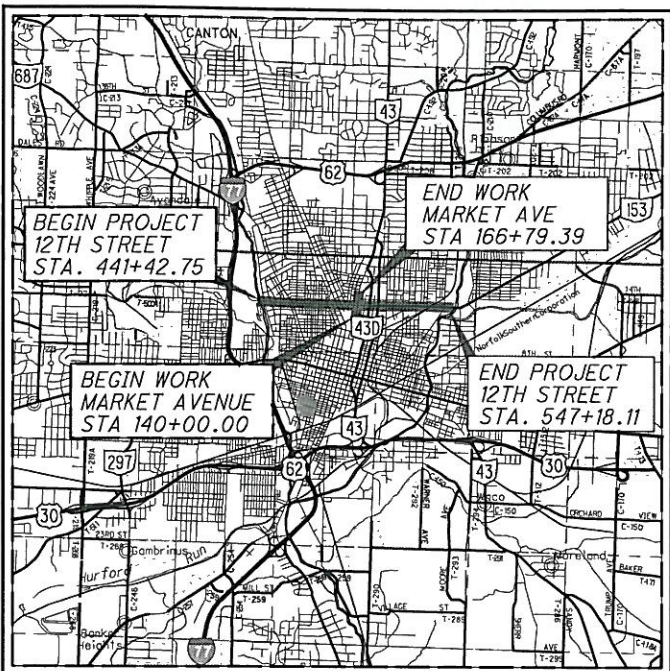


6/2/2014 3:53:54 PM jason.waltt\ODOTV81\_PDF\_Half.plt.ctb ODOTV81\_PDF\_Per-ME.tbl M-E Companies, Inc.



**LOCATION MAP**

LATITUDE: 40°48'33" LONGITUDE: 81°22'19"



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

**DESIGN DESIGNATION**

|                                   |        |
|-----------------------------------|--------|
| CURRENT ADT (2015)                | 9,740  |
| DESIGN YEAR ADT (2035)            | 10,440 |
| DESIGN HOURLY VOLUME (2035)       | 1,040  |
| DIRECTIONAL DISTRIBUTION          | 57%    |
| TRUCKS (24 HOUR B&C)              | 3%     |
| DESIGN SPEED                      | 40 MPH |
| LEGAL SPEED                       | 35 MPH |
| DESIGN FUNCTIONAL CLASSIFICATION: |        |
| URBAN PRINCIPAL ARTERIAL          |        |
| NHS PROJECT                       | NO     |

**DESIGN EXCEPTIONS**

NONE REQUIRED

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

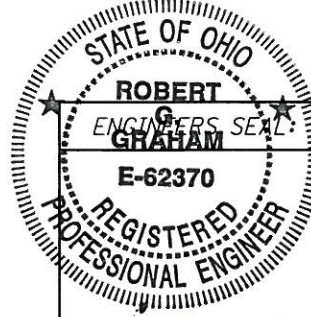
CALL  
**1-800-362-2764**  
 (TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE  
 NON-MEMBERS  
 MUST BE CALLED DIRECTLY

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

PLAN PREPARED BY:

**M-E/IBI GROUP**  
 4150 Belden Village Street-Suite 104  
 Canton, OH 44718 USA  
 Contact: Debbie Weaver P.E.  
 330-491-9000  
 Fax 491-9001



SIGNED: *Robert Graham*  
 DATE: 6/4/2014

STATE OF OHIO  
 CITY OF CANTON  
 STARK COUNTY

# STA-12TH STREET STA-153-0.00 G.P. 1098 - REBID

**INDEX OF SHEETS:**

|                                  |         |                                |          |
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| TITLE SHEET                      | 1       | CROSS SECTIONS - MARKET AVENUE | 340-363  |
| SCHEMATIC PLAN                   | 2-5     | CROSS SECTIONS - GIBBS AVENUE  | 364-366  |
| TYPICAL SECTIONS                 | 6-14    | CROSS SECTIONS - O'JAYS PKWY   | 367-369  |
| GENERAL NOTES                    | 15-20A  | CROSS SECTIONS - MAPLE AVE     | 370-371  |
| MAINTENANCE OF TRAFFIC           | 21-117  | MAJOR INTERSECTION DETAILS     | 372-383  |
| GENERAL SUMMARY                  | 118-125 | MINOR INTERSECTION DETAILS     | 384-398  |
| SUBSUMMARIES                     | 126-136 | DRIVE DETAILS                  | 399-430  |
| PAVEMENT CALCULATIONS            | 137-156 | SIDE ROAD PROFILES             | 431-441  |
| PROJECT SITE PLAN                | 157-160 | PAVEMENT DETAILS/REMOVAL ITEMS | 442-502  |
| PLAN AND PROFILE - 12TH STREET   | 161-182 | CONCRETE STAIRS DETAILS        | 503-521  |
| PLAN AND PROFILE - MARKET AVENUE | 183-186 | BUS STOP DETAILS               | 522-523  |
| PLAN MARKET AVENUE RESURFACING   | 187-188 | TRAFFIC CONTROL PLANS          | 524-609  |
| PLAN AND PROFILE - GIBBS AVENUE  | 189     | TRAFFIC SIGNAL PLANS           | 610-655B |
| PLAN - THE O'JAY'S PARKWAY       | 190     | LIGHTING AND STREETSCAPE PLANS | 656-704  |
| CROSS SECTIONS - 12TH STREET     | 191-339 | RIGHT OF WAY PLANS             | 705-790  |

**PROJECT DESCRIPTION**

WIDENING AND RESURFACING OF 12TH STREET FROM METRO RTA RAILROAD TO JUST WEST OF STRUCTURE STR-153-0.91. WORK INCLUDES UPGRADES AT 9 SIGNALIZED INTERSECTIONS (8 ALONG 12TH STREET AND 1 AT MARKET AVE & 11TH STREET) AND THE ADDITION OF A BIKE LANE AND DECORATIVE STREETSCAPE ON BOTH SIDES OF THE ROADWAY. DEDICATED NORTHBOUND AND SOUTHBOUND LEFT TURN LANES WILL BE ADDED TO MARKET AVE. A ROUNDABOUT WILL BE INSTALLED AT 12TH STREET AND THE OJAY'S PARKWAY.

PROJECT EARTH DISTURBED AREA: 15 ACRES  
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES  
 NOTICE OF INTENT EARTH DISTURBED AREA: 15.25 ACRES

**2013 SPECIFICATIONS**

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

**JUNE 2014**

| STANDARD CONSTRUCTION DRAWINGS |          |          |          |           |         | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |     |         |
|--------------------------------|----------|----------|----------|-----------|---------|-----------------------------|--------------------|-----|---------|
| BP-2.1                         | 7/19/13  | WQ-1.3   | 7/20/12  | MT-95.41  | 7/19/13 | TC-16.21                    | 10/18/13           | 800 | 1/17/14 |
| BP-4.1                         | 7/19/13  |          |          | MT-95.60  | 7/19/13 | TC-21.10                    | 10/18/13           | 804 | 7/19/13 |
| BP-5.1                         | 7/19/13  |          |          | MT-96.11  | 7/19/13 | TC-21.20                    | 10/18/13           | 811 | 1/18/13 |
| BP-7.1                         | 10/15/10 | RM-3.1   | 7/19/13  | MT-96.20  | 7/19/13 | TC-22.20                    | 10/18/13           | 816 | 1/20/12 |
|                                |          | RM-5.1   | 4/18/03  | MT-96.26  | 7/19/13 | TC-41.20                    | 10/18/13           | 832 | 1/17/14 |
| CB-1.1                         | 1/18/13  | RM-6.1   | 10/17/03 | MT-97.10  | 7/19/13 | TC-42.10                    | 10/18/13           | 904 | 7/19/13 |
| CB-2.1                         | 1/18/13  |          |          | MT-97.12  | 7/19/13 | TC-52.10                    | 10/18/13           | 907 | 1/20/12 |
| CB-2.2                         | 1/17/14  | LA-1.1   | 10/15/10 | MT-99.20  | 7/19/13 | TC-52.20                    | 1/18/13            |     |         |
| CB-2.3                         | 1/18/13  | LA-1.2   | 1/16/09  | MT-99.30  | 7/19/13 | TC-71.10                    | 10/19/12           |     |         |
|                                |          |          |          | MT-101.60 | 7/19/13 | TC-81.21                    | 7/19/13            |     |         |
| MH-1.2                         | 1/18/13  | HL-20.11 | 1/19/07  | MT-101.70 | 7/19/13 | TC-83.20                    | 10/18/13           |     |         |
| DM-1.1                         | 1/18/13  | HL-30.11 | 1/18/13  | MT-101.90 | 7/19/13 | TC-85.20                    | 10/18/13           |     |         |
| DM-1.2                         | 1/18/13  | HL-40.20 | 1/19/07  | MT-102.10 | 7/19/13 |                             |                    |     |         |
| DM-1.4                         | 1/18/13  | HL-60.12 | 10/21/11 | MT-102.20 | 7/19/13 |                             |                    |     |         |
| DM-4.3                         | 1/18/13  |          |          | MT-105.10 | 7/19/13 |                             |                    |     |         |
| DM-4.4                         | 7/20/12  | MT-95.31 | 7/19/13  | MT-110.10 | 7/19/13 |                             |                    |     |         |

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

APPROVED: *Dan Magel*  
 DATE: 6/4/14 CANTON CITY ENGINEER

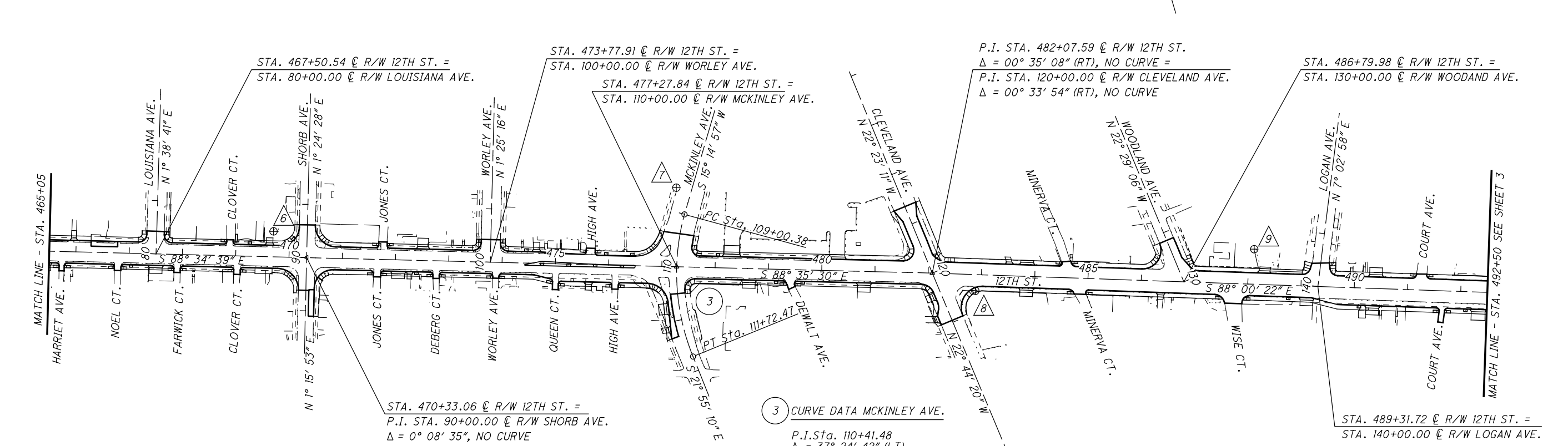
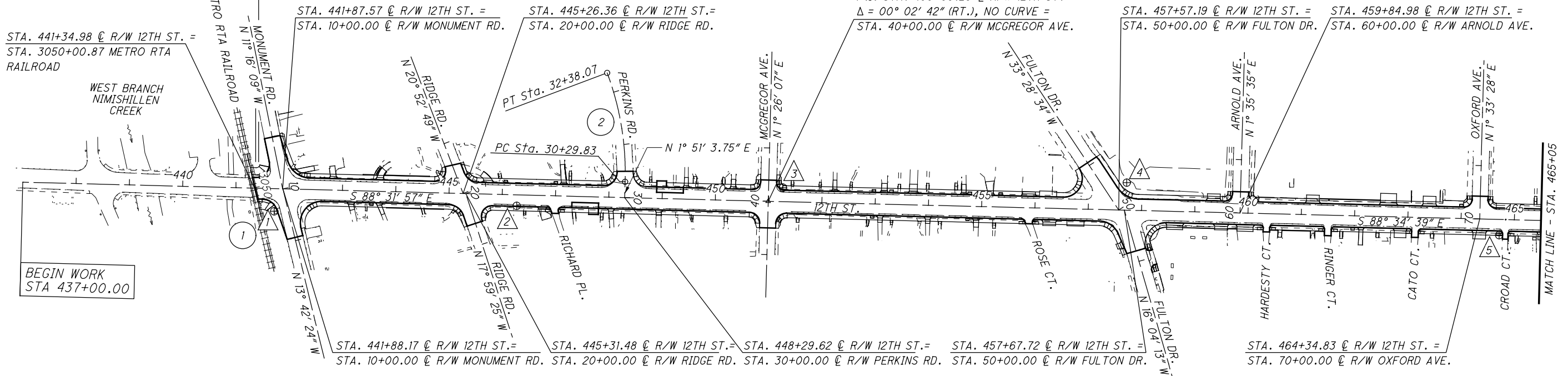
FEDERAL PROJECT NO. **E090(203)**  
 CONSTRUCTION PROJECT NO. **85299**  
 RAILROAD INVOLVEMENT: METRO RTA WHEELING AND LAKE ERIE RAILWAY COMPANY  
**STA-12TH STREET**  
 1/790

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**1 CURVE DATA RAILROAD**  
 P.I. Sta. 3047+71.66  
 $\Delta = 10^\circ 09' 00''$  (LT)  
 $Dc = 0^\circ 30' 00''$   
 $R = 11,459.22'$   
 $T = 1,017.66'$   
 $L = 2,030.00'$   
 $E = 45.10'$   
 $C = 2,027.35'$   
 $C.B. = S 11^\circ 35' 37'' E$

**2 CURVE DATA - PERKINS ROAD**  
 P.I. Sta. 31+35.30  
 $\Delta = 22^\circ 25' 46''$  (LT)  
 $Dc = 10^\circ 46' 16''$   
 $R = 531.94'$   
 $T = 105.47'$   
 $L = 208.24'$   
 $E = 10.36'$   
 $C = 206.91'$   
 $C.B. = N 9^\circ 21' 50'' W$   
 $emax. = MATCH EXISTING$

**BENCHMARK**  
 FOR DESCRIPTIONS, SEE SHEET 4



BEGIN PROJECT  
 STA-12TH STREET  
 STA 441+42.75

BEGIN WORK  
 STA 437+00.00

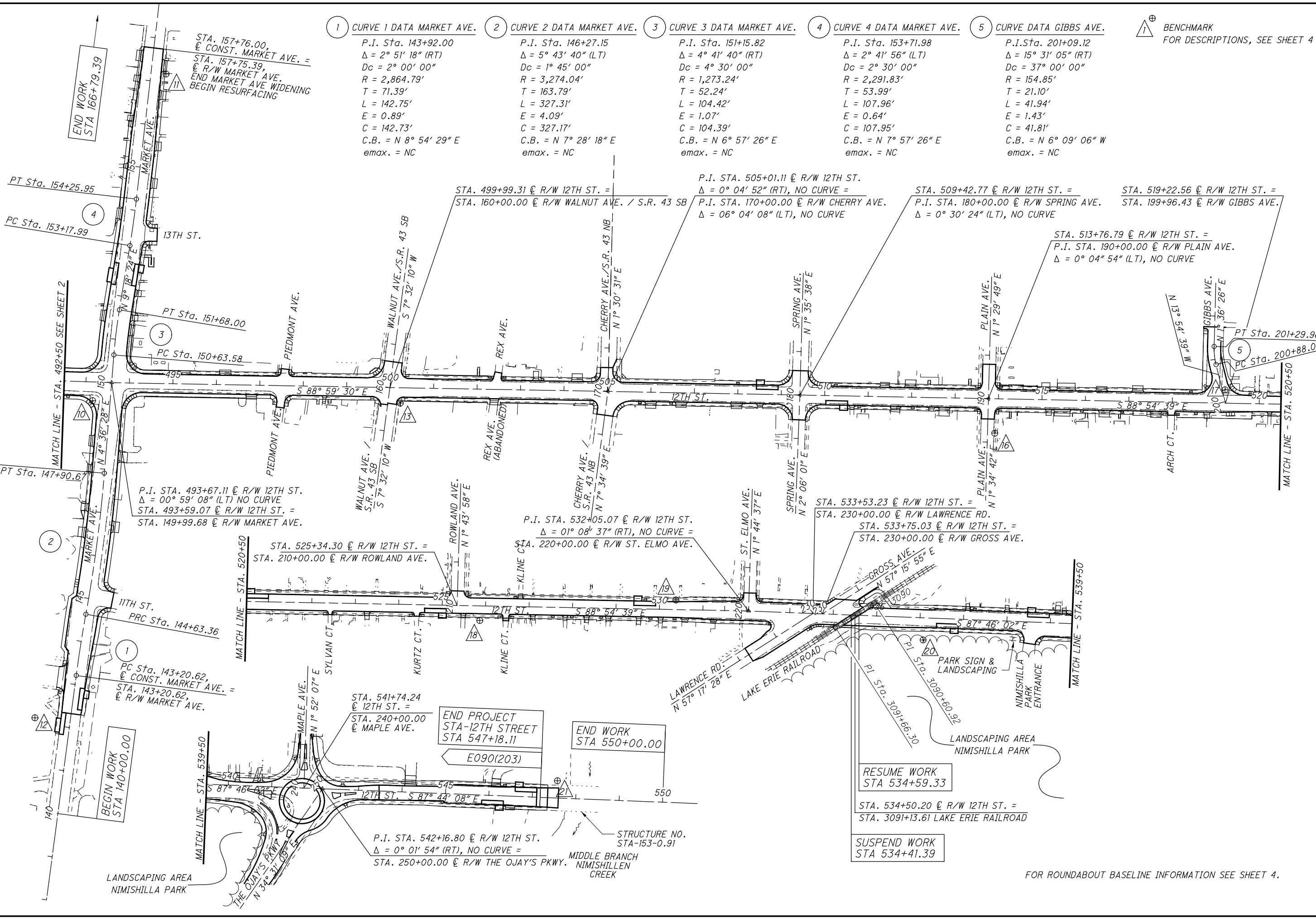


|            |     |
|------------|-----|
| CALCULATED | KOD |
| CHECKED    | RWK |

**SCHEMATIC PLAN**  
**STA 438+00 TO STA 492+50**

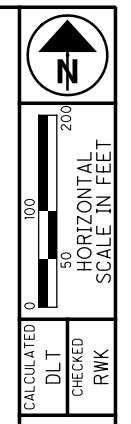
**STA-12TH STREET**

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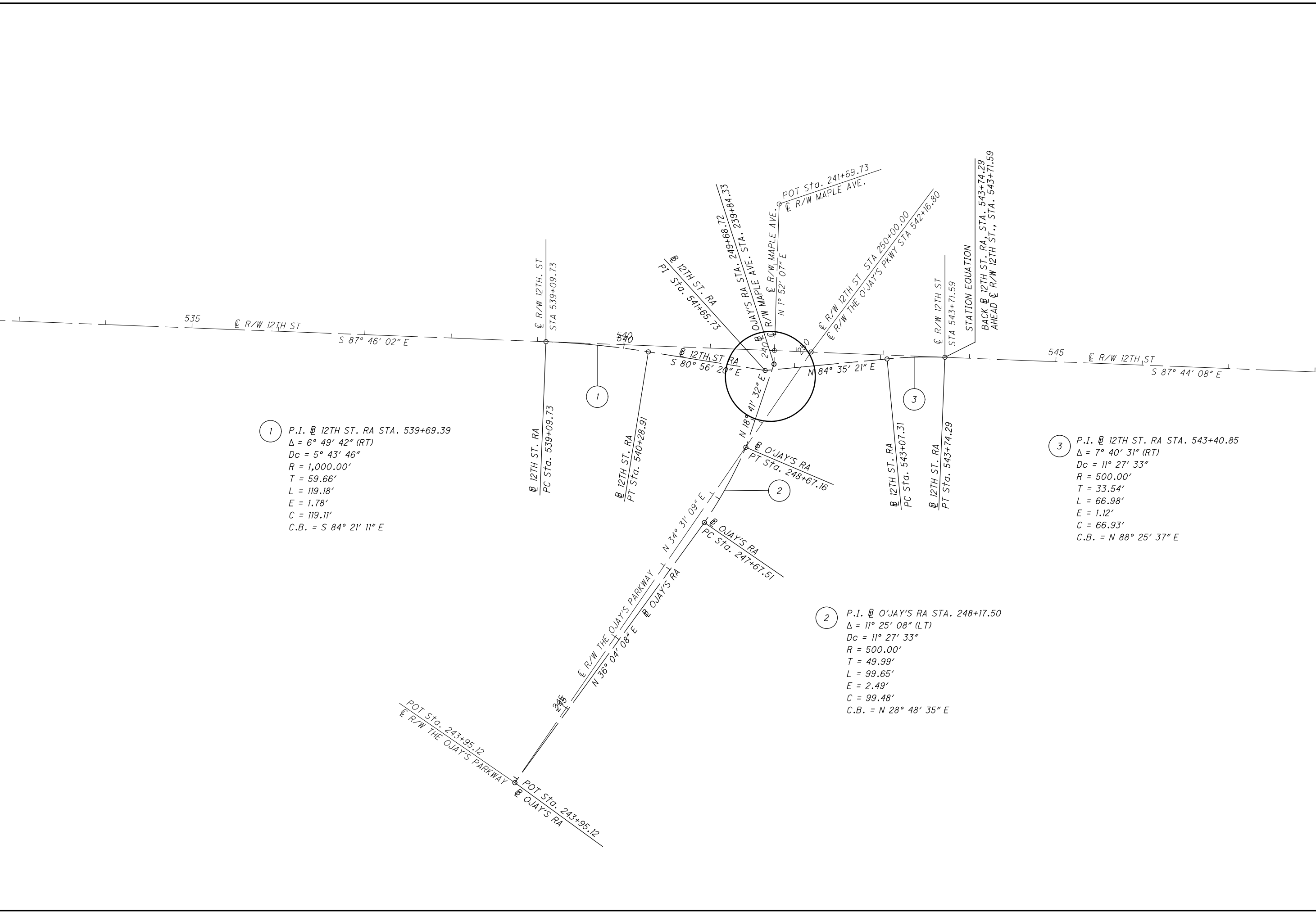
| 1                                | 2                                | 3                                | 4                                | 5                                 |
|----------------------------------|----------------------------------|----------------------------------|----------------------------------|-----------------------------------|
| <b>CURVE 1 DATA MARKET AVE.</b>  | <b>CURVE 2 DATA MARKET AVE.</b>  | <b>CURVE 3 DATA MARKET AVE.</b>  | <b>CURVE 4 DATA MARKET AVE.</b>  | <b>CURVE DATA GIBBS AVE.</b>      |
| P.I. Sta. 143+92.00              | P.I. Sta. 146+27.15              | P.I. Sta. 151+15.82              | P.I. Sta. 153+71.98              | P.I. Sta. 201+09.12               |
| $\Delta = 2^\circ 51' 18''$ (RT) | $\Delta = 5^\circ 43' 40''$ (RT) | $\Delta = 4^\circ 41' 40''$ (RT) | $\Delta = 2^\circ 41' 56''$ (LT) | $\Delta = 15^\circ 31' 05''$ (RT) |
| Dc = $2^\circ 00' 00''$          | Dc = $1^\circ 45' 00''$          | Dc = $4^\circ 30' 00''$          | Dc = $2^\circ 30' 00''$          | Dc = $37^\circ 00' 00''$          |
| R = 2,864.79'                    | R = 3,274.04'                    | R = 1,273.24'                    | R = 2,291.83'                    | R = 154.85'                       |
| T = 71.39'                       | T = 163.79'                      | T = 52.24'                       | T = 53.99'                       | T = 21.10'                        |
| L = 142.75'                      | L = 327.31'                      | L = 104.42'                      | L = 107.96'                      | L = 41.94'                        |
| E = 0.89'                        | E = 4.09'                        | E = 1.07'                        | E = 0.64'                        | E = 1.43'                         |
| C = 142.73'                      | C = 327.17'                      | C = 104.39'                      | C = 107.95'                      | C = 41.81'                        |
| C.B. = $N 8^\circ 54' 29'' E$    | C.B. = $N 7^\circ 28' 18'' E$    | C.B. = $N 6^\circ 57' 26'' E$    | C.B. = $N 7^\circ 57' 26'' E$    | C.B. = $N 6^\circ 09' 06'' W$     |
| emax. = NC                       | emax. = NC                       | emax. = NC                       | emax. = NC                       | emax. = NC                        |

$\triangle$  BENCHMARK  
FOR DESCRIPTIONS, SEE SHEET 4



SCHEMATIC PLAN  
STA 492+50 TO STA 550+00  
STA-12TH STREET  
3  
790

FOR ROUNDABOUT BASELINE INFORMATION SEE SHEET 4.



CALCULATED  
 EMS  
 CHECKED  
 RWK

0 50 100  
 HORIZONTAL  
 SCALE IN FEET

**SCHEMATIC PLAN  
 12TH & OJAY'S PKWY ROUNDABOUT**

**BENCHMARKS**

|   |   |
|---|---|
| <p>BENCHMARK#1 (MN350)<br/>CHISELED "□" ON NORTHWEST CORNER OF CONCRETE BASE OF TRAFFIC SIGNAL BOX AT SOUTHWEST CORNER OF 12TH AND MONUMENT @STA. 441+73.04, 42.55' RIGHT @ 12TH STREET ELEV. 1034.48</p>       | <p>BENCHMARK#11 (SV3196)<br/>CHISELED "□" ON NORTHWEST CORNER OF CONCRETE BASE OF BUSINESS SIGN ADDRESS #1330 ON EAST SIDE OF MARKET NORTH @STA. 157+19.01, 34.60' RIGHT @ MARKET AVENUE ELEV. 1099.72</p>          |
| <p>BENCHMARK#2 (MN5485)<br/>CHISELED "X" ON SOUTHEAST ANCHOR BOLT OF METAL POWER POLE ON SOUTH SIDE OF 12TH, 50'± EAST OF RIDGE @STA. 446+27.52, 20.60' RIGHT @ 12TH STREET ELEV. 1059.47</p>                   | <p>BENCHMARK#12 (SV2301)<br/>MAG. NAIL SET 1'± UP EAST SIDE 18" LOCUST ON WEST SIDE OF MARKET, 100'± SOUTH OF DRIVE ENTRANCE TO CANTON CIVIC CENTER @STA. 142+11.70, 81.67' RIGHT @ MARKET AVENUE ELEV. 1081.73</p> |
| <p>BENCHMARK#3 (MN6724)<br/>R.R. SPIKE SET 1'± UP SOUTH SIDE 24" MAPLE ON NORTHEAST CORNER OF 12TH AND MCGREGOR @STA. 451+26.14, 26.29' LEFT @ 12TH STREET ELEV. 1066.95</p>                                    | <p>BENCHMARK#13 (MNI4965)<br/>CHISELED "X" ON NORTHEAST ANCHOR BOLT TRAFFIC SIGNAL POLE, SOUTHEAST CORNER OF 12TH AND WALNUT @STA. 500+23.72, 35.38' RIGHT @ 12TH STREET ELEV. 1078.59</p>                          |
| <p>BENCHMARK#4 (MN8013)<br/>CHISELED "X" ON SOUTH ANCHOR BOLT OF NORTH LEG OF "FAMILY DOLLAR" SIGN ON NORTHEAST CORNER OF 12TH AND FULTON @STA. 457+71.02, 51.68' LEFT @ 12TH STREET ELEV. 1069.35</p>          | <p>BENCHMARK#16 (MNI7361)<br/>MAG. NAIL SET 1'± UP NORTH SIDE 36" MAPLE ON EAST SIDE OF PLAIN, 75'± SOUTH OF 12TH @STA. 513+92.85, 79.15' RIGHT @ 12TH STREET ELEV. 1088.14</p>                                     |
| <p>BENCHMARK#5 (MN8808)<br/>CHISELED "X" ON NORTHWEST ANCHOR BOLT OF 12TH STREET MARKET SIGN ON SOUTH SIDE OF 12TH AND WEST SIDE OF ALLEY @STA. 464+72.02, 29.45' RIGHT @ 12TH STREET ELEV. 1079.18</p>         | <p>BENCHMARK#17 (MNI8082)<br/>CHISELED "□" ON SOUTHWEST CORNER OF CONCRETE BASE TO ABANDONED SIGN AT NORTHEAST CORNER OF 12TH AND GIBBS @STA. 519+20.74, 30.70' LEFT @ 12TH STREET ELEV. 1091.83</p>                |
| <p>BENCHMARK#6 (MN9762)<br/>CHISELED "□" ON SOUTHWEST CORNER OF BOTTOM STEP TO CANTON POLICE SUB-STATION ADDRESS #903 AT 12TH AND SHORB @STA. 469+69.88, 47.80' LEFT @ 12TH STREET ELEV. 1075.49</p>            | <p>BENCHMARK#18 (MNI9205)<br/>MAG. NAIL SET 1'± UP SOUTH SIDE 24" MAPLE, SOUTH SIDE OF 12TH AT HOUSE #1304 @STA. 525+87.15, 33.60' RIGHT @ 12TH STREET ELEV. 1088.53</p>  |
| <p>BENCHMARK#7 (MNI1361)<br/>CHISELED "□" ON SOUTHEAST CORNER OF CONCRETE BASE OF TRAFFIC SIGN POLE ON WEST SIDE OF MCKINLEY, 100'± NORTH OF 12TH @STA. 477+23.40, 148.55' LEFT @ 12TH STREET ELEV. 1081.55</p> | <p>BENCHMARK#19 (SV19624)<br/>MAG. NAIL SET 2'± UP SOUTH SIDE 18" MAPLE, NORTH SIDE OF 12TH AT HOUSE #1423 @STA. 530+37.47, 22.06' LEFT @ 12TH STREET ELEV. 1080.98</p>   |
| <p>BENCHMARK#8 (MNI3010)<br/>CHISELED "X" ON NORTHWEST ANCHOR BOLT OF PRIVATE LIGHT POLE ON SOUTH SIDE OF 12TH, 50'± EAST OF CLEVELAND AVE. @STA. 482+89.56, 30.49' RIGHT @ 12TH STREET ELEV. 1087.42</p>       | <p>BENCHMARK#20 (MN20662)<br/>R.R. SPIKE SET 1'± UP NORTH SIDE 36" ASH, SOUTH SIDE OF 12TH, 200'± EAST OF TRACKS @STA. 536+08.90, 50.90' RIGHT @ 12TH STREET ELEV. 1049.41</p>                                      |
| <p>BENCHMARK#9 (MNI3425)<br/>MAG. NAIL SET 1'± UP SOUTH SIDE POWER POLE, 25'± NORTH OF 12TH, 125'± EAST OF WOODLAND @STA. 488+09.82, 65.81' LEFT @ 12TH STREET ELEV. 1086.39</p>                                | <p>BENCHMARK#21 (MN21495)<br/>MAG. NAIL SET 1'± UP SOUTH SIDE 24" CATAWBA, NORTH SIDE OF 12TH, WEST OF BRIDGE OVER NIMISHILLEN @STA. 547+56.31, 39.74' LEFT @ 12TH STREET ELEV. 1043.79</p>                         |
| <p>BENCHMARK#10 (MNI428)<br/>CHISELED "X" ON NORTH ANCHOR BOLT OF BUSINESS SIGN ON SOUTHWEST CORNER OF 12TH AND MARKET @STA. 493+16.65, 42.99' RIGHT @ 12TH STREET ELEV. 1084.13</p>                            | <p>NOTE: BENCHMARK #14 AND #15 NOT USED.</p>  |

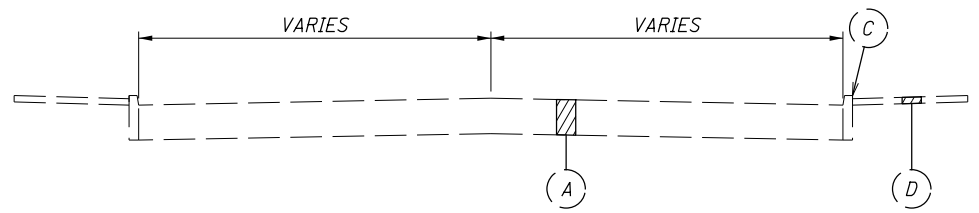
J:\pre-int\11\11-060 12th Street\STA\85299\roadway\sheets\852996B004.dgn 4/14/2014 4:32:22 PM brion.sedziol" ODOTV81\_PDF\_half.pltcf ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

CALCULATED  
DLT  
CHECKED  
RWK

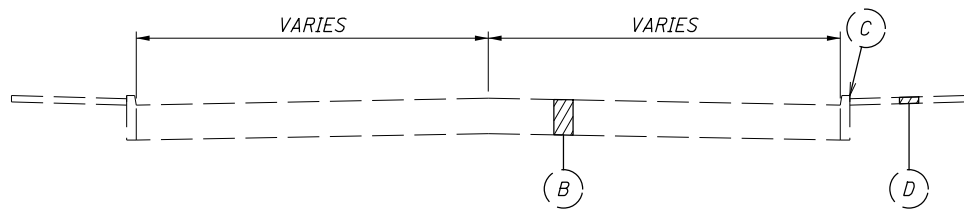
**BENCHMARKS**

**STA - 12TH STREET**

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheet\85299GY101.dgn 4/14/2014 4:32:23 PM brion.sezoiol" ODOTV8i\_PDF\_Half.pltcfgr ODOTV8i\_Pen-ME.tbl M-E Companies, Inc.



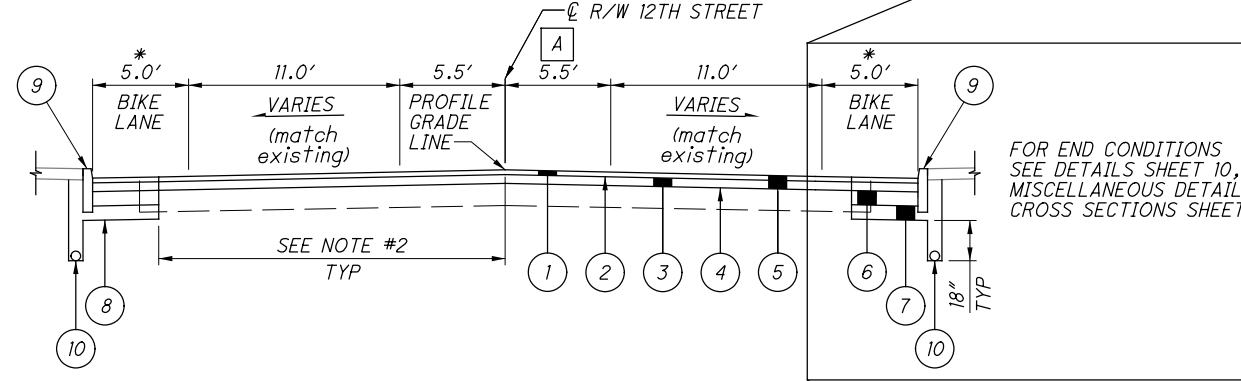
**EXISTING - BRICK**  
 PERKINS RD  
 ARNOLD AVE  
 PIEDMONT AVE NORTH  
 KLINE CT  
 13TH ST



**EXISTING - ASPHALT**  
 ALL ROADS EXCEPT AS NOTED  
 UNDER "EXISTING - BRICK" SECTION

- (A) EXISTING BRICK
- (B) EXISTING ASPHALT CONCRETE, 10"-12"±
- (C) EXISTING CURB
- (D) EXISTING WALK
- (E) EXISTING CONCRETE
- (F) EXISTING GRAVEL

\* BIKE LANE ENDS FOR ROUNDABOUT APPROACH - STA 538+85.63 (RT), STA 539+59.44 (LT)  
 BIKE LANE BEGINS - STA 545+00.00 LT & RT



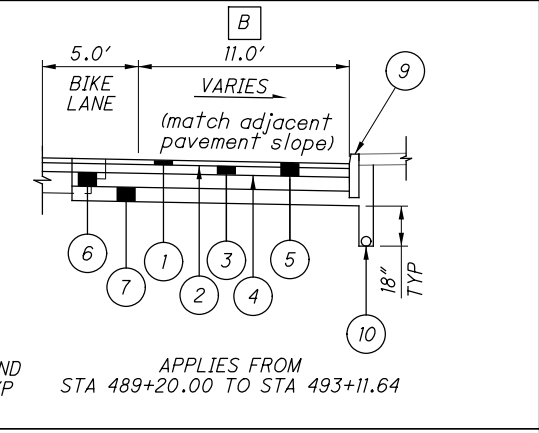
FOR END CONDITIONS  
 SEE DETAILS SHEET 10,  
 MISCELLANEOUS DETAILS 448-491 AND  
 CROSS SECTIONS SHEETS 191-334 TYP

FOR END CONDITIONS  
 SEE DETAILS SHEET 10,  
 MISCELLANEOUS DETAILS 448-502 AND  
 CROSS SECTIONS SHEETS 191-334 TYP

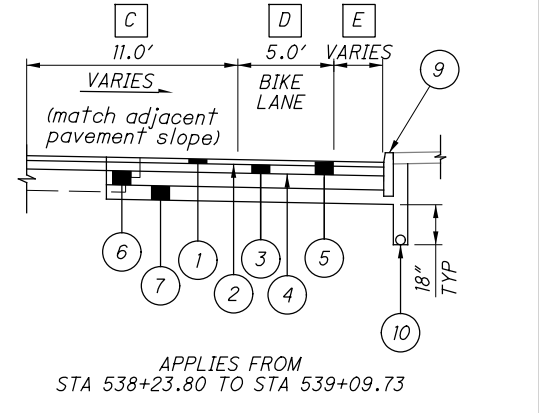
- A VARIES - 4.28' @ STA 442+30.01 TO 5.5' @ STA 443+60.00  
 5.5' - STA 443+60.00 TO STA 457+09.55
- B VARIES - 0.0' @ STA 489+20.00 TO 11' @ STA 489+70.00  
 11' - STA 489+70.00 TO STA 493+11.64
- C VARIES - 0.0' @ STA 538+23.80 TO 11' @ STA 538+66.82  
 11' - STA 538+66.82 TO STA 539+09.73
- D 5' - STA 538+23.80 TO STA 538+85.63  
 0' - STA 538+85.63 TO STA 539+09.73
- E 0' - STA 538+23.80 TO STA 538+66.82  
 VARIES - 0.0' @ STA 538+66.82 TO 4.5' @ STA 538+85.63  
 VARIES - 4.5' @ STA 538+85.63 TO 3.89' @ STA 539+09.73

**12TH STREET - NORMAL SECTION**

- STA 441+38.32 TO STA 457+09.55
- STA 458+00.64 TO STA 474+09.61
- STA 477+59.71 TO STA 481+80.40
- STA 482+61.83 TO STA 493+11.64
- STA 494+09.12 TO STA 499+65.25
- STA 500+30.53 TO STA 504+69.80
- STA 505+29.94 TO STA 519+04.55
- STA 531+35.00 TO STA 532+41.00
- STA 536+38.50 TO STA 539+09.73
- STA 543+71.59 (543+74.29 BL 12TH ST RA) TO STA 547+35.00



APPLIES FROM  
 STA 489+20.00 TO STA 493+11.64



APPLIES FROM  
 STA 538+23.80 TO STA 539+09.73

**LEGEND : STA-12TH STREET**

- 1 ITEM 424 - 0.75" FINE GRADED POLYMER ASPHALT, TYPE A
- 2 ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
- 3 ITEM 448 - 1.50" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28
- 4 ITEM 407 - TACK COAT
- 5 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, SEE NOTE # 1 AND # 5
- 6 ITEM 305 - 6" CONCRETE BASE, CLASS QC1
- 7 ITEM 304 - 6" AGGREGATE BASE
- 8 ITEM 204 - SUBGRADE COMPACTION
- 9 ITEM 609 - CURB, TYPE 6
- 10 ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, AS PER PLAN
- 11 ITEM 608 - 4" CONCRETE WALK. SEE NOTE #3
- 12 ITEM 608 - 5" CONCRETE WALK. SEE NOTE #3
- 13 ITEM SPECIAL - BRICK WALKWAY PAVERS, SEE NOTE #3
- 14 ITEM 659 - SEEDING AND MULCHING
- 15 ITEM 609 - CURB, TYPE 7
- 16 ITEM SPECIAL - ROADWAY BRICK PAVERS
- 17 ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1
- 18 ITEM 609 - CURB, TYPE 8
- 19 NOT USED
- 20 NOT USED
- 21 ASPHALT CONCRETE PARKING LOT. SEE NOTE #4
- 22 NON-REINFORCED CONCRETE PARKING LOT. SEE NOTE #4
- 23 ITEM 411 - 10" STABILIZED CRUSHED AGGREGATE
- 24 LONGITUDINAL JOINT PER BP-2.1
- 25 ITEM 448 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22,  
 VARIABLE THICKNESS (0" MIN., 8.61" MAX.) (LEVELING COURSE)
- 26 ITEM 608 - CURB RAMP PER BP-7.1
- 27 ITEM 609 - CURB, TYPE 3B, AS PER PLAN
- 28 ITEM SPECIAL - 1" COMPACTED SAND BASE, 703.02

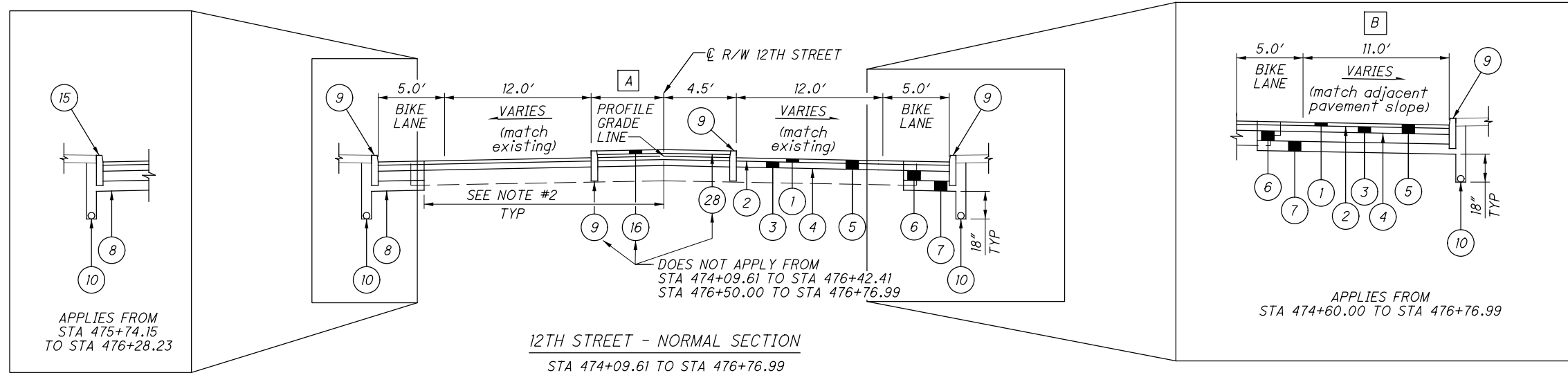
**NOTES:**

1. PAVEMENT PLANING ON 12TH STREET SHALL BE A CONSTANT DEPTH OF 2.25" WITH THE EXCEPTION OF AREAS THAT PERTAIN TO NOTE # 2.
2. THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT TO LOCATE A SOUND PAVEMENT EDGE PER SEC. 203.04(E) OF THE CMS. FOR SAW CUT LOCATIONS SEE MISCELLANEOUS DETAILS ON SHEETS 448-502.
3. ITEM REFERENCE NUMBER 11 SHALL BE UTILIZED FROM STATION 440+50.00 TO STATION 457+57.19 AND FROM STATION 519+82.99 TO STATION 547+18.11. ITEM REFERENCE NUMBER 12 SHALL BE UTILIZED FROM STATION 457+57.19 TO STATION 519+82.99. ITEM REFERENCE NUMBER 13 SHALL BE UTILIZED WHERE INDICATED IN THE PLANS.
4. NORMAL WIDTH IS 8'. WIDTH VARIES AT SOME LOCATIONS.
5. FOR PARKING LOT TYPICAL PAVEMENT BUILD-UP SEE SHEET 402.
6. PAVEMENT PLANING ON MARKET AVENUE SHALL BE A MINIMUM OF 2.25" WITH A VARIABLE DEPTH. THE DEPTH OF PAVEMENT PLANING SHALL BE DETERMINED IN FIELD BY THE CONTRACTOR UTILIZING PROPOSED PROFILE GRADE AND CROSS SLOPES SHOWN ON TYPICAL SECTIONS. FOR AREAS EXEMPT FROM PLANING SEE NOTE # 2.
7. ITEM 609- CURB, TYPE 3B WILL HAVE A 3" REVEAL INSTEAD OF A 4" REVEAL AS SHOWN IN THE ODOT STANDARD CONSTRUCTION DRAWINGS.

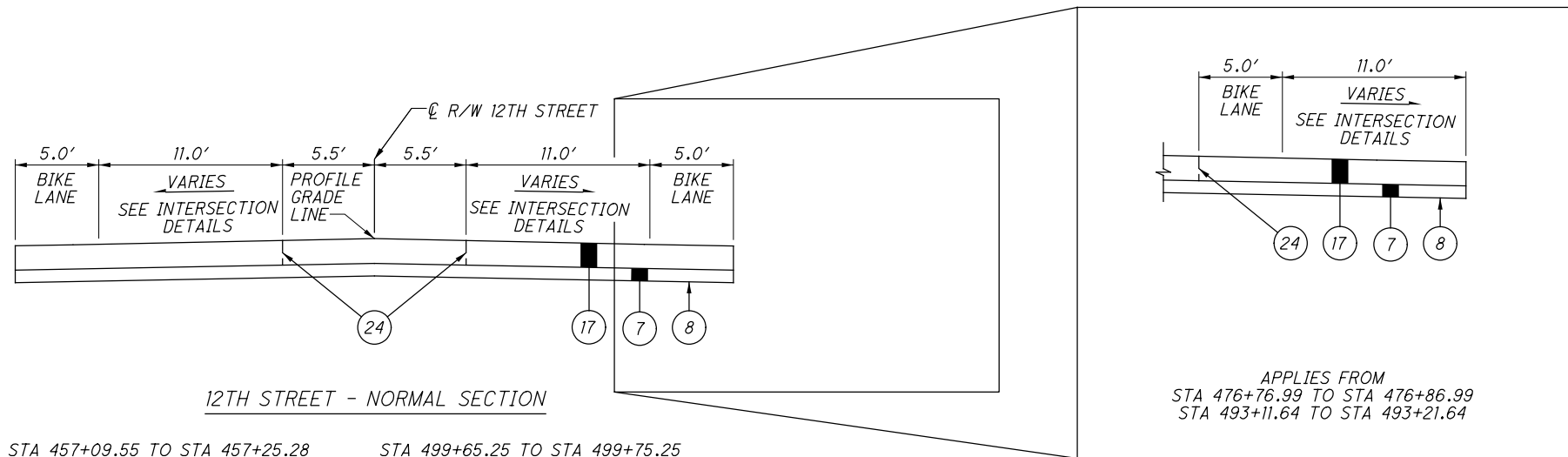
**TYPICAL SECTIONS - 12TH STREET**

**STA -12TH STREET**

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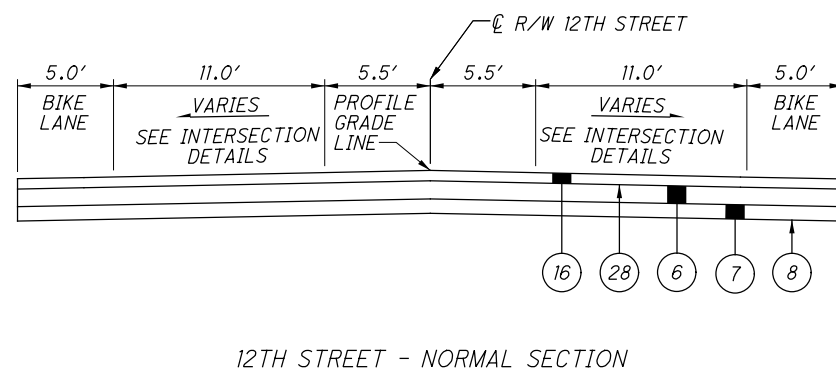


- A 4.5' FROM STA 474+09.61 TO STA 473+00.00  
VARIES FROM 4.5' @ STA 473+00.00 TO 0.93' @ STA 475+75.00  
0.93' FROM STA 475+75.00 TO STA 476+76.99
- B VARIES - 0.0' @ STA 474+60.00 TO 11' @ STA 475+10.00  
11' - STA 475+10.00 TO STA 476+76.99



STA 457+09.55 TO STA 457+25.28  
STA 457+85.87 TO STA 458+00.64  
STA 476+76.99 TO STA 476+86.99  
STA 477+49.67 TO STA 477+59.71  
STA 481+80.40 TO STA 481+92.06  
STA 482+48.90 TO STA 482+61.83  
STA 493+11.64 TO STA 493+21.64  
STA 493+99.12 TO STA 494+09.12

STA 499+65.25 TO STA 499+75.25  
STA 500+20.50 TO STA 500+30.53  
STA 504+69.80 TO STA 504+79.80  
STA 505+20.05 TO STA 505+29.94



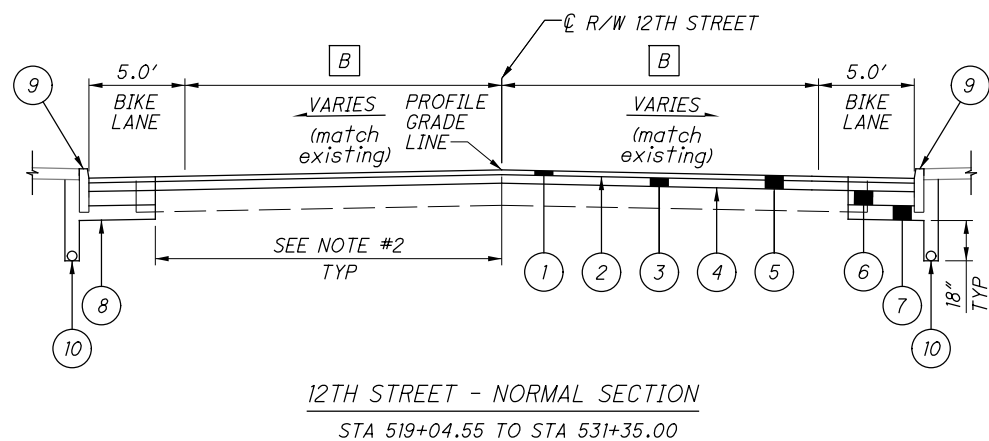
STA 457+25.28 TO STA 457+85.87  
STA 476+86.99 TO STA 477+49.67  
STA 481+92.06 TO STA 482+48.90  
STA 493+21.64 TO STA 493+99.12

STA 499+75.25 TO STA 500+20.50  
STA 504+79.80 TO STA 505+20.05

FOR TYPICAL SECTION LEGEND AND NOTES SEE SHEET 6.

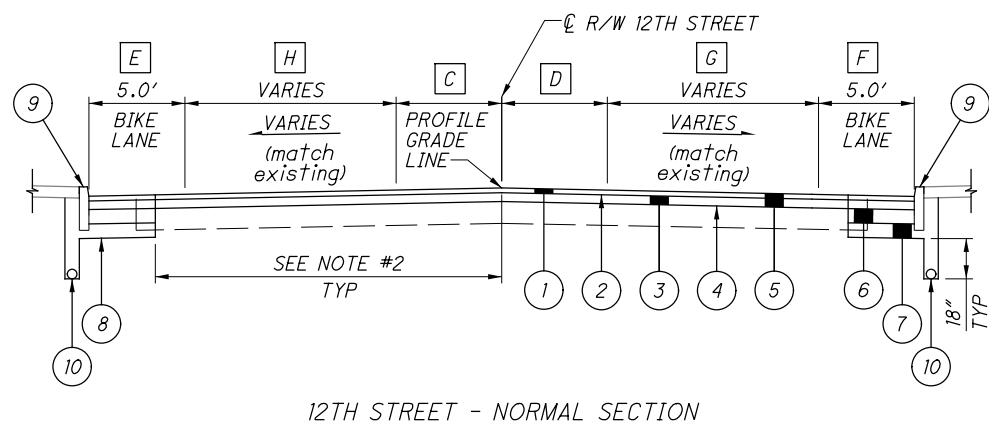
TYPICAL SECTIONS - 12TH STREET

STA - 12TH STREET



12TH STREET - NORMAL SECTION  
STA 519+04.55 TO STA 531+35.00

**B** VARIES FROM 16.50' @ STA 519+04.55 TO 13.00' @ STA 520+00.00  
13.00' FROM STA 520+00.00 TO STA 530+39.55  
VARIES FROM 13.00' @ STA 530+39.55 TO 16.50' @ STA 531+35.00



12TH STREET - NORMAL SECTION  
STA 532+41.00 TO STA 534+41.44  
STA 534+59.33 TO STA 536+38.50

**C** VARIES FROM 5.50' @ STA 532.41.00 TO 2.50' @ STA 534+15.06  
2.50' FROM STA 534+15.06 TO STA 534+41.44  
2.50' FROM STA 534+59.33 TO STA 535+44.00  
VARIES FROM 2.50' @ STA 535+44.00 TO 5.50' @ STA 536+38.50

**D** VARIES FROM 5.50' @ STA 532.41.00 TO 8.50' @ STA 534+00.01  
8.50' FROM STA 534+00.01 TO STA 534+41.44  
8.50' FROM STA 534+59.33 TO STA 535+44.00  
VARIES FROM 8.50' @ STA 535+44.00 TO 5.50' @ STA 536+38.50

**E** 5' - STA 532+41.00 TO STA 533+76.41  
VARIES 5' @ STA 533+76.41 TO 0.0' @ STA 534+59.33  
SUSPEND BIKE LANE - STA 534+59.33  
RESUME BIKE LANE - STA 535+68.85  
5' - STA 535+68.85 TO STA 536+38.50

**F** SUSPEND BIKE LANE - STA 534+41.44  
RESUME BIKE LANE - STA 534+59.33

**G** VARIES 11' @ STA 532+41.00 TO 10.5' @ STA 534+00.01  
10.5' @ STA 534+00.01 TO STA 534+41.44  
10.5' @ STA 534+59.33 TO STA 535+44.00  
VARIES 10.5' @ STA 535+44.00 TO 11' @ STA 536+38.50

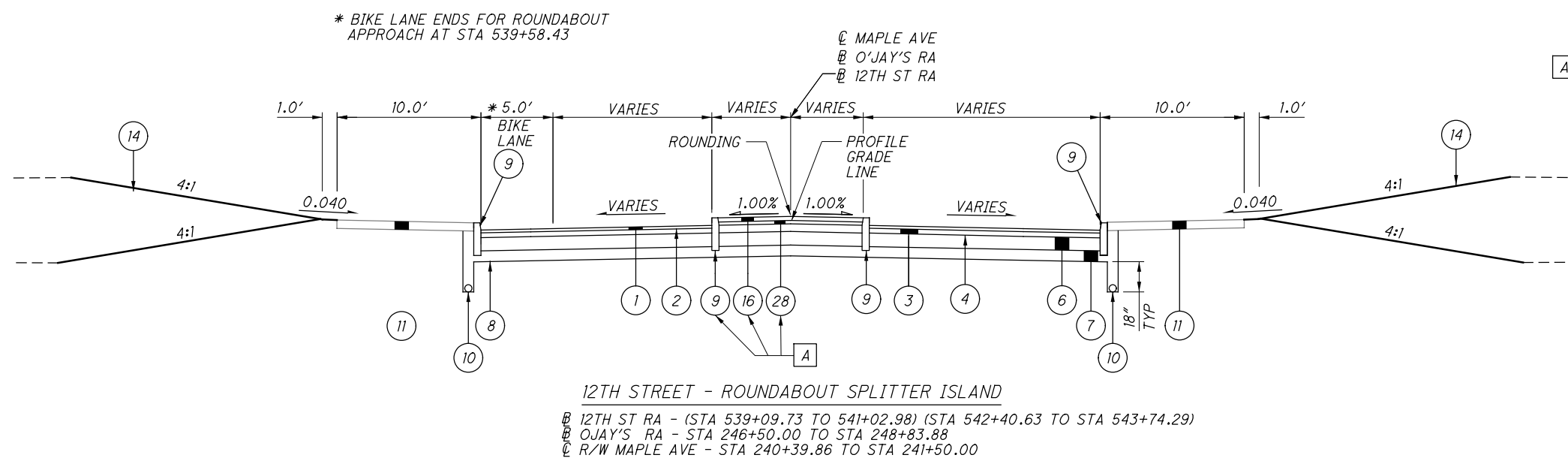
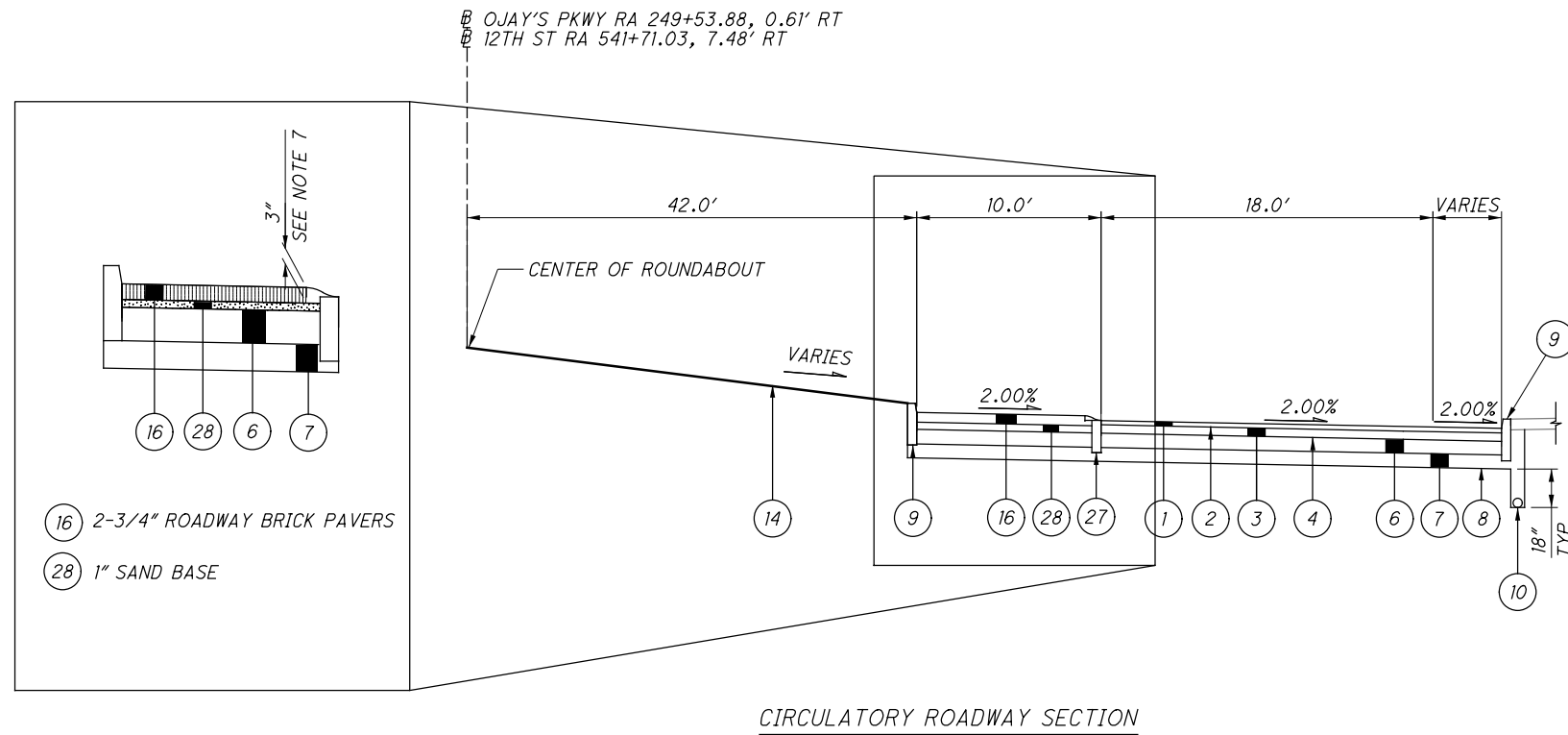
**H** VARIES 11' @ STA 532+41.00 TO 16.15' @ STA 534+41.44  
VARIES 16' @ STA 534+59.33 TO 11' @ STA 535+39.50  
11' @ STA 535+39.50 TO STA 536+38.50

SUSPEND 12TH STREET PROJECT  
STA 534+41.44 TO STA 534+59.33

FOR TYPICAL SECTION LEGEND AND NOTES SEE SHEET 6.



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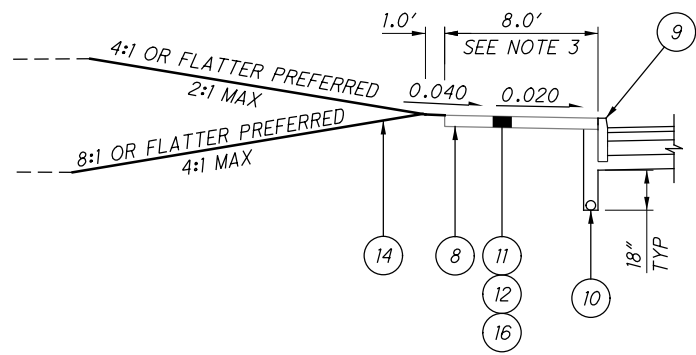
DOES NOT APPLY:  
 12TH ST RA - STA 539+09.73 TO STA 540+44.52  
 OJAYS RA - STA 240+39.86 STA 248+18.69  
 R/W MAPLE AVE - STA 241+01.82

FOR TYPICAL SECTIONS LEGEND AND NOTES SEE SHEET 6.  
 FOR INTERSECTION DETAILS AND ADDITIONAL INFORMATION SEE SHEET 382.  
 FOR SPLITTER ISLAND DETAILS SEE SHEET 383.  
 FOR ROUNDABOUT CROSS SECTIONS SEE SHEETS 335 TO 339.

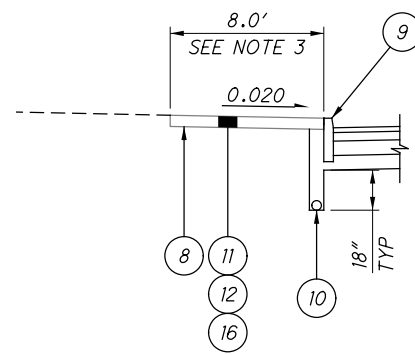
TYPICAL SECTIONS - ROUNDABOUT

STA -12TH STREET

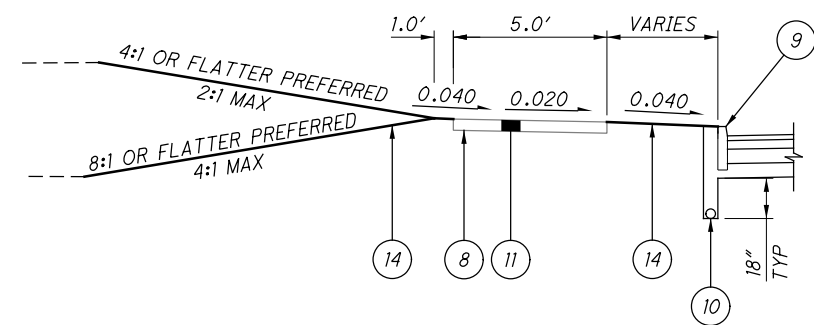
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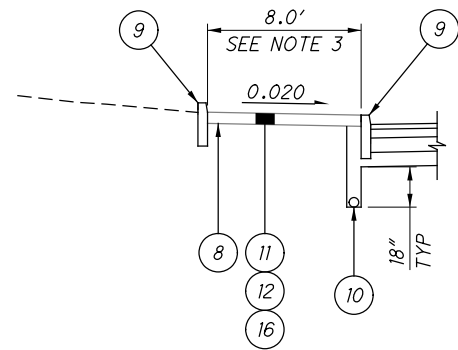
END CONDITION # 1



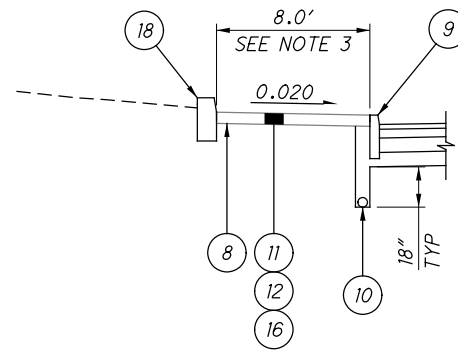
END CONDITION # 2



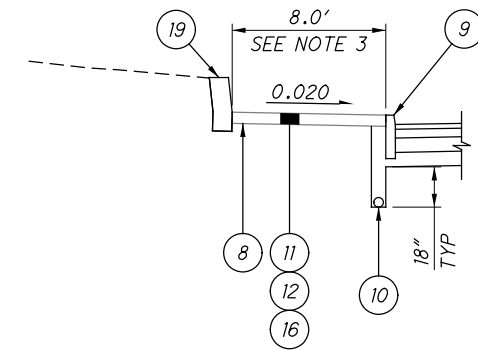
END CONDITION # 3



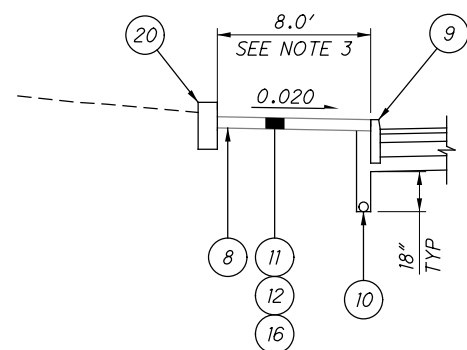
END CONDITION # 4



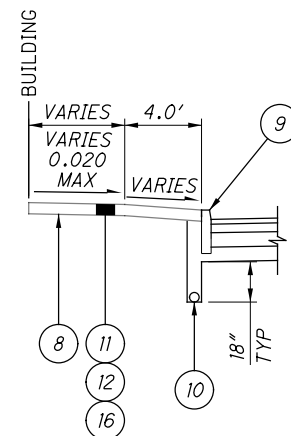
END CONDITION # 5



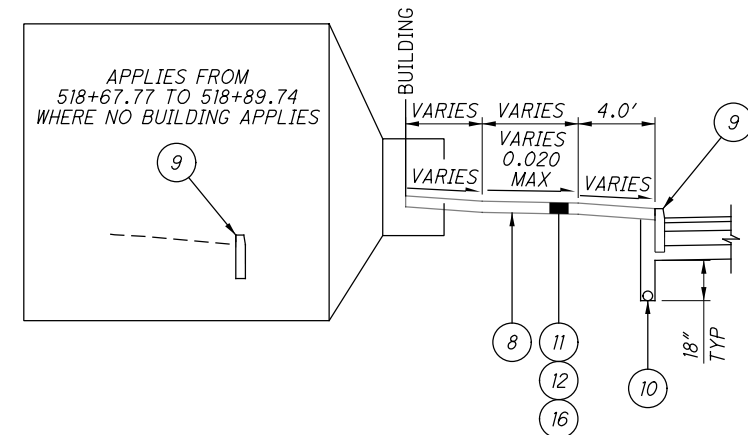
END CONDITION # 6



END CONDITION # 7



END CONDITION # 8



END CONDITION # 9

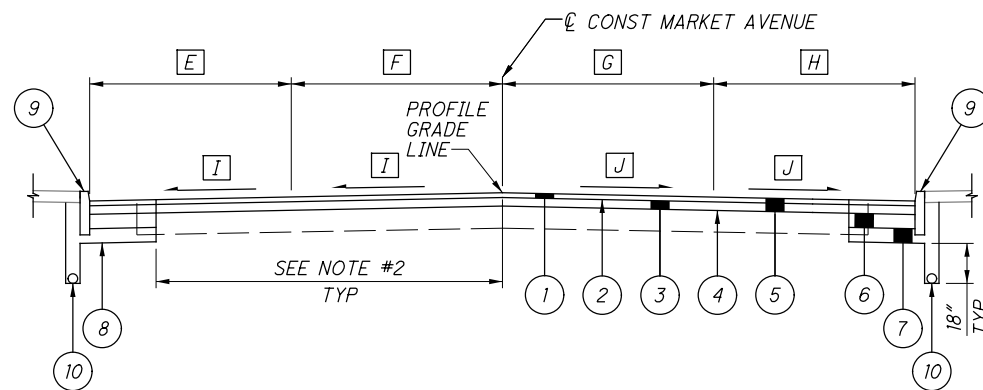
TYPICAL END CONDITIONS  
LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE.  
SEE MISCELLANEOUS DETAILS 448-499 AND  
CROSS SECTIONS 191-366 FOR MORE DETAIL

FOR TYPICAL SECTION LEGEND AND NOTES SEE SHEET 6.



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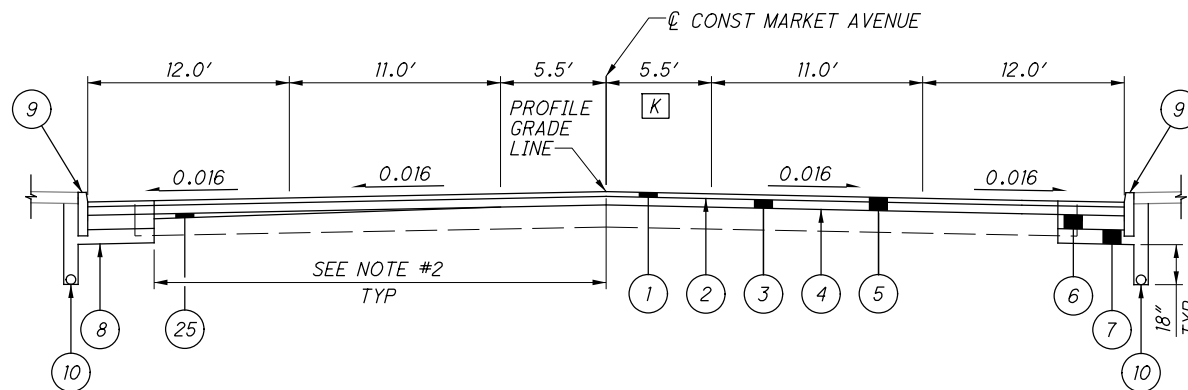
FOR END CONDITIONS  
SEE DETAILS SHEET 10,  
MISCELLANEOUS DETAILS 493-499 AND  
CROSS SECTIONS SHEETS 340-363 TYP



MARKET AVENUE - NORMAL SECTION  
STA 142+32.00 TO STA 144+18.00

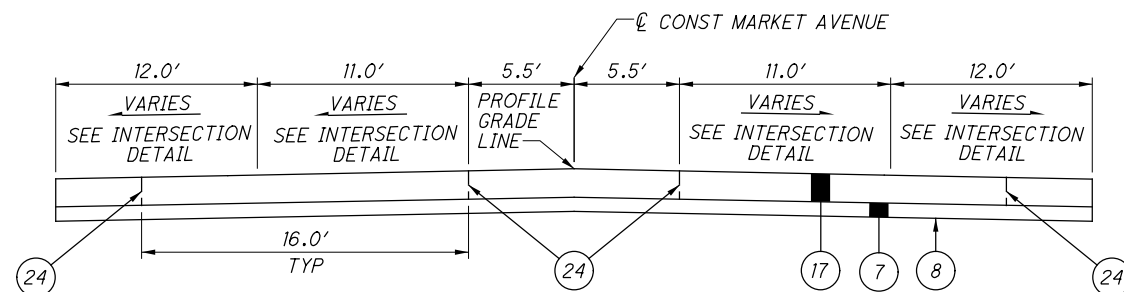
FOR END CONDITIONS  
SEE DETAILS SHEET 10,  
MISCELLANEOUS DETAILS 493-499 AND  
CROSS SECTIONS SHEETS 340-363 TYP

- [E] VARIES FROM 10.0' AT 142+32.00 TO 12.0' AT 144+18.00
- [F] VARIES FROM 12.0' AT 142+32.00 TO 16.5' AT 144+18.00
- [G] VARIES FROM 11.4' AT 142+32.00 TO 16.5' AT 144+18.00
- [H] VARIES FROM 10.5' AT 142+32.00 TO 12.0' AT 144+18.00
- [I] VARIES FROM EXISTING AT 142+32.00 TO 0.016 AT 143+00.00  
0.016' FROM 143+00.00 TO STA 144+18.00
- [J] VARIES FROM EXISTING AT 142+32.00 TO 0.016 AT 142+50.00  
0.016' FROM 142+50.00 TO STA 144+18.00



MARKET AVENUE - NORMAL SECTION  
STA 144+18.00 TO STA 149+48.30  
STA 150+40.27 TO STA 155+00.00

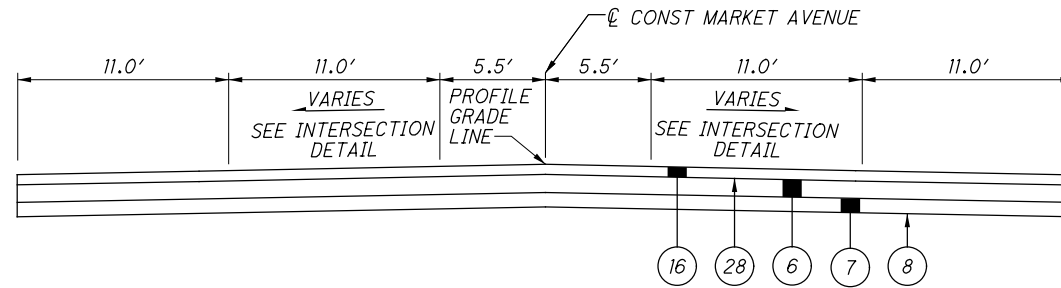
- [K] VARIES - 5.5' AT STA 154+25.95 TO 5.38' AT STA 155+00



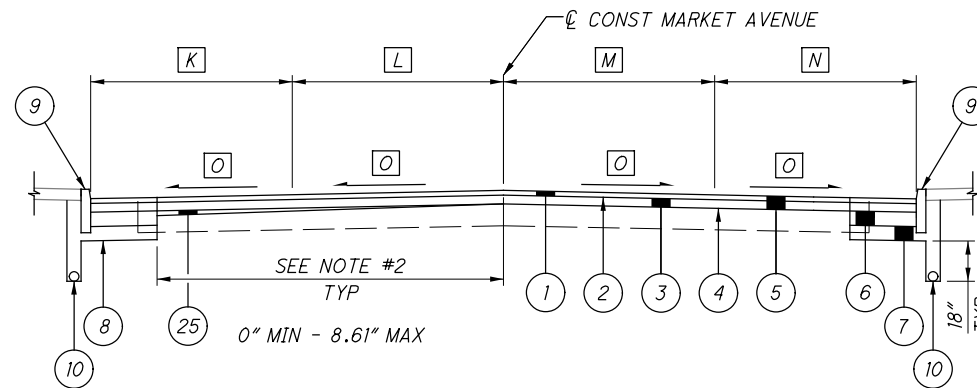
MARKET AVENUE - NORMAL SECTION  
STA 149+48.30 TO STA 149+58.31  
STA 150+30.26 TO STA 150+40.27

FOR TYPICAL SECTION LEGEND AND NOTES SEE SHEET 6.

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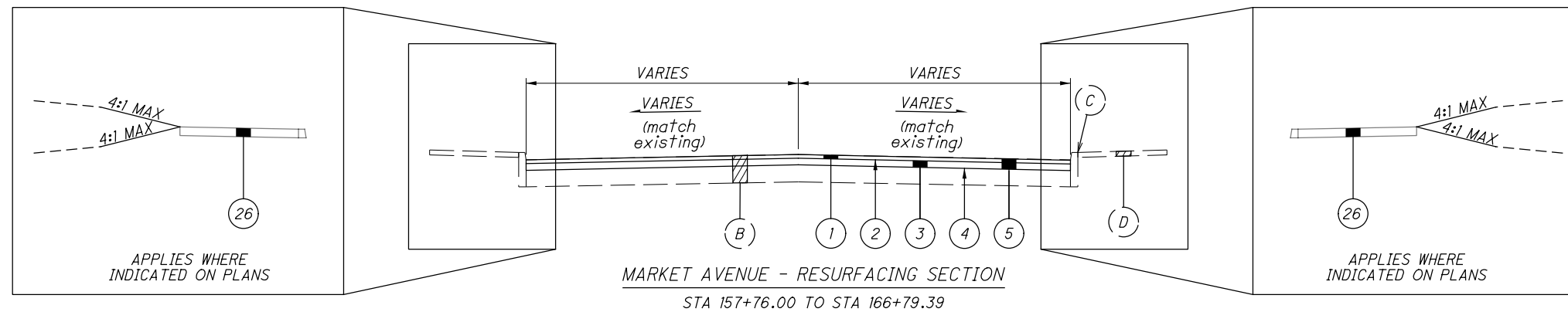


MARKET AVENUE - NORMAL SECTION  
STA 149+58.31 TO STA 150+30.26



MARKET AVENUE - NORMAL SECTION  
STA 155+00.00 TO STA 157+76.00

- [K] 12.0' FROM 155+00.00 TO STA 157+70.00  
VARIES FROM 12.0' AT 157+70.00 TO 11.0' AT 157+76.00
- [L] 16.5' FROM 155+00.00 TO STA 155+50.00  
VARIES FROM 16.5' AT 155+50.00 TO 11.0' AT 157+00.00  
11.0' FROM 157+00.61 TO STA 157+76.00
- [M] VARIES FROM 16.5' AT 155+00.00 TO 11.0' AT 157+00.00  
11' FROM STA 157+00.00 TO STA 157+76.00
- [N] VARIES FROM 12.0' AT 155+00.00 TO 11.0' AT 157+67.60  
11.0' FROM 157+67.60 TO STA 157+76.00
- [O] 0.016' FROM 155+00.00 TO STA 157+50.00  
VARIES FROM 0.016' AT 157+50.00 TO EXISTING AT 157+76.00

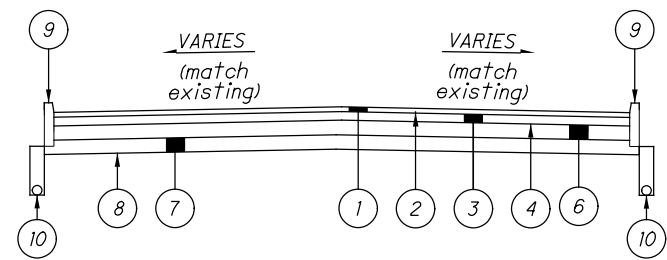
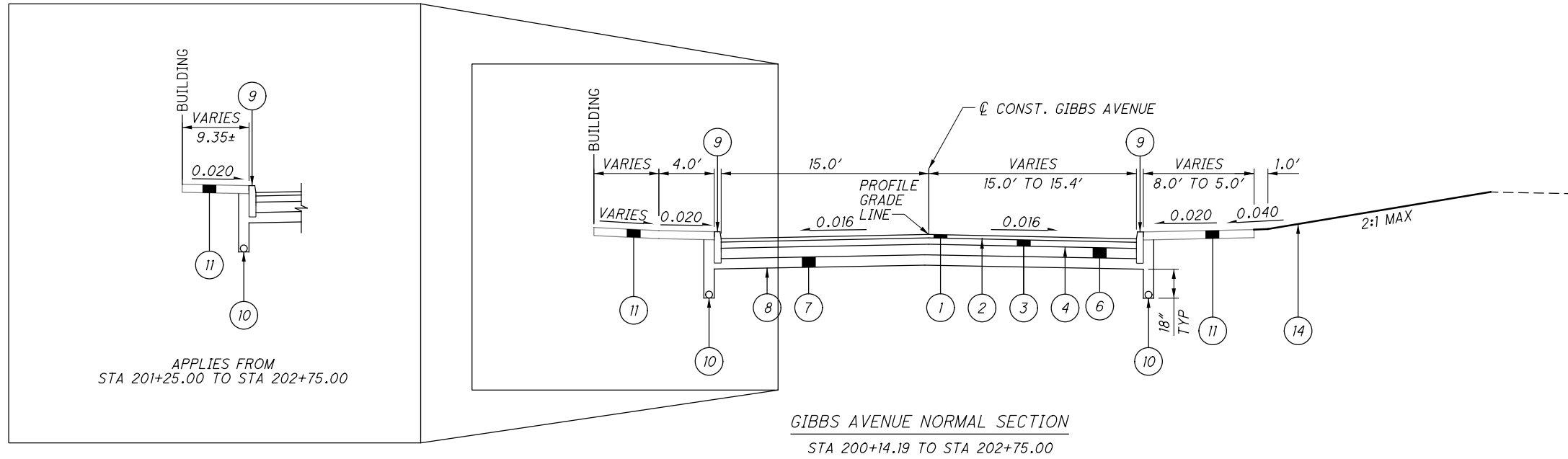


MARKET AVENUE - RESURFACING SECTION  
STA 157+76.00 TO STA 166+79.39

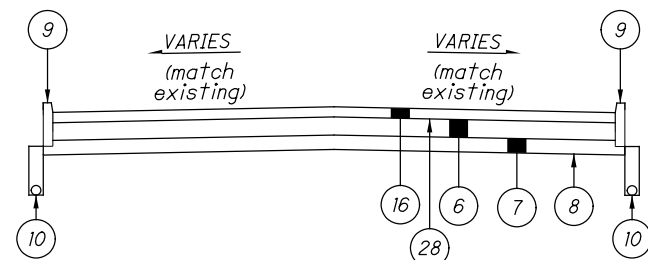
FOR TYPICAL SECTION LEGEND AND NOTES SEE SHEET 6.

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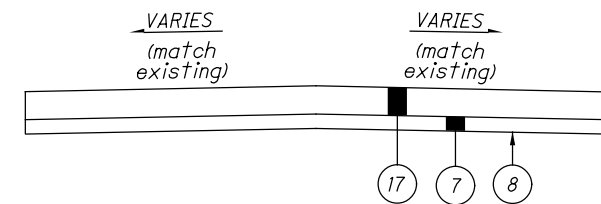
GIBBS AVENUE INTERSECTION WITH 12TH STREET - SEE INTERSECTION DETAIL  
 STA 199+96.43 TO STA 200+14.19



SIDE ROAD PAVEMENT BUILD-UP  
 ALL SIDE ROADS EXCLUDING THE FOLLOWING:  
 MARKET AVE\*  
 PERKINS AVE  
 ARNOLD AVE  
 PIEDMONT AVE NORTH  
 KLINE CT  
 13TH ST



BRICK SIDE ROAD PAVEMENT BUILD-UP  
 PERKINS AVE  
 ARNOLD AVE  
 PIEDMONT AVE NORTH  
 KLINE CT  
 13TH ST



CONCRETE CROSSWALK BUILD-UP

FOR TYPICAL SECTION LEGEND AND NOTES SEE SHEET 6.

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**GENERAL**

**I. PRECONSTRUCTION INCIDENTALS**

**(A) PROJECT SPECIFICATIONS/REQUIREMENTS:**

ALL WORK REQUIRED TO COMPLETE THIS IMPROVEMENT SHALL BE PERFORMED IN ACCORDANCE WITH SPECIFICATIONS/ REQUIREMENTS AND STANDARD CONSTRUCTION DRAWINGS OF THE CITY OF CANTON AND THE LATEST EDITION OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS, EXCEPT AS HEREIN AMENDED. IN THE CASE OF A CONFLICT BETWEEN THE CITY OF CANTON AND THE OHIO DEPARTMENT OF TRANSPORTATION SPECIFICATIONS/ REQUIREMENTS, THE CITY OF CANTON REQUIREMENTS WILL TAKE PRECEDENCE, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

THE CONTRACTOR SHALL COMPLY WITH THE CITY OF CANTON SUPPLEMENTAL SPECIFICATION 01-00 PROJECT DOCUMENTATION AND SUBMITTAL REQUIREMENTS.

**(B) ADMINISTRATIVE REQUIREMENTS:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY COMPLYING WITH ALL THE ADMINISTRATIVE DUTIES HEREIN CONTAINED.

THE CONTRACTOR SHALL DESIGNATE TO THE CITY AN EMPLOYEE RESPONSIBLE FOR CORRESPONDENCE, NOTIFICATIONS, AND SUBMITTALS PERTINENT TO THE PROJECT.

**(C) PRECONSTRUCTION MEETING:**

A PRECONSTRUCTION MEETING WITH THE CONTRACTOR, REPRESENTATIVES OF ALL UTILITY COMPANIES, THE CITY OF CANTON ENGINEERING DEPARTMENT AND THE CITY OF CANTON WATER DEPARTMENT IS REQUIRED FOR THIS PROJECT PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.

IF THE PROPOSED PROJECT LAND-DISTURBANCE AREA IS ONE (1) OR MORE ACRES, A SEPARATE PRE-CONSTRUCTION MEETING IS ALSO REQUIRED. THIS MEETING SHALL OCCUR ON-SITE BETWEEN THE CONTRACTOR AND THE STARK SOIL & WATER CONSERVATION DISTRICT (SWCD). THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING THIS MEETING. NO LAND-DISTURBANCE ACTIVITIES SHALL START UNTIL SAID MEETING HAS OCCURRED AND APPROVAL HAS BEEN GRANTED BY STARK SWCD.

**(D) PROJECT SAFETY:**

THE CONTRACTOR SHALL MAINTAIN A SAFE WORKING ENVIRONMENT AT THE PROJECT SITE AT ALL TIMES. THE CONTRACTOR SHALL PROPERLY SUPPORT AND/OR MAINTAIN ALL EXCAVATIONS PER APPLICABLE SAFETY REQUIREMENTS AND COMPLY WITH ALL O.S.H.A. REGULATIONS. APPROPRIATE BARRICADES, WARNING LIGHTS, SIGNS, FENCING, ETC. SHALL BE ERECTED AROUND THE CONSTRUCTION AREA DURING ALL NON-WORKING HOURS TO ALERT PERSONS OF THE POTENTIAL DANGER ASSOCIATED WITH THE AREA UNDER CONSTRUCTION AS WELL AS TO PREVENT ACCESS BY UNAUTHORIZED PERSONNEL TO THE CONSTRUCTION SITE/AREA. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE SAFETY OF THE GENERAL PUBLIC AS WELL AS ALL CONSTRUCTION PERSONNEL.

PUBLIC STREETS SHALL BE KEPT CLEAN AND FREE OF DEBRIS (MUD, STONE, ETC.) AT ALL TIMES. THE CONTRACTOR SHALL ALERT ALL LOCAL EMERGENCY AGENCIES (FIRE, POLICE, AMBULANCE, ETC.) OF THE NATURE OF THE PROPOSED PROJECT PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES. ACCESS FOR EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES.

**(E) UNDERGROUND UTILITIES:**

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS WERE OBTAINED BY FIELD OBSERVATIONS, FROM EXISTING RECORDS, AND/OR FROM THE OWNERS OF THE RESPECTIVE UTILITIES. THE INFORMATION AS SHOWN IS BELIEVED TO BE CORRECT; HOWEVER, THE COMPLETENESS AND ACCURACY OF THIS INFORMATION CANNOT BE GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT ALL THE VARIOUS UTILITY COMPANIES (PUBLIC AND PRIVATE) TO VERIFY THE EXISTENCE, LIMITS AND/OR LOCATION OF ANY UTILITIES WHICH MAY BE ALONG THE ROUTE OR WITHIN THE VICINITY OF THIS IMPROVEMENT.

**(F) UTILITY NOTIFICATION:**

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING OPERATIONS ON THIS PROJECT, THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER, THE REGISTERED UTILITY PROTECTION AGENCY/SERVICE, AND THE OWNERS OF ANY OTHER UTILITIES (PUBLIC AND/OR PRIVATE) THAT MAY HAVE UTILITY LINES OR FACILITIES WITHIN THE VICINITY OF THIS PROJECT BUT WHO ARE NOT MEMBERS OF THE REGISTERED UTILITY PROTECTION SERVICE. THE OWNERS OF ANY UNDERGROUND UTILITY FACILITY SHALL, WITHIN 48 HOURS AFTER NOTICE IS RECEIVED, EXCLUDING SATURDAYS, SUNDAYS AND OTHER LEGAL HOLIDAYS; STAKE, MARK OR OTHERWISE DESIGNATE THE EXISTENCE AND/OR LOCATION OF THE UNDERGROUND UTILITY FACILITIES IN THE CONSTRUCTION AREA IN SUCH A MANNER AS TO INDICATE THEIR COURSE TOGETHER WITH THE APPROXIMATE DEPTH AT WHICH THEY WERE INSTALLED. THE MARKING AND/OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO WORKING DAYS AHEAD OF THE PLANNED CONSTRUCTION.

**OHIO UTILITIES PROTECTION SERVICE: 1-800-362-2764 (CONTACT NON-MEMBERS DIRECTLY)**

**THE PRIMARY UTILITIES WITHIN THE CITY OF CANTON AREA:**

|   |   |
|---|---|
| NATURAL GAS DIST./TRANS.<br>DOMINION EAST OHIO GAS<br>320 SPRINGSIDE DR.<br>SUITE 320<br>AKRON, OHIO 44333<br>330-664-2529<br>ATTN: DOUG SMITH<br>RELOCATION@DOM.COM<br>EMERGENCY NO.<br>1-800-521-4400 | TELEPHONE<br>AT&T<br>50 WEST BOWER STREET<br>FLOOR 6<br>AKRON, OHIO 44308<br>330-384-3561<br>ATTN: CINDY ZUCHEGMO<br>EMERGENCY NO. - 24 HRS.<br>1-800-572-4545 OPTION#4 |
|---|---|

|   |  |
|---|--|
| COMMUNICATIONS CABLE<br>TIME WARNER CABLE<br>5520 WHIPPLE AVE N.W.<br>NORTH CANTON, OHIO 44720<br>330-494-9200<br>ext. 330-555-3192<br>ATTN: JUSTIN FREUDEMAN | ELECTRIC<br>AMERICAN ELECTRIC POWER<br>301 CLEVELAND AVE. S.W.<br>P.O. BOX 24400<br>CANTON, OHIO 44701-4400<br>330-438-7739<br>ATTN: DWIGHT PARRISH<br>EMERGENCY NO.<br>1-800-672-2017 |
|---|--|

|   |  |
|---|--|
| SANITARY AND STORM SEWER<br>CITY ENGINEER'S OFFICE<br>2436-30TH ST. N.E.<br>CANTON, OHIO 44705<br>330-489-3381<br>ATTN: DAN MOEGLIN | WATER<br>WATER DEPARTMENT<br>2664 HARRISBURG RD. N.E.<br>CANTON, OHIO 44705<br>330-489-3310<br>ATTN: BRENT BURRIER, P.E. |
|---|--|

TRAFFIC SIGNAL & EQUIPMENT  
CITY ENGINEER'S OFFICE  
2436-30TH ST. N.E.  
CANTON, OHIO 44705  
330-489-3381  
ATTN: DOUG SERBAN

THE CITY ENGINEER'S OFFICE IS TO BE CONTACTED DIRECTLY FOR SANITARY AND STORM SEWER AND TRAFFIC SIGNAL AND EQUIPMENT FACILITIES LOCATION: 330-489-3381.

