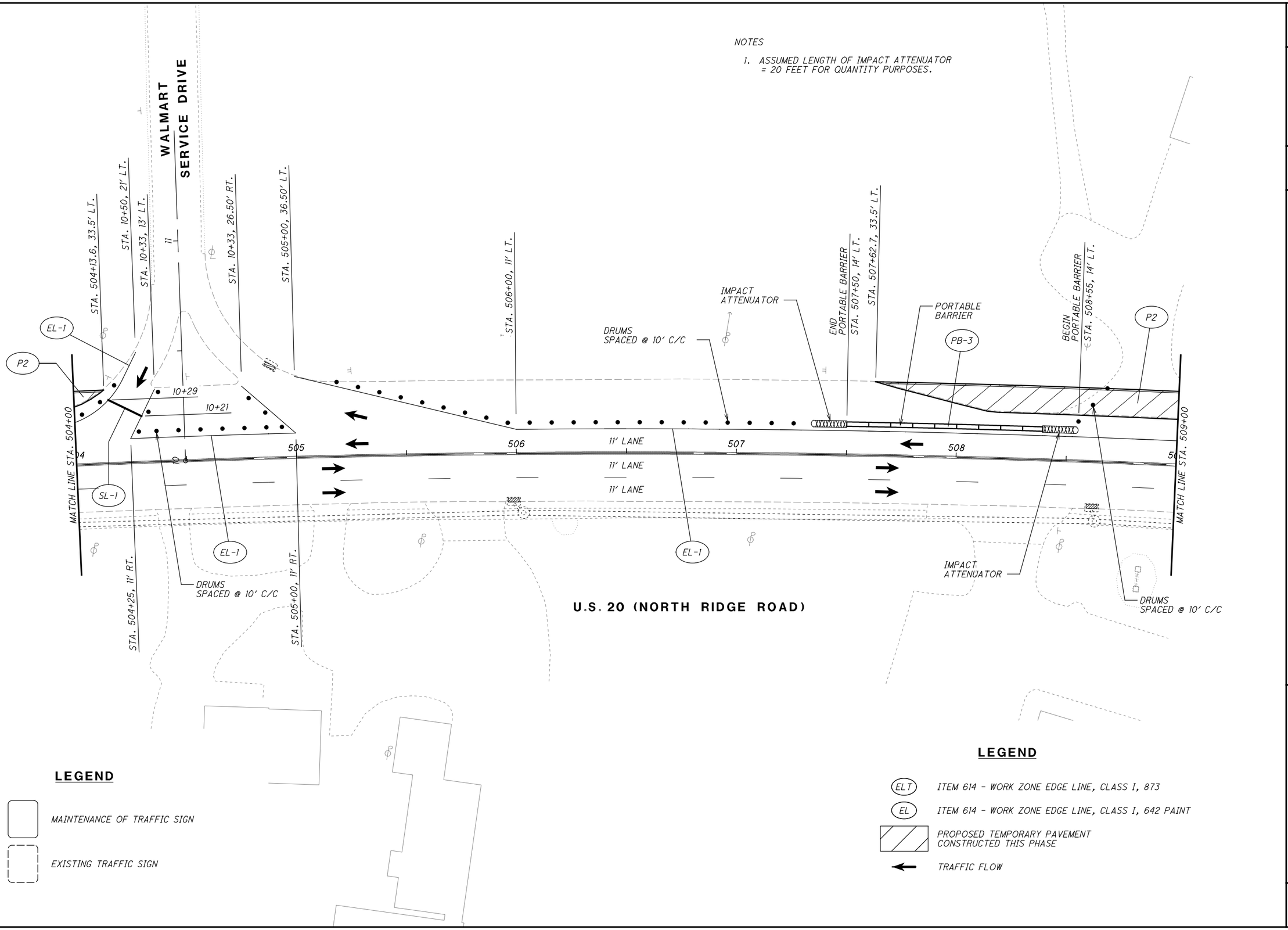
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 504+00 TO STA. 509+00

LAK-US-20-24.99

50J
651

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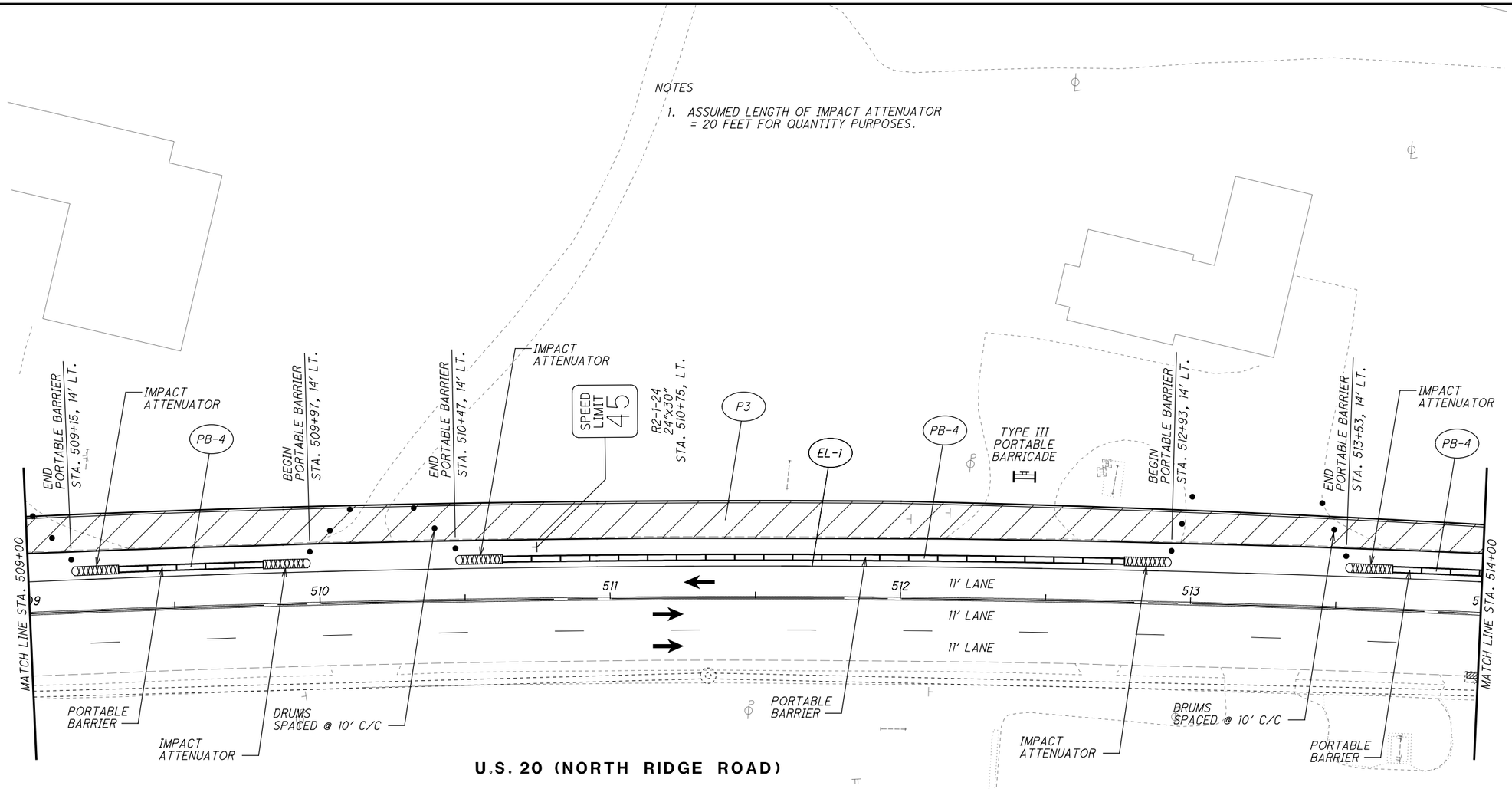
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 509+00 TO STA. 514+00

LAK-US-20-24.99

50K
651

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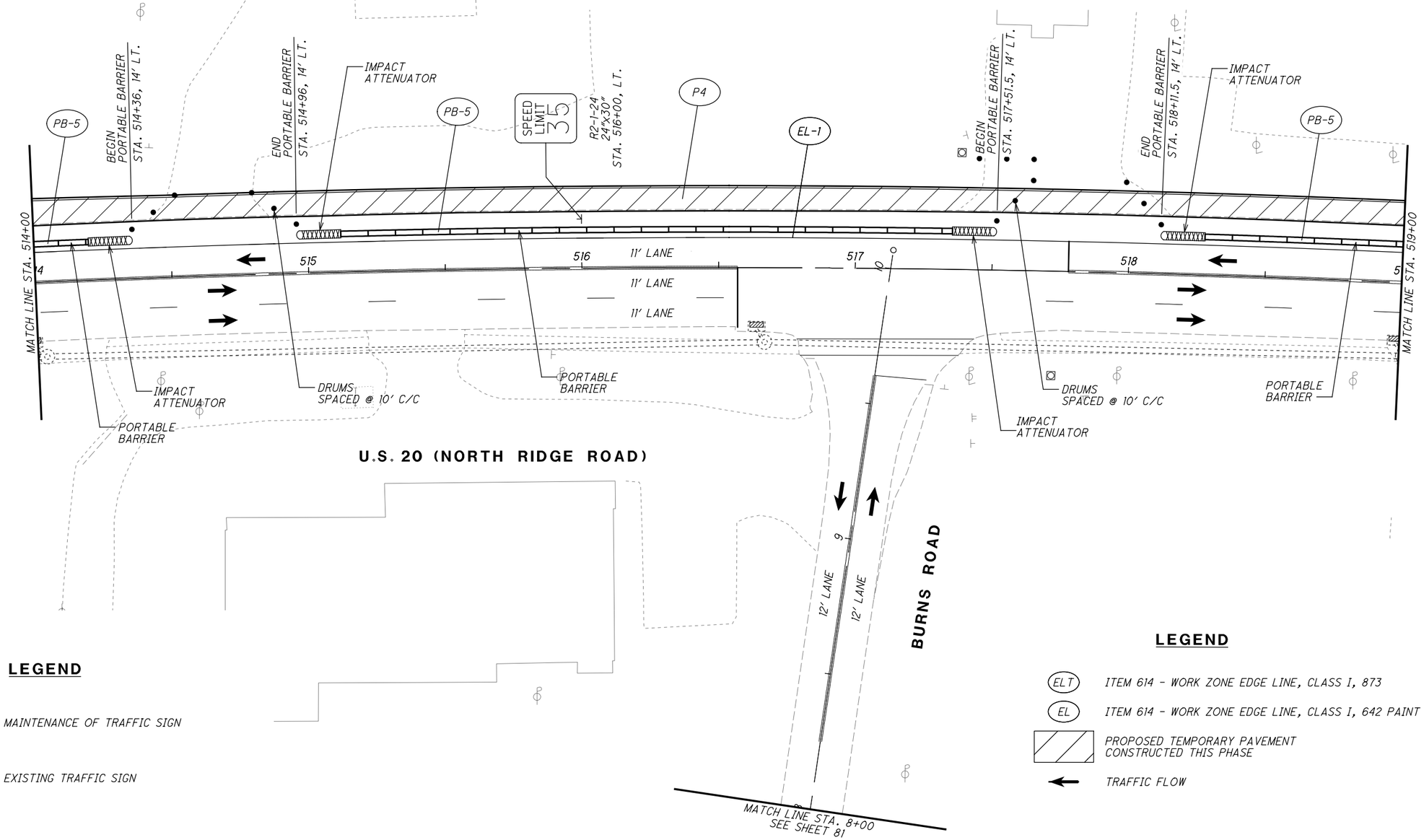
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 514+00 TO STA. 519+00

LAK-US-20-24.99

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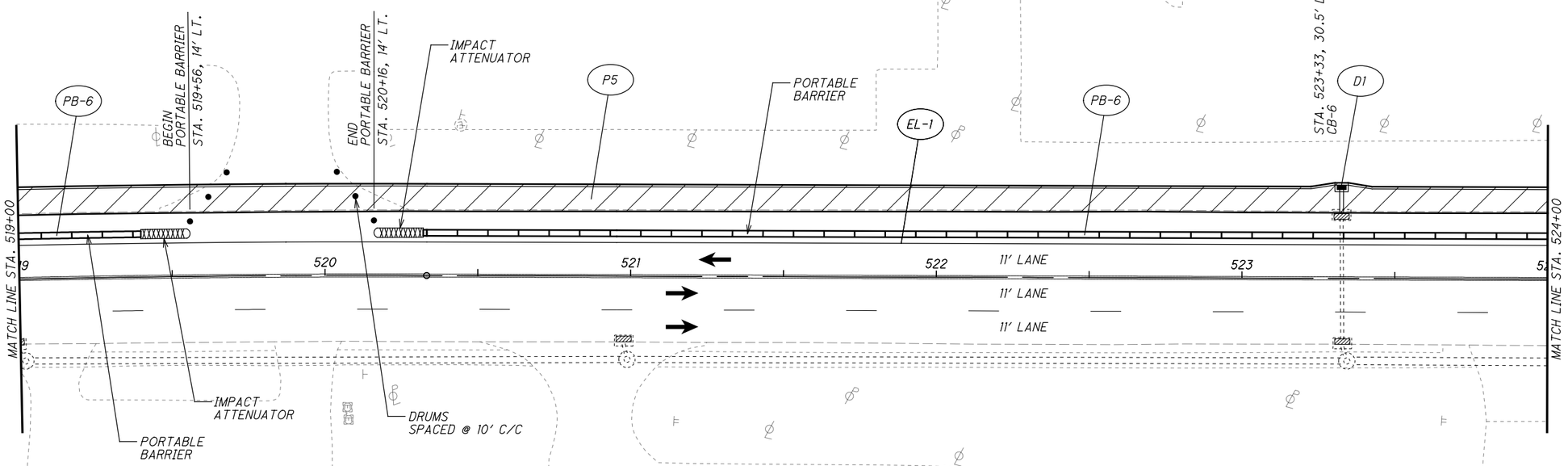
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 519+00 TO STA. 524+00

LAK-US-20-24.99

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651

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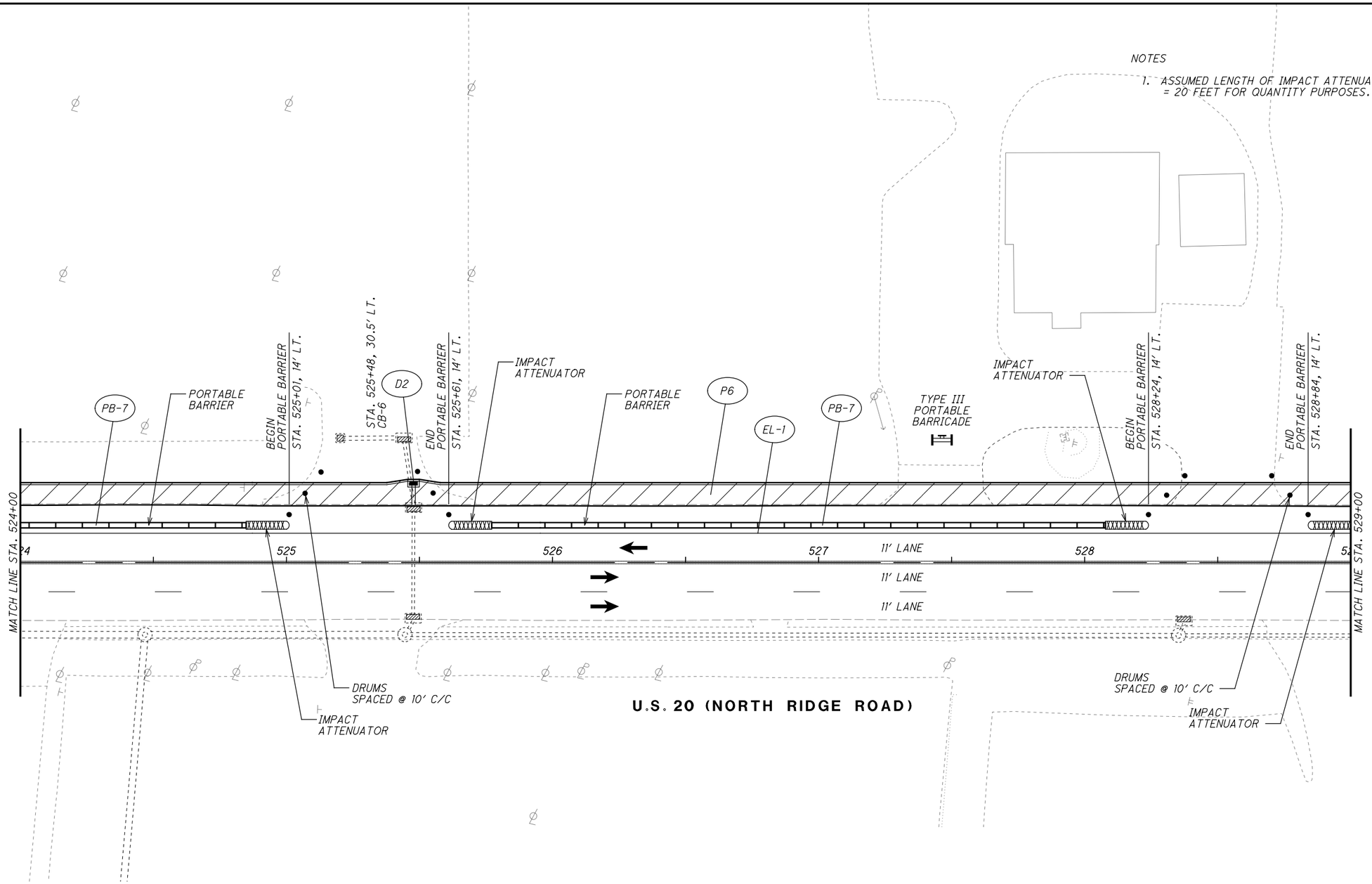
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 524+00 TO STA. 529+00

LAK-US-20-24.99

50N
651

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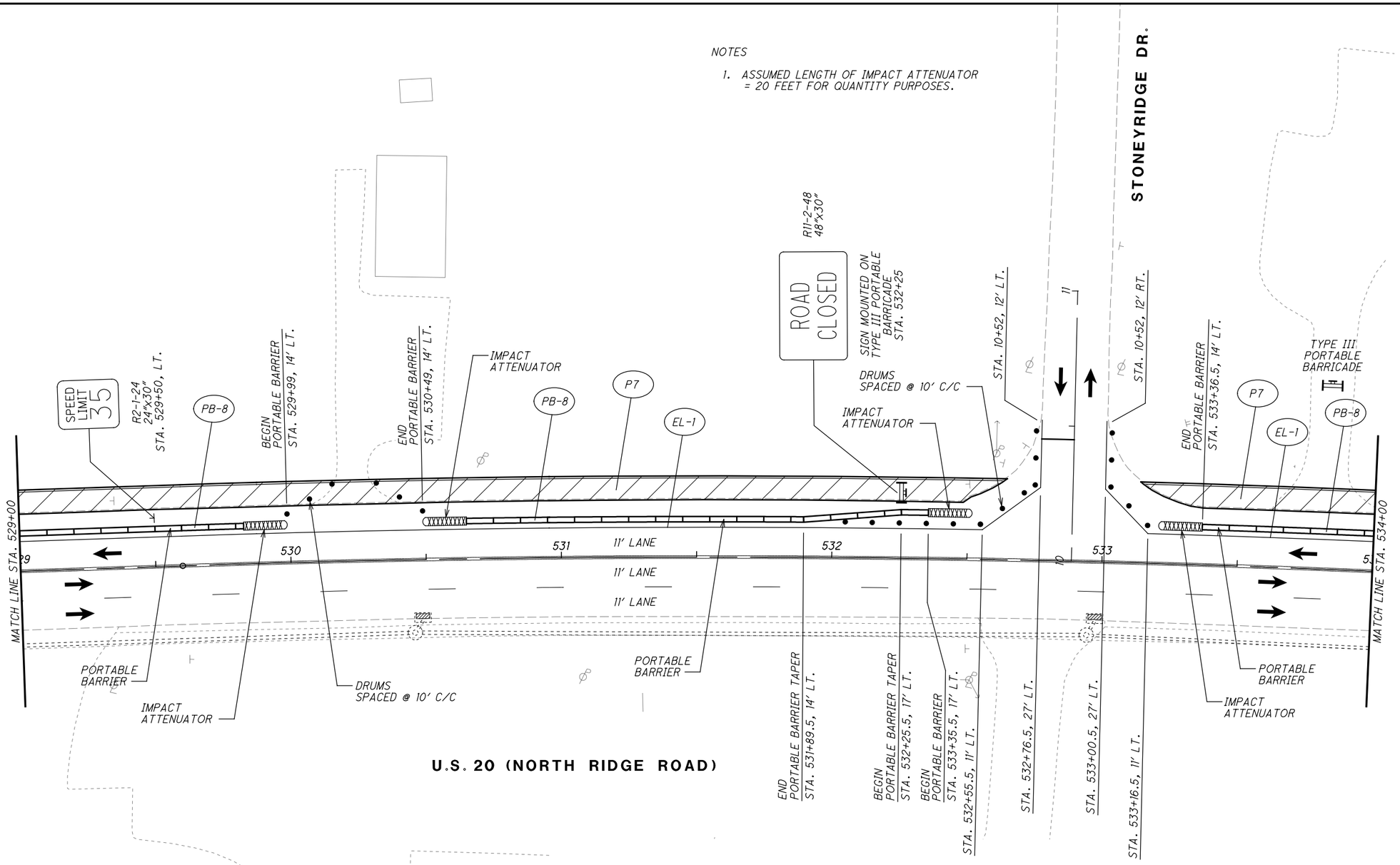
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 529+00 TO STA. 534+00

LAK-US-20-24.99

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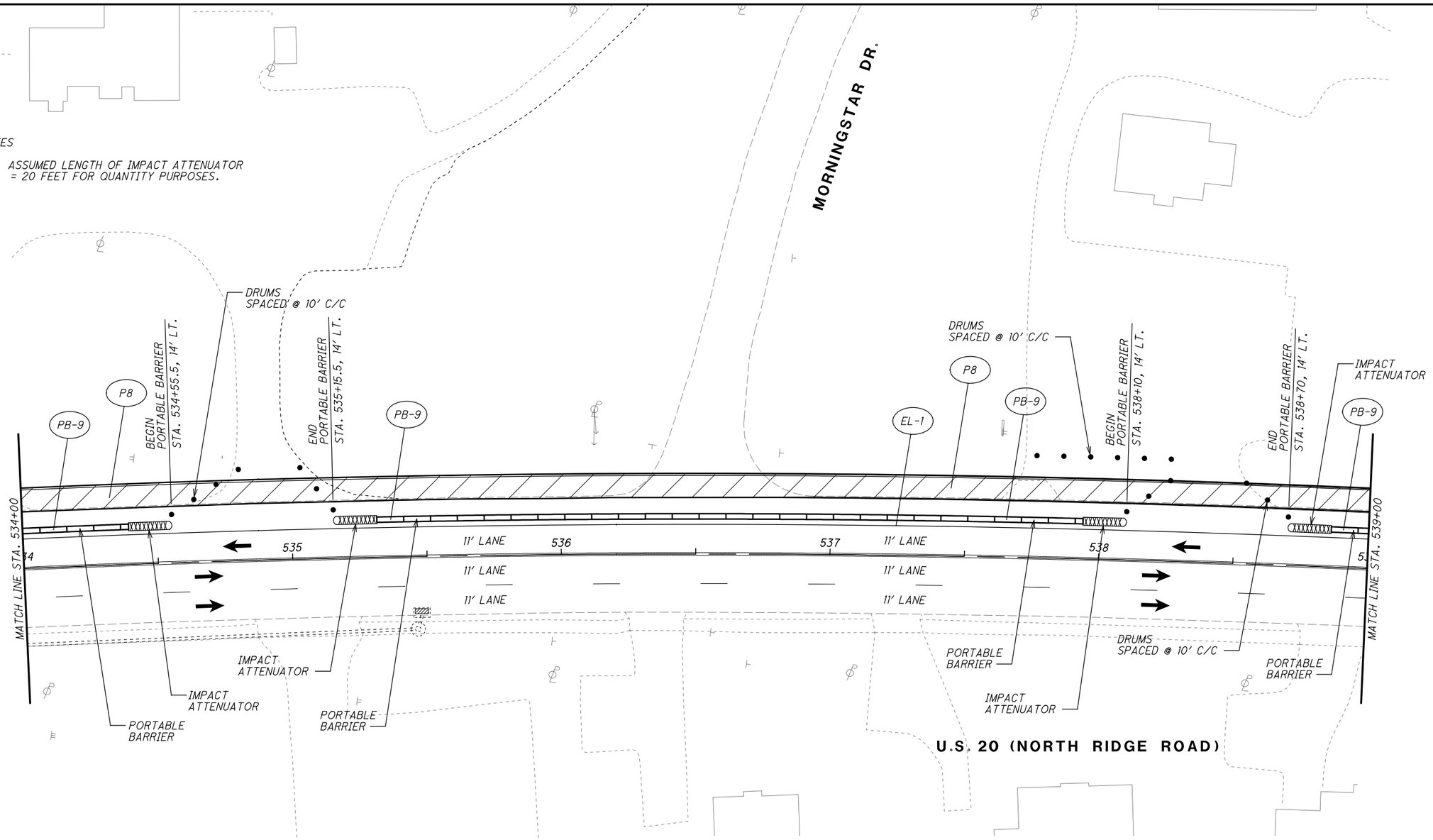
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 534+00 TO STA. 539+00

LAK-US-20-24.99

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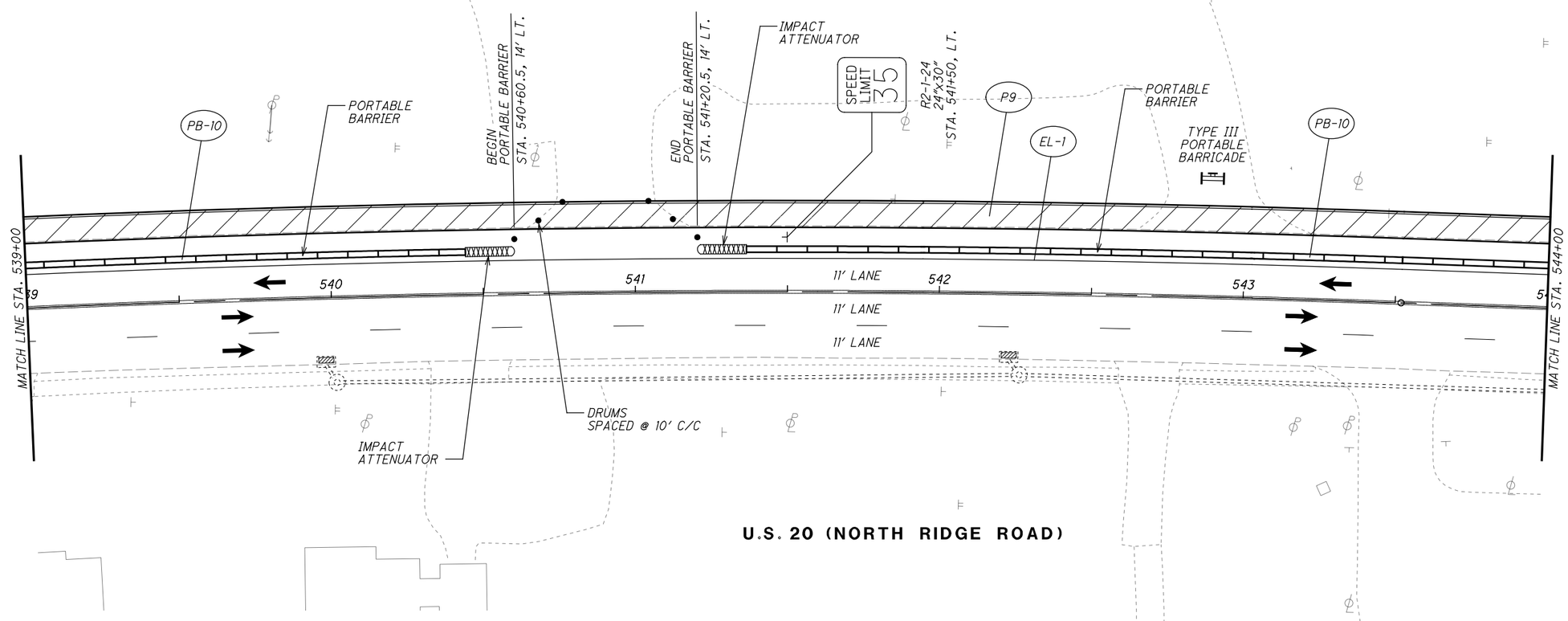
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 539+00 TO STA. 544+00

LAK-US-20-24.99

50Q
651

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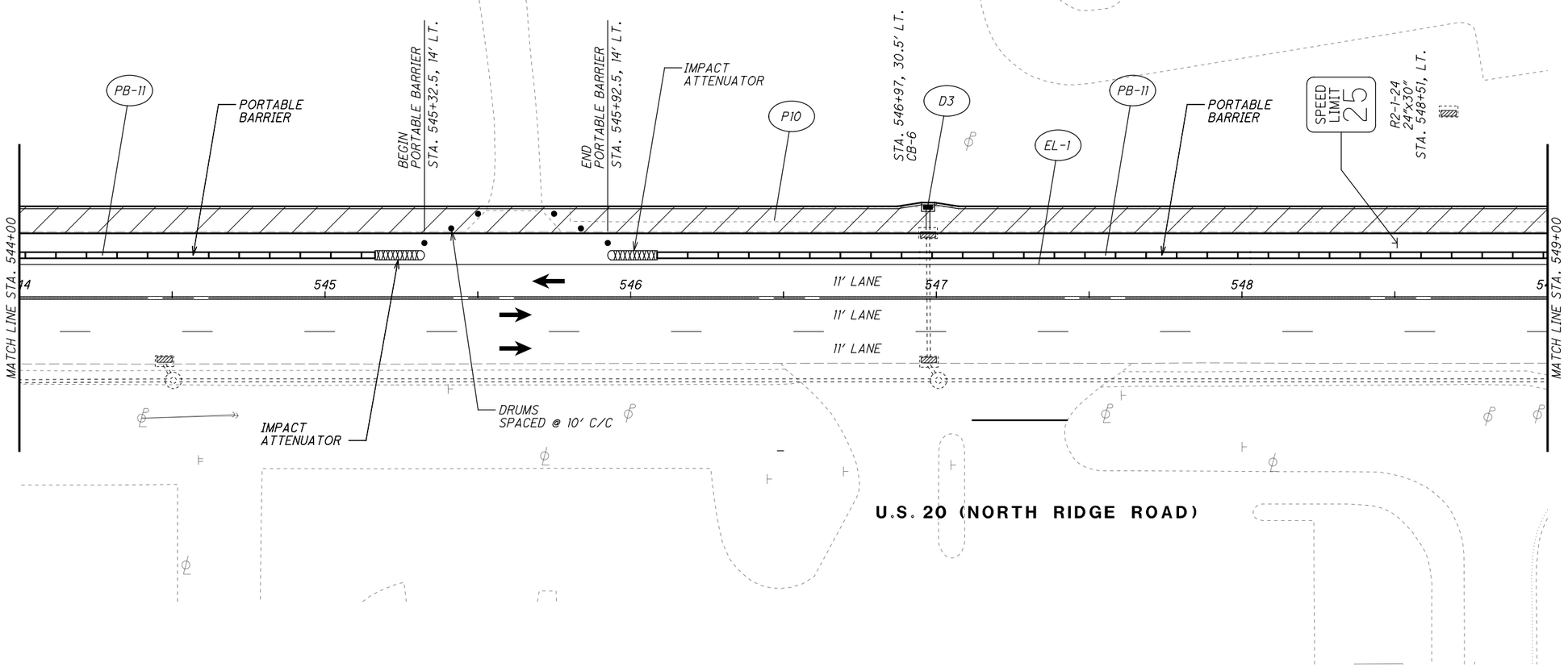
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 544+00 TO STA. 549+00

LAK-US-20-24.99

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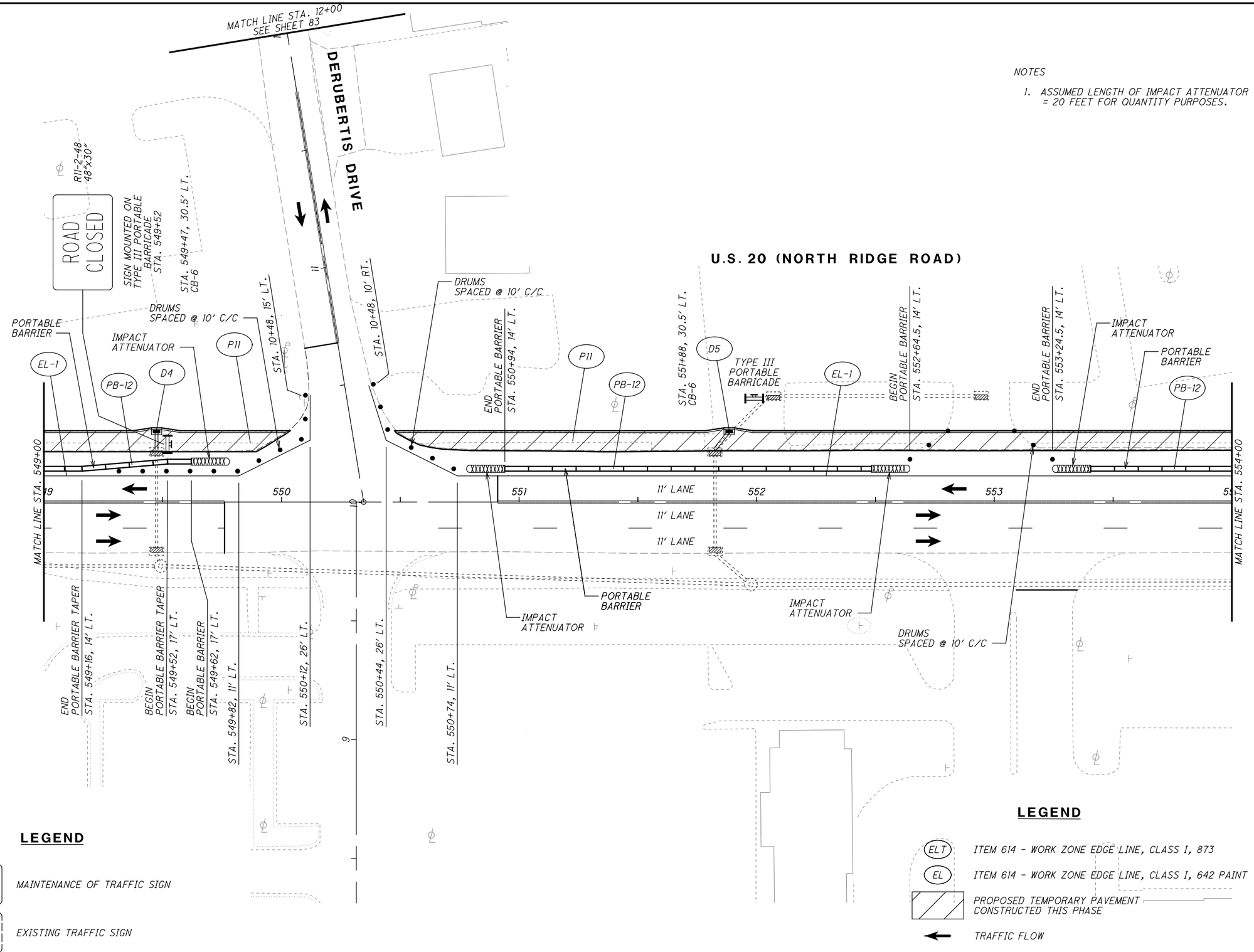

NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 549+00 TO STA. 554+00

LAK-US-20-24.99

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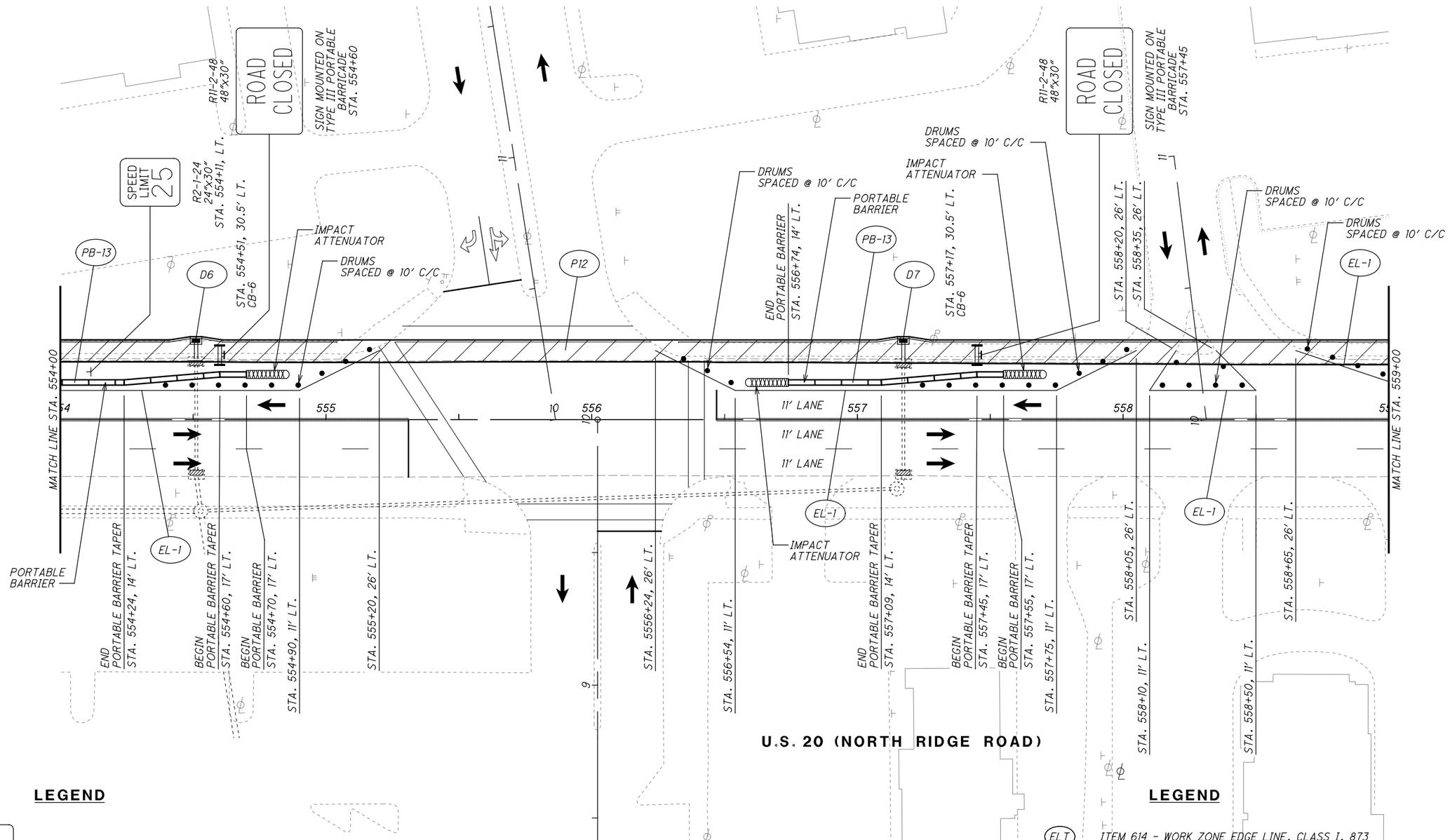
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 554+00 TO STA. 559+00

LAK-US-20-24.99

50T
651

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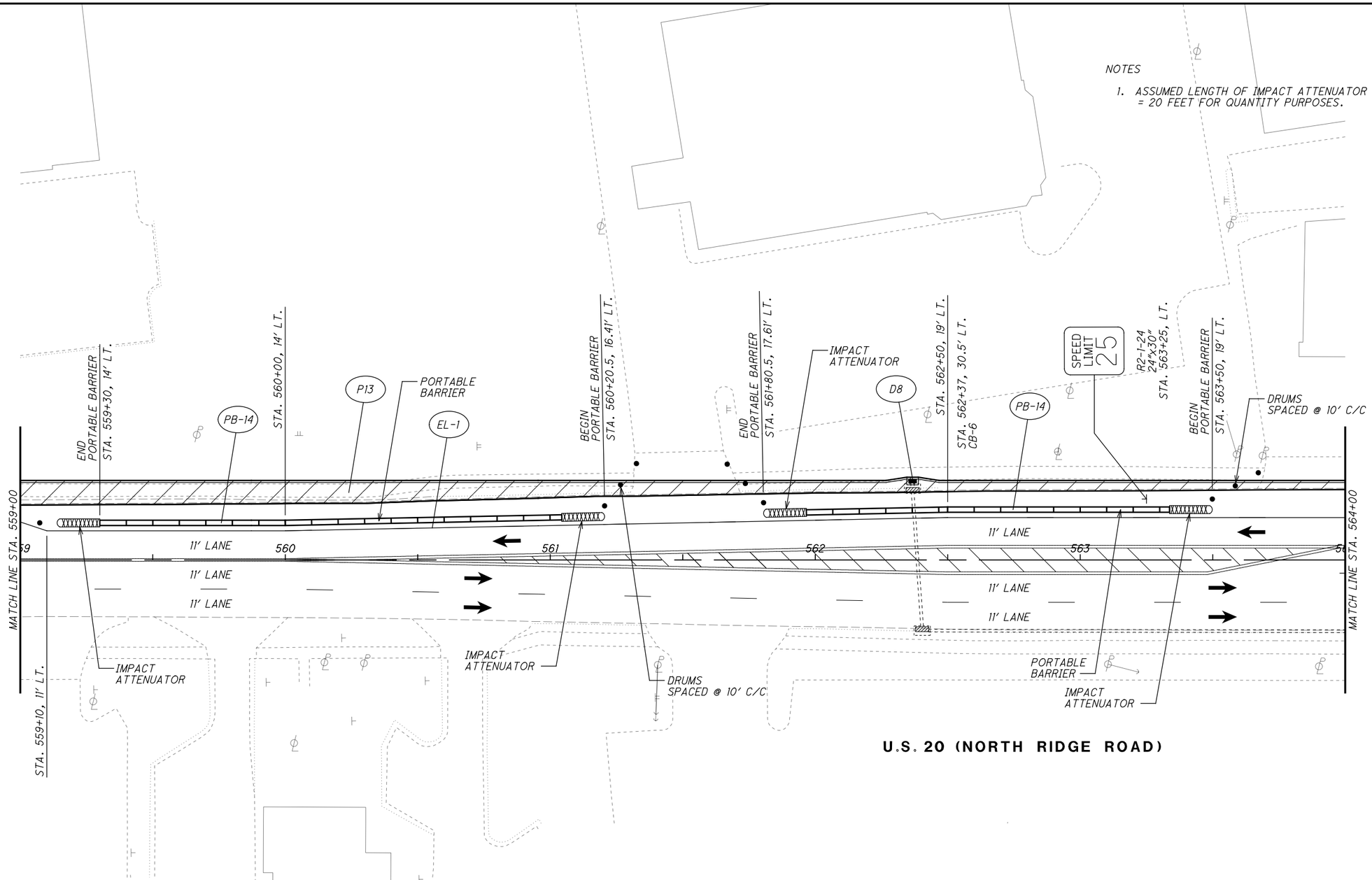
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 559+00 TO STA. 564+00

LAK-US-20-24.99

50U
651

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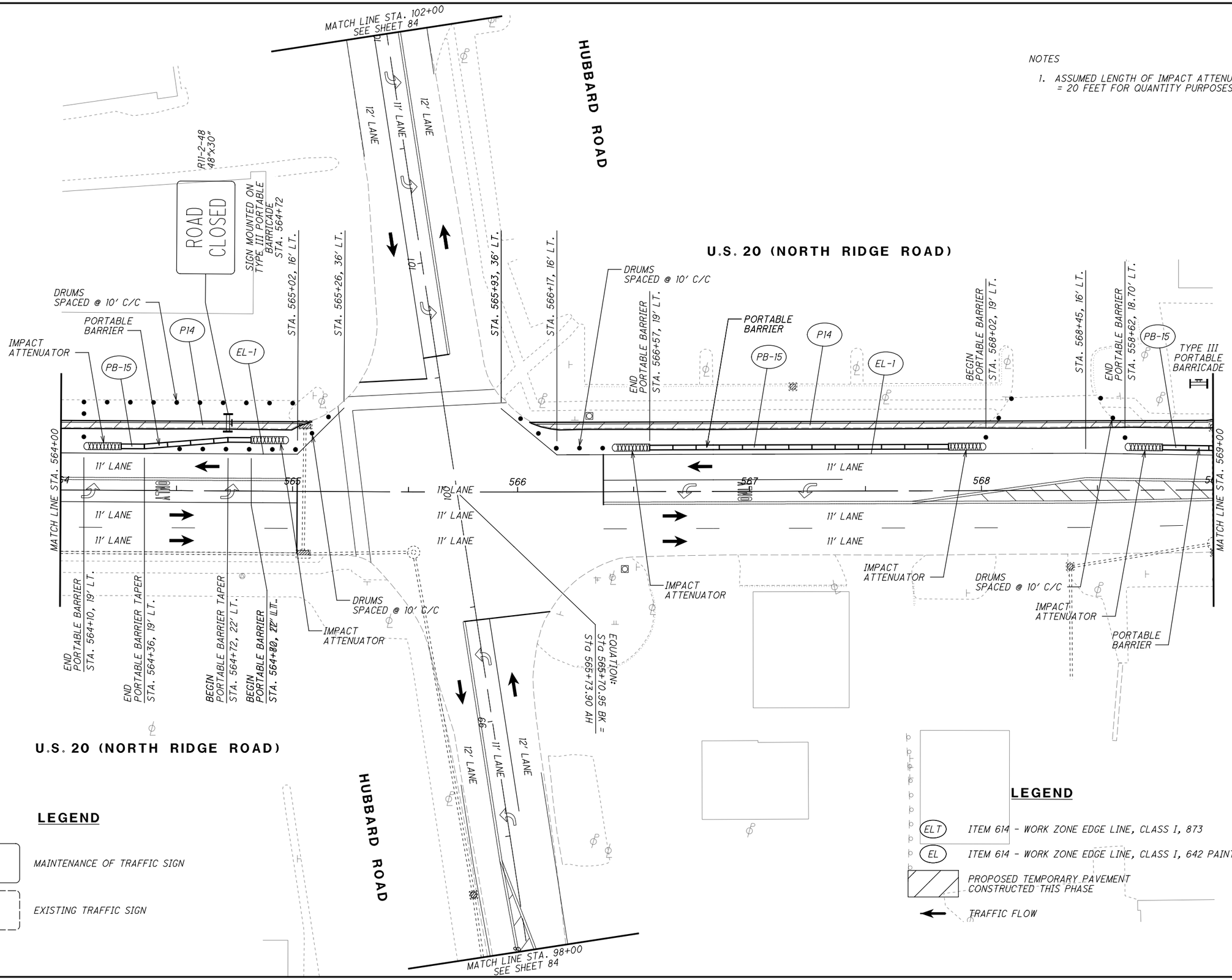
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 564+00 TO STA. 569+00

LAK-US-20-24.99

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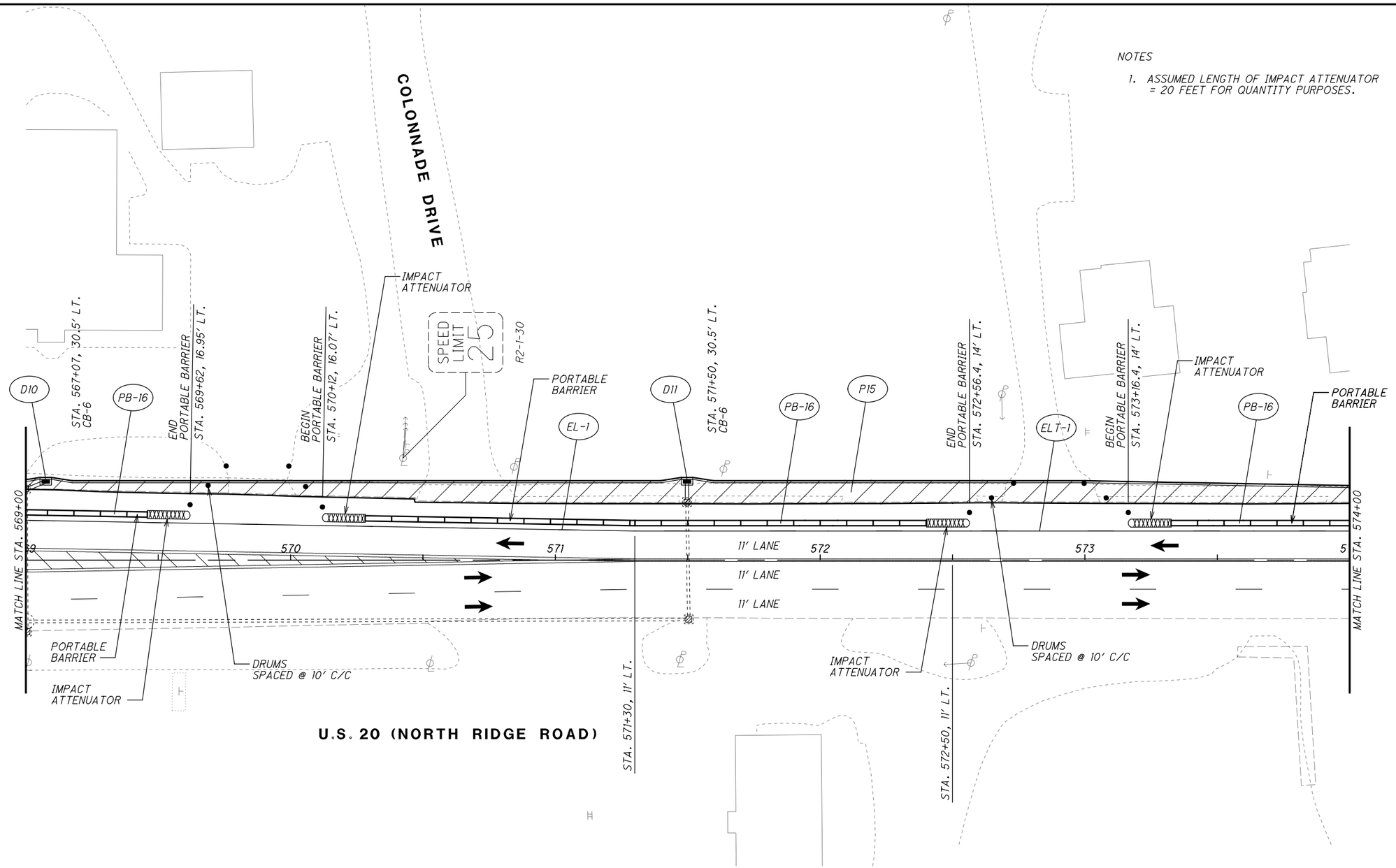
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 569+00 TO STA. 574+00

LAK-US-20-24.99

50W
651

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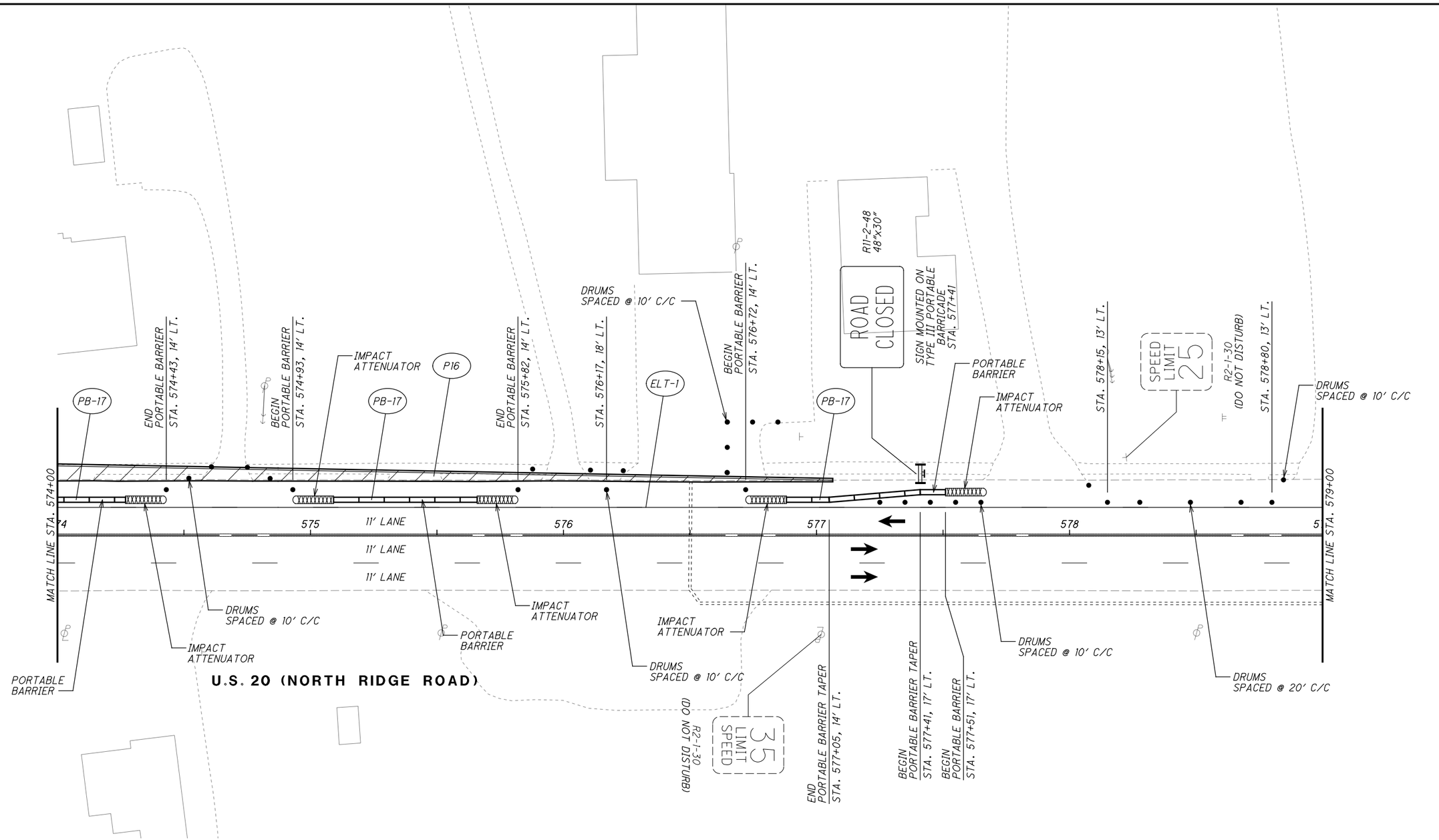

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- EXISTING TRAFFIC SIGN

LEGEND

- ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 574+00 TO STA. 579+00

LAK-US-20-24.99

50X
651

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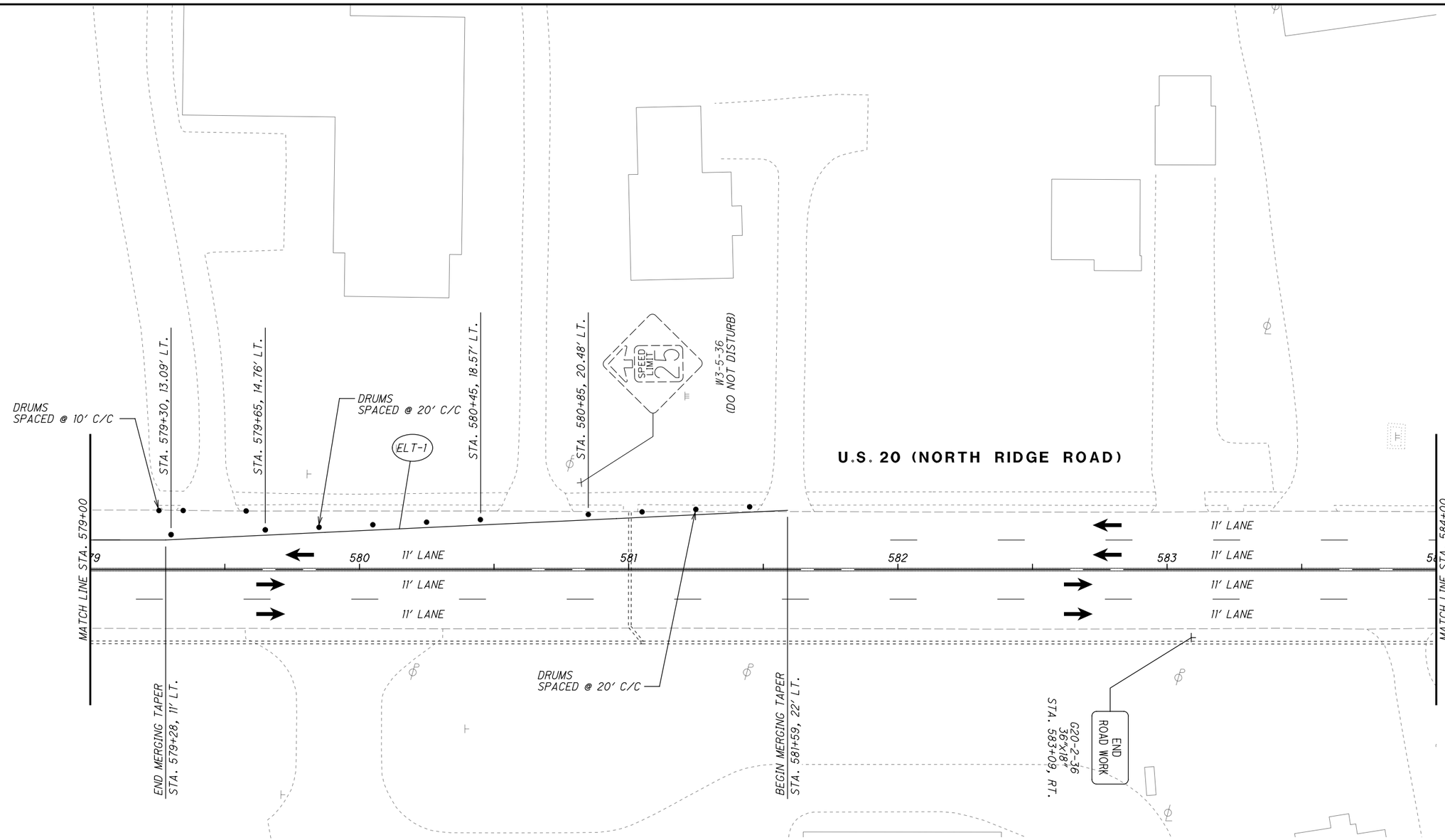

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 579+00 TO STA. 584+00

LAK-US-20-24.99

50Y
651

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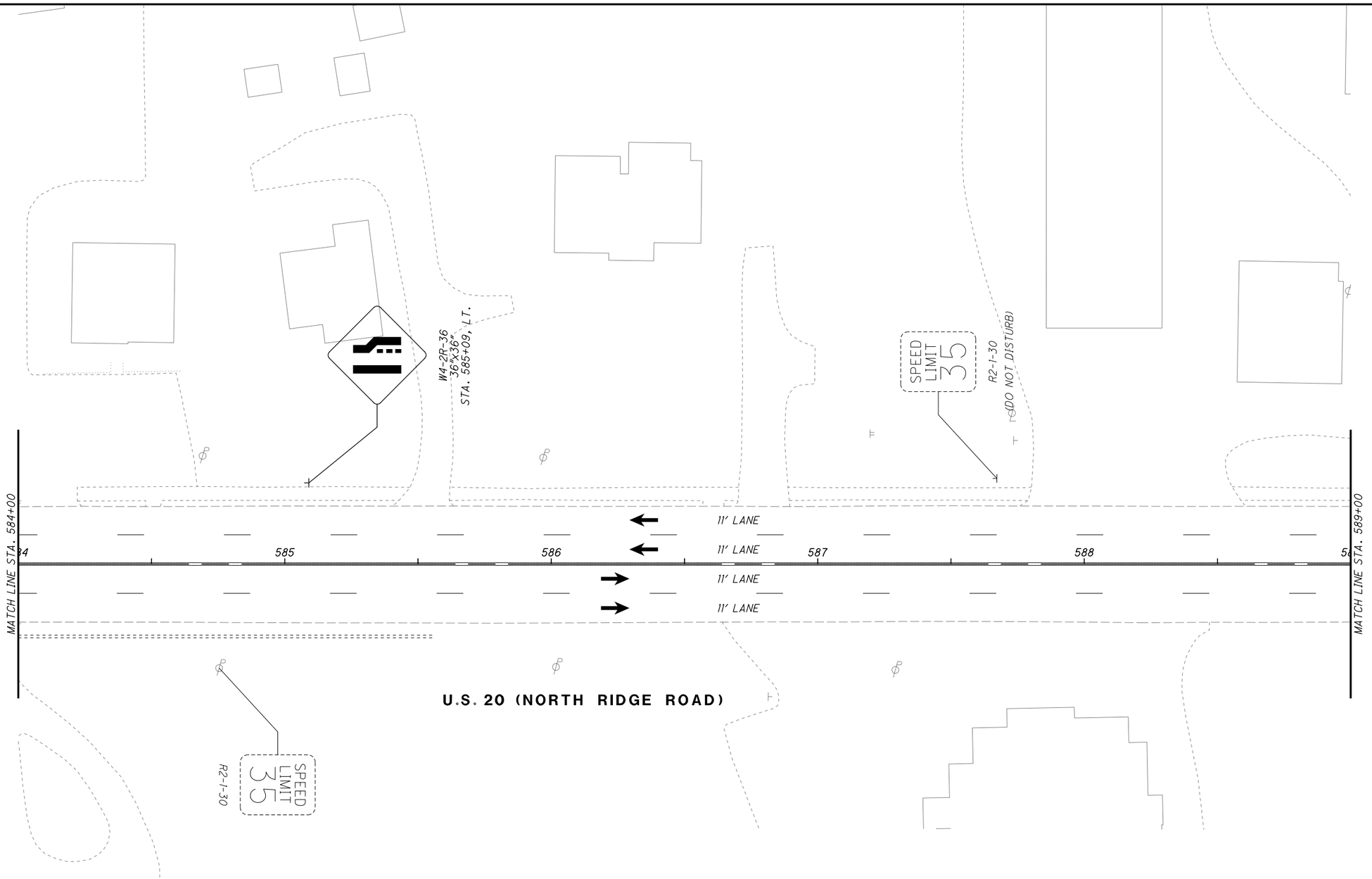

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 584+00 TO STA. 589+00

LAK-US-20-24.99

50Z
651

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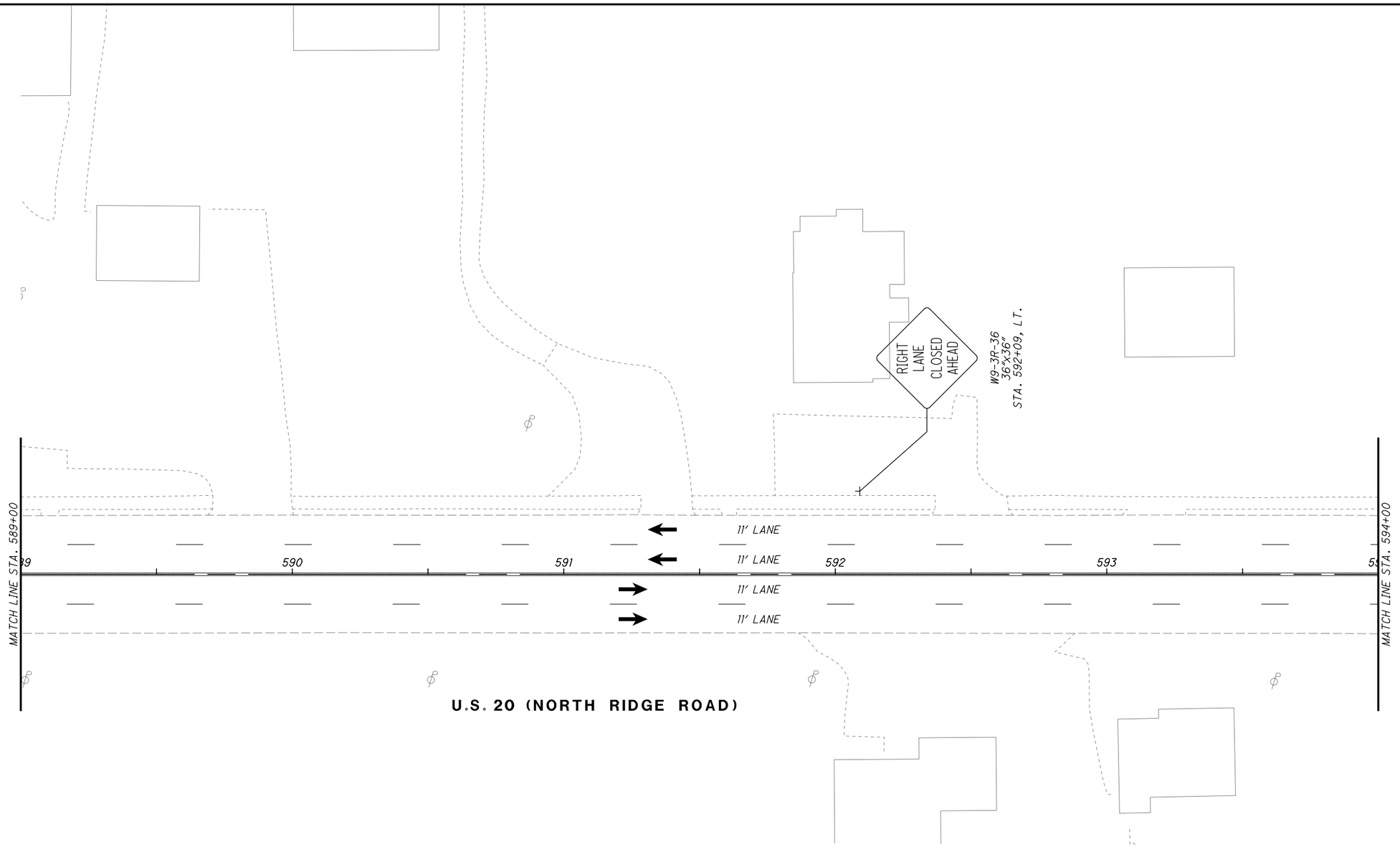

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 589+00 TO STA. 594+00

LAK-US-20-24.99

50AA
651

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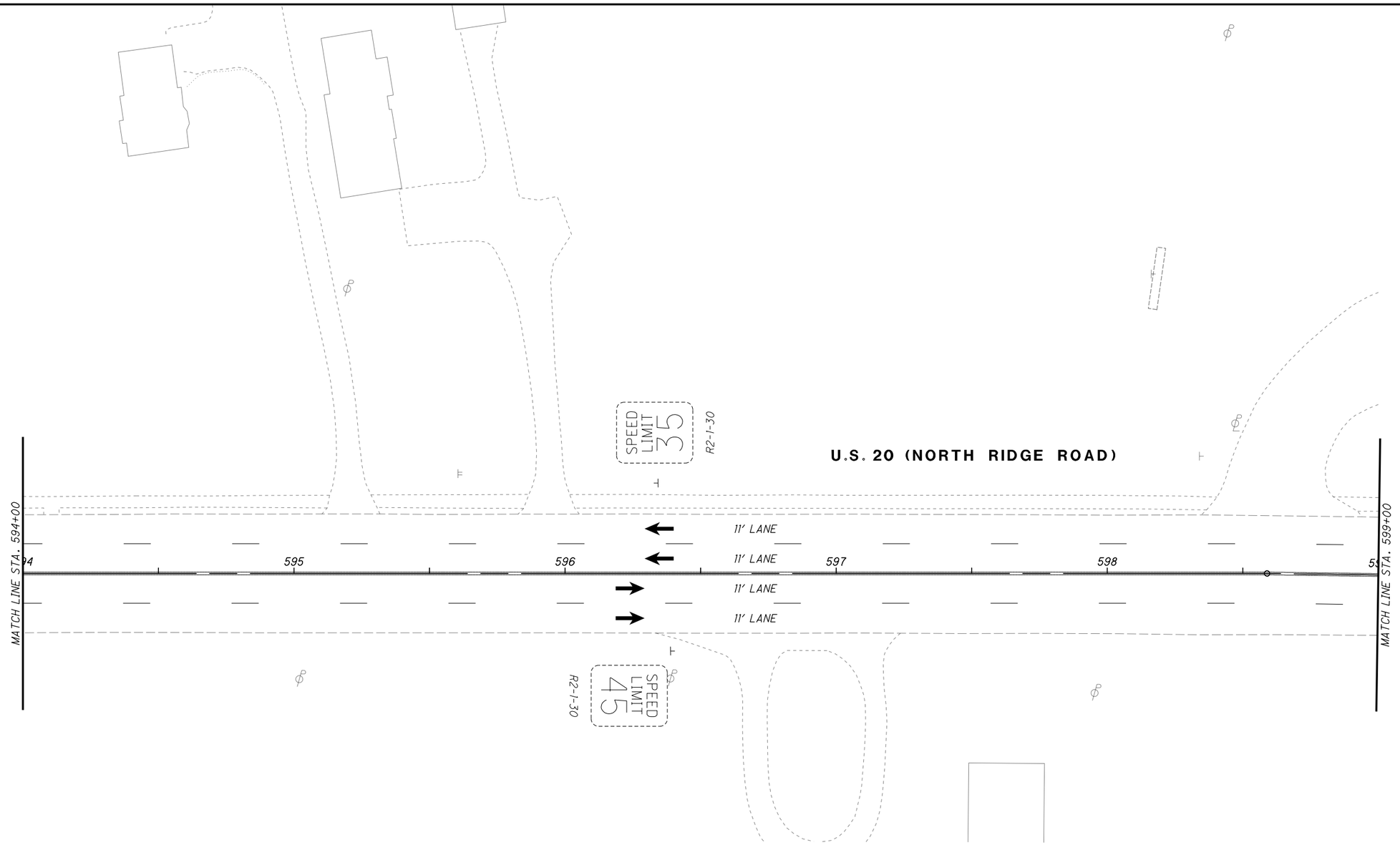

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 594+00 TO STA. 599+00

LAK-US-20-24.99

50BB
651

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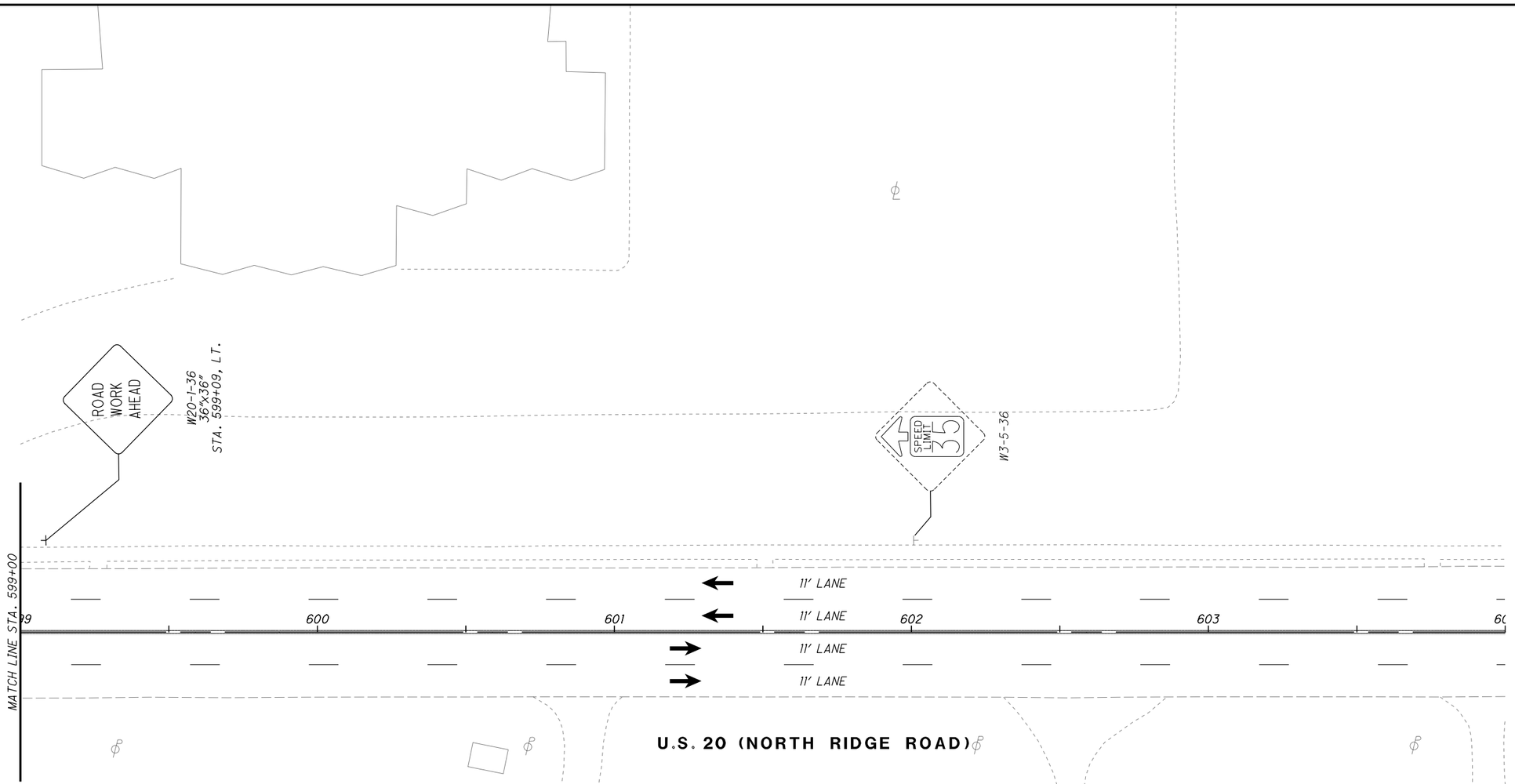

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
STA. 599+00 TO STA. 604+00

LAK-US-20-24.99

50CC
651

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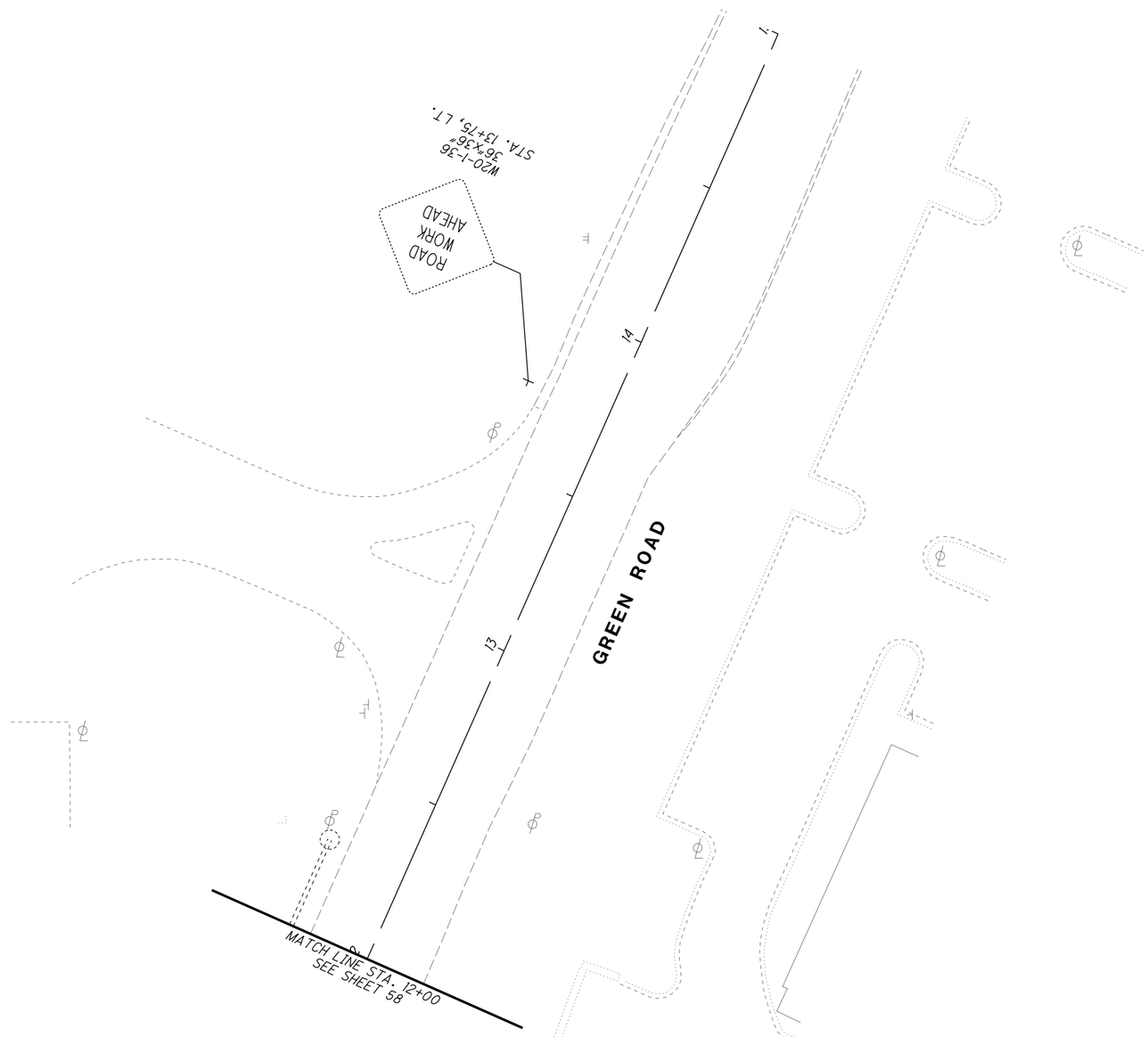

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
GREEN ROAD

LAK-US-20-24.99

50DD
651

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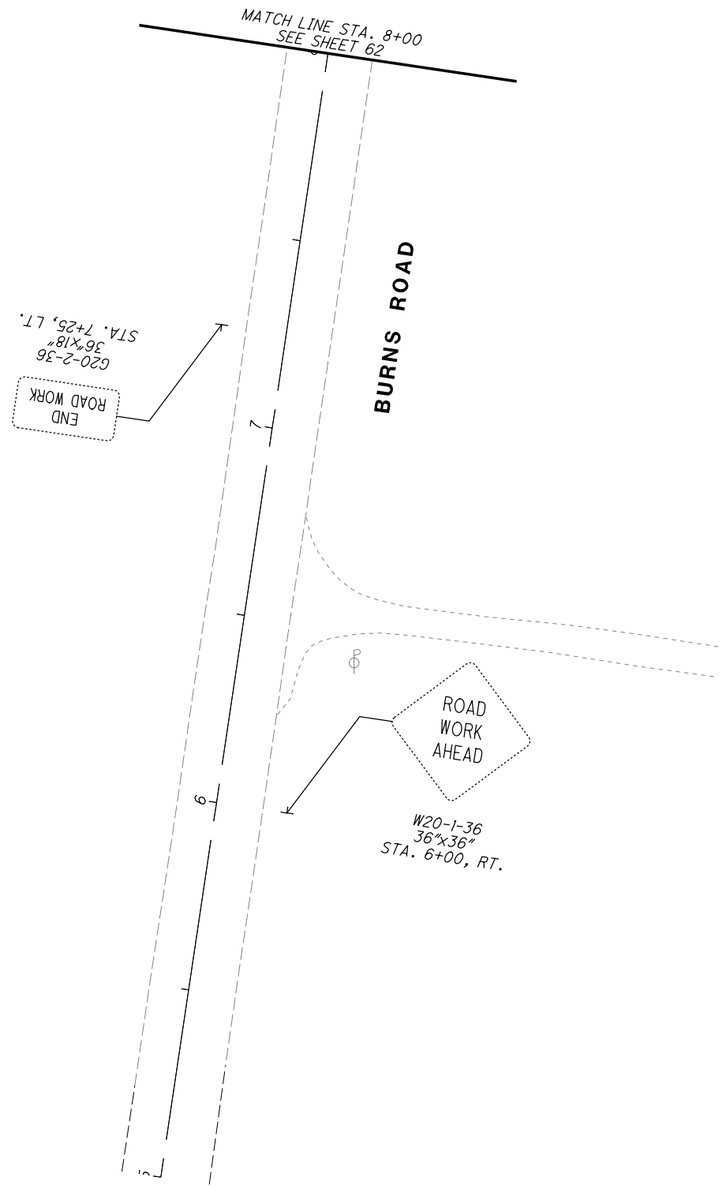

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
BURNS ROAD

LAK-US-20-24.99

50EE
651

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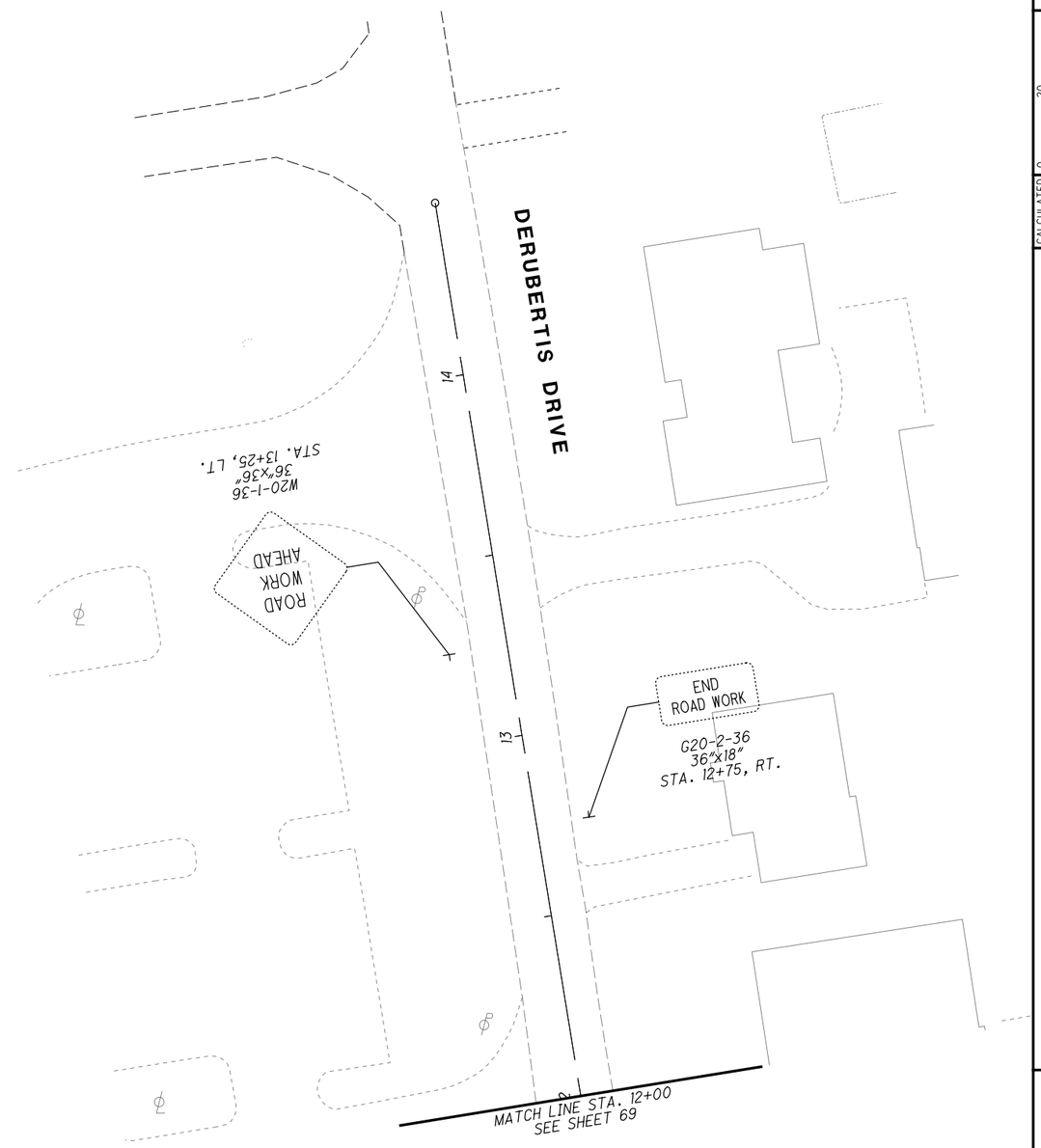
LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN



LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
DERUBERTIS DRIVE

LAK-US-20-24.99

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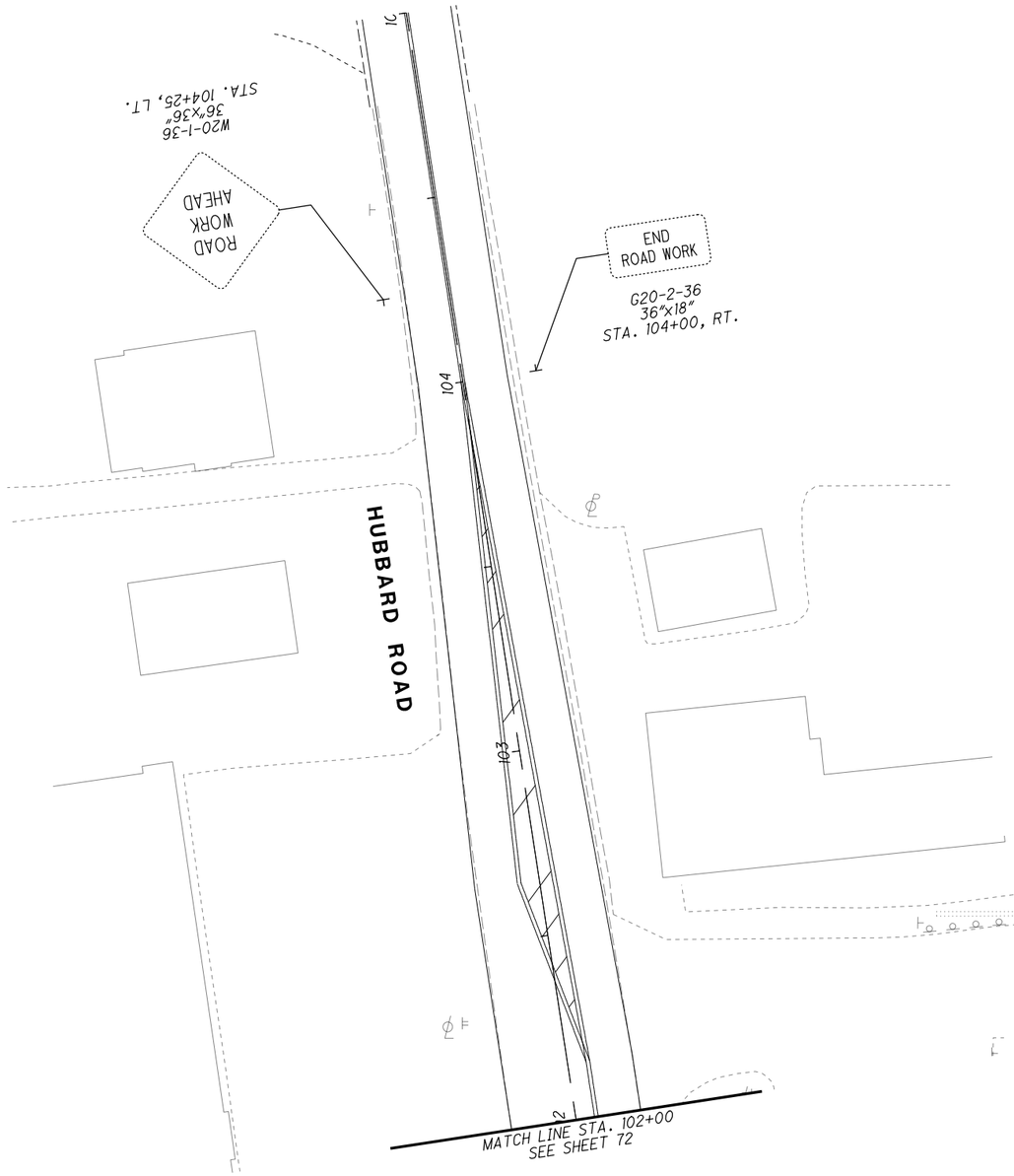

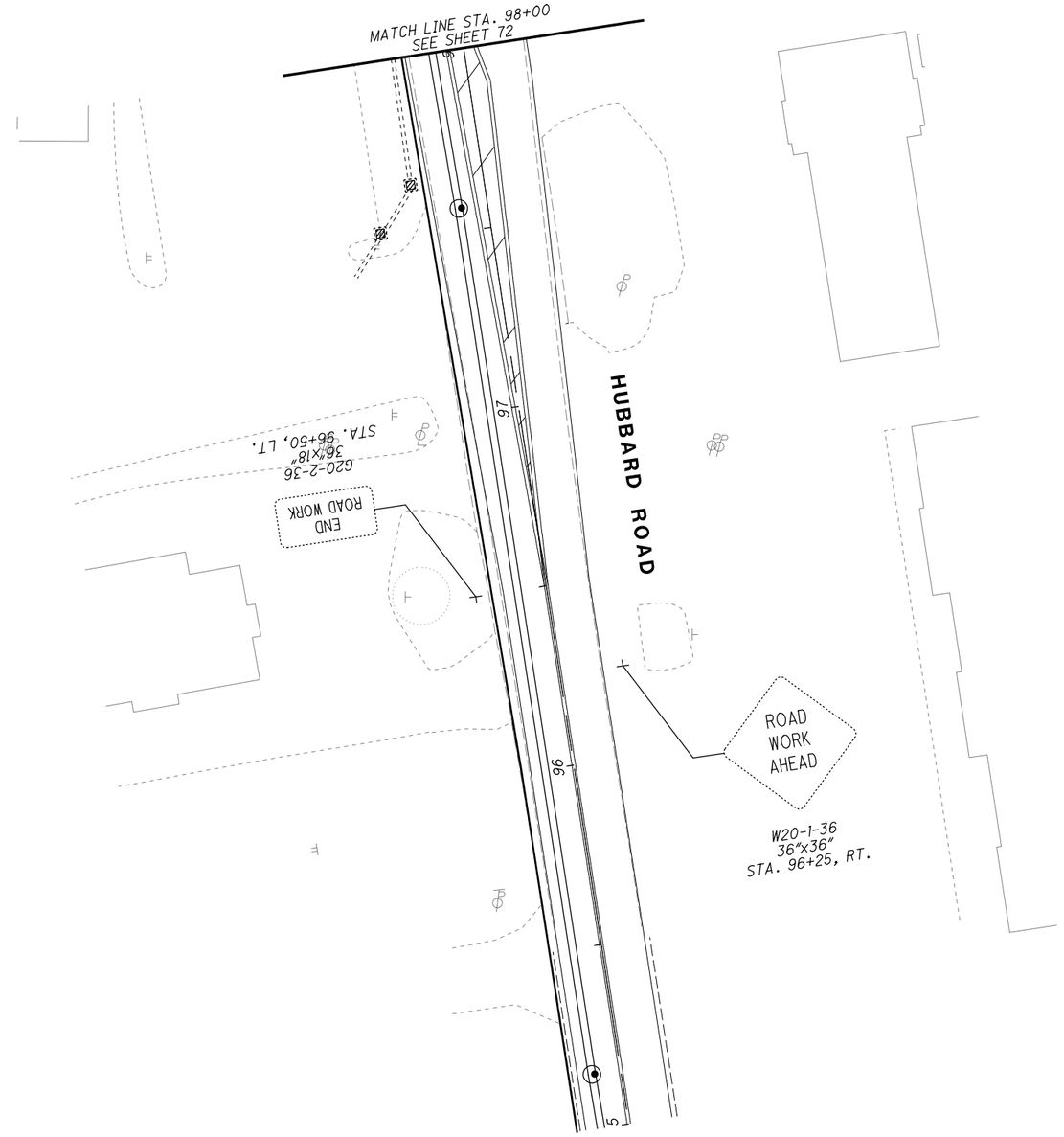

LEGEND

MAINTENANCE OF TRAFFIC SIGN

EXISTING TRAFFIC SIGN

LEGEND

ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873

EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
HUBBARD ROAD

LAK-US-20-24.99

50GG
651

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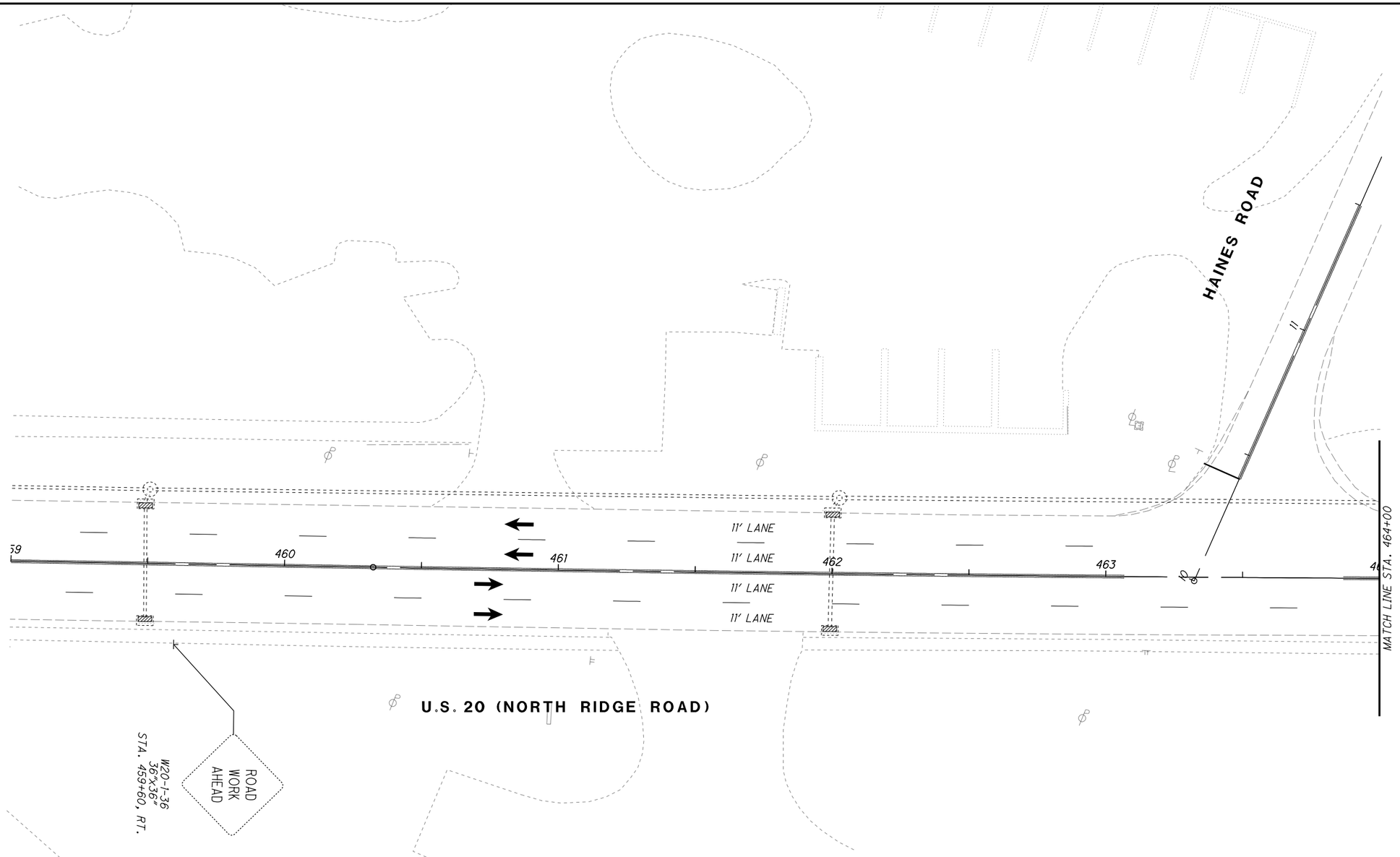

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 459+00 TO STA. 464+00

LAK-US-20-24.99

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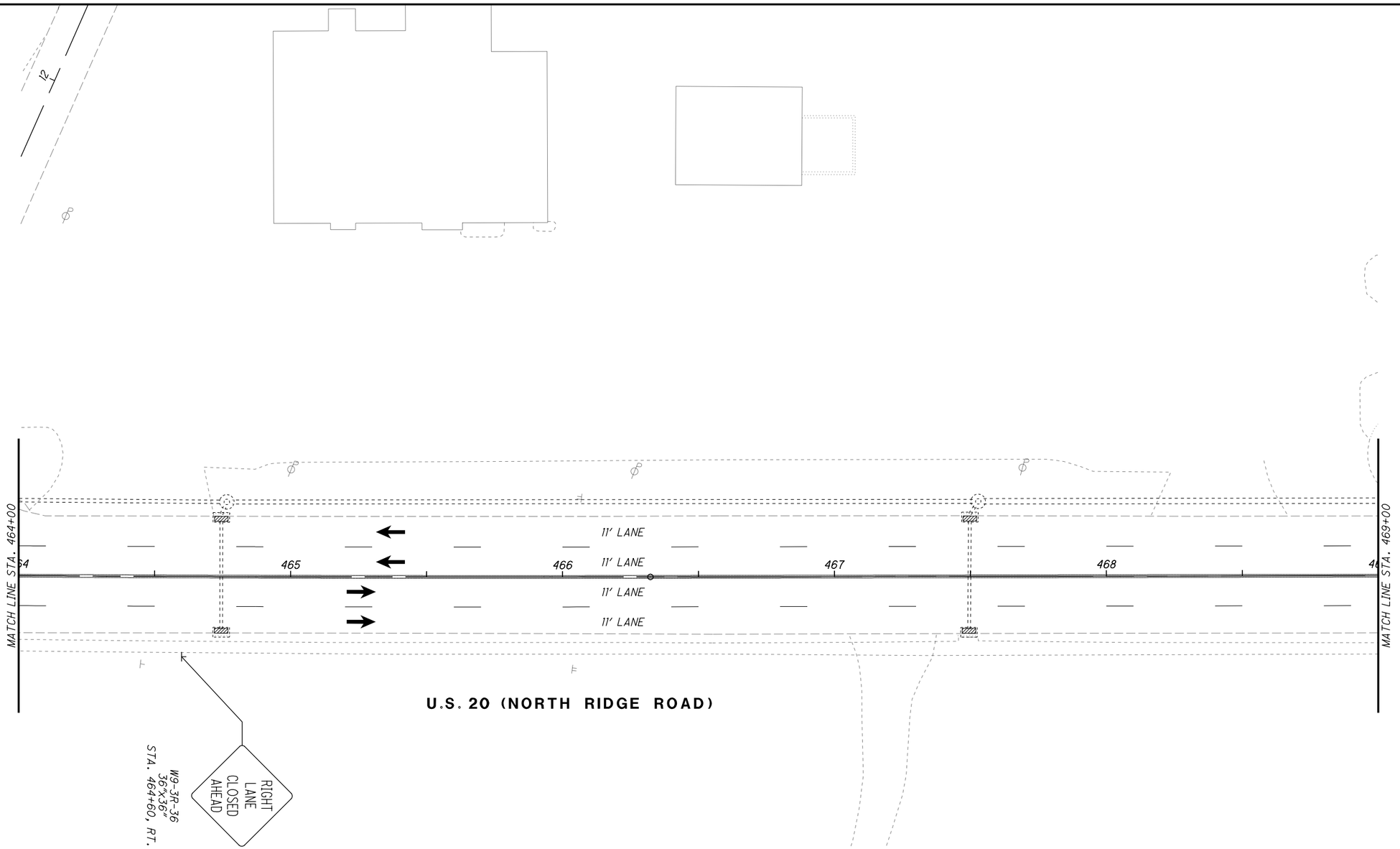

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 464+00 TO STA. 469+00

LAK-US-20-24.99

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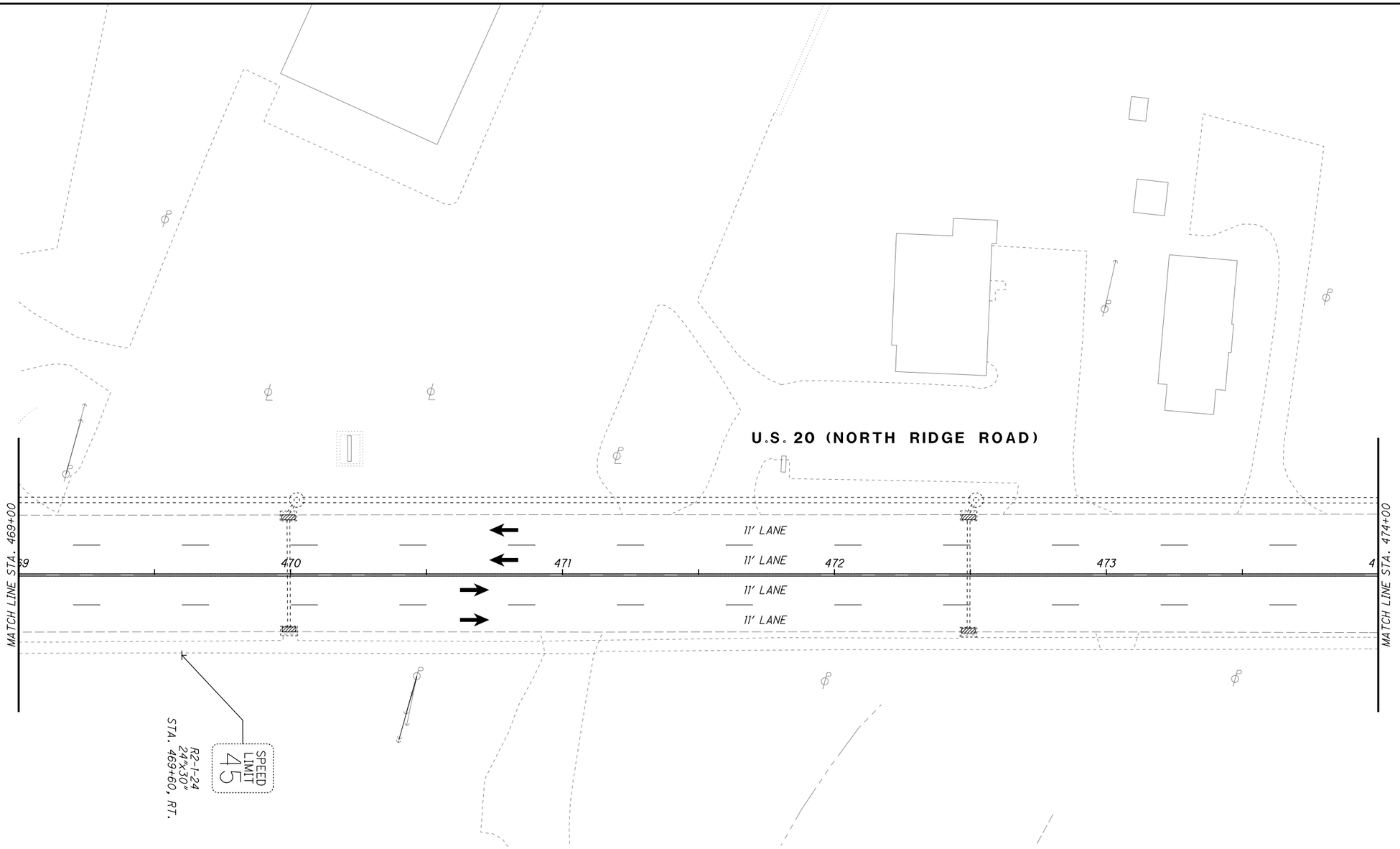

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 469+00 TO STA. 474+00

LAK-US-20-24.99

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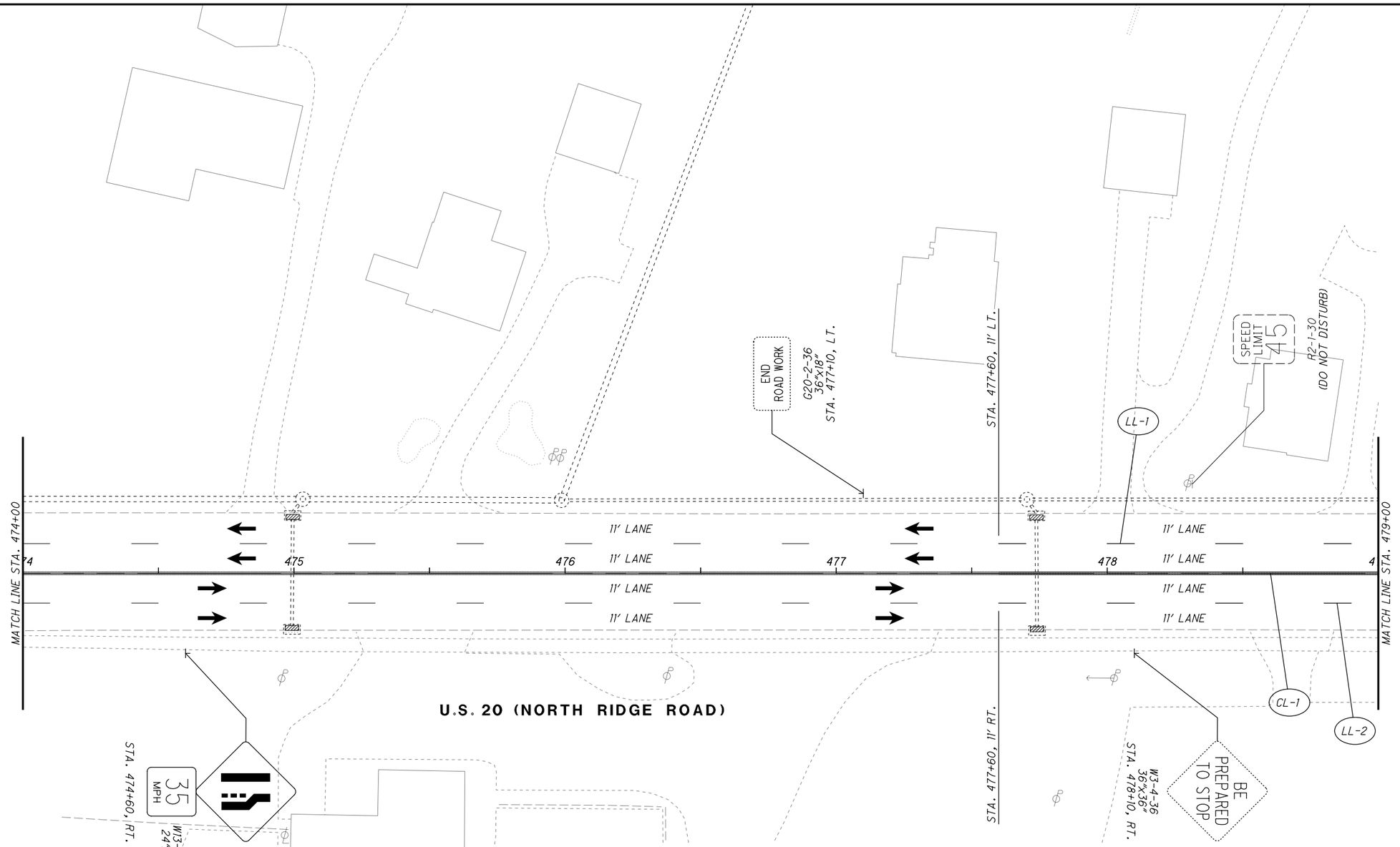

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 474+00 TO STA. 479+00

LAK-US-20-24.99

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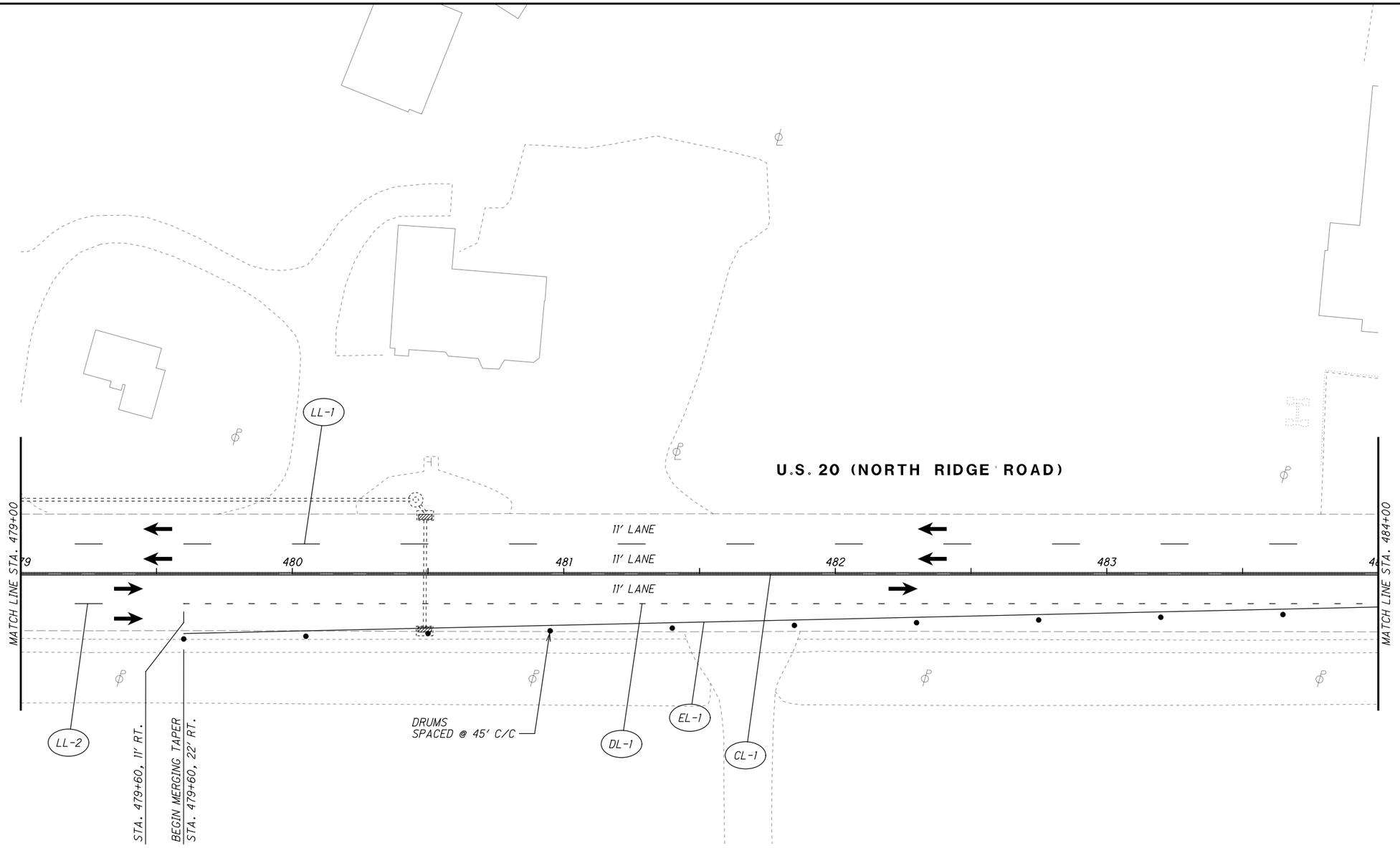

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 479+00 TO STA. 484+00

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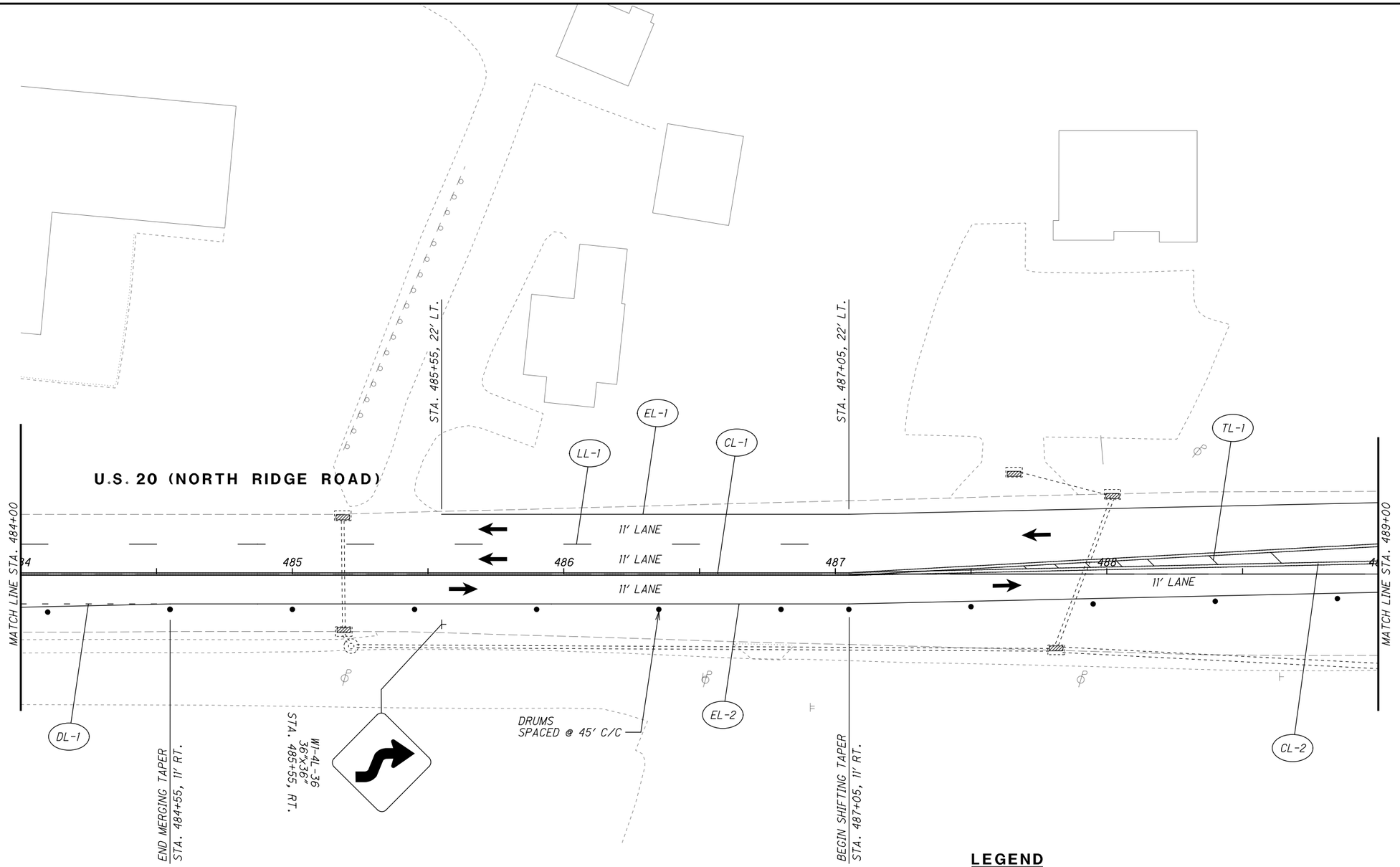

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 484+00 TO STA. 489+00

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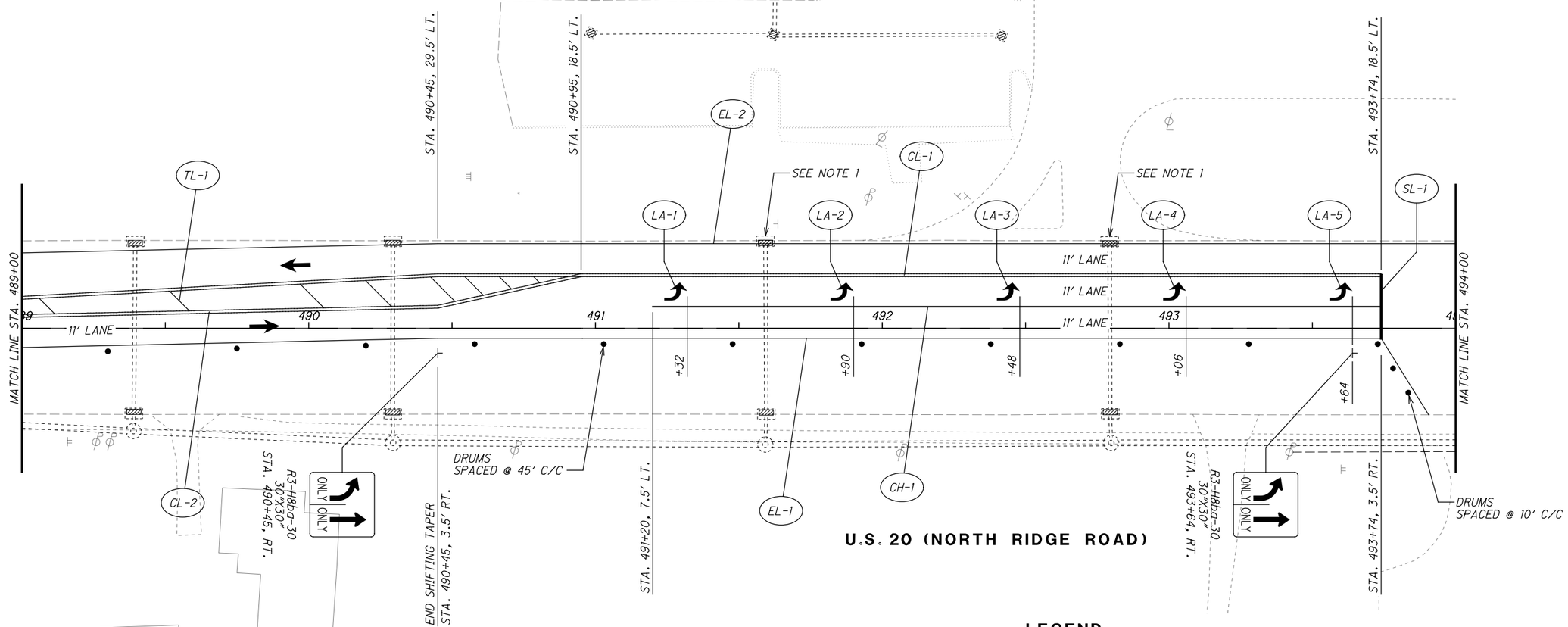
NOTES

1. WELD GRATE TO FRAME



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 489+00 TO STA. 494+00

LAK-US-20-24.99

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NOTES

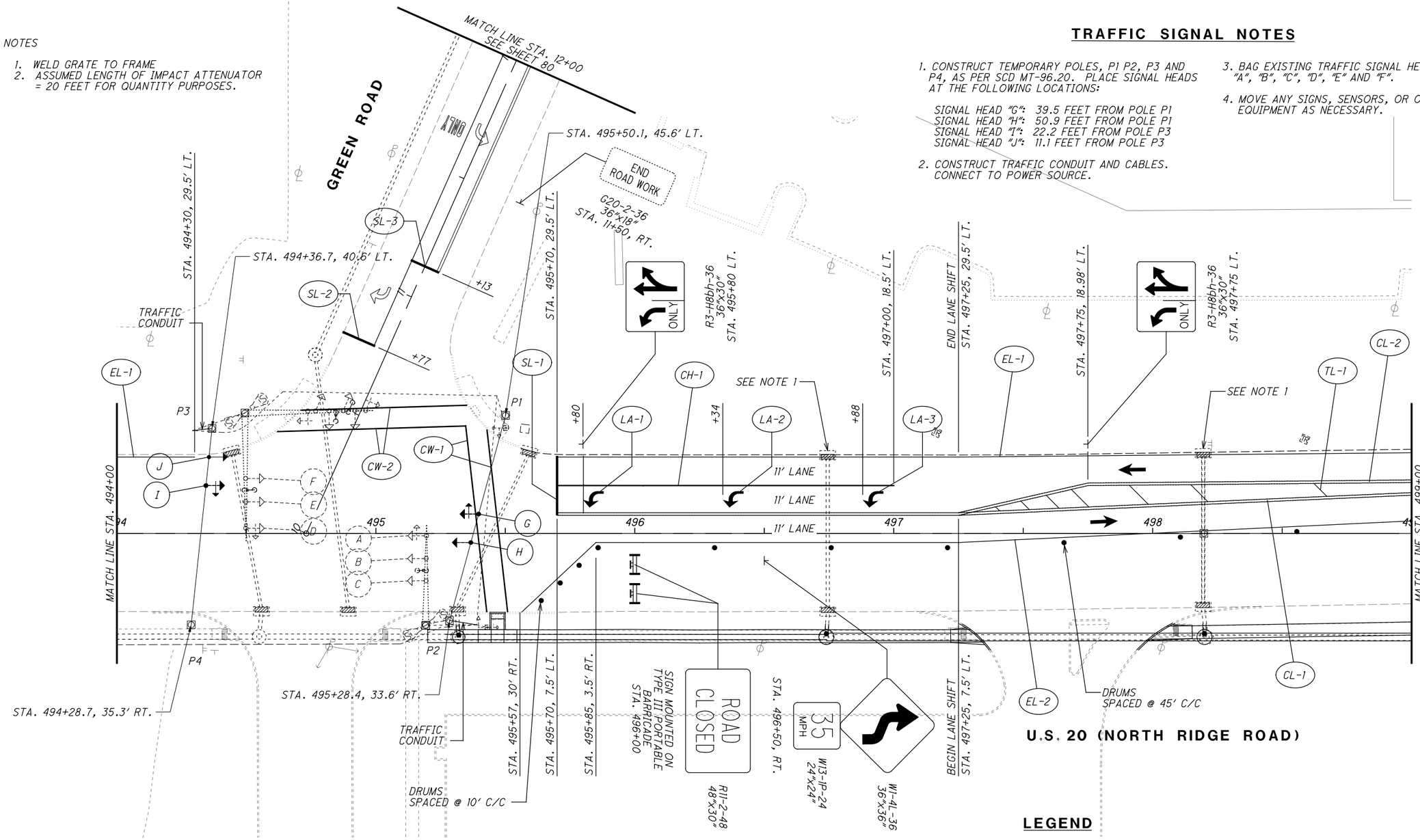
1. WELD GRATE TO FRAME
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

TRAFFIC SIGNAL NOTES

1. CONSTRUCT TEMPORARY POLES, P1 P2, P3 AND P4, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "G": 39.5 FEET FROM POLE P1
   SIGNAL HEAD "H": 50.9 FEET FROM POLE P1
   SIGNAL HEAD "I": 22.2 FEET FROM POLE P3
   SIGNAL HEAD "J": 11.1 FEET FROM POLE P3

2. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.
3. BAG EXISTING TRAFFIC SIGNAL HEADS, "A", "B", "C", "D", "E" AND "F".
4. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 494+00 TO STA. 499+00

LAK-US-20-24.99

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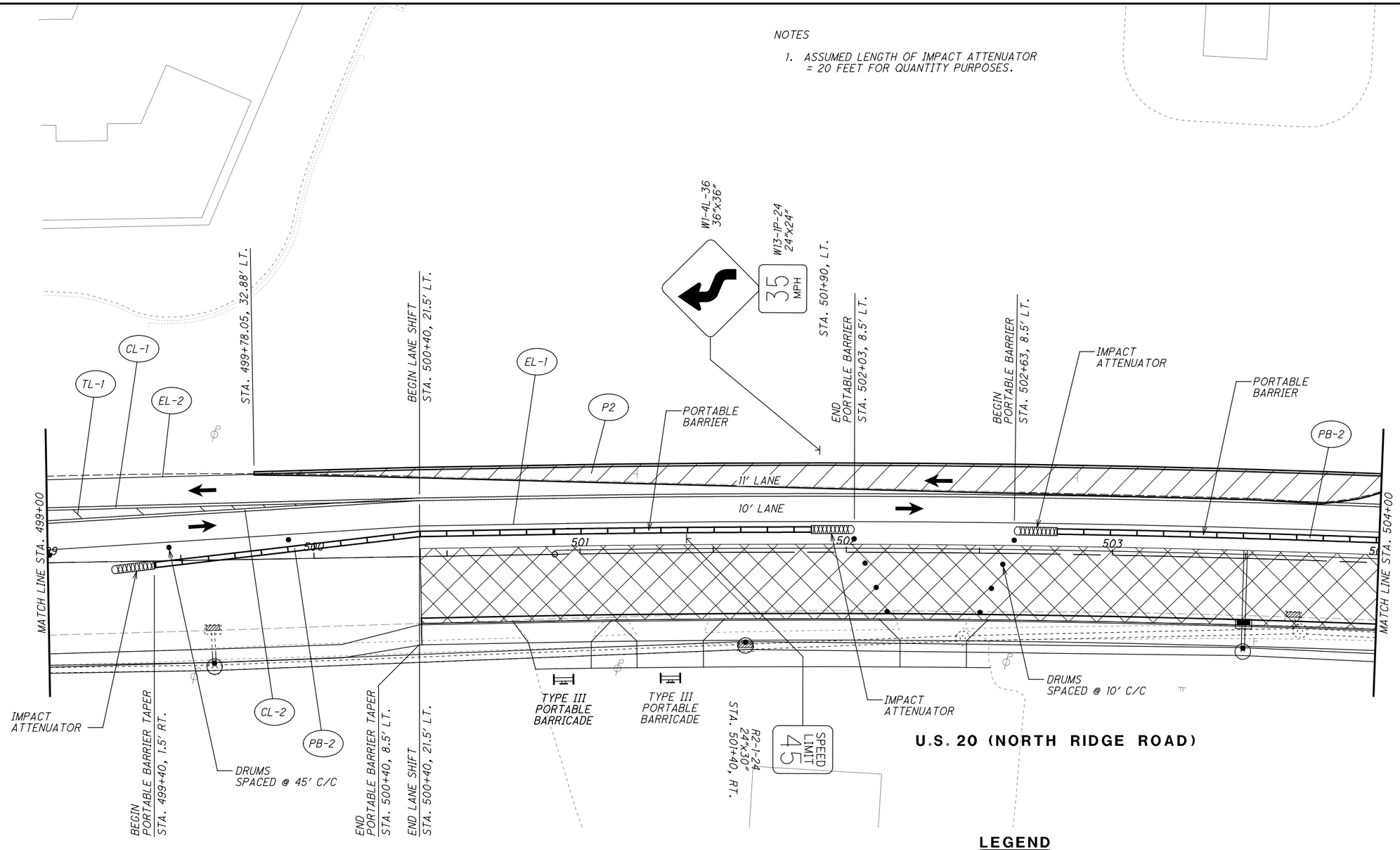
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 499+00 TO STA. 504+00

LAK-US-20-24.99

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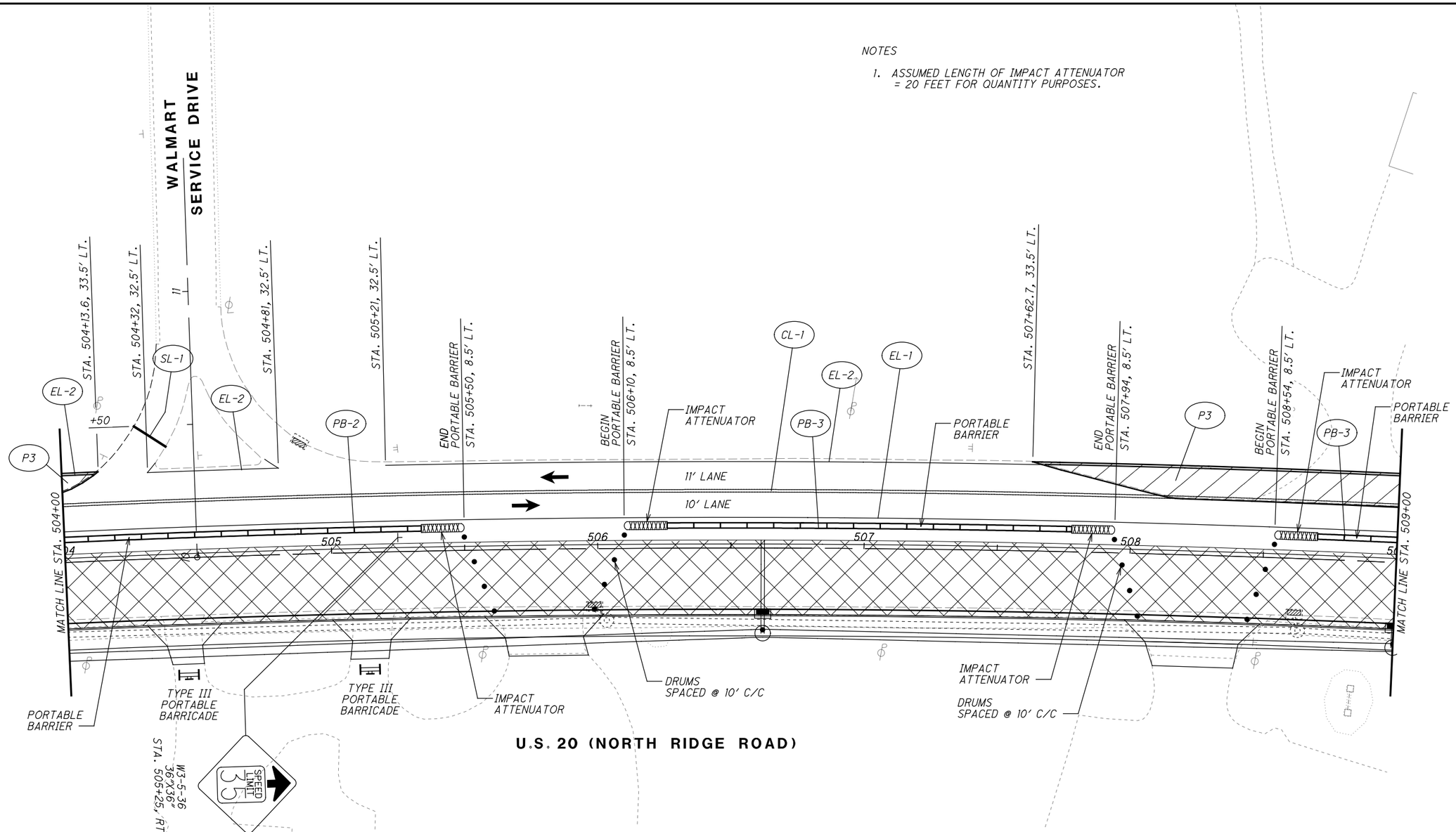
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 504+00 TO STA. 509+00

LAK-US-20-24.99

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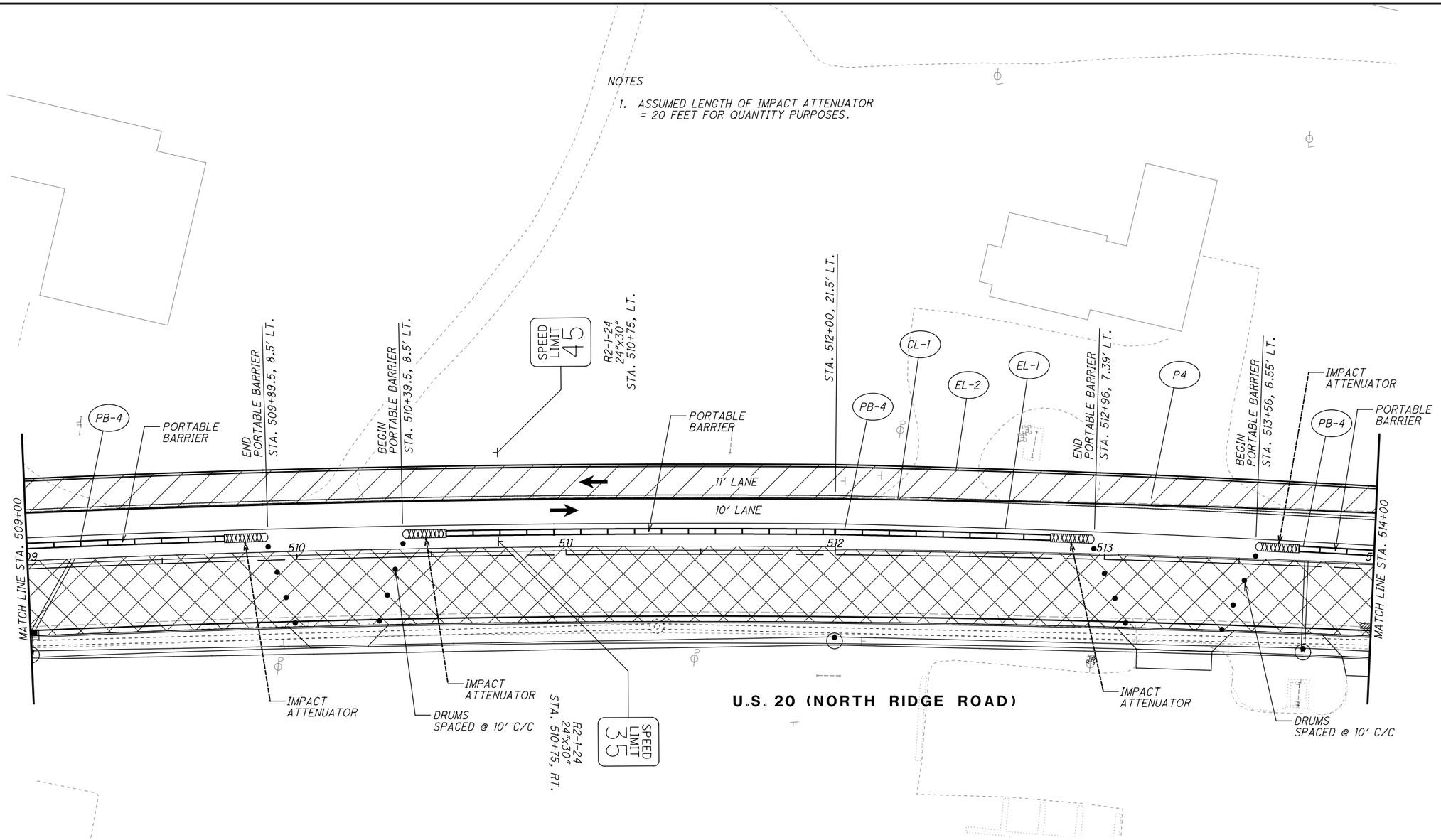
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 509+00 TO STA. 514+00

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TRAFFIC SIGNAL NOTES

1. CONSTRUCT TEMPORARY POLES, P1 AND P2, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "C": 25.7 FEET FROM POLE P1
   SIGNAL HEAD "D": 33.2 FEET FROM POLE P1

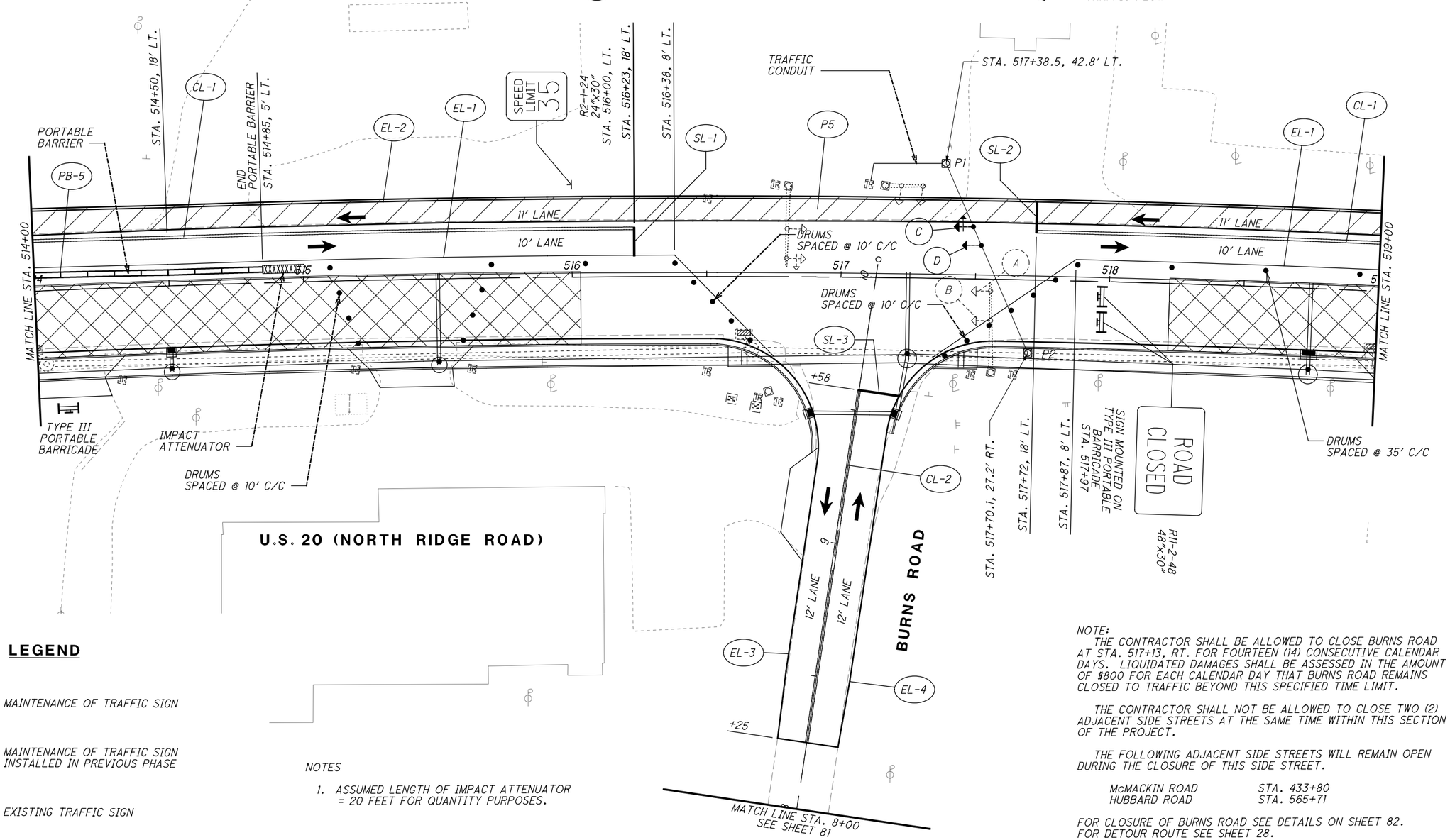
2. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.

3. BAG EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B".

4. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

NOTE:

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE BURNS ROAD AT STA. 517+13, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT BURNS ROAD REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT SIDE STREETS WILL REMAIN OPEN DURING THE CLOSURE OF THIS SIDE STREET.

McMACKIN ROAD	STA. 433+80
HUBBARD ROAD	STA. 565+71

FOR CLOSURE OF BURNS ROAD SEE DETAILS ON SHEET 82.
FOR DETOUR ROUTE SEE SHEET 28.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 514+00 TO STA. 519+00

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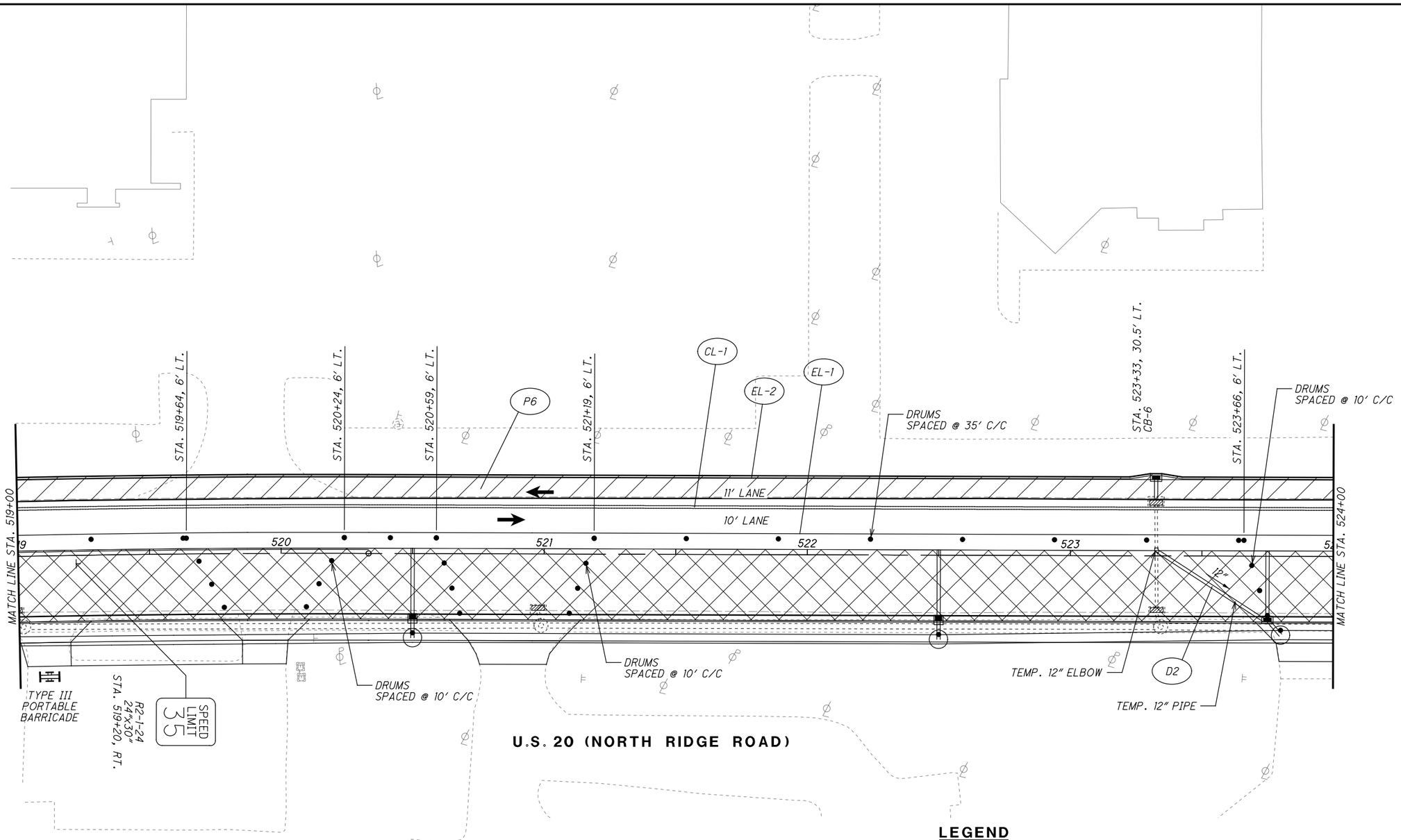

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 519+00 TO STA. 524+00

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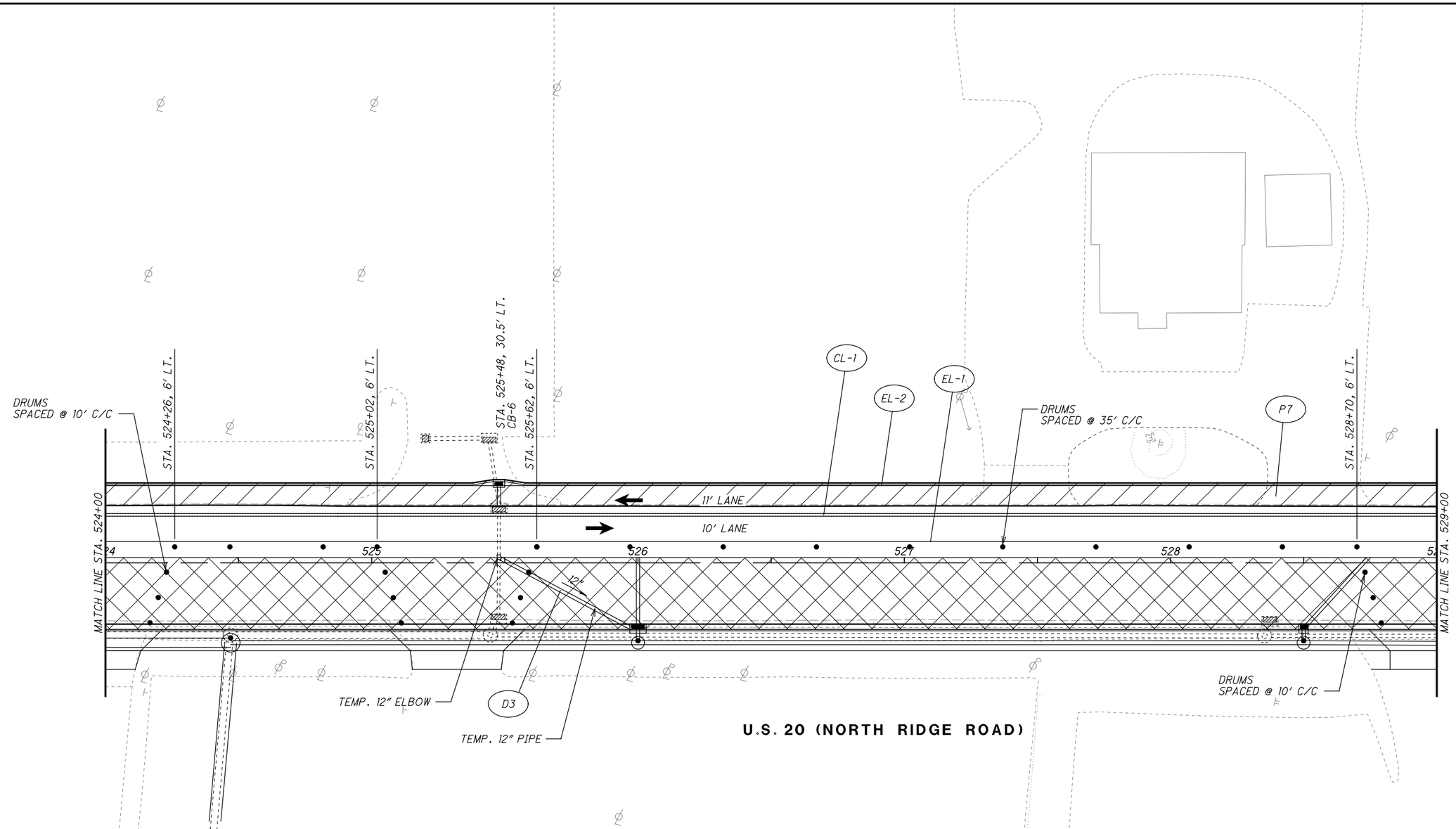

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 524+00 TO STA. 529+00

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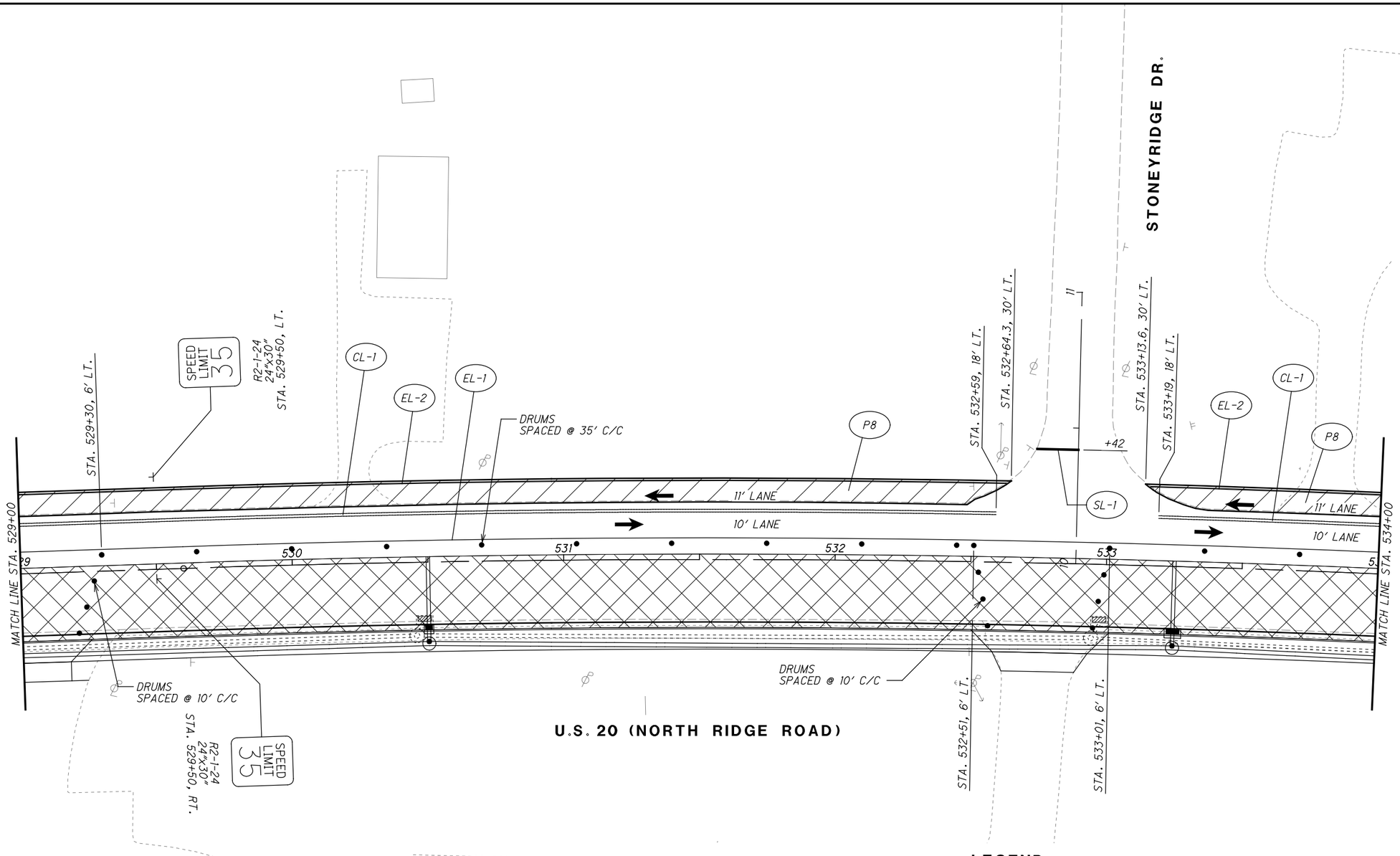

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 529+00 TO STA. 534+00

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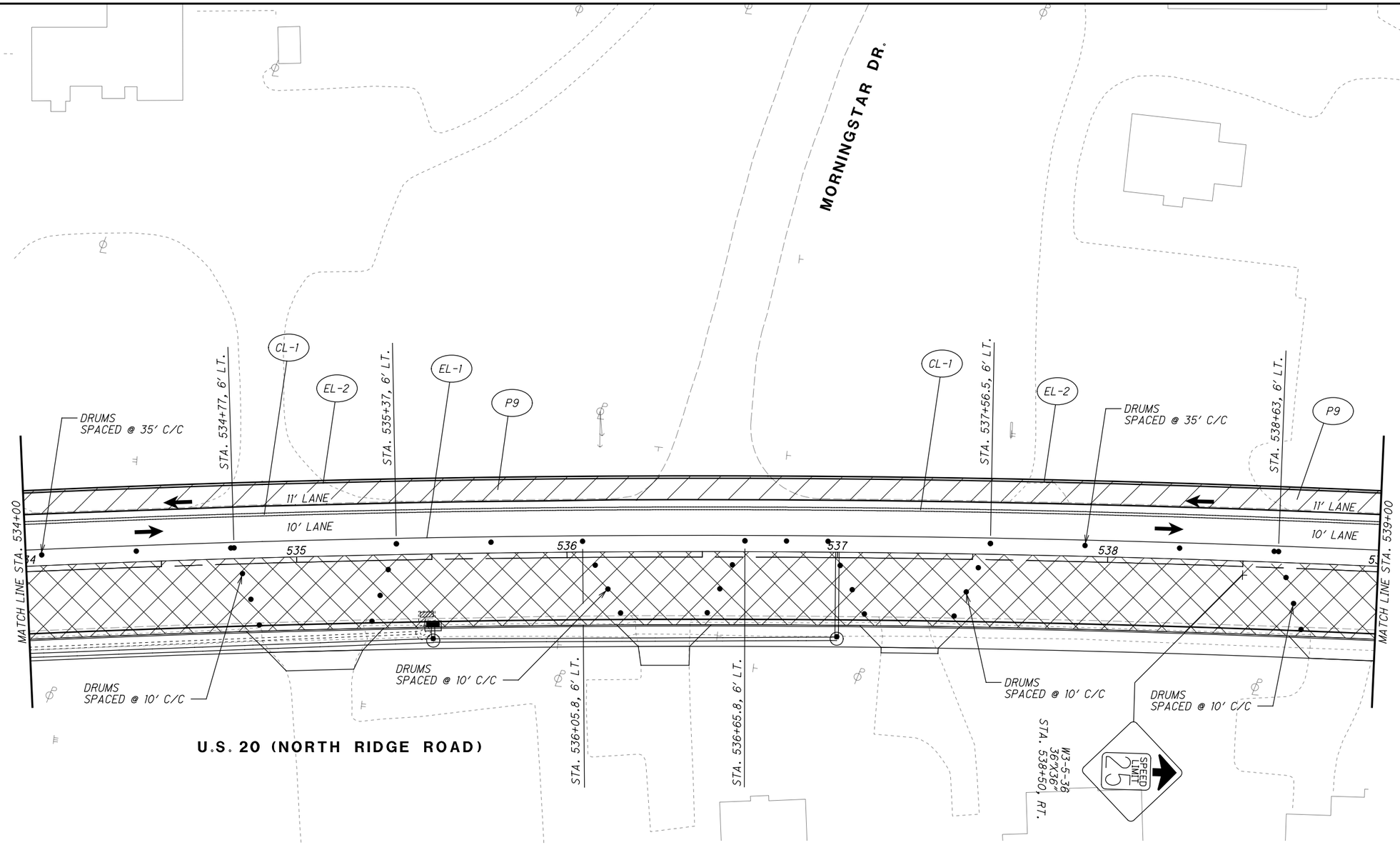

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 534+00 TO STA. 539+00

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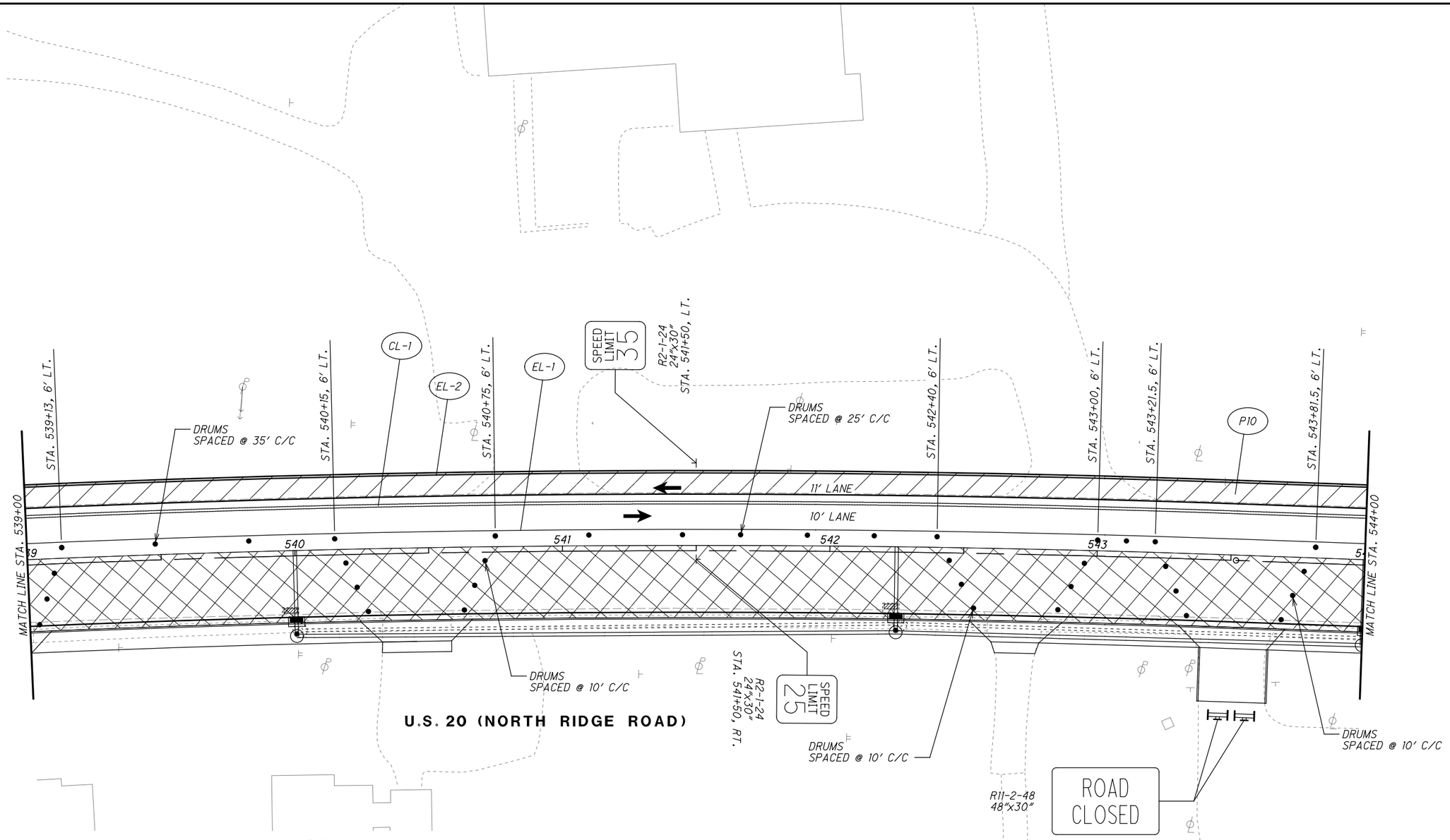

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 539+00 TO STA. 544+00

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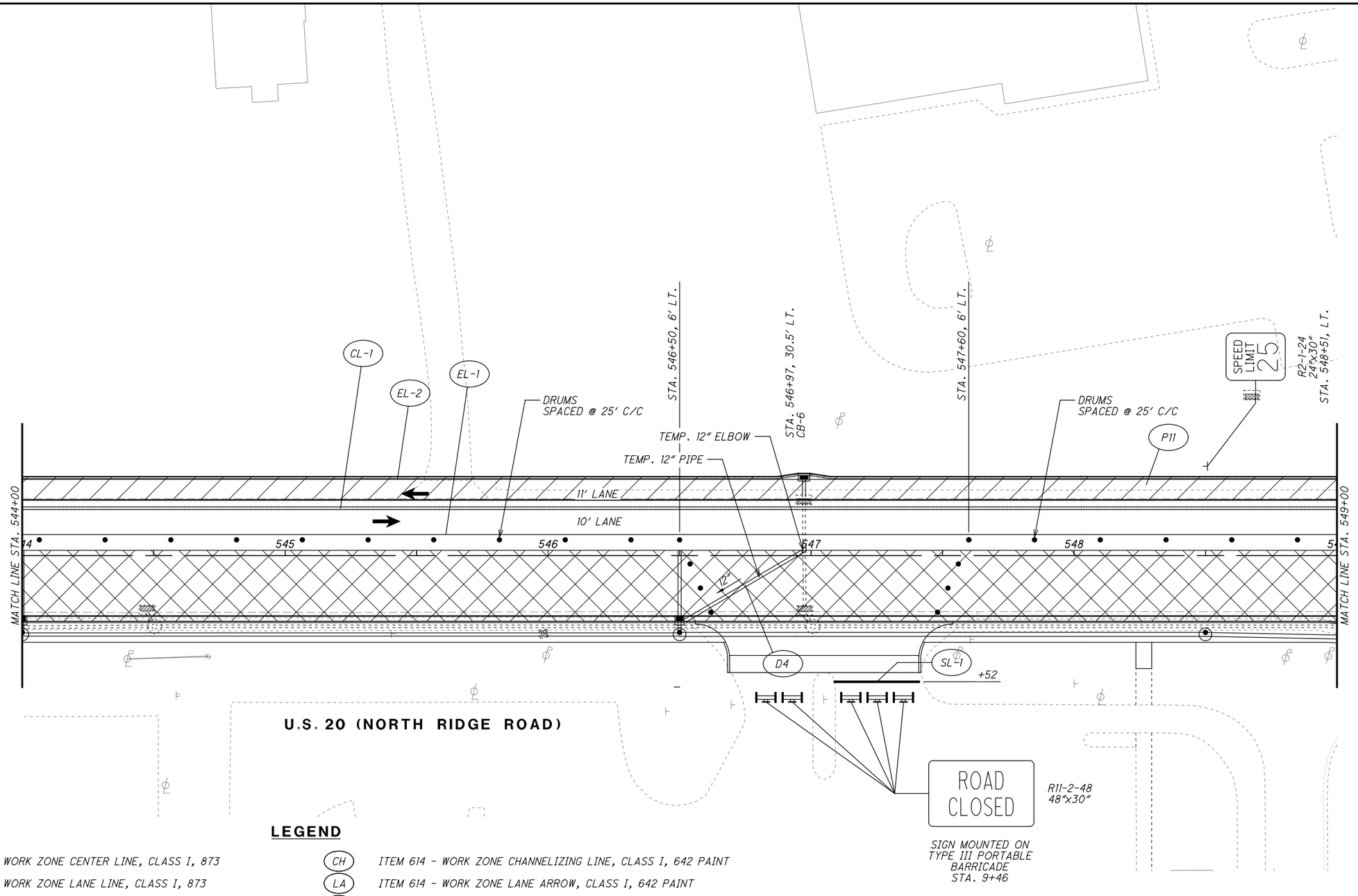

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 544+00 TO STA. 549+00

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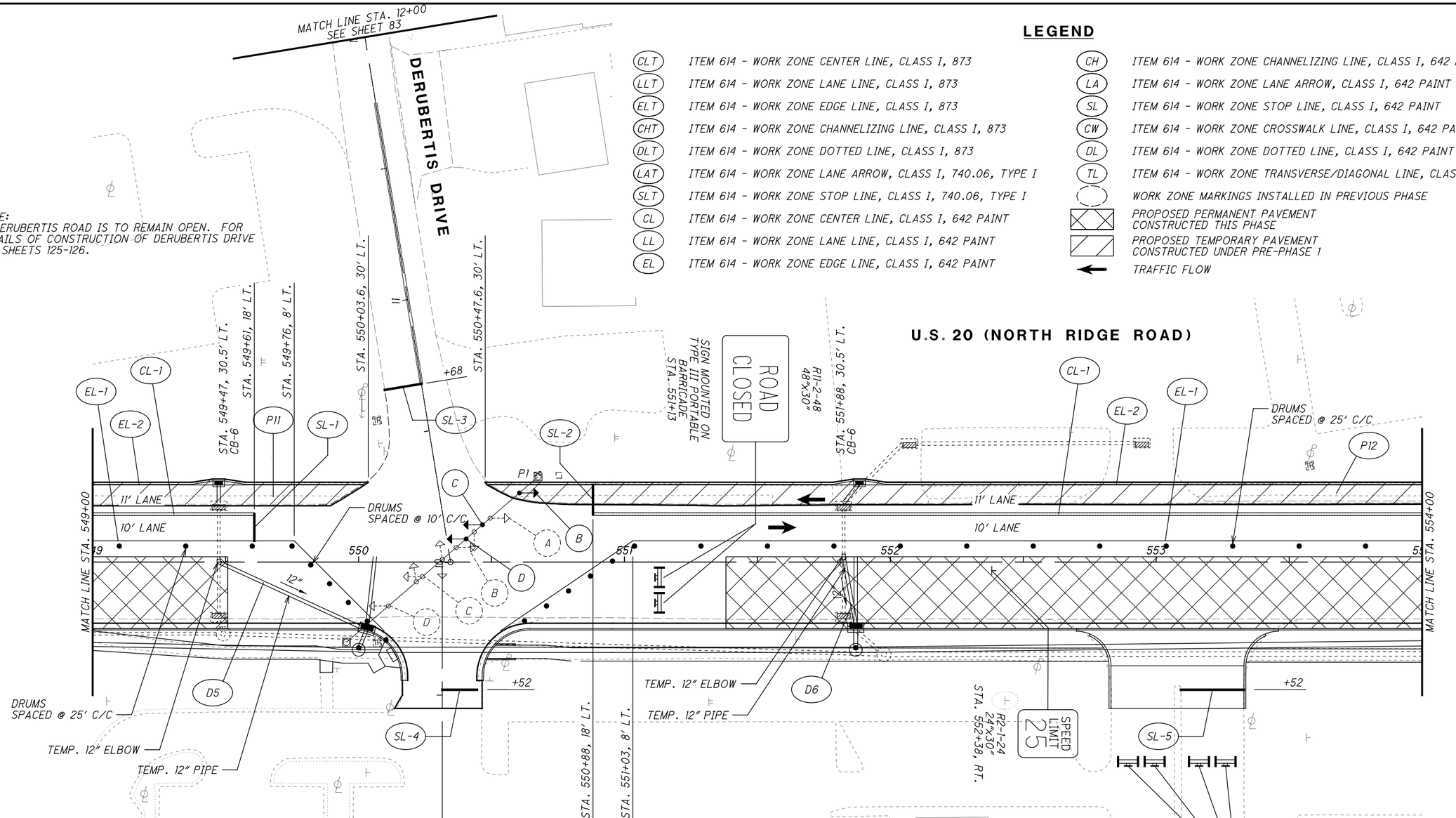

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

NOTE:
DERUBERTIS ROAD IS TO REMAIN OPEN. FOR DETAILS OF CONSTRUCTION OF DERUBERTIS DRIVE SEE SHEETS 125-126.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "B", "C", AND "D" TO THE FOLLOWING NEW LOCATIONS:

   SIGNAL HEAD "B": 9.3 FEET FROM POLE P1
   SIGNAL HEAD "C": 27.6 FEET FROM POLE P1
   SIGNAL HEAD "D": 35.7 FEET FROM POLE P1

2. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE THE MAJOR ACCESS DRIVEWAY AT STA. 550+31, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT MAJOR DRIVEWAYS WILL REMAIN OPEN DURING THE CLOSURE OF THIS DRIVE.

MAJOR ACCESS DRIVEWAY STA. 556+02

FOR CLOSURE OF MAJOR ACCESS DRIVEWAY SEE DETAILS ON SHEET 92.

ROAD CLOSED
R11-2-48
48"x30"
SIGN MOUNTED ON
TYPE III PORTABLE
BARRICADE
STA. 9+25

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 549+00 TO STA. 554+00

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NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE THE MAJOR ACCESS DRIVEWAY AT STA. 556+02, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

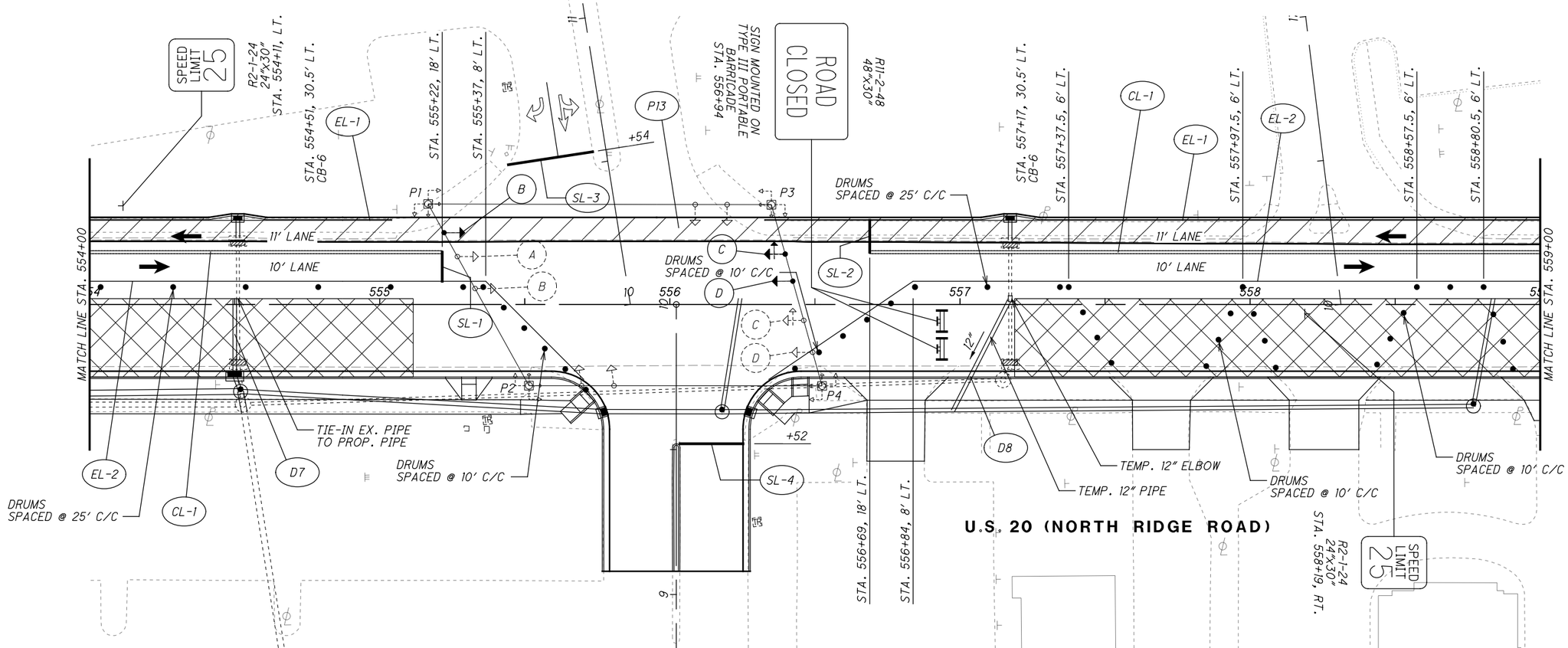
THE FOLLOWING ADJACENT MAJOR DRIVEWAYS WILL REMAIN OPEN DURING THE CLOSURE OF THIS DRIVE.

MAJOR ACCESS DRIVEWAY STA. 550+31

FOR CLOSURE OF MAJOR ACCESS DRIVE SEE DETAILS ON SHEET 92.

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A", "B", AND "C" TO THE FOLLOWING NEW LOCATIONS:

   SIGNAL HEAD "B": 11.3 FEET FROM POLE P1
   SIGNAL HEAD "C": 17.7 FEET FROM POLE P3
   SIGNAL HEAD "D": 27.4 FEET FROM POLE P3

2. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 554+00 TO STA. 559+00

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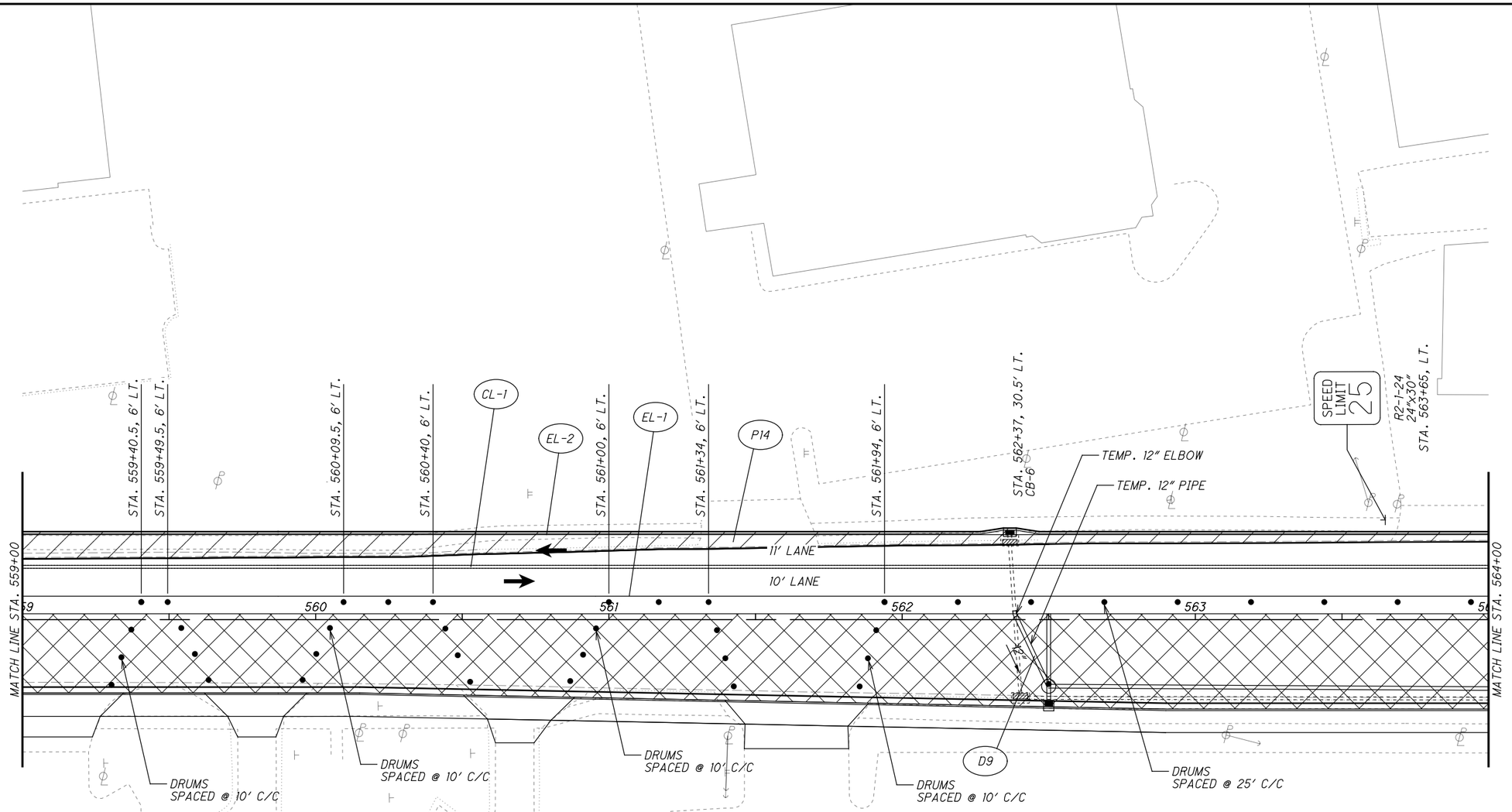

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 559+00 TO STA. 564+00

LAK-US-20-24.99

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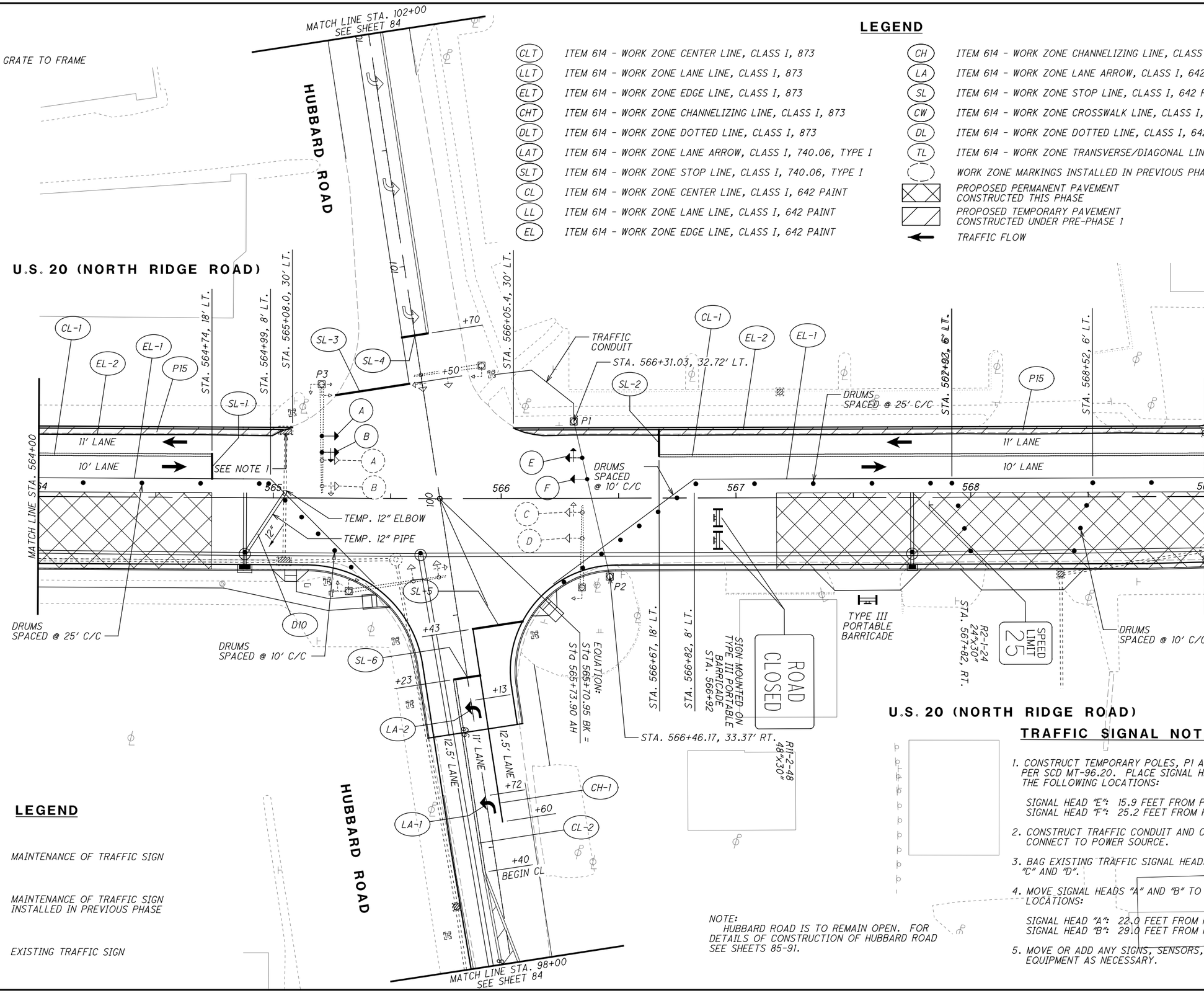
NOTES

1. WELD GRATE TO FRAME

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

NOTE:
HUBBARD ROAD IS TO REMAIN OPEN. FOR DETAILS OF CONSTRUCTION OF HUBBARD ROAD SEE SHEETS 85-91.

TRAFFIC SIGNAL NOTES

1. CONSTRUCT TEMPORARY POLES, P1 AND P2, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "E": 15.9 FEET FROM POLE P1
   SIGNAL HEAD "F": 25.2 FEET FROM POLE P1

2. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.
3. BAG EXISTING TRAFFIC SIGNAL HEADS, "C" AND "D".
4. MOVE SIGNAL HEADS "A" AND "B" TO THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "A": 22.0 FEET FROM POLE P3
   SIGNAL HEAD "B": 29.0 FEET FROM POLE P3

5. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 564+00 TO STA. 569+00

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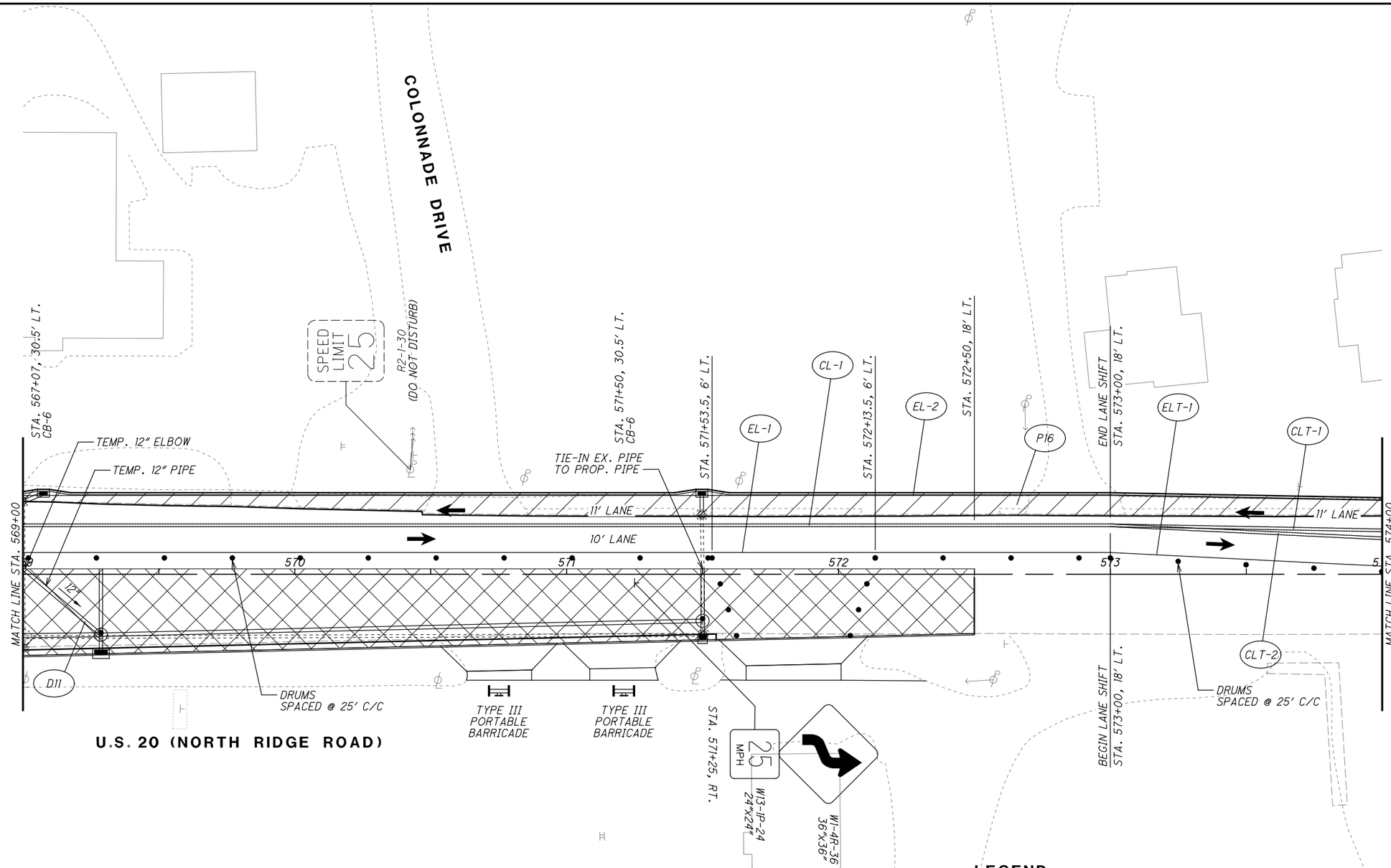

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT

CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 569+00 TO STA. 574+00

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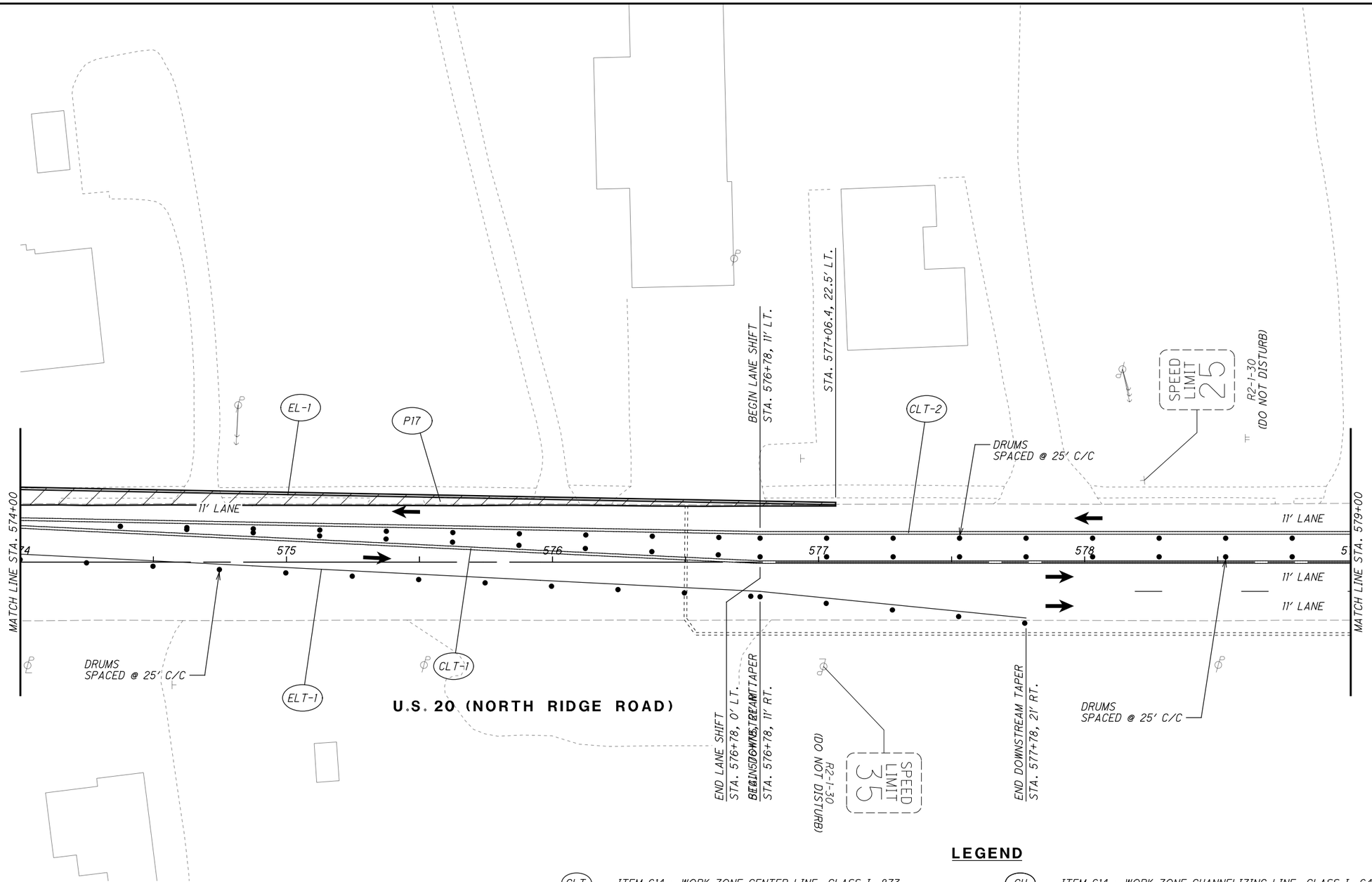

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
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EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
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CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 574+00 TO STA. 579+00

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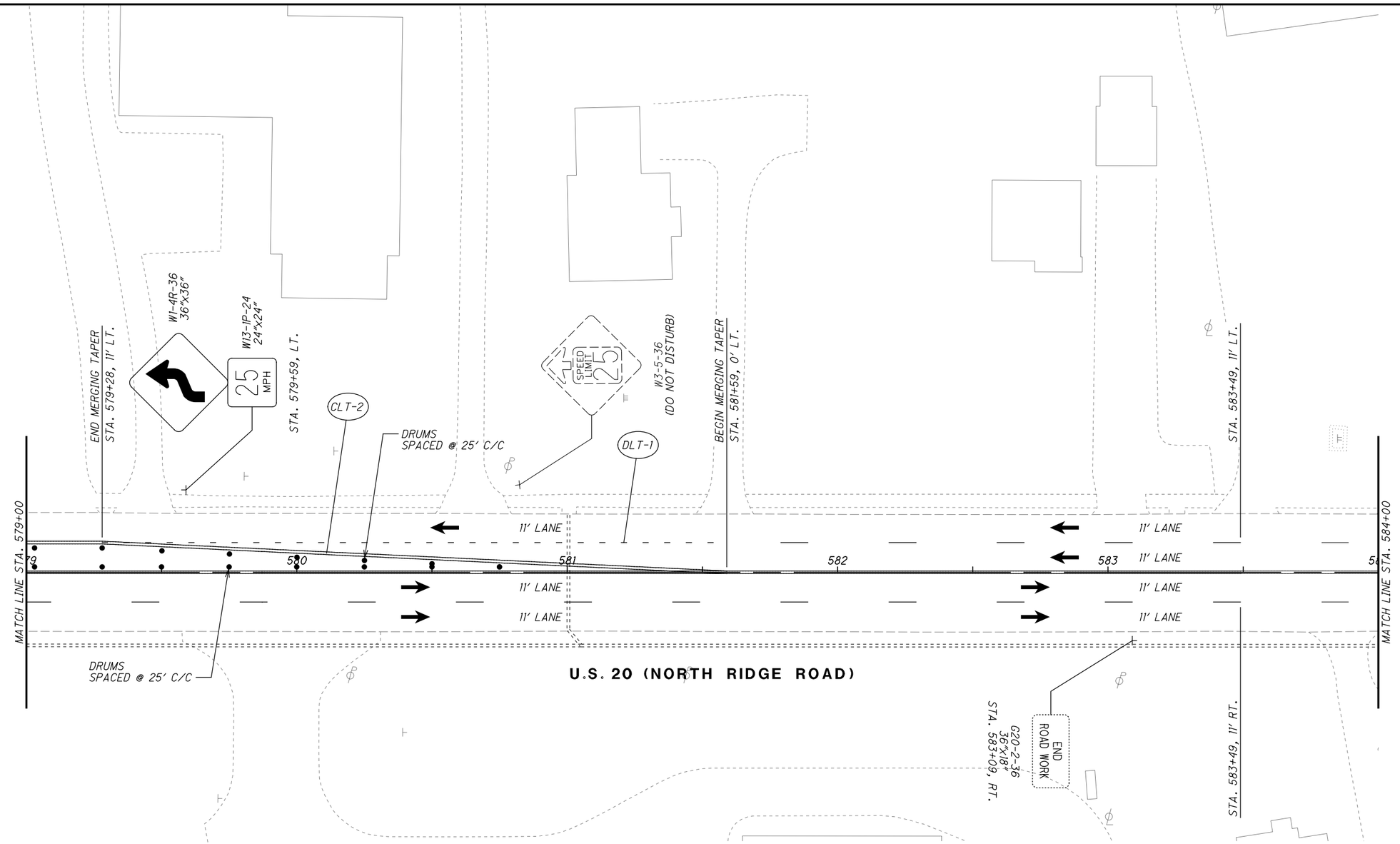

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 579+00 TO STA. 584+00

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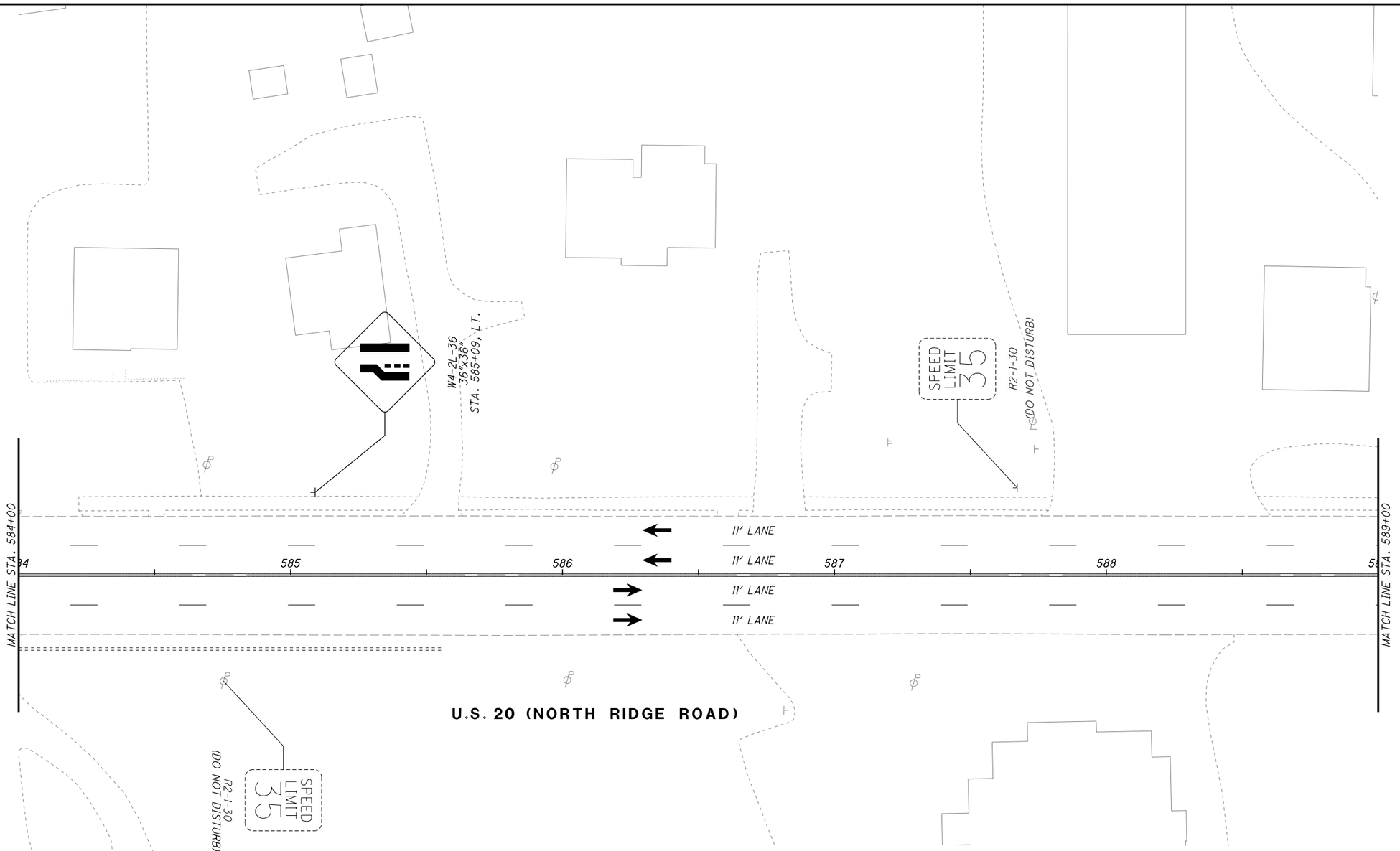

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 584+00 TO STA. 589+00

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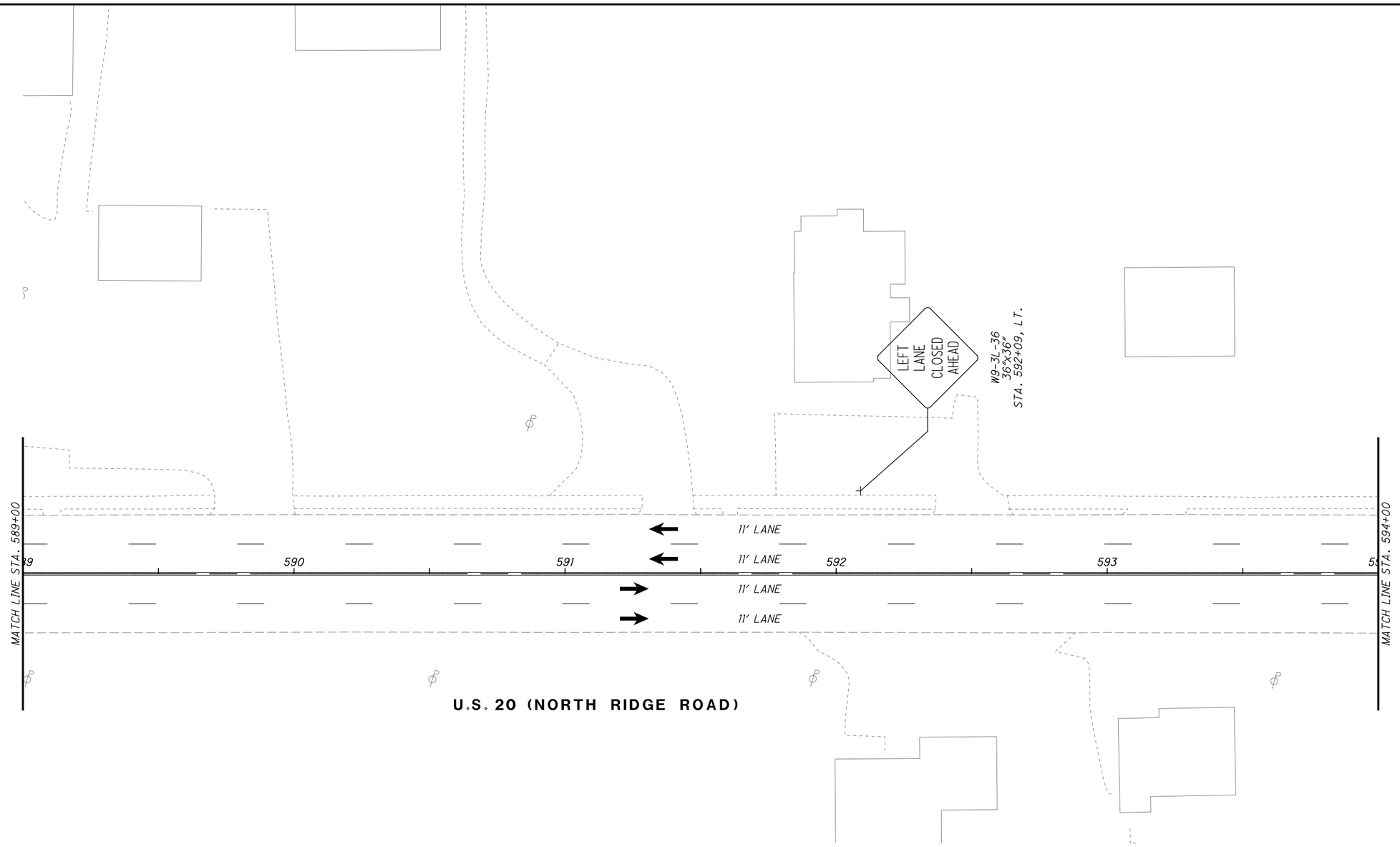

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 589+00 TO STA. 594+00

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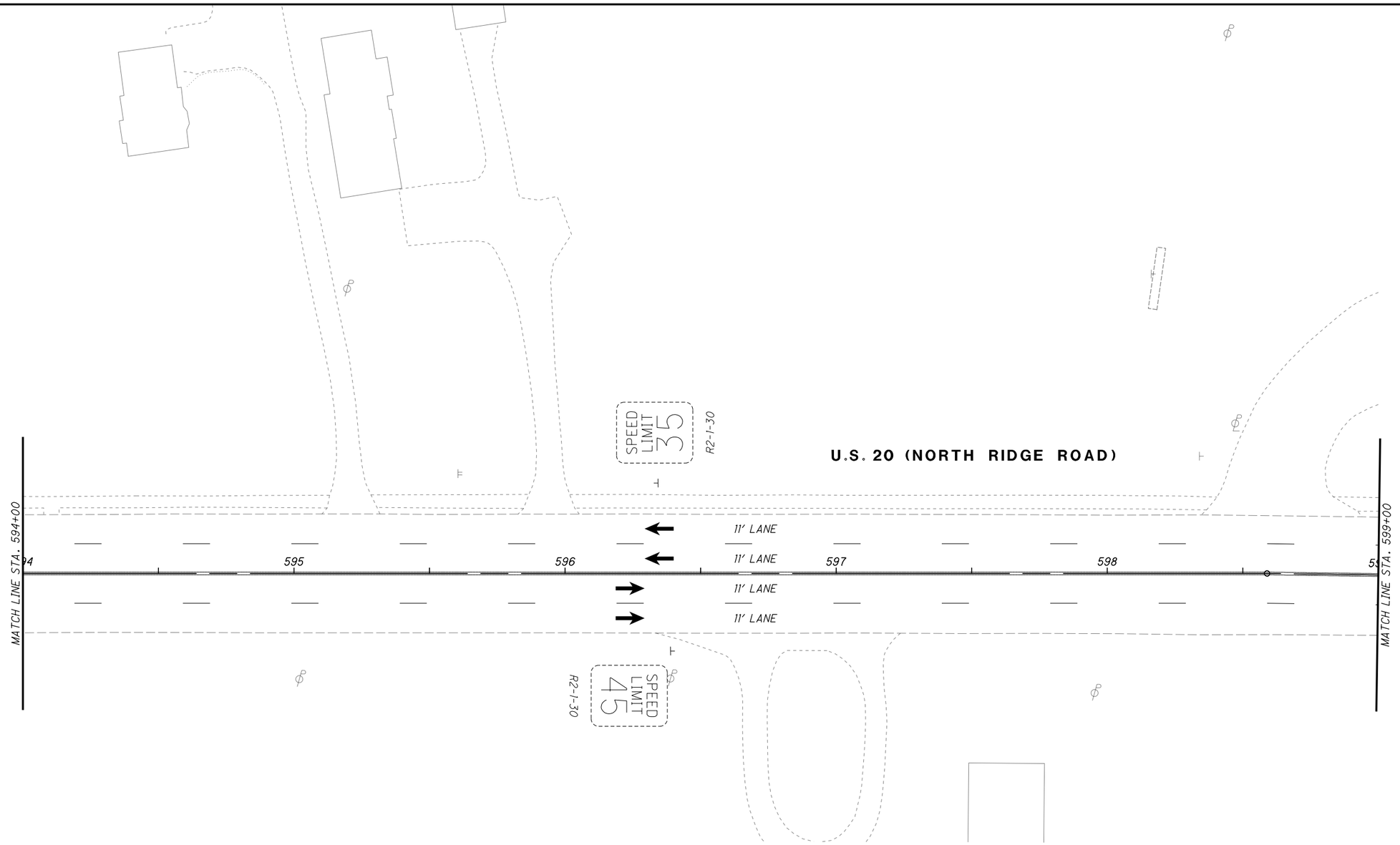

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 594+00 TO STA. 599+00

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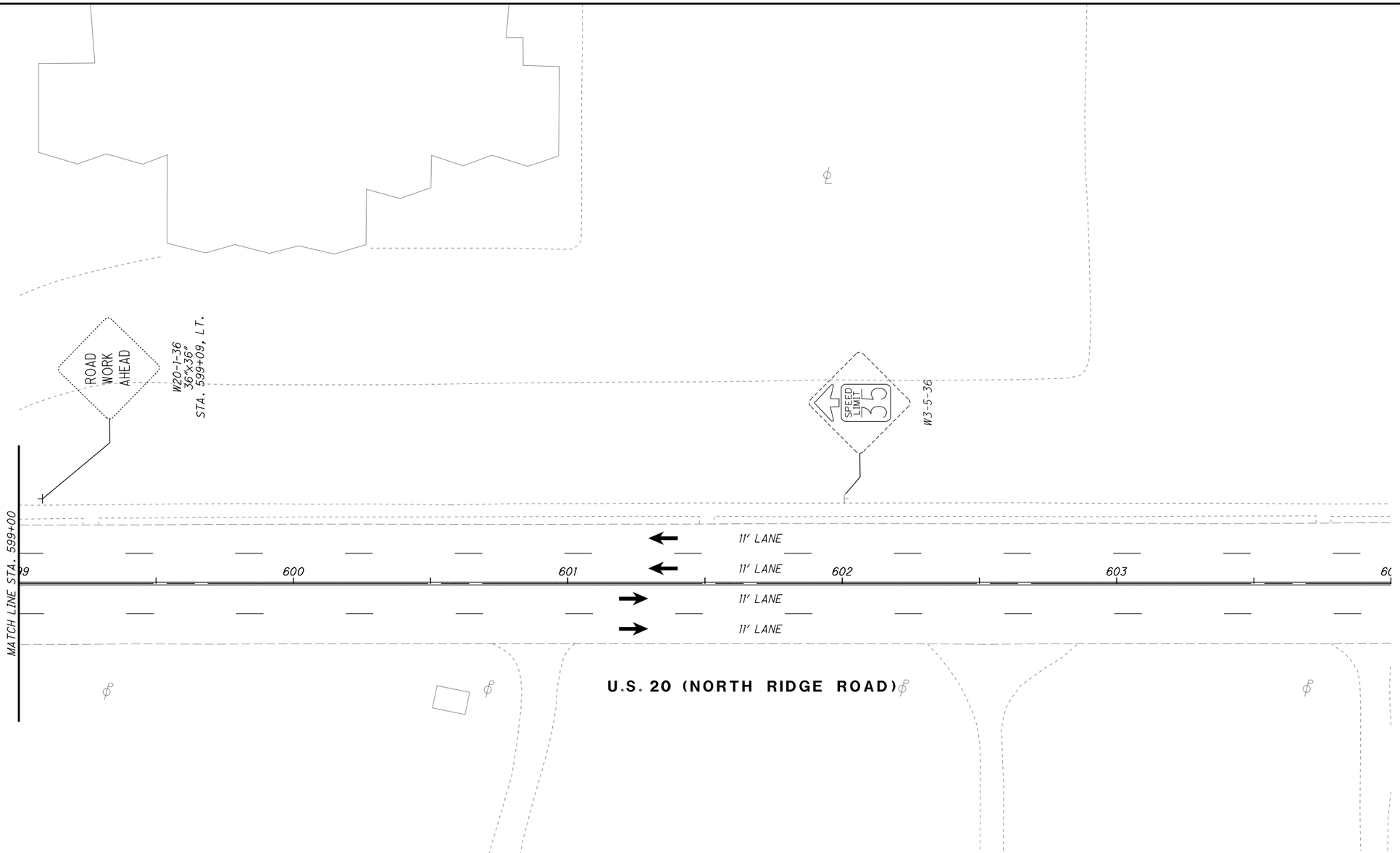

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 599+00 TO STA. 604+00

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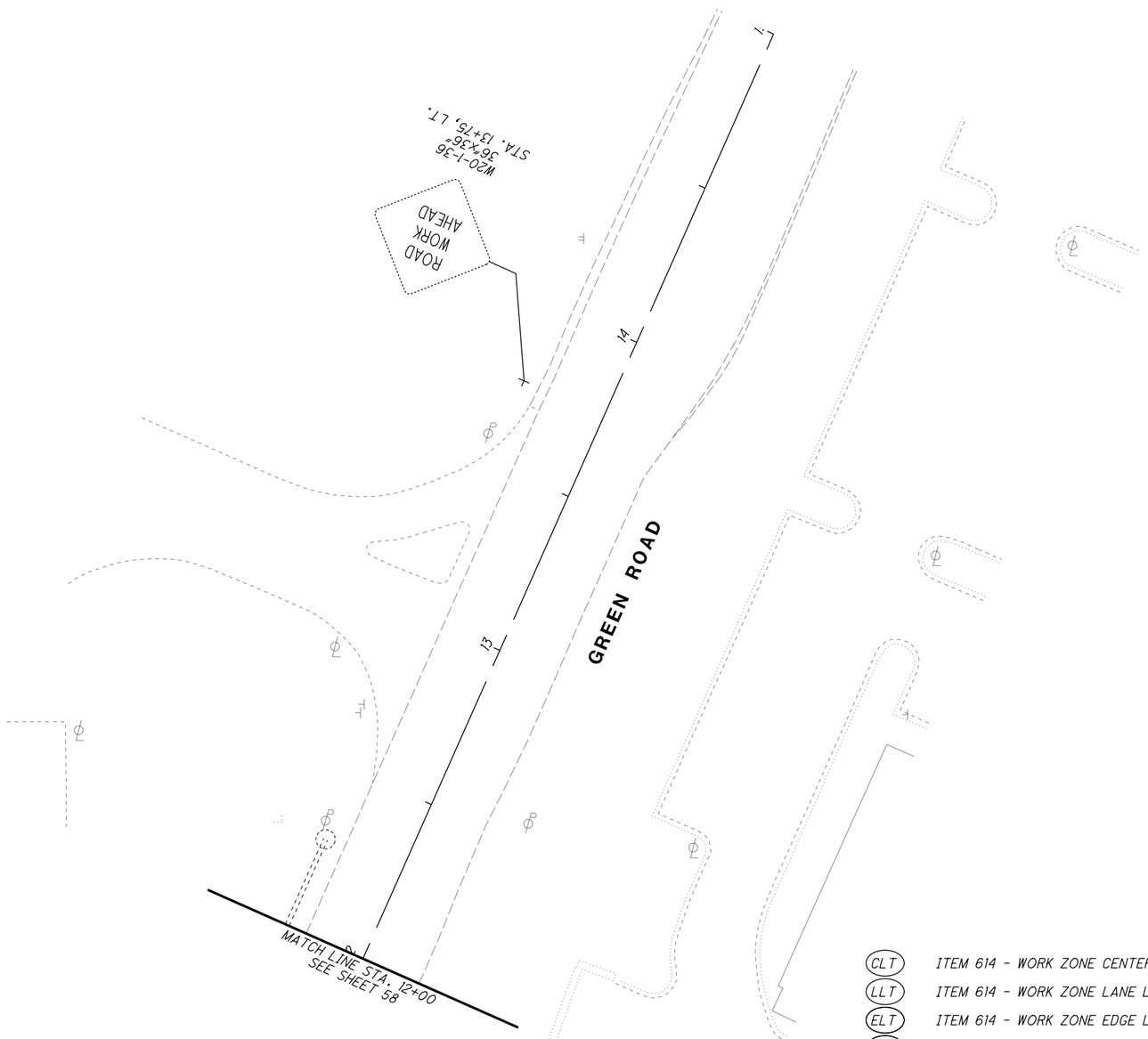

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
GREEN ROAD

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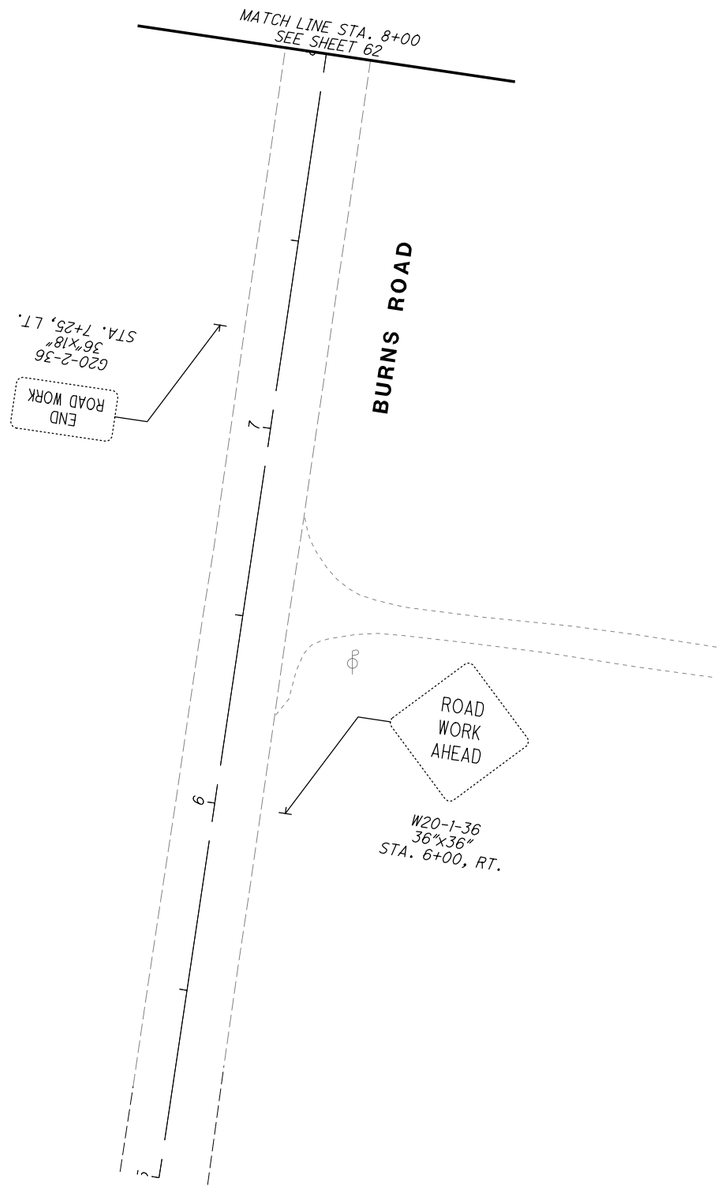

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873	CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873	LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
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CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873	CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873	DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I	TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I		WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT		PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT		PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT		TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
BURNS ROAD

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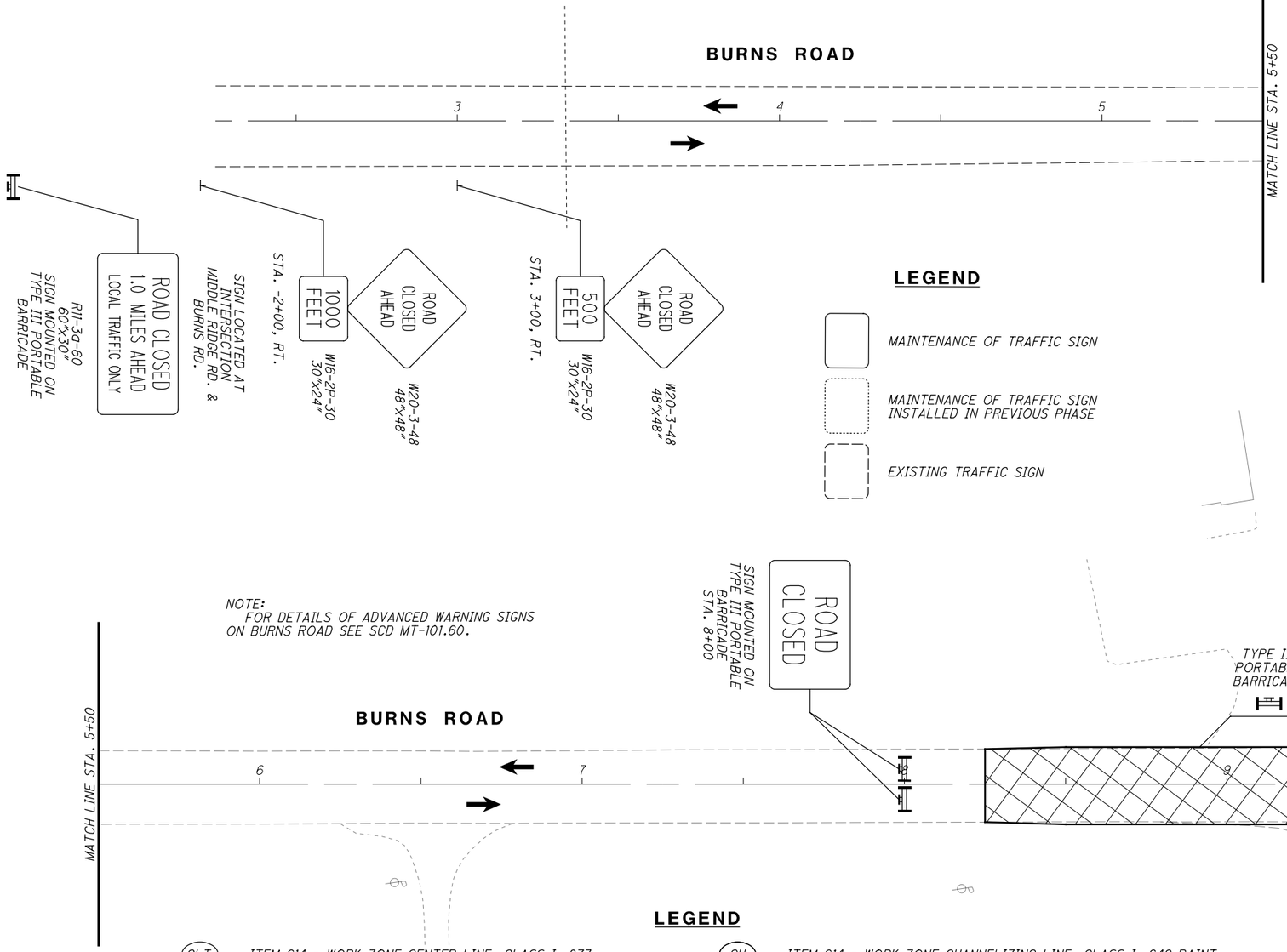
NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE BURNS ROAD AT STA. 517+13, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT BURNS ROAD REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

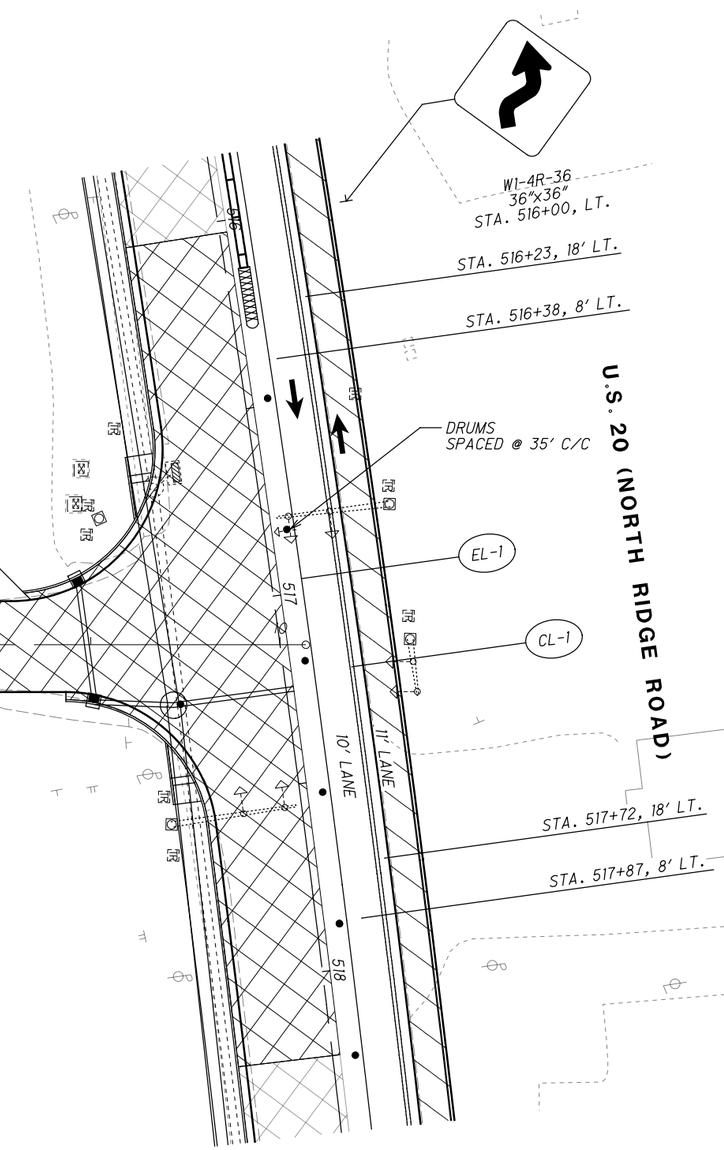
THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT SIDE STREETS WILL REMAIN OPEN DURING THE CLOSURE OF THIS SIDE STREET.

McMACKIN ROAD	STA. 433+80
HUBBARD ROAD	STA. 565+71

FOR DETOUR ROUTE SEE SHEET 28.





LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873	CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873	LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
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CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873	CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I		WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT		PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT		PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT		TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
BURNS ROAD

LAK-US-20-24.99

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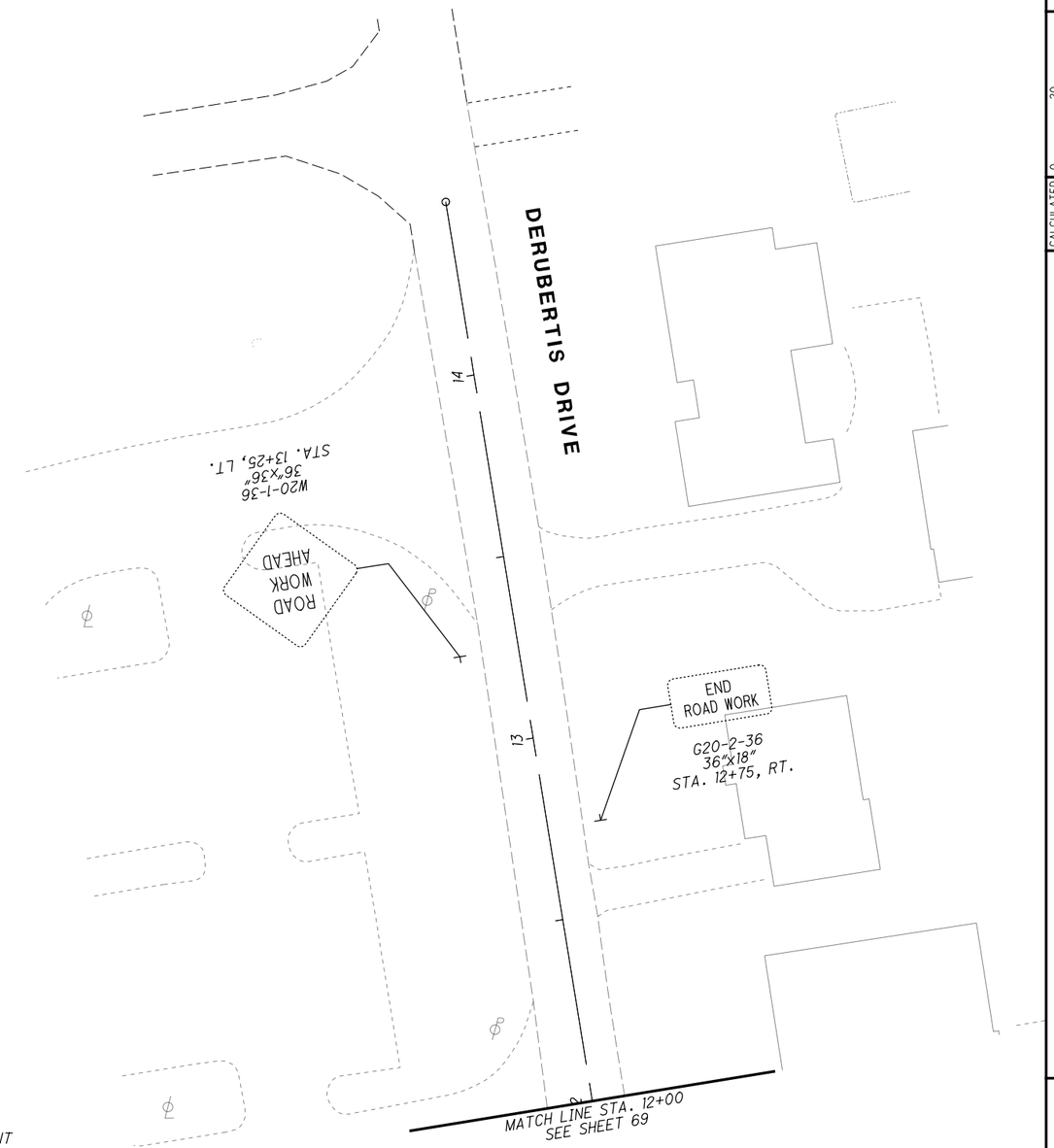
LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN



LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873	CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873	LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873	SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873	CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873	DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I	TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I		WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT		PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT		PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT		TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
DERUBERTIS DRIVE

LAK-US-20-24.99

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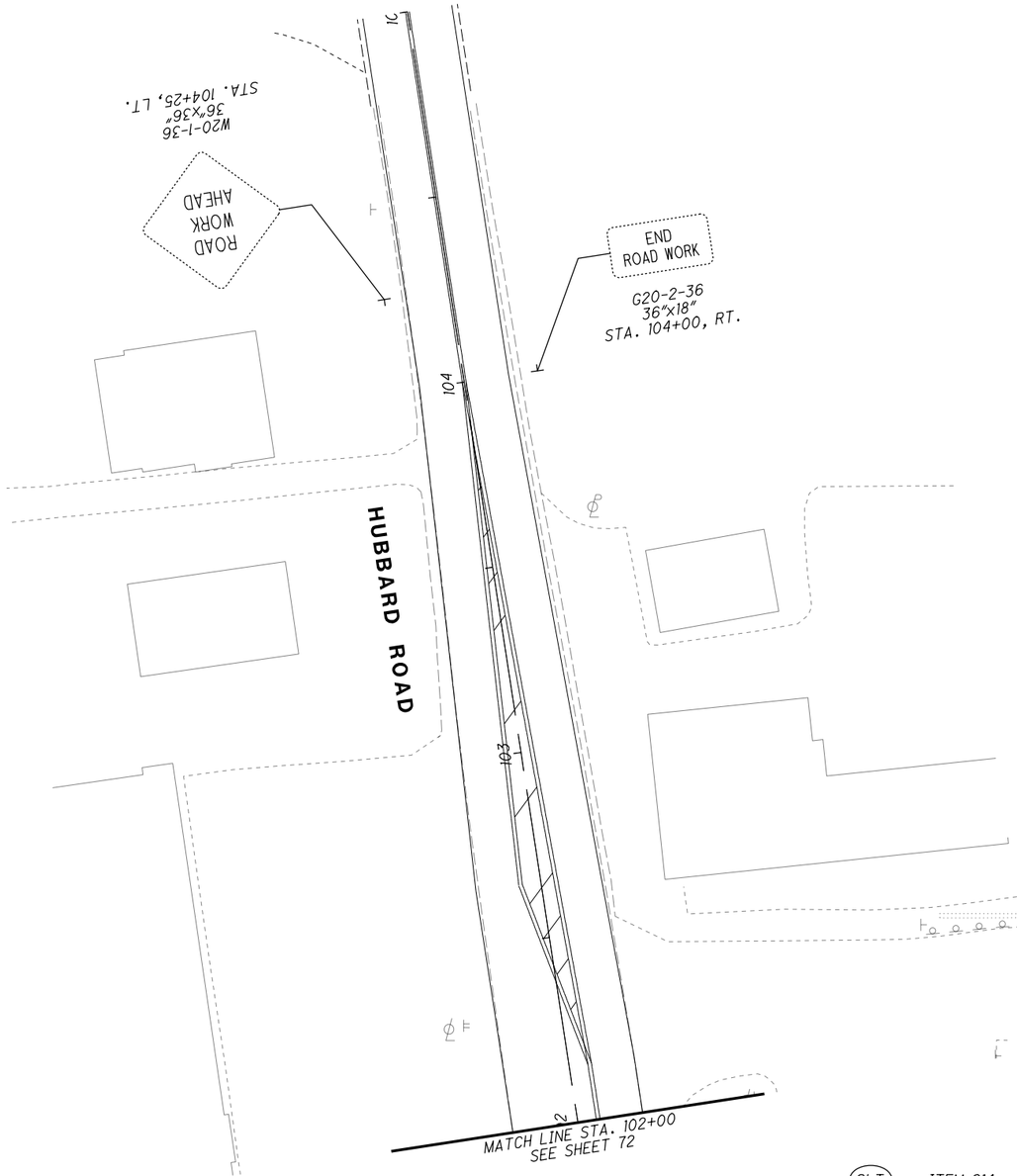

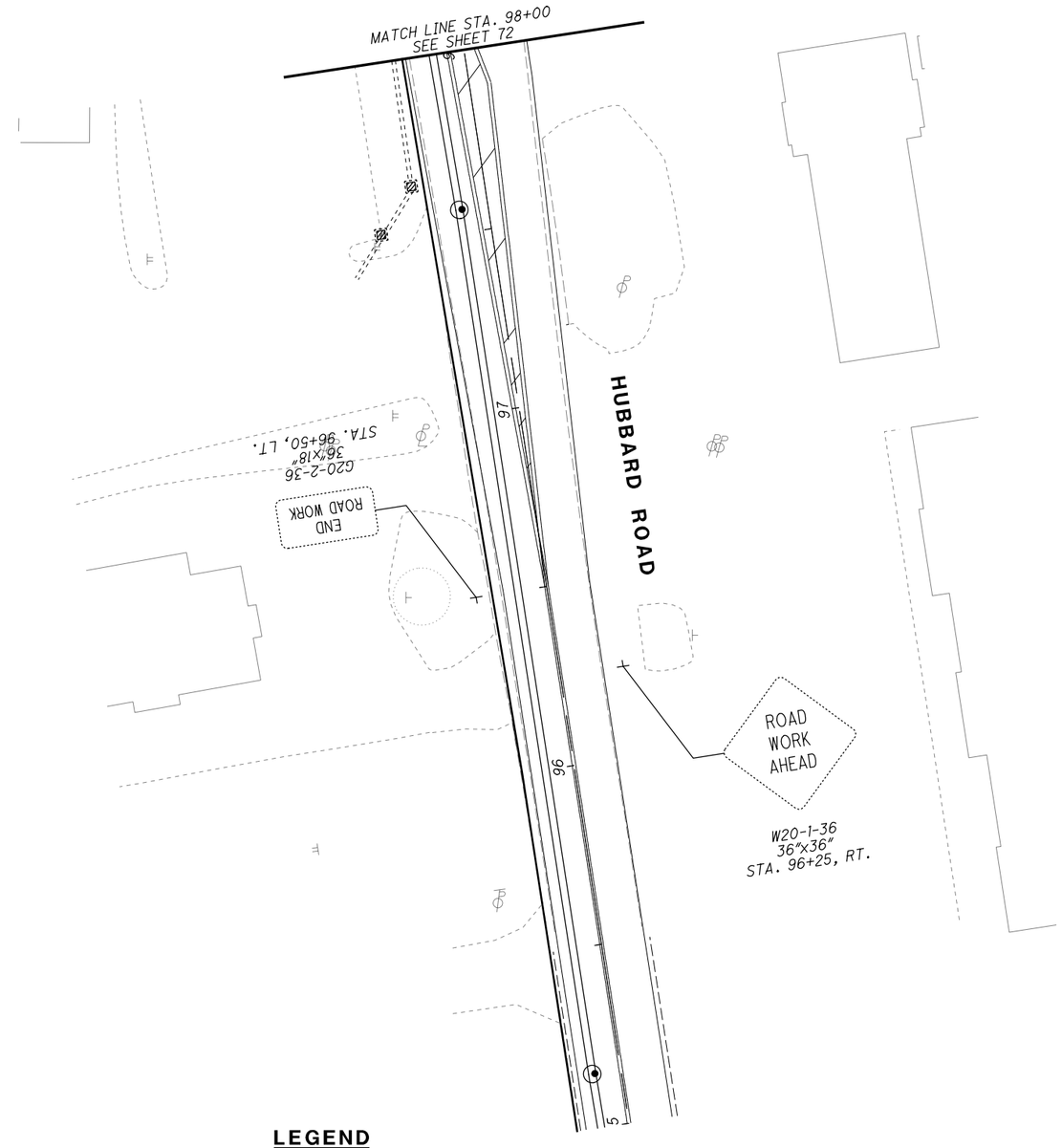

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
HUBBARD ROAD

LAK-US-20-24.99

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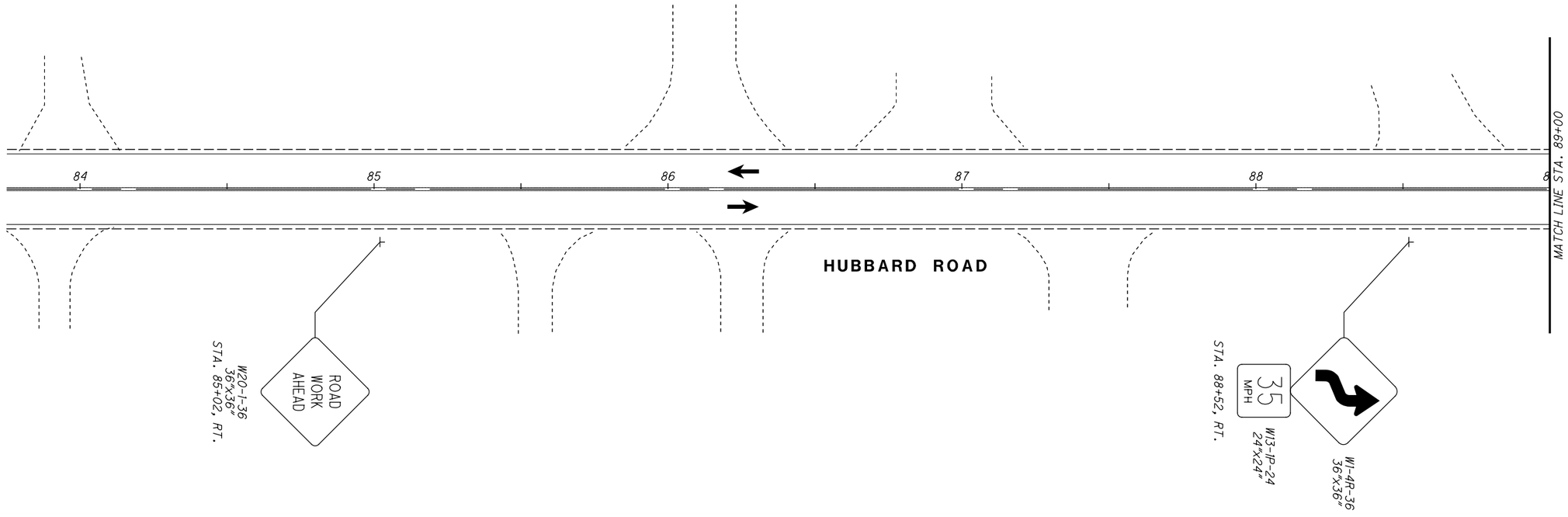

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1A
HUBBARD RD - STA. 84+00 TO STA. 89+00

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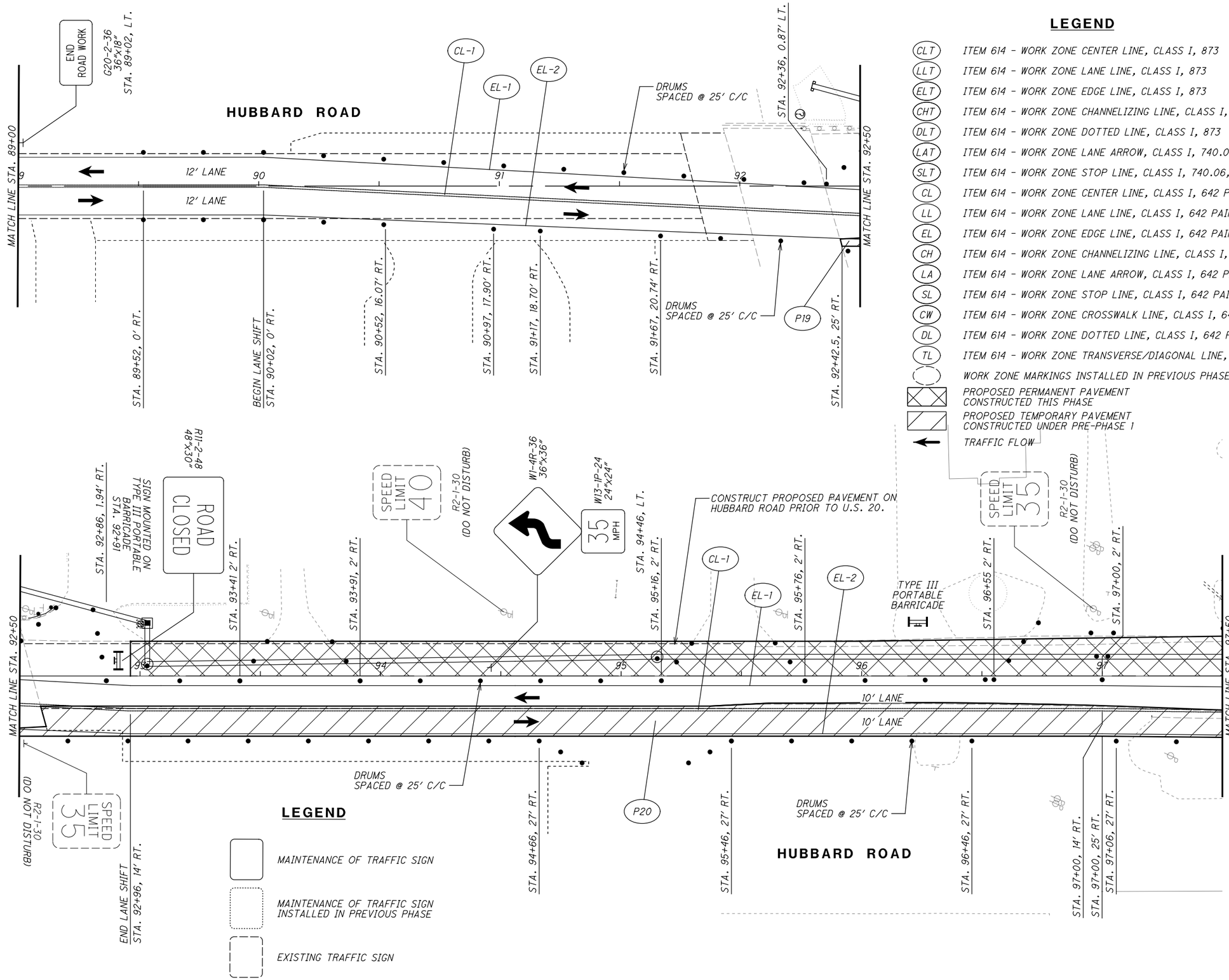

LEGEND

- CLT — ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT — ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT — ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT — ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- LAT — ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
- SLT — ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL — ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL — ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH — ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
- LA — ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL — ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW — ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL — ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL — ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
- TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1A
HUBBARD RD - STA. 89+00 TO STA. 97+50

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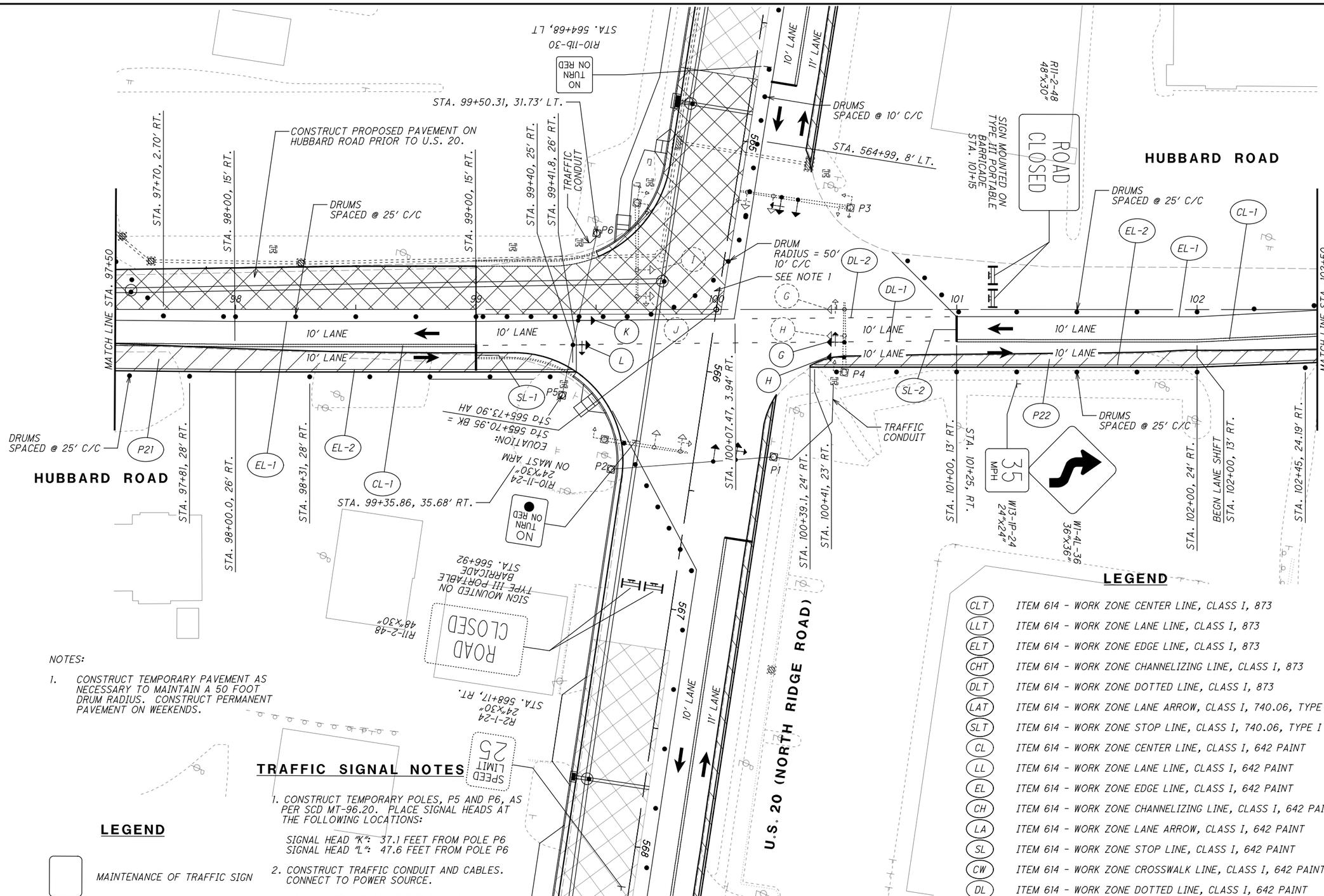

NOTES:

1. CONSTRUCT TEMPORARY PAVEMENT AS NECESSARY TO MAINTAIN A 50 FOOT DRUM RADIUS. CONSTRUCT PERMANENT PAVEMENT ON WEEKENDS.

TRAFFIC SIGNAL NOTES

1. CONSTRUCT TEMPORARY POLES, P5 AND P6, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "K": 37.1 FEET FROM POLE P6
   SIGNAL HEAD "L": 47.6 FEET FROM POLE P6

2. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.
3. BAG EXISTING TRAFFIC SIGNAL HEADS, "I" AND "J".
4. MOVE SIGNAL HEADS "G" AND "H" TO THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "G": 12.5 FEET FROM POLE P4
   SIGNAL HEAD "H": 6.3 FEET FROM POLE P4

5. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1A
HUBBARD RD - STA. 97+50 TO STA. 102+50

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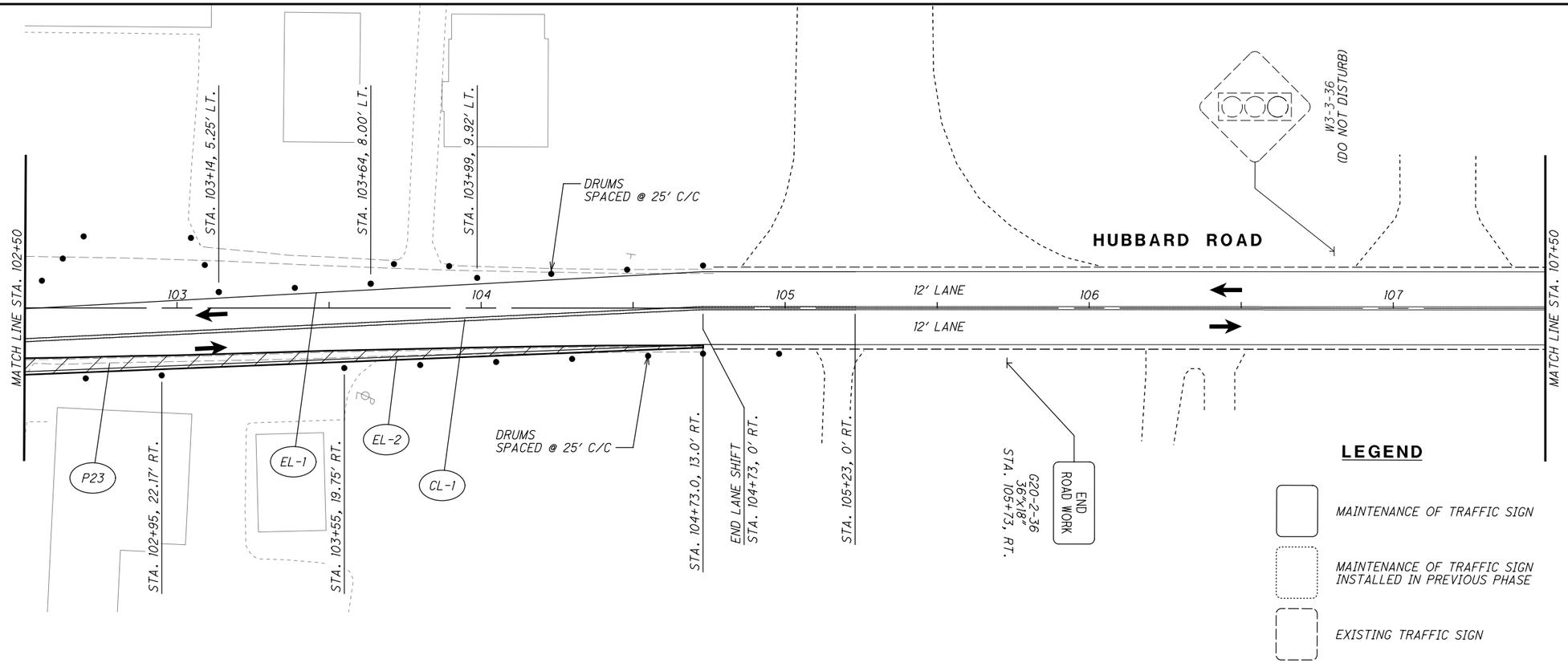
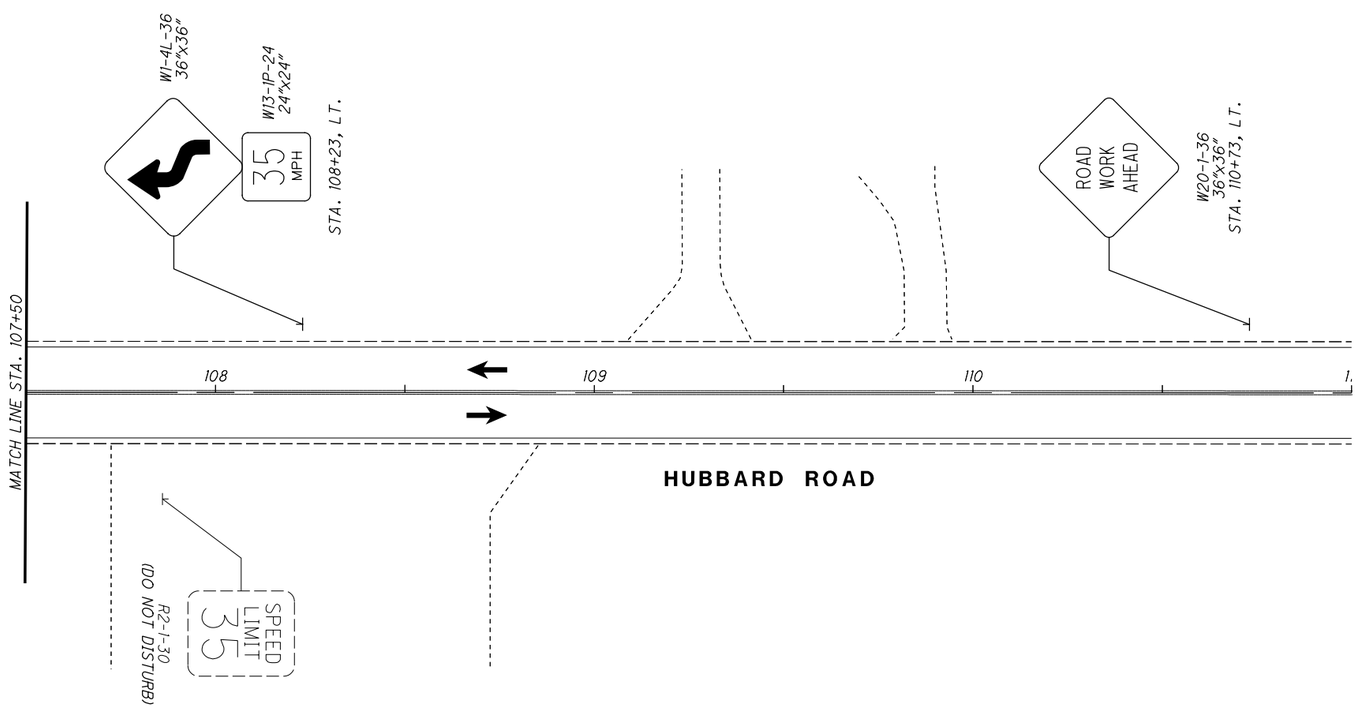


LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN



LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1A
HUBBARD RD - STA. 102+50 TO STA. 110+50

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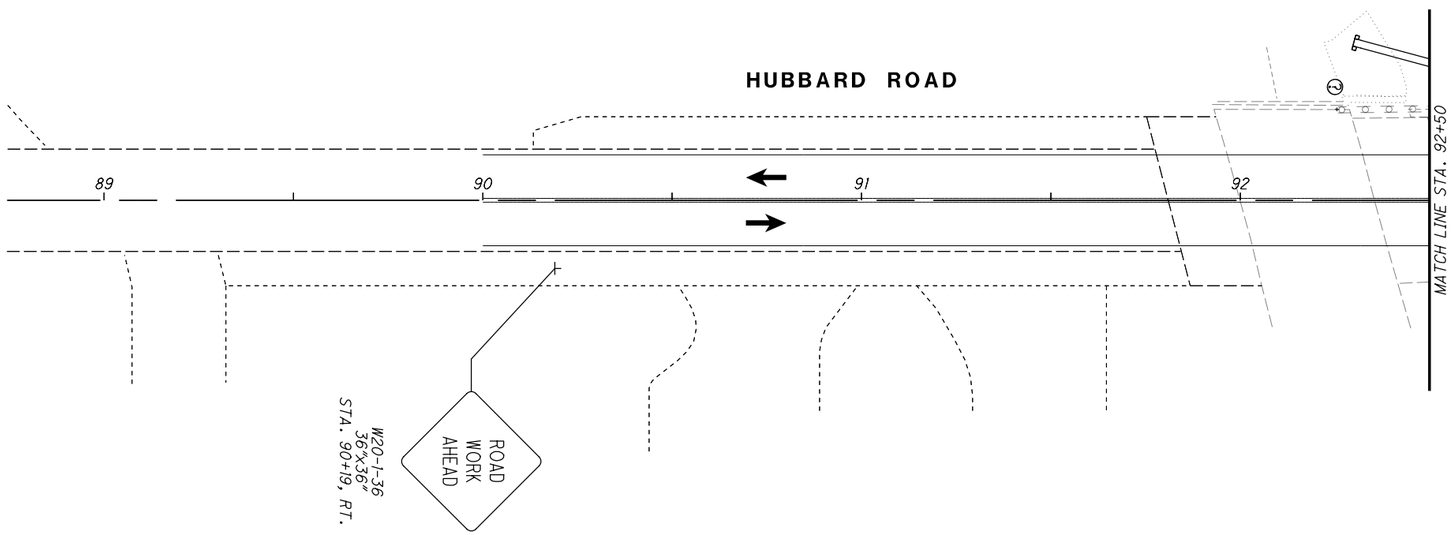
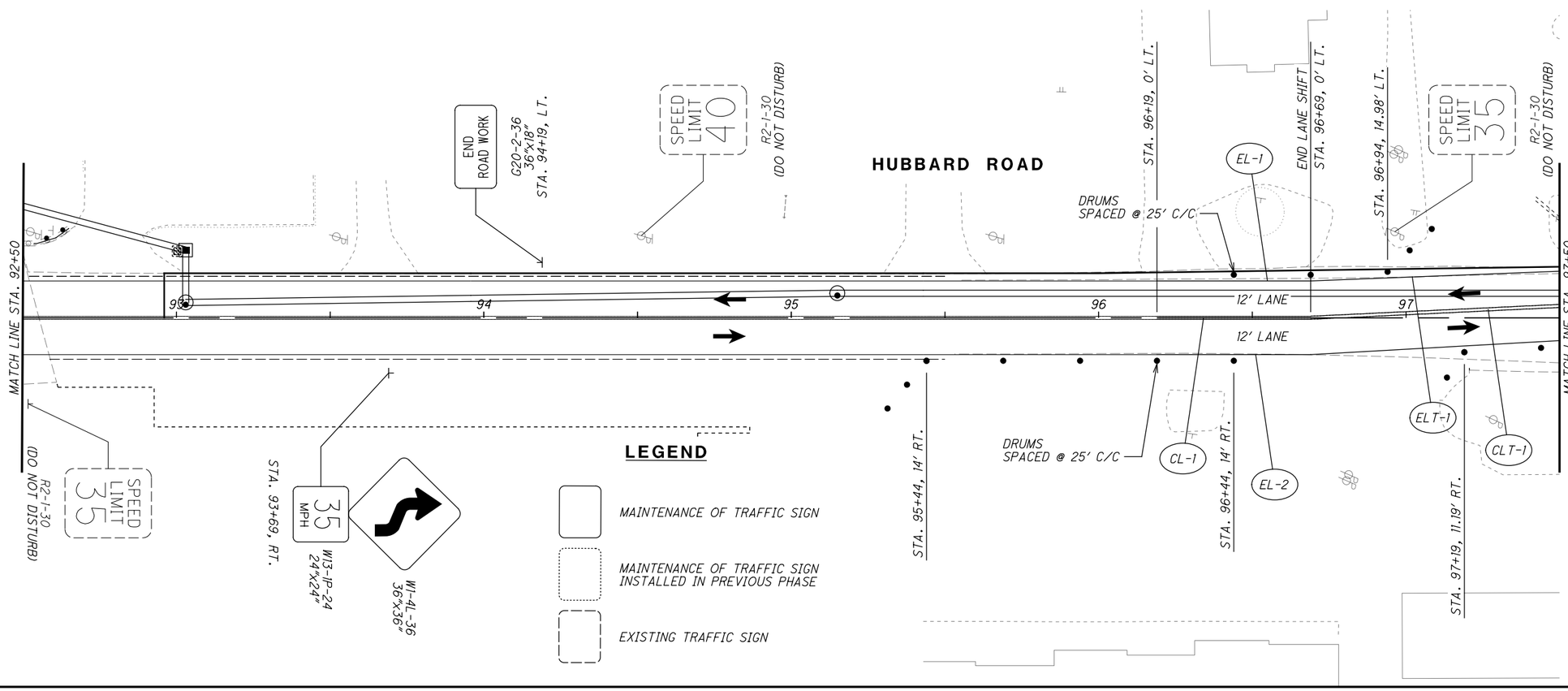


LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



LEGEND

	MAINTENANCE OF TRAFFIC SIGN
	MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
	EXISTING TRAFFIC SIGN

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1B
HUBBARD RD STA. 89+50 TO STA. 97+50

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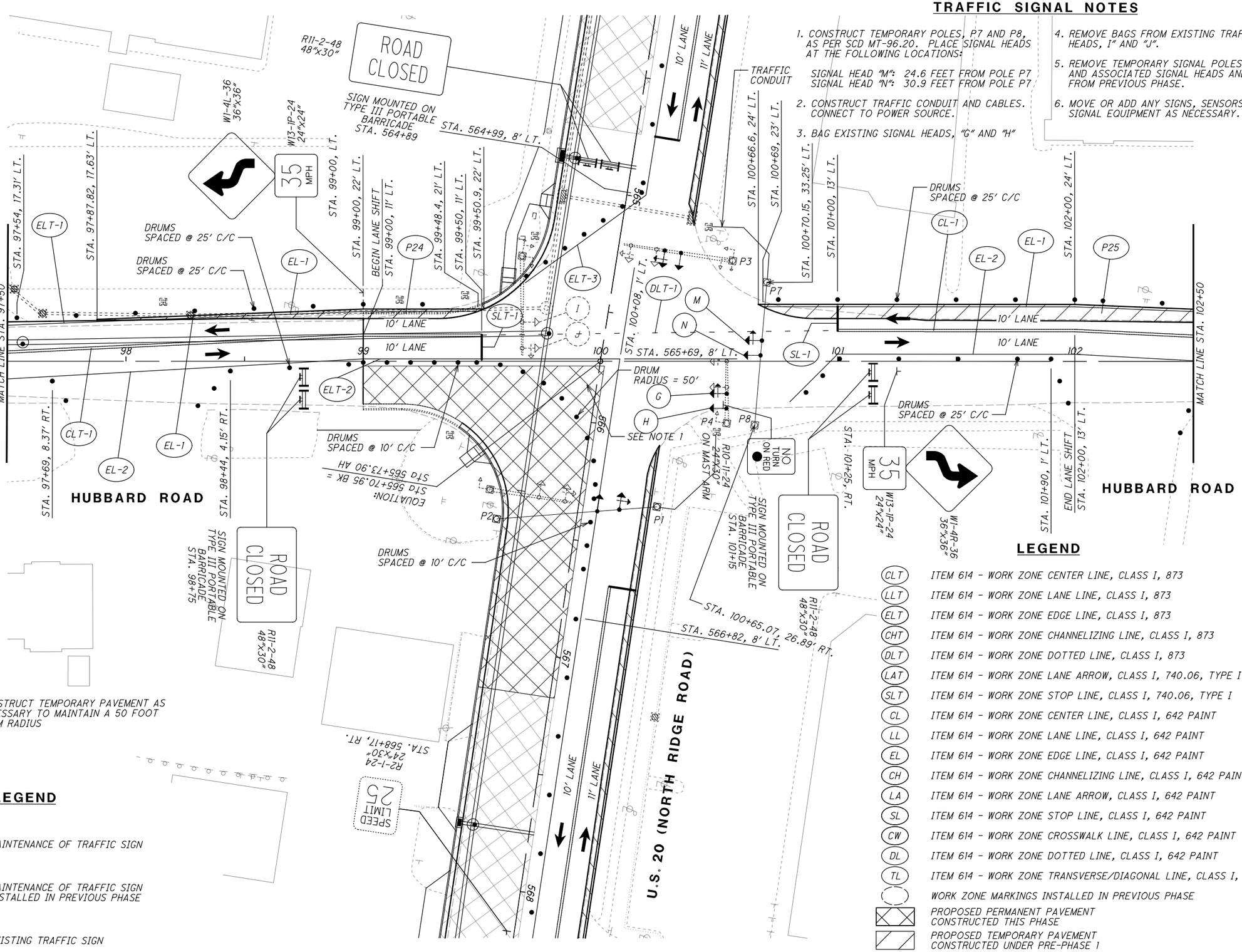

TRAFFIC SIGNAL NOTES

1. CONSTRUCT TEMPORARY POLES, P7 AND P8, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "M": 24.6 FEET FROM POLE P7
   SIGNAL HEAD "N": 30.9 FEET FROM POLE P7

2. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.
3. BAG EXISTING SIGNAL HEADS, "G" AND "H"
4. REMOVE BAGS FROM EXISTING TRAFFIC SIGNAL HEADS, I" AND "J".
5. REMOVE TEMPORARY SIGNAL POLES P5 AND P6 AND ASSOCIATED SIGNAL HEADS AND EQUIPMENT FROM PREVIOUS PHASE.
6. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

LEGEND

- CLT — ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT — ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT — ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT — ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- LAT — ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
- SLT — ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL — ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL — ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH — ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
- LA — ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL — ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW — ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL — ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL — ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
- TRAFFIC FLOW

NOTES:

1. CONSTRUCT TEMPORARY PAVEMENT AS NECESSARY TO MAINTAIN A 50 FOOT DRUM RADIUS

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1B
HUBBARD RD - STA. 97+50 TO STA. 102+50

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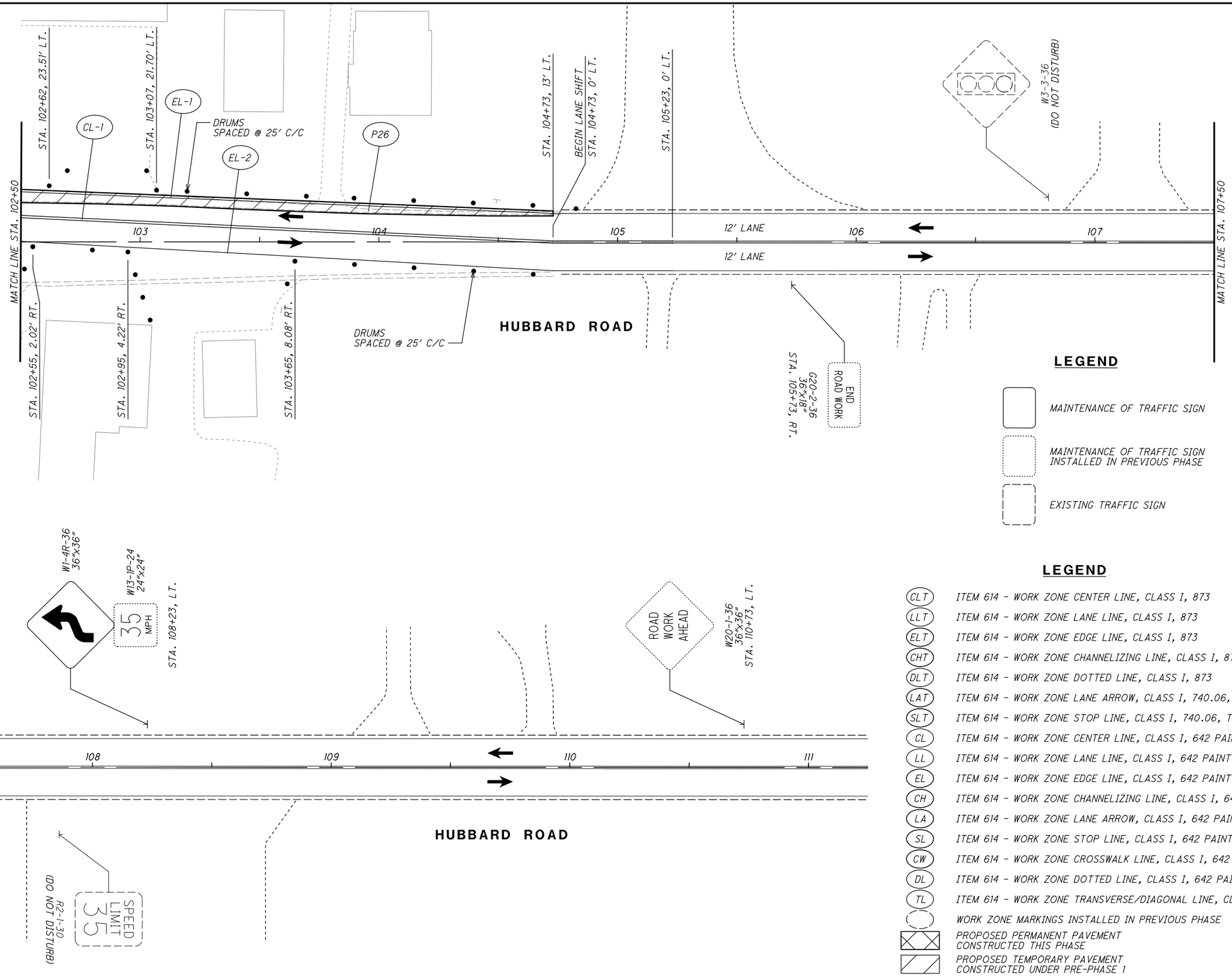

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1B
HUBBARD RD - STA. 102+50 TO STA. 110+50

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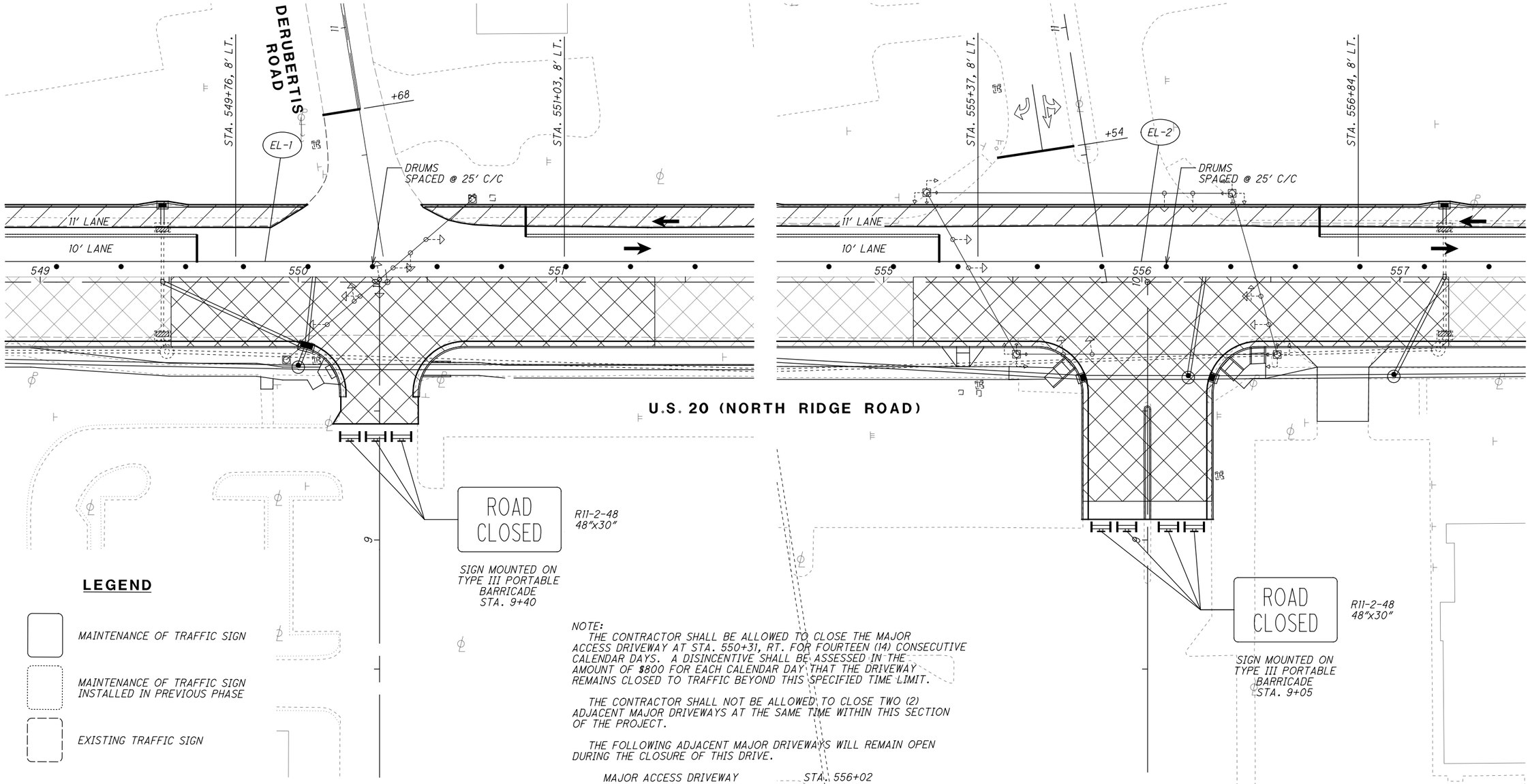

NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE THE MAJOR ACCESS DRIVEWAY AT STA. 550+31, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT MAJOR DRIVEWAYS WILL REMAIN OPEN DURING THE CLOSURE OF THIS DRIVE.

MAJOR ACCESS DRIVEWAY STA. 556+02

NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE THE MAJOR ACCESS DRIVEWAY AT STA. 556+02, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT MAJOR DRIVEWAYS WILL REMAIN OPEN DURING THE CLOSURE OF THIS DRIVE.

MAJOR ACCESS DRIVEWAY STA. 550+31

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
MAJOR ACCESS DRIVEWAYS

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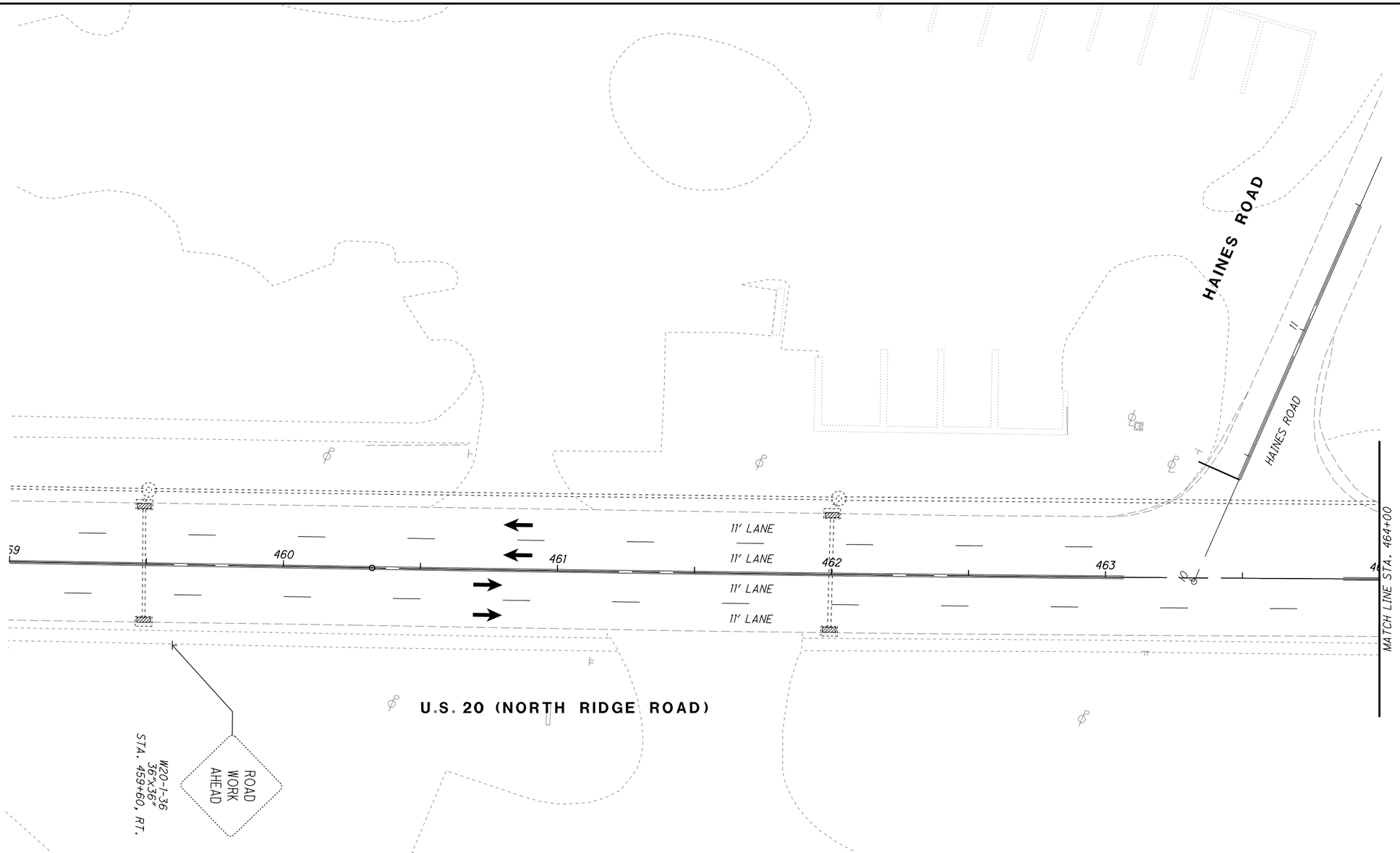

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 459+00 TO STA. 464+00

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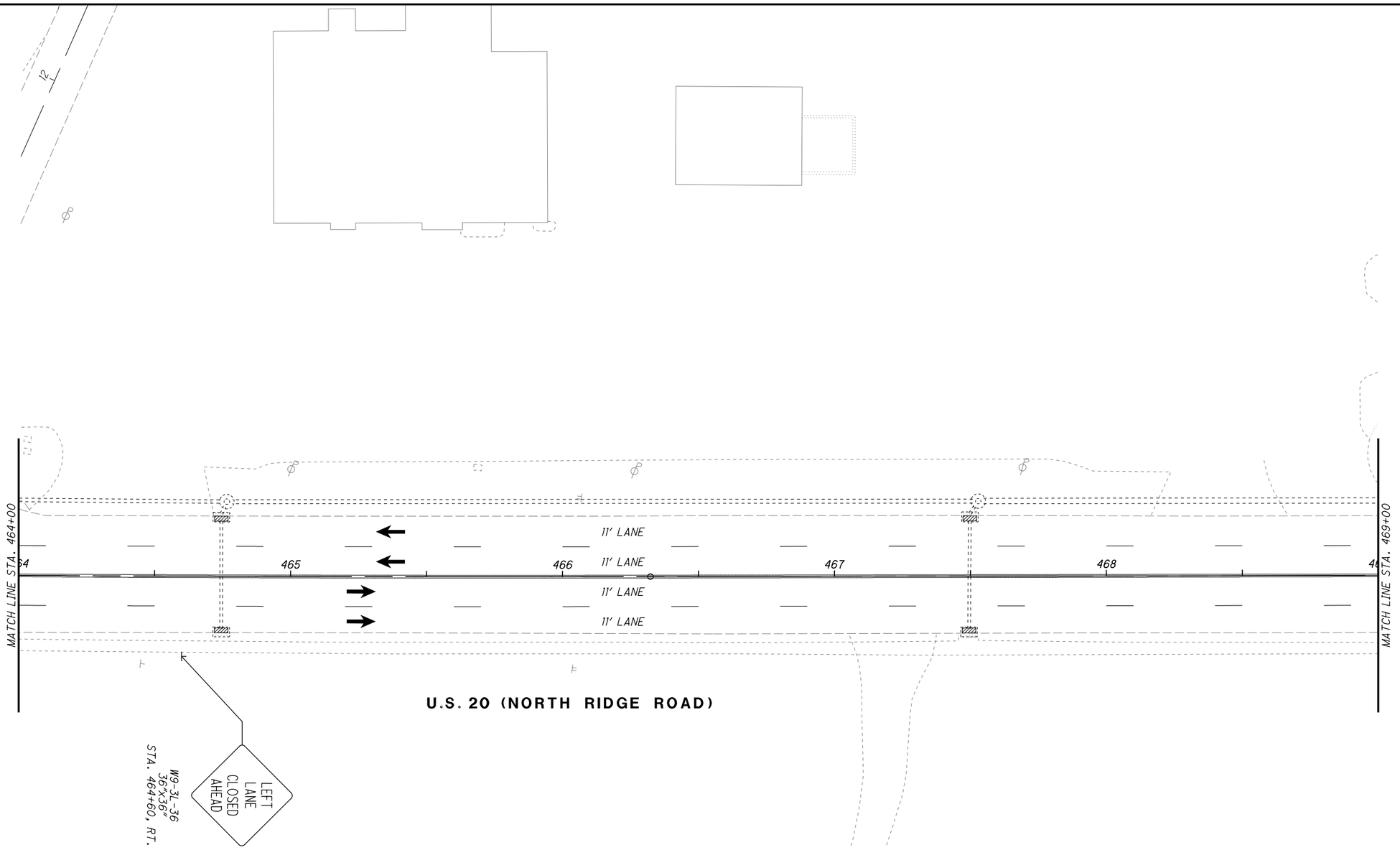

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
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LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 464+00 TO STA. 469+00

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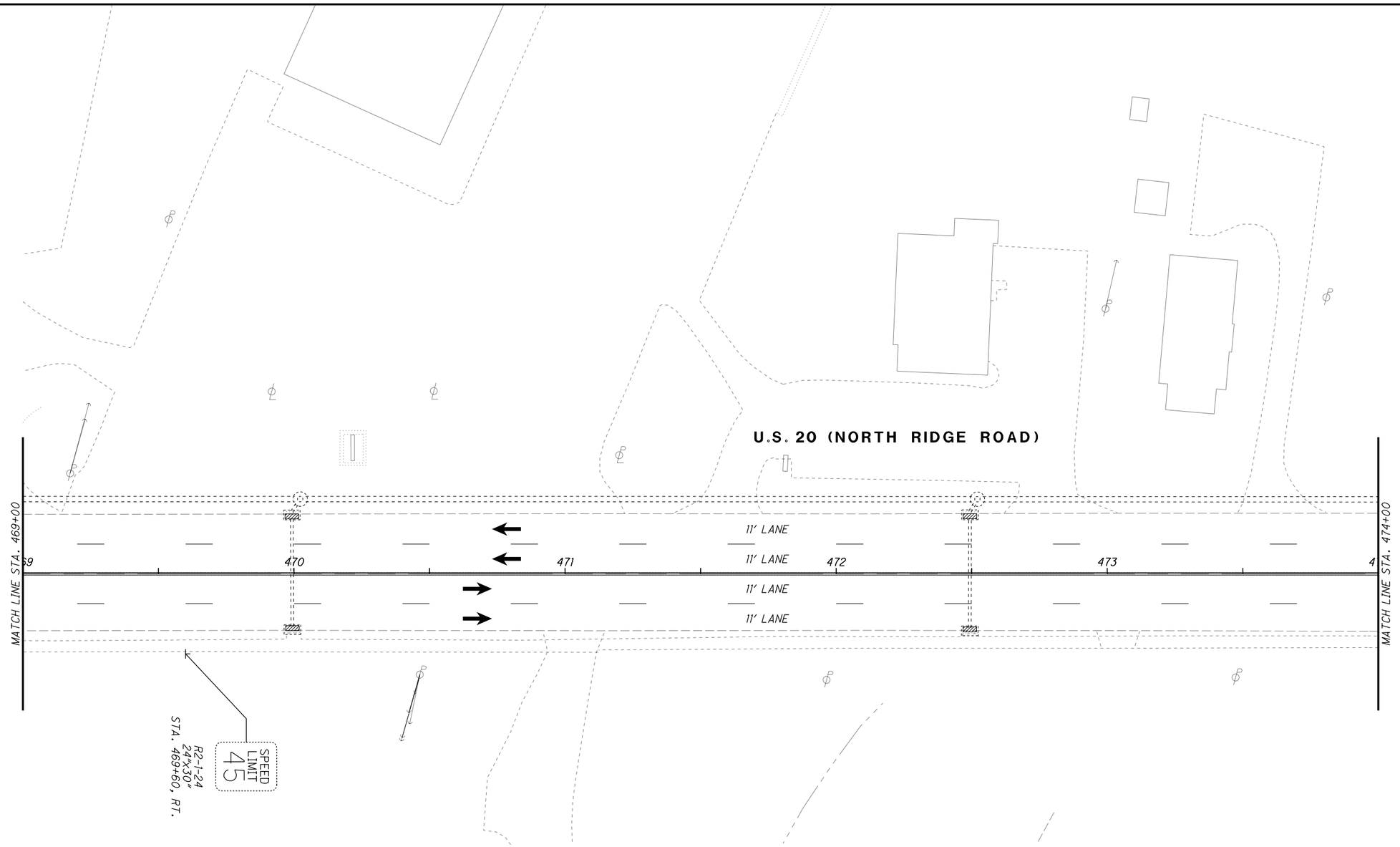

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
- TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 469+00 TO STA. 474+00

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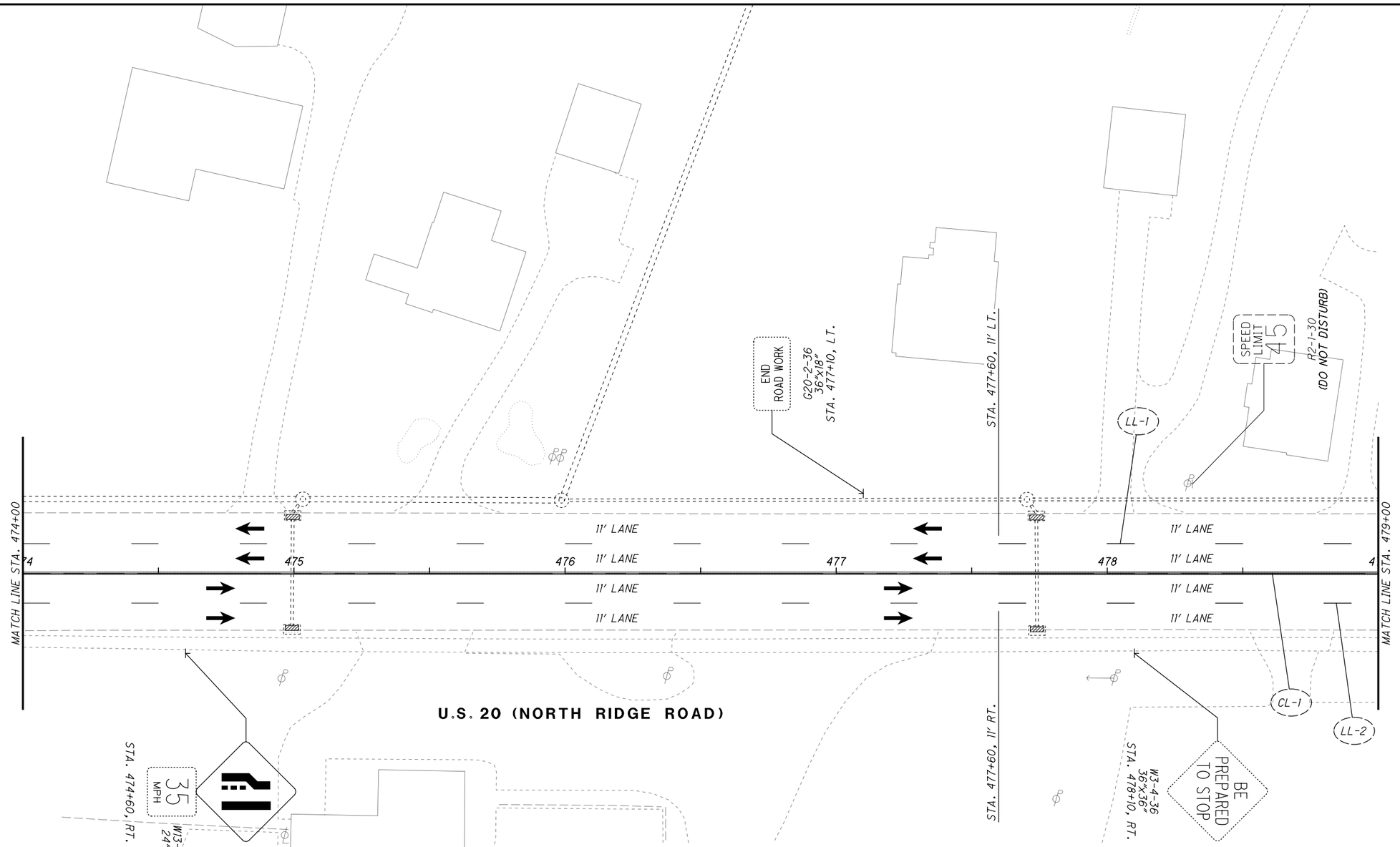

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 474+00 TO STA. 479+00

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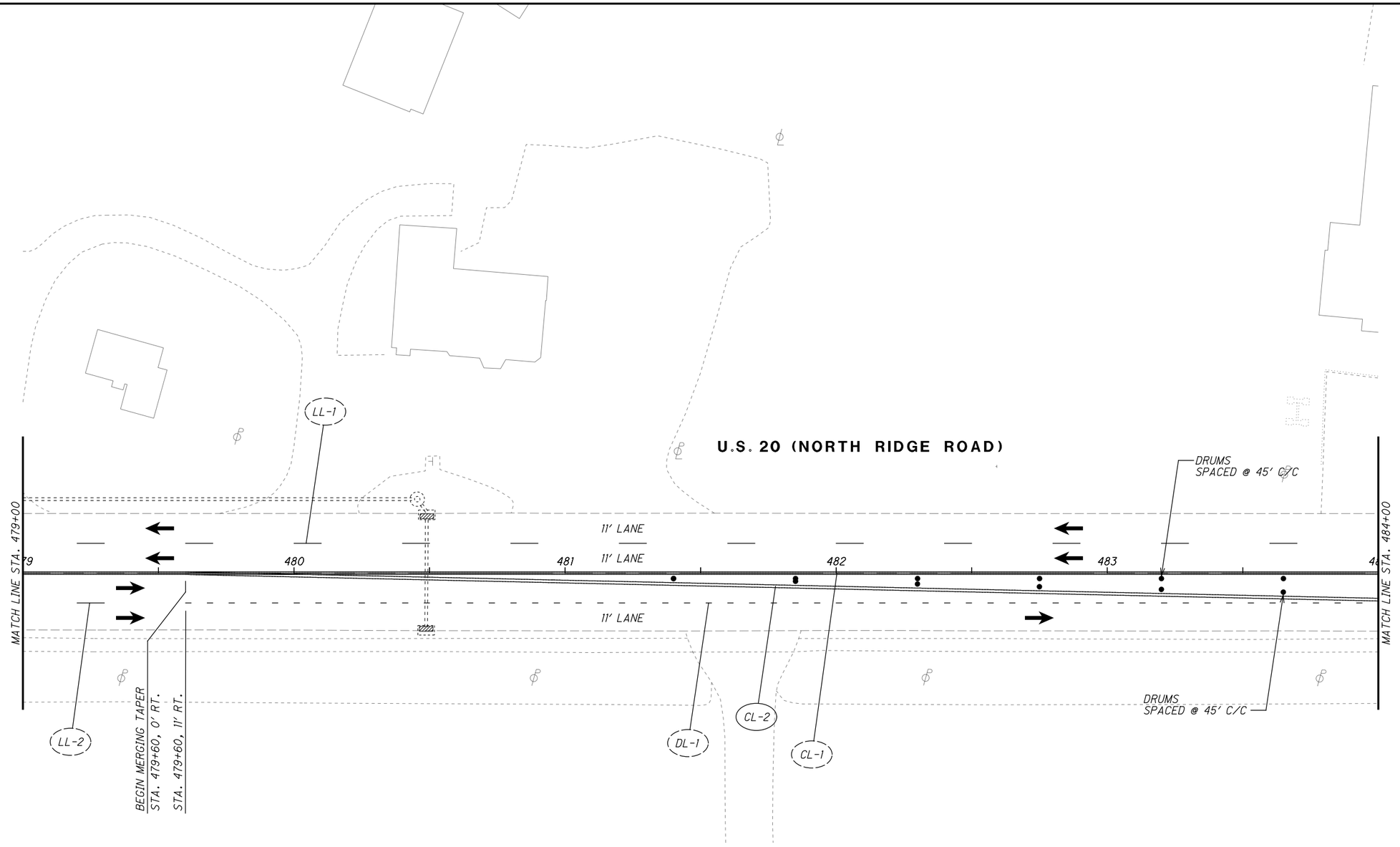

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 479+00 TO STA. 484+00

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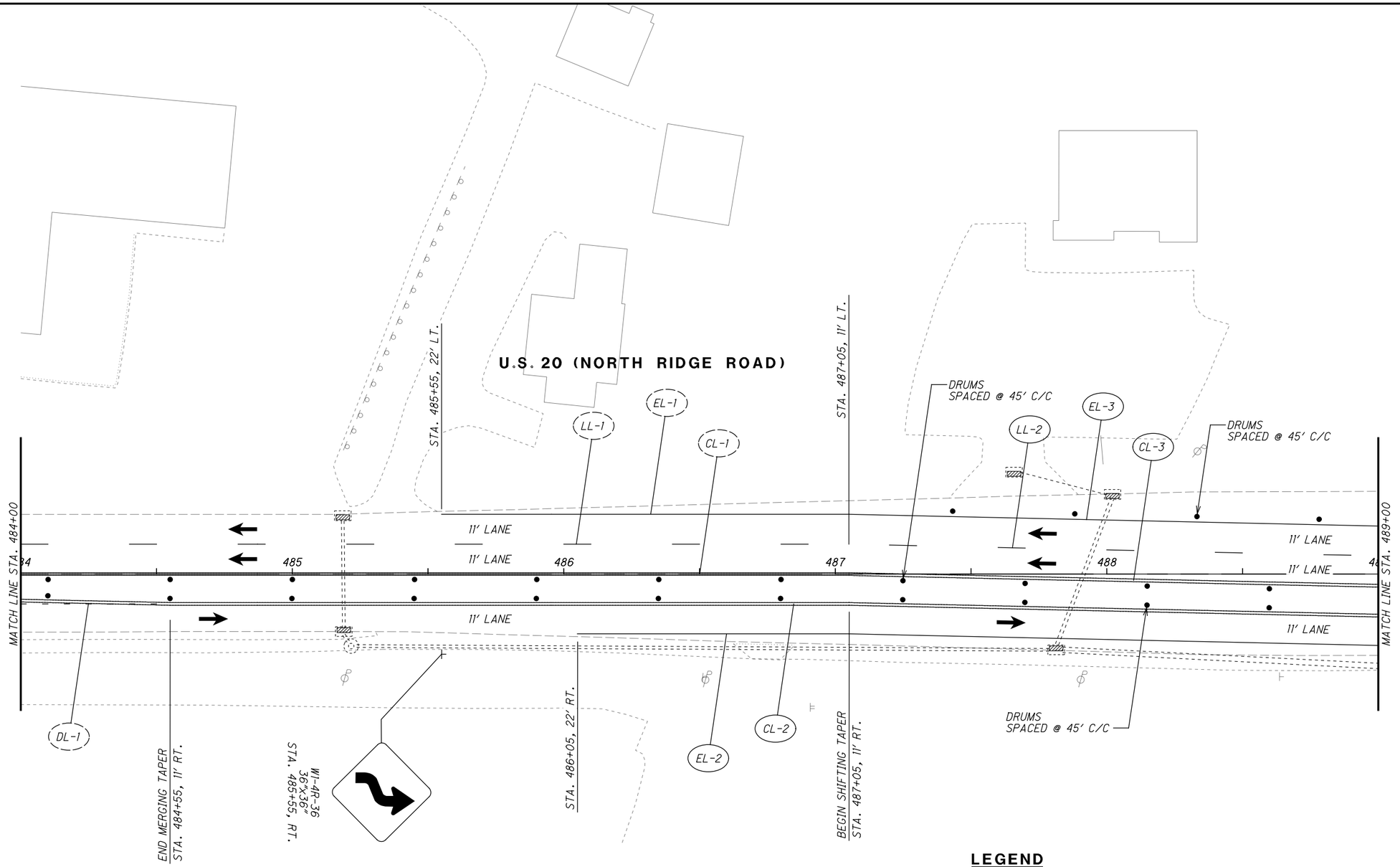

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 484+00 TO STA. 489+00

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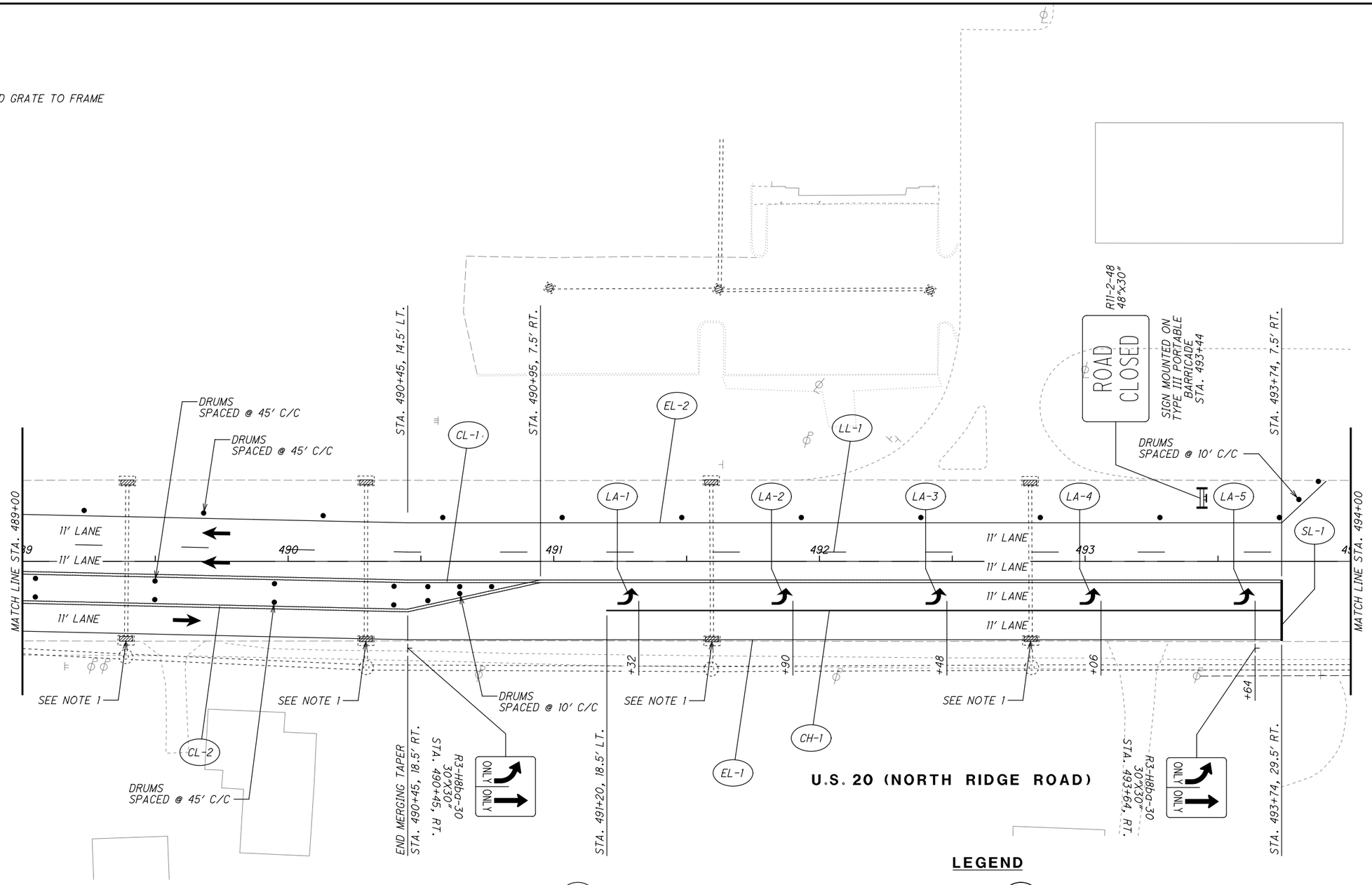
NOTES

1. WELD GRATE TO FRAME



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 489+00 TO STA. 494+00

LAK-US-20-24.99

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NOTES

1. WELD GRATE TO FRAME.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

TRAFFIC SIGNAL NOTES

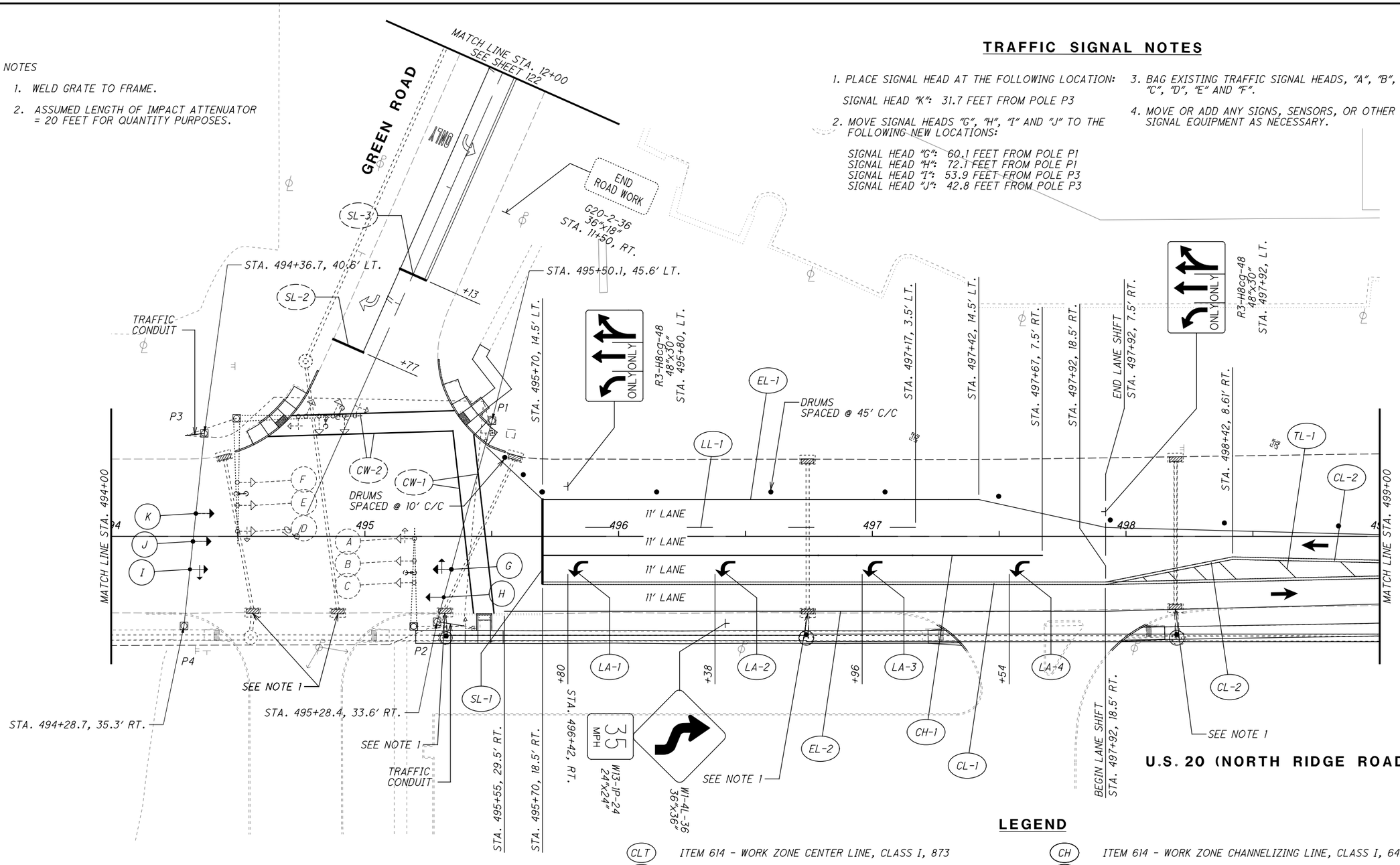
1. PLACE SIGNAL HEAD AT THE FOLLOWING LOCATION:

   SIGNAL HEAD "K": 31.7 FEET FROM POLE P3

2. MOVE SIGNAL HEADS "G", "H", "I" AND "J" TO THE FOLLOWING NEW LOCATIONS:

   SIGNAL HEAD "G": 60.1 FEET FROM POLE P1
   SIGNAL HEAD "H": 72.1 FEET FROM POLE P1
   SIGNAL HEAD "I": 53.9 FEET FROM POLE P3
   SIGNAL HEAD "J": 42.8 FEET FROM POLE P3

3. BAG EXISTING TRAFFIC SIGNAL HEADS, "A", "B", "C", "D", "E" AND "F".
4. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 494+00 TO STA. 499+00

LAK-US-20-24.99

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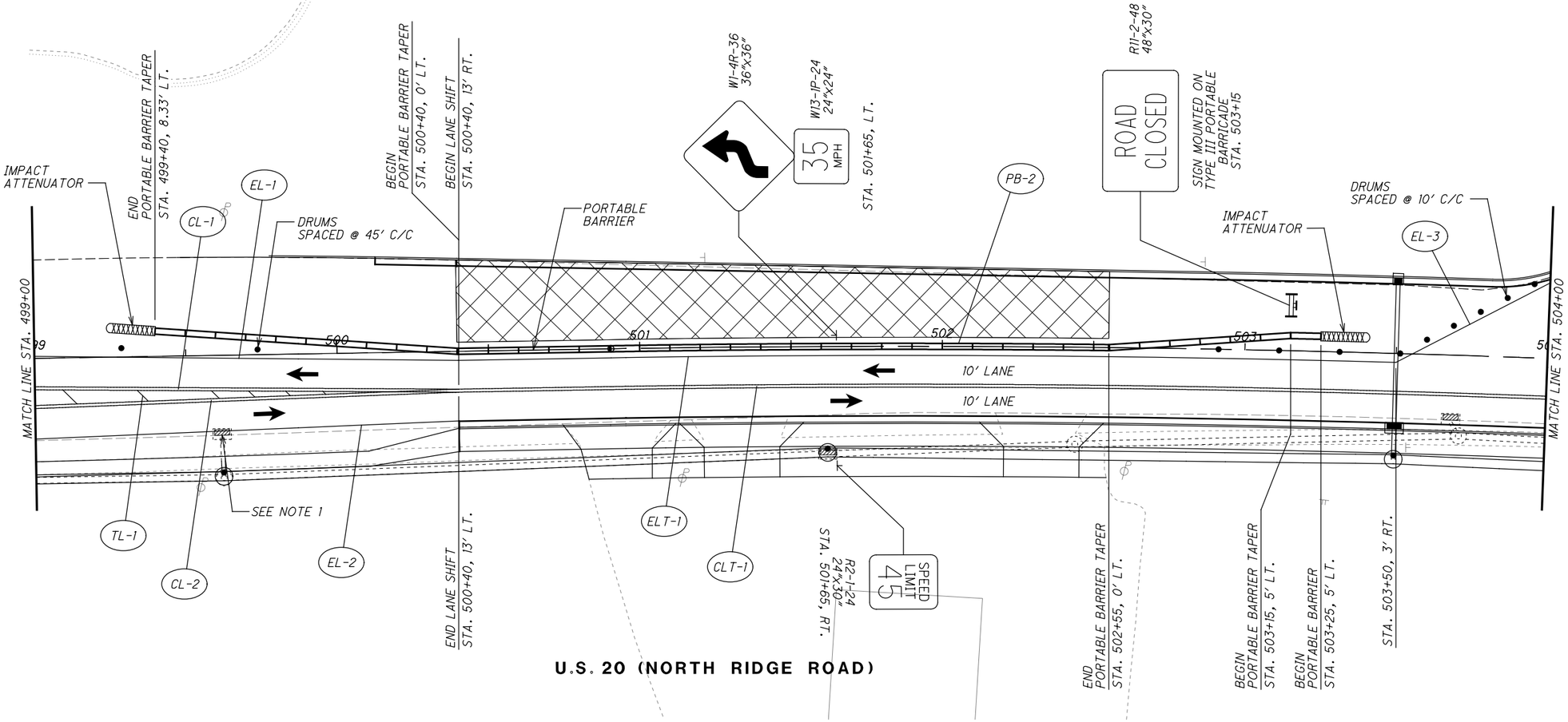
NOTES

1. WELD GRATE TO FRAME.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
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SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 499+00 TO STA. 504+00

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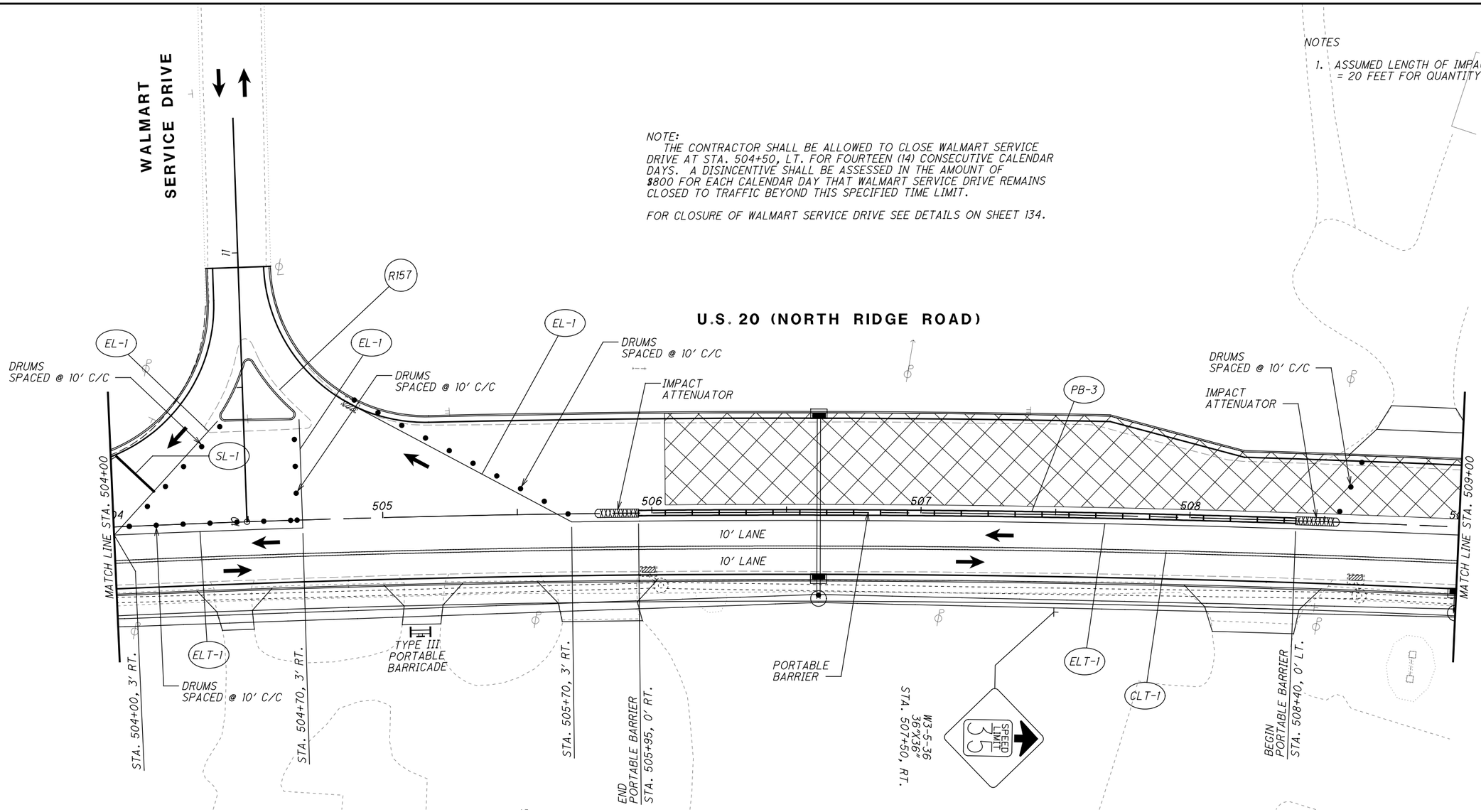
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE WALMART SERVICE DRIVE AT STA. 504+50, LT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT WALMART SERVICE DRIVE REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

FOR CLOSURE OF WALMART SERVICE DRIVE SEE DETAILS ON SHEET 134.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 504+00 TO STA. 509+00

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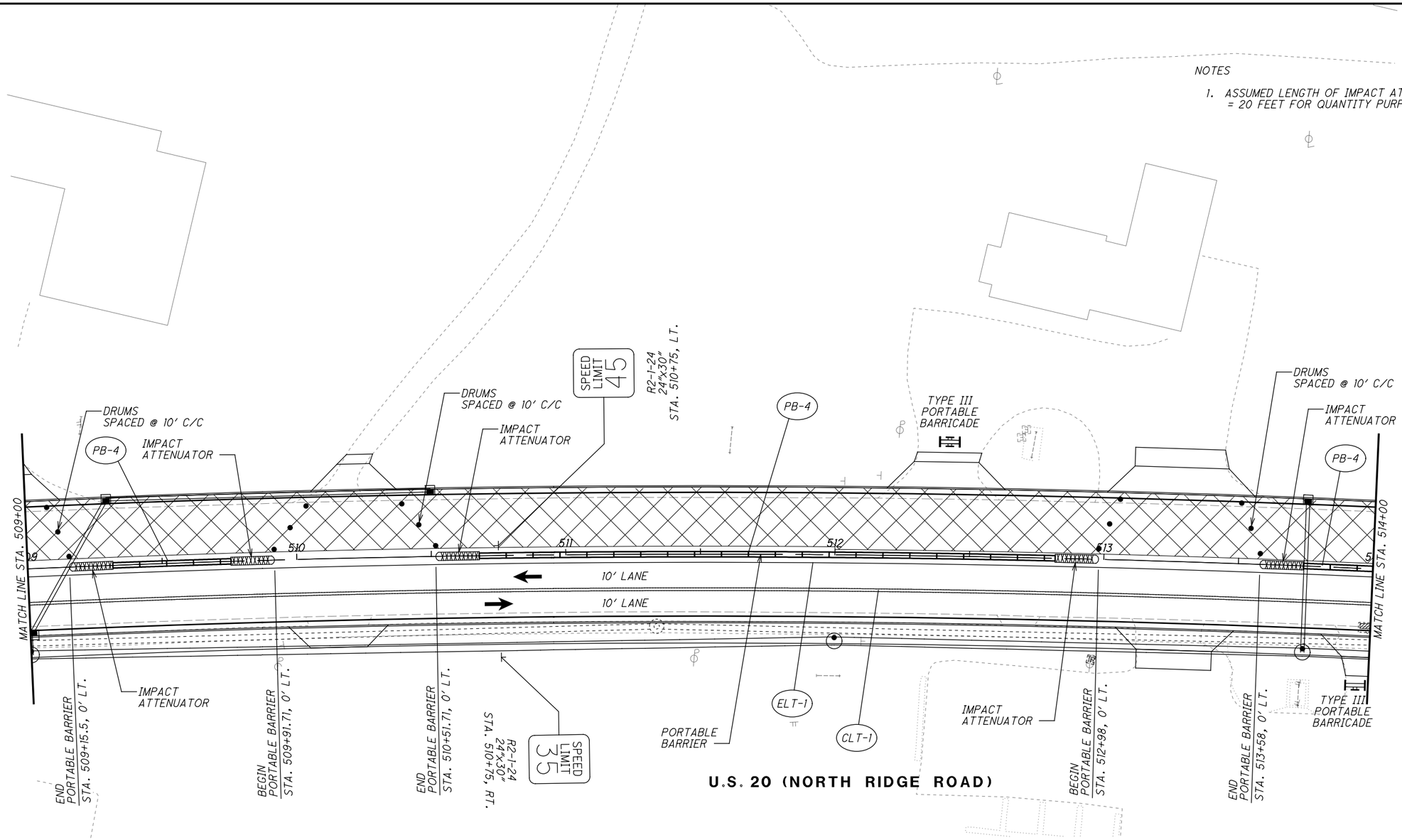
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 509+00 TO STA. 514+00

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TRAFFIC SIGNAL NOTES

1. CONSTRUCT TEMPORARY POLES, P3 AND P4, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "G": 37.6 FEET FROM POLE P3
   SIGNAL HEAD "H": 48.0 FEET FROM POLE P3

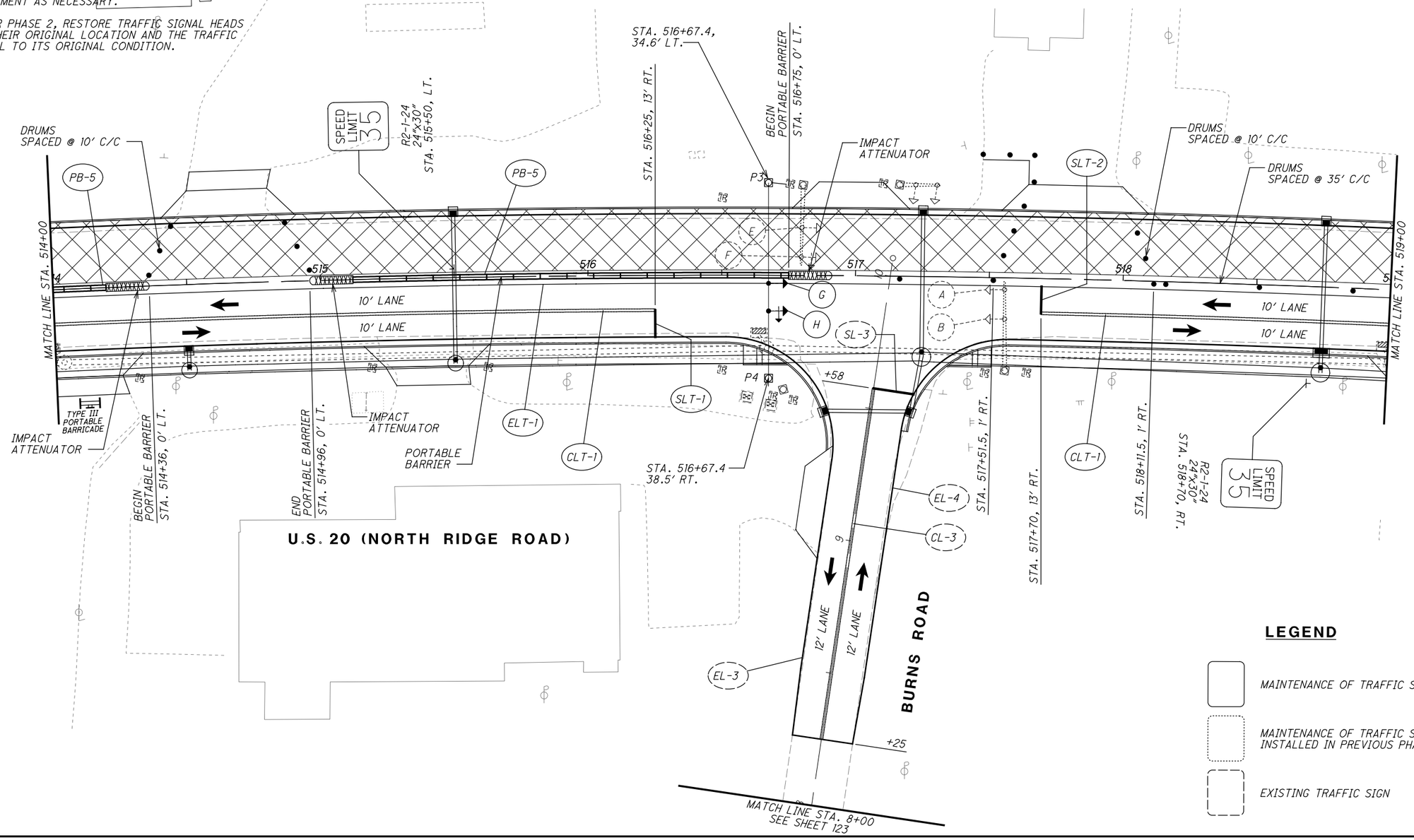
2. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.
3. BAG EXISTING TRAFFIC SIGNAL HEADS, "E" AND "F".
4. REMOVE TEMPORARY SIGNAL SETUP FROM PREVIOUS PHASE (INCLUDES POLES P1 AND P2 AND SIGNAL HEADS "C" AND "D".
5. REMOVE BAGS FROM SIGNAL HEADS "A" AND "B".
6. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.
7. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 514+00 TO STA. 519+00

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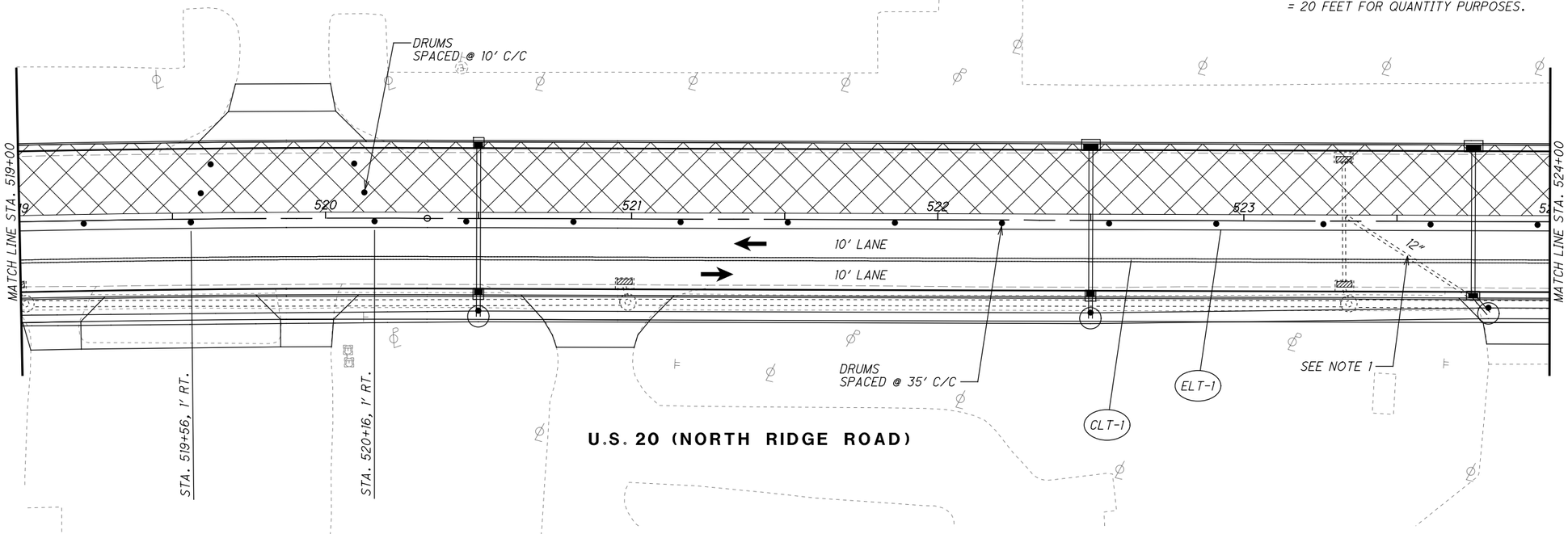
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 1 TO BE PLUGGED AT BOTH ENDS, FILLED, AND ABANDONED.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 519+00 TO STA. 524+00

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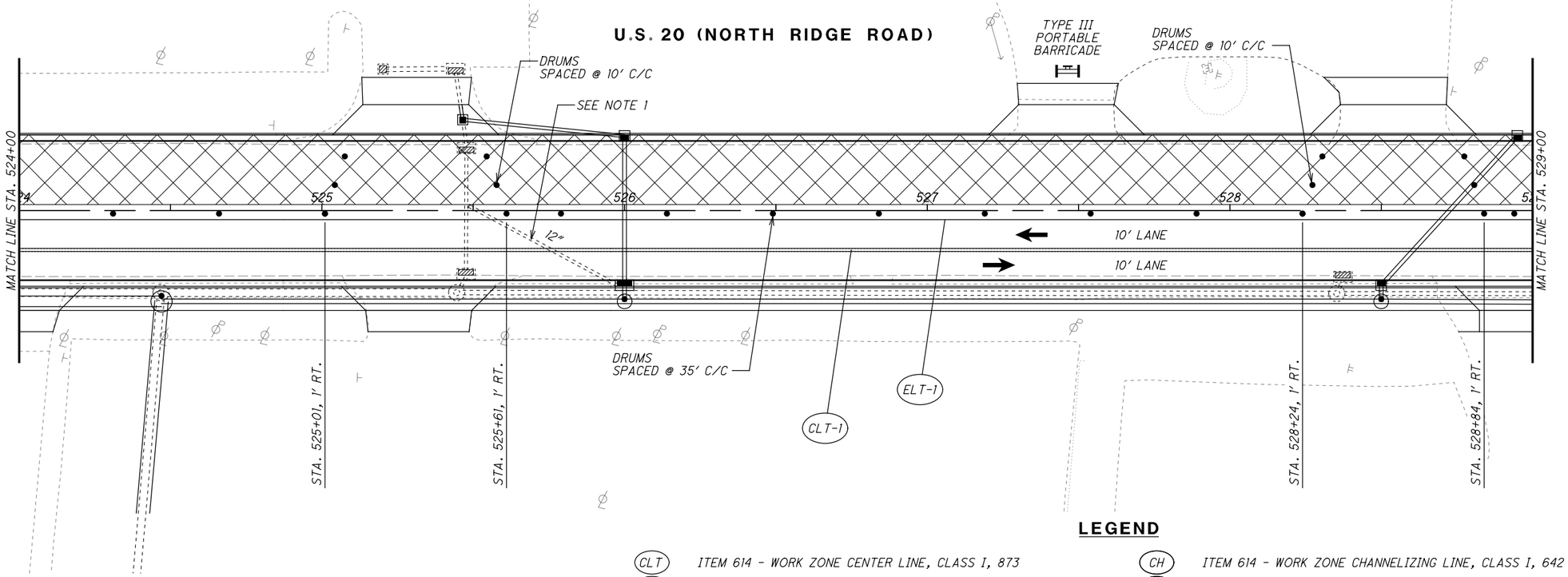
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 1 TO BE PLUGGED AT BOTH ENDS, FILLED, AND ABANDONED.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 524+00 TO STA. 529+00

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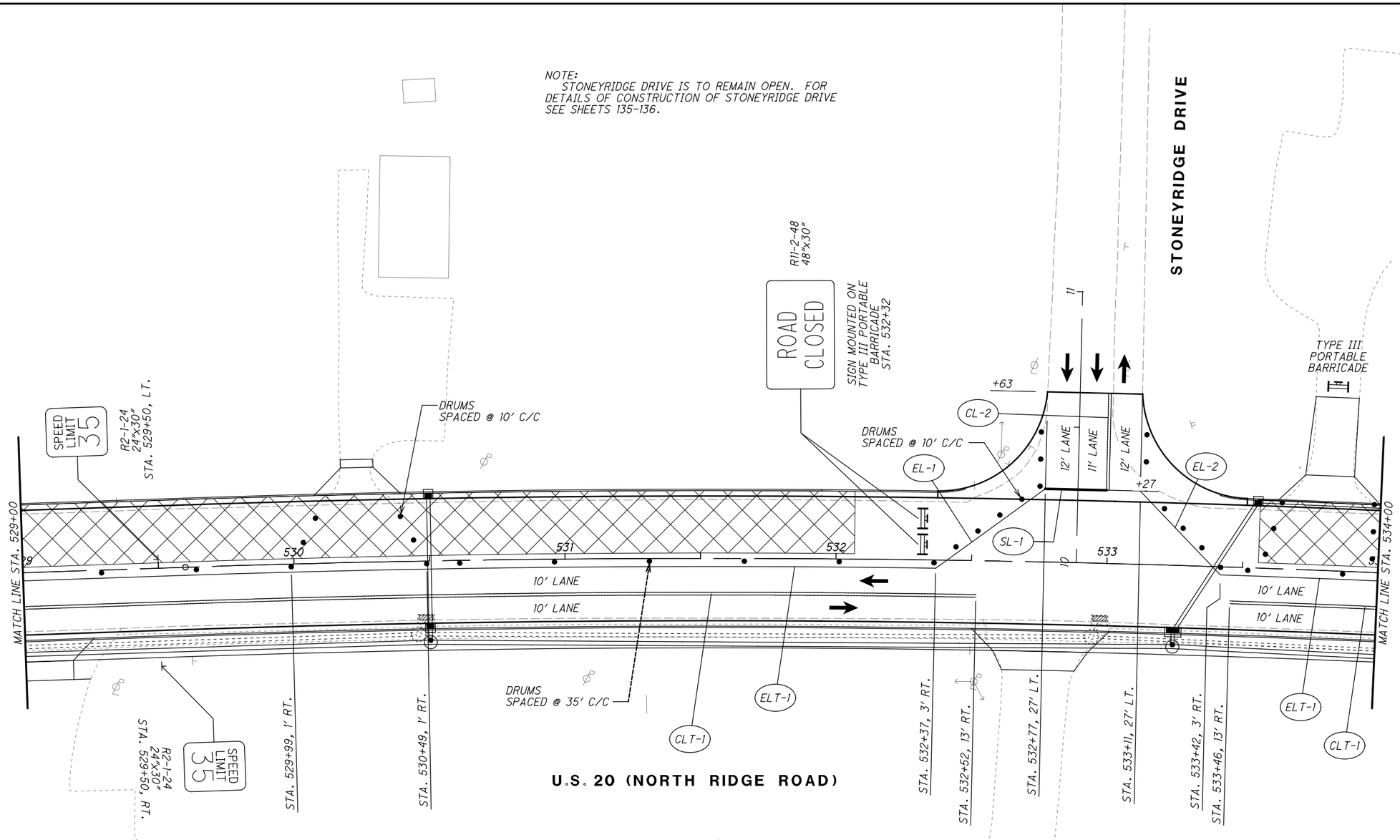
NOTE:
STONEYRIDGE DRIVE IS TO REMAIN OPEN. FOR DETAILS OF CONSTRUCTION OF STONEYRIDGE DRIVE SEE SHEETS 135-136.



LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
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CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 529+00 TO STA. 534+00

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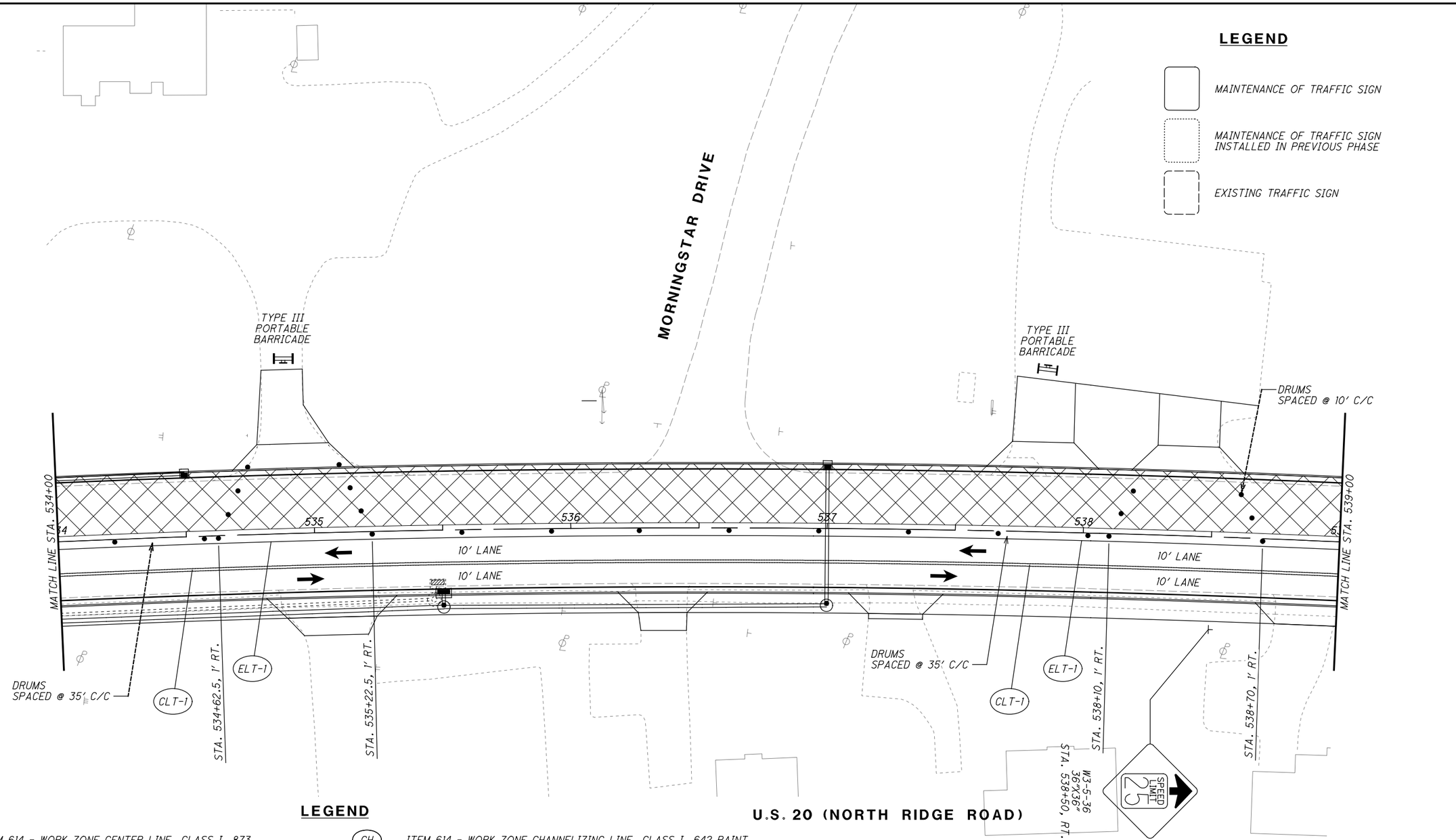

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 534+00 TO STA. 539+00

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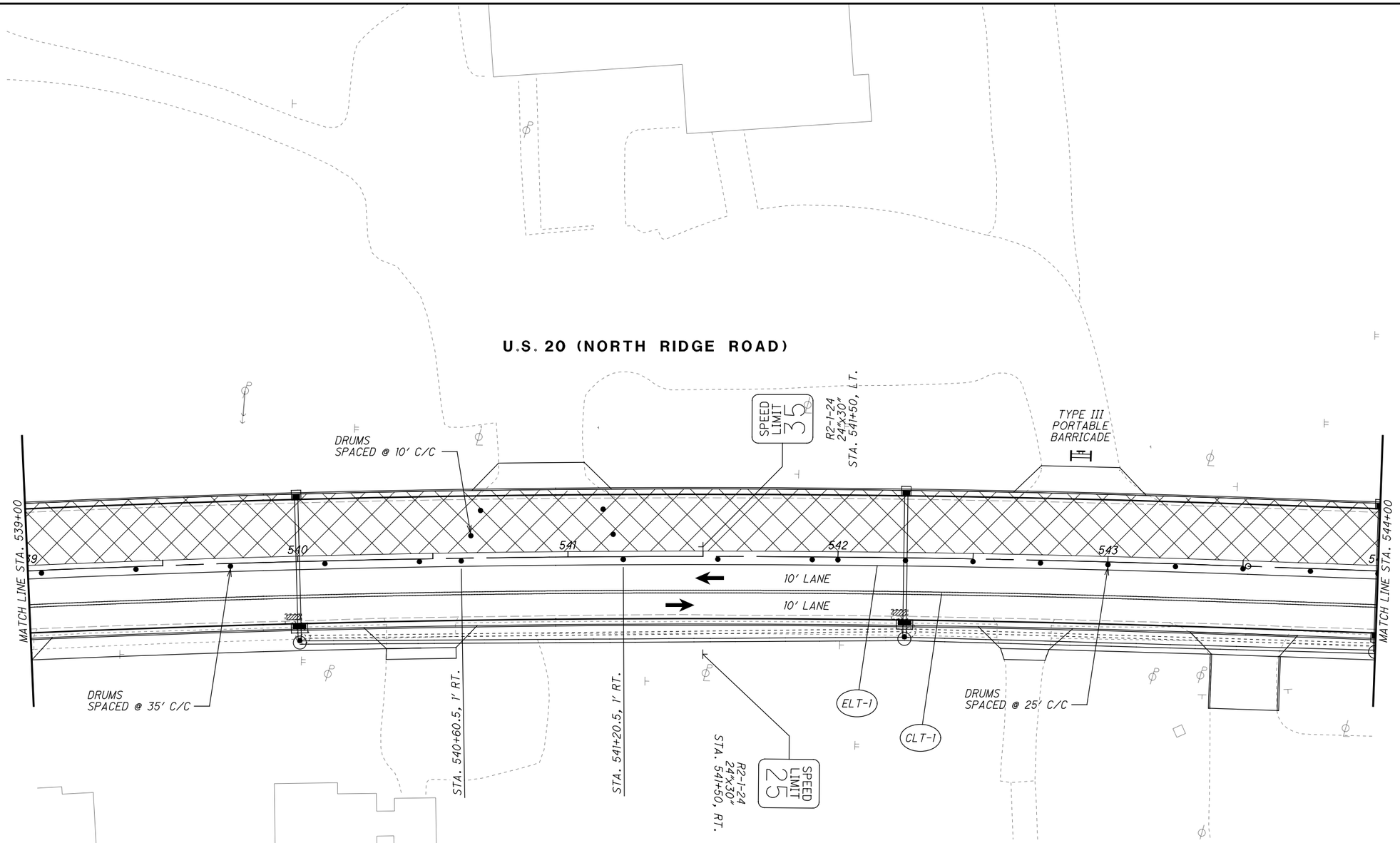

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 539+00 TO STA. 544+00

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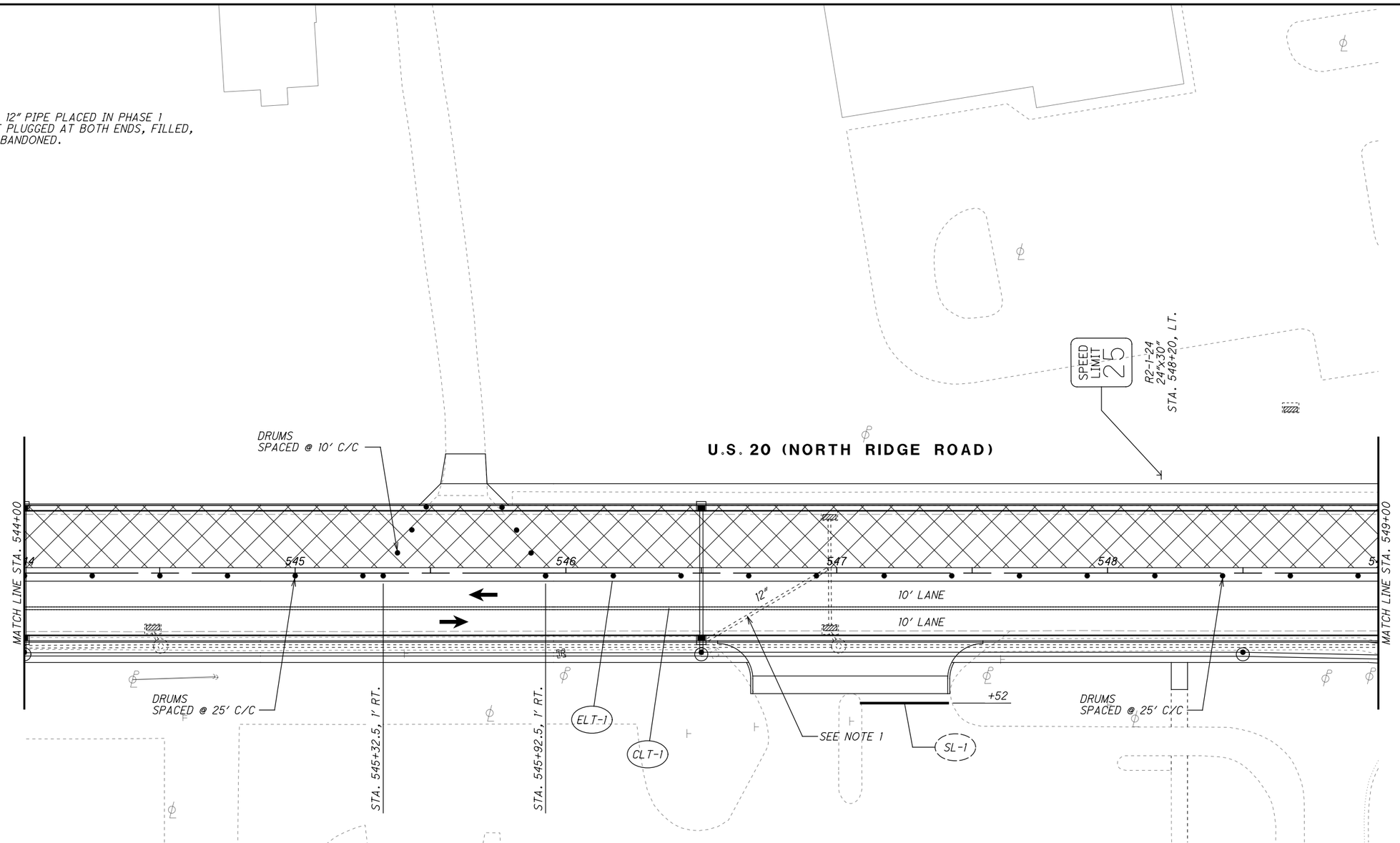
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 1 TO BE PLUGGED AT BOTH ENDS, FILLED, AND ABANDONED.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 544+00 TO STA. 549+00

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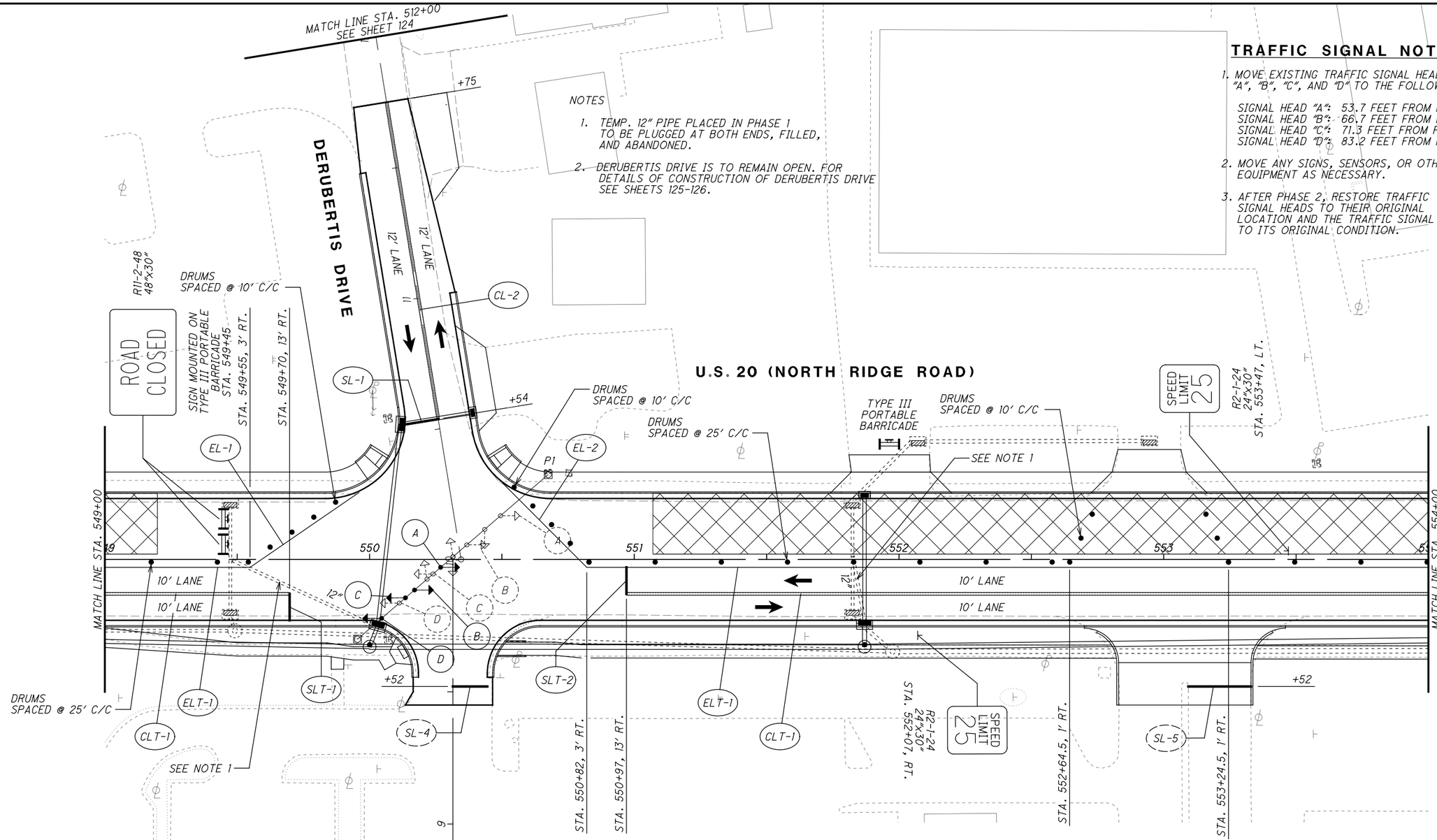

NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 1 TO BE PLUGGED AT BOTH ENDS, FILLED, AND ABANDONED.
2. DERUBERTIS DRIVE IS TO REMAIN OPEN. FOR DETAILS OF CONSTRUCTION OF DERUBERTIS DRIVE SEE SHEETS 125-126.

TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A", "B", "C", AND "D" TO THE FOLLOWING NEW LOCATIONS:

   SIGNAL HEAD "A": 53.7 FEET FROM POLE P1
   SIGNAL HEAD "B": 66.7 FEET FROM POLE P1
   SIGNAL HEAD "C": 71.3 FEET FROM POLE P1
   SIGNAL HEAD "D": 83.2 FEET FROM POLE P1

2. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.
3. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 549+00 TO STA. 554+00

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NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 1 TO BE PLUGGED AT BOTH ENDS, FILLED, AND ABANDONED.

TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A", "B", AND "C" TO THE FOLLOWING NEW LOCATIONS:

   SIGNAL HEAD "A": 42.3 FEET FROM POLE P1
   SIGNAL HEAD "B": 53.7 FEET FROM POLE P1
   SIGNAL HEAD "C": 49.6 FEET FROM POLE P3
   SIGNAL HEAD "D": 59.2 FEET FROM POLE P3

2. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

3. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
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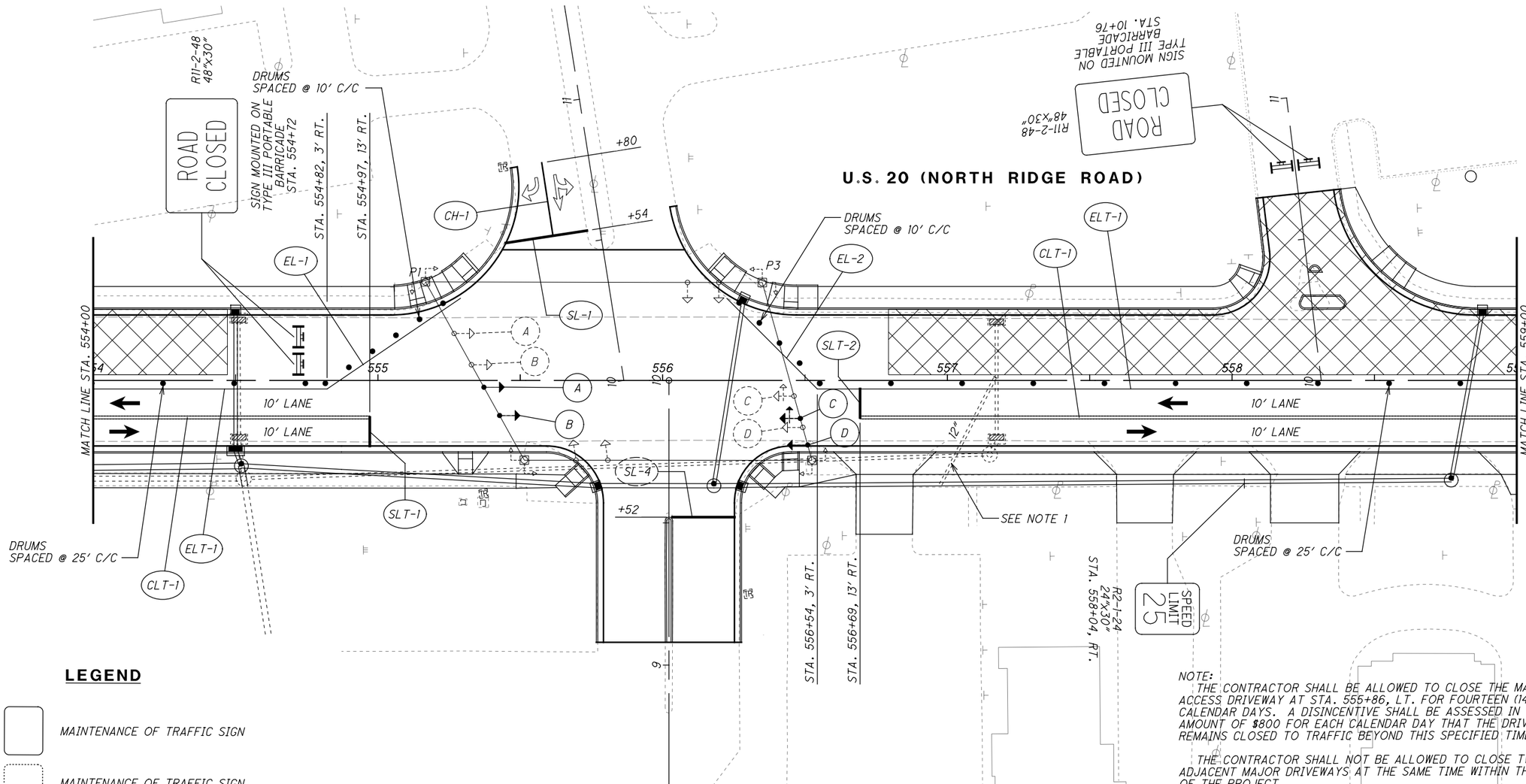
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

NOTE:

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE THE MAJOR ACCESS DRIVEWAY AT STA. 555+86, LT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT MAJOR DRIVEWAYS WILL REMAIN OPEN DURING THE CLOSURE OF THIS SIDE STREET.

MAJOR ACCESS DRIVEWAY STA. 558+30

FOR CLOSURE OF MAJOR ACCESS DRIVE SEE DETAILS ON SHEET 137.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 554+00 TO STA. 559+00

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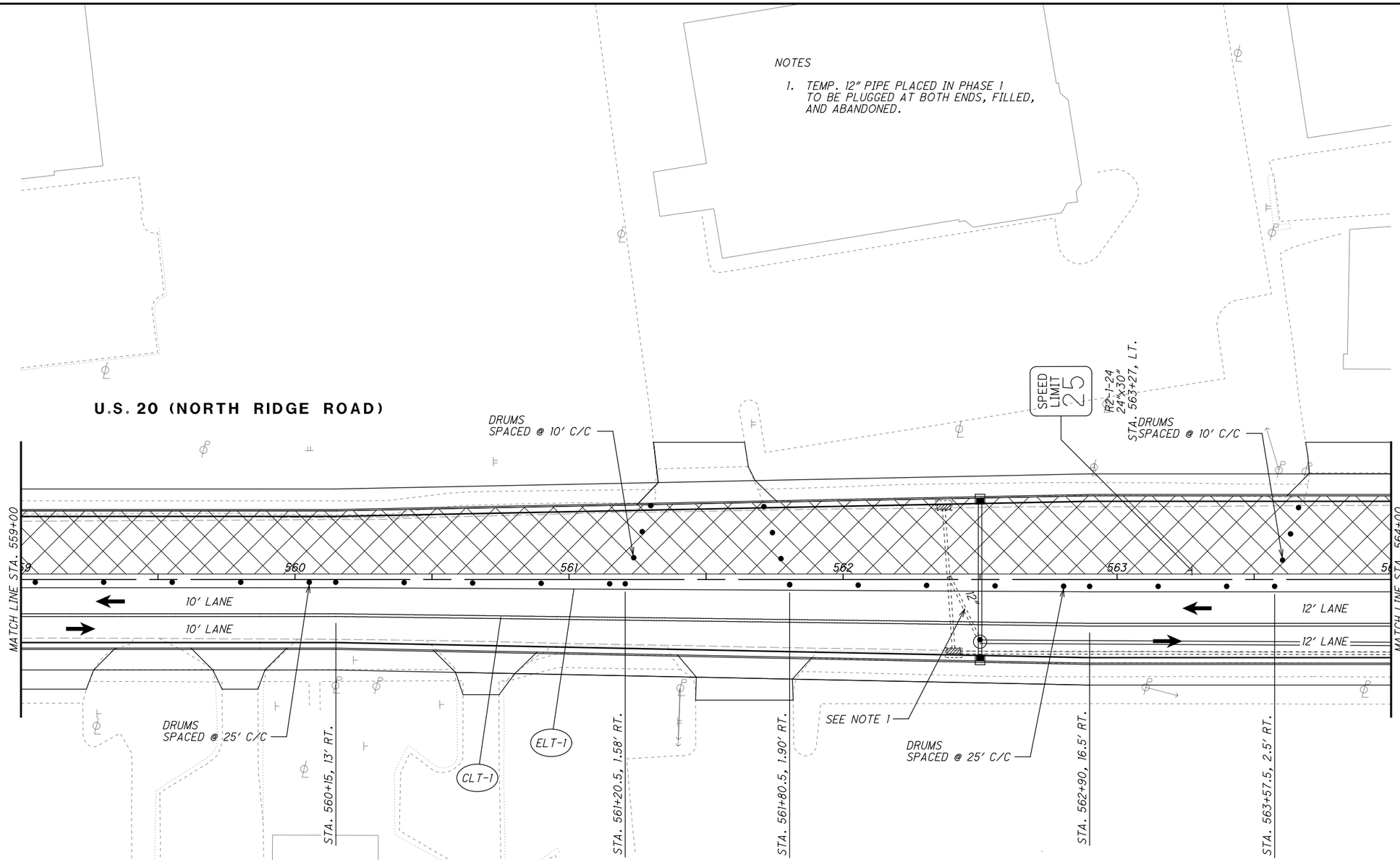
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 1 TO BE PLUGGED AT BOTH ENDS, FILLED, AND ABANDONED.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 559+00 TO STA. 564+00

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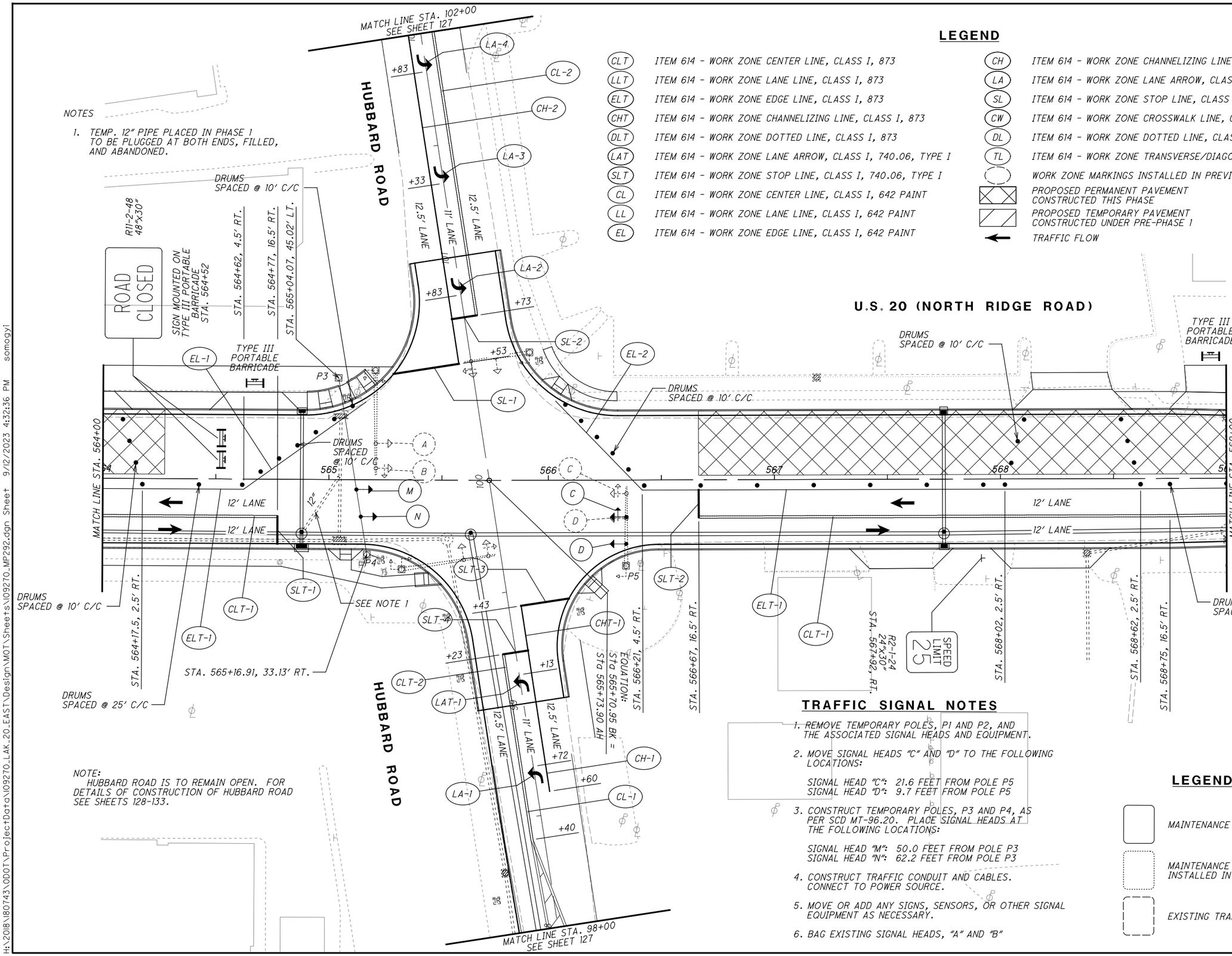

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 564+00 TO STA. 569+00

LAK-US-20-24.99

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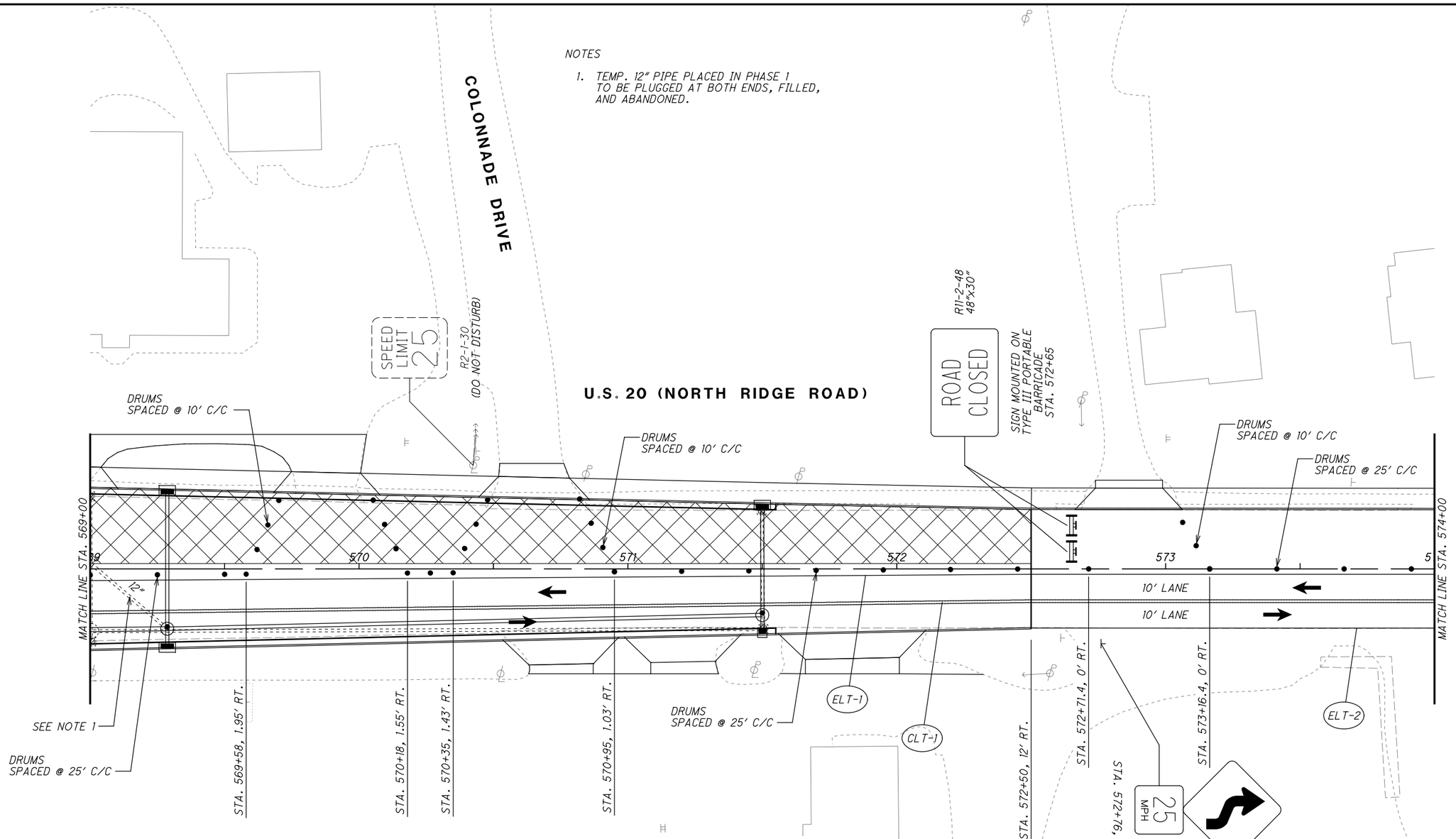
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 1 TO BE PLUGGED AT BOTH ENDS, FILLED, AND ABANDONED.



LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 569+00 TO STA. 574+00

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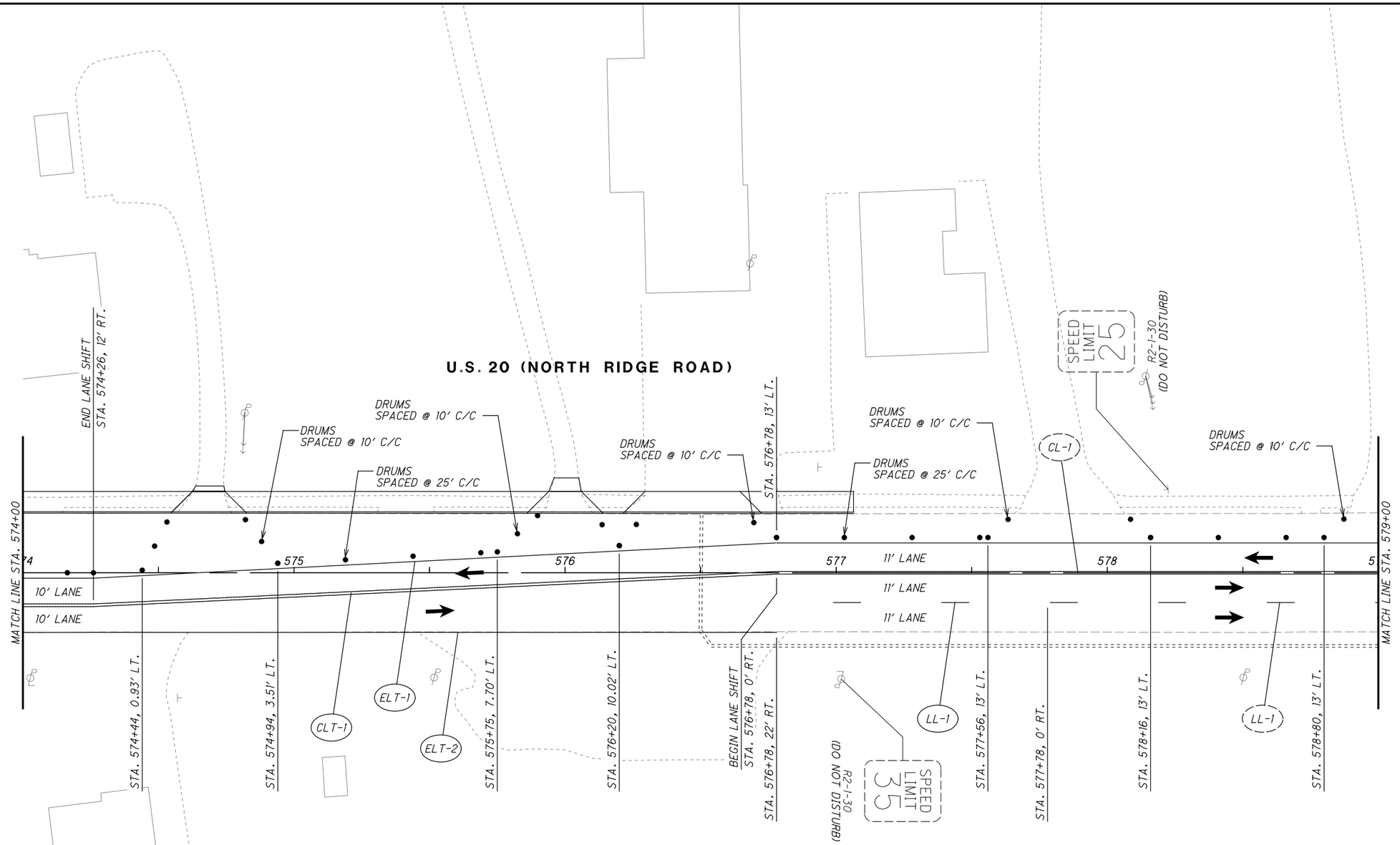

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 574+00 TO STA. 579+00

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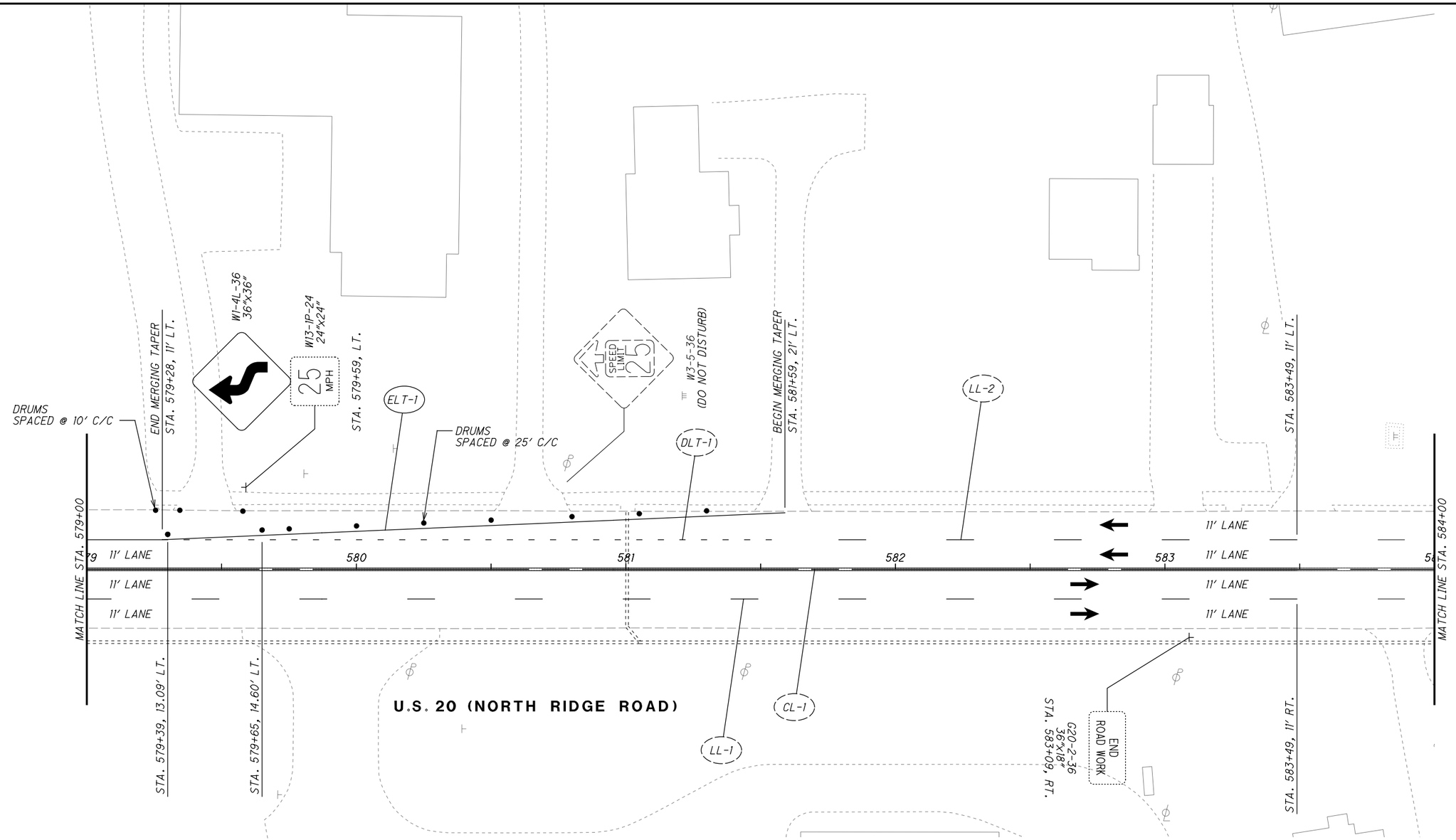

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 579+00 TO STA. 584+00

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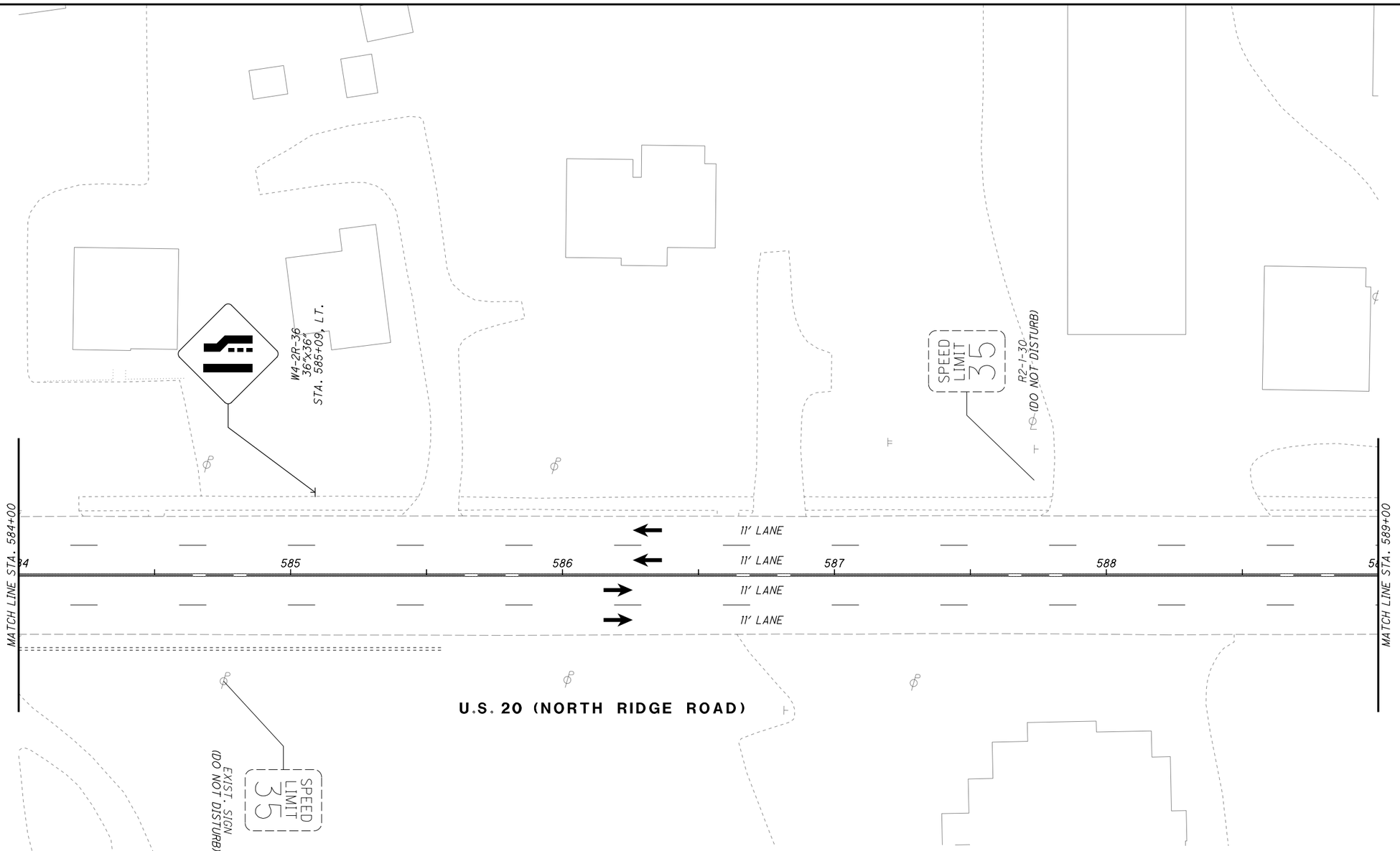

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 584+00 TO STA. 589+00

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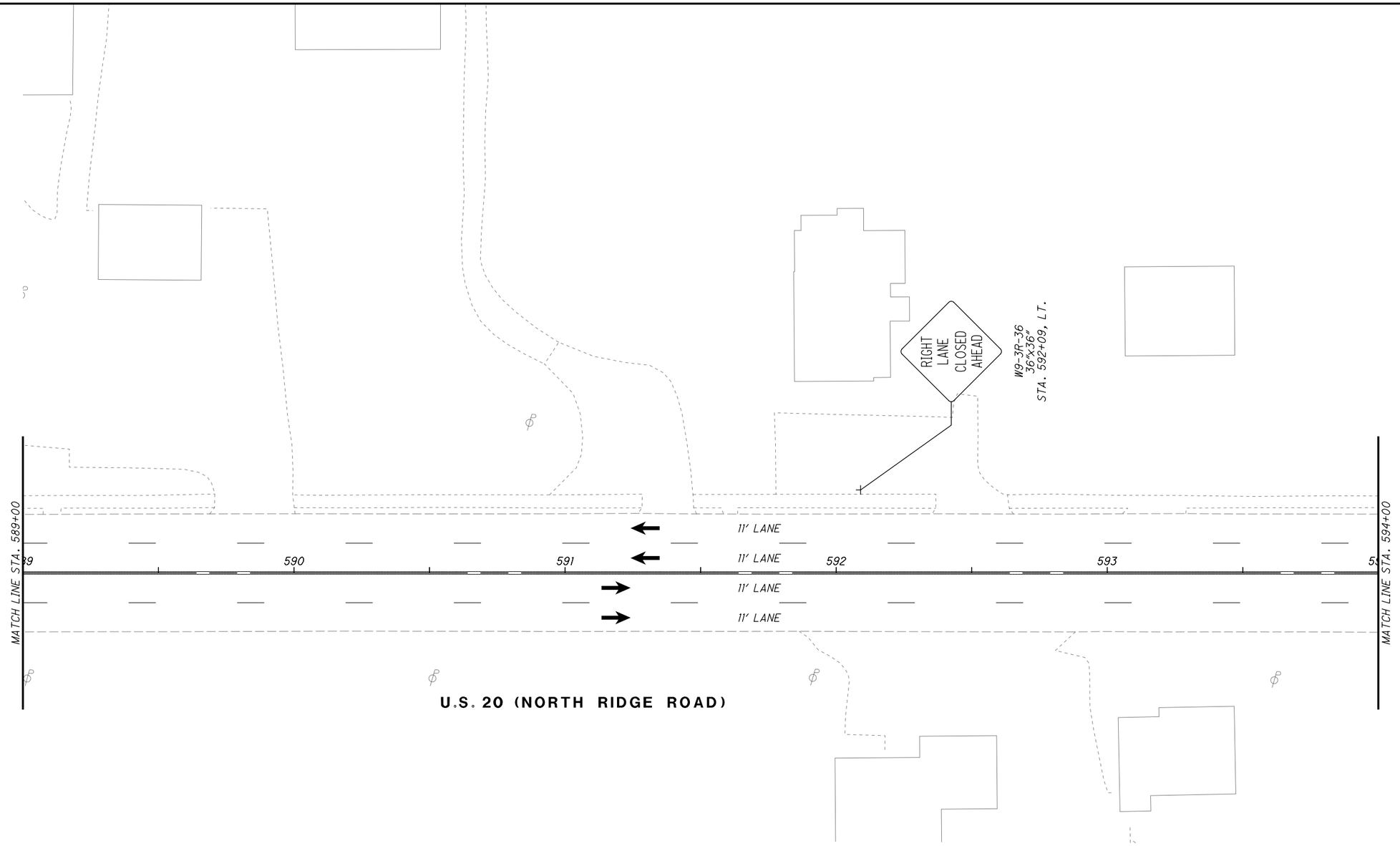

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 589+00 TO STA. 594+00

LAK-US-20-24.99

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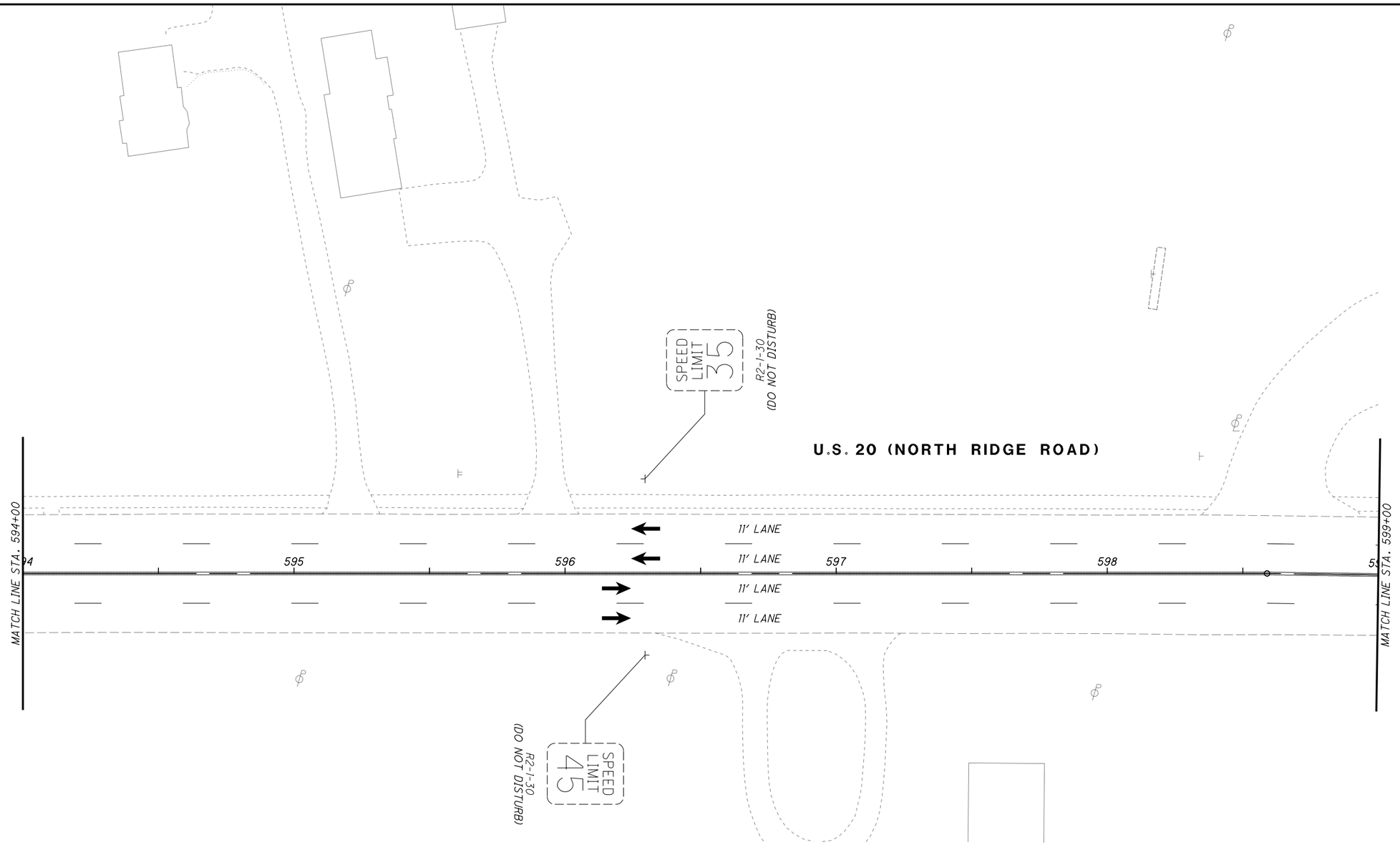

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 594+00 TO STA. 599+00

LAK-US-20-24.99

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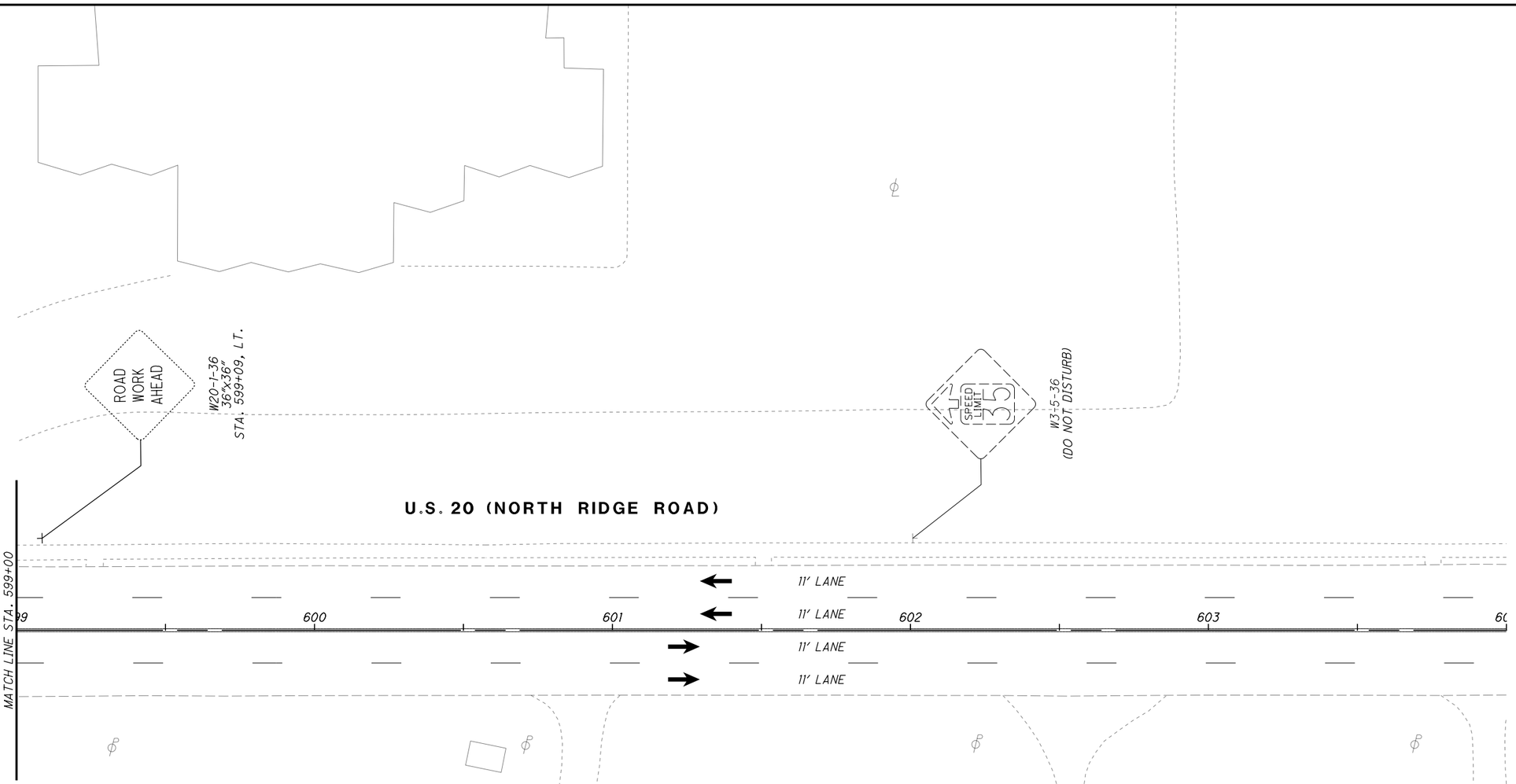

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
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CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 599+00 TO STA. 604+00

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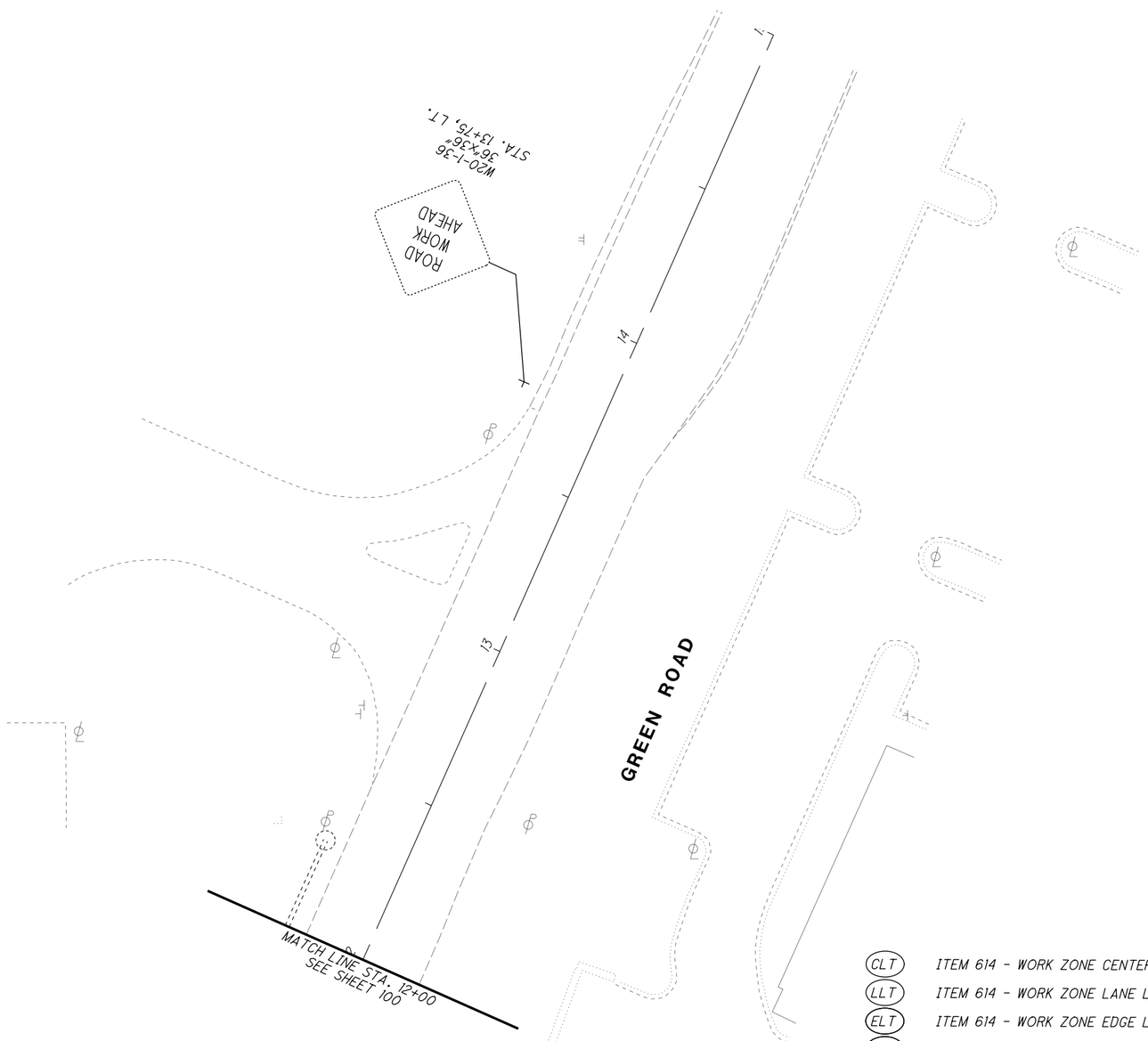

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
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LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
GREEN ROAD

LAK-US-20-24.99

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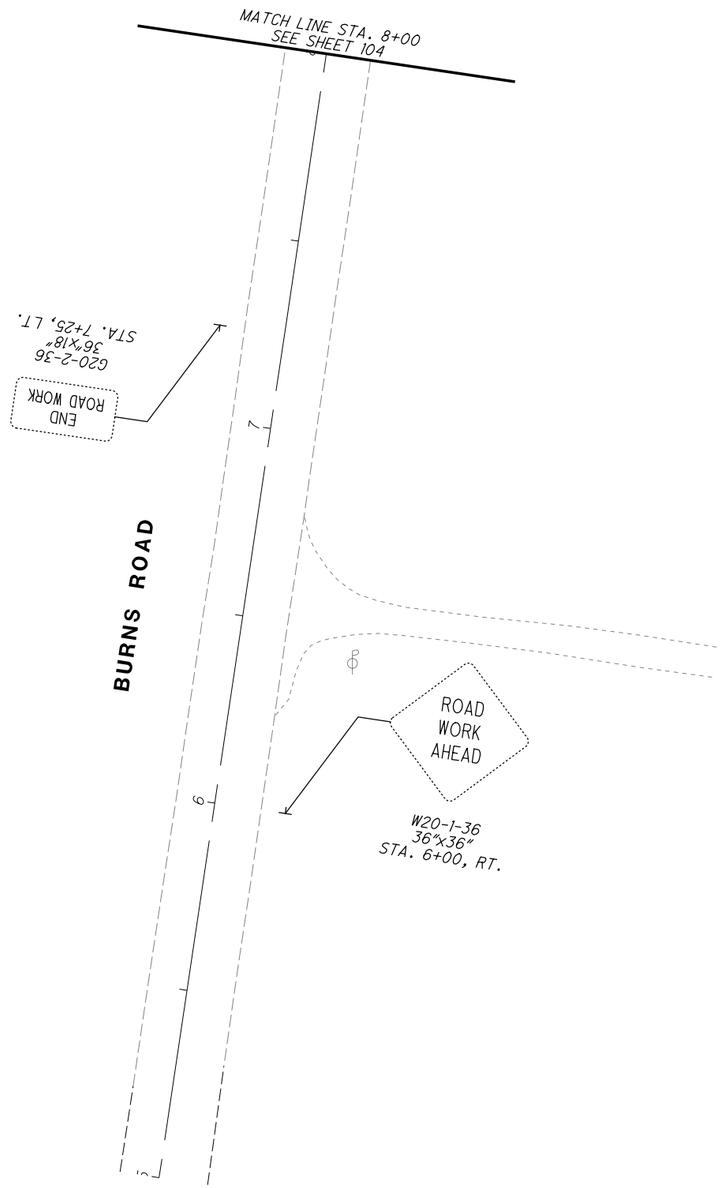

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 514+00 TO STA. 519+00

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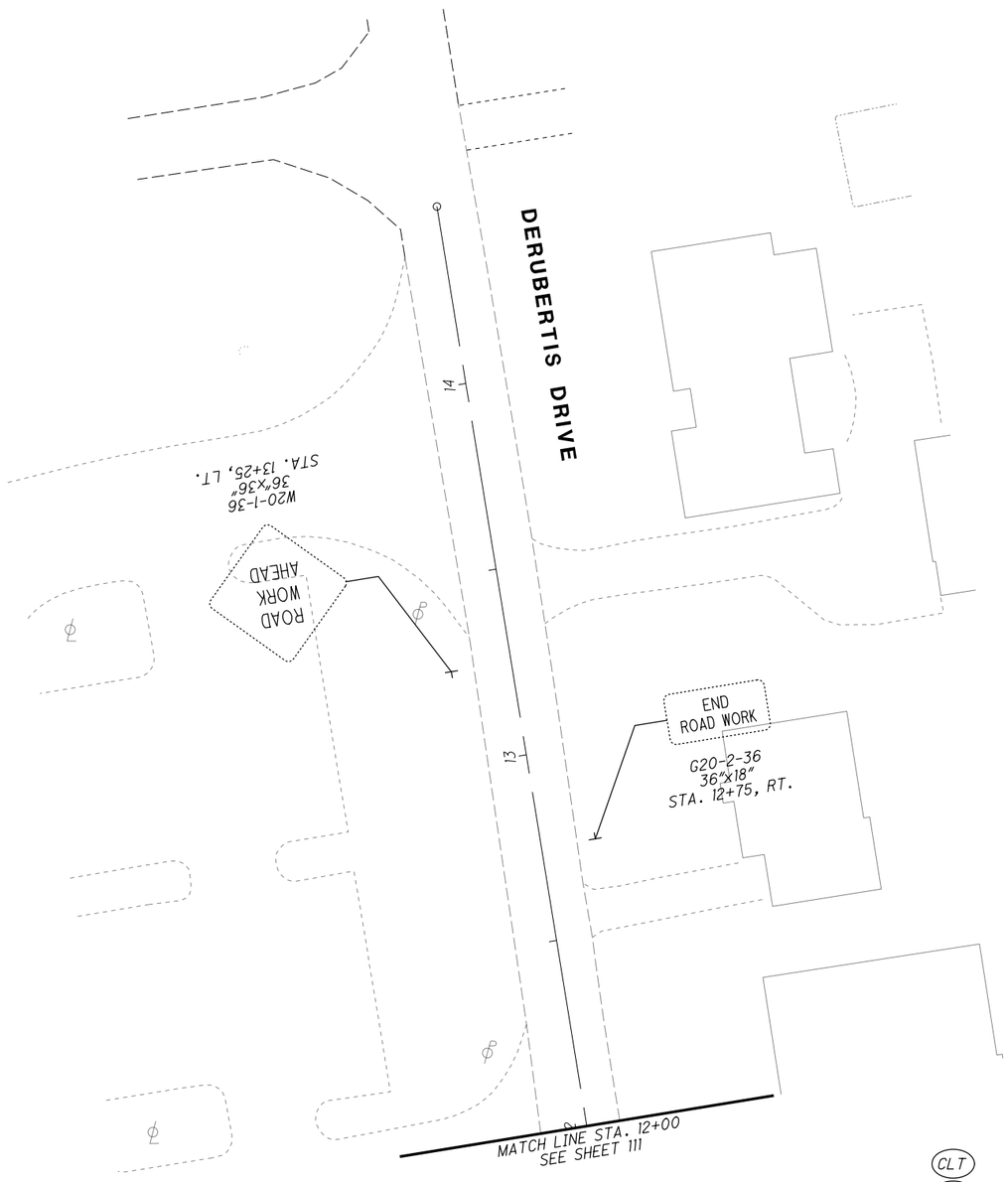

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 549+00 TO STA. 554+00

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LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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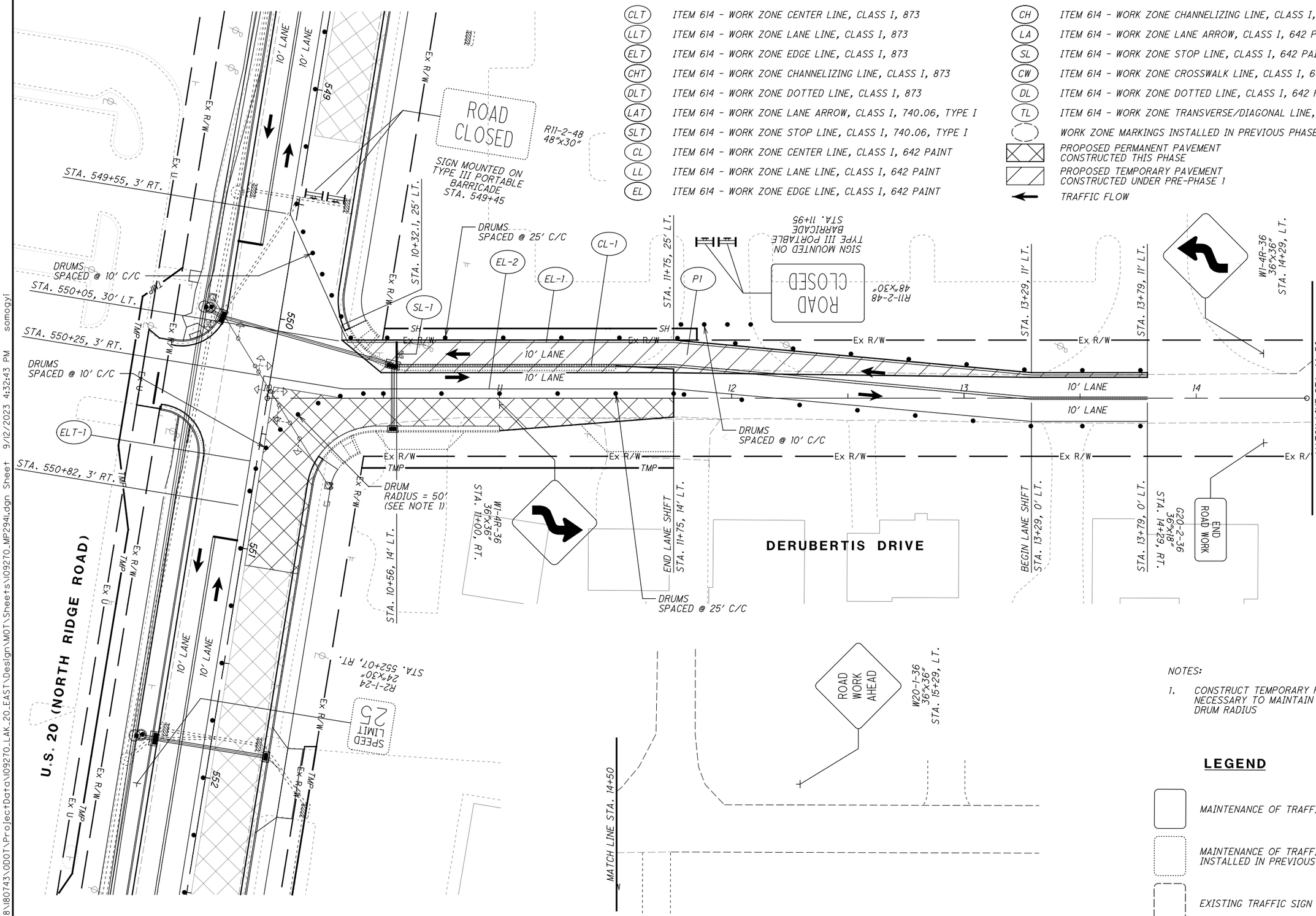
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



NOTES:

1. CONSTRUCT TEMPORARY PAVEMENT AS NECESSARY TO MAINTAIN A 50 FOOT DRUM RADIUS

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2A
DERUBUTIS DR - STA. 549+00 TO STA. 554+00

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LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
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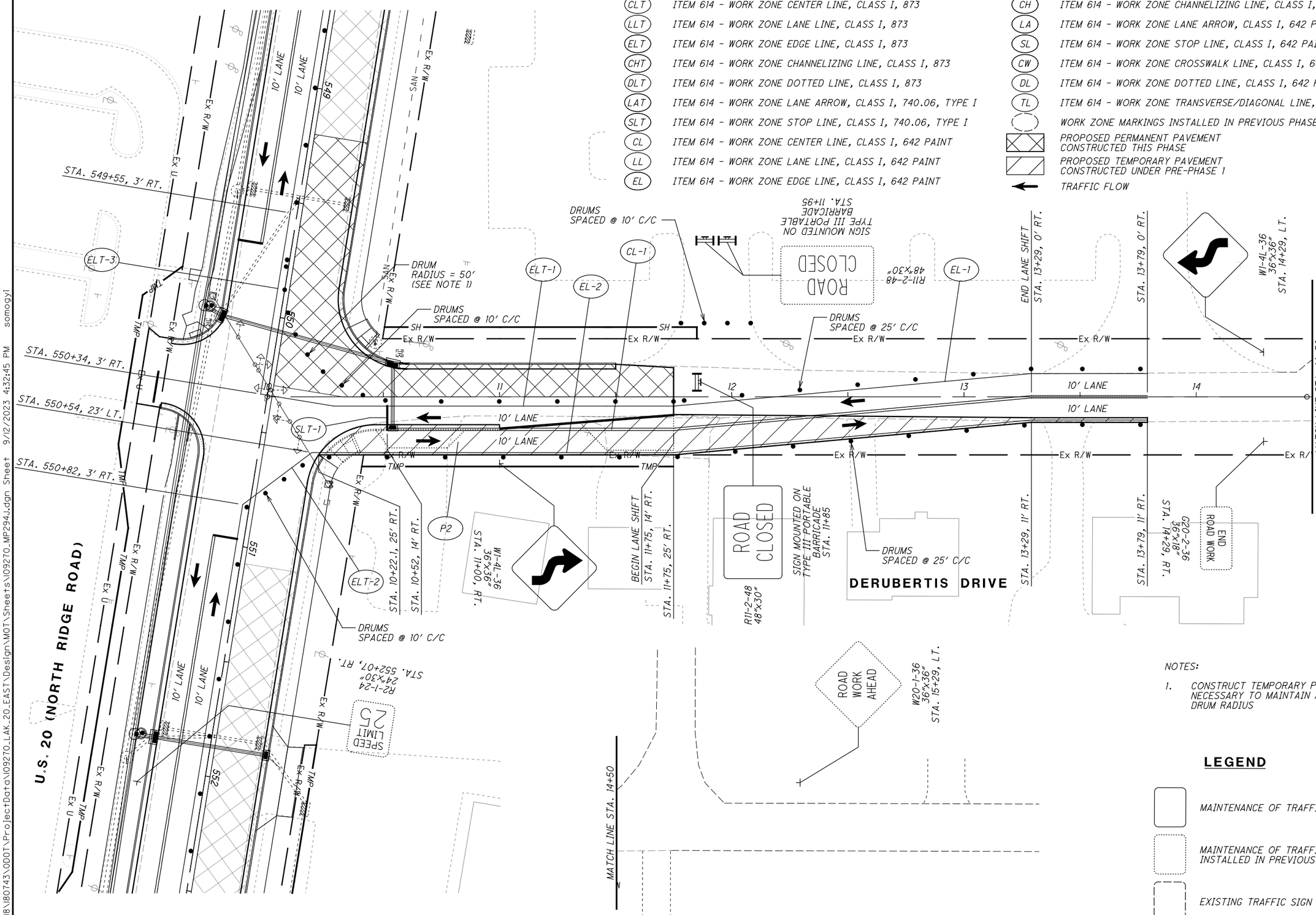
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



NOTES:

1. CONSTRUCT TEMPORARY PAVEMENT AS NECESSARY TO MAINTAIN A 50 FOOT DRUM RADIUS

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2B
DERUBERTIS DR - STA. 549+00 TO STA. 554+00

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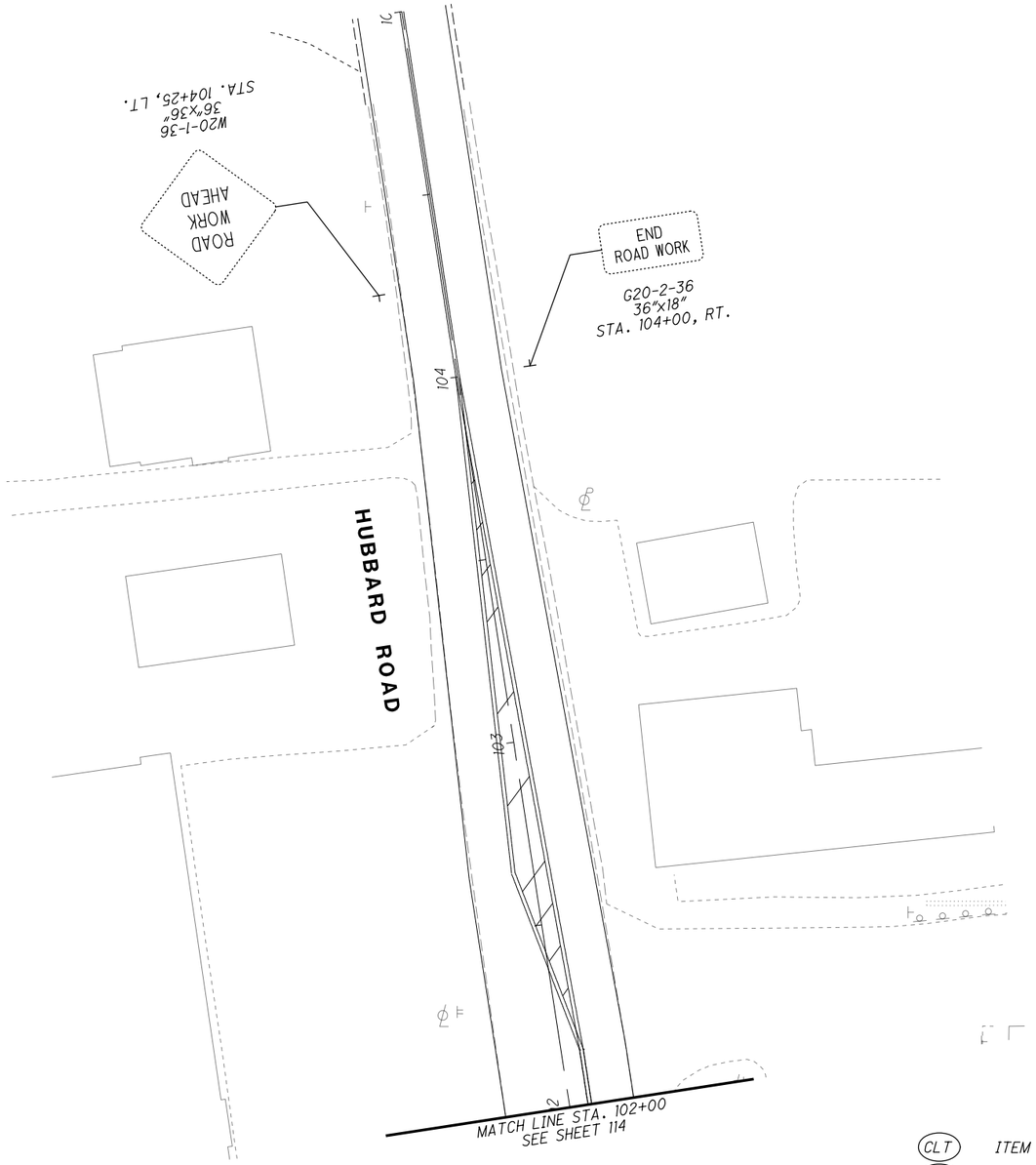

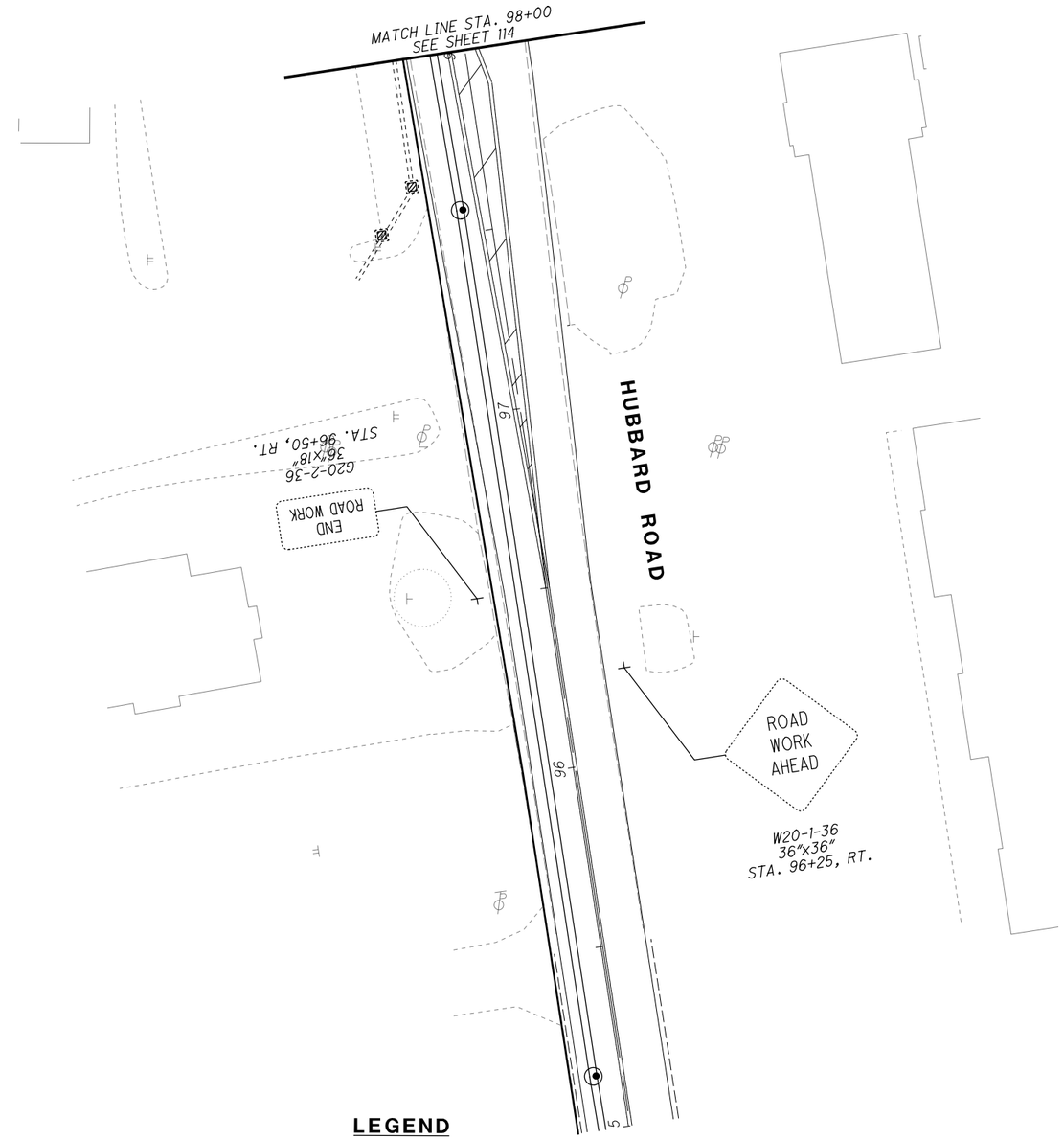

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
HUBBARD ROAD

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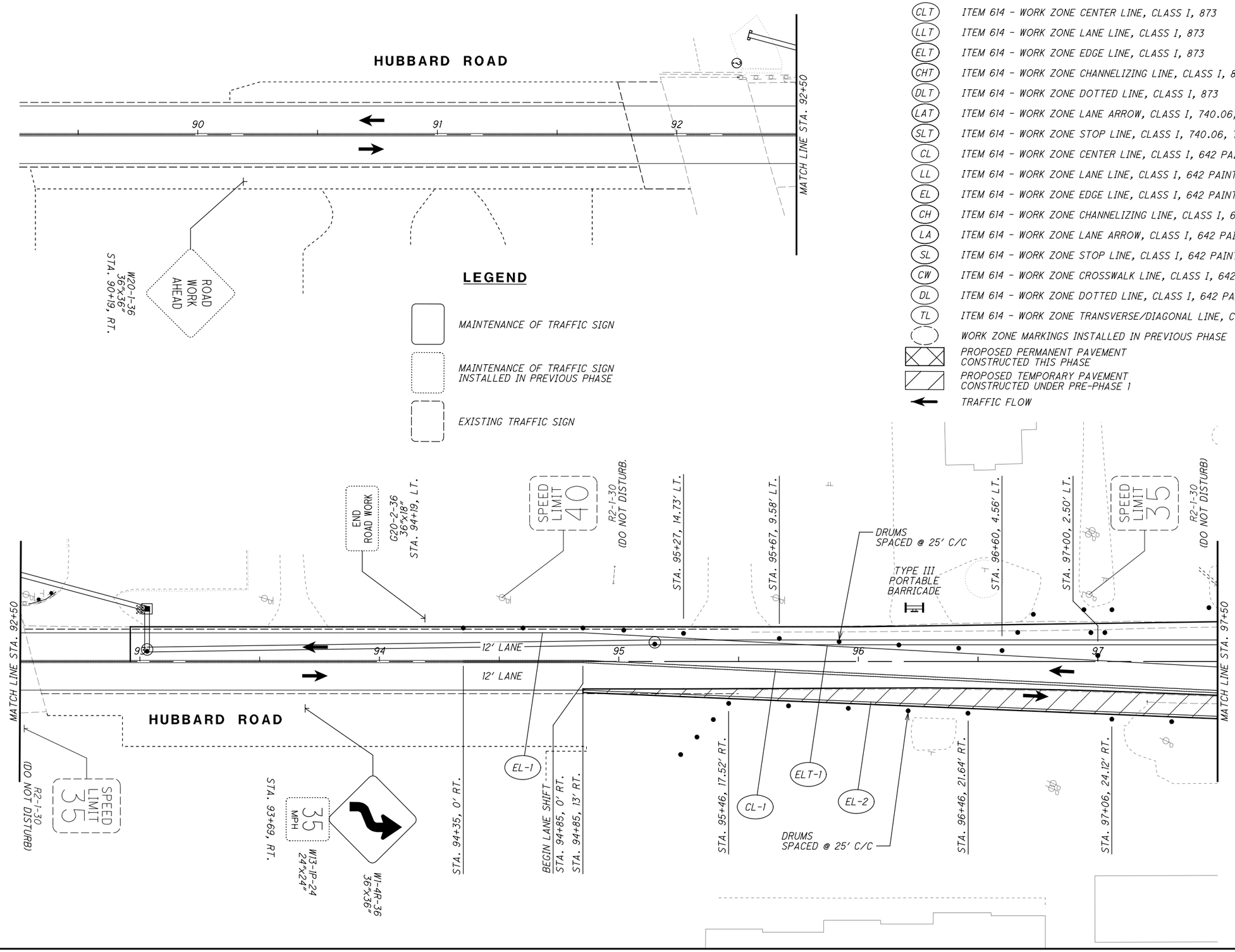

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2A
HUBBARD ROAD - STA. 89+50 TO STA. 97+50

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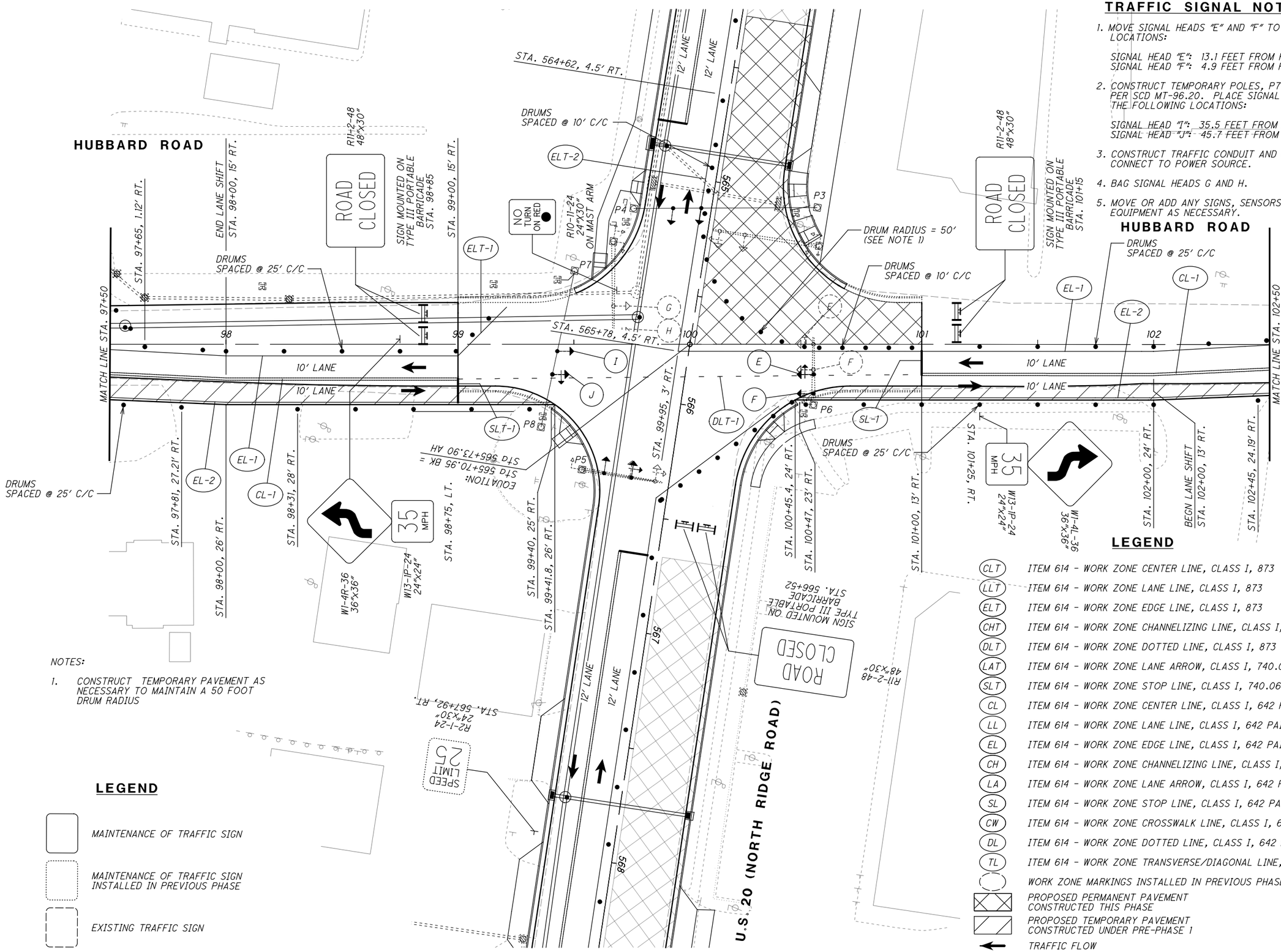

TRAFFIC SIGNAL NOTES

1. MOVE SIGNAL HEADS "E" AND "F" TO THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "E": 13.1 FEET FROM POLE P6
   SIGNAL HEAD "F": 4.9 FEET FROM POLE P6

2. CONSTRUCT TEMPORARY POLES, P7 AND P8, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "I": 35.5 FEET FROM POLE P7
   SIGNAL HEAD "J": 45.7 FEET FROM POLE P7

3. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.
4. BAG SIGNAL HEADS G AND H.
5. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

NOTES:

1. CONSTRUCT TEMPORARY PAVEMENT AS NECESSARY TO MAINTAIN A 50 FOOT DRUM RADIUS

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
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	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2A
HUBBARD RD - STA. 97+50 TO STA. 102+50

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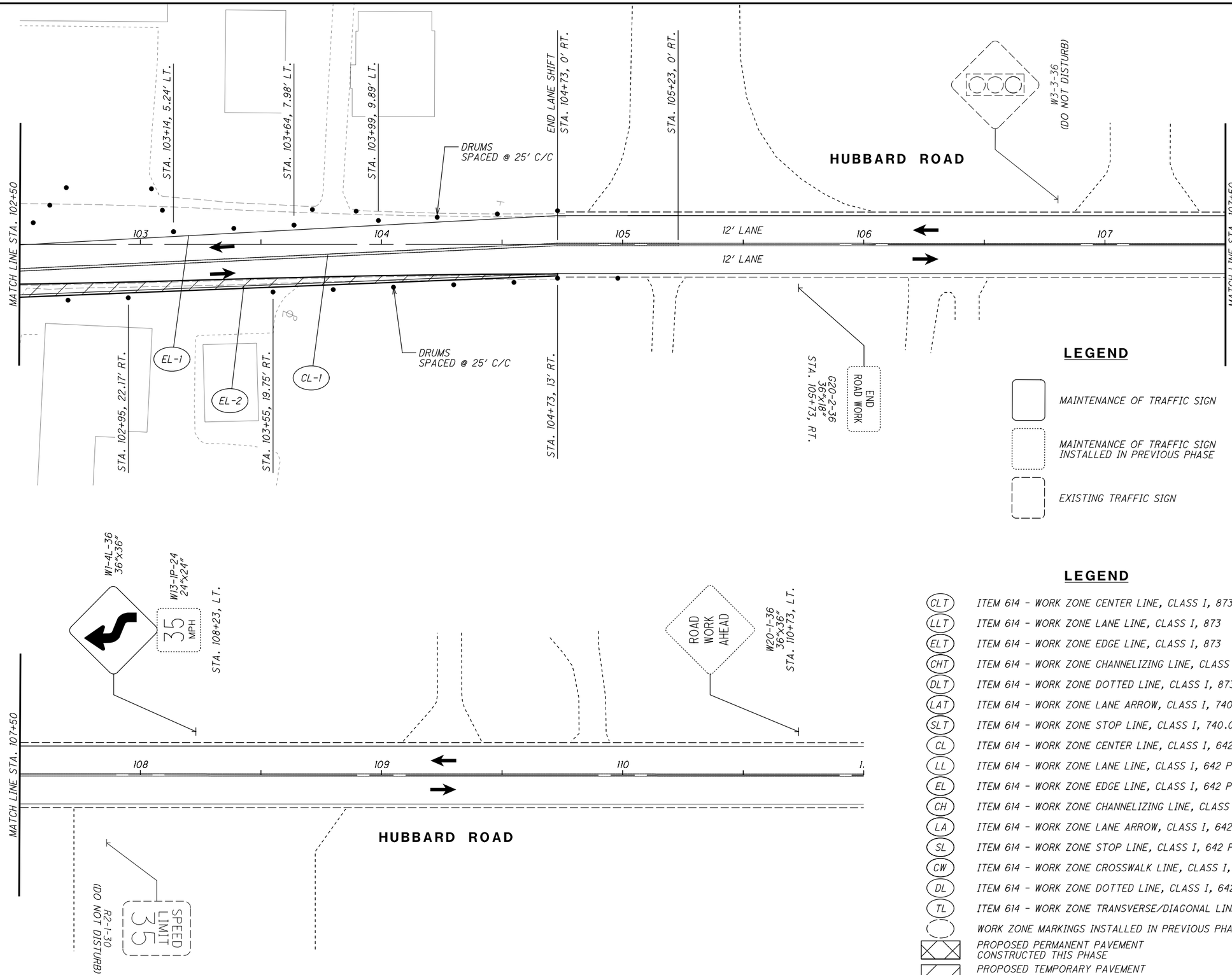

LEGEND

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	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2A
HUBBARD ROAD - STA. 102+50 TO STA. 110+50

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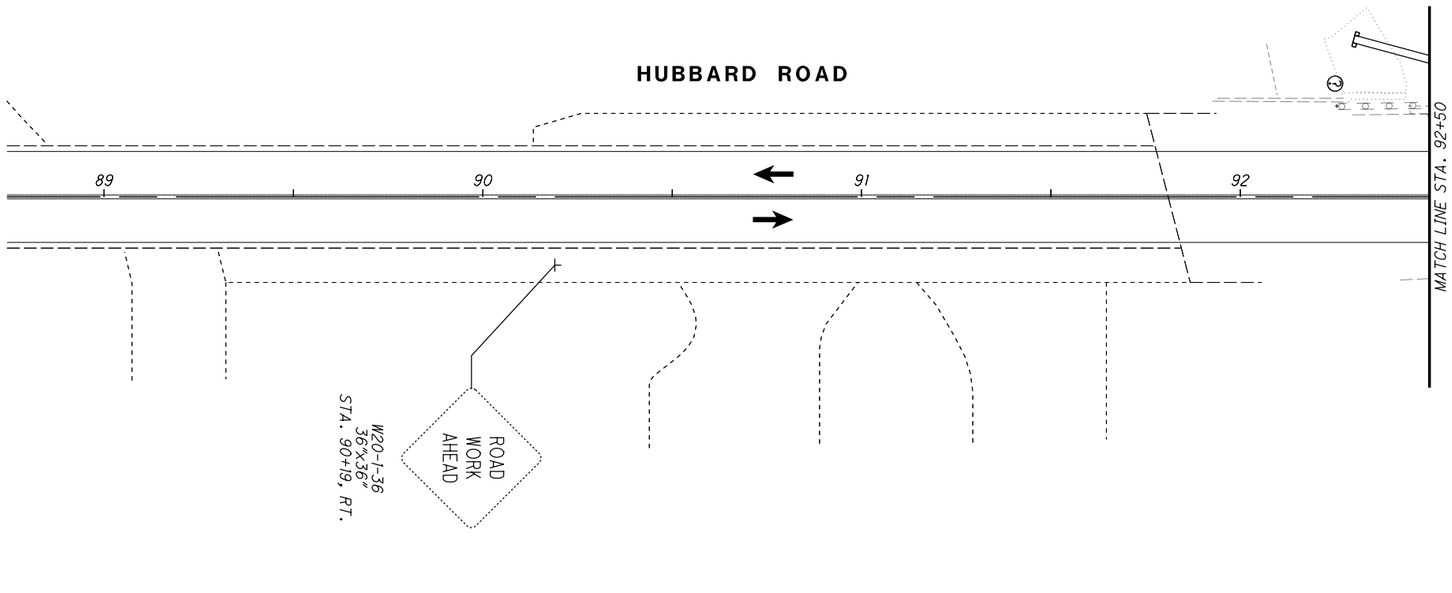

LEGEND

- CLT — ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT — ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT — ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT — ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT — ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
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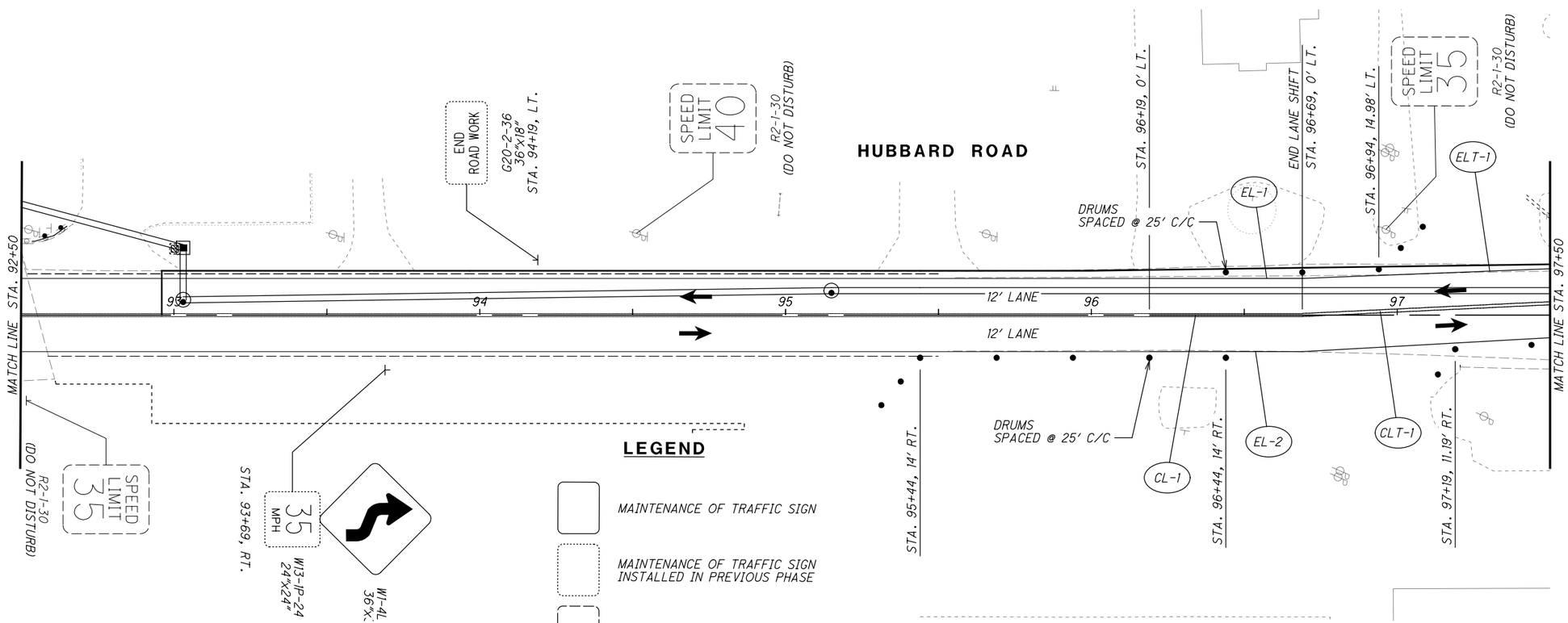
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
- TRAFFIC FLOW



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HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2B
HUBBARD ROAD - STA. 89+50 TO STA. 97+50

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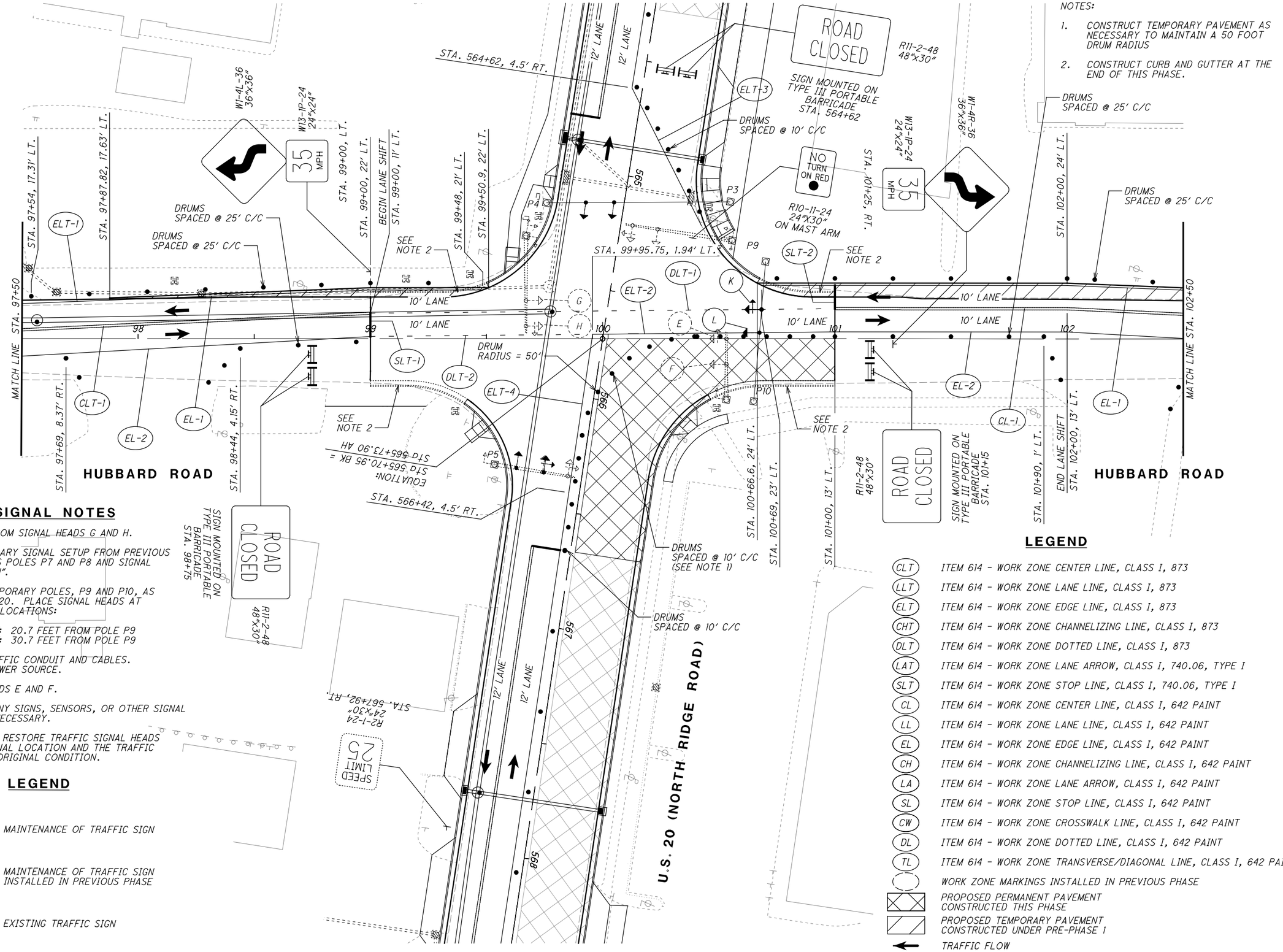

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2B
HUBBARD ROAD - STA. 564+00 TO STA. 569+00

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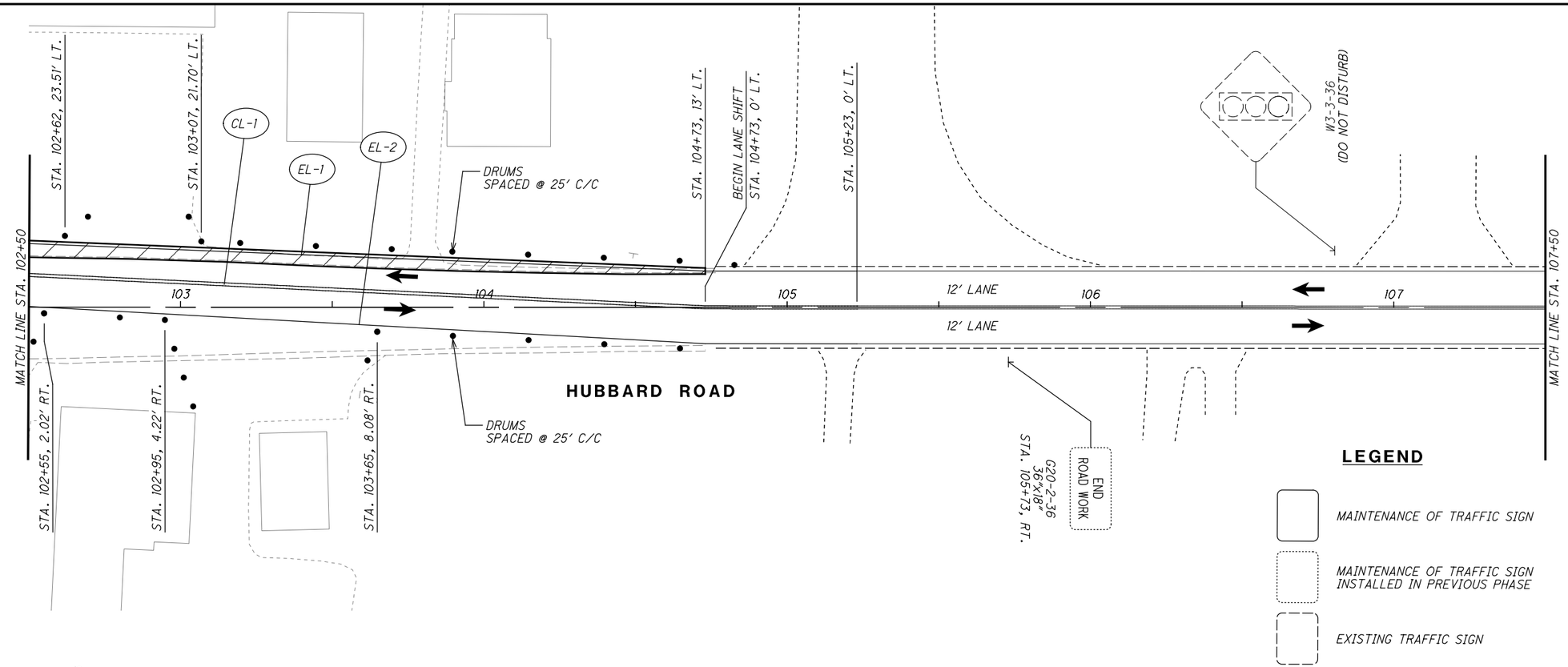

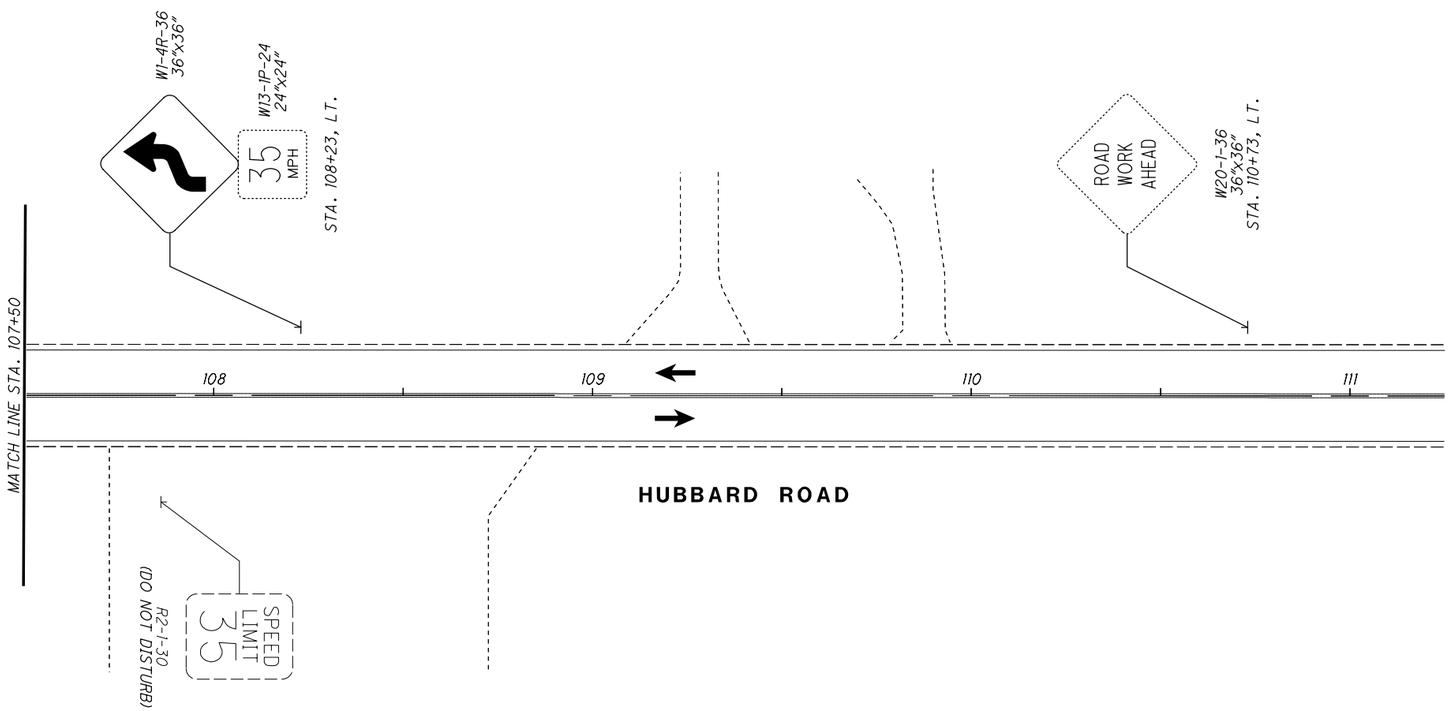

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2B
HUBBARD ROAD - STA. 102+50 TO STA. 110+50

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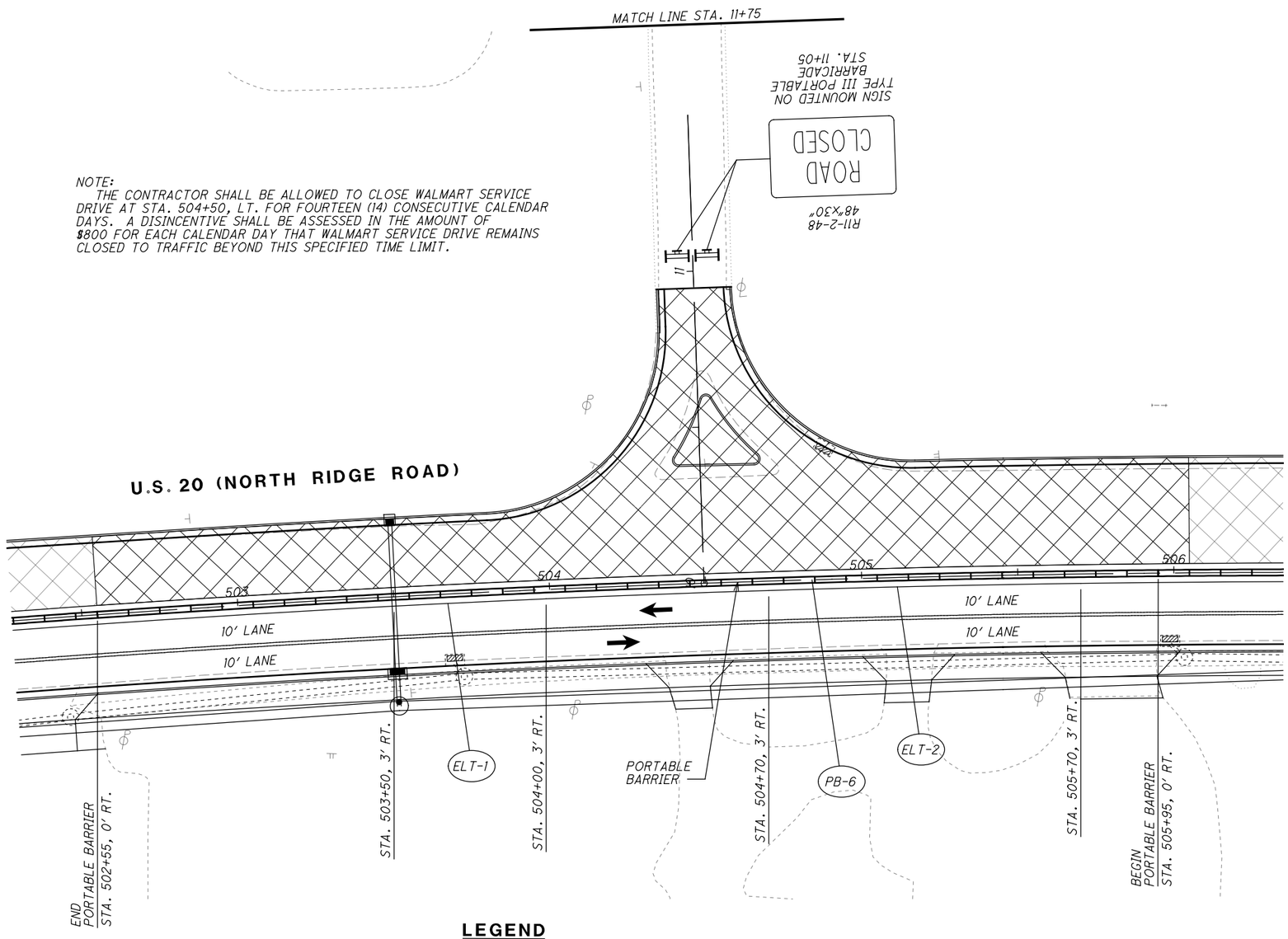
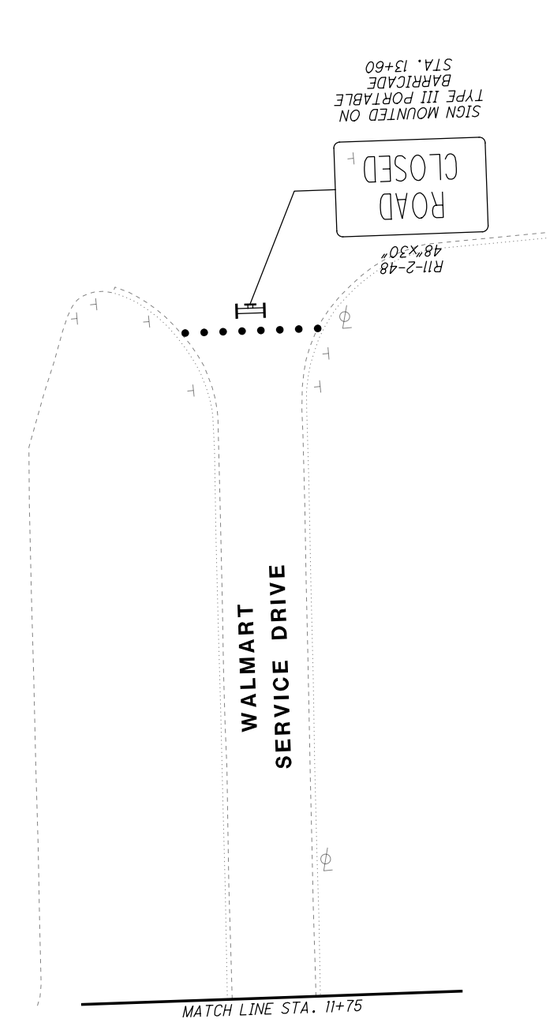
NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE WALMART SERVICE DRIVE AT STA. 504+50, LT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT WALMART SERVICE DRIVE REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.





LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
WALMART SERVICE DRIVE

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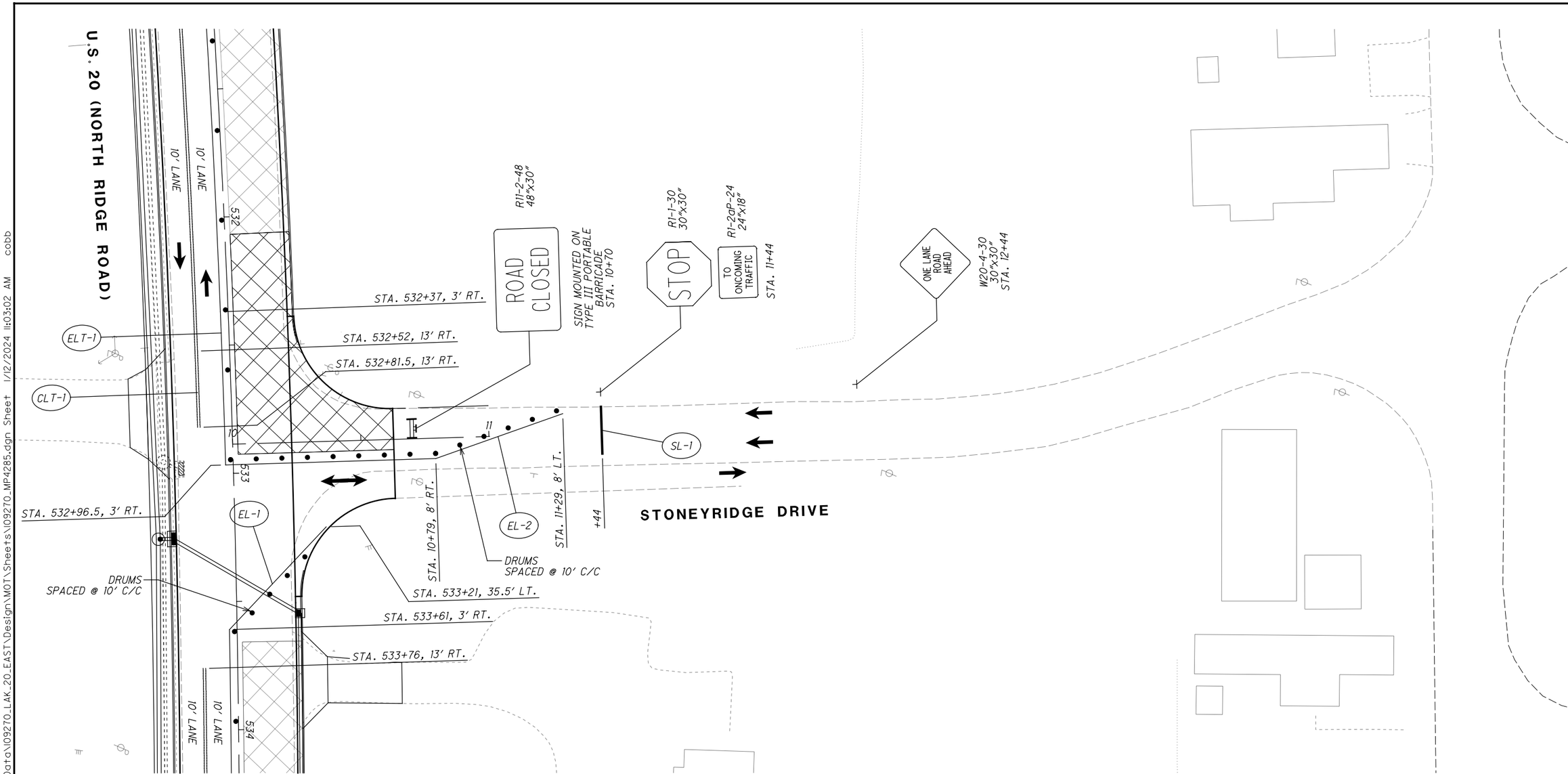

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STONEYRIDGE DRIVE

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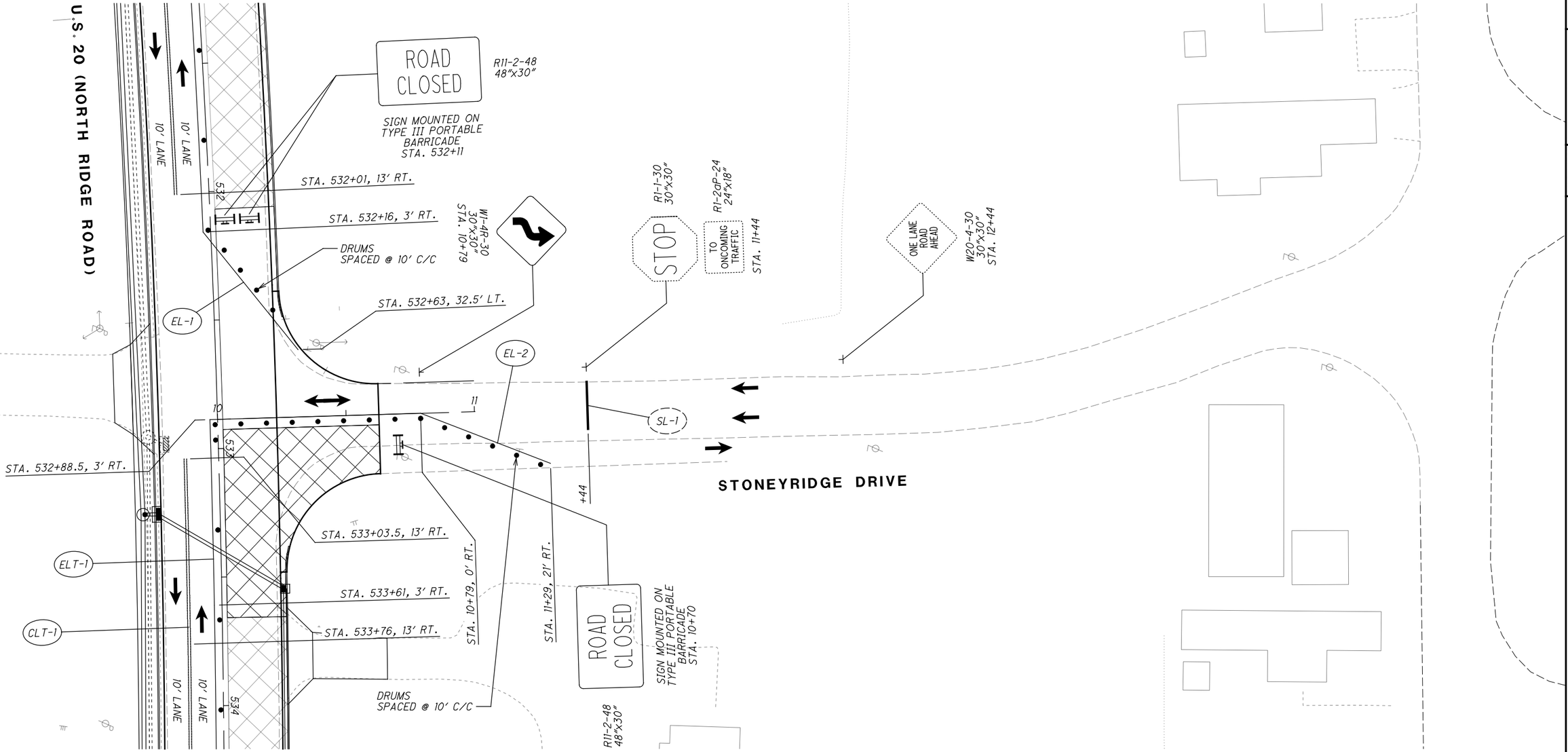

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STONEYRIDGE DRIVE

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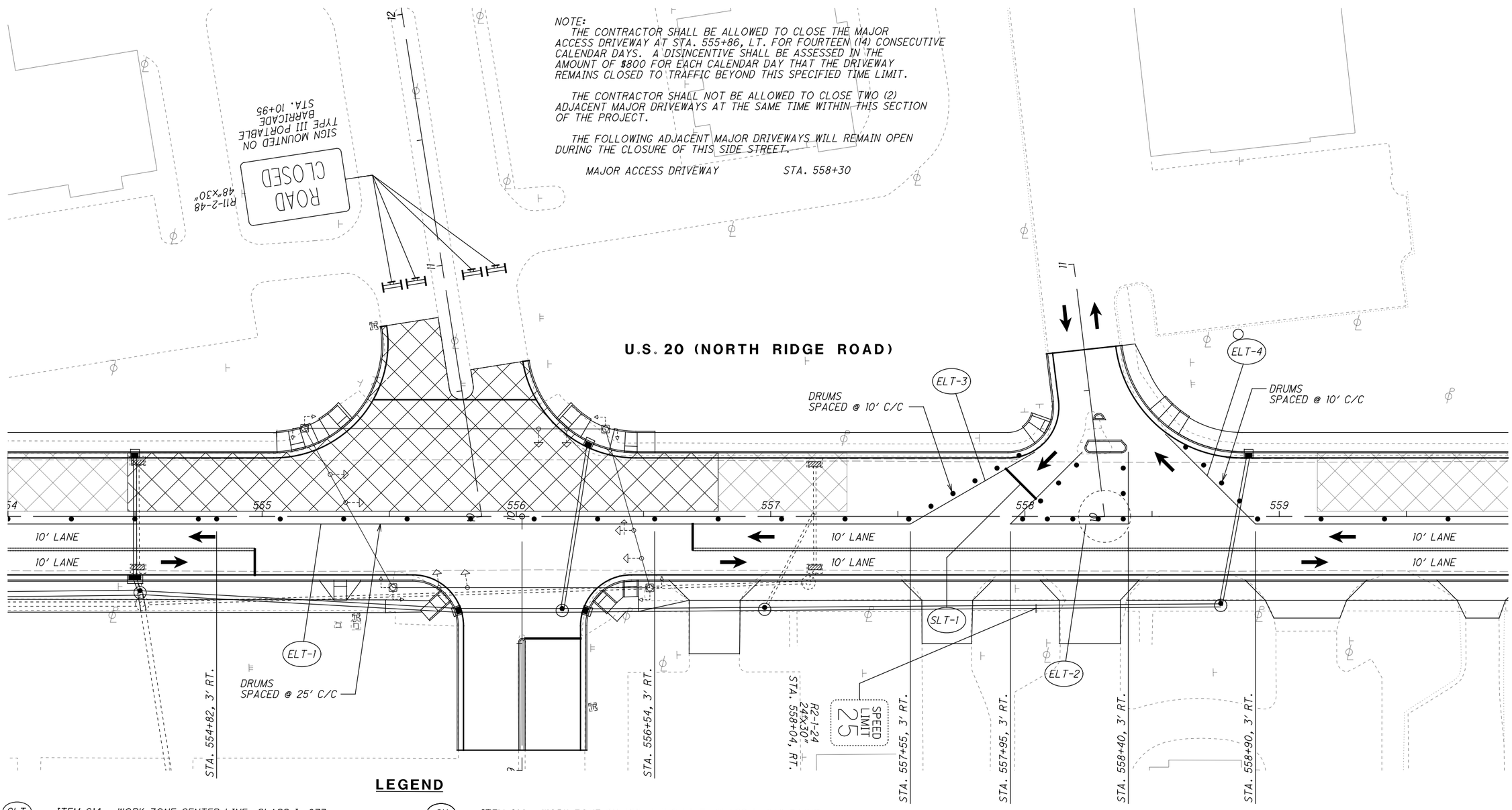
NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE THE MAJOR ACCESS DRIVEWAY AT STA. 555+86, LT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT MAJOR DRIVEWAYS WILL REMAIN OPEN DURING THE CLOSURE OF THIS SIDE STREET.

MAJOR ACCESS DRIVEWAY STA. 558+30



LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
MAJOR ACCESS DRIVEWAY

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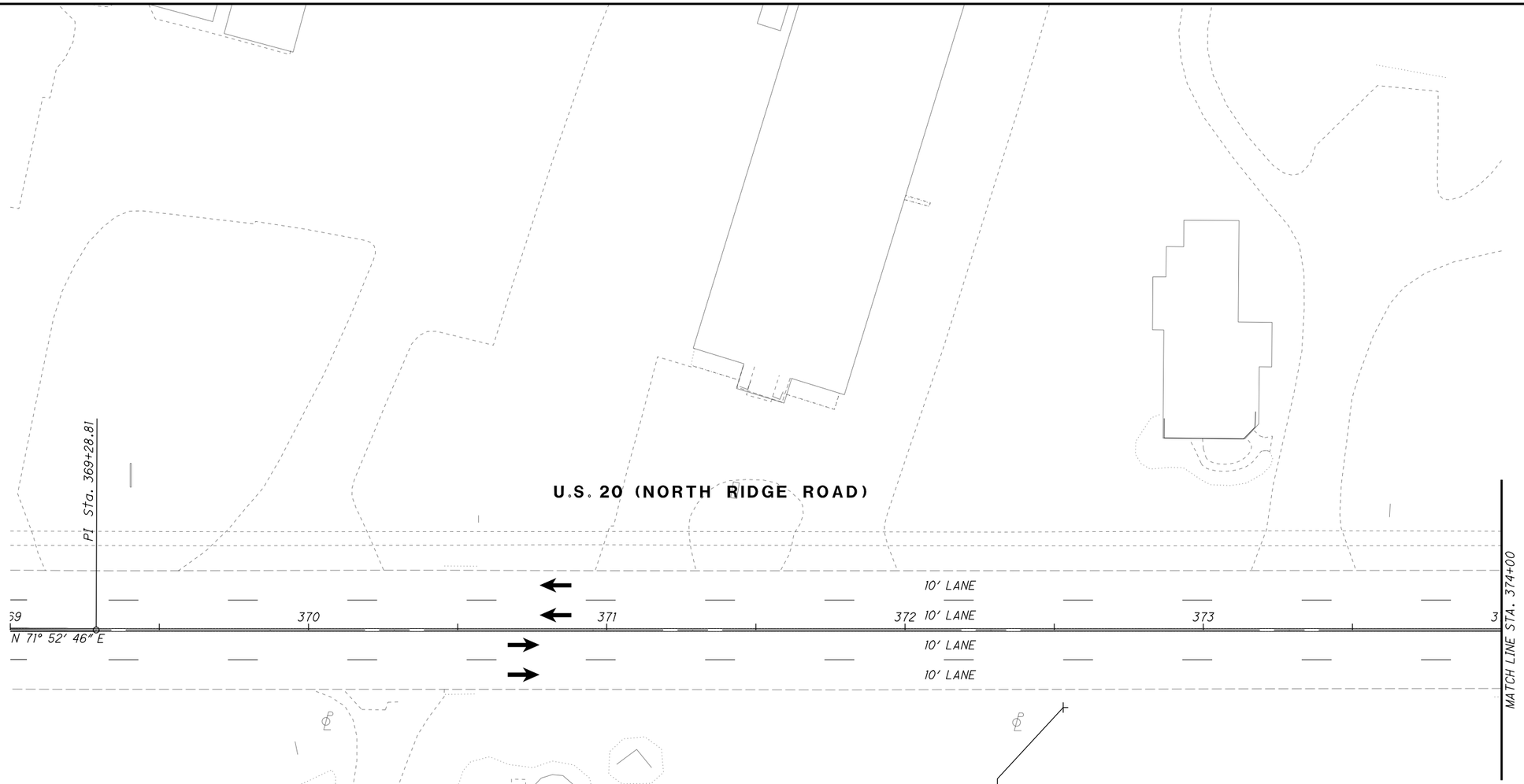

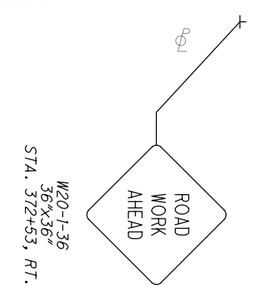

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 369+00 TO STA. 374+00

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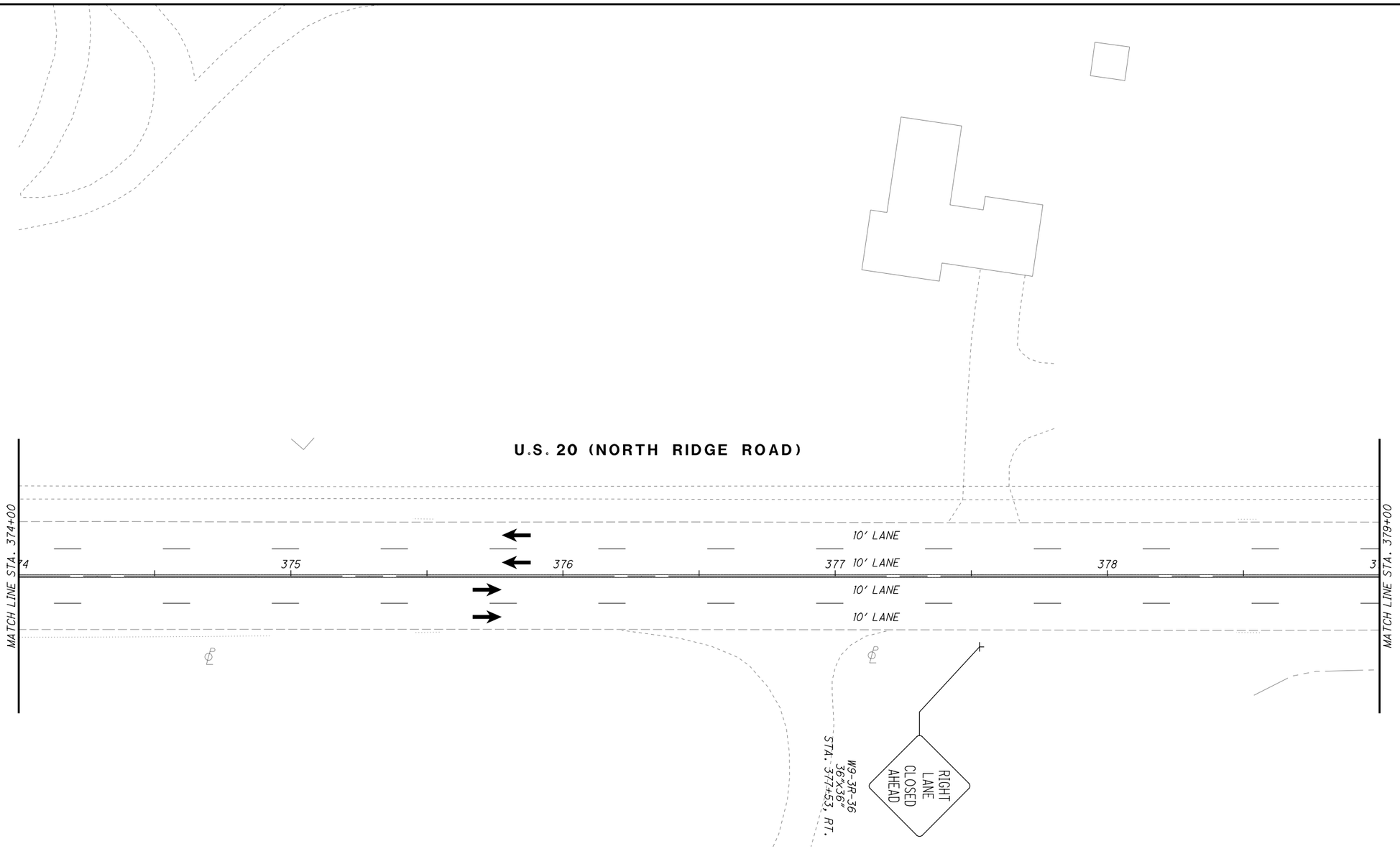

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 374+00 TO STA. 379+00

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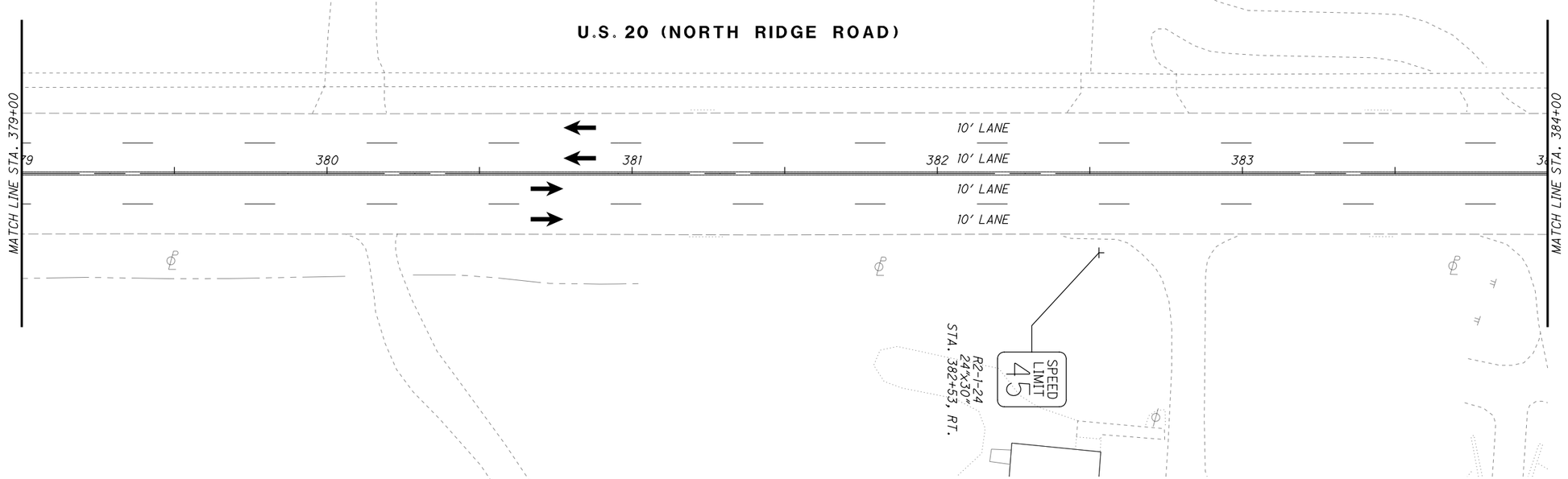

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
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CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 379+00 TO STA. 384+00

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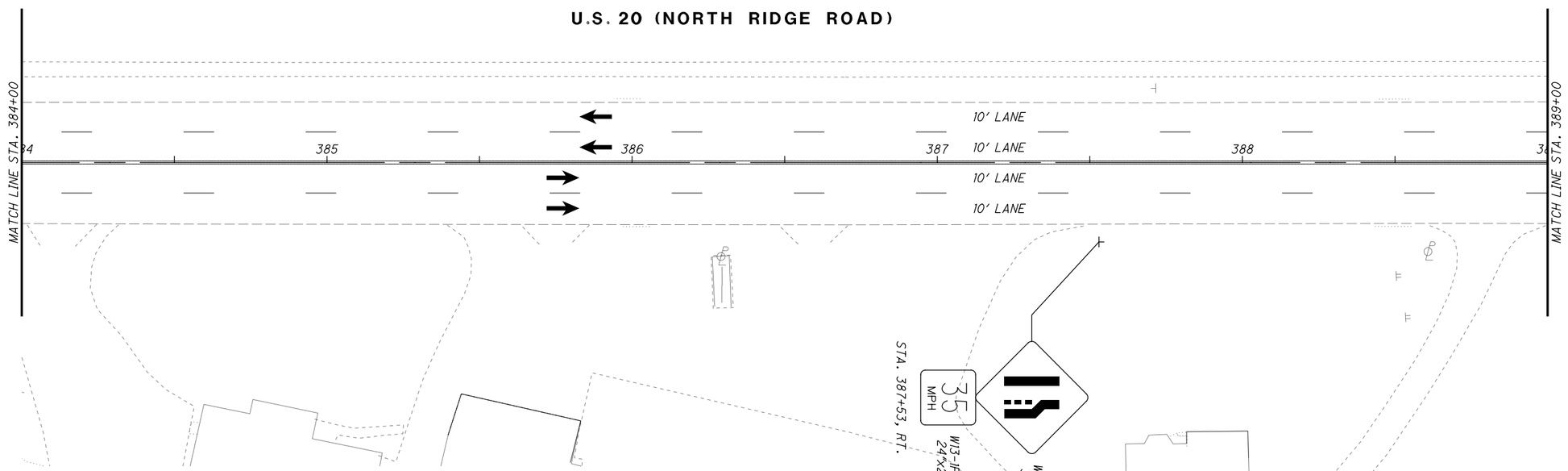

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 384+00 TO STA. 389+00

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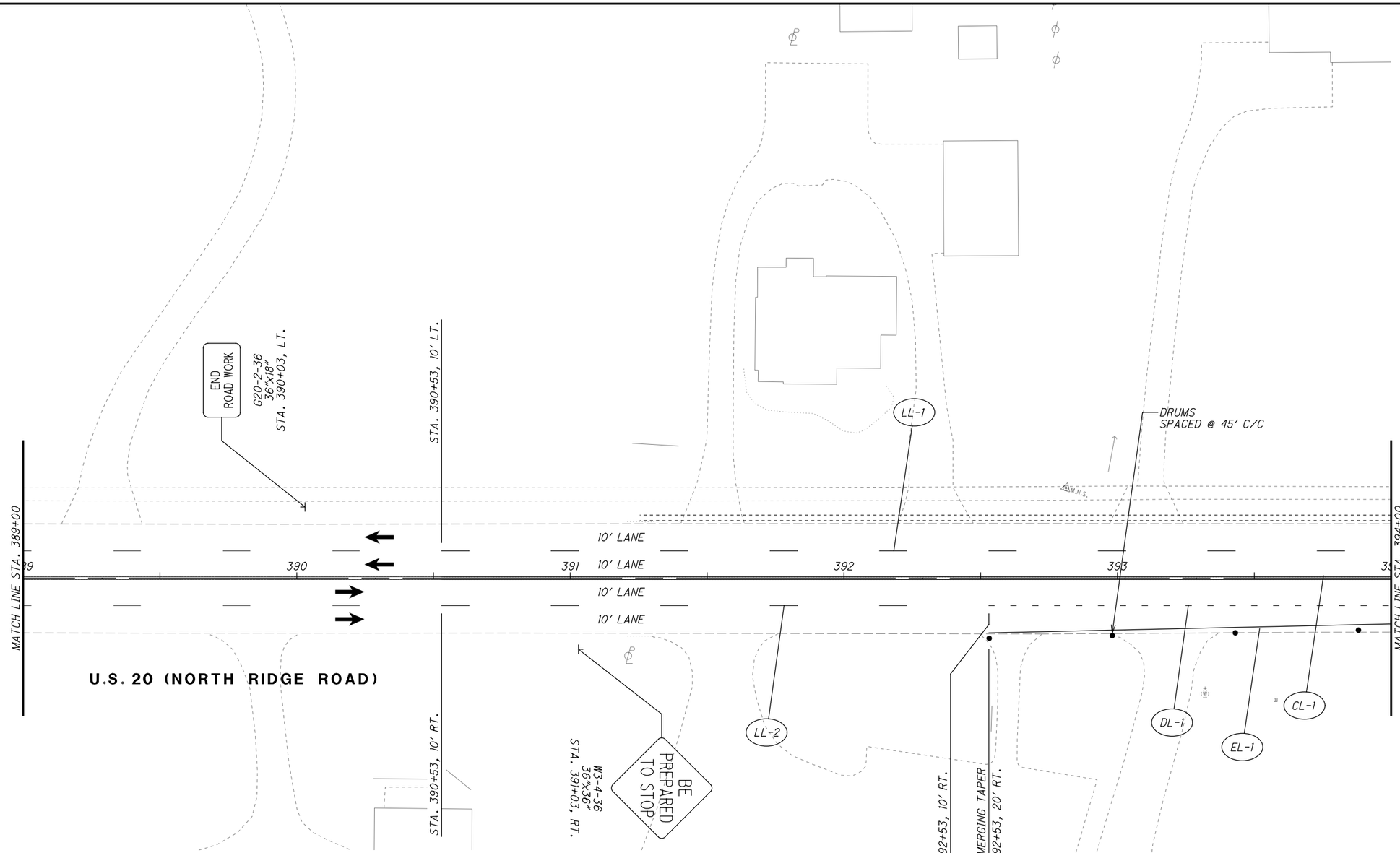

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 389+00 TO STA. 394+00

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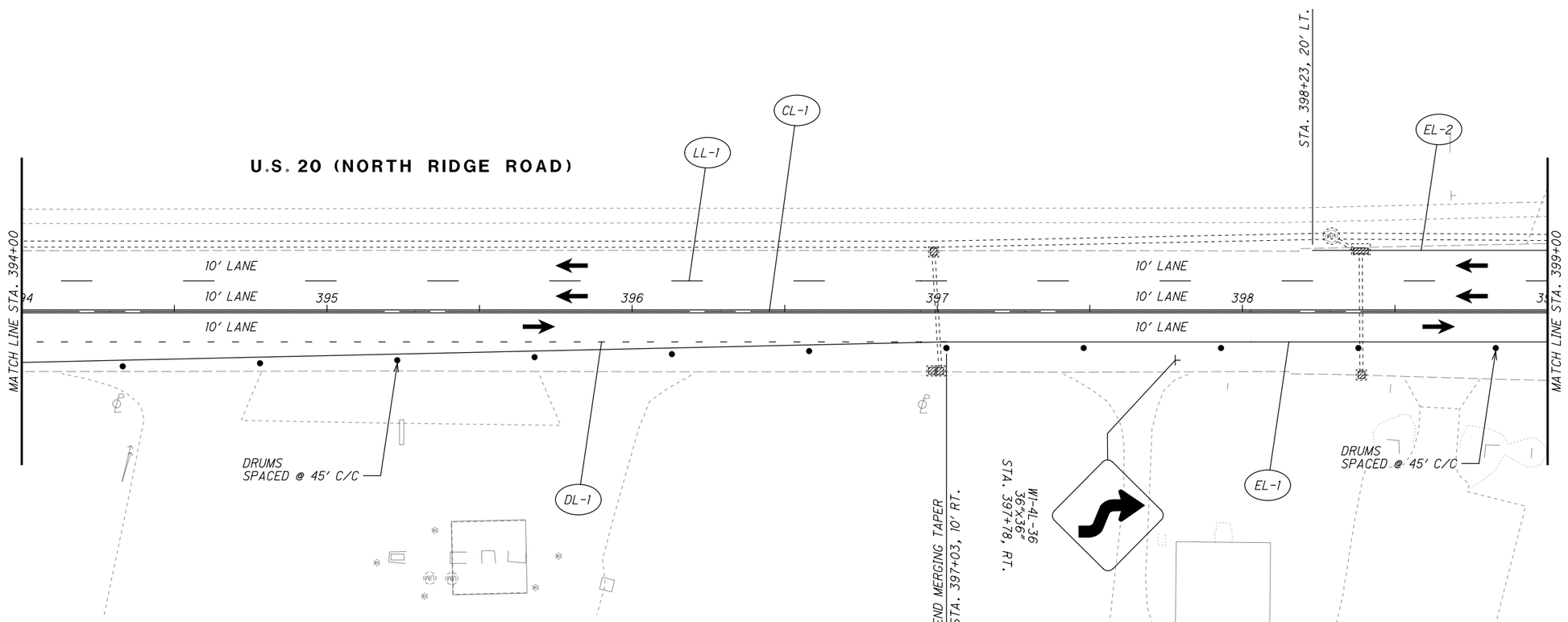

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 394+00 TO STA. 399+00

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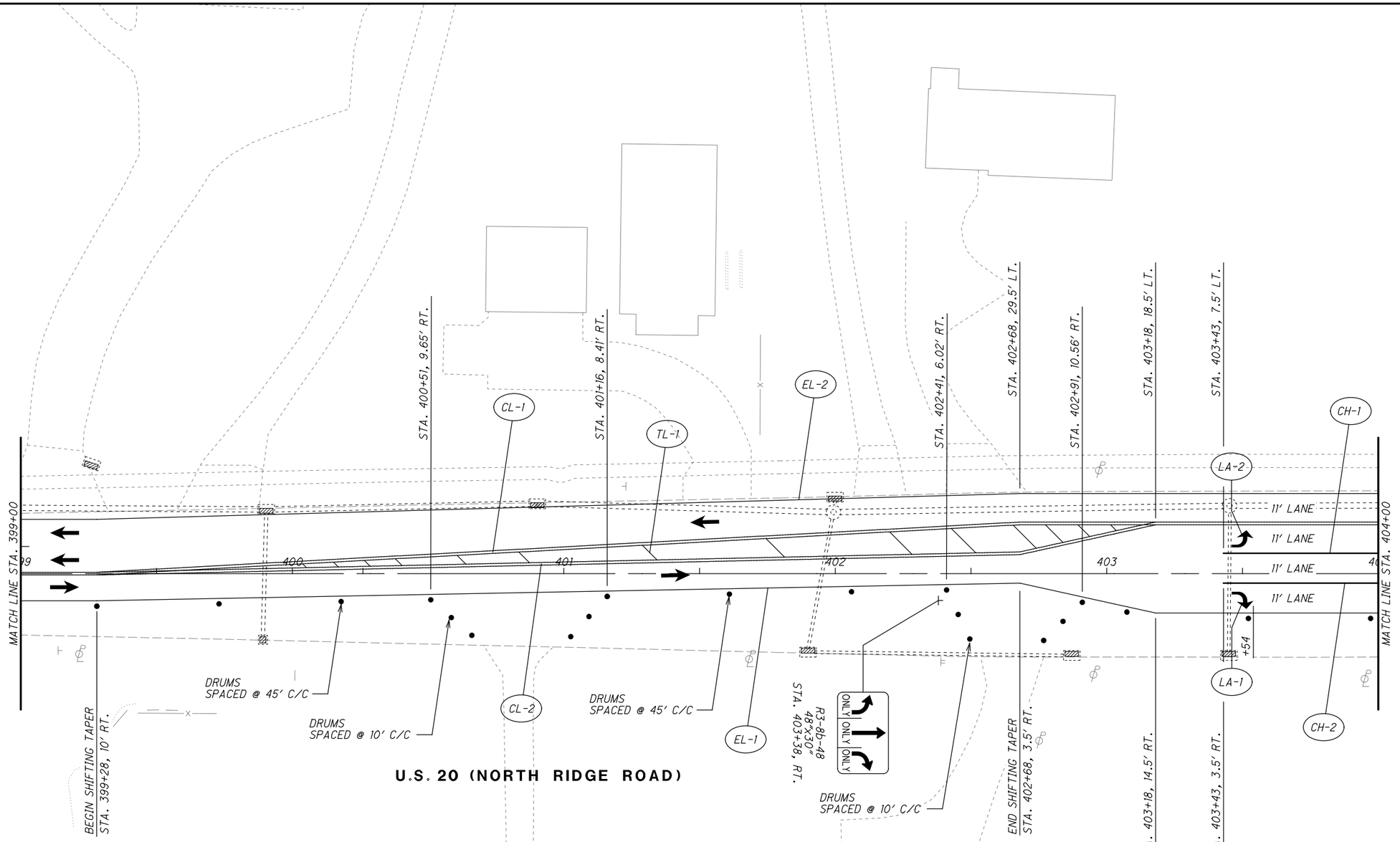

LEGEND

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ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 399+00 TO STA. 404+00

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TRAFFIC SIGNAL NOTES

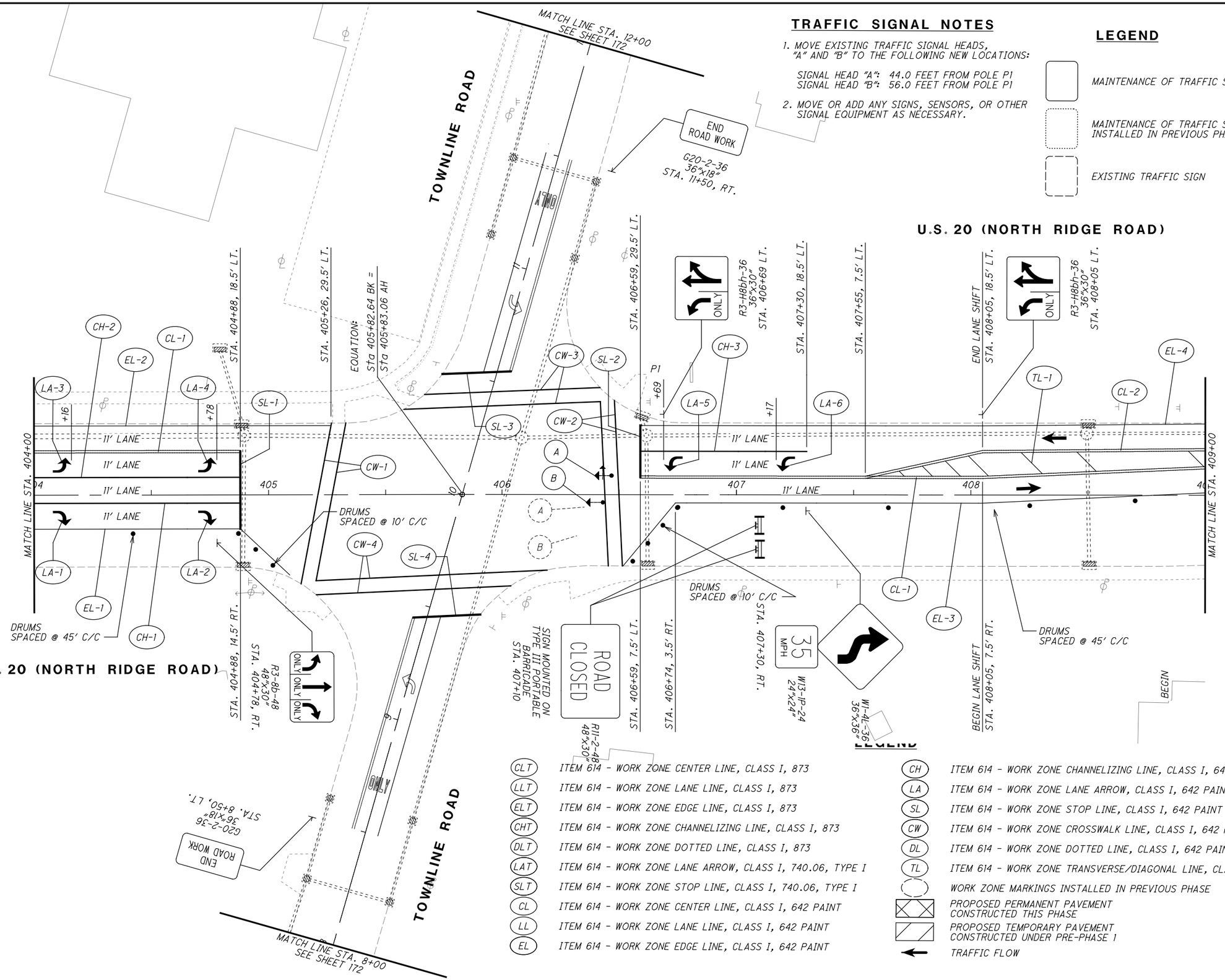
1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" TO THE FOLLOWING NEW LOCATIONS:

   SIGNAL HEAD "A": 44.0 FEET FROM POLE P1
   SIGNAL HEAD "B": 56.0 FEET FROM POLE P1

2. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN



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←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 404+00 TO STA. 409+00

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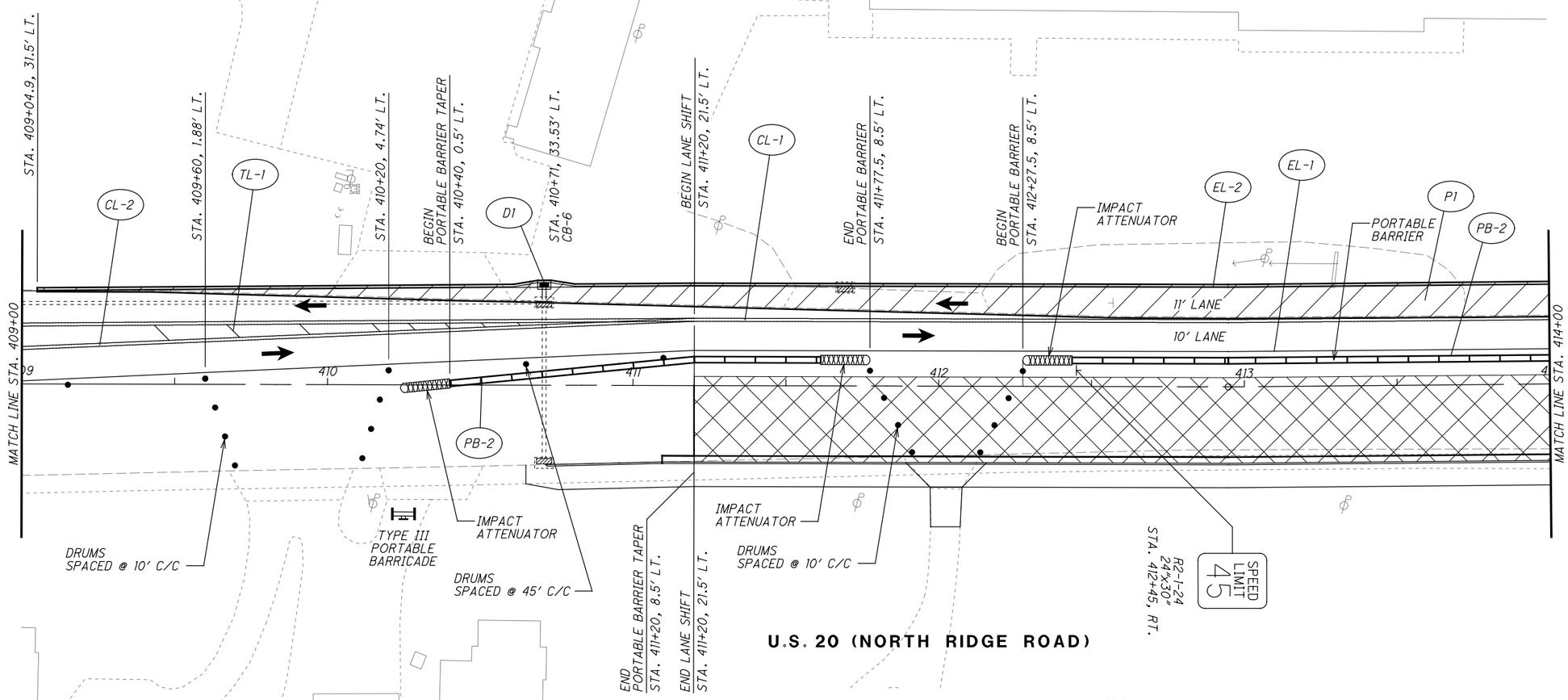
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 409+00 TO STA. 414+00

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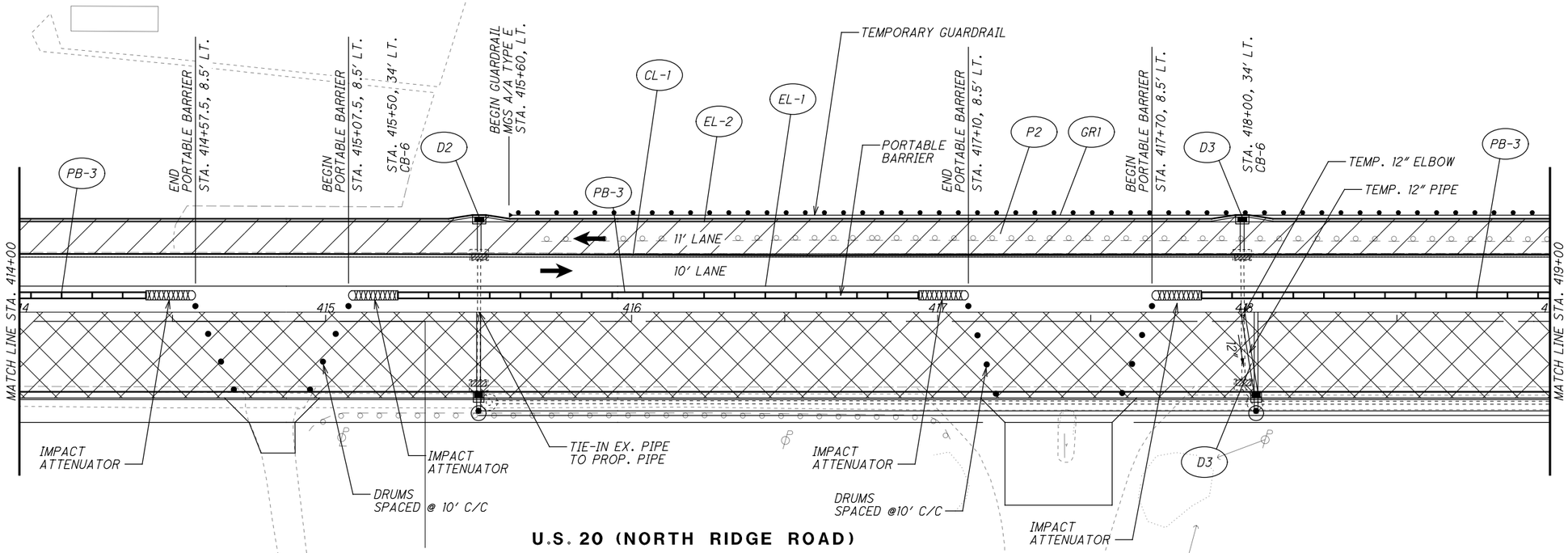
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 414+00 TO STA. 419+00

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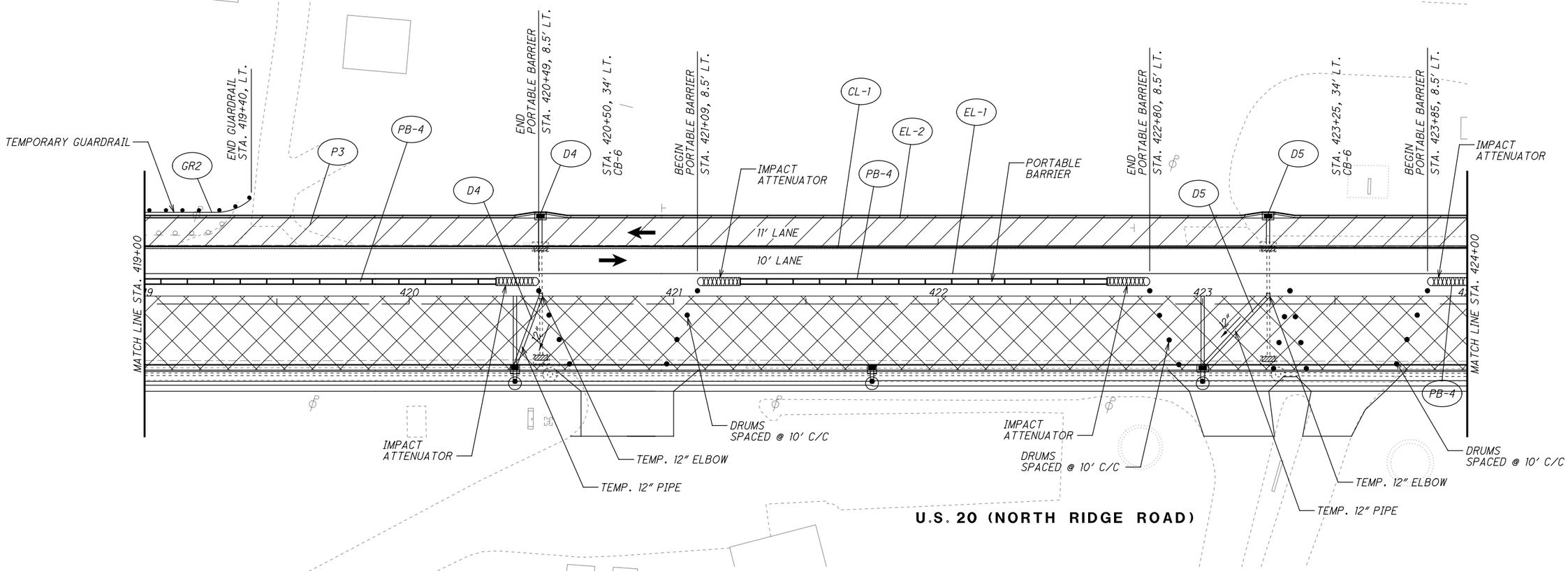
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
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	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 419+00 TO STA. 424+00

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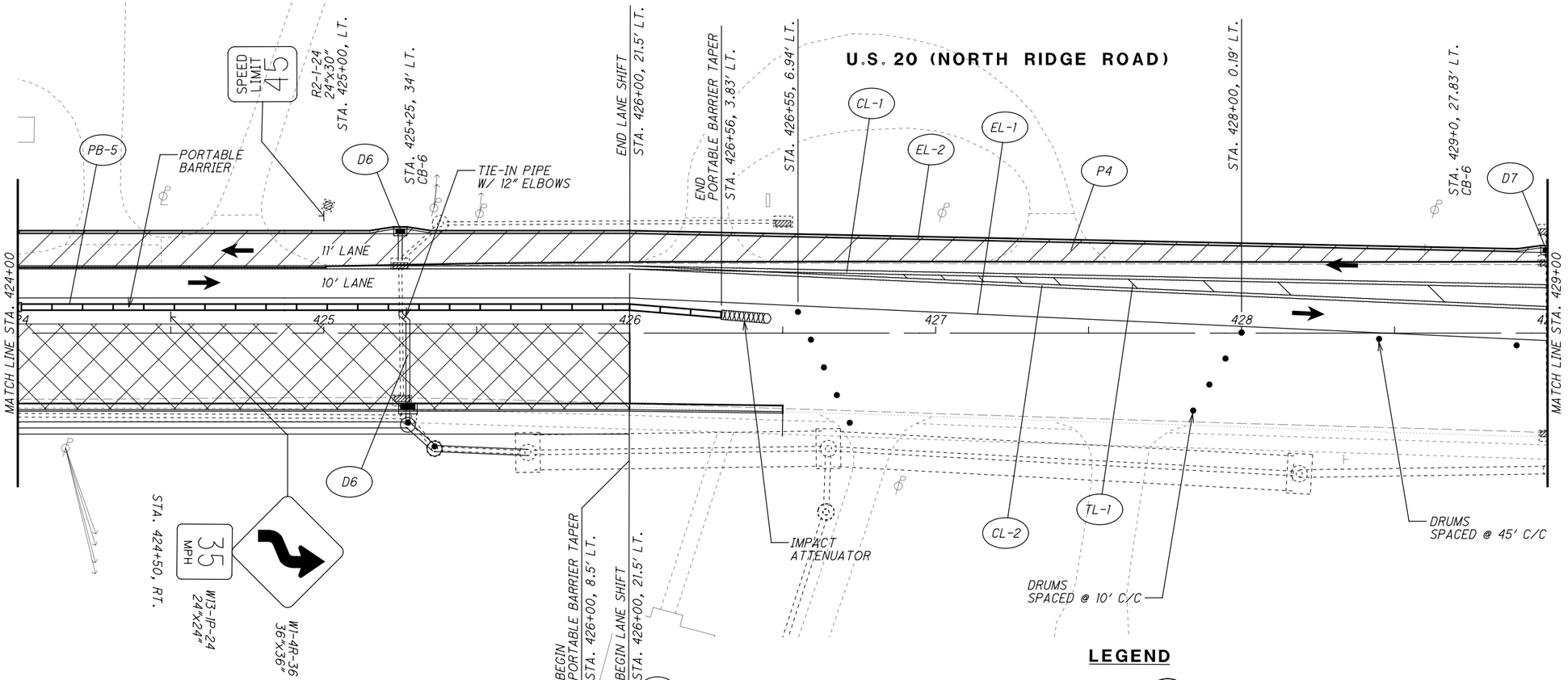
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 424+00 TO STA. 429+00

LAK-US-20-24.99

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LEGEND

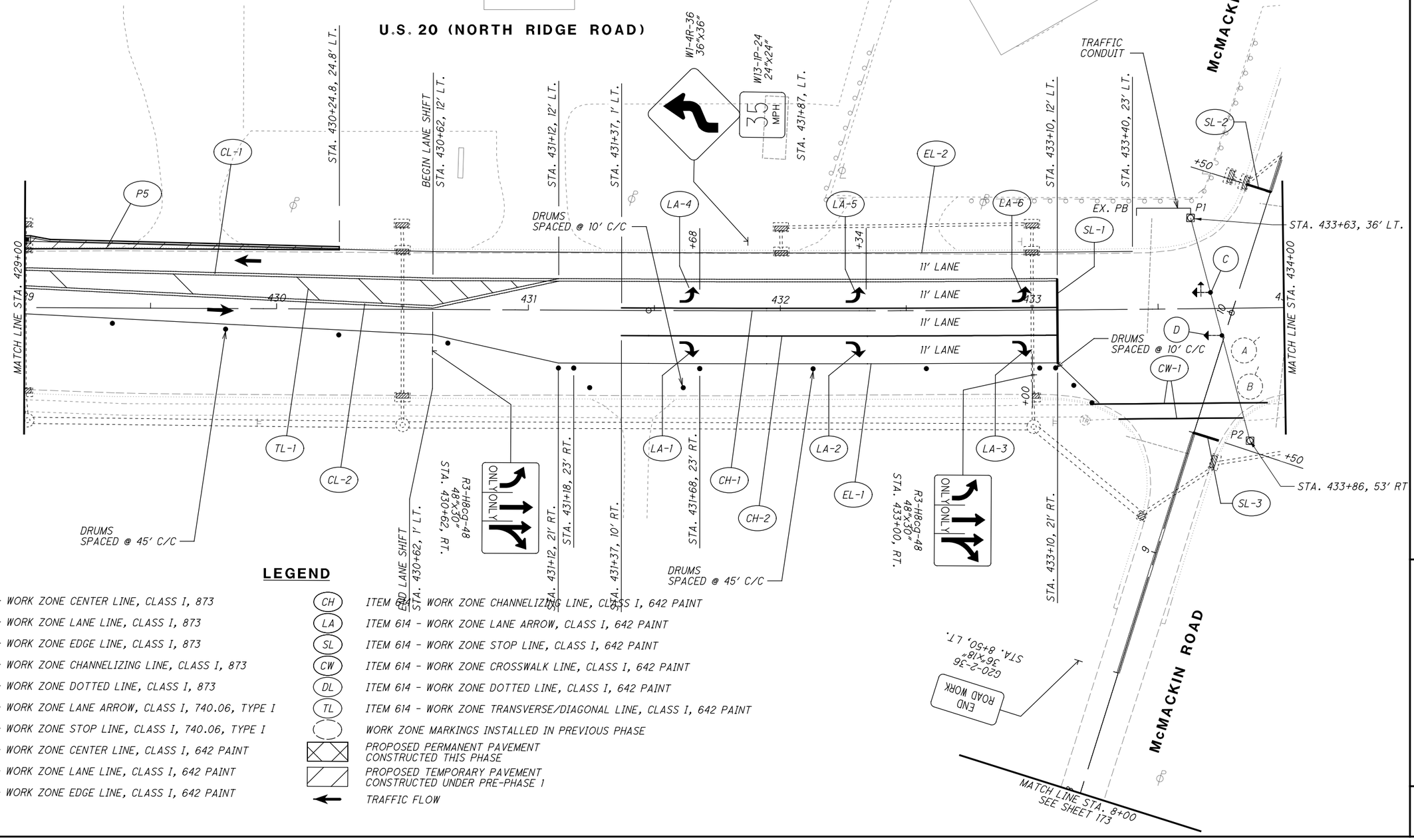
- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

TRAFFIC SIGNAL NOTES

1. CONSTRUCT TEMPORARY POLES, P1 AND P2, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "C": 31 FEET FROM POLE P1
   SIGNAL HEAD "D": 48 FEET FROM POLE P1

2. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.
3. BAG EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B".
4. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.



LEGEND

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←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 429+00 TO STA. 434+00

LAK-US-20-24.99

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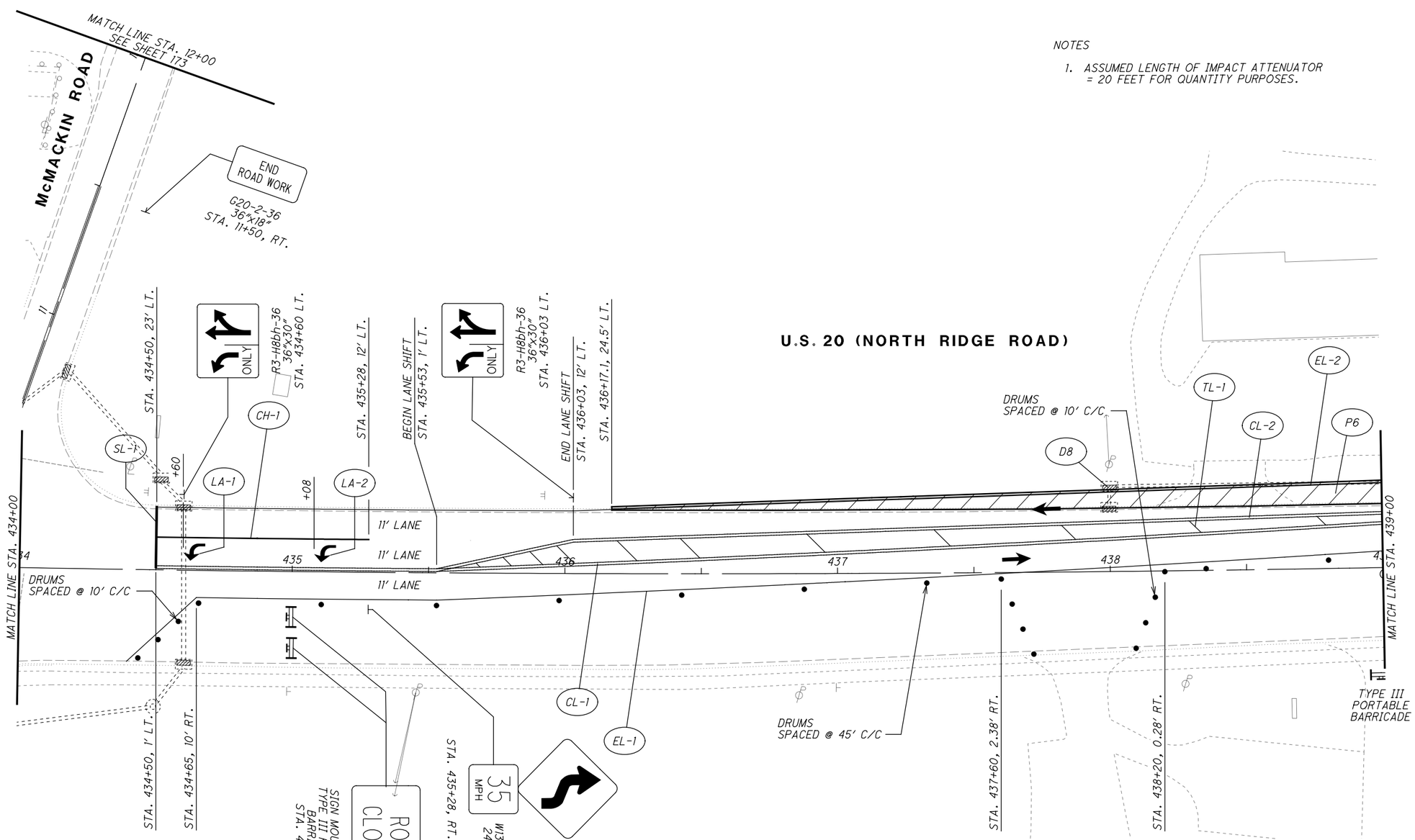
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 434+00 TO STA. 439+00

LAK-US-20-24.99

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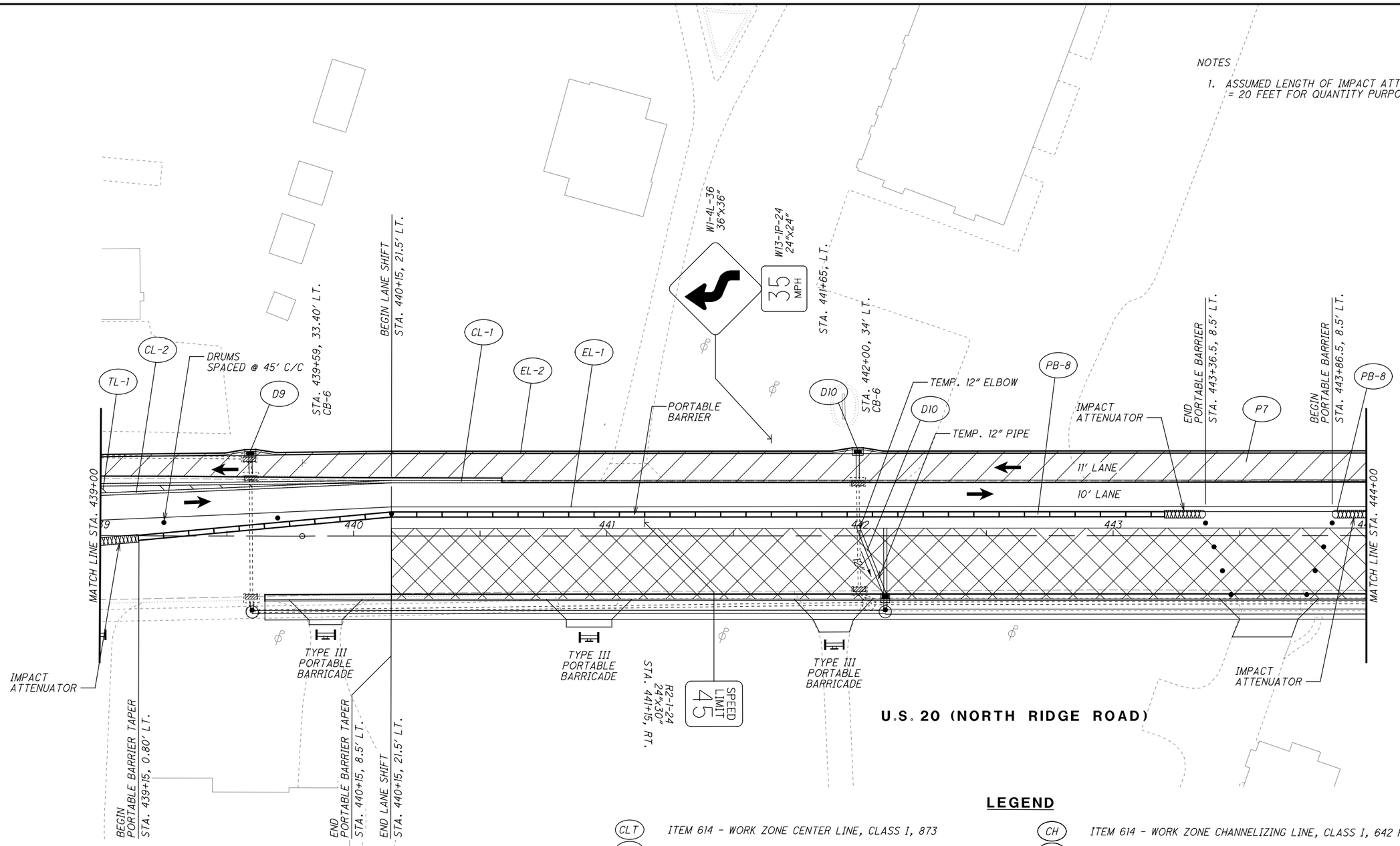
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
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LEGEND

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LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
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	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 439+00 TO STA. 444+00

LAK-US-20-24.99

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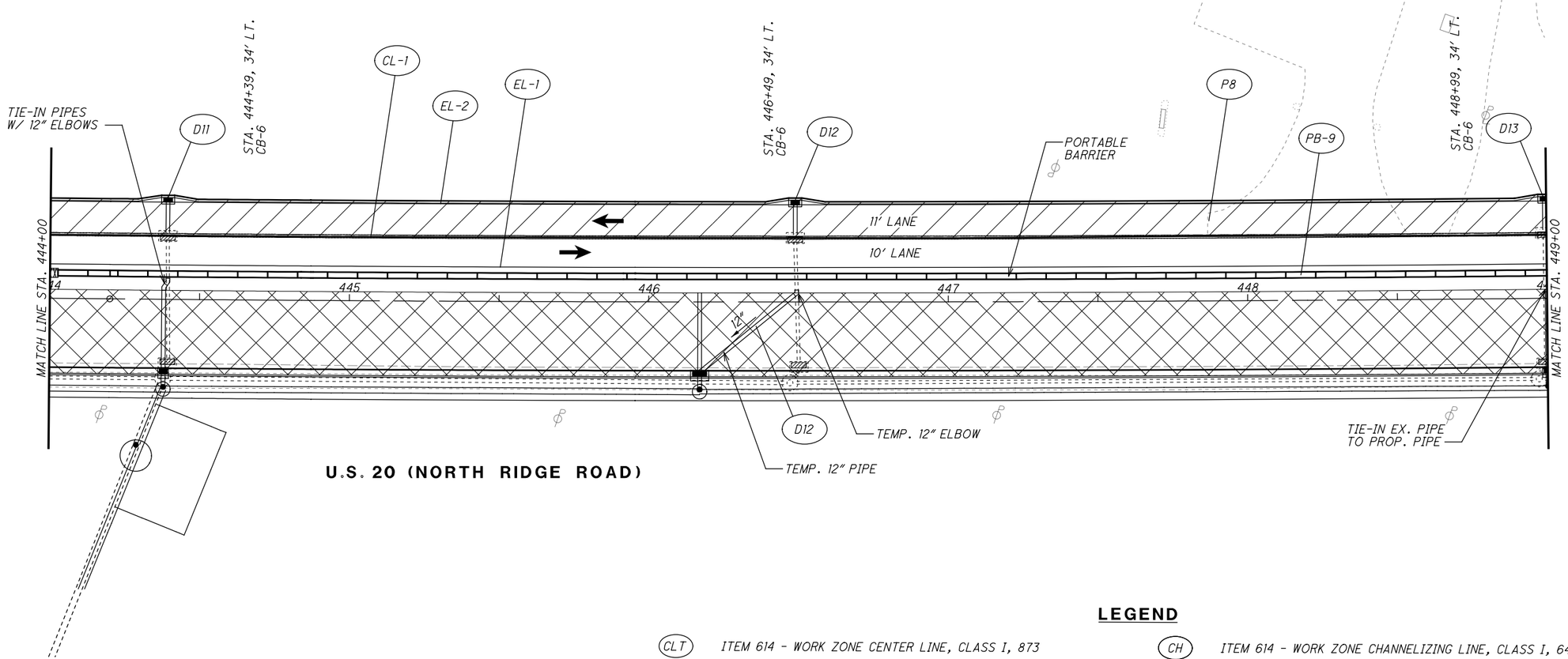
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 444+00 TO STA. 449+00

LAK-US-20-24.99

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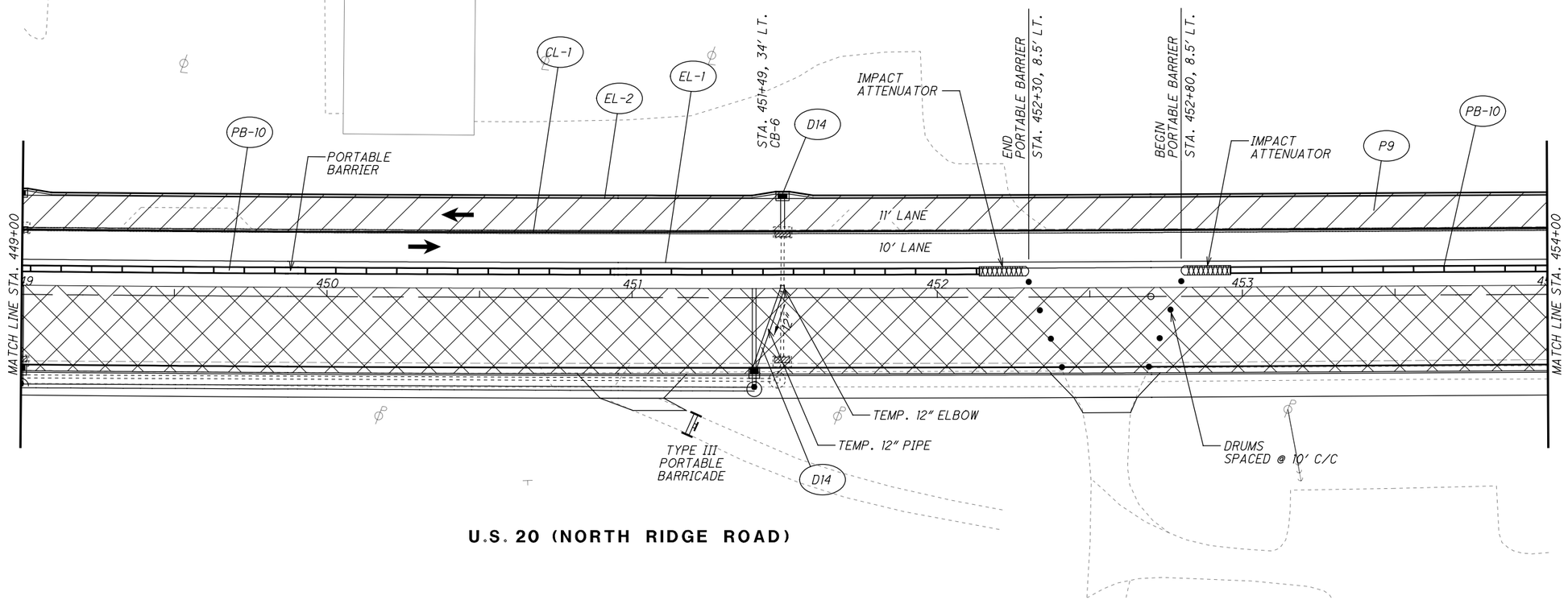
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



U.S. 20 (NORTH RIDGE ROAD)

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 449+00 TO STA. 454+00

LAK-US-20-24.99

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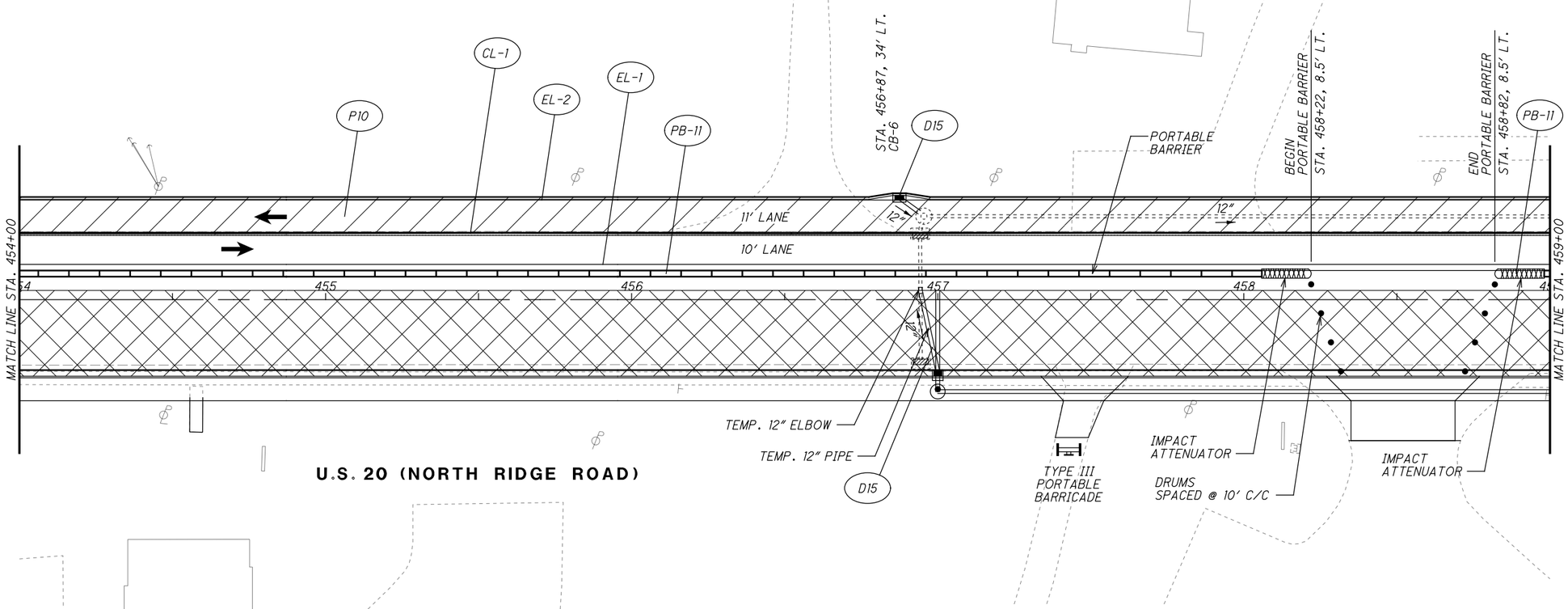
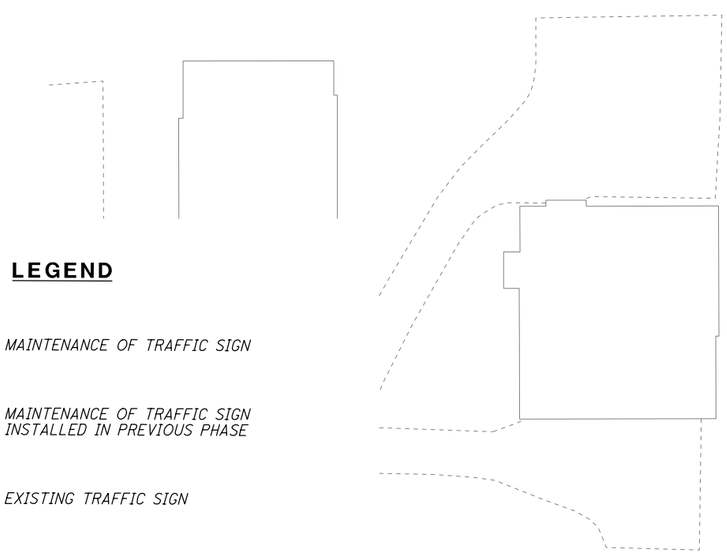
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



U.S. 20 (NORTH RIDGE ROAD)



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 454+00 TO STA. 459+00

LAK-US-20-24.99

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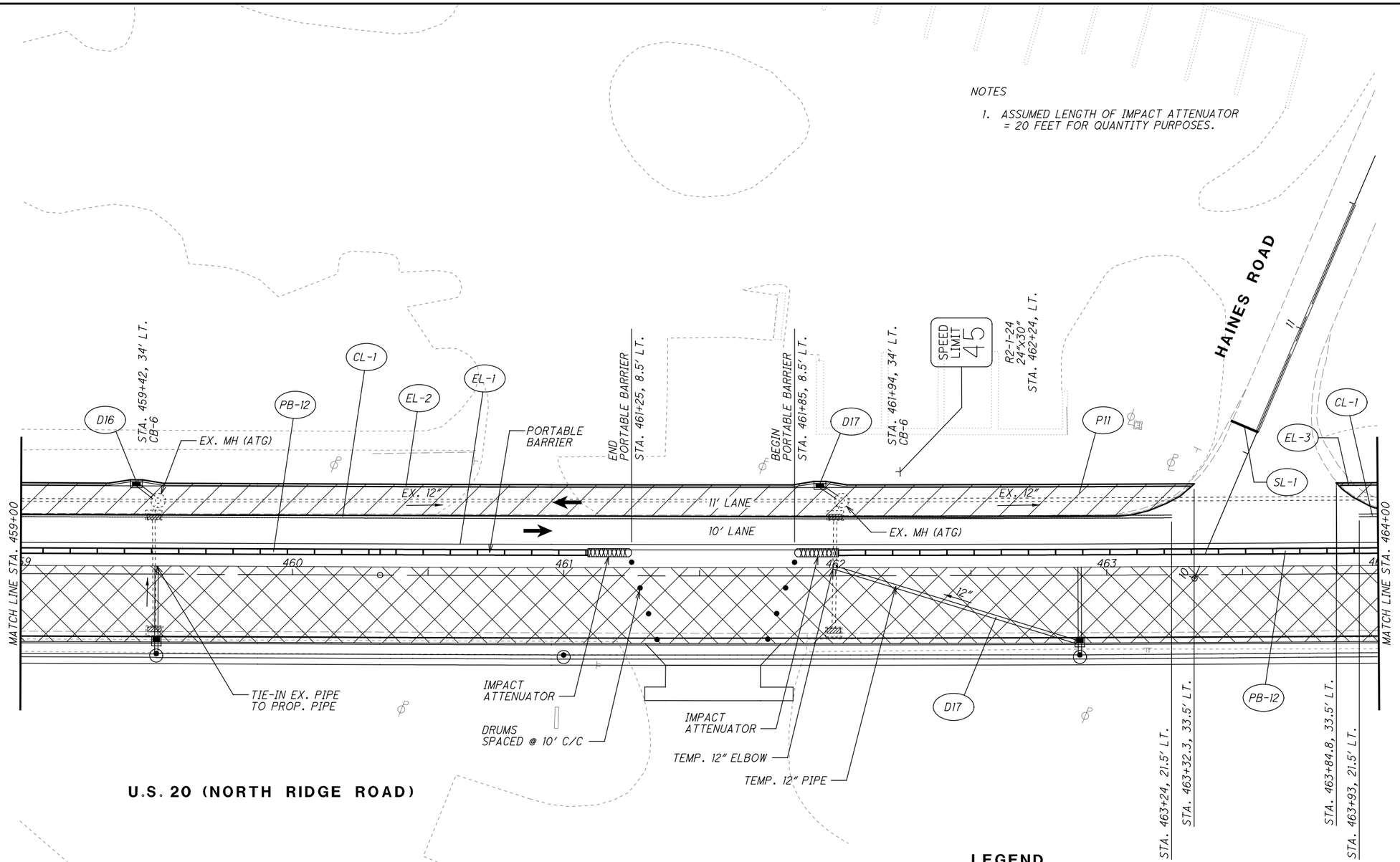
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 459+00 TO STA. 464+00

LAK-US-20-24.99

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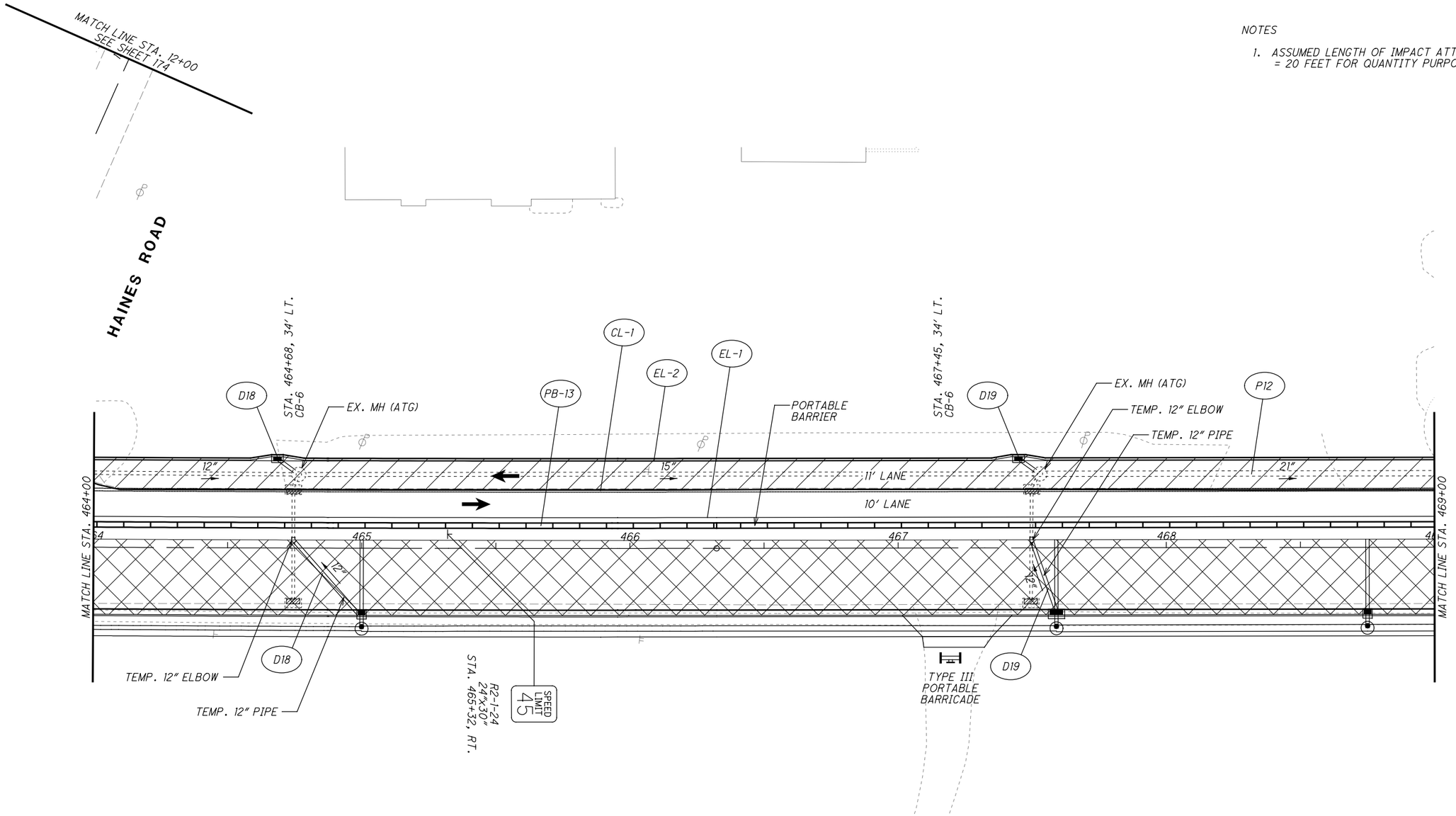
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 464+00 TO STA. 469+00

LAK-US-20-24.99

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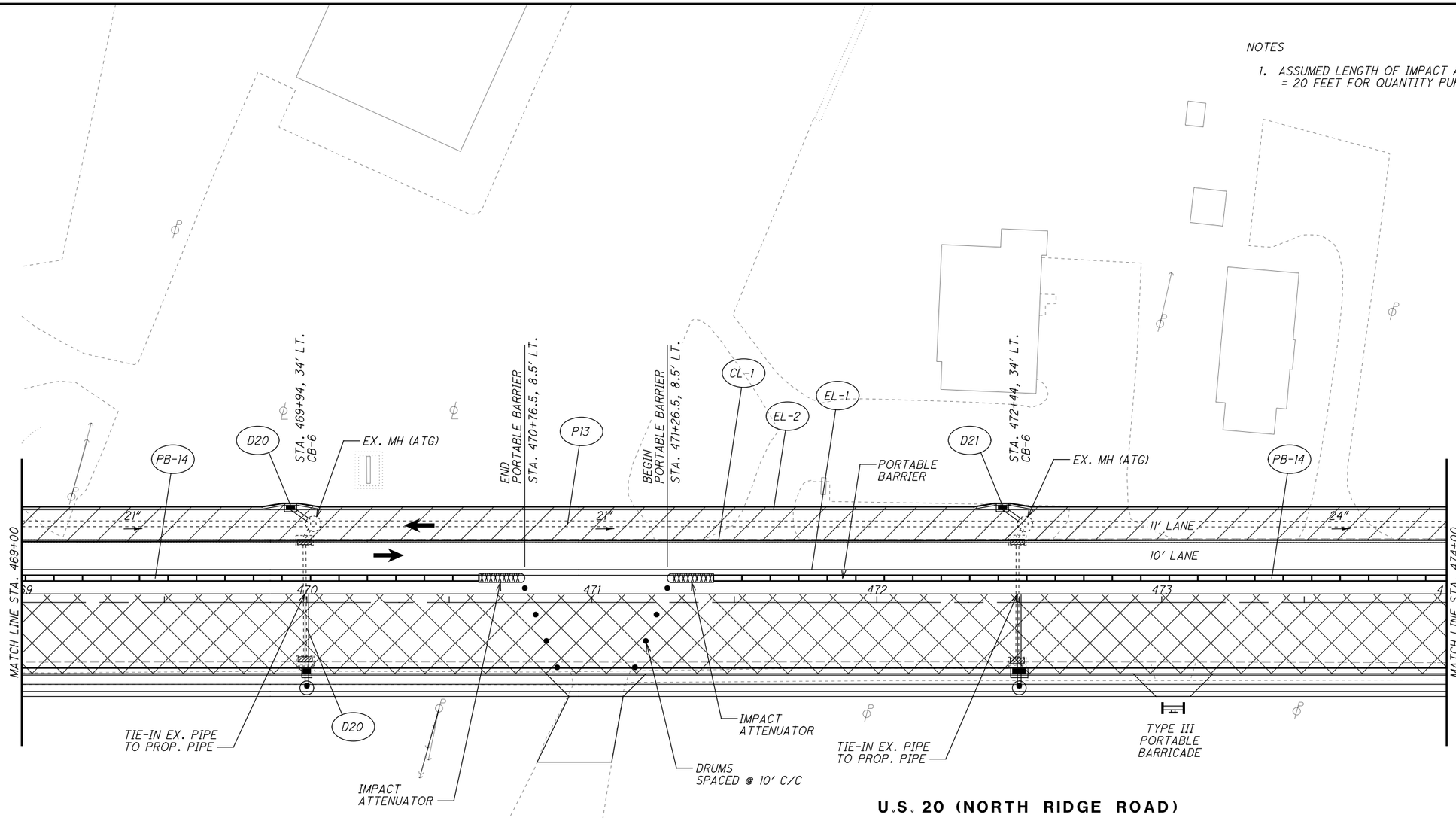
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



U.S. 20 (NORTH RIDGE ROAD)

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 469+00 TO STA. 474+00

LAK-US-20-24.99

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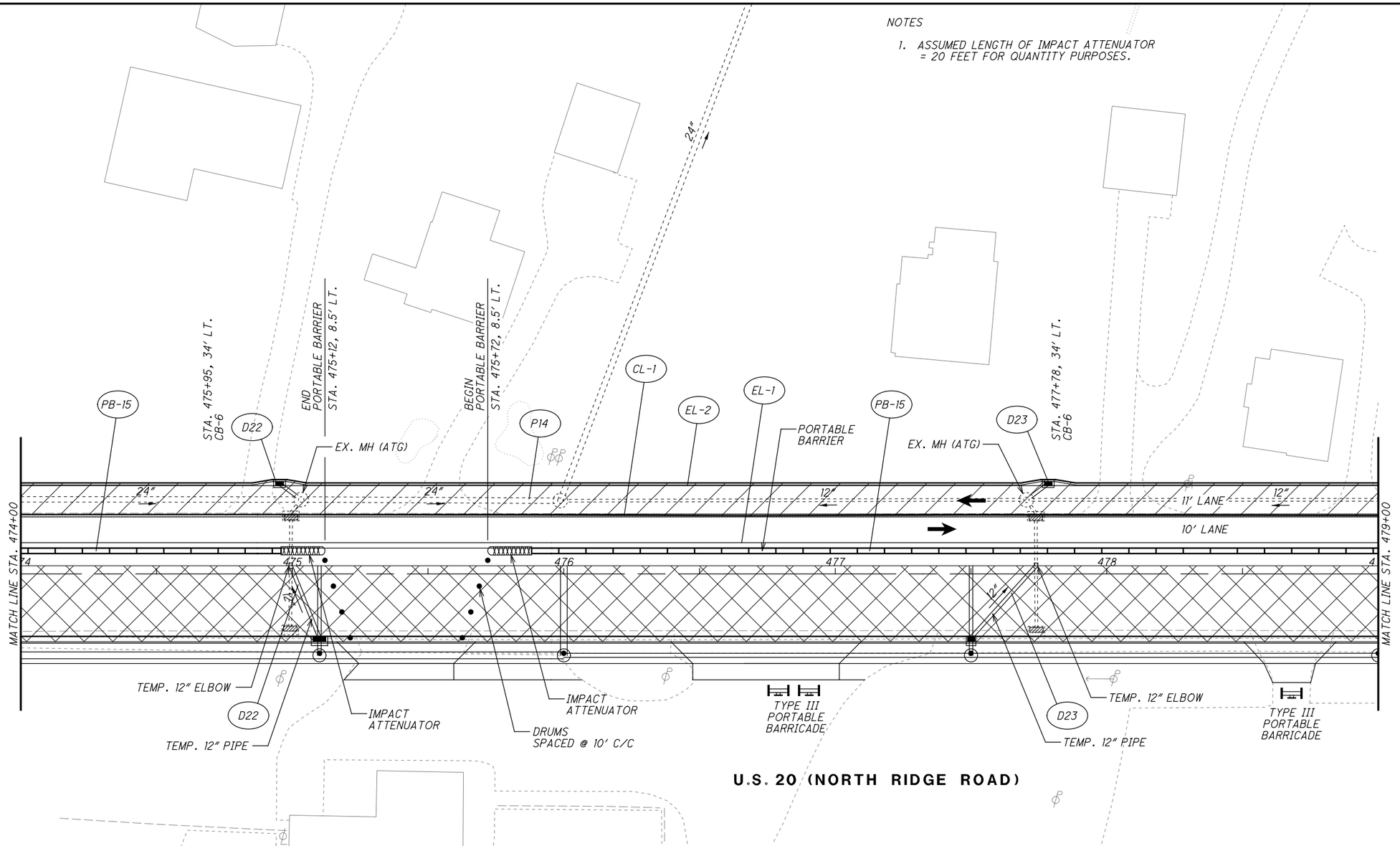
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 474+00 TO STA. 479+00

LAK-US-20-24.99

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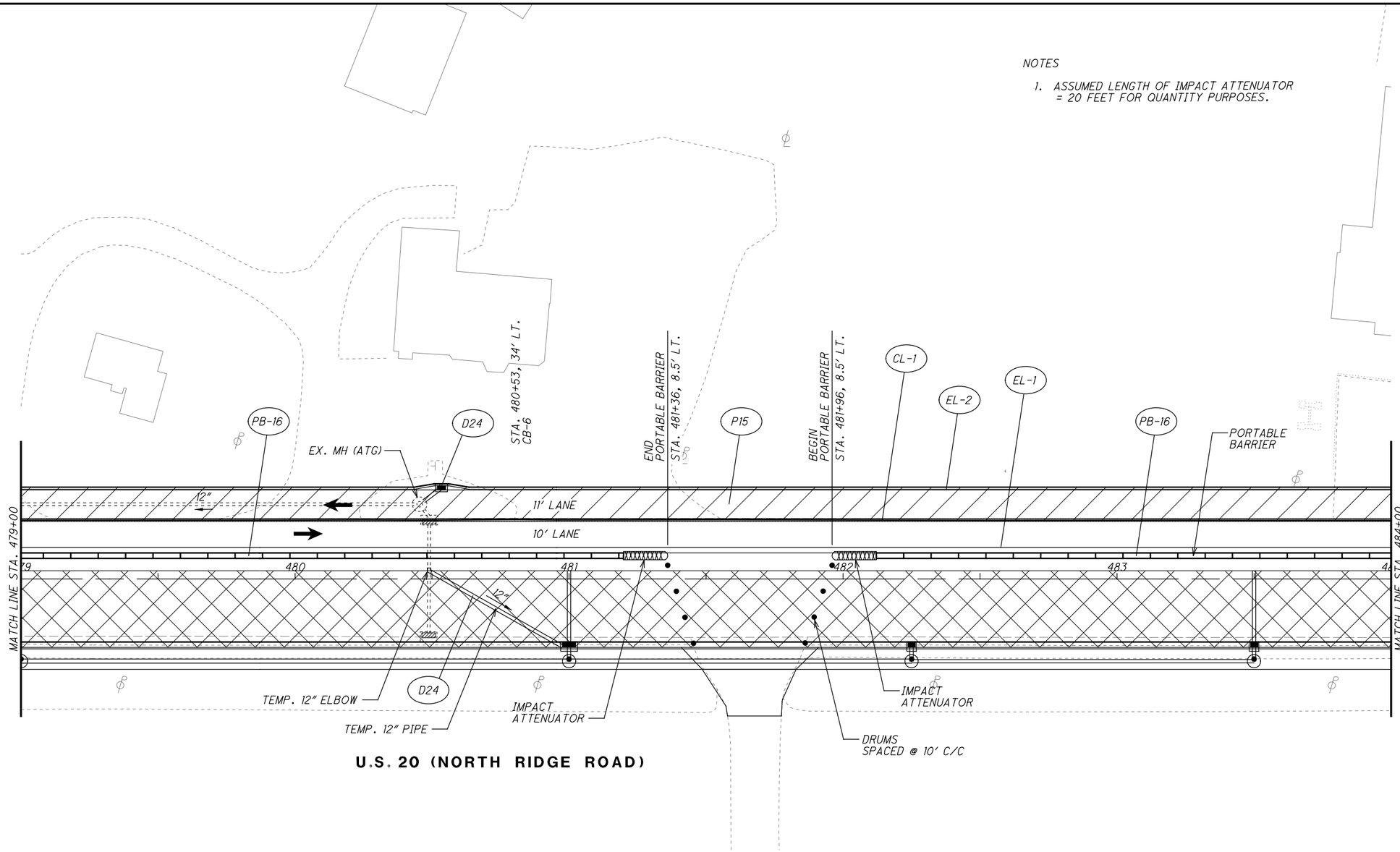
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 479+00 TO STA. 484+00

LAK-US-20-24.99

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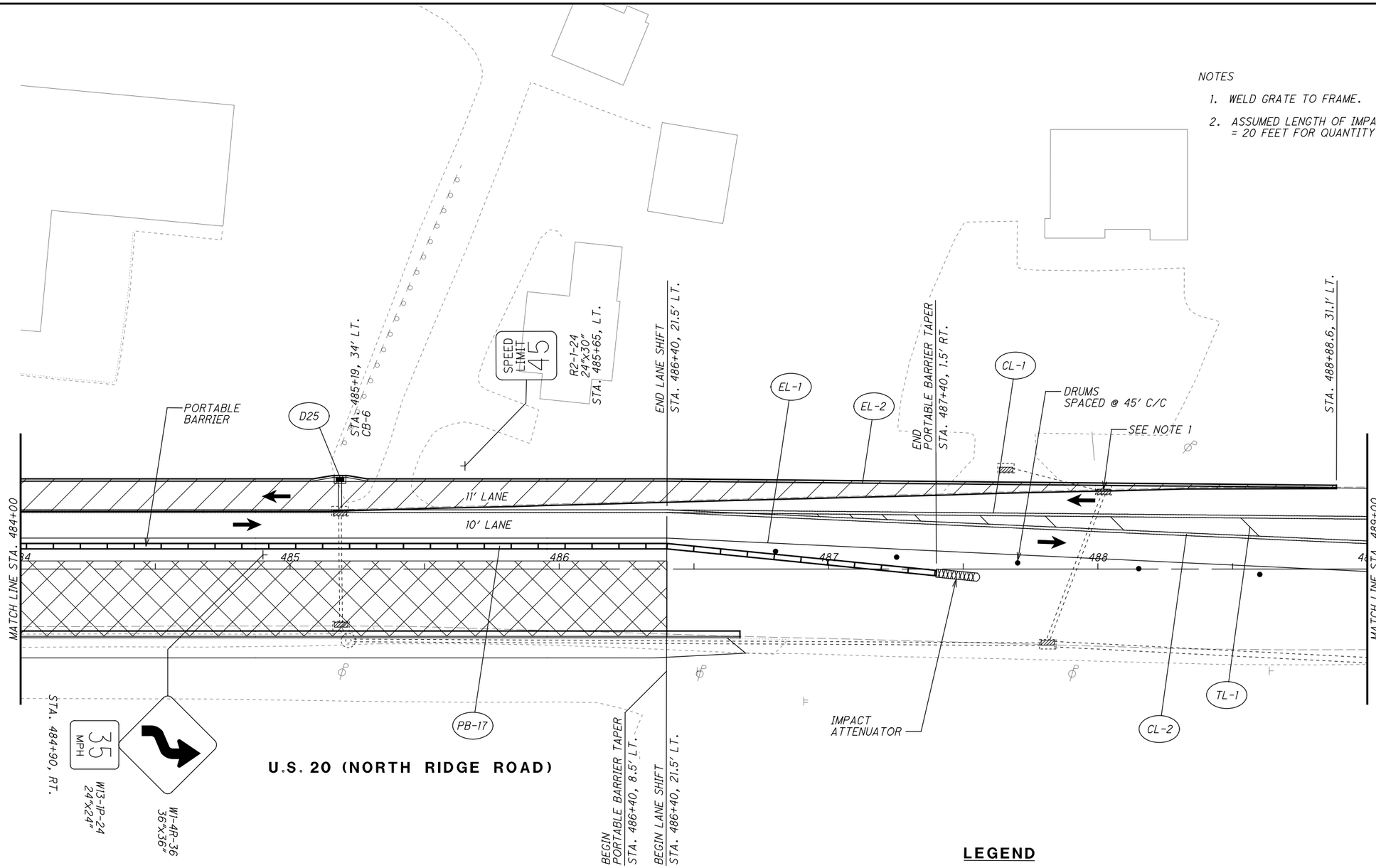
NOTES

1. WELD GRATE TO FRAME.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 484+00 TO STA. 489+00

LAK-US-20-24.99

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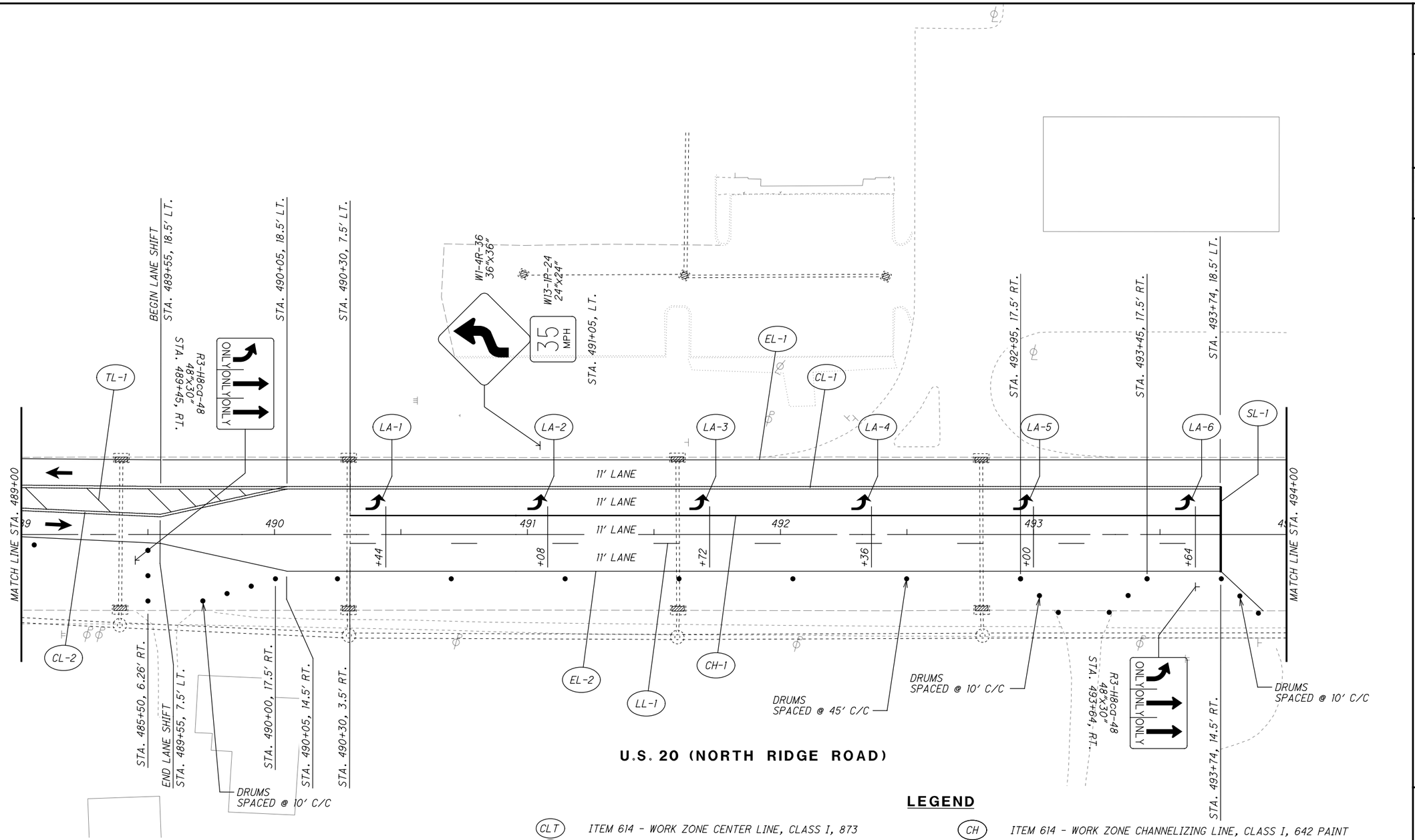

U.S. 20 (NORTH RIDGE ROAD)

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 489+00 TO STA. 494+00

LAK-US-20-24.99

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TRAFFIC SIGNAL NOTES

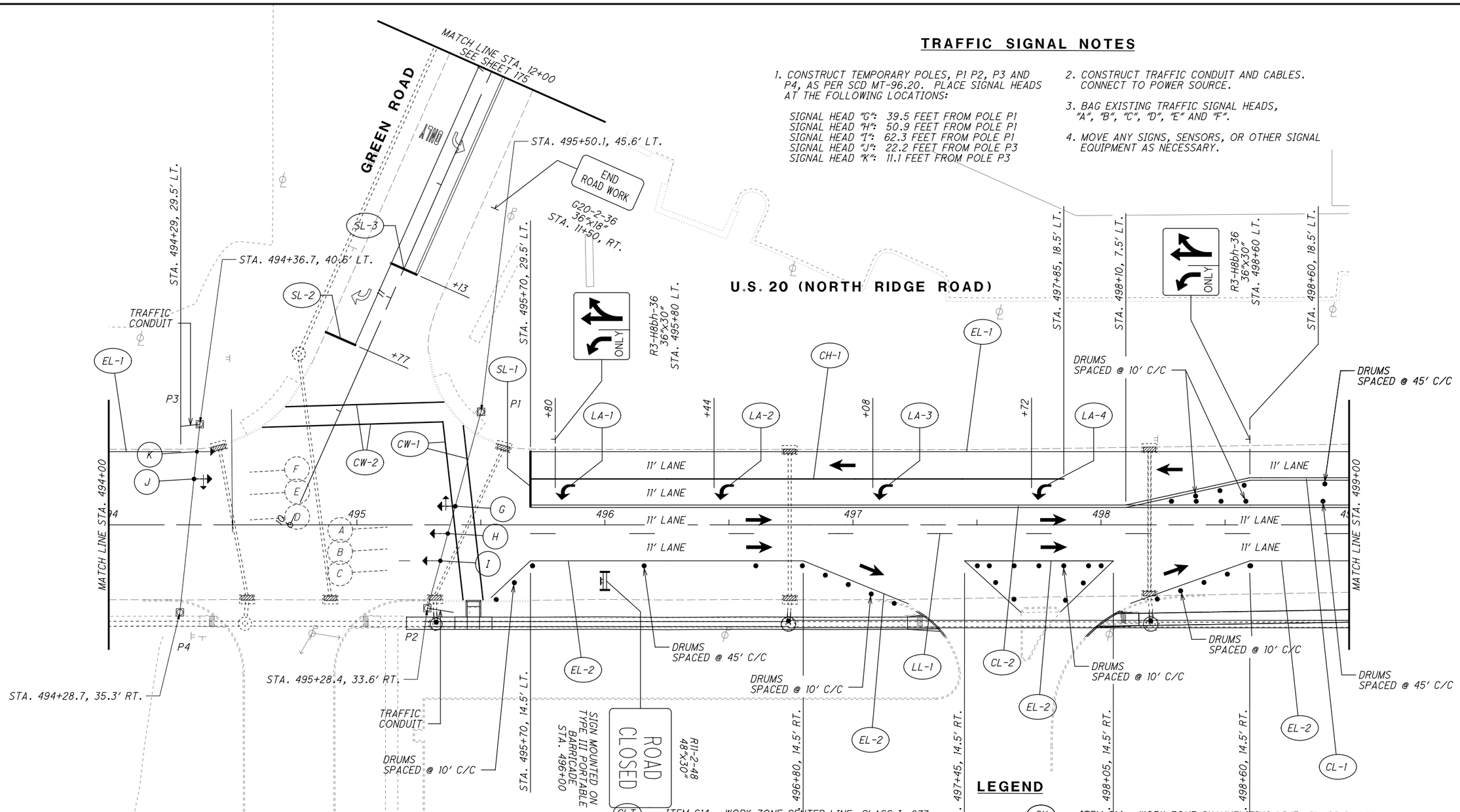
1. CONSTRUCT TEMPORARY POLES, P1 P2, P3 AND P4, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "G": 39.5 FEET FROM POLE P1
   SIGNAL HEAD "H": 50.9 FEET FROM POLE P1
   SIGNAL HEAD "I": 62.3 FEET FROM POLE P1
   SIGNAL HEAD "J": 22.2 FEET FROM POLE P3
   SIGNAL HEAD "K": 11.1 FEET FROM POLE P3

2. CONSTRUCT TRAFFIC CONDUIT AND CABLES. CONNECT TO POWER SOURCE.

3. BAG EXISTING TRAFFIC SIGNAL HEADS, "A", "B", "C", "D", "E" AND "F".

4. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 494+00 TO STA. 499+00

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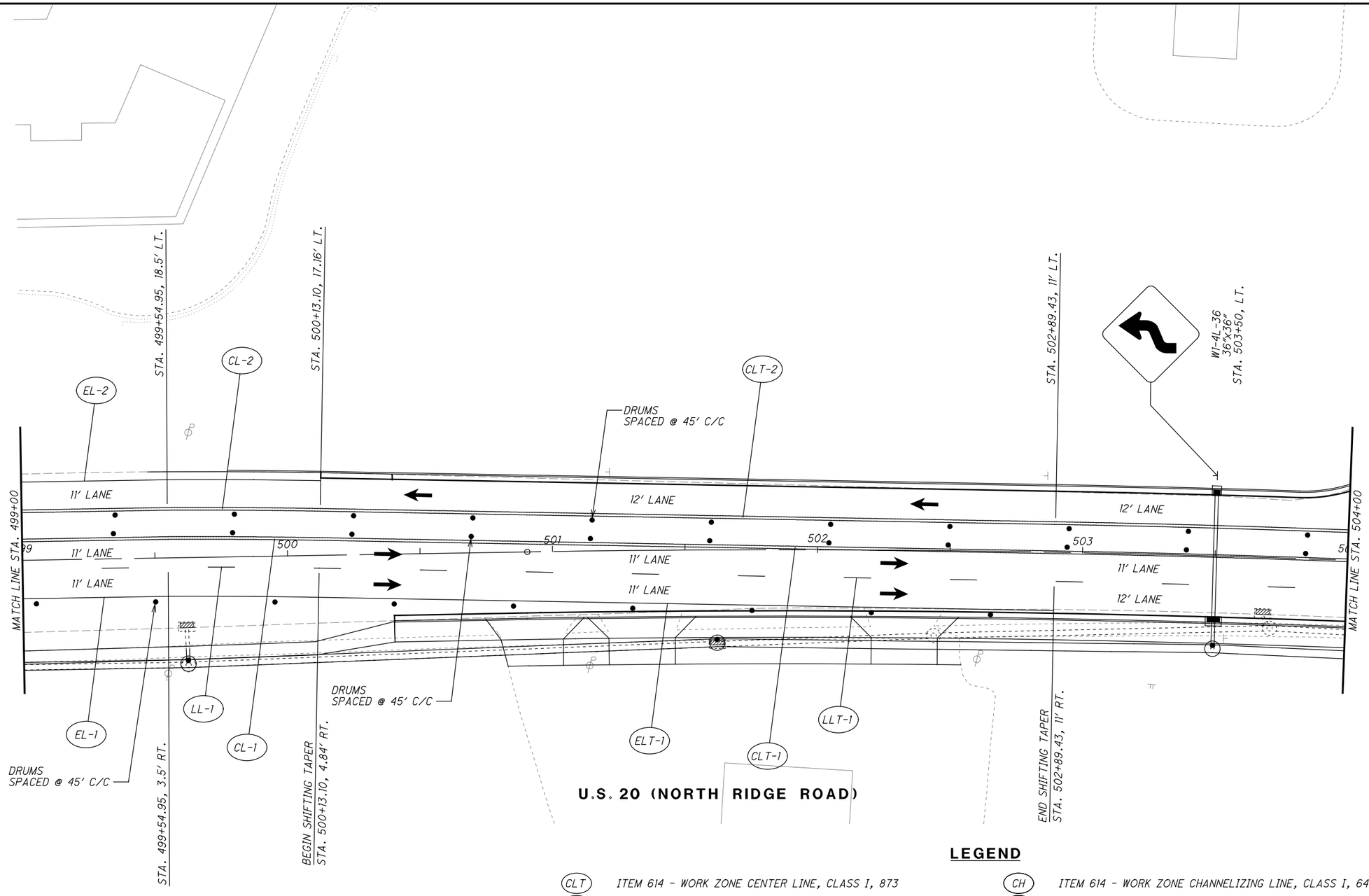

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 499+00 TO STA. 504+00

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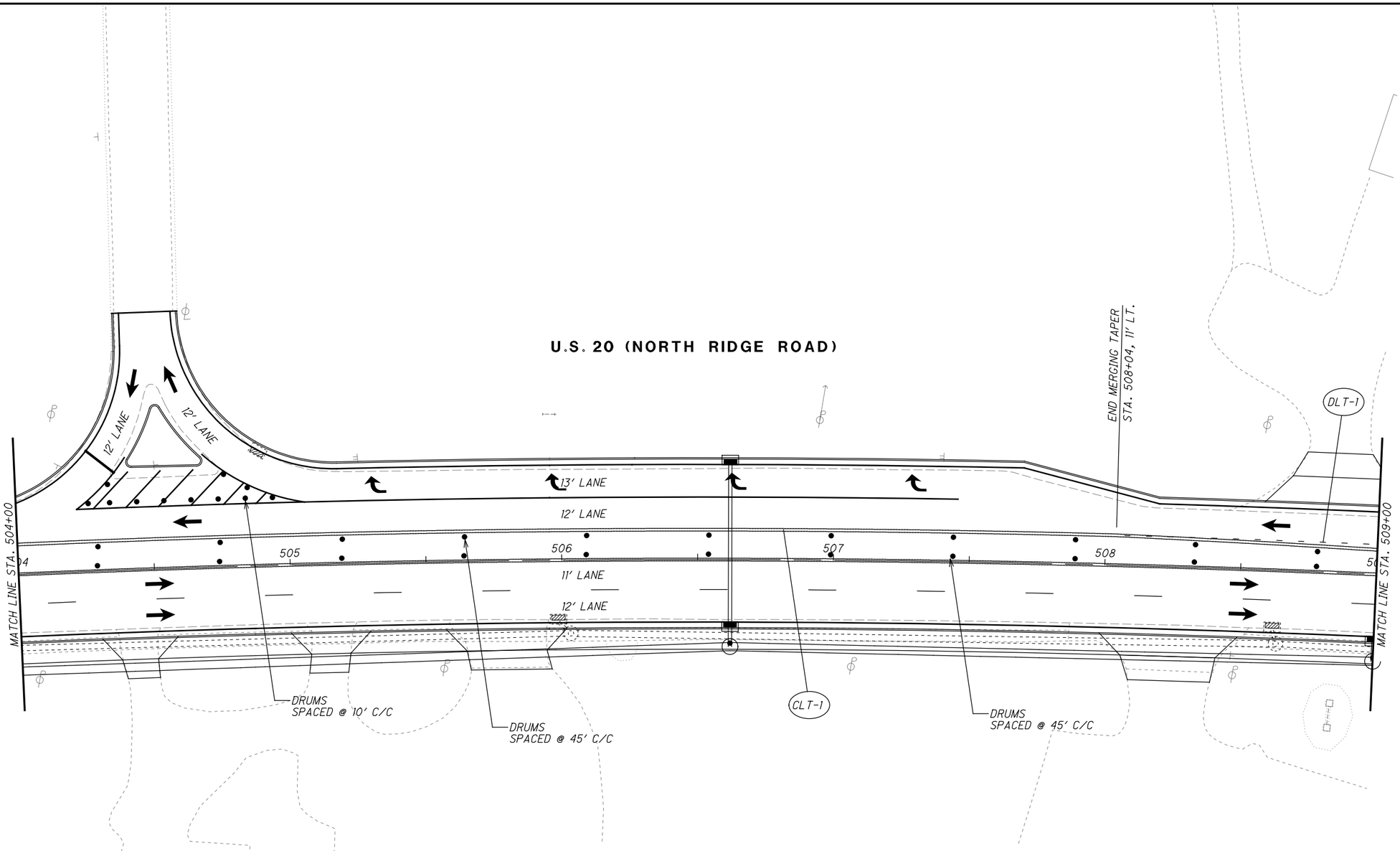

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 504+00 TO STA. 509+00

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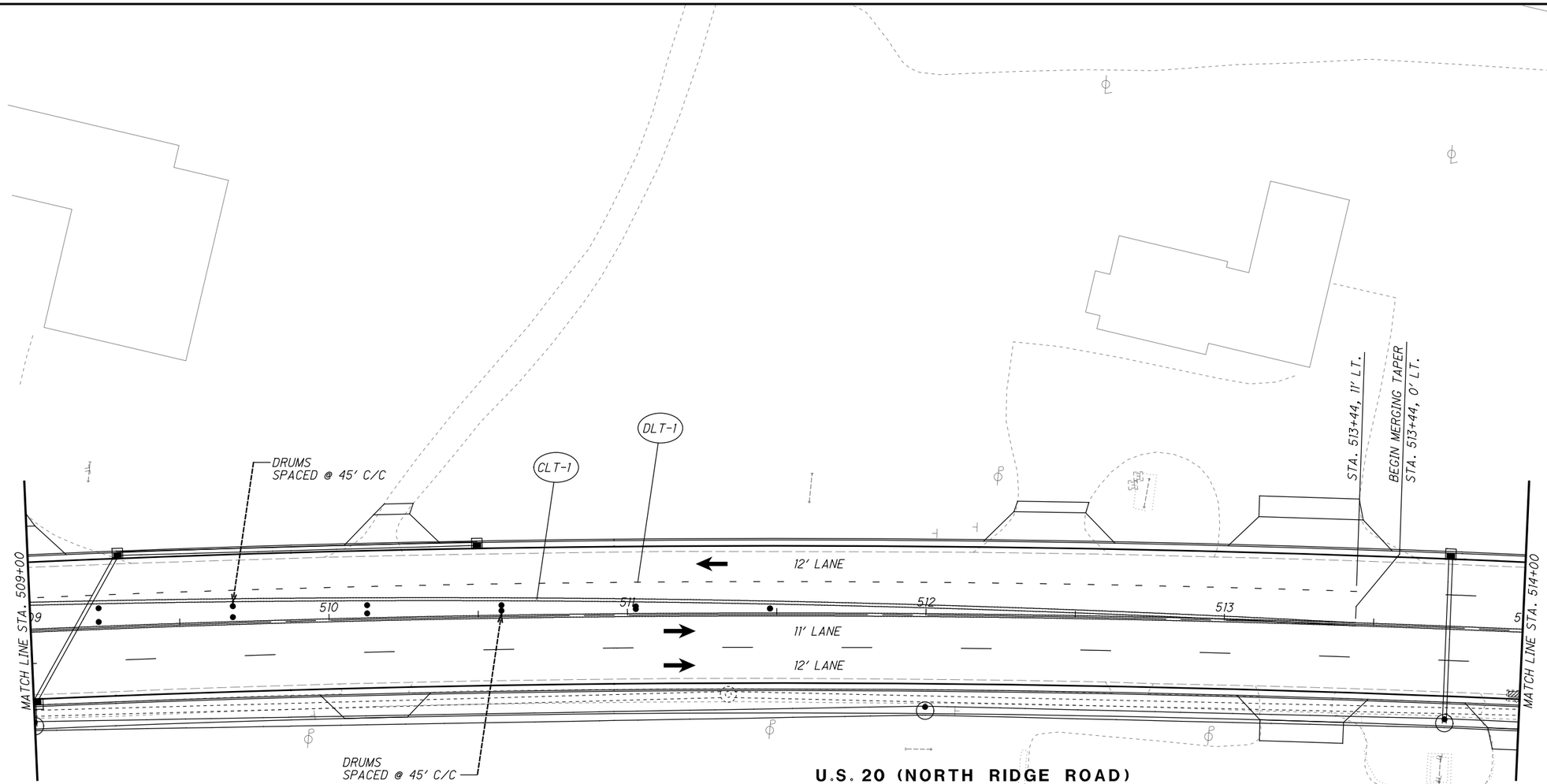

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 509+00 TO STA. 514+00

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LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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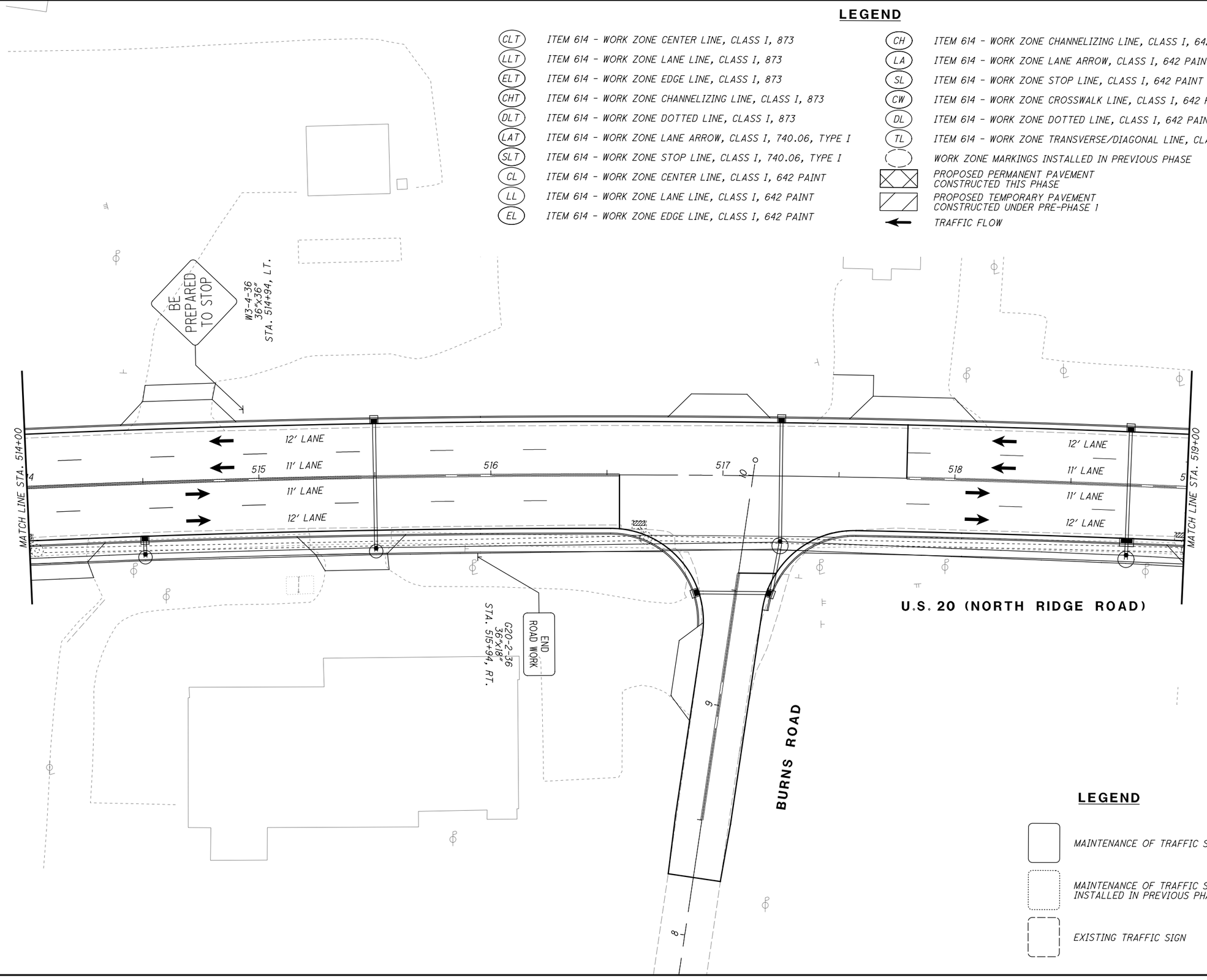
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 514+00 TO STA. 519+00

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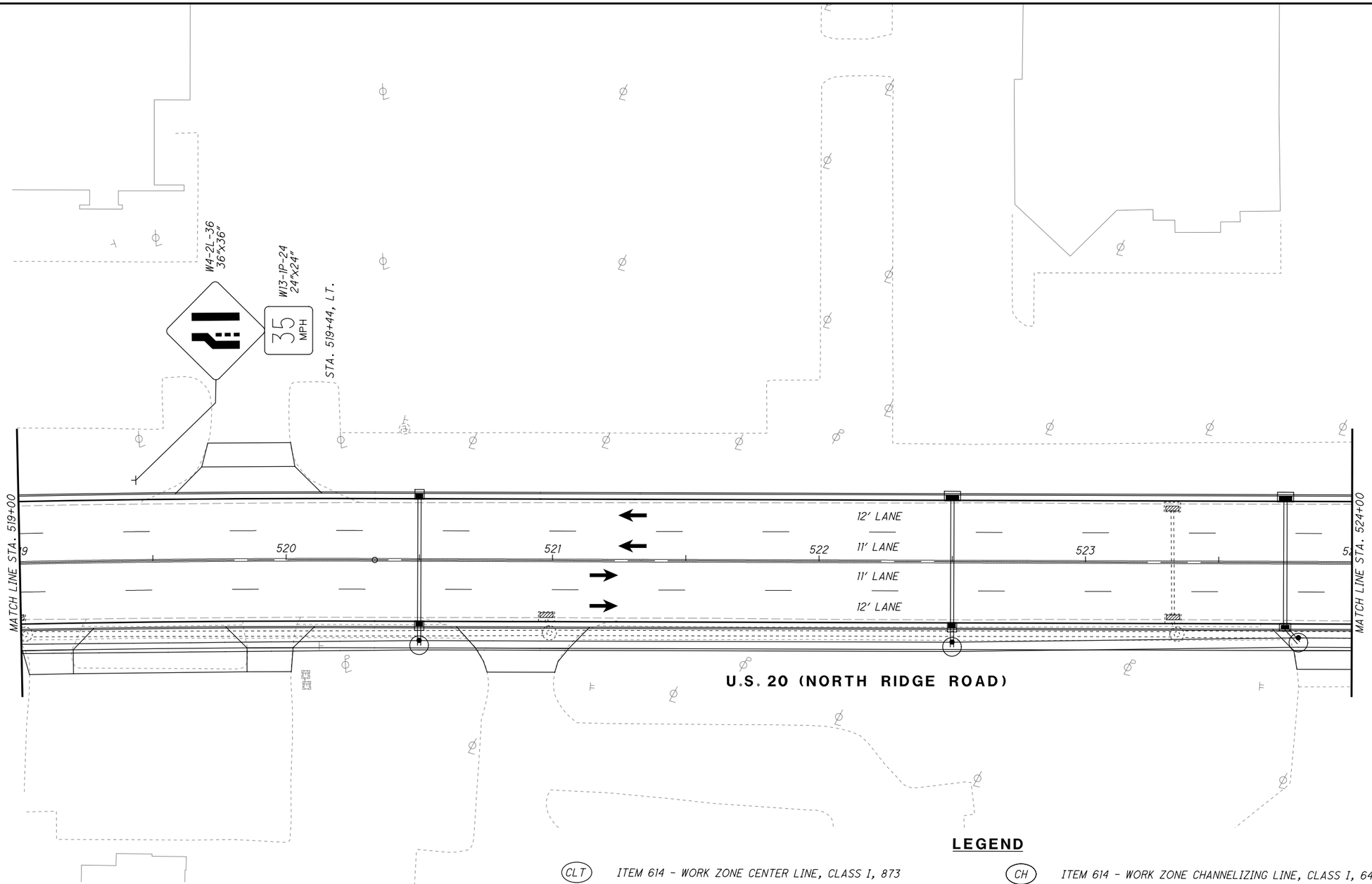

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 519+00 TO STA. 524+00

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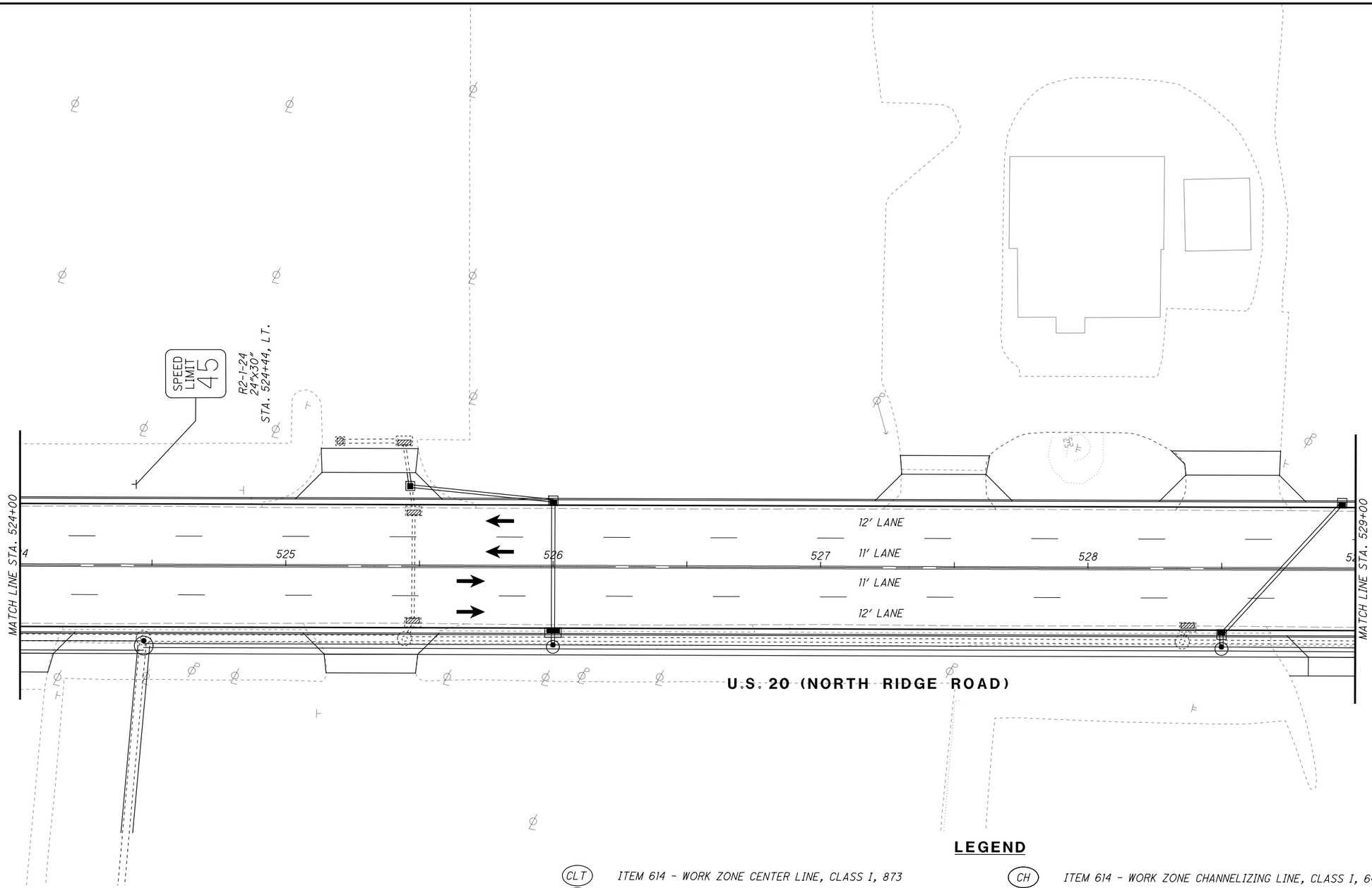

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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←	TRAFFIC FLOW

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 524+00 TO STA. 529+00

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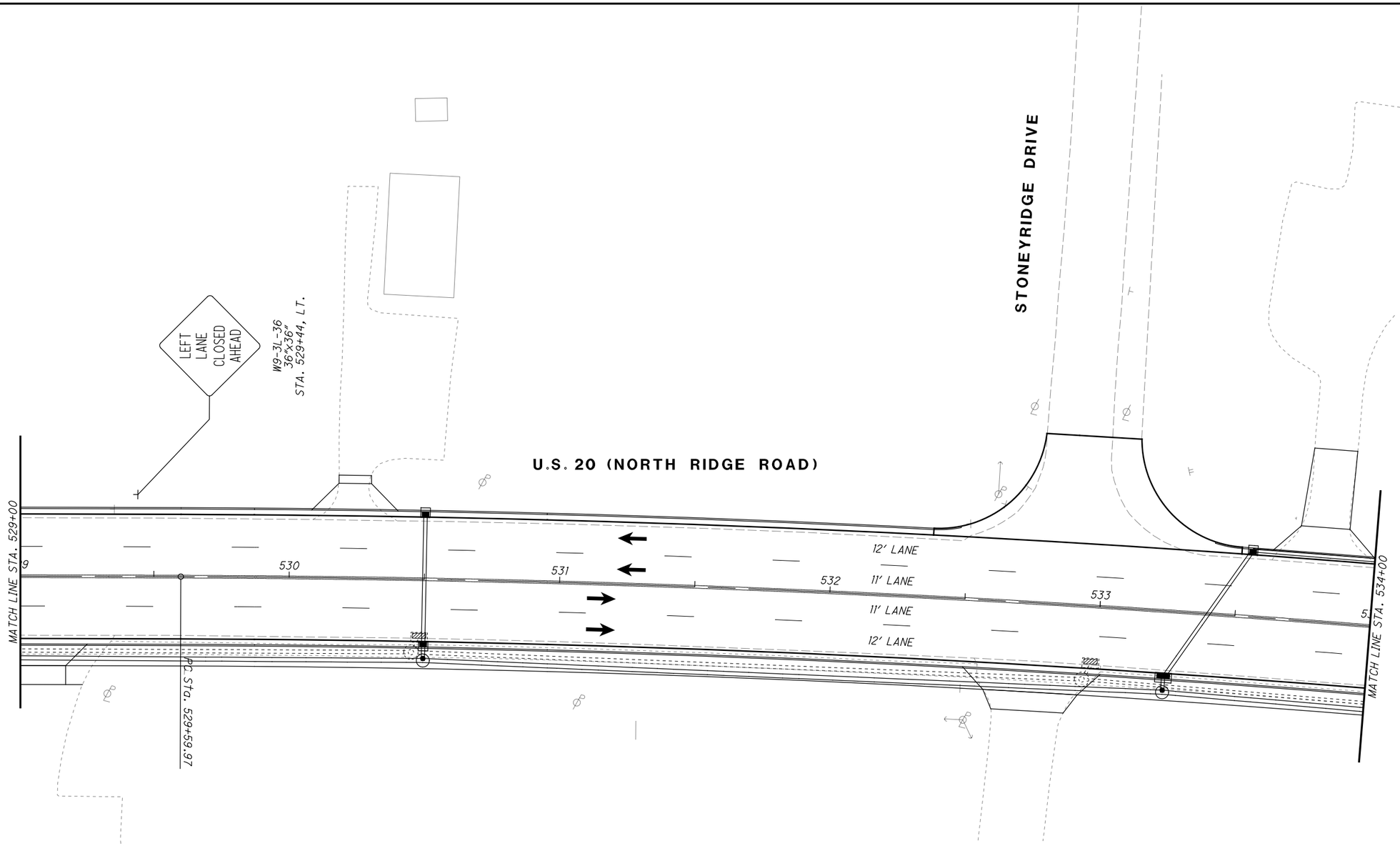

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 529+00 TO STA. 534+00

LAK-US-20-24.99

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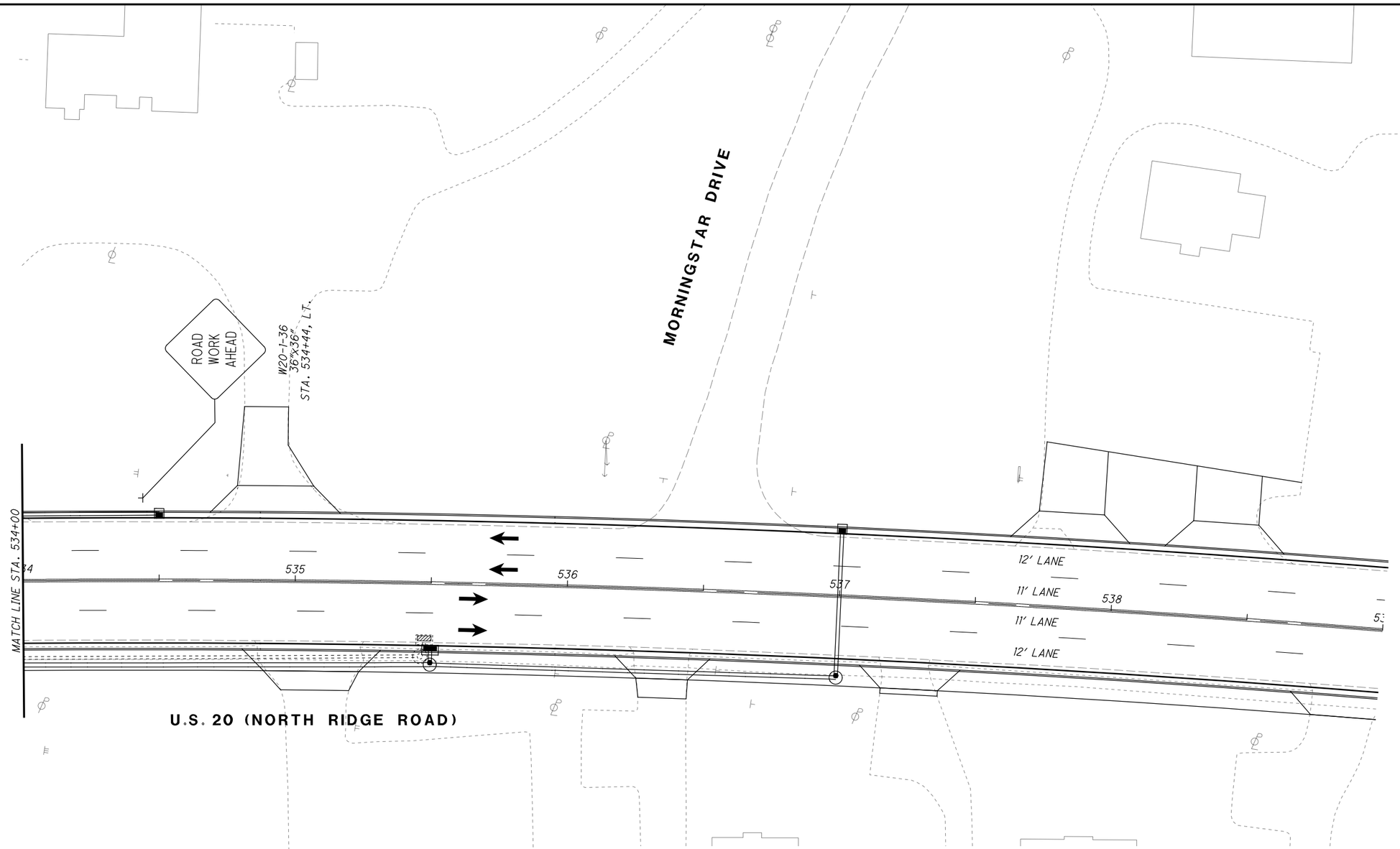

LEGEND

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	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 534+00 TO STA. 539+00

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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
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LEGEND

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	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
TOWNLINE ROAD

LAK-US-20-24.99

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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
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- EXISTING TRAFFIC SIGN

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DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
McMACKIN ROAD

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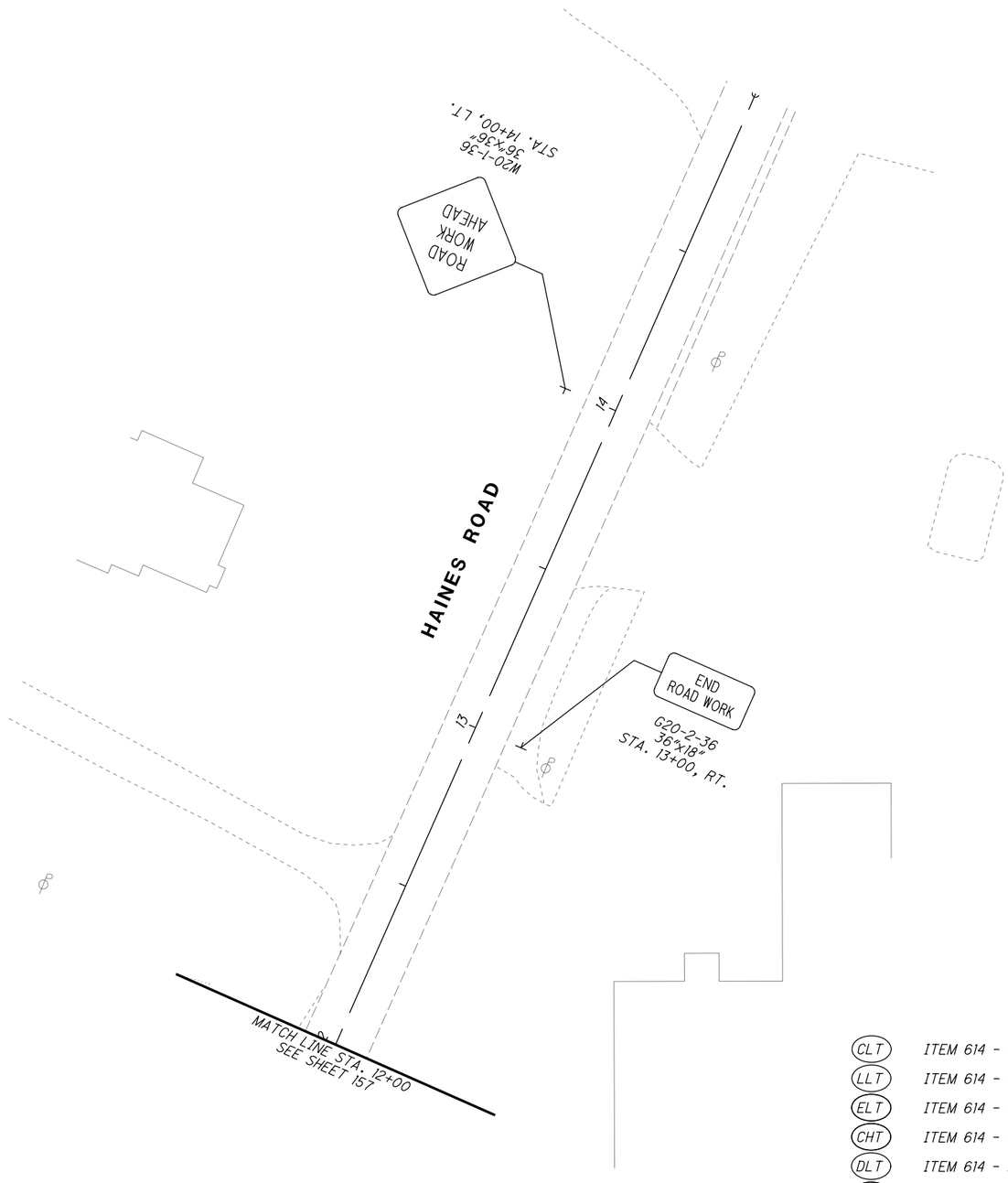

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
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CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
HAINES ROAD

LAK-US-20-24.99

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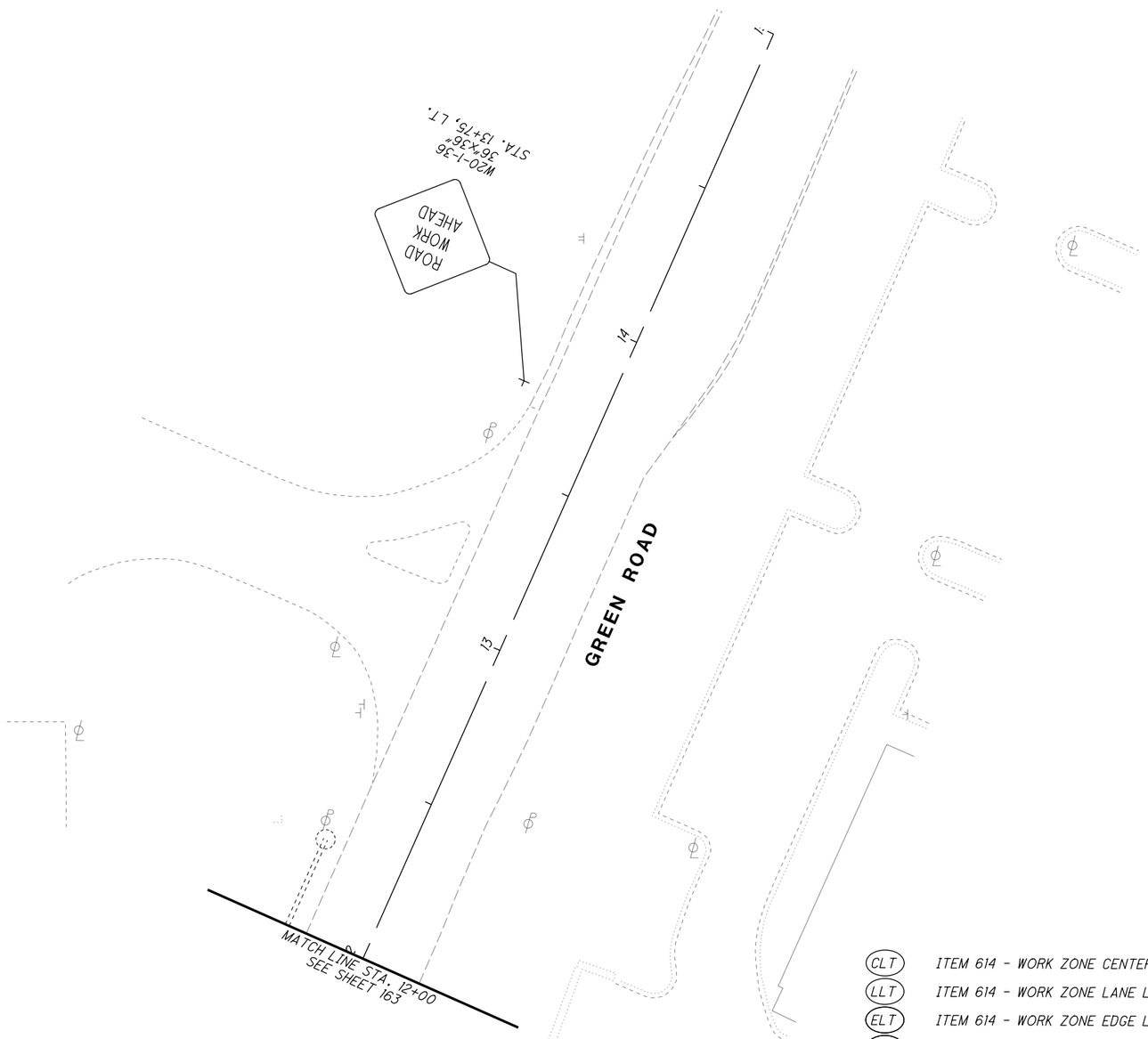

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
GREEN ROAD

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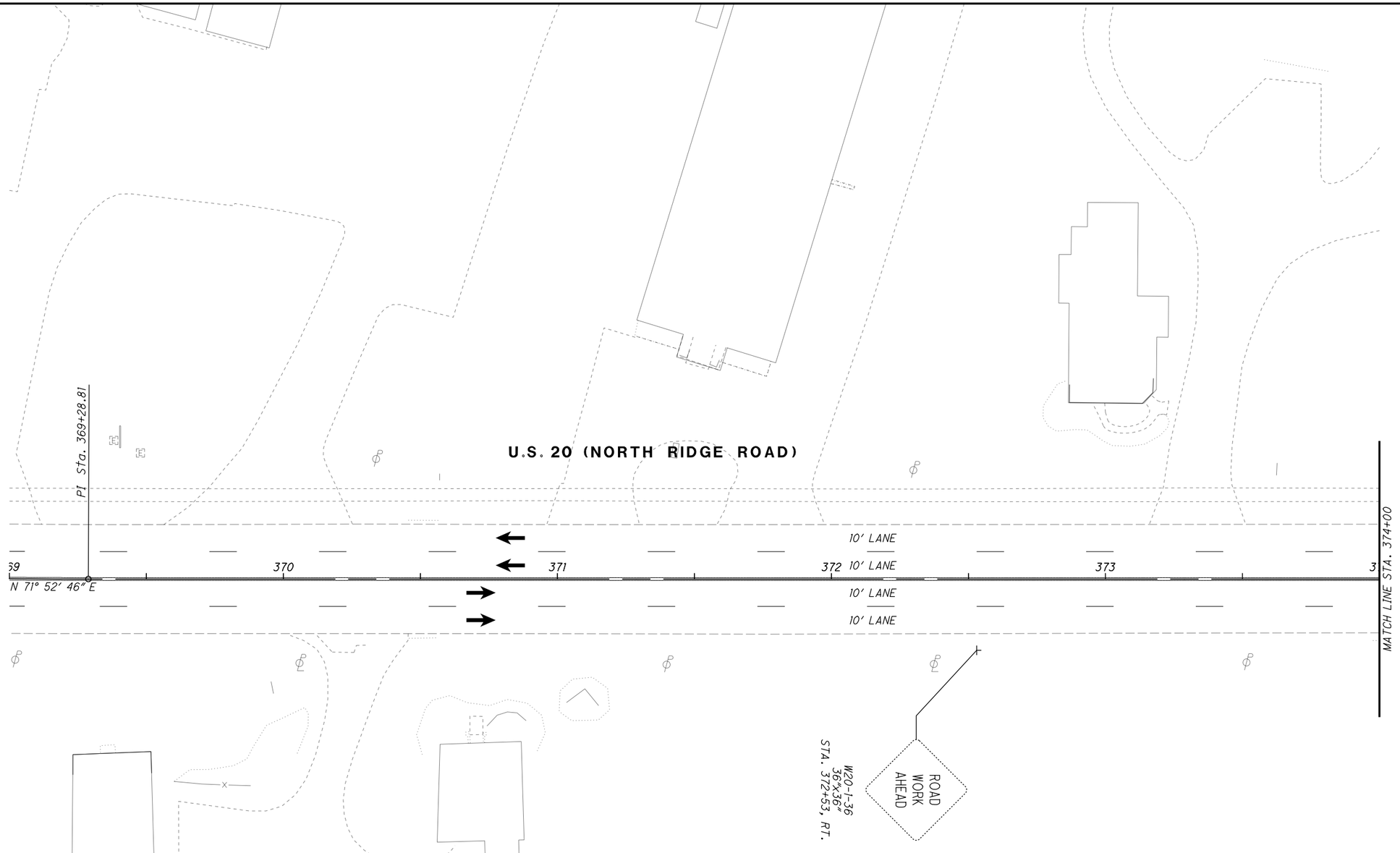

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 369+00 TO STA. 374+00

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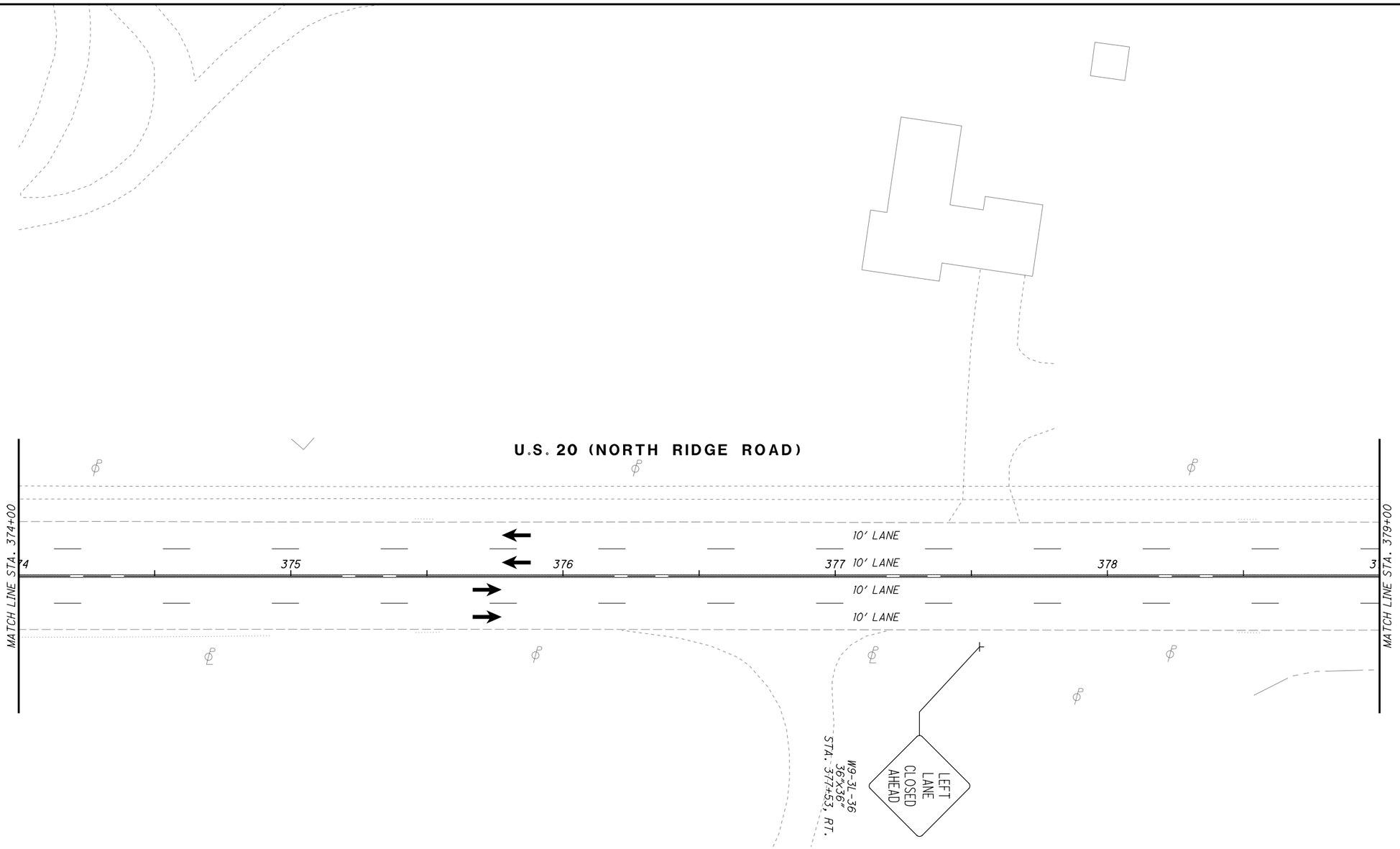

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 374+00 TO STA. 379+00

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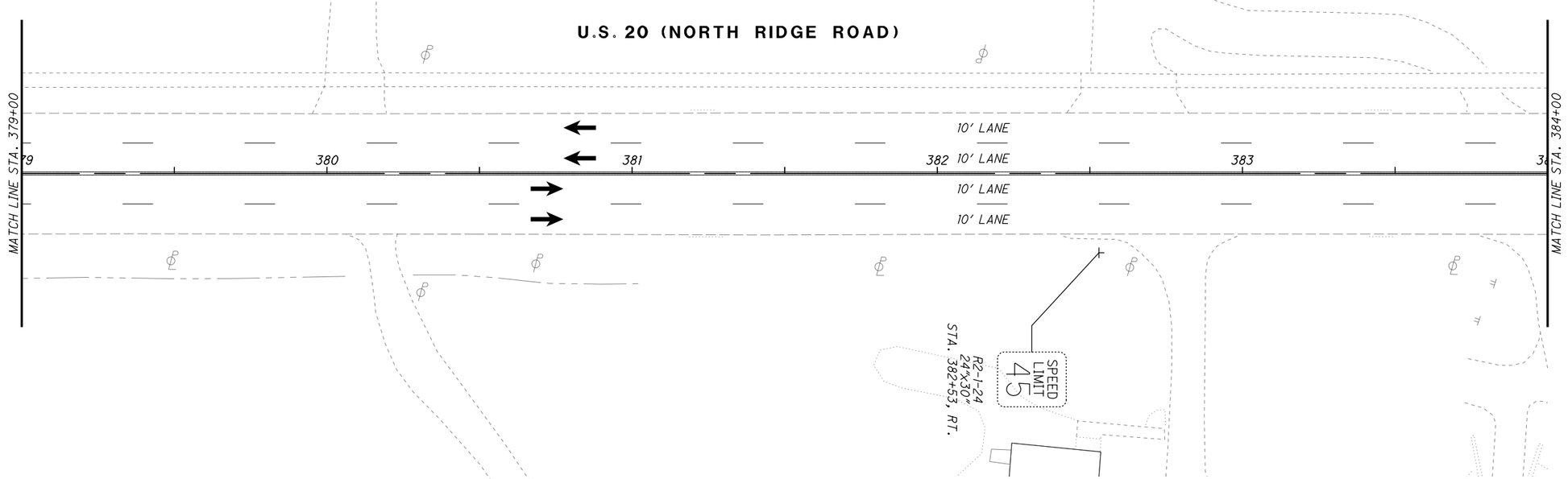

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 379+00 TO STA. 384+00

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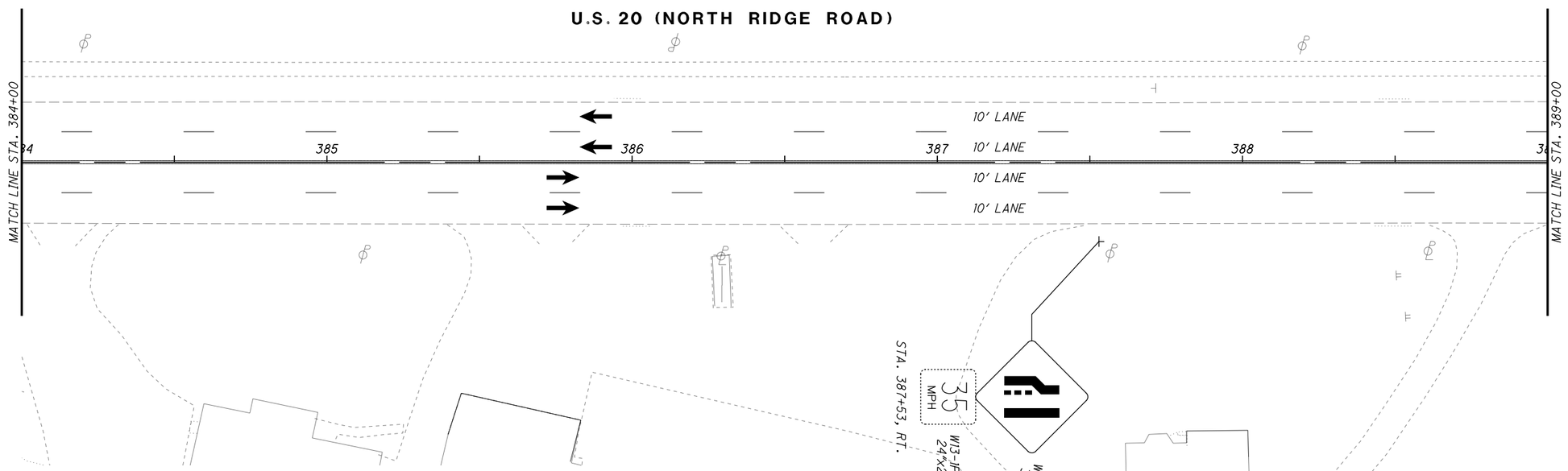

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 384+00 TO STA. 389+00

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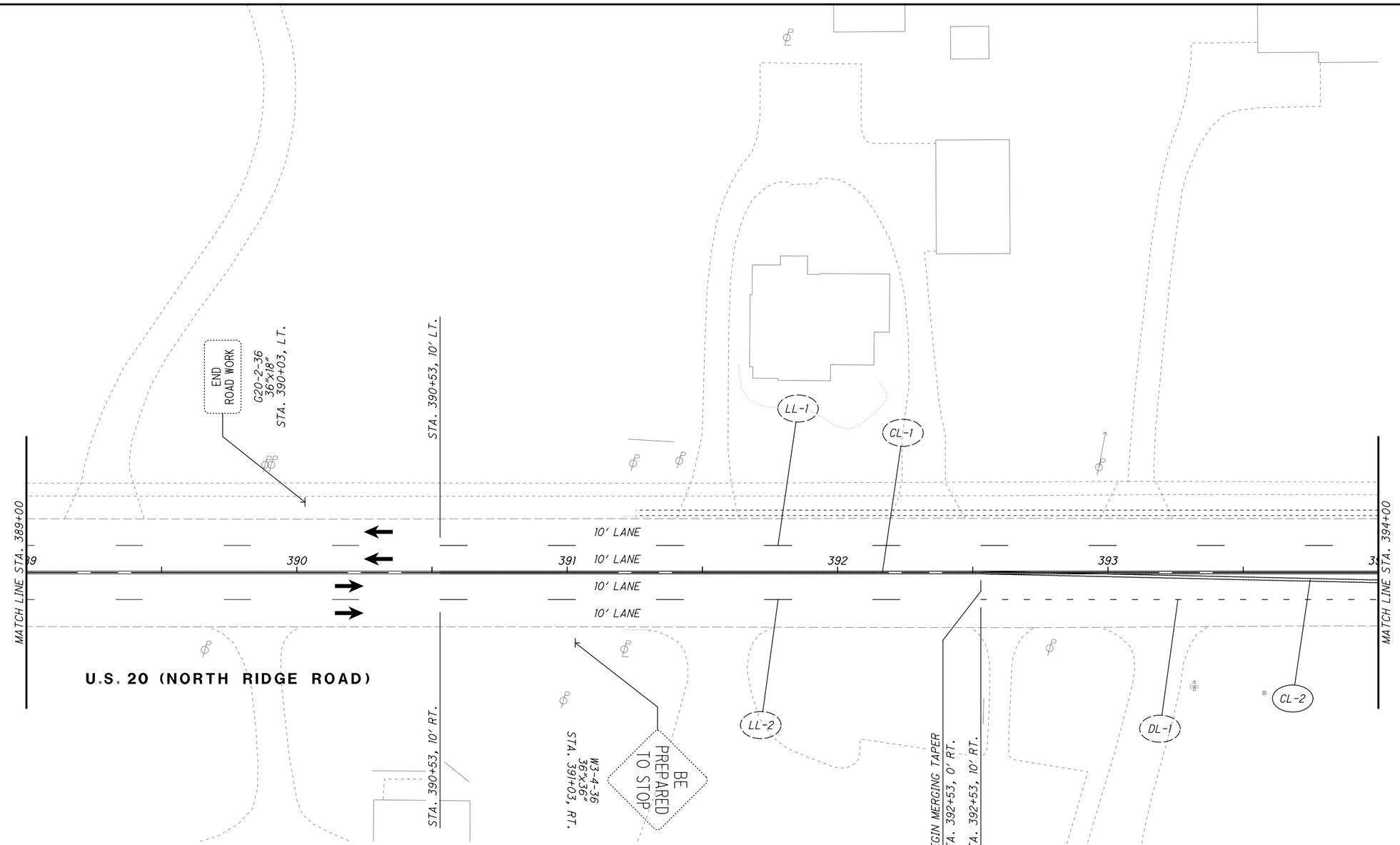

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 389+00 TO STA. 394+00

LAK-US-20-24.99

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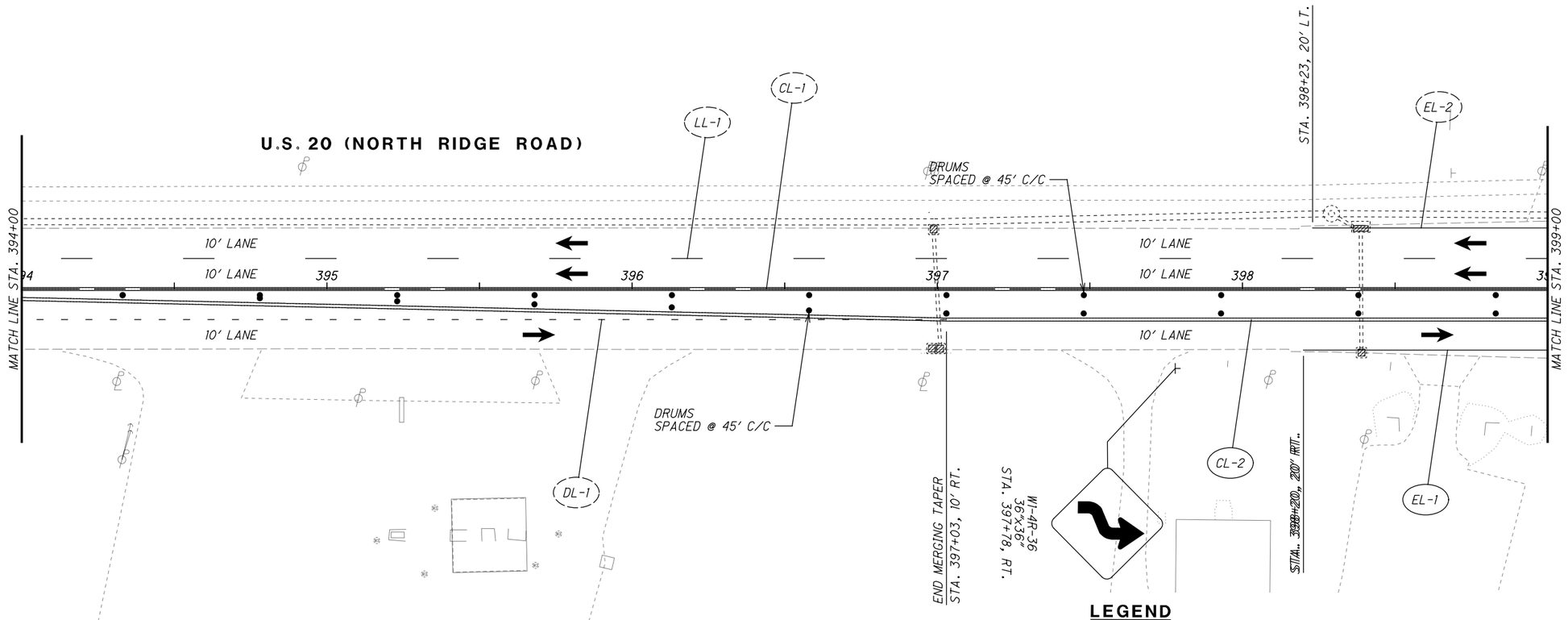

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 394+00 TO STA. 399+00

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LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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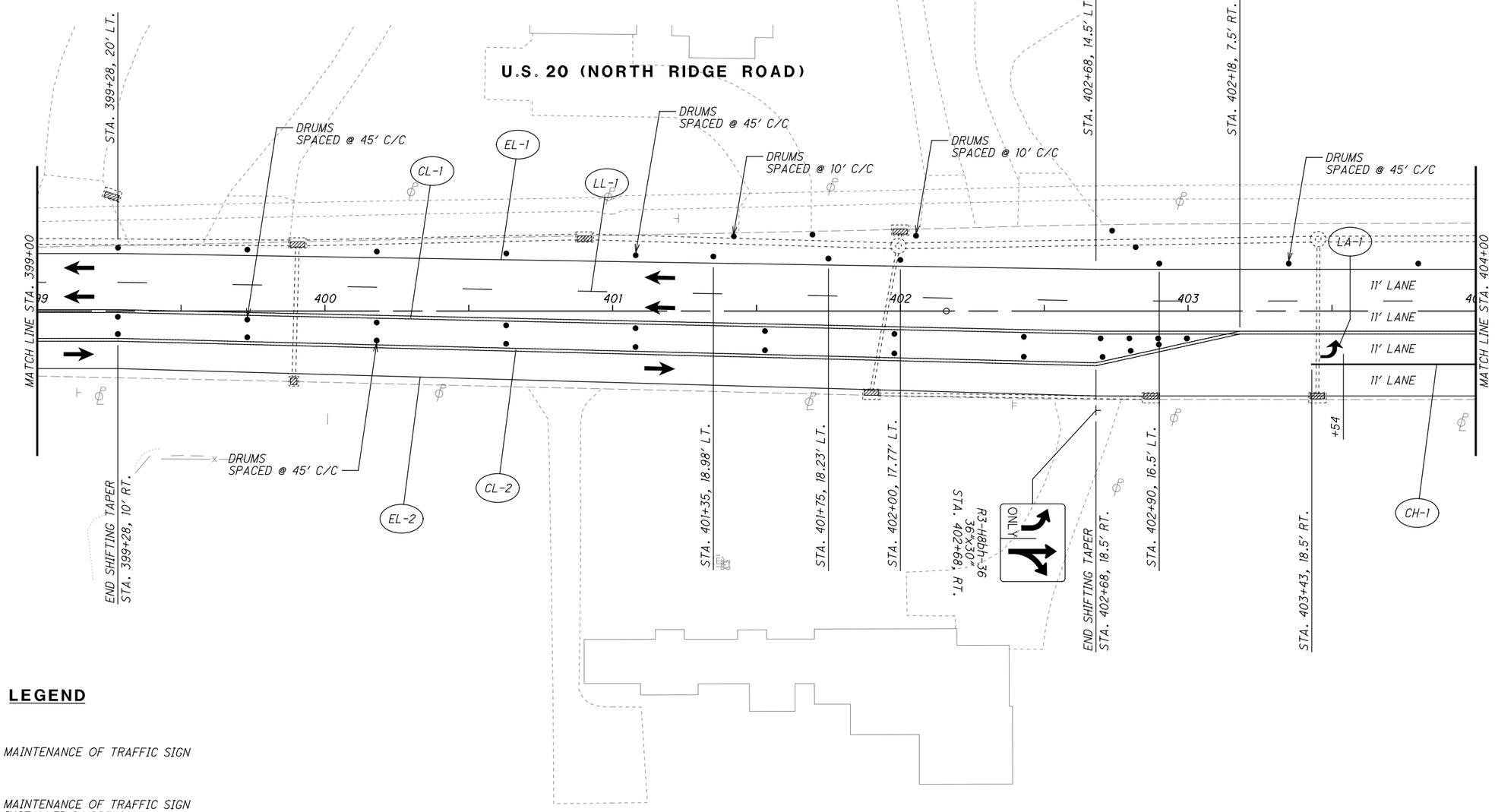
	TRAFFIC FLOW



LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 399+00 TO STA. 404+00

LAK-US-20-24.99

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TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS "A" AND "B", WHICH WERE RELOCATED IN PHASE 3, TO THEIR ORIGINAL LOCATIONS:

   SIGNAL HEAD "A": 58.1 FEET FROM POLE P1
   SIGNAL HEAD "B": 70.7 FEET FROM POLE P1

2. MOVE EXISTING TRAFFIC SIGNAL HEADS "C" AND "D", TO THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "C": 39.7 FEET FROM POLE P2
   SIGNAL HEAD "D": 51.6 FEET FROM POLE P2

3. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

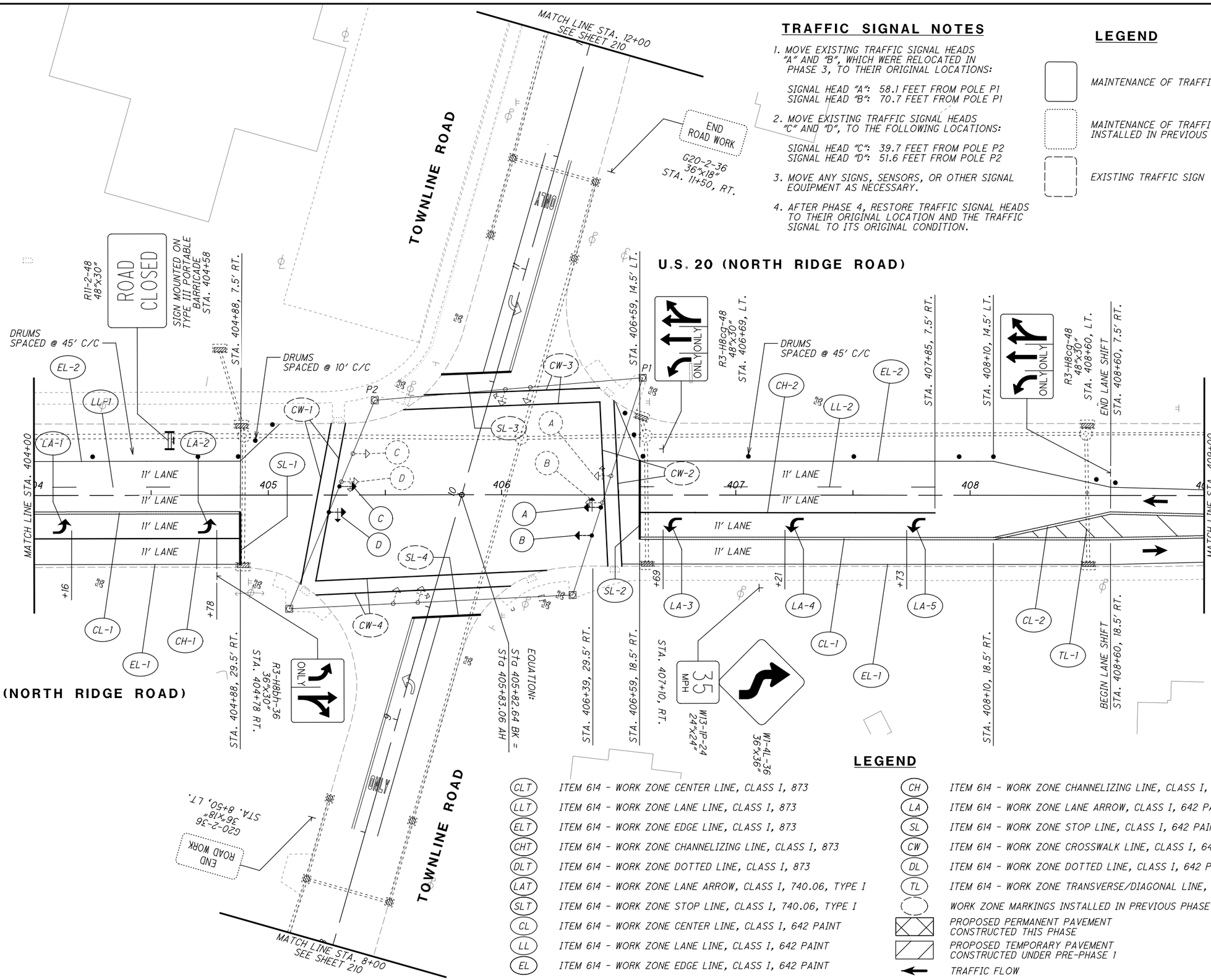
4. AFTER PHASE 4, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN



LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 404+00 TO STA. 409+00

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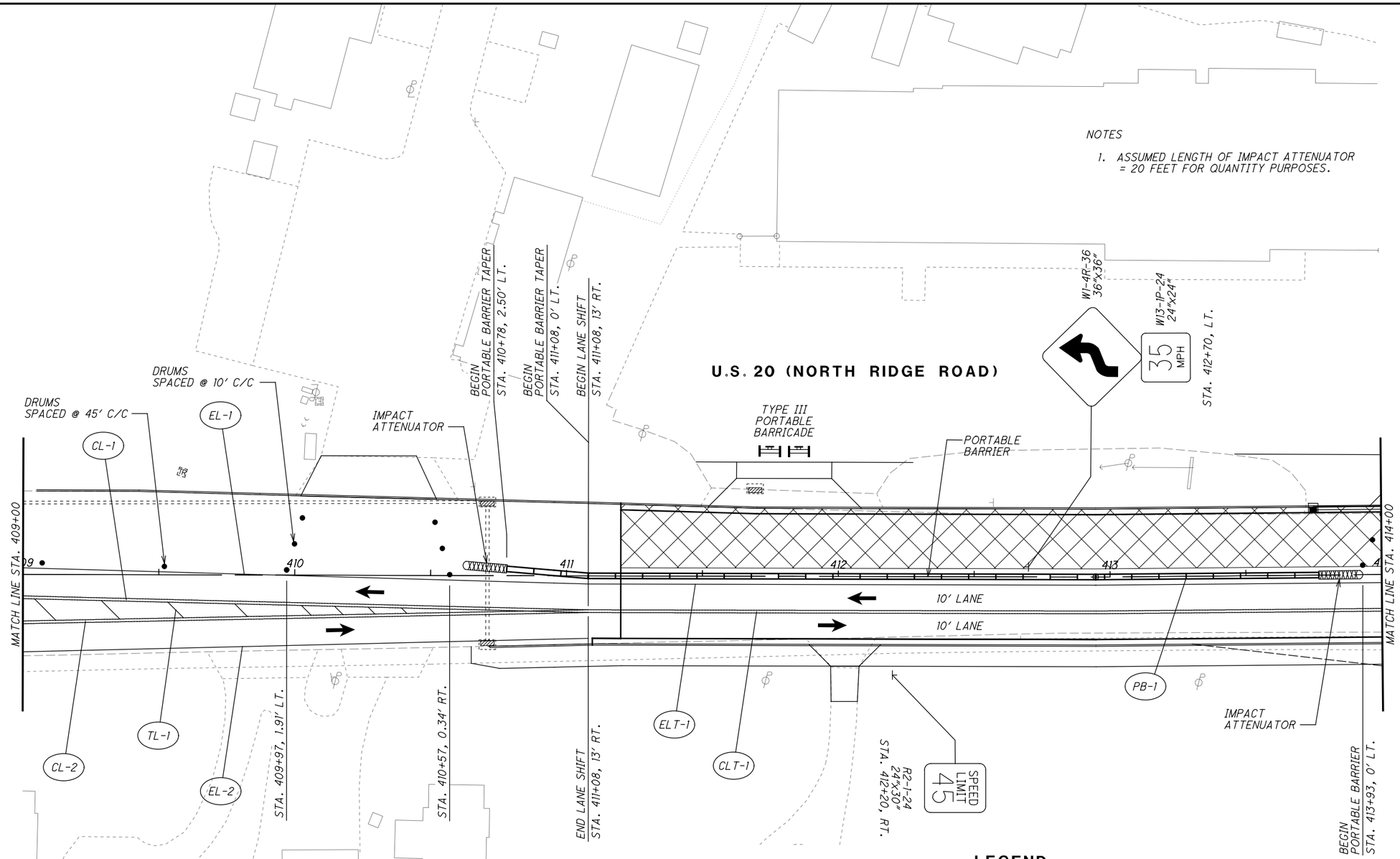
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 409+00 TO STA. 414+00

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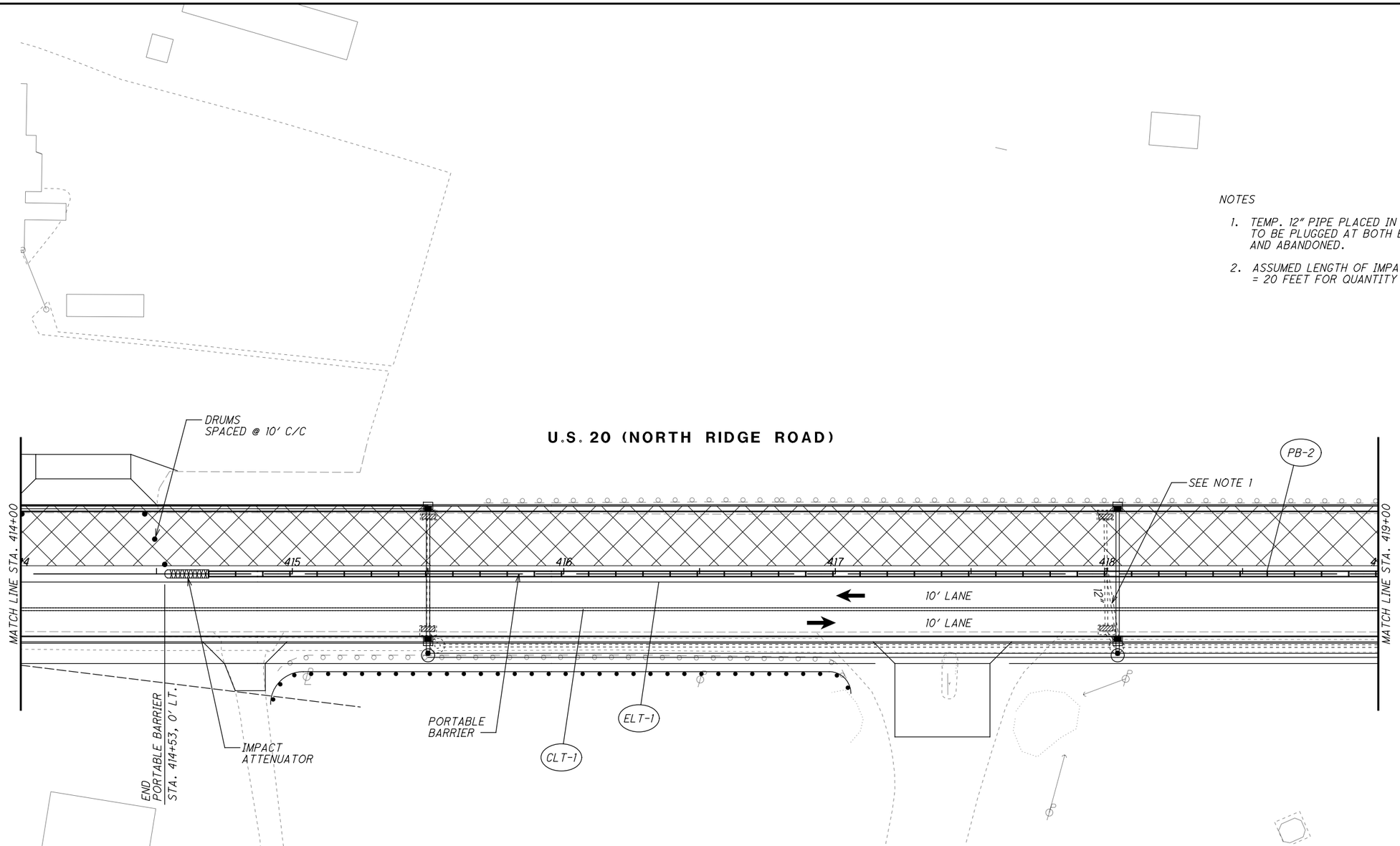
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS, FILLED AND ABANDONED.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 414+00 TO STA. 419+00

LAK-US-20-24.99

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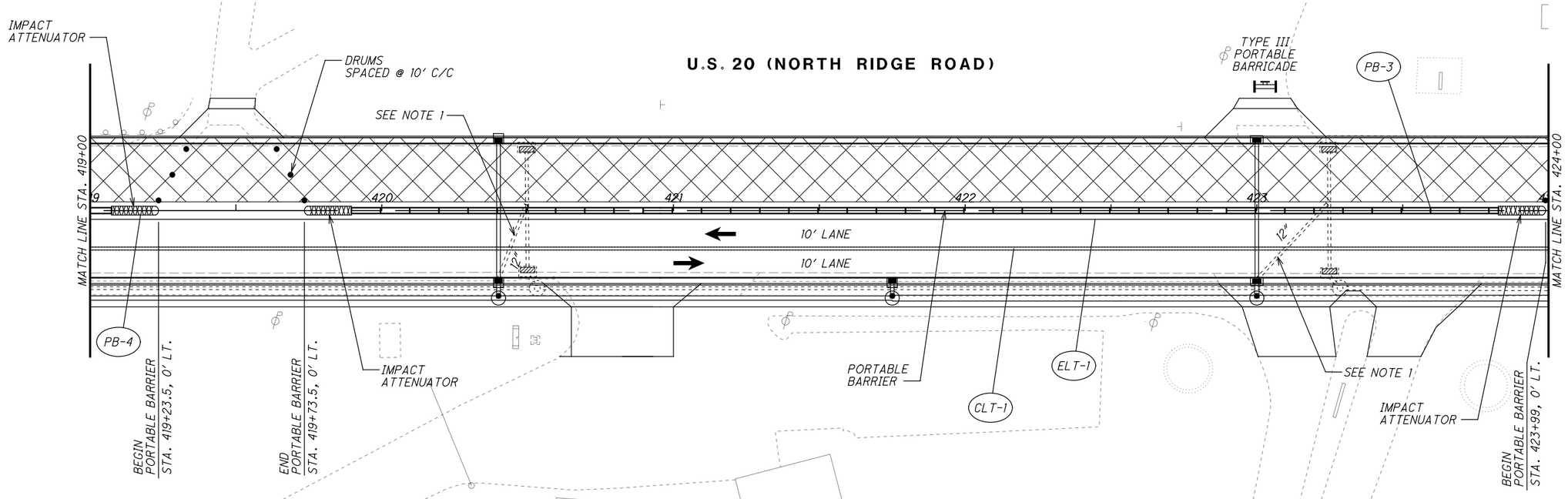
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS, FILLED AND ABANDONED.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 419+00 TO STA. 424+00

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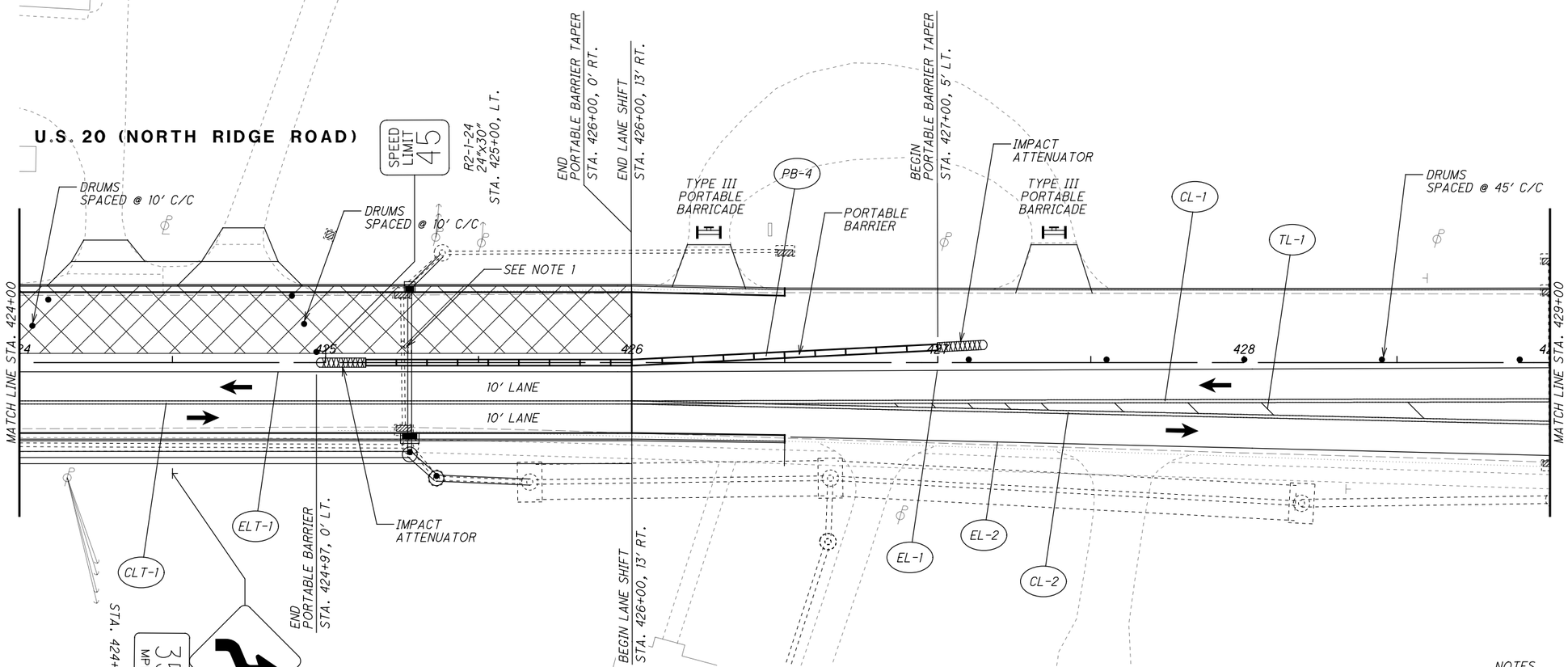
NOTES

1. REMOVE TEMP. 12 " TIE-IN PLACED IN PHASE 3.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN



NOTES

1. REMOVE PHASE 3 TEMP. PIPE TIE-IN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 424+00 TO STA. 429+00

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LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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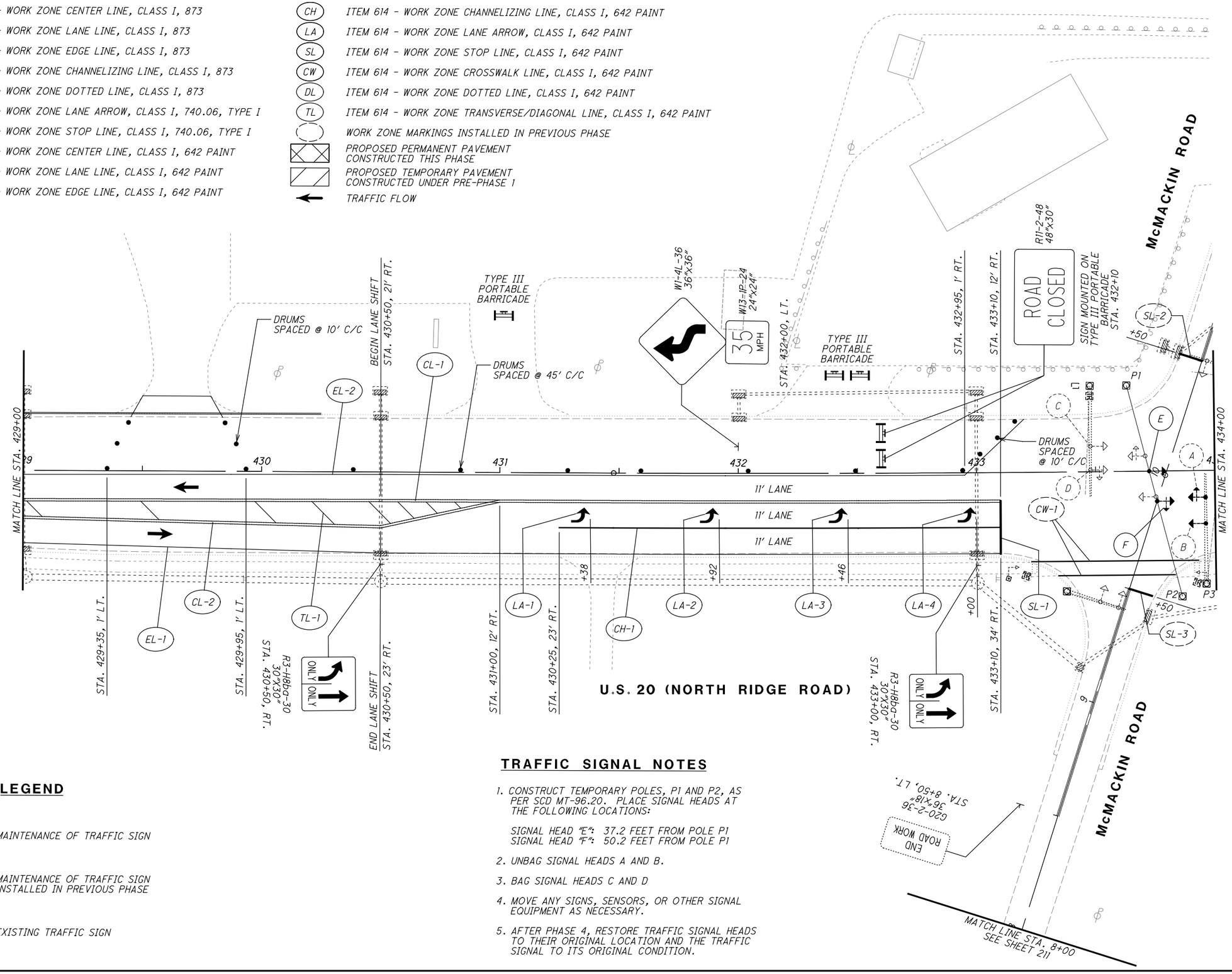
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

TRAFFIC SIGNAL NOTES

1. CONSTRUCT TEMPORARY POLES, P1 AND P2, AS PER SCD MT-96.20. PLACE SIGNAL HEADS AT THE FOLLOWING LOCATIONS:

   SIGNAL HEAD "E": 37.2 FEET FROM POLE P1
   SIGNAL HEAD "F": 50.2 FEET FROM POLE P1

2. UNBAG SIGNAL HEADS A AND B.
3. BAG SIGNAL HEADS C AND D
4. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.
5. AFTER PHASE 4, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 429+00 TO STA. 434+00

LAK-US-20-24.99

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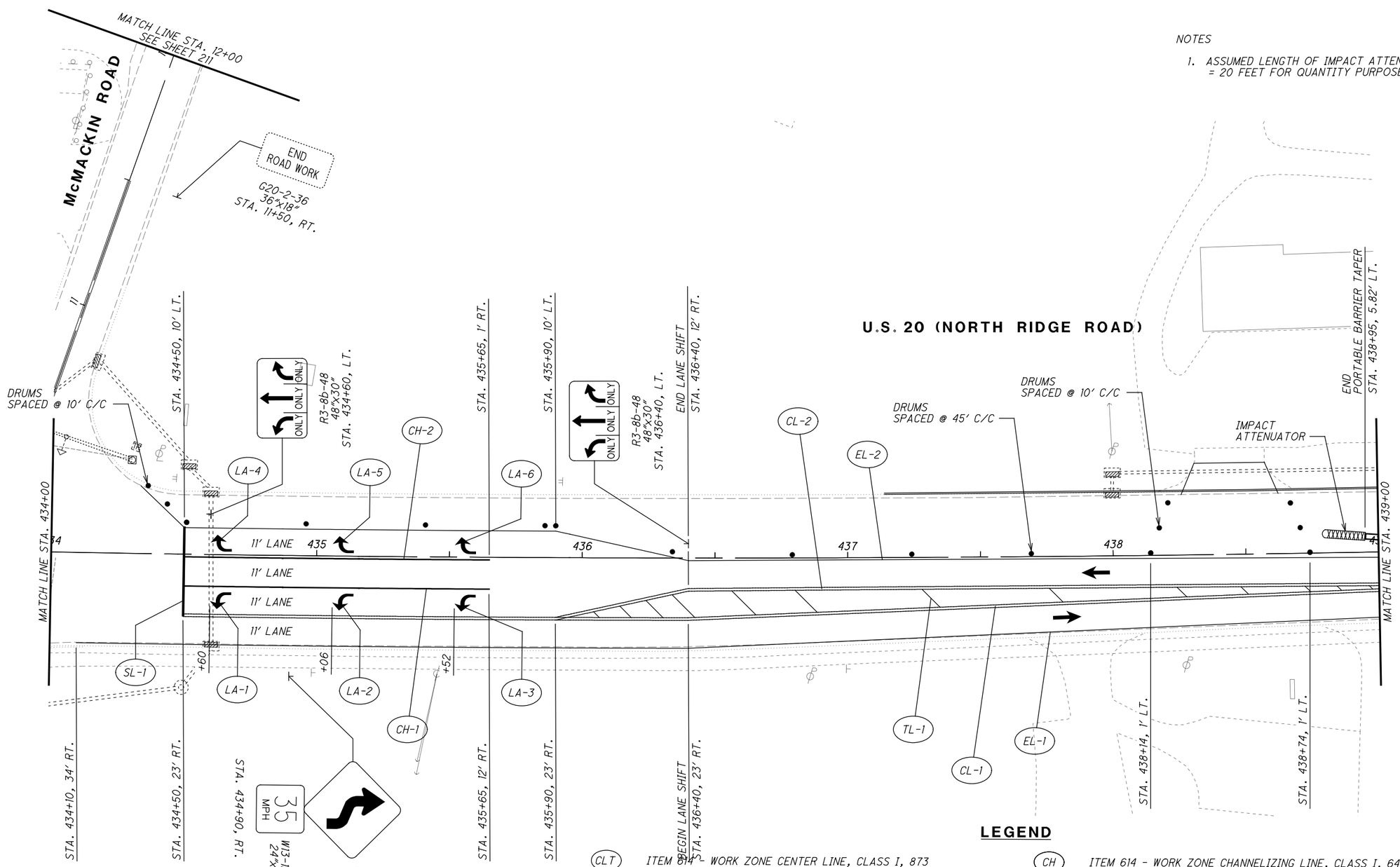
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 434+00 TO STA. 439+00

LAK-US-20-24.99

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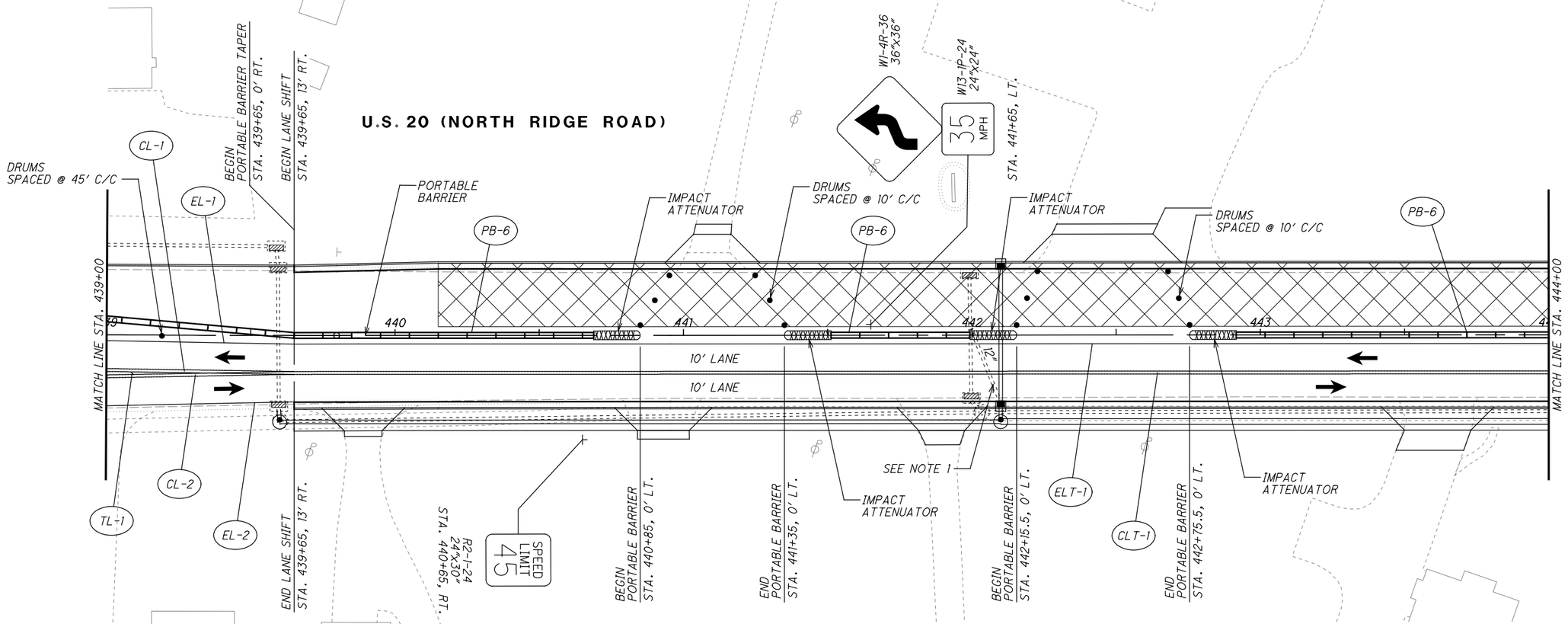
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS, FILLED AND ABANDONED.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 439+00 TO STA. 444+00

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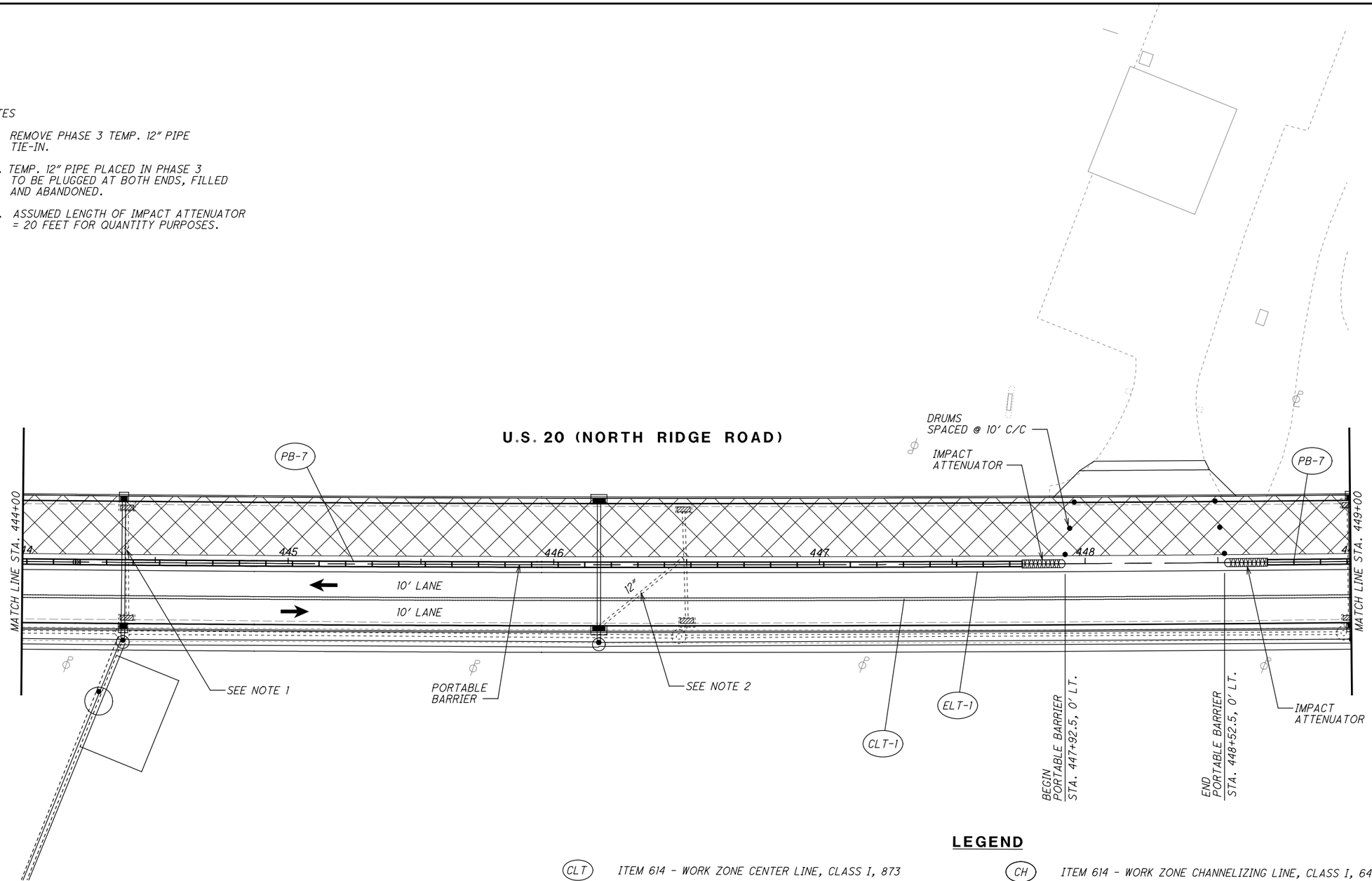
NOTES

1. REMOVE PHASE 3 TEMP. 12" PIPE TIE-IN.
2. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS, FILLED AND ABANDONED.
3. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 444+00 TO STA. 449+00

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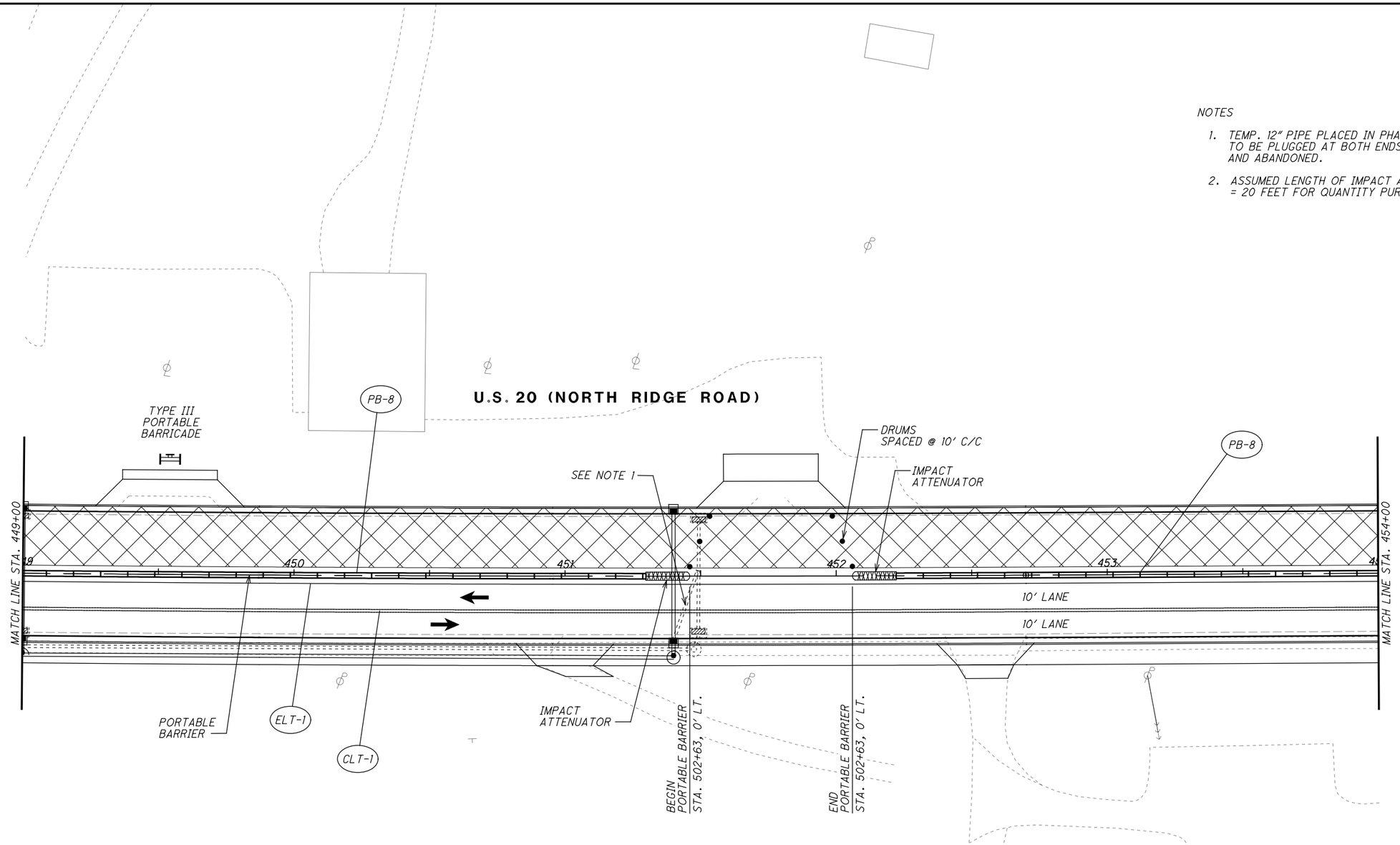
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS, FILLED AND ABANDONED.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
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LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 449+00 TO STA. 454+00

LAK-US-20-24.99

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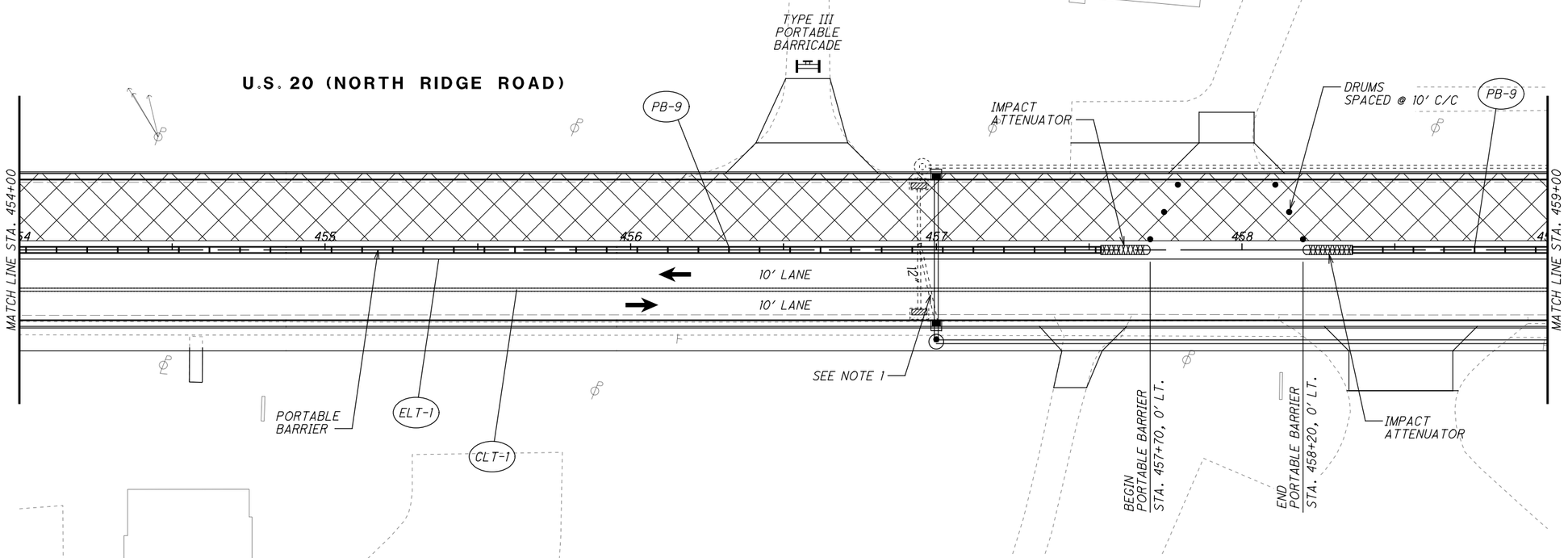
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS, FILLED AND ABANDONED.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
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DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
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SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 454+00 TO STA. 459+00

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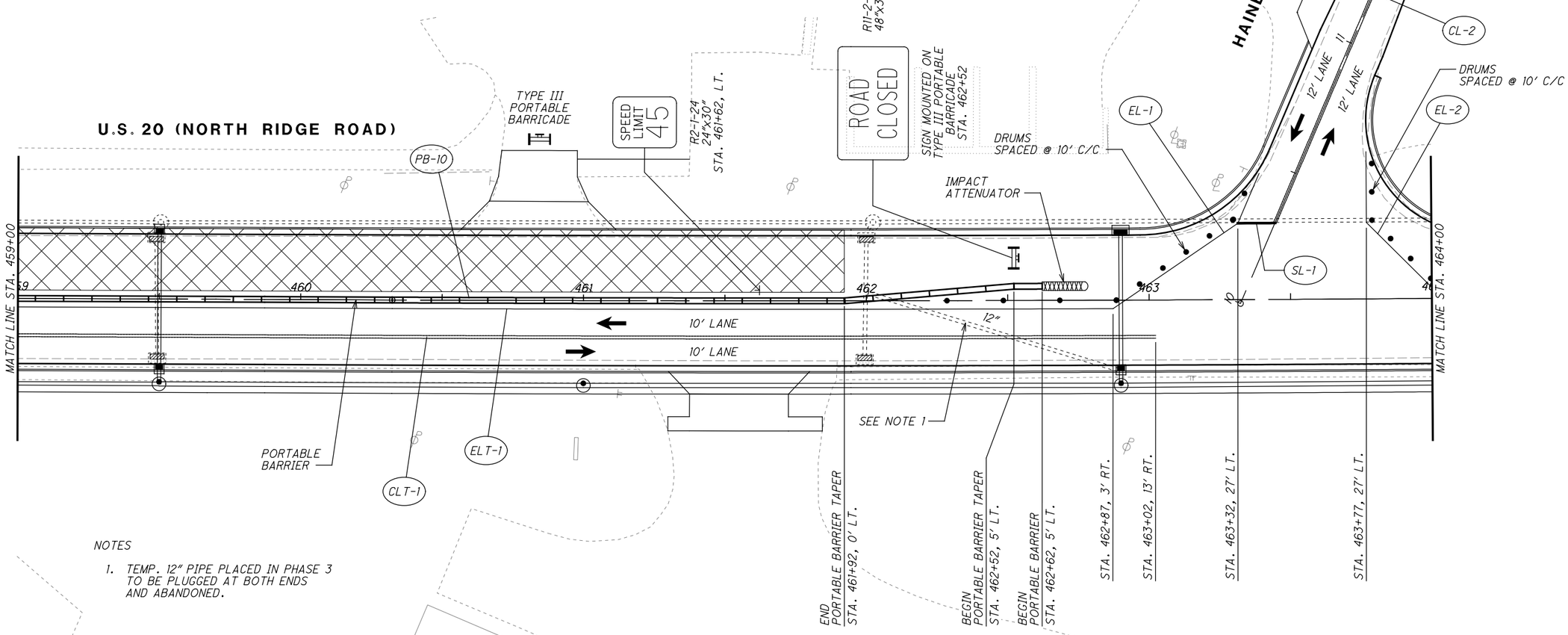
LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS AND ABANDONED.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

NOTE:

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE HAINES ROAD AT STA. 463+33, RT. FOR SEVEN (7) CONSECUTIVE CALENDAR DAYS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN THE AMOUNT OF $1,500 FOR EACH CALENDAR DAY THAT HAINES ROAD REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT SIDE STREETS WILL REMAIN OPEN DURING THE CLOSURE OF THIS SIDE STREET.

McMACKIN ROAD	STA. 433+80
GREEN ROAD	STA. 494+73

FOR CLOSURE OF HAINES ROAD SEE DETAILS ON SHEET 214.
FOR DETOUR ROUTE SEE SHEET 27.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 459+00 TO STA. 464+00

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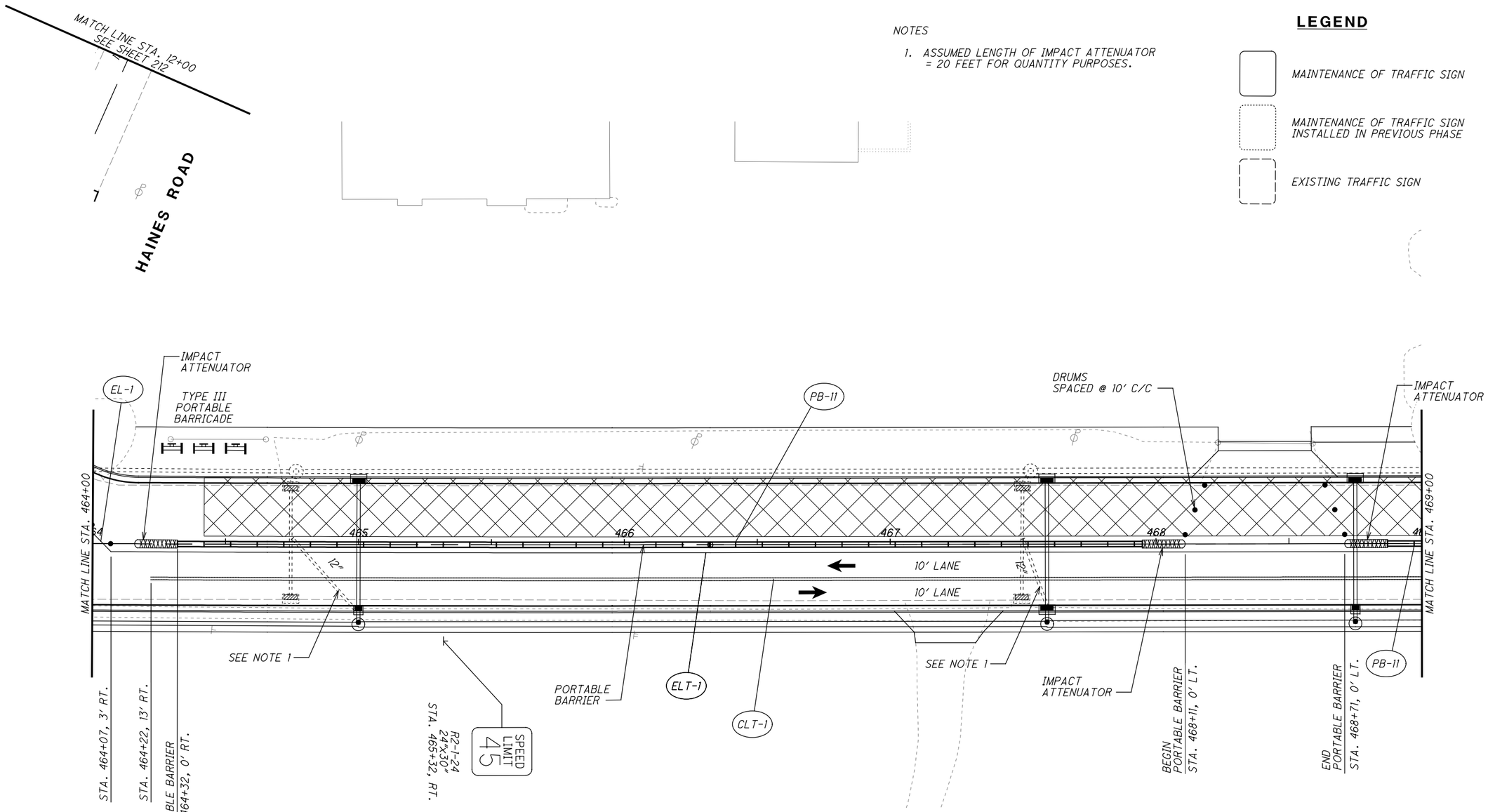

NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS AND ABANDONED.

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873	CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873	LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873	SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873	CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873	DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I	TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I		WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT		PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT		PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT		TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 464+00 TO STA. 469+00

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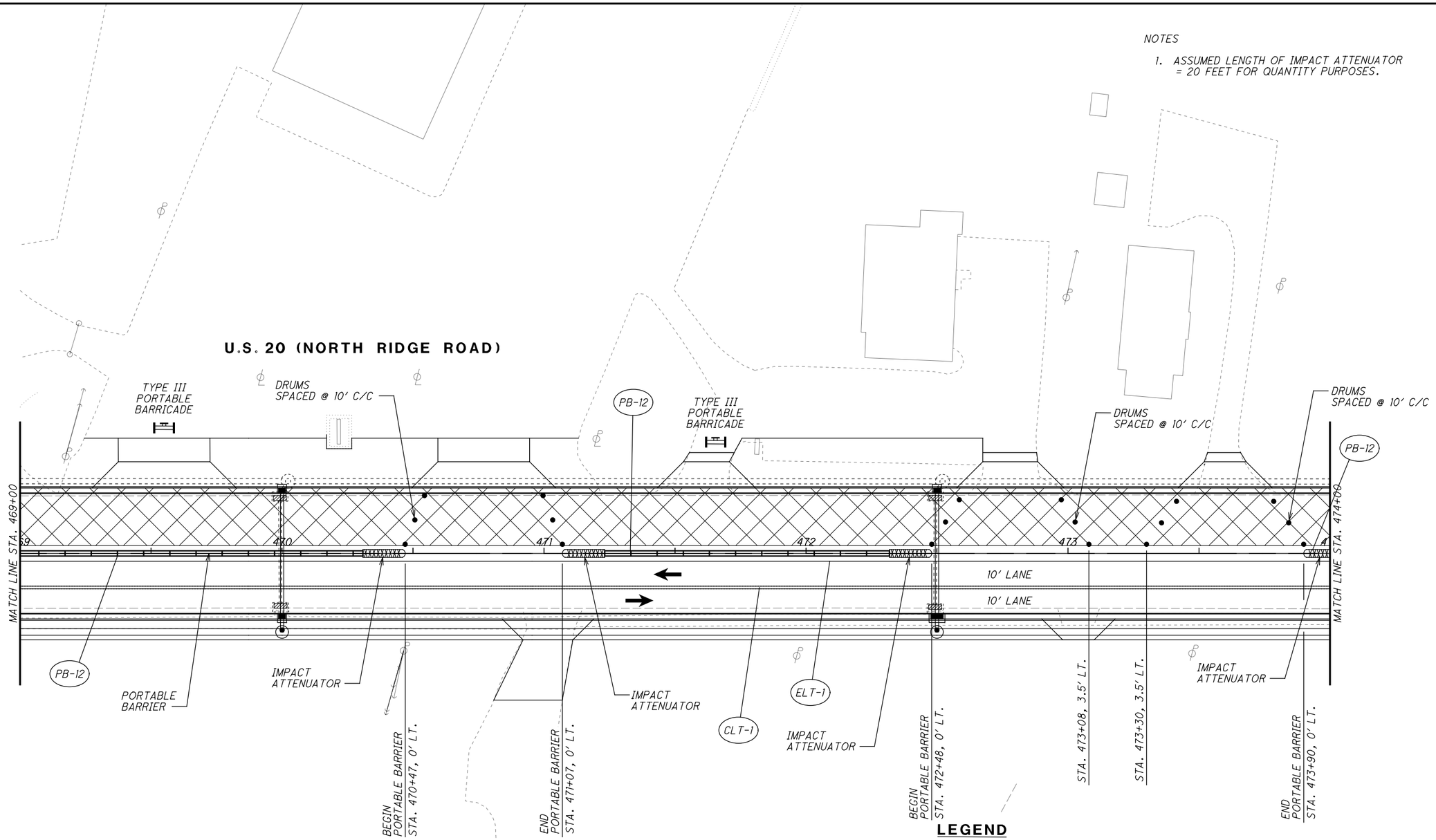
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 469+00 TO STA. 474+00

LAK-US-20-24.99

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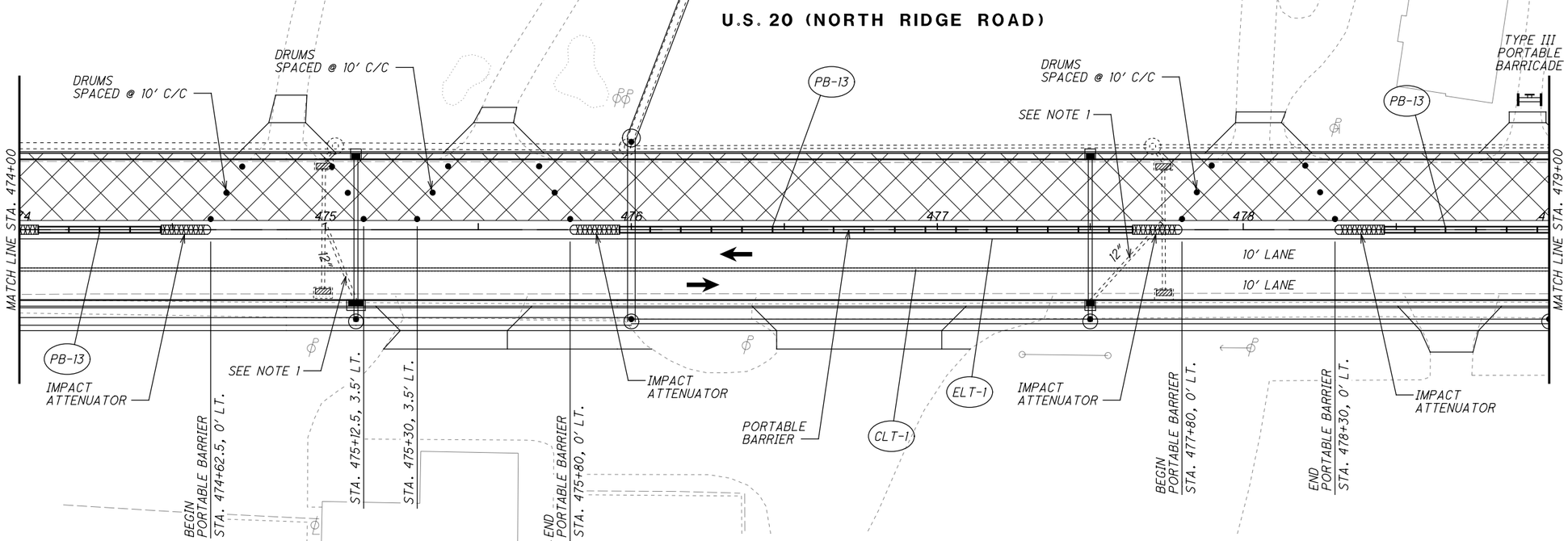
NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS, FILLED AND ABANDONED.
2. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 474+00 TO STA. 479+00

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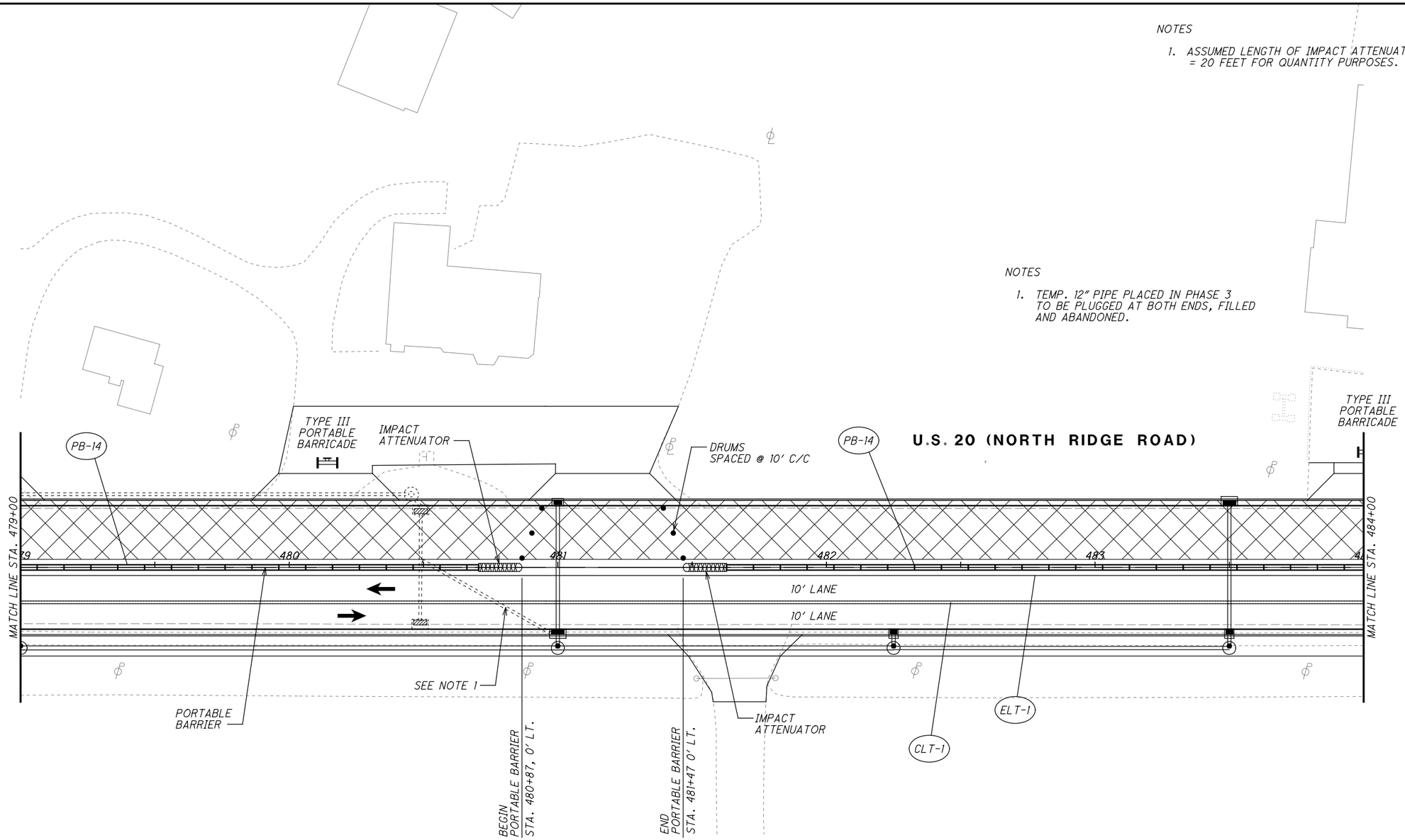
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.

NOTES

1. TEMP. 12" PIPE PLACED IN PHASE 3 TO BE PLUGGED AT BOTH ENDS, FILLED AND ABANDONED.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 479+00 TO STA. 484+00

LAK-US-20-24.99

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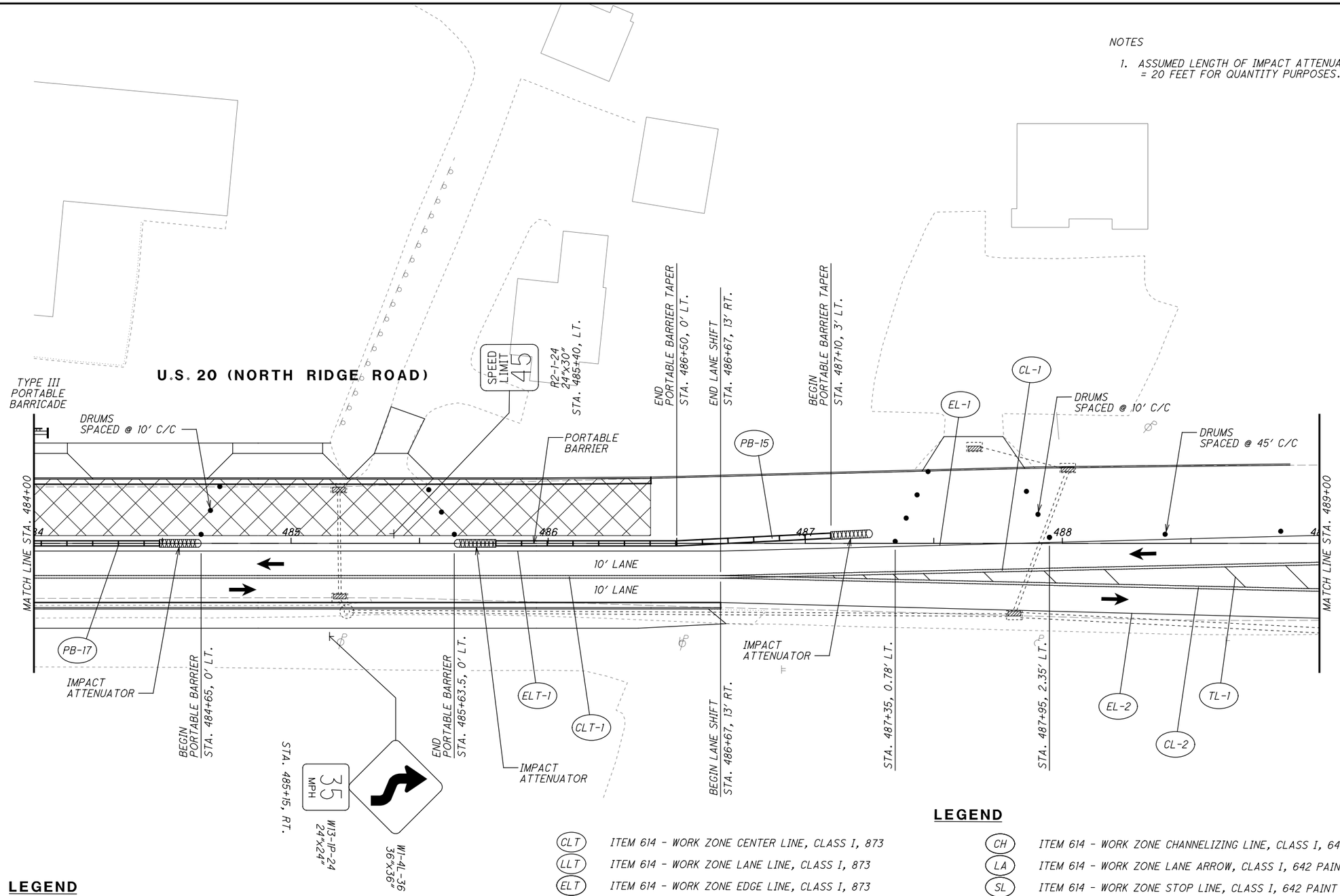
NOTES

1. ASSUMED LENGTH OF IMPACT ATTENUATOR = 20 FEET FOR QUANTITY PURPOSES.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 484+00 TO STA. 489+00

LAK-US-20-24.99

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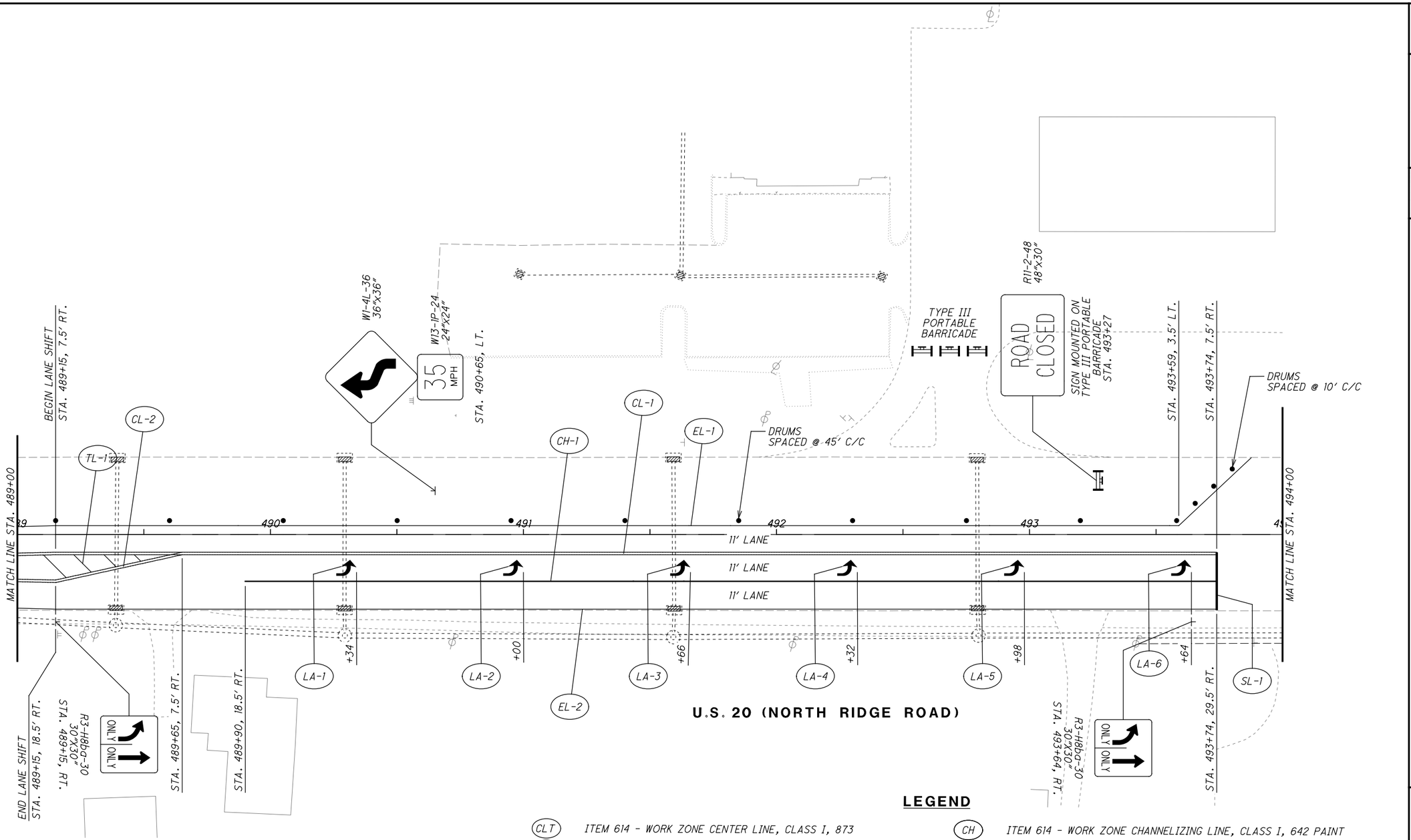

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 489+00 TO STA. 494+00

LAK-US-20-24.99

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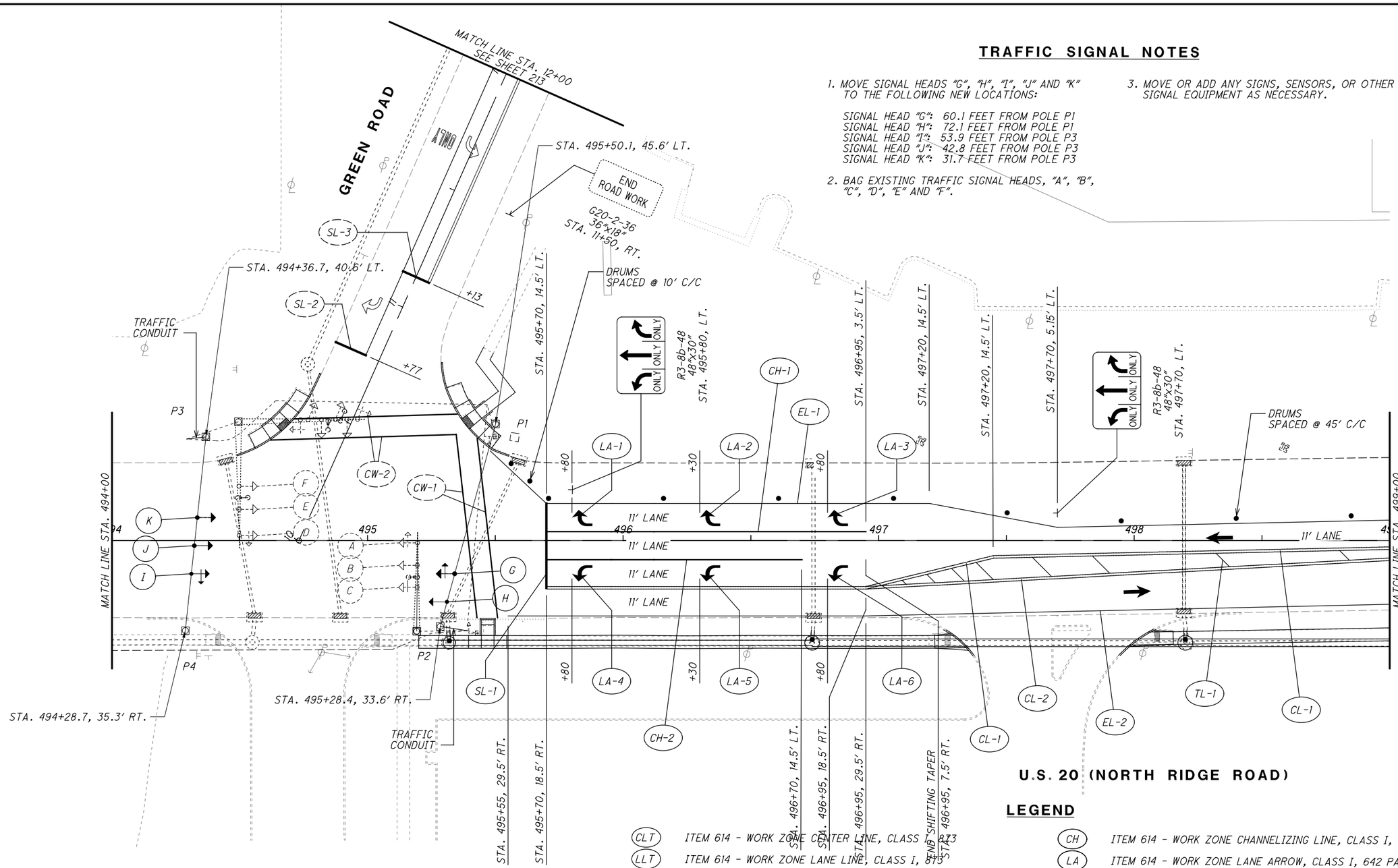
TRAFFIC SIGNAL NOTES

1. MOVE SIGNAL HEADS "G", "H", "I", "J" AND "K" TO THE FOLLOWING NEW LOCATIONS:

   SIGNAL HEAD "G": 60.1 FEET FROM POLE P1
   SIGNAL HEAD "H": 72.1 FEET FROM POLE P1
   SIGNAL HEAD "I": 53.9 FEET FROM POLE P3
   SIGNAL HEAD "J": 42.8 FEET FROM POLE P3
   SIGNAL HEAD "K": 31.7 FEET FROM POLE P3

2. BAG EXISTING TRAFFIC SIGNAL HEADS, "A", "B", "C", "D", "E" AND "F".

3. MOVE OR ADD ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 494+00 TO STA. 499+00

LAK-US-20-24.99

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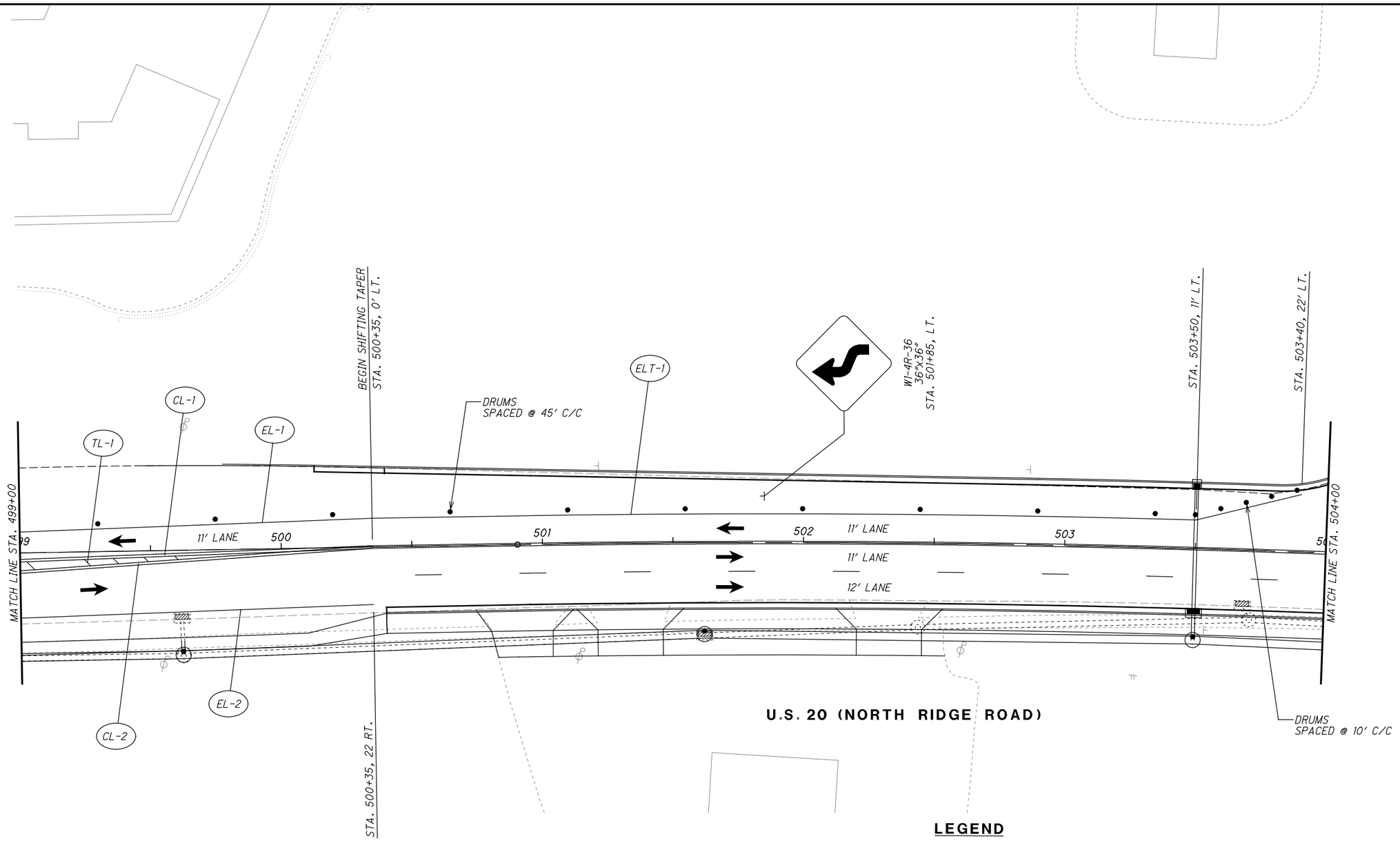

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 499+00 TO STA. 504+00

LAK-US-20-24.99

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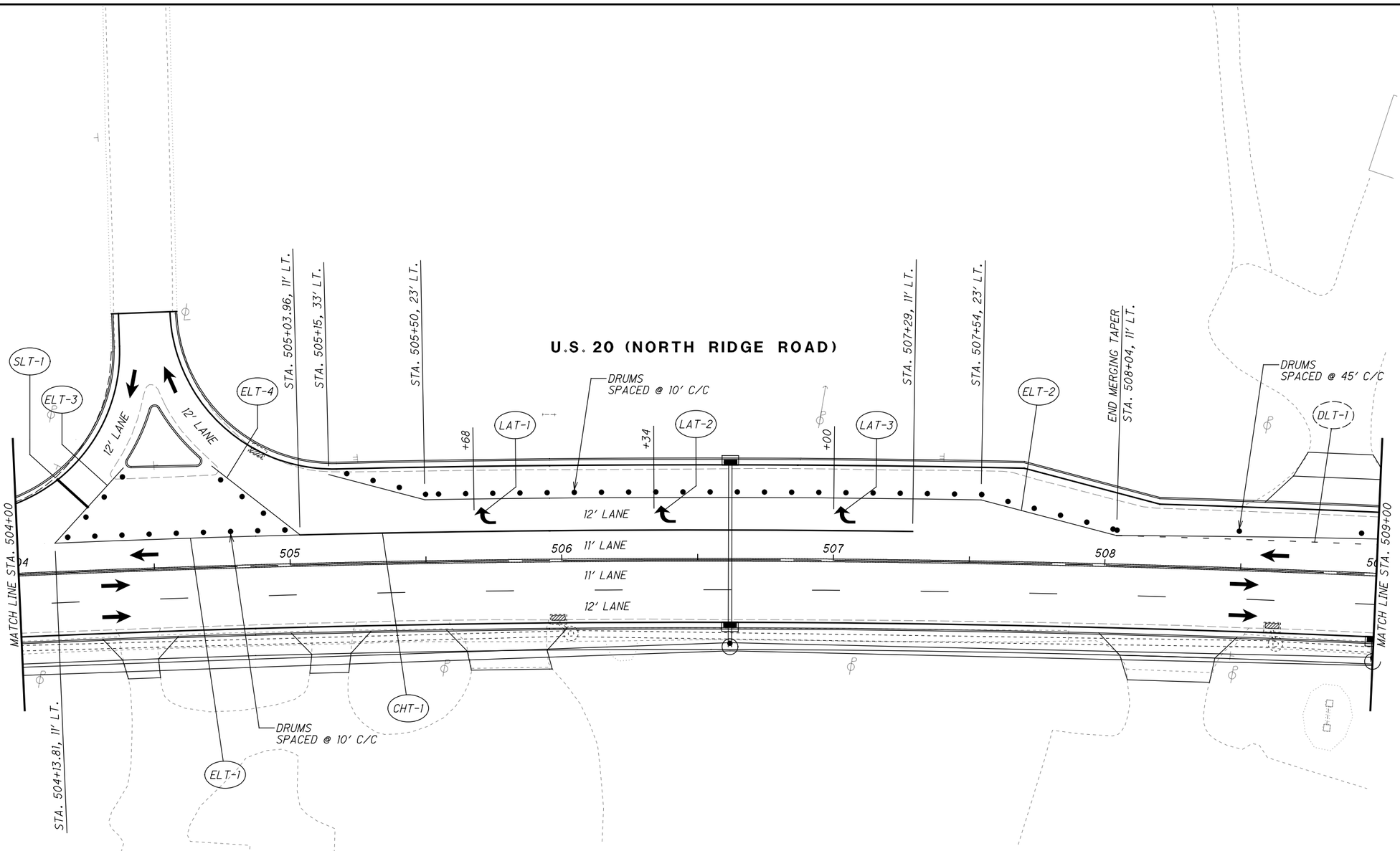

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 504+00 TO STA. 509+00

LAK-US-20-24.99

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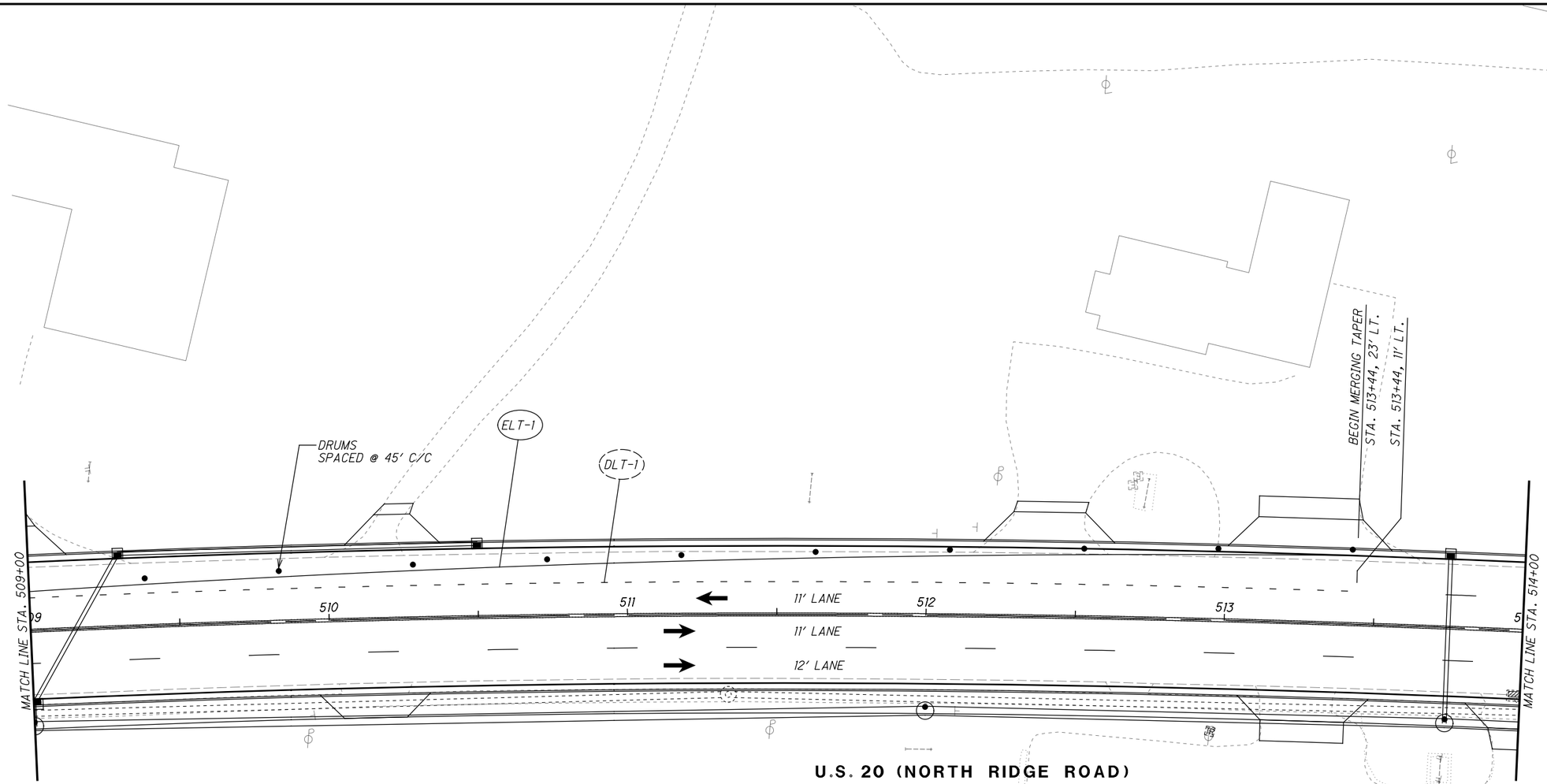

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 509+00 TO STA. 514+00

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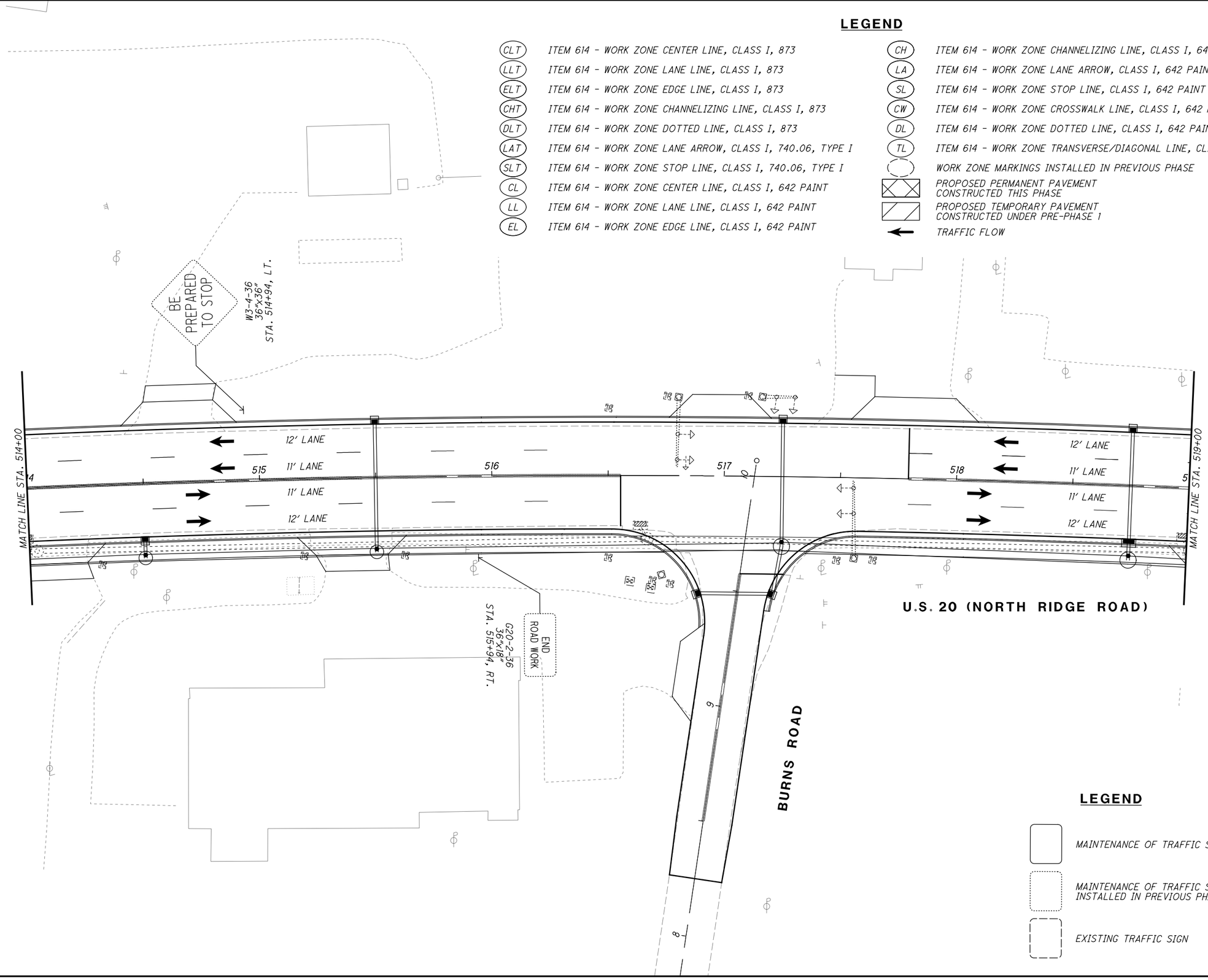
LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW



LEGEND

	MAINTENANCE OF TRAFFIC SIGN
	MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
	EXISTING TRAFFIC SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 514+00 TO STA. 519+00

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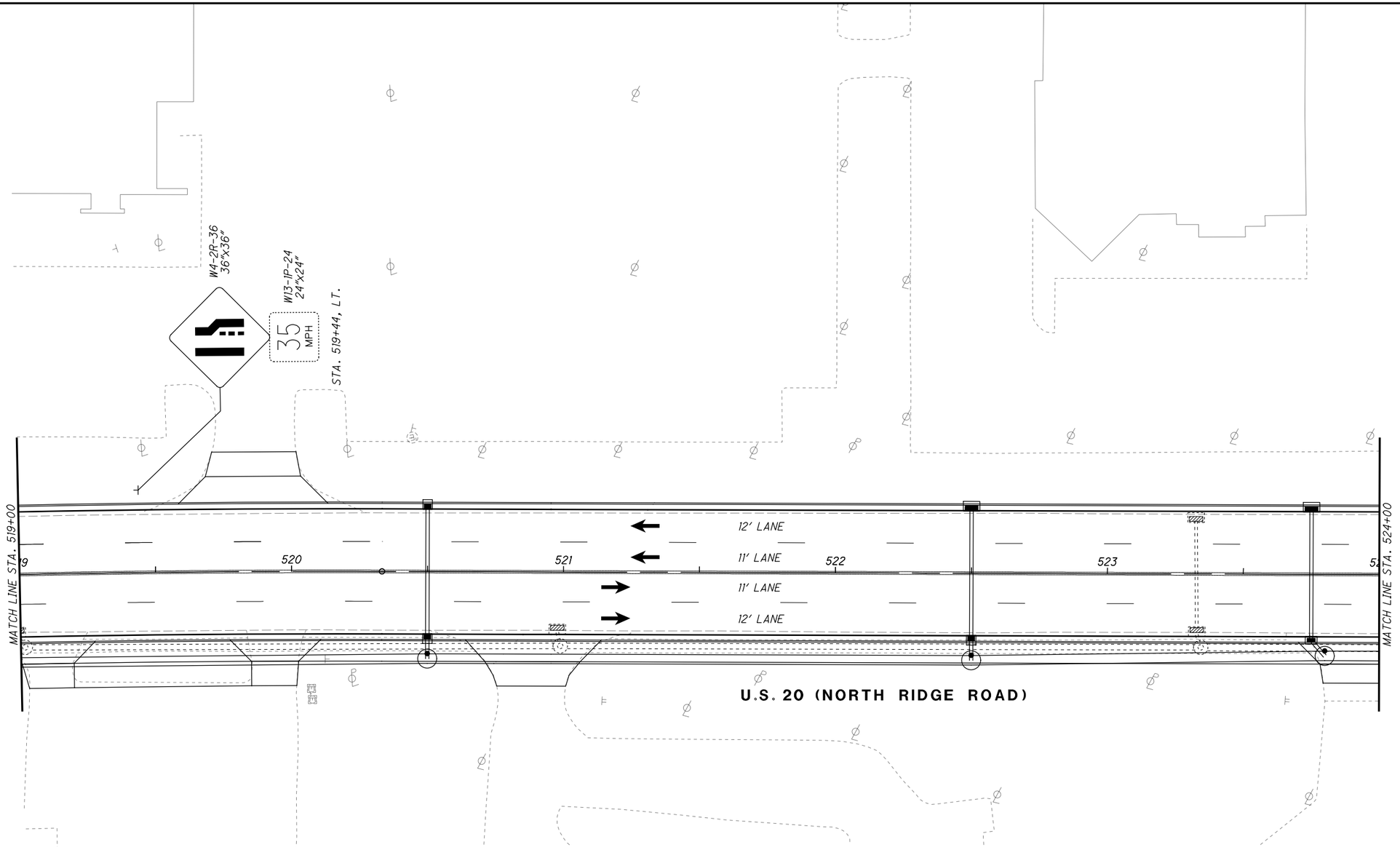

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 519+00 TO STA. 524+00

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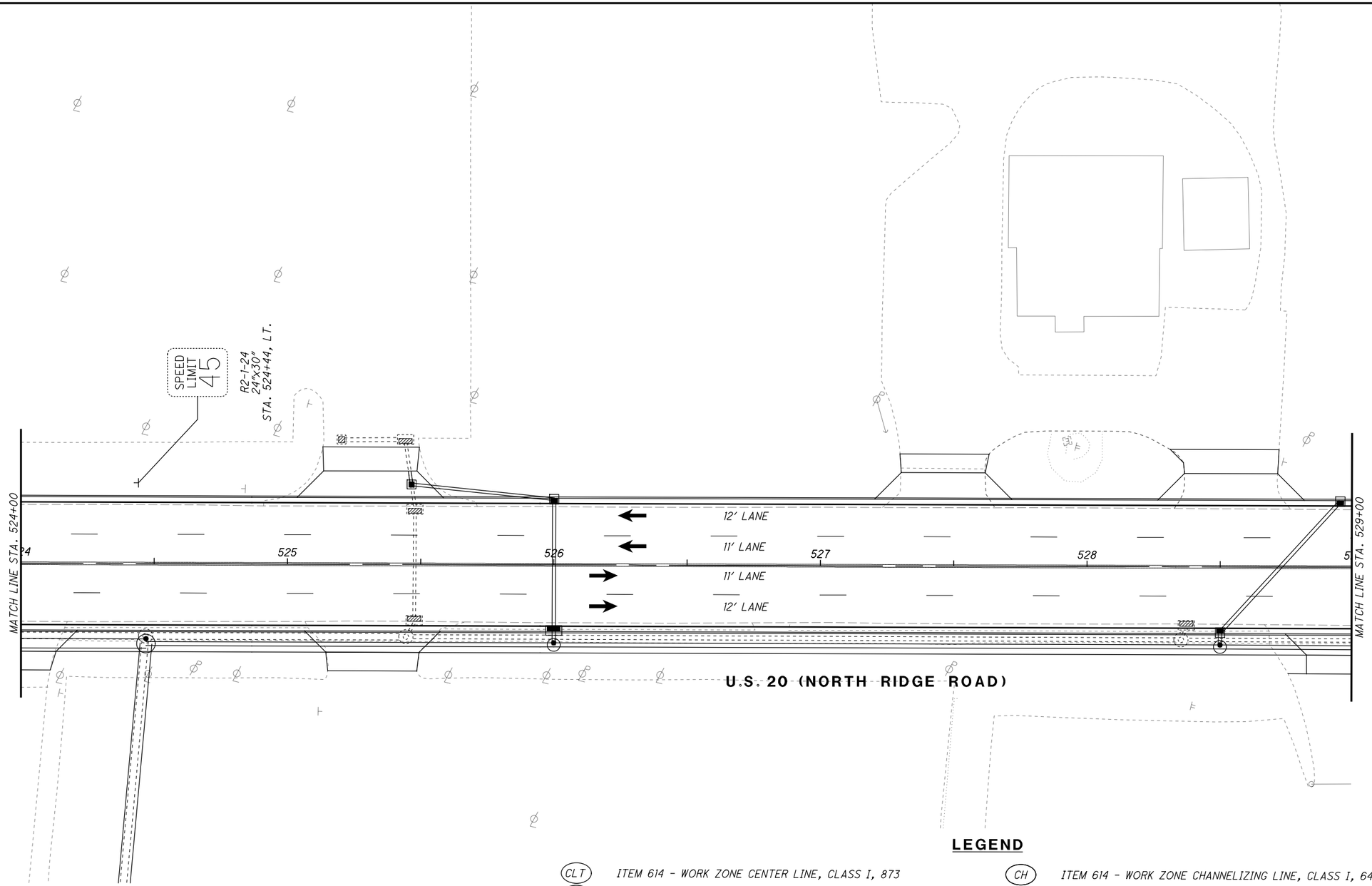

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 524+00 TO STA. 529+00

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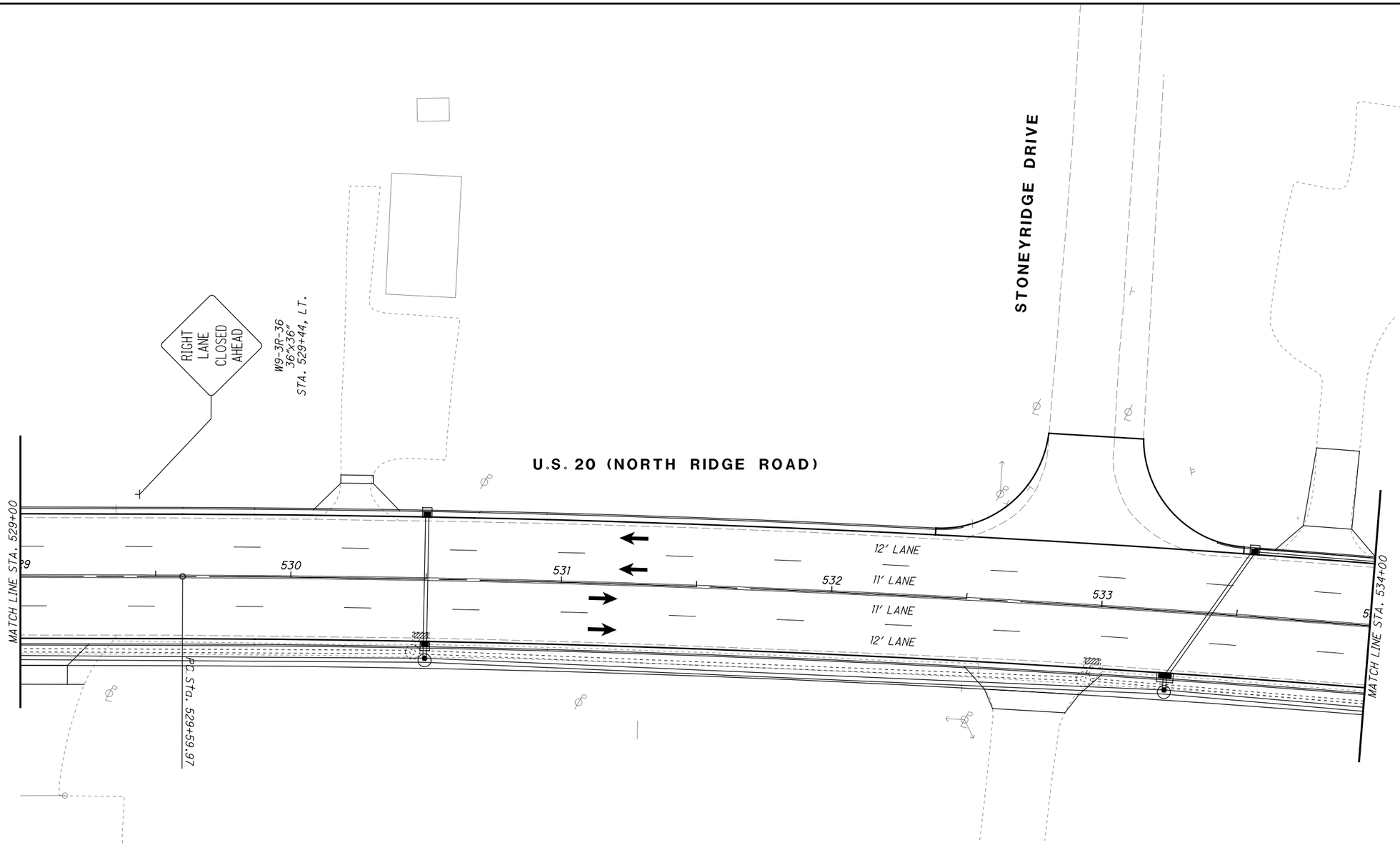

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 529+00 TO STA. 534+00

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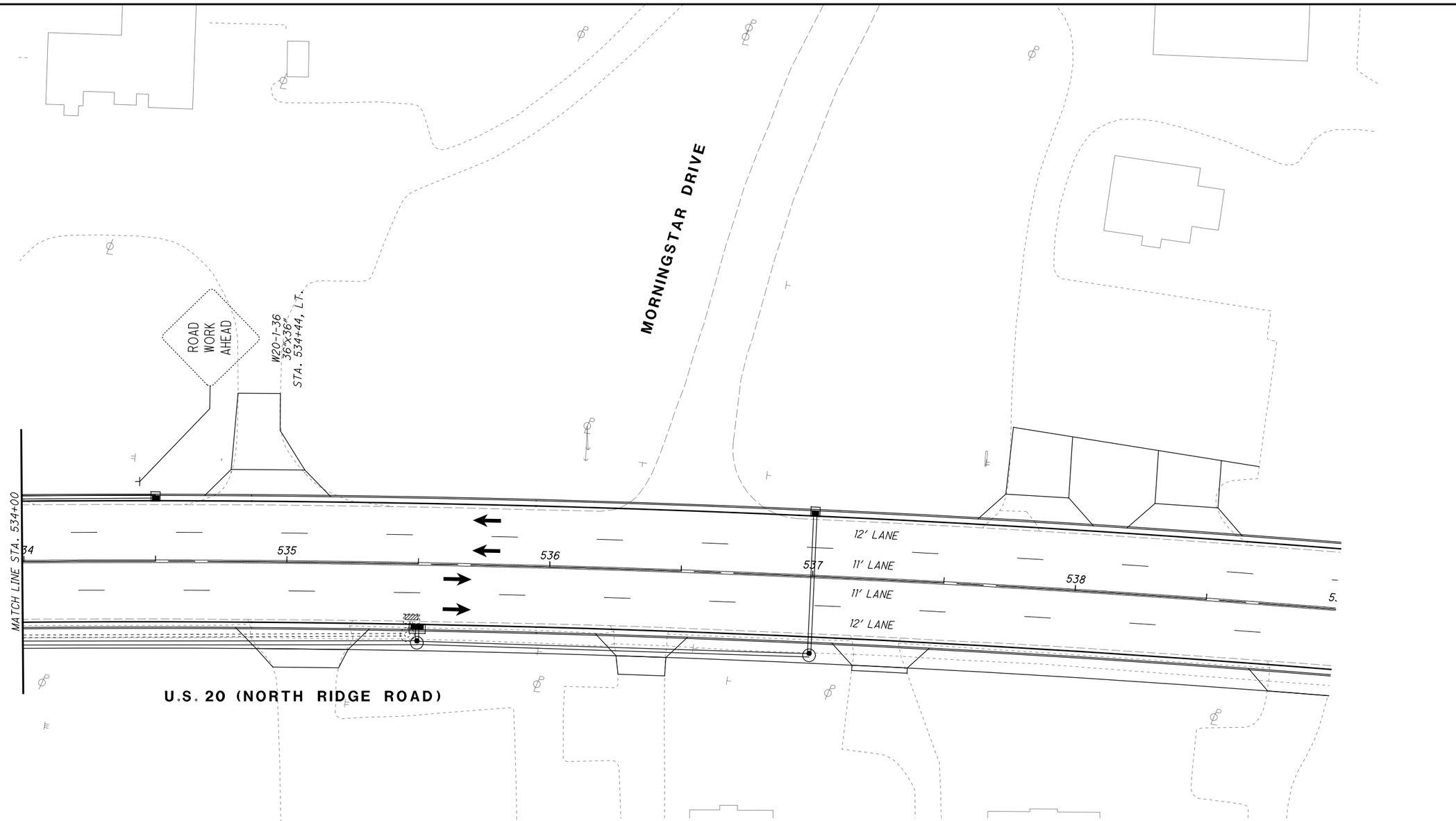

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 534+00 TO STA. 539+00

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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
TOWNLNE ROAD

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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
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SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
McMACKIN ROAD

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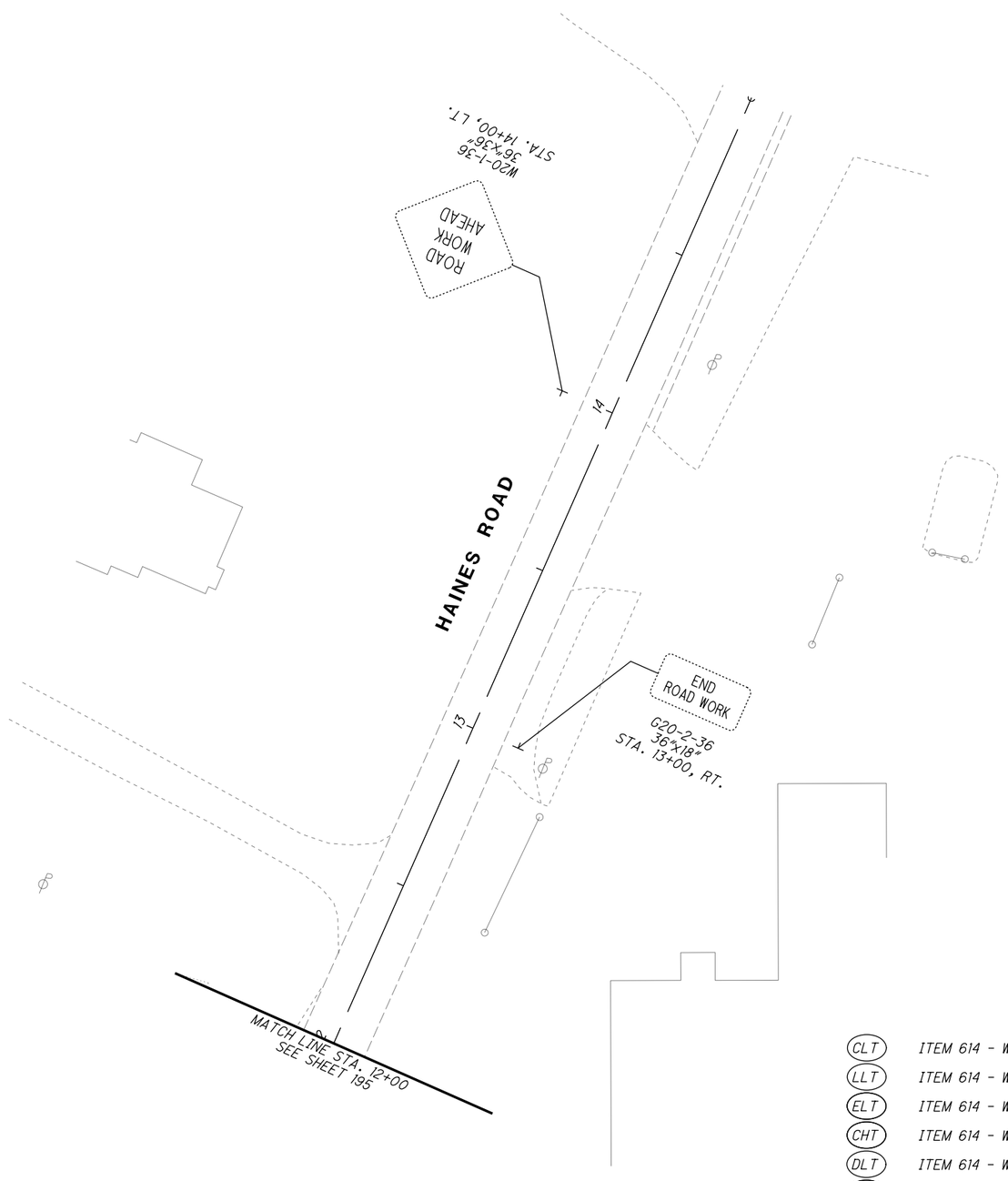

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
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	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
HAINES ROAD

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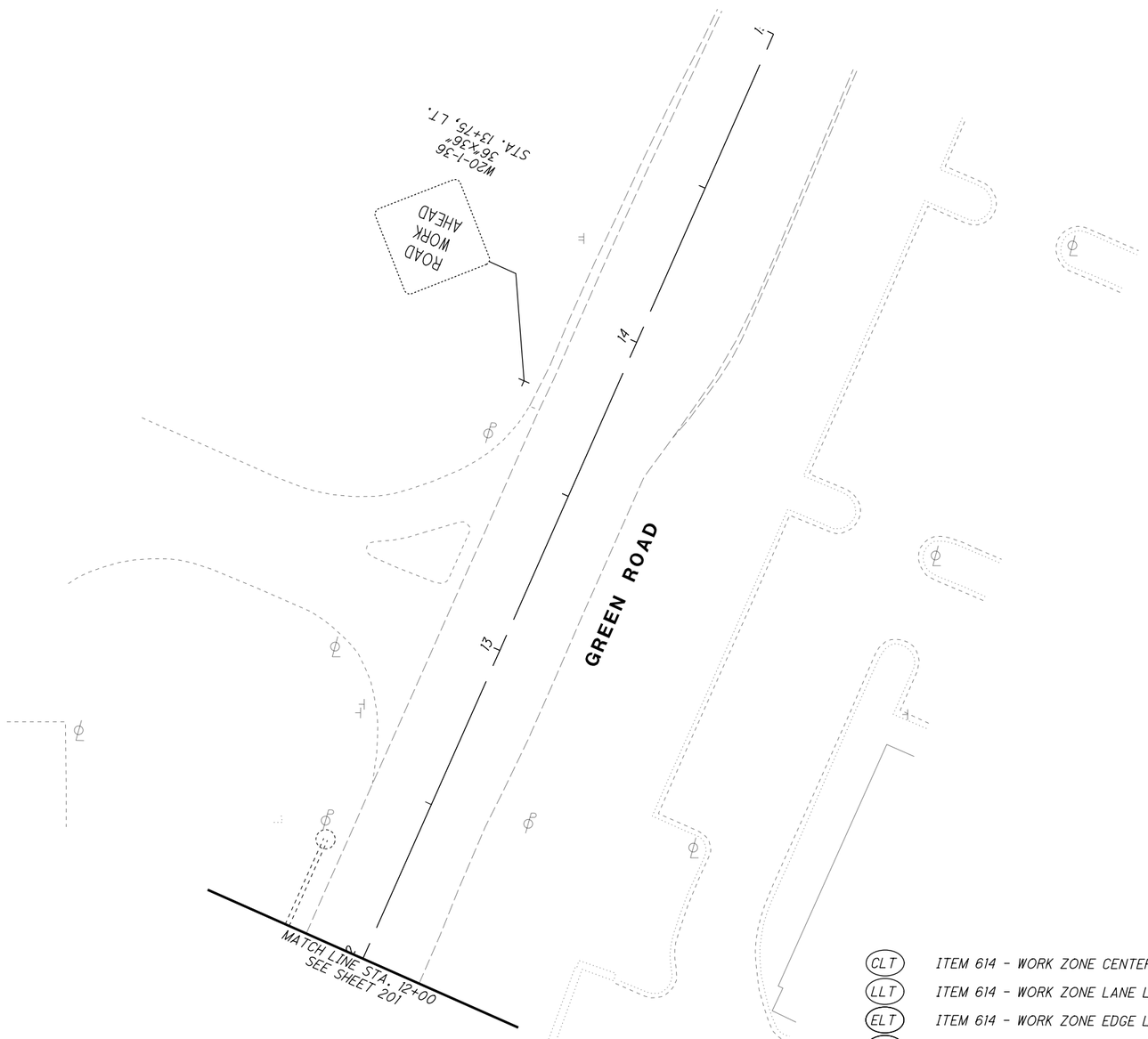

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
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	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
	TRAFFIC FLOW

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
GREEN ROAD

LAK-US-20-24.99

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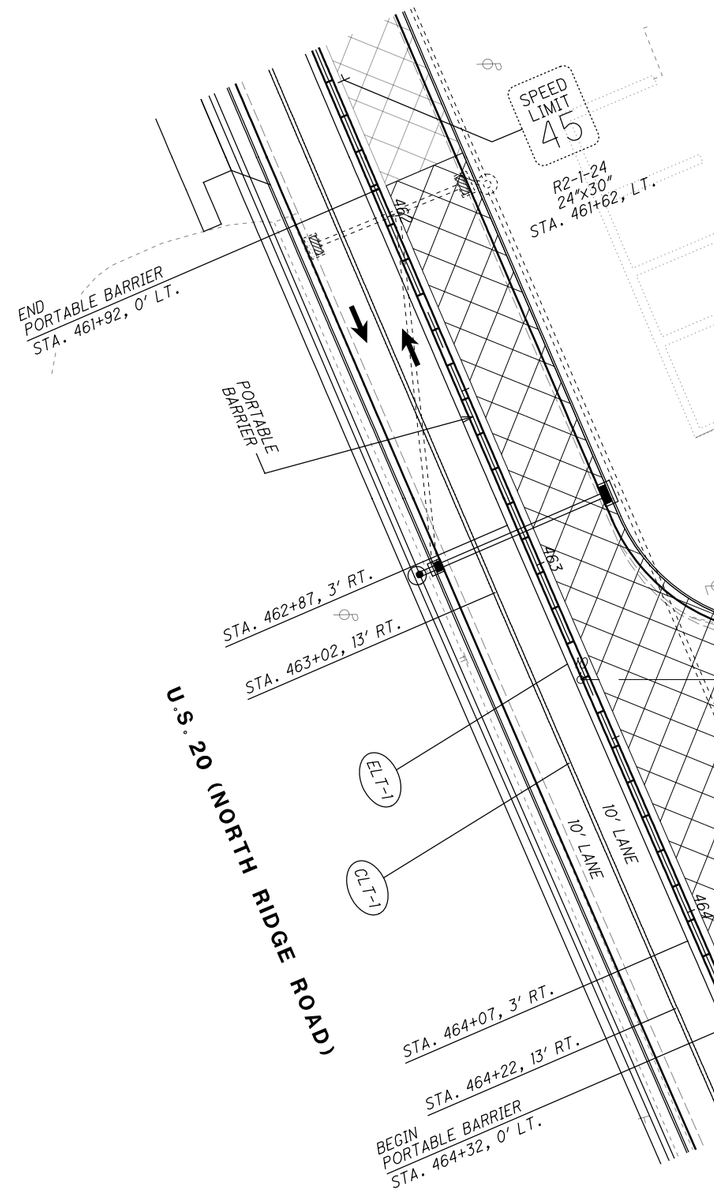
NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE HAINES ROAD AT STA. 463+33, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $800 FOR EACH CALENDAR DAY THAT HAINES ROAD REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

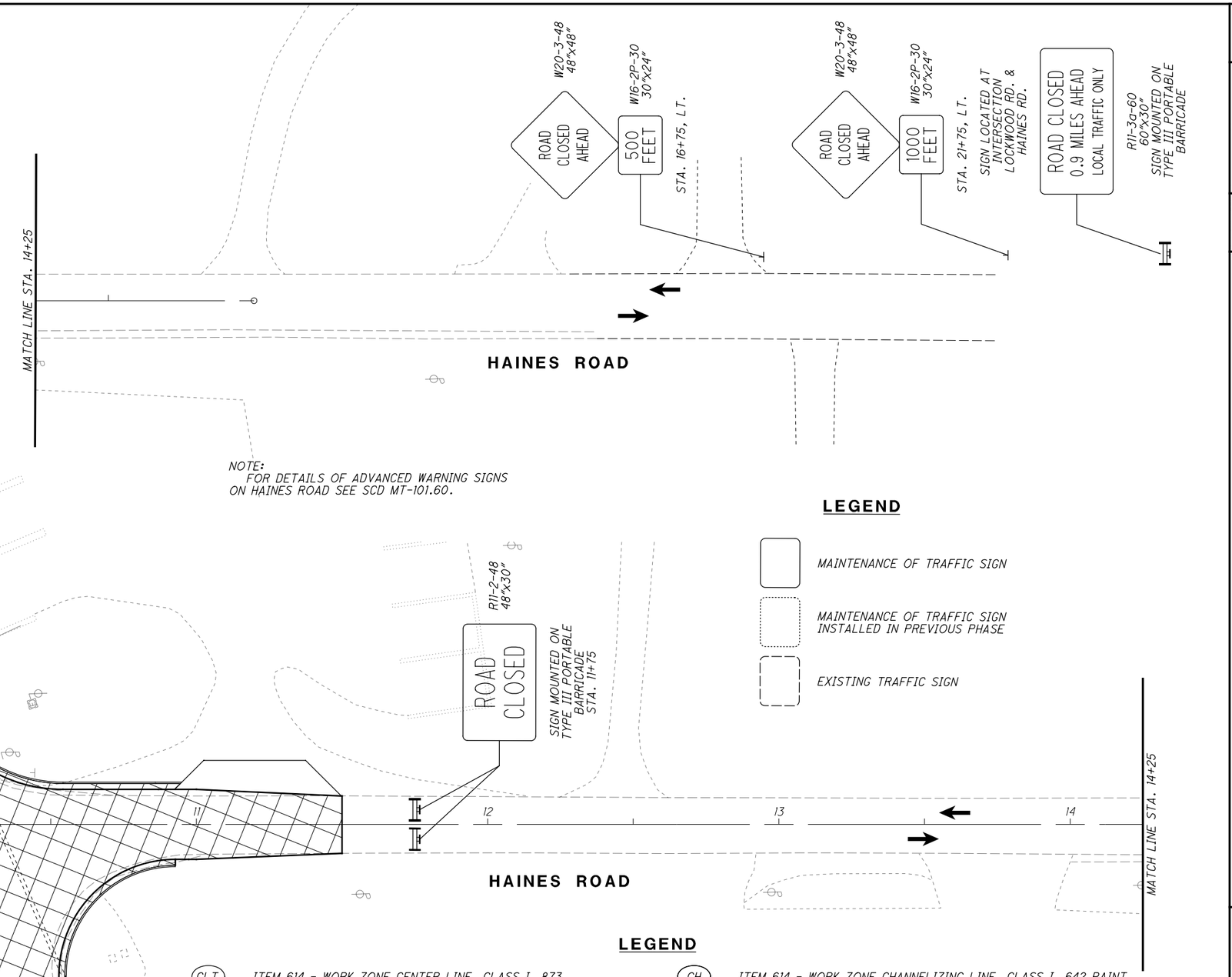
THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME WITHIN THIS SECTION OF THE PROJECT.

THE FOLLOWING ADJACENT SIDE STREETS WILL REMAIN OPEN DURING THE CLOSURE OF THIS SIDE STREET.

McMACKIN ROAD	STA. 433+80
GREEN ROAD	STA. 494+73

FOR DETOUR ROUTE SEE SHEET 27.





NOTE:
FOR DETAILS OF ADVANCED WARNING SIGNS ON HAINES ROAD SEE SCD MT-101.60.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
LAT	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 740.06, TYPE I
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
←	TRAFFIC FLOW

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED EJT
CHECKED WDB

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
HAINES ROAD

LAK-US-20-24.99

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SHEET NUM. 16	17	18	19		225	226	229		233	236	240	425		PART. 01/NHS/04	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																			ROADWAY	
LS														LS	201	11000	LS		CLEARING AND GRUBBING	
					2									2	202	20010	2	EACH	HEADWALL REMOVED	
										72,548		11,619		84,167	202	23001	84,167	SY	PAVEMENT REMOVED, AS PER PLAN	19
						63,507								63,507	202	30000	63,507	SF	WALK REMOVED	
					40									40	202	30700	40	FT	CONCRETE BARRIER REMOVED	
					75									75	202	30800	75	SY	TRAFFIC ISLAND REMOVED	
						68				1,818				1,886	202	32000	1,886	FT	CURB REMOVED	
					12,980									12,980	202	35100	12,980	FT	PIPE REMOVED, 24" AND UNDER	
					834									834	202	35200	834	FT	PIPE REMOVED, OVER 24"	
					592									592	202	38000	592	FT	GUARDRAIL REMOVED	
					29									29	202	53100	29	EACH	MAILBOX REMOVED	
					54									54	202	58000	54	EACH	MANHOLE REMOVED	
					84									84	202	58300	84	EACH	CATCH BASIN OR INLET REMOVED	
					1									1	202	60010	1	EACH	MONUMENT ASSEMBLY REMOVED	
					255									255	SPECIAL	20270000	255	FT	FILL AND PLUG EXISTING CONDUIT, 12"	18
			1,300											1,300	SPECIAL	20270110	1,300	FT	PIPE CLEANOUT, 24" AND UNDER	19
			750											750	SPECIAL	20270120	750	FT	PIPE CLEANOUT, 27" TO 48"	19
					2,110									2,110	202	75000	2,110	FT	FENCE REMOVED	
					1									1	202	98100	1	EACH	REMOVAL MISC.: SHED	17
					33									33	202	98100	33	EACH	REMOVAL MISC.: BUSINESS SIGN	17
					23									23	202	98100	23	EACH	REMOVAL MISC.: BOULDER	17
					8									8	202	98100	8	EACH	REMOVAL MISC.: LIGHT POLE	17
									12,514	372		677		13,563	203	10000	13,563	CY	EXCAVATION	
	2,398								1,455					3,853	203	20000	3,853	CY	EMBANKMENT	
										87,063		8,670		95,733	204	10000	95,733	SY	SUBGRADE COMPACTION	
1,600														1,600	204	13000	1,600	CY	EXCAVATION OF SUBGRADE	
1,600														1,600	204	30010	1,600	CY	GRANULAR MATERIAL, TYPE B	
30														30	204	45000	30	HOUR	PROOF ROLLING	
3,200														3,200	204	50000	3,200	SY	GEOTEXTILE FABRIC	
3,200														3,200	204	51000	3,200	SY	GEOGRID	
					200									200	606	15050	200	FT	GUARDRAIL, TYPE MGS	
					3									3	606	26550	3	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						93,608								93,608	608	10000	93,608	SF	4" CONCRETE WALK	
						2,399								2,399	608	52000	2,399	SF	CURB RAMP	
	20													20	623	38500	20	EACH	MONUMENT ASSEMBLY, TYPE C	
					29									29	SPECIAL	69050000	29	EACH	MAILBOX SUPPORT	17
		3,800												3,800	SPECIAL	69065016	3,800	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	18
		1,900												1,900	SPECIAL	69065022	1,900	GAL	WORK INVOLVING NON-REGULATED WATER	18
		1,900												1,900	SPECIAL	69065024	1,900	GAL	WORK INVOLVING REGULATED WATER	18
																			EROSION CONTROL	
							6							6	601	32204	6	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	
	2													2	659	00100	2	EACH	SOIL ANALYSIS TEST	
	7,161													7,161	659	00300	7,161	CY	TOPSOIL	
	64,508													64,508	659	00500	64,508	SY	SEEDING AND MULCHING, CLASS 1	
	3,226													3,226	659	14000	3,226	SY	REPAIR SEEDING AND MULCHING	
	3,226													3,226	659	15000	3,226	SY	INTER-SEEDING	
	9													9	659	20000	9	TON	COMMERCIAL FERTILIZER	
	13.33													13.33	659	31000	13.33	ACRE	LIME	
	367													367	659	35000	367	MGAL	WATER	
											LS			LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
											LS			LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
											LS			LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
											270,000			270,000	832	30000	270,000	EACH	EROSION CONTROL	

CALCULATED EJT CHECKED WDB

GENERAL SUMMARY

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SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
		18	19		225	229	231		236		425		01/NHS/04						
																		DRAINAGE	
						1.5							1.5	602	20000	1.5	CY	CONCRETE MASONRY	
		500					712						1,212	605	13410	1,212	FT	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
							25,693						25,693	605	14020	25,693	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
		450											450	605	31100	450	FT	AGGREGATE DRAINS	
		50					1,522						1,572	611	00510	1,572	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
						55							55	611	04400	55	FT	12" CONDUIT, TYPE B	
			500			5							505	611	04600	505	FT	12" CONDUIT, TYPE C	
						5,006							5,006	611	05900	5,006	FT	15" CONDUIT, TYPE B	
						895							895	611	06100	895	FT	15" CONDUIT, TYPE C	
						2,310							2,310	611	07400	2,310	FT	18" CONDUIT, TYPE B	
						1,768							1,768	611	07600	1,768	FT	18" CONDUIT, TYPE C	
						1,570							1,570	611	10400	1,570	FT	24" CONDUIT, TYPE B	
						1,098							1,098	611	10600	1,098	FT	24" CONDUIT, TYPE C	
						150							150	611	13400	150	FT	30" CONDUIT, TYPE B	
						751							751	611	13600	751	FT	30" CONDUIT, TYPE C	
						1,900							1,900	611	16400	1,900	FT	36" CONDUIT, TYPE B	
						522							522	611	16600	522	FT	36" CONDUIT, TYPE C	
						720							720	611	19400	720	FT	42" CONDUIT, TYPE B	
						585							585	611	52902	585	FT	34" X 53" CONDUIT, TYPE B, 706.04	
			500										500	611	97400	500	FT	CONDUIT, MISC.: TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE	19
			500										500	611	97400	500	FT	CONDUIT, MISC.; TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	19
						40							40	611	98150	40	EACH	CATCH BASIN, NO. 3	
						62							62	611	98180	62	EACH	CATCH BASIN, NO. 3A	
						6							6	611	98370	6	EACH	CATCH BASIN, NO. 6	
						1							1	611	98504	1	EACH	CATCH BASIN, NO. 2-2C	
						2							2	611	98510	2	EACH	CATCH BASIN, NO. 2-3	
		27											27	611	98631	27	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	18
			5										5	611	98634	5	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
			5										5	611	98700	5	EACH	INLET, SIDE DITCH	
						74							74	611	99574	74	EACH	MANHOLE, NO. 3	
						1							1	611	99586	1	EACH	MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR	
			10										10	611	99720	10	EACH	INSPECTION WELL	
			10,000										10,000	SPECIAL	61199820	10,000	LB	MISCELLANEOUS METAL	19
						1							1	895	10040	1	EACH	MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4	
																		PAVEMENT	
			900										900	251	01000	900	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	
									1,166		3,534		4,700	252	01500	4,700	FT	FULL DEPTH PAVEMENT SAWING	
									22,861				22,861	254	01000	22,861	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=3")	
			110						468				578	301	56000	578	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
									11,934				11,934	301	56001	11,934	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	19
											259		259	301	56100	259	CY	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)	
			110						14,271		236		14,617	304	20000	14,617	CY	AGGREGATE BASE	
									11,665		116		11,781	407	20000	11,781	GAL	NON-TRACKING TACK COAT	
									7,832				7,832	441	00100	7,832	CY	ANTI-SEGREGATION EQUIPMENT	
									3,254				3,254	441	10101	3,254	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, PG70-22M	19
									4,580				4,580	441	10200	4,580	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)	
									124				124	441	70000	124	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
									173				173	441	70300	173	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	
											67		67	441	70500	67	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
					9								9	441	70801	9	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	17
			130								965		1,095	452	10050	1,095	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
			920						234		4,926		6,080	452	12050	6,080	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	

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GENERAL SUMMARY

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SHEET NUM.												PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	19	20		226	233	236	425		478	492		539	01/NHS/04					
																	PAVEMENT (CONT.)	
						27,157							27,157	609	12000	27,157	FT	COMBINATION CURB AND GUTTER, TYPE 2	
				33		20							53	609	14000	53	FT	CURB, TYPE 2-A	
	80			35		1,867	134						2,116	609	26000	2,116	FT	CURB, TYPE 6	
						86							86	609	54000	86	SY	6" CONCRETE TRAFFIC ISLAND	
						54							54	617	10100	54	CY	COMPACTED AGGREGATE	
						18,145							18,145	874	20001	18,145	FT	LONGITUDINAL JOINT PREPARATION, AS PER PLAN	19
																	WATER WORK	
		10											10	638	11101	10	EACH	METER AND CHAMBER REMOVED AND RESET, AS PER PLAN	20
									22				22	SPECIAL	63820176	22	FT	12" WATER MAIN DIP CLASS 53 MECHANICAL JOINTS AND FITTINGS, LCDU STANDARD	20
		10							4				14	SPECIAL	63820500	14	EACH	VALVE BOX ADJUSTED TO GRADE, LCDU STANDARD	20
									2				2	SPECIAL	63820750	2	EACH	6" FIRE HYDRANT, LCDU STANDARD	20
									2				2	SPECIAL	63820752	2	EACH	FIRE HYDRANT REMOVED FOR STORAGE, LCDU STANDARD	20
		2,400											2,400	SPECIAL	63820770	2,400	FT	1" COPPER WATER SERVICE LINE, LCDU STANDARD	20
		20											20	SPECIAL	63820902	20	EACH	SERVICE BOX ADJUSTED TO GRADE, LCDU STANDARD	20
																	SANITARY SEWER	
									56				56	611	00901	56	FT	6" CONDUIT, TYPE B, AS PER PLAN ,748.01	20
									10				10	611	99655	10	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	20
																	TRAFFIC CONTROL	
										758			758	621	00100	758	EACH	RPM	
		700											700	621	54000	700	EACH	RAISED PAVEMENT MARKER REMOVED	
					4								4	626	00110	4	EACH	BARRIER REFLECTOR, TYPE 2(BIDIRECTIONAL)	
												259	259	630	02100	259	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
												1,860	1,860	630	03100	1,860	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
												27	27	630	08600	27	EACH	SIGN POST REFLECTOR	
												12	12	630	75000	12	EACH	SIGN ATTACHMENT ASSEMBLY	
												8	8	630	79500	8	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
												1,106.9	1,106.9	630	80100	1,106.9	SF	SIGN, FLAT SHEET	
												109	109	630	84900	109	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
												8	8	630	85100	8	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
												98	98	630	86002	98	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
												20	20	630	87500	20	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
												4	4	630	87520	4	EACH	REMOVAL OF POLE MOUNTED SIGN AND REERECTION	
										0.57			0.57	642	00204	0.57	MILE	LANE LINE, 6", TYPE 1	
										0.57			0.57	642	00300	0.57	MILE	CENTER LINE, TYPE 1	
										539			539	642	00404	539	FT	CHANNELIZING LINE, 12", TYPE 1	
										136			136	642	00500	136	FT	STOP LINE, TYPE 1	
										620			620	642	00620	620	FT	CROSSWALK LINE, 12", TYPE 1	
										201			201	642	00700	201	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1	
										14			14	642	01300	14	EACH	LANE ARROW, TYPE 1	
										2.01			2.01	646	10010	2.01	MILE	EDGE LINE, 6"	
										6.19			6.19	646	10110	6.19	MILE	LANE LINE, 6"	
										4.32			4.32	646	10200	4.32	MILE	CENTER LINE	
										2,264			2,264	646	10310	2,264	FT	CHANNELIZING LINE, 12"	
										691			691	646	10400	691	FT	STOP LINE	
										1,695			1,695	646	10510	1,695	FT	CROSSWALK LINE, 12"	
										756			756	646	10600	756	FT	TRANSVERSE/DIAGONAL LINE	
										38			38	646	20300	38	EACH	LANE ARROW	

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GENERAL SUMMARY

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SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
							582	584	589	590	592	595	01/NHS/04						
																		TRAFFIC SIGNALS	
							20	16	49		102	84	271	625	25400	271	FT	CONDUIT, 2", 725.04	
									72				72	625	25500	72	FT	CONDUIT, 3", 725.04	
									150				150	625	25600	150	FT	CONDUIT, 4", 725.04	
							20	16	257		102	84	479	625	29000	479	FT	TRENCH	
									3				3	625	30700	3	EACH	PULL BOX, 725.08, 18"	
									1				1	625	30706	1	EACH	PULL BOX, 725.08, 24"	
								5	4		2	2	13	625	31510	13	EACH	PULL BOX REMOVED	
							2	2	7		8	6	25	625	32000	25	EACH	GROUND ROD	
								2	10			6	18	630	09102	18	EACH	SURFACE PREPARATION, NEW SUPPORT SECTION	
								2	10			6	18	630	09106	18	EACH	COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION	
								2	10			6	18	630	09108	18	EACH	COATING, URETHANE TOP COAT, SUPPORT SECTION	
								2	10			6	18	630	09120	18	EACH	COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTION	
								1.9	3.8		7.5	5.6	18.8	630	80100	18.8	SF	SIGN, FLAT SHEET	
											8	2	10	630	87500	10	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
										8			8	632	05006	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE , BLACK	
							2	2		4	8	6	22	632	20731	22	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN	577
							2	2		4	8	6	22	632	20750	22	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON	
										8			8	632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
							2	2		4	8	6	22	632	25010	22	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
										710			710	632	40400	710	FT	SIGNAL CABLE, 4 CONDUCTOR, NO. 14 AWG	
							249	175		618	1,656	738	3,436	632	40500	3,436	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
										774			774	632	40700	774	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
									3				3	632	64010	3	EACH	SIGNAL SUPPORT FOUNDATION	
							2	2	3		8	6	21	632	64020	21	EACH	PEDESTAL FOUNDATION	
							245	165		598	1,616	708	3,332	632	65200	3,332	FT	LOOP DETECTOR LEAD-IN CABLE	
										210			210	632	68100	210	FT	POWER CABLE, 1 CONDUCTOR, NO. 6 AWG	
										113			113	632	69800	113	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 6 AWG	
										1			1	632	70000	1	EACH	POWER SERVICE	
										1			1	632	70300	1	EACH	CONDUIT RISER, 1-1/2" DIAMETER	
									1				1	632	71240	1	EACH	SIGNAL SUPPORT, TYPE TC-12.31 DESIGN 6 POLE, WITH MAST ARMS TC-81.22	
																		DESIGN 12 AND DESIGN 2	
									1				1	632	72100	1	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 2	
									1				1	632	72110	1	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4	
							2	2	3		8	6	21	632	89900	21	EACH	PEDESTAL, 8', TRANSFORMER BASE	
											16	8	24	632	90020	24	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM, (PEDESTRIAN SIGNAL SYSTEM)	
									1				1	632	90100	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	
											293		293	632	90500	293	FT	SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE	579
									1				1	633	65523	1	EACH	CABINET, TYPE 332L, AS PER PLAN	577
									1				1	633	67100	1	EACH	CABINET FOUNDATION	
									1				1	633	67200	1	EACH	CONTROLLER WORK PAD	
									1				1	633	75001	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	579
								2		2	2	6	12	809	69001	12	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	580
								3		4	4	10	21	809	69101	21	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	580
									1				1	809	69123	1	EACH	ATC CONTROLLER, AS PER PLAN	577
										1			1	809	69200	1	EACH	EMERGENCY VEHICLE PREEMPTION	
										4			4	809	69210	4	EACH	PREEMPT RECEIVING UNIT	
										710			710	809	69220	710	FT	PREEMPT DETECTOR CABLE	
										1			1	809	69230	1	EACH	PREEMPT PHASE SELECTOR	
										4			4	809	69240	4	EACH	PREEMPT CONFIRMATION LIGHT	
										1			1	815	30000	1	EACH	SPREAD SPECTRUM RADIO	

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GENERAL SUMMARY

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SHEET NUM. 16	21	22	23		32F	37	41	46	46A	50			PART. 01/NHS/04	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																		MAINTENANCE OF TRAFFIC	
								325					325	606	15051	325	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	23
								1					1	606	26151	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	23
								1					1	606	26551	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	23
	10,000												10,000	608	21201	10,000	SF	TEMPORARY ASPHALT CONCRETE WALK, AS PER PLAN	26
					82	393		734					1,209	611	04401	1,209	FT	12" CONDUIT, TYPE B, AS PER PLAN	23, 25
					10			24					34	611	98371	34	EACH	CATCH BASIN, NO. 6, AS PER PLAN	23, 25
					10			25					35	611	98635	35	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	23, 25
								10					10	611	99654	10	EACH	MANHOLE ADJUSTED TO GRADE	
		1,000											1,000	614	11110	1,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	20												20	SPECIAL	61411300	20	EACH	WORK ZONE TRAFFIC SIGNAL	21
					56	12	12	32		36			148	614	12384	148	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
			LS										LS	614	12420	LS		DETOUR SIGNING	
					109	15	15	83		63			285	614	13310	285	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
								10					10	614	13312	10	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
					109	15	15	88		63			290	614	13360	290	EACH	OBJECT MARKER, TWO WAY	
	120												120	614	18601	120	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	21
	3.61					0.22	0.17	0.32	0.02	0.14			4.48	614	20100	4.48	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
									0.05				0.05	614	20356	0.05	MILE	WORK ZONE LANE LINE, CLASS I, 6", 873	
	12.38												12.38	614	20550	12.38	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
	2.71					2.47	1	2.48	0.04	1.3			10	614	21100	10	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
						0.32	1.54		0.3	1.2			3.36	614	21350	3.36	MILE	WORK ZONE CENTER LINE, CLASS I, 873	
	8.66												8.66	614	21550	8.66	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	1.33				1.38	4.6	1.69	4.01	0.04	3.14			16.19	614	22110	16.19	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
					0.17	0.15	1.93		0.05	1.44			3.74	614	22326	3.74	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 873	
	4.26												4.26	614	22360	4.26	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	1,506					467	664	1,344		1,395			5,376	614	23200	5,376	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
							43			225			268	614	23130	268	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	
	4,032												4,032	614	23680	4,032	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
						150			540				690	614	24122	690	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 873	
						787	500	450					1,737	614	24200	1,737	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
	648					171	81	501		471			1,872	614	25200	1,872	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
	1,676				17								1,693	614	25620	1,693	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
	566					436	214	266		178			1,660	614	26200	1,660	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
						10	162			12			184	614	26400	184	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
	1,338												1,338	614	26610	1,338	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	1,582					274		1,016					2,872	614	27050	2,872	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	
	3,390												3,390	614	27250	3,390	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	
	23					10	13	26		28			100	614	30200	100	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
							1			3			4	614	30400	4	EACH	WORK ZONE ARROW, CLASS I, 740.06, TYPE I	
	62												62	614	30650	62	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
		65											65	614	40051	65	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	22
	LS												LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
					6,565	1,410	790	8,647					17,412	615	20001	17,412	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	23
	550												550	616	10000	550	MGAL	WATER	
					4,374	1,060	1,530	6,179		4,713			17,856	622	41100	17,856	FT	PORTABLE BARRIER, UNANCHORED	
			250,000										250,000	SPECIAL	69098000	250,000	EACH	REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC	23
																		INCIDENTALS	
													97,500	100	51100	97,500	EACH	DEPARTMENT'S SHARE OF THE DISPUTE RESOLUTION BOARD	
													LS	108	10000	LS		CPM PROGRESS SCHEDULE	
	LS												LS	614	11000	LS		MAINTAINING TRAFFIC	
													24	619	16021	24	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	20A
													LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
													LS	624	10000	LS		MOBILIZATION	
LS													LS	SPECIAL	69098400	LS		PRECONSTRUCTION VIDEO DOCUMENTATION	16

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GENERAL SUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	202 HEADWALL REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"	202 GUARDRAIL REMOVED	202 CONCRETE BARRIER REMOVED	202 MAILBOX REMOVED	202 MANHOLE REMOVED	202 CATCH BASIN OR INLET REMOVED	202 MONUMENT ASSEMBLY REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.:SHED	202 REMOVAL MISC.:BUISNESS SIGN	202 REMOVAL MISC.:BOULDER	202 REMOVAL MISC.:LIGHT POLE	202 TRAFFIC ISLAND REMOVED	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE T	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	SPECIAL FILL AND PLUG EXISTING CONDUIT, 12"	SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE
						EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	SY	FT	EACH	CY	FT	EACH
			TO																							
R1	241			410+05.62	LT												1									
R2	241	410+63.69		411+53.06	RT										106											
R3	241			411+69.34	LT								1													
R4	241			412+12.13	RT						1															1
R5	241			413+29.94	LT												1									
R6	241	NOT USED																								
R7	241	NOT USED																								
R8	242			414+58.73	RT						1															1
R9	242			415+50.19	LT		40						1													
R10	242			415+50.04	RT		3						1													
R11	242			415+53.48	RT		246					1														
R12	242	414+95.14		417+04.08	RT				215																	
R13	242	415+70.45		419+31.49	LT				364																	
R14	242			417+41.46	RT												1									
R15	242			417+99.47	LT		40						1													
R16	242			417+99.90	RT		4						1													
R17	242	418+03.66		419+00.00	RT		96					1														
R18	242	NOT USED																								
R19	242	NOT USED																								
R20	243	420+50.00		423+00.00	RT													9								
R21	243			419+65.02	LT						1															1
R22	243			420+49.61	LT		40						1													
R23	243			420+49.99	RT		3						1													
R24	243	419+00.00		424+00.00	RT		241					1														
R25	243			420+46.21	RT												1									
R26	243			422+90.90	RT														1							
R27	243			423+24.71	LT		40						1													
R28	243			423+24.34	RT		3						1													
R29	243	423+28.57		424+00.00	RT		69					1														
R30	243			423+28.23	RT												1									
R31	243			423+36.02	LT												1									
R32	243	NOT USED																								
R33	243			423+64.05	RT														1							
R34	244	NOT USED																								
R35	244			424+45.72	LT						2															2
R36	244			425+00.00										1												
R37	244	425+24.99		425+38.14	LT		58						1													
R38	244			425+25.59	RT		3						1													
R39	244	424+00.00		425+36.22	RT		135					1														
R40	244	425+36.22		425+66.73	RT		27					1														
R41	244	NOT USED																								
R42	244			426+45.19	LT												1									
R43	244			426+55.48	RT						1															1
R44	244			427+34.31	RT						1															1
R45	244	NOT USED																								
R46	245	NOT USED																								
R47	245	429+00.00		434+00.00							1															1
R48	246	NOT USED																								
R49	246	NOT USED																								
R50	246			438+78.14	LT						2															2
SUBTOTALS CARRIED TO SHEET 225							1048		579		10	6	11	1	106		7	9	2							10

CALCULATED LME
CHECKED JMP

ROADWAY SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	202 HEADWALL REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"	202 GUARDRAIL REMOVED	202 CONCRETE BARRIER REMOVED	202 MAILBOX REMOVED	202 MANHOLE REMOVED	202 CATCH BASIN OR INLET REMOVED	202 MONUMENT ASSEMBLY REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.:SHED	202 REMOVAL MISC.:BUISNESS SIGN	202 REMOVAL MISC.:BOULDER	202 REMOVAL MISC.:LIGHT POLE	202 TRAFFIC ISLAND REMOVED	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE T	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	SPECIAL FILL AND PLUG EXISTING CONDUIT, 12"	SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE
			TO			EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	SY	FT	EACH	CY	FT	EACH
R51	247	NOT USED																								
R52	247			439+59.38	LT								1													
R53	247			439+60.19	RT		3																			
R54	247			439+60.19	RT		239					1														
R55	247			439+98.76	RT						1															1
R56	247				RT													1								
R57	247	NOT USED																								
R58	247			440+90.97	LT						1															1
R59	247			441+99.13	LT		41						1													
R60	247			441+99.81	RT		3						1													
R61	247	442+03.46		444+00.00	RT		195					1														
R62	247			443+82.44	RT						1															1
R63	248			444+39.21	LT		41						1													
R64	248	443+76.78		444+38.00	RT		315					1														
R65	248			444+39.39	RT		2						1													
R66	248	NOT USED																								
R67	248			446+48.92	LT		41						1													
R68	248	444+37.91		446+47.14	RT		205					1														
R69	248			446+50.13	RT		3						1													
R70	248	NOT USED																								
R71	248			448+99.40	LT		41						1													
R72	248			448+99.43	RT		3						1													
R73	248	446+47.14		448+97.09	RT		250					1														
R74	249	NOT USED																								
R75	249			451+49.33	LT		40						1													
R76	249			451+49.18	RT		3						1													
R77	249	449+00.00		451+47.50	RT		246					1														
R78	249	NOT USED																								
R79	250	NOT USED																								
R80	250			454+79.70	RT												1									
R81	250	NOT USED																								
R82	250	456+95.49		459+00.00	LT		203					1														
R83	250			456+94.23	LT		3						1													
R84	250			456+94.46	RT		40						1													
R85	250			457+36.81	LT						1															1
R86	250			458+12.77	RT												1									
R87	251	459+00.00		459+50.43	LT		296					1														
R88	251			459+48.88	LT		3						1													
R89	251			459+49.29	RT								1													
R90	251	460+28.15		460+66.55	LT		40			40																
R91	251	462+02.38		464+00.00	LT		195					1														
R92	251			462+00.04	LT		3						1													
R93	251			461+99.42	RT		41						1													
R94	251	NOT USED																								
R95	251	NOT USED																								
R96	251	460+08.32		463+12.54	LT										275											
R97	252	NOT USED																								
R98	252			4647+66.45	LT		351					1														
R99	252			464+74.45	LT		3						1													
R100	252			464+74.52	RT		40						1													
R101	252	464+00.00		469+09.78	LT										482											
R102	252	NOT USED																								
R103	252	467+52.93		469+00.00	LT		145					1														
SUBTOTALS CARRIED TO SHEET 225							3034			40	4	11	19		757		2	1								4

CALCULATED LME
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ROADWAY SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	202 HEADWALL REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"	202 GUARDRAIL REMOVED	202 CONCRETE BARRIER REMOVED	202 MAILBOX REMOVED	202 MANHOLE REMOVED	202 CATCH BASIN OR INLET REMOVED	202 MONUMENT ASSEMBLY REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.:SHED	202 REMOVAL MISC.:BUISNESS SIGN	202 REMOVAL MISC.:BOULDER	202 REMOVAL MISC.:LIGHT POLE	202 TRAFFIC ISLAND REMOVED	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE T	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	SPECIAL FILL AND PLUG EXISTING CONDUIT, 12"	SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE
						EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	SY	FT	EACH	CY	FT	EACH
			TO																						
R104	252			467+49.86	LT		4						1												
R105	252			467+49.47	RT		40						1												
R106	253	NOT USED																							
R107	253	NOT USED																							
R108	253	469+00.00		472+52.10	LT		346					1													
R109	253			469+99.20	LT		4						1												
R110	253			469+99.41	RT		40						1												
R111	253			470+21.65	LT												1								
R112	253			471+17.58	RT						1														1
R113	253			471+81.24	LT												1								
R114	253	472+52.10		474+00.00	LT		146					1													
R115	253			471+49.35	LT		3						1												
R116	253			472+49.32	RT		41						1												
R117	254	NOT USED																							
R118	254	474+65.47			LT						1														1
R119	254	474+00.00		475+98.70	LT		193					1													
R120	254			474+99.50	LT		3						1												
R121	254			474+99.23	RT		40						1												
R122	254			475+70.80	LT						1														1
R123	254	475+98.70		477+34.47	LT	1	551					1													
R124	254			477+70.41	LT		126					1													
R125	254			477+73.87	LT		3						1												
R126	254			477+74.11	RT		40						1												
R127	254			477+80.04	LT						1														1
R128	254	477+27.75		479+00.00	RT										172										
R129	254			478+55.11	LT						1														1
R130	255			479+11.84	LT						1														1
R131	255	NOT USED																							
R132	255	NOT USED																							
R133	255	479+00.00		480+45.45	LT		143					1													
R134	255			480+48.97	LT		4						1												
R135	255			48048+75.00	RT		40						1												
R136	255			480+60.21	LT						1														1
R137	255	479+00.00		484+00.00	RT										500										
R138	256	NOT USED																							
R139	256	484+00.00		486+45.76	RT										255										
R140	256	485+18.58		485+21.68	LT/RT		48					1	2												
R141	256			485+55.34	LT						1														1
R142	256	NOT USED																							
R143	256			487+98.21	LT												1								
R293	256	485+21.68		487+81.37	RT																			255	
R144	257	NOT USED																							
R145	258	NOT USED																							
R146	258	495+31.65		496+74.00	RT		143					1													
R147	258	496+74.00		498+20.00	RT		143					1													
R148	258	498+20.00		499+00.00	RT		77					1													
R149	259	NOT USED																							
R150	259	499+00.00		501+62.00	RT		255					1													
R151	259	NOT USED																							
R152	259	501+62.00		502+44.10	RT		277						1												
R153	259	502+44.10		503+71.41	RT		123					1													
SUBTOTALS CARRIED TO SHEET 225						1	2833				8	12	15		927		3							255	8

CALCULATED LME
CHECKED JMP

ROADWAY SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	202 HEADWALL REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"	202 GUARDRAIL REMOVED	202 CONCRETE BARRIER REMOVED	202 MAILBOX REMOVED	202 MANHOLE REMOVED	202 CATCH BASIN OR INLET REMOVED	202 MONUMENT ASSEMBLY REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.:SHED	202 REMOVAL MISC.:BUISNESS SIGN	202 REMOVAL MISC.:BOULDER	202 REMOVAL MISC.:LIGHT POLE	202 TRAFFIC ISLAND REMOVED	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE T	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	SPECIAL FILL AND PLUG EXISTING CONDUIT, 12"	SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE
						EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	SY	FT	EACH	CY	FT	EACH
			TO																						
R154	259			503+68.53	RT		3						1												
R155	259	503+71.41		504+00.00	RT		149					1													
R156	259	NOT USED																							
R157	260	504+35.11		504+74.55	LT															75					
R158	260			504+66.00	RT						1														1
R159	260			504+89.20	LT								1												
R160	260			505+98.62	RT		4						1												
R161	260	504+00.00		506+03.19	RT		200					1													
R162	260	NOT USED																							
R163	260			508+62.36	RT		3						1												
R164	260	506+03.19		509+00.00	RT		289					1													
R165	261	NOT USED																							
R166	261	509+00.00		514+00.00	RT		495					1													
R167	261			511+61.32	LT												1								
R168	261	512+59.10		5125+83.96	LT													5							
R169	261			512+73.08	LT												1								
R170	261	513+50.43		513+59.23	LT													3							
R171	261	513+54.62		513+88.82	RT													4							
R172	261			513+74.08	RT												1								
R173	261			513+98.63	RT		4						1												
R174	261	NOT USED																							
R175	262	NOT USED																							
R176	262	514+03.18		516+66.93	RT		258					1													
R177	262			514+84.21	LT						1														1
R178	262			515+16.08	RT												1								
R179	262			516+63.97	RT		4						1												
R180	262	516+66.93		519+00.00	RT		230					1													
R181	262	NOT USED																							
R182	262			518+98.71	RT		3						1												
R183	263	NOT USED																							
R184	263	519+01.57		520+99.45	RT		193					1													
R185	263			520+07.66	RT												1								
R186	263			520+97.59	RT		3						1												
R187	263	520+99.45		523+34.41	RT		232					1													
R188	263	NOT USED																							
R189	263			523+32.54	LT		40						1												
R190	263	523+32.94		523+32.94	RT		5						1												
R191	263	523+32.94		524+00.00				108				1													
R192	264	NOT USED																							
R193	264			524+14.83	RT														1						
R194	264	524+00.00		525+44.53	RT	1		726				1													
R195	264			524+47.53	RT														1						
R196	264			524+80.89	RT														1						
R197	264	NOT USED																							
R198	264	NOT USED																							
R199	264			525+47.60			58						2												
R200	264	525+44.53		528+35.34	RT		287					1													
R201	264			525+60.41	RT														1						
R202	264			525+97.21	RT														1						
R203	264			526+39.97	RT														1						
R204	264	NOT USED																							
R205	264			527+95.70	LT												1								
SUBTOTALS CARRIED TO SHEET 225						1	2460	834			2	11	12				6	12	6	75					2

CALCULATED LME
CHECKED JMP

ROADWAY SUBSUMMARY

LAK-US-20-24.99

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	202 HEADWALL REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"	202 GUARDRAIL REMOVED	202 CONCRETE BARRIER REMOVED	202 MAILBOX REMOVED	202 MANHOLE REMOVED	202 CATCH BASIN OR INLET REMOVED	202 MONUMENT ASSEMBLY REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.:SHED	202 REMOVAL MISC.:BUISNESS SIGN	202 REMOVAL MISC.:BOULDER	202 REMOVAL MISC.:LIGHT POLE	202 TRAFFIC ISLAND REMOVED	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE T	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	SPECIAL FILL AND PLUG EXISTING CONDUIT, 12"	SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE
						EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	SY	FT	EACH	CY	FT	EACH
			TO																							
R206	264	527+53.41		528+67.30	RT										120											
R207	264			528+35.34	RT		63					1														
R208	264			528+36.98	RT		3						1													
R211	265	NOT USED																								
R212	265			530+48.47	RT		3						1													
R213	265			530+45.51	RT		143					1														
R214	265	530+73.02		532+36.22	LT										165											
R215	265			531+29.93	RT												1									
R216	265			532+67.58	LT													1								
R217	265			532+97.40	RT		4						1													
R218	265	530+45.51		534+00.00	RT		347					1														
R219	265			533+69.97	LT												1									
R220	265	NOT USED																								
R221	266	NOT USED																								
R222	266			534+42.31	LT												1									
R223	266			534+74.75	LT												1									
R224	266	NOT USED																								
R225	266	534+00.00		535+46.29	RT		144					1														
R226	266			535+47.78	RT		3						1													
R227	266			536+69.01	RT												1									
R228	266			536+81.04	LT												1									
R229	266			537+61.17	RT						1															1
R230	266			537+63.35	LT												1									
R231	267	NOT USED																								
R232	267			539+08.97	RT						1															1
R233	267	NOT USED																								
R234	267			539+97.83	RT		5						1													
R235	267			540+00.36	RT												1									
R236	267			540+01.25	RT		220					1														
R237	267			540+22.14	LT												1									
R238	267			540+68.15	LT												1									
R239	267			541+11.60	LT												1									
R240	267			542+02.15	LT												1									
R241	267			542+23.09	RT		4						1													
R242	267			542+26.64	RT		171					1														
R243	267			543+14.65	LT												1									
R244	268	NOT USED																								
R245	268			544+47.48	RT		4						1													
R246	268			544+50.35	RT		295					1														
R247	268	NOT USED																								
R248	268			545+37.20	LT						1															1
R249	268			546+97.29	LT		40						1													
R250	268			546+97.59	RT		4						1													
R251	268			547+00.74	RT		197					1														
R252	268	NOT USED																								
R253	269	NOT USED																								
R254	269			549+47.39	LT		40						1													
R255	269			549+47.36	RT		3						1													
R256	269	549+49.13		551+97.62	RT		292					1														
R257	269	NOT USED																								
R258	269			551+82.38	LT		40						1													
R259	269			551+82.53	RT		18						1													
R260	269	551+97.62		554+00.00	RT		200					1														
SUBTOTALS CARRIED TO SHEET 225							2243				3	10	13		285		13	1								3

CALCULATED LME
CHECKED JMP

ROADWAY SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	202 HEADWALL REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"	202 GUARDRAIL REMOVED	202 CONCRETE BARRIER REMOVED	202 MAILBOX REMOVED	202 MANHOLE REMOVED	202 CATCH BASIN OR INLET REMOVED	202 MONUMENT ASSEMBLY REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.:SHED	202 REMOVAL MISC.:BUISNESS SIGN	202 REMOVAL MISC.:BOULDER	202 REMOVAL MISC.:LIGHT POLE	202 TRAFFIC ISLAND REMOVED	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE T	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	SPECIAL FILL AND PLUG EXISTING CONDUIT, 12"	SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE
						EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	SY	FT	EACH	CY	FT	EACH
			TO																							
R261	270	NOT USED																								
R262	270			554+51.08	LT		40						1													
R263	270			554+51.21	RT		11						1													
R264	270	554+00.00		554+52.84	RT		51					1														
R265	270	NOT USED																								
R266	270			557+17.29	LT		39						1													
R267	270			557+17.38	RT		3						1													
R268	270			557+14.89	RT		258					1														
R269	270			557+99.84	LT												1									
R270	271	NOT USED																								
R271	271	NOT USED																								
R272	271			562+36.73			52						1													
R273	271			562+40.38			157						1													
R274	272	NOT USED																								
R275	272	NOT USED																								
R276	272			565+08.91	LT												1									
R277	272			565+05.20	LT		54						1													
R278	272	564+00.00		565+52.43	RT		145						1													
R279	272			565+52.43	RT		147					1														
R280	272			567+18.82	LT								1													
R281	272	568+38.17		569+00.00	RT		62						1													
R282	272	NOT USED																								
R283	273			568+99.97	LT		52						1													
R284	273			569+00.25	RT		249					1	1													
R285	273	NOT USED																								
R286	273	NOT USED																								
R287	273			571+49.70	LT		42						1													
R288	273			571+50.38	RT								1													
R289	274	NOT USED																								
R290	278			11+32.03	RT						1															1
R291	278	NOT USED																								
R292	278			12+44.50	RT						1															1
R209	473			524+22.98	RT											1										
R210	473			524+20.86	RT										35											
GR1	242	414+92.94		417+05.75	RT																200	2	9			
GR2	280	92+51.50		92+64.00	LT				13													1				
SUBTOTALS THIS SHEET							1362		13		2	4	14		35	1	2				200	3	9		2
SUBTOTALS FROM SHEET 220							1048		579		10	6	11	1	106		7	9	2						10
SUBTOTALS FROM SHEET 221							3034			40	4	11	19		757		2	1							4
SUBTOTALS FROM SHEET 222						1	2833				8	12	15		927		3							255	8
SUBTOTALS FROM SHEET 223						1	2460	834			2	11	12				6	12	6	75					2
SUBTOTALS FROM SHEET 224							2243				3	10	13		285		13	1							3
TOTALS CARRIED TO GENERAL SUMMARY						2	12980	834	592	40	29	54	84	1	2110	1	33	23	8	75	200	3	9	255	29

CALCULATED LME
CHECKED JMP

ROADWAY SUBSUMMARY

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SHEET NO.	REFERENCE NO.	STATION	STATION	SIDE	LENGTH	WIDTH	CALCULATED SURFACE AREA	CADD GENERATED SURFACE AREA	202 WALK REMOVED	608 4" CONCRETE WALK	608 CURB RAMP	202 CURB REMOVED	609 CURB TYPE 2-A	609 CURB TYPE 6
					FT	FT	SF	SF	SF	SF	SF	FT	LF	LF
241	SW-1	410+65.00	411+89.75	R	124.75	7.5	935.7		496.7	935.7				
241	SW-2	412+15.25	414+67.50	R	252.25	7.5	1891.9		1337.1	1891.9				
242	SW-3	414+97.50	417+15.00	R	217.50	7.5	1631.3		951.8	1631.3				
242	SW-4	417+65.00	420+57.50	R	292.50	7.5	2193.8		1372.6	2193.8				
243	SW-5	421+00.50	422+87.50	R	187.00	7.5	1402.5		814.8	1402.5				
243	SW-6	423+32.50	423+33.50	R	1.00	7.5	7.5			7.5				
243	SW-7	423+76.50	426+50.00	R	273.50	7.5	2051.3		1213.8	2051.3				
247	SW-8	439+65.00	439+75.00	R	10.00	7.5	75.0		78.5	75.0				
247	SW-9	440+03.00	440+76.50	R	73.50	7.5	551.3		375.6	551.3				
247	SW-10	441+09.50	441+73.00	R	63.50	7.5	476.3		337.1	476.3				
247	SW-11	442+06.00	443+42.50	R	136.50	7.5	1023.8		738.0	1023.8				
247	SW-12	443+80.50	450+82.50	R	702.00	7.5	5265.0		3258.9	5265.0				
249	SW-13	451+17.50	452+37.50	R	120.00	7.5	900.0		725.3	900.0				
249	SW-14	452+72.50	457+34.25	R	461.75	7.5	3463.2		2069.0	3463.2				
250	SW-15	457+61.75	458+27.50	R	65.75	7.5	493.2		273.2	493.2				
250	SW-16	458+76.50	461+30.50	R	254.00	7.5	1905.0		1114.8	1905.0				
251	SW-17	461+79.50	467+02.00	R	522.50	7.5	3918.8		1993.8	3918.8				
252	SW-18	467+42.00	470+84.50	R	342.50	7.5	2568.8		1633.0	2568.8				
253	SW-19	471+18.50	472+90.50	R	172.00	7.5	1290.0		807.7	1290.0				
253	SW-20	473+17.50	475+17.00	R	199.50	7.5	1496.3		982.8	1496.3				
254	SW-21	475+67.00	476+40.00	R	73.00	7.5	547.5		512.3	547.5				
254	SW-22	477+09.00	478+51.00	R	142.00	7.5	1065.0		952.2	1065.0				
254	SW-23	478+84.00	481+41.50	R	257.50	7.5	1931.3		1419.7	1931.3				
255	SW-24	481+90.50	486+67.00	R	476.50	7.5	3573.8		2429.5	3573.8				
258	SW-25	495+49.00	495+82.00	L				171.3	171.3		167.6	17.5		17.5
258	SW-26	495+29.00	495+55.00	L				205.4	176.1	159.1	205.4	17.5		17.5
258	SW-27	495+22.00	497+23.00	R	201.00	5	1005.0		830.0	1005.0	99.6	16.0	16.0	
258	SW-27A	498+03.00	500+40.00	R	237.00	5	1185.0		972.0	1185.0	70.5	16.5	16.5	
259	SW-28	500+40.00	500+72.50	R	32.50	7.5	243.8		178.3	243.8				
259	SW-29	501+11.50	501+13.50	R	2.00	7.5	15.0		69.7	15.0				
259	SW-30	501+53.50	502+13.00	R	59.50	7.5	446.3		318.9	446.3				
259	SW-31	502+53.00	504+29.90	R	176.90	7.5	1326.8		892.6	1326.8				
260	SW-32	504+58.00	504+99.75	R	41.75	7.5	313.2		283.8	313.2				
260	SW-33	505+29.25	505+57.75	R	28.50	7.5	213.8		185.1	213.8				
260	SW-34	506+02.25	507+99.00	R	196.75	7.5	1475.7		861.1	1475.7				
260	SW-35	508+49.00	509+96.50	R	147.50	7.5	1106.3		679.8	1106.3				
261	SW-36	510+32.50	513+04.50	R	272.00	7.5	2040.0		1533.5	2040.0				
261	SW-37	513+47.50	513+82.00	R	34.50	7.5	258.8		412.7	258.8				
3+3	SW-38	514+32.00	515+16.50	R	84.50	7.5	633.8		464.3	633.8				
262	SW-39	515+62.50	516+58.08	R	102.58	7.5	769.4		635.7	769.4	67.9			
262	SW-40	517+51.18	518+93.50	R	142.32	7.5	1067.4		719.7	1067.4	67.5			
263	SW-41	519+27.50	519+78.00	R	50.50	7.5	378.8		300.9	378.8				
263	SW-42	520+10.00	520+64.00	R	54.00	7.5	405.0		301.5	405.0				
263	SW-43	521+14.00	523+71.00	R	257.00	7.5	1927.5		1336.8	1927.5				
264	SW-44	524+21.00	525+07.00	R	86.00	7.5	645.0		464.3	645.0				
264	SW-45	525+57.00	528+75.00	R	318.00	7.5	2385.0		1508.7	2385.0				
265	SW-46	529+25.00	532+51.00	R	326.00	7.5	2445.0		1491.5	2445.0				
265	SW-47	533+01.00	534+82.00	R	181.00	7.5	1357.5		876.9	1357.5				
266	SW-48	535+32.00	536+18.80	R	86.80	7.5	651.1		463.6	651.1				
266	SW-49	536+52.80	537+08.50	R	55.70	7.5	417.8		346.8	417.8				
266	SW-50	537+44.50	538+68.50	R	124.00	7.5	930.0		661.4	930.0				
266	SW-51	539+07.50	540+24.50	R	117.00	7.5	877.5		611.6	877.5				
267	SW-52	540+65.50	542+53.50	R	188.00	7.5	1410.0		922.8	1410.0				
267	SW-53	542+86.50	543+31.50	R	45.00	7.5	337.5		246.0	337.5				
267	SW-54	543+71.50	546+67.50	R	296.00	7.5	2220.0		1360.3	2220.0				
268	SW-55	547+42.50	549+50.00	R	207.5	7.5	1556.3	60.0	872.9	1616.3				
TOTALS COLUMN 1									47039	70922	679	68	33	35

SHEET NO.	REFERENCE NO.	STATION	STATION	SIDE	LENGTH	WIDTH	CALCULATED SURFACE AREA	CADD GENERATED SURFACE AREA	202 WALK REMOVED	608 4" CONCRETE WALK	608 CURB RAMP	202 CURB REMOVED	609 CURB TYPE 2-A	609 CURB TYPE 6
					FT	FT	SF	SF	SF	SF	SF	FT	LF	LF
269	SW-56	549+50.00	550+07.53	R	57.53	5	287.7		266.3	287.7	45.8			
269	SW-57	550+58.99	552+82.00	R	223.01	5	1115.1		1028.8	1115.1	46.2			
269	SW-58	553+34.00	555+62.87	R	228.87	5	1144.4		1322.8	1144.4	77.2			
270	SW-59	555+72.06		R							61.1			
270	SW-60	556+25.44	556+67.99	R				165.5	432.1	165.5	178.1			
270	SW-61	556+95.50	557+52.00	R	56.50	7.5	423.8		310.0	423.8				
270	SW-62	557+87.00	558+06.00	R	19.00	7.5	142.5		148.1	142.5				
270	SW-63	558+45.00	558+87.00	R	42.00	7.5	315.0		320.5	315.0				
271	SW-64	559+34.00	559+62.50	R	28.50	7.5	213.8		193.7	213.8				
271	SW-65	559+96.50	560+51.50	R	55.00	7.5	412.5		334.5	412.5				
271	SW-66	560+88.50	561+39.00	R	50.50	7.5	378.8		287.1	378.8				
271	SW-67	561+89.00	564+79.05	R	290.05	7.5	2175.4		537.3	2175.4				
272	SW-68	564+79.05	565+38.09	R			442.2		351.6	442.2	45.7			
272	SW-69	565+38.09	565+50.00	R							42.3			
272	SW-70	556+17.95		R							70.0			
268	SW-71	545+78.50	550+00.00	L	421.50	7.5	3161.3		2060.6	3161.3				
269	SW-72	550+00.00	550+07.55	L							82.0			
269	SW-73	550+44.32	550+52.69	L							82.0			
269	SW-74	550+52.69	551+74.50	L	121.81	7.5	913.6		600.5	913.6				
269	SW-75	552+19.50	552+73.00	L	53.50	7.5	401.3		278.0	401.3				
269	SW-76	553+16.00	555+05.62	L	189.62	7.5	1422.2		914.2	1422.2				
270	SW-77	555+05.62	555+42.05	L					274.7		229.2			
270	SW-78	556+09.27	556+54.50	L					387.0		295.2			
270	SW-79	556+54.50	558+04.15	L	149.65	7.5	1122.4		763.6	1122.4	71.2			
270	SW-80	558+38.21	558+56.40	L					186.1	149.2	102.8			
270	SW-81	558+56.40	561+25.50	L	269.10	7.5	2018.3		1348.4	2018.3				
271	SW-82	561+75.50	563+62.50	L	187.00	7.5	1402.5		935.2	1402.5				
272	SW-83	564+12.50	564+47.50	L	35.00	7.5	262.5			262.5				
272	SW-84	564+78.99	565+21.24	L			56.4			56.4	231.8			
272	SW-85	565+94.94	566+30.52	L		7.5	159.3		176.6	159.3	59.4			
272	SW-86	568+50.00	569+76.33						509.9					
272	SW-87	568+58.50	568+74.95	L	16.45	7.5	123.4			123.4				
273	SW-88	569+11.05	569+68.15	L	57.10	7.5	428.3			428.3				
273	SW-89	570+07.85	570+44.25	L	36.40	7.5	273.1		197.2	273.1				
273	SW-90	570+85.75	572+66.40	L	180.65	7.5	1354.9		898.3	1354.9				
273	SW-91	573+06.40	574+55.00	L	148.60	7.5	1114.5		695.9	1114.5				
274	SW-92	574+82.00	575+86.50	L	104.5	7.5	783.8		492.1	783.8				
274	SW-93	576+13.50	576+22.00	L	8.5	7.5	63.8		91.0	63.8				
274	SW-94	576+72.00	577+06.40	L	34.4	7.5	258.1		125.1	258.1				
TOTALS THIS COLUMN									16468	22686	1720			
TOTALS COLUMN 1									47039	70922	679	68	33	35
TOTALS CARRIED TO GENERAL SUMMARY									63507	93608	2399	68	33	35

CALCULATED LME
CHECKED JMP

ROADWAY SUBSUMMARY

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SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	SIDE	CFN	601 ROCK CHANNEL PROTECTION, TYPE C W/ GEOTEXTILE FABRIC	602 CONCRETE MASONARY	611 12" CONDUIT, TYPE B	611 12" CONDUIT, TYPE C	611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE C	611 18" CONDUIT, TYPE B	611 18" CONDUIT, TYPE C	611 24" CONDUIT, TYPE B	611 24" CONDUIT, TYPE C	611 30" CONDUIT, TYPE B	611 30" CONDUIT, TYPE C	611 36" CONDUIT, TYPE B	611 36" CONDUIT, TYPE C	611 42" CONDUIT, TYPE B	611 34"x 53" CONDUIT, TYPE B	611 CATCH BASIN-2-2C	611 CATCH BASIN-2-3	611 CATCH BASIN, NO. 3	611 CATCH BASIN, NO. 3A	611 CATCH BASIN, NO. 6	611 MANHOLE, NO. 3	611 MANHOLE, NO. 3 W/108" BASE I.D. & 12" WEIR	895 MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4
						CY	CY	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EA	EA	EA	EA	EA	EA	EA	EA
241	D1	NOT USED																											
241	D2	413+75.00	415+50.00	LT	1990758					175															1				
242	D3	415+50.00		LT & RT	1990652					55															2		1		
242	D4	415+50.00	418+04.00	RT								254																	
242	D5	418+04.00		LT & RT	1990653					55															2		1		
242	D6	418+04.00	420+40.00	RT									236																
243	D7	420+40.00		LT & RT	1990654					55															2		1		
243	D8	420+40.00	421+75.00	RT								135																	
243	D9	421+75.00		RT & LT						5															1		1		
243	D10	421+75.00	423+00.00	RT										125															
243	D11	423+00.00		RT & LT	1990655					50		5														2	1		
243	D12	423+00.00	425+27.50	RT										227															
244	D13	425+27.50		RT & LT	1990691					55	15													1	1		1		
244	D14	425+27.50	425+66.74	RT											43												1		
244	D137	NOT USED																											
245	D15	NOT USED																											
247	D16	439+60.00	442+10.00	RT					5		250																1		
247	D139	NOT USED																											
247	D17	442+10.00			1990656					55															2		1		
247	D18	442+10.00	444+38.00	RT											228														
248	D19	444+38.00		RT & LT	1990692					55															2		1		
248	D20	444+38.00	446+17.00	RT											179														
248	D21	446+17.00		RT & LT	1990694					55														2			1		
248	D22	446+17.00	449+00.00	RT									283																
249	D23	449+00.00		RT & LT	1990696					55															2		1		
249	D24	449+00.00	451+40.00	RT & LT							240																		
249	D25	451+40.00		RT & LT	1990658					55															2		1		
250	D26	457+00.00		RT & LT	1990659					55															2		1		
250	D27	457+00.00	457+50.00	RT						250																			
251	D28	459+50.00		RT & LT	1990697					55															2		1		
251	D29	459+50.00	462+90.00	RT								150	190														1		
251	D30	462+90.00		RT & LT	1990660					55														1	1		1		
251	D31	462+90.00	465+00.00	RT									210																
252	D32	465+00.00		RT & LT	1990698					55														1	1		1		
252	D33	465+00.00	467+59.00	RT											259														
252	D34	467+59.00		RT & LT	1990661					55														2			1		
252	D35	467+59.00	468+75.00	RT													116												
252	D36	468+75.00		RT & LT	1990662					55														1	1		1		
252	D37	468+75.00	470+00.00	RT													125												
253	D38	470+00.00		RT & LT	1990699					55															2		1		
253	D39	470+00.00	472+50.00	RT													250												
253	D40	472+50.00		RT & LT	1990700					55														1	1		1		
253	D41	472+00.00	475+10.00	RT													260												
254	D42	475+10.00		RT & LT	1990663					55														1	1		1		
254	D43	475+10.00	476+00.00	RT &LT												90													
254	D44	476+00.00		RT & LT	1990664											60											2		
254	D45	476+00.00	477+50.00	RT								150																	
254	D46	477+50.00		RT & LT	1990665					55															2		1		
254	D47	477+50.00	479+00.00	RT								150																	
255	D48	479+00.00	481+00.00	RT									200														1		
255	D49	481+00.00		RT & LT	1990666					55														1	1		1		
255	D50	481+00.00	482+25.00	RT								125																	
255	D51	482+25.00		RT						5															1		1		
255	D52	483+50.00		RT & LT	1990701					55														1	1		1		
255	D53	482+25.00	483+50.00	RT							125																		
TOTALS CARRIED TO SHEET 229									5	1640	630	969	1119	352	709	150	751							12	33	2	30		

CALCULATED CWH
CHECKED JMP

DRAINAGE SUBSUMMARY

LAK-US-20-24.99

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SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	SIDE	CFN	601 ROCK CHANNEL PROTECTION, TYPE C W/ GEOTEXTILE FABRIC	602 CONCRETE MASONARY	611 12" CONDUIT, TYPE B	611 12" CONDUIT, TYPE C	611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE C	611 18" CONDUIT, TYPE B	611 18" CONDUIT, TYPE C	611 24" CONDUIT, TYPE B	611 24" CONDUIT, TYPE C	611 30" CONDUIT, TYPE B	611 30" CONDUIT, TYPE C	611 36" CONDUIT, TYPE B	611 36" CONDUIT, TYPE C	611 42" CONDUIT, TYPE B	611 34"x 53" CONDUIT, TYPE B	611 CATCH BASIN-2-2C	611 CATCH BASIN-2-3	611 CATCH BASIN, NO. 3	611 CATCH BASIN, NO. 3A	611 CATCH BASIN, NO. 6	611 MANHOLE, NO. 3	611 MANHOLE, NO. 3 W/108" BASE I.D. & 12" WEIR	895 MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4
						CY	CY	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EA	EA	EA	EA	EA	EA	EA	EA
256	D138	NOT USED																											
258	D54	495+32.00	496+74.00	RT						5					147												1		
258	D55	496+74.00	498+20.00	RT							5							146									1		
258	D56	498+20.00	499+62.00	RT							5								142								1		
258	D140	NOT USED																											
259	D57	499+62.00	501+62.00	RT							5							200									1		
259	D58	501+62.00	502+44.00	RT														187									1		
259	D59	503+50.00		RT & LT	1990703					59														1	1		1		
260	D60	503+50.00	506+62.00	RT														310											
260	D61	506+62.00		RT & LT	1990704					68														2			1		
260	D62	560+62.00	509+00.00	RT														237											
261	D63	509+00.00	509+30.00	RT & LT	1990671/1990756					186														1	2		1		
261	D64	509+00.00	512+00.00	RT														298											
261	D65	512+00.00	513+75.00	RT														174									1		
261	D66	513+75.00		RT	1990707					57															1		1		
262	D67	513+75.00	514+50.00	RT														75											
262	D68	514+50.00		RT						7														1			1		
262	D69	514+50.00	515+50.00	RT														99											
262	D70	515+50.00		RT & LT	1990672					57															1		1		
262	D71	515+50.00	517+25.00	RT														174											
262	D72	517+25.00		RT & LT	1990708					76														1	1		1		
262	D73	517+25.00	518+75.00	RT																149									
262	D74	518+75.00		RT & LT	1990674					57														1	1		1		
263	D75	518+75.00	520+50.00	RT																174									
263	D76	520+50.00		RT & LT	1990676					57															2		1		
263	D77	520+50.00	522+50.00	RT																200									
263	D78	522+50.00		RT & LT	1990713					57														2			1		
263	D79	522+50.00	523+80.00	RT																130									
263	D80	523+75.00	523+80.00	RT & LT	1990739					58														1		1	1		
264	D134	523+80.00	524+47.00	RT																67							1		
264	D135	524+47.00	526+00.00	RT								153																	
264	D136	526+00.00		RT & LT	1990731					55														1	1		1		
264	D81	526+00.00	528+50.00	RT									250																
264	D82	525+45.00	526+00.00	LT				55													1								
264	D83	528+50.00	528+95.00	RT & LT	1990759					71															2		1		
265	D84	528+50.00	530+50.00	RT								200																	
265	D85	530+50.00		RT & LT	1990746					55														1	1		1		
265	D86	530+50.00	533+25.00	RT									274																
265	D87	533+25.00	534+50.00	RT & LT	1990760/1990762					158														1	2		1		
265	D88	533+25.00	535+50.00	RT								224																	
266	D89	535+50.00		RT						5														1			1		
266	D90	535+50.00	537+00.00	RT						149																			
266	D91	537+00.00		RT & LT	1990748					55															1		1		
267	D92	540+00.00		RT & LT	1990749					55														1	1		1		
267	D93	540+00.00	542+25.00	RT						224																			
267	D94	542+25.00		RT & LT	1990787					55														1	1		1		
267	D95	542+25.00	544+00.00	RT						174																			
267	D96	544+00.00		RT & LT	1990788					55															2		1		
268	D97	544+00.00	546+50.00	RT							250																		
268	D98	546+50.00	548+50.00	RT								200																	
268	D99	546+50.00		RT & LT	1990789					55														1	1		1		
268	D100	548+50.00	550+00.00	RT								150															1		
269	D101	550+00.00	10+54.00	RT & LT	1990776					86														2			1		
269	D102	550+00.00	551+87.00	RT										187															
269	D103	551+87.00		RT & LT	1990777					58														1		1	1		
269	D104	551+87.00	554+52.00	RT										265															
TOTALS CARRIED TO SHEET 229								55		2054	265	927	524	452	147			1900	142	720		1		20	21	2	31		

CALCULATED CWH
CHECKED JMP

DRAINAGE SUBSUMMARY

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SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	SIDE	CFN	601 ROCK CHANNEL PROTECTION, TYPE C W/ GEOTEXTILE FABRIC	602 CONCRETE MASONARY	611 12" CONDUIT, TYPE B	611 12" CONDUIT, TYPE C	611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE C	611 18" CONDUIT, TYPE B	611 18" CONDUIT, TYPE C	611 24" CONDUIT, TYPE B	611 24" CONDUIT, TYPE C	611 30" CONDUIT, TYPE B	611 30" CONDUIT, TYPE C	611 36" CONDUIT, TYPE B	611 36" CONDUIT, TYPE C	611 42" CONDUIT, TYPE B	611 34"x 53" CONDUIT, TYPE B, 706.02	611 CATCH BASIN-2-2C	611 CATCH BASIN-2-3	611 CATCH BASIN, NO. 3	611 CATCH BASIN, NO. 3A	611 CATCH BASIN, NO. 6	611 MANHOLE, NO. 3	611 MANHOLE, NO. 3 W/108" BASE I.D. & 12" WEIR	895 MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4
						CY	CY	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EA	EA	EA	EA	EA	EA	EA	EA
270	D105	554+50.00		RT & LT	1990778					55					8									1	1		1		
270	D106	554+50.00	555+76.00	RT									125																
270	D107	554+50.00		RT & LT								41												1					
270	D108	556+18.00	0+28.50	RT & LT	1990779					67															1		1		
270	D109	556+18.00	556+28.00	RT								10												1					
270	D110	556+28.00	558+77.00	RT						249																			
270	D111	558+77.00	558+88.00	RT	1990780					61															1		1		
271	D112	562+50.00		RT & LT	1990781/1990791					59															2		1		
271	D113	562+50.00	564+96.00	RT	1990790					246																			
272	D114	564+96.00		RT & LT	1990782/1990792					60														1		1	1		
272	D115	564+96.00	567+75.00	RT	1990793/1990794					67		209															1		
272	D116	567+75.00		RT & LT	1990783/1990795					60															1	1	1		
272	D117	567+75.00	569+28.00	RT	1990784							154																	
273	D118	569+28.00		RT & LT	1990796/1990797					58														2			1		
273	D119	569+28.00	571+50.00	RT	1990798					221																			
273	D120	571+50.00		RT & LT	1990785/1990800					48														1	1		1		
470	D121	444+29.00	444+38.00	RT											40													1	1
470	D122	443+79.00	444+30.00	RT											74								1						
470	D123	443+77.00	443+79.00	RT		3.3	0.4								120														
471	D124	476+00.00	477+35.00	LT		2.3													380										
262	D125	516+88.00	517+21.00	RT						33														1					
472	D126	524+23.00	524+47.00	RT																	273						1		
472	D127	523+96.00	524+23.00	RT			0.7														312								
280	D129	93+30.00	93+03.00	LT			0.4							74															
280	D130	93+03.00		LT	1990849									17									1						
280	D131	93+03.00	95+30.00	LT	1990848									227													1		
280	D132	95+30.00	99+78.00	LT	1990847									227													1		
281	D133	97+57.00	99+78.00	LT	1990846									221													1		
278	D134	10+54.00								28															1				
TOTALS THIS SHEET						6	1.5			1312		414	125	766	242				380		585		2	8	8	2	13	1	1
TOTALS FROM SHEET 227									5	1640	630	969	1119	352	709	150	751							12	33	2	30		
TOTALS FROM SHEET 228								55		2054	265	927	524	452	147			1900	142	720		1		20	21	2	31		
TOTALS CARRIED TO GENERAL SUMMARY						6	1.5	55	5	5006	895	2310	1768	1570	1098	150	751	1900	522	720	585	1	2	40	62	6	74	1	1

CALCULATED CWH
CHECKED JMP

DRAINAGE SUBSUMMARY

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SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	605 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	605 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	611 6" CONDUIT, TYPE F, FOR UNDERDRAIN OUTLET	BENDS AND BRANCHES FOR INFORMATION ONLY 6" - 45 DEG. BEND	6" - 90 DEG. BEND	6" X 6" TEE	6" X 6" WYE	6" X 6" CROSS
				FT	FT	FT	EACH	EACH	EACH	EACH	EACH
241	UD-1	NOT USED									
241	UD-2	410+70.84	412+00.00	119.2		10.0					
241	UD-3	410+70.95	412+00.00	119.1		10.0					
241	UD-4	412+00.00	413+75.00	165.0		10.0					
241	UD-5	412+00.00	415+50.00	340.0		10.0					
241	UD-6	413+75.00	415+50.00	165.0		10.0					
242	UD-7	415+50.00	418+04.00	244.0		10.0					
242	UD-8	415+50.00	418+04.00	244.0		10.0					
242	UD-9	418+04.00	420+40.00	226.0		10.0					
242	UD-10	418+04.00	420+40.00	226.0		10.0					
243	UD-11	420+40.00	423+00.00	250.0		10.0					
243	UD-12	420+40.00	421+75.00	125.0		10.0					
243	UD-13	421+75.00	423+00.00	115.0		10.0					
243	UD-14	423+00.00	425+27.50	217.5		10.0					
243	UD-15	423+00.00	425+27.50	217.5		10.0					
244	UD-16	425+27.50	426+00.00	62.5		10.0					
244	UD-17	425+27.50	426+00.00	62.5		10.0					
247	UD-18	439+65.00	442+10.00	235.0		10.0					
247	UD-19	439+65.00	442+10.00	235.0		10.0					
247	UD-20	442+10.00	444+38.00	218.0		10.0					
247	UD-21	442+10.00	444+38.00	218.0		10.0					
248	UD-22	444+38.00	446+17.00	169.0		10.0					
248	UD-23	444+38.00	446+17.00	169.0		10.0					
248	UD-24	446+17.00	449+00.00	273.0		10.0					
248	UD-25	446+17.00	449+00.00	273.0		10.0					
249	UD-26	449+00.00	451+40.00	230.0		10.0					
249	UD-27	449+00.00	451+40.00	230.0		10.0					
249	UD-28	451+40.00	454+50.00	300.0		10.0					
249	UD-29	451+40.00	454+50.00	300.0		10.0					
250	UD-30	454+50.00	457+00.00	240.0		10.0					
250	UD-31	454+50.00	457+00.00	240.0		10.0					
250	UD-32	457+00.00	459+50.00	240.0		10.0					
250	UD-33	457+00.00	459+50.00	240.0		10.0					
251	UD-34	459+50.00	462+90.00	330.0		10.0					
251	UD-35	459+50.00	462+90.00	330.0		10.0					
251	UD-36	462+90.00	463+55.93		92.1	10.0					
251	UD-37	463+83.55	465+00.00	143.0		10.0					
251	UD-38	462+90.00	465+00.00	200.0		10.0					
252	UD-39	465+00.00	467+59.00	249.0		10.0					
252	UD-40	465+00.00	467+59.00	249.0		10.0					
252	UD-41	467+59.00	468+75.00	106.0		10.0					
252	UD-42	467+59.00	468+75.00	106.0		10.0					
252	UD-43	468+75.00	470+00.00	115.0		10.0					
252	UD-44	468+75.00	470+00.00	115.0		10.0					
253	UD-45	470+00.00	472+50.00	240.0		10.0					
253	UD-46	470+00.00	472+50.00	240.0		10.0					
253	UD-47	472+50.00	475+10.00	250.0		10.0					
253	UD-48	472+50.00	475+10.00	250.0		10.0					
254	UD-49	475+10.00	477+50.00	230.0		10.0					
254	UD-50	475+10.00	477+50.00	230.0		10.0					
254	UD-51	477+50.00	479+00.00	140.0		10.0					
254	UD-52	477+50.00	479+00.00	140.0		10.0					
255	UD-53	479+00.00	481+00.00	190.0		10.0					
255	UD-54	479+00.00	481+00.00	190.0		10.0					
255	UD-55	481+00.00	483+50.00	240.0		10.0					
255	UD-56	481+00.00	482+25.00	115.0		10.0					
255	UD-57	482+25.00	483+50.00	115.0		10.0					
255	UD-58	483+50.00	486+40.00	280.0		10.0					
255	UD-59	483+50.00	486+40.00	280.0		10.0					
259	UD-60	500+40.00	501+25.00		85.0						
TOTALS CARRIED TO COLUMN 2				11781	177	580					

SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	605 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	605 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	611 6" CONDUIT, TYPE F, FOR UNDERDRAIN OUTLET	BENDS AND BRANCHES FOR INFORMATION ONLY 6" - 45 DEG. BEND	6" - 90 DEG. BEND	6" X 6" TEE	6" X 6" WYE	6" X 6" CROSS
				FT	FY	FT	EACH	EACH	EACH	EACH	EACH
259	UD-61	500+40.00	501+25.00		85.0						
259	UD-62	501+25.00	503+50.00	225.0		24.0		1			
259	UD-63	501+25.00	503+50.00	215.0		10.0					
259	UD-64	503+50.00	506+62.00	312.0		24.0		1			
259	UD-65	503+50.00	506+62.00	302.0		10.0					
260	UD-66	506+62.00	509+13.72	251.7		24.0		1			
260	UD-67	506+62.00	509+00.00	228.0		10.0					
261	UD-68	509+00.00	512+00.00	300.0		31.0		1			
261	UD-69	509+00.00	512+00.00	290.0		10.0					
261	UD-70	512+00.00	513+75.00	175.0		24.0		1			
261	UD-71	512+00.00	514+50.00	240.0		10.0					
261	UD-72	513+75.00	518+75.00	500.0		24.0		1			
262	UD-73	514+50.00	516+87.85	233.3		10.0					
262	UD-74	517+09.81	517+37.13	33.8		10.0					
262	UD-75	517+37.13	518+75.00	127.9		10.0					
262	UD-76	518+75.00	520+50.00	175.0		24.0		1			
262	UD-77	518+75.00	520+50.00	165.0		10.0					
263	UD-78	520+50.00	522+50.00	190.0		10.0					
263	UD-79	520+50.00	522+50.00	190.0		10.0					
263	UD-80	522+50.00	523+75.00	115.0		10.0					
263	UD-81	522+50.00	523+75.00	115.0		10.0					
263	UD-82	523+75.00	526+00.00	215.0		10.0					
263	UD-83	523+75.00	526+00.00	215.0		10.0					
264	UD-84	526+00.00	528+95.00	285.0		10.0					
264	UD-85	526+00.00	528+50.00	240.0		10.0					
264	UD-86	528+50.00	530+50.00	175.0		33.0		1			
264	UD-87	528+50.00	530+50.00	190.0		10.0					
265	UD-88	530+50.00	533+25.00	275.0		24.0		1			
265	UD-89	530+50.00	533+25.00	265.0		10.0					
265	UD-90	NOT USED									
265	UD-91	533+25.00	535+50.00	225.0		24.0		1			
265	UD-92	533+25.00	535+50.00	215.0		10.0					
266	UD-93	535+50.00	538+00.00	264.0		10.0		1			
266	UD-94	535+50.00	538+00.00	240.0		24.0					
266	UD-95	NOT USED									
266	UD-96	538+00.00	540+00.00	200.0		24.0		1			
266	UD-97	538+00.00	540+00.00	190.0		10.0					
267	UD-98	540+00.00	542+25.00	225.0		24.0		1			
267	UD-99	540+00.00	542+25.00	215.0		10.0					
267	UD-100	542+25.00	544+00.00	175.0		24.0		1			
267	UD-101	542+25.00	544+00.00	165.0		10.0					
268	UD-102	544+00.00	546+50.00	240.0		10.0					
268	UD-103	544+00.00	546+50.00	240.0		10.0					
268	UD-104	546+50.00	550+11.68	359.4		10.0					
268	UD-105	546+50.00	550+03.00	343.0		10.0					
269	UD-106	550+03.00	550+14.99	9.7		10.0					
269	UD-107	10+54.00	11+50.00	86.0		10.0					
269	UD-108	10+54.00	11+00.00	36.0		10.0					
269	UD-109	550+36.94	550+49.87	13.8		10.0					
269	UD-110	550+49.87	551+87.00	128.7		10.0					
269	UD-111	550+47.99	551+87.00	136.3		10.0					
269	UD-112	551+87.00	554+50.00	253.0		10.0					
269	UD-113	551+87.00	554+50.00	253.0		10.0					
TOTALS COLUMN 2				10456	85	712					
TOTALS FROM COLUMN1				11781	177	580					
TOTALS CARRIED TO SHEET 231				22238	262	1292					

CALCULATED CWH
CHECKED JMP

UNDERDRAIN SUBSUMMARY

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SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	605 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	605 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	611 6" CONDUIT, TYPE F, FOR UNDERDRAIN OUTLET	BENDS AND BRANCHES FOR INFORMATION ONLY 6" - 45 DEG. BEND	6" - 90 DEG. BEND	6" X 6" TEE	6" X 6" WYE	6" X 6" CROSS
				FT	FT	FT	EACH	EACH	EACH	EACH	EACH
270	UD-114	554+50.00	555+45.48	114.0		10.0					
270	UD-115	554+50.00	555+76.66	112.5		10.0					
270	UD-116	555+75.71	555+76.66	35.7		10.0					
270	UD-117	556+06.01	556+28.13	30.5		10.0					
270	UD-118	556+27.17	556+28.71	37.7		10.0					
270	UD-119	556+27.17	558+07.40	199.6		10.0					
270	UD-120	556+27.17	559+50.00	316.3		10.0					
270	UD-121	NOT USED									
270	UD-122	558+88.00	559+50.00	49.4		10.0					
271	UD-123	559+50.00	562+50.00	290.0		10.0					
271	UD-124	559+50.00	562+50.00	290.0		10.0					
271	UD-125	562+50.00	564+96.00	236.0		10.0					
271	UD-126	562+50.00	564+96.00	236.0		10.0					
272	UD-127	564+96.00	565+33.14		81.9	10.0					
272	UD-128	564+96.00	565+70.62		139.1	10.0					
272	UD-129	565+80.28	567+75.00		229.1	10.0					
272	UD-130	566+14.24	567+75.00	227.7		10.0					
272	UD-131	567+75.00	569+28.65	143.7		10.0					
272	UD-132	567+75.00	569+28.65	143.7		10.0					
273	UD-133	569+28.65	571+50.00	211.3		10.0					
273	UD-134	569+28.65	571+50.00	211.3		10.0					
273	UD-135	571+50.00	573+75.00	215.0		10.0					
273	UD-136	571+50.00	572+50.00	90.0		10.0					
274	UD-137	573+75.00	576+50.00	265.0		10.0					
TOTALS CARRIED TO COLUMN 2				3456	450	230					

SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	605 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	605 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	611 6" CONDUIT, TYPE F, FOR UNDERDRAIN OUTLET	BENDS AND BRANCHES FOR INFORMATION ONLY 6" - 45 DEG. BEND	6" - 90 DEG. BEND	6" X 6" TEE	6" X 6" WYE	6" X 6" CROSS
		FROM	TO	FT	FY	FT	EACH	EACH	EACH	EACH	EACH
TOTALS COLUMN 2											
TOTALS COLUMN 1				3456	450	230					
TOTALS SHEET 230				22238	262	1292					
TOTALS CARRIED TO GENERAL SUMMARY				25693	712	1522					

CALCULATED CWH
CHECKED JMP

UNDERDRAIN SUBSUMMARY

LAK-US-20-24.99

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SHEET NO.	STATION FROM	STATION TO	203 EXCAVATION CY	203 EMBANKMENT CY	659 SEEDING AND MULCHING, CLASS 1 SY
281A	409+00.00	409+50.00			116
282	410+00.00	411+00.00			361
283	411+20.00	412+00.00	46	2	519
284	412+50.00	413+50.00	183	1	1019
285	414+00.00	415+00.00	218	6	909
286	415+50.00	416+50.00	367	375	1000
287	417+00.00	418+00.00	225	91	1320
288	418+50.00	420+00.00	292	297	1325
289	420+50.00	421+50.00	96	9	891
290	422+00.00	423+00.00	101	7	948
291	423+50.00	425+00.00	110	16	1090
292	425+50.00	426+50.00	63	13	495
293	427+00.00	427+50.00			209
294	428+00.00	428+50.00			200
295	429+00.00	429+50.00			203
296	430+00.00	430+50.00			164
297	431+00.00	432+00.00			
298	432+50.00	433+50.00			
299	434+00.00	435+00.00			
300	435+50.00	436+50.00			
301	437+00.00	438+00.00			172
302	438+50.00	439+50.00			285
303	440+00.00	440+50.00	23		229
304	441+00.00	442+00.00	78	4	495
305	442+50.00	443+50.00	100		501
306	444+00.00	445+00.00	134		467
307	445+50.00	446+50.00	174		432
308	447+00.00	448+00.00	119	3	432
309	448+50.00	449+50.00	141	5	417
310	450+00.00	451+00.00	134	2	378
311	451+50.00	452+50.00	96	10	484
312	453+00.00	454+00.00	227	6	729
313	454+50.00	455+50.00	337		768
314	456+00.00	457+00.00	166	39	728
315	457+50.00	458+50.00	31	50	589
316	459+00.00	460+00.00	55	26	468
317	460+50.00	461+50.00	86	6	705
318	462+00.00	463+00.00	87	1	648
319	463+50.00	464+50.00	220	7	536
320	465+00.00	466+00.00	128	10	536
321	466+50.00	467+50.00	131	5	516
322	468+00.00	469+00.00	157	4	516
323	469+50.00	470+50.00	181	2	586
324	471+00.00	472+00.00	185		658
325	472+50.00	473+50.00	165		549
326	474+00.00	475+00.00	142		549
327	475+50.00	476+50.00	91	9	549
328	477+00.00	478+00.00	90	8	486
329	478+50.00	479+50.00	94	1	413
330	480+00.00	481+00.00	347	2	770
331	481+50.00	482+50.00	459		725
332	483+00.00	484+00.00	303	1	512
333	484+50.00	485+50.00	86	20	577
334	486+00.00	487+00.00	15	11	472
335	487+50.00	489+00.00			323
336	489+50.00	490+00.00			
337	490+50.00	491+00.00			
338	491+50.00	492+00.00			
TOTALS CARRIED TO COLUMN 2			6483	1049	28969

SHEET NO.	STATION FROM	STATION TO	203 EXCAVATION CY	203 EMBANKMENT CY	659 SEEDING AND MULCHING, CLASS 1 SY
339	492+50.00	493+00.00			
340	493+50.00	494+00.00			
341	494+50.00	495+50.00			217
342	496+00.00	497+00.00			392
343	497+50.00	498+50.00			520
344	499+00.00	499+50.00			460
345	500+00.00	500+50.00	3	1	444
346	501+00.00	502+00.00	34	18	604
347	502+50.00	503+50.00	66	15	618
348	504+00.00	505+00.00	55	12	461
349	505+50.00	506+50.00	134	4	441
350	507+00.00	508+00.00	239		370
351	508+50.00	509+50.00	203	2	520
352	510+00.00	511+00.00	206		534
353	511+50.00	512+50.00	115	21	534
354	513+00.00	514+00.00	80	17	534
355	514+50.00	515+50.00	91	15	534
356	516+00.00	517+00.00	77	6	500
357	517+50.00	518+50.00	65	4	500
358	519+00.00	520+00.00	75	12	534
359	520+50.00	521+50.00	92	11	519
360	522+00.00	523+00.00	74	19	516
361	523+50.00	524+50.00	86	12	516
362	525+00.00	526+00.00	86	6	516
363	526+50.00	527+50.00	144	1	516
364	528+00.00	529+00.00	270	1	544
365	529+50.00	530+50.00	246		598
366	531+00.00	532+00.00	190	1	756
367	532+50.00	533+50.00	139	1	694
368	534+00.00	535+00.00	154		908
369	535+50.00	536+50.00	132		789
370	537+00.00	538+00.00	89	7	819
371	538+50.00	539+50.00	106	16	772
372	540+00.00	541+00.00	153	2	699
373	541+50.00	542+50.00	143		699
374	543+00.00	544+00.00	116	20	731
375	544+50.00	545+50.00	120	1	505
376	546+00.00	547+00.00	114	6	516
377	547+50.00	548+50.00	132	1	516
378	549+00.00	550+00.00	118		478
379	550+50.00	551+50.00	146	2	603
380	552+00.00	553+00.00	201	8	713
381	553+50.00	554+50.00	146	7	689
382	555+00.00	556+00.00	98	3	415
383	556+50.00	557+50.00	95		575
384	558+00.00	559+00.00	111	2	508
385	559+50.00	560+50.00	96	14	492
386	561+00.00	562+00.00	64	25	413
387	562+50.00	563+50.00	80	6	359
388	564+00.00	565+00.00	79	32	516
389	565+50.00	566+00.00	25	4	155
390	566+50.00	567+50.00	80	3	228
391	568+00.00	569+00.00	89	7	386
392	569+50.00	570+50.00	136		486
TOTALS COLUMN 2			5593	345	27862
TOTALS FROM COLUMN 1			6483	1049	28969
TOTALS CARRIED TO SHEET 233			12076	1394	56831

CALCULATED EJT
CHECKED WDB

CALCULATIONS

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SHEET NO.	STATION FROM	STATION TO	203 EXCAVATION CY	203 EMBANKMENT CY	659 SEEDING AND MULCHING, CLASS 1 SY
393	571+00.00	571+50.00	70	4	267
394	572+00.00	572+50.00	43	7	311
395	573+00.00	573+50.00	7	1	233
396	574+00.00				83
	HAINES ROAD				
297	10+26.62	11+20.00	18		185
298	11+50.00		12		93
	BURNS ROAD				
299	7+50.00	8+50.00	7		56
300	9+00.00	9+76.54	24	2	316
	DERUBERTIS				
401	10+23.30	11+00.00	74	4	244
402	11+50.00	12+00.00	42	4	286
	HUBBARD ROAD				
403	92+30.00	93+50.00	4		261
404	94+00.00	95+50.00	16		356
405	96+00.00	97+50.00	17		331
406	98+00.00	99+00.00	18	4	227
407	99+50.00	100+50.00	25	10	304
408	101+00.00	102+00.00	16		122
	OUTLET 444+38				
470A	7+35.00	8+00.00	6	7	282
470B	8+50.00			18	188
	8+50.00	9+88.00			550
	OUTLET 476+00				
	10+56.97	14+53.00			1588
	OUTLET 524+50				
474	2+75.00	3+00.00	2		77
475	3+25.00	3+75.00	11		291
476	4+00.00	4+14.64	26		193
	4+14.64	6+31.00			833
TOTALS CARRIED TO COLUMN 2			438	61	7677

SHEET NO.	STATION FROM	STATION TO	203 EXCAVATION CY	203 EMBANKMENT CY	659 SEEDING AND MULCHING, CLASS 1 SY
TOTALS COLUMN 2					
TOTALS COLUMN 1			438	61	7677
TOTALS SHEET 232			12076	1394	56831
TOTALS CARRIED TO GENERAL NOTES					64508
TOTALS CARRIED TO GENERAL SUMMARY			12514	1455	

EROSION CONTROL CALCULATIONS

ITEM 659 TOPSOIL

64508 SY SEEDING AND MULCHING
64508 SY x 0.111 CY/SY = 7160.4 CY
QUANTITY CARRIED TO GENERAL NOTES = 7161 CY

ITEM 659 SOILS ANALYSIS TEST

7161 CY SEEDING AND MULCHING
7161 CY x 1 TEST / 10000 CY = 0.7 EACH (2 TESTS MINIMUM)
QUANTITY CARRIED TO GENERAL NOTES = 2 EACH

ITEM 659 REPAIR SEEDING AND MULCHING

64508 SY SEEDING AND MULCHING
64508 SY x 5% = 3225.4 SY
QUANTITY CARRIED TO GENERAL NOTES = 3226 SY

ITEM 659 INTER-SEEDING

64508 SY SEEDING AND MULCHING
64508 SY x 5% = 3225.4 SY
QUANTITY CARRIED TO GENERAL NOTES = 3226 SY

ITEM 659 COMMERCIAL FERTILIZER

64508 SY SEEDING AND MULCHING
64508 SY x 1 TON / 7410 SY = 8.71 TON
3226 SY INTER-SEEDING
3226 SY x 1 TON / 11111 SY = 0.29 TON
QUANTITY CARRIED TO GENERAL NOTES = 9.00 TON

ITEM 659 LIME

64508 SY SEEDING AND MULCHING
64508 SY x 1 ACRE / 4840 SY = 13.33 ACRE
QUANTITY CARRIED TO GENERAL NOTES = 13.33 ACRE

ITEM 659 WATER

64508 SY SEEDING AND MULCHING
64508 SY x 0.0027 MGAL/SY X 2 = 349 MGAL
3226 SY INTER-SEEDING
3226 SY x 0.0027 MGAL/SY X 2 = 18 MGAL
QUANTITY CARRIED TO GENERAL NOTES = 367 MGAL

MISCELLANEOUS CALCULATIONS

ITEM 204 PROOF ROLLING

89902 SY SUBGRADE COMPACTION
89902 SY /3000 SY / HR = 30.0 HOUR
QUANTITY CARRIED TO GENERAL NOTES = 30 HOUR

ITEM 626 BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)

GUARDRAIL LENGTH = 225 FT
225 FT /100 +1 = 4 EACH
QUANTITY CARRIED TO GENERAL SUMMARY = 4 EACH

CALCULATED EJT
CHECKED WDB

CALCULATIONS

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STATION FROM	STATION TO	SIDE	LENGTH	AVERAGE WIDTH	CALCULATED SURFACE AREA	CADD GENERATED SURFACE AREA	202 PAVEMENT REMOVED, AS PER PLAN	202 CURB REMOVED	203 EXCAVATION	204 SUBGRADE COMPACTION	252 FULL DEPTH PAVEMENT SAWING	254 3" PAVEMENT PLANING, ASPHALT CONCRETE	301 6" ASPHALT CONCRETE BASE, PG64-22, (449)	301 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	304 6" AGGREGATE BASE	407 NON-TRACKING TACK COAT	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, PG70-22M	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	441 ANTI-SEGREGATION EQUIPMENT	609 COMBINATION CURB AND GUTTER, TYPE 2	609 CURB, TYPE 6	609 CONCRETE TRAFFIC ISLAND	617 COMPACTED AGGREGATE	874 LONGITUDINAL JOINT PREPARATION, AS PER PLAN	609 CURB, TYPE 2-A	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
			FT	FT	SF	SF	SY	FT	CY	SY	FT	SY	CY	CY	CY	GAL	CY	CY	CY	CY	CY	FT	FT	SY	CY	FT	FT	SY
409+04.90	411+20.00	L	215.10					215.0															215.0			215.1		
411+20.00	411+70.00	L	50.00	23.65	1182.5		125.0			153.6	26			21.9	25.1	15.8	4.6		6.4		11.0	50.0				50.0		
411+70.00	426+00.00	L	1430.00	23.00	32890.0		3575.0			4290.0				609.1	701.8	438.5	126.9		177.6		304.5	1430.0				1430.0		
426+00.00	426+50.00	L	50.00	22.45	1122.5			50.0				124.7				15.0	4.3		6.1		10.4	50.0				50.0		
426+50.00	430+24.80	L	374.80	24.00	8995.2			375.0				999.5				119.9	34.7		48.6		83.3		375.0			374.8		
430+24.80	437+13.90	L	689.10	24.00	16538.4							1837.6				220.5	63.8		89.3		153.1					689.1		
437+13.90	439+65.00	L	251.10	24.00	6026.4			251.0				669.6				80.4	23.3		32.5		55.8		251.0			251.1		
439+65.00	440+15.00	L	50.00	22.40	1120.0			50.0				124.4				14.9	4.3		6.0		10.3	50.0				50.0		
440+15.00	462+96.91	L	2281.91	23.00	52483.9		5704.8			6845.7	25			971.9	1119.8	699.8	202.5		283.4		485.9	2282.0				2281.9		
462+96.91	464+17.09	L	120.18	23.00	2764.1		300.4			360.5				51.2	59.0	36.9	10.7		14.9		25.6	120.0				120.2		
464+17.09	485+90.00	L	2172.91	23.00	49976.9		5432.3			6518.7				925.5	1066.3	666.4	192.9		269.9		462.8	2173.0				2172.9		
485+90.00	486+40.00	L	50.00	23.15	1157.5		125.0			150.8	25			21.4	24.7	15.4	4.5		6.3		10.8	50.0				50.0		
486+40.00	488+88.60	L	248.60	26.90	6687.3			249.0				743.0				89.2	25.8		36.1		61.9		249.0			248.6		
488+88.60	499+78.05	L	1089.45	30.75	33500.6							3722.3				446.7	129.3		180.9		310.2					1089.5		
499+78.05	500+13.10	L	35.05	32.00	1121.6			35.0				124.6				15.0	4.3		6.1		10.4		35.0			35.0		
500+13.10	500+40.00	L	26.90	30.50	820.5							91.2				10.9	3.2		4.4		7.6	27.0				26.9		
500+40.00	502+89.43	L	249.43	27.00	6734.6		734.4			859.1	25			124.7	140.9	89.8	26.0		36.4		62.4	249.0				249.4		
502+89.43	504+16.56	L	127.13			3078.3	317.8			398.5				57.0	65.2	41.0	11.9		16.6		28.5	127.0				127.1		
504+16.56	505+17.91	L	101.35	35.00	3547.3		253.4			439.2				65.7	72.3	47.3	13.7		19.2		32.9					101.4		
505+17.91	507+70.00	L	252.09	35.00	8823.1		630.2			1092.4				163.4	179.7	117.6	34.1		47.6		81.7	252.0				252.1		
507+70.00	508+20.00	L	50.00	29.00	1450.0		125.0			183.3				26.9	30.1	19.3	5.6		7.8		13.4	50.0				50.0		
508+20.00	532+37.22	L	2417.22	23.00	55596.1		6043.1			7251.7				1029.6	1186.2	741.3	214.6		300.2		514.8	2417.0				2417.2		
532+37.22	533+40.09	L	102.87	23.00	2366.0		257.2			308.6				43.8	50.5	31.5	9.1		12.8		21.9					102.9		
533+40.09	536+16.18	L	276.09	23.00	6350.1		690.2			828.3				117.6	135.5	84.7	24.5		34.3		58.8	276.0				276.1		
536+16.18	536+93.89	L	77.71	23.00	1787.3		194.3			233.1				33.1	38.1	23.8	6.9		9.7		16.6					77.7		
536+93.89	549+83.30	L	1289.41	23.00	29656.4		3223.5			3868.2				549.2	632.8	395.4	114.5		160.1		274.6	1289.0				1289.4		
549+83.30	550+68.49	L	85.19	23.00	1959.4		213.0			255.6				36.3	41.8	26.1	7.6		10.6		18.2					85.2		
550+68.49	555+04.49	L	436.00	23.00	10028.0		1090.0			1308.0				185.7	214.0	133.7	38.7		54.2		92.9	436.0				436.0		
555+04.49	556+46.99	L	142.50	23.00	3277.5		356.3			427.5				60.7	69.9	43.7	12.6		17.7		30.3					142.5		
556+46.99	557+93.33	L	146.34	23.00	3365.8		365.9			439.0				62.3	71.8	44.9	13.0		18.2		31.2	146.0				146.3		
557+93.33	558+85.37	L	92.04	23.00	2116.9		230.1			276.1				39.2	45.2	28.2	8.2		11.4		19.6					92.0		
558+85.37	560+15.00	L	129.63	23.00	2981.5		324.1			388.9				55.2	63.6	39.8	11.5		16.1		27.6	130.0				129.6		
560+15.00	562+90.00	L	275.00	25.75	7081.3		771.5			909.0				131.1	149.0	94.4	27.3		38.2		65.5	275.0				275.0		
562+90.00	564+89.61	L	199.61	28.50	5688.9		621.0			720.8				105.3	118.3	75.9	22.0		30.7		52.7	200.0				199.6		
564+89.61	566+30.85	L	141.24	28.50	4025.3		439.4			510.0				74.5	83.7	53.7	15.5		21.7		37.2					141.2		
566+30.85	568+75.00	L	244.15	28.50	6958.3		759.6			881.7				128.9	144.7	92.8	26.9		37.6		64.5	244.0				244.2		
568+75.00	571+55.00	L	280.00	25.25	7070.0		785.6			910.0				130.9	149.1	94.3	27.3		38.2		65.5	280.0				280.0		
571+55.00	572+50.00	L	95.00	23.05	2189.8		237.5			285.5	22			40.6	46.7	29.2	8.5		11.8		20.3		95.0			95.0		
572+50.00	577+06.40	L	456.40					456.0															456.0			456.4		
							33925.6	1681.0		41093.8	123.0	8436.9		5862.7	6725.8	5233.7	1515.1		2119.6		3634.7	12603.0	1676.0			16801.5		
TOTALS CARRIED TO SHEET 236							33926	1681		41094	123	8437		5863	6726	5234	1516		2120		3635	12603	1676			16802		

CALCULATED JMP
CHECKED WDB

PAVEMENT CALCULATIONS

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STATION FROM	STATION TO	SIDE	LENGTH	AVERAGE WIDTH	CALCULATED SURFACE AREA	CADD GENERATED SURFACE AREA	202 PAVEMENT REMOVED, AS PER PLAN	202 CURB REMOVED	203 EXCAVATION	204 SUBGRADE COMPACTION	252 FULL DEPTH PAVEMENT SAWING	254 3" PAVEMENT PLANING, ASPHALT CONCRETE	301 6" ASPHALT CONCRETE BASE, PG64-22, (449)	301 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	304 6" AGGREGATE BASE	407 NON-TRACKING TACK COAT	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, PG70-22M	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	441 ANTI-SEGREGATION EQUIPMENT	609 COMBINATION CURB AND GUTTER, TYPE 2	609 CURB, TYPE 6	609 CONCRETE TRAFFIC ISLAND	617 COMPACTED AGGREGATE	874 LONGITUDINAL JOINT PREPARATION, AS PER PLAN	609 CURB, TYPE 2-A	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
			FT	FT	SF	SF	SY	FT	CY	SY	FT	SY	CY	CY	CY	GAL	CY	CY	CY	CY	CY	FT	FT	SY	CY	FT	FT	SY
411+09.57	411+20.00	R	10.43					10.0														10.0						
411+20.00	411+70.00	R	50.00	23.00	1150.0		125.0			150.0	25			21.3	24.5	15.3	4.4		6.2		10.6	50.0						
411+70.00	426+00.00	R	1430.00	23.00	32890.0		3575.0			4290.0	25			609.1	701.8	438.5	126.9		177.6		304.5	1430.0						
426+00.00	426+50.00	R	50.00	23.35	1167.5			50.0				129.7				15.6	4.5		6.3		10.8	50.0						
426+50.00	429+35.00	R	285.00	30.35	8649.8							961.1				115.3	33.4		46.7		80.1							
429+35.00	436+50.00	R	715.00	35.00	25025.0							2780.6				333.7	96.6		135.1		231.7							
436+50.00	439+65.00	R	315.00	30.10	9481.5							1053.5				126.4	36.6		51.2		87.8							
439+65.00	440+15.00	R	50.00	23.10	1155.0			50.0				128.3				15.4	4.5		6.2		10.7	50.0						
440+15.00	486+40.00	R	4625.00	23.00	106375		11562.5			13875.0	50			1969.9	2269.7	1418.3	410.5		574.4		984.9	4625.0						
486+40.00	486+67.00	R	27.00	23.00	621.0			27.0				69.0				8.3	2.4		3.4		5.8	27.0						
486+67.00	488+88.60	R	221.60	27.75	6149.4							683.3				82.0	23.7		33.2		56.9							
488+88.60	497+25.00	R	836.40	30.50	25510.2							2834.5				340.1	98.5		137.8		236.3							
497+25.00	500+40.00	R	315.00	27.75	8741.3							971.3				116.6	33.7		47.2		80.9							
497+67.77	497+83.10	R																						16				
500+40.00	516+51.59	R	1611.59	23.00	37066.6		4029.0			4834.8	25			686.4	790.9	494.2	143.0		200.2		343.2	1612.0						
516+51.59	517+57.76	R	106.17	23.00	2441.9		265.4			318.5				45.2	52.1	32.6	9.4		13.2		22.6							
517+57.76	549+98.49	R	3240.73	23.00	74536.8		8101.8			9722.2				1380.3	1590.4	993.8	287.7		402.5		690.2	3241.0						
549+98.49	550+64.49	R	66.00	23.00	1518.0		165.0			198.0				28.1	32.4	20.2	5.9		8.2		14.1							
550+64.49	555+59.21	R	494.72	23.00	11378.6		1236.8			1484.2				210.7	242.8	151.7	43.9		61.4		105.3	495.0						
555+59.21	556+45.21	R	86.00	23.00	1978.0		215.0			258.0				36.6	42.2	26.4	7.6		10.7		18.3							
556+45.21	560+15.00	R	369.79	23.00	8505.2		924.5			1109.4				157.5	181.5	113.4	32.8		45.9		78.7	370.0						
560+15.00	562+90.00	R	275.00	25.75	7081.3		771.5			909.0				131.1	149.0	94.4	27.3		38.2		65.5	275.0						
562+90.00	565+14.60	R	224.60	28.50	6401.1		698.8			811.1				118.5	133.1	85.3	24.7		34.6		59.3	225.0						
565+14.60	566+48.70	R	134.10	28.50	3821.8		417.2			484.2				70.8	79.5	51.0	14.7		20.6		35.3							
566+48.70	568+75.00	R	226.30	28.50	6449.6		704.0			817.2				119.4	134.1	86.0	24.9		34.8		59.7	226.0						
568+75.00	571+55.00	R	280.00	25.25	7070.0		785.6			910.0				130.9	149.1	94.3	27.3		38.2		65.5	280.0						
571+55.00	572+50.00	R	95.00	22.90	2175.5		237.5			283.9	22			40.3	46.4	29.0	8.4		11.7		20.1		95.0					
							33814.6	137.0		40455.5	147.0	9611.3		5756.1	6619.5	5297.8	1533.3		2145.5		3678.8	12966.0	95.0	16.0				
TOTALS CARRIED TO SHEET 236							33815	137		40456	147	9612		5757	6620	5298	1534		2146		3679	12966	95	16				

CALCULATED JMP
CHECKED WDB

PAVEMENT CALCULATIONS

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STATION FROM	STATION TO	SIDE	LENGTH	AVERAGE WIDTH	CALCULATED SURFACE AREA	CADD GENERATED SURFACE AREA	202 PAVEMENT REMOVED, AS PER PLAN	202 CURB REMOVED	203 EXCAVATION	204 SUBGRADE COMPACTION	252 FULL DEPTH PAVEMENT SAWING	254 3" PAVEMENT PLANING, ASPHALT CONCRETE	301 6" ASPHALT CONCRETE BASE, PG64-22, (449)	301 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	304 6" AGGREGATE BASE	407 NON-TRACKING TACK COAT	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, PG70-22M	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	441 ANTI-SEGREGATION EQUIPMENT	609 COMBINATION CURB AND GUTTER, TYPE 2	609 CURB, TYPE 6	609 CONCRETE TRAFFIC ISLAND	617 COMPACTED AGGREGATE	874 LONGITUDINAL JOINT PREPARATION, AS PER PLAN	609 CURB, TYPE 2-A	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
			FT	FT	SF	SF	SY	FT	CY	SY	FT	SY	CY	CY	CY	GAL	CY	CY	CY	CY	CY	FT	FT	SY	CY	FT	FT	SY
MCMACKIN																												
10+27.20	10+75.75	L/R	48.55			1766.8						196.3				23.6		6.8		9.5								
9+20.95	9+64.92	L/R	43.97			1531.4						170.2				20.4		5.9		8.3								
HAINES																												
10+26.62	10+92.79	L/R	66.17			2630.2	292.2			321.7			48.7		60.1	35.1		10.2		14.2		177.0						
10+92.79	11+50.00	L/R	57.21			1249.5	138.8			164.3	20		23.8		24.2	16.7		4.8		6.7					2.2			
GREEN																												
10+33.66	11+03.83	L/R	70.17			3659.4						406.6				48.8		14.1		19.8			96.0					
WALMART																												
10+34.74	10+94.59	L/R	59.85			2800.6	311.2		69.5	337.8	24		51.9		64.8	37.3		10.8		15.1		200.0		40.0				
BURNS																												
8+24.93	9+33.02	L/R	108.09			2606.5	289.6			337.7	23		49.6		50.3	34.8		10.1		14.1					4.1			
9+33.02	9+76.54	L/R	43.52			1734.1	192.7			212.0			32.1		40.3	23.1		6.7		9.4		126.0						
STONERIDGE																												
10+22.77	10+62.77	L/R	40.00			2102.3	183.0		52.2	251.4	35				38.9												20.0	233.6
DERUBERTIS																												
10+23.30	11+00.00	L/R	76.7			2250.8	250.1			284.2			41.7		53.3	30.0		8.7		12.2		180.0						
11+00.00	11+50.00	L/R	50.0			1202.4	133.6			155.8			22.6		26.0	16.0		4.6		6.5		50.0			1.0			
11+50.00	11+75.00	L/R	25.0			559.9	62.2			73.3	21		10.7		13.6	7.5		2.2		3.0					1.0			
SOUTH DERUBERTIS																												
9+45.00	9+55.50	R	10.5			322.5	35.8		8.0	40.5	37		6.1		6.2	4.3		1.2		1.7								
9+55.50	9+77.00	R	21.5			730.68	81.2		18.1	90.7			13.5		17.8	9.7		2.8		3.9		66.0						
SHOP STA 556+02																												
10+23.29	10+79.97	L	56.68			3371.52	374.6		83.7	399.8	41		62.4		71.1	45.0		13.0		18.2		135.0						
9+08.00	9+77.00	R	69.00			3737.94	415.3		92.8	446.0	46		69.2		79.1	49.8		14.4		20.2		153.0		12.0				
SHOP 558+31																												
9+23.17	9+66.10	L	42.93			1892.28	210.3		47.0	229.3	30		35.0		41.5	25.2		7.3		10.2		119.0		17.4				
HUBBARD																												
90+00.00	91+80.90	L/R	180.90	44.00	7959.6							884.4				106.1	30.7		43.0		73.7				6.7	180.9		
92+55.20	92+96.00	L/R	40.80	52.00	2121.6							235.7				28.3	8.2		11.5		19.7				1.6	40.8		
92+96.00	96+00.00	L	304.0	14.50	4408.0		489.8			624.9	319			85.4	84.9	58.8	17.0		23.8		40.8				5.7			
96+00.00	99+00.00	L	300.0	16.25	4875.0		541.7			675.0	300			94.0	93.5	65.0	18.8		26.3		45.1				5.6			
92+96.00	97+20.00	R	424.0	26.00	11024.0							1224.9				147.0	42.5		59.5		102.0				7.9	424.0		
97+20.00	99+00.00	R	180.0	18.00	3240.0							360.0				43.2	12.5		17.5		30.0				3.4	180.0		
99+00.00	99+71.43	L/R	71.43			3559.2	395.5			427.2				65.9	78.2	47.5	13.7		33.0		46.7	190.0				71.4		
100+29.13	101+00.00	L/R	70.87			3684.7	409.4			440.9				68.2	80.7	49.1	14.2		34.1		48.3	192.0				70.9		
101+00.00	102+50.00	L/R	150.00	36.00	5400.0							600.0				72.0	20.8		29.2		50.0				5.6	150.0		
102+50.00	104+50.00	L/R	200.00	30.00	6000.0							666.7				80.0	23.2		32.4		55.6				7.5	200.0		
104+50.00	104+75.00	L/R	25.00	24.00	600.0							66.7				8.0	2.3		3.2		5.5				1.0	25.0		
							4807.0		371.3	5512.5	896.0	4811.5	467.3	313.5	924.5	1132.3	203.9	123.6	313.5	173.0	517.4	1588.0	96.0	69.4	53.3	1343.0	20.0	233.6
TOTALS THIS SHEET							4807		372	5513	896	4812	468	314	925	1133	204	124	314	173	518	1588	96	70	54	1343	20	234
TOTALS FROM SHEET 234							33926	1681		41094	123	8437		5863	6726	5234	1516		2120		3635	12603	1676			16802		
TOTALS FROM SHEET 235							33815	137		40456	147	9612		5757	6620	5298	1534		2146		3679	12966	95	16				
TOTALS CARRIED TO GENERAL SUMMARY							72548	1818	372	87063	1166	22861	468	11934	14271	11665	3254	124	4580	173	7832	27157	1867	86	54	18145	20	234

CALCULATED JMP
CHECKED WDB

PAVEMENT CALCULATIONS

LAK-US-20-24.99

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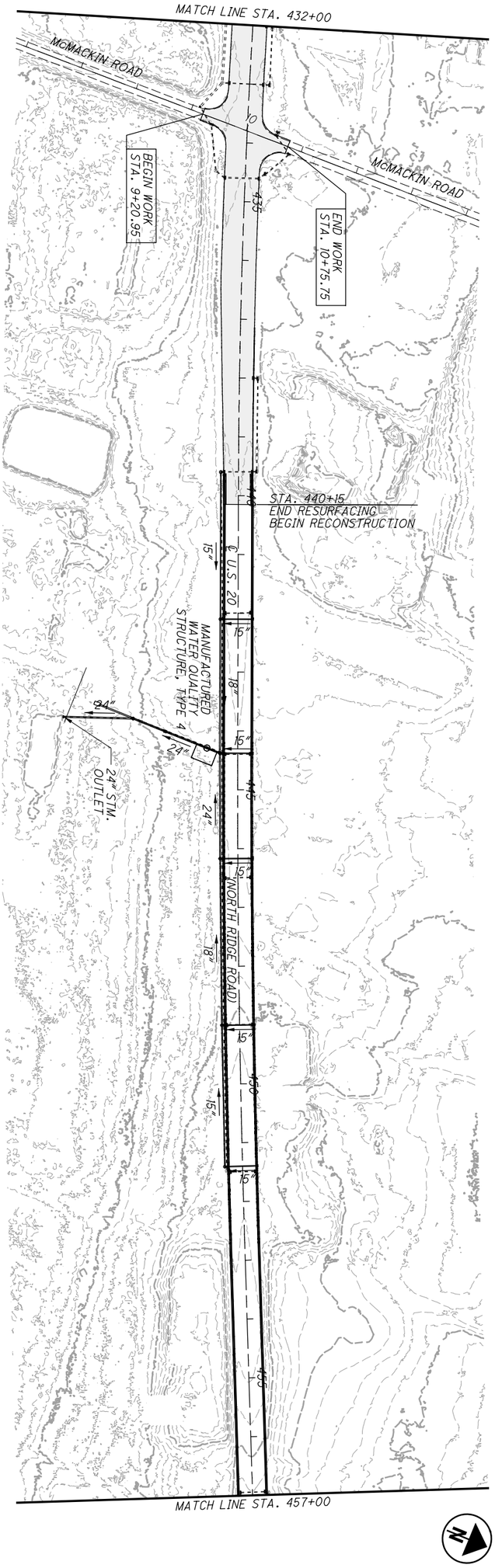
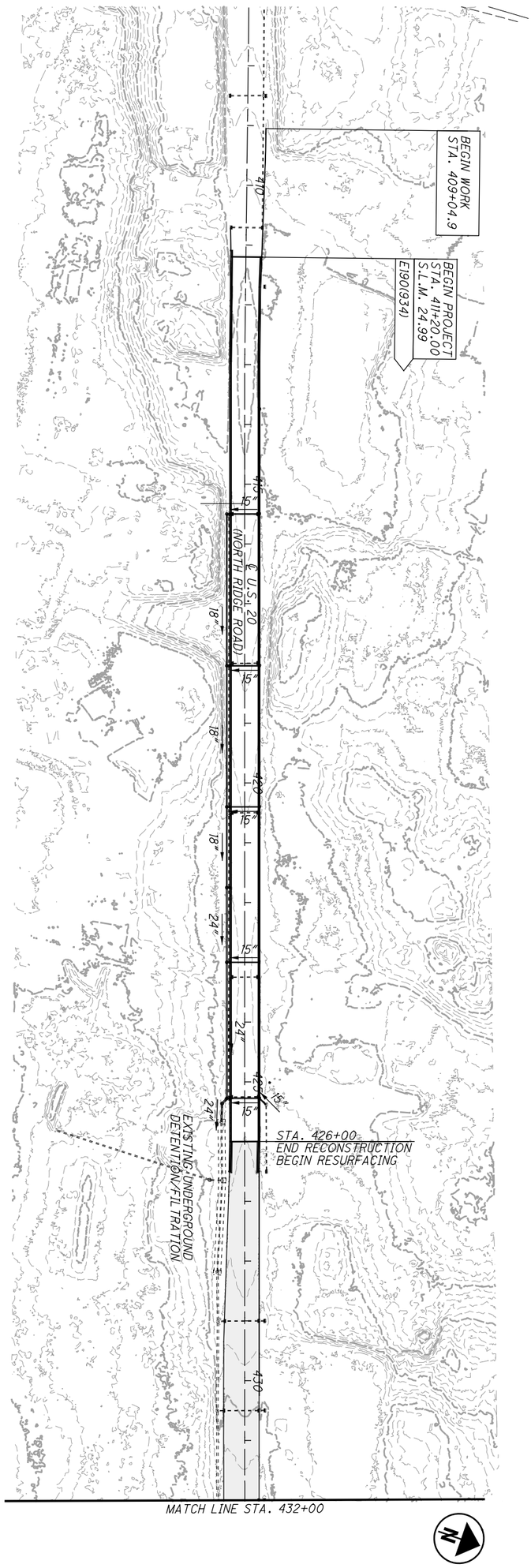
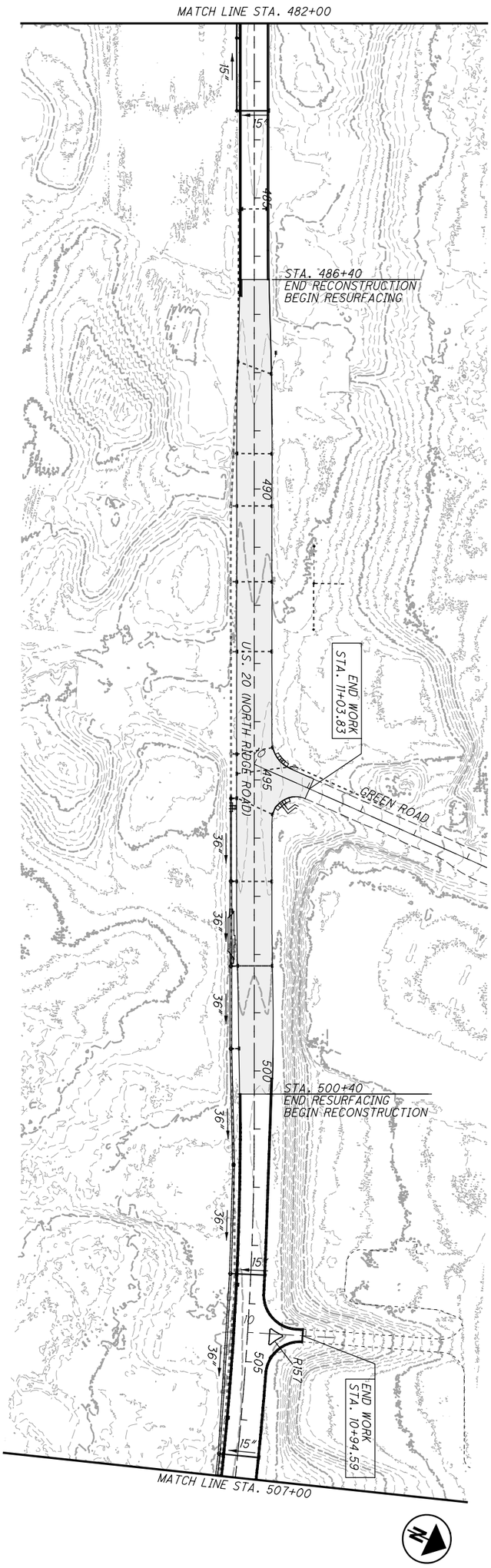
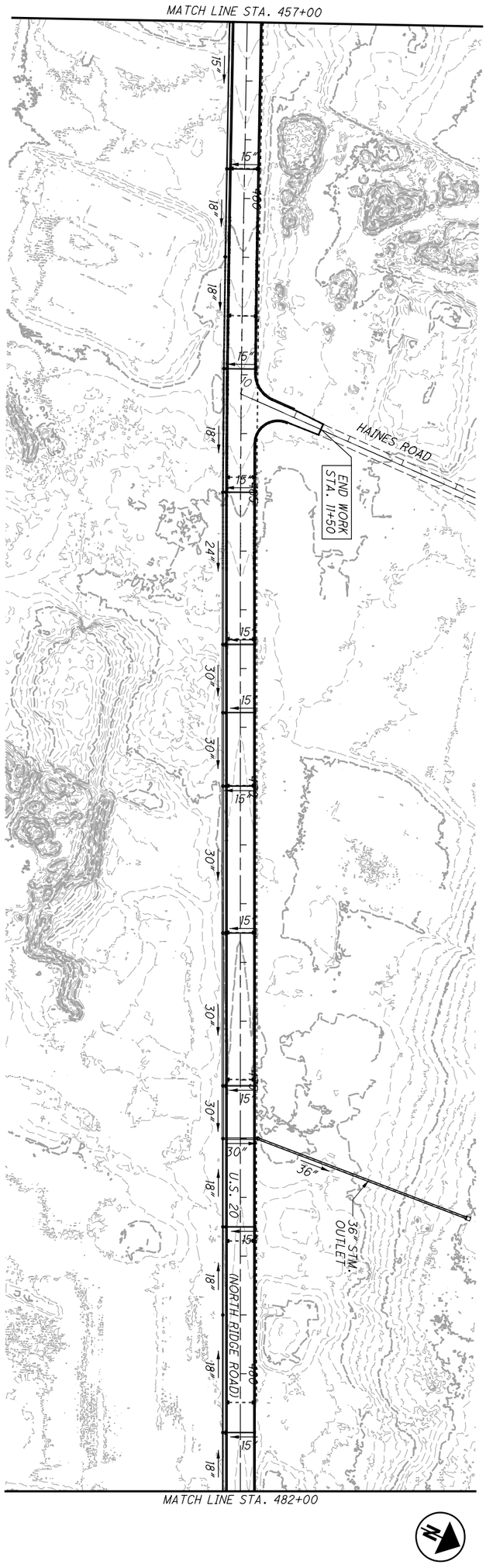




237 / 651	LAK-US-20-24.99	PROJECT SITE PLAN STA. 407+00 TO STA. 457+00	CALCULATED PSL CHECKED JMP 0 50 100 200 HORIZONTAL SCALE IN FEET





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PROJECT SITE PLAN
STA. 457+00 TO STA. 507+00

CALCULATED PSL
CHECKED JMP

0 100
50 200
HORIZONTAL SCALE IN FEET

HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED PSL
CHECKED JMP

PROJECT SITE PLAN
STA. 507+00 TO STA. 557+00

LAK-US-20-24.99

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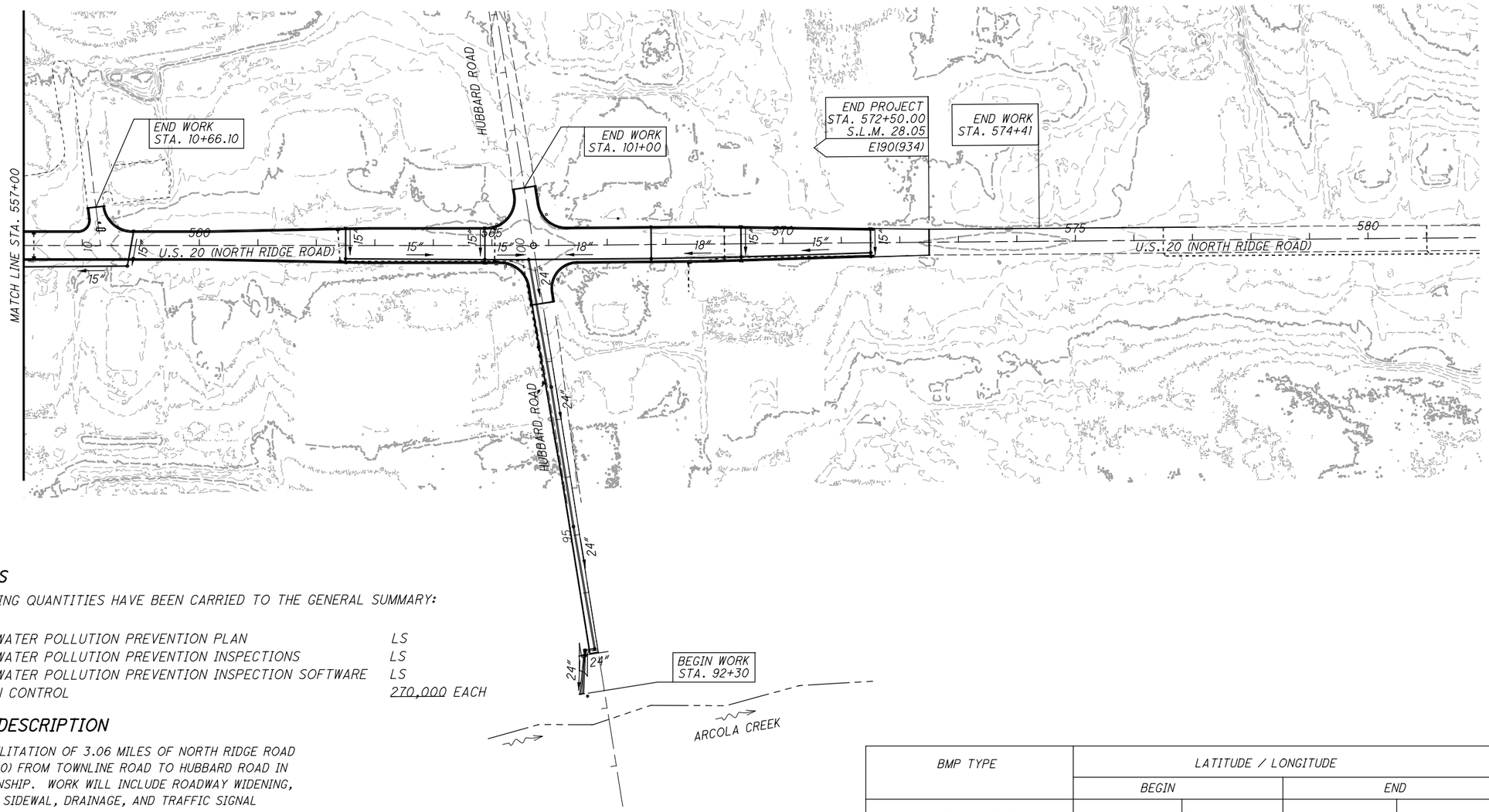

QUANTITIES

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

832 STORM WATER POLLUTION PREVENTION PLAN	LS
832 STORM WATER POLLUTION PREVENTION INSPECTIONS	LS
832 STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	LS
832 EROSION CONTROL	270,000 EACH

PROJECT DESCRIPTION

MAJOR REHABILITATION OF 3.06 MILES OF NORTH RIDGE ROAD (U.S. ROUTE 20) FROM TOWNLINE ROAD TO HUBBARD ROAD IN MADISON TOWNSHIP. WORK WILL INCLUDE ROADWAY WIDENING, RESURFACING, SIDEWAL, DRAINAGE, AND TRAFFIC SIGNAL IMPROVEMENTS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	28.34 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.00 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	29.40 ACRES

PROJECT DATA			
TOTAL AREA (RIGHT-OF-WAY)	26.8 Ac	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.90
PROJECT EARTH DISTURBED AREA	28.4 Ac	RUNOFF COEFFICIENT FOR POST CONSTRUCTION SITE	0.90
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	1.0 Ac	A MANUFACTURED WATER QUALITY SYSTEM AND AN EXISTING UNDERGROUND DETENTION/INFILTRATION SYSTEM ARE PROVIDED TO MEET NPDES POST CONSTRUCTION REQUIREMENTS.	
NOTICE OF INTENT EARTH DISTURBED AREA	29.40 Ac		
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	26.8 Ac	IMMEDIATE RECEIVING WATERS : ARCOLA CREEK & UNNAMED STREAMS	
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE	28.6 Ac	SUBSEQUENT RECEIVING WATER: LAKE ERIE	

LEGEND

- ° M.H. NO. 3
- ▫ C.B. 3
- ▪ C.B. 3A

USGS QUADRANT: MADISON, OHIO

LATITUDE: 41°45'58.7" N
LONGITUDE: 81°10'51.7" W

BMP TYPE	LATITUDE / LONGITUDE				EDA TREATMENT CREDIT
	BEGIN		END		(ACRES)
EXISTING UNDERGROUND DETENTION / INFILTRATION	41.793550	-81.097191	41.793745	-81.096304	3.85
MANUFACTURED SYSTEM 4	41.795229	-81.090731			3.08
EDA TREATMENT CREDIT FOR PROJECT					6.93
EDA TREATMENT REQUIRED					5.68

N

0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED PSL
CHECKED JMP

PROJECT SITE PLAN
STA. 557+00 TO STA. 582+00

LAK-US-20-24.99

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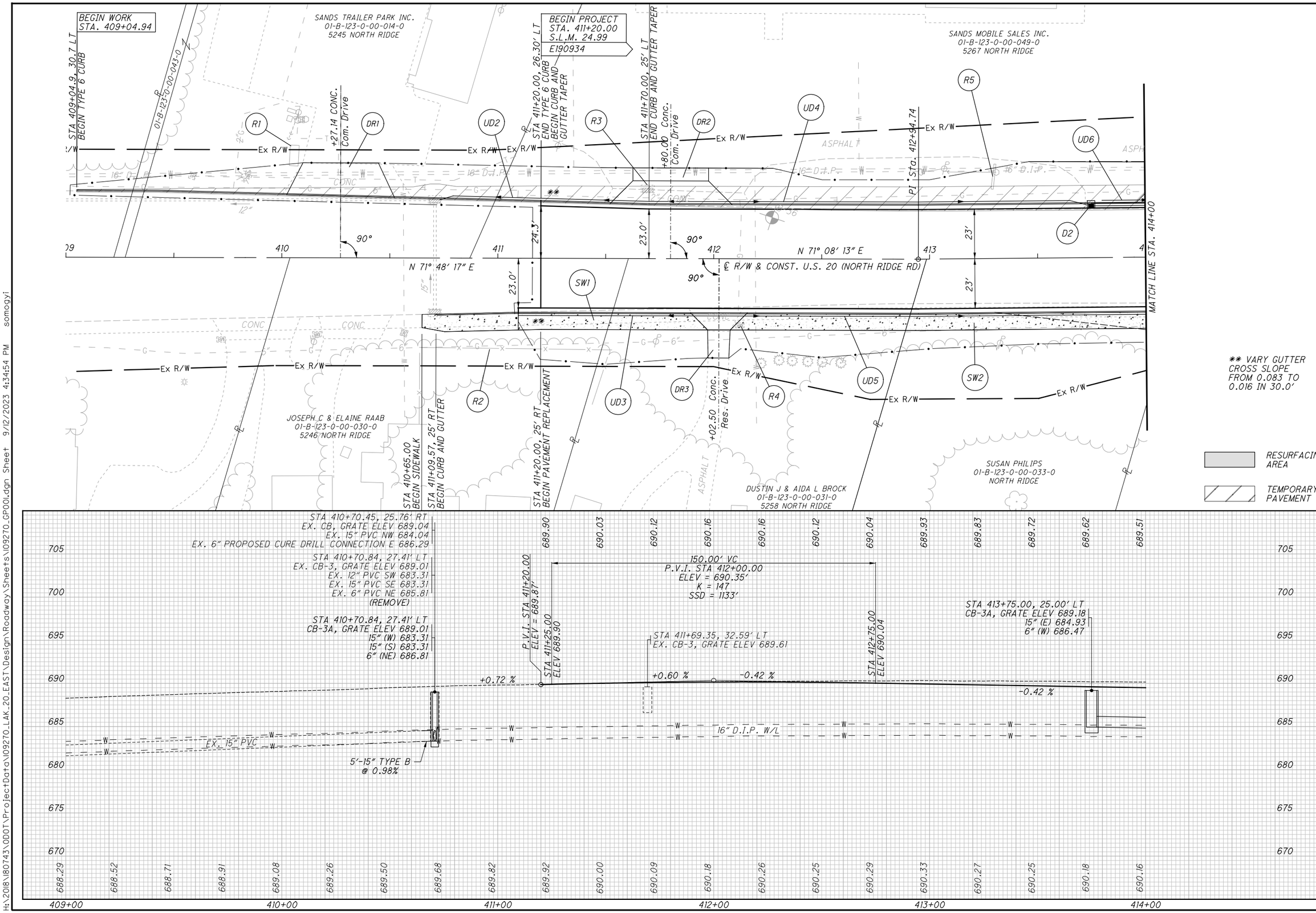

HORIZONTAL SCALE IN FEET

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 409+00 TO STA. 414+00

LAK-US-20-24.99

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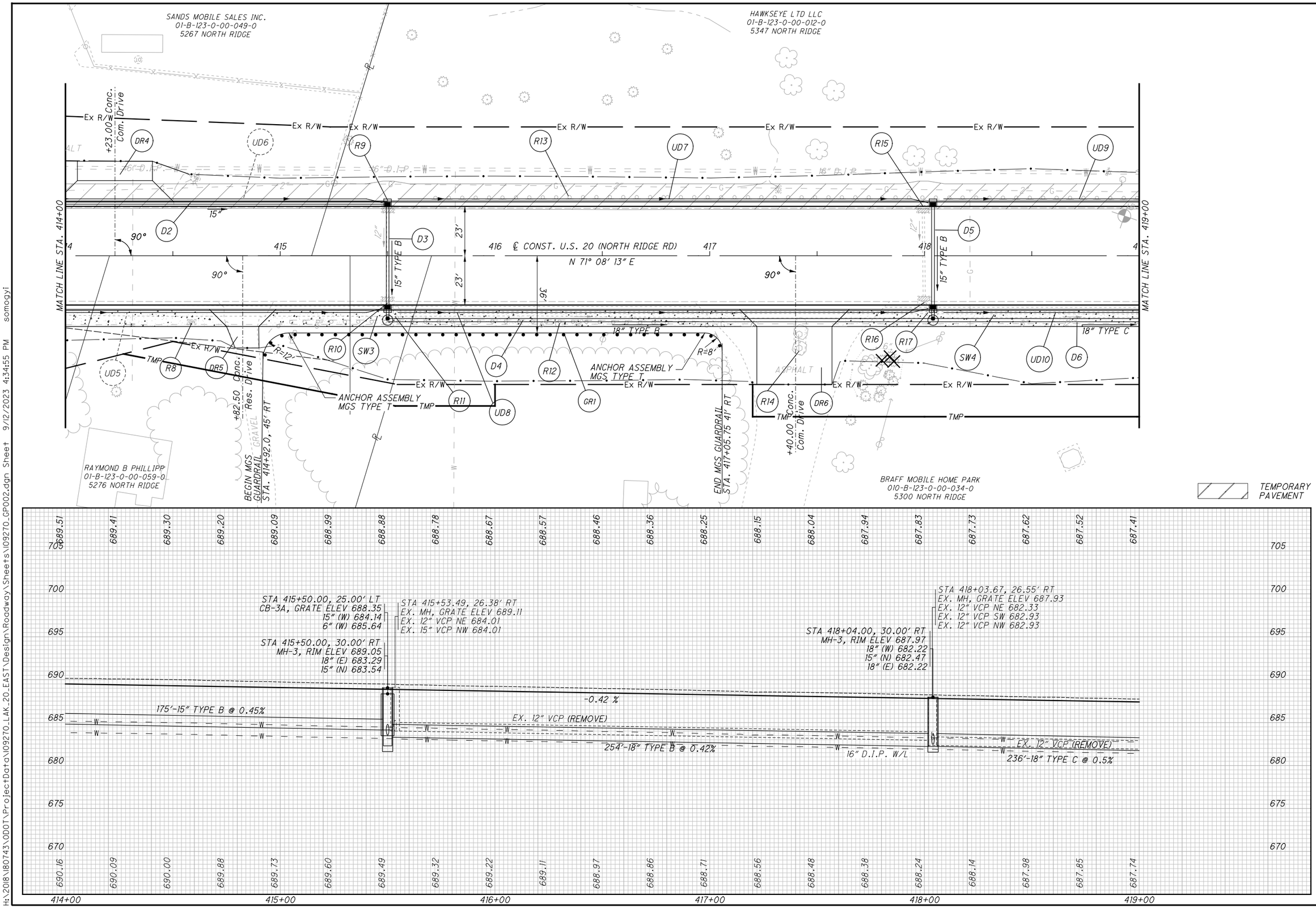

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CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 414+00 TO STA. 419+00

LAK-US-20-24.99

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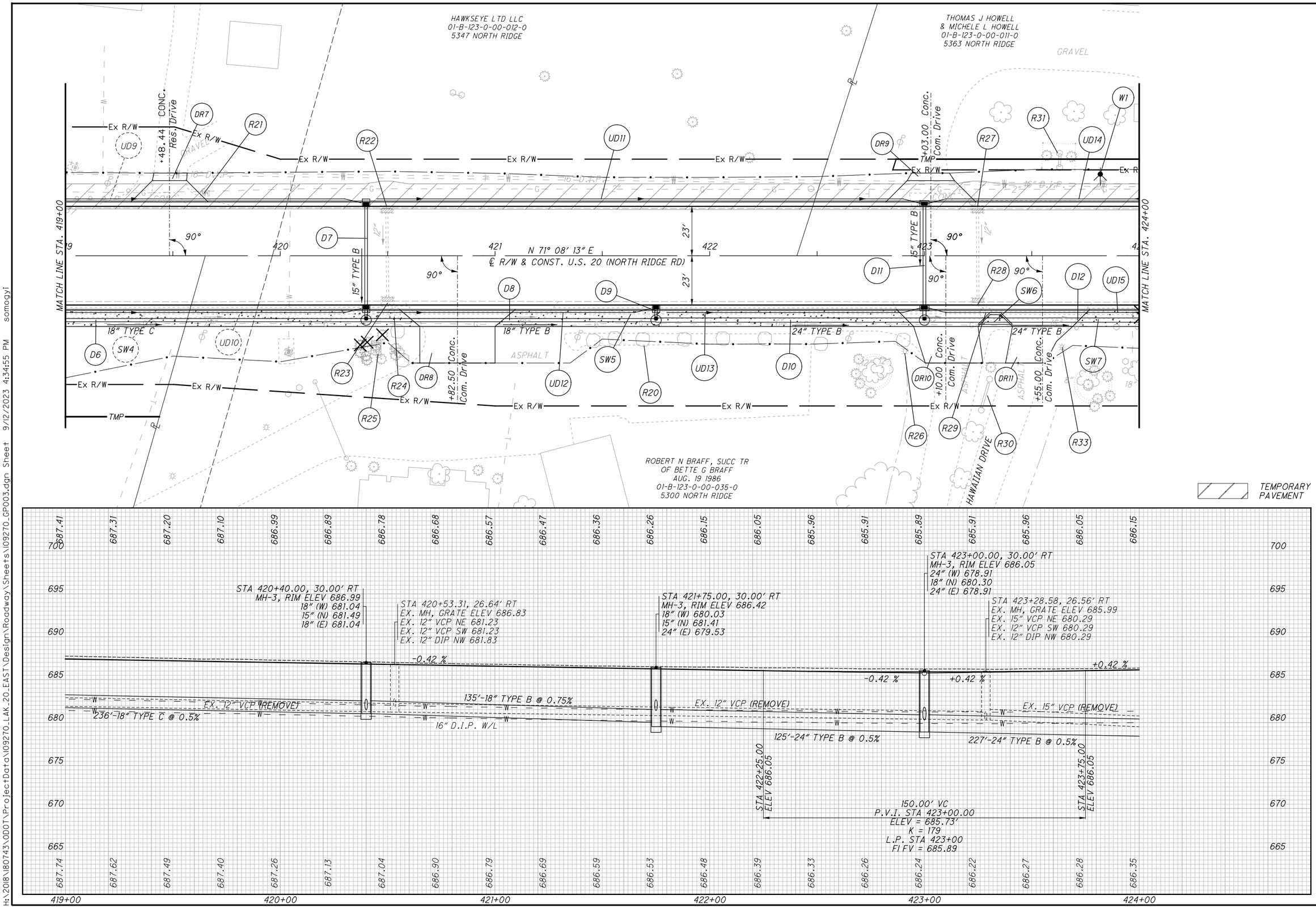

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 419+00 TO STA. 424+00

LAK-US-20-24.99

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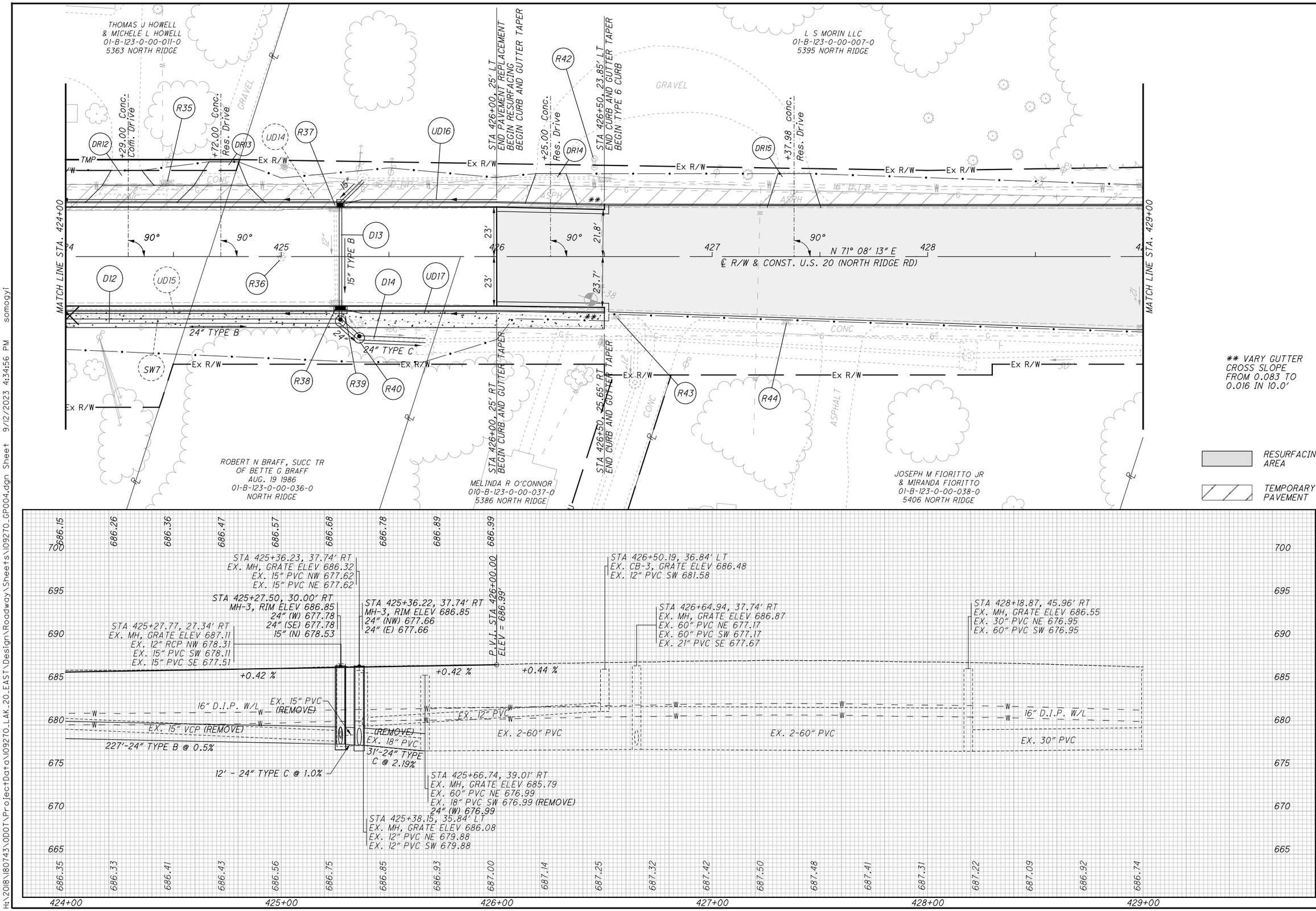

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 424+00 TO STA. 429+00

LAK-US-20-24.99

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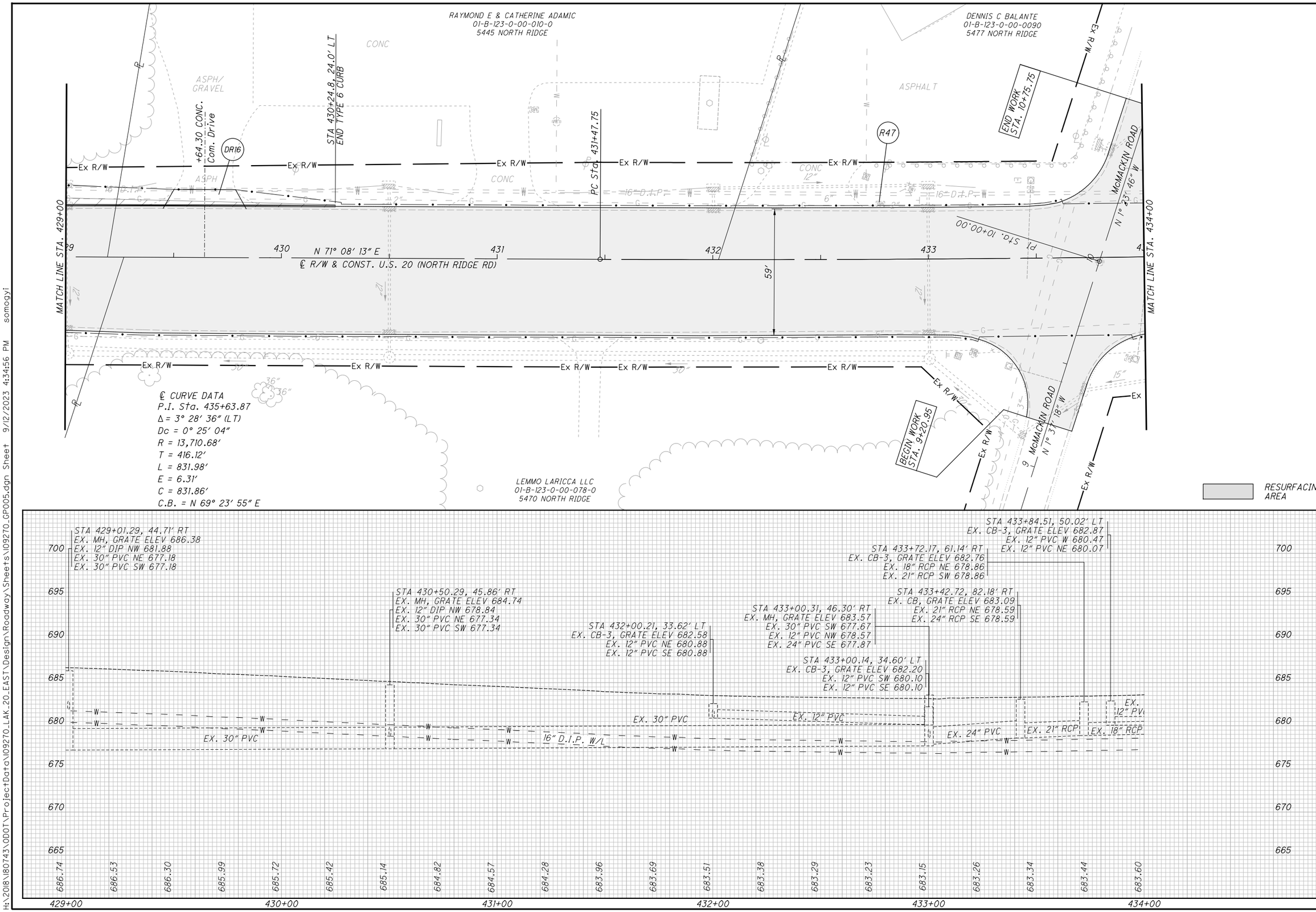

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 429+00 TO STA. 434+00

LAK-US-20-24.99

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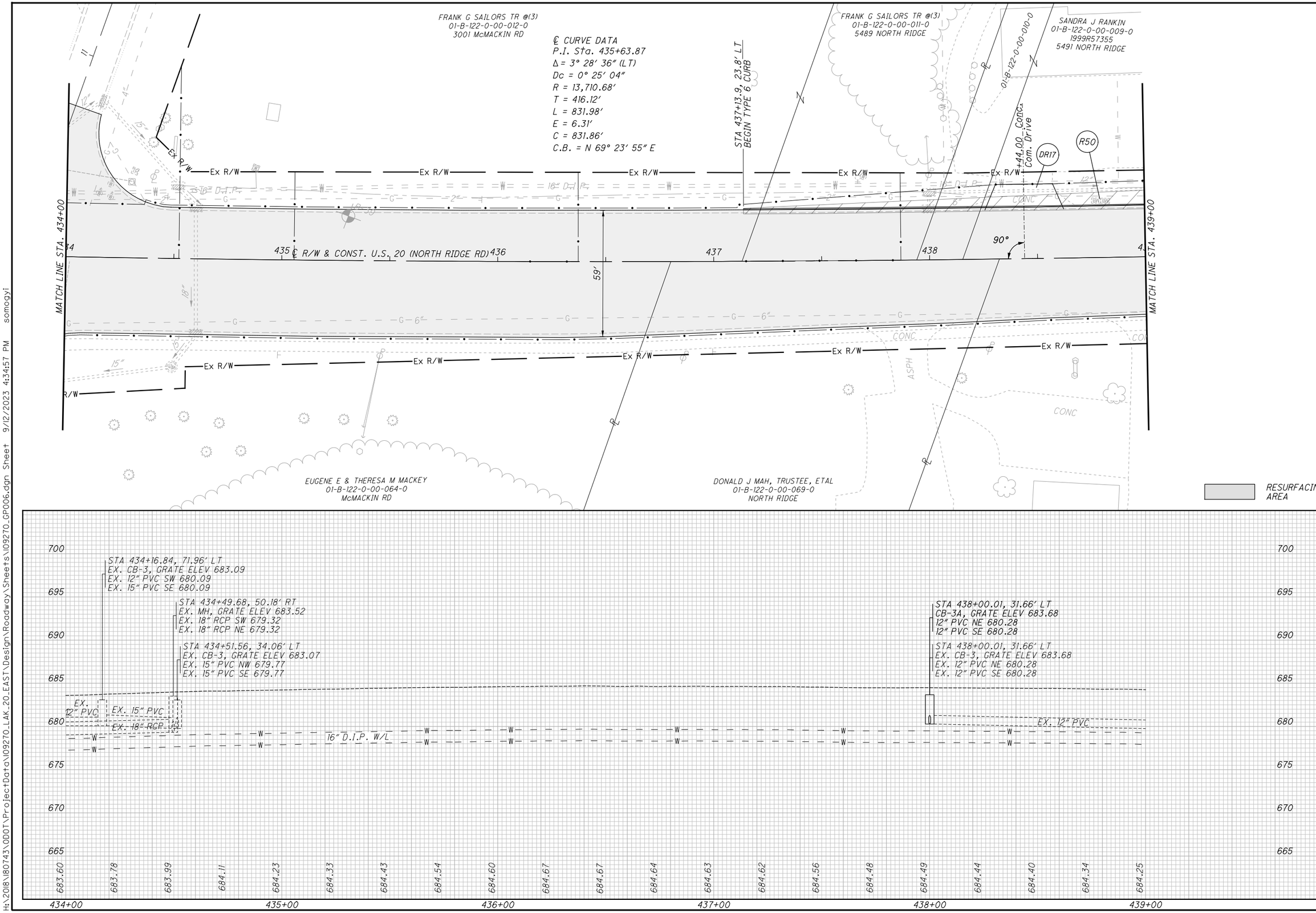

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 434+00 TO STA. 439+00

LAK-US-20-24.99

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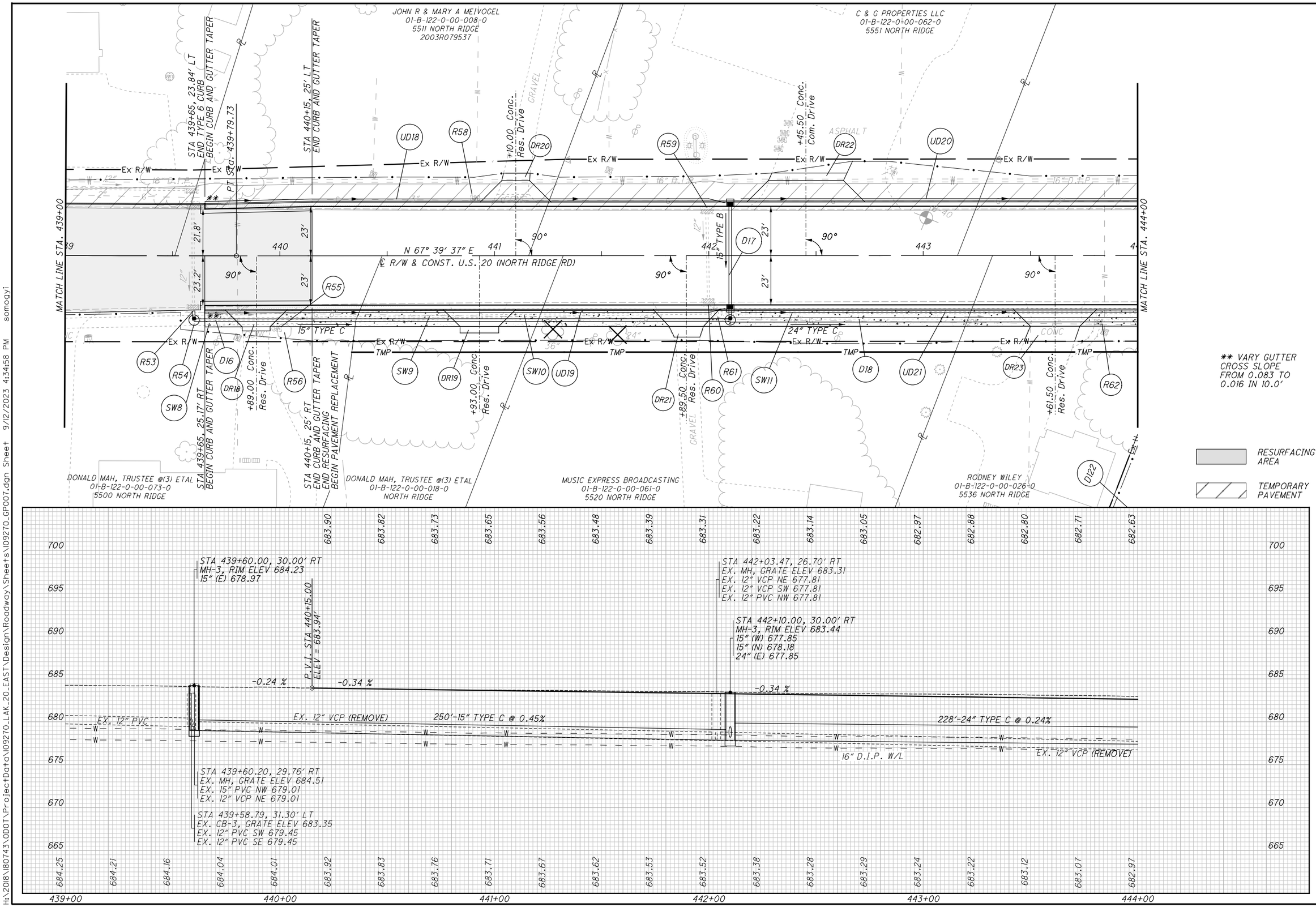

HORIZONTAL SCALE IN FEET

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 439+00 TO STA. 444+00

LAK-US-20-24.99

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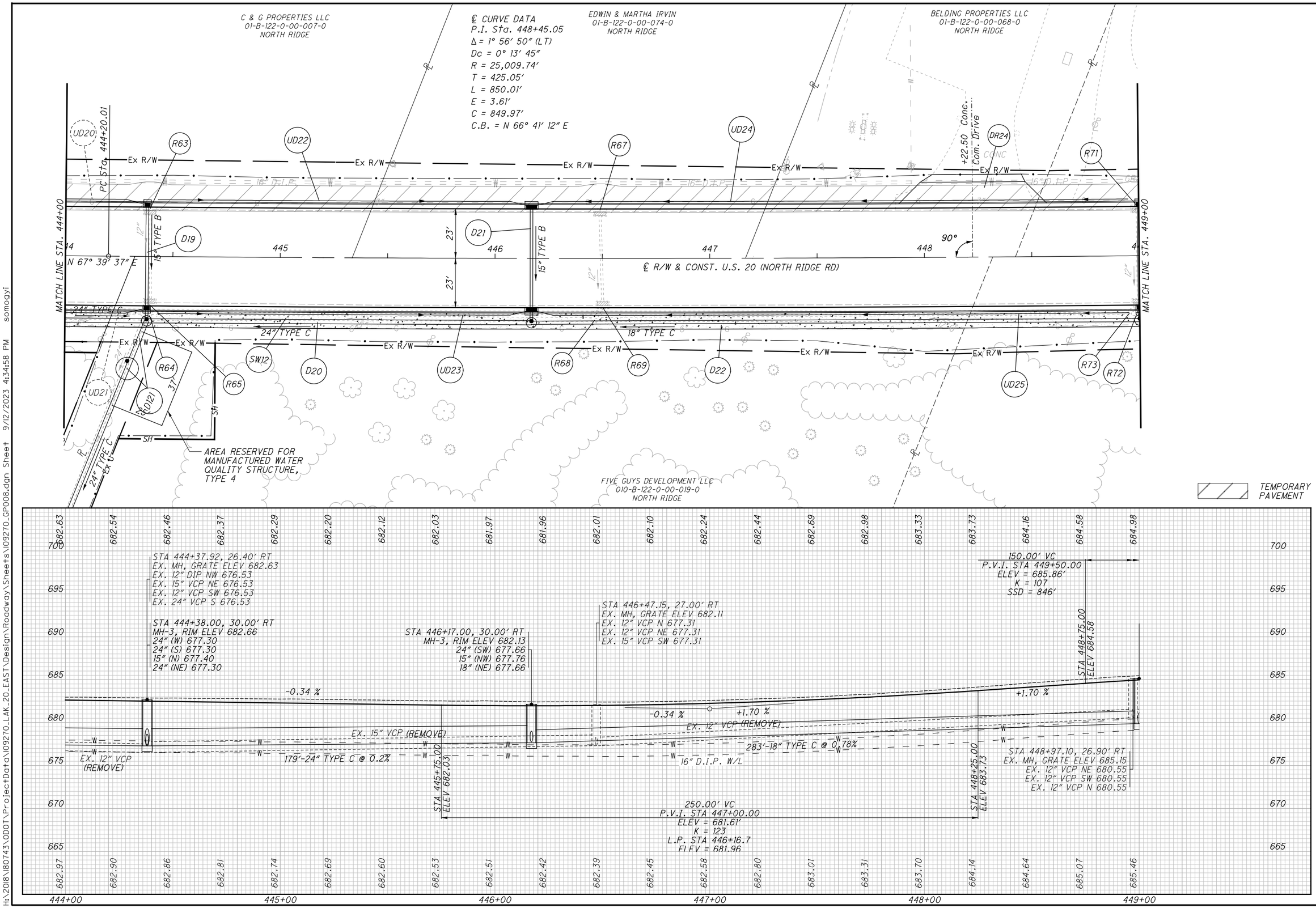

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 444+00 TO STA. 449+00

LAK-US-20-24.99

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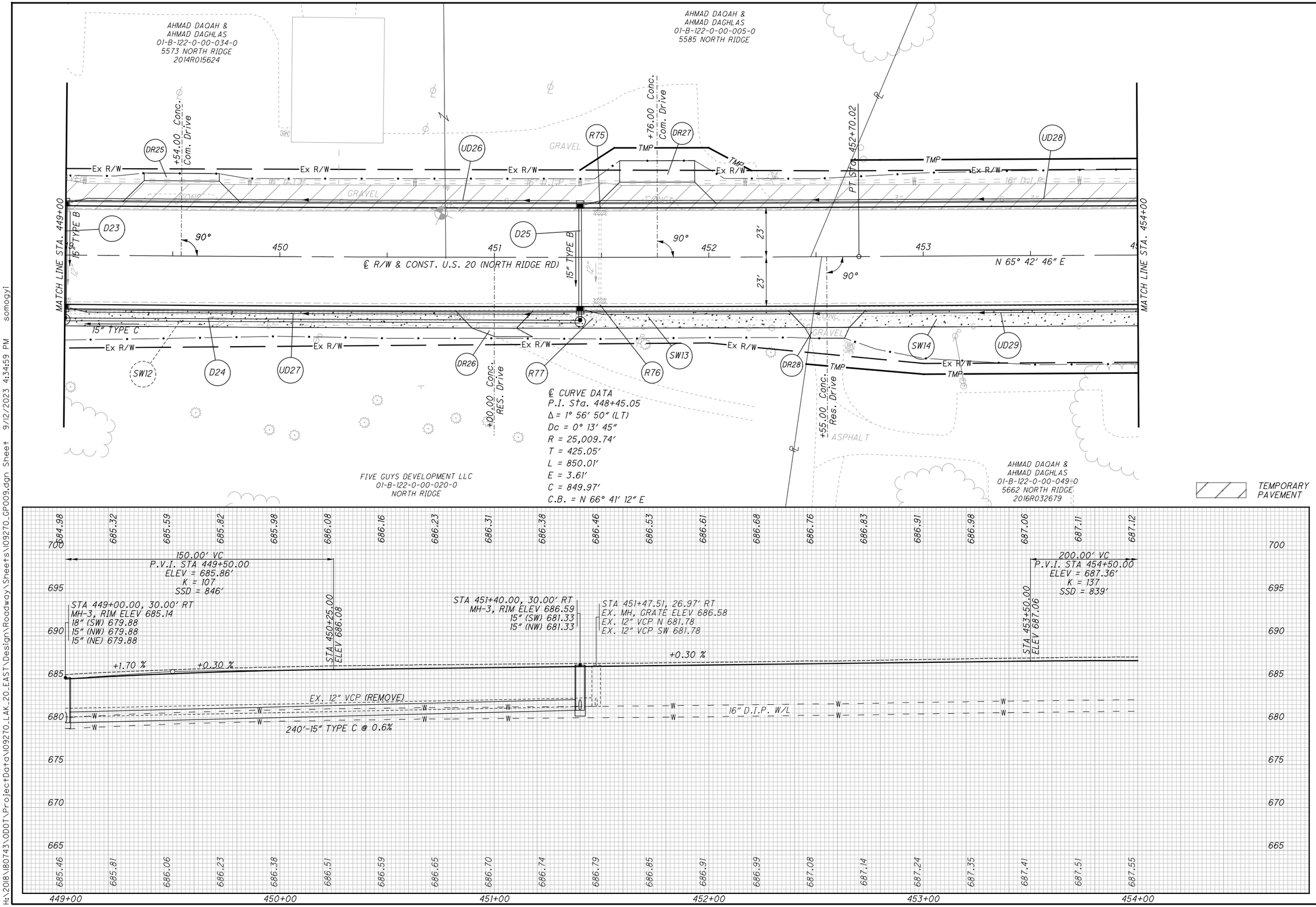

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 449+00 TO STA. 454+00

LAK-US-20-24.99

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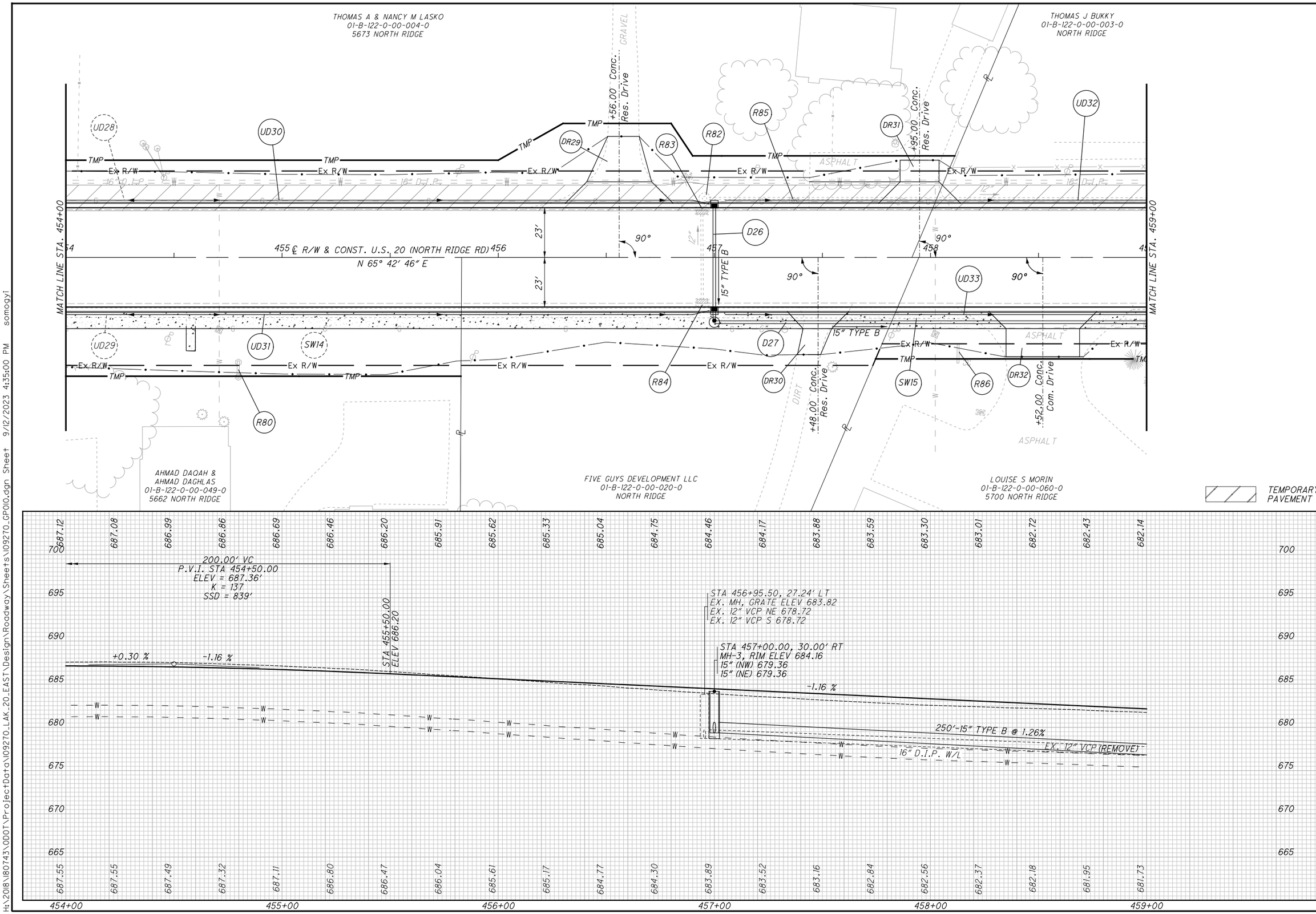

CALCULATED JMP
CHECKED WDB

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE U.S. 20
STA. 454+00 TO STA. 459+00

LAK-US-20-24.99

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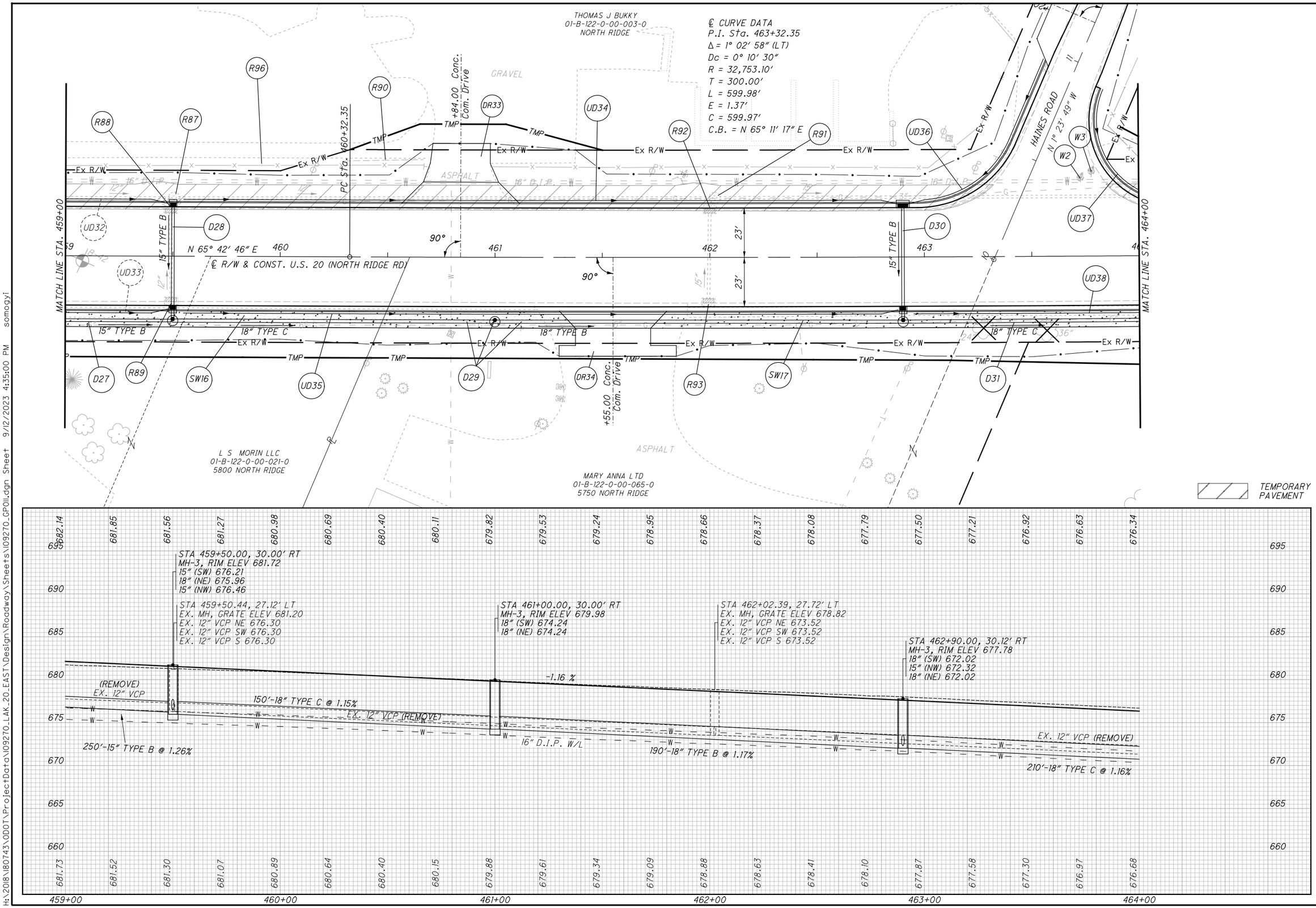

HORIZONTAL SCALE IN FEET

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 459+00 TO STA. 464+00

LAK-US-20-24.99

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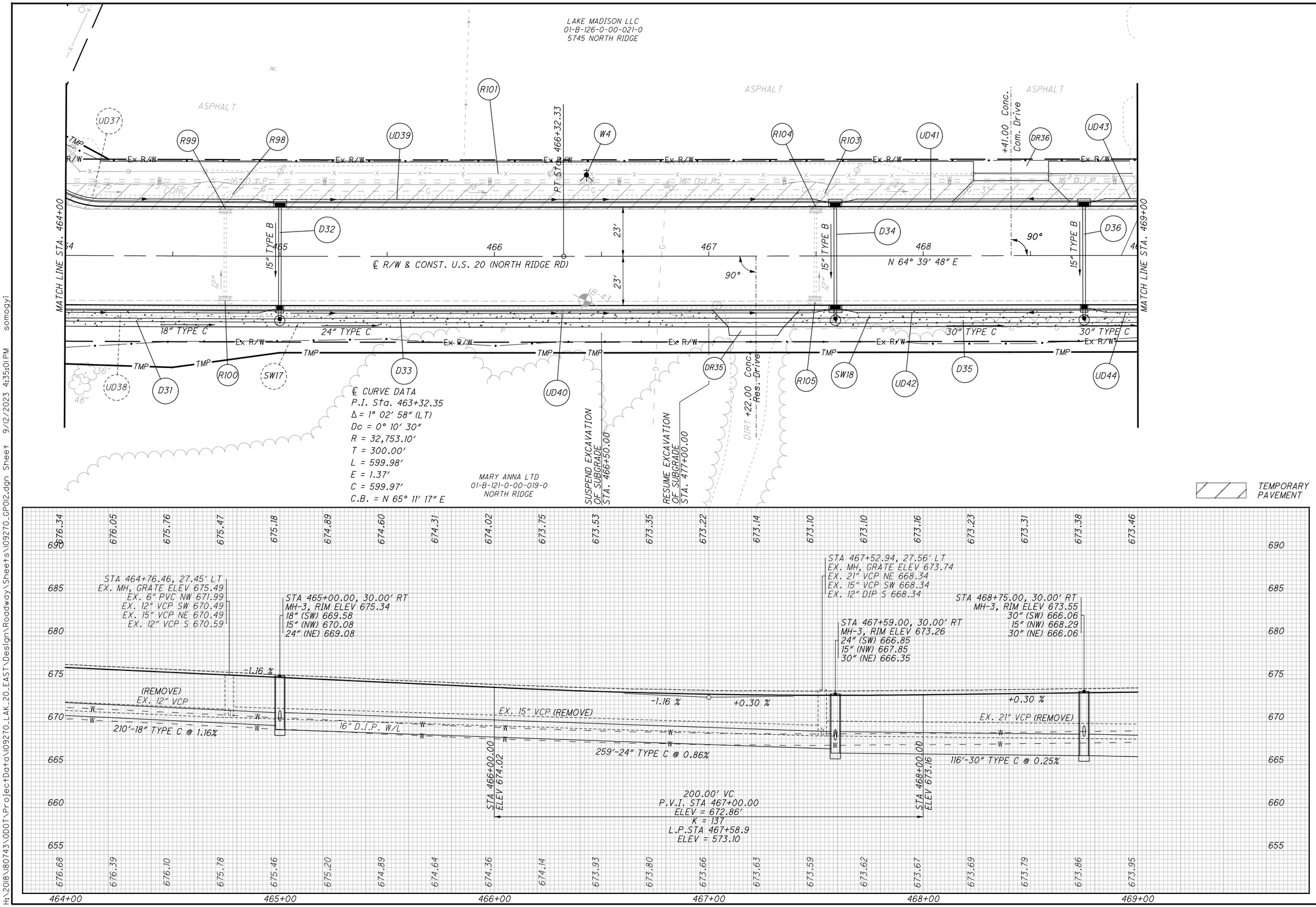

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 464+00 TO STA. 469+00

LAK-US-20-24.99

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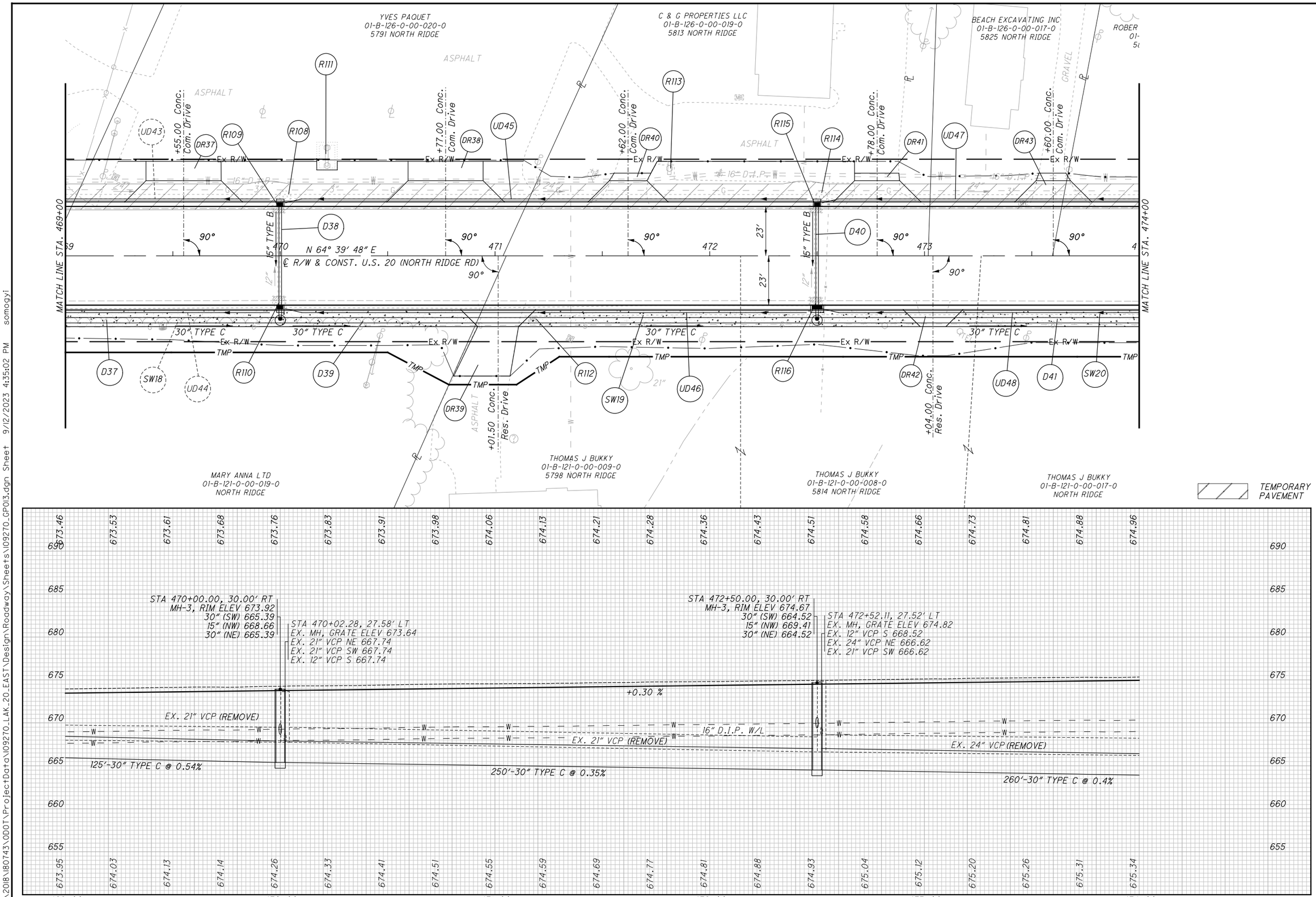

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 469+00 TO STA. 474+00

LAK-US-20-24.99

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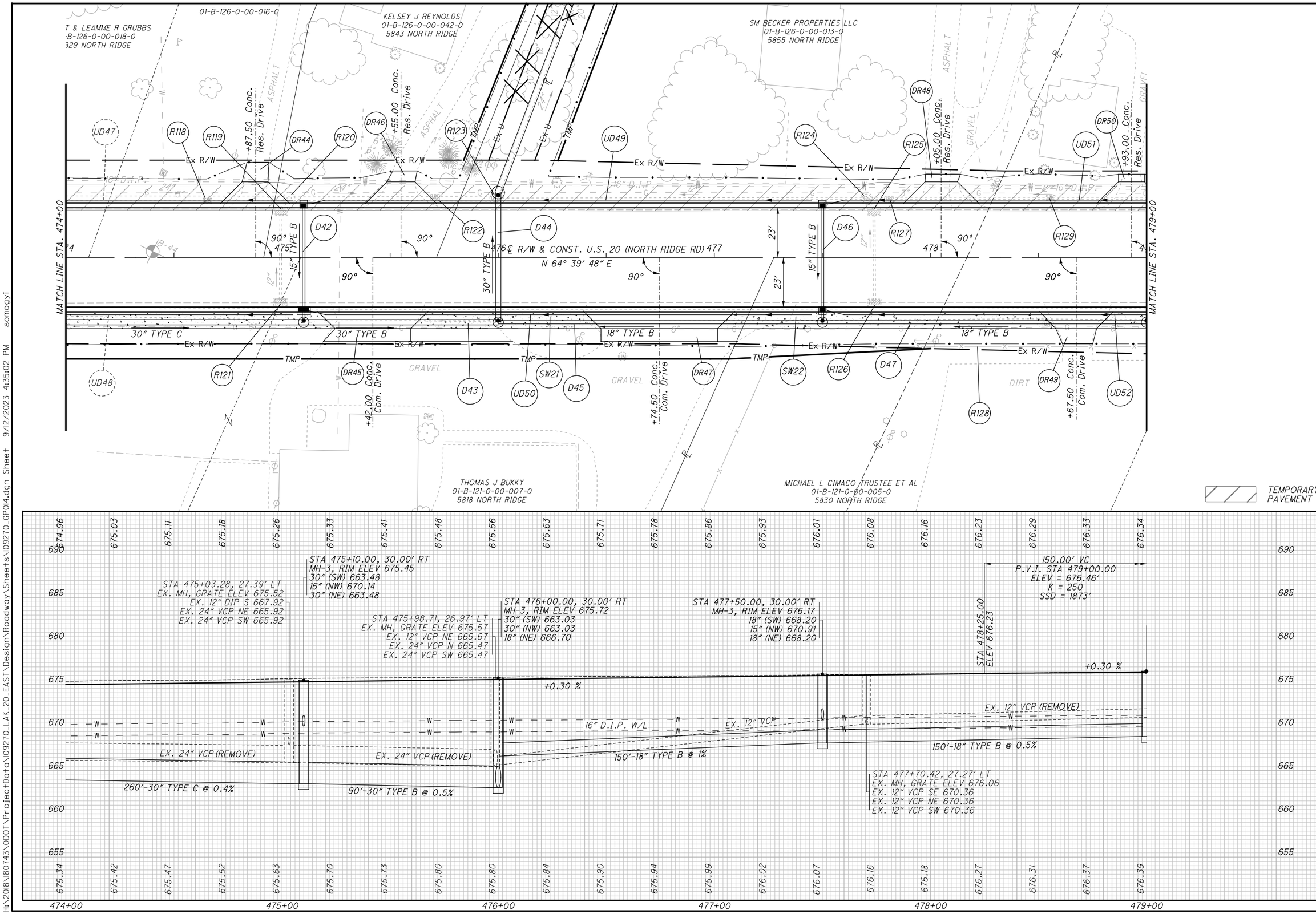

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 474+00 TO STA. 479+00

LAK-US-20-24.99

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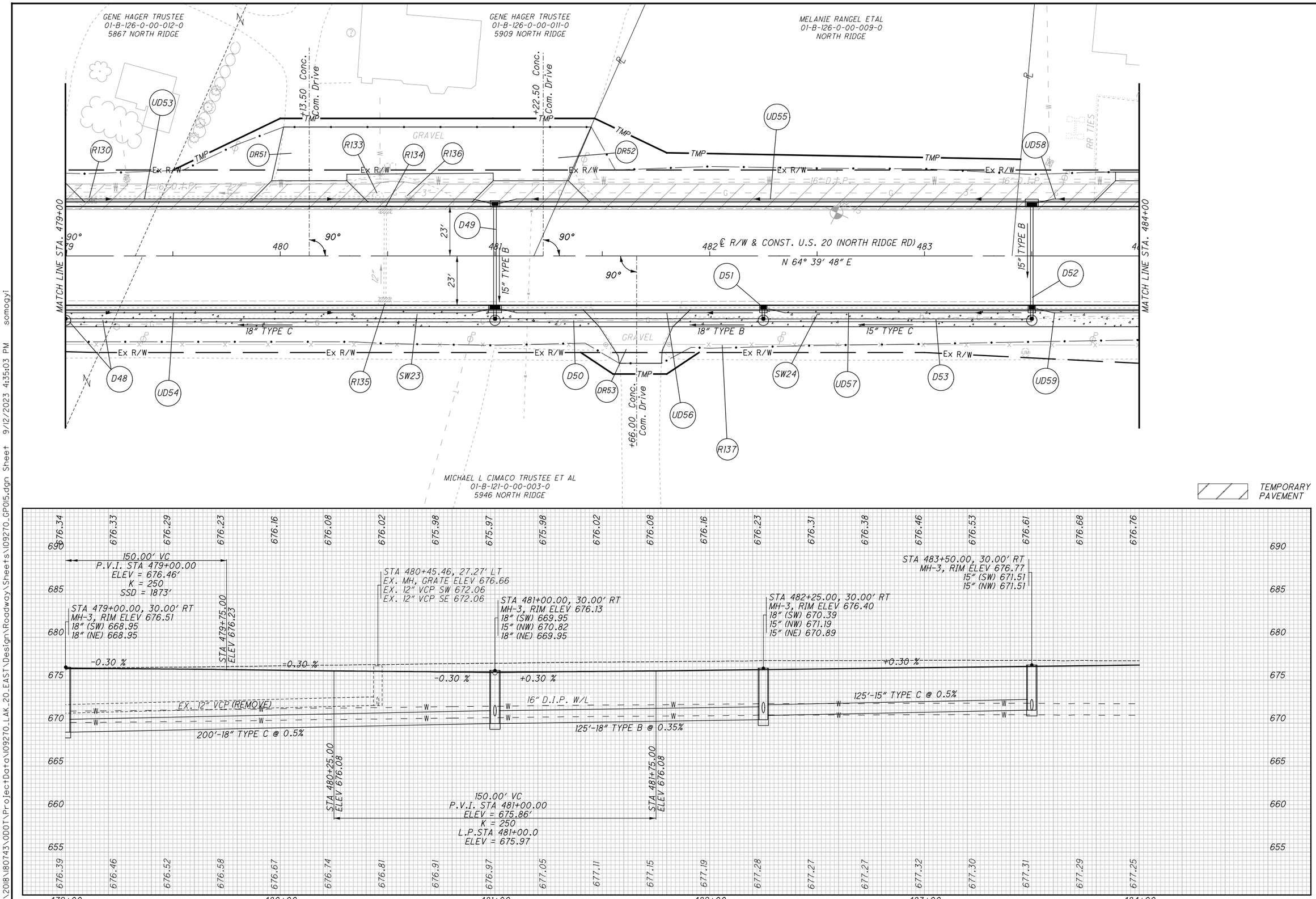

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 479+00 TO STA. 484+00

LAK-US-20-24.99

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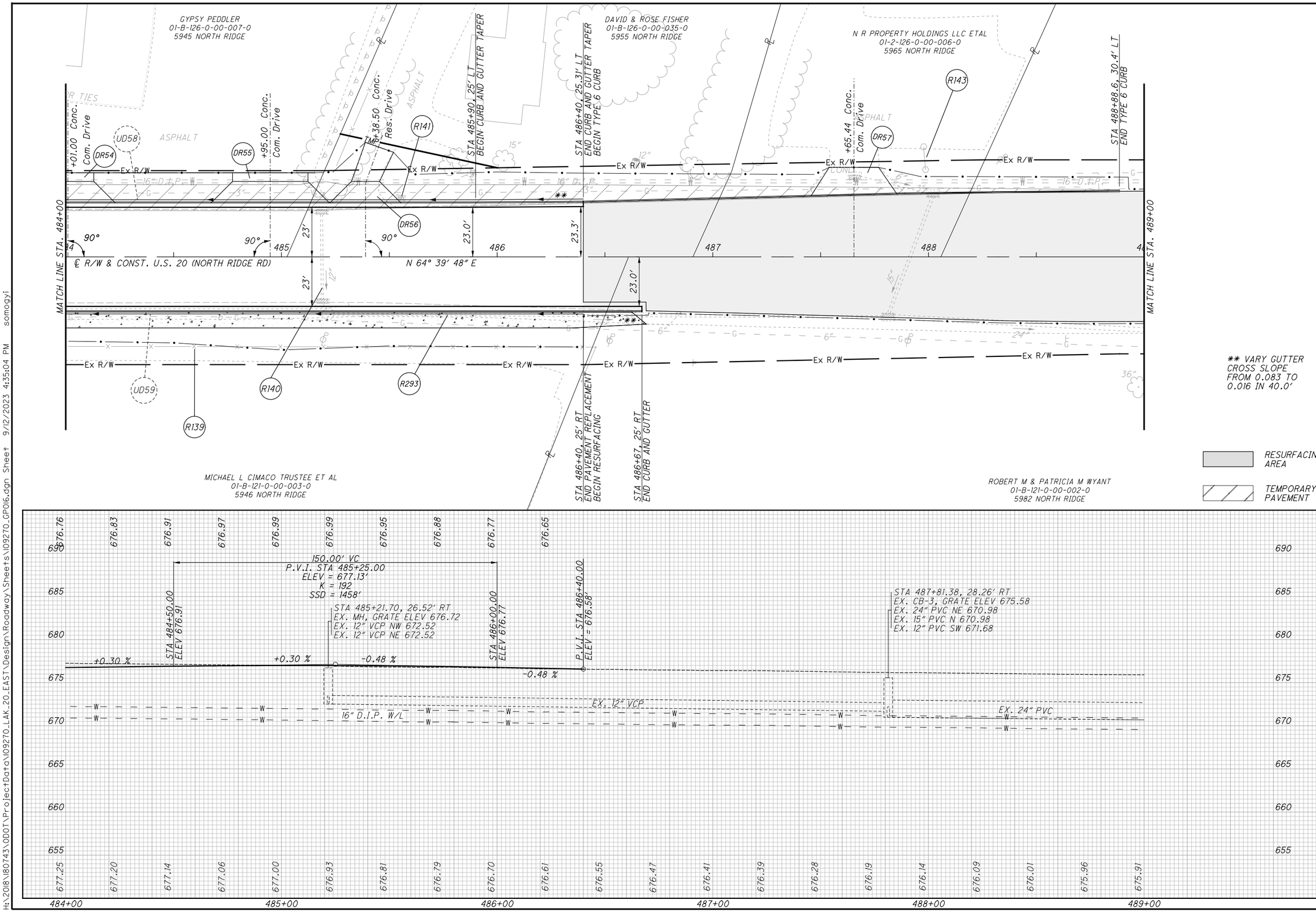

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 484+00 TO STA. 489+00

LAK-US-20-24.99

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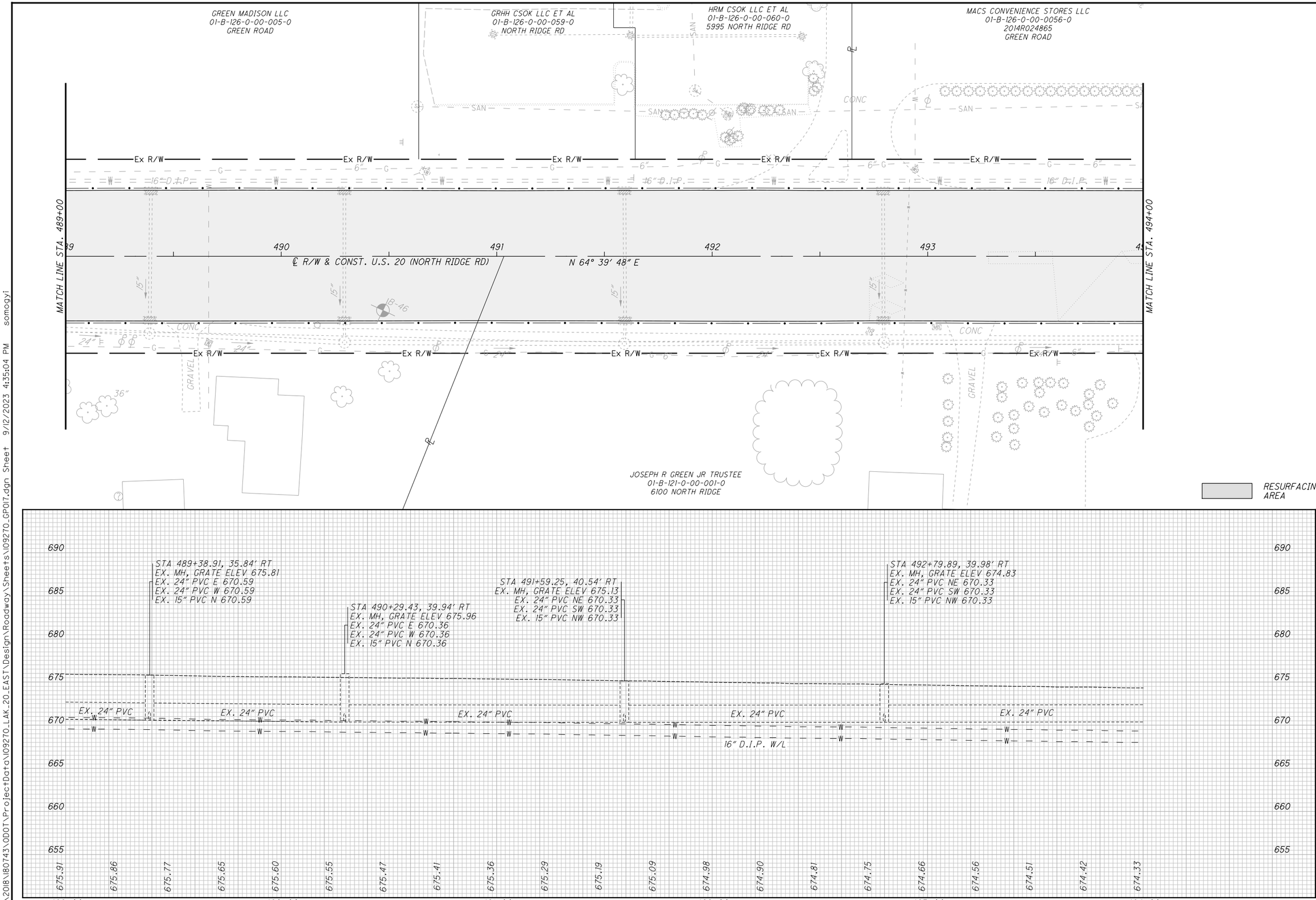

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 489+00 TO STA. 494+00

LAK-US-20-24.99

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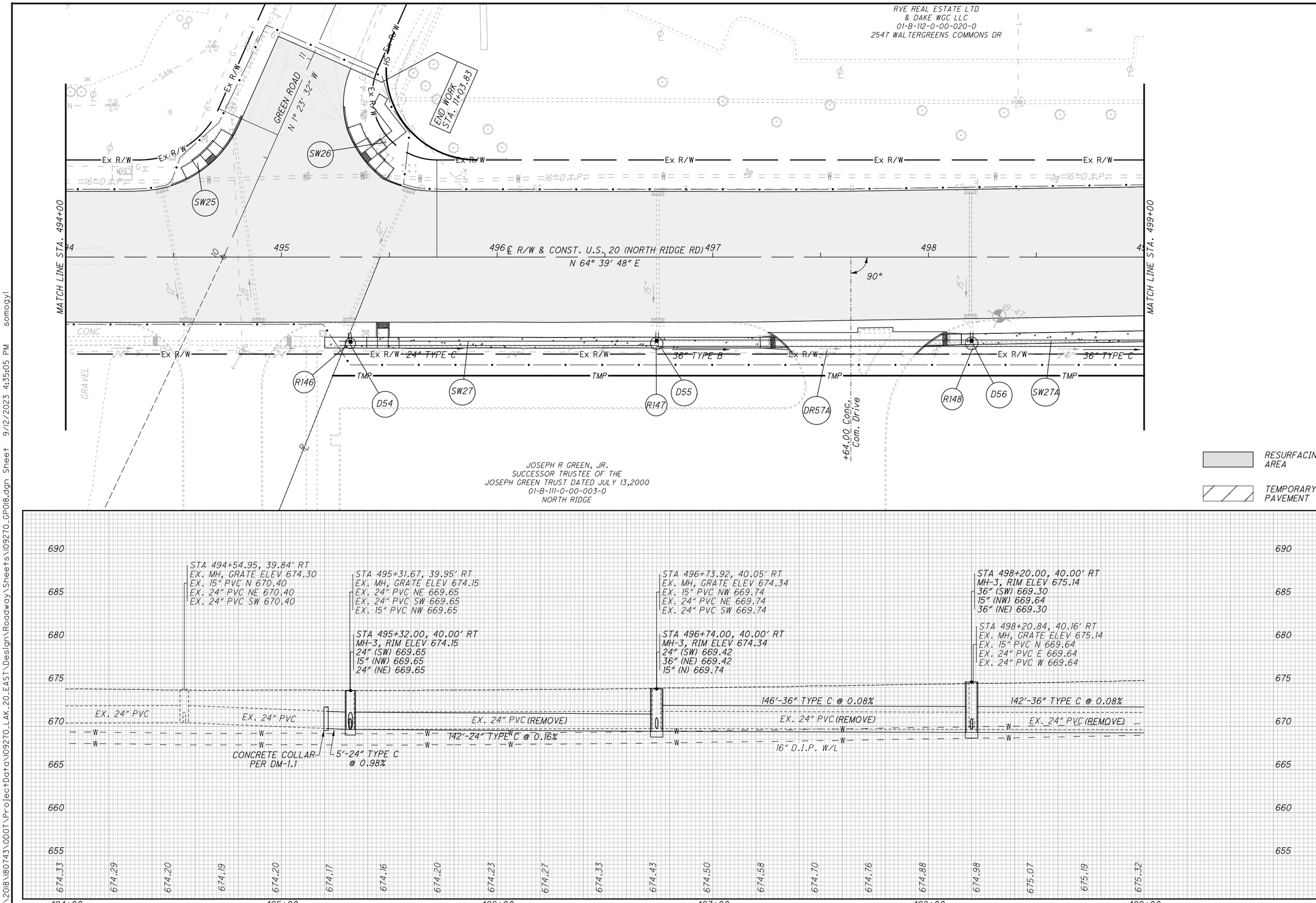

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 494+00 TO STA. 499+00

LAK-US-20-24.99

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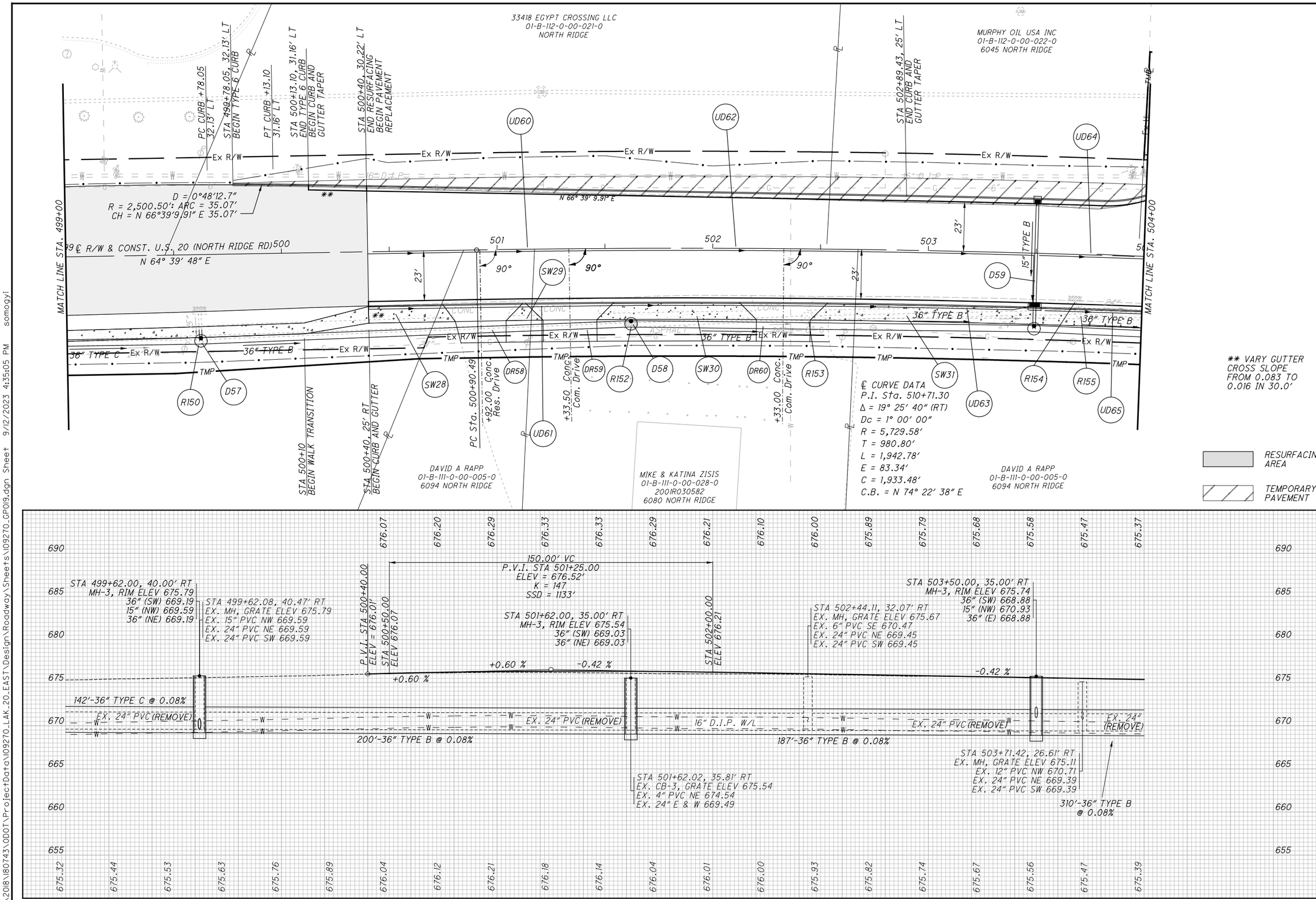

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 499+00 TO STA. 504+00

LAK-US-20-24.99

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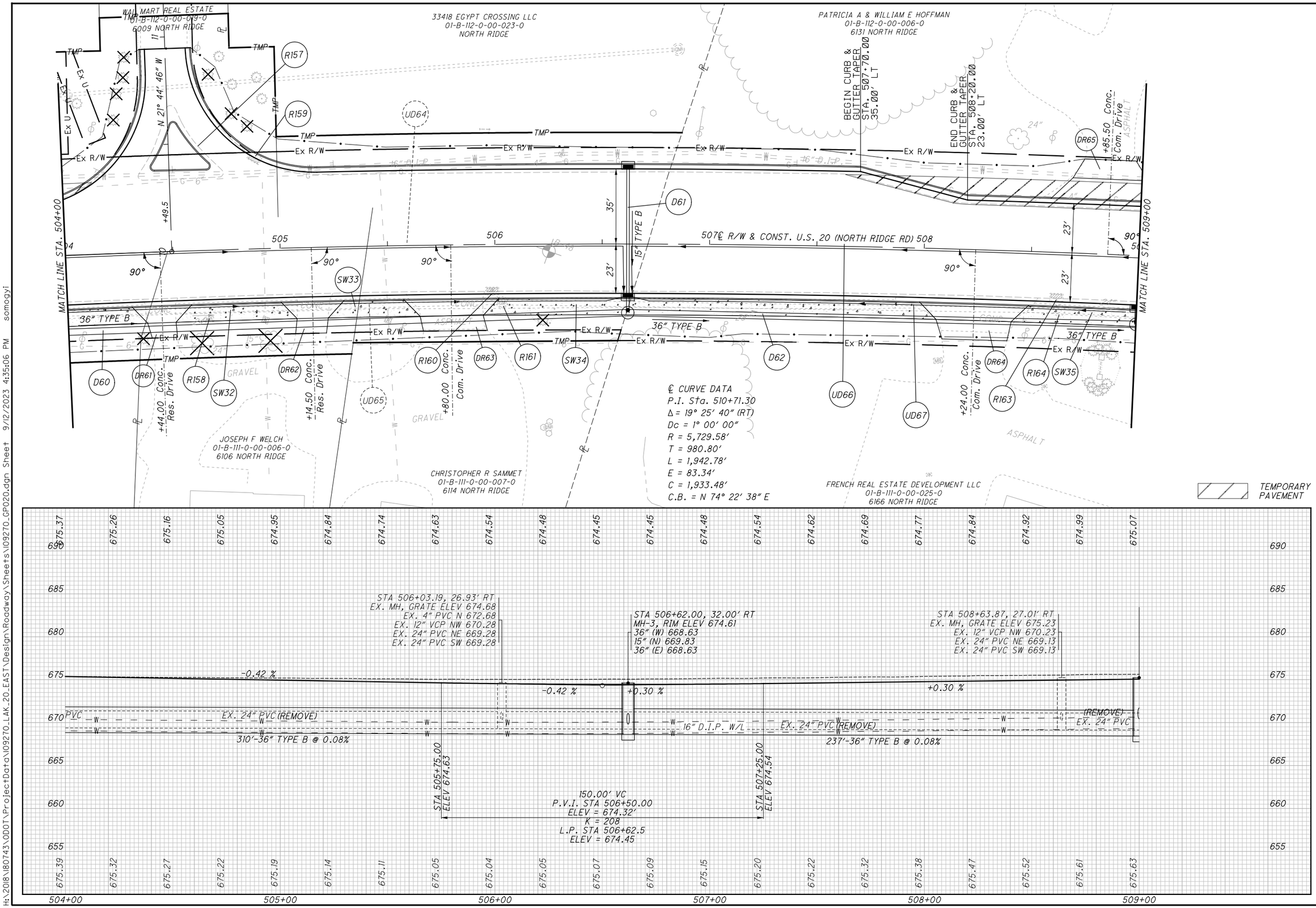

HORIZONTAL SCALE IN FEET

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 504+00 TO STA. 509+00

LAK-US-20-24.99

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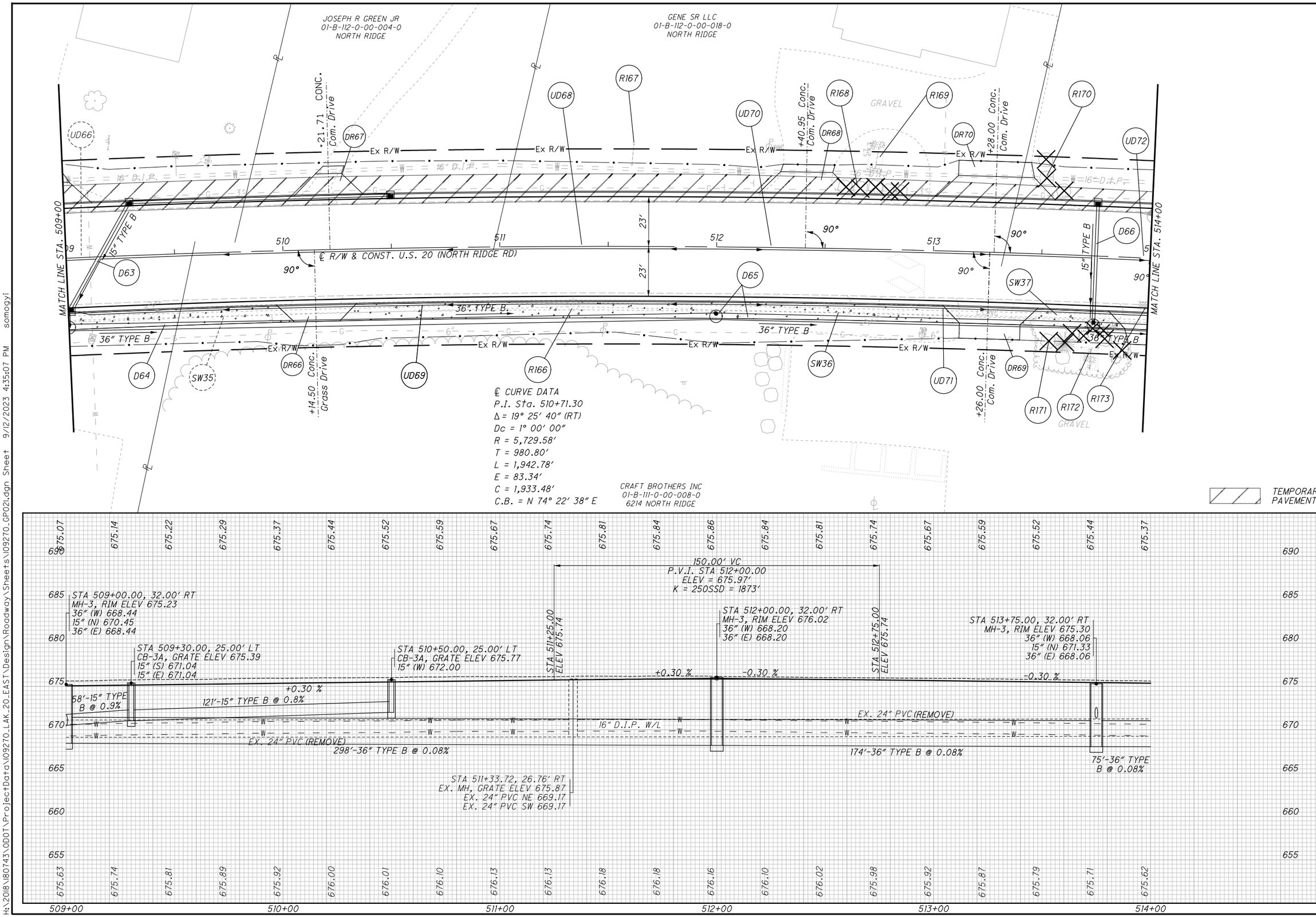

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 509+00 TO STA. 514+00

LAK-US-20-24.99

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651

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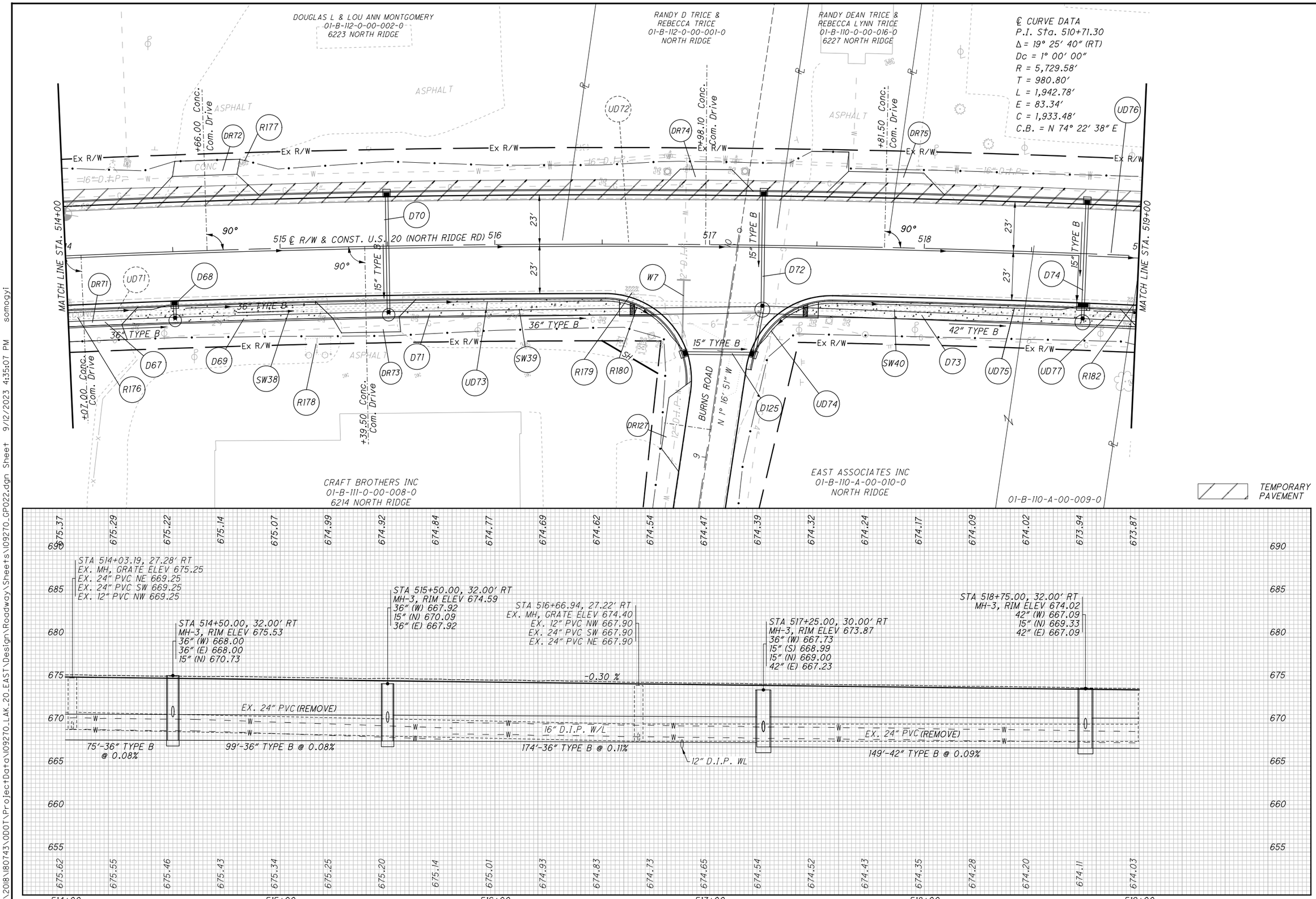

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 514+00 TO STA. 519+00

LAK-US-20-24.99

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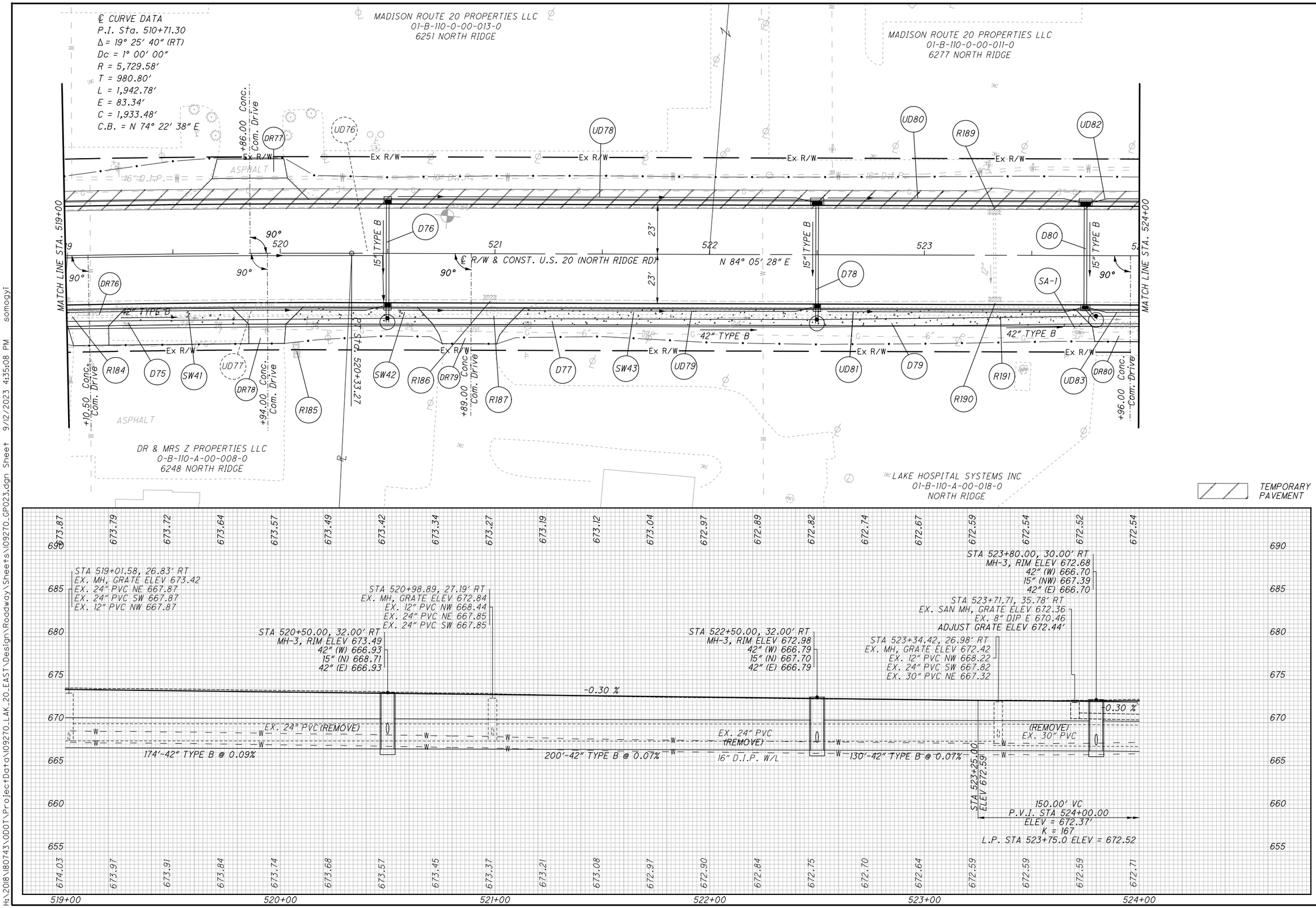

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HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 519+00 TO STA. 524+00

LAK-US-20-24.99

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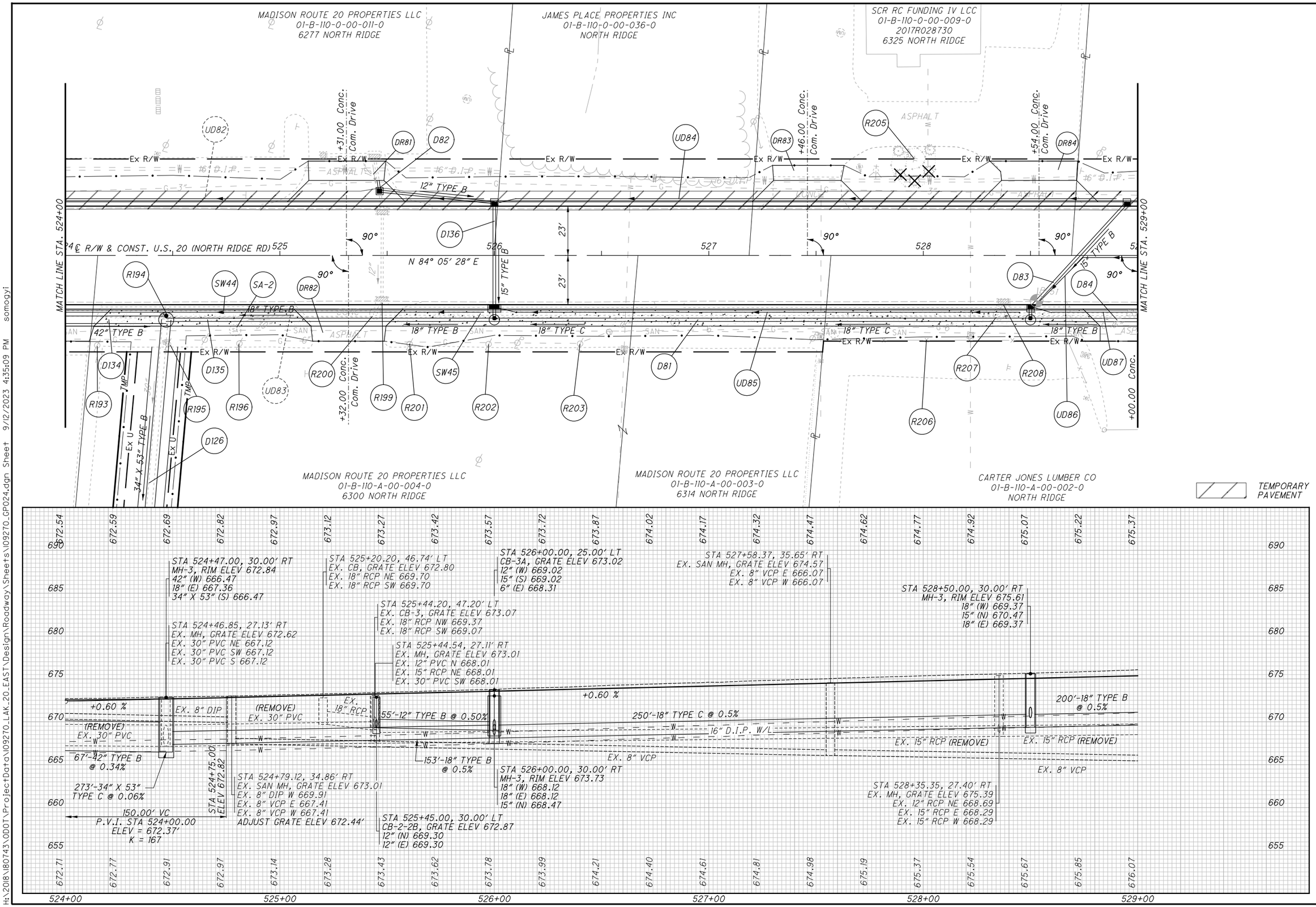

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 524+00 TO STA. 529+00

LAK-US-20-24.99

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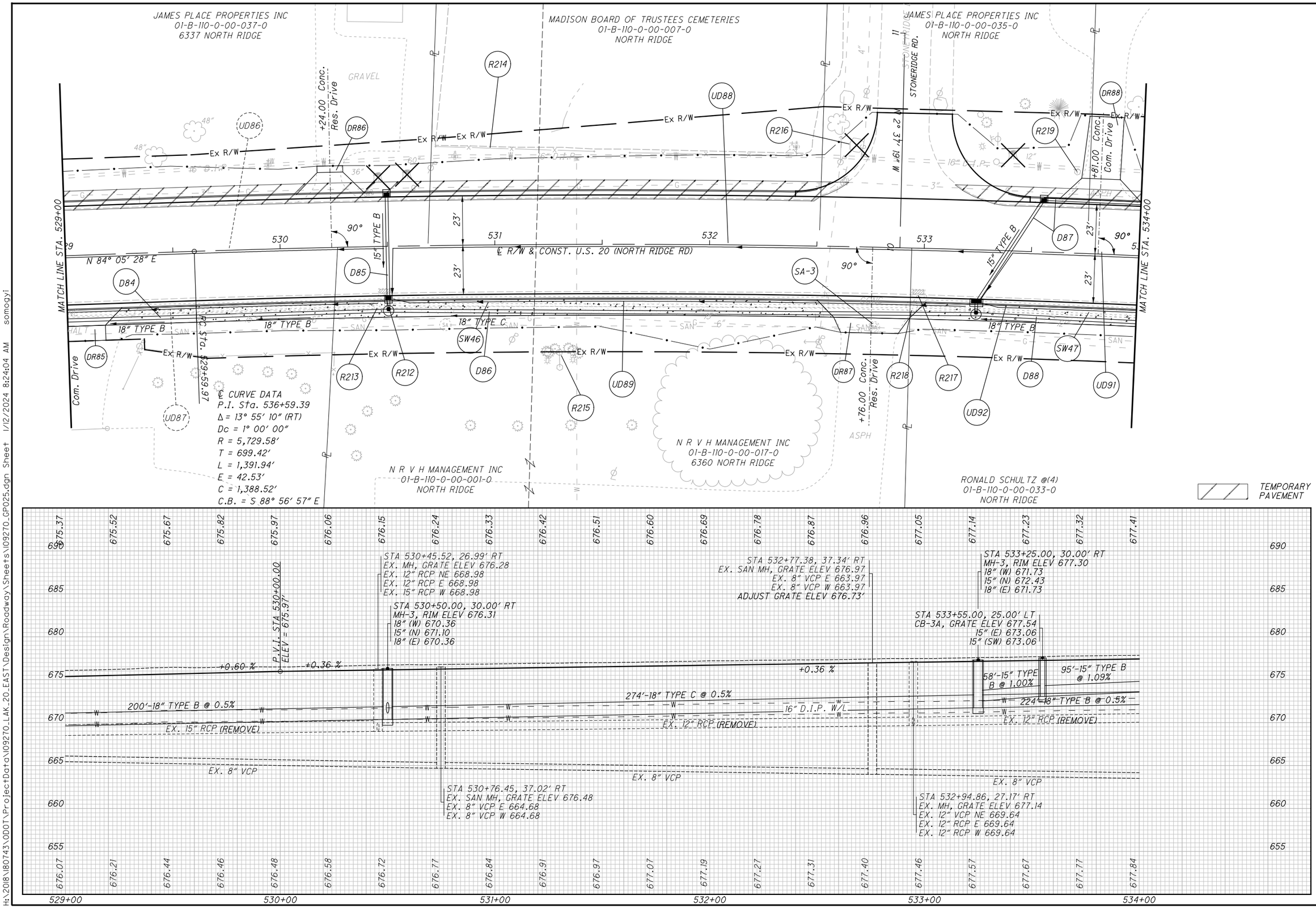

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 529+00 TO STA. 534+00

LAK-US-20-24.99

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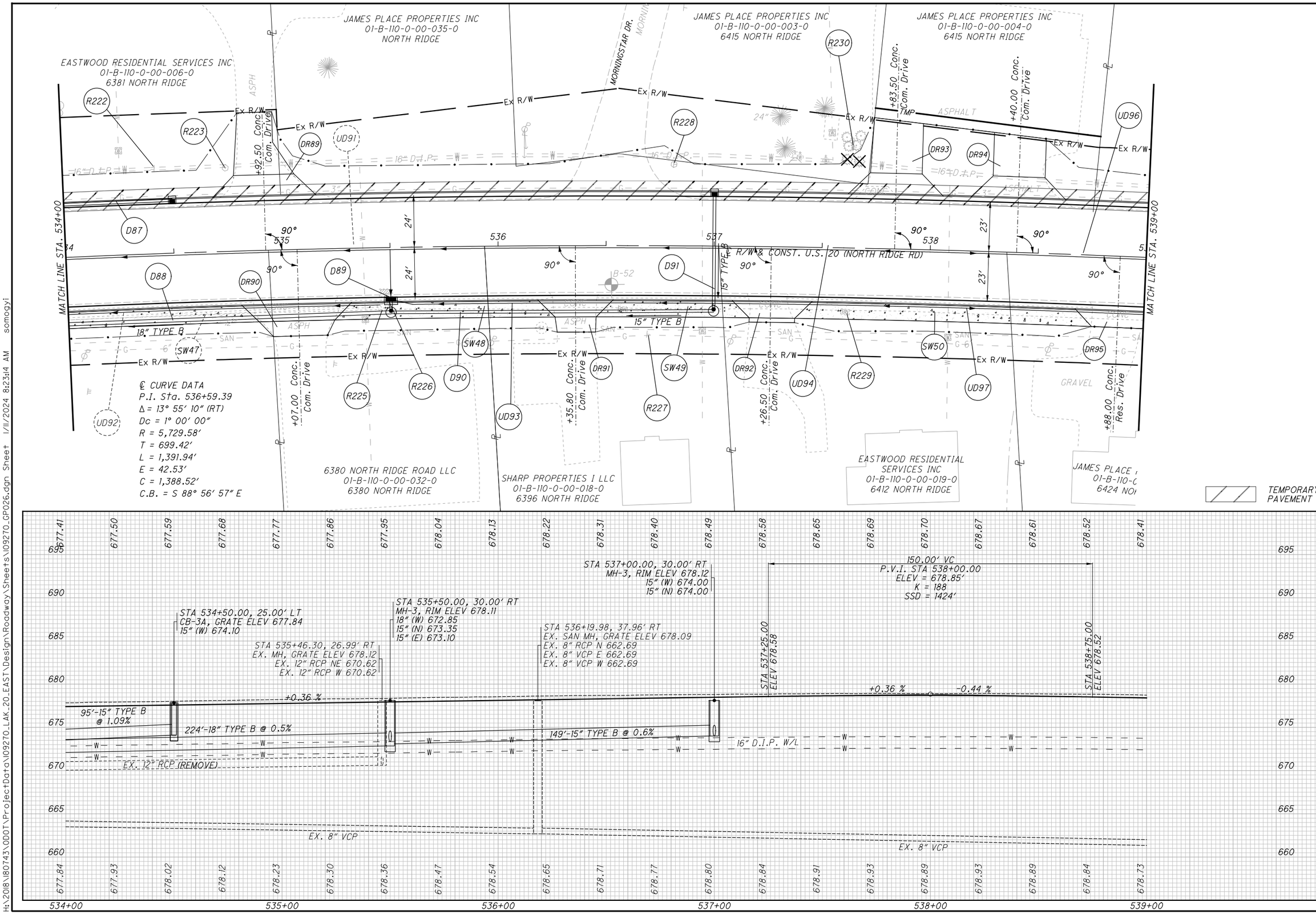

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 534+00 TO STA. 539+00

LAK-US-20-24.99

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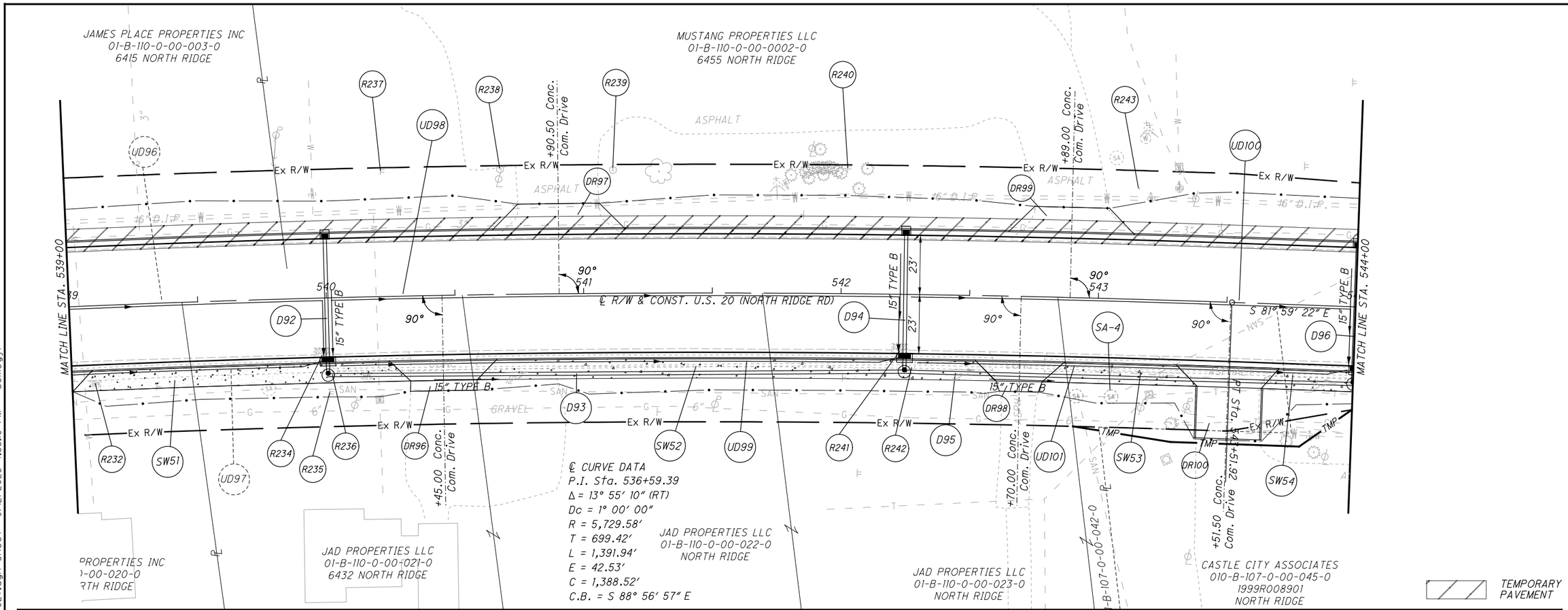

PLAN AND PROFILE U.S. 20
STA. 539+00 TO STA. 544+00

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

LAK-US-20-24.99

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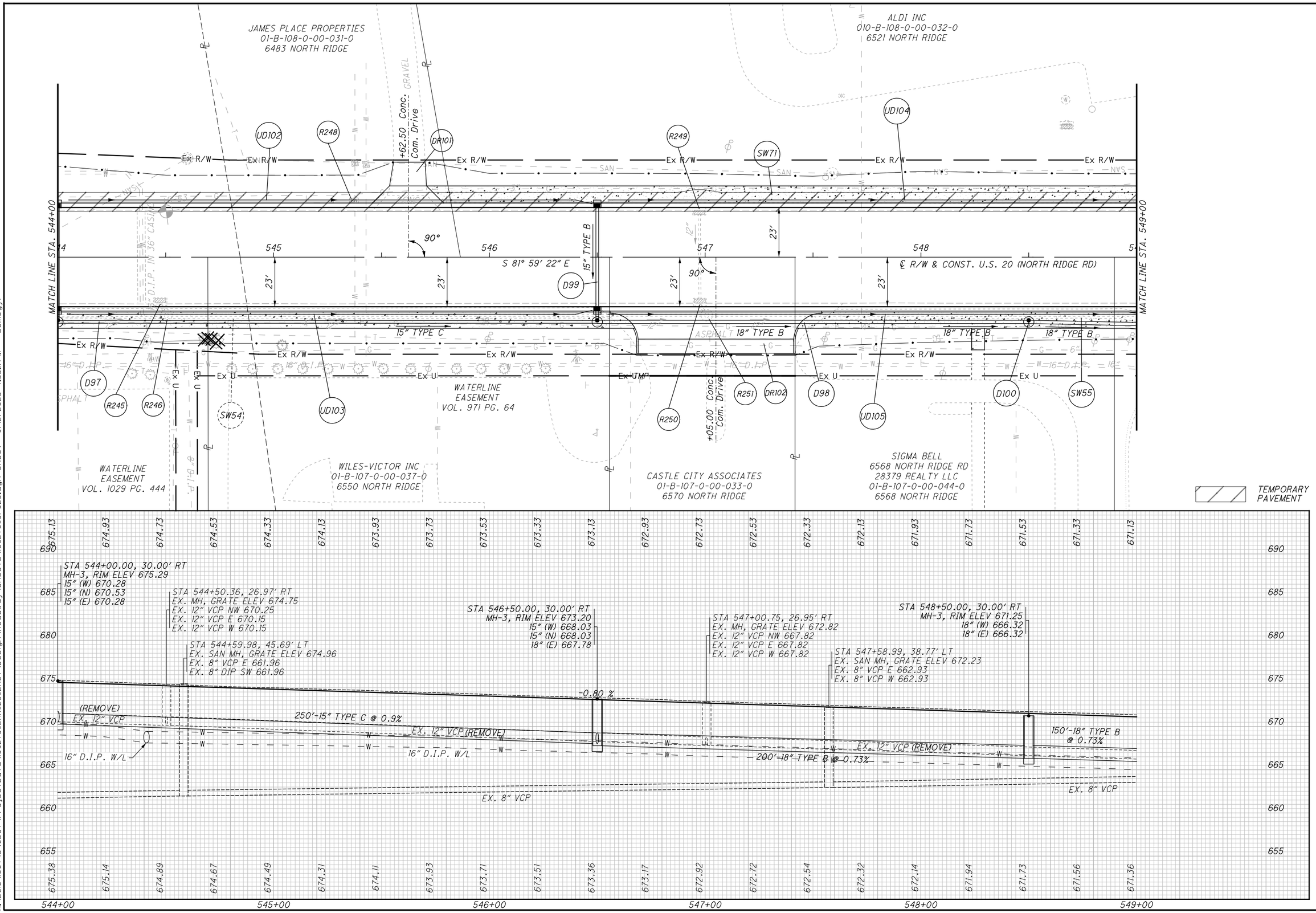

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 544+00 TO STA. 549+00

LAK-US-20-24.99

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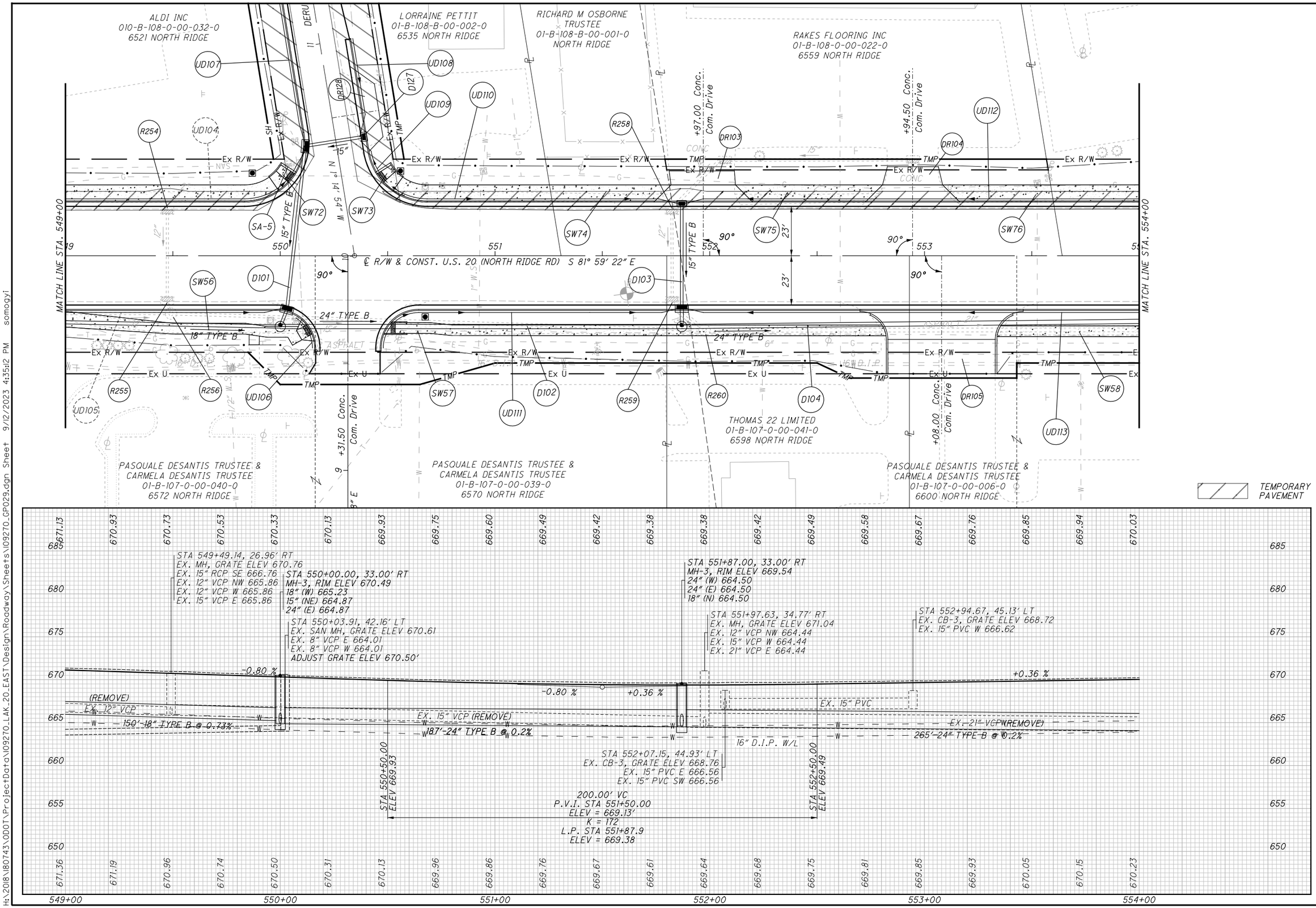

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 549+00 TO STA. 554+00

LAK-US-20-24.99

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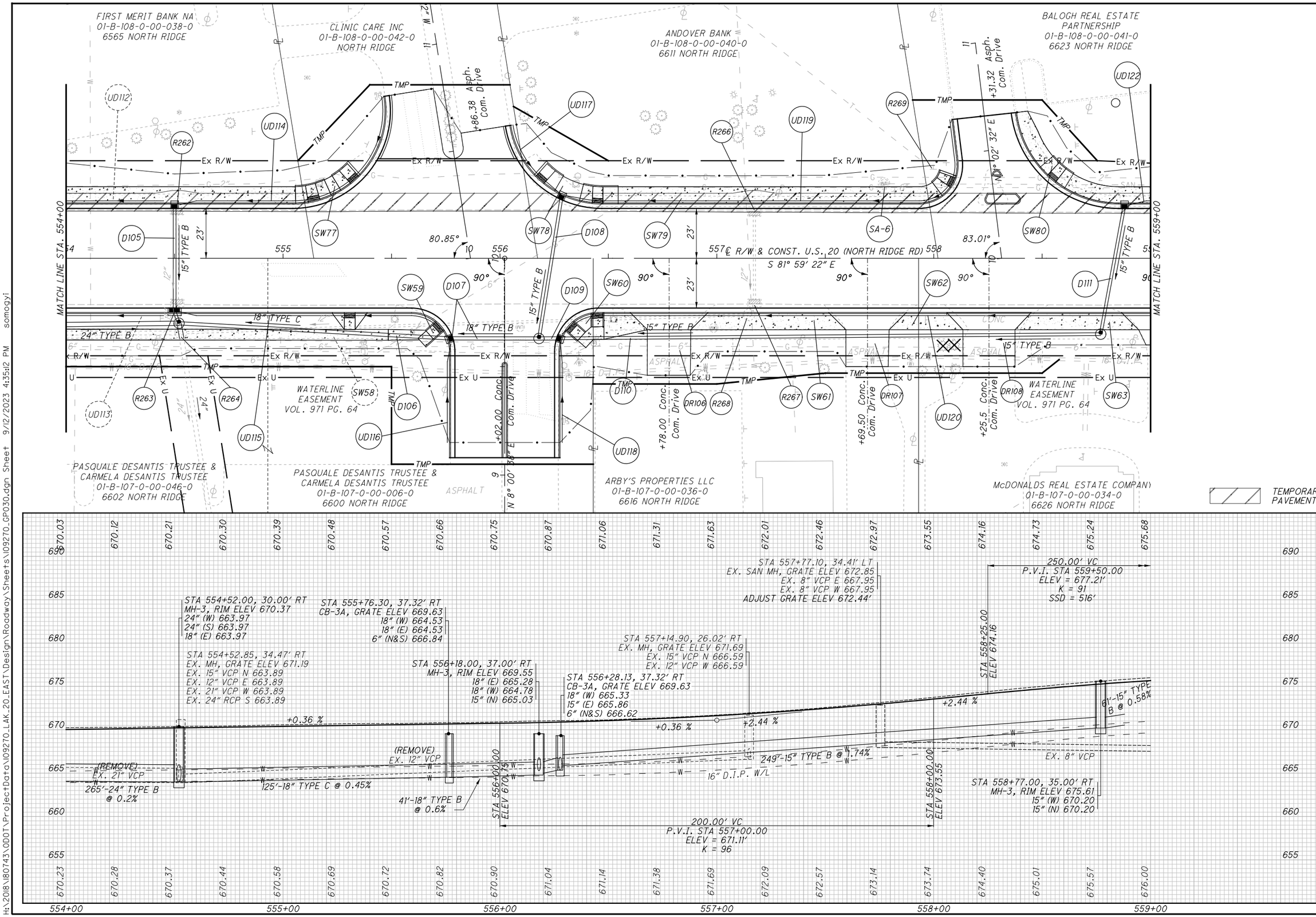

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 554+00 TO STA. 559+00

LAK-US-20-24.99

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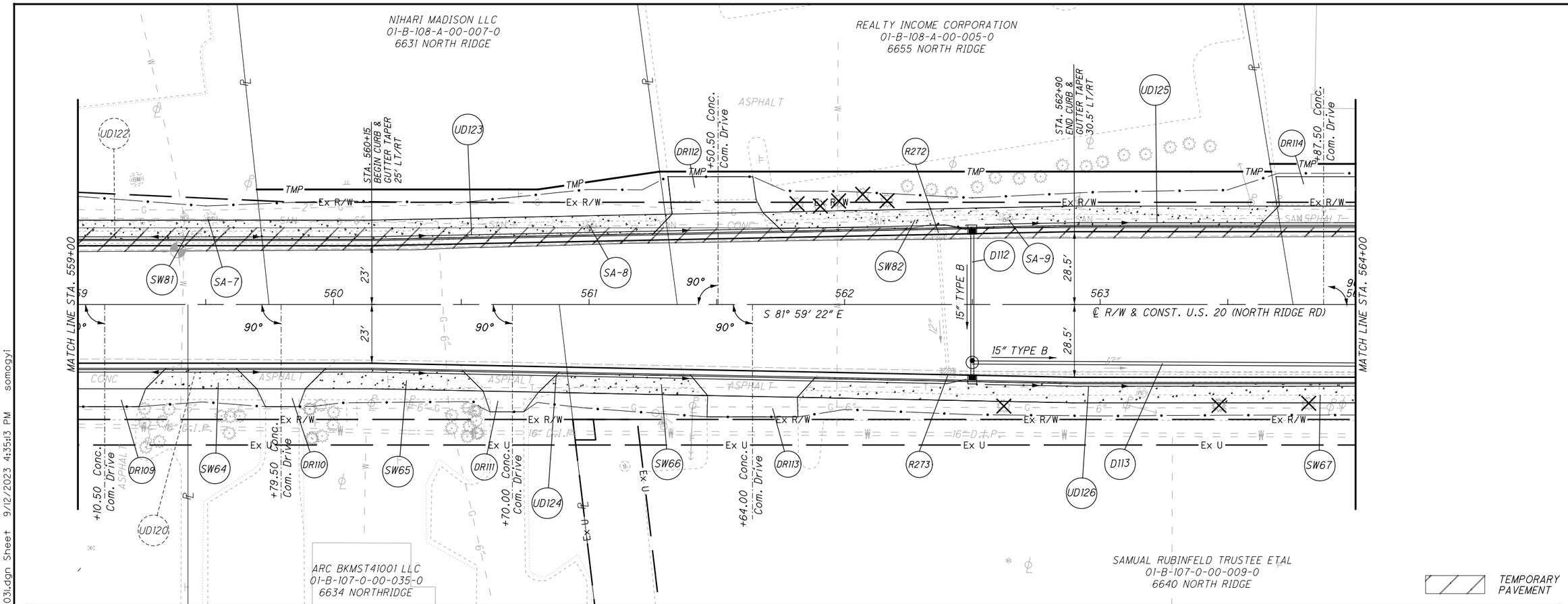

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 559+00 TO STA. 564+00

LAK-US-20-24.99

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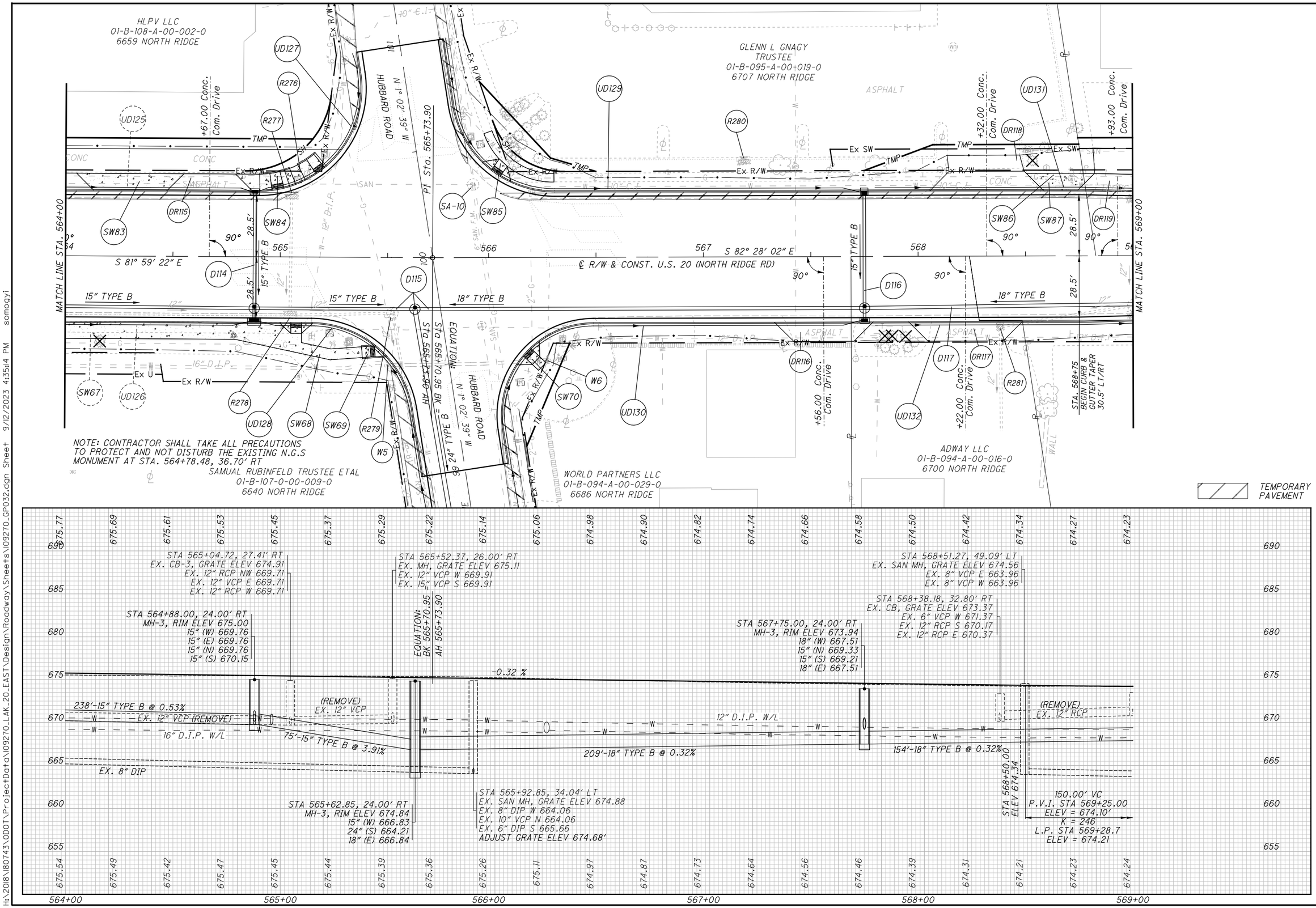

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 564+00 TO STA. 569+00

LAK-US-20-24.99

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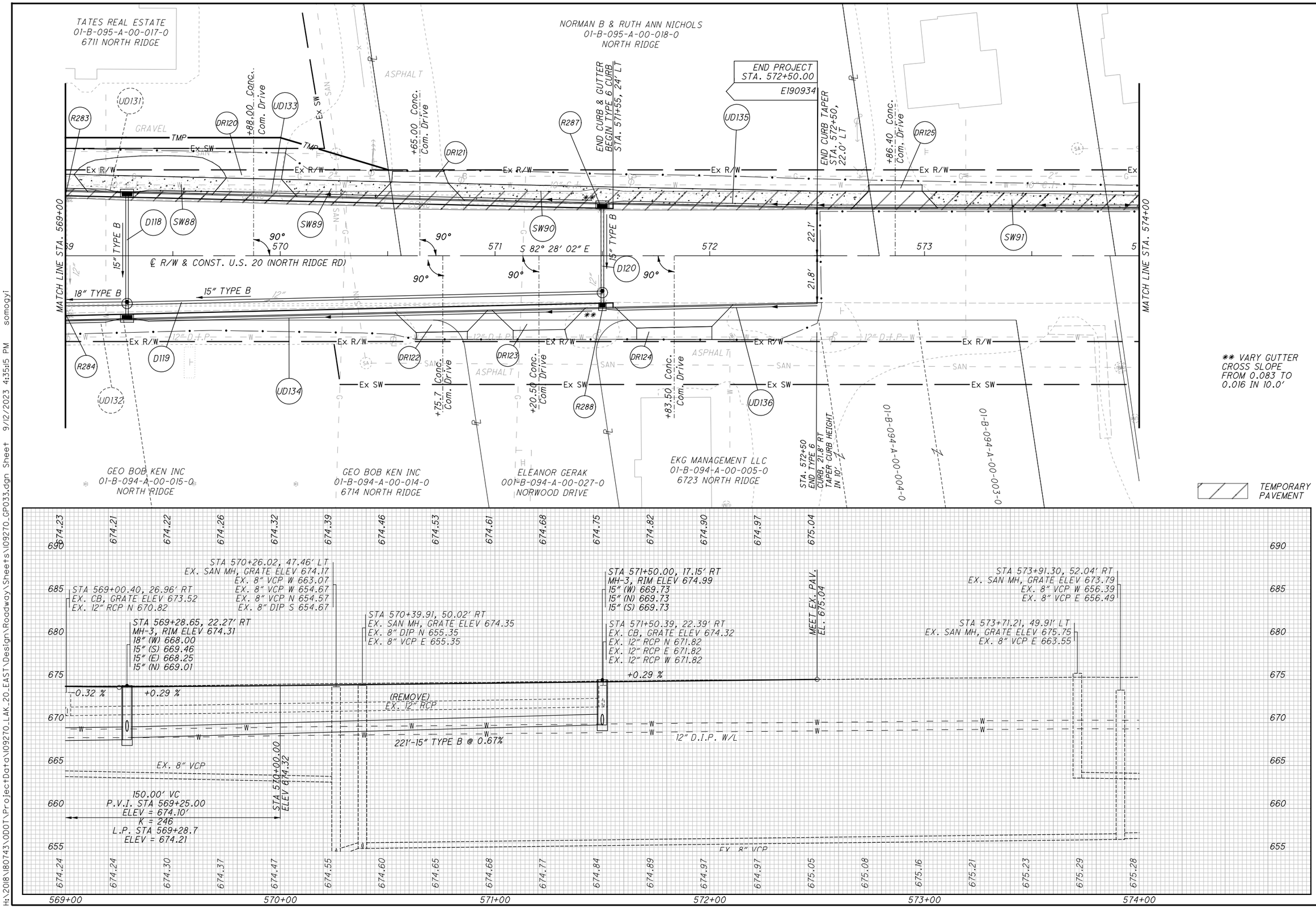