**(G) EXPLORATORY BORINGS:**

EXPLORATORY SOIL BORING INFORMATION IS NOT THE RESPONSIBILITY OF THE CITY OF CANTON. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW ANY AND ALL INFORMATION AVAILABLE. IF THE CONTRACTOR REQUESTS TO DRILL AND OR EXCAVATE WITHIN THE CITY'S R/W, THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AT LEAST 3 WORKING DAYS PRIOR TO THIS WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITY NOTIFICATION, AS SPECIFIED, ALL TRAFFIC CONTROL, PREMIUM BACKFILL, AND COMPACTION AND RESTORATION, AS NECESSARY.

**(H) CONTINGENCY QUANTITIES:**

WHEN SPECIFIED ON PLANS OR SPECIFICATIONS, CONTINGENCY QUANTITIES ARE TO BE PERFORMED ONLY UNDER DIRECTION OF THE CITY ENGINEER. THE CONTRACTOR SHALL NOT ORDER ANY CONTINGENCY MATERIAL OR PERFORM ANY WORK UNTIL DIRECTED BY THE ENGINEER. THE ACTUAL WORK LOCATION AND QUANTITIES FOR SUCH ITEMS SHALL BE DOCUMENTED BY THE CONTRACTOR AND THE ENGINEER.

**II. CONSTRUCTION INCIDENTALS**

**(A) PLAN DISCREPANCIES:**

ANY DISCREPANCIES FROM THE PLAN INFORMATION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER SO THAT THE APPROPRIATE ADJUSTMENTS IN ALIGNMENT AND/OR GRADE MAY BE MADE PRIOR TO THE START OF CONSTRUCTION OR THE CONTINUATION OF THE SAME.

FAILURE BY THE CONTRACTOR TO VERIFY AND/OR DETERMINE EXISTING INFORMATION AS INDICATED WILL RESULT IN THE CONTRACTOR BEING RESPONSIBLE FOR ANY CHANGES NECESSARY TO COMPLETE THE WORK SPECIFIED WITHOUT ADDITIONAL COMPENSATION.

**(B) VERIFICATION OF UNDERGROUND UTILITIES:**

THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THE EXISTENCE AS WELL AS THE ACTUAL LOCATION, ALIGNMENT, AND ELEVATIONS OF ALL EXISTING UTILITIES/FACILITIES WITHIN AND/OR ADJACENT TO THE GENERAL LIMITS OF THESE IMPROVEMENTS INCLUDING WATERLINES, SANITARY AND STORM SEWERS, GAS LINES, COMMUNICATION LINES/BANKS, ELECTRIC LINES, ETC. THIS MAY REQUIRE EXPLORATORY EXCAVATIONS TO BE PERFORMED BY THE CONTRACTOR FOR WHICH HE WILL NOT BE REIMBURSED. THE CONTRACTOR SHALL NOT ASSUME THAT EXISTING UTILITIES/CONDUITS WERE INSTALLED AT TYPICAL/STANDARD DEPTHS OR AT UNIFORM SLOPES/GRADES/DEPTHS BETWEEN ACCESS POINTS (CATCH BASINS, MANHOLES, JUNCTION CHAMBERS, ETC.)

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 INSTALL THE PROPOSED CONDUIT.

**(C) PROTECTION OF UTILITIES:**

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT AND SUPPORT EXISTING UTILITIES ENCOUNTERED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS AS APPROVED BY THE OWNERS OF THE UTILITY AND THE CITY ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE TO CLOSELY COORDINATE THEIR WORK WITH ALL UTILITY COMPANIES; ANY POTENTIAL DELAYS WILL NOT BE THE RESPONSIBILITY OF THE CITY.

THE CONTRACTOR SHOULD EXPECT AT A MINIMUM ONE SANITARY SEWER LATERAL, ONE ROOF DRAIN, ONE WATER SERVICE, AND ONE GAS SERVICE FOR EACH LOT. ANY OF THE ABOVE UTILITIES DAMAGED DUE TO THE CONTRACTOR'S WORK SHALL BE RESTORED TO THE UTILITY OWNER'S SATISFACTION AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIFICATIONS.

**(D) MAINTENANCE OF UTILITY SERVICES:**

THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN UTILITY SERVICES AT ALL TIMES.

WATER SERVICE MAY BE INTERRUPTED FOR LIMITED PERIODS (4 HOURS MAXIMUM) DURING CONNECTION BETWEEN EXISTING WATER LINES AND RELOCATED/NEW WATER MAINS WHICH CANNOT BE COMPLETED OTHERWISE. NO SHUT DOWN SHALL OCCUR WITHOUT WRITTEN PERMISSION OF THE CITY OF CANTON WATER DEPARTMENT. PROPERTY OWNERS AFFECTED BY APPROVED INTERRUPTED SERVICE SHALL BE NOTIFIED 48 HOURS IN ADVANCE BY THE CONTRACTOR.

STORM SEWER AND SANITARY SEWER SERVICES SHALL BE MAINTAINED WITHOUT INTERRUPTION, UNLESS APPROVED BY THE CITY ENGINEER.

IN THE EVENT THAT CONSTRUCTION DISRUPTS THE FLOW OF A SANITARY SEWER, THE CONTRACTOR SHALL IMMEDIATELY RECTIFY THE DISRUPTED SEWER BY EITHER TEMPORARILY FLUMING WITH MATERIALS ACCEPTABLE TO THE ENGINEER OR BYPASSING WITH PUMPS. COST OF MAINTAINING AND REPAIR OF SANITARY SEWERS DISTURBED BY CONSTRUCTION SHALL BE AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIFICATIONS.

**(E) CONSTRUCTION NOISE:**

CONSTRUCTION NOISE ASSOCIATED WITH ANY IMPROVEMENT PROJECT SHALL BE LIMITED TO LEVELS COMMENSURABLE WITH ADJOINING LAND AND THEIR ASSOCIATED USAGE AS DETERMINED BY THE CITY ENGINEER. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, ANY POWER-OPERATED CONSTRUCTION-TYPE DEVICES SHALL NOT BE OPERATED BETWEEN THE HOURS OF 7:00 P.M. AND 7:00 A.M. UNLESS AUTHORIZED BY THE CITY ENGINEER.

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**II. CONSTRUCTION INCIDENTALS (continued)**

**(F) OPEN TRENCH CONSTRUCTION:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EXCAVATION/TRENCHING PRACTICES FOR THE PROPOSED IMPROVEMENT, OR AS FURTHER SHOWN ON THE PLANS AND SPECIFICATIONS.

THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE LOCAL AND STATE SAFETY REGULATIONS, INCLUDING CODE OF FEDERAL REGULATIONS, PART 1926 (SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION), SUBPART P (EXCAVATIONS), FOR ALL APPLICABLE REQUIREMENTS AND RESPONSIBILITIES.

PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER OF THE PROJECT'S ASSIGNED "COMPETENT PERSON" IN OSHA EXCAVATION STANDARDS.

**(G) TRENCH CLOSING AND TEMPORARY TOPPING:**

THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE NECESSARY LEVELS OF PROTECTION AND SAFEGUARDING OF ALL OPEN TRENCHES, WHEN WORK IS EITHER COMPLETED AT THE END OF THE DAY OR SUSPENDED FOR ANY OTHER REASON.

FOR TRENCH SURFACE REQUIREMENTS, REFER TO NOTE 4 ON CITY STANDARD DRAWING NO. 19.

**(H) DUST CONTROL:**

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. REFER TO THE MAINTENANCE OF TRAFFIC PLANS FOR QUANTITIES FOR DUST CONTROL.

**(I) TESTING OF UTILITIES:**

ALL NEWLY CONSTRUCTED WATERLINES AND SANITARY SEWERS (INCLUDING LATERALS) MUST BE INSTALLED AND TESTED IN ACCORDANCE WITH APPLICABLE STANDARDS (AWWA, ETC.) PER THE OHIO ENVIRONMENTAL PROTECTION AGENCY, AND PER THE REQUIREMENTS OF THE CITY OF CANTON WATER AND ENGINEERING DEPARTMENTS.

SANITARY SEWERS SHALL BE TESTED BY CONTRACTOR IN ACCORDANCE WITH THE CITY OF CANTON'S SUPPLEMENTAL SPECIFICATIONS:

**02-00 TESTING FOR EXCESSIVE DEFLECTION FOR NON-PRESSURE THERMOPLASTIC SEWER PIPE.**

**03-00 TESTING PRACTICES FOR LOW-PRESSURE AIR TESTING OF INSTALLED, NON-PRESURE, THERMOPLASTIC SEWER PIPE.**

**04-01 STANDARD TEST METHOD FOR CONCRETE SEWER MANHOLES BY THE NEGATIVE AIR PRESSURE TEST.**

SANITARY AND STORM SEWERS CONSTRUCTED WITH THIS PROJECT SHALL BE TELEVISED BY THE CONTRACTOR ONLY WHEN A PAY ITEM IS PROVIDED IN ACCORDANCE WITH CITY OF CANTON'S SUPPLEMENTAL SPECIFICATION:

**05-01 SEWER TELEVISION INSPECTION AND DOCUMENTATION PROCEDURE.**

**(J) PRESERVATION AND RESTORATION OF DISTURBED FEATURES:**

EXISTING DRIVES, BERMS, LAWNS, PAVEMENTS, CURBS, SIDEWALKS, SIGNS, MAILBOXES, FENCES, RETAINING WALLS, LANDSCAPING ITEMS, OR OTHER APPURTENANCES DISTURBED DURING CONSTRUCTION BUT NOT SPECIFICALLY DESIGNATED FOR REMOVAL/ REPLACEMENT SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE TO A CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO DISTURBANCE AND TO THE COMPLETE SATISFACTION OF THE CITY ENGINEER.

RESTORATION OF EXISTING ROADWAYS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY AND/OR OTHER AGENCIES HAVING AUTHORITY. COST FOR THE RESTORATION OF THESE ITEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, UNLESS OTHERWISE SPECIFIED IN THE PLANS OR SPECIFICATIONS. NO PUBLIC ROADWAY SHALL BE DISTURBED WITHOUT PRIOR WRITTEN APPROVAL FROM THE GOVERNING AGENCY AND ACQUISITION OF NECESSARY PERMITS.

**(K) SALVAGED CASTINGS:**

WHEN DIRECTED BY THE CITY ENGINEER, ALL METAL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED ON SITE OR DELIVERED TO A LOCATION DESIGNATED BY THE CITY ENGINEER.

**(L) PLUG EXISTING CONDUIT:**

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING CONDUIT TO BE ABANDONED.

BULKHEADS SHALL CONSIST OF BRICK AND/OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

EXISTING DRAINAGE CONDUITS SHOWN FOR REMOVAL MAY BE PLUGGED INSTEAD IF APPROVED BY THE ENGINEER.

PAYMENT FOR PLUGGING OF EXISTING CONDUIT FOR ABANDONMENT SHALL BE INCLUDED IN THE UNIT BID OF THE VARIOUS ITEMS OF THE PROJECT.

**(M) CONSTRUCTION LAYOUT:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT UTILIZING PERTINENT PLAN DATA. THE CITY ENGINEER WILL NOT BE RESPONSIBLE FOR STAKING HORIZONTAL OR VERTICAL CONTROL. CONSTRUCTION LAYOUT SHALL BE IN ACCORDANCE WITH ODOT 623 CONSTRUCTION LAYOUT STAKES.

AT THE CITY ENGINEER'S REQUEST, THE CONTRACTOR SHALL MAKE AVAILABLE ALL SURVEY FIELD NOTES FOR REVIEW.

**(N) EXISTING MONUMENTATION:**

THE CONTRACTOR SHALL PRESERVE ALL CORNERSTONES, IRON PINS, CONCRETE MONUMENTS AND/OR ANY TYPE OF LAND MONUMENT. THE CONTRACTOR SHALL HAVE ALL MONUMENTS IN THE PROXIMITY OF THE WORK REFERENCED. THE CONTRACTOR SHALL REPLACE/RESET ANY DISTURBED OR DAMAGED MONUMENTS AND SHALL FURNISH A CERTIFICATION BY A REGISTERED SURVEYOR THAT THE MONUMENTS HAVE BEEN RESTORED.

**(O) ELEVATION DATUM:**

ALL ELEVATIONS ARE BASED ON THE **NAVD 1988 DATUM**

**(P) DEWATERING OPERATIONS:**

WHEN DEEMED NECESSARY, THE CONTRACTOR MAY INSTALL DEWATERING EQUIPMENT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

THE PROPOSED LOCATION OF WELL POINTS, HEADER PIPE, ELECTRICAL DISTRIBUTION, GENERATORS AND DISCHARGE PIPES, ETC. SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS FOR THE INSTALLATION AND SUBSEQUENT REMOVAL OF DEWATERING EQUIPMENT AS WELL AS PROPER WATER DISCHARGE PROCEDURES AS MAY BE REQUIRED PER STATE AND LOCAL GOVERNING AGENCIES.

INSTALLATION OF ALL ELECTRICAL EQUIPMENT, INCLUDING GROUNDING AND PROTECTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR SHALL PROVIDE ALL COMBUSTIBLE ENGINE DRIVEN GENERATORS WITH "HOSPITAL GRADE" MUFFLERS. MUFFLERS SHALL BE RATED, AT A MAXIMUM OF 67 dB AT 23 FEET AWAY RUNNING FULL LOAD.

**(Q) INSPECTION:**

FOLLOWING THE PRE-CONSTRUCTION MEETING(S) AND ESTABLISHMENT OF AN APPROVED SCHEDULE, THE CONTRACTOR SHALL GIVE A MINIMUM 48 HOUR NOTICE BEFORE STARTING ANY WORK ON THIS PROJECT AND SHALL KEEP THE CITY INFORMED OF HIS/HER CONSTRUCTION SCHEDULE. ALL WORK REQUIRED FOR THIS IMPROVEMENT SHALL BE SUBJECT TO INSPECTION BY THE CITY OF CANTON OR THEIR DESIGNATED REPRESENTATIVE. NO WORK SHALL BE PERFORMED WITHOUT AN AUTHORIZED INSPECTOR PRESENT, UNLESS OTHERWISE APPROVED.

**(R) FIELD OFFICE:**

IF A PAY ITEM IS PROVIDED, THE CONTRACTOR SHALL PROVIDE A FIELD OFFICE IN ACCORDANCE WITH ODOT 619. THE FIELD OFFICE SHALL BE TYPE 'C', UNLESS OTHERWISE SPECIFIED.

**III. EARTHWORK/SITE WORK**

**(A) EASEMENTS AND RIGHT-OF-WAY:**

THE CONTRACTOR SHALL STAY WITHIN THE DESIGNATED PROPERTIES, EASEMENTS, AND/OR RIGHT-OF-WAY PROVIDED FOR THE PROJECT AT ALL TIMES. NO MATERIAL SHALL BE STORED NOR ANY WORK PERFORMED ON PRIVATE PROPERTY UNLESS OTHERWISE APPROVED. DISTURBANCE OF EXISTING FEATURES AND/OR IMPROVEMENTS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND AS APPROVED BY THE CITY ENGINEER/PROPERTY OWNER.

**(B) SUITABILITY OF SITE:**

THE CITY OF CANTON SHALL NOT BE RESPONSIBLE FOR THE TYPE AND/OR SUITABILITY OF THE MATERIAL UNDERLYING THE PROJECT SITE. THE CONTRACTOR MUST APPRAISE THEMSELVES OF ANY EXISTING SITE CONDITIONS WHICH MAY AFFECT THEIR BID OR THE PERFORMANCE OF THE REQUIRED WORK. THE CONTRACTOR SHALL PERFORM ANY INVESTIGATIONS AND/OR TESTING NECESSARY TO ADEQUATELY DETERMINE/ESTIMATE TO THEIR SATISFACTION ALL SITE CONDITIONS WHICH COULD AFFECT THE PERFORMANCE OF THE PROPOSED IMPROVEMENTS. THIS COULD INCLUDE, BUT NOT BE LIMITED TO, UNSUITABLE AND/OR UNSTABLE SOIL/SUBSURFACE CONDITIONS, ROCK, WATER (PERCHED OR FREE), SPRINGS, ETC. REFER TO CITY STANDARD DRAWING NO. 19 FOR ADDITIONAL DETAILS.

**(C) REMOVAL/REPLACEMENT OF UNSUITABLE MATERIAL:**

THE DEVELOPER/CONTRACTOR SHALL UNDERCUT AND REPLACE UNSUITABLE MATERIAL ENCOUNTERED DURING INSTALLATION OF THE PROPOSED UTILITIES AND ROADWAY IN ACCORDANCE WITH CITY STANDARD DRAWING NO. 19.

**IV. ROADWAY/PAVEMENT/WALK/CURB**

**(A) PAVEMENT STANDARDS:**

**CITY STANDARD DRAWING NO.:**

**DRIVEWAYS, CURBS, AND PAVEMENT**

- 27 "DRIVE APPROACH WITH LAWNSTRIP BETWEEN SIDEWALK & CURB"
- 28 "DRIVE APPROACH WITH SIDEWALK AGAINST CURB"
- 29 "COMBINED CURB & WALK"
- 30 "CONCRETE CURB AND COMBINED CURB & GUTTER"
- 31 "BRICK PAVEMENT REPAIR & REPLACEMENT OVER TRENCHES/ALONG CURB"
- 32 "TYPICAL SECTION - LOCAL STREET"
- 33 "WHEELCHAIR RAMP"
- 34 "CROSSWALK AND PAVEMENT TRANSITION"

**CITY STREETScape**

- 40 "TYPICAL STREETScape CORRIDOR"
- 41 "ROADWAY BRICK & CROSSWALK PAVEMENT DETAILS"
- 42 "STREETScape CONCRETE WALK PAVEMENT DETAILS"
- 43 "TREE FRAME & GRATE CONSTRUCTION DETAILS"
- 44 "CONCRETE WALK OVER VAULT CONSTRUCTION DETAILS"
- 45 "BRICK WALK OVER VAULT CONSTRUCTION DETAILS"
- 46 " BASEMENT/VAULT ABANDONMENT CONSTRUCTION DETAILS"
- 47 " GATEWAY COLUMN (4FT X 4FT) DETAILS"

**CITY SPECIFICATIONS:**

"CITY OF CANTON SPECIFICATIONS FOR THE CONSTRUCTION, REPAIR, AND REPLACEMENT OF SIDEWALKS, CURBS, AND DRIVEWAYS"

**(B) RESTRICTED WORK SCHEDULE:**

NO CONCRETE FINISH WORK OR PERMANENT ASPHALT SHALL BE PLACED FROM NOVEMBER 15TH TO APRIL 15TH UNLESS WRITTEN APPROVAL IS GRANTED BY THE CITY ENGINEER.

**(C) ASPHALT/CONCRETE:**

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ENGINEER 48 HOURS IN ADVANCE OF BEGINNING WORK WHICH REQUIRES COMPACTION TESTING AND/OR PRE-POUR INSPECTION PRIOR TO PLACEMENT OF ASPHALT OR CONCRETE. WORK SHALL NOT PROCEED UNTIL TESTING AND/OR INSPECTION HAS BEEN COMPLETED AND APPROVED BY THE CITY ENGINEER.

**ITEM 305 - CONCRETE, MISC.: 3" CONCRETE BASE USED UNDER BRICK PAVERS (DRIVES)**

THE CONTRACTOR SHALL USE 3" OF CONCRETE BASE UNDER THE PROPOSED BRICK PAVERS USED FOR DRIVES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE SQUARE YARD PRICE OF ITEM 305- CONCRETE, MISC.: 3" CONCRETE BASE USED UNDER BRICK PAVERS.

**ITEM 608 - 4" OR 5" CONCRETE WALK, AS PER PLAN**

THE EXISTING CONCRETE WALK THAT IS LOCATED ON PERSONAL PROPERTY, OUTSIDE OF THE PROPOSED RIGHT OF WAY, SHALL BE REMOVED PRIOR TO PLACING THE PROPOSED WALK. THE EXCAVATION, FORM PLACEMENT, CONCRETE, AND FINISHING FOR THE CONCRETE WALKS SHALL BE AS PER THE 2013 CONSTRUCTION MATERIAL SPECIFICATIONS SECTION 202 FOR THE WALK REMOVAL AND SECTION 608 FOR THE CONCRETE WALK. PAYMENT FOR THE WALKS SHALL BE FULL COMPENSATION FOR WALK REMOVAL, EXCAVATION, BACKFILL, CONCRETE, CUTTING/SAWING, BASE COURSE MATERIAL, EXPANSION JOINT MATERIALS, AND ANY INCIDENTALS REQUIRED TO COMPLETE THE INSTALLATION AS SPECIFIED. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE SQUARE FOOT PRICE OF ITEM 608- (4" OR 5") CONCRETE WALK, AS PER PLAN.

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GENERAL NOTES

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**IV. ROADWAY/PAVEMENT/WALK/CURB-(continued)**

**ITEM 608 - CONCRETE STEPS, BY TYPE, AS PER PLAN**

THE EXISTING CONCRETE STEPS AND RAILINGS SHALL BE REMOVED PRIOR TO PLACING THE PROPOSED. THE EXCAVATION, FORM PLACEMENT, CONCRETE, FINISHING FOR THE CONCRETE STEPS AND RAILING INSTALLATION SHALL BE AS PER THE 2013 CONSTRUCTION MATERIAL SPECIFICATIONS SECTION 202 FOR THE STEP REMOVALS AND SECTION 608 FOR THE CONCRETE STEPS. PAYMENT FOR THE STEPS SHALL BE FULL COMPENSATION FOR STEP REMOVAL, RAILING REMOVAL, EXCAVATION, BACKFILL, CONCRETE, CUTTING/SAWING, BASE COURSE MATERIAL, EXPANSION JOINT MATERIALS, REINFORCING STEEL, HAND RAILING AND ANY INCIDENTALS REQUIRED TO COMPLETE THE INSTALLATION AS SPECIFIED. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LINEAR FOOT PRICE OF ITEM 608- CONCRETE STEPS, BY TYPE, AS PER PLAN.

**ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: ROADWAY BRICK PAVERS**

THE COST FOR THE ROADWAY BRICK PAVER WORK SHOWN WITHIN THE MAJOR INTERSECTIONS, SHALL INCLUDED THE 77 CU YDS OF COMPACTED SAND BASE AND THE BRICK PAVERS AS DETAILED IN THE CITY OF CANTON STANDARD DRAWING NO. 41. PAYMENT FOR THIS WORK SHALL BE UNDER ITEM 452- NON-REINFORCED CONCRETE PAVEMENT MISC.: ROADWAY BRICK PAVERS.

**V. SANITARY SEWERS/STORM SEWERS**

ALL SANITARY/STORM SEWER CONDUITS AND APPURTENANCES SHALL BE CONSTRUCTED ACCORDING TO APPLICABLE CITY STANDARD DRAWINGS AND SPECIFICATIONS (LISTED BELOW) AND ODOT SPECIFICATIONS EFFECTIVE AT THE TIME OF CONSTRUCTION, UNLESS SPECIFIED OTHERWISE ON THE PLANS. CITY STANDARD DRAWINGS FOR ALL CB-3, CB-3A, AND CB-2-2B CATCH BASINS SHALL SUPERCEDE THE ODOT STANDARD DRAWINGS.

**CITY STANDARD DRAWING NO.:**

- 1 "CURB INLET CATCH BASIN"
- 4 "SQUARE-TOP CATCH BASIN"
- 10 "PRECAST STORM OR SANITARY MANHOLE"
- 11 "OUTSIDE DROP CONNECTION FOR SANITARY MANHOLE"
- 12 "MANHOLE COVER"
- CONDUITS AND TRENCHES
- 18 "HOUSE CONNECTION STACK"
- 19 "UTILITY TRENCH REQUIREMENTS"
- 21 "CONCRETE ENCASEMENT DETAIL"
- 22 "DOWNSPOUT OUTLET (NON-CURBED STREET)"
- 23 "DOWNSPOUT OUTLET (CURBED STREET)"
- 24 "GROUNDWATER DRAIN LINE CONNECTION"

**DRAINAGE CONDUIT CONTINGENCY**

IT MAY BE NECESSARY TO REPLACE PORTIONS OF EXISTING CONDUITS THAT ARE BEING TIED INTO PROPOSED MANHOLES OR CATCH BASINS. IF IT IS DETERMINED BY THE ENGINEER THAT THE EXISTING CONNECTION IS SUBSTANDARD, THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED. IF NECESSARY, CONNECT WITH A MASONRY COLLAR AS PER ODOT, SCD DM-1.1.

|                                |        |
|--------------------------------|--------|
| ITEM 611 - 12" CONDUIT, TYPE B | 100 FT |
| ITEM 611 - 15" CONDUIT, TYPE B | 100 FT |
| ITEM 611 - 18" CONDUIT, TYPE B | 50 FT  |
| ITEM 611 - 24" CONDUIT, TYPE B | 50 FT  |
| ITEM 611 - 60" CONDUIT, TYPE B | 50 FT  |
| ITEM 611 - 72" CONDUIT, TYPE B | 50 FT  |

**SANITARY CONDUIT CONTINGENCY**

IT MAY BE NECESSARY TO REPLACE PORTIONS OF EXISTING SANITARY CONDUITS THAT ARE FOUND TO BE FAILING DURING THE COURSE OF THE PROJECT. IF IT IS DETERMINED BY THE ENGINEER THAT THE EXISTING CONDUIT IS SUBSTANDARD, THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED:

|  |        |
|--|--------|
| ITEM 611 - 8" CONDUIT, TYPE B, 707.33  | 100 FT |
| ITEM 611 - 10" CONDUIT, TYPE B, 707.33 | 100 FT |
| ITEM 611 - 12" CONDUIT, TYPE B, 707.33 | 100 FT |
| ITEM 611 - 15" CONDUIT, TYPE B, 707.33 | 100 FT |

**VI. STORM WATER POLLUTION PREVENTION:**

(A) FOR PROJECTS ONE (1) ACRE OR MORE OF TOTAL LAND-DISTURBANCE:

THE CONTRACTOR SHALL APPLY FOR AND OBTAIN AN OHIO EPA NPDES PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY. SAID PERMIT REQUIRES THE PREPARATION AND IMPLEMENTATION OF A STORM WATER POLLUTION PREVENTION PLAN (SWP3) TO ADDRESS CONSTRUCTION SITE STORM WATER RUNOFF AS WELL AS POST-CONSTRUCTION STORM WATER MANAGEMENT. THE SWP3 MUST BE REVIEWED AND APPROVED BY THE STARK COUNTY SOIL & WATER CONSERVATION DISTRICT (SWCD).

THE CONTRACTOR AND HIS REPRESENTATIVES SHALL COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE PERMIT AS WELL AS THE SWP3. ALL ACTIVITIES AND PRACTICES SHALL ALSO COMPLY WITH THE CURRENT EDITIONS OF THE CITY OF CANTON STORM WATER MANAGEMENT MANUAL AND THE OHIO DEPARTMENT OF NATURAL RESOURCES' RAINWATER AND LAND DEVELOPMENT MANUAL, AS APPLICABLE. SUCH PROJECTS ARE ALSO SUBJECT TO INSPECTION BY THE CITY OF CANTON AND/OR ITS AUTHORIZED REPRESENTATIVES (I.E. STARK SWCD) TO ENSURE COMPLIANCE WITH PERMIT AND SWP3 REQUIREMENTS AND LOCAL STORM WATER QUALITY REGULATIONS.

A PRE-CONSTRUCTION MEETING INITIATED BY THE CONTRACTOR IS REQUIRED ON-SITE WITH THE STARK SWCD PRIOR TO ANY LAND-DISTURBING ACTIVITIES. THE CONTRACTOR SHALL ABIDE BY ALL ORDERS ISSUED BY THE CITY AND/OR STARK SWCD PURSUANT TO INSPECTION OF THE PROJECT SITE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO SUBMIT CO-PERMITTEE APPLICATION TO OHIO EPA PRIOR TO BEGINNING WORK ON THE PROJECT. AS APPLICABLE, THE CONTRACTOR SHALL OBTAIN A COPY OF THE SWP3 AND FAMILIARIZE HIMSELF WITH IT, IMPLEMENTING ALL ITEMS AND ABIDING BY ALL PERMIT REQUIREMENTS AND REGULATIONS.

**VII. TRAFFIC**

(A) MAINTAINING TRAFFIC:

THE CONTRACTOR SHALL MAINTAIN TRAFFIC ADJACENT TO AND THROUGH THE PROJECT AS DESCRIBED BELOW AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE OHIO DEPARTMENT OF TRANSPORTATION MANUAL OF CONSTRUCTION AND MATERIALS SPECIFICATIONS ITEM 614 MAINTAINING TRAFFIC. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL SIGNS, FLAGS, FLAGMEN, WATCHMEN, BARRICADES, SIGN SUPPORTS, CONES, BARRELS, AND INCIDENTALS IN CONFORMANCE WITH THE MOST RECENT REVISIONS OF THE CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. INTERFERENCE WITH VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM AT ALL TIMES. ALL OPEN TRENCHES AND EXCAVATIONS SHALL BE PROTECTED WITH DRUMS, BARRICADES, OR BARRIERS. ACCESS SHALL BE MAINTAINED AT ALL TIMES FOR EMERGENCY AND FIRE DEPARTMENT VEHICLES.

**ANY TEMPORARY ROADWAY CLOSING MUST BE APPROVED IN WRITING BY THE CITY TRAFFIC ENGINEER AND ANY OTHER PUBLIC AGENCY HAVING JURISDICTION. THE CONTRACTOR SHALL NOTIFY THE TRAFFIC ENGINEER AT LEAST 72 HOURS IN ADVANCE OF ANY SUCH CLOSINGS FOR PUBLICATION AND EMERGENCY AGENCY NOTIFICATION.**

**(B) RESIDENTIAL AND BUSINESS AREAS:**

THE CONTRACTOR SHALL MAINTAIN ACCESS TO LOCAL RESIDENCES AND BUSINESSES DURING CONSTRUCTION. IN THE EVENT A DRIVE ACCESS NEEDS TO BE CLOSED, THE CONTRACTOR SHALL GIVE NOTICE OF CLOSURE AND DURATION TO THE PROPERTY OWNER 24 HOURS IN ADVANCE. CONTRACTOR SHALL ARRANGE FOR ALTERNATE PARKING AND REASONABLE ACCESS, INCLUDING THE USE OF HIGH-EARLY STRENGTH CONCRETE, FOR THOSE PROPERTY OWNERS AFFECTED BY DRIVE CLOSURES.

(C) EXISTING STREET NAME AND TRAFFIC CONTROL SIGNS:

WHERE WORK REQUIRES THE MOVEMENT OF EXISTING SIGNS (STOP SIGNS, SPEED LIMIT SIGNS, NO PARKING SIGNS, ETC.). THE CONTRACTOR IS REQUIRED TO MAINTAIN THE FUNCTION OF ALL TRAFFIC CONTROL SIGNS. ALL SIGNS REMOVED BY THE CONTRACTOR SHALL BE STORED ON SITE AND REINSTALLED BY THE CONTRACTOR.

(D) NEW STREET NAME & TRAFFIC CONTROL SIGNS:

ALL STREET NAME AND TRAFFIC CONTROL SIGNS SHALL COME COMPLETE AND BE MADE IN ACCORDANCE WITH THE CITY OF CANTON SIGN AND PAINT DEPARTMENT SPECIFICATIONS. GENERALLY, ALL SIGNS SHALL HAVE HI-INTENSITY SHEETING AND BE MADE WITH .080 50/52 ALUMINUM. STREET NAME SIGNS SHALL BE MADE WITH WHITE UPPER AND LOWER CASE LETTERING ON GREEN BACKGROUND USING 9" BLANKS, BE DOUBLED SIDED W/RADIUS CORNERS AND HAVE 6" NAME AND 3" SUFFIXES. ALL SIGN RELATED HARDWARE IS TO BE INCLUDED, SUCH AS 6" HEAVY DUTY U-CHANNEL CAPS AND STREET NAME CROSSES.

(E) NEW TRAFFIC SIGNALIZATION:

ALL NEW OR MODIFIED TRAFFIC SIGNALIZATION AT INTERSECTIONS SHALL BE IN ACCORDANCE WITH CITY TRAFFIC ENGINEERING TRAFFIC CONTROL GENERAL NOTES AND ODOT SPECIFICATIONS; WITH SPECIAL EMPHASIS ON ODOT ITEMS 625, 632, 633, 732, AND 733 WHICH DEALS WITH TRAFFIC CONTROL.

**VIII. WATER MAIN/SERVICES**

(A) WATER MAINS/SERVICES:

ALL WATER MAINS, SERVICES AND APPURTENANCES SHALL BE DESIGNED AND CONSTRUCTED ACCORDING TO THE CITY OF CANTON WATER DEPARTMENT REQUIREMENTS AND SPECIFICATIONS IN EFFECT AT THE TIME OF CONSTRUCTION. ANY DEVIATION FROM THE PLANS AFFECTING THE WATER SYSTEM MUST BE APPROVED BY THE CANTON WATER DEPARTMENT.

WATER MAINS SHALL BE CLASS 53 (12" AND UNDER) OR CLASS 54 (OVER 12") DUCTILE IRON MEETING AWWA C-151 WITH PUSH JOINTS. THE MINIMUM COVER OVER WATER MAINS SHALL BE 4'-6" FROM GROUND SURFACE TO THE BARREL OF THE PIPE. THE OUTSIDE SURFACE OF ALL DUCTILE IRON PIPE, FITTINGS, AND APPURTENANCES SHALL BE SHOP COATED WITH EITHER A COAL TAR OR ASPHALT BASE BITUMINOUS MATERIAL. IF THE COATING MATERIAL IS FOUND TO BE DAMAGED PRIOR TO THE PIPE TRENCH BEING BACKFILLED, THE CONTRACTOR SHALL PROVIDE AN ADDITIONAL APPROVED MATERIAL AS REQUIRED TO REPAIR THE DAMAGES. THE CONTRACTOR SHALL HAVE SUFFICIENT COATING MATERIAL AVAILABLE AT THE JOB SITE PRIOR TO LAYING THE PIPE. THE INTERIOR OF ALL PIPES AND FITTINGS SHALL BE LINED WITH DOUBLE CEMENT MORTAR AND SEAL COATED IN COMPLETE CONFORMANCE WITH AWWA C-104, OR THE LATEST REVISION. FITTINGS SHALL BE RATED FOR 250 PSI WORKING PRESSURE IN ACCORDANCE WITH AWWA C-153. PIPE LENGTHS MAY BE DEFLECTED AT THE JOINT IF REQUIRED, AT ONE-HALF THE DEGREE RECOMMENDED BY THE MANUFACTURER. DISINFECTION OF WATER MAINS SHALL BE IN ACCORDANCE WITH AWWA C-651. ALL WATER LINE PRESSURE TESTING SHALL CONFORM TO AWWA C-600.

WATER MAINS SHALL BE INSTALLED AND BACKFILLED PER O.D.O.T. ITEM 638. WATERLINES LOCATED WITHIN THE LIMITS OF OR WITHIN A 1/2 TO 1 SLOPE OF EXISTING AND/OR PROPOSED ROADWAYS, PARKING AREAS, BUILDINGS, BUILDINGS, SIDEWALKS, AND/OR DRIVES SHALL BE INSTALLED AS TYPE B CONDUITS. ALL OTHER WATER MAINS MAY BE INSTALLED AS TYPE C CONDUITS. BEDDING SHALL BE AS SPECIFIED, EXCEPT THAT SLAG WILL NOT BE PERMITTED.

ALL BENDS, FITTINGS, TEES, VALVES, DEAD ENDS, ETC. SHALL BE SECURED EQUAL. Poured-in-placed concrete thrust blocks shall also be provided at/for each bend, fittings, tee, dead end, etc. This blocking shall be carefully placed to ensure it is positioned properly to withstand the resultant forces at each bend, fitting, etc. and shall bear on stable undisturbed ground capable of withstanding the potential loading.

IN ADDITION TO THE RESTRAINT OF ALL BENDS, FITTINGS, TEES, VALVES, DEAD END, ETC. THE CONTRACTOR SHALL ALSO SECURE/RESTRAIN ALL JOINTS FOR AT LEAST THREE (3) PIPE JOINTS (50) LF MIN.) ON BOTH SIDES OF EACH DEAD END, BEND, FITTING, VALVE, TEE, ETC. UTILIZING MEGALUGS, FIELD LOK GASKETS, OR APPROVED EQUAL.

THE CONTRACTOR SHALL PROVIDE 18" VERTICAL CLEARANCE BETWEEN PROPOSED WATERLINES AND ANY SANITARY SEWERS. WHEN 18" CLEARANCE BETWEEN A WATERLINE AND SANITARY SEWER CANNOT BE OBTAINED THE CONTRACTOR SHALL PROVIDE CONCRETE ENCASEMENT AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE 12" MINIMUM CLEARANCE BETWEEN WATERLINE AND STORM SEWER. THE CONTRACTOR SHALL MAINTAIN TEN (10) FOOT HORIZONTAL CLEARANCE BETWEEN WATERLINES/SERVICES AND SANITARY SEWERS AND FOUR (4) FOOT HORIZONTAL CLEARANCE BETWEEN WATERLINES/SERVICES AND STORM SEWERS.

THE FIRE HYDRANT SETTING SHALL INCLUDE THE HYDRANT, ANCHOR TEE, VALVE, VALVE BOX, 6 INCH PIPING AND ALL FITTINGS NEEDED FOR PROPER INSTALLATION. FIRE HYDRANTS SHALL BE MUELLER A423 MEETING THE CITY OF CANTON WATER DEPARTMENT STANDARDS AND REQUIREMENTS. ALL COSTS FOR THE 6" PIPING ASSOCIATED WITH THE INSTALLATION OF FIRE HYDRANTS SHALL BE INCLUDED WITH THE FIRE HYDRANT PAY ITEM. ALL HYDRANTS WILL BE INSTALLED WITH THE PUMPER NOZZLE FACING THE STREET.

ALL WATER SERVICES MUST BE INSTALLED BEFORE ANY PAVEMENT FOR THE PROPOSED ROADWAYS HAS BEEN PLACED. CONTRACTOR IS NOT TO MAKE ANY SERVICE TAPS ON THE WATER MAIN. THE CANTON WATER DEPARTMENT WILL MAKE ALL SERVICE TAPS.

THE PROPOSED FACILITIES WILL MAINTAIN A MINIMUM 35 PSI PRESSURE DELIVERED TO THE CURB STOP DURING NORMAL OPERATING CONDITIONS.

THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL, EXCAVATION, BEDDING, BACKFILL AND OTHER ITEMS NECESSARY FOR THE RELOCATION OF THE WATER SERVICES. MATERIAL MAY INCLUDE, BUT NOT BE LIMITED TO, SERVICE SADDLE, CORP STOP, SERVICE LINE AND CURB BOX. THE CITY OF CANTON WATER DEPT. WILL PROVIDE ASSISTANCE AND OVERSIGHT FOR THE INSTALLATION AND CONNECTION OF THE WATER SERVICES.

BOOSTER PUMPS ARE NOT PERMITTED ON SERVICE CONNECTIONS.

ALL DUCTILE IRON PIPE, INCLUDING FITTINGS AND APPURTENANCES BURIED UNDERGROUND, SHALL BE ENCASED WITH 8 MIL POLYETHYLENE FILM CONFORMING TO AWWA C105.

POLYETHYLENE WATER MAIN AND SERVICE TUBING 2" AND UNDER SHALL BE COPPER TUBE SIZE AND MEET STANDARDS ASTM-D2737 PE3408 AND AWWA C906. THE ONLY ACCEPTED TUBING IS CP CHEM PERFORMANCE PIPE DRISCOPEX 5100-ULTRA-LINE.

|  |     |         |     |    |     |
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| CALCULATED   | KOD | CHECKED | RWK |    |     |
| GENERAL NOTES  |     |         |     |    |     |
| STA -12TH STREET   |     |         |     |    |     |
| <table border="1" style="margin: auto;"> <tr><td style="padding: 2px;">17</td></tr> <tr><td style="padding: 2px;">790</td></tr> </table> |     |         |     | 17 | 790 |
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**VIII. WATER MAIN/SERVICES (CONT.)**

**(A) WATER MAINS/SERVICES:**

THE CONTRACTOR SHALL TAKE ANY AND ALL NECESSARY PRECAUTIONS TO PROTECT AND MAINTAIN IN SERVICE, ANY EXISTING WATER MAINS EXPOSED DURING CONSTRUCTION.

ANY WATER SERVICE LINE THAT IS BROKEN, CUT OR OTHERWISE DAMAGED, SHALL BE REPLACED FROM THE CORPORATION STOP TO THE CURB STOP WITH A SINGLE PIECE OF PLASTIC SERVICE LINE (DRISCOPEX). NO SPLICING OF THE SERVICE LINE WILL BE PERMITTED.

SERVICE BRANCHES WILL BE INSTALLED AS PER O.D.O.T ITEM 638.16 WITH THE FOLLOWING EXCEPTIONS:

- 1. WHEN A SERVICE BRANCH IS DISTURBED FOR LOWERING, RAISING, EXTENDING OR SHORTENING ON THE PROPERTY SIDE ON THE SERVICE STOP, IT SHALL BE REPLACED WITH NEW MATERIALS FROM THE CORPORATION STOP TO THE SERVICE STOP.

IN A STREET IMPROVEMENT, NO EXISTING WATER CURB BOX WILL BE LEFT IN THE PAVEMENT, CURB AND GUTTER OR SIDEWALK THE CURB BOX WILL BE MOVED TO A SUITABLE LOCATION DETERMINED BY THE CANTON WATER DEPARTMENT. WHEN THE CURB BOX IS MOVED ALL NEW MATERIAL WILL BE USED FROM THE CORPORATION STOP TO THE CURB STOP WHICH IS A SINGLE PIECE OF PLASTIC SERVICE LINE (DRISCOPEX). THE PLASTIC SERVICE LINE AND CURB STOP SHALL BE 1" MINIMUM WITH REDUCERS WHERE NECESSARY. NO SPLICING OF THE SERVICE LINE WILL BE PERMITTED. A NEW TAP (CORPORATION STOP) AND CURB STOP AND BOX MAY ALSO BE REQUIRED. THE DETERMINATION WILL BE MADE BY THE CANTON WATER DEPARTMENT.

ALL WATER MAINS WILL BE INSTALLED UNDER THE PAVEMENT WITH A MINIMUM OF 3 FEET FROM THE EDGE OF PAVEMENT OR THE CURB AND/OR GUTTER. IN EXISTING STREETS, A SAW CUT WILL BE MADE TO ENSURE A CLEAN EDGE.

WHEN AN EXISTING WATER MAIN MUST BE SHUT DOWN TO PERFORM REQUIRED WORK, THE PROPERTIES TO BE EFFECTED SHALL BE GIVEN A MINIMUM 24 HOUR NOTICE OF SAID SHUT DOWN. THE WORK WILL BE SCHEDULED AND COORDINATED TO MINIMIZE THE TIME THE MAIN IS OUT OF SERVICE.

THE CONTRACTOR SHALL NOTIFY THE CITY 48 HOURS IN ADVANCE OF ANY SHUT DOWN OF AN EXISTING WATER MAIN. THE CONTRACTOR WILL NOT OPERATE ANY VALVES. VALVES WILL BE OPERATED BY CANTON WATER DEPARTMENT PERSONNEL ONLY. VALVES DAMAGED BY THE CONTRACTOR'S OPERATION WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

ALL VALVE BOXES WILL BE ADJUSTED TO FINAL GRADE OF THE PAVEMENT WHEN THE PROJECT IS COMPLETED, PRIOR TO PAVING.

**ITEM 638 - 6" FIRE HYDRANT, AS PER PLAN**

THIS ITEM INCLUDES EXCAVATION AND FURNISHING AND INSTALLING A NEW FIRE HYDRANT COMPLETE WITH PROPER BACKFILLING AS OUTLINED IN THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS AND AS PER THE CANTON WATER WORKS STANDARD CONSTRUCTION DRAWINGS FOR HYDRANT CONNECTIONS AND HYDRANT SETTINGS AND SHALL INCLUDE ALL OTHER INCIDENTAL WORK NECESSARY TO INSTALL A NEW FIRE HYDRANT. THE UNIT PRICE OF EACH FOR ITEM 638 - 6" FIRE HYDRANT, AS PER PLAN SHALL INCLUDE ALL HYDRANT BRANCHES, GATE VALVES AND VALVE BOXES REQUIRED TO COMPLETE THIS WORK.

**ITEM 638 - FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE, AS PER PLAN**

THIS ITEM INCLUDES THE REQUIREMENTS AS OUTLINED IN THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS AND AS PER THE CANTON WATER WORK STANDARDS. IT SHALL ALSO INCLUDE THE ADJUSTMENT OF THE GATE VALVE IF REQUIRED. THE UNIT PRICE OF EACH FOR ITEM 638 - FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE, AS PER PLAN SHALL INCLUDE ALL OTHER INCIDENTAL WORK NECESSARY TO COMPLETE THE INSTALLATION.

**ITEM 638 - WATER WORK, MISC.: SERVICE BOX RELOCATED**

THIS ITEM SHALL INCLUDE RELOCATING AN EXISTING SERVICE BOX LOCATED WITHIN THE EXISTING ROADWAY TO THE WALK AREA AS PER THE CANTON WATER WORKS STANDARD CONSTRUCTION DRAWINGS FOR TYPICAL WATER SERVICE. PAYMENT FOR ITEM 638 - WATER WORKS, MISC.: SERVICE BOX RELOCATED WILL BE PER EACH FOR THE COMPLETE INSTALLATION OF THE SERVICES BOX.

**ITEM 638 - WATERLINE RELOCATION AT STORM CROSSINGS**

CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED IF IT IS DETERMINED THAT THERE IS A CONFLICT BETWEEN THE WATERLINE AND THE PROPOSED STORM CROSSING AT THE FOLLOWING LOCATIONS:

- 12TH ST - STA. 441+96, 6' LT - 84 FT
- 12TH ST - STA. 445+80, 10' RT - 84 FT
- 12TH ST - STA. 448+85, 10' RT - 84 FT
- 12TH ST - STA. 491+38, 10' LT, 5' RT - 84 FT
- 12TH ST - STA. 500+25, 40' LT - 84 FT

ITEM 638 - 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS - 420 FT

AN ADDITIONAL QUANTITY OF:

ITEM 638 - 20" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS - 84 FT

HAS ALSO BEEN CARRIED TO THE GENERAL SUMMARY FOR ANY FIELD ADJUSTMENTS TO THE 20" WATER MAIN THAT MAY BE REQUIRED DURING CONSTRUCTION.

**IX. POST CONSTRUCTION INCIDENTALS**

**(A) AS BUILT DRAWINGS:**

AS-BUILT REPRODUCIBLE MYLARS SHALL BE PROVIDED TO THE CITY OF CANTON BY THE DESIGN ENGINEER AT THE COMPLETION OF THE PROJECT. AS-BUILT INFORMATION CONSISTS OF POST-CONSTRUCTION FIELD SURVEY DATA OF THE LOCATION, FLOWLINE ELEVATIONS, AND TOP-OF-GRATE/RIM ELEVATIONS FOR ALL STORM AND SANITARY STRUCTURES CONSTRUCTED AND/OR IMPACTED BY THE PROJECT.

FOR PRIVATE PROJECTS, THE CONSTRUCTION BOND WILL NOT BE RELEASED UNTIL THE AS-BUILT DRAWINGS HAVE BEEN ACCEPTED.

**(B) PROPOSED MONUMENTATION:**

THE CONTRACTOR'S SURVEYOR SHALL NOTIFY THE CITY ENGINEER IN WRITING UPON THE COMPLETION OF MONUMENTS BEING SET AS PER PLAN OR RECORD PLAT.

**(C) RELEASE OF RETAINER/BONDS:**

PRIOR TO THE RELEASE OF RETAINER/CONSTRUCTION BOND BY THE CITY OF CANTON, THE CONTRACTOR SHALL HAVE COMPLETED THE ENGINEER'S PROJECT PUNCHLIST AND SUBMIT FINAL WAIVER OF LIEN, IN ACCORDANCE WITH CITY SS 01-00.

**ENVIRONMENTAL SITE ASSESSMENT COMMITMENTS**

ENVIRONMENTAL STUDIES HAVE SHOWN THAT THERE IS THE POTENTIAL FOR ENCOUNTERING PETROLEUM CONTAMINATED MATERIAL AT THE FOLLOWING LOCATIONS:

- MONROE MUFFLER 1205 MARKET AVENUE NORTH
- RITE AID PHARMACY 114 12" STREET NW
- BP STATION 1200 MARKET AVENUE NORTH
- AP GAS STATION 903 12" STREET NE

IN THE EVENT PETROLEUM CONTAMINATED SOILS ARE ENCOUNTERED, THE CONTRACTOR SHALL MANAGE THIS MATERIAL ACCORDING TO THE FOLLOWING NOTES. THE ESTIMATED EXCAVATIONS SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS.

ALL MATERIALS EXCAVATED BY THE CONTRACTOR IN THESE AREAS MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL IN A LINED AND COVERED ROLL OFF BOX. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL ON AN IMPERMEABLE MEMBRANE. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOILS FROM COMING IN CONTACT WITH PRECIPITATION AND/OR SURFACE RUNOFF. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED CONTAMINATED SOIL INTO TRUCKS.

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS TO TRANSPORT THE MATERIALS TO A LICENSED AND PERMITTED SOLID WASTE DISPOSAL FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING ANY ADDITIONAL SAMPLING AND ANALYSIS OF THIS MATERIAL.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY HANDLE, STORE (IF NECESSARY), TEST FOR DISPOSAL, AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS, APPROVALS, OR FEES WITHIN THE LIMITS IDENTIFIED ABOVE. PAYMENT FOR SUCH WORK SHALL BE MADE AT THE CONTRACT PRICE PER TON.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTE ABOVE:

ITEM 690 SPECIAL WORK INVOLVING PETROLEUM CONTAMINATED SOIL 5 TON.

PHASE II ENVIRONMENTAL SITE ASSESSMENTS HAVE BEEN COMPLETED FOR THE FOLLOWING PARCELS AND ARE AVAILABLE FOR REVIEW AT THE CANTON CITY ENGINEER'S OFFICE:

- KANAM'S LOUNGE - 1133 FULTON ROAD N.W.
- CIRCLE K STATION - 1212 12TH STREET N.W.
- T&L PEST CONTROL - 700 12TH STREET N.W.
- YOUR PIZZA SHOP - 420 12TH STREET N.W.
- C&W AUTOMOTIVE - 612 12TH STREET N.E.
- FAMILY DOLLAR STORE - 1207 12TH STREET N.W.
- SHORB DRIVE-THRU - 829 12TH STREET N.W.
- MCDONALD PLUMBING AND HEATING - 11011 12TH STREET N.E.

**IDENTIFIED SECTION 4(F) PROPERTIES COMMITMENTS**

AREAS DISTURBED BY CONSTRUCTION WILL BE RESTORED AND SEEDED TO MATCH PRE-CONSTRUCTION CONDITIONS.

ACCESS WILL BE MAINTAINED TO BOTH THE NIMISILLA PARK AND COOK PARK ENTRANCES ON 12TH STREET/MAHONING AVENUE, INCLUDING THEIR ASSOCIATED RECREATIONAL FACILITIES, DURING CONSTRUCTION.

ANY TREES/SHRUBS THAT NEED TO BE REMOVED WILL BE REPLACED TO AN AREA WITHIN THE PARK BOUNDARIES AS DETERMINED BY THE CITY OF CANTON PARKS DEPARTMENT. IN NIMISILLA PARK, THREE TREES WILL BE REMOVED WITH SEVEN NEW TREES PLANTED TO REPLACE THEM. IN COOK PARK, NO TREES WILL BE REMOVED AND NINE NEW TREES WILL BE PLANTED.

THE LOCATIONS OF THE SIXTEEN TREES TO BE PLANTED WILL BE DETERMINED BY THE CITY OF CANTON PARKS DEPARTMENT. EIGHT TREES WILL BE THE SPECIFIED MAPLES AND EIGHT TREES WILL BE THE SPECIFIED SCHUBERT CHERRY. THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

- DECIDUOUS TREE, 2" CALIPER (SUN VALLEY MAPLE) 8 EACH
- DECIDUOUS TREE, 2" CALIPER (SCHUBERT CHERRY) 8 EACH

THE EXISTING PARK SIGNAGE, INCLUDING ASSOCIATED UTILITIES, WILL BE RELOCATED TO AN AREA WITHIN PARK BOUNDARIES DETERMINED BY THE CITY OF CANTON PARKS DEPARTMENT.

**PERMITS, STORM WATER PERMITS COMMITMENTS**

A NOTICE OF INTENT WILL BE SUBMITTED TO THE OHIO EPA FOR COVERAGE UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER CONSTRUCTION GENERAL PERMIT BECAUSE THE PROJECT WILL DISTURB GREATER THAN 1 ACRE OF EARTHEN AREA.

**PERMITS, FLOODPLAINS COMMITMENTS**

ALL IDENTIFIED LOCALLY ENFORCED FLOOD DAMAGE REDUCTION STANDARDS AND FLOOD PLAIN MANAGEMENT PROGRAM REQUIREMENTS SHALL BE SATISFIED PRIOR TO CONSTRUCTION OF THE PROJECT.

CALCULATED  
KOD  
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**GENERAL NOTES**  
  
**STA - 12TH STREET**  
  
18  
790

**IX. MISCELLANEOUS GENERAL NOTES**

**ROUNDING**

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

**WORK LIMITS**

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

**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 604 OF THE SPECIFICATIONS AND THE CITY OF CANTON STANDARD DRAWINGS 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.

ITEM 611 - 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.

**RAILROAD FLANGWAY FILLER**

ALL EXISTING RAILROAD TRACKS WITHIN THE PROJECT LIMITS SHALL BE LINED WITH COMPRESSIBLE FLANGWAY FILLER AT ROAD CROSSINGS, EXTENDING 5' BEHIND THE PROPOSED OUTER EDGES OF SIDEWALK. ALL MATERIAL 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.

ITEM 900 - SPECIAL, RAIL ITEM, MISC.: COMPRESSIBLE FLANGWAY FILLER 200 FEET.

**CLEARING AND GRUBBING**

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID ITEM 201 - CLEARING AND GRUBBING. SOME TREES MARKED FOR REMOVAL MAY HAVE ALREADY BEEN CUT DOWN, IN WHICH CASE THE CONTRACTOR SHALL REMOVE THE REMAINING STUMP.

**RETAINING WALLS**

IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOT DISTURB EXISTING RETAINING/LANDSCAPING WALLS DURING CONSTRUCTION ACTIVITIES. THE PLANS INDICATE THE LOCATION AND TYPE OF WALLS AND THE CONTRACTOR SHALL PROTECT, SUPPORT, REINFORCE, ETC. AS NECESSARY DURING CONSTRUCTION ACTIVITIES TO INSURE THE WALLS REMAIN IN ORIGINAL CONDITION AND LOCATION. ANY WALLS DESIGNATED AS "DO NOT DISTURB" WHICH ARE DAMAGED DURING CONSTRUCTION ACTIVITIES WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE CITY.

**REMOVAL AND RECONSTRUCTION**

FOR THOSE LOCATIONS WHICH WILL REQUIRE REMOVAL AND REBUILDING OF THE EXISTING WALL, THE CONTRACTOR SHALL CAREFULLY DISASSEMBLE THE EXISTING WALL, STOCKPILE THE MATERIAL AND REASSEMBLE THE WALL TO THE SATISFACTION OF THE CITY.

THE FOLLOWING LOCATIONS AND RESPECTIVE WALL TYPES HAVE BEEN ESTABLISHED AS REQUIRING REMOVAL AND REBUILDING:

| STA. LOCATION    | SIDE  | TYPE  | REMOVAL LENGTH (FT.) | REBUILD LENGTH (FT.) |
|------------------|-------|-------|----------------------|----------------------|
| 445+64 TO 445+78 | LEFT  | BLOCK | 22                   | 19                   |
| 465+39           | RIGHT | BLOCK | 5                    | 5                    |
| 487+26 TO 487+49 | RIGHT | BLOCK | 24                   | 24                   |

A LUMP SUM QUANTITY FOR ITEM 610 - SPECIAL RETAINING WALL, MISC.: REMOVAL AND RECONSTRUCTION, HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE REMOVAL OF THE EXISTING RETAINING WALLS LISTED ABOVE.

**REMOVAL AND REPLACEMENT**

FOR THOSE LOCATIONS WHICH WILL REQUIRE REMOVAL AND REPLACEMENT OF THE EXISTING WALL, THE CONTRACTOR SHALL CAREFULLY CUT THE WALL, REMOVE THE APPROPRIATE PORTION AND DISPOSE OF THE MATERIAL. THE WALL WILL BE REPLACED USING NEW MATERIALS TO MEET THE PROPOSED CONDITIONS TO THE SATISFACTION OF THE CITY.

THE FOLLOWING LOCATIONS AND RESPECTIVE WALL TYPES HAVE BEEN ESTABLISHED AS REQUIRING REMOVAL AND REPLACEMENT:

| STA. LOCATION | SIDE  | TYPE     | REMOVAL LENGTH (FT.) | REPLACE LENGTH (FT.) |
|---------------|-------|----------|----------------------|----------------------|
| 443+64        | LEFT  | BRICK    | 18                   | 17                   |
| 443+77        | LEFT  | BRICK    | 10                   | 9                    |
| 447+19        | LEFT  | CONCRETE | 31                   | 30                   |
| 448+01        | RIGHT | BLOCK    | 8                    | 3                    |
| 454+62        | LEFT  | CONCRETE | 11                   | 11                   |
| 464+89        | RIGHT | CONCRETE | 14                   | 10                   |
| 514+43        | RIGHT | BLOCK    | 8                    | 7                    |
| 515+70        | RIGHT | BLOCK    | 7                    | 5                    |
| 151+73        | LEFT  | BRICK    | 23                   | 6                    |
| 156+20        | LEFT  | BLOCK    | 21                   | 14                   |

A LUMP SUM QUANTITY FOR ITEM 610 - SPECIAL RETAINING WALL, MISC.: REMOVAL AND REPLACEMENT, HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE REMOVAL OF THE EXISTING RETAINING WALLS LISTED ABOVE.

**NEW RETAINING WALL CONSTRUCTION**

THE FOLLOWING LOCATIONS HAVE BEEN ESTABLISHED AS REQUIRING WALLS:

| STA. LOCATION    | SIDE  | TYPE     | PROPOSED LENGTH (FT.) |
|------------------|-------|----------|-----------------------|
| 443+38 TO 443+59 | LEFT  | MODULAR  | 21                    |
| 443+79 TO 444+63 | LEFT  | MODULAR  | 84                    |
| 443+83 TO 444+48 | RIGHT | MODULAR  | 65                    |
| 444+54 TO 444+91 | RIGHT | MODULAR  | 37                    |
| 460+41 TO 460+57 | RIGHT | MODULAR  | 19                    |
| 460+64 TO 461+18 | RIGHT | MODULAR  | 54                    |
| 461+27 TO 461+44 | RIGHT | MODULAR  | 26                    |
| 494+35 TO 496+69 | RIGHT | CONCRETE | 235                   |
| 499+52 TO 499+72 | LEFT  | MODULAR  | 27                    |
| 500+75 TO 502+00 | LEFT  | MODULAR  | 125                   |
| 502+05 TO 502+25 | LEFT  | MODULAR  | 20                    |
| 530+70 TO 530+98 | LEFT  | MODULAR  | 27                    |
| 531+02 TO 531+47 | LEFT  | MODULAR  | 45                    |
| 531+52 TO 531+86 | LEFT  | MODULAR  | 38                    |
| 532+28 TO 532+71 | LEFT  | MODULAR  | 42                    |
| 532+75 TO 533+33 | LEFT  | MODULAR  | 58                    |
| 533+39 TO 533+75 | LEFT  | MODULAR  | 36                    |

A QUANTITY OF 959 FEET OF ITEM 610 - SPECIAL RETAINING WALL, MISC.: NEW RETAINING WALL CONSTRUCTION, HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE REMOVAL OF THE EXISTING RETAINING WALLS LISTED ABOVE.

**REMOVAL**

FOR THOSE LOCATIONS WHICH WILL REQUIRE REMOVAL OF THE EXISTING WALL, THE CONTRACTOR SHALL REMOVE THE WALL AND DISPOSE OF THE MATERIAL. IF ONLY PART OF THE WALL IS TO BE REMOVED, THE CONTRACTOR SHALL CAREFULLY CUT THE WALL, REMOVE THE APPROPRIATE PORTION AND DISPOSE OF THE MATERIAL.

THE FOLLOWING LOCATIONS AND RESPECTIVES HAVE BEEN ESTABLISHED AS REQUIRING WALL REMOVAL:

| STA. LOCATION             | SIDE  | TYPE     | REMOVAL LENGTH (FT.) |
|---------------------------|-------|----------|----------------------|
| 442+17 TO 442+74          | LEFT  | BLOCK    | 57                   |
| 443+25                    | RIGHT | WOOD     | 4                    |
| 443+25                    | RIGHT | BLOCK    | 8                    |
| 445+35 TO 445+66          | LEFT  | BLOCK    | 72                   |
| 445+80 TO 445+92          | LEFT  | BLOCK    | 12                   |
| 445+99 TO 446+07          | LEFT  | BLOCK    | 11                   |
| 448+89                    | RIGHT | CONCRETE | 8                    |
| 449+00                    | RIGHT | CONCRETE | 8                    |
| 453+22                    | LEFT  | CONCRETE | 9                    |
| 467+36                    | RIGHT | BLOCK    | 8                    |
| 468+75                    | RIGHT | WOOD     | 1                    |
| 473+95                    | RIGHT | CONCRETE | 2                    |
| 503+87 TO 503+93          | LEFT  | BLOCK    | 11                   |
| 512+60                    | RIGHT | CONCRETE | 11                   |
| 516+59                    | RIGHT | BLOCK    | 6                    |
| 531+85                    | RIGHT | BLOCK    | 8                    |
| 540+16                    | LEFT  | CONCRETE | 20                   |
| 540+77                    | LEFT  | CONCRETE | 7                    |
| 156+20                    | LEFT  | BLOCK    | 8                    |
| 246+29 TO 247+33 (O'JAYS) | RIGHT | CONCRETE | 103                  |

A QUANTITY OF 374 FEET OF ITEM 610 - SPECIAL RETAINING WALL, MISC.: WALL REMOVAL, HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE REMOVAL OF THE EXISTING RETAINING WALLS LISTED ABOVE.

**ITEM 625- LIGHTING, MISC.: REMOVAL OF LIGHT POLE AND /OR WOOD POLE**

THE EXISTING LIGHT POLES OR WOOD POLES SHOWN FOR REMOVAL ON THE PLANS SHALL BE REMOVED, INCLUDING FOUNDATIONS, BASED UPON THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS SECTION 625.21. THE CONTRACTOR SHALL MAKE SURE THAT THE CITY OF CANTON HAS EITHER DISCONNECTED OR REMOVED THE EXISTING AERIAL FIBER OPTIC CABLE PRIOR TO REMOVING THE POLES. THE CONTRACTOR SHALL COORDINATE THE POLE REMOVALS WITH THE CITY PRIOR TO BEGINNING THIS WORK. THE METAL (NON-DECORATIVE) POLES SHALL BE DELIVERED TO AEP. THE CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH AEP FOR THE DELIVERY OF THE METAL POLES. ALL LABOR EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE THE POLES, AND PROPERLY DISPOSE OF ALL THE POLES, BRACKET ARMS, AND POWER SERVICE EQUIPMENT IN ORDER TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE OF EACH FOR ITEM 625 - LIGHTING, MISC.: REMOVAL OF LIGHT POLE AND /OR WOOD POLE.

**ITEM 202 - REMOVAL MISC.: BOLLARD**

THE CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE THE EXISTING BOLLARD AS SHOWN ON THE PLANS AND DISPOSE OF ALL MATERIALS PROPERLY. PAYMENT FOR ITEM 202 - REMOVAL MISC.: BOLLARD SHALL BE PER EACH.

**ITEM 202 - REMOVAL MISC.: TRENCH DRAIN**

THE CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE THE EXISTING TRENCH DRAIN AND PLUG THE CONDUIT. ALL MATERIALS SHALL BE PROPERLY DISPOSED OF AND THE EXISTING TRENCH AREA SHALL BE FILLED WITH ASPHALT. PAYMENT FOR ITEM 202 - REMOVAL MISC.: TRENCH DRAIN WILL BE PER FOOT OF TRENCH DRAIN REMOVED, PLUGGED AND FILLED WITH ASPHALT.

**REUSE OF EXISTING BRICK DRIVEWAY PAVERS**

THE CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE AND REUSE THE EXISTING DRIVEWAY BRICK PAVERS FOR DRIVE DR-6 LOCATED AT STATION 443+61.39. PAYMENT FOR THE REMOVAL AND REUSE SHALL BE INCLUDED IN THE COST OF THE NEW DRIVE CONSTRUCTION.

**ITEM 609 - SPECIAL - CONCRETE PARKING BLOCK**

THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL CONCRETE PARKING BLOCKS IN THE LOCATIONS AS SHOWN IN THE PLANS. PAYMENT FOR ITEM 609 - CURB MISC.: PARKING BLOCKS, WILL BE FOR EACH PARKING BLOCK INSTALLED. THE FOLLOWING LOCATIONS REQUIRE PARKING BLOCKS. THE QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

STATION 491+30 TO STATION 496+50 - 24 EACH

**ITEM 609 - CURB, MISC.: QUICK KURB MEDIAN**

THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL QUICK KURB MEDIAN OR AN APPROVED EQUAL AT THE FOLLOWING LOCATIONS:

STA. 470+75.00 TO STA. 472+00.00  
 STA. 477+72.00 TO STA. 479+50.00  
 STA. 517+61.11 TO STA. 518+65.00

PAYMENT FOR THE MEDIAN AND INSTALLATION WILL BE INCLUDED IN THE UNIT PRICE BID OF ITEM 609 - CURB, MISC.: QUICK KURB MEDIAN. A QUANTITY OF 417 FEET HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS PURPOSE.

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**GENERAL NOTES**  
**STA - 12TH STREET**  
 19  
 790

**ROOF DRAINS**

THE FOLLOWING LOCATIONS ON THE PLAN REQUIRE ROOF DRAINS AS PER CITY STANDARD NO. 23:

| STA           | TYPE       | 3" CONDUIT | 4" CONDUIT |
|---------------|------------|------------|------------|
| 442+55 LT     | TO CB D8   | 0 FT       | 24 FT      |
| 444+27 LT     | CURB       | 9 FT       | 10 FT      |
| 446+22 RT     | CURB       | 9 FT       | 14 FT      |
| 446+68 RT     | CURB       | 9 FT       | 11 FT      |
| 447+58 LT     | CURB       | 9 FT       | 15 FT      |
| 448+90 LT     | TO CB D17  | 0 FT       | 16 FT      |
| 449+08 LT     | CURB       | 9 FT       | 7 FT       |
| 468+71 RT     | CURB       | 9 FT       | 0 FT       |
| 471+56 RT     | CURB       | 9 FT       | 2 FT       |
| 483+43 LT     | CURB       | 9 FT       | 5 FT       |
| 484+94 LT     | CURB       | 9 FT       | 1 FT       |
| 485+39/+55 LT | TO CB D80  | 0 FT       | 65 FT      |
| 491+87 LT     | CURB       | 9 FT       | 4 FT       |
| 505+57 LT     | TO CB D161 | 0 FT       | 19 FT      |
| 506+54 LT     | TO CB D164 | 0 FT       | 21 FT      |
| 507+46 LT     | CURB       | 9 FT       | 12 FT      |
| 508+18 RT     | CURB       | 9 FT       | 2 FT       |
| 512+17 RT     | CURB       | 9 FT       | 0 FT       |
| 517+43 LT     | CURB       | 9 FT       | 2 FT       |
| 518+89 RT     | CURB       | 9 FT       | 7 FT       |
| 519+31 RT     | CURB       | 9 FT       | 6 FT       |

|                    |        |        |
|--------------------|--------|--------|
| TOTAL              | 144 FT | 243 FT |
| CONTINGENCY        | 50 FT  | 50 FT  |
| TO GENERAL SUMMARY | 194 FT | 293 FT |

THE CONDUIT SHALL INCLUDE ALL NECESSARY TEES, COUPLERS, REDUCERS, BENDS AND INCIDENTALS REQUIRED TO CONFORM TO CITY STANDARD NO. 23 AND TO OUTLET ROOF DRAIN WITH THE MOST DIRECT AND UNOBSTRUCTED PATH.

THE ABOVE SHALL BE PAID FOR AS:

ITEM 611 - 4" CONDUIT, TYPE E, 707.43 OR 707.45, AS PER PLAN

A CONTINGENCY QUANTITY IS INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER FOR UNRECORDED ROOF DRAINS.

**ITEM 611-MANHOLE RECONSTRUCT TO GRADE, AS PER PLAN**

THE MANHOLE DESIGNATED AS D-144, AT APPROXIMATE STATION 482+03, 6.6' RT IS PAVED OVER AND SHALL BE RECONSTRUCTED TO GRADE. THE TOP OF CASTING ELEVATION SHOULD BE DETERMINED IN THE FIELD. IF THE CASTING IS NOT SALVAGEABLE, REPLACE WITH CITY STANDARD NO. 12.

**ITEM 611-MANHOLE RECONSTRUCT TO GRADE, AS PER PLAN**

THE MANHOLE DESIGNATED AS D-179, AT STA 518+10.69, 26.79' LT IS WELDED SHUT. THE MANHOLE CASTING SHALL BE RETURNED TO WORKING CONDITION AND IF IT IS NOT SALVAGEABLE, REPLACE WITH CITY STANDARD NO. 12.

THE PROPOSED 18" PIPE FROM D-179 TO D-180 SHALL HAVE A POSITIVE SLOPE.

**ITEM 253 - PAVEMENT REPAIR**

DUE TO GRADING CHANGES AND THE PROPOSED SIDEWALK CONSTRUCTION, EXISTING PARKING LOTS WILL BE DISTURBED AND WILL REQUIRE RESTORATION WORK. THE WORK WILL CONSIST OF REMOVING EXISTING ASPHALT CONCRETE, BRICK, PORTLAND CEMENT CONCRETE, OR AGGREGATE PAVEMENT COURSES; SHAPING AND COMPACTING THE EXPOSED MATERIAL; AND PLACING NEW NON-REINFORCED CONCRETE PAVEMENT, ASPHALT CONCRETE PAVEMENT OR AGGREGATE PAVEMENT COURSES. THE REMOVAL AND REPLACEMENT OF THE PARKING LOT AREAS WILL BE PER THE CONSTRUCTION AND MATERIAL SPECIFICATION FOR ITEM 253- PAVEMENT REPAIR. THE PLANS SHOW THE DESIGNATED AREAS WHICH WILL REQUIRE REPAIR WORK AND TYPICAL SECTIONS FOR CONCRETE, ASPHALT AND GRAVEL REPLACEMENT. FOR ESTIMATING PURPOSES THE FOLLOWING ITEMIZED QUANTITIES HAVE BEEN PROVIDED FOR THE COMPLETION OF THIS WORK:

|  |              |
|--|--------------|
| ITEM 204-SUBGRADE COMPACTION   | 753 SQ. YD.  |
| ITEM 204-PROOF ROLLING   | 1 HOURS      |
| ITEM 254-PAVEMENT PLANNING   |              |
| ASPHALT CONCRETE   | 1504 SQ. YD. |
| ITEM 407-TACK COAT FOR INTERMEDIATE COURSE                                 | 61 GAL.      |
| ITEM 411-STABILIZED CRUSHED AGGREGATE                                      | 114 CU. YD.  |
| ITEM 448-ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28 (DRIVEWAYS) | 63 CU. YD.   |
| ITEM 424-0.75" FINE GRADED POLYMER ASPHALT, TYPE A                         | 32 CU. YD.   |
| ITEM 452- 7" NON -REINFORCED CONCRETE PAVEMENT                             | 345 SQ. YD.  |

PAYMENT IS FULL COMPENSATION FOR FURNISHING ALL MATERIALS, INCLUDING AEROSOL SPRAY PAINT AS DESCRIBED IN CMS ITEM 253 AND REPLACEMENT AND RESTORATION MATERIALS; CUTTING, REMOVING, AND DISPOSING OF EXISTING PAVEMENT ACCORDING TO CMS 202; SHAPING AND COMPACTING THE EXPOSED UNDERLYING MATERIAL; PLACING NEW PAVEMENT; AND RESTORING THE AREAS DISTURBED. PAYMENT FOR ALL LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN EITHER THE SQUARE YARD OR CUBIC YARD BID FOR ITEM 253-PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

|                           |             |
|---------------------------|-------------|
| ITEM 253- PAVEMENT REPAIR | 345 SQ. YD. |
| ITEM 253- PAVEMENT REPAIR | 136 CU. YD. |

**ITEM 611 - 12" CONDUIT, TYPE B, AS PER PLAN D-89**

THE EXISTING 12" PVC CONDUIT DRAINING TO THE EXISTING CB AT STA 489+12, 20.96' RT SHALL BE REPLACED IN KIND WITH THE ADDITION OF A 45°ELBOW TO DRAIN TO CB D-89. THE CATCH BASIN SHOWN SHALL BE A ODOT STANDARD CB NO. 6. A QUANTITY OF 8' OF ITEM 611 - 12" CONDUIT, TYPE B, AS PER PLAN HAS BEEN SHOWN ON THE SUBSUMMARY AND INCLUDES THE 45°ELBOW AND THE CATCH BASIN NUMBER 6.

**ITEM 611 - CATCH BASIN, MISC: CANTON STD. NO. 4, AS PER PLAN**

DUE TO THE SHALLOW DEPTH REQUIRED, THIS CATCH BASIN IS BEING USED IN LIEU OF A MANHOLE. THE GRATE SHALL BE REPLACED WITH A SOLID CASTING AND PLACED FLUSH WITH THE SURROUNDING PAVEMENT.

**LIMITATION OF WORK WITHIN TEMPORARY EASEMENTS**

THE CONTRACTOR SHALL BE LIMITED TO 30 OR 60 CALENDAR DAYS, WHEN WORKING IN THE FOLLOWING TEMPORARY EASEMENTS LISTED BELOW. THE 30/60 DAYS BEGINS THE FIRST DAY OF DISTURBANCE WITHIN THE TEMPORARY AREA AND ENDS ONCE THE WORK HAS BEEN COMPLETED. IF THE CONTRACTOR EXCEEDS THE 30/60 DAY LIMITATION THEN THEY SHALL BE FINED \$500.00/DAY FOR EVERYDAY OVER THE 30 CALENDAR DAYS.

PARCELS WITH 30 DAY LIMITATIONS:  
PARCEL - 1, 4, 7, 50, 77, 90, 96, 115, 118, 121, 130, 142, 160, 237

PARCELS WITH 60 DAY LIMITATIONS:  
PARCEL - 45, 105, 107, 243

CONTRACTORS MUST STAGE AND PERFORM WORK SUCH THAT ALL PROJECT RELATED WORK ON A TEMPORARY EASEMENT IS COMPLETED WITH 24 MONTHS FROM THE FIRST DAY OF WORK ON THE SAME TEMPORARY EASEMENT.

**ITEM 608 - CURB RAMP, TYPE B2, AS PER PLAN**

THE CURB RAMPS AT THESE LOCATIONS SHALL HAVE A CURBED SECTION BEHIND THE DRAINAGE STRUCTURE TO ALLOW FOR PLACEMENT OF THE CASTING.

**ITEM 608 - CURB RAMP, TYPE B3, AS PER PLAN**

THE CURB RAMPS AT THESE LOCATIONS SHALL HAVE A 5 FT OR 7 FT LANDING (AS SHOWN IN THE PLANS) IN THE PERPENDICULAR DIRECTION OF THE CROSSWALK.

**ITEM 608 - CURB RAMP, MISC.: BIKE ONLY**

THE CURB RAMPS AT THE FOLLOWING LOCATIONS ARE INTENDED FOR BIKE USE ONLY AND MAY BE AS STEEP AS 8:1. THE TRUNCATED DOMES SHALL BE PLACED AT THE TOP OF THE RAMP TO DISCOURAGE PEDESTRIAN TRAFFIC.

STA 535+36.11 LT TO STA 535+58.50 LT - 41.7 SQ FT  
STA 538+76.90 RT TO STA 535+83.85 RT - 26.5 SQ FT  
STA 539+49.63 LT (RA) TO STA 539+58.43 LT (RA) - 58.4 SQ FT  
STA 544+90.29 RT TO STA 545+00.50 RT - TYPE B3 - 47.3 SQ FT  
STA 544+90.00 LT TO STA 544+99.99 LT - TYPE B3 - 50.3 SQ FT

A TOTAL QUANTITY OF 224.2 SQ FT HAS CARRIED TO THE GENERAL SUMMARY FOR ITEM 608 - CURB RAMP, MISC.: BIKE ONLY.

**ITEM 611 - CONDUIT, MISC.: CLEVELAND AVENUE UTILITIES**

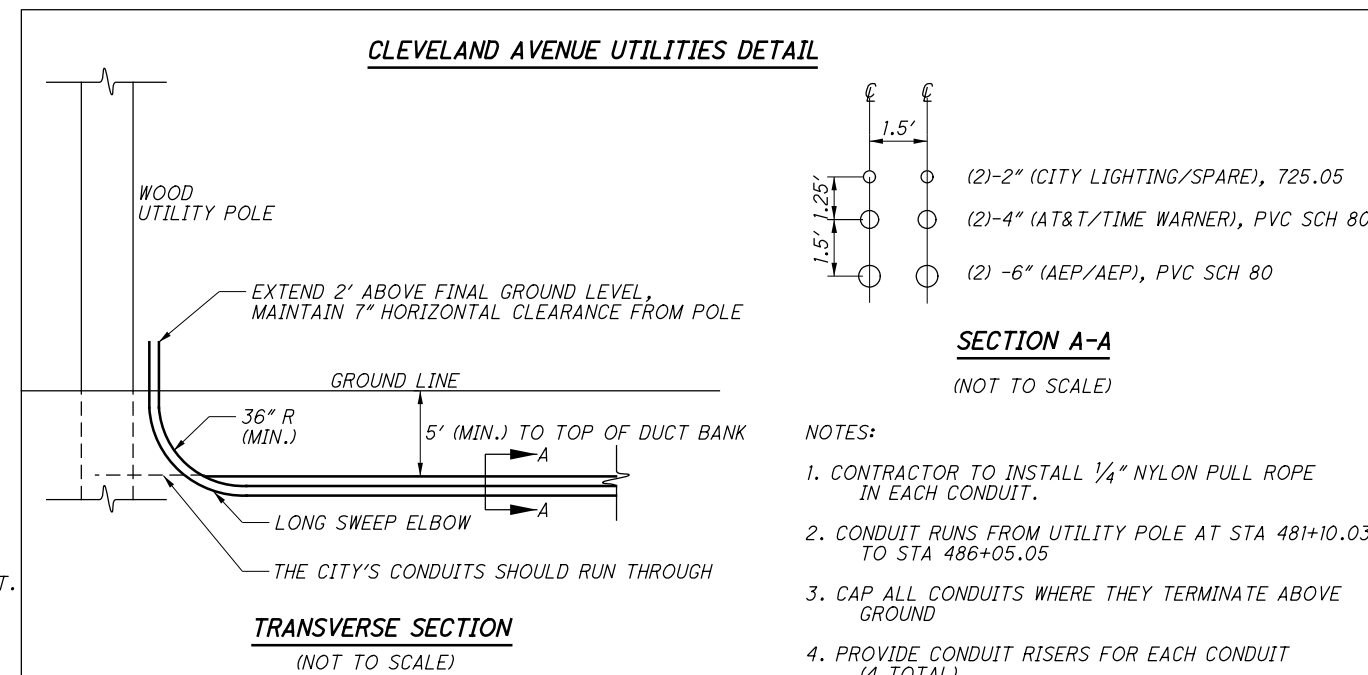
THE CONTRACTOR SHALL INSTALL THE CONDUITS AS SHOWN IN THE DETAIL BELOW. THE CONDUITS SHALL STUB UP AT THE POLES AND THE TRENCH SHALL BE BACKFILLED AS PER THE CMS FOR ITEM 611. THE CONTRACTOR SHALL ALSO SUPPLY THE CONDUIT RISERS FOR INSTALLATION BY AEP. THE COST FOR THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM PRICE OF ITEM 611 - CONDUIT, MISC.; CLEVELAND AVENUE, UNDERGROUND UTILITIES.

**SEEDING AND MULCHING**

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

|   |           |
|---|-----------|
| ITEM 659 - SOIL ANALYSIS TEST   | 10 EACH   |
| ITEM 659 - TOPSOIL (8214) X (4/12) = 2738 CY  | 2738 CY   |
| ITEM 659 - REPAIR SEEDING AND MULCHING (8214) X (0.05) = 411 SY                           | 411 SY    |
| ITEM 659 - INTER-SEEDING (8214) X (0.05) = 411 SY   | 411 SY    |
| ITEM 659 - COMMERCIAL FERTILIZER ((8214*9) X (20/1000)) + ((411*9) X (1/1000)) = 0.78 TON | 0.78 TON  |
| ITEM 659 - LIME ((8214*9) + (411*9))*(1/43560) = 1.79 ACRE                                | 1.79 ACRE |
| ITEM 659 - WATER (8214*.0054) + (411*.0027) = 45 MGAL                                     | 45 MGAL   |
| ITEM 659 - MOWING   | 19 MSF    |

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



**ASBESTOS NOTIFICATION**

ASBESTOS SURVEYS OF THE BUILDINGS IN THE FOLLOWING LOCATIONS SCHEDULED FOR DEMOLITION WERE CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST.

1124 MARKET AVENUE N (PARCEL 236 WD)  
828 12<sup>TH</sup> STREET NW (PARCEL 73 WD)  
219 12<sup>TH</sup> STREET NE (PARCEL 122 WD)

THE SURVEY DOCUMENTS ARE PROVIDED IN THE APPENDICES OF THE CONTRACT AND SPECIFICATION BOOK (BID BOOK). THE REMOVAL AND DISPOSAL OF THE ASBESTOS CONTAINING MATERIAL MUST COMPLY WITH THE OHIO ADMINISTRATIVE CODE, THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATIVE (OSHA) REGULATIONS AND THE NATIONAL EMISSION STANDARD FOR HAZARDOUS AIR POLLUTANTS (NESHA) STANDARD FOR ASBESTOS. ASBESTOS REMOVAL, ABATEMENT AND DISPOSAL COSTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 BUILDING DEMOLISHED, (BY PARCEL, BUILDING), AS PER PLAN FOR EACH BUILDING IDENTIFIED FOR DEMOLITION.

THE CONTRACTOR SHALL PROVIDE AN INDIVIDUAL TRAINED IN THE PROVISIONS OF THE NESHA ON SITE TO DIRECT THE REMOVAL OF THE ASBESTOS CONTAINING MATERIAL.

A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED FOR EACH BUILDING, WILL BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE OEPA NOTIFICATION OF DEMOLITION AND RENOVATION FORMS AND SUBMIT THEM TO:

OHIO ENVIRONMENTAL PROTECTION AGENCY  
NORTHEAST OHIO DISTRICT OFFICE  
2110 E. AURORA ROAD  
TWINSBURG, OHIO  
ATTN: BOB PRINCIC  
(330) 963-1230

THE CONTRACTOR SHALL SUBMIT THE FORM AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF THE DEMOLITION OF THE BUILDING WHETHER ASBESTOS IS PRESENT IN THE BUILDING OR NOT. THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER.

**INFORMATION REQUIRED ON THE FORM WILL INCLUDE:**

THE NAME, ADDRESS, TELEPHONE/FAX NUMBERS AND CONTACT PERSON OF THE DEMOLITION/GENERAL CONTRACTOR.

THE NAME, ADDRESS, TELEPHONE/FAX NUMBERS AND CONTACT PERSON OF THE ASBESTOS REMOVAL CONTRACTOR.

THE SCHEDULE DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL OR RENOVATION/REHABILITATION.

THE DATE(S) AND HOURS OF OPERATION FOR THE ASBESTOS REMOVAL.

A DESCRIPTION OF THE PLANNED DEMOLITION OR RENOVATION/REHABILITATION WORK AND THE METHOD(S) USED.

A DESCRIPTION OF THE WORK PRACTICES AND ENGINEERING CONTROLS TO BE USED TO PREVENT EMISSIONS OF ASBESTOS AT THE SITE.

THE NAME(S), ADDRESS(ES), TELEPHONE/FAX NUMBERS AND CONTACT PERSON(S) OF THE WASTE TRANSPORTER(S) TO BE USED.

THE NAME, ADDRESS, TELEPHONE/FAX NUMBERS AND CONTACT PERSON OF THE WASTE DISPOSAL FACILITY TO BE USED.

A DESCRIPTION OF THE PROCEDURES TO BE FOLLOWED IN THE EVENT THAT UNEXPECTED ASBESTOS IS FOUND OR PREVIOUSLY NONFRIABLE ASBESTOS MATERIAL BECOMES CRUMBLED, PULVERIZED OR REDUCED TO POWDER.

A COPY OF THE OEPA FORM IS AVAILABLE FOR INSPECTION AT THE CANTON CITY ENGINEERING DEPARTMENT OFFICE, CITY SERVICE CENTER, BUILDING A, 2436 30TH STREET NE, CANTON, OH 44705.

**BASIS OF PAYMENT**

THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIALS NECESSARY TO COORDINATE THE SUBMITTAL THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT LUMP SUM ITEM 202 BUILDING DEMOLISHED, (BY PARCEL, BUILDING), AS PER PLAN.

**ITEM 202 - BUILDING DEMOLISHED, (BY PARCEL, BUILDING), AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF SECTION 202 OF THE CMS THE FOLLOWING SHALL BE INCLUDED:

ASBESTOS MATERIAL AS NOTED IN THE ASBESTOS NOTIFICATION SHALL BE REMOVED PRIOR TO DEMOLITION. ALL COSTS FOR THE ASBESTOS REMOVAL, ABATEMENT AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.

THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AND RECEIVE A DEMOLITION PERMIT WITH THE CITY.

DEMOLITION CONTRACTOR MUST BE LICENSED/ON APPROVED LIST WITH THE CITY BUILDING DEPARTMENT.

**DEMOLITION SITE SPECIFIC NOTES:**

PARCELS 73 (STRUCTURE FOR DEMOLITION, 828 12TH ST. NW):

DEMOLISH BRICK GARAGE/SHED ON SOUTH SIDE OF 2 STORY BRICK BUILDING IDENTIFIED FOR DEMOLITION. INSTALL SUPPORTS FOR EXISTING STEPS, AS NEEDED, ON NORTH SIDE OF 2 STORY FRAME DWELLING, SAID STEPS ARE ADJACENT TO SOUTH SIDE BRICK GARAGE/SHED.

PARCEL 122 (STRUCTURE FOR DEMOLITION, 219 12TH ST. NE):

SUBJECT PARCEL 122 WD & T WAS ACQUIRED BY APPROPRIATION ACTION, PROBATE COURT CASE NO. 220288. THE CONTRACTOR MUST NOT PROCEED WITH DEMOLITION OF SAID STRUCTURE UNTIL AFTER JUNE 1ST AND THE CONTRACTOR ACQUIRES ALL APPLICABLE PERMITS, UNLESS INFORMED OTHERWISE BY THE CANTON CITY ENGINEER.

PARCEL 236 (STRUCTURE FOR DEMOLITION, 1124 MARKET AVE. N):

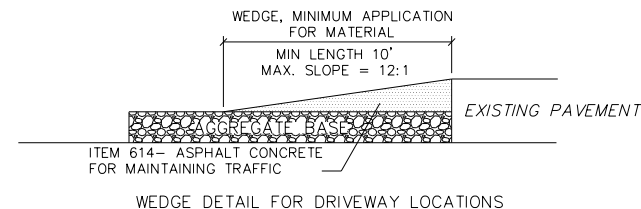
IN LIEU OF STANDARD CITY DEMOLITION PRACTICES (TOPSOIL, SEEDING AND MULCHING), CONTRACTOR MUST COMPLETE THE DEMOLITION SITE WITH A TOP COURSE OF 4" LIMESTONE (ODOT ITEM 411 STABILIZED CRUSHED AGGREGATE) FLUSH WITH SURROUNDING UNDISTURBED PAVEMENT/GRADE AND ACHIEVE POSITIVE DRAINAGE. ESTIMATED QUANTITIES: 250 C.Y. CRUSHED LIMESTONE (411).

ALL COSTS FOR EQUIPMENT, LABOR, AND MATERIAL TO PERFORM SITE SPECIFIC ITEMS NOTED ABOVE SHALL BE INCLUSIVE WITH THE RESPECTIVE DEMOLITION BID ITEM.

**TEMPORARY RAMPING OF VERTICAL SURFACES AT DRIVEWAYS**

IN ORDER TO PROVIDE FOR LOCAL ACCESS, LONGITUDINAL VERTICAL FACES ABUTTING DRIVES SHALL BE TEMPORARILY RAMPED AS DETAILED BELOW. TRANSVERSE VERTICAL FACES SHALL BE TEMPORARILY RAMPED A MINIMUM OF TEN FEET IN LENGTH AND TRAFFIC SHALL BE WARNED WITH W8-1 "BUMP" SIGNS IN ADVANCE OF THE RAMPED AREAS. THE GRADE BREAK SHALL NOT EXCEED A MAXIMUM OF 8 PERCENT AT EITHER END OF THE WEDGE.

ALL TEMPORARY RAMPING SHALL BE INSTALLED, AT THE DIRECTION OF THE ENGINEER, USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.



**ACCESS TO ABUTTING COMMERCIAL PROPERTIES**

ALL DRIVE ACCESS LOCATIONS ALONG MAHONING ROAD SHALL BE MAINTAINED BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE ENGINEER. THE COMMERCIAL PROPERTIES ALONG MAHONING ROAD ARE DEPENDENT UPON CUSTOMER ACCESS DURING NORMAL BUSINESS HOURS. THEREFORE, ANY WORK ON A COMMERCIAL DRIVE THAT REQUIRES INTERFERENCE WITH ACCESS TO PROPERTY SHALL BE PERFORMED AFTER CLOSING TIME FOR THE AFFECTED PROPERTY, UNLESS PROVIDED OTHERWISE IN THIS NOTE. THE CONTRACTOR SHALL SCHEDULE THE DRIVEWAY CONSTRUCTION SUCH THAT ACCESS IS MAINTAINED BY MEANS OF THE EXISTING DRIVE, A TEMPORARY DRIVE OF MATERIAL APPROVED BY THE ENGINEER, OR THE PROPOSED DRIVE.

FOR COMMERCIAL PROPERTIES WITH TWO DRIVEWAYS WHERE INGRESS AND EGRESS IS AVAILABLE FOR BOTH OF THE DRIVEWAYS, THE CONTRACTOR SHALL PROVIDE ACCESS AT ALL TIMES TO ONE OF THE DRIVEWAYS WHILE THE OTHER DRIVEWAY IS RECONSTRUCTED. FOR COMMERCIAL PROPERTIES WITH ONE DRIVEWAY, THE CONTRACTOR SHALL PROVIDE ACCESS AT ALL TIMES BY USING PART WIDTH CONSTRUCTION. FOR COMMERCIAL PROPERTIES WITH TWO DRIVEWAYS WHERE ONE OF THE DRIVES IS USED EXCLUSIVELY AS AN ENTRANCE AND THE OTHER IS USED EXCLUSIVELY AS AN EXIT, THE CONTRACTOR SHALL PROVIDE ACCESS AT ALL TIMES FOR BOTH OF THE DRIVEWAYS BY USING PART WIDTH CONSTRUCTION.