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 569+00 TO STA. 574+00

LAK-US-20-24.99

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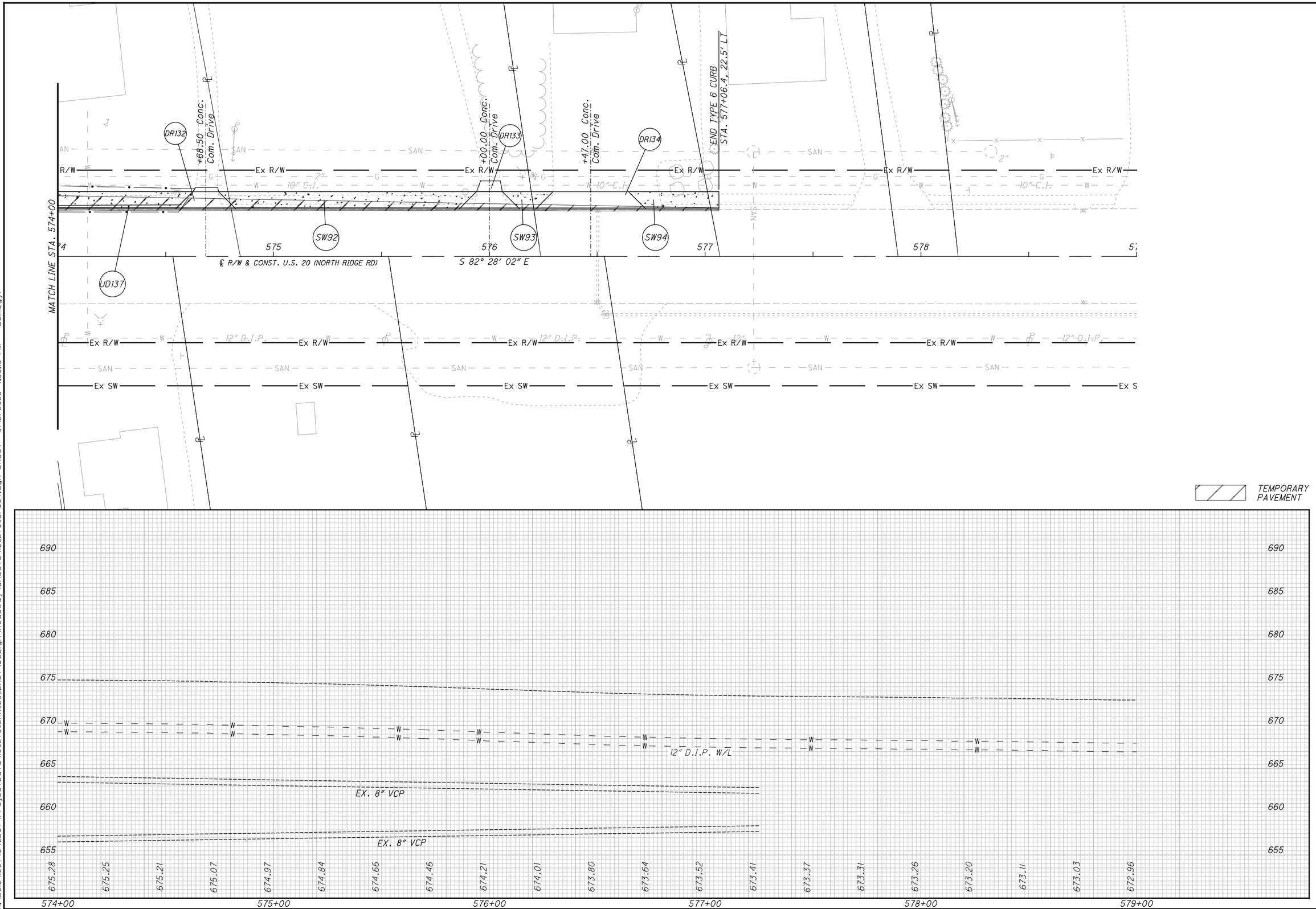

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE U.S. 20
STA. 574+00 TO STA. 579+00

LAK-US-20-24.99

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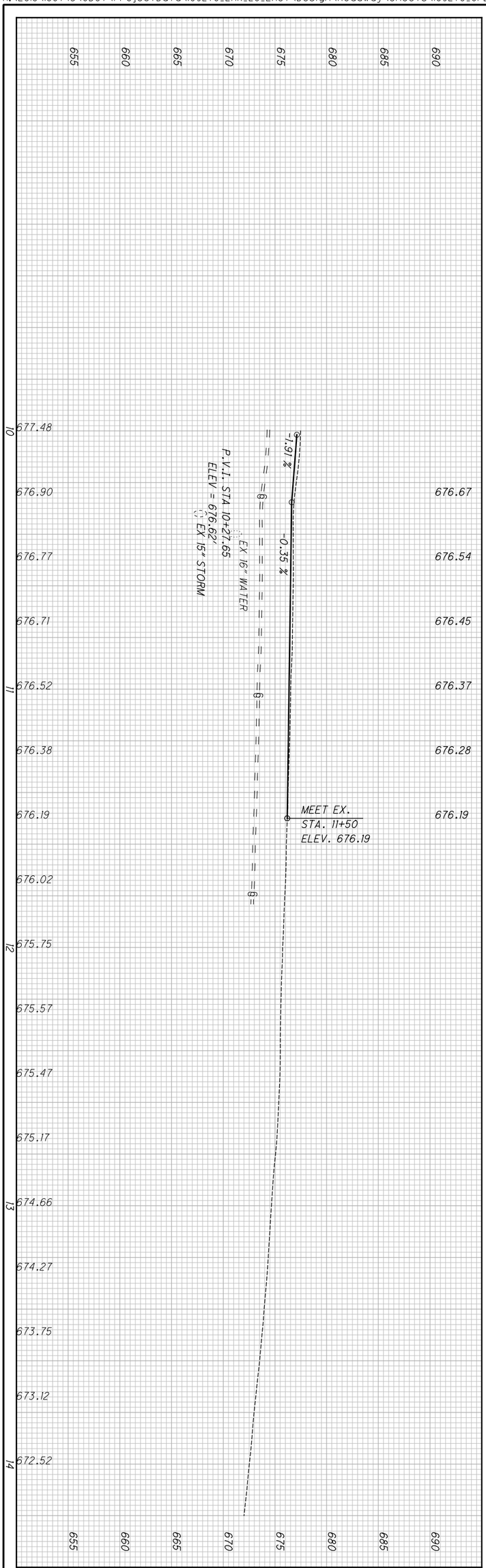
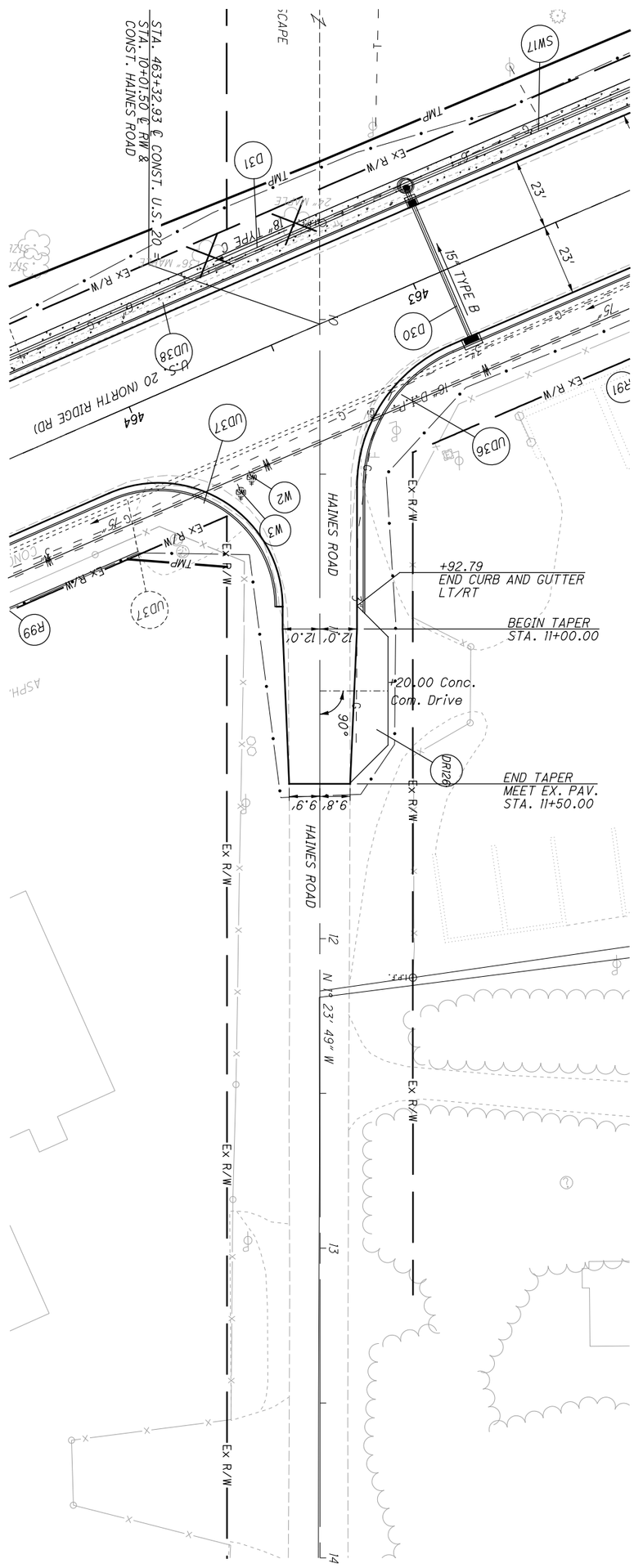
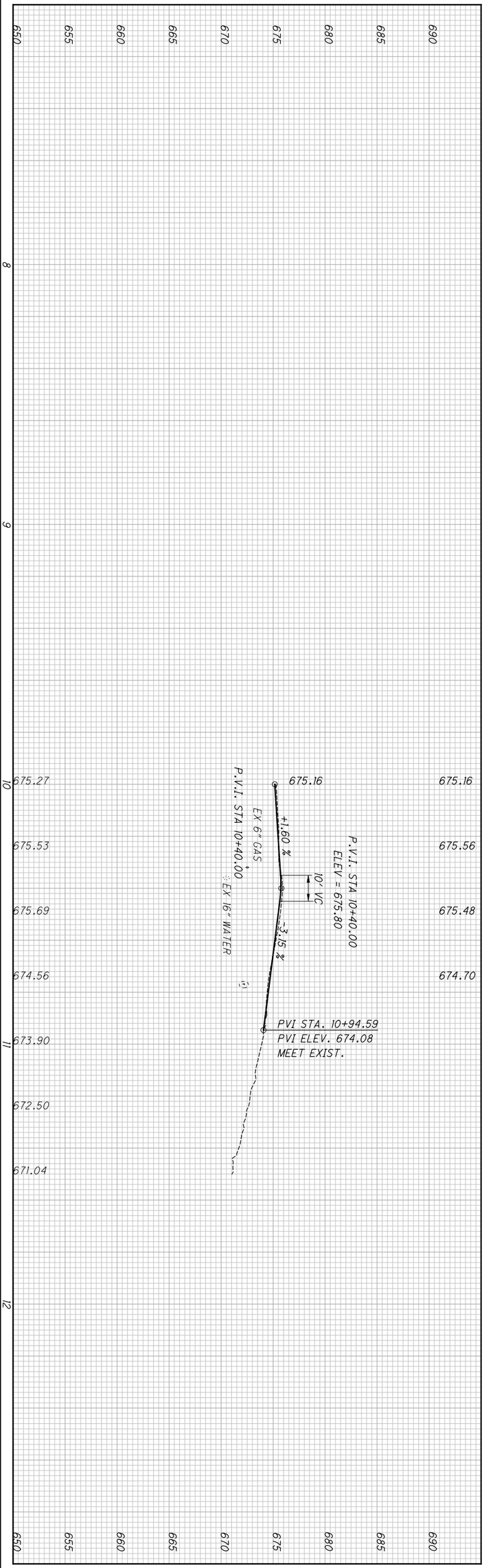
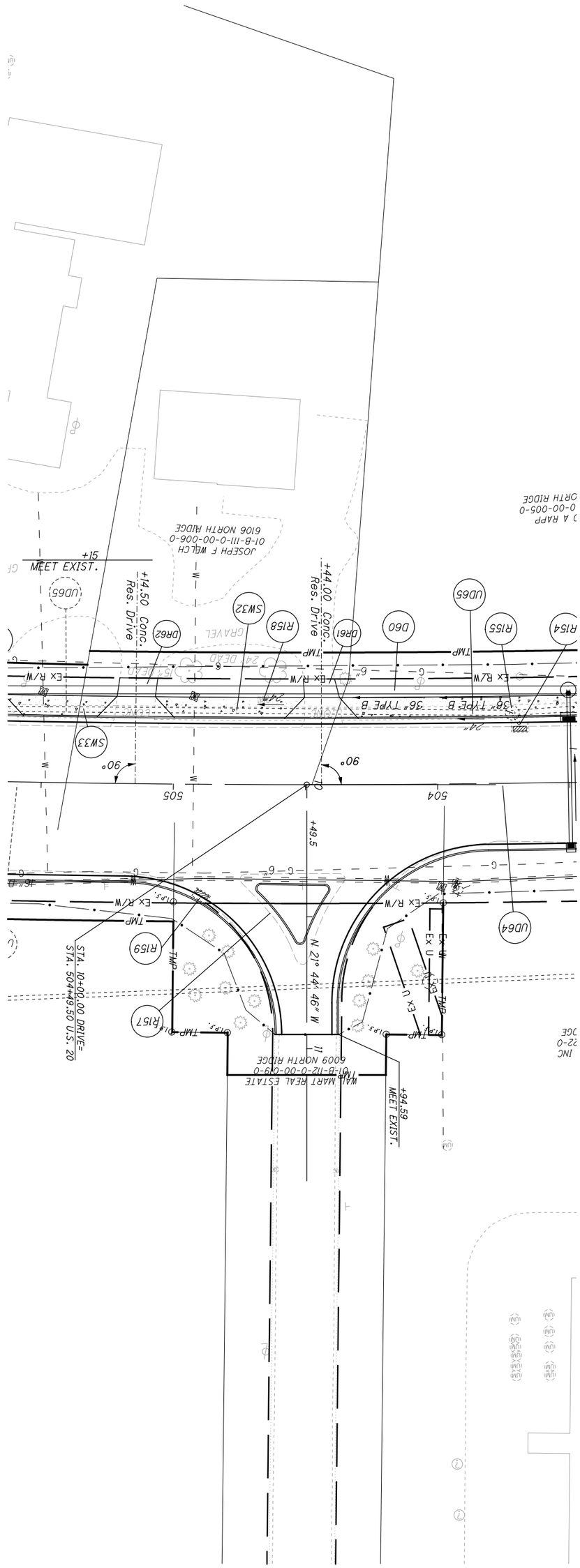


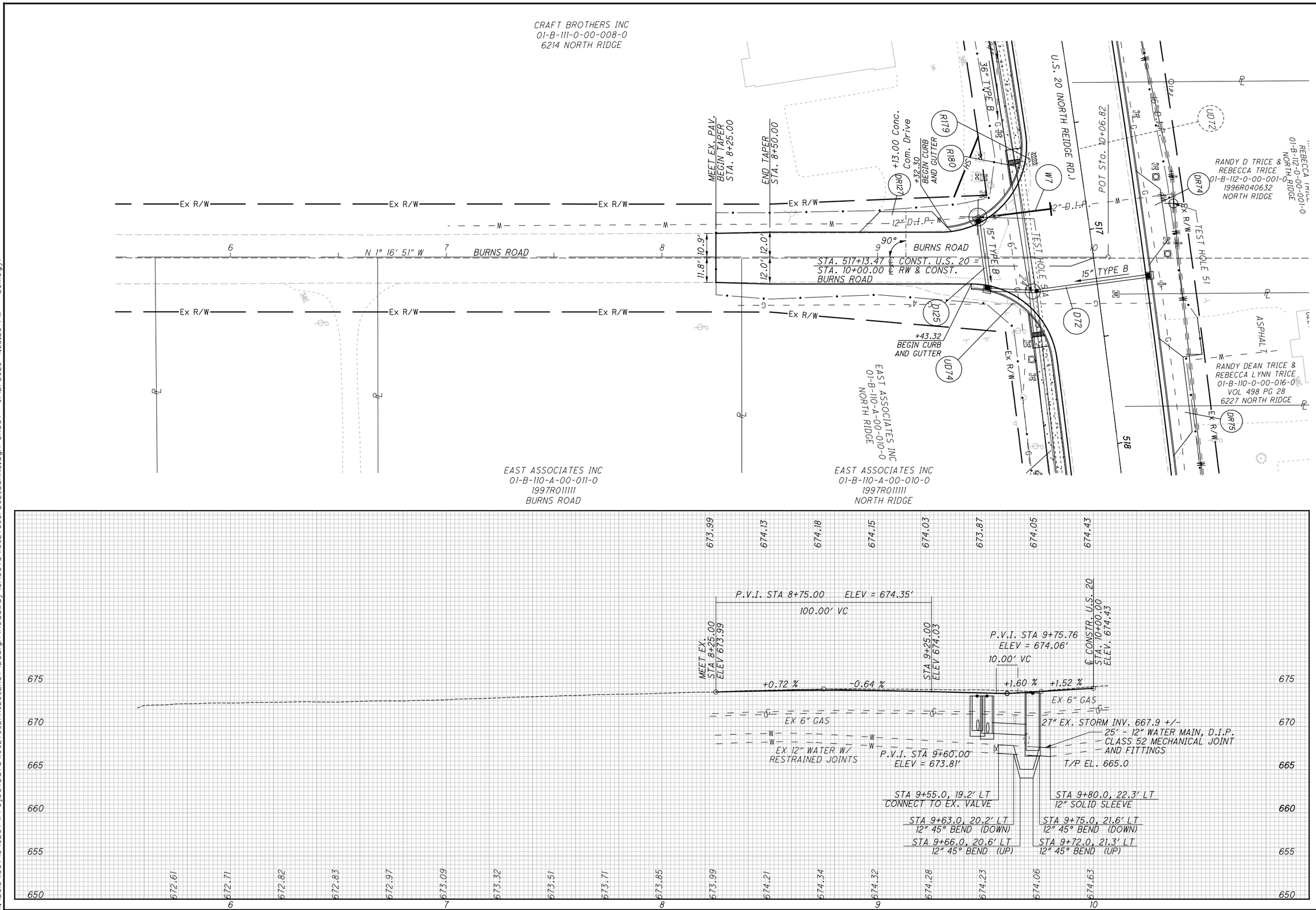


275 / 651	LAK-US-20-24.99	PLAN AND PROFILE - HAINES RD. STA. 10+00 TO STA. 14+00	CALCULATED JMP / CHECKED WDB	0 10 20 40 HORIZONTAL SCALE IN FEET





276 / 651	LAK-US-20-24.99	PLAN AND PROFILE DRIVE STA. 504+49.50	CALCULATED JMP CHECKED WDB 0 10 20 40 HORIZONTAL SCALE IN FEET



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE - BURNS RD.
STA. 6+00 STA. TO STA. 10+00

LAK-US-20-24.99

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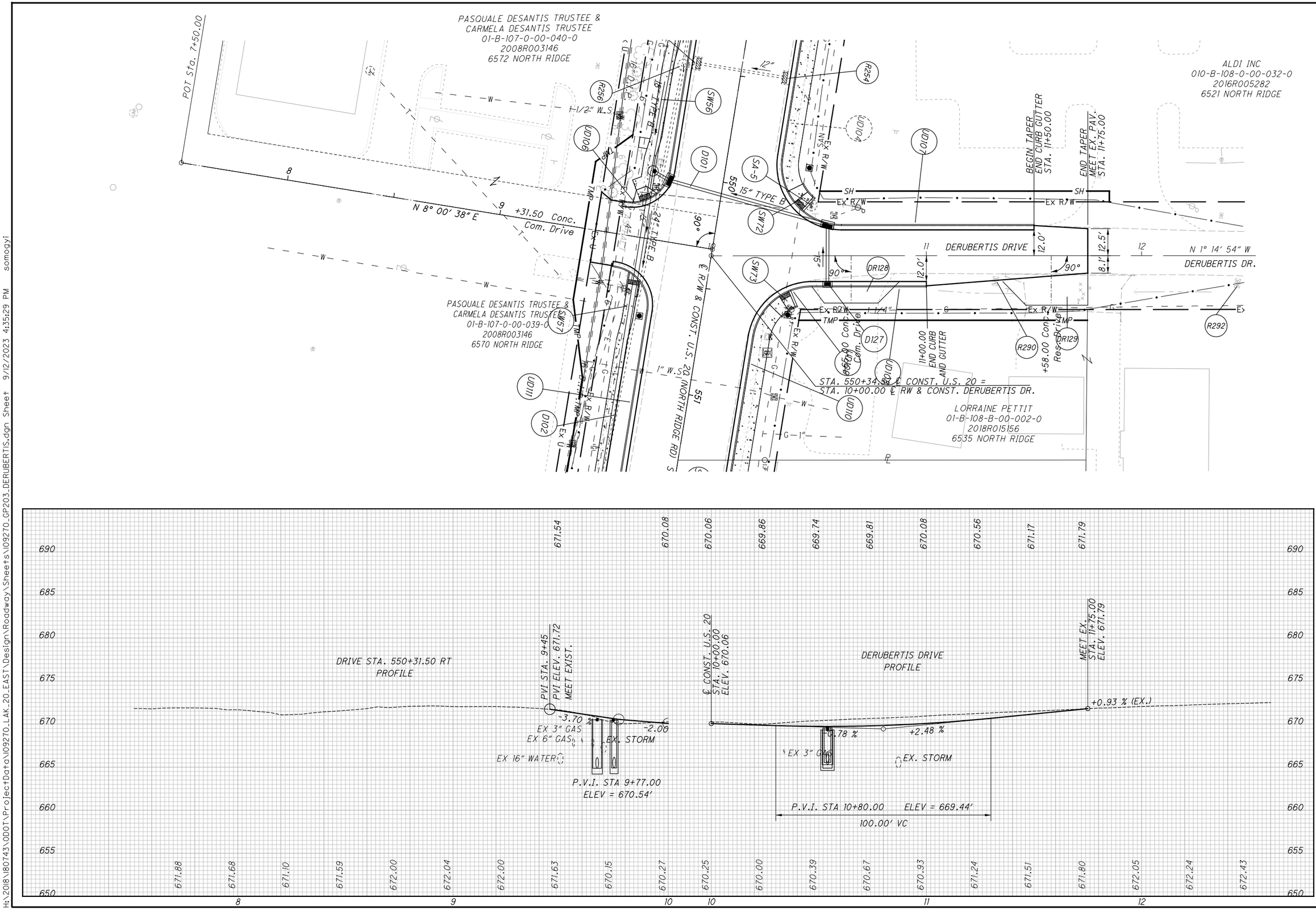

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE - DERBERTIS DR.
STA. 10+00 TO STA. 14+00

LAK-US-20-24.99

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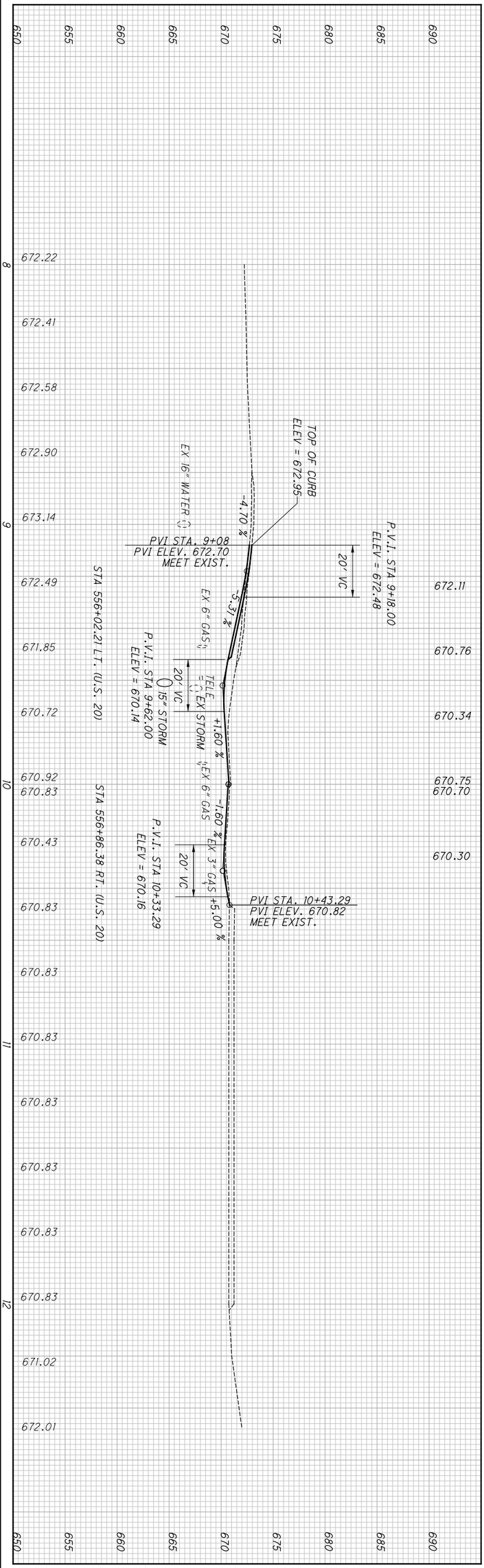
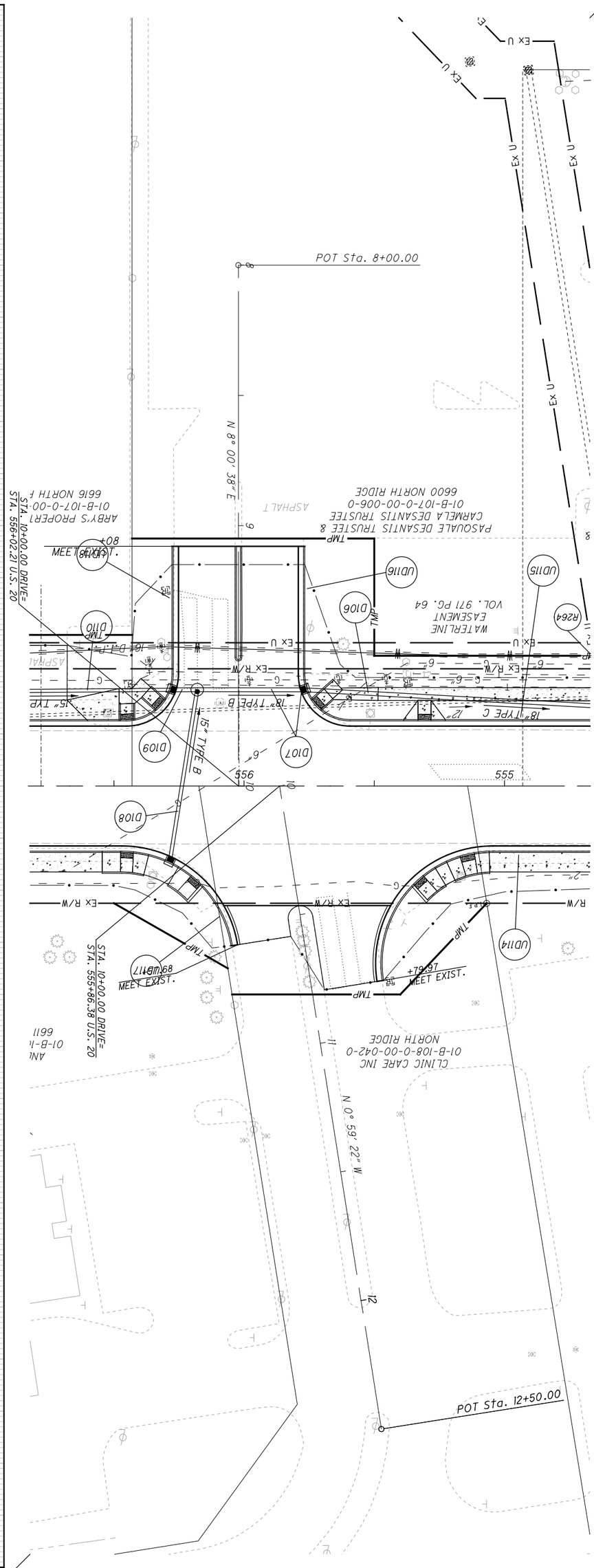
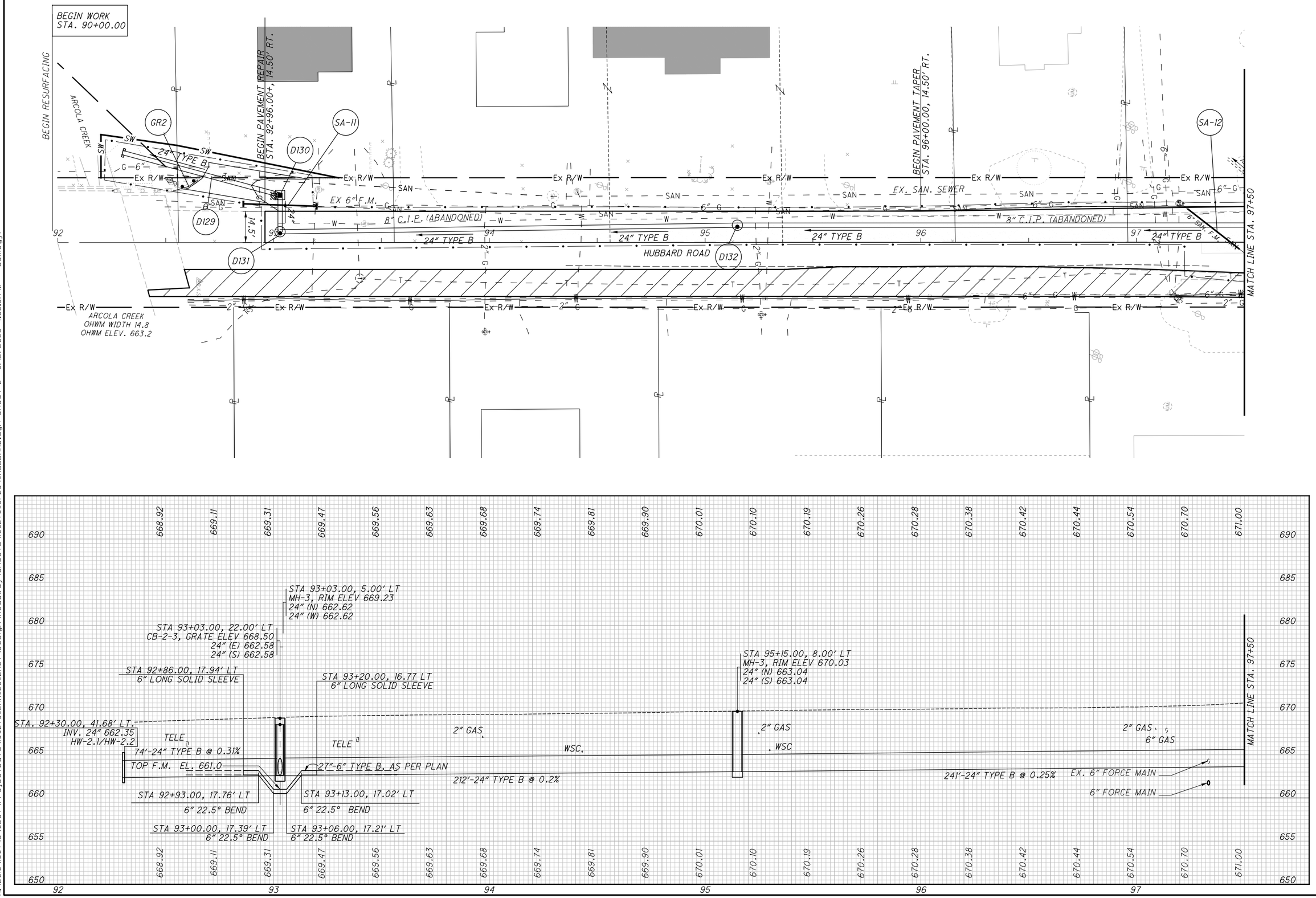




279 / 651	LAK-US-20-24.99	PLAN AND PROFILE - DRIVES * STA 556+02.21 STA. 8+00 TO STA. 12+00	CALCULATED JMP CHECKED WDB 0 10 20 40 HORIZONTAL SCALE IN FEET



CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE - HUBBARD RD, 92+00 TO STA. 97+50

LAK-US-20-24.99

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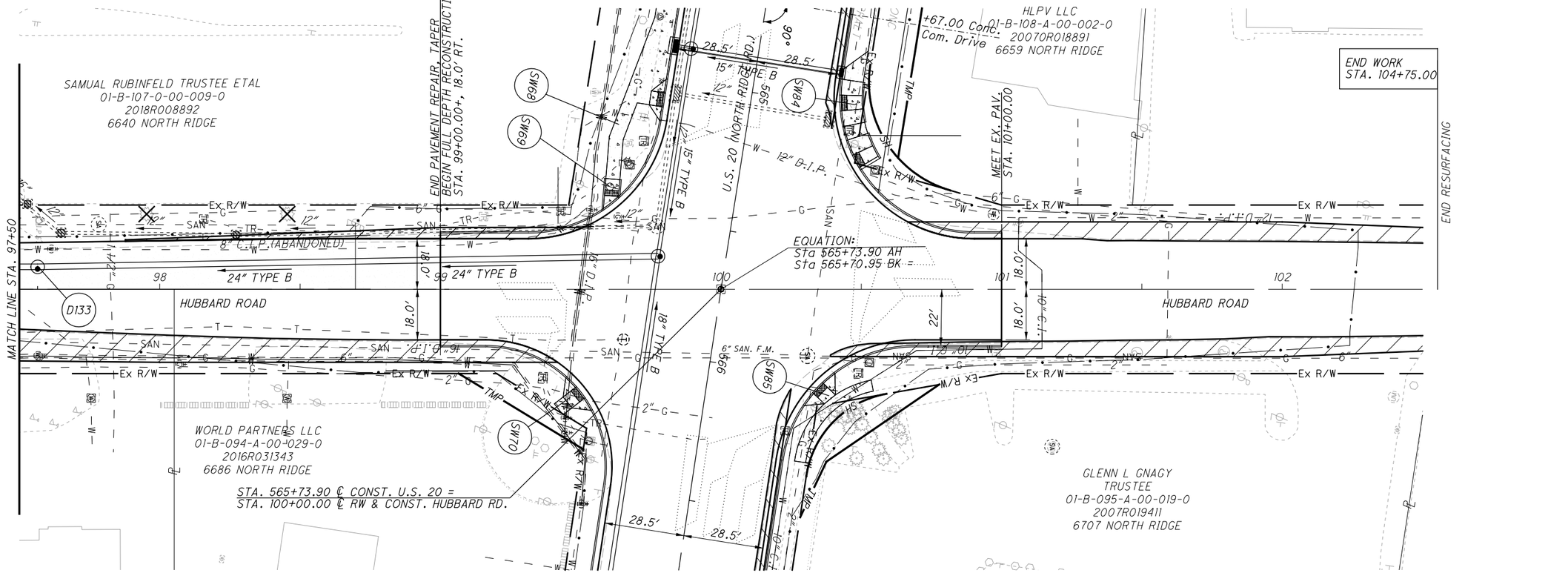

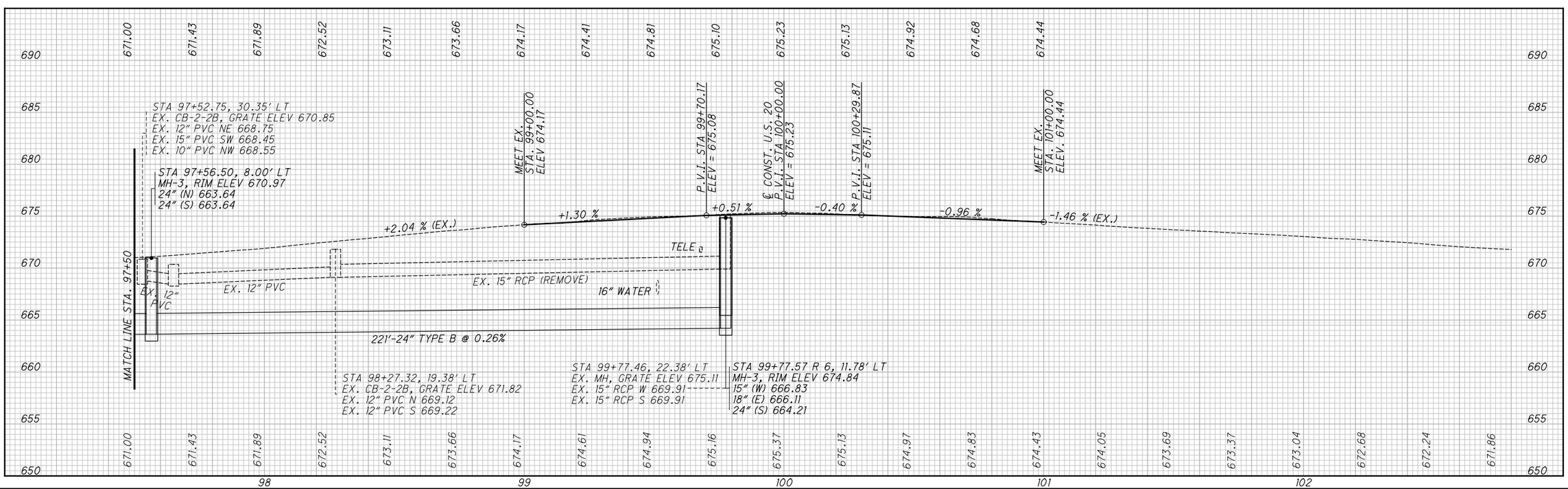

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JMP
CHECKED WDB

PLAN AND PROFILE - HUBBARD RD, 98+00 TO STA. 102+00

LAK-US-20-24.99

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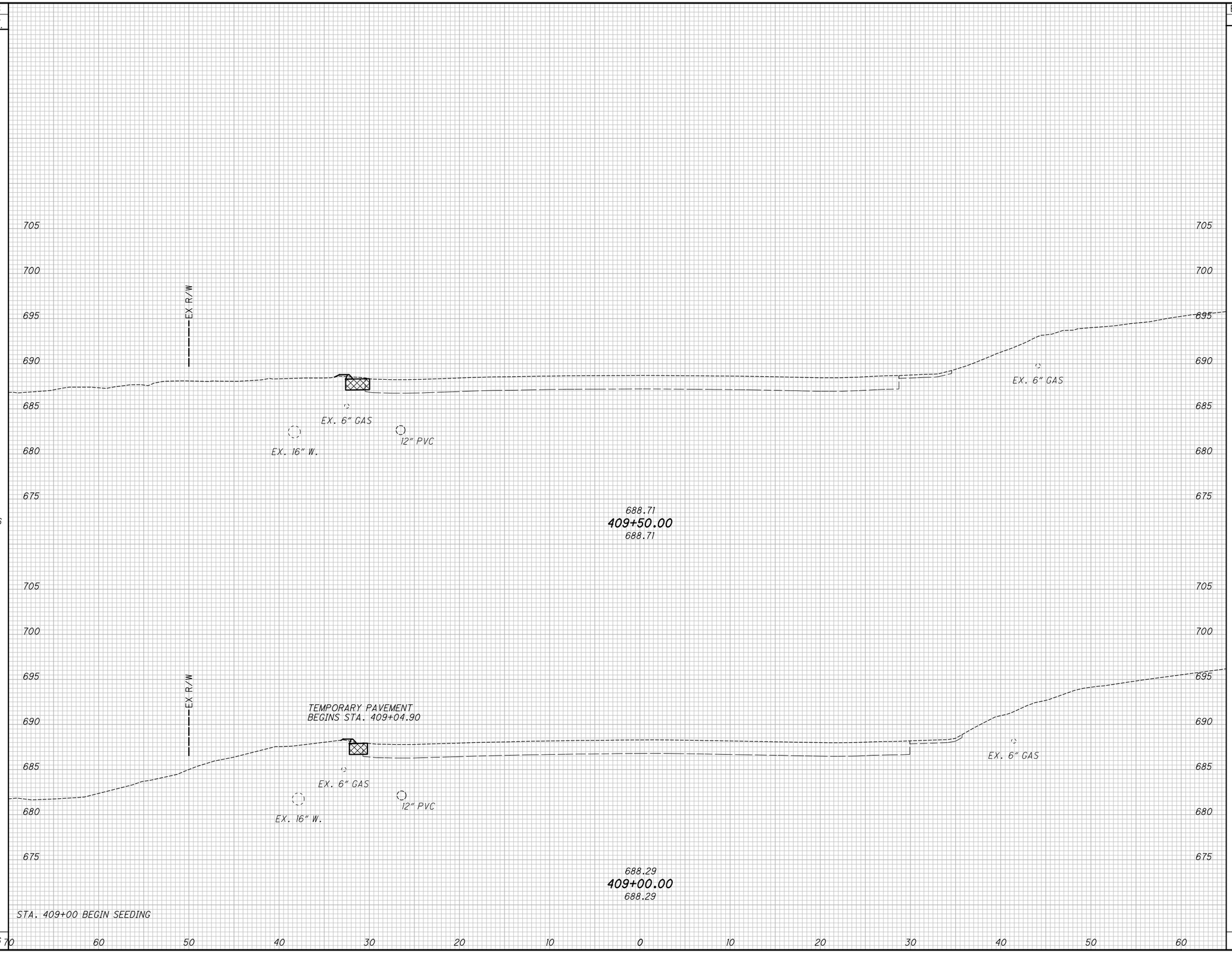
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
21		0	0		
21	116	0	0	0	0
21		0	0		
116				0	0



CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 409+00.00 TO STA. 409+50.00

LAK-US-20-24.99

281A
651

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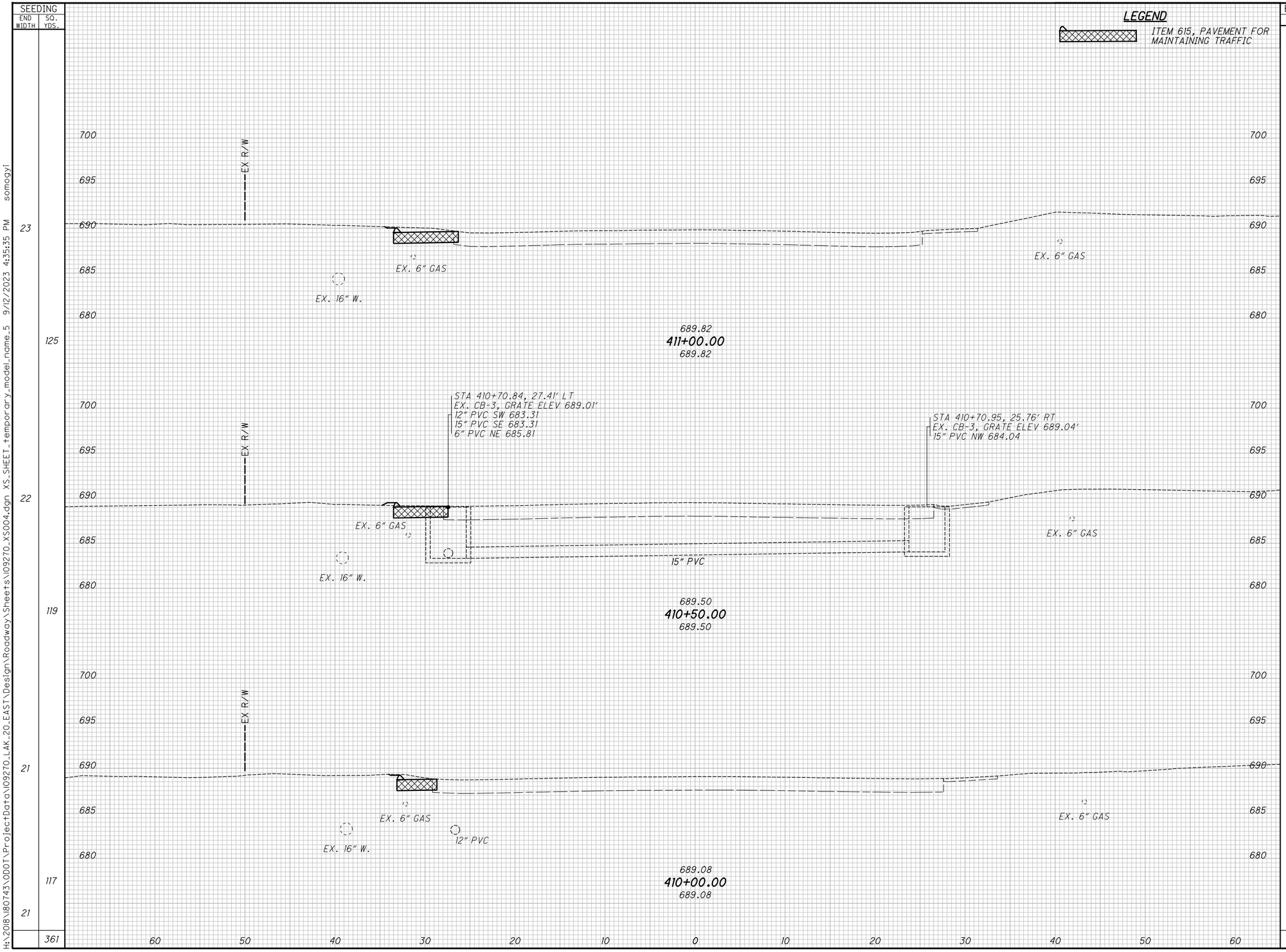

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
23		0	0		
	125			0	0
22		0	0		
	119			0	0
21		0	0		
21	117			0	0
	361			0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 410+00.00 TO STA. 411+00.00

LAK-US-20-24.99

282
651

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SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
46		17	1		
	242			30	1
41		16	1		
	225			16	1
40 24		15	0		
	52				
	519			46	2

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 411+20.00 TO STA. 412+00.00

LAK-US-20-24.99

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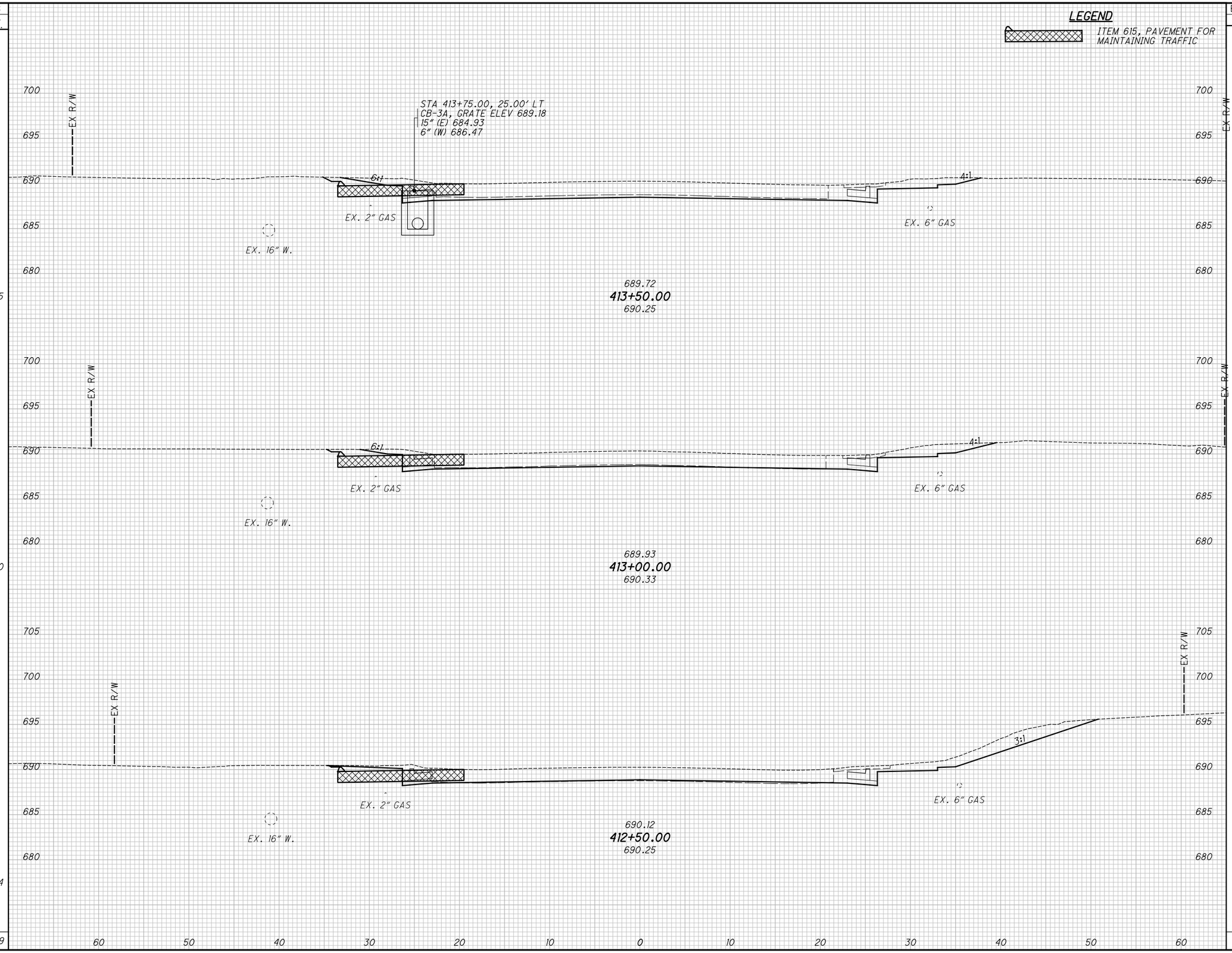

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
69	375	40	0	66	0
66	350	31	0	65	0
60	294	39	0	52	1
	1019			183	1

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 412+50.00 TO STA. 413+50.00

LAK-US-20-24.99

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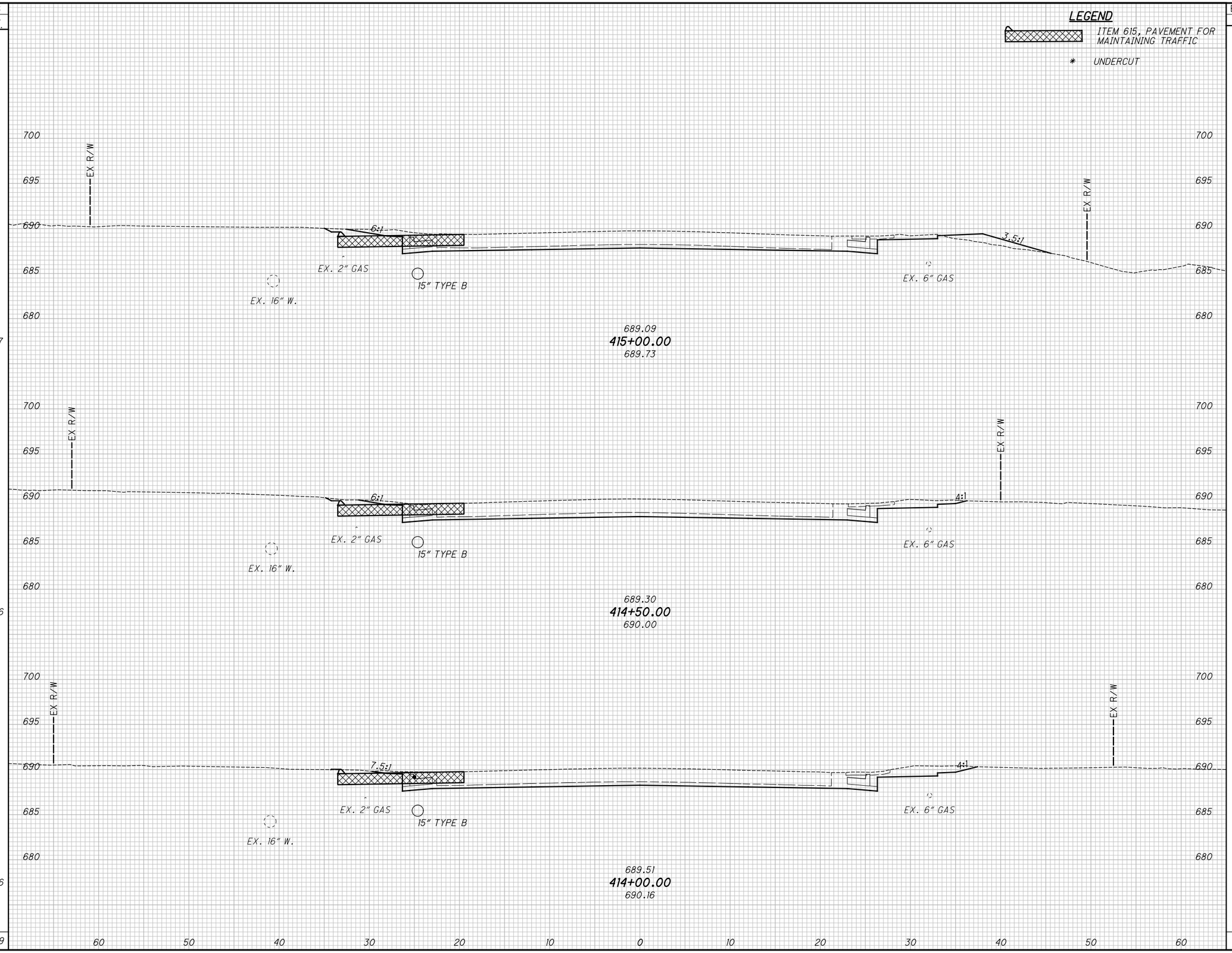

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
52	267	36 0*	6 0*	69	6
44	286	39	0	74	0
59	356	41	0	75	0
	909			218	6

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 414+00.00 TO STA. 415+00.00

LAK-US-20-24.99

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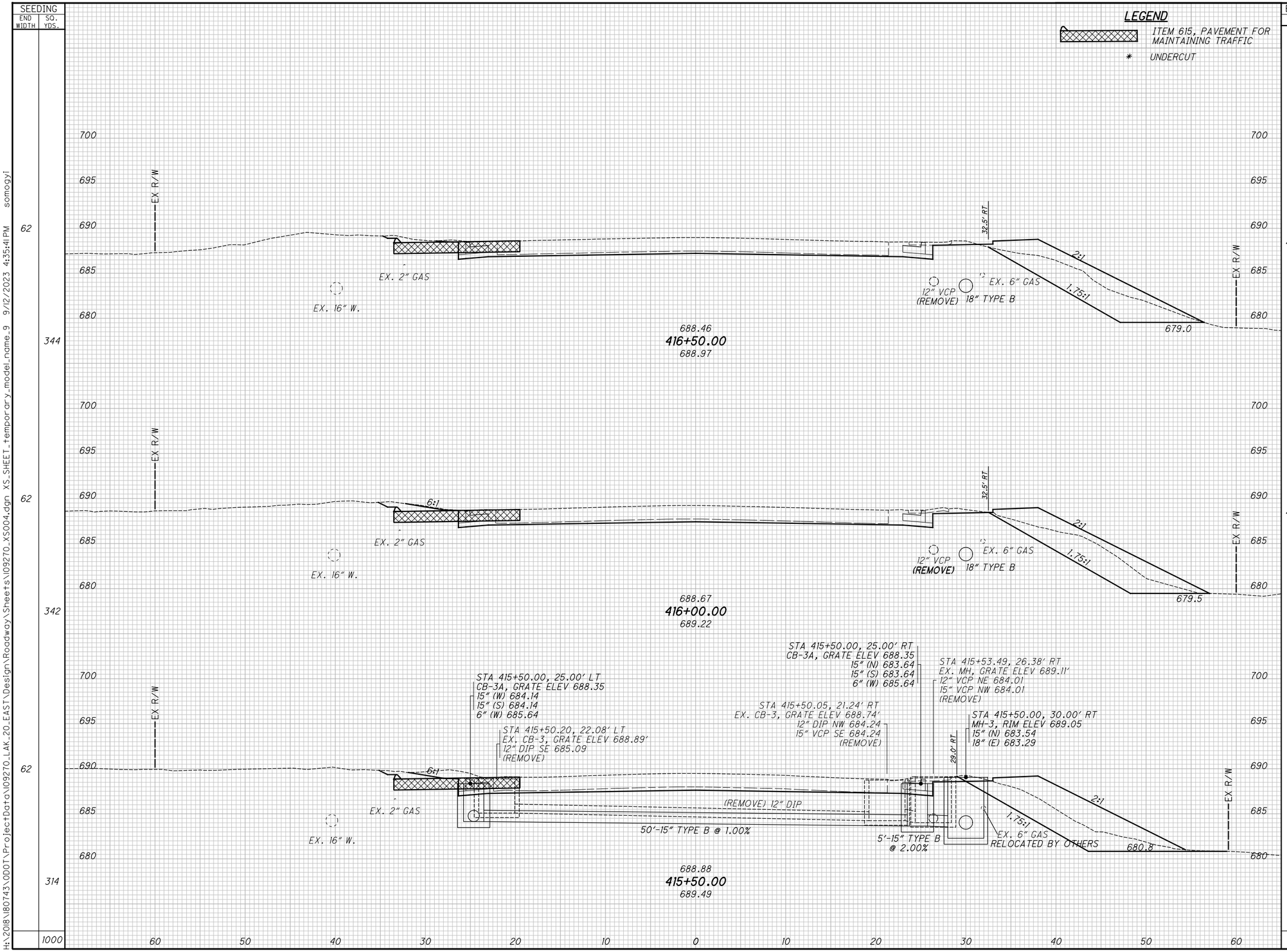

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
62		26 47*	27 47*		
	344			50 82*	52 82*
62		28 42*	29 42*		
	342			56 77*	80 77*
62		33 41*	40 41*		
	314			64 38*	43 38*
1000				367	375

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 415+50.00 TO STA. 416+50.00

LAK-US-20-24.99

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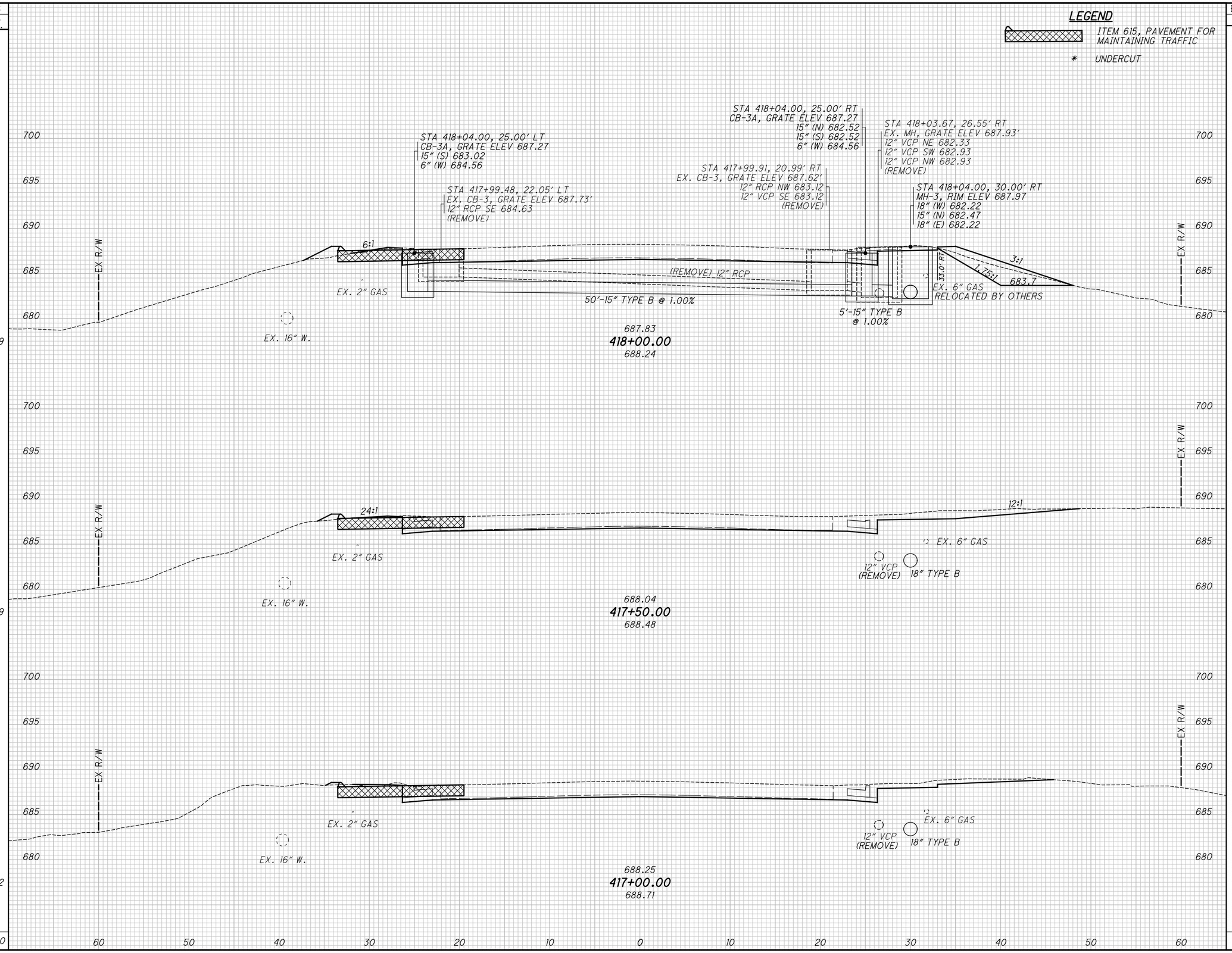

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
61	339	20 17*	7 17*	51 16*	6 16*
61	339	35 0*	0 0*	61 0*	0 0*
61	342	31 0*	0 0*	53 44*	25 44*
	1320			225	91

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 417+00.00 TO STA. 418+00.00

LAK-US-20-24.99

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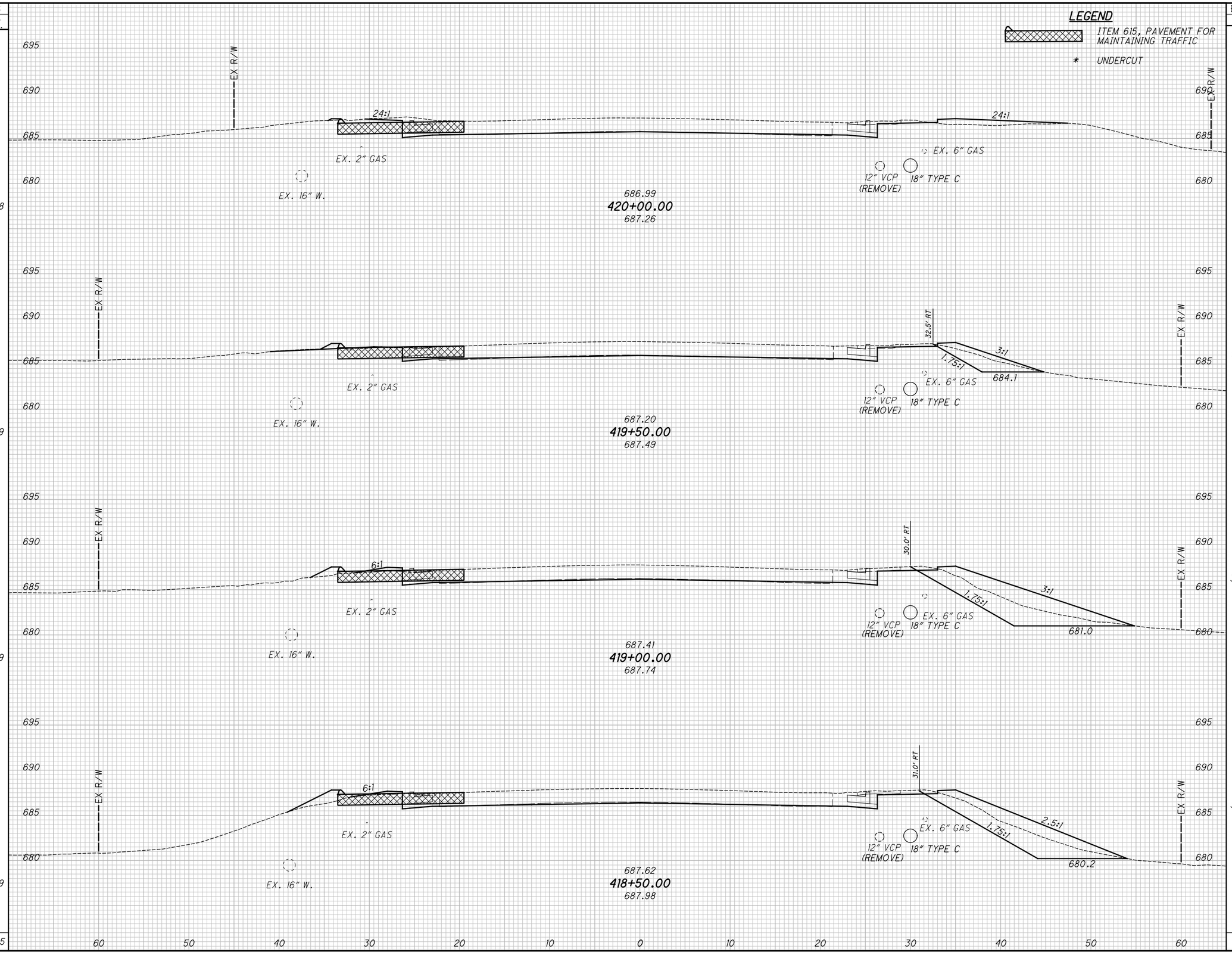

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
50	308	17 0*	6 0*	30 16*	11 16*
61	339	15 17*	6 17*	29 46*	31 46*
61	339	16 33*	28 33*	31 60*	61 60*
61	339	18 32*	22 32*	35 45*	27 45*
	1325			292	297

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 418+50.00 TO STA. 420+00.00

LAK-US-20-24.99

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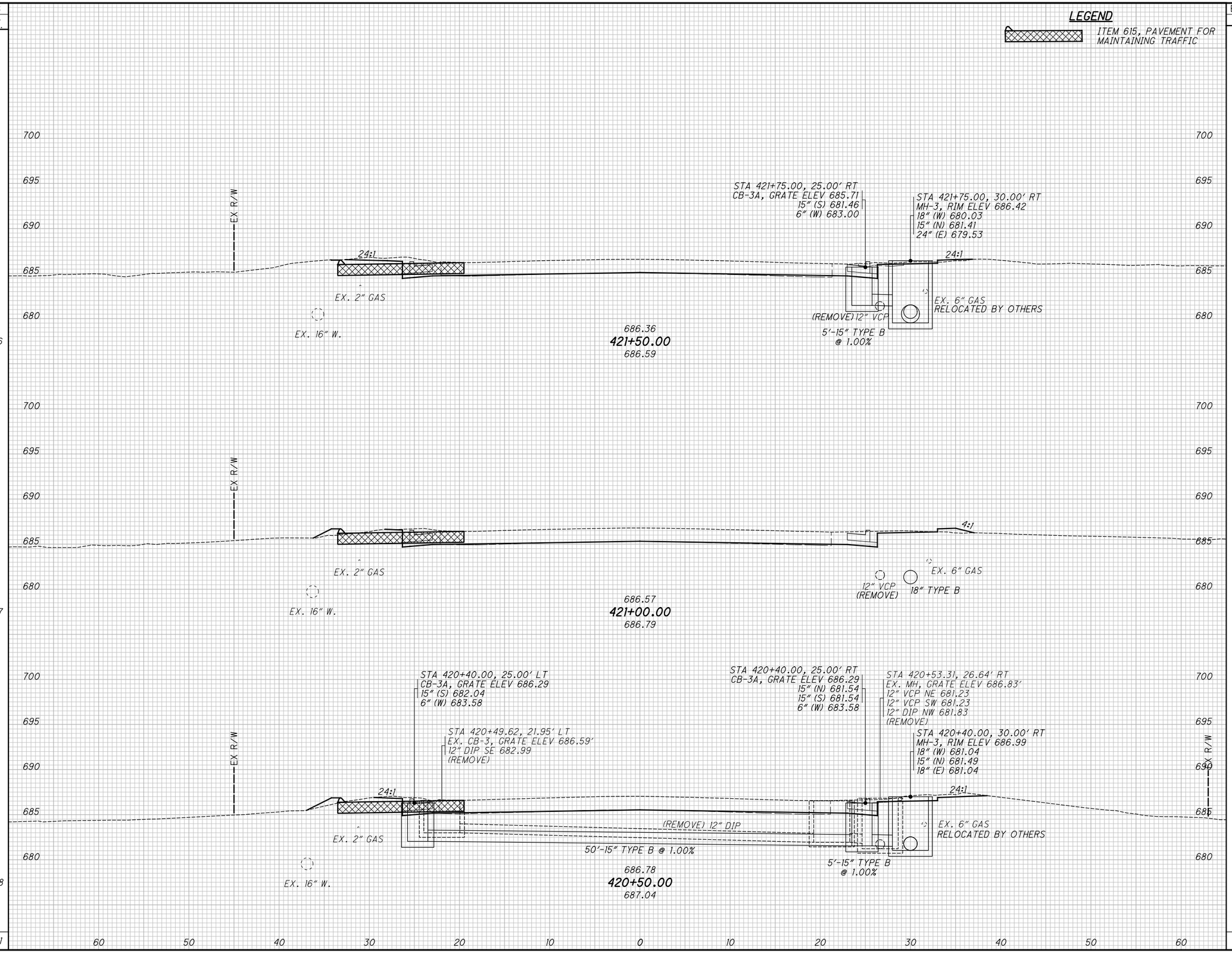
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
57	316	17	1	31	2
57	297	16	1	32	1
50	278	19	0	33	6
891				96	9



CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 420+50.00 TO STA. 421+50.00

LAK-US-20-24.99

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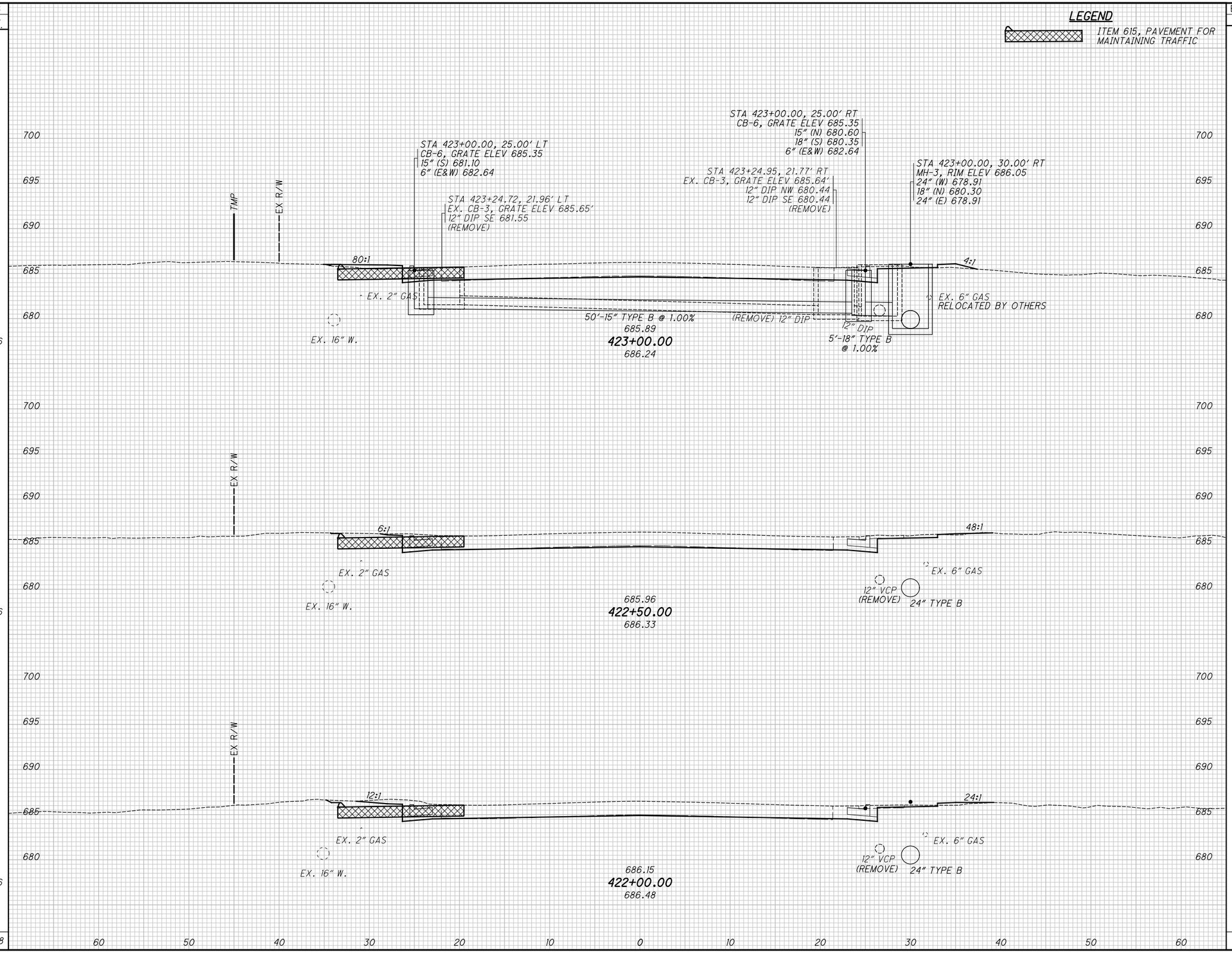

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
57	316	17	4	33	4
57	316	19	0	35	1
57	316	19	1	33	2
	948			101	7

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 422+00.00 TO STA. 423+00.00

LAK-US-20-24.99

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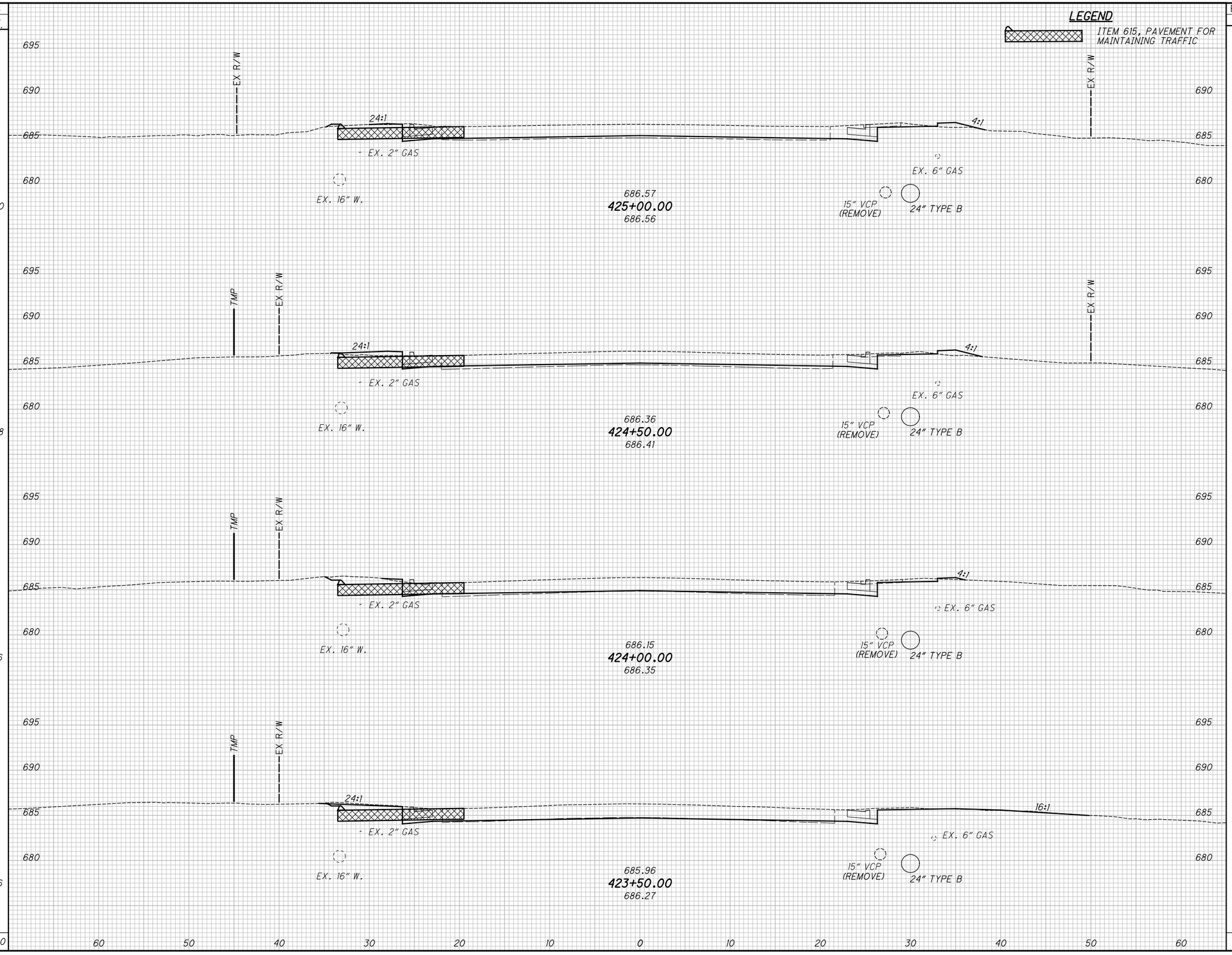


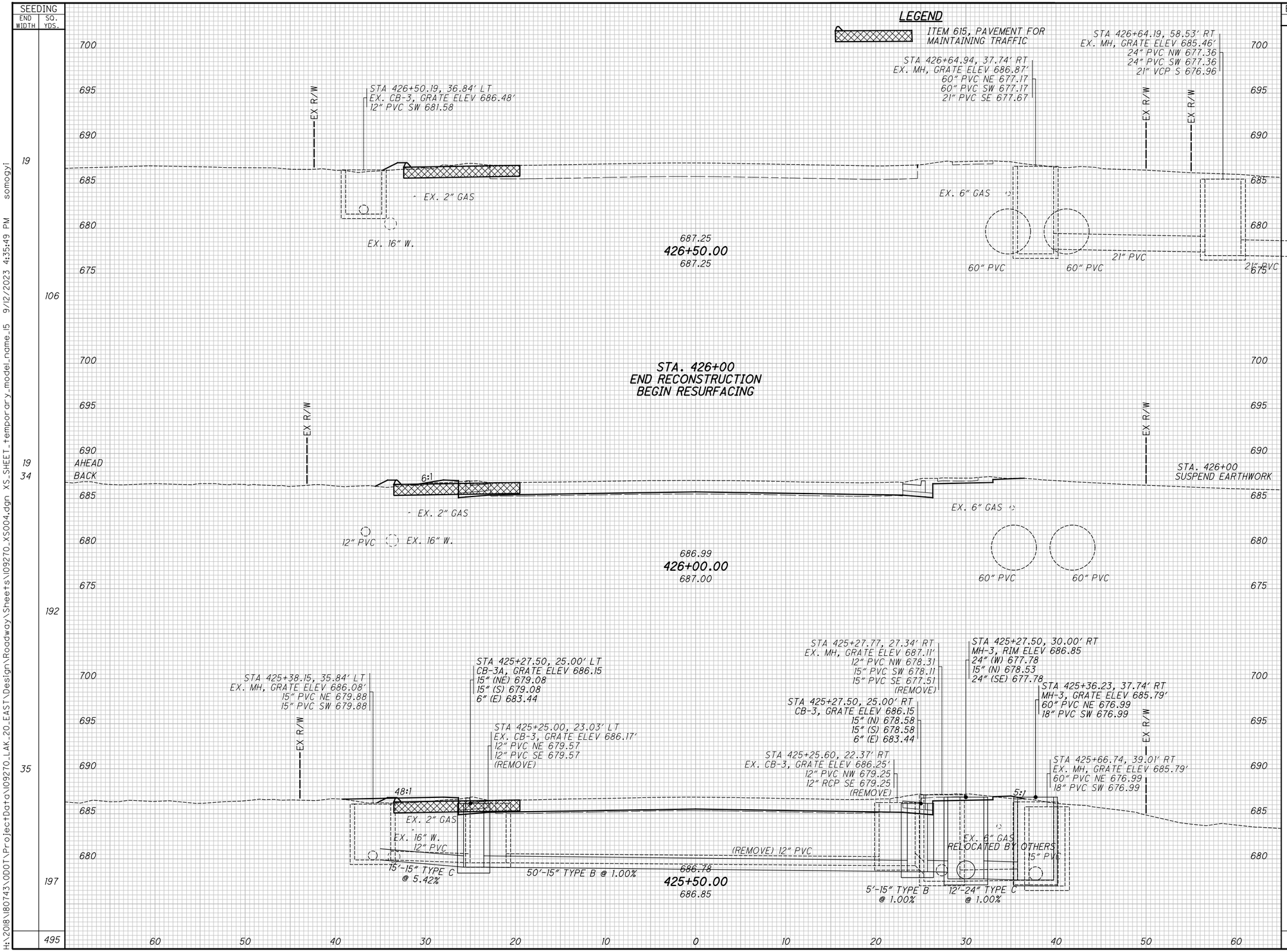
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
36	200	16	2	27	6
36	258	13	4	24	5
57	316	13	1	28	1
57	316	17	0	31	4
	1090			110	16

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 423+50.00 TO STA. 425+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_14 9/12/2023 4:35:47 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
19					
	106				
19 34		15	1		
	192			31	6
35		19	6		
	197			32	7
	495			63	13

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 425+50.00 TO STA. 426+50.00

LAK-US-20-24.99

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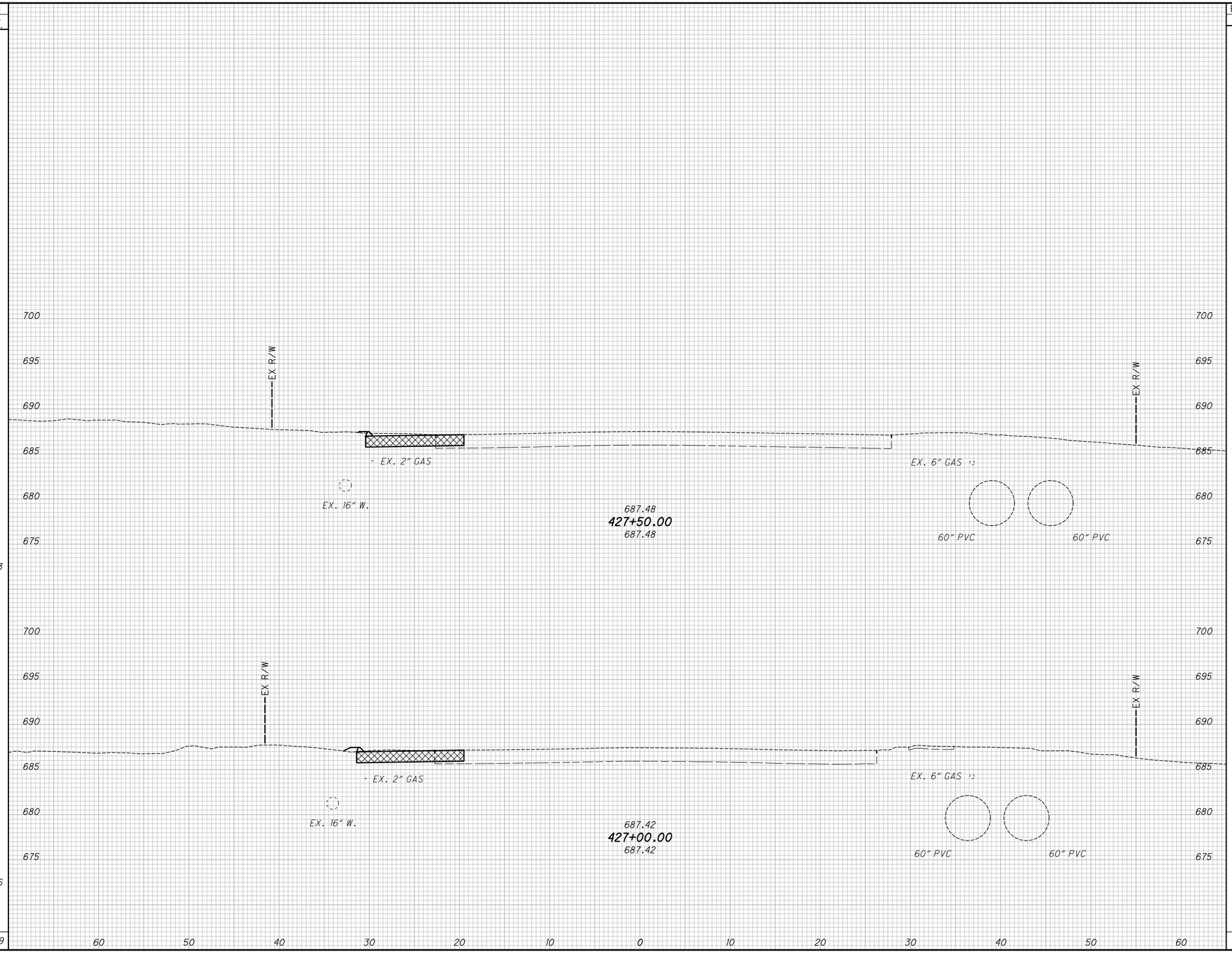
SEEDING	
END WIDTH	SQ. YDS.
18	103
19	106
	209



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

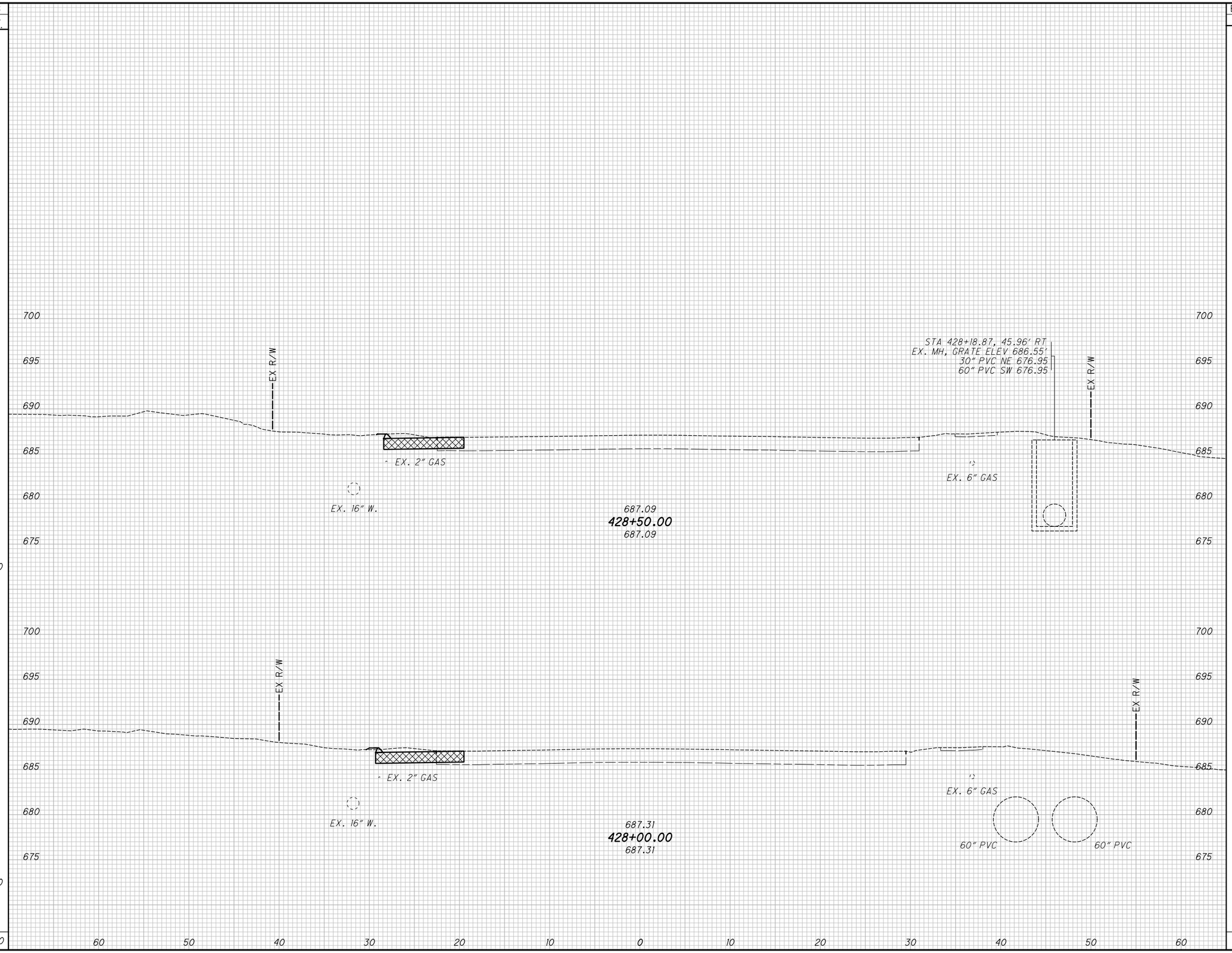
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 427+00.00 TO STA. 427+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_16 9/12/2023 4:35:50 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
18	100
18	100
	200



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

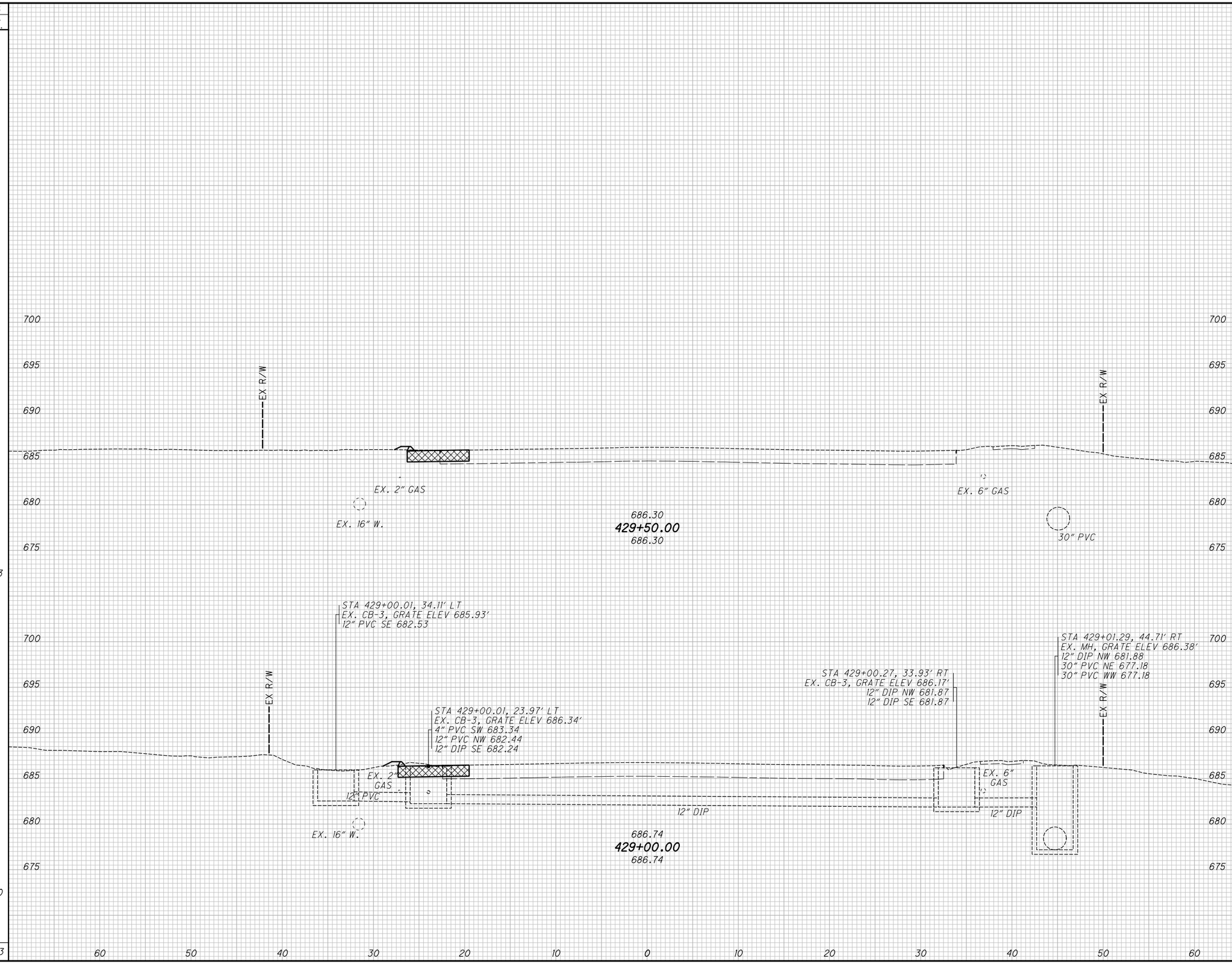
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 428+00.00 TO STA. 428+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name.17 9/12/2023 4:35:51 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
19	103
18	100
	203



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

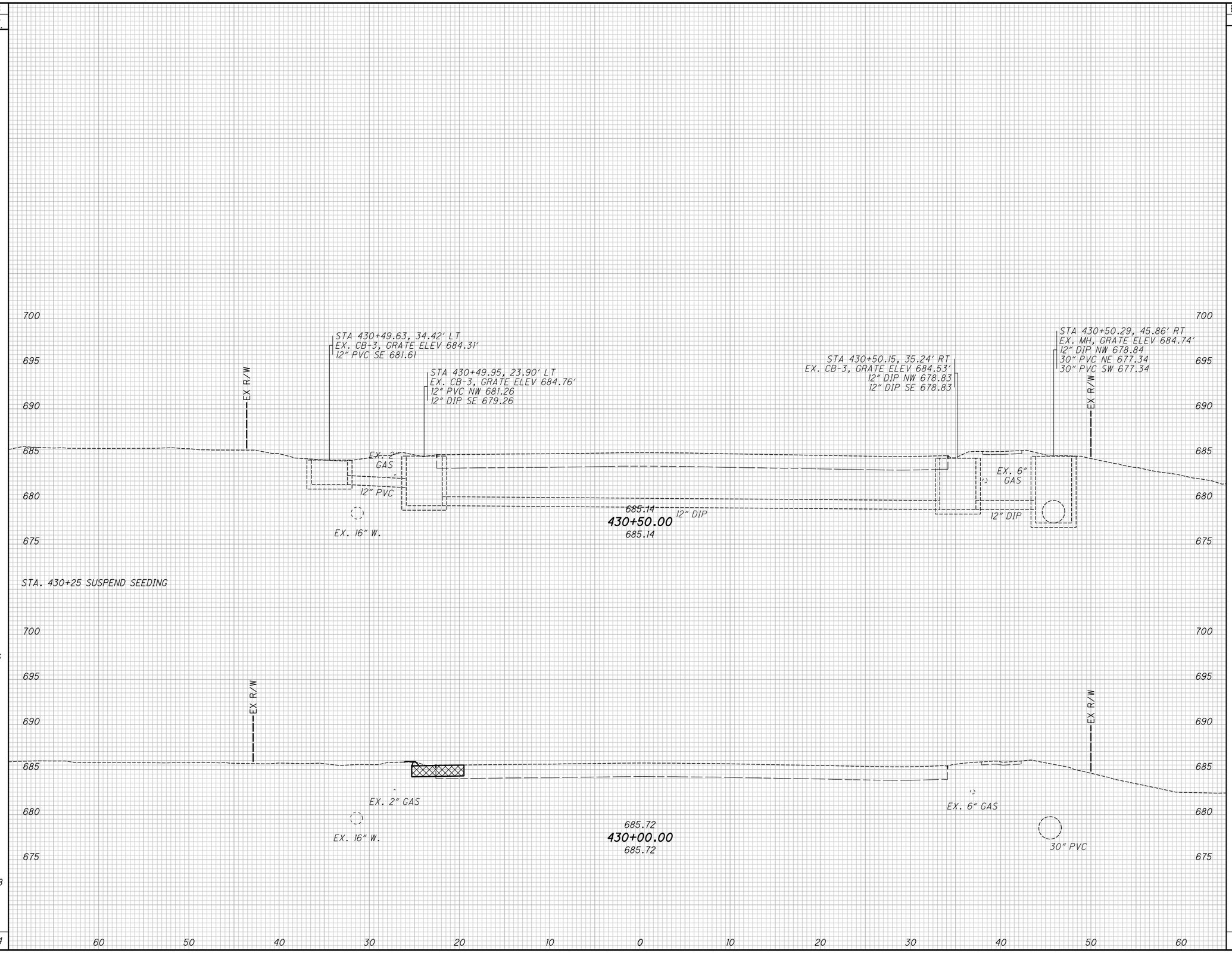
CROSS SECTIONS - U.S. 20
STA. 429+00.00 TO STA. 429+50.00

LAK-US-20-24.99

295
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_18 9/12/2023 4:35:52 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
20	56
20	108
	164



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 430+00.00 TO STA. 430+50.00

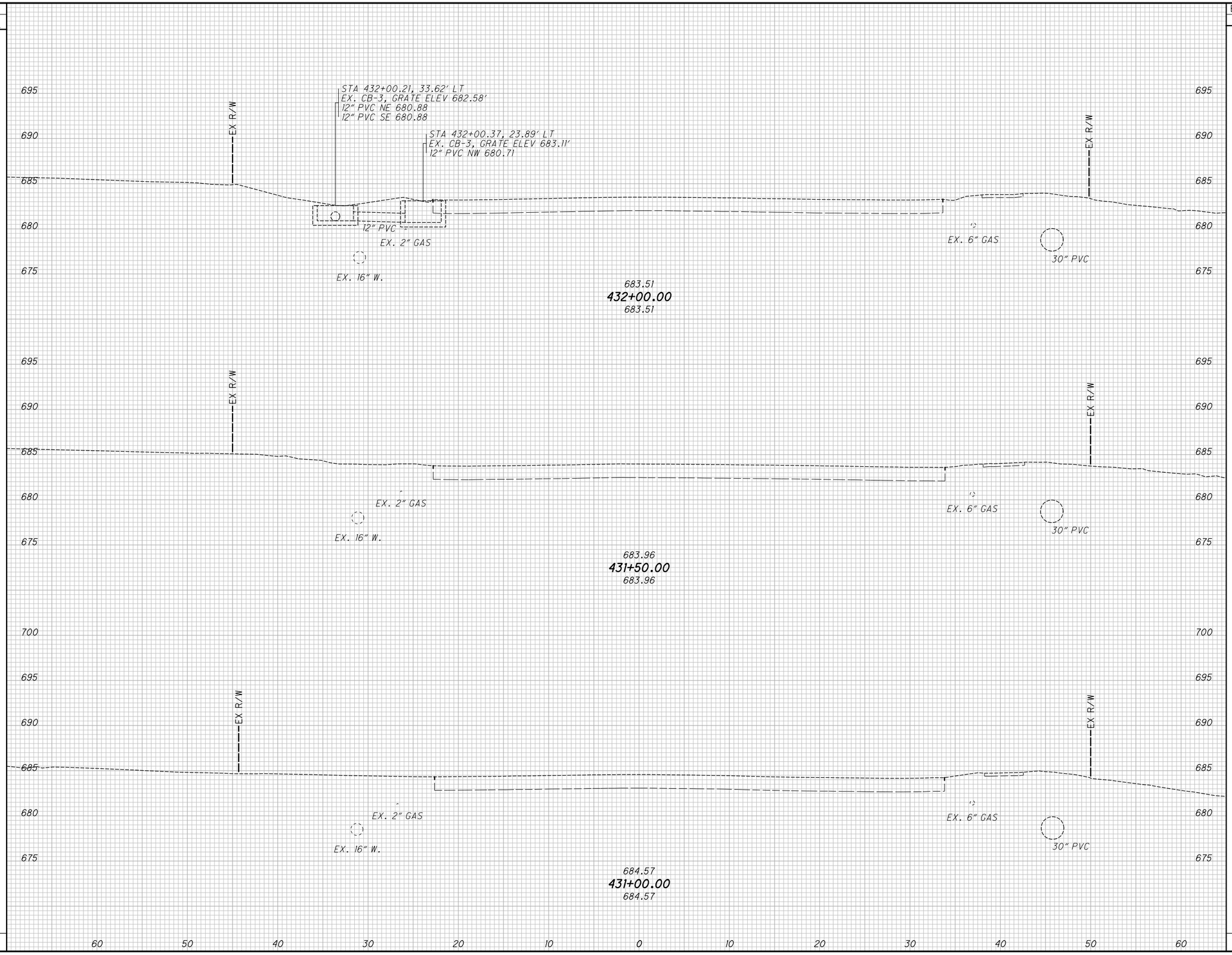
LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_19 9/12/2023 4:35:53 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



CROSS SECTIONS - U.S. 20
STA. 431+00.00 TO STA. 432+00.00

LAK-US-20-24.99

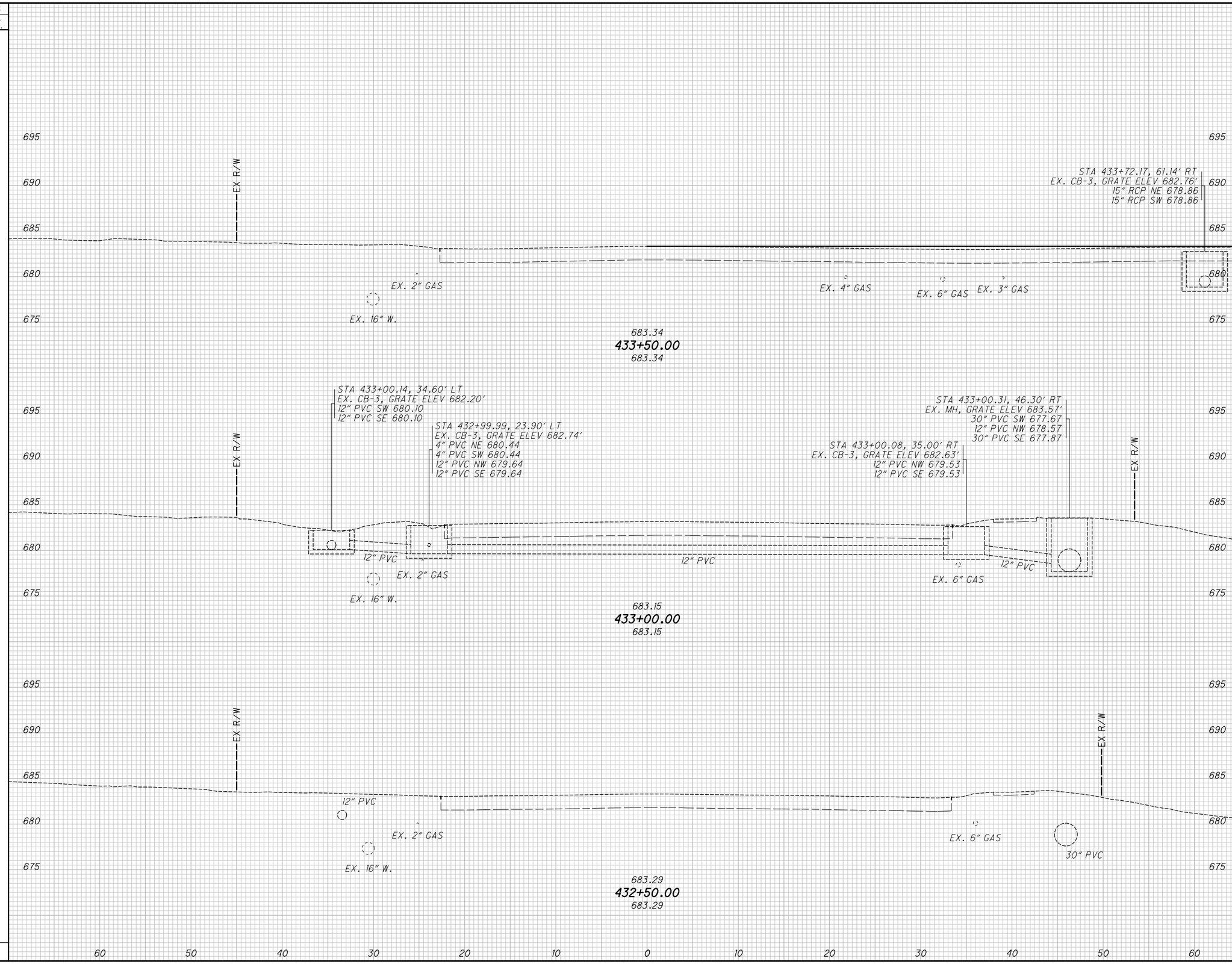
297
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_20 9/12/2023 4:35:54 PM somogyi

SEEDING		
END WIDTH	SQ. YDS.	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP



CROSS SECTIONS - U.S. 20
STA. 432+50.00 TO STA. 433+50.00

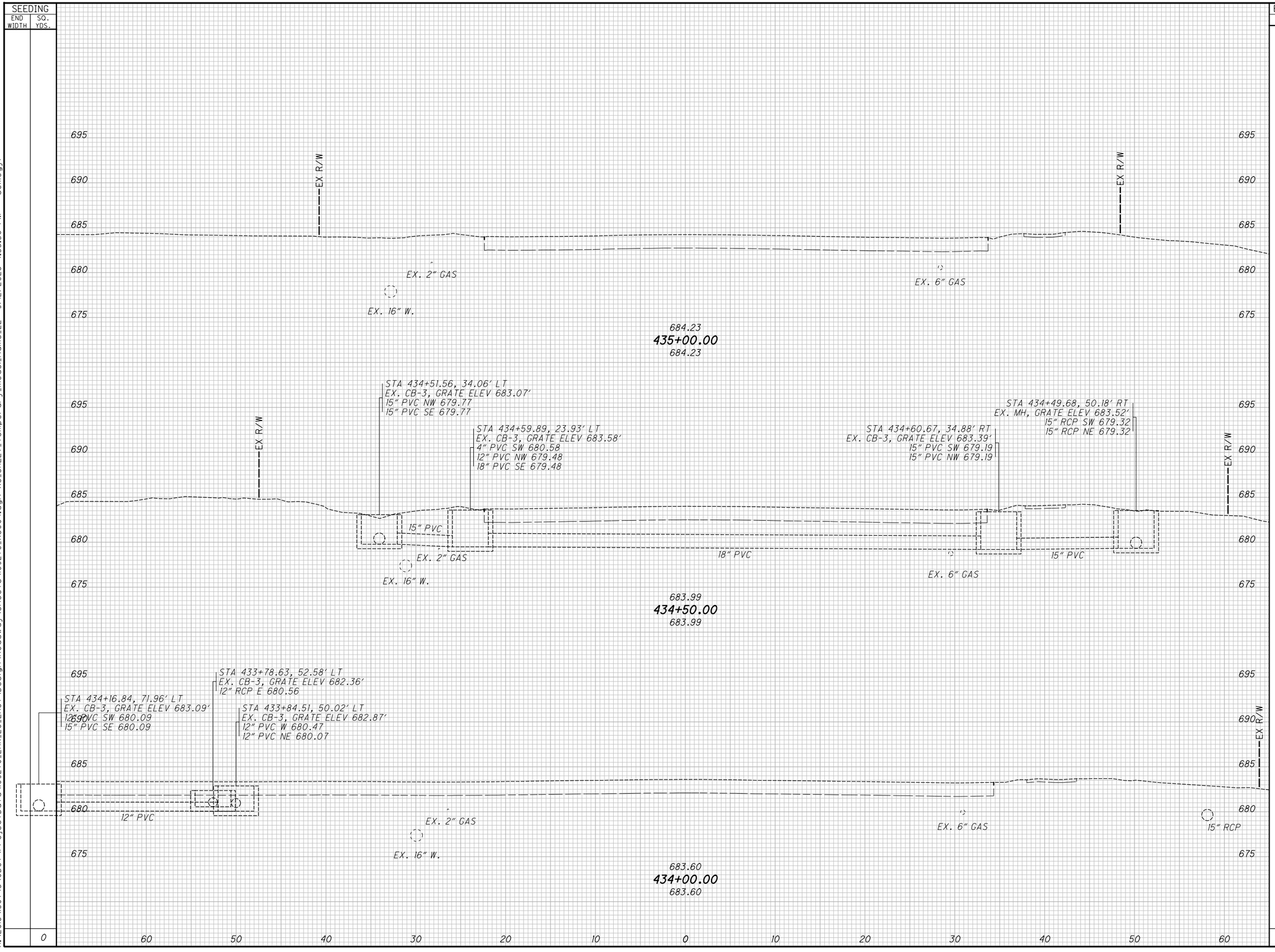
LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_2) 9/12/2023 4:35:55 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

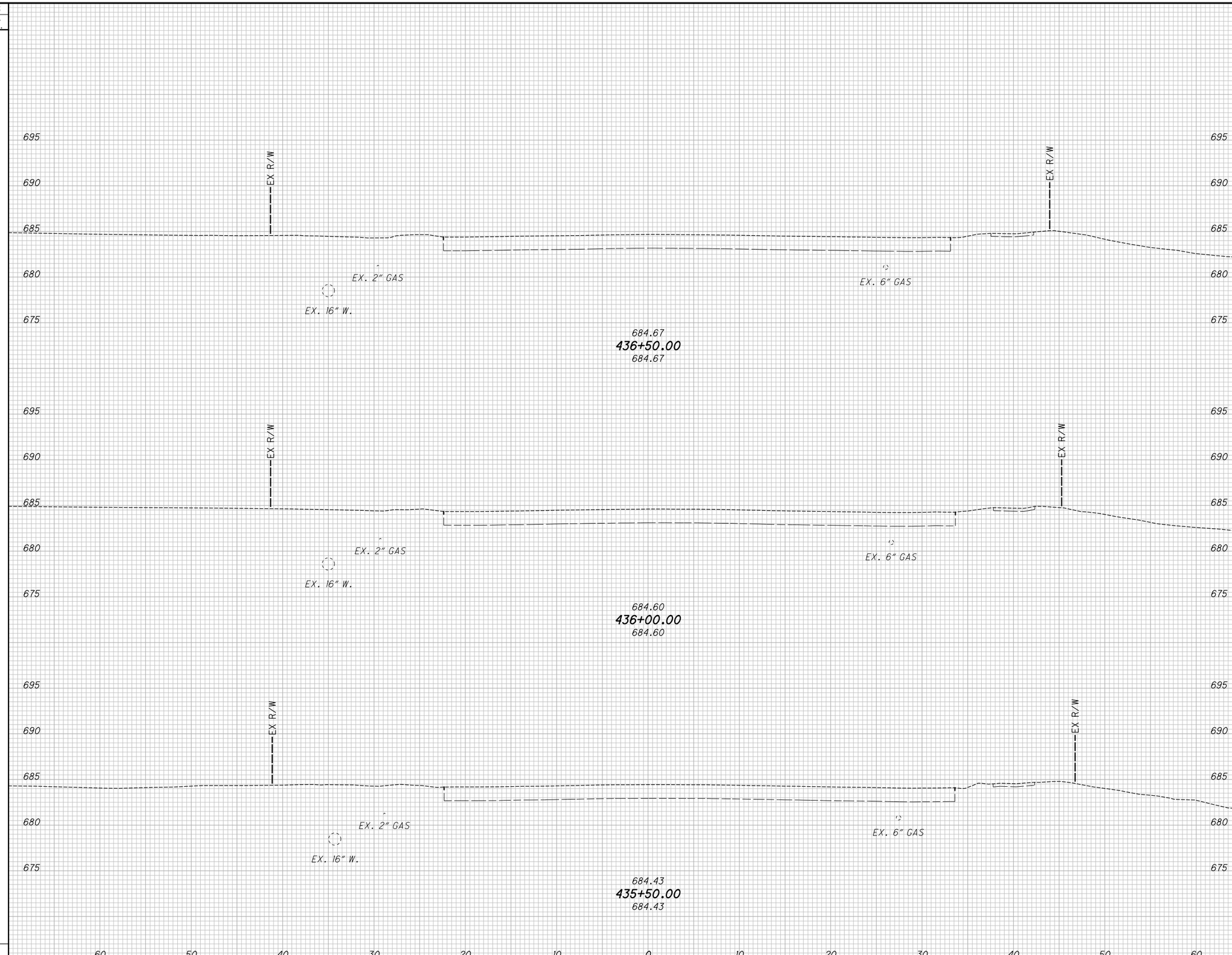


CROSS SECTIONS - U.S. 20
STA. 434+00.00 TO STA. 435+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_22 9/12/2023 4:35:56 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
0	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

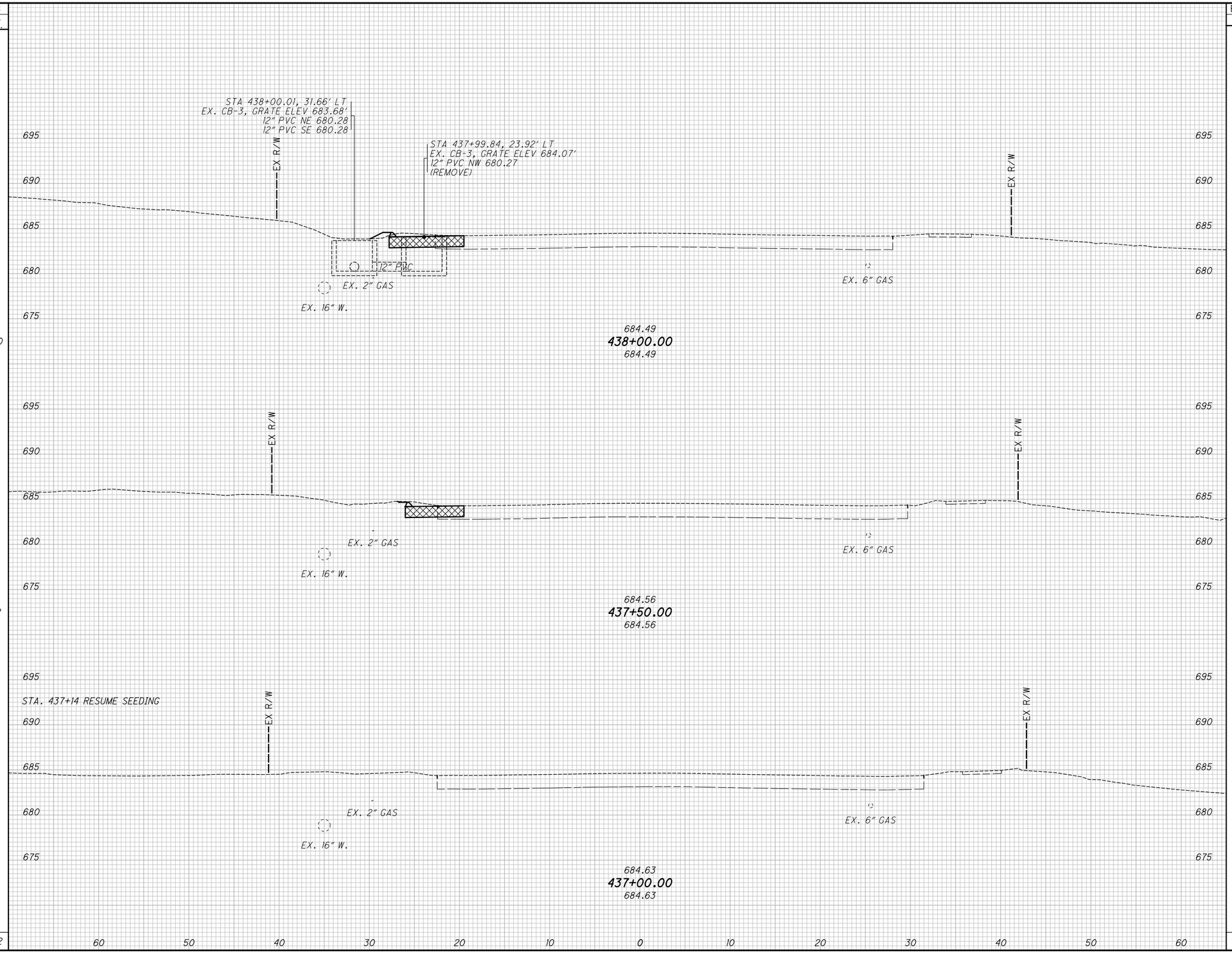
CROSS SECTIONS - U.S. 20
STA. 435+50.00 TO STA. 436+50.00

LAK-US-20-24.99

300
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_23 9/12/2023 4:35:58 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
18	100
18	72
18	
172	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

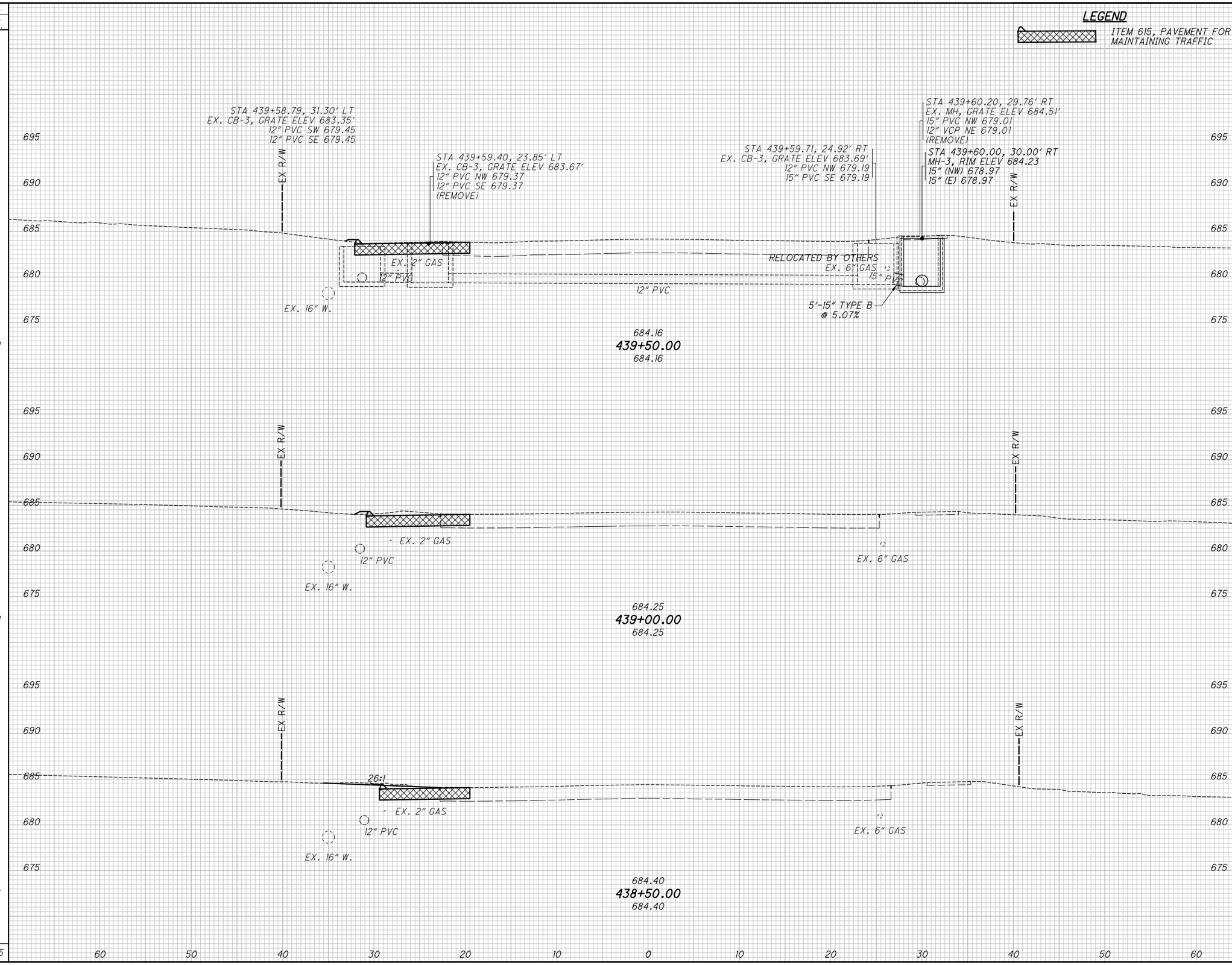
CROSS SECTIONS - U.S. 20
STA. 437+00.00 TO STA. 438+00.00

LAK-US-20-24.99

301
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_24 9/12/2023 4:35:59 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
17	94
17	94
17	97
285	



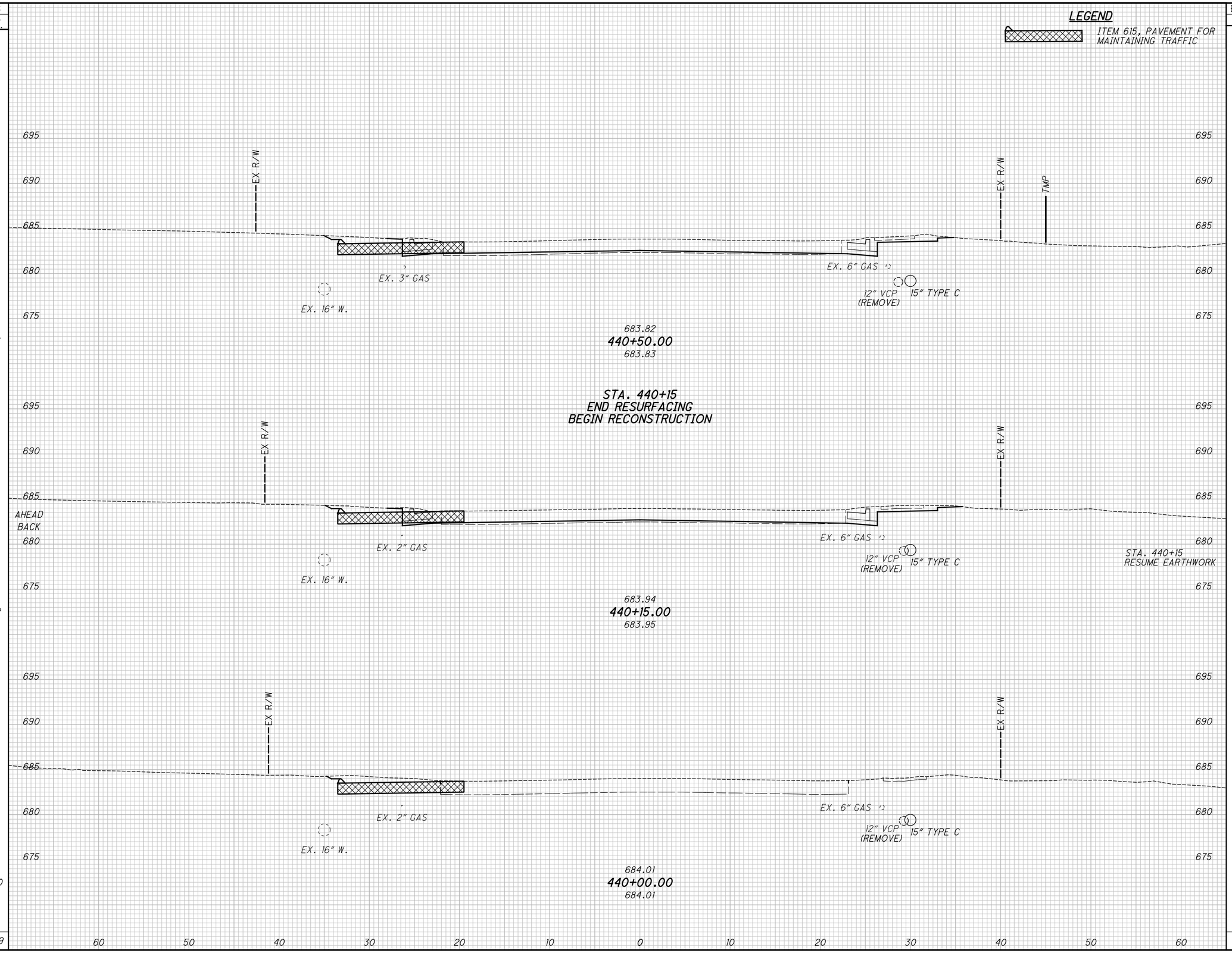
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 438+50.00 TO STA. 439+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_25 9/12/2023 4:36:00 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
28		18	0		
	97			23	0
22					
19		18	0		
	32				
19					
	100				
	229			23	0

CALCULATED TLS
CHECKED JMP

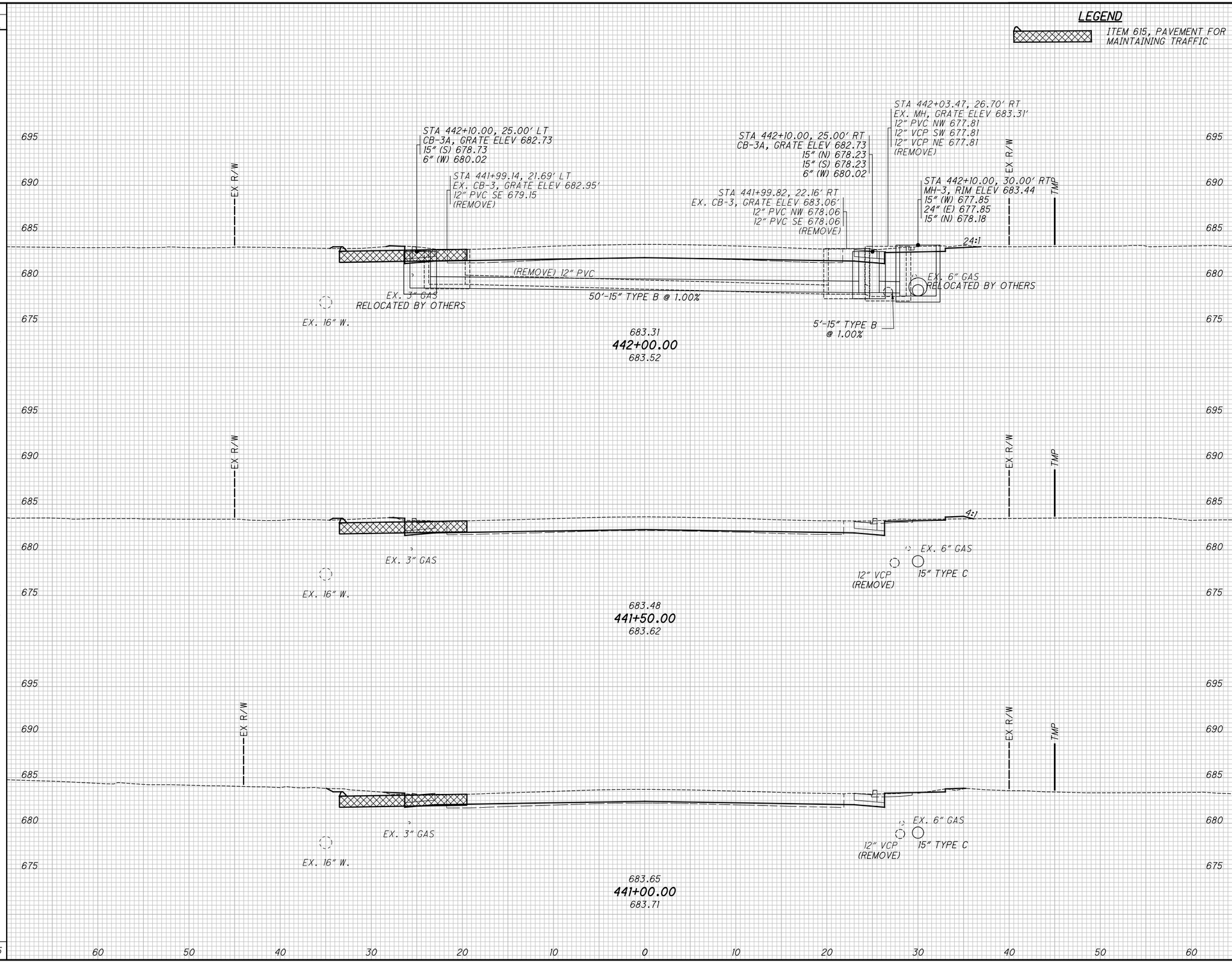
CROSS SECTIONS - U.S. 20
STA. 440+00.00 TO STA. 440+50.00

LAK-US-20-24.99

303
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_26 9/12/2023 4:36:01 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
30	167
30	167
30	161
	495



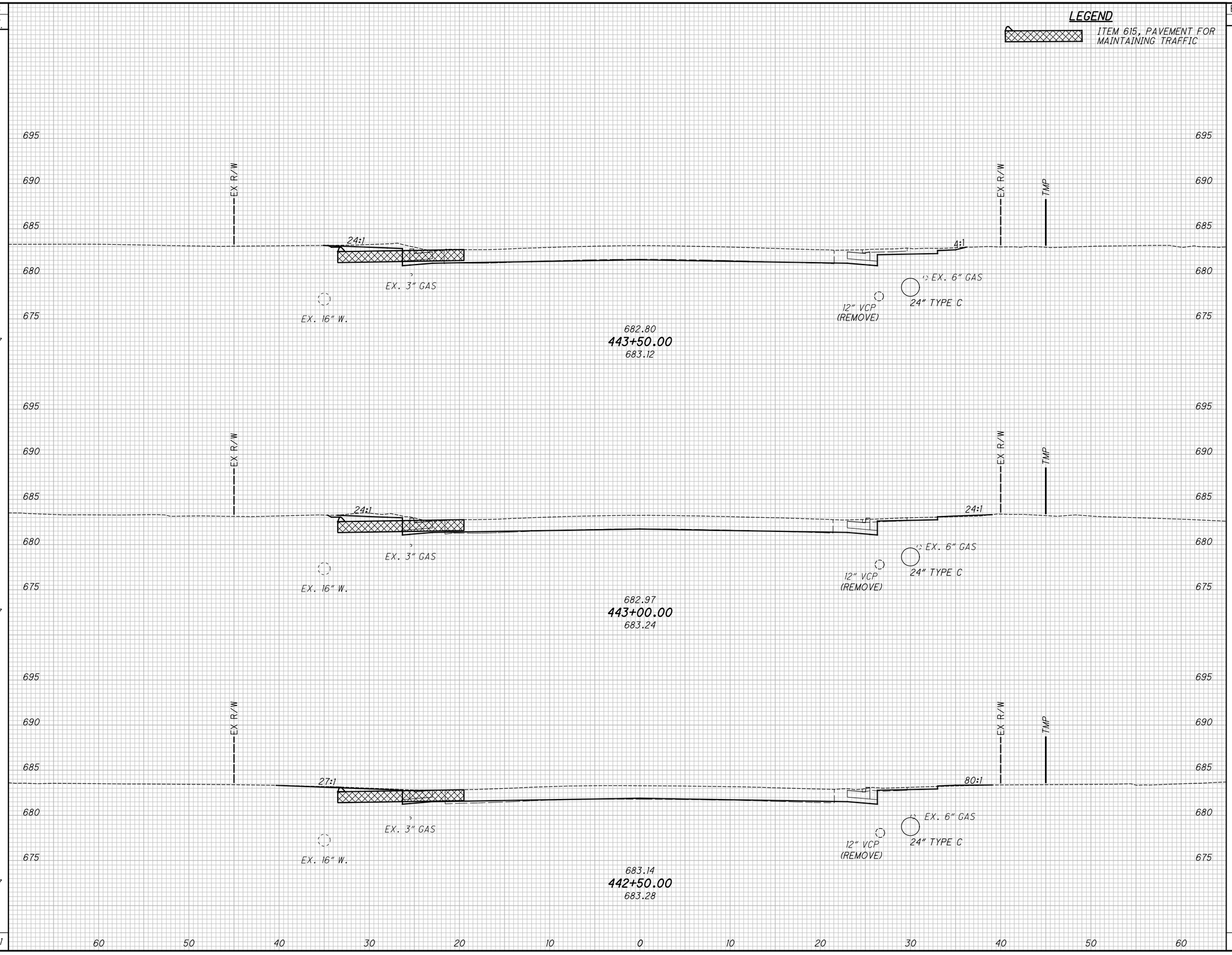
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
18	0		
13	1	29	1
11	1	22	2
		27	1
		78	4

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 441+00.00 TO STA. 442+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_27 9/12/2023 4:36:03 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
30	167	23	0	38	0
30	167	18	0	31	0
30	167	15	0	31	0
	501			100	0

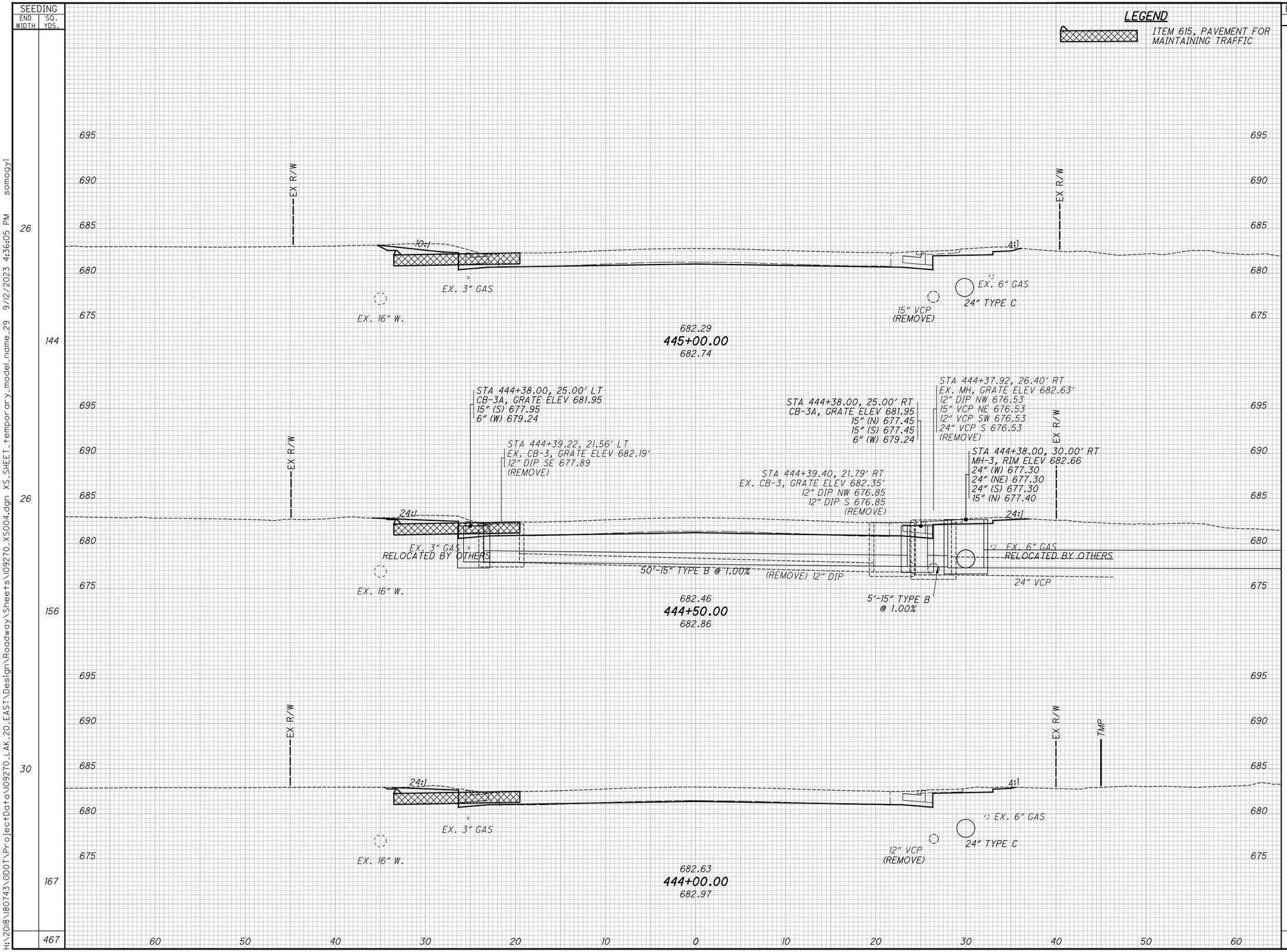
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 442+50.00 TO STA. 443+50.00

LAK-US-20-24.99

305
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_28 9/12/2023 4:36:04 PM somogyi



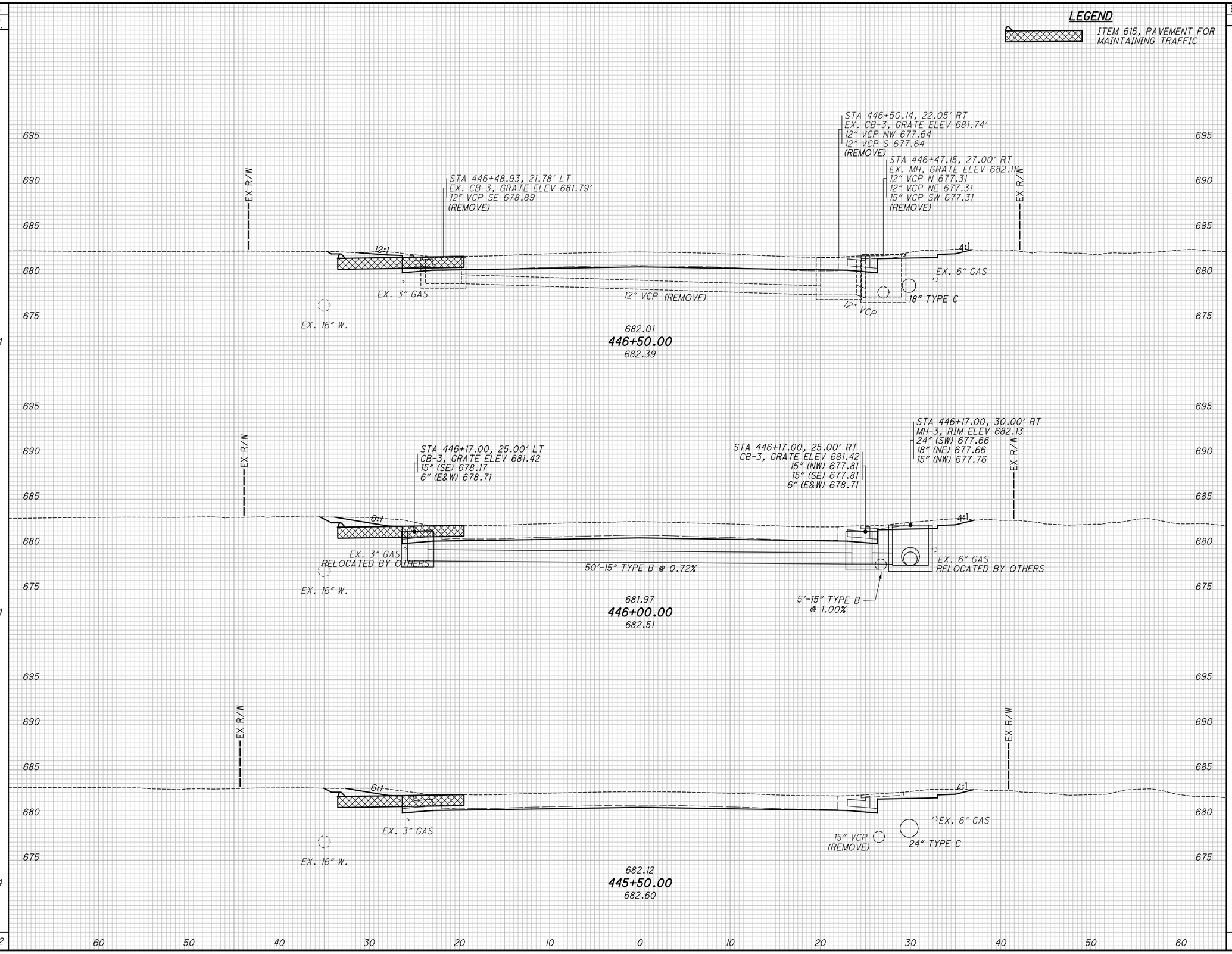
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
26	144	31	0	52	0
26	156	25	0	42	0
30	167	20	0	40	0
	467			134	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 444+00.00 TO STA. 445+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_29 9/12/2023 4:36:05 PM somogyi



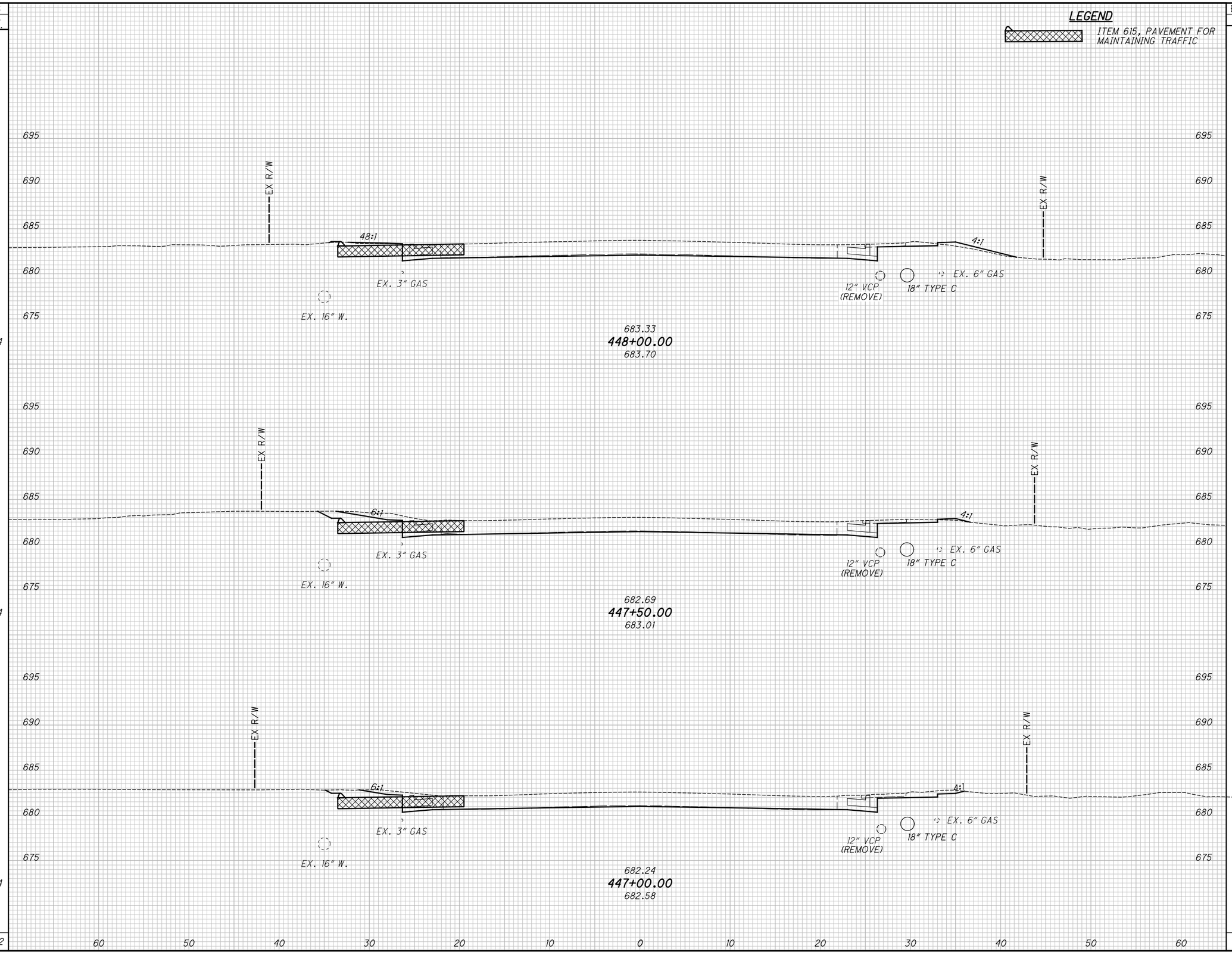
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
26	144	23	0	53	0
26	144	34	0	62	0
26	144	33	0	59	0
	432			174	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 445+50.00 TO STA. 446+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_30 9/12/2023 4:36:06 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
28	144	19	3	37	3
26	144	21	0	40	0
26	144	22	0	42	0
	432			119	3

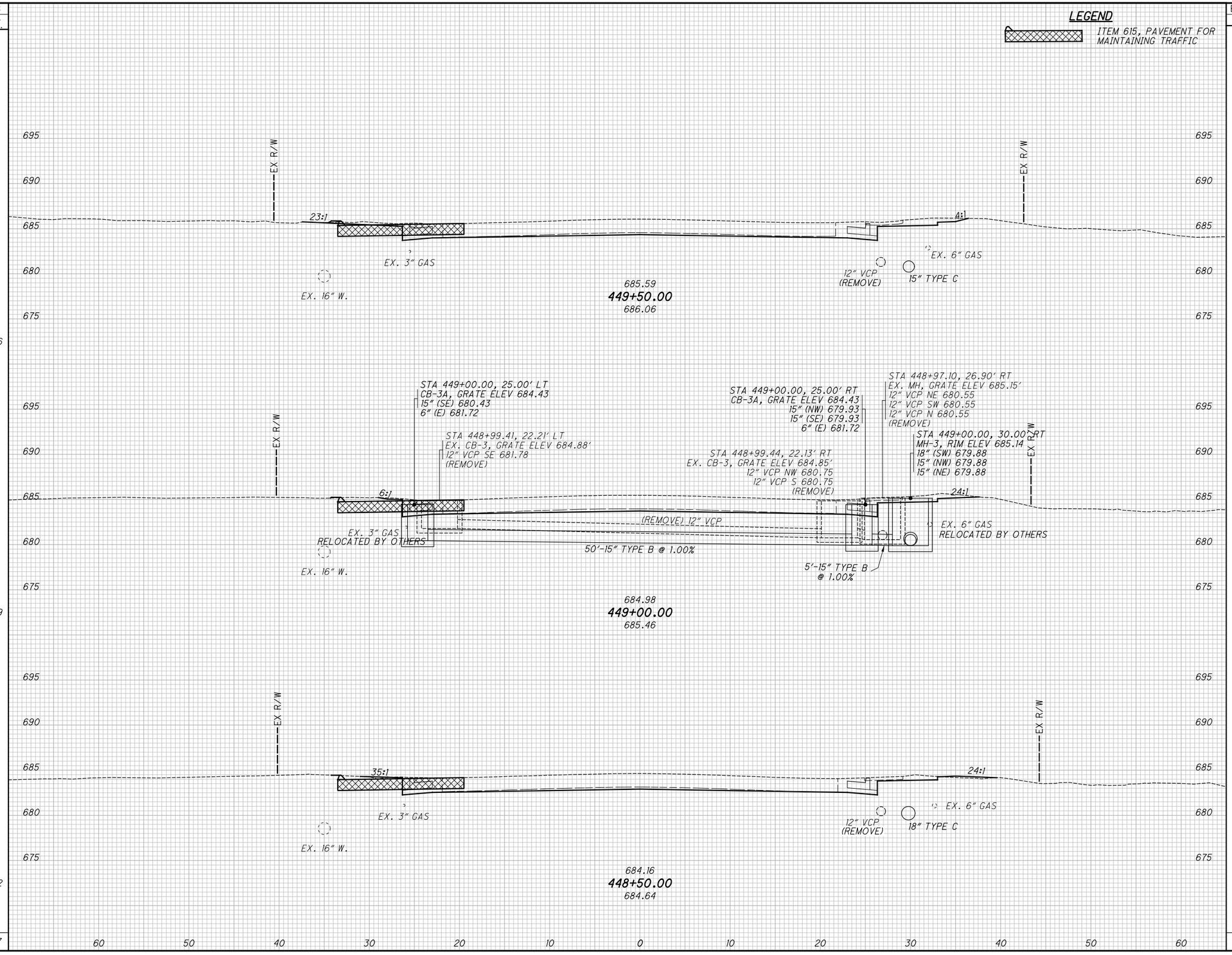
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 447+00.00 TO STA. 448+00.00

LAK-US-20-24.99

308
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_31 9/12/2023 4:36:08 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
24	136	29	0	53	0
25	139	28	0	48	1
25	142	24	1	40	4
	417			141	5

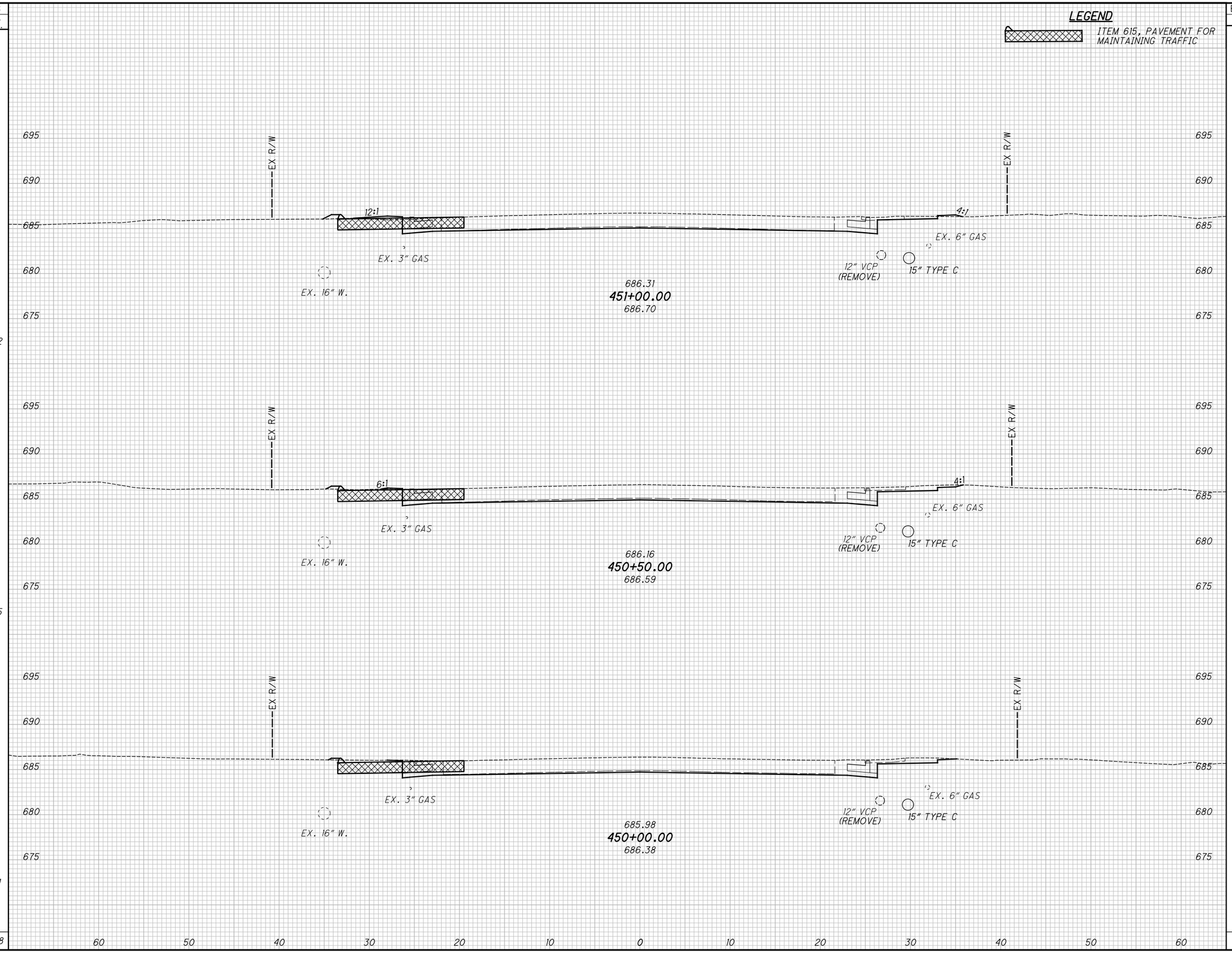
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 448+50.00 TO STA. 449+50.00

LAK-US-20-24.99

309
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_32 9/12/2023 4:36:09 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
22	122	20	2	41	2
22	125	24	0	44	0
23	131	24	0	49	0
	378			134	2

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 450+00.00 TO STA. 451+00.00

LAK-US-20-24.99

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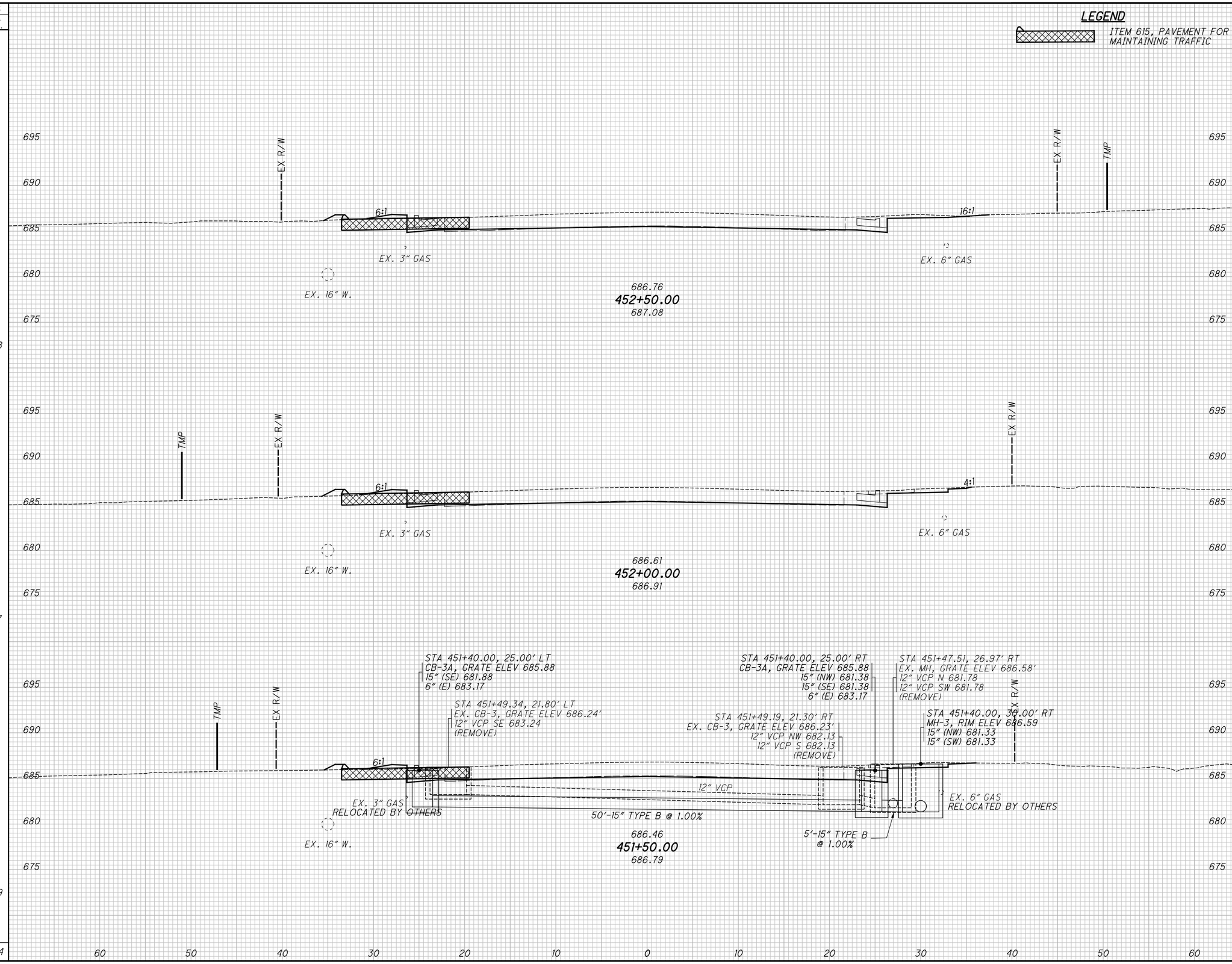
LEGEND

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC



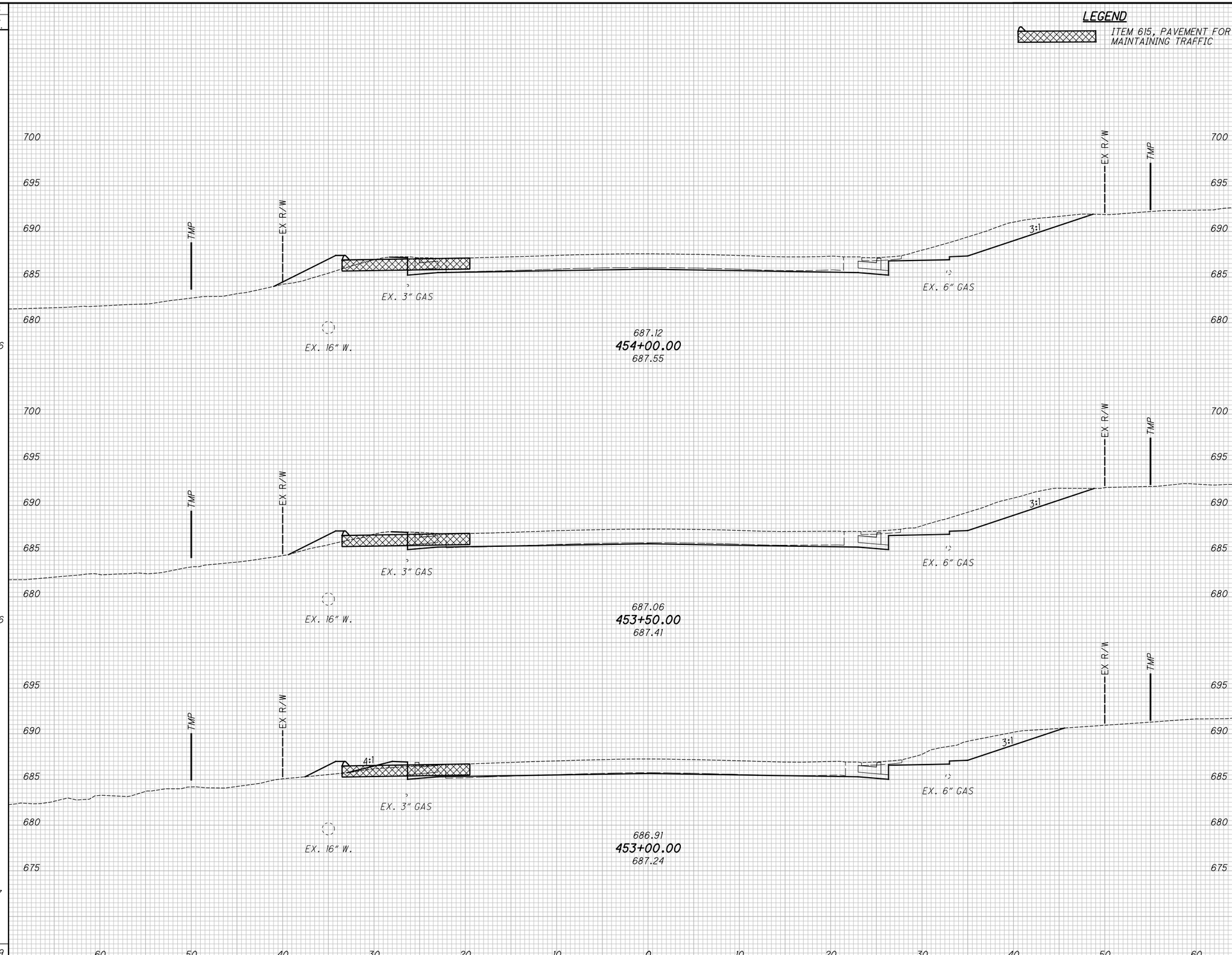
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
32	178	16	2	30	3
32	167	16	1	31	3
28	139	18	2	35	4
	484			96	10

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 451+50.00 TO STA. 452+50.00

LAK-US-20-24.99

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
46	256	52	0	94	0
46	256	50	0	82	2
46	217	39	2	51	4
729				227	6

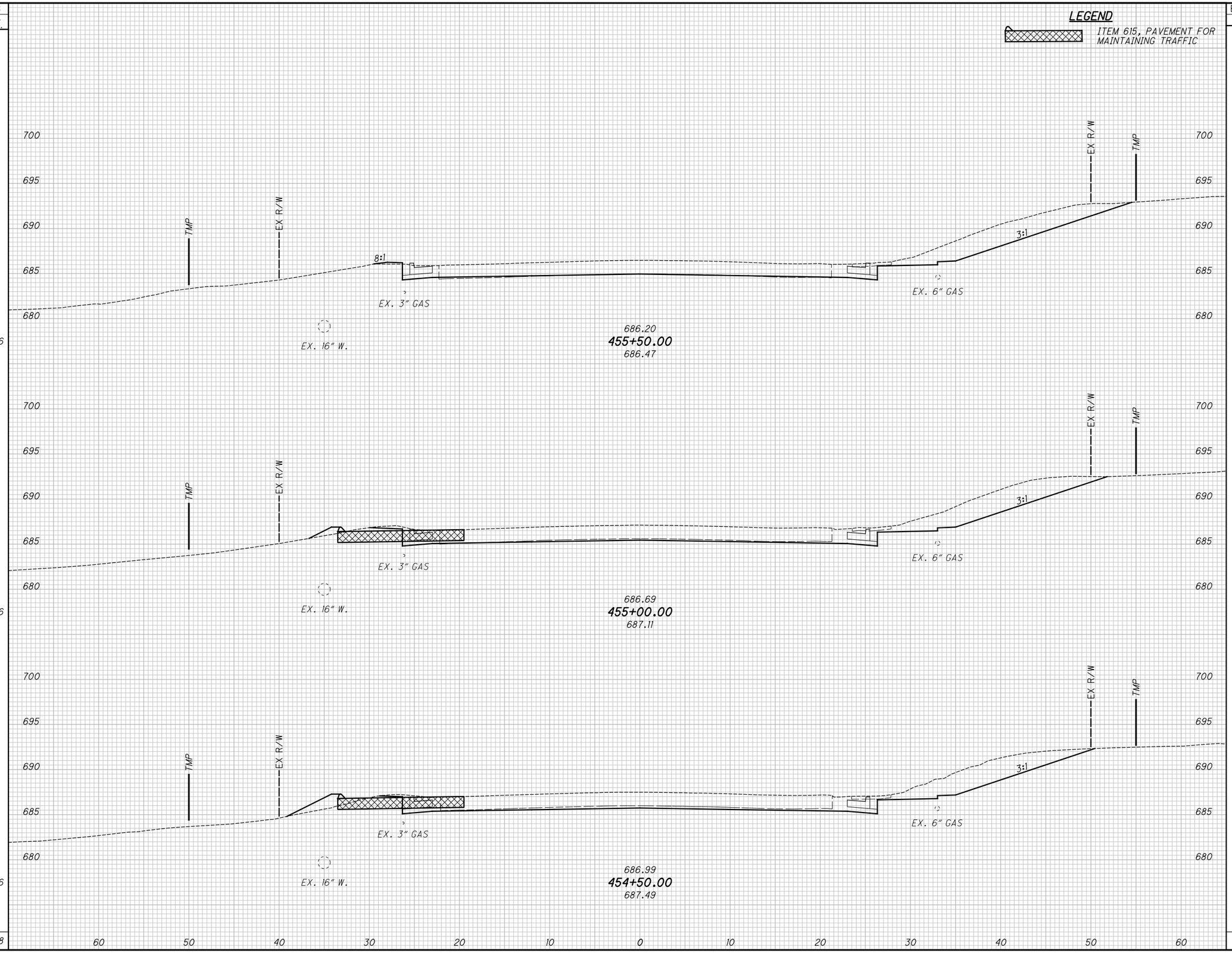


CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 453+00.00 TO STA. 454+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_35 9/12/2023 4:36:13 PM somogyi



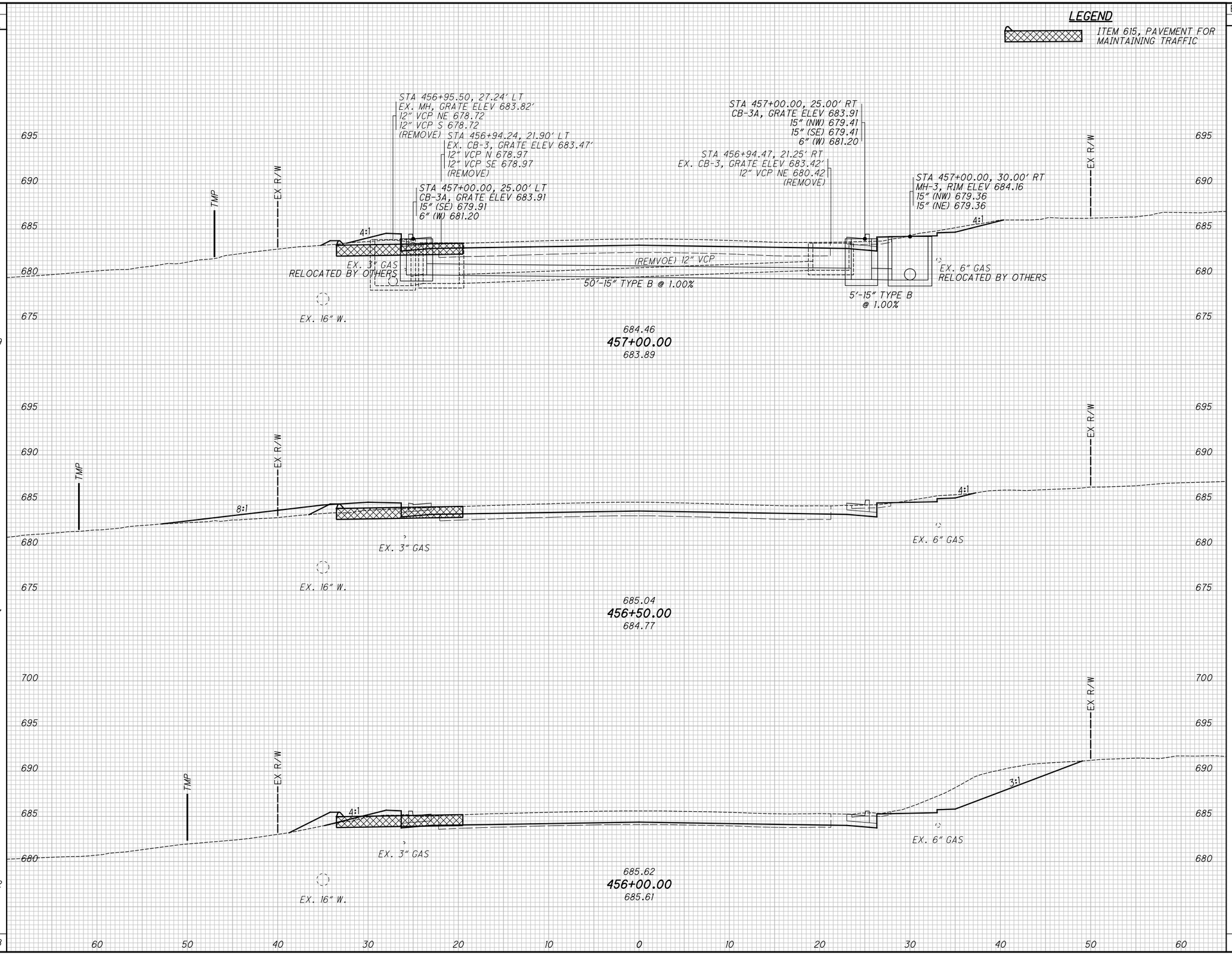
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
46	256	58	0	113	0
46	256	64	0	118	0
46	256	63	0	106	0
	768			337	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 454+50.00 TO STA. 455+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_36 9/12/2023 4:36:14 PM somogyi



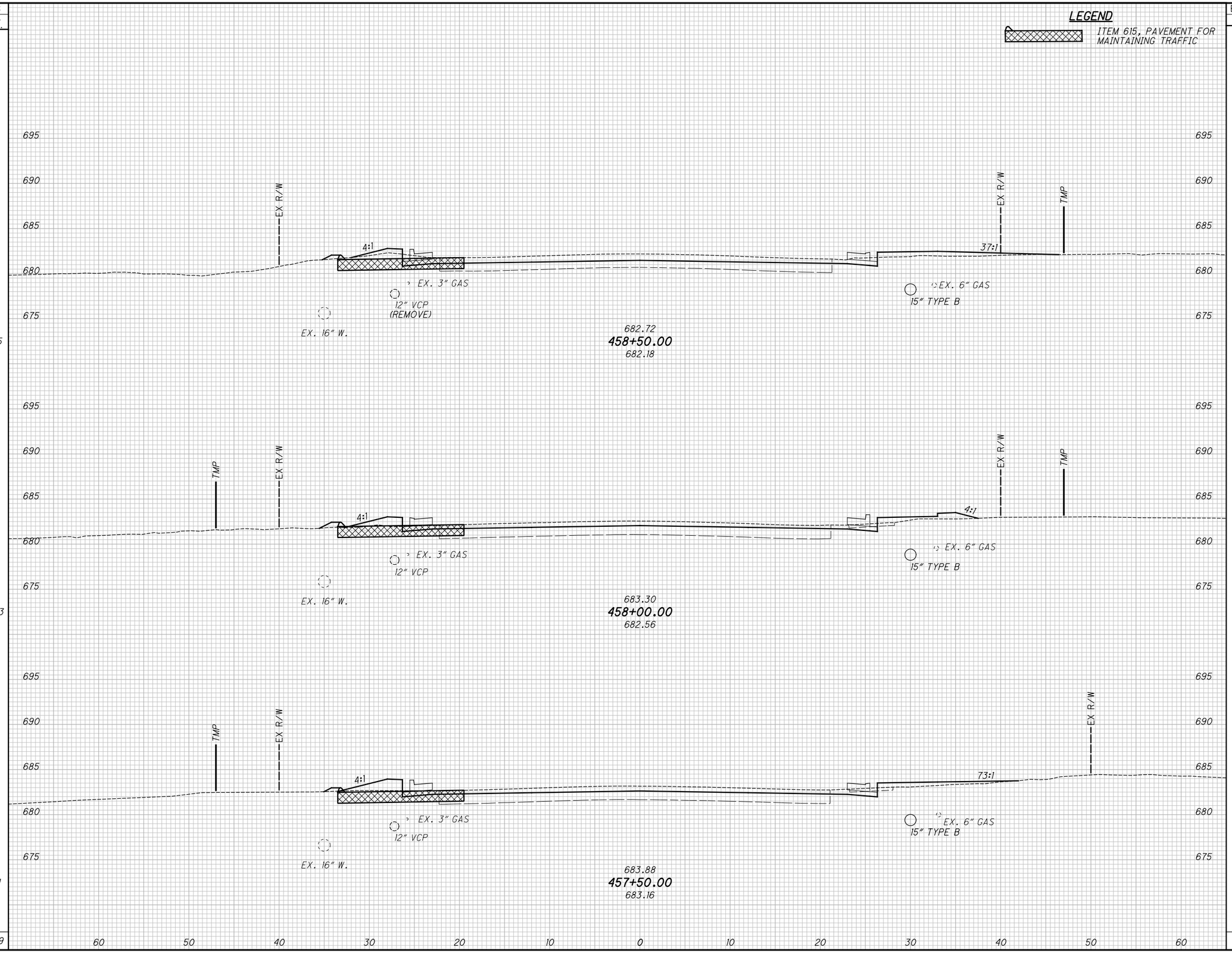
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
38	239	9	4	19	19
48	247	11	17	52	18
41	242	45	2	95	2
728				166	39

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 456+00.00 TO STA. 457+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_37 9/12/2023 4:36:15 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
28		7	9		
	175			10	17
35		4	9		
	203			8	19
38		5	11		
	211			13	14
	589			31	50

CALCULATED TLS
CHECKED JMP

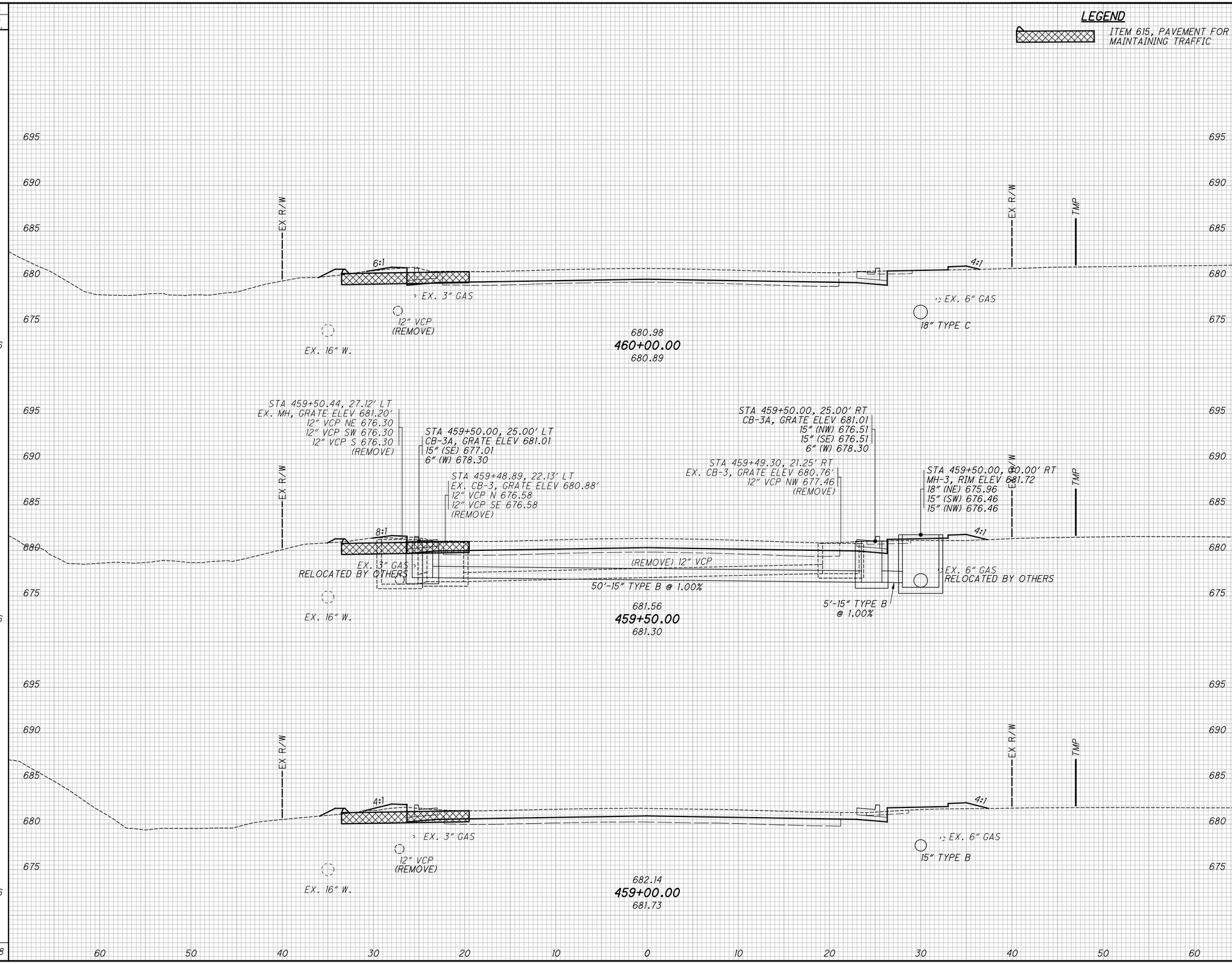
CROSS SECTIONS - U.S. 20
STA. 457+50.00 TO STA. 458+50.00

LAK-US-20-24.99

315
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_38 9/12/2023 4:36:17 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
28	156
28	156
28	156
28	156
	468



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
12	1		
		21	5
11	4		
		19	8
9	5		
		15	13
		55	26

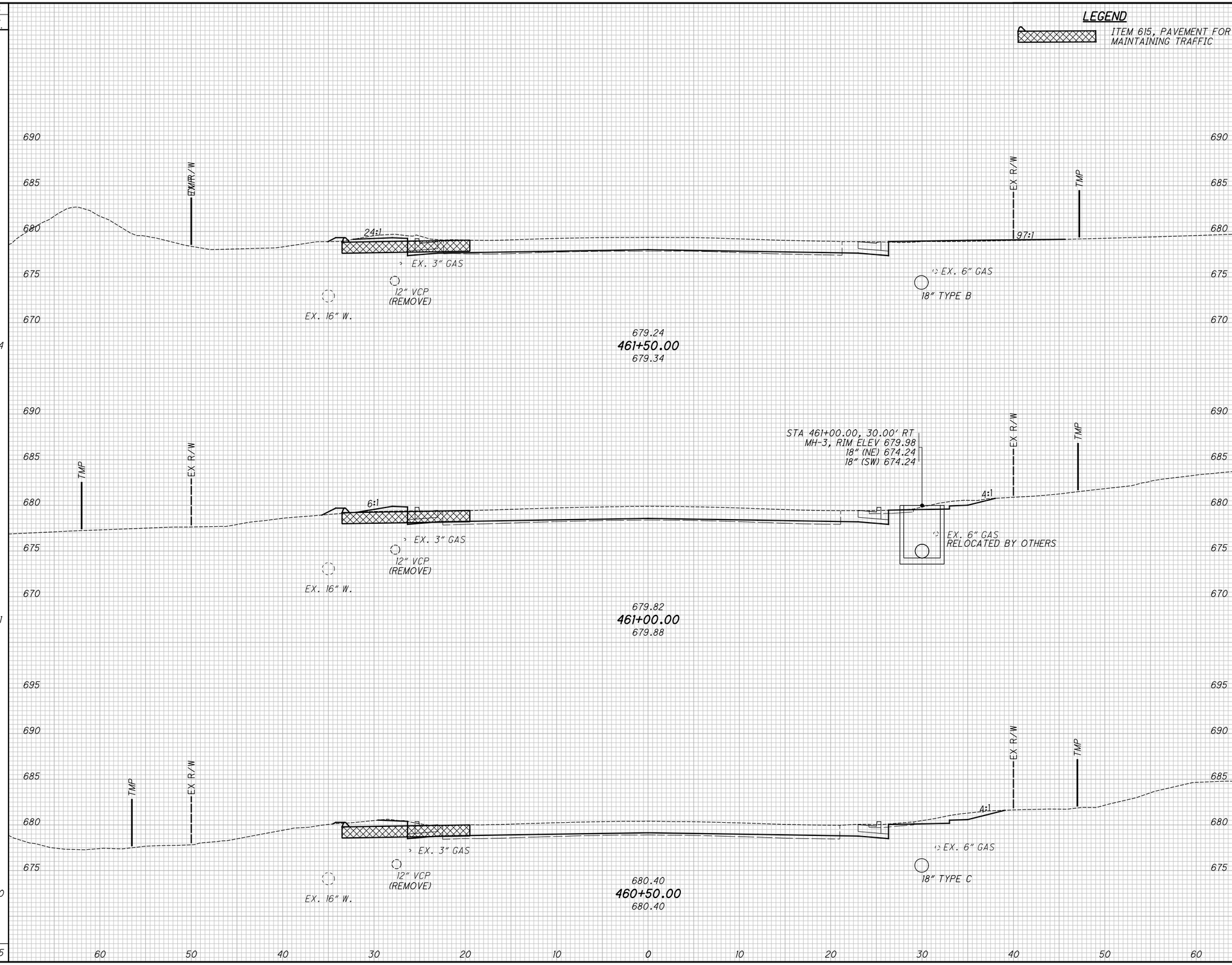
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 459+00.00 TO STA. 460+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_39 9/12/2023 4:36:18 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
38	244	16	1	29	3
50	261	15	2	30	2
44	200	17	0	27	1
	705			86	6



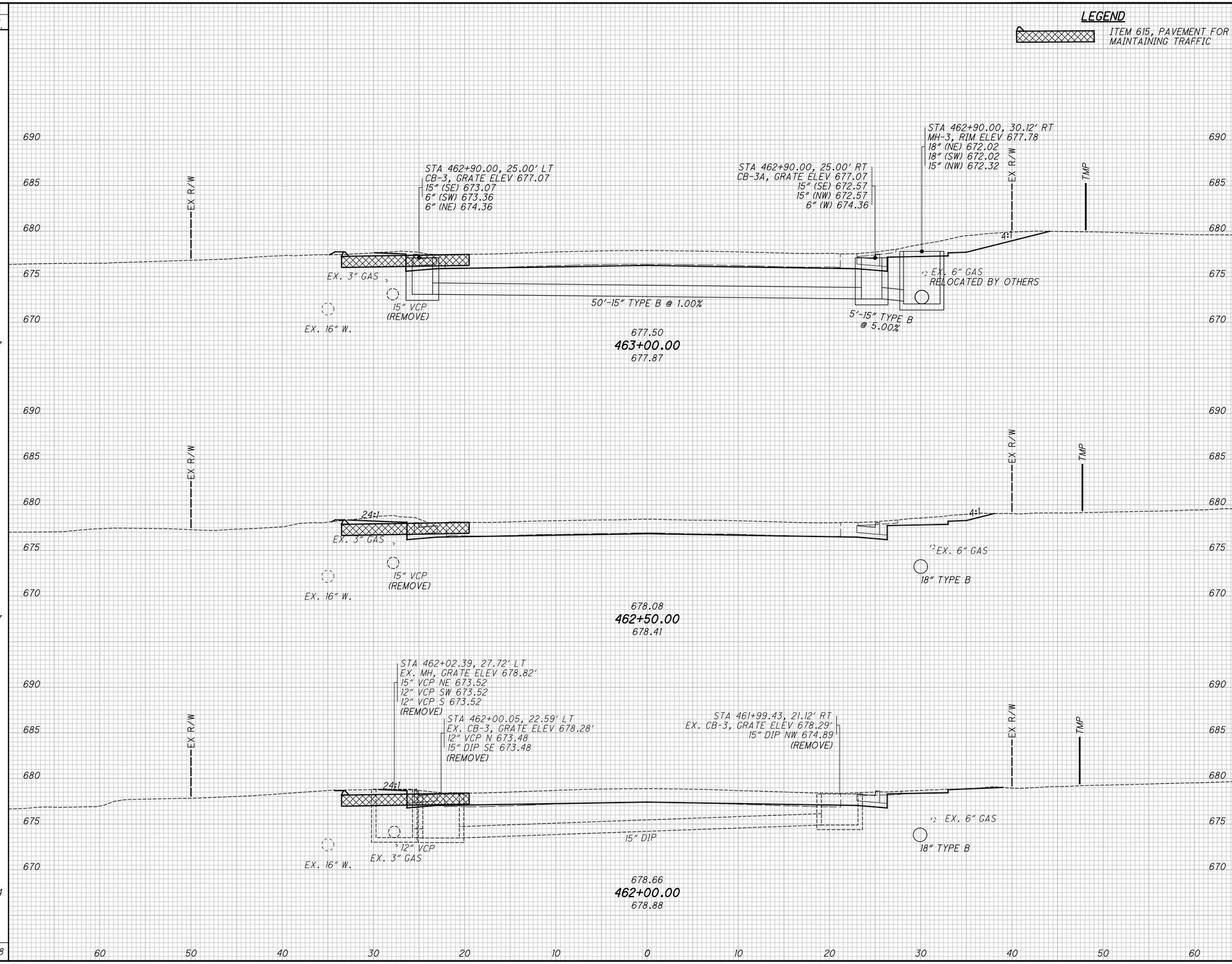
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 460+50.00 TO STA. 461+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_40 9/12/2023 4:36:19 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
39	217
39	217
39	214
648	



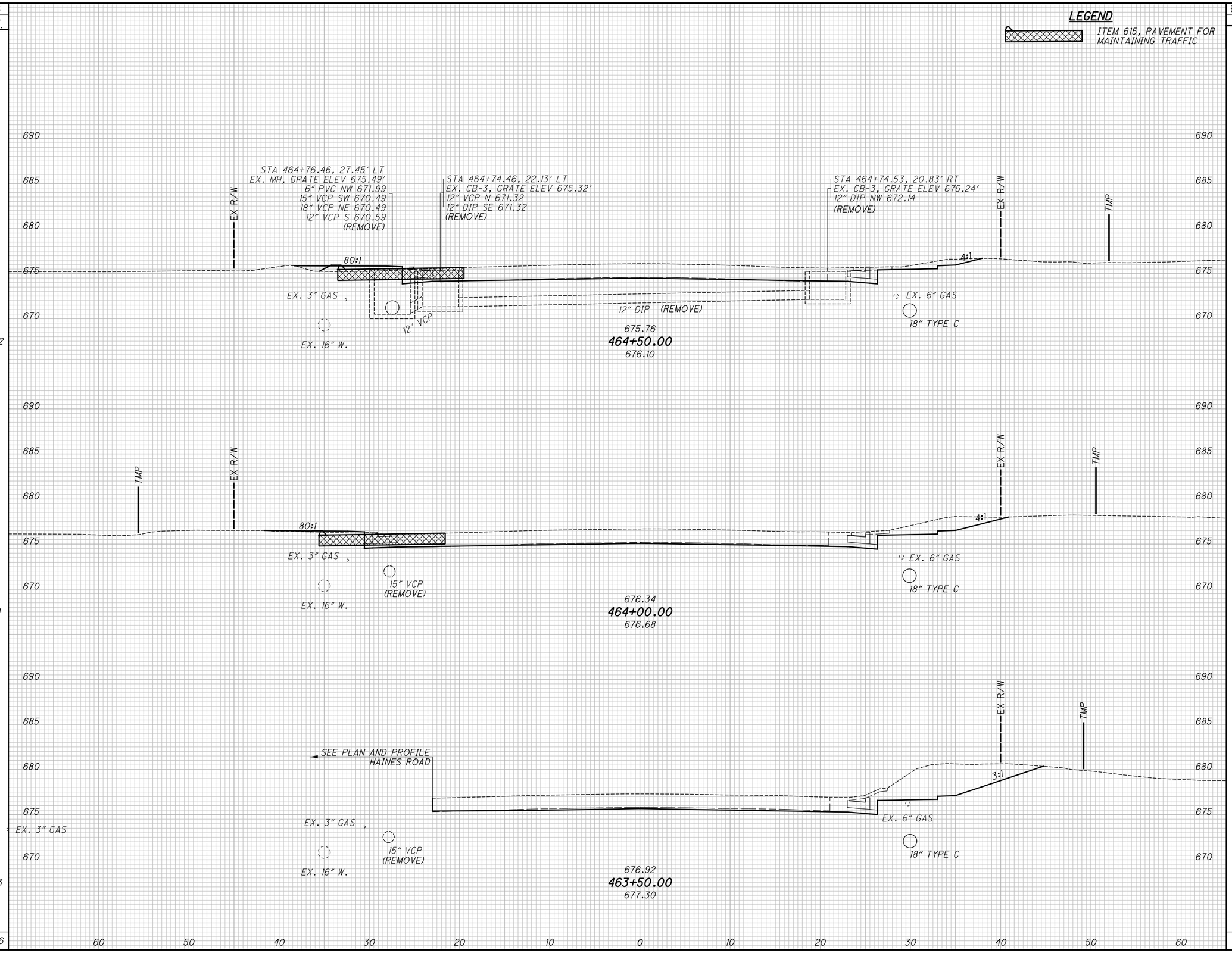
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
42	0		
29	0		
		66	0
		42	0
16	0		
		30	1
		87	1

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 462+00.00 TO STA. 463+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_41 9/12/2023 4:36:20 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
38	222	21	6	47	6
42	161	30	1	81	1
16	153	57	0	92	0
	536			220	7

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 463+50.00 TO STA. 464+50.00

LAK-US-20-24.99

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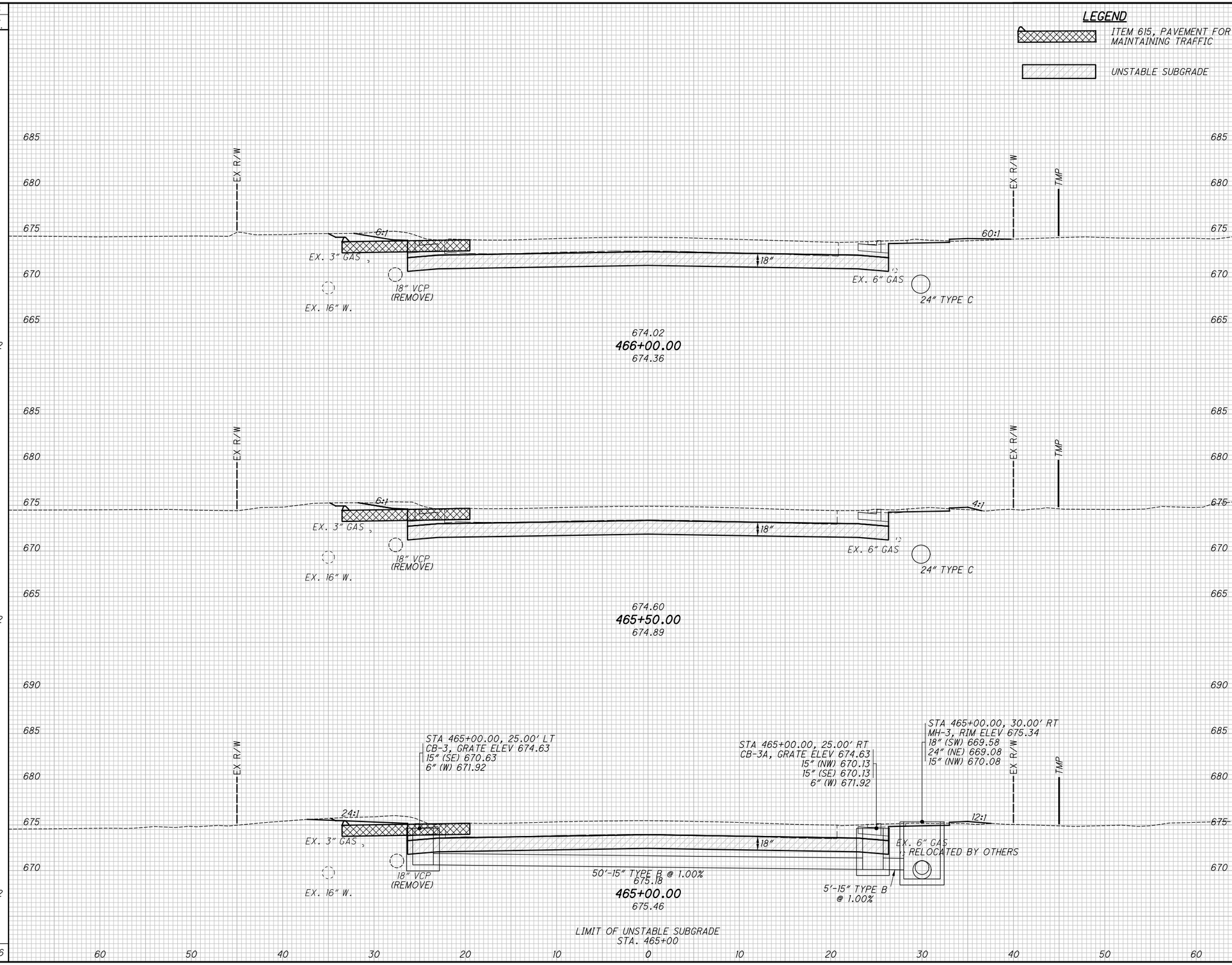
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	172	24	1	44	2
31	172	23	1	43	2
31	192	23	1	41	6
	536			128	10



CALCULATED TLS
CHECKED JMP

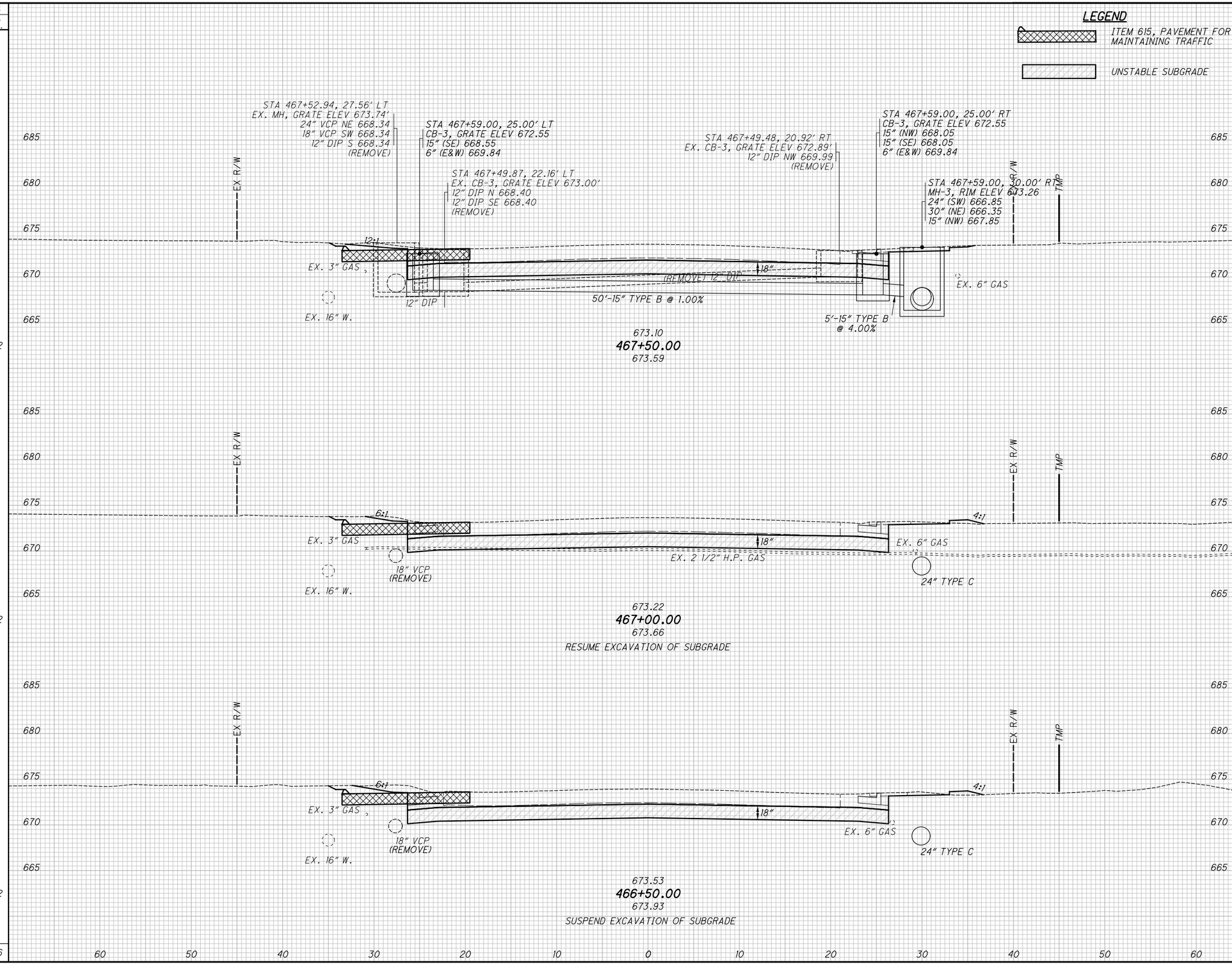
CROSS SECTIONS - U.S. 20
STA. 465+00.00 TO STA. 466+00.00

LAK-US-20-24.99

320
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_43 9/12/2023 4:36:23 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
31	172
31	172
31	172
	516



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
25	0		
21	1	43	1
25	1	43	2
		45	2
		131	5

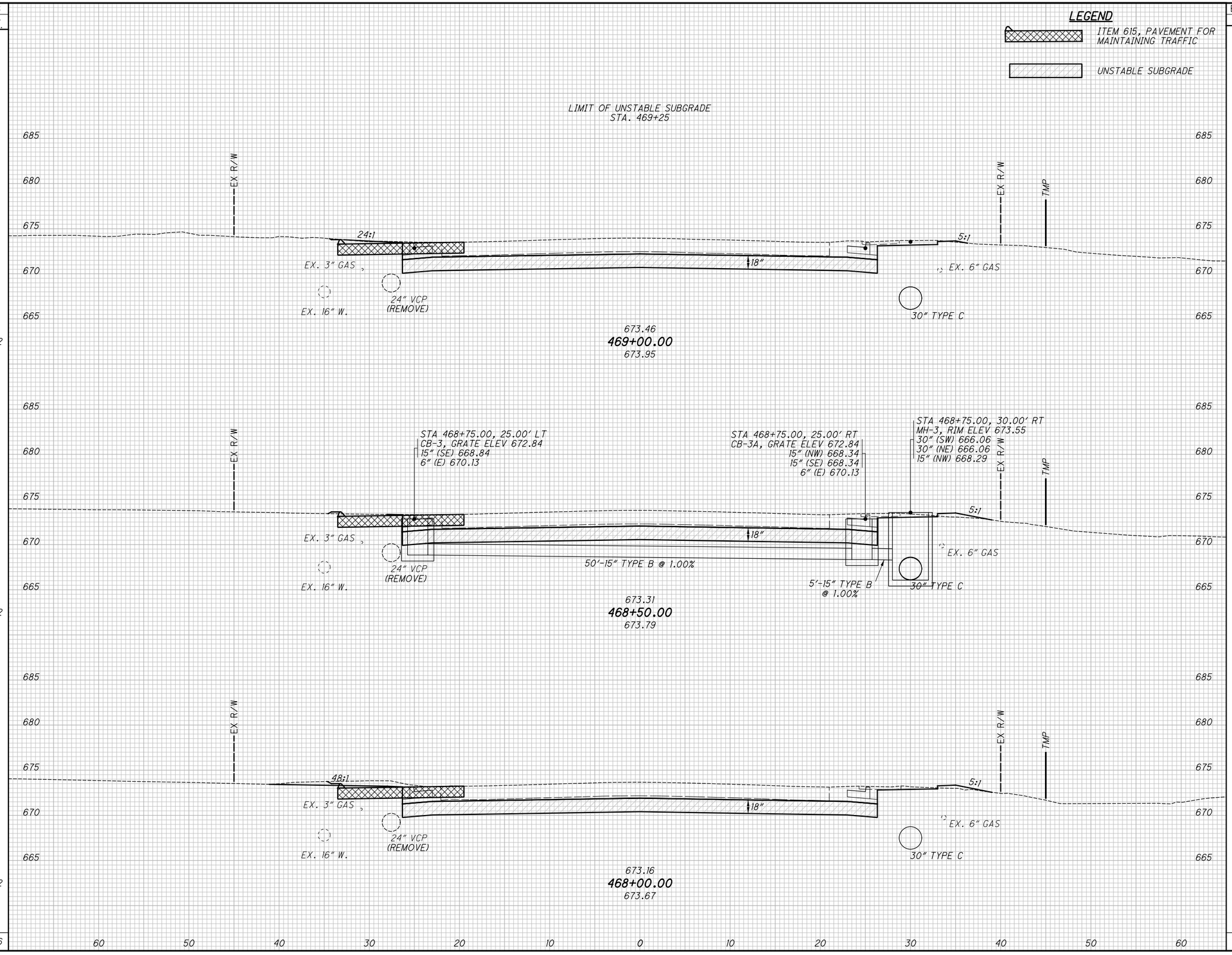
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 466+50.00 TO STA. 467+50.00

LAK-US-20-24.99

321
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_44 9/12/2023 4:36:24 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	172	28	0	50	1
31	172	26	1	54	2
31	172	32	1	53	1
	516			157	4

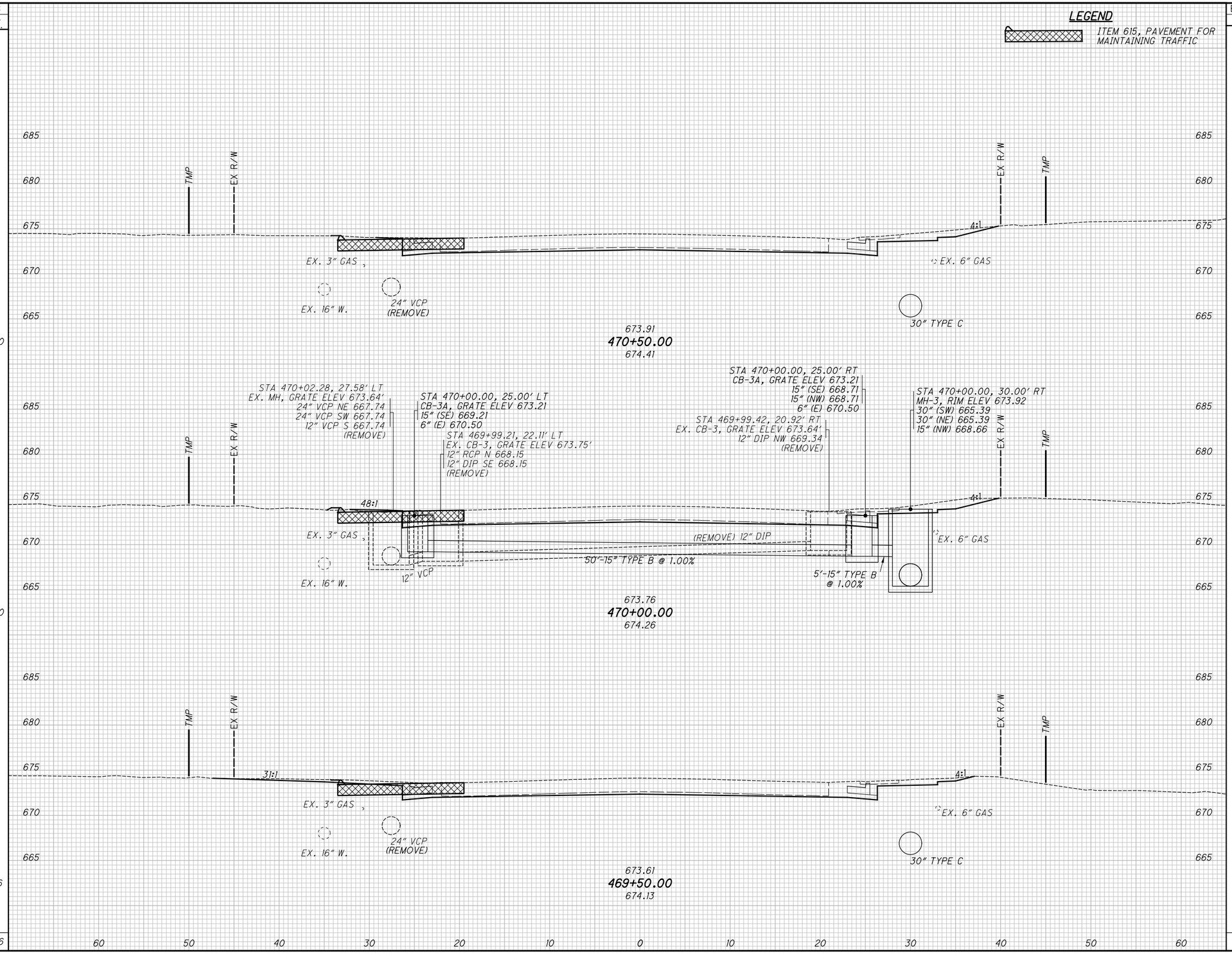
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 468+00.00 TO STA. 469+00.00

LAK-US-20-24.99

322
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_45 9/12/2023 4:36:25 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
36	200	34	0	62	1
36	200	33	1	62	1
36	186	34	0	57	0
586				181	2

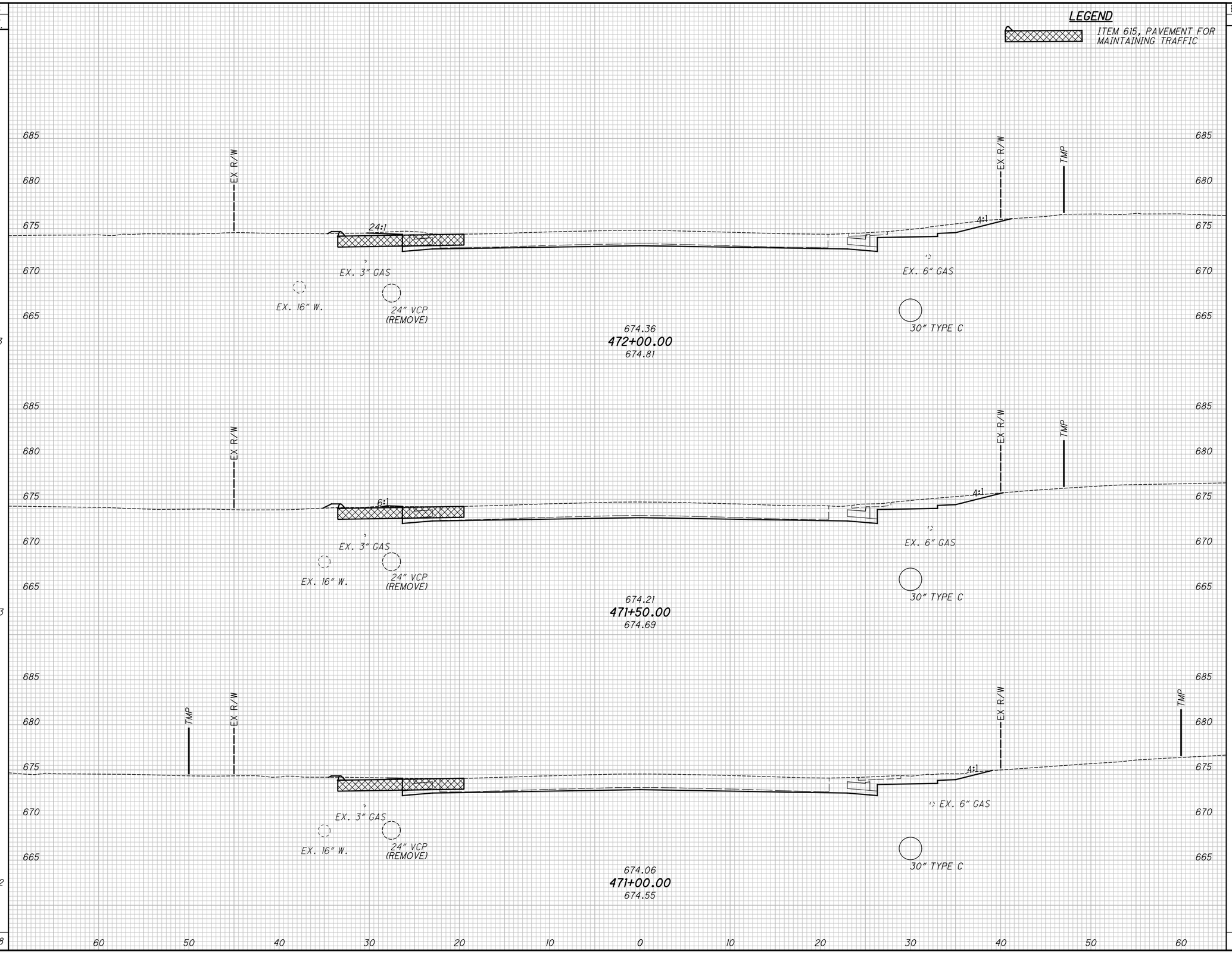
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 469+50.00 TO STA. 470+50.00

LAK-US-20-24.99

323
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_46 9/12/2023 4:36:27 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
33	183	34	0	62	0
33	233	33	0	61	0
51	242	33	0	62	0
	658			185	0

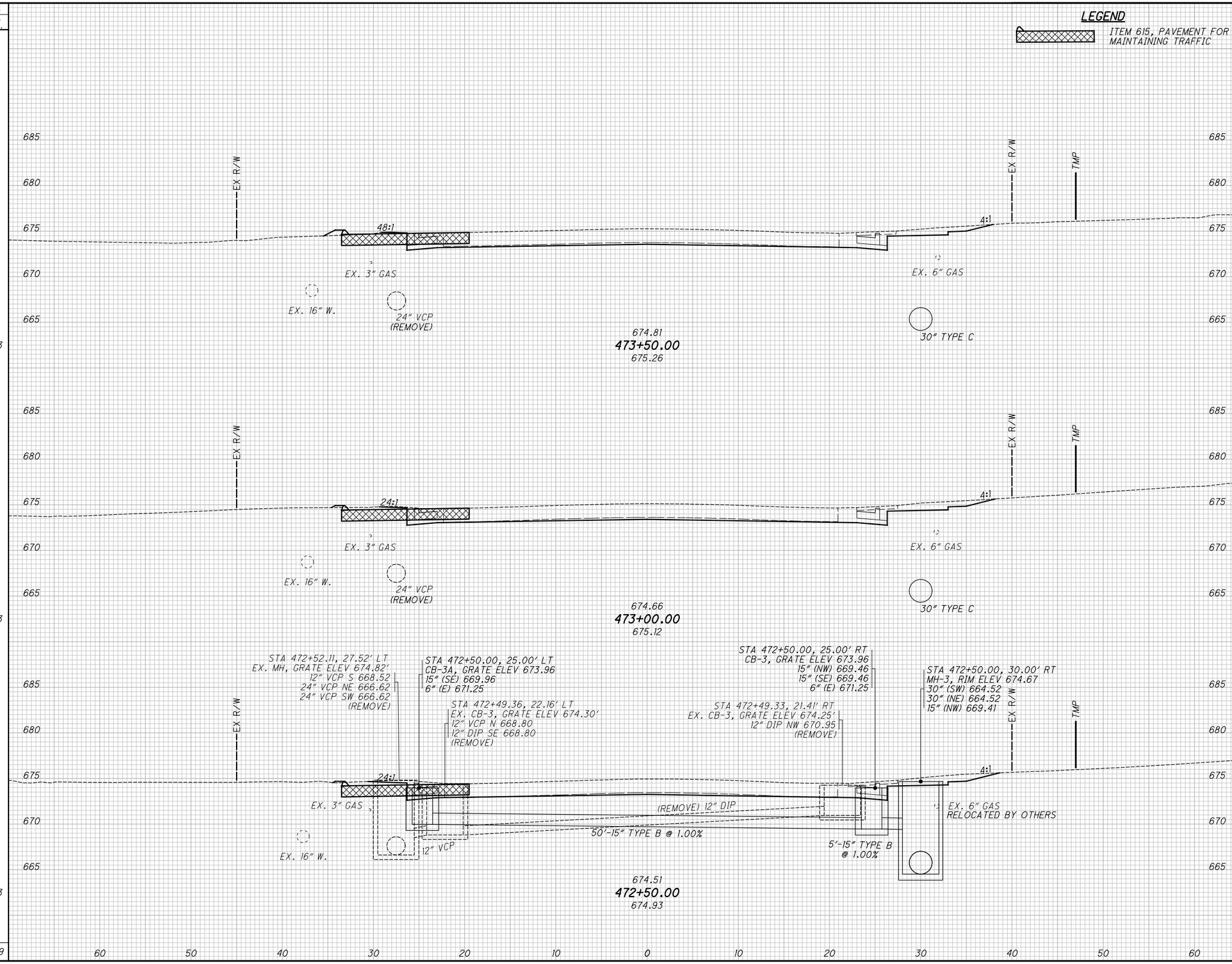
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 471+00.00 TO STA. 472+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_47 9/12/2023 4:36:28 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
33	183
33	183
33	183
549	



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
28	0		
		53	0
29	0		
		54	0
29	0		
		58	0
		165	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 472+50.00 TO STA. 473+50.00

LAK-US-20-24.99

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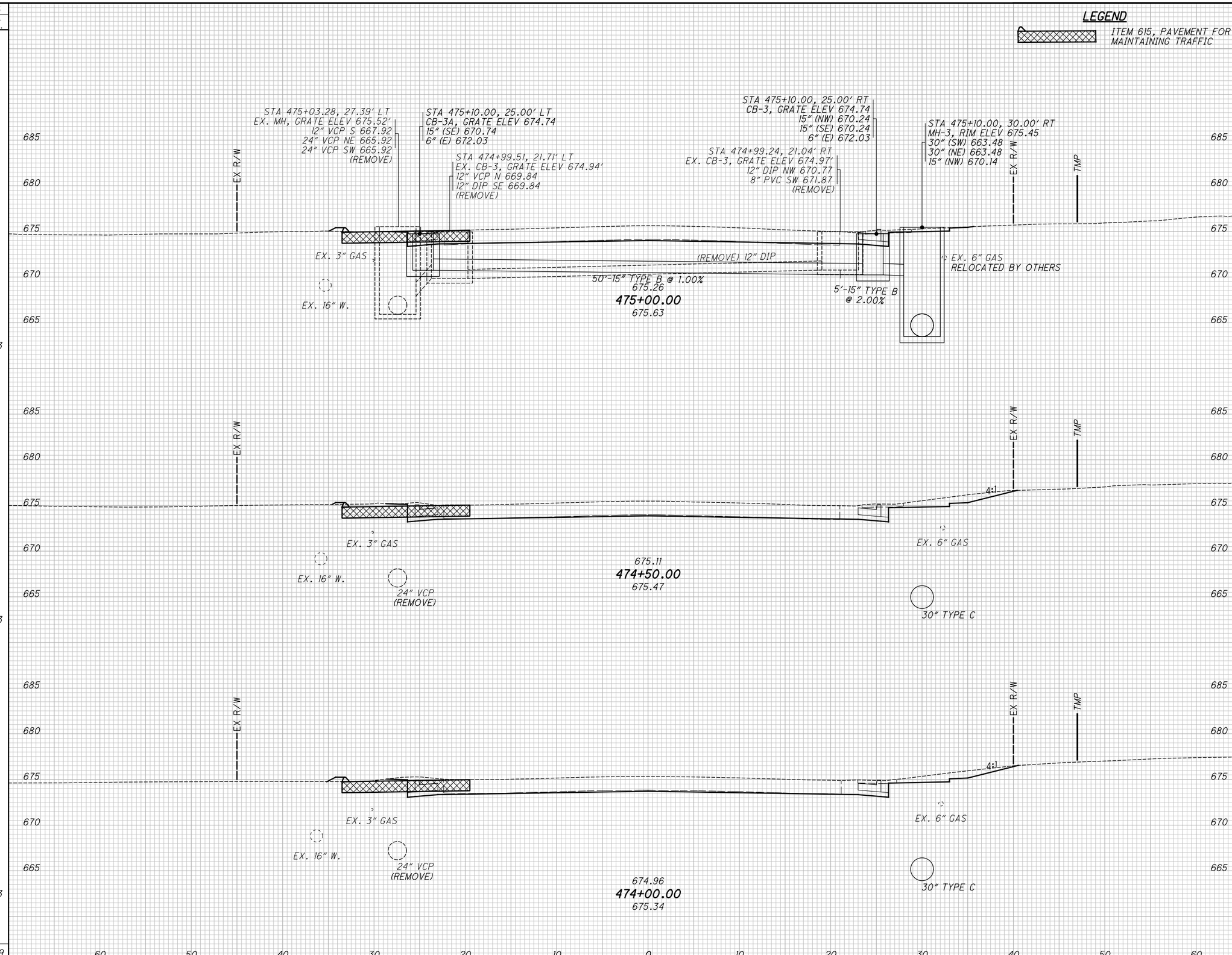
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
33	183	17	0	40	0
33	183	26	0	50	0
33	183	28	0	52	0
	549			142	0

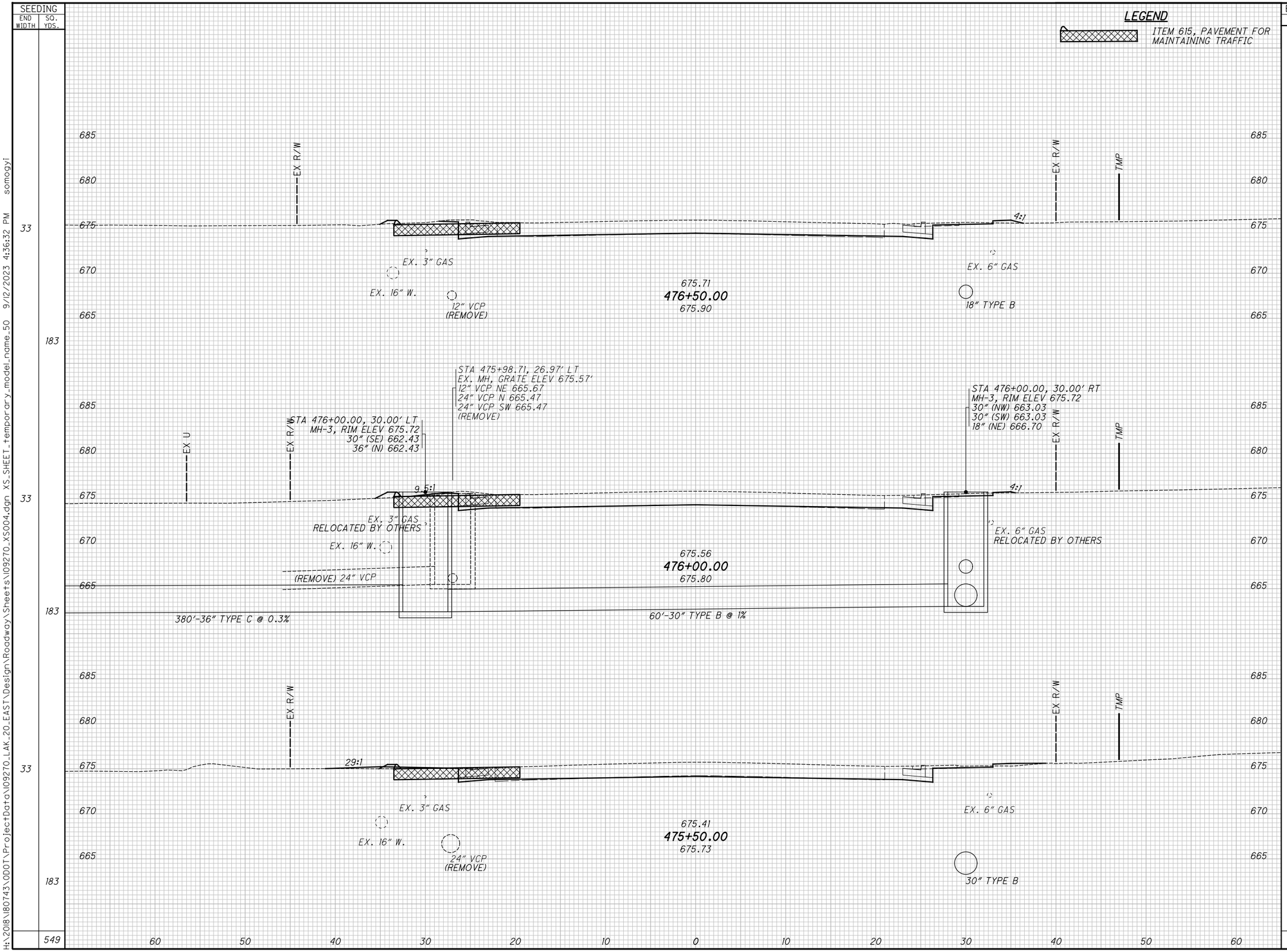


CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 474+00.00 TO STA. 475+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_49 9/12/2023 4:36:30 PM somogyi



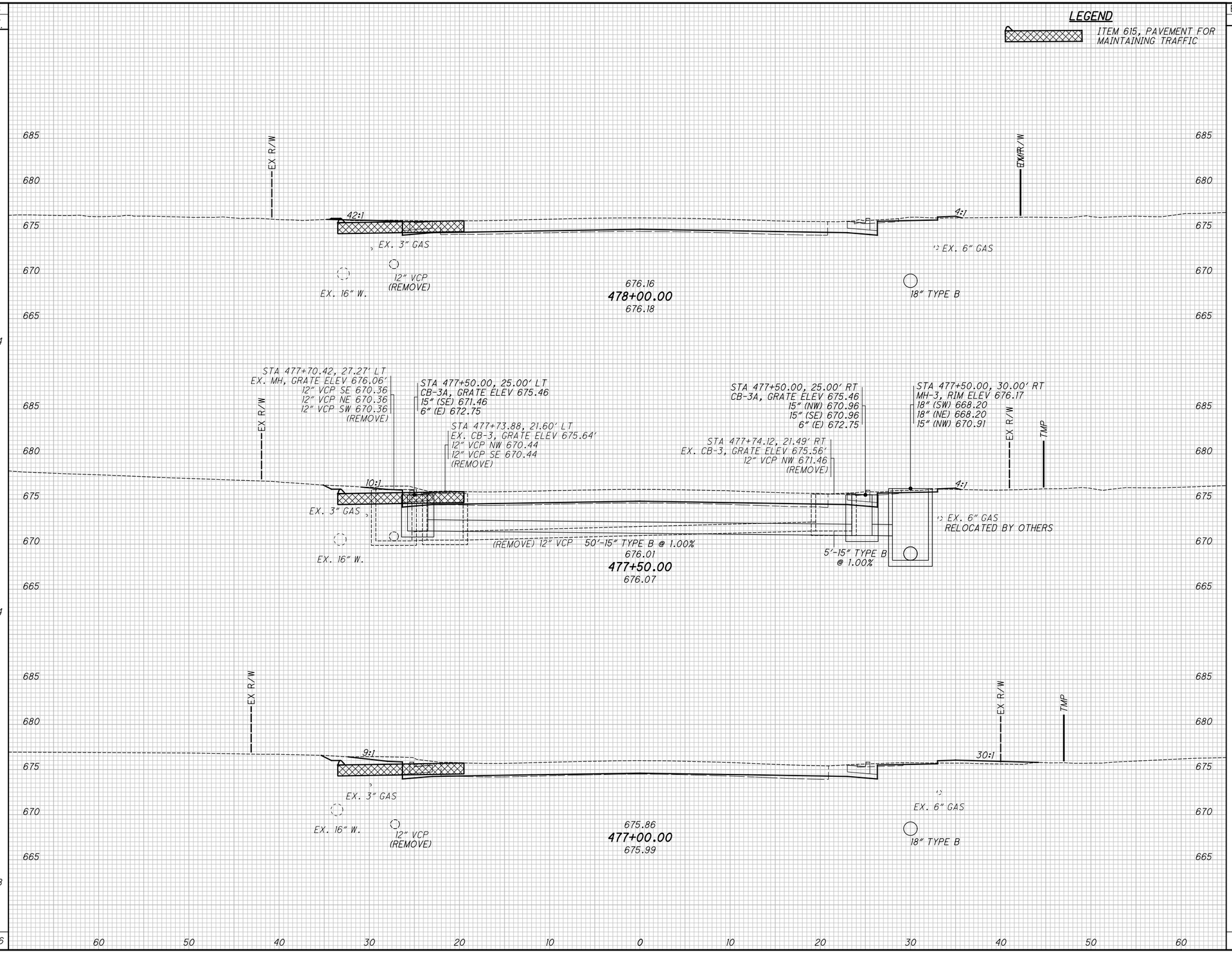
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
33	183	16	1	30	2
33	183	16	1	30	4
33	183	16	3	31	3
	549			91	9

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 475+50.00 TO STA. 476+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_50 9/12/2023 4:36:32 PM somogyi



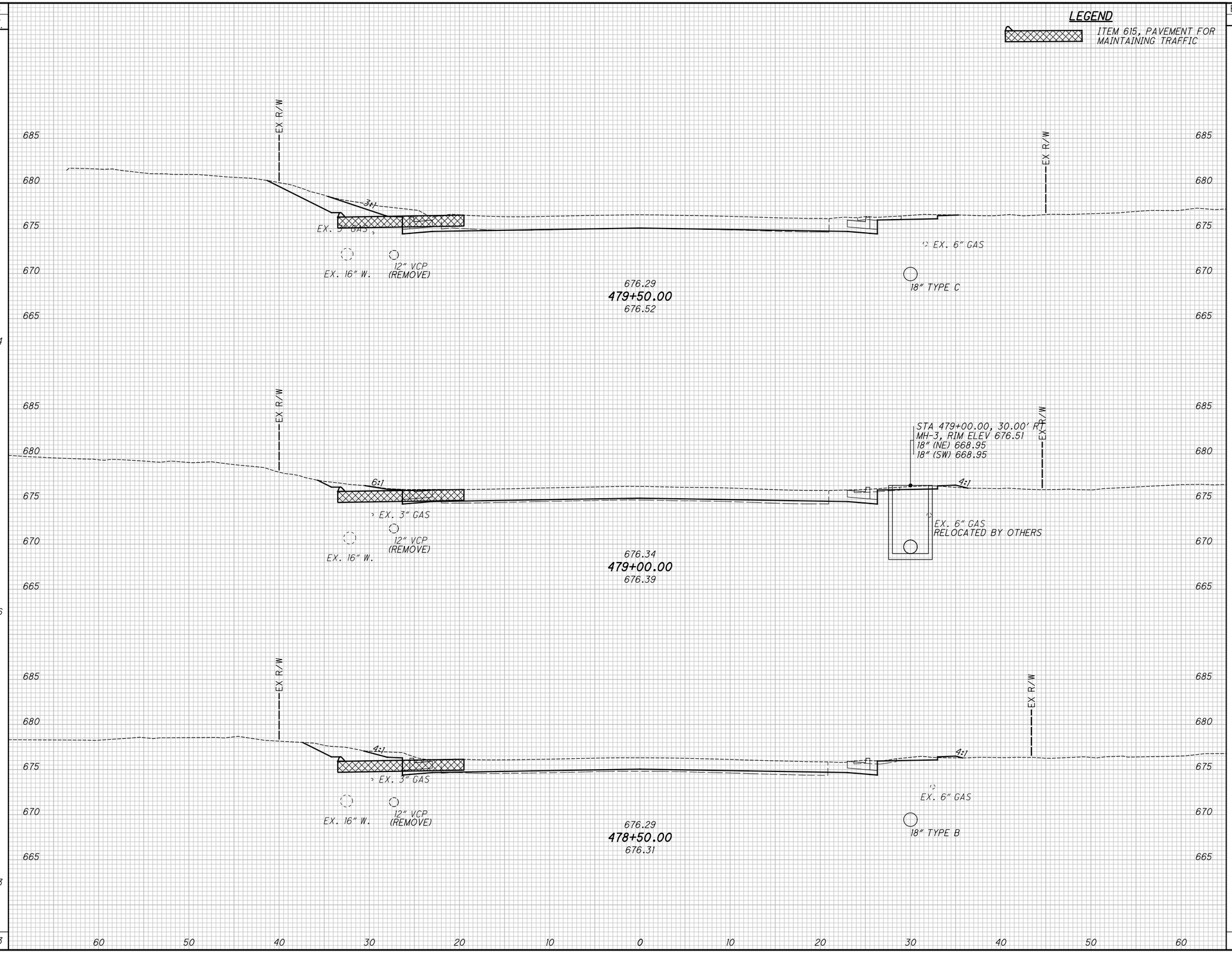
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
24	144	14	1	28	1
28	164	16	0	31	3
31	178	18	3	31	4
	486			90	8

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 477+00.00 TO STA. 478+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_51 9/12/2023 4:36:33 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
27	144	25	0	36	0
25	136	14	0	29	0
24	133	17	0	29	1
	413			94	1

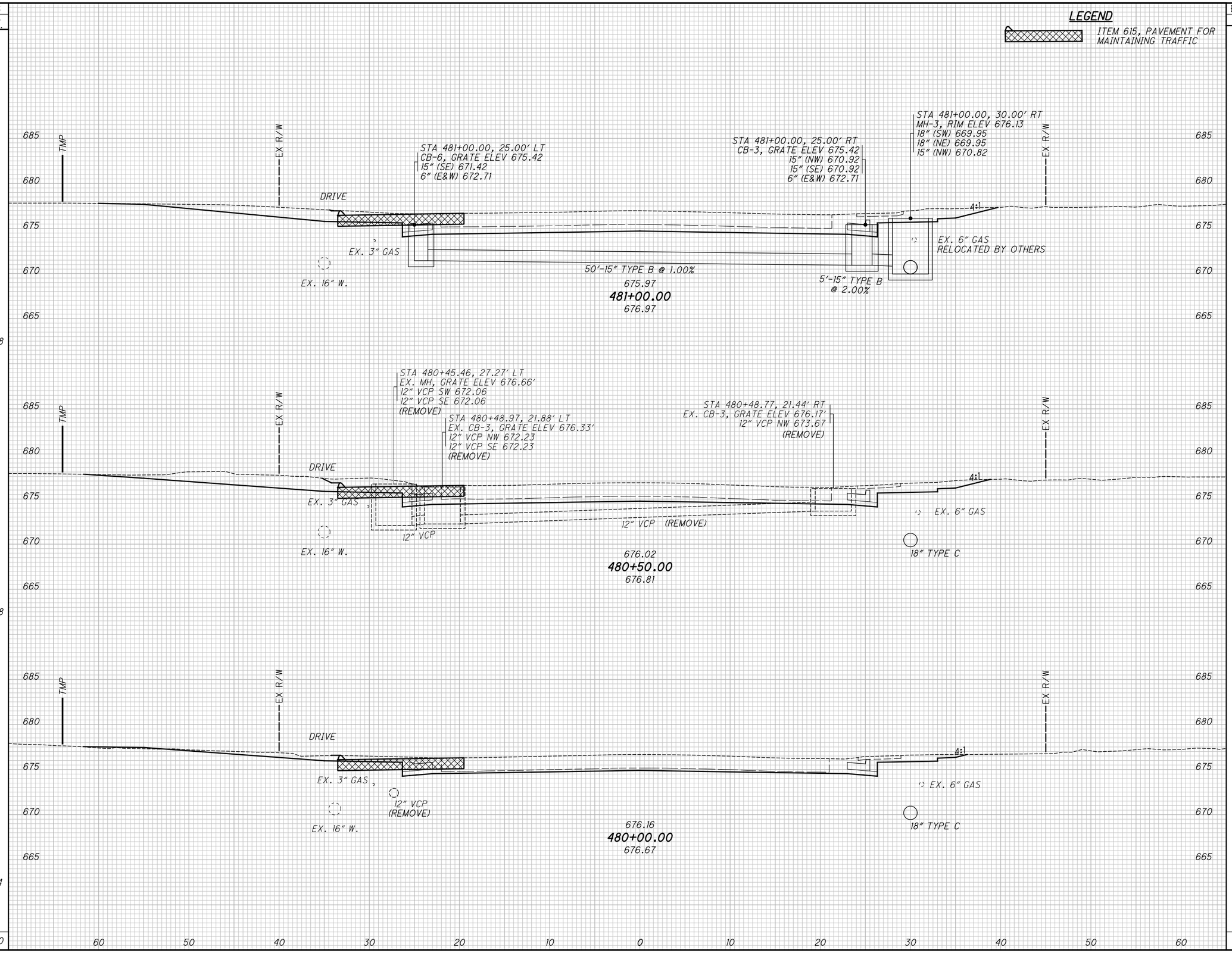
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 478+50.00 TO STA. 479+50.00

LAK-US-20-24.99

329
651

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_52 9/12/2023 4:36:34 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
50	278	90	0	164	0
50	278	87	0	120	1
50	214	43	1	63	1
770				347	2

CALCULATED TLS
CHECKED JMP

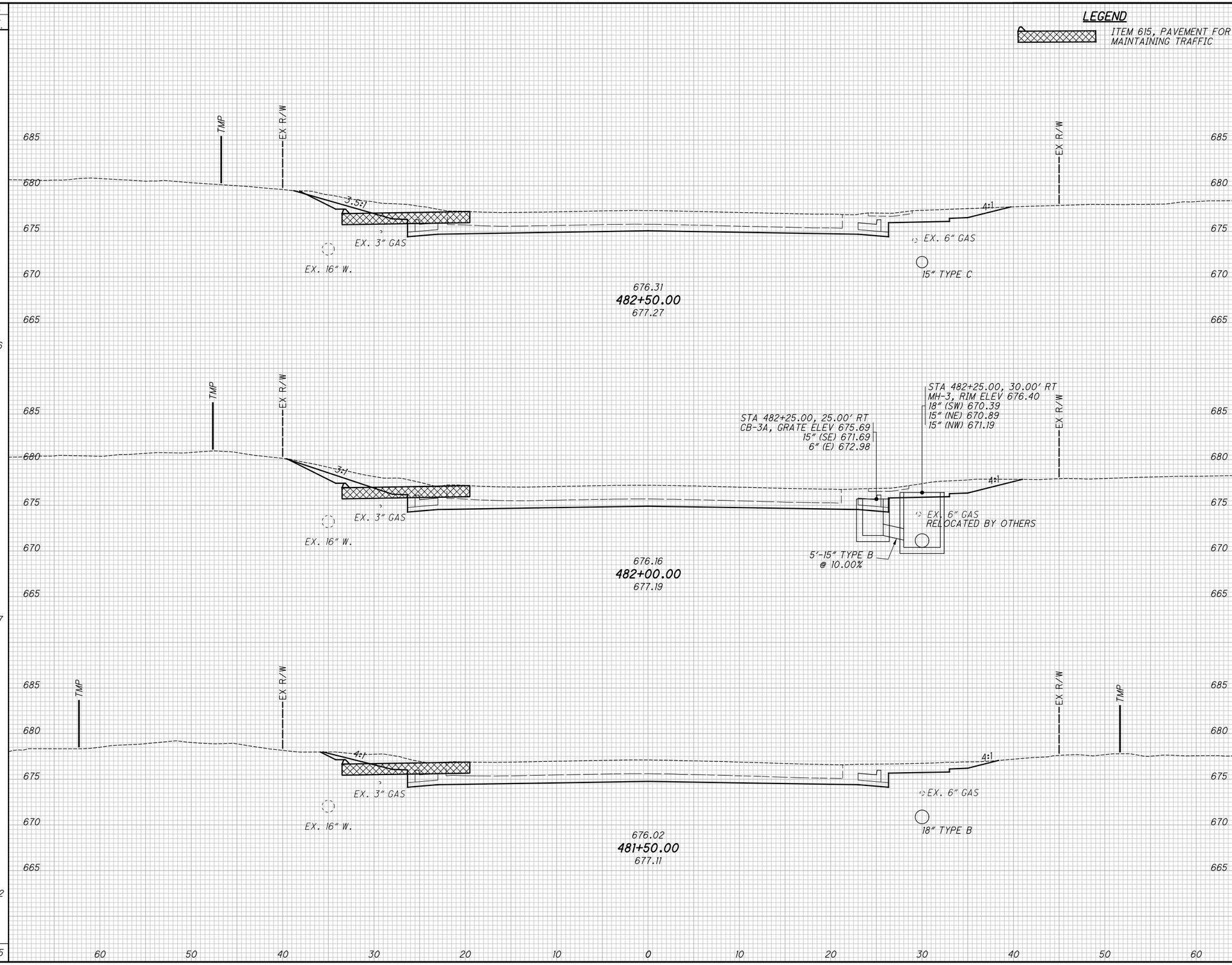
CROSS SECTIONS - U.S. 20
STA. 480+00.00 TO STA. 481+00.00

LAK-US-20-24.99

330
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_53 9/12/2023 4:36:35 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
33	186	79	0	154	0
34	247	87	0	151	0
55	292	76	0	154	0
	725			459	0



CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 481+50.00 TO STA. 482+50.00

LAK-US-20-24.99

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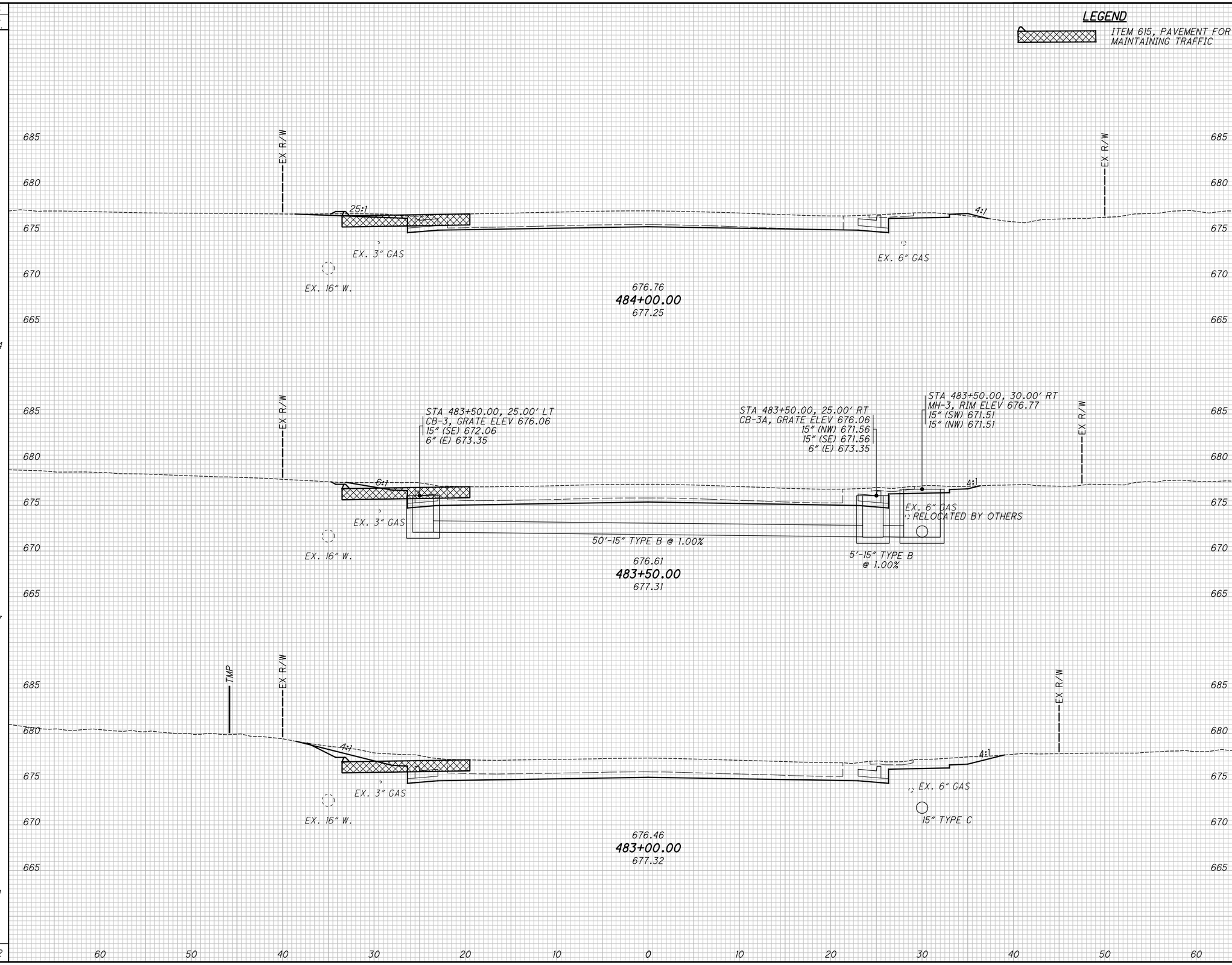
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	164	29	1	69	1
28	167	46	0	102	0
32	181	64	0	132	0
	512			303	1

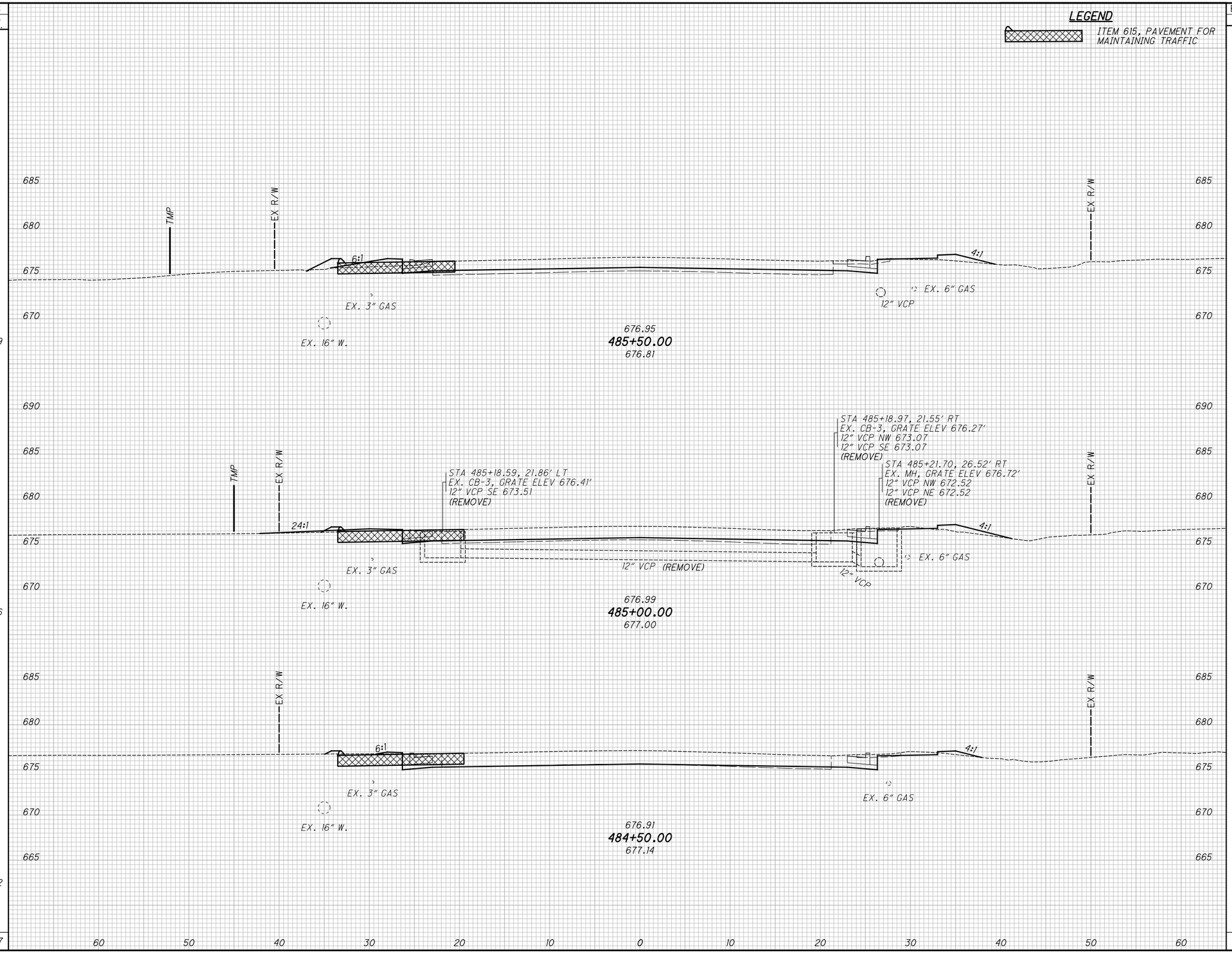


CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 483+00.00 TO STA. 484+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_55 9/12/2023 4:36:38 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
43	219	7	7	19	12
36	186	13	6	26	6
31	172	15	1	41	2
	577			86	20

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 484+50.00 TO STA. 485+50.00

LAK-US-20-24.99

333
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_56 9/12/2023 4:36:39 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16	92				
17	19				
17 / 37	153				
32	208	9	5	15	11
	472			15	11

CALCULATED TLS
CHECKED JMP

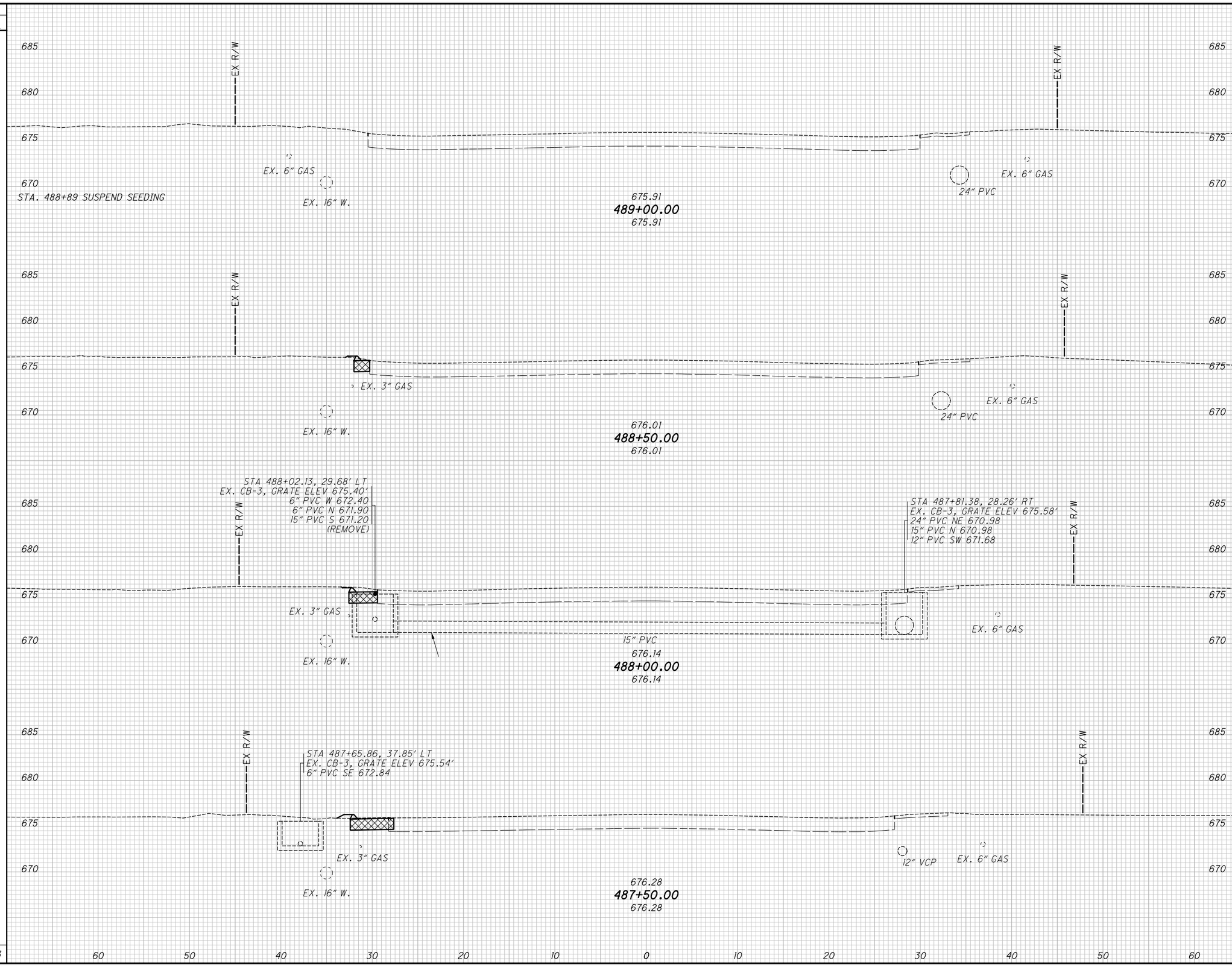
CROSS SECTIONS - U.S. 20
STA. 486+00.00 TO STA. 487+00.00

LAK-US-20-24.99

334
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_57 9/12/2023 4:36:40 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
15	65
15	83
15	86
16	89
	323



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

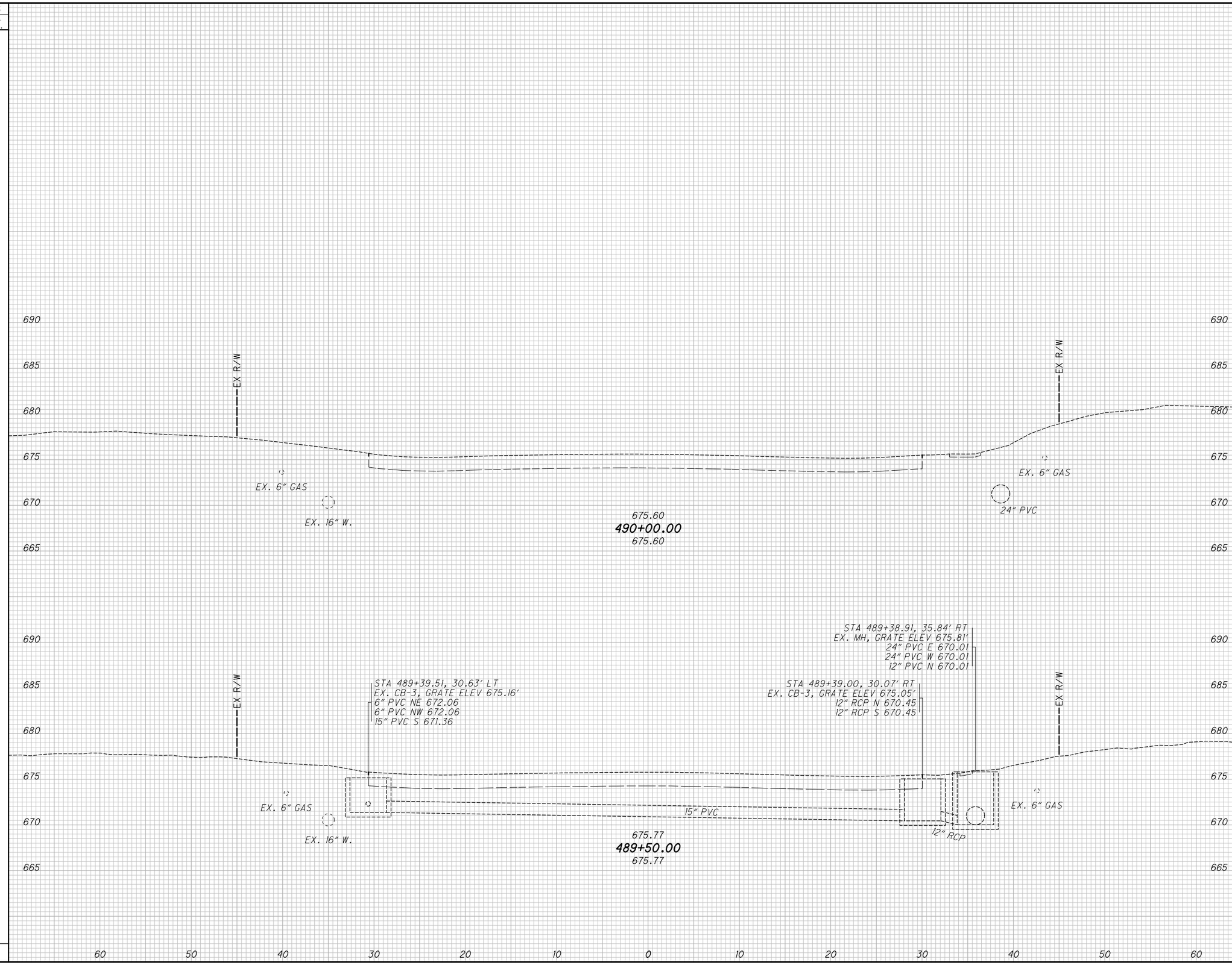
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 487+50.00 TO STA. 489+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_58 9/12/2023 4:36:42 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
0	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

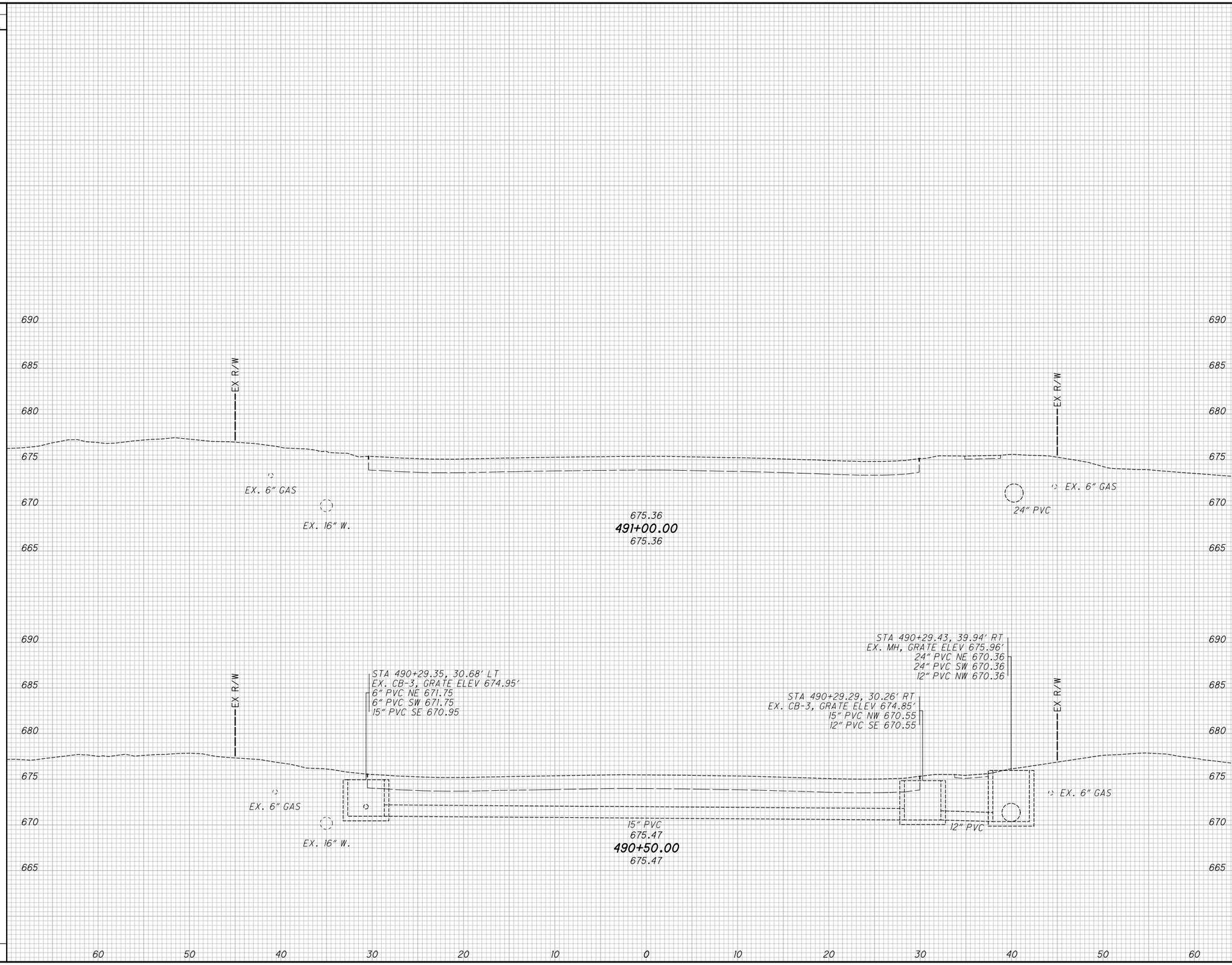
CROSS SECTIONS - U.S. 20
STA. 489+50.00 TO STA. 490+00.00

LAK-US-20-24.99

336
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_59 9/12/2023 4:36:44 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
0	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 490+50.00 TO STA. 491+00.00

LAK-US-20-24.99

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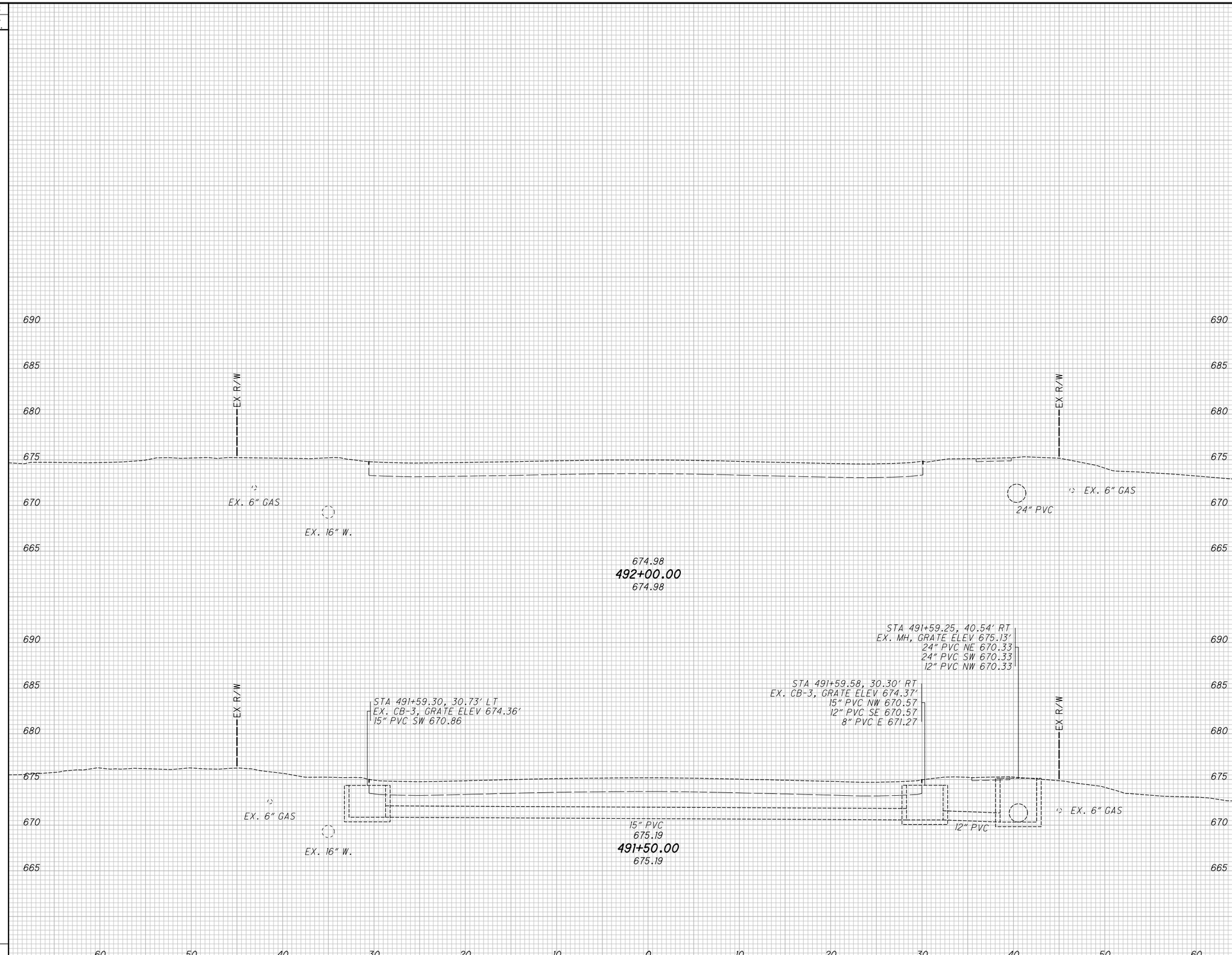
SEEDING	
END WIDTH	SQ. YDS.
0	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 491+50.00 TO STA. 492+00.00

LAK-US-20-24.99

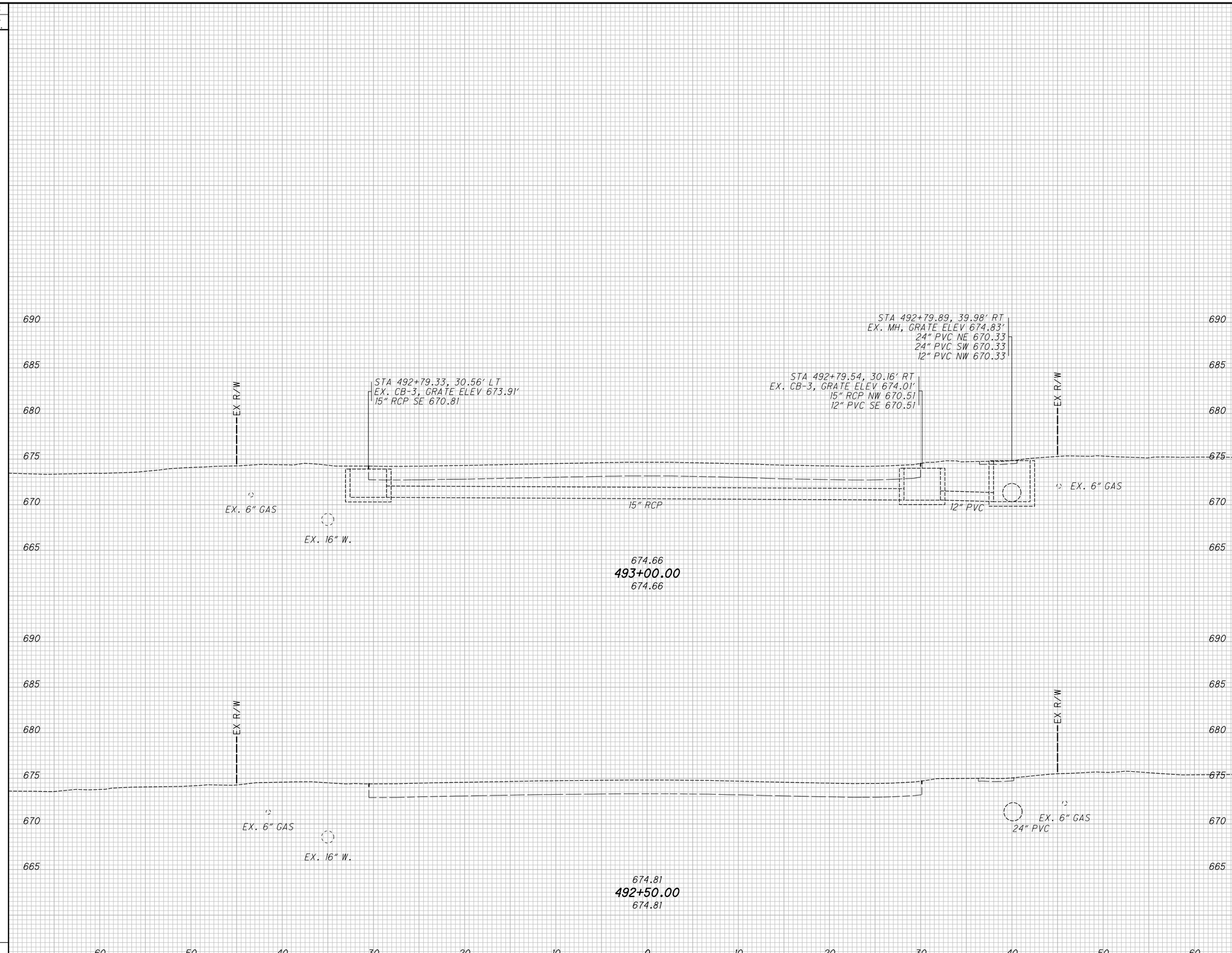
338
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_61 9/12/2023 4:36:51 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



CROSS SECTIONS - U.S. 20
STA. 492+50.00 TO STA. 493+00.00

LAK-US-20-24.99

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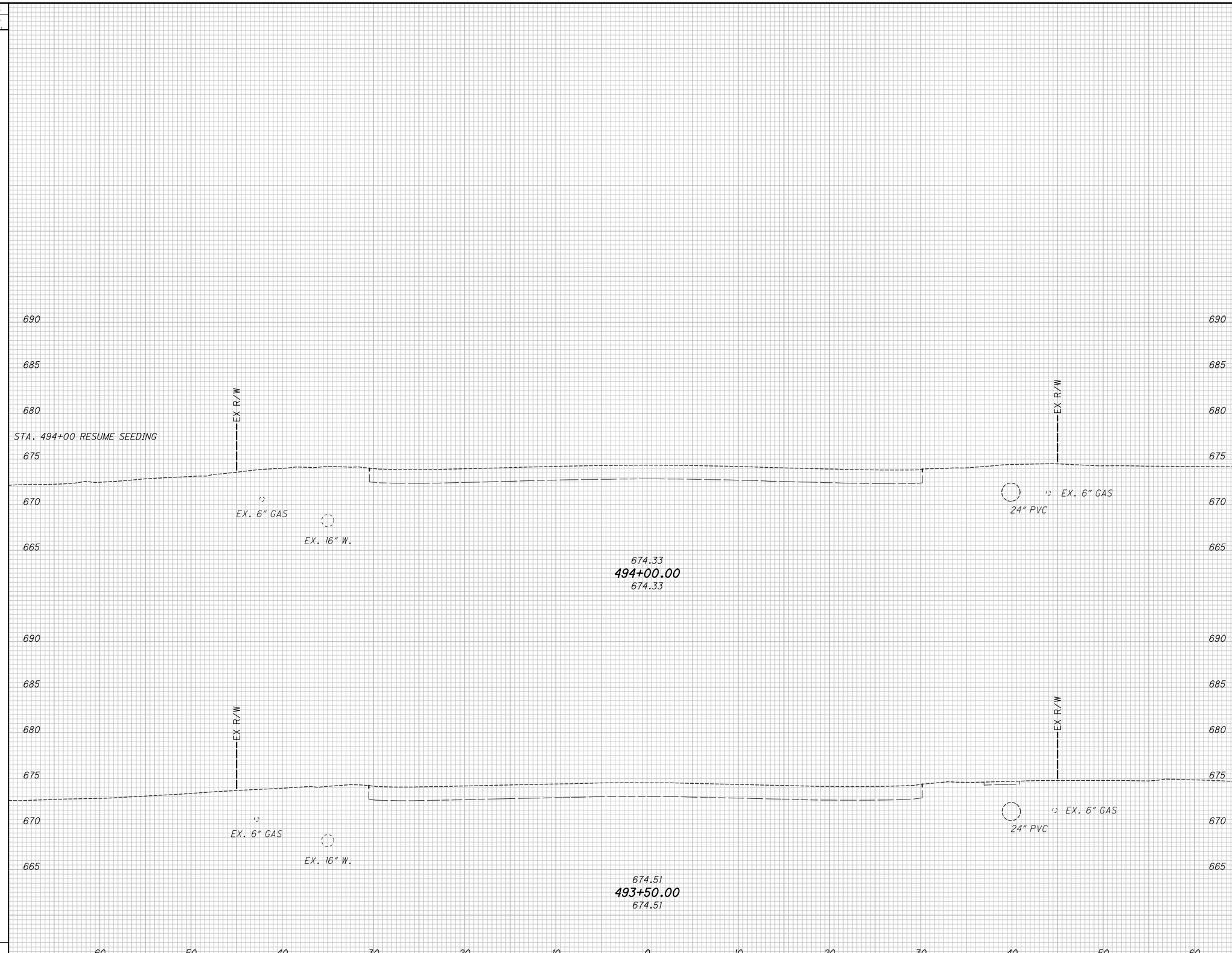
SEEDING	
END WIDTH	SQ. YDS.
14	
0	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 493+50.00 TO STA. 494+00.00

LAK-US-20-24.99

340
651

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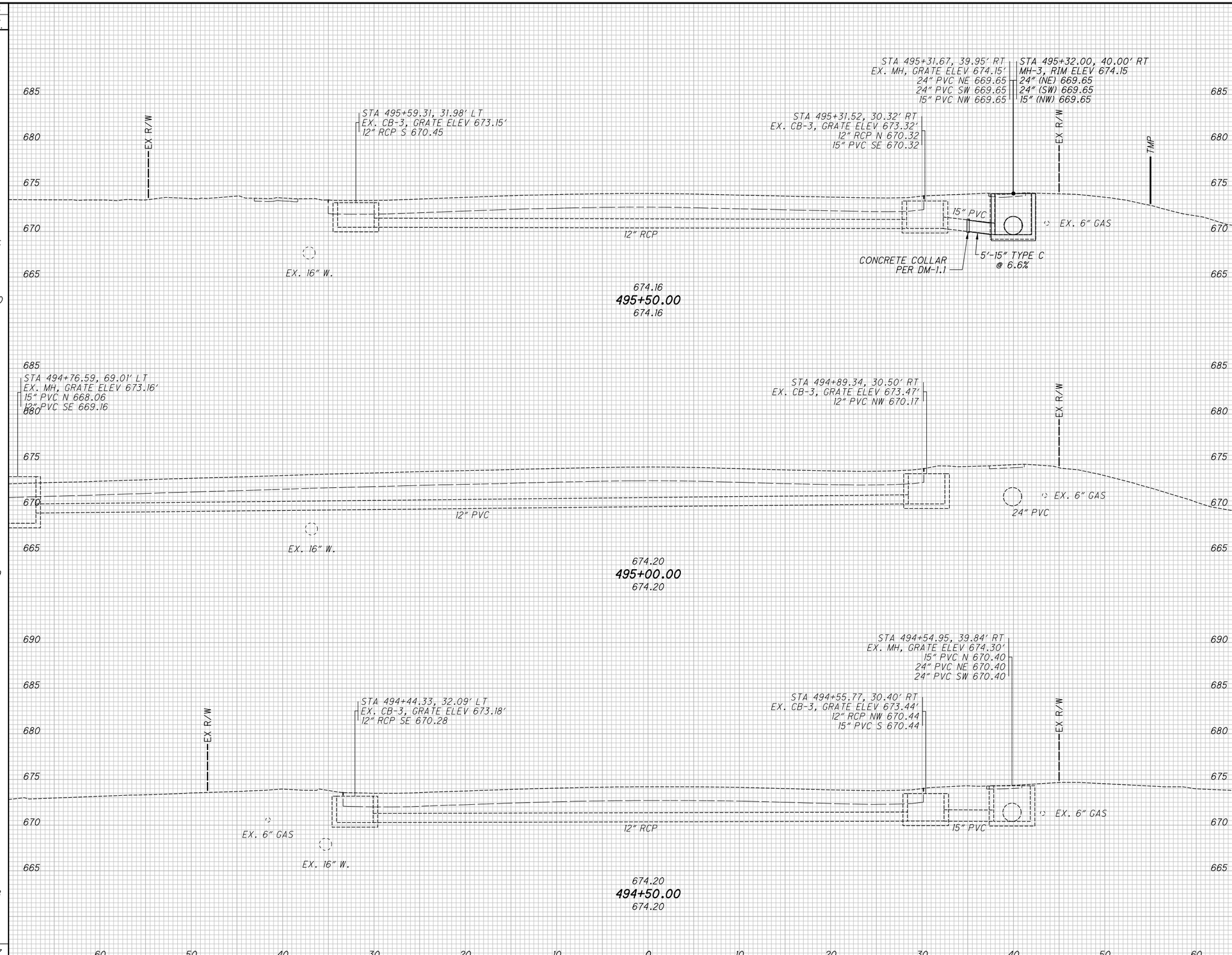
SEEDING		
	END WIDTH	SQ. YDS.
	36	
X. 6" GAS		
		100
	0	
	39	
	14	
	78	
	217	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 494+50.00 TO STA. 495+50.00

LAK-US-20-24.99

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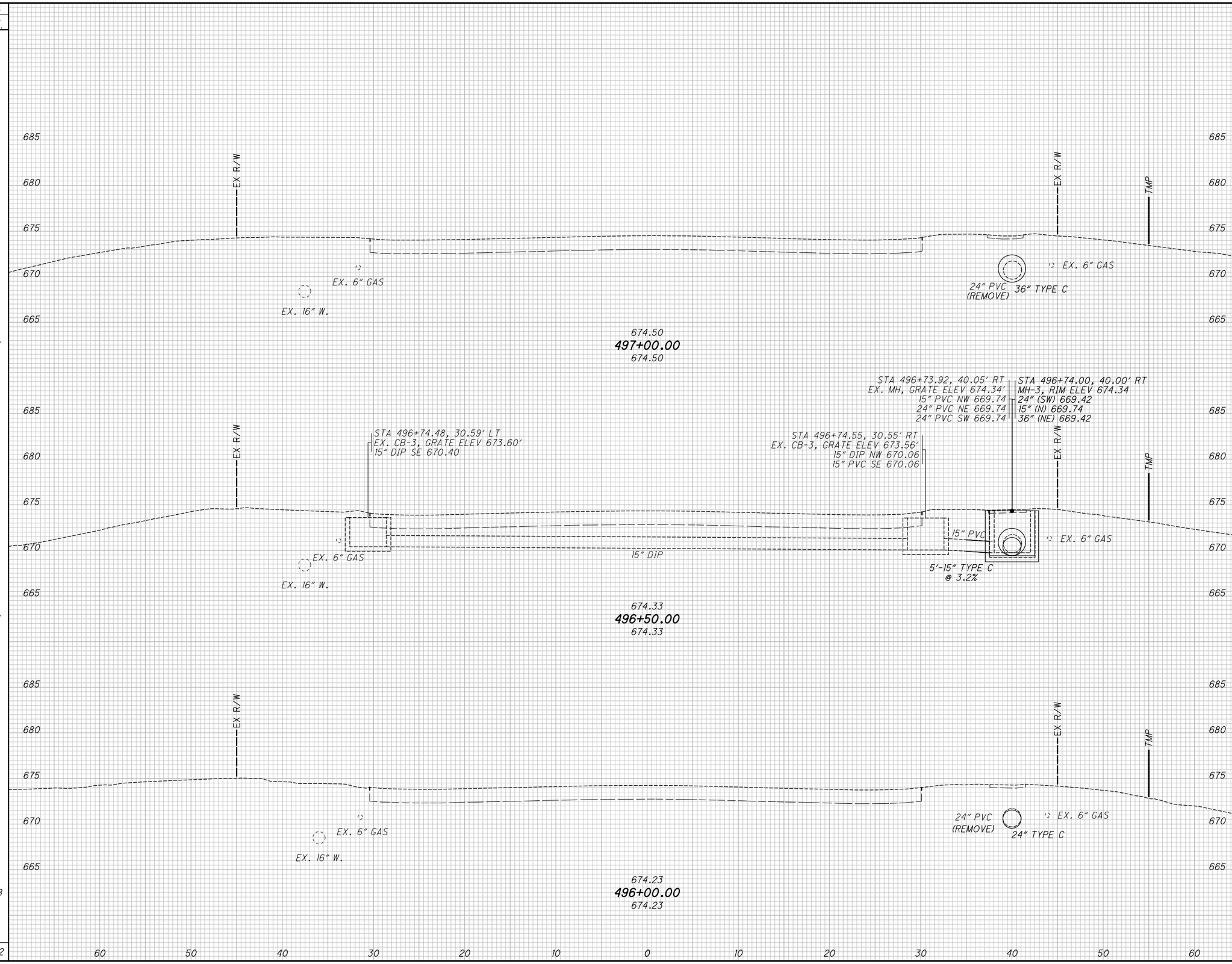
SEEDING	
END WIDTH	SQ. YDS.
	21
	117
	21
	117
	21
	158
	392



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

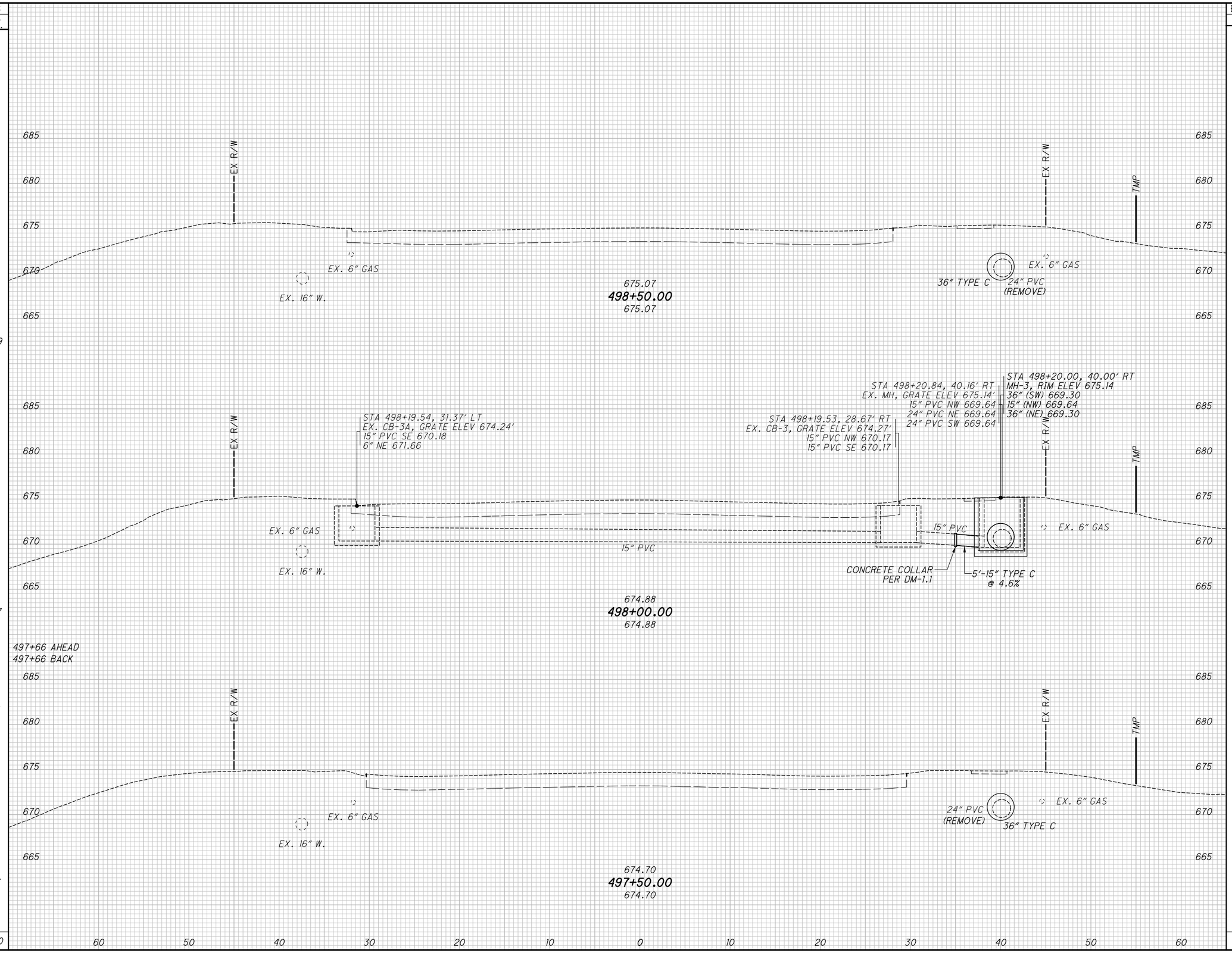
CROSS SECTIONS - U.S. 20
STA. 496+00.00 TO STA. 497+00.00

LAK-US-20-24.99

342
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS004.dgn XS_SHEET_temporary_model_name_65 9/12/2023 4:37:05 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
40	
	219
39	
	147
39	
21	
	37
21	
	117
	520



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 497+50.00 TO STA. 498+50.00

LAK-US-20-24.99

343
651

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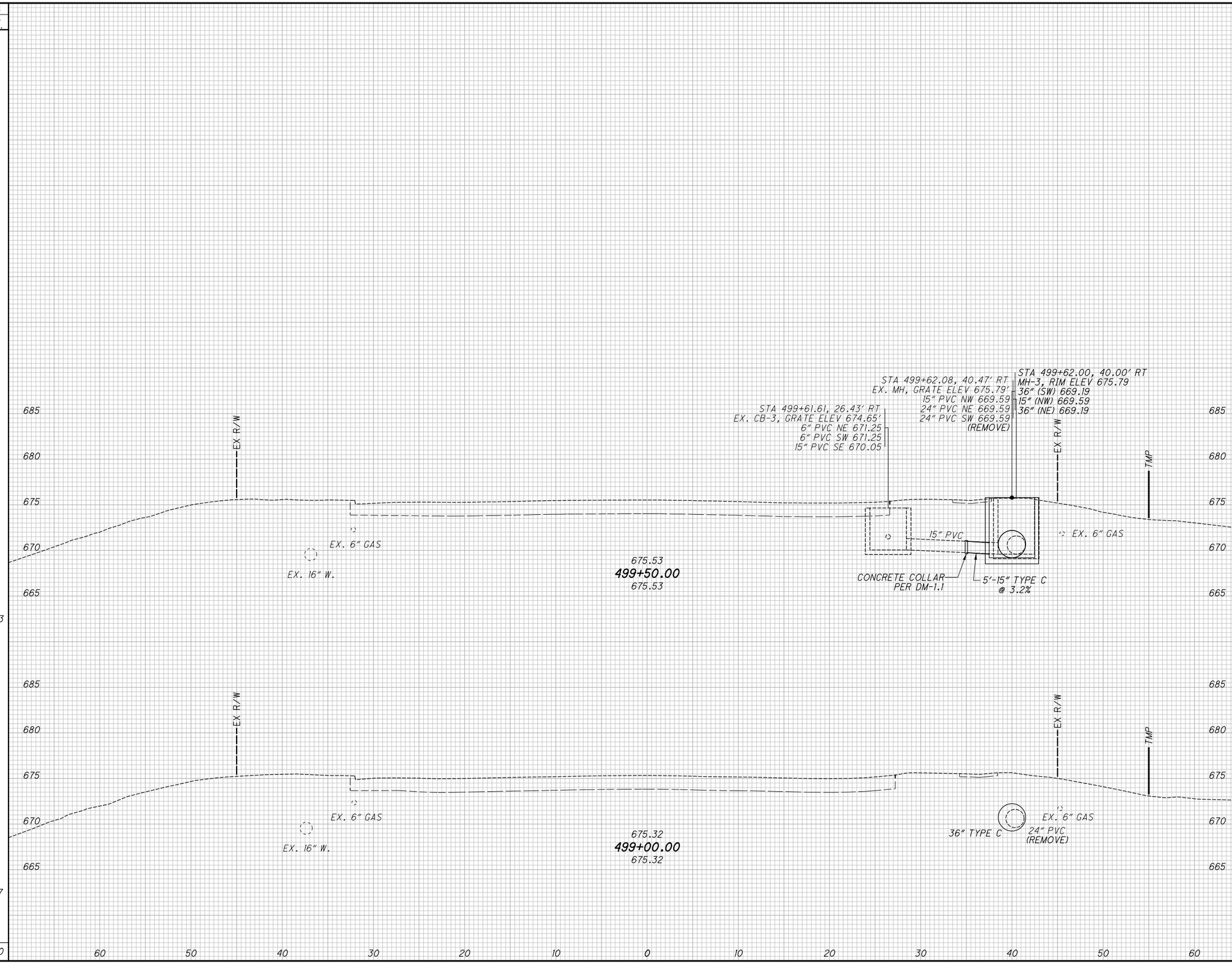
SEEDING	
END WIDTH	SQ. YDS.
42	
	233
42	
	227
460	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 499+00.00 TO STA. 499+50.00

LAK-US-20-24.99

344
651

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SEEDING END WIDTH	SEEDING SQ. YDS.
32	37
35	171
42	236
	444

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
7	3		
		3	1
7	3		
0	0		
		0	0
0	0		
		3	1

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 500+00.00 TO STA. 500+50.00

LAK-US-20-24.99

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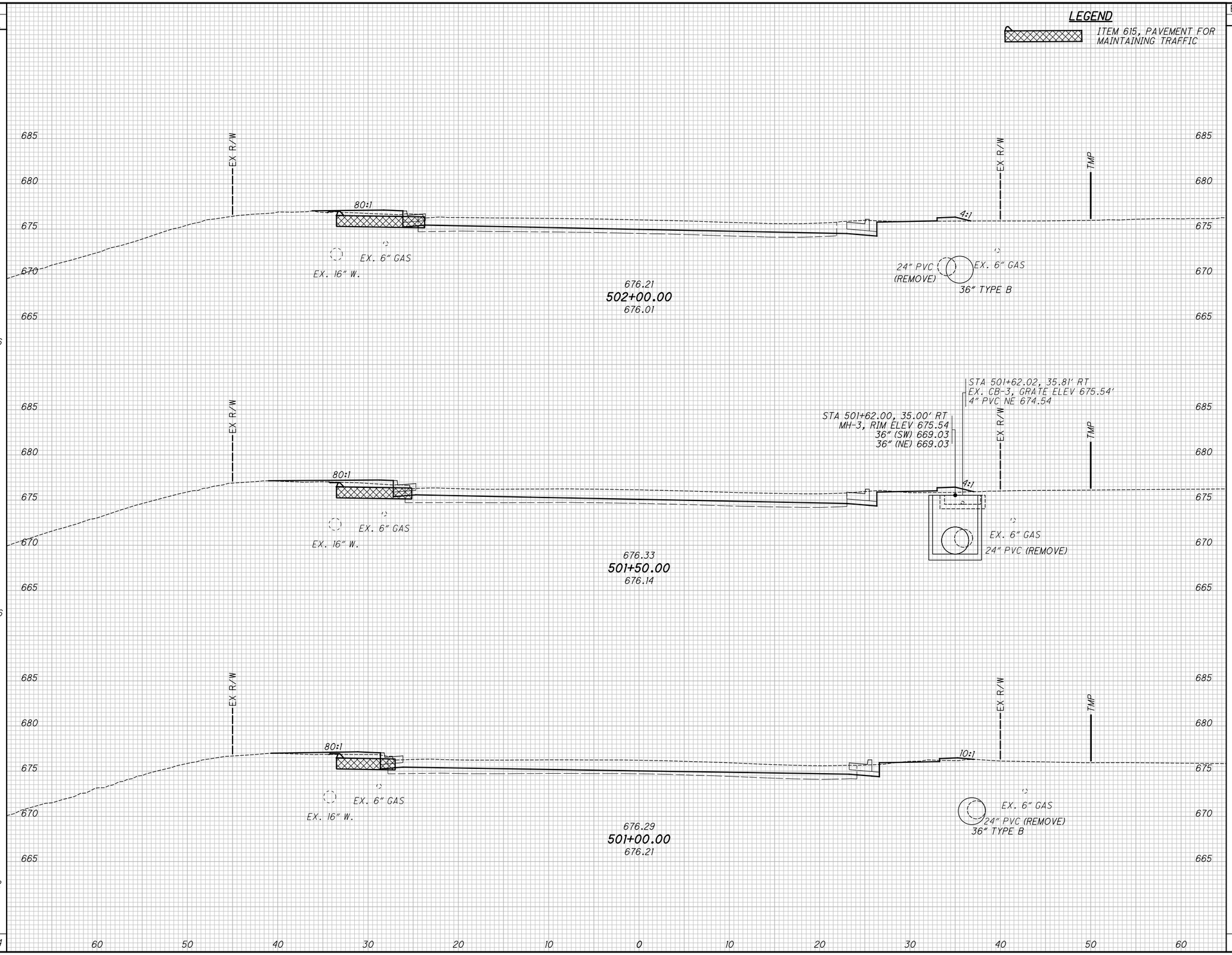

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
37	206	9	3	14	7
37	206	6	4	10	6
37	192	4	2	10	5
604				34	18

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 501+00.00 TO STA. 502+00.00

LAK-US-20-24.99

346
651

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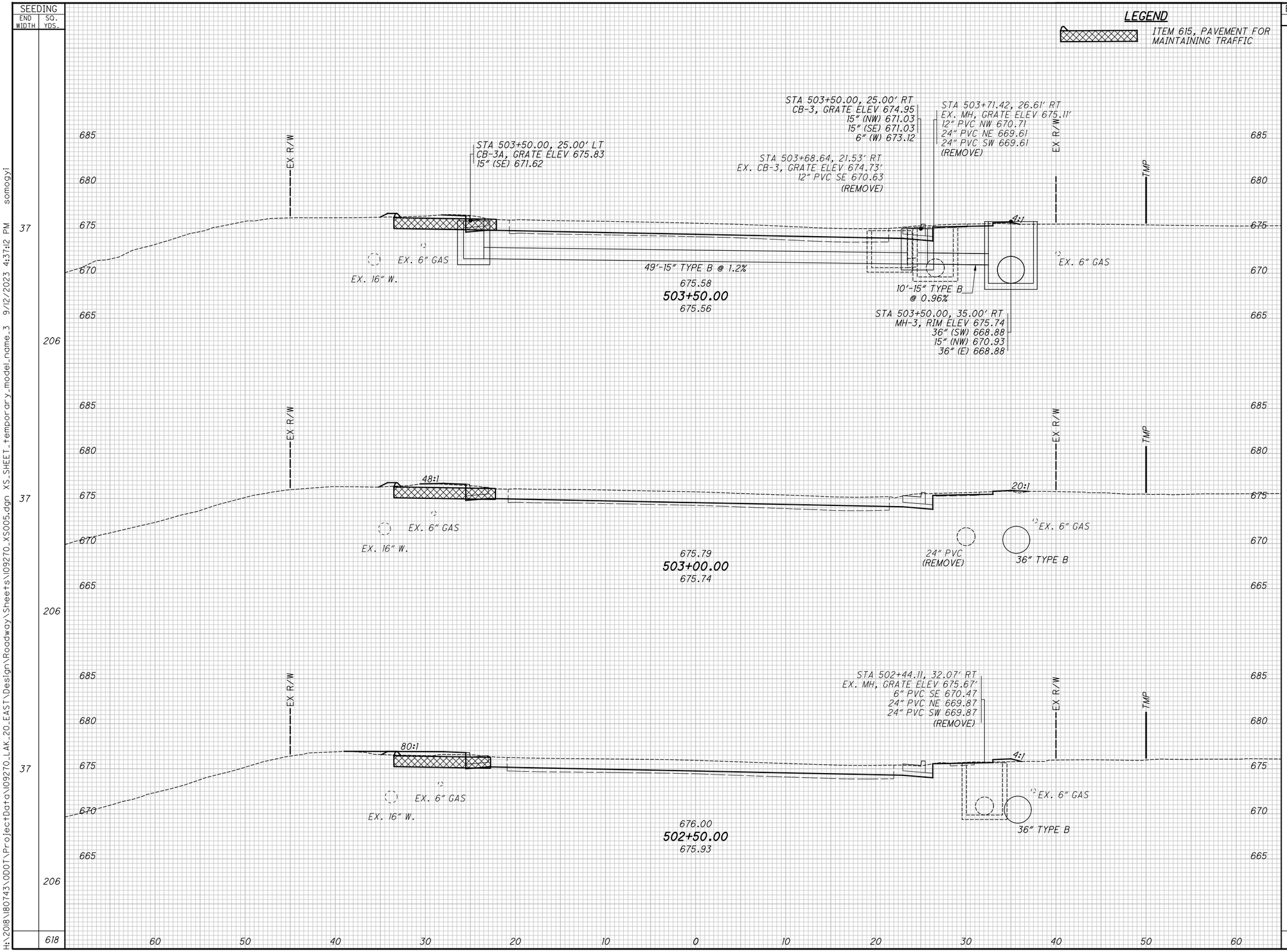

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
37	206	14	0	25	1
37	206	13	1	22	6
37	206	11	5	19	8
618				66	15

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 502+50.00 TO STA. 503+50.00

LAK-US-20-24.99

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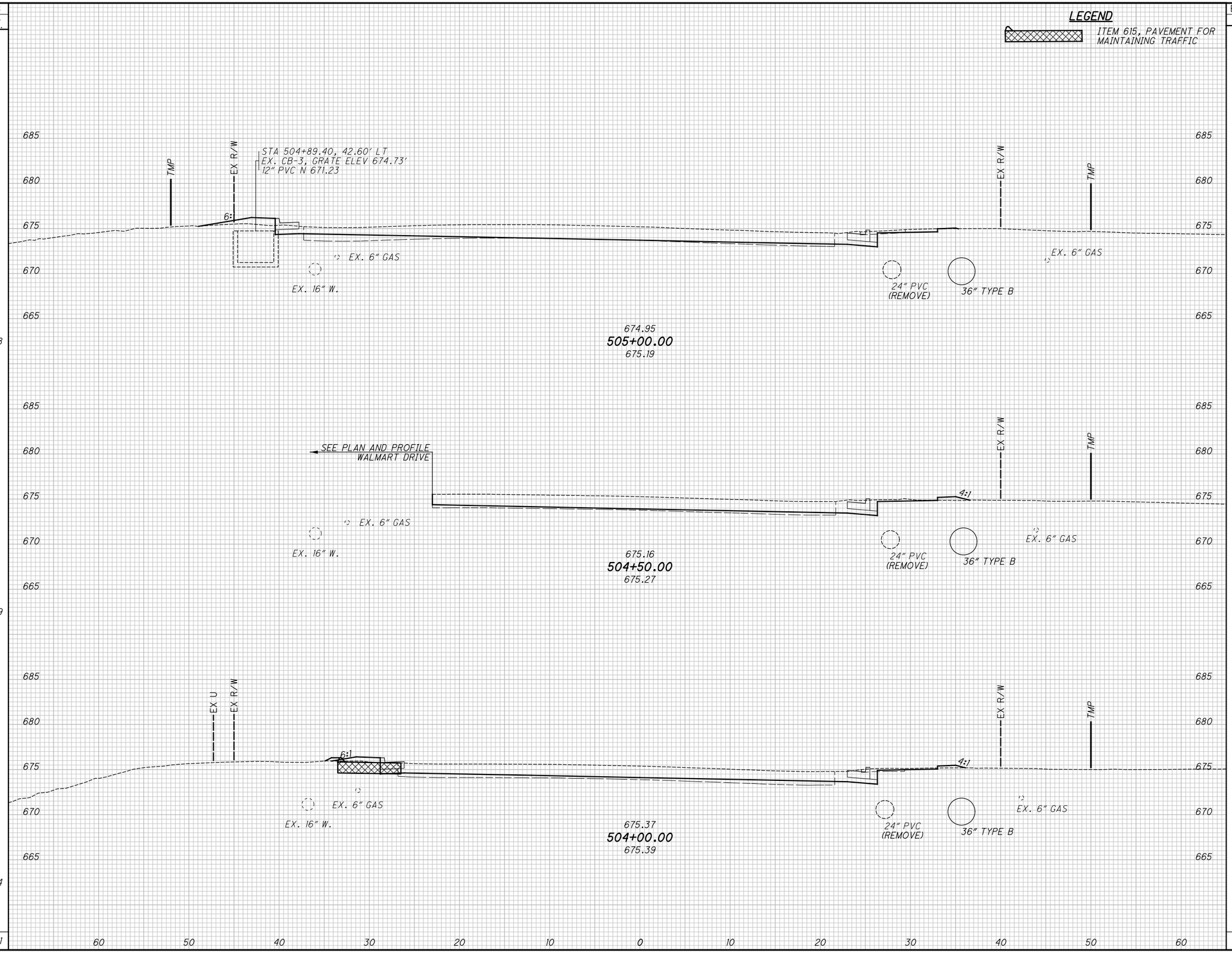

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
29	128	11	4	18	5
17	139	8	1	16	4
33	194	9	3	21	3
	461			55	12

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 504+00.00 TO STA. 505+00.00

LAK-US-20-24.99

348
651

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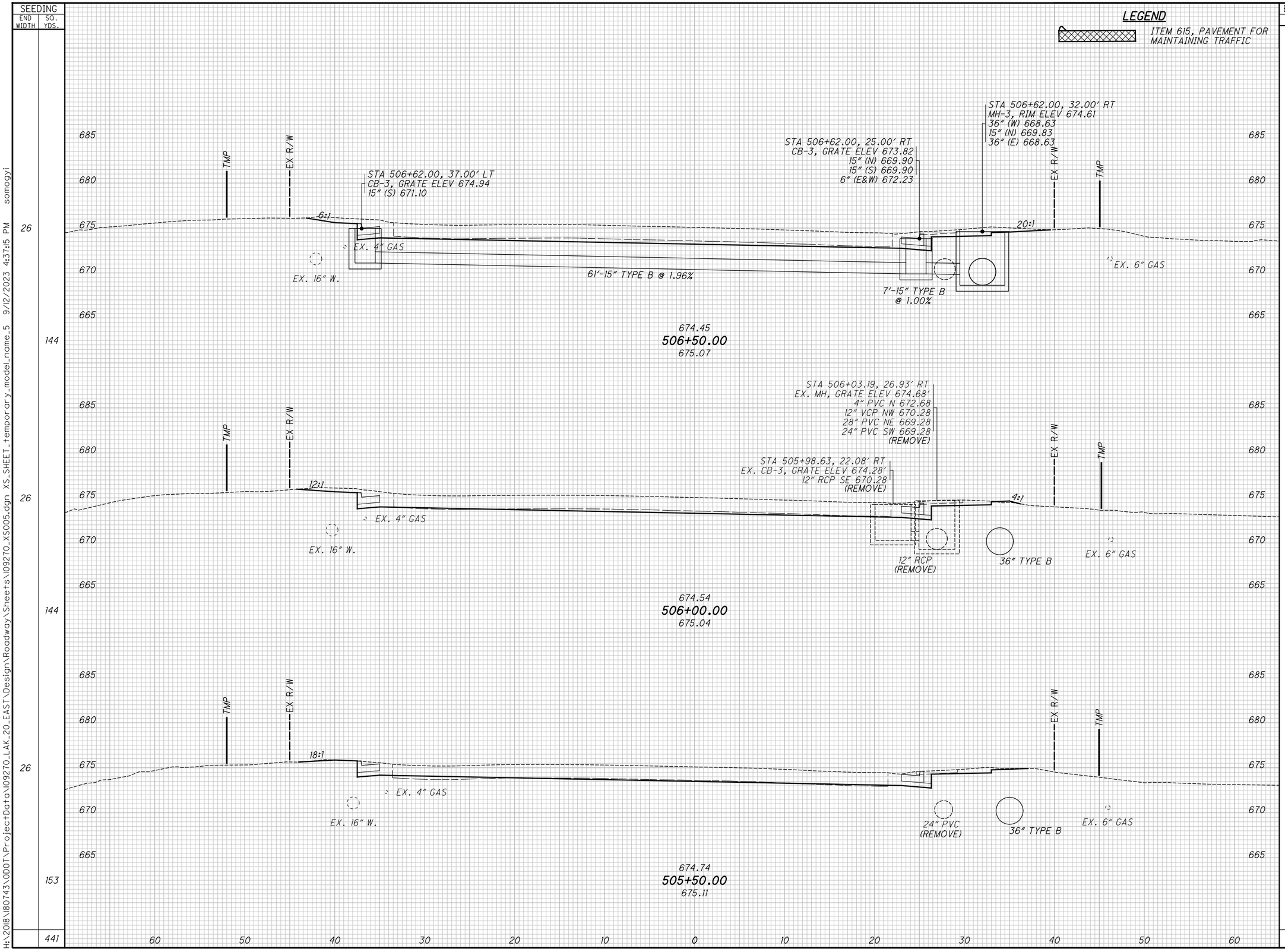

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
26	144	39	0	62	0
26	144	28	0	44	0
26	153	19	0	28	4
	441			134	4

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 505+50.00 TO STA. 506+50.00

LAK-US-20-24.99

349
651

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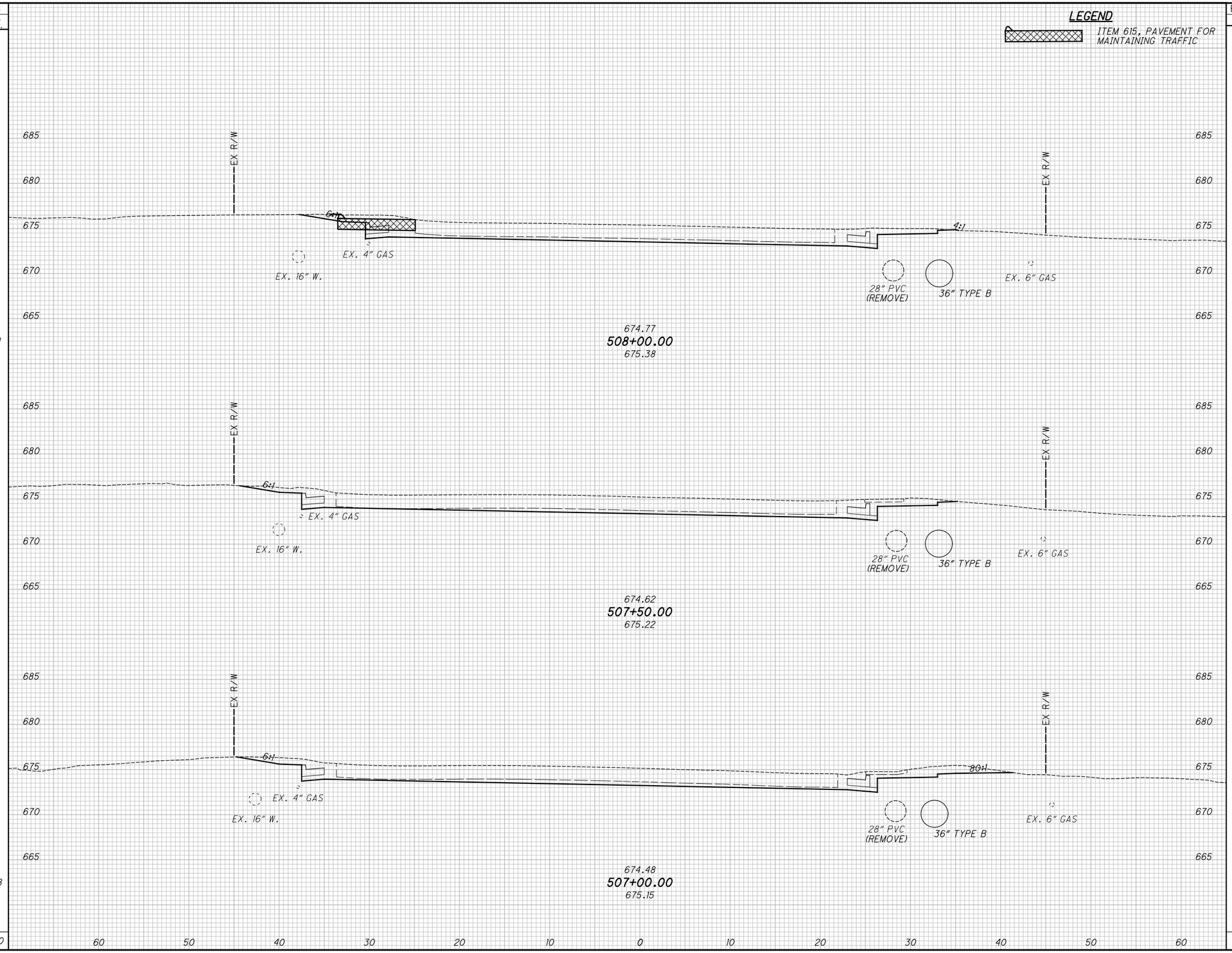

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
27	131	46	0	79	0
20	111	39	0	80	0
20	128	47	0	80	0
370				239	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 507+00.00 TO STA. 508+00.00

LAK-US-20-24.99

350
651

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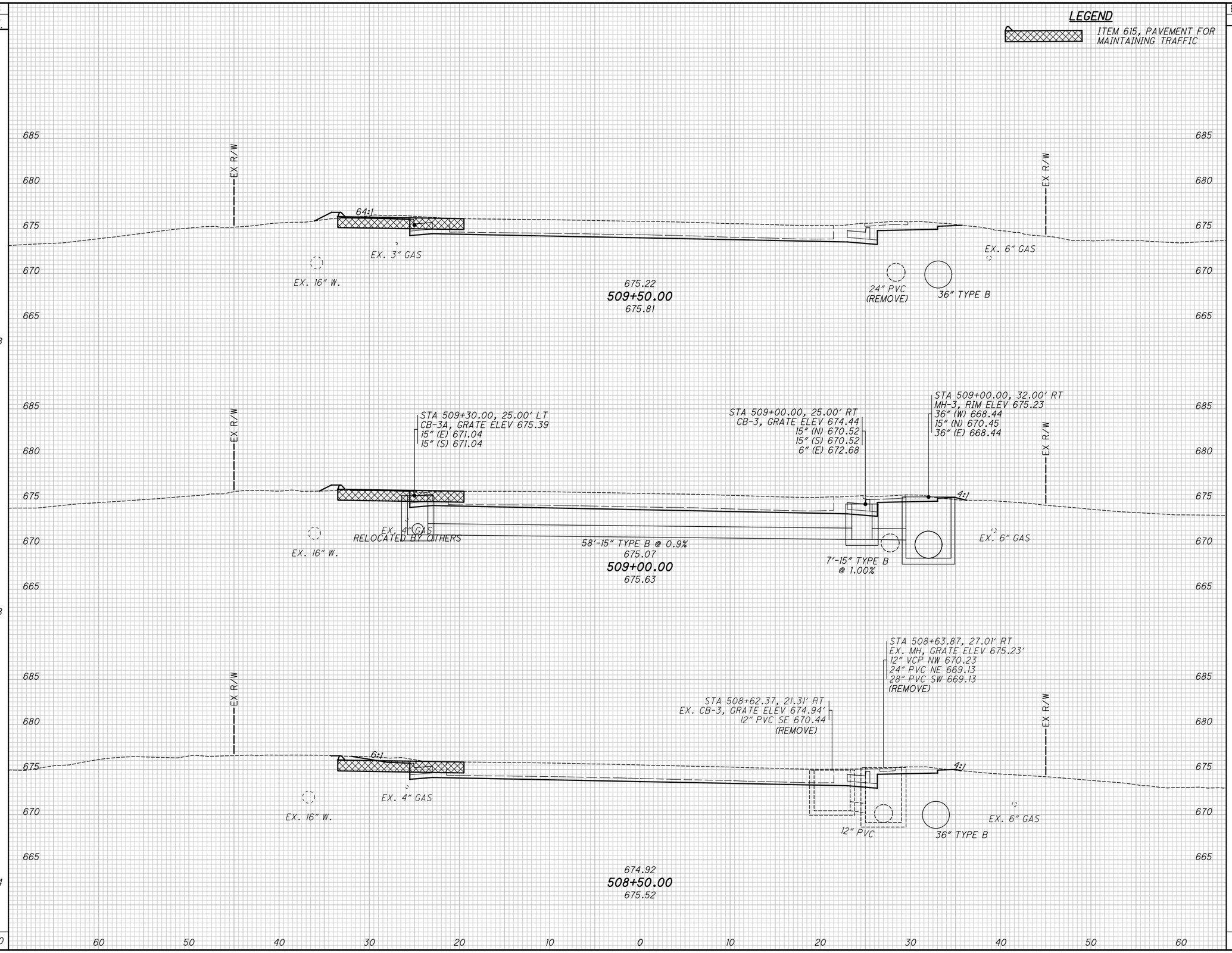
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
32	178	37	0	63	1
32	178	31	1	63	1
32	164	37	0	77	0
	520			203	2



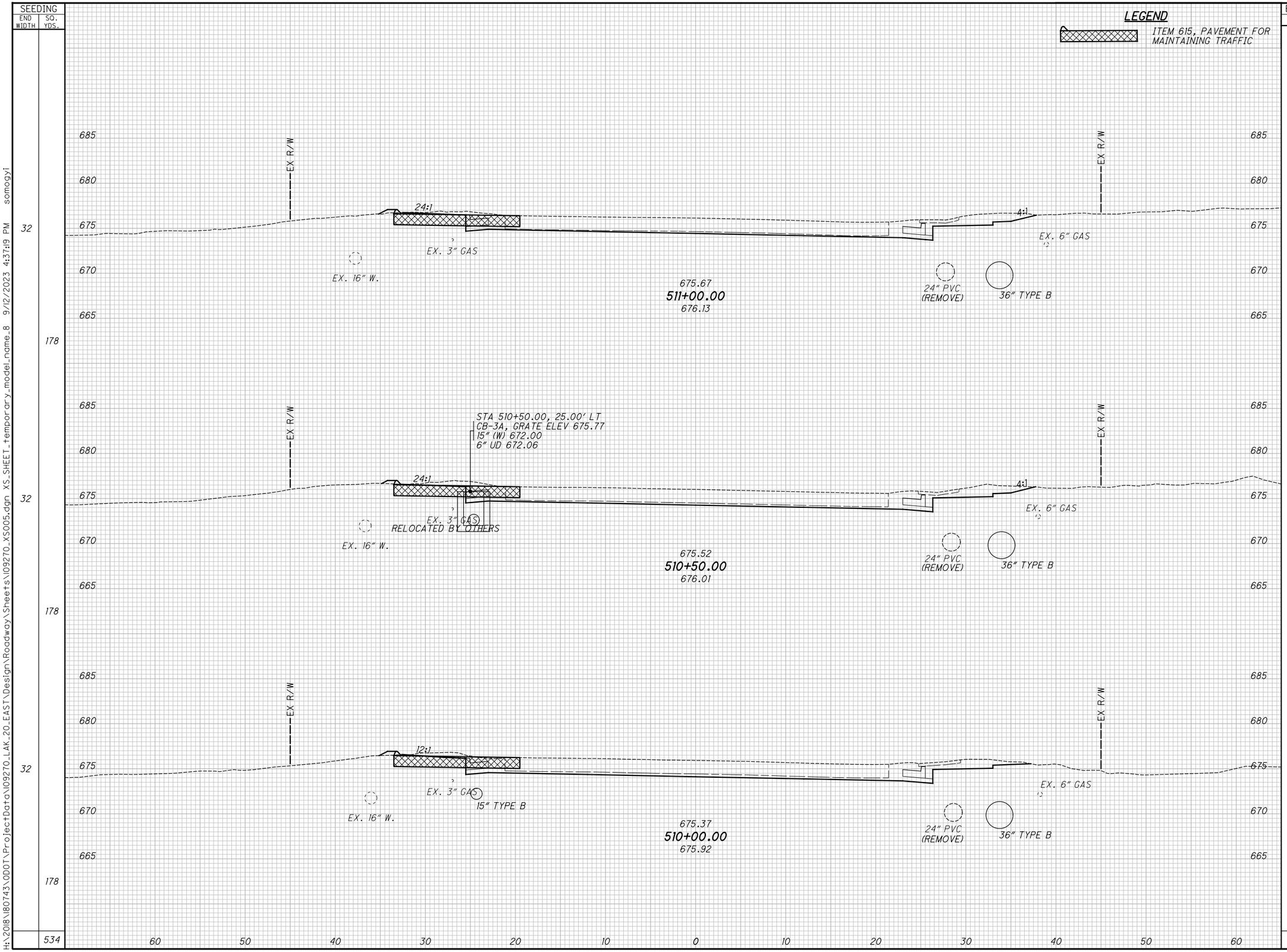
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 508+50.00 TO STA. 509+50.00

LAK-US-20-24.99

351
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_7 9/12/2023 4:37:18 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
32	178	34	0	67	0
32	178	38	0	70	0
32	178	38	0	69	0
	534			206	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 510+00.00 TO STA. 511+00.00

LAK-US-20-24.99

352
651

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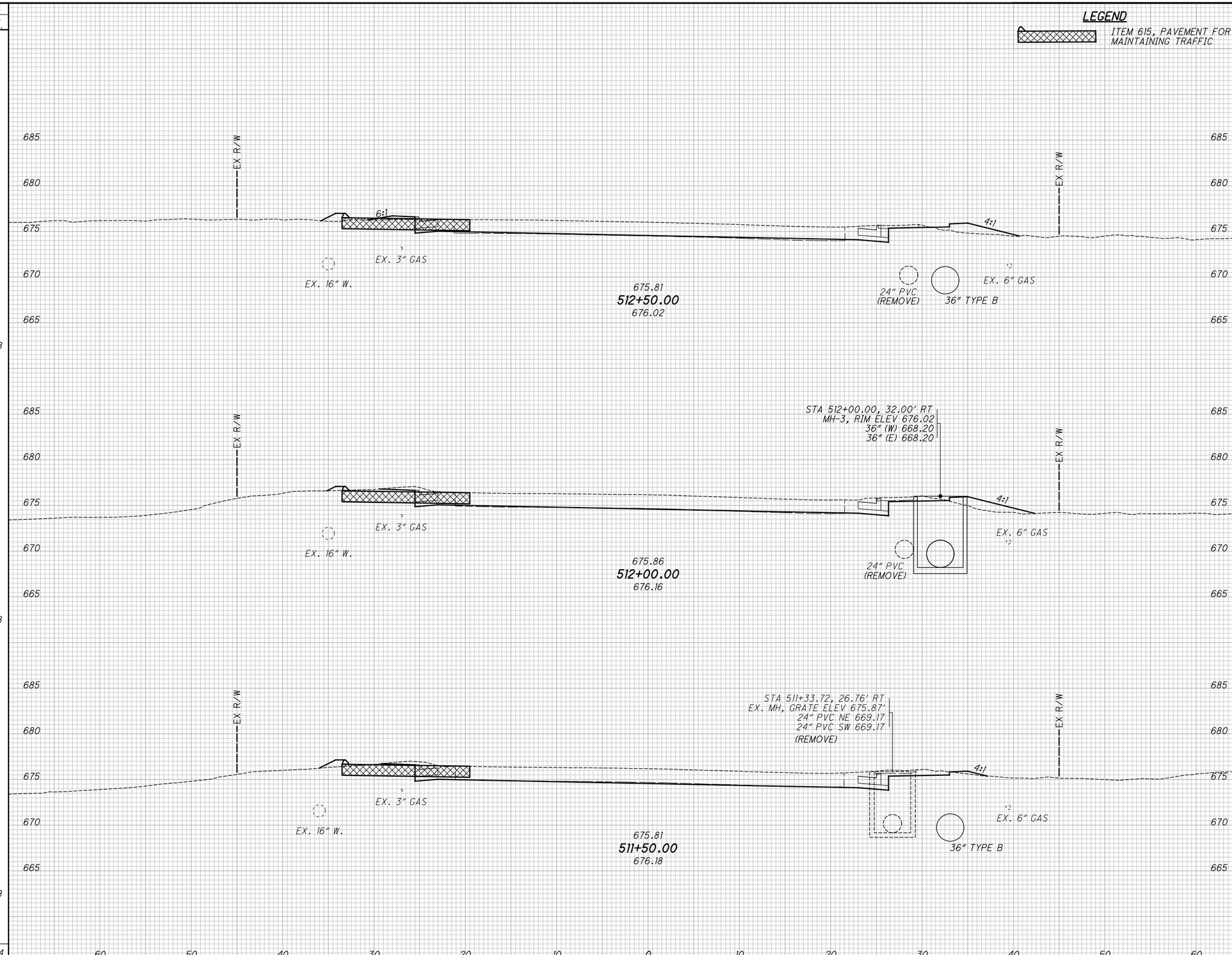
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
32	178	13	7	29	13
32	178	18	7	37	7
32	178	22	1	52	1
	534			115	21



CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 511+50.00 TO STA. 512+50.00

LAK-US-20-24.99

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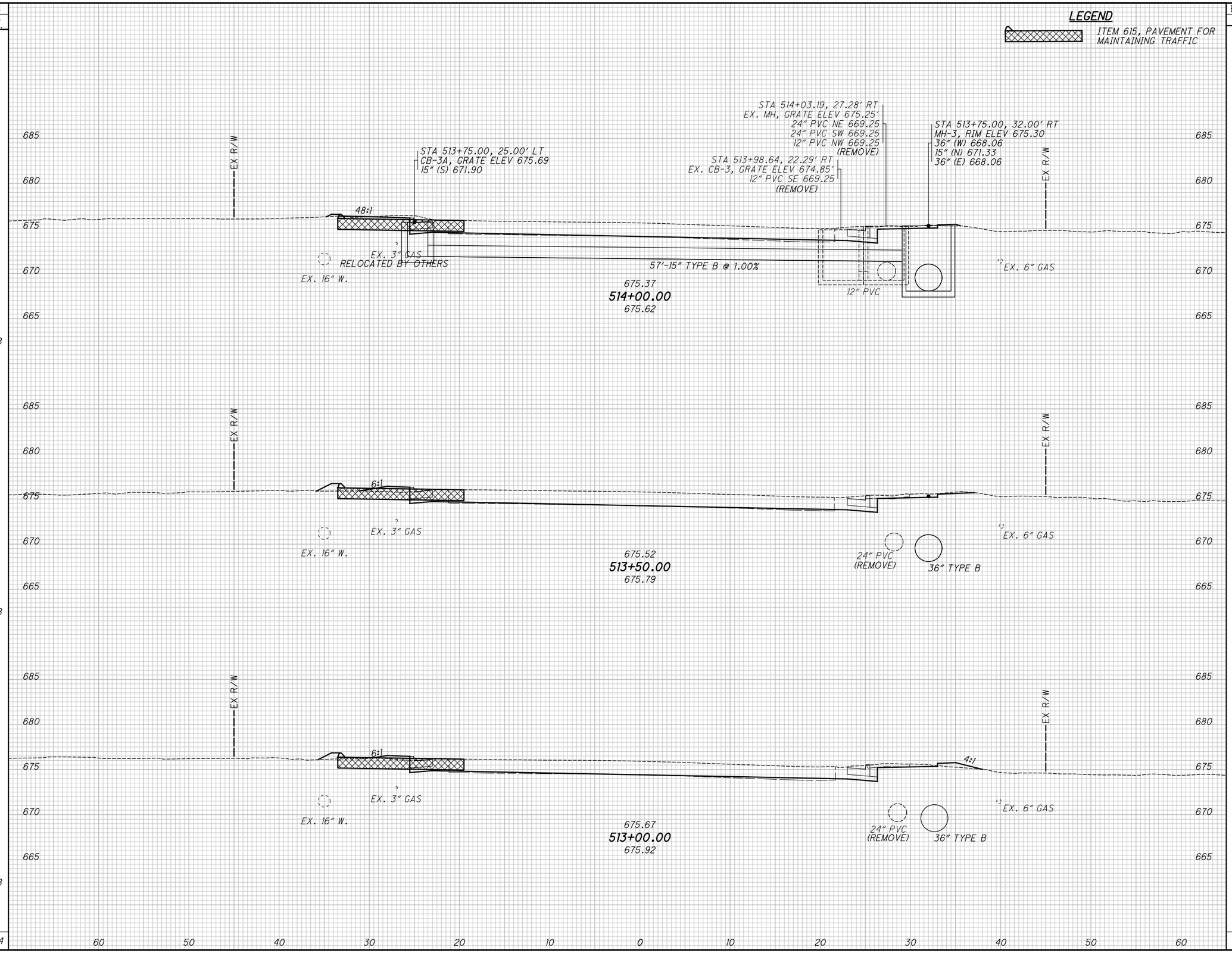

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
32	178	17	1	30	3
32	178	15	2	26	5
32	178	13	3	24	9
	534			80	17

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 513+00.00 TO STA. 514+00.00

LAK-US-20-24.99

354
651

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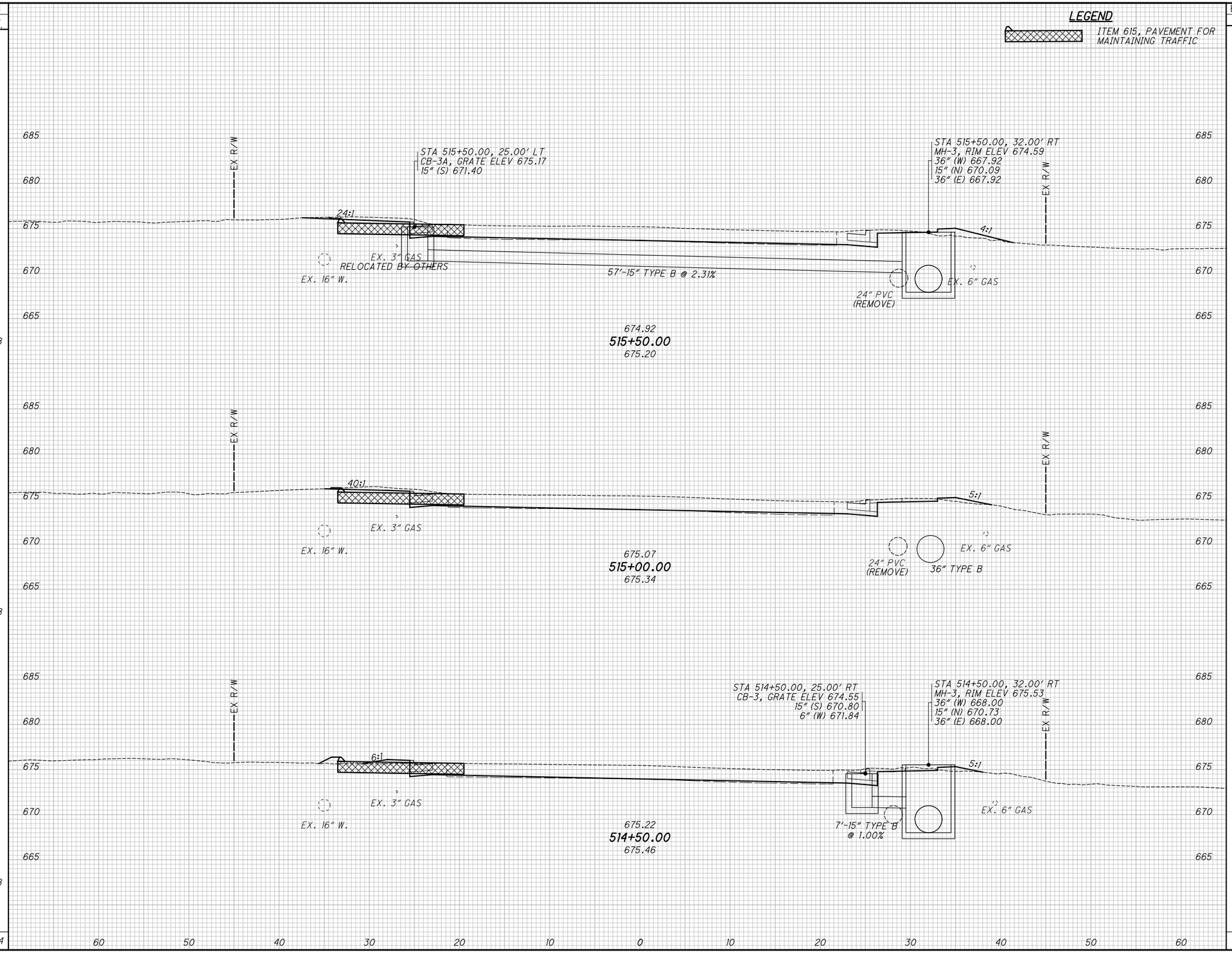

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
32	178	19	4	33	6
32	178	17	2	29	5
32	178	14	3	29	4
	534			91	15

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 514+50.00 TO STA. 515+50.00

LAK-US-20-24.99

355
651

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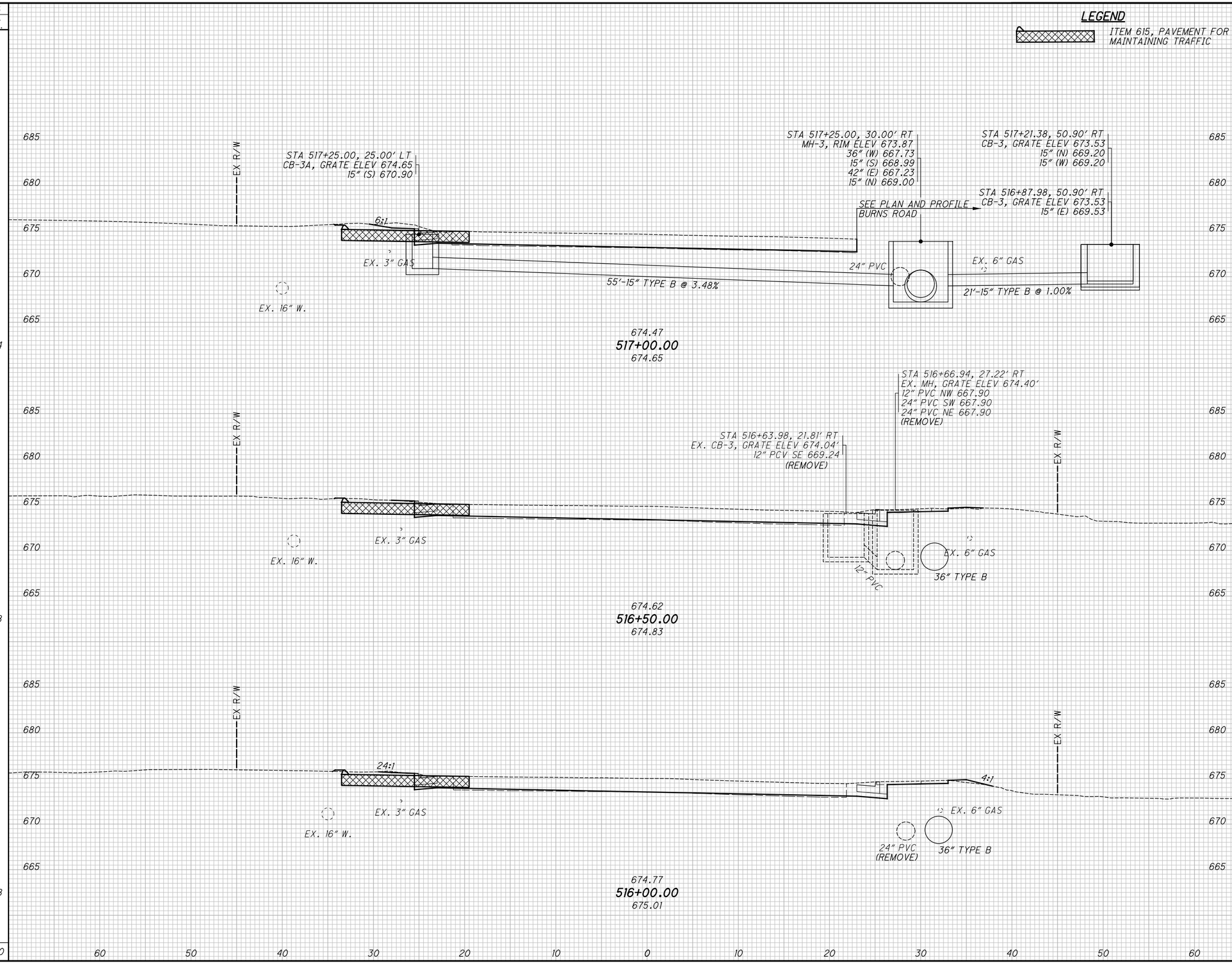
SEEDING END WIDTH	SEEDING SQ. YDS.
20	144
32	178
32	178
	500



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
8	0		
		20	0
14	0		
		26	1
14	1		
		31	5
		77	6

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 516+00.00 TO STA. 517+00.00

LAK-US-20-24.99

356
651

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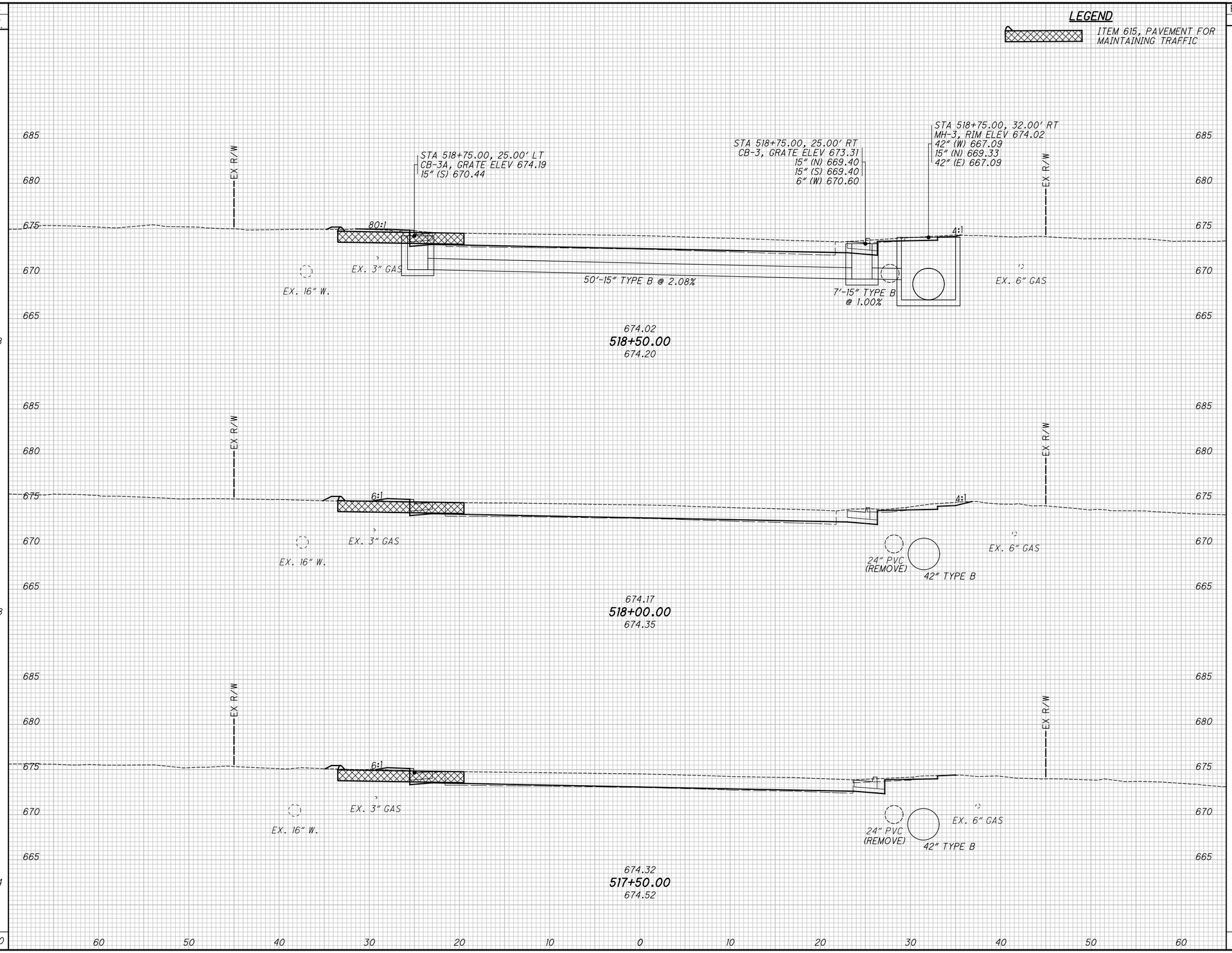

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
32	178	14	0	26	1
32	178	14	1	22	2
32	144	10	1	17	1
	500			65	4

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 517+50.00 TO STA. 518+50.00

LAK-US-20-24.99

357
651

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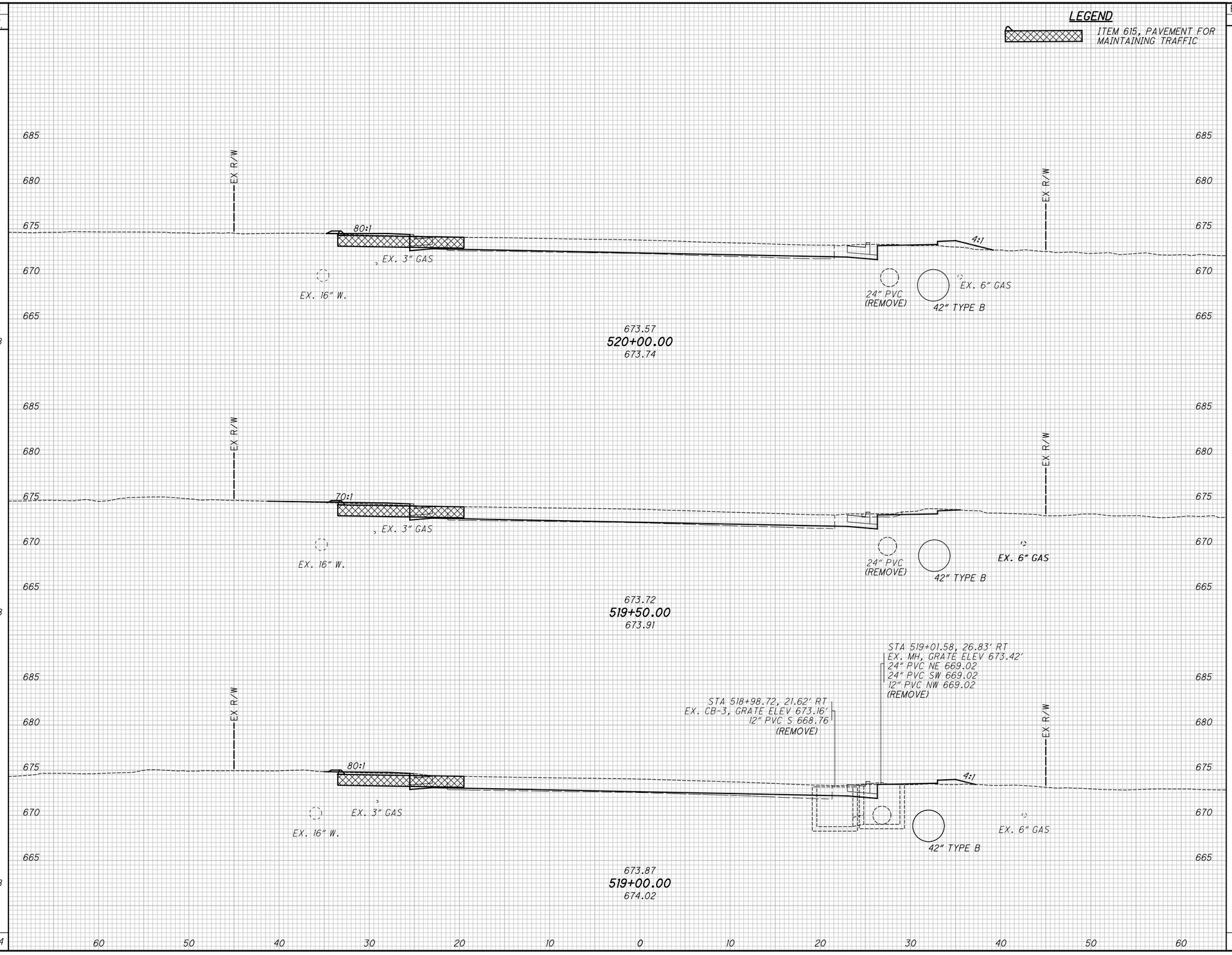

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
32	178	13	4	25	5
32	178	14	1	25	4
32	178	13	3	25	3
	534			75	12

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 519+00.00 TO STA. 520+00.00

LAK-US-20-24.99

358
651

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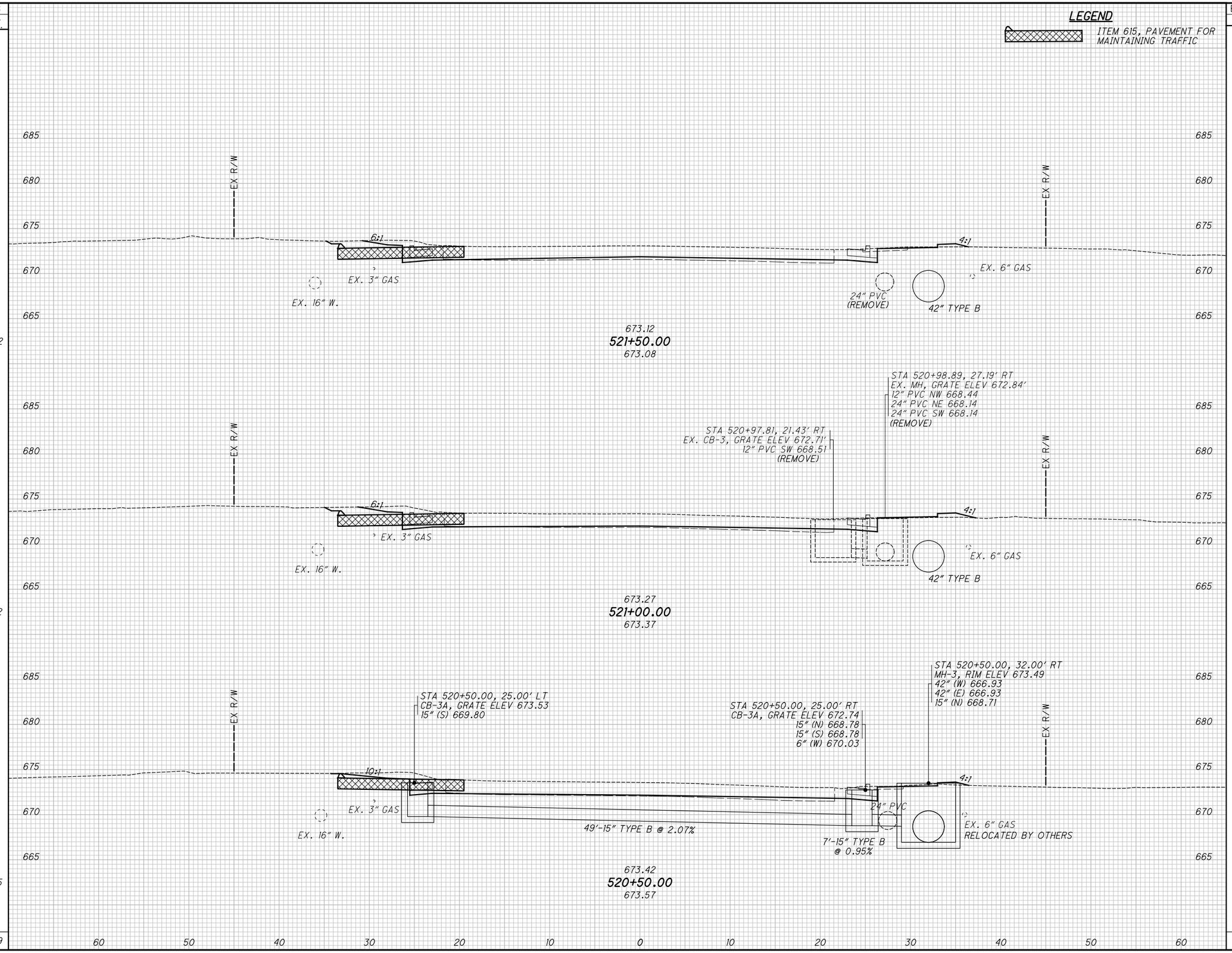

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	172	17	1	32	3
31	172	18	2	32	3
31	175	17	1	28	5
	519			92	11

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 520+50.00 TO STA. 521+50.00

LAK-US-20-24.99

359
651

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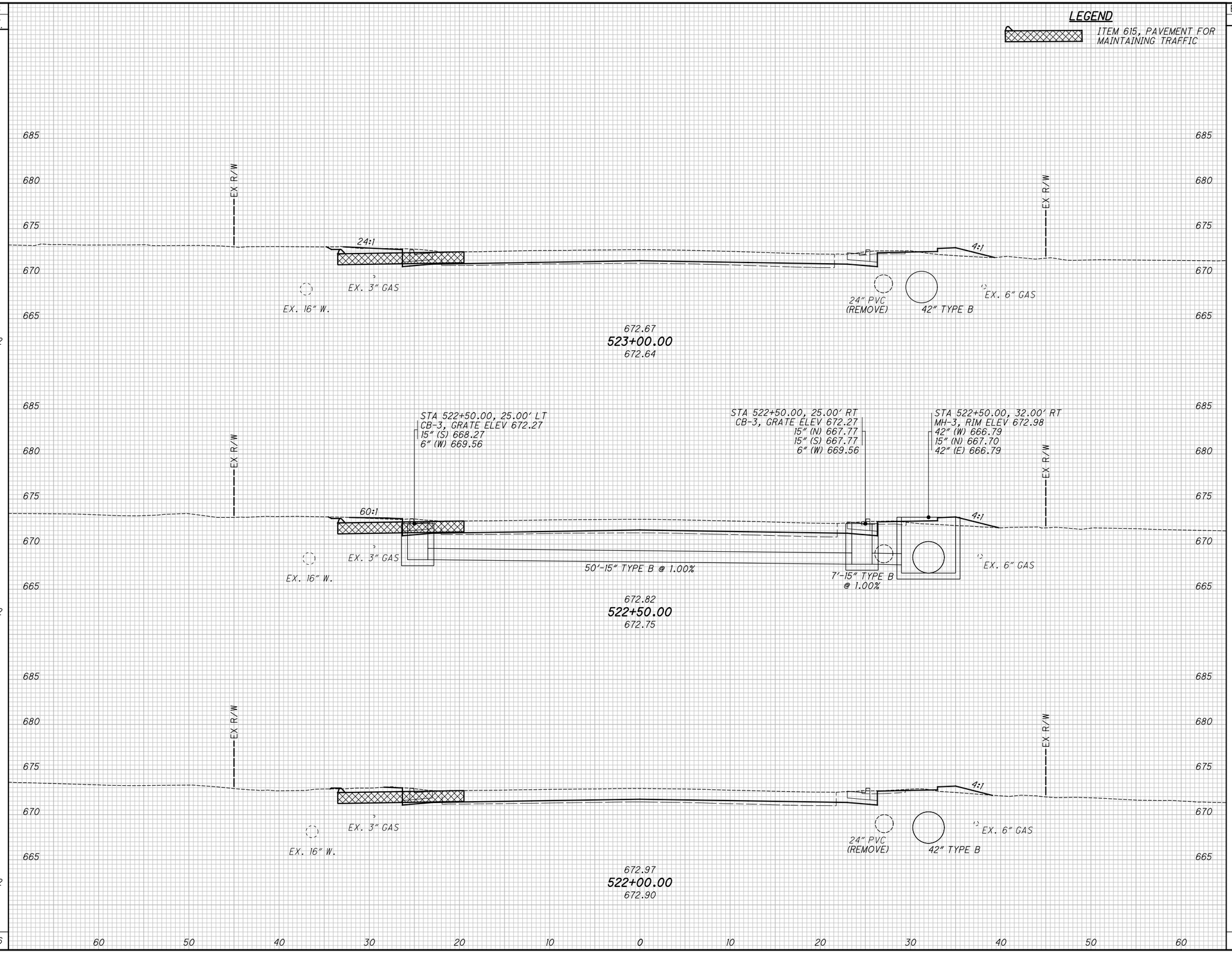


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	172	13	4	23	8
31	172	12	5	23	7
31	172	13	3	28	4
	516			74	19

CALCULATED TLS
CHECKED JMP

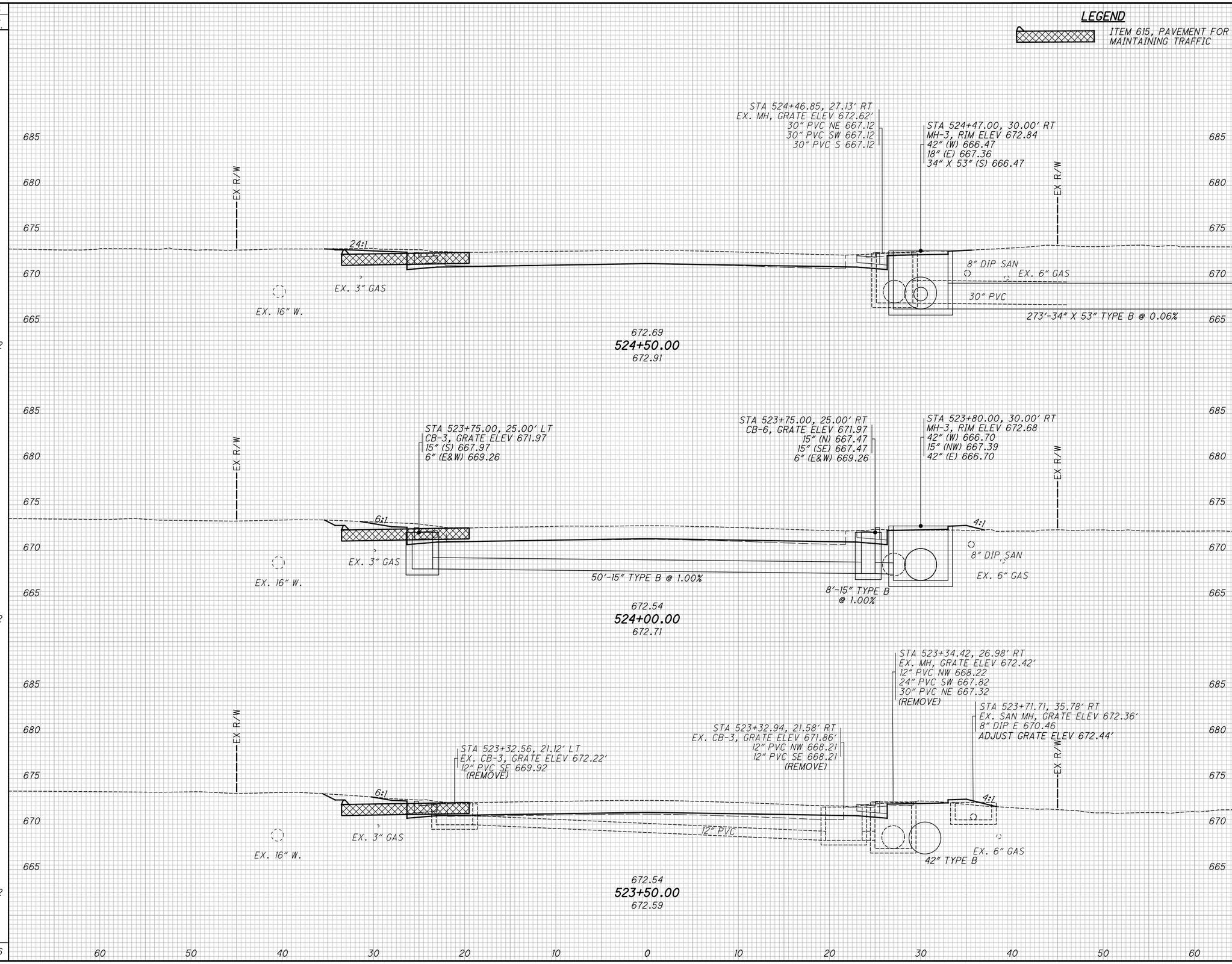
CROSS SECTIONS - U.S. 20
STA. 522+00.00 TO STA. 523+00.00

LAK-US-20-24.99

360
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_16 9/12/2023 4:37:29 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
31	172
31	172
31	172
31	172
	516



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
18	0		
		32	2
17	2		
		29	4
14	2		
		25	6
		86	12

CALCULATED TLS
CHECKED JMP

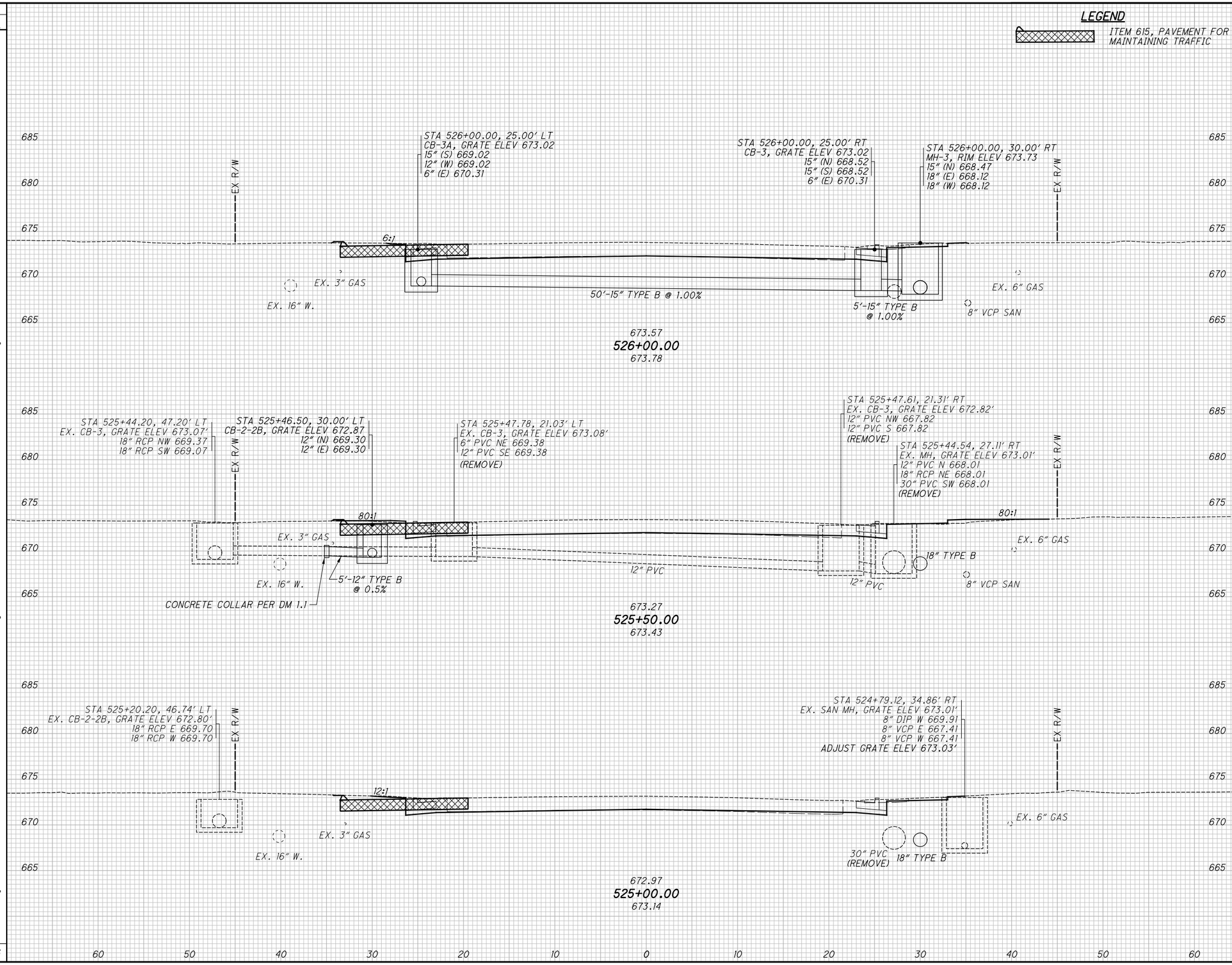
CROSS SECTIONS - U.S. 20
STA. 523+50.00 TO STA. 524+50.00

LAK-US-20-24.99

361
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name.17 9/12/2023 4:37:31 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
31	172
31	172
31	172
31	172
516	



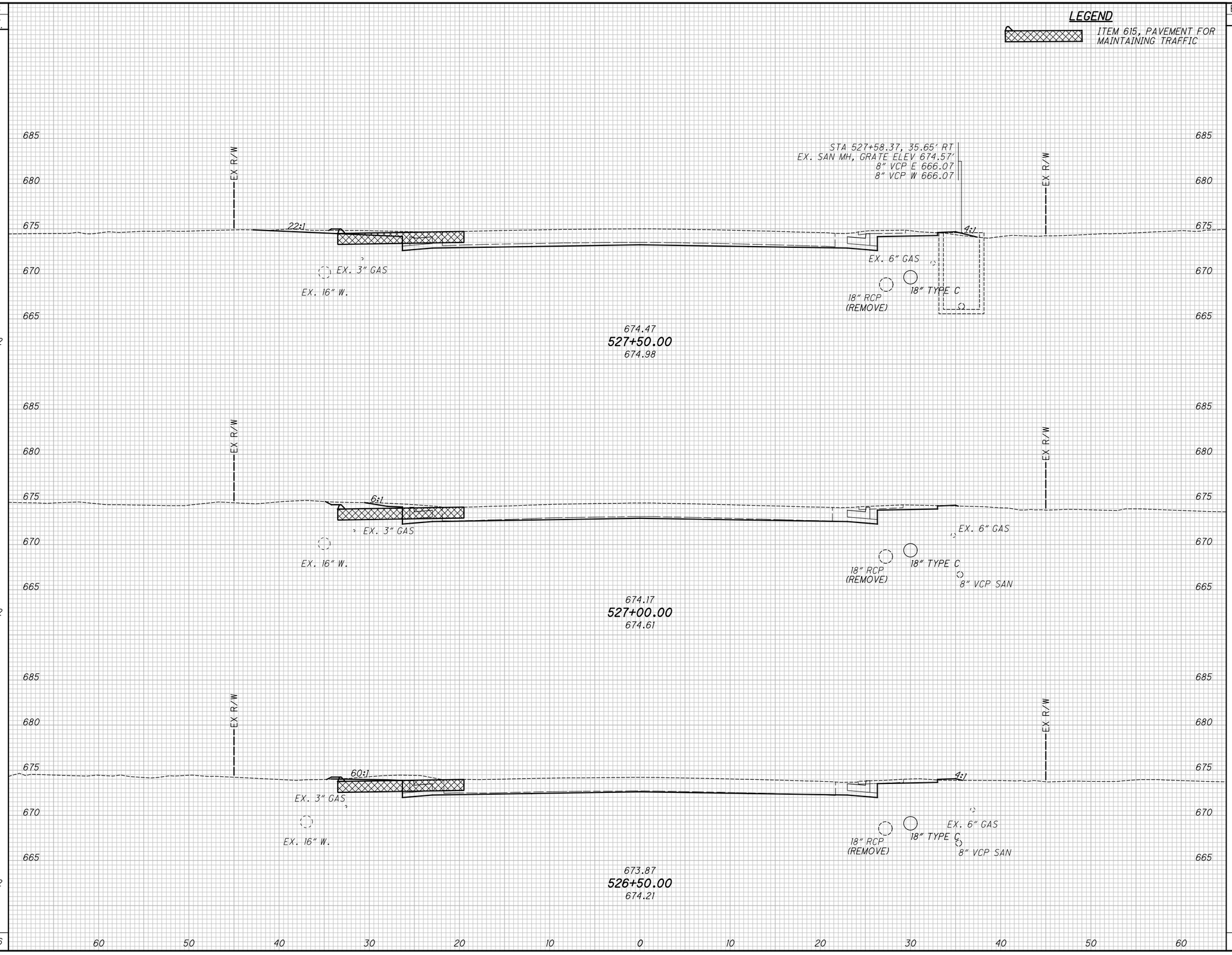
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
17	0	28	3
13	3	27	3
16	0	31	0
		86	6

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 525+00.00 TO STA. 526+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_18 9/12/2023 4:37:32 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	172	37	1	58	1
31	172	26	0	47	0
31	172	25	0	39	0
	516			144	1

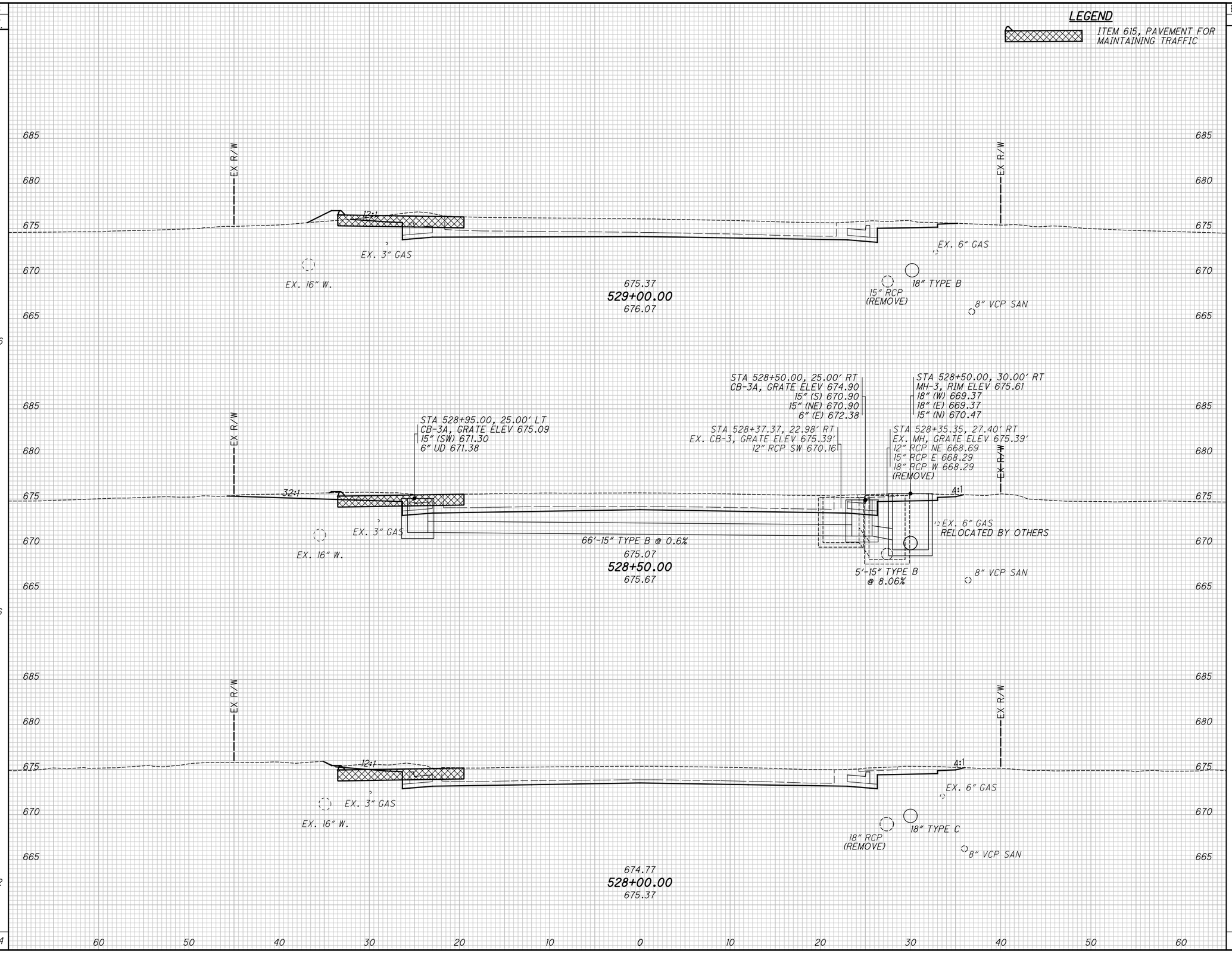
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 526+50.00 TO STA. 527+50.00

LAK-US-20-24.99

363
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_19 9/12/2023 4:37:33 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	186	52	0	99	0
36	186	55	0	94	0
31	172	46	0	77	1
	544			270	1

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 528+00.00 TO STA. 529+00.00

LAK-US-20-24.99

364
651

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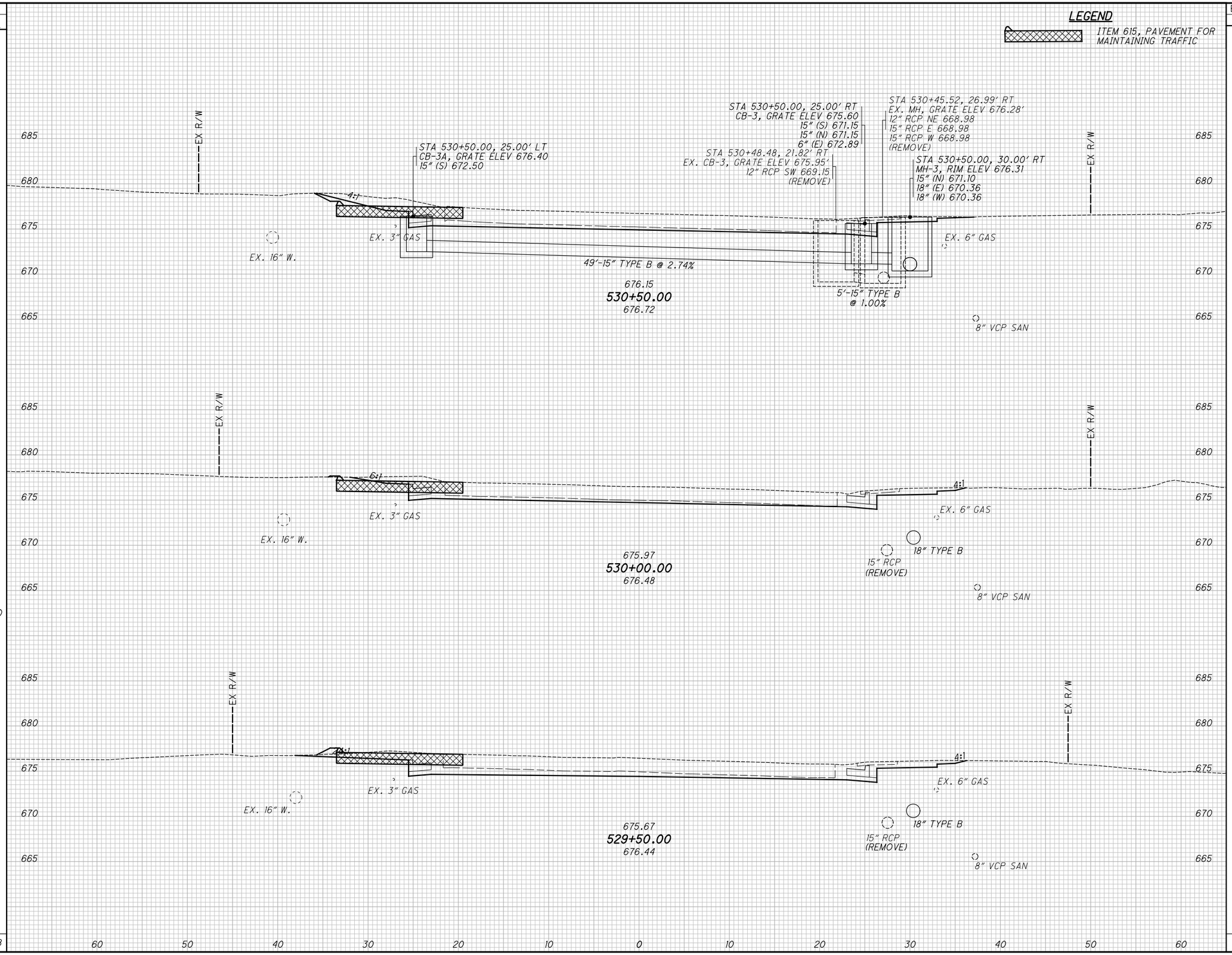

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
40	217	45	0	74	0
38	200	35	0	78	0
34	181	49	0	94	0
	598			246	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 529+50.00 TO STA. 530+50.00

LAK-US-20-24.99

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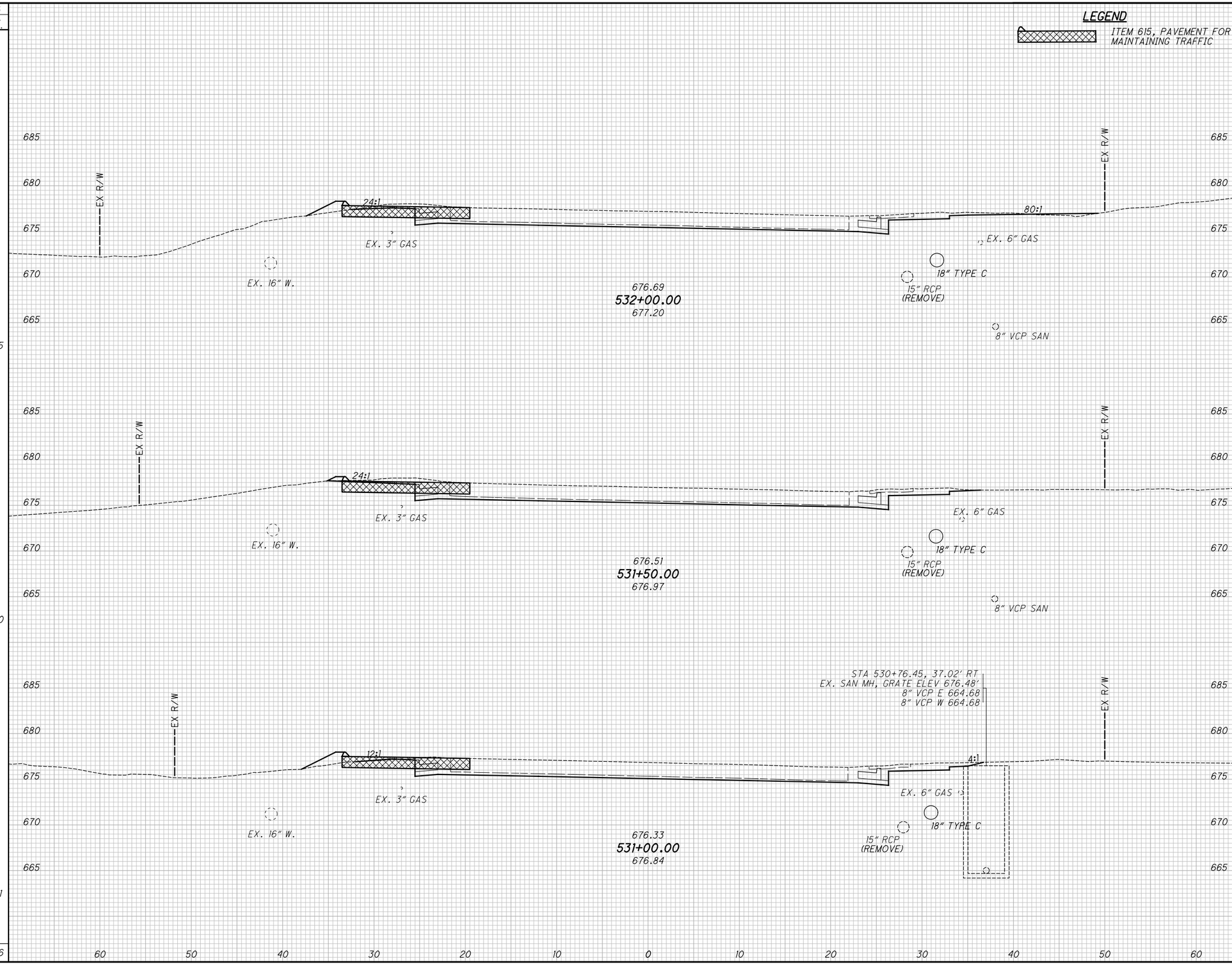
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
52	275	33	1	61	1
47	250	33	0	59	0
43	231	31	0	70	0
756				190	1



CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 531+00.00 TO STA. 532+00.00

LAK-US-20-24.99

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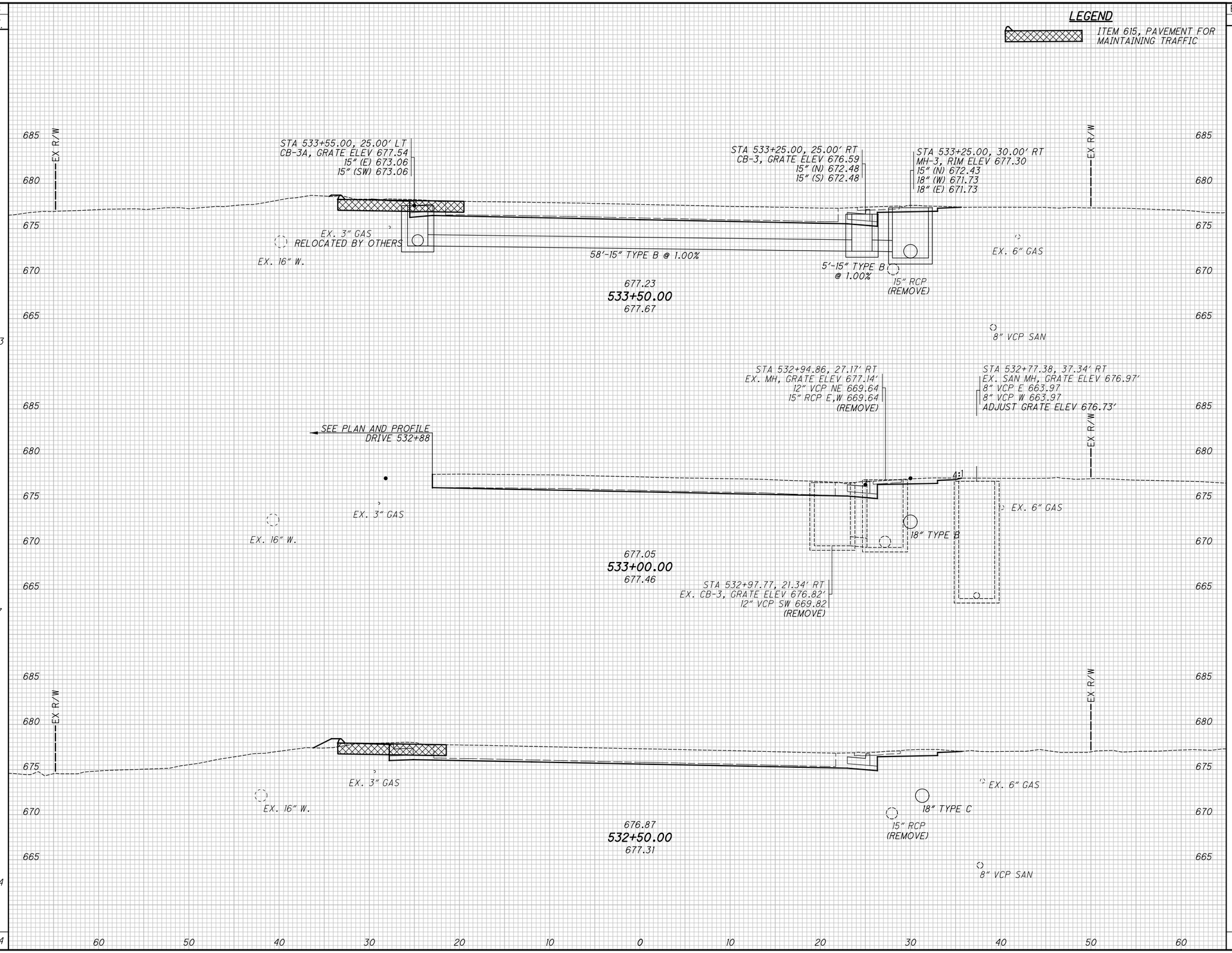
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
56		27	0		
	203			40	0
17		16	0		
	197			42	0
54		29	0		
	294			57	1
694				139	1



CALCULATED	CHECKED
TLS	JMP

CROSS SECTIONS - U.S. 20
STA. 532+50.00 TO STA. 533+50.00

LAK-US-20-24.99

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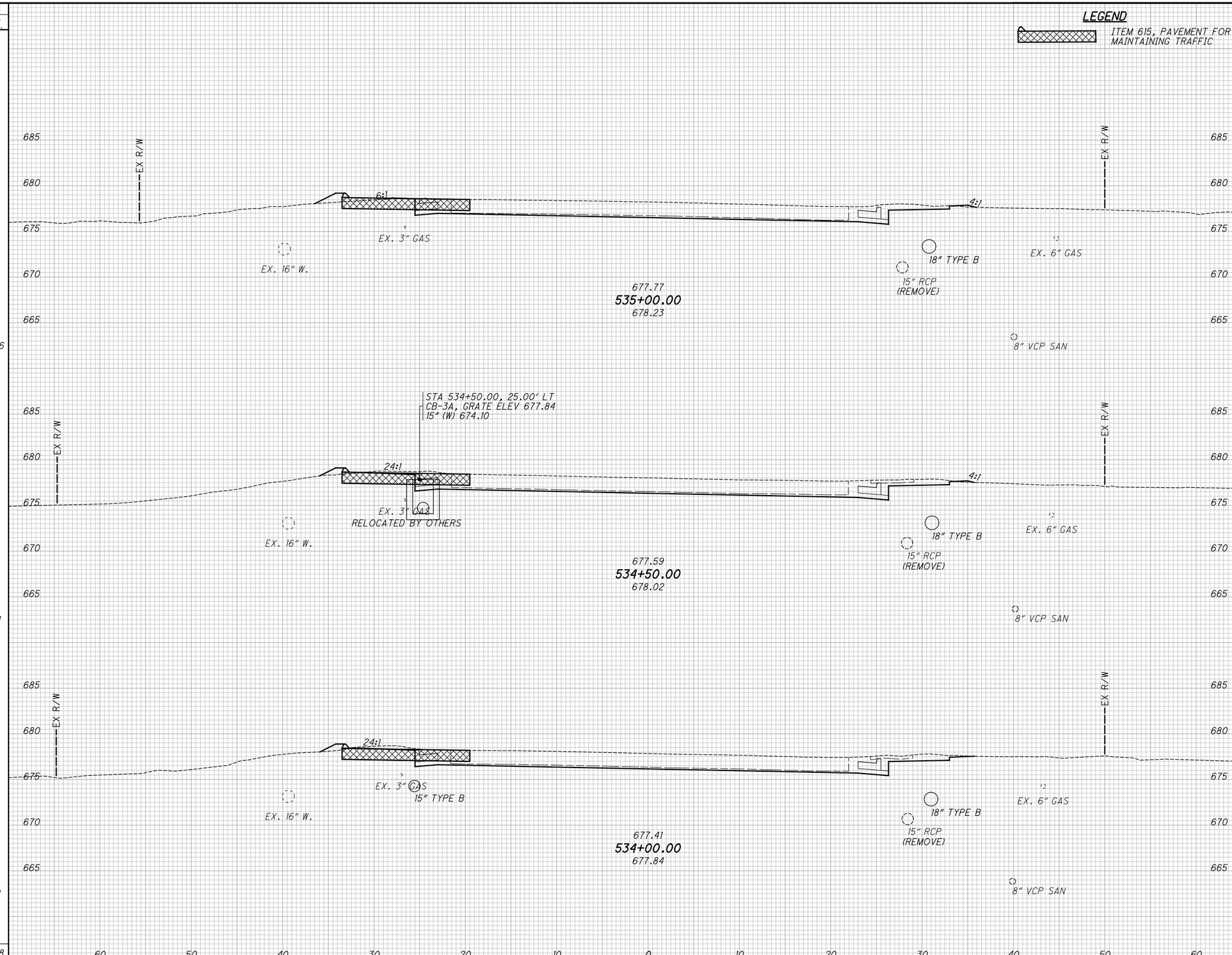

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
47	286	25	0	50	0
56	311	29	0	53	0
56	311	28	0	51	0
	908			154	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 534+00.00 TO STA. 535+00.00

LAK-US-20-24.99

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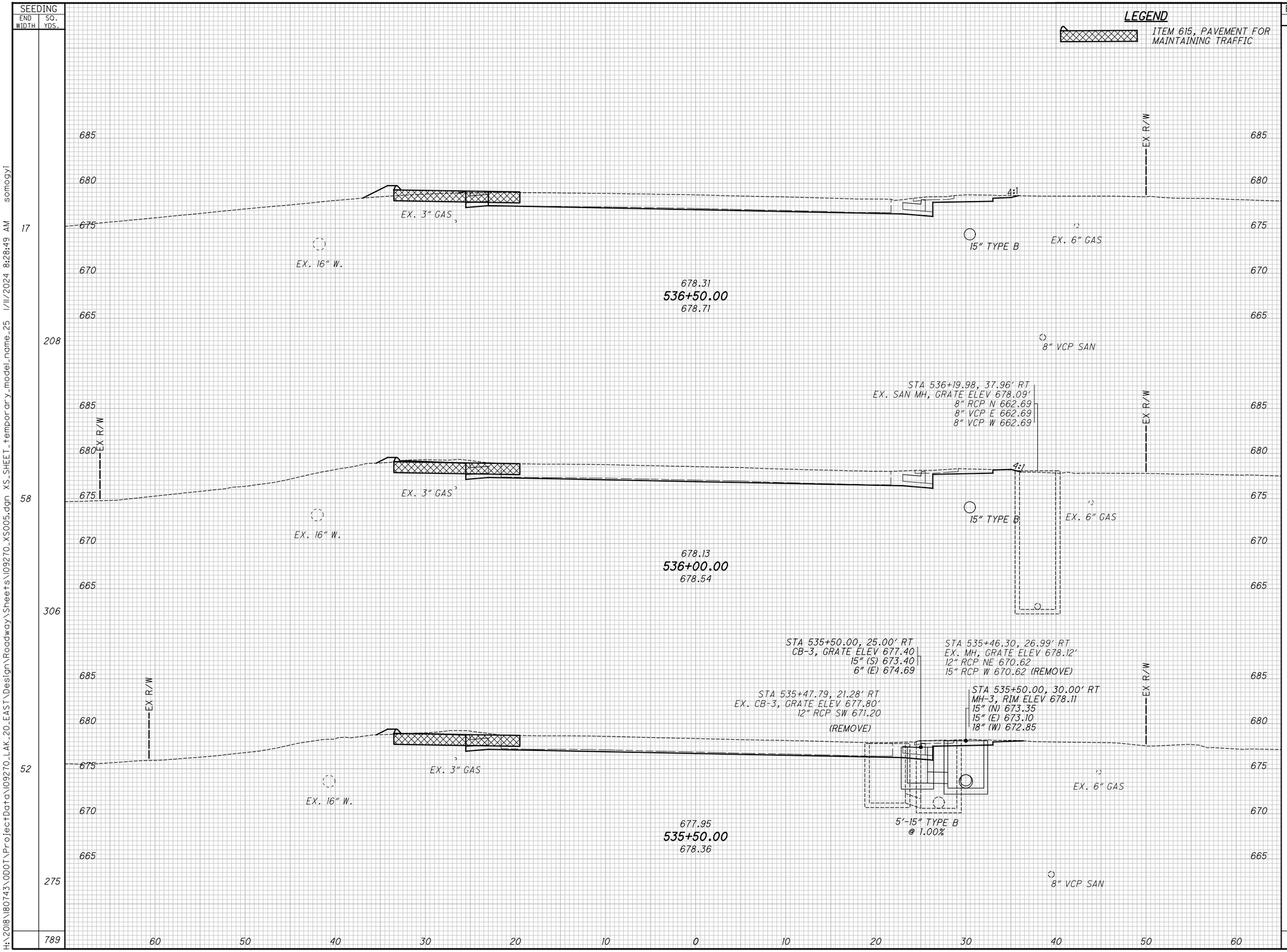

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
17	208	16	0	37	0
58	306	24	0	47	0
52	275	27	0	48	0
789				132	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 535+50.00 TO STA. 536+50.00

LAK-US-20-24.99

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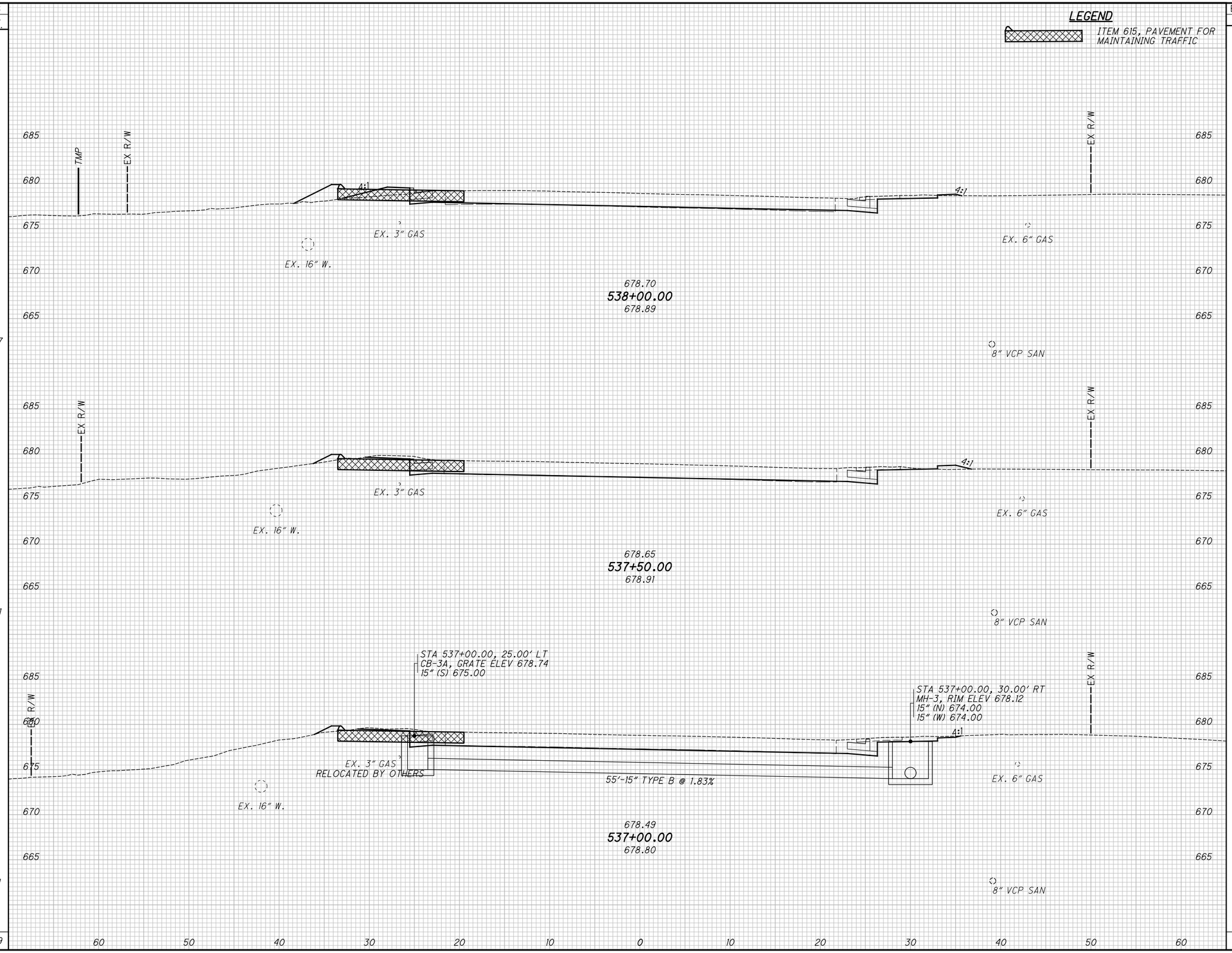

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
54	297	13	5	26	6
53	311	15	1	31	1
59	211	19	0	32	0
	819			89	7

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 537+00.00 TO STA. 538+00.00

LAK-US-20-24.99

370
651

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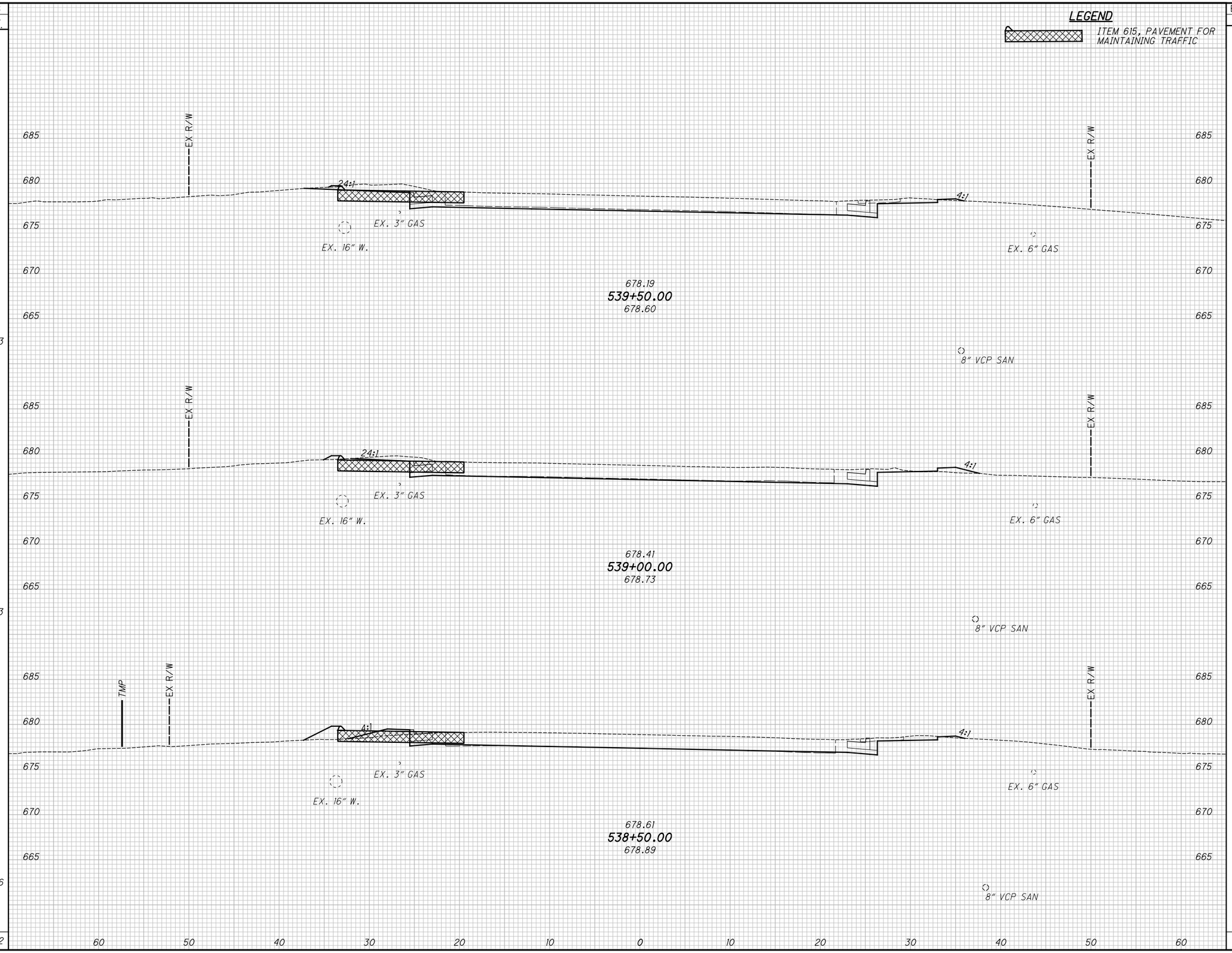

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
42	233	30	0	48	2
42	253	22	2	33	6
49	286	14	4	25	8
	772			106	16

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 538+50.00 TO STA. 539+50.00

LAK-US-20-24.99

371
651

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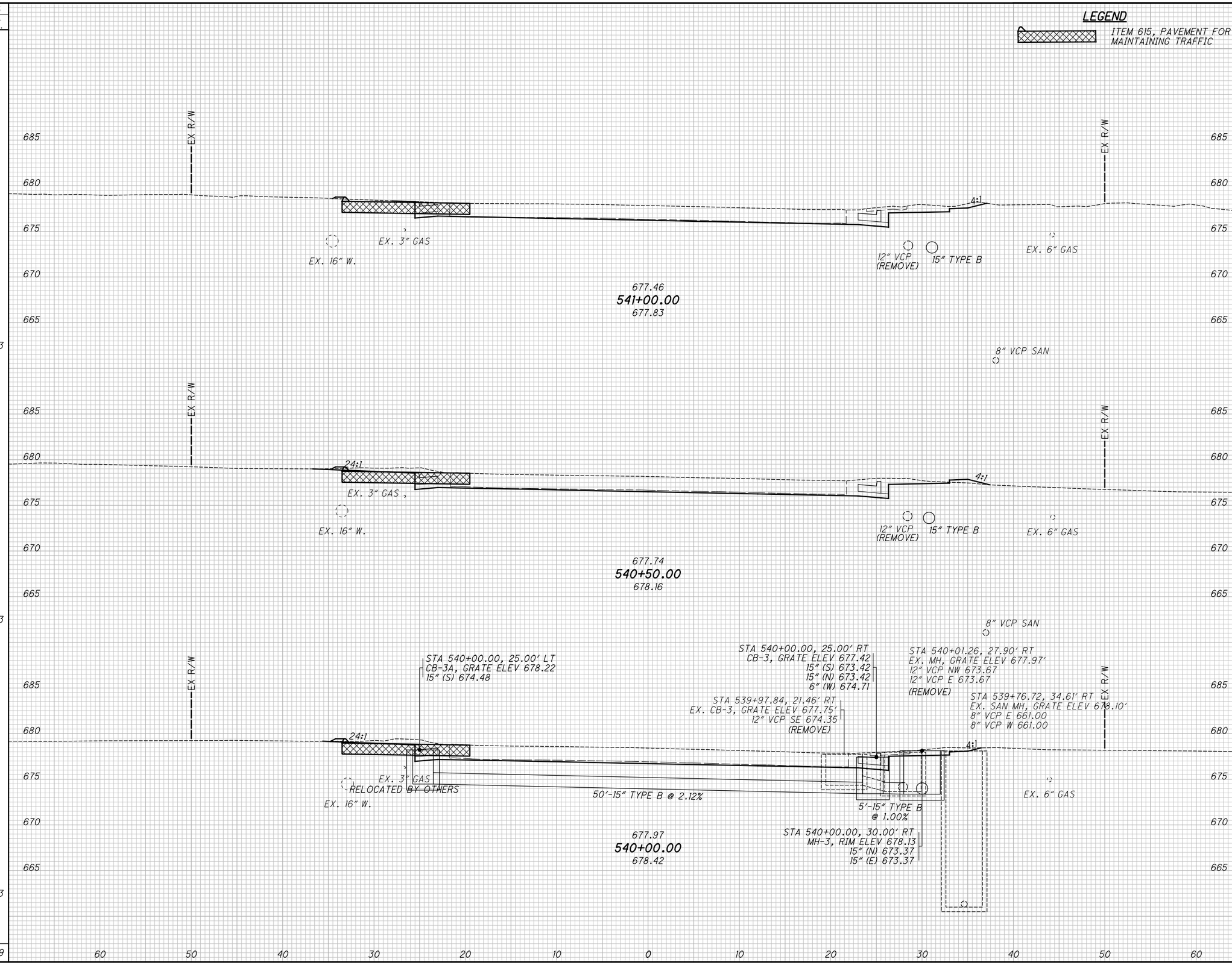
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
42	233	23	0	47	1
42	233	28	1	52	1
42	233	28	0	54	0
	699			153	2



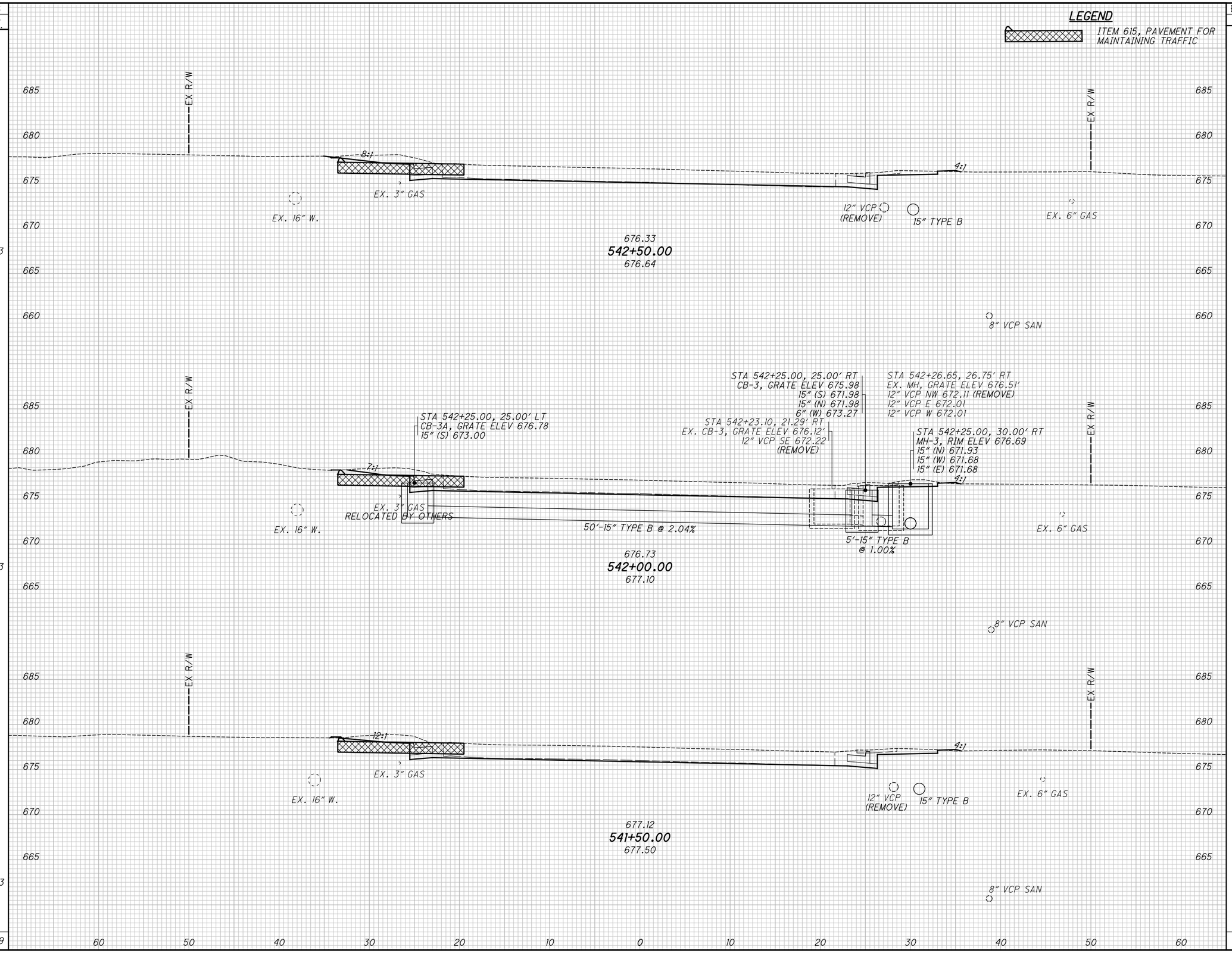
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 540+00.00 TO STA. 541+00.00

LAK-US-20-24.99

372
651

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_28 9/12/2023 4:37:45 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
42	233	24	0	47	0
42	233	27	0	50	0
42	233	27	0	46	0
	699			143	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 541+50.00 TO STA. 542+50.00

LAK-US-20-24.99

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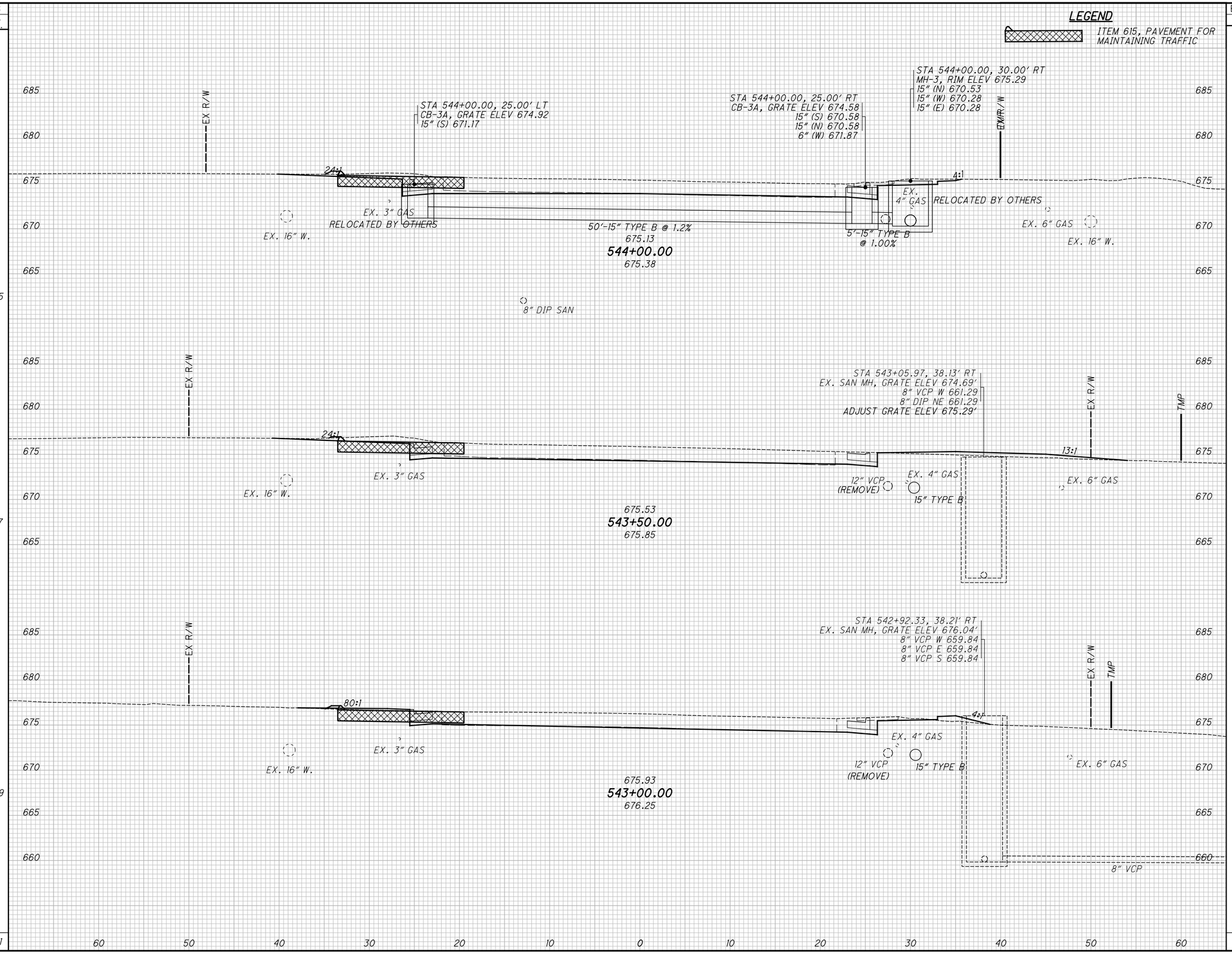

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
29		28	0		
	225			47	6
52		23	7		
	267			34	10
44		14	4		
	239			35	4
	731			116	20

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 543+00.00 TO STA. 544+00.00

LAK-US-20-24.99

374
651

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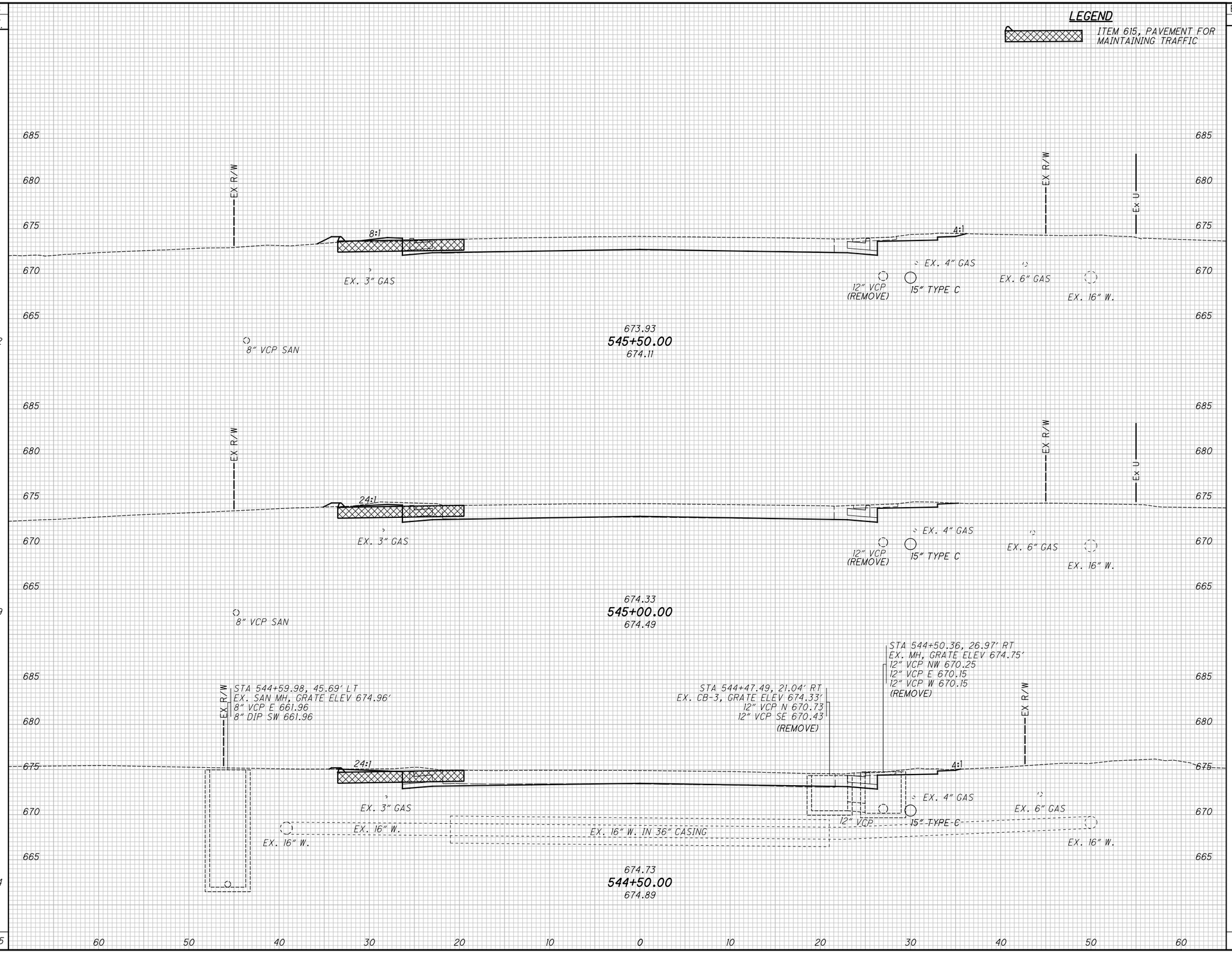
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	172	18	1	35	1
31	169	20	0	39	0
30	164	22	0	46	0
	505			120	1



CALCULATED TLS
CHECKED JMP

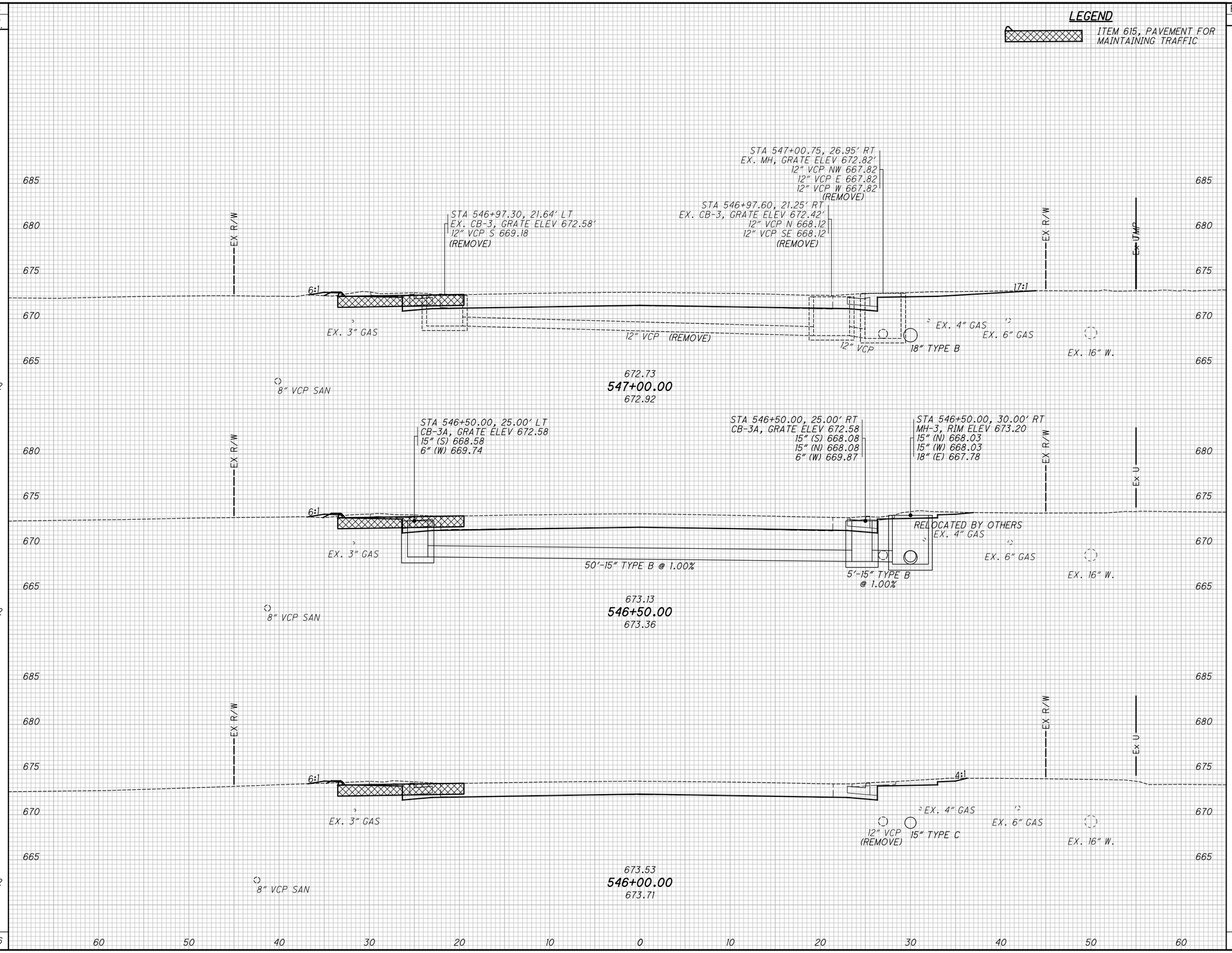
CROSS SECTIONS - U.S. 20
STA. 544+50.00 TO STA. 545+50.00

LAK-US-20-24.99

375
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_31 9/12/2023 4:37:49 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	172	23	1	41	2
31	172	21	1	38	2
31	172	20	1	35	2
516				114	6



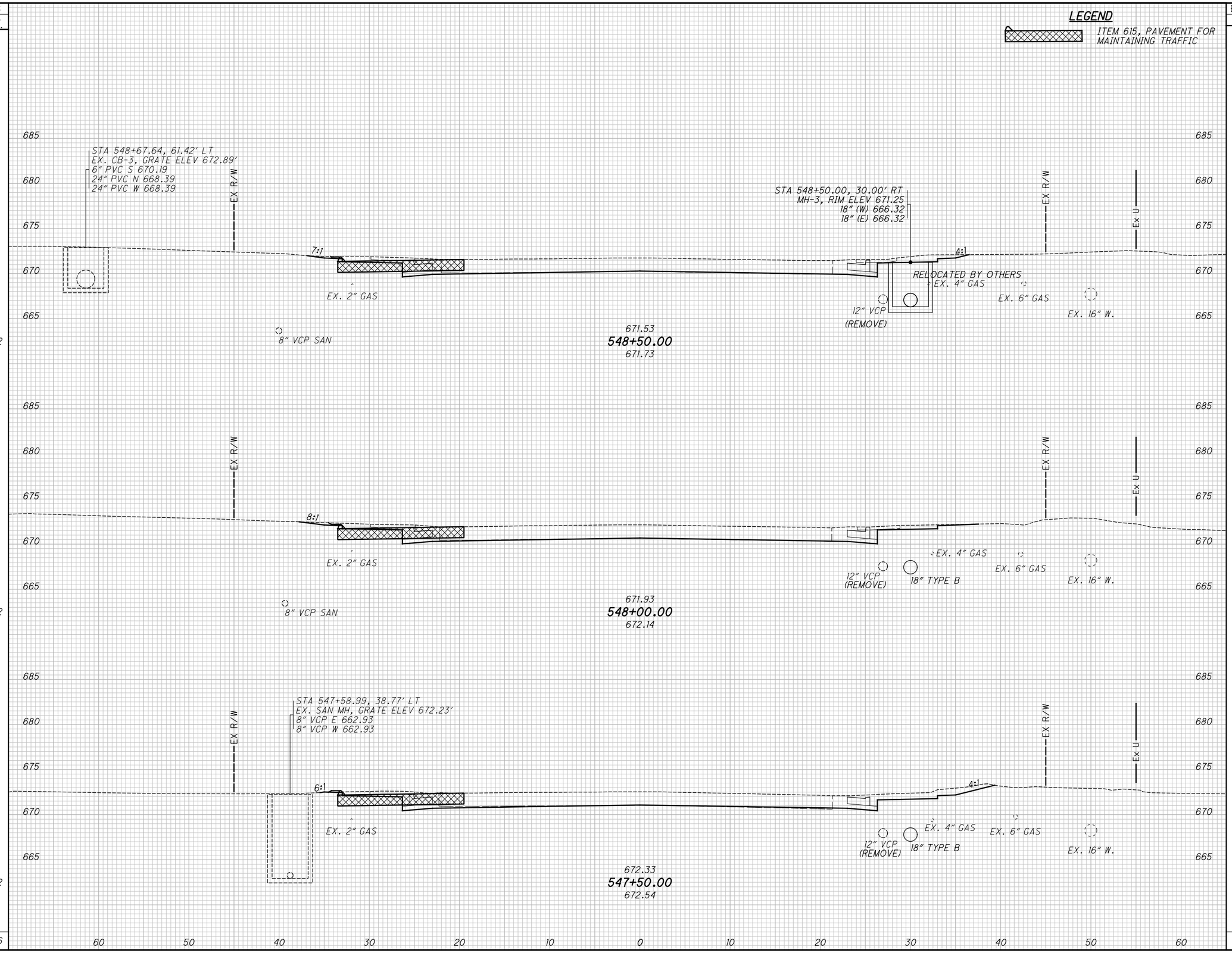
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 546+00.00 TO STA. 547+00.00

LAK-US-20-24.99

376
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_32 9/12/2023 4:37:50 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	172	24	0	42	0
31	172	21	0	44	0
31	172	27	0	46	1
	516			132	1

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 547+50.00 TO STA. 548+50.00

LAK-US-20-24.99

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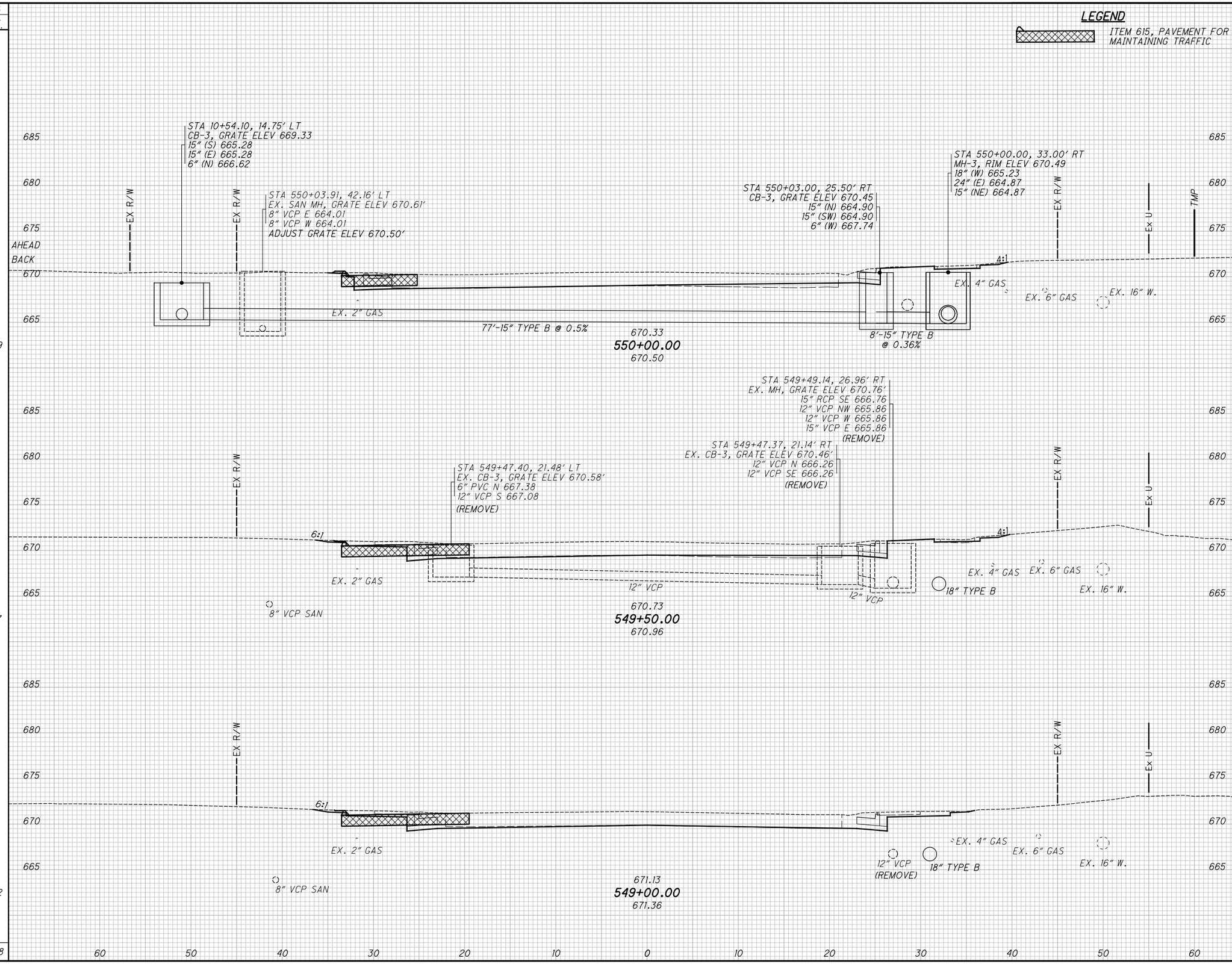
SEEDING END WIDTH	SEEDING SQ. YDS.
33	
21	
	139
29	
	167
31	
	172
	478



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
14	0		
		32	0
21	0		
		42	0
24	0		
		44	0
		118	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 549+00.00 TO STA. 550+00.00

LAK-US-20-24.99

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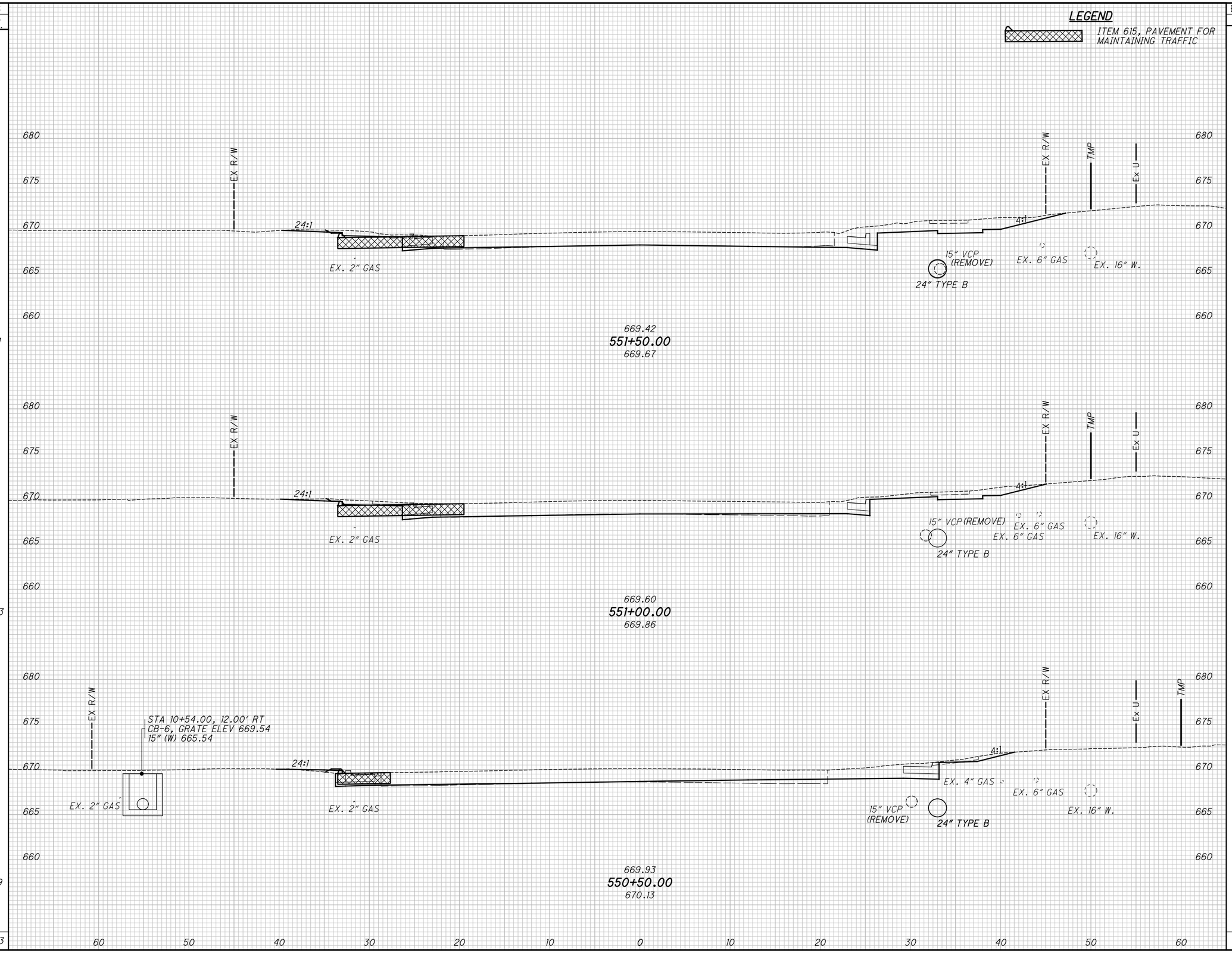

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
38	211	40	0	62	0
38	203	27	0	48	1
35	189	25	1	36	1
	603			146	2

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 550+50.00 TO STA. 551+50.00

LAK-US-20-24.99

379
651

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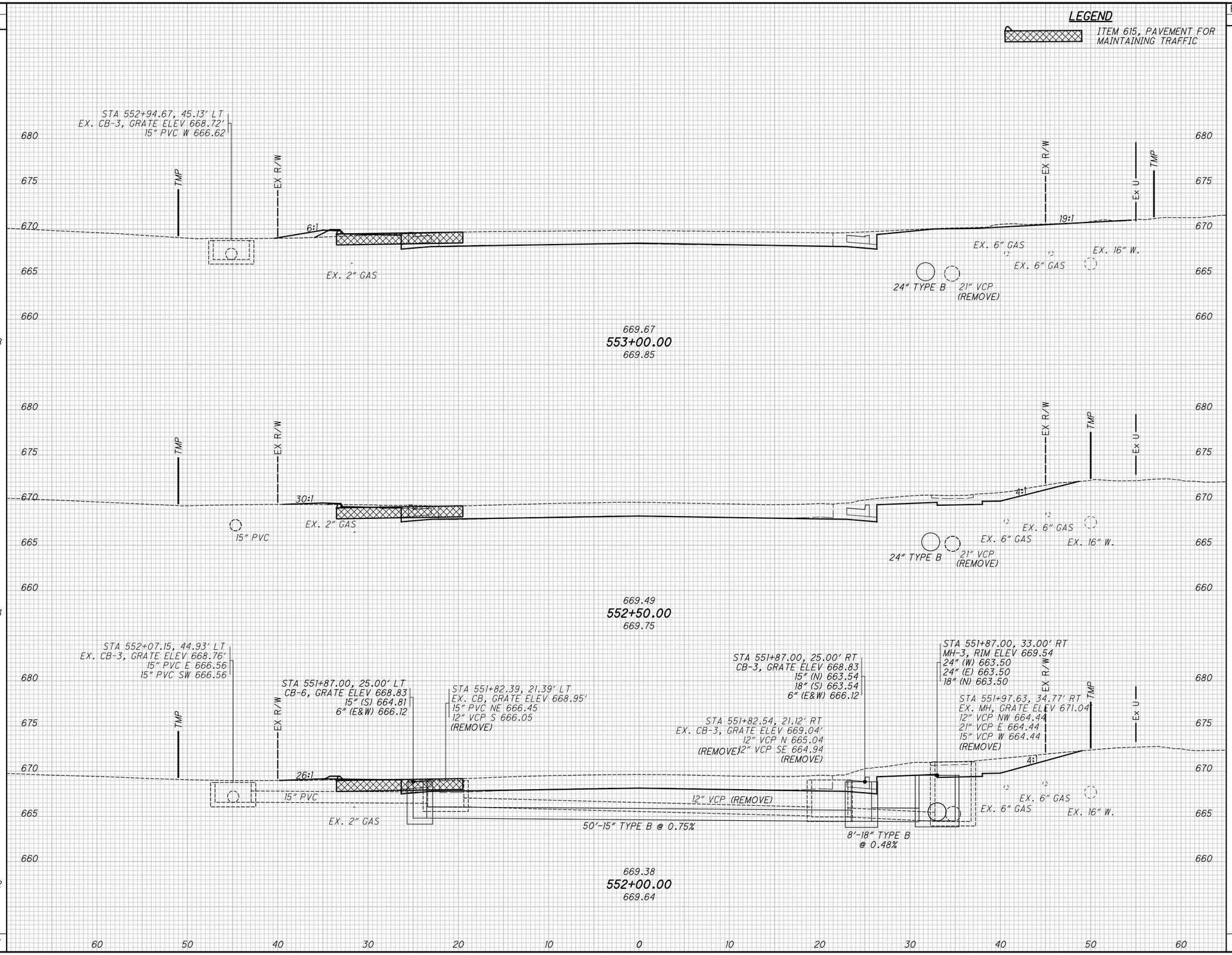
SEEDING END WIDTH	SEEDING SQ. YDS.
51	258
42	233
42	222
	713



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
19	4		
		49	5
34	1		
		73	2
45	1		
		79	1
		201	8

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 552+00.00 TO STA. 553+00.00

LAK-US-20-24.99

380
651

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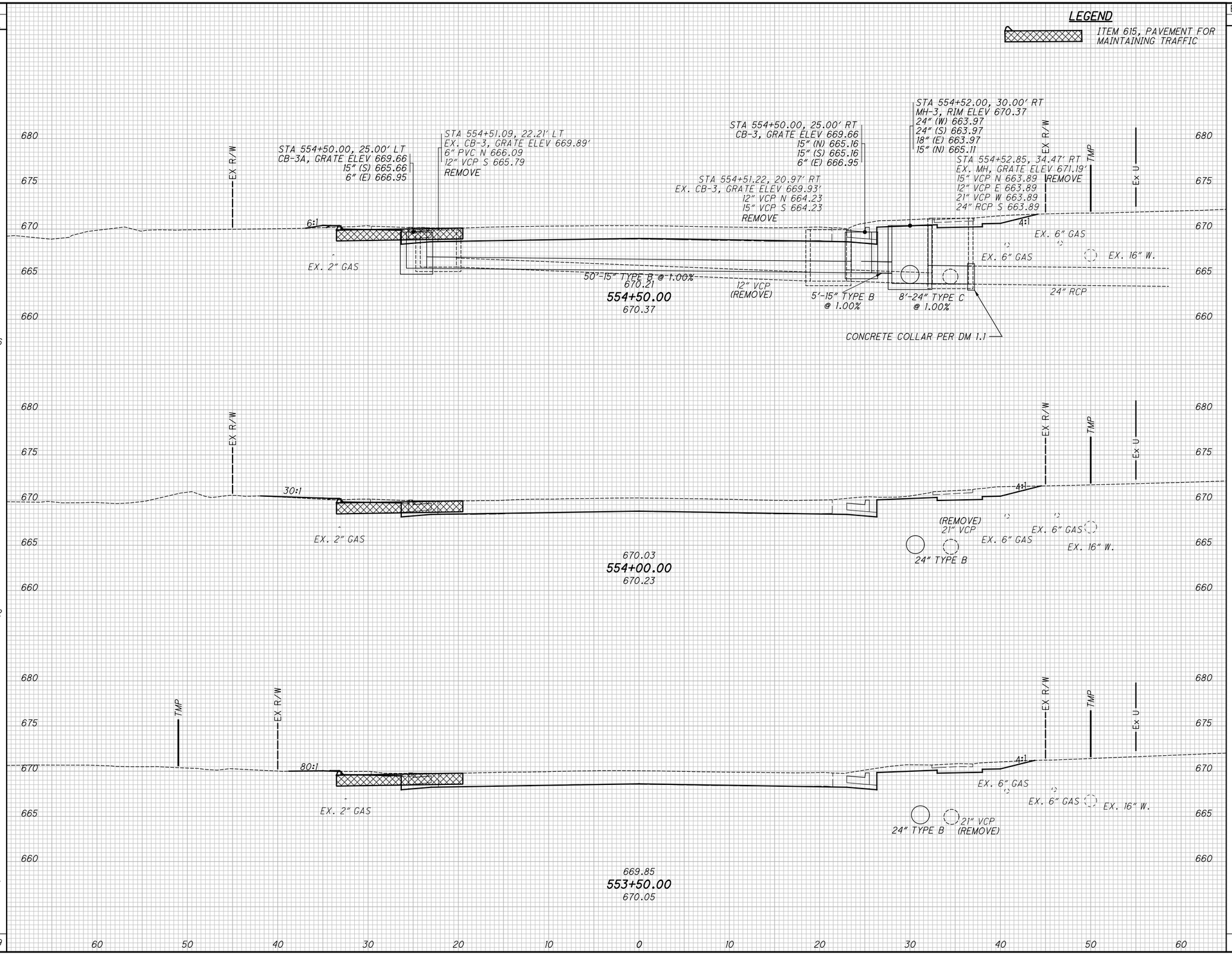


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
37	206	28	1	51	2
37	222	27	1	51	1
43	261	28	0	44	4
689				146	7

CALCULATED TLS
CHECKED JMP

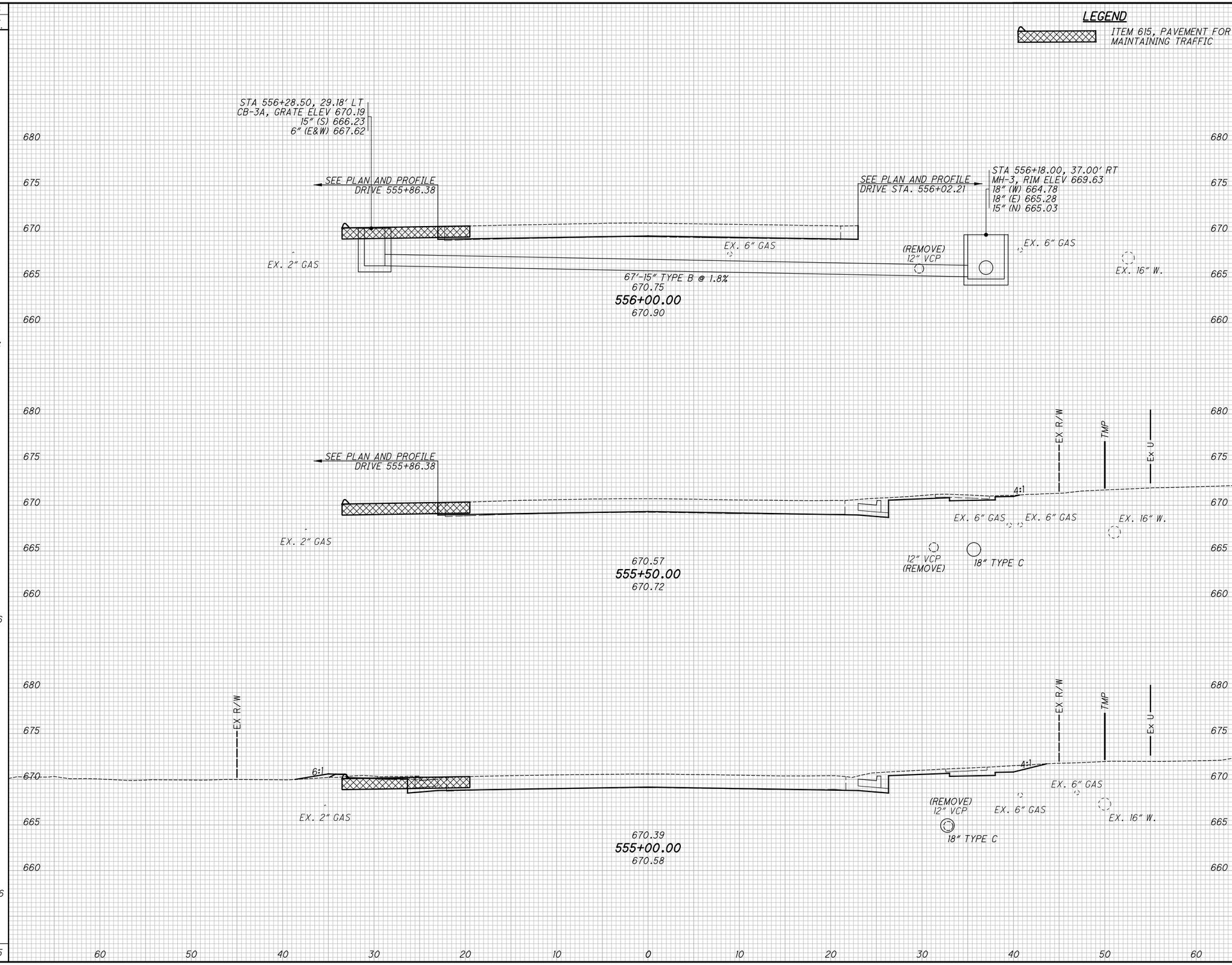
CROSS SECTIONS - U.S. 20
STA. 553+50.00 TO STA. 554+50.00

LAK-US-20-24.99

381
651

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_37 9/12/2023 4:37:57 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	53	4	0	16	0
19	156	13	0	34	1
37	206	24	1	48	2
	415			98	3



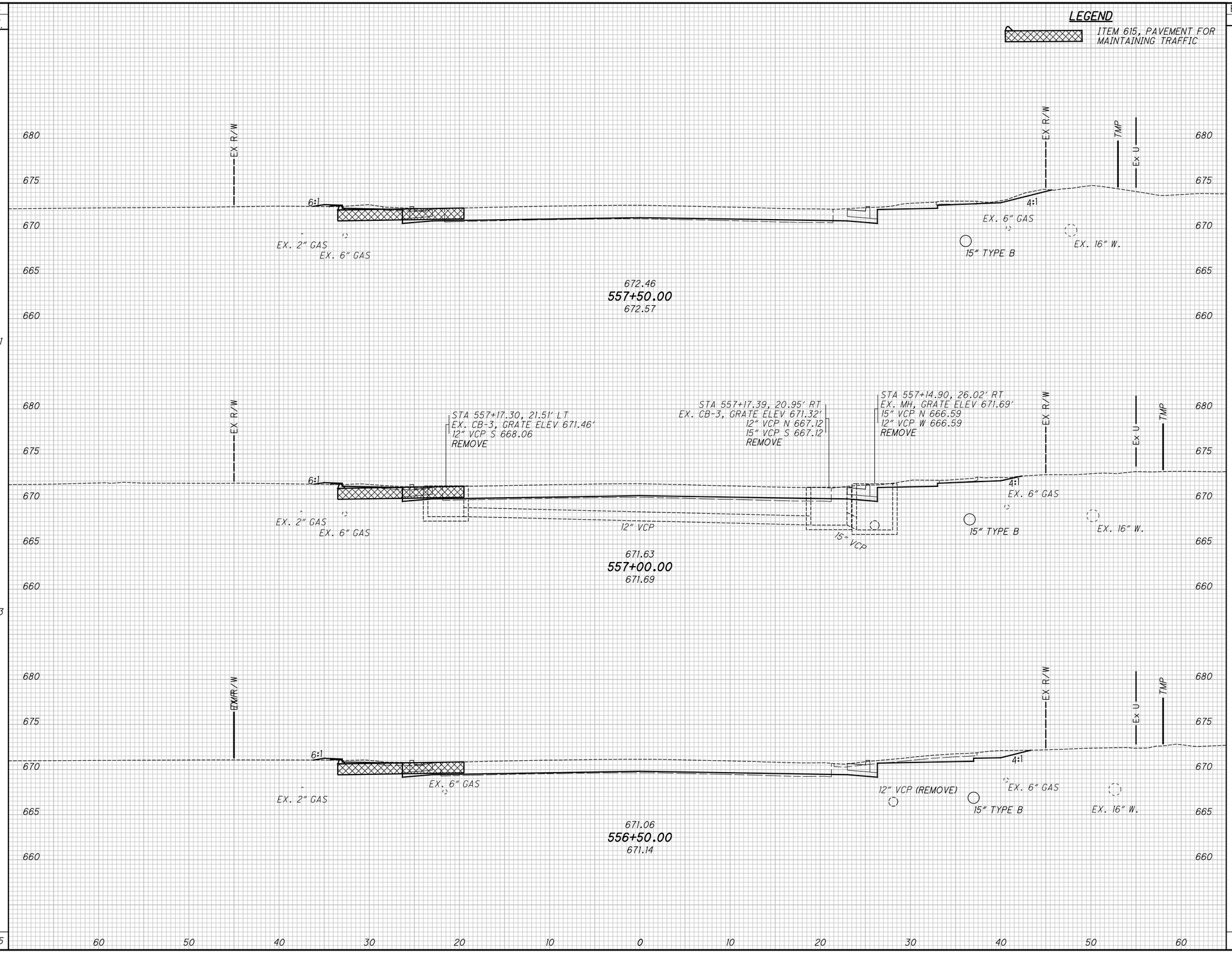
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 555+00.00 TO STA. 556+00.00

LAK-US-20-24.99

382
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_38 9/12/2023 4:37:58 PM somogyi



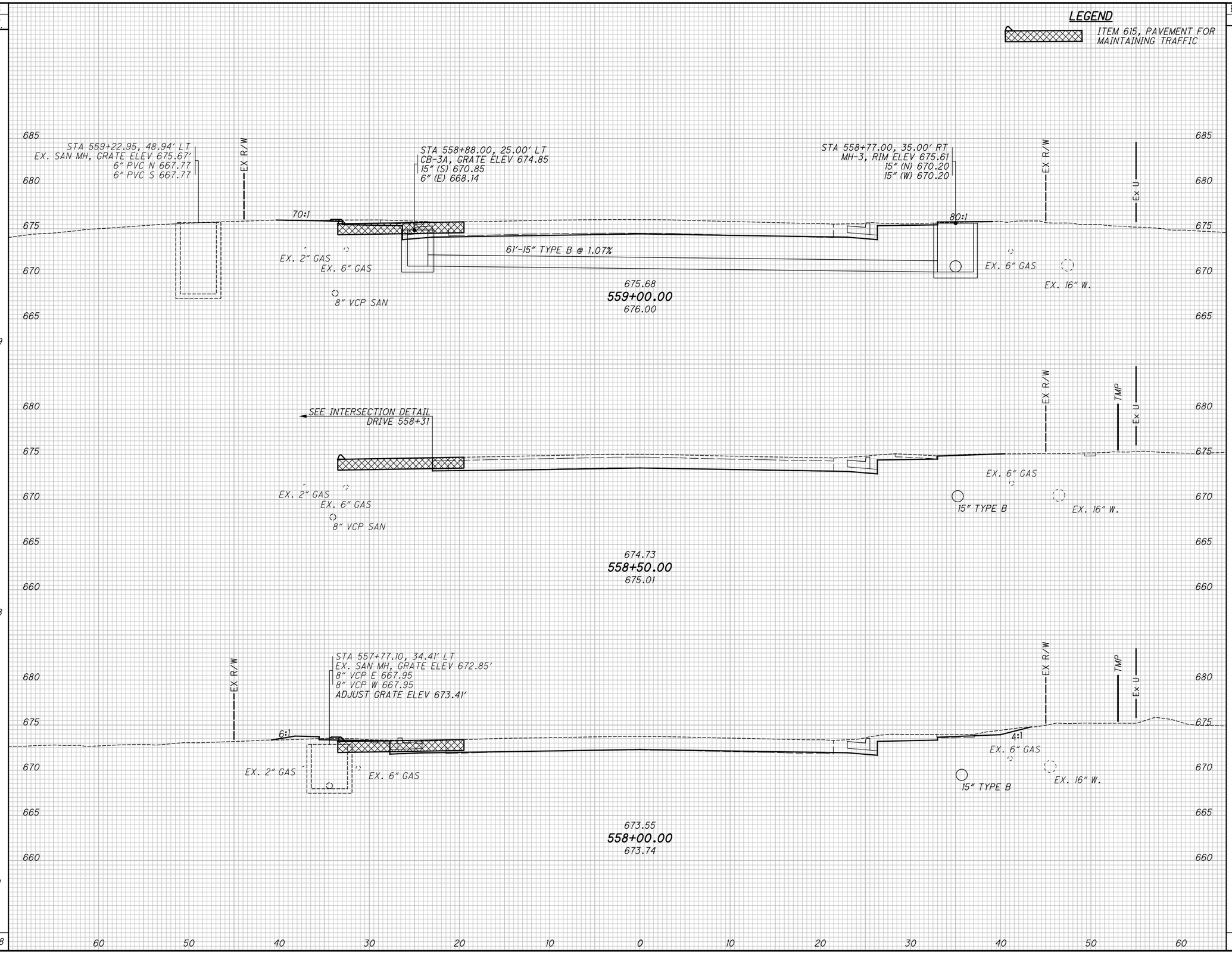
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
39	231	21	0	38	0
44	233	20	0	36	0
40	111	19	0	21	0
	575			95	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 556+50.00 TO STA. 557+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_39 9/12/2023 4:37:59 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
30		25	0		
	139			36	0
20		14	0		
	158			34	1
37		23	1		
	211			41	1
	508			111	2

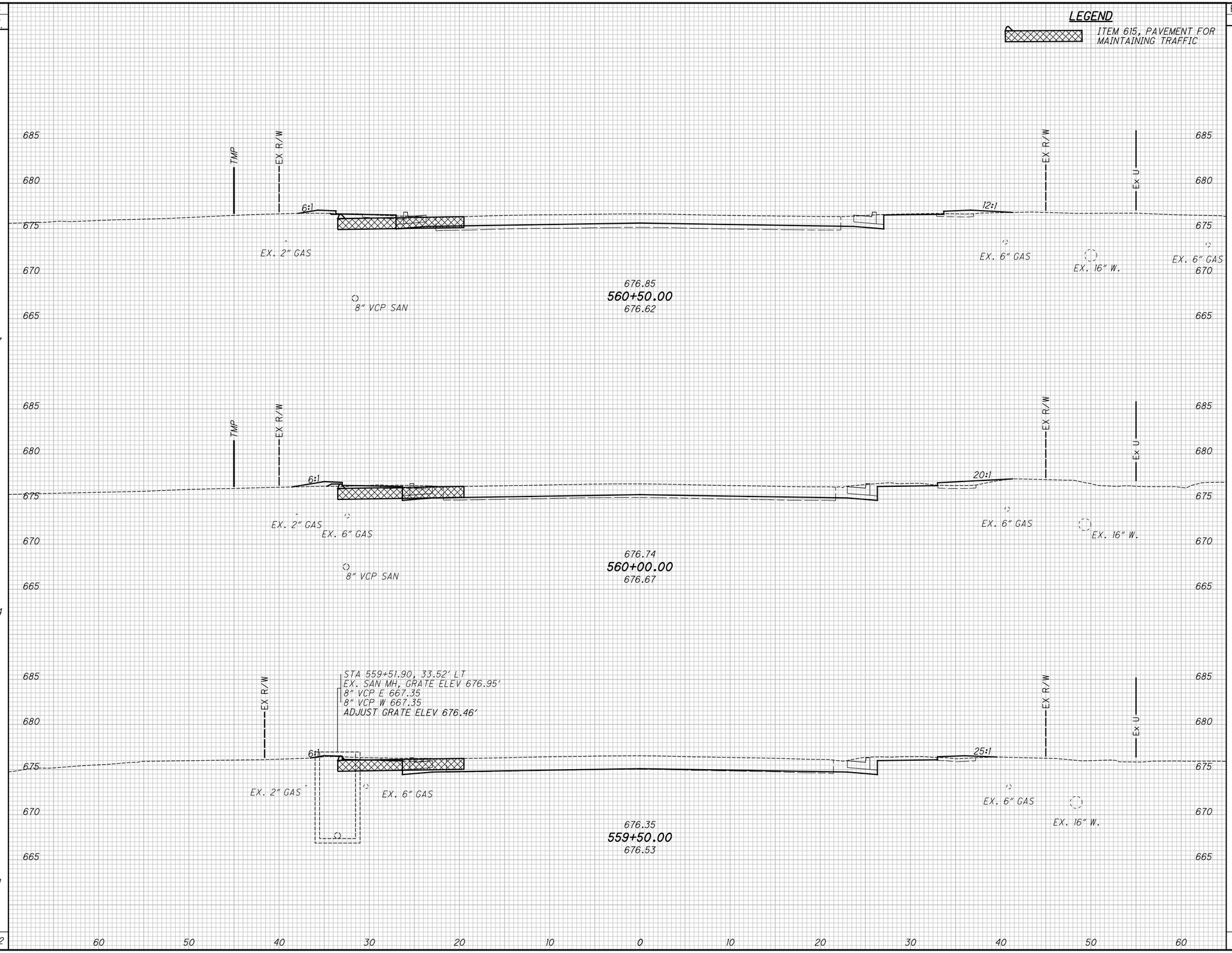
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 558+00.00 TO STA. 559+00.00

LAK-US-20-24.99

384
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_40 9/12/2023 4:38:00 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
29	167	12	3	25	7
31	164	15	5	31	6
28	161	18	1	40	1
	492			96	14

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 559+50.00 TO STA. 560+50.00

LAK-US-20-24.99

385
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_41 9/12/2023 4:38:02 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
24	136	14	0	21	8
25	133	9	9	20	11
23	144	13	3	23	6
	413			64	25

CALCULATED TLS
CHECKED JMP

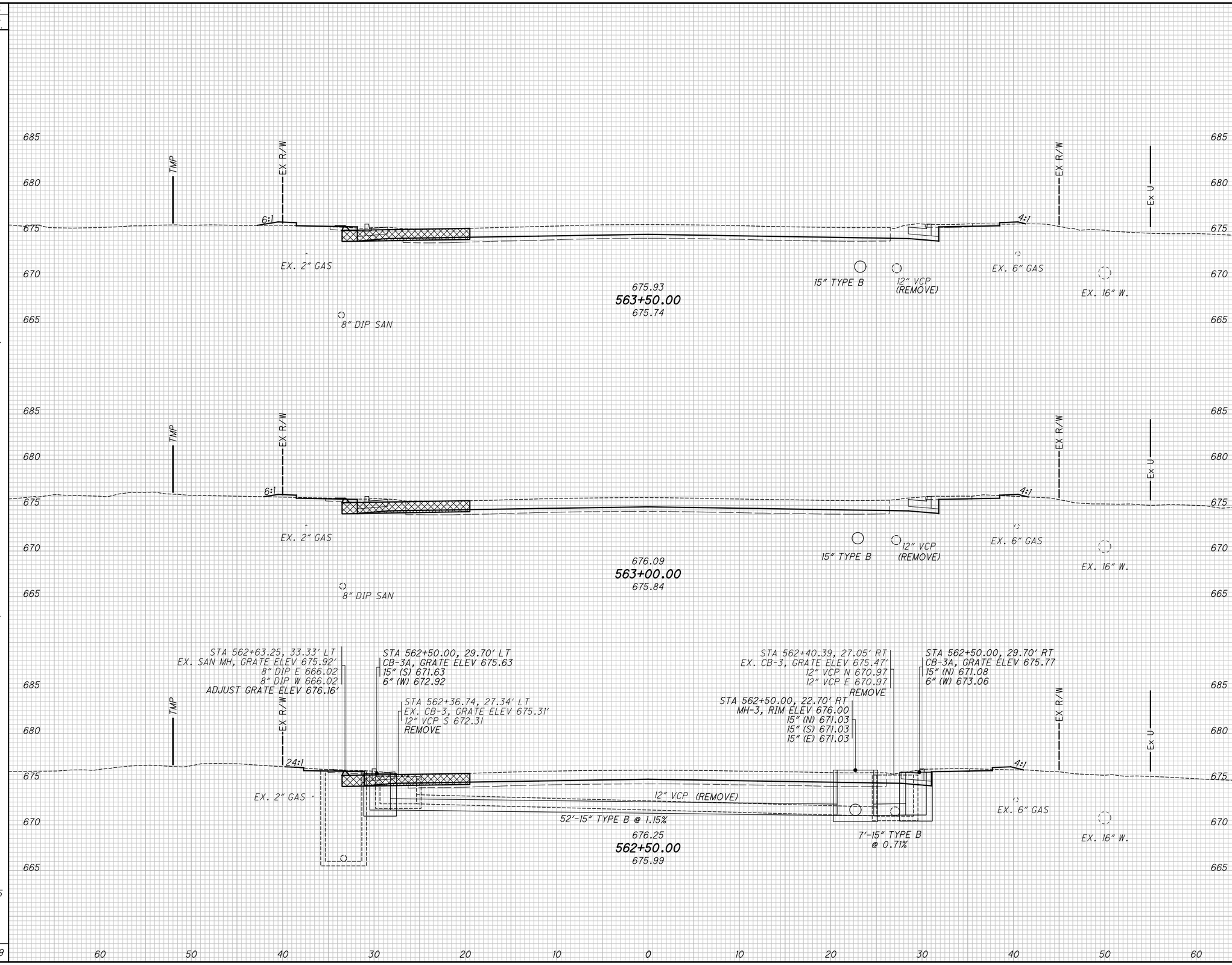
CROSS SECTIONS - U.S. 20
STA. 561+00.00 TO STA. 562+00.00

LAK-US-20-24.99

386
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_42 9/12/2023 4:38:03 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
21	117	14	2	28	3
21	117	16	1	27	2
21	125	13	1	25	1
359				80	6



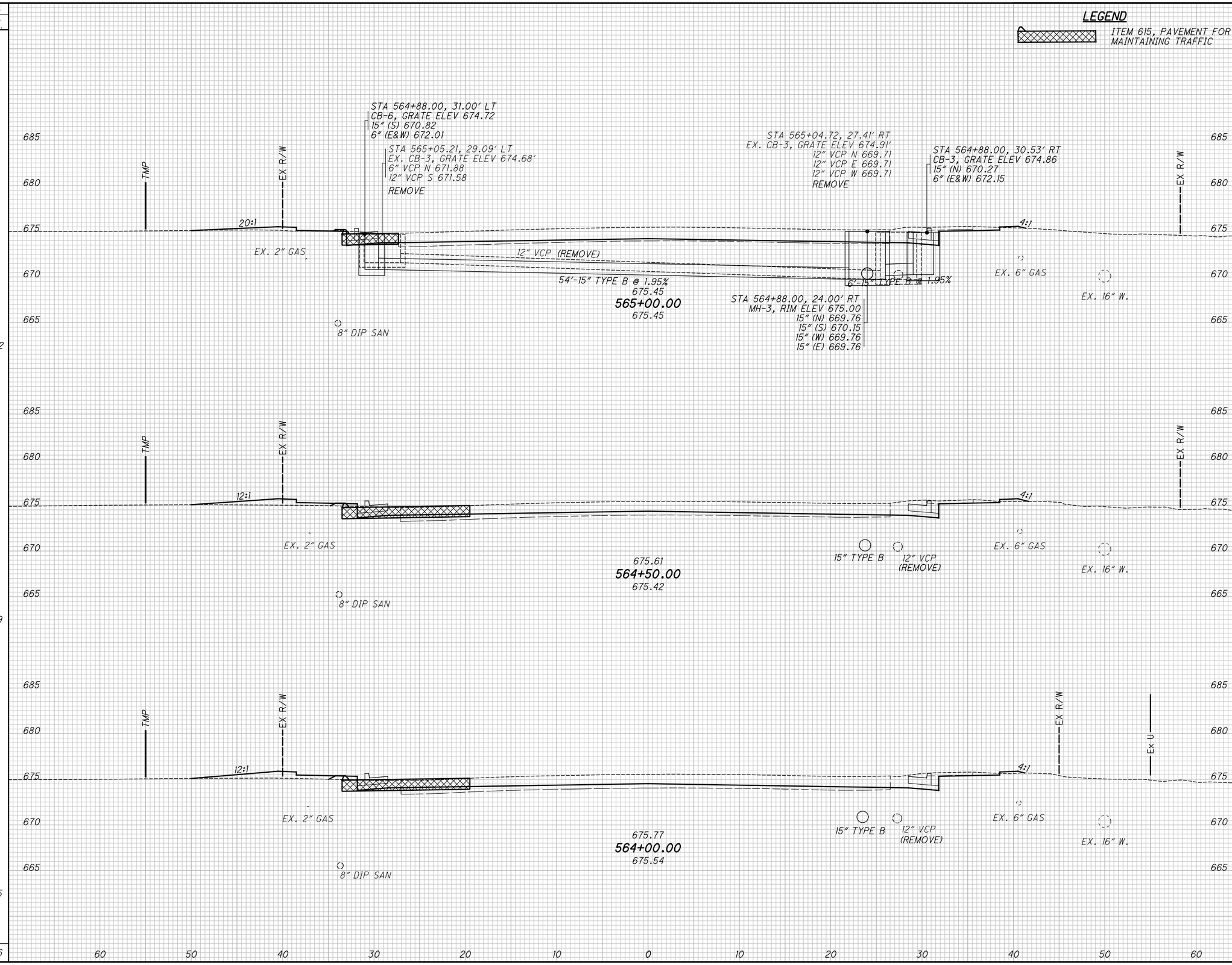
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 562+50.00 TO STA. 563+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_43 9/12/2023 4:38:04 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
43	222	17	3	29	9
37	169	14	7	25	14
24	125	13	8	25	9
	516			79	32



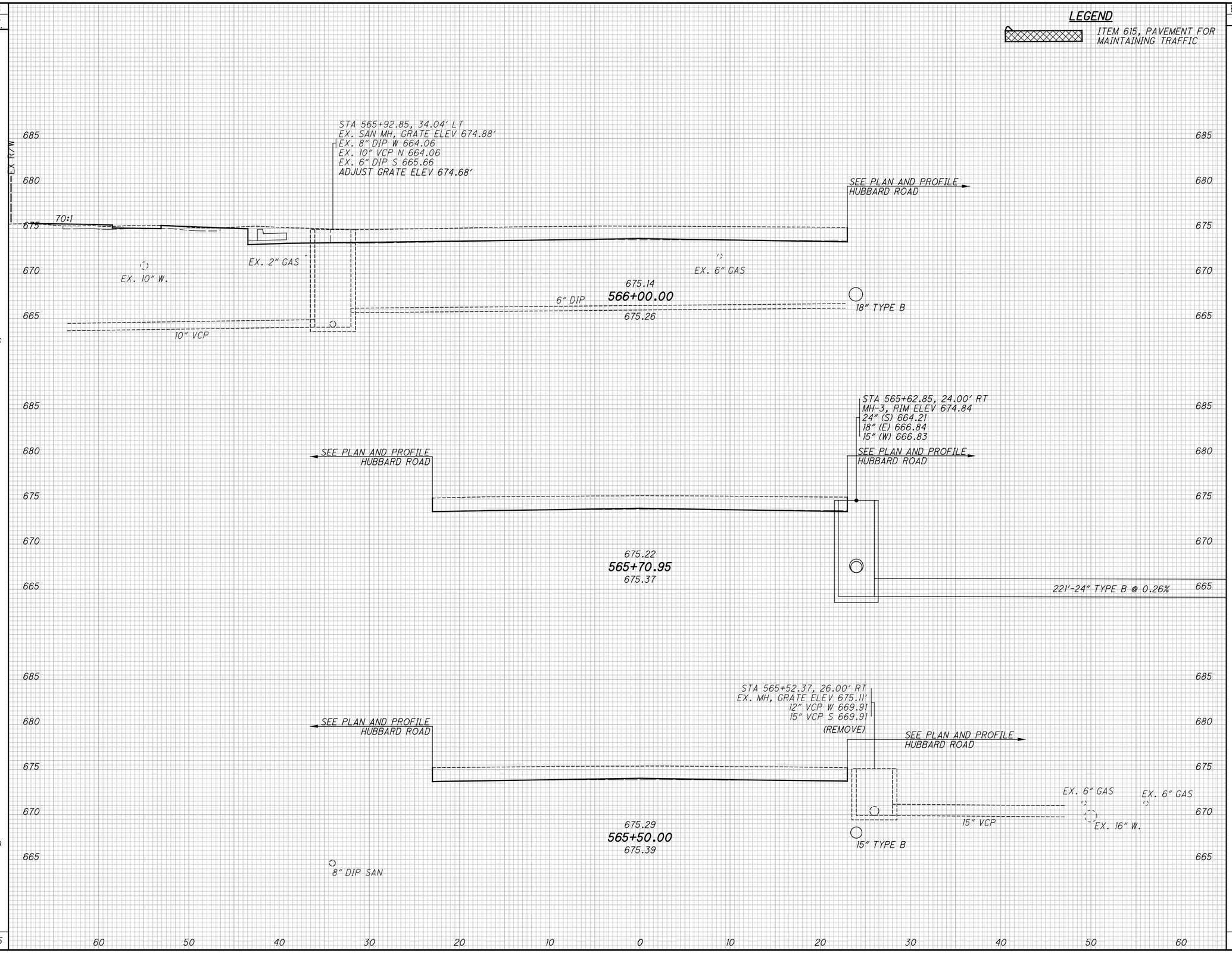
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 564+00.00 TO STA. 565+00.00

LAK-US-20-24.99

388
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_44 9/12/2023 4:38:06 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
22	36	17	2	9	1
0	0	0	0	0	0
0	119	0	0	16	3
	155			25	4

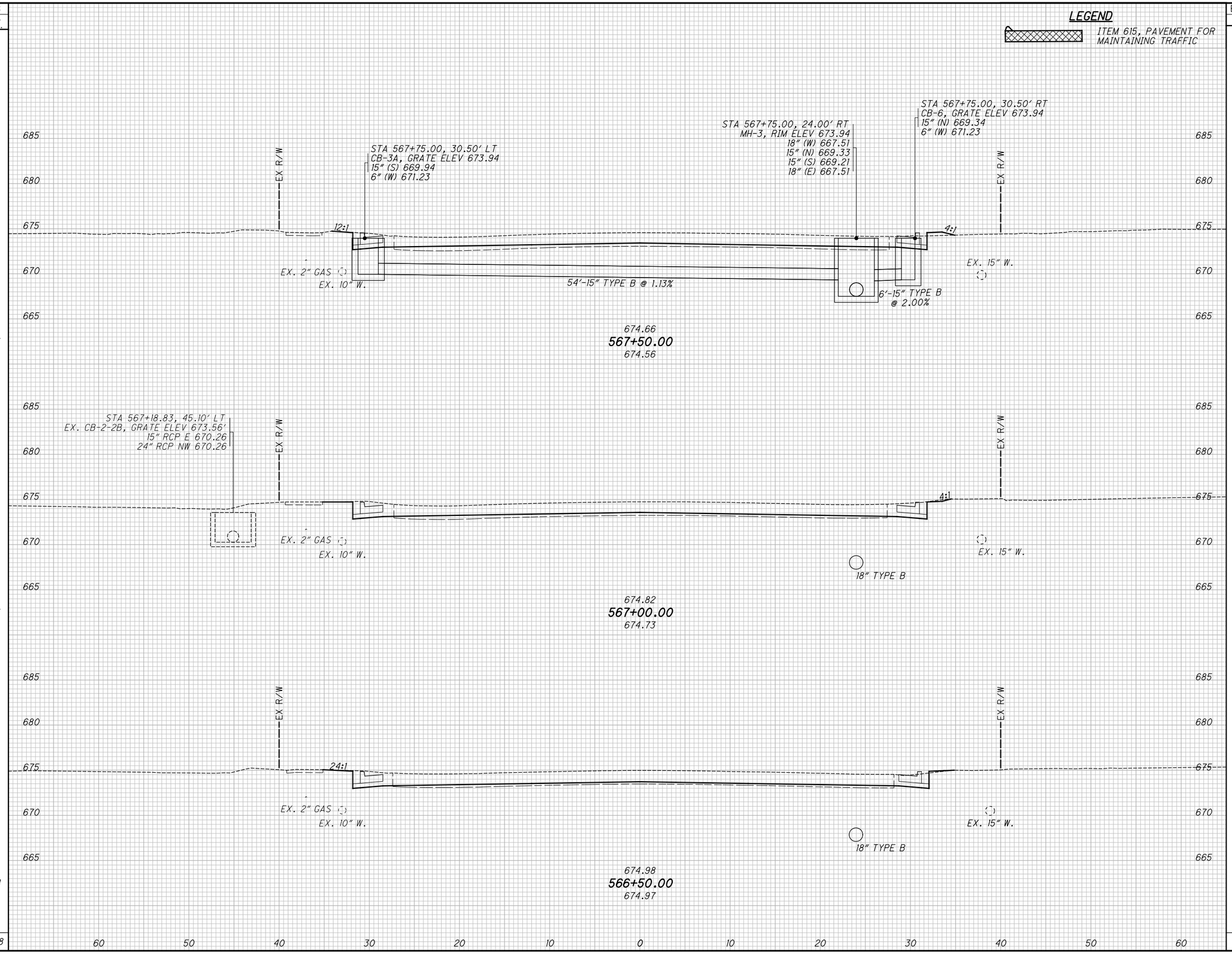
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 565+50.00 TO STA. 566+00.00

LAK-US-20-24.99

389
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_45 9/12/2023 4:38:07 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
12	67	13	1	26	1
12	67	15	0	26	0
12	94	13	0	28	2
	228			80	3

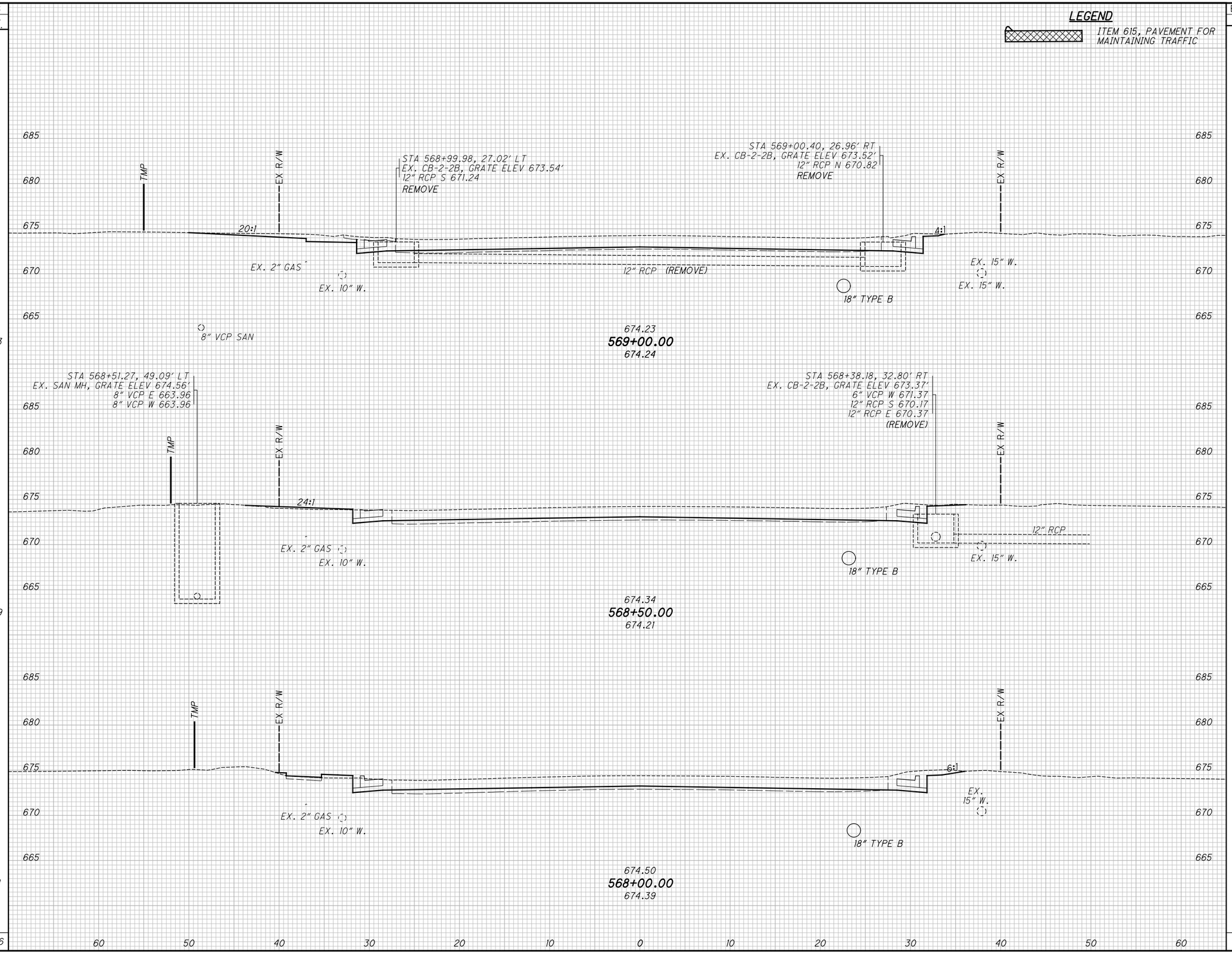
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 566+50.00 TO STA. 567+50.00

LAK-US-20-24.99

390
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_46 9/12/2023 4:38:08 PM somogyi



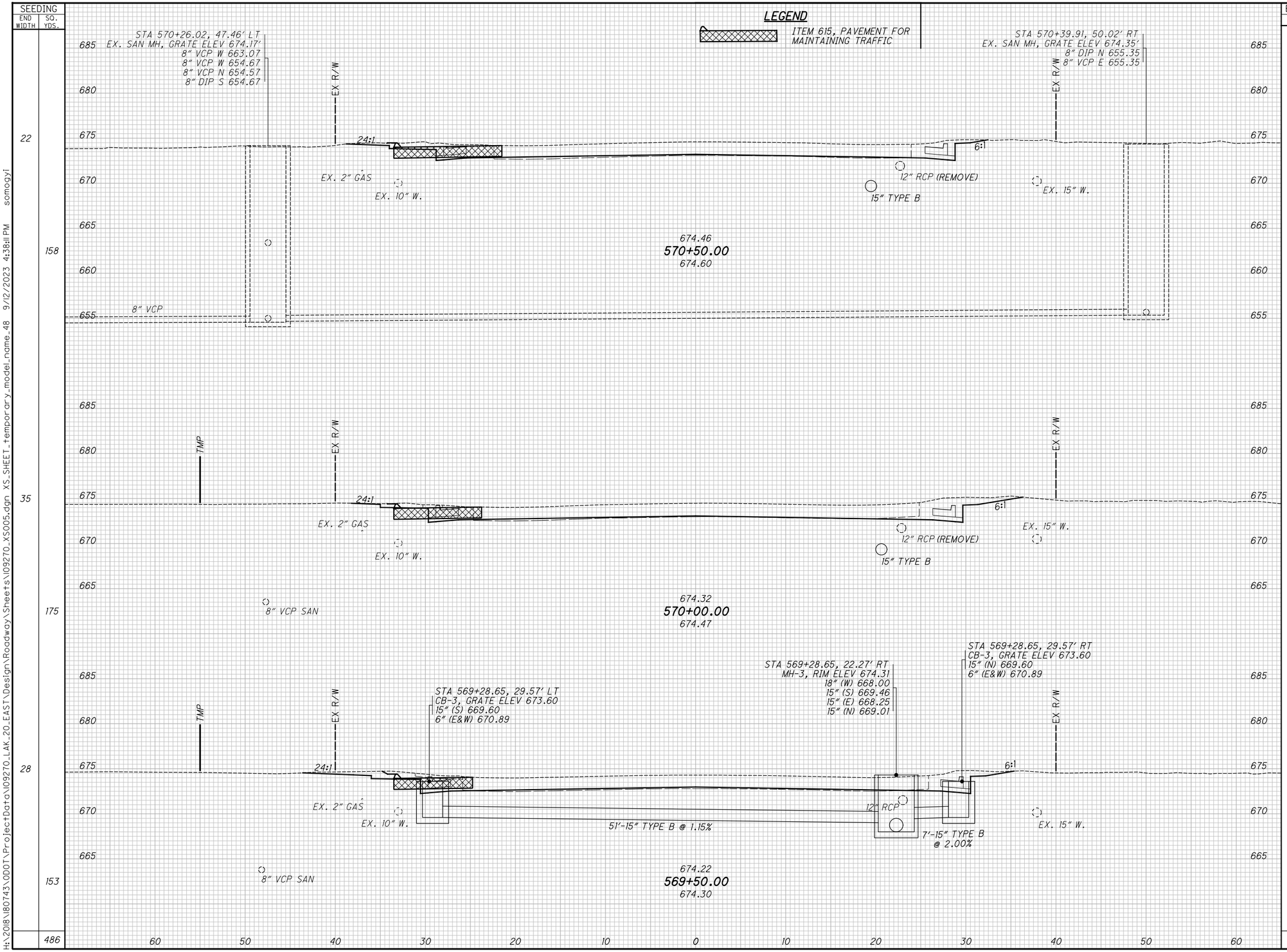
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
27	153	21	0	33	2
28	139	15	2	29	3
22	94	16	1	27	2
	386			89	7

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 568+00.00 TO STA. 569+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_47 9/12/2023 4:38:09 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
22	158	24	0	46	0
35	175	26	0	47	0
28	153	25	0	43	0
	486			136	0

CALCULATED TLS
CHECKED JMP

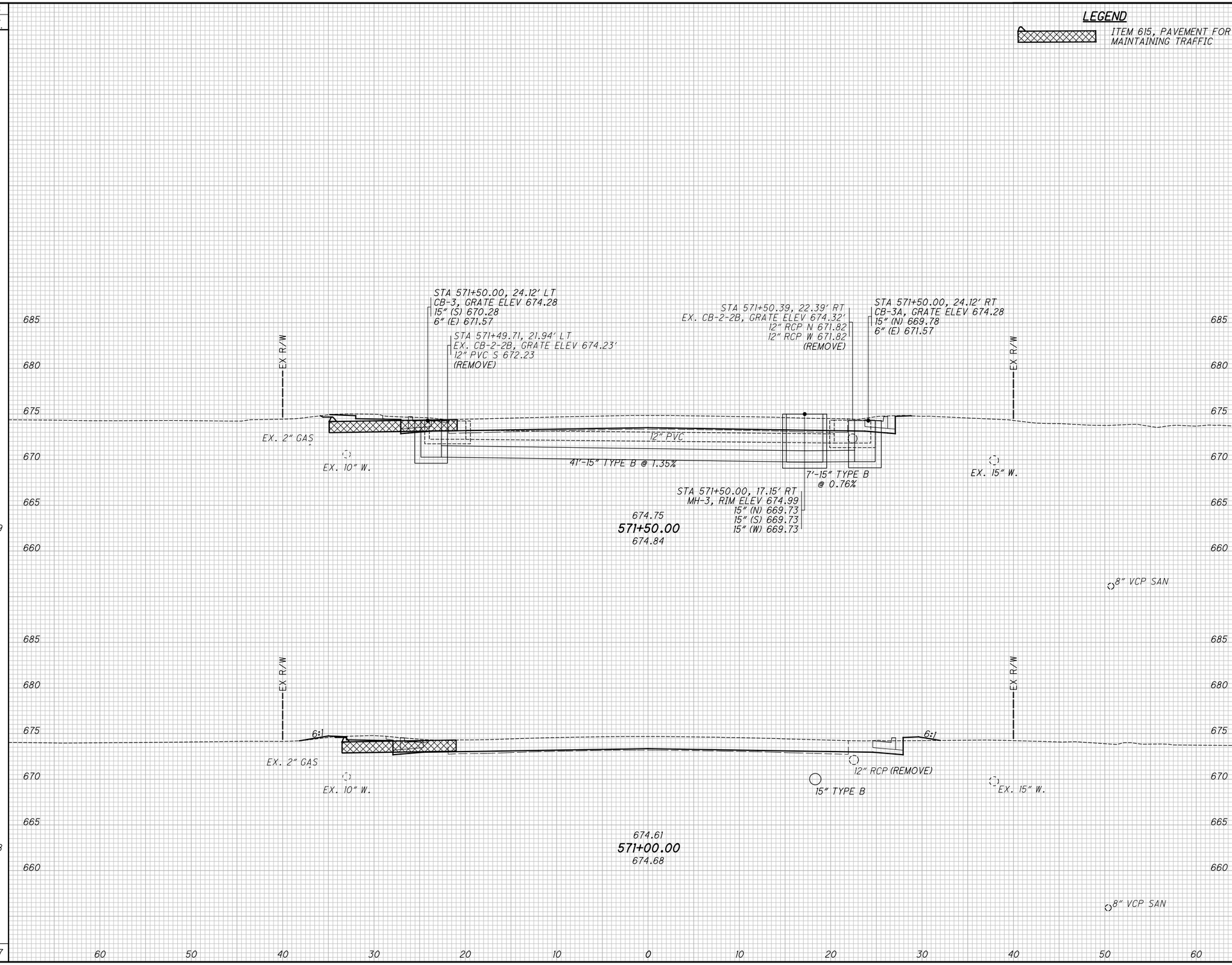
CROSS SECTIONS - U.S. 20
STA. 569+50.00 TO STA. 570+50.00

LAK-US-20-24.99

392
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_48 9/12/2023 4:38:11 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
26	139
24	128
	267



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16	0	31	2
18	2	39	2
		70	4

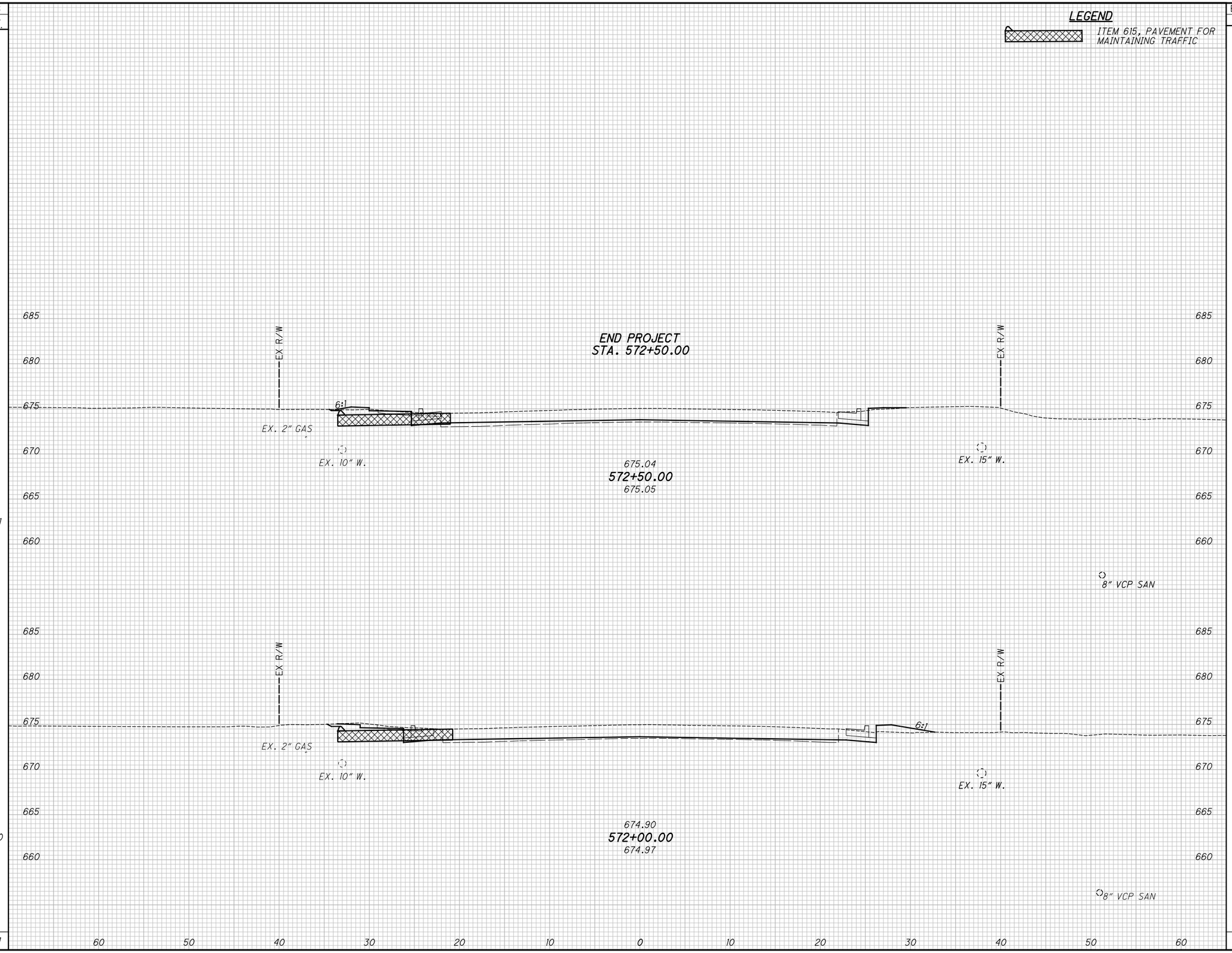
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 571+00.00 TO STA. 571+50.00

LAK-US-20-24.99

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_49 9/12/2023 4:38:12 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
30	161	8	1	18	4
28	150	11	3	25	3
	311			43	7



CALCULATED TLS
CHECKED JMP

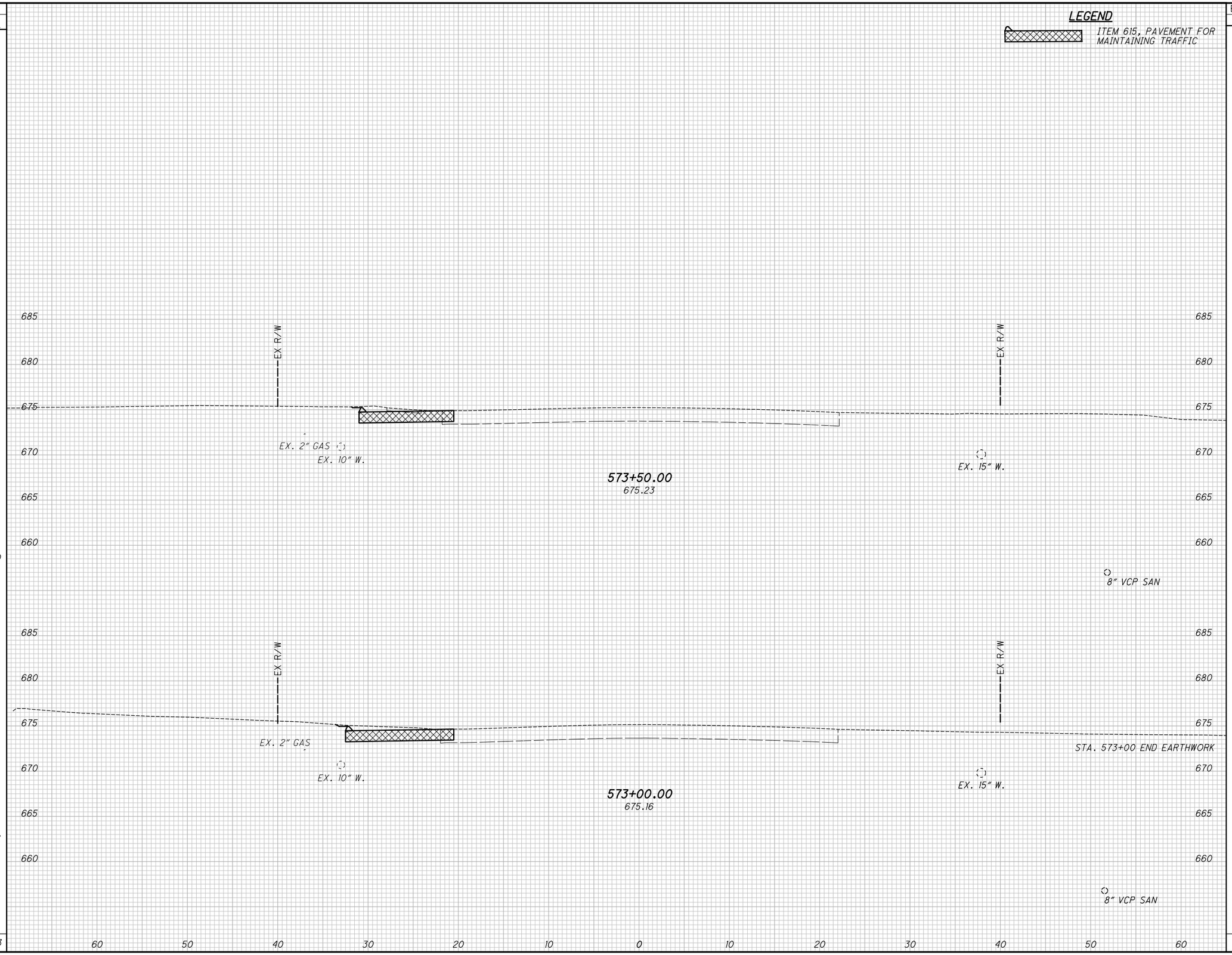
CROSS SECTIONS - U.S. 20
STA. 572+00.00 TO STA. 572+50.00

LAK-US-20-24.99

394
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_50 9/12/2023 4:38:13 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
18		0	0		
	100			0	0
18		0	0		
	133			7	1
	233			7	1



CALCULATED TLS
CHECKED JMP

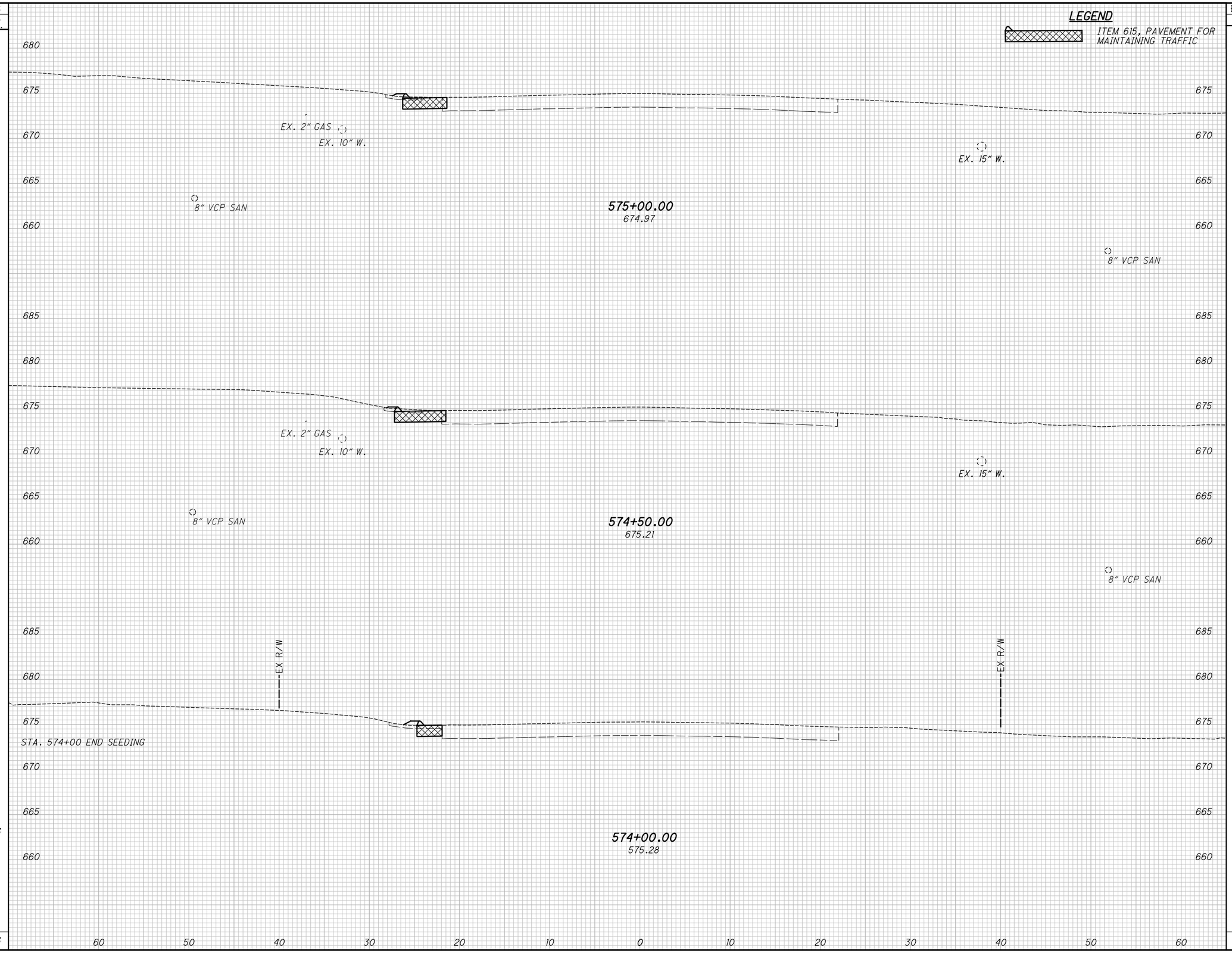
CROSS SECTIONS - U.S. 20
STA. 573+00.00 TO STA. 573+50.00

LAK-US-20-24.99

395
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_51 9/12/2023 4:38:14 PM somogyi

SEEDING			END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL	CUT	FILL
12	83	STA. 574+00 END SEEDING	0	0	0	0
	83				0	0



CALCULATED TLS
CHECKED JMP

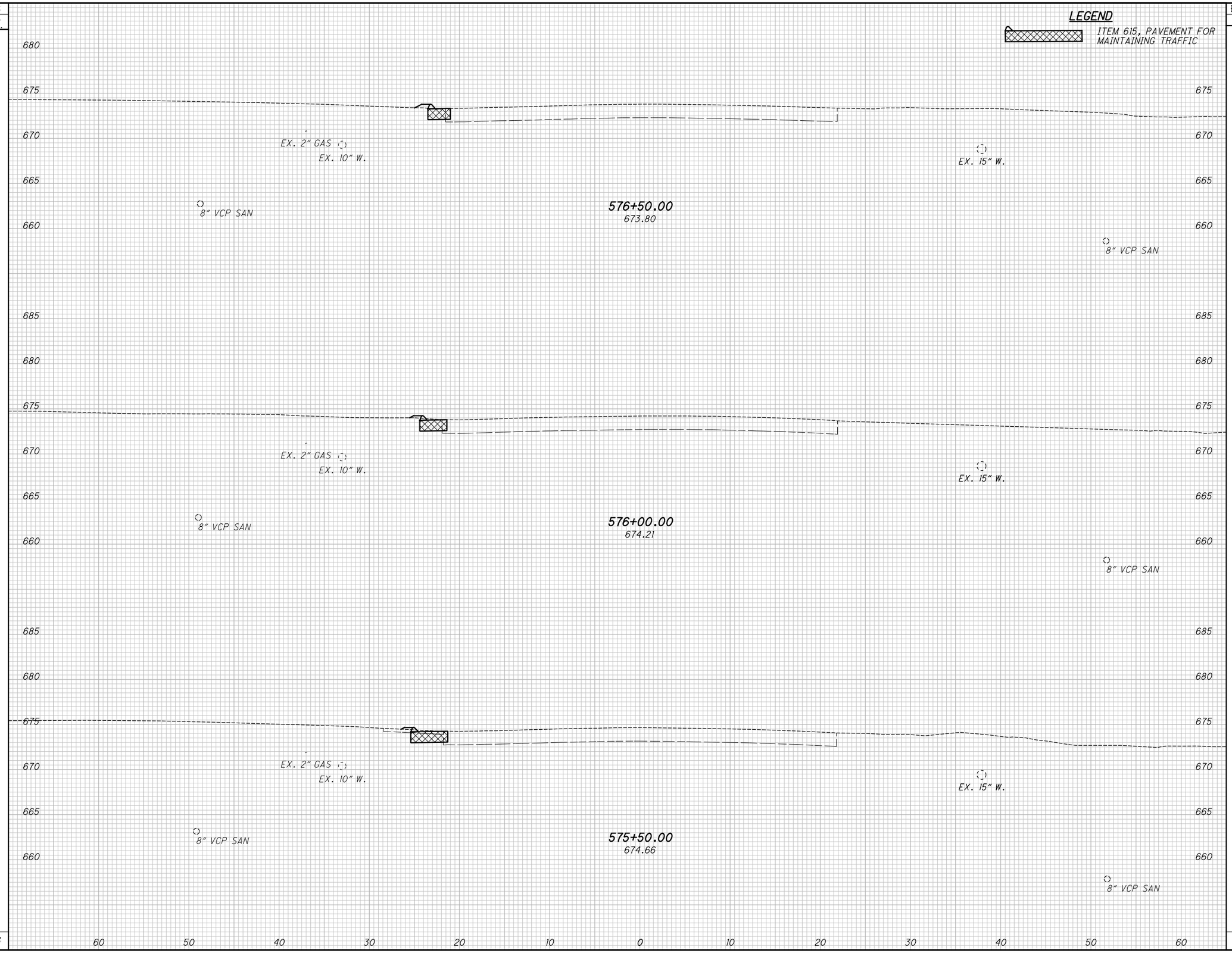
CROSS SECTIONS - U.S. 20
STA. 574+00.00 TO STA. 575+00.00

LAK-US-20-24.99

396
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_52 9/12/2023 4:38:15 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

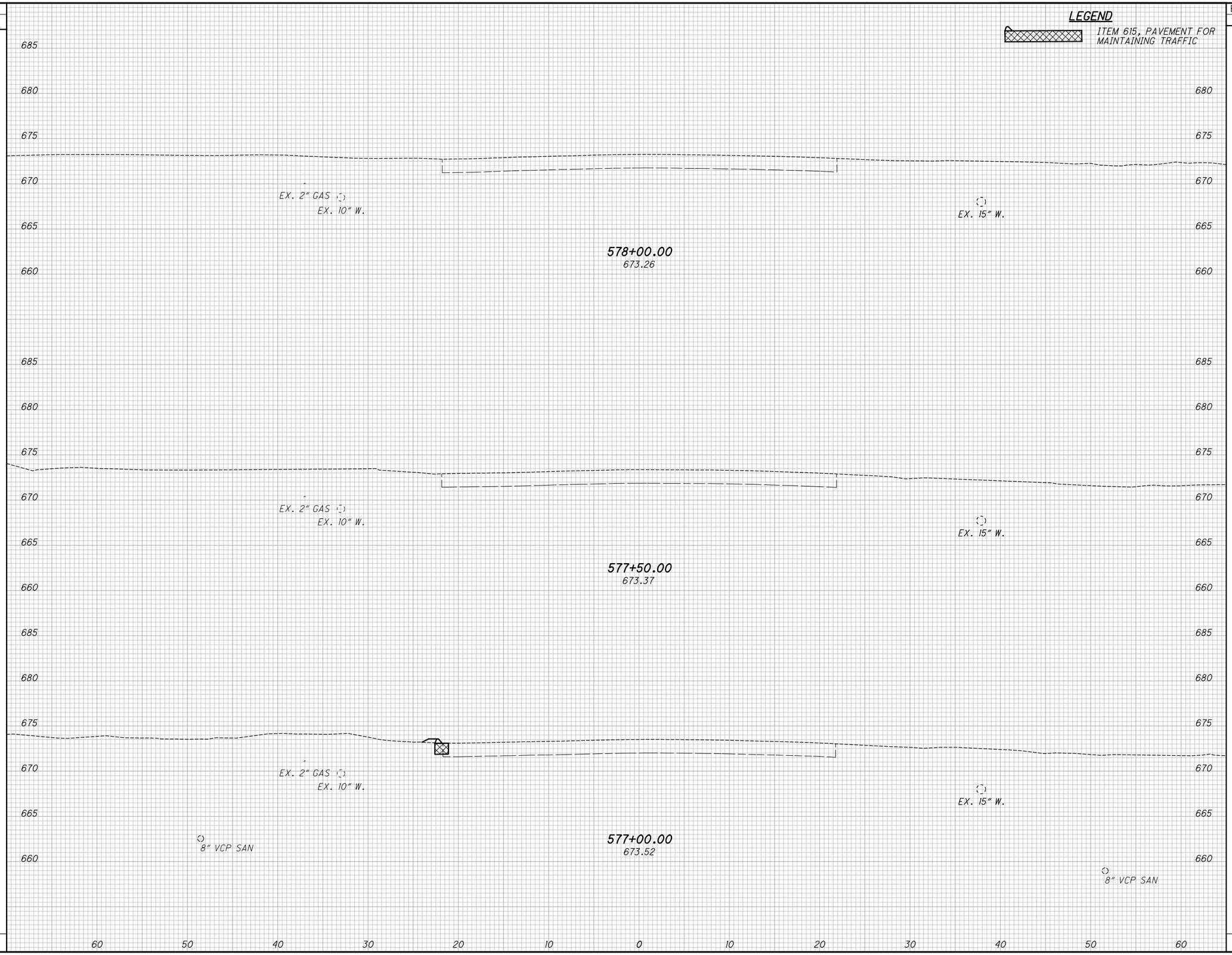
CROSS SECTIONS - U.S. 20
STA. 575+50.00 TO STA. 576+50.00

LAK-US-20-24.99

83

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_53 9/12/2023 4:38:16 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

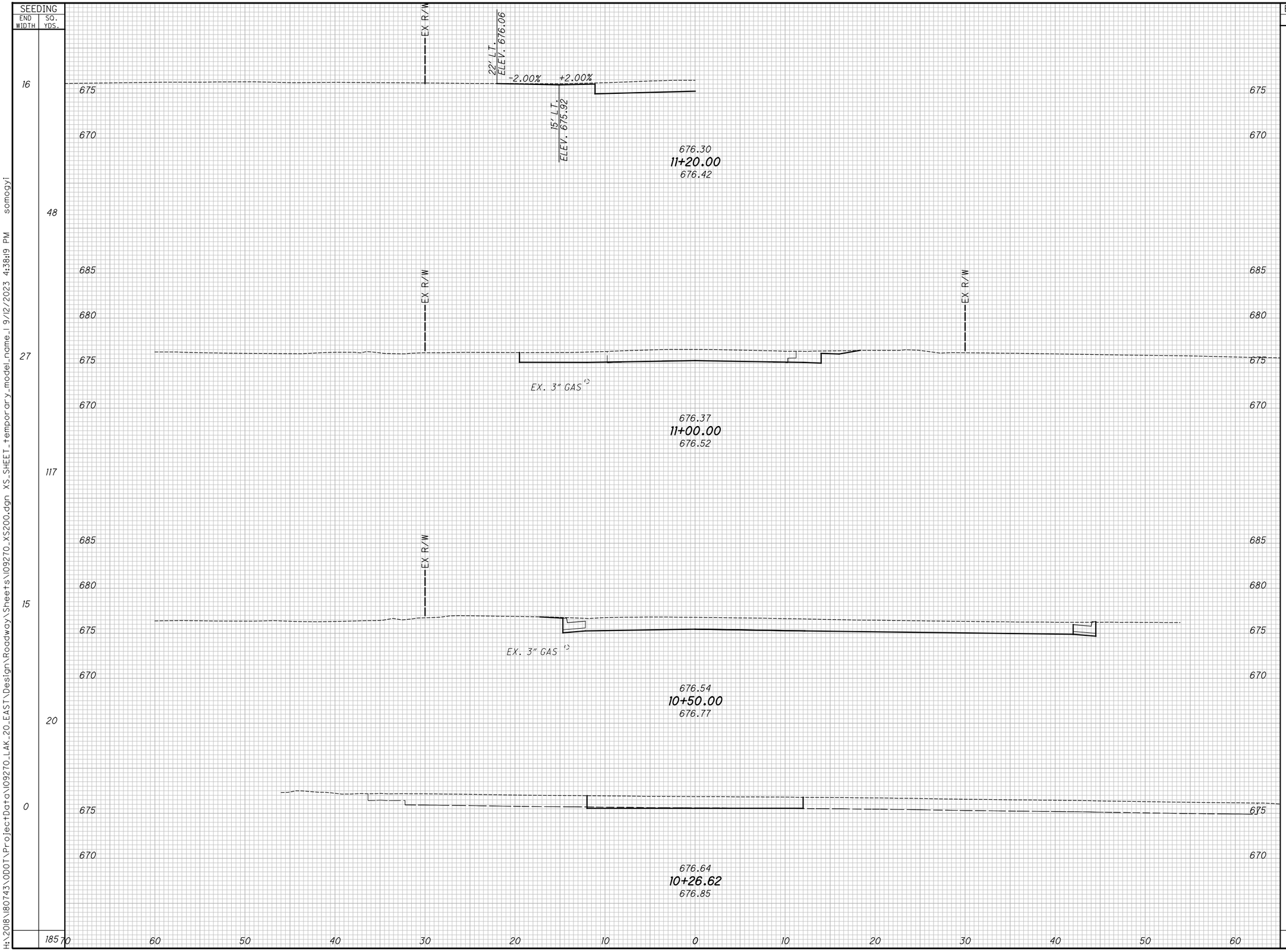
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - U.S. 20
STA. 577+00.00 TO STA. 578+00.00

LAK-US-20-24.99

83

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS005.dgn XS_SHEET_temporary_model_name_54 9/12/2023 4:38:17 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16					
	48				
27		13	0		
	117			18	0
15		6	0		
	20			0	0
0		0	0		
	185			18	0

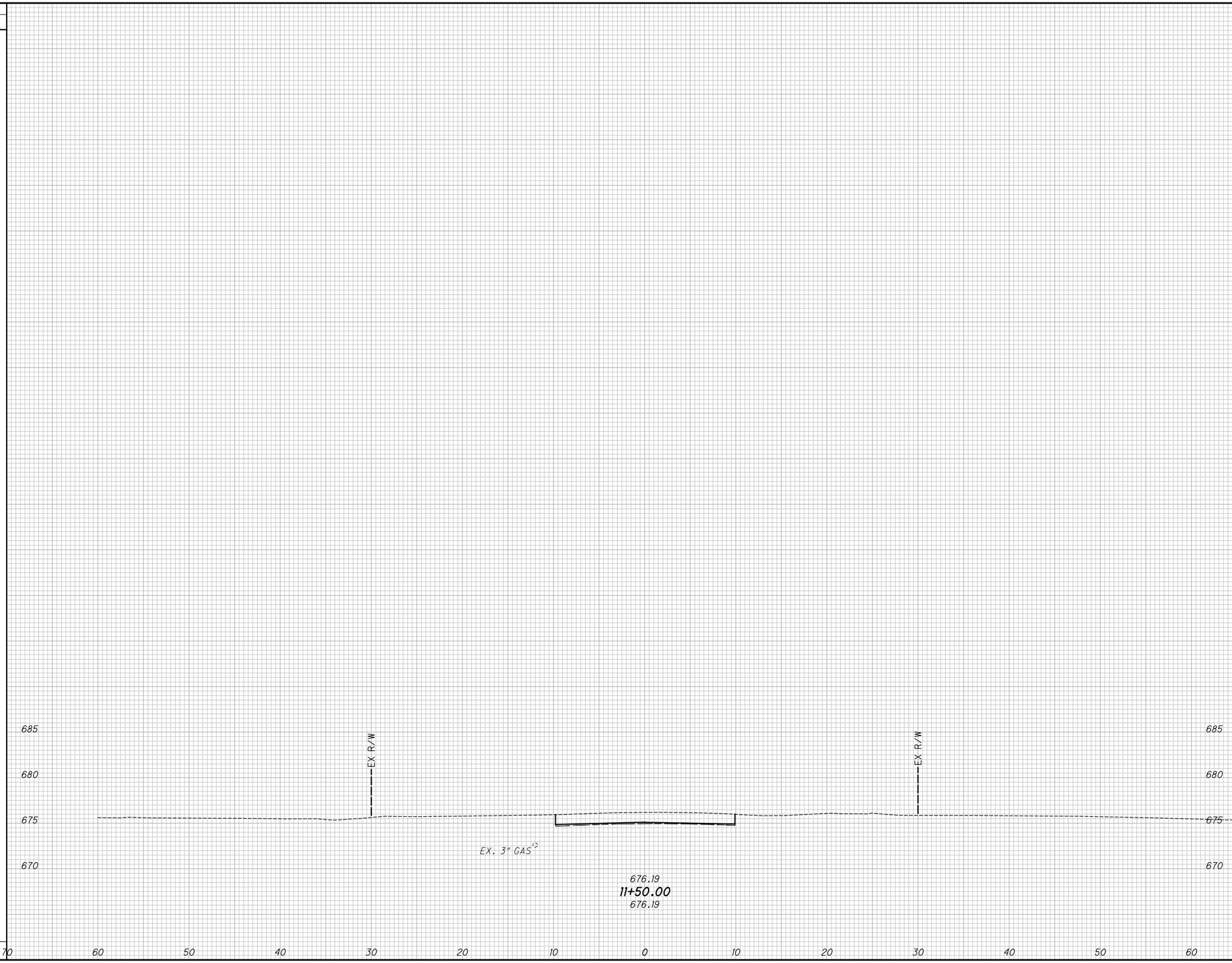
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS HAINES ROAD
STA. 10+26.62 TO STA. 11+20.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS200.dgn XS_SHEET_temporary_model_name.1 9/12/2023 4:38:19 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
40	93
	93



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		12	0
		12	0

CALCULATED TLS
CHECKED JMP

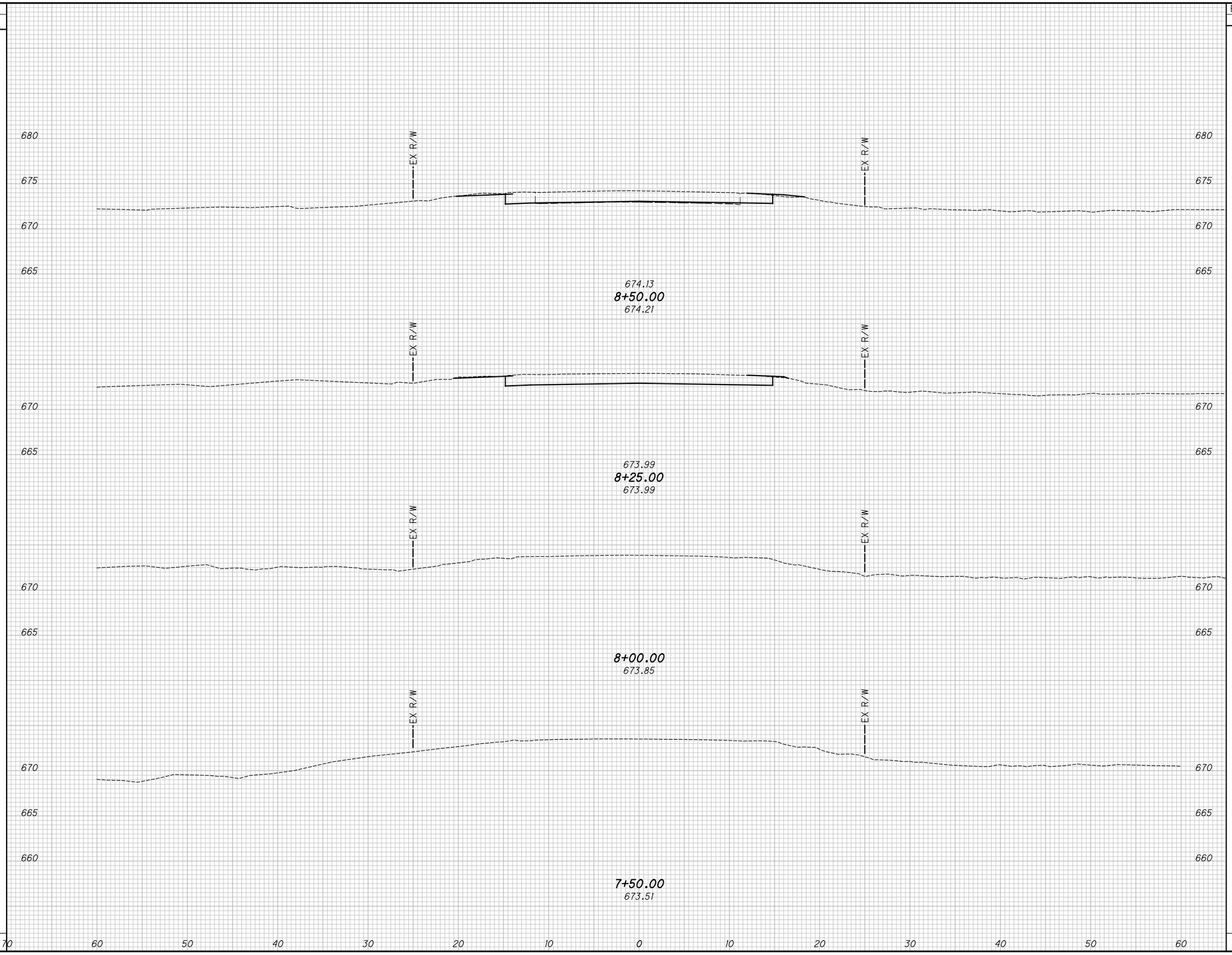
CROSS SECTIONS HAINES ROAD
STA. 11+50.00 TO STA. 12+00.00

LAK-US-20-24.99

400
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS200.dgn XS_SHEET_temporary_model_name_2 9/12/2023 4:38:21PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
20		8	0		
	56			7	0
20		8	0		
	56			7	0



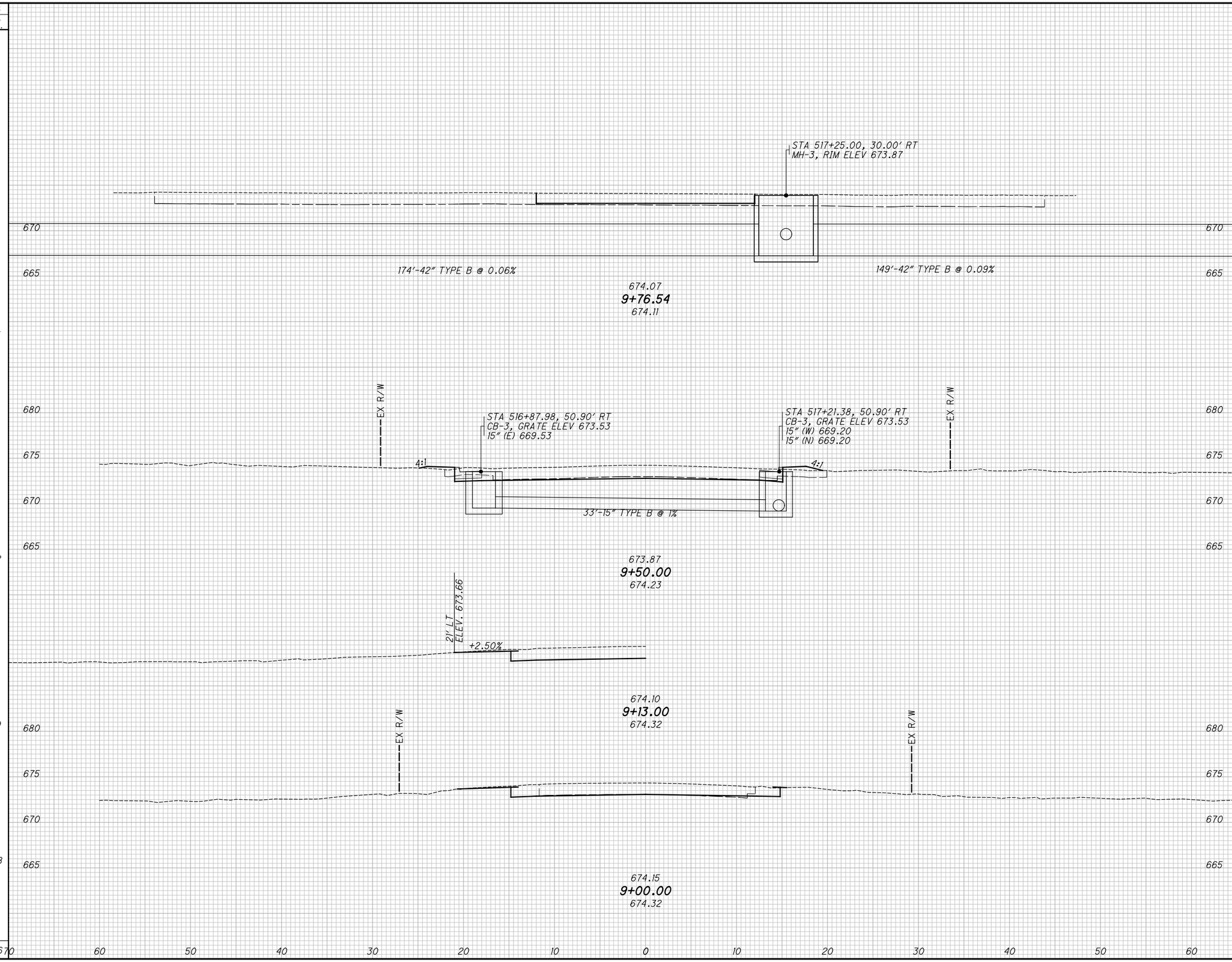
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS BURNS ROAD
STA. 7+50.00 TO STA. 8+50.00

LAK-US-20-24.99

401
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS201.dgn XS_SHEET_temporary_model_name_1 9/12/2023 4:38:22 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.
26	
	77
26	
	82
14	
29	
26	
	128
	316

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
6	2		
		11	2
6	0		
		13	0
		24	2

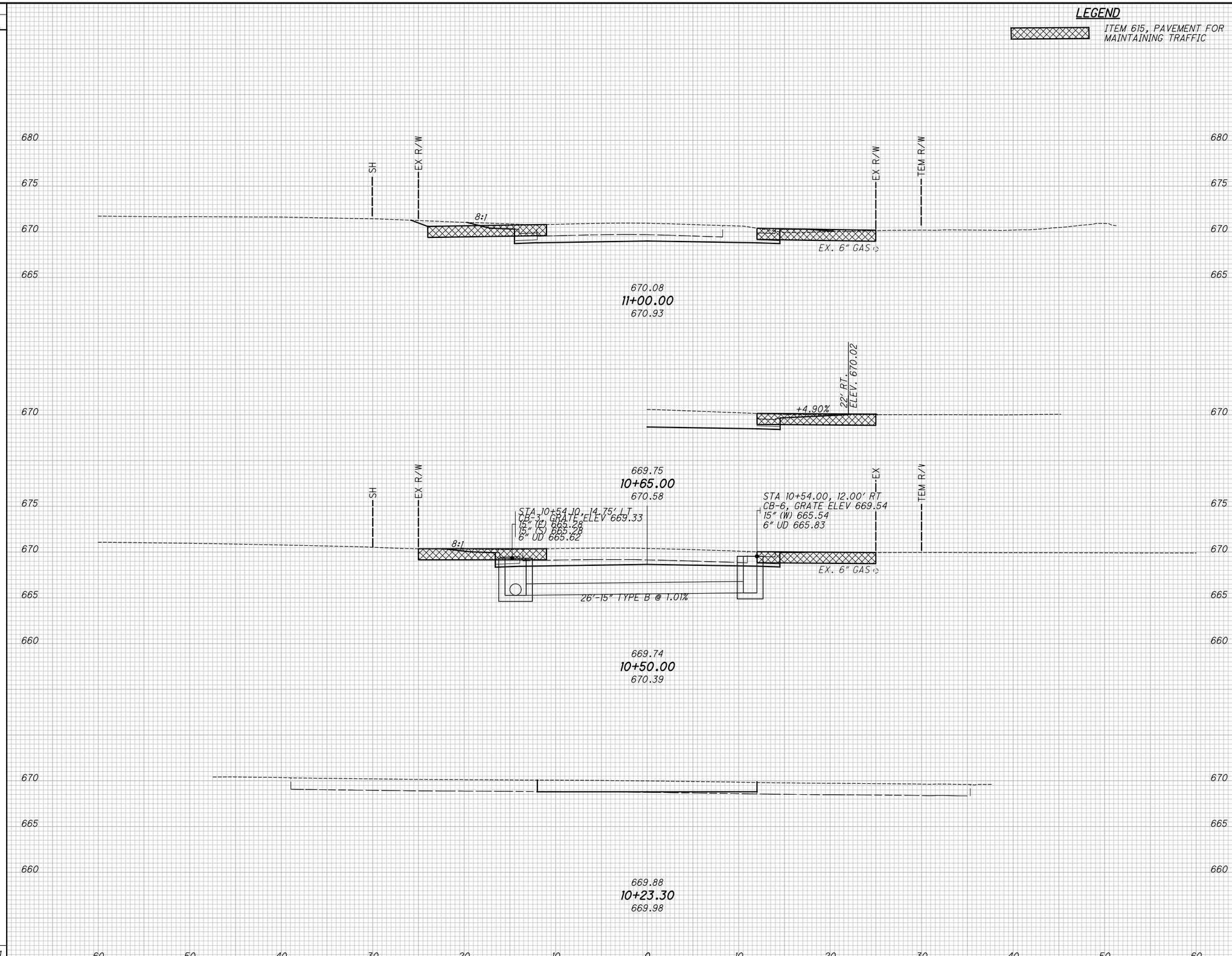
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS BURNS ROAD
STA. 9+00.00 TO STA. 9+76.54

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS20L.dgn XS_SHEET_temporary_model_name_2 9/12/2023 4:38:23 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
30		30	2		
	161			50	4
28		24	0		
	83			24	0
28		24	0		
244				74	4

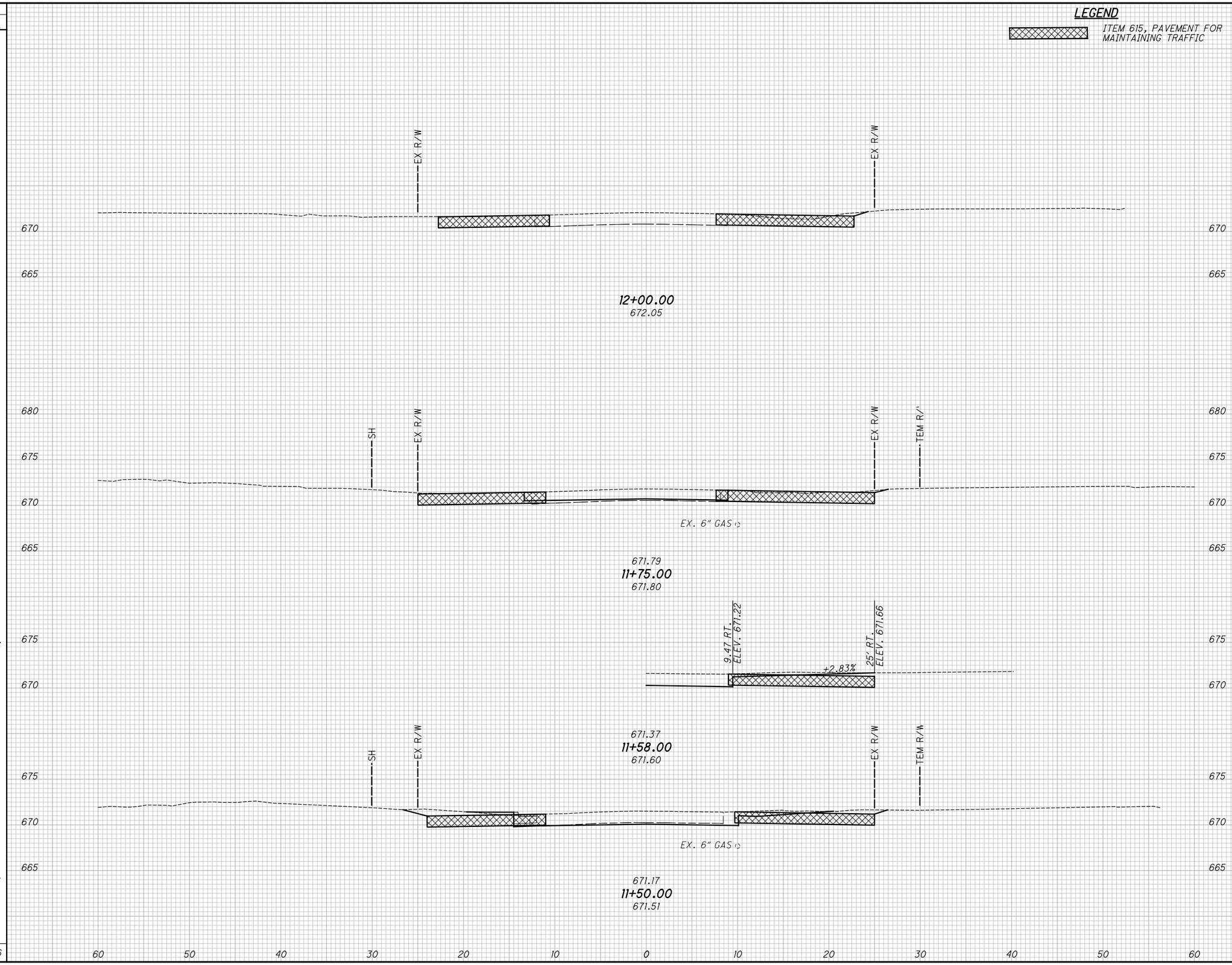


CALCULATED TLS
CHECKED JMP

CROSS SECTIONS DERUBERTIS ROAD
STA. 10+23.30 TO STA. 11+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS202.dgn XS_SHEET_temporary_model_name.l 9/12/2023 4:38:25 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
38		4	0		
	103			6	1
36		9	1		
	183			36	3
	286			42	4

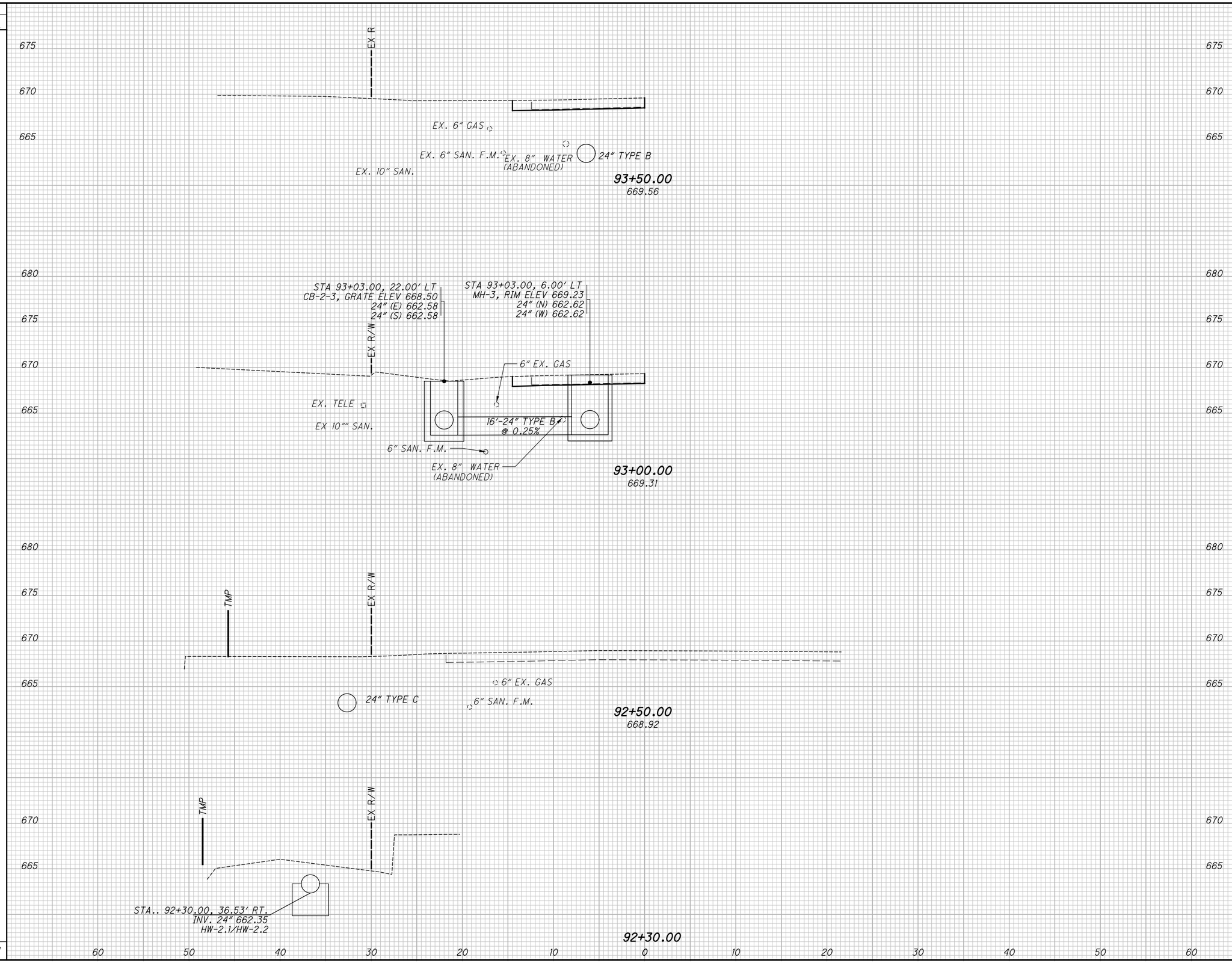
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS DERUBERTIS ROAD
STA. 11+50.00 TO STA. 12+00.00

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS202.dgn XS_SHEET_temporary_model_name_2 9/12/2023 4:38:27 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.
16	
	94
18	
	117
24	
	50
21	
	261



END AREA		VOLUME	
CUT	FILL	CUT	FILL
2	0		
		4	0
2	0		
		4	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS HUBBARD ROAD
STA. 92+30.00 TO STA. 93+50.00

LAK-US-20-24.99

405
651

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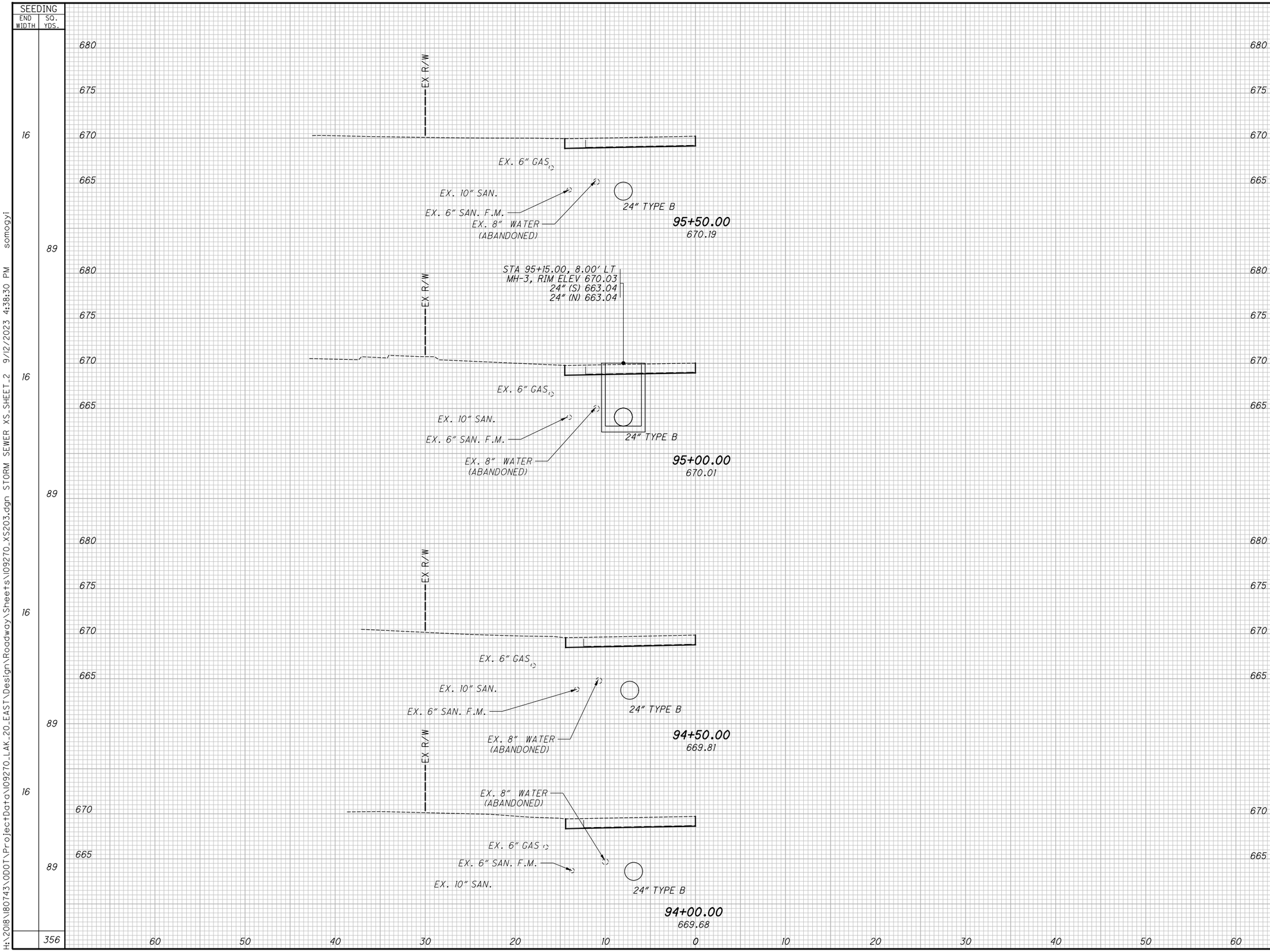


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16		2	0		
	89			4	0
16		2	0		
	89			4	0
16		2	0		
	89			4	0
16		2	0		
	89			4	0
	356			16	0

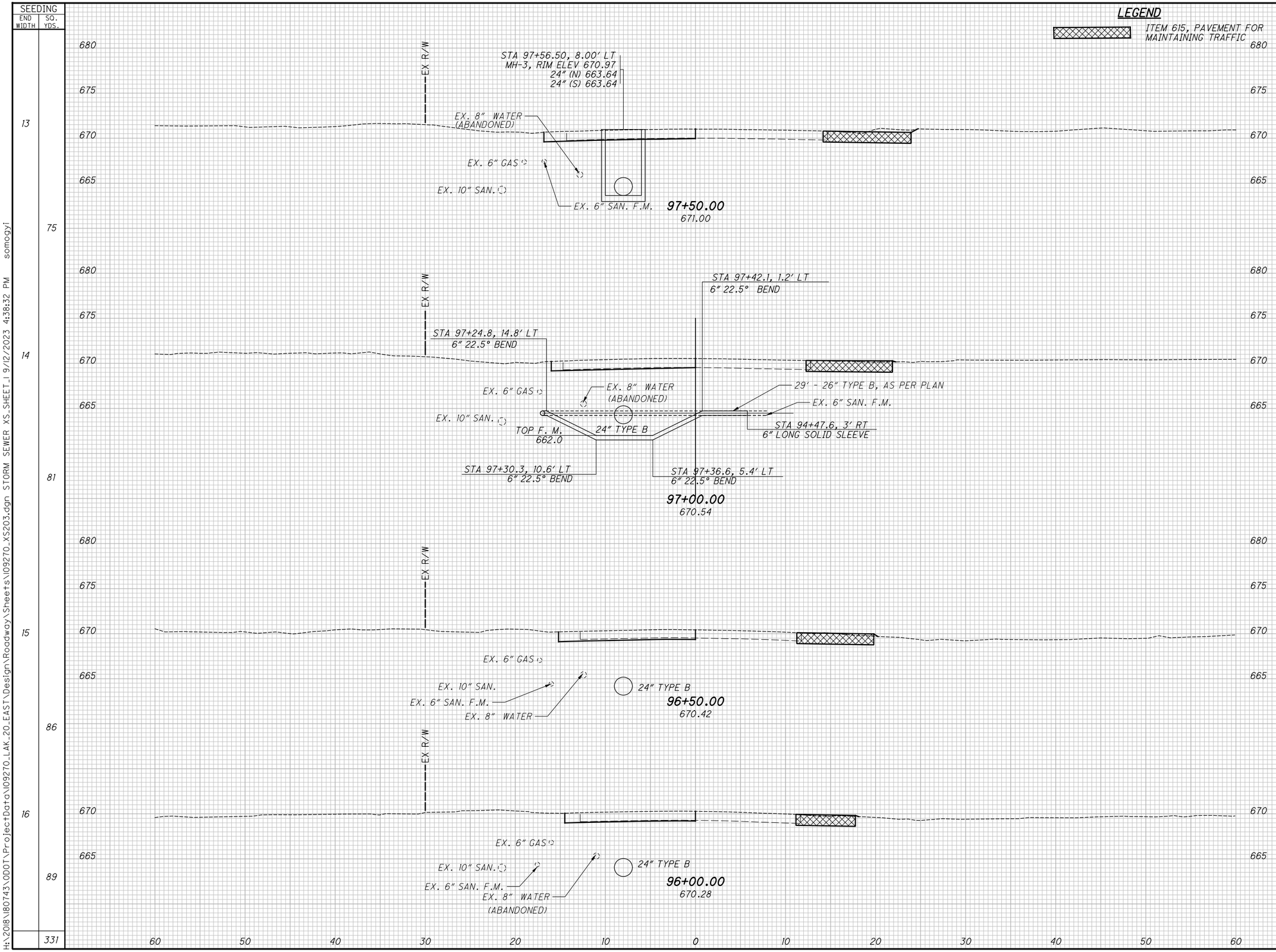
CALCULATED TLS
CHECKED JMP

CROSS SECTIONS HUBBARD ROAD
STA. 94+00.00 TO STA. 95+50.00

LAK-US-20-24.99

406
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS203.dgn STORM SEWER XS_SHEET_2 9/12/2023 4:38:30 PM somogyi



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
13		5	0		
	75			6	0
14		1	0		
	81			3	0
15		2	0		
	86			4	0
16		2	0		
	89			4	0
	331			17	0

CALCULATED TLS
CHECKED JMP

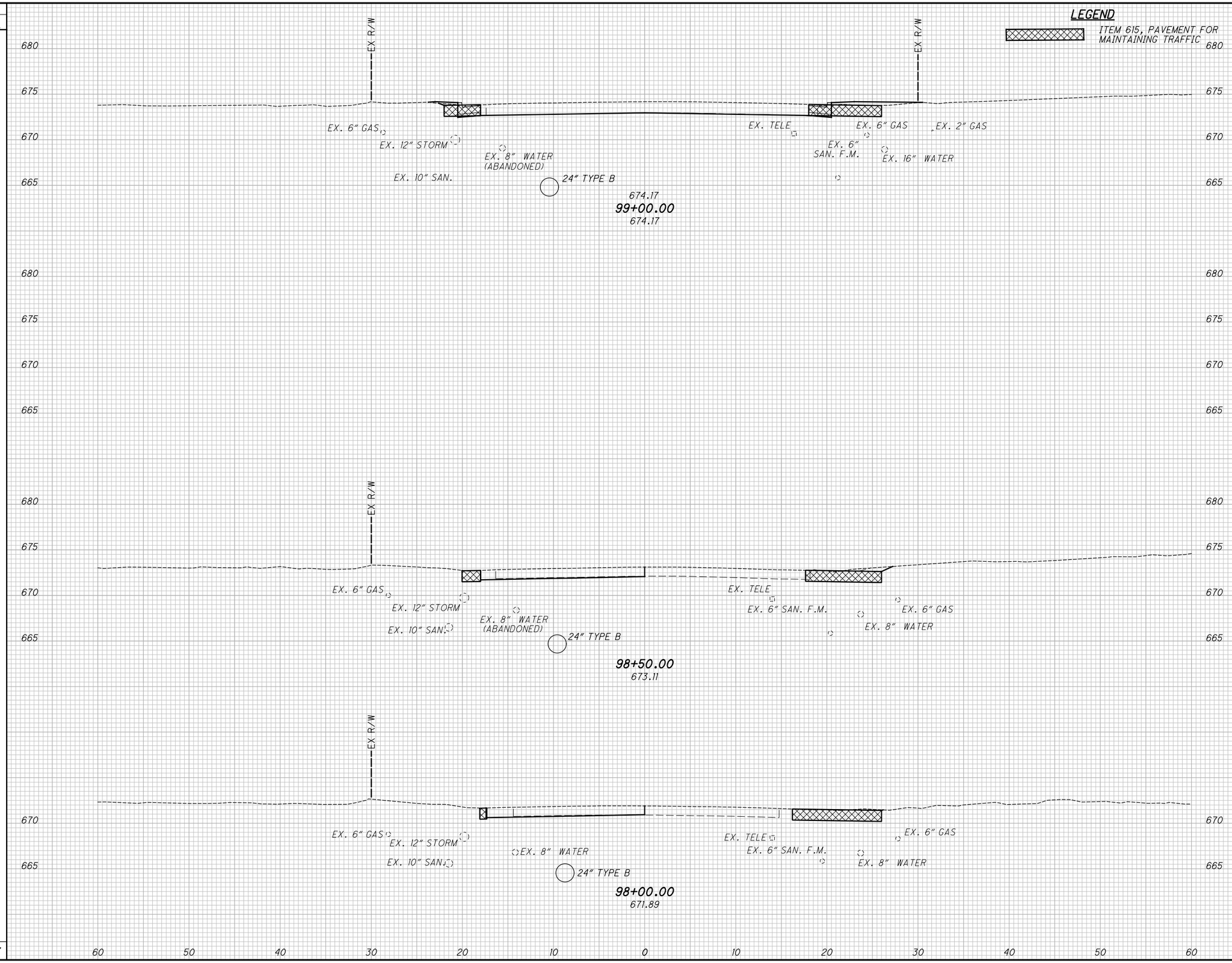
CROSS SECTIONS HUBBARD ROAD
STA. 96+00.00 TO STA. 97+50.00

LAK-US-20-24.99

407
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS203.dgn STORM SEWER XS_SHEET_I 9/12/2023 4:38:32 PM somogyi

SEEDING END WIDTH	SEEDING SQ. YDS.
19	
	86
12	
	69
13	
	72
	227



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
5	4		
		7	4
2	0		
		4	0
2	0		
		7	0
		18	4

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS HUBBARD ROAD
STA. 98+00.00 TO STA. 99+00.00

LAK-US-20-24.99

408
651

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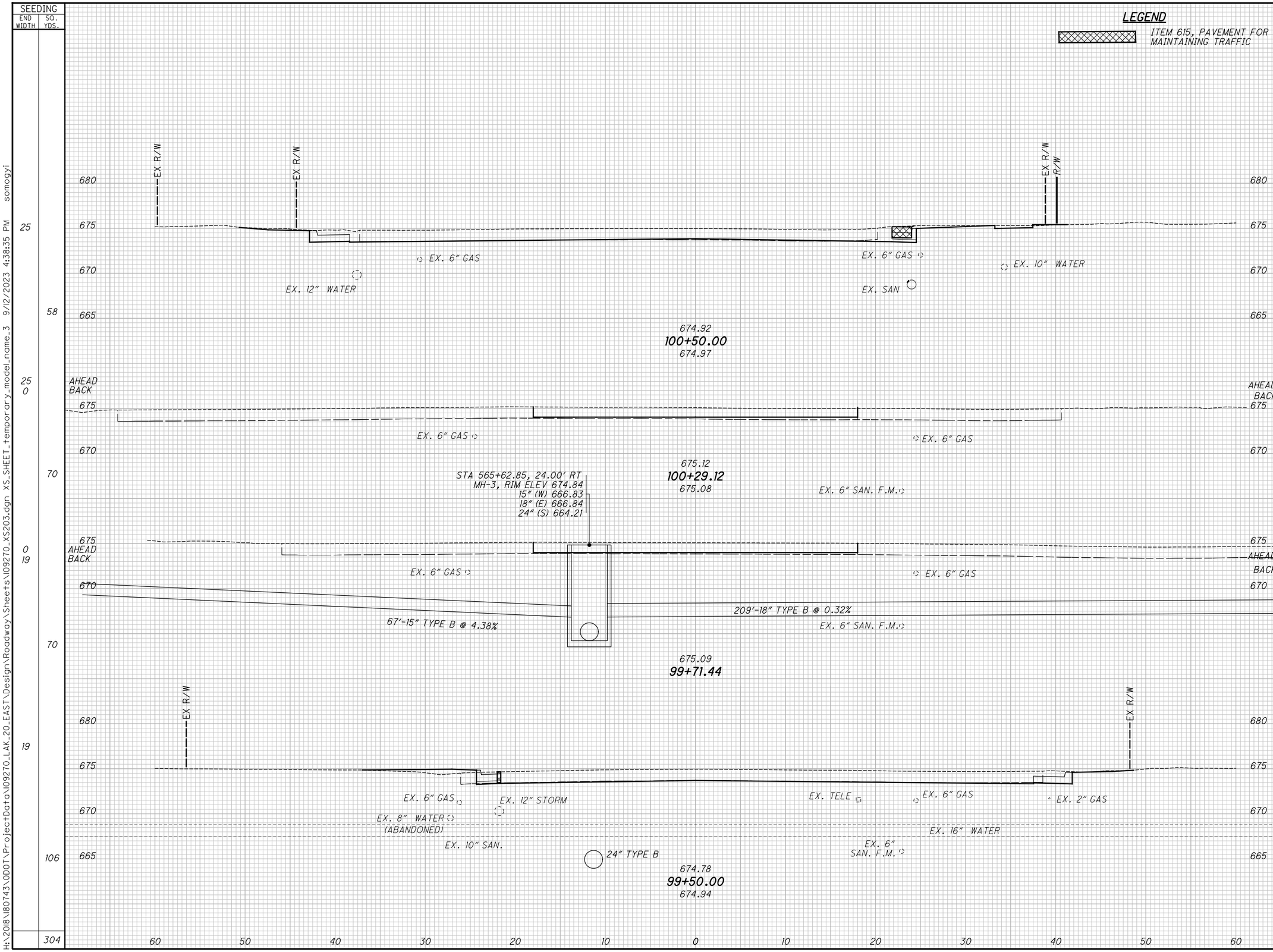

SEEDING END WIDTH	SEEDING SQ. YDS.
25	
	58
25	
0	
	70
0	
19	
	70
19	
	106
	304

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
15	0		
		12	0
15	0		
0	0		
0	0		
5	4		
		4	3
5	4		
		9	7
		25	10

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS HUBBARD ROAD
STA. 99+50.00 TO STA. 100+50.00

LAK-US-20-24.99

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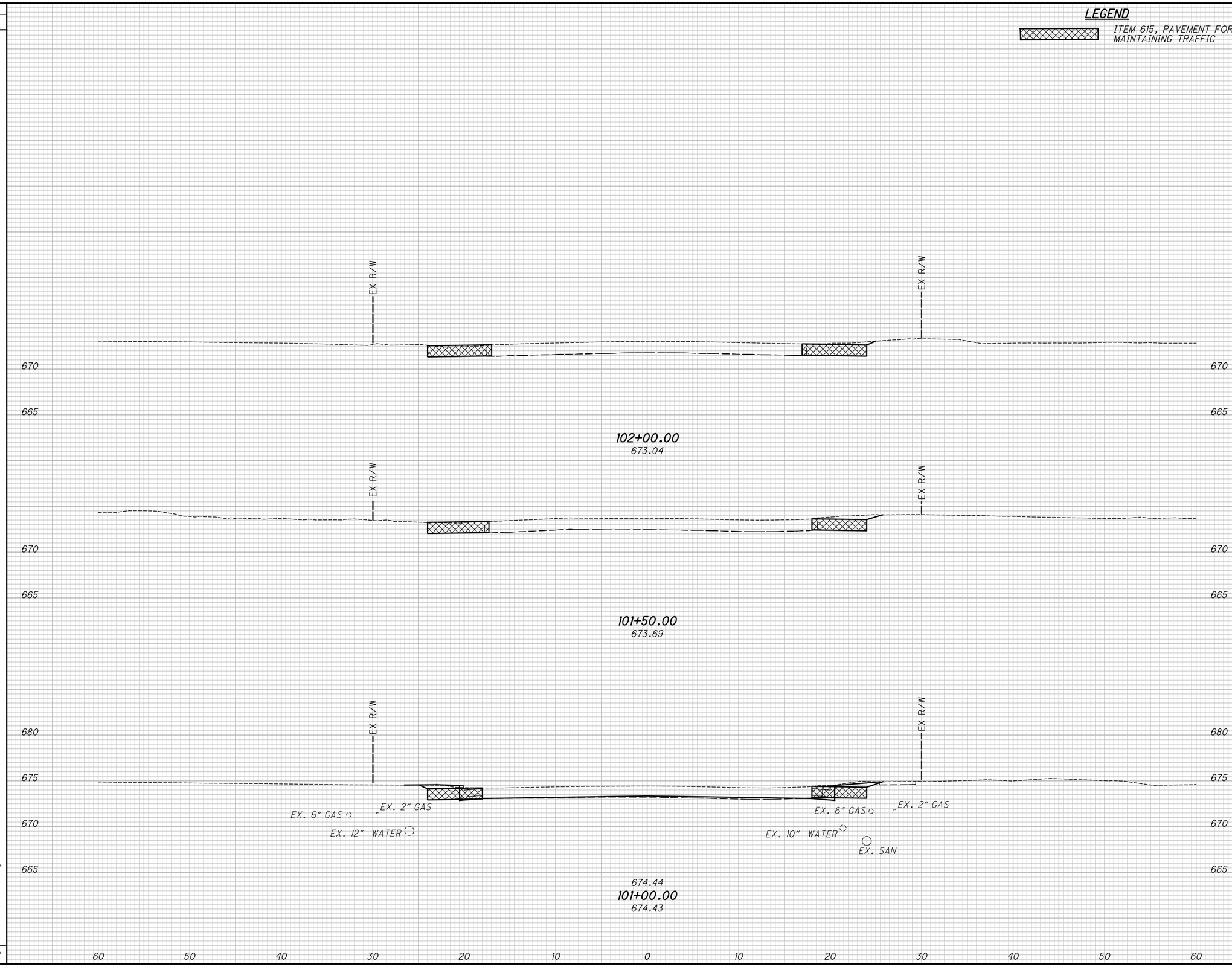
SEEDING	
END WIDTH	SQ. YDS.
19	
	122
	122



END AREA		VOLUME	
CUT	FILL	CUT	FILL
2	0		
		16	0
		16	0

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS HUBBARD ROAD
STA. 101+00.00 TO STA. 102+00.00

LAK-US-20-24.99

410
651

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS203.dgn XS_SHEET_temporary_model_name_4 9/12/2023 4:38:36 PM somogyi

SUPERELEVATION TABLE

P.I. STA. 510+71.30 | Dc=1°00'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
675.92		-0.02	-0.0007	28.23	500+40.00	675.94	23	-0.0160	-0.37		675.57	
676.03		0.00	0.0000	28.14	500+42.49	676.03	23	-0.0160	-0.37		675.66	HALF
676.13		0.06	0.0021	27.88	500+50.00	676.07	23	-0.0160	-0.37		675.71	
676.45		0.24	0.0090	27.01	500+75.00	676.20	23	-0.0160	-0.37		675.83	
676.61		0.35	0.0133	26.47	500+90.50	676.26	23	-0.0160	-0.37		675.89	PC
676.71		0.42	0.0160	26.14	501+00.00	676.29	23	-0.0160	-0.37		675.92	
676.71		0.42	0.0160	26.14	501+00.09	676.29	23	-0.0160	-0.37		675.92	RC
676.83		0.51	0.0200	25.68	501+14.49	676.32	23	-0.0200	-0.46		675.86	FULL
676.84		0.51	0.0200	25.37	501+25.00	676.33	23	-0.0200	-0.46		675.87	
676.83		0.49	0.0200	24.70	501+50.00	676.33	23	-0.0200	-0.46		675.87	
676.77		0.48	0.0200	24.15	501+75.00	676.29	23	-0.0200	-0.46		675.83	
676.68		0.47	0.0200	23.70	502+00.00	676.21	23	-0.0200	-0.46		675.75	
676.57		0.47	0.0200	23.36	502+25.00	676.10	23	-0.0200	-0.46		675.64	
676.46		0.46	0.0200	23.13	502+50.00	676.00	23	-0.0200	-0.46		675.54	
676.35		0.46	0.0200	23.02	502+75.00	675.89	23	-0.0200	-0.46		675.43	
676.29		0.46	0.0200	23	502+89.43	675.83	23	-0.0200	-0.46		675.37	
676.25		0.46	0.0200	23	503+00.00	675.79	23	-0.0200	-0.46		675.33	
676.14		0.46	0.0200	23	503+25.00	675.68	23	-0.0200	-0.46		675.22	
676.04		0.46	0.0200	23	503+50.00	675.58	23	-0.0200	-0.46		675.12	
675.93		0.46	0.0200	23	503+75.00	675.47	23	-0.0200	-0.46		675.01	
675.89		0.52	0.0200	26.14	504+00.00	675.37	23	-0.0200	-0.46		674.91	
675.96		0.70	0.0200	35	504+25.00	675.26	23	-0.0200	-0.46		674.80	
675.86		0.70	0.0200	35	504+50.00	675.16	23	-0.0200	-0.46		674.70	
675.75		0.70	0.0200	35	504+75.00	675.05	23	-0.0200	-0.46		674.59	
675.65		0.70	0.0200	35	505+00.00	674.95	23	-0.0200	-0.46		674.49	
675.54		0.70	0.0200	35	505+25.00	674.84	23	-0.0200	-0.46		674.38	
675.44		0.70	0.0200	35	505+50.00	674.74	23	-0.0200	-0.46		674.28	
675.33		0.70	0.0200	35	505+75.00	674.63	23	-0.0200	-0.46		674.17	
675.24		0.70	0.0200	35	506+00.00	674.54	23	-0.0200	-0.46		674.08	
675.18		0.70	0.0200	35	506+25.00	674.48	23	-0.0200	-0.46		674.02	
675.15		0.70	0.0200	35	506+50.00	674.45	23	-0.0200	-0.46		673.99	
675.15		0.70	0.0200	35	506+75.00	674.45	23	-0.0200	-0.46		673.99	
675.18		0.70	0.0200	35	507+00.00	674.48	23	-0.0200	-0.46		674.02	
675.24		0.70	0.0200	35	507+25.00	674.54	23	-0.0200	-0.46		674.08	
675.32		0.70	0.0200	35	507+50.00	674.62	23	-0.0200	-0.46		674.16	
675.37		0.68	0.0200	33.93	507+75.00	674.69	23	-0.0200	-0.46		674.23	
675.33		0.56	0.0200	27.92	508+00.00	674.77	23	-0.0200	-0.46		674.31	
675.30		0.46	0.0200	23	508+25.00	674.84	23	-0.0200	-0.46		674.38	
675.38		0.46	0.0200	23	508+50.00	674.92	23	-0.0200	-0.46		674.46	
675.45		0.46	0.0200	23	508+75.00	674.99	23	-0.0200	-0.46		674.53	
675.53		0.46	0.0200	23	509+00.00	675.07	23	-0.0200	-0.46		674.61	
675.60		0.46	0.0200	23	509+25.00	675.14	23	-0.0200	-0.46		674.68	
675.68		0.46	0.0200	23	509+50.00	675.22	23	-0.0200	-0.46		674.76	
675.75		0.46	0.0200	23	509+75.00	675.29	23	-0.0200	-0.46		674.83	
675.83		0.46	0.0200	23	510+00.00	675.37	23	-0.0200	-0.46		674.91	
675.90		0.46	0.0200	23	510+25.00	675.44	23	-0.0200	-0.46		674.98	
675.98		0.46	0.0200	23	510+50.00	675.52	23	-0.0200	-0.46		675.06	
676.05		0.46	0.0200	23	510+75.00	675.59	23	-0.0200	-0.46		675.13	
676.13		0.46	0.0200	23	511+00.00	675.67	23	-0.0200	-0.46		675.21	
676.20		0.46	0.0200	23	511+25.00	675.74	23	-0.0200	-0.46		675.28	
676.27		0.46	0.0200	23	511+50.00	675.81	23	-0.0200	-0.46		675.35	
676.30		0.46	0.0200	23	511+75.00	675.84	23	-0.0200	-0.46		675.38	
676.32		0.46	0.0200	23	512+00.00	675.86	23	-0.0200	-0.46		675.40	
676.30		0.46	0.0200	23	512+25.00	675.84	23	-0.0200	-0.46		675.38	
676.27		0.46	0.0200	23	512+50.00	675.81	23	-0.0200	-0.46		675.35	
676.20		0.46	0.0200	23	512+75.00	675.74	23	-0.0200	-0.46		675.28	
676.13		0.46	0.0200	23	513+00.00	675.67	23	-0.0200	-0.46		675.21	
676.05		0.46	0.0200	23	513+25.00	675.59	23	-0.0200	-0.46		675.13	
675.98		0.46	0.0200	23	513+50.00	675.52	23	-0.0200	-0.46		675.06	

SUPERELEVATION TABLE

P.I. STA. 510+71.30 | Dc=1°00'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
675.90		0.46	0.0200	23	513+75.00	675.44	23	-0.0200	-0.46		674.98	
675.83		0.46	0.0200	23	514+00.00	675.37	23	-0.0200	-0.46		674.91	
675.75		0.46	0.0200	23	514+25.00	675.29	23	-0.0200	-0.46		674.83	
675.68		0.46	0.0200	23	514+50.00	675.22	23	-0.0200	-0.46		674.76	
675.60		0.46	0.0200	23	514+75.00	675.14	23	-0.0200	-0.46		674.68	
675.53		0.46	0.0200	23	515+00.00	675.07	23	-0.0200	-0.46		674.61	
675.45		0.46	0.0200	23	515+25.00	674.99	23	-0.0200	-0.46		674.53	
675.38		0.46	0.0200	23	515+50.00	674.92	23	-0.0200	-0.46		674.46	
675.30		0.46	0.0200	23	515+75.00	674.84	23	-0.0200	-0.46		674.38	
675.23		0.46	0.0200	23	516+00.00	674.77	23	-0.0200	-0.46		674.31	
675.15		0.46	0.0200	23	516+25.00	674.69	23	-0.0200	-0.46		674.23	
675.08		0.46	0.0200	23	516+50.00	674.62	23	-0.0200	-0.46		674.16	
675.00		0.46	0.0200	23	516+75.00	674.54	23	-0.0200	-0.46		674.08	
674.93		0.46	0.0200	23	517+00.00	674.47	23	-0.0200	-0.46		674.01	
674.85		0.46	0.0200	23	517+25.00	674.39	23	-0.0200	-0.46		673.93	
674.78		0.46	0.0200	23	517+50.00	674.32	23	-0.0200	-0.46		673.86	
674.70		0.46	0.0200	23	517+75.00	674.24	23	-0.0200	-0.46		673.78	
674.63		0.46	0.0200	23	518+00.00	674.17	23	-0.0200	-0.46		673.71	
674.55		0.46	0.0200	23	518+25.00	674.09	23	-0.0200	-0.46		673.63	
674.48		0.46	0.0200	23	518+50.00	674.02	23	-0.0200	-0.46		673.56	
674.40		0.46	0.0200	23	518+75.00	673.94	23	-0.0200	-0.46		673.48	
674.33		0.46	0.0200	23	519+00.00	673.87	23	-0.0200	-0.46		673.41	
674.25		0.46	0.0200	23	519+25.00	673.79	23	-0.0200	-0.46		673.33	
674.18		0.46	0.0200	23	519+50.00	673.72	23	-0.0200	-0.46		673.26	
674.10		0.46	0.0200	23	519+75.00	673.64	23	-0.0200	-0.46		673.18	
674.03		0.46	0.0200	23	520+00.00	673.57	23	-0.0200	-0.46		673.11	
674.00		0.46	0.0200	23	520+09.28	673.54	23	-0.0200	-0.46		673.08	FULL
673.87		0.37	0.0160	23	520+23.68	673.50	23	-0.0160	-0.37		673.13	RC
673.85		0.36	0.0156	23	520+25.00	673.49	23	-0.0160	-0.37		673.13	
673.78		0.31	0.0133	23	520+33.28	673.47	23	-0.0160	-0.37		673.10	PT
673.62		0.20	0.0087	23	520+50.00	673.42	23	-0.0160	-0.37		673.05	
673.38		0.04	0.0017	23	520+75.00	673.34	23	-0.0160	-0.37		672.98	
673.32		0.00	0.0000	23	520+81.28	673.32	23	-0.0160	-0.37		672.95	HALF
673.15		-0.12	-0.0052	23	521+00.00	673.27	23	-0.0160	-0.37		672.90	
672.91		-0.28	-0.0121	23	521+25.00	673.19	23	-0.0160	-0.37		672.83	
672.78		-0.37	-0.0160	23	521+38.88	673.15	23	-0.0160	-0.37		672.78	NC

CALCULATED JMP
CHECKED WDB

SUPERELEVATION TABLE

LAK-US-20-24.99

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SUPERELEVATION TABLE

P.I. STA. 536+59.39 | Dc=1°00'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
674.72		-0.37	-0.0160	23	528+54.37	675.09	23	-0.0160	-0.37		674.72	NC
674.98		-0.24	-0.0103	23	528+75.00	675.22	23	-0.0166	-0.38		674.84	
675.29		-0.08	-0.0033	23	529+00.00	675.37	23	-0.0174	-0.40		674.97	
675.44		0.00	0.0000	23	529+11.97	675.44	23	-0.0178	-0.41		675.03	HALF
675.60		0.08	0.0036	23	529+25.00	675.52	23	-0.0182	-0.42		675.10	
675.91		0.24	0.0106	23	529+50.00	675.67	23	-0.0190	-0.44		675.23	
676.04		0.31	0.0133	23	529+59.97	675.73	23	-0.0193	-0.44		675.29	PC
676.16		0.37	0.0160	23	529+69.57	675.79	23	-0.0196	-0.45		675.34	RC
676.22		0.40	0.0175	23	529+75.00	675.82	23	-0.0197	-0.45		675.36	
676.33		0.46	0.0200	23	529+83.97	675.87	23	-0.0200	-0.46		675.41	FULL
676.43		0.46	0.0200	23	530+00.00	675.97	23	-0.0200	-0.46		675.51	
676.52		0.46	0.0200	23	530+25.00	676.06	23	-0.0200	-0.46		675.60	
676.61		0.46	0.0200	23	530+50.00	676.15	23	-0.0200	-0.46		675.69	
676.70		0.46	0.0200	23	530+75.00	676.24	23	-0.0200	-0.46		675.78	
676.79		0.46	0.0200	23	531+00.00	676.33	23	-0.0200	-0.46		675.87	
676.88		0.46	0.0200	23	531+25.00	676.42	23	-0.0200	-0.46		675.96	
676.97		0.46	0.0200	23	531+50.00	676.51	23	-0.0200	-0.46		676.05	
677.06		0.46	0.0200	23	531+75.00	676.60	23	-0.0200	-0.46		676.14	
677.15		0.46	0.0200	23	532+00.00	676.69	23	-0.0200	-0.46		676.23	
677.24		0.46	0.0200	23	532+25.00	676.78	23	-0.0200	-0.46		676.32	
677.33		0.46	0.0200	23	532+50.00	676.87	23	-0.0200	-0.46		676.41	
677.42		0.46	0.0200	23	532+75.00	676.96	23	-0.0200	-0.46		676.50	
677.51		0.46	0.0200	23	533+00.00	677.05	23	-0.0200	-0.46		676.59	
677.60		0.46	0.0200	23	533+25.00	677.14	23	-0.0200	-0.46		676.68	
677.69		0.46	0.0200	23	533+50.00	677.23	23	-0.0200	-0.46		676.77	
677.78		0.46	0.0200	23	533+75.00	677.32	23	-0.0200	-0.46		676.86	
677.87		0.46	0.0200	23	534+00.00	677.41	23	-0.0200	-0.46		676.95	
677.96		0.46	0.0200	23	534+25.00	677.50	23	-0.0200	-0.46		677.04	
678.05		0.46	0.0200	23	534+50.00	677.59	23	-0.0200	-0.46		677.13	
678.14		0.46	0.0200	23	534+75.00	677.68	23	-0.0200	-0.46		677.22	
678.23		0.46	0.0200	23	535+00.00	677.77	23	-0.0200	-0.46		677.31	
678.32		0.46	0.0200	23	535+25.00	677.86	23	-0.0200	-0.46		677.40	
678.41		0.46	0.0200	23	535+50.00	677.95	23	-0.0200	-0.46		677.49	
678.50		0.46	0.0200	23	535+75.00	678.04	23	-0.0200	-0.46		677.58	
678.59		0.46	0.0200	23	536+00.00	678.13	23	-0.0200	-0.46		677.67	
678.68		0.46	0.0200	23	536+25.00	678.22	23	-0.0200	-0.46		677.76	
678.77		0.46	0.0200	23	536+50.00	678.31	23	-0.0200	-0.46		677.85	
678.86		0.46	0.0200	23	536+75.00	678.40	23	-0.0200	-0.46		677.94	
678.95		0.46	0.0200	23	537+00.00	678.49	23	-0.0200	-0.46		678.03	
679.04		0.46	0.0200	23	537+25.00	678.58	23	-0.0200	-0.46		678.12	
679.11		0.46	0.0200	23	537+50.00	678.65	23	-0.0200	-0.46		678.19	
679.15		0.46	0.0200	23	537+75.00	678.69	23	-0.0200	-0.46		678.23	
679.16		0.46	0.0200	23	538+00.00	678.70	23	-0.0200	-0.46		678.24	
679.13		0.46	0.0200	23	538+25.00	678.67	23	-0.0200	-0.46		678.21	
679.07		0.46	0.0200	23	538+50.00	678.61	23	-0.0200	-0.46		678.15	
678.98		0.46	0.0200	23	538+75.00	678.52	23	-0.0200	-0.46		678.06	
678.87		0.46	0.0200	23	539+00.00	678.41	23	-0.0200	-0.46		677.95	
678.76		0.46	0.0200	23	539+25.00	678.30	23	-0.0200	-0.46		677.84	
678.65		0.46	0.0200	23	539+50.00	678.19	23	-0.0200	-0.46		677.73	
678.54		0.46	0.0200	23	539+75.00	678.08	23	-0.0200	-0.46		677.62	
678.43		0.46	0.0200	23	540+00.00	677.97	23	-0.0200	-0.46		677.51	
678.32		0.46	0.0200	23	540+25.00	677.86	23	-0.0200	-0.46		677.40	
678.20		0.46	0.0200	23	540+50.00	677.74	23	-0.0200	-0.46		677.28	
678.07		0.46	0.0200	23	540+75.00	677.61	23	-0.0200	-0.46		677.15	
677.92		0.46	0.0200	23	541+00.00	677.46	23	-0.0200	-0.46		677.00	
677.76		0.46	0.0200	23	541+25.00	677.30	23	-0.0200	-0.46		676.84	
677.58		0.46	0.0200	23	541+50.00	677.12	23	-0.0200	-0.46		676.66	
677.39		0.46	0.0200	23	541+75.00	676.93	23	-0.0200	-0.46		676.47	
677.19		0.46	0.0200	23	542+00.00	676.73	23	-0.0200	-0.46		676.27	
676.99		0.46	0.0200	23	542+25.00	676.53	23	-0.0200	-0.46		676.07	

SUPERELEVATION TABLE

P.I. STA. 536+59.39 | Dc=1°00'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
676.79		0.46	0.0200	23	542+50.00	676.33	23	-0.0200	-0.46		675.87	
676.59		0.46	0.0200	23	542+75.00	676.13	23	-0.0200	-0.46		675.67	
676.39		0.46	0.0200	23	543+00.00	675.93	23	-0.0200	-0.46		675.47	
676.19		0.46	0.0200	23	543+25.00	675.73	23	-0.0200	-0.46		675.27	
676.16		0.46	0.0200	23	543+27.92	675.70	23	-0.0200	-0.46		675.24	FULL
675.85		0.32	0.0139	23	543+50.00	675.53	23	-0.0193	-0.44		675.08	
675.96		0.37	0.0160	23	543+42.32	675.59	23	-0.0196	-0.45		675.14	RC
675.82		0.31	0.0133	23	543+51.91	675.51	23	-0.0193	-0.44		675.07	PT
675.49		0.16	0.0069	23	543+75.00	675.33	23	-0.0185	-0.43		674.90	
675.13		0.00	0.0000	23	543+99.92	675.13	23	-0.0178	-0.41		674.72	HALF
675.13		0.00	0.0000	23	544+00.00	675.13	23	-0.0178	-0.41		674.72	
674.77		-0.16	-0.0070	23	544+25.00	674.93	23	-0.0170	-0.39		674.54	
674.41		-0.32	-0.0139	23	544+50.00	674.73	23	-0.0162	-0.37		674.35	
674.30		-0.37	-0.0160	23	544+57.52	674.67	23	-0.0160	-0.37		674.30	NC
					PAVEMENT TRANSITION STA. 549+00 TO STA. 551+63 (RIGHT)							
					549+00	671.13	23	-0.0160	-0.37		670.76	NC
					549+25	670.93	23	-0.0087	-0.20		670.73	
					549+50	670.73	23	-0.0014	-0.03		670.70	
					549+75	670.53	23	0.0060	0.14		670.67	
					550+00	670.33	23	0.0133	0.31		670.64	
					550+25	670.13	23	0.0206	0.47		670.60	
					550+31.50	670.08	23	0.0225	0.52		670.60	FS
					550+50	669.93	23	0.0171	0.39		670.32	
					550+75	669.75	23	0.0098	0.22		669.97	
					551+00	669.60	23	0.0024	0.06		669.66	
					551+25	669.49	23	-0.0049	-0.11		669.38	
					551+50	669.42	23	-0.0122	-0.28		669.14	
					551+63	669.39	23	-0.0160	-0.37		669.02	NC

CALCULATED JMP
CHECKED WDB

SUPERELEVATION TABLE

LAK-US-20-24.99

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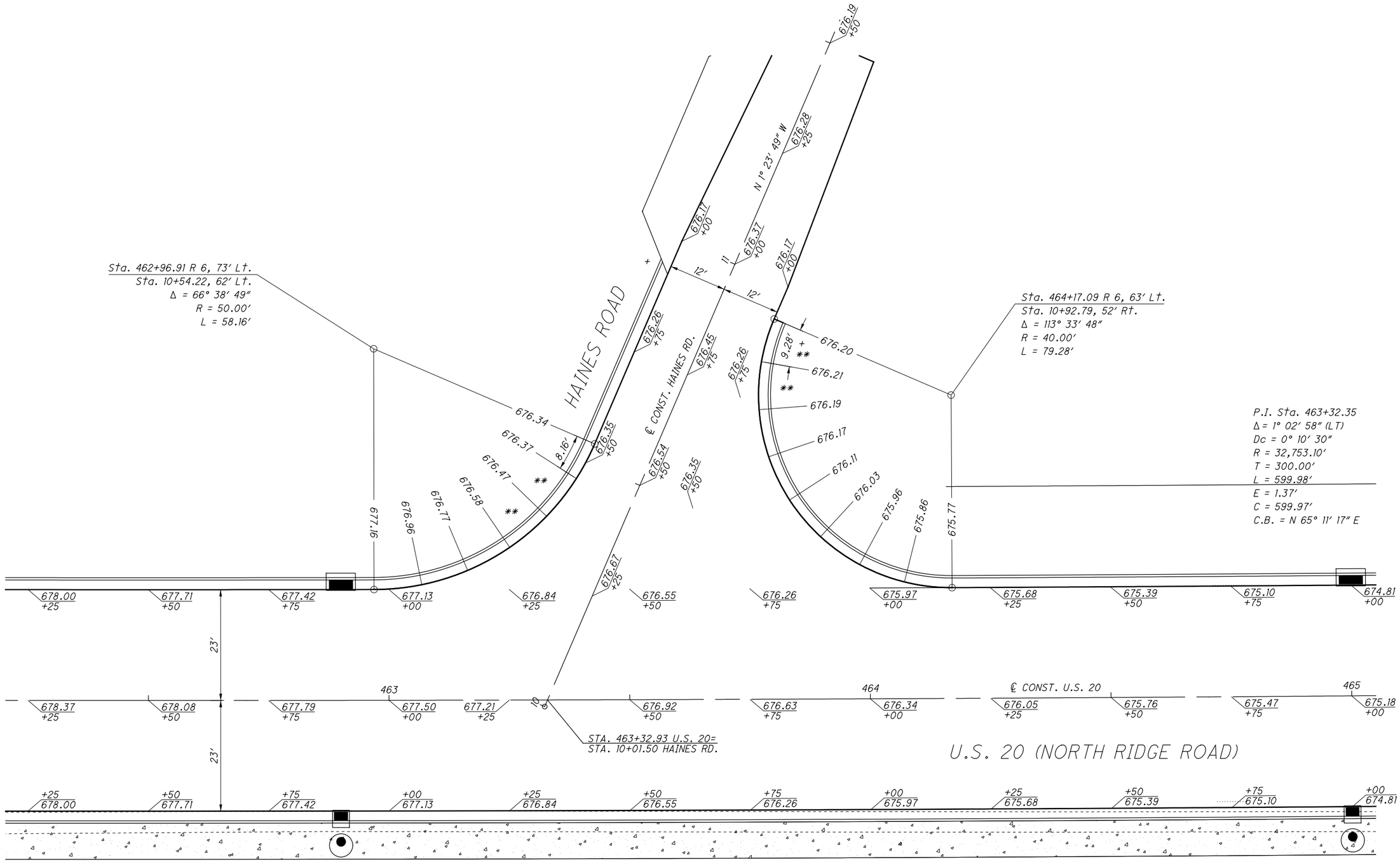

NOTE:
ALL CURB RETURN ELEVATIONS ARE MEASURED AT TEN FOOT (10′) INTERVALS, UNLESS OTHERWISE SHOWN.

ALL ELEVATIONS ARE GIVEN AT THE OUTSIDE EDGE OF GUTTER.

** VARY GUTTER CROSS SLOPE FROM 0.083 TO 0.016 IN 20.0′

+ VARY CURB HEIGHT FROM 6″ TO 0″ IN 10.0′

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JMP
CHECKED WDB

INTERSECTION DETAIL
U.S. 20 AND HAINES ROAD

LAK-US-20-24.99

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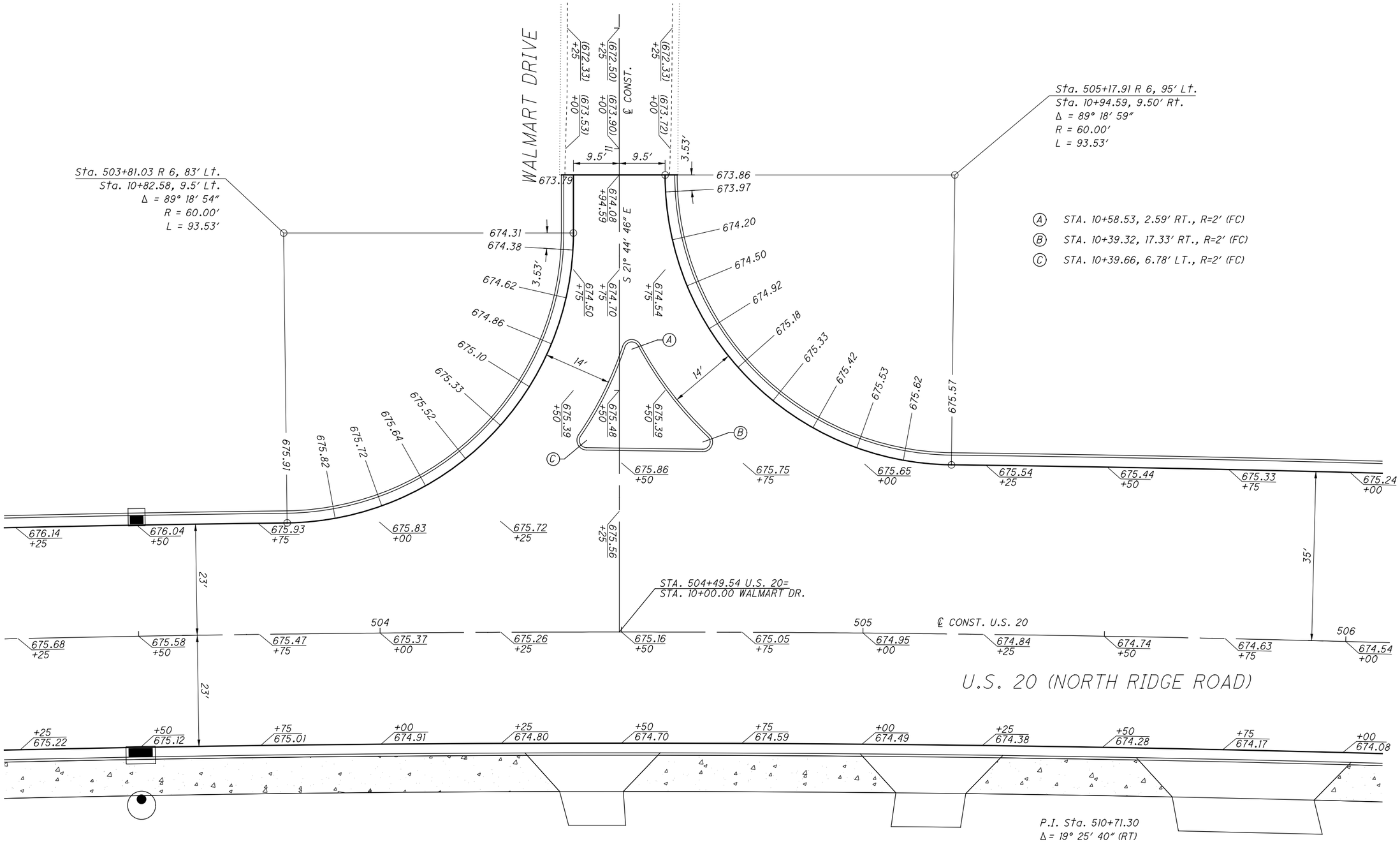

NOTE:
ALL CURB RETURN ELEVATIONS ARE MEASURED AT TEN FOOT (10') INTERVALS, UNLESS OTHERWISE SHOWN.

ALL ELEVATIONS ARE GIVEN AT THE OUTSIDE EDGE OF GUTTER.

P.I. Sta. 510+71.30
Δ = 19° 25' 40" (RT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 980.80'
L = 1,942.78'
E = 83.34'
C = 1,933.48'
C.B. = N 74° 22' 38" E

N

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JMP
CHECKED WDB

INTERSECTION DETAIL
U.S. 20 AND WALMART DRIVE

LAK-US-20-24.99

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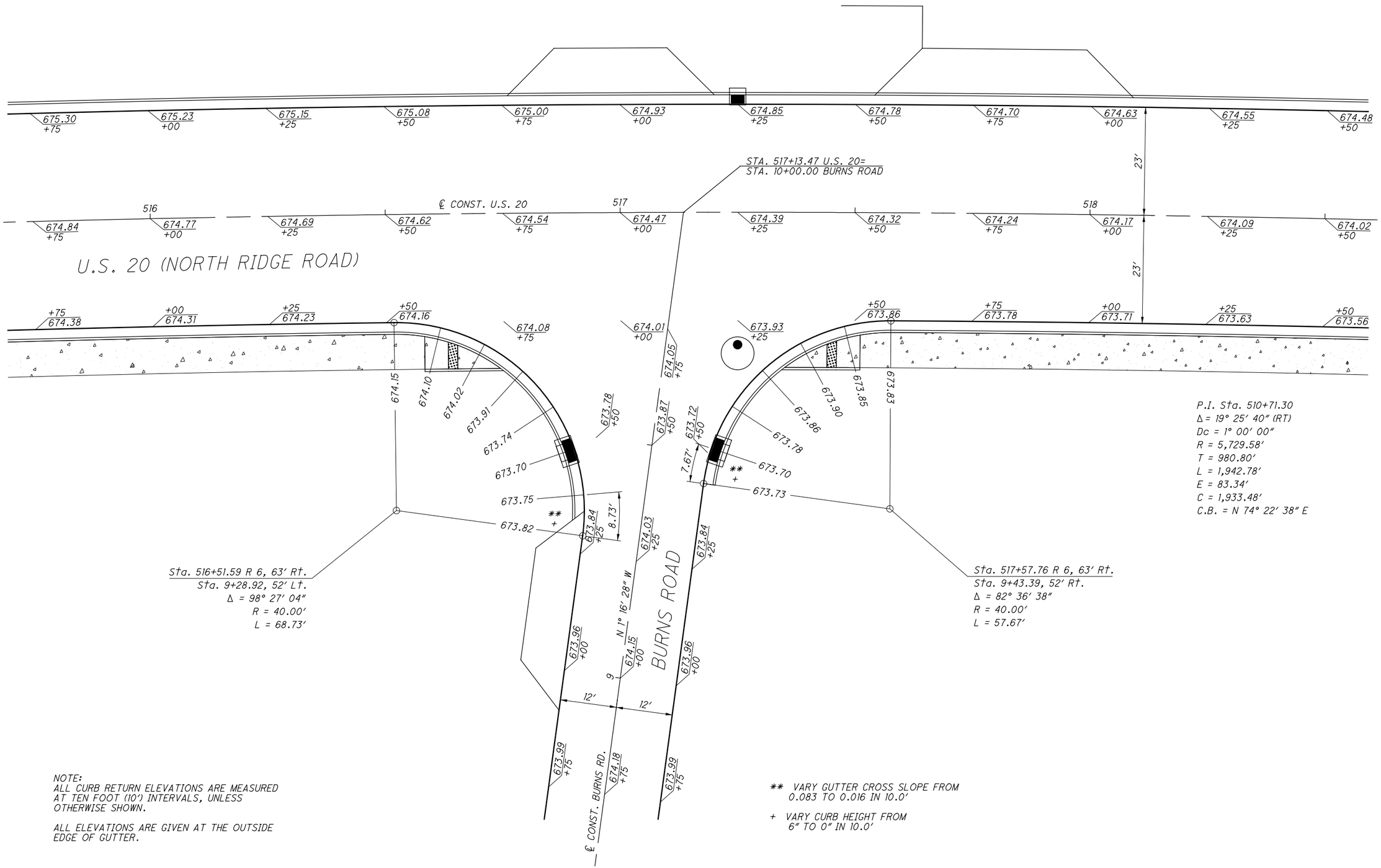

NOTE:
ALL CURB RETURN ELEVATIONS ARE MEASURED AT TEN FOOT (10') INTERVALS, UNLESS OTHERWISE SHOWN.

ALL ELEVATIONS ARE GIVEN AT THE OUTSIDE EDGE OF GUTTER.

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JMP
CHECKED WDB

INTERSECTION DETAIL U.S. 20 AND BURNS ROAD

LAK-US-20-24.99

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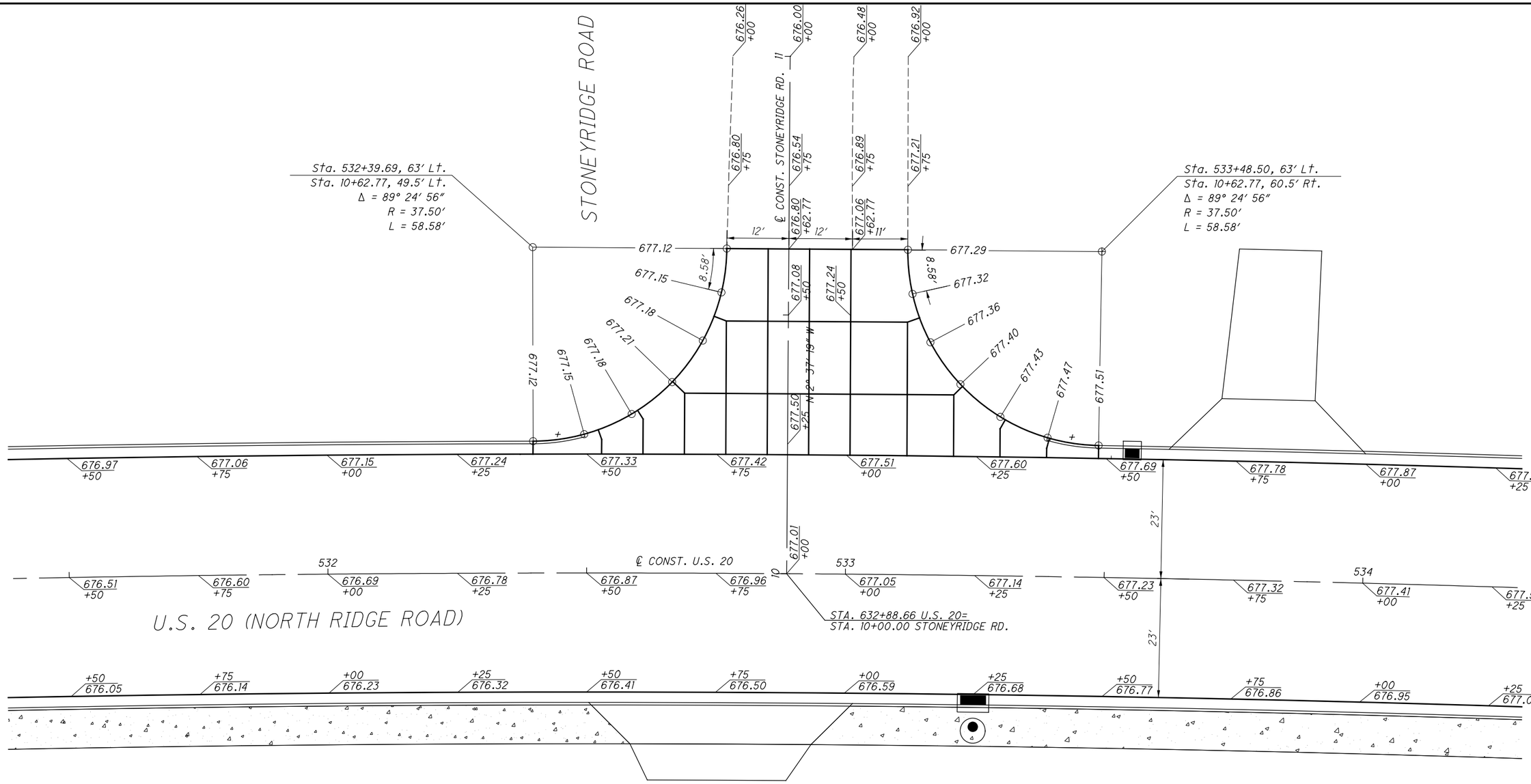

P.I. Sta. 536+59.39
Δ = 13° 55′ 10″ (RT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 699.42′
L = 1,391.94′
E = 42.53′
C = 1,388.52′
C.B. = S 88° 56′ 57″ E

NOTE:
ALL CURB RETURN ELEVATIONS ARE MEASURED AT TEN FOOT (10′) INTERVALS, UNLESS OTHERWISE SHOWN.

ALL ELEVATIONS ARE GIVEN AT THE OUTSIDE EDGE OF PAVEMENT.

+ VARY CURB, TYPE-2A HEIGHT FROM 6″ TO 0″ IN 10.0′

N

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED JMP
CHECKED WDB

INTERSECTION DETAIL
U.S. 20 AND STONEYRIDGE ROAD

LAK-US-20-24.99

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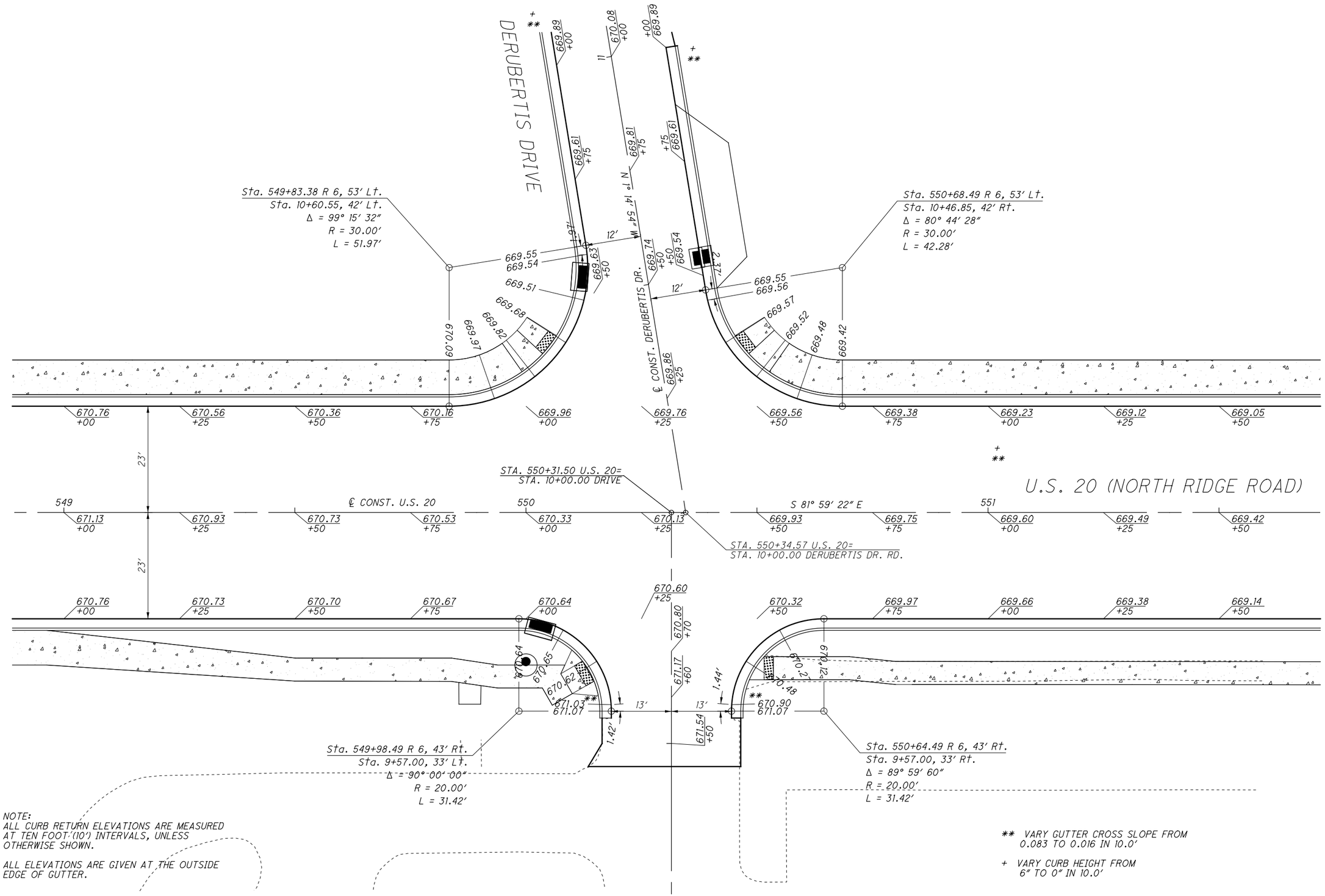

NOTE:
ALL CURB RETURN ELEVATIONS ARE MEASURED AT TEN FOOT (10′) INTERVALS, UNLESS OTHERWISE SHOWN.

ALL ELEVATIONS ARE GIVEN AT THE OUTSIDE EDGE OF GUTTER.

** VARY GUTTER CROSS SLOPE FROM 0.083 TO 0.016 IN 10.0′

+ VARY CURB HEIGHT FROM 6″ TO 0″ IN 10.0′

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JMP
CHECKED WDB

INTERSECTION DETAIL
U.S. 20 AND DERUBERTIS DRIVE ROAD

LAK-US-20-24.99

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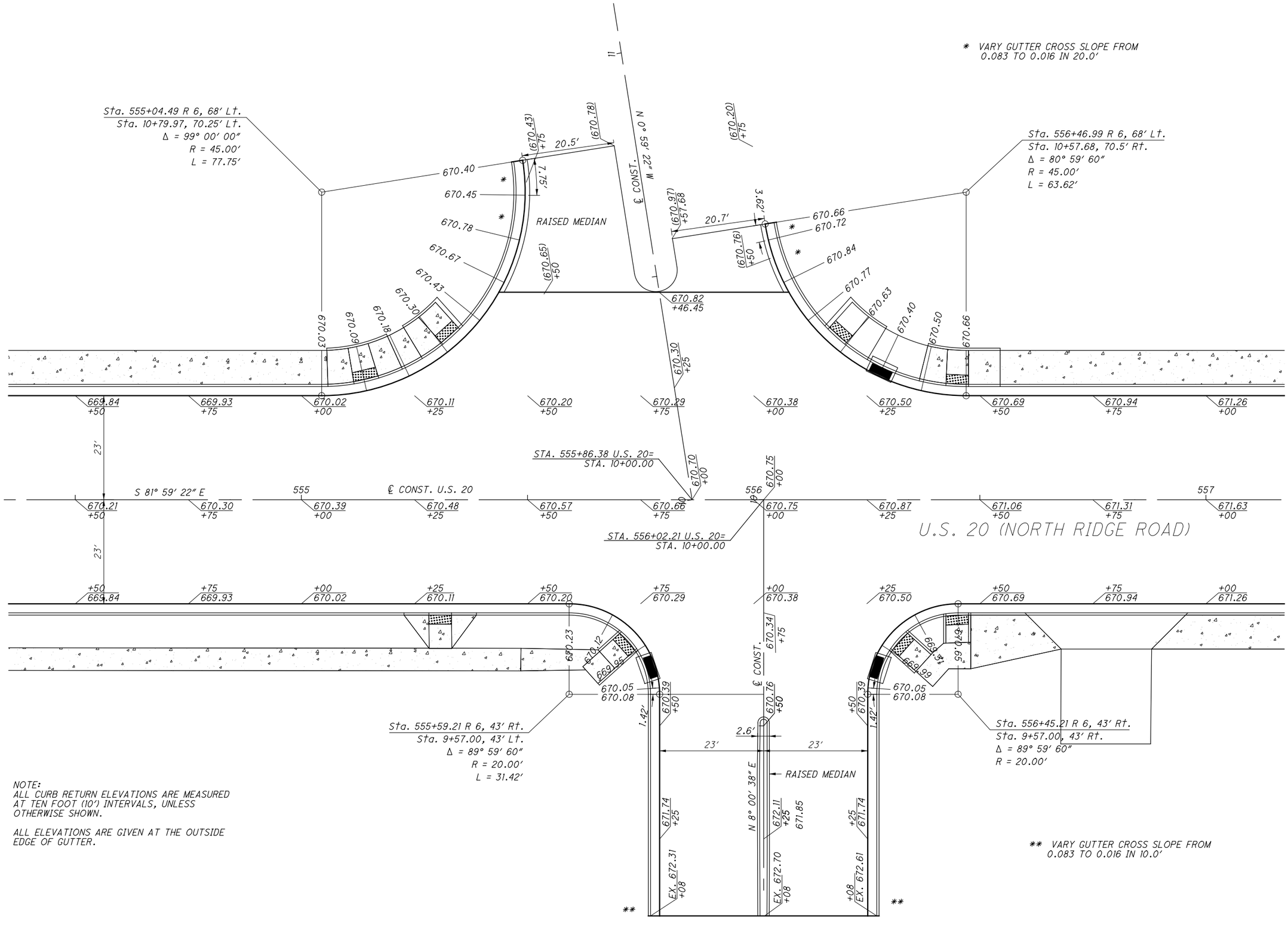

NOTE:
ALL CURB RETURN ELEVATIONS ARE MEASURED AT TEN FOOT (10') INTERVALS, UNLESS OTHERWISE SHOWN.

ALL ELEVATIONS ARE GIVEN AT THE OUTSIDE EDGE OF GUTTER.

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JMP
CHECKED WDB

INTERSECTION DETAIL
U.S. 20 AND HUNTINGTON/ANDOVER BANK DR.

LAK-US-20-24.99

419/651

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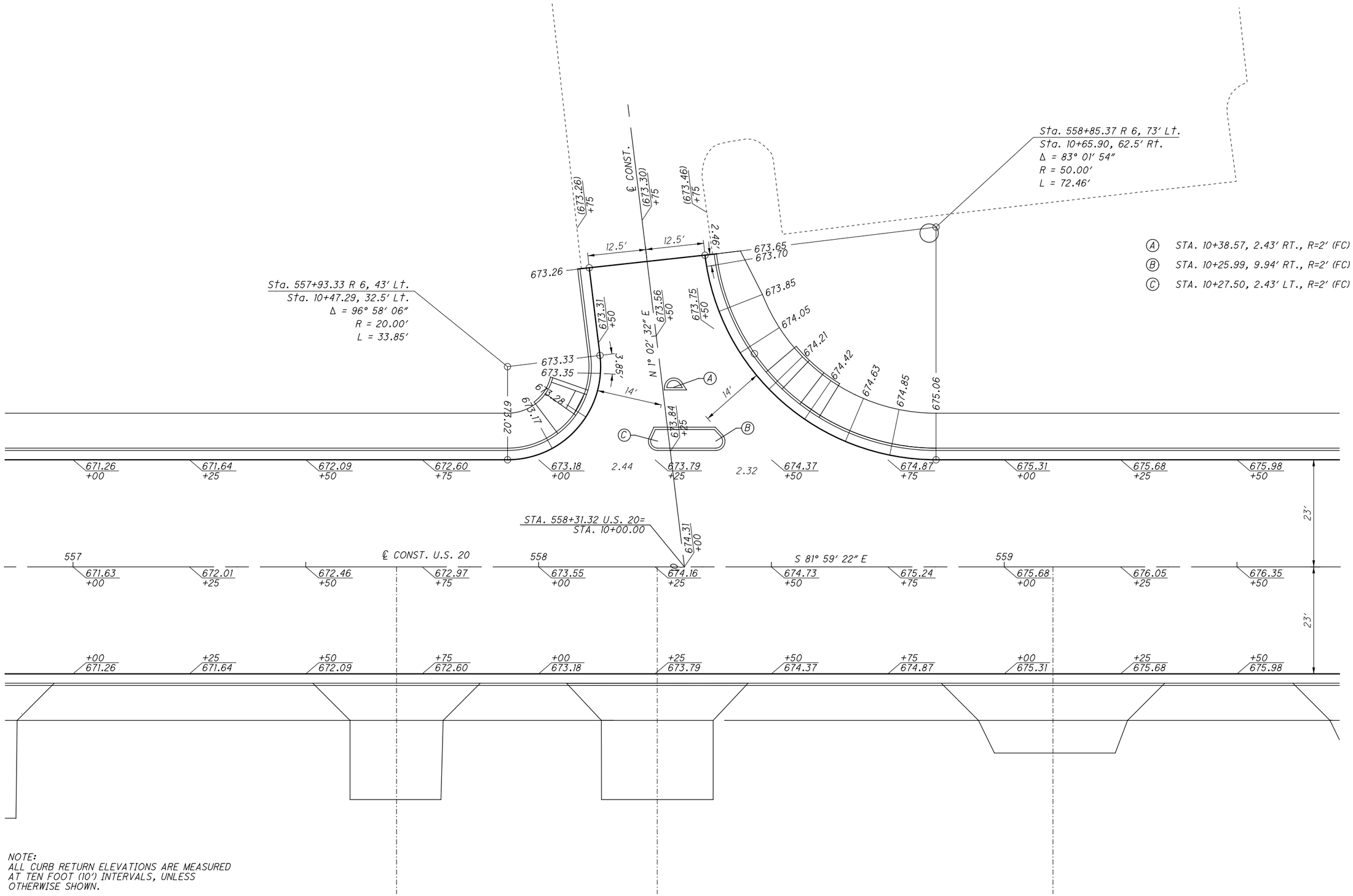

NOTE:
ALL CURB RETURN ELEVATIONS ARE MEASURED AT TEN FOOT (10') INTERVALS, UNLESS OTHERWISE SHOWN.

ALL ELEVATIONS ARE GIVEN AT THE OUTSIDE EDGE OF GUTTER.

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JMP
CHECKED WDB

INTERSECTION DETAIL
U.S. 20 AND TRACTOR SUPPLY DRIVE

LAK-US-20-24.99

420
651

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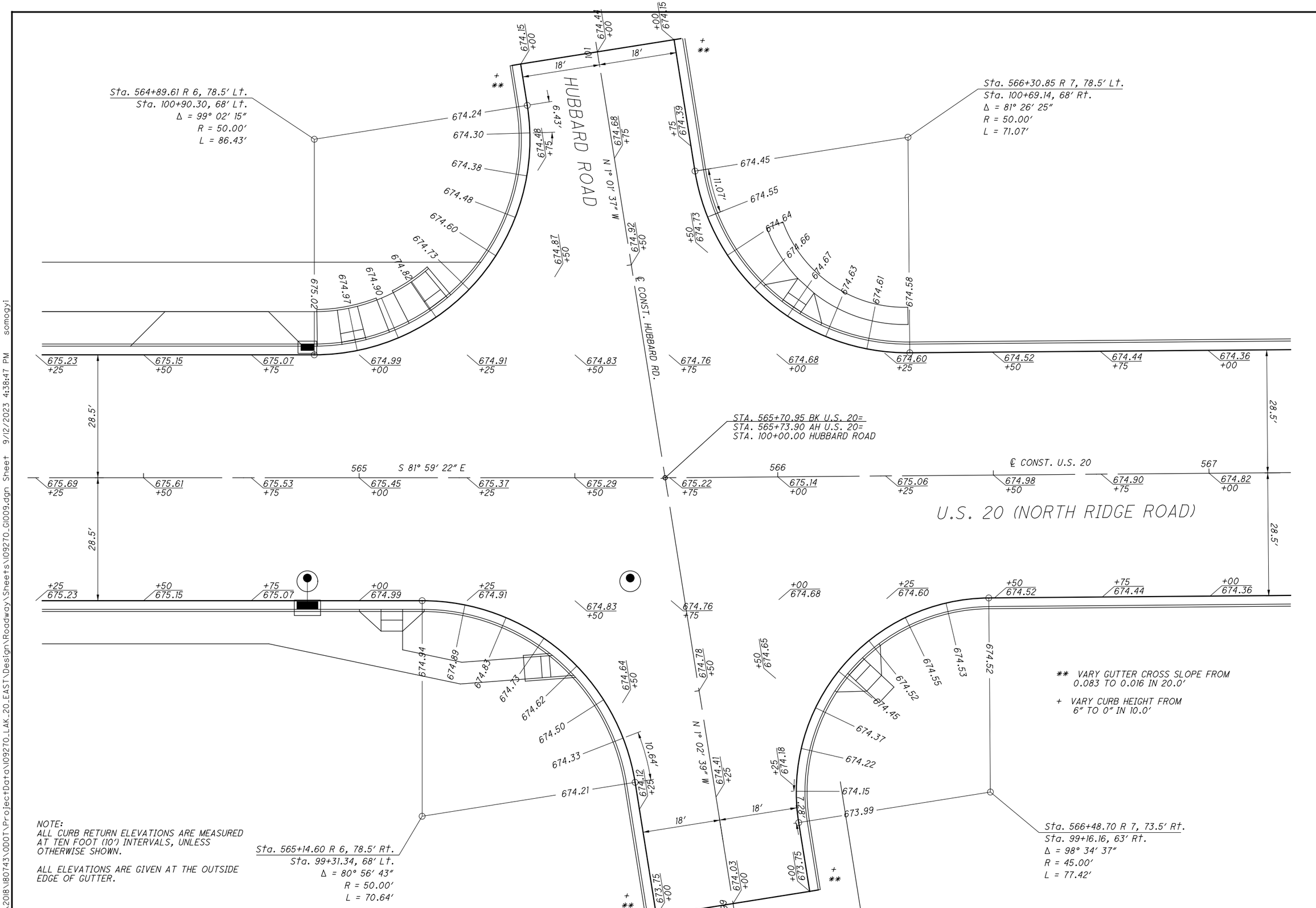

NOTE:
ALL CURB RETURN ELEVATIONS ARE MEASURED AT TEN FOOT (10′) INTERVALS, UNLESS OTHERWISE SHOWN.

ALL ELEVATIONS ARE GIVEN AT THE OUTSIDE EDGE OF GUTTER.

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JMP
CHECKED WDB

INTERSECTION DETAIL
U.S. 20 AND HUBBARD ROAD

LAK-US-20-24.99

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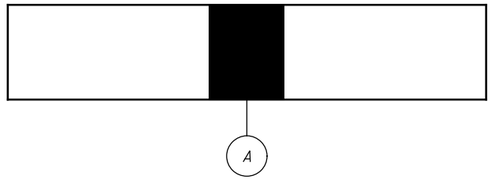
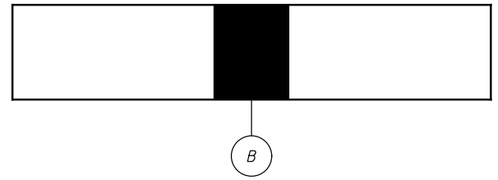
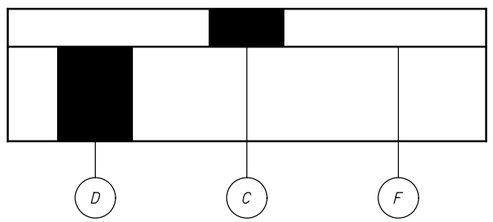


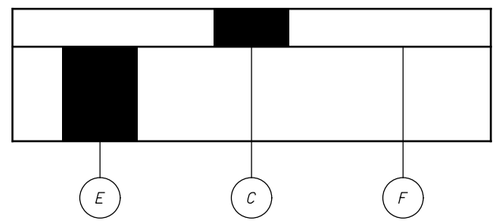
RESIDENTIAL CONCRETE



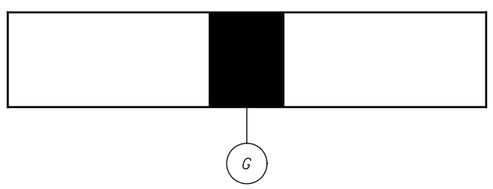
COMMERCIAL CONCRETE



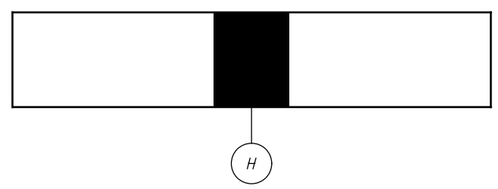
RESIDENTIAL ASPHALT



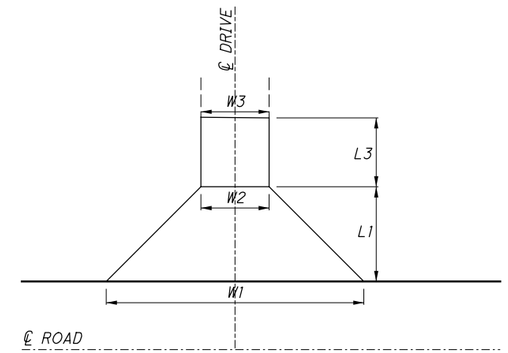
COMMERCIAL ASPHALT



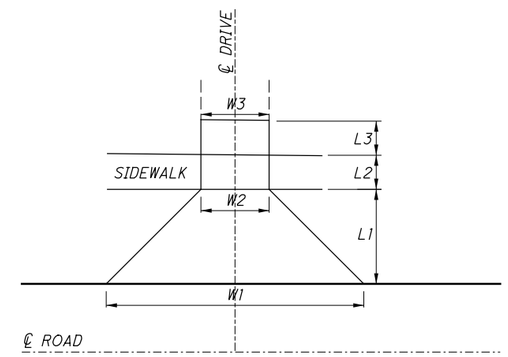
RESIDENTIAL GRAVEL



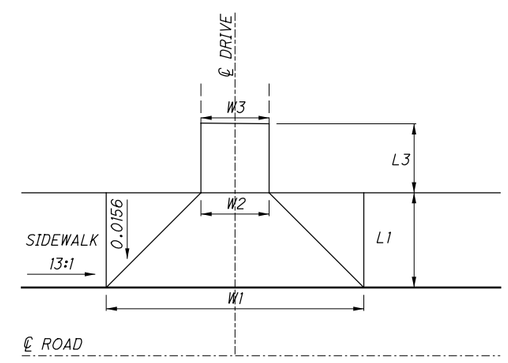
COMMERCIAL GRAVEL



DRIVEWAY WITHOUT SIDEWALK



DRIVEWAY WITH SIDEWALK



DRIVEWAY WITH SIDEWALK ADJACENT TO CURB

LEGEND

- (A) ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
- (B) ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
- (C) ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)
- (D) ITEM 301 - 3 1/2" ASPHALT CONCRETE BASE PG64-22, (449), (DRIVEWAYS)
- (E) ITEM 301 - 5" ASPHALT CONCRETE BASE PG64-22, (449), (DRIVEWAYS)
- (F) ITEM 407 - NON-TRACKING TACK COAT
- (G) ITEM 304 - 8" AGGREGATE BASE
- (H) ITEM 304 - 10" AGGREGATE BASE

CALCULATED JMP
CHECKED WDB

DRIVEWAY DETAILS

LAK-US-20-24.99

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DRIVEWAY QUANTITIES

SHEET NO.	REFERENCE NO.	STATION	SIDE	COMMERCIAL "C" RESIDENTIAL "R"	CONCRETE "C" ASPHALT "A" GRAVEL "G"	DRIVE ANGLE	APRON LENGTH "L1"	WALK DRIVEWAY LENGTH "L2"	DRIVEWAY LENGTH "L3"	APRON WIDTH "W1"	APRON WIDTH "W2"	DRIVE WIDTH "W3"	CALCULATED APRON SURFACE AREA	CADD GENERATED APRON SURFACE AREA	CALCULATED DRIVE SURFACE AREA	CADD GENERATED DRIVE SURFACE AREA	202 PAVEMENT REMOVED, AS PER PLAN	203 EXCAVATION	204 SUBGRADE COMPACTION	252 FULL DEPTH PAVEMENT SAWING	301 3.5" ASPHALT CONCRETE BASE, PG64-22, (449), (DIVEWAYS)	301 5" ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)	304 8" AGGREGATE BASE	304 10" AGGREGATE BASE	407 NON-TRACKING TACK COAT	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	452 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	609 CURB, TYPE 6
						DEG.	FT	FT	FT	FT	FT	FT	SF	SF	SF	SF	SY	CY	SY	FT	CY	CY	CY	CY	GAL	CY	SY	SY	FT
241	DR-1	410+27.14	L	C	A		14.9			51	35		640.7				86.5	1.4	71.2	35.0								71.2	
241	DR-2	411+80.00	L	C	A		10.5		6	56	35	35	477.8		210.0		124.4		76.4	35.0		3.2			1.4	0.8		53.1	
241	DR-3	412+02.50	R	R	A		7.5		13	25.5	10.5	9.6	191.3		130.7		35.6		35.8	10.5	1.5				0.9	0.5	21.3		
242	DR-4	414+23.00	L	C	A		9.5		9	54	35	35	422.8		315.0		199.1		82.0	75.0		4.9			2.1	1.2		47.0	
242	DR-5	414+82.50	R	R	G		7.5		10	30	15	11.1	225.0		130.5		17.1	7.4	39.5				3.2				25.0		
242	DR-6	417+40.00	R	C	A		7.5		15.8	50	35	35	375.0		553.0		255.3		103.1	35.0		8.5			3.7	2.1		41.7	
243	DR-7	419+48.44	L	R	G		9.5		3.5	35	16	15.5	242.3		55.1		11.6	5.9	33.0				1.4				26.9		
243	DR-8	420+79.00	R	C	A		7.5		17	54	35	35	405.0		595.0		209.1		111.1	35.0		9.2			4.0	2.3		45.0	
243	DR-9	423+03.00	L	C	A		9.5		4	41	22	17.6	299.3		79.2		39.6	2.3	42.1	22.0		1.2			0.5	0.3		33.3	
243	DR-10	423+10.00	R	C	A		7.5		17	45	30	26.8	337.5		482.8		129.2		91.1	30.0		7.5			3.2	1.9		37.5	
243	DR-11	423+55.00	R	C	A		7.5		17	43	28	20.3	322.5		375.7		86.4	0.8	77.6	28.0		5.8			2.5	1.4		35.8	
244	DR-12	424+29.00	L	C	G		7.5		7	39	24	14.3		340.0			33.7	8.4	37.8									37.8	
244	DR-13	424+72.00	L	R	G		7.5		11	40	25	13.5	243.8		211.8		62.7	9.7	50.6				5.2				27.1		
244	DR-14	426+25.00	L	R	G		13.5			24	14		256.5				34.5	4.8	28.5								28.5		
244	DR-15	427+37.98	L	R	G		14.1			25	15		282.0				36.8	5.2	31.3								31.3		
245	DR-16	429+64.30	L	C	A		7.1			38.5	28.5		237.9				31.0	0.7	26.4	28.5								26.4	
246	DR-17	438+44.00	L	C	A		10.1			36.5	26.5		318.2				41.5	1.0	35.4	26.5								35.4	
247	DR-18	439+89.00	R	R	C		7.5		2	28	13	13	210.0		26.0		25.4	0.1	26.2	13.0							26.2		
247	DR-19	440+93.00	R	R	G		7.5		3	33	18	18	247.5		54.0		20.0	5.9	33.5				1.3				27.5		
247	DR-20	441+10.00	L	R	G		9.5		3.5	32	13	12.4	213.8		44.5		15.4	5.1	28.7				1.1				23.8		
247	DR-21	441+89.50	R	R	G		7.5		5	31	16	11.9	232.5		69.8		30.9	6.0	33.6				1.7				25.8		
247	DR-22	442+45.50	L	C	A		9.5		3.5	54	35	35	422.8		122.5		122.5		60.6	35.0		1.9			0.8	0.5		47.0	
247	DR-23	443+61.50	R	R	C		7.5		7	38	23	23.5	285.0		162.8		49.3	0.1	49.8	23.0							49.8		
248	DR-24	448+22.50	L	C	C		9.5		3.5	67.9	48.9	41.7	554.8		158.6		103.4	0.4	79.3	48.9								79.3	
249	DR-25	449+54.00	L	C	G		9.5		3.5	54	35	35	422.8		122.5		28.3	14.2	60.6					3.8				47.0	
249	DR-26	451+00.00	R	R	G		7.5		4	36	21	17.5	270.0		77.0		22.0	6.9	38.6				1.9				30.0		
249	DR-27	451+76.00	L	C	G		9.5		10	54	35	35	422.8		350.0		12.3	21.2	85.9					10.8				47.0	
249	DR-28	452+55.00	R	R	A		7.5		5	36	21	15.6	270.0		91.5		41.4		40.2	21.0	1.0				0.6	0.4	30.0		
250	DR-29	456+56.00	L	R	G		9.5		21	50	30	14.5	380.0		467.3		77.3	18.5	94.1				11.5				42.2		
250	DR-30	457+48.00	R	R	G		7.5		12	28	13	10.7	210.0		142.2		17.3	7.4	39.1				3.5				23.3		
250	DR-31	457+95.00	L	R	A		9.5		10	37	18	18	261.3		180.0		107.8		49.0	18.0	2.0				1.2	0.7	29.0		
250	DR-32	458+52.00	R	C	A		7.5		13	49	34	34	367.5		442.0		158.3		89.9	34.0		6.8			2.9	1.7		40.8	
251	DR-33	460+84.00	L	C	G		9.5		18	54	35	26.7	422.8		527.8		60.2	26.7	105.6					16.3				47.0	
251	DR-34	461+55.00	R	C	A		7.5		13	50	35	55	375.0		552.9		172.3		103.1	35.0		8.5			3.7	2.1		41.7	
252	DR-35	467+22.00	R	R	G		7.5		4	41	26	22.6	307.5		97.2		26.6	8.1	45.0				2.4				34.2		
252	DR-36	468+41.00	L	C	A		9.5		3.5	54	35	35	422.8		122.5		309.8		60.6	35.0		1.9			0.8	0.5		47.0	
253	DR-37	469+55.00	L	C	A		9.5		9	54	35	35	422.8		315.0		247.8		82.0	35.0		4.9			2.1	1.2		47.0	
253	DR-38	470+77.00	L	C	A		9.5		9	54	35	35	422.8		315.0		228.5		82.0	35.0		4.9			2.1	1.2		47.0	
253	DR-39	471+01.50	R	R	A		7.5		23	34	19	26.2	255.0		519.8		84.8		86.1	19.0	5.7				3.5	2.0	28.3		
253	DR-40	471+62.00	L	C	A		9.5		3.5	36.5	17.5	17.1	256.5		60.6		35.3	1.6	35.2	17.5		0.9			0.4	0.2		28.5	
253	DR-41	472+78.00	L	C	A		9.5		3.5	40	21	20.6	289.8		72.8		146.6		40.3	21.0		1.1			0.5	0.3		32.2	
253	DR-42	473+04.00	R	R			7.5			27	12		202.5				10.2	2.1	22.5								22.5		
253	DR-43	473+60.00	L	R	G		9.5		3.5	35	16	12.6	242.3		50.1		31.3	5.7	32.5				1.2				26.9		
254	DR-44	474+87.50	L	R	A		9.5		9	31	12	10.2	204.3		99.9		29.2	0.4	33.8	12.0	1.1				0.7	0.4	22.7		
254	DR-45	475+42.00	R	C	G		7.5		6	50	35	40.5	375.0		226.5		36.0	16.3	66.8					7.0				41.7	
254	DR-46	475+55.00	L	R	A		9.5		5	32	13	11.3	213.8		60.8		34.2		30.5	13.0	0.7				0.4	0.2	23.8		
254	DR-47	476+84.00	R	C	G		7.5		6	70	54	54	525.0		324.0		165.0	23.0	94.3					10.0				58.3	
254	DR-48	478+05.00	L	R	G		9.5		3.5	34	15	16.2	232.8		54.6		29.3	5.6	31.9				1.3				25.9		
254	DR-49	478+67.50	R	C	G		7.5		7	34	19	14	255.0		115.5		24.4	9.9	41.2					3.6				28.3	
254	DR-50	478+93.00	L	R	G		9.5		3.5	31	12	12	204.3		42.0		24.6	4.8	27.4				1.0				22.7		
255	DR-51	480+13.50	L	C	G		9.5		25	54	35	63.6	422.8			1544.3	55.5	58.0	218.6					47.6				47.0	
255	DR-52	481+22.50	L	C	G		9.5		25	54	35	79.4	422.8			1733.1	94.3	63.9	239.5					53.5				47.0	
255	DR-53	481+66.00	R	C	G		7.5		17	49	34	19.7	367.5		456.5		34.8	23.2	91.6					14.1				40.8	
256	DR-54	484+01.00	L	C	A		9.5		4	43	24	24	318.3		96.0		129.5		46.0	24.0		1.5			0.6	0.4		35.4	
256	DR-55	484+95.00	L	C	A		9.5		4	54	35	35	422.8		140.0		136.2		62.5	35.0		2.2			0.9	0.5		47.0	
								TOTALS									4411.9	382.7	3461.0	834.9	12.0	74.9	36.7	166.7	39.5	22.8	674.7	1361.2	
TOTALS CARRIED TO SHEET 425																	4412	383	3461	835	12	75	37	167	40	23	675	1362	

CALCULATED LME
CHECKED JMP

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DRIVEWAY QUANTITIES

SHEET NO.	REFERENCE NO.	STATION	SIDE	COMMERCIAL "C" RESIDENTIAL "R"	CONCRETE "C" ASPHALT "A" GRAVEL "G"	DRIVE ANGLE	APRON LENGTH "L1"	WALK DRIVEWAY LENGTH "L2"	DRIVEWAY LENGTH "L3"	APRON WIDTH "W1"	APRON WIDTH "W2"	DRIVE WIDTH "W3"	CALCULATED APRON SURFACE AREA	CADD GENERATED APRON SURFACE AREA	CALCULATED DRIVE SURFACE AREA	CADD GENERATED DRIVE SURFACE AREA	202 PAVEMENT REMOVED, AS PER PLAN	203 EXCAVATION	204 SUBGRADE COMPACTION	252 FULL DEPTH PAVEMENT SAWING	301 3.5" ASPHALT CONCRETE BASE, PG64-22, (449), (DIVEWAYS)	301 5" ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)	304 8" AGGREGATE BASE	304 10" AGGREGATE BASE	407 NON-TRACKING TACK COAT	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	452 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	609 CURB, TYPE 6
						DEG.	FT	FT	FT	FT	FT	FT	SF	SF	SF	SF	SY	CY	SY	FT	CY	CY	CY	CY	GAL	CY	SY	SY	FT
256	DR-56	485+38.50	L	R	A		9.5		17	32	13	13.9	213.8			221.0	51.7		48.3	13.0	2.4				1.5	0.9	23.8		
256	DR-57	487+65.44	L	C	A		12.4		17	39	23		384.4				50.6	1.1	42.7	23.0								42.7	
256	DR-57A	497+64.00	R	C	C											720	80.0		80.0	145.0								80.0	
259	DR-58	500+92.00	R	C	A		7.5		10	39	24	21	292.5		225.0		65.9	0.6	57.5	24.0		3.5			1.5	0.9		32.5	
259	DR-59	501+33.50	R	C	A		7.5		10	40	25	25	300.0		250.0		148.1		61.1	25.0		3.9			1.7	1.0		33.3	
259	DR-60	502+33.00	R	C	A		7.5		10	40	25	25	300.0		250.0		71.7	0.4	61.1	25.0		3.9			1.7	1.0		33.3	
260	DR-61	504+44.00	R	R	C		7.5		7	28	13	11.8	210.0		86.8		25.8	1.2	33.0	13.0							33.0		
260	DR-62	505+14.50	R	R	C		7.5		7	29.5	14.5	14.4	221.3		101.2		31.0	0.8	35.8	14.5							35.8		
260	DR-63	505+80.00	R	C	C		7.5		7	44.5	29.5	29.8	333.8		207.6		63.6	2.8	60.2	29.5								60.2	
260	DR-64	508+24.00	R	C	A		7.5		9	50	35	30.3	375.0		293.9		102.3		74.3	35.0		4.5			2.0	1.1		41.7	
260	DR-65	508+85.50	L	C	A		9.5		9	54	35	24	422.8		265.5		123.4		76.5	35.0		4.1			1.8	1.0		47.0	
261	DR-66	510+14.50	R	R	C		7.5		11	36	21		213.8		115.5		9.0	4.6	36.6	21.0							36.6		
261	DR-67	510+21.71	L	C	G		9.5		3.5	27	12	9.7	185.3		38.0		24.6	5.8	24.8					1.2				20.6	
261	DR-68	512+40.95	L	C	G		9.5		3.5	23	24	23.9	223.3		83.8		48.6	8.1	34.1					2.6				24.8	
261	DR-69	513+26.00	R	C	G		7.5		7	43	28	28	266.3		196.0		23.2	12.6	51.4					6.0				29.6	
261	DR-70	513+28.00	L	C	G		9.5		7	52	35	33.5	413.3		239.8		86.1	17.6	72.6					7.4				45.9	
262	DR-71	514+07.00	R	C	G		7.5		7	50	35	35.4	318.8		246.4		33.6	15.5	62.8					7.6				35.4	
262	DR-72	514+66.00	L	C	A		9.5		7	49	30	30.4	375.3		211.4		74.6	0.9	65.2	30.0		3.3			1.4	0.8		41.7	
262	DR-73	515+39.50	R	C	A		7.5		7	46	31	27.6	288.8		205.1		63.7	0.5	54.9	31.0		3.2			1.4	0.8		32.1	
262	DR-74	516+98.00	L	C	C		9.5			43	24		318.3					7.9	35.4									35.4	
262	DR-75	517+81.50	L	C	A		9.5			54	35		422.8				115.9		47.0	35.0								47.0	
263	DR-76	519+10.50	R	C	A		7.5		9	34	19	16.5	198.8		159.8		55.1		39.8	19.0		2.5			1.1	0.6		22.1	
263	DR-77	519+86.00	L	C	C		9.5		9	54	35	31	422.8		297.0		120.2		80.0	35.0								80.0	
263	DR-78	519+94.00	R	C	A		7.5		9	32	17	16.6	183.8		151.2		48.2		37.2	17.0		2.3			1.0	0.6		20.4	
263	DR-79	520+89.00	R	C	C		7.5		9	50	35	25.4	318.8		271.8		93.1		65.6	35.0								65.6	
263	DR-80	523+96.00	R	C	C		7.5		7	50	35	31.7	318.8		233.5		74.6	1.2	61.4	35.0								61.4	
264	DR-81	525+31.00	L	C	A		9.5		9	54	35	36.2	422.8		320.4		126.4		82.6	35.0		4.9			2.1	1.2		47.0	
264	DR-82	525+32.00	R	C	A		7.5		7	50	35	33.4	318.8		239.4		83.6		62.0	35.0		3.7			1.6	0.9		35.4	
264	DR-83	527+46.00	L	C	A		9.5		7	50.5	31.5	33.4	389.5		227.2		74.8	1.6	68.5	31.5		3.5			1.5	0.9		43.3	
264	DR-84	528+54.00	L	C	A		9.5		9	54	35	40.8	422.8		341.1		91.7	1.8	84.9	35.0		5.3			2.3	1.3		47.0	
264	DR-85	529+00.00	R	C	A		7.5		7	50	35	35	318.8		245.0		119.7		62.6	35.0		3.8			1.6	0.9		35.4	
265	DR-86	530+24.00	L	R	G		9.5		3	31	12	12	204.3		36.0		26.8	4.7	26.7				0.9				22.7		
265	DR-87	532+76.00	R	R	A		9.5		7	50	35	26.8	403.8		216.3		76.4		68.9	35.0	2.3				1.4	0.8	44.9		
265	DR-88	533+81.00	L	C	A		9.5		29	37	18	15.9	261.3		491.6		93.0	0.4	83.7	18.0		7.6			3.3	1.9		29.0	
266	DR-89	534+92.50	L	C	A		9.5		29	47	28	16.1	356.3		639.5		123.4	0.6	110.6	28.0		9.9			4.3	2.5		39.6	
266	DR-90	535+07.00	R	C	A		7.5		7	50	35	25	318.8		210.0		69.0	0.4	58.8	35.0		3.2			1.4	0.8		35.4	
266	DR-91	536+35.80	R	C	A		7.5		7	34	19	17.8	198.8		128.8		39.4	0.8	36.4	19.0		2.0			0.9	0.5		22.1	
266	DR-92	537+26.50	R	C	A		7.5		2	36	21	21.1	213.8		42.1		27.5	1.6	28.4	21.0		0.7			0.3	0.2		23.8	
266	DR-93	537+83.50	L	C	A		9.5		25	43	24	23	318.3		570.2		200.8		98.7	24.0		8.8			3.8	2.2		35.4	
266	DR-94	538+40.00	L	C	A		9.5		19	43	24	24	318.3		458.5		137.0		86.3	24.0		7.1			3.1	1.8		35.4	
266	DR-95	538+88.00	R	R	G		7.5			39	24		236.3				21.4	4.4	26.3								26.3		
267	DR-96	540+45.00	R	C	G		7.5		4	41	26	26	251.3		104.0		21.0	9.4	39.5					3.2				27.9	
267	DR-97	540+90.50	L	C	A		9.5			50.7	31.7		391.4				57.6	0.1	43.5	31.7								43.5	
267	DR-98	542+70.00	R	C	A		7.5		4	33	18	15.1	191.3		66.2		32.5	0.6	28.6	18.0		1.0			0.4	0.3		21.3	
267	DR-99	542+89.00	L	C	A		9.5			48	29		365.8				60.4		40.6	29.0								40.6	
267	DR-100	543+51.50	R	C	A		7.5		20	40	25	25	243.8		500.0		99.3		82.6	25.0		7.7			3.3	1.9		27.1	40.0
268	DR-101	545+62.50	L	C	C		7.5		11	32	17	14.6	183.8		173.8		47.3	0.9	39.7	17.0								39.7	
268	DR-102	547+05.00	R	C	C				6.7		72	72		987.0	482.4		231.4		163.3	72.0								163.3	24.0
269	DR-103	551+97.00	L	C	C		7.5		6.5	45	30	30.4	281.3		196.3		63.2	1.3	53.1	30.0								53.1	
269	DR-104	552+94.50	L	C	C		7.5		8.5	43	28	23.8	266.3		220.2		65.1	1.2	54.1	28.0								54.1	
269	DR-105	553+08.00	R	C	C				15.8		50	50		763.5	790.0		219.0	1.9	172.6	50.0								172.6	70.0
270	DR-106	556+78.00	R	C	C		7.5		21	35	20	20	206.3		420.0		90.7	0.4	69.6	20.0								69.6	
270	DR-107	557+69.50	R	C	C		7.5		17	35	20	19.5	206.3		335.8		76.2	0.7	60.2	20.0								60.2	
270	DR-108	558+25.50	R	C	C		7.5		17	39	24	24	236.3		408.0		91.4	0.7	71.6	24.0								71.6	
271	DR-109	559+10.50	R	C	C		7.5		7	47	32	26	296.3		203.0		715.3		55.5	32.0								55.5	
271	DR-110	559+79.50	R	C	C		7.5		7	34	19	13.1	198.8		112.4		57.3		34.6	19.0								34.6	
TOTALS																	4923.0	115.1	3393.8	1431.2	4.7	100.4	0.9	28.0	46.4	26.8	223.1	2296.2	134.0
TOTALS CARRIED TO SHEET 425																	4923	116	3394	1432	5	101	1	28	47	27	224	2297	134

CALCULATED LME
CHECKED JMP

LAK-US-20-24.99

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SHEET NO.	REFERENCE NO.	STATION	SIDE	COMMERCIAL "C" RESIDENTIAL "R"	CONCRETE "C" ASPHALT "A" GRAVEL "G"	DRIVE ANGLE	APRON LENGTH "L1"	WALK DRIVEWAY LENGTH "L2"	DRIVEWAY LENGTH "L3"	APRON WIDTH "W1"	APRON WIDTH "W2"	DRIVE WIDTH "W3"	CALCULATED APRON SURFACE AREA	CADD GENERATED APRON SURFACE AREA	CALCULATED DRIVE SURFACE AREA	CADD GENERATED DRIVE SURFACE AREA	202 PAVEMENT REMOVED, AS PER PLAN	203 EXCAVATION	204 SUBGRADE COMPACTION	252 FULL DEPTH PAVEMENT SAWING	301 3.5" ASPHALT CONCRETE BASE, PG64-22, (449), (DIVEWAYS)	301 5" ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)	304 8" AGGREGATE BASE	304 10" AGGREGATE BASE	407 NON-TRACKING TACK COAT	441 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	452 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	609 CURB, TYPE 6
						DEG.	FT	FT	FT	FT	FT	FT	SF	SF	SF	SF	SY	CY	SY	FT	CY	CY	CY	CY	GAL	CY	SY	SY	FT
271	DR-111	560+70.00	R	C	C		7.5		8	37	22	13.2	221.3		140.8		56.3		40.2	22.0								40.2	
271	DR-112	561+50.50	L	C	C		7.5		14.5	50	35	33.2	318.8		494.5		99.2	3.6	90.4	35.0								90.4	
271	DR-113	561+64.00	R	C	C		7.5		8	50	35	35.6	318.8		282.4		89.8		66.8	35.0								66.8	
271	DR-114	563+87.50	L	C	C		7.5		11.5	50	35		318.8			1635.8	201.2	14.8	217.2	35.0								217.2	
272	DR-115	564+67.00	L	C	C		7.5		11.5	39	24		236.3				162.7		26.3	24.0								26.3	
272	DR-116	567+56.00	R	C	C		8.5			46	28		314.5				45.2	0.2	34.9	28.0								34.9	
272	DR-117	568+22.00	R	C	C		8.5			53	35		374.0				44.3	1.9	41.6	35.0								41.6	
272	DR-118	568+32.00	L	C	C		8.5		7.5	53	35	33.8	374.0		258.0		91.2	0.4	70.2	35.0								70.2	
272	DR-119	568+93.00	L	C	C		7.5			36.1	21.8		217.1			998.5	71.5	18.1	135.1	21.8								135.1	
273	DR-120	569+88.00	L	C	C		7.5			39.7	25.7		245.3				89.7		27.3	25.7								27.3	
273	DR-121	570+65.00	L	C	C		7.5		5	41.5	26.3	23.9	254.3		125.5		58.0		42.2	26.3								42.2	
273	DR-122	570+75.70	R	C	C		9.2		3.5	42.4	24	24	305.4		84.0		73.3		43.3	24.0								43.3	
273	DR-123	571+20.50	R	C	C		9.3		4.4	42.6	24	25.2	309.7		108.2		71.6		46.4	24.0								46.4	
273	DR-124	571+83.50	R	C	C		9.5		5.6	54	35	35	422.8		196.0		109.6		68.8	35.0								68.8	
273	DR-125	572+86.40	L	C	C		7.5		3	40	25	25	243.8		75.0		40.0	1.2	35.4	25.0								35.4	
274	DR-132	574+68.50	L	R	G		7.5		2	27	12	10.4	146.3		22.4		40.0	3.3	18.7				0.6			16.3			
274	DR-133	576+00.00	L	C	G		7.5		5	27	12	9.1	146.3		52.8		40.0	5.2	22.1					1.6				16.3	
274	DR-134	576+47.00	L	C	C		7.5			50	35		318.8				40.0	1.2	35.4	35.0								35.4	
		Haines																											
275	DR-126	11+20.00	L	C	G		10.9			56	35		496.0				123.8	12.3	55.1									55.1	
		Burns																											
277	DR-127	9+13.00	L	C	A		9.5			43	24		318.3				51.4		35.4	24.0								35.4	
		De Rubertis																											
278	DR-128	10+65.00	R	C	C		7.5			40	25		243.8				42.1		27.1	25.0								27.1	
278	DR-129	11+58.00	R	R	G		13.5			39.7	25.9		442.8				56.6	8.2	49.2								49.2		
		Lake Health																											
473	DR-130	524+47.00	R	C	C		25			40	40		1000.0				111.0	24.7	111.1	40.0								111.1	
		Classic																											
473/4	DR-131	524+47.00	R	C	A				356		12	12			4272.0		475.0	82.5	474.7	712.0		66.0			28.5	16.5			
TOTALS																	2283.5	177.6	1814.9	1266.8		66.0	0.6	1.6	28.5	16.5	65.5	1266.5	
TOTALS THIS SHEET																	2284	178	1815	1267		66	1	2	29	17	66	1267	
TOTALS SHEET 423																	4412	383	3461	835	12	75	37	167	40	23	675	1362	
TOTALS SHEET 424																	4923	116	3394	1432	5	101	1	28	47	27	224	2297	134
TOTALS CARRIED TO GENERAL SUMMARY																	11619	677	8670	3534	259		236		116	67	965	4926	134

CALCULATED LME
CHECKED JMP

DRIVEWAY QUANTITIES

LAK-US-20-24.99

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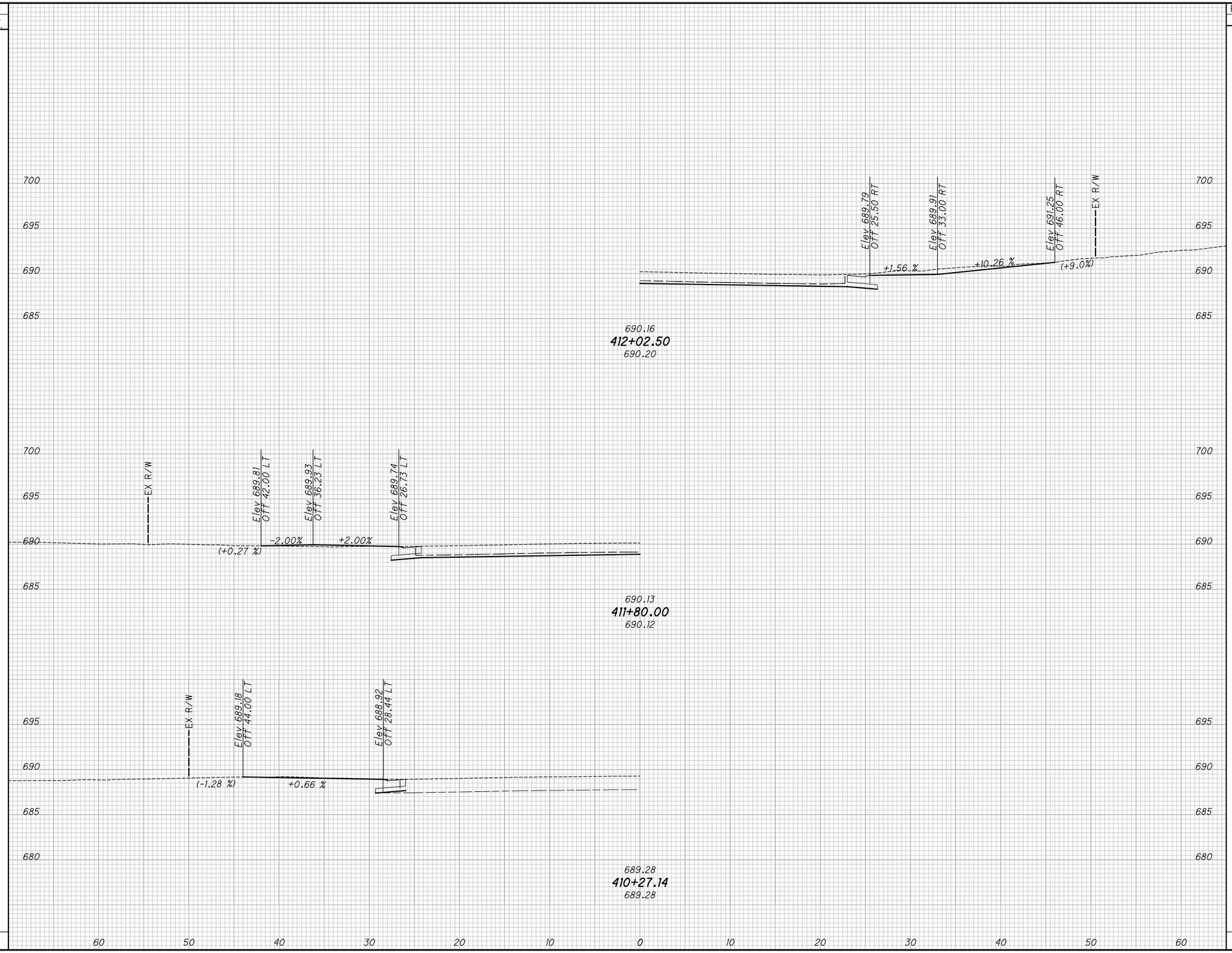
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 411+80.00 TO STA. 412+02.50

LAK-US-20-24.99

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SEEDING	
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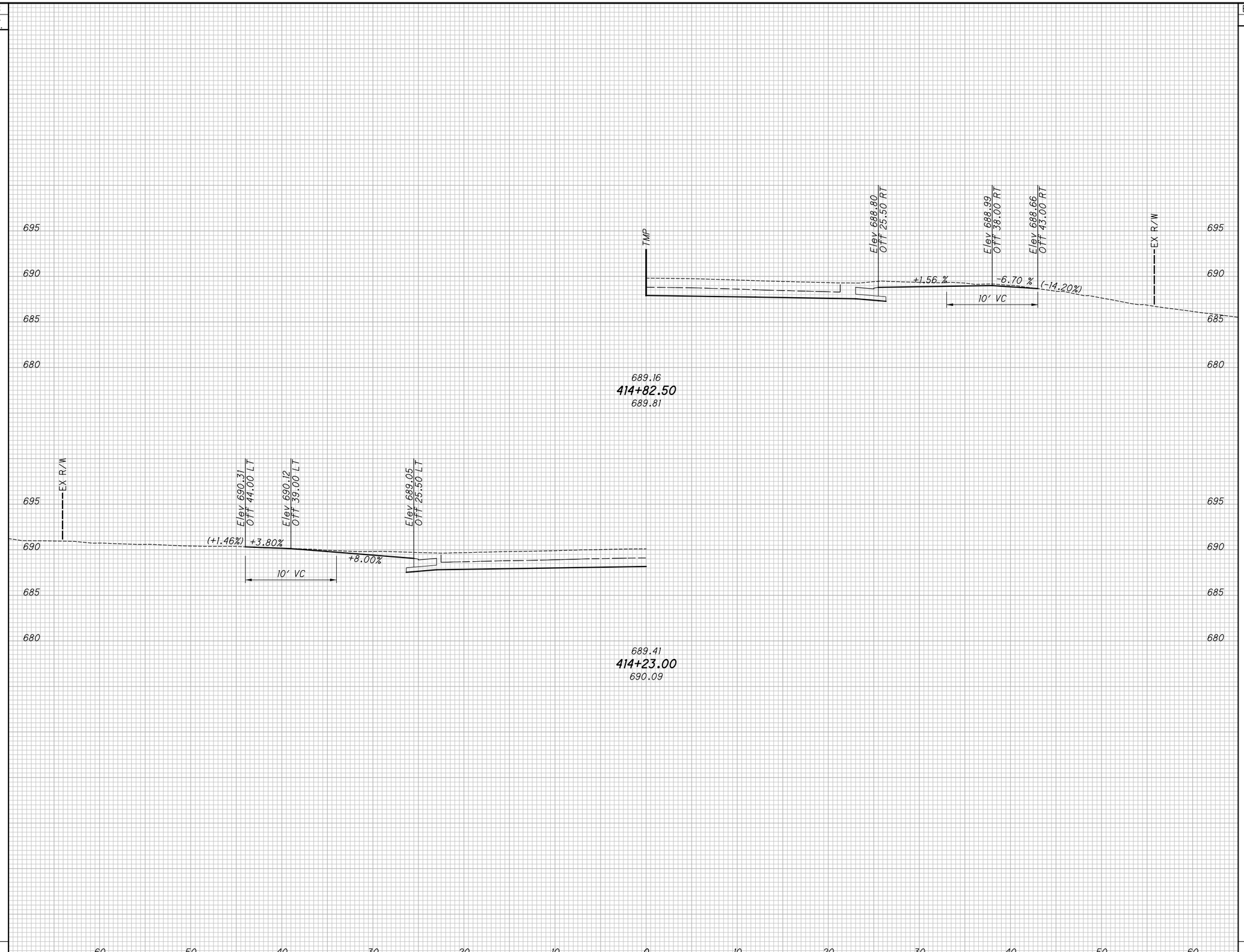
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES
STA. 414+23.00 TO STA. 414+82.50

LAK-US-20-24.99

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SEEDING	
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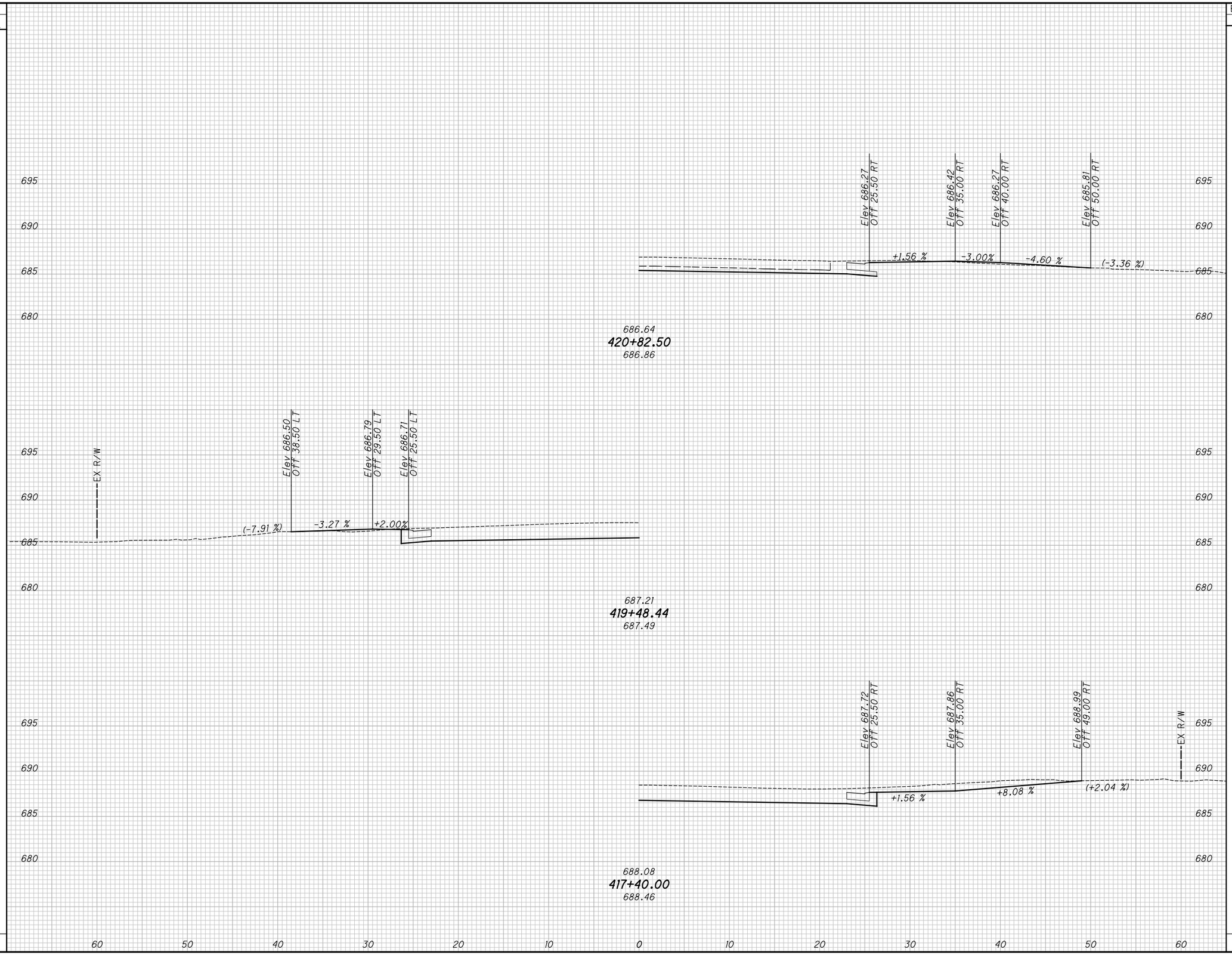

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 417+27.00 TO STA. 419+48.50

LAK-US-20-24.99

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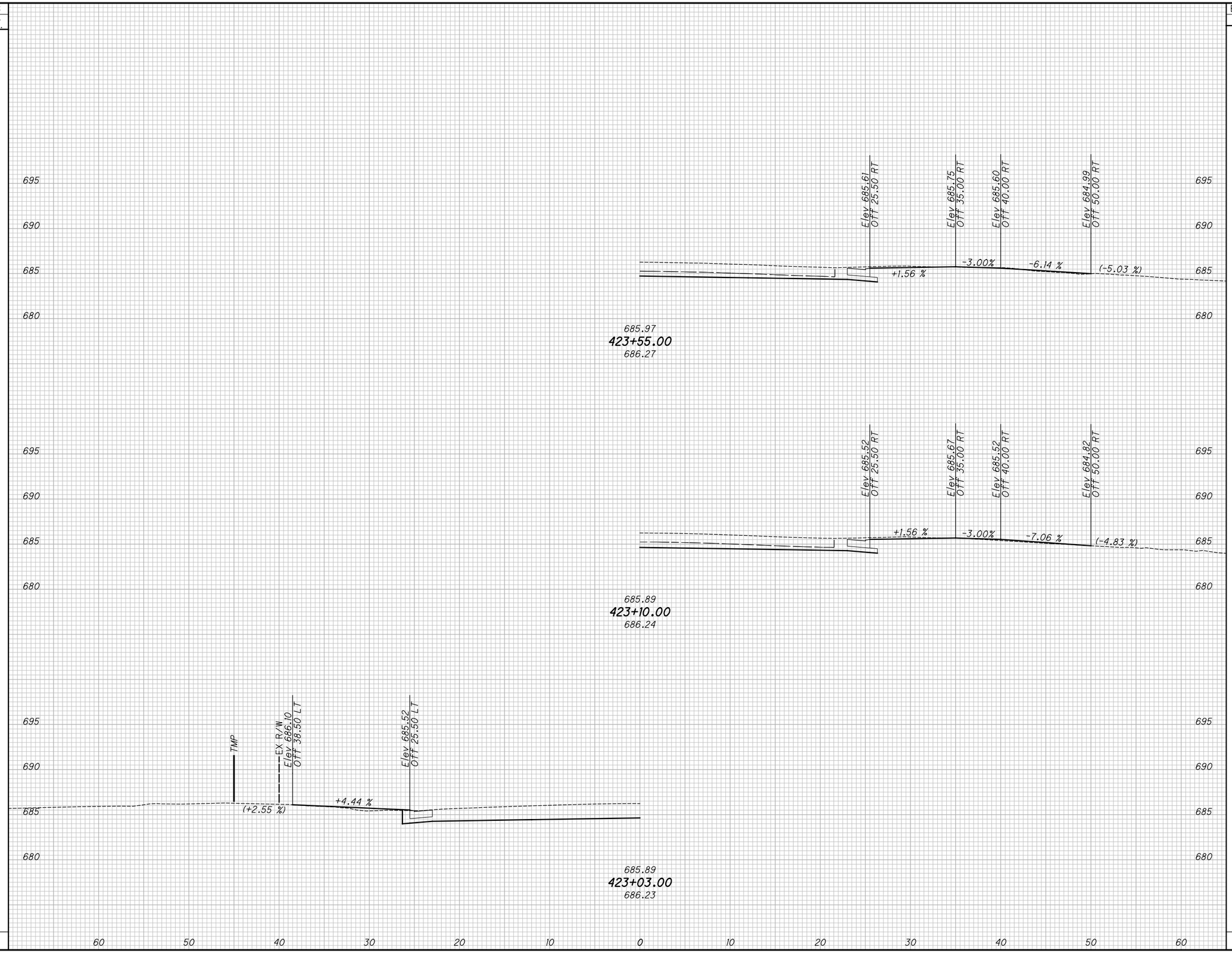
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 420+79.00 TO STA. 423+03.00

LAK-US-20-24.99

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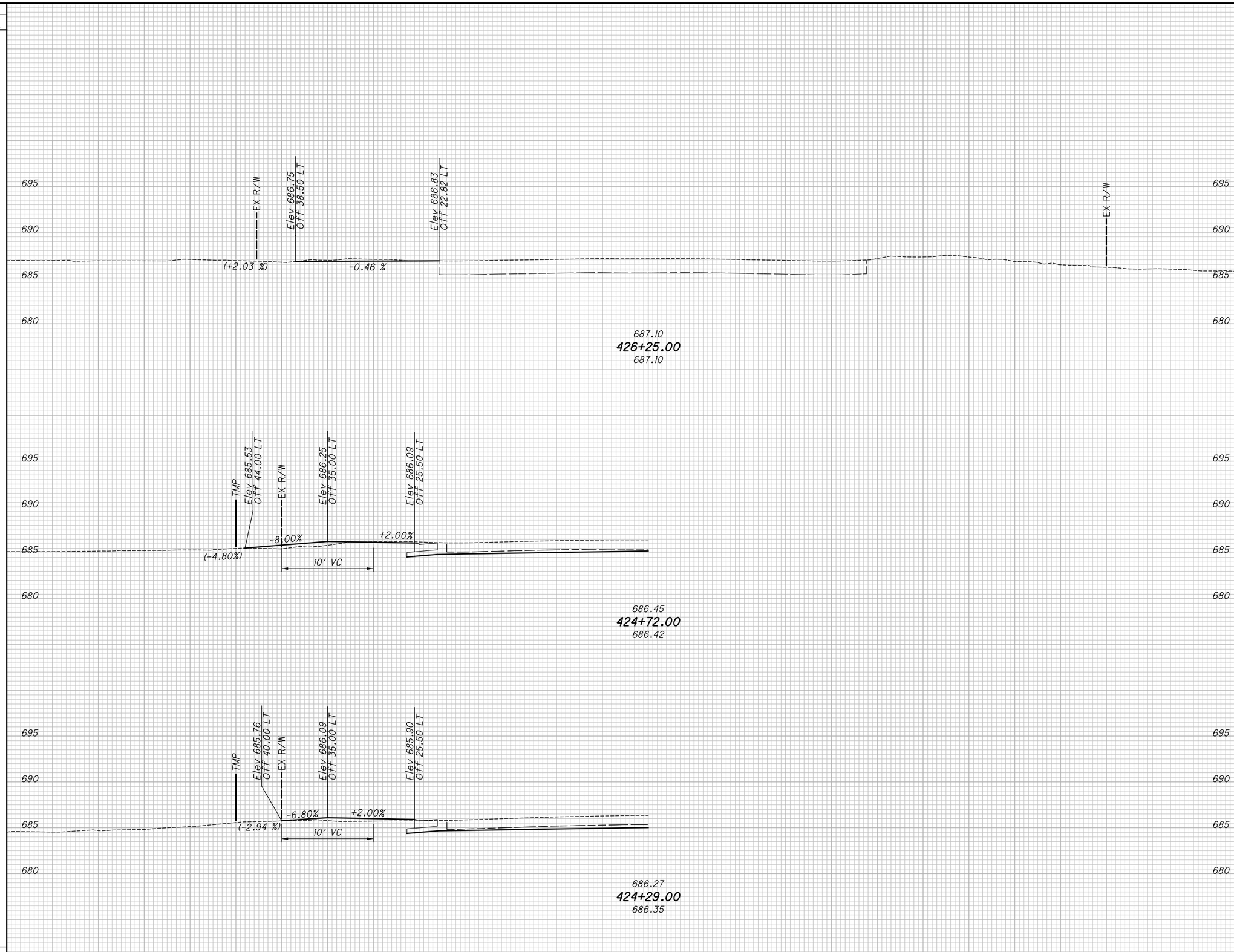
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 423+10.00 TO STA. 424+29.00

LAK-US-20-24.99

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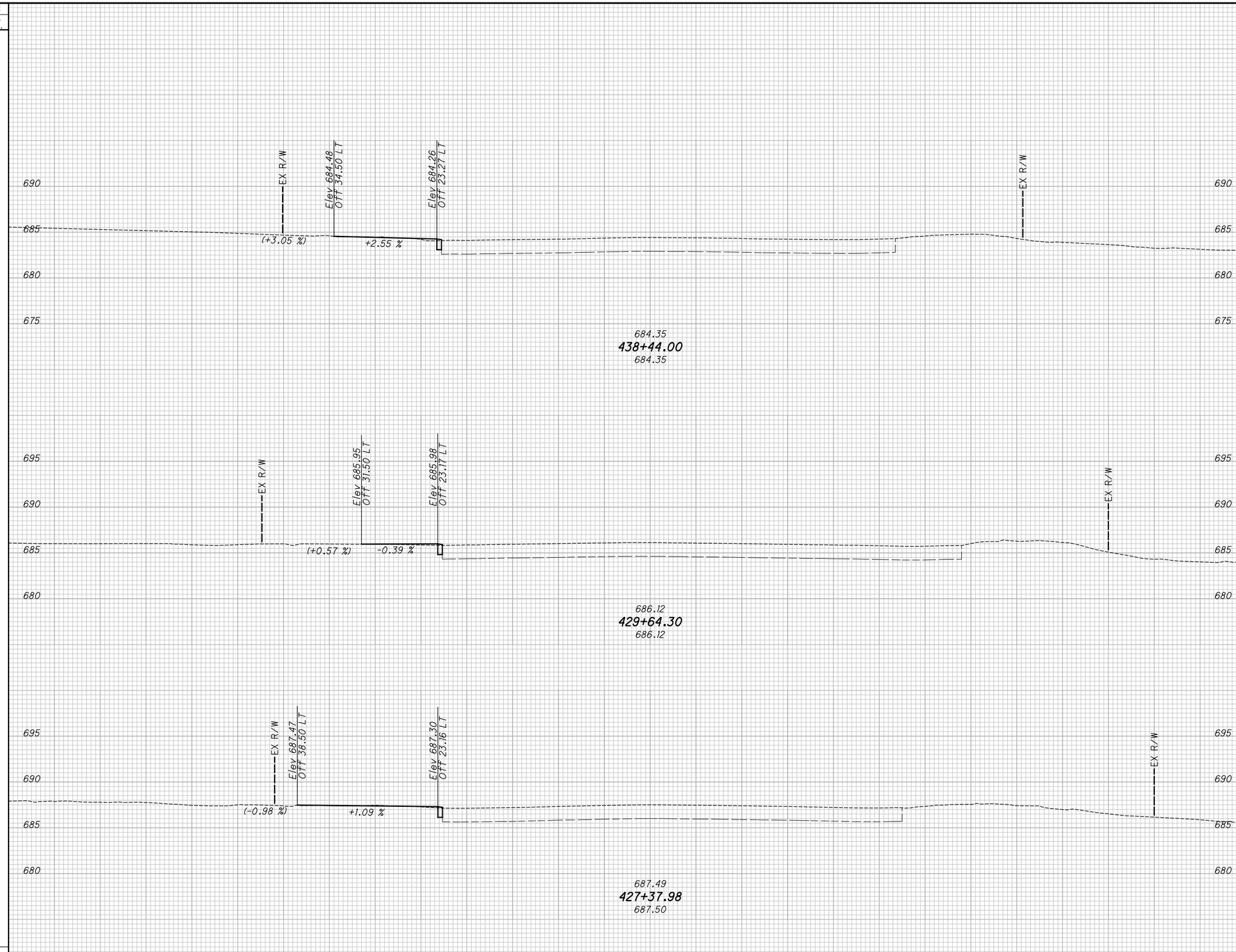
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 424+72.00 TO STA. 441+89.50

LAK-US-20-24.99

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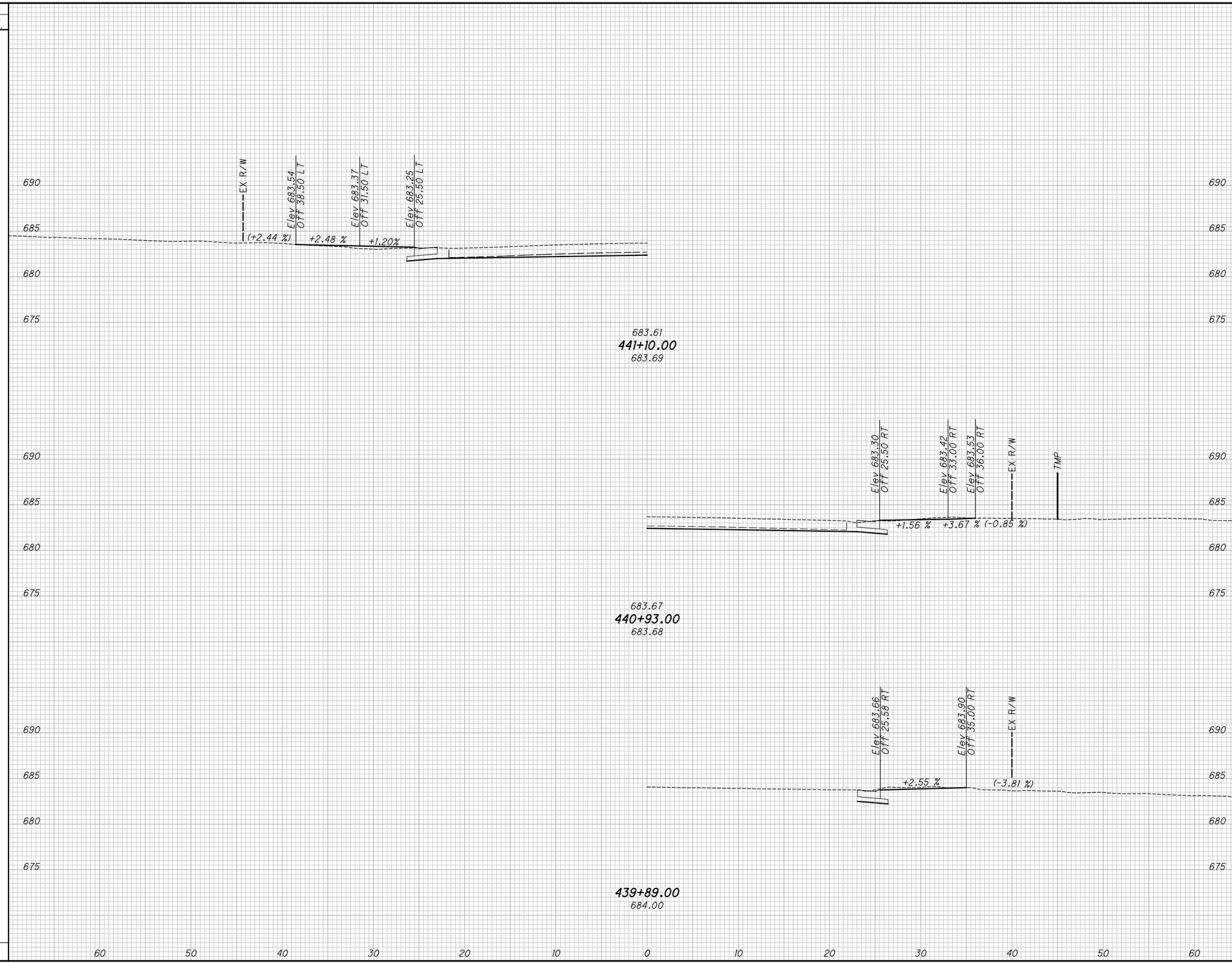
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 442+45.50 TO STA. 448+22.50