THE CONTRACTOR, UPON DIRECTION OF THE ENGINEER, SHALL USE CLASS QC MS OR QC FS CONCRETE IN ACCORDANCE WITH CMS ITEM 499 TO EXPEDITE DRIVEWAY WORK AT SELECTED LOCATIONS. PAYMENT FOR CLASS MS OR FS CONCRETE WILL BE AS A SURCHARGE TO THE UNIT PRICE PER CUBIC YARD OF CONCRETE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: CLASS QC FS 1200 SQ YD  
ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: CLASS QC MS 1200 SQ YD

**ADDITIONAL FULL DEPTH PAVEMENT REPLACEMENT (NOT DENOTED ON TYPICAL SECTIONS)**

FULL DEPTH PAVEMENT REPLACEMENT SHALL BE PERFORMED ON 12TH STREET FROM CLEVELAND AVE TO MARKET AVE (STA 482+50 TO STA 493+00). EXISTING TEMPORARY SURFACE ASPHALT, BRICKS AND ASSOCIATED BASE LAYERS SHALL BE EXCAVATED TO EXISTING CONCRETE OR TO 12 INCHES BELOW THE TOP OF EXISTING BRICK, WHICHEVER IS SHALLOWER. EXCAVATED BRICK SHALL BE DELIVERED TO THE CANTON CITY SERVICE CENTER.

EXCAVATED AREAS SHALL BE REPLACED WITH THE FOLLOWING PAVEMENT BUILD-UP:

6" 301 - ASPHALT CONCRETE BASE, PG64-22  
6" 304 - AGGREGATE BASE

THIS BUILD-UP SHALL ACCOMODATE TRAFFIC UNTIL INTERMEDIATE AND SURFACE LAYERS ARE PLACED. AT LEAST ONE LANE IN EACH DIRECTION SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES DURING THE PAVEMENT REPLACEMENT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - PAVEMENT REMOVED 5,550 SY  
ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 925 CY  
ITEM 304 - AGGREGATE BASE 925 CY

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SEE SHEET 20A FOR PRE-PHASE PAVEMENT REPLACEMENT

MAINTENANCE OF TRAFFIC SUGGESTED SEQUENCE OF CONSTRUCTION

THE MAINTENANCE OF TRAFFIC SEQUENCE PRESENTED HEREIN IS ONLY A SUGGESTION. THE CONTRACTOR MUST SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY OF CANTON PRIOR TO CONSTRUCTION.

12TH STREET

PHASE 1

12TH STREET CONSTRUCTION WILL CONSIST OF SAW CUTTING AND EXCAVATING THE EXISTING SOUTH CURB AND WALK FOR THE PROPOSED SOUTH SIDE WIDENING. TRENCH AND INSTALL UNDERDRAINS, SIGNAL, AND LIGHTING CONDUITS. COMPACT SUBGRADE AND PLACE AGGREGATE BASE IN PREPARATION FOR THE CONCRETE BASE. INSTALL CONCRETE BASE, CONCRETE CURB AND CONCRETE WALK. APPLY TACK COAT AND PLACE THE ASPHALT INTERMEDIATE COURSE.

A MINIMUM OF ONE-LANE OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED ON THE NORTH SIDE OF 12TH STREET AT ALL TIMES DURING CONSTRUCTION. TRAFFIC AT EXISTING SIGNALIZED INTERSECTIONS WILL BE MAINTAINED WITH THE USE OF THE EXISTING SIGNAL, TEMPORARY SIGNAL AND OR STOP CONTROL ON THE MINOR ROADWAYS. A MINIMUM OF A 100' LEFT TURN LANE WILL BE PROVIDED AT ALL MAJOR INTERSECTIONS ON 12TH STREET EXCEPT DURING THE ACTUAL INTERSECTIONS RECONSTRUCTION (REFER TO PHASE 3). ACCESS TO ALL BUSINESS, WILL BE MAINTAINED AT ALL TIMES WITH THE USE OF EXISTING, TEMPORARY OR COMPLETED PAVEMENT.

PHASE 2

12TH STREET CONSTRUCTION WILL CONSIST OF SAW CUTTING AND EXCAVATING THE EXISTING NORTH CURB AND WALK FOR THE PROPOSED NORTH SIDE WIDENING. TRENCH AND INSTALL UNDERDRAINS, SIGNAL, AND LIGHTING CONDUITS. COMPACT SUBGRADE AND PLACE AGGREGATE BASE IN PREPARATION FOR THE CONCRETE BASE. INSTALL CONCRETE BASE, CONCRETE CURB AND CONCRETE WALK. APPLY TACK COAT AND PLACE THE ASPHALT INTERMEDIATE COURSE.

A MINIMUM OF ONE-LANE OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED ON THE SOUTH SIDE OF 12TH STREET AT ALL TIMES DURING CONSTRUCTION. TRAFFIC AT EXISTING SIGNALIZED PROPOSED SIGNAL AND OR STOP CONTROL ON THE MINOR ROADWAYS. A MINIMUM OF A 100' LEFT TURN LANE WILL BE PROVIDED AT ALL MAJOR INTERSECTIONS ON 12TH STREET EXCEPT DURING THE ACTUAL INTERSECTIONS RECONSTRUCTION (REFER TO PHASE 3). ACCESS TO ALL BUSINESS, WILL BE MAINTAINED AT ALL TIMES WITH THE USE OF EXISTING, TEMPORARY OR COMPLETED PAVEMENT.

PHASE 3

CONSTRUCT THE DECORATIVE INTERSECTIONS FOR FULTON ROAD, MCKINLEY AVENUE, CLEVELAND AVENUE, MARKET AVENUE, WALNUT AVENUE, CHERRY AVENUE AND O'JAYS PARKWAY. THE INTERSECTIONS SHALL BE CONSTRUCTED IN THE FOLLOWING SUB-PHASES:

- PHASE 3A-CONSTRUCT THE NORTHEAST QUADRANT
PHASE 3B-CONSTRUCT THE SOUTHWEST QUADRANT
PHASE 3C-CONSTRUCT THE NORTHWEST QUADRANT
PHASE 3D-CONSTRUCT THE SOUTHEAST QUADRANT

THE WORK WILL CONSIST OF PLACING THE CONCRETE BASE, CONCRETE CROSSWALKS AND THE BRICK PAVERS WITHIN THE INTERSECTION AREA. ONE-LANE OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED AT ALL TIMES. LEFT AND RIGHT TURN RESTRICTIONS ARE REQUIRED AT THE INTERSECTIONS. REFER TO THE PHASE 3 MAINTENANCE OF TRAFFIC PLANS FOR MORE DETAILS.

12TH STREET-CONTINUED

A MINIMUM OF ONE-LANE OF TRAFFIC IN EACH DIRECTION ON 12TH STREET SHALL BE MAINTAINED AT ALL TIMES WITH THE USE OF DRUMS AS SHOWN IN THE PHASE 3 MAINTENANCE OF TRAFFIC PLANS. A MINIMUM OF ONE-LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED ON THE SIDE ROADS LISTED ABOVE EXCEPT FOR THE ONE WAY STREETS (MCKINLEY, CLEVELAND, WALNUT AND CHERRY), WHERE ONLY ONE LANE IS NEEDED. WORK FOR 3A, 3B, 3C, 3D IS LIMITED TO WEEKEND WORK STARTING AT 6:00 PM ON FRIDAY AND ENDING AT 6:00AM ON THE FOLLOWING MONDAY.

THE CONTRACTOR CAN CHOOSE TO COMPLETE THE INTERSECTION CONSTRUCTION FOR EACH INTERSECTION LISTED ABOVE DURING PHASE 2 CONSTRUCTION AS LONG AS ONE-LANE, TWO-WAY TRAFFIC IS MAINTAINED THROUGHOUT THE PROJECT.

PHASE 4

ONCE PHASE 1, 2, AND 3 CONSTRUCTION IS COMPLETED THE FINAL SURFACE COURSE WILL BE PLACED ALONG WITH THE FINAL PAVEMENT MARKINGS AND SIGNAGE AS SHOWN IN THE PLANS. THE FINAL LANDSCAPING, DECORATIVE LIGHTING AND THE SIGNAL WORK SHALL BE COMPLETED AND ACCEPTED. A MINIMUM OF ONE-LANE OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED AT ALL TIMES ON BOTH 12TH STREET AND MARKET AVENUE AS SHOWN IN THE STANDARD CONSTRUCTION DRAWING MT-97.12 DURING THE FINAL SURFACE COURSE PLACEMENT.

MAJOR SIDE ROAD CONSTRUCTION

THE MAINTENANCE OF TRAFFIC SEQUENCE FOR THE CONSTRUCTION OF THE MAJOR SIDE ROADS IS AS FOLLOWS AND SHALL INCLUDE THE PLACEMENT OF UNDERDRAINS, DRAINAGE APPURTENANCES, CONCRETE BASE, CONCRETE CURB, CURB RAMPS AND ASPHALT CONSTRUCTION UP TO THE INTERMEDIATE COURSE. IF NOTED AS WEEKEND WORK THEN CONSTRUCTION WILL BE COMPLETED DURING ONE WEEKEND STARTING AT 6:00 PM ON FRIDAY AND ENDING AT 6:00 AM THE FOLLOWING MONDAY.

MONUMENT ROAD

- PHASE 1-CONSTRUCT THE SOUTHLEG OF THE INTERSECTION, BY CLOSING MONUMENT ROAD SOUTH OF 12TH STREET.
PHASE 2-CONSTRUCT THE NORTHLEG OF THE INTERSECTION, BY CLOSING MONUMENT ROAD NORTH OF 12TH STREET.

FULTON ROAD

- PHASE 1-CONSTRUCT THE SOUTHEAST AND SOUTHWEST INTERSECTION RADII. MAINTAIN THE EXISTING TRAFFIC PATTERN ON FULTON ROAD.
PHASE 1A-(WEEKEND WORK) CONSTRUCT THE SOUTHEAST SIDE OF THE INTERSECTION. MAINTAIN ONE-LANE SOUTHBOUND SOUTH OF 12TH STREET ON FULTON. CLOSE THE NORTHBOUND LANE ON FULTON SOUTH OF THE WORK LIMITS ON THE SOUTHLEG OF FULTON.
PHASE 1B-(WEEKEND WORK) CONSTRUCT THE SOUTHWEST SIDE OF THE INTERSECTION. MAINTAIN ONE-LANE NORTHBOUND SOUTH OF 12TH STREET ON FULTON. CLOSE THE SOUTHBOUND LANE ON FULTON SOUTH OF THE WORK LIMITS.
PHASE 2-CONSTRUCT THE SOUTHWEST CORNER OF THE INTERSECTION. MAINTAIN THE EXISTING TRAFFIC PATTERNS ON FULTON.
PHASE 2A-(WEEKEND WORK) CONSTRUCT THE NORTHEAST SIDE OF THE INTERSECTION. MAINTAIN ONE-LANE SOUTHBOUND NORTH OF 12TH STREET ON FULTON. CLOSE THE NORTHBOUND LANE ON FULTON BOTH NORTH AND SOUTH OF THE WORK LIMITS ON THE NORTHLEG OF THE INTERSECTION.
PHASE 2B-(WEEKEND WORK) CONSTRUCT THE NORTHWEST SIDE OF THE INTERSECTION. MAINTAIN ONE-LANE IN EACH DIRECTION ON FULTON NORTH OF 12TH STREET.

MAJOR SIDE ROAD CONSTRUCTION-CONTINUED

SHORB AVENUE-(WEEKEND WORK)

- PHASE 1-CONSTRUCT THE SOUTHEAST SIDE OF THE INTERSECTION. MAINTAIN ONE-LANE NORTHBOUND ON SHORB SOUTH OF 12TH STREET. CLOSE THE SOUTHBOUND LANE ON SHORB BOTH NORTH AND SOUTH OF THE WORK LIMITS ON THE SOUTHLEG OF THE INTERSECTION.
PHASE 1A-CONSTRUCT THE SOUTHWEST SIDE OF THE INTERSECTION. MAINTAIN ONE-LANE NORTHBOUND ON SHORB SOUTH OF 12TH STREET. CLOSE THE SOUTHBOUND LANE ON SHORB BOTH NORTH AND SOUTH OF THE WORK LIMITS ON THE SOUTHLEG OF THE INTERSECTION.

MCKINLEY AVENUE-(WEEKEND WORK)

- PHASE 1-CONSTRUCT THE NORTHEAST AND SOUTHEAST LEGS OF MCKINLEY AVENUE. MAINTAIN ONE-LANE SOUTHBOUND AND ONE EXCLUSIVE RIGHT TURN LANE ONTO 12TH STREET WESTBOUND ON MCKINLEY AVENUE.
PHASE 1A-CONSTRUCT THE NORTHWEST AND SOUTHWEST LEG OF THE INTERSECTION. MAINTAIN TWO-LANES OF TRAFFIC ON MCKINLEY AVENUE.

CLEVELAND AVENUE-(WEEKEND WORK)

- PHASE 1-CONSTRUCT THE SOUTHEAST SIDE OF THE SOUTH LEG OF THE INTERSECTION. MAINTAIN ONE-LANE NORTHBOUND ON CLEVELAND AVENUE.
PHASE 1A-CONSTRUCT THE NORTHWEST AND SOUTHWEST SIDE OF THE SOUTH LEG OF THE INTERSECTION. MAINTAIN ONE-LANE NORTHBOUND ON CLEVELAND AVENUE.
PHASE 1B-CONSTRUCT THE NORTHEAST INTERSECTION RADII ON CLEVELAND AVENUE. MAINTAIN ONE-LANE NORTHBOUND ON CLEVELAND, NORTH OF 12TH STREET.

MARKET AVENUE

- PHASE 1-CONSTRUCT BOTH THE EAST AND WEST SIDE OF MARKET AVENUE SOUTH OF 12TH STREET AND THE EAST SIDE OF MARKET NORTH OF 12TH STREET. MAINTAIN ONE-LANE OF TRAFFIC IN EACH DIRECTION ON MARKET AVENUE. PROVIDE A LEFT TURN LANE BOTH NORTH AND SOUTH OF 12TH STREET ON MARKET AVENUE.
PHASE 2-CONSTRUCT THE WEST SIDE OF MARKET AVENUE NORTH OF 12TH STREET. MAINTAIN ONE-LANE IN EACH DIRECTION INCLUDING A LEFT TURN LANE SOUTHBOUND TO EASTBOUND.

WALNUT AVENUE-(WEEKEND WORK)

- PHASE 1-CONSTRUCT THE SOUTHEAST AND NORTHEAST PORTION OF THE INTERSECTION. MAINTAIN ONE-LANE SOUTHBOUND.
PHASE 1A-CONSTRUCT THE SOUTHWEST AND NORTHWEST PORTION OF THE INTERSECTION. MAINTAIN ONE-LANE SOUTHBOUND, SOUTH OF 12TH STREET AND TWO-LANES NORTH OF 12TH.

CHERRY AVENUE-(WEEKEND WORK)

- PHASE 1-CONSTRUCT THE SOUTHWEST AND NORTHWEST PORTION OF THE INTERSECTION. MAINTAIN ONE-LANE NORTHBOUND.
PHASE 1A-CONSTRUCT THE SOUTHEAST AND NORTHEAST PORTION OF THE INTERSECTION. MAINTAIN ONE-LANE NORTHBOUND.

LAWRENCE ROAD

- PHASE 1-CONSTRUCT THE SOUTHWEST PORTION OF THE INTERSECTION. MAINTAIN ONE-LANE IN EACH DIRECTION.
PHASE 1A-CONSTRUCT THE CENTER LANE ON LAWRENCE ROAD. MAINTAIN ONE-LANE IN EACH DIRECTION.
PHASE 1B-CONSTRUCT THE SOUTHEAST PORTION OF THE INTERSECTION. MAINTAIN ONE-LANE IN EACH DIRECTION.

O'JAYS PARKWAY

- PHASE 1-CONSTRUCT THE SOUTHEAST SIDE OF O'JAYS PARKWAY. MAINTAIN ONE LANE SOUTHBOUND ONLY.
PHASE 1A-CONSTRUCT THE NORTHEAST SIDE OF O'JAYS PARKWAY AND THE DROP RIGHT TURN LANE. MAINTAIN ONE-LANE IN EACH DIRECTION ON O'JAYS PARKWAY.

MINOR SIDE ROADS, AVENUES, COURTS, PLACE AND ALLEYS CONSTRUCTION

PHASE 1- DURING PHASE 1 CONSTRUCTION OF 12TH STREET THE MINOR SIDE ROADS LOCATED ON THE SOUTHSIDE OF 12TH STREET SHALL BE CLOSED FOR RECONSTRUCTION AS PER STANDARD CONSTRUCTION DRAWING MT-101.60. NO TWO CONSECUTIVE SIDE ROADS CAN BE CLOSED AT THE SAME TIME. THE DURATION OF THE CLOSURE CAN NOT EXCEED 5 DAYS. REFER TO THE PHASE 1 DETOUR PLANS FOR MORE DETAILS.

PHASE 2- DURING PHASE 2 CONSTRUCTION OF 12TH STREET THE MINOR SIDE ROADS LOCATED ON THE NORTHSIDE OF 12TH STREET SHALL BE CLOSED FOR RECONSTRUCTION AS PER STANDARD CONSTRUCTION DRAWING MT-101.60. NO TWO CONSECUTIVE SIDE ROADS CAN BE CLOSED AT THE SAME TIME. THE DURATION OF THE CLOSURE CAN NOT EXCEED 5 DAYS. REFER TO THE PHASE 1 DETOUR PLANS FOR MORE DETAILS.

DRAINAGE (CONDUITS, CATCH BASINS AND MANHOLES) CONSTRUCTION

DRAINAGE ITEMS TO BE CONSTRUCTED DURING PHASE 1 AND OR PHASE 2, SHOWN SHADED ON THE PLANS BUT LOCATED WITHIN THE MAINTENANCE OF TRAFFIC TRAVELED LANES SHALL BE COMPLETED AS DESCRIBED BELOW:

FLAGGER CONSTRUCTION-FLAGGERS ARE INTENDED WHERE THE DRAINAGE WORK IS LIMITED TO DAYTIME WORK AND WILL REQUIRE LESS THAN 2 HOURS OF TIME TO COMPLETE. THE TIME IN WHICH FLAGGER CONSTRUCTION CAN OCCUR IS LIMITED TO 9:00AM UNTIL 11:00AM AND 2:00PM UNTIL 4:00PM.

SIGNALIZED CLOSURE- A SIGNALIZED CLOSURE USING TEMPORARY SIGNALS CAN BE USED TO COMPLETE DRAINAGE WORK THAT WILL REQUIRE MORE THAN ONE DAY'S TIME. THE SIGNALIZED CLOSURE WILL BE LIMITED TO ONE WEEKEND AND CAN NOT BEGIN UNTIL 6:00 PM ON A FRIDAY AND MUST BE COMPLETED BY 6:00 AM THE FOLLOWING MONDAY. THE AREAS OF WORK REQUIRING A SIGNALIZED CLOSURE MUST BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.

ITEM 614 - MAINTAINING TRAFFIC (ALTERNATE BID)

ALL DRAINAGE, UNDERGROUND, ROADWAY AND PAVEMENT WORK (WITH THE EXCEPTION OF ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A) ON 12TH STREET FROM WALNUT AVE. TO GIBBS AVE. (STA. 500+000 TO STA. 519+50) MUST BE COMPLETED IN THE 2014 CONSTRUCTION SEASON. IF THE SURFACE COURSE CONCRETE IS NOT INSTALL PRIOR TO THE END OF THE 2014 CONSTRUCTION SEASON, THE CONTRACTOR SHALL ADJUST THE MANHOLES FLUSH WITH THE INTERMEDIATE COURSE ASPHALT. THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER FOR THE ADJUSTMENTS:

ITEM 611, MANHOLE ADJUSTED TO GRADE 14 EACH

PAYMENT FOR ITEM 614 - MAINTAINING TRAFFIC (ALTERNATE BID) SHALL BE MADE IN ADDITION TO ITEM 614 - MAINTAINING TRAFFIC.

CALCULATED MAM CHECKED DLW

MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION

STA-12TH STREET

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**ITEM 614 - MAINTAINING TRAFFIC**

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED AT ALL TIMES BY THE USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT. IN ADDITION A MINIMUM OF A 100 FOOT LEFT TURN LANE IN EACH DIRECTION WILL BE PROVIDED AT THE FOLLOWING MAJOR INTERSECTIONS:

FULTON MCKINLEY CLEVELAND  
MARKET LAWRENCE

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

|   |             |
|---|-------------|
| ITEM 410, TRAFFIC COMPACTED SURFACE,<br>TYPE A OR B   | 300 CU. YD. |
| ITEM 614, ASPHALT CONCRETE FOR<br>MAINTAINING TRAFFIC | 300 CU. YD. |
| ITEM 616, WATER                                       | 5 M. GAL.   |

THE CONTRACTOR SHALL MAINTAIN TRAFFIC ADJACENT TO AND THROUGH THE PROJECT AS DESCRIBED BELOW AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE OHIO DEPARTMENT OF TRANSPORTATION MANUAL OF CONSTRUCTION AND MATERIALS SPECIFICATIONS ITEM 614 MAINTAINING TRAFFIC. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL SIGNS, FLAGS, FLAGMEN, WATCHMEN, BARRICADES, SIGN SUPPORTS, CONED, BARRELS AND INCIDENTAL IN CONFORMANCE WITH THE MOST RECENT REVISIONS OF THE CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. INTERFERENCE WITH VEHICULAR TRAFFIC SHALL BE PROTECTED WITH DRUMS, BARRICADES, OR BARRIERS. ACCESS SHALL BE MAINTAINED AT ALL TIMES FOR EMERGENCY AND FIRE DEPARTMENT VEHICLES.

**ANY TEMPORARY ROADWAY CLOSING MUST BE APPROVED IN WRITING BY THE CITY TRAFFIC ENGINEER AND ANY OTHER PUBLIC AGENCY HAVING JURISDICTION. THE CONTRACTOR SHALL NOTIFY THE TRAFFIC ENGINEER AT LEAST 72 HOURS IN ADVANCE OF ANY SUCH CLOSINGS FOR PUBLICATION AND EMERGENCY AGENCY NOTIFICATION.**

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

**PLACEMENT OF ASPHALT CONCRETE**

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

**OVERNIGHT TRENCH CLOSING**

THE BASE WIDENING WILL BE COMPLETED TO A DEPTH OF NO MORE THAN 12 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH WILL 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 WILL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

**DUST CONTROL**

THE CONTRACTOR WILL 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 50 M. GAL

**WORK ZONE MARKINGS AND SIGNS**

THE CONTRACTOR WILL ONLY USE THE CLASS III, 642 PAINT PAVEMENT MARKINGS ON THE FINAL SURFACE COURSE PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS. IF AND ONLY IF THE ROADWAY IS OPEN TO TRAFFIC DURING A TIME WHEN THE FINAL MARKINGS ARE NOT IN PLACE AND AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITIES, WHICH ARE THE TOTAL OF THE FINAL PAVEMENT MARKINGS, HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

|  |           |
|--|-----------|
| ITEM 614, WORK ZONE LANE LINE,<br>CLASS III, 642 PAINT                 | 1.31 MILE |
| ITEM 614, WORK ZONE CENTER LINE<br>CLASS III, 642 PAINT                | 3.62 MILE |
| ITEM 614, WORK ZONE EDGE LINE<br>CLASS III, 642 PAINT                  | 7.79 MILE |
| ITEM 614, WORK ZONE CHANNELIZING LINE<br>CLASS III, 642 PAINT          | 5376 FT.  |
| ITEM 614, WORK ZONE DOTTED LINE<br>CLASS III, 642 PAINT                | 891 FT.   |
| ITEM 614, WORK ZONE TRANSVERSE/<br>DIAGONAL LINE, CLASS III, 642 PAINT | 312 FT.   |
| ITEM 614, WORK ZONE STOP LINE<br>CLASS III, 642 PAINT                  | 1121 FT.  |
| ITEM 614, WORK ZONE ARROW<br>CLASS III, 642 PAINT                      | 141 EACH  |

THE CONTRACTOR SHALL MAINTAIN TRAFFIC ADJACENT TO AND THROUGH THE PROJECT AS DESCRIBED BELOW AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE OHIO DEPARTMENT OF TRANSPORTATION MANUAL OF CONSTRUCTION AND MATERIALS SPECIFICATIONS ITEM 614 MAINTAINING TRAFFIC. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL SIGNS, FLAGS, FLAGMEN, WATCHMEN, BARRICADES, SIGN SUPPORTS, CONED, BARRELS AND INCIDENTAL IN CONFORMANCE WITH THE MOST RECENT REVISIONS OF THE CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. INTERFERENCE WITH VEHICULAR TRAFFIC SHALL BE PROTECTED WITH DRUMS, BARRICADES, OR BARRIERS. ACCESS SHALL BE MAINTAINED AT ALL TIMES FOR EMERGENCY AND FIRE DEPARTMENT VEHICLES.

**MAINTENANCE OF TRAFFIC SIGNAL INSTALLATION**

THE CONTRACTOR WILL BE RESPONSBLE FOR MAINTAINING THE TRAFFIC SIGNAL INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

- EXISTING SIGNAL 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 WILL 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 ACCEPTED.
- NEW OR REUSED SIGNAL INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR WILL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE WILL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR WILL 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 MIS-ALIGNED SIGNAL HEADS WILL 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 WILL 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 WILL 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 WILL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND WILL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE WILL 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 WILL BE FOR THE WORST SINGLE OUTAGE.

**WORKSITE TRAFFIC SUPERVISOR**

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR WILL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS MAY BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

- AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).
- NATIONAL HIGHWAY INSTITUTE, DESIGN AND OPERATION OF WORK ZONE TRAFFIC CONTROL, PHONE NUMBER 1-703-235-0528.
- THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-800-229-1388.
- OHIO LABORERS TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTSS CERTIFICATION AND 24-HOUR CONTACT INFORMATION WILL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7) THE CONTRACTOR MAY DESIGNATE AN ALTERNATE WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS WILL HAVE A CURRENT WTS CERTIFICATION (WITH AN EXPIRATION DATE NO MORE THAN 5 YEARS FROM THE DATE OF ISSUE) FROM ANY OF THE APPROVED ORGANIZATIONS.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE DUTIES OF THE WTS ARE AS FOLLOWS:

- BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.
- ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.
- BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.
- BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.
- COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS WILL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE THEY ARE ON THE PROJECT.

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MAINTENANCE OF TRAFFIC NOTES

STA-12TH STREET

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) WILL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

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

IN ADDITION TO THE REQUIREMENT OF CMS 614 AND THE OMTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/ DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER WILL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO WILL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO WILL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO WILL NOTIFY THE ENGINEER. THE CONTRACTOR WILL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH WILL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE WILL 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 50 HOURS

THE HOURS PAID WILL 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 AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**MAINTENANCE OF TRAFFIC SIGNAL INSTALLATION**

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

1. EXISTING SIGNAL 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 ACCEPTED.
2. NEW OR REUSED SIGNAL 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 MIS-ALIGNED 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 CITY OF CANTON 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 12 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00 AM TO 6:00 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 CITY OF CANTON POLICE, HIRED BY THE CONTRACTOR.

- |                     |                       |
|---------------------|-----------------------|
| 1. FULTON ROAD      | 5. WALNUT AVENUE      |
| 2. MCKINLEY AVENUE  | 6. CHERRY AVENUE      |
| 3. CLEVELAND AVENUE | 7. LAWRENCE ROAD      |
| 4. MARKET AVENUE    | 8. THE O'JAYS PARKWAY |

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.



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| SHEET NO.                         | REF. NO. | STATION TO STATION |        | 614   |                           |   |   |   |   |   |   |                                     |   | 615                   | 622 |  |
|-----------------------------------|----------|--------------------|--------|---|---------------------------|---|---|---|---|---|---|-------------------------------------|---|-----------------------|-----|--|
|                                   |          |                    |        | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE B | WORK ZONE LANE LINE, CLASS I, 642 PAINT | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, 32" |     |  |
|                                   |          |                    |        | EACH  | EACH                      | MILE                                    | MILE                                      | MILE                                    | FT  | FT  | FT                                      | EACH                                | SY  |                       | FT  |  |
|                                   |          | PHASE 1            |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | 12TH STREET        |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 41-75                             | WEW-1    | 437+00             | 548+50 |   |                           |   |   | 2.11                                    |   |   |   |                                     |   |                       |     |  |
| 41                                | WCL-1    | 437+00             | 440+22 |   |                           |   | 0.06                                      |   |   |   |   |                                     |   |                       |     |  |
| 41                                | WCL-2    | 438+73             | 440+22 |   |                           |   | 0.03                                      |   |   |   |   |                                     |   |                       |     |  |
| 41-75                             | WCL-3    | 442+27             | 548+50 |   |                           |   | 2.01                                      |   |   |   |   |                                     |   |                       |     |  |
| 44-45                             | WCL-4    | 453+50             | 456+00 |   |                           |   | 0.05                                      |   |   |   |   |                                     |   |                       |     |  |
| 44-45                             | PB-1     | 455+20             | 457+00 | 2   | 5                         |   |   |   |   |   |   |                                     |   |                       | 180 |  |
| 45                                | WCH-1    | 456+20             | 457+00 |   |                           |   |   |   | 80  |   |   |                                     |   |                       |     |  |
| 45                                | WCH-2    | 458+00             | 458+50 |   |                           |   |   |   | 50  |   |   |                                     |   |                       |     |  |
| 45                                | WA-1     | 456+30             |        |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |  |
| 45                                | WA-2     | 456+90             |        |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |  |
| 45                                | WA-3     | 458+10             |        |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |  |
| 45                                | WSL-1    | 457+00             |        |   |                           |   |   |   |   |   | 20                                      |                                     |   |                       |     |  |
| 45                                | WSL-2    | 458+00             |        |   |                           |   |   |   |   |   | 21                                      |                                     |   |                       |     |  |
|                                   |          | 12TH STREET        |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | FULTON RD          |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 45                                | WEW-2    | 49+20              | 49+88  |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |     |  |
| 45                                | WEW-3    | 49+20              | 49+90  |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |     |  |
|                                   |          | PHASE 1A           |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | FULTON RD          |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 46                                | WEY-1    | 48+00              | 49+90  |   |                           |   |   | 0.04                                    |   |   |   |                                     |   |                       |     |  |
| 46                                | WEW-1    | 49+60              | 49+88  |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |     |  |
|                                   |          | PHASE 1B           |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | FULTON RD          |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 47                                | WEW-1    | 453+50             | 457+39 |   |                           |   |   | 0.07                                    |   |   |   |                                     |   |                       |     |  |
|                                   |          | FULTON RD          |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 47                                | WEW-2    | 49+20              | 49+68  |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |     |  |
| 47                                | WEY-1    | 48+00              | 50+00  |   |                           |   |   | 0.04                                    |   |   |   |                                     |   |                       |     |  |
| 47                                | WSL-1    | 49+82              |        |   |                           |   |   |   |   |   | 47                                      |                                     |   |                       |     |  |
|                                   |          | PHASE 1            |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | 12TH STREET        |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 48                                | WCL-5    | 459+00             | 461+00 |   |                           |   | 0.04                                      |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | SHORB AVE          |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 49                                | WEW-4    | 88+20              | 89+97  |   |                           |   |   | 0.03                                    |   |   |   |                                     |   |                       |     |  |
| 49                                | WSL-3    | 89+85              |        |   |                           |   |   |   |   |   | 13                                      |                                     |   |                       |     |  |
|                                   |          | PHASE 1A           |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | SHORB AVE          |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 50                                | WEW-1    | 89+44              | 89+96  |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |     |  |
| 50                                | WEY-1    | 88+20              | 89+96  |   |                           |   |   | 0.03                                    |   |   |   |                                     |   |                       |     |  |
| 50                                | WSL-1    | 89+90              |        |   |                           |   |   |   |   |   | 27                                      |                                     |   |                       |     |  |
|                                   |          | PHASE 1            |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | 12TH STREET        |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| 51-52                             | WCL-6    | 472+50             | 476+55 |   |                           |   | 0.08                                      |   |   |   |   |                                     |   |                       |     |  |
| 51-52                             | PB-2     | 474+30             | 476+30 | 2   | 5                         |   |   |   |   |   |   |                                     |   |                       | 200 |  |
| 52                                | PB-3     | 477+50             | 478+30 | 2   | 2                         |   |   |   |   |   |   |                                     |   |                       | 80  |  |
| 52-54                             | PB-4     | 478+90             | 480+50 | 2   | 4                         |   |   |   |   |   |   |                                     |   |                       | 160 |  |
| 52                                | WSL-4    | 476+50             |        |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |     |  |
| 52                                | WSL-5    | 478+00             |        |   |                           |   |   |   |   |   | 20                                      |                                     |   |                       |     |  |
| 52                                | WCH-3    | 478+00             | 478+75 |   |                           |   |   |   | 75  |   |   |                                     |   |                       |     |  |
| 52                                | WA-4     | 478+10             |        |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |  |
| 52                                | WA-5     | 478+65             |        |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |  |
| 52-54                             | WLL-1    | 478+75             | 481+60 |   |                           | 0.05                                    |   |   |   |   |   |                                     |   |                       |     |  |
|                                   |          | 12TH STREET        |        |   |                           |   |   |   |   |   |   |                                     |   |                       |     |  |
| <b>TOTALS CARRIED TO SHEET 30</b> |          |                    |        | 8   | 16                        | 0.05                                    | 2.27                                      | 2.37                                    | 205   | 0   | 160                                     | 5                                   | 0   |                       | 620 |  |

CALCULATED MAM CHECKED DLW  
**MAINTENANCE OF TRAFFIC SUBSUMMARY**  
**STA - 12TH STREET**  
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| SHEET NO.                         | REF. NO. | STATION TO STATION           | 614   |                           |   |   |   |   |   |   |                                     |   | 615                   |  | 622 |  |
|-----------------------------------|----------|------------------------------|---|---------------------------|---|---|---|---|---|---|-------------------------------------|---|-----------------------|--|-----|--|
|                                   |          |                              | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE B | WORK ZONE LANE LINE, CLASS I, 642 PAINT | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, 32" |  |     |  |
|                                   |          |                              | EACH  | EACH                      | MILE                                    | MILE                                      | MILE                                    | FT  | FT  | FT                                      | EACH                                | SY  | FT                    |  |     |  |
|                                   |          | PHASE 1<br>MCKINLEY AVE      |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 52                                | WEY-1    | 107+80 111+45                |   |                           |   |   |   | 0.07  |   |   |                                     |   |                       |  |     |  |
| 52                                | WCH-4    | 108+50 109+64                |   |                           |   |   |   |   | 114                                       |   |                                     |   |                       |  |     |  |
| 52                                | WA-5     | 109+40                       |   |                           |   |   |   |   |   |   | 2                                   |   |                       |  |     |  |
| 52                                | WSL-6    | 109+64                       |   |                           |   |   |   |   |   | 33                                      |                                     |   |                       |  |     |  |
| 52                                | WEW-5    | 110+12 111+45                |   |                           |   |   |   | 0.03  |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1A                     |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 53                                | WEW-1    | 108+50 111+03                |   |                           |   |   |   | 0.05  |   |   |                                     |   |                       |  |     |  |
| 53                                | WCH-1    | 108+50 109+65                |   |                           |   |   |   |   | 115                                       |   |                                     |   |                       |  |     |  |
| 53                                | WA-1     | 109+45                       |   |                           |   |   |   |   |   |   | 2                                   |   |                       |  |     |  |
| 53                                | WSL-1    | 109+66                       |   |                           |   |   |   |   |   | 28                                      |                                     |   |                       |  |     |  |
| 53                                | WLL-1    | 110+30 111+50                |   |                           | 0.02                                    |   |   |   |   |   |                                     |   |                       |  |     |  |
| 53                                | WEY-1    | 110+13 110+44                |   |                           |   |   |   | 0.01  |   |   |                                     | 48  |                       |  |     |  |
|                                   |          | MCKINLEY AVE                 |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1<br>12TH STREET       |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 54                                | PB-5     | 481+10 481+50                | 2   | 2                         |   |   |   |   |   |   |                                     |   | 40                    |  |     |  |
| 54                                | WSL-7    | 481+60                       |   |                           |   |   |   |   |   | 10                                      |                                     |   |                       |  |     |  |
| 54-57                             | WCH-5    | 482+43 483+50                |   |                           |   |   |   |   | 107                                       |   |                                     |   |                       |  |     |  |
|                                   |          | 12TH STREET<br>CLEVELAND AVE |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 54                                | WEW-6    | 119+00 119+92                |   |                           |   |   |   | 0.02  |   |   |                                     |   |                       |  |     |  |
| 54                                | WSL-7    | 119+85                       |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1A                     |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 55                                | WEY-1    | 119+00 119+94                |   |                           |   |   |   | 0.02  |   |   |                                     |   |                       |  |     |  |
| 55                                | WEW-1    | 119+04 121+40                |   |                           |   |   |   | 0.04  |   |   |                                     |   |                       |  |     |  |
| 55                                | WSL-1    | 119+81                       |   |                           |   |   |   |   |   | 49                                      |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1B                     |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 56                                | WCH-1    | 119+00 119+70                |   |                           |   |   |   |   | 70  |   |                                     |   |                       |  |     |  |
| 56                                | WEW-1    | 119+00 121+50                |   |                           |   |   |   | 0.05  |   |   |                                     |   |                       |  |     |  |
| 56                                | WA-1     | 119+50                       |   |                           |   |   |   |   |   |   | 2                                   |   |                       |  |     |  |
| 56                                | WSL-1    | 119+70                       |   |                           |   |   |   |   |   | 37                                      |                                     |   |                       |  |     |  |
|                                   |          | CLEVELAND AVE                |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1<br>12TH STREET       |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 57                                | WLL-2    | 483+50 491+30                |   |                           | 0.15                                    |   |   |   |   |   |                                     |   |                       |  |     |  |
| 58-59                             | WCH-6    | 492+00 493+25                |   |                           |   |   |   |   | 125                                       |   |                                     |   |                       |  |     |  |
| 58                                | WA-6     | 492+10                       |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 59                                | WA-7     | 493+15                       |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 59                                | WA-8     | 494+20                       |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 59                                | WA-9     | 494+90                       |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 59                                | WSL-8    | 493+25                       |   |                           |   |   |   |   |   | 21                                      |                                     |   |                       |  |     |  |
| 59                                | WSL-9    | 494+10                       |   |                           |   |   |   |   |   | 20                                      |                                     |   |                       |  |     |  |
| 59                                | WCH-7    | 494+10 495+00                |   |                           |   |   |   |   | 90  |   |                                     |   |                       |  |     |  |
| 59-60                             | PB-6     | 494+25 496+25                | 2   | 5                         |   |   |   |   |   |   |                                     |   | 200                   |  |     |  |
| 59-60                             | WCL-7    | 495+20 497+70                |   |                           |   | 0.05                                      |   |   |   |   |                                     |   |                       |  |     |  |
| 61                                | WSL-10   | 499+60                       |   |                           |   |   |   |   |   | 11                                      |                                     |   |                       |  |     |  |
| 61                                | WSL-11   | 500+50                       |   |                           |   |   |   |   |   | 11                                      |                                     |   |                       |  |     |  |
|                                   |          | 12TH STREET                  |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1<br>WALNUT AVE        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 61                                | WEY-2    | 159+00 160+70                |   |                           |   |   |   | 0.03  |   |   |                                     |   |                       |  |     |  |
| <b>TOTALS CARRIED TO SHEET 30</b> |          |                              | 4   | 7                         | 0.17                                    | 0.05                                      | 0.32                                    | 621   | 0   | 232                                     | 10                                  | 48  | 240                   |  |     |  |

|                   |                |                   |           |
|-------------------|----------------|-------------------|-----------|
| CALCULATED<br>MAM | CHECKED<br>DLW | STA - 12TH STREET | 25<br>790 |
|                   |                |                   |           |

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| SHEET NO.                         | REF. NO. | STATION TO STATION         |        | 614   |                           |   |   |   |   |   |   |                                     |   | 615                   |  | 622 |  |
|-----------------------------------|----------|----------------------------|--------|---|---------------------------|---|---|---|---|---|---|-------------------------------------|---|-----------------------|--|-----|--|
|                                   |          |                            |        | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE B | WORK ZONE LANE LINE, CLASS I, 642 PAINT | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, 32" |  |     |  |
|                                   |          |                            |        | EACH  | EACH                      | MILE                                    | MILE                                      | MILE                                    | FT  | FT  | FT                                      | EACH                                | SY  | FT                    |  |     |  |
|                                   |          | PHASE 1A<br>WALNUT AVE     |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 62                                | WEW-1    | 159+30                     | 160+60 |   |                           |   |   | 0.02                                    |   |   |   |                                     |   |                       |  |     |  |
| 62                                | WCH-1    | 159+30                     | 159+60 |   |                           |   |   |   | 30  |   |   |                                     |   |                       |  |     |  |
| 62                                | WA-1     | 159+50                     |        |   |                           |   |   |   |   |   |   | 2                                   |   |                       |  |     |  |
| 62                                | WSL-1    | 159+60                     |        |   |                           |   |   |   |   |   | 20                                      |                                     |   |                       |  |     |  |
| 62                                | WEY-1    | 159+98                     | 160+60 |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1<br>12TH STREET     |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 63                                | WSL-12   | 504+55                     |        |   |                           |   |   |   |   |   | 11                                      |                                     |   |                       |  |     |  |
| 63                                | WSL-13   | 505+40                     |        |   |                           |   |   |   |   |   | 11                                      |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1<br>CHERRY AVE      |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 63                                | WEY-3    | 169+20                     | 170+75 |   |                           |   |   | 0.03                                    |   |   |   |                                     |   |                       |  |     |  |
| 63                                | WSL-14   | 169+78                     |        |   |                           |   |   |   |   |   | 27                                      |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1A                   |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 64                                | WEW-1    | 169+20                     | 170+75 |   |                           |   |   | 0.03                                    |   |   |   |                                     |   |                       |  |     |  |
| 64                                | WEY-1    | 169+59                     | 170+36 |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |  |     |  |
| 64                                | WSL-1    | 169+78                     |        |   |                           |   |   |   |   |   | 26                                      |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1<br>12TH STREET     |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 67                                | WSL-15   | 518+50                     |        |   |                           |   |   |   |   |   | 11                                      |                                     |   |                       |  |     |  |
| 68                                | PB-8     | 524+50                     | 525+50 | 2   | 3                         |   |   |   |   |   |   |                                     |   | 100                   |  |     |  |
| 69-70                             | WCL-8    | 529+00                     | 531+50 |   |                           | 0.05                                    |   |   |   |   |   |                                     |   |                       |  |     |  |
| 70                                | PB-8     | 530+80                     | 531+00 | 2   | 2                         |   |   |   |   |   |   |                                     |   | 20                    |  |     |  |
| 70                                | PB-9     | 531+55                     | 532+85 | 2   | 3                         |   |   |   |   |   |   |                                     |   | 130                   |  |     |  |
| 70-74                             | PB-10    | 534+55                     | 541+35 | 2   | 15                        |   |   |   |   |   |   |                                     |   | 680                   |  |     |  |
| 70                                | WCH-8    | 531+70                     | 532+40 |   |                           |   |   |   | 70  |   |   |                                     |   |                       |  |     |  |
| 70-73                             | WCH-9    | 534+75                     | 535+70 |   |                           |   |   |   | 95  |   |   |                                     |   |                       |  |     |  |
| 70                                | WA-10    | 531+80                     |        |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 70                                | WA-11    | 532+30                     |        |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 70                                | WA-12    | 535+36                     |        |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 70                                | WSL-16   | 532+40                     |        |   |                           |   |   |   |   |   | 20                                      |                                     |   |                       |  |     |  |
|                                   |          | 12TH STREET<br>LAWRENCE RD |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1                    |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 70                                | WEY-3    | 226+00                     | 229+83 |   |                           |   |   | 0.07                                    |   |   |   |                                     |   |                       |  |     |  |
| 70                                | WCL-9    | 226+00                     | 229+85 |   |                           | 0.07                                    |   |   |   |   |   |                                     |   |                       |  |     |  |
| 70                                | WEW-4    | 227+00                     | 229+93 |   |                           |   |   | 0.06                                    |   |   |   |                                     |   |                       |  |     |  |
| 70                                | PB-11    | 228+30                     | 229+50 | 2   | 3                         |   |   |   |   |   |   |                                     |   | 120                   |  |     |  |
| 70                                | WSL-17   | 229+35                     |        |   |                           |   |   |   |   |   | 10                                      |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1A                   |        |   |                           |   |   |   |   |   |   |                                     | 42  |                       |  |     |  |
| 71                                | WEY-1    | 228+00                     | 229+60 |   |                           |   |   | 0.03                                    |   |   |   |                                     |   |                       |  |     |  |
| 71                                | WEW-1    | 228+68                     | 229+03 |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |  |     |  |
| 71                                | PB-1     | 228+30                     | 229+70 | 2   | 4                         |   |   |   |   |   |   |                                     |   | 140                   |  |     |  |
| 71                                | PB-2     | 228+30                     | 229+50 | 2   | 3                         |   |   |   |   |   |   |                                     |   | 120                   |  |     |  |
| 71                                | WSL-1    | 229+68                     |        |   |                           |   |   |   |   |   | 10                                      |                                     |   |                       |  |     |  |
|                                   |          | PHASE 1B                   |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 72                                | WCL-1    | 226+00                     | 229+00 |   |                           | 0.06                                    |   |   |   |   |   |                                     |   |                       |  |     |  |
| 72                                | WEW-1    | 226+00                     | 229+74 |   |                           |   |   | 0.07                                    |   |   |   |                                     |   |                       |  |     |  |
| 72                                | PB-1     | 228+20                     | 229+60 | 2   | 4                         |   |   |   |   |   |   |                                     |   | 140                   |  |     |  |
| 72                                | WSL-1    | 229+00                     |        |   |                           |   |   |   |   |   | 10                                      |                                     |   |                       |  |     |  |
| 72                                | WEY-1    | 228+68                     | 229+02 |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |  |     |  |
| <b>TOTALS CARRIED TO SHEET 30</b> |          |                            |        | 16  | 37                        | 0.00                                    | 0.18                                      | 0.35                                    | 195   | 0   | 156                                     | 5                                   | 42  | 1450                  |  |     |  |

|  |     |         |     |
|--|-----|---------|-----|
| CALCULATED                               | MAM | CHECKED | DLW |
|  |     |         |     |
| <b>MAINTENANCE OF TRAFFIC SUBSUMMARY</b> |     |         |     |
| <b>STA-12TH STREET</b>                   |     |         |     |
| 26                                       |     | 790     |     |

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| SHEET NO.                         | REF. NO. | STATION TO STATION | 614   |                           |   |   |   |   |   |   |                                     |   | 615                   |  | 622 |  |
|-----------------------------------|----------|--------------------|---|---------------------------|---|---|---|---|---|---|-------------------------------------|---|-----------------------|--|-----|--|
|                                   |          |                    | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE B | WORK ZONE LANE LINE, CLASS I, 642 PAINT | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, 32" |  |     |  |
|                                   |          |                    | EACH  | EACH                      | MILE                                    | MILE                                      | MILE                                    | FT  | FT  | FT                                      | EACH                                | SY  | FT                    |  |     |  |
|                                   |          | PHASE 1            |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 73                                | WCL-10   | 535+70 537+00      |   |                           |   | 0.02                                      |   |   |   |   |                                     |   |                       |  |     |  |
| 74                                | PB-12    | 541+98 543+58      | 2   | 4                         |   |   |   |   |   |   |                                     |   | 160                   |  |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 2            |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 76                                | WCH-1    | 437+15 438+10      |   |                           |   |   |   |   | 95  |   |                                     |   |                       |  |     |  |
| 76                                | WCH-2    | 438+75 439+15      |   |                           |   |   |   |   | 40  |   |                                     |   |                       |  |     |  |
| 76                                | WA-1     | 437+25             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 76                                | WA-2     | 438+00             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 76                                | WA-3     | 438+85             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 76-102                            | WCL-1    | 438+75 540+40      |   |                           |   | 1.93                                      |   |   |   |   |                                     |   |                       |  |     |  |
| 76-104                            | WEW-1    | 438+20 550+00      |   |                           |   |   | 2.12                                    |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | MONUMENT RD        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 77                                | WCH-3    | 8+85 9+54          |   |                           |   |   |   |   | 69  |   |                                     |   |                       |  |     |  |
| 77                                | WA-4     | 8+95               |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 77                                | WA-5     | 9+39               |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 77                                | WCL-2    | 8+85 9+49          |   |                           |   | 0.01                                      |   |   |   |   |                                     |   |                       |  |     |  |
| 77                                | WSL-1    | 9+49               |   |                           |   |   |   |   |   | 10                                      |                                     |   |                       |  |     |  |
| 77                                | WSL-2    | 9+53               |   |                           |   |   |   |   |   | 27                                      |                                     |   |                       |  |     |  |
|                                   |          | MONUMENT RD        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 80                                | WSL-3    | 457+00             |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |  |     |  |
| 80                                | WSL-4    | 548+14             |   |                           |   |   |   |   |   | 22                                      |                                     |   |                       |  |     |  |
| 80-83                             | WCH-4    | 548+14 549+30      |   |                           |   |   |   |   | 116                                       |   |                                     |   |                       |  |     |  |
| 80                                | WA-6     | 458+24             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
|                                   |          | FULTON RD          |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 80                                | WCL-3    | 48+20 52+00        |   |                           |   | 0.07                                      |   |   |   |   |                                     |   |                       |  |     |  |
| 80                                | WCH-5    | 48+70 49+43        |   |                           |   |   |   |   |   | 73                                      |                                     |   |                       |  |     |  |
| 80                                | WCH-6    | 50+67 51+35        |   |                           |   |   |   |   |   | 68                                      |                                     |   |                       |  |     |  |
| 80                                | WA-7     | 48+80              |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 80                                | WA-8     | 49+33              |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 80                                | WA-9     | 50+77              |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 80                                | WA-10    | 51+30              |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 80                                | WSL-5    | 49+43              |   |                           |   |   |   |   |   |   |                                     | 33  |                       |  |     |  |
| 80                                | WSL-6    | 50+67              |   |                           |   |   |   |   |   |   |                                     | 20  |                       |  |     |  |
| 80                                | WEW-2    | 50+70 52+00        |   |                           |   |   |   | 0.02  |   |   |                                     |   |                       |  |     |  |
| 80                                | WEW-3    | 50+00 52+00        |   |                           |   |   |   | 0.04  |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 2A           |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 81                                | WA-1     | 48+80              |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 81                                | WA-2     | 49+33              |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 81                                | WSL-5    | 50+66              |   |                           |   |   |   |   |   |   |                                     | 20  |                       |  |     |  |
| 81                                | WEW-1    | 50+60 51+06        |   |                           |   |   |   | 0.01  |   |   |                                     |   |                       |  |     |  |
| 81                                | WEY-1    | 50+00 52+15        |   |                           |   |   |   | 0.04  |   |   |                                     |   |                       |  |     |  |
|                                   |          | PHASE 2B           |   |                           |   |   |   |   |   |   |                                     |   |                       |  |     |  |
| 82                                | WA-1     | 48+80              |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 82                                | WA-2     | 49+33              |   |                           |   |   |   |   |   |   | 1                                   |   |                       |  |     |  |
| 82                                | WEW-1    | 50+60 54+50        |   |                           |   |   |   | 0.07  |   |   |                                     |   |                       |  |     |  |
| 82                                | WSL-1    | 50+40              |   |                           |   |   |   |   |   |   |                                     | 10  |                       |  |     |  |
| 82                                | WCL-1    | 50+40 51+06        |   |                           |   | 0.01                                      |   |   |   |   |                                     |   |                       |  |     |  |
| <b>TOTALS CARRIED TO SHEET 30</b> |          |                    | 2   | 4                         | 0.00                                    | 2.04                                      | 2.30                                    | 461   | 0   | 154                                     | 14                                  | 0   | 160                   |  |     |  |

|                          |     |         |     |
|--------------------------|-----|---------|-----|
| CALCULATED               | MAM | CHECKED | DLW |
|                          |     |         |     |
| <b>STA - 12TH STREET</b> |     |         |     |
| 27                       | 790 |         |     |

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| SHEET NO.                         | REF. NO. | STATION TO STATION | 614   |                           |   |   |   |   |   |   |                                     |   | 615                   |   | 622 |  |
|-----------------------------------|----------|--------------------|---|---------------------------|---|---|---|---|---|---|-------------------------------------|---|-----------------------|---|-----|--|
|                                   |          |                    | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE B | WORK ZONE LANE LINE, CLASS I, 642 PAINT | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, 32" |   |     |  |
|                                   |          |                    | EACH  | EACH                      | MILE                                    | MILE                                      | MILE                                    | FT  | FT  | FT                                      | EACH                                | SY  | FT                    |   |     |  |
|                                   |          | PHASE 2            |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| 85                                | WA-11    | 475+30             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 85-86                             | WCH-7    | 475+20 476+70      |   |                           |   |   |   | 150   |   |   |                                     |   |                       |   |     |  |
| 86                                | WA-12    | 476+60             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 86                                | WSL-7    | 476+70             |   |                           |   |   |   |   |   | 20                                      |                                     |   |                       |   |     |  |
| 86                                | WSL-8    | 477+80             |   |                           |   |   |   |   |   | 20                                      |                                     |   |                       |   |     |  |
|                                   |          | MCKINLEY AVE       |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| 86                                | WCH-8    | 108+50 109+62      |   |                           |   |   |   | 336   |   |   |                                     |   |                       |   |     |  |
| 86                                | WA-13    | 109+40             |   |                           |   |   |   |   |   |   | 4                                   |   |                       |   |     |  |
| 86                                | WSL-9    | 109+62             |   |                           |   |   |   |   |   | 59                                      |                                     |   |                       |   |     |  |
| 86                                | WLL-1    | 110+35 111+50      |   |                           | 0.02                                    |   |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | MCKINLEY AVE       |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| 87                                | WSL-10   | 481+70             |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |   |     |  |
| 87                                | WSL-11   | 482+80             |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |   |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | CLEVELAND AVE      |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| 87                                | WCH-9    | 119+00 119+32      |   |                           |   |   |   | 32  |   |   |                                     |   |                       |   |     |  |
| 87                                | WCH-10   | 119+00 119+32      |   |                           |   |   |   | 32  |   |   |                                     |   |                       |   |     |  |
| 87                                | WA-14    | 119+30             |   |                           |   |   |   |   |   |   | 2                                   |   |                       |   |     |  |
| 87                                | WSL-12   | 119+45             |   |                           |   |   |   |   |   | 58                                      |                                     |   |                       |   |     |  |
| 87                                | WLL-2    | 120+40 121+50      |   |                           | 0.02                                    |   |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | CLEVELAND AVE      |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| 89                                | WCL-4    | 489+50 492+00      |   |                           |   | 0.05                                      |   |   |   |   |                                     |   |                       |   |     |  |
| 89                                | WA-15    | 489+85             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 89                                | WA-16    | 491+90             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 89-90                             | WCH-11   | 489+90 493+00      |   |                           |   |   |   | 310   |   |   |                                     |   |                       |   |     |  |
| 89-90                             | WCH-12   | 492+20 493+00      |   |                           |   |   |   | 80  |   |   |                                     |   |                       |   |     |  |
| 90                                | WA-17    | 492+90             |   |                           |   |   |   |   |   |   | 2                                   |   |                       |   |     |  |
| 90                                | WA-18    | 494+27             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 90                                | WSL-13   | 493+00             |   |                           |   |   |   |   |   | 36                                      |                                     |   |                       |   |     |  |
| 90                                | WSL-14   | 494+17             |   |                           |   |   |   |   |   | 24                                      |                                     |   |                       |   |     |  |
| 90                                | WCH-13   | 494+17 495+00      |   |                           |   |   |   | 83  |   |   |                                     |   |                       |   |     |  |
| 90-91                             | WCL-5    | 495+20 495+78      |   |                           | 0.01                                    |   |   |   |   |   |                                     |   |                       |   |     |  |
| 92                                | WA-19    | 499+50             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 92                                | WA-20    | 500+50             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 92                                | WSL-15   | 499+60             |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |   |     |  |
| 92                                | WSL-16   | 500+40             |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |   |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | WALNUT AVE         |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| 92                                | WCH-14   | 159+00 159+58      |   |                           |   |   |   | 58  |   |   |                                     |   |                       |   |     |  |
| 92                                | WCH-15   | 159+00 159+58      |   |                           |   |   |   | 58  |   |   |                                     |   |                       |   |     |  |
| 92                                | WCH-16   | 160+30 160+70      |   |                           |   |   |   | 40  |   |   |                                     |   |                       |   |     |  |
| 92                                | WA-21    | 159+40             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 92                                | WSL-17   | 159+58             |   |                           |   |   |   |   |   | 45                                      |                                     |   |                       |   |     |  |
| 92                                | WCL-6    | 160+30 160+70      |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| 92                                | WLL-3    | 160+30 160+70      |   |                           | 0.01                                    | 0.01                                      |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | WALNUT AVE         |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| 93                                | WA-22    | 504+50             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 93                                | WA-23    | 505+50             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |   |     |  |
| 93                                | WSL-18   | 504+60             |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |   |     |  |
| 93                                | WSL-19   | 505+40             |   |                           |   |   |   |   |   | 12                                      |                                     |   |                       |   |     |  |
|                                   |          | 12TH STREET        |   |                           |   |   |   |   |   |   |                                     |   |                       |   |     |  |
| <b>TOTALS CARRIED TO SHEET 30</b> |          |                    |   |                           | 0                                       | 0   | 0.05                                    | 0.07  | 0.00                                      | 1179                                    | 0                                   | 334                                       | 18                    | 0 | 0   |  |

|  |         |
|--|---------|
| CALCULATED                               | MAM     |
|  | CHECKED |
| DLW                                      |         |
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| <b>MAINTENANCE OF TRAFFIC SUBSUMMARY</b> |         |
| <b>STA - 12TH STREET</b>                 |         |
| 28                                       |         |
| 790                                      |         |

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| SHEET NO.                              | REF. NO. | STATION TO STATION | 614   |                           |   |   |   |   |   |   |                                     |   | 615                   |     | 622 |  |
|--|----------|--------------------|---|---------------------------|---|---|---|---|---|---|-------------------------------------|---|-----------------------|-----|-----|--|
|  |          |                    | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE B | WORK ZONE LANE LINE, CLASS I, 642 PAINT | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, 32" |     |     |  |
|  |          |                    | EACH  | EACH                      | MILE                                    | MILE                                      | MILE                                    | FT  | FT  | FT                                      | EACH                                | SY  | FT                    |     |     |  |
| PHASE 2<br>CHERRY AVE                  |          |                    |   |                           |   |   |   |   |   |   |                                     |   |                       |     |     |  |
| 93                                     | WCH-17   | 169+20 169+60      |   |                           |   |   |   | 80  |   |   |                                     |   |                       |     |     |  |
| 93                                     | WA-24    | 169+40             |   |                           |   |   |   |   |   |   | 2                                   |   |                       |     |     |  |
| 93                                     | WSL-20   | 169+60             |   |                           |   |   |   |   |   | 40                                      |                                     |   |                       |     |     |  |
| 93                                     | WLL-4    | 170+32 170+75      |   |                           | 0.01                                    |   |   |   |   |   |                                     |   |                       |     |     |  |
| CHERRY AVE<br>12TH STREET              |          |                    |   |                           |   |   |   |   |   |   |                                     |   |                       |     |     |  |
| 96                                     | PB-1     | 520+45 521+05      | 2   | 2                         |   |   |   |   |   |   |                                     |   |                       |     | 60  |  |
| 98                                     | PB-2     | 529+40 530+00      | 2   | 2                         |   |   |   |   |   |   |                                     |   |                       |     | 60  |  |
| 99                                     | WCH-18   | 531+65 532+45      |   |                           |   |   |   | 80  |   |   |                                     |   |                       |     |     |  |
| 99-100                                 | WCH-19   | 534+00 537+50      |   |                           |   |   |   | 350   |   |   |                                     |   |                       |     |     |  |
| 99                                     | WA-25    | 531+75             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 99                                     | WA-26    | 531+35             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 99                                     | WA-27    | 535+37             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 99                                     | WSL-21   | 532+45             |   |                           |   |   |   |   |   | 20                                      |                                     |   |                       |     |     |  |
| 99                                     | WSL-22   | 535+27             |   |                           |   |   |   |   |   | 24                                      |                                     |   |                       |     |     |  |
| 99                                     | WDY-1    | 532+45 534+00      |   |                           |   |   |   |   | 330                                       |   |                                     |   |                       |     |     |  |
| 12TH STREET<br>LAWRENCE RD             |          |                    |   |                           |   |   |   |   |   |   |                                     |   |                       |     |     |  |
| 99                                     | WCL-7    | 226+00 229+00      |   |                           |   | 0.06                                      |   |   |   |   |                                     |   |                       |     |     |  |
| 99                                     | WCH-20   | 227+70 229+00      |   |                           |   |   |   | 130   |   |   |                                     |   |                       |     |     |  |
| 99                                     | WA-28    | 227+95             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 99                                     | WA-29    | 228+75             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 99                                     | WEW-4    | 228+25 229+96      |   |                           |   |   | 0.03                                    |   |   |   |                                     |   |                       |     |     |  |
| 99                                     | WSL-23   | 229+00             |   |                           |   |   |   |   |   | 11                                      |                                     |   |                       |     |     |  |
| 99                                     | WSL-24   | 229+40             |   |                           |   |   |   |   |   | 11                                      |                                     |   |                       |     |     |  |
| LAWRENCE RD<br>12TH STREET             |          |                    |   |                           |   |   |   |   |   |   |                                     |   |                       |     |     |  |
| 100                                    | WA-30    | 535+95             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 100                                    | WA-31    | 537+40             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 100-101                                | PB-3     | 539+60 543+60      | 2   | 9                         |   |   |   |   |   |   |                                     |   |                       | 400 |     |  |
| 101                                    | WEY-1    | 540+00 543+10      |   |                           |   |   | 0.06                                    |   |   |   |                                     |   |                       |     |     |  |
| 12TH STREET<br>OJAY'S PKWY             |          |                    |   |                           |   |   |   |   |   |   |                                     |   |                       |     |     |  |
| 101                                    | WSL-25   | 243+90             |   |                           |   |   |   |   |   |   | 11                                  |   |                       |     |     |  |
| 101                                    | WCH-21   | 243+90 244+50      |   |                           |   |   |   | 60  |   |   |                                     |   |                       |     |     |  |
| 101                                    | WCL-8    | 243+90 247+00      |   |                           |   | 0.06                                      |   |   |   |   |                                     |   |                       |     |     |  |
| 101                                    | WLL-5    | 244+50 247+00      |   |                           | 0.05                                    |   |   |   |   |   |                                     |   |                       |     |     |  |
| 101                                    | WCH-22   | 247+00 248+05      |   |                           |   |   |   | 105   |   |   |                                     |   |                       |     |     |  |
| 101                                    | WEY-2    | 248+05 249+18      |   |                           |   |   | 0.03                                    |   |   |   |                                     |   |                       |     |     |  |
| OJAY'S PKWY<br>PHASE 2A<br>12TH STREET |          |                    |   |                           |   |   |   |   |   |   |                                     |   |                       |     |     |  |
| 102                                    | WCL-1    | 538+00 540+40      |   |                           |   | 0.05                                      |   |   |   |   |                                     |   |                       |     |     |  |
| 102                                    | WCL-2    | 538+00 540+40      |   |                           |   | 0.05                                      |   |   |   |   |                                     |   |                       |     |     |  |
| 102-103                                | WCL-3    | 543+00 547+18      |   |                           |   | 0.08                                      |   |   |   |   |                                     |   |                       |     |     |  |
| 102-103                                | WCL-4    | 543+00 544+84      |   |                           |   | 0.03                                      |   |   |   |   |                                     |   |                       |     |     |  |
| 102                                    | WEW-1    | 538+00 540+10      |   |                           |   |   | 0.04                                    |   |   |   |                                     |   |                       |     |     |  |
| 102                                    | WCH-1    | 538+87 540+48      |   |                           |   |   |   | 161   |   |   |                                     |   |                       |     |     |  |
| 102                                    | WCH-2    | 539+60 540+48      |   |                           |   |   |   | 88  |   |   |                                     |   |                       |     |     |  |
| 102                                    | WA-1     | 539+00             |   |                           |   |   |   |   |   |   | 2                                   |   |                       |     |     |  |
| 102                                    | WA-2     | 541+65             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 102                                    | WA-3     | 541+75             |   |                           |   |   |   |   |   |   | 1                                   |   |                       |     |     |  |
| 12TH STREET                            |          |                    |   |                           |   |   |   |   |   |   |                                     |   |                       |     |     |  |
| <b>TOTALS CARRIED TO SHEET 30</b>      |          |                    | 6   | 13                        | 0.06                                    | 0.33                                      | 0.16                                    | 1054  | 330                                       | 117                                     | 13                                  | 0   |                       | 520 |     |  |

|                          |     |         |     |
|--------------------------|-----|---------|-----|
| CALCULATED               | MAM | CHECKED | DLW |
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| <b>STA - 12TH STREET</b> |     |         |     |
| 29<br>790                |     |         |     |

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| SHEET NO.                                | REF. NO. | STATION TO STATION       |        | 614   |                           |   |   |   |   |   |   |                                     |   | 615                   |  | 622  |  |
|--|----------|--------------------------|--------|---|---------------------------|---|---|---|---|---|---|-------------------------------------|---|-----------------------|--|------|--|
|  |          |                          |        | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE B | WORK ZONE LANE LINE, CLASS I, 642 PAINT | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, 32" |  |      |  |
|  |          |                          |        | EACH  | EACH                      | MILE                                    | MILE                                      | MILE                                    | FT  | FT  | FT                                      | EACH                                |   | SY                    |  | FT   |  |
|  |          | PHASE 2A<br>12TH STREET  |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |      |  |
| 102                                      | WEY-1    | 540+40                   | 541+35 |   |                           |   |   | 0.02                                    |   |   |   |                                     |   |                       |  |      |  |
| 102                                      | WEY-2    | 540+40                   | 541+34 |   |                           |   |   | 0.02                                    |   |   |   |                                     |   |                       |  |      |  |
| 102                                      | WEY-3    | 542+08                   | 543+00 |   |                           |   |   | 0.02                                    |   |   |   |                                     |   |                       |  |      |  |
| 102                                      | WEY-4    | 542+12                   | 543+00 |   |                           |   |   | 0.02                                    |   |   |   |                                     |   |                       |  |      |  |
|  |          | 12TH STREET<br>MAPLE AVE |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |      |  |
| 102                                      | WCH-3    | 250+23                   | 250+24 |   |                           |   |   |   | 22  |   |   |                                     |   |                       |  |      |  |
| 102                                      | WEY-5    | 250+24                   | 250+85 |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |  |      |  |
| 102                                      | WEY-6    | 250+23                   | 250+85 |   |                           |   |   | 0.01                                    |   |   |   |                                     |   |                       |  |      |  |
| 102                                      | WCL-5    | 250+85                   | 251+50 |   |                           | 0.01                                    |   |   |   |   |   |                                     |   |                       |  |      |  |
| 102                                      | WCL-6    | 250+85                   | 251+50 |   |                           | 0.01                                    |   |   |   |   |   |                                     |   |                       |  |      |  |
|  |          | MAPLE AVE<br>12TH STREET |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |      |  |
| 103                                      | WEW-2    | 544+00                   | 547+18 |   |                           |   |   | 0.06                                    |   |   |   |                                     |   |                       |  |      |  |
|  |          | 12TH STREET<br>PHASE 2   |        |   |                           |   |   |   |   |   |   |                                     |   |                       |  |      |  |
| 104                                      | WEY-3    | 545+00                   | 550+00 |   |                           |   |   | 0.09                                    |   |   |   |                                     |   |                       |  |      |  |
| <b>TOTALS FROM THIS SHEET</b>            |          |                          |        | 0   | 0                         | 0.00                                    | 0.02                                      | 0.25                                    | 22  | 0   | 0                                       | 0                                   |   | 0                     |  | 0    |  |
| <b>TOTALS CARRIED FROM SHEET 24</b>      |          |                          |        | 8   | 16                        | 0.05                                    | 2.27                                      | 2.37                                    | 205   | 0   | 160                                     | 5                                   |   | 0                     |  | 620  |  |
| <b>TOTALS CARRIED FROM SHEET 25</b>      |          |                          |        | 4   | 7                         | 0.17                                    | 0.05                                      | 0.32                                    | 621   | 0   | 232                                     | 10                                  |   | 48                    |  | 240  |  |
| <b>TOTALS CARRIED FROM SHEET 26</b>      |          |                          |        | 16  | 37                        | 0                                       | 0.18                                      | 0.35                                    | 195   | 0   | 156                                     | 5                                   |   | 42                    |  | 1450 |  |
| <b>TOTALS CARRIED FROM SHEET 27</b>      |          |                          |        | 2   | 4                         | 0                                       | 2.04                                      | 2.3                                     | 461   | 0   | 154                                     | 14                                  |   | 0                     |  | 160  |  |
| <b>TOTALS CARRIED FROM SHEET 28</b>      |          |                          |        | 0   | 0                         | 0.05                                    | 0.07                                      | 0                                       | 1179  | 0   | 334                                     | 18                                  |   | 0                     |  | 0    |  |
| <b>TOTALS CARRIED FROM SHEET 29</b>      |          |                          |        | 6   | 13                        | 0.06                                    | 0.33                                      | 0.16                                    | 1054  | 330                                       | 117                                     | 13                                  |   | 0                     |  | 520  |  |
| <b>TOTALS CARRIED TO GENERAL SUMMARY</b> |          |                          |        | 36  | 77                        | 0.33                                    | 4.96                                      | 5.75                                    | 3737  | 330                                       | 1153                                    | 65                                  |   | 90                    |  | 2990 |  |

|  |            |
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| <b>MAINTENANCE OF TRAFFIC SUBSUMMARY</b> | CALCULATED |
|  | MAM        |
| <b>STA - 12TH STREET</b>                 | CHECKED    |
|  | DLW        |

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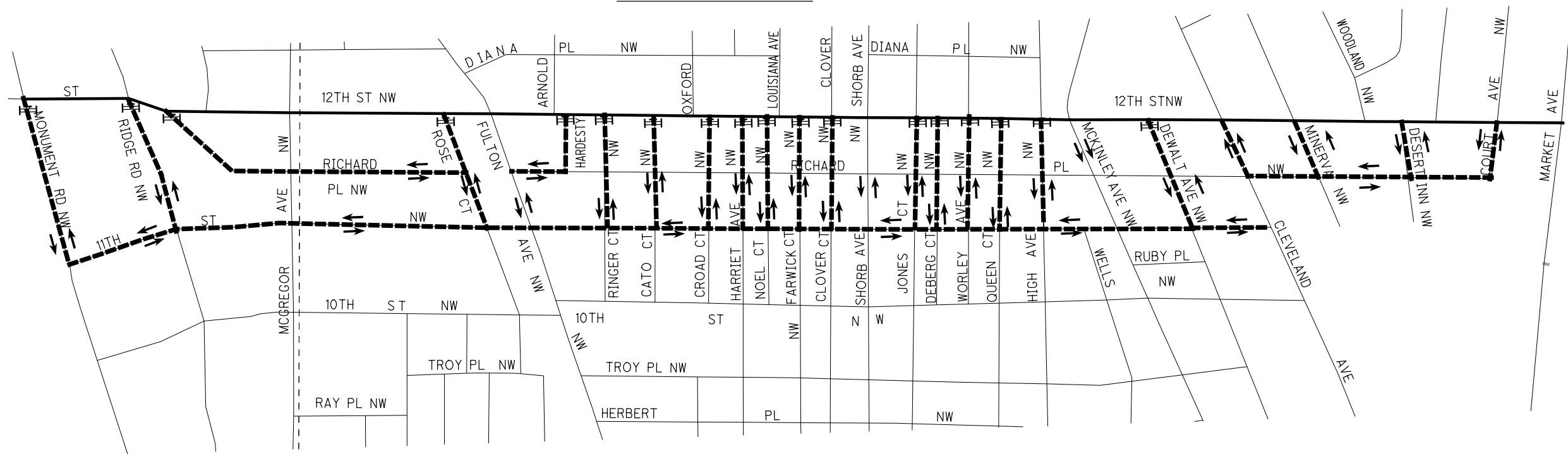
| SHEET NO.                             | REF. NO. | STATION TO STATION |        | 614   |                           |   |   |   |   |   |   |  |                                     |     | 622 |                       |      |  |
|---------------------------------------|----------|--------------------|--------|---|---------------------------|---|---|---|---|---|---|--|-------------------------------------|-----|-----|-----------------------|------|--|
|                                       |          |                    |        | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE B | WORK ZONE LANE LINE, CLASS I, 642 PAINT | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT |     |     | PORTABLE BARRIER, 32" |      |  |
|                                       |          |                    |        | EACH  | EACH                      | MILE                                    | MILE                                      | MILE                                    | FT  | FT  | FT                                      | FT   | EACH                                |     |     | FT                    |      |  |
| PHASE 1                               |          |                    |        |   |                           |   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| MARKET AVE N                          |          |                    |        |   |                           |   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| 110-113                               | WCL-1    | 140+00             | 157+76 |   |                           |   | 0.34                                      |   |   |   |   |  |                                     |     |     |                       |      |  |
| 110-112                               | WEW-1    | 141+70             | 149+50 |   |                           |   |   | 0.15                                    |   |   |   |  |                                     |     |     |                       |      |  |
| 110-113                               | WEW-2    | 142+00             | 157+76 |   |                           |   |   | 0.30                                    |   |   |   |  |                                     |     |     |                       |      |  |
| 110                                   | PB-1     | 141+80             | 142+60 | 2   | 2                         |   |   |   |   |   |   |  |                                     |     |     | 80                    |      |  |
| 110-111                               | PB-2     | 142+20             | 146+40 | 2   | 9                         |   |   |   |   |   |   |  |                                     |     |     | 420                   |      |  |
| 110-111                               | PB-3     | 143+55             | 146+75 | 2   | 7                         |   |   |   |   |   |   |  |                                     |     |     | 320                   |      |  |
| 111                                   | WCL-2    | 144+25             | 148+50 |   |                           |   | 0.08                                      |   |   |   |   |  |                                     |     |     |                       |      |  |
| 111-112                               | PB-4     | 147+05             | 149+45 | 2   | 6                         |   |   |   |   |   |   |  |                                     |     |     | 240                   |      |  |
| 111                                   | PB-5     | 147+32             | 147+72 | 2   | 2                         |   |   |   |   |   |   |  |                                     |     |     | 40                    |      |  |
| 111-112                               | PB-6     | 148+35             | 149+35 | 2   | 3                         |   |   |   |   |   |   |  |                                     |     |     | 100                   |      |  |
| 111-112                               | WCH-1    | 148+70             | 149+50 |   |                           |   |   |   | 80  |   |   |  |                                     |     |     |                       |      |  |
| 112                                   | WCH-2    | 150+40             | 151+00 |   |                           |   |   |   | 60  |   |   |  |                                     |     |     |                       |      |  |
| 112                                   | WA-1     | 149+40             |        |   |                           |   |   |   |   |   |   |  |                                     |     | 1   |                       |      |  |
| 112                                   | WA-2     | 150+50             |        |   |                           |   |   |   |   |   |   |  |                                     |     | 1   |                       |      |  |
| 112                                   | WSL-1    | 149+50             |        |   |                           |   |   |   |   |   | 20                                      |  |                                     |     |     |                       |      |  |
| 112                                   | PB-7     | 150+60             | 151+00 | 2   | 1                         |   |   |   |   |   |   |  |                                     |     |     | 40                    |      |  |
| 112-113                               | PB-8     | 151+70             | 154+30 | 2   | 6                         |   |   |   |   |   |   |  |                                     |     |     | 260                   |      |  |
| 112                                   | WCL-3    | 151+50             | 153+75 |   |                           |   | 0.04                                      |   |   |   |   |  |                                     |     |     |                       |      |  |
| 112-113                               | WDW-1    | 153+75             | 157+76 |   |                           |   |   |   |   | 401                                       |   |  |                                     |     |     |                       |      |  |
| MARKET AVE N                          |          |                    |        |   |                           |   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| PHASE 2                               |          |                    |        |   |                           |   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| MARKET AVE N                          |          |                    |        |   |                           |   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| 114-117                               | WCL-1    | 140+00             | 157+76 |   |                           |   | 0.34                                      |   |   |   |   |  |                                     |     |     |                       |      |  |
| 114-116                               | WCL-2    | 142+38             | 149+44 |   |                           |   | 0.13                                      |   |   |   |   |  |                                     |     |     |                       |      |  |
| 114-116                               | WLL-1    | 140+00             | 147+50 |   |                           | 0.142                                   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| 114-116                               | WLL-2    | 140+00             | 149+44 |   |                           | 0.179                                   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| 115                                   | WSL-1    | 144+72             |        |   |                           |   |   |   |   |   | 38                                      |  |                                     |     |     |                       |      |  |
| 115                                   | WSL-2    | 145+39             |        |   |                           |   |   |   |   |   | 34                                      |  |                                     |     |     |                       |      |  |
| 115                                   | WXW-1    | 144+81             | 145+26 |   |                           |   |   |   |   |   |   |  | 87                                  |     |     |                       |      |  |
| 115                                   | WXW-2    | 145+25             | 145+26 |   |                           |   |   |   |   |   |   |  | 120                                 |     |     |                       |      |  |
| 115-116                               | WCH-1    | 147+50             | 149+44 |   |                           |   |   |   | 194   |   |   |  |                                     |     |     |                       |      |  |
| 115                                   | WA-1     | 147+60             |        |   |                           |   |   |   |   |   |   |  |                                     |     | 1   |                       |      |  |
| 115                                   | WA-2     | 148+50             |        |   |                           |   |   |   |   |   |   |  |                                     |     | 1   |                       |      |  |
| 115                                   | WSL-3    | 145+23/11THST      |        |   |                           |   |   |   |   |   | 25                                      |  |                                     |     |     |                       |      |  |
| 115                                   | WA-3     | 11TH ST            |        |   |                           |   |   |   |   |   |   |  |                                     |     | 1   |                       |      |  |
| 115                                   | WCL-3    | 11TH ST            |        |   |                           |   | 0.003                                     |   |   |   |   |  |                                     |     |     |                       |      |  |
| 115                                   | WCH-2    | 11TH ST            |        |   |                           |   |   |   | 26  |   |   |  |                                     |     |     |                       |      |  |
| 116                                   | WA-4     | 149+34             |        |   |                           |   |   |   |   |   |   |  |                                     |     | 1   |                       |      |  |
| 116                                   | WA-5     | 150+60             |        |   |                           |   |   |   |   |   |   |  |                                     |     | 1   |                       |      |  |
| 116                                   | WSL-4    | 149+44             |        |   |                           |   |   |   |   |   | 23                                      |  |                                     |     |     |                       |      |  |
| 116                                   | WSL-5    | 150+50             |        |   |                           |   |   |   |   |   | 22                                      |  |                                     |     |     |                       |      |  |
| 116                                   | WCH-3    | 150+50             | 151+00 |   |                           |   |   |   | 50  |   |   |  |                                     |     |     |                       |      |  |
| 116-117                               | PB-1     | 150+60             | 154+40 | 2   | 9                         |   |   |   |   |   |   |  |                                     |     |     | 380                   |      |  |
| 116-117                               | WEW-1    | 150+50             | 157+75 |   |                           |   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| 116                                   | WEW-2    | 151+55             | 153+34 |   |                           |   |   | 0.14                                    |   |   |   |  |                                     |     |     |                       |      |  |
| 116                                   | WLL-3    | 151+00             | 152+00 |   |                           |   |   | 0.03                                    |   |   |   |  |                                     |     |     |                       |      |  |
| 116                                   | WLL-3    | 151+00             | 152+00 |   |                           |   |   | 0.02                                    |   |   |   |  |                                     |     |     |                       |      |  |
| 116-117                               | WLL-3    | 153+80             | 157+76 |   |                           |   |   | 0.08                                    |   |   |   |  |                                     |     |     |                       |      |  |
| MARKET AVE N                          |          |                    |        |   |                           |   |   |   |   |   |   |  |                                     |     |     |                       |      |  |
| <b>TOTALS CARRIED GENERAL SUMMARY</b> |          |                    |        |   |                           | 18                                      | 45  | 0.32                                    | 0.93  | 0.72                                      | 410                                     | 401  | 162                                 | 207 | 7   |                       | 1880 |  |

CALCULATED MAM CHECKED DLW  
**STA -12TH STREET**  
 MAINTENANCE OF TRAFFIC SUBSUMMARY  
 31  
 790



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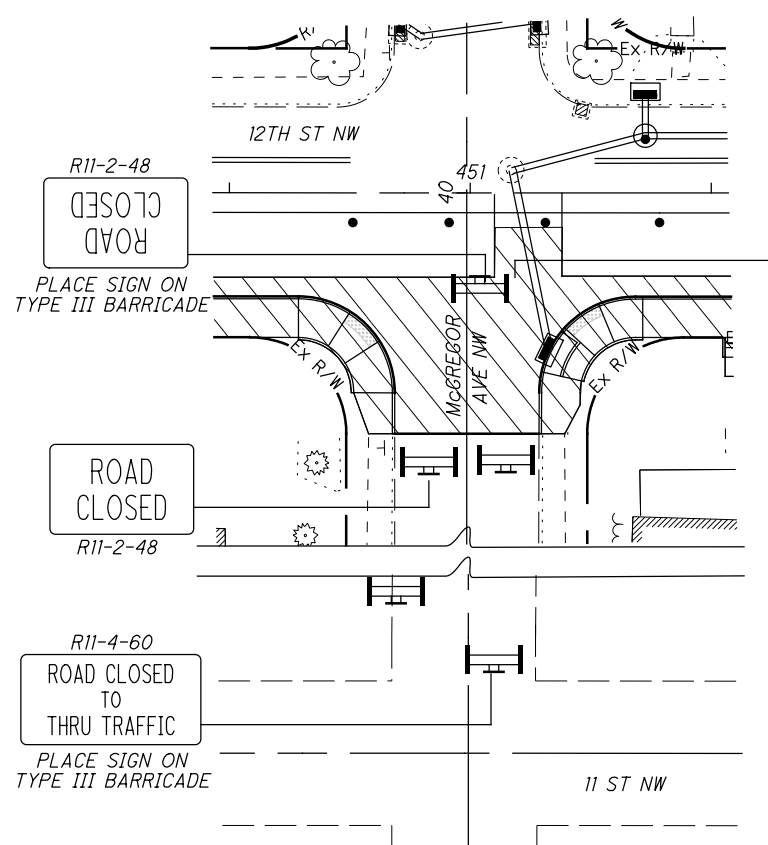
PHASE 1 - DETOUR DETAIL



MAINTENANCE OF TRAFFIC - PHASE 1 DETOURS  
 MONUMENT RD NW TO MARKET AVE N

STA - 12TH STREET  
 32  
 790

PHASE 1 - ROAD CLOSURE DETAILS

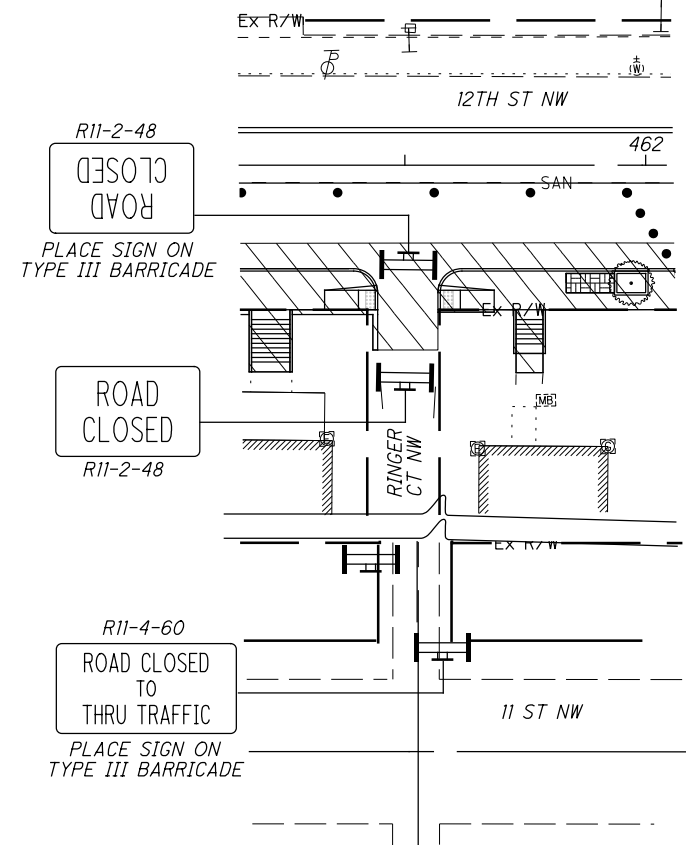


THE CONTRACTOR WILL CLOSE THE FOLLOWING SIDE ROADS ON 12TH STREET DURING CONSTRUCTION IN PHASE 1 AS SHOWN ABOVE:

MONUMENT RD., RIDGE RD., MCGREGGOR AVE.,  
 ARNOLD AVE., OXFORD AVE., LOUISIANA AVE.

FOR ADVANCE WARNING SIGNS FOR CLOSURE SEE STANDARD CONSTRUCTION DRAWING MT-101.60

PHASE 1 - ALLEY, COURT AND PLACE DETAILS

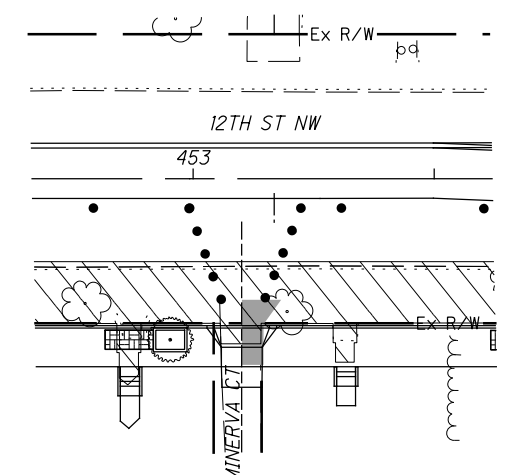


THE CONTRACTOR WILL CLOSE THE FOLLOWING COURTS, PLACE AND ALLEYS DURING CONSTRUCTION IN PHASE 1 AS SHOWN ABOVE:

RICHARD PL., ROSE CT., HARDESTY CT., RINGER CT., CATO CT.,  
 CROAD CT., HARRIET CT., NOEL CT., FARWICK CT., CLOVER CT.,  
 JONES CT., WORLEY AVE., QUEEN CT., HIGH AVE., DEWALT AVE

FOR ADVANCE WARNING SIGNS FOR CLOSURE SEE STANDARD CONSTRUCTION DRAWING MT-101.60

PHASE 1 - DRIVE AND MINERVA COURT DETAILS  
 PART WIDTH CONSTRUCTION



THE FOLLOWING ALLEYS, COURTS AND PLACE WILL BE CONSTRUCTED PART-WIDTH SHOWN IN THE DETAIL ABOVE DUE TO LIMITED INGRESS/EGRESS.

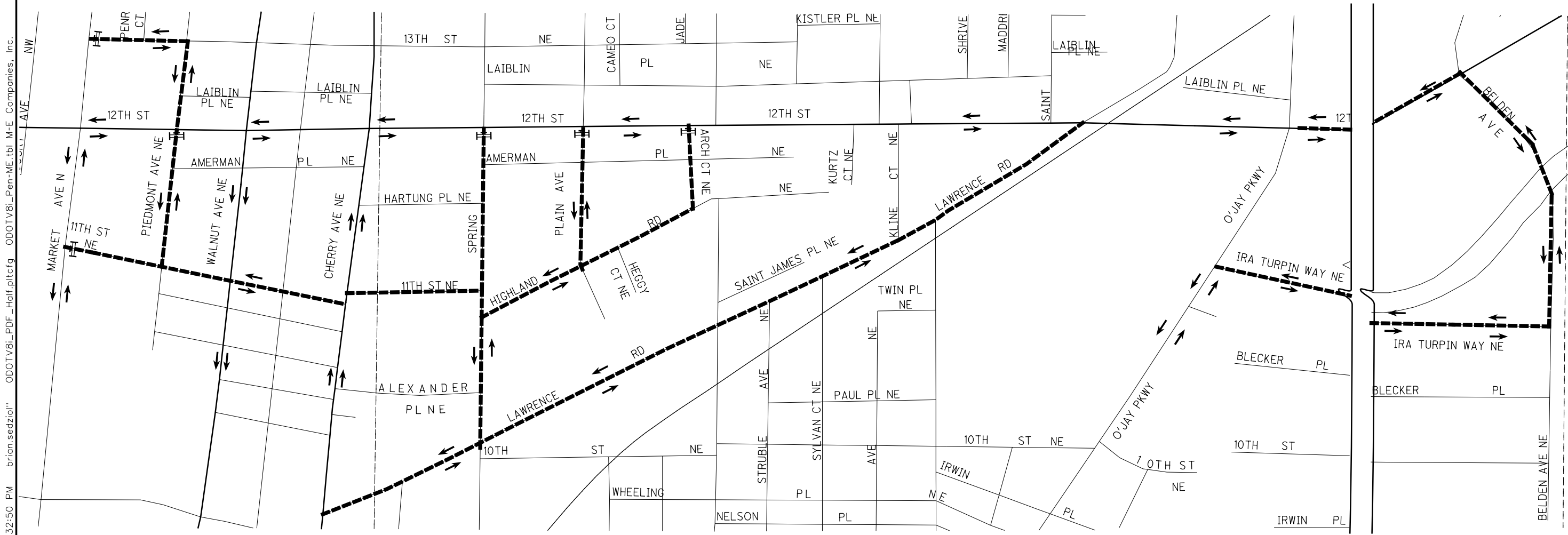
MINERVA CT

LEGEND

- DETOUR ROUTES FOR ROADS AND ALLEYS
- TYPE III BARRICADE
- DIRECTION OF TRAVEL

- NOTES:
1. NO TWO CONSECUTIVE SIDE ROADS WILL BE CLOSED AT THE SAME TIME. THE DURATION OF THE CLOSURE CAN NOT EXCEED 5 DAYS.
  2. ALL "ROAD CLOSED" SIGNS WILL HAVE 2 TYPE A WARNING LIGHTS.
  3. CONTRACTOR WILL USE STANDARD DETOUR SIGNS PLACED WHERE NEEDED. PAYMENT FOR THE DETOUR SIGNING AND BARRICADES WILL BE PAID UNDER THE LUMP SUM OF ITEM 614-DETOUR SIGNING

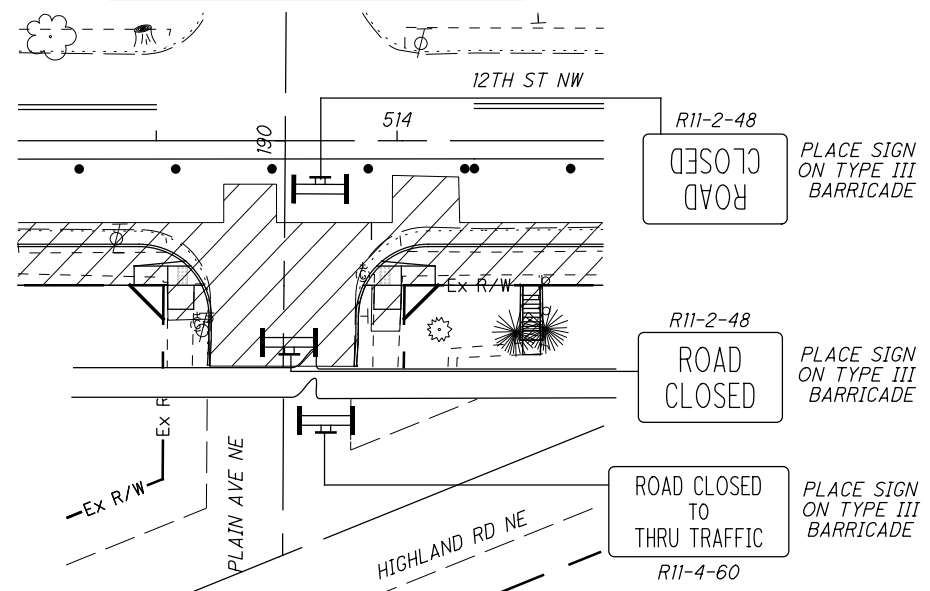
PHASE 1 - DETOUR DETAIL



MAINTENANCE OF TRAFFIC - PHASE 1 DETOURS  
 MARKET AVE N TO O'JAY PKWY

STA-12TH STREET

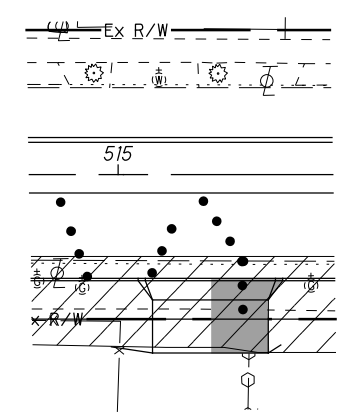
PHASE 1 - ROAD CLOSURE DETAILS



THE CONTRACTOR WILL CLOSE THE FOLLOWING SIDE ROADS ON 12TH STREET DURING CONSTRUCTION IN PHASE 1 AS SHOWN ABOVE:  
 WOODLAND AVE, LOGAN AVE, PIEDMONT AVE, SPRING AVE, PLAIN AVE AND ROWLAND AVE AND ARCH COURT

THE CONTRACTOR WILL CLOSE THE FOLLOWING SIDE ROADS ON MARKET AVENUE DURING CONSTRUCTION IN PHASE 1 AS SHOWN ABOVE:  
 11TH ST NE AND 13TH ST NW

PHASE 1 - COURT AND DRIVE DETAILS  
 PART WIDTH CONSTRUCTION



LEGEND

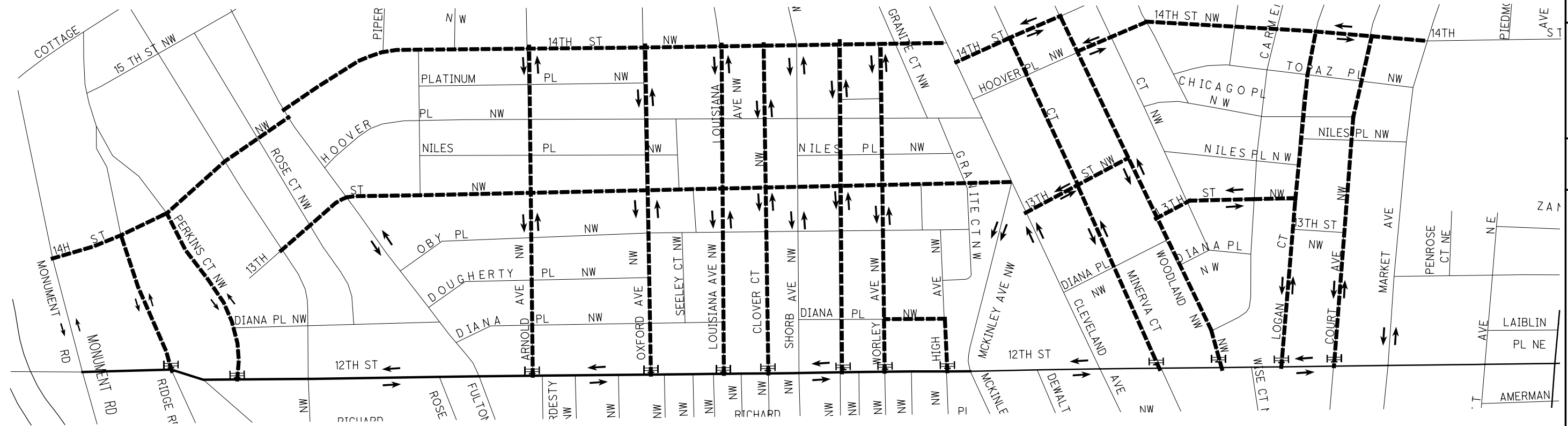
- DETOUR ROUTES FOR ROADS AND ALLEYS
- TYPE III BARRICADE
- DIRECTION OF TRAVEL

NOTES:

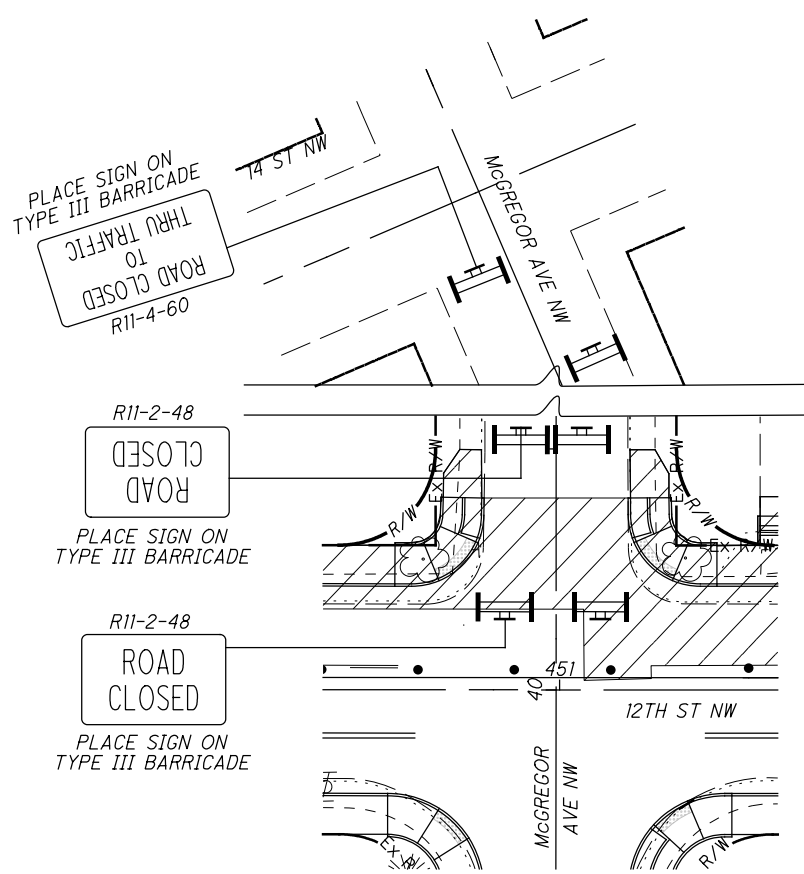
1. NO TWO CONSECUTIVE SIDE ROADS WILL BE CLOSED AT THE SAME TIME. THE DURATION OF THE CLOSURE CAN NOT EXCEED 5 DAYS.
2. ALL "ROAD CLOSED" SIGNS WILL HAVE 2 TYPE A WARNING LIGHTS.
3. CONTRACTOR WILL USE STANDARD DETOUR SIGNS PLACED WHERE NEEDED. PAYMENT FOR THE DETOUR SIGNING AND BARRICADES WILL BE PAID UNDER THE LUMP SUM OF ITEM 614-DETOUR SIGNING

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PHASE 2 - DETOUR DETAIL



PHASE 2 - ROAD CLOSURE DETAIL

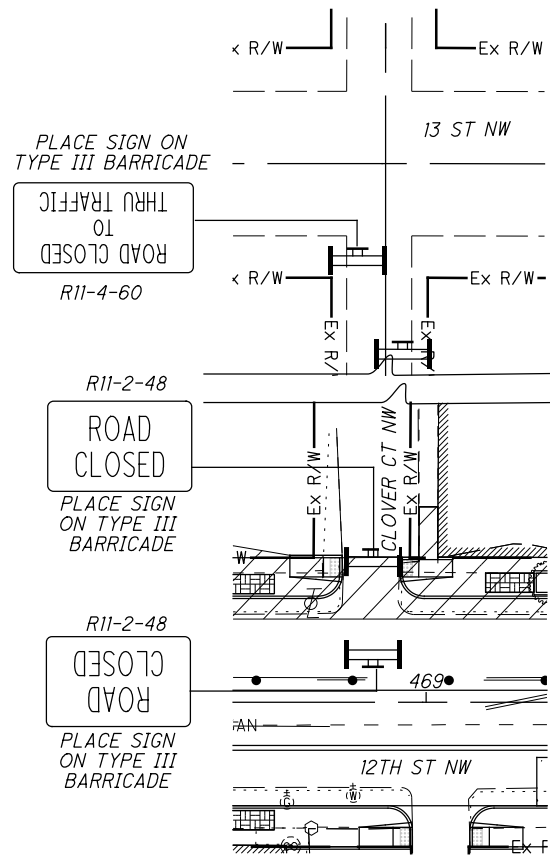


THE CONTRACTOR WILL CLOSE THE FOLLOWING SIDE ROADS ON 12TH STREET DURING CONSTRUCTION IN PHASE 2 AS SHOWN ABOVE:

RIDGE RD., PERKINS AVE., MCGREGOR AVE., ARNOLD AVE., OXFORD AVE, LOUISIANA AVE., WORLEY AVE., WOODLAND AVE., LOGAN AVE.

FOR ADVANCE WARNING SIGNS FOR CLOSURE SEE STANDARD CONSTRUCTION DRAWING MT-101.60

PHASE 2 - ALLEY, COURT AND PLACE DETAIL

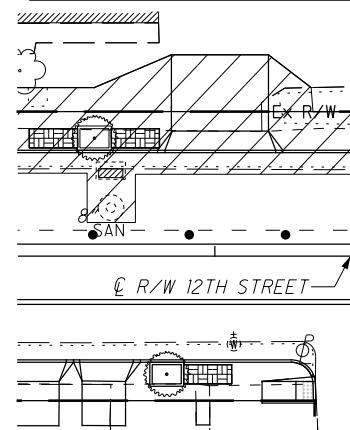


THE CONTRACTOR WILL CLOSE THE FOLLOWING COURTS, PLACE AND ALLEYS DURING CONSTRUCTION IN PHASE 1 AS SHOWN ABOVE:

CLOVER CT., JONES CT., HIGH AVE., DEWALT AVE., MINERVA CT., COURT AVE.

FOR ADVANCE WARNING SIGNS FOR CLOSURE SEE STANDARD CONSTRUCTION DRAWING MT-101.60

PHASE 2 - DRIVE DETAIL PART-WIDTH CONSTRUCTION



LEGEND

- DETOUR ROUTES FOR ROADS AND ALLEYS
- TYPE III BARRICADE
- DIRECTION OF TRAVEL

NOTES:

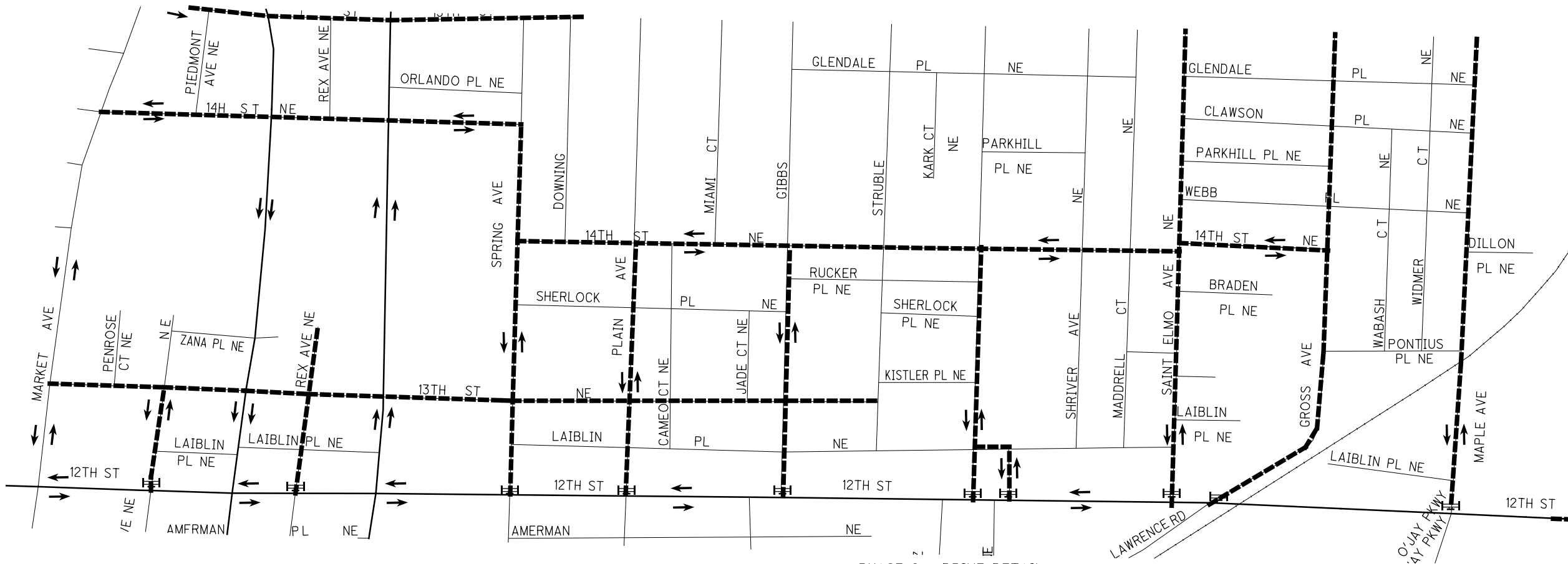
1. NO TWO CONSECUTIVE SIDE ROADS WILL BE CLOSED AT THE SAME TIME. THE DURATION OF THE CLOSURE CAN NOT EXCEED 5 DAYS.
2. ALL "ROAD CLOSED" SIGNS WILL HAVE 2 TYPE A WARNING LIGHTS.
3. CONTRACTOR WILL USE STANDARD DETOUR SIGNS PLACED WHERE NEEDED. PAYMENT FOR THE DETOUR SIGNING AND BARRICADES WILL BE PAID UNDER THE LUMP SUM OF ITEM 614-DETOUR SIGNING

MAINTENANCE OF TRAFFIC - PHASE 2 DETOURS  
MONUMENT RD NW TO MARKET AVE N

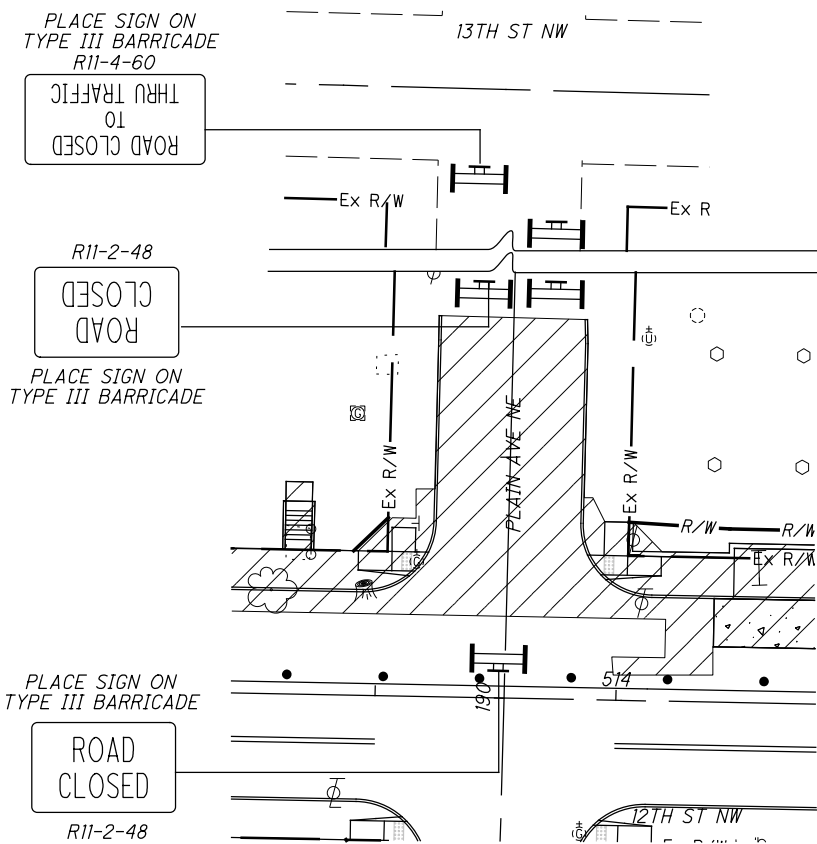
STA-12TH STREET

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PHASE 2 - DETOUR DETAIL



PHASE 2 - ROAD CLOSURE DETAILS

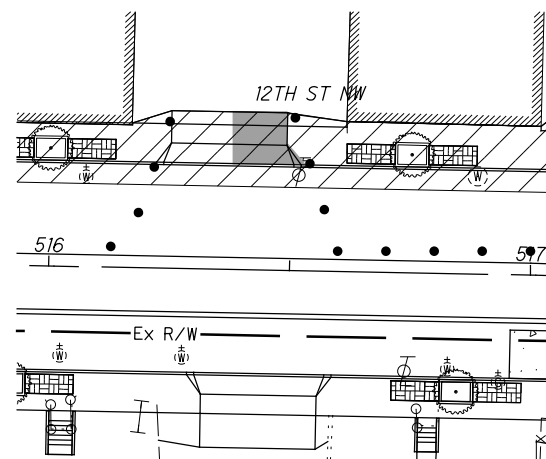


THE CONTRACTOR WILL CLOSE THE FOLLOWING SIDE ROADS ON 12TH STREET DURING CONSTRUCTION IN PHASE 2 AS SHOWN ABOVE:

PIEDMONT AVE., REX AVE., SPRING AVE., PLAIN AVE., GIBBS AVE., ROWLAND AVE., ST. ELMO AVE., GROSS AVE. AND MAPLE AVE.

FOR ADVANCE WARNING SIGNS FOR CLOSURE SEE STANDARD CONSTRUCTION DRAWING MT-101.60

PHASE 2 - DRIVE DETAIL  
PART-WIDTH CONSTRUCTION



LEGEND

- DETOUR ROUTES FOR ROADS AND ALLEYS
- TYPE III BARRICADE
- DIRECTION OF TRAVEL

NOTES:

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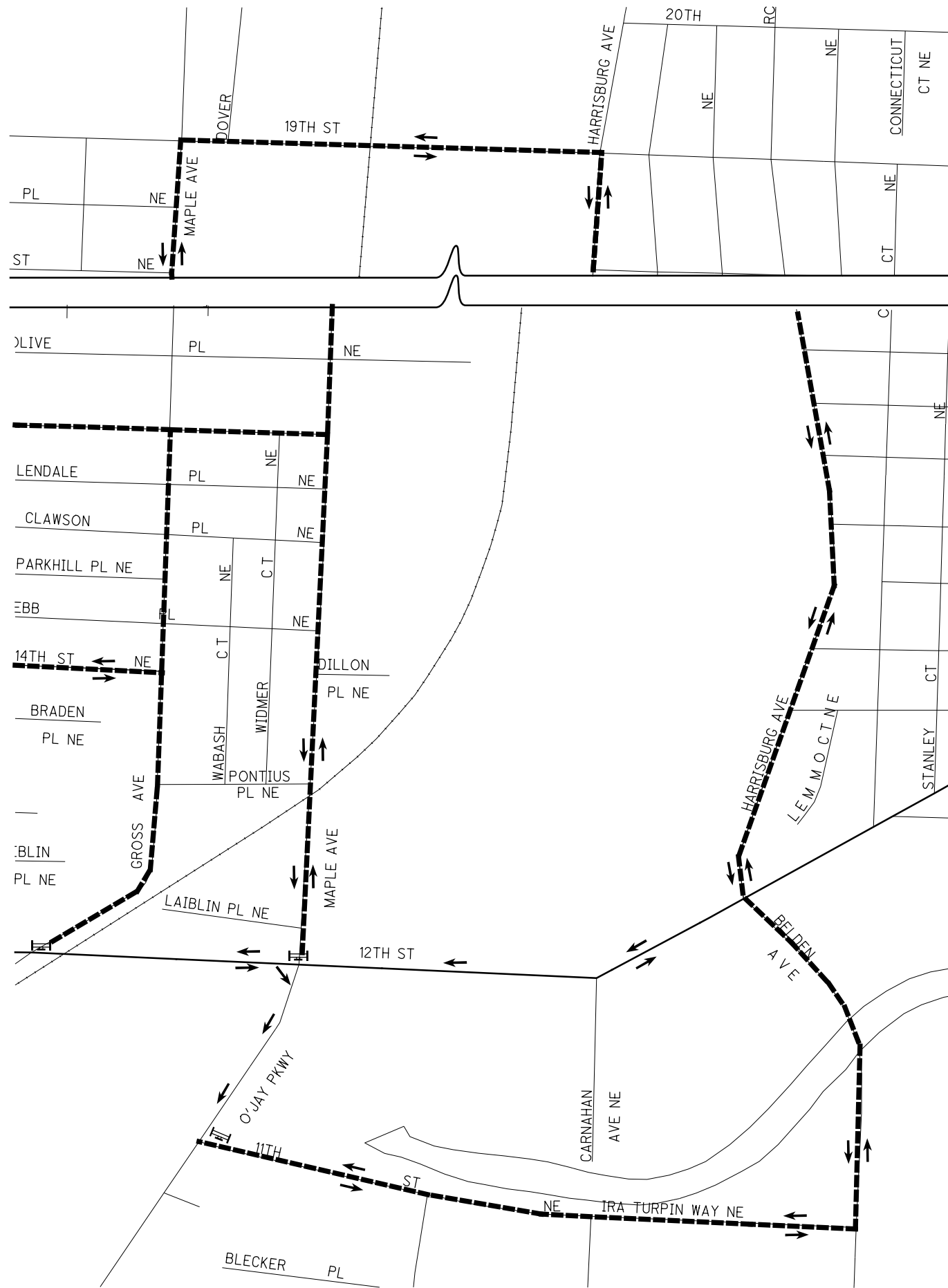


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**MAINTENANCE OF TRAFFIC - PHASE 2 DETOURS**  
**MARKET AVE. N. TO O'JAY PKWY**

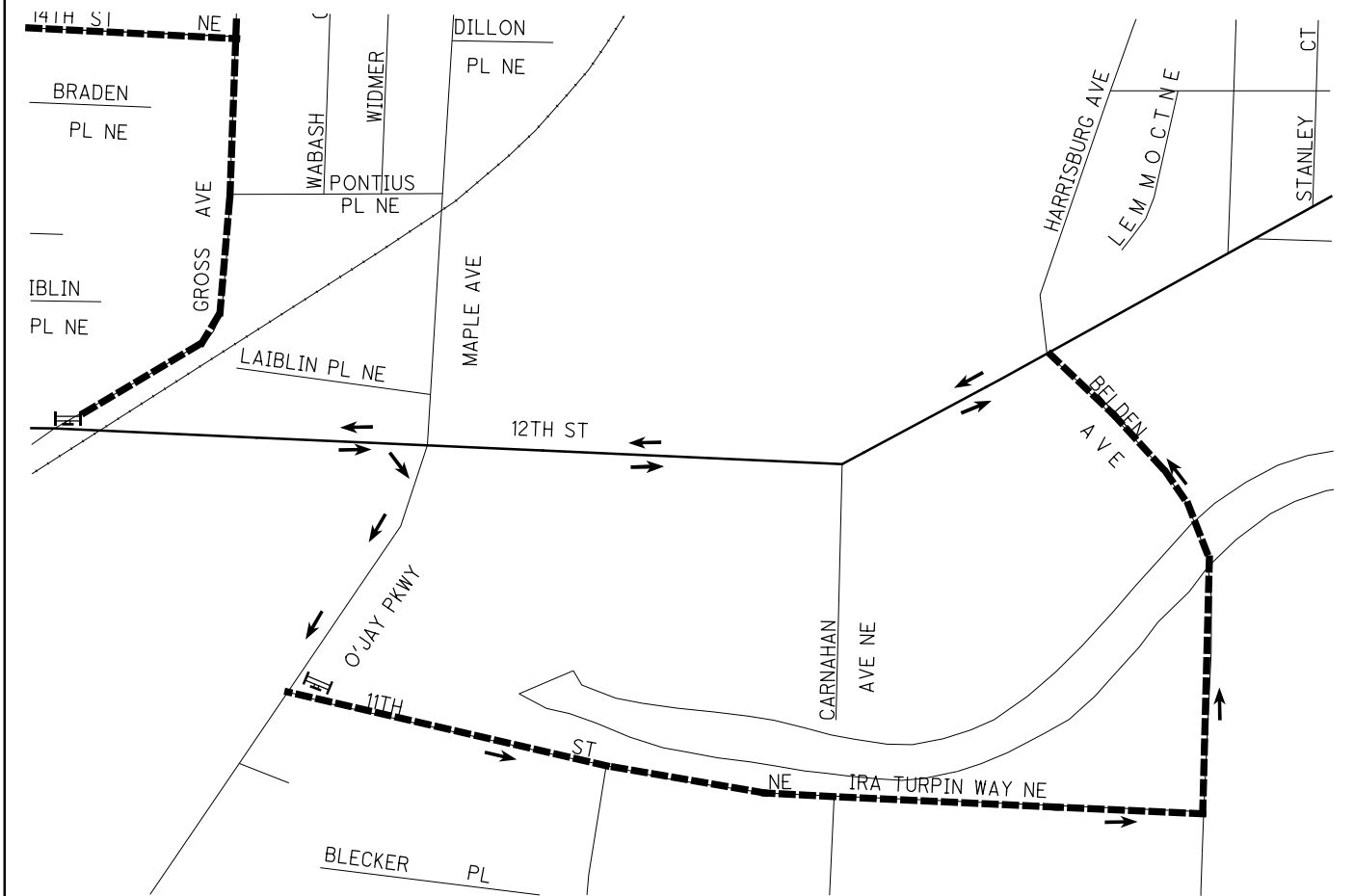
**STA-12TH STREET**  
 35  
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PHASE 2 - OJAY'S PKWY, MAPLE AVE AND 12TH ST EASTBOUND DETOUR DETAIL



PHASE 2A - OJAY'S PKWY NORTHBOUND DETOUR DETAIL

**LEGEND**

--- DETOUR ROUTES

[Barrier Symbol] TYPE III BARRICADE WITH TYPE B WARNING LIGHTS

→ DIRECTION OF TRAVEL

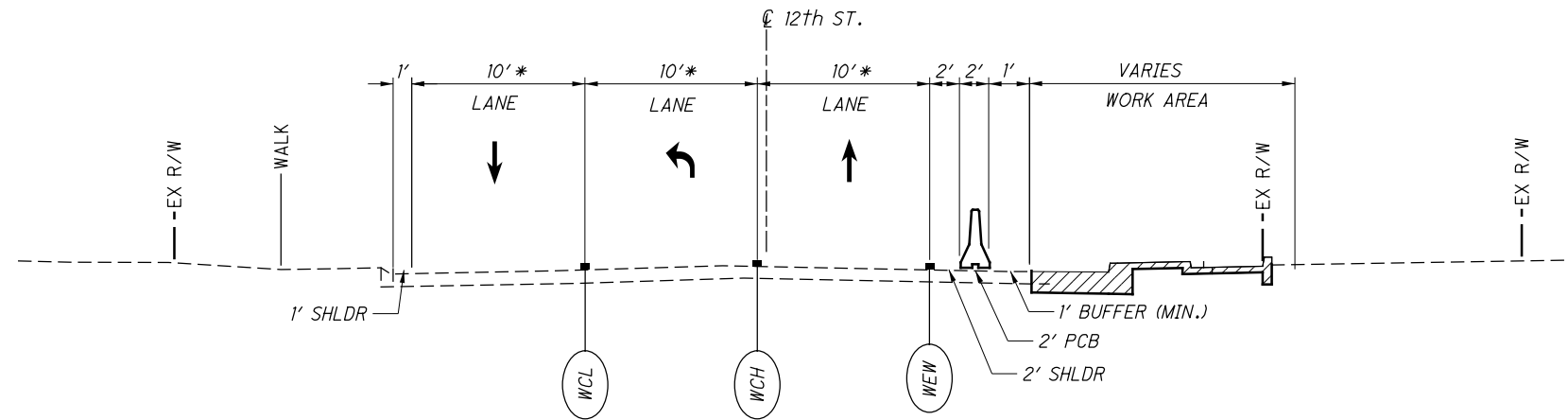
- NOTES:
1. ALL "ROAD CLOSED" SIGNS WILL HAVE 2 TYPE A WARNING LIGHTS.
  2. CONTRACTOR WILL USE STANDARD DETOUR SIGNS PLACED WHERE NEEDED. PAYMENT FOR THE DETOUR SIGNING AND BARRICADES WILL BE PAID UNDER THE LUMP SUM OF ITEM 614-DETOUR SIGNING

CALCULATED MAM  
CHECKED DLW







0 20 40  
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - PHASE 2 DETOURS ROUNDABOUT**

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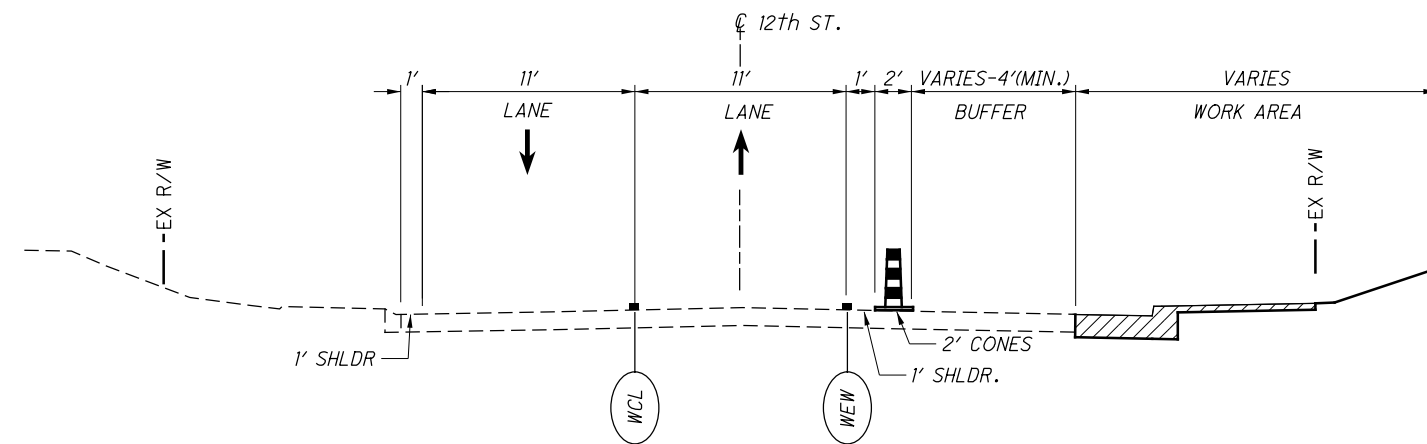
MAINTENANCE OF TRAFFIC  
SECTION LEGEND

-  WORK ZONE LANE LINE
-  WORK ZONE CENTER LINE DOUBLE
-  WORK ZONE EDGE LINE, WHITE
-  WORK ZONE EDGE LINE, YELLOW
-  WORK ZONE CHANNELIZING LINE
-  WORK AREA

SECTION  
PHASE 1  
12TH STREET - STA. 456+00

INTERSECTIONS WHERE A LEFT TURN LANE IS PROVIDED:

- FULTON ROAD (EAST LEG THRU TRAFFIC HAS 11' LANES)
- \* MCKINLEY AVENUE
- \* MARKET AVENUE (WEST LEG THRU TRAFFIC HAS 11' LANES)
- \* LAWRENCE ROAD (WESTBOUND TRAFFIC HAS 11' LANES)

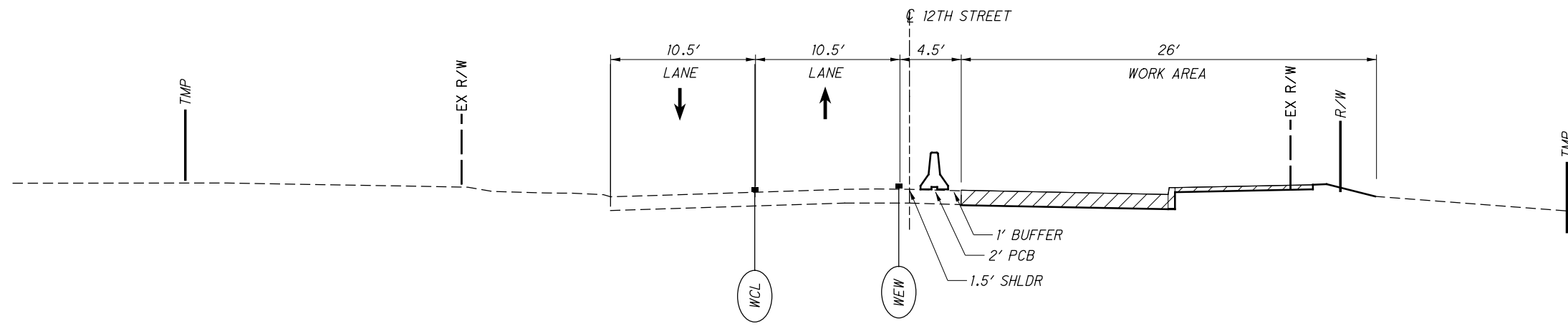


SECTION  
PHASE 1  
12TH STREET - STA. 450+00

THIS SECTION IS TYPICAL FOR THE FOLLOWING STATIONS:

- STA. 442+27 TO STA. 540+00
- STA. 544+00 TO STA. 547+18

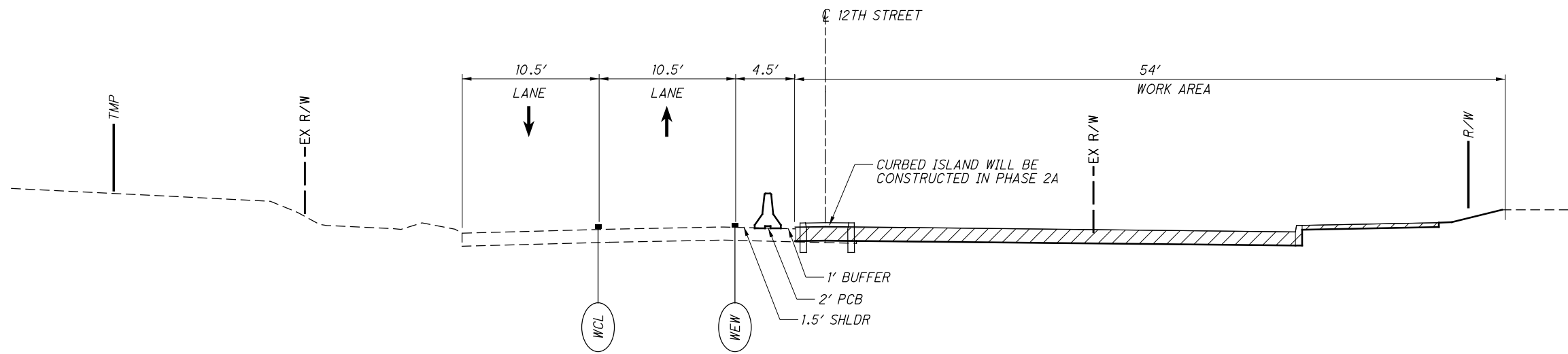
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SECTION

PHASE 1  
12TH STREET - STA. 543+50

THIS SECTION IS TYPICAL FOR THE FOLLOWING INTERSECTION:  
12TH STE AND THE OJAY'S PARKWAY ROUNDABOUT



SECTION

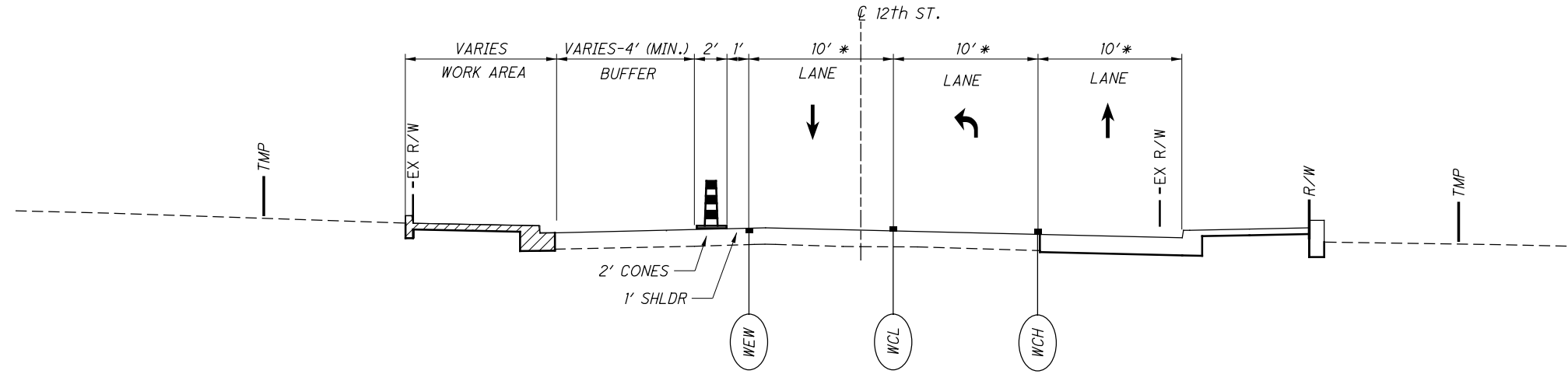
PHASE 1  
ROUNDABOUT - STA. 540+50

THIS SECTION IS TYPICAL FOR THE FOLLOWING INTERSECTION:  
12TH ST AND THE OJAY'S PARKWAY ROUNDABOUT

NOTES:

1. FOR MAINTENANCE OF TRAFFIC SECTION LEGEND SEE SHEET 37.

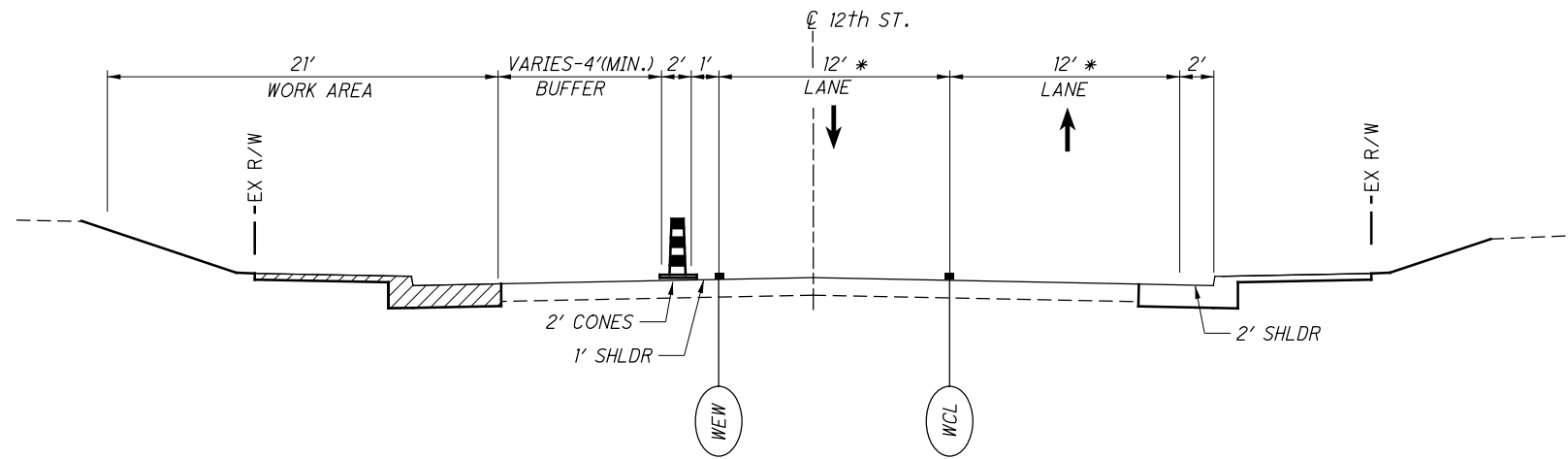
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SECTION  
PHASE 2  
12TH STREET - STA. 495+00

INTERSECTIONS WHERE A LEFT TURN LANE IS PROVIDED:

- \* FULTON RD (EAST LEG 11' LANES)
- \* MCKINLEY AVE. WEST LEG (RIGHT TURN HAS 11' LANE)
- \* MARKET AVE. (EASTBOUND THRU TRAFFIC HAS 12' LANE)
- \* LAWRENCE RD. (EAST LEG 12' LANES)



SECTION  
PHASE 2  
12TH STREET - STA. 450+00

THIS SECTION IS TYPICAL FOR THE FOLLOWING STATIONS:

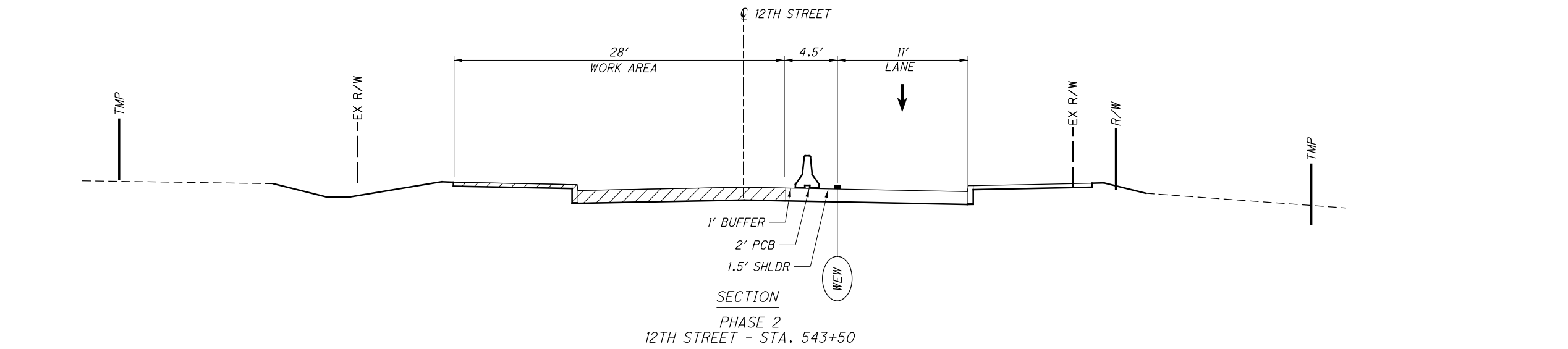
- STA. 442+27 TO STA. 520+00
- \* STA. 541+00 TO STA. 547+18 (11' LANES)
- STA. 520+00 TO 530+40
- \* INTERSECTION AT GIBBS AVE. (11' LANES)

NOTES:

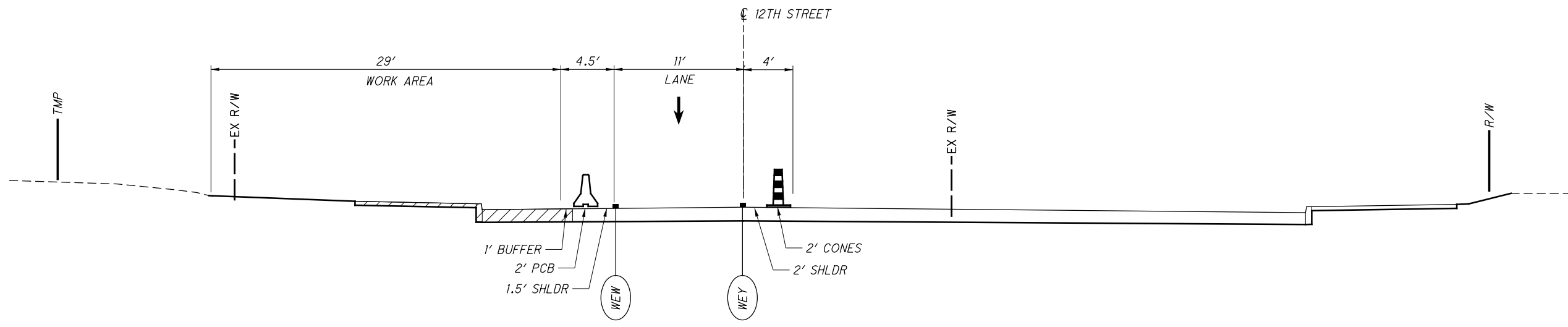
1. FOR MAINTENANCE OF TRAFFIC SECTION LEGEND SEE SHEET 37.



J:\pre-int\11-060 12th Street\STA\85299\mot\sheets\85299my101\_ph02\_ra.dgn 4/14/2014 4:33:00 PM brian.sezior\ ODOTV81\_PDF\_Half.pltcfgr ODOTV81\_Pen-ME.tbl M-E Companies, Inc.



THIS SECTION IS TYPICAL FOR THE FOLLOWING INTERSECTION:  
12TH STE AND THE OJAY'S PARKWAY ROUNDABOUT



THIS SECTION IS TYPICAL FOR THE FOLLOWING INTERSECTION:  
12TH STE AND THE OJAY'S PARKWAY ROUNDABOUT

NOTES:

1. FOR MAINTENANCE OF TRAFFIC SECTION LEGEND SEE SHEET 37.

MAINTENANCE OF TRAFFIC SECTIONS  
PHASE 2 - ROUNDABOUT

STA-12TH STREET

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MAINTENANCE OF TRAFFIC LEGEND

- WLL WORK ZONE LANE LINE
- WCL WORK ZONE CENTER LINE DOUBLE
- WEW WORK ZONE EDGE LINE, WHITE
- WEY WORK ZONE EDGE LINE, YELLOW
- WCH WORK ZONE CHANNELIZING LINE
- WDW WORK ZONE DOTTED LINE, WHITE
- WDY WORK ZONE DOTTED LINE, YELLOW
- WTW WORK ZONE TRANSVERSE LINE, WHITE
- WTY WORK ZONE TRANSVERSE LINE, YELLOW
- WSL WORK ZONE STOP LINE
- WA WORK ZONE ARROW
- WORK AREA
- TEMPORARY PAVEMENT (SEE NOTE 1)
- CONES (SPACED 20' O/C FOR MAINLINE)  
(SPACED 10' O/C FOR INTERSECTIONS)  
(SPACED 5' O/C FOR DRIVES)
- DIRECTION OF TRAVEL
- EXISTING PAVEMENT MARKING TO BE REMOVED
- PORTABLE CONCRETE BARRIER
- IMPACT ATTENUATOR
- TAPERED END SECTION
- TYPE III BARRICADE

PROPOSED INTERSECTIONS AND CROSSWALKS LEGEND

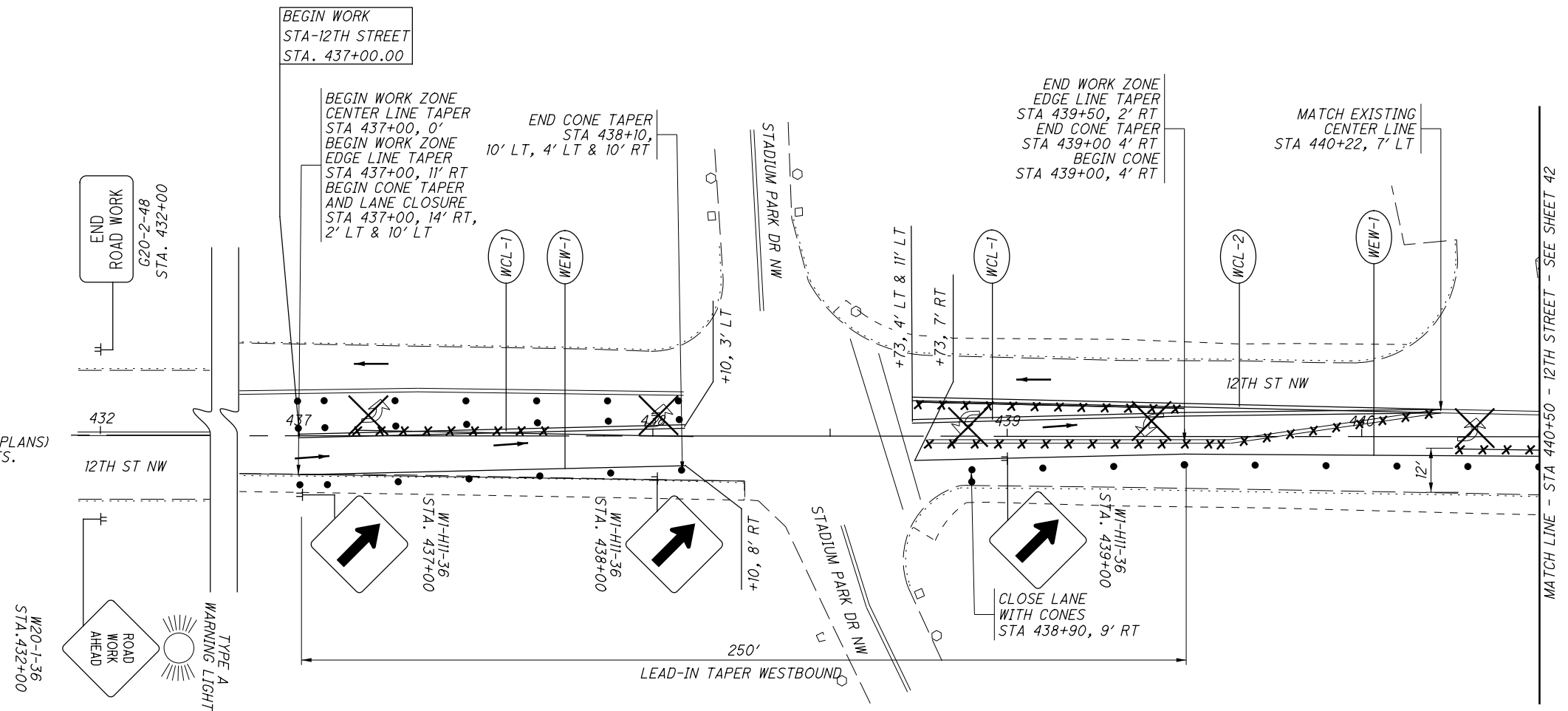
- BRICK PAVED INTERSECTIONS
- CONCRETE CROSSWALKS

THE FOLLOWING BRICK PAVED INTERSECTIONS WITH CONCRETE CROSSWALKS WILL BE CONSTRUCTED IN PHASE 3 AS SHOWN ON DETAIL SHEET 105.

FULTON ROAD  
MCKINLEY AVENUE  
CLEVELAND AVENUE  
MARKET AVENUE  
WALNUT AVENUE  
CHERRY AVENUE  
THE O'JAYS PARKWAY

MAINTNEANCE OF TRAFFIC GENERAL NOTES

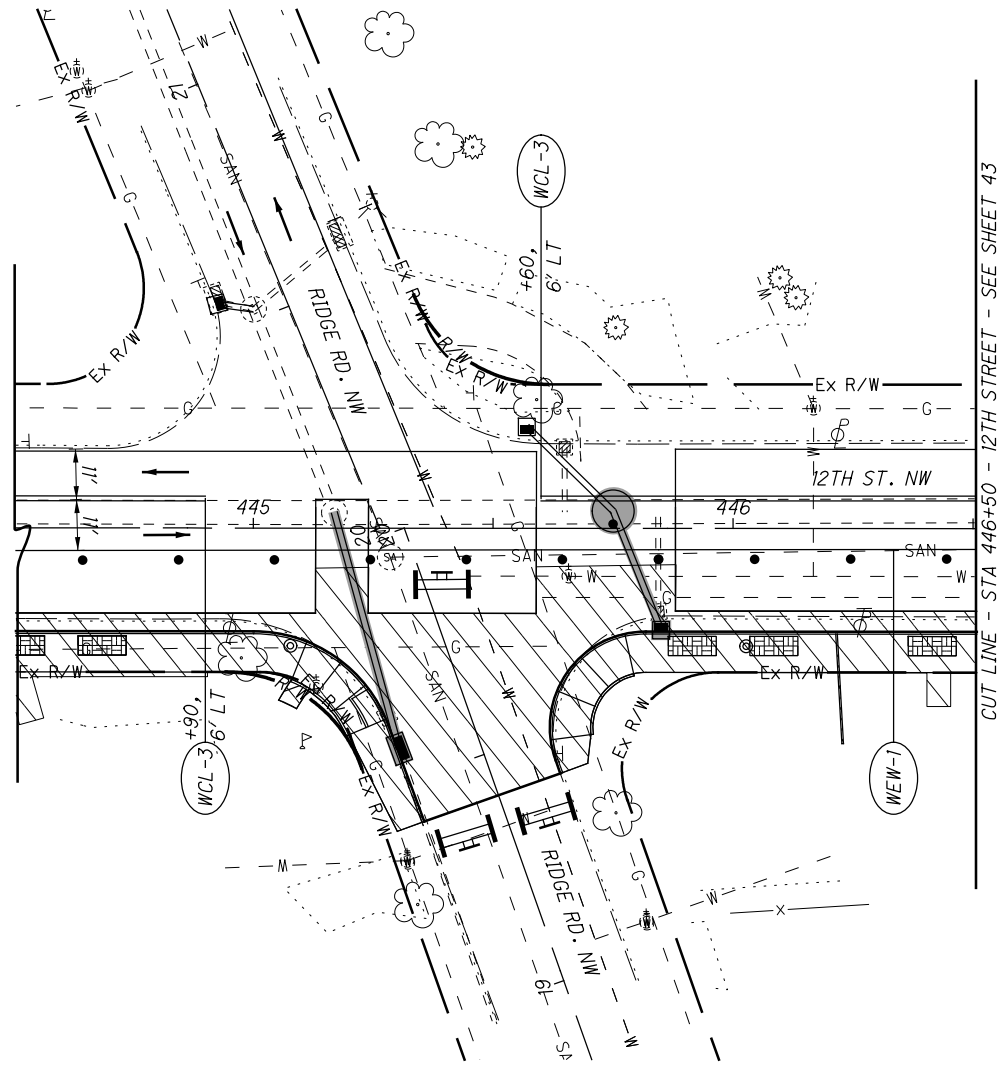
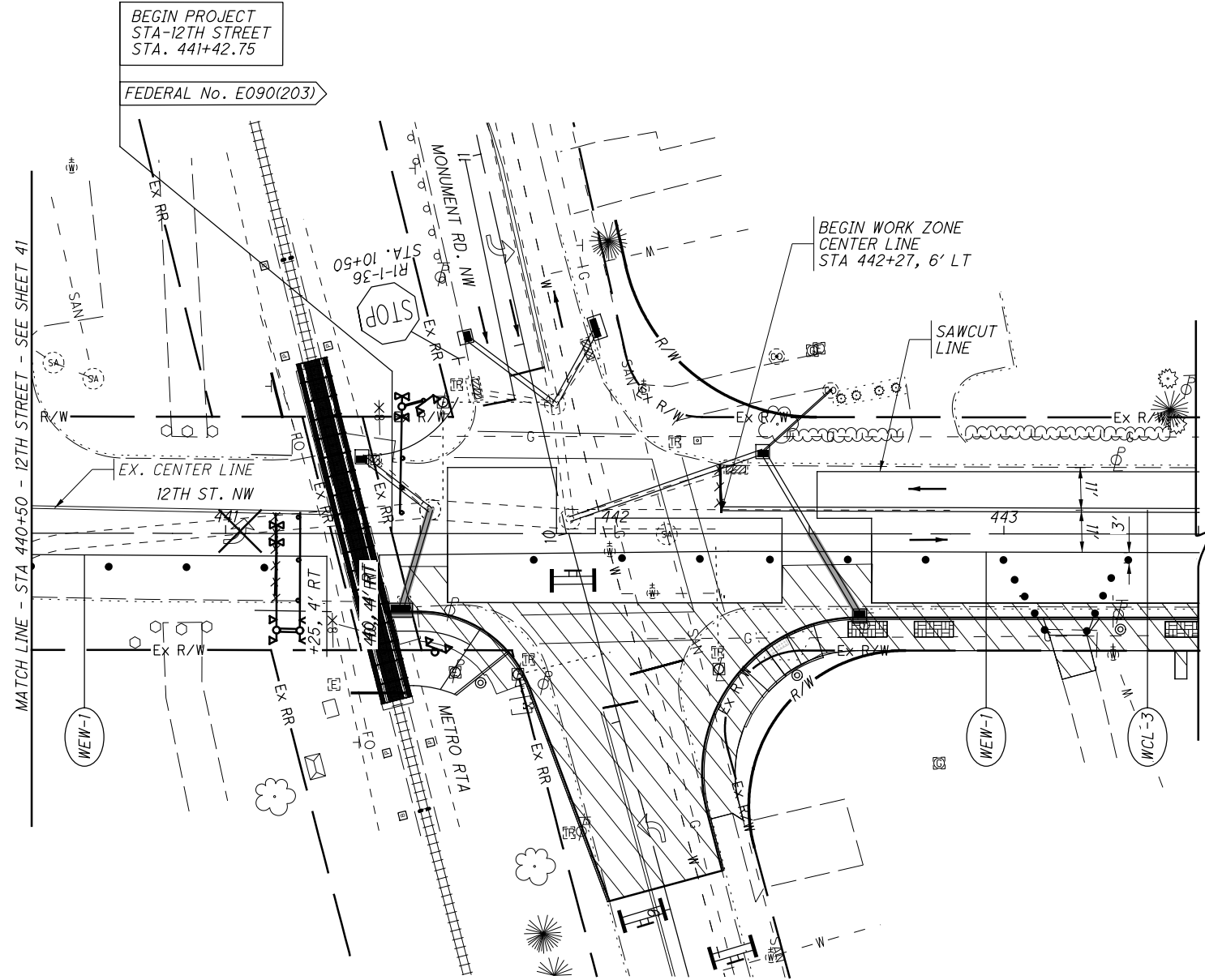
1. TEMPORARY PAVEMENT ON MCKINLEY AND LAWRENCE WILL BE PLACED PRIOR TO PHASE 1 WITH THE USE OF FLAGGERS.
2. REMOVE ALL CONFLICTING EXISTING PAVEMENT MARKINGS.
3. REMOVE ANY CONFLICTING SIGNS (AS SHOWN IN THE SIGN REMOVAL PLANS) OR COVER IF NEED IN ANY OF THE MAINTENANCE OF TRAFFIC PHASES.
4. PROVIDE ACCESS TO DRIVES AT ALL TIMES.
5. DRAINAGE TO BE CONSTRUCTED AS PER NOTE IN SEQUENCE OF CONSTRUCTION.
6. THE CITY OF CANTON WILL BE RESPONSIBLE TO RE-TIME THE EXISTING SIGNAL AND ELIMINATE NORTHBOUND THROUGH PHASE DURING PHASE 1A CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE TO NOTIFY THE CITY 14 DAYS IN ADVANCE OF PHASE 1A CONSTRUCTION.
7. UPON COMPLETION OF THE SIDE ROAD APPROACHES THE CONTRACTOR WILL INSTALL (TEMPORARY/FINAL) SIGNS AND PLACE PAVEMENT MARKINGS AS SHOWN IN THE SIGN AND PAVEMENT MARKING PLANS.



MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 437+00 TO STA. 440+50

STA-12TH STREET  
41  
790

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |



- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.
  4. STOP SIGNS WILL BE PLACED ON MONUMENT RD (NORTH AND SOUTH LEG) PRIOR TO MAINTENANCE OF TRAFFIC PHASE 1.
  5. EXISTING SIGNALS AT 12TH ST AND MONUMENT RD WILL BE REMOVED AFTER THE PLACEMENT OF STOP SIGNS ON MONUMENT RD AND PRIOR TO MAINTENANCE OF TRAFFIC PHASE 1 BEGINS.

BEGIN PROJECT  
STA-12TH STREET  
STA. 441+42.75

FEDERAL No. E090(203)

BEGIN WORK ZONE  
CENTER LINE  
STA 442+27, 6' LT

MATCH LINE - STA. 440+50 - 12TH STREET - SEE SHEET 41

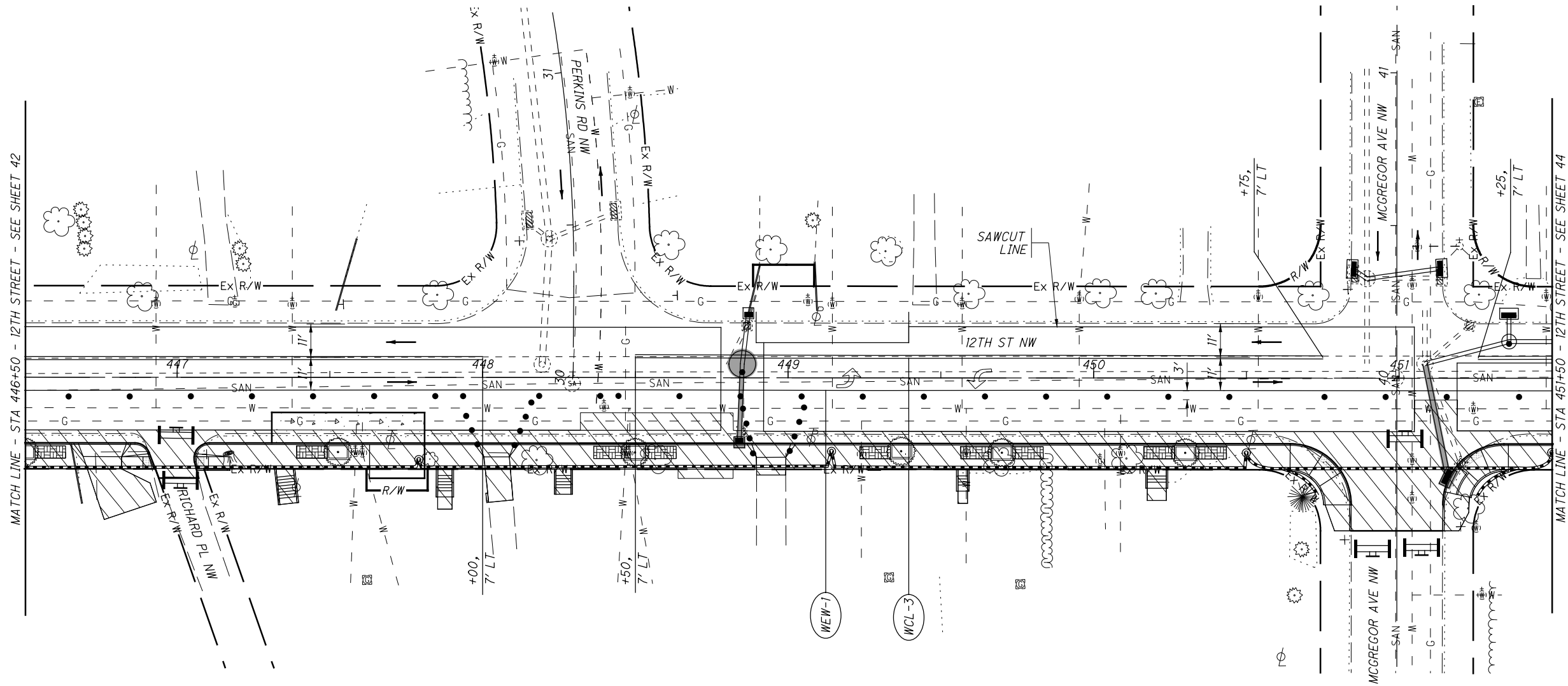
CUT LINE - STA. 446+50 - 12TH STREET - SEE SHEET 43

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 440+50 TO STA. 446+50**

**STA-12TH STREET**



NOTE:

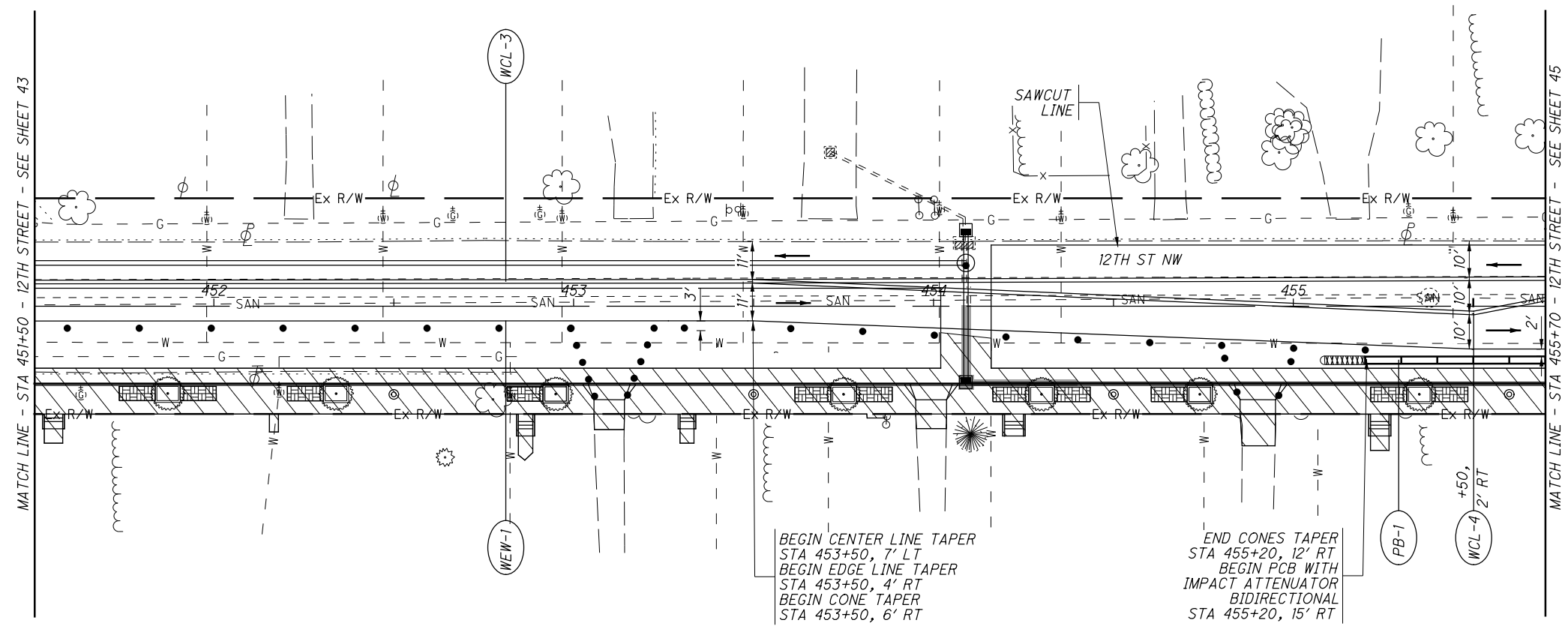
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.



|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 446+50 TO STA. 451+50**

**STA-12TH STREET**



BEGIN CENTER LINE TAPER  
 STA 453+50, 7' LT  
 BEGIN EDGE LINE TAPER  
 STA 453+50, 4' RT  
 BEGIN CONE TAPER  
 STA 453+50, 6' RT

END CONES TAPER  
 STA 455+20, 12' RT  
 BEGIN PCB WITH  
 IMPACT ATTENUATOR  
 BIDIRECTIONAL  
 STA 455+20, 15' RT

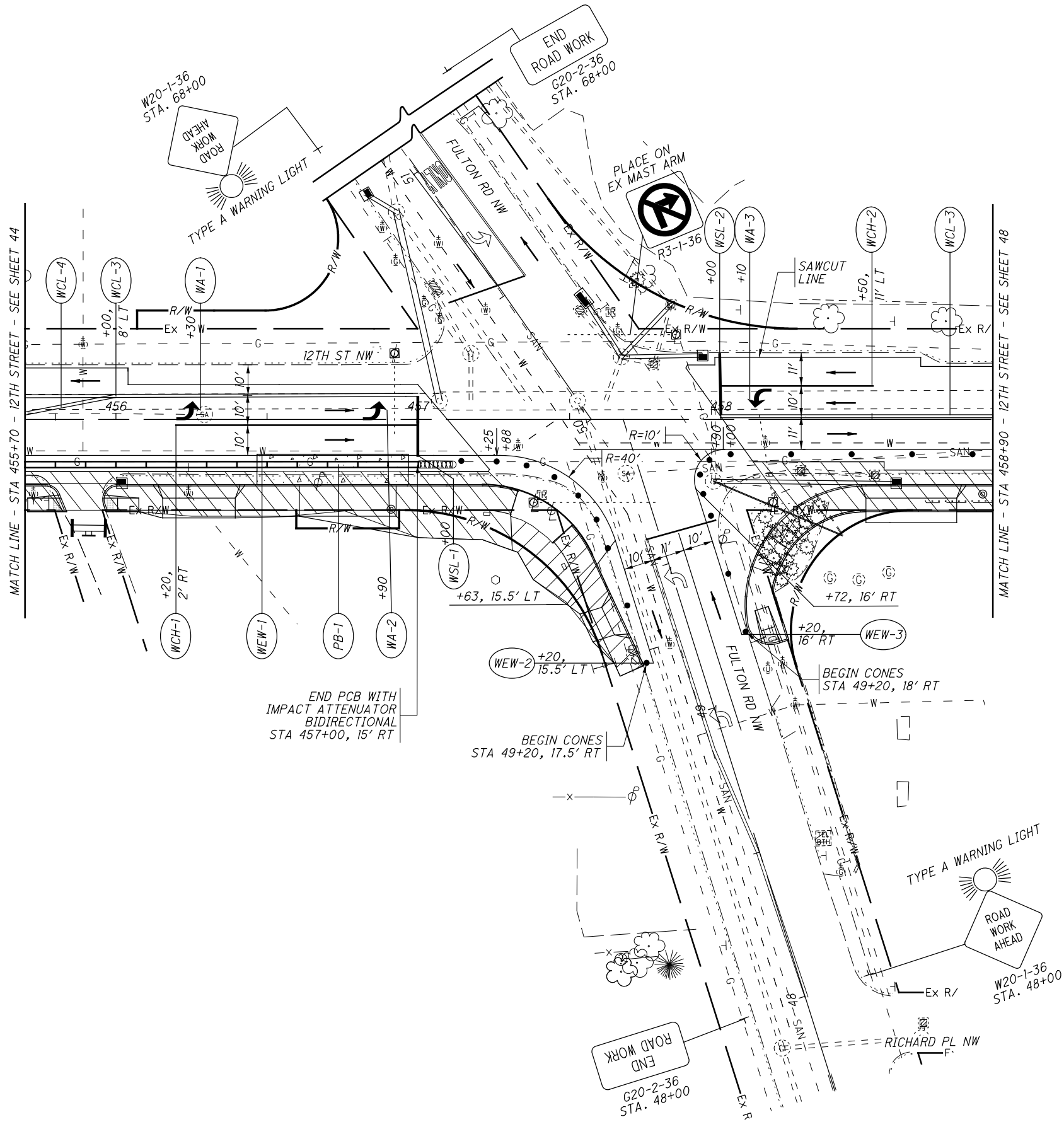
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |



0 20 40  
 HORIZONTAL  
 SCALE IN FEET

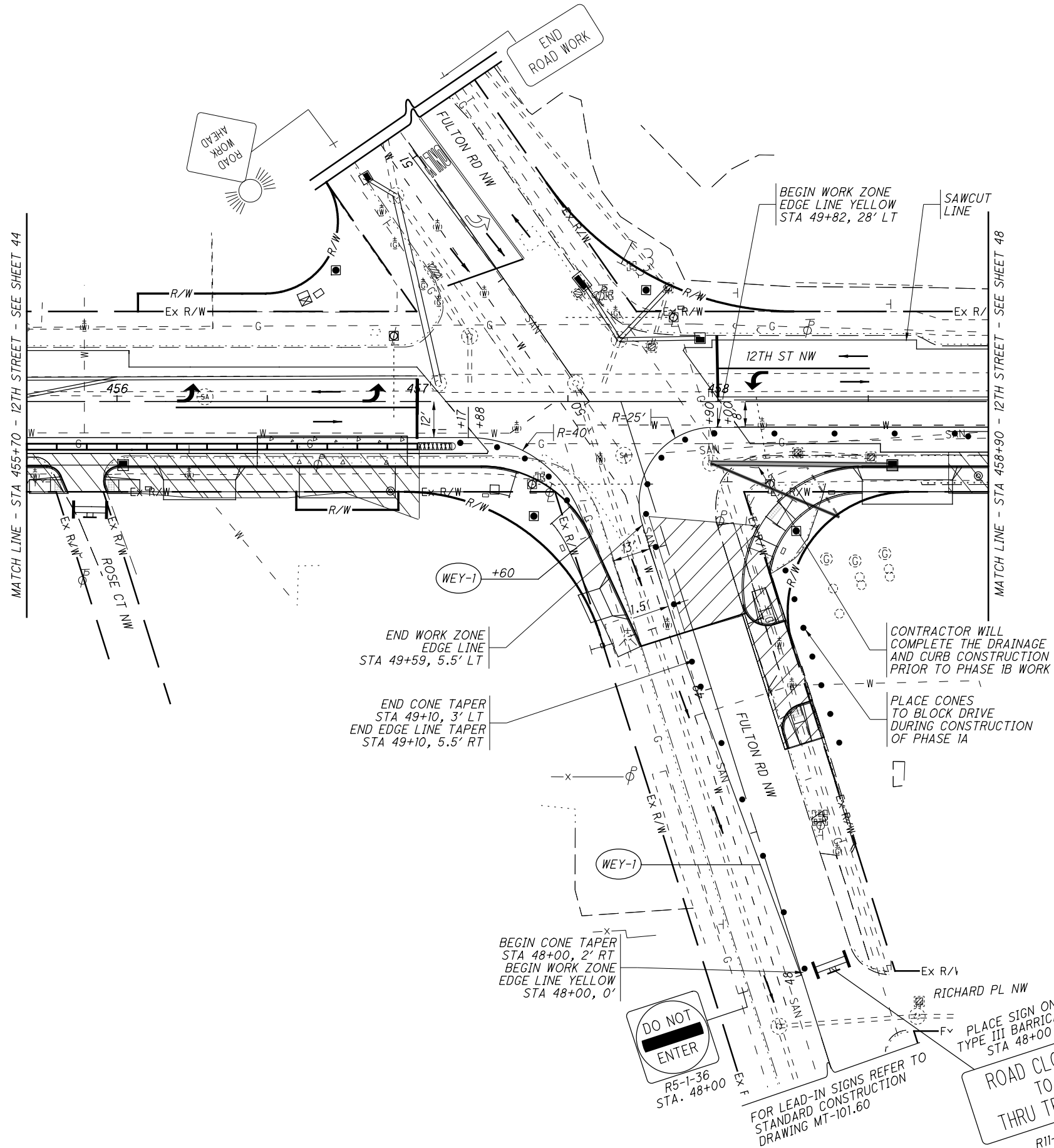
**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 451+50 TO STA. 455+70**

**STA-12TH STREET**



- NOTE:
- FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  - FULTON RD NW (SOUTH OF 12TH ST NW) WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - THIS SHEET  
 PHASE 1A - SEE SHEET 46 - (WEEKEND WORK)  
 PHASE 1B - SEE SHEET 47 - (WEEKEND WORK)
  - FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.

|  |            |     |         |     |
|--|------------|-----|---------|-----|
|    |            |     |         |     |
|  <p style="font-size: 8px;">HORIZONTAL SCALE IN FEET</p>  |            |     |         |     |
| <table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td style="font-size: 8px;">CALCULATED</td> <td style="font-size: 8px;">MAM</td> </tr> <tr> <td style="font-size: 8px;">CHECKED</td> <td style="font-size: 8px;">DLW</td> </tr> </table> | CALCULATED | MAM | CHECKED | DLW |
| CALCULATED   | MAM        |     |         |     |
| CHECKED  | DLW        |     |         |     |
| STA-12TH STREET<br>MAINTENANCE OF TRAFFIC - 12TH STREET<br>PHASE 1 - STA. 455+70 TO STA. 458+90  |            |     |         |     |
| <table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td style="text-align: center; border: none;">45</td> </tr> <tr> <td style="text-align: center; border: none;">790</td> </tr> </table>   | 45         | 790 |         |     |
| 45   |            |     |         |     |
| 790  |            |     |         |     |



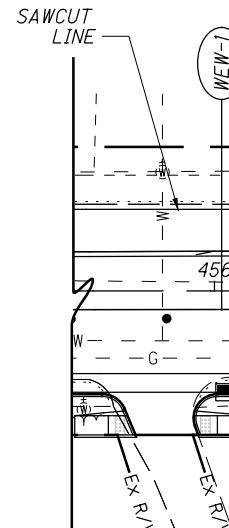
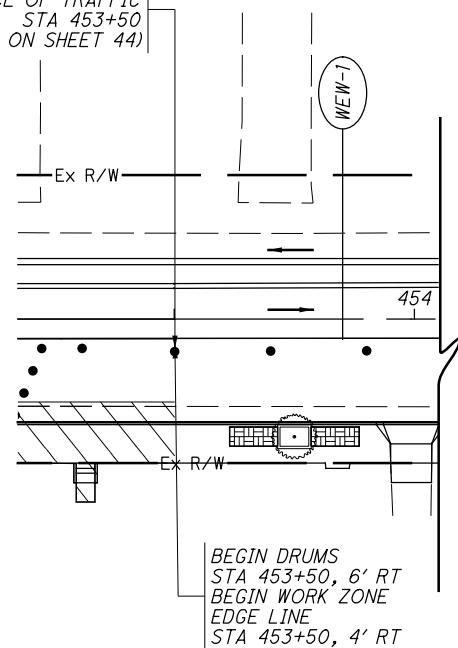
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FULTON RD NW (SOUTH OF 12TH ST NW) WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - SEE SHEET 45  
 PHASE 1A - THIS SHEET - (WEEKEND WORK)  
 PHASE 1B - SEE SHEET 47 - (WEEKEND WORK)
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.

CALCULATED MAM CHECKED DLW

0 20 40  
 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - FULTON ROAD  
 PHASE 1A - STA. 48+00 TO STA. 50+00**

MATCH PHASE 1  
MAINTENANCE OF TRAFFIC  
STA 453+50  
(AS SHOWN ON SHEET 44)



PROPOSED BUS STOP  
SEE DETAIL

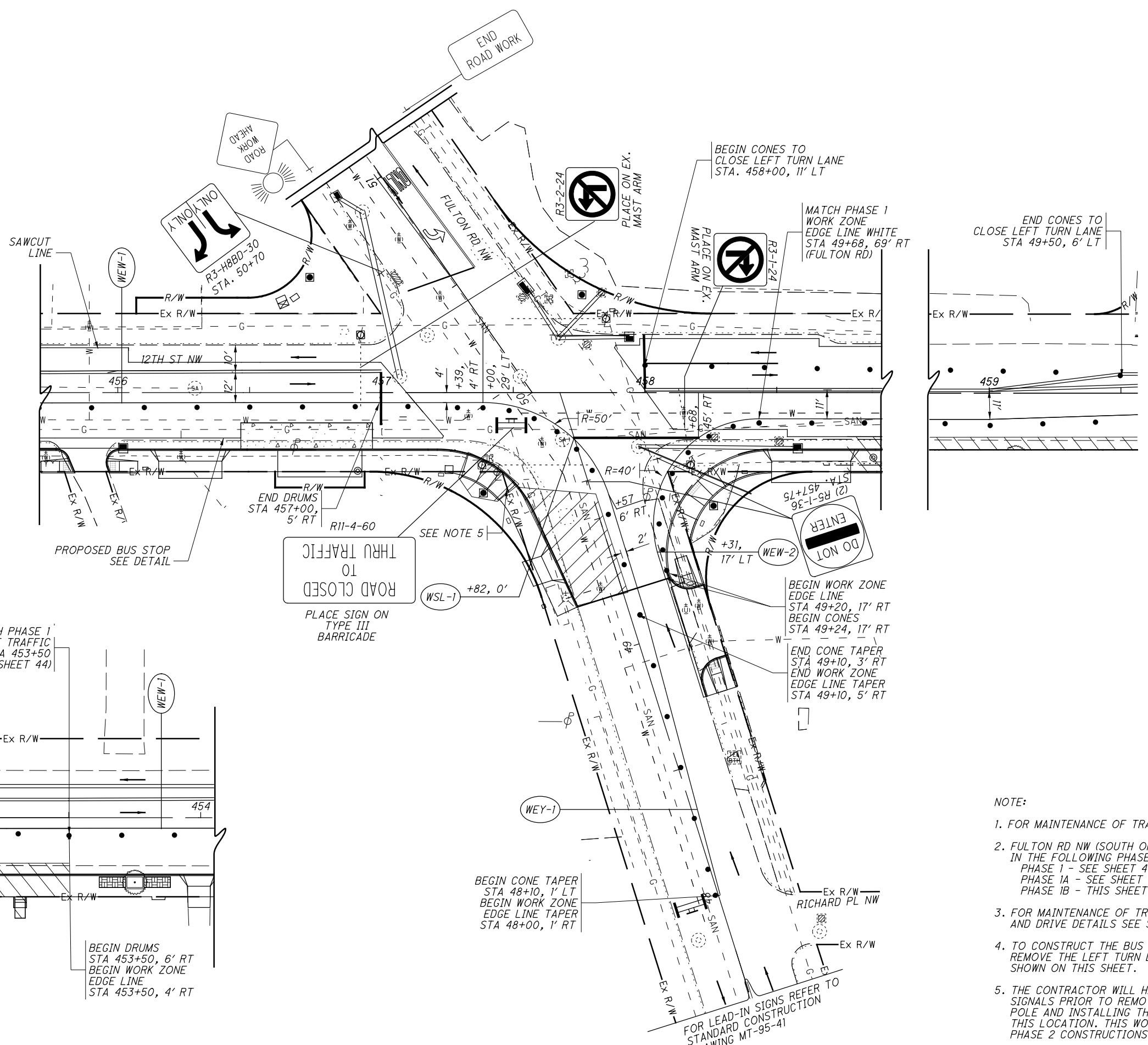
END DRUMS  
STA 457+00,  
5' RT

ROAD CLOSED  
THRU TRAFFIC  
PLACE SIGN ON  
TYPE III  
BARRICADE

WLSL-1 +82, 0'

BEGIN CONE TAPER  
STA 48+10, 1' LT  
BEGIN WORK ZONE  
EDGE LINE TAPER  
STA 48+00, 1' RT

FOR LEAD-IN SIGNS REFER TO  
STANDARD CONSTRUCTION  
DRAWING MT-95-41



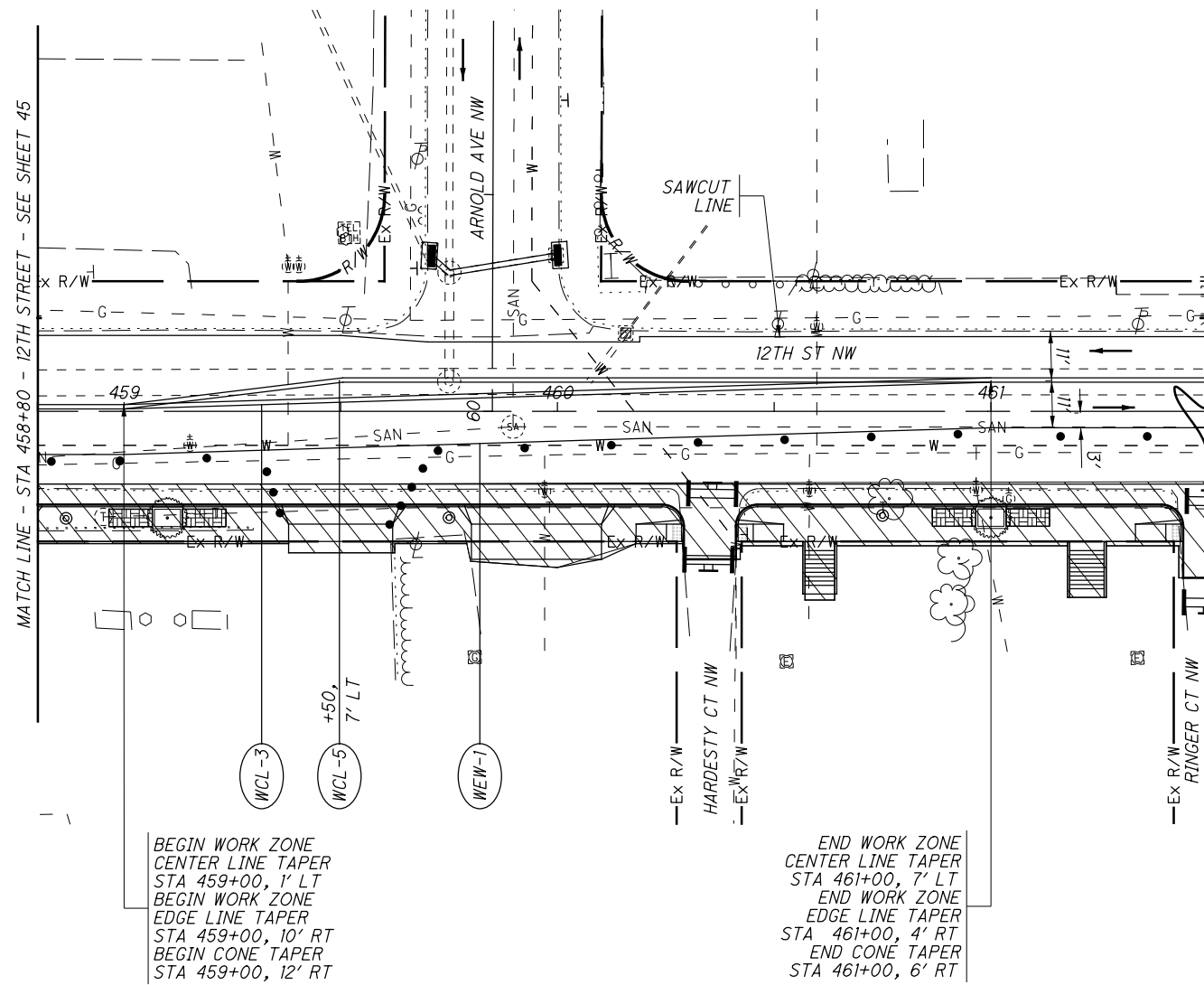
NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FULTON RD NW (SOUTH OF 12TH ST NW) WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
PHASE 1 - SEE SHEET 45  
PHASE 1A - SEE SHEET 46 - (WEEKEND WORK)  
PHASE 1B - THIS SHEET - (WEEKEND WORK)
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
4. TO CONSTRUCT THE BUS STOP ON THE SOUTH SIDE OF 12TH STREET, REMOVE THE LEFT TURN LANE EASTBOUND AND WESTBOUND AS SHOWN ON THIS SHEET.
5. THE CONTRACTOR WILL HAVE TO INSTALL THE PROPOSED SIGNALS PRIOR TO REMOVING THE EXISTING SIGNAL POLE AND INSTALLING THE PROPOSED CURB RAMP AT THIS LOCATION. THIS WORK SHALL BE COMPLETED BEFORE PHASE 2 CONSTRUCTIONS.



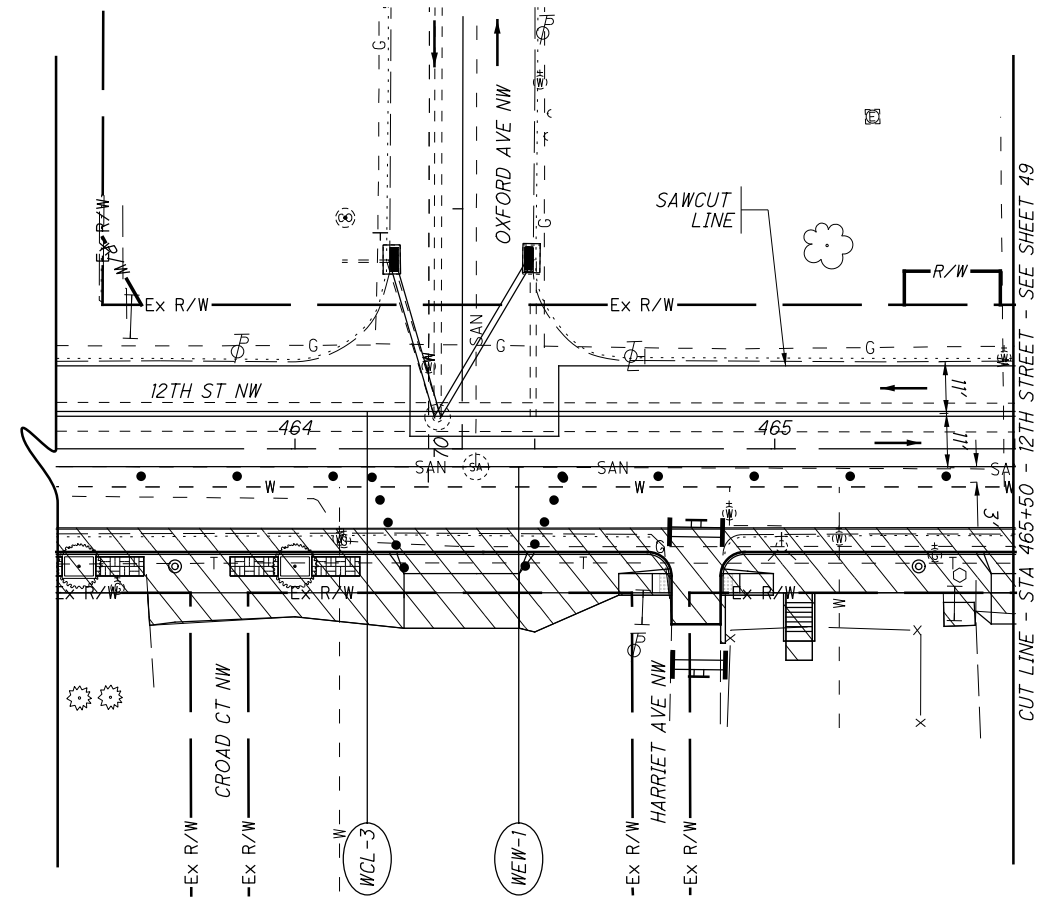
MAINTENANCE OF TRAFFIC - FULTON ROAD  
PHASE 1B - STA. 48+00 TO STA. 50+00





BEGIN WORK ZONE  
 CENTER LINE TAPER  
 STA 459+00, 1' LT  
 BEGIN WORK ZONE  
 EDGE LINE TAPER  
 STA 459+00, 10' RT  
 BEGIN CONE TAPER  
 STA 459+00, 12' RT

END WORK ZONE  
 CENTER LINE TAPER  
 STA 461+00, 7' LT  
 END WORK ZONE  
 EDGE LINE TAPER  
 STA 461+00, 4' RT  
 END CONE TAPER  
 STA 461+00, 6' RT



- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.