LAK-US-20-24.99

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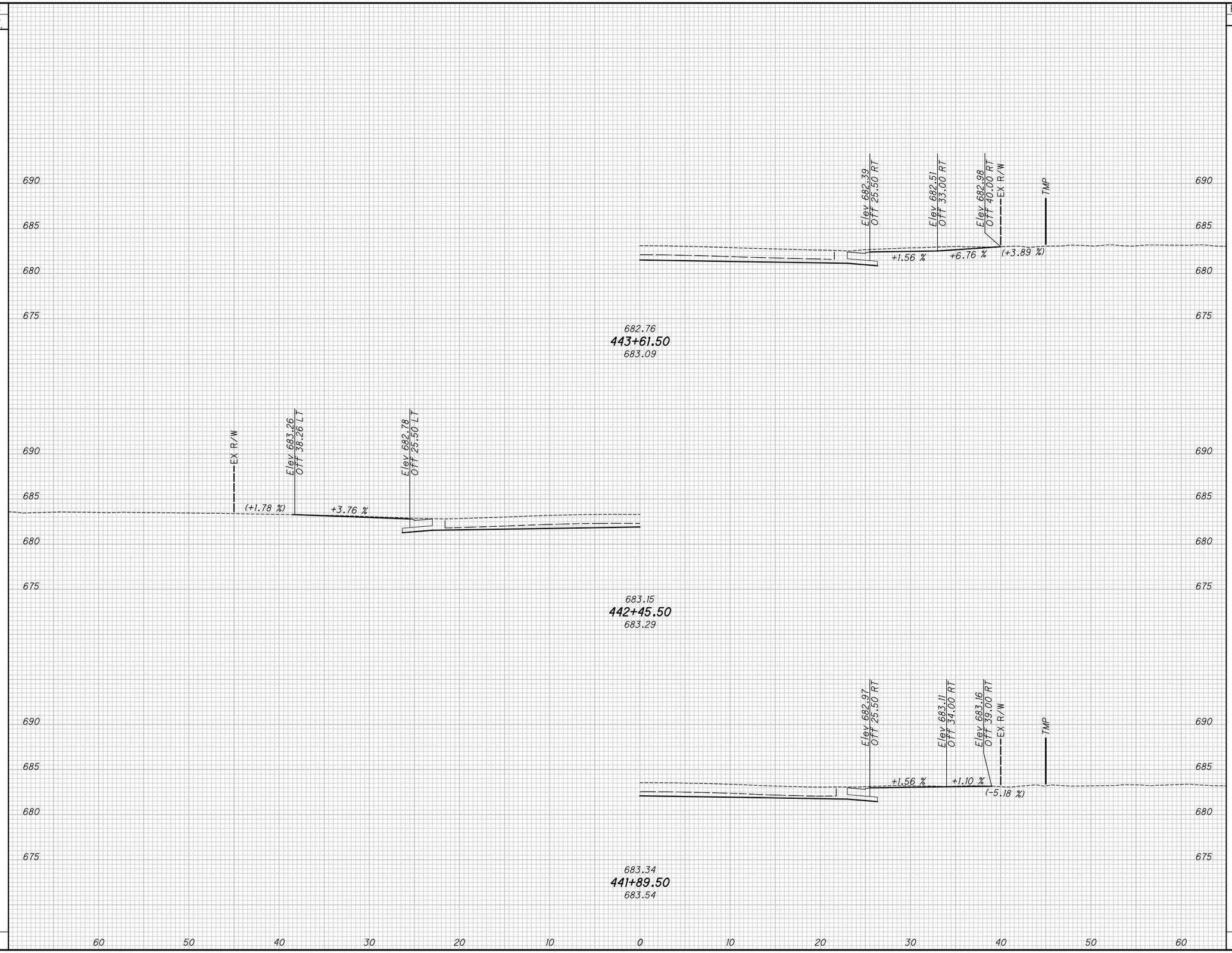
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 449+54.00 TO STA. 452+55.00

LAK-US-20-24.99

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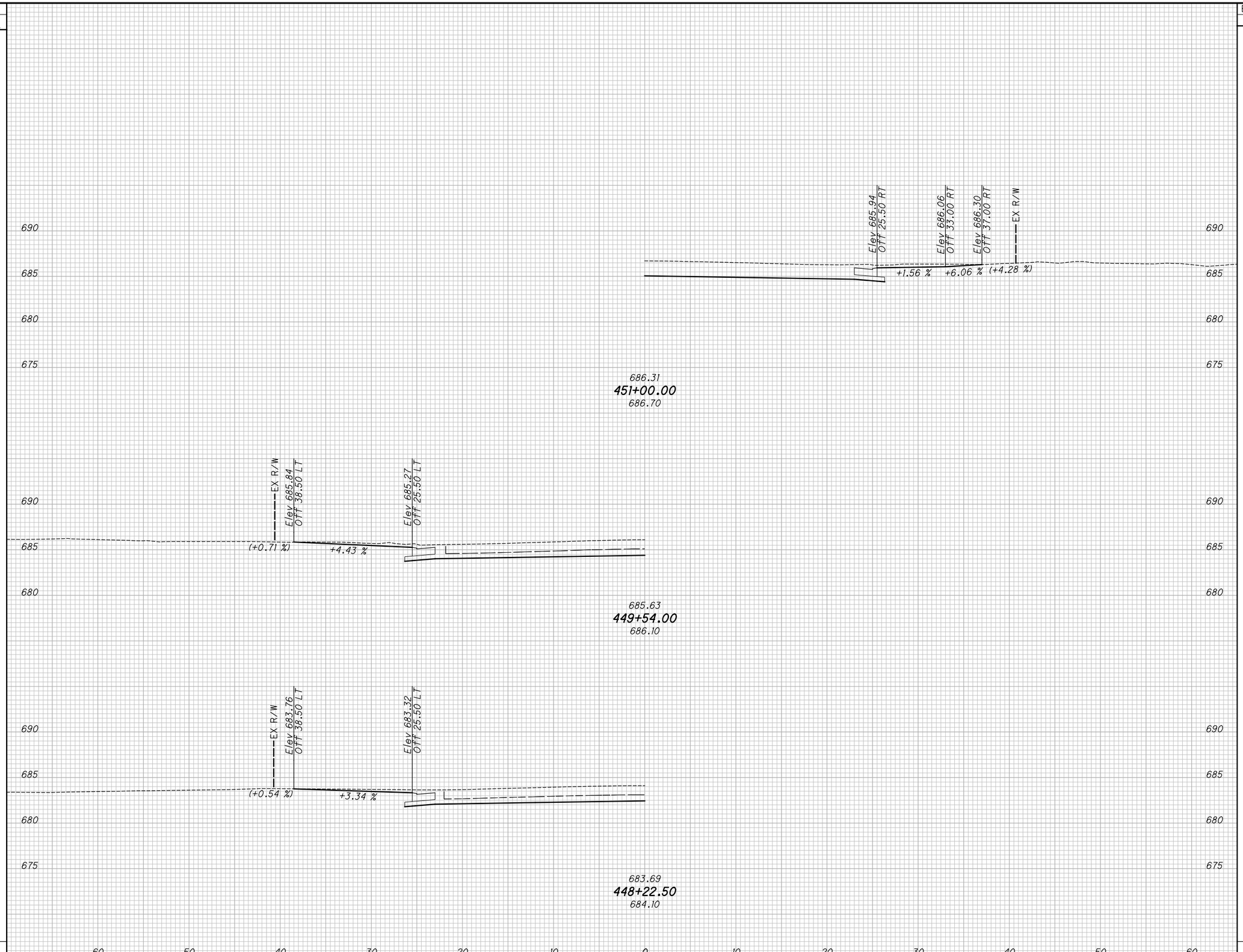
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES
STA. 456+56.00 TO STA. 457+48.00

LAK-US-20-24.99

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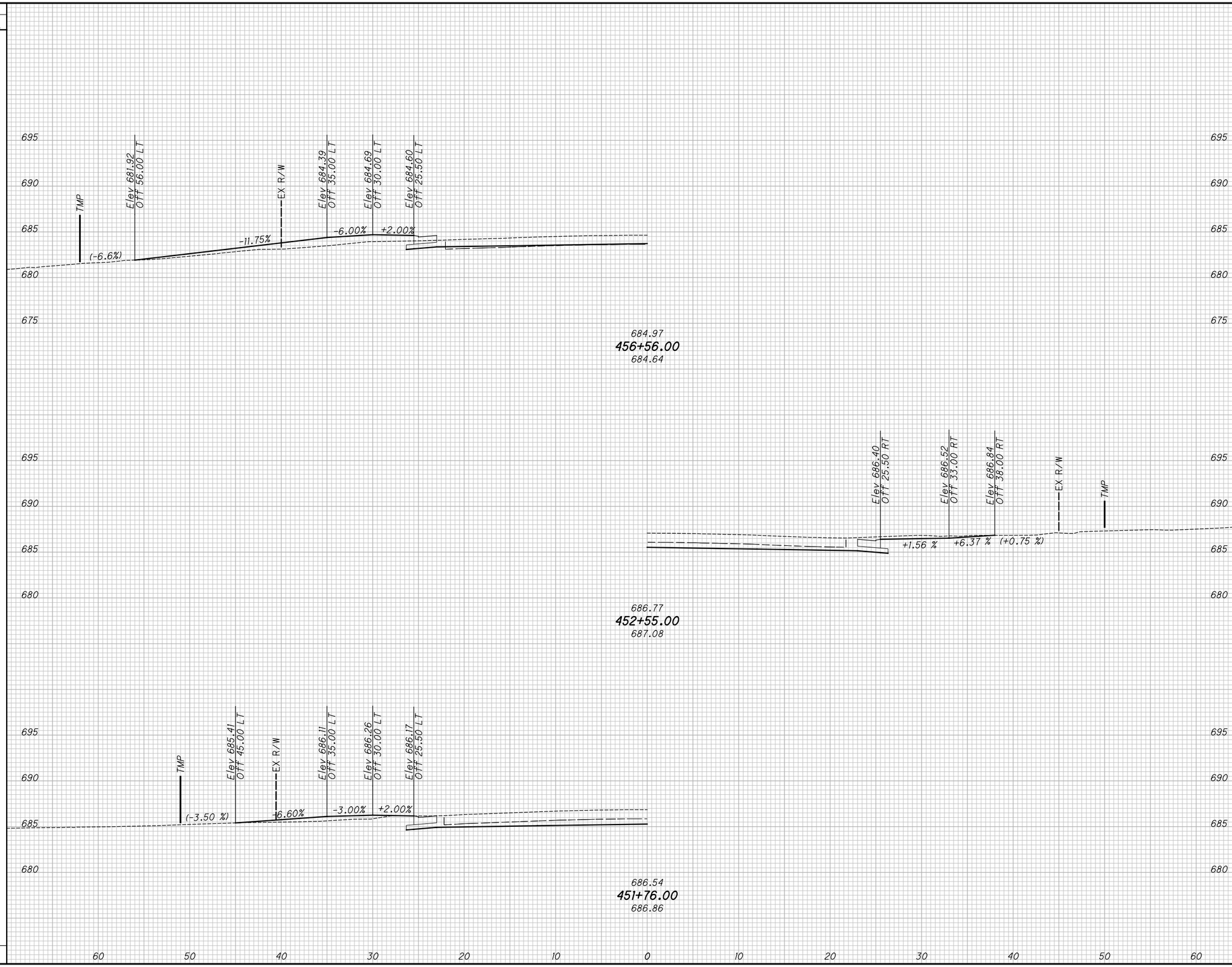
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 457+95.00 TO STA. 460+84.00

LAK-US-20-24.99

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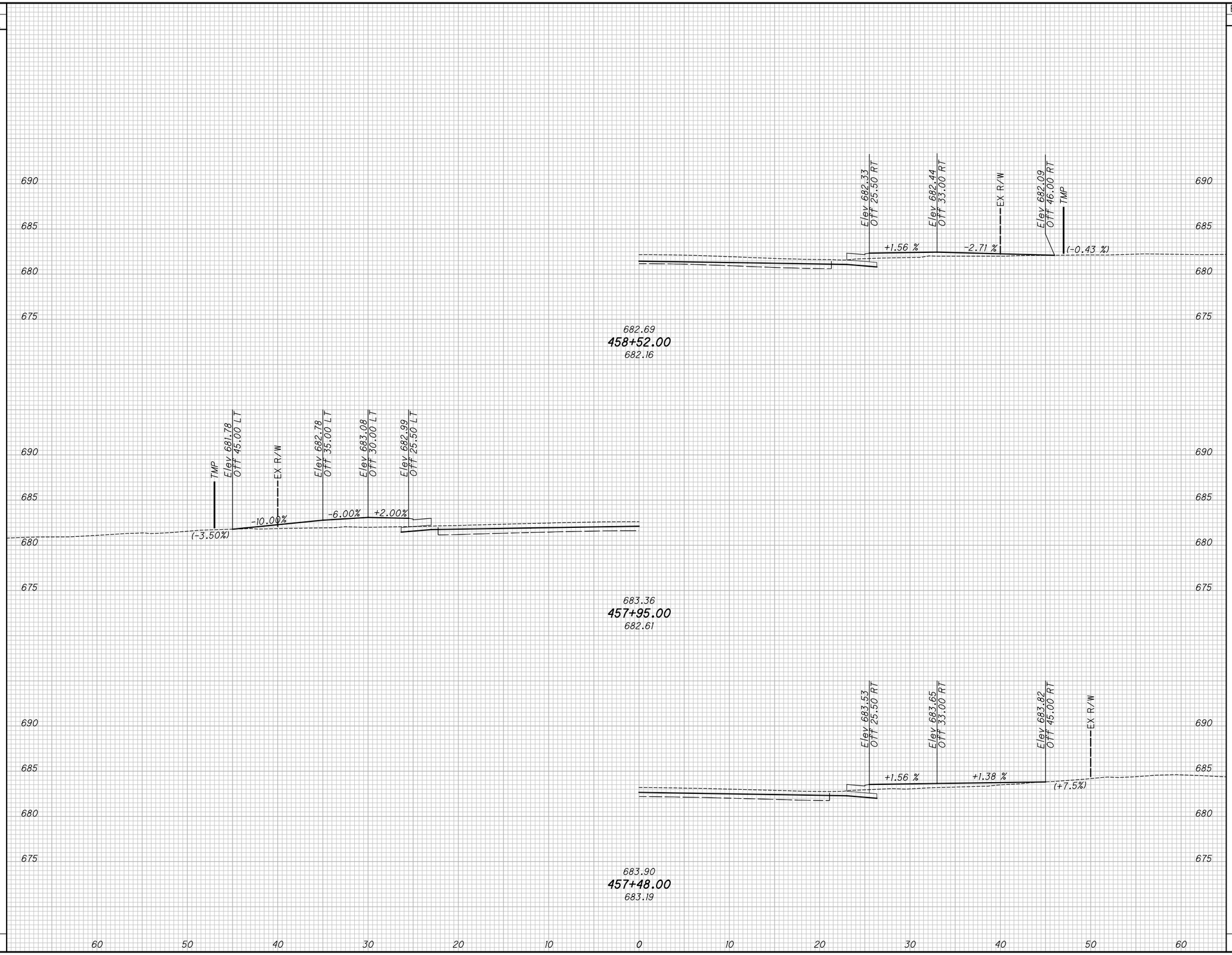
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 461+55.00 TO STA. 467+22.00

LAK-US-20-24.99

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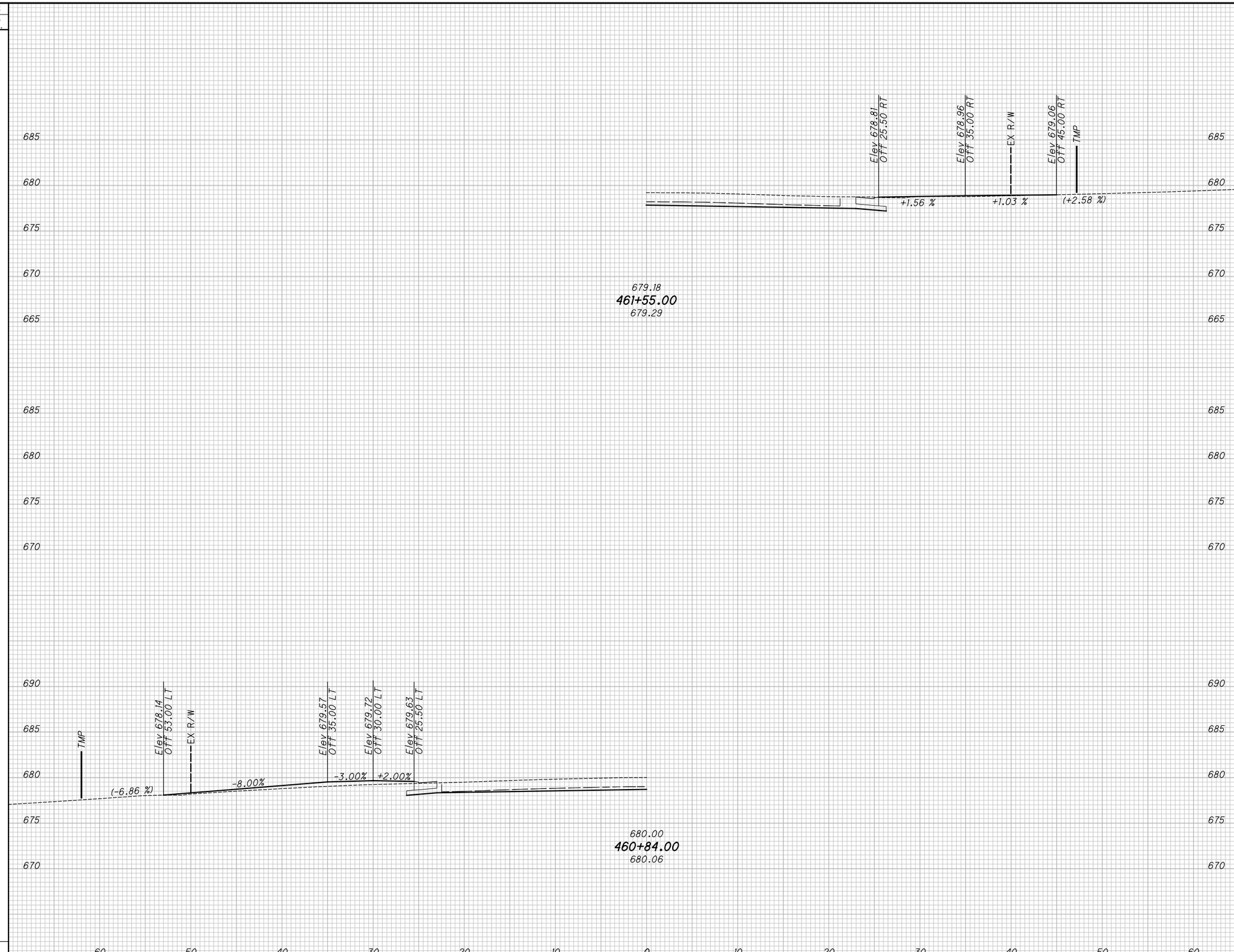
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 468+41.00 TO STA. 470+77.00

LAK-US-20-24.99

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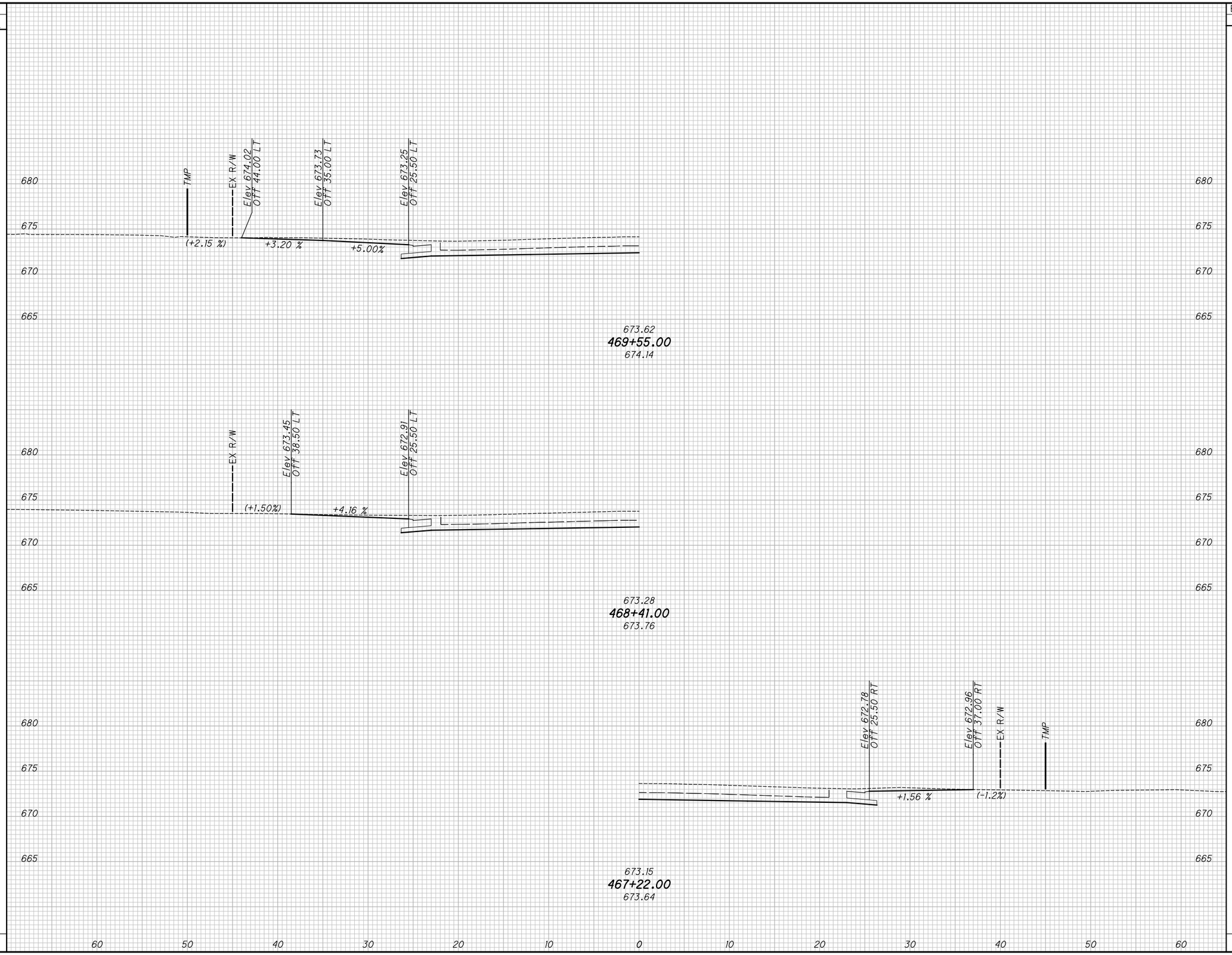
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES
STA. 471+01.50 TO STA. 471+62.00

LAK-US-20-24.99

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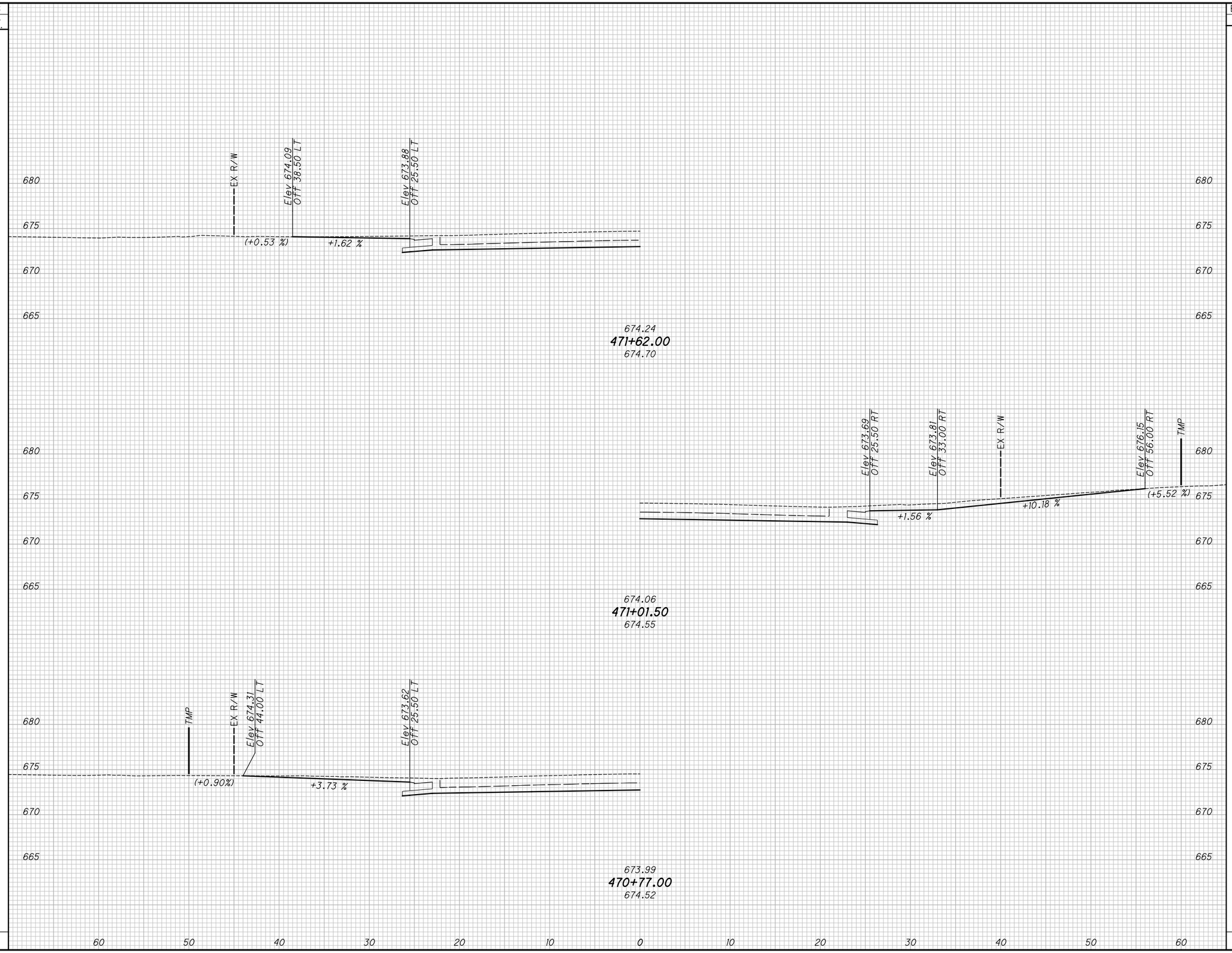
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES
STA. 472+78.00 TO STA. 473+60.00

LAK-US-20-24.99

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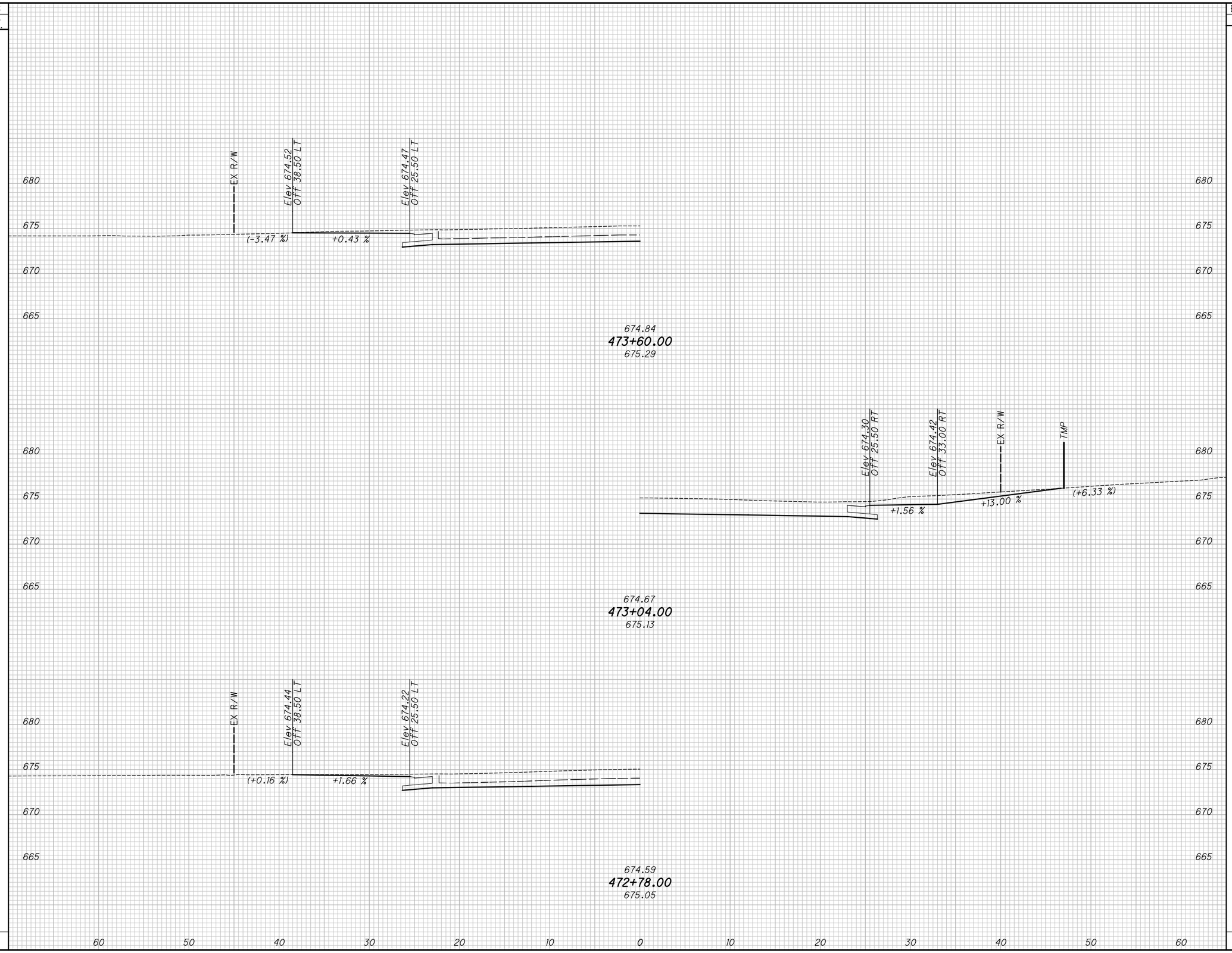
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 474+87.50 TO STA. 475+55.00

LAK-US-20-24.99

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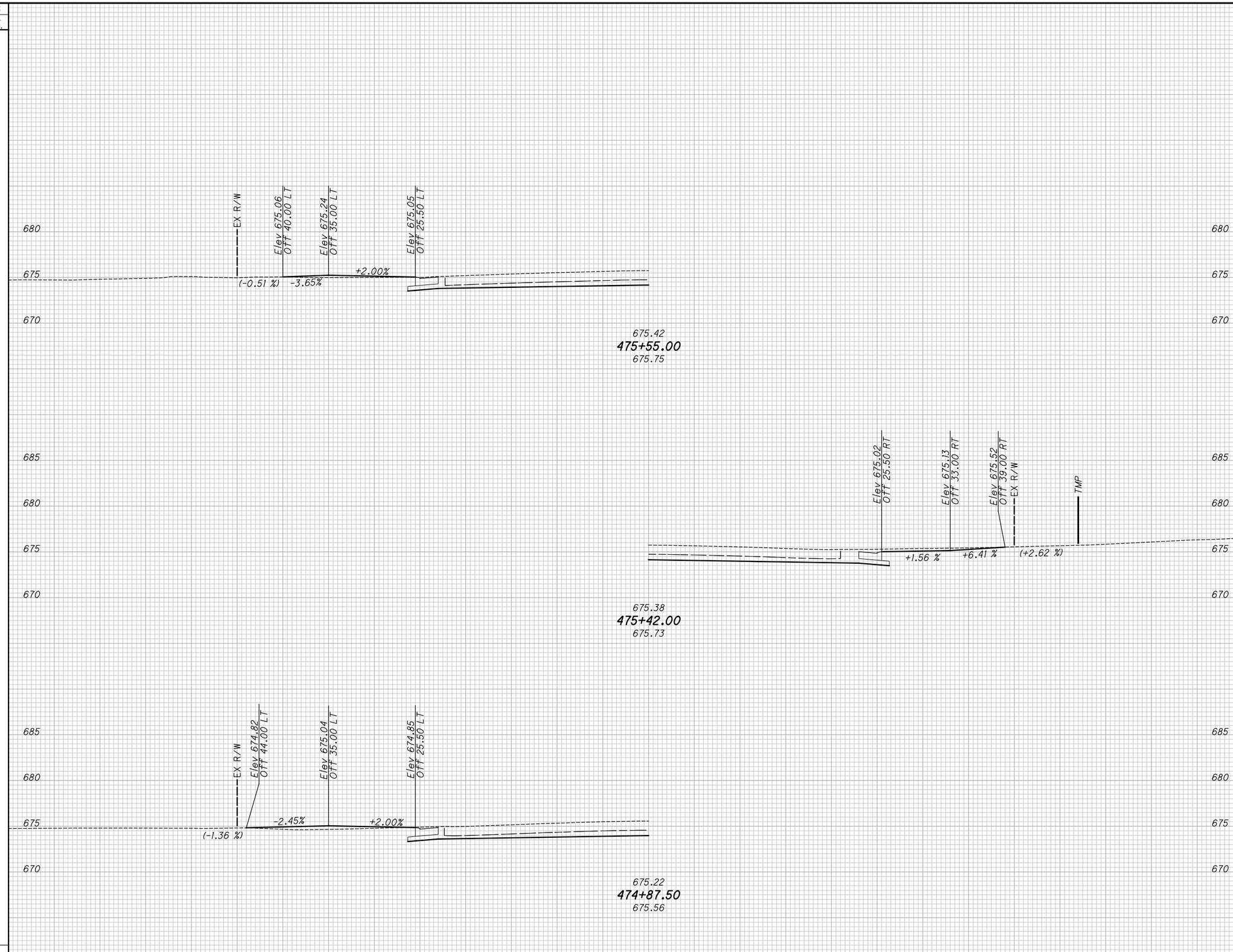
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 476+84.00 TO STA. 478+67.50

LAK-US-20-24.99

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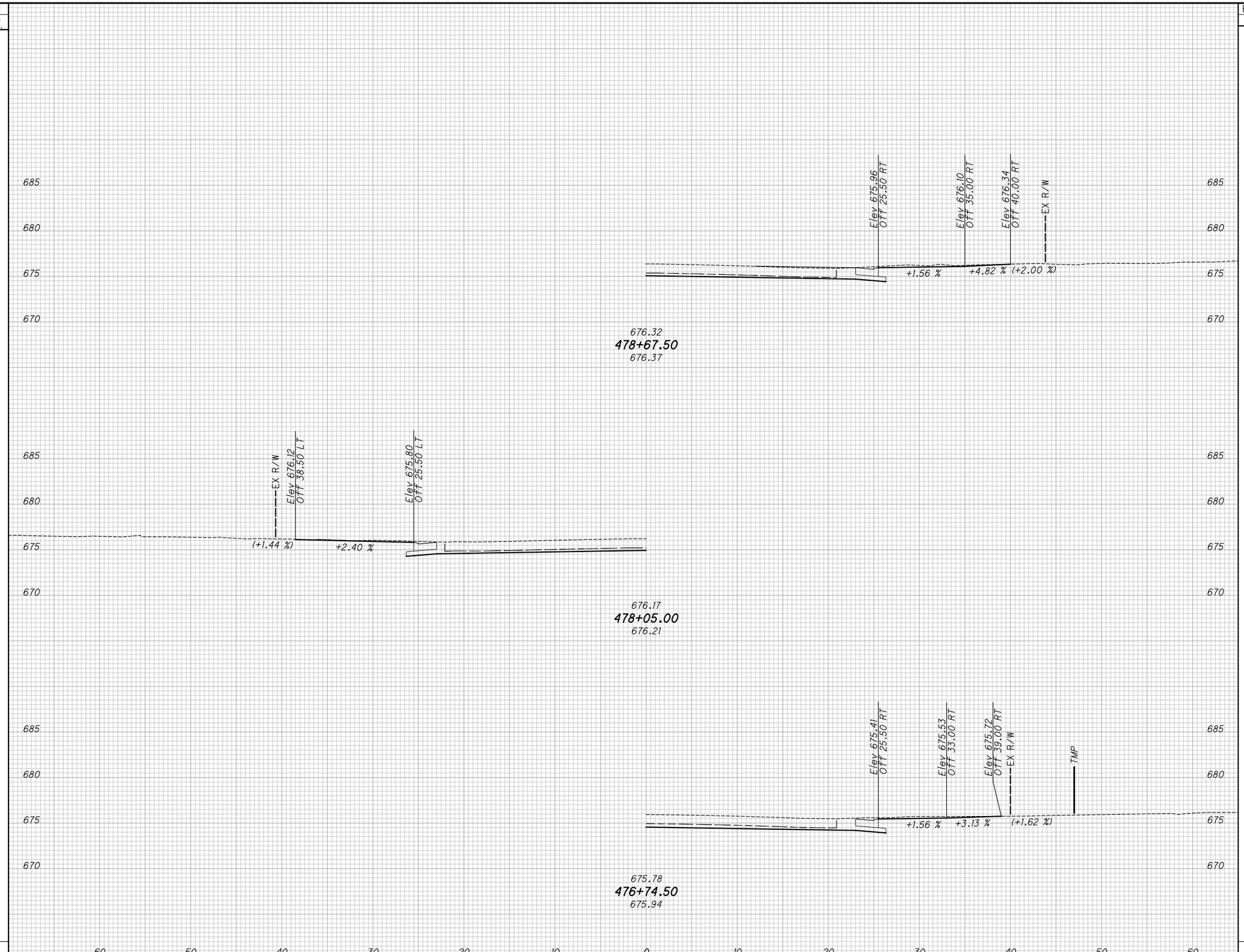
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 478+93.00 TO STA. 481+22.50

LAK-US-20-24.99

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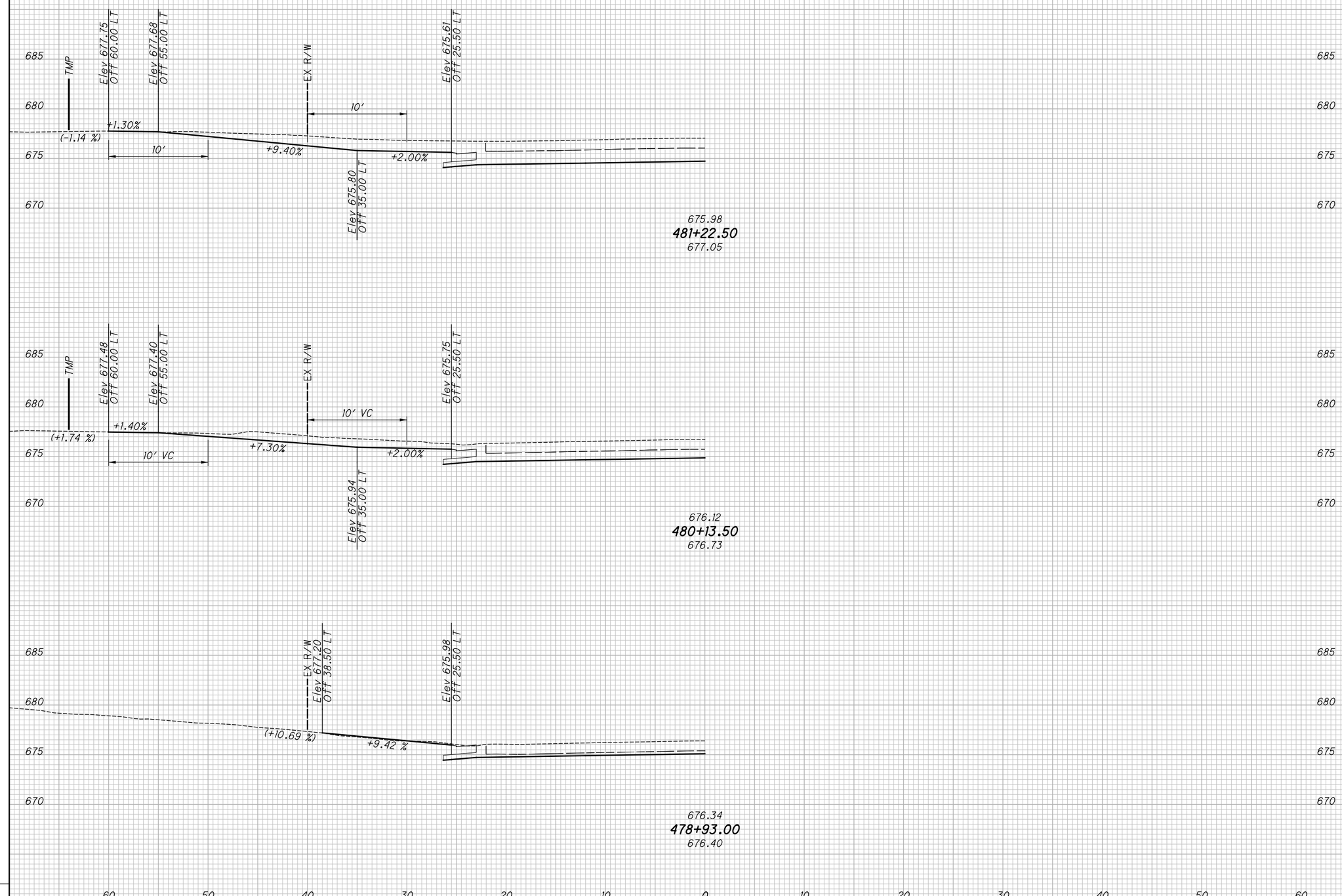
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

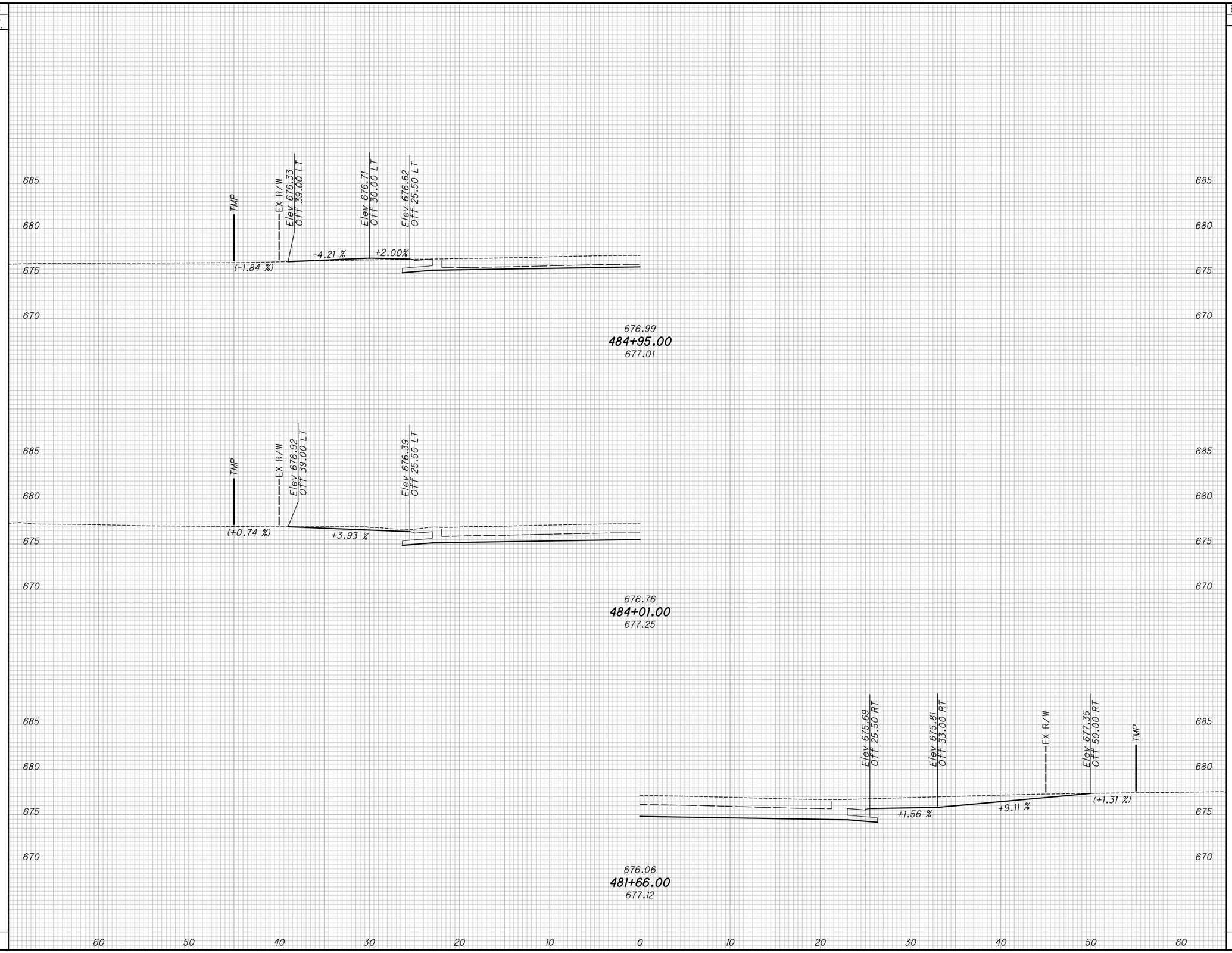
STA. 481+66.00 TO STA. 484+95.00

LAK-US-20-24.99

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS101.dgn XS_SHEET_temporary_model_name_18 9/12/2023 4:39:29 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 485+38.50 TO STA. 500+92.00

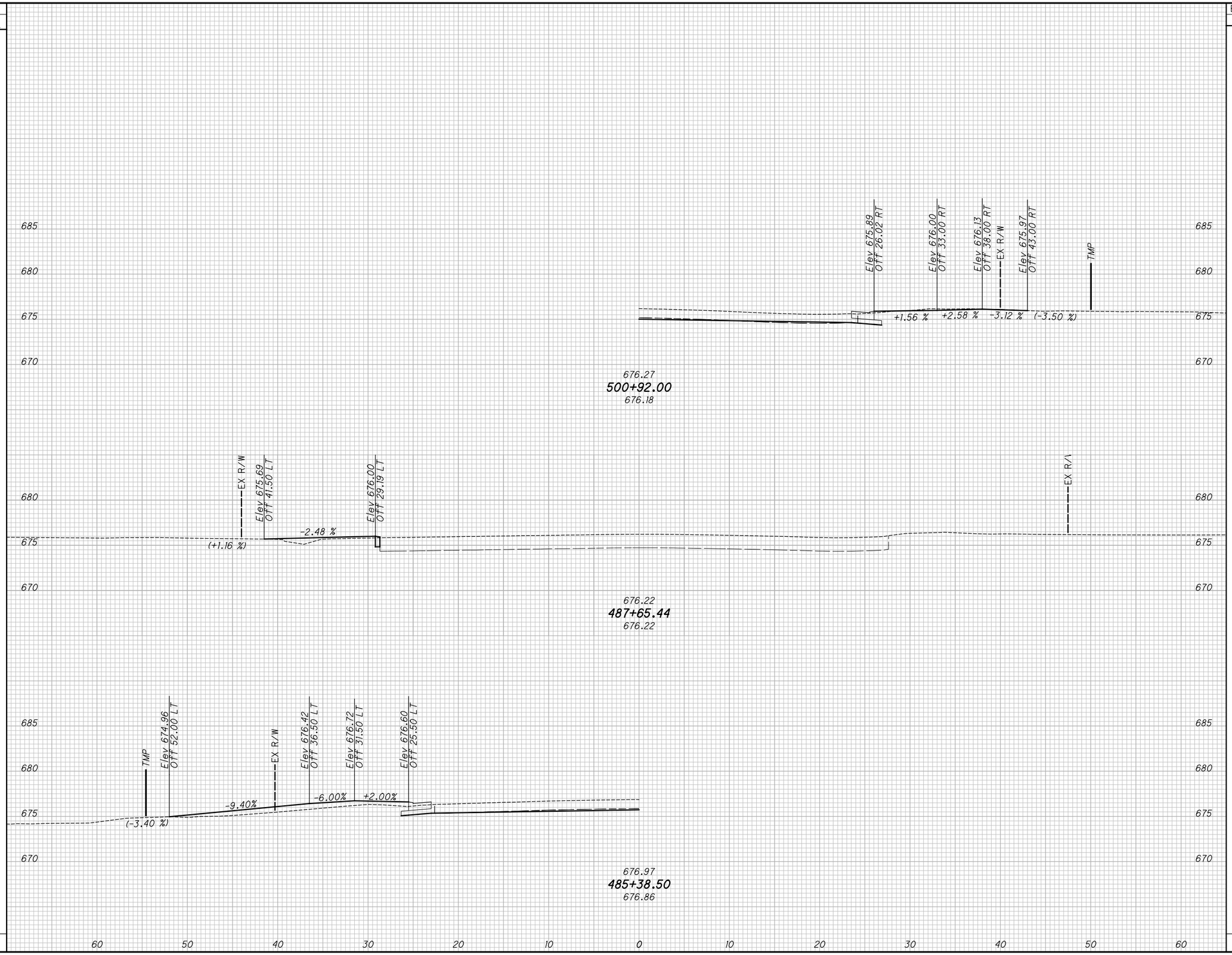
LAK-US-20-24.99

H:\2018\180743\ODOT\Project Data\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS101.dgn XS_SHEET_temporary_model_name_19 9/12/2023 4:39:30 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 501+33.50 TO STA. 502+33.00

LAK-US-20-24.99

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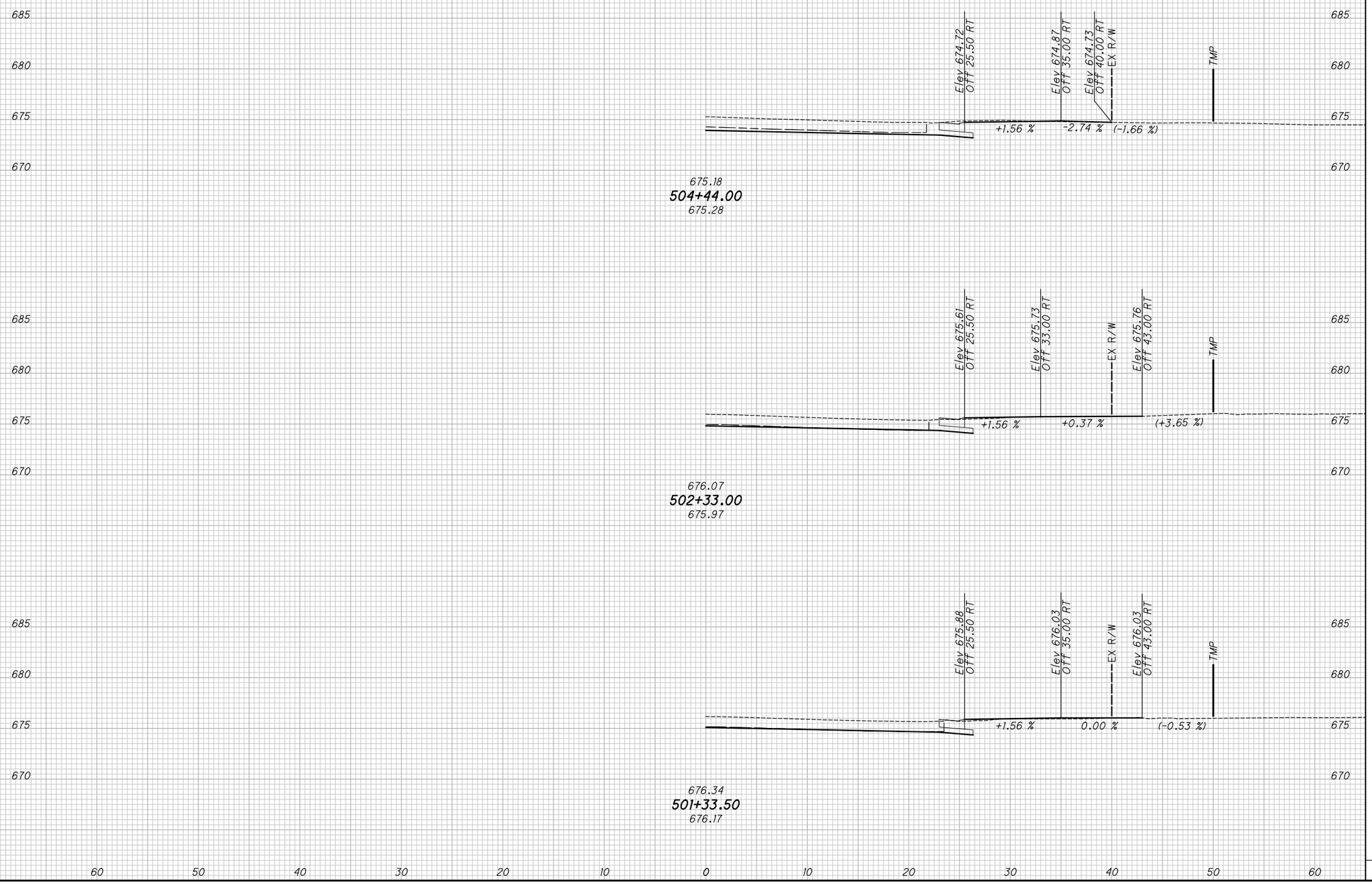
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 504+44.00 TO STA. 505+80.00

LAK-US-20-24.99

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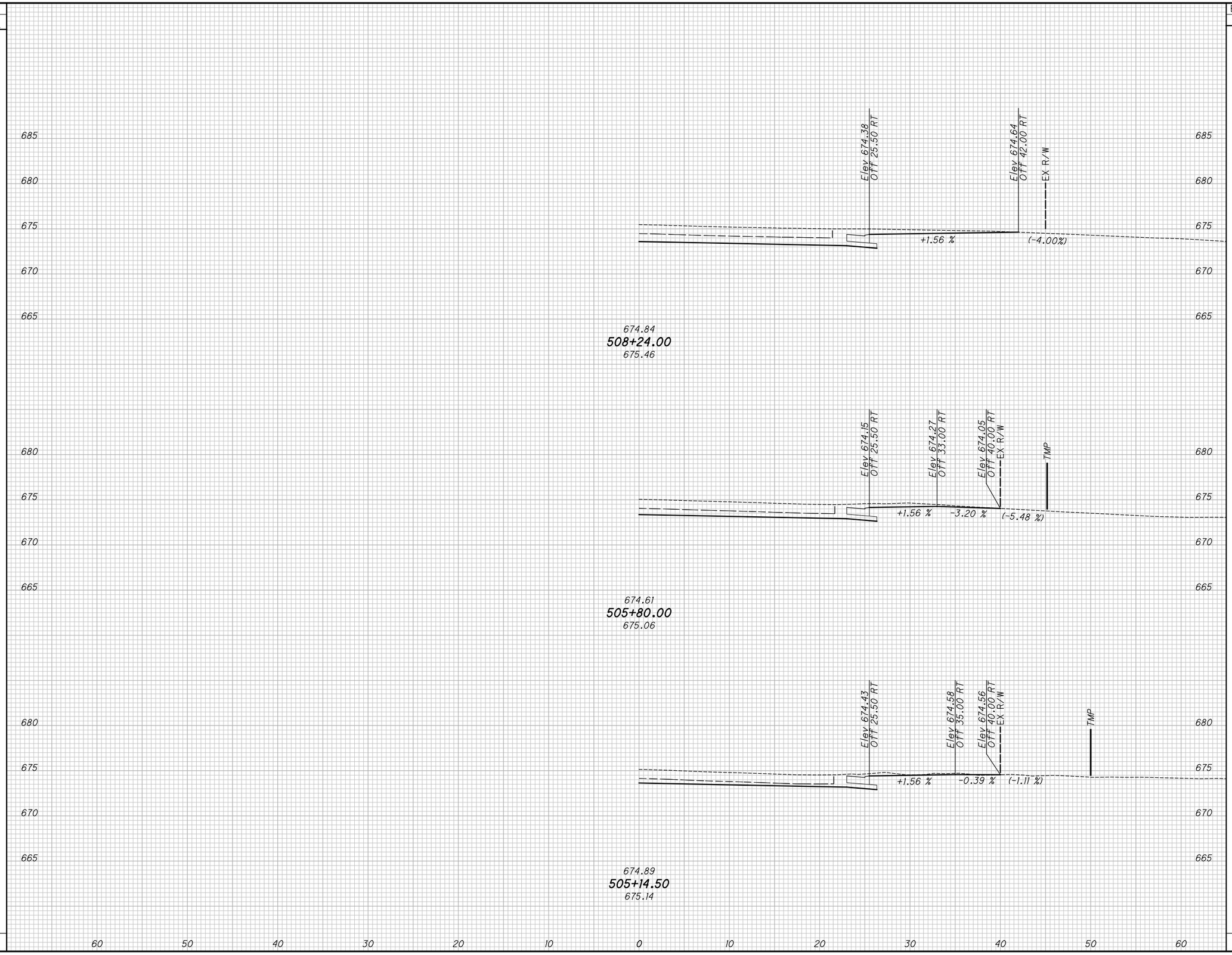
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



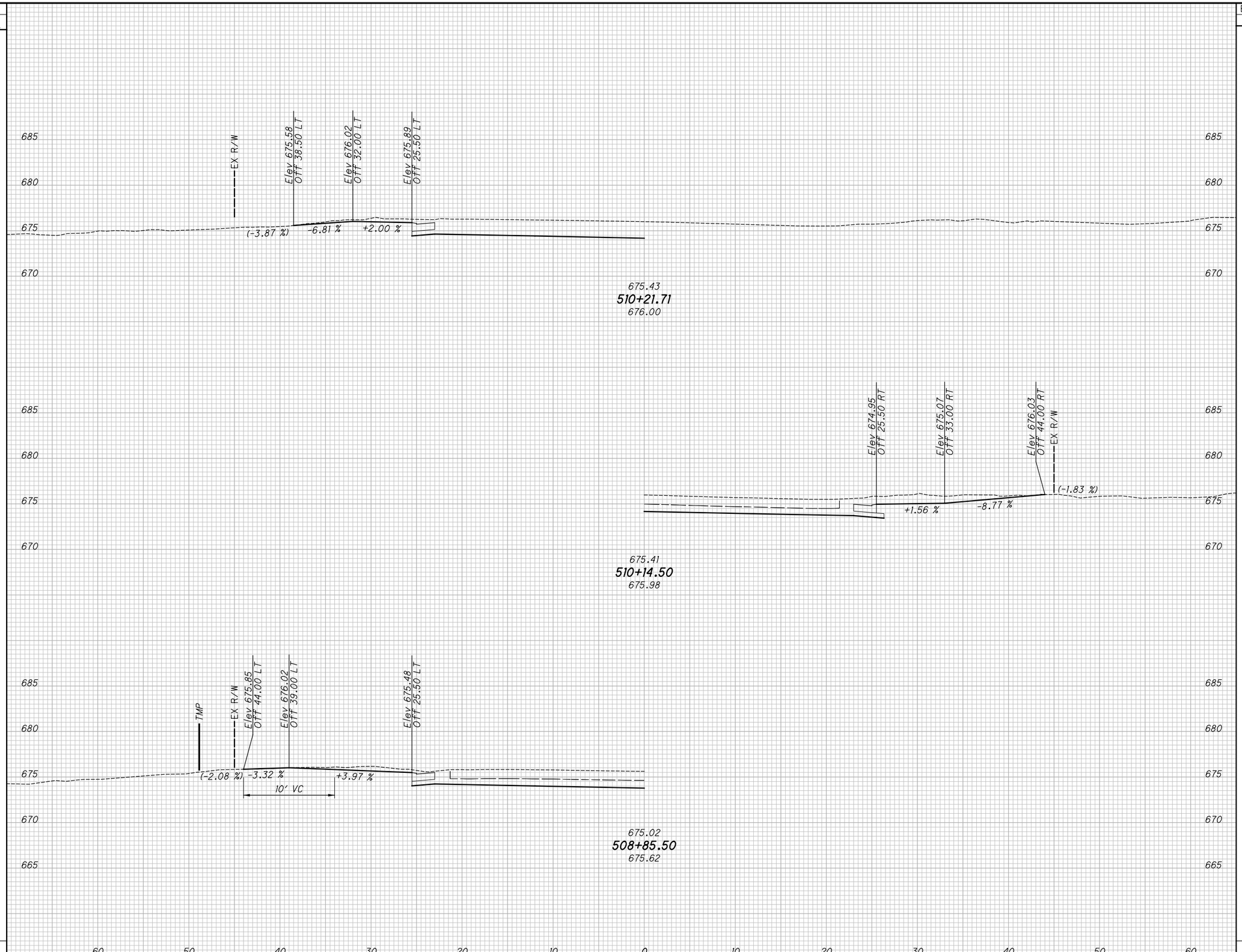
DRIVEWAY PROFILES
STA. 508+24.00 TO STA. 508+85.50

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS101.dgn XS_SHEET_temporary_model_name_22 9/12/2023 4:39:34 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED	CHECKED
TLS	JMP

DRIVEWAY PROFILES

STA. 510+14.50 TO STA. 513+25.99

LAK-US-20-24.99

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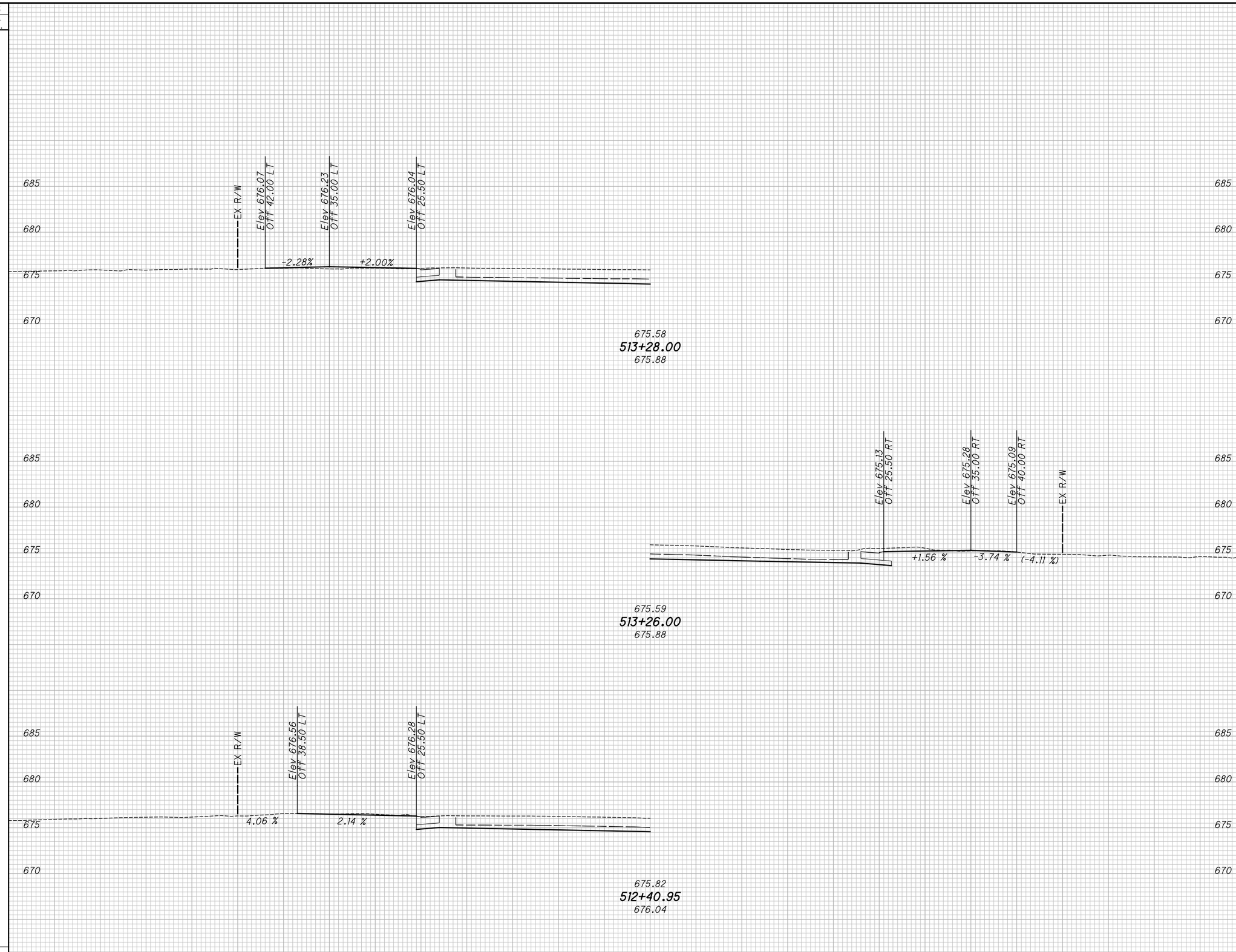
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 513+28.00 TO STA. 514+66.00

LAK-US-20-24.99

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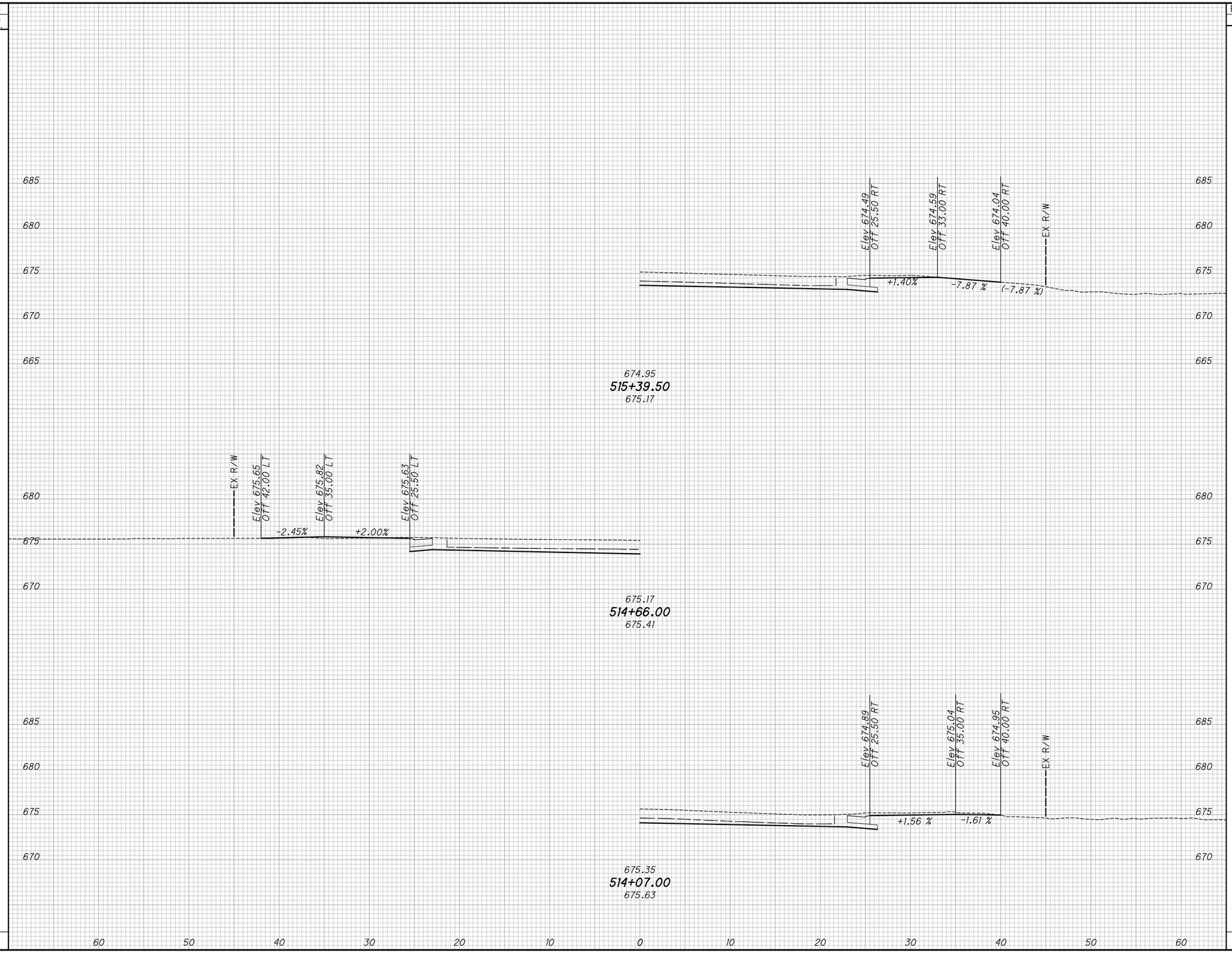
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 515+39.50 TO STA. 517+81.50

LAK-US-20-24.99

450
651

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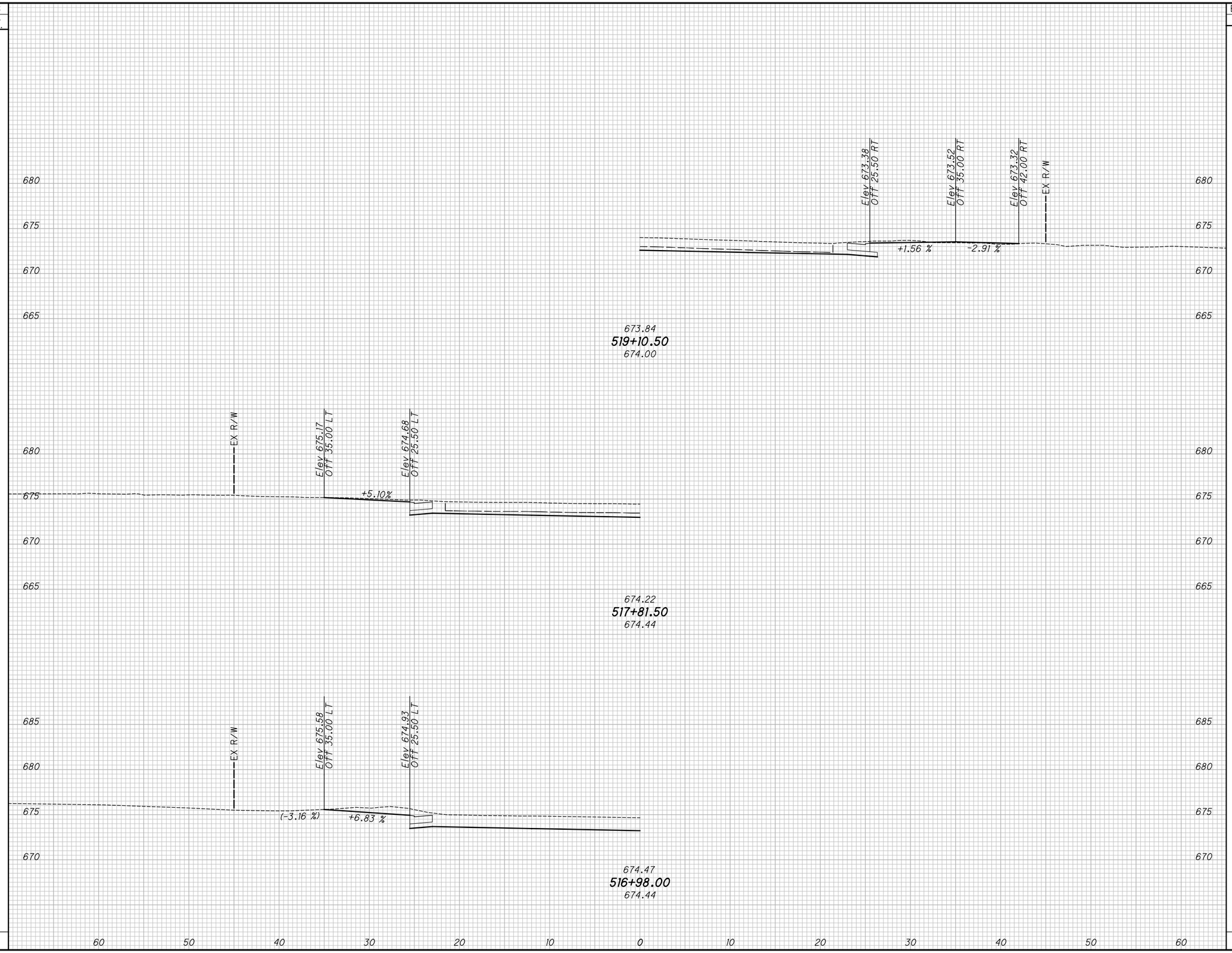
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 519+10.50 TO STA. 519+94.00

LAK-US-20-24.99

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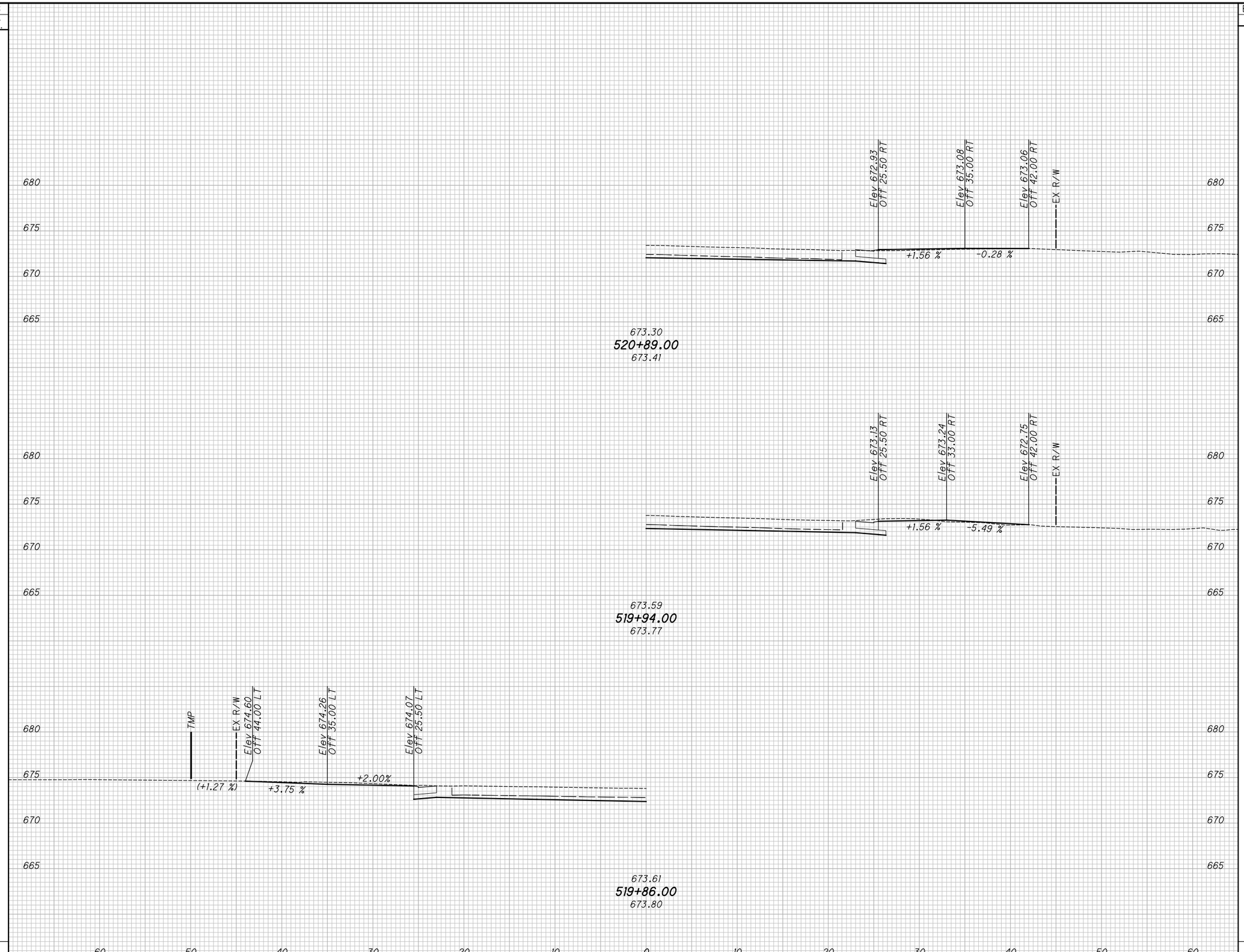
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED	CHECKED
TLS	JMP

DRIVEWAY PROFILES

STA. 520+89.00 TO STA. 525+31.00

LAK-US-20-24.99

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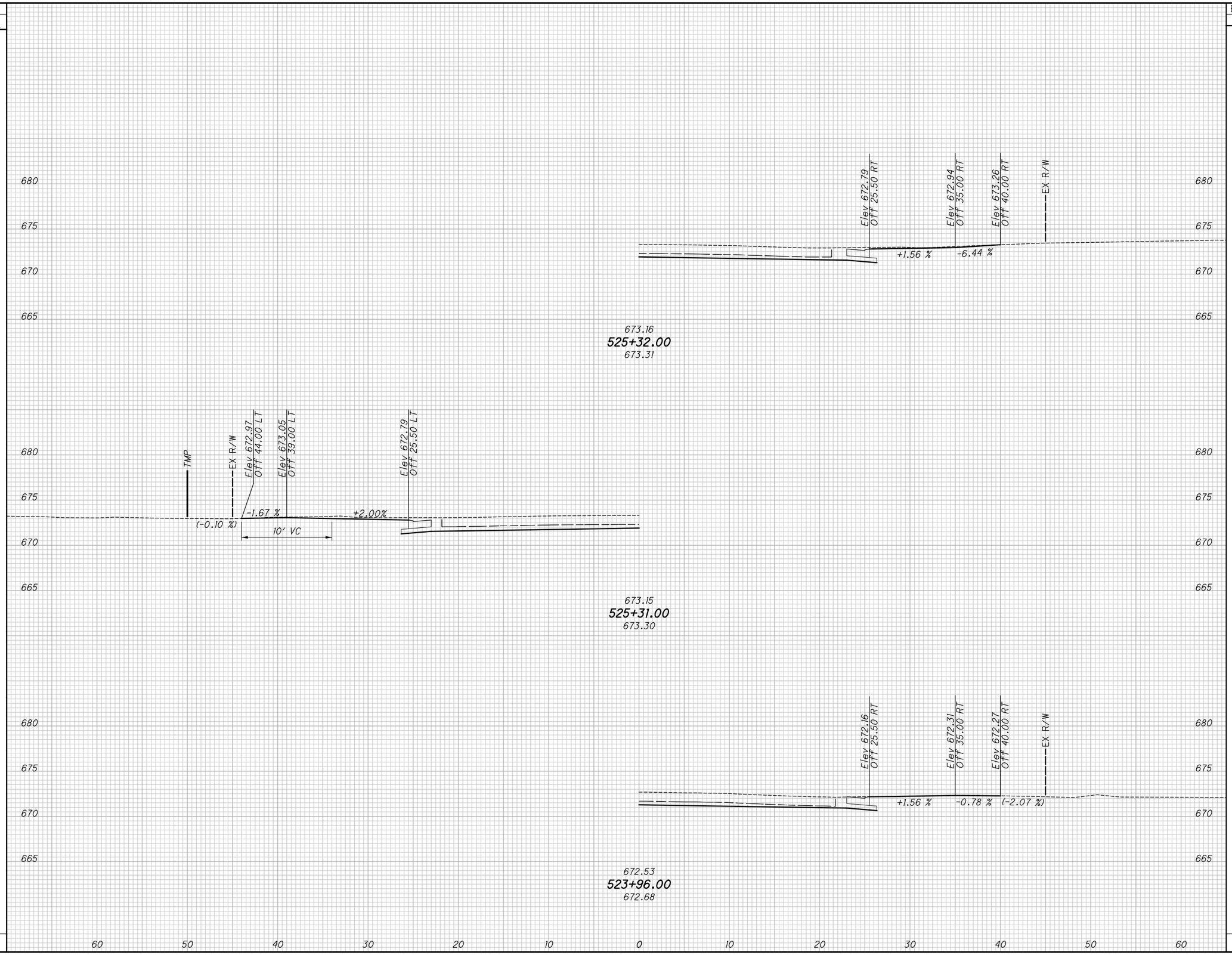
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 525+32.00 TO STA. 528+54.00

LAK-US-20-24.99

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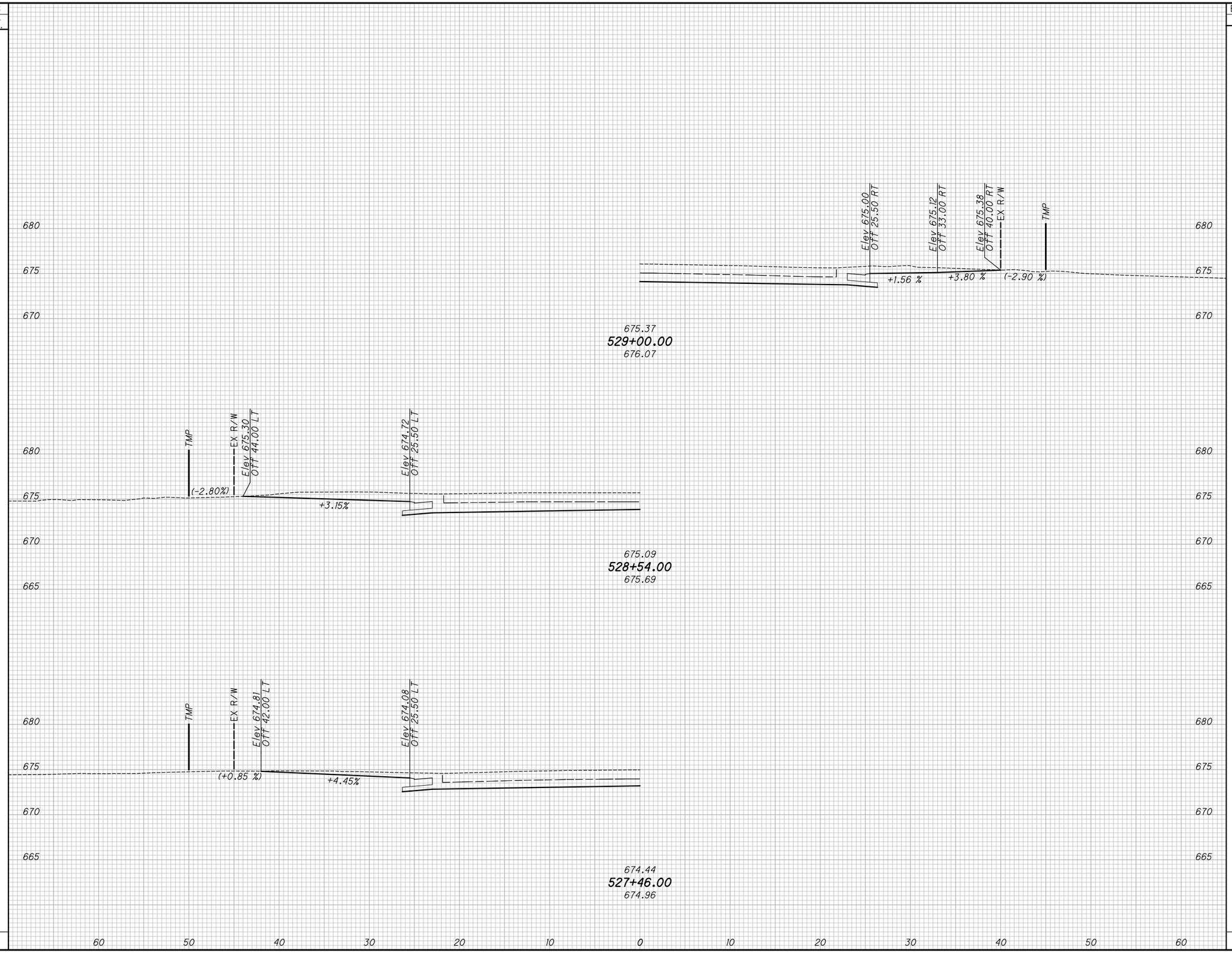
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES
STA. 529+00.00 TO STA. 532+76.00

LAK-US-20-24.99

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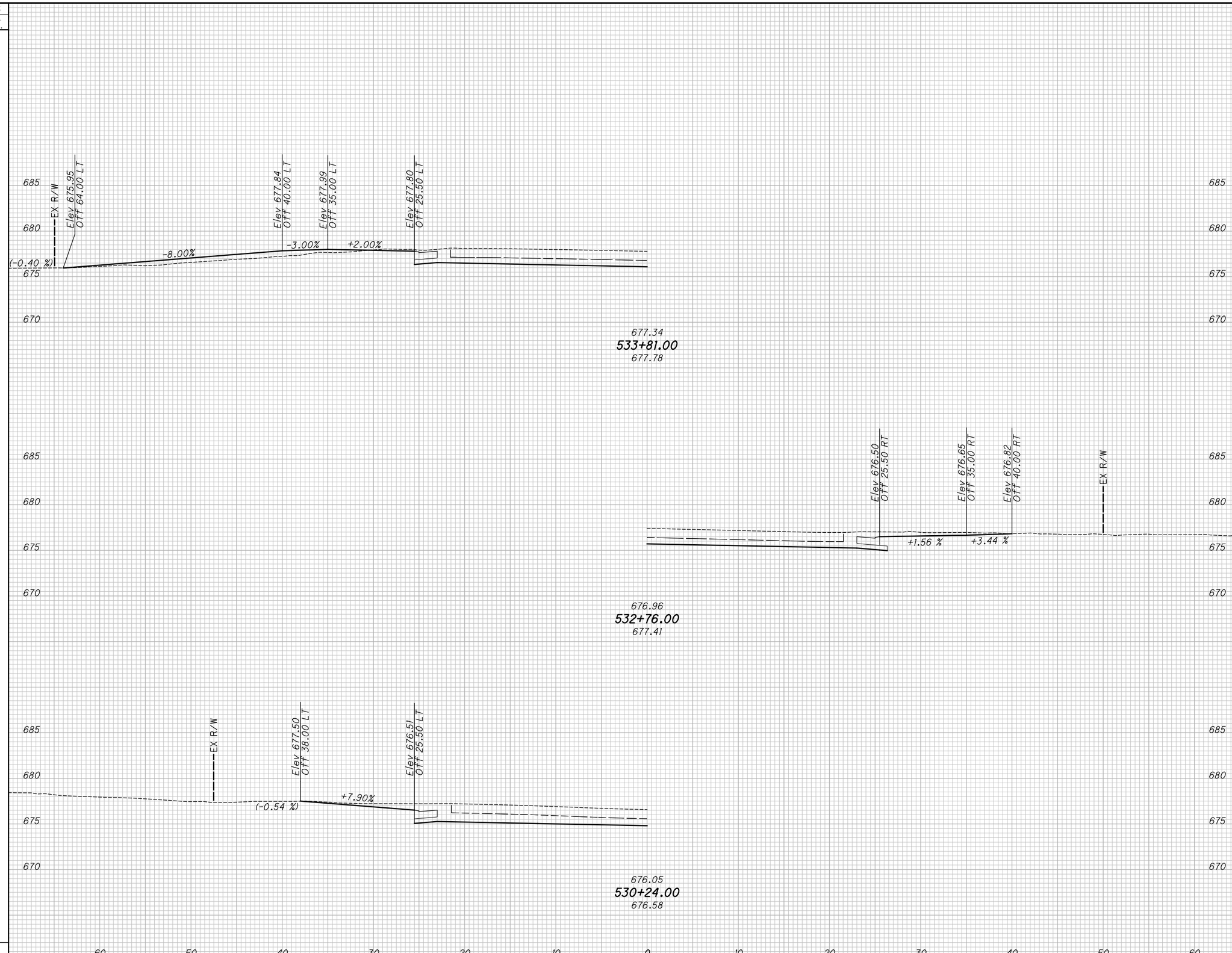
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 533+81.00 TO STA. 535+07.00

LAK-US-20-24.99

455
651

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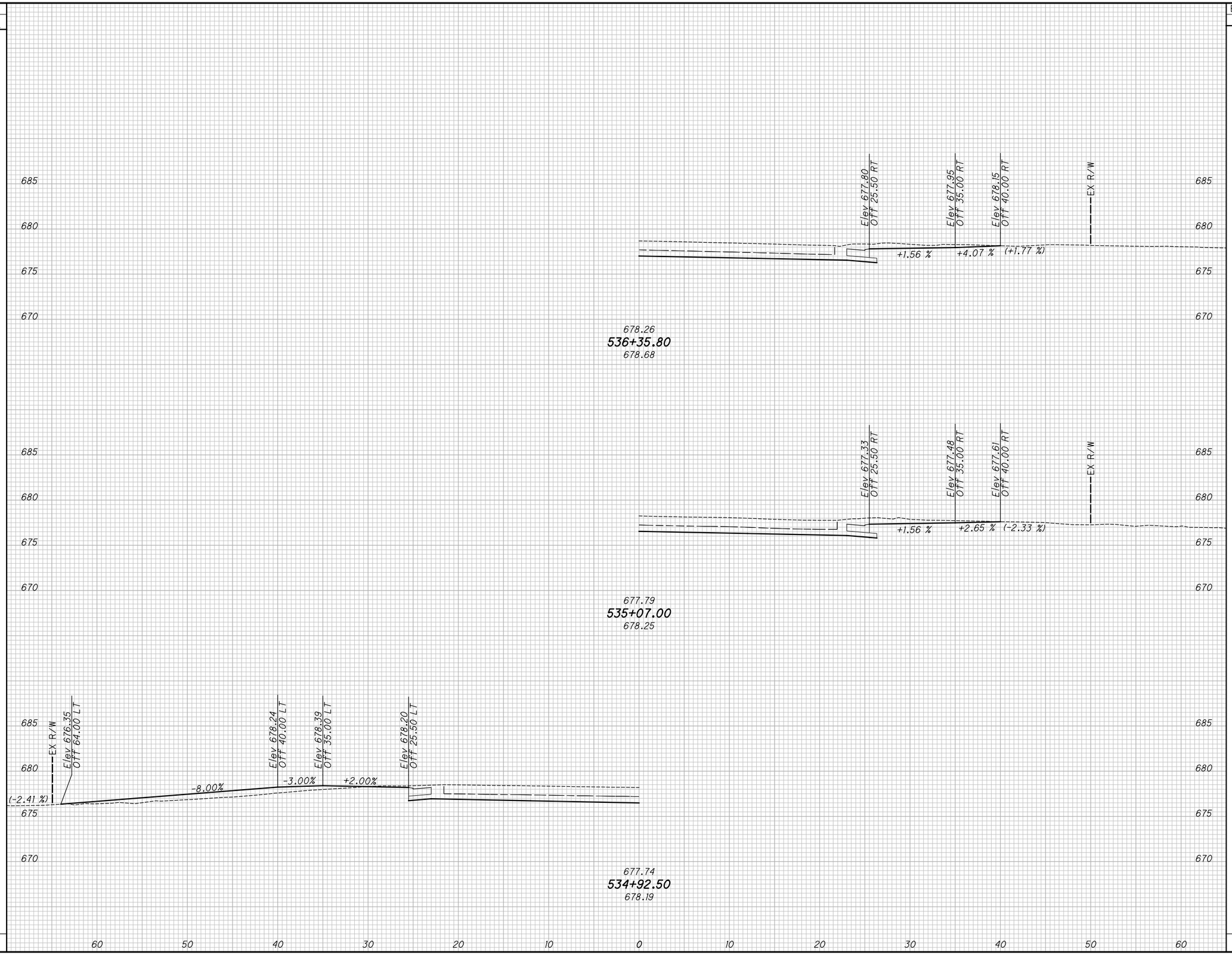
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

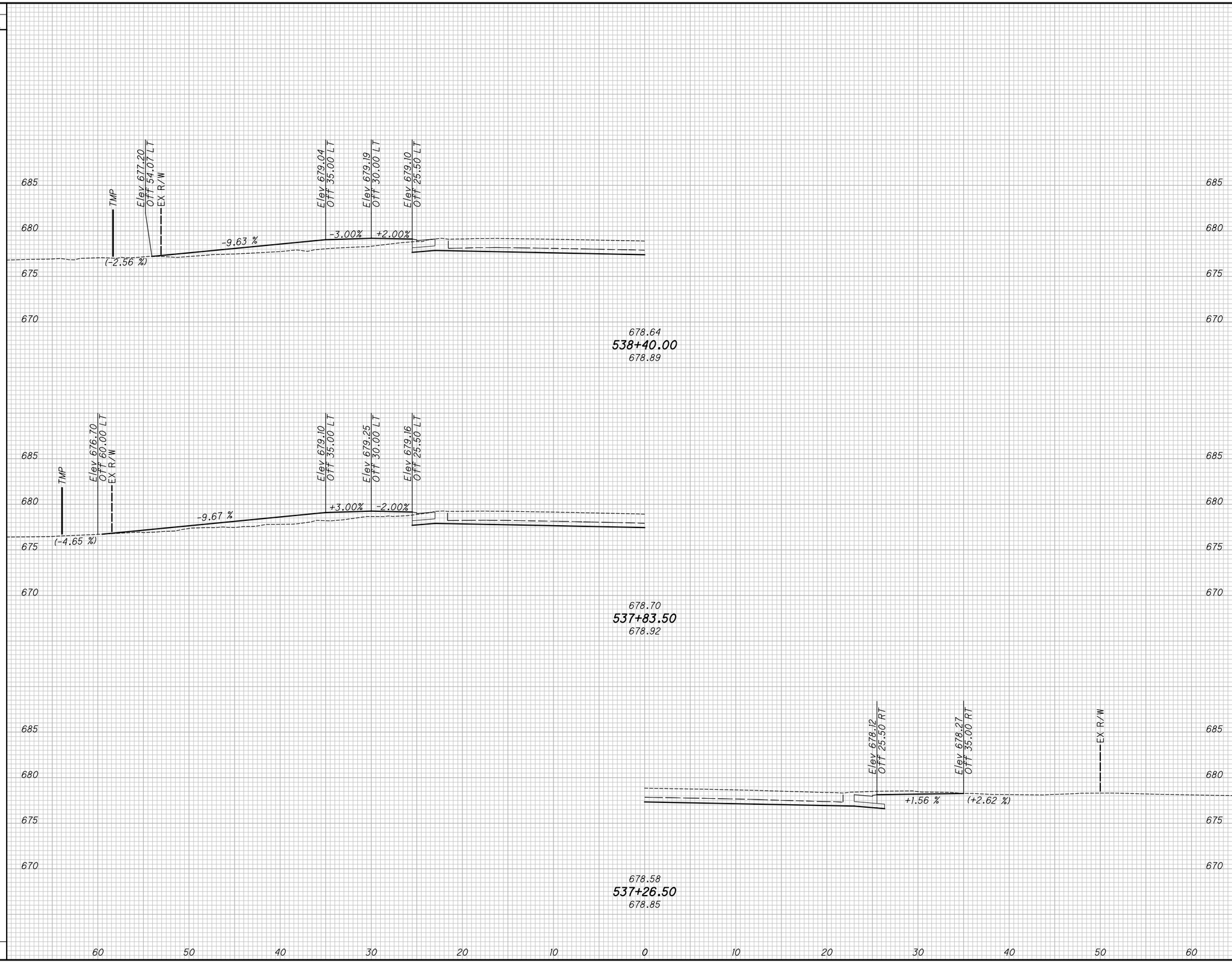
DRIVEWAY PROFILES

STA. 536+35.80 TO STA. 537+83.50

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS101.dgn XS_SHEET_temporary_model_name_3) 9/12/2023 4:39:45 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES
STA. 538+40.00 TO STA. 540+45.00

LAK-US-20-24.99

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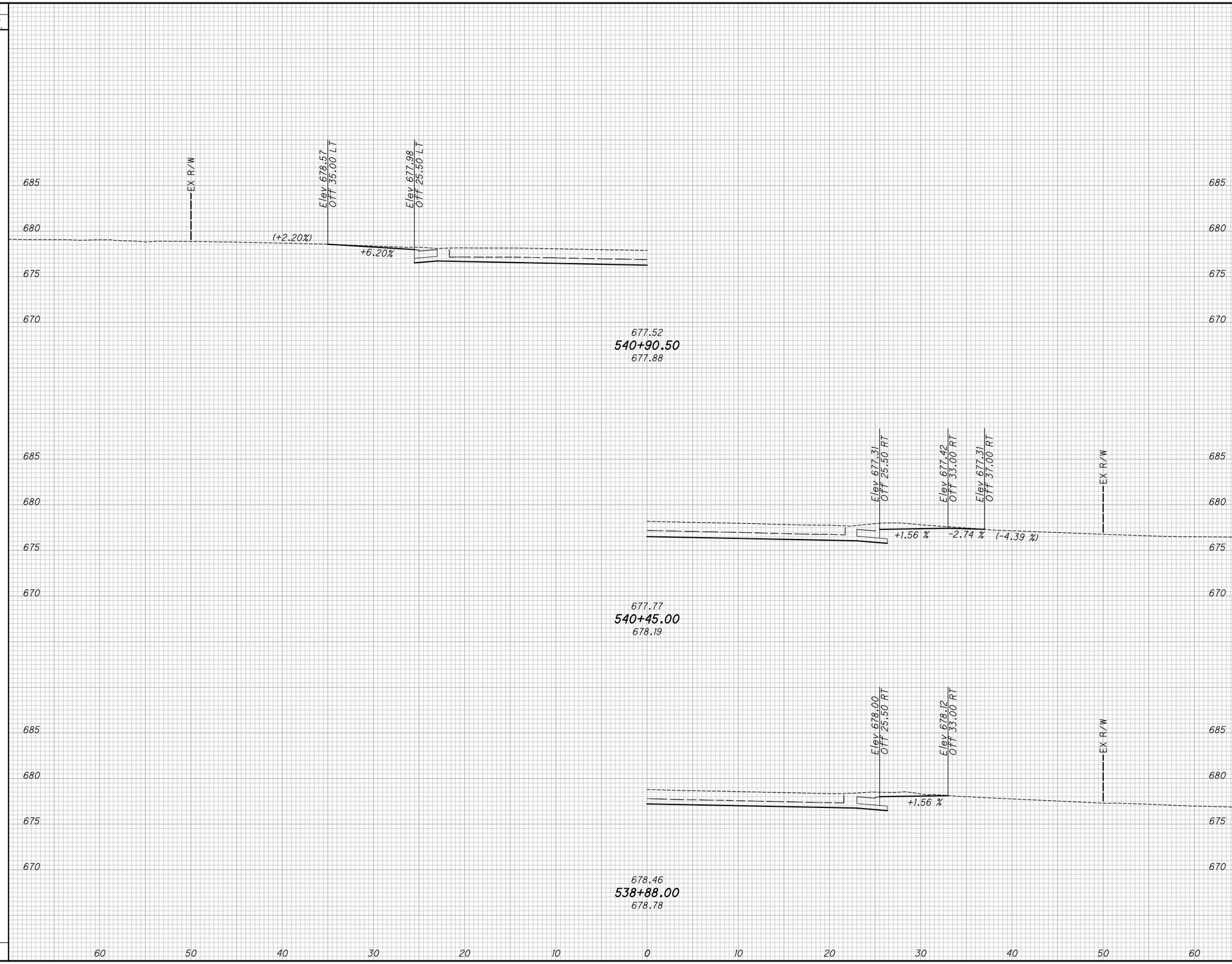
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 540+90.50 TO STA. 542+89.00

LAK-US-20-24.99

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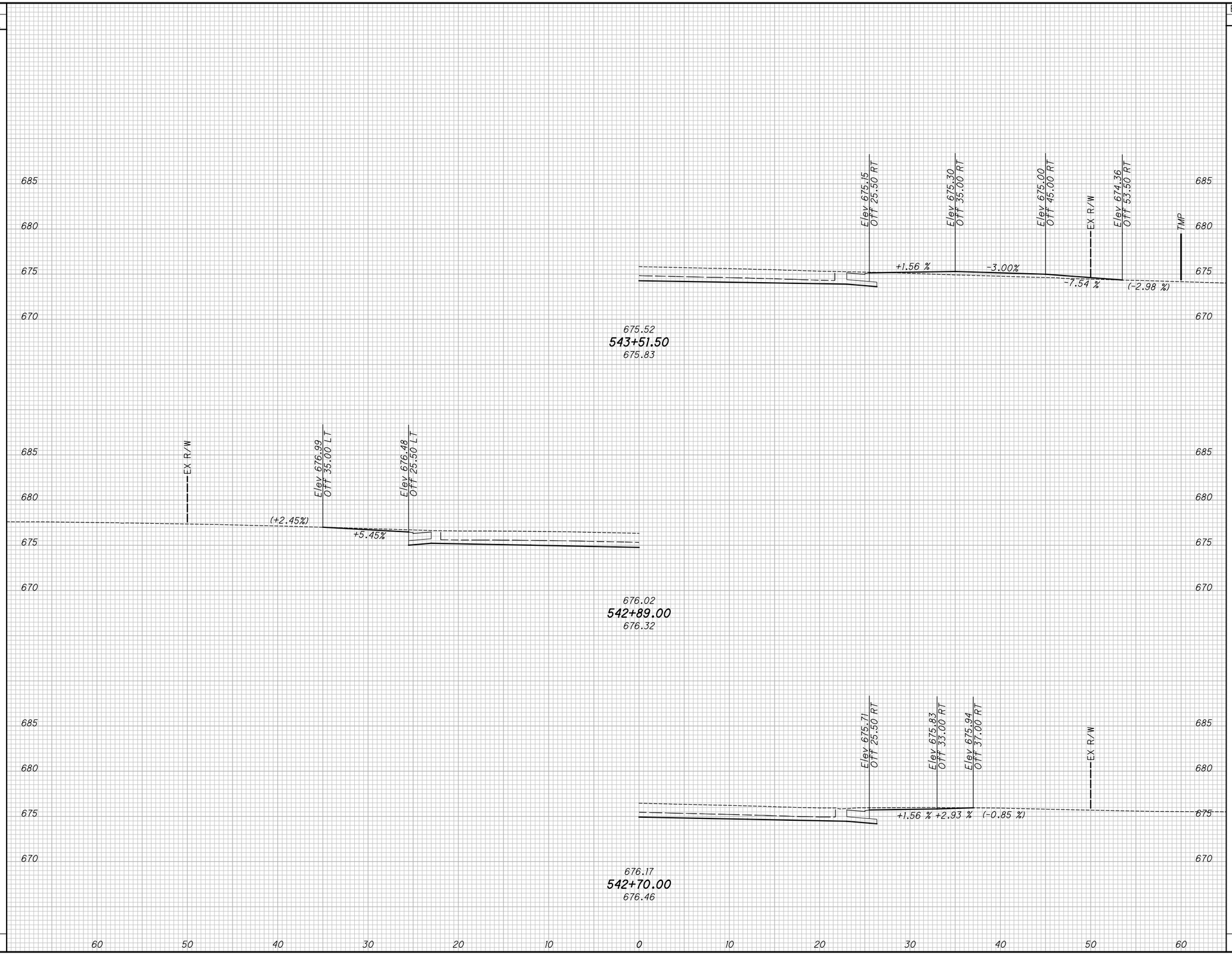
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 543+51.50 TO STA. 547+05.00

LAK-US-20-24.99

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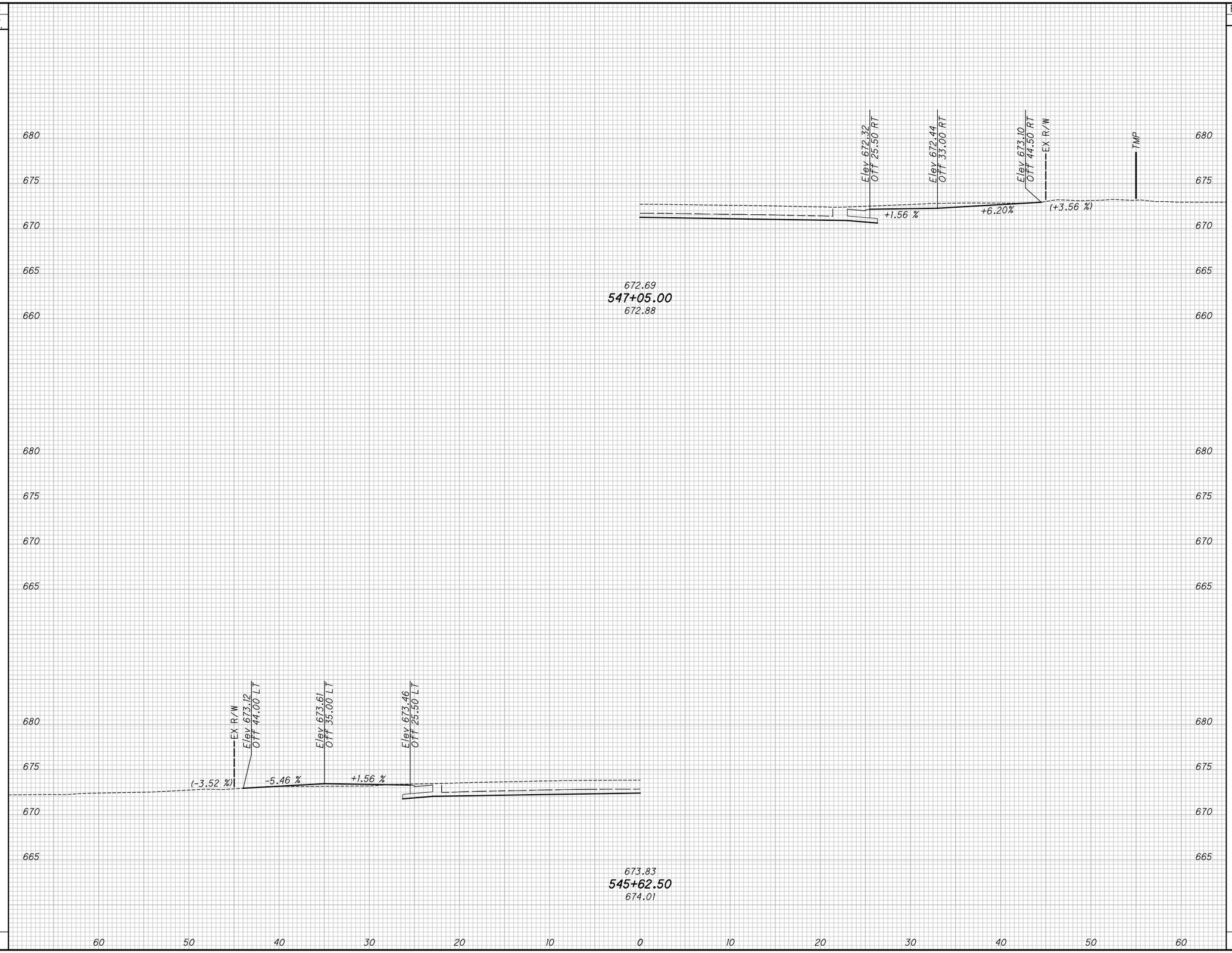
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 550+31.50 TO STA. 551+97.00

LAK-US-20-24.99

460
651

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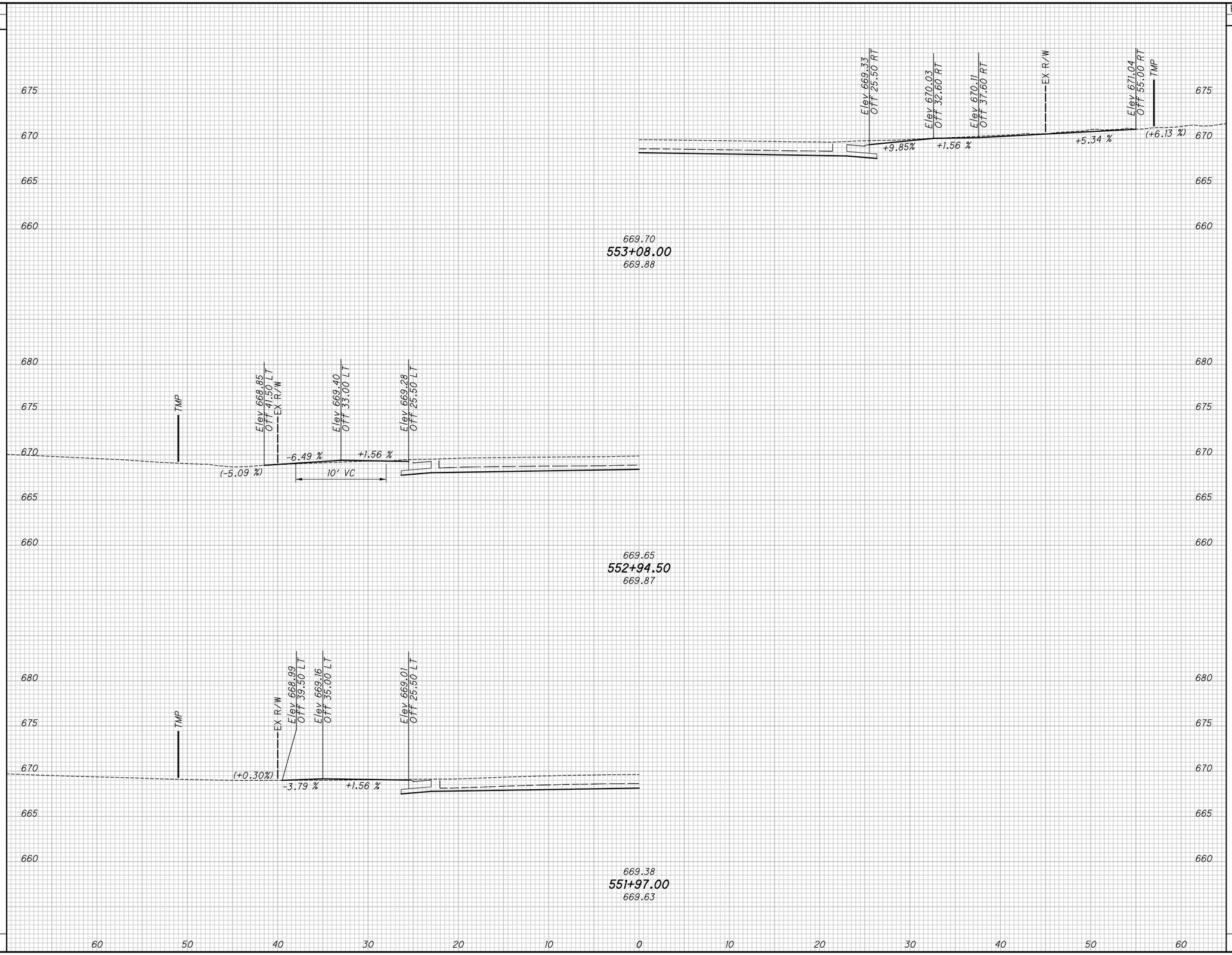
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 552+94.50 TO STA. 553+08.00

LAK-US-20-24.99

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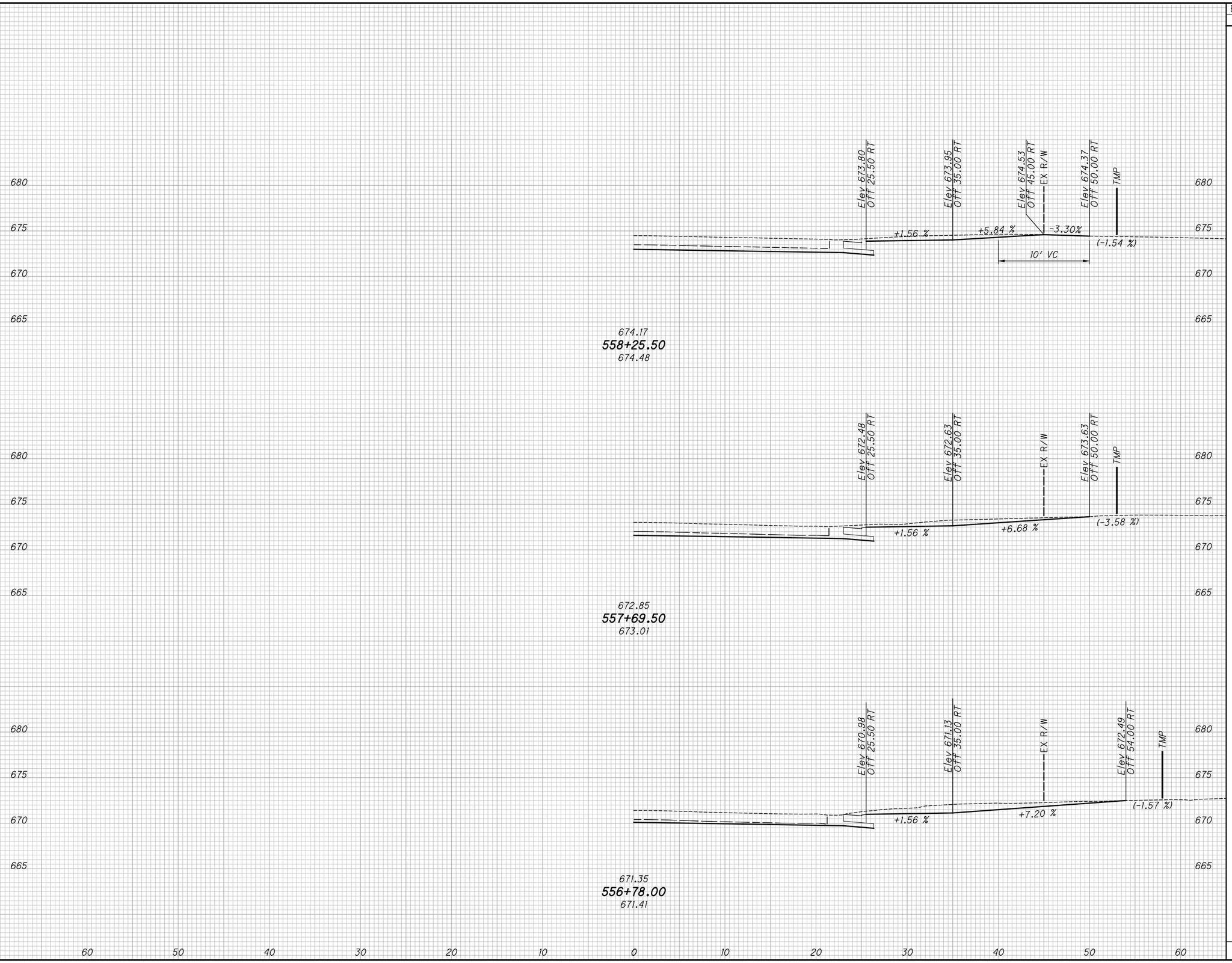
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 556+78.00 TO STA. 558+28.00

LAK-US-20-24.99

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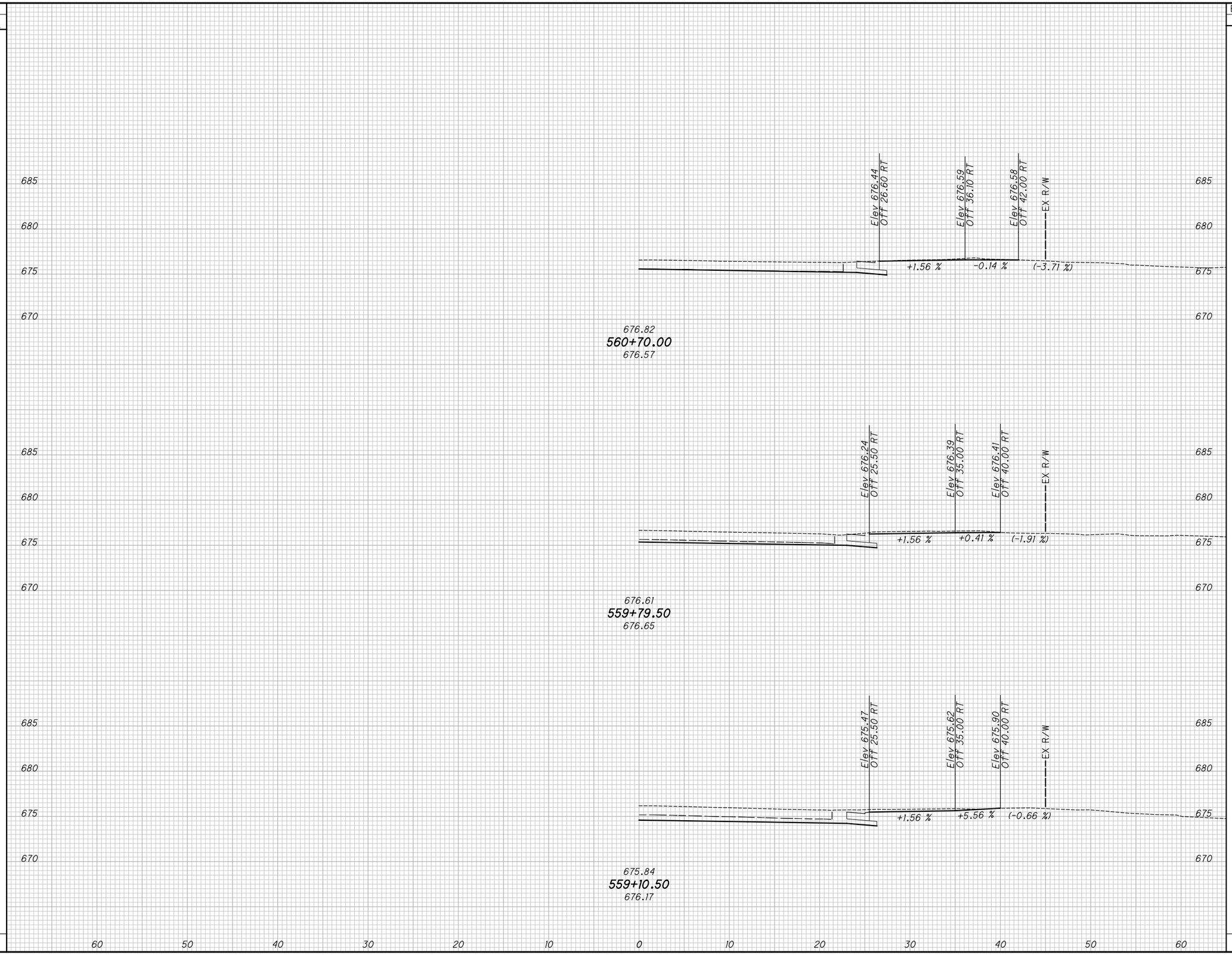
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED	CHECKED
TLS	JMP

DRIVEWAY PROFILES

STA. 559+10.50 TO STA. 560+70.00

LAK-US-20-24.99

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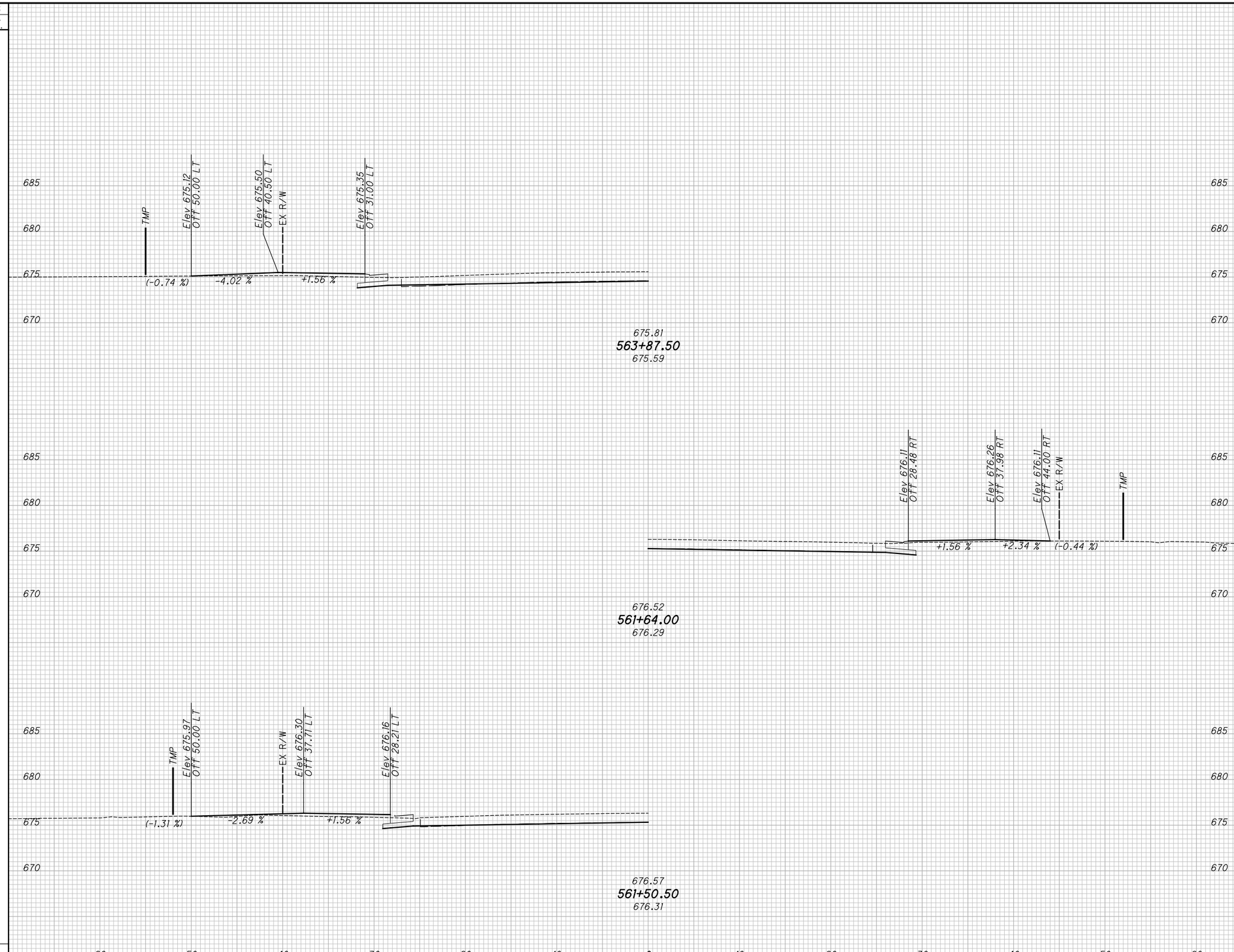
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 561+50.50 TO STA. 563+87.50

LAK-US-20-24.99

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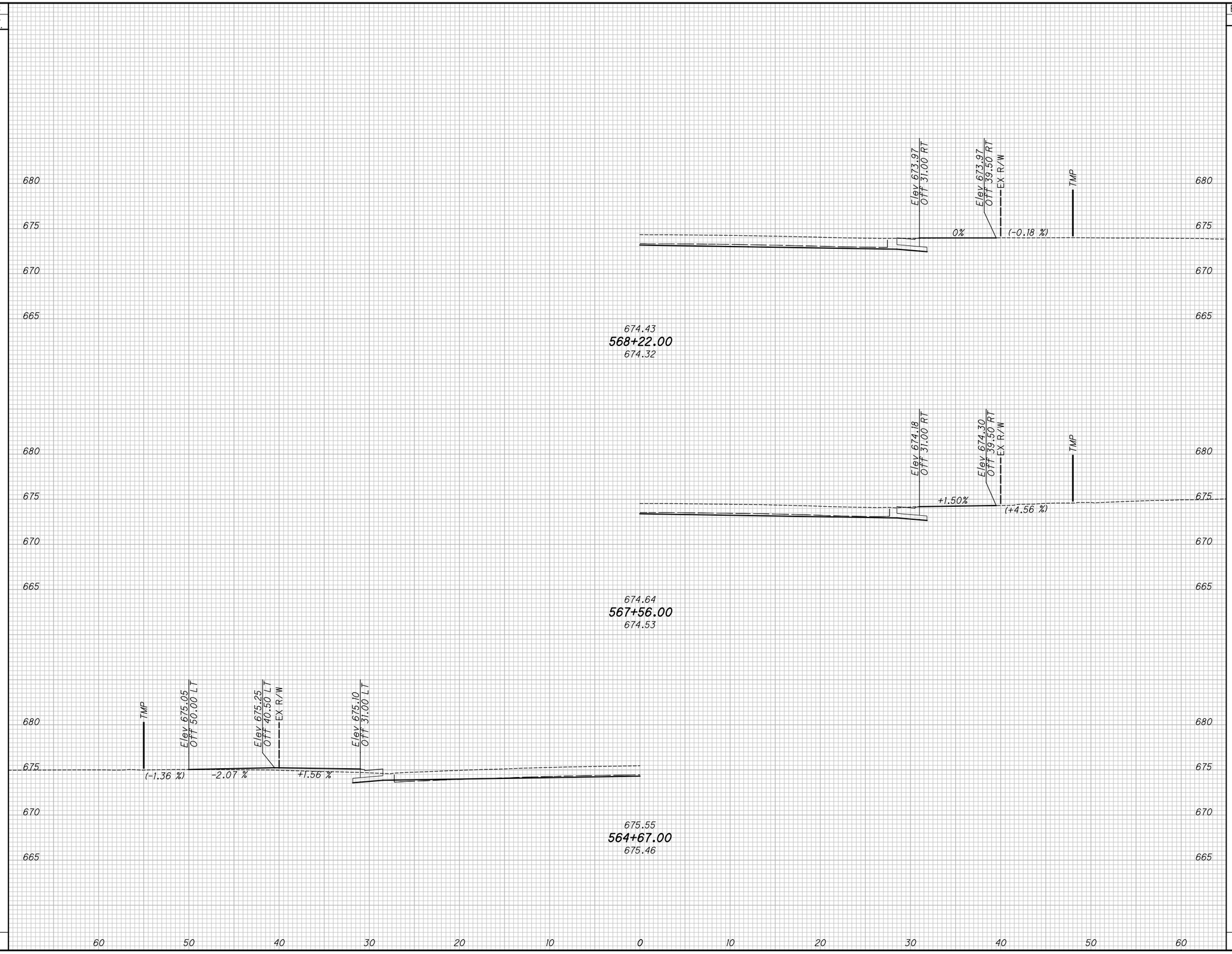
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES
STA. 564+67.00 TO STA. 568+22.00

LAK-US-20-24.99

465
651

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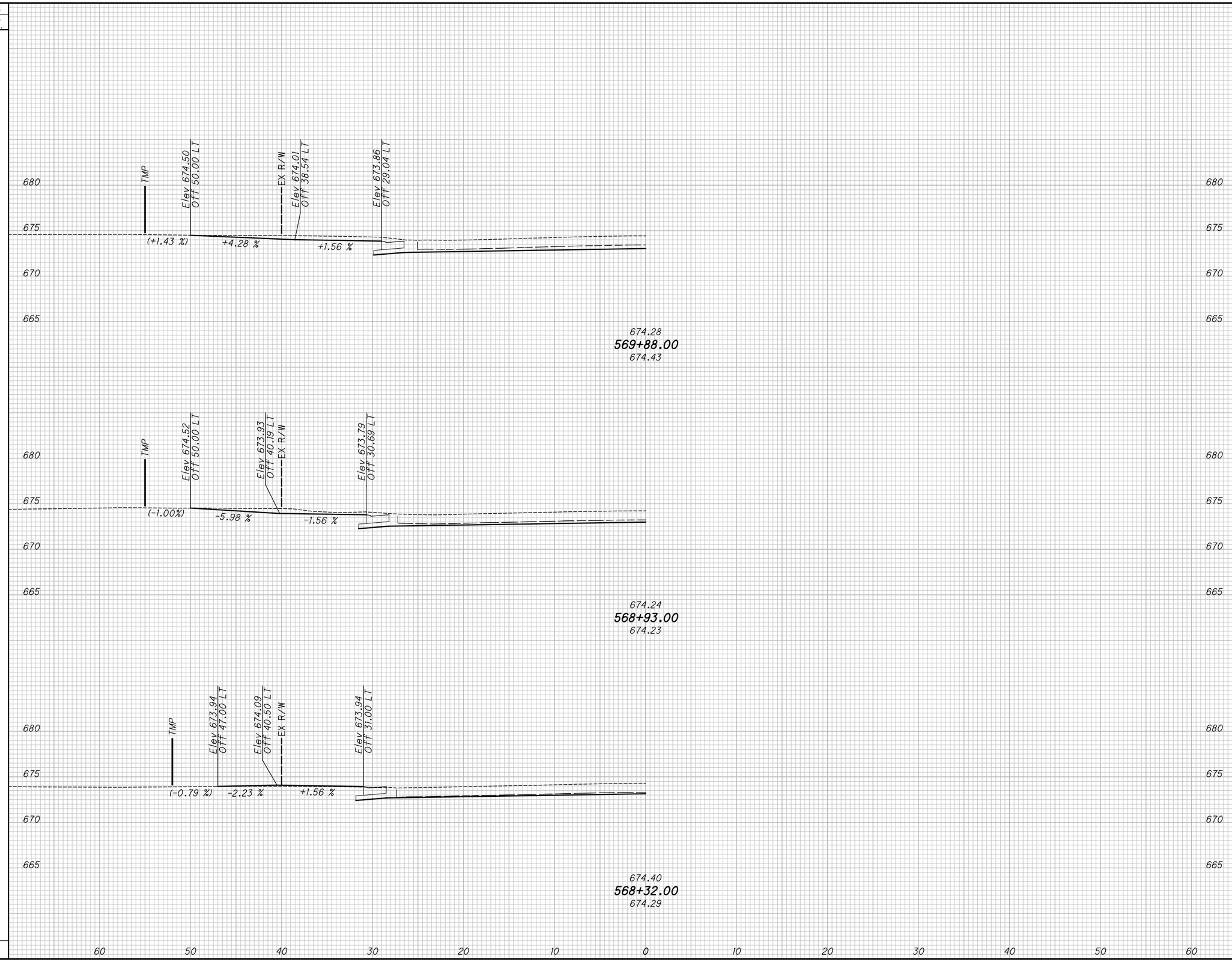
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP



DRIVEWAY PROFILES

STA. 568+32.00 TO STA. 569+88.00

LAK-US-20-24.99

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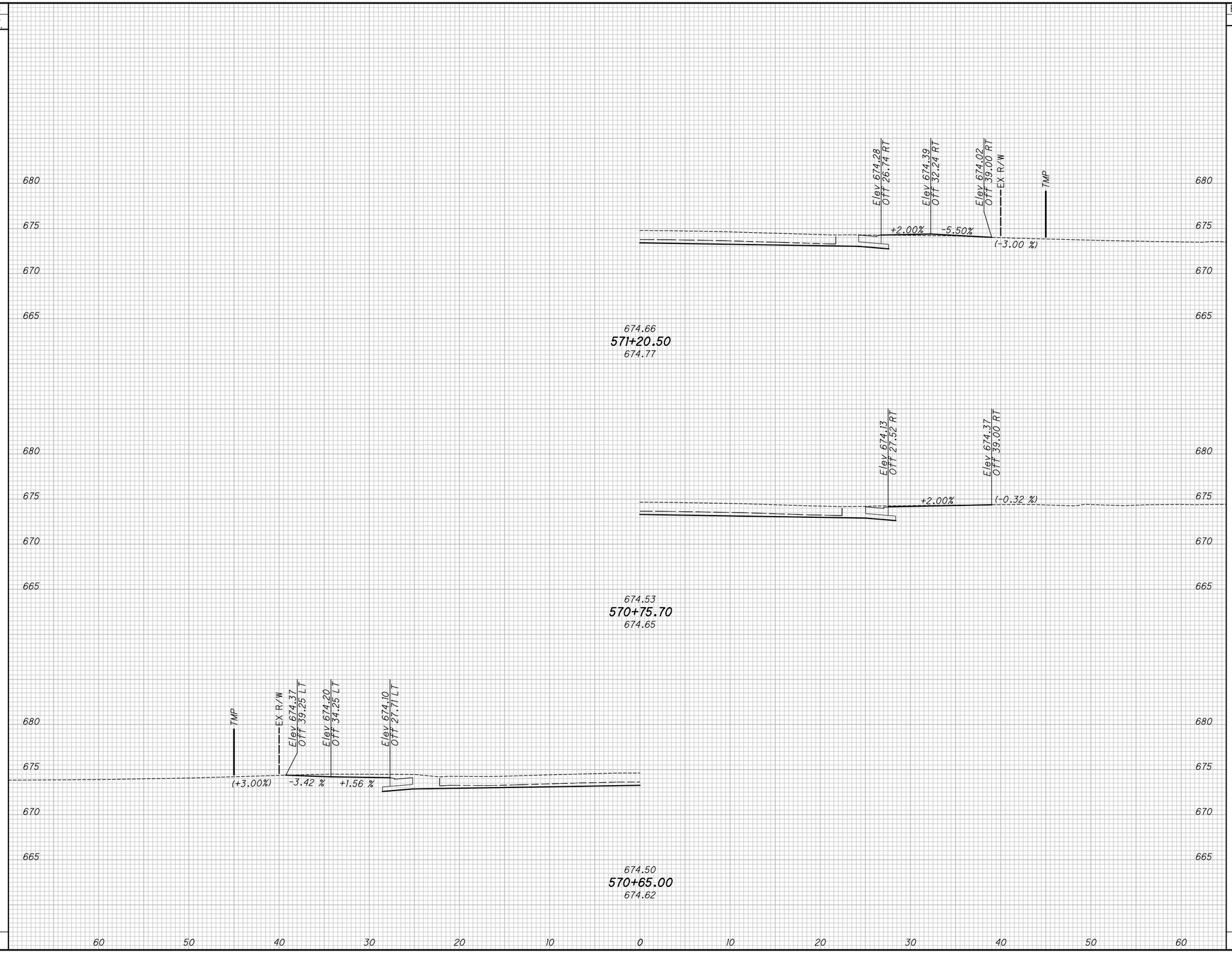
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

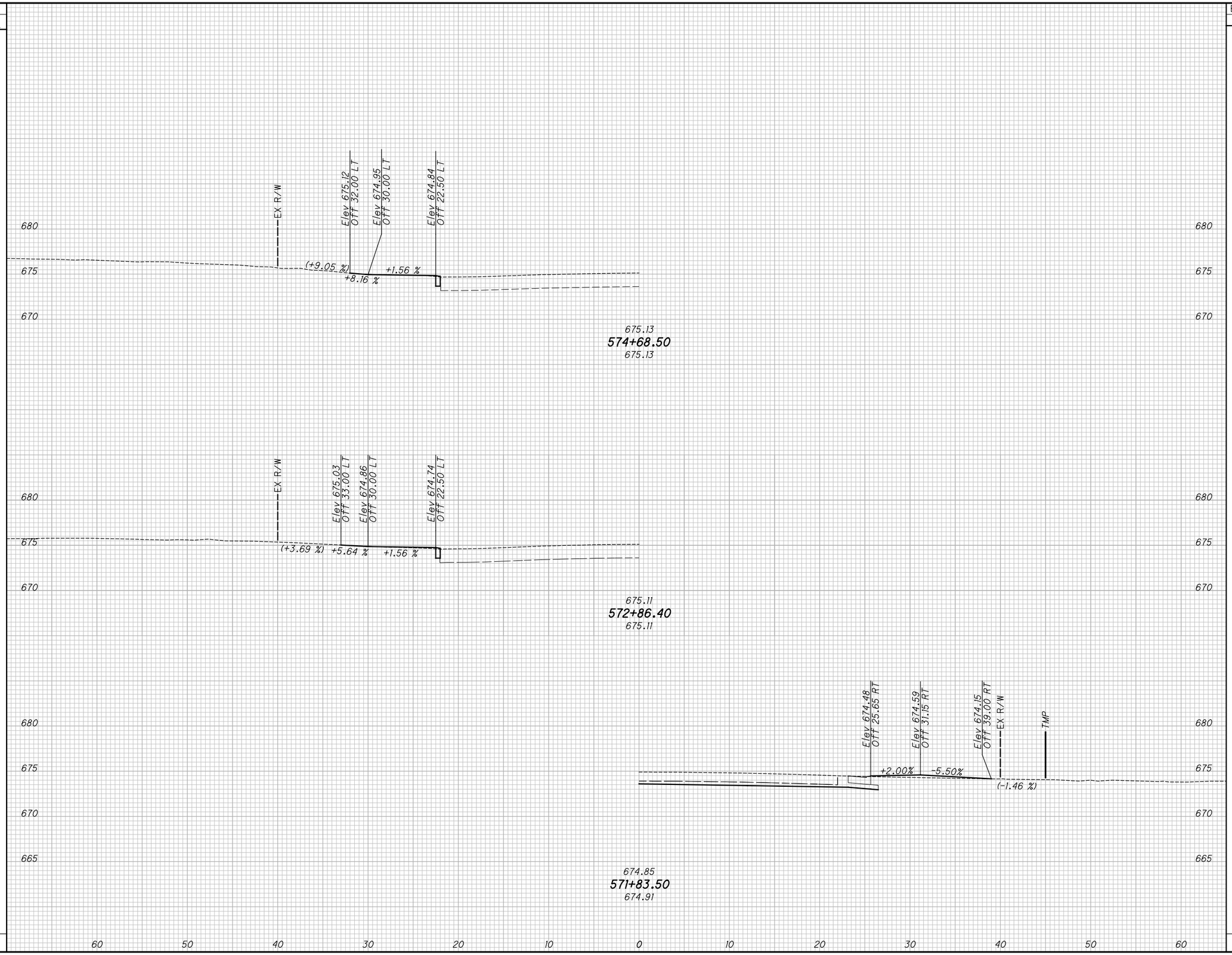


DRIVEWAY PROFILES
STA. 570+65.00 TO STA. 571+20.50

LAK-US-20-24.99

H:\2018\180743\ODOT\ProjectData\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_XS10L.dgn XS_SHEET_temporary_model_name_42 9/12/2023 4:39:59 PM somogyi

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 571+83.50 TO STA. 574+68.50

LAK-US-20-24.99

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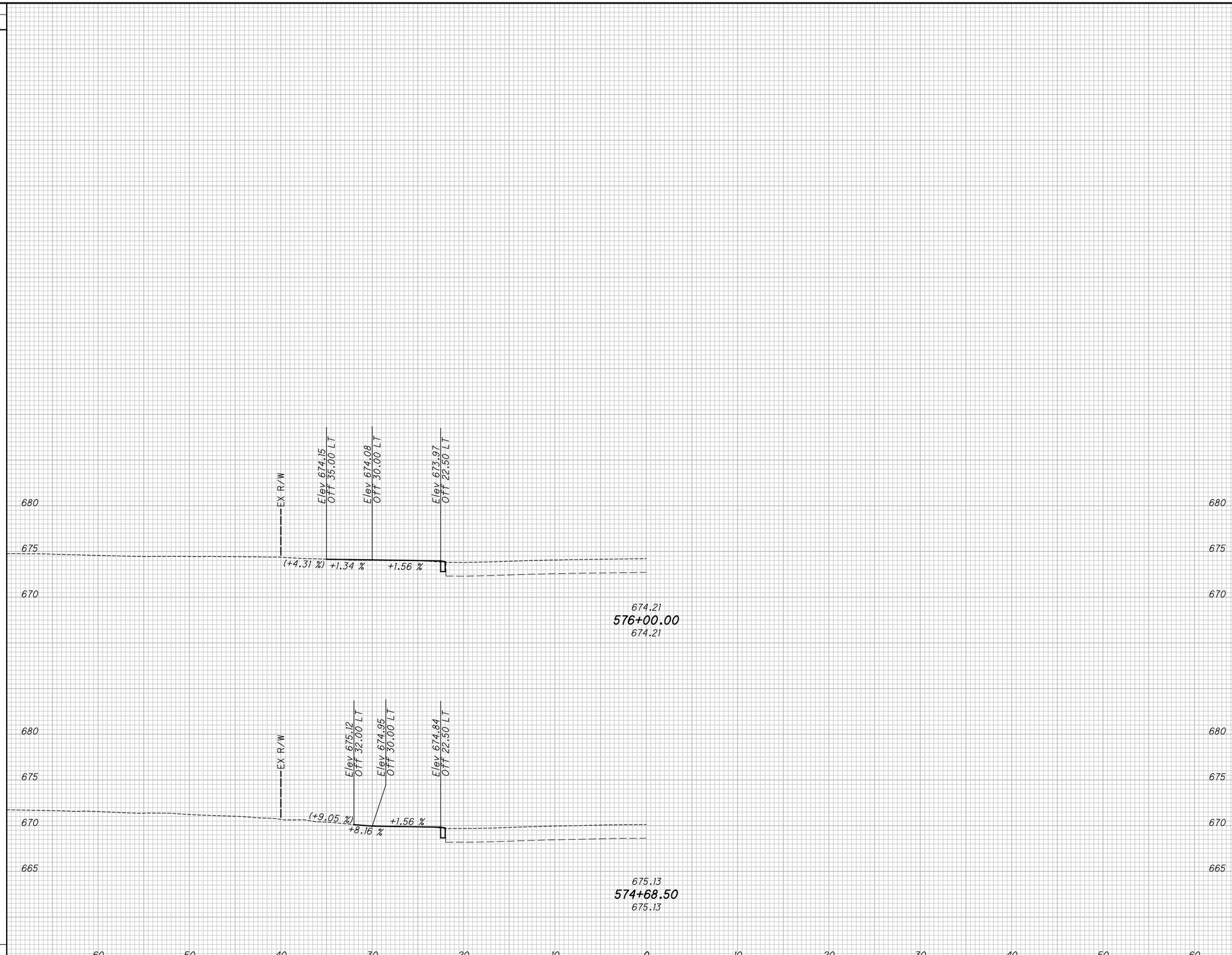
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TLS
CHECKED JMP

DRIVEWAY PROFILES

STA. 574+68.50 TO STA. 576+00.00

LAK-US-20-24.99

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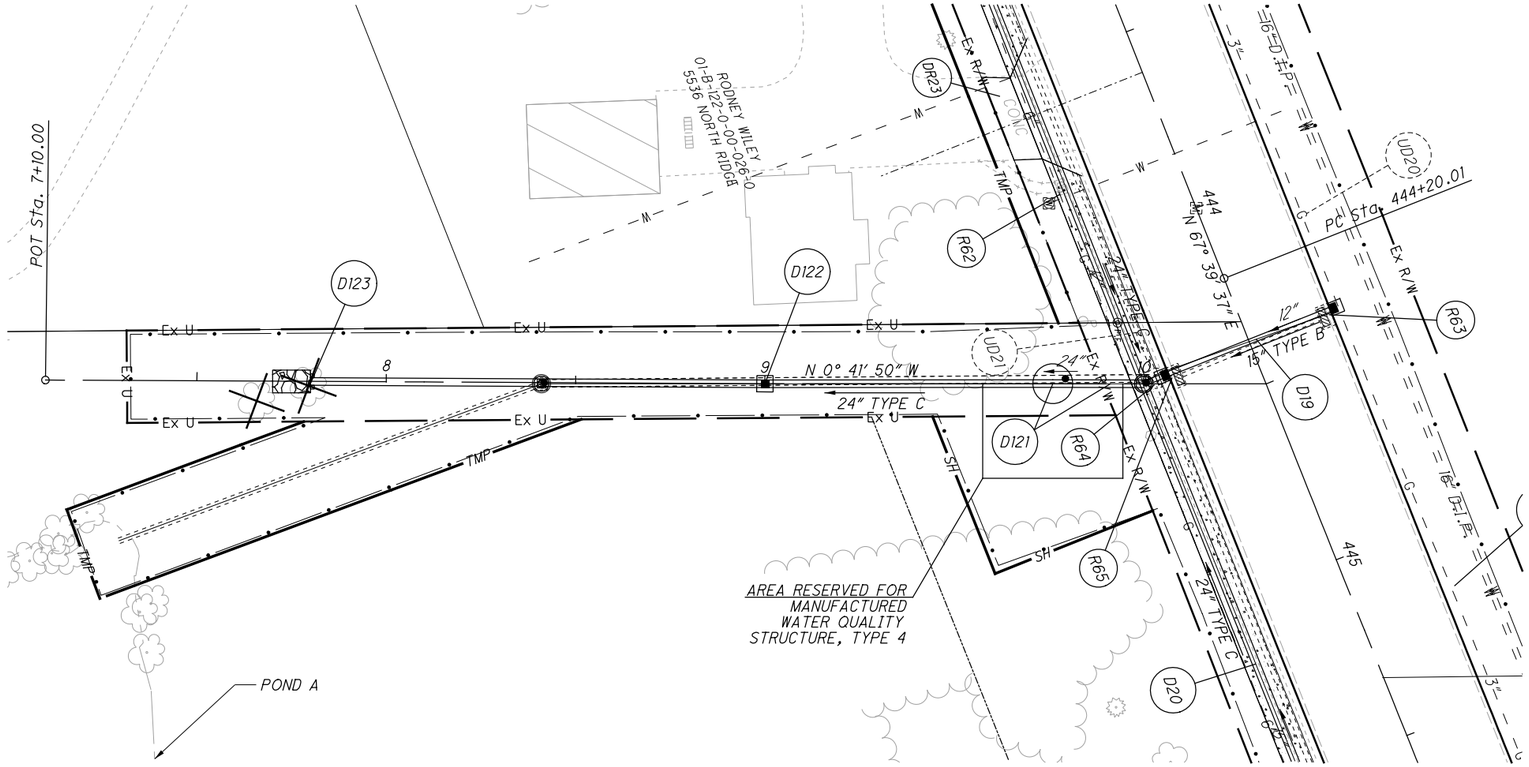

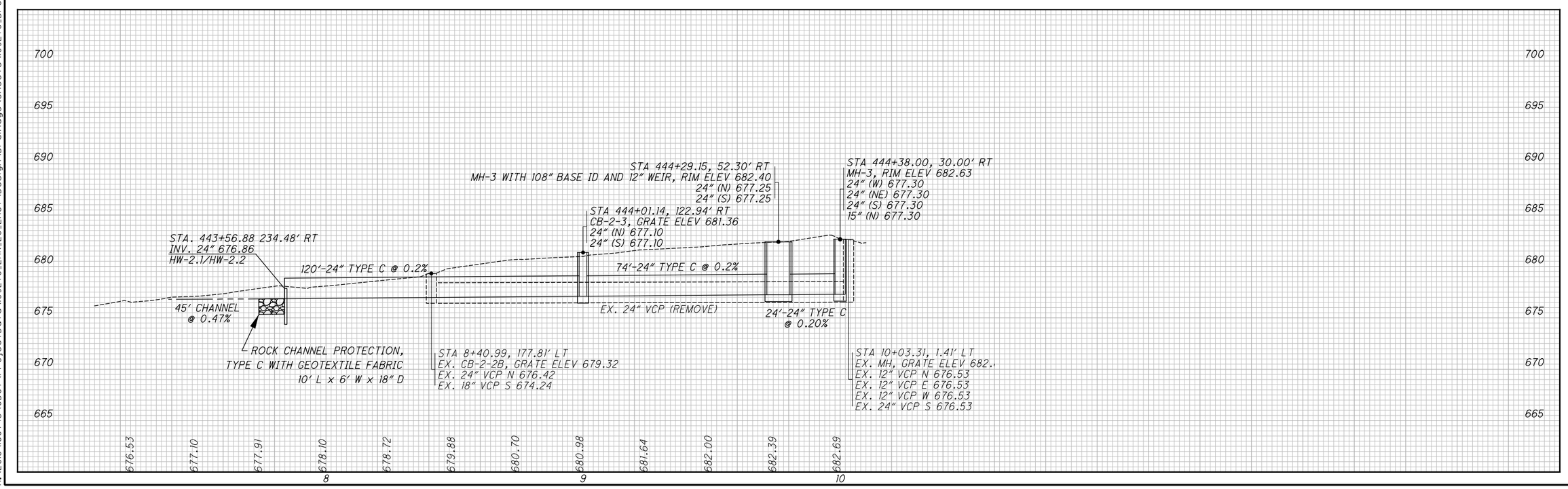

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED TLS
CHECKED JMP

PLAN AND PROFILE - STORM SEWER
STA. 444+38

LAK-US-20-24.99

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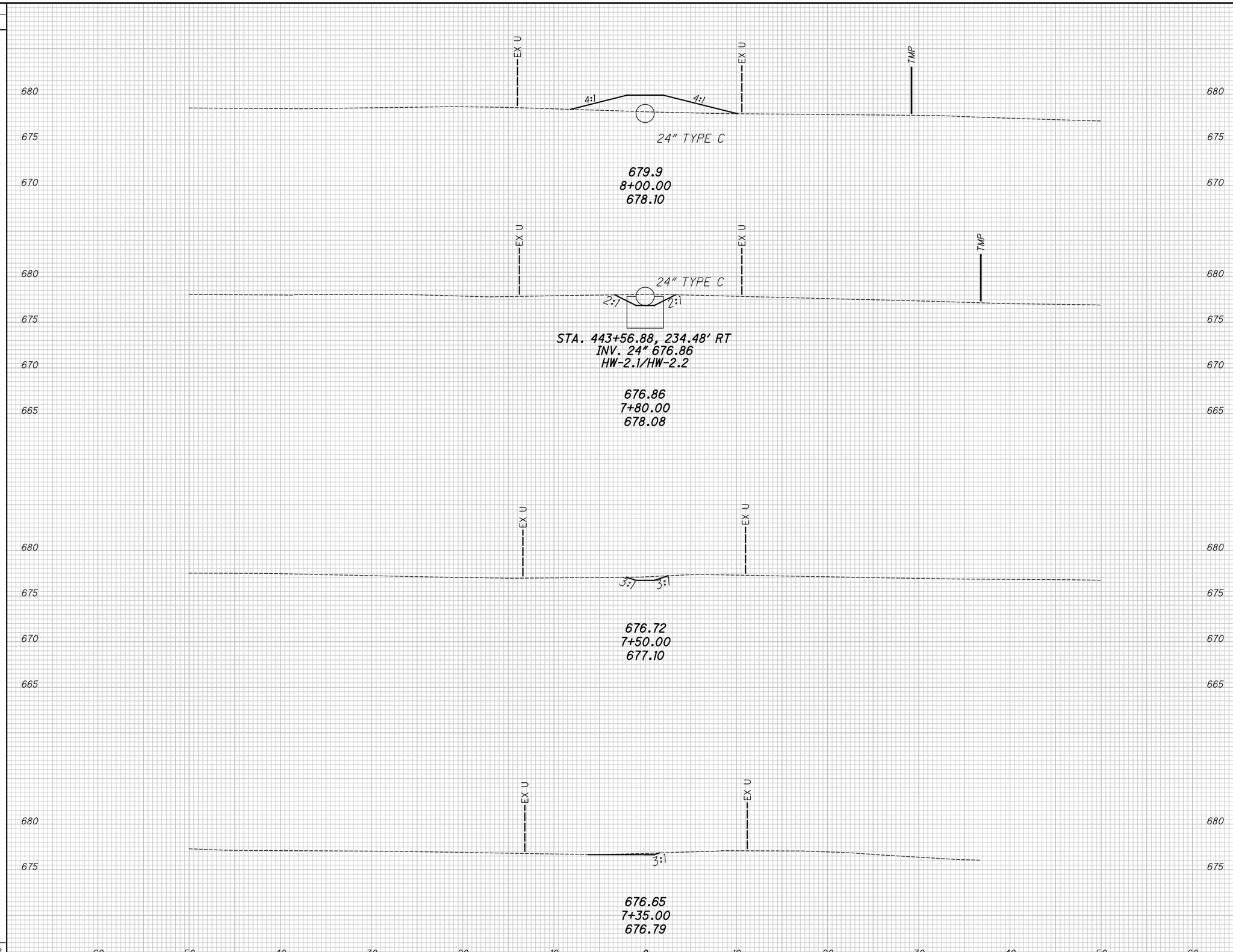

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
43	104	0	19	2	7
51	136	5	0	4	0
25	42	1	0	1	0
25		1	0		
	282			6	7

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - STORM OUTLET STA. 444+38
STA. 7+35.00 TO STA. 8+00.00

LAK-US-20-24.99

470A
651

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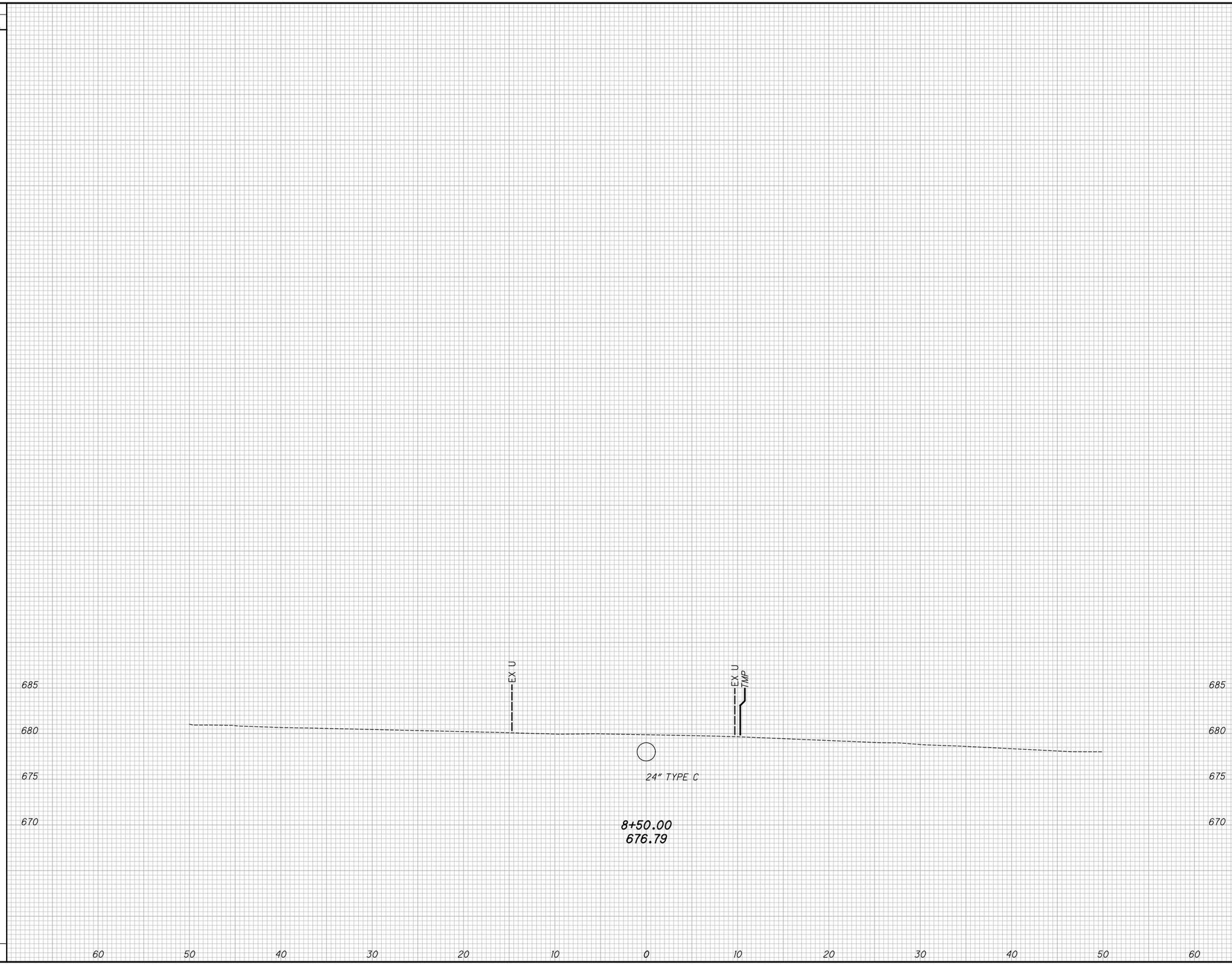
SEEDING	
END WIDTH	SQ. YDS.
25	
188	
188	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	18
		0	18

CALCULATED TLS
CHECKED JMP

CROSS SECTIONS - STORM OUTLET STA. 444+38
STA. 8+50.00

LAK-US-20-24.99

470B
651

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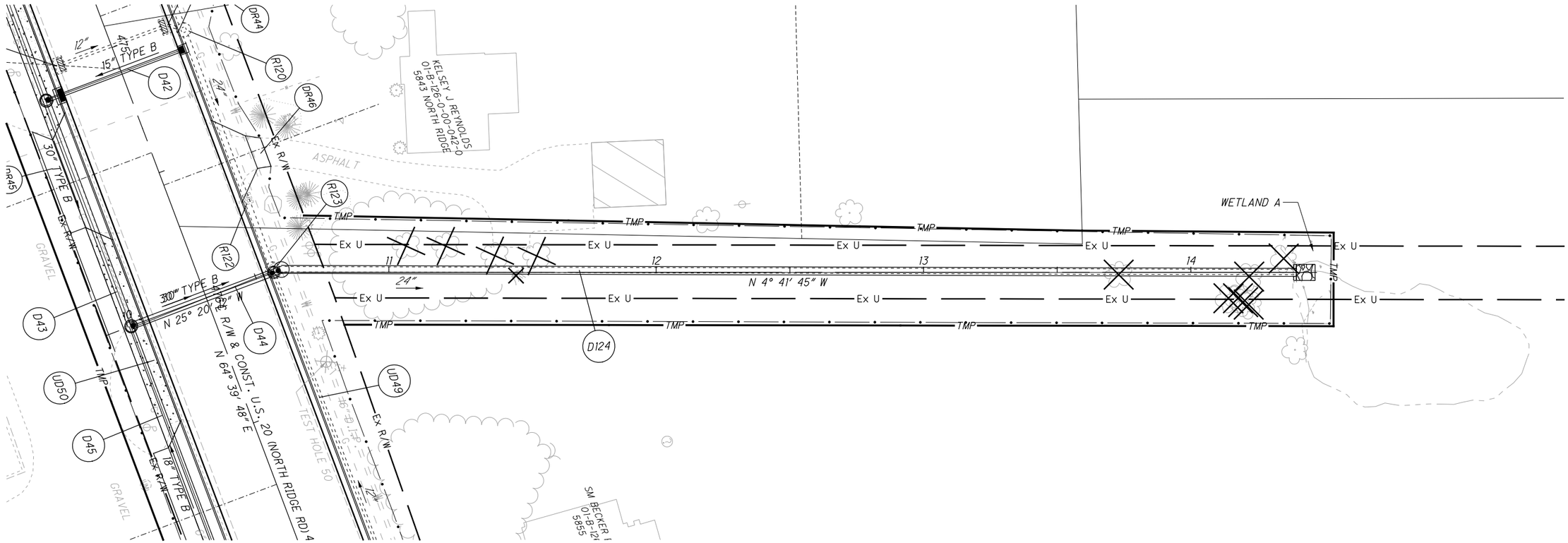

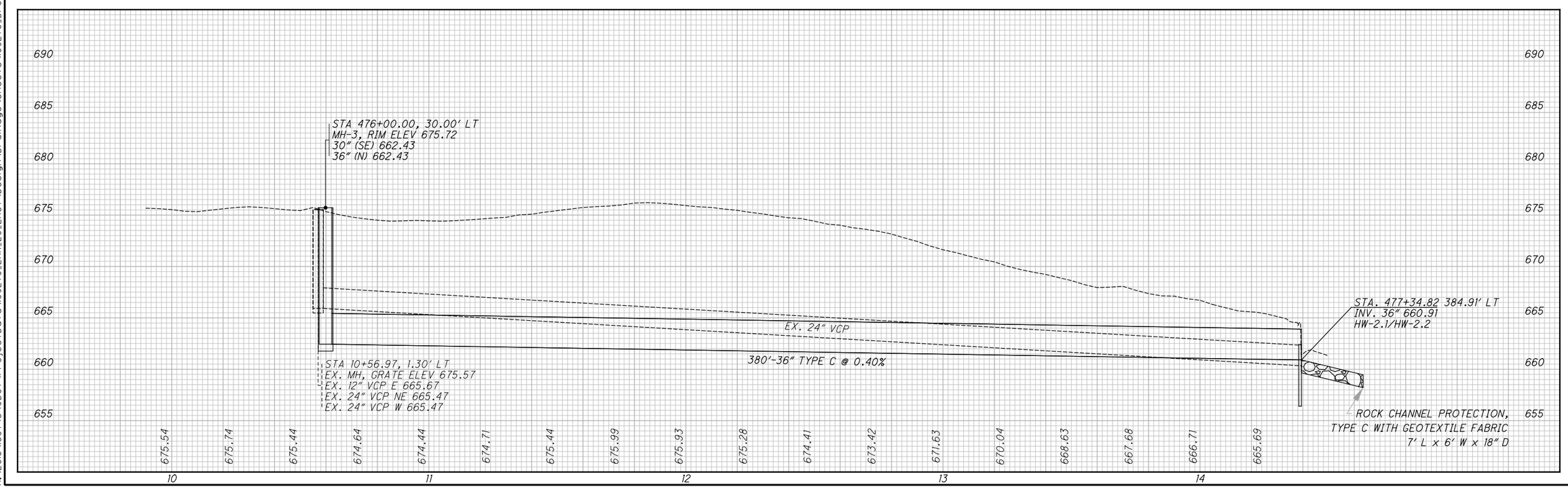

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED TLS
CHECKED JMP

PLAN AND PROFILE - STORM SEWER
STA. 476+00

LAK-US-20-24.99

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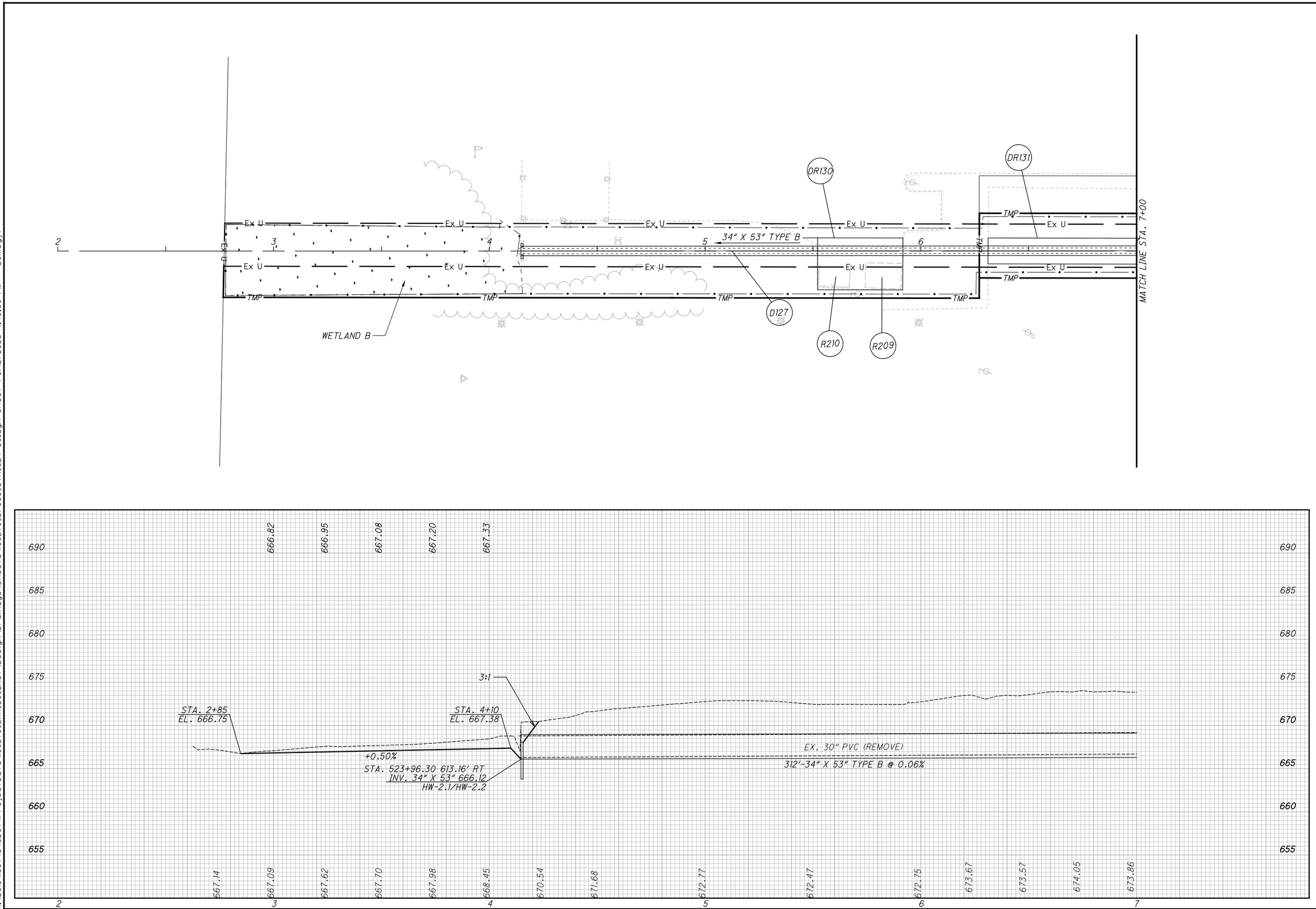

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED TLS
CHECKED JMP

PLAN AND PROFILE - STORM SEWER
OUTLET STA. 524+50

LAK-US-20-24.99

472
651

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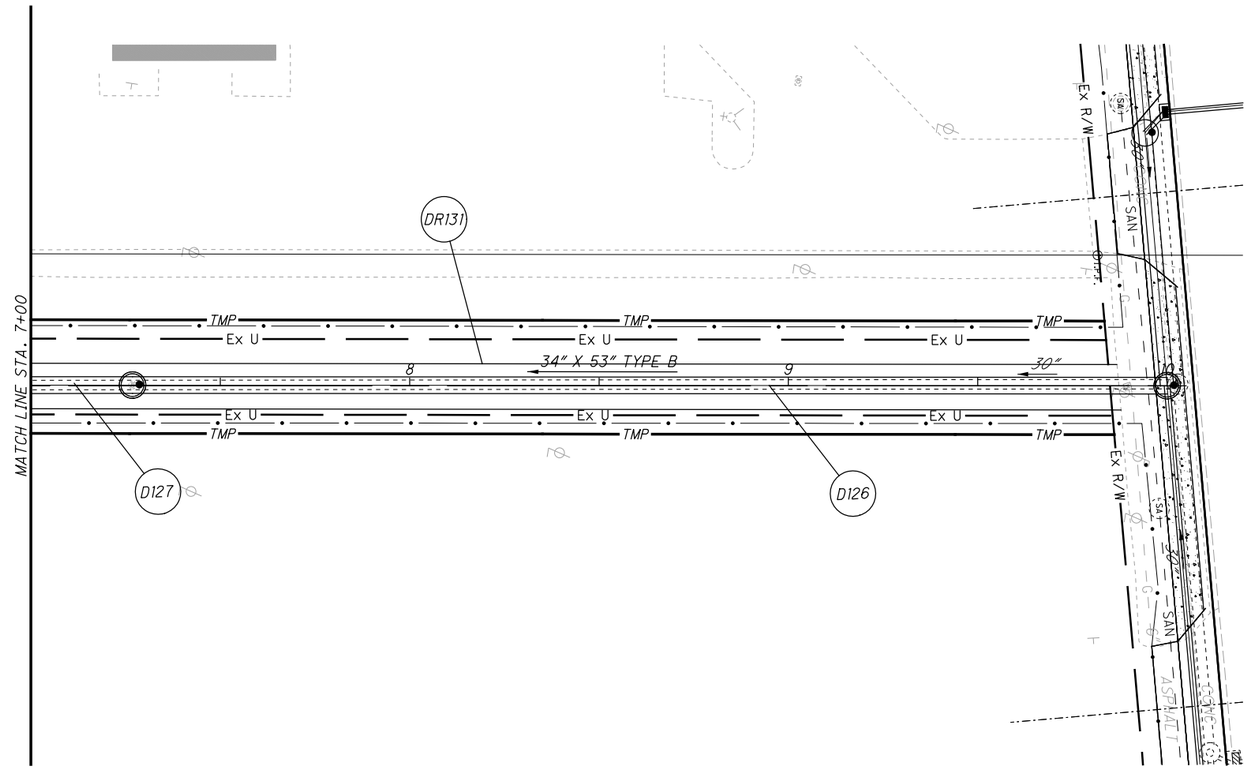

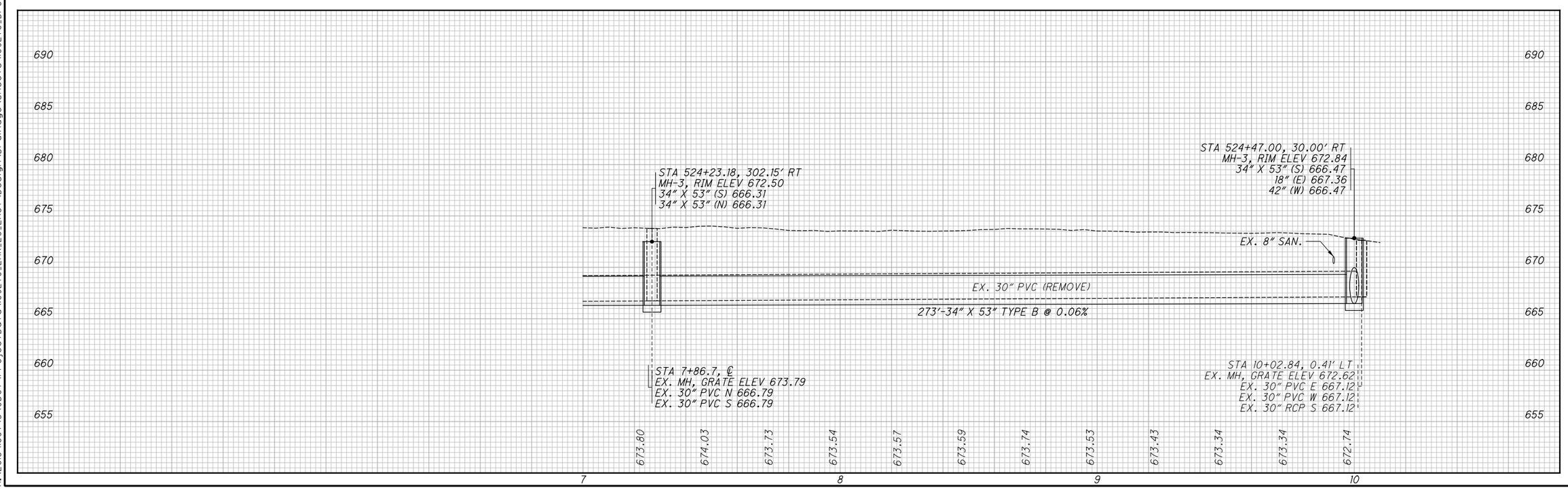

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED TLS
CHECKED JMP

PLAN AND PROFILE - STORM SEWER OUTLET STA. 524+50

LAK-US-20-24.99

473
651

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SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
35		2	0		
	58			1	0
35		1	0		
	19			1	0
0		0	0		
	77			2	0

CALCULATED JMP
CHECKED WDB

CROSS SECTIONS - STORM OUTLET 524+50
STA. 2+75.00 TO STA. 3+00.00

LAK-US-20-24.99

474
651

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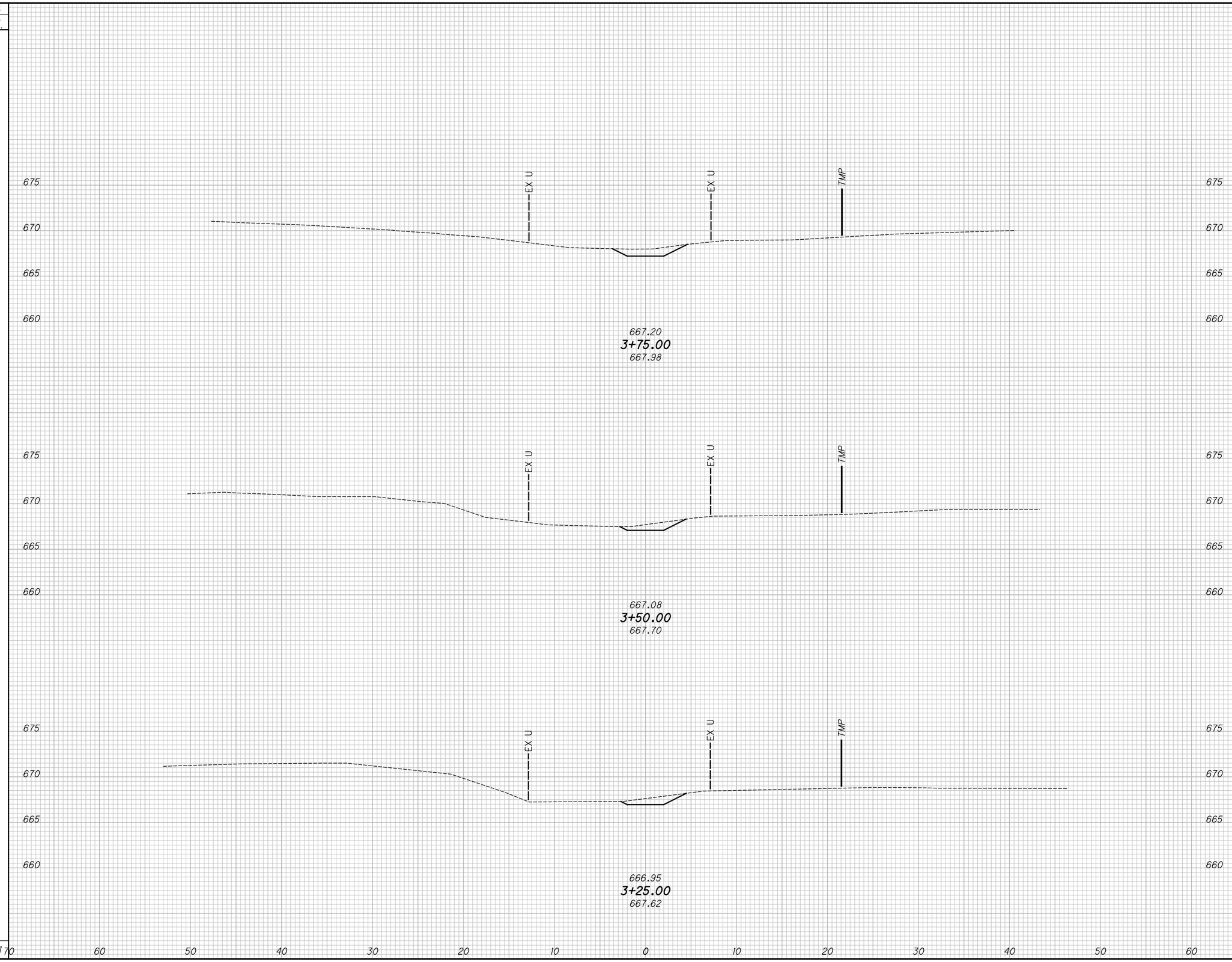

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
35	97	5	0	4	0
35	97	4	0	4	0
35	97	4	0	3	0
	291			11	0

CALCULATED JMP
CHECKED WDB

CROSS SECTIONS - STORM OUTLET 524+50
STA. 3+25.00 TO STA. 3+75.00

LAK-US-20-24.99

475
651

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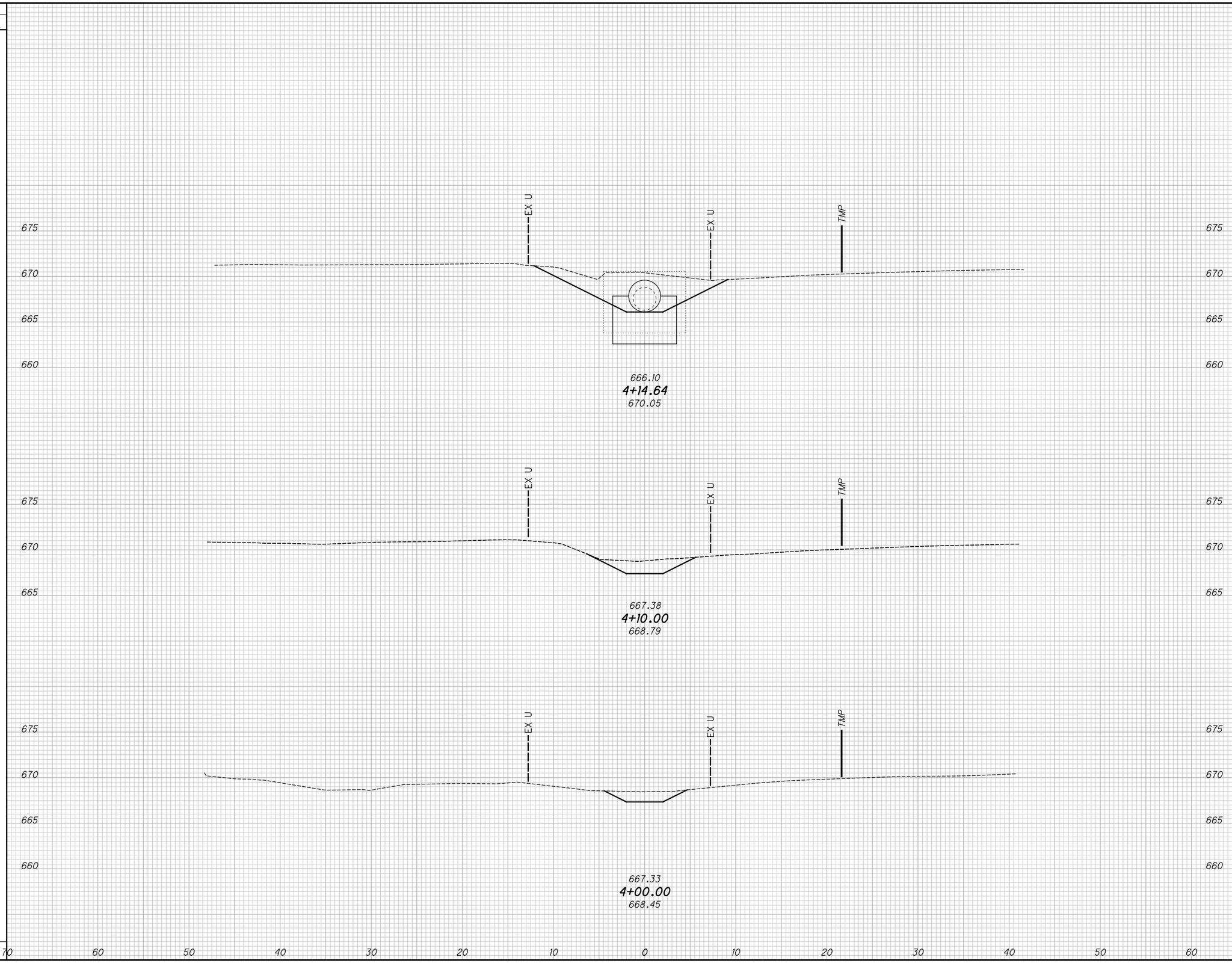

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
35	57	50	0	17	0
35	39	11	0	3	0
35	97	7	0	6	0
	193			26	0

CALCULATED JMP
CHECKED WDB

CROSS SECTIONS - STORM OUTLET 524+50
STA. 4+00.00 TO STA. 4+14.64

LAK-US-20-24.99

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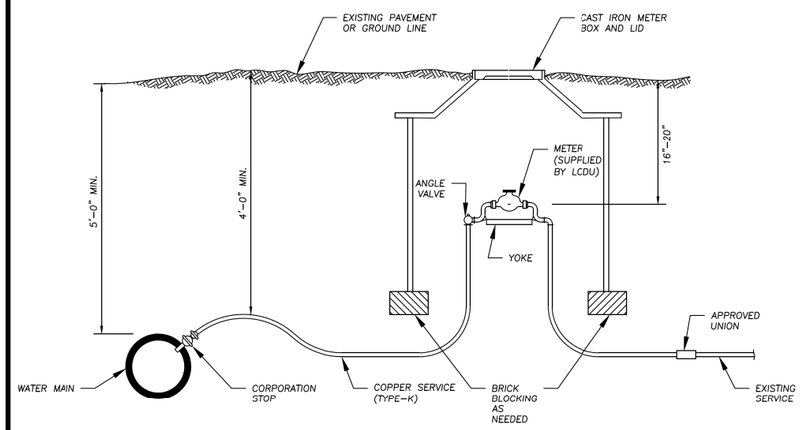
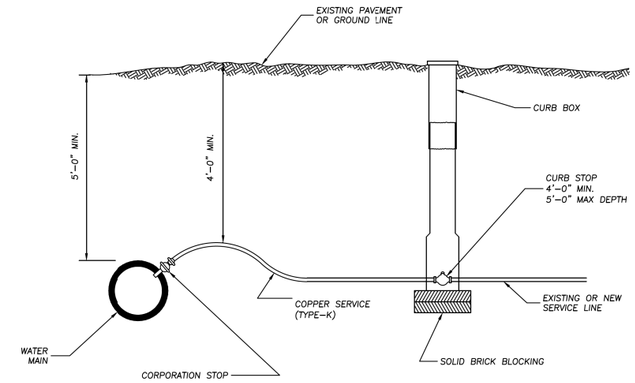


FIG 2.25.7

NOTES:
1. CONTRACTOR TO SUPPLY ALL NEW PARTS FROM MAIN LINE TO AND INCLUDING THE UNION TO THE EXISTING SERVICE, EXCEPT FOR THE NEW METER.
2. CONTRACTOR TO DISPOSE OF ALL OLD PARTS THAT ARE REMOVED.
3. ALL MATERIALS SHALL BE AS LISTED IN LCDU APPROVED MATERIAL LIST

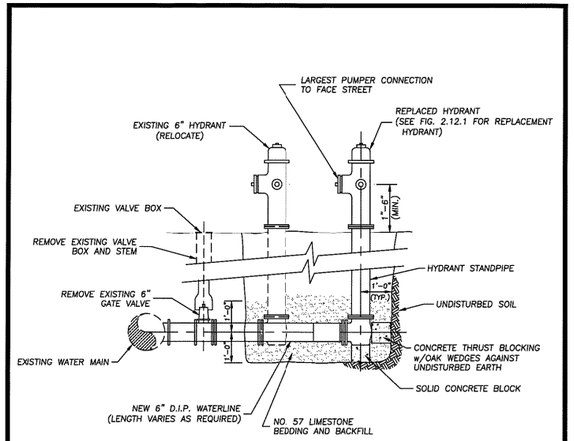
LAKE COUNTY DEPARTMENT OF UTILITIES		
OUTSIDE METER REPLACEMENT DETAIL		
DATE: 9-17	DRAWN BY: D.D.B.	SCALE: NONE



NOTES:
1. IF CURB STOP AND BOX FALL IN DITCH LINE MOVE BOTH TOWARD BUILDING OUT OF DITCH, BUT KEEP BOTH INSIDE THE RIGHT-OF-WAY. CURB STOP AND BOX TO BE A MINIMUM OF 5'-0" FROM BACK OF CURB OR EDGE OF PAVEMENT. SHOULD A CONFLICT OCCUR WITH OTHER UTILITIES OR STRUCTURES, LOCATION SHALL BE APPROVED BY SANITARY ENGINEER. CURB BOXES TO BE LOCATED OUTSIDE ALL PAVED AREAS. ALL FITTINGS TO BE OF THE FLARED TYPE.
2. ALL MATERIALS SHALL BE AS LISTED IN THE LCDU APPROVED MATERIAL LIST.
3. CURB STOP SHALL BE SET SUCH THAT THE OPERATING LEVER RUNS PERPENDICULAR TO THE MAIN WHEN IN THE "ON" POSITION.

FIG 2.25.2

LAKE COUNTY DEPARTMENT OF UTILITIES		
SERVICE TIE IN FOR INSIDE METER LESS THAN 2" DIA		
DATE: 8-17	DRAWN BY: DDB	SCALE: NONE



NOTES:
1. THE CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING HYDRANT, EXTEND THE 6" WATERLINE AND INSTALL THE RELOCATED FIRE HYDRANT AT THE LOCATION CALLED OUT ON THE PLANS. ALL NEW WATERLINE MATERIAL AND FITTINGS SHALL BE PER LAKE COUNTY WATER DEPARTMENT STANDARDS.
2. ALL COSTS ASSOCIATED WITH THIS WORK INCLUDING EXCAVATION; GRANULAR BACKFILL; FITTINGS; NUTS; BOLTS; HYDRANT INLET PIPE AND EXTENSION; DEWATERING;SHEETING OR SHORING; PIPE BEDDING AND PIPE BACKFILL; DISPOSAL OF WASTE MATERIALS; PROTECTION OF STRUCTURES, UTILITIES, SERVICE CONNECTIONS OR OTHER FACILITIES; THRUST BLOCKING; JOINT RESTRAINTS; TESTING; FLUSHING; STERILIZING; AND PAINTING ALL HYDRANTS, TOGETHER WITH ALL LABOR, EQUIPMENT, TOOLS AND MATERIALS NECESSARY TO COMPLETE THE WORK AS SHOWN, SPECIFIED, OR AS DIRECTED BY THE ENGINEER SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
3. ALL MATERIALS SHALL BE AS LISTED ON THE LCDU APPROVED MATERIAL LIST.
4. PROVIDE SOLID CONCRETE BLOCKING WITH HARD WOOD SHIMS UNDER ALL FITTINGS.
5. ALL FITTINGS TO BE FULLY RESTRAINED.
6. IF THE EXISTING HYDRANT IS OF THE LEAD JOINT TYPE, IT WILL BE REMOVED AND REPLACED.
7. PROVIDE A 48 HOUR NOTICE TO SCHEDULE MAIN SHUTDOWN WITH LCDU.
8. REPLACE EXISTING WATCH VALVE WITH NEW.
9. MOVE NEW HYDRANT TO DESIRED LOCATION.

LAKE COUNTY DEPARTMENT OF UTILITIES		
HYDRANT REMOVED AND RELOCATED OR REPLACED		
DATE: 4-2021	DRAWN BY: SC	SCALE: NONE

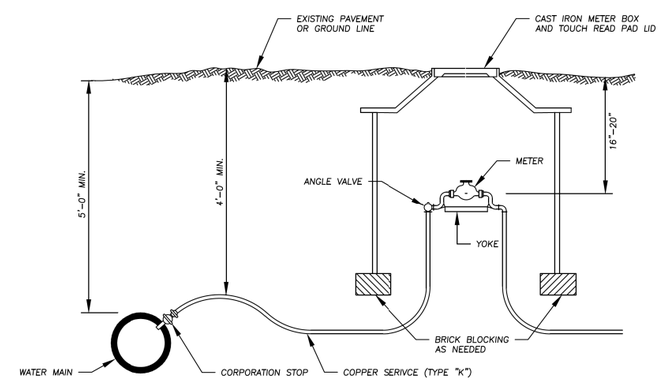


FIG 2.25.1

ALL MATERIALS SHALL BE AS LISTED IN THE LCDU APPROVED MATERIAL LIST.

LAKE COUNTY DEPARTMENT OF UTILITIES		
SERVICE TIE IN FOR OUTSIDE METER LESS THAN 2" DIA.		
DATE: 9-17	DRAWN BY: DDB	SCALE: NONE

CALCULATED TLS
CHECKED JMP

WATER WORK AND SANITARY DETAILS

LAK-US-20-24.99

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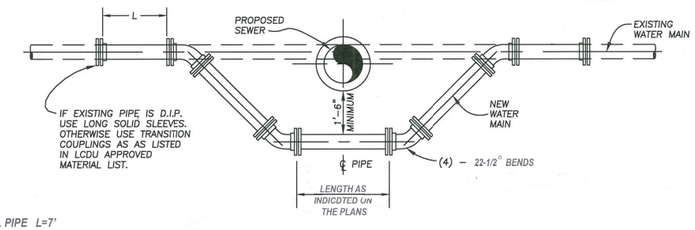
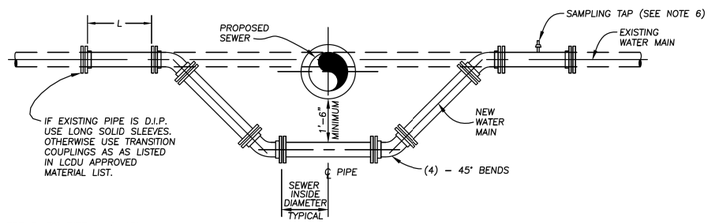


FOR 6" DIA . PIPE L=7'

NOTE:

1. RESTRAIN ALL JOINTS FOR ENTIRE LENGTH OF PIPE.
2. PROVIDE 18" MINIMUM SEPARATION BETWEEN CROSSING PIPES.
3. IF THE SPACE BETWEEN THE JOINT IS GREATER THAN ½-INCH AT ITS NARROWEST POINT, THEN A FULL-CIRCLE SPACER OR "DUTCH" MUST BE CUT AND PLACE IN THE GAP BEFORE THE SLEEVE IS USED TO CLOSE THE JOINT.
4. THE "DUTCH" SPACER SHALL BE CUT TO A WIDTH NO LESS THAN ¼-INCH LESS THAN THE NORROWEST JOINT SPACE WIDTH.
5. EACH PIPE SPIGOT SHALL BE MARKED TO INDICATE THE POINT WHERE THE SLEEVE WILL BE PROPERLY CENTGERD OVER THE POINT.

SANITARY FORCE FORCE MAIN RELOCATION UNDER PROPOSED SEWER (TYP)



FOR 6" DIA PIPE L=12'
FOR 8" DIA PIPE L=16'
FOR 12" DIA PIPE L=23'
FOR 16" DIA PIPE L=32'

NOTES:
1. 24 HOUR ADVANCED NOTICE MUST BE GIVEN TO ALL AFFECTED RESIDENTS
2. DISINFECT PIPE PER AWWA STANDARDS
3. SEE CONTRACT DOCUMENTS FOR GENERAL NOTES & BEDDING DETAILS
4. RESTRAIN ALL JOINTS FOR ENTIRE LENGTH OF PIPE
5. PROVIDE 18" MINIMUM SEPARATION BETWEEN CROSSING PIPES
6. SAMPLING TAP REQUIRED IF THERE ARE NO HOUSES OR HYDRANTS FOR FLUSHING IN SHUT DOWN AREA (TAP TO BE ABANDONED AFTER TEST)
7. IF THE SPACE BETWEEN THE JOINT IS GREATER THAN 1/2–INCH AT ITS NARROWEST POINT, THEN A FULL–CIRCLE SPACER OR "DUTCHMAN" MUST BE CUT AND PLACED IN THE GAP BEFORE THE SLEEVE IS USED TO CLOSE THE JOINT.
8. THE "DUTCHMAN" SPACER SHALL BE CUT TO A WIDTH NO LESS THAN 1/4–INCH LESS THAN THE NARROWEST JOINT SPACE WIDTH.
9. EACH PIPE SPIGOT SHALL BE MARKED TO INDICATE THE POINT WHERE THE SLEEVE WILL BE PROPERLY CENTERED OVER THE POINT.

FIG 2.5.3

LAKE COUNTY
DEPARTMENT OF UTILITIES
WATER MAIN RELOCATION UNDER PROPOSED SEWER (TYP)
DATE: 3–17 | DRAWN BY: DDB | SCALE: NONE

SHEET NO.	REFERENCE NO.	STATION TO STATION		SIDE	611 6" CONDUIT, TYPE B, AS PER PLAN, 748.01	611 MANHOLE ADJUSTED TO GRADE, AS PER PLAN		SPECIAL 12" WATER MAIN DIP CLASS 52 MECHANICAL JOINTS AND FITTINGS, LCDU STANDARD	SPECIAL VALVE BOX ADJUSTED TO GRADE, LCDU STANDARD	SPECIAL 6" FIRE HYDRANT FURNISHED, LCDU STANDARD	SPECIAL FIRE HYDRANT REMOVED FOR STORAGE, LCDU STANDARD
					FT	EACH		FT	EACH	EACH	EACH
263	SA-1	523+71.70		R		1					
264	SA-2	524+79.10		R		1					
265	SA-3	532+77.40		R		1					
267	SA-4	543+06.00		R		1					
269	SA-5	550+03.90		L		1					
270	SA-6	557+77.10		L		1					
271	SA-7	559+51.90		L		1					
271	SA-8	561+00.30		L		1					
271	SA-9	562+63.30		L		1					
272	SA-10	565+92.90		L		1					
		Hubbard Road									
280	SA-11	92+86.00	93+20.00	L	27						
280	SA-12	97+24.80	97+47.60	L	29						
243	W-1	423+82.00		L						1	1
251	W-2	463+72.00		L					1		
251	W-3	463+78.00		L					1		
252	W-4	466+43.00		L						1	1
252	W-5	565+51.00		R					1		
252	W-6	566+28.00		R					1		
		Burns Road									
277	W-7	9+55.00	9+77.00	L				22			
TOTALS CARRIED TO GENERAL SUMMARY					56	10		22	4	2	2

CALCULATED TLS
CHECKED JMP

WATER WORK AND SANITARY DETAILS

LAK-US-20-24.99

478
651

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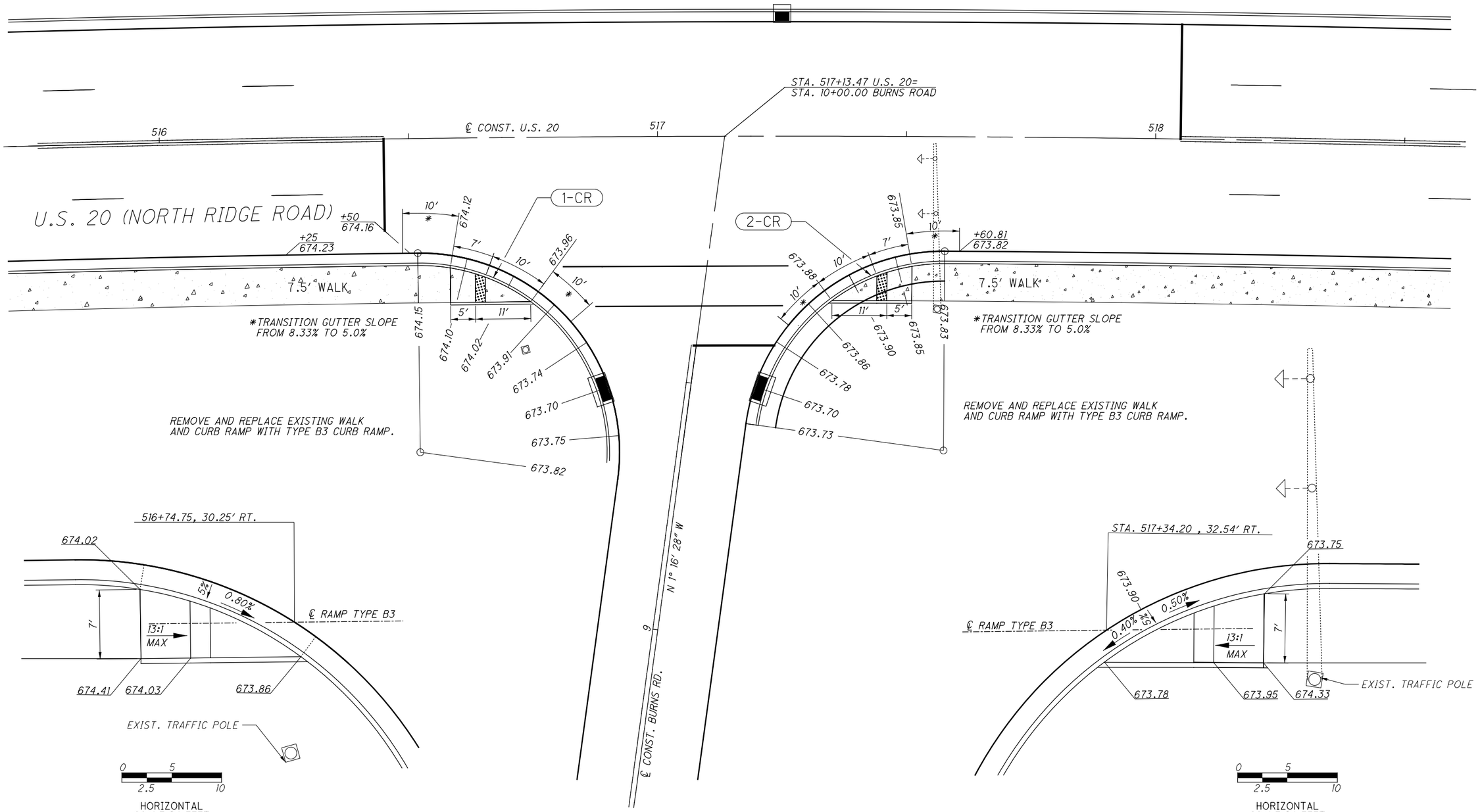

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED CWH
CHECKED EJT

CURB RAMP SHEET
U.S. 20 AND BURNS ROAD

LAK-US-20-24.99

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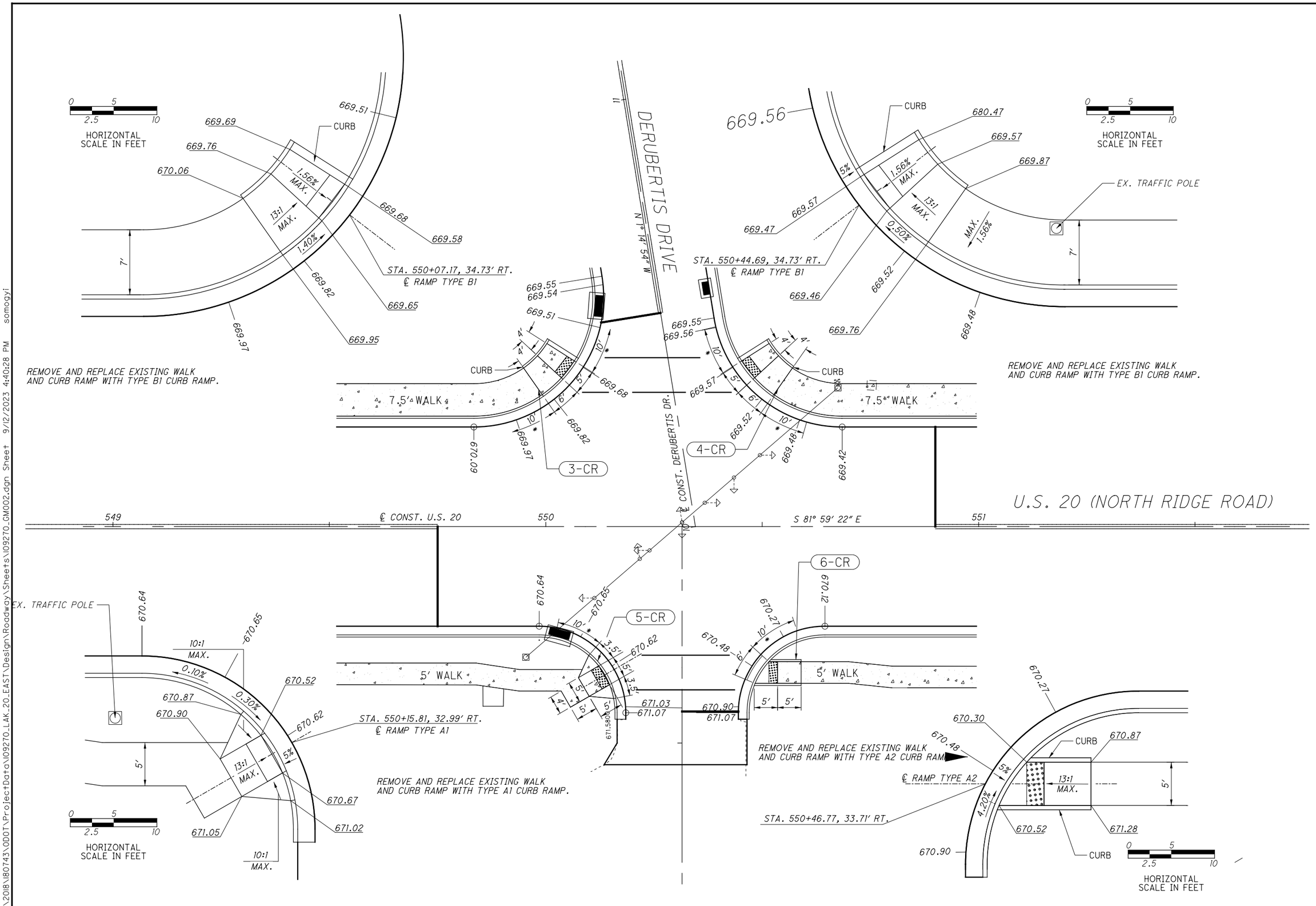

CALCULATED CWH
CHECKED EJT

HORIZONTAL SCALE IN FEET

CURB RAMP SHEET
U.S. 20 AND DERUBERTIS DRIVE ROAD

LAK-US-20-24.99

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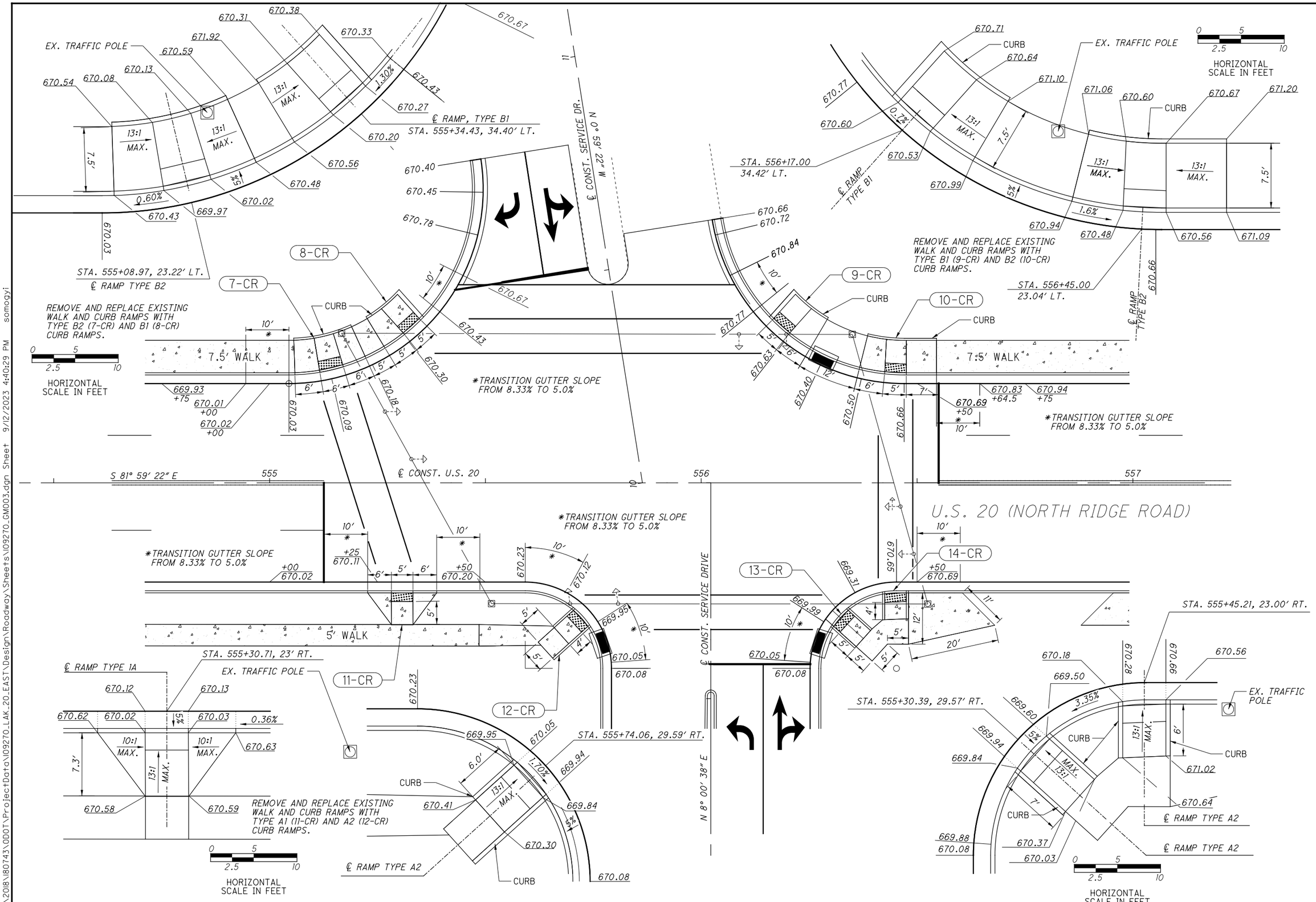

CALCULATED CWH
CHECKED EJT

CURB RAMP SHEET
SERVICE DRIVE

LAK-US-20-24.99

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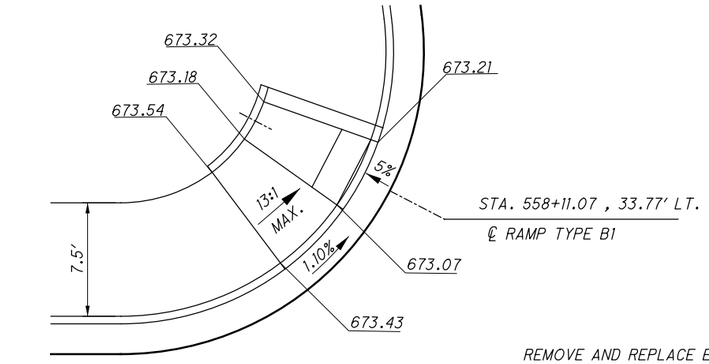
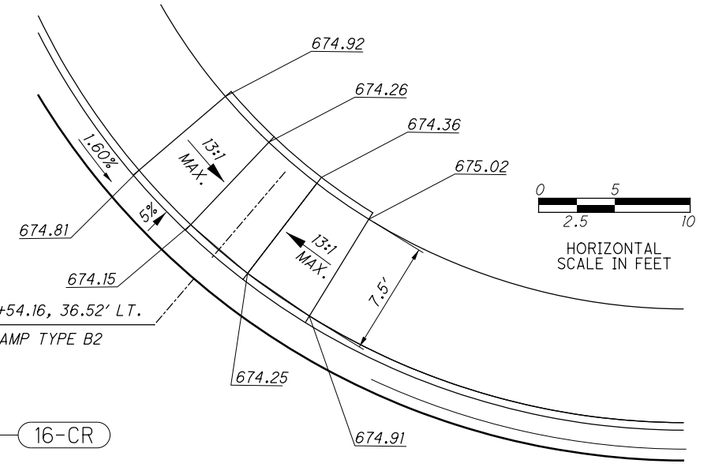
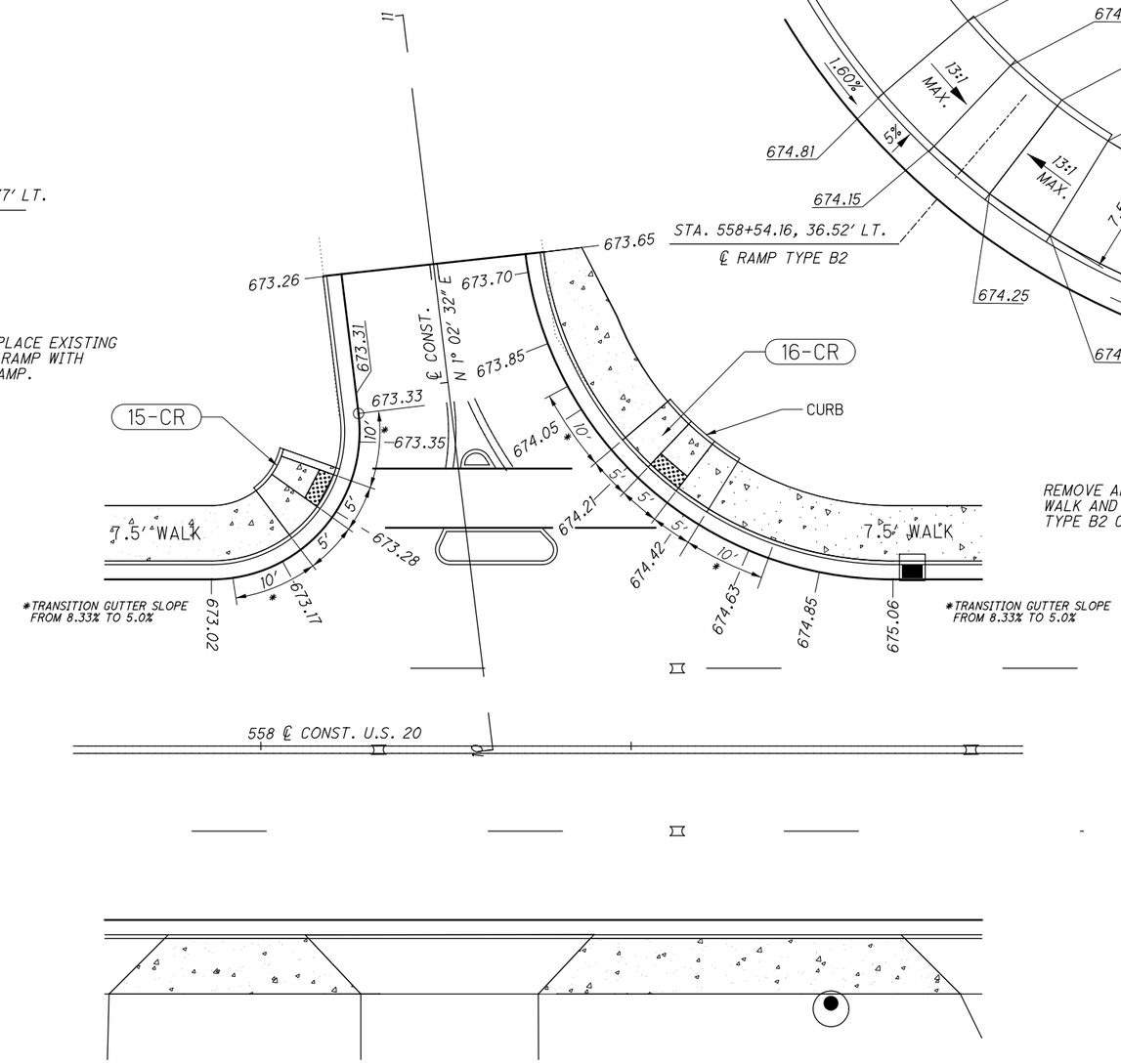


0 5
2.5 10
HORIZONTAL SCALE IN FEET

REMOVE AND REPLACE EXISTING WALK AND CURB RAMP WITH TYPE B1 CURB RAMP.



0 5
2.5 10
HORIZONTAL SCALE IN FEET



REMOVE AND REPLACE EXISTING WALK AND CURB RAMP WITH TYPE B2 CURB RAMP.

0 5
2.5 10
HORIZONTAL SCALE IN FEET

CALCULATED CWH
CHECKED EJT

CURB RAMP SHEET
U.S. 20 AND BALOGH REAL ESTATE DRIVE

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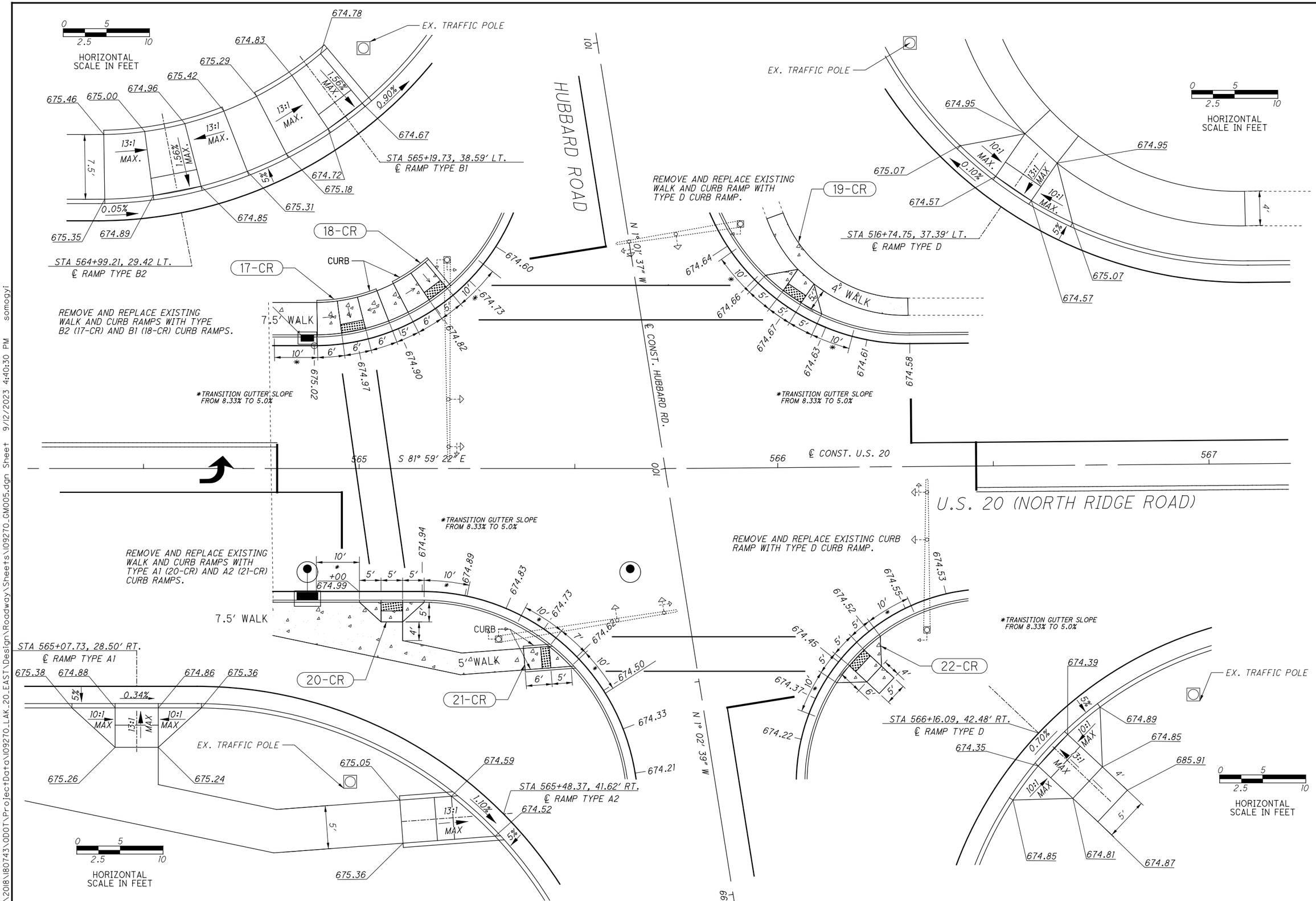

CALCULATED CWH
CHECKED EJT

CURB RAMP SHEET
U.S. 20 AND HUBBARD ROAD

LAK-US-20-24.99

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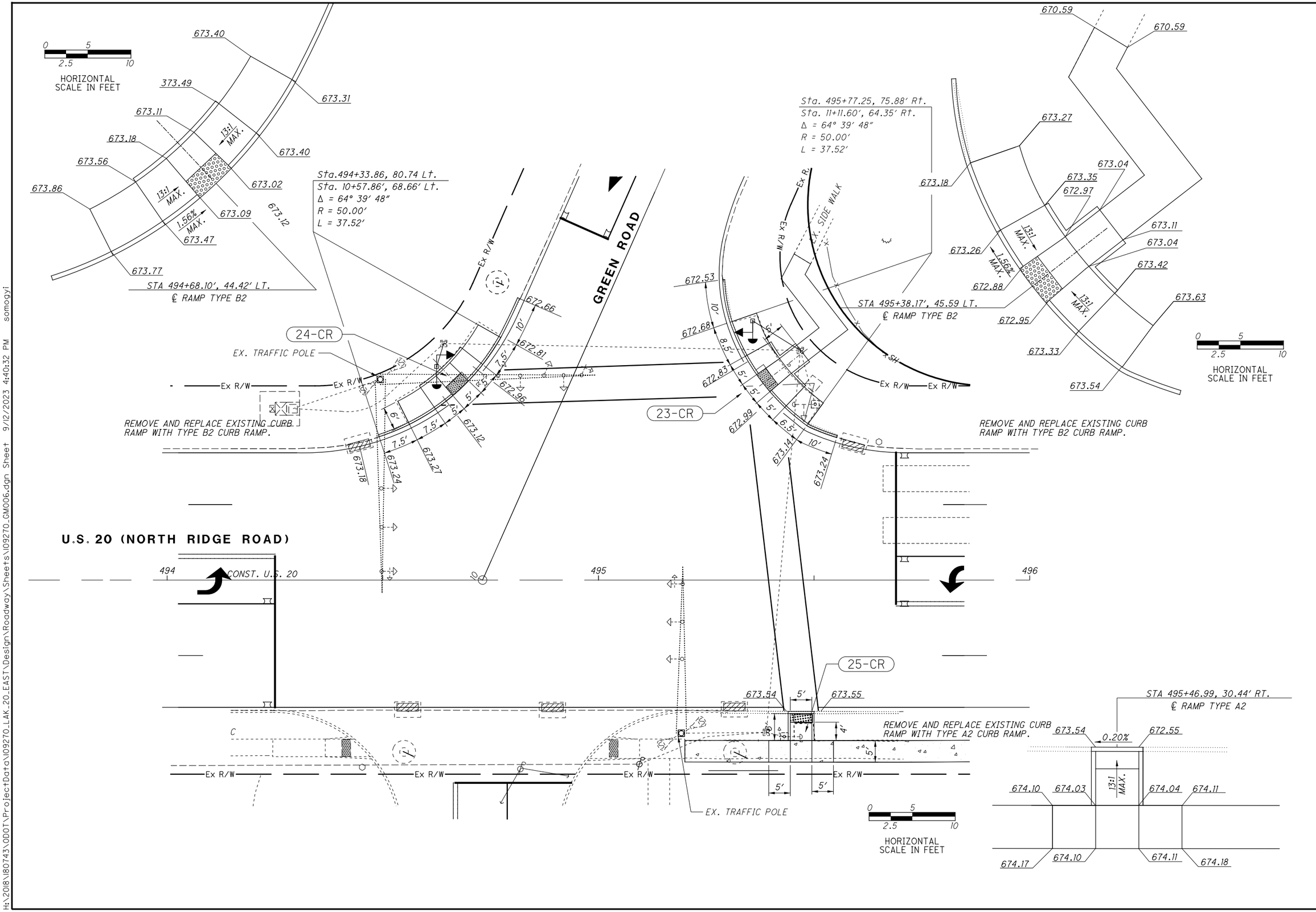

CALCULATED CWH
CHECKED EJT

CURB RAMP SHEET
U.S. 20 GREEN ROAD

LAK-US-20-24.99

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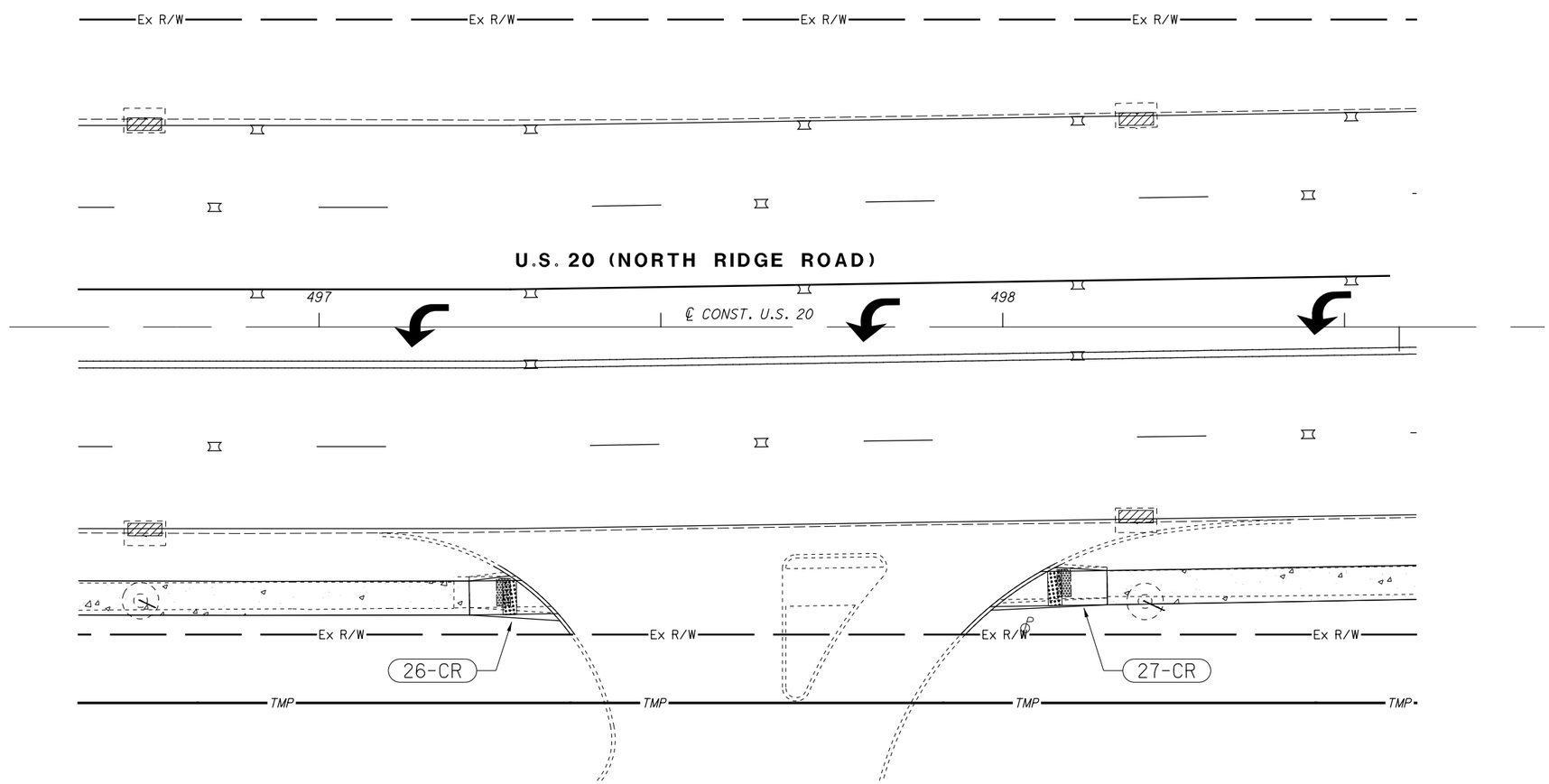
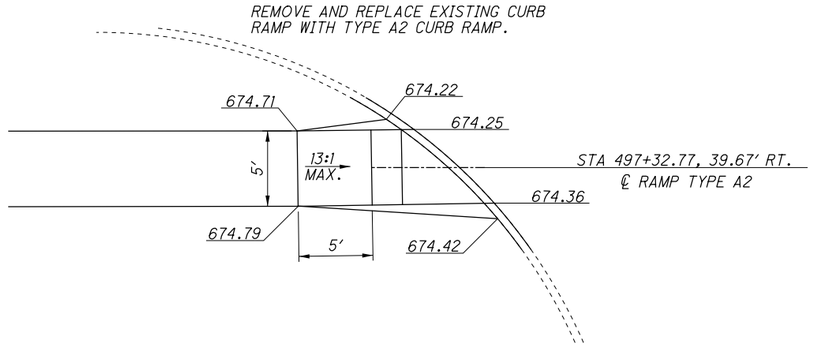


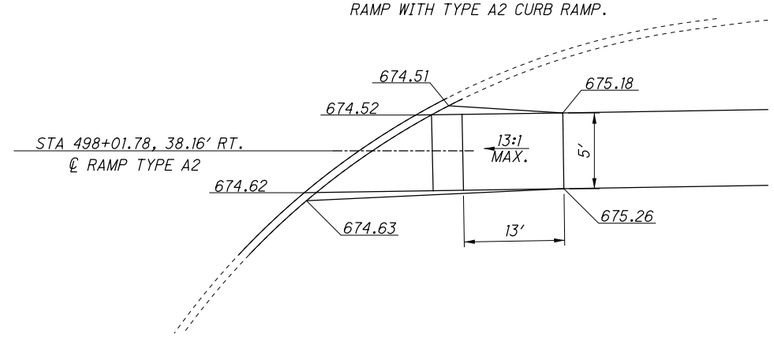
0 5
2.5 10
HORIZONTAL SCALE IN FEET

0 5
2.5 10
HORIZONTAL SCALE IN FEET

REMOVE AND REPLACE EXISTING CURB RAMP WITH TYPE A2 CURB RAMP.



REMOVE AND REPLACE EXISTING CURB RAMP WITH TYPE A2 CURB RAMP.



N

0 10 20
10
HORIZONTAL SCALE IN FEET

CALCULATED TLS
CHECKED EJT

CURB RAMP SHEET
U.S. 20 SHEETZ DRIVE

LAK-US-20-24.99

484A
651

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	621 RPM	642 CENTER LINE, TYPE 1		642 LANE LINE, 6", TYPE 1	642 STOP LINE, TYPE 1	642 CROSSWALK LINE, 12", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	642 TRANSVERSE/DIAGONAL LINE, TYPE 1		642 LANE ARROW, TYPE 1		646 CENTER LINE	646 EDGE LINE, 6"	646 LANE LINE, 6"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 CHANNELIZING LINE, 12"	646 TRANSVERSE/DIAGONAL LINE		646 LANE ARROW
						EACH	MILE		MILE	FT	FT	FT	FT		EACH		MILE	MILE	MILE	FT	FT	FT	FT		EACH
CL-1	493	396+28	TO	399+00	C/L		0.052																		
CL-2	493	396+18	TO	399+00	RT		0.016																		
LL-1	493	396+28	TO	399+00	LT				0.052																
LL-2	493	396+28	TO	399+00	RT				0.052																
CL-1	494	399+00	TO	404+00	C/L		0.095																		
CL-2	494	399+00	TO	403+08	RT		0.077																		
LL-1	494	399+00	TO	404+00	LT				0.095																
LL-2	494	399+00	TO	404+00	RT				0.095																
CH-1	494	403+33	TO	404+00	RT							67													
LA-1	494	403+45			RT										1										
LA-2	494	403+95			RT										1										
TL-1	494	399+00	TO	403+08	RT								112												
CL-1	495	404+00	TO	409+00	C/L		0.095																		
CL-2	495	408+57	TO	409+00	LT		0.057																		
CL-3	495	8+50	TO	11+50	LT/RT		0.057																		
LL-1	495	404+00	TO	409+00	LT				0.095																
LL-2	495	404+00	TO	409+00	RT				0.095																
CW-1	495	405+20	TO	405+28	LT & RT						138														
CW-2	495	406+43	TO	406+51	LT & RT						141														
CW-3	495	405+16	TO	406+10	RT						182														
CW-4	495	405+63	TO	406+45	LT						159														
SL-1	495	405+05			RT					39															
SL-2	495	406+60			LT					40															
SL-3	495	9+44			RT					28															
SL-4	495	10+56			LT					29															
CH-1	495	404+00	TO	405+05	RT							105													
CH-2	495	406+60	TO	408+32	LT							172													
CH-3	495	8+50	TO	9+47	RT							97													
CH-4	495	10+53	TO	11+50	LT							98													
LA-1	495	404+45			RT										1										
LA-2	495	404+95			RT										1										
LA-3	495	406+70			LT										1										
LA-4	495	407+20			LT										1										
LA-5	495	407+70			LT										1										
LA-6	495	408+20			LT										1										
LA-7	495	8+20			RT										1										
LA-8	495	8+77			RT										1										
LA-9	495	9+34			RT										1										
LA-10	495	10+99			LT										1										
LA-11	495	11+04			LT										1										
LA-12	495	11+42			LT										1										
TL-1	495	408+57	TO	409+00	LT								18												
CL-1	496	409+00	TO	411+20	LT		0.061																		
CL-2	496	409+00	TO	411+20	RT		0.061																		
CL-3	496	411+20	TO	414+00	C/L	3											0.053								
CL-4	496	411+20	TO	411+82	RT												0.012								
LL-1	496	409+00	TO	411+20	LT				0.042																
LL-2	496	409+00	TO	411+20	RT				0.042																
LL-3	496	411+20	TO	414+00	LT	3													0.053						
LL-4	496	411+20	TO	414+00	RT	3													0.053						
TL-1	496	409+00	TO	411+82	RT								71												
CL-1	497	414+00	TO	419+00	C/L	7											0.095								
LL-1	497	414+00	TO	419+00	LT	7													0.095						
LL-2	497	414+00	TO	419+00	RT	7													0.095						
SUBTOTAL SHEET 485						30	0.571		0.568	136	620	539	201		14		0.160		0.296						

CALCULATED ARK
CHECKED EJT

PAVEMENT MARKING SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	621 RPM	642 CENTER LINE, TYPE 1		642 LANE LINE, 6", TYPE 1	642 STOP LINE, TYPE 1	642 CROSSWALK LINE, 12", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	642 TRANSVERSE/DIAGONAL LINE, TYPE 1		642 LANE ARROW, TYPE 1		646 CENTER LINE	646 EDGE LINE, 6"	646 LANE LINE, 6"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 CHANNELIZING LINE, 12"	646 TRANSVERSE/DIAGONAL LINE		646 LANE ARROW
						EACH	MILE		MILE	FT	FT	FT	FT		EACH		MILE	MILE	MILE	FT	FT	FT	FT		EACH
CL-1	498	419+00	TO	424+00	C/L	6											0.095								
LL-1	498	419+00	TO	424+00	LT	6													0.095						
LL-2	498	419+00	TO	424+00	RT														0.095						
CL-1	499	424+00	TO	429+00	C/L	6											0.095								
CL-2	499	426+00	TO	429+00	RT	3											0.057								
LL-1	499	424+00	TO	429+00	LT	6													0.095						
LL-2	499	424+00	TO	429+00	RT	6													0.095						
EL-1	499	426+50	TO	429+00	LT													0.048							
EL-2	499	426+50	TO	429+00	RT	3												0.048							
TL-1	499	426+52	TO	429+00	RT																		51		
CL-1	500	429+00	TO	434+00	C/L	6											0.095								
CL-2	500	429+00	TO	429+90	RT	3											0.017								
CL-3	500	8+50	TO	11+50	RT	4											0.057								
CH-1	500	430+15	TO	433+20	RT	8																305			
CW-1	500	433+33	TO	433+84	RT																113				
LL-1	500	429+00	TO	434+00	LT	5													0.095						
LL-2	500	429+00	TO	434+00	RT	5													0.095						
LA-1	500	430+46			RT																				1
LA-2	500	431+12			RT																				1
LA-3	500	431+78			RT																				1
LA-4	500	432+44			RT																				1
LA-5	500	433+10			RT																				1
EL-1	500	429+00	TO	434+00	LT													0.095							
EL-2	500	429+00	TO	434+00	RT	11												0.095							
EL-3	500	8+50	TO	11+50	LT	3												0.057							
EL-4	500	8+50	TO	11+50	RT	3												0.057							
SL-1	500	433+20			RT															34					
SL-2	500	9+50			RT															10					
SL-3	500	10+50			LT															10					
TL-1	500	429+00	TO	429+90	RT																		44		
CL-1	501	435+95	TO	439+00	C/L	5											0.058								
CL-2	501	434+00	TO	439+00	RT	6											0.095								
CH-1	501	434+40	TO	435+70	RT	4																130			
EL-1	501	434+00	TO	439+00	LT	12												0.095							
EL-2	501	434+00	TO	439+00	RT													0.095							
LL-1	501	434+00	TO	439+65	LT	6													0.013						
LL-2	501	434+00	TO	439+65	RT	6													0.013						
LA-1	501	434+50			RT																				1
LA-2	501	435+04			RT																				1
LA-3	501	435+58			RT																				1
SL-1	501	434+40			LT															35					
TL-1	501	435+95	TO	439+00	RT																		90		
CL-1	502	439+00	TO	444+00	C/L	6											0.095								
CL-2	502	439+00	TO	439+95	RT	1											0.018								
EL-1	502	439+00	TO	439+65	LT													0.012							
EL-2	502	439+00	TO	439+65	RT													0.012							
LL-1	502	439+00	TO	444+00	LT	6													0.095						
LL-2	502	439+00	TO	444+00	RT	6													0.095						
TL-1	502	439+00	TO	439+63	RT																		5		
SUBTOTAL SHEET 486						142											0.682	0.614	0.786	89	113	435	190		8

CALCULATED ARK
CHECKED EJT

PAVEMENT MARKING SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	621 RPM	642 CENTER LINE, TYPE 1		642 LANE LINE, 6", TYPE 1	642 STOP LINE, TYPE 1	642 CROSSWALK LINE, 12", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	642 TRANSVERSE/DIAGONAL LINE, TYPE 1		642 LANE ARROW, TYPE 1		646 CENTER LINE	646 EDGE LINE, 6"	646 LANE LINE, 6"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 CHANNELIZING LINE, 12"	646 TRANSVERSE/DIAGONAL LINE		646 LANE ARROW
						EACH	MILE		MILE	FT	FT	FT	FT		EACH		MILE	MILE	MILE	FT	FT	FT	FT		EACH
CL-1	503	444+00	TO	449+00	C/L	6											0.095								
LL-1	503	444+00	TO	449+00	LT	6													0.095						
LL-2	503	444+00	TO	449+00	RT	6													0.095						
CL-1	504	449+00	TO	454+00	C/L	6											0.095								
LL-1	504	449+00	TO	454+00	LT	7													0.095						
LL-2	504	449+00	TO	454+00	RT	7													0.095						
CL-1	505	454+00	TO	459+00	C/L	7											0.095								
LL-1	505	454+00	TO	459+00	LT	6													0.095						
LL-2	505	454+00	TO	459+00	RT	6													0.095						
CL-1	506	459+00	TO	464+00	C/L	5											0.095								
CL-2	506	10+00	TO	11+50	LT	2											0.029								
EL-1	506	10+92	TO	11+50	LT	3												0.011							
EL-2	506	10+92	TO	11+50	RT													0.011							
LL-1	506	459+00	TO	464+00	LT	5													0.095						
LL-2	506	459+00	TO	464+00	RT	5													0.095						
SL-1	506	10+40																		14					
CL-1	507	464+00	TO	469+00	C/L	6											0.095								
LL-1	507	464+00	TO	469+00	LT	6													0.095						
LL-2	507	464+00	TO	469+00	RT	6													0.095						
CL-1	508	469+00	TO	474+00	C/L	7											0.095								
LL-1	508	469+00	TO	474+00	LT	7													0.095						
LL-2	508	469+00	TO	474+00	RT	7													0.095						
CL-1	509	474+00	TO	479+00	C/L	6											0.095								
LL-1	509	474+00	TO	479+00	LT	6													0.095						
LL-2	509	474+00	TO	479+00	RT	6													0.095						
CL-1	510	479+00	TO	484+00	C/L	6											0.095								
LL-1	510	479+00	TO	484+00	LT	6													0.095						
LL-2	510	479+00	TO	484+00	RT	6													0.095						
CL-1	511	484+00	TO	489+00	C/L	6											0.095								
CL-2	511	486+05	TO	489+00	RT	4											0.056								
EL-1	511	486+40	TO	489+00	LT													0.050							
EL-2	511	486+67	TO	489+00	RT	2												0.044							
LL-1	511	484+00	TO	489+00	LT	6													0.095						
LL-2	511	484+00	TO	489+00	RT	6													0.095						
TL-1	511	486+05	TO	489+00	RT																		85		
SUBTOTAL SHEET 487						176											0.940	0.116	1.710	14			85		

CALCULATED ARK
CHECKED EJT

PAVEMENT MARKING SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	621 RPM	642 CENTER LINE, TYPE 1		642 LANE LINE, 6", TYPE 1	642 STOP LINE, TYPE 1	642 CROSSWALK LINE, 12", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	642 TRANSVERSE/DIAGONAL LINE, TYPE 1		642 LANE ARROW, TYPE 1		646 CENTER LINE	646 EDGE LINE, 6"	646 LANE LINE, 6"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 CHANNELIZING LINE, 12"	646 TRANSVERSE/DIAGONAL LINE		646 LANE ARROW
						EACH	MILE		MILE	FT	FT	FT	FT		EACH		MILE	MILE	MILE	FT	FT	FT	FT		EACH
CL-1	512	489+00	TO	494+00	C/L	8											0.095								
CL-2	512	489+00	TO	489+30	RT	1											0.0057								
CH-1	512	489+55	TO	494+00	RT	11																445			
EL-1	512	489+00	TO	494+00	LT													0.095							
EL-2	512	489+00	TO	494+00	RT	12												0.095							
LL-1	512	489+00	TO	494+00	LT	7												0.095							
LL-2	512	489+00	TO	494+00	RT	7												0.095							
LA-1	512	490+19			RT																				1
LA-2	512	490+85			RT																				1
LA-3	512	491+51			RT																				1
LA-4	512	492+17			RT																				1
LA-5	512	492+83			RT																				1
LA-6	512	493+49			RT																				1
TL-1	512	489+00	TO	489+30	RT																		9		
CL-1	513	494+00	TO	499+00	C/L	5											0.095								
CL-2	513	498+81	TO	499+00	RT	1											0.004								
CL-3	513	10+00	TO	11+50	LT	1											0.029								
CH-1	513	10+84	TO	11+50	LT	2																66			
CH-2	513	494+00	TO	494+25	RT	1																25			
CH-3	513	495+69	TO	498+56	LT	8																287			
CW-1	513	495+39	TO	495+47	LT & RT																134				
CW-2	513	494+69	TO	495+39	LT																141				
EL-1	513	494+00	TO	499+00	LT	9												0.095							
EL-2	513	494+00	TO	499+00	RT	1												0.095							
EL-3	513	10+00	TO	11+50	LT	2												0.029							
EL-4	513	10+00	TO	11+50	LT													0.029							
LL-1	513	494+00	TO	499+00	LT	4													0.095						
LL-2	513	494+00	TO	499+00	RT	4													0.095						
LA-1	513	10+94			LT																				1
LA-2	513	494+35			C/L																				1
LA-3	513	495+79			C/L																				1
LA-4	513	496+45			C/L																				1
LA-5	513	497+11			C/L																				1
LA-6	513	497+77			LT																				1
LA-7	513	498+43			LT																				1
TL-1	513	498+81	TO	499+00	RT																		3		
SL-1	513	495+69			LT & RT															35					
SL-2	513	10+84			LT															12					
SL-3	513	11+09			LT & RT															11					
SL-4	513	494+25			LT & RT															35					
CL-1	514	499+00	TO	504+00	C/L	6											0.095								
CL-2	514	499+00	TO	502+70	LT	4											0.071								
EL-1	514	499+00	TO	500+08	LT	2												0.021							
EL-2	514	499+00	TO	500+35	RT													0.026							
LL-1	514	499+00	TO	504+00	LT	6													0.095						
LL-2	514	499+00	TO	504+00	RT	6													0.095						
TL-1	514	499+00	TO	502+70	LT																		74		
SUBTOTAL SHEET 488						108											0.395	0.675	0.380	93	275	823	86		13

CALCULATED ARK
CHECKED EJT

PAVEMENT MARKING SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	621 RPM	642 CENTER LINE, TYPE 1		642 LANE LINE, 6", TYPE 1	642 STOP LINE, TYPE 1	642 CROSSWALK LINE, 12", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	642 TRANSVERSE/DIAGONAL LINE, TYPE 1		642 LANE ARROW, TYPE 1		646 CENTER LINE	646 EDGE LINE, 6"	646 LANE LINE, 6"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 CHANNELIZING LINE, 12"	646 TRANSVERSE/DIAGONAL LINE		646 LANE ARROW
						EACH	MILE		MILE	FT	FT	FT	FT		EACH		MILE	MILE	MILE	FT	FT	FT	FT		EACH
CL-1	515	504+00	TO	509+00	C/L	6											0.095								
CH-1	515	504+22	TO	507+46	LT	7																324			
CH-2	515	504+22	TO	504+40	LT																	18			
CH-3	515	504+68	TO	505+06	LT																	38			
LL-1	515	504+00	TO	509+00	LT	7													0.095						
LL-2	515	504+00	TO	509+00	RT	7													0.095						
LA-1	515	505+28			LT																				
LA-2	515	505+94			LT																				
LA-3	515	506+60			LT																				
LA-4	515	507+26			LT																				
SL-1	515	504+27	TO	504+37	LT															13					
TL-1	515	504+22	TO	505+06	LT																		89		
CL-1	516	509+00	TO	514+00	C/L	6											0.095								
LL-1	516	509+00	TO	514+00	LT	6													0.095						
LL-2	516	509+00	TO	514+00	RT	6													0.095						
CL-1	517	514+00	TO	516+45	C/L	6											0.095								
CL-2	517	8+25	TO	10+00	RT	2											0.034								
CW-1	517	516+71	TO	517+39	RT																127				
LL-1	517	514+00	TO	519+00	LT	4													0.095						
LL-2	517	514+00	TO	519+00	RT	4													0.095						
SL-1	517	516+45			RT															23					
SL-2	517	518+05			LT															23					
SL-3	517	9+57			RT															16					
EL-1	517	8+25	TO	9+34	LT													0.021							
EL-2	517	8+25	TO	9+57	RT	3												0.025							
																	0.095								
CL-1	518	519+00	TO	524+00	C/L	6													0.095						
LL-1	518	519+00	TO	524+00	LT	7													0.095						
LL-2	518	519+00	TO	524+00	RT	7																			
CL-1	519	524+00	TO	529+00	C/L	6											0.095								
LL-1	519	524+00	TO	529+00	LT	6													0.095						
LL-2	519	524+00	TO	529+00	RT	6													0.095						
CL-1	520	529+00	TO	532+48	C/L	6											0.095								
LL-1	520	529+00	TO	532+48	LT	5													0.095						
LL-2	520	529+00	TO	534+00	RT	6													0.095						
SL-1	520	532+70	TO	532+90	LT															45					
CH-1	520	10+29	TO	10+63	LT																	23			
CL-2	520	10+29	TO	10+63	LT												0.004								
LA-1	520	10+39			LT																				1
LA-2	520	10+39			LT																				1
CL-1	521	534+00	TO	539+00	C/L	6											0.095								
LL-1	521	534+00	TO	539+00	LT	6													0.095						
LL-2	521	534+00	TO	539+00	RT	6													0.095						
CL-1	522	539+00	TO	544+00	C/L	6											0.095								
LL-1	522	539+00	TO	544+00	LT	6													0.095						
LL-2	522	539+00	TO	544+00	RT	6													0.095						
SUBTOTAL SHEET 489						155											0.798	0.046	1.520	120	127	403	89		2

CALCULATED ARK
CHECKED EJT

PAVEMENT MARKING SUBSUMMARY

LAK-US-20-24.99

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	621 RPM	642 CENTER LINE, TYPE 1		642 LANE LINE, 6", TYPE 1	642 STOP LINE, TYPE 1	642 CROSSWALK LINE, 12", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	642 TRANSVERSE/DIAGONAL LINE, TYPE 1		642 LANE ARROW, TYPE 1		646 CENTER LINE	646 EDGE LINE, 6"	646 LANE LINE, 6"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 CHANNELIZING LINE, 12"	646 TRANSVERSE/DIAGONAL LINE		646 LANE ARROW
						EACH	MILE		MILE	FT	FT	FT	FT		EACH		MILE	MILE	MILE	FT	FT	FT	FT		EACH
CL-1	523	544+00	TO	549+00	C/L	7											0.095								
LL-1	523	544+00	TO	549+00	LT	6													0.095						
LL-2	523	544+00	TO	549+00	RT	7													0.095						
SL-1	523	547+05	TO	547+41	RT															36					
CL-1	524	549+00	TO	554+00	C/L	5											0.095								
CL-2	524	10+00	TO	11+75	LT	2											0.034								
CW-1	524	550+14	TO	550+49	RT																62				
CW-2	524	550+06	TO	550+46	LT																75				
LL-1	524	549+00	TO	554+00	LT	5													0.095						
LL-2	524	549+00	TO	554+00	RT	4													0.095						
SL-1	524	549+75			RT															23					
SL-2	524	550+90			LT															23					
SL-3	524	550+31	TO	550+44	RT															13					
SL-4	524	10+50			LT															14					
SL-5	524	553+07	TO	553+32	RT															25					
EL-1	524	11+50	TO	11+75	LT													0.005							
EL-2	524	11+00	TO	11+75	RT													0.014							
CL-1	525	554+00	TO	559+00	C/L	6											0.095								
CL-2	525	0+00	TO	0+65	LT												0.0123								
CL-3	525	0+00	TO	0+65	LT												0.0123								
CH-1	525	0+50	TO	0+80	LT	3																30			
CH-2	525	0+15	TO	0+58	RT	3																43			
CW-1	525	555+15	TO	555+31	LT & RT																108				
CW-2	525	556+45	TO	556+45	LT &RT																101				
CW-3	525	555+72		556+33	RT																126				
CW-4	525	555+31	TO	556+21	LT																176				
CW-5	525	558+09	TO	558+57	LT																98				
LA-1	525	0+62			LT																				1
LA-2	525	0+62			LT																				1
LA-3	525	0+46			RT																				1
LA-4	525	0+46			RT																				1
LL-1	525	554+00	TO	559+00	LT	4													0.095						
LL-2	525	554+00	TO	559+00	RT	4													0.095						
SL-1	525	555+12			RT															23					
SL-2	525	556+55			LT															23					
SL-3	525	556+00			RT															23					
SL-4	525	555+50			LT															31					
CL-1	526	559+00	TO	564+00	C/L	7											0.095								
CL-2	526	560+15	TO	563+40	RT	5											0.062								
CH-1	526	563+65	TO	564+00	RT	1																35			
LA-1	526	563+65			RT																				1
LL-1	526	559+00	TO	564+00	LT	6													0.095						
LL-2	526	559+00	TO	564+00	RT	6													0.095						
TL-1	526	560+15	TO	583+40	RT																		85		
SUBTOTAL SHEET 490						81											0.501	0.019	0.760	234	746	108	85		5

CALCULATED ARK
CHECKED EJT

PAVEMENT MARKING SUBSUMMARY

LAK-US-20-24.99

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	621 RPM	642 CENTER LINE, TYPE 1		642 LANE LINE, 6", TYPE 1	642 STOP LINE, TYPE 1	642 CROSSWALK LINE, 12", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	642 TRANSVERSE/DIAGONAL LINE, TYPE 1		642 LANE ARROW, TYPE 1		646 CENTER LINE	646 EDGE LINE, 6"	646 LANE LINE, 6"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 CHANNELIZING LINE, 12"	646 TRANSVERSE/DIAGONAL LINE		646 LANE ARROW
						EACH	MILE		MILE	FT	FT	FT	FT		EACH		MILE	MILE	MILE	FT	FT	FT	FT		EACH
CL-1	527	564+00	TO	569+00	C/L	6											0.095								
CL-2	527	568+25	TO	569+00	LT	2											0.015								
CL-3	527	98+50	TO	101+50	LT/RT	2											0.057								
CH-1	527	564+00	TO	564+96	RT	3																96			
CH-2	527	566+31	TO	568+00	LT	5																169			
CH-3	527	98+60	TO	99+43	RT	3																83			
CH-4	527	100+53	TO	101+50	LT	3																97			
CW-1	527	564+99	TO	565+08	LT & RT																125				
CW-2	527	565+47	TO	566+18	RT																136				
CW-3	527	565+16	TO	566+05	LT																173				
EL-1	527	98+50	TO	99+00	RT													0.010							
EL-2	527	98+50	TO	99+00	RT	2												0.010							
EL-3	527	101+00	TO	101+50	LT	2												0.010							
EL-4	527	101+00	TO	101+50	RT													0.010							
LA-1	527	564+24			RT																				1
LA-2	527	564+71			RT																				1
LA-3	527	566+56			LT																				1
LA-4	527	567+22			LT																				1
LA-5	527	567+88			LT																				1
LA-6	527	98+72			RT																				1
LA-7	527	99+13			RT																				1
LA-8	527	100+83			LT																				1
LA-9	527	101+33			LT																				1
LL-1	527	564+00	TO	564+81	LT	4													0.095						
LL-2	527	564+00	TO	564+96	RT	4													0.095						
SL-1	527	564+96			RT															23					
SL-2	527	564+81			RT															11					
SL-3	527	566+31			LT															23					
SL-4	527	566+46			LT															11					
SL-5	527	99+43			RT															22					
SL-6	527	99+23			RT															11					
SL-7	527	100+53			LT															29					
SL-8	527	100+73			LT															11					
TL-1	527	568+25	TO	569+00	LT																		42		
CL-1	528	95+00	TO	98+50	C/L	5											0.066								
CL-2	528	96+10	TO	98+35	RT	4											0.043								
CL-3	528	91+50	TO	95+00	C/L	4											0.066								
CL-4	528	89+52	TO	91+50	C/L	3											0.0375								
EL-1	528	95+00	TO	98+50	LT													0.066							
EL-2	528	95+00	TO	98+50	RT	9												0.066							
EL-3	528	91+50	TO	95+00	LT													0.066							
EL-4	528	91+50	TO	95+00	RT	4												0.066							
EL-5	528	89+52	TO	91+50	LT													0.038							
EL-6	528	89+52	TO	91+50	RT	1												0.038							
TL-1	528	96+10	TO	98+35	RT																		56		
SUBTOTAL SHEET 491						66											0.380	0.380	0.190	141	434	445	98		9

CALCULATED ARK
CHECKED EJT

PAVEMENT MARKING SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	621 RPM	642 CENTER LINE, TYPE 1		642 LANE LINE, 6", TYPE 1	642 STOP LINE, TYPE 1	642 CROSSWALK LINE, 12", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	642 TRANSVERSE/DIAGONAL LINE, TYPE 1		642 LANE ARROW, TYPE 1		646 CENTER LINE	646 EDGE LINE, 6"	646 LANE LINE, 6"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 CHANNELIZING LINE, 12"	646 TRANSVERSE/DIAGONAL LINE		646 LANE ARROW
						EACH	MILE		MILE	FT	FT	FT	FT		EACH		MILE	MILE	MILE	FT	FT	FT	FT		EACH
CL-1	529	101+50	TO	105+00	C/L	5											0.066								
CL-2	529	102+25	TO	104+50	LT	4											0.043								
CL-3	529	105+00	TO	105+86	C/L	1											0.016								
CH-1	529	101+50	TO	102+00	LT	1																50			
EL-1	529	101+50	TO	105+00	RT													0.066							
EL-2	529	101+50	TO	105+00	LT	9												0.066							
EL-3	529	105+00	TO	105+86	RT													0.016							
EL-4	529	105+00	TO	105+86	LT	1												0.016							
LA-1	529	101+83			LT																				1
TL-2	529	102+25	TO	104+50	LT																		59		
CL-1	530	569+00	TO	574+00	C/L	4											0.095								
CL-2	530	569+00	TO	572+50	RT	4											0.066								
LL-1	530	569+00	TO	574+00	LT	5													0.095						
LL-2	530	569+00	TO	574+00	RT	5													0.095						
TL-1	530	569+00	TO	572+50	RT																		64		
CL-1	531	574+00	TO	579+00	C/L												0.095								
LL-1	531	574+00	TO	579+00	LT														0.095						
LL-2	531	574+00	TO	579+00	RT														0.095						
CL-1	532	579+00	TO	583+49	C/L												0.085								
LL-1	532	579+00	TO	583+49	LT														0.085						
LL-2	532	579+00	TO	583+49	RT														0.085						
TOTALS FROM SHEET 492																	0.466	0.164	0.550			50	123		1
TOTALS FROM SHEET 485						30	0.571		0.568	136	620	539	201		14		0.160		0.296						
TOTALS FROM SHEET 486						142											0.682	0.614	0.786	89	113	435	190		8
TOTALS FROM SHEET 487						176											0.940	0.116	1.710	14			85		
TOTALS FROM SHEET 488						108											0.395	0.675	0.380	93	275	823	86		13
TOTALS FROM SHEET 489						155											0.798	0.046	1.520	120	127	403	89		2
TOTALS FROM SHEET 490						81											0.501	0.019	0.760	234	746	108	85		5
TOTALS FROM SHEET 491						66											0.380	0.380	0.190	141	434	445	98		9
TOTAL						758	0.571		0.568	136	620	539	201		14		4.321	2.014	6.192	691	1695	2264	756		38
TOTALS CARRIED TO GENERAL SUMMARY						758	0.57		0.57	136	620	539	201		14		4.32	2.01	6.19	691	1695	2264	756		38

CALCULATED ARK
CHECKED EJT

PAVEMENT MARKING SUBSUMMARY

LAK-US-20-24.99

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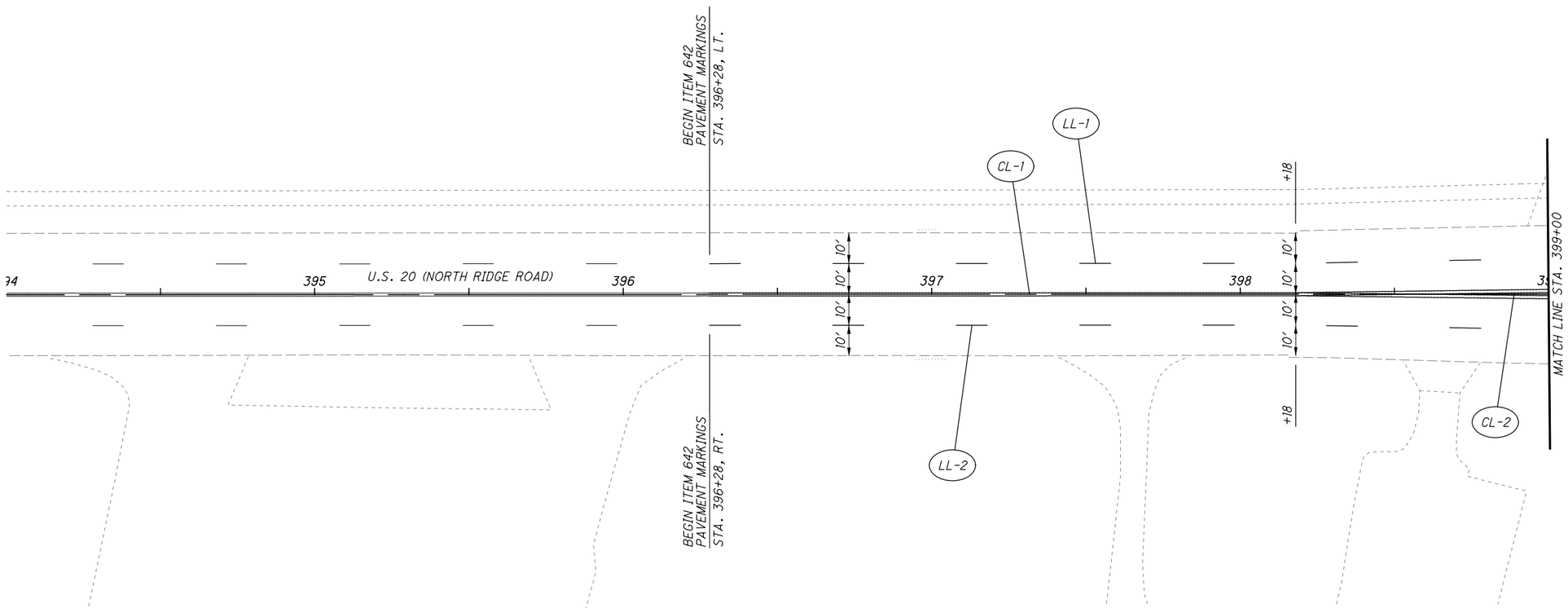

PAVEMENT MARKING LEGEND

(ON EXISTING PAVEMENT)

- (CL) ITEM 642 - CENTER LINE, 4"
- (LL) ITEM 642 - LANE LINE, 6"
- (SL) ITEM 642 - STOP LINE, 24"
- (CW) ITEM 642 - CROSSWALK LINE, 12"
- (CH) ITEM 642 - CHANNELIZING LINE, 12"
- (TLY) ITEM 642 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
- (LA) ITEM 642 - LANE ARROW, 72"

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 394+00 TO STA. 399+00

LAK-US-20-24.99

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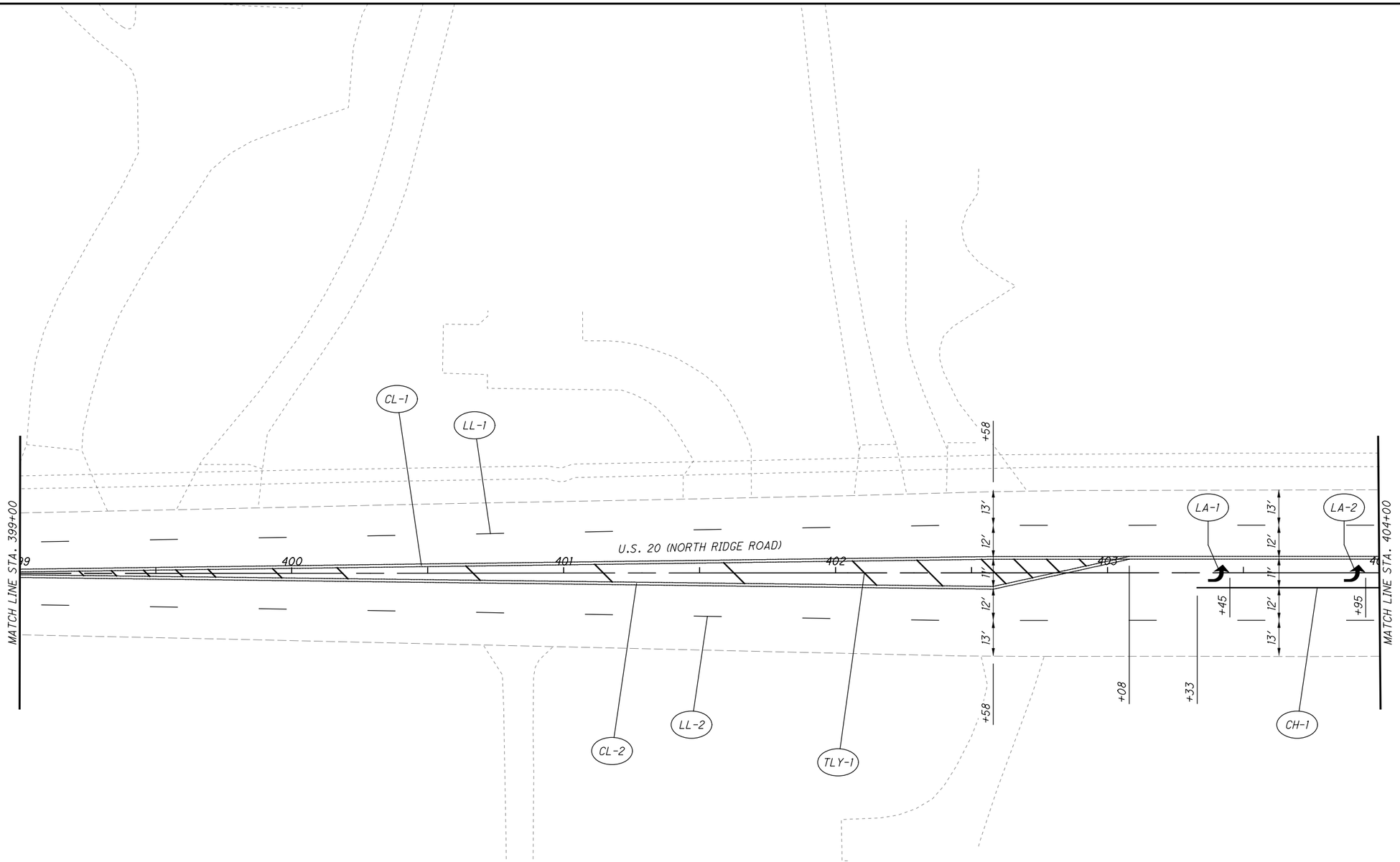

PAVEMENT MARKING LEGEND

(ON EXISTING PAVEMENT)

- (CL) ITEM 642 - CENTER LINE, 4"
- (LL) ITEM 642 - LANE LINE, 6"
- (SL) ITEM 642 - STOP LINE, 24"
- (CW) ITEM 642 - CROSSWALK LINE, 12"
- (CH) ITEM 642 - CHANNELIZING LINE, 12"
- (TLY) ITEM 642 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
- (LA) ITEM 642 - LANE ARROW, 72"

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 399+00 TO STA. 404+00

LAK-US-20-24.99

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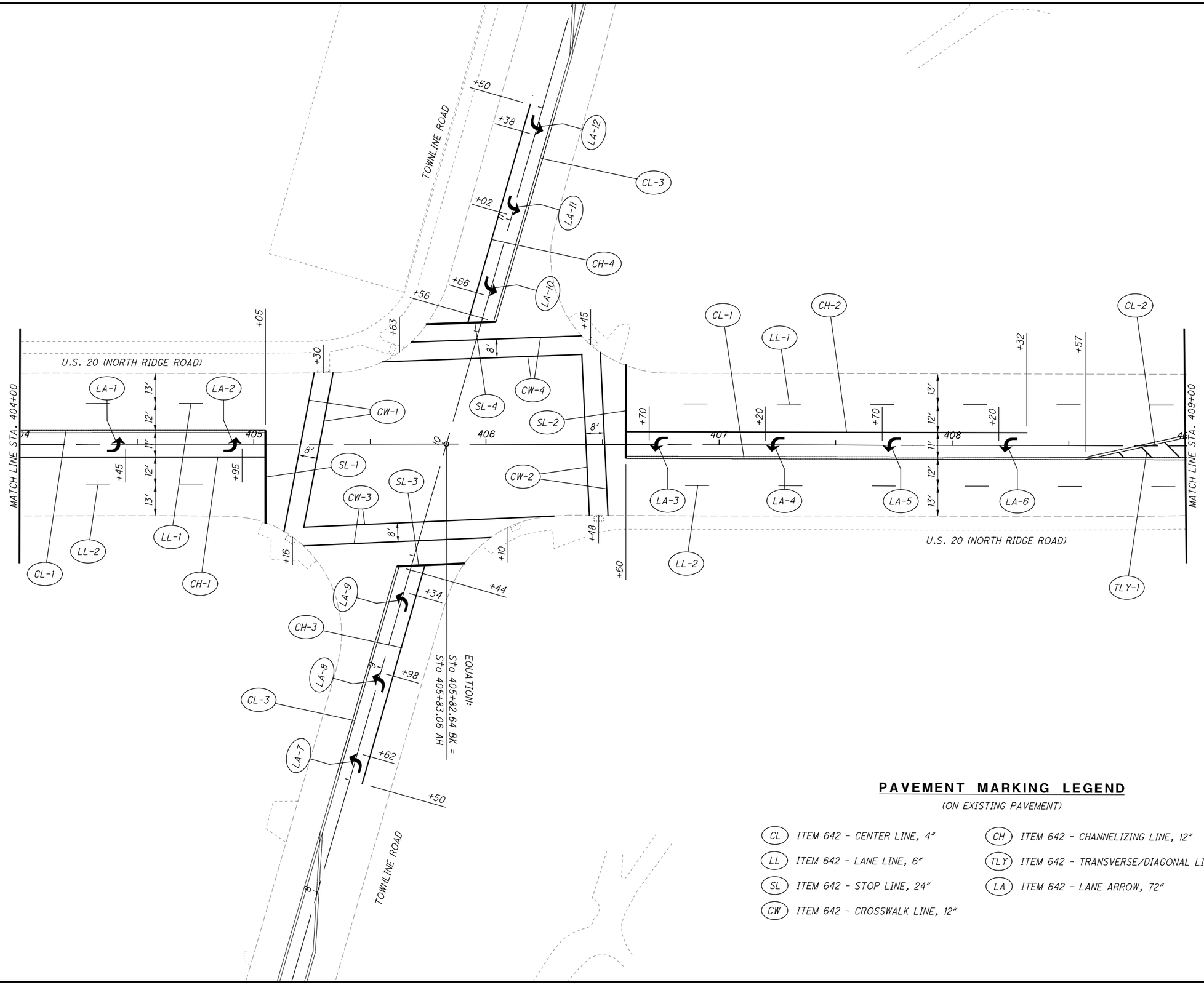

PAVEMENT MARKING LEGEND

(ON EXISTING PAVEMENT)

- (CL) ITEM 642 - CENTER LINE, 4"
- (LL) ITEM 642 - LANE LINE, 6"
- (SL) ITEM 642 - STOP LINE, 24"
- (CW) ITEM 642 - CROSSWALK LINE, 12"
- (CH) ITEM 642 - CHANNELIZING LINE, 12"
- (TLY) ITEM 642 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
- (LA) ITEM 642 - LANE ARROW, 72"

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 404+00 TO STA. 409+00

LAK-US-20-24.99

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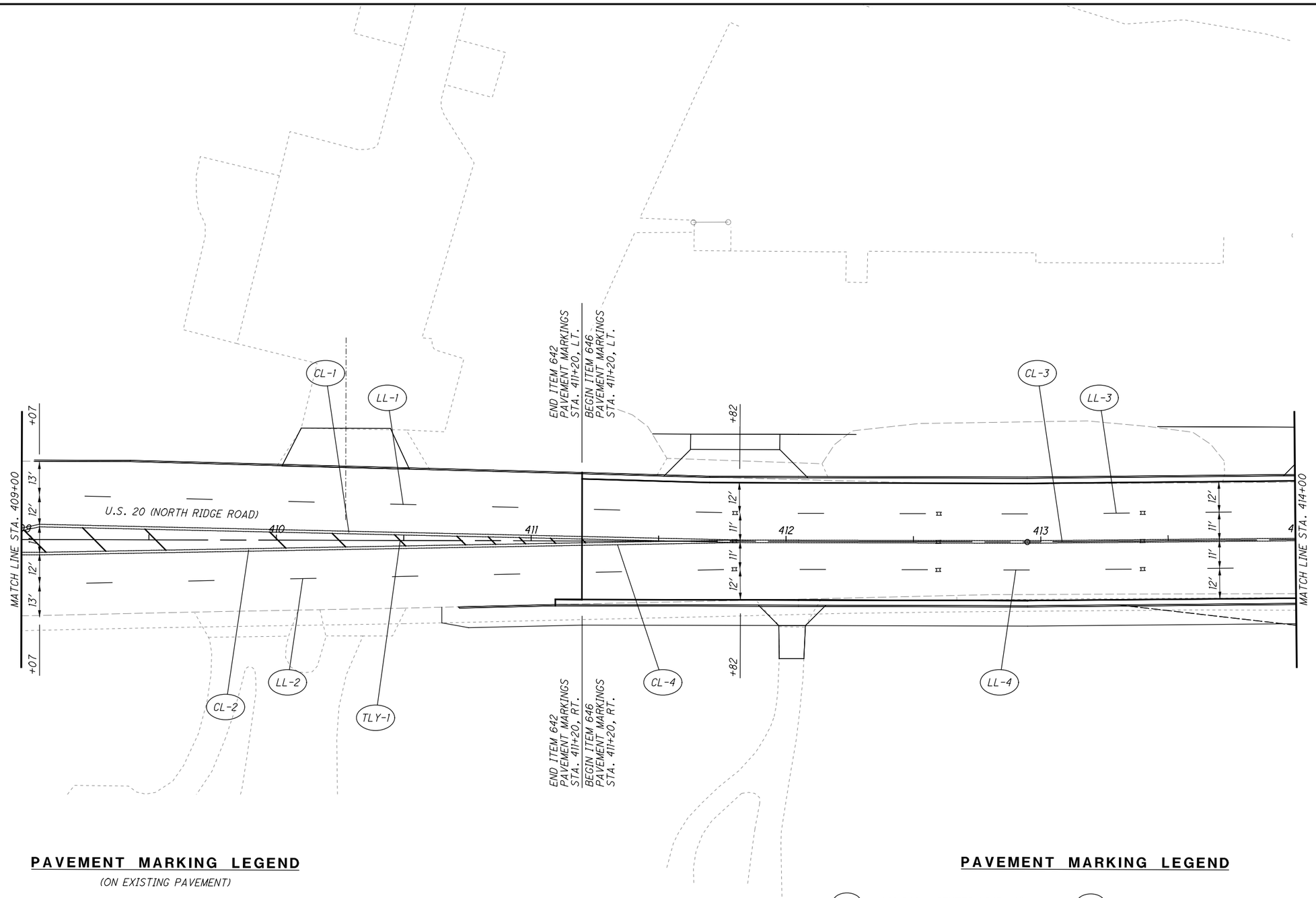

PAVEMENT MARKING LEGEND

(ON EXISTING PAVEMENT)

- (CL) ITEM 642 - CENTER LINE, 4"
- (LL) ITEM 642 - LANE LINE, 6"
- (SL) ITEM 642 - STOP LINE, 24"
- (CW) ITEM 642 - CROSSWALK LINE, 12"
- (CH) ITEM 642 - CHANNELIZING LINE, 12"
- (TLY) ITEM 642 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
- (LA) ITEM 642 - LANE ARROW, 72"

PAVEMENT MARKING LEGEND

- (CL) ITEM 646 - CENTER LINE, 4"
- (ELW) ITEM 646 - EDGE LINE (WHITE), 6"
- (LL) ITEM 646 - LANE LINE, 6"
- (SL) ITEM 646 - STOP LINE, 24"
- (CW) ITEM 646 - CROSSWALK LINE, 12"
- (CH) ITEM 646 - CHANNELIZING LINE, 12"
- (TLW) ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
- (TLY) ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
- (LA) ITEM 646 - LANE ARROW, 72"
- ITEM 621 - RPM

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 409+00 TO STA. 414+00

LAK-US-20-24.99

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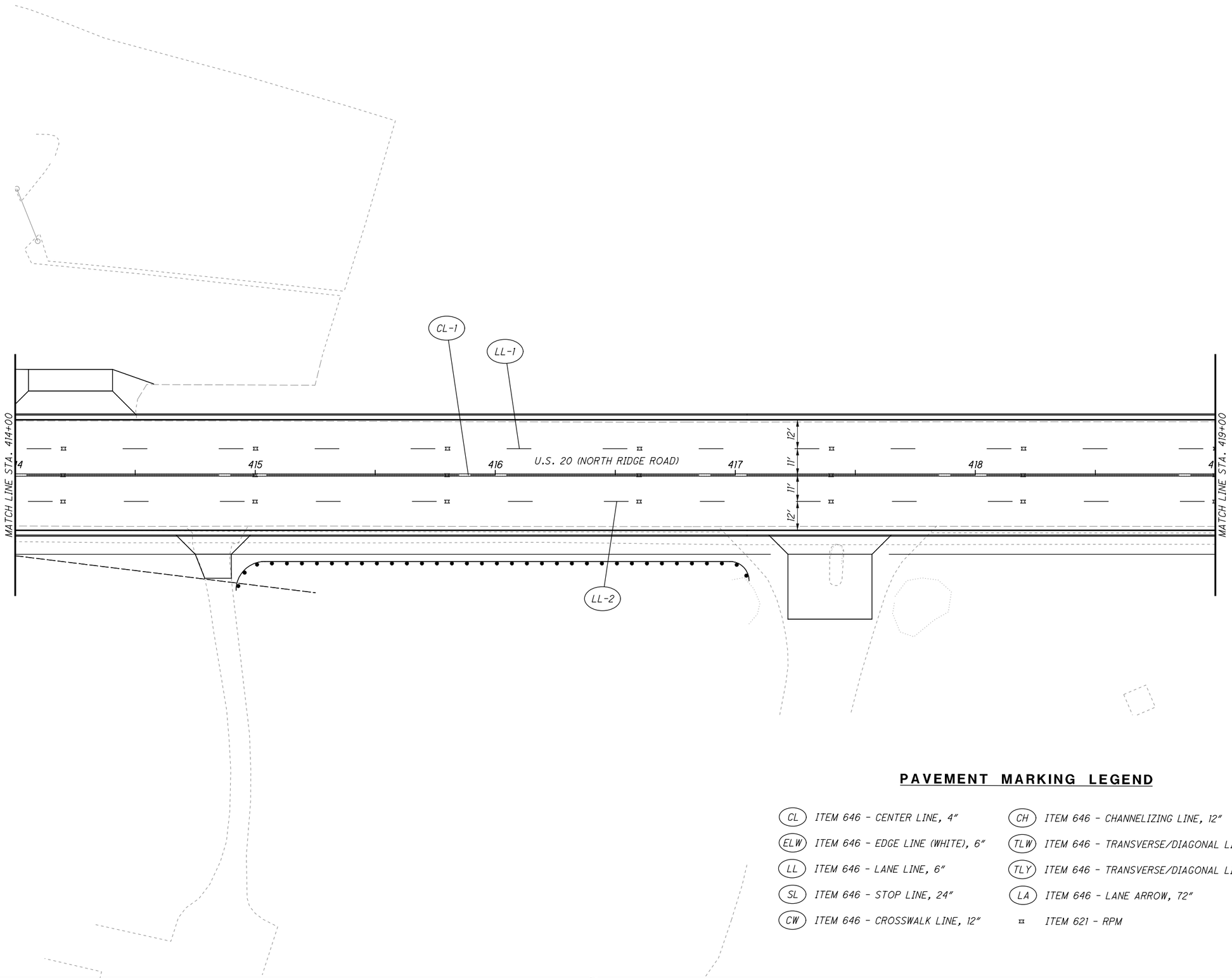

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 414+00 TO STA. 419+00

LAK-US-20-24.99

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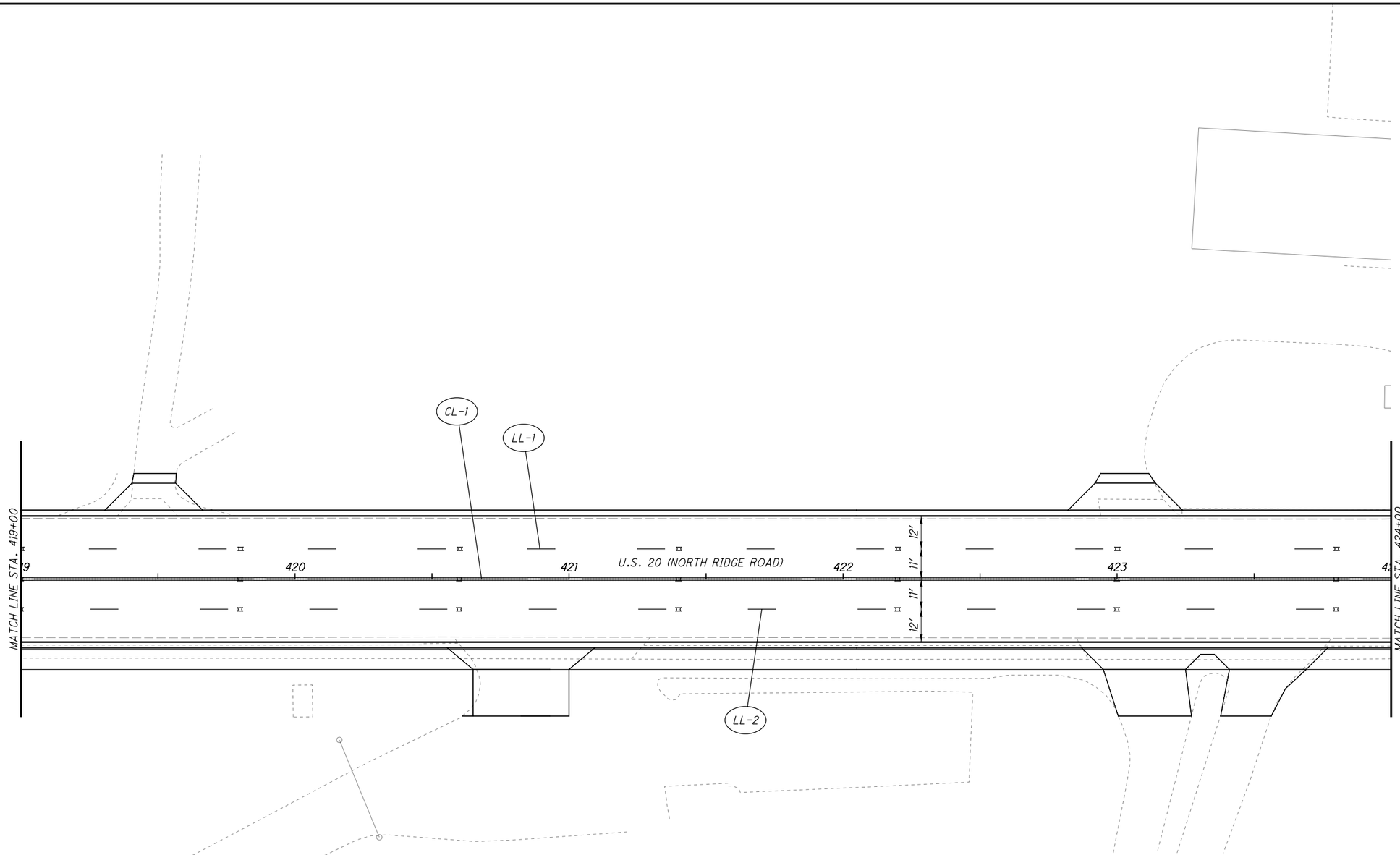

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 419+00 TO STA. 424+00

LAK-US-20-24.99

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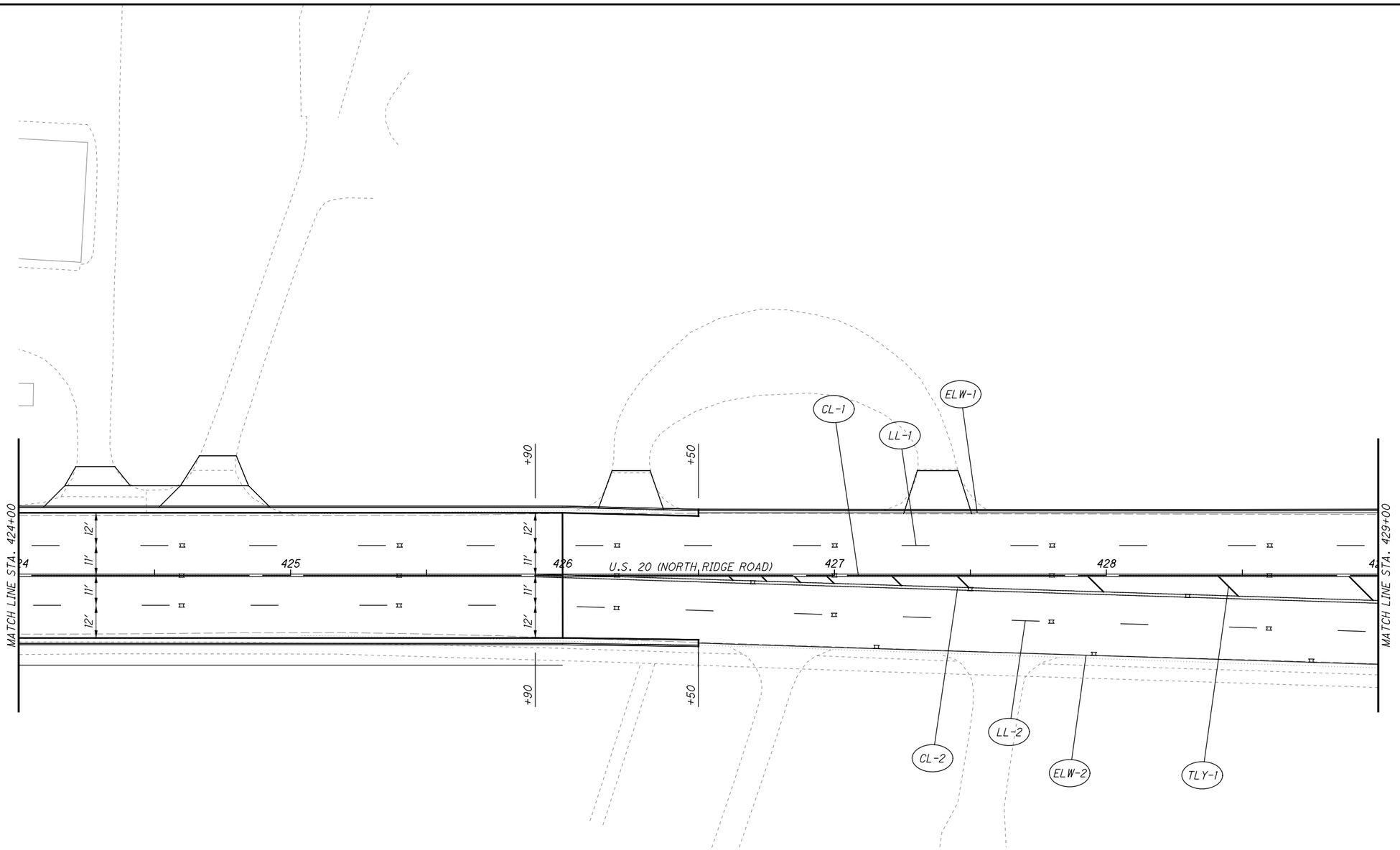

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 424+00 TO STA. 429+00

LAK-US-20-24.99

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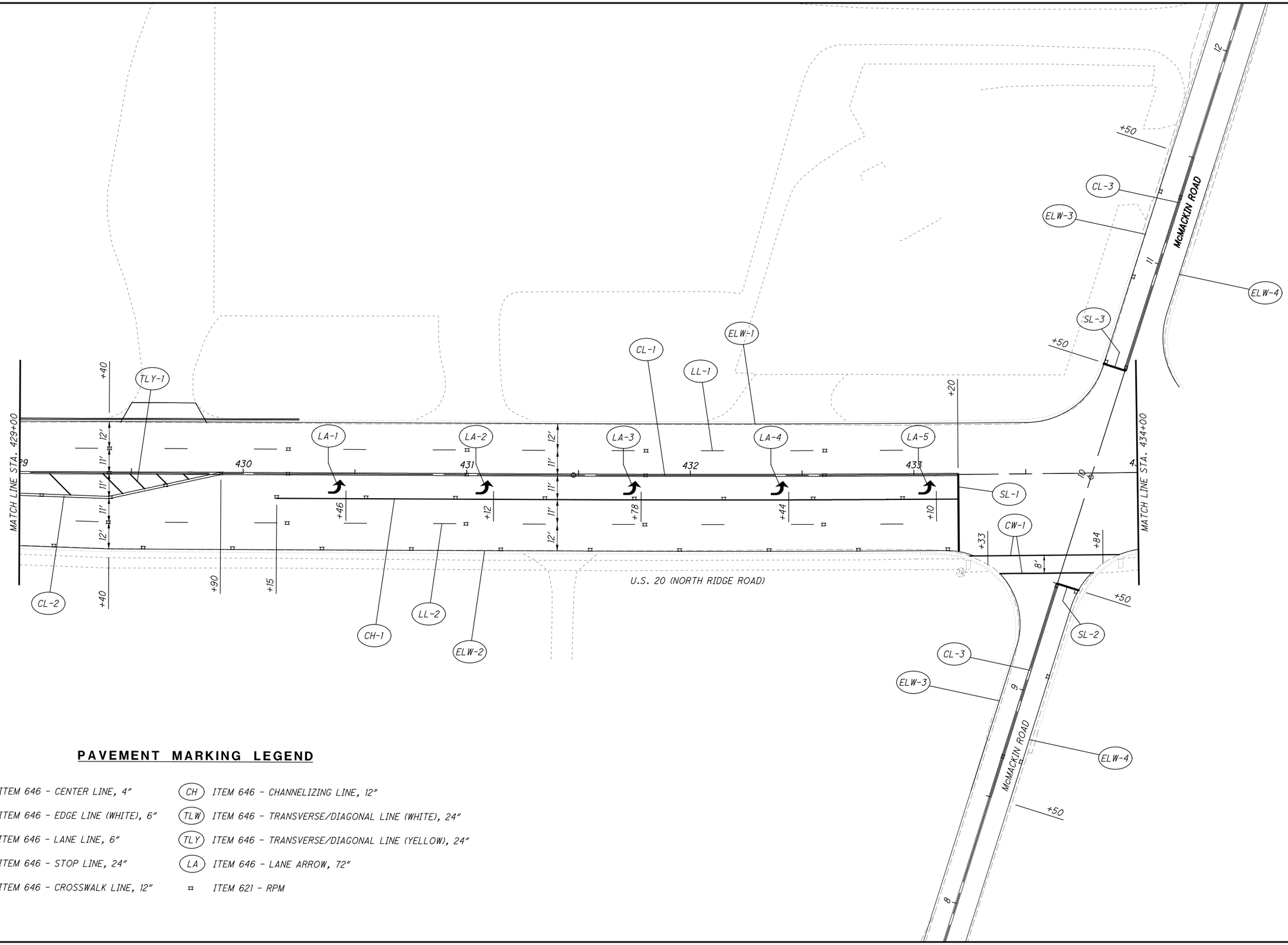

PAVEMENT MARKING LEGEND

(CL) ITEM 646 - CENTER LINE, 4"	(CH) ITEM 646 - CHANNELIZING LINE, 12"
(ELW) ITEM 646 - EDGE LINE (WHITE), 6"	(TLW) ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
(LL) ITEM 646 - LANE LINE, 6"	(TLY) ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
(SL) ITEM 646 - STOP LINE, 24"	(LA) ITEM 646 - LANE ARROW, 72"
(CW) ITEM 646 - CROSSWALK LINE, 12"	⌑ ITEM 621 - RPM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 429+00 TO STA. 434+00

LAK-US-20-24.99

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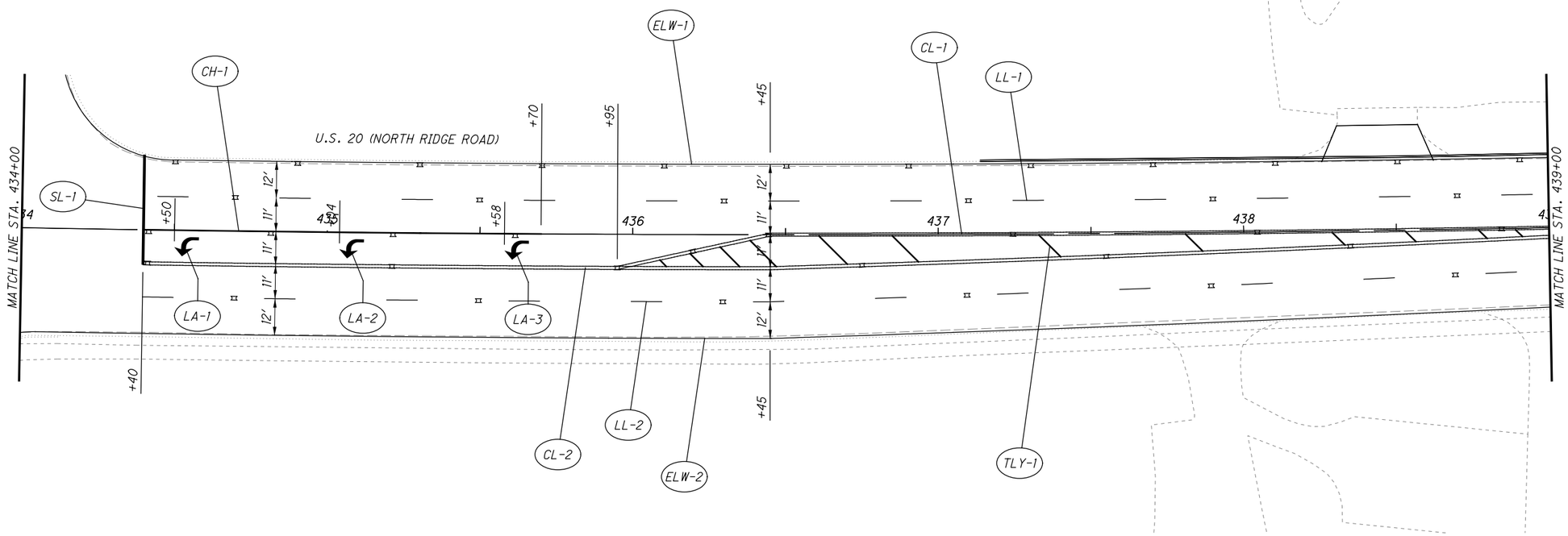

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 434+00 TO STA. 439+00

LAK-US-20-24.99

501
651

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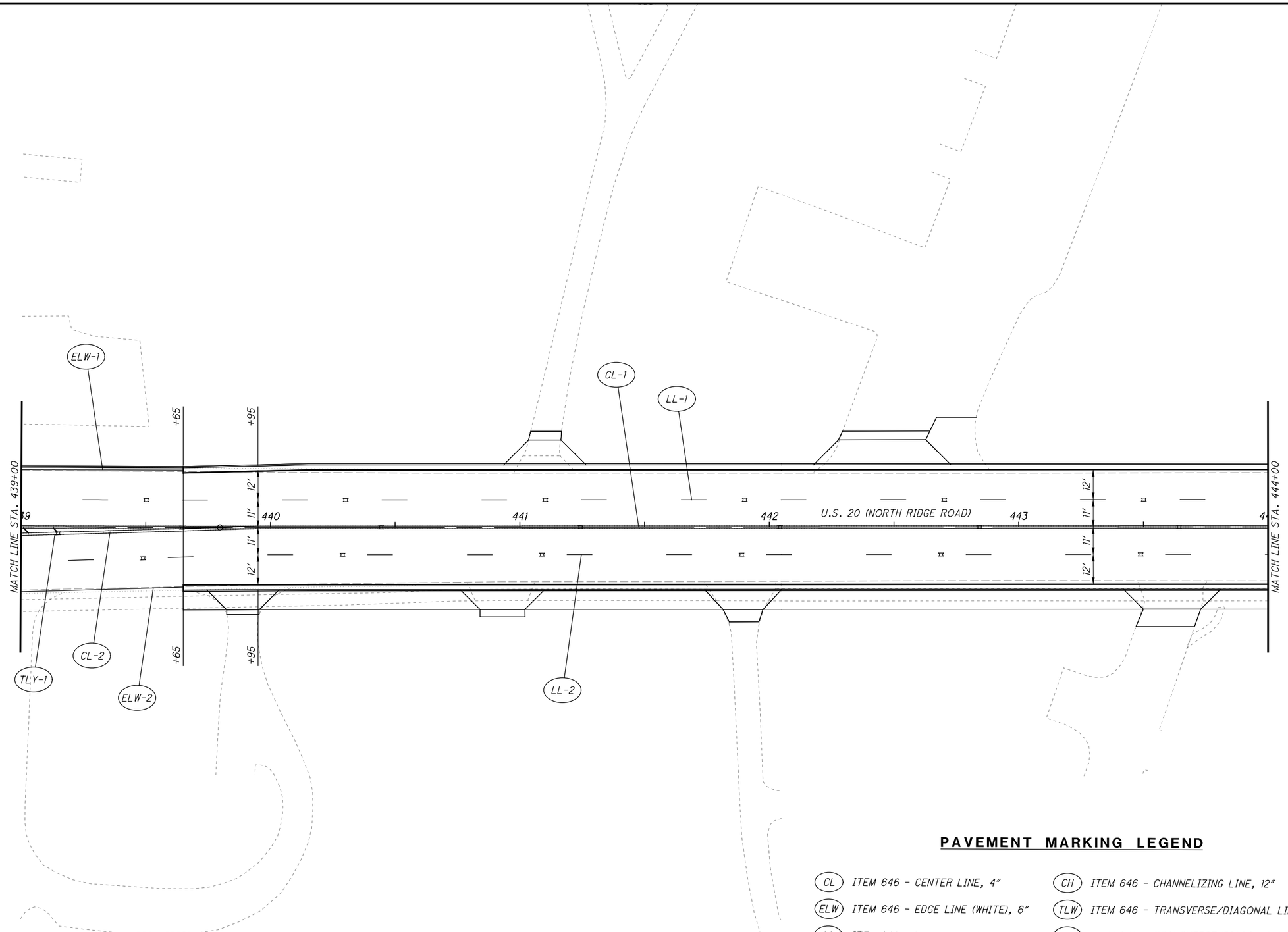

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 439+00 TO STA. 444+00

LAK-US-20-24.99

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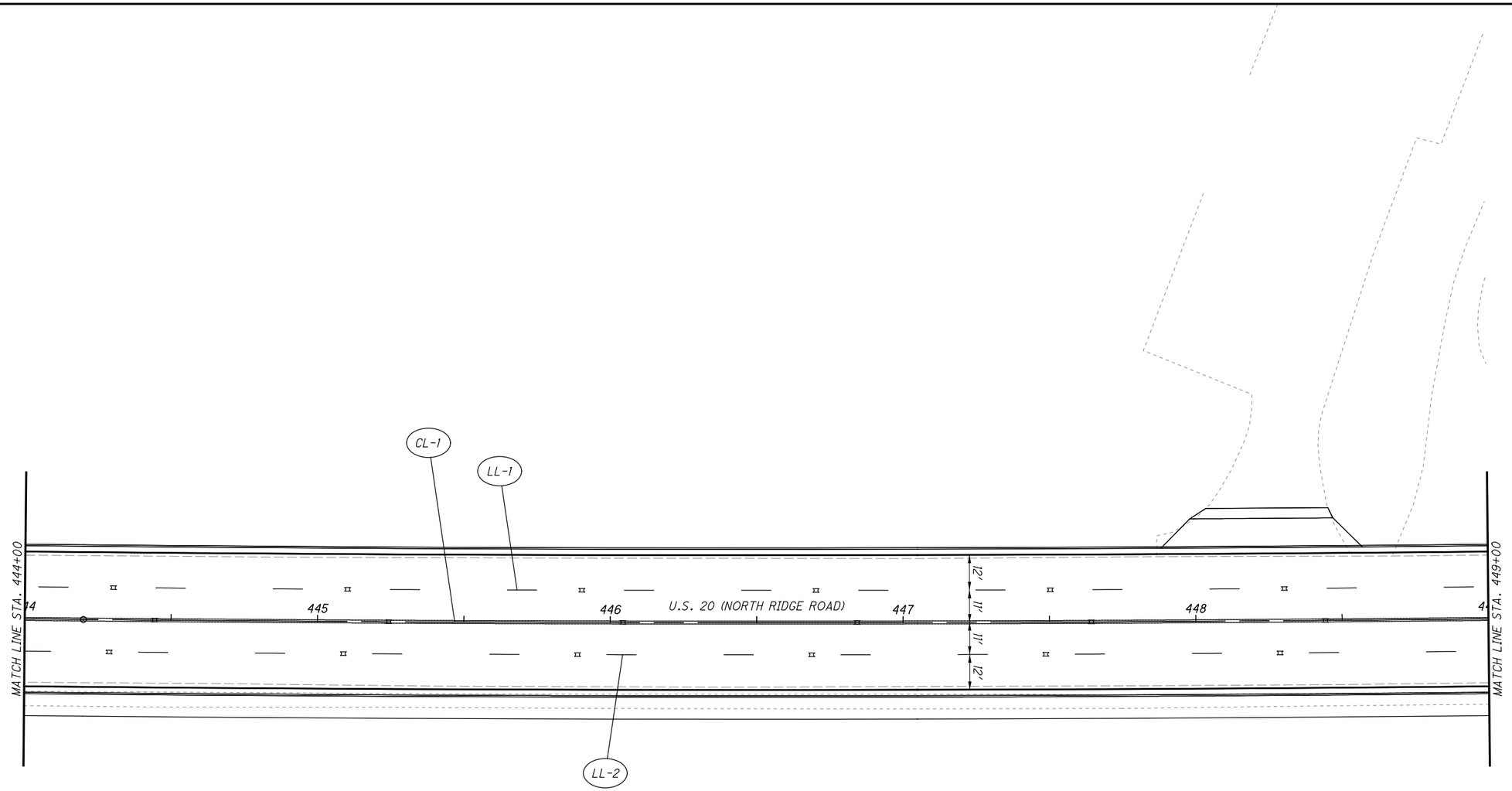

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 444+00 TO STA. 449+00

LAK-US-20-24.99

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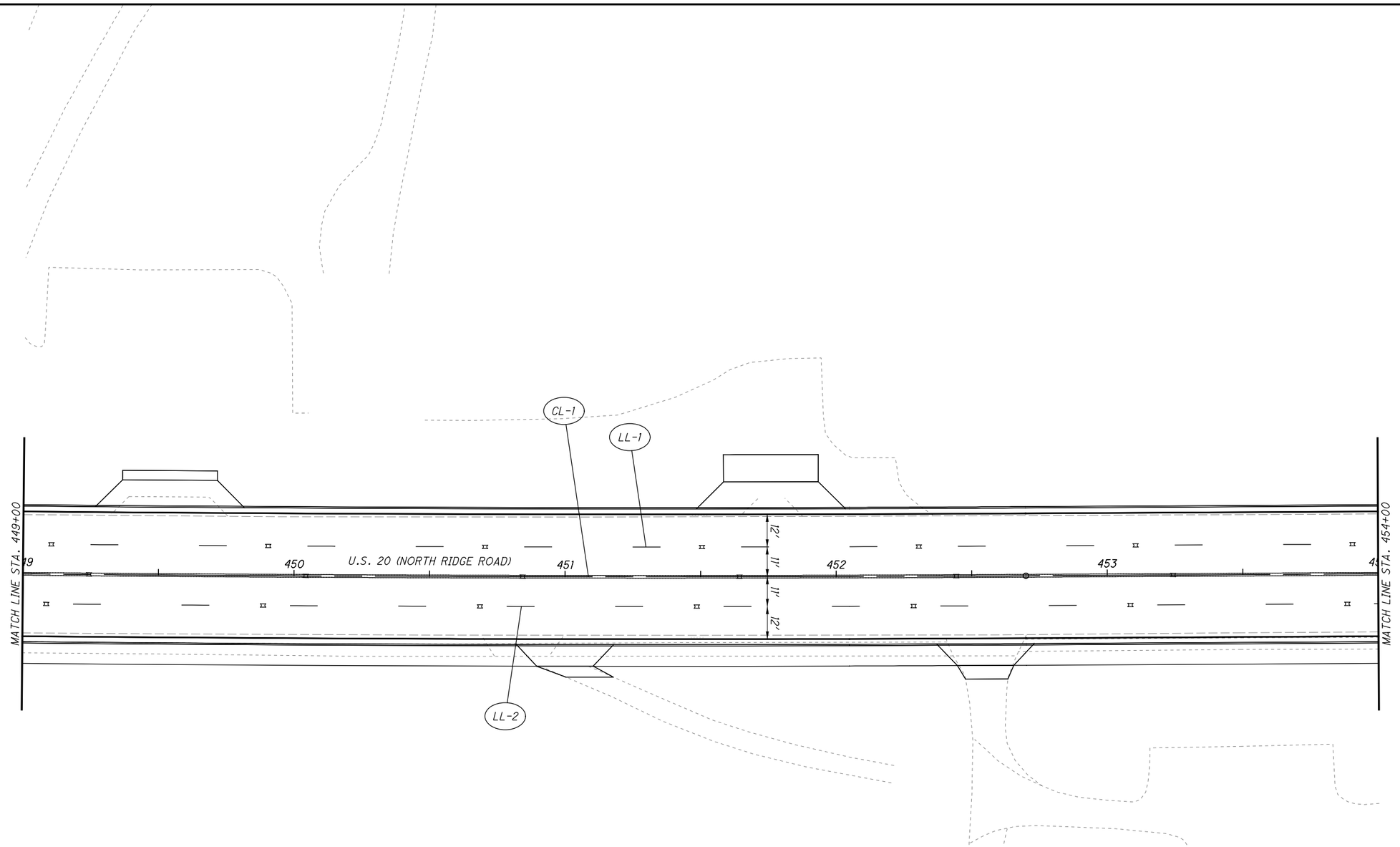

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 419+00 TO STA. 424+00

LAK-US-20-24.99

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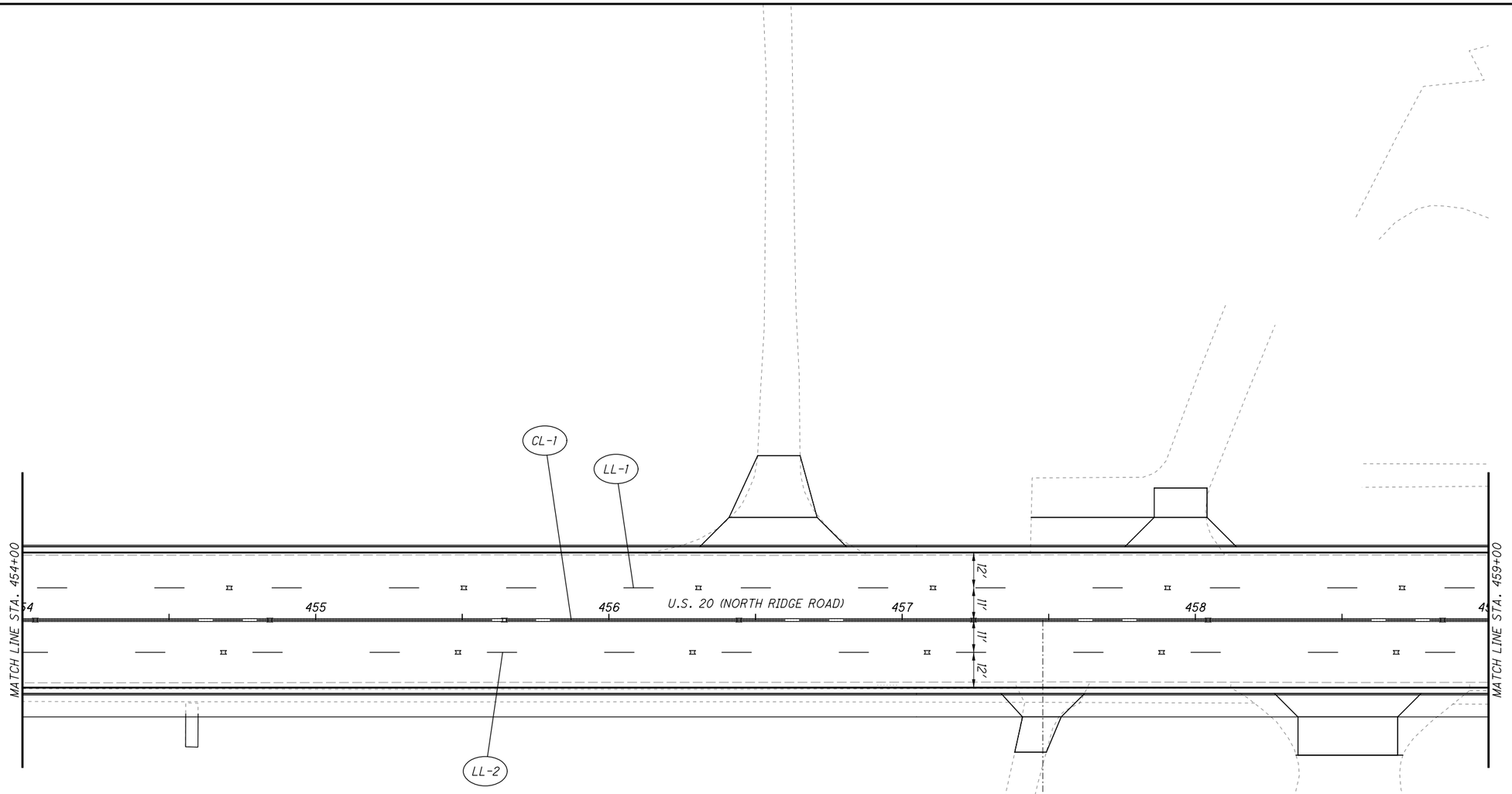

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 454+00 TO STA. 459+00

LAK-US-20-24.99

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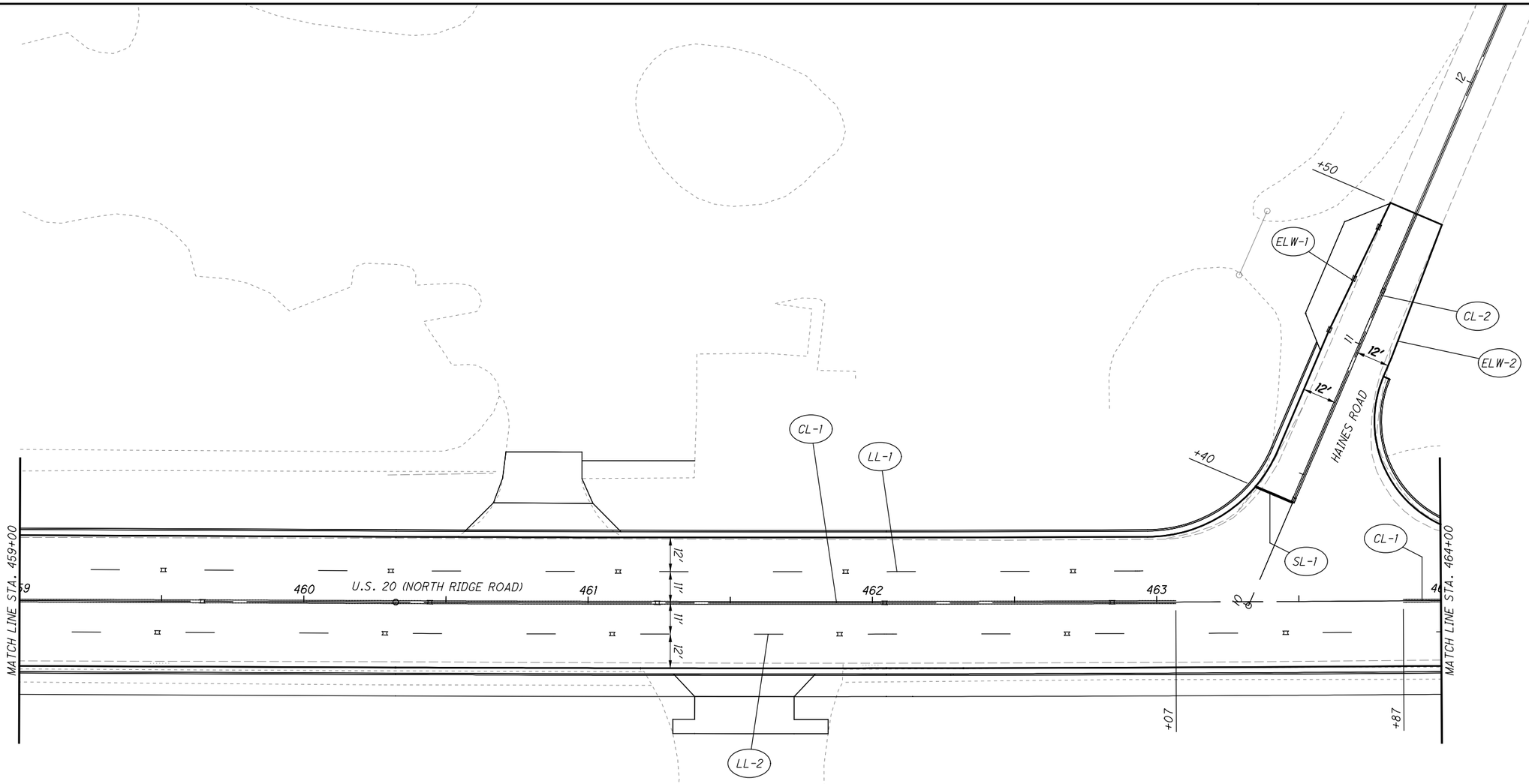

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 459+00 TO STA. 464+00

LAK-US-20-24.99

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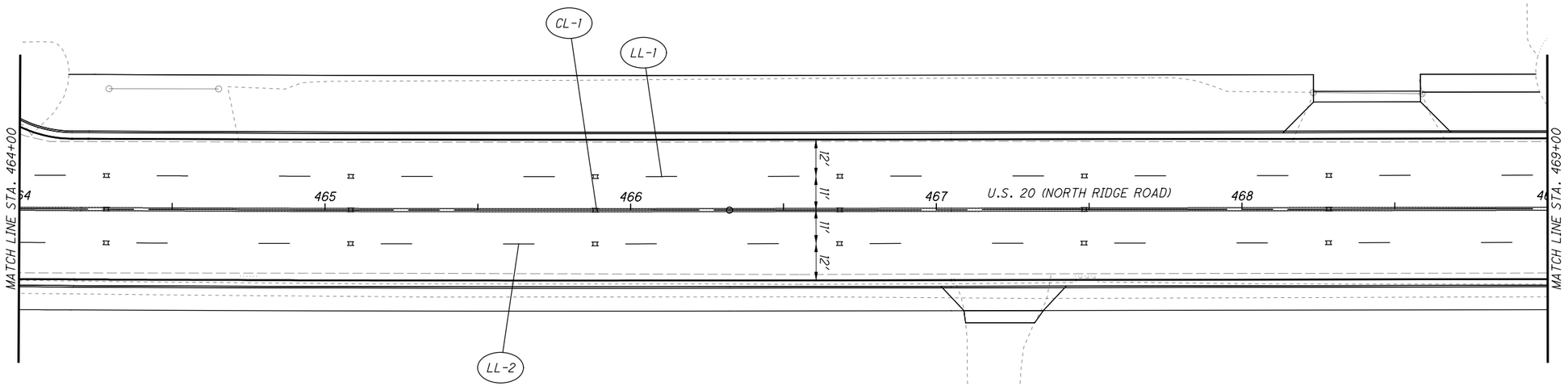

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 464+00 TO STA. 469+00

LAK-US-20-24.99

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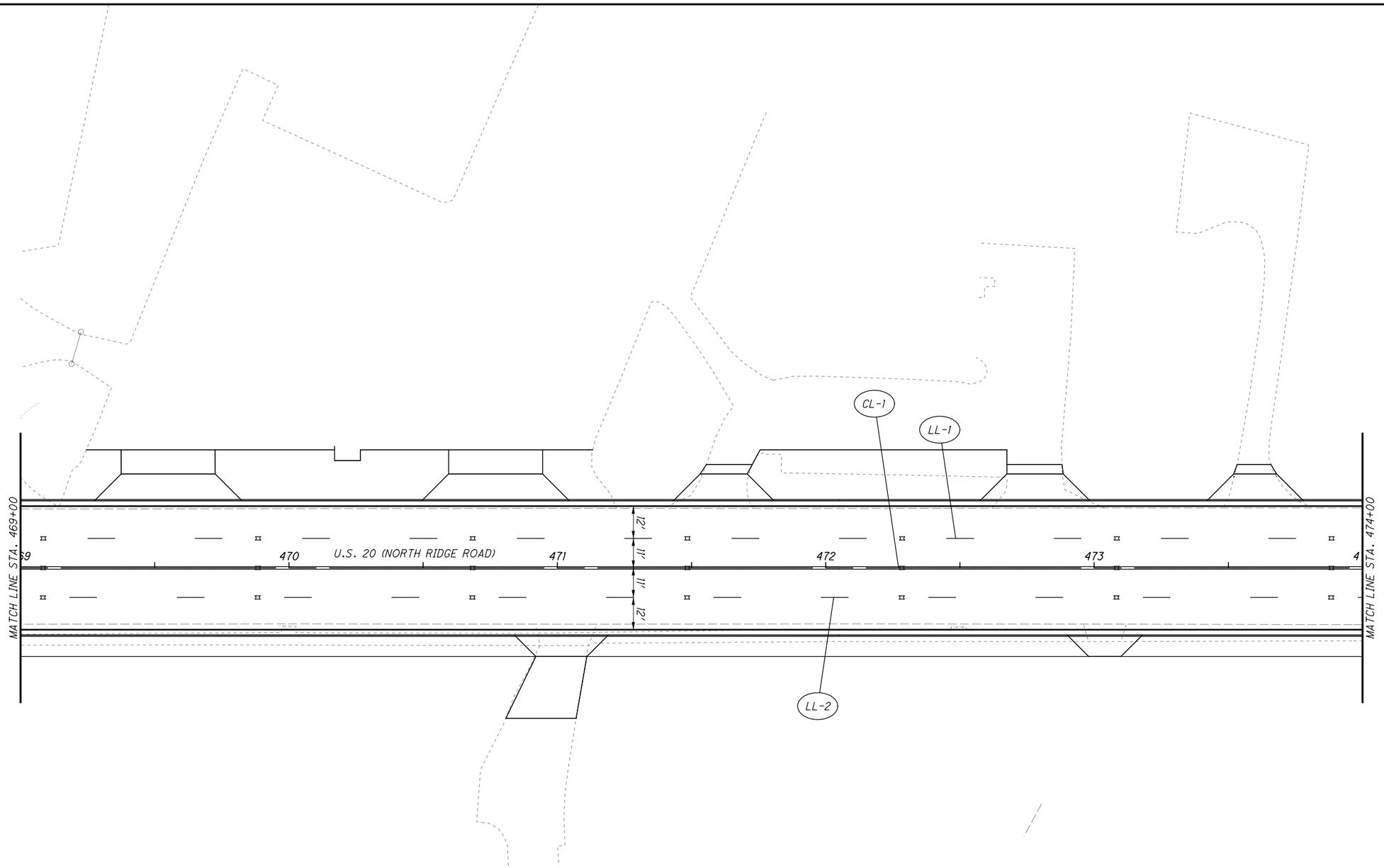

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 469+00 TO STA. 474+00

LAK-US-20-24.99

508
651

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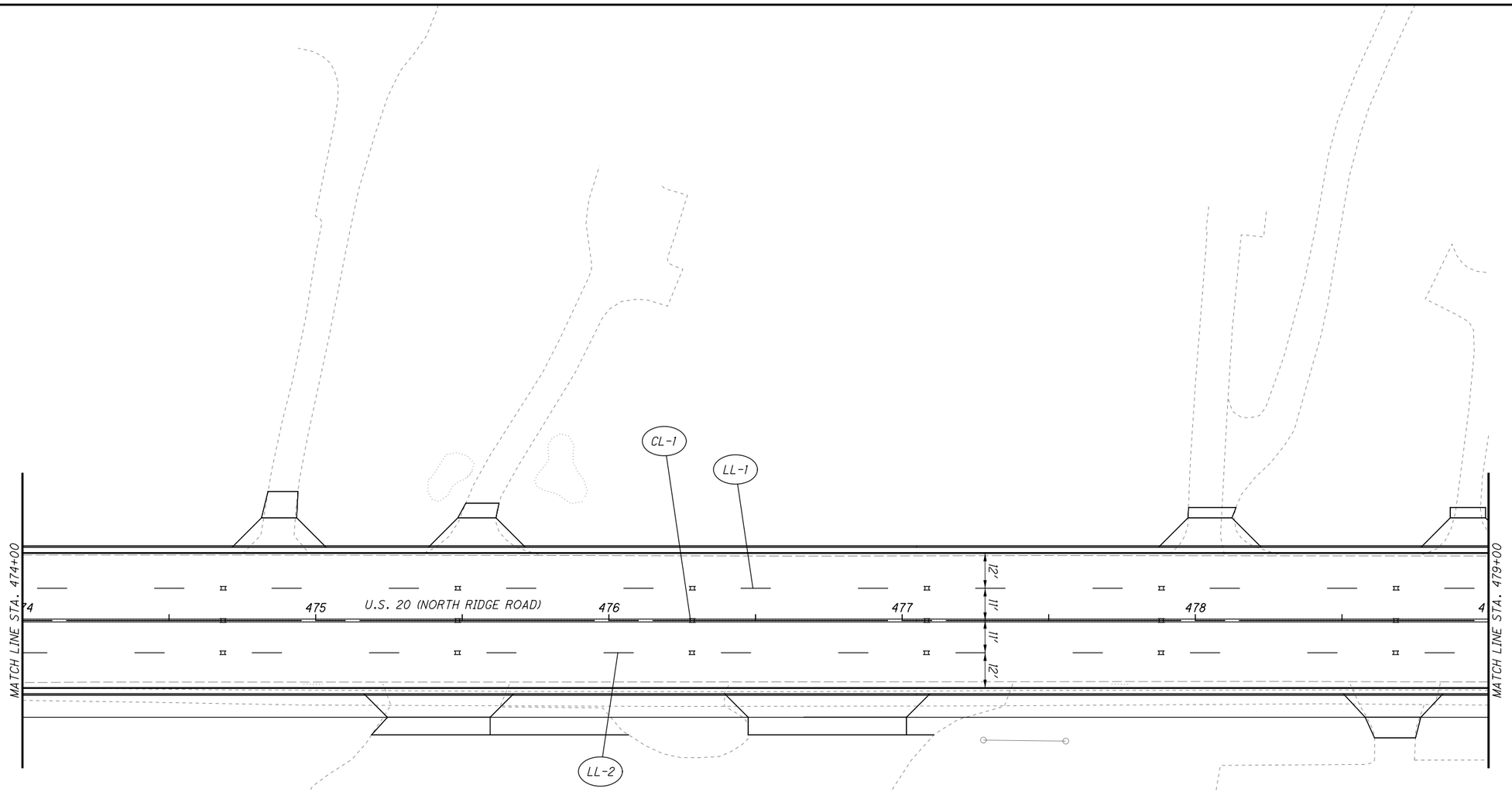

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 474+00 TO STA. 479+00

LAK-US-20-24.99

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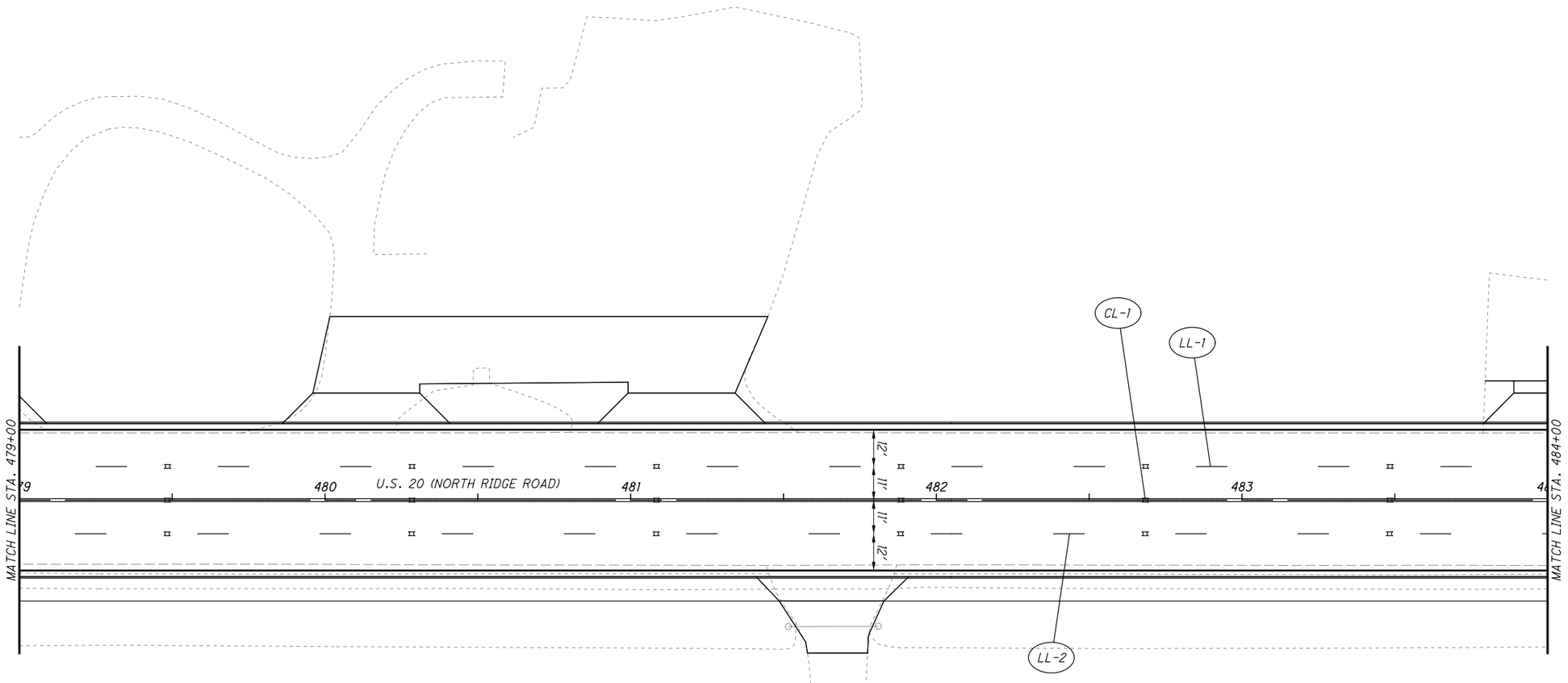