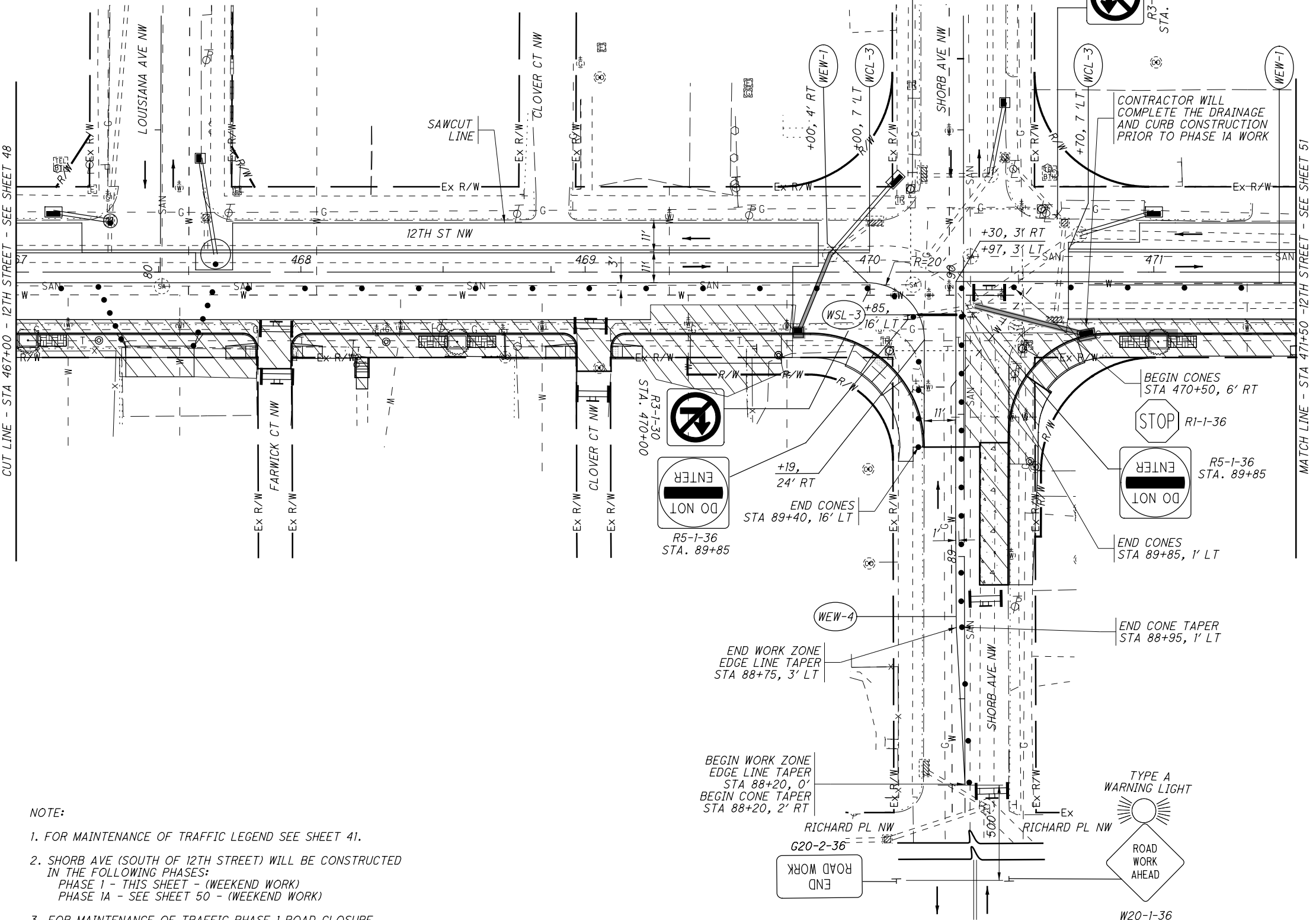
|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
 HORIZONTAL  
 SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 458+80 TO STA. 465+50**

**STA-12TH STREET**

CUT LINE - STA 467+00 - 12TH STREET - SEE SHEET 48

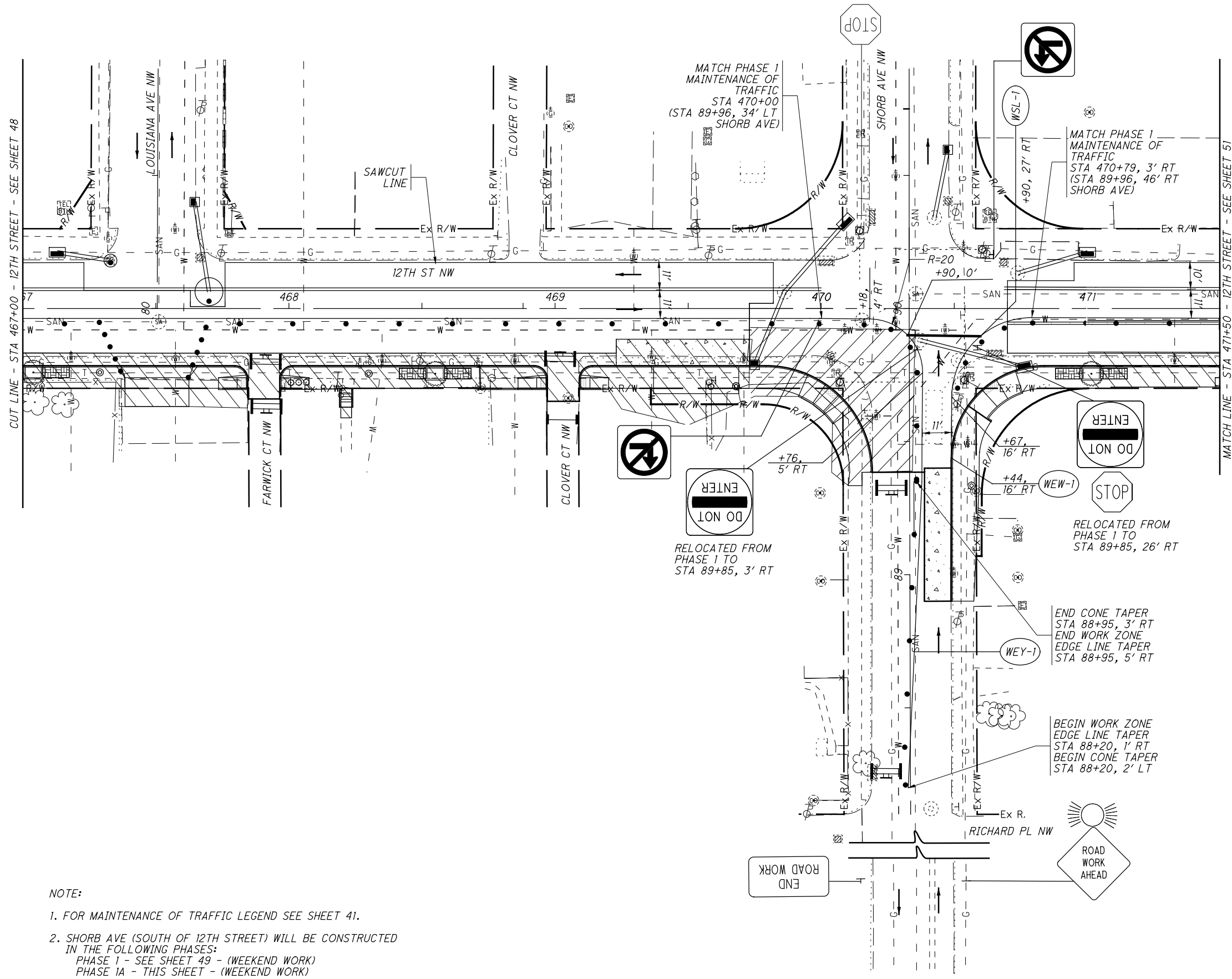


- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. SHORB AVE (SOUTH OF 12TH STREET) WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - THIS SHEET - (WEEKEND WORK)  
 PHASE 1A - SEE SHEET 50 - (WEEKEND WORK)
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
  4. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.
  5. EXISTING SIGNALS AT 12TH ST AND SHORB AVE WILL BE REMOVED AFTER THE PLACEMENT OF STOP SIGNS ON SHOB AVE AND PRIOR TO MAINTENANCE OF TRAFFIC PHASE 1 BEGINS.

CALCULATED MAM CHECKED DLW

0 20 40  
 10 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 467+00 TO STA. 471+50**



NOTE:

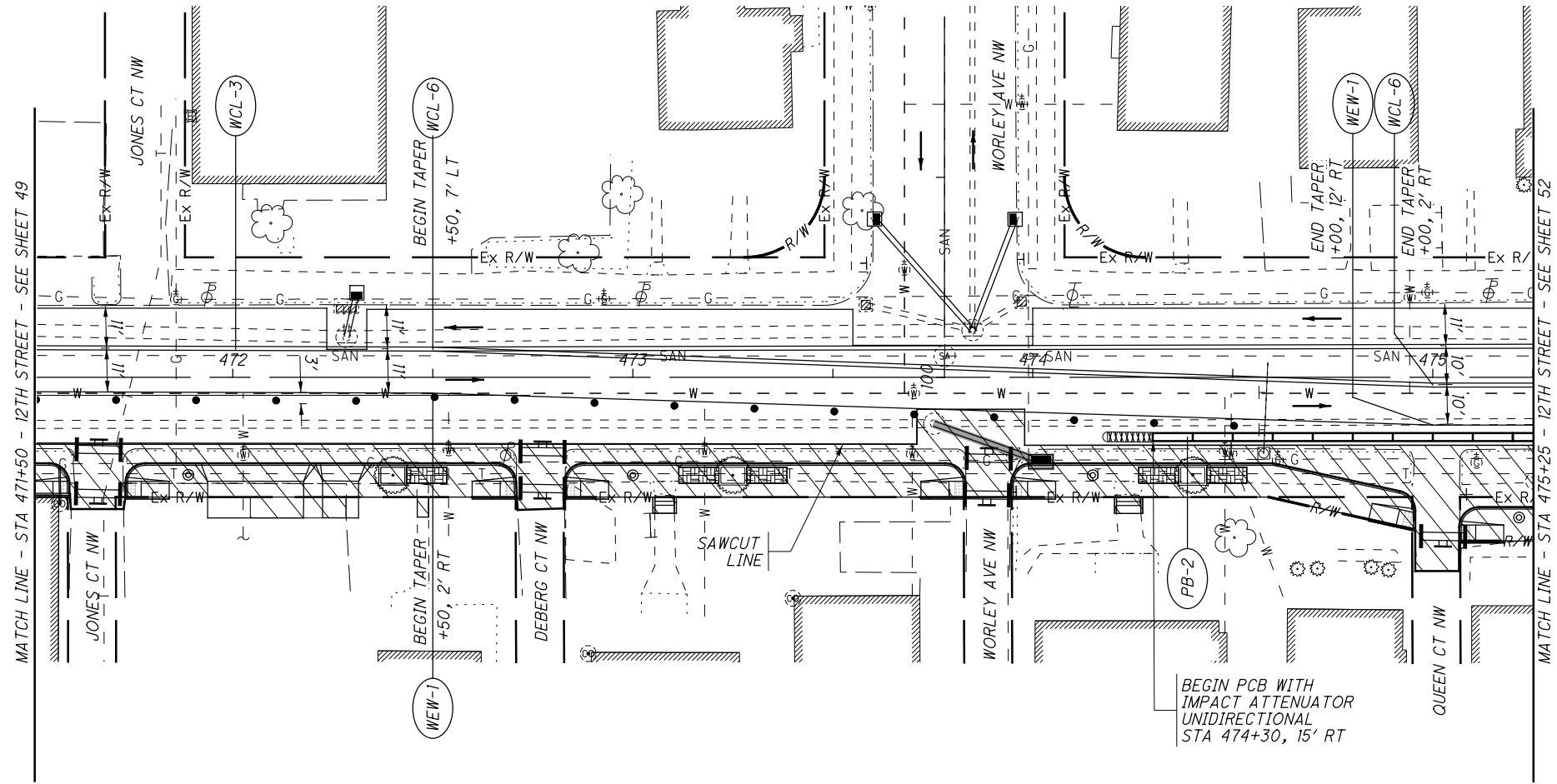
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. SHORB AVE (SOUTH OF 12TH STREET) WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - SEE SHEET 49 - (WEEKEND WORK)  
 PHASE 1A - THIS SHEET - (WEEKEND WORK)
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
4. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.



|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - SHORB AVE  
PHASE 1A - STA. 88+20 TO STA. 90+00**

**STA-12TH STREET**



NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.

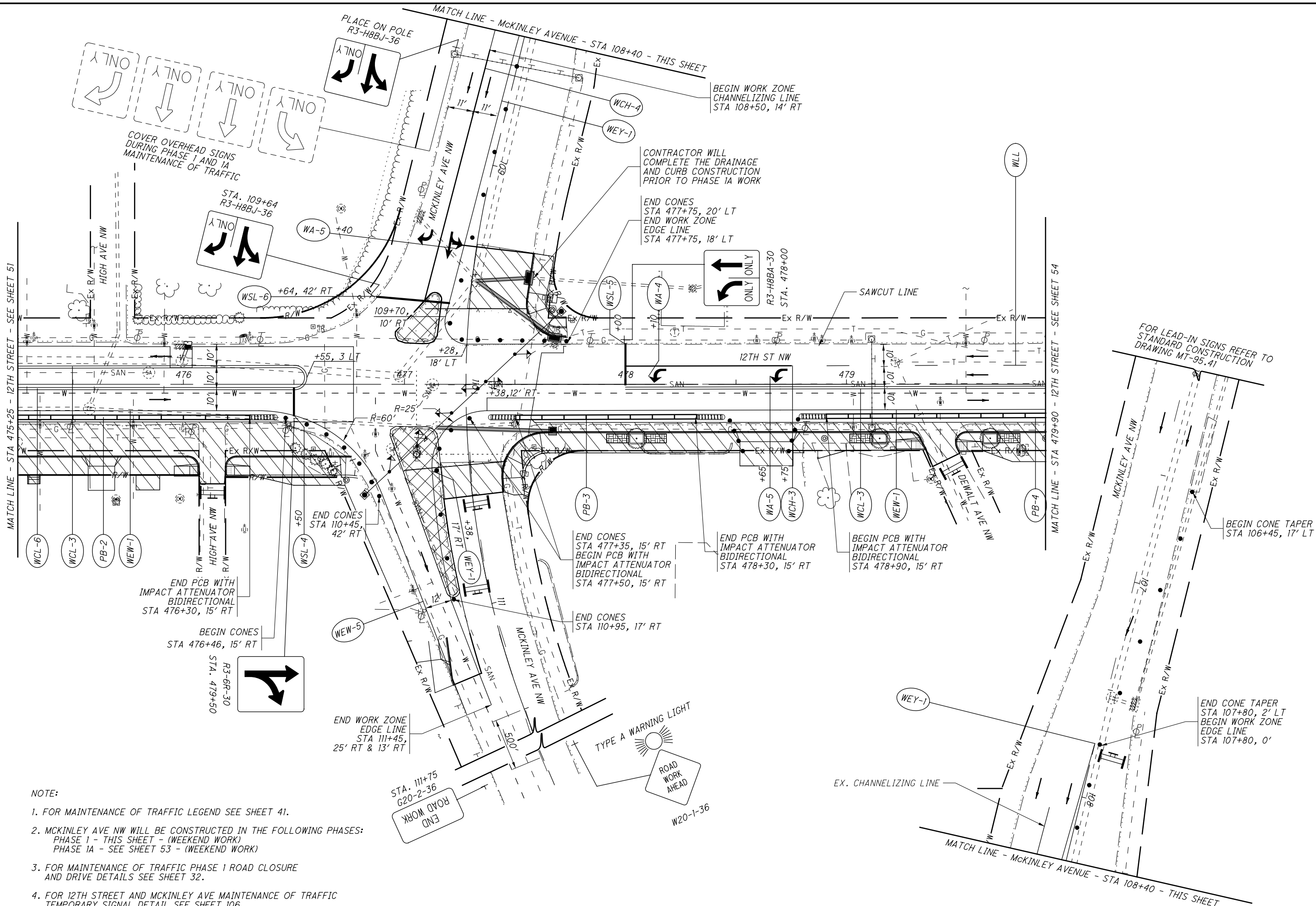
|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
1" = 40'  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 471+50 TO STA. 475+25**

**STA -12TH STREET**

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- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. MCKINLEY AVE NW WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - THIS SHEET - (WEEKEND WORK)  
 PHASE 1A - SEE SHEET 53 - (WEEKEND WORK)
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
  4. FOR 12TH STREET AND MCKINLEY AVE MAINTENANCE OF TRAFFIC TEMPORARY SIGNAL DETAIL SEE SHEET 106.

CALCULATED MAM  
 CHECKED DLW

0 20 40  
 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 475+25 TO STA. 479+90**

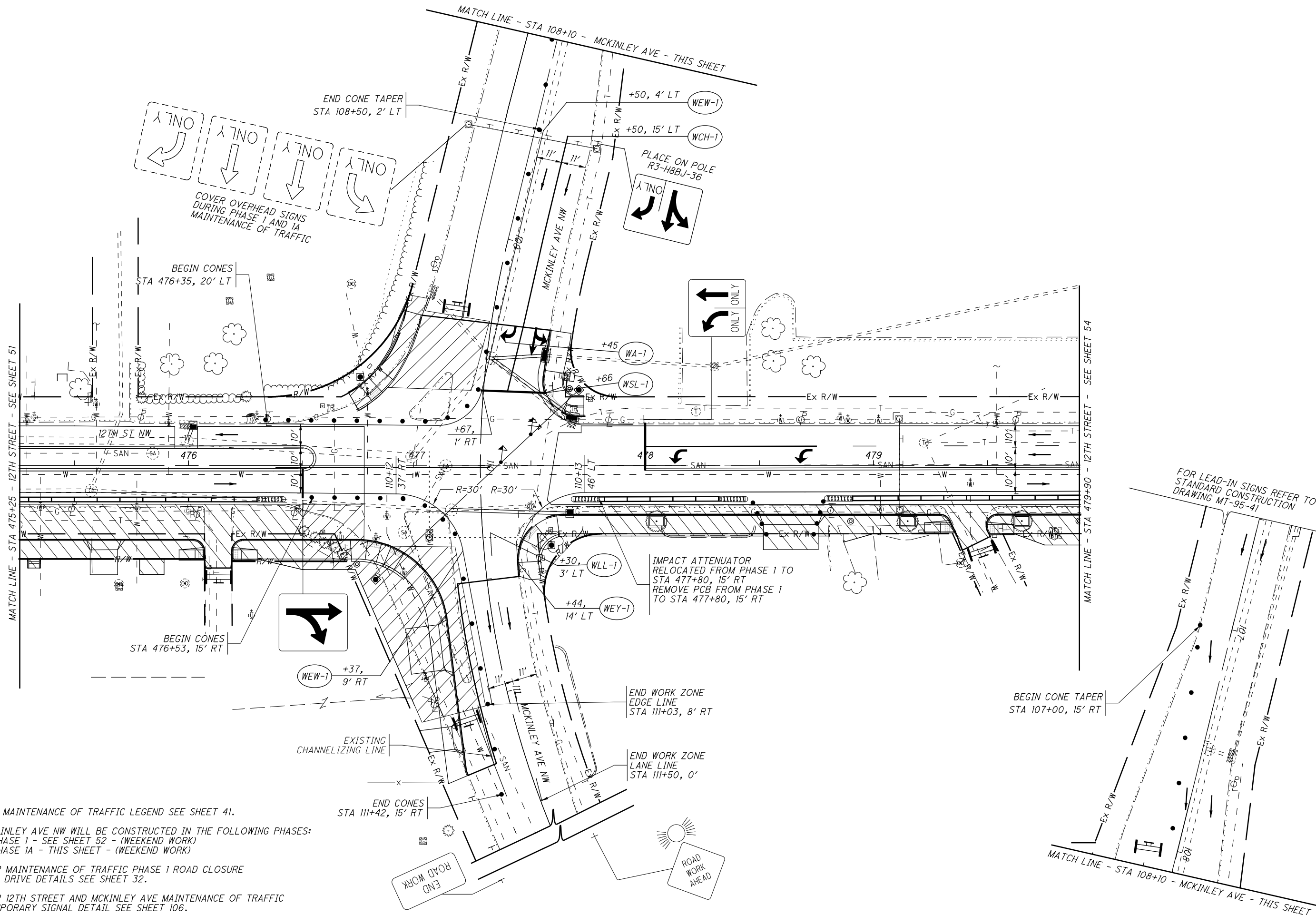
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CALCULATED MAM  
CHECKED DLW

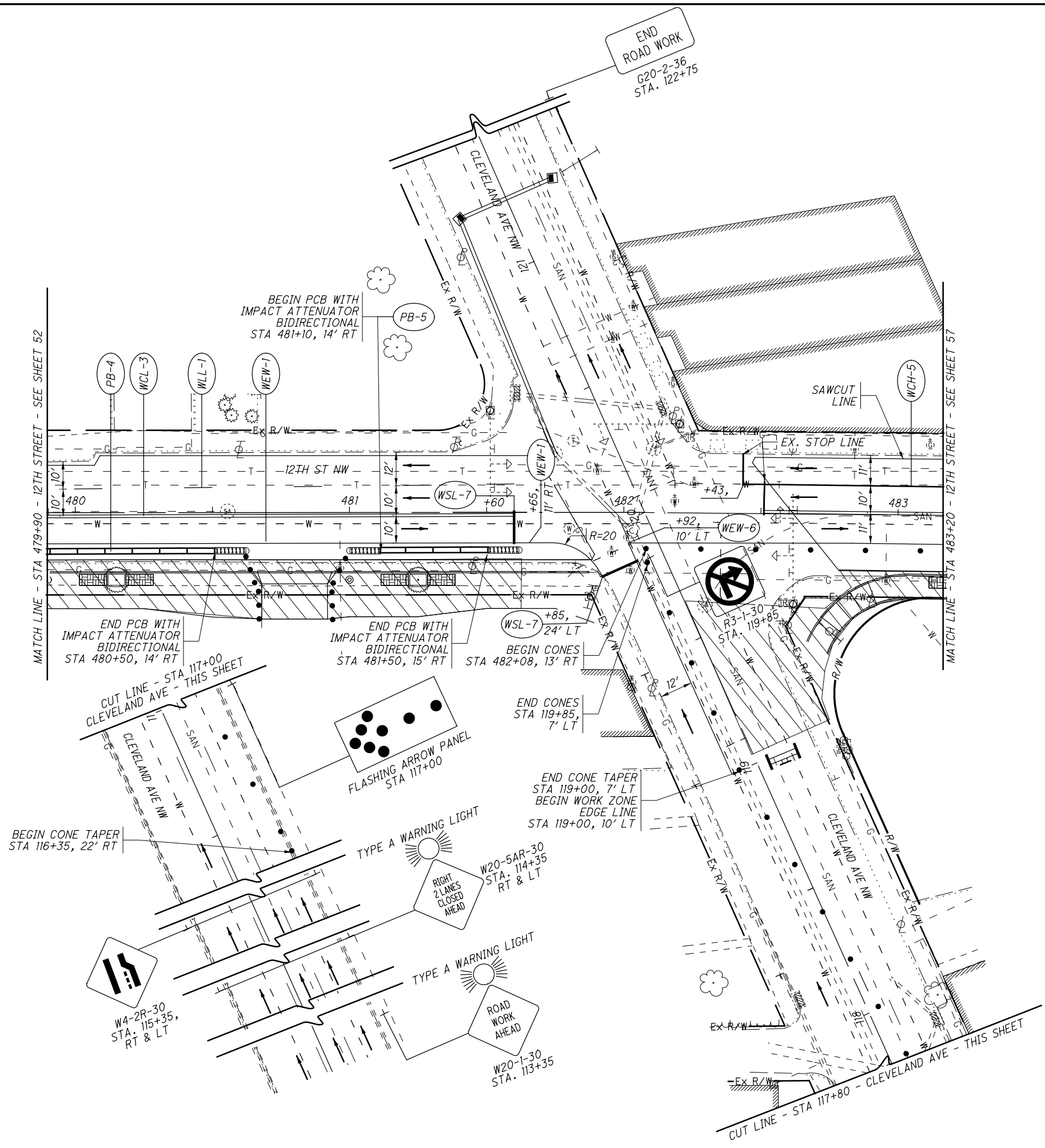
**MAINTENANCE OF TRAFFIC - MCKINLEY AVE  
PHASE 1A - STA. 107+00 TO STA. 111+50**

**STA-12TH STREET**



- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. MCKINLEY AVE NW WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
PHASE 1 - SEE SHEET 52 - (WEEKEND WORK)  
PHASE 1A - THIS SHEET - (WEEKEND WORK)
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
  4. FOR 12TH STREET AND MCKINLEY AVE MAINTENANCE OF TRAFFIC TEMPORARY SIGNAL DETAIL SEE SHEET 106.

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NOTE:  
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.  
 2. CLEVELAND AVE NW WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - THIS SHEET - (WEEKEND WORK)  
 PHASE 1A - SEE SHEET 55 - (WEEKEND WORK)  
 PHASE 1B - SEE SHEET 56 - (WEEKEND WORK)

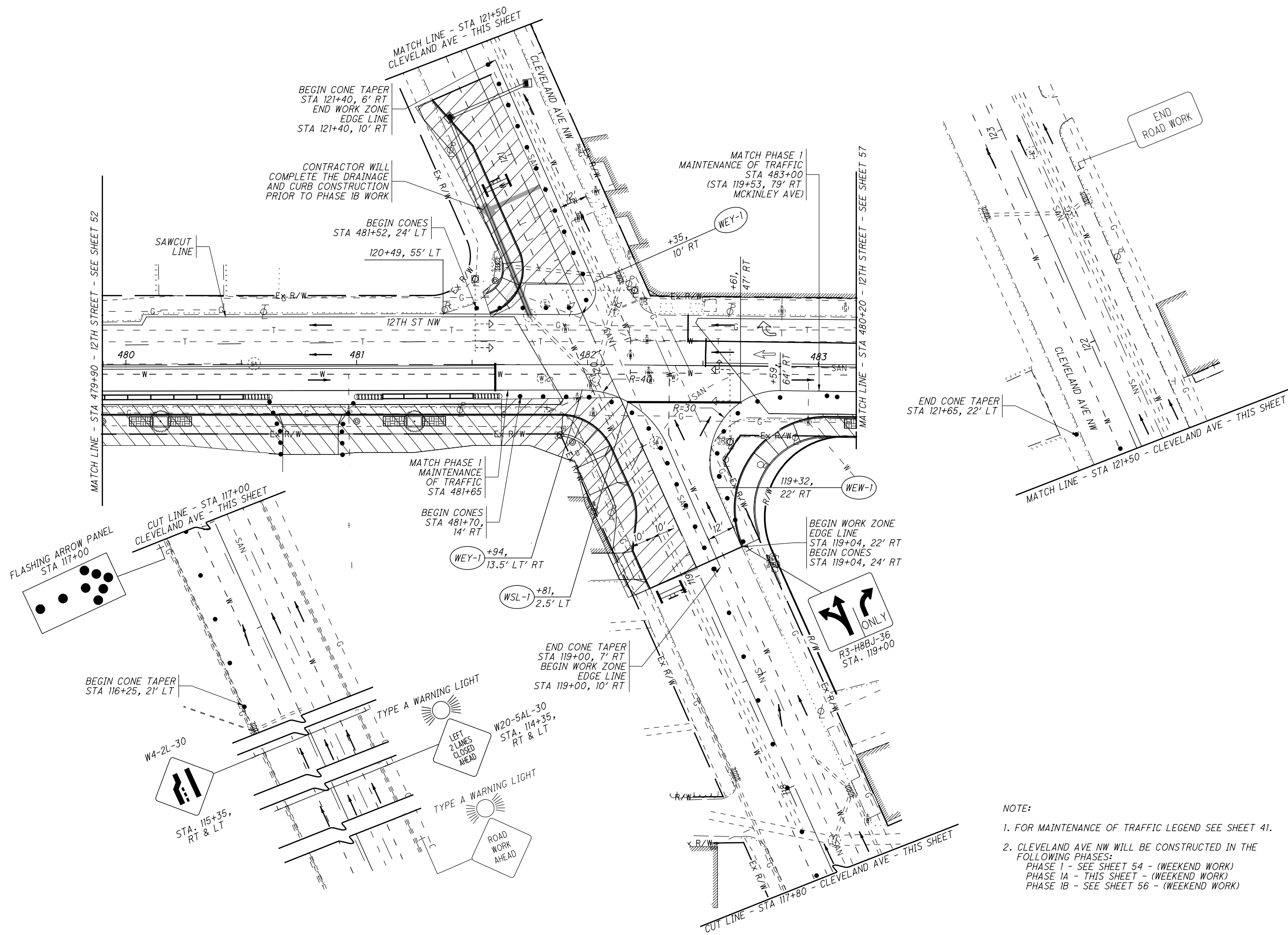
CALCULATED MAM CHECKED DLW

0 20 40  
 1" = 40'  
 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 479+90 TO STA. 483+20**

**STA-12TH STREET**

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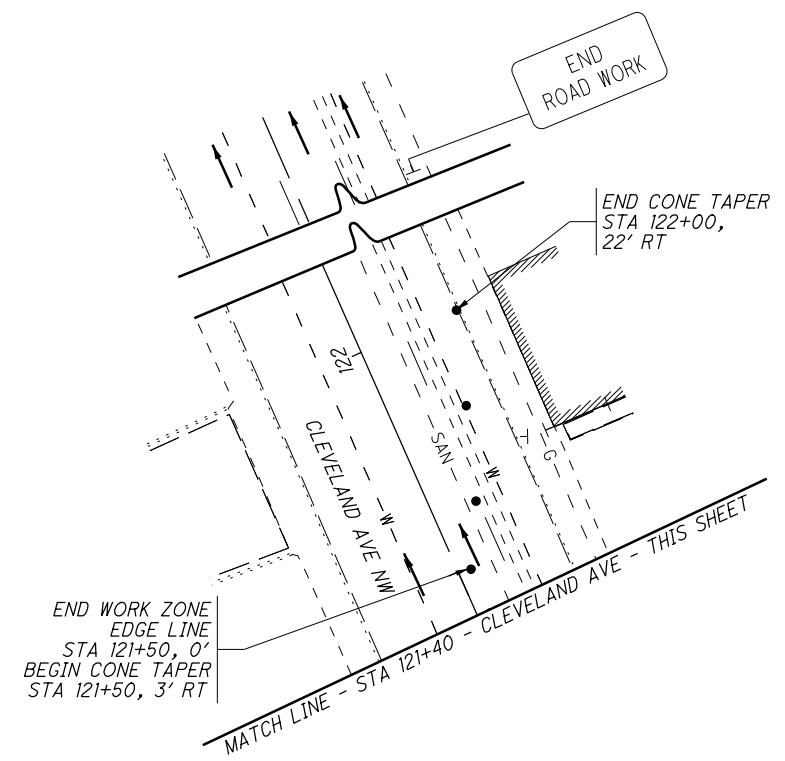
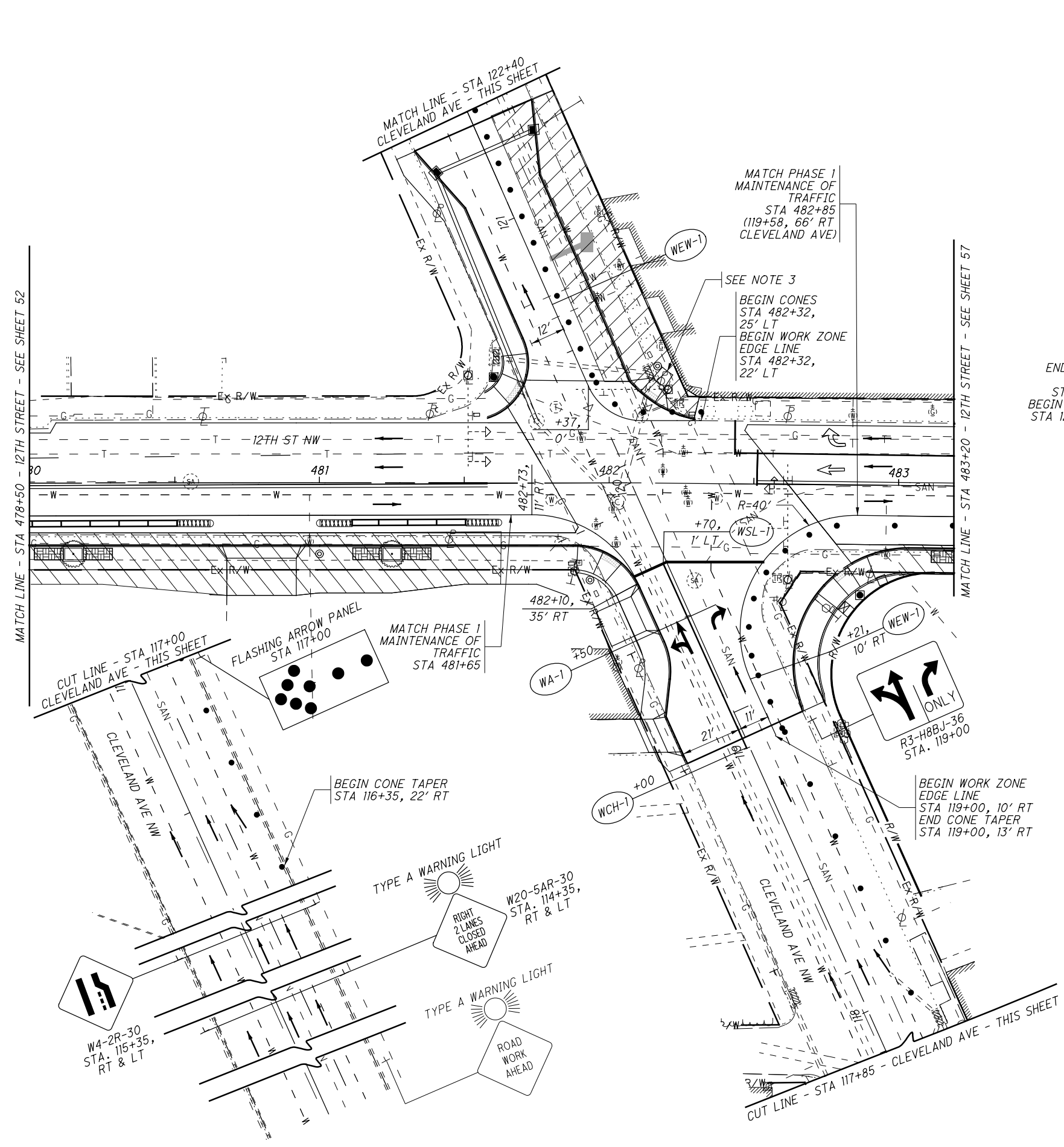
NOTE:  
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.  
 2. CLEVELAND AVE NW WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - SEE SHEET 54 - (WEEKEND WORK)  
 PHASE 1A - THIS SHEET - (WEEKEND WORK)  
 PHASE 1B - SEE SHEET 56 - (WEEKEND WORK)



MAINTENANCE OF TRAFFIC - CLEVELAND AVE  
 PHASE 1A - STA. 114+35 TO STA. 121+65

STA-12TH STREET



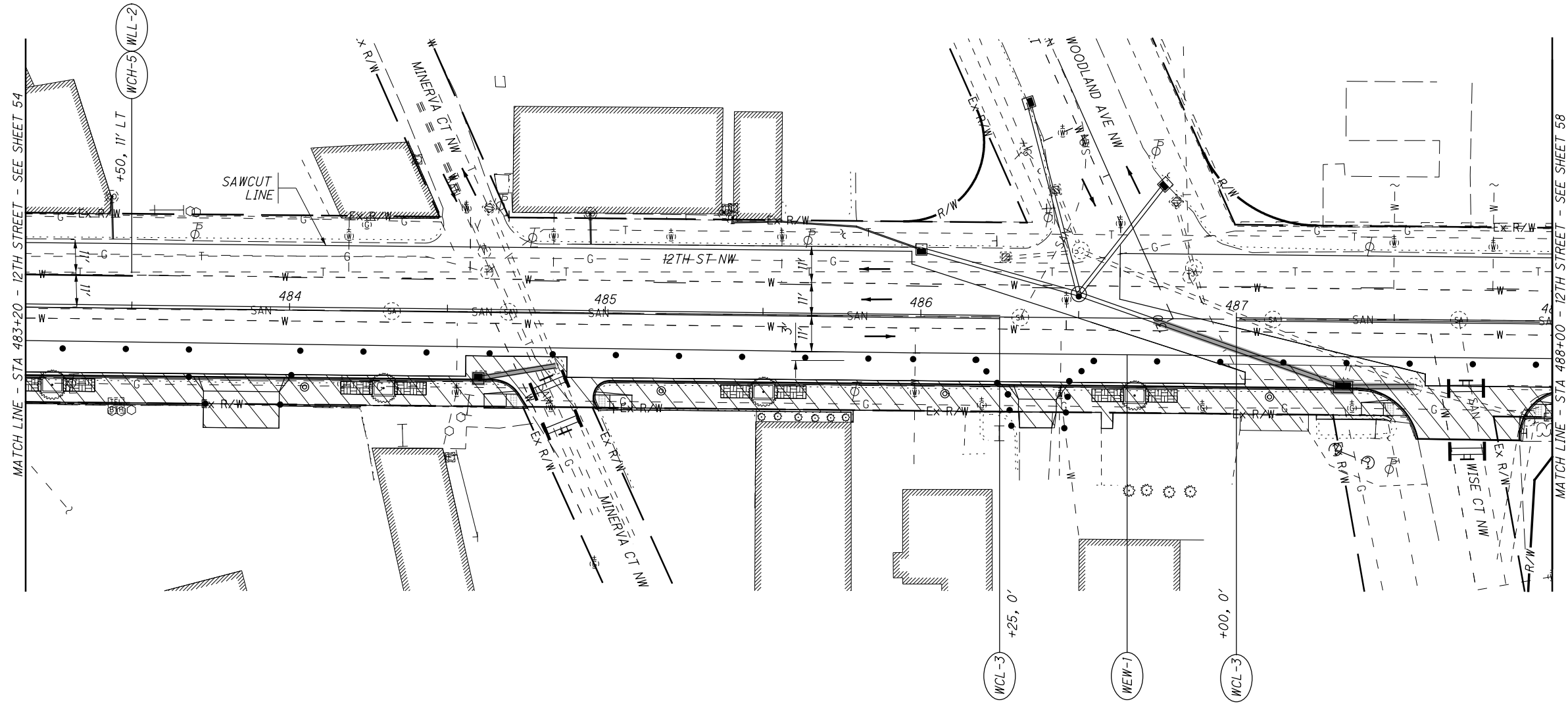


- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. CLEVELAND AVE NW WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - SEE SHEET 54 - (WEEKEND WORK)  
 PHASE 1A - SEE SHEET 55 - (WEEKEND WORK)  
 PHASE 1B - THIS SHEET - (WEEKEND WORK)
  3. THE CONTRACTOR WILL HAVE TO INSTALL THE PROPOSED SIGNALS PRIOR TO REMOVING THE EXISTING SIGNAL POLE AND INSTALLING THE PROPOSED CURB RAMP AT THIS LOCATION. THIS WORK SHALL BE COMPLETED BEFORE PHASE 2 CONSTRUCTIONS.

CALCULATED MAM CHECKED DLW

0 20 40  
 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - CLEVELAND AVE  
 PHASE 1B - STA. 114+35 TO STA. 122+00**



NOTE:

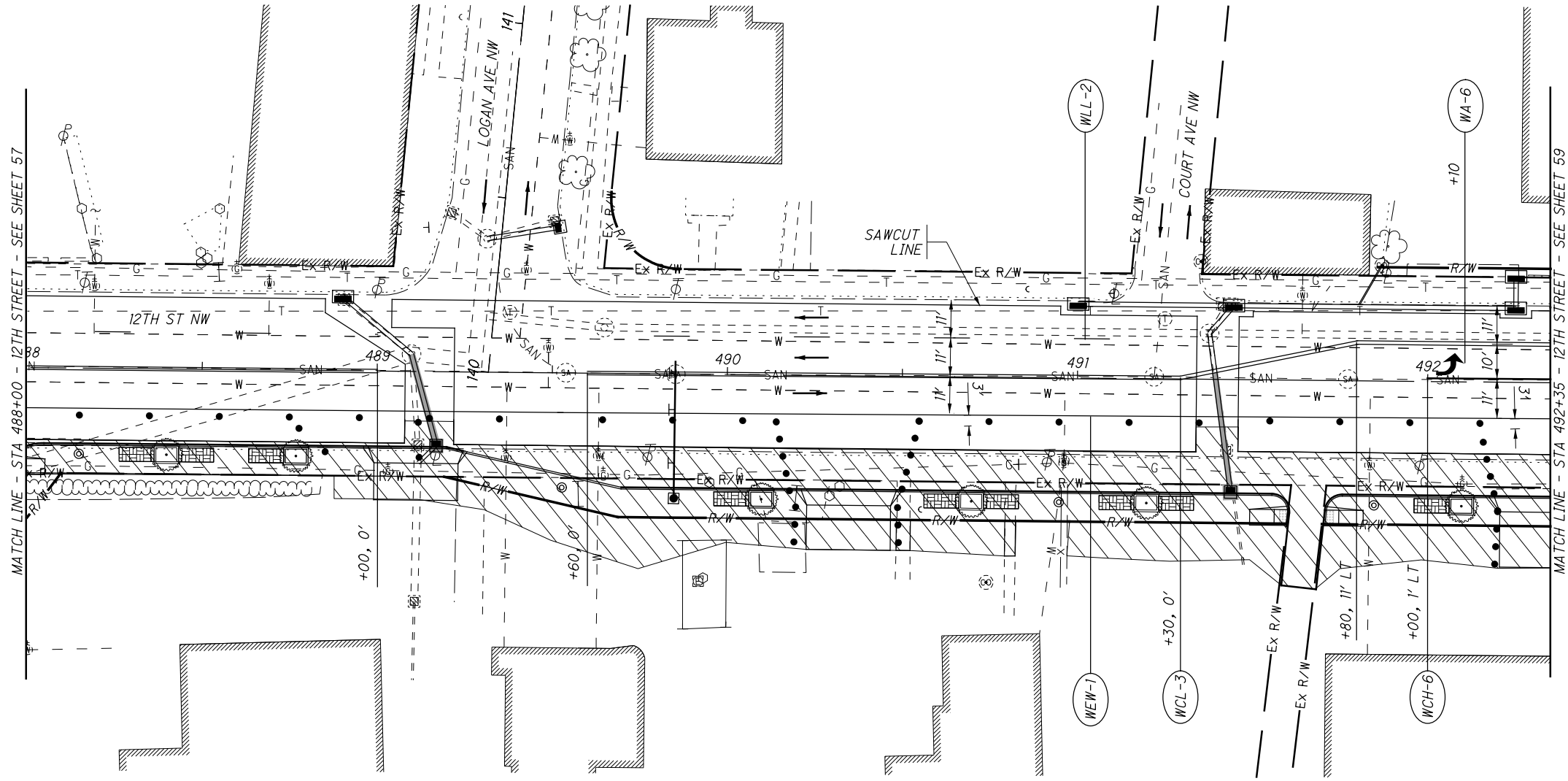
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 32.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.



CALCULATED  
MAM  
CHECKED  
DLW

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 483+20 TO STA. 488+00**

**STA-12TH STREET**



NOTE:

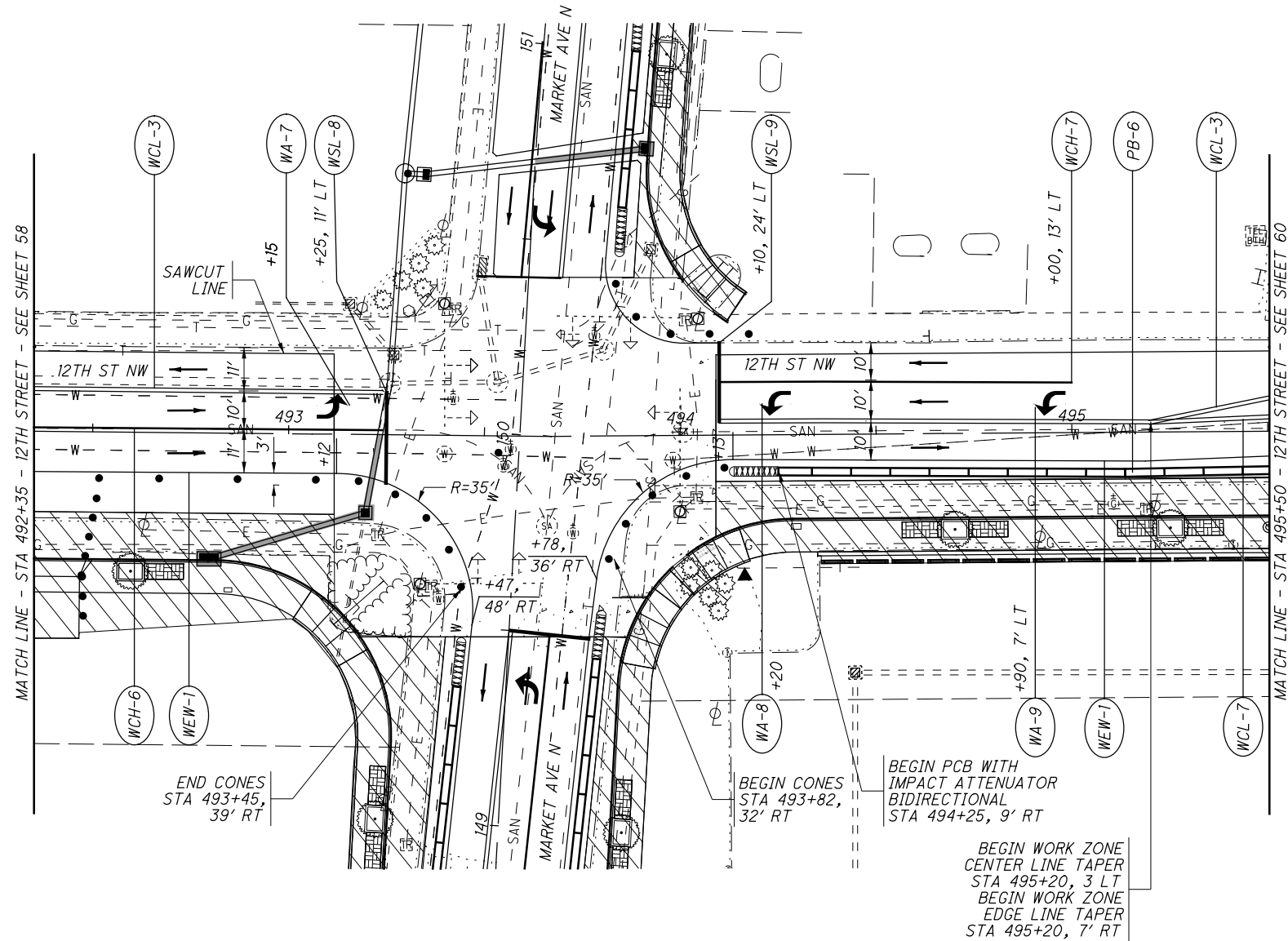
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.
4. CONSTRUCT SIGN STRUCTURE PRIOR TO PHASE 2. FOR DETAILS REFER TO SIGN AND PAVEMENT MARKING SHEET 583.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 488+00 TO STA. 492+35**

**STA-12TH STREET**





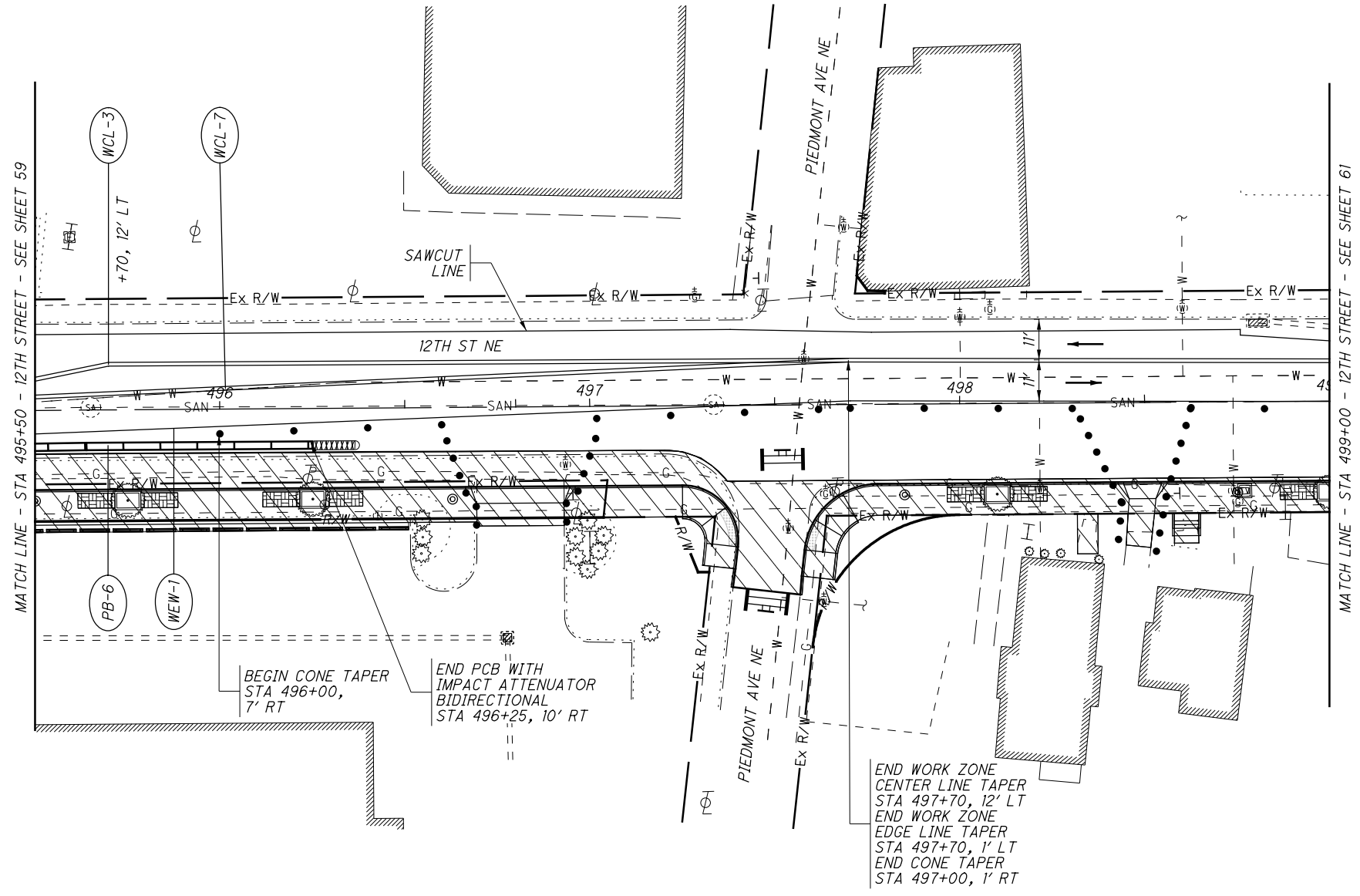
NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 MARKET AVE N SEE SHEETS 110 TO 113.

|  |            |     |         |     |
|--|------------|-----|---------|-----|
|  |            |     |         |     |
| <p>0 10 20 40<br/>HORIZONTAL<br/>SCALE IN FEET</p>   |            |     |         |     |
| <table border="1"> <tr> <td>CALCULATED</td> <td>MAM</td> </tr> <tr> <td>CHECKED</td> <td>DLW</td> </tr> </table> | CALCULATED | MAM | CHECKED | DLW |
| CALCULATED   | MAM        |     |         |     |
| CHECKED  | DLW        |     |         |     |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 492+35 TO STA. 495+50**

**STA-12TH STREET**

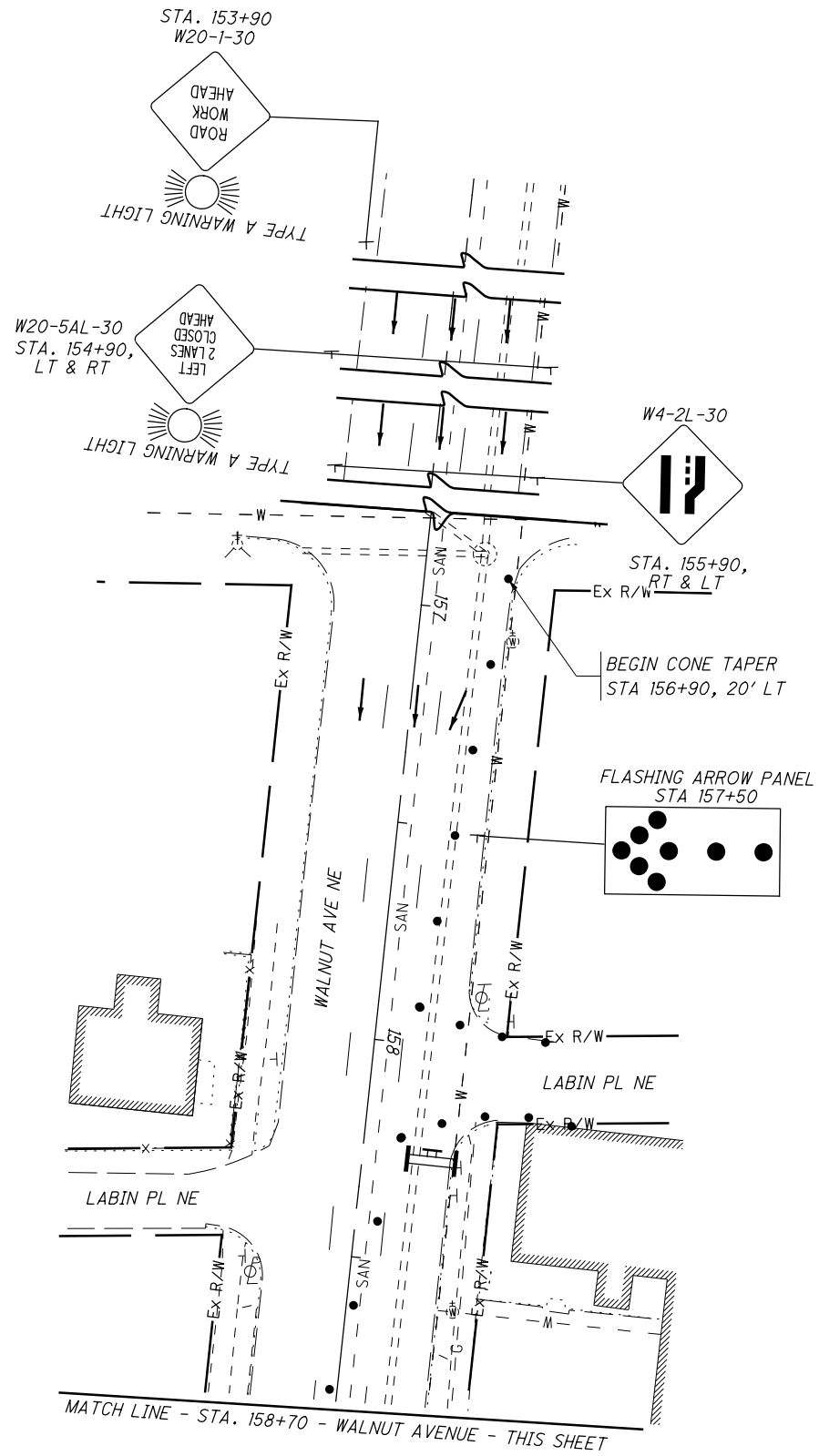
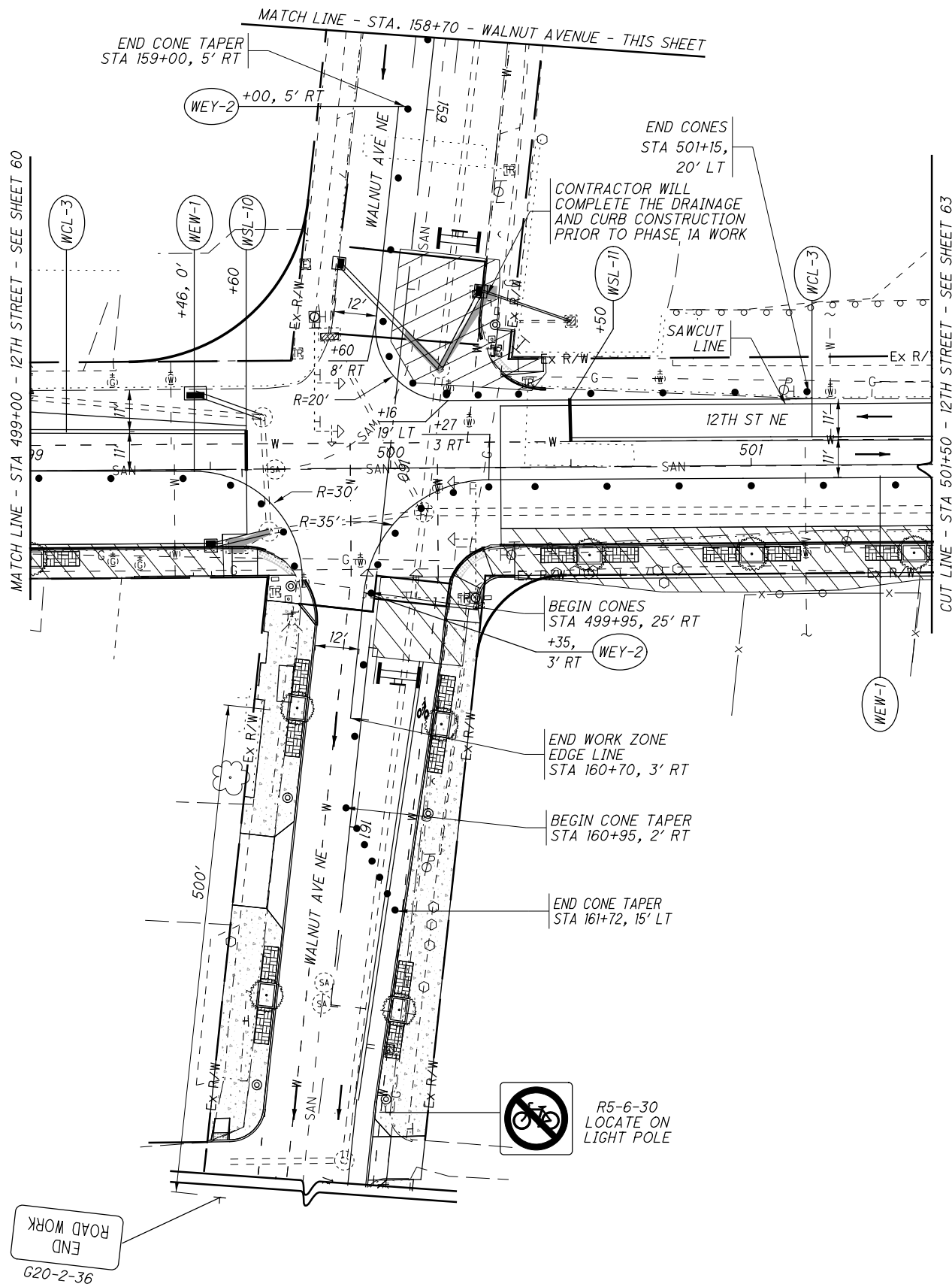


- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 495+50 TO STA. 499+00**



- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. WALNUT AVE NE WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - THIS SHEET - (WEEKEND WORK)  
 PHASE 1A - SEE SHEET 62 - (WEEKEND WORK)

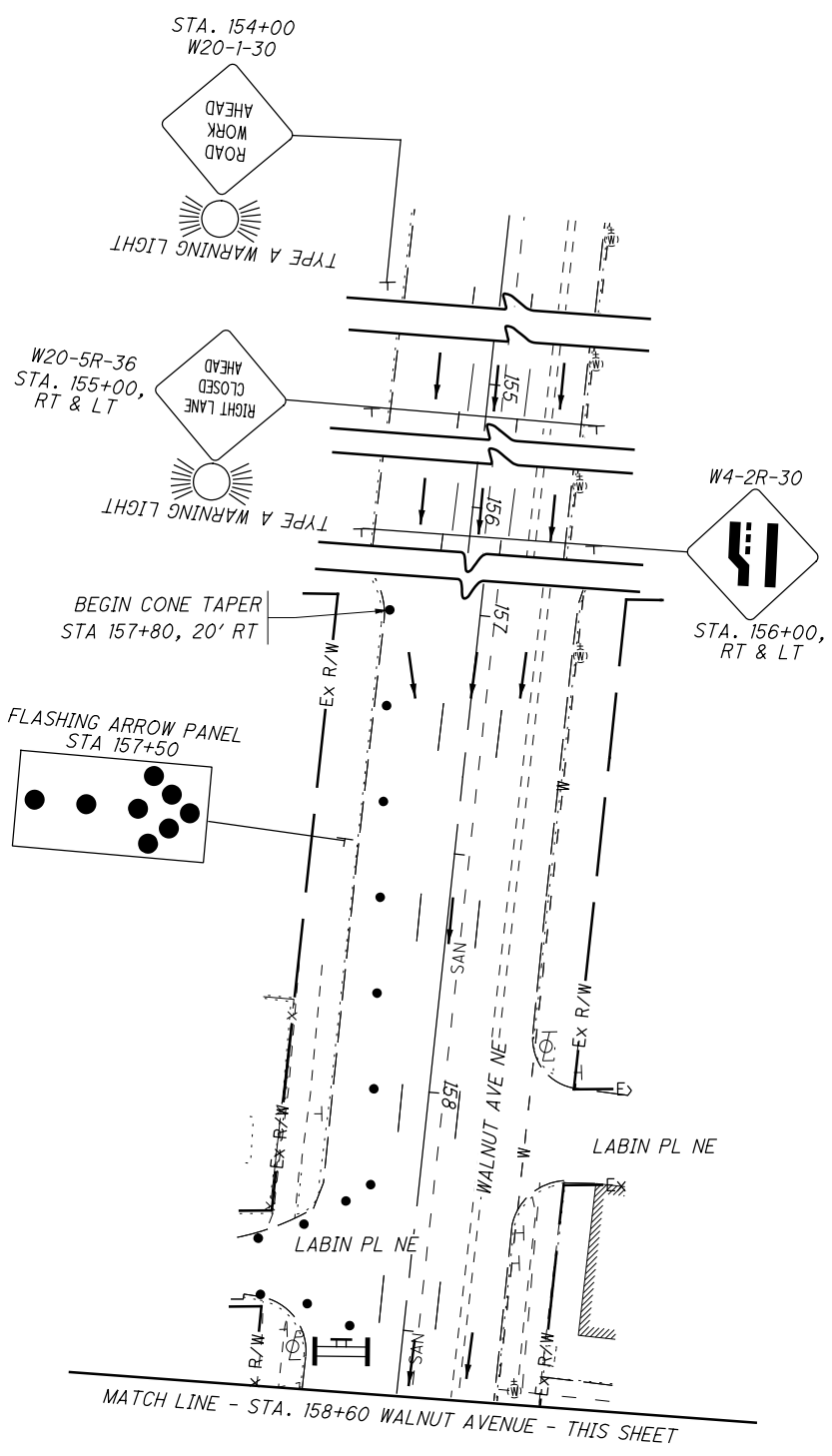
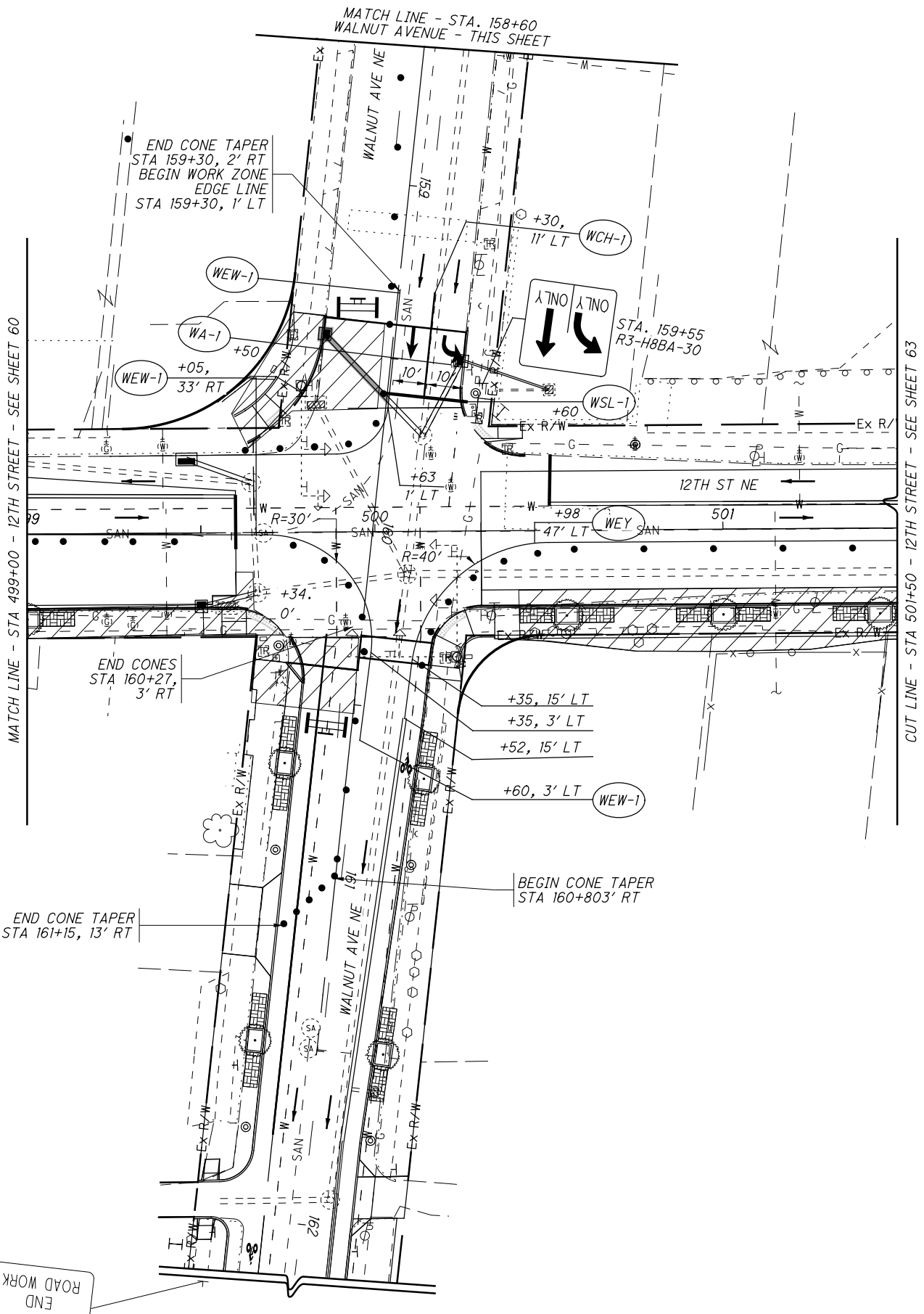
END ROAD WORK  
620-2-36

CALCULATED MAM CHECKED DLW

0 20 40  
HORIZONTAL SCALE IN FEET

12TH STREET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 499+00 TO STA. 501+50**



- NOTE:
- 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  - 2. WALNUT AVE NE WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - SEE SHEET 61 - (WEEKEND WORK)  
 PHASE 1A - THIS SHEET - (WEEKEND WORK)

END ROAD WORK

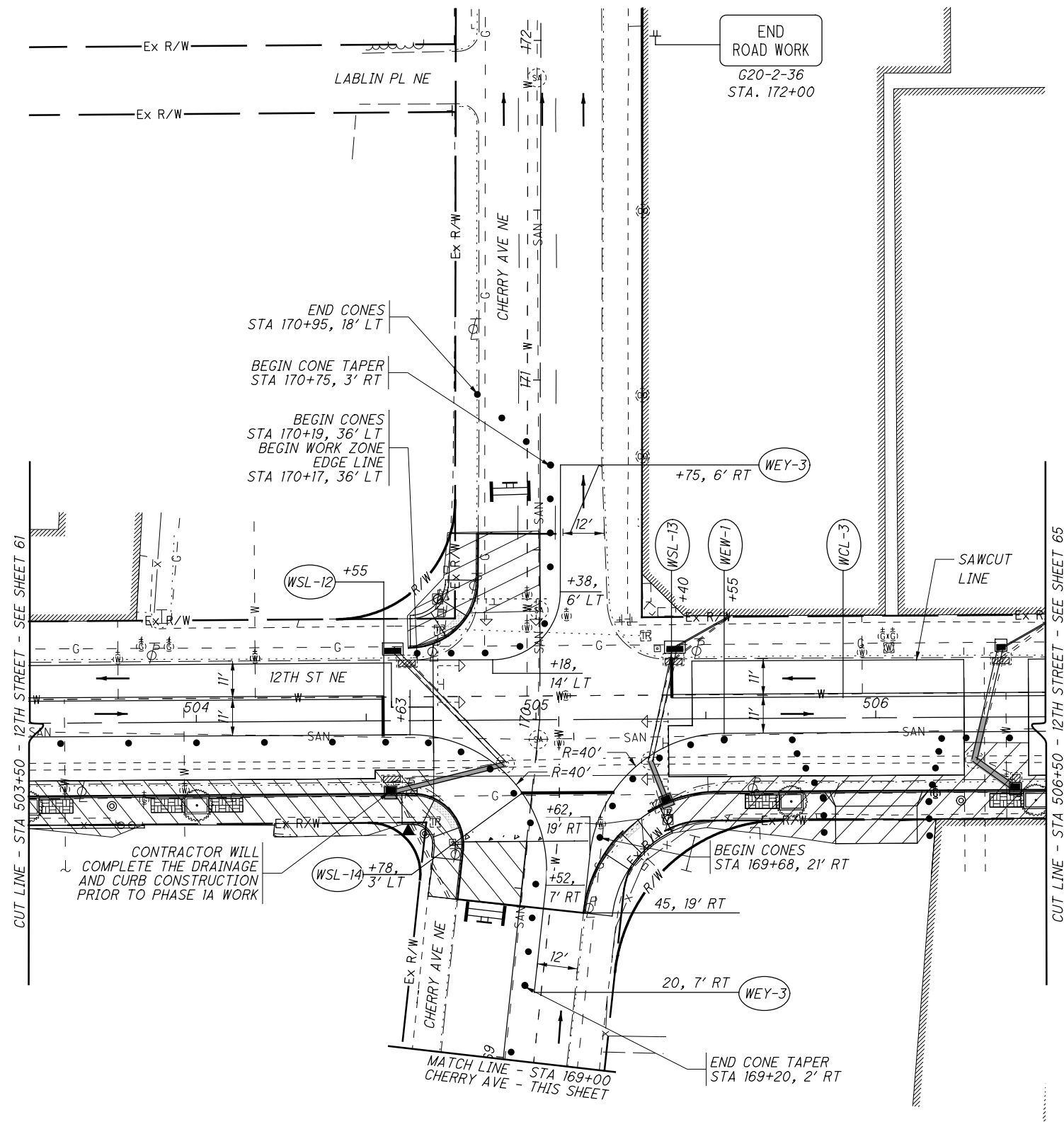


|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - WALNUT AVENUE  
 PHASE 1A - STA. 157+80 TO STA. 161+80**

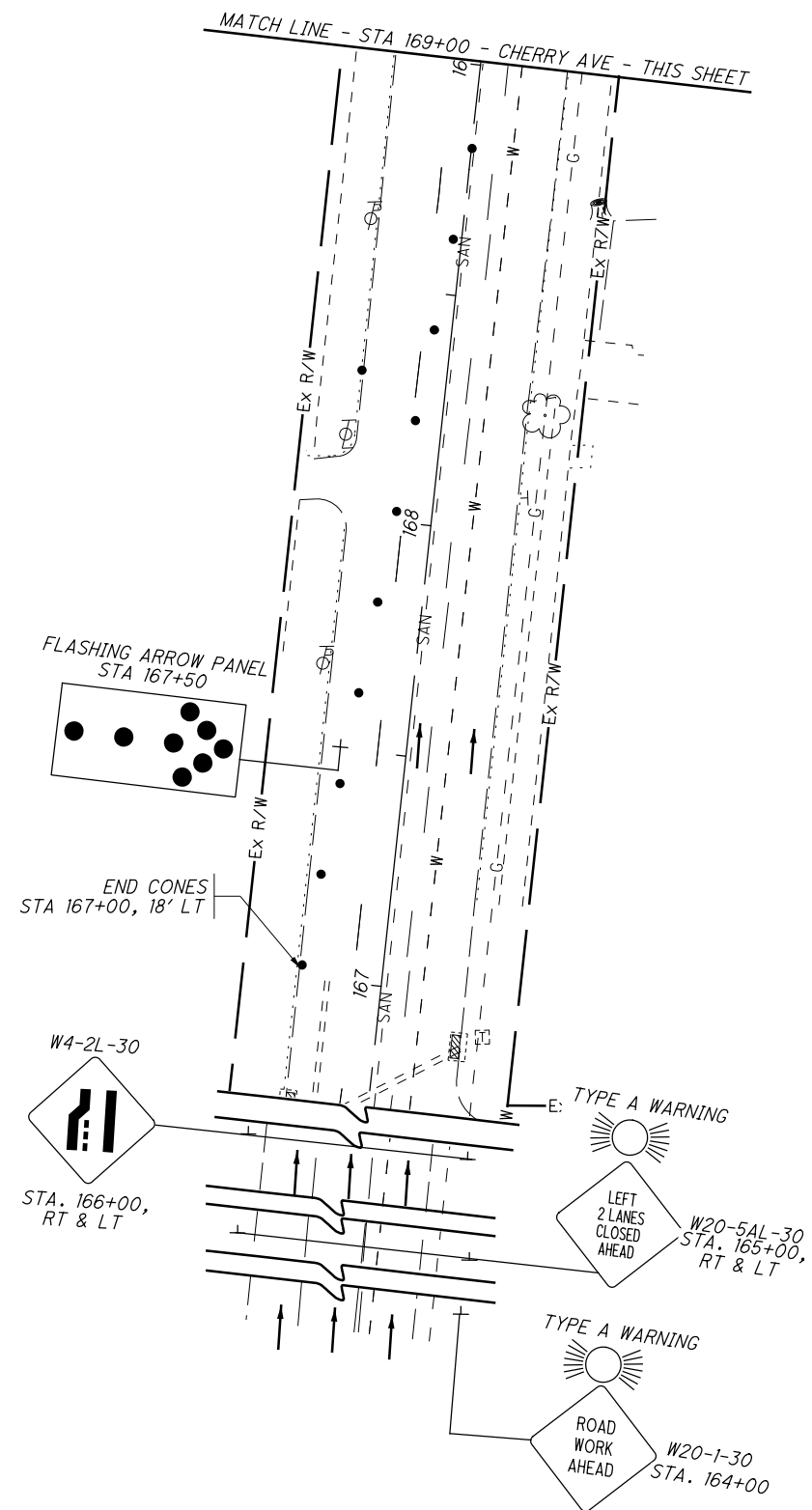
**STA-12TH STREET**

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**NOTE:**

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. CHERRY AVE NE WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - THIS SHEET - (WEEKEND WORK)  
 PHASE 1A - SEE SHEET 64 - (WEEKEND WORK)



CALCULATED MAM CHECKED DLW

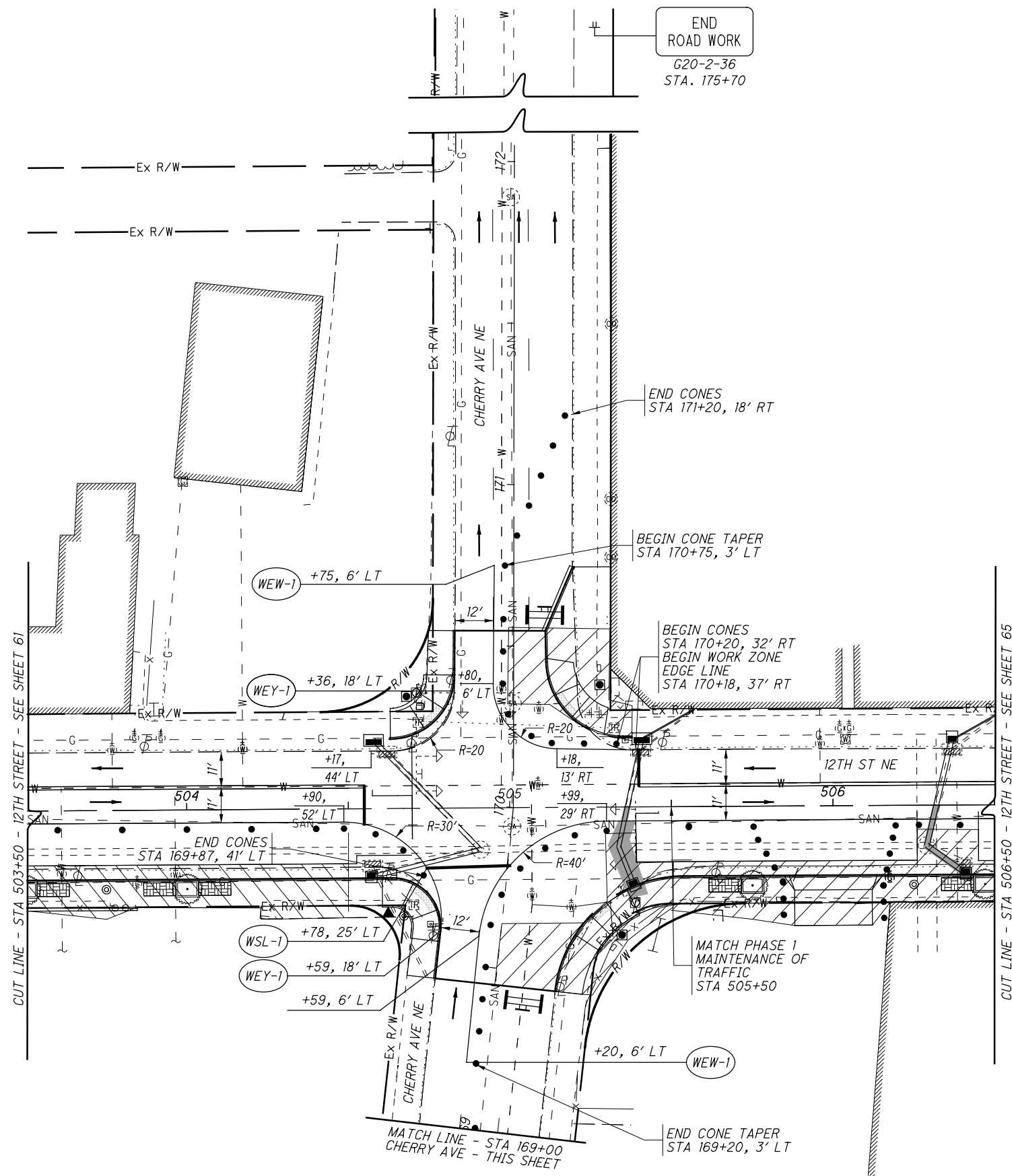
0 20 40  
 10 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 503+50 TO STA. 506+50**

**STA-12TH STREET**

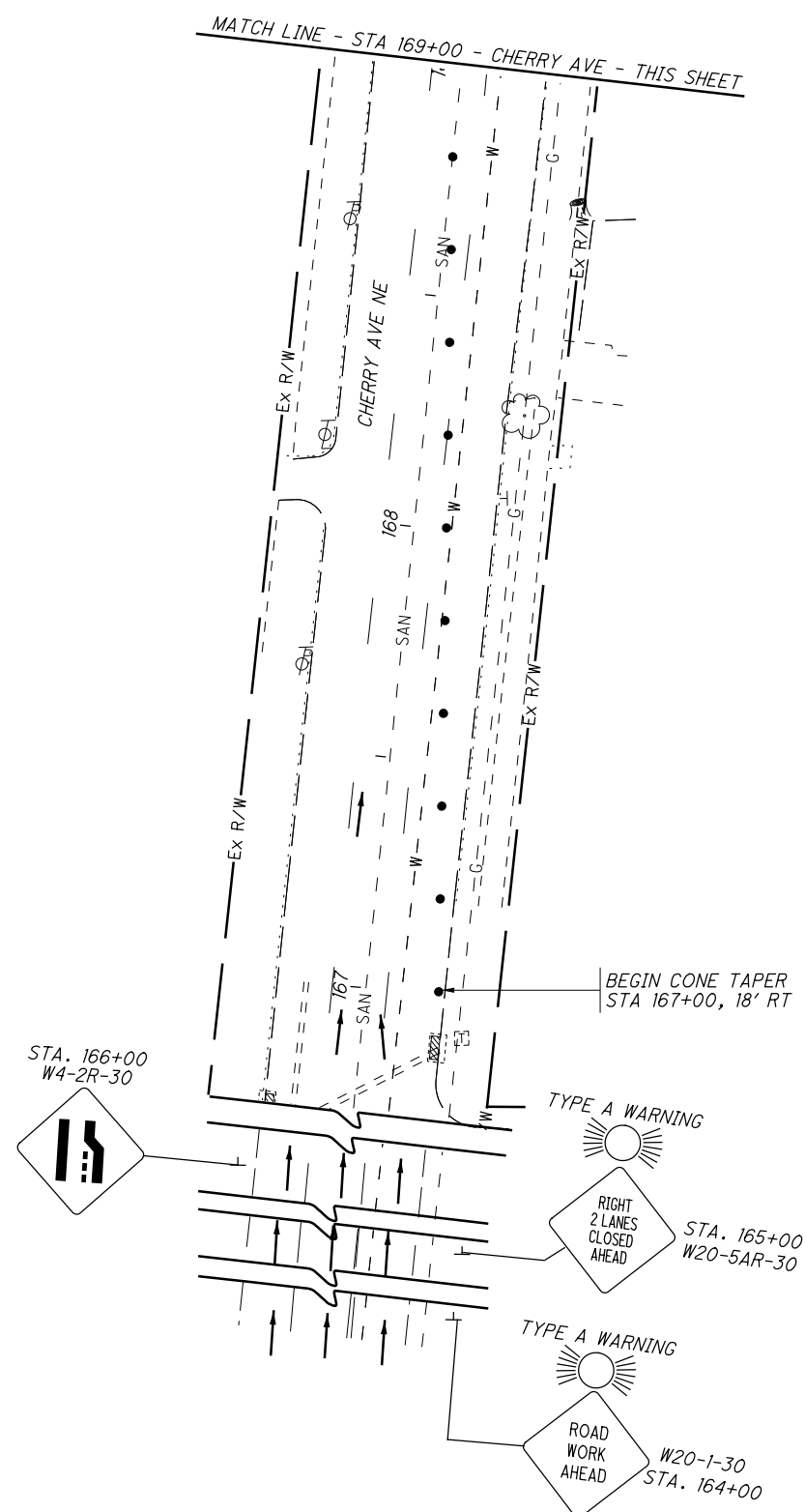


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**NOTE:**

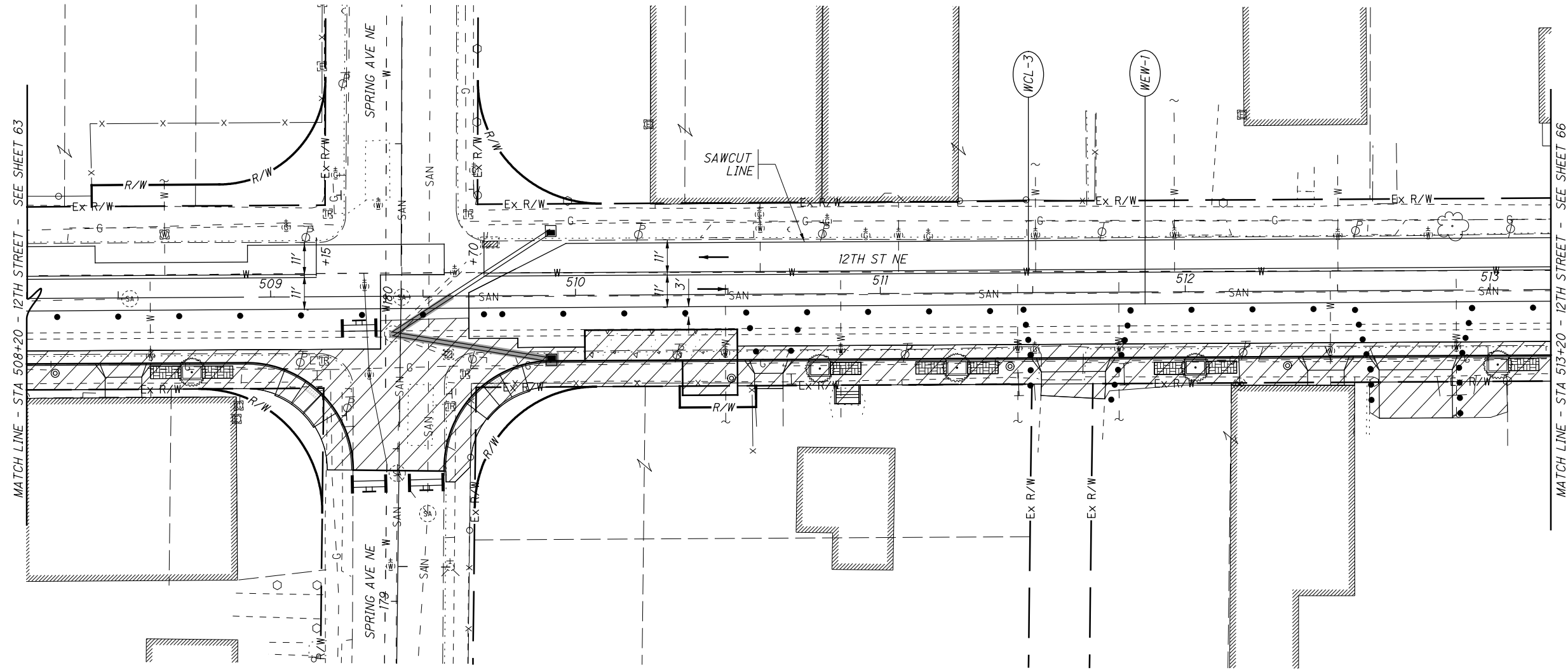
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. CHERRY AVE NE WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - SEE SHEET 63 - (WEEKEND WORK)  
 PHASE 1A - THIS SHEET - (WEEKEND WORK)



CALCULATED MAM  
 CHECKED DLW

0 20 40  
 1" = 40'  
 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - CHERRY AVENUE  
 PHASE 1A - STA. 169+00 TO STA. 172+00**



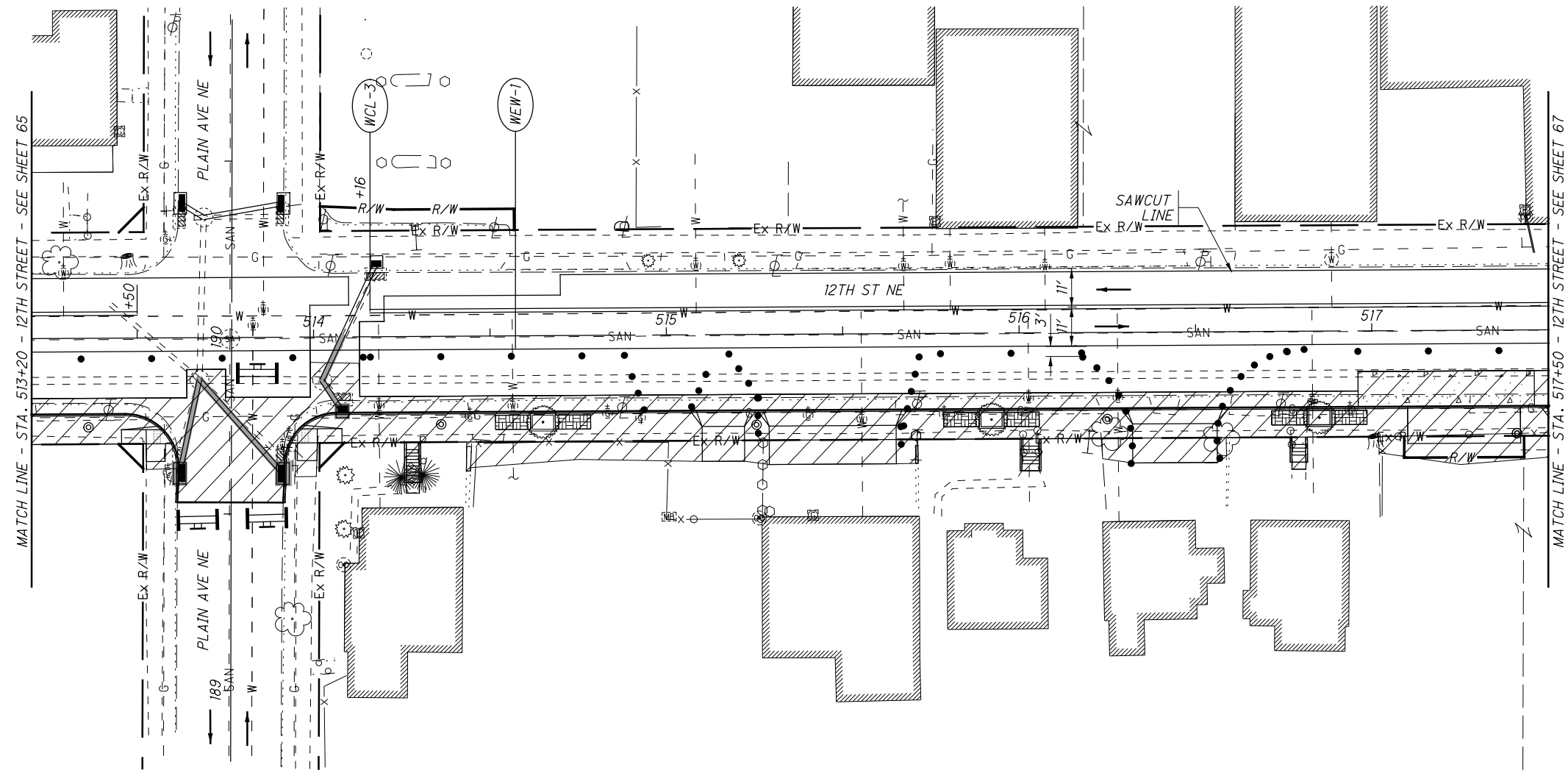
NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.

|                   |  |
|-------------------|--|
| CALCULATED<br>MAM | <br><br>HORIZONTAL<br>SCALE IN FEET |
| CHECKED<br>DLW    |  |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 508+20 TO STA. 513+20**

**STA-12TH STREET**



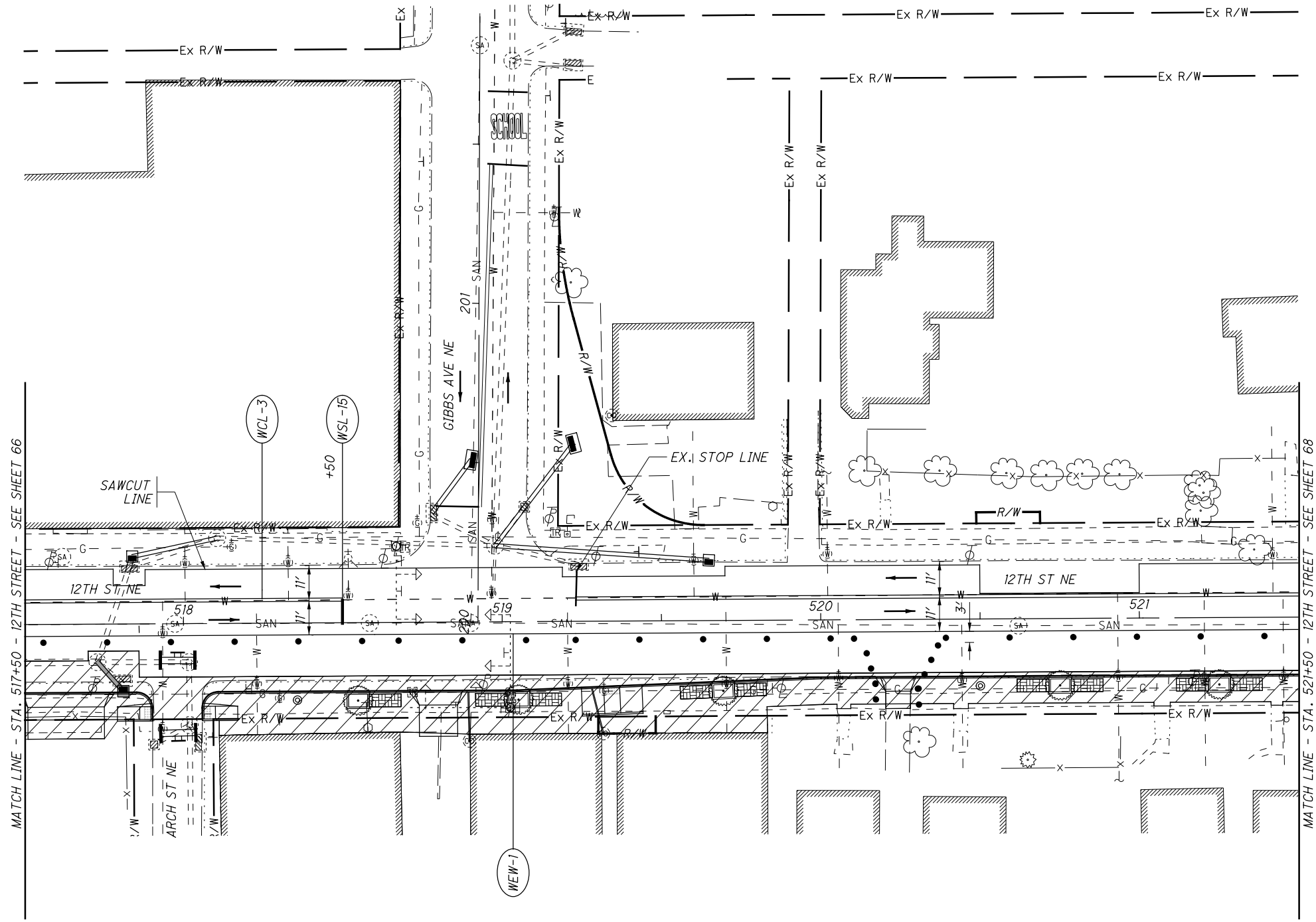
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 513+20 TO STA. 517+50**

**STA-12TH STREET**



NOTE:

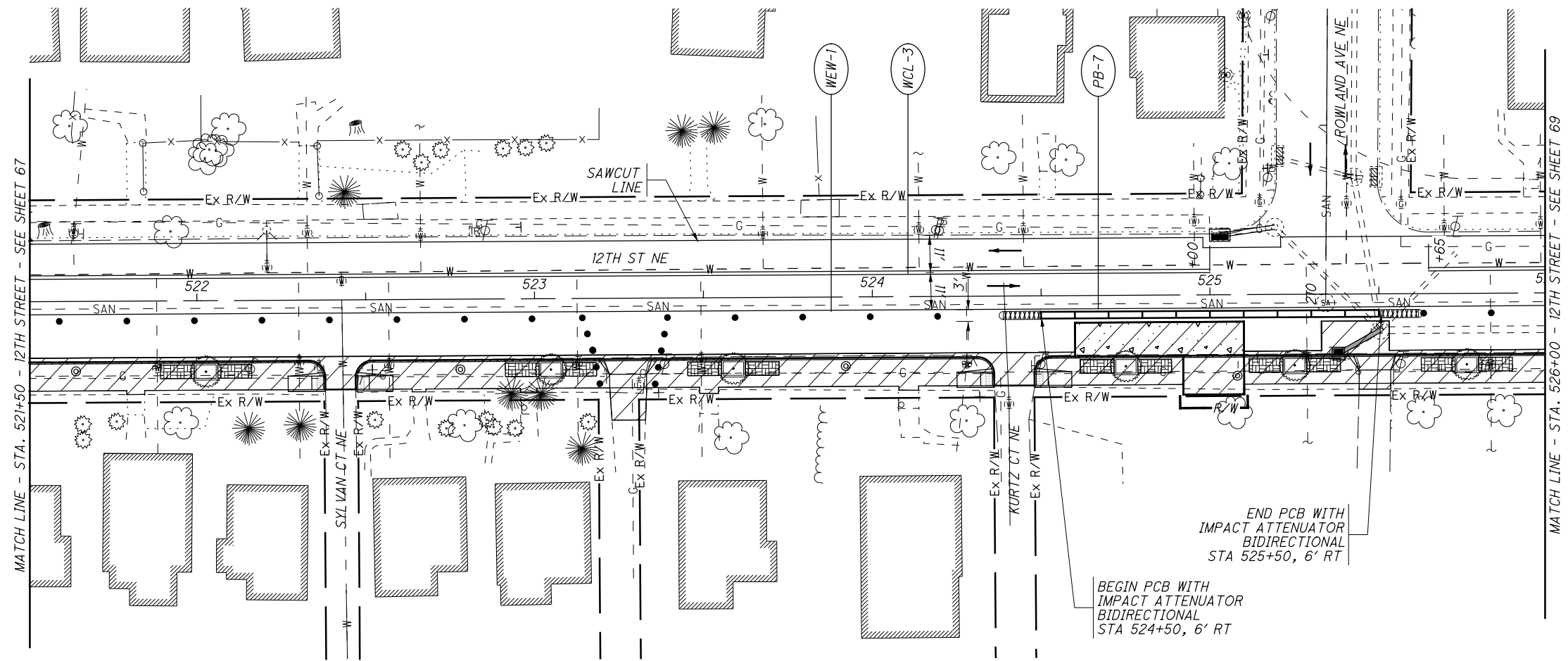
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 41.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 517+50 TO STA. 521+00**

**STA-12TH STREET**





BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 524+50, 6' RT

END PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 525+50, 6' RT

NOTE:

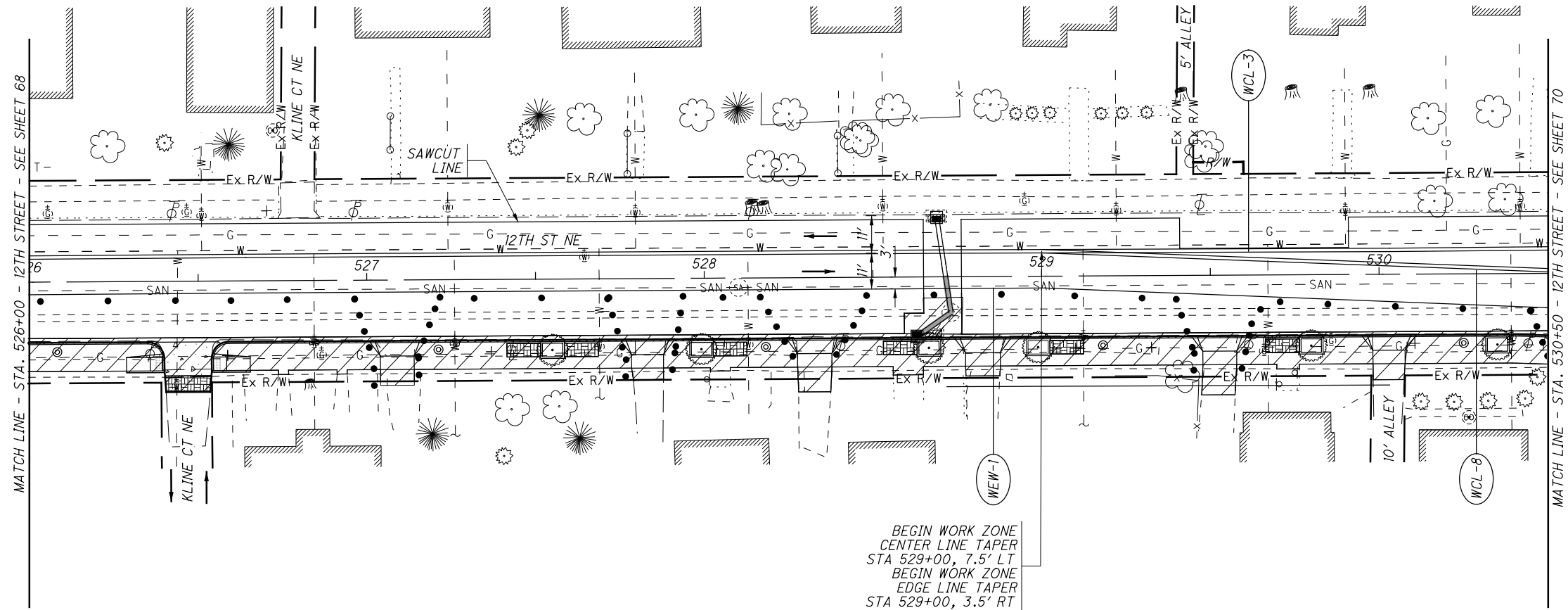
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 521+50 TO STA. 526+00**

**STA-12TH STREET**



BEGIN WORK ZONE  
 CENTER LINE TAPER  
 STA 529+00, 7.5' LT  
 BEGIN WORK ZONE  
 EDGE LINE TAPER  
 STA 529+00, 3.5' RT

NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 41.

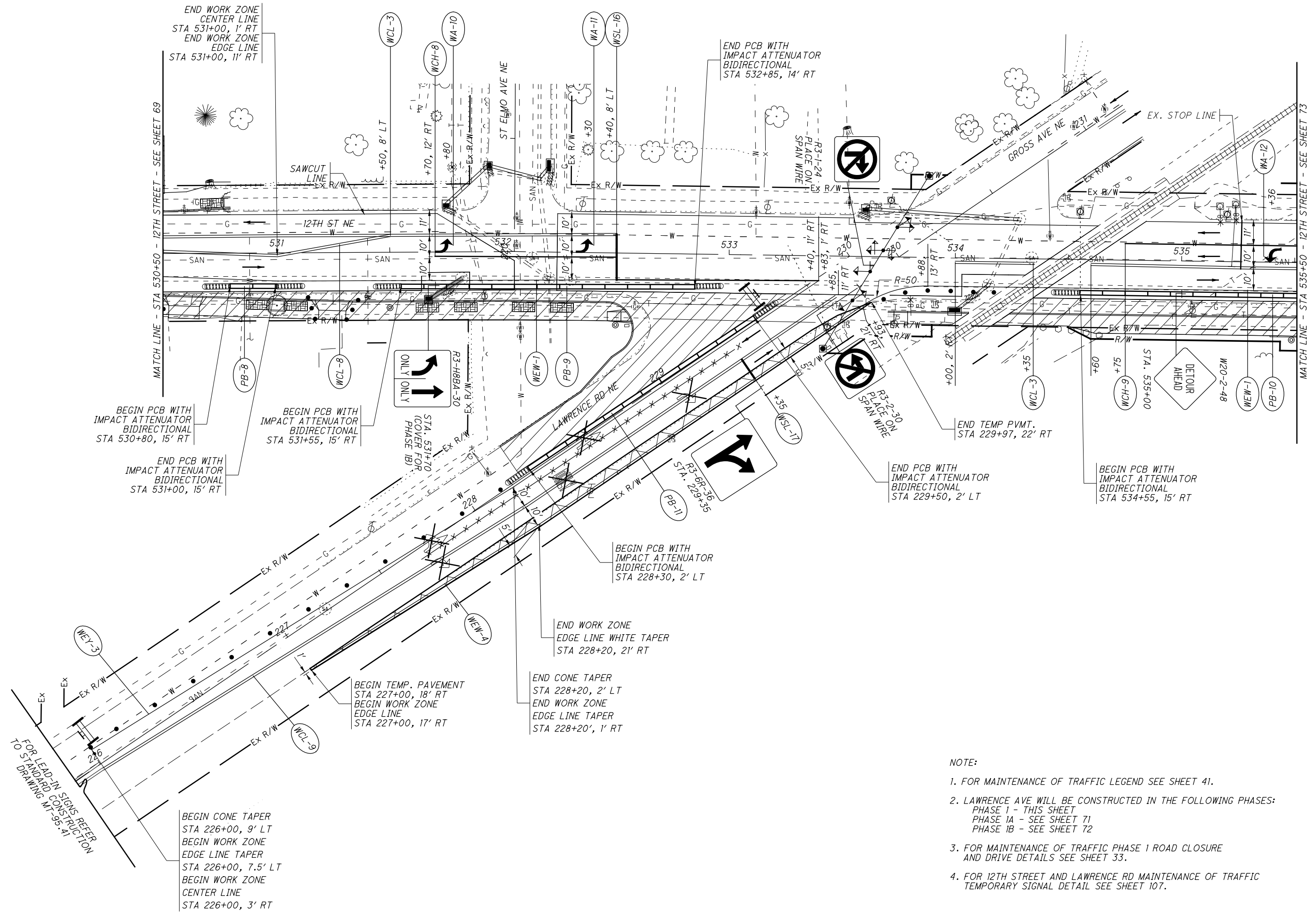


|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 526+00 TO STA. 530+50**

**STA-12TH STREET**

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END WORK ZONE  
CENTER LINE  
STA 531+00, 1' RT  
END WORK ZONE  
EDGE LINE  
STA 531+00, 11' RT

BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 530+80, 15' RT

BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 531+55, 15' RT

END PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 531+00, 15' RT

END PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 532+85, 14' RT

END TEMP PVMT.  
STA 229+97, 22' RT

END PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 229+50, 2' LT

BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 534+55, 15' RT

BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 228+30, 2' LT

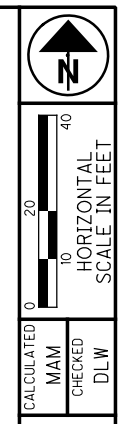
END WORK ZONE  
EDGE LINE WHITE TAPER  
STA 228+20, 21' RT

END CONE TAPER  
STA 228+20, 2' LT  
END WORK ZONE  
EDGE LINE TAPER  
STA 228+20, 1' RT

BEGIN TEMP. PAVEMENT  
STA 227+00, 18' RT  
BEGIN WORK ZONE  
EDGE LINE  
STA 227+00, 17' RT

BEGIN CONE TAPER  
STA 226+00, 9' LT  
BEGIN WORK ZONE  
EDGE LINE TAPER  
STA 226+00, 7.5' LT  
BEGIN WORK ZONE  
CENTER LINE  
STA 226+00, 3' RT

FOR LEAD-IN SIGNS REFER  
TO STANDARD CONSTRUCTION  
DRAWING MT-95.41



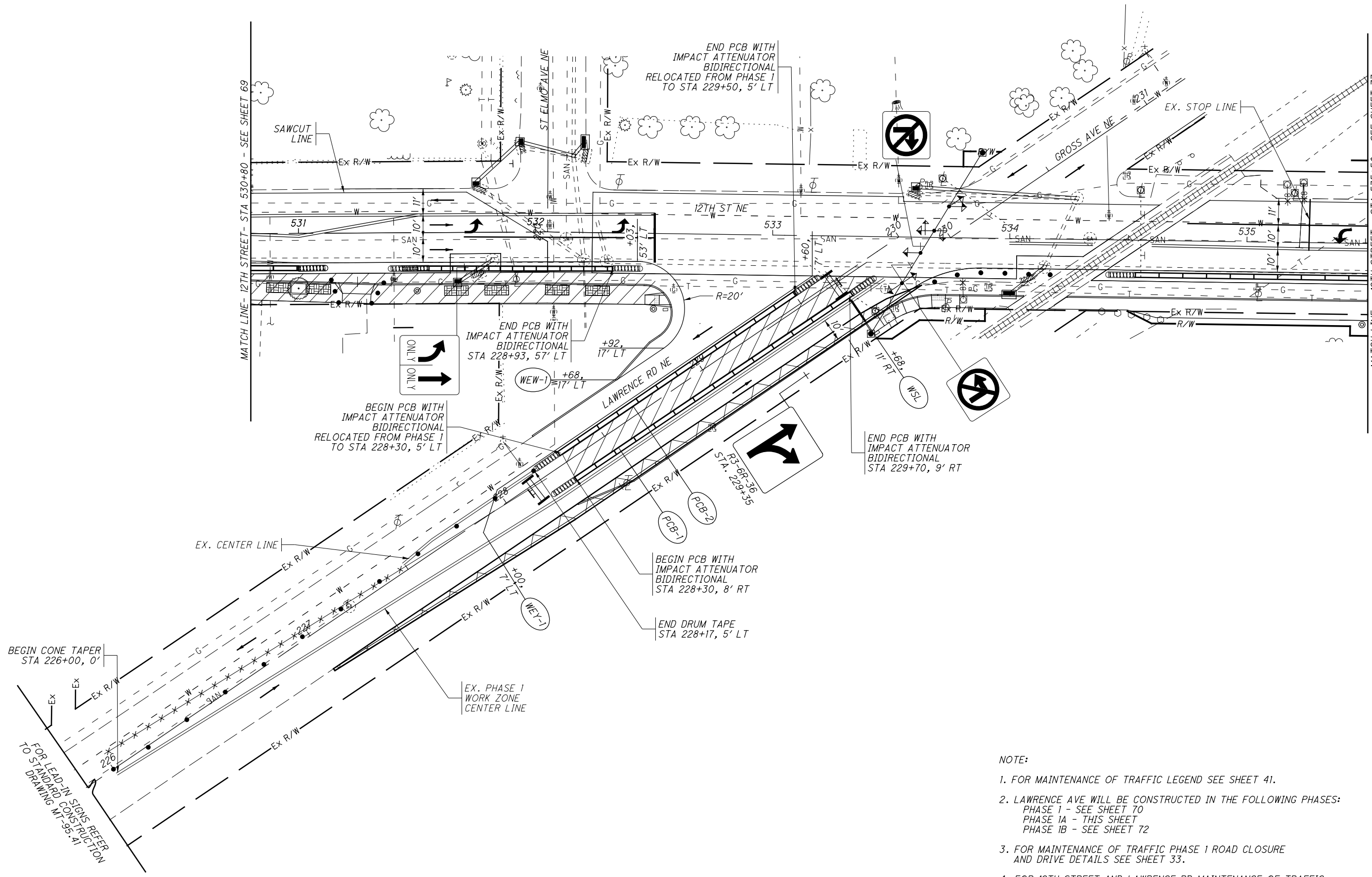
**MAINTENANCE OF TRAFFIC  
PHASE 1 - STA. 530+80 TO STA. 535+50**

**STA-12TH STREET**

70  
790

- NOTE:
- FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  - LAWRENCE AVE WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
PHASE 1 - THIS SHEET  
PHASE 1A - SEE SHEET 71  
PHASE 1B - SEE SHEET 72
  - FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
  - FOR 12TH STREET AND LAWRENCE RD MAINTENANCE OF TRAFFIC TEMPORARY SIGNAL DETAIL SEE SHEET 107.

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BEGIN CONE TAPER  
STA 226+00, 0'

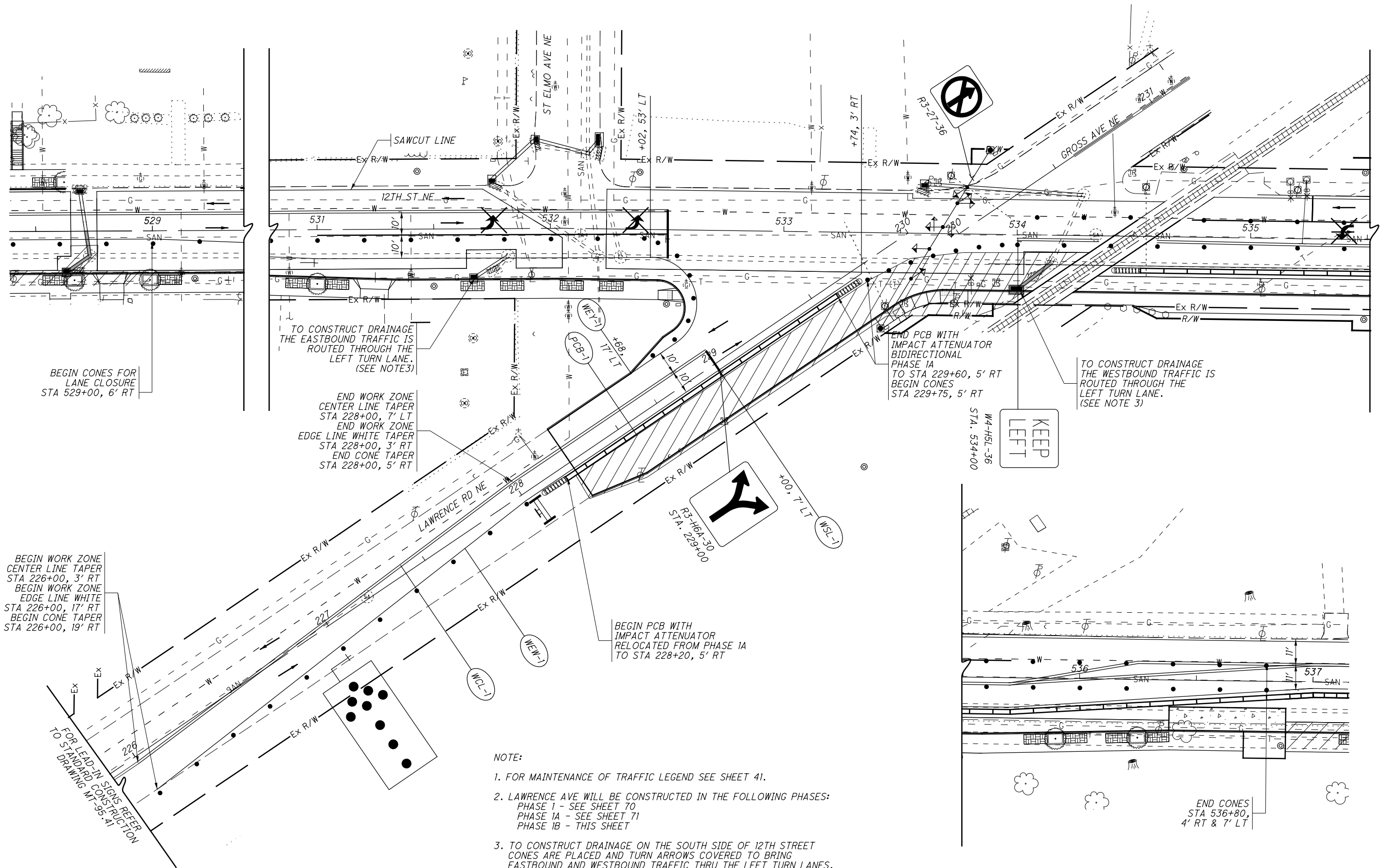
FOR LEAD-IN SIGNS REFER  
TO STANDARD CONSTRUCTION  
DRAWING MT-95.41

- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. LAWRENCE AVE WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
PHASE 1 - SEE SHEET 70  
PHASE 1A - THIS SHEET  
PHASE 1B - SEE SHEET 72
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE  
AND DRIVE DETAILS SEE SHEET 33.
  4. FOR 12TH STREET AND LAWRENCE RD MAINTENANCE OF TRAFFIC  
TEMPORARY SIGNAL DETAIL SEE SHEET 107.

|   |                   |
|---|-------------------|
| <br><br>HORIZONTAL SCALE IN FEET | CALCULATED<br>MAM |
|   | CHECKED<br>DLW    |
| <b>MAINTENANCE OF TRAFFIC - LAWRENCE ROAD</b><br><b>PHASE 1A - STA. 226+00 TO STA. 230+00</b>   |                   |
| <b>STA-12TH STREET</b>  |                   |
| 71<br>790   |                   |



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BEGIN CONES FOR  
LANE CLOSURE  
STA 529+00, 6' RT

TO CONSTRUCT DRAINAGE  
THE EASTBOUND TRAFFIC IS  
ROUTED THROUGH THE  
LEFT TURN LANE.  
(SEE NOTE 3)

END WORK ZONE  
CENTER LINE TAPER  
STA 228+00, 7' LT  
END WORK ZONE  
EDGE LINE WHITE TAPER  
STA 228+00, 3' RT  
END CONE TAPER  
STA 228+00, 5' RT

END PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
PHASE 1A  
TO STA 229+60, 5' RT  
BEGIN CONES  
STA 229+75, 5' RT

TO CONSTRUCT DRAINAGE  
THE WESTBOUND TRAFFIC IS  
ROUTED THROUGH THE  
LEFT TURN LANE.  
(SEE NOTE 3)

BEGIN PCB WITH  
IMPACT ATTENUATOR  
RELOCATED FROM PHASE 1A  
TO STA 228+20, 5' RT

END CONES  
STA 536+80,  
4' RT & 7' LT

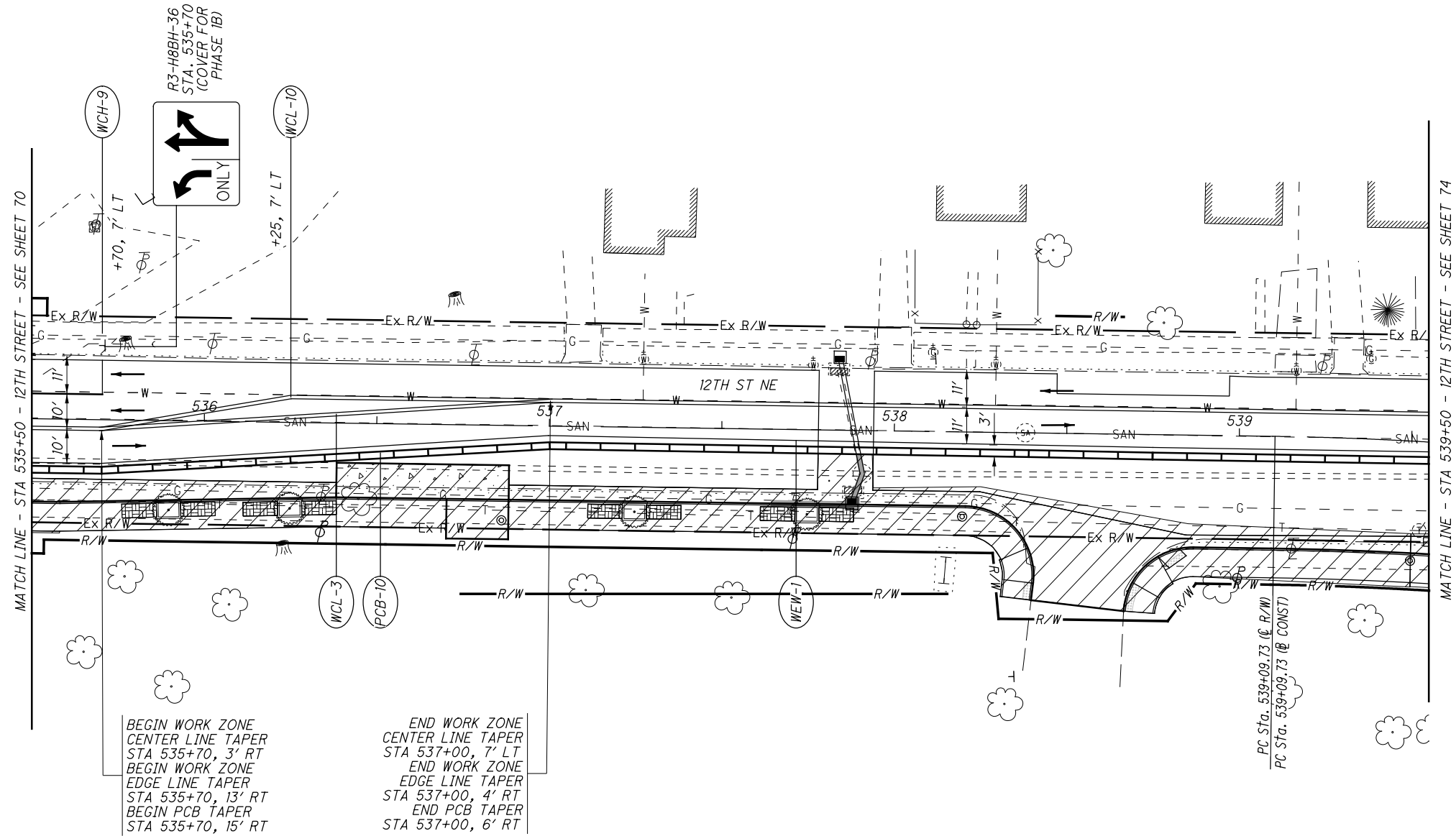
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. LAWRENCE AVE WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
PHASE 1 - SEE SHEET 70  
PHASE 1A - SEE SHEET 71  
PHASE 1B - THIS SHEET
  3. TO CONSTRUCT DRAINAGE ON THE SOUTH SIDE OF 12TH STREET  
CONES ARE PLACED AND TURN ARROWS COVERED TO BRING  
EASTBOUND AND WESTBOUND TRAFFIC THRU THE LEFT TURN LANES.
  4. FOR 12TH STREET AND LAWRENCE RD MAINTENANCE OF TRAFFIC  
TEMPORARY SIGNAL DETAIL SEE SHEET 107.

FOR LEAD-IN SIGNS REFER  
TO STANDARD CONSTRUCTION  
DRAWING M7-95-41

CALCULATED MAM  
CHECKED DLW

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - LAWRENCE ROAD  
PHASE 1B - STA. 226+00 TO STA. 230+00**



BEGIN WORK ZONE  
CENTER LINE TAPER  
STA 535+70, 3' RT  
BEGIN WORK ZONE  
EDGE LINE TAPER  
STA 535+70, 13' RT  
BEGIN PCB TAPER  
STA 535+70, 15' RT

END WORK ZONE  
CENTER LINE TAPER  
STA 537+00, 7' LT  
END WORK ZONE  
EDGE LINE TAPER  
STA 537+00, 4' RT  
END PCB TAPER  
STA 537+00, 6' RT

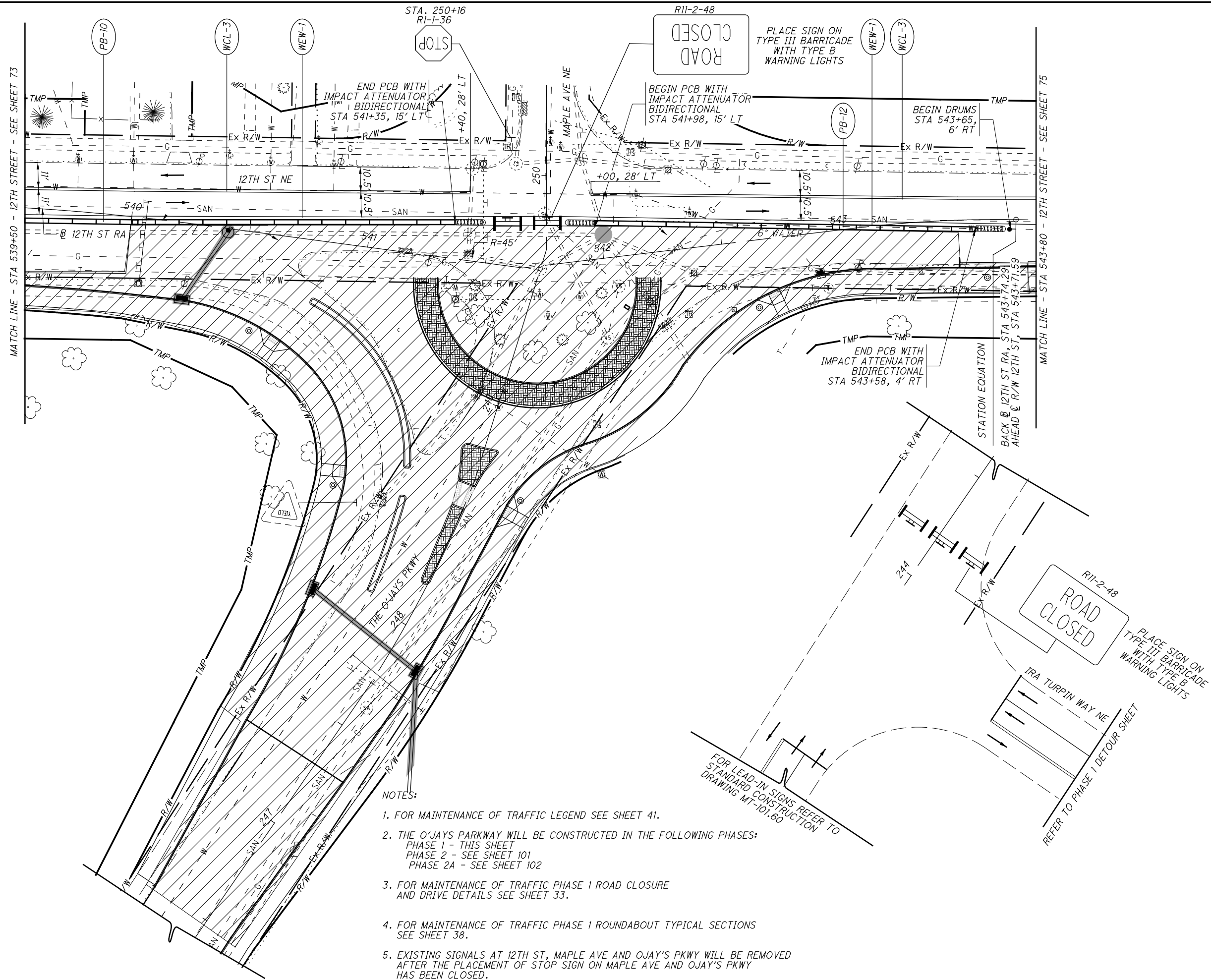
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 37.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 1 - STA. 535+50 TO STA. 539+50**

**STA-12TH STREET**



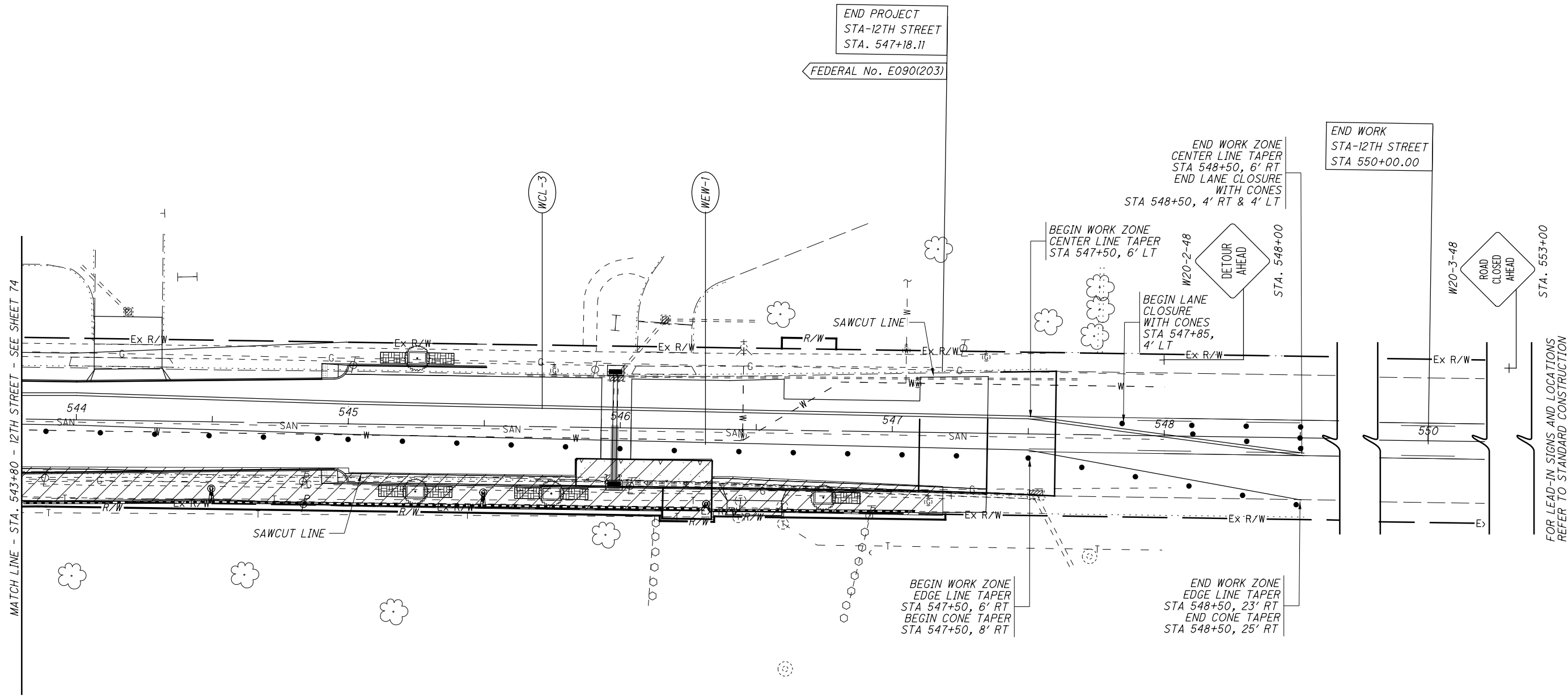
- NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. THE O'JAYS PARKWAY WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 1 - THIS SHEET  
 PHASE 2 - SEE SHEET 101  
 PHASE 2A - SEE SHEET 102
  3. FOR MAINTENANCE OF TRAFFIC PHASE I ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 33.
  4. FOR MAINTENANCE OF TRAFFIC PHASE I ROUNDABOUT TYPICAL SECTIONS SEE SHEET 38.
  5. EXISTING SIGNALS AT 12TH ST, MAPLE AVE AND OJAY'S PKWY WILL BE REMOVED AFTER THE PLACEMENT OF STOP SIGN ON MAPLE AVE AND OJAY'S PKWY HAS BEEN CLOSED.

CALCULATED MAM  
 CHECKED DLW

0 20 40  
 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 539+80 TO STA. 543+80**

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END PROJECT  
 STA-12TH STREET  
 STA. 547+18.11

FEDERAL No. E090(203)

END WORK  
 STA-12TH STREET  
 STA 550+00.00

BEGIN WORK ZONE  
 CENTER LINE TAPER  
 STA 547+50, 6' LT

END WORK ZONE  
 CENTER LINE TAPER  
 STA 548+50, 6' RT  
 END LANE CLOSURE  
 WITH CONES  
 STA 548+50, 4' RT & 4' LT

BEGIN LANE  
 CLOSURE  
 WITH CONES  
 STA 547+85,  
 4' LT

BEGIN WORK ZONE  
 EDGE LINE TAPER  
 STA 547+50, 6' RT  
 BEGIN CONE TAPER  
 STA 547+50, 8' RT

END WORK ZONE  
 EDGE LINE TAPER  
 STA 548+50, 23' RT  
 END CONE TAPER  
 STA 548+50, 25' RT

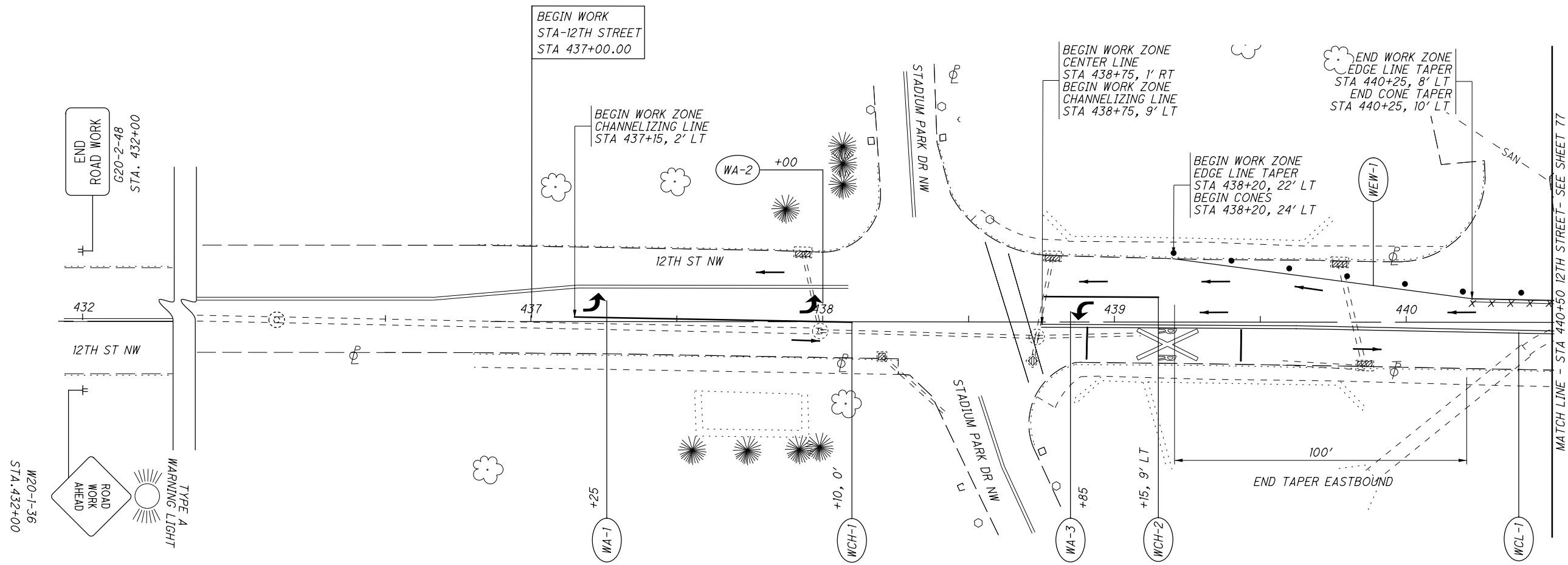
FOR LEAD-IN SIGNS AND LOCATIONS  
 REFER TO STANDARD CONSTRUCTION  
 DRAWING MT-95.60

NOTE:  
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.

CALCULATED MAM  
 CHECKED DLW

0 20 40  
 HORIZONTAL  
 SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 1 - STA. 543+80 TO STA. 548+50**



NOTE:  
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.

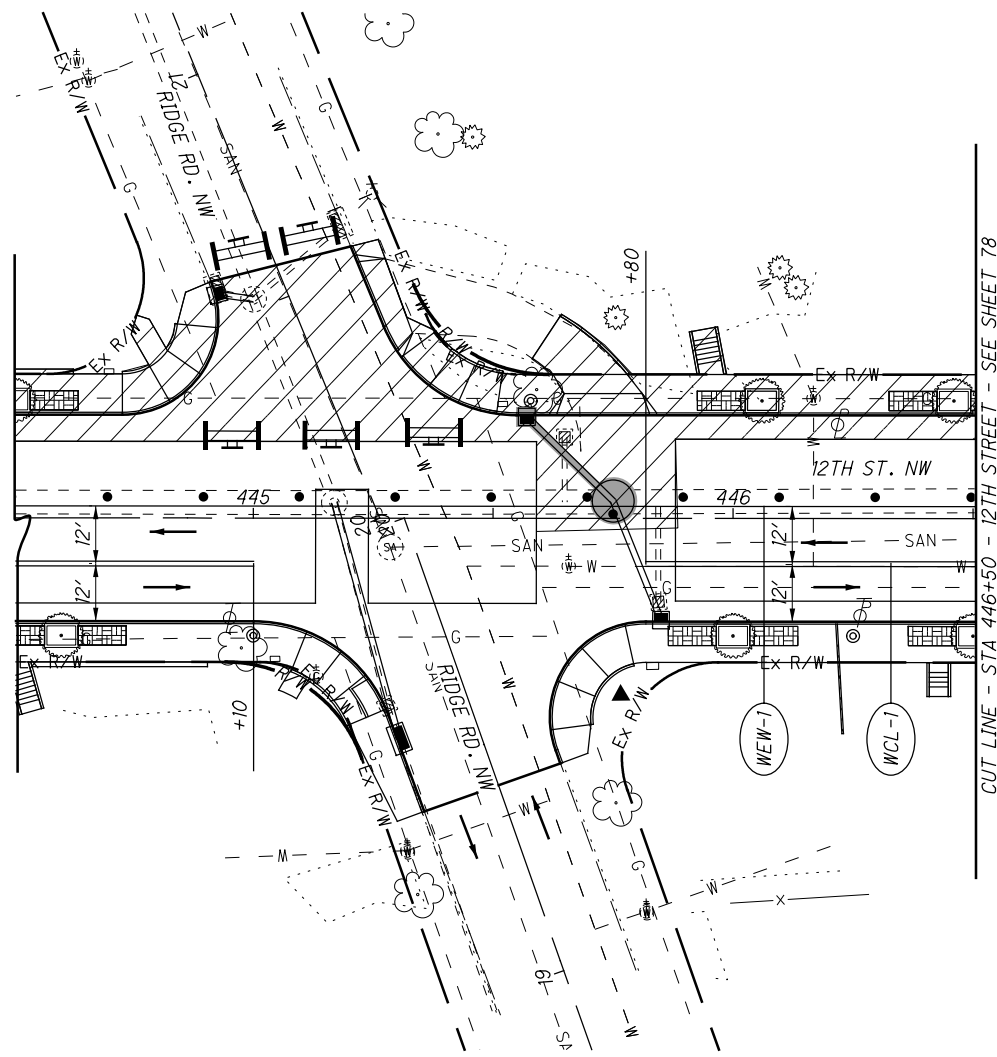
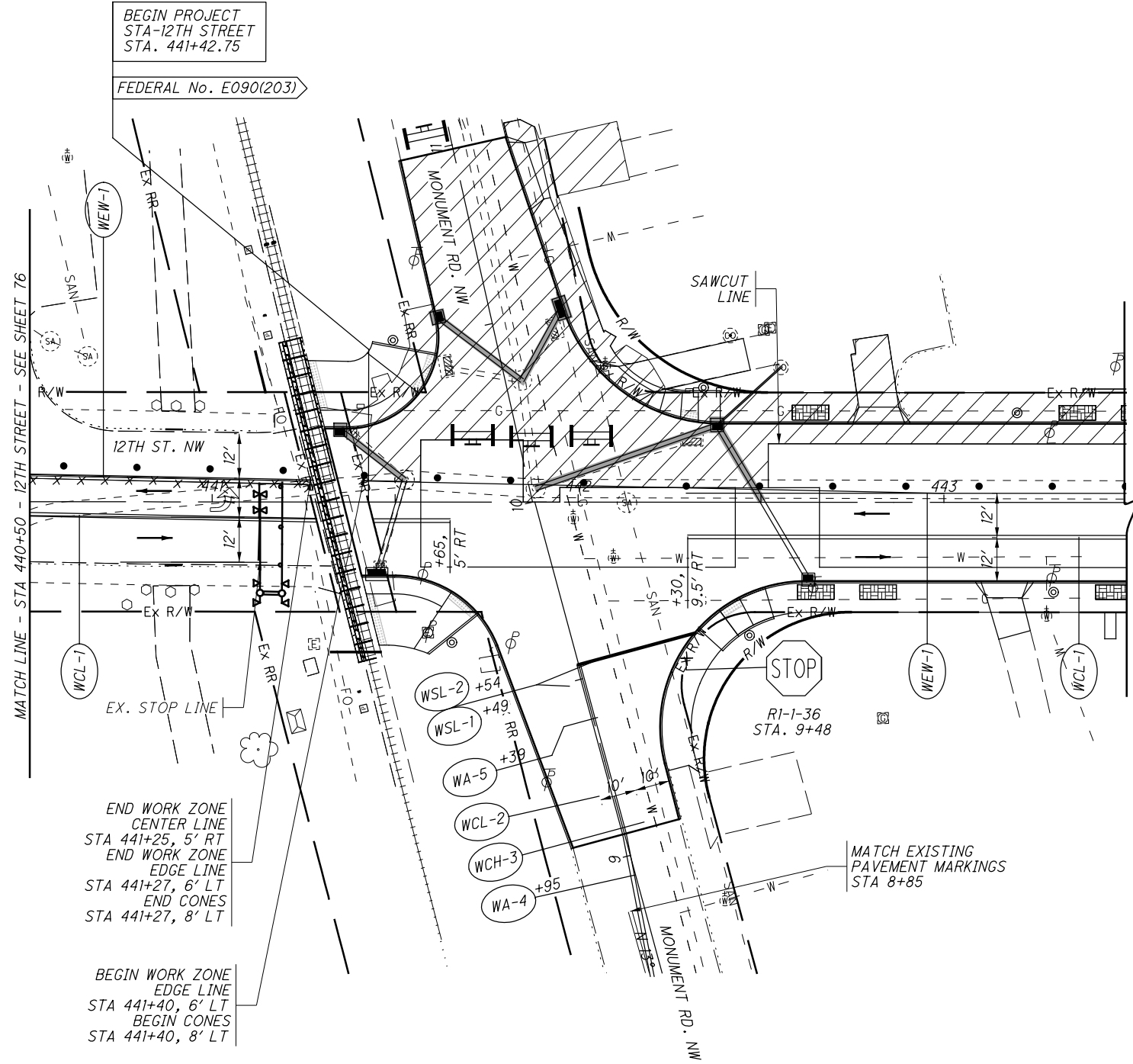
CALCULATED  
MAM

CHECKED  
DLW

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 437+15 TO STA. 440+50**

**STA-12TH STREET**



BEGIN PROJECT  
STA-12TH STREET  
STA. 441+42.75

FEDERAL No. E090(203)

MATCH LINE - STA 440+50 - 12TH STREET - SEE SHEET 76

END WORK ZONE  
CENTER LINE  
STA 441+25, 5' RT  
END WORK ZONE  
EDGE LINE  
STA 441+27, 6' LT  
END CONES  
STA 441+27, 8' LT

BEGIN WORK ZONE  
EDGE LINE  
STA 441+40, 6' LT  
BEGIN CONES  
STA 441+40, 8' LT

MATCH EXISTING  
PAVEMENT MARKINGS  
STA 8+85

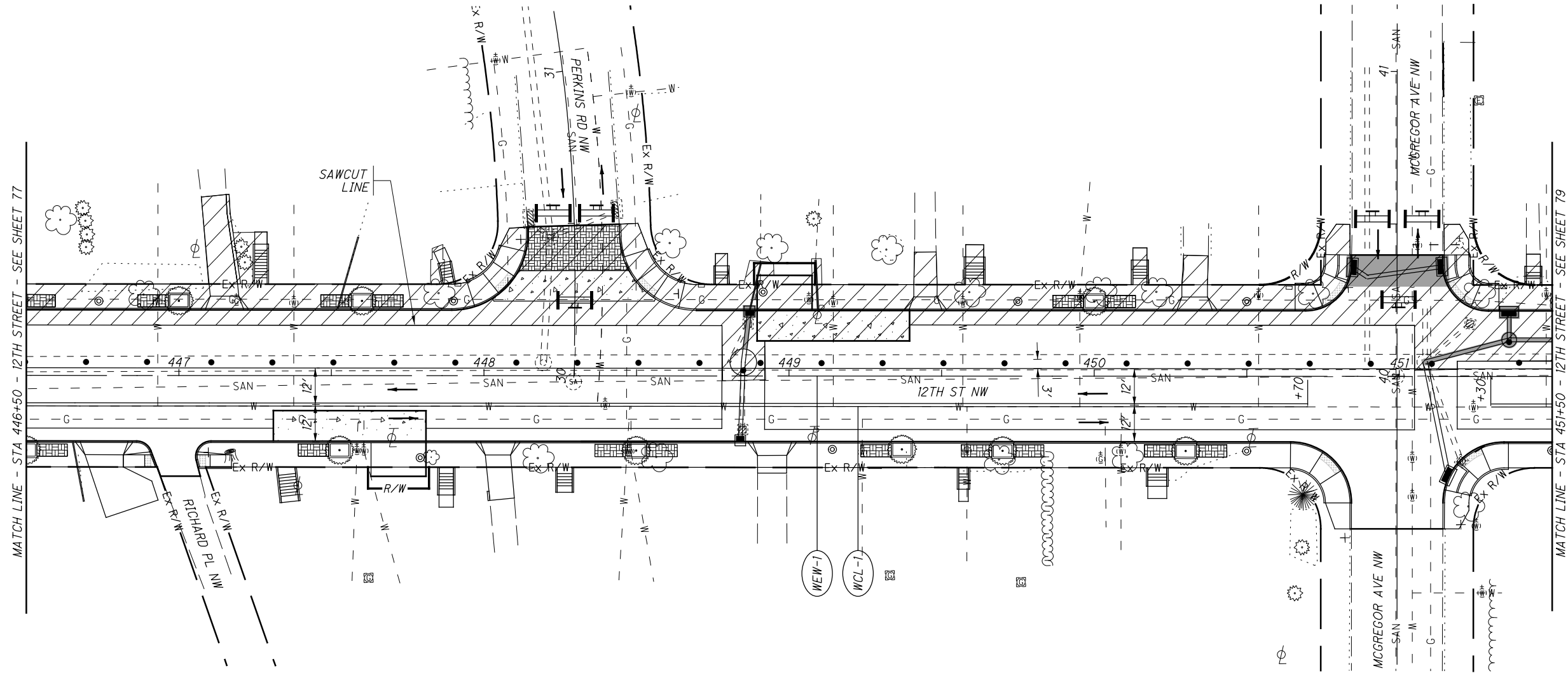
CUT LINE - STA 446+50 - 12TH STREET - SEE SHEET 78

- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTIONS SEE SHEET 39.

CALCULATED MAM CHECKED DLW

HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 440+50 TO STA. 446+50**



NOTE:

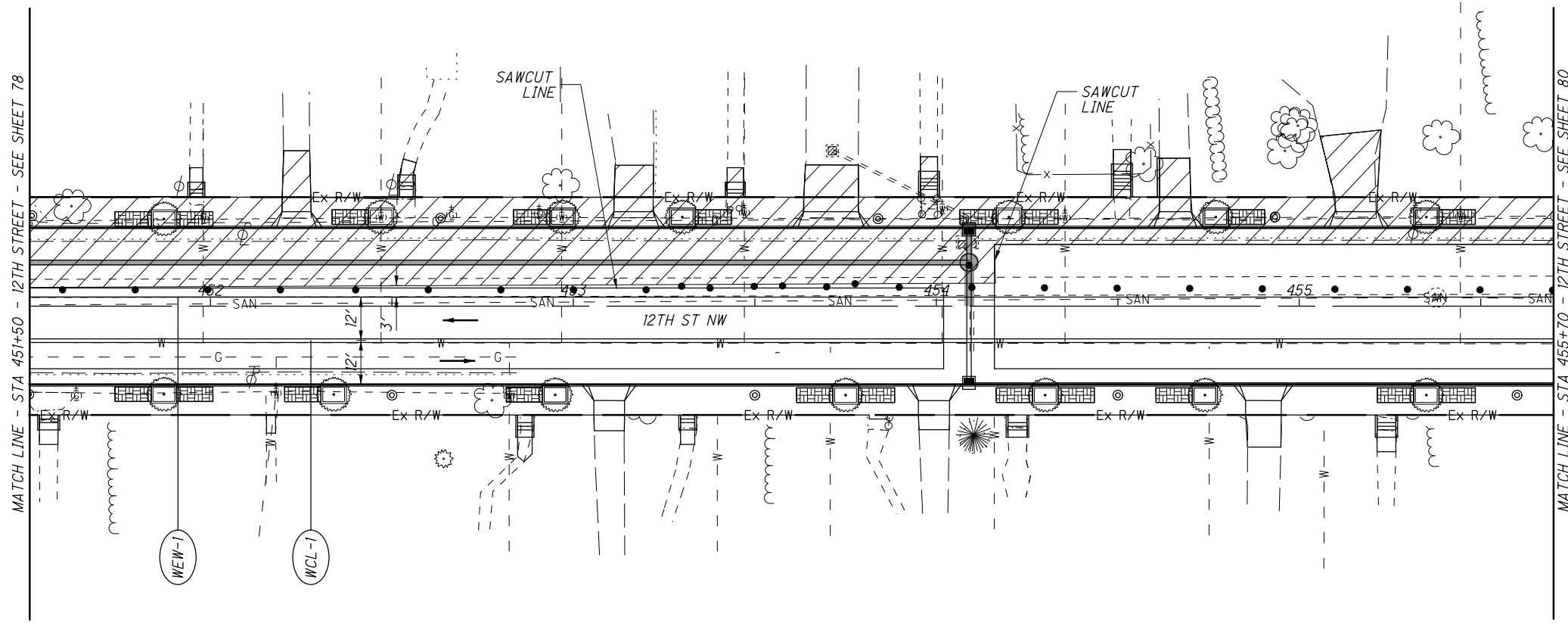
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.
3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.



CALCULATED  
MAM  
CHECKED  
DLW

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 446+50 TO STA. 451+50**

**STA-12TH STREET**



**NOTE:**

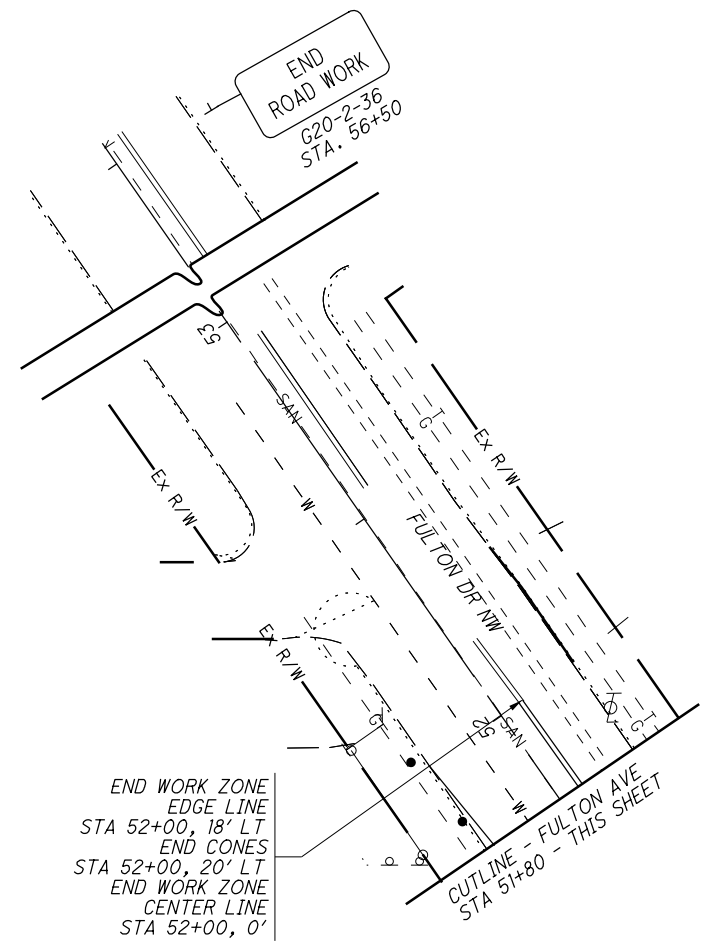
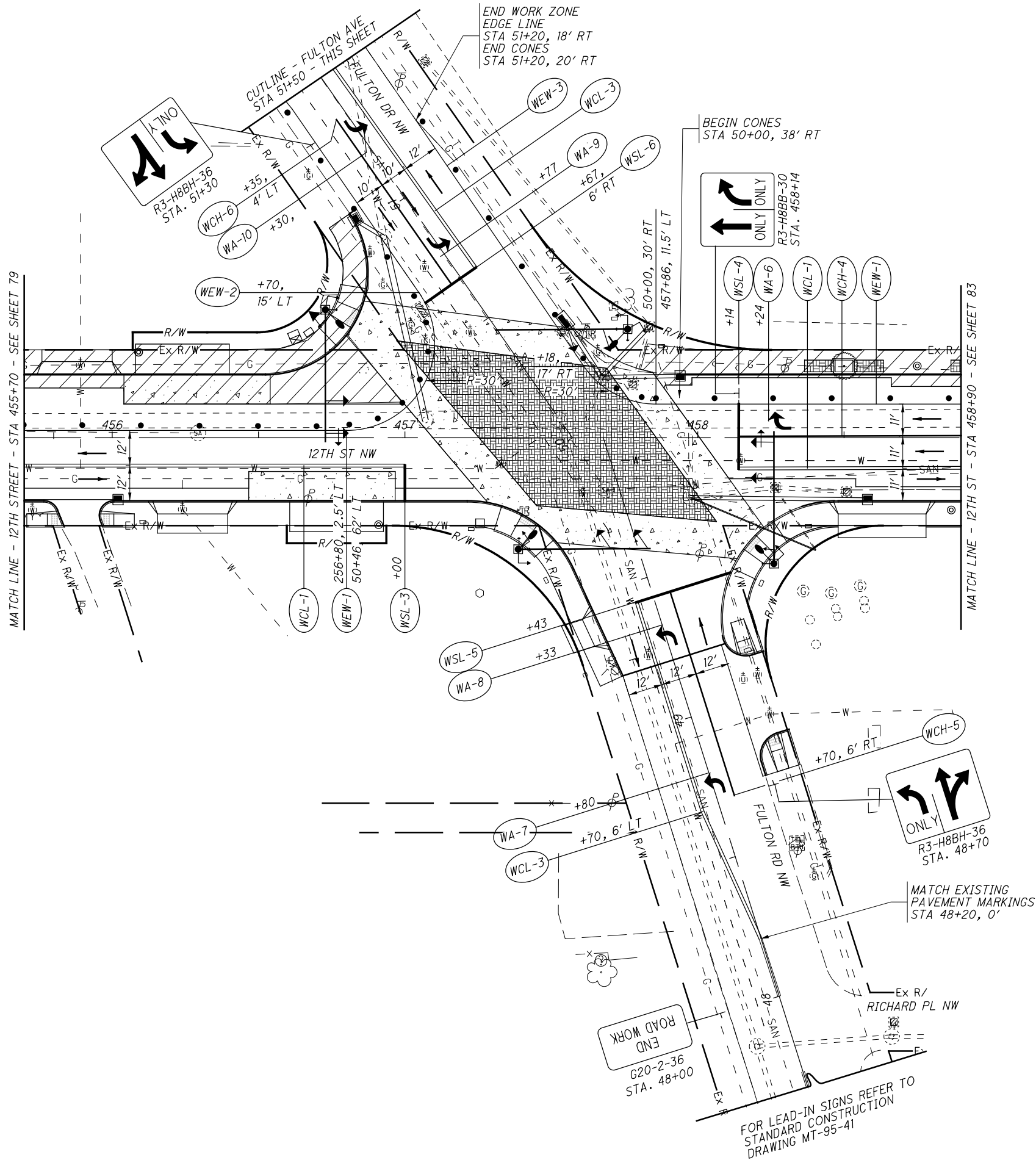
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 AND DRIVE DETAILS SEE SHEET 34.
3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.

|  |            |     |         |     |
|--|------------|-----|---------|-----|
|  |            |     |         |     |
| <p>10<br/>20<br/>40<br/>HORIZONTAL<br/>SCALE IN FEET</p>   |            |     |         |     |
| <table border="1"> <tr> <td>CALCULATED</td> <td>MAM</td> </tr> <tr> <td>CHECKED</td> <td>DLW</td> </tr> </table> | CALCULATED | MAM | CHECKED | DLW |
| CALCULATED   | MAM        |     |         |     |
| CHECKED  | DLW        |     |         |     |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 451+50 TO STA. 455+70**

**STA-12TH STREET**





- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FULTON RD NW (NORTH OF 12TH STREET) WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 2 - THIS SHEET  
 PHASE 2A - SEE SHEET 81 - (WEEKEND WORK)  
 PHASE 2B - SEE SHEET 82 - (WEEKEND WORK)
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 DRIVE DETAILS SEE SHEET 34.
  4. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.
  5. FOR DECORATIVE INTERSECTION SEQUENCE OF CONSTRUCTION DETAILS SEE SHEET 105.

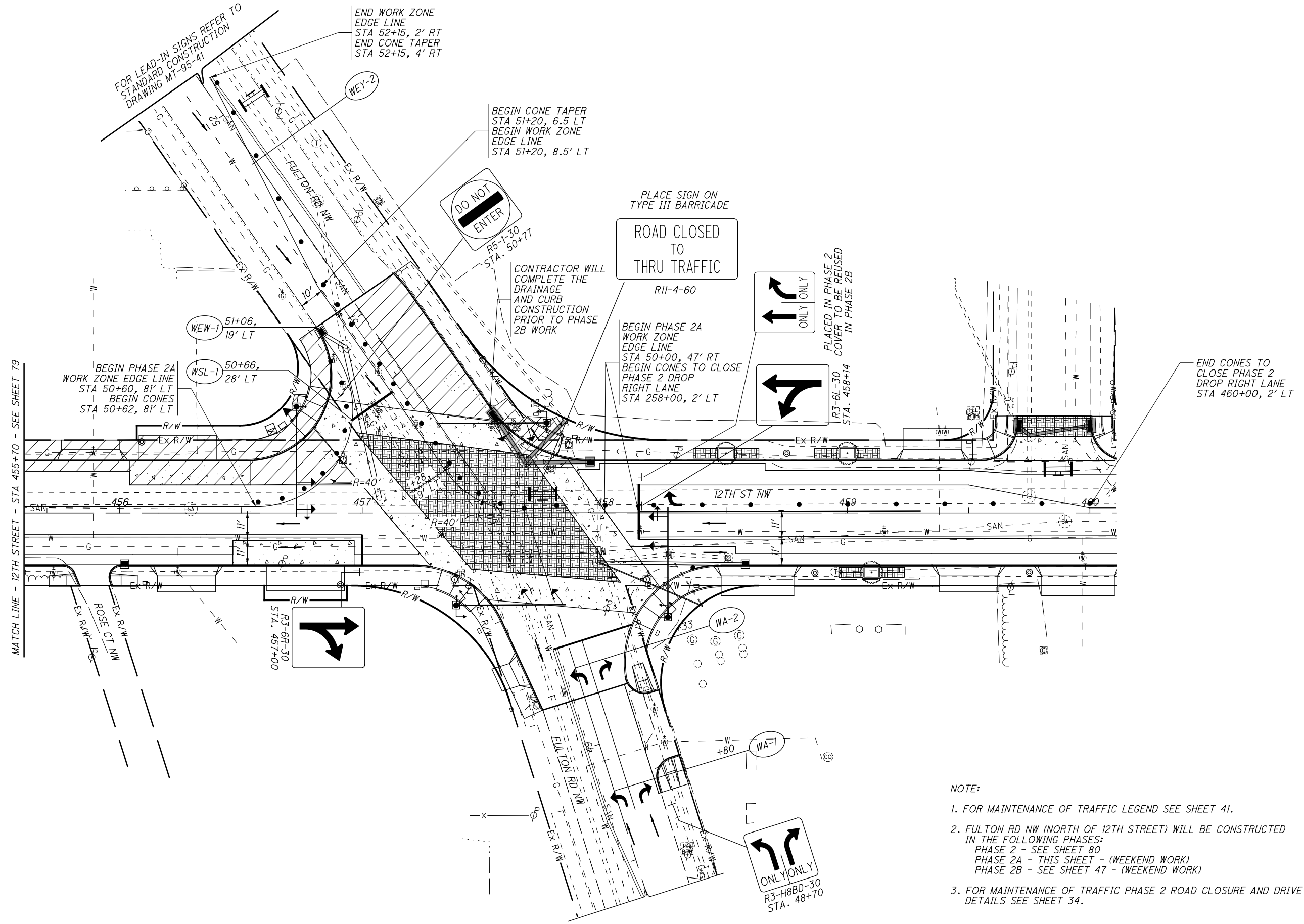
|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
 PHASE 2 - STA. 455+70 TO STA. 458+90**

**STA-12TH STREET**

80  
790



MATCH LINE - 12TH STREET - STA 455+70 - SEE SHEET 79

BEGIN PHASE 2A  
WORK ZONE EDGE LINE  
STA 50+60, 81' LT  
BEGIN CONES  
STA 50+62, 81' LT

WEW-1 51+06,  
19' LT  
WSL-1 50+66,  
28' LT

END WORK ZONE  
EDGE LINE  
STA 52+15, 2' RT  
END CONE TAPER  
STA 52+15, 4' RT

BEGIN CONE TAPER  
STA 51+20, 6.5 LT  
BEGIN WORK ZONE  
EDGE LINE  
STA 51+20, 8.5' LT

CONTRACTOR WILL  
COMPLETE THE  
DRAINAGE  
AND CURB  
CONSTRUCTION  
PRIOR TO PHASE  
2B WORK

ROAD CLOSED  
TO  
THRU TRAFFIC

BEGIN PHASE 2A  
WORK ZONE  
EDGE LINE  
STA 50+00, 47' RT  
BEGIN CONES TO CLOSE  
PHASE 2 DROP  
RIGHT LANE  
STA 258+00, 2' LT

PLACED IN PHASE 2  
COVER TO BE REUSED  
IN PHASE 2B

END CONES TO  
CLOSE PHASE 2  
DROP RIGHT LANE  
STA 460+00, 2' LT

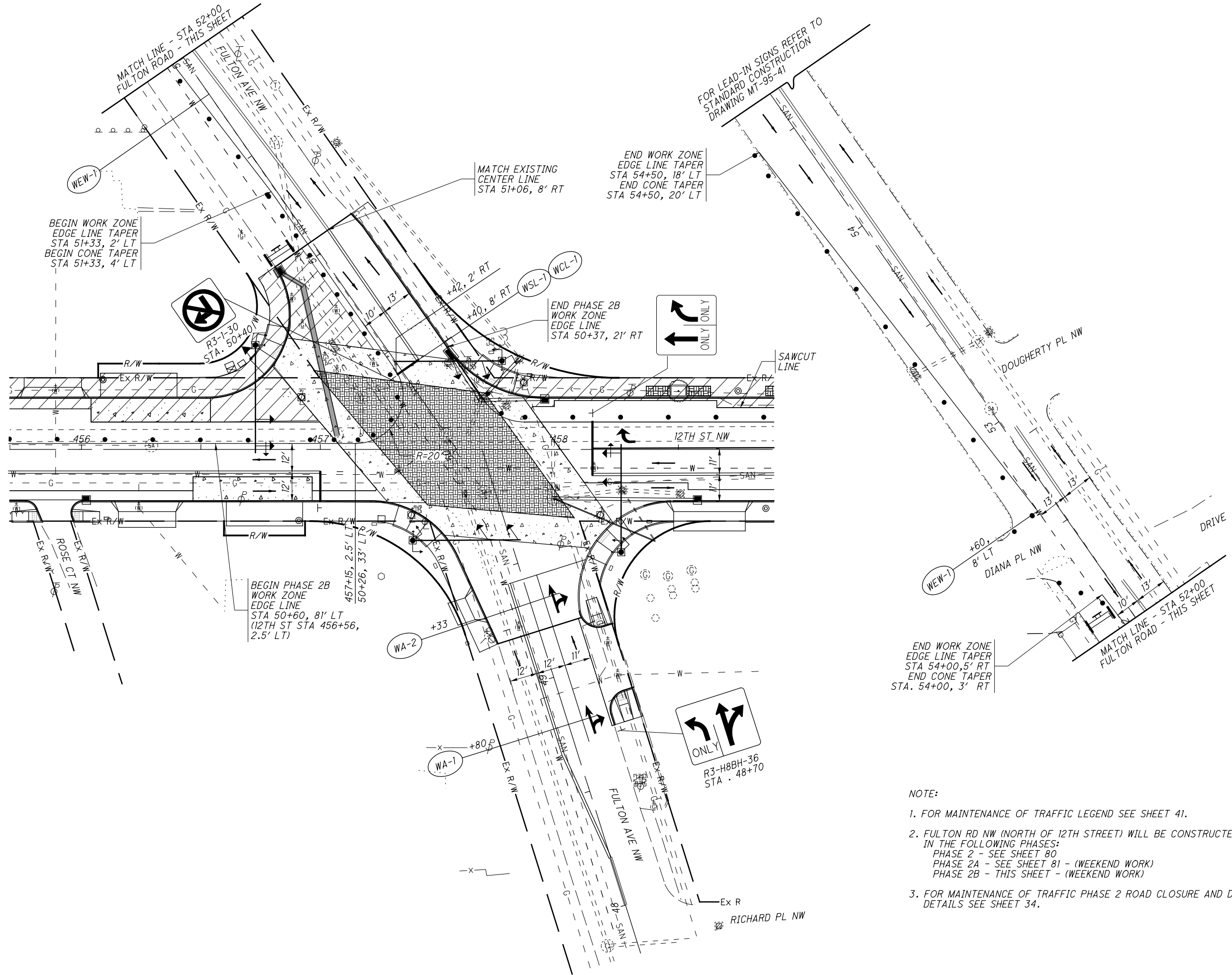
NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FULTON RD NW (NORTH OF 12TH STREET) WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
PHASE 2 - SEE SHEET 80  
PHASE 2A - THIS SHEET - (WEEKEND WORK)  
PHASE 2B - SEE SHEET 47 - (WEEKEND WORK)
3. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.

CALCULATED MAM CHECKED DLW

0 20 40  
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - FULTON ROAD  
PHASE 2A - STA. 50+00 TO STA. 52+00



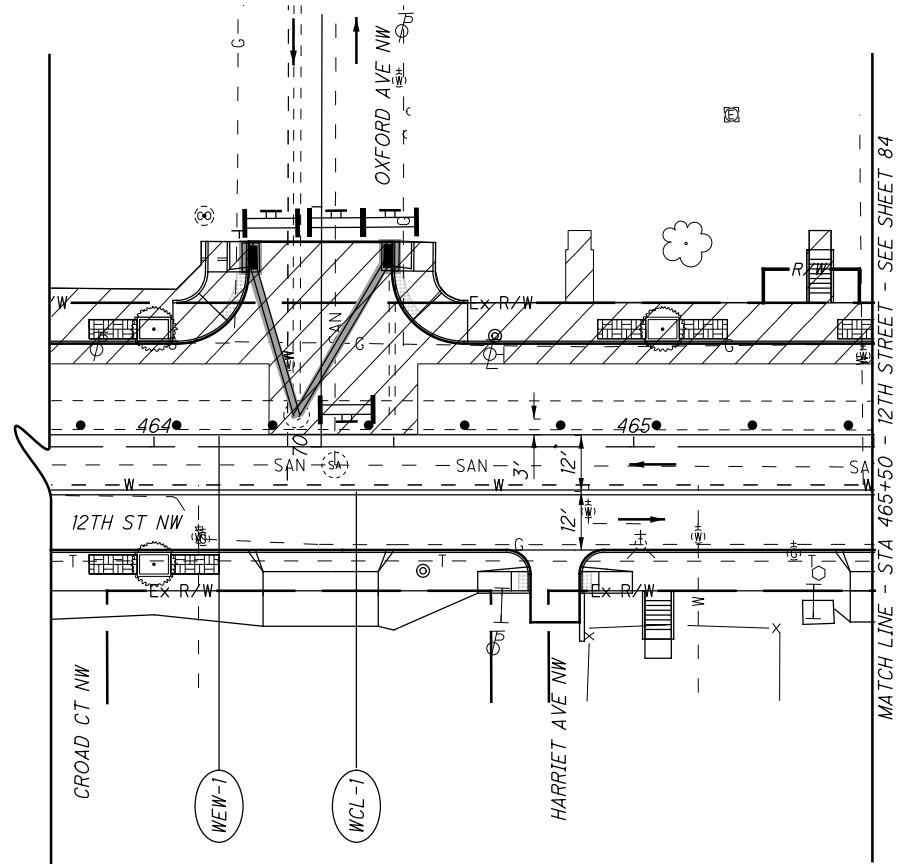
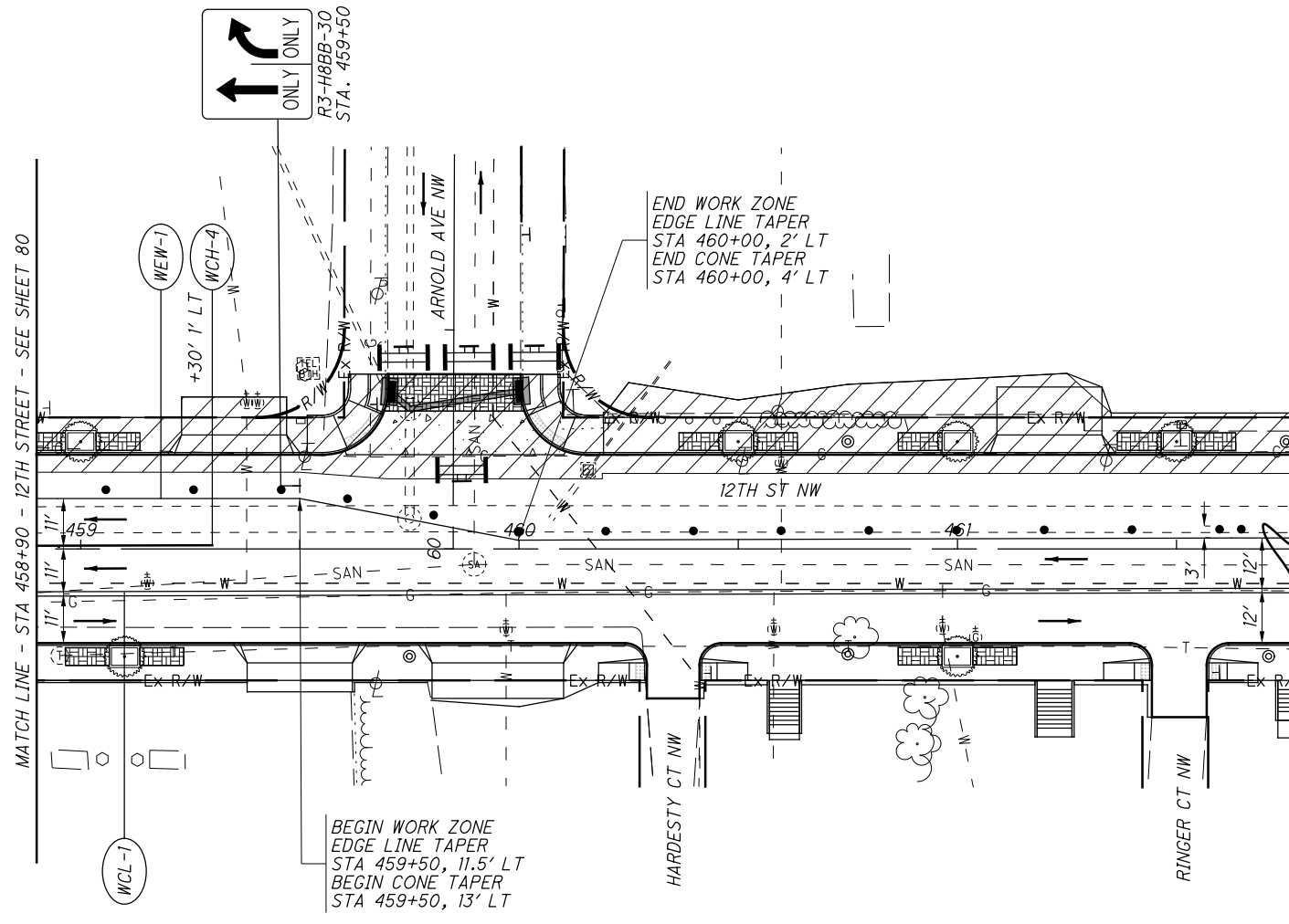
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FULTON RD NW (NORTH OF 12TH STREET) WILL BE CONSTRUCTED IN THE FOLLOWING PHASES:  
 PHASE 2 - SEE SHEET 80  
 PHASE 2A - SEE SHEET 81 - (WEEKEND WORK)  
 PHASE 2B - THIS SHEET - (WEEKEND WORK)
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.

CALCULATED MAM  
 CHECKED DLW

0 20 40  
 HORIZONTAL SCALE IN FEET

↑  
 N

**MAINTENANCE OF TRAFFIC - FULTON ROAD  
 PHASE 2B - STA. 50+00 TO STA. 53+00**



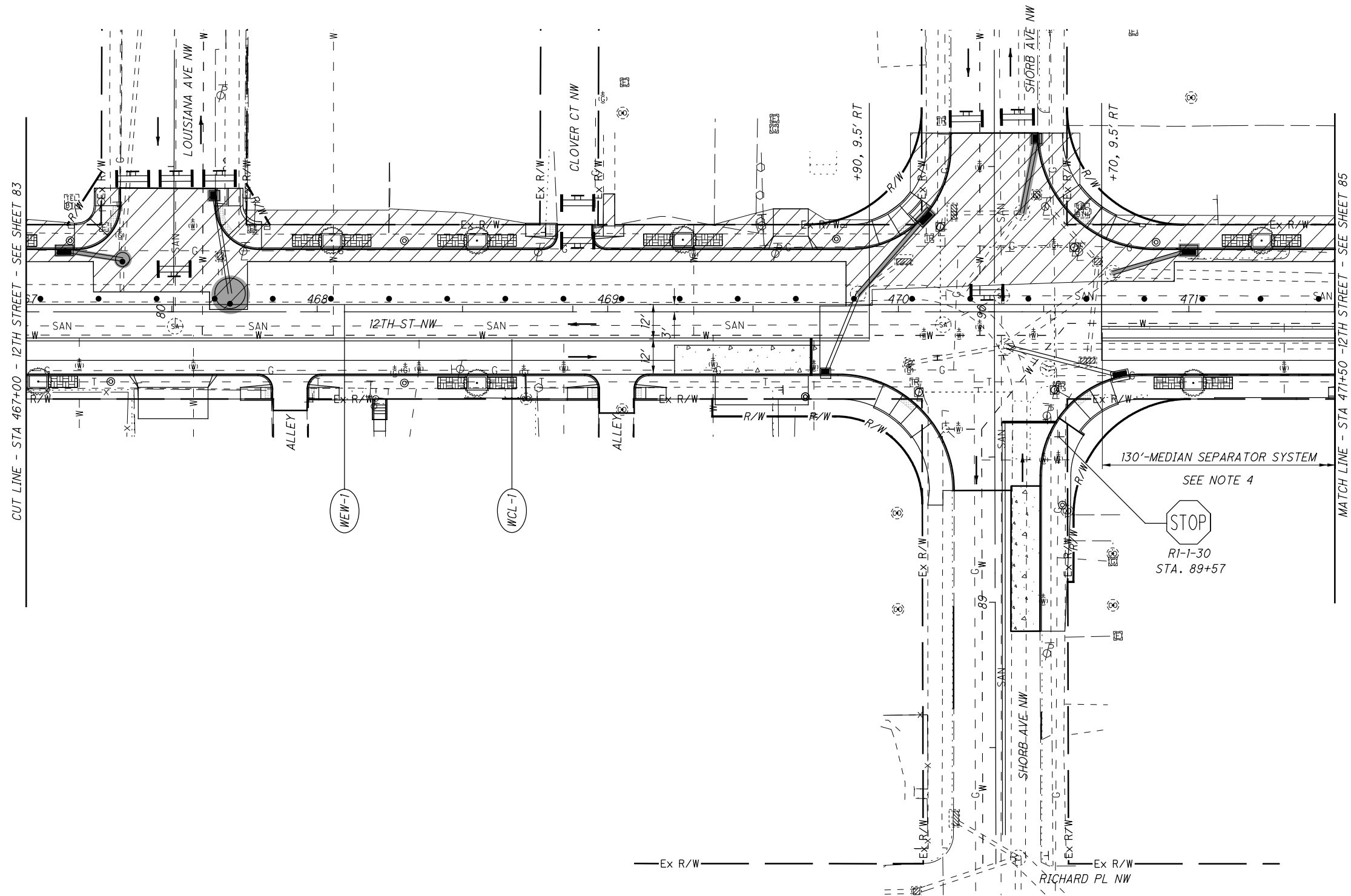
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 458+90 TO STA. 465+50**

**STA-12TH STREET**



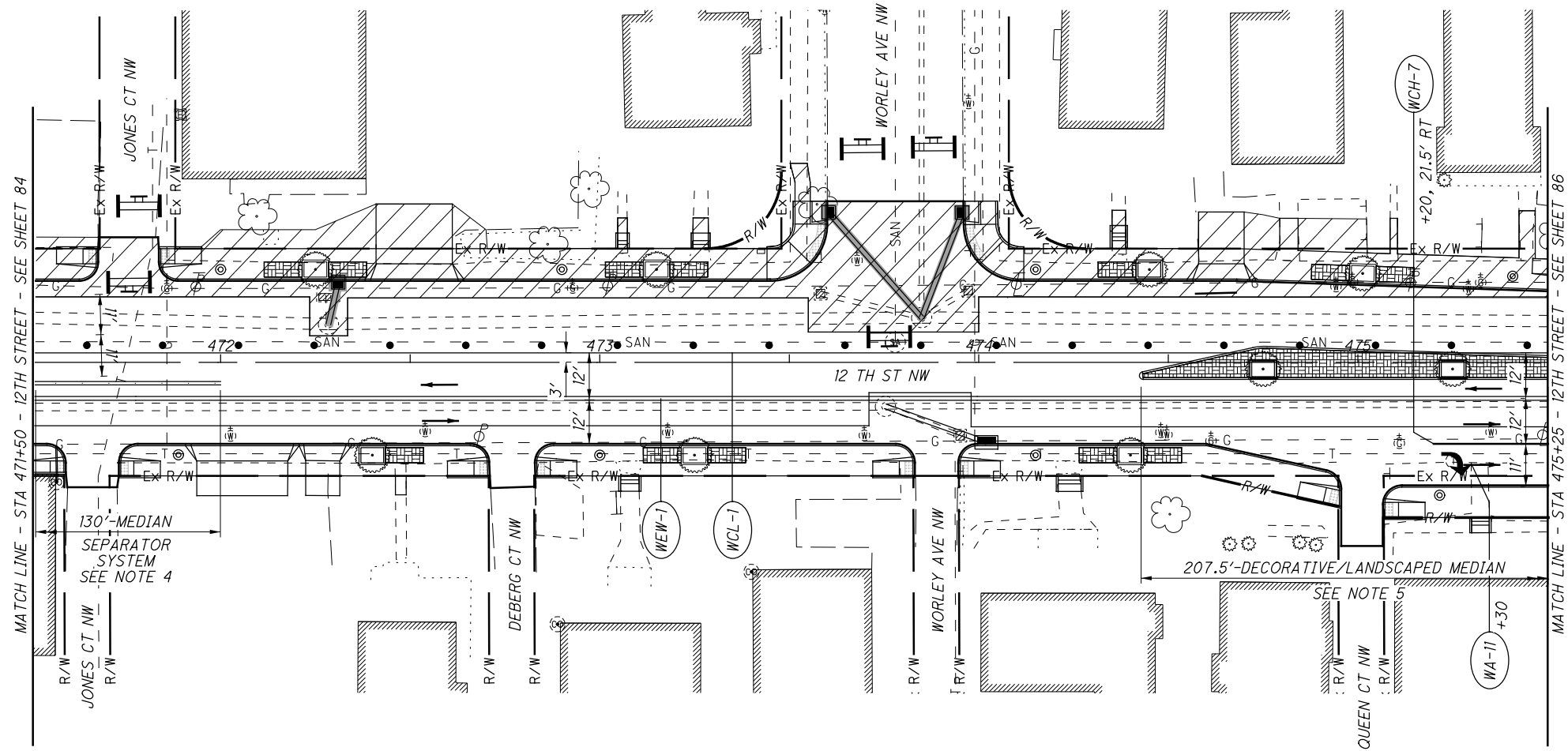
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.
  4. MEDIAN SEPERATOR SYSTEM SHALL BE CONSTRUCTED AFTER THE NORTH SIDE OF 12TH STREET FROM SHORB AVE TO MCKINLEY AVE HAS BEEN COMPLETED. A MINIMUM OF ONE-LANE TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

CALCULATED MAM CHECKED DLW

0 20 40  
10  
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 467+00 TO STA. 471+50**

**STA-12TH STREET**



NOTE:

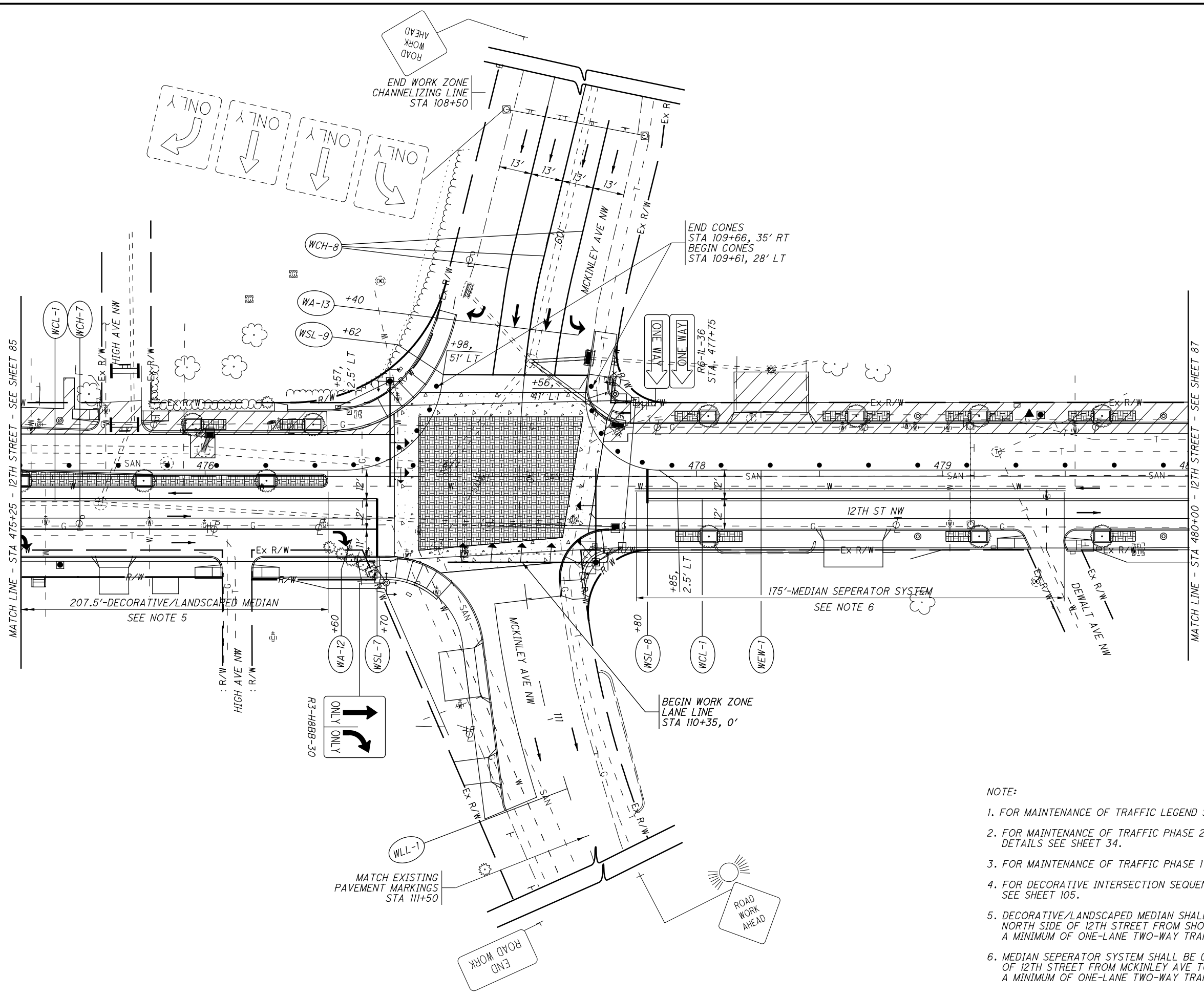
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.
3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 39.
4. MEDIAN SEPERATOR SYSTEM SHALL BE CONSTRUCTED AFTER THE NORTH SIDE OF 12TH STREET FROM SHORB AVE TO MCKINLEY AVE HAS BEEN COMPLETED. A MINIMUM OF ONE-LANE TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
5. DECORATIVE/LANDSCAPED MEDIAN SHALL BE CONSTRUCTED AFTER THE NORTH SIDE OF 12TH STREET FROM SHORB TO MCKINLEY HAS BEEN COMPLETED. A MINIMUM OF ONE-LANE TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
10  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 471+50 TO STA. 475+25**

**STA-12TH STREET**



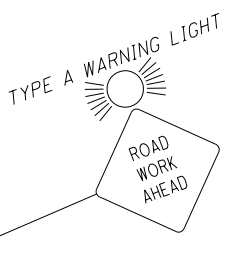
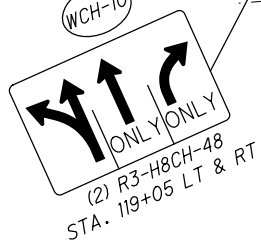
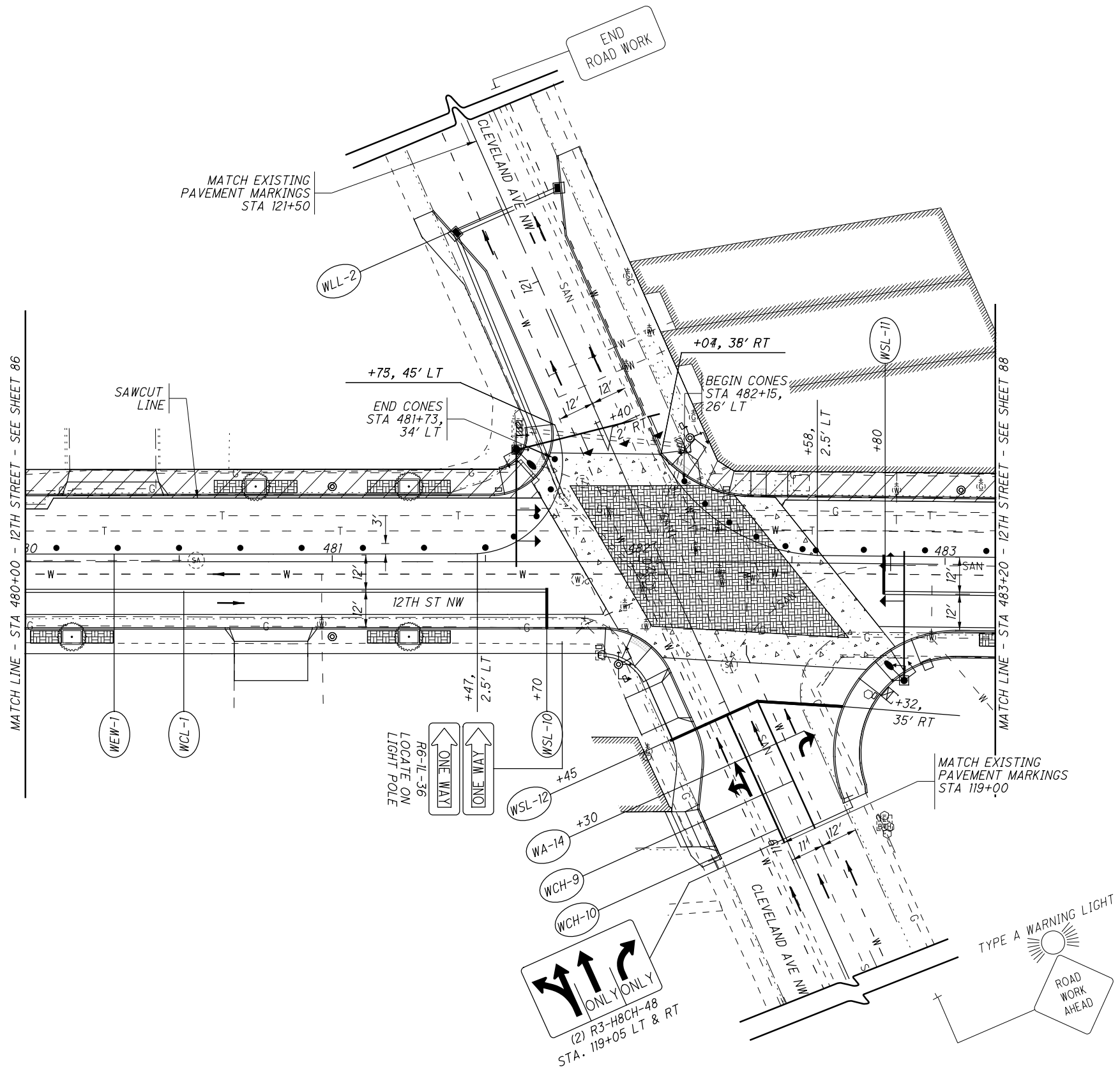
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 39.
  4. FOR DECORATIVE INTERSECTION SEQUENCE OF CONSTRUCTION DETAILS SEE SHEET 105.
  5. DECORATIVE/LANDSCAPED MEDIAN SHALL BE CONSTRUCTED AFTER THE NORTH SIDE OF 12TH STREET FROM SHORB TO MCKINLEY HAS BEEN COMPLETED. A MINIMUM OF ONE-LANE TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
  6. MEDIAN SEPERATOR SYSTEM SHALL BE CONSTRUCTED AFTER THE NORTH SIDE OF 12TH STREET FROM MCKINLEY AVE TO CLEVELAND AVE HAS BEEN COMPLETED. A MINIMUM OF ONE-LANE TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

CALCULATED  
MAM  
CHECKED  
DLW

0 20 40  
10  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 475+25 TO STA. 480+00**

**STA-12TH STREET**

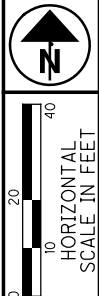


- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.
  4. FOR DECORATIVE INTERSECTION SEQUENCE OF CONSTRUCTION DETAILS SEE SHEET 105.