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 479+00 TO STA. 484+00

LAK-US-20-24.99

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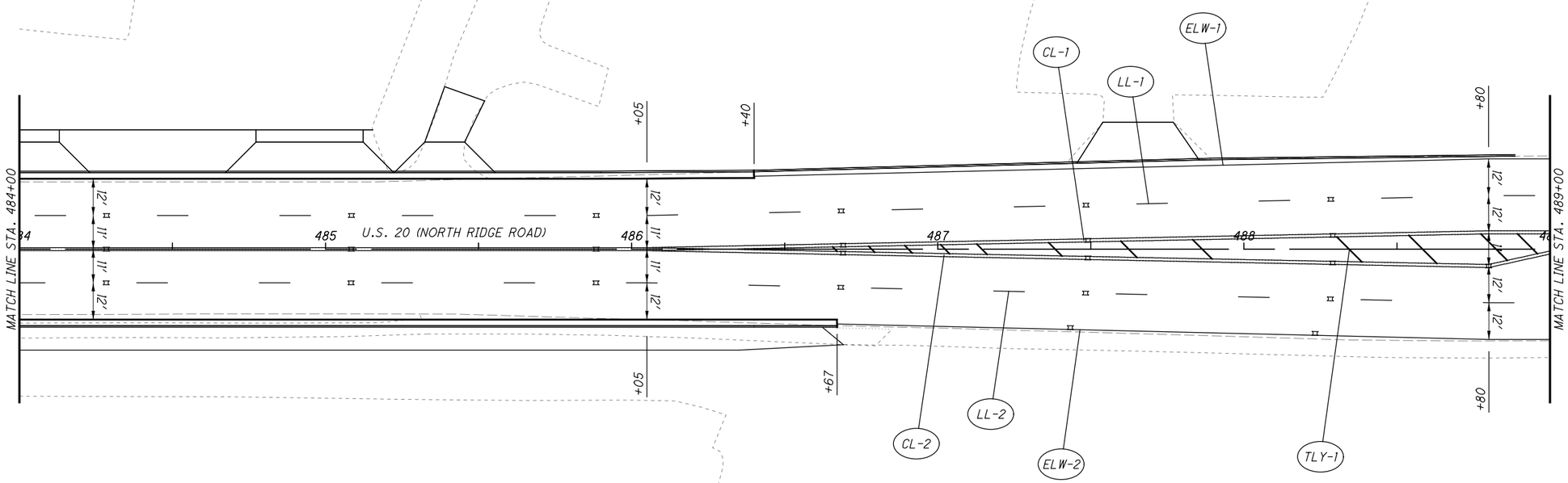

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 484+00 TO STA. 489+00

LAK-US-20-24.99

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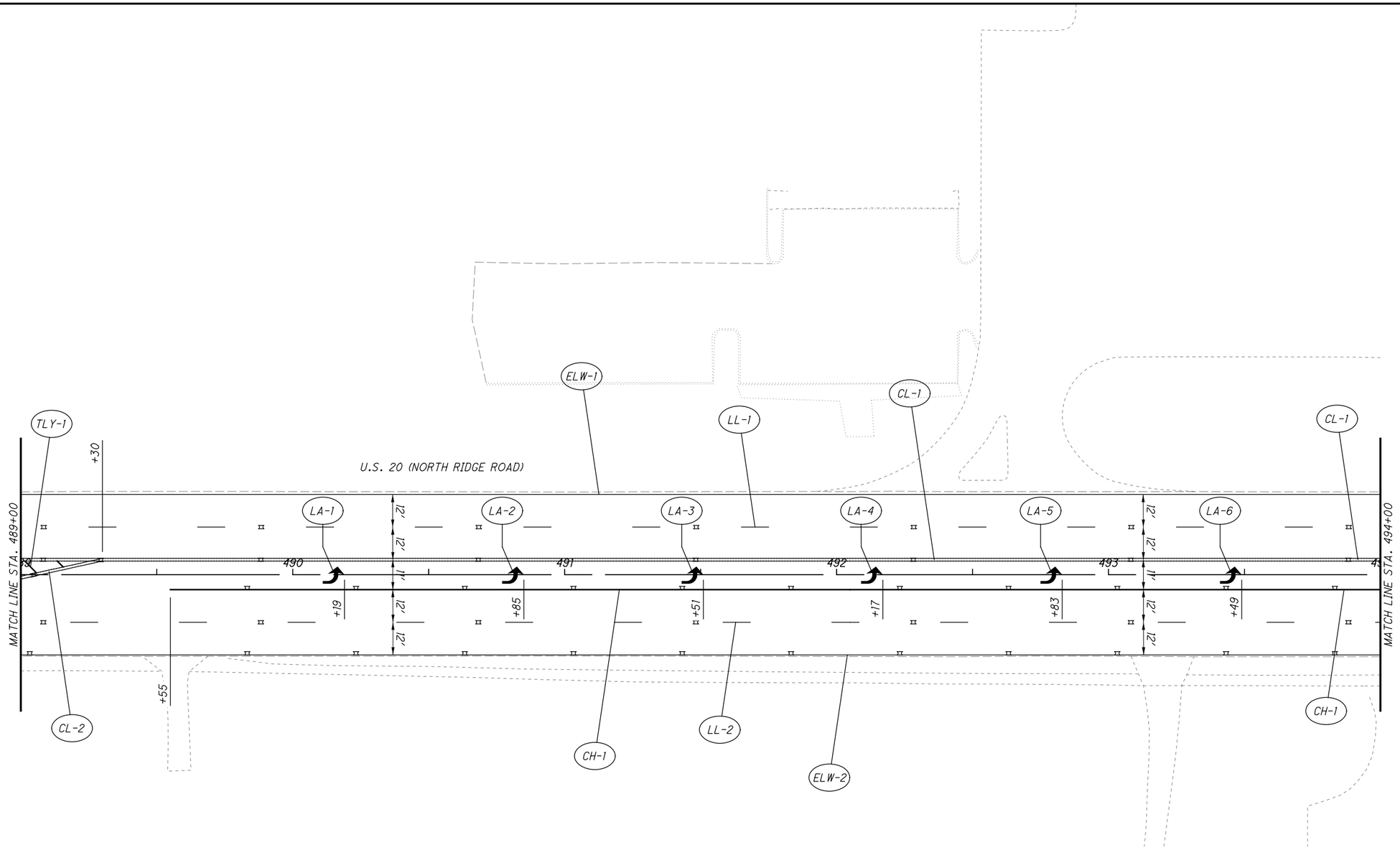

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 489+00 TO STA. 494+00

LAK-US-20-24.99

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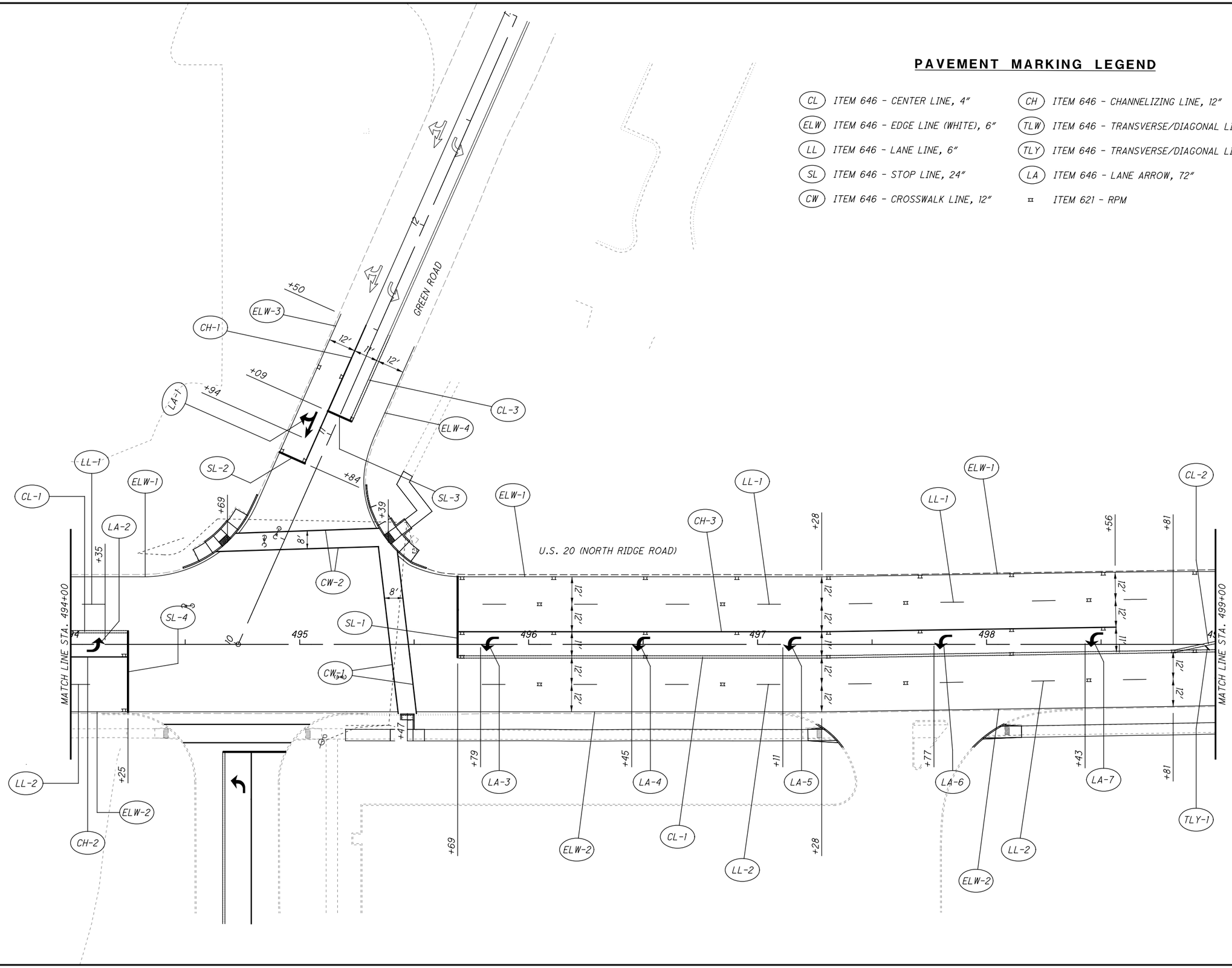
PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM



CALCULATED JDC
CHECKED EJT

HORIZONTAL SCALE IN FEET
0 10 20 40

PAVEMENT MARKING PLAN
STA. 494+00 TO STA. 499+00

LAK-US-20-24.99

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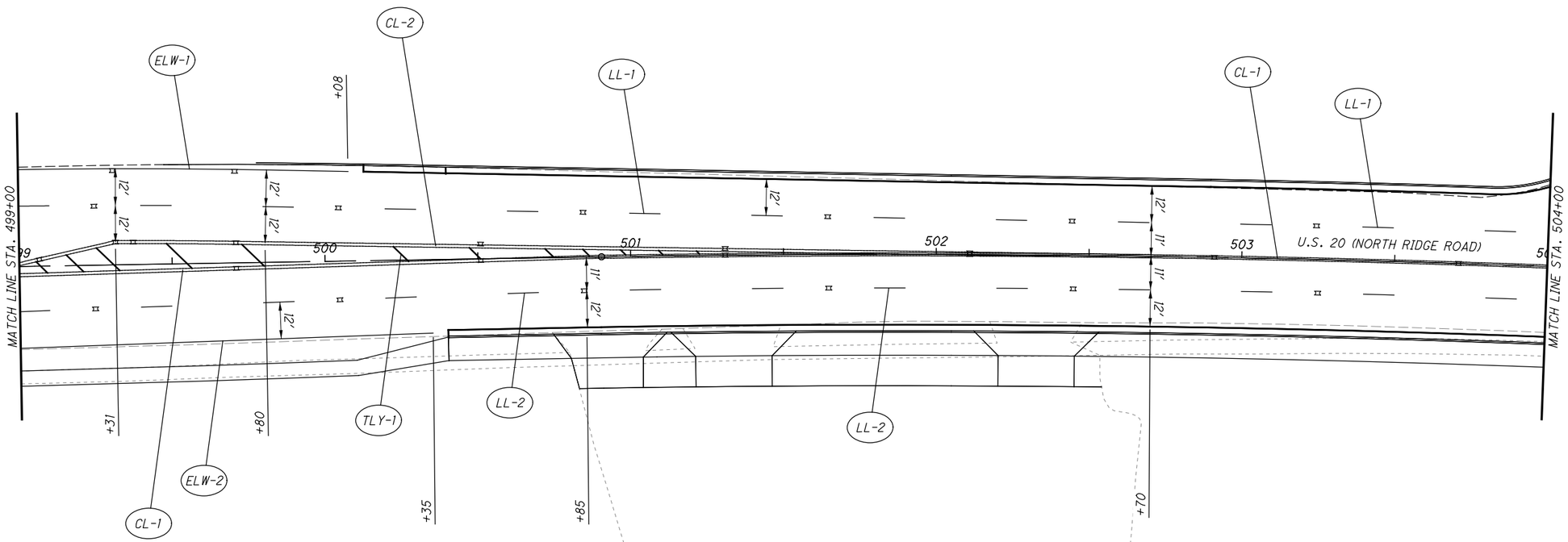

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 499+00 TO STA. 504+00

LAK-US-20-24.99

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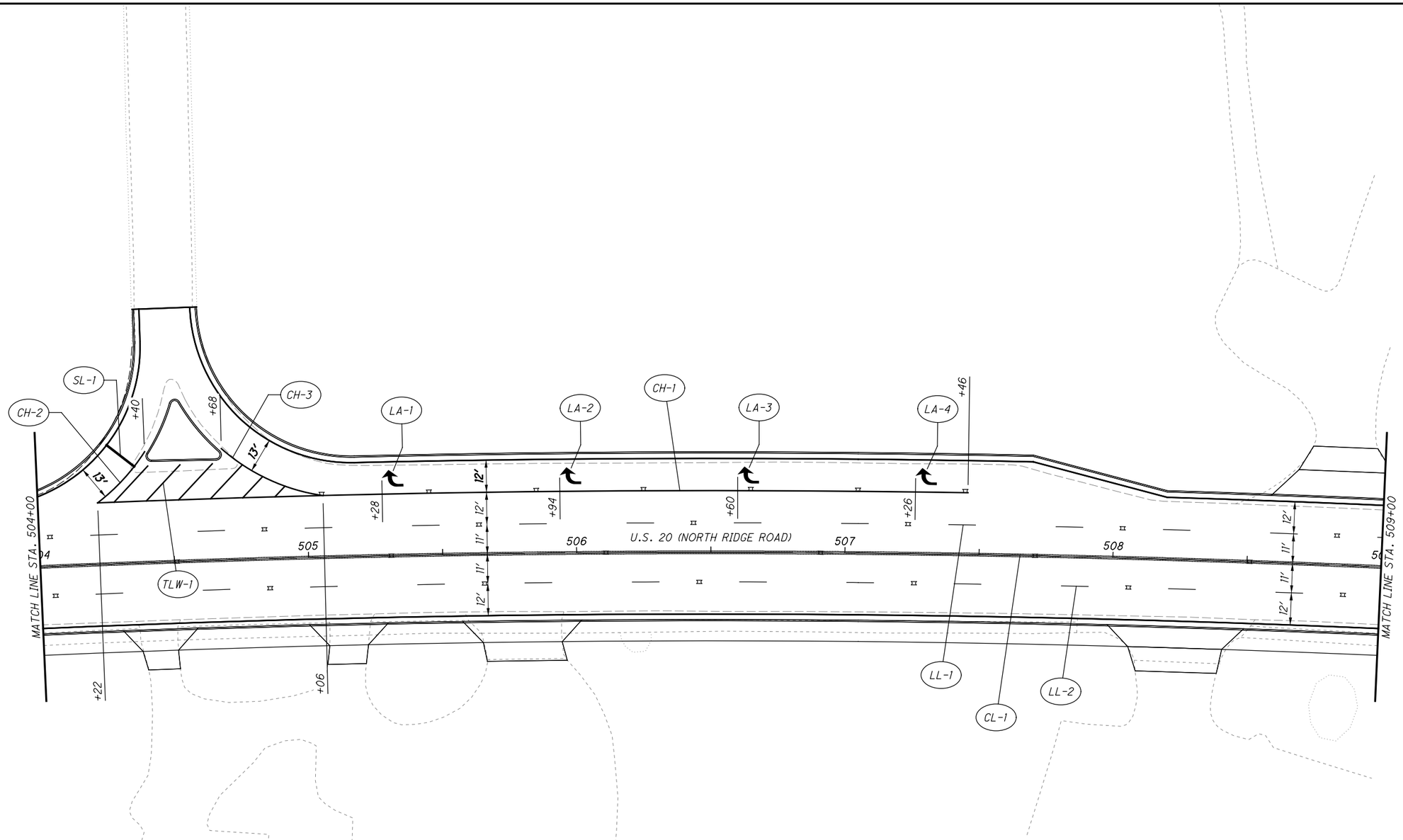

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 504+00 TO STA. 509+00

LAK-US-20-24.99

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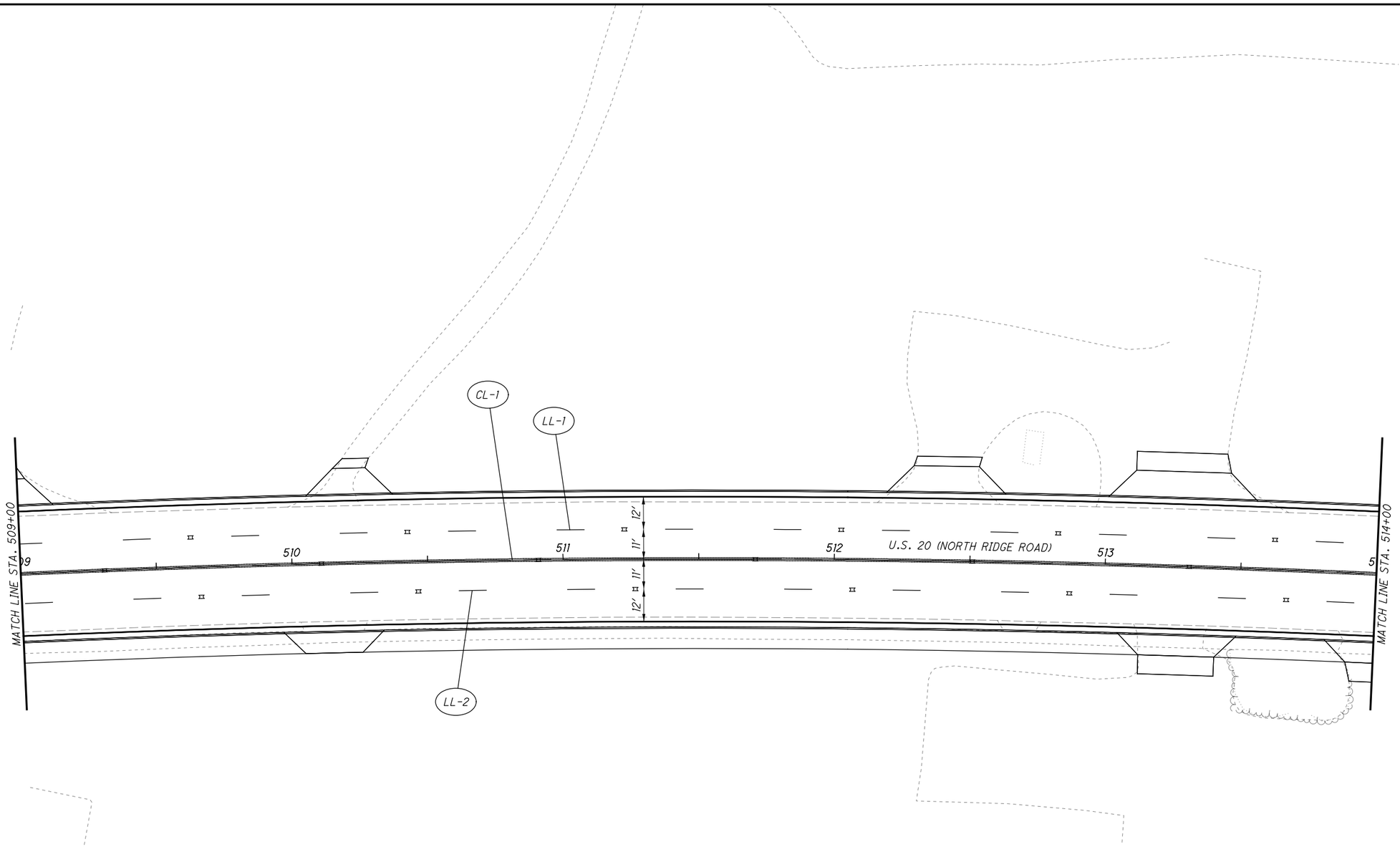

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 509+00 TO STA. 514+00

LAK-US-20-24.99

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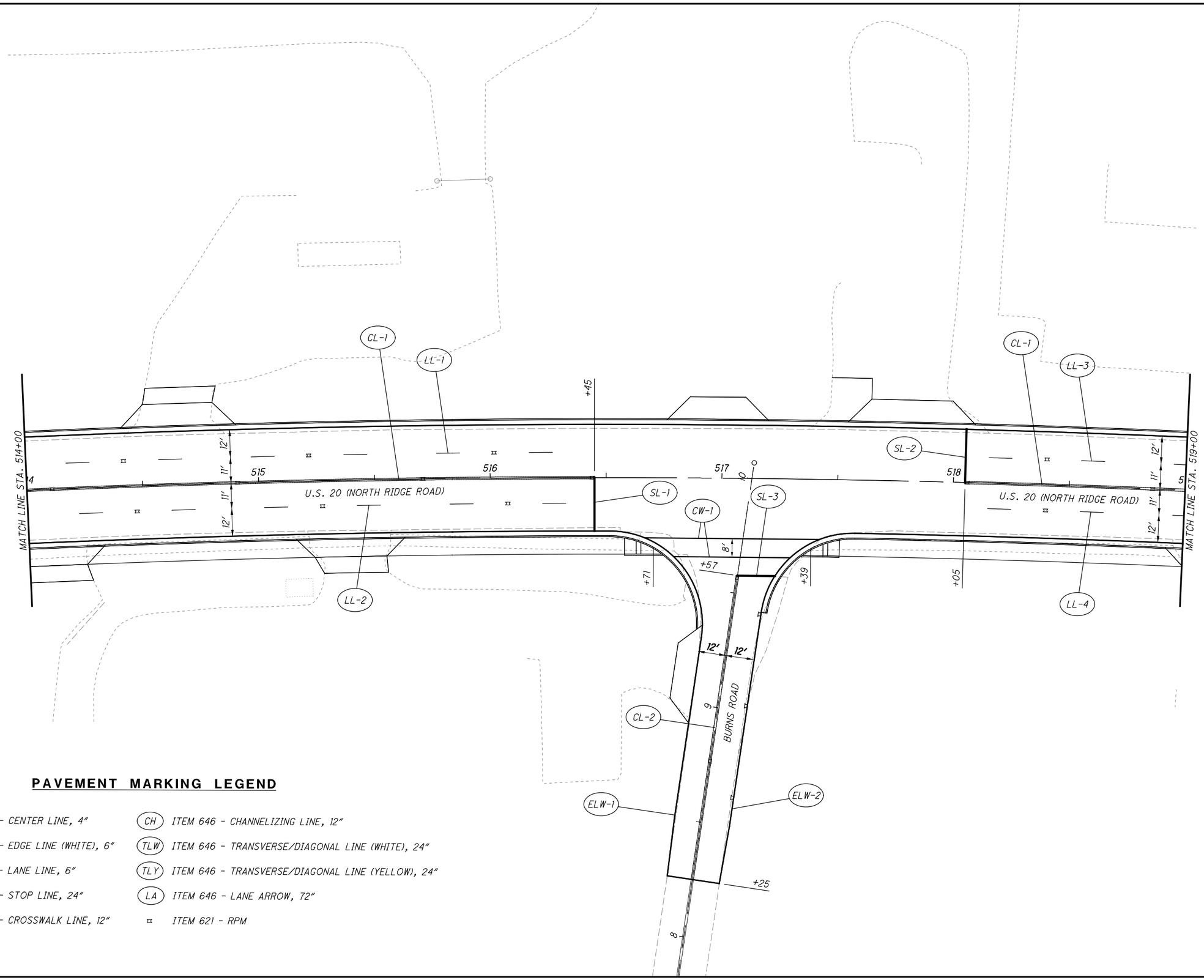

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 514+00 TO STA. 519+00

LAK-US-20-24.99

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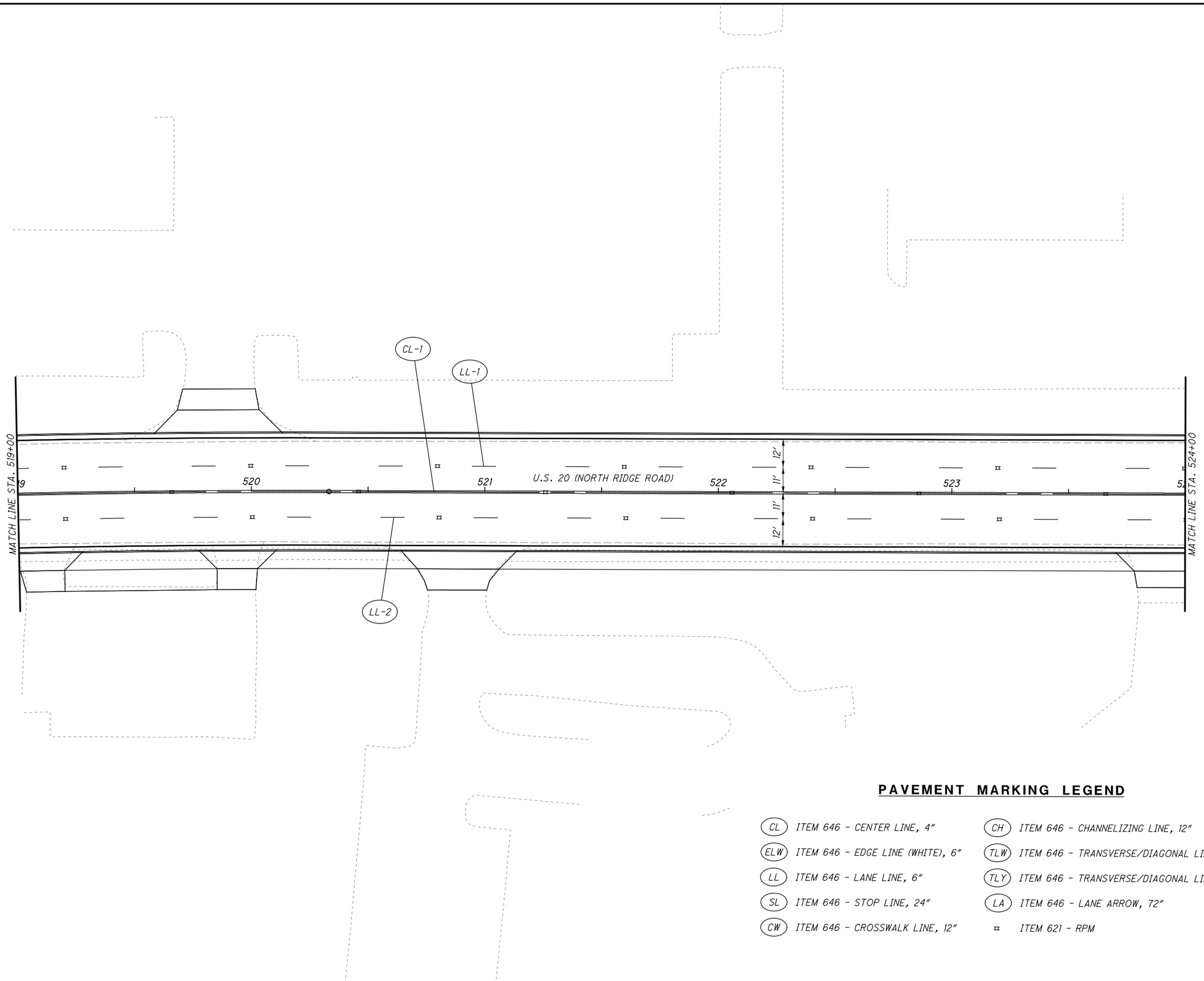

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 519+00 TO STA. 524+00

LAK-US-20-24.99

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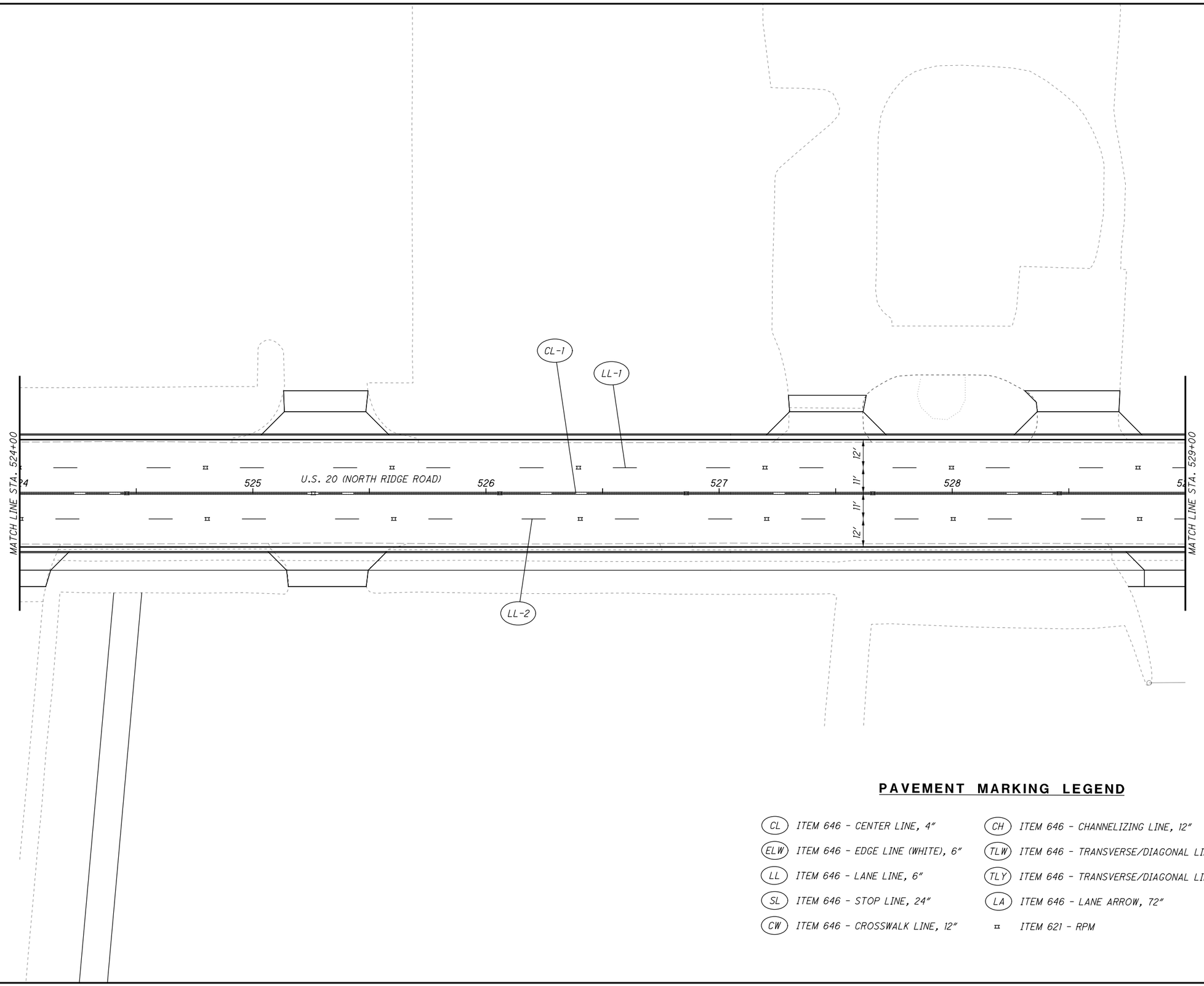

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 524+00 TO STA. 529+00

LAK-US-20-24.99

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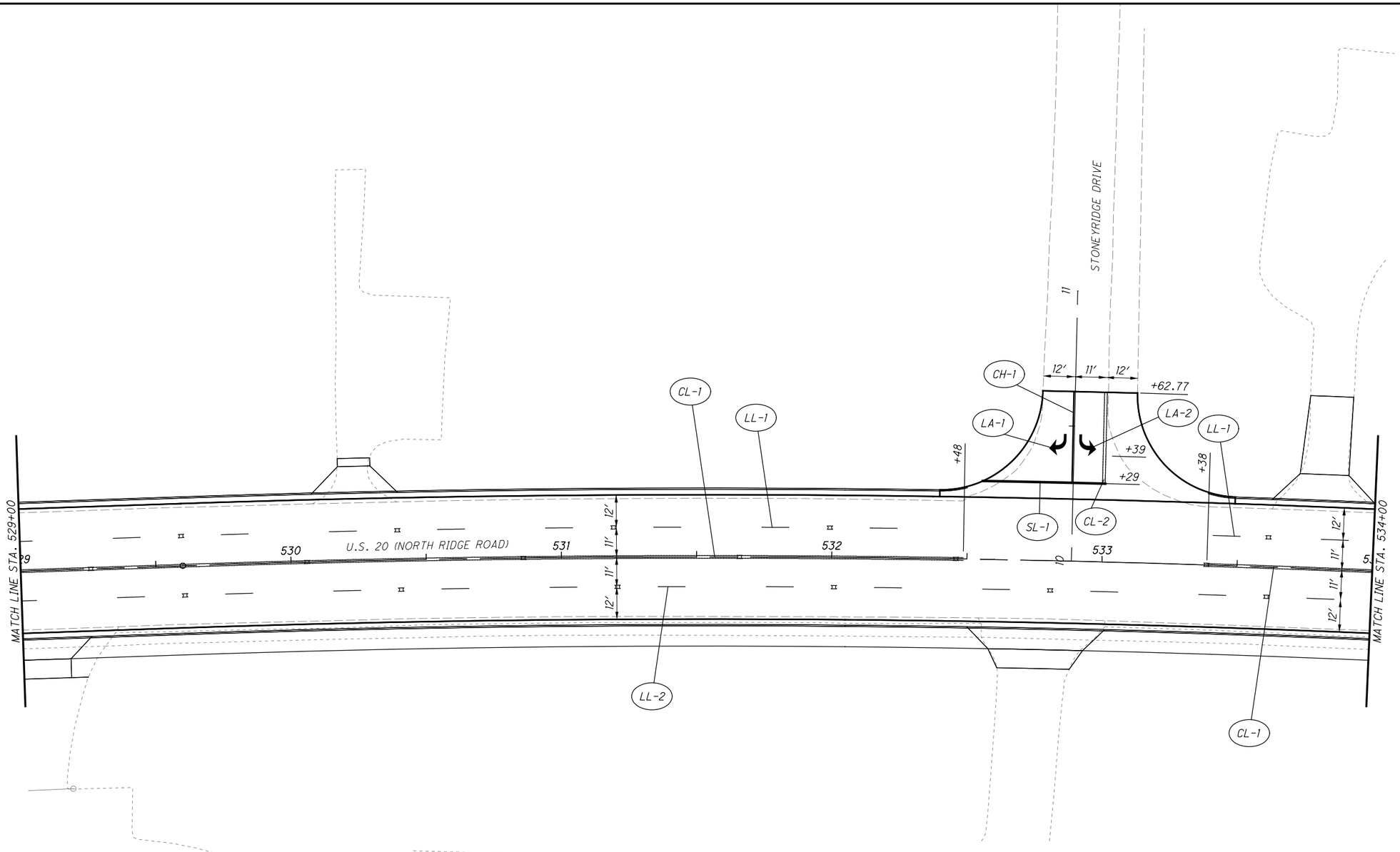

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 529+00 TO STA. 534+00

LAK-US-20-24.99

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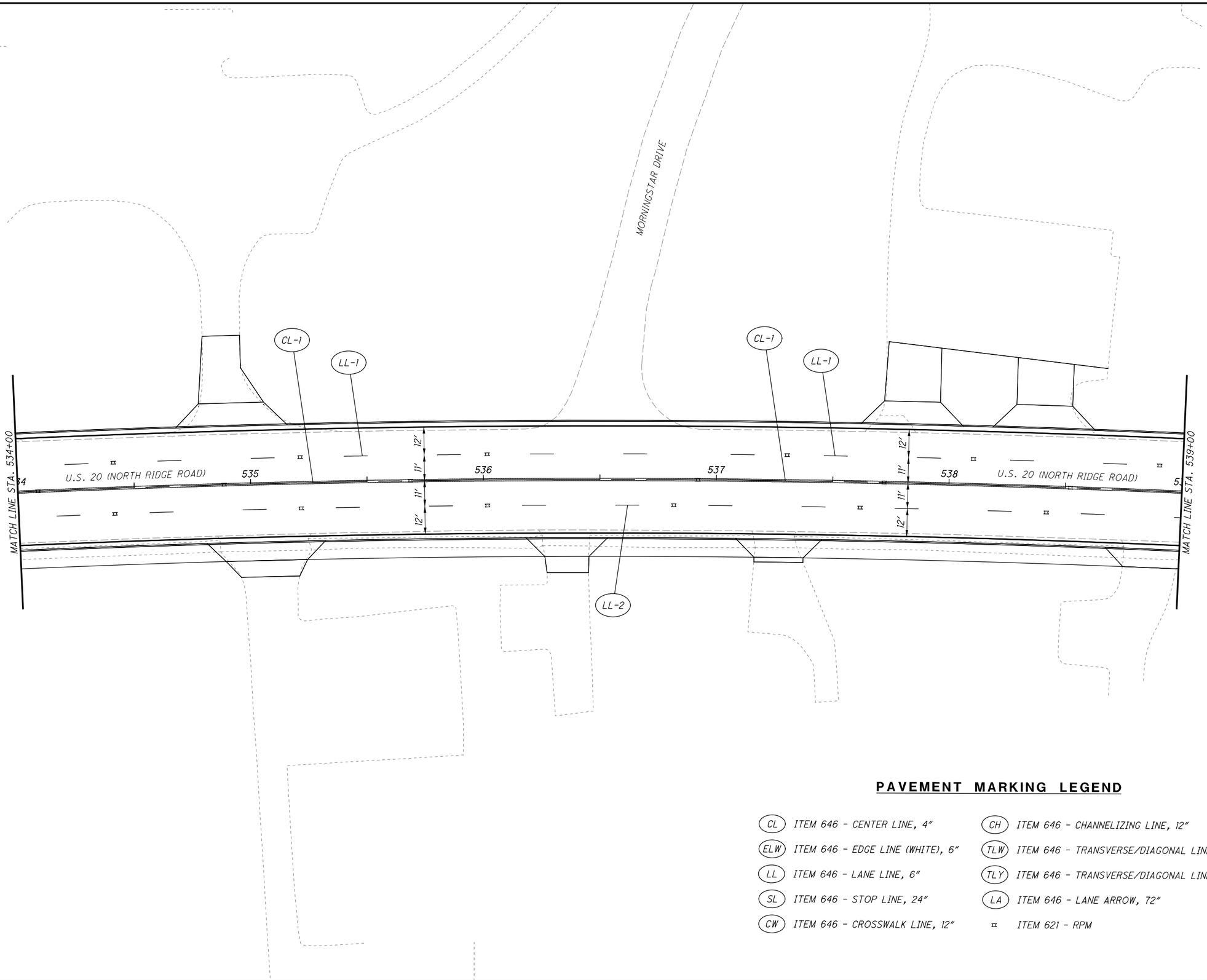

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 534+00 TO STA. 539+00

LAK-US-20-24.99

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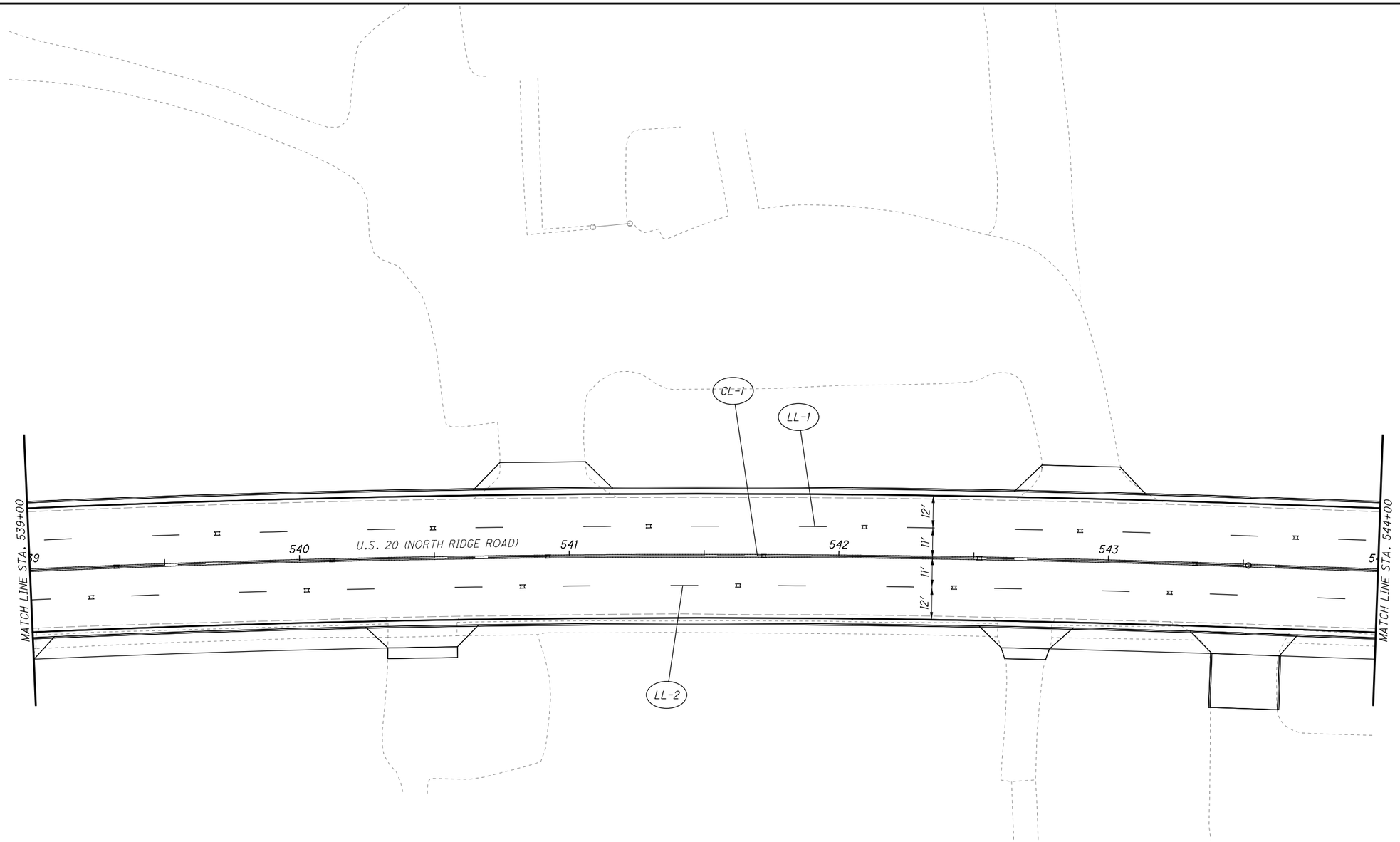

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 539+00 TO STA. 544+00

LAK-US-20-24.99

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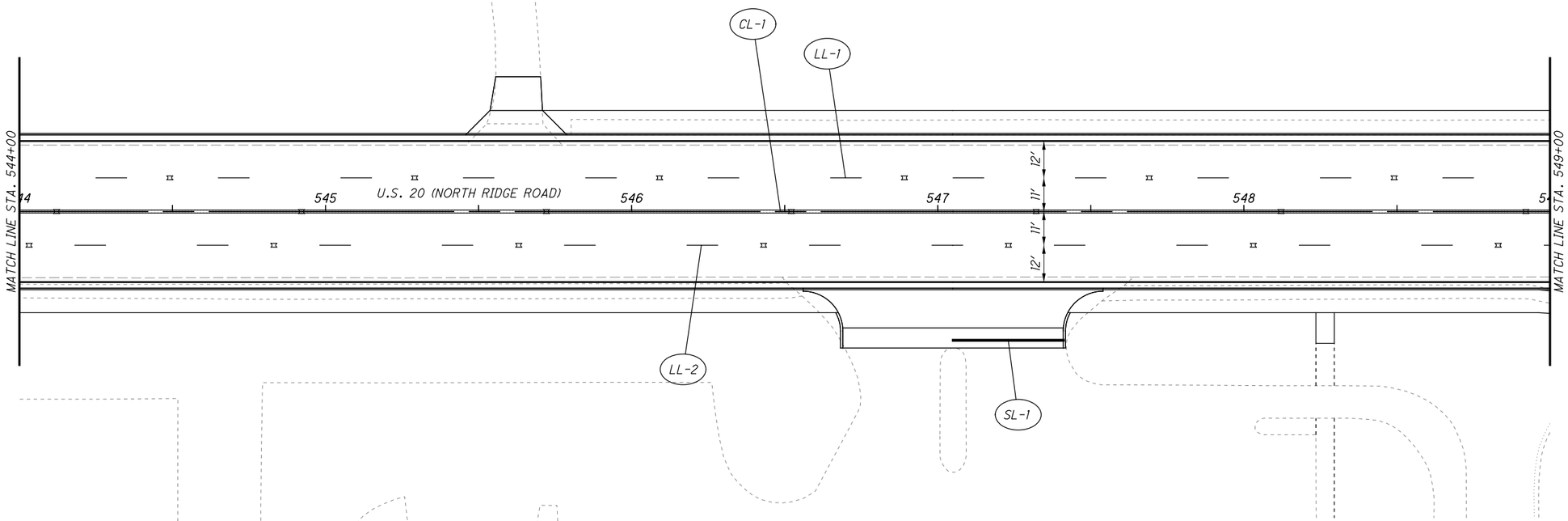

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 544+00 TO STA. 549+00

LAK-US-20-24.99

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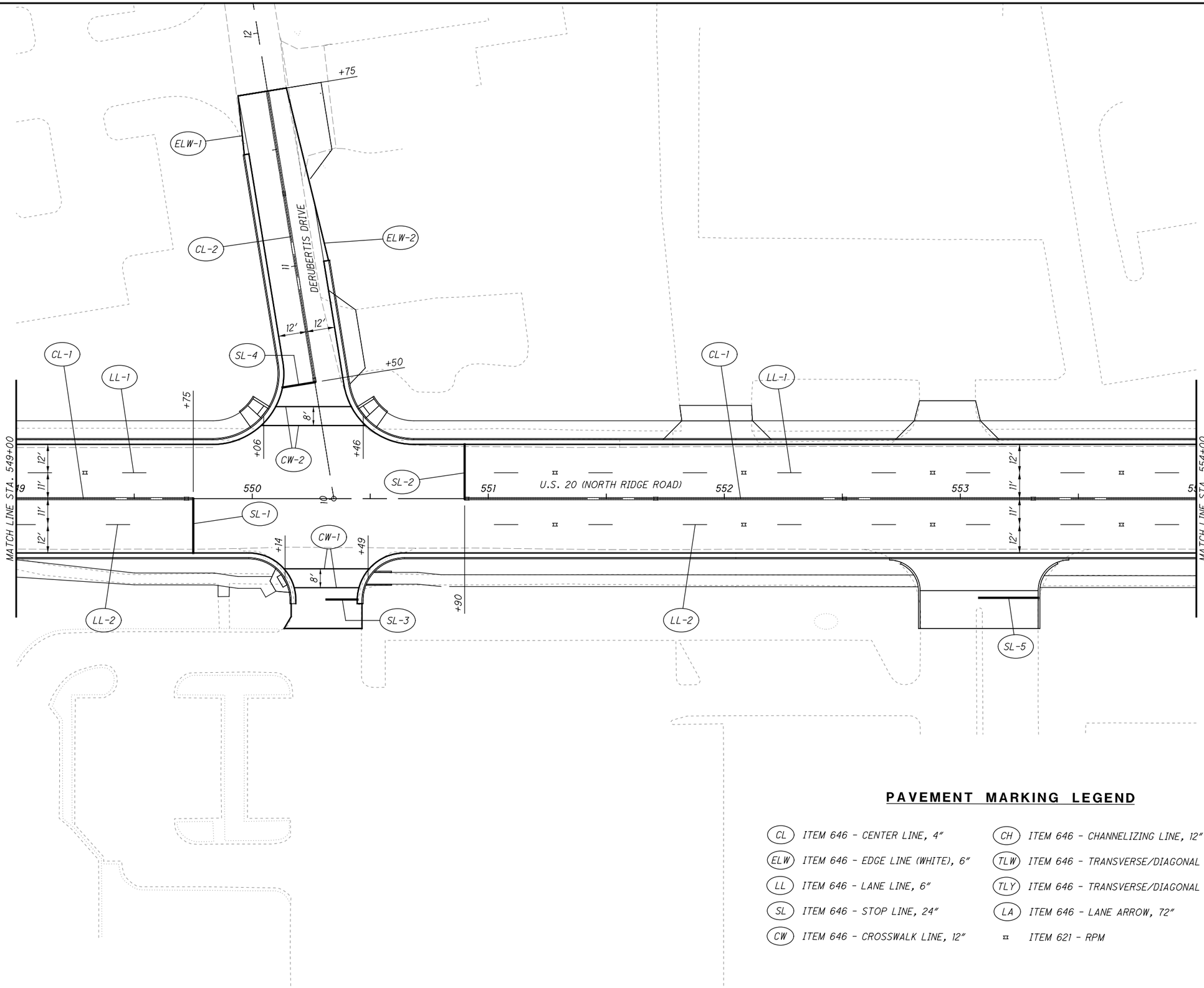

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 549+00 TO STA. 554+00

LAK-US-20-24.99

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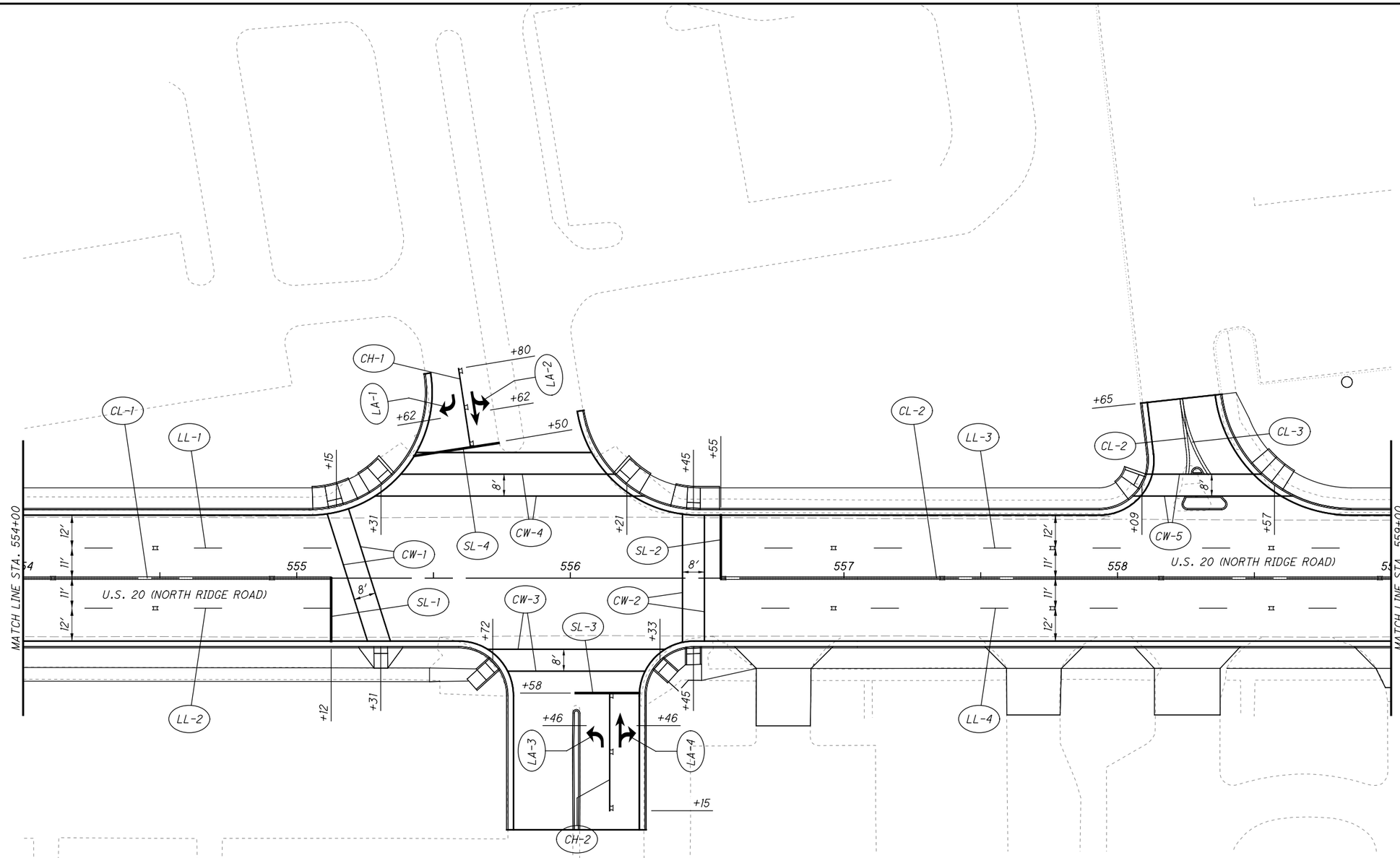

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 554+00 TO STA. 559+00

LAK-US-20-24.99

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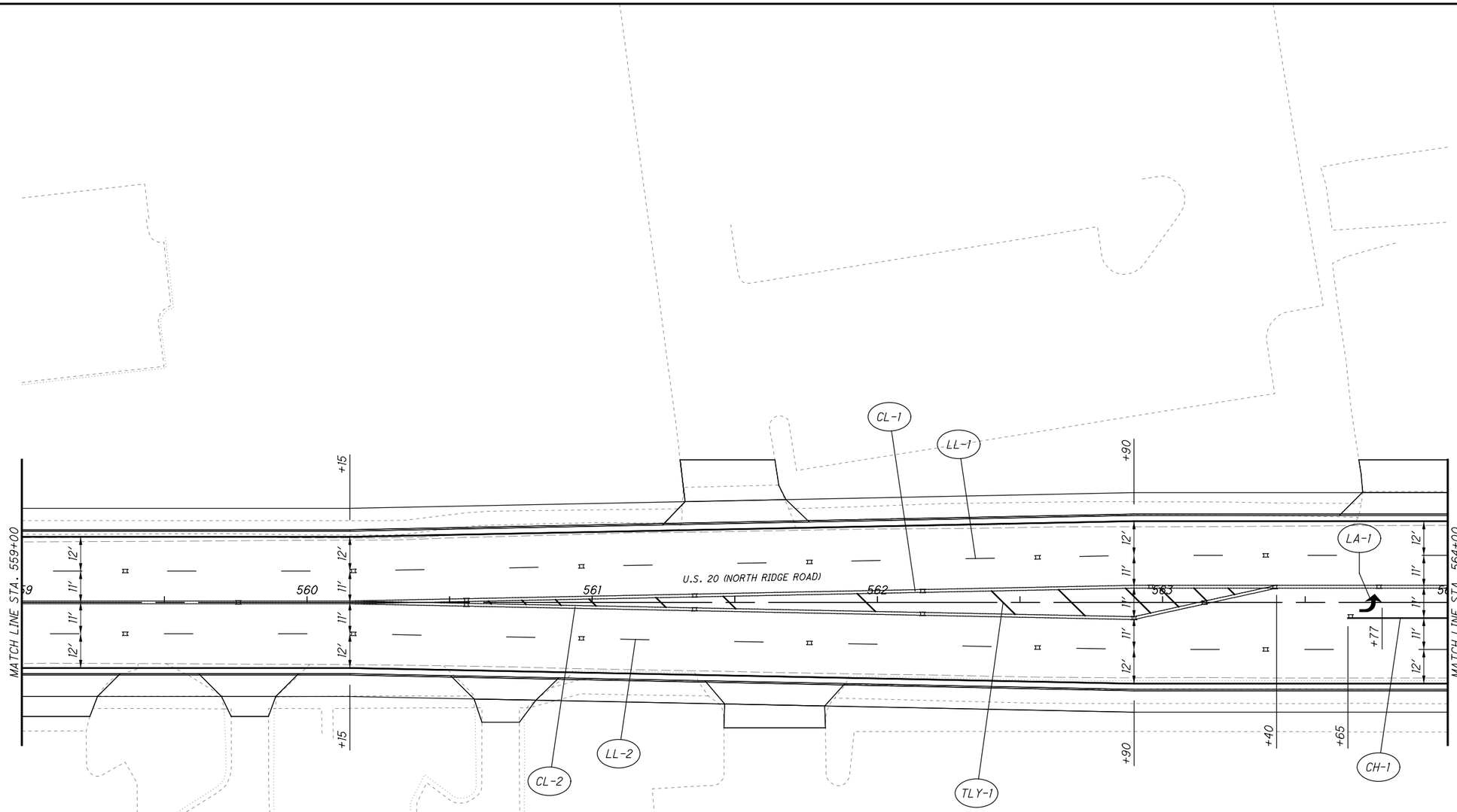

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 559+00 TO STA. 564+00

LAK-US-20-24.99

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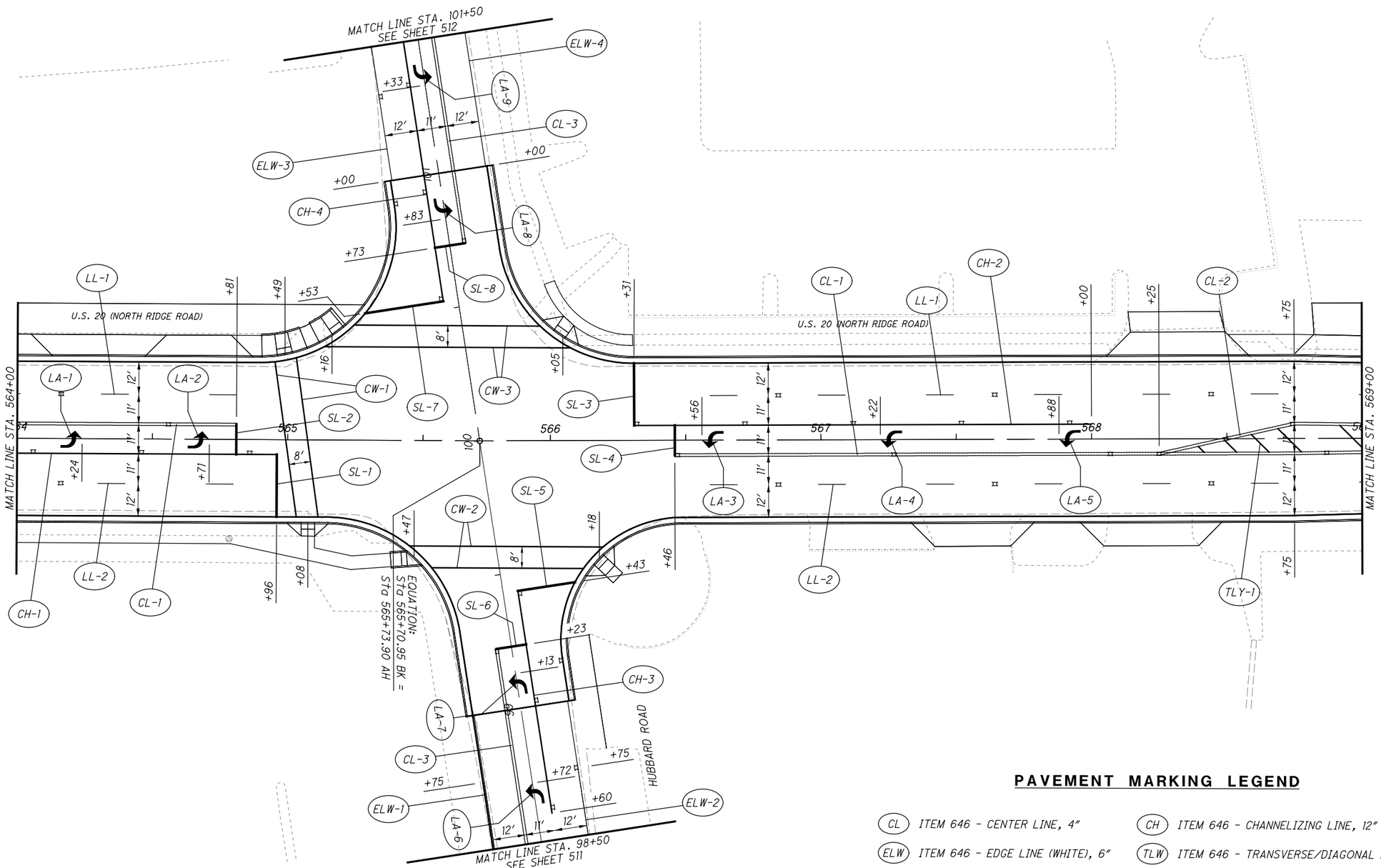

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 564+00 TO STA. 569+00

LAK-US-20-24.99

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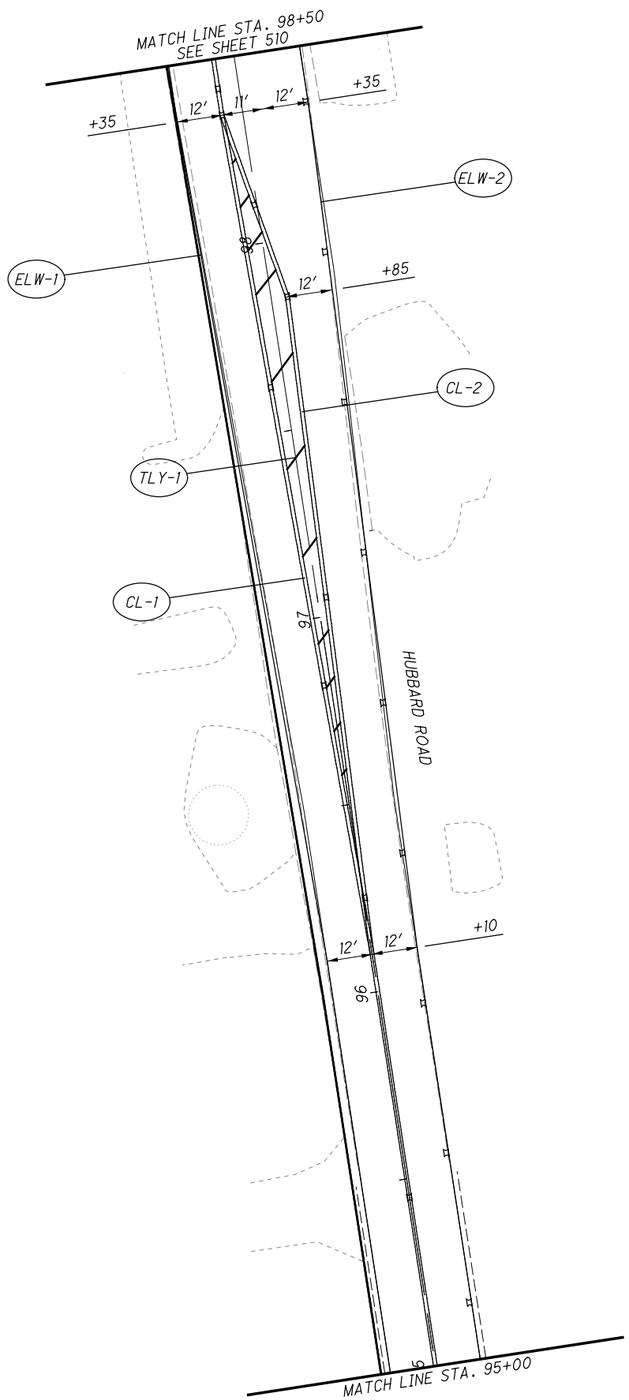
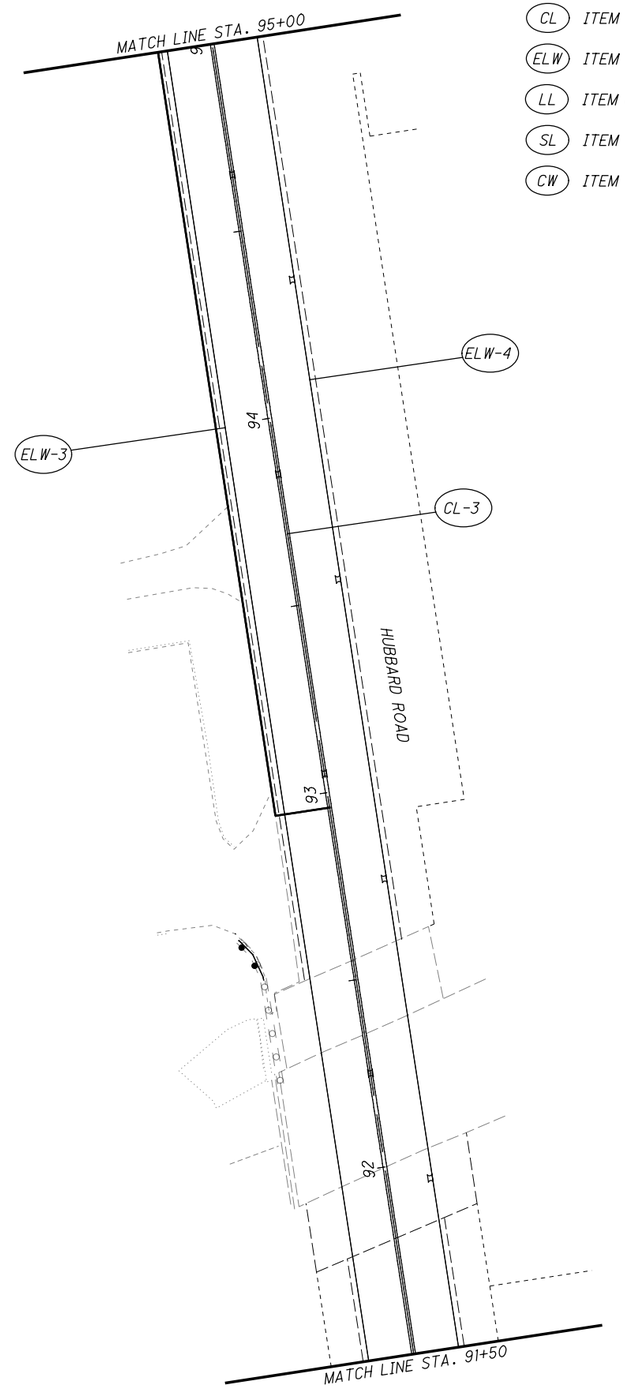
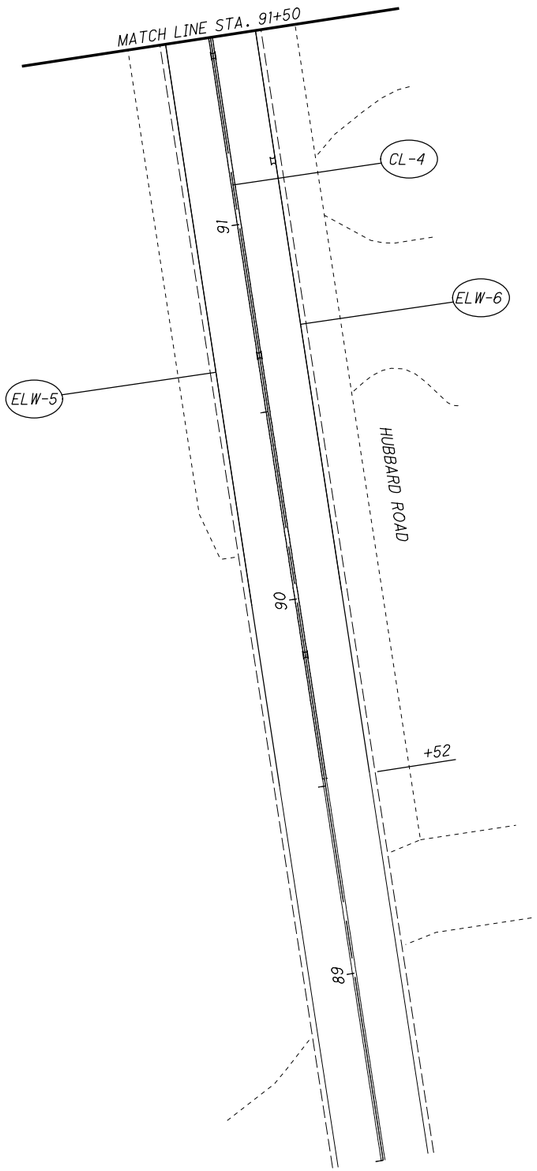
PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	⌑	ITEM 621 - RPM







N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN STA. 89+50 TO STA. 98+50

LAK-US-20-24.99

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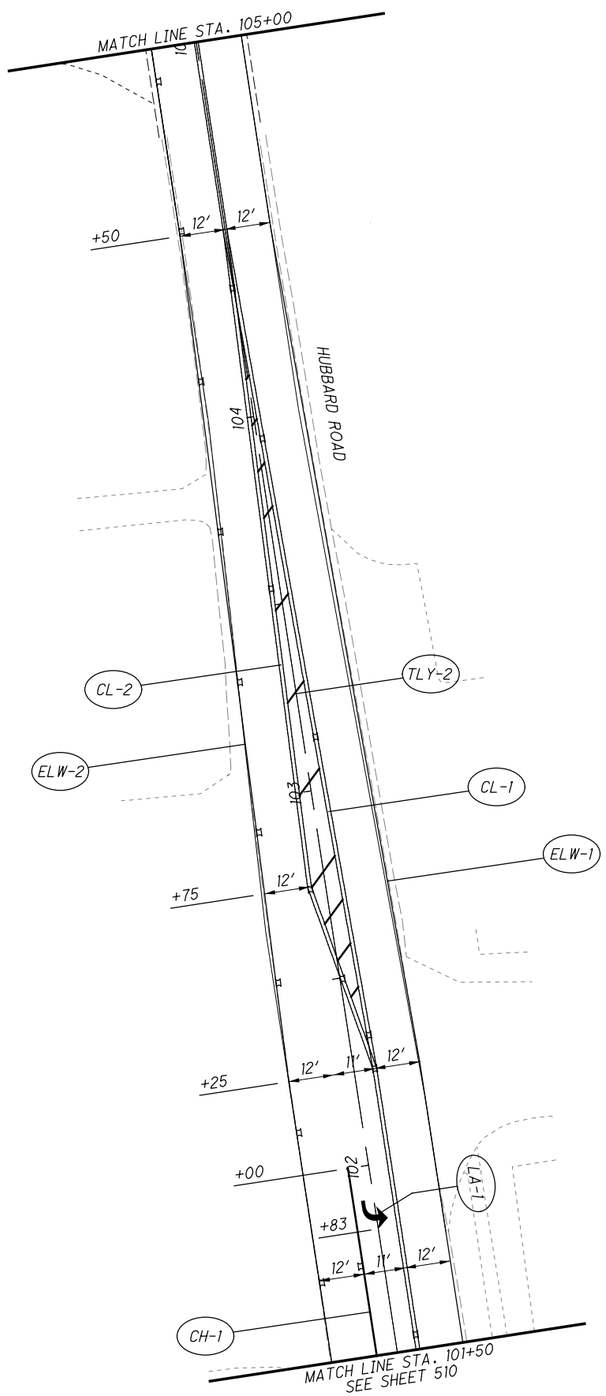
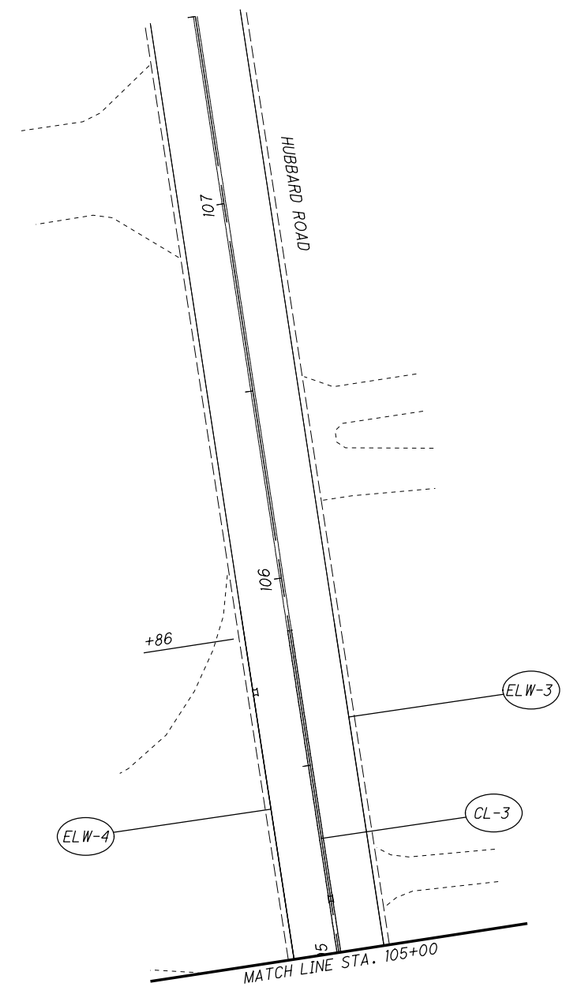
PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM





N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 101+50 TO STA. 106+00

LAK-US-20-24.99

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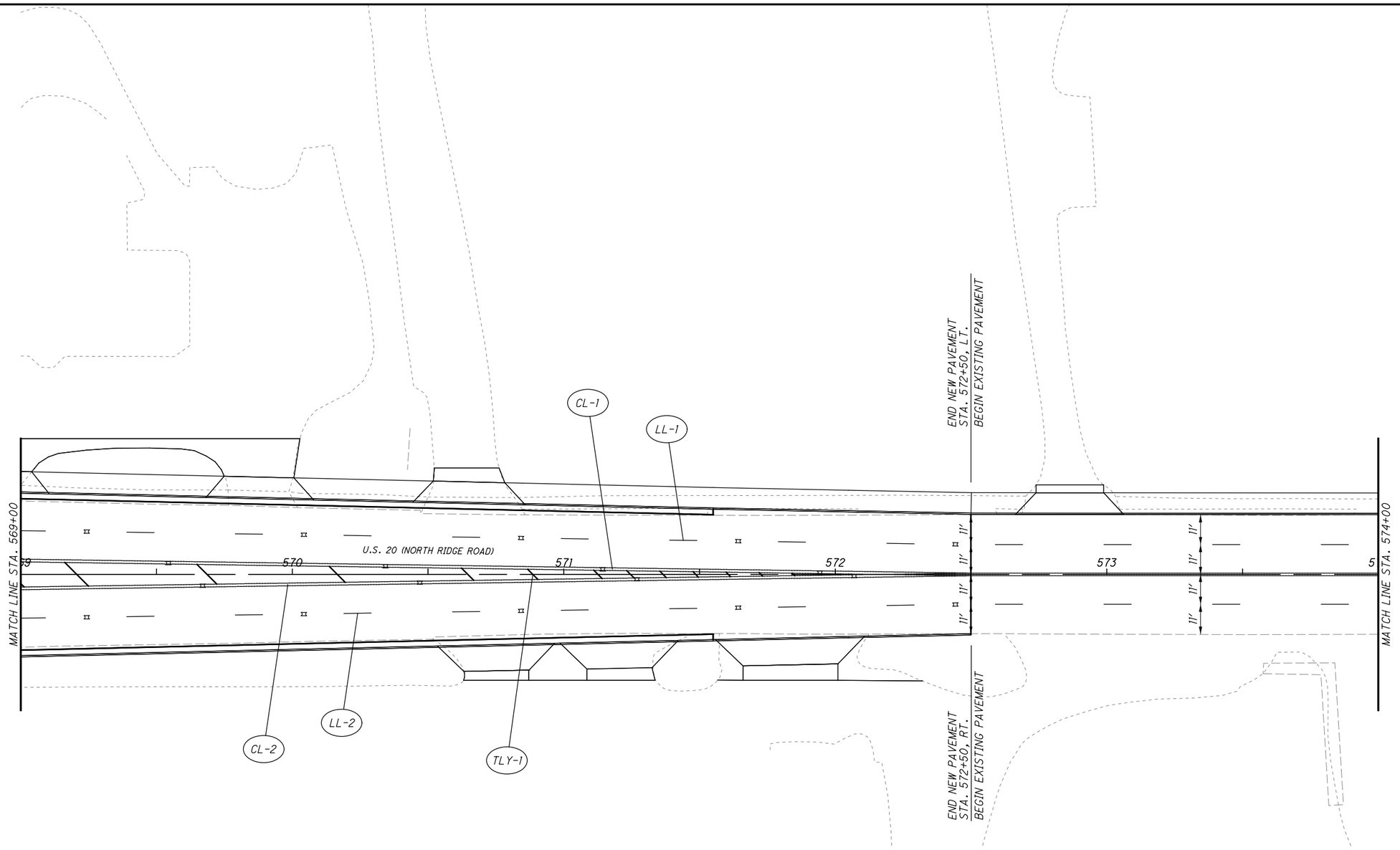

PAVEMENT MARKING LEGEND

CL	ITEM 646 - CENTER LINE, 4"	CH	ITEM 646 - CHANNELIZING LINE, 12"
ELW	ITEM 646 - EDGE LINE (WHITE), 6"	TLW	ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE), 24"
LL	ITEM 646 - LANE LINE, 6"	TLY	ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
SL	ITEM 646 - STOP LINE, 24"	LA	ITEM 646 - LANE ARROW, 72"
CW	ITEM 646 - CROSSWALK LINE, 12"	¤	ITEM 621 - RPM

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 569+00 TO STA. 574+00

LAK-US-20-24.99

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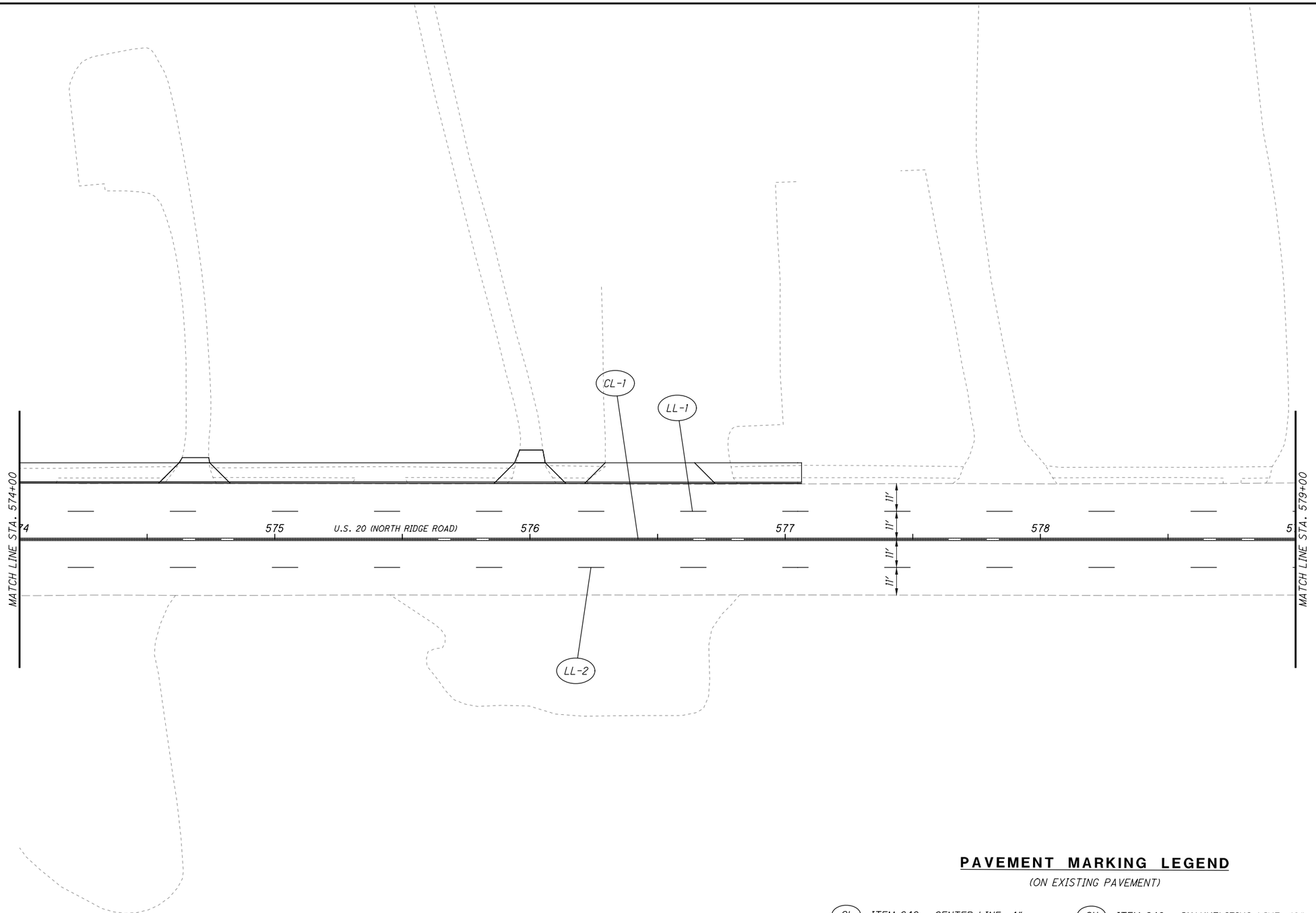

PAVEMENT MARKING LEGEND

(ON EXISTING PAVEMENT)

- (CL) ITEM 646 - CENTER LINE, 4"
- (LL) ITEM 646 - LANE LINE, 6"
- (SL) ITEM 646 - STOP LINE, 24"
- (CW) ITEM 646 - CROSSWALK LINE, 12"
- (CH) ITEM 646 - CHANNELIZING LINE, 12"
- (TLY) ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
- (LA) ITEM 646 - LANE ARROW, 72"

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 574+00 TO STA. 579+00

LAK-US-20-24.99

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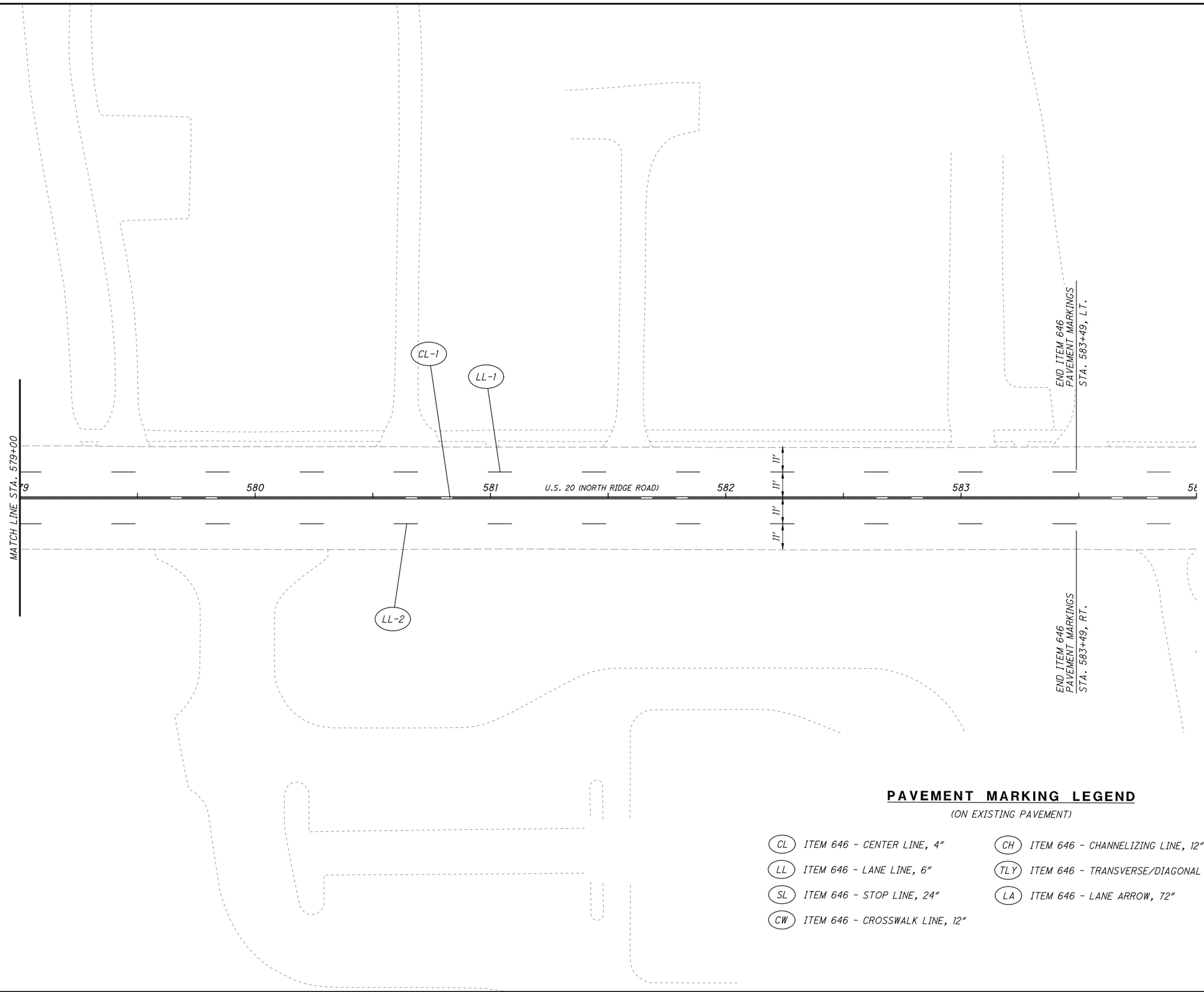

PAVEMENT MARKING LEGEND

(ON EXISTING PAVEMENT)

- CL — ITEM 646 - CENTER LINE, 4"
- LL — ITEM 646 - LANE LINE, 6"
- SL — ITEM 646 - STOP LINE, 24"
- CW — ITEM 646 - CROSSWALK LINE, 12"
- CH — ITEM 646 - CHANNELIZING LINE, 12"
- TLY — ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW), 24"
- LA — ITEM 646 - LANE ARROW, 72"

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

PAVEMENT MARKING PLAN
STA. 579+00 TO STA. 584+00

LAK-US-20-24.99

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REF NO.	SHEET NO.	STATION TO STATION	SIDE	SIGN CODE	SIGN SIZE	630 GROUND MOUNTED SUPPORT, NO. 2 POST	630 GROUND MOUNTED SUPPORT, NO. 3 POST			630 SIGN POST REFLECTOR	630 SIGN ATTACHMENT ASSEMBLY, MAST ARM	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED	630 SIGN, FLAT SHEET		630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF POLE MOUNTED SIGN AND REERECTION				
						FT	FT			EACH	EACH	EACH	SF		EACH	EACH	EACH	EACH	EACH					
1E	540	412+57, 27' LT	LT	W3-3-36	36" X 36"										1	1								
1E	540	412+57, 27' LT	LT	W16-H8P-36	36" X 8"										1									
1P	540	412+57, 31' LT	LT	D3-2-78	78" X 36"		13.5, 13.5						19.5											
201E	540	410+66, 33' LT	LT	SPECIAL	12"X12"	12											1							
2P	541	416+07, 30' LT	LT	W3-3-36	36" X 36"		13.5			1			9											
2E	542	419+20, 34' LT	LT	SPECIAL-36	36" X 42"												1							
3E	542	419+63, 38' RT	RT	SPECIAL-36	36" X 42"												1							
3P	542	422+40, 36' RT	RT	W3-3-36	36" X 36"		13.5			1			9											
202E	542	421+38, 38' RT	RT	SPECIAL	12"X12"							1							1					
203E	542	422+74, 29' LT	LT	SPECIAL	12"X12"	12											1							
4E	543	428+33, 41' RT	RT	W2-1-36	36" X 36"										1	1								
4E	543	428+33, 41' RT	RT	W16-H8P-48	48" X 8"										1									
5E	543	428+60, 28' LT	LT	M3-4-24	24" X 12"										1	1								
5E	543	428+60, 28' LT	LT	M1-4-24-2	24" X 24"										1									
4P	543	425+90, 38' RT	RT	D3-2-84	84" X 36"		13.5, 13.5						21											
6E	544	429+77, 43' RT	RT	R3-H8cg-48	48" X 30"										1	2								
7E	544	433+08, 45' RT	RT	R3-H8cg-48	48" X 30"										1	2								
8E	544	433+48, 36' LT	LT	R9-3-18	18" X 18"													1						
9E	544	10+50, 15' LT	LT	R10-6-24	24" X 36"										1	1								
5P	544	429+40, 45' RT	RT	R3-H8cg-48	48" X 30"		13,13						10											
6P	544	430+00, 28' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
7P	544	432+00, 28' LT	LT	M3-4-24	12" X 24"		13.58						2											
7P	544	432+00, 28' LT	LT	M1-4-24-2	24" X 24"								4											
8P	544	433+05, 45' RT	RT	R3-H8cg-48	48" X 30"		13,13						10											
9P	544	433+48, 36' LT	LT	R9-3-18	18" X 18"							1	2.25											
10P	544	10+50, 15' LT	LT	R10-6-24	24" X 36"		13.5						6											
10E	545	434+30, 35' LT	LT	R9-3-18	18" X 18"													1						
11E	545	434+47, 29' LT	LT	R3-Hcg-48	48" X 30"										1	2								
12E	545	434+98, 44' RT	RT	R2-1-30	30" X 36"										1	1								
13E	545	435+93, 29' LT	LT	R3-Hcg-48	48" X 30"										1	2								
14E	545	436+99, 44' RT	RT	M3-2-24	12" X 24"										1	1								
14E	545	436+99, 44' RT	RT	M1-4-24-2	24" X 24"										1									
11P	545	434+30, 35' LT	LT	R9-3-18	18" X 18"							1	2.25											
12P	545	434+55, 29' LT	LT	R3-Hcg-48	48" X 30"		13,13						10											
13P	545	435+40, 44' RT	RT	M3-2-24	12" X 24"		13.58						2											
13P	545	435+40, 44' RT	RT	M1-4-24-2	24" X 24"								4											
14P	545	436+45, 29' LT	LT	R3-Hcg-48	48" X 30"		13,13						10											
15P	545	437+40, 40' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
15E	546	439+80, 29' LT	LT	W2-1-36	36" X 36"										1	1								
15E	546	439+80, 29' LT	LT	W16-H8P-48	48" X 8"										1									
16P	546	439+95, 31' LT	LT	D3-2-84	84" X 36"		13.5,13.5						21											
17P	546	443+45, 30' LT	LT	W3-3-36	36" X 36"		13.5			1			9											
16E	547	456+15, 29' RT	RT	R2-1-30	30" X 36"										1	1								
17E	547	458+63, 40' LT	LT	D10-H8-12	12" X 12"													1						
18E	547	458+63, 40' RT	RT	WW11-10-36	36"x36"										1									
18E	547	458+99, 31' RT	RT	D10-H8-12	12" X 12"										1	1								
18P	547	455+40, 36' RT	RT	W11-10-36	36" X 36"		13.5			1			9											
19P	547	458+90, 36' RT	RT	W16-H8P-36	36" X 8"		14.25, 14.25			2			2											
19P	547	458+90, 36' RT	RT	W2-2L-36	36" X 36"								9											
SUBTOTAL SHEET 533						24.0	335.2			6		3	186.0		19	17	4	3	1					

CALCULATED ARK
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651

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REF NO.	SHEET NO.	STATION TO STATION	SIDE	SIGN CODE	SIGN SIZE	630 GROUND MOUNTED SUPPORT, NO. 2 POST	630 GROUND MOUNTED SUPPORT, NO. 3 POST			630 SIGN POST REFLECTOR	630 SIGN ATTACHMENT ASSEMBLY, MAST ARM	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED	630 SIGN, FLAT SHEET		630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF POLE MOUNTED SIGN AND REERECTION				
						FT	FT			EACH	EACH	EACH	SF		EACH	EACH	EACH	EACH	EACH				
19E	550	461+12, 33' RT	RT	W16-H8P-36	36" X 8"										1	2							
19E	550	461+12, 33' RT	RT	W2-2L-48	48" X 48"										1								
20E	550	463+15, 27' RT	RT	W1-7-48	48" X 24"										1	2							
21E	550	463+24, 41' LT	LT	D3-1-36	36" X 9"													1					
22E	550	10+44, 18' LT	LT	R1-1-30	30" X 30"										1	1							
20P	550	459+69, 29' LT	LT	D10-H8-12	12" X 12"	12							1										
21P	550	459+69, 35' RT	RT	D10-H8-12	12" X 12"	12							1										
22P	550	461+40, 29' LT	LT	R2-1-30	30" X 36"		13.5						7.5										
23P	550	463+16, 35' RT	RT	W1-7-48	48" X 24"		13, 13			2			8										
24P	550	463+17, 38' LT	LT	D3-1-66	50" X 18"		12, 12						6.25										
24P	550	463+17, 38' LT	LT	D3-1-66	50" X 18"								6.25										
25P	550	10+00, 18' LT	LT	R1-1-36	36" X 36"		13.5			1			9										
23E	551	464+45, 32' RT	RT	M3-2-24	24" X 12"										1	1							
23E	551	464+45, 32' RT	RT	M1-4-24-2	24" X 24"										1								
24E	551	466+04, 34' RT	RT	W2-2R-48	48" X 48"										1	2							
24E	551	466+04, 34' RT	RT	W16-H8P-36	36" X 8"										1								
25E	551	466+07, 29' LT	LT	W2-2R-48	48" X 48"										1	2							
25E	551	466+07, 29' LT	LT	W16-H8P-36	36" X 8"										1								
26P	551	465+40, 35' RT	RT	R2-1-30	30" X 36"		13.5						7.5										
27P	551	467+90, 30' LT	LT	W2-2R-36	36" X 36"		14.25, 14.25			1			9										
27P	551	467+90, 30' LT	LT	W16-H8P-36	36" X 8"					1			2										
26E	553	478+30, 33' LT	LT	R2-1-30	30" X 36"										1	1							
28P	554	481+30, 36' RT	RT	W3-3-36	36" X 36"		13.5			1			9										
27E	555	486+52, 39' RT	RT	W3-3-36	36" X 36"										1	1							
27E	555	486+52, 39' RT	RT	SPECIAL-24	24" X 36"										1								
28E	555	488+64, 38' RT	RT	W2-2L-36	36" X 36"										1	1							
28E	555	488+64, 38' RT	RT	W16-H8P-36	36"X8"										1								
29P	555	485+05, 38' RT	RT	D3-2-78	78" X 36"		13.5, 13.5						19.5										
30P	555	488+80, 39' RT	RT	R3-H8ca-48	48" X 30"		13, 13						10										
29E	556	489+16, 40' RT	RT	R3-H8ca-48	48" X 30"										1	2							
30E	556	491+64, 36' LT	LT	M3-4-24	24" X 12"										1	1							
30E	556	491+64, 36' LT	LT	M1-4-24-2	24" X 24"										1								
31E	556	492+26, 46' LT	LT	R1-1-30	30" X 30"										1	1							
31E	556	492+26, 46' LT	LT	R5-1-30	30" X 30"										1								
32E	556	492+30, 46' LT	LT	R3-5R-30	30" X 36"										1	1							
31P	556	491+15, 35' LT	LT	R2-1-30	30" X 36"		13.5						7.5										
32P	556	492+22, 41' LT	LT	R5-1-36	36" X 36"		13.5						9										
33P	556	492+26, 44' LT	LT	R1-1-36	36" X 36"		16, 16			2			9										
33P	556	492+26, 44' LT	LT	R3-2-30	30" X 30"								6.25										
34P	556	493+15, 36' LT	LT	M3-4-24	12" X 24"		14.6						2										
34P	556	493+15, 36' LT	LT	M1-4-24-2	24" X 24"								4										
SUBTOTAL SHEET 534						24.0	259.1			8			133.8		21	18		1					

CALCULATED ARK
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REF NO.	SHEET NO.	STATION TO STATION	SIDE	SIGN CODE	SIGN SIZE	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT			630 SIGN POST REFLECTOR EACH	630 SIGN ATTACHMENT ASSEMBLY, MAST ARM EACH	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	630 SIGN, FLAT SHEET SF		630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF POLE MOUNTED SIGN AND REERECTION EACH				
34E	557	494+33, 45' RT	RT	R3-H8cg-48	48" X 30"										1	2								
38E	557	496+48, 44' RT	RT	M3-2-24	24" X 12"													1						
38E	557	496+48, 44' RT	RT	M1-4-24-2	24" X 24"													1						
40E	557	11+13, 22' LT	LT	R10-SPECIAL-24	24" X 36"										1	1								
35P	557	494+10, 44' RT	RT	R3-H8ca-48	48" X 30"		13, 13						10											
37P	557	494+35, 36' LT	LT	R9-2-12	12" X 18"	13							1.5											
37P	557	494+35, 36' LT	LT	R9-3bP-18	18" X 12"								1.5											
39P	557	494+30, 44' RT	RT	R9-2-12	12" X 18"	13							1.5											
39P	557	494+30, 44' RT	RT	R9-3bP-18	18" X 12"								1.5											
41P	557	496+95, 34' RT	RT	M3-2-24	12" X 24"		13.58						2											
41P	557	496+95, 34' RT	RT	M1-4-24-2	24" X 24"								4											
43P	557	498+95, 32' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
45P	557	11+15, 22' LT	LT	R10-H6bL-24	24" X 36"		13.5						6											
124P	557	495+84, 35' LT.	LT	R3-H8cg-48	48"x30"		13, 13						10											
42E	558	501+22, 30' LT	LT	W2-2R-36	36" X 36"										1	1								
43E	558	502+86, 29' LT	LT	W3-3-36	36" X 36"										1	1								
44E	558	503+54, 31' RT	RT	R3-2-30	30" X 30"										1	1								
104E	558	500+13, 37' LT	LT	R3-H8cg-48	48"x30"										1	2								
46P	558	501+00, 34' LT	LT	D3-2-78	78" X 36"		13.5, 13.5						19.5											
47P	558	503+50, 29' LT	LT	W3-3-36	36" X 36"		13.5			1			9											
48P	558	503+55, 36' RT	RT	R3-2-30	30" X 30"		13						6.25											
125P	558	499+31, 38' LT.	LT	R3-H8cg-48	48"x30"		13, 13						10											
45E	559	504+16, 40' LT	LT	R1-1-30	30" X 30"										1	1								
46E	559	504+35, 160' LT	LT	R2-2-24	24" X 24"										1	1								
47E	559	504+15, 38' LT	LT	R3-2-30	30" X 30"										1	1								
48E	559	505+26, 39' LT	LT	R3-H8cb-48	48" X 30"										1	2								
48E	559	505+26, 39' LT	LT	R5-2a-24	24" X 24"										1									
49E	559	508+47, 32' LT	LT	R3-H8cb-48	48" X 30"										1	2								
50E	559	508+47, 32' RT	RT	R2-H5D-24	24" X 30"										1	1								
49P	559	504+22, 48' LT	LT	R1-1-36	36" X 36"		13.5			1			9											
50P	559	504+35, 155' LT	LT	R3-2-24	24" X 24"	13							4											
51P	559	504+50, 42' LT	LT	R3-2-36	36" X 36"		13.5						9											
52P	559	505+10, 42' LT	LT	R3-H8cb-48	48" X 30"		13, 13						10											
52P	559	505+10, 42' LT	LT	R5-2-30	30" X 30"								6.25											
53P	559	507+50, 36' RT	RT	W3-5-36	36" X 36"		13.5			1			9											
54P	559	507+60, 42' LT	LT	R3-H8cb-48	48" X 30"		13, 13						10											
54P	559	507+60, 42' LT	LT	R5-2-30	30" X 30"								6.25											
51E	560	509+94, 32' RT	RT	W3-3-36	36" X 36"										1	1								
52E	560	512+03, 27' LT	LT	R2-1-30	30" X 36"										1	1								
53E	560	512+10, 32' RT	RT	D10-H8-12	12" X 12"										1	1								
53E	560	512+10, 32' RT	RT	R2-1-30	30" X 36"										1									
54E	560	512+17, 30' LT	LT	D10-H8-12	12" X 12"										1	1								
SUBTOTAL SHEET 535						39.0	264.6			3			153.8		18	20		2						

CALCULATED ARK
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REF NO.	SHEET NO.	STATION TO STATION	SIDE	SIGN CODE	SIGN SIZE	630 GROUND MOUNTED SUPPORT, NO. 2 POST (FT)	630 GROUND MOUNTED SUPPORT, NO. 3 POST (FT)			630 SIGN POST REFLECTOR (EACH)	630 SIGN ATTACHMENT ASSEMBLY, MAST ARM (EACH)	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED (EACH)	630 SIGN, FLAT SHEET (SF)		630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION (EACH)	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF POLE MOUNTED SIGN AND REERECTION (EACH)				
55P	560	509+50, 36' RT	RT	W3-3-36	36" X 36"		13.5			1			9											
56P	560	512+00, 29' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
57P	560	512+00, 36' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
58P	560	512+50, 38' RT	RT	D3-2-78	78" X 36"		13.5, 13.5						19.5											
59P	560	512+74, 29' LT	LT	D10-H8-12	12" X 12"	12							1											
60P	560	512+74, 35' RT	RT	D10-H8-12	12" X 12"	12							1											
55E	561	517+42, 39' RT	RT	D3-1-36	36" X 9"													1						
56E	561	9+41, 38' RT	RT	I-8-24	24" X 30"										1	1								
56E	561	9+41, 38' RT	RT	I-H12-24	24" X 6"										1									
56E	561	9+41, 38' RT	RT	I-8-24	24" X 30"										1									
56E	561	9+41, 38' RT	RT	I-H12-24	24" X 6"										1									
57E	561	9+59, 26' RT	RT	R10-6-24	24" X 36"										1	1								
61P	561	516+80, LT	LT	D3-1-58	58" X 24"						2		9.67											
62P	561	517+50, RT	RT	D3-1-58	58" X 24"						2		9.67											
63P	561	9+43, 38' RT	RT	I-8-24	24" X 24"		13.75, 13.75						4											
63P	561	9+43, 38' RT	RT	M6-1-21	21" X 15"								2.19											
63P	561	9+43, 38' RT	RT	I-8-24	24" X 24"								4											
63P	561	9+43, 38' RT	RT	M6-1-21	21" X 15"								2.19											
64P	561	9+60, 23' RT	RT	R10-H6bL-24	24" X 36"		13.5						6											
204E	561	515+92, 40' RT	RT	SPECIAL	12"X12"	12						1							1					
65P	562	521+50, 31' LT	LT	D3-2-78	78" X 36"		13.5, 13.5						19.5											
205E	562	520+22, 39' RT	RT	SPECIAL	12"X12"							1							1					
66P	563	524+50, 30' LT	LT	W3-3-36	36" X 36"		13.5			1			9											
58E	564	529+35, 25' LT	LT	R2-1-30	30" X 36"										1	1								
59E	564	529+61, 35' RT	RT	R2-1-30	30" X 36"										1	1								
60E	564	532+63, 36' LT	LT	D3-1-48	48" X 9"										1	1								
61E	564	532+71, 43' LT	LT	R1-1-30	30" X 30"										1	1								
67P	564	531+00, 29' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
68P	564	531+00, 36' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
69P	564	533+34, 38' LT	LT	D3-1-54	54" X 12"		11.5, 11.5						4.5											
69P	564	533+34, 38' LT	LT	D3-1-54	54" X 12"								4.5											
70P	564	532+50, 31' LT	LT	R1-1-36	36" X 36"		13.5			1			9											
206E	564	532+50, 33' RT	RT	SPECIAL	12"X12"	12											1							
207E	564	532+51, 28' LT	LT	SPECIAL	12"X12"	12											1							
62E	565	535+96, 32' RT	RT	R2-1-30	30" X 36"										1	1								
63E	565	536+34, 41' LT	LT	R1-1-30	30" X 30"										1	1								
64E	565	536+81, 38' LT	LT	D3-1-48	48" X 9"										1	1								
71P		NOT USED																						
71P		NOT USED																						
72P		NOT USED																						
73P	565	538+40, 36' RT	RT	W3-5-36	36" X 36"		13.5			1			9											
65E	566	539+33, 32' RT	RT	W3-5-36	36" X 36"										1	1								
66E	566	541+85, 31' LT	LT	W11-2-36	36" X 36"										1	1								
67E	566	542+01, 33' RT	RT	R2-1-30	30" X 36"										1	1								
68E	566	543+36, 48' RT	RT	SPECIAL-24	24" X 12"										1	1								
68E	566	543+36, 48' RT	RT	R5-1-30	30" X 30"										1									
69E	566	543+47, 29' LT	LT	R2-1-30	30" X 36"										1	1								
70E	566	543+68, 45' RT	RT	SPECIAL-24	24" X 12"										1	1								
70E	566	543+68, 45' RT	RT	R5-1-30	30" X 30"										1									
SUBTOTAL SHEET 536						59.0	226.0			4	4	2	153.8		20	15	2	1	2					

CALCULATED ARK
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REF NO.	SHEET NO.	STATION TO STATION	SIDE	SIGN CODE	SIGN SIZE	630 GROUND MOUNTED SUPPORT, NO. 2 POST (FT)	630 GROUND MOUNTED SUPPORT, NO. 3 POST (FT)			630 SIGN POST REFLECTOR (EACH)	630 SIGN ATTACHMENT ASSEMBLY, MAST ARM (EACH)	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED (EACH)	630 SIGN, FLAT SHEET (SF)		630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION (EACH)	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF POLE MOUNTED SIGN AND REERECTION (EACH)				
74P	566	541+40, 29' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
75P	566	541+40, 36' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
76P	566	542+90, 36' RT	RT	W3-3-36	36" X 36"		13.5			1			9											
77P	566	543+35, 52' RT	RT	R5-1-30	30" X 30"		13						6.25											
78P	566	543+69, 52' RT	RT	R5-1-30	30" X 30"		13						6.25											
71E	567	545+40, 30' RT	RT	W3-3-36	36" X 36"										1	1								
79P	567	545+90, 38' RT	RT	D3-2-84	84" X 30"		13, 13						17.5											
80P	567	548+50, 36' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
208E	567	547+61, 32' RT	RT	SPECIAL	12"X12"	12											1							
72E	568	549+95, 30' RT	RT	R10-7-24	24" X 30"													1						
73E	568	550+10, 42' LT	LT	D3-1-48	48" X 9"										1	1								
74E	568	550+49, 45' RT	RT	R10-H6bL-24	24" X 36"										1	1								
75E	568	551+64, 29' RT	RT	R2-1-30	30" X 36"										1	1								
76E	568	10+84, 19' LT	LT	R10-6-24	24" X 36"										1	1								
81P	568	550+38	LT	D3-1-80	80" X 24"						2		13.33											
82P	568	550+00, 29' RT	RT	R10-7-24	24" X 30"		13						5											
83P	568	550+50, 42' RT	RT	R10-H6bL-24	24" X 36"		13.5						6											
84P	568	550+68	RT	D3-1-80	80" X 24"						2		13.33											
85P	568	552+00, 29' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
86P	568	553+50, 36' LT	RLT	R2-1-30	30" X 36"		13.5						7.5											
87P	568	10+50, 20' LT	LT	R10-6-24	24" X 36"		13.5						6											
77E	569	554+43, 28' RT	RT	M2-I-21	21" X 15"										1	1								
77E	569	554+43, 28' RT	RT	M1-5-30-3	30" X 24"										1									
78E	569	555+06, 33' LT	LT	R2-1-30	30" X 36"										1	1								
79E	569	555+45, 55' LT	LT	R3-H8bj-36	36" X 30"										1	2								
80E	569	556+29, 52' RT	RT	R3-H8bj-36	36" X 30"										1	2								
81E	569	557+96, 28' RT	RT	R3-2-30	30" X 30"										1	1								
82E	569	558+00, 41' LT	LT	SPECIAL-24	24" X 12"										1	1								
83E	569	558+06, 44' LT	LT	R3-2-24	24" X 24"										1	1								
88P	569	554+50, 38' LT	LT	D3-2-84	84" X 30"		13, 13						17.5											
89P	569	555+43, 56' LT	LT	R3-H8bj-36	36" X 30"	13, 13							7.5											
90P	569	556+32, 46' RT	RT	R3-H8bj-36	36" X 30"	13, 13							7.5											
91P	569	557+25, 36' RT	RT	M2-I-21	21" X 15"		13.8						2.19											
91P	569	557+25, 36' RT	RT	M1-5-30-3	30" X 24"								5											
92P	569	558+00, 36' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
93P	569	558+06, 50' LT	LT	R3-2-24	24" X 24"	13							4											
94P	569	558+30, 29' LT	LT	R3-2-36	36" X 36"		13.5						9											
209E	569	557+82, 31' LT	LT	SPECIAL	12"X12"	12											1							
84E	570	560+21, 29' RT	RT	R2-1-30	30" X 36"										1	1								
85E	570	562+92, 41' LT	LT	R2-1-30	30" X 36"													1						
86E	570	563+69, 39' LT	LT	M3-4-24	24" X 12"													1						
86E	570	563+69, 39' LT	LT	M1-4-24-2	24" X 24"													1						
95P	570	559+50, 37' RT	RT	D3-2-60	60" X 30"		13, 13						12.5											
96P	570	562+90, 42' RT	RT	R3-H8cg-48	48" X 30"		13, 13						10											
97P	570	563+00, 41' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
210E	570	563+39, 39' LT	LT	SPECIAL	12"X12"							1							1					
87E	571	566+10, 39' LT	LT	D3-1-36	36" X 12"													1						
87E	571	566+10, 39' LT	LT	D10-H8-12	12" X 12"													1						
88E	571	566+25, 31' LT	LT	R9-3-18	18" X 18"										1	1								
89E	571	566+34, 38' RT	RT	R9-3-18	18" X 18"													1						
SUBTOTAL SHEET 537						89.0	305.3			1	4	1	210.4		15	16	2	7	1					

CALCULATED ARK
CHECKED EJT

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REF NO.	SHEET NO.	STATION TO STATION	SIDE	SIGN CODE	SIGN SIZE	630 GROUND MOUNTED SUPPORT, NO. 2 POST (FT)	630 GROUND MOUNTED SUPPORT, NO. 3 POST (FT)			630 SIGN POST REFLECTOR (EACH)	630 SIGN ATTACHMENT ASSEMBLY, MAST ARM (EACH)	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED (EACH)	630 SIGN, FLAT SHEET (SF)		630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION (EACH)	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF POLE MOUNTED SIGN AND REERECTION (EACH)				
90E	571	566+41, 37' RT	RT	D10-H8-12	12" X 12"													1						
91E	571	566+51, 33' RT	RT	R2-1-30	30" X 36"										1	1								
92E	571	568+10, 40' LT	LT	R1-1-30	30" X 30"										1	1								
93E	571	568+60, 41' LT	LT	R10-H7a-24	24" X 30"										1	1								
94E	571	568+71, 36' RT	RT	M3-2-24	24" X 12"										1	1								
94E	571	568+71, 36' RT	RT	M1-4-24-2	24" X 22"										1									
95E	571	98+60, 27' RT	RT	M4-6-12	24" X 12"										1	1								
95E	571	98+60, 27' RT	RT	M1-5-30-3	30" X 24"										1									
96E	571	98+91, 25' LT	LT	M3-2-24	24" X 12"										1	1								
96E	571	98+91, 25' LT	LT	M1-5-30-3	30" X 24"										1									
97E	571	99+41, 36' RT	RT	R10-H6bL-24	24" X 36"										1	1								
98P	571	564+25, 41' LT	LT	M3-4-24	12" X 24"		14.58						2											
98P	571	564+25, 41' LT	LT	M1-4-24-2	24" X 24"								4											
99P	571	564+81, 42' RT	RT	R3-H8cg-48	48" X 30"		13, 13						10											
100P	571	565+20	LT	D3-1-72	72" X 24"						2		12											
101P	571	565+20, 48' LT	LT	D10-H8-12	12" X 12"							1	1											
102P	571	565+32, 40' RT	RT	D10-H8-12	12" X 12"							1	1											
103P	571	566+25, 42' LT	LT	R3-H8cg-48	48" X 30"		13, 13						10											
104P	571	566+28, 33' LT	LT	R9-3-18	18" X 18"	12							2.25											
105P	571	566+28, 40' RT	RT	R9-3-18	18" X 18"	12							2.25											
106P	571	566+34	RT	D3-1-72	72" X 24"						2		12											
107P	571	567+25, 34' RT	RT	M3-2-24	12" X 24"		14.58						2											
107P	571	567+25, 34' RT	RT	M1-4-24-2	24" X 24"								4											
108P	571	568+00, 42' LT	LT	R3-H8cg-48	48" X 30"		13, 13						10											
109P	571	568+12, 40' LT	LT	R1-1-30	30" X 30"		13			1			6.25											
110P	571	568+55, 40' LT	LT	R10-H7a-24	24" X 30"		13						5											
111P	571	568+75, 34' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
112P	571	98+75, 27' RT	RT	M4-6-12	24" X 12"		13.58						2											
112P	571	98+75, 27' RT	RT	M1-5-30-3	30" X 24"								5											
113P	571	99+00, 25' LT	LT	M3-3-24	24" X 12"		13.58						2											
113P	571	99+00, 25' LT	LT	M1-5-30-3	30" X 24"								5											
114P	571	99+23, 25' RT	RT	R3-H8bh-36	36" X 30"		13						7.5											
115P	571	99+43, 34' RT	RT	R10-H6bL-24	24" X 36"		13.5						6											
116P	571	100+73, 28' LT	LT	R3-H8bh-36	36" X 30"		13						7.5											
98E	574	570+42, 39' LT	LT	R2-1-30	30" X 36"													1						
99E	574	572+61, 26' RT	RT	R2-1-30	30" X 36"										1	1								
100E	574	573+69, 32' LT	LT	M1-5-30-3	30" X 24"										1	1								
100E	574	573+69, 32' LT	LT	M2-1-21	21" X 15"										1									
117P	574	571+00, 36' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
118P	574	572+50, 34' LT	LT	D3-2-60	60" X 30"		13, 13						12.5											
101E	575	577+02, 39' RT	RT	R2-1-30	30" X 36"													1						
102E	575	578+22, 31' LT	LT	R2-1-30	30" X 36"										1	1								
119P	575	575+00, 32' LT	LT	W3-3-36	36" X 36"		13.5			1			9											
120P	575	577+00, 31' LT	LT	M2-1-21	21" X 15"		13.83						2.19											
120P	575	577+00, 31' LT	LT	M1-5-30-3	30" X 24"								5											
121P	575	578+50, 31' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
122P	575	578+50, 26' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
103E	576	580+00, 32' LT	LT	W3-5-36	36" X 36"										1	1								
123P	576	582+00, 32' LT	LT	W3-5-36	36" X 36"		13.5			1			9											
SUBTOTAL SHEET 538						24.0	320.7			3	4	2	186.5		12	8		2						

CALCULATED ARK
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REF NO.	SHEET NO.	STATION TO STATION	SIDE	SIGN CODE	SIGN SIZE	630 GROUND MOUNTED SUPPORT, NO. 2 POST	630 GROUND MOUNTED SUPPORT, NO. 3 POST			630 SIGN POST REFLECTOR	630 SIGN ATTACHMENT ASSEMBLY, MAST ARM	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED	630 SIGN, FLAT SHEET		630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF POLE MOUNTED SIGN AND REERECTION				
						FT	FT			EACH	EACH	EACH	SF		EACH	EACH	EACH	EACH	EACH					
104E	572	92+52, 28' RT	RT	R2-1-30	30" X 36"										1	1								
105E	572	94+51, 27' LT	LT	R2-1-30	30" X 36"													1						
106E	572	96+96, 28' LT	LT	R2-1-30	30" X 36"													1						
107E	572	97+21, 25' LT	LT	R3-H8bh-36	36" X 30"										1	1								
108E	572	97+21, 33' LT	LT	M2-1-21	21" X 15"													1						
108E	572	97+21, 33' LT	LT	M1-4-24-2	24" X 24"													1						
124P	572	89+85, 28' RT	RT	M2-1-21	21" X 15"		13.83						2.19											
124P	572	89+85, 28' RT	RT	M1-4-24-2	24" X 24"								4											
125P	572	91+85, 28' RT	RT	W3-3-36	36" X 36"		13.5			1			9											
126P	572	92+36, 25' LT	RT	R2-1-30	30" X 36"		13.5						7.5											
127P	572	93+10, 25' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
128P	572	97+60, 25' RT	RT	R3-H8bh-36	36" X 30"		13						7.5											
129P	572	98+00, 25' LT	LT	R2-1-30	30" X 36"		13.5						7.5											
109E	573	104+49, 18' LT	LT	R3-H8bh-36	36" X 30"										1	1								
110E	573	106+81, 19' LT	LT	W3-3-36	36" X 36"										1	1								
130P	573	101+75, 22' RT	RT	R2-1-30	30" X 36"		13.5						7.5											
131P	573	102+05, 25' LT	LT	R3-H8bh-36	36" X 30"		13						7.5											
132P	573	106+50, 20' LT	LT	W3-3-36	36" X 36"		13.5			1			9											
133P	573	108+50, 20' LT	LT	M2-1-21	21" X 15"		13.83						2.19											
133P	573	108+50, 20' LT	LT	M1-4-24-2	24" X 24"								4											
134P	573	108+50, 20' LT	LT	M2-1-21	21" X 15"		13.83						2.19											
134P	573	108+50, 20' LT	LT	M1-5-30-3	30" X 24"								5											
TOTALS FROM SHEET 539							148.5			2			82.6		4	4		4						
TOTALS FROM SHEET 533						24.0	335.2			6		3	186.0		19	17	4	3	1					
TOTALS FROM SHEET 534						24.0	259.1			8			133.8		21	18		1						
TOTALS FROM SHEET 535						39.0	264.6			3			153.8		18	20		2						
TOTALS FROM SHEET 536						59.0	226.0			4	4	2	153.8		20	15	2	1	2					
TOTALS FROM SHEET 537						89.0	305.3			1	4	1	210.4		15	16	2	7	1					
TOTALS FROM SHEET 538						24.0	320.7			3	4	2	186.5		12	8		2						
SUBTOTAL						259.0	1859.4			27	12	8	1106.9		109	98	8	20	4					
TOTALS CARRIED TO GENERAL SUMMARY						259	1860			27	12	8	1106.9		109	98	8	20	4					

CALCULATED ARK
CHECKED EJT

SIGNING SUBSUMMARY

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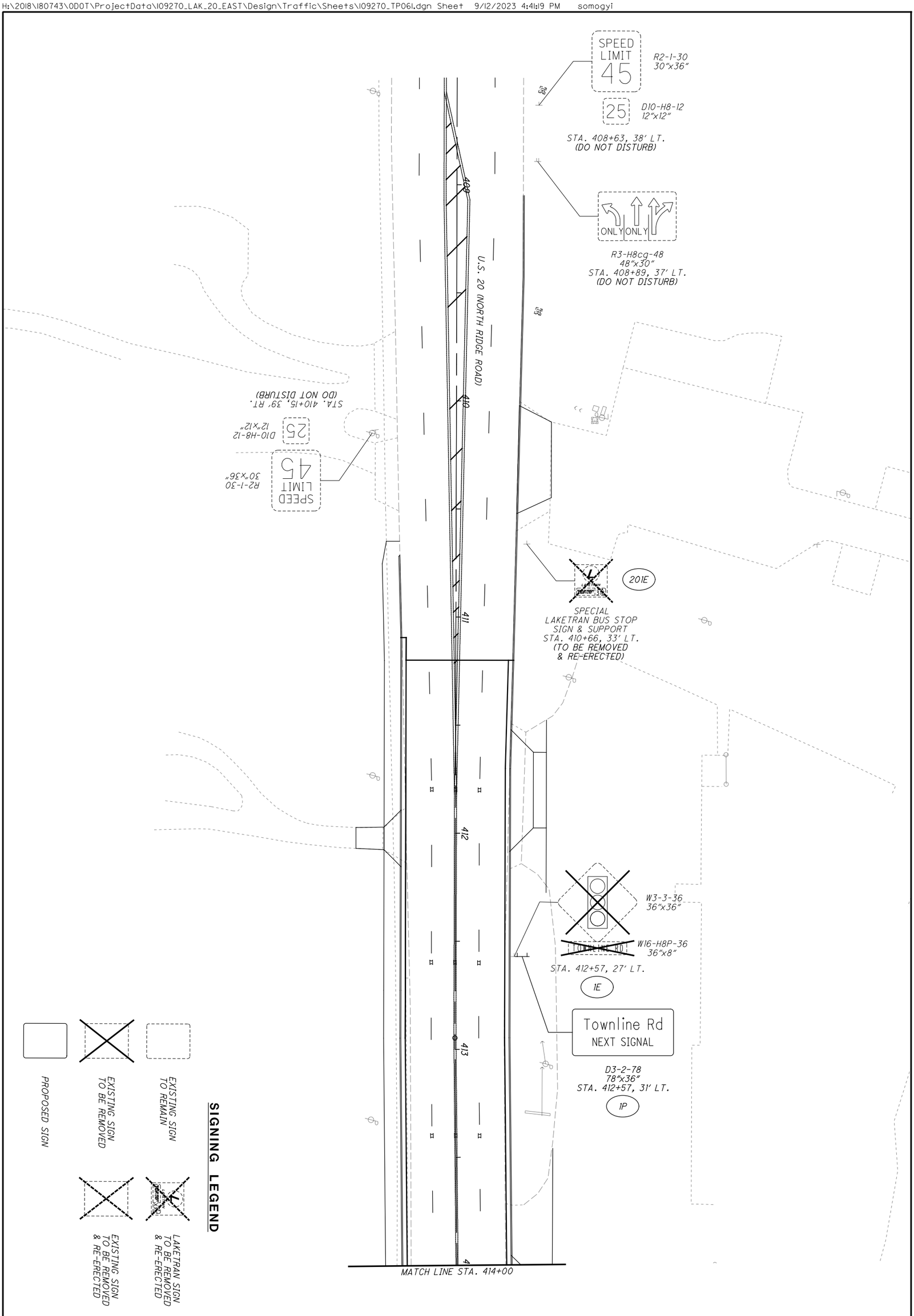
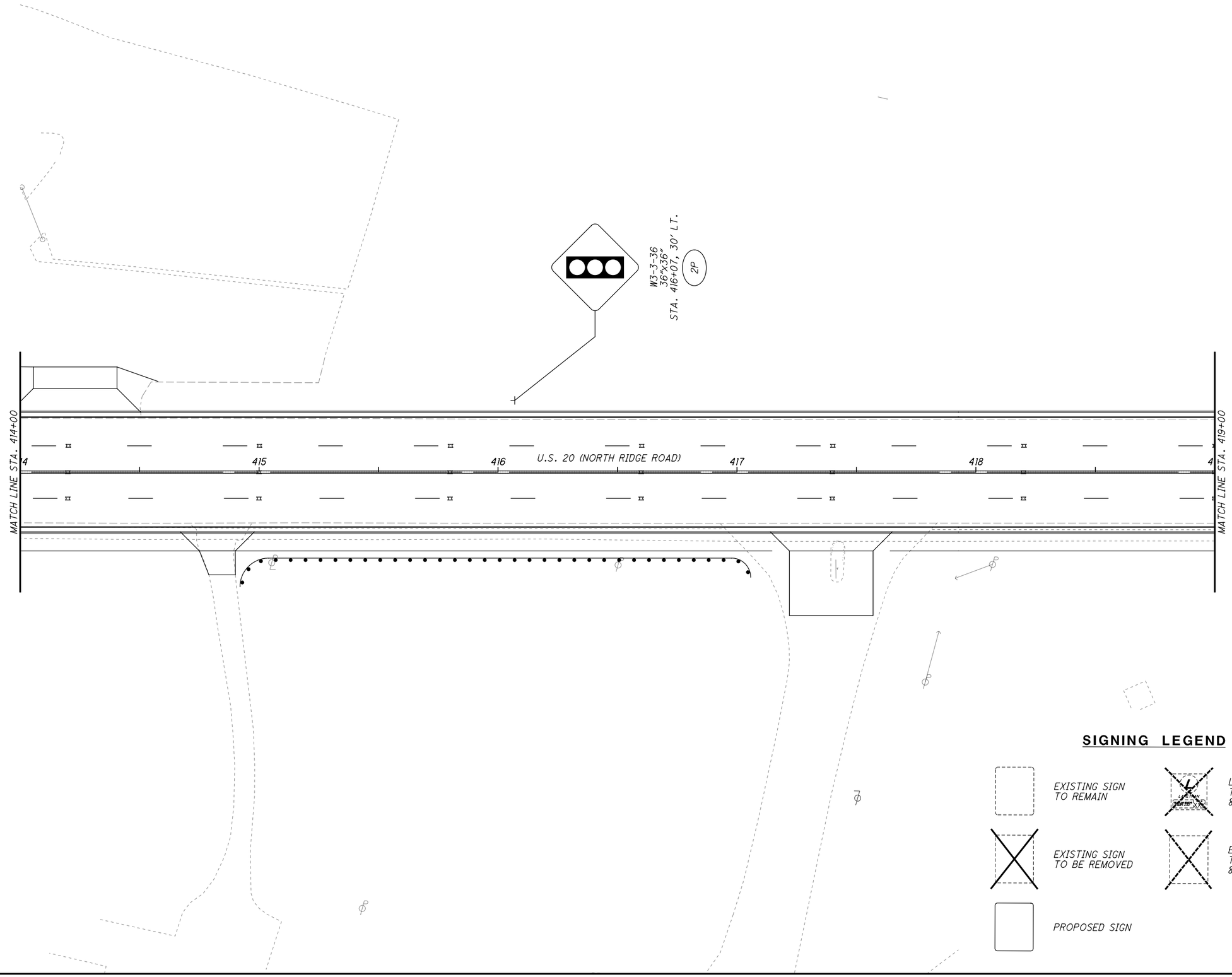


540 / 651	LAK-US-20-24.99	SIGNING PLAN STA. 409+00 TO STA. 414+00	CALCULATED JDC CHECKED EJT 0 10 20 40 HORIZONTAL SCALE IN FEET



N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 414+00 TO STA. 419+00

LAK-US-20-24.99

541
651

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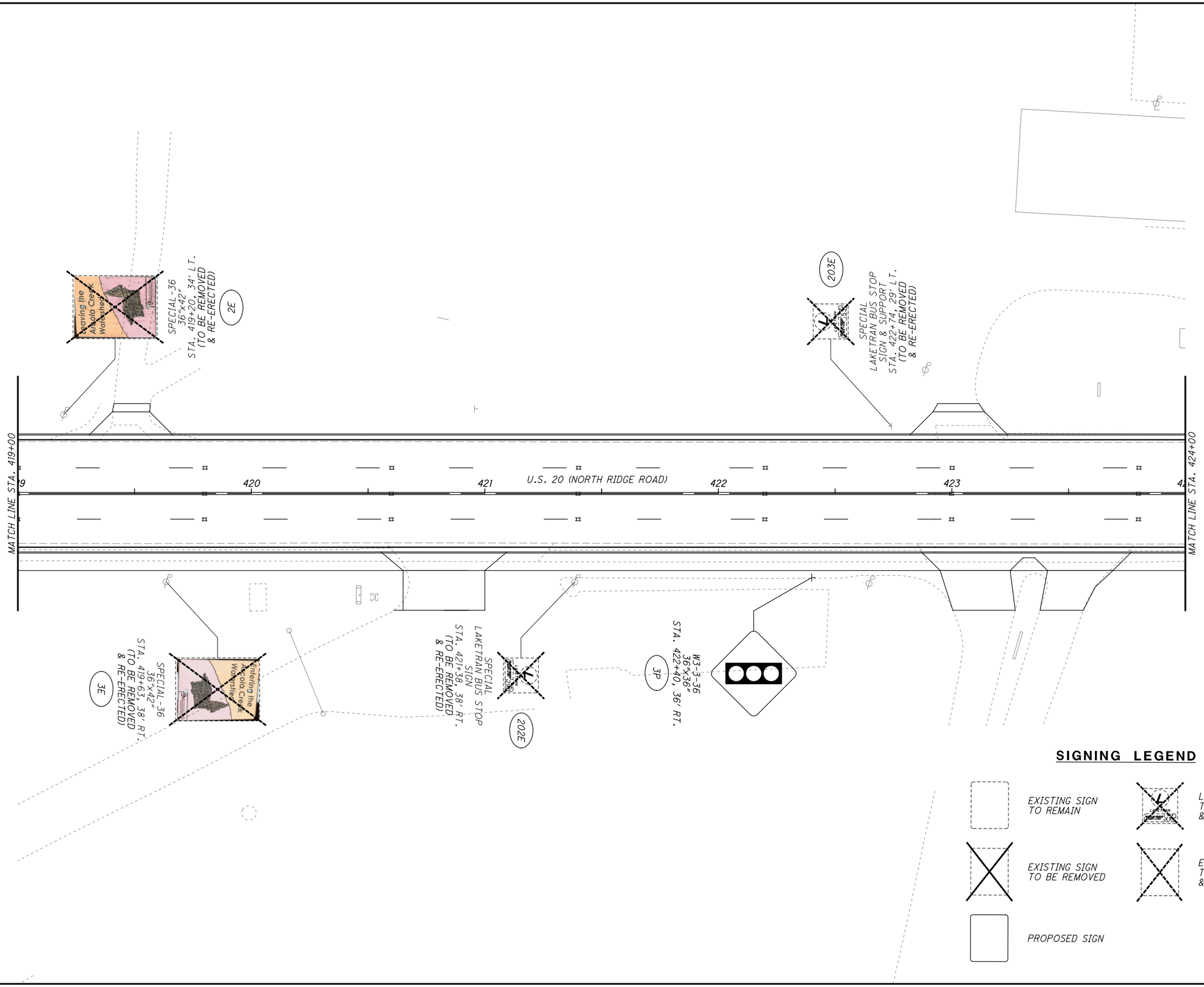

N

0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 419+00 TO STA. 424+00

LAK-US-20-24.99

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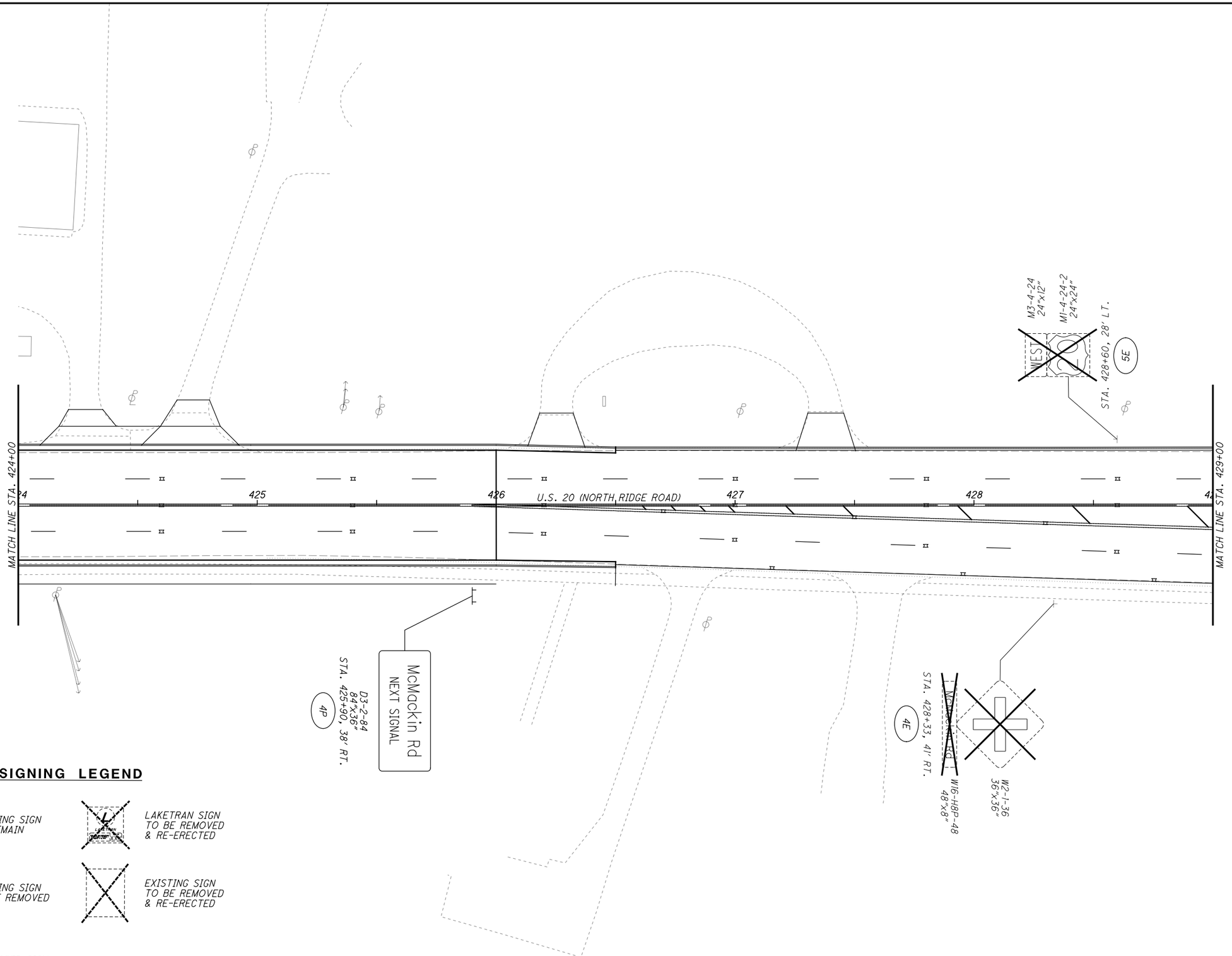

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED
- PROPOSED SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 424+00 TO STA. 429+00

LAK-US-20-24.99

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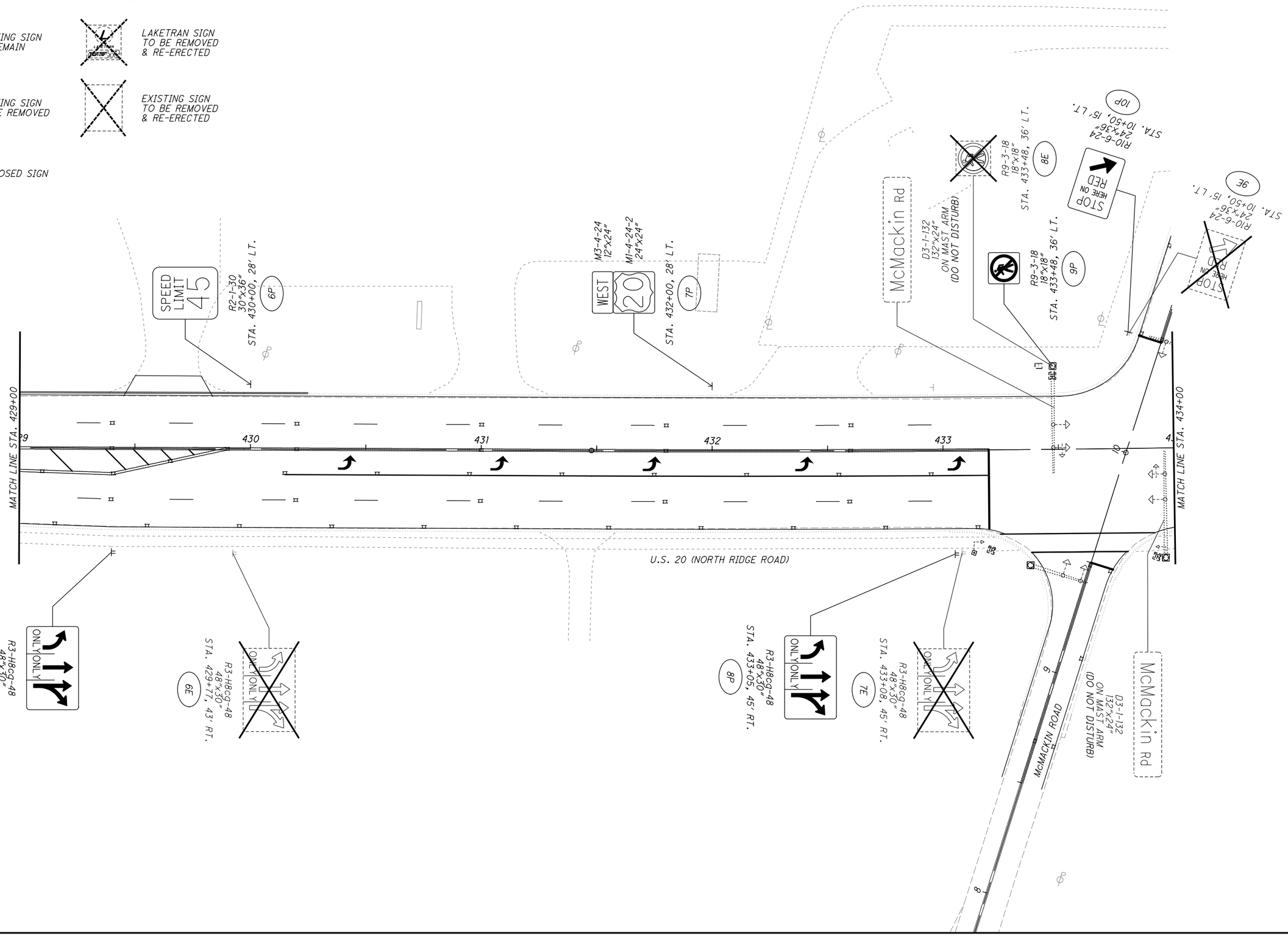
SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 429+00 TO STA. 434+00

LAK-US-20-24.99

544
651

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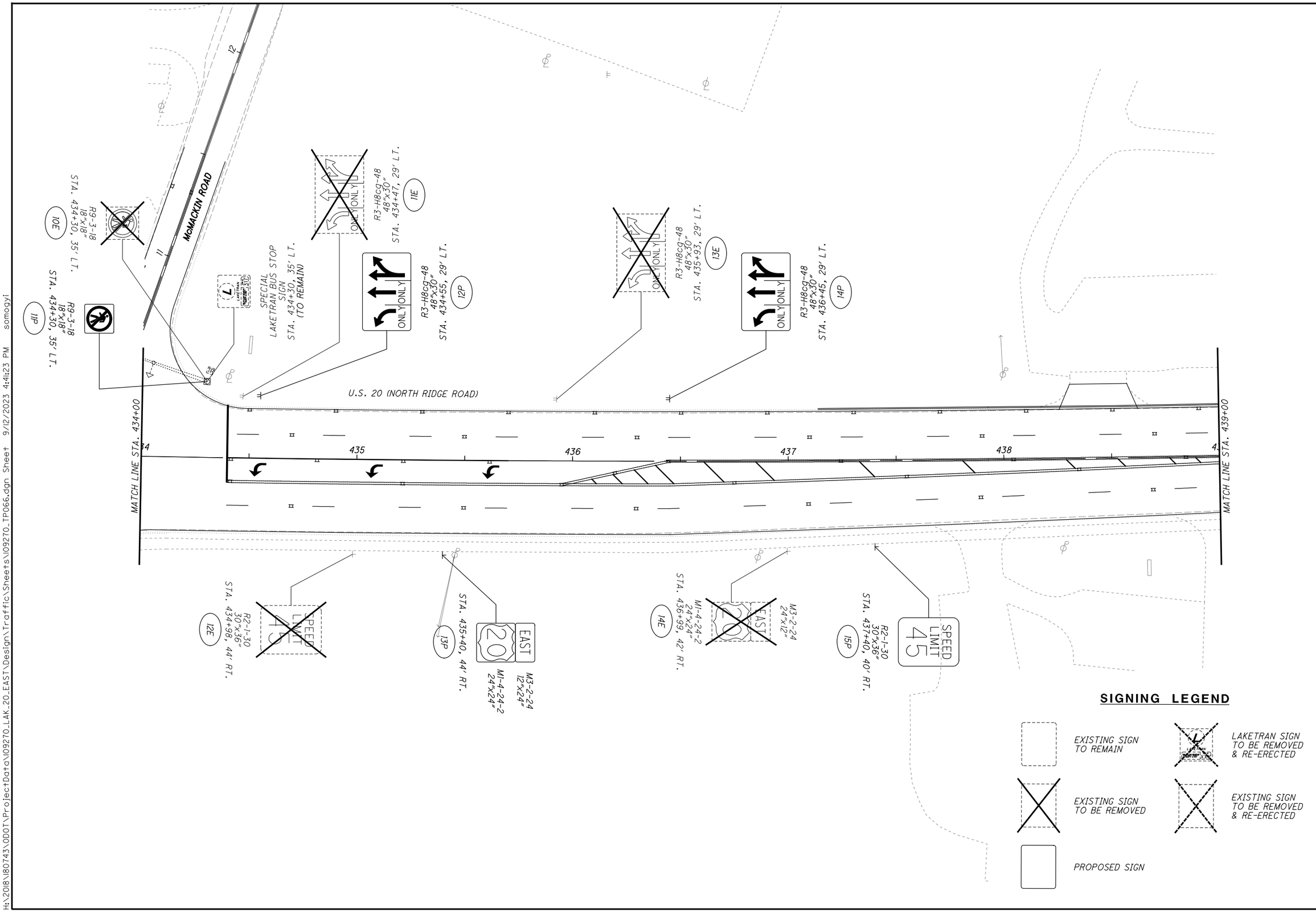

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 434+00 TO STA. 439+00

LAK-US-20-24.99

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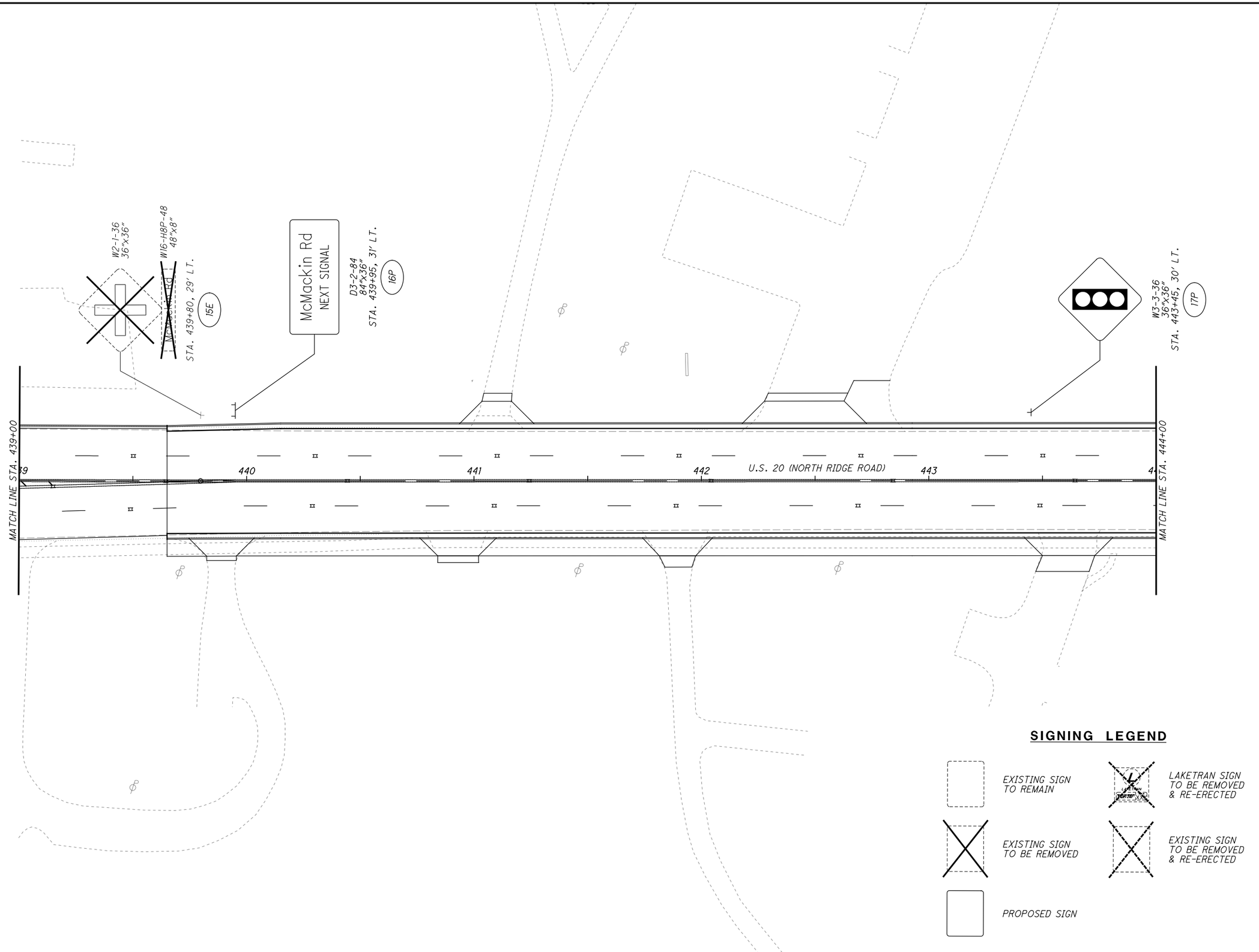

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 439+00 TO STA. 444+00

LAK-US-20-24.99

546
651

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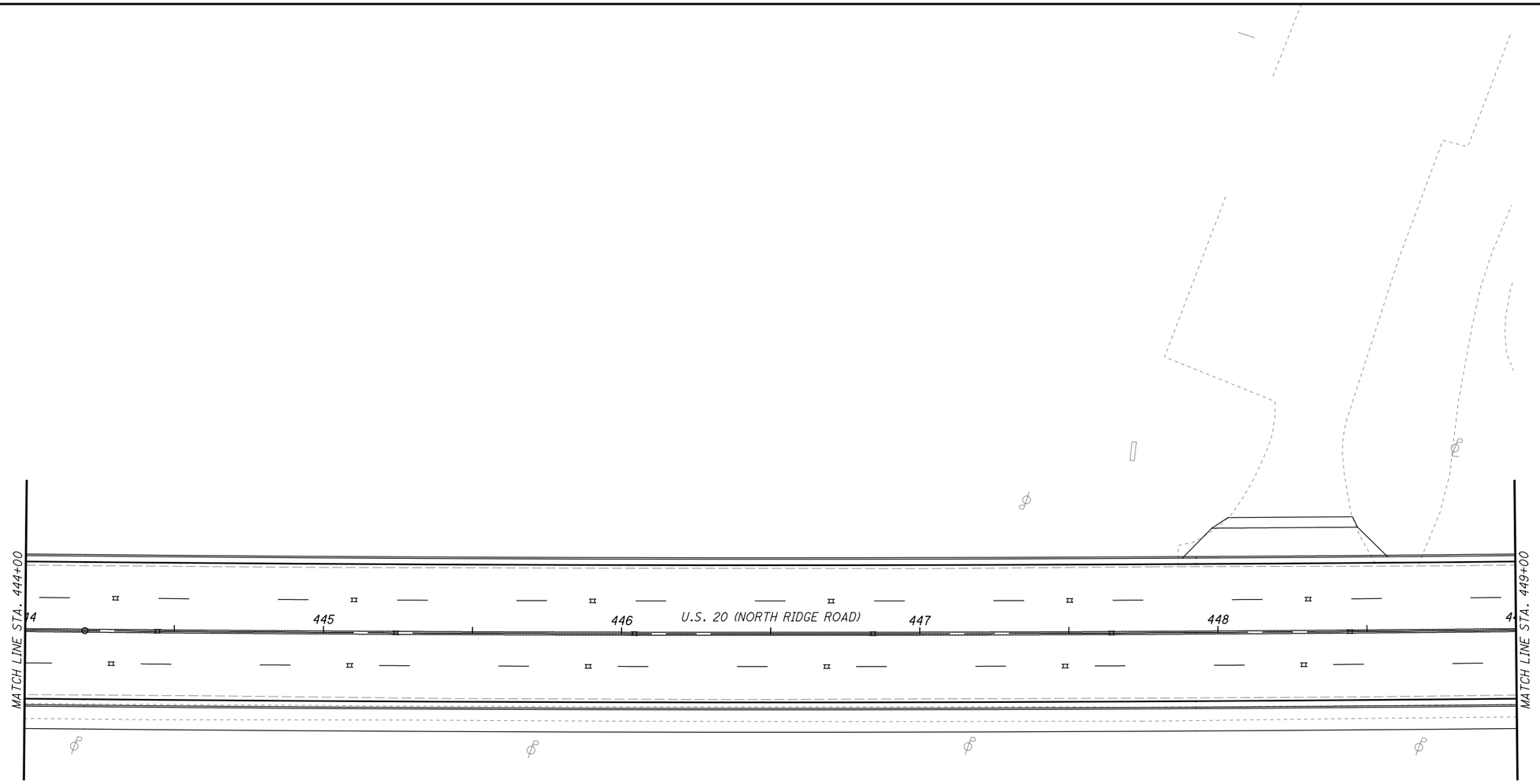

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED
- PROPOSED SIGN

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 444+00 TO STA. 449+00

LAK-US-20-24.99

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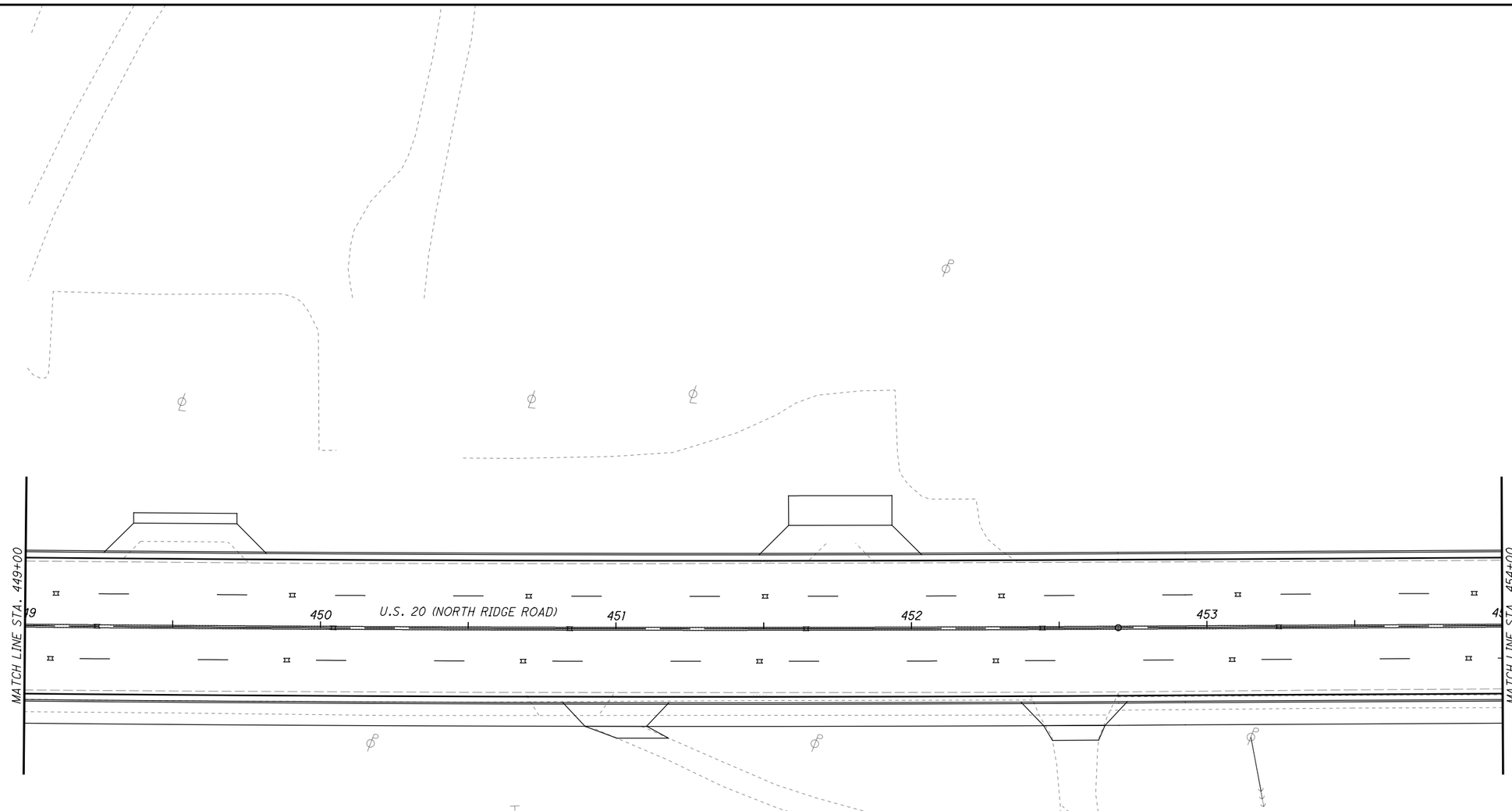

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED
- PROPOSED SIGN

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 449+00 TO STA. 454+00

LAK-US-20-24.99

548
651

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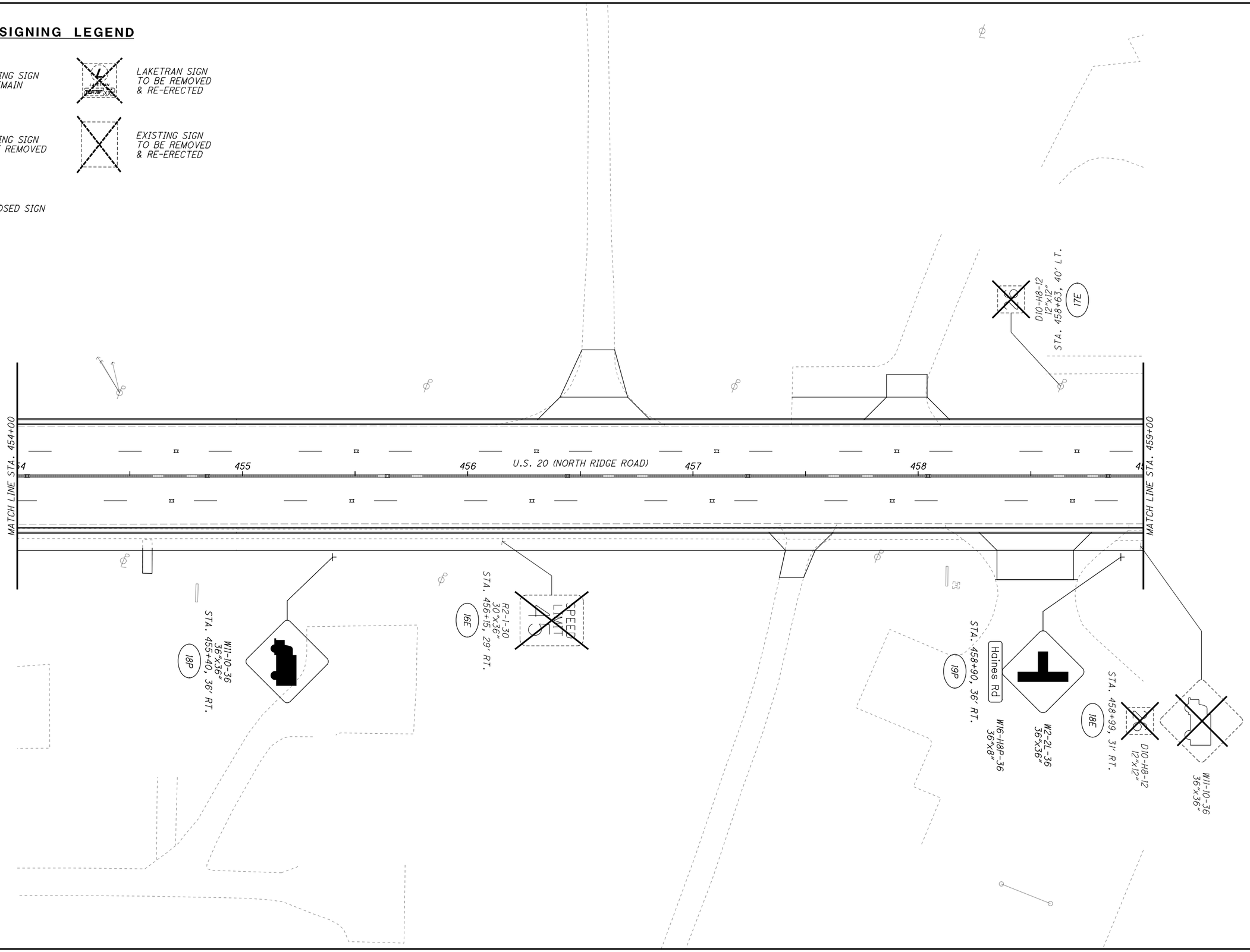
SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 454+00 TO STA. 459+00

LAK-US-20-24.99

549
651

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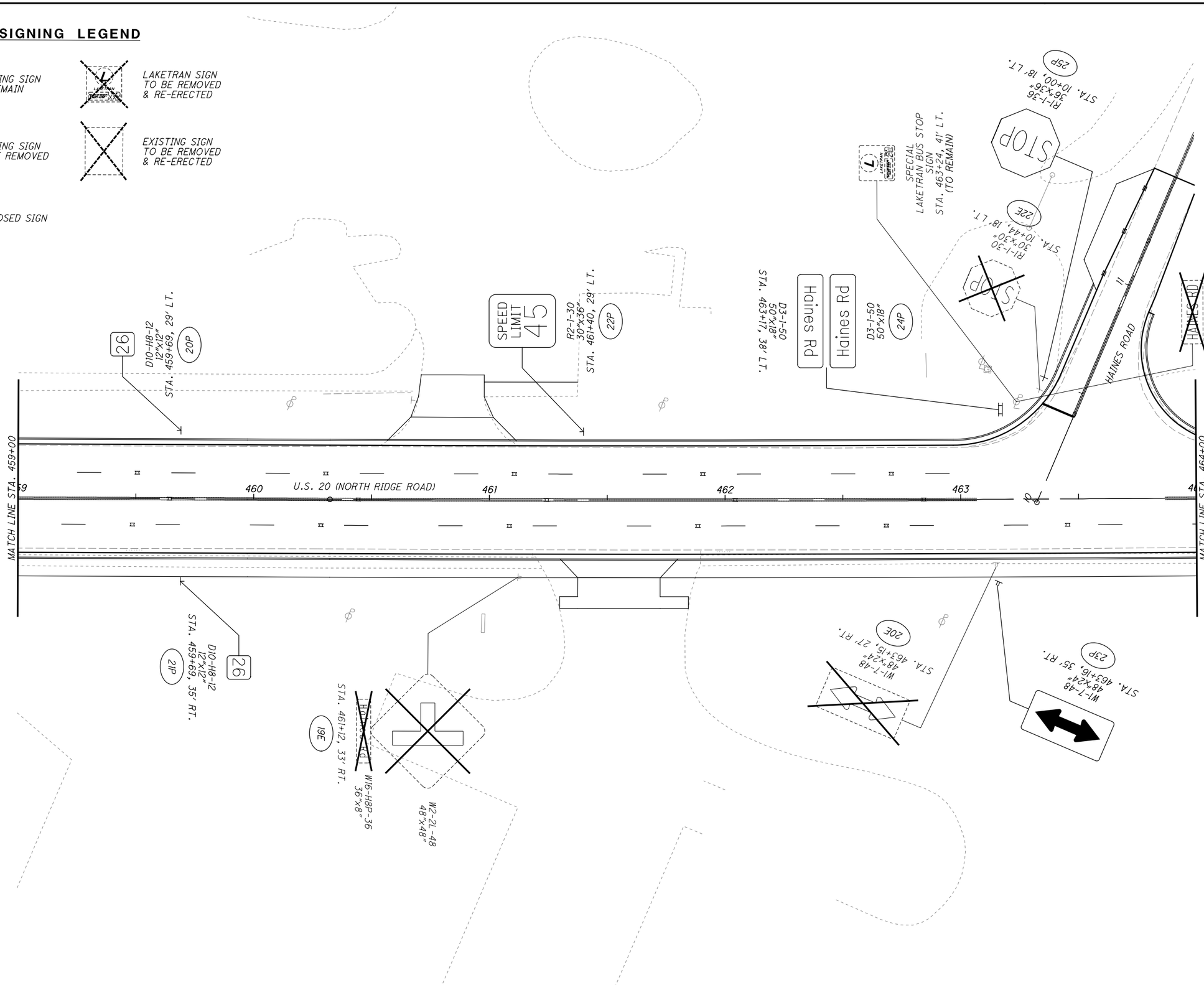
SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED



HORIZONTAL SCALE IN FEET
0 10 20 40

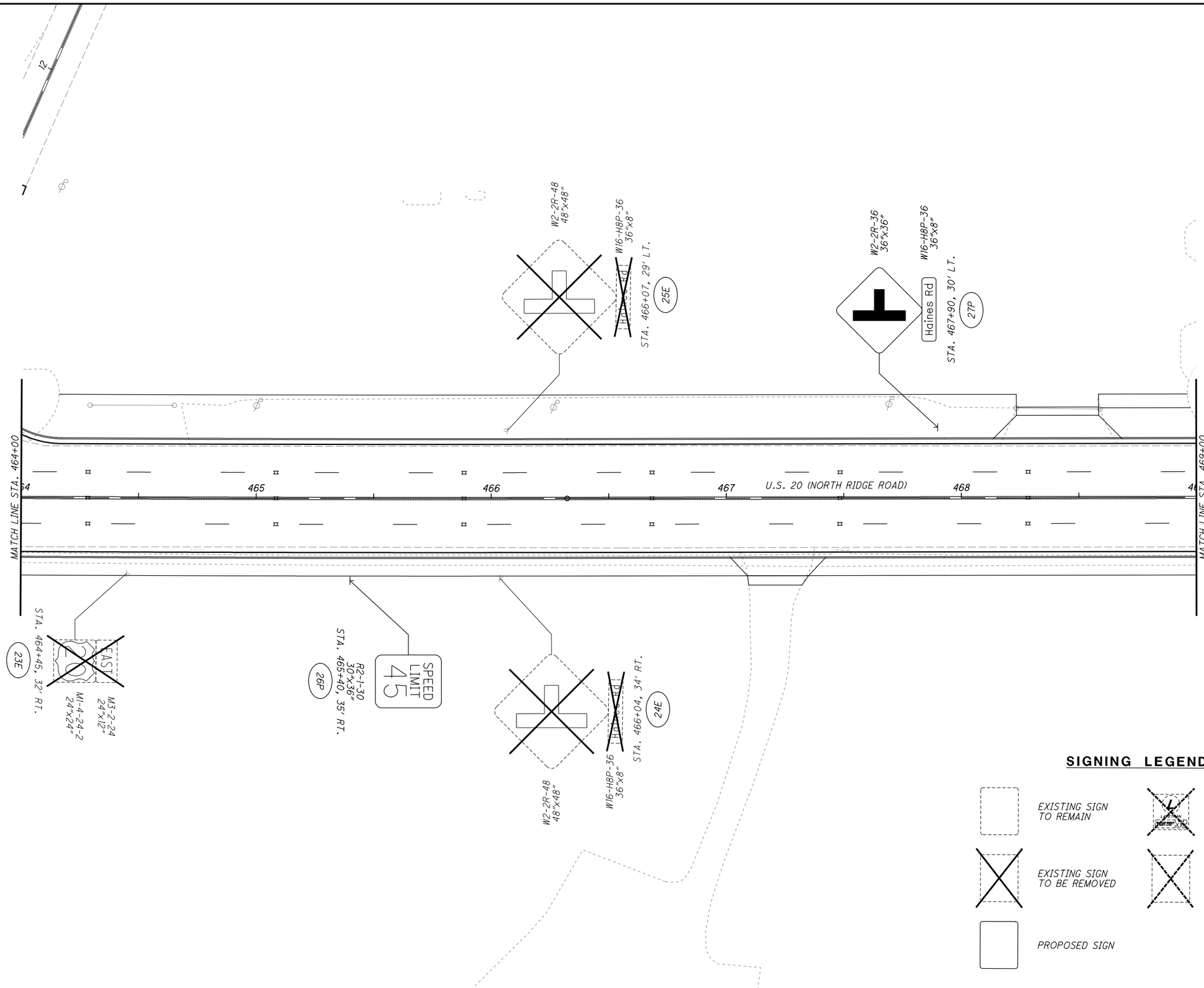
CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 459+00 TO STA. 464+00

LAK-US-20-24.99

550
651

H:\2018\180743\ODOT\ProjectData\09270_LAK_20_EAST\Design\Traffic\Sheets\09270_TP071.dgn Sheet 9/12/2023 4:41:25 PM somogyi



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 464+00 TO STA. 469+00

LAK-US-20-24.99

551
651

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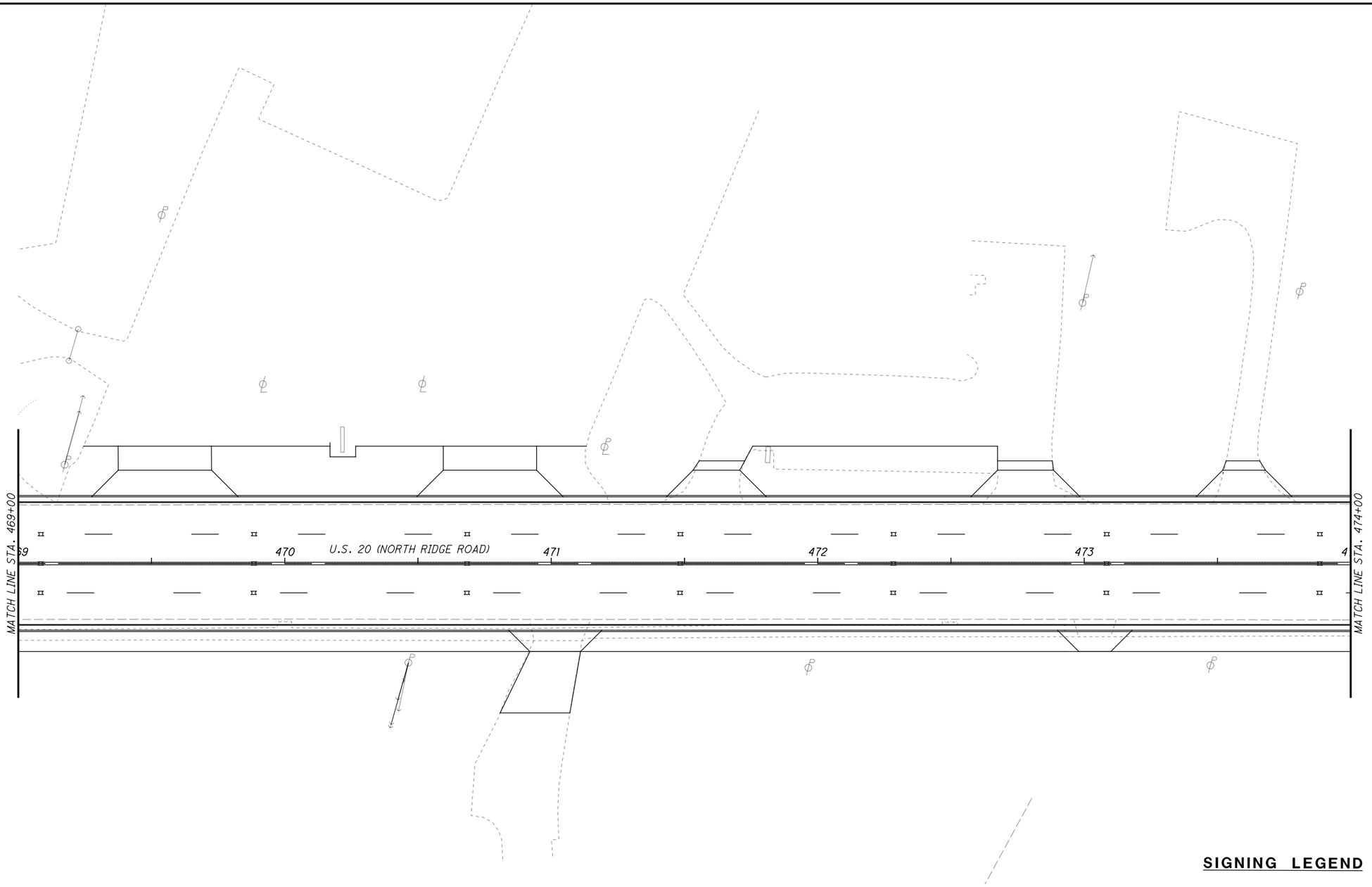

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED
- PROPOSED SIGN

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 469+00 TO STA. 474+00

LAK-US-20-24.99

552
651

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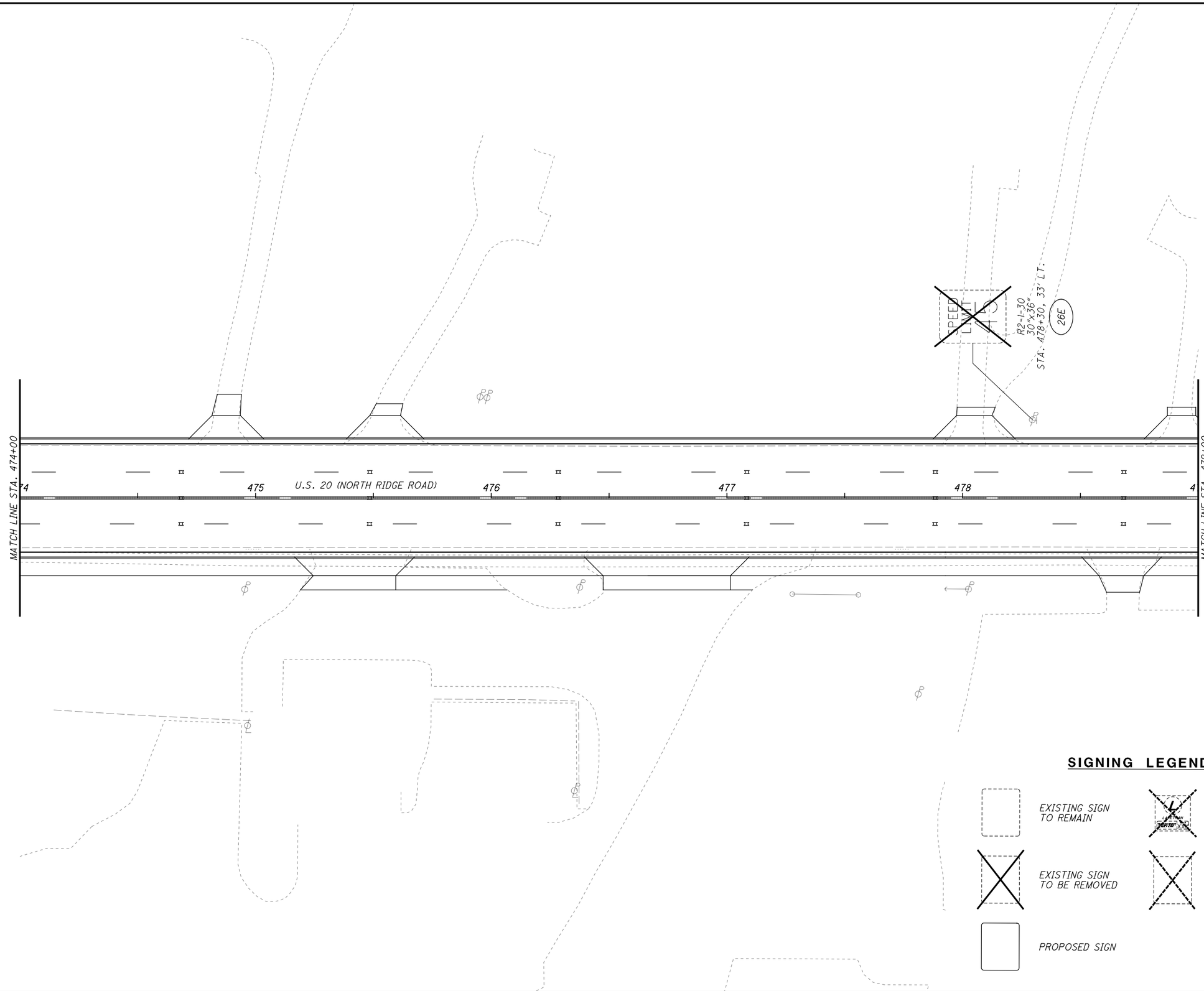

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 474+00 TO STA. 479+00

LAK-US-20-24.99

553
651

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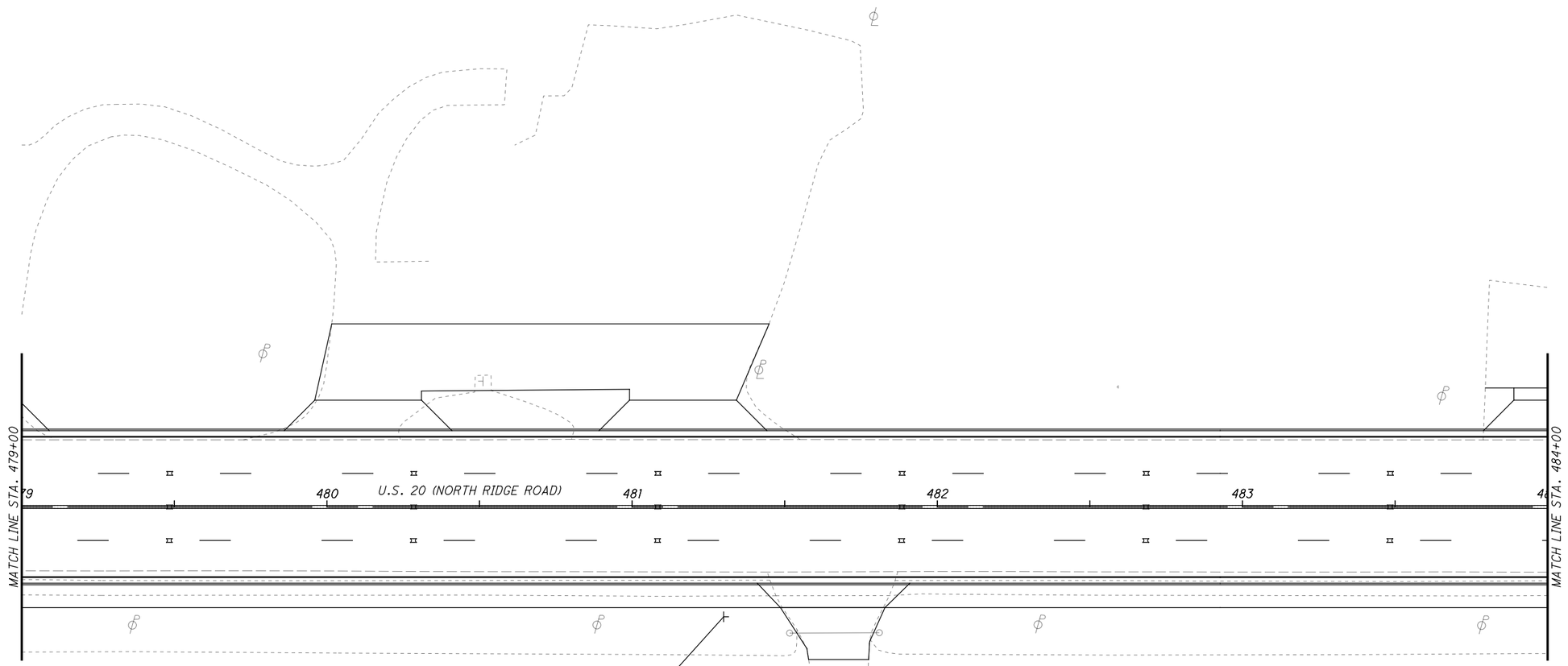

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED
- PROPOSED SIGN

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 479+00 TO STA. 484+00

LAK-US-20-24.99

554
651

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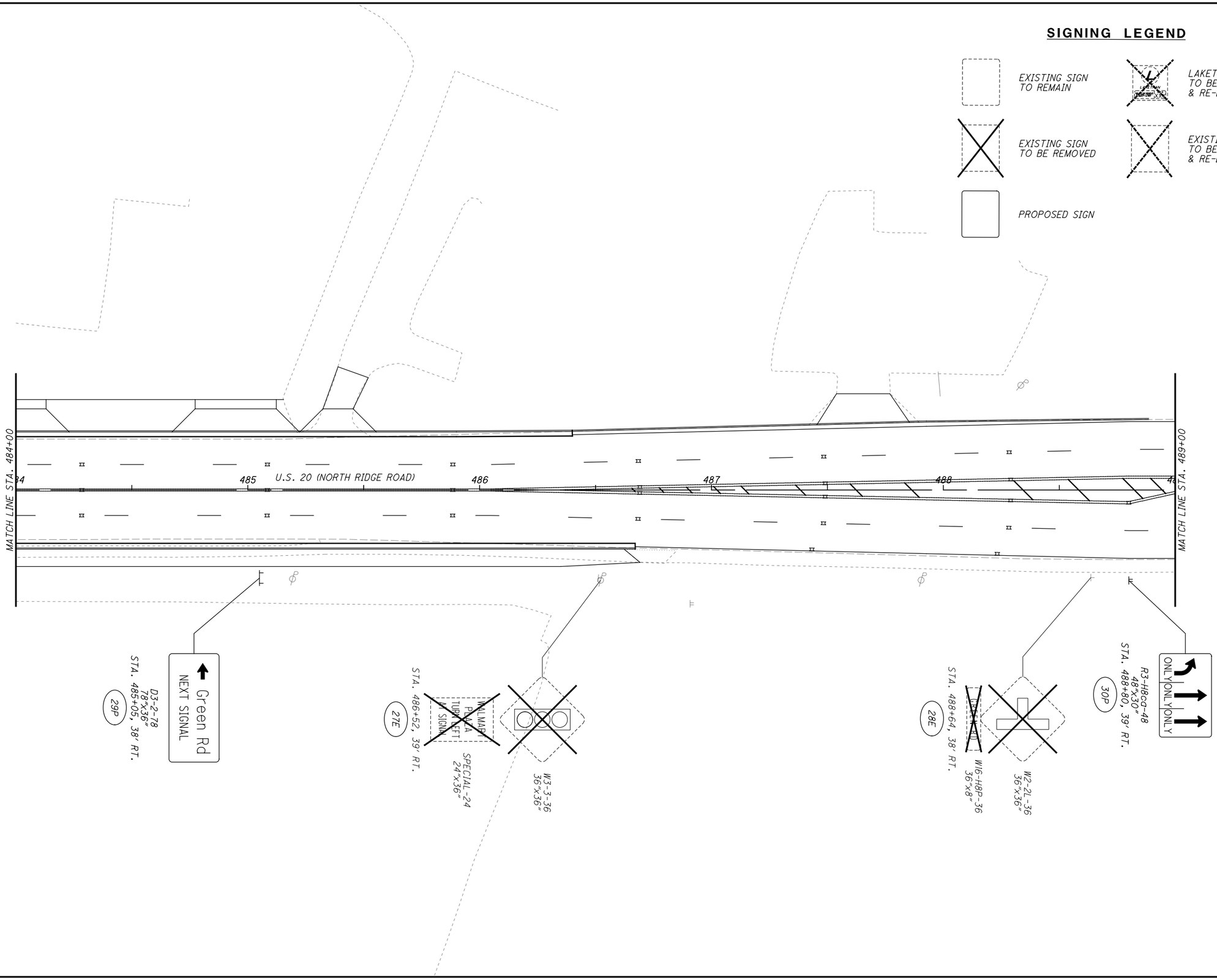

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 484+00 TO STA. 489+00

LAK-US-20-24.99

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SIGNING LEGEND

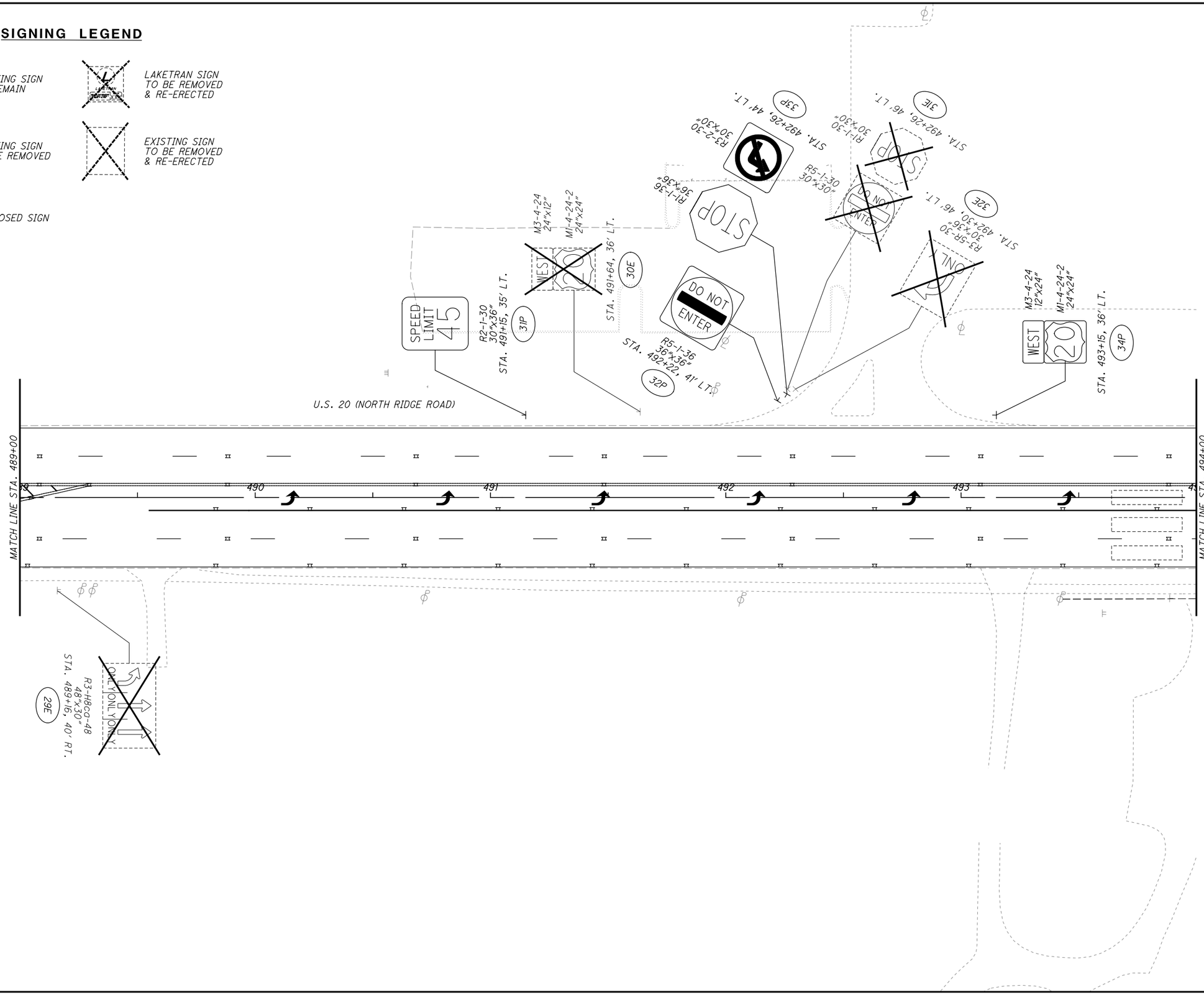
EXISTING SIGN TO REMAIN

LAKETRAN SIGN TO BE REMOVED & RE-ERECTED

EXISTING SIGN TO BE REMOVED

EXISTING SIGN TO BE REMOVED & RE-ERECTED

PROPOSED SIGN



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 489+00 TO STA. 494+00

LAK-US-20-24.99

556
651

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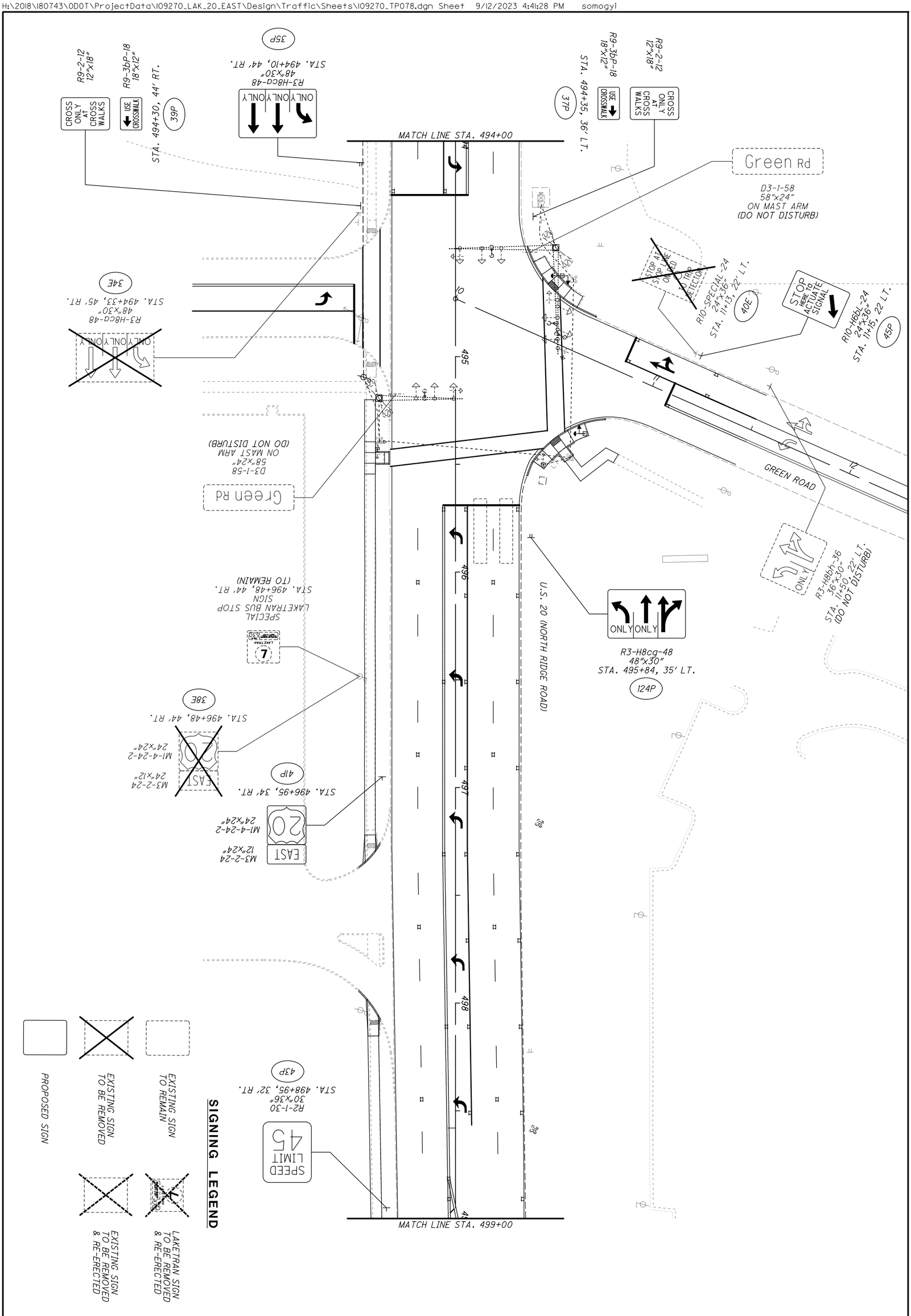


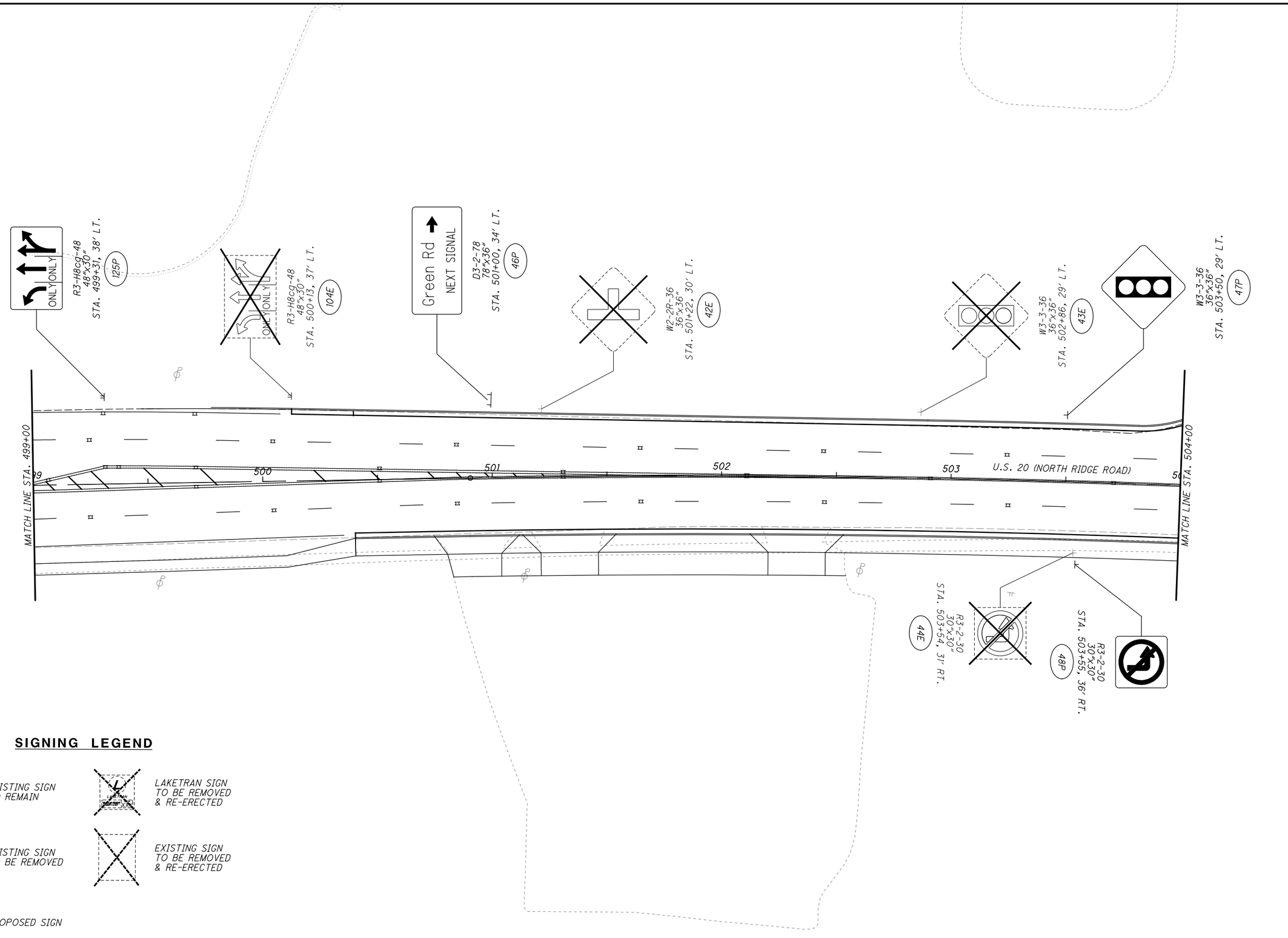
557
651

LAK-US-20-24.99

SIGNING PLAN
STA. 494+00 TO STA. 499+00

CALCULATED JDC
CHECKED EJT

0 10 20 40
HORIZONTAL SCALE IN FEET



CALCULATED JDC
CHECKED EJT

HORIZONTAL SCALE IN FEET
0 10 20 40

SIGNING PLAN
STA. 499+00 TO STA. 504+00

LAK-US-20-24.99

558
651

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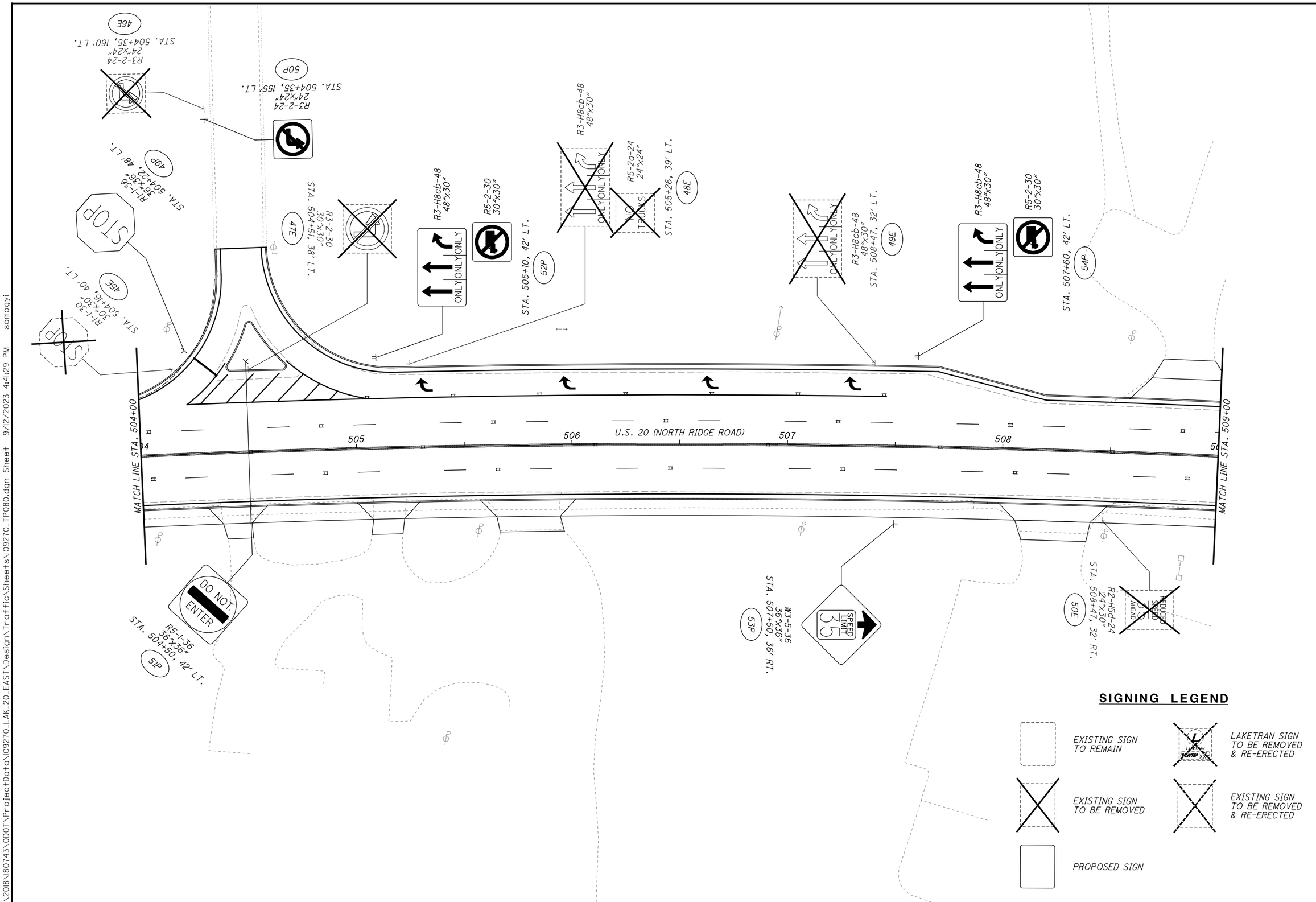

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 504+00 TO STA. 509+00

LAK-US-20-24.99

559/651

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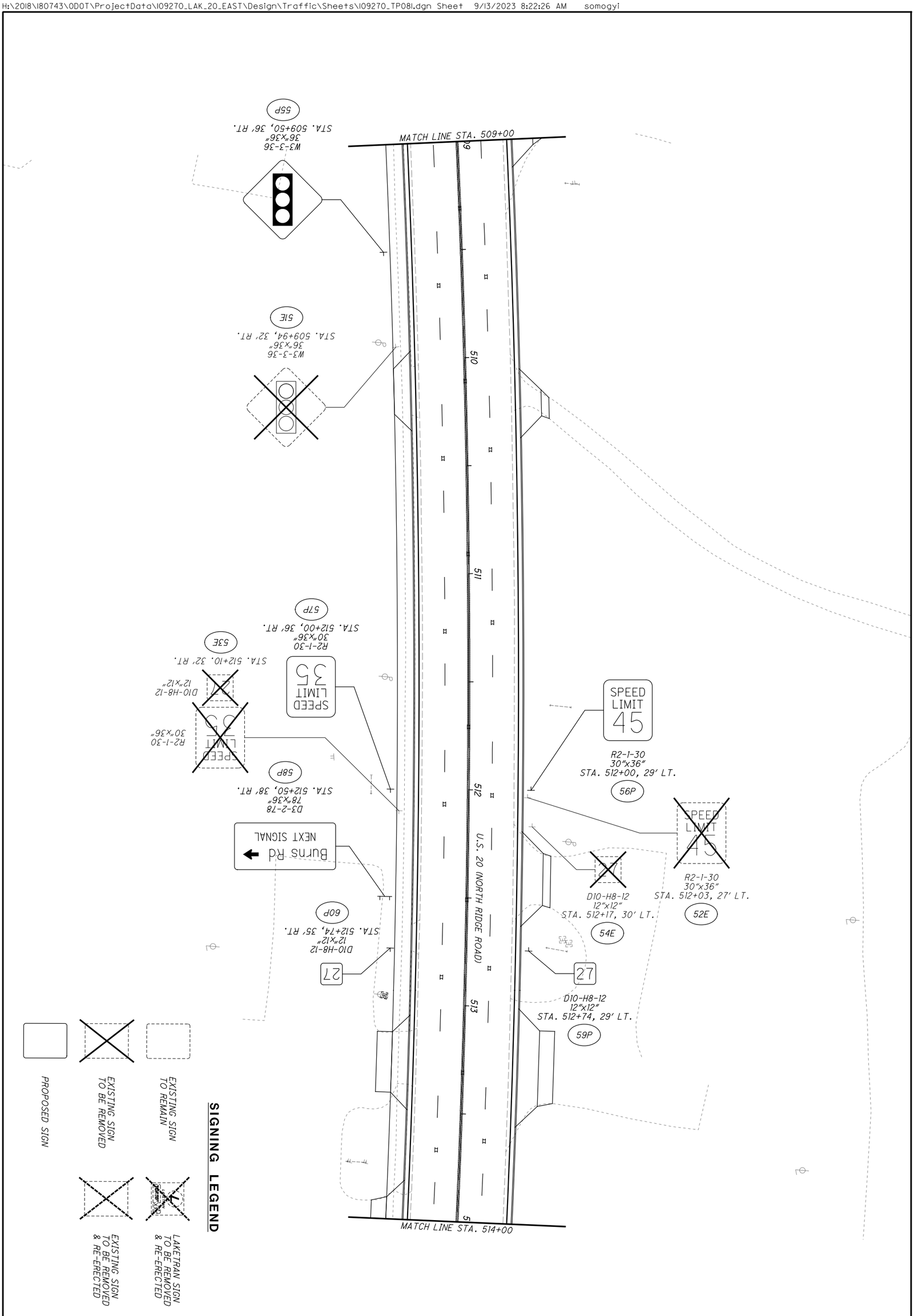
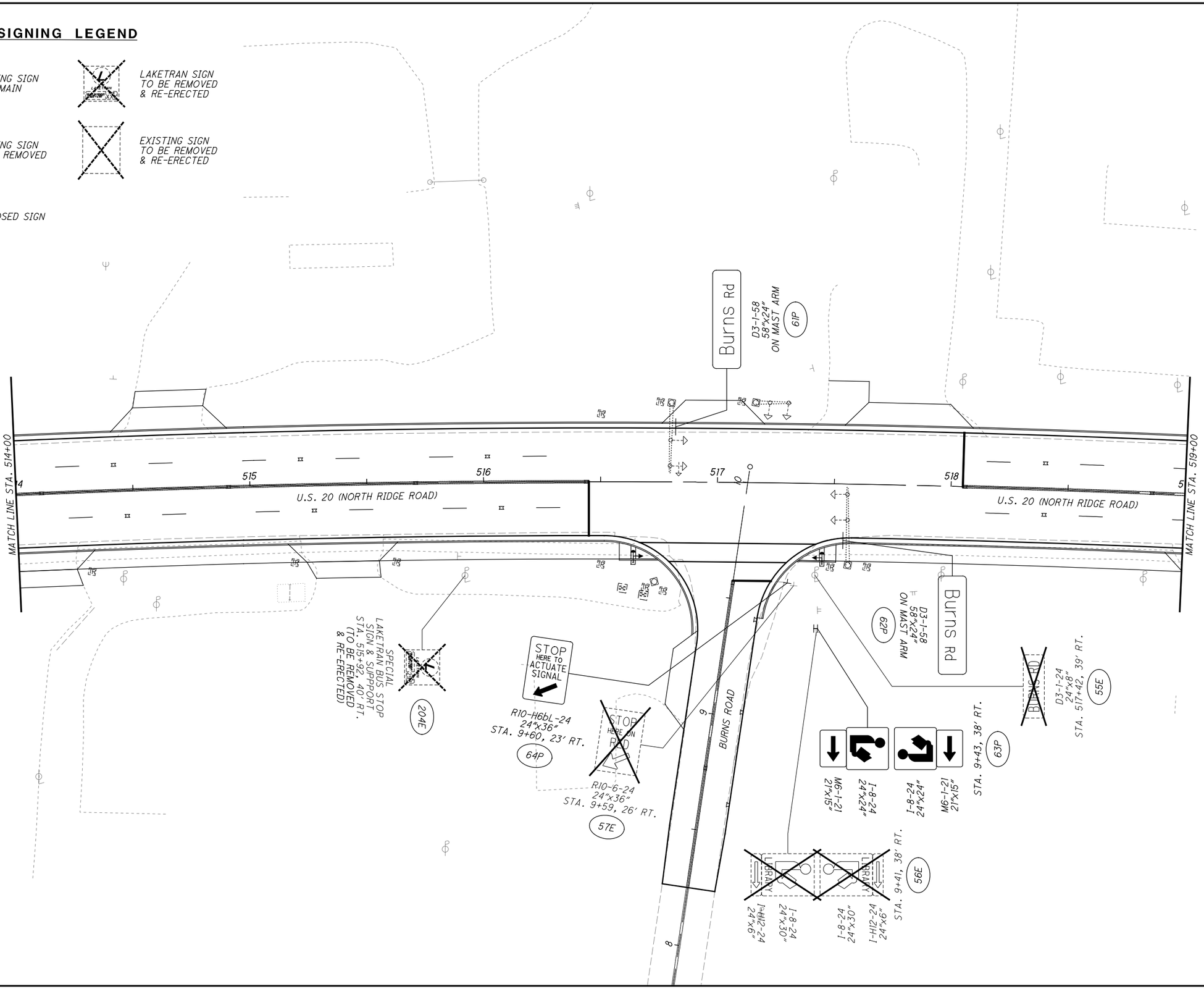


560 / 651	LAK-US-20-24.99	SIGNING PLAN STA. 509+00 TO STA. 514+00	CALCULATED JDC CHECKED EJT 0 10 20 40 HORIZONTAL SCALE IN FEET

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED
- PROPOSED SIGN



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 514+00 TO STA. 519+00

LAK-US-20-24.99

561
651

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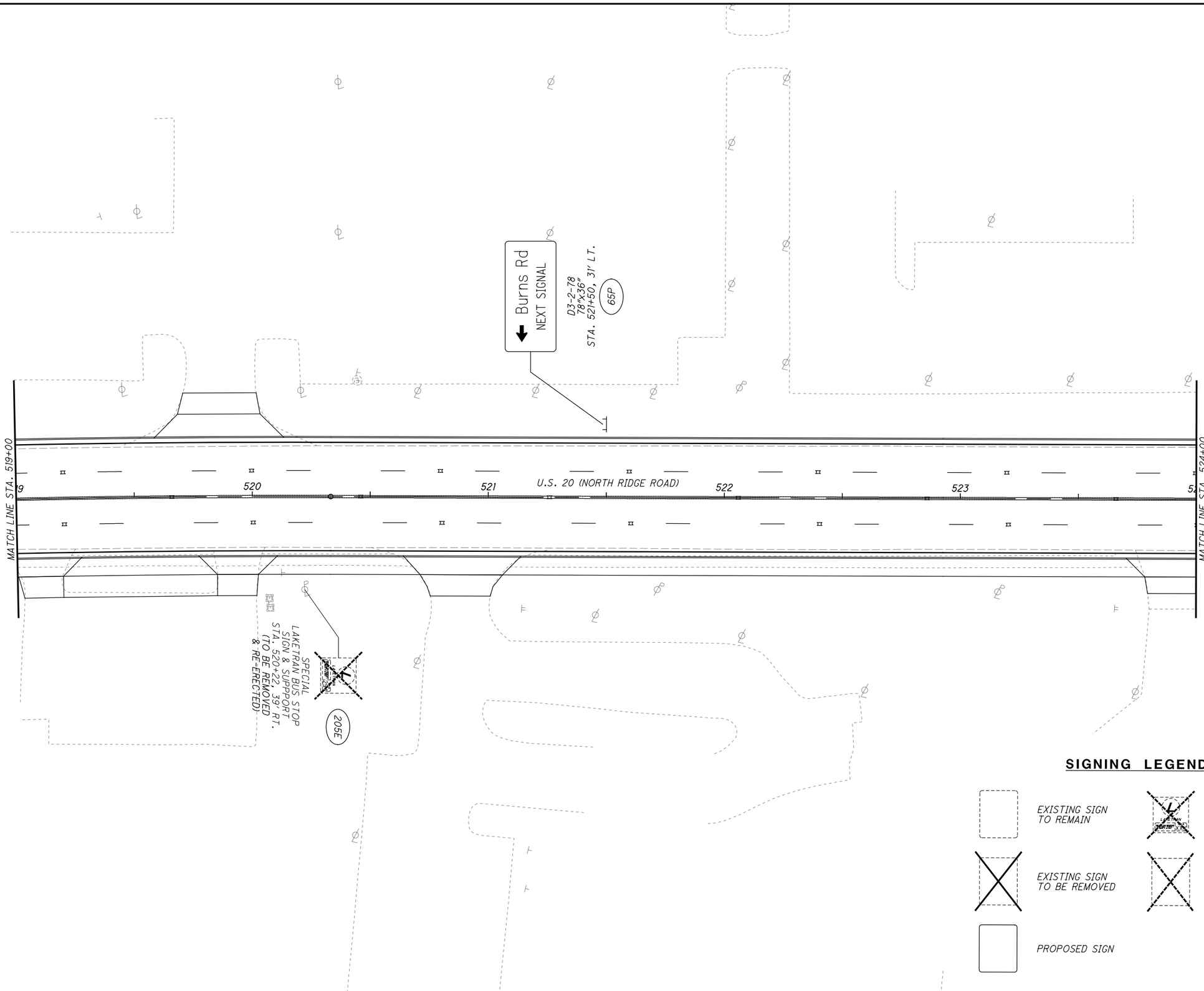

N

0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 519+00 TO STA. 524+00

LAK-US-20-24.99

562
651

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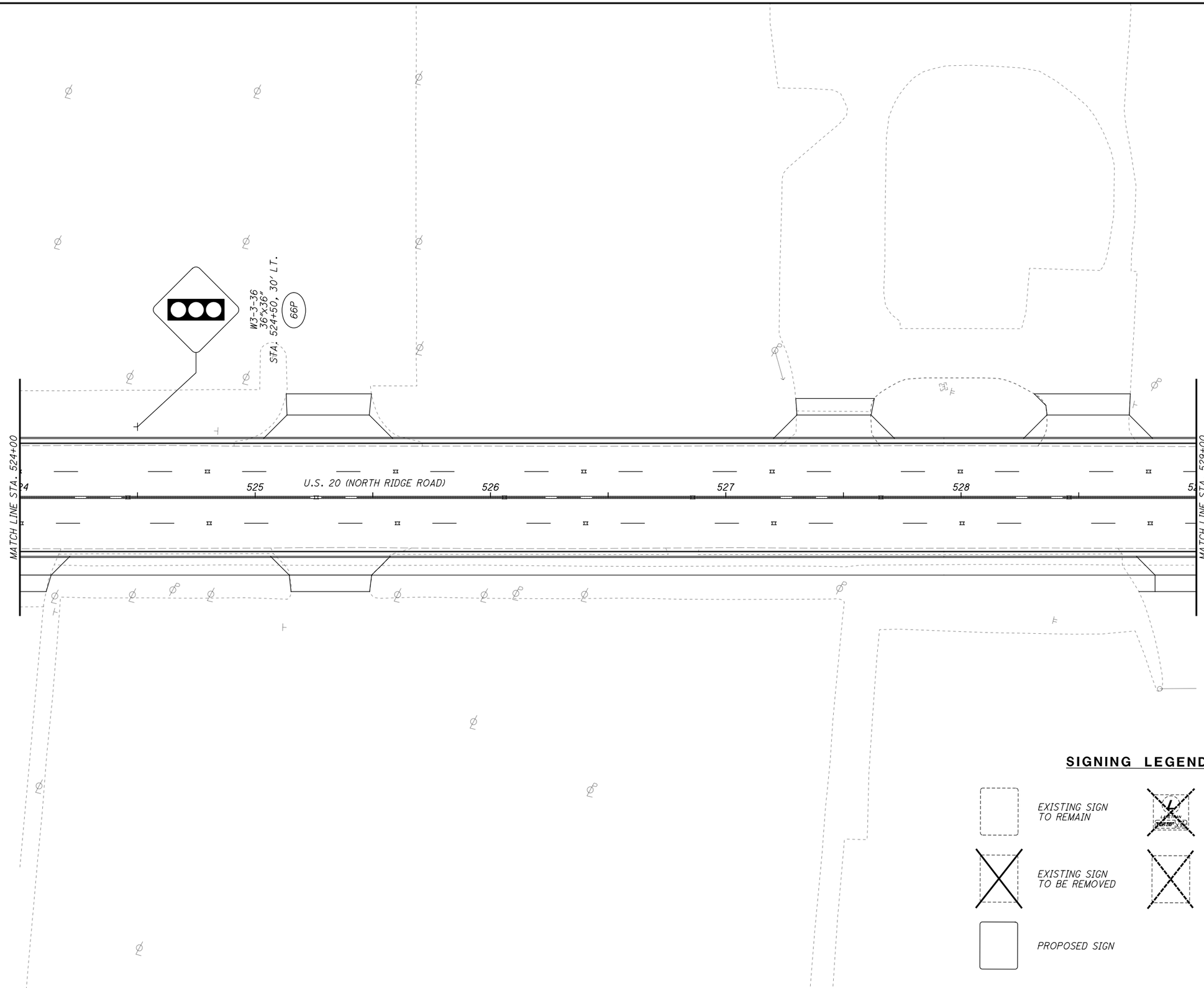

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED
- PROPOSED SIGN

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 524+00 TO STA. 529+00

LAK-US-20-24.99

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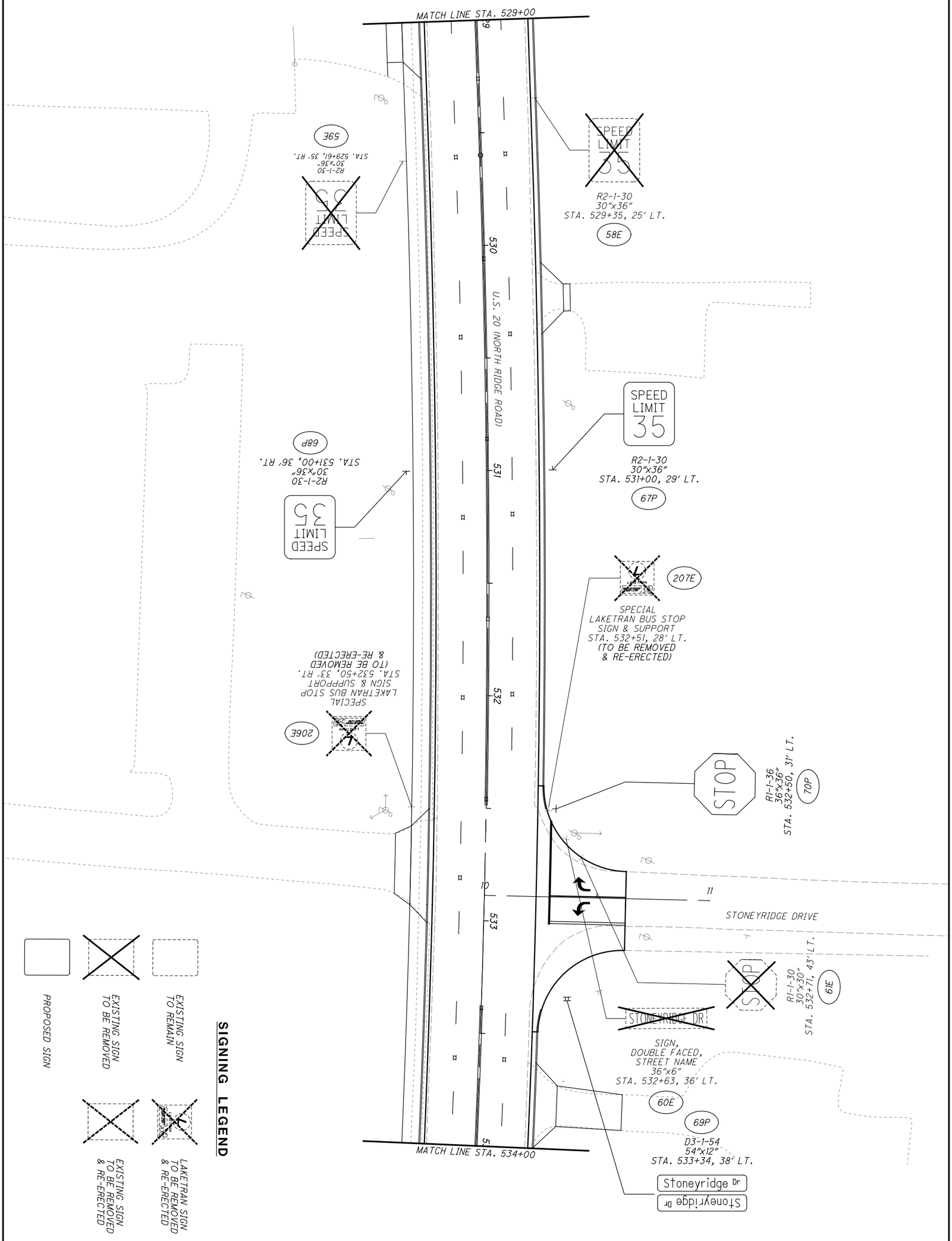
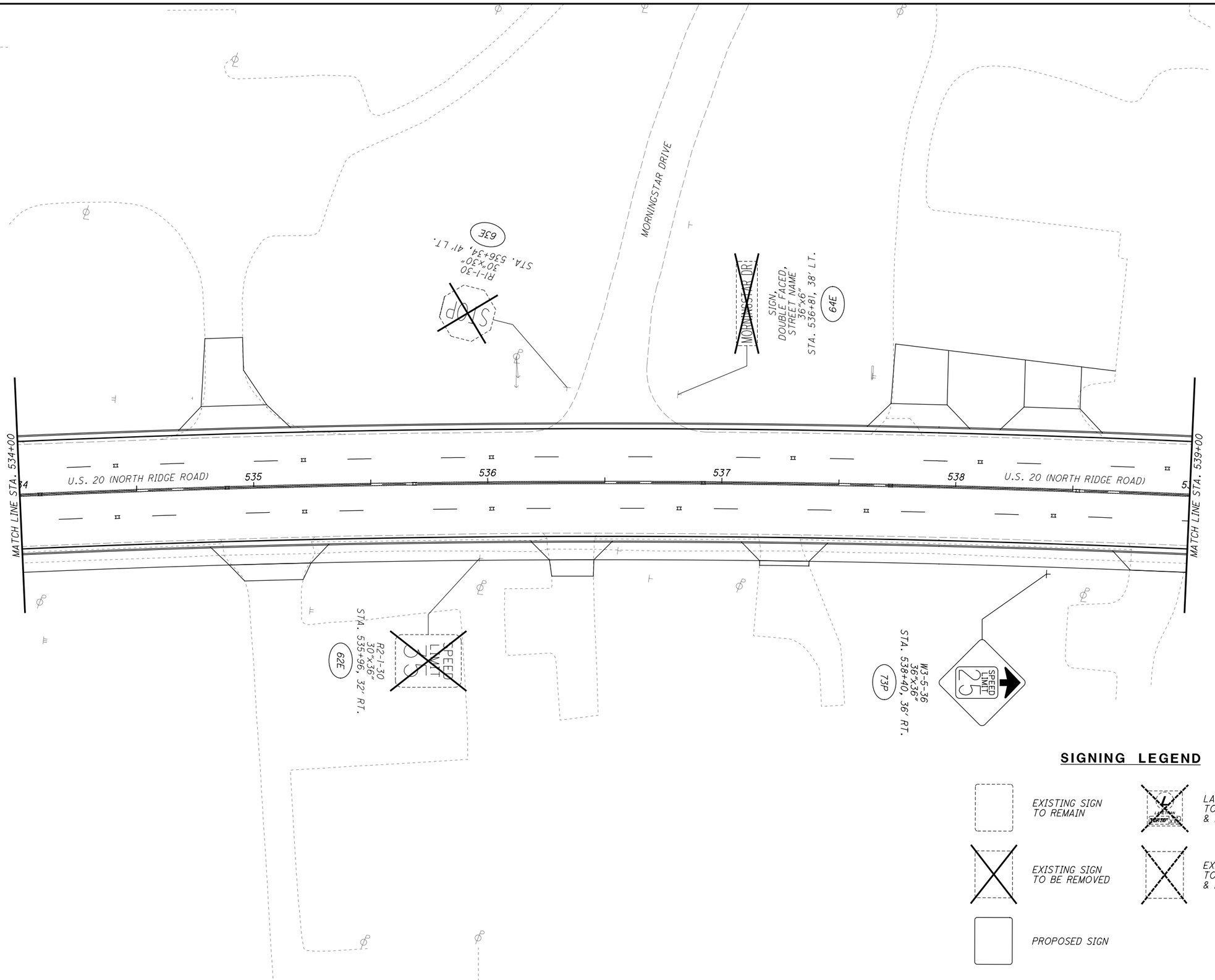


564 / 651	LAK-US-20-24.99	SIGNING PLAN STA. 529+00 TO STA. 534+00	CALCULATED JDC CHECKED EJT 0 10 20 40 HORIZONTAL SCALE IN FEET



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 534+00 TO STA. 539+00

LAK-US-20-24.99

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SIGNING LEGEND

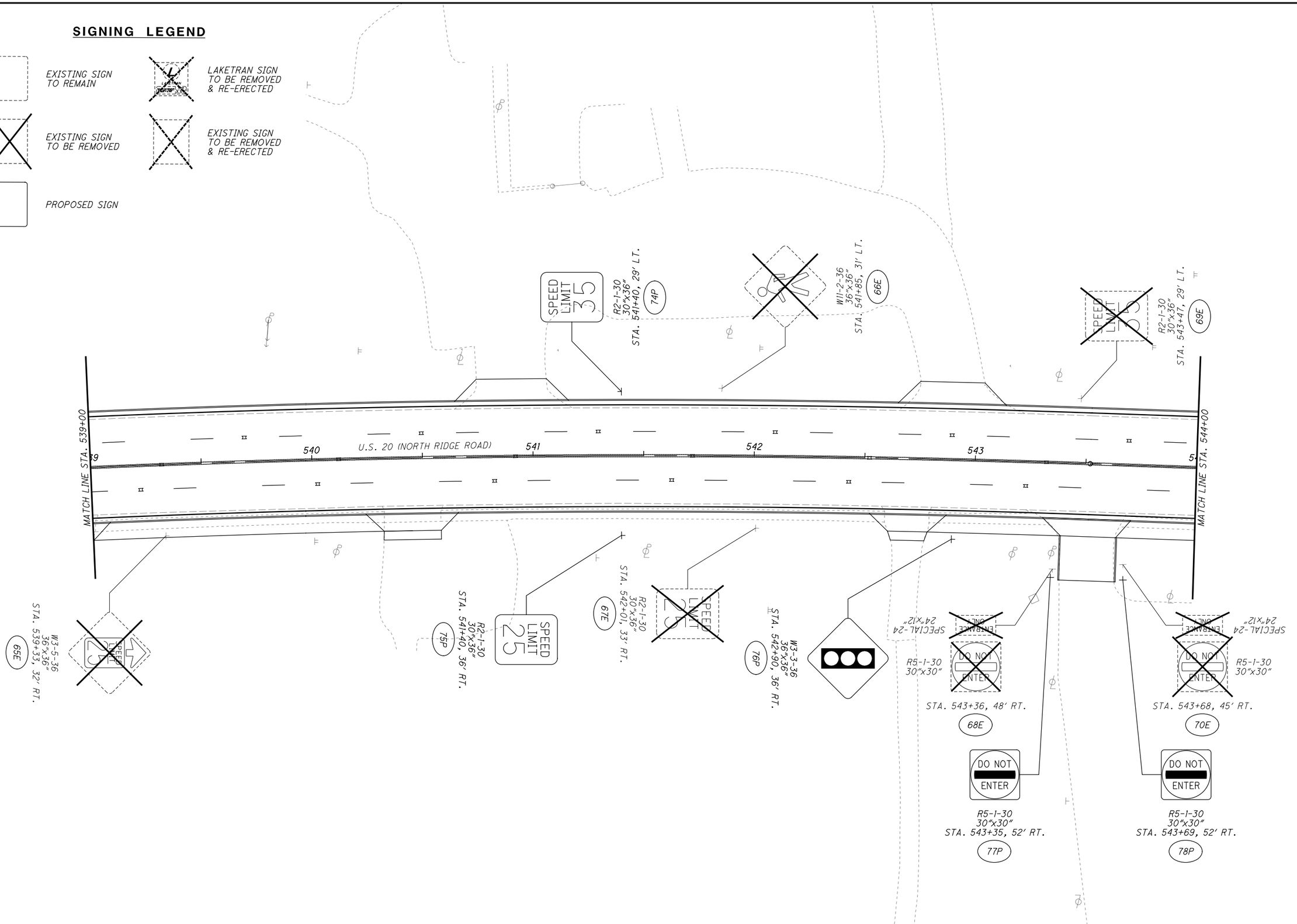
EXISTING SIGN TO REMAIN

EXISTING SIGN TO BE REMOVED

PROPOSED SIGN

LAKETRAN SIGN TO BE REMOVED & RE-ERECTED

EXISTING SIGN TO BE REMOVED & RE-ERECTED



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 539+00 TO STA. 544+00

LAK-US-20-24.99

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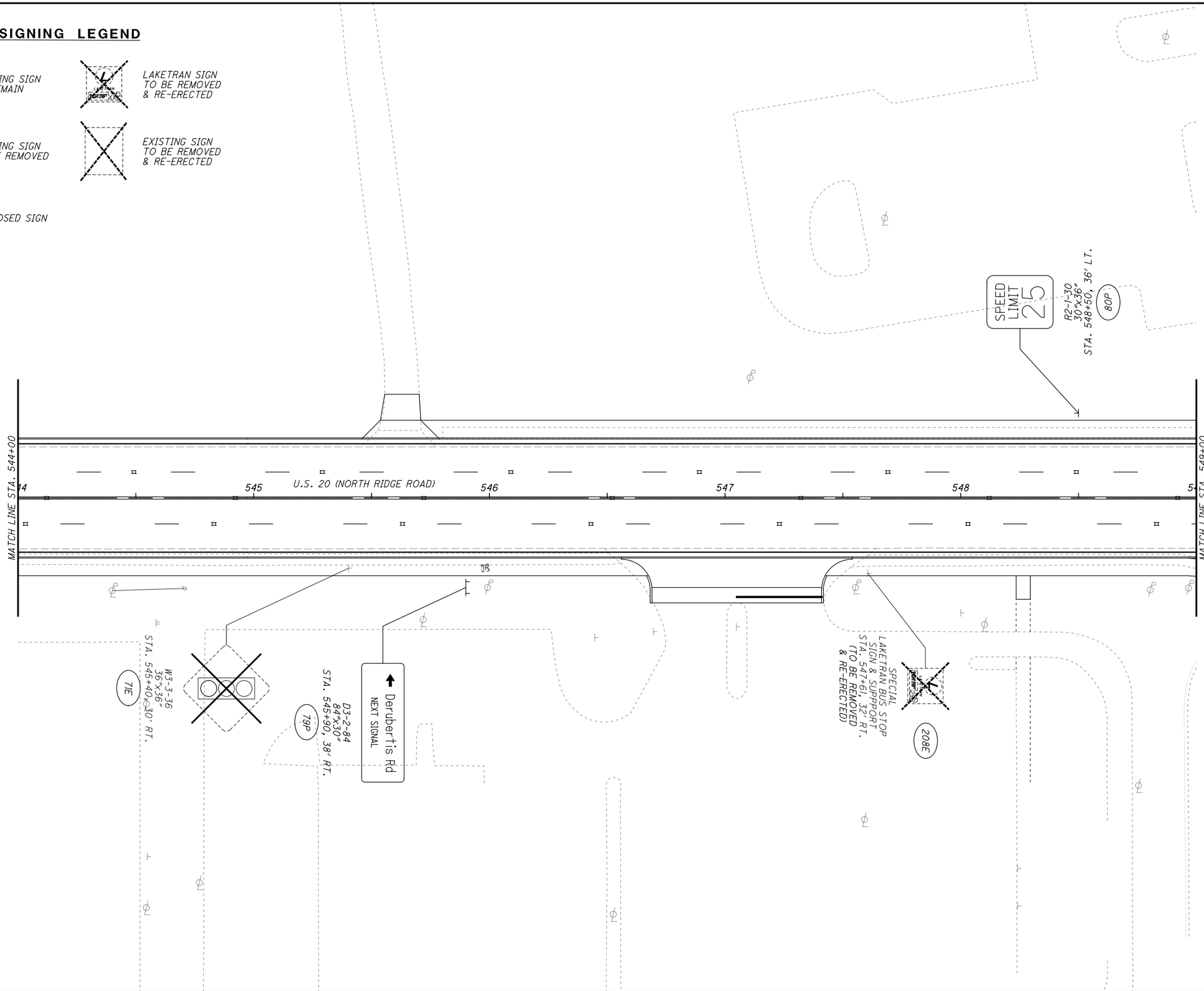
SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 544+00 TO STA. 549+00

LAK-US-20-24.99

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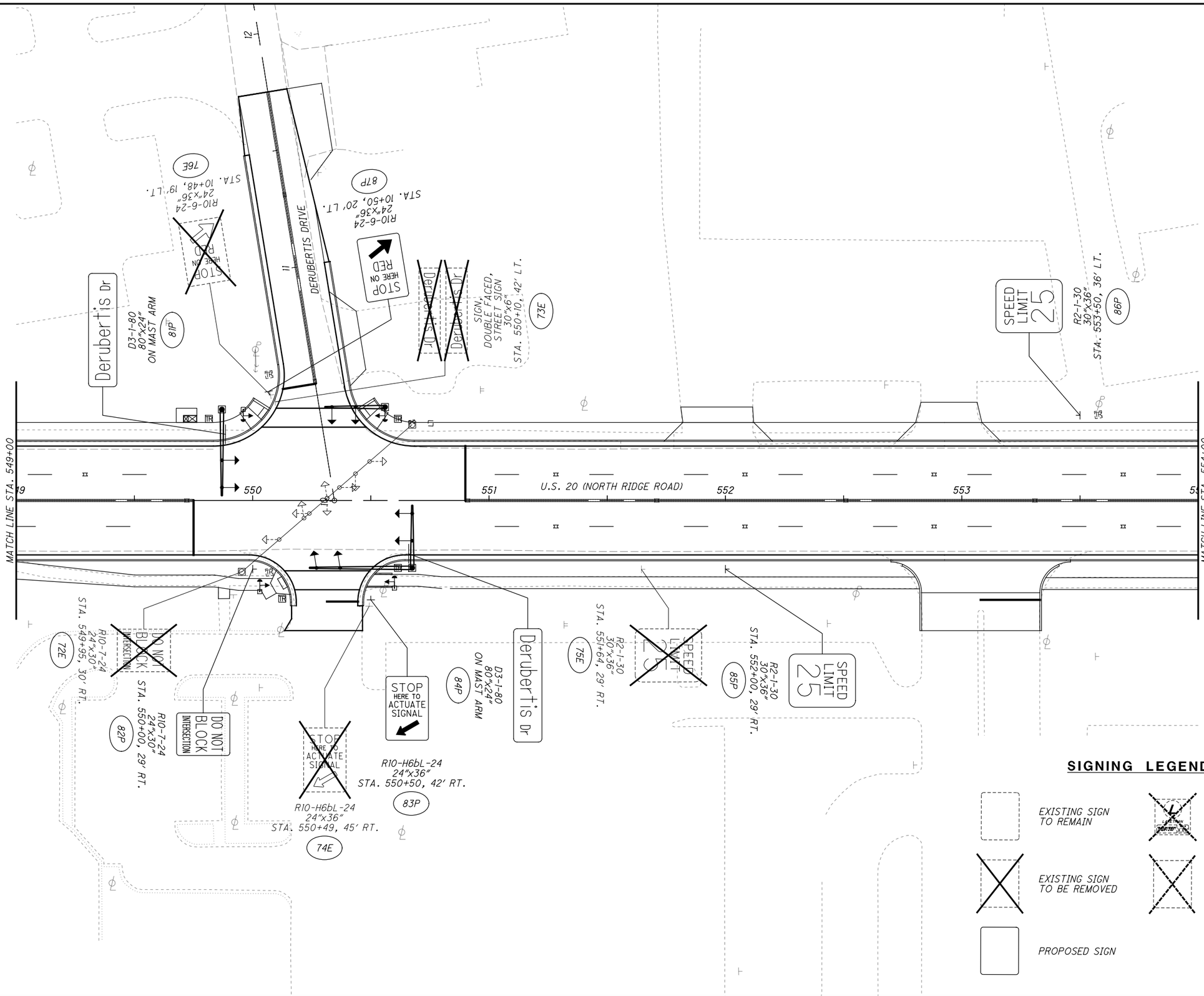

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 549+00 TO STA. 554+00

LAK-US-20-24.99

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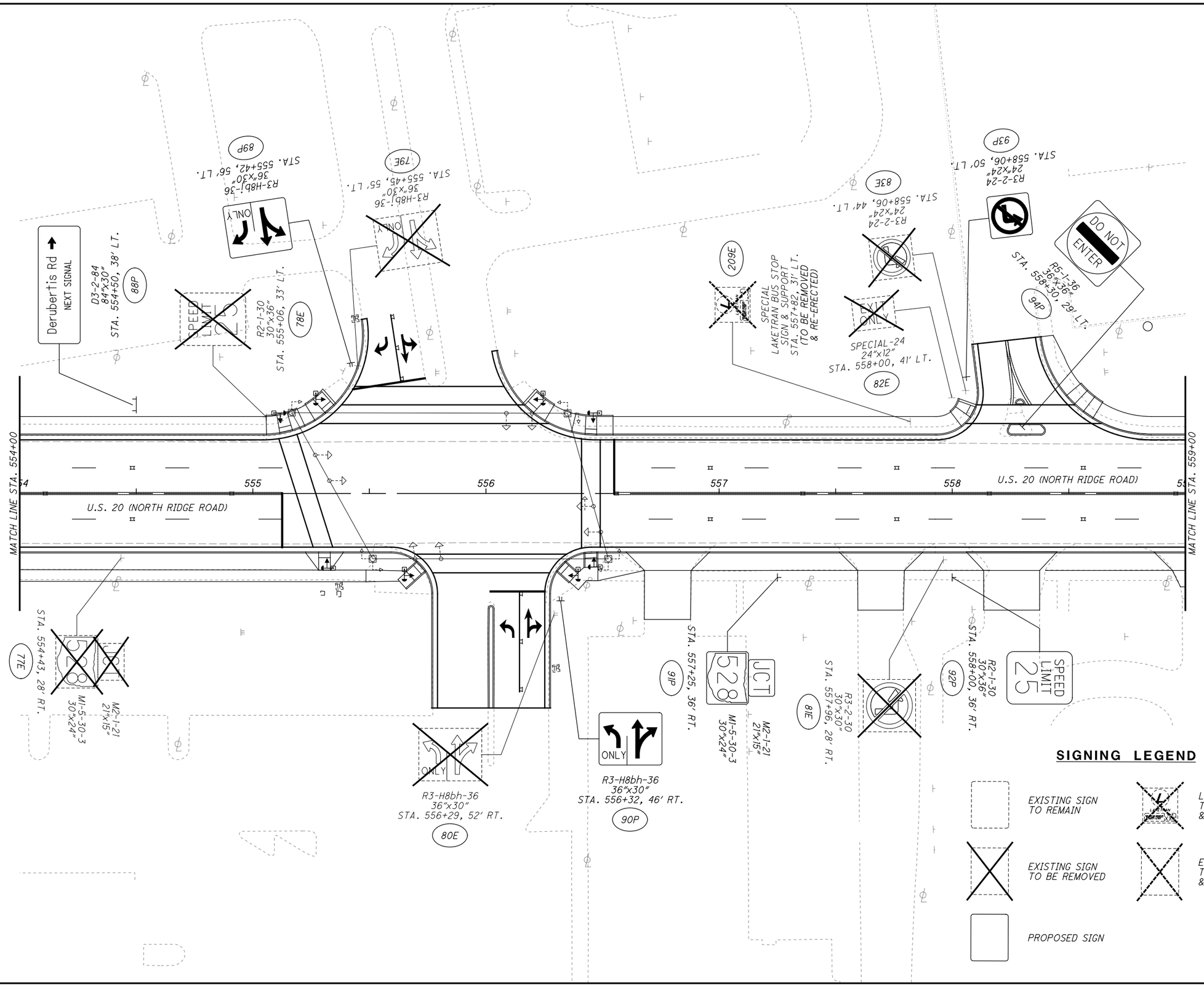

CALCULATED JDC
CHECKED EJT

HORIZONTAL SCALE IN FEET
0 10 20 40

SIGNING PLAN
STA. 554+00 TO STA. 559+00

LAK-US-20-24.99

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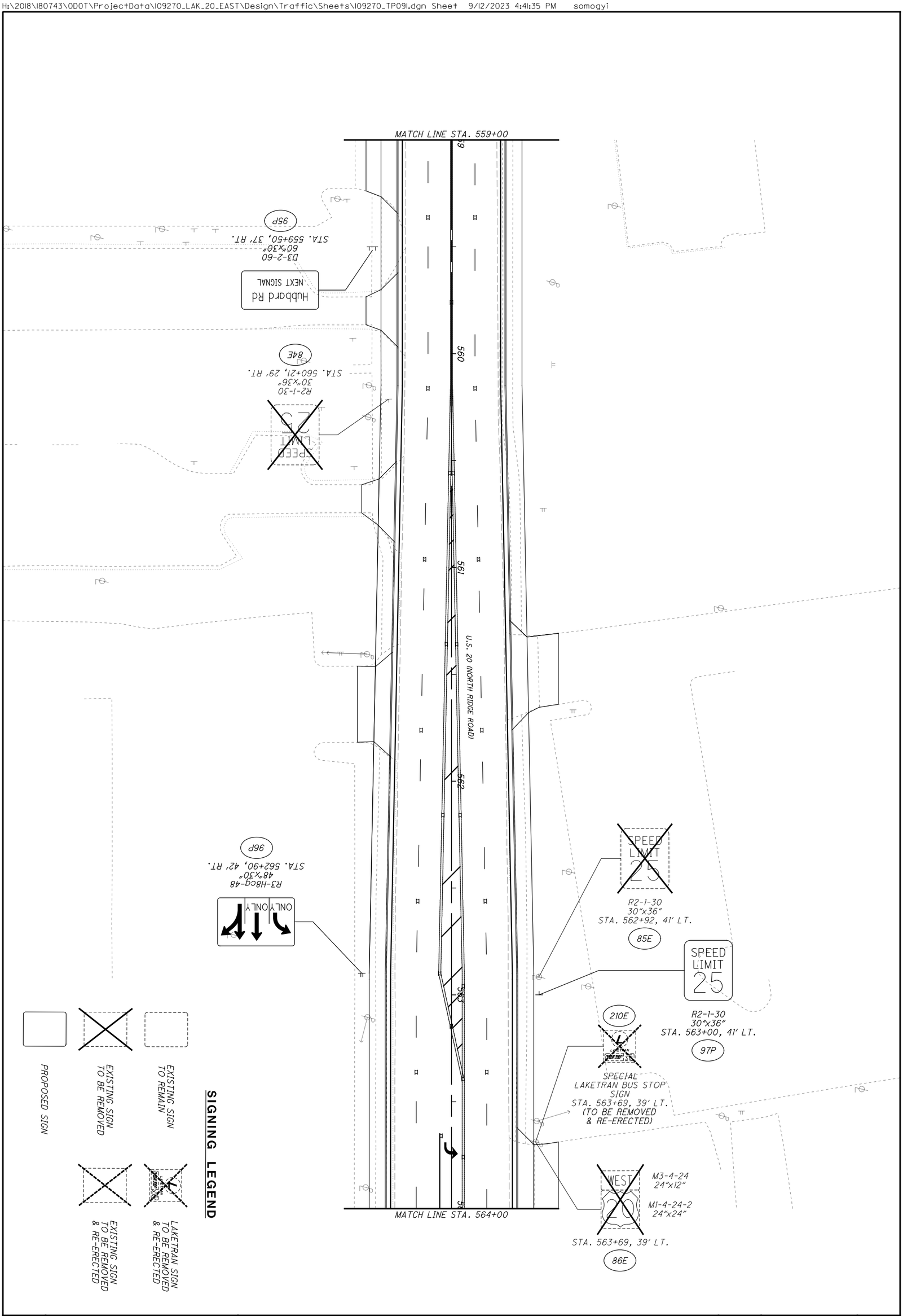
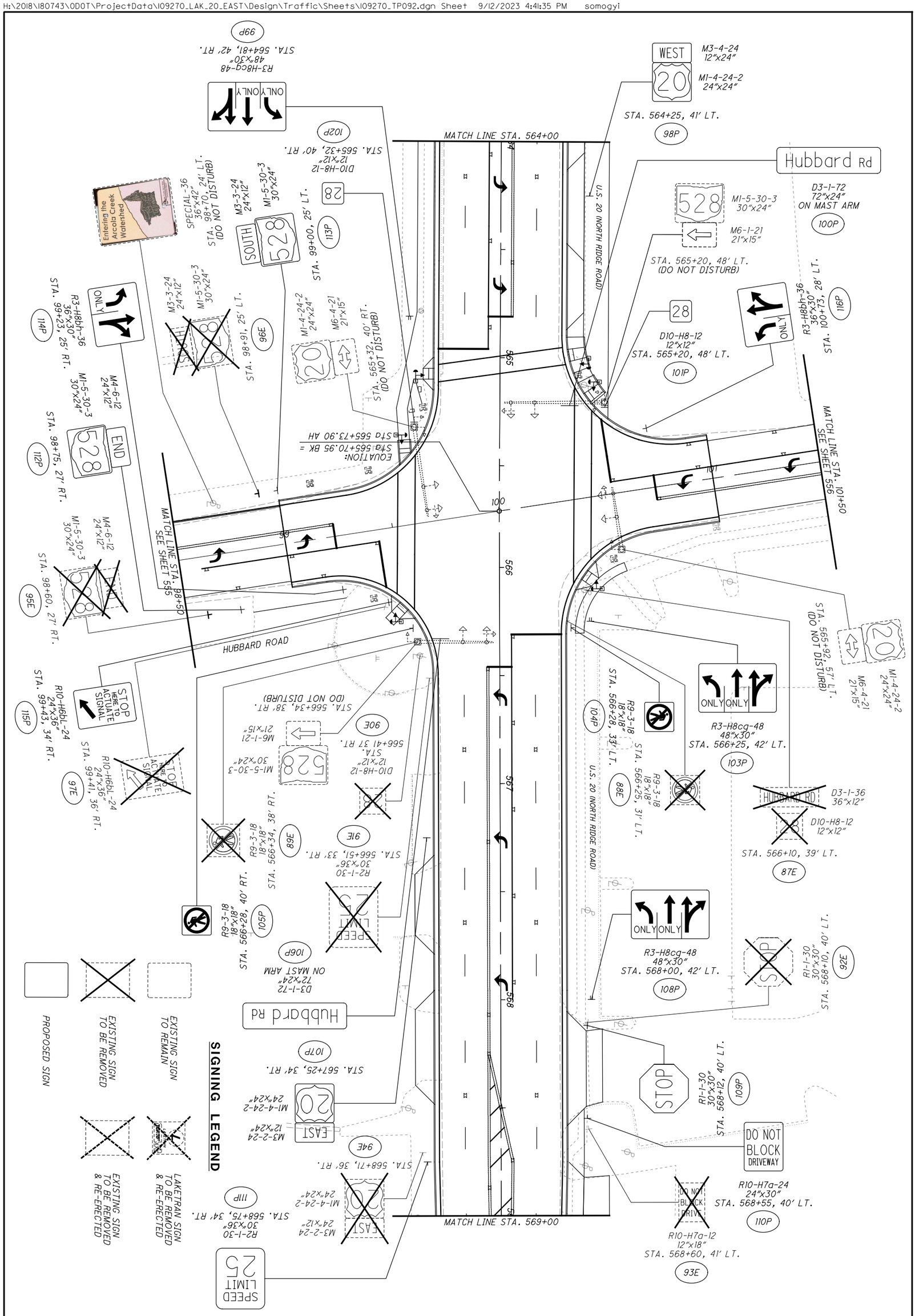
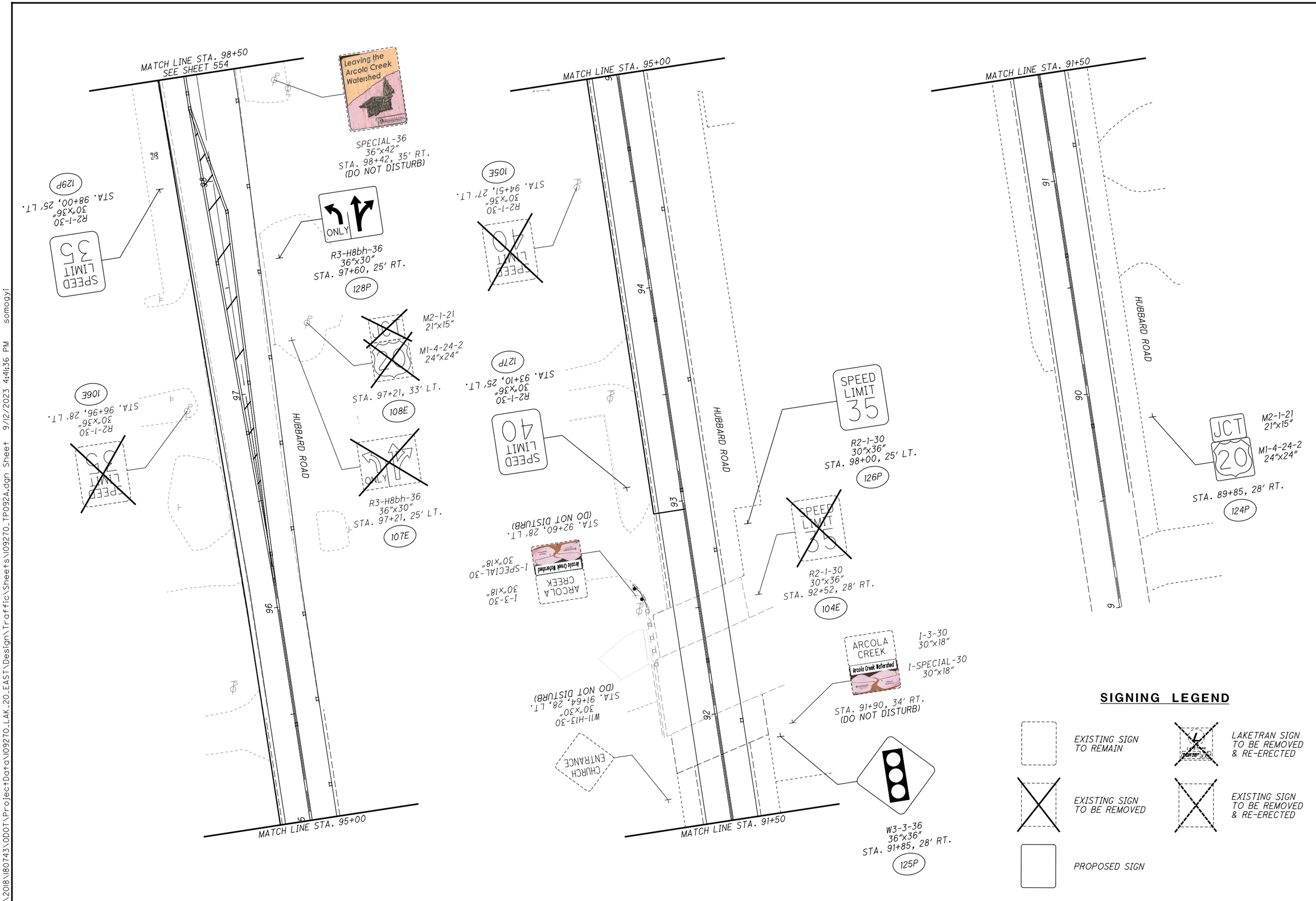


570 / 651	LAK-US-20-24.99	SIGNING PLAN STA. 559+00 TO STA. 564+00	CALCULATED JDC CHECKED EJT 0 10 20 40 HORIZONTAL SCALE IN FEET



571 / 651	LAK-US-20-24.99	SIGNING PLAN STA. 564+00 TO STA. 569+00	CALCULATED JDC CHECKED EJT	0 10 20 40 HORIZONTAL SCALE IN FEET



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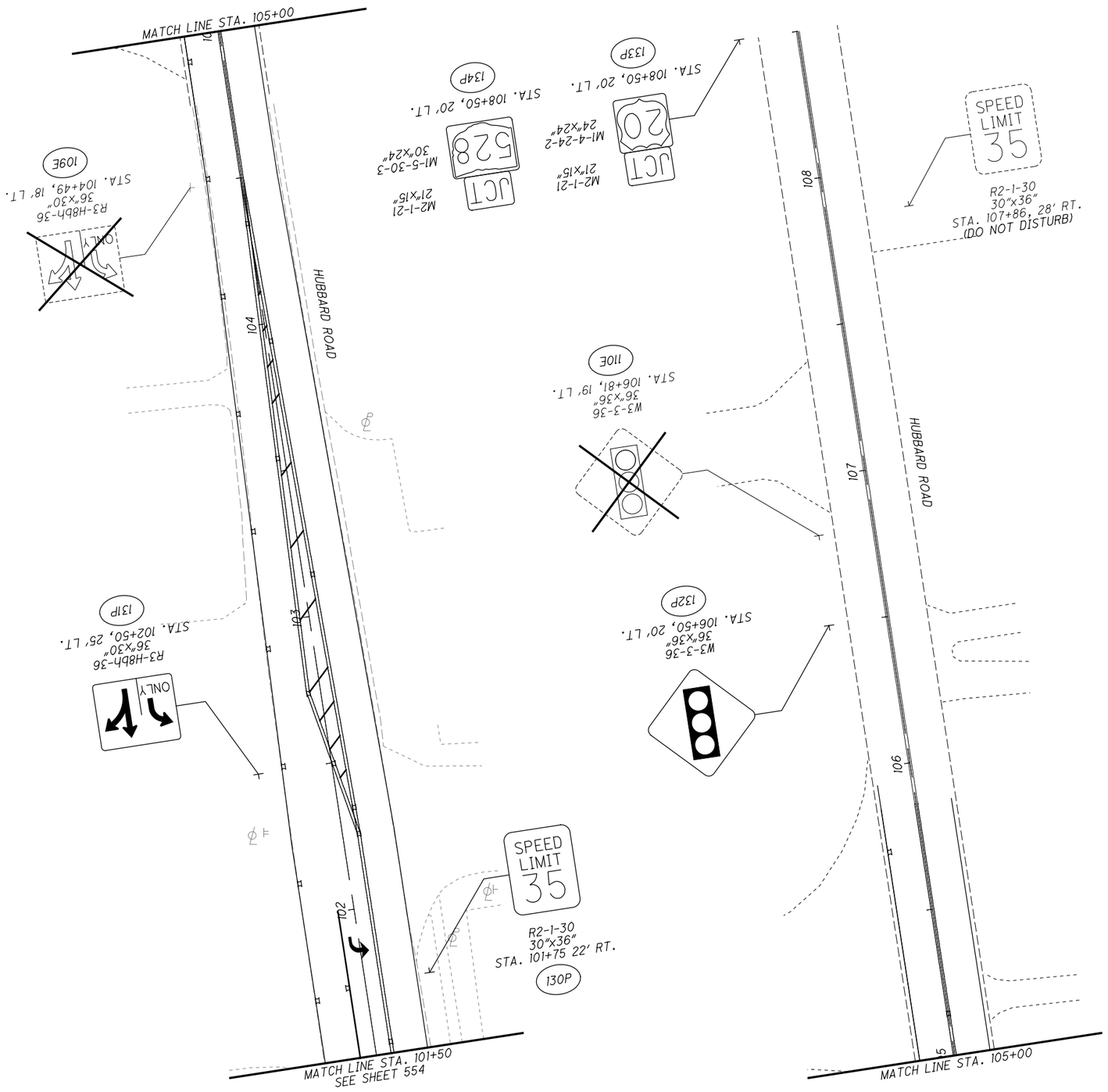
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 89+50 TO STA. 91+50

LAK-US-20-24.99

572
651



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 101+50 TO STA. 108+50

LAK-US-20-24.99

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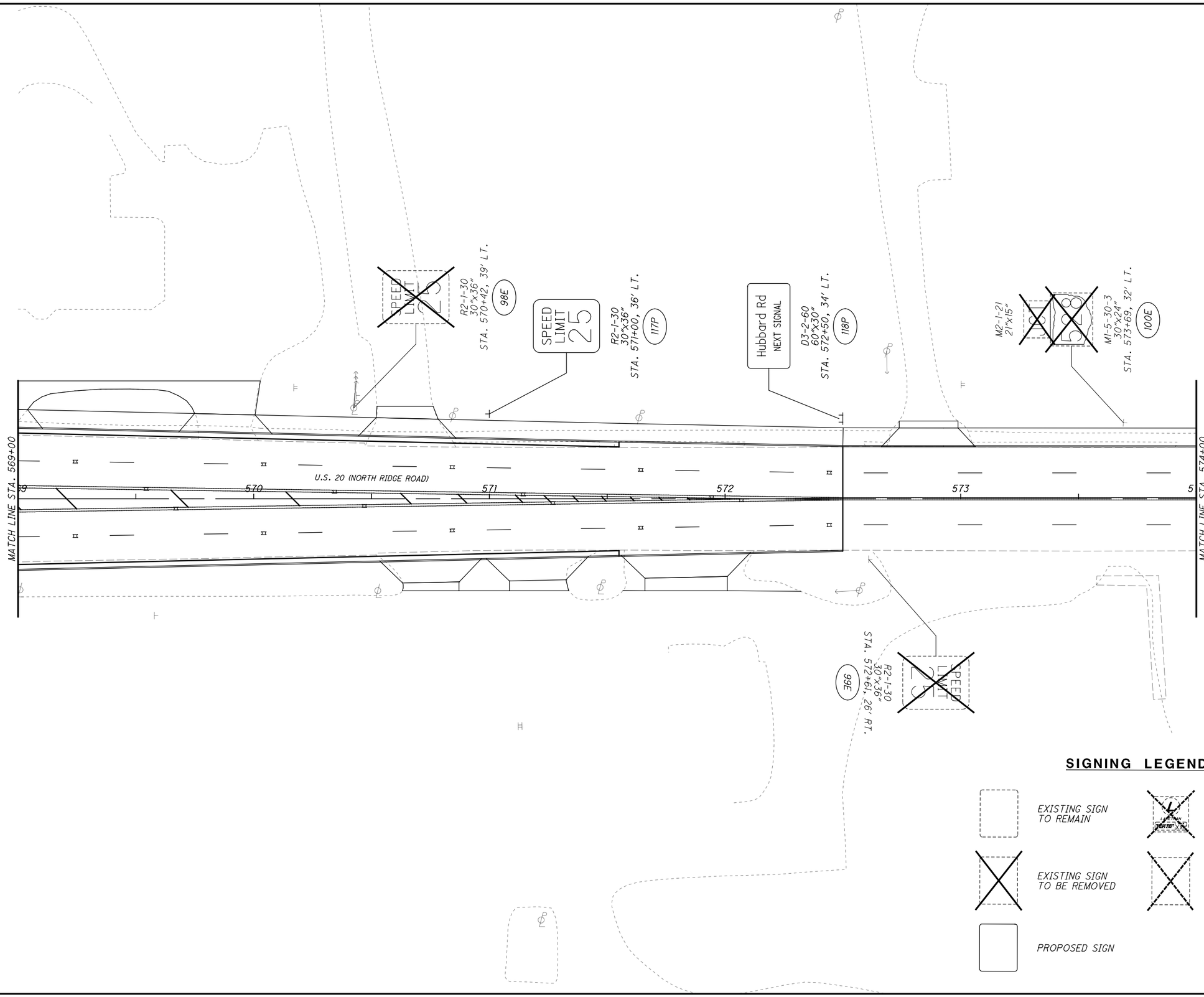

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- LAKETRAN SIGN TO BE REMOVED & RE-ERECTED
- EXISTING SIGN TO BE REMOVED & RE-ERECTED

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 569+00 TO STA. 574+00

LAK-US-20-24.99

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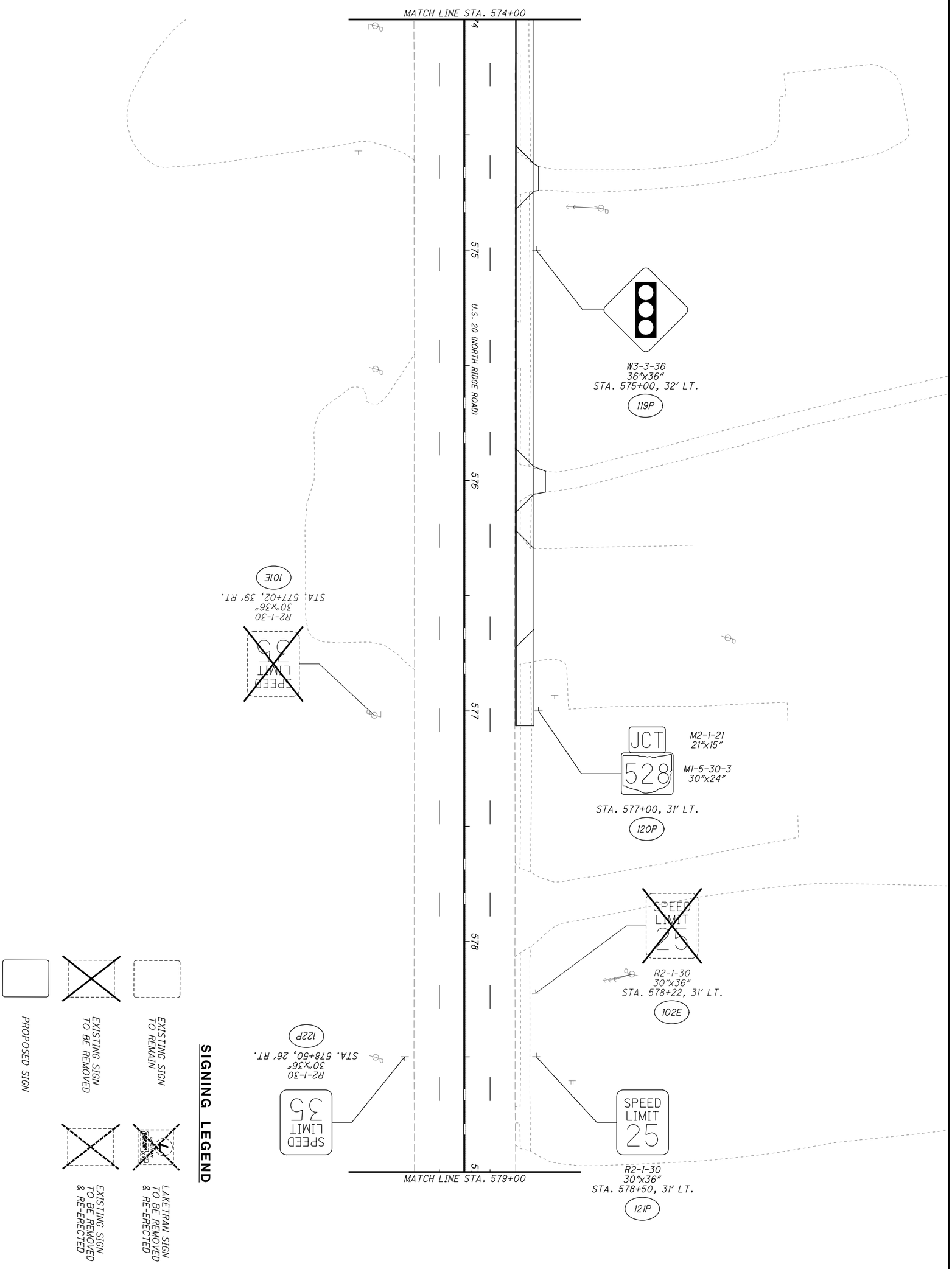


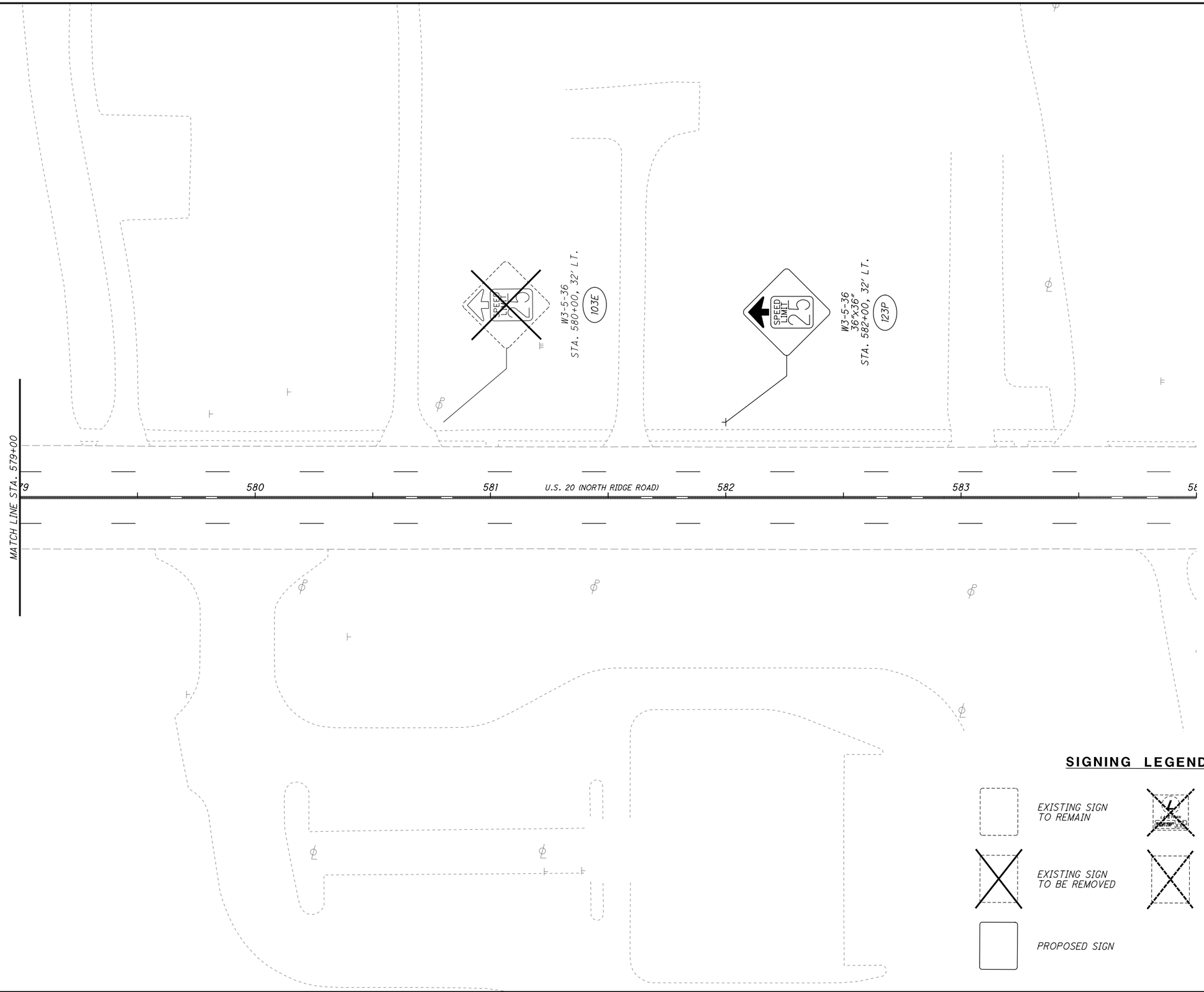
575
651

LAK-US-20-24.99

SIGNING PLAN
STA. 574+00 TO STA. 579+00

CALCULATED JDC
CHECKED EJT

0 10 20 40
HORIZONTAL SCALE IN FEET



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED EJT

SIGNING PLAN
STA. 579+00 TO STA. 584+00

LAK-US-20-24.99

576
651

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POWER SUPPLY FOR TRAFFIC SIGNALS

ELECTRIC POWER SHALL BE OBTAINED FROM FIRST ENERGY AT THE LOCATION INDICATED ON THE PLANS. POWER SUPPLIED SHALL BE 120 VOLTS.

SIGNAL ACTIVATION

PRIOR TO ACTIVATING THE NEW TRAFFIC SIGNAL TO STOP-AND-GO MODE AND/OR REMOVING THE EXISTING TRAFFIC SIGNAL FROM SERVICE, ALL ITEMS IN THE PROPOSED SIGNAL PLAN SHALL BE FULLY COMPLETED, (I.E., VEHICLE DETECTION, PEDESTRIAN SIGNAL HEADS, ETC). IF THERE ARE CONSTRUCTABILITY ISSUES (I.E., ROADWAY WIDENING, ETC.) THAT PREVENT THE SIGNAL FROM BEING COMPLETED PRIOR TO ACTIVATION, IT SHALL BE BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER. THE DISTRICT TRAFFIC ENGINEER WILL THEN REVIEW, APPROVE OR REJECT PROPOSALS TO ACTIVATE THE TRAFFIC SIGNAL PRIOR TO COMPLETION.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER AT LEAST 10 WORKING DAYS PRIOR TO SCHEDULING THE FINAL INSPECTION OF THE SIGNAL INSTALLATION. FINAL INSPECTION IS NOT CONSIDERED COMPLETE UNTIL DESIGNATED DISTRICT TRAFFIC PERSONNEL INSPECT THE TRAFFIC SIGNAL AND ISSUE WRITTEN APPROVAL. IF ISSUES ARE FOUND DURING THE FINAL INSPECTION THAT EFFECT THE SAFETY OF THE TRAVELING PUBLIC AND/OR THE EFFICIENCY OF THE INTERSECTION, THE SIGNAL SHALL NOT BE ACTIVATED ON THE PROPOSED DATE. ANY PUNCH LIST ITEMS THAT ARE FOUND SHALL BE CORRECTED AND REINSPECTED BY DISTRICT TRAFFIC PERSONNEL PRIOR TO FINAL ACCEPTANCE. ODOT FORCES SHALL ONLY ASSUME DAY TO DAY MAINTENANCE OF THE TRAFFIC SIGNAL AFTER FINAL WRITTEN ACCEPTANCE HAS BEEN ISSUED.

GUARANTEE

THE CONTRACTOR SHALL GUARANTEE THAT THE TRAFFIC CONTROL SYSTEM INSTALLED AS PART OF THIS CONTRACT SHALL OPERATE SATISFACTORILY FOR A PERIOD OF 90 DAYS FOLLOWING COMPLETION OF THE 10-DAY PERFORMANCE TEST. IN THE EVENT OF UNSATISFACTORY OPERATION, THE CONTRACTOR SHALL CORRECT FAULTY INSTALLATIONS, MAKE REPAIRS AND REPLACE DEFECTIVE PARTS WITH NEW PARTS OF EQUAL OR BETTER QUALITY.

EQUIPMENT, MATERIAL AND LABOR COSTS INCURRED IN CORRECTING AN UNSATISFACTORY OPERATION SHALL BE BORNE BY THE CONTRACTOR.

THE GUARANTEE SHALL COVER THE FOLLOWING ITEMS OF THE TRAFFIC CONTROL SYSTEM: CONTROLLER, CABINET, UNINTERRUPTIBLE POWER SUPPLY, VEHICLE DETECTION EQUIPMENT, LED LAMP UNITS, NETWORK AND COMMUNICATION/ INTERCONNECT EQUIPMENT.

CUSTOMARY MANUFACTURER'S GUARANTEES FOR THE FOREGOING ITEMS SHALL BE TURNED OVER TO THE STATE OR THE MAINTAINING AGENCY FOLLOWING ACCEPTANCE OF THE EQUIPMENT.

THE COST OF GUARANTEEING THE TRAFFIC CONTROL SYSTEM WILL BE INCIDENTAL TO AND INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS ITEMS MAKING UP THE SYSTEM.

DETECTION MAINTENANCE

IF VEHICLE DETECTION BECOMES UNEXPECTEDLY DISABLED, REQUIRES MODIFICATION, OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER.

IF THE LOSS OF VEHICLE DETECTION IS KNOWN PRIOR TO THE START OF CONSTRUCTION, IT SHALL BE DISCUSSED AT THE PRECONSTRUCTION MEETING. AT SUCH TIME, THE DISTRICT TRAFFIC ENGINEER SHALL ADVISE THE PROJECT ENGINEER AND CONTRACTOR ON THE APPROPRIATE ACTION TO RECTIFY ANY LOSS OF VEHICLE DETECTION. THIS MAY INCLUDE PLACING THE TRAFFIC SIGNAL ON MINIMUM OR MAXIMUM RECALL, MODIFYING THE MINIMUM GREEN TIMES, AND REMOVING THE MALFUNCTION-ING DETECTION FROM SERVICE. WHERE NON-INTRUSIVE DETECTION (I.E. VIDEO, RADAR) ALREADY EXISTS, THE CONTRACTOR SHALL INSURE THAT DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. THIS IS TO AVOID THE SIGNAL FROM MAXING OUT THE EFFECTED SIGNAL PHASE AND CREATING UNNECESSARY DELAYS.

LOCATIONS WHERE NON-INTRUSIVE DETECTION IS PROPOSED AND THE EXISTING VEHICLE DETECTION IS TO BE ABANDON, THE NON-INTRUSIVE VEHICLE DETECTION SHALL BE INSTALLED, CONFIGURED AND MADE FULLY FUNCTIONAL PRIOR TO THE EXISTING DETECTION BEING DISABLED. THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND MODIFY THE DETECTION UNTIL FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL. THIS IS TO ENSURE VEHICLE DETECTION REMAINS FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION

TRAFFIC SIGNAL INSTALLATIONS, INCLUDING SIGNAL HEADS, CABLE, MESSENGER WIRE, STRAIN POLES, CABINET, CONTROLLER, ETC., SHALL BE REMOVED IN ACCORDANCE WITH C&MS 632.26 AND AS INDICATED ON THE PLANS. REMOVED ITEMS SHALL BE REUSED AS PART OF A NEW INSTALLATION ON THE PROJECT OR STORED ON THE PROJECT FOR SALVAGE BY (NAME OF AGENCY RECEIVING STORED ITEMS) IN ACCORDANCE WITH THE LISTING GIVEN HEREIN.

ITEMS TO BE STORED:

SIGNAL HEADS
PEDESTRIAN SIGNAL HEADS
PEDESTRIAN PUSHBUTTONS
STRAIN POLES (DERUBERTIS)
UPS & CABINET (DERUBERTIS)
CONTROLLER & CABINET (DERUBERTIS)

REMOVED ITEMS SHALL BE DELIVERED TO THE NEAREST ODOT FACILITY WHOSE ADDRESS IS LISTED BELOW:

ODOT DISTRICT 12 SIGNAL SHOP, ATTN: LEONARD PAIGE
CONTACT PHONE NUMBER 216-584-2302

25609 EMERY ROAD
WARRENSVILLE, OHIO 44128

IN THE EVENT THE ITEMS STORED ON THE PROJECT FOR SALVAGE BY THE LOCAL AGENCY ARE NOT REMOVED, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

WORK INSPECTION

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER WITH 72-HOUR NOTICE OF ANY SIGNAL WORK TO BE PERFORMED AT THE INTERSECTION SITE(S) SO THAT INSPECTION SERVICES CAN BE SUPPLIED.

632 PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 632 AND 732 THE FOLLOWING SHALL APPLY:

1. SIGNAL HEADS AND VISORS SHALL BE CONSTRUCTED OF BLACK POLYCARBONATE PLASTIC AND MEET ITE SPECIFICATIONS.

2. PROPER EXTERIOR COLORS SHALL BE OBTAINED BY USE OF COLORED PLASTIC MATERIAL RATHER THAN PAINTING.

3. PIPE, SPACERS AND FITTINGS CONSTRUCTED OF POLYCARBONATE PLASTIC MAY BE USED IN LIEU OF GALVANIZED STEEL OR ALUMINUM.

4. THE PEDESTRIAN SIGNAL HEAD SHALL BE OF THE LED COUNTDOWN TYPE.

5. NEW ATTACHMENT HARDWARE AND FITTINGS SHALL BE USED.

6. THE LIGHT EMITTING DIODE (LED) MODULES SHALL MEET THE REQUIREMENTS OF C&MS 732.04-C. THE CONTRACTOR SHALL PROVIDE ODOT, IN WRITING, WITH THE LED MANUFACTURER NAME, SERIAL NUMBER, PART NUMBER, DESCRIPTION OF LAMP, AND DATE OF MANUFACTURE FOR ALL LED UNITS THAT ARE TO BE USED IN THE SIGNAL HEAD PRIOR TO INSTALLATION, FOR ACCEPTANCE AND WARRANTY PURPOSES.

PAYMENT FOR ITEM 632 PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN SHALL BE MADE FOR THE NUMBER OF COMPLETE SIGNAL HEAD FURNISHED AND INSTALLED, INCLUDING ALL LABOR, EQUIPMENT, MATERIALS AND NEW ATTACHMENT HARDWARE.

633 CABINET, TYPE 332L, AS PER PLAN

THE CABINET SHALL BE FURNISHED AND INSTALLED ACCORDING TO CMS 633 AND 733, AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS LIST (TAP).

THE CABINET SHALL BE FURNISHED WITH AN EDI MONITOR AS ALLOWED ON THE TAP/APPROVED PRODUCTS LIST.

THE CONTRACTOR SHALL NOT REASSIGN THE CABINET DETECTOR INPUTS IN ORDER TO REDUCE THE NUMBER OF 2-CHANNEL DETECTOR UNITS SUPPLIED AND SHALL USE THE STANDARD CALTRANS INPUT FILE DESIGNATIONS FOLLOWING PLAN INSERT SHEET 203324.

PAYMENT FOR ITEM 633 CABINET, TYPE 332L, AS PER PLAN WILL BE AT THE CONTRACT BID PRICE PER EACH COMPLETE AND IN PLACE INCLUDING ALL CONNECTIONS TESTED AND ACCEPTED.

809 ATC CONTROLLER, AS PER PLAN

THE CONTROLLER UNIT SHALL BE FURNISHED AND INSTALLED PER SS 809 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS (TAP) LIST.

THE CONTROLLER SHALL BE AN ECONOLITE COBALT AND COMPATIBLE WITH THE CABINET TYPE BEING INSTALLED.

632 SIGNAL SUPPORT FOUNDATION

PRIOR TO ORDERING THE SIGNAL SUPPORTS, THE CONTRACTOR SHALL CONTACT OUPS TO HAVE ALL THE UTILITIES LOCATED IN THE FIELD. THEN THE CONTRACTOR SHALL MEET THE PROJECT ENGINEER TO LOCATE THE PROPOSED SUPPORT LOCATIONS TO INSURE THERE ARE NO CONFLICTS WITH UTILITIES. IF THERE ARE ISSUES, THE PROJECT ENGINEER SHALL PROVIDE GUIDANCE AS TO THE RELOCATION OF THE SUPPORTS.

DUE TO THE FURTHER POSSIBILITY OF CONFLICT WITH EXISTING OR PROPOSED UNDERGROUND OBSTRUCTIONS (INCLUDING THE POSSIBILITY OF UNRECORDED OBSTRUCTIONS) WHICH COULD AFFECT THE LOCATION OF THE FOUNDATION FOR THIS ITEM, AND CONSEQUENTLY, THE DESIGN OF THE SUPPORT AND/OR ARMS, THE CONTRACTOR SHALL NOT PLACE FINAL ORDERS FOR THE ITEM UNTIL THE FOUNDATIONS HAVE BEEN INSTALLED, AT FINAL GRADE, AND THE CONTRACTOR HAS RECEIVED, FROM ENGINEER, WRITTEN NOTICE TO PROCEED WITH THE ORDERS FOR THE ITEM.

IF ANY FOUNDATION LOCATIONS MUST BE ADJUSTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND MAINTAINING AGENCY, WHO WILL DETERMINE THE REVISED LOCATION AND IF NEEDED, THE SUPPORT DESIGN. THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR DETERMINING THE REVISED DESIGN. THE ENGINEER WILL INFORM THE CONTRACTOR OF ANY CHANGES NECESSARY AND AUTHORIZE THE CONTRACTOR TO ORDER THE SUPPORT.

THE CONTRACTOR SHALL, WHEN DEVELOPING THE PROGRESS SCHEDULE, AND THOSE OF SUBCONTRACTORS, ENSURE THAT THE FOUNDATIONS ARE INSTALLED AT THE EARLIEST TIME AS IS FEASIBLE AND PRACTICAL, AND SHALL INCLUDE SUFFICIENT TIME IN THE PROGRESS SCHEDULE FOR ORDERING, MANUFACTURING, DELIVERY, AND INSTALLATION OF THE SUPPORT ITEMS AFTER THE FOUNDATIONS ARE IN PLACE.

NO PAYMENTS FOR DELIVERED MATERIALS FOR THE FOUNDATION OR SUPPORT ITEMS SHALL BE MADE UNTIL THE FOUNDATIONS ARE IN PLACE, AND IF CHANGES IN THE DESIGN OF THIS ITEM ARE REQUIRED, NO PAYMENT SHALL BE MADE FOR THE ITEMS MANUFACTURED TO THE ORIGINAL DESIGN.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE AND WILL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY FOR EACH SUPPORT FURNISHED, IN PLACE, COMPLETE AND ACCEPTED.

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809 PREEMPTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING OPTICOM PREEMPTION EQUIPMENT IN THE LOCATIONS AND LOCAL CONTROLLERS AS SHOWN IN THE PLAN. THE PREEMPTION SHALL CONFORM TO ODOT SUPPLEMENTAL SPECIFICATION 809 AND SHALL UTILIZE COMMUNICATIONS TO IDENTIFY THE PRESENCE OF AN EMERGENCY PRIORITY VEHICLE. IT SHALL CAUSE THE TRAFFIC SIGNAL CONTROLLER TO SELECT A PRE-PROGRAMMED PREEMPTION PLAN THAT WILL DISPLAY AND HOLD THE DESIRED SIGNAL PHASE FOR THE DIRECTION OF THE EMERGENCY VEHICLE.

THE COMMUNICATIONS MEDIUM SHALL EMPLOY LIGHT DETECTION DETECTION TECHNIQUES TO DETERMINE AND LOG THE PRESENCE OF THE EMERGENCY VEHICLE. THE SYSTEM SHALL DETECT THE PRESENCE OF THE VEHICLE THROUGH AN EMITTING DEVICE LOCATED ON THE EMERGENCY VEHICLE. THE SYSREM SHALL ACTIVATE THE PREEMPTION SEQUENCE BY APPLYING A SIGNAL TO ONE OF THE CONTROLLER'S PREEMPT DISCRETE INPUTS. THE SYSTEM SHALL BE COMPLETELY COMPATIBLE WITH THE CONTROLLER.

THE EQUIPMENT SHALL BE SHELF OR RACK MOUNTED AND EASILY REMOVABLE AND REPLACEABLE WITHIN THE CABINET. SUPPLY EQUIPMENT COMPLETELY WIRED IN THE CONTROLLER CABINET AND TESTED. THE SYSTEM SHALL BE CAPABLE OF PREEMPTING AND RECEIVING PRIORITY FOR EACH APPROACH TO THE INTERSECTION. IT SHALL BE POSSIBLE TO DETECT THE EMERGENCY VEHICLE AT LEAST 2000 FEET FROM THE INTERSECTION IN AN 80dB-A NOISE ENVIRONMENT.

ALL PREEMPTION PLANS SHOULD BE PROGRAMMED TO PREVENT THE YELLOW TRAP, UNLESS AS DIRECTED BY THE DISTRICT TRAFFIC ENGINEER. YELLOW TRAP PREVENT WILL FORCE THE TRANSITION THROUGH YELLOW CHANGE AND RED CLEARANCE FOR RESOLUTION OF YELLOW TRAP IF ANY PHASE OPPOSING THE PREEMPTION CLEARANCE PHASE(S) IS ACTIVE AND DISPLAYING A GREEN OR FLASHING YELLOW ARROW INDICATION WHEN THE PREEMPTION PLAN IS ACTIVATED AND THE PREEMPTION CLEARANCE PHASE(S) ARE GREEN.

SUPPLY EACH INTERSECTION SHOWN IN THE PLANS WITH THE FOLLOWING COMPONENTS, EACH BID SEPARATELY:

1. PREEMPT RECEIVING UNIT.

2. PREEMPT DETECTOR CABLE.

3. PREEMPT PHASE SELECTOR ASSEMBLY AND INTERFACE WIRING PANEL.

4. CONFIRMATION LIGHT.

FOR THE LIGHT-ACTIVATED SYSTEM SPECIFIED, THE CONTRACTOR SHALL INVENTORY THE CITY'S EXISTING EMITTERS TO DETERMINE COMPATIBILITY WITH THE PROPOSED SYSTEM. IF EXISTING EMITTERS ARE FOUND TO BE NOT COMPATIBLE, THEN THE CITY SHALL BE SUPPLIED (AT COSTS INCIDENTAL TO THE SYSTEM) WITH THE EMITTERS, TRANSMITTERS, SWITCHES, WIRING AND ALL REQUIRED VEHICLE EQUIPMENT FOR THE FOLLOWING EMERGENCY VEHICLES. THE CITY SHALL BE RESPONSIBLE FOR INSTALLING VEHICLE EQUIPMENT.

THE CITY SHALL BE SUPPLIED WITH SOFTWARE REQUIRED TO CALIBRATE, LOG, AND OPERATE THE SYSTEM. TWO (2) OPERATING AND INSTRUCTION MANUALS SHALL BE SUPPLIED WITH THE SOFTWARE.

THE CONTRACTOR SHALL THOROUGHLY TEST THE INSTALLED SYSTEM. AS A MINIMUM, THE CONTRACTOR SHALL VERIFY THAT ALL CONNECTIONS ARE PROPERLY MADE TO THE CONTROLLER CABINETS. THE CONTRACTOR SHALL CHECK THAT THE RANGE SETTING IS PROPER FOR EACH INTERSECTION. THE CONTRACTOR SHALL DETERMINE THAT ALL PHASE SELECTORS ARE SELECTING THE PROPER PHASE AND TIMING ACCURATELY. THE CONTRACTOR SHALL VERIFY THAT ALL VEHICLE EMITTERS ARE BEING PROPERLY DETECTED.

IF THE PROPOSED PREEMPT SYSTEM IS NOT COMPATIBLE WITH THE EXISTING SYSTEM, THE CONTRACTOR SHALL PROVIDE TRAINING FOR UP TO FIFTEEN (15) PERSONS IN THE OPERATION OF THE SYSTEM. IT SHALL BE PROVIDED WITHIN 48 HOURS OF THE INSTALLATION OF THE SYSTEM. IT SHALL CONSIST OF HANDS-ON INSTRUCTION FOR A MINIMUM OF SIXTEEN (16) HOURS. THE CONTRACTOR SHALL PROVIDE TRAINING FOR UP TO FOUR (4) PERSONS IN THE INSTALLATION AND MAINTENANCE OF THE SYSTEM. IT SHALL CONSIST OF A MINIMUM OF EIGHT (8) HOURS OF INSTRUCTION. TRAINING SHALL BE SUPPLIED WITHIN SEVEN (7) DAYS OF THE INSTALLATION OF THE SYSTEM. ALL TRAINING SHALL BE HELD IN A CITY SUPPLIED LOCATION. TRAINING SHALL BE CONDUCTED BY SOMEONE WHO HAS PERFORMED THIS WITHIN THE LAST YEAR AND DOES IT ON A REGULAR BASIS. THE COST OF TRAINING, INCLUDING COURSE MATERIAL, TRAVEL SUBSISTENCE AND RELATED COSTS, SHALL BE ENTIRELY BORNE BY THE CONTRACTOR AND SHALL BE INCIDENTAL TO THE PREEMPTION EQUIPMENT.

PAYMENT FOR ITEM 809 PREEMPTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH PREEMPTION IN PLACE AND FULLY OPERATIONAL AS SHOWN IN THE PLANS, EXCEPT FOR THOSE ITEMS BID SEPARATELY.

809 PREEMPTION DETECTOR CABLE

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING PREEMPTION DETECTOR HOME RUN CABLE IN THE LOCATIONS SHOWN IN THE PLANS. IT SHALL CONNECT THE PREEMPT RECEIVING UNITS TO THE PHASE SELECTORS IN THE LOCAL CONTROLLER CABINET.

PREEMPTION DETECTOR CABLE SHALL CONFORM TO ODOT SPECIFICATION 632. ONLY ONE EXTERNAL SPLICE SHALL BE PERMITTED BETWEEN PREEMPTION RECEIVER UNIT AND CONTROLLER CABINET. THIS SPLICE SHALL MEET THE REQUIREMENTS OF C&MS 632.23 USING A WATERPROOF EPOXY SPLICE KIT. THE CABLE SHALL BE APPROVED FOR BOTH OVERHEAD AND UNDERGROUND USE. THE JACKET SHALL WITHSTAND EXPOSURE TO SUNLIGHT AND ATMOSPHERIC TEMPERATURES AND STRESSES REASONABLY EXPECTED IN NORMAL INSTALLATIONS.

PAYMENT FOR ITEM 809 PREEMPTION DETECTOR CABLE SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT FOR THE CABLE FURNISHED, IN PLACE, ALL CONNECTIONS MADE AND WIRING COMPLETED, TESTED AND ACCEPTED.

809 PREEMPT PHASE SELECTOR

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING PREEMPT PHASE SELECTORS INCLUDING WIRING INTERFACE PANELS IN THE LOCAL CONTROLLER CABINET AND ALL OTHER ACCESSORIES THAT ARE NECESSARY TO MAKE THE PREEMPT PHASE SELECTORS COMPLETELY FUNCTIONAL AND OPERATIONAL AS SHOWN IN THE PLANS. THIS ITEM SHALL INCLUDE THE EXTRA CABINET SPACE NECESSARY TO BE LOCATED IN THE LOCAL CONTROLLER CABINETS WHERE INDICATED IN THE PLANS.

THE PHASE SELECTORS SHALL CONSIST OF A MODULE OR MODULES THAT WILL PROVIDE THE NECESSARY INPUTS TO THE CONTROLLER. PHASE SELECTORS SHALL BE SUPPLIED WITH SUFFICIENT QUANTITIES OF CHANNELS TO PROVIDE PREEMPTION FOR ALL APPROACHES TO THE INTERSECTION SEPARATELY. POWER SHALL BE OBTAINED FROM THE PHASE SELECTOR OR PHASE SELECTOR POWER SUPPLY AND NOT FROM THE LOCAL CONTROLLER TIMER.

THE PHASE SELECTORS SHALL HAVE FRONT PANEL INDICATORS FOR ACTIVE PREEMPT CHANNEL STATUS. IT SHALL HAVE TEST SWITCHES TO ACTIVATE ALL PREEMPT CHANNELS.

FURNISH PREEMPT PHASE SELECTORS WITH 60-MONTH WARRANTIES OR FOR THE MANUFACTURER'S STANDARD WARRANTY WHICHEVER IS GREATER. ENSURE THAT THE WARRANTY PERIOD BEGINS ON THE DATE OF SHIPMENT TO THE PROJECT. ENSURE THAT EACH UNIT HAS A PERMANENT LABEL OR STAMP INDICATING THE DATE OF SHIPMENT.

PAYMENT FOR ITEM 809 PREEMPT PHASE SELECTOR SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH PHASE SELECTOR IN PLACE, COMPLETELY INSTALLED IN THE LOCAL CONTROLLER SHOWN IN THE PLANS, WIRED, TESTED AND ACCEPTED.

809 PREEMPT CONFIRMATION LIGHT, LED

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING PREEMPT CONFIRMATION LIGHTS INCLUDING HARDWARE AND ALL OTHER ACCESSORIES THAT ARE NECESSARY TO MAKE THE PREEMPT CONFIRMATION LIGHT COMPLETELY FUNCTIONAL AND OPERATIONAL AS SHOWN IN THE PLANS.

A CONFIRMATION LIGHT SHALL BE SUPPLIED FOR EACH INTERSECTION TO INDICATE THAT THE EMERGENCY VEHICLE HAS ACHIEVED CONTROL OF THE TRAFFIC SIGNAL.

THE CONFIRMATION LIGHT SHALL BE A WEATHER TIGHT LIGHTING FIXTURE. IT SHALL BE SUPPLIED WITH A CLEAR GLOBE, LED LAMP AND MOUNTING HARDWARE TO ATTACH TO THE TRAFFIC SIGNAL MAST ARM. THE CONFIRMATION LIGHT SHALL BE POWERED BY A LOAD SWITCH IN THE TRAFFIC SIGNAL CONTROLLER. SIGNAL CABLE CONFORMING TO 732.19 SHALL BE USED FOR CONFIRMATION LIGHTS. A MINIMUM OF 4-CONDUCTOR CABLE SHALL BE USED WITH THE GREEN WIRE SERVING AS THE SAFETY GROUND CONDUCTOR. PAYMENT FOR ITEM 809 PREEMPT CONFIRMATION LIGHT, LED SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH LIGHT IN PLACE, COMPLETELY INSTALLED IN THE LOCATION SHOWN IN THE PLANS, WIRED, TESTED AND ACCEPTED.

809 PREEMPTION RECEIVING UNIT

RECEIVING UNITS SHALL CONSIST OF A LIGHTWEIGHT, WEATHERPROOF AND DIRECTIONAL ASSEMBLY. EACH RECEIVING UNIT SHALL BE 360 DEGREE ADJUSTABLE. THE RECEIVING UNIT SHALL BE CAPABLE OF SENDING THE PROPER ELECTRICAL SIGNAL TO THE TRAFFIC SIGNAL CONTROLLER VIA THE PREEMPTION DETECTOR CABLE. RECEIVING UNITS SHALL BE SUPPLIED WITH MAST ARM MOUNTING HARDWARE AS SHOWN IN THE PLANS.

FURNISH PREEMPTION RECEIVING UNITS WITH 60-MONTH WARRANTIES OR FOR THE MANUFACTURER'S STANDARD WARRANTY WHICHEVER IS GREATER. ENSURE THAT THE WARRANTY PERIOD BEGINS ON THE DATE OF SHIPMENT TO THE PROJECT. ENSURE THAT EACH UNIT HAS A PERMANENT LABEL OR STAMP INDICATING THE DATE OF SHIPMENT.

PAYMENT FOR ITEM 809 PREEMPTION RECEIVING UNIT SHALL BE AT THE CONTRACT UNIT FOR EACH RECEIVING UNIT IN PLACE, COMPLETELY INSTALLED AT THE LOCATION SHOWN IN THE PLANS, WIRED, TESTED AND ACCEPTED.

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GROUNDING AND BONDING

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) AND THE TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

1. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.

   A. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.

   B. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.

   C. METALLIC CONDUIT CARRYING THE LOOP WIRES FROM IN THE PAVEMENT TO THE PULL BOX SPLICE LOCATION WILL ONLY BE BONDED AT THE PULL BOX END, AND WILL NOT CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR.

   D. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.

   E. IF AN EQUIPMENT GROUNDING CONDUCTOR IS NEEDED IN CONDUIT BETWEEN SIGNALIZED INTERSECTIONS FOR UNDERGROUND INTERCONNECT CABLE, THE GROUNDING SYSTEM FOR EACH SIGNALIZED INTERSECTION WILL BE SEPARATED ABOUT MIDWAY BETWEEN THE INTERSECTIONS.

   F. THE MESSENGER WIRE AT SIGNALIZED INTERSECTIONS WILL BE USED AS THE CONDUCTIVE PATH FROM CORNER TO CORNER IF CONDUIT IS NOT PROVIDED UNDER THE ROADWAY. WHEN CONDUIT CONNECTS THE CORNERS OF AN INTERSECTION, AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE USED IN THE CONDUIT.

2. CONDUITS.

   A. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.

   B. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.

   C. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

   D. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

3. WIRE FOR GROUNDING AND BONDING.

   A. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:

      I. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.

      II. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

      III. USE A MINIMUM 8 AWG BETWEEN THE "PREPARE TO STOP WHEN FLASHING" INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

      IV. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.

   B. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.

4. GROUND ROD.

   A. A 3/4-INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

   B. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.

5. THE GREEN CONDUCTOR IN SIGNAL CABLES (CONDUCTOR #4) SHALL NOT BE USED TO SUPPLY POWER TO A SIGNAL INDICATION. IT WILL BE CONNECTED TO THE SIGNAL BODY AS AN EQUIPMENT GROUND IN ALUMINUM HEADS AND IT WILL BE UNUSED IN PLASTIC HEADS. UNUSED CONDUCTORS SHALL BE GROUNDED IN THE CABINET. TYPICAL USE OF CONDUCTORS IS AS FOLLOWS:

COND. NO.	COLOR	VEHICLE SIGNAL	PEDESTRIAN SIGNAL
1	BLACK	GREEN BALL	#1 WALK
2	WHITE	AC NEUTRAL	AC NEUTRAL
3	RED	RED BALL	#1 DW/FDW
4	GREEN	EQUIPMENT GROUND	EQUIPMENT GROUND
5	ORANGE	YELLOW BALL	#2 DW/FDW
6	BLUE	GREEN ARROW	#2 WALK
7	WHITE/BLACK	STRIPE YELLOW ARROW	NOT USED

6. POWER SERVICE AND DISCONNECT SWITCH.

   A. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPLICE.

   B. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.

      I. NEMA CONTROLLER CABINETS: IF A POWER SERVICE DISCONNECT SWITCH IS LOCATED BEFORE THE CONTROLLER CABINET, THE NEUTRAL (AC-) AND THE GROUNDING BARS IN THE CONTROLLER CABINET SHALL NOT BE CONNECTED TOGETHER AS SHOWN IN NEMA TS-2, FIGURE 5-4.

      II. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.

7. PAYMENT - ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

632 SIGNALIZATION MISC.: UNLASH AND RELASH MESSENGER WIRE

THE CONTRACTOR SHALL REMOVE EXISTING MESSENGER WIRE LASHING RODS AND REINSTALL THEM AS NECESSARY FOR THE INSTALLATION OF ANY NEW CABLES ON THE EXISTING INTERSECTION SIGNAL SPANS. THE CABLES SHALL ENTER THE EXISTING STRAIN POLE THROUGH THE POLE CABLE ENTRANCE FITTING AND USE THE EXISTING CONDUIT SYSTEM TO GET TO THE CONTROLLER CABINET. THE NEW CABLES SHALL BE SUPPORTED BY A NEW CABLE SUPPORT ASSEMBLY AT THE TOP OF THE STRAIN POLE.

THE NEW SIGNAL CABLES SHALL BE BID BY SEPARATE BID ITEMS.

PAYMENT FOR ITEM 632 "SIGNALIZATION MISC.: UNLASH AND RELASH MESSENGER WIRE" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT AND SHALL INCLUDE ALL LABOR, MATERIALS, CABLE SUPPORT ASSENBLIES AND EQUIPMENT TO INSTALL NEW CABLES ON EXISTING SIGNAL SPAN WIRE INSTALLATIONS.

633 UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 633 AND 733, POLE ATTACHMENT HARDWARE WILL BE INCLUDED FOR POLE-MOUNTED CABINETS, AND A CABINET RISER (8-INCH MINIMUM) AND ANCHOR BOLTS WILL BE PROVIDED FOR BASE-MOUNTED CABINETS. BEFORE PERFORMING THE WORK, THE CONTRACTOR, THE DISTRICT TRAFFIC ENGINEER AND THE PROJECT ENGINEER WILL PERFORM A SITE INSPECTION TO ESTABLISH THE LOCATION OF THE UPS CABINET AND FOUNDATION.

THE UPS CABINET SHALL INCLUDE A GENERATOR POWER PANEL WITH A HEAVY-DUTY POWER RELAY VERSUS THE LINE VOLTAGE GENERATOR SWITCH. THE GENERATOR INLET SHALL BE A RECESSED PANEL WITH A DOOR THAT IS FLUSH WITH THE EXTERNAL SIDE OF THE UPS CABINET. IT SHALL INCLUDE A RECESSED PLUG, AUTOMATIC TRANSFER SWITCH AND A DOOR THAT SECURELY CLOSES OVER THE POWER CORD.

THE CABINET SHALL HAVE A DOOR STOP MECHANISM AND THERMOSTATICALLY CONTROLLED FAN.

THE CABINET SHALL INCLUDE A BATTERY BALANCING DEVICE THAT REGULATES THE BATTERIES AND OPTIMIZES PERFORMANCE.

AFTER FOUR (4) HOURS OF BATTERY RUNTIME, THE SYSTEM SHALL BE PROGRAMMED TO SWITCH THE INTERSECTION FROM FULL OPERATION TO CONTROLLER AUTOMATIC FLASH OPERATION THROUGH THE MONITOR. THE CONTROLLER SHALL BE PROGRAMMED SO THAT FLASH OPERATION SHALL BEGIN ONCE THE INTERSECTION RUNS MINOR STREET GREEN (TYP. PH. 4 &8), ALL-RED CLEARANCE, AND THEN FLASH OPERATION.

THE UPS OUTPUT NOTIFICATIONS FOR ON BATTERY, BATTERY 2-HOUR TIMER, AND LOW BATTERY SHALL BE WIRED INTO THE TRAFFIC SIGNAL CABINET BACK PANEL OR THROUGH THE CONTROLLER WITH A C11 TO PROVIDE SPECIAL STATUS ALARMS FOR EACH OUTPUT INTO THE SIGNAL CONTROLLER.

THIS ITEM SHALL INCLUDE A RED LED STATUS INDICATOR LAMP TO ALLOW MAINTENANCE PERSONNEL AND LAW ENFORCEMENT TO QUICKLY ASSESS WHETHER A TRAFFIC SIGNAL CABINET IS BEING POWERED BY A UPS. THE LED HOUSING SHALL BE NEMA 4X, IP65 OR IP66, RATED FOR OUTDOOR USE AND BE TAMPER/SHATTER RESISTANT. IT SHALL BE A DOMED ENCLOSURE CONTAINING A RED LENS WITH LED THAT IS VISIBLE FROM 100 FOOT MINIMUM. THE ENCLOSURE AND LED MODULE SHOULD BE PLACED ON THE SIDE OF THE UPS CABINET FACING TOWARDS THE MAINLINE ROADWAY AND SEALED FROM WATER INTRUSION. IT SHOULD BE WIRED USING MINIMUM 20GA STRANDED, INSULATED HOOKUP WIRE TO THE STATUS RELAY OUTPUTS OF THE UPS. THE WIRES SHALL BE TERMINATED BY LUGS AT THE DISPLAY END AND PERMANENTLY LABELED "BACKUP POWER STATUS DISPLAY," WITH WIRE POLARITY INDICATED. THE RED LED SHALL ONLY ILLUMINATE TO INDICATE THE CABINET IS OPERATING UNDER UPS BACKUP POWER (THE "BACKUP" OPERATING CONDITION). THIS ITEM INCLUDES PROGRAMMING THE UPS STATUS RELAY OUTPUTS TO PRODUCE THE LAMP STATUS DISPLAYS. THESE STATUS DISPLAYS WILL BE SOLID 100% DUTY CYCLE (NOT FLASHING) DISPLAYS. THE OPERATING VOLTAGE OF THE LED LAMP SHALL BE 120V AC UNLESS OTHERWISE INDICATED.

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809 ADVANCE RADAR DETECTION, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR ADVANCE DETECTION UNIT (MODEL SS-200E). THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.

2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.

3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.

4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.

5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.

6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).

7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

8. THE CONTRACTOR SHALL INSTALL THE RADAR DETECTION PRIOR TO MILLING/DISABLING EXISTING LOOPS.

9. THE INSTALLATION SHALL INCLUDE ALL CONTROLLER PROGRAMMING FOR COMPLETE INSTALLATION, WHICH INCLUDES MODIFICATIONS FOR REMOVAL OF EXISTING DETECTION. PAYMENT FOR ITEM 809 ADVANCE RADAR DETECTION, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

PAYMENT FOR ITEM 809 ADVANCE RADAR DETECTION, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

809 STOP-LINE RADAR DETECTION, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR MATRIX DETECTION UNIT. THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.

2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.

3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.

4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.

5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.

6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).

7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

8. THE CONTRACTOR SHALL INSTALL THE RADAR DETECTION PRIOR TO MILLING/DISABLING EXISTING LOOPS.

9. THE INSTALLATION SHALL INCLUDE ALL CONTROLLER PROGRAMMING FOR COMPLETE INSTALLATION, WHICH INCLUDES MODIFICATIONS FOR REMOVAL OF EXISTING DETECTION AND ASSOCIATED PULL BOXES.

PAYMENT FOR ITEM 809 STOP-LINE RADAR DETECTION, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED.

632 REMOVAL OF TRAFFIC SIGNAL ITEM (PEDESTRIAN SIGNAL SYSTEM)

PEDESTRIAN SIGNAL SYSTEMS, INCLUDING SIGNAL HEADS, PEDESTALS, TRANSFORMER BASES, PUSH BUTTON ASSEMBLIES, ETC., SHALL BE REMOVED IN ACCORDANCE WITH C&MS 632.26 AND AS INDICATED ON THE PLANS. REMOVED ITEMS SHALL BE REUSED AS PART OF A NEW INSTALLATION ON THE PROJECT OR STORED ON THE PROJECT FOR SALVAGE BY (NAME OF AGENCY RECEIVING STORED ITEMS) IN ACCORDANCE WITH THE LISTING GIVEN HEREIN.

ITEMS TO BE STORED:

PEDESTRIAN SIGNAL HEADS
PEDESTRIAN PUSHBUTTON ASSEMBLIES
PEDESTRIAN PEDESTAL
PEDESTRIAN TRANSFORMER BASE

REMOVED ITEMS SHALL BE DELIVERED TO THE NEAREST ODOT FACILITY WHOSE ADDRESS IS LISTED BELOW:

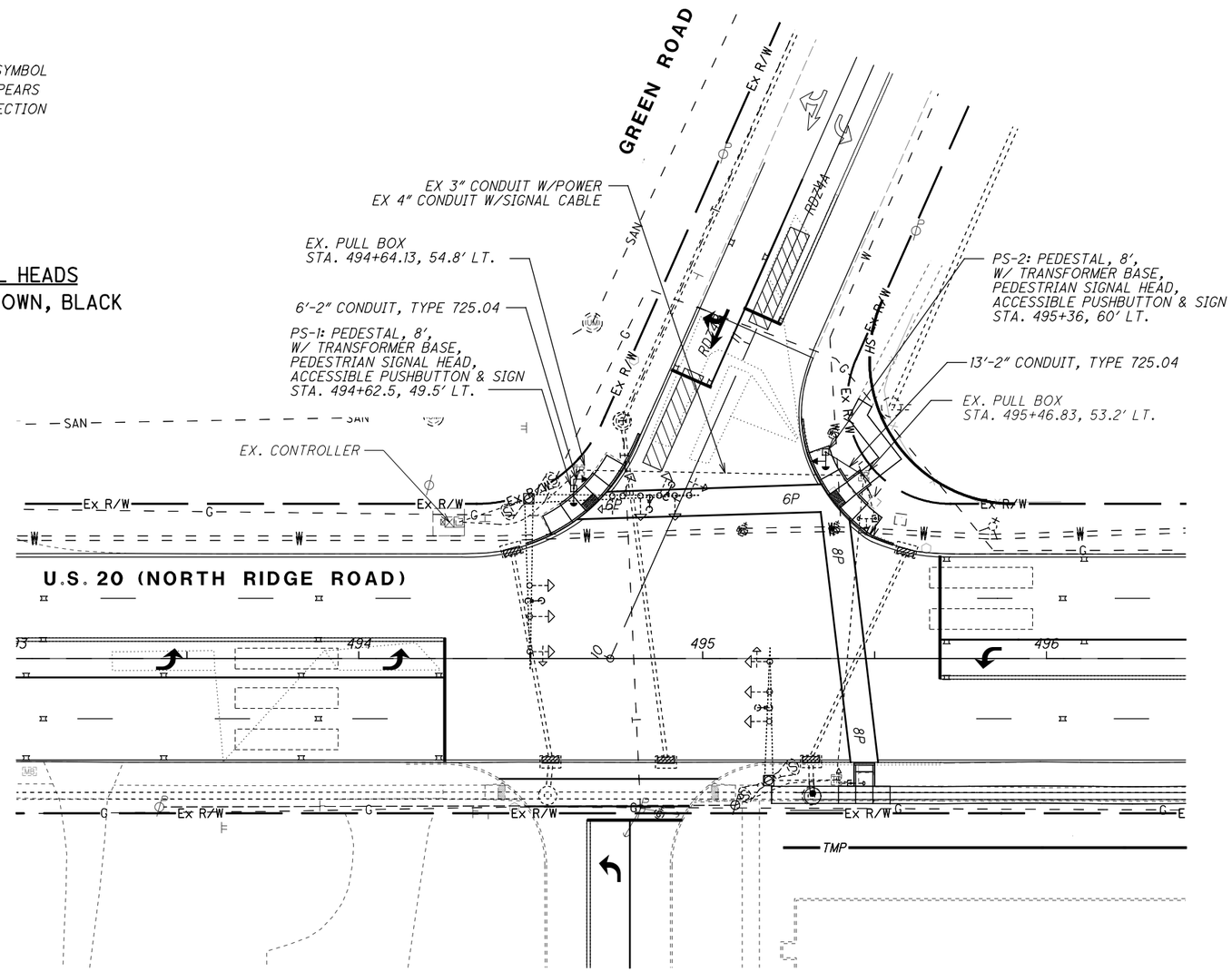
ODOT DISTRICT 12 SIGNAL SHOP, ATTN: LEONARD PAIGE
CONTACT PHONE NUMBER 216-584-2302

25609 EMERY ROAD
WARRENSVILLE, OHIO 44128

IN THE EVENT THE ITEMS STORED ON THE PROJECT FOR SALVAGE BY THE LOCAL AGENCY ARE NOT REMOVED, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

PED 6P,8P

PEDESTRIAN SIGNAL HEADS
LED, TYPE D2, COUNTDOWN, BLACK



R10-3e-9
9"x15"

1 - LEFT ARROW

R10-3e-9
9"x15"

3 - RIGHT ARROW

R10-3a-9
9"x12"

2 - RIGHT ARROW

PEDESTRIAN SIGNS

LEGEND:

- PROPOSED OVERHEAD POWER SERVICE
- PROPOSED CONDUIT
- PROPOSED PULL BOX
- PROPOSED CONTROLLER
- PROPOSED SIGNAL MAST ARM
- PROPOSED PEDESTAL
- 3-SECTION VEHICULAR SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- ACCESSIBLE PEDESTRIAN PUSHBUTTON
- PREEMPT CONFIRMATION LIGHT
- PREEMPT RECEIVING UNIT
- STOP LINE RADAR DETECTION UNIT
- ADVANCE RADAR DETECTION UNIT
- MAST ARM MOUNTED SIGNS
- DETECTION ZONE
- DETECTION ADVANCED

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL PLAN
GREEN ROAD

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ITEM	TOTAL	UNIT	DESCRIPTION
625	20	FT	CONDUIT, 2", 725.04
625	20	FT	TRENCH
625	2	EACH	PULL BOX, 725.08, 18"
625	2	EACH	GROUND ROD
632	2	EACH	PEDESTAL FOUNDATION
632	2	EACH	PEDESTAL, 8', TRANSFORMER BASE
632	2	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN
632	2	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	2	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON
632	249	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	245	FT	LOOP DETECTOR LEAD-IN CABLE

SUPPORT NO.	STATION	OFFSET	POLE HEIGHT	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	HANDHOLE
			FT	DEG	DEG	DEG
PS-1	494+62.5	49.5' LT	8'	0	180	180
PS-2	495+36	60' LT	8'	180	180	180

PEDESTAL TABLE

CALCULATED JDC
CHECKED WDB

0 10 20 40
HORIZONTAL SCALE IN FEET

TRAFFIC SIGNAL DETAILS
GREEN ROAD

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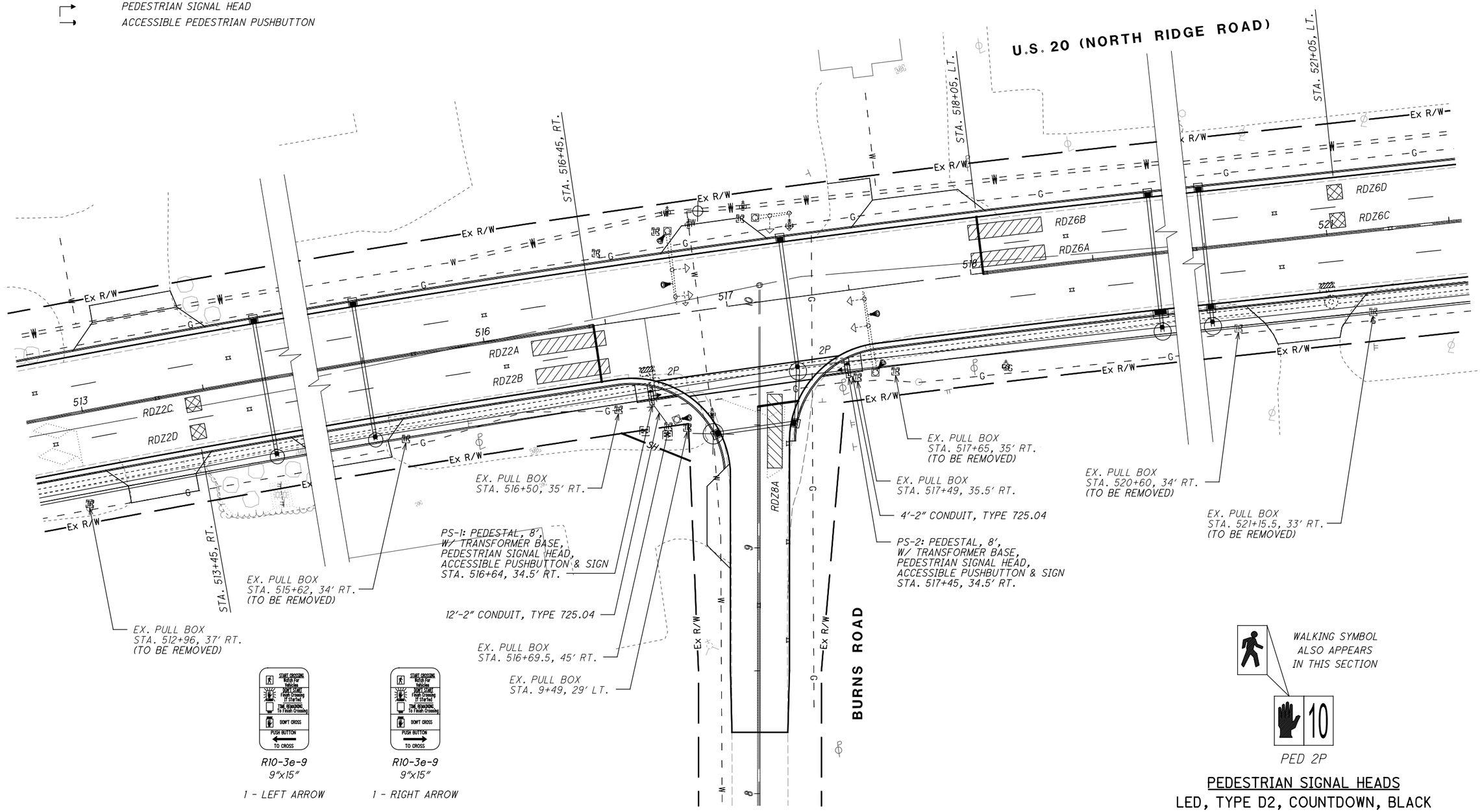
LEGEND:

- PROPOSED OVERHEAD POWER SERVICE
- PROPOSED CONDUIT
- PROPOSED PULL BOX
- PROPOSED CONTROLLER
- PROPOSED SIGNAL MAST ARM
- PROPOSED PEDESTAL
- 3-SECTION VEHICULAR SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- ACCESSIBLE PEDESTRIAN PUSHBUTTON
- PREEMPT CONFIRMATION LIGHT
- PREEMPT RECEIVING UNIT
- STOP LINE RADAR DETECTION UNIT
- ADVANCE RADAR DETECTION UNIT
- MAST ARM MOUNTED SIGNS
- DETECTION ZONE
- DETECTION ADVANCED



R10-3e-9
9"x15"
1 - LEFT ARROW

R10-3e-9
9"x15"
1 - RIGHT ARROW

PEDESTRIAN SIGNS

PEDESTRIAN SIGNAL HEADS
LED, TYPE D2, COUNTDOWN, BLACK

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL PLAN
BURNS ROAD

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583
651

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DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NUMBER	PURPOSE	DETECTION ZONE LENGTH (FT)
RDZ2A	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2B	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2C	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ2D	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ6A	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6B	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6C	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ6D	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ8A	NB RT	PRESENCE	8	12	-	DS8	STOP-LINE	30
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

NOTE: ADVANCED DILEMMA ZONE SPEED THRESHOLD: 30 MPH
PURPOSE: STOP-LINE OR ADVANCED DETECTION

RADAR DETECTION CHART

NOTES:

- ALL MOVEMENTS SHALL BE ACTUATED. THE PRIMARY THRU MOVEMENT SHOULD HAVE MIN RECALL ACTIVE TO REST IN GREEN.

- FOR PROTECTED/PERMISSIVE PHASES, IMPLEMENT CALL OMITS TO AVOID YELLOW BALL TRAP

- ENABLE ϕ1, 3 & ϕ5, 7 DETECTOR SWITCHING TO ALLOW ϕ1 & ϕ5 TO EXTEND ϕ2 & ϕ6 OR ϕ3 & ϕ7 TO EXTEND ϕ4 & ϕ8, RESPECTIVELY, WHEN ALLOCATED GREEN TIME FOR LEFT TURN PHASES ARE EXHAUSTED.

- COUNTDOWN PEDESTRIAN SIGNALS SHALL GO TO ZERO ON YELLOW PER OMUTCD FIGURE 4E-2.

- RADAR DETECTION UNITS FOR DILEMMA ZONE DETECTION SHALL PLACE A CONSTANT CALL TO THE CONTROLLER WHEN VEHICLE TRAVEL TIMES TO THE STOP BAR ARE BETWEEN 2.5 AND 6 SECONDS. SPEED TRIGGER SHALL BE SET FOR VEHICLES TRAVELING 35 MPH AND GREATER.

- RADAR SHALL HAVE QUEUE DETECTION CONFIGURED AND A ZONE PLACED AT 100-200 FEET FROM STOP BAR FOR SLOW MOVING VEHICLE EXTENSIONS. SPEED TRIGGER SHALL BE SET AT 1-35 MPH.

- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.

- FOR ANY ENTRY TO FLASHING OPERATION, PROGRAMMING SHALL RUN MINOR STREET GREEN (TYP. ϕ4 & ϕ8), ALL-RED CLEARANCE, AND THEN FLASHING OPERATION.

ITEM	TOTAL	UNIT	DESCRIPTION
625	16	FT	CONDUIT, 2", 725.04
625	16	FT	TRENCH
625	2	EACH	GROUND ROD
625	5	EACH	PULL BOX REMOVED
630	1.9	SF	SIGN, FLAT SHEET
630	2	EACH	SURFACE PREPARATION, NEW SUPPORT SECTION
630	2	EACH	COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTION
630	2	EACH	COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION
630	2	EACH	COATING, URETHANE TOP COAT, SUPPORT SECTION
632	2	EACH	PEDESTAL FOUNDATION
632	2	EACH	PEDESTAL, 8', TRANSFORMER BASE
632	2	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN
632	2	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	2	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON
632	175	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	165	FT	LOOP DETECTOR LEAD-IN CABLE
809	2	EACH	ADVANCE RADAR DETECTION, AS PER PLAN
809	3	EACH	STOP LINE RADAR DETECTION, AS PER PLAN

SUPPORT NO.	STATION	OFFSET	POLE HEIGHT	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	HANDHOLE
			FT	DEG	DEG	DEG
PS-1	516+64	34.5' RT	8'	180	180	180
PS-2	517+45	34.5' RT	8'	180	180	180

PEDESTAL TABLE

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL DETAILS
BURNS ROAD

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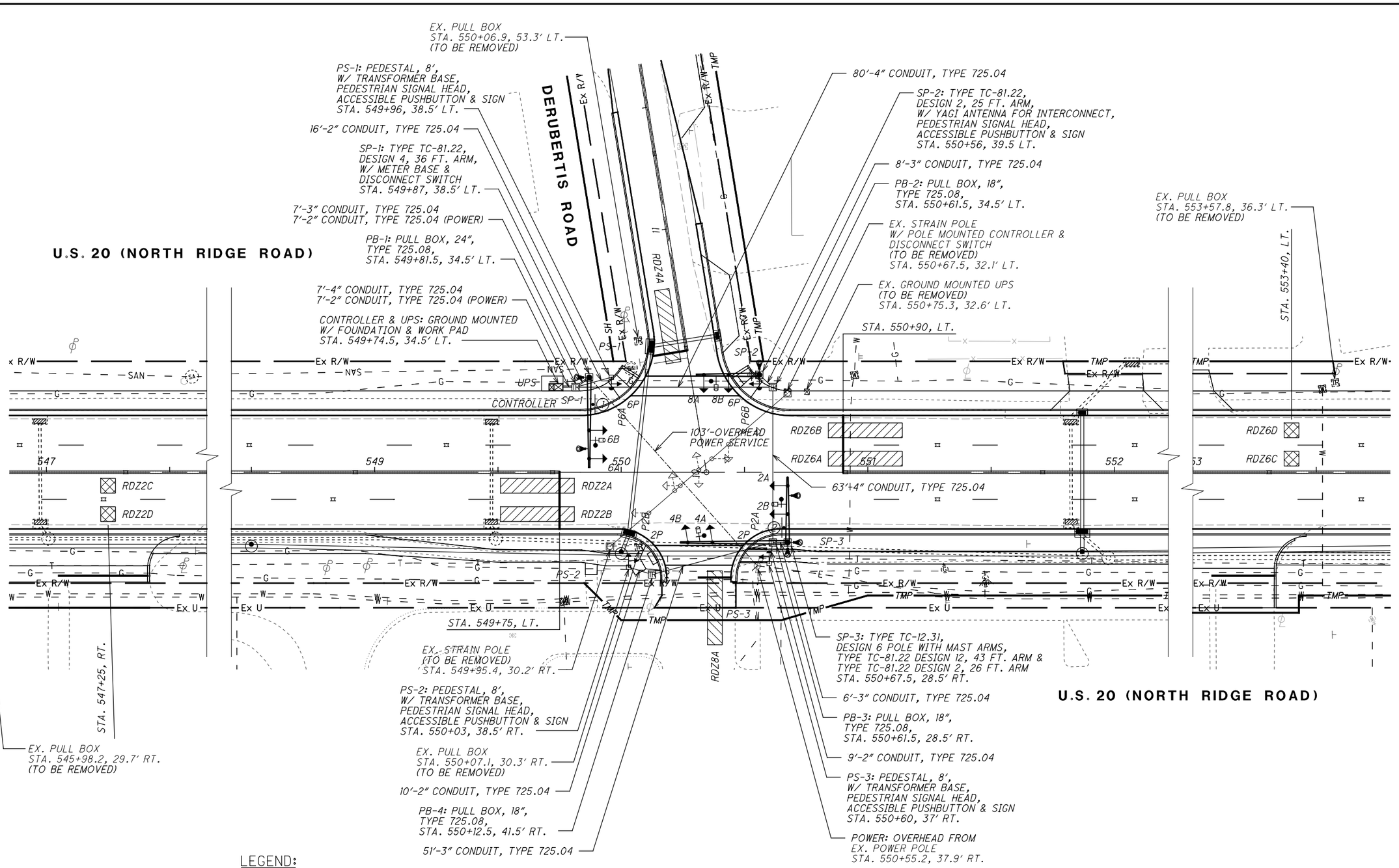

LEGEND:

- PROPOSED OVERHEAD POWER SERVICE
- PROPOSED CONDUIT
- PROPOSED PULL BOX
- PROPOSED CONTROLLER
- PROPOSED SIGNAL MAST ARM
- PROPOSED PEDESTAL
- 3-SECTION VEHICULAR SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- ACCESSIBLE PEDESTRIAN PUSHBUTTON
- PREEMPT CONFIRMATION LIGHT
- PREEMPT RECEIVING UNIT
- STOP LINE RADAR DETECTION UNIT
- ADVANCE RADAR DETECTION UNIT
- MAST ARM MOUNTED SIGNS
- DETECTION ZONE
- DETECTION ADVANCED

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL PLAN
DERUBERTIS ROAD

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MAST ARM TABLE

SUPPORT NO.	STATION	OFFSET	ELEVATION A (PAVEMENT ELEVATION)	ELEVATION B (TOP OF FOUNDATION)	SIGNAL SUPPORT DETAILS: DESIGN TYPE	DESIGN NO. POLE	DESIGN NO. MAST ARM	POLE HEIGHT	ARM HEIGHT	SIGNALS L	SIGNALS L1	SIGNALS L2	SIGNALS L3	RADAR DETECTION D1	RADAR DETECTION D2	SIGNS S1	SIGNS S2	PREEMPTION CONFIRMATION IGHT P1	PREEMPTION RECEIVING UNIT P2	X	ORIENTATION ANGLES FROM MAST ARM A: MAST ARM A ANGLE	MAST ARM B ANGLE	PEDESTRIAN SIGNAL		ACCESSIBLE PEDESTRIAN PUSHBUTTON		POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP
								FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	549+87.0	38.5' LT	670.35	670.91	TC-81.22	-	4	25	20	36.5	33	21.5	-	29	0	10.5	-	25.5	25.5	-	0	-	-	-	-	-	315	-	-	180	-
SP-2	550+56.0	39.5' LT	669.71	670.22	TC-81.22	-	2	22	20.5	25.5	22.5	12.5	-	-	0	-	-	17.5	17.5	-	90	-	270	-	270	-	-	-	-	90	-
SP-3	550+67.5	28.5' RT	670.73	670.56	TC-12.31	6	12	22	20.5	43.5	30.5	40.5	-	-	0	-	-	35.5	35.5	-	270	-	-	-	-	-	-	-	-	270	-
			669.94	670.56			2	22	20.5	26.5	23	11.5	-	19	0	5.5	-	15.5	15.5	-	-	90	-	-	-	-	-	-	-	-	-
					PEDESTAL DETAILS																ORIENTATION ANGLE FROM HANDHOLE										
PS-1	549+96.0	38.5' LT	-	-	PEDESTAL	-	-	8'	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	-	180	-	-	-	-	180	-
PS-2	550+03.0	38.5' RT	-	-	PEDESTAL	-	-	8'	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	-	180	-	-	-	-	180	-
PS-3	550+60.0	37.0' RT	-	-	PEDESTAL	-	-	8'	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	-	180	-	-	-	-	180	-

D3-1-96
96"x24"

Derubertis Rd

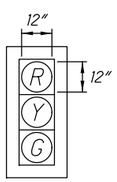
1 2

STREET NAME SIGN
MAST ARM MOUNTED
AS PER TC-16.22

R10-3e-9
9"x15"
2 - LEFT ARROW

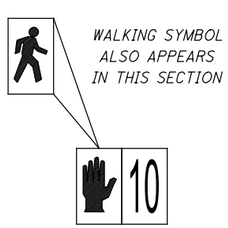
R10-3e-9
9"x15"
2 - RIGHT ARROW

PEDESTRIAN SIGNS



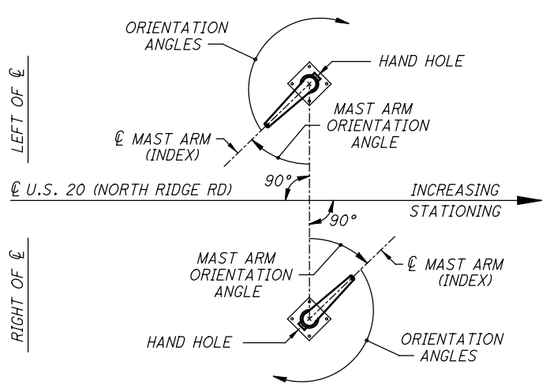
2A,2B,6A,6B
4A,4B,8A,8B

VEHICULAR SIGNAL HEADS
LED, POLYCARBONATE, BLACK
WITH BACKPLATE

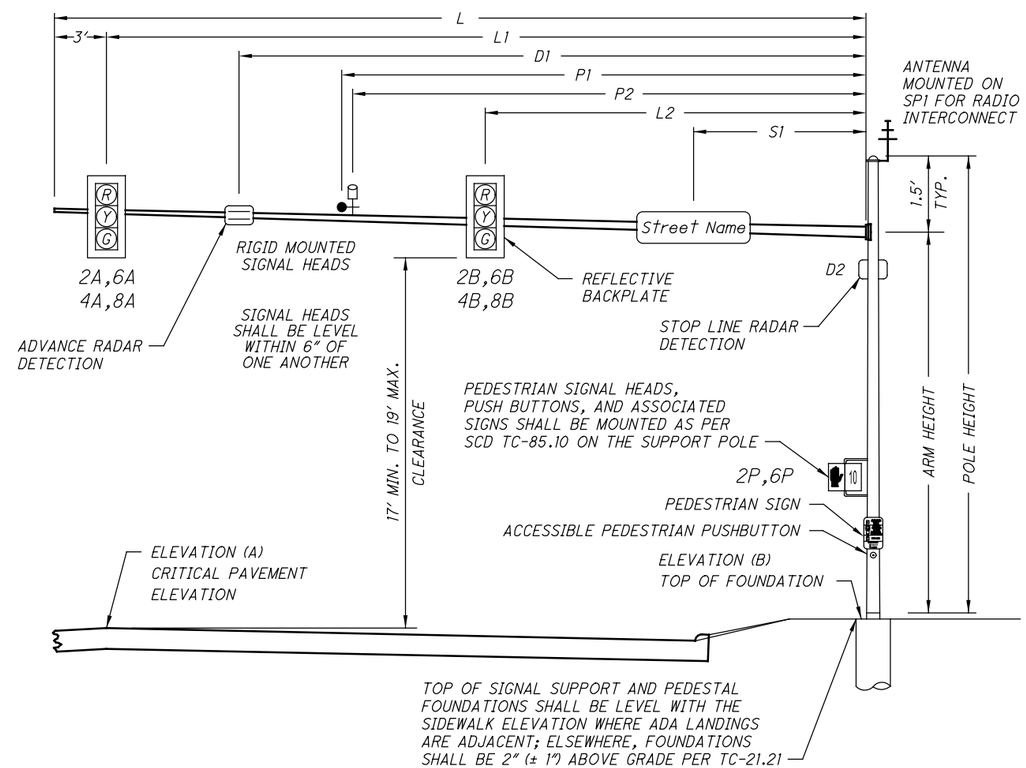


PED 2P,6P

PEDESTRIAN SIGNAL HEADS
LED, TYPE D2, COUNTDOWN, BLACK



POLE ORIENTATION



SIGNAL SUPPORT ELEVATION
TYPICAL

N

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL DETAILS
DERUBERTIS ROAD

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SIGNAL TIMING CHART

INTERSECTION: U.S. 20 (N. RIDGE RD.) AT DERUBERTIS DR.								
MAINTAINING AGENCY: ODOT								
START UP	DUAL ENTRY: -			PHASES:		2+6		
	REST IN RED:			RING 1	-		RING 2	-
START IN: ALL-RED FLASH	OVERLAP				A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.): 9, 6 FIRST PHASE(S): 2+6 COLOR DISPLAYED: GREEN	PHASES				-	-	-	-
INTERVAL OR FEATURE	CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)	1	2	3	4	5	6	7	8
DIRECTION	-	EB	-	SB	-	WB	-	NB
MINIMUM GREEN (INITIAL) (SEC.)	-	25	-	10	-	25	-	10
ADDED INITIAL *(SEC./ACTUATION)	-	5	-	3	-	5	-	3
MAXIMUM INITIAL *(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP) (SEC.)	-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION *(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP *(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE *(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I (SEC.)	-	35	-	20	-	35	-	20
MAXIMUM GREEN II (SEC.)	-	35	-	20	-	35	-	20
YELLOW CHANGE (SEC.)	-	3.6	-	3.6	-	3.6	-	3.6
ALL RED CLEARANCE (SEC.)	-	1.9	-	1.9	-	1.9	-	1.9
DELAYED GREEN (LPI) # (SEC.)	-	5	-	-	-	5	-	-
FLASHING YELLOW ARROW DELAY^ (SEC.)	-	-	-	-	-	-	-	-
WALK (SEC.)	-	8	-	-	-	8	-	-
PEDESTRIAN CLEARANCE (SEC.)	-	7	-	-	-	9	-	-
RECALL MAXIMUM (ON/OFF)	-	NO	-	NO	-	NO	-	NO
RECALL MINIMUM (ON/OFF)	-	YES	-	NO	-	YES	-	NO
RECALL PEDESTRIAN (ON/OFF)	-	NO	-	NO	-	NO	-	NO
MEMORY (ON/OFF)	-	NO	-	NO	-	NO	-	NO

*VOLUME DENSITY CONTROLS

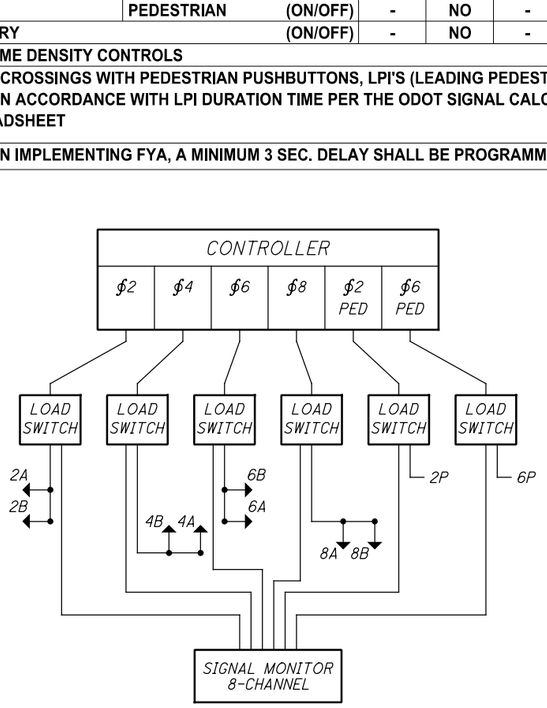
FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
2A (EB)	R	ϕ2 R	Y	6A (WB)	R	ϕ6 R	Y
	Y	ϕ2 Y			Y	ϕ6 Y	
	G	ϕ2 G			G	ϕ6 G	
2B (EB)	R	ϕ2 R	Y	6B (WB)	R	ϕ6 R	Y
	Y	ϕ2 Y			Y	ϕ6 Y	
	G	ϕ2 G			G	ϕ6 G	
4A (SB)	R	ϕ4 R	R	8A (NB)	R	ϕ8 R	R
	Y	ϕ4 Y			Y	ϕ8 Y	
	G	ϕ4 G			G	ϕ8 G	
4B (SB)	R	ϕ4 R	R	8B (NB)	R	ϕ8 R	R
	Y	ϕ4 Y			Y	ϕ8 Y	
	G	ϕ4 G			G	ϕ8 G	
PEDESTRIAN MOVEMENTS				OVERLAPS			
* PED 2P	WALK	ϕ2 PED / LS 9G	OUT	-	-	-	-
	DONT WALK	ϕ2 PED / LS 9R			-	-	
* PED 6P	WALK	ϕ6 PED / LS 11G	OUT				
	DONT WALK	ϕ6 PED / LS 11R		LS = LOAD SWITCH			

* ONLY UPON PEDESTRIAN PUSH BUTTON ACTUATION.