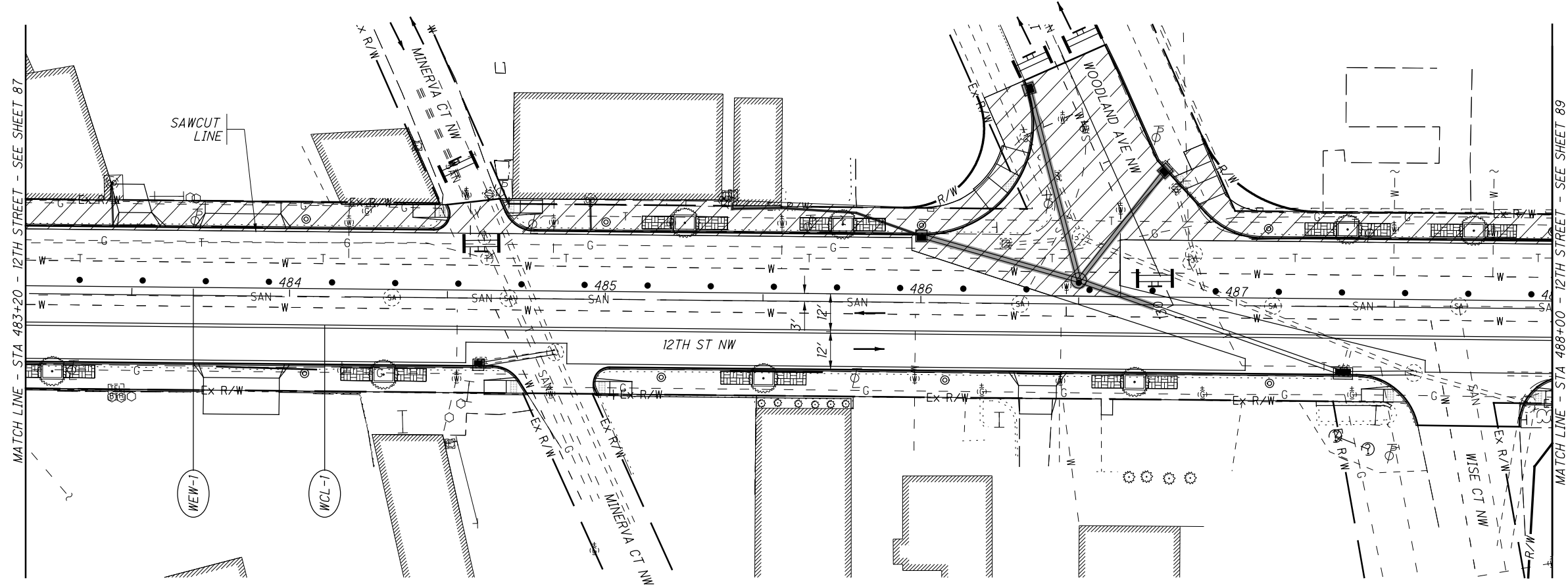
|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 480+00 TO STA. 483+20**

**STA-12TH STREET**







NOTE:

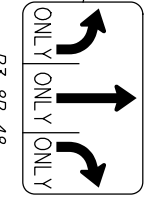
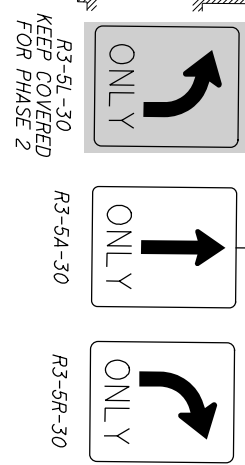
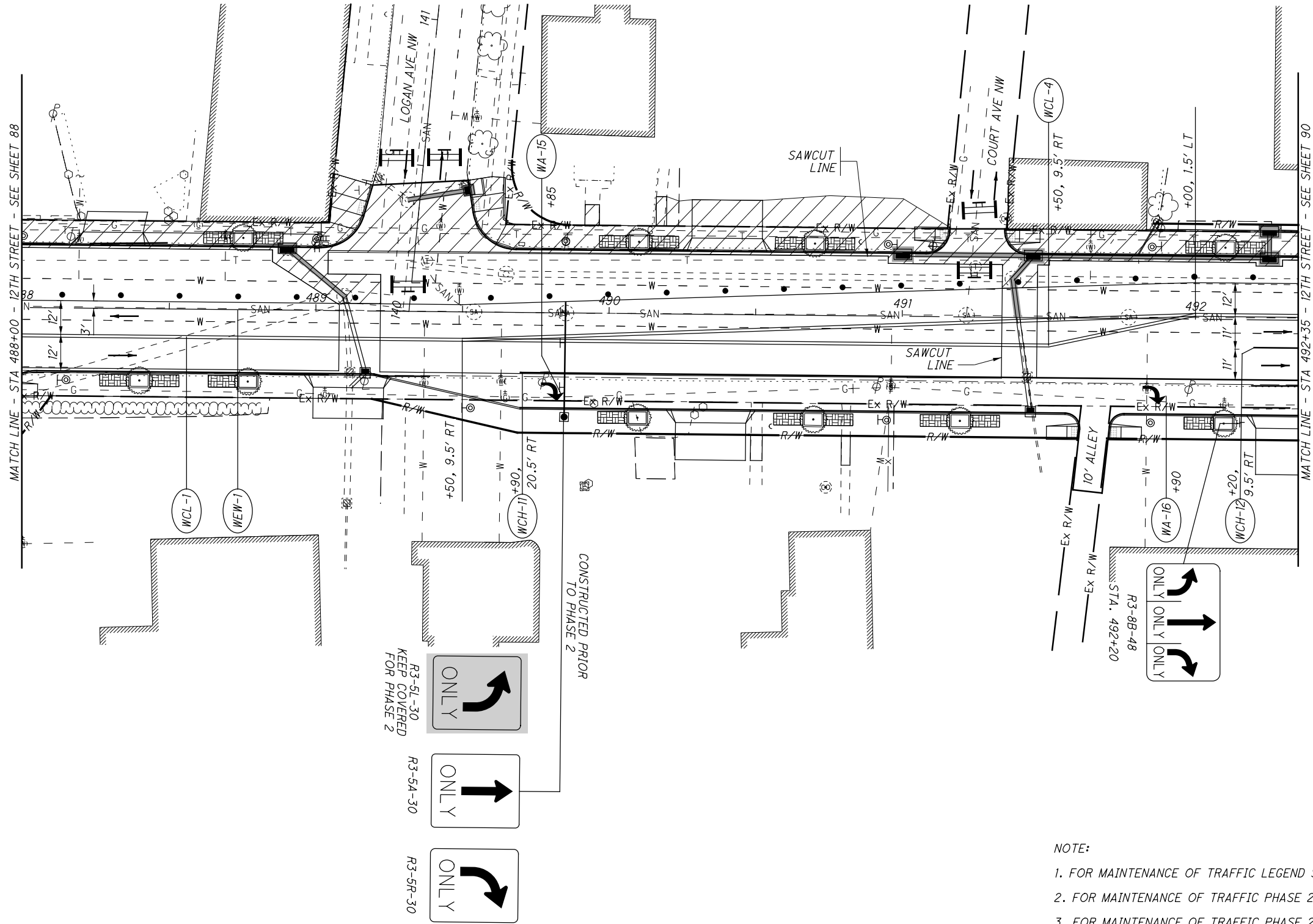
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.
3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.



|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 483+20 TO STA. 488+00**

**STA-12TH STREET**

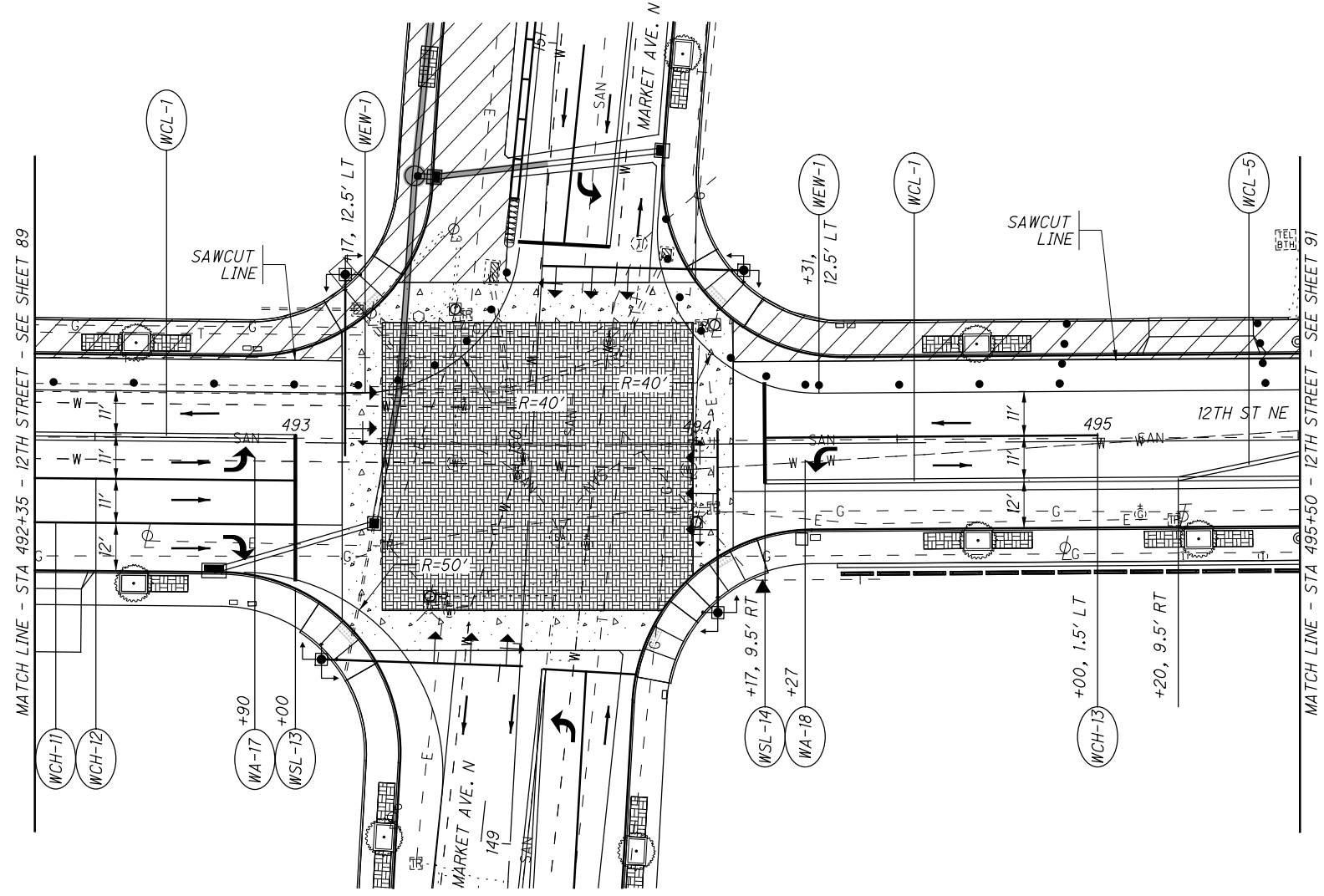


- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34.

CALCULATED MAM  
CHECKED DLW

HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 488+00 TO STA. 492+35**



**NOTE:**

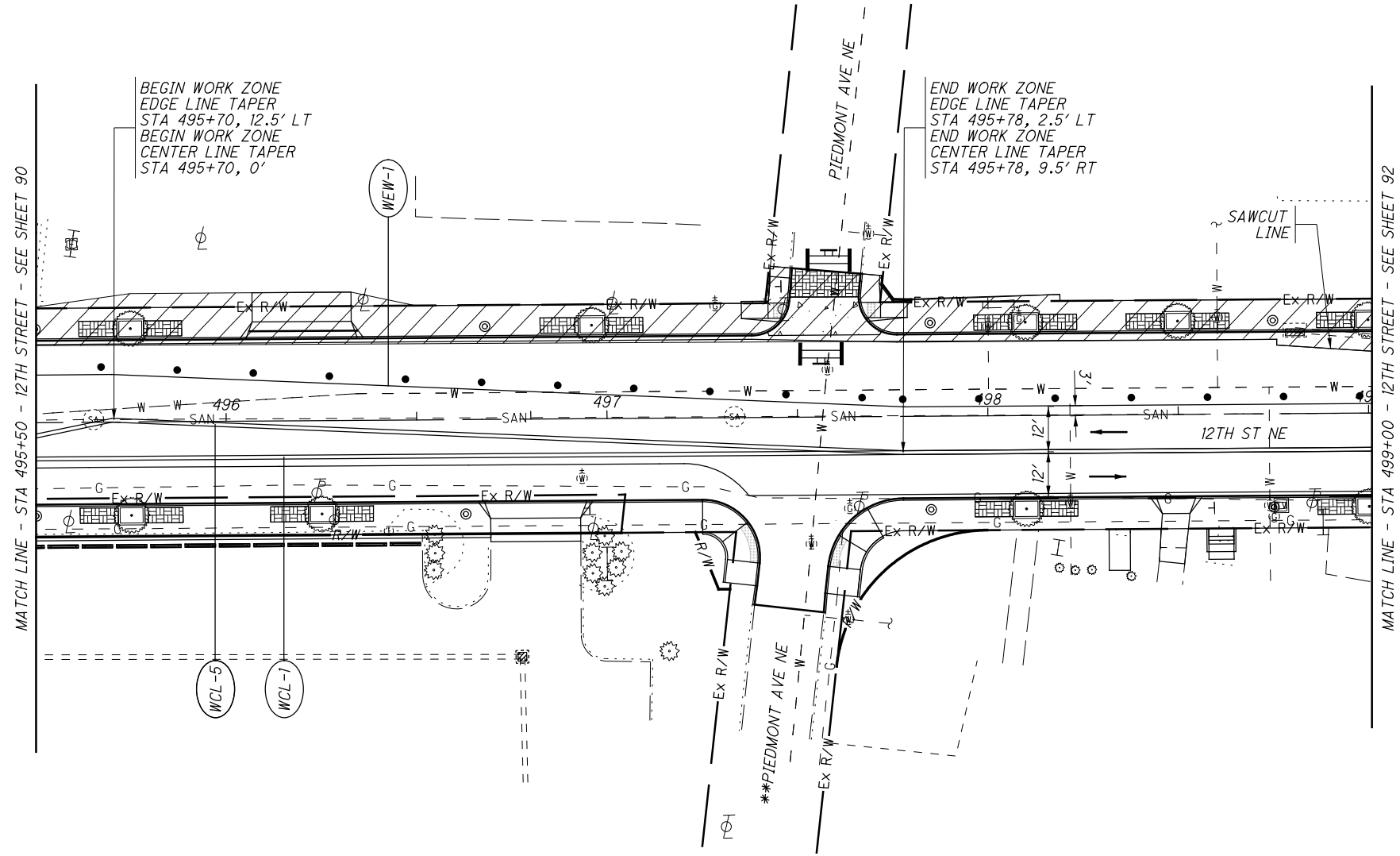
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 MARKET AVE N SEE SHEETS 114 TO 117.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL SCALE IN FEET

**STA-12TH STREET  
MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 492+35 TO STA. 495+50**

**90**  
**790**



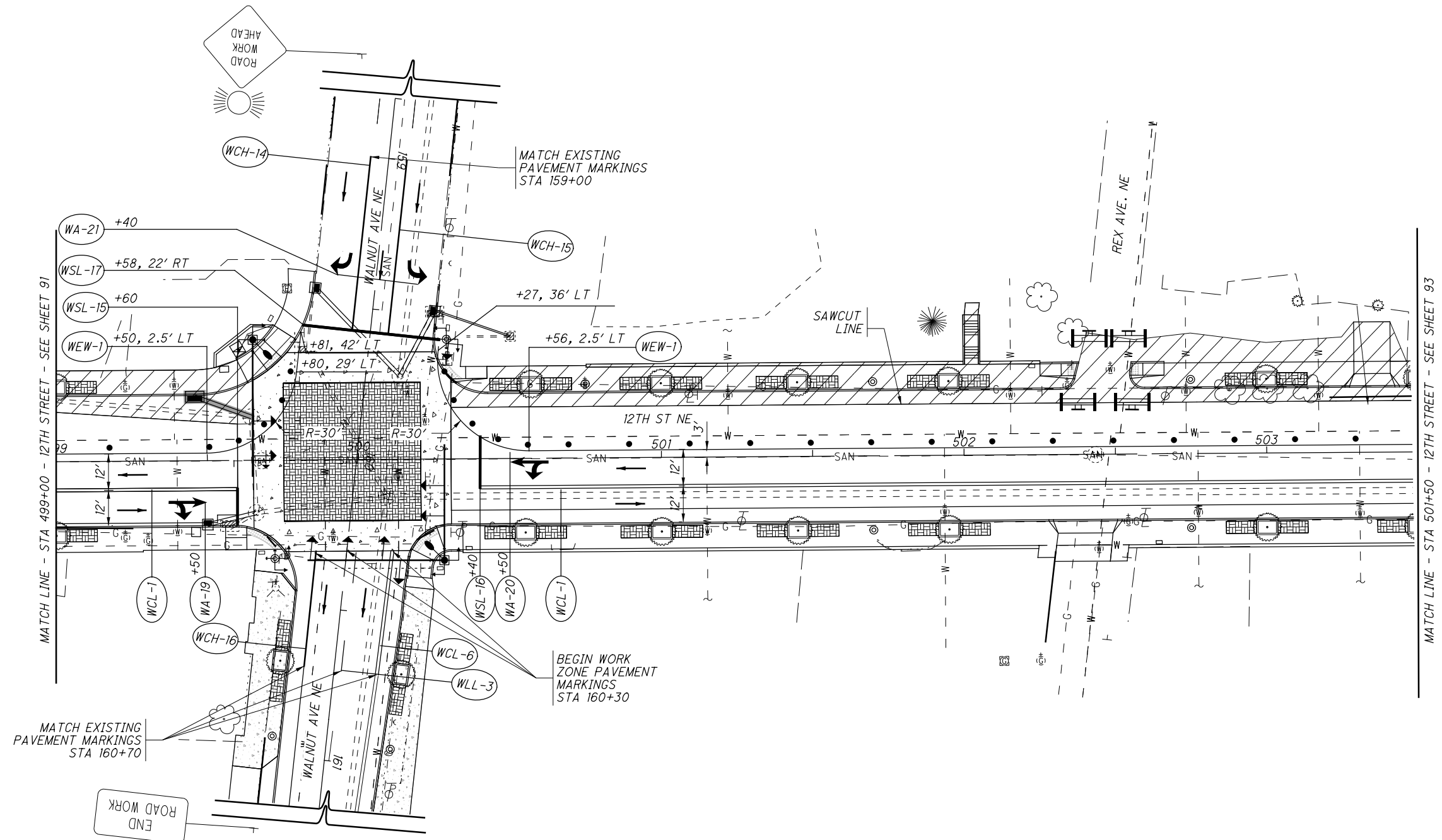
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 35.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

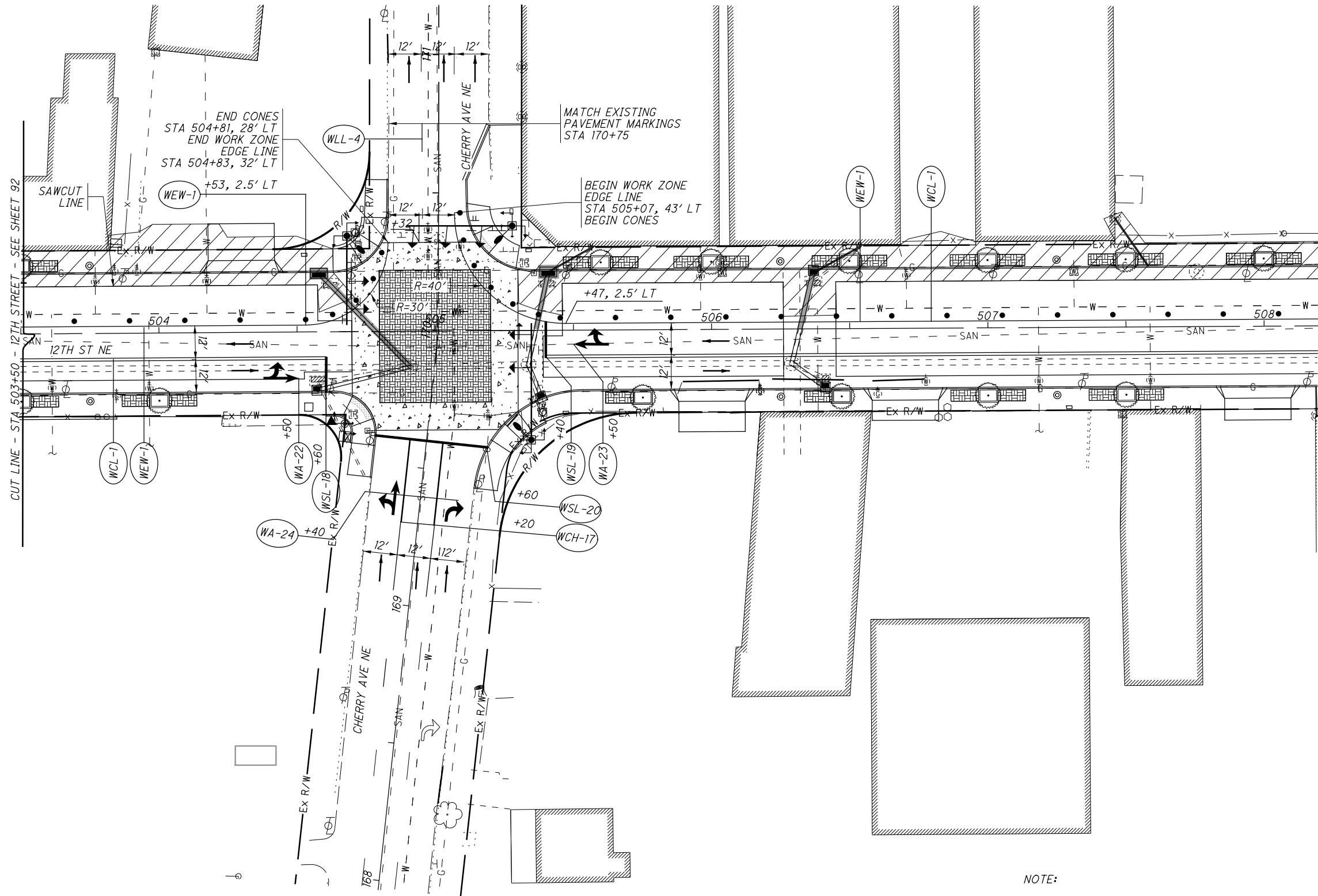
**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 495+50 TO STA. 499+00**

**STA-12TH STREET**



- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.
  3. FOR DECORATIVE INTERSECTION SEQUENCE OF CONSTRUCTION DETAILS SEE SHEET 105.

|  |  |     |         |     |   |
|--|--|-----|---------|-----|---|
|  |  |     |         |     |   |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: 8px;">CALCULATED</td> <td style="font-size: 8px;">MAM</td> </tr> <tr> <td style="font-size: 8px;">CHECKED</td> <td style="font-size: 8px;">DLW</td> </tr> </table> | CALCULATED   | MAM | CHECKED | DLW | <p><b>MAINTENANCE OF TRAFFIC - 12TH STREET</b><br/> <b>PHASE 2 - STA. 499+00 TO STA. 503+50</b></p> |
| CALCULATED   | MAM  |     |         |     |   |
| CHECKED  | DLW  |     |         |     |   |
| <p><b>STA-12TH STREET</b></p>  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; font-size: 12px;">92</td> </tr> <tr> <td style="text-align: center; font-size: 12px;">790</td> </tr> </table> | 92  | 790     |     |   |
| 92   |  |     |         |     |   |
| 790  |  |     |         |     |   |



NOTE:

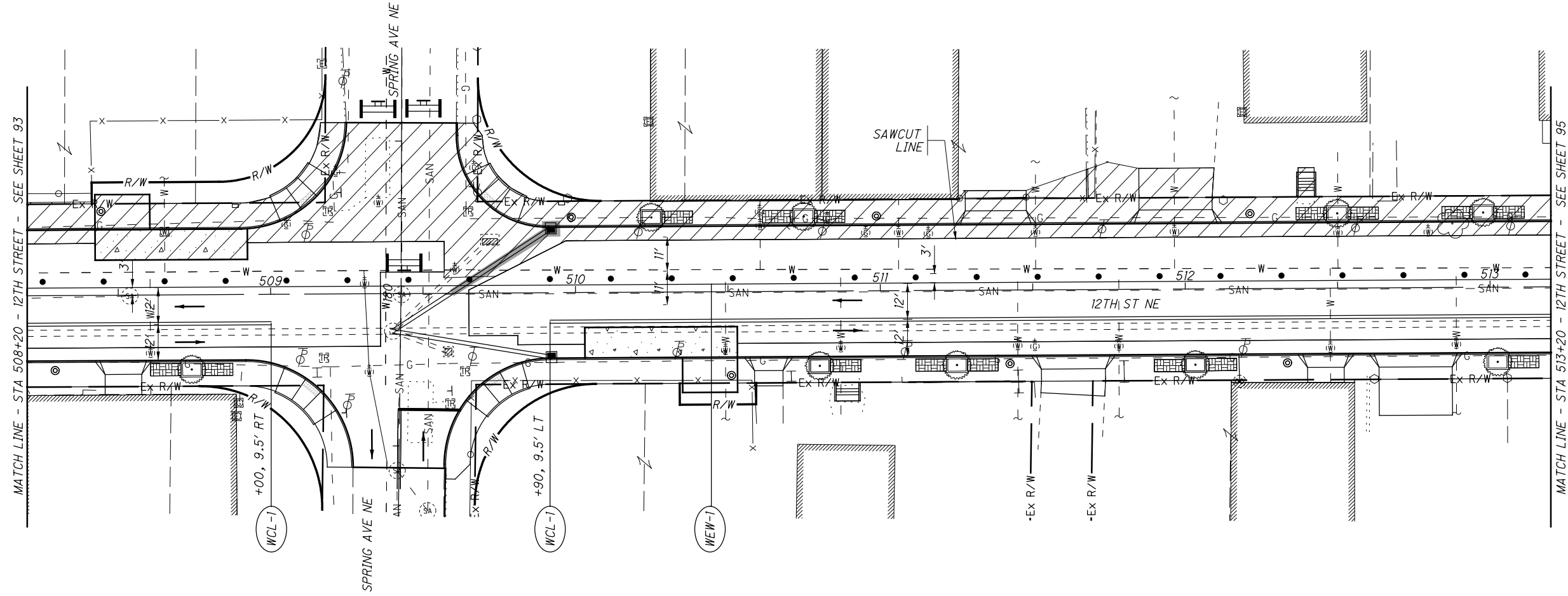
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 DRIVE DETAILS SEE SHEET 35.
3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.
4. FOR DECORATIVE INTERSECTION SEQUENCE OF CONSTRUCTION DETAILS SEE SHEET 105.



|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 503+50 TO STA. 508+20**

**STA-12TH STREET**



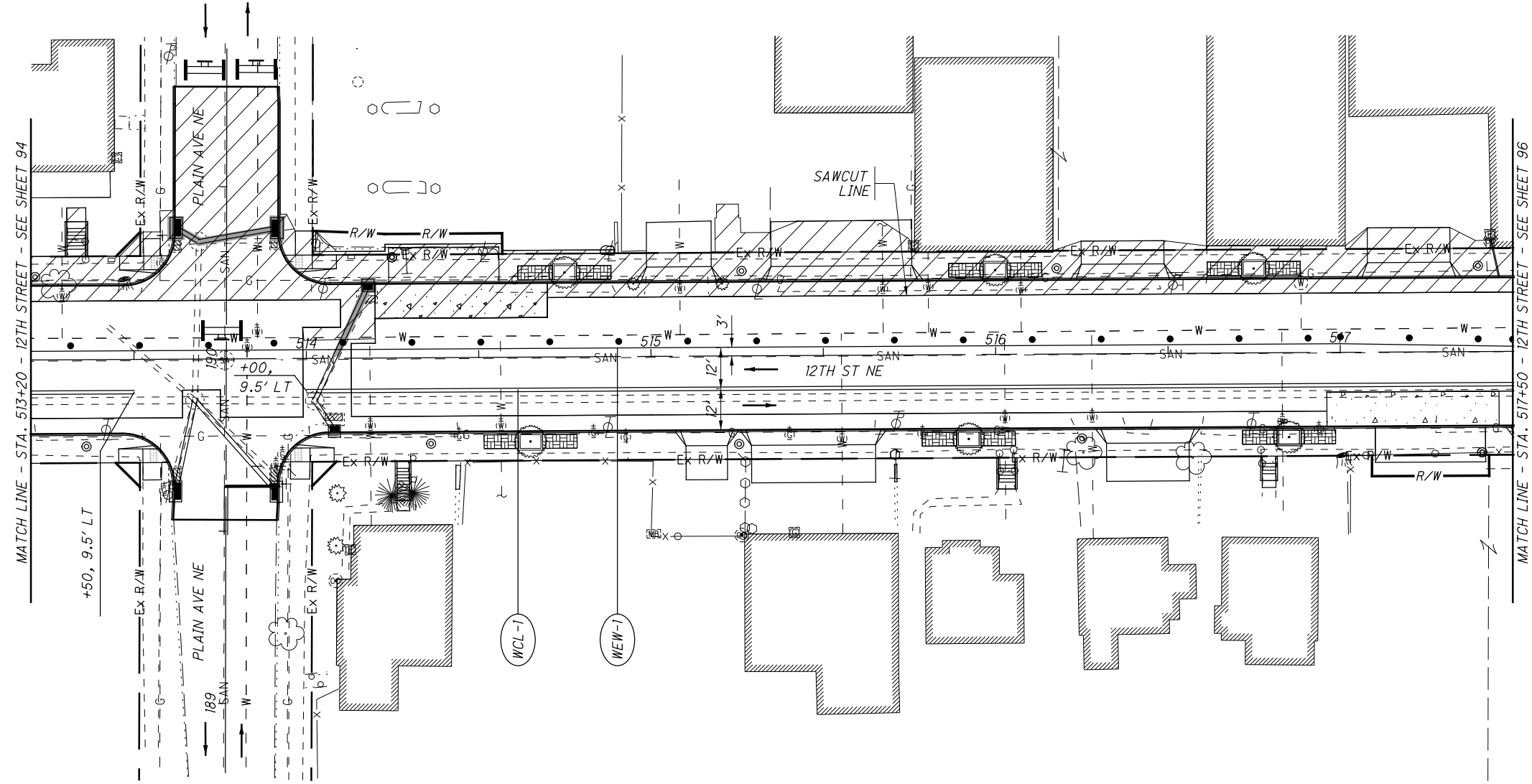
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 35.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 508+20 TO STA. 513+20**

**STA-12TH STREET**



**NOTE:**

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 35.
3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.

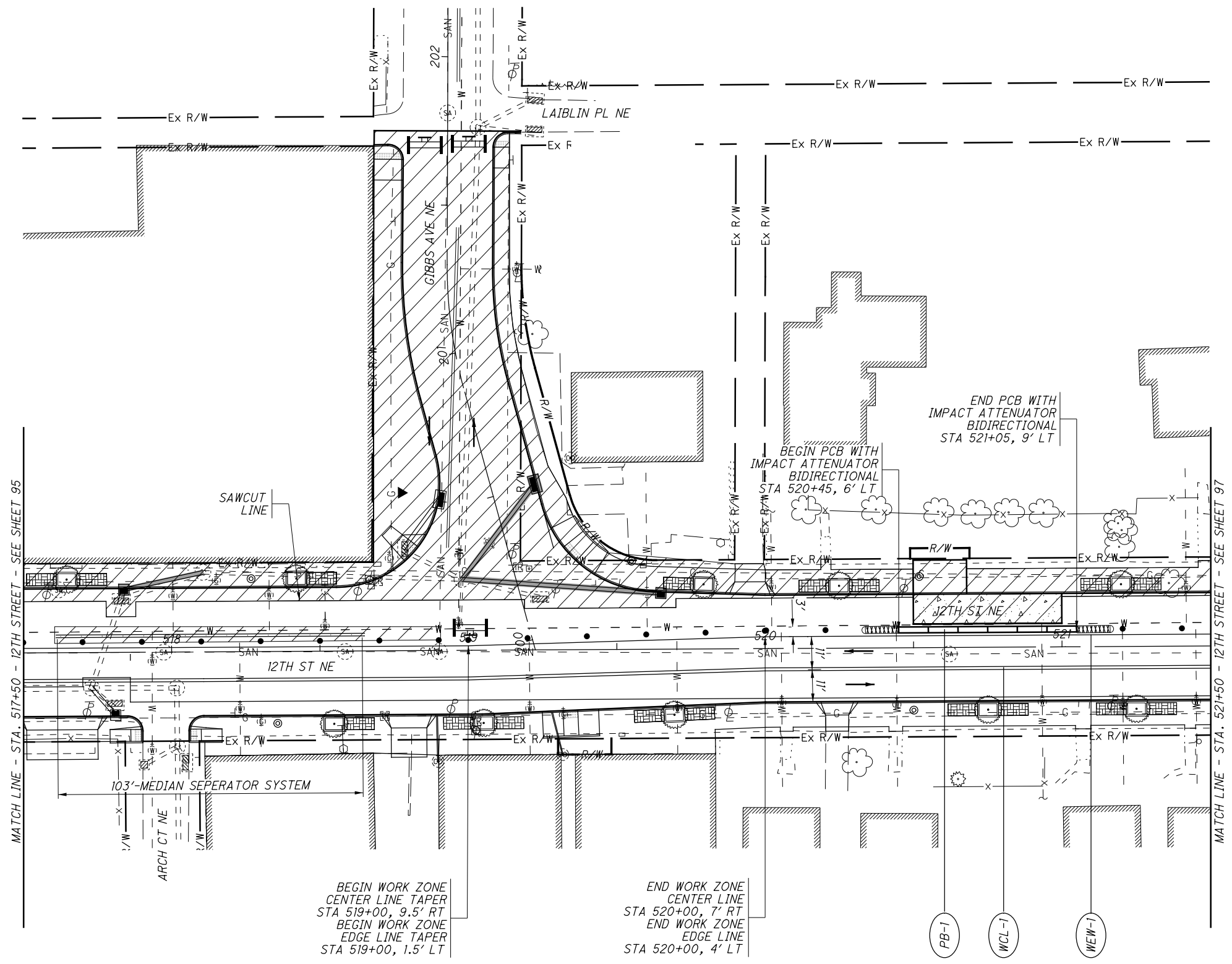
|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 513+20 TO STA. 517+50**

**STA-12TH STREET**







BEGIN WORK ZONE  
CENTER LINE TAPER  
STA 519+00, 9.5' RT  
BEGIN WORK ZONE  
EDGE LINE TAPER  
STA 519+00, 1.5' LT

END WORK ZONE  
CENTER LINE  
STA 520+00, 7' RT  
END WORK ZONE  
EDGE LINE  
STA 520+00, 4' LT

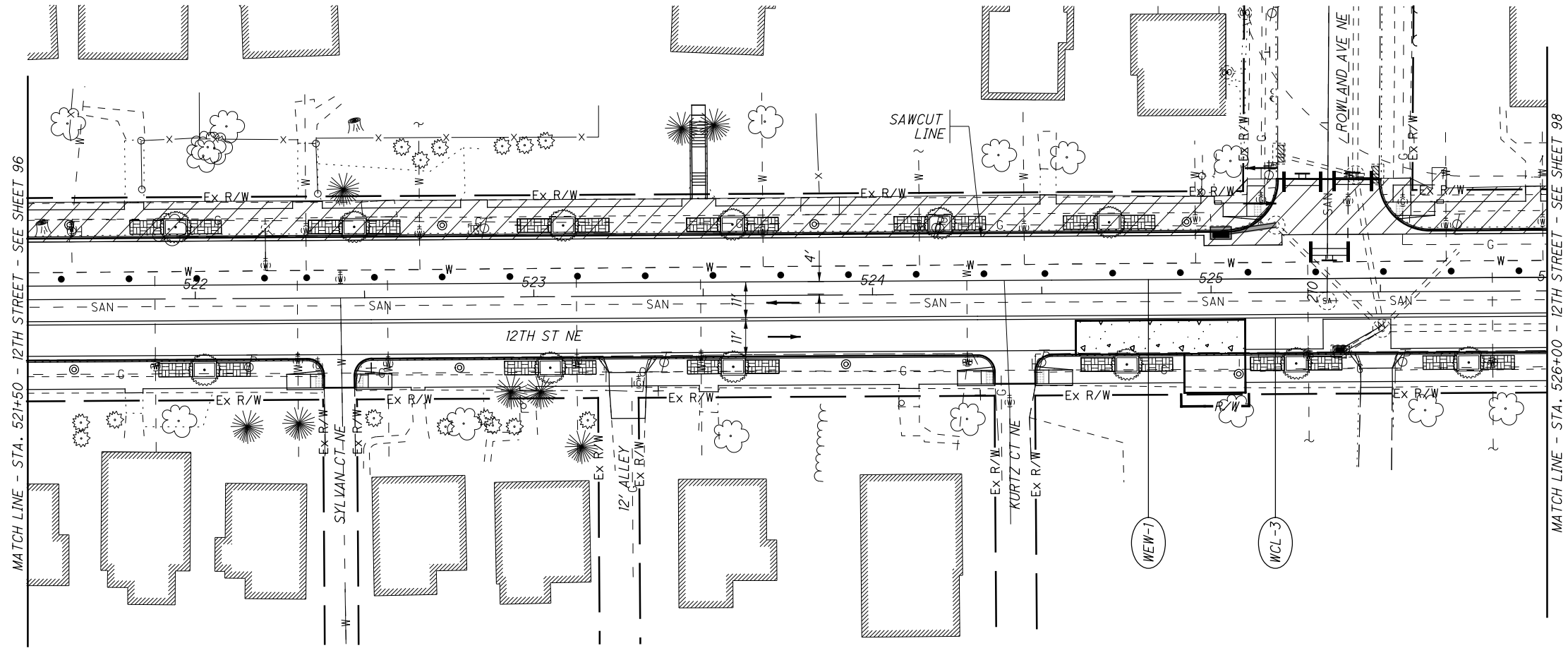
PB-1  
WCL-1  
WEW-1

- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 35.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.

CALCULATED MAM CHECKED DLW

0 20 40  
10  
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 517+50 TO STA. 521+00**



NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 35.
3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.

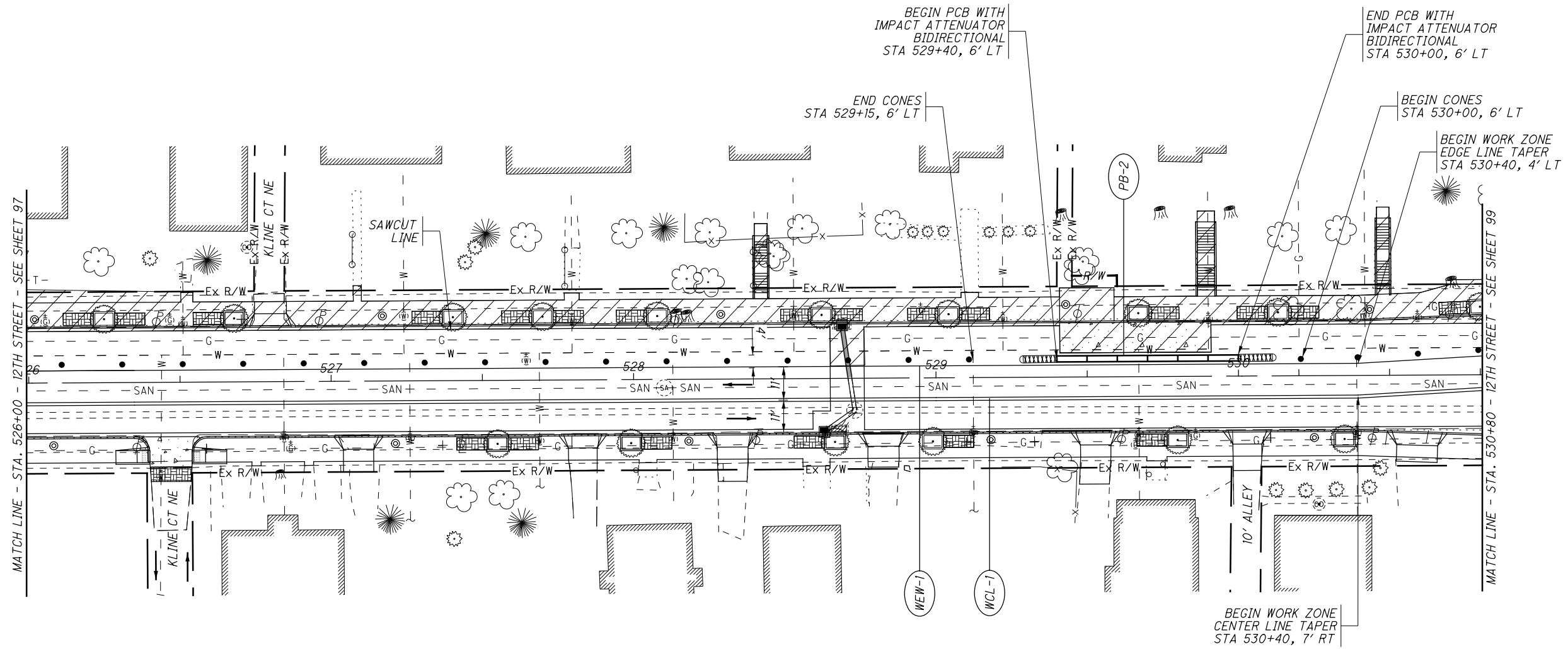
|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

0 20 40  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 521+50 TO STA. 526+00**

**STA-12TH STREET**

J:\pre-int\11-060 12th Street\STA\85299\mot\sheets\85229mp121\_ph02.dgn 4/14/2014 4:34:02 PM brian.sezoi" ODOTV8i\_PDF\_Half\_plt.ctb ODOTV8i\_Pen-ME.tbl M-E Companies, Inc.



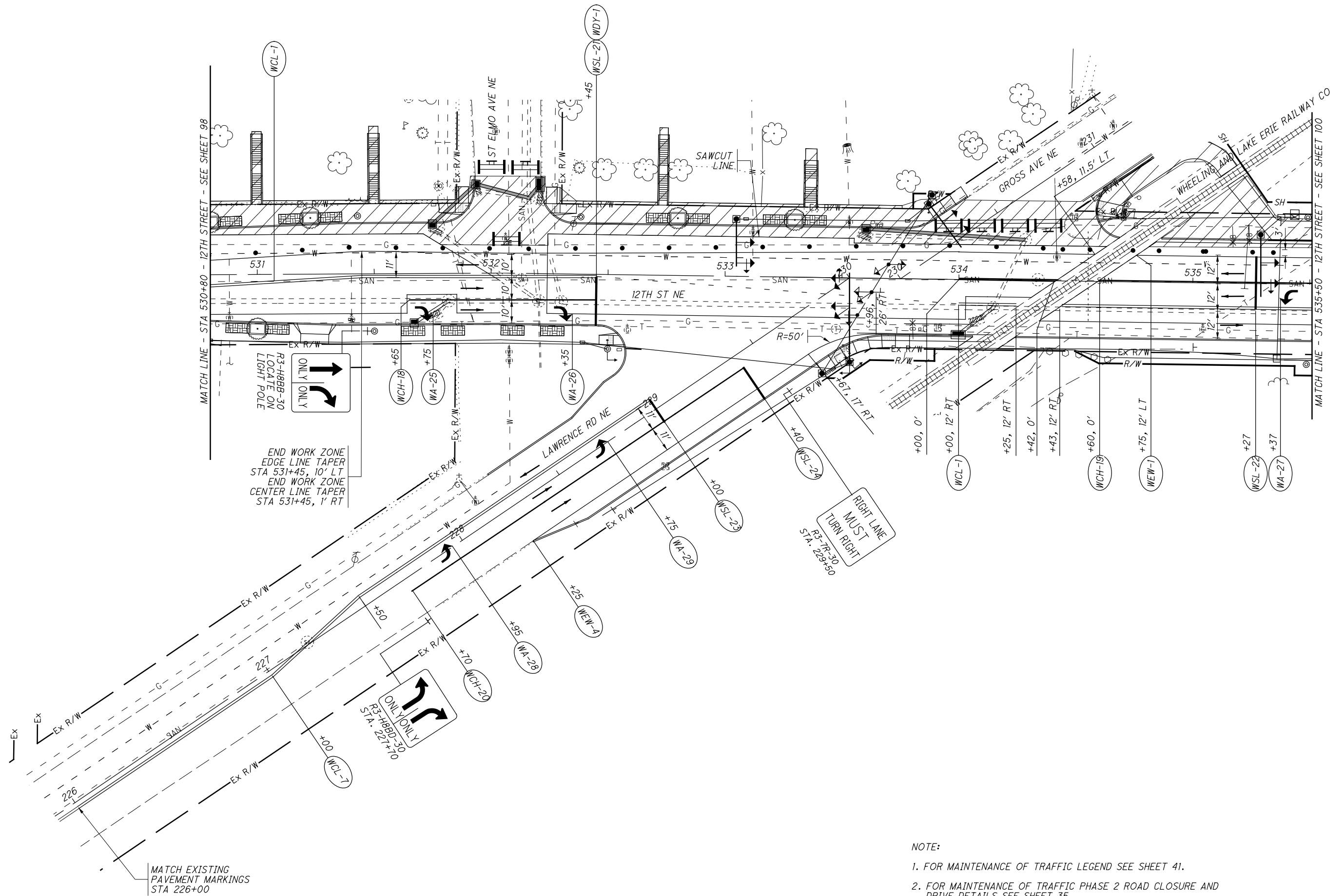
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 35.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.

CALCULATED MAM CHECKED DLW

0 20 40  
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 526+00 TO STA. 530+80**

**STA-12TH STREET**



END WORK ZONE  
EDGE LINE TAPER  
STA 531+45, 10' LT  
END WORK ZONE  
CENTER LINE TAPER  
STA 531+45, 1' RT

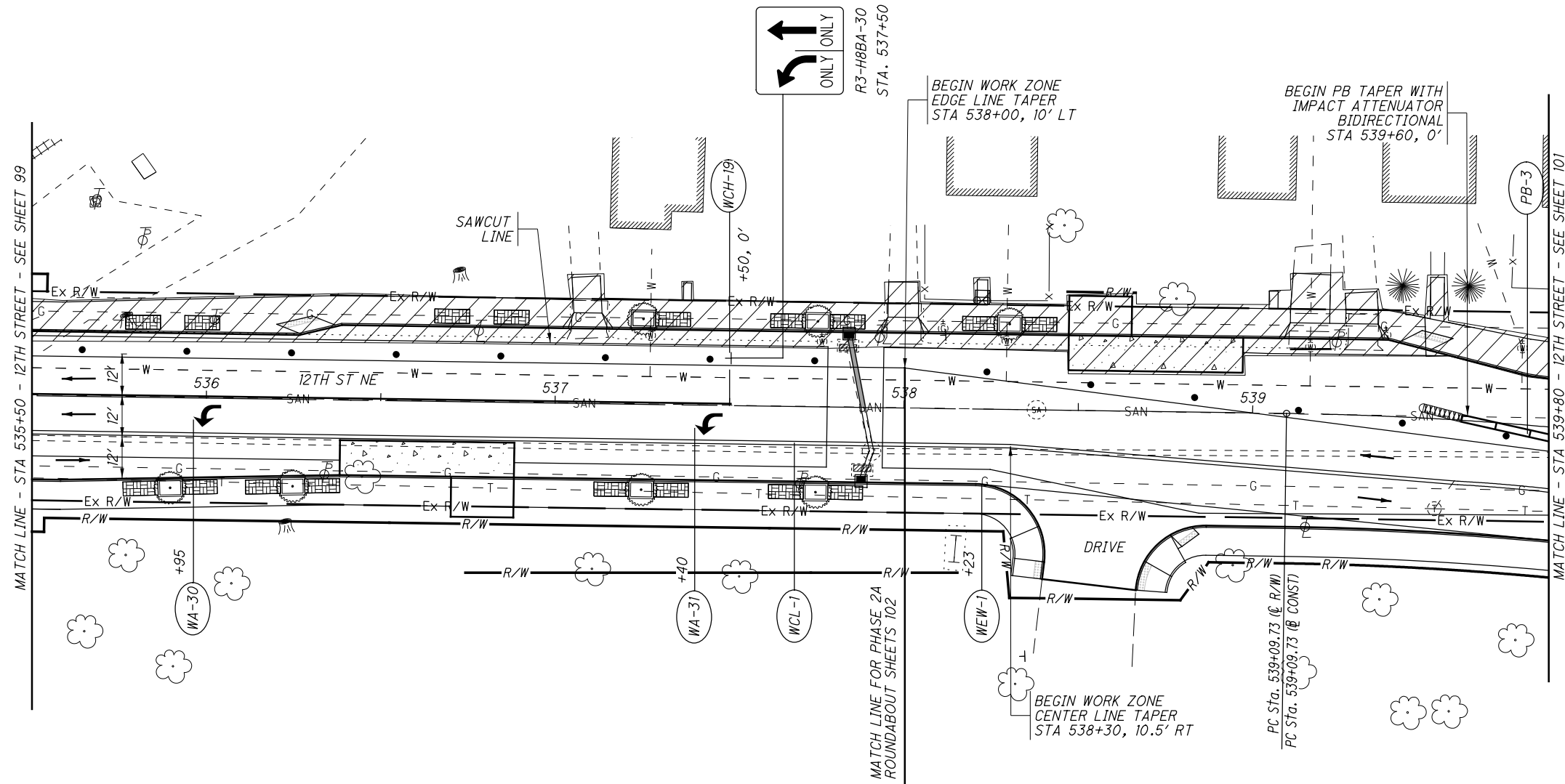
- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 35.
  3. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 39.



|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 530+80 TO STA. 535+50**

**STA-12TH STREET**



**NOTE:**

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE DRIVE DETAILS SEE SHEET 35.
3. FOR MAINTENANCE OF TRAFFIC OJAY'S PKWY ROUNDABOUT DETOUR SEE SHEET 40.
4. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEETS 39.



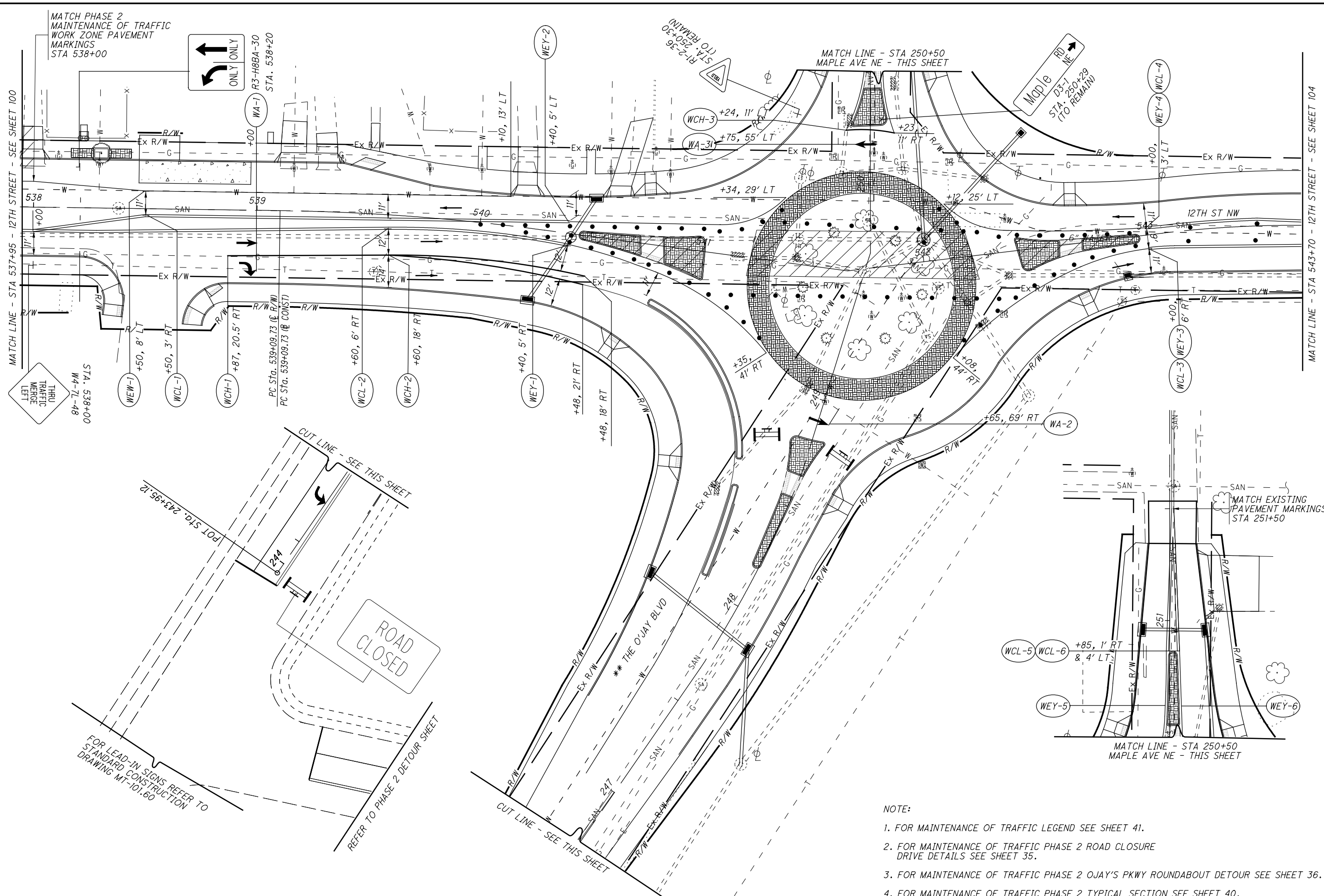
CALCULATED  
MAM  
CHECKED  
DLW

**MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2 - STA. 535+50 TO STA. 539+80**

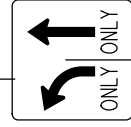
**STA-12TH STREET**

100  
790





MATCH PHASE 2  
MAINTENANCE OF TRAFFIC  
WORK ZONE PAVEMENT  
MARKINGS  
STA 538+00



R3-HBBA-30  
STA. 538+20

MATCH LINE - STA 537+95 - 12TH STREET - SEE SHEET 100

THRU TRAFFIC MERGE LEFT  
STA. 538+00  
W4-TL-48

WEW-1  
+50, 8' LT

WCL-1  
+50, 3' RT

WCH-1  
+87, 20.5' RT

PC Sta. 539+09.73 (E R/W)  
PC Sta. 539+09.73 (E CONST)

WCL-2  
+60, 6' RT

WCH-2  
+60, 18' RT

WEY-1  
+40, 5' RT

WEY-2  
+40, 5' LT

WEY-3  
+24, 11'

WA-31  
+75, 55' LT

WEY-4  
+23, 11' RT

WEY-5  
+35, 41' RT

WEY-6  
+08, 44' RT

WEY-7  
+12, 25' LT

WEY-8  
+34, 29' LT

WEY-9  
+00, 3' LT

WEY-10  
+00, 3' LT

WEY-11  
+00, 3' LT

WEY-12  
+00, 3' LT

WEY-13  
+00, 3' LT

WEY-14  
+00, 3' LT

WEY-15  
+00, 3' LT

WEY-16  
+00, 3' LT

WEY-17  
+00, 3' LT

WEY-18  
+00, 3' LT

WEY-19  
+00, 3' LT

WEY-20  
+00, 3' LT

FOR LEAD-IN SIGNS REFER TO  
STANDARD CONSTRUCTION  
DRAWING MT-101.60

REFER TO PHASE 2 DETOUR SHEET

CUT LINE - SEE THIS SHEET

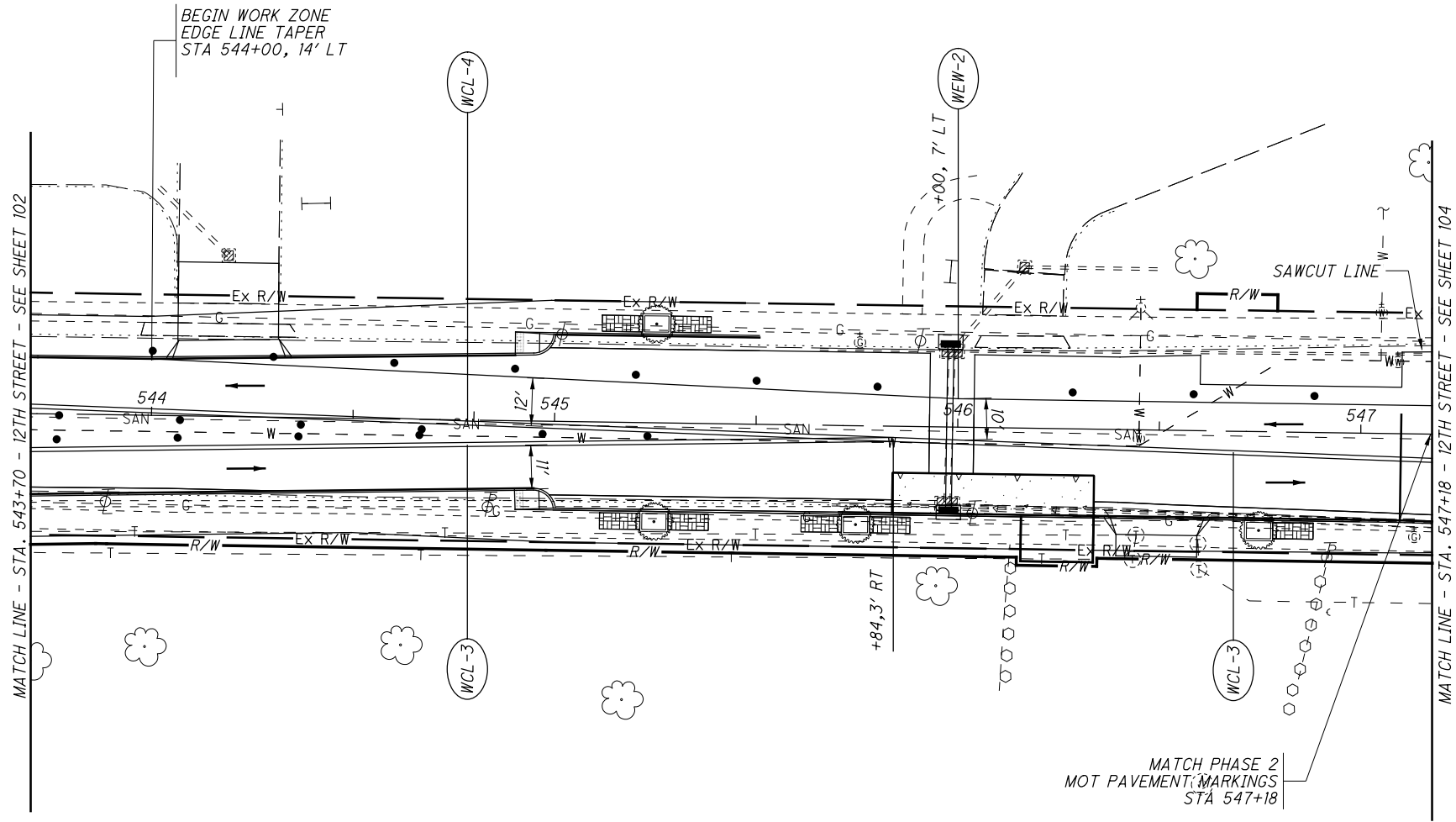
NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE DRIVE DETAILS SEE SHEET 35.
3. FOR MAINTENANCE OF TRAFFIC PHASE 2 OJAY'S PKWY ROUNDABOUT DETOUR SEE SHEET 36.
4. FOR MAINTENANCE OF TRAFFIC PHASE 2 TYPICAL SECTION SEE SHEET 40.
5. FOR SIGNS THAT ARE TO REMAIN REFER TO TRAFFIC CONTROL PLANS FOR DETAILS.



MAINTENANCE OF TRAFFIC - 12TH STREET  
PHASE 2A - STA. 537+95 TO STA. 543+70

STA-12TH STREET



NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 TYPICAL SECTION SEE SHEET 39.



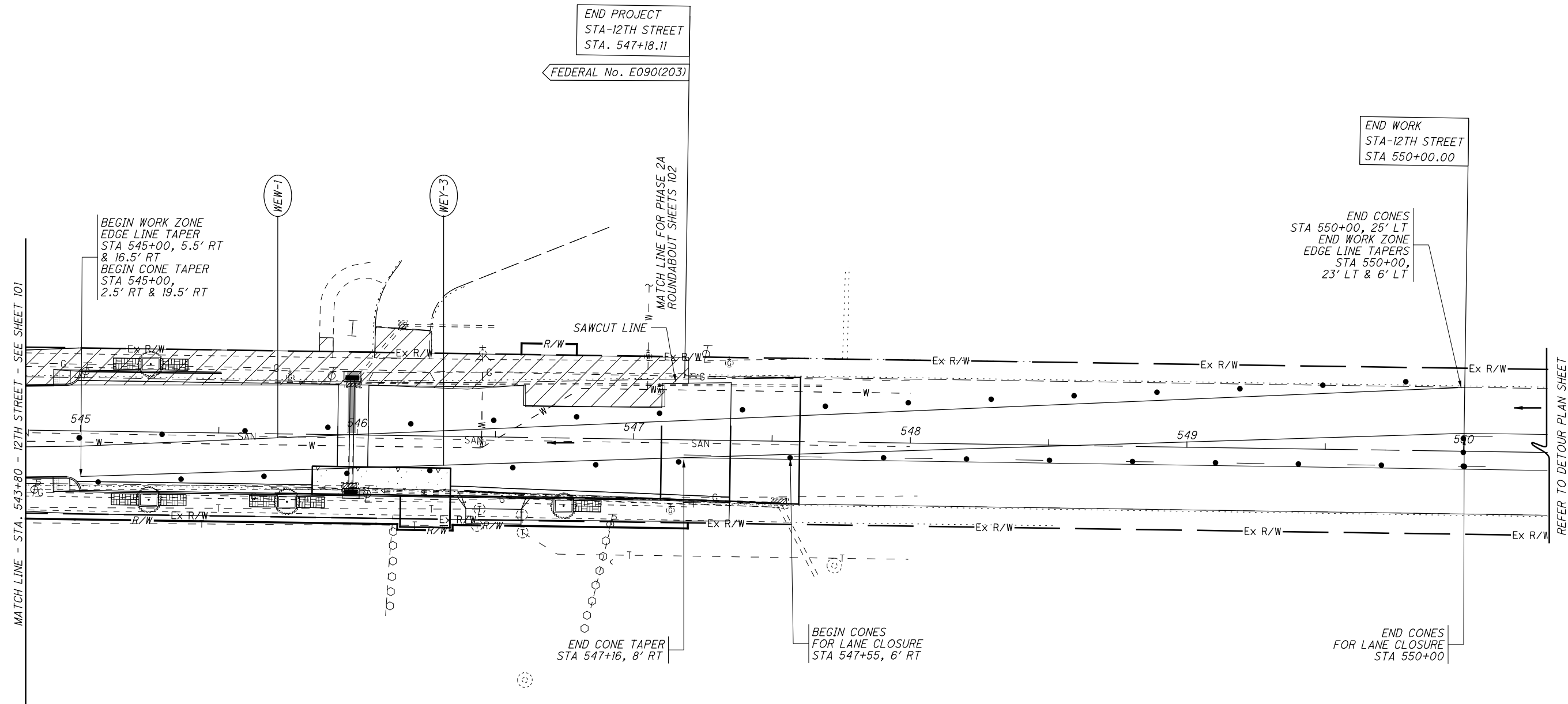
|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC**  
**PHASE 2A - STA. 543+70 TO STA. 547+18**

**STA-12TH STREET**



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END PROJECT  
STA-12TH STREET  
STA. 547+18.11

FEDERAL No. E090(203)

END WORK  
STA-12TH STREET  
STA 550+00.00

END CONES  
STA 550+00, 25' LT  
END WORK ZONE  
EDGE LINE TAPERS  
STA 550+00,  
23' LT & 6' LT

BEGIN WORK ZONE  
EDGE LINE TAPER  
STA 545+00, 5.5' RT  
& 16.5' RT  
BEGIN CONE TAPER  
STA 545+00,  
2.5' RT & 19.5' RT

END CONE TAPER  
STA 547+16, 8' RT

BEGIN CONES  
FOR LANE CLOSURE  
STA 547+55, 6' RT

END CONES  
FOR LANE CLOSURE  
STA 550+00

MATCH LINE - STA. 543+80 - 12TH STREET - SEE SHEET 101

MATCH LINE FOR PHASE 2A  
ROUNDABOUT SHEETS 102

REFER TO DETOUR PLAN SHEET

NOTE:  
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.



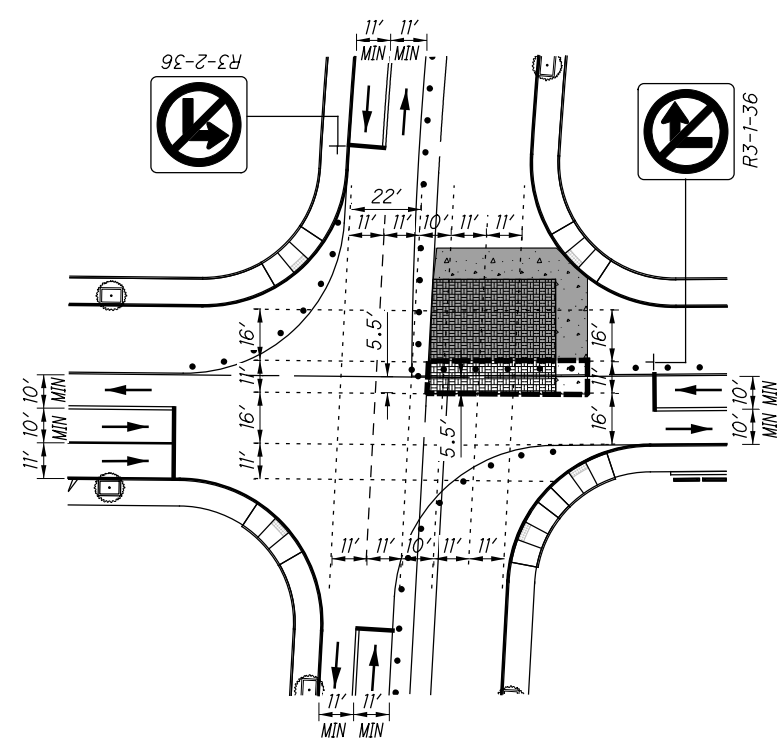
0 20 40  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
MAM  
CHECKED  
DLW

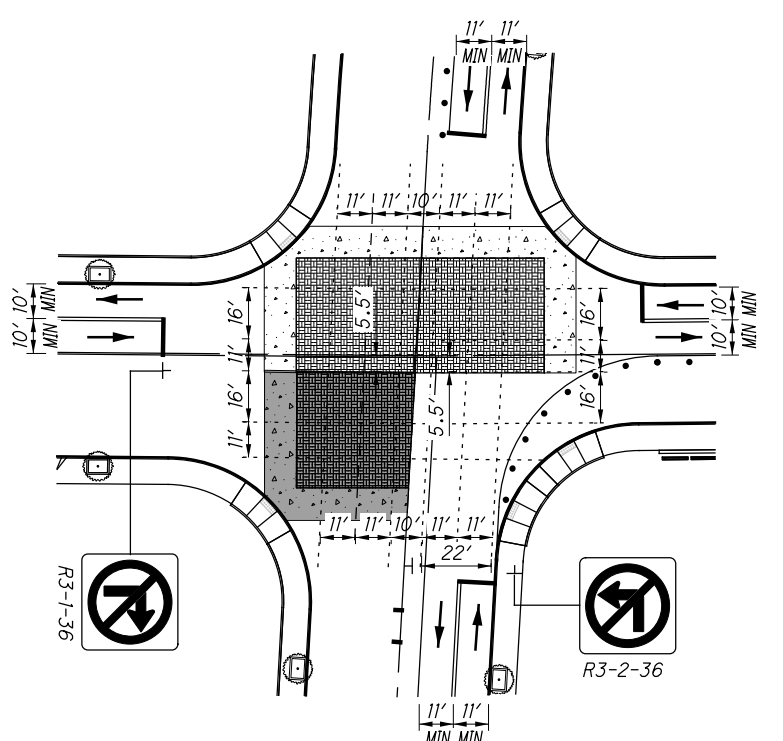
MAINTENANCE OF TRAFFIC  
PHASE 2 - STA. 543+80 TO STA. 550+00

STA-12TH STREET

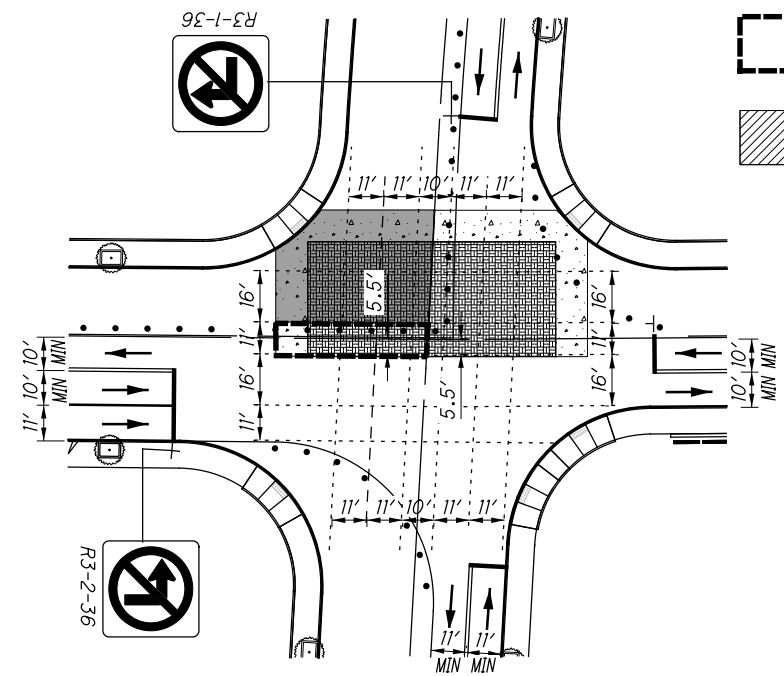
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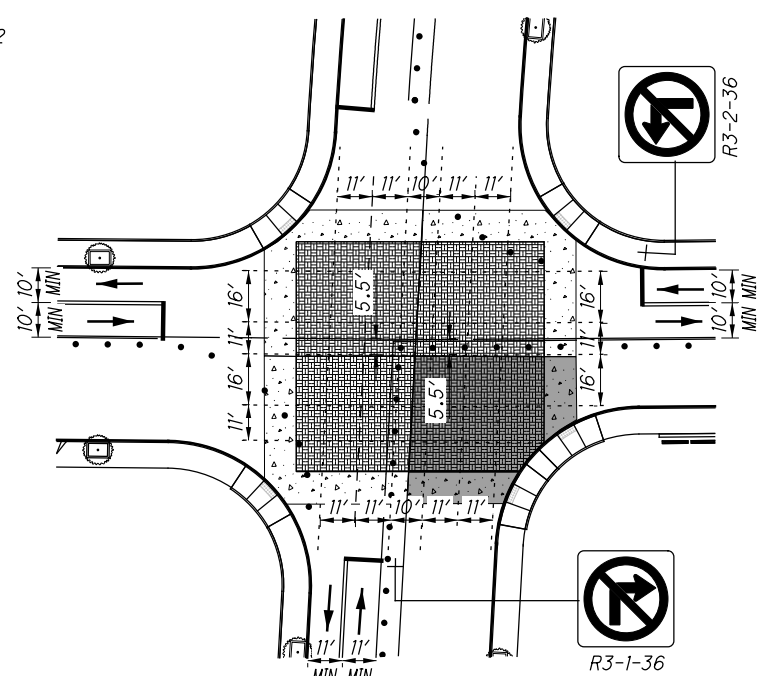
PHASE 3A  
NORTHEAST QUADRANT



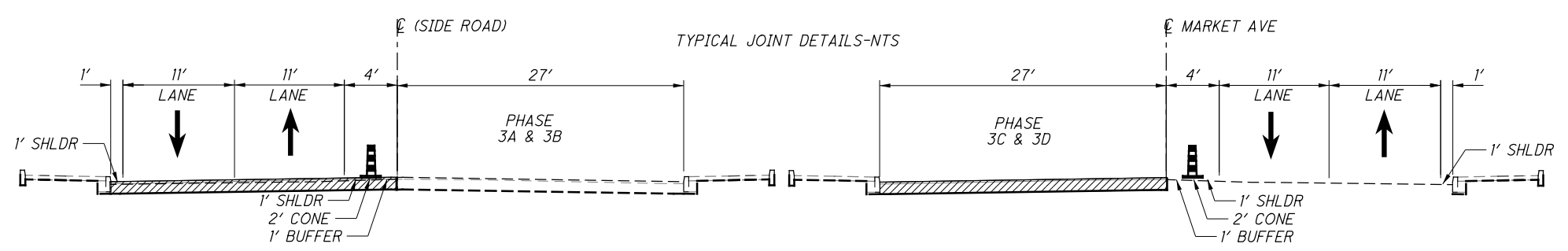
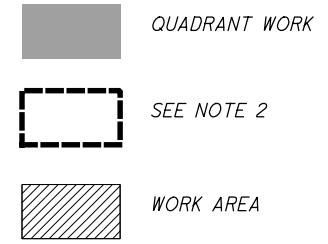
PHASE 3C  
SOUTHWEST QUADRANT



PHASE 3B  
NORTHWEST QUADRANT



PHASE 3D  
SOUTHEAST QUADRANT



DECORATIVE INTERSECTION SEQUENCE OF CONSTRUCTION NOTES

1. DECORATIVE INTERSECTION CONSTRUCTION WILL CONSIST OF BUILDING THE CONCRETE BASE AND CROSSWALK AND THEN PLACING THE BRICK PAVERS WITHIN THE FOLLOWING INTERSECTIONS:

- FULTON ROAD MARKET AVENUE THE OJAY'S PARKWAY
- MCKINLEY AVENUE WALNUT AVENUE
- CLEVELAND AVENUE CHERRY AVENUE

THE INTERSECTIONS LISTED ABOVE WILL BE CONSTRUCTED IN FOUR SUB-PHASES (3A, 3B, 3C, AND 3D) WHICH REPRESENT THE FOUR QUADRANTS OF THE INTERSECTION (NORTHEAST, NORTHWEST, SOUTHWEST AND SOUTHEAST) RESPECTIVELY. THE DETAILS SHOWN ON THIS SHEET DEFINE THE AREA OF CONSTRUCTION AND PLACEMENT OF THE JOINTS FOR CONCRETE BASE AND CROSSWALK. CONCRETE PLACEMENT MUST BE FROM JOINT LINE TO JOINT LINE AS SHOWN ON THE DETAILS ON THIS SHEET.

THE WORK FOR EACH SUB-PHASE WILL NOT BEGIN UNTIL 6:00 PM ON FRIDAY AND WILL BE OPEN FOR TRAFFIC BY 6:00 AM THE FOLLOWING MONDAY. IN ADDITION THE DETAIL ON THIS SHEET ILLUSTRATES THE LEFT AND RIGHT TURN RESTRICTIONS.

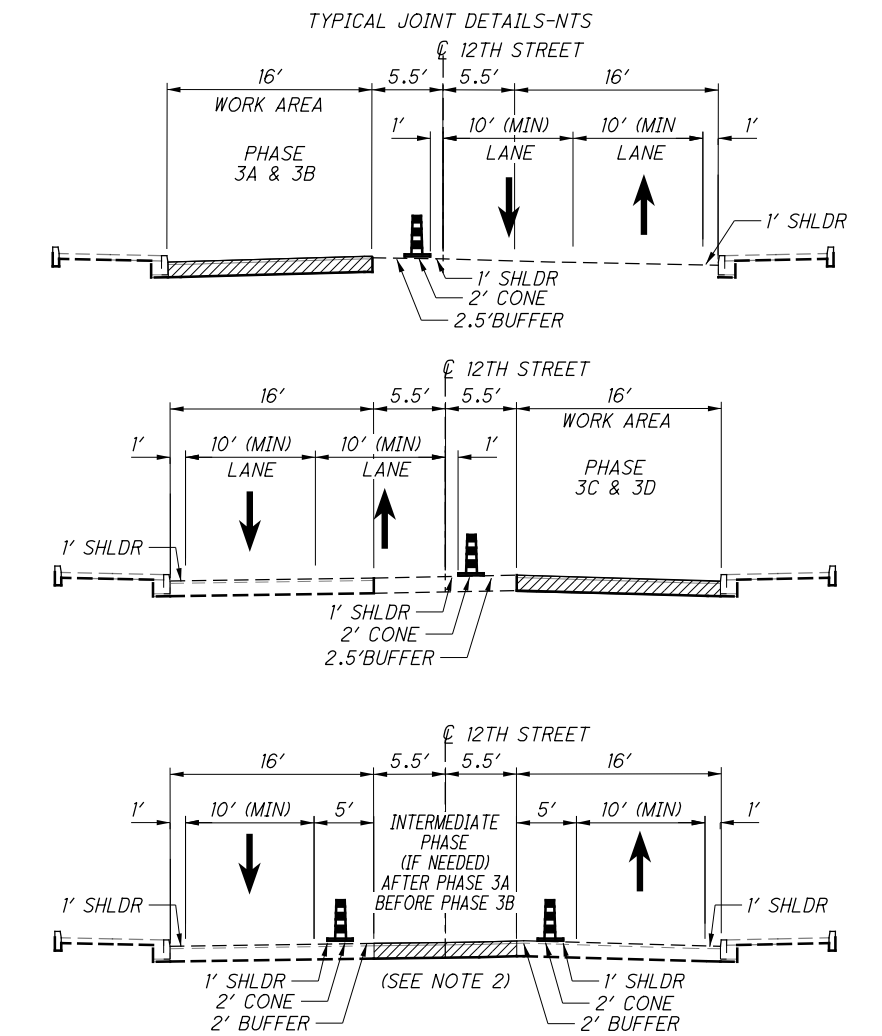
THE CONTRACTOR CAN CHOOSE TO COMPLETE THE INTERSECTION CONSTRUCTION FOR EACH INTERSECTION LISTED ABOVE DURING PHASE 2 CONSTRUCTION INSTEAD OF DURING PHASE 3 CONSTRUCTION IF DESIRED. A MINIMUM OF ONE 10' LANE IN EACH DIRECTION MUST BE MAINTAINED AT ALL TIMES. ON THE ONE-WAY STREETS (MCKINLEY, CLEVELAND, WALNUT AND CHERRY) A MINIMUM OF ONE-LANE NORTHBOUND OR SOUTHBOUND MUST BE MAINTAINED AT ALL TIMES.

2. BEFORE SHIFTING SIDE ROAD TRAFFIC TO PHASE 3B, PLACE ALL 12TH STREET WESTBOUND TRAFFIC 11' FROM THE NORTH EDGE OF PAVEMENT AND KEEP EASTBOUND TRAFFIC 11' FROM THE SOUTH EDGE OF PAVEMENT.

AFTER THE AREA SHOWN IN 3A IS COMPLETED, SHIFT THE SIDE ROAD TRAFFIC TO THE EAST SIDE AS SHOWN IN PHASE 3B KEEPING 12TH STREET WESTBOUND TRAFFIC 11' FROM THE NORTH EDGE OF PAVEMENT AND THE EASTBOUND TRAFFIC 11' FROM THE SOUTH EDGE OF PAVEMENT. CONSTRUCT THE AREA SHOWN IN 3B BEFORE TRANSFERRING THE WESTBOUND TRAFFIC TO THE SOUTH SIDE AS SHOWN IN PHASE 3B.

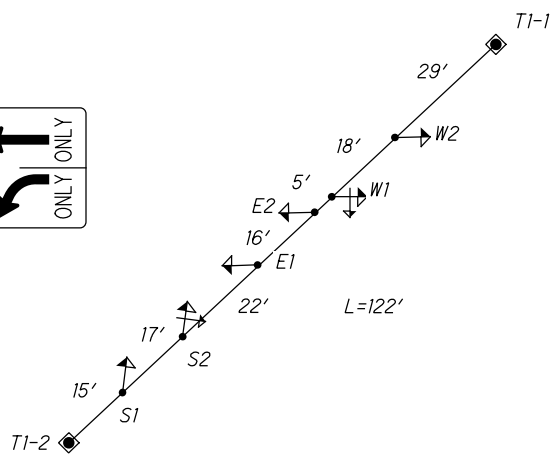
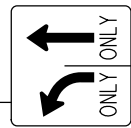
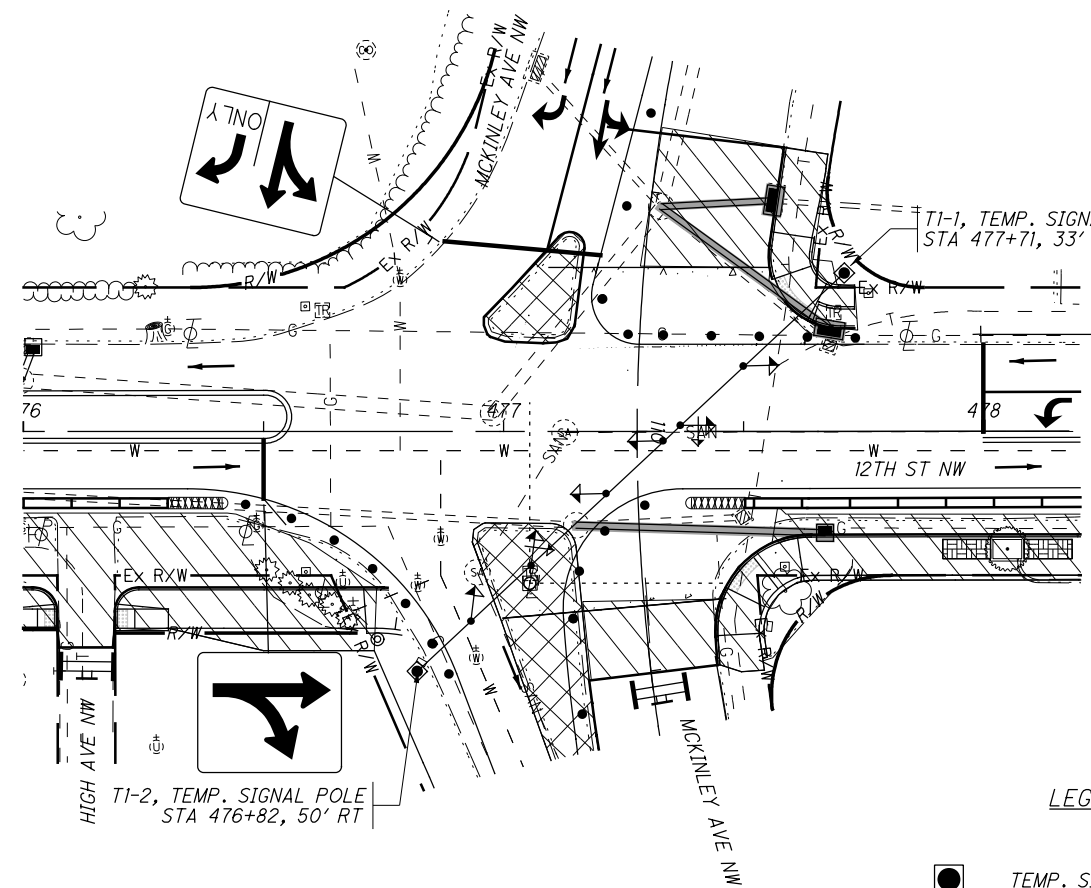
3. WHILE TRAFFIC ON 12TH STREET IS NOTED IN NOTE 2 CONSTRUCT THE LANDSCAPED MEDIAN AND MEDIAN SEPARATOR SYSTEMS ON 12TH STREET IF REQUIRED.