APPROACH MONITORING HOOK-UP DIAGRAM

LEGEND:

PEDESTRIAN PHASE
VEHICLE:
PROTECTED PHASE
PERMITTED PHASE

PREEMPT CHANNELS

CHANNEL 1 = ϕ2 (EASTBOUND ONLY)
CHANNEL 2 = ϕ6 (WESTBOUND ONLY)
CHANNEL 3 = ϕ4 (SOUTHBOUND ONLY)
CHANNEL 4 = ϕ8 (NORTHBOUND ONLY)

* PREEMPT NOTES

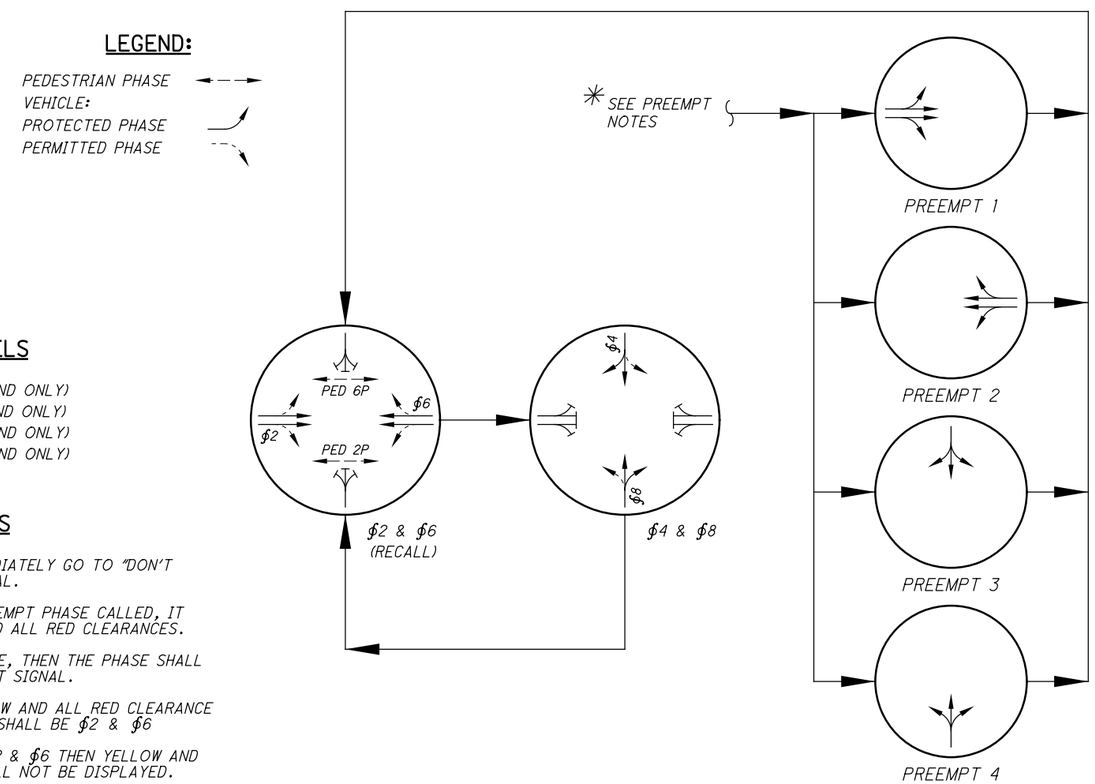
1. ACTIVE WALK INDICATIONS SHALL IMMEDIATELY GO TO "DON'T WALK" UPON RECEIVING PREEMPTION SIGNAL.

2. IF PHASE ACTIVE CONFLICTS WITH PREEMPT PHASE CALLED, IT SHALL IMMEDIATELY TIME ITS YELLOW AND ALL RED CLEARANCES.

3. IF ACTIVE PHASE = THE PREEMPT PHASE, THEN THE PHASE SHALL HOLD FOR THE DURATION OF THE PREEMPT SIGNAL.

4. AFTER RELEASE FROM PREEMPT, YELLOW AND ALL RED CLEARANCE SHALL BE DISPLAYED AND RETURN PHASE SHALL BE ϕ2 & ϕ6

5. IF PREEMPT PHASE = RETURN PHASE ϕ2 & ϕ6 THEN YELLOW AND ALL RED CLEARANCE AFTER PREEMPT SHALL NOT BE DISPLAYED.



PHASING DIAGRAM

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HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL DETAILS
DERUBERTIS ROAD

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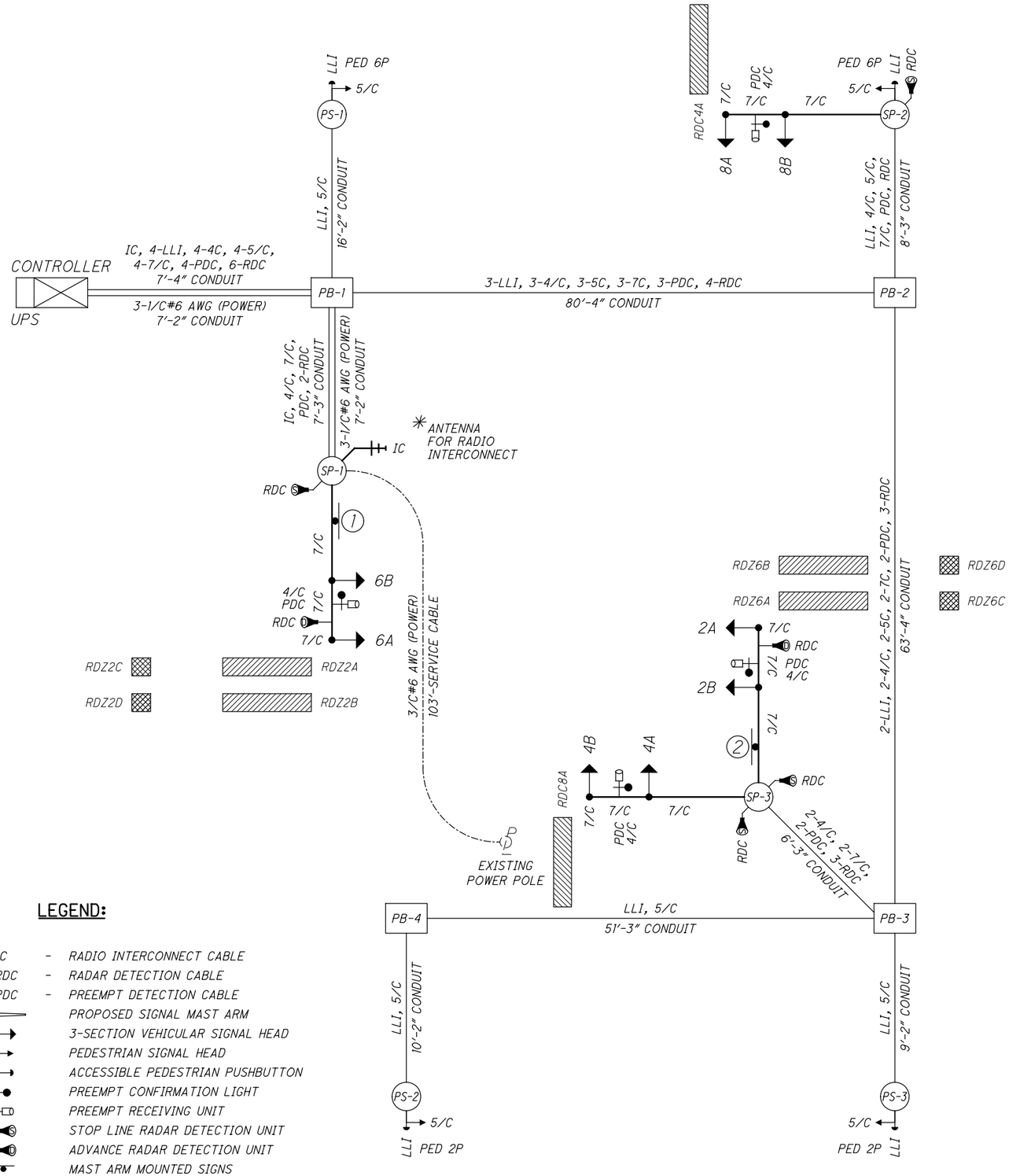

WIRING DIAGRAM

LEGEND:

IC	-	RADIO INTERCONNECT CABLE
RDC	-	RADAR DETECTION CABLE
PDC	-	PREEMPT DETECTION CABLE
		PROPOSED SIGNAL MAST ARM
		3-SECTION VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		ACCESSIBLE PEDESTRIAN PUSHBUTTON
		PREEMPT CONFIRMATION LIGHT
		PREEMPT RECEIVING UNIT
		STOP LINE RADAR DETECTION UNIT
		ADVANCE RADAR DETECTION UNIT
		MAST ARM MOUNTED SIGNS

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NUMBER	PURPOSE	DETECTION ZONE LENGTH (FT)
RDZ2A	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2B	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2C	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ2D	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ4A	SB	PRESENCE	4	12	-	DS4	STOP-LINE	30
RDZ6A	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6B	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6C	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ6D	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ8A	NB	PRESENCE	8	12	-	DS8	STOP-LINE	30
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

NOTE: ADVANCED DILEMMA ZONE SPEED THRESHOLD: 30 MPH
PURPOSE: STOP-LINE OR ADVANCED DETECTION

NOTES:

- ALL MOVEMENTS SHALL BE ACTUATED. THE PRIMARY THRU MOVEMENT SHOULD HAVE MIN RECALL ACTIVE TO REST IN GREEN.

- FOR PROTECTED/PERMISSIVE PHASES, IMPLEMENT CALL OMITS TO AVOID YELLOW BALL TRAP

- ENABLE ϕ1, 3 & ϕ5, 7 DETECTOR SWITCHING TO ALLOW ϕ1 & ϕ5 TO EXTEND ϕ2 & ϕ6 OR ϕ3 & ϕ7 TO EXTEND ϕ4 & ϕ8, RESPECTIVELY, WHEN ALLOCATED GREEN TIME FOR LEFT TURN PHASES ARE EXHAUSTED.

- COUNTDOWN PEDESTRIAN SIGNALS SHALL GO TO ZERO ON YELLOW PER OMUTCD FIGURE 4E-2.

- RADAR DETECTION UNITS FOR DILEMMA ZONE DETECTION SHALL PLACE A CONSTANT CALL TO THE CONTROLLER WHEN VEHICLE TRAVEL TIMES TO THE STOP BAR ARE BETWEEN 2.5 AND 6 SECONDS. SPEED TRIGGER SHALL BE SET FOR VEHICLES TRAVELING 35 MPH AND GREATER.

- RADAR SHALL HAVE QUEUE DETECTION CONFIGURED AND A ZONE PLACED AT 100-200 FEET FROM STOP BAR FOR SLOW MOVING VEHICLE EXTENSIONS. SPEED TRIGGER SHALL BE SET AT 1-35 MPH.

- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.

- FOR ANY ENTRY TO FLASHING OPERATION, PROGRAMMING SHALL RUN MINOR STREET GREEN (TYP. ϕ4 & ϕ8), ALL-RED CLEARANCE, AND THEN FLASHING OPERATION.

PULLBOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	549+81.5	LT	34.5'	24
PB-2	550+61.5	LT	34.5'	18
PB-3	550+61.5	RT	28.5'	18
PB-4	550+12.5	RT	41.5'	18
-	-	-	-	-
-	-	-	-	-

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL DETAILS
DERUBERTIS ROAD

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SHEET NO.	LOCATION	625 CONDUIT, 2", 725.04	625 CONDUIT, 3", 725.04	625 CONDUIT, 4", 725.04	625 TRENCH	625 PULL BOX, 725.08, 18"	625 PULL BOX, 725.08, 24"	625 GROUND ROD	625 PULL BOX REMOVED	630 SIGN, FLAT SHEET	630 SURFACE PREPARATION, NEW SUPPORT SECTION	630 COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTION	630 COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION	630 COATING, URETHANE TOP COAT, SUPPORT SECTION	632 SIGNAL SUPPORT FOUNDATION	632 PEDESTAL FOUNDATION	632 SIGNAL SUPPORT, TYPE TC-12.31 DESIGN 6 POLE, WITH MAST ARMS TC-81.22 DESIGN 12 AND DESIGN 2	632 SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 2	632 SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4	632 PEDESTAL, 8', TRANSFORMER BASE	632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION	633 CABINET, TYPE 332L, AS PER PLAN	633 CABINET FOUNDATION	633 CONTROLLER WORK PAD	633 UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	809 ATC CONTROLLER, AS PER PLAN
		FT	FT	FT	FT	EACH	EACH	EACH	EACH	SF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
585	DERUBERTIS ROAD & U.S. 20 INTERSECTION																				1					
	CONTROLLER																									
585	CONTR. 549+74.5 LT							1														1	1	1	1	1
	PULL BOXES																									
585	PB-1 549+81.5 LT						1																			
585	PB-2 550+61.5 LT					1																				
585	PB-3 550+61.5 RT					1																				
585	PB-4 550+12.5 RT					1																				
	CONDUITS																									
585	CONTR. TO PB-1 LT			7	7																					
	UPS TO PB-1 LT POWER	7																								
585	PB-1 TO SP-1 LT		7		7																					
	PB-1 TO SP-1 LT POWER	7																								
585	PB-1 TO PS-1 LT	16			16																					
585	PB-1 TO PB-2 LT			80	80																					
585	PB-2 TO SP-2 LT		8		8																					
585	PB-2 TO PB-3 LT&RT			63	63																					
585	PB-3 TO SP-3 RT		6		6																					
585	PB-3 TO PS-3 RT	9			9																					
585	PB-3 TO PB-4 RT		51		51																					
585	PB-4 TO PS-2 RT	10			10																					
	SIGNAL SUPPORTS																									
585	SP-1 549+87 LT							1			2	2	2	2	1				1							
585	SP-2 550+56 LT							1		0.94	2	2	2	2	1			1								
585	SP-3 550+67.5 RT							1			3	3	3	3	1		1									
	PEDESTALS																									
585	PS-1 549+96 LT							1		0.94	1	1	1	1		1				1						
585	PS-2 550+03 RT							1		0.94	1	1	1	1		1				1						
585	PS-3 550+60 RT							1		0.94	1	1	1	1		1				1						
	EX. PULL BOXES																									
585	EX PB-1 545+98.2 RT								1																	
585	EX PB-2 550+07.1 RT								1																	
585	EX PB-3 550+06.9 LT								1																	
585	EX PB-4 553+57.8 LT								1																	
SUBTOTALS CARRIED TO GENERAL SUMMARY		49	72	150	257	3	1	7	4	3.8	10	10	10	10	3	3	1	1	1	3	1	1	1	1	1	1

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL SUBSUMMARY

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589
651

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SHEET NO.	LOCATION	632 VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE (BLACK)	632 PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN	632 COVERING OF VEHICULAR SIGNAL HEAD	632 COVERING OF PEDESTRIAN SIGNAL HEAD	632 ACCESSIBLE PEDESTRIAN PUSHBUTTON	632 SIGNAL CABLE, 4 CONDUCTOR, NO. 14 AWG	632 SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	632 SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	632 LOOP DETECTOR LEAD-IN CABLE	632 POWER CABLE, 1 CONDUCTOR, NO. 6 AWG	632 SERVICE CABLE, 3 CONDUCTOR, NO. 6 AWG	632 POWER SERVICE	632 CONDUIT RISER, 1 1/2" DIAMETER	809 ADVANCE RADAR DETECTION, AS PER PLAN	809 STOP LINE RADAR DETECTION, AS PER PLAN	809 EMERGENCY VEHICLE PREEMPTION	809 PREEMPT RECEIVING UNIT	809 PREEMPT DETECTOR CABLE	809 PREEMPT PHASE SELECTOR	809 PREEMPT CONFIRMATION LIGHT	815 SPREAD SPECTRUM RADIO
		EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH
585	DERUBERTIS ROAD & U.S. 20 INTERSECTION																					
	POWER																					
585	EX. PP 550+55.2 RT																					
585	EX. PP TO MB&DS										90	113	1	1								
	CONTROLLER																					
585	CONTR. 549+74.5 LT																1			1		
	SIGNAL SUPPORTS																					
585	SP-1 549+87 LT																					
585	MB&DS TO CONTR. POWER										120											
585	6A&6B TO CONTR.	2		2					99													
585	P1&P2 TO CONTR. PREEMPT						82											1	82		1	
585	D1&D2 TO CONTR. RADAR														1	1						
585	RADIO TO CONTR.																					1
585	SP-2 550+56 LT																					
585	8A&8B TO CONTR.	2		2					175													
585	PED 6P TO CONTR.		1		1	1		125		120												
585	P1&P2 TO CONTR. PREEMPT						160											1	160		1	
585	D2 TO CONTR. RADAR															1						
585	SP-3 550+67.5 RT																					
	MAST ARM A																					
585	4A&4B TO CONTR.	2		2					259													
585	P1&P2 TO CONTR. PREEMPT						244											1	244		1	
585	D2 TO CONTR. RADAR															1						
	MAST ARM B																					
585	2A&2B TO CONTR.	2		2					241													
585	P1&P2 TO CONTR. PREEMPT						224											1	224		1	
585	D1&D2 TO CONTR. RADAR														1	1						
	PEDESTALS																					
585	PS-1 549++96 LT																					
585	PED 6P TO CONTR.		1		1	1		48		43												
585	PS-2 550+03 RT																					
585	PED 2P TO CONTR.		1		1	1		251		246												
585	PS-3 550+60 RT																					
585	PED 2P TO CONTR.		1		1	1		194		189												
SUBTOTALS CARRIED TO GENERAL SUMMARY		8	4	8	4	4	710	618	774	598	210	113	1	1	2	4	1	4	710	1	4	1

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL SUBSUMMARY

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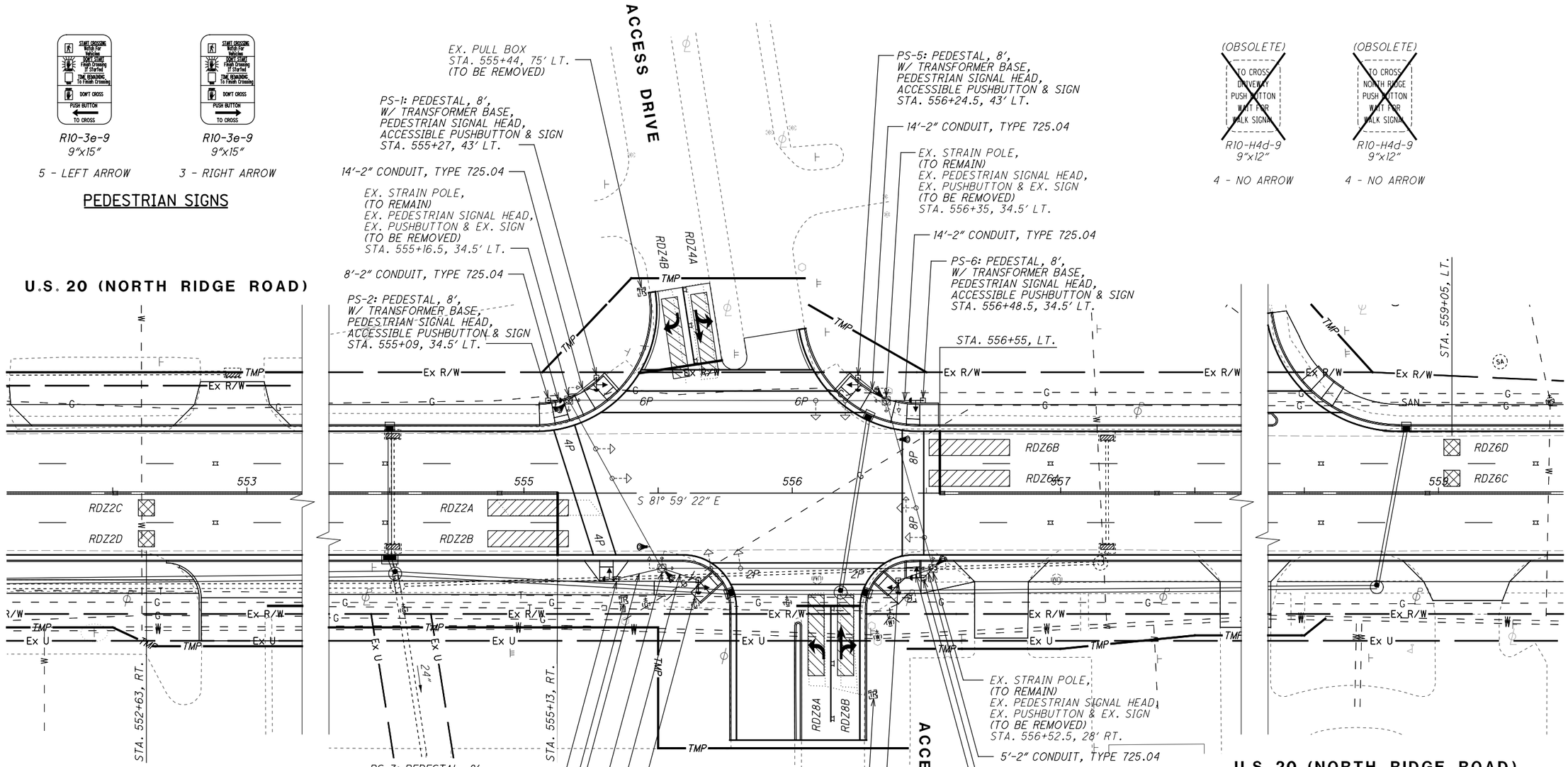
R10-3e-9
9"x15"
5 - LEFT ARROW

R10-3e-9
9"x15"
3 - RIGHT ARROW

PEDESTRIAN SIGNS

R10-H4d-9
9"x12"
4 - NO ARROW

R10-H4d-9
9"x12"
4 - NO ARROW



WALKING SYMBOL ALSO APPEARS IN THIS SECTION

PED 2P,4P,6P,8P

PEDESTRIAN SIGNAL HEADS
LED, TYPE D2, COUNTDOWN, BLACK

LEGEND:

- PROPOSED OVERHEAD POWER SERVICE
- PROPOSED CONDUIT
- PROPOSED PULL BOX
- PROPOSED CONTROLLER
- PROPOSED SIGNAL MAST ARM
- PROPOSED PEDESTAL
- 3-SECTION VEHICULAR SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- ACCESSIBLE PEDESTRIAN PUSHBUTTON
- PREEMPT CONFIRMATION LIGHT
- PREEMPT RECEIVING UNIT
- STOP LINE RADAR DETECTION UNIT
- ADVANCE RADAR DETECTION UNIT
- MAST ARM MOUNTED SIGNS
- DETECTION ZONE
- DETECTION ADVANCED

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL PLAN
ACCESS DRIVEWAY

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DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NUMBER	PURPOSE	DETECTION ZONE LENGTH (FT)
RDZ2A	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2B	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2C	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ2D	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ4A	SB	PRESENCE	4	-	-	DS4	STOP-LINE	30
RDZ4B	SB RT	PRESENCE	4	-	-	DS4	STOP-LINE	30
RDZ6A	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6B	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6C	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ6D	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ8A	NB LT	PRESENCE	8	-	-	DS8	STOP-LINE	30
RDZ8B	NB	PRESENCE	8	12	-	DS8	STOP-LINE	30
-	-	-	-	-	-	-	-	-

NOTE: ADVANCED DILEMMA ZONE SPEED THRESHOLD: 30 MPH
PURPOSE: STOP-LINE OR ADVANCED DETECTION

RADAR DETECTION CHART

NOTES:

- ALL MOVEMENTS SHALL BE ACTUATED. THE PRIMARY THRU MOVEMENT SHOULD HAVE MIN RECALL ACTIVE TO REST IN GREEN.

- FOR PROTECTED/PERMISSIVE PHASES, IMPLEMENT CALL OMITS TO AVOID YELLOW BALL TRAP

- ENABLE ϕ1, 3 & ϕ5, 7 DETECTOR SWITCHING TO ALLOW ϕ1 & ϕ5 TO EXTEND ϕ2 & ϕ6 OR ϕ3 & ϕ7 TO EXTEND ϕ4 & ϕ8, RESPECTIVELY, WHEN ALLOCATED GREEN TIME FOR LEFT TURN PHASES ARE EXHAUSTED.

- COUNTDOWN PEDESTRIAN SIGNALS SHALL GO TO ZERO ON YELLOW PER OMUTCD FIGURE 4E-2.

- RADAR DETECTION UNITS FOR DILEMMA ZONE DETECTION SHALL PLACE A CONSTANT CALL TO THE CONTROLLER WHEN VEHICLE TRAVEL TIMES TO THE STOP BAR ARE BETWEEN 2.5 AND 6 SECONDS. SPEED TRIGGER SHALL BE SET FOR VEHICLES TRAVELING 35 MPH AND GREATER.

- RADAR SHALL HAVE QUEUE DETECTION CONFIGURED AND A ZONE PLACED AT 100-200 FEET FROM STOP BAR FOR SLOW MOVING VEHICLE EXTENSIONS. SPEED TRIGGER SHALL BE SET AT 1-35 MPH.

- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.

- FOR ANY ENTRY TO FLASHING OPERATION, PROGRAMMING SHALL RUN MINOR STREET GREEN (TYP. ϕ4 & ϕ8), ALL-RED CLEARANCE, AND THEN FLASHING OPERATION.

ITEM	TOTAL	UNIT	DESCRIPTION
625	102	FT	CONDUIT, 2", 725.04
625	102	FT	TRENCH
625	8	EACH	GROUND ROD
625	2	EACH	PULL BOX REMOVED
630	7.5	SF	SIGN, FLAT SHEET
630	8	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL
632	8	EACH	PEDESTAL FOUNDATION
632	8	EACH	PEDESTAL, 8', TRANSFORMER BASE
632	16	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PEDESTRIAN SIGNAL SYSTEM)
632	8	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN
632	8	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	8	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON
632	1,656	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	1,616	FT	LOOP DETECTOR LEAD-IN CABLE
632	293	FT	SIGNALIZATION, MISC.: UNLASH AND RELASH MESSSENGER WIRE
809	2	EACH	ADVANCE RADAR DETECTION, AS PER PLAN
809	4	EACH	STOP LINE RADAR DETECTION, AS PER PLAN

SUPPORT NO.	STATION	OFFSET	POLE HEIGHT	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	HANDHOLE
			FT	DEG	DEG	DEG
PS-1	555+27	43' LT	8'	180	180	180
PS-2	555+09	34.5' LT	8'	90	90	180
PS-3	555+34.5	32' RT	8'	90	90	180
PS-4	555+65	32.5' RT	8'	0	0	180
PS-5	556+24.5	43' LT	8'	180	180	180
PS-6	556+48.5	34.5' LT	8'	270	270	180
PS-7	556+39.5	32.5' RT	8'	0	0	180
PS-8	556+49	31.5' RT	8'	90	90	180

PEDESTAL TABLE

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL DETAILS
ACCESS DRIVEWAY

LAK-US-20-24.99

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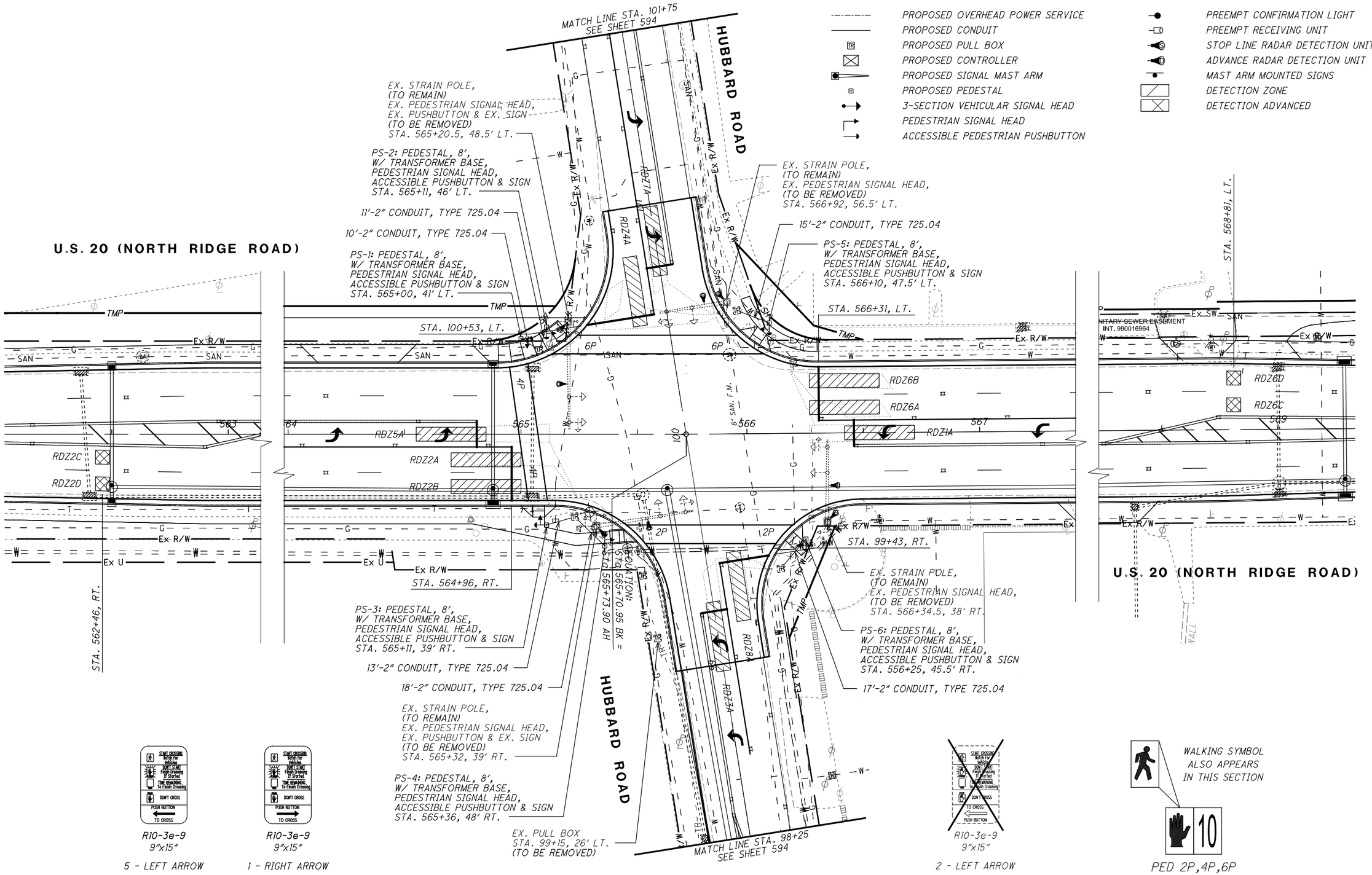

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL PLAN
HUBBARD ROAD

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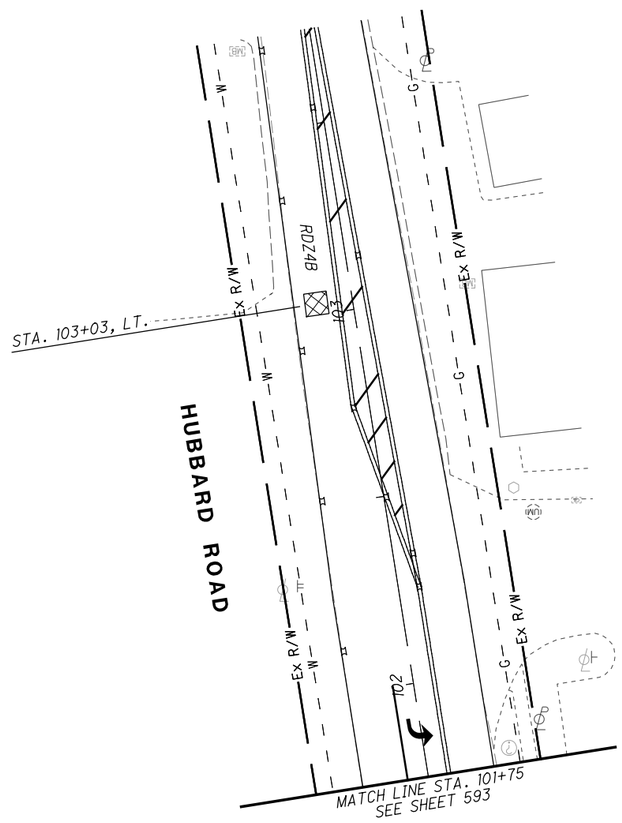

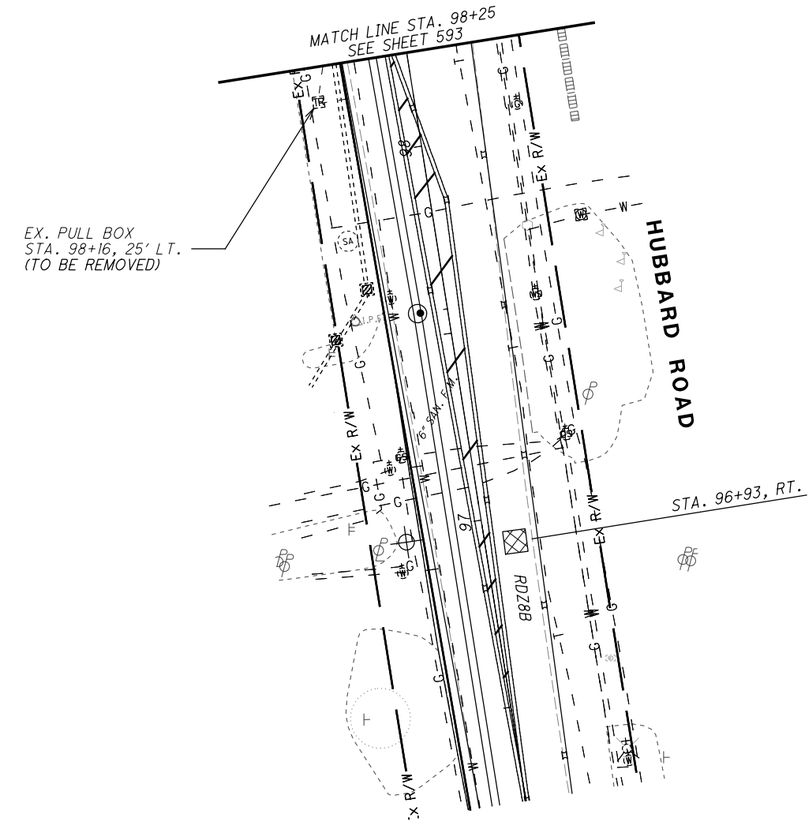

LEGEND:

-·-·-·-	PROPOSED OVERHEAD POWER SERVICE	●—	PREEMPT CONFIRMATION LIGHT
———	PROPOSED CONDUIT	—□	PREEMPT RECEIVING UNIT
TR	PROPOSED PULL BOX		STOP LINE RADAR DETECTION UNIT
⊠	PROPOSED CONTROLLER		ADVANCE RADAR DETECTION UNIT
	PROPOSED SIGNAL MAST ARM		MAST ARM MOUNTED SIGNS
⊡	PROPOSED PEDESTAL		DETECTION ZONE
	3-SECTION VEHICULAR SIGNAL HEAD		DETECTION ADVANCED
	PEDESTRIAN SIGNAL HEAD		
	ACCESSIBLE PEDESTRIAN PUSHBUTTON		

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL PLAN
HUBBARD ROAD

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DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NUMBER	PURPOSE	DETECTION ZONE LENGTH (FT)
RDZ1A	WB LT	PRESENCE	1	-	-	DS1	STOP-LINE	30
RDZ2A	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2B	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2C	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ2D	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ3A	NB LT	PRESENCE	3	-	-	DS3	STOP-LINE	30
RDZ4A	SB	PRESENCE	4	12	-	DS4	STOP-LINE	30
RDZ4B	SB	PULSE	4	-	-	DD4	ADVANCED DETECTION	6
RDZ5A	EB LT	PRESENCE	5	-	-	DS5	STOP-LINE	30
RDZ6A	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6B	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6C	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ6D	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ7A	SB LT	PRESENCE	7	-	-	DS7	STOP-LINE	30
RDZ8A	NB	PRESENCE	8	12	-	DS8	STOP-LINE	30
RDZ8B	NB	PULSE	8	-	-	DD8	ADVANCED DETECTION	6
-	-	-	-	-	-	-	-	-

NOTE: ADVANCED DILEMMA ZONE SPEED THRESHOLD: 30 MPH
PURPOSE: STOP-LINE OR ADVANCED DETECTION

RADAR DETECTION CHART

NOTES:

- ALL MOVEMENTS SHALL BE ACTUATED. THE PRIMARY THRU MOVEMENT SHOULD HAVE MIN RECALL ACTIVE TO REST IN GREEN.

- FOR PROTECTED/PERMISSIVE PHASES, IMPLEMENT CALL OMITS TO AVOID YELLOW BALL TRAP

- ENABLE ϕ1, 3 & ϕ5, 7 DETECTOR SWITCHING TO ALLOW ϕ1 & ϕ5 TO EXTEND ϕ2 & ϕ6 OR ϕ3 & ϕ7 TO EXTEND ϕ4 & ϕ8, RESPECTIVELY, WHEN ALLOCATED GREEN TIME FOR LEFT TURN PHASES ARE EXHAUSTED.

- COUNTDOWN PEDESTRIAN SIGNALS SHALL GO TO ZERO ON YELLOW PER OMUTCD FIGURE 4E-2.

- RADAR DETECTION UNITS FOR DILEMMA ZONE DETECTION SHALL PLACE A CONSTANT CALL TO THE CONTROLLER WHEN VEHICLE TRAVEL TIMES TO THE STOP BAR ARE BETWEEN 2.5 AND 6 SECONDS. SPEED TRIGGER SHALL BE SET FOR VEHICLES TRAVELING 35 MPH AND GREATER.

- RADAR SHALL HAVE QUEUE DETECTION CONFIGURED AND A ZONE PLACED AT 100-200 FEET FROM STOP BAR FOR SLOW MOVING VEHICLE EXTENSIONS. SPEED TRIGGER SHALL BE SET AT 1-35 MPH.

- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.

- FOR ANY ENTRY TO FLASHING OPERATION, PROGRAMMING SHALL RUN MINOR STREET GREEN (TYP. ϕ4 & ϕ8), ALL-RED CLEARANCE, AND THEN FLASHING OPERATION.

ITEM	TOTAL	UNIT	DESCRIPTION
625	84	FT	CONDUIT, 2", 725.04
625	84	FT	TRENCH
625	6	EACH	GROUND ROD
625	2	EACH	PULL BOX REMOVED
630	5.6	SF	SIGN, FLAT SHEET
630	2	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL
630	6	EACH	SURFACE PREPARATION, NEW SUPPORT SECTION
630	6	EACH	COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTION
630	6	EACH	COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION
630	6	EACH	COATING, URETHANE TOP COAT, SUPPORT SECTION
632	6	EACH	PEDESTAL FOUNDATION
632	6	EACH	PEDESTAL, 8', TRANSFORMER BASE
632	8	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PEDESTRIAN SIGNAL SYSTEM)
632	6	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN
632	6	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	6	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON
632	738	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	708	FT	LOOP DETECTOR LEAD-IN CABLE
809	6	EACH	ADVANCE RADAR DETECTION, AS PER PLAN
809	10	EACH	STOP LINE RADAR DETECTION, AS PER PLAN

SUPPORT NO.	STATION	OFFSET	POLE HEIGHT	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	HANDHOLE
			FT	DEG	DEG	DEG
PS-1	565+00	41' LT	8'	90	90	180
PS-2	565+11	46' LT	8'	180	180	180
PS-3	565+11	39' RT	8'	90	90	180
PS-4	565+36	48' RT	8'	180	180	180
PS-5	566+10	47.5' LT	8'	180	180	180
PS-6	556+25	45.5' RT	8'	0	0	180

PEDESTAL TABLE

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL DETAILS
HUBBARD ROAD

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NOTES:

Overhead sign supports can be separated into major sections such as end frames, trusses, vertical poles and cantilever arms. For the implementation of this work item it will be beneficial to refer to the major sections of the overhead sign supports rather than the whole support. More specific instructions and flexibility can be given based upon the unit of measure and payment per major support section.

The protective coating of overhead sign support sections shall be a four part process to include surface preparation followed by a three coat paint system. This three coat system shall consist of an organic zinc prime coat, an epoxy intermediate coat and a urethane finish coat, with each coat being a different color. The purpose of this coating is to provide protection for new (unweathered) and older (weathered) galvanized steel support sections from corrosive elements in the atmosphere. Coating and surface preparation of new galvanized support sections should be done by the manufacturer.

In the field, the Contractor shall take all necessary precautions to comply with pollution laws, rules or regulations of Federal, State or Local agencies. The coating materials specified for the work can be hazardous to the health of the applicator if not applied as per manufacturer's instruction. The Contractor shall follow the data sheet and the label on the paint containers. These precautions shall include the use of respirators and eye and skin protection as specified. The Contractor shall also insure that his painting operations and locations will not endanger or adversely affect the public in general.

The proposed cleaning and coating operations shall be performed only when the ambient temperature is 50°F or above. Paint shall not be applied during rain, fog or mist, or when the steel surface temperature is less than 5°F above the dew point. Paint shall not be applied to wet or damp surfaces or on frosted or ice-coated surfaces. Paint shall not be applied when the relative humidity is greater than 85%. All steel surfaces of trusses and end frames including the welded areas, ballast enclosure mounting bracket and base plates are to be cleaned and coated. Before each coating is applied, it shall be mixed with an approved power mechanical mixer to a uniform consistency which shall be maintained during its application. Each coat shall be applied in a workman-like manner as a continuous film of uniform thickness which is free of holidays, pores, runs or sags. All coats shall be applied by brush or roller. Thinning of paint is strictly prohibited. Paint not capable of being applied as specified shall not be used. The coating shall penetrate all joints and connections. The Engineer shall be notified 24 hours prior to any cleaning or coating operations so that inspection services can be provided.

COATING SYSTEM

The coating system shall be a three coat paint system conforming to CMS 708.02. Supply the primer, intermediate and finish coats from the same manufacturer.

SURFACE PREPARATION, EXISTING SUPPORT SECTIONS

Existing, weathered galvanized support sections should have their surface preparation as well as their protective coating done under conditions of temperature and humidity within the same range as specified by the manufacturer of the organic zinc prime coat material to be used immediately after this cleaning operation. The support sections shall be prepared for coating by SSPC-SP1 (solvent cleaning) followed by SSPC-SP10 (near white blast cleaning). Before the prepared surface degrades from the prescribed standards, the prime coat shall be applied. In every case, the surface shall be coated with organic zinc prime coat on the same day as the surface preparation. Careful handling and storage will be required to prevent any scraping, marring, or other damage to the prepared surface. Payment shall include all labor, equipment, handling, transportation costs and materials necessary to accomplish this item of work per major support section.

Basis of payment will be as follows:

Item 630 Surface Preparation, Existing Support Section at contract bid price per each major support section.

SURFACE PREPARATION, NEW SUPPORT SECTIONS

New, unweathered galvanized support sections should have their surface preparation as well as their protective coating done at the manufacturer of the support sections.

The support sections shall be prepared for coating by SSPC-SP1 (solvent cleaning) (Do not us alkaline cleaners) followed by SSPC-SP7 (100% brush-off blast of surface). Before the prepared surface degrades from the prescribed standards, the prime coat shall be applied. In every case, the surface shall be coated with the organic zinc prime coat on the same day of surface preparation. Careful handling and storage will be required to prevent any scraping, marring, or other damage to the prepared surface. Payment shall include all labor, equipment, handling, transportation costs and materials necessary to accomplish this item of work per major support section.

Basis of payment will be as follows:

Item 630 Surface Preparation, New Support Section at contract bid price per each major support section.

COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTIONS

This item shall consist of the application of one coat of an organic zinc primer to support sections. The total dry film thickness of this coat shall be between 1.5 to 2.0 mils. If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. The color of this coat shall be noticeably different from the base material and other proposed coats. This coat shall, in all cases, be applied over surfaces that were prepared earlier that same day. The thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used.

When the overage dry film thickness of this coat over the entire support section is less than the specified 1.5 to 2.0 mils but is at least 1.25 mils, the contract bid price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 16 2/3%. If the deficiency of coating is more than 16 2/3% (i.e. the average dry film thickness is less than 1.25 mils) the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment, and material.

For new support sections the prime coat should be done at the manufacturer of the support sections. Verification by the manufacturer of the coating material for the prime coat will be required. Careful handling and storage will be required to prevent any scraping, marring, or other surface damage to the prime coat.

Payment shall include all labor, equipment, handling costs, and materials necessary to accomplish this item of work. This prime coat shall be manufactured by the same company supplying the intermediate and top coats. A properly calibrated dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 Coating, Organic Zinc Prime Coat, Support Section at contract bed price per each major support section.

COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTIONS

This item shall consist of the application of one coat of epoxy to support sections. The total dry film thickness of this coat shall not be less than 6.0 mils. If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. Thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used.

When the average dry film thickness of this coat over the entire support section is less than the specified 6.0 mils, but is at least 5.0 mils, the contract price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 16 2/3%. If the deficiency of coating is more than 16 2/3%, (i.e. the average dry film thickness is less than 5.0 mils), the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment, and material.

At least 24 hours, but no more than three days, shall elapse after the application of the organic zinc prime coat and before the application of the epoxy intermediate coat. Surfaces shall, in all cases, be clean before the intermediate coat is applied.

For new support sections, this intermediate coat should be done at the manufacturer of the support sections. Verification by the manufacturer for the intermediate coat will be required. Careful handling and storage will be required to prevent any scraping, marring or other surface damage to the intermediate coat.

Payment shall include all labor, equipment, handling cost and material necessary to accomplish this item of work. This intermediate coat shall be manufactured by the same company supplying the prime and top coats. A properly calibrated dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 Coating, Epoxy Intermediate Coat, Support Section at contract bid price per major support section.

COATING, URETHANE FINISH COAT, SUPPORT SECTIONS

This item shall consist of the application of one coat of urethane to support sections. The total dry film thickness of this coat shall not be less than 1.5 mils. If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. Thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used. The color of this coat shall be medium grey.

When the average dry film thickness of this coat over the entire support section is less than the specified 1.5 mils, but is at least 1.0 mils, the contract price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 33 1/3%. If the deficiency of coating is more than 33 1/3%, (i.e. the average dry film thickness is less than 1.0 mils), the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment, and material.

At least 24 hours, but no more than three days, shall elapse after the application of the epoxy intermediate coat and before the application of the urethane finish coat. Surfaces shall, in all cases, be clean before the finish coat is applied.

For new support sections, this finish coat should be done by the manufacturer of the support sections. Verification by the manufacturer for the finish coat will be required. Careful handling and storage will be required to prevent any scraping, marring or other surface damage to the finish coat.

Payment shall include all labor, equipment, handling cost and materials necessary to accomplish this item of work. This finish coat shall be manufactured by the same company supplying the prime and intermediate coats. A properly calibrated, dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 Coating, Urethane Finish Coat, Support Section at contract bid price per each major support section.

THIS DRAWING REPLACES PIS 202310 DATED 01-21-2011.

OFFICE OF ROADWAY ENGINEERING

DESIGNED XXX REVIEWED XXX

REVISION DATE 7/18/2014 CHECKED CHECKED

PLAN INSERT SHEET

PROTECTIVE COATING OF OVERHEAD SIGN SUPPORT SECTIONS

PIS 202310

MATERIAL SPECIFICATIONS FOR BBS GENERATOR POWER PANEL EQUIPMENT

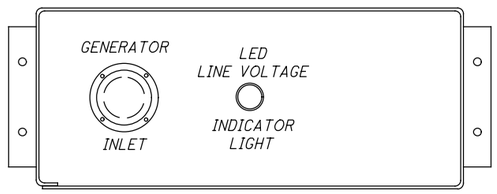
GENERATOR INLET - The inlet shall be 30 amp, 125/250V, locking, four (4) wire grounding and meet the NEMA configuration number L14-30-P 30A 125/250V specification. The inlet shall be a Hubbell catalog #2715.

LINE VOLTAGE GENERATOR SWITCH - The switch shall be 30 amp, 125/250V AC, two (2) pole, three (3) position (On, Off, On). The switch shall be a Hubbell catalog #1388.

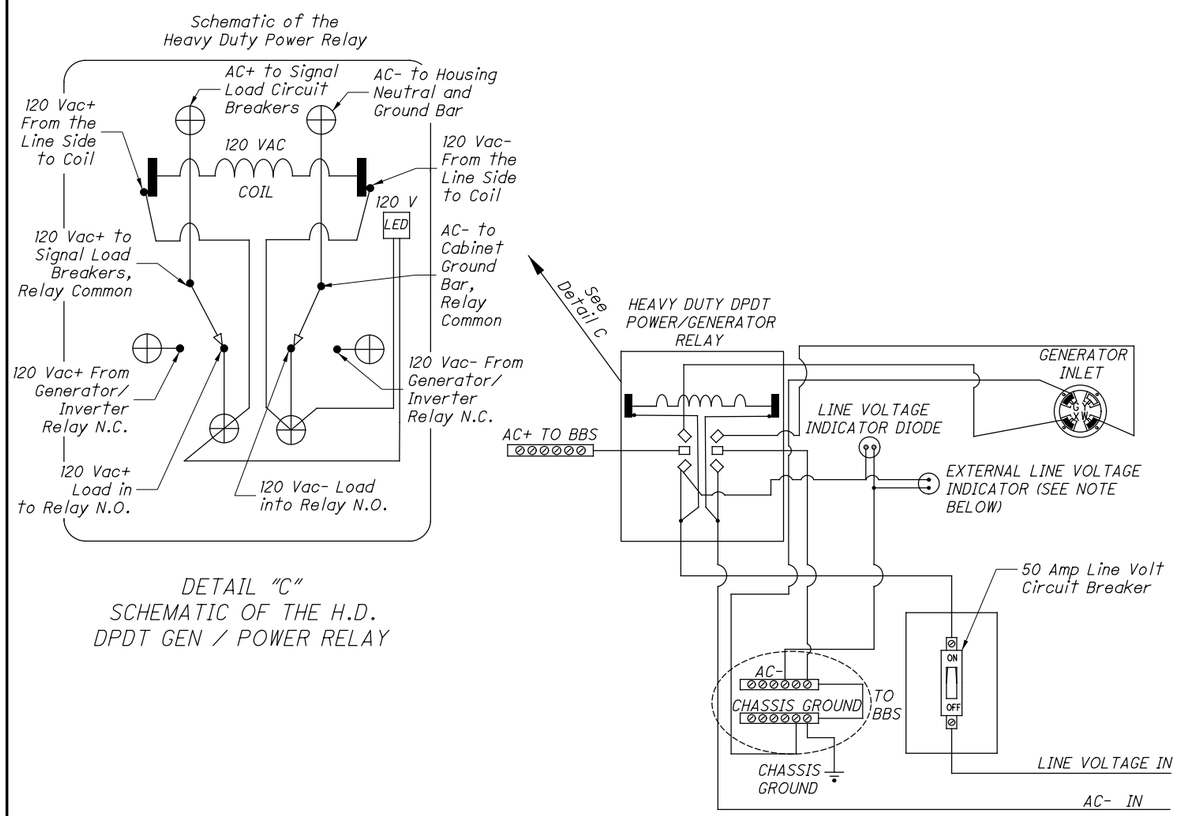
LINE VOLTAGE INDICATOR LIGHT - The indicator light shall be 125V AC light emitting diode with a red lens.

LINE VOLTAGE CIRCUIT BREAKER - The circuit breaker shall be single pole single throw and a minimum of 30 amps. The amperage shall be increased to accomodate greater loads, if necessary. The gauge of the power cable shall be of proper size per N.E.C.

EXTERNAL LINE VOLTAGE INDICATOR LIGHT - The indicator light shall be a 1" waterproof NEMA 4X or IP66 LED lamp with a green lens.



FRONT VIEW OF GENERATOR POWER PANEL

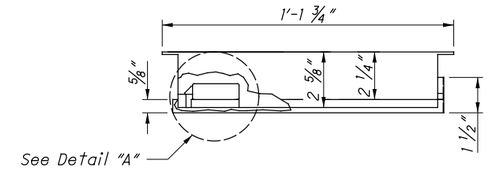


DETAIL "C"
SCHEMATIC OF THE H.D.
DPDT GEN / POWER RELAY

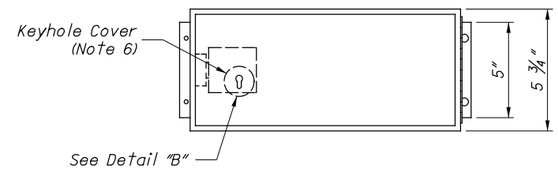
ELECTRICAL HOOKUP DETAIL FOR THE BBS GENERATOR POWER PANEL

NOTE: EXTERNAL LINE VOLTAGE INDICATOR LIGHT required when called for in the plans. EXTERNAL LINE VOLTAGE INDICATOR LIGHT shall be located on the enclosure exterior for visibility from the adjacent roadway when all cabinet, and generator panel doors are closed.

GENERATOR POWER PANEL ENCLOSURE



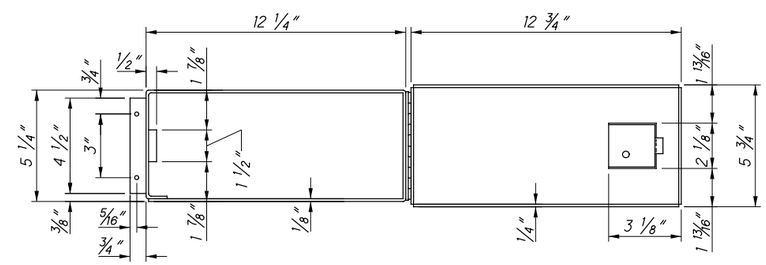
TOP VIEW



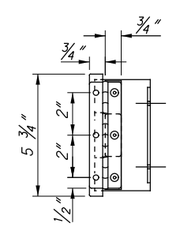
FRONT VIEW CLOSED DOOR

NOTES:

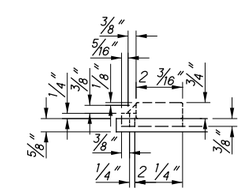
1. The enclosure shall be constructed of 1/8" thick alumimum.
2. The lock shall be the standard police door type, keyed with the standard flasher door skeleton key.
3. The door shall be sealed with a foam rubber gasket to prevent moisture from entering the enclosure.
4. The enclosure shall be mounted onto the outside of the controller cabinet with non-accessible bolts and sealed with a high quality silicon caulk at all surfaces touching the cabinet.
5. The hinge shall be of stainless steel or equivalent corrosive-resistant material.
6. Keyhole shall be covered with a movable circular aluminum or brass cover with top pivot pin.



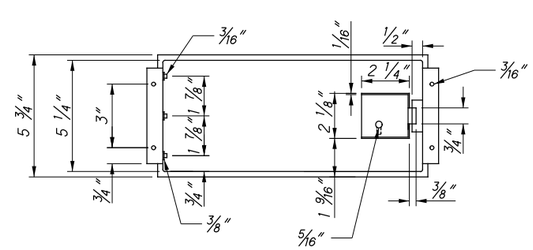
FRONT VIEW OPEN DOOR



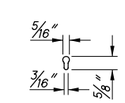
RIGHT SIDE VIEW
CLOSED DOOR



DETAIL "A"



BACK VIEW CLOSED DOOR



DETAIL "B"

THIS DRAWING REPLACES PIS 203012 DATED 04-20-2012.

OFFICE OF ROADWAY ENGINEERING

DESIGNED XXX REVIEWED XXX

REVISION DATE 7/18/2014 CHECKED CHECKED

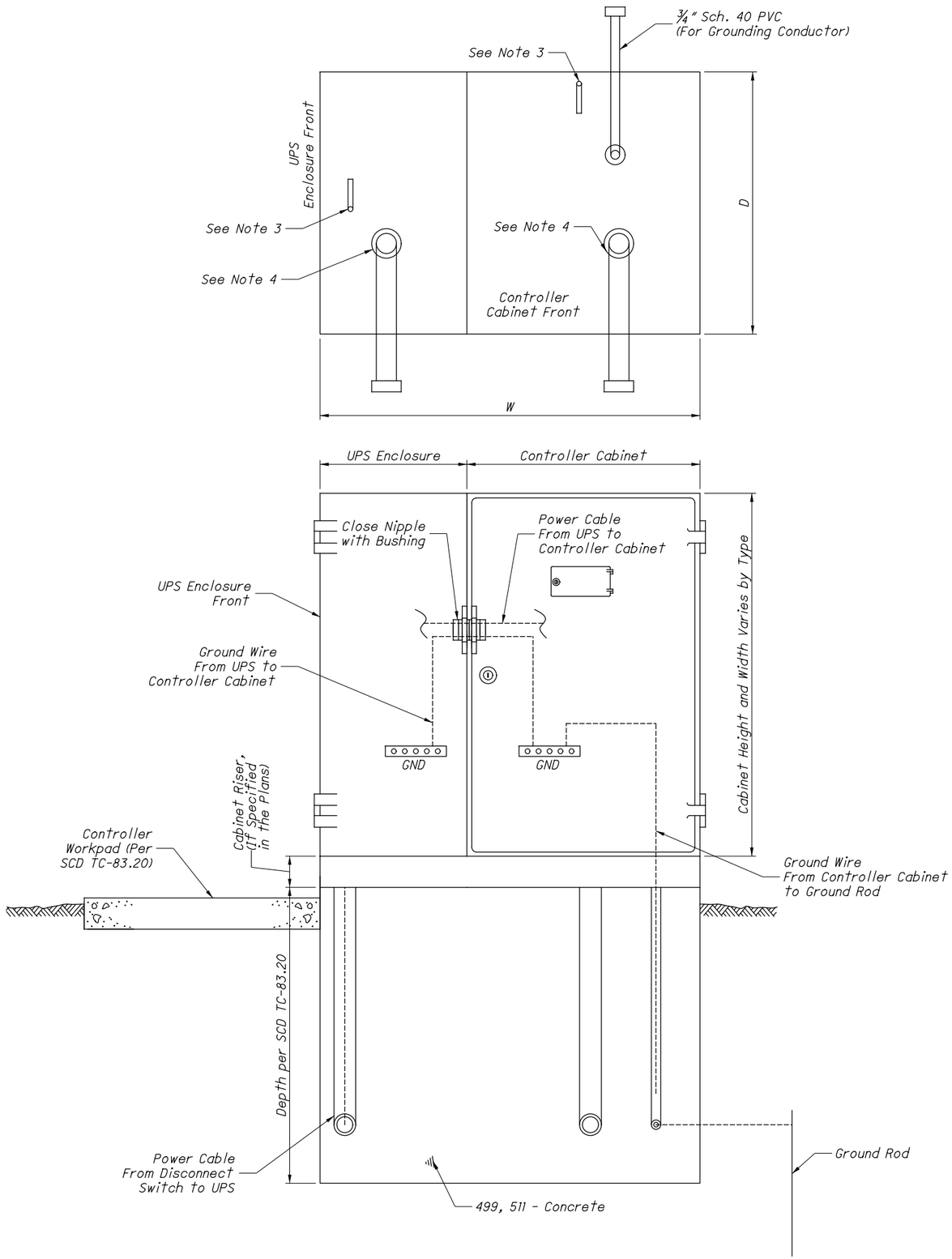
PLAN INSERT SHEET

BATTERY BACKUP SYSTEM (BBS)
GENERATOR POWER PANEL

PIS 203012

1/1

597/651



NOTES:

1. The Uninterruptible Power Supply (UPS) enclosure shall be mounted flush up against the traffic signal cabinet and sealed with silicone. The Contractor shall be responsible for providing the necessary power cable between the UPS unit and signal cabinet.

2. The UPS should be placed on the opposite side of the pull box on a 332/336 cabinet (per Standard Construction Drawing (SCD) TC-83.20). The UPS placement for a NEMA cabinet varies, placement should provide adequate access with respect to slope, guardrail spacing, etc.

3. The size, number, and location of anchor bolts shall be in accordance with the manufacturer's recommendations.

4. The size, number, and orientation of conduit ells shall be as shown in the plan, except that a 3/4" schedule 40 PVC shall be installed in each foundation.

5. 1/2" preformed joint filler as per CMS 705.03 shall be used between foundations and adjacent paved areas.

6. See SCD TC-83.20 for further details.

TYPE	W (IN.)	D (IN.)	FOUNDATION CONCRETE (CU. YD.)
TS-1	60	24	1.23
TS-2	70	36	2.16
2070/170	50	36	1.54

THIS DRAWING REPLACES PIS 208320 DATED 04-20-2012.

OFFICE OF ROADWAY ENGINEERING

DESIGNED XXX REVIEWED XXX

REVISION DATE 7/18/2014 CHECKED CHECKED

PLAN INSERT SHEET

UNINTERRUPTIBLE POWER SUPPLY (UPS) AND CONTROLLER CABINET FOUNDATION

PIS 208320

1/1

598/651

SEPAC AND ASC/3 INPUT FILE INFORMATION FOR THE 332 CABINET

UPPER INPUT FILE (FILE=I)

UPPER	CHANNEL	PHASE	1	2	2	2	3	4	4	4	1		MANUAL	2	6	FLASH
		DEFAULT FUNCTION	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	SPARE	CONTROL ADV.	PED	PED	SENSE
		SEPAC DETECTOR NO.	VEH 1	VEH 3	VEH 5	VEH 7	VEH 9	VEH 11	VEH 13	VEH 15	VEH 17			PED 2	PED 6	
		ASC/3 DETECTOR NO.	VEH 1	VEH 2	VEH 3	VEH 4	VEH 5	VEH 6	VEH 7	VEH 8	VEH 9			PED 2	PED 6	
		C1 PIN NUMBER	56	39	63	47	58	41	65	49	60		80	67	68	81
		FIELD TERMINALS	1-D,E	2-D,E	3-D,E	4-D,E	5-D,E	6-D,E	7-D,E	8-D,E	9-D,E	10-D,E	11-D,E	12-D,E	13-D,E	14-D,E
SLOT NUMBER			1	2	3	4	5	6	7	8	9	10	11	12	13	14
LOWER	CHANNEL	PHASE	1	2	2	2	3	4	4	4	3		ADV.	4	8	STOP
		DEFAULT FUNCTION	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	SPARE	ENABLE	PED	PED	TIME
		SEPAC DETECTOR NO.	VEH 1	VEH 4	VEH 6	VEH 7	VEH 9	VEH 12	VEH 14	VEH 15	VEH 18			PED 4	PED 8	
		ASC/3 DETECTOR NO.	VEH 1	VEH 10	VEH 11	VEH 4	VEH 5	VEH 14	VEH 15	VEH 8	VEH 13			PED 4	PED 8	
		C1 PIN NUMBER	56	43	76	47	58	45	78	49	62		53	69	70	82
		FIELD TERMINALS	1-J,K	2-J,K	3-J,K	4-J,K	5-J,K	6-J,K	7-J,K	8-J,K	9-J,K	10-J,K	11-J,K	12-J,K	13-J,K	14-J,K

LOWER INPUT FILE (FILE=J)

UPPER	CHANNEL	PHASE	5	6	6	6	7	8	8	8	5					
		DEFAULT FUNCTION	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	SPARE	SPARE	EV - A	EV - B	RR - 1
		SEPAC DETECTOR NO.	VEH 19	VEH 21	VEH 23	VEH 25	VEH 29	VEH 31	VEH 33	VEH 35	VEH 37					
		ASC/3 DETECTOR NO.	VEH 17	VEH 18	VEH 19	VEH 20	VEH 21	VEH 22	VEH 23	VEH 24	VEH 25					
		C1 PIN NUMBER	55	40	64	48	57	42	66	50	59		54	71	72	51
		FIELD TERMINALS	1-D,E	2-D,E	3-D,E	4-D,E	5-D,E	6-D,E	7-D,E	8-D,E	9-D,E	10-D,E	11-D,E	12-D,E	13-D,E	14-D,E
SLOT NUMBER			1	2	3	4	5	6	7	8	9	10	11	12	13	14
LOWER	CHANNEL	PHASE	5	6	6	6	7	8	8	8	7					
		DEFAULT FUNCTION	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	SPARE	SPARE	EV - C	EV - D	RR - 2
		SEPAC DETECTOR NO.	VEH 19	VEH 22	VEH 24	VEH 25	VEH 29	VEH 32	VEH 34	VEH 35	VEH 38					
		ASC/3 DETECTOR NO.	VEH 17	VEH 26	VEH 27	VEH 20	VEH 21	VEH 30	VEH 31	VEH 24	VEH 29					
		C1 PIN NUMBER	55	44	77	48	57	46	79	50	61		75	73	74	52
		FIELD TERMINALS	1-J,K	2-J,K	3-J,K	4-J,K	5-J,K	6-J,K	7-J,K	8-J,K	9-J,K	10-J,K	11-J,K	12-J,K	13-J,K	14-J,K

SEPAC AND ASC/3 INPUT FILE INFORMATION FOR THE 336 CABINET

UPPER	CHANNEL	PHASE	1	2	3	4	5	6	7	8				2	6	FLASH
		DEFAULT FUNCTION	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	RR - 1	EV - A	EV - B	PED	PED	SENSE
		SEPAC DETECTOR NO.	VEH 1	VEH 3	VEH 9	VEH 11	VEH 19	VEH 21	VEH 29	VEH 31				PED 2	PED 6	
		ASC/3 DETECTOR NO.	VEH 1	VEH 2	VEH 5	VEH 6	VEH 17	VEH 18	VEH 21	VEH 22				PED 2	PED 6	
		C1 PIN NUMBER	56	39	58	41	55	40	57	42	51	71	72	67	68	81
		FIELD TERMINALS	1-D,E	2-D,E	3-D,E	4-D,E	5-D,E	6-D,E	7-D,E	8-D,E	9-D,E	10-D,E	11-D,E	12-D,E	13-D,E	14-D,E
SLOT NUMBER			1	2	3	4	5	6	7	8	9	10	11	12	13	14
LOWER	CHANNEL	PHASE	2	2	4	4	6	6	8	8				4	8	STOP
		DEFAULT FUNCTION	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	EXT-CALL	RR - 2	EV - C	EV - D	PED	PED	TIME
		SEPAC DETECTOR NO.	VEH 7	VEH 4	VEH 15	VEH 12	VEH 25	VEH 22	VEH 35	VEH 32				PED 4	PED 8	
		ASC/3 DETECTOR NO.	VEH 4	VEH 10	VEH 8	VEH 14	VEH 20	VEH 26	VEH 24	VEH 30				PED 4	PED 8	
		C1 PIN NUMBER	47	43	49	45	48	44	50	46	52	73	74	69	70	82
		FIELD TERMINALS	1-J,K	2-J,K	3-J,K	4-J,K	5-J,K	6-J,K	7-J,K	8-J,K	9-J,K	10-J,K	11-J,K	12-J,K	13-J,K	14-J,K

THIS DRAWING REPLACES PIS 203324 DATED 10-18-2013.

OFFICE OF ROADWAY ENGINEERING

DESIGNED XXX REVIEWED XXX

REVISION DATE 7/15/2016 CHECKED CHECKED

PLAN INSERT SHEET

SEPAC AND ASC/3 INPUT FILE INFORMATION FOR 332 AND 336 CABINETS

PIS 203324

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PROJECT DESCRIPTION

THIS PROJECT, LAK-20 19.59, IS FOR PAVEMENT REPLACEMENT ALONG US 20 FROM SR 2 TO SR 528 AND ALSO INCLUDES REPLACEMENT OF A CULVERT AND CONSTRUCTION OF THREE RETAINING WALLS.

HISTORIC RECORDS

FIVE HISTORIC PROJECTS WERE LOCATED THROUGH THE PROJECT LIMITS. THESE INCLUDE EXPLORATIONS FROM 1940, 1963, TWO IN 1992, AND 2006. INFORMATION FROM THE 1992 AND 2006 STUDIES ARE PRESENTED ON THIS SOIL PROFILE.

GEOLOGY

THE GEOLOGY OF THE PROJECT SITE CONSISTS OF BEACH RIDGES CONTAINING FINE TO COARSE SAND WITH SOME GRAVEL. THE RIDGES ARE ABOVE AND ADJACENT TO LACUSTRINE PLAIN DEPOSITS OF SILT AND SAND FOLLOWED BY GLACIAL TILL DEPOSITS. THE BEDROCK IS ABOUT 50 FEET BELOW THE SURFACE IN THIS AREA AND CONSISTS OF OHIO SHALE OF THE DEVONIAN AGE.

RECONNAISSANCE

SHAWN SMITH VISITED THE PROJECT SITE ON MARCH 11 AND 12, 2019. THE EXISTING PAVEMENT ALONG US-20 WAS IN FAIR TO POOR CONDITION. TRANSVERSE CRACKS WERE OBSERVED THROUGHOUT THE PROJECT AREA, WITH SECONDARY CRACKS OBSERVED ALONG MANY OF THE TRANSVERSE CRACKS. LONGITUDINAL CRACKS WERE OBSERVED BETWEEN LANES IN MANY AREAS.

SUBSURFACE EXPLORATION

(70) TEST BORINGS WERE COMPLETED AS PART OF THIS SUBSURFACE EXPLORATION. PAVEMENT LOCATIONS B-001-0-19 TO B-055-0-19 WERE DRILLED BETWEEN MARCH 13 AND 26, 2019. AT THESE TEST LOCATIONS, WE CORED THROUGH THE EXISTING PAVEMENT WITH A 4-INCH DIAMETER DIAMOND-TIPPED CORE BIT TO COLLECT CORES. THE BASE MATERIAL, IF PRESENT, WAS SAMPLED AND THE THICKNESSES OF THE PAVEMENT MATERIALS WERE MEASURED. PER ODOT'S REQUEST, SPT SAMPLES WERE COLLECTED FROM THE TOP 18 INCHES OF SUBGRADE AT EACH LOCATION. SIX ADDITIONAL PAVEMENT BORINGS WERE PERFORMED ON OCTOBER 22, 2021, WHICH INCLUDE B-003-1-19, B-003-2-19, B-003-3-19, B-004-1-19, B-004-2-19, AND B-005-1-19. AT THESE TEST LOCATIONS, WE AUGERED THROUGH THE EXISTING PAVEMENT. THE BASE MATERIAL, IF PRESENT, WAS SAMPLED AND THE THICKNESSES OF THE PAVEMENT MATERIALS WERE MEASURED. SPT SAMPLES WERE COLLECTED IN THE TOP 6 FEET OF THE SUBGRADE AT EACH LOCATION. AT ALL THESE LOCATIONS, THE HOLES WERE BACKFILLED WITH SOIL CUTTINGS BLENDED WITH BENTONITE CHIPS. THE PAVEMENT WAS PATCHED WITH COLD-MIX ASPHALT.

LOCATIONS B-016-1-19, B-016-2-19, B-022-1-19, AND B-022-2-19 WERE DRILLED ON JULY 13, 2020. LOCATIONS B-024-1-19, B-024-2-19, B-025-1-19, B-025-2-19, AND B-025-3-19 WERE DRILLED ON APRIL 26, 2021. B-016-1-19 AND B-016-2-19 WERE EACH DRILLED TO DEPTHS OF 40 FEET BELOW EXISTING GRADE, IN OPPOSITE LANES, ON EACH SIDE OF THE PLANNED CULVERT. THE REMAINING BORINGS WERE EACH DRILLED TO DEPTHS OF 15 FEET BELOW EXISTING GRADE AT THE PROPOSED RETAINING WALLS. AT EACH LOCATION, SME AUGURED THROUGH THE EXISTING PAVEMENT, MEASURED THICKNESS OF THE PAVEMENT MATERIALS THEN OBTAINED SPT SAMPLES AT 2.5-FOOT INTERVALS TO THE EXPLORED DEPTHS. THE BORINGS WERE DRILLED WITH A TRUCK MOUNTED RIG, USING 3.75-INCH I.D. HOLLOW STEM, AND 4-INCH O.D. SOLID STEM AUGERS. THE BOREHOLES WERE CHECKED FOR THE PRESENCE OF GROUNDWATER DURING DRILLING AND AFTER PULLING THE AUGERS. AT COMPLETION, THE BOREHOLES WERE BACKFILLED WITH A BLEND OF SOIL CUTTINGS AND BENTONITE CHIPS. THE PAVEMENT WAS PATCHED WITH COLD-MIX ASPHALT. THE FIELD MEASURED SPT BLOW COUNTS ARE CORRECTED TO N60 BASED ON ENERGY EFFICIENCY MEASUREMENTS OF 81% AND 83% OBTAINED FROM HAMMER CALIBRATIONS MADE ON APRIL 5, 2017 AND JULY 30, 2020.

EXPLORATION FINDINGS

THE PAVEMENT SECTION CONSISTED OF ASPHALT OR ASPHALT OVER CONCRETE AND/OR BRICK PAVEMENTS. TOTAL PAVEMENT THICKNESSES RANGED FROM ABOUT 6 TO 18 INCHES. THE ASPHALT LAYER THICKNESS RANGED FROM 3 TO 12 INCHES, THE CONCRETE LAYER THICKNESS RANGES FROM 1 TO 9-1/2 INCHES, AND THE BRICK LAYER THICKNESS IS ABOUT 4 INCHES. BASE MATERIAL WAS SELDOM FOUND, BUT WHERE ENCOUNTERED, THE BASE IS ABOUT 3 TO 6 INCHES THICK AND CONSISTS OF CRUSHED LIMESTONE AND/OR SLAG.

THE SUBGRADE CONSISTS OF BEACH RIDGE DEPOSITS OF SAND WITH SOME GRAVEL OVER GLACIAL TILL. THE MAJORITY OF SOIL CONSISTED OF LOOSE TO MEDIUM DENSE COARSE AND FINE SAND (A-3A) OR FINE SAND (A-3), WITH ISOLATED ZONES OF SANDY SILT (A-4A), GRAVEL WITH SAND (A-1B), GRAVEL (A-1A), AND GRAVEL WITH SAND AND SILT (A-2-4). WHERE ENCOUNTERED, THE UNDERLYING TILL CONSISTED OF VERY STIFF TO HARD SANDY SILT (A-4A) OR SILT AND CLAY (A-6A). FILL WAS ENCOUNTERED IN BORINGS B-003-1-19, B-003-2-19, B-003-3-19, B-004-1-19, B-004-2-19, AND B-005-1-19, WHICH CONSISTED OF CHEMICALLY TREATED GRAVEL AND/OR STONE FRAGMENTS WITH SAND, SILT, AND CLAY (A-2-4), COARSE AND FINE SAND (A-3A), SANDY SILT (A-4A), OR SILT AND CLAY (A-6A).

GROUNDWATER WAS ENCOUNTERED BETWEEN DEPTHS OF 11 AND 13 FEET (ELEVATIONS 645-655 FEET) IN SIX OF THE BORINGS. GROUNDWATER WAS NOT ENCOUNTERED IN THE OTHER BORINGS; HOWEVER, HISTORICAL EXPLORATIONS ENCOUNTERED GROUNDWATER RANGING FROM 2 TO 10 FEET BELOW GRADE. GROUNDWATER CONDITIONS INDICATED BY THE BORINGS REPRESENT CONDITIONS AT THE TIME THE READINGS WERE TAKEN. THE GROUNDWATER LEVELS AT THE TIME OF CONSTRUCTION MAY VARY FROM THOSE CONDITIONS NOTED ON THE BORING LOGS.

SULFATE CONTENTS IN THE SUBGRADE SAMPLES RANGED FROM 100 TO 753 PARTS PER MILLION (PPM). GYPSUM WAS NOT VISUALLY EVIDENT IN THE SUBGRADE SAMPLES. THE RISK OF SULFATE-INDUCED HEAVE BECOMES SIGNIFICANT ABOVE 3,000 PPM WHEN CALCIUM-BASED STABILIZERS ARE USED. GB1 INDICATES THAT CHEMICAL STABILIZATION SHOULD NOT BE CONSIDERED IF ANY SAMPLES HAVE A SULFATE CONCENTRATION ABOVE 5,000 PPM. SINCE OUR TESTS INDICATE SULFATE CONTENTS WELL BELOW THESE LIMITS, CHEMICAL STABILIZATION MAY BE CONSIDERED.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL AND/OR STONE FRAGMENTS	*A-1-a*	*4*	*5*
GRAVEL AND/OR STONE FRAGMENTS WITH SAND	*A-1-b*	*11*	*10*
GRAVEL AND/OR STONE FRAGMENTS WITH SAND AND SILT	*A-2-4*	*1*	
FINE SAND	*A-3*	*10*	*11*
COARSE AND FINE SAND	*A-3a*	*46*	*16*
SANDY SILT	*A-4a*	*12*	*19*
SILT	*A-4b*		*2*
SILT AND CLAY	*A-6a*	*2*	*4*
	TOTAL	*86*	*67*

PAVEMENT OR BASE = X = APPROXIMATE THICKNESS — *VISUAL*

SOD AND TOPSOIL = X = APPROXIMATE THICKNESS — *VISUAL*

BORING LOCATION - PLAN VIEW

HISTORIC BORING LOCATION - PLAN VIEW - LAK-20-18.40- & 24.89

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

N_{60} INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.

N INDICATES STANDARD PENETRATION RESISTANCE.

X/Y/D" NUMBER OF BLOWS FOR STANDARD PENETRATION TEST S(PT): Y/D'= NUMBEROF BLOWS (UNCORRECTED) FOR D' OF PENETRATION AT REFUSAL. X= NUMBER OF BLOWS FOR 6 INCHES (UNCORRECTED)

WC INDICATES WATER CONTENT IN PERCENT.

W— INDICATES FREE WATER ELEVATION.

∇ INDICATES FREE WATER ELEVATION AT END OF DRILLING.

● INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.

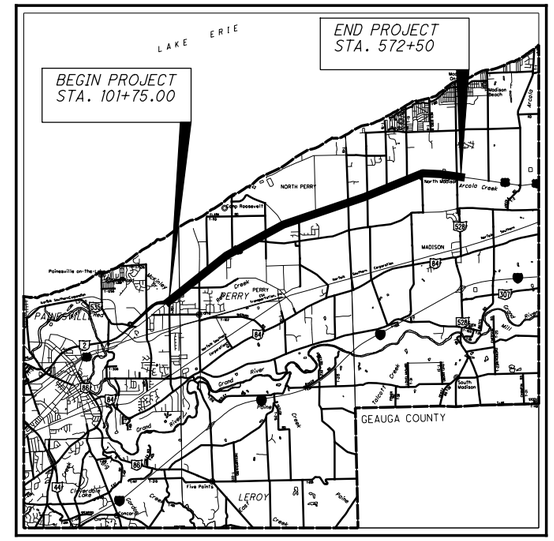
⊖ INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25% OR GREATER THAN 19% WITH A WET APPEARANCE

SS INDICATES A SPLIT SPOON SAMPLE.

ST INDICATES A SHELBY TUBE SAMPLE.

NP INDICATES A NON-PLASTIC SAMPLE.

HISTORIC BORING DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL AND/OR STONE FRAGMENTS	*A-1-a*	*2*	*3*
GRAVEL AND/OR STONE FRAGMENTS WITH SAND	*A-1-b*	*8*	*10*
GRAVEL AND/OR STONE FRAGMENTS WITH SAND AND SILT	*A-2-4*	*1*	*20*
GRAVEL AND/OR STONE FRAGMENTS WITH SAND, SILT, AND CLAY	*A-2-6*	*1*	*0*
FINE SAND	*A-3*	*15*	*37*
COARSE AND FINE SAND	*A-3a*	*20*	*102*
SANDY SILT	*A-4a*	*3*	*14*
SILT AND CLAY	*A-6a*	*0*	*4*
	TOTAL	*50*	*190*



LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

BOULDERS	12"	COBBLES	3"	GRAVEL	2.0 mm (No. 10 SIEVE)	COARSE SAND	0.42 mm (No. 40 SIEVE)	FINE SAND	0.074 mm (No. 200 SIEVE)	SILT	0.005 mm	CLAY

INDEX OF SHEETS

SUMMARY OF SOIL TEST DATA, SHEET 2 TO 7

LOCATION FROM STA.	TO STA.	PLAN VIEW AND PROFILE SHEET	CUT MAX.	FILL EMB. MAX.	STRUCTURES INCLUDED WALL NO.	STRUCTURES INCLUDED CULVERT NO.
U.S. 20 WEST						
105+50	257+00	8 TO 18	-	-		1
257+00	327+00	19 TO 26	-	-	1, 2, & 3	
327+00	410+10	27 TO 32	-	-		
U. S. 20 EAST						
410+00	564+00	33 TO 43	-	-		

BORING LOGS, SHEETS 44-52

RECON. - SHS/EP 03/12/2019

DRILLING - RH/RM 03/13/19-03/26/19

DRILLING - RH/RM 07/13/20-04/26/21

DRILLING - RH/RM 10/22/21

DRAWN - JGR 05-06-2021

REVIEWED - JF/TPO 01-14-2022

SPECIFICATIONS

THE GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JULY 2020.

AVAILABLE INFORMATION

THE SOIL, BEDROCK, AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE SOIL PROFILE SHEETS HAS BEEN PRESENTED. GEOTECHNICAL REPORTS, IF PREPARED, ARE AVAILABLE FOR REVIEW ON THE OFFICE OF CONTRACT SALES WEBSITE.

DESIGN AGENCY
SOIL AND MATERIAL ENGINEERS
9375 CHILLICOTHE ROAD
KIRTLAND, OHIO 44094

PID NO. **109270**

SOIL PROFILE

LAK-20-24.99

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SUMMARY OF SOIL TEST DATA
US-20

EXPLORATION NO., STATION & OFFSET	FROM TO	SAMPLE ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-001-0-19 STA. 120+93, 19' LT. LATITUDE = 41.759039 LONGITUDE = -81.191755	1.10-2.60	SS-1	7	44	-	15	19	27	31	8	NP	NP	NP	17	A-4a (1)	350
B-002-0-19 STA. 141+78, 3' RT. LATITUDE = 41.7607 LONGITUDE = -81.189741	1.30-2.80	SS-1	8	83	-	4	33	33	22	8	NP	NP	NP	14	A-3a (0)	360
B-003-0-19 STA. 149+33, 17' RT. LATITUDE = 41.762194 LONGITUDE = -81.187829	1.10-2.60	SS-1	12	89	-	6	11	63	13	7	NP	NP	NP	27	A-3a (0)	390
B-003-1-19 STA. 153+27, 17', LT LATITUDE = 41.763015 LONGITUDE = -81.18688	0.80-1.30	SS-1A	7	100	-	2	8	74	6	10	NP	NP	NP	22	A-3a (0)	250
	1.30-2.30	SS-1B			-		SAME AS SS-2							-	A-4a (VISUAL)	
	2.30-3.80	SS-2	5	100	1.50	6	16	22	32	24	28	21	7	24	A-4a	
	3.80-5.30	SS-3	4	100	-		SAME AS SS-2							32	A-4a (VISUAL)	
	5.30-6.05	SS-4A	5	100	-		SAME AS SS-2							34	A-4a (VISUAL)	
	6.05-6.80	SS-4B			-		SAME AS SS-1A							-	A-3a (VISUAL)	
B-003-2-19 STA. 153+27, 17', LT LATITUDE = 41.763015 LONGITUDE = 81.186881	0.70-1.20	SS-1	12	56	-	16	20	28	21	15	NP	NP	NP	12	A-4a (0)	200
	1.20-2.70	SS-2	15	89	-		SAME AS SS-1							8	A-4a (VISUAL)	
	2.70-4.20	SS-3	12	78	1.50		SAME AS SS-2				28	21	7	12	A-4a (VISUAL)	
	4.20-5.70	SS-4	13	78	-	24	22	21	19	14	NP	NP	NP	9	A-2-4 (0)	
B-003-3-19 STA. 156+55, 16', RT LATITUDE = 41.763576 LONGITUDE = 81.185933	0.90-1.40	SS-1	8	78	-	8	17	43	15	17	NP	NP	NP	9	A-3a (0)	160
	1.40-2.90	SS-2	7	17	2.25	25	21	23	16	15	27	21	6	11	A-2-4 (0)	
	2.90-4.20	SS-3	11	89	-		SAME AS SS-2				28	21	7	12	A-2-4 (VISUAL)	
	4.20-5.90	SS-4	12	100	-		SAME AS SS-2				NP	NP	NP	14	A-2-4 (VISUAL)	
B-004-0-19 STA. 156+94, 17' LT LATITUDE = 41.763717 LONGITUDE = -81.185918	0.70-2.20	SS-1	16	78	-	0	4	85	8	3	NP	NP	NP	13	A-3a (0)	380
B-004-1-19 STA. 160+60, 19' RT LATITUDE = 41.764341 LONGITUDE = 81.184855	0.70-1.40	SS-1A	22	83	-	4	7	74	6	9	NP	NP	NP	11	A-3a (0)	<100
	1.40-2.20	SS-1B			-		SAME AS SS-3							-	A-6a (VISUAL)	
	2.20-3.70	SS-2	7	100	1.50		SAME AS SS-3							22	A-6a (VISUAL)	
	3.70-5.20	SS-3	7	100	-	4	8	16	42	30	33	21	12.00	31	A-6a (8)	
	5.20-6.70	SS-4	9	100	-		SAME AS SS-3							16	A-6a (VISUAL)	
B-004-2-19 STA. 160+60, 16', LT LATITUDE = 41.764799 LONGITUDE = 81.183768	0.80-2.30	SS-1	5	78	0.50	18	21	21	25	15	25	19	6	17	A-4a (1)	250
	2.30-3.80	SS-2	6	78	-		SAME AS SS-1							12	A-4a (VISUAL)	
	3.80-4.50	SS-3A	11	100	-		SAME AS SS-1								A-4a (VISUAL)	
	4.50-5.00	SS-3B			-	GRAVEL WITH SAND, SILT, AND CLAY								12	A-2-7 (VISUAL)	
	5.00-5.30	SS-3C			-		SAME AS SS-4								A-4a (VISUAL)	
	5.30-6.80	SS-4	13	100	-	17	25	20	24	14	24	19	05.00	12	A-4a (1)	
B-005-0-19 STA. 164+81, 18' LT. LATITUDE = 41.765004 LONGITUDE = -81.183595	0.90-2.40	SS-1	7	100	-	11	23	41	16	9	NP	NP	NP	16	A-3a (0)	130
B-005-1-19 STA. 167+63, 19', LT LATITUDE = 41.765448 LONGITUDE = 81.182745	0.90-2.00	SS-1A	11	78	-	14	32	21	19	14	20	17	3	18	A-3a (0)	430
	2.00-2.40	SS-1B			-		SAME AS SS-2								A-1-b (VISUAL)	
	2.40-3.90	SS-2	13	67	-	24	40	15	11	10	NP	NP	NP	9	A-1-b (0)	
	3.90-5.20	SS-3	15	33	-		SAME AS SS-2							8	A-1-b (VISUAL)	
	5.20-6.90	SS-4	14	100	-		SAME AS SS-2							8	A-1-b (VISUAL)	
B-006-0-19 STA. 171+85, 25' RT. LATITUDE = 41.766011 LONGITUDE = -81.181385	1.40-2.90	SS-1	20	100	-	30	2	24	15	9	NP	NP	NP	12	A-1-b (0)	570
B-007-0-19 STA. 179+61, 26' RT. LATITUDE = 41.767225 LONGITUDE = -81.179048	1.70-3.20	SS-1	9	44	-	75	10	8	9	1	NP	NP	NP	7	A-1-a (0)	250
B-008-0-19 STA. 187+00, 16' RT. LATITUDE = 41.768405 LONGITUDE = -81.176843	0.90-2.40	SS-1	4	100	-	6	14	52	20	8	NP	NP	NP	16	A-3a (0)	300
B-009-0-19 STA. 195+58, 19' LT. LATITUDE = 41.769833 LONGITUDE = -81.17434	0.80-2.30	SS-1	9	-	-	6	25	46	15	8	NP	NP	NP	16	A-3a (0)	290
B-010-0-19 STA. 203+65, 3' LT. LATITUDE = 41.771067 LONGITUDE = -81.171882	1.30-2.80	SS-1	9	83	-	19	23	36	15	7	NP	NP	NP	8	A-3a (0)	670
B-011-0-19 STA. 211+00, 19' RT. LATITUDE = 41.772117 LONGITUDE = -81.169588	1.00-2.50	SS-1	5	100	-	9	25	37	19	10	NP	NP	NP	12	A-3a (0)	270
B-012-0-19 STA. 218+32, 17' LT. LATITUDE = 41.773174 LONGITUDE = -81.167303	0.90-2.40	SS-1	7	78	-	5	10	67	11	7	NP	NP	NP	17	A-3a (0)	410
B-013-0-19 STA. 226+46, 20' LT. LATITUDE = 41.77426 LONGITUDE = -81.164696	1.00-2.50	SS-1	11	100	-	1	14	60	18	7	NP	NP	NP	14	A-3a (0)	300
B-014-0-19 STA. 234+18, 17' RT. LATITUDE = 41.775116 LONGITUDE = -81.162105	0.80-2.30	SS-1	9	100	-	2	9	68	16	5	NP	NP	NP	13	A-3a (0)	370
B-015-0-19 STA. 242+41, 16' RT. LATITUDE = 41.776026 LONGITUDE = -81.159343	0.90-2.40	SS-1	9	100	-	2	6	77	10	5	NP	NP	NP	13	A-3a (0)	230
B-016-0-19 STA. 250+67, 6' LT. LATITUDE = 41.776992 LONGITUDE = -81.156605	1.10-2.60	SS-1	22	89	-	10	15	55	15	5	NP	NP	NP	6	A-3a (0)	570
FOR BORINGS B-016-1-19 AND B-016-2-19 SEE THE BORING LOGS ON SHEETS 44 AND 45																
B-017-0-19 STA. 258+67, 23' LT. LATITUDE = 41.777916 LONGITUDE = -81.153942	0.90-2.40	SS-1	5	94	-	4	14	30	26	26	NP	NP	NP	21	A-4a (3)	430
B-018-0-19 STA. 267+44, 16' LT. LATITUDE = 41.778861 LONGITUDE = -81.150953	1.00-2.50	SS-1	11	56	-	5	10	73	8	3	NP	NP	NP	8	A-3a (0)	310

SUMMARY OF SOIL TEST DATA
US-20 (CONT.)

EXPLORATION NO., STATION & OFFSET	FROM - TO	SAMPLE ID	N60	% REC	†sf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO_4
B-019-0-19 STA. 273+50, 22′ RT. LATITUDE = 41.779406 LONGITUDE = -81.14888	1.50-3.00	SS-1	22	67	-	0	5	79	11	5	NP	NP	NP	10	A-3a (0)	500
B-020-0-19 STA. 282+28, 25′ LT. LATITUDE = 41.780459 LONGITUDE = -81.145987	0.90-2.40	SS-1	69	100	-	-	-	-	-	-	-	-	-	-	UNCONTROLLED FILL (VISUAL)	-
B-021-0-19 STA. 290+31, 18′ LT. LATITUDE = 41.781538 LONGITUDE = -81.143447	0.90-2.40	SS-1	22	100	-	1	4	87	6	2	NP	NP	NP	9	A-3 (0)	310
B-022-0-19 STA. 298+40, 16′ RT. LATITUDE = 41.782923 LONGITUDE = -81.141026	1.00-2.50	SS-1	5	100	-	10	15	47	17	11	NP	NP	NP	16	A-3a (0)	130
FOR BORINGS B-022-1-19 AND B-022-2-19 SEE THE BORING LOGS ON SHEETS 46 AND 47																
B-23-0-19 STA. 306+99, 19′ RT. LATITUDE = 41.784261 LONGITUDE = -81.138533	0.90-2.40	SS-1	11	100	-	2	9	76	9	4	NP	NP	NP	14	A-3a (0)	320
B-024-0-19 STA. 313+93, 17′ LT. LATITUDE = 41.785249 LONGITUDE = -81.136364	1.00-2.50	SS-1	15	100	-	33	33	20	10	4	NP	NP	NP	10	A-1-b (0)	300
FOR BORINGS B-024-1-19 AND B-024-2-19 SEE THE BORING LOGS ON SHEETS 48 AND 49																
B-025-0-19 STA. 321+71, 19′ LT. LATITUDE = 41.78576 LONGITUDE = -81.133584	0.80-2.30	SS-1	31	56	-	53	18	19	9	1	NP	NP	NP	7	A-1-a (0)	360
FOR BORINGS B-025-1-19, B-025-2-19 AND B-025-3-19 SEE THE BORING LOGS ON SHEETS 50 TO 52																
B-026-0-19 STA. 329+66, 15′ LT. LATITUDE = 41.786013 LONGITUDE = -81.130692	0.90-2.40	SS-1	16	56	-	5	61	25	7	2	NP	NP	NP	6	A-1-b (0)	240
B-027-0-19 STA. 337+54, 18′ RT. LATITUDE = 41.786408 LONGITUDE = -81.127852	0.90-2.40	SS-1	18	83	-	2	48	41	6	3	NP	NP	NP	6	A-1-b (0)	220
B-028-0-19 STA. 346+63, 4′ RT. LATITUDE = 41.787139 LONGITUDE = -81.124878	1.40-2.90	SS-1	27	100	-	19	31	26	17	7	NP	NP	NP	9	A-1-b (0)	750
B-029-0-19 STA. 354+33, 18′ LT LATITUDE = 41.788438 LONGITUDE = -81.122204	0.90-2.40	SS-1	7	78	-	6	27	43	18	6	NP	NP	NP	15	A-3a (0)	380
B-030-0-19 STA. 362+61, 3′ RT. LATITUDE = 41.788438 LONGITUDE = -81.119282	1.30-2.80	SS-1	14	100	-	20	23	35	15	7	NP	NP	NP	10	A-3a (0)	310
B-031-0-19 STA. 369+78, 18′ RT. LATITUDE = 41.788982 LONGITUDE = -81.116753	0.80-2.30	SS-1	8	78	-	8	15	56	14	7	NP	NP	NP	13	A-3a (0)	370
B-032-0-19 STA. 377+71, 17′ LT. LATITUDE = 41.789726 LONGITUDE = -81.114018	0.90-2.40	SS-1	19	100	-	6	7	71	13	3	NP	NP	NP	10	A-3a (0)	270
B-033-0-19 STA. 385+70, 19′ LT. LATITUDE = 41.790391 LONGITUDE = -81.111227	1.00-2.50	SS-1	12	100	-	14	15	59	9	3	NP	NP	NP	12	A-3a (0)	270
B-034-0-19 STA. 393+57, 3′ RT. LATITUDE = 41.79098 LONGITUDE = -81.108449	1.40-2.90	SS-1	18	100	-	15	14	53	11	7	NP	NP	NP	6	A-3a (0)	340
B-035-0-19 STA. 402+25, 24′ RT. LATITUDE = 41.791639 LONGITUDE = -81.105388	1.50-3.00	SS-1	9	100	-	1	3	61	23	12	NP	NP	NP	19	A-3a (0)	550
B-036-0-19 STA. 412+27, 19′ LT. LATITUDE = 41.792572 LONGITUDE = -81.101931	1.40-2.90	SS-1	18	94	-	5	4	82	6	3	NP	NP	NP	6	A-3 (0)	290
B-037-0-19 STA. 418+93, 19′ LT. LATITUDE = 41.793131 LONGITUDE = -81.099606	1.00-2.50	SS-1	14	100	-	5	7	71	12	5	NP	NP	NP	12	A-2-4 (0)	220
B-038-0-19 STA. 426+44, 20′ RT. LATITUDE = 41.793665 LONGITUDE = -81.096944	1.20-2.70	SS-1	42	83	-	2	4	83	9	2	NP	NP	NP	6	A-3a (0)	310
B-039-0-19 STA. 435+31, 21′ LT. LATITUDE = 41.794534 LONGITUDE = -81.093904	0.20-1.70	SS-1	16	78	-	4	5	74	12	5	NP	NP	NP	8	A-3a (0)	250
B-040-0-19 STA. 443+01, 18′ LT. LATITUDE = 41.795279 LONGITUDE = -81.091261	0.90-2.40	SS-1	18	100	-	1	7	68	17	7	NP	NP	NP	13	A-3a (0)	340
B-041-0-19 STA. 450+75, 21′ LT. LATITUDE = 41.796083 LONGITUDE = -81.088637	1.10-2.60	SS-1	16	83	-	6	4	80	7	3	NP	NP	NP	10	A-3 (0)	320
B-042-0-19 STA. 459+08, 2′ RT. LATITUDE = 41.79693 LONGITUDE = -81.0858	1.40-2.90	SS-1	16	78	-	0	2	89	6	3	NP	NP	NP	5	A-3 (0)	340

SUMMARY OF SOIL TEST DATA
US-20 (CONT.)

EXPLORATION NO., STATION & OFFSET	FROM - TO	SAMPLE ID	N60	% REC	†sf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO_4
B-043-0-19 STA. 466+42, 20′ RT. LATITUDE = 41.797898 LONGITUDE = -81.083308	1.00-2.50	SS-1A SS-1B	4	100	-	4	18	34	33	11	NP 31	NP 19	NP 12	21	A-4a (2) A-6a (VISUAL)	650
B-044-0-19 STA. 474+40, 3′ LT. LATITUDE = 41.79866 LONGITUDE = -81.080679	1.50-3.00	SS-1	11	100	-	4	9	76	7	4	NP	NP	NP	6	A-3a (0)	260
B-045-0-19 STA. 482+59, 20′ LT. LATITUDE = 41.799632 LONGITUDE = -81.07797	1.10-2.60	SS-1	22	83	-	3	4	83	7	3	NP	NP	NP	15	A-3a (0)	200
B-046-0-19 STA. 490+47, 25′ RT. LATITUDE = 41.800413 LONGITUDE = -81.075266	1.50-3.00	SS-1	26	83	-	6	3	85	5	1	NP	NP	NP	5	A-3a (0)	140
B-047-0-19 STA. 498+33, 27′ RT. LATITUDE = 41.801298 LONGITUDE = -81.072642	1.30-2.80	SS-1	15	100	-	15	10	62	9	4	NP	NP	NP	11	A-3a (0)	330
B-048-0-19 STA. 506+25, 3′ RT. LATITUDE = 41.802192 LONGITUDE = -81.069998	1.10-2.60	SS-1	15	100	-	6	21	53	11	9	NP	NP	NP	17	A-3a (0)	360
B-049-0-19 STA. 514+00 , 19′ LT. LATITUDE = 41.80281 LONGITUDE = -81.067273	0.90-2.40	SS-1	24	83	-	2	3	84	7	4	NP	NP	NP	13	A-3a (0)	210
B-050-0-19 STA. 520+78, 18′ LT. LATITUDE = 41.803061 LONGITUDE = -81.064807	1.00-2.50	SS-1	5	83	-	1	5	80	9	5	NP	NP	NP	8	A-3a (0)	420
B-051-0-19 STA. 528+53, 21′ RT. LATITUDE = 41.80314 LONGITUDE = -81.061962	1.00-2.50	SS-1	7	83	-	1	6	79	10	4	NP	NP	NP	11	A-3a (0)	180
B-052-0-19 STA. 536+53, 18′ RT. LATITUDE = 41.803223 LONGITUDE = -81.059043	0.90-2.40	SS-1	22	67	-	1	8	78	10	3	NP	NP	NP	14	A-3a (0)	150
B-053-0-19 STA. 544+50, 21′ LT. LATITUDE = 41.803106 LONGITUDE = -81.05612	1.00-2.50	SS-1	15	83	-	3	7	75	11	4	NP	NP	NP	10	A-3a (0)	170
B-054-0-19 STA. 551+61, 18′ RT. LATITUDE = 41.802696 LONGITUDE = -81.053566	0.90-2.40	SS-1	15	78	-	14	6	59	14	7	NP	NP	NP	12	A-3a (0)	390
B-055-0-19 STA. 559+39, 21′ LT. LATITUDE = 41.802469 LONGITUDE = -81.050726	1.10-2.60	SS-1	19	56	-	1	3	86	9	1	NP	NP	NP	12	A-3a (0)	160

SUMMARY OF SOIL TEST DATA
US-20 ACT HISTORIC BORINGS

EXPLORATION NO., STATION & OFFSET	FROM - TO	SAMPLE ID	N	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO_4
B-017-0-92	1.50-3.00	SS-1	13	-	-	BROWN SILT AND CLAY, SOME SAND, TRACE GRAVEL								16	A-6a (VISUAL)	
STA. 113+33, 26' RT.	3.50-5.00	SS-2A	9	-	-	SAME AS SS-1								11	A-6a (VISUAL)	
	4.00-5.00	SS-2B		-	-	BROWN SAND, SOME GRAVEL, TRACE SILT									A-2-4 (VISUAL)	
	5.50-7.00	SS-3	8	-	-	SAME AS SS-2B								11	A-2-4 (VISUAL)	
	8.50-10.00	SS-4	4	-	-	SAME AS SS-2B								18	A-2-4 (VISUAL)	
B-020-0-92	1.50-3.00	SS-1	14	-	-	BROWN SAND, SOME GRAVEL, TRACE CLAY								9	A-2-4 (VISUAL)	
	3.50-5.50	ST-2		-	-	SAME AS SS-1								18	A-2-4 (VISUAL)	
STA. 137+97, 5' LT.	5.50-7.00	SS-3	12	-	-	SAME AS SS-1								22	A-2-4 (VISUAL)	
	8.50-10.00	SS-4	30	-	-	1	10	20	38	30	21	15		22	A-4a	
B-023-0-92	0.00-1.50	SS-1	2	-	-	DARK BROWN SANDY SILT, LITTLE CLAY,										
STA. 150+01, 33.5' RT.						TRACE GRAVEL								17	A-4a (VISUAL)	
	2.00-3.00	SS-2A	4	-	-	SAME AS SS-1					30	23		19	A-4a (VISUAL)	
	3.00-3.50	SS-2B		-	-	BROWN AND GRAY FINE SAND, LITTLE GRAVEL,										
						TRACE SILT									A-3 (VISUAL)	
	5.00-6.50	SS-3	7	-	-	SAME AS SS-2B								24	A-3 (VISUAL)	
	8.50-10.00	SS-4	17	-	-	GRAY SILT AND CLAY, SOME SAND, TRACE GRAVEL								14	A-6a (VISUAL)	
B-026-0-92	1.00-2.50	SS-1	2	-	-	BROWN SAND, SOME GRAVEL, TRACE CLAY								18	A-2-4 (VISUAL)	
STA. 163+00, 15.5' LT.	3.00-4.50	SS-2	7	-	-	SSAME AS SS-1								20	A-2-4 (VISUAL)	
	5.50-7.00	SS-3	2	-	-	GRAY SANDY SILT, SOME GRAVEL, TRACE CLAY								19	A-4a (VISIAL)	
	8.50-10.00	SS-4	17	-	-	SAME AS SS-3								21	A-4a (VISIAL)	
B-028-0-92	0.00-1.50	SS-1	5	-	-	BROWN SANDY SILT, TRACE GRAVEL AND CLAY SEAMS								12	A-4a (VISIAL)	
STA. 170+02, 23.5' RT.	2.00-3.50	SS-2	8	-	-	SAME AS SS-1								12	A-4a (VISIAL)	
	5.00-6.50	SS-3	4	-	-	SAME AS SS-1								16	A-4a (VISIAL)	
	8.50-10.00	SS-4	18	-	-	GRAY SAND, SOME GRAVEL, LITTLE SILT								16	A-2-4 (VISIAL)	
B-030-0-92	1.50-3.00	SS-1	19	-	-	DARK BROWN SAND AND GRAVEL, TRACE SILT								11	A-1-b (VISIAL)	
STA. 26+91, 21' LT	3.50-5.00	SS-2	15	-	-	SAME AS SS-1								11	A-1-b (VISIAL)	
	5.50-7.00	SS-3	16	-	-	SAME AS SS-1								14	A-1-b (VISIAL)	
	8.50-1.00	SS-4	4	-	-	BROWN SAND, SOME GRAVEL, TRACE SILT								SAT.	A-2-4 (VISIAL)	
B-034-0-92	1.00-2.50	SS-1	20	-	-	DARK BROWN SANDY SILT, TRACE ORGANICS, FILL								12	A-4a (VISIAL)	
STA. 56+43, 16' LT	3.50-5.00	SS-2	25	-	-	GRAY SAND, SOME GRAVEL, LITTLE SILT AND CLAY								16	A-2-4 (VISIAL)	
	5.50-7.00	SS-3	11	-	-	BROWN SAND, SOME GRAVEL, TRACE SILT								SAT.	A-2-4 (VISIAL)	
	8.50-10.00	SS-4	29	-	-	SAME AS SS-3								SAT.	A-2-4 (VISIAL)	
B-036-0-92	1.50-3.00	SS-1	15	-	-	BROWN GRAVEL AND SAND, TRACE SILT AND CLAY								6	A-1-a (VISIAL)	
STA. 01+12, 7' LT	3.00-5.50	SS-2	13	-	-	SAME AS SS-1								7	A-1-a (VISIAL)	
	5.50-7.00	SS-3	16	-	-	SAME AS SS-1								15	A-1-a (VISIAL)	
	8.50-10.00	SS-4	35	-	-	GRAY SILT AND CLAY, LITTLE SAND AND GRAVEL								13	A-6a (VISIAL)	
B-039-0-92	0.00-2.00	SS-1	6	-	-	BROWN COARSE TO FINE SAND, LITTLE SILT										
STA. 80+56, 8' RT						AND GRAVEL								13	A-3a (VISIAL)	
	3.00-5.00	ST-2		100	-	SAME AS SS-1								11	A-3a (VISIAL)	
	5.00-6.50	SS-3	6	-	-	SAME AS SS-1								8	A-3a (VISIAL)	
	8.50-10.00	SS-4	9	-	-	SAME AS SS-1								10	A-3a (VISIAL)	
B-041-0-92	0.50-2.00	SS-1	9	-	2.00	BROWN SANDY SILT, TRACE GRAVEL AND CLAY SEAMS								11	A-4a (VISIAL)	
STA. 83+97, 9' LT	2.50-4.00	SS-2	11	-	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL,										
						TRACE SILT AND CLAY								10	A-3a (VISIAL)	
	5.00-6.50	SS-3	8	-	-	SAME AS SS-2								9	A-3a (VISIAL)	
	8.50-10.00	SS-4	4	-	-	SAME AS SS-2								7	A-3a (VISIAL)	
B-043-0-92	0.50-2.00	SS-1	24	-	-	BROWN COARSE TO FINE SAND, LITTLE GRAVEL,								8	A-3a (VISIAL)	
STA. 87+71, 16' LT						TRACE SILT										
	3.00-4.50	SS-2	4	-	-	SAME AS SS-1								7	A-3a (VISIAL)	
	5.50-7.00	SS-3	6	-	-	SAME AS SS-1								17	A-3a (VISIAL)	
	8.50-10.00	SS-4	2	-	-	SAME AS SS-1								11	A-3a (VISIAL)	
B-045-0-92	0.00-1.50	SS-1	3	-	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL,								9	A-3a (VISIAL)	
STA. 90+21, 23' RT						TRACE SILT										
	2.00-3.50	SS-2	5	-	-	SAME AS SS-1								6	A-3a (VISIAL)	
	5.50-7.00	SS-3	5	-	0.50	SAME AS SS-1								17	A-3a (VISIAL)	
	8.50-10.00	SS-4	6	-	-	SAME AS SS-1								8	A-3a (VISIAL)	
B-047-0-92	0.00-2.00	SS-1	4	-	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL,										
STA. 246+08, 26' LT						TRACE SILT								14	A-3a (VISIAL)	
	3.00-5.00	ST-2		100	-	SAME AS SS-1								10	A-3a (VISIAL)	
	5.00-6.50	SS-3	12	-	-	SAME AS SS-1									A-3a (VISIAL)	
	8.50-10.0	SS-4	9	-	-	SAME AS SS-1								7	A-3a (VISIAL)	
B-049-0-92	1.00-2.50	SS-1	20	-	-	BROWN COARSE TO FINE SAND, LITTLE GRAVEL								8	A-3a (VISIAL)	
STA. 254+00, 22' RT	3.00-4.50	SS-2	40	-	-	SAME AS SS-1								12	A-3a (VISIAL)	
	5.00-6.50	SS-3	8	-	-	SAME AS SS-1								12	A-3a (VISIAL)	
	8.50-10.00	SS-4	13	-	-	SAME AS SS-1								11	A-3a (VISIAL)	
B-051-0-92	1.00-2.50	SS-1	5	-	-	BROWN SAND, SOME GRAVEL, TRACE SILT, CLAY,										
STA. 261+98, 16' LT						SILT SEAMS, AND CLAY SEAMS								12	A-2-4 (VISIAL)	
	3.00-4.50	SS-2	8	-	-	SAME AS SS-1								9	A-2-4 (VISIAL)	
	5.50-7.00	SS-3	6	-	2.50	SAME AS SS-1								11	A-2-4 (VISIAL)	
	8.50-10.00	SS-4	5	-	-	SAME AS SS-1								7	A-2-4 (VISIAL)	
B-053-0-92	0.50-2.00	SS-1	5	-	-	BROWN FINE SAND, TRACE SILT								10	A-3 (VISIAL)	
STA. 270+08, 26' RT	2.50-4.00	SS-2	1	-	-	DARK BROWN FINE SAND, LITTLE SILT								15	A-3 (VISIAL)	
	5.50-7.00	SS-3	10	-	-	BROWN FINE SAND, LITTLE SILT								8	A-3 (VISIAL)	
	8.50-10.00	SS-4	9	-	-	SAME AS SS-3								14	A-3 (VISIAL)	
B-056-0-92	1.00-2.50	SS-1	27	-	-	BROWN COARSE TO FINE SAND, LITTLE GRAVEL,								5	A-3a (VISIAL)	
STA. 281+95, 15' RT						TRACE SILT										
	3.00-5.00	ST-2		96		SAME AS SS-1										
	5.00-6.50	SS-3	8	-	-	SAME AS SS-1								4	A-3a (VISIAL)	
	8.50-10.00	SS-4	7	-	-	SAME AS SS-1								8	A-3a (VISIAL)	
B-058-0-92	1.00-2.50	SS-1	16	-	-	BROWN COARSE TO FIND SAND, LITTLE GRAVEL,										
STA. 290+02, 16' LT						TRACE SILT								5	A-3a (VISIAL)	
	3.00-4.50	SS-2	9	-	-	SAME AS SS-1								6	A-3a (VISIAL)	
	5.00-8.50	SS-3	5	-	-	SAME AS SS-1								14	A-3a (VISIAL)	
	8.50-10.00	SS-4	8	-	-	SAME AS SS-1								8	A-3a (VISIAL)	
B-061-0-92	1.00-2.50	SS-1	11	-	-	BROWN COARSE AND FINE SAND, TRACE GRAVEL										
STA. 302+01, 25' RT						AND SILT								10	A-3a (VISIAL)	
	3.00-5.00	ST-2		88		SAME AS SS-1										
	5.50-7.00	SS-3	8	-	-	SAME AS SS-1								6	A-3a (VISIAL)	
	8.50-10.00	SS-4	9	-	-	SAME AS SS-1								6	A-3a (VISIAL)	
B-063-0-92	0.00-2.00	SS-1	8	-	-	BROWN COARSE AND FINE SAND, TRACE GRAVEL										
STA. 310+56, 26' LT						AND SILT								5	A-3a (VISIAL)	
	2.50-3.00	SS-2	7	-	-	SAME AS SS-1								12	A-3a (VISIAL)	
	5.50-7.00	SS-3	9	-	-	SAME AS SS-1								11	A-3a (VISIAL)	
	8.50-10.00	SS-4	5	-	-	SAME AS SS-1								19	A-3a (VISIAL)	
B-065-0-92	0.00-1.50	SS-1	1	-	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL,										
STA. 317+99, 24' RT						TRACE SILT								11	A-3a (VISIAL)	
	2.00-3.50	SS-2	10	-	-	SAME AS SS-1								8	A-3a (VISIAL)	
	5.00-6.50	SS-3	14	-	-	SAME AS SS-1								15	A-3a (VISIAL)	
	8.50-10.00	SS-4	8	-	-	SAME AS SS-1								8	A-3a (VISIAL)	
B-067-0-92	0.50-2.00	SS-1	9	-	-	BROWN COARSE AND FINE SAND, SOME GRAVEL,										
STA. 326+16, 26' LT						TRACE SILT								9	A-3a (VISIAL)	
	2.50-4.00	SS-2	8	-	-	SAME AS SS-1								7	A-3a (VISIAL)	
	5.50-7.00	SS-3	12	-	-	SAME AS SS-1								10	A-3a (VISIAL)	
	8.50-10.00	SS-4	13	-	-	SAME AS SS-1								8	A-3a (VISIAL)	
B-071-0-92	0.00-1.50	SS-1	5	-	-	BROWN COARSE AND FINE SAND, TRACE GRAVEL										
STA. 341+98, 27' LT						AND SILT								10	A-3a (VISIAL)	
	2.00-3.50	SS-2	7	-	-	SAME AS SS-1								12	A-3a (VISIAL)	
	5.50-7.00	SS-3	6	-	-	SAME AS SS-1								7	A-3a (VISIAL)	
	8.50-10.00	SS-4	13	-	-	SAME AS SS-1								9	A-3a (VISIAL)	

SUMMARY OF SOIL TEST DATA
US-20 ACT HISTORIC BORINGS (CONT.)

EXPLORATION NO., STATION & OFFSET	FROM - TO	SAMPLE ID	N	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO_4
B-073-0-92	0.00-1.50	SS-1	11	-	-	DARK BROWN SANDY SILT, TRACE ORGANICS								27	A-4a (VISIAL)	
STA. 349+98, 27' RT	2.50-4.00	SS-2	5	-	-	BROWN COARSE AND FINE SAND, SOME GRAVEL, TRACE SILT								9	A-3a (VISIAL)	
	5.50-7.00	SS-3	5	-	-	SAME AS SS-2								8	A-3a (VISIAL)	
	8.50-10.00	SS-4	15	-	-	BROWN COARSE AND FINE SAND, TRACE GRAVEL AND SILT									A-3a (VISIAL)	
B-075-0-92	0.50-2.00	SS-1	7	-	-	BROWN FINE SAND, TRACE SILT								10	A-3a (VISIAL)	
STA. 358+00, 31' LT	2.50-4.00	SS-2	1	-	-	BROWN COARSE AND FINE SAND, TRACE SILT								11	A-3a (VISIAL)	
	5.50-7.00	SS-3	2	-	-	SAME AS SS-2								11	A-3a (VISIAL)	
	8.50-10.00	SS-4	9	-	-	BROWN GRAVEL AND SAND, TRACE COBBLES AND SILT								25	A-1-B (VISIAL)	
B-077-0-92	0.00-1.50	SS-1	1	-	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL AND SILT								13	A-3a (VISIAL)	
STA. 366+18, 26' LT	2.00-3.50	SS-2	4	-	-	SAME AS SS-1								7	A-3a (VISIAL)	
	5.50-7.50	SS-3	7	-	-	SAME AS SS-1								6	A-3a (VISIAL)	
	8.50-10.00	SS-4	9	-	-	SAME AS SS-1								23	A-3a (VISIAL)	
B-079-0-92	0.00-1.50	SS-1	4	-	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL, TRACE SILT								11	A-3a (VISIAL)	
STA. 373+98, 26' LT	2.00-3.50	SS-2	2	-	-	SAME AS SS-1								12	A-3a (VISIAL)	
	5.50-7.00	SS-3	6	-	-	SAME AS SS-1								10	A-3a (VISIAL)	
	8.50-10.00	SS-4	6	-	-	SAME AS SS-1								29	A-3a (VISIAL)	
B-081-0-92	0.50-2.00	SS-1	4	-	-	BROWN SANDY SILT, SOME CLAY, TRACE GRAVEL AND CLAY SEAMS								9	A-4a (VISIAL)	
STA. 381+99, 25' RT	2.50-4.00	SS-2	2	-	1.00	SAME AS SS-1								15	A-4a (VISIAL)	
	5.50-7.00	SS-3	11	-	-	BROWN FINE SAND, TRACE SILT								25	A-3 (VISIAL)	
	8.50-10.00	SS-4	5	-	-	SAME AS SS-3								28	A-3 (VISIAL)	
B-083-0-92	0.00-1.50	SS-1	6	-	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL, TRACE SILT								6	A-3a (VISIAL)	
STA. 389+99, 26' LT	2.00-3.50	SS-2	14	-	-	SAME AS SS-1								14	A-3a (VISIAL)	
	5.50-7.00	SS-3	4	-	-	SAME AS SS-1								4	A-3a (VISIAL)	
	8.50-10.00	SS-4	7	-	-	SAME AS SS-1								8	A-3a (VISIAL)	
B-086-0-92	1.50-3.00	SS-1	25	-	-	BROWN COARSE AND FINE SAND, TRACE GRAVEL, SILT, AND CLAY								7	A-3a (VISIAL)	
STA. 402+08, 6' LT	3.00-4.50	SS-2	10	-	-	SAME AS SS-1								5	A-3a (VISIAL)	
	5.50-7.00	SS-3	11	-	-	SAME AS SS-1								9	A-3a (VISIAL)	
	8.50-10.00	SS-4	10	-	-	SAME AS SS-1								24	A-3a (VISIAL)	

SUMMARY OF SOIL TEST DATA
US-20 R&R HISTORIC BORINGS

EXPLORATION NO., STATION & OFFSET	FROM - TO	SAMPLE ID	N	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO_4
B-087-0-92	1.00-2.50	SS-1	7	87	-	0	2	93		5	NP	NP	NP	7	A-3	
STA. 407+05, 26' RT.	3.50-5.00	SS-2	7	100	-	0	2	91		7	NP	NP	NP	10	A-3	
	8.50-10.00	SS-3	9	100	-	BROWN SAND TRACE SILT									A-3a (VISUAL)	
B-089-0-92	1.00-2.50	SS-1	16	80	-	BROWN SAND, TRACE SILT									A-3a (VISUAL)	
STA. 415+20, 24' LT.	3.50-5.00	SS-2	27	87	-	0	2	89		8	NP	NP	NP	7	A-3	
	8.50-10.00	SS-3	33	87	-	1	6	82		12	NP	NP	NP	12	A-3a	
B-093-0-92	1.00-2.50	SS-1	3	93	-	1	8	78		13	NP	NP	NP	13	A-3a	
STA. 432+00, 32' RT.	3.50-5.00	SS-2	8	33	-	1	9	70		21	NP	NP	NP	13	A-3a	
	8.50-10.00	SS-3	18	73	-	BROWN SAND									A-3a (VISUAL)	
B-097-0-92	1.00-2.50	SS-1	5	53	-	5	18	54		23	NP	NP	NP	19	A-3a	
STA. 447+45, 25' RT.	3.50-5.00	SS-2	6	40	-	BROWN SAND									A-3a (VISUAL)	
	8.50-10.00	SS-3	12	87	-	19	16	55		10	NP	NP	NP	9	A-3	
B-101-0-92	1.00-2.50	SS-1	9	87	-	1	7	78		14	NP	NP	NP	12	A-3a	
STA. 463+54, 23' RT.	3.50-5.00	SS-2	18	60	-	BROWN SAND									A-3a (VISUAL)	
	8.50-10.00	SS-3	16	87	-	5	22	66		7	NP	NP	NP	19	A-3	
B-103-0-92	1.00-2.50	SS-1	11	53	-	BROWN SAND AND GRAVEL									A-2-4 (VISUAL)	
STA. 471+88, 27' RT.	3.50-5.00	SS-2	13	80	-	7	83	5		5	NP	NP	NP	7	A-1-b	
	8.50-10.00	SS-3	9	87	-	1	3	66		2	NP	NP	NP	23	A-3	
B-105-0-92	1.00-2.50	SS-1	16	53	-	22	20	42		16	NP	NP	NP	13	A-3a	
STA. 479+60, 23' RT.	3.50-5.00	SS-2	11	53	-	6	13	51		31	NP	NP	NP	14	A-3a	
	8.50-10.00	SS-3	16	87	-	BROWN SAND									A-3a (VIISUAL)	
B-108-0-92	1.00-2.50	SS-1	26	87	-	0	2	92		6	NP	NP	NP	12	A-3	
STA. 491+61, 20' RT.	3.50-5.00	SS-2	11	67	-	61	26	5		8	NP	NP	NP	6	A-1-a	
	8.50-10.00	SS-3	7	20	-	BROWN SAND									A-3a (VISUAL)	
B-110-0-92	1.00-2.50	SS-1	4	80	-	BROWN SAND AND GRAVEL									A-1-b (VISUAL)	
STA. 499+52, 23' RT.	3.50-5.00	SS-2	8	60	-	32	28	32		8	NP	NP	NP	8	A-1-b	
	8.50-10.00	SS-3	9	47	-	27	11	29		36	NP	NP	NP	12	A-4a	
B-114-0-92	1.00-2.50	SS-1	17	80	-	BROWN SAND AND GRAVEL									A-1-b (VISUAL)	
STA. 515+80, 21' RT.	3.50-5.00	SS-2	26	67	-	42	27	18		13	NP	NP	NP	8	A-1-b	
	8.50-10.00	SS-3	13	53	-	19	46	30		5	NP	NP	NP	7	A-1-b	
B-116-0-92	1.00-2.50	SS-1	15	0	-	BROWN SAND									A-3a (VISUAL)	
STA. 539+80, 20' RT.	3.50-5.00	SS-2	5	40	-	0	7	89		5	NP	NP	NP	8	A-3	
	8.50-10.00	SS-3	6	87	-	65	13	13		9	NP	NP	NP	11	A-1-a	
B-120-0-92	1.00-2.50	SS-1	10	67	-	BROWN SAND									A-3a (VISUAL)	
STA. 523+80, 21' RT.	3.50-5.00	SS-2	15	40	-	6	22	56		16	NP	NP	NP	30	A-3a	
	8.50-10.00	SS-3	12	53	-	8	21	45		26	NP	NP	NP	21	A-3a	
B-122-0-92	1.00-2.50	SS-1	9	87	-	BROWN SAND									A-3a (VISUAL)	
STA. 547+80, 21' RT.	3.50-5.00	SS-2	11	67	-	49	24	19		5	NP	NP	NP	6	A-1-b	
	8.50-10.00	SS-3	6	73	-	28	14	48		8	NP	NP	NP	10	A-3a	
B-124-0-92	1.00-2.50	SS-1	7	87	-	BROWN SAND									A-3a (VISUAL)	
STA. 555+50, 21' RT.	3.50-5.00	SS-2	12	60	-	SAME AS SS-1									A-3a (VISUAL)	
	8.50-10.00	SS-3	13	20	-	SAME AS SS-1									A-3a (VISUAL)	

SUMMARY OF SOIL TEST DATA
US-20 PSI HISTORIC BORINGS

EXPLORATION NO., STATION & OFFSET	FROM - TO	SAMPLE ID	N	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO_4
B-001-0-06	0.90-2.90	SS-1	25	67	-	11	16	56	15	2	NP	NP	NP	13	A-3a	
STA. 109+98	2.90-4.90	SS-2	19	67	-	SAME AS SS-1								11	A-3a (VISUAL)	
	4.90-6.90	SS-3	8	58	-	BROWN GRAVEL AND/OR STONE FRAGMENTS WITH SAND								10	A-2-6 (VISUAL)	
B-002-0-06	1.33-3.33	SS-2	8	42	-	31	41	11	15	2	NP	NP	NP	11	A-1-b (FILL)	
STA. 120+54	3.33-5.00	SS-3A	9	58	-	SAME AS SS-2								9	A-1-b (FILL)	
	5.00-5.33	SS-3B		0	-	BROWN FINE SAND, LITTLE TO SOME SILT AND CLAY, TRACE GRAVEL									A-3 (FILL) (VISUAL)	
	5.33-6.33	SS-4A	10	75	-	SAME AS SS-3B								13	A-3 (FILL) (VISUAL)	
	6.33-7.33	SS-4B		0	-	BROWN, REDDISH BROWN, GRAY AND GRAYISH GREEN SANDY SILT, TRACE TO LITTLE CLAY, TRACE GRAVEL								40	A-4a (FILL) (VISUAL)	
B-003-0-06	0.80-2.80	SS-2	12	71	-	37	16	17	27	3	NP	NP	NP	10	A-2-4	
STA. 143+79	2.80-4.80	SS-3	6	63	-	SAME AS SS-2								13	A-2-4 (VISUAL)	
	4.80-6.80	SS-4	12	54	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL								14	A-3a (VISUAL)	
B-004-0-06	0.90-2.90	SS-2	4	50	-	18	28	18	33	3	20	1	NP	14	A-4a	
STA. 154+35	2.90-4.90	SS-3	12	75	-	SAME AS SS-2								14	A-4a (VISUAL)	
	4.90-6.90	SS-4	12	25	-	BROWN GRAVEL AND/OR STONE FRAGMENTS WITH SAND SAND AND SILT, TRACE CLAY								13	A-2-4(VISUAL)	
B-005-0-06	0.90-2.90	SS-2	9	21	-	7	28	46	16	3	NP	NP	NP	14	A-3a	
STA. 186+03	2.90-4.90	SS-3	16	42	-	SAME AS SS-2								8	A-3a (VISUAL)	
	4.90-6.90	SS-4	12	63	-	BROWN FINE SAND, TRACE TO LITTLE SILT								13	A-3 (VISUAL)	
B-006-0-06	0.90-2.90	SS-2	9	63	-	1	12	65	19	3	NP	NP	NP	9	A-3a	
STA. 186+03	2.90-4.90	SS-3	10	42	-	SAME AS SS-2								6	A-3a (VISUAL)	
	4.90-6.90	SS-4	11	79	-	SAME AS SS-2								8	A-3a (VISUAL)	
B-007-0-06	1.10-3.10	SS-2	6	67	-	27	24	28	18	3	NP	NP	NP	10	A-1-b	
STA. 207+15	3.10-5.10	SS-3	7	63	-	BROWN COARSE AND FINE SAND, TRACE SILT, TRACE GRAVEL								8	A-3a (VISUAL)	
	5.10-7.10	SS-4	9	25	-	SAME AS SS-3								8	A-3a (VISUAL)	
B-008-0-06	0.90-2.90	SS-2	6	50	-	0	8	79	12	1	NP	NP	NP	8	A-3a	
STA. 233+55	2.90-4.90	SS-3	4	54	-	SAME AS SS-2								6	A-3a (VISUAL)	
	4.90-6.90	SS-4	10	79	-	SAME AS SS-2								6	A-3a (VISUAL)	
B-009-0-06	0.90-2.90	SS-2	12	63	-	5	6	80	8	1	NP	NP	NP	10	A-3	
STA. 249+39	2.90-4.90	SS-3	6	50	-	SAME AS SS-2								7	A-3 (VISUAL)	
	4.90-6.90	SS-4	9	58	-	BROWN COARSE AND FINE SAND, TRACE SILT, CLAY AND STONE FRAGMENTS								8	A-3a (VISUAL)	
B-010-0-06	0.80-2.80	SS-2	21	67	-	9	21	59	10	1	NP	NP	NP	12	A-3a (FILL)	
STA. 275+79	2.80-3.80	SS-3A	46	83	-	SAME AS SS-2								7	A-3a (FILL) (VISUAL)	
	3.80-4.80	SS-3B		0	-	BROWN GRAVEL AND/OR STONE FRAGMENTS WITH SAND, TRACE SILT AND CLAY								7	A-1-B (VISUAL)	
	4.80-6.80	SS-4	23	79	-	SAME AS SS-3B									A-1-B (VISUAL)	
B-011-0-06	1.20-3.20	SS-2	9	75	-	7	23	41	18	3	NP	NP	NP	10	A-3a	
STA. 296+91	3.20-5.20	SS-3	5	50	-	SAME AS SS-2								7	A-3a (VISUAL)	
	5.20-7.20	SS-4	5	79	-	SAME AS SS-2								6	A-3a (VISUAL)	
B-012-0-06	0.80-2.80	SS-2	12	54	-	1	8	82	8	1	NP	NP	NP	7	A-3	
STA. 333+87	2.80-4.80	SS-3	6	71	-	SAME AS SS-2								7	A-3 (VISUAL)	
	4.80-6.80	SS-4	8	92	-	SAME AS SS-2								10	A-3 (VISUAL)	
B-013-0-06	0.90-2.90	SS-2	17	58	-	0	2	93	5	0	NP	NP	NP	3	A-3	
STA. 397+23	2.90-4.90	SS-3	11	58	-	SAME AS SS-2								3	A-3 (VISUAL)	
	4.90-6.90	SS-4	11	75	-	SAME AS SS-2								4	A-3 (VISUAL)	
B-014-0-06	1.30-3.30	SS-2	8	75	-	0	1	93	6	0	NP	NP	NP	4	A-3	
STA. 423+63	3.30-5.30	SS-3	8	83	-	SAME AS SS-2								4	A-3 (VISUAL)	
	5.30-7.30	SS-4	9	71	-	SAME AS SS-2								6	A-3 (VISUAL)	
B-015-0-06	1.00-1.80	SS-2A	6	75	-	0	8	83	9	0	NP	NP	NP	21	A-3 (FILL)	
STA. 439+47	1.80-3.00	SS-2B		0	-	4	19	55	19	3	NP	NP	NP	18	A-3a	
	3.00-5.00	SS-3	11	79	-	SAME AS SS2B								11	A-3a (VISUAL)	
	5.00-7.00	SS-4	8	67	-	BROWN FINE SAND, LITTLE SILT, TRACE GRAVEL								17	A-3 (VISUAL)	
B-016-0-06	0.90-2.90	SS-2	24	63	-	16	17	56	10	1	NP	NP	NP	7	A-3a (FILL)	
STA. 460+59	2.90-4.90	SS-3	12	96	-	3	28	62	7	0	NP	NP	NP	6	A-3	
	4.90-6.90	SS-4	6	75	-	SAME AS SS-3								8	A-3 (VISUAL)	
B-017-0-06	0.70-2.70	SS-2	11	63	-	6	7	69	16	2	NP	NP	NP	16	A-3a	
STA. 486+99	2.70-4.70	SS-3	8	75	-	SAME AS SS-2								7	A-3a (VISUAL)	
	4.70-6.70	SS-4A	8	75	-	BROWN FINE SAND, TRACE GRAVEL								9	A-3 (VISUAL)	
	6.70-8.70	SS-4B		0	-	BROWN COARSE AND FINE SAND, LITTLE GRAVEL								8	A-3a (VISUAL)	
B-018-0-06	0.90-2.90	SS-2	11	67	-	8	5	80	7	0	NP	NP	NP	7	A-3 (FILL)	
STA. 508+11	2.90-3.90	SS-3A	4	100	-	SAME AS SS-2								13	A-3 (FILL) (VISUAL)	
	3.90-4.90	SS-3B		0	-	BROWN FINE SAND, SOME TO TRACE SILT, TRACE STONE FRAGMENTS									A-3 (VISUAL)	
	4.90-6.90	SS-4	3	71	-	SAME AS SS-3B								10	A-3 (VISUAL)	
B-019-0-06	1.10-3.10	SS-2	11	54	-	1	8	69	20	2	NP	NP	NP	11	A-3a	
STA. 534+51	3.10-5.10	SS-3	8	83	-	SAME AS SS-2								6	A-3a (VISUAL)	
	5.10-7.10	SS-4	8	67	-	SAME AS SS-2								5	A-3a (VISUAL)	
B-020-0-06	0.90-2.90	SS-2	6	71	-	22	20	48	9	0	NP	NP	NP	10	A-3 (VISUAL)	
STA. 560+91	2.90-4.90	SS-3	10	58	-	BROWN/GRAY GRAVEL AND/OR STONE FRAGMENTS WITH SAND, TRACE SILT AND CLAY								6	A-1-b (VISUAL)	
	4.90-6.90	SS-4	11	63	-	SAME AS SS-3								6	A-1-b (VISUAL)	

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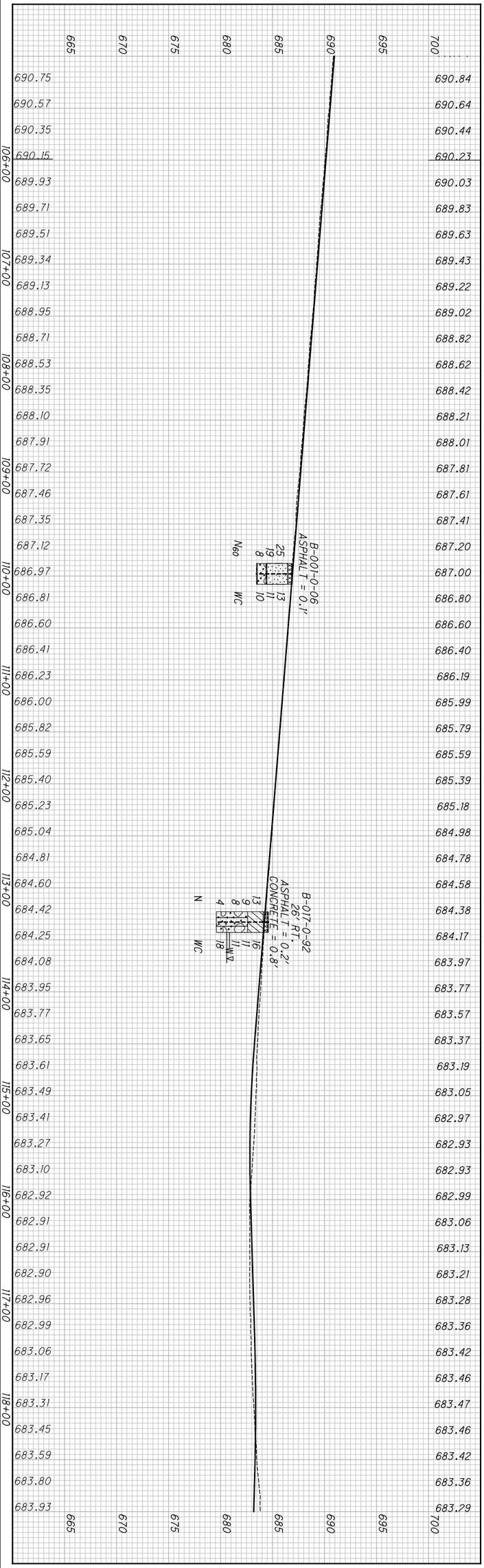
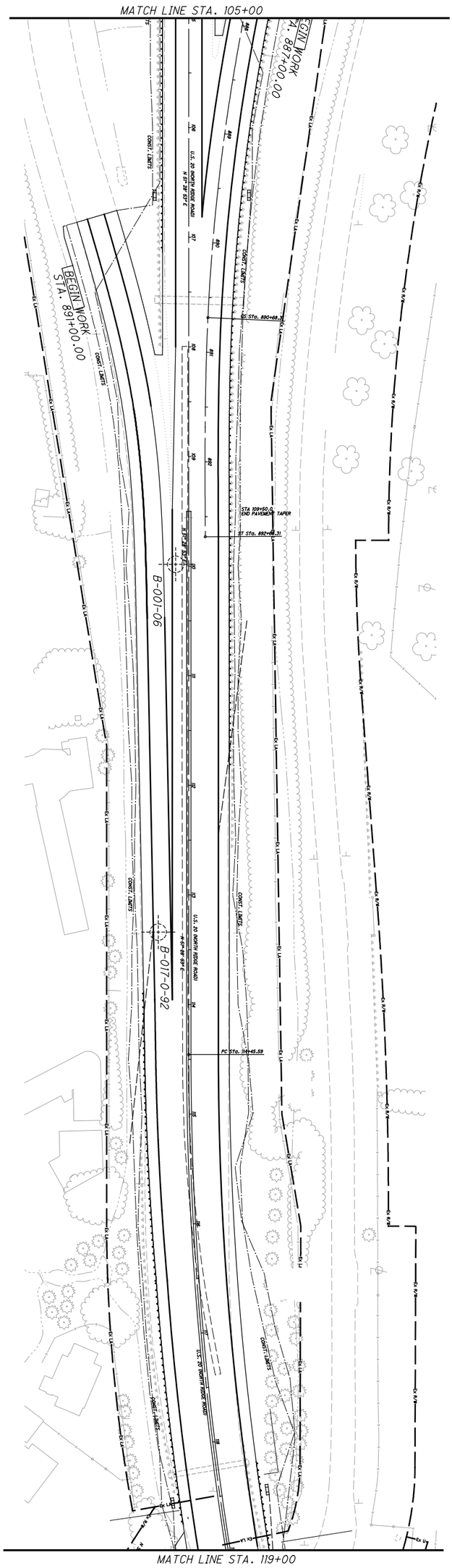
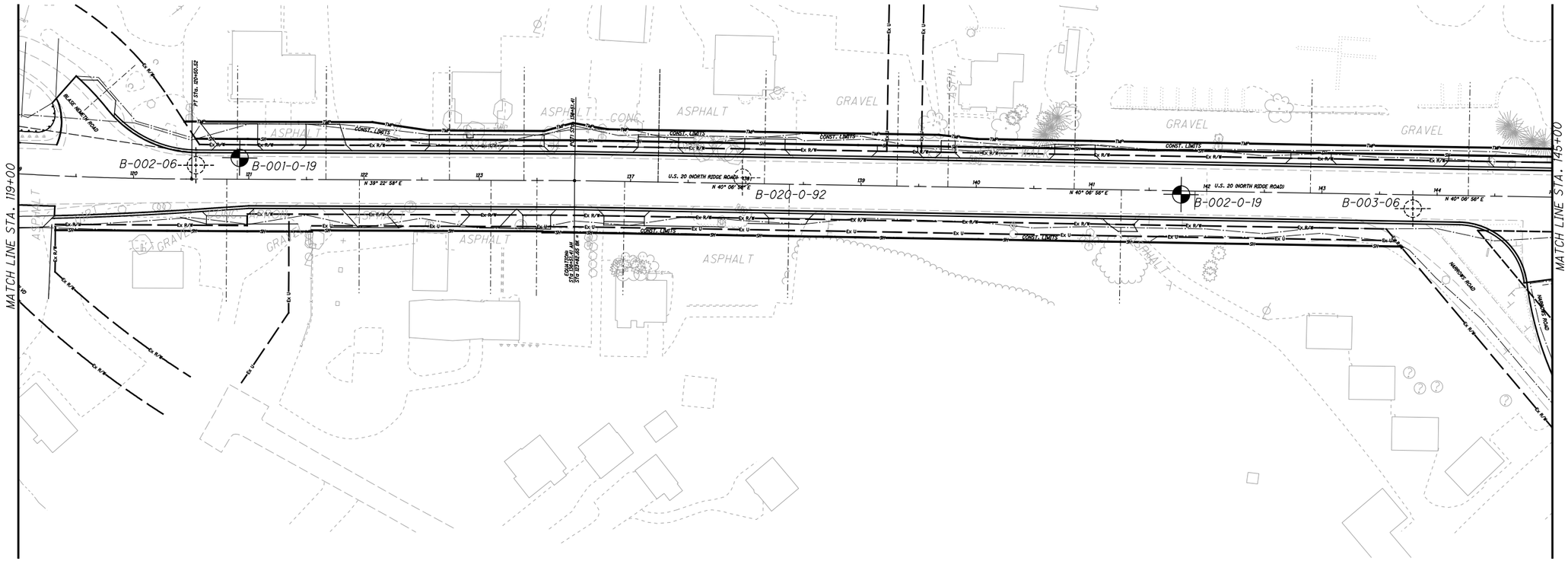
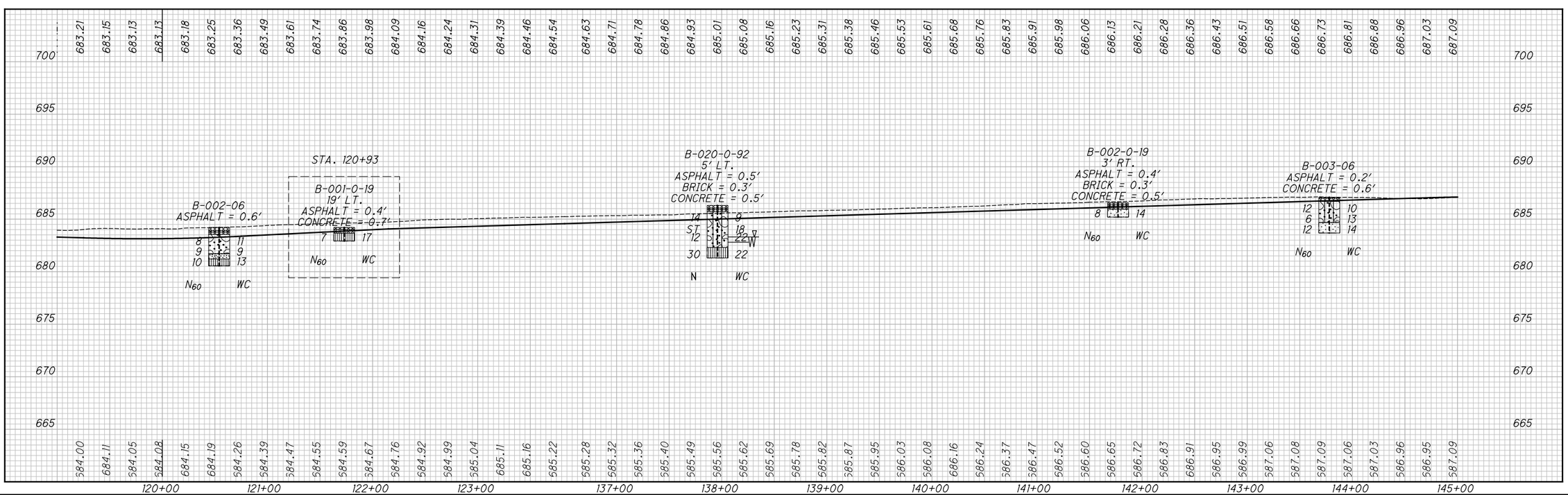




607 / 1088	8 / 52	LAK-20-24.99	SOIL PROFILE STA. 105+50 TO STA. 119+00	DRAWN JGR CHECKED JF/TPO	0 25 50 100 HORIZONTAL SCALE IN FEET



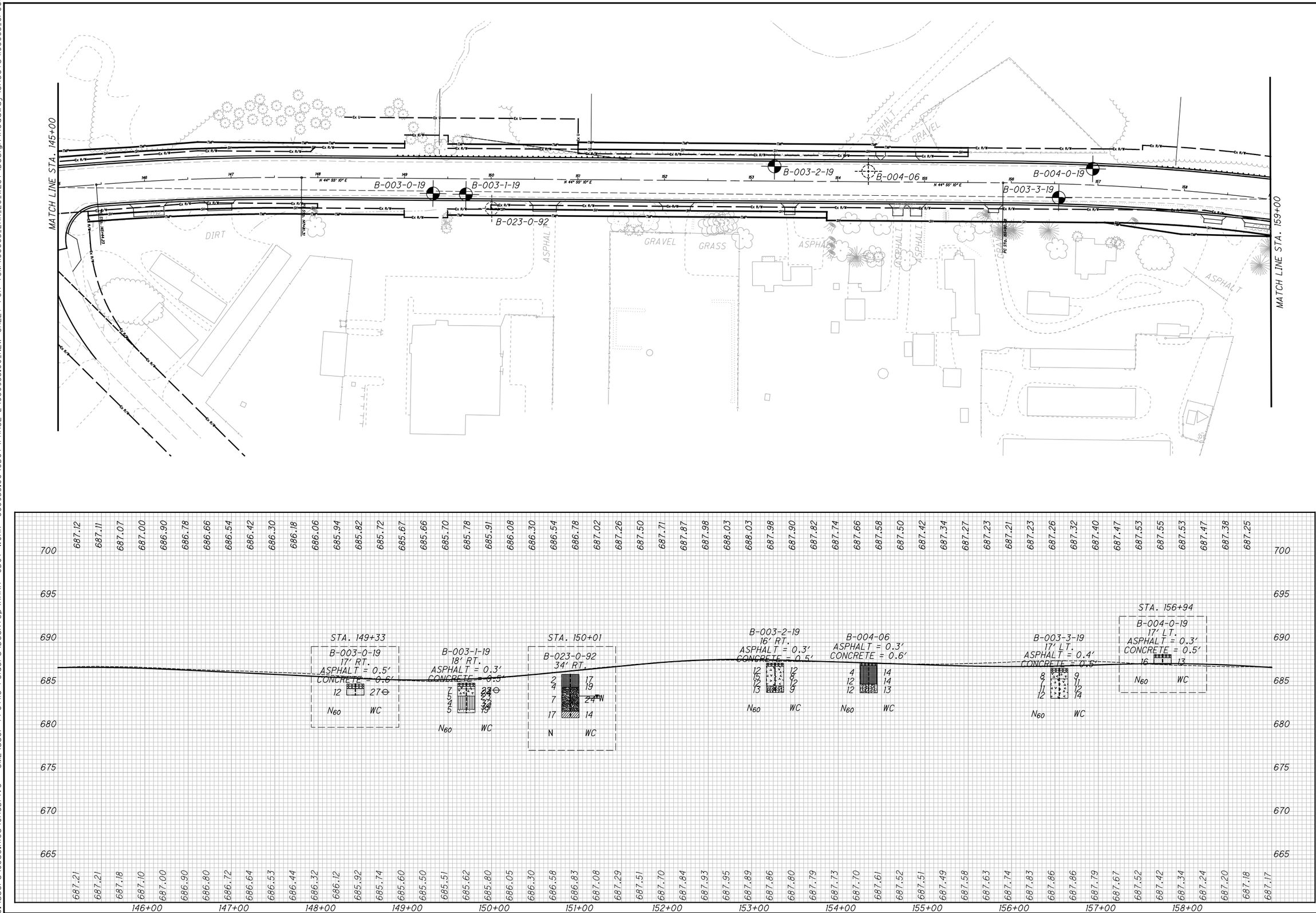


DRAWN JGR
CHECKED JF/TPO

HORIZONTAL SCALE IN FEET
0 25 50 100

SOIL PROFILE
STA. 119+00 TO STA. 145+00

LAK-20-24.99



HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 145+00 TO STA. 159+00

LAK-20-24.99

10/52

609/651

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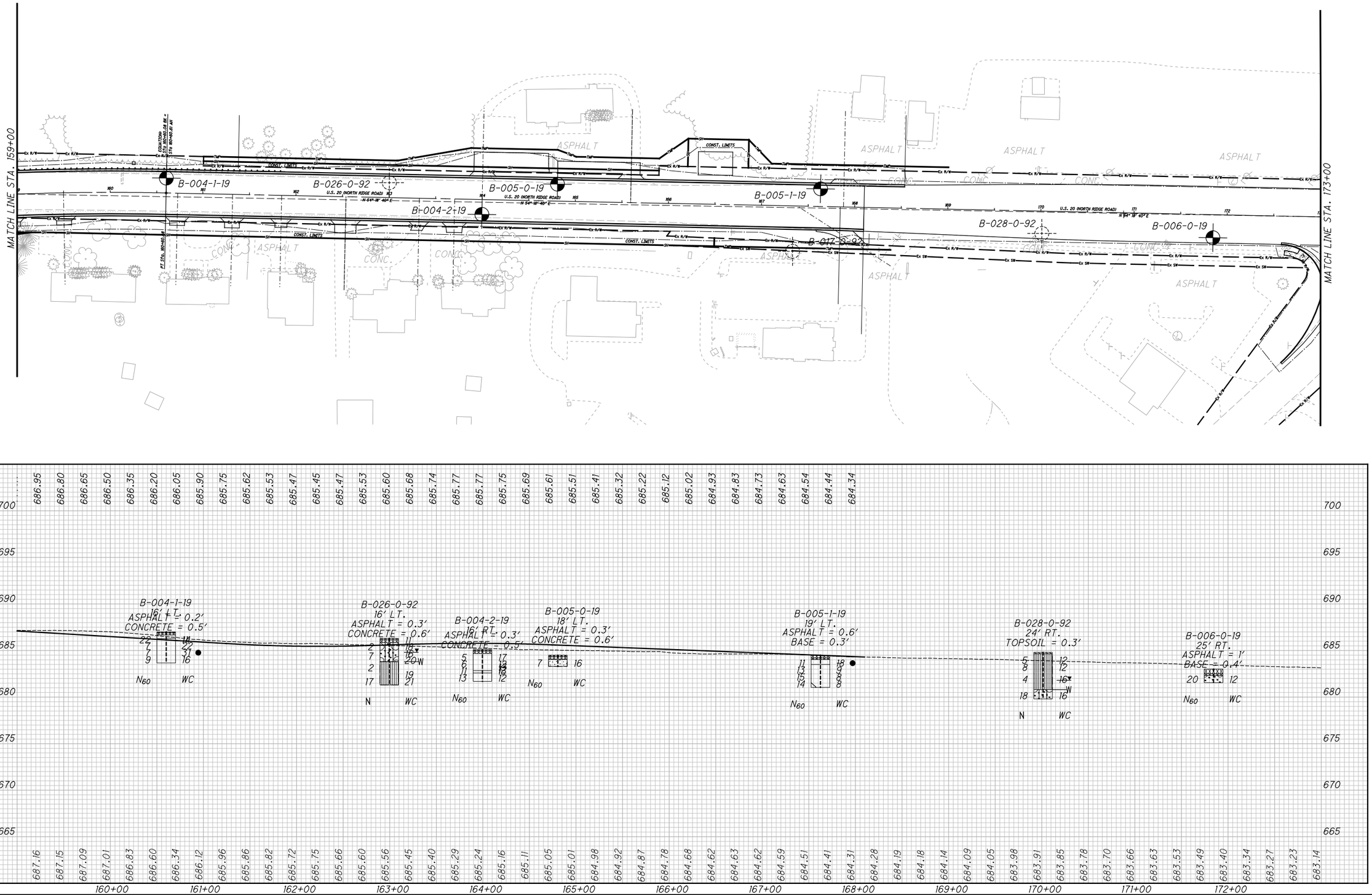

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 159+00 TO STA. 173+00

LAK-20-24.99

11 / 52

610
651

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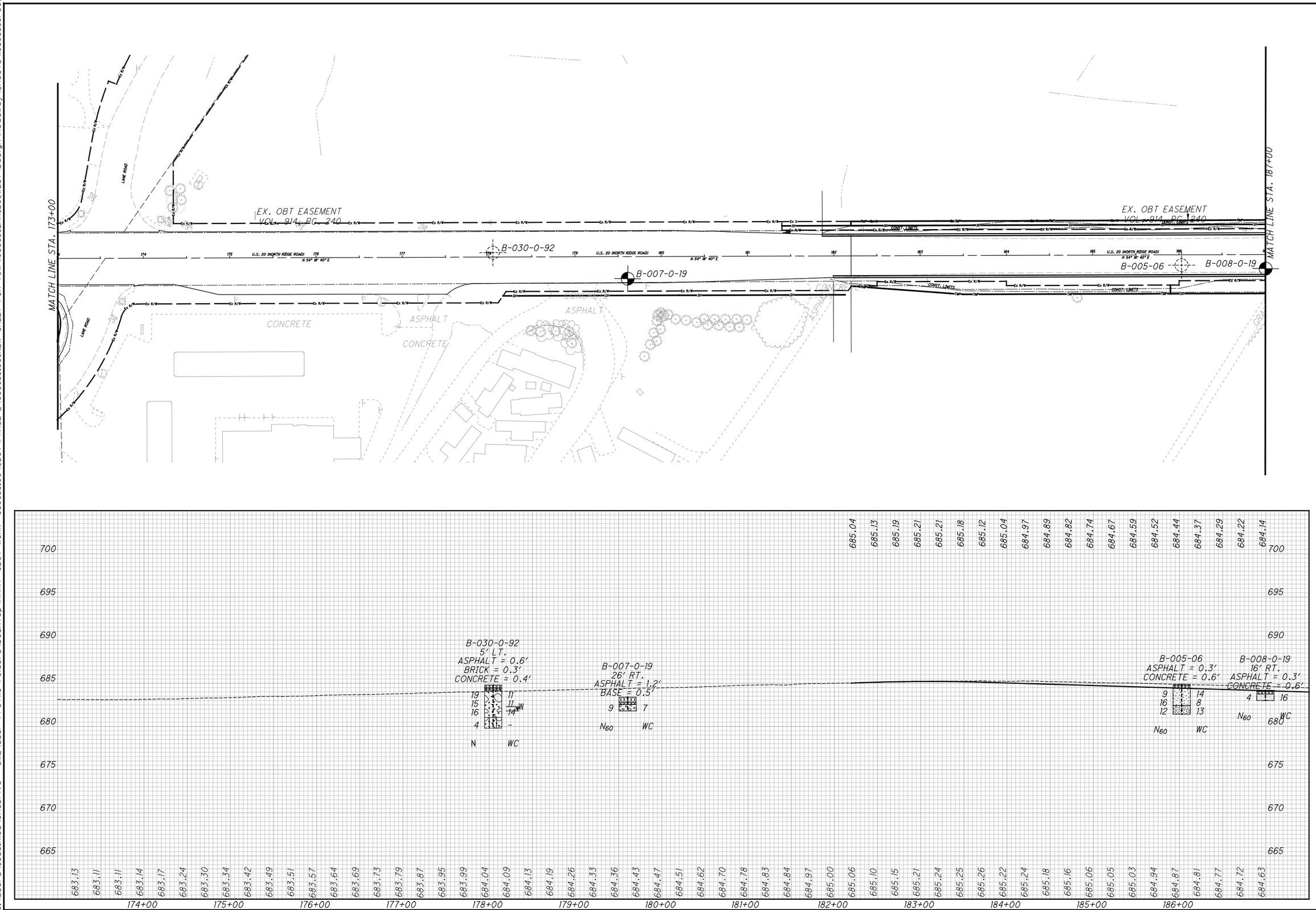

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 173+00 TO STA. 187+00

LAK-20-24.99

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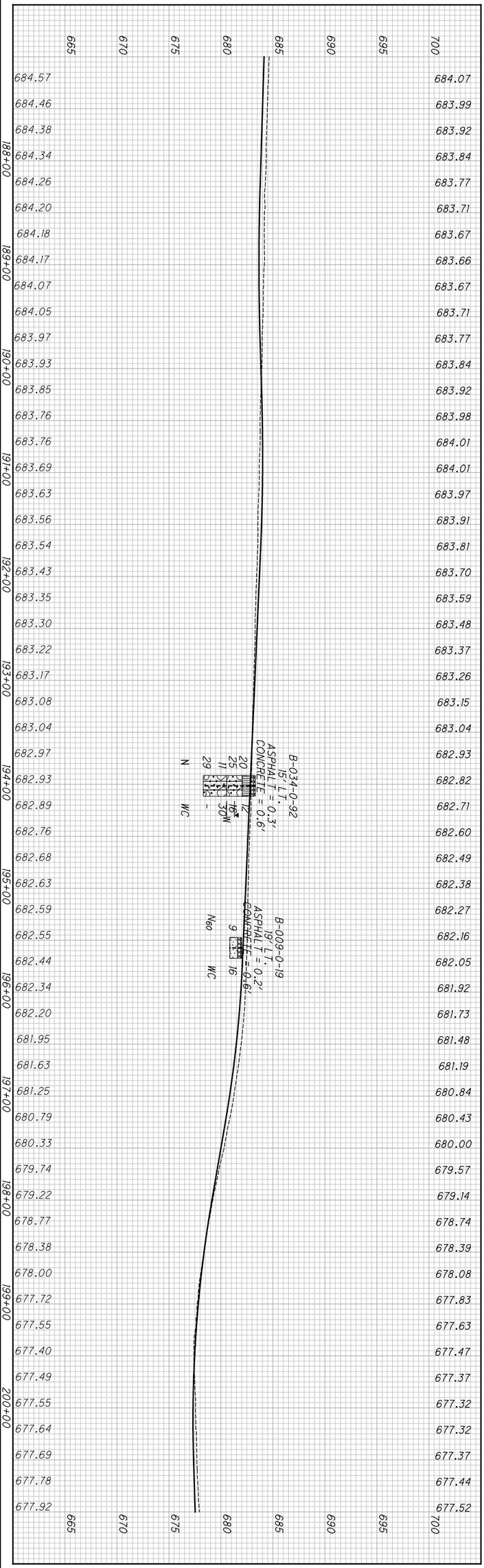
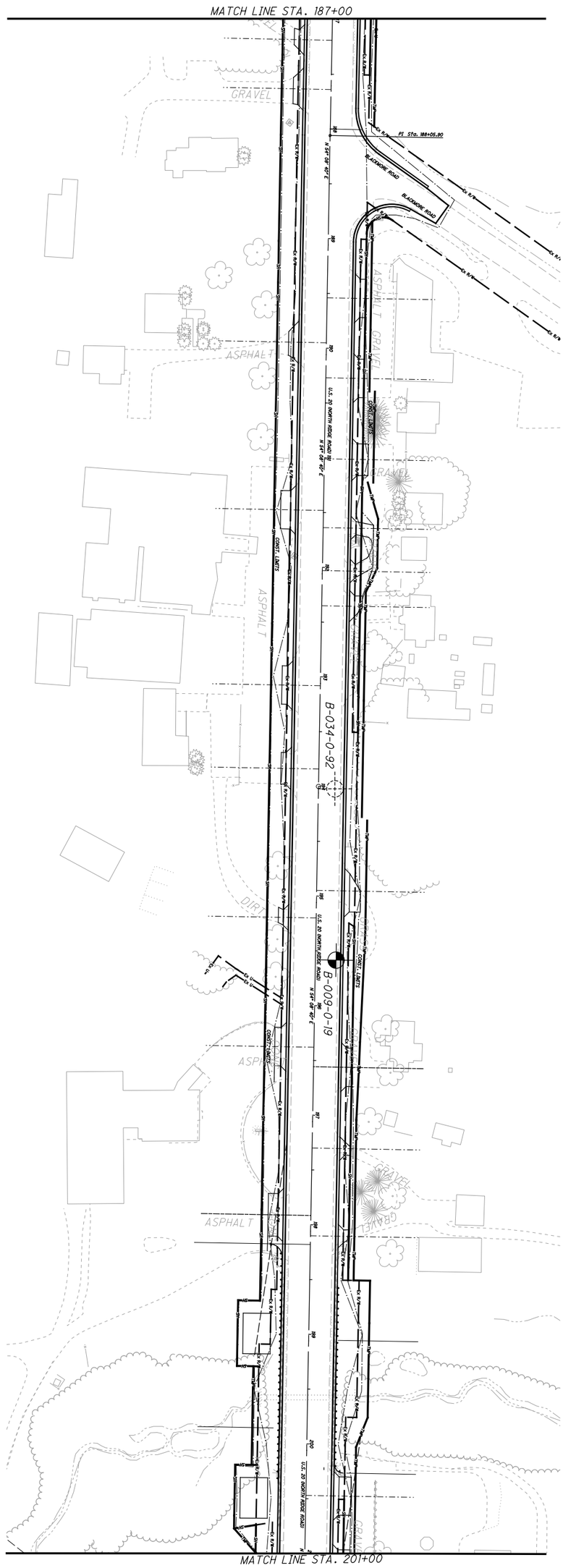
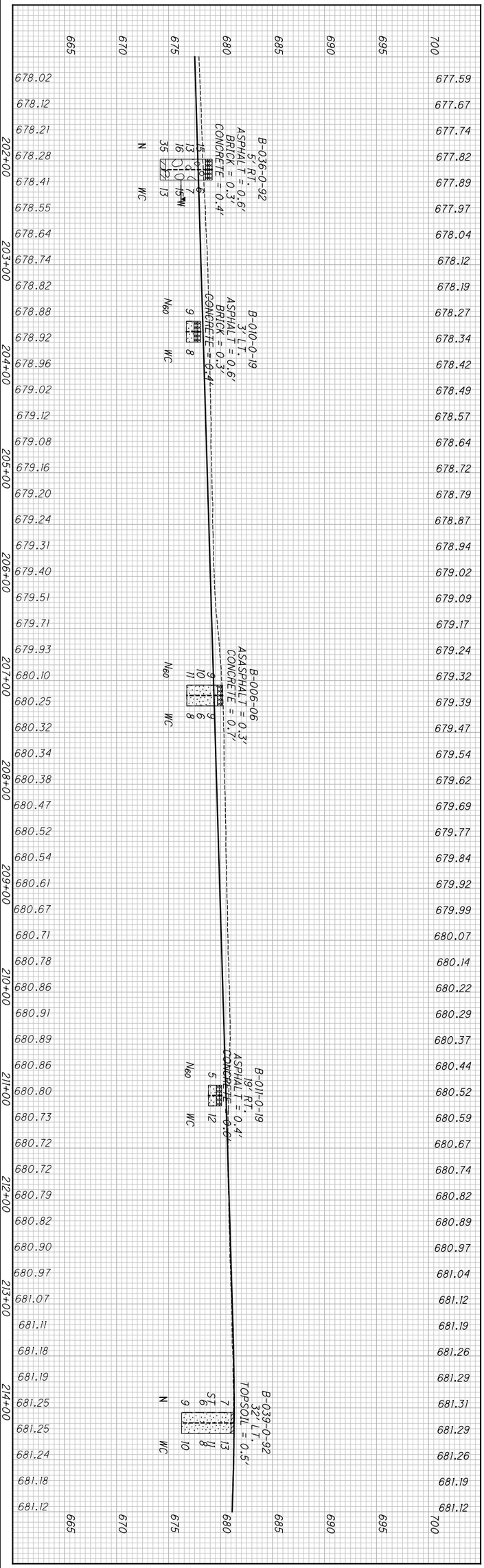
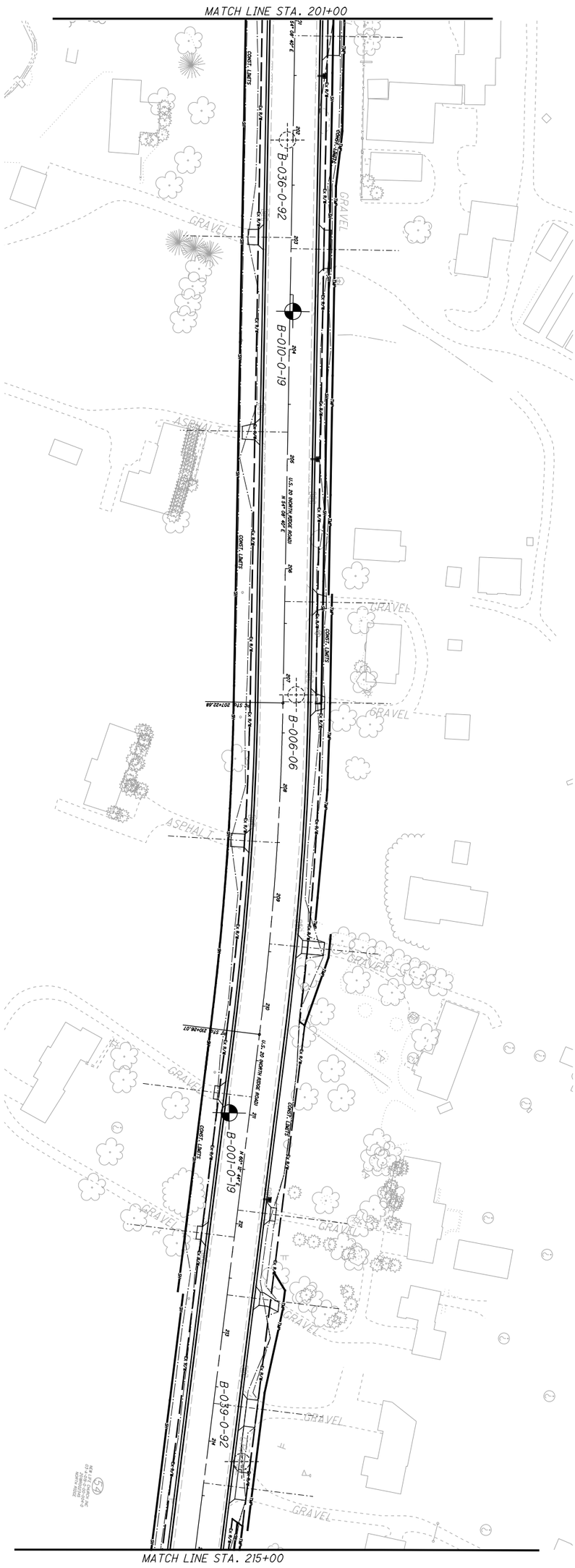




612 / 651	13 / 52	LAK-20-24.99	SOIL PROFILE STA. 187+00 TO STA. 201+00	DRAWN JGR CHECKED JF/TPO	0 25 50 100 HORIZONTAL SCALE IN FEET





613 / 651	14 / 52	LAK-20-24.99	SOIL PROFILE STA. 201+00 TO STA. 215+00	DRAWN JGR CHECKED JF/TPO	0 25 50 100 HORIZONTAL SCALE IN FEET	

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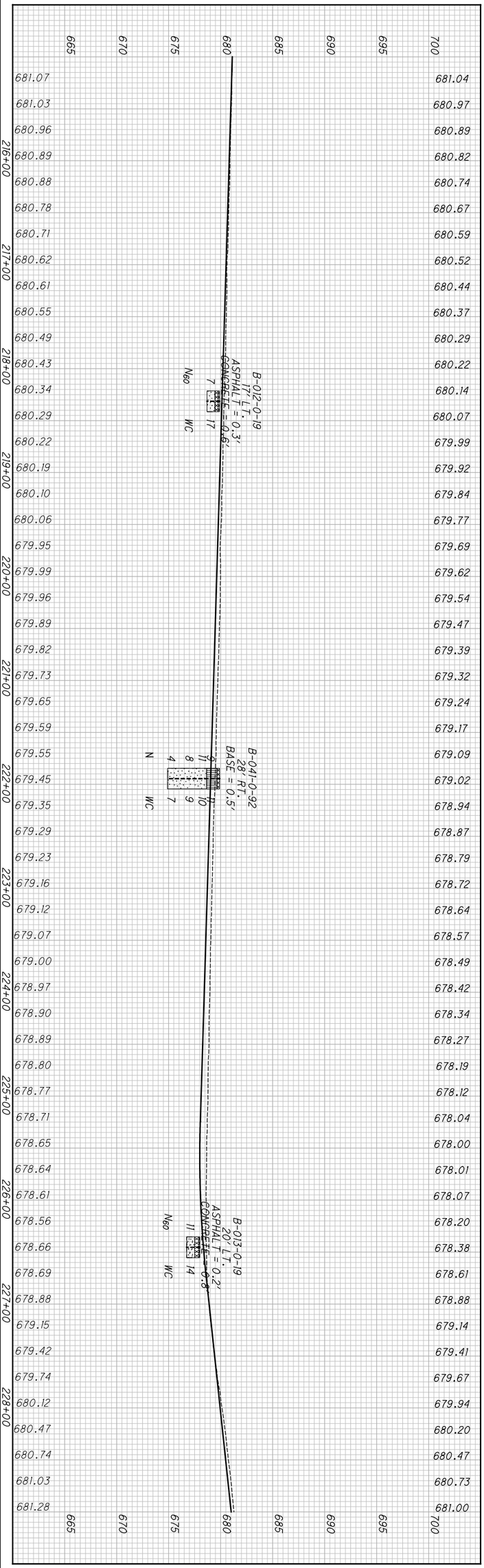
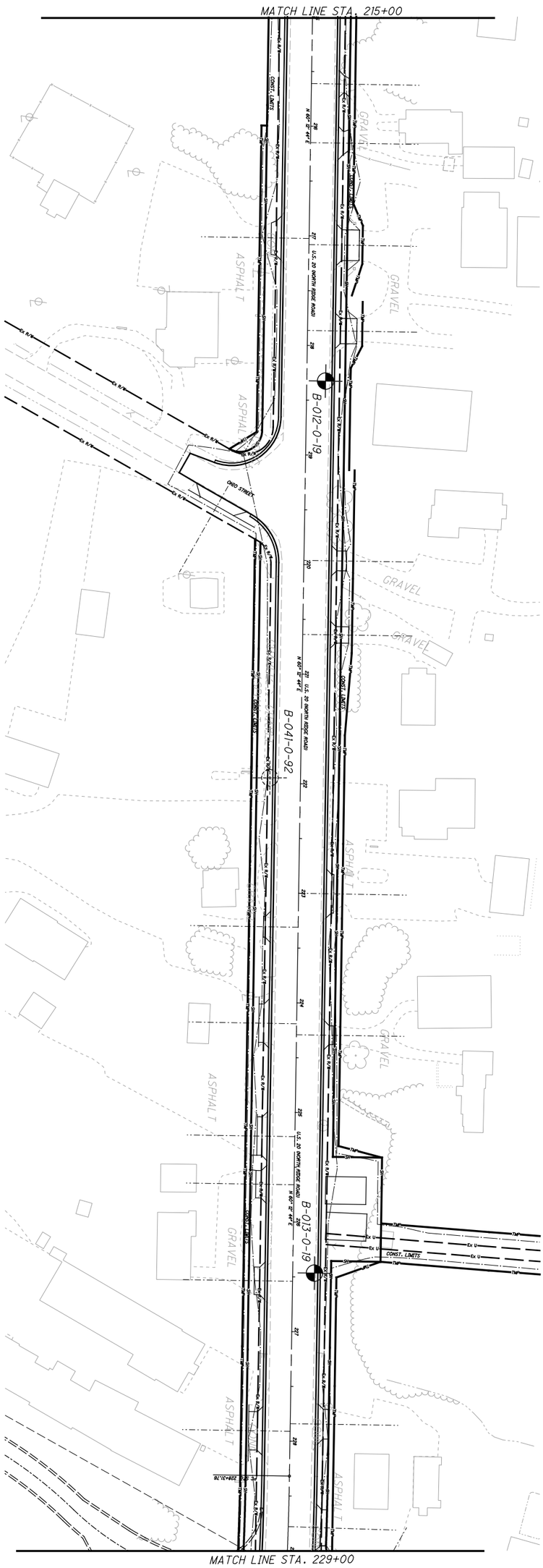
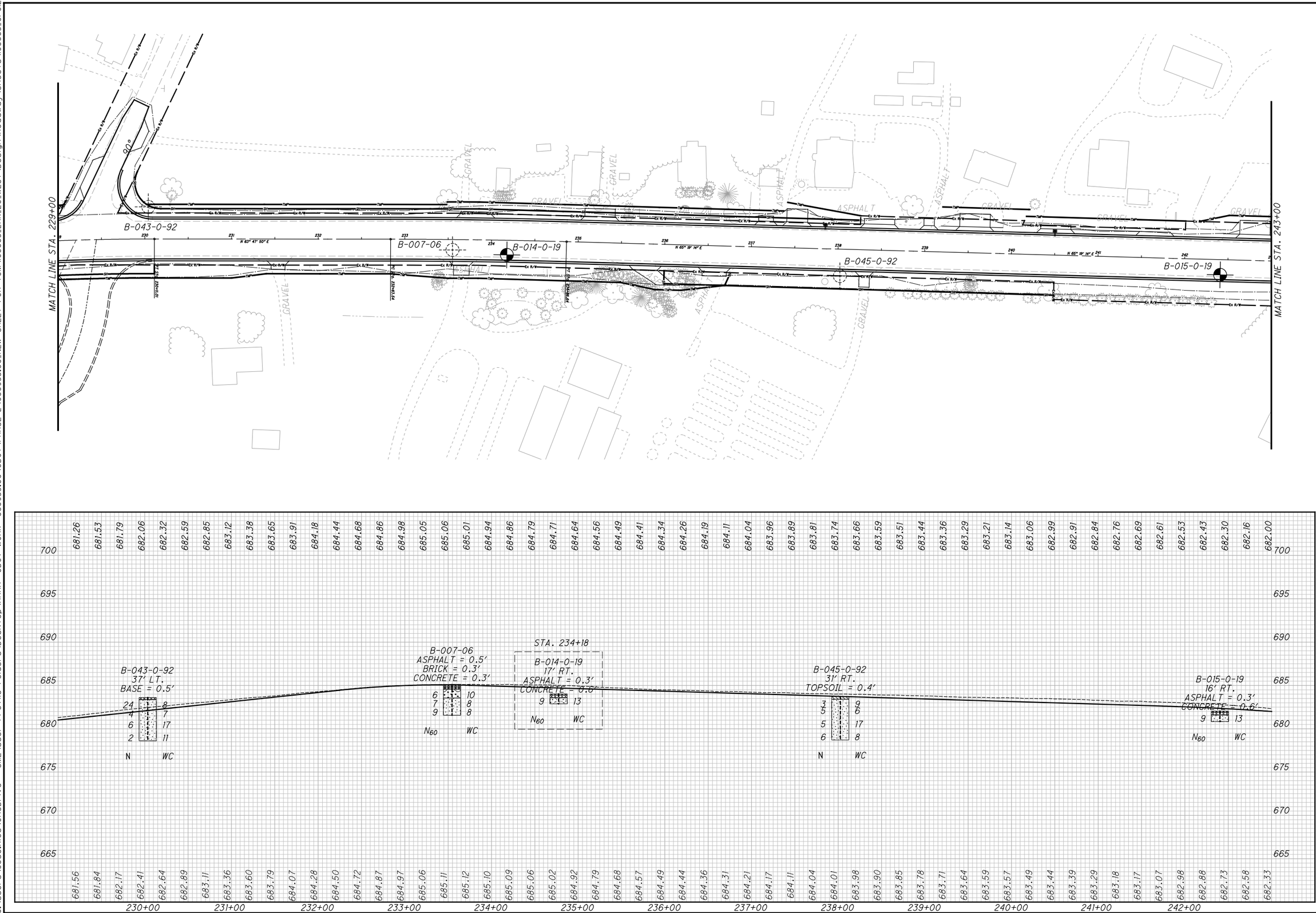




614 / 651	15 / 52	LAK-20-24.99	SOIL PROFILE STA. 215+00 TO STA. 229+00	DRAWN JGR CHECKED JF/TPO	0 25 50 100 HORIZONTAL SCALE IN FEET	



HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 229+00 TO STA. 243+00

LAK-20-24.99

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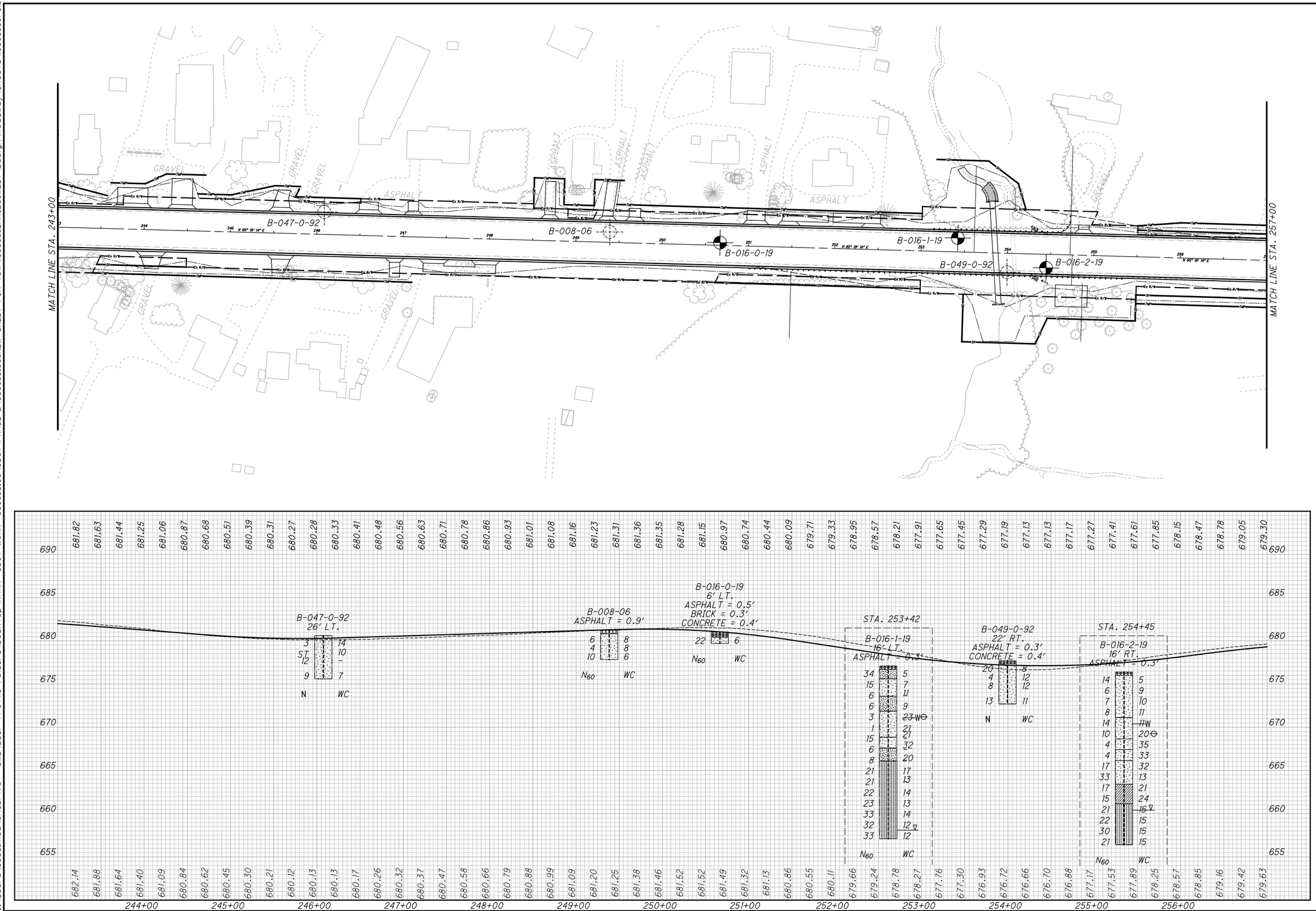

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 243+00 TO STA. 257+00

LAK-20-24.99

17/52

616/651

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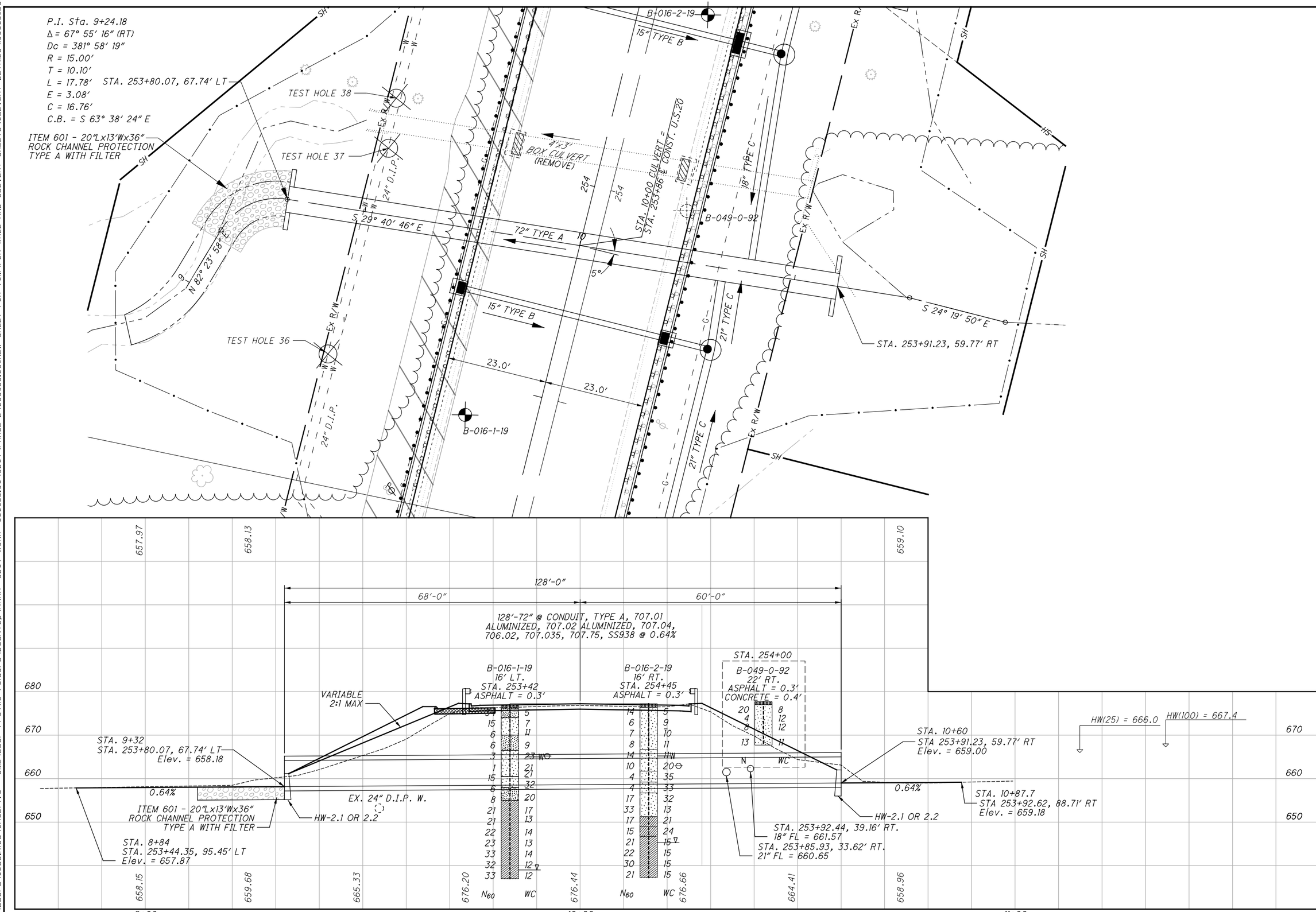

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JGR
CHECKED TPO

STRUCTURE FOUNDATION EXPLORATION
CULVERT AT STA. 253+86

LAK-20-24.99

617 / 651

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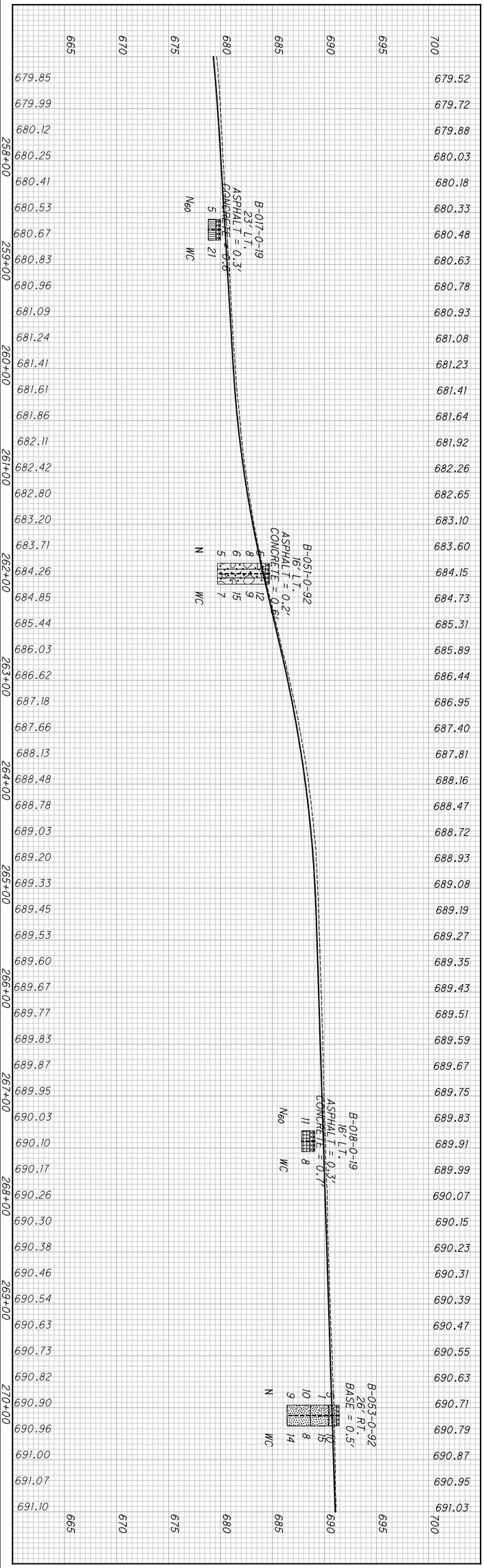
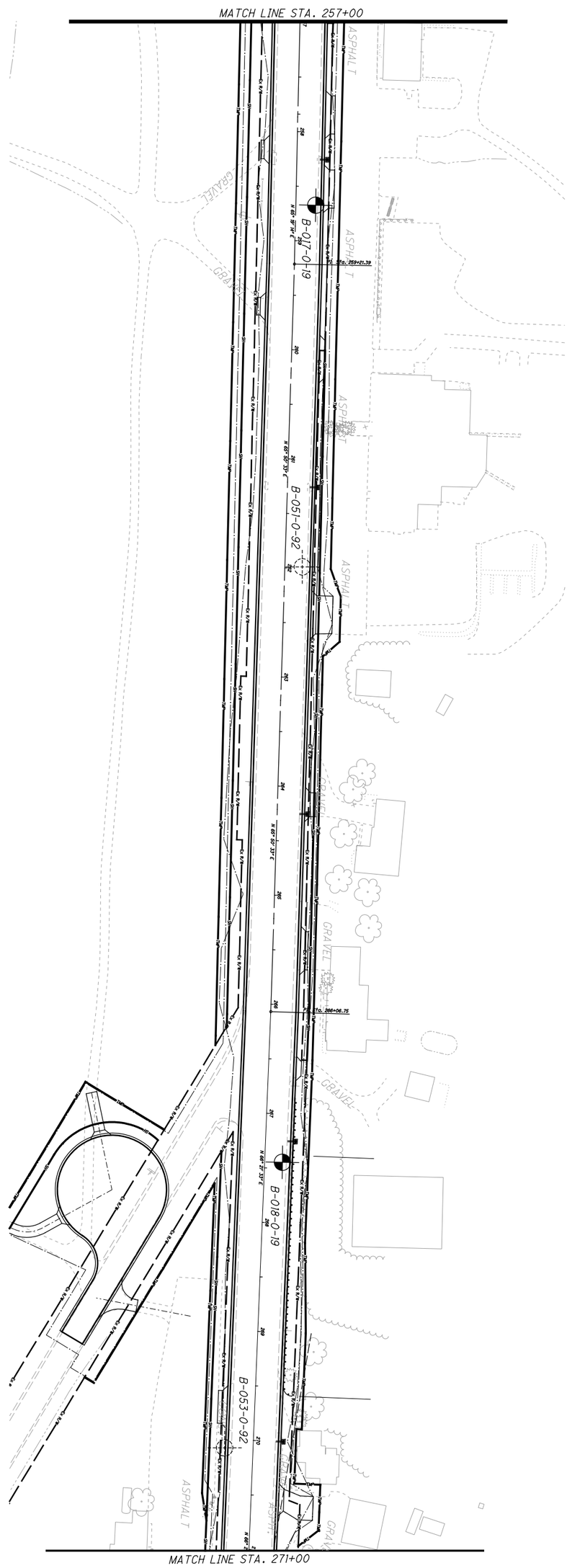
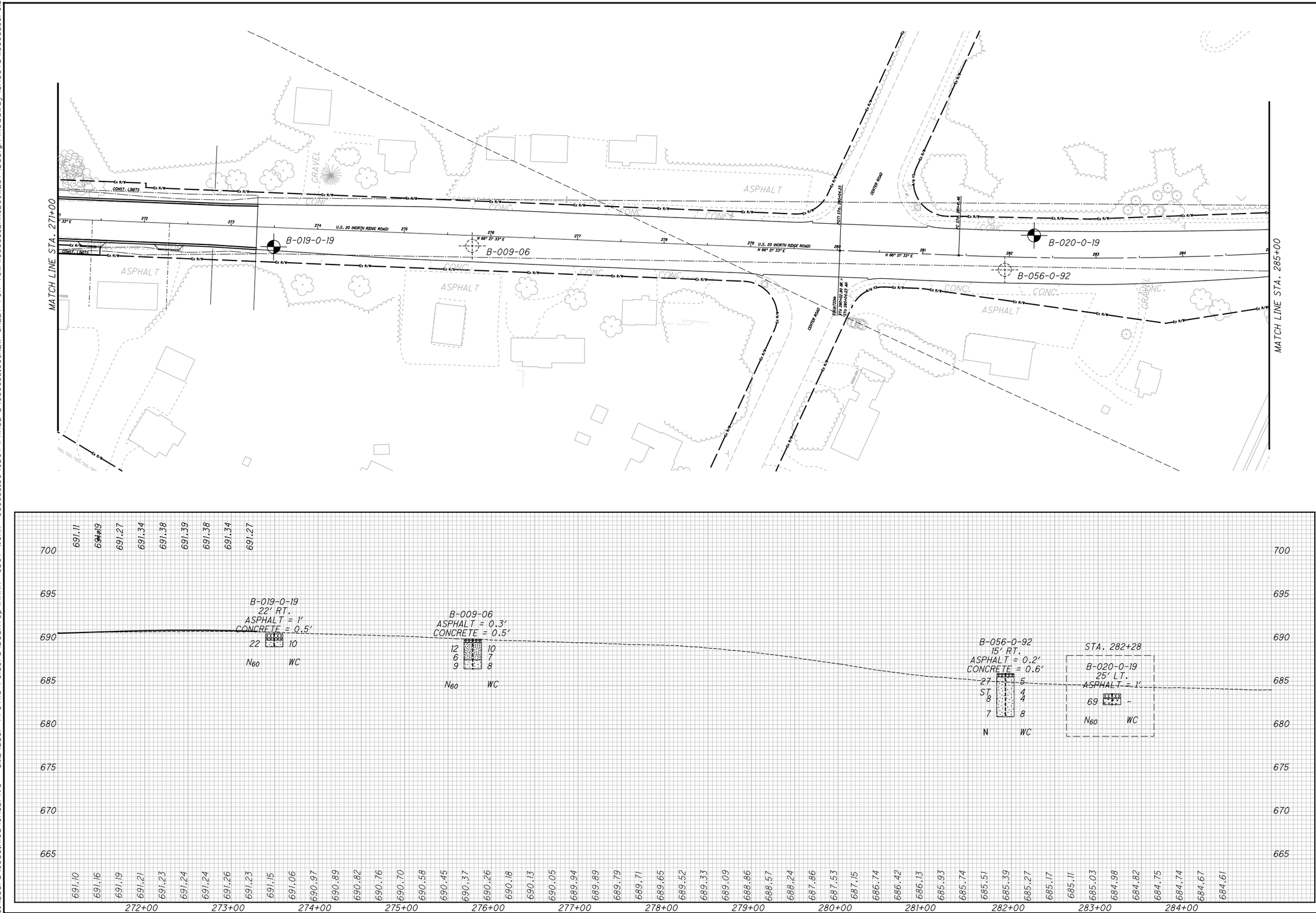




618 / 651	19 / 52	LAK-20-24.99	SOIL PROFILE STA. 257+00 TO STA. 271+00	DRAWN JGR CHECKED JF/TPO	0 50 25 100 HORIZONTAL SCALE IN FEET



DRAWN JGR
CHECKED JF/TPO

0 25 50 100
HORIZONTAL SCALE IN FEET

SOIL PROFILE
STA. 271+00 TO STA. 285+00

LAK-20-24.99

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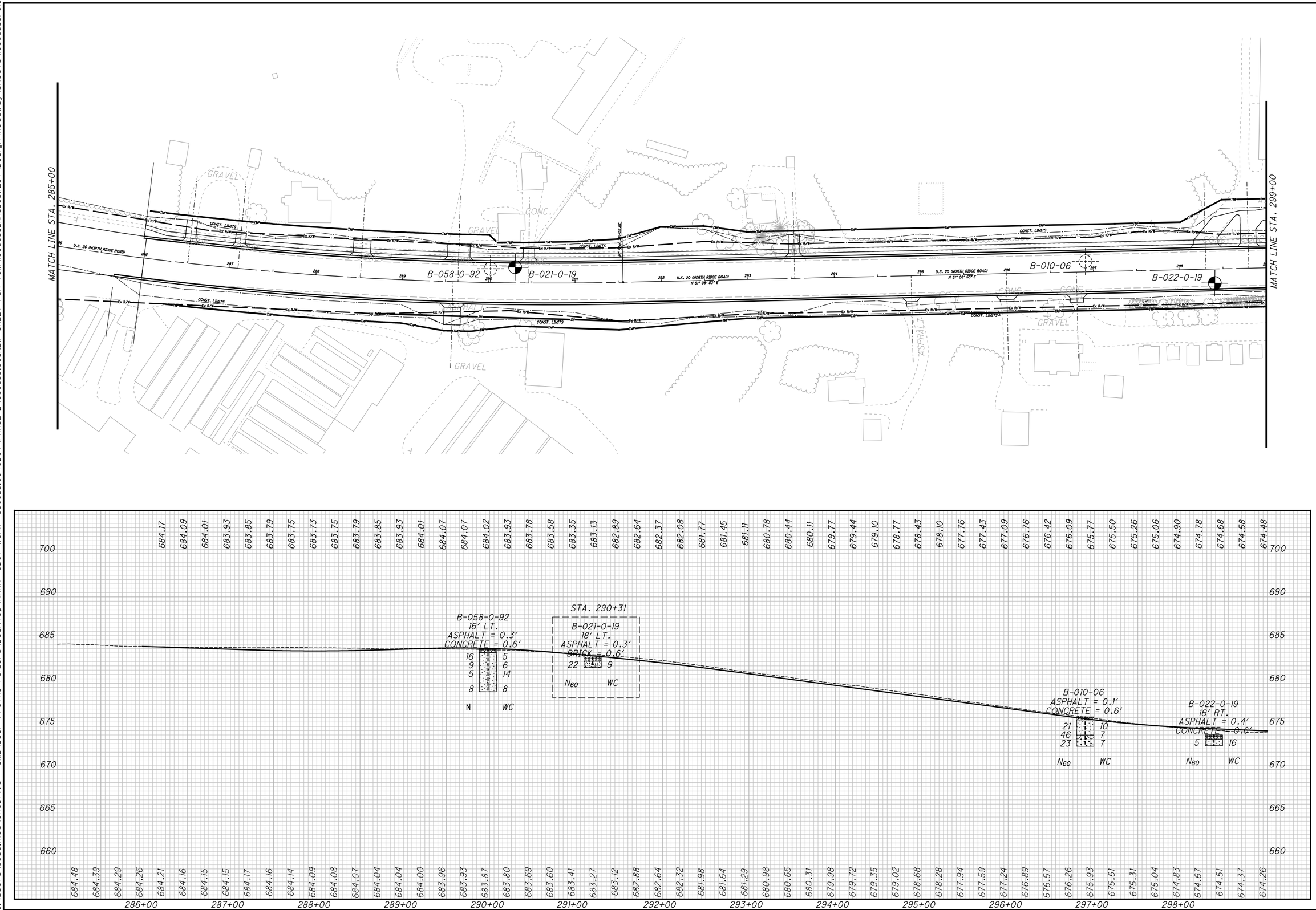

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 285+00 TO STA. 299+00

LAK-20-24.99

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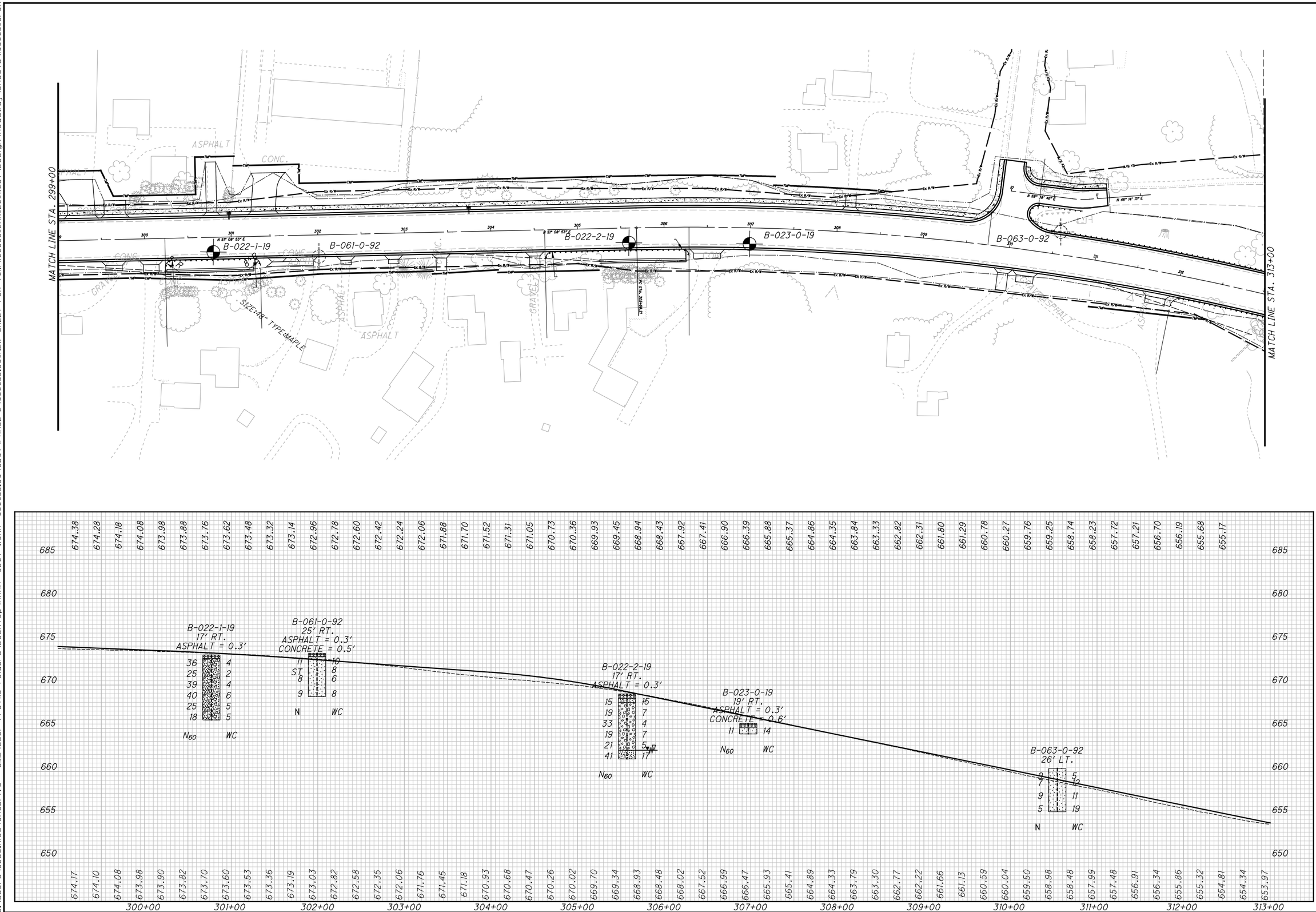

DRAWN JGR
CHECKED JF/TPO

0 25 50 100
HORIZONTAL SCALE IN FEET

SOIL PROFILE
STA. 299+00 TO STA. 313+00

LAK-24.99

22/52

620
651

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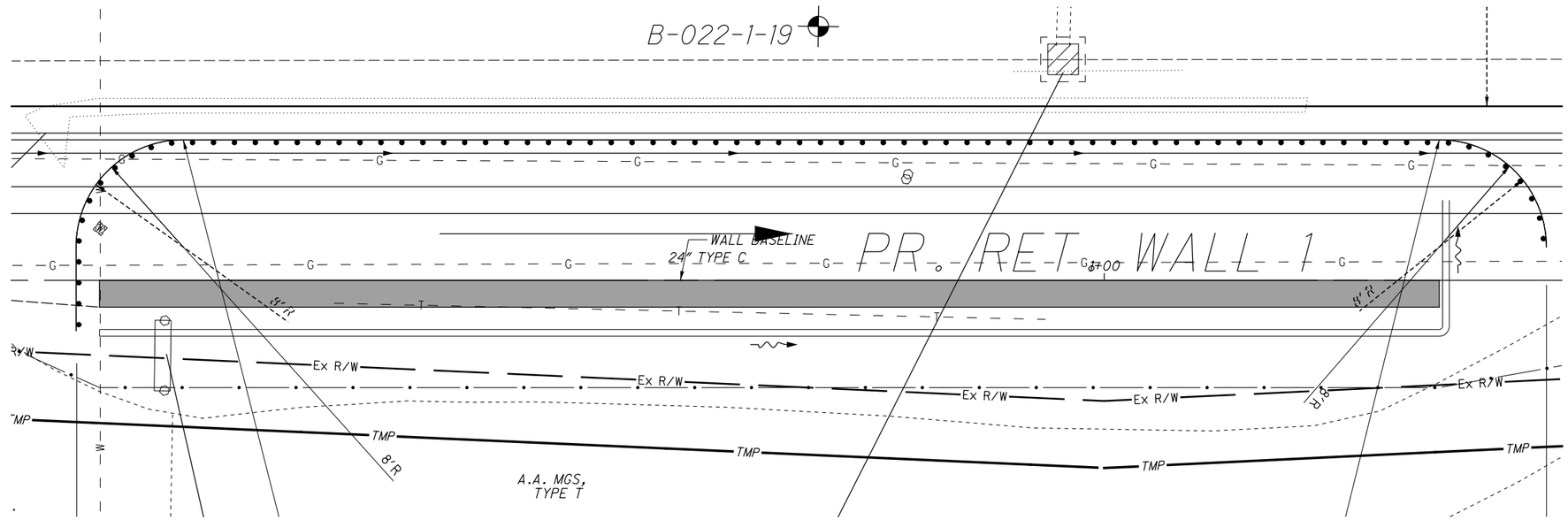

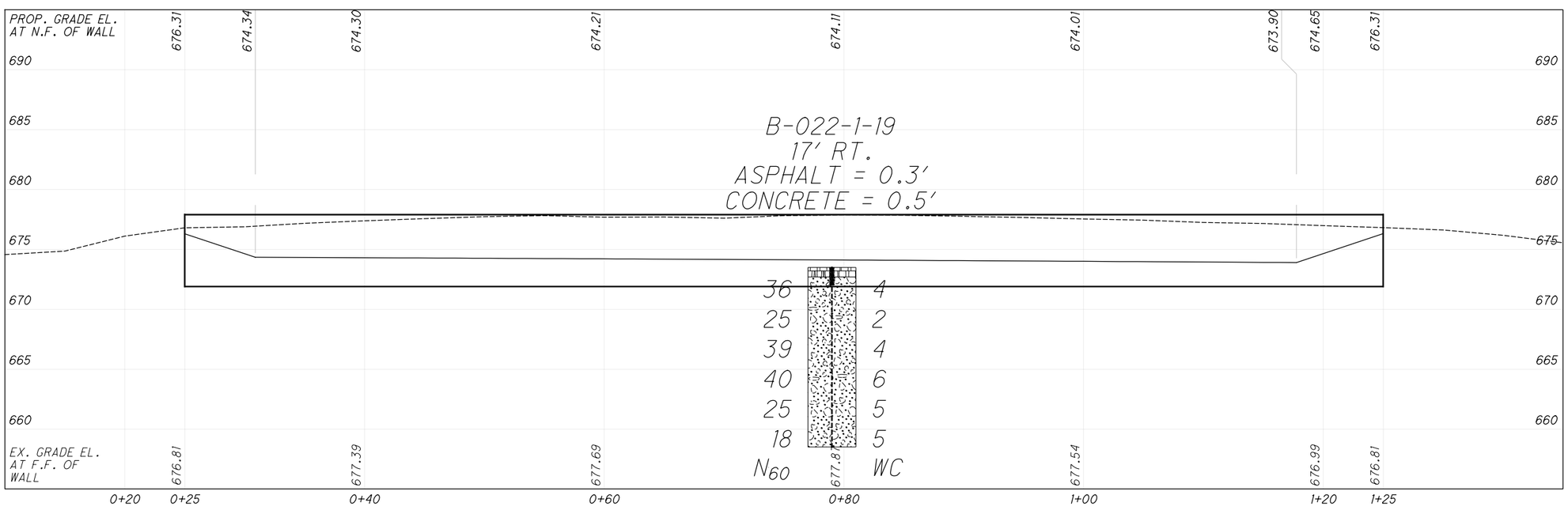

HORIZONTAL SCALE IN FEET 0 5 10 20

DRAWN JGR
CHECKED JF/TPO

STRUCTURE FOUNDATION EXPLORATION
RETAINING WALL 1

LAK-20-24.99

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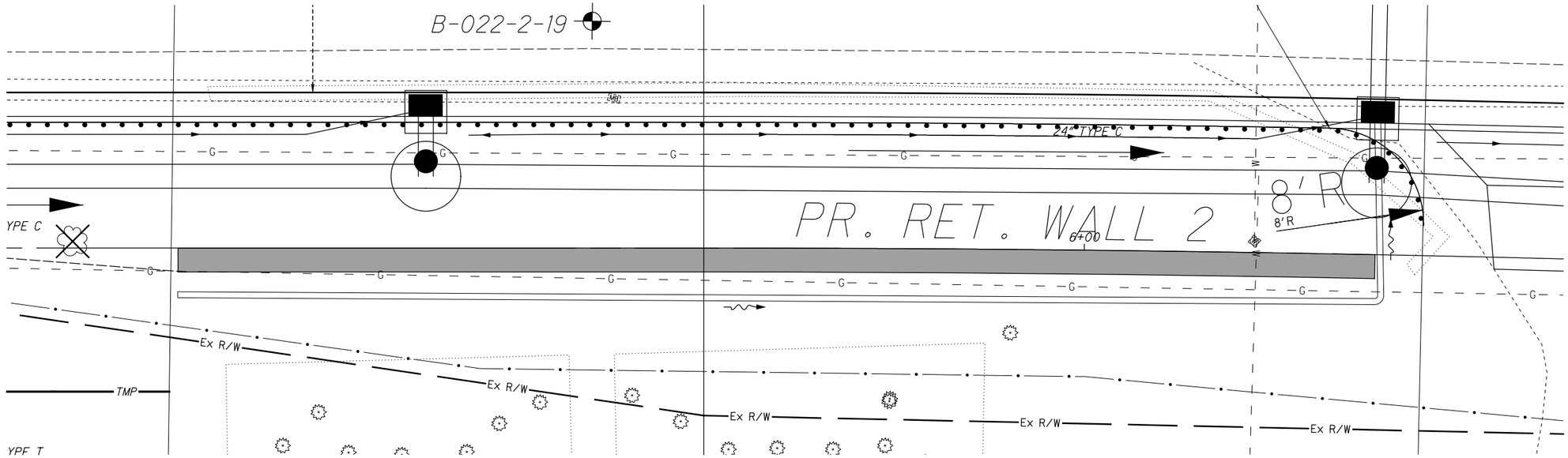
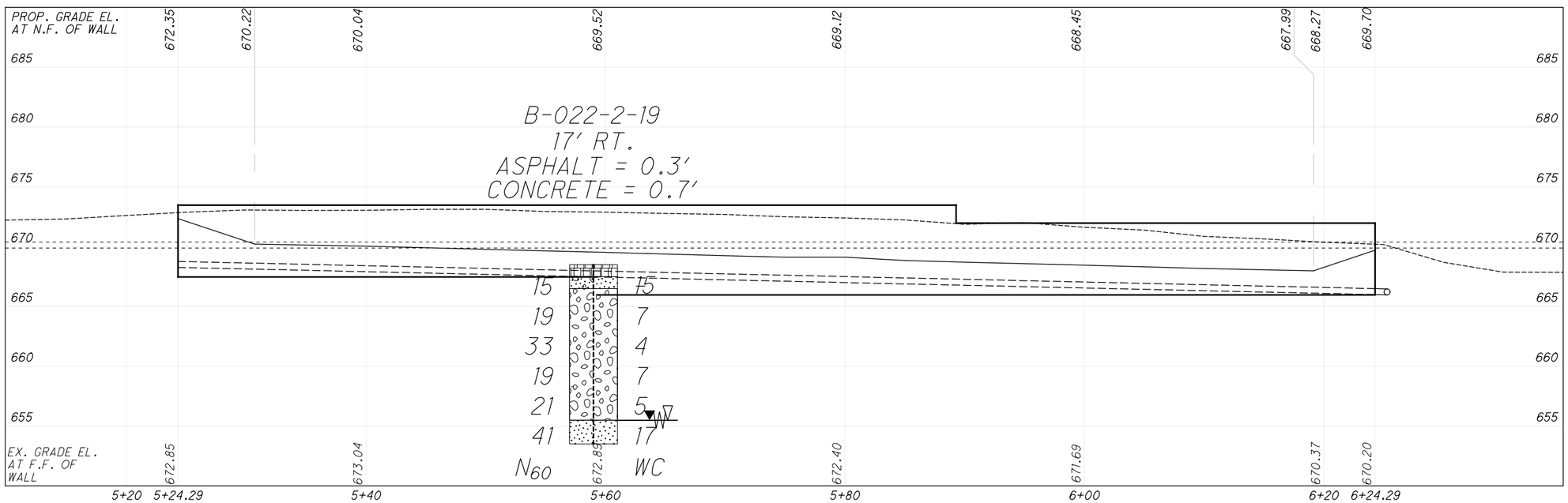




HORIZONTAL SCALE IN FEET
0 5 10 20

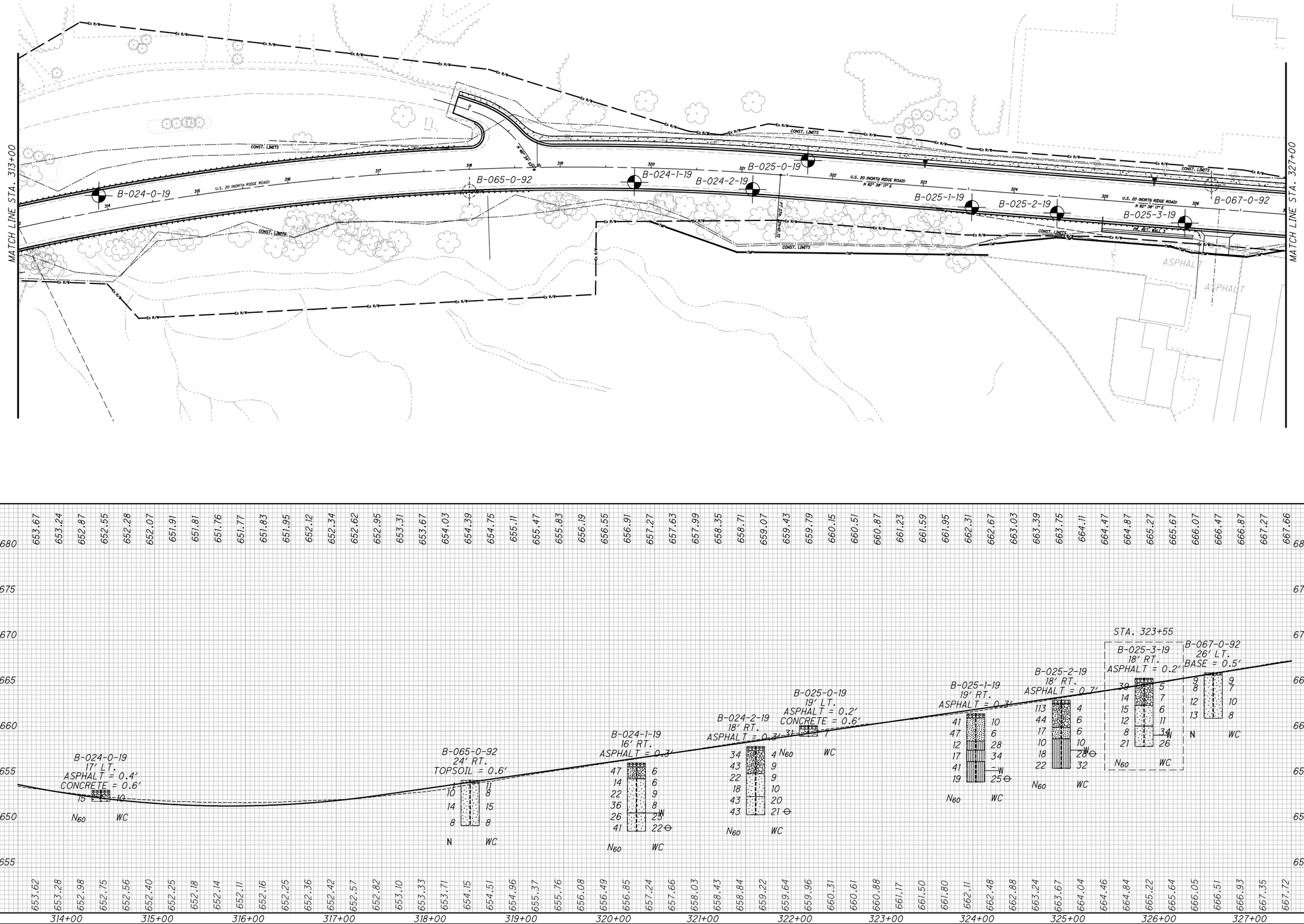
DRAWN JGR
CHECKED JF/TPO

STRUCTURE FOUNDATION EXPLORATION
RETAINING WALL 2

LAK-20-24.99

24/52

623/651



HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 313+00 TO STA. 327+00

LAK-20-24.99

25/52

624
651

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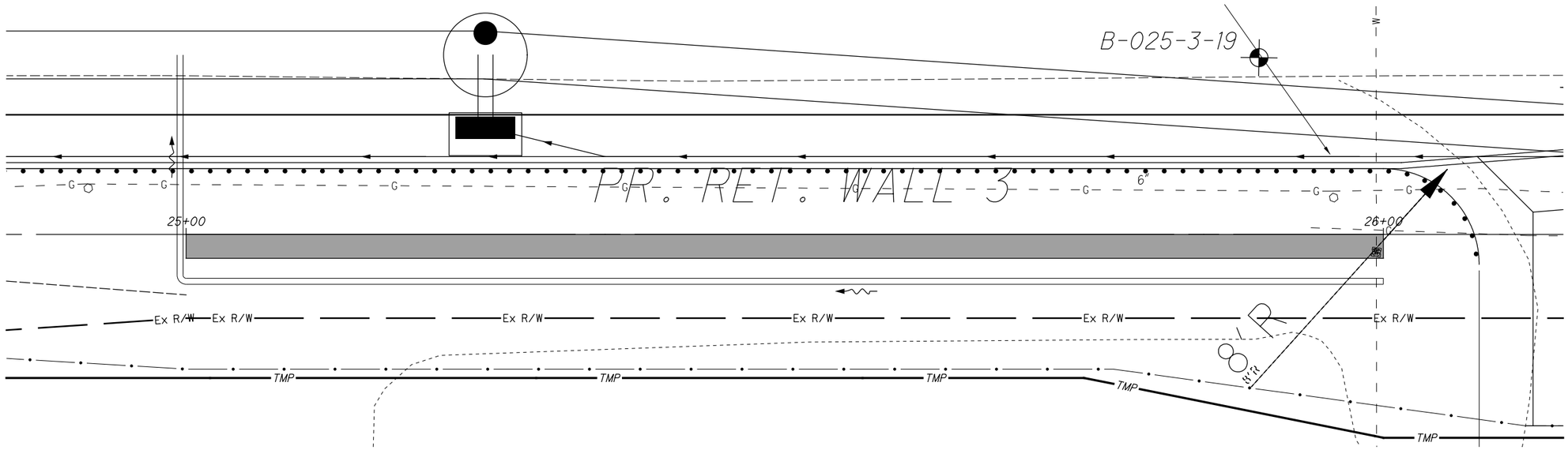
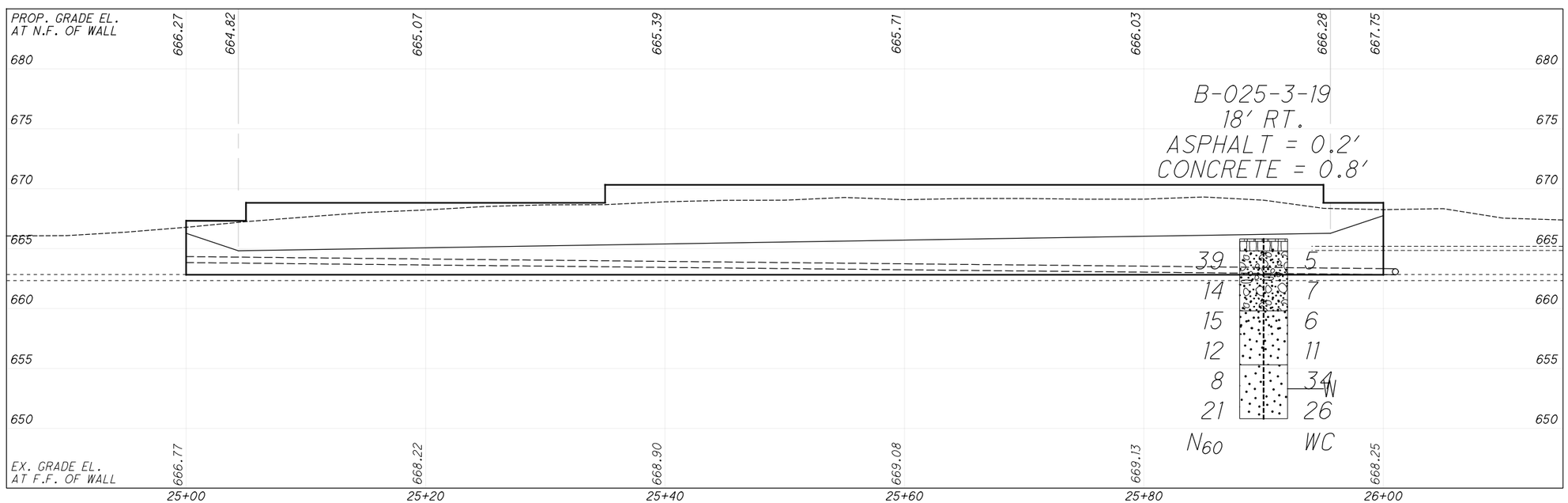


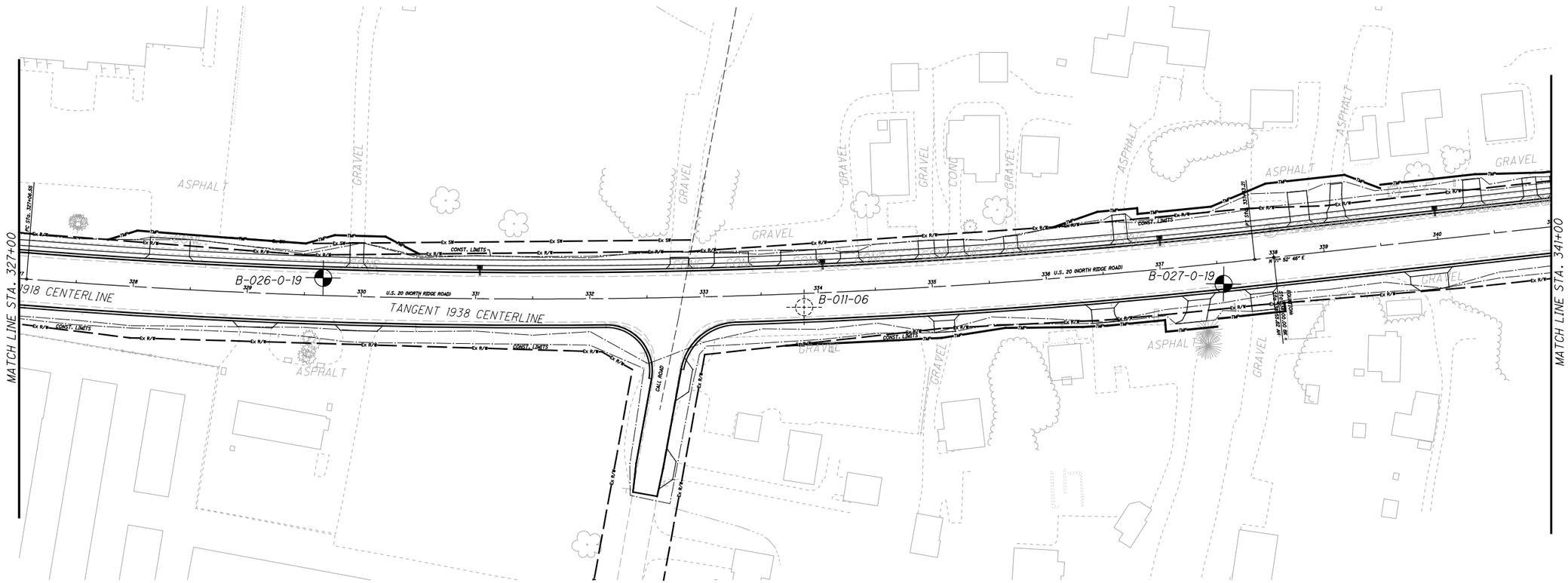


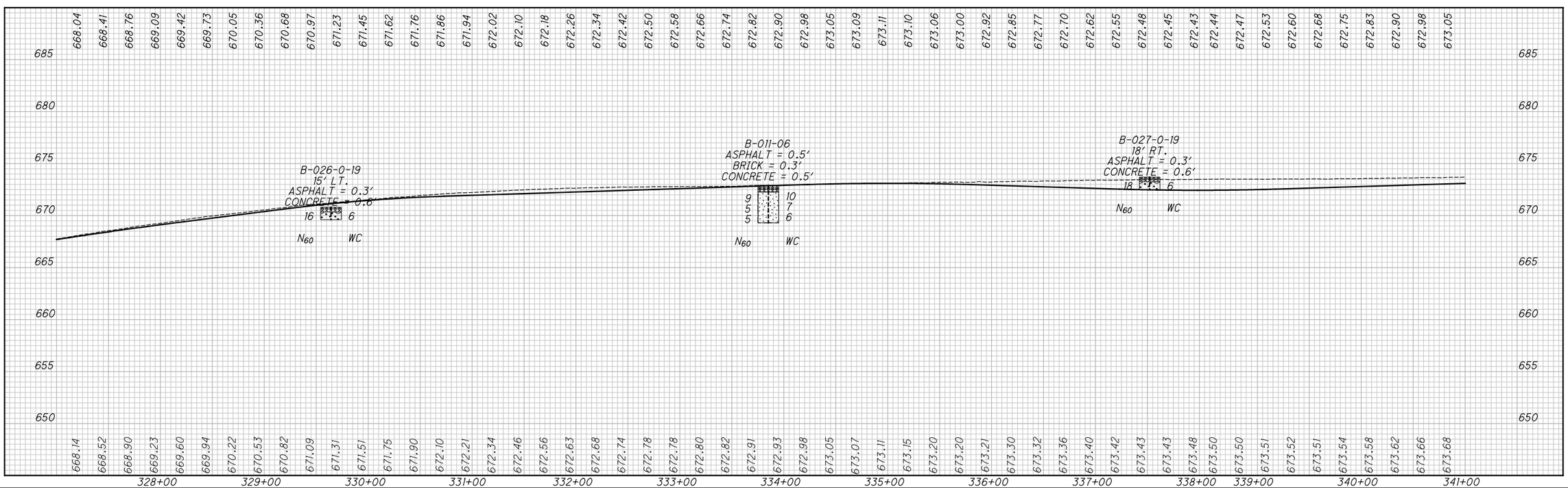
HORIZONTAL SCALE IN FEET
0 5 10 20

DRAWN JGR
CHECKED JF/TPO

STRUCTURE FOUNDATION EXPLORATION
RETAINING WALL 3

LAK-20-24.99





HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 327+00 TO STA. 341+00

LAK-20-24.99

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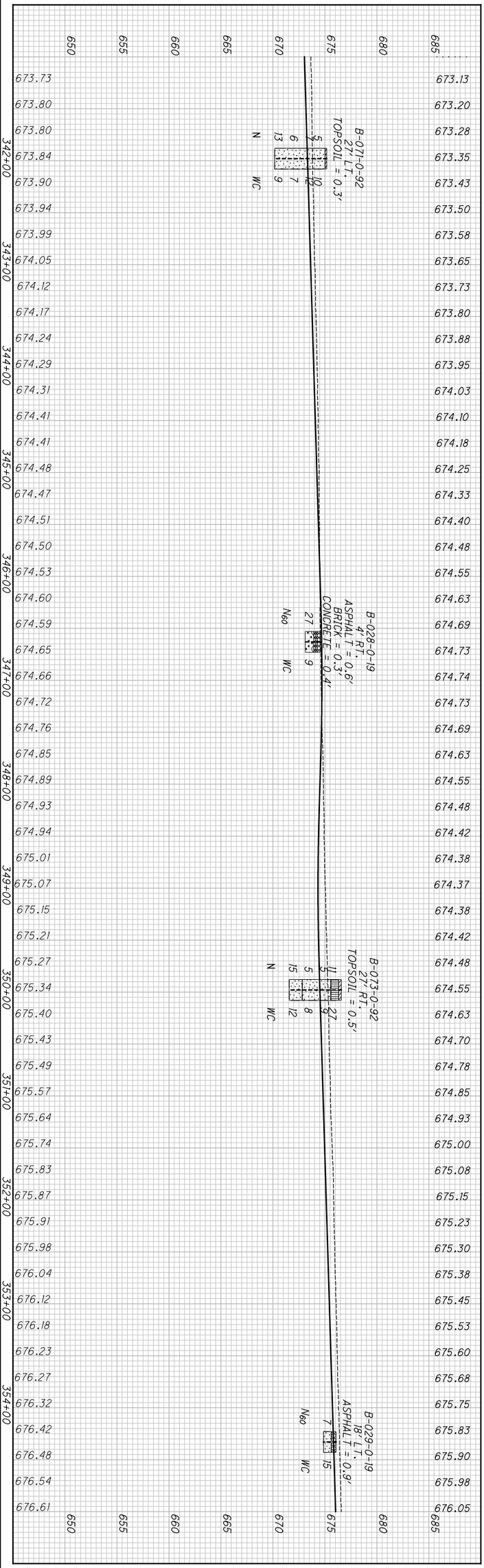
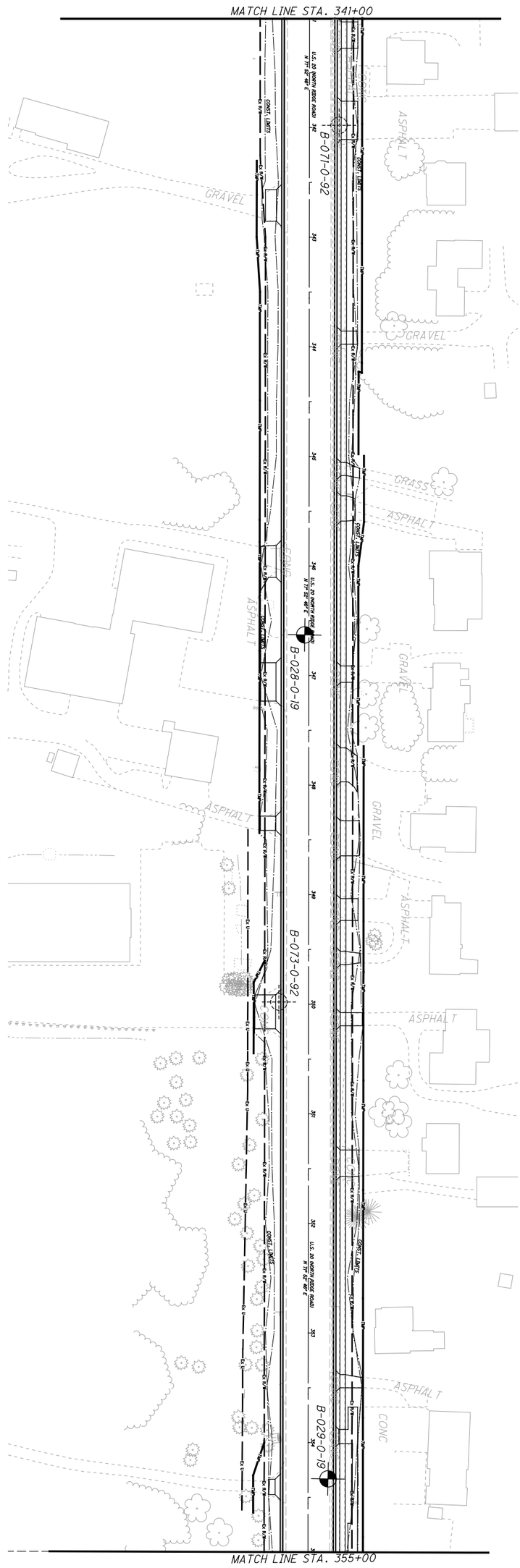
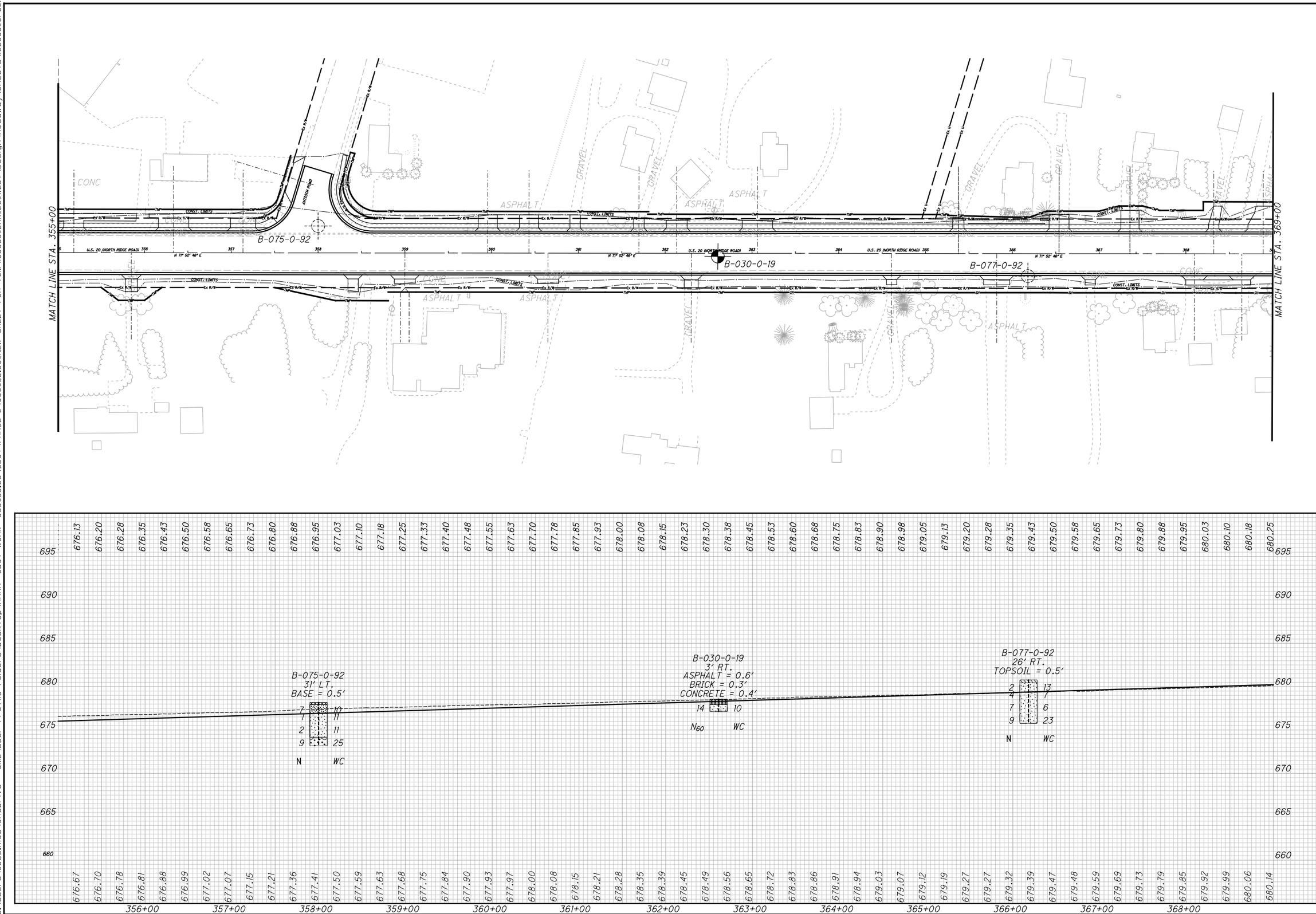




627 / 651	28 / 52	LAK-20-24.99	SOIL PROFILE STA. 341+00 TO STA. 355+00	DRAWN JGR CHECKED JF/TPO	0 25 50 100 HORIZONTAL SCALE IN FEET



HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 355+00 TO STA. 369+00

LAK-20-24.99

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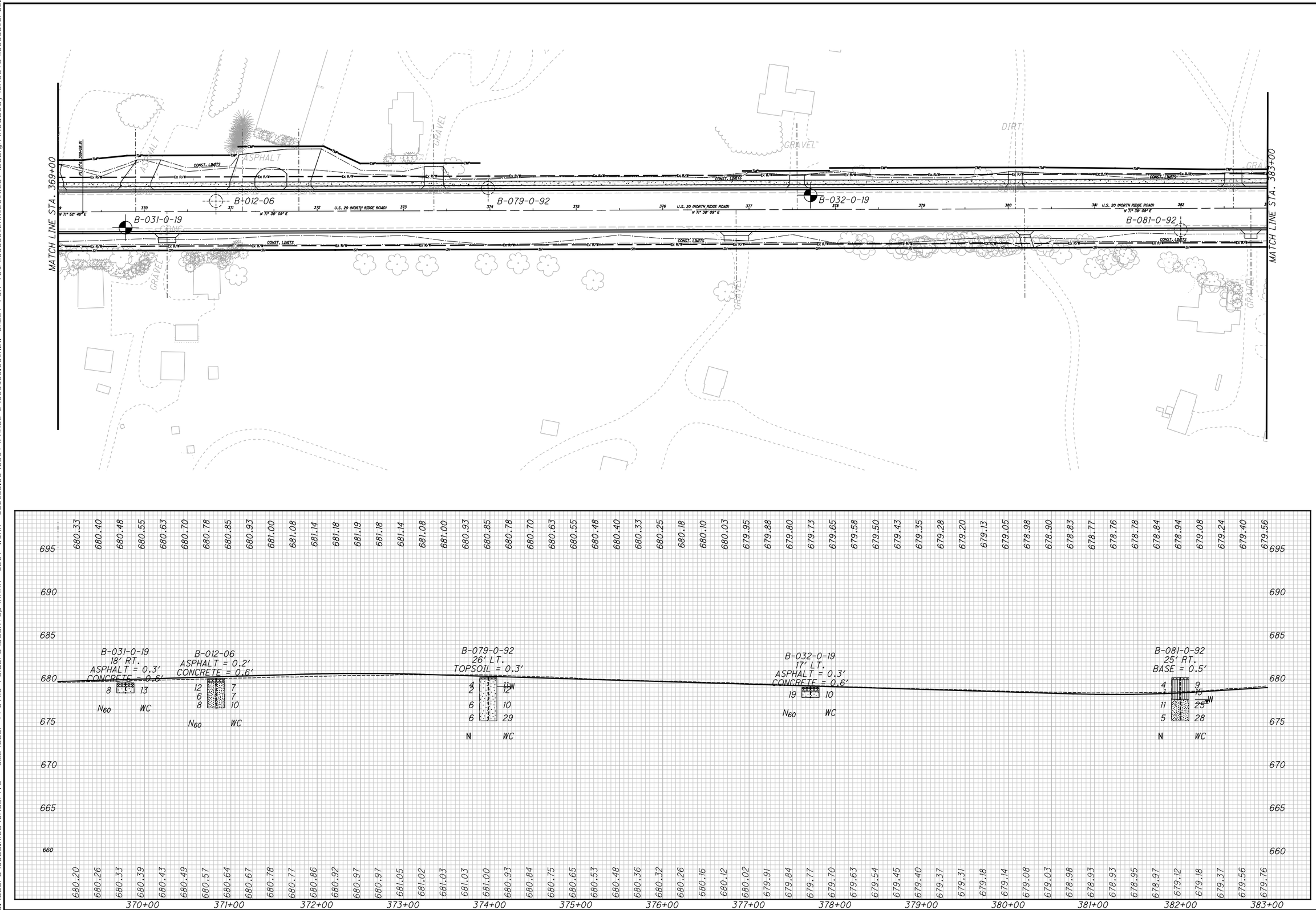

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 369+00 TO STA. 383+00

LAK-20-24.99

30/52

629/651

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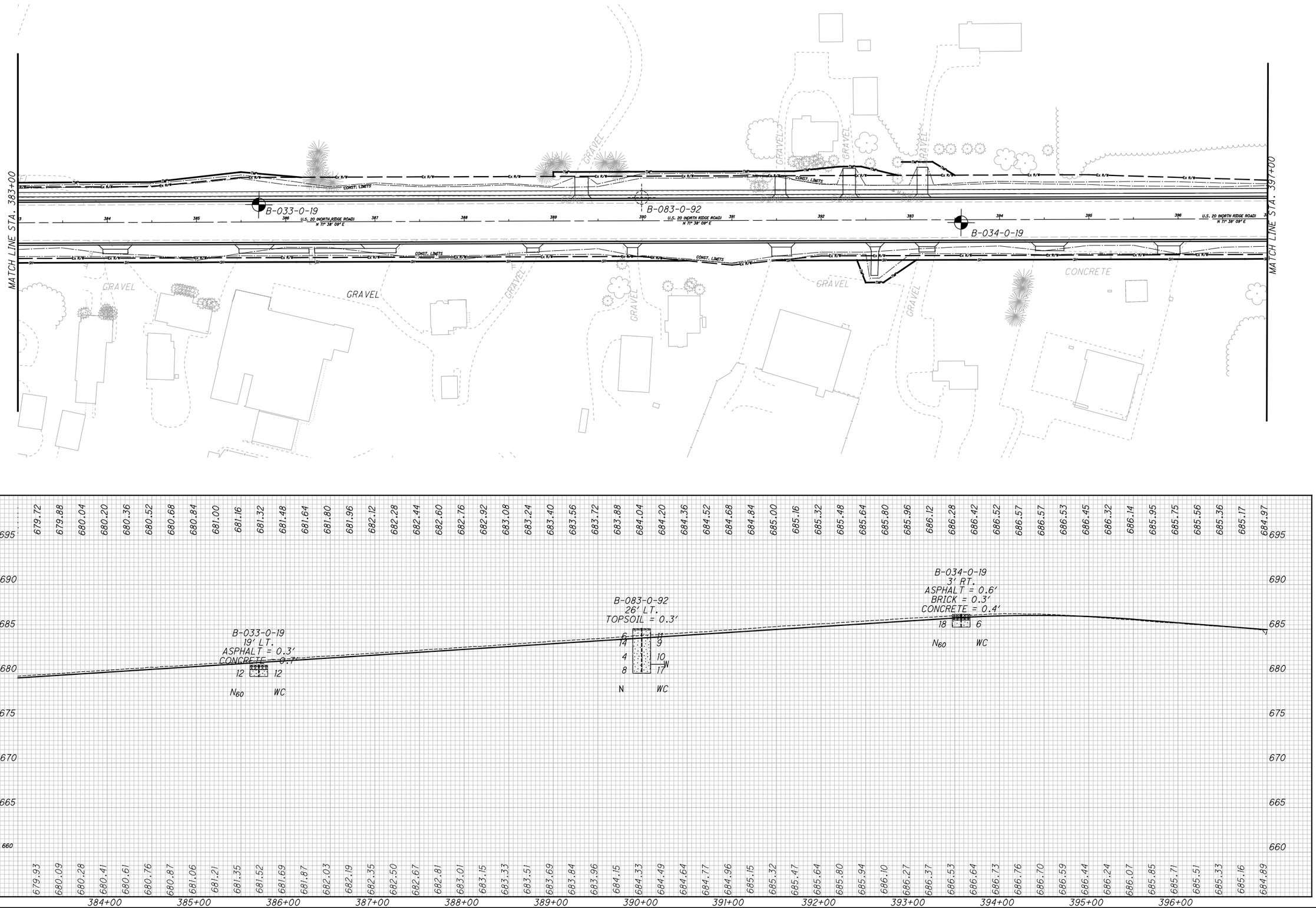

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 383+00 TO STA. 397+00

LAK-24.99

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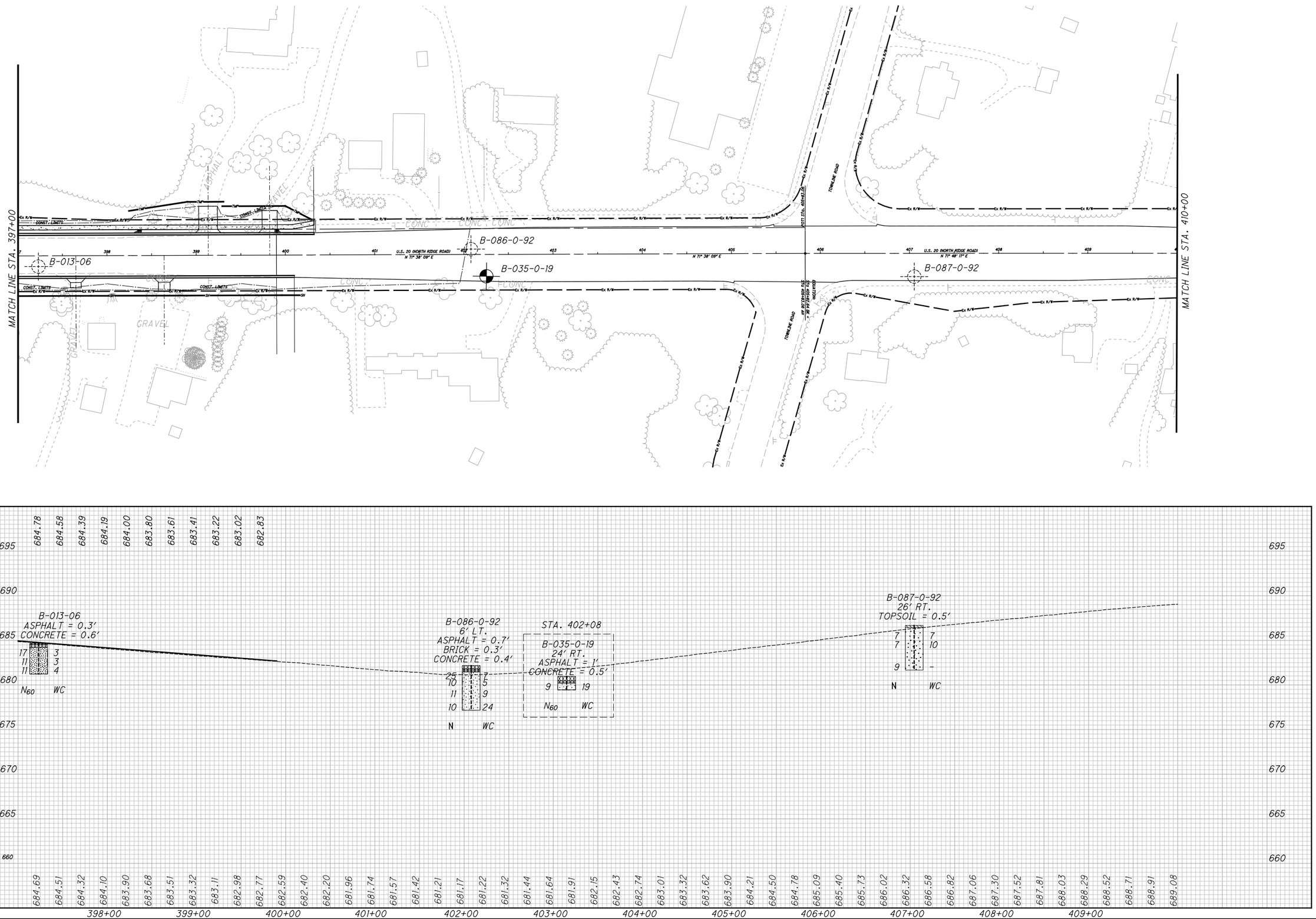

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 397+00 TO STA. 410+00

LAK-20-24.99

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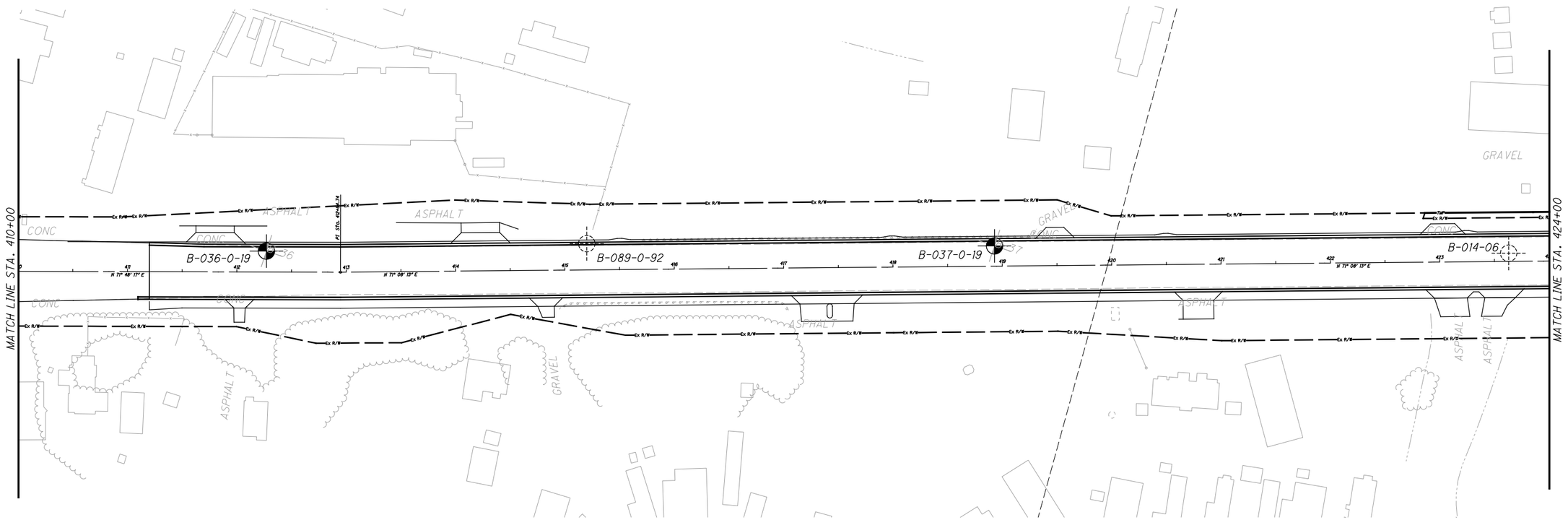

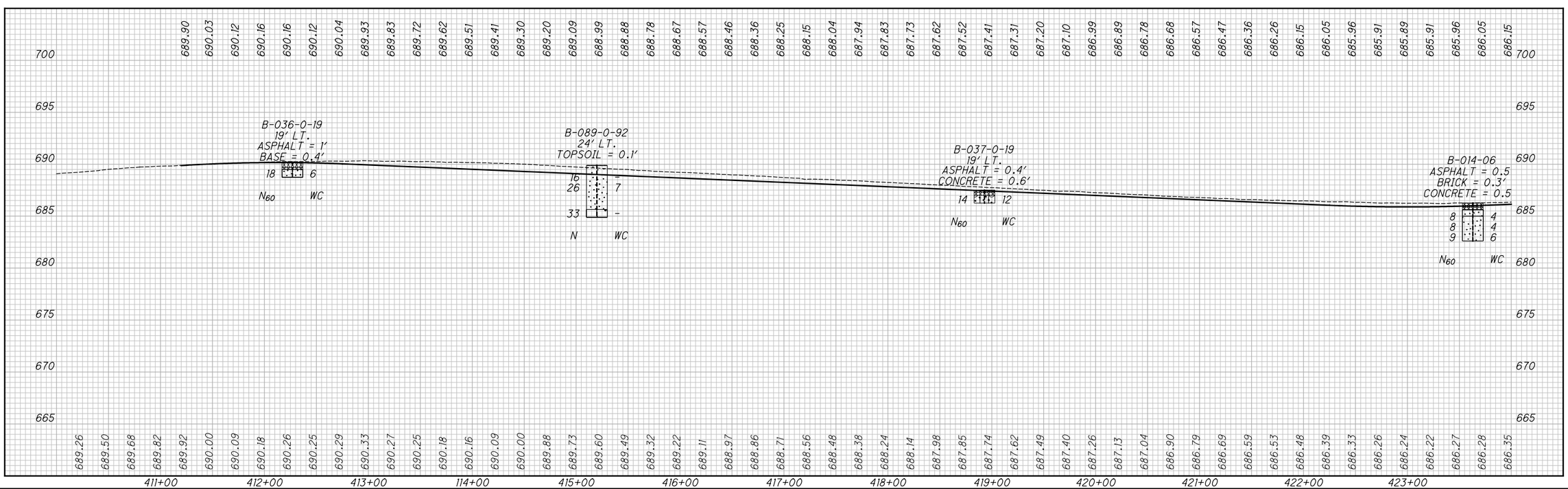

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 410+00 TO STA. 424+00

LAK-20-24.99

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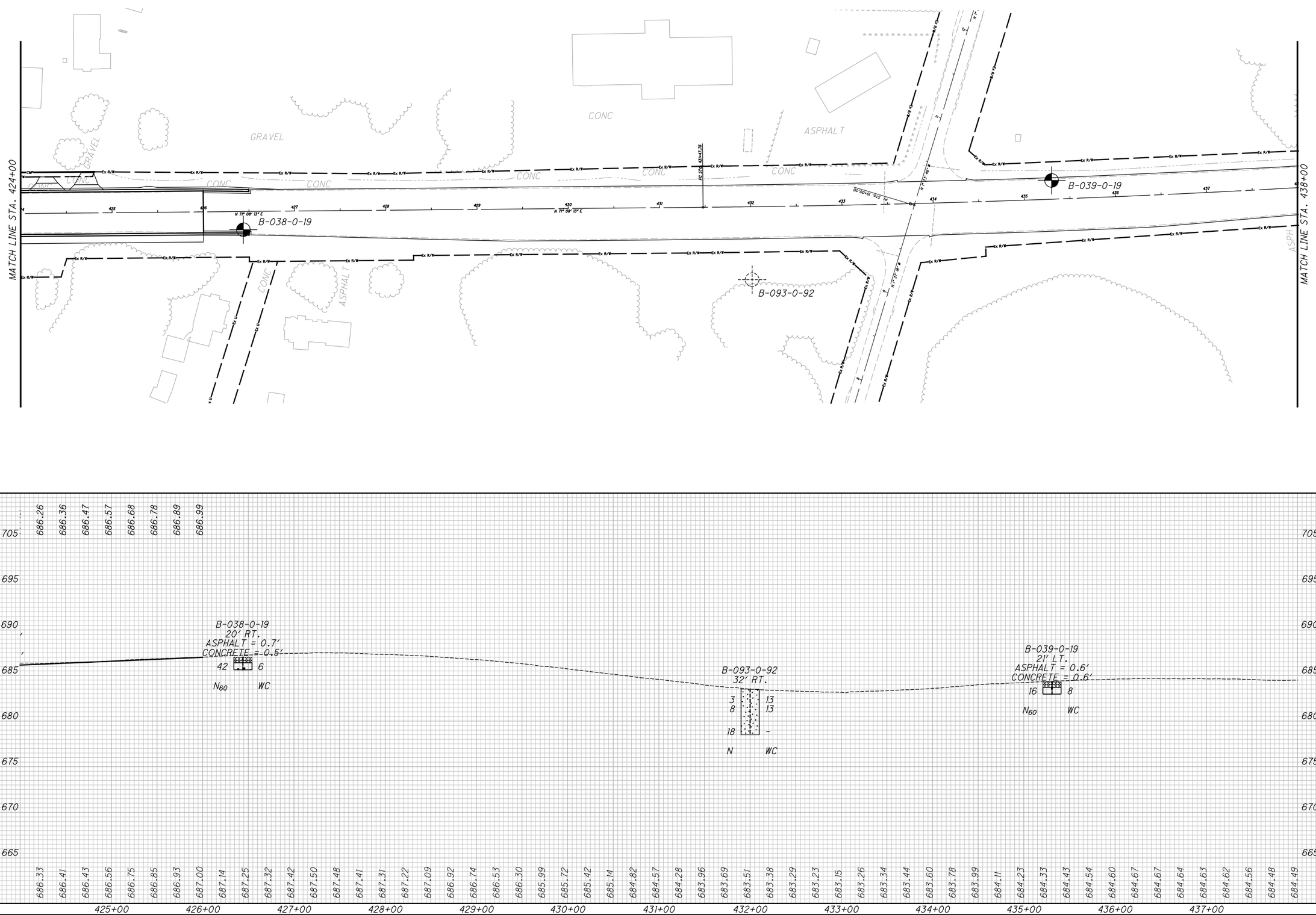


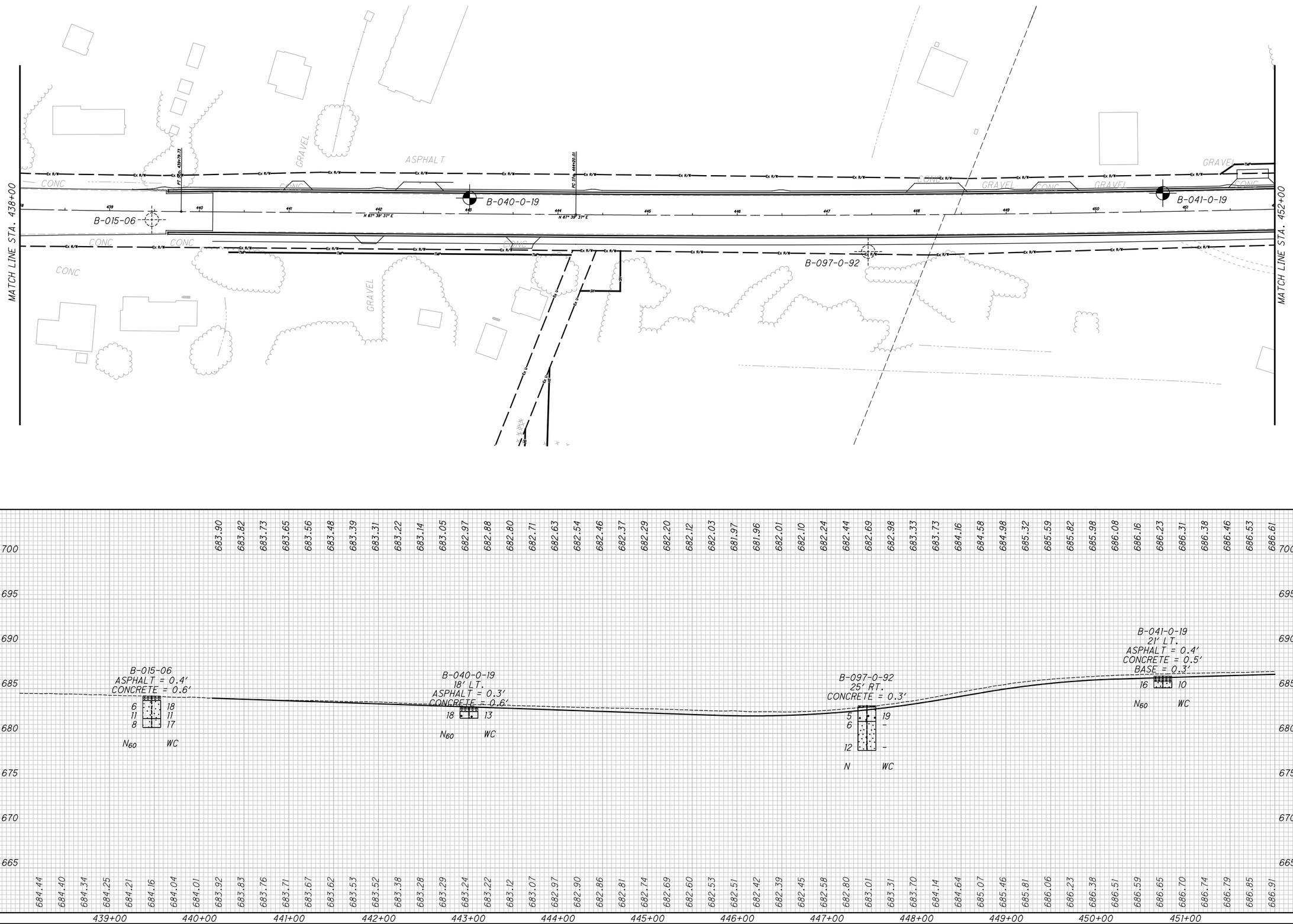
HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 424+00 TO STA. 438+00

LAK-20-24.99

C:\Users\Jose.Rios\OneDrive - SME\User Profile Folders\Desktop\AAAA--ODOT WORK- 080953.00\ODOT\PHASE 2\080953.00_NEW SHEET FOR TOM\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_GP002.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA. 438+00 TO STA. 452+00

LAK-20-24.99

35/52

634/651

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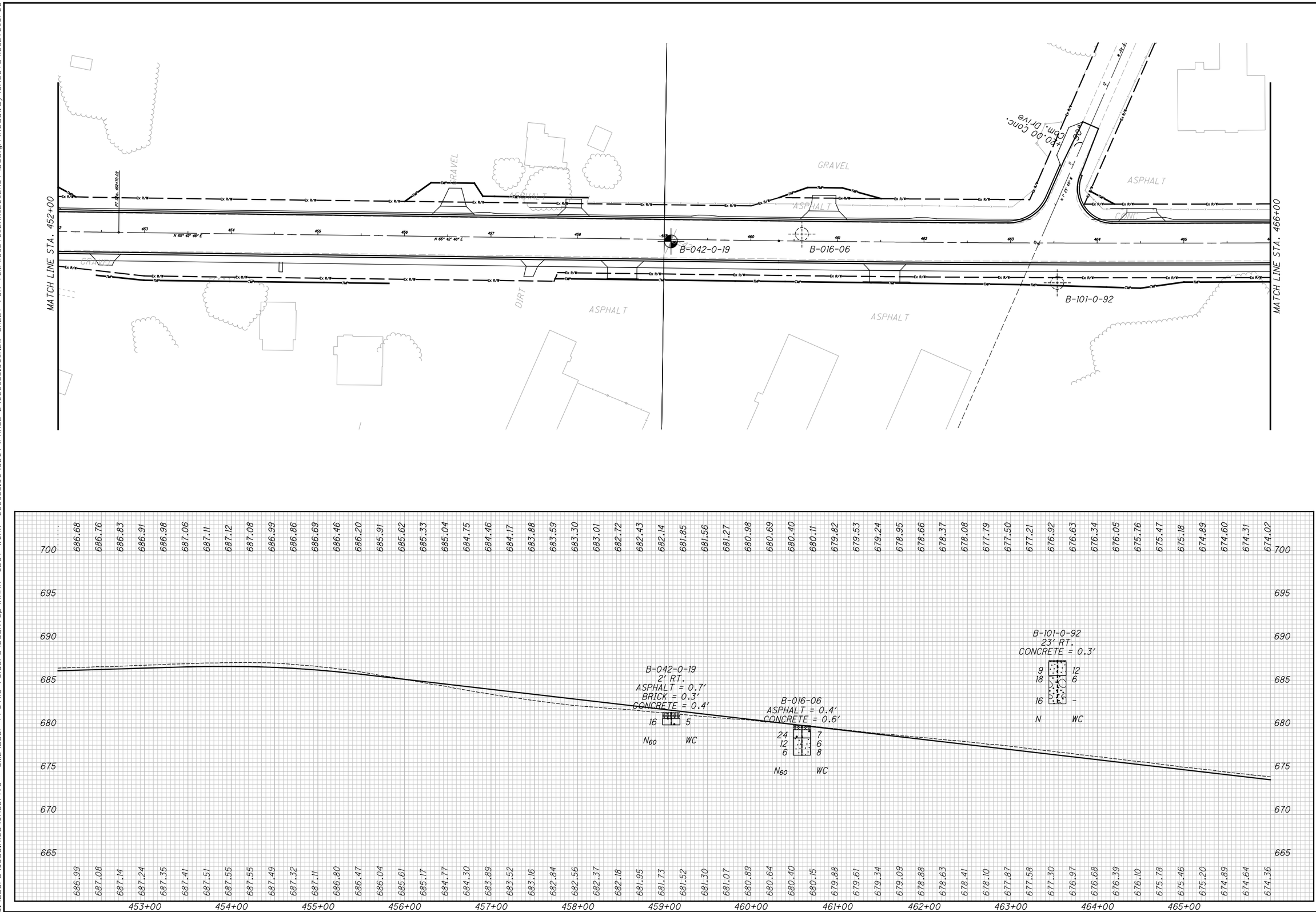

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA 452+00 TO STA. 466+00

LAK-20-24.99

36/52

635/651

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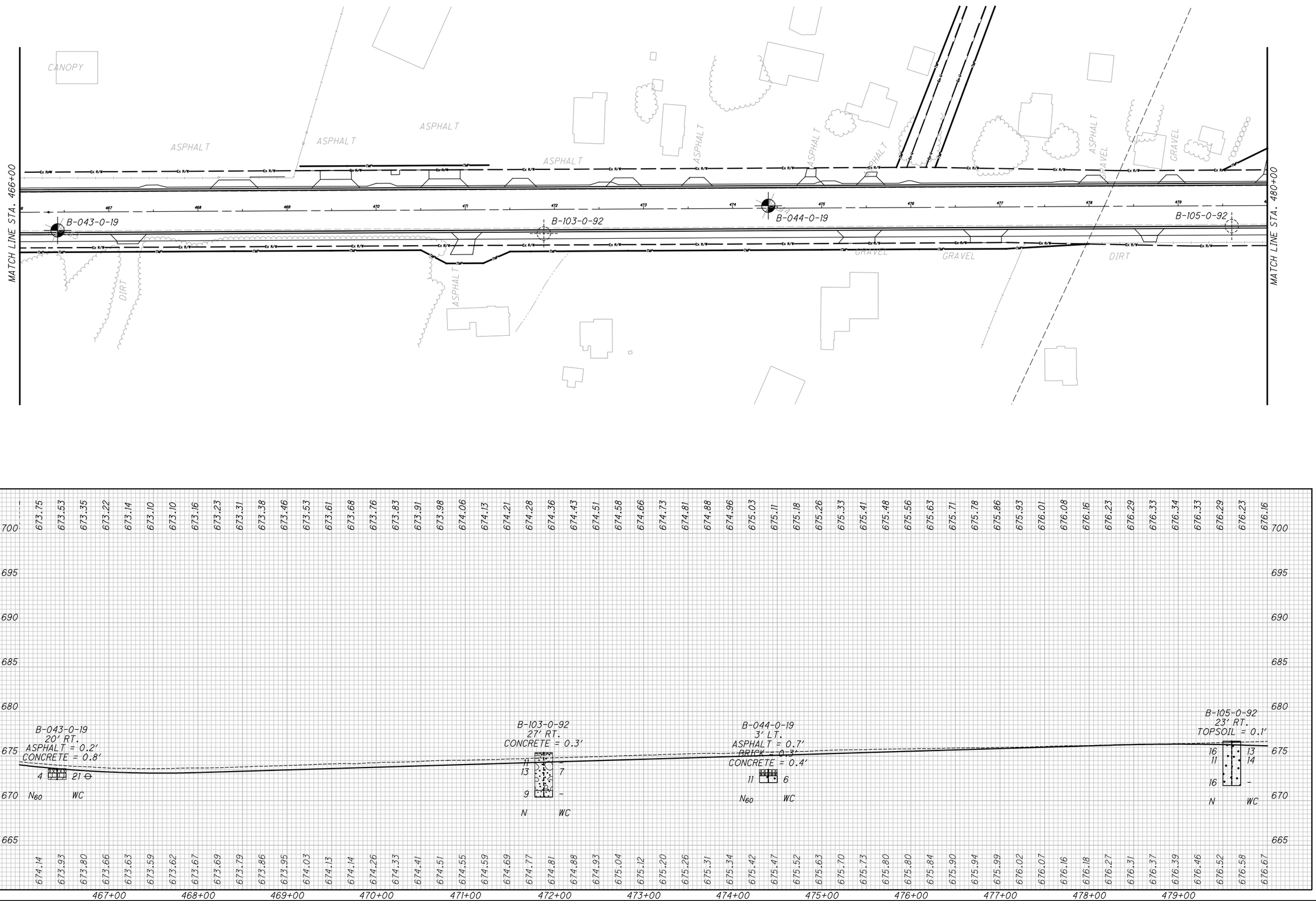

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA 466+00 TO STA. 480+00

LAK-20-24.99

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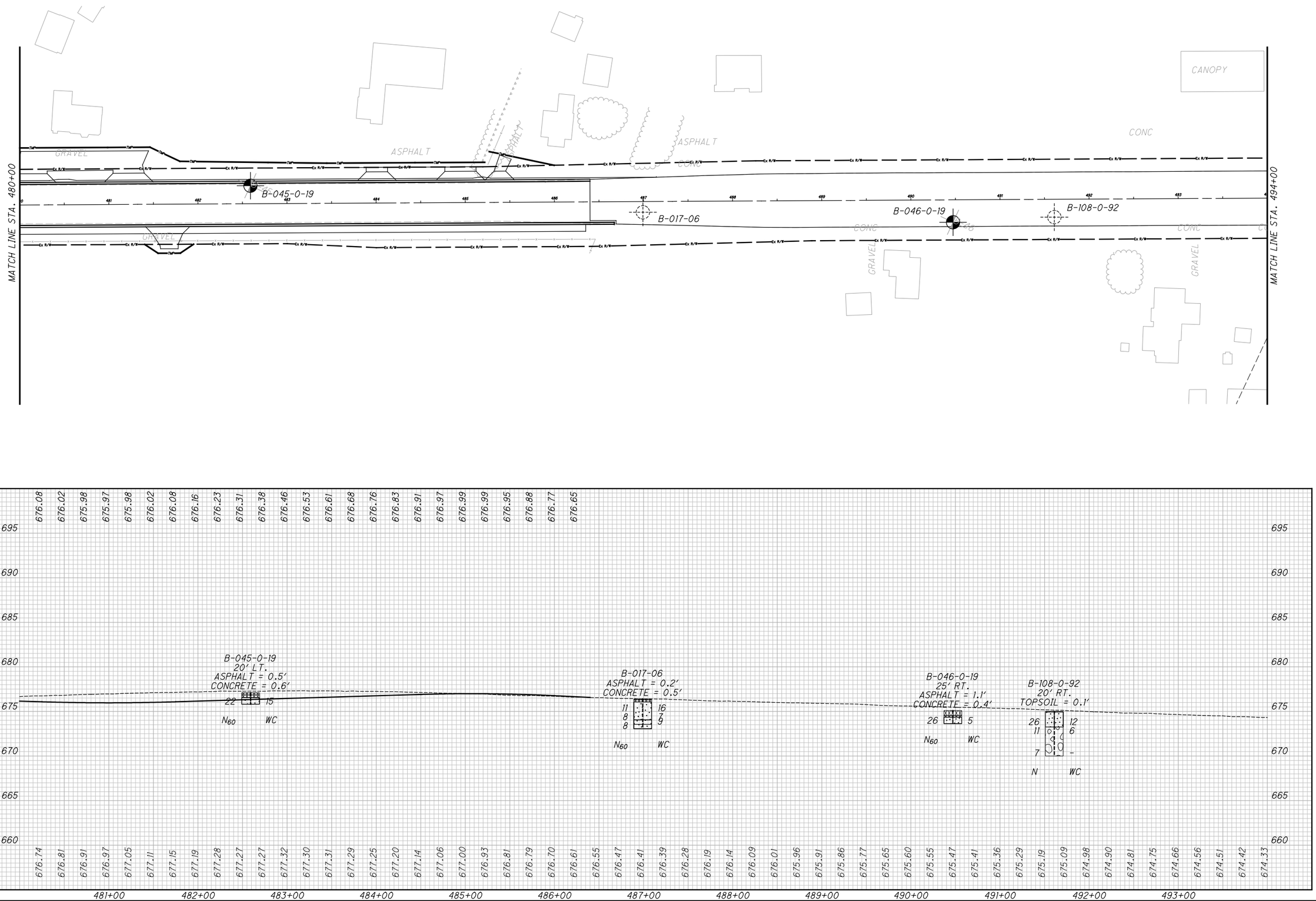

DRAWN JGR
CHECKED JF/TPO

HORIZONTAL SCALE IN FEET
0 25 50 100

SOIL PROFILE
STA 480+00 TO STA. 494+00

LAK-20-24.99

38/52

637/651

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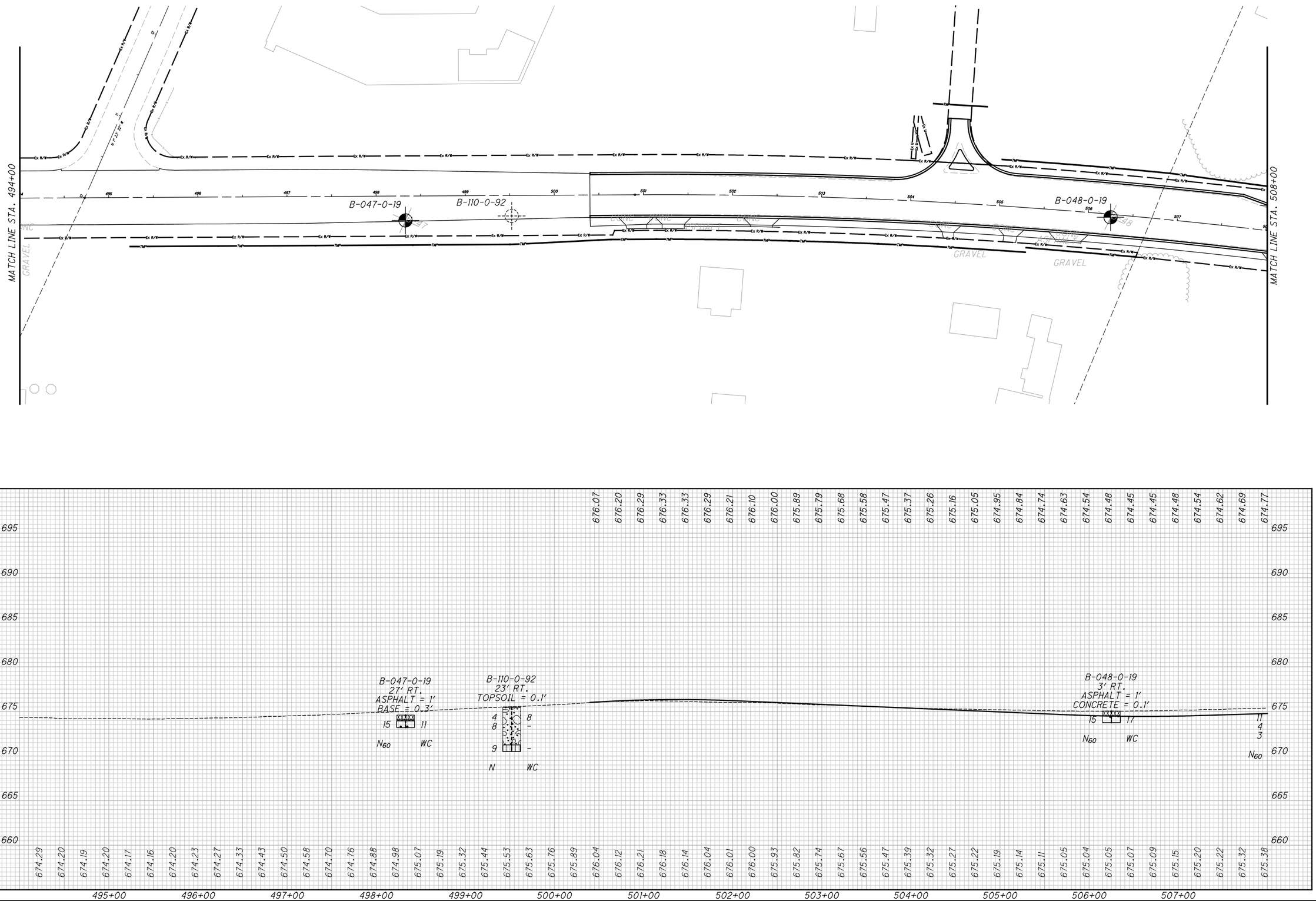


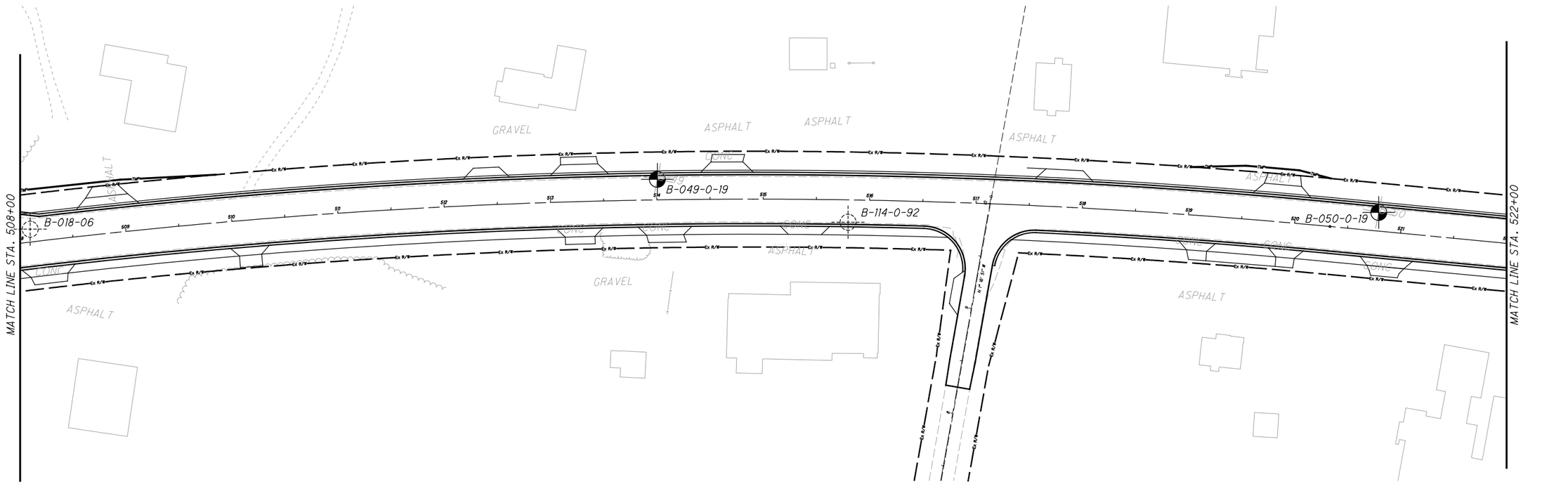
HORIZONTAL SCALE IN FEET
0 25 50 100

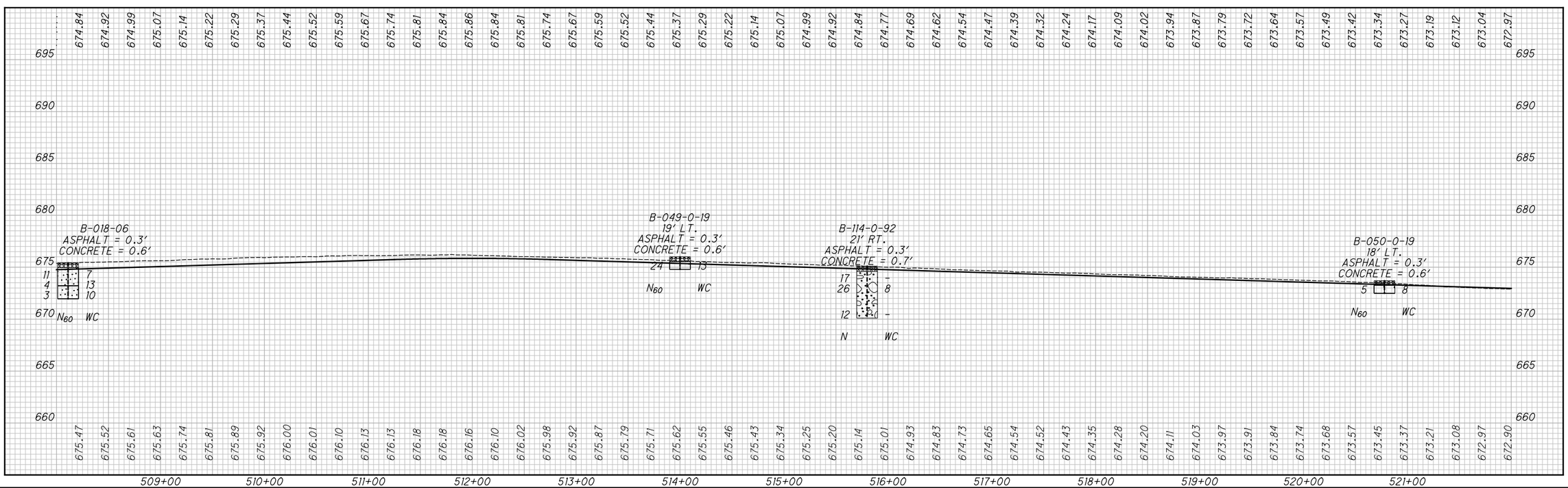
DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA 494+00 TO STA. 508+00

LAK-20-24.99

C:\Users\Jose.Rios\OneDrive - SME\User Profile Folders\Desktop\AAAA--ODOT WORK- 080953.00\ODOT\PHASE 2\080953.00_NEW SHEET FOR TOM\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_GP007.dgn





HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

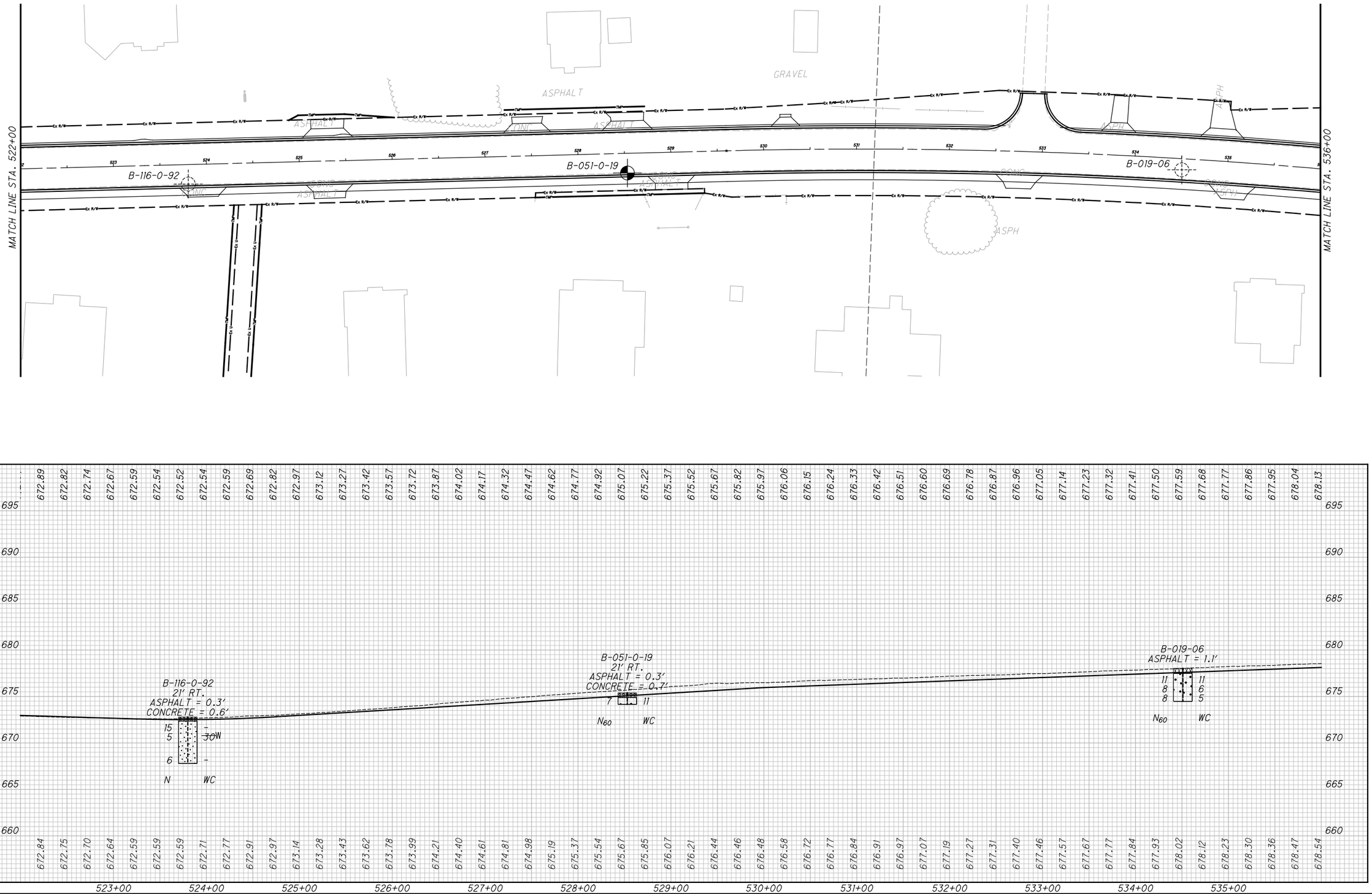
SOIL PROFILE
STA 508+00 TO STA. 522+00

LAK-20-24.99

40/52

639/651

C:\Users\Jose.Rios\OneDrive - SME\User Profile Folders\Desktop\AAAA-ODOT WORK- 080953.00\ODOT\PHASE 2\080953.00_NEW SHEET FOR TOM\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_GP008.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA 522+00 TO STA. 536+00

LAK-20-24.99

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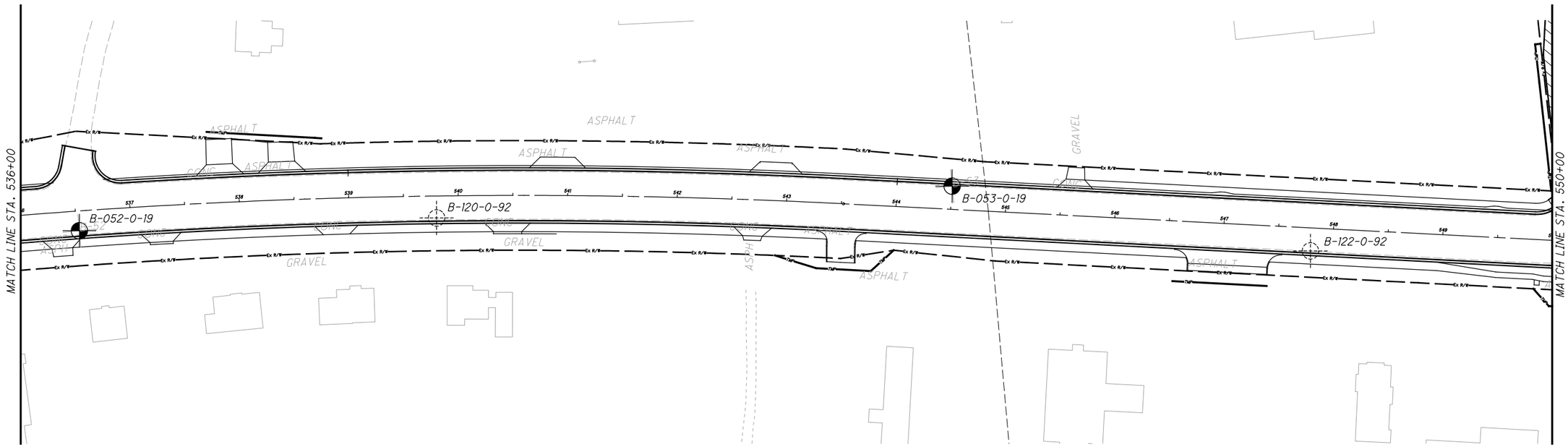
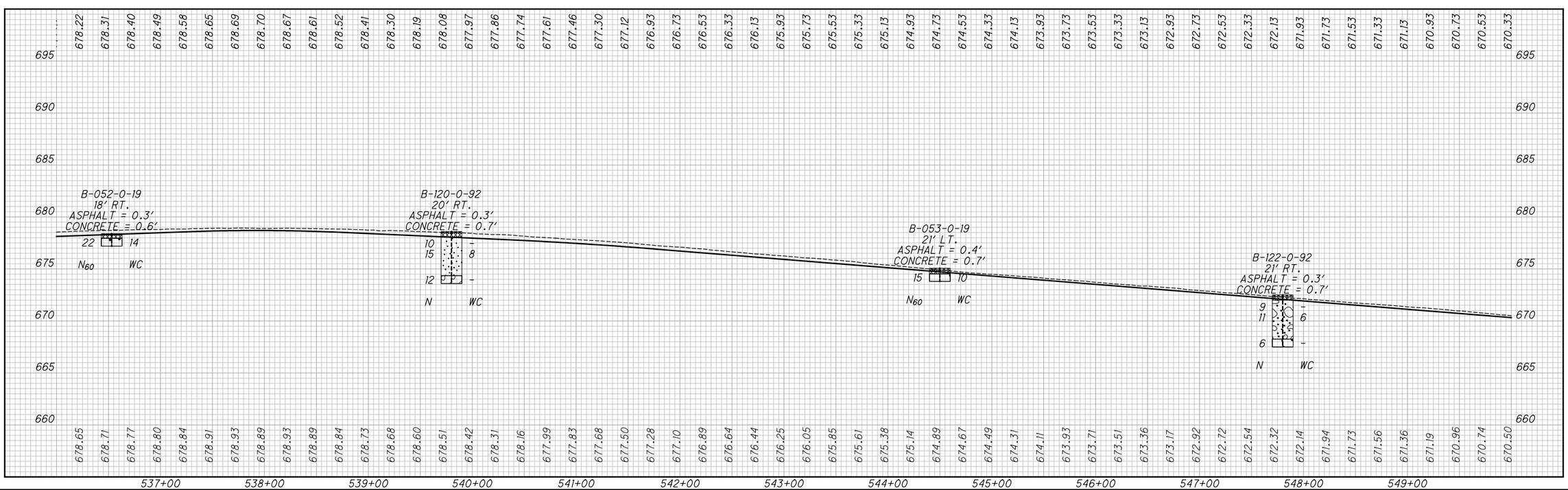




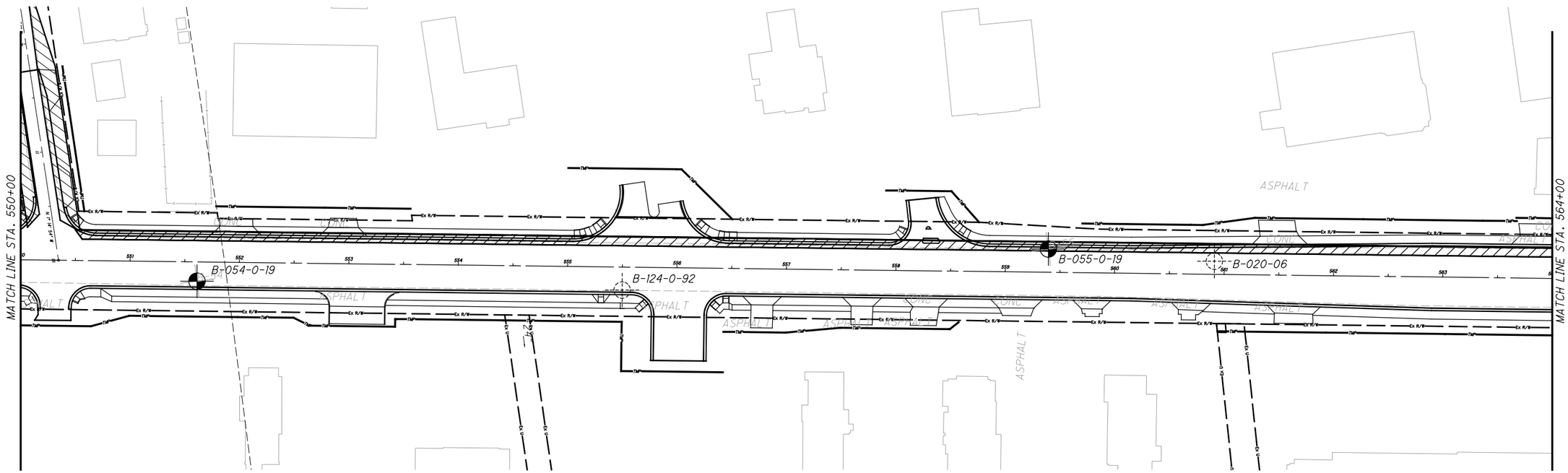
0 25 50 100
HORIZONTAL SCALE IN FEET

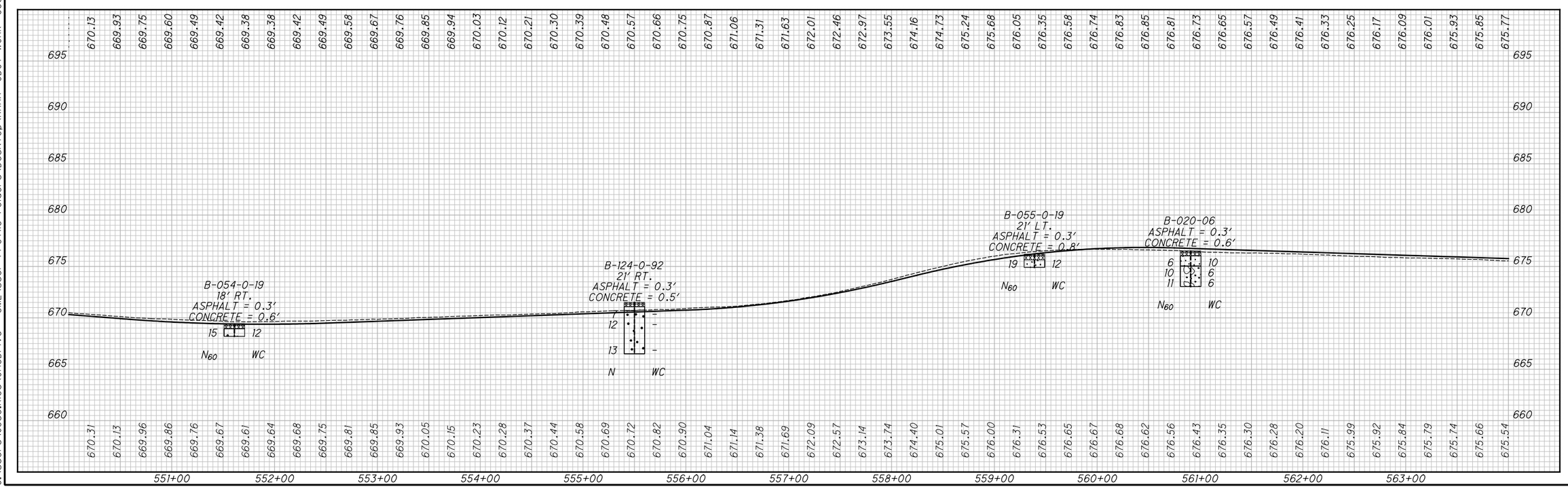
DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA 536+00 TO STA. 550+00

LAK-20-24.99

C:\Users\Jose.Rios\OneDrive - SME\User Profile Folders\Desktop\AAAA-ODOT WORK- 080953.00\ODOT\PHASE 2\080953.00_NEW SHEET FOR TOM\109270_LAK_20_EAST\Design\Roadway\Sheets\109270_GP010.dgn





N

0 25 50 100
HORIZONTAL SCALE IN FEET

DRAWN JGR
CHECKED JF/TPO

SOIL PROFILE
STA 550+00 TO STA. 564+00

LAK-20-24.99

642/651

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PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 253+42, 16' LT.	EXPLORATION ID B-016-1-19
TYPE: CULVERT	SAMPLING FIRM / LOGGER: SME / JF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20	
PID: 108665 SFN:	DRILLING METHOD: 3.75" HSA	CALIBRATION DATE: 7/30/20	ELEVATION: 677.1 (MSL) EOB: 40.0 ft.	PAGE 1 OF 1
START: 7/13/20 END: 7/13/20	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.777329, -81.155701	

MATERIAL DESCRIPTION AND NOTES	ELEV.	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	SO4 ppm	ABAN-DONED
4" ASPHALT AND 6" CONCRETE (DRILLER'S DESCRIPTION)	677.1 / 676.3																	
DENSE, BROWN, **FINE SAND** TRACE SILT, TRACE CLAY, TRACE GRAVEL, DAMP (F S)	674.1	9 14 11	34	67	SS-1	-	-	-	-	-	-	-	-	-	5	A-3 (V)	-	
LOOSE TO MEDIUM DENSE, BROWN, **COARSE AND FINE SAND** LITTLE GRAVEL, LITTLE SILT, TRACE CLAY	670.1	6 6 5	15	78	SS-2	-	18	16	49	12	5	NP	NP	NP	7	A-3a (0)	-	
		2 2 2	6	78	SS-3A	-	-	-	-	-	-	-	-	-	11	A-3a (V)	-	
					SS-3B	-	-	-	-	-	-	-	-	-	-	A-3 (V)	-	
LOOSE, BROWN, **FINE SAND** TRACE SILT, TRACE CLAY, TRACE GRAVEL, DAMP (F S)	666.6	2 2 2	6	78	SS-4	-	-	-	-	-	-	-	-	-	9	A-3 (V)	-	
VERY LOOSE, BROWN, **COARSE AND FINE SAND** LITTLE SILT, TRACE CLAY, TRACE GRAVEL, MOIST TO WET	W 665.1	1 1 1	3	100	SS-5	-	0	11	73	12	4	NP	NP	NP	23	A-3a (0)	-	
		0 0 1	1	100	SS-6	-	-	-	-	-	-	-	-	-	21	A-3a (V)	-	
	660.6	1 4 7	15	100	SS-7A	-	-	-	-	-	-	-	-	-	21	A-3a (V)	-	
LOOSE TO MEDIUM DENSE, BROWN AND GRAY, **COARSE AND FINE SAND** LITTLE SILT, TRACE CLAY, TRACE GRAVEL, TRACE ORGANICS, DAMP	658.1				SS-7B	-	-	-	-	-	-	-	-	-	-	A-3a (V)	-	
		2 2 2	6	100	SS-8A	-	-	-	-	-	-	-	-	-	32	A-3a (V)	-	
LOOSE, GRAY, **FINE SAND** SOME SILT, TRACE CLAY, TRACE GRAVEL, WET (F S)	655.1				SS-8B	-	-	-	-	-	-	-	-	-	-	A-3 (V)	-	
		4 3 3	8	100	SS-9A	-	-	-	-	-	-	-	-	-	20	A-3 (V)	-	
VERY STIFF TO HARD, GRAY, **SANDY SILT** AND TO SOME CLAY, TRACE GRAVEL, DAMP					SS-9B	3.00	-	-	-	-	-	-	-	-	-	A-4a (V)	-	
		5 6 9	21	78	SS-10	4.50	2	3	6	46	43	27	19	8	17	A-4a (8)	-	
		5 7 8	21	78	SS-11A	4.50	-	-	-	-	-	-	-	-	13	A-4a (V)	-	
					SS-11B	4.50	-	-	-	-	-	-	-	-	-	A-4a (V)	-	
		4 7 9	22	100	SS-12	4.50	-	-	-	-	-	-	-	-	14	A-4a (V)	-	
		4 7 10	23	100	SS-13	4.50	-	-	-	-	-	-	-	-	13	A-4a (V)	-	
		9 10 14	33	100	SS-14	4.50	8	8	14	43	27	24	17	7	14	A-4a (7)	-	
		8 11 12	32	100	SS-15	4.50	-	-	-	-	-	-	-	-	12	A-4a (V)	-	
	▽ 639.1																	
	637.1 EOB	9 10 14	33	100	SS-16	4.50	-	-	-	-	-	-	-	-	12	A-4a (V)	-	

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: AUGER CUTTINGS; BENTONITE CHIPS; SAND

STANDARD ODOT LOG W/ SULFATES (11 X 17) - OH DOT.GDT - 1/31/22 13:03 - \\SME-INC\P2\WIP\080953.01\PROJECT DATA\GINT\080953.01_LAK-20-1959 RETAINING WALL.GPJ

LAK-20-19.59

STRUCTURE FOUNDATION EXPLORATION
U.S. 20 CULVERT AND RETAINING WALL REPLACEMENTS
BORING LOG B-016-1-19

DRAWN JGR
CHECKED TO

PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 254+45, 16' RT.	EXPLORATION ID B-016-2-19
TYPE: CULVERT	SAMPLING FIRM / LOGGER: SME / JF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20	
PID: 108665 SFN:	DRILLING METHOD: 3.75" HSA	CALIBRATION DATE: 7/30/20	ELEVATION: 676.4 (MSL) EOB: 40.0 ft.	PAGE 1 OF 1
START: 7/13/20 END: 7/13/20	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.777363, -81.155309	

MATERIAL DESCRIPTION AND NOTES	ELEV. 676.4	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	CDOT CLASS (GI)	SO4 ppm	ABAN-DONED
4" ASPHALT AND 6" INCHES CONCRETE (DRILLER'S DESCRIPTION)	675.6																		
LOOSE TO MEDIUM DENSE, BROWN, **COARSE AND FINE SAND** LITTLE SILT, TRACE CLAY, TRACE GRAVEL, DAMP		1	9 6 4	14	100	SS-1	-	-	-	-	-	-	-	-	-	5	A-3a (V)	-	
		2																	
		3																	
		4	2 2 2	6	100	SS-2	-	7	18	54	16	5	NP	NP	NP	9	A-3a (0)	-	
		5																	
		6	2 2 3	7	100	SS-3A	-	-	-	-	-	-	-	-	-	-	A-3a (V)	-	
		7				SS-3B	-	-	-	-	-	-	-	-	-	10	A-3a (V)	-	
		8																	
		9	2 3 3	8	89	SS-4	-	-	-	-	-	-	-	-	-	11	A-3a (V)	-	
		10																	
LOOSE TO MEDIUM DENSE, BROWN, **COARSE AND FINE SAND** SOME SILT, TRACE CLAY, TRACE GRAVEL, MOIST TO WET	665.9	11																	
		12 (W 664.4)	10 6 4	14	56	SS-5	-	-	-	-	-	-	-	-	-	11	A-3 (V)	-	
		13																	
		14	3 3 4	10	56	SS-6	-	0	0	72	23	5	NP	NP	NP	20	A-3a (0)	-	
		15																	
VERY LOOSE, BROWN, **COARSE AND FINE SAND** AND SILT, TRACE CLAY, TRACE GRAVEL, WET	660.9	16																	
		17	2 1 2	4	67	SS-7	-	-	-	-	-	-	-	-	-	35	A-3 (V)	-	
VERY LOOSE, GRAY, **FINE SAND** TRACE SILT, TRACE CLAY, TRACE GRAVEL, WET	658.4	18																	
		19	2 1 2	4	100	SS-8	-	-	-	-	-	-	-	-	-	33	A-3 (V)	-	
MEDIUM DENSE TO DENSE, GRAY, **COARSE AND FINE SAND** LITTLE SILT, TRACE TO LITTLE GRAVEL, TRACE CLAY, WET	655.9	20																	
		21																	
		22	4 5 7	17	100	SS-9	-	-	-	-	-	-	-	-	-	32	A-3 (V)	-	
		23																	
		24	5 11 13	33	100	SS-10	-	-	-	-	-	-	-	-	-	13	A-3a (V)	-	
		25																	
VERY STIFF, GRAY, **SILT AND CLAY** TRACE SAND, TRACE GRAVEL, MOIST	650.4	26																	
		27	4 5 7	17	100	SS-11	3.50	-	-	-	-	-	-	-	-	21	A-6a (V)	-	
		28																	
		29	3 4 7	15	100	SS-12	3.00	0	2	6	37	55	34	20	14	24	A-6a (10)	-	
		30																	
HARD, GRAY, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, DAMP	645.9	31																	
		32 (▽ 644.4)	2 6 9	21	100	SS-13	4.50	6	9	13	45	27	24	17	7	15	A-4a (7)	-	
		33																	
		34	4 7 9	22	100	SS-14	4.25	-	-	-	-	-	-	-	-	15	A-4a (V)	-	
		35																	
		36																	
		37	7 8 14	30	56	SS-15	4.50	-	-	-	-	-	-	-	-	15	A-4a (V)	-	
		38																	
		39	9 9 6	21	100	SS-16	4.50	-	-	-	-	-	-	-	-	15	A-4a (V)	-	
	636.4	40 (EOB)																	

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: AUGER CUTTINGS; BENTONITE CHIPS; SAND

STANDARD ODOT LOG W/ SULFATES (11 X 17) - OH DOT.GDT - 1/31/22 13:00 - \\SME-INC\P2\WIP\080953.01\PROJECT DATA\GINT\080953.01_LAK-20-1959 RETAINING WALL.GPJ

PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 300+79, 17' RT.
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: SME / JF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20
PID: 108665 SFN:	DRILLING METHOD: 3.75" HSA	CALIBRATION DATE: 7/30/20	ELEVATION: 673.5 (MSL) EOB: 15.0 ft.
START: 7/13/20 END: 7/13/20	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.783225, -81.140335

EXPLORATION ID B-022-1-19

PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV. 673.5	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	ABAN-DONED
4" ASPHALT AND 6" CONCRETE (DRILLER'S DESCRIPTION)	672.7																	
MEDIUM DENSE TO DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, DAMP		1	12 12 14	36	56	SS-1	-	42	39	8	9	2	NP	NP	NP	4	A-1-b (0)	
		2																
		3																
		4	8 9 9	25	56	SS-2	-	-	-	-	-	-	-	-	-	2	A-1-b (V)	
		5																
		6	9 12 16	39	33	SS-3	-	-	-	-	-	-	-	-	-	4	A-1-b (V)	
		7																
		8																
		9	10 19 10	40	56	SS-4	-	24	51	14	9	2	NP	NP	NP	6	A-1-b (0)	
		10																
		11	10 9 9	25	0	SS-5	-	-	-	-	-	-	-	-	-	5	A-1-b (V)	
		12																
		13																
	658.5	14	6 5 8	18	22	SS-6	-	-	-	-	-	-	-	-	-	5	A-1-b (V)	
		EOB 15																

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: AUGER CUTTINGS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT GDT - 5/26/21 13:15 - \\SME-INCIPZ\WIP\080953.01\PROJECT DATA\GINT\080953.01_LAK-20-19.59 RETAINING WALL.GPJ

LAK-20-19.59

STRUCTURE FOUNDATION EXPLORATION
U.S. 20 CULVERT AND RETAINING WALL REPLACEMENTS
BORING LOG B-022-1-19

DRAWN JGR
CHECKED TO

PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 305+59, 17' RT.
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: SME / JF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20
PID: 108665 SFN:	DRILLING METHOD: 3.75" HSA	CALIBRATION DATE: 7/30/20	ELEVATION: 668.5 (MSL) EOB: 15.0 ft.
START: 7/13/20 END: 7/13/20	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.784035, -81.138947

EXPLORATION ID B-022-2-19

PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	ABAN-DONED
4" ASPHALT AND 8" CONCRETE (DRILLER'S DESCRIPTION)	667.8																	
MEDIUM DENSE, BROWN, **FINE SAND**, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, MOIST	666.5																	
MEDIUM DENSE TO DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS**, AND SAND, TRACE SILT, TRACE CLAY, DAMP		1	6 6 5	15	78	SS-1A	-	-	-	-	-	-	-	-	-	15	A-3 (V)	
						SS-1B	-	-	-	-	-	-	-	-	-	-	A-1-a (V)	
		2																
		3																
		4	5 6 8	19	44	SS-2	-	50	33	8	7	2	NP	NP	NP	7	A-1-a (0)	
		5																
		6	12 16 8	33	0	SS-3	-	-	-	-	-	-	-	-	-	4	A-1-a (V)	
		7																
		8																
		9	12 6 8	19	50	SS-4	-	-	-	-	-	-	-	-	-	7	A-1-a (V)	
		10																
		11																
		12	6 6 9	21	17	SS-5	-	-	-	-	-	-	-	-	-	5	A-1-a (V)	
	655.5	655.5																
DENSE, BROWN, **FINE SAND**, SOME GRAVEL, TRACE SILT, TRACE CLAY, WET		13																
		14	7 11 19	41	44	SS-6	-	31	8	55	4	2	NP	NP	NP	17	A-3 (0)	
	653.5	EOB 15																

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: AUGER CUTTINGS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT GDT - 5/26/21 13:15 - \\SME-INCPZ\WIP\080953.01\PROJECT DATA\GINT\080953.01_LAK-20-1959 RETAINING WALL.GPJ

LAK-20-19.59

STRUCTURE FOUNDATION EXPLORATION
U.S. 20 CULVERT AND RETAINING WALL REPLACEMENTS
BORING LOG B-022-2-19

DRAWN JGR
CHECKED TO

PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 319+82, 16' RT.
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: SME / APF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20
PID: 108665 SFN:	DRILLING METHOD: 4" SSA	CALIBRATION DATE: 7/30/20	ELEVATION: 656.5 (MSL) EOB: 15.0 ft.
START: 4/26/21 END: 4/26/21	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.785595, -81.134253

EXPLORATION ID B-024-1-19

PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV. 656.5	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	ABAN-DONED
3" ASPHALT AND 7" CONCRETE	655.6																	
DENSE, BROWN, **GRAVEL AND/OR STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, MOIST	653.0	1 2 3	14 16 18	47	56	SS-1	-	49	13	27	8	3	NP	NP	NP	6	A-1-b (0)	
MEDIUM DENSE TO DENSE, BROWN, **COARSE AND FINE SAND**, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, MOIST	645.5	4 5 6 7 8 9 10 W 645.5	4 3 7	14	78	SS-2	-	-	-	-	-	-	-	-	-	6	A-3a (V)	
			5 8 8	22	100	SS-3	-	-	-	-	-	-	-	-	-	9	A-3a (V)	
			7 13 13	36	100	SS-4	-	-	-	-	-	-	-	-	-	8	A-3a (V)	
MEDIUM DENSE TO DENSE, GRAY, **COARSE AND FINE SAND**, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, MOIST	641.5	11 12 13 14 15 EOB	7 8 11	26	100	SS-5	-	-	-	-	-	-	-	-	-	25	A-3a (V)	
			17 14 16	41	100	SS-6	-	1	14	63	18	4	NP	NP	NP	22	A-3a (0)	

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: ASPHALT PATCH; AUGER CUTTINGS MIXED WITH BENTONITE CHIPS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 6/7/21 11:29 - \\SME-INCIPZ\WIP\080953.01\PROJECT DATA\GINT\80953.01 ODOT DRAFT LOGS.GPJ

LAK-20-19.59

STRUCTURE FOUNDATION EXPLORATION
U.S. 20 CULVERT AND RETAINING WALL REPLACEMENTS
BORING LOG B-024-1-19

DRAWN JGR
CHECKED TO

PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 321+13, 18' RT.
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: SME / APF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20
PID: 108665 SFN:	DRILLING METHOD: 4" SSA	CALIBRATION DATE: 7/30/20	ELEVATION: 658.3 (MSL) EOB: 15.0 ft.
START: 4/26/21 END: 4/26/21	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.785642, -81.133780

EXPLORATION ID B-024-2-19

PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV.	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	ABAN-DONED
3" ASPHALT AND 7" CONCRETE	658.3																
DENSE, BROWN, **GRAVEL AND/OR STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, DAMP	657.4	12 15 10	34	78	SS-1	-	-	-	-	-	-	-	-	-	4	A-1-b (V)	
		15 15 16	43	39	SS-2	-	-	-	-	-	-	-	-	-	9	A-1-b (V)	
MEDIUM DENSE, BROWN, **COARSE AND FINE SAND**, SOME SILT, TRACE CLAY, DAMP	652.3	6 8 8	22	89	SS-3	-	0	1	66	26	7	NP	NP	NP	9	A-3a (0)	
		9 6 7	18	67	SS-4	-	-	-	-	-	-	-	-	-	10	A-3a (V)	
DENSE, GRAY, **COARSE AND FINE SAND**, LITTLE TO SOME SILT, TRACE CLAY, TRACE GRAVEL, MOIST	647.3	9 14 17	43	89	SS-5	-	-	-	-	-	-	-	-	-	20	A-3a (V)	
	643.3 EOB	9 15 16	43	100	SS-6	-	1	8	65	20	6	NP	NP	NP	21	A-3a (0)	

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: ASPHALT PATCH; AUGER CUTTINGS MIXED WITH BENTONITE CHIPS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT GDT - 6/7/21 11:29 - \\SME-INCIPZ\WIP\080953.01\PROJECT DATA\GINT\80953.01 ODOT DRAFT LOGS.GPJ

LAK-20-19.59

STRUCTURE FOUNDATION EXPLORATION
U.S. 20 CULVERT AND RETAINING WALL REPLACEMENTS
BORING LOG B-024-2-19

DRAWN JGR
CHECKED TO

PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 323+55, 19' RT.
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: SME / APF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20
PID: 108665 SFN:	DRILLING METHOD: 4" SSA	CALIBRATION DATE: 7/30/20	ELEVATION: 661.9 (MSL) EOB: 15.0 ft.
START: 4/26/21 END: 4/26/21	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.785714, -81.132900

EXPLORATION ID B-025-1-19

PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	ABAN-DONED
3" ASPHALT AND 7" CONCRETE	661.0																	
DENSE, BROWN, **FINE SAND**, TRACE GRAVEL, TRACE SILT, TRACE CLAY, DAMP	655.9	1 2 3 4 5	22 12 18	41	56	SS-1	-	-	-	-	-	-	-	-	-	10	A-3 (V)	
			12 16 18	47	56	SS-2	-	8	9	74	7	2	NP	NP	NP	6	A-3 (0)	
STIFF, GRAY, **SANDY SILT**, SOME CLAY, WET	653.9	6 7	5 4 5	12	78	SS-3	2.00	-	-	-	-	-	-	-	-	28	A-4b (V)	
VERY SOFT, BROWN, **SANDY SILT**, SOME CLAY, WET	651.4	8 9 10	5 6 6	17	67	SS-4	0.10	-	-	-	-	-	-	-	-	34	A-4b (V)	
MEDIUM DENSE TO DENSE, BROWN, **SANDY SILT**, TRACE CLAY, WET	646.9	W 649.4 11 12 13 14 15 EOB	10 18 12	41	0	SS-5	-	-	-	-	-	-	-	-	-	-	A-4a (V)	
			5 5 9	19	72	SS-6	-	0	1	55	36	8	NP	NP	NP	25	A-4a (2)	

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: ASPHALT PATCH; AUGER CUTTINGS MIXED WITH BENTONITE CHIPS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT GDT - 6/7/21 11:29 - \\SME-INCIPZ\WIP\080953.01\PROJECT DATA\GINT\80953.01 ODOT DRAFT LOGS.GPJ

PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 324+49, 18' RT.
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: SME / APF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20
PID: 108665 SFN:	DRILLING METHOD: 4" SSA	CALIBRATION DATE: 7/30/20	ELEVATION: 663.4 (MSL) EOB: 15.0 ft.
START: 4/26/21 END: 4/26/21	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.785747, -81.132556

EXPLORATION ID B-025-2-19

PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV. 663.4	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	ABAN-DONED
8" ASPHALT AND 2.5" CONCRETE	662.5																	
DENSE TO VERY DENSE, BROWN, **GRAVEL AND/OR STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, DAMP		1	44															
		2	32 50	113	44	SS-1	-	-	-	-	-	-	-	-	-	4	A-1-b (V)	
		3																
		4	18 17 15	44	44	SS-2	-	-	-	-	-	-	-	-	-	6	A-1-b (V)	
		5																
	657.4	6	8															
MEDIUM DENSE, BROWN, **FINE SAND**, SOME SILT, TRACE CLAY, DAMP		7	7 5	17	78	SS-3	-	0	1	66	26	7	NP	NP	NP	6	A-3a (0)	
	654.9	8																
MEDIUM DENSE, BROWN, **SANDY SILT**, TRACE CLAY, WET		9	4 3 4	10	78	SS-4	-	-	-	-	-	-	-	-	-	10	A-4a (V)	
		10																
	W 652.4	11																
		12	5 6 7	18	78	SS-5	-	0	0	64	29	7	NP	NP	NP	28	A-4a (0)	
		13																
	648.4	14	8 7 9	22	78	SS-6	-	-	-	-	-	-	-	-	-	32	A-4a (V)	
		EOB 15																

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: ASPHALT PATCH; AUGER CUTTINGS MIXED WITH BENTONITE CHIPS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT GDT - 6/7/21 11:29 - \\SME-INCIPZ\WIP\080953.01\PROJECT DATA\GINT\80953.01 ODOT DRAFT LOGS.GPJ

STRUCTURE FOUNDATION EXPLORATION
U.S. 20 CULVERT AND RETAINING WALL REPLACEMENTS
BORING LOG B-025-2-19

DRAWN JGR
CHECKED TO

PROJECT: LAK-20-19.59	DRILLING FIRM / OPERATOR: SME / JH/RM	DRILL RIG: 293-CME55-TRK	STATION / OFFSET: 325+90, 18' RT.
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: SME / APF	HAMMER: AUTOMATIC HAMMER	ALIGNMENT: U.S. 20
PID: 108665 SFN:	DRILLING METHOD: 4" SSA	CALIBRATION DATE: 7/30/20	ELEVATION: 665.8 (MSL) EOB: 15.0 ft.
START: 4/26/21 END: 4/26/21	SAMPLING METHOD: SPT	ENERGY RATIO (%): 82.5	LAT / LONG: 41.785789, -81.132045

EXPLORATION ID B-025-3-19

PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	ABAN-DONED
2.75" ASPHALT AND 9" CONCRETE	664.8																	
MEDIUM DENSE TO DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, DAMP	659.8	1 2 3 4 5	11 16 12	39	78	SS-1	-	37	25	26	9	3	NP	NP	NP	5	A-1-b (0)	
			4 5 5	14	44	SS-2	-	-	-	-	-	-	-	-	-	7	A-1-b (V)	
MEDIUM DENSE, BROWN, **COARSE AND FINE SAND**, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, DAMP	655.3	6 7 8 9 10	4 5 6	15	78	SS-3	-	-	-	-	-	-	-	-	-	6	A-3a (V)	
			4 4 5	12	78	SS-4	-	4	2	75	15	4	NP	NP	NP	11	A-3a (0)	
LOOSE TO MEDIUM DENSE, BROWN, **COARSE AND FINE SAND**, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, WET	650.8	W 653.3 11 12 13 14 15 EOB	3 3 3	8	78	SS-5	-	-	-	-	-	-	-	-	-	34	A-3a (V)	
			8 7 8	21	78	SS-6	-	-	-	-	-	-	-	-	-	26	A-3a (V)	

NOTES: NONE

ABANDONMENT METHODS, MATERIALS, QUANTITIES: ASPHALT PATCH; AUGER CUTTINGS MIXED WITH BENTONITE CHIPS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT GDT - 6/7/21 11:29 - \\SME-INCIPZ\WIP\080953.01\PROJECT DATA\GINT\80953.01 ODOT DRAFT LOGS.GPJ

LAK-20-19.59

STRUCTURE FOUNDATION EXPLORATION
U.S. 20 CULVERT AND RETAINING WALL REPLACEMENTS
BORING LOG B-025-3-19

DRAWN JGR
CHECKED TO