4. CONTRACTOR WILL NOT PLACE TEMPORARY PAVEMENT MARKINGS ON NEWLY PLACED DECORATIVE PAVEMENT.



STA-12TH STREET  
 MAINTENANCE OF TRAFFIC - PHASE 3A, 3B, 3C & 3D  
 DECORATIVE INTERSECTION CONSTRUCTION  
 105  
 790

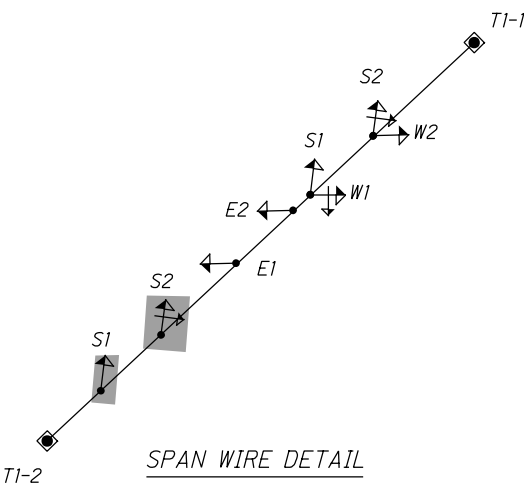
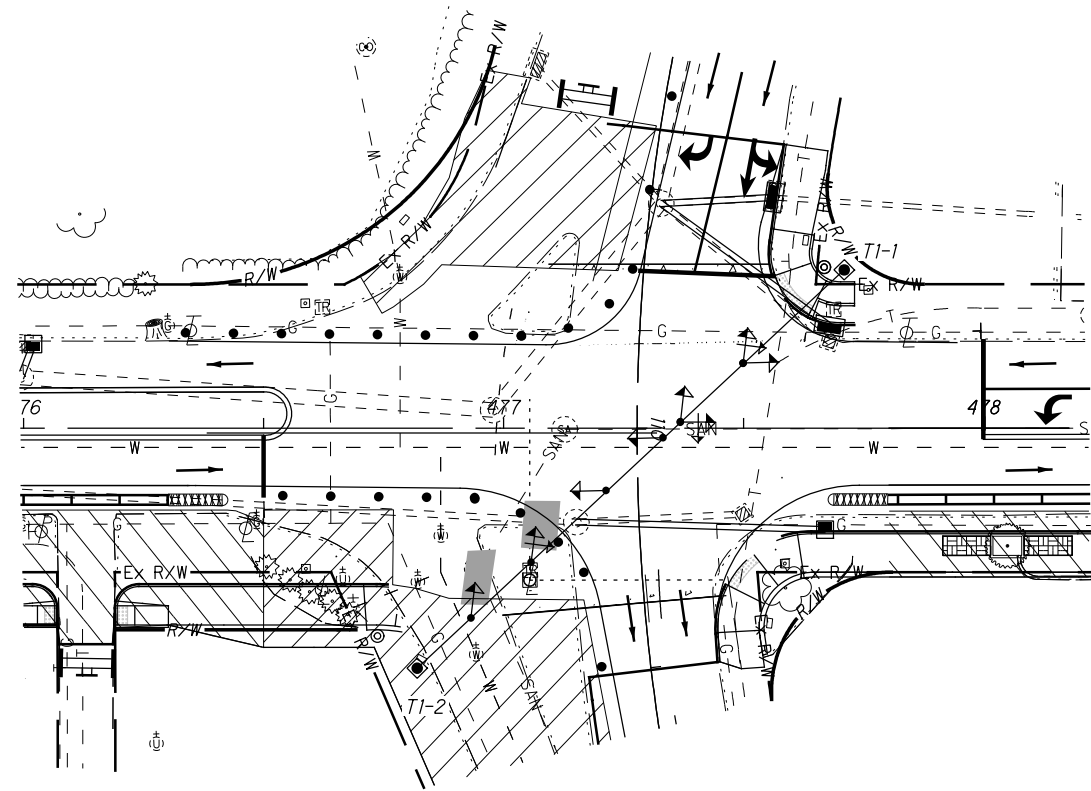
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SPAN WIRE DETAIL  
PHASE 1

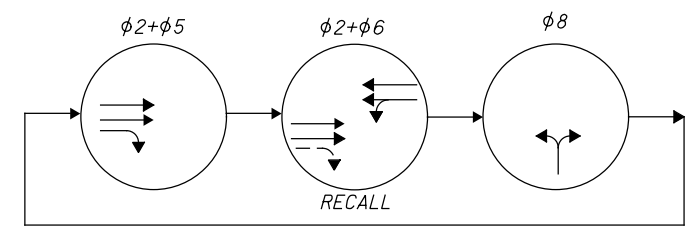
LEGEND

- TEMP. SIGNAL POLE
- TEMP. SIGNAL HEAD (3 SECTION)



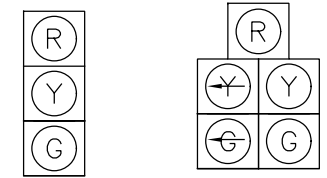
SPAN WIRE DETAIL  
PHASE 1A

SIGNALS SHADED WILL BE MOVED TO NEW LOCATION FOR PHASE 1A (AS SHOWN IN DETAIL ABOVE)

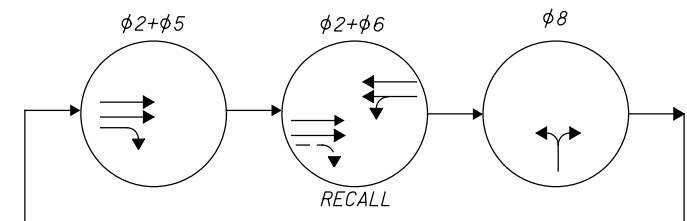


PHASING DIAGRAM

| FIELD WIRING HOOK-UP CHART |            |               |       |             |            |               |       |
|----------------------------|------------|---------------|-------|-------------|------------|---------------|-------|
| SIGNAL HEAD                | INDICATION | TERMINAL HEAD | FLASH | SIGNAL HEAD | INDICATION | TERMINAL HEAD | FLASH |
| A,B (NB)                   | R          | φ 8 R         | R     | E,F (WBLT)  | R          | φ 2 R         | Y     |
|                            | Y          | φ 8 Y         |       |             | Y          | φ 2 Y         |       |
|                            | G          | φ 8 G         |       |             | G          | φ 2 G         |       |
| C,D (EB)                   | R          | φ 6 R         | R     | F (WB)      | Y          | φ 5 Y         | Y     |
|                            | Y          | φ 6 Y         |       |             | G          | φ 5 G         |       |
|                            | G          | φ 6 G         |       |             | R          | φ 2 R         |       |
|                            |            |               |       |             | Y          | φ 2 Y         |       |
|                            |            |               |       |             | Y          | φ 2 G         |       |



SIGNAL INDICATIONS  
12" LED LENS



PHASING DIAGRAM

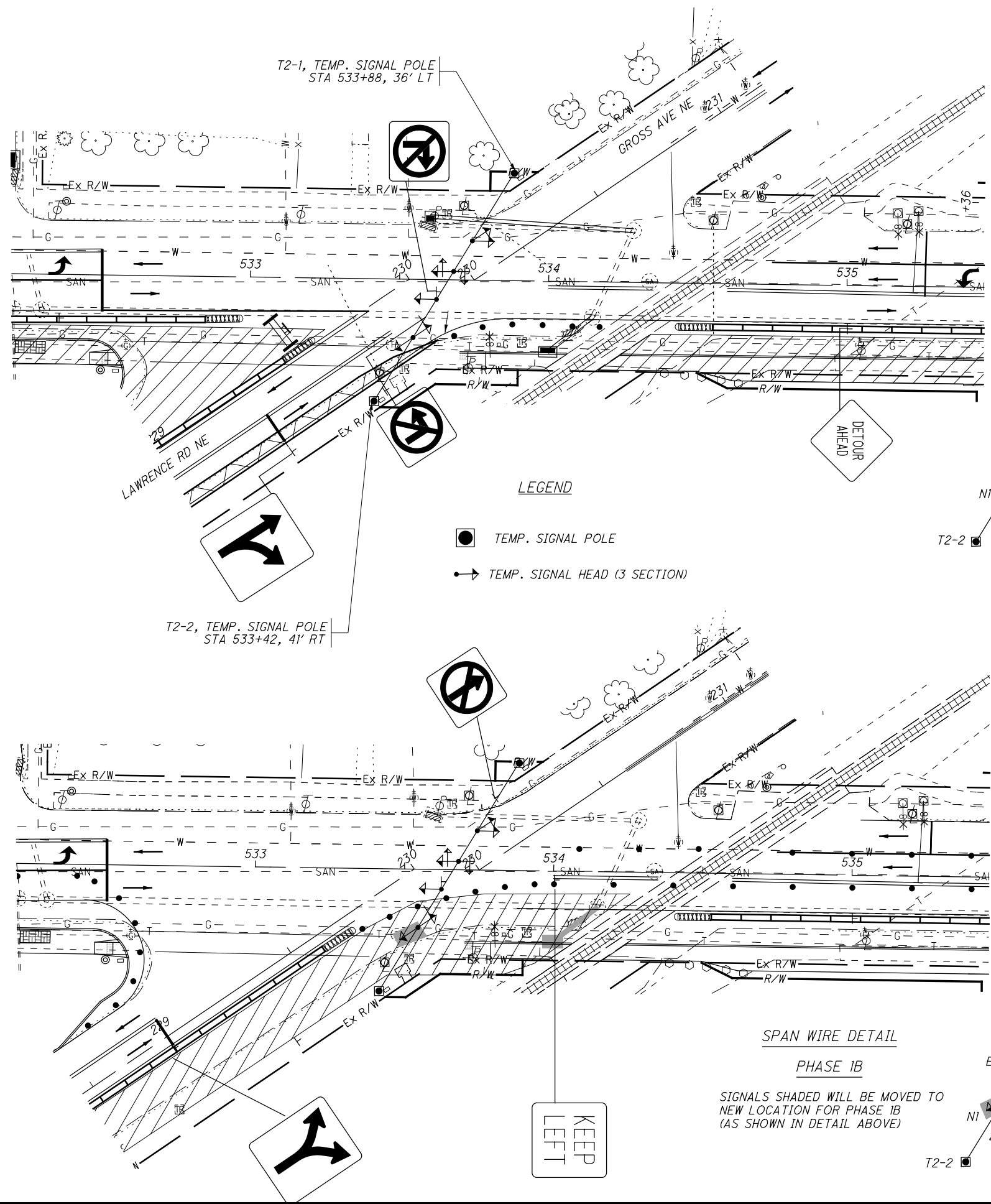
| FIELD WIRING HOOK-UP CHART |            |               |       |             |            |               |       |
|----------------------------|------------|---------------|-------|-------------|------------|---------------|-------|
| SIGNAL HEAD                | INDICATION | TERMINAL HEAD | FLASH | SIGNAL HEAD | INDICATION | TERMINAL HEAD | FLASH |
| A,B (NB)                   | R          | φ 8 R         | R     | E,F (WBLT)  | R          | φ 2 R         | Y     |
|                            | Y          | φ 8 Y         |       |             | Y          | φ 2 Y         |       |
|                            | G          | φ 8 G         |       |             | G          | φ 2 G         |       |
| C,D (EB)                   | R          | φ 6 R         | R     | F (WB)      | Y          | φ 5 Y         | Y     |
|                            | Y          | φ 6 Y         |       |             | G          | φ 5 G         |       |
|                            | G          | φ 6 G         |       |             | R          | φ 2 R         |       |
|                            |            |               |       |             | Y          | φ 2 Y         |       |
|                            |            |               |       |             | Y          | φ 2 G         |       |



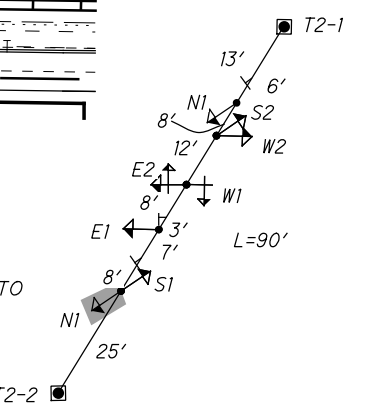
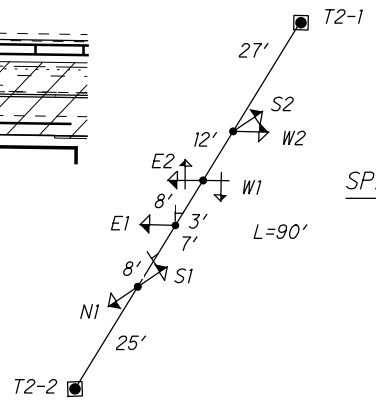
MAINTENANCE OF TRAFFIC - PHASES 1 & 1A  
TEMP. SIGNAL DETAIL - MCKINLEY AVE

STA-12TH STREET

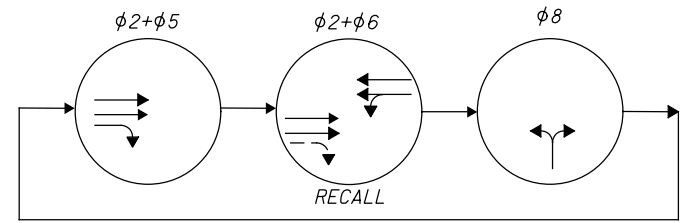
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**LEGEND**  
 ● TEMP. SIGNAL POLE  
 → TEMP. SIGNAL HEAD (3 SECTION)



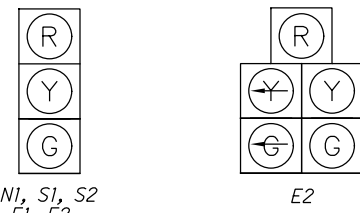
SIGNALS SHADED WILL BE MOVED TO NEW LOCATION FOR PHASE 1B (AS SHOWN IN DETAIL ABOVE)



PHASING DIAGRAM

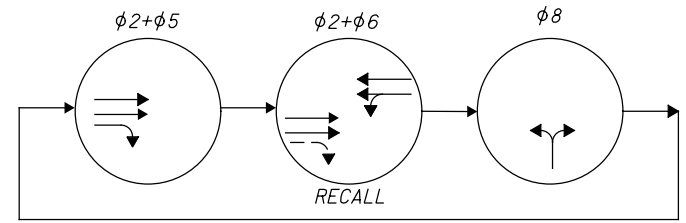
**FIELD WIRING HOOK-UP CHART**

| SIGNAL HEAD | INDICATION | TERMINAL HEAD | FLASH | SIGNAL HEAD | INDICATION | TERMINAL HEAD | FLASH |
|-------------|------------|---------------|-------|-------------|------------|---------------|-------|
| A,B (NB)    | R          | φ 8 R         | R     | E,F (WBLT)  | R          | φ 2 R         | Y     |
|             | Y          | φ 8 Y         |       |             | Y          | φ 2 Y         |       |
|             | G          | φ 8 G         |       |             | G          | φ 2 G         |       |
| C,D (EB)    | R          | φ 6 R         | R     | F (WB)      | →          | φ 5 Y         | Y     |
|             | Y          | φ 6 Y         |       |             | ←          | φ 5 G         |       |
|             | G          | φ 6 G         |       |             | G          | φ 2 R         |       |
|             |            |               |       |             | R          | φ 2 Y         |       |
|             |            |               |       |             | Y          | φ 2 G         |       |



SIGNAL INDICATIONS

12" LED LENS



PHASING DIAGRAM

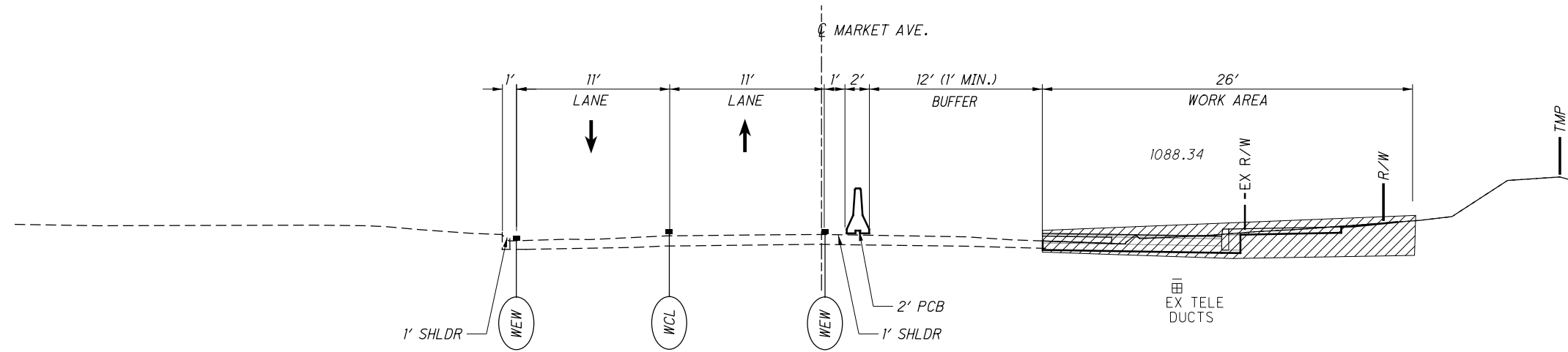
**FIELD WIRING HOOK-UP CHART**

| SIGNAL HEAD | INDICATION | TERMINAL HEAD | FLASH | SIGNAL HEAD | INDICATION | TERMINAL HEAD | FLASH |
|-------------|------------|---------------|-------|-------------|------------|---------------|-------|
| A,B (NB)    | R          | φ 8 R         | R     | E,F (WBLT)  | R          | φ 2 R         | Y     |
|             | Y          | φ 8 Y         |       |             | Y          | φ 2 Y         |       |
|             | G          | φ 8 G         |       |             | G          | φ 2 G         |       |
| C,D (EB)    | R          | φ 6 R         | R     | F (WB)      | →          | φ 5 Y         | Y     |
|             | Y          | φ 6 Y         |       |             | ←          | φ 5 G         |       |
|             | G          | φ 6 G         |       |             | G          | φ 2 R         |       |
|             |            |               |       |             | R          | φ 2 Y         |       |
|             |            |               |       |             | Y          | φ 2 G         |       |

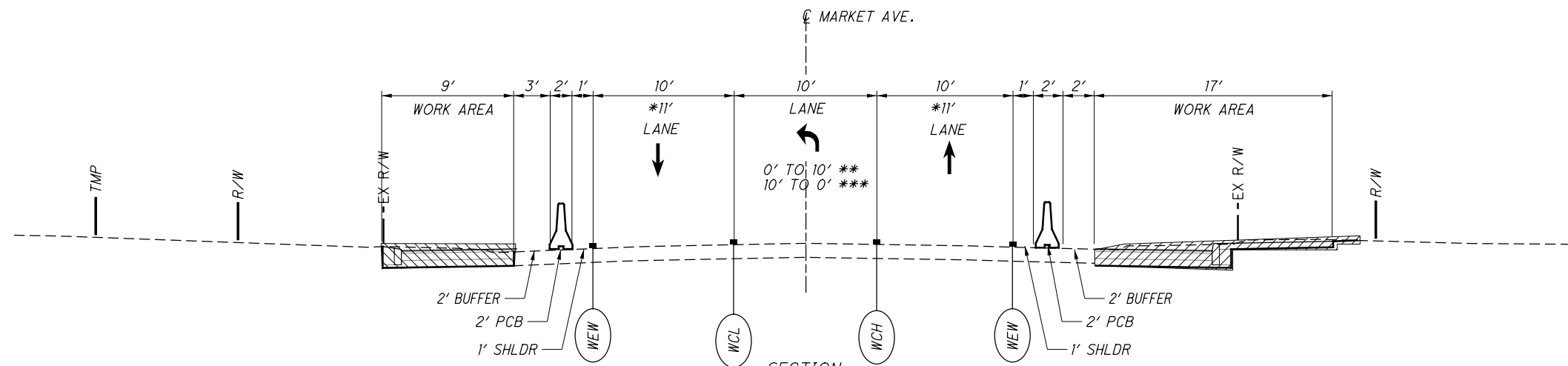
MAINTENANCE OF TRAFFIC - PHASES 1, 1A & 1B  
 TEMP. SIGNAL DETAIL - LAWRENCE RD  
 STA-12TH STREET



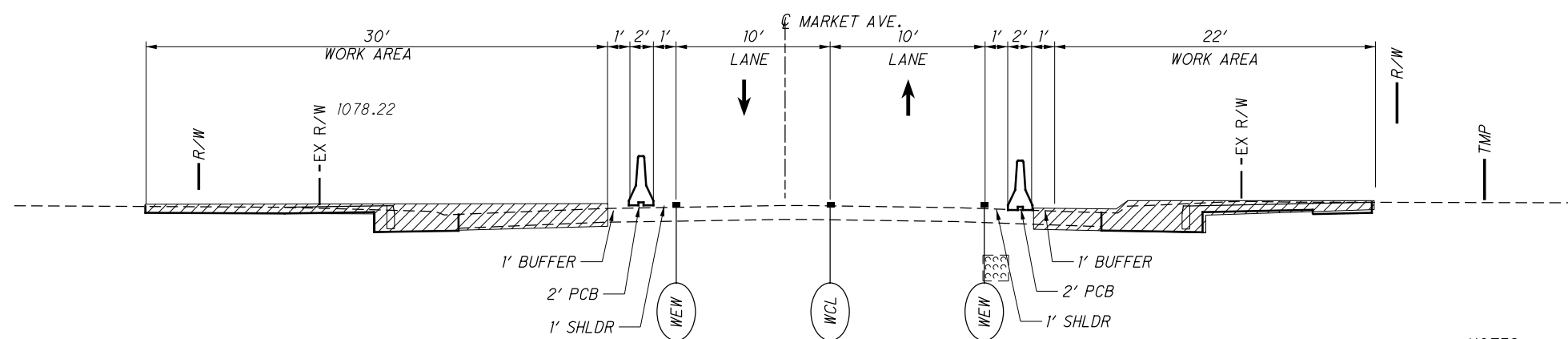
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SECTION  
 PHASE 1  
 MARKET AVENUE - STA. 154+50  
 THIS SECTION IS TYPICAL FOR THE FOLLOWING STATIONS:  
 STA. 153+75 TO STA. 154+00



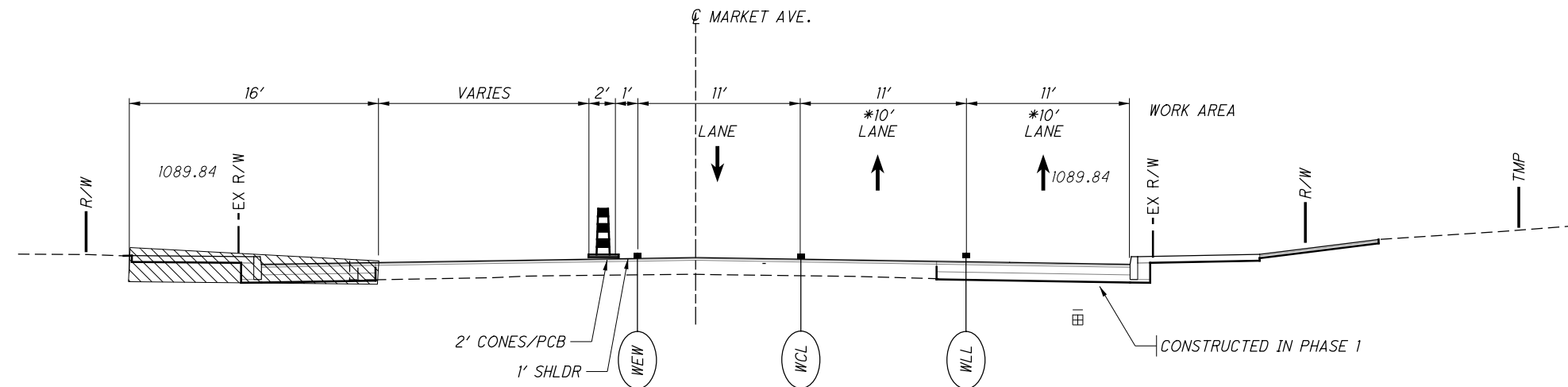
SECTION  
 PHASE 1  
 MARKET AVENUE - STA. 148+50  
 THIS SECTION IS TYPICAL FOR THE FOLLOWING STATIONS:  
 \*\* STA. 144+25 TO STA. 145+00  
 STA. 145+00 TO STA. 149+50  
 \* STA. 150+40 TO STA. 151+50 (WORK ON EAST SIDE ONLY)  
 \*\*\* STA. 151+50 TO STA. 153+75 (WORK ON EAST SIDE ONLY)



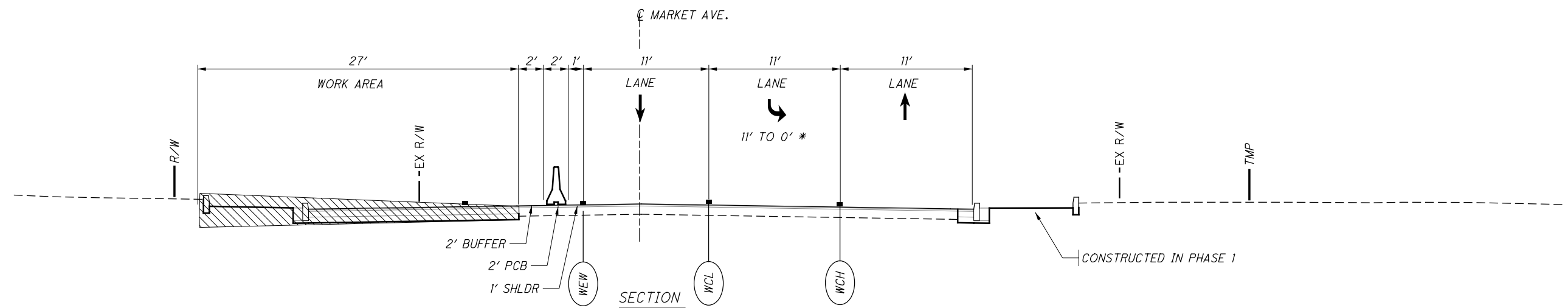
SECTION  
 PHASE 1  
 MARKET AVENUE - STA. 143+50  
 THIS SECTION IS TYPICAL FOR THE FOLLOWING STATIONS:  
 STA. 142+00 TO STA. 144+25

NOTES:  
 1. FOR MAINTENANCE OF TRAFFIC SECTION LEGEND SEE SHEET 37.

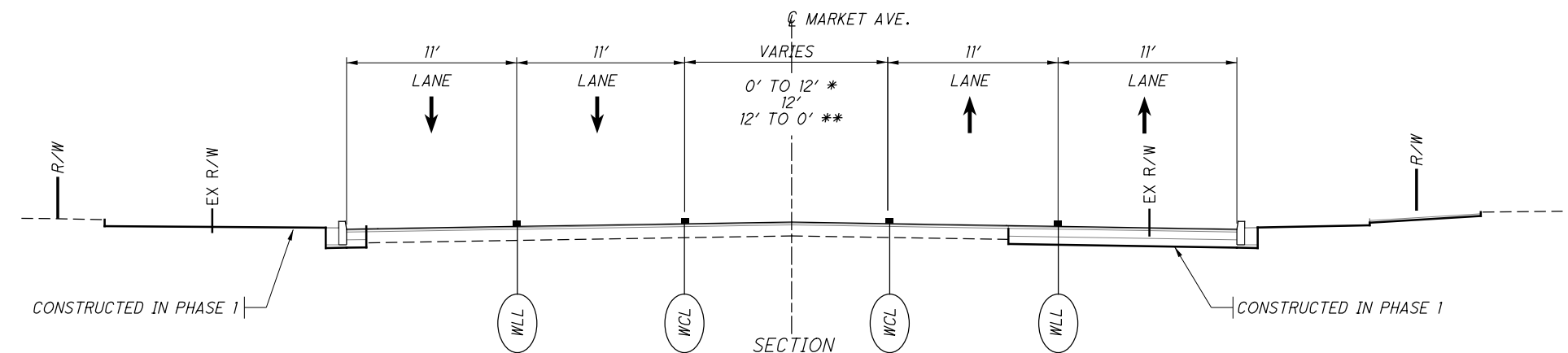
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SECTION  
 PHASE 2  
 MARKET AVENUE - STA. 154+50  
 THIS SECTION IS TYPICAL FOR THE FOLLOWING STATIONS:  
 \*STA. 153+25 TO STA. 155+28  
 STA. 155+28 TO STA. 157+76



SECTION  
 PHASE 2  
 MARKET AVENUE - STA. 151+00  
 THIS SECTION IS TYPICAL FOR THE FOLLOWING STATIONS:  
 STA. 150+60 TO STA. 152+00  
 \* STA. 152+00 TO STA. 153+25



SECTION  
 PHASE 2  
 MARKET AVENUE - STA. 146+00  
 THIS SECTION IS TYPICAL FOR THE FOLLOWING STATIONS:  
 \* STA. 140+00 TO STA. 144+44  
 STA. 144+50 TO STA. 147+00  
 \*\* STA. 147+00 TO STA. 149+50

NOTES:  
 1. FOR MAINTENANCE OF TRAFFIC SECTIONS LEGEND SEE SHEET 37.

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FOR LEAD-IN SIGNS  
REFER TO STANDARD  
CONSTRUCTION DWG.  
MT-95.41

BEGIN CONE TAPER  
STA 139+50, 22' RT

BEGIN WORK ZONE  
CENTER LINE TAPER  
STA 140+00, 0'

BEGIN WORK  
STA-12TH STREET  
MARKET AVENUE  
STA 140+00.00

BEGIN CONE TAPER  
STA 140+80, 22' LT

END CONE TAPER  
STA 141+60, 9' LT

BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 141+80, 9' LT

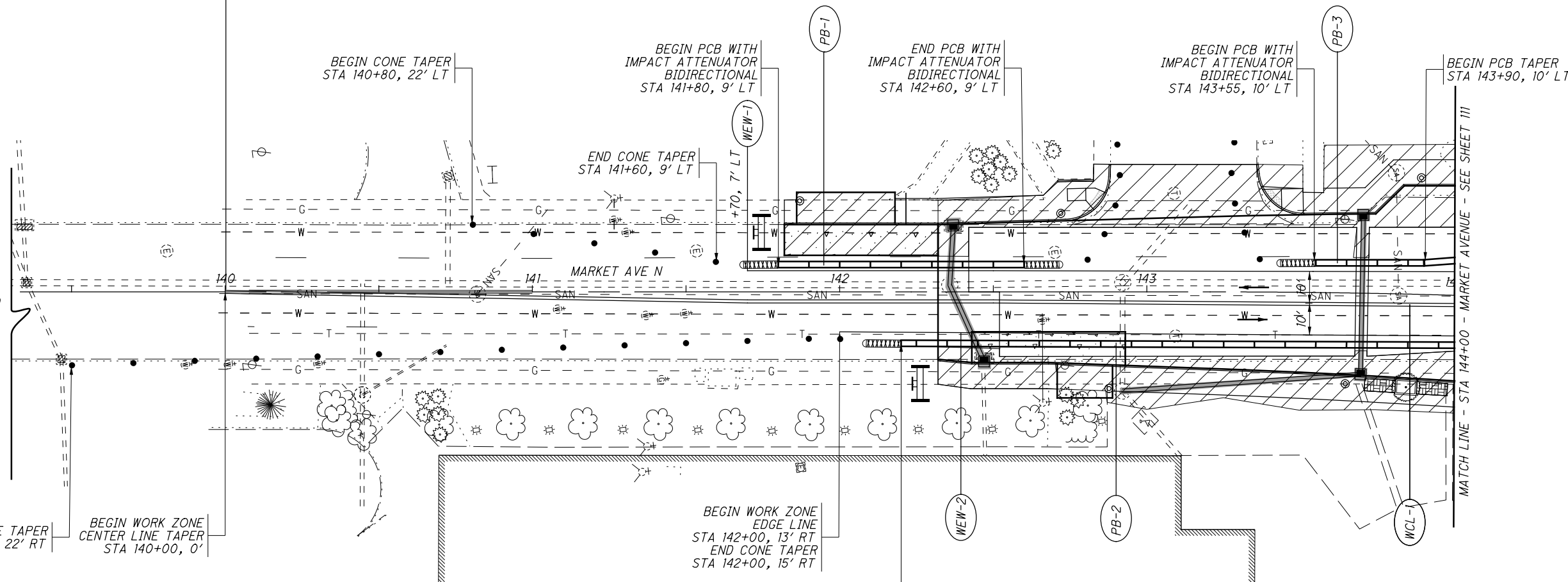
BEGIN WORK ZONE  
EDGE LINE  
STA 142+00, 13' RT  
END CONE TAPER  
STA 142+00, 15' RT

BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 142+20, 17' RT

END PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 142+60, 9' LT

BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 143+55, 10' LT

BEGIN PCB TAPER  
STA 143+90, 10' LT



MATCH LINE - STA 144+00 - MARKET AVENUE - SEE SHEET III

NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSE AND DRIVE DETAILS SEE SHEETS 32 & 33.

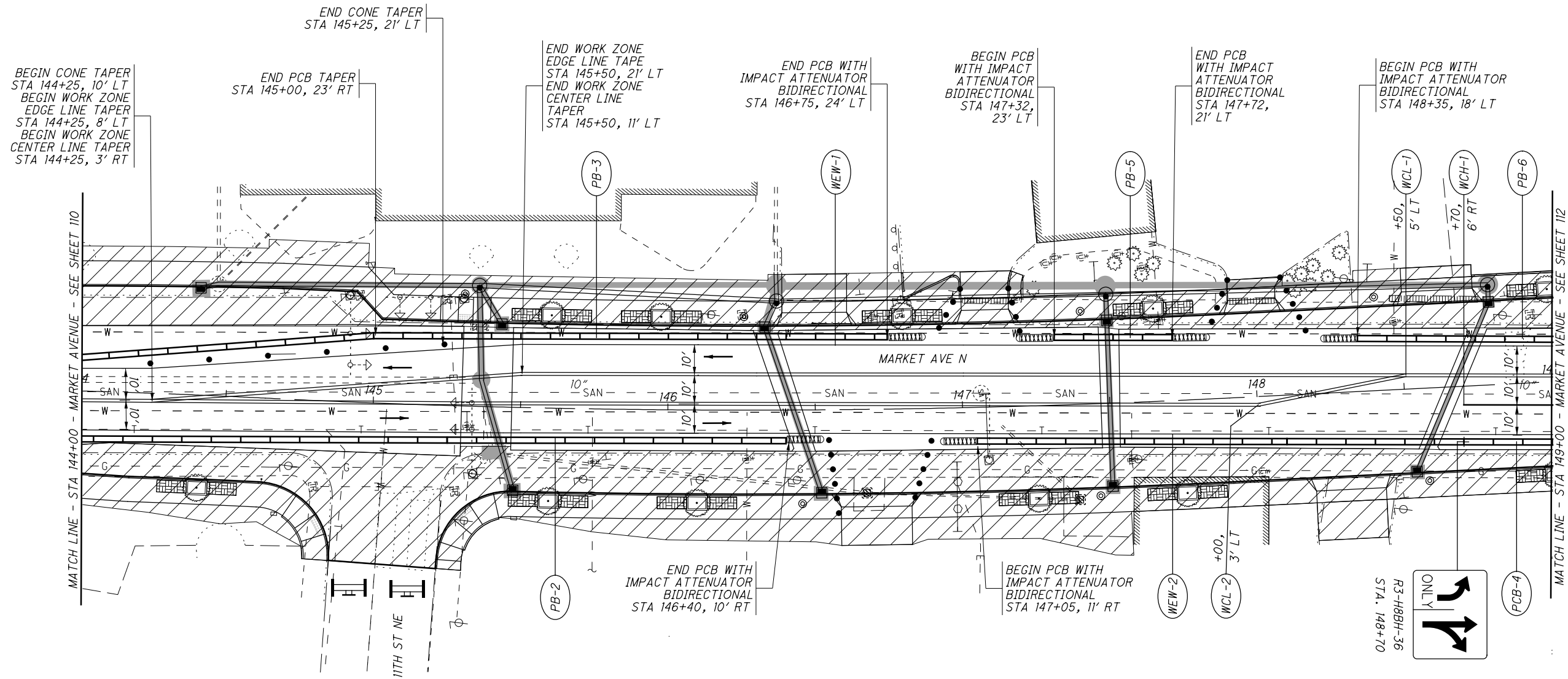


CALCULATED MAM  
CHECKED DLW

**MAINTENANCE OF TRAFFIC - MARKET AVENUE  
PHASE 1 - STA. 139+50 TO STA. 144+00**

**STA-12TH STREET**

J:\pre-int\11-060 12th Street\STA\85299\mot\sheets\85229mp202\_ph01.dgn 4/14/2014 4:34:45 PM brian.sedziol" ODOTV81\_PDF\_Half.pltcf ODOTV81\_Pen-ME.tbl M-E Companies, Inc.



**NOTE:**

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEETS 32 & 33.
3. CONTRACTOR WILL BAG EXISTING SIGNALS AT 11TH ST NE AND MARKET AVE N WHILE 11TH ST IS CLOSED DURING PHASE 1 CONSTRUCTION.

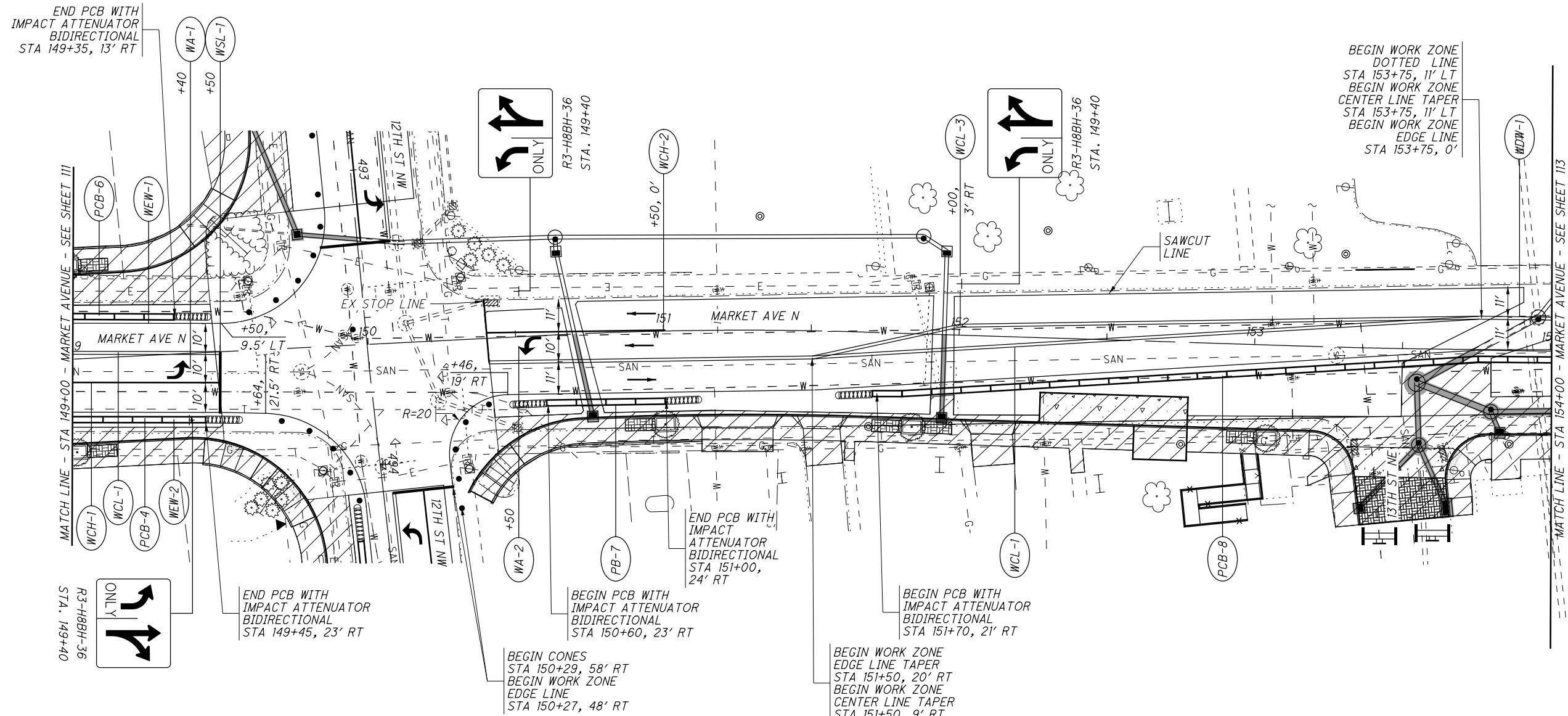


CALCULATED MAM  
CHECKED DLW

**MAINTENANCE OF TRAFFIC - MARKET AVENUE  
PHASE 1 - STA. 144+00 TO STA. 149+00**

**STA-12TH STREET**



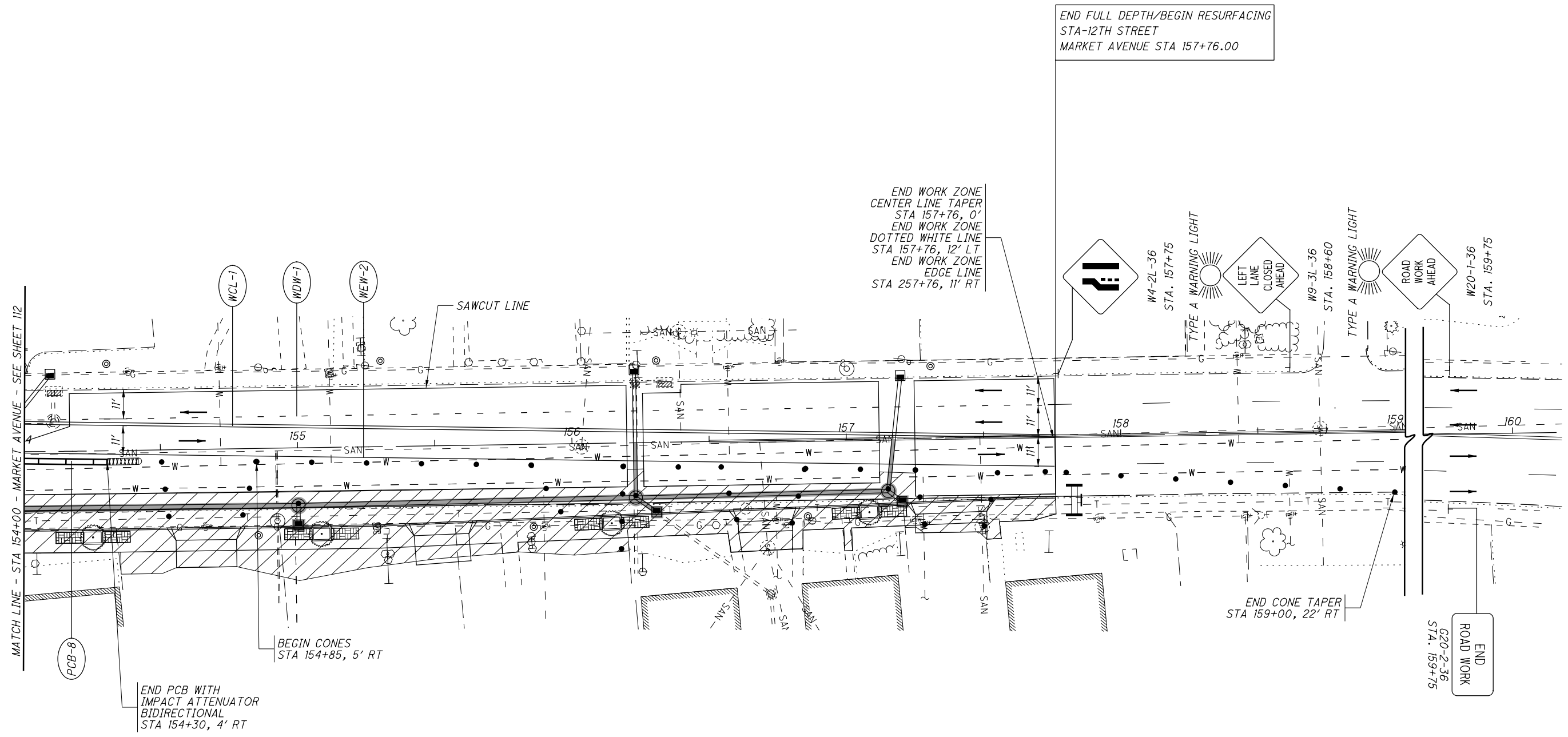


- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEETS 32 & 33.
  3. FOR 12TH STREET MAINTENANCE OF TRAFFIC PHASE 1 SEE SHEETS 41 TO 75.

CALCULATED MAM  
CHECKED DLW

0 20 40  
10  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MARKET AVENUE  
PHASE 1 - STA. 149+00 TO STA. 154+00**



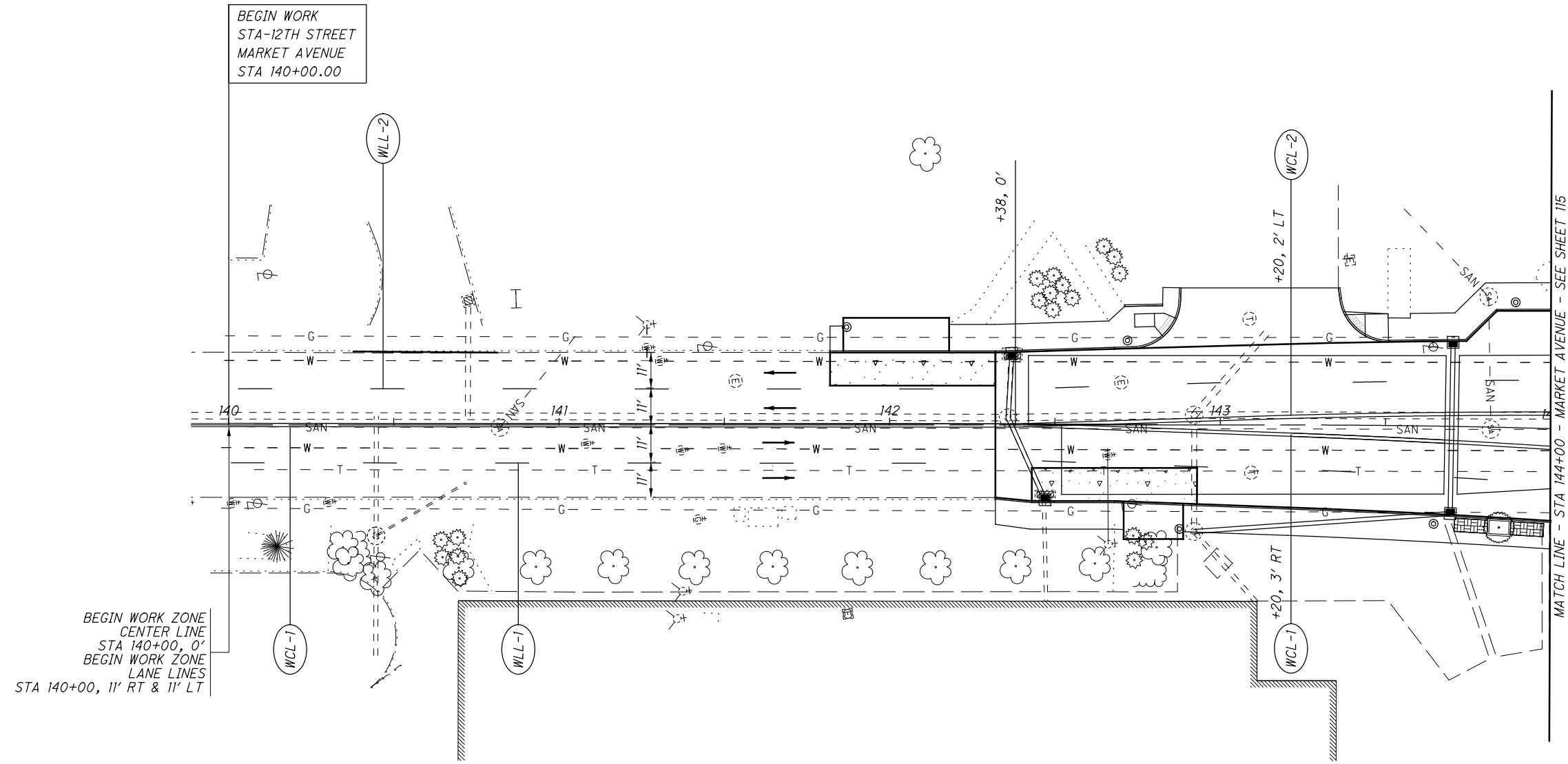
NOTE:  
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 33.  
 2. FOR MAINTENANCE OF TRAFFIC PHASE 1 ROAD CLOSURE AND DRIVE DETAILS SEE SHEETS 32 & 33.

CALCULATED MAM  
 CHECKED DLW

0 20 40  
 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MARKET AVENUE  
 PHASE 1 - STA. 154+00 TO STA. 160+50**

**STA-12TH STREET**



NOTE:

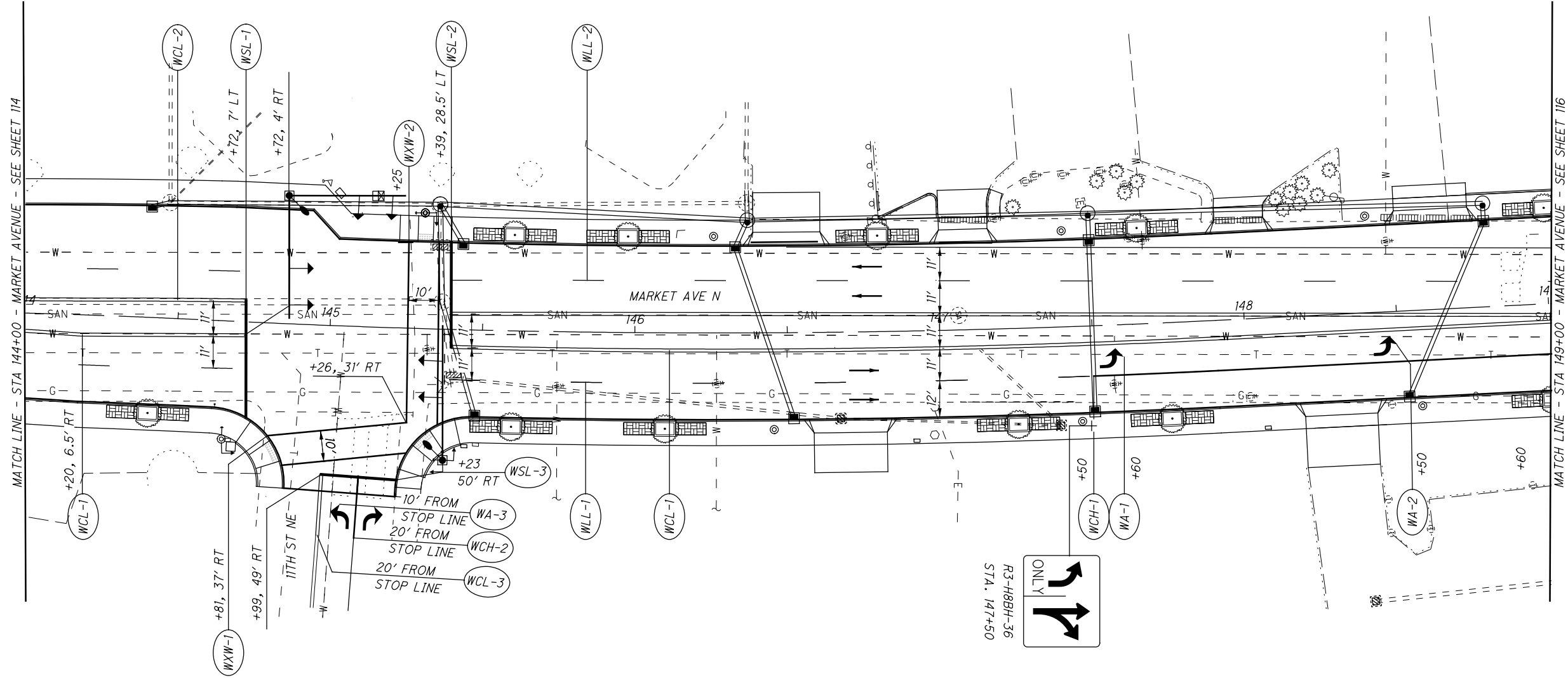
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.



CALCULATED  
MAM  
CHECKED  
DLW

**MAINTENANCE OF TRAFFIC - MARKET AVENUE  
PHASE 2 - STA. 140+00 TO STA. 144+00**

**STA-12TH STREET**



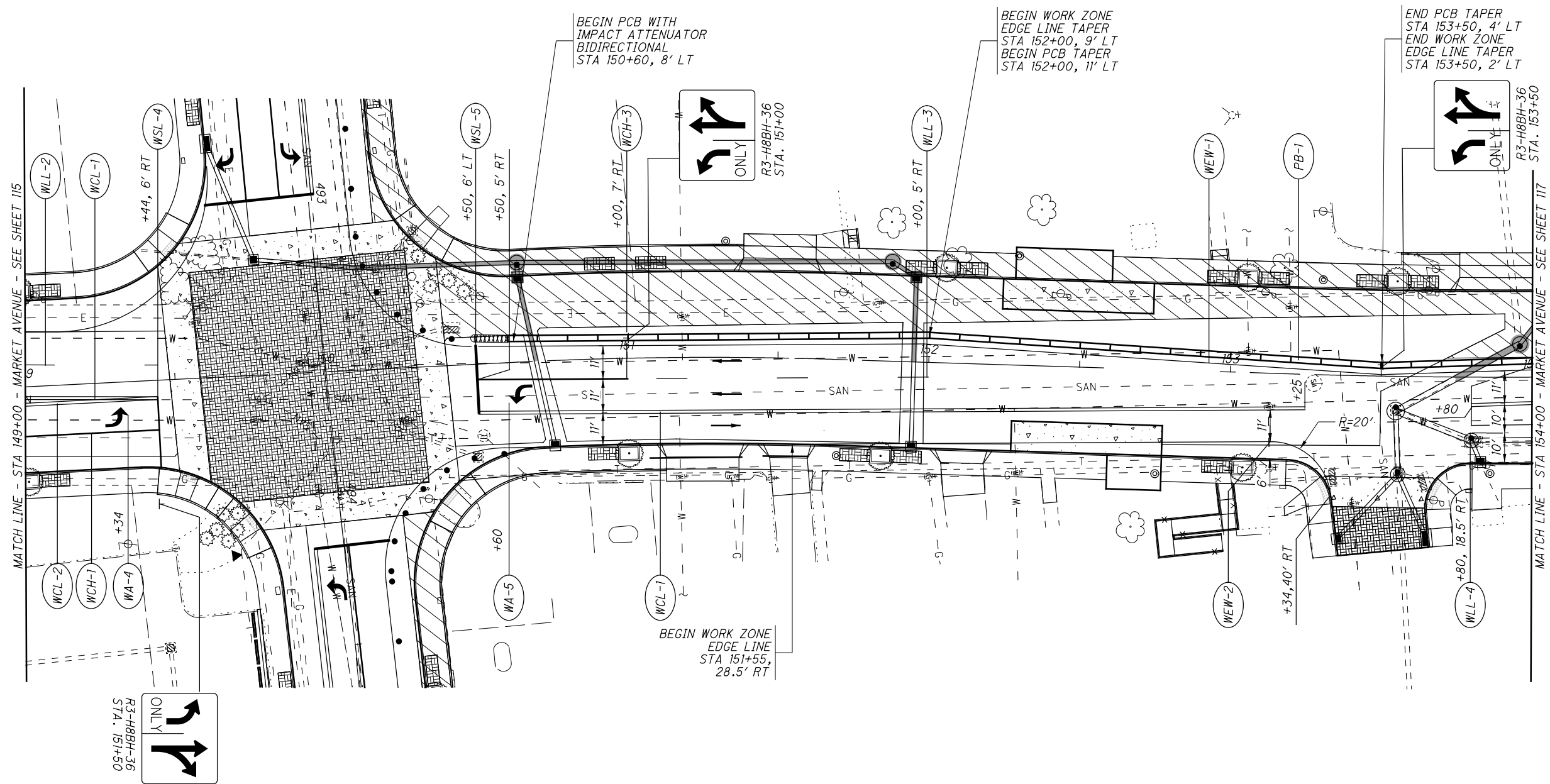
NOTE:  
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.

CALCULATED MAM  
CHECKED DLW

0 20 40  
10  
HORIZONTAL  
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MARKET AVENUE  
PHASE 2 - STA. 144+00 TO STA. 149+00**

**STA-12TH STREET**



BEGIN PCB WITH  
IMPACT ATTENUATOR  
BIDIRECTIONAL  
STA 150+60, 8' LT

BEGIN WORK ZONE  
EDGE LINE TAPER  
STA 152+00, 9' LT  
BEGIN PCB TAPER  
STA 152+00, 11' LT

END PCB TAPER  
STA 153+50, 4' LT  
END WORK ZONE  
EDGE LINE TAPER  
STA 153+50, 2' LT

BEGIN WORK ZONE  
EDGE LINE  
STA 151+55,  
28.5' RT

R3-H8BH-36  
STA. 151+50  
ONLY

NOTE:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE DRIVE DETAILS SEE SHEET 34 & 35.
3. FOR 12TH STREET MAINTENANCE OF TRAFFIC PHASE 2 SEE SHEETS 76 TO 104.

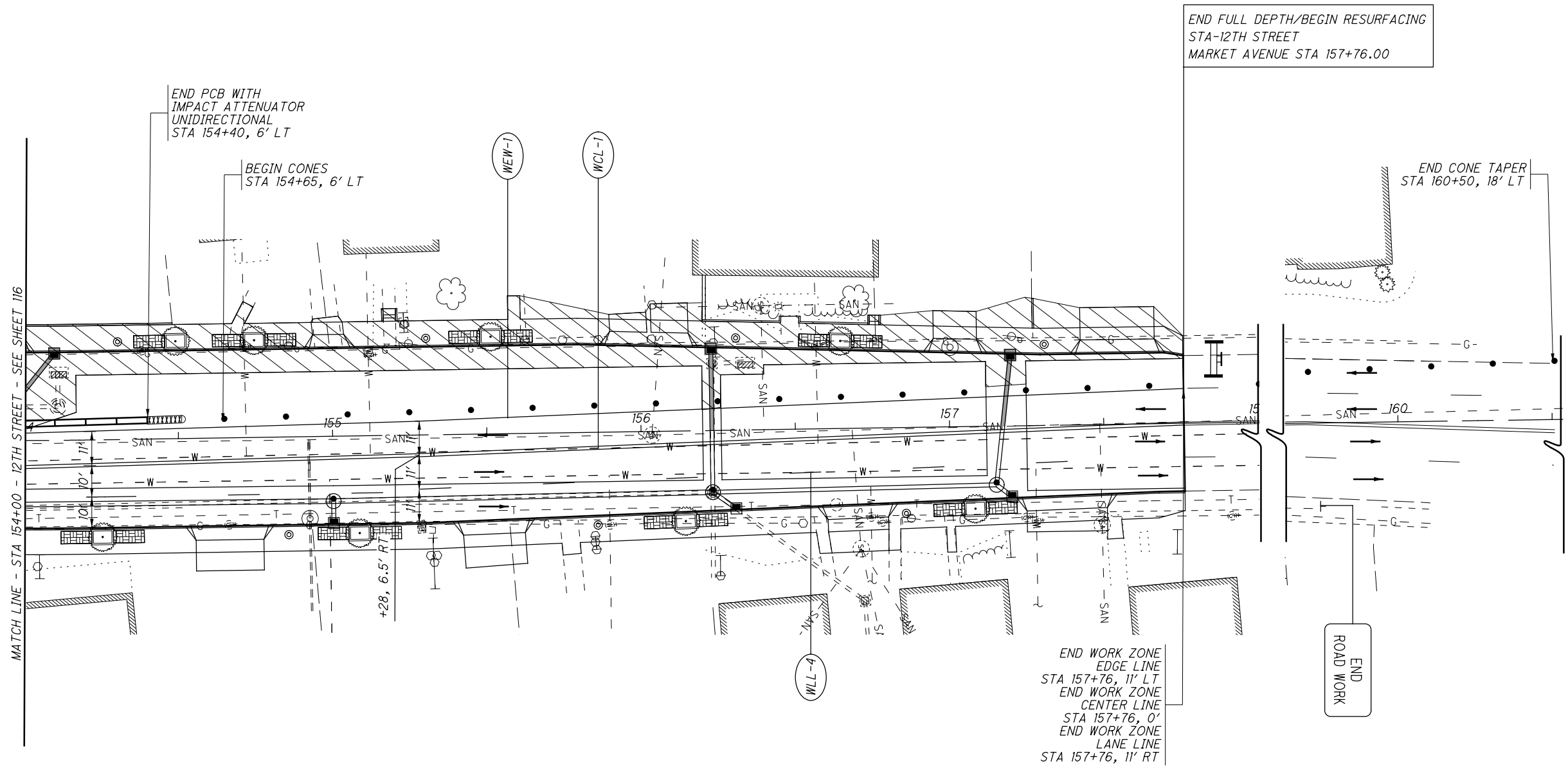


|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | DLW |

**MAINTENANCE OF TRAFFIC - MARKET AVENUE  
PHASE 2 - STA. 149+00 TO STA. 154+00**

**STA-12TH STREET**

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FOR LEAD-IN SIGNS  
REFER TO STANDARD  
CONSTRUCTION  
DRAWING MT-95.41

- NOTE:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 41.
  2. FOR MAINTENANCE OF TRAFFIC PHASE 2 ROAD CLOSURE AND DRIVE DETAILS SEE SHEET 34 & 35.



|            |
|------------|
| CALCULATED |
| MAM        |
| CHECKED    |
| DLW        |

**MAINTENANCE OF TRAFFIC - MARKET AVENUE  
PHASE 2 - STA. 154+00 TO STA. 160+50**

**STA-12TH STREET**

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299GG001.dgn 4/14/2014 4:34:50 PM briam.sedzio\ODOTV81\_PDF\_Half.plcfcg ODOTV81\_Pen-NE.tbl M-E Companies, Inc.

| SHEET NUMBER |     |        |     |      |     |     |     |     |      |        | PARTICIPATION |             | ITEM    | ITEM EXT. | GRAND TOTAL | UNIT    | DESCRIPTION                                | SEE SHEET NO.                                   |                    |  |
|--------------|-----|--------|-----|------|-----|-----|-----|-----|------|--------|---------------|-------------|---------|-----------|-------------|---------|--|---|--------------------|--|
| 132          | 136 | 156    | 339 | 363  | 366 | 369 | 371 | 401 | 447  | 504    | 18-20         | ENHANCEMENT |         |           |             |         |  |   |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             |         |           |             | ROADWAY |  |   |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               | LUMP        | LUMP    | 201       | 11000       | LUMP    | CLEARING AND GRUBBING                      |   |                    |  |
|              |     |        |     |      |     |     |     |     | 1555 | 16183  |               |             | 23288   | 202       | 23000       | 23288   | SQ YD                                      | PAVEMENT REMOVED                                |                    |  |
|              |     |        |     |      |     |     |     |     |      | 138830 |               |             | 138830  | 202       | 30000       | 138830  | SQ FT                                      | WALK REMOVED                                    |                    |  |
|              |     |        |     |      |     |     |     |     |      | 81     |               |             | 81      | 202       | 30800       | 81      | SQ YD                                      | TRAFFIC ISLAND REMOVED                          |                    |  |
|              |     |        |     |      |     |     |     |     |      | 28088  |               |             | 28088   | 202       | 32000       | 28088   | FT   | CURB REMOVED                                    |                    |  |
|              |     |        |     |      |     |     |     |     |      | 3116   |               |             | 3116    | 202       | 35100       | 3116    | FT   | PIPE REMOVED, 24" AND UNDER                     |                    |  |
|              |     |        |     |      |     |     |     |     |      | 100    |               |             | 100     | 202       | 35200       | 100     | FT   | PIPE REMOVED, OVER 24"                          |                    |  |
|              |     |        |     |      |     |     |     |     |      | 30     |               |             | 30      | 202       | 38000       | 30      | FT   | GUARDRAIL REMOVED                               |                    |  |
|              |     |        |     |      |     |     |     |     |      | 12     |               |             | 12      | 202       | 53010       | 12      | EACH                                       | SPECIAL - PARKING BLOCK REMOVED AND RESET       |                    |  |
|              |     |        |     |      |     |     |     |     |      | 1      |               |             | 1       | 202       | 53100       | 1       | EACH                                       | MAILBOX REMOVED                                 |                    |  |
|              |     |        |     |      |     |     |     |     |      | 6      |               |             | 6       | 202       | 58000       | 6       | EACH                                       | MANHOLE REMOVED                                 |                    |  |
|              |     |        |     |      |     |     |     |     |      | 119    |               |             | 119     | 202       | 58100       | 119     | EACH                                       | CATCH BASIN REMOVED                             |                    |  |
| 4            |     |        |     |      |     |     |     |     |      |        |               |             | 4       | 202       | 58500       | 4       | EACH                                       | CATCH BASIN ABANDONED                           |                    |  |
|              |     |        |     |      |     |     |     |     |      | 399    |               |             | 399     | 202       | 75000       | 399     | FT   | FENCE REMOVED                                   |                    |  |
|              |     |        |     |      |     |     |     |     |      | 27     |               |             | 27      | 202       | 98100       | 27      | EACH                                       | REMOVAL MISC.: BOLLARD                          | 19                 |  |
|              |     |        |     |      |     |     |     |     |      | 98     |               |             | 98      | 202       | 98200       | 98      | FT   | REMOVAL MISC.: TRENCH DRAIN                     | 19                 |  |
|              |     |        |     |      |     |     |     |     |      | 11664  | 2461          | 429         | 682     | 160       |             | 15396   | 203  | CU YD   | EXCAVATION         |  |
|              |     |        |     |      |     |     |     |     |      | 343    | 29            | 0           | 194     | 2         |             | 568     | 203  | CU YD   | EMBANKMENT         |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 35526   | 204       | 10000       | 35526   | SQ YD                                      | SUBGRADE COMPACTION                             |                    |  |
|              |     | 31353  |     |      |     |     |     |     |      |        | 4173          |             | 16      | 204       | 45000       | 16      | HOUR                                       | PROOF ROLLING                                   |                    |  |
|              |     | 16     |     |      |     |     |     |     |      |        |               |             | 142860  | 608       | 10000       | 142860  | SQ FT                                      | 4" CONCRETE WALK                                |                    |  |
|              |     | 142860 |     |      |     |     |     |     |      |        |               |             |         | 608       | 10001       | 1038    | SQ FT                                      | 4" CONCRETE WALK, AS PER PLAN                   | 16                 |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 1038    | 608       | 12001       | 261     | SQ FT                                      | 5" CONCRETE WALK, AS PER PLAN                   | 16                 |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 1955    | 608       | 40001       | 1955    | FT   | CONCRETE STEPS, TYPE A, AS PER PLAN             | 17                 |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 1239    | 608       | 41001       | 1239    | FT   | CONCRETE STEPS, TYPE B, AS PER PLAN             | 17                 |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 60      | 608       | 42000       | 60      | FT   | CONCRETE STEPS, MISC.: TYPE B (WHEELCHAIR RAMP) | 520                |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 283     | 608       | 42000       | 283     | FT   | CONCRETE STEPS, MISC.: TYPE C                   | 520                |  |
|              |     |        |     |      |     |     |     |     |      |        |               | 225         | 225     | 608       | 52002       | 225     | SQ FT                                      | CURB RAMP, MISC.: BIKE ONLY                     | 20                 |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 914     | 608       | 52010       | 914     | SQ FT                                      | CURB RAMP, TYPE A1                              |                    |  |
|              |     | 914    |     |      |     |     |     |     |      |        |               |             |         | 608       | 52030       | 441     | SQ FT                                      | CURB RAMP, TYPE B1                              |                    |  |
|              |     | 441    |     |      |     |     |     |     |      |        |               |             |         | 608       | 52040       | 10535   | SQ FT                                      | CURB RAMP, TYPE B2                              |                    |  |
|              |     | 10535  |     |      |     |     |     |     |      |        |               |             |         | 608       | 52041       | 2446    | SQ FT                                      | CURB RAMP, TYPE B2, AS PER PLAN                 | 20                 |  |
|              |     | 2446   |     |      |     |     |     |     |      |        |               |             |         | 608       | 52044       | 3996    | SQ FT                                      | CURB RAMP, TYPE B3                              |                    |  |
|              |     | 3996   |     |      |     |     |     |     |      |        |               |             |         | 608       | 52045       | 794     | SQ FT                                      | CURB RAMP, TYPE B3, AS PER PLAN                 | 20                 |  |
|              |     | 794    |     |      |     |     |     |     |      |        |               |             |         |           |             |         |  |   |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             |         |           |             | 222     | SQ FT                                      | TRUNCATED DOME                                  |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             |         |           |             | 222     | SQ FT                                      | TRUNCATED DOME                                  |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 8       | SPECIAL   | 69050600    | 8       | EACH                                       | BOLLARD (REFER TO RM-5.1)                       |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               | 5           | SPECIAL | 69065016  | 5           | TON     | WORK INVOLVING PETROLEUM CONTAMINATED SOIL | 18  |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 9       | SPECIAL   | 69098000    | 9       | EACH                                       | MISC.: TYPICAL MAJOR BRT STOP WITH BUS SHELTER  | 522                |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 13      | SPECIAL   | 69098000    | 13      | EACH                                       | MISC.: TYPICAL MINOR BRT STOP                   | 523                |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             |         |           |             |         |  |   |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             |         |           |             |         |  |   |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 10      |           | 659         | 00100   | 10   | EACH  | SOIL ANALYSIS TEST |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 2738    | 659       | 00300       | 2738    | CU YD                                      | TOPSOIL   |                    |  |
|              |     |        |     | 6842 | 493 | 76  | 659 | 144 |      |        |               |             |         | 659       | 00500       | 8214    | SQ YD                                      | SEEDING AND MULCHING, CLASS 1                   |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 411     | 659       | 14000       | 411     | SQ YD                                      | REPAIR SEEDING AND MULCHING                     |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 411     | 659       | 15000       | 411     | SQ YD                                      | INTER-SEEDING                                   |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 0.78    | 659       | 20000       | 0.78    | TON  | COMMERCIAL FERTILIZER                           |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 1.78    | 659       | 31000       | 1.78    | ACRE                                       | LIME  |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 45      | 659       | 35000       | 45      | MGAL                                       | WATER   |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 19      | 659       | 40000       | 19      | MSF  | MOWING  |                    |  |
|              |     |        |     |      |     |     |     |     |      |        |               |             | 1       | 832       | 30000       | 1       | EACH                                       | EROSION CONTROL                                 | 17                 |  |

**GENERAL SUMMARY**

**STA-12TH STREET**

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299GG002.dgn 6/4/2014 9:59:55 AM jason.watt" ODOTV8i\_PDF\_Half.pltcfgr ODOTV8i\_Pen\_ME.tbl M-E Companies, Inc.

| SHEET NUMBER |    |       |      |       |     |             |  |       |         | PARTICIPATION |       | ITEM  | ITEM EXT.   | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|--------------|----|-------|------|-------|-----|-------------|--|-------|---------|---------------|-------|-------|---|-------------|------|-------------|---------------|
| 17           | 19 | 20    | 21   | 127   | 132 | ENHANCEMENT |  |       |         |               |       |       |   |             |      |             |               |
|              |    |       |      |       |     |             |  |       |         |               |       |       |   |             |      |             |               |
|              |    |       |      | 18470 |     |             |  | 18470 | 605     | 11100         | 18470 | FT    | 6" SHALLOW PIPE UNDERDRAINS                             |             |      |             |               |
|              |    |       |      | 1763  |     |             |  | 1763  | 605     | 13300         | 1763  | FT    | 6" UNCLASSIFIED PIPE UNDERDRAINS                        |             |      |             |               |
|              |    | 487   |      |       |     |             |  | 487   | 611     | 00401         | 487   | FT    | 4" CONDUIT, TYPE E, AS PER PLAN                         |             |      | 20          |               |
|              |    |       |      |       | 218 |             |  | 218   | 611     | 00900         | 218   | FT    | 6" CONDUIT, TYPE B                                      |             |      |             |               |
|              |    |       |      | 990   |     |             |  | 990   | 611     | 01500         | 990   | FT    | 6" CONDUIT, TYPE F                                      |             |      |             |               |
| 100          |    |       |      |       |     |             |  | 100   | 611     | 01800         | 100   | FT    | 8" CONDUIT, TYPE B, 707.33                              |             |      |             |               |
| 100          |    |       |      |       |     |             |  | 100   | 611     | 03100         | 100   | FT    | 10" CONDUIT, TYPE B, 707.33                             |             |      |             |               |
| 100          |    |       |      |       | 8   |             |  | 108   | 611     | 04400         | 108   | FT    | 12" CONDUIT, TYPE B                                     |             |      |             |               |
| 100          |    |       |      |       |     |             |  | 100   | 611     | 04400         | 100   | FT    | 12" CONDUIT, TYPE B, 707.33                             |             |      |             |               |
|              |    |       | 8    |       |     |             |  | 8     | 611     | 04401         | 8     | FT    | 12" CONDUIT, TYPE B, AS PER PLAN                        |             |      | 20          |               |
| 100          |    |       |      |       |     |             |  | 4674  | 611     | 05900         | 4674  | FT    | 15" CONDUIT, TYPE B                                     |             |      |             |               |
| 100          |    |       |      |       |     |             |  | 100   | 611     | 05900         | 100   | FT    | 15" CONDUIT, TYPE B, 707.33                             |             |      |             |               |
|              |    |       |      |       |     |             |  | 244   | 611     | 06100         | 244   | FT    | 15" CONDUIT, TYPE C                                     |             |      |             |               |
| 50           |    |       |      |       |     |             |  | 505   | 611     | 07400         | 505   | FT    | 18" CONDUIT, TYPE B                                     |             |      |             |               |
|              |    |       |      |       |     |             |  | 129   | 611     | 07600         | 129   | FT    | 18" CONDUIT, TYPE C                                     |             |      |             |               |
| 50           |    |       |      |       |     |             |  | 138   | 611     | 10400         | 138   | FT    | 24" CONDUIT, TYPE B                                     |             |      |             |               |
| 50           |    |       |      |       |     |             |  | 50    | 611     | 23800         | 50    | FT    | 60" CONDUIT, TYPE B                                     |             |      |             |               |
| 50           |    |       |      |       |     |             |  | 50    | 611     | 26200         | 50    | FT    | 72" CONDUIT, TYPE B                                     |             |      |             |               |
|              |    |       | LUMP |       |     |             |  | LUMP  | 611     | 97300         | LUMP  |       | CONDUIT, MISC.: CLEVELAND AVENUE, UNDERGROUND UTILITIES |             |      | 20          |               |
|              |    |       |      |       |     |             |  | 46    | 611     | 98151         | 46    | EACH  | CATCH BASIN, NO. 3, AS PER PLAN                         |             |      | 17          |               |
|              |    |       |      |       |     |             |  | 79    | 611     | 98181         | 79    | EACH  | CATCH BASIN, NO. 3A, AS PER PLAN                        |             |      | 17          |               |
|              |    |       |      |       |     |             |  | 1     | 611     | 98471         | 1     | EACH  | CATCH BASIN, NO. 2-2B, AS PER PLAN                      |             |      | 17          |               |
|              |    |       |      |       |     |             |  | 1     | 611     | 98634         | 1     | EACH  | CATCH BASIN RECONSTRUCTED TO GRADE                      |             |      |             |               |
|              |    |       |      |       |     |             |  | 1     | 611     | 98690         | 1     | EACH  | CATCH BASIN, MISC.: CANTON STD. DWG. NO.4, AS PER PLAN  |             |      | 20          |               |
|              |    |       |      | 14    |     |             |  | 34    | 611     | 99654         | 34    | EACH  | MANHOLE ADJUSTED TO GRADE                               |             |      |             |               |
| 10           |    |       |      |       |     |             |  | 53    | 611     | 99660         | 63    | EACH  | MANHOLE RECONSTRUCTED TO GRADE                          |             |      |             |               |
|              |    |       |      |       |     |             |  | 3     | 611     | 99661         | 3     | EACH  | MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN             |             |      | 20          |               |
|              |    |       |      |       |     |             |  | 22    | 611     | 99690         | 22    | EACH  | MANHOLE, MISC.: CANTON STD. DWG. NO. 10                 |             |      |             |               |
|              |    | 10000 |      |       |     |             |  | 10000 | SPECIAL | 61199820      | 10000 | POUND | MISCELLANEOUS METAL                                     |             |      | 19          |               |

GENERAL SUMMARY

STA -12TH STREET

CALCULATED  
BSS  
CHECKED  
DLW





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| SHEET NUMBER |  |        |  |  |  |  |  |  |  |  | PARTICIPATION |  | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION   | SEE SHEET NO. |
|--------------|--|--------|--|--|--|--|--|--|--|--|---------------|--|------|-----------|-------------|------|---|---------------|
| 447          |  | 657    |  |  |  |  |  |  |  |  | ENHANCEMENT   |  |      |           |             |      |   |               |
|              |  |        |  |  |  |  |  |  |  |  |               |  |      |           |             |      |   |               |
|              |  | 696    |  |  |  |  |  |  |  |  | 696           |  | 625  | 00450     | 696         | EACH | CONNECTION, FUSED PULL APART                            |               |
|              |  | 232    |  |  |  |  |  |  |  |  | 232           |  | 625  | 00460     | 232         | EACH | CONNECTION, UNFUSED PULL APART                          |               |
|              |  | 208    |  |  |  |  |  |  |  |  | 208           |  | 625  | 10481     | 208         | EACH | LIGHT POLE, DECORATIVE, AS PER PLAN                     | 656           |
|              |  | 208    |  |  |  |  |  |  |  |  | 208           |  | 625  | 14501     | 208         | EACH | LIGHT POLE FOUNDATION, AS PER PLAN                      | 656           |
|              |  | 113408 |  |  |  |  |  |  |  |  | 113408        |  | 625  | 23302     | 113408      | FT   | NO. 6 AWG 600 VOLT DISTRIBUTION CABLE                   |               |
|              |  | 26640  |  |  |  |  |  |  |  |  | 26640         |  | 625  | 23410     | 26640       | FT   | NO. 12 AWG POLE AND BRACKET CABLE                       |               |
|              |  | 27836  |  |  |  |  |  |  |  |  | 27836         |  | 625  | 25403     | 27836       | FT   | CONDUIT, 2", 725.05, AS PER PLAN                        | 656           |
|              |  | 416    |  |  |  |  |  |  |  |  | 416           |  | 625  | 27551     | 416         | EACH | LUMINAIRE, DECORATIVE, AS PER PLAN                      | 656           |
|              |  | 24     |  |  |  |  |  |  |  |  | 24            |  | 625  | 27551     | 24          | EACH | LUMINAIRE, DECORATIVE, AS PER PLAN                      | 656           |
|              |  | 27836  |  |  |  |  |  |  |  |  | 27836         |  | 625  | 29000     | 27836       | FT   | TRENCH  |               |
|              |  | 516    |  |  |  |  |  |  |  |  | 516           |  | 625  | 29401     | 516         | FT   | TRENCH IN PAVED AREAS, AS PER PLAN                      | 656           |
|              |  | 63     |  |  |  |  |  |  |  |  | 63            |  | 625  | 31600     | 63          | EACH | PULL BOX, MISC.: 725.06, 13" X 24"                      | 656           |
|              |  | 4      |  |  |  |  |  |  |  |  | 4             |  | 625  | 31600     | 4           | EACH | PULL BOX, MISC.: 725.06, 17" X 30"                      | 656           |
|              |  | 215    |  |  |  |  |  |  |  |  | 215           |  | 625  | 32000     | 215         | EACH | GROUND ROD  |               |
|              |  | 7      |  |  |  |  |  |  |  |  | 7             |  | 625  | 34001     | 7           | EACH | POWER SERVICE, AS PER PLAN                              | 656           |
|              |  | 27836  |  |  |  |  |  |  |  |  | 27836         |  | 625  | 36000     | 27836       | FT   | PLASTIC CAUTION TAPE                                    |               |
| 155          |  |        |  |  |  |  |  |  |  |  | 155           |  | 625  | 98000     | 155         | EACH | LIGHTING, MISC.: REMOVAL OF LIGHT POLE AND/OR WOOD POLE | 19            |

|                   |         |                 |
|-------------------|---------|-----------------|
| CALCULATED        | BSS     | GENERAL SUMMARY |
|                   | CHECKED |                 |
| DLW               |         |                 |
| STA - 12TH STREET |         |                 |
| 121<br>790        |         |                 |

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| SHEET NUMBER |  |        |  |      |  |  |  |  |  | PARTICIPATION |     | ITEM  | ITEM EXT. | GRAND TOTAL | UNIT   | DESCRIPTION | SEE SHEET NO. |
|--------------|--|--------|--|------|--|--|--|--|--|---------------|-----|-------|-----------|-------------|--|-------------|---------------|
| 528          |  | 536    |  | 543  |  |  |  |  |  | ENHANCEMENT   |     |       |           |             |  |             |               |
|              |  |        |  |      |  |  |  |  |  |               |     |       |           |             |  |             |               |
|              |  | 673.0  |  |      |  |  |  |  |  | 673.0         | 630 | 03100 | 673.0     | FT          | GROUND MOUNTED SUPPORT, NO. 3 POST                           |             |               |
|              |  | 29.0   |  |      |  |  |  |  |  | 29.0          | 630 | 08004 | 29.0      | FT          | ONE WAY SUPPORT, NO. 3 POST                                  |             |               |
|              |  | 806.0  |  |      |  |  |  |  |  | 806.0         | 630 | 08520 | 806.0     | FT          | STREET NAME SIGN SUPPORT, NO. 3 POST                         |             |               |
|              |  | 58     |  |      |  |  |  |  |  | 58            | 630 | 08600 | 58        | EACH        | SIGN POST REFLECTOR  |             |               |
|              |  | 2      |  |      |  |  |  |  |  | 2             | 630 | 10603 | 2         | EACH        | OVERHEAD SIGN SUPPORT, TYPE TC-16.21, DESIGN 6, AS PER PLAN  | 524         |               |
|              |  | 2      |  |      |  |  |  |  |  | 2             | 630 | 10903 | 2         | EACH        | OVERHEAD SIGN SUPPORT, TYPE TC-16.21, DESIGN 9, AS PER PLAN  | 524         |               |
|              |  | 1      |  |      |  |  |  |  |  | 1             | 630 | 11003 | 1         | EACH        | OVERHEAD SIGN SUPPORT, TYPE TC-16.21, DESIGN 10, AS PER PLAN | 524         |               |
|              |  | 60     |  |      |  |  |  |  |  | 60            | 630 | 79100 | 60        | EACH        | SIGN HANGER ASSEMBLY, MAST ARM                               |             |               |
|              |  | 177    |  |      |  |  |  |  |  | 177           | 630 | 79500 | 177       | EACH        | SIGN SUPPORT ASSEMBLY, POLE MOUNTED                          |             |               |
|              |  | 1801.3 |  |      |  |  |  |  |  | 1801.3        | 630 | 80100 | 1801.3    | SQ FT       | SIGN, FLAT SHEET   |             |               |
|              |  | 79     |  |      |  |  |  |  |  | 79            | 630 | 80501 | 79        | EACH        | SIGN, DOUBLE FACED, STREET NAME, AS PER PLAN                 | 524         |               |
|              |  | 30     |  |      |  |  |  |  |  | 30            | 630 | 80511 | 30        | EACH        | SIGN, STREET NAME, AS PER PLAN                               | 524         |               |
|              |  | 2      |  |      |  |  |  |  |  | 2             | 630 | 82000 | 2         | EACH        | SIGN BACKING ASSEMBLY  |             |               |
|              |  | 5      |  |      |  |  |  |  |  | 5             | 630 | 84510 | 5         | EACH        | RIGID OVERHEAD SIGN SUPPORT FOUNDATION                       |             |               |
| 150          |  |        |  |      |  |  |  |  |  | 150           | 630 | 85000 | 150       | EACH        | REMOVAL OF GROUND MOUNTED SIGN AND STORAGE                   |             |               |
| 87           |  |        |  |      |  |  |  |  |  | 87            | 630 | 86002 | 87        | EACH        | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL          |             |               |
| 66           |  |        |  |      |  |  |  |  |  | 66            | 630 | 87000 | 66        | EACH        | REMOVAL OF OVERHEAD MOUNTED SIGN AND STORAGE                 |             |               |
| 113          |  |        |  |      |  |  |  |  |  | 113           | 630 | 87510 | 113       | EACH        | REMOVAL OF POLE MOUNTED SIGN AND STORAGE                     |             |               |
| 3            |  |        |  |      |  |  |  |  |  | 3             | 630 | 89702 | 3         | EACH        | REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL                |             |               |
|              |  |        |  | 7.57 |  |  |  |  |  | 7.57          | 644 | 00100 | 7.57      | MILE        | EDGE LINE, 4"  |             |               |
|              |  |        |  | 1.31 |  |  |  |  |  | 1.31          | 644 | 00200 | 1.31      | MILE        | LANE LINE, 4"  |             |               |
|              |  |        |  | 3.68 |  |  |  |  |  | 3.68          | 644 | 00300 | 3.68      | MILE        | CENTER LINE  |             |               |
|              |  |        |  | 5391 |  |  |  |  |  | 5391          | 644 | 00400 | 5391      | FT          | CHANNELIZING LINE, 8"  |             |               |
|              |  |        |  | 1144 |  |  |  |  |  | 1144          | 644 | 00500 | 1144      | FT          | STOP LINE  |             |               |
|              |  |        |  | 1881 |  |  |  |  |  | 1881          | 644 | 00600 | 1881      | FT          | CROSSWALK LINE   |             |               |
|              |  |        |  | 388  |  |  |  |  |  | 388           | 644 | 00700 | 388       | FT          | TRANSVERSE/DIAGONAL LINE                                     |             |               |
|              |  |        |  | 39   |  |  |  |  |  | 39            | 644 | 00900 | 39        | SQ FT       | ISLAND MARKING   |             |               |
|              |  |        |  | 4    |  |  |  |  |  | 4             | 644 | 01000 | 4         | EACH        | RAILROAD SYMBOL MARKING                                      |             |               |
|              |  |        |  | 1    |  |  |  |  |  | 1             | 644 | 01110 | 1         | EACH        | SCHOOL SYMBOL MARKING, 96"                                   |             |               |
|              |  |        |  | 160  |  |  |  |  |  | 160           | 644 | 01300 | 160       | EACH        | LANE ARROW   |             |               |
|              |  |        |  | 1    |  |  |  |  |  | 1             | 644 | 01382 | 1         | EACH        | WORD ON PAVEMENT, 48"  |             |               |
|              |  |        |  | 1034 |  |  |  |  |  | 1034          | 644 | 01500 | 1034      | FT          | DOTTED LINE, 4"  |             |               |
|              |  |        |  | 70   |  |  |  |  |  | 70            | 644 | 01602 | 70        | EACH        | BIKE LANE SYMBOL MARKING                                     |             |               |
|              |  |        |  | 70   |  |  |  |  |  | 70            | 644 | 20800 | 70        | FT          | YIELD LINE   |             |               |
|              |  |        |  | 0.04 |  |  |  |  |  | 0.04          | 646 | 10200 | 0.04      | MILE        | CENTER LINE  |             |               |

GENERAL SUMMARY

STA -12TH STREET

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| SHEET NUMBER |      |       |       |  |  |  |  |  |  | PARTICIPATION |       | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION   | SEE SHEET NO. |     |
|--------------|------|-------|-------|--|--|--|--|--|--|---------------|-------|------|-----------|-------------|------|---|---------------|-----|
| 611          | 617  | 619   | 620   |  |  |  |  |  |  | ENHANCEMENT   |       |      |           |             |      |   |               |     |
|              |      |       |       |  |  |  |  |  |  |               |       |      |           |             |      |   |               |     |
|              |      |       | 12171 |  |  |  |  |  |  |               | 12171 | 625  | 25402     | 12171       | FT   | CONDUIT, 2", 725.05   |               |     |
|              |      | 5386  |       |  |  |  |  |  |  |               | 5386  | 625  | 25502     | 5386        | FT   | CONDUIT, 3", 725.05   |               |     |
|              |      | 102   |       |  |  |  |  |  |  |               | 102   | 625  | 25900     | 102         | FT   | CONDUIT, JACKED OR DRILLED, 3"  |               |     |
|              |      | 2217  |       |  |  |  |  |  |  |               | 2217  | 625  | 29000     | 2217        | FT   | TRENCH  |               |     |
|              |      | 745   |       |  |  |  |  |  |  |               | 745   | 625  | 29401     | 745         | FT   | TRENCH IN PAVED AREAS, AS PER PLAN  |               | 610 |
|              |      | 14    | 59    |  |  |  |  |  |  |               | 73    | 625  | 31600     | 73          | EACH | PULL BOX, MISC.: 725.06, 13" X 24"  |               | 610 |
|              |      | 8     |       |  |  |  |  |  |  |               | 8     | 625  | 31600     | 8           | EACH | PULL BOX, MISC.: 725.06, 17" X 30"  |               | 610 |
|              |      | 8     |       |  |  |  |  |  |  |               | 8     | 625  | 31600     | 8           | EACH | PULL BOX, MISC.: 725.06, 24" X 36"  |               | 610 |
|              |      | 9     | 3     |  |  |  |  |  |  |               | 12    | 625  | 31600     | 12          | EACH | PULL BOX, MISC.: 725.06, 36" X 36"  |               | 610 |
|              |      | 35    |       |  |  |  |  |  |  |               | 35    | 625  | 32000     | 35          | EACH | GROUND ROD  |               |     |
|              |      | 797   |       |  |  |  |  |  |  |               | 797   | 625  | 36000     | 797         | FT   | PLASTIC CAUTION TAPE  |               |     |
|              |      | 2     |       |  |  |  |  |  |  |               | 2     | 630  | 97700     | 2           | EACH | SIGNING, MISC.: LED BLANK-OUT SIGN  |               | 611 |
|              |      | 59    |       |  |  |  |  |  |  |               | 59    | 632  | 04911     | 59          | EACH | VEHICULAR SIGNAL HEAD, (LED) BLACK, 3-SECTION, 12" LENS, 1-WAY, WITH BACKPLATE, AS PER PLAN |               | 611 |
|              |      | 18    |       |  |  |  |  |  |  |               | 18    | 632  | 04921     | 18          | EACH | VEHICULAR SIGNAL HEAD, (LED) BLACK, 5-SECTION, 12" LENS, 1-WAY, WITH BACKPLATE, AS PER PLAN |               | 611 |
|              |      | 66    |       |  |  |  |  |  |  |               | 66    | 632  | 20721     | 66          | EACH | PEDESTRIAN SIGNAL HEAD (LED) , (COUNTDOWN), TYPE D2, AS PER PLAN                            |               | 611 |
|              |      | 71    |       |  |  |  |  |  |  |               | 71    | 632  | 25000     | 71          | EACH | COVERING OF VEHICULAR SIGNAL HEAD   |               |     |
|              |      | 62    |       |  |  |  |  |  |  |               | 62    | 632  | 25010     | 62          | EACH | COVERING OF PEDESTRIAN SIGNAL HEAD  |               |     |
|              |      | 62    |       |  |  |  |  |  |  |               | 62    | 632  | 26001     | 62          | EACH | PEDESTRIAN PUSHBUTTON, AS PER PLAN  |               | 611 |
|              |      | 616   |       |  |  |  |  |  |  |               | 616   | 632  | 40300     | 616         | FT   | SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG   |               |     |
|              |      | 11969 |       |  |  |  |  |  |  |               | 11969 | 632  | 40700     | 11969       | FT   | SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG   |               |     |
|              |      | 300   |       |  |  |  |  |  |  |               | 300   | 632  | 53202     | 300         | FT   | INTERCONNECT CABLE, 6 PAIR, NO. 19 AWG, SOLID, REA (PE-39)                                  |               |     |
|              |      | 25    |       |  |  |  |  |  |  |               | 25    | 632  | 64011     | 25          | EACH | SIGNAL SUPPORT FOUNDATION, AS PER PLAN  |               | 611 |
|              |      | 900   |       |  |  |  |  |  |  |               | 900   | 632  | 66101     | 900         | FT   | POWER CABLE, 1 CONDUCTOR, NO. 10 AWG, AS PER PLAN   |               | 610 |
|              |      | 1800  |       |  |  |  |  |  |  |               | 1800  | 632  | 69500     | 1800        | FT   | SERVICE CABLE, 2 CONDUCTOR, NO. 6 AWG   |               |     |
|              |      | 9     |       |  |  |  |  |  |  |               | 9     | 632  | 70001     | 9           | EACH | POWER SERVICE, AS PER PLAN  |               | 610 |
|              |      | 20    |       |  |  |  |  |  |  |               | 20    | 632  | 80700     | 20          | EACH | SIGNAL SUPPORT, MISC.: NOSTALGIA SIGNAL SUPPORT, SINGLE ARM                                 |               | 613 |
|              |      | 5     |       |  |  |  |  |  |  |               | 5     | 632  | 80700     | 5           | EACH | SIGNAL SUPPORT, MISC.: NOSTALGIA SIGNAL SUPPORT, DOUBLE ARM                                 |               | 613 |
| 12           |      |       |       |  |  |  |  |  |  |               | 12    | 632  | 90101     | 12          | EACH | REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN   |               | 611 |
|              |      | 2     |       |  |  |  |  |  |  |               | 2     | 632  | 90200     | 2           | EACH | REUSE OF VEHICULAR SIGNAL HEAD  |               |     |
|              |      | 8     |       |  |  |  |  |  |  |               | 8     | 632  | 90400     | 8           | EACH | SIGNALIZATION, MISC.: PTZ CAMERA  |               | 610 |
|              |      | 10    |       |  |  |  |  |  |  |               | 10    | 633  | 01581     | 10          | EACH | CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TSI, AS PER PLAN                           |               | 614 |
|              |      | 1     |       |  |  |  |  |  |  |               | 1     | 633  | 67000     | 1           | EACH | CABINET RISER   |               |     |
|              |      | 9     |       |  |  |  |  |  |  |               | 9     | 633  | 67100     | 9           | EACH | CABINET FOUNDATION  |               |     |
|              |      | 8     |       |  |  |  |  |  |  |               | 8     | 633  | 67200     | 8           | EACH | CONTROLLER WORK PAD   |               |     |
|              |      | 9     |       |  |  |  |  |  |  |               | 9     | 633  | 67300     | 9           | EACH | PREEMPTION  |               |     |
|              |      | 34    |       |  |  |  |  |  |  |               | 34    | 633  | 67310     | 34          | EACH | PREEMPTION RECEIVING UNIT   |               |     |
|              |      | 6150  |       |  |  |  |  |  |  |               | 6150  | 633  | 67321     | 6150        | FT   | PREEMPTION DETECTOR CABLE, AS PER PLAN  |               | 613 |
|              |      | 11    |       |  |  |  |  |  |  |               | 11    | 633  | 67350     | 11          | EACH | PREEMPTION PHASE SELECTOR   |               |     |
|              |      |       |       |  |  |  |  |  |  |               | LUMP  | 633  | 72500     | LUMP        |      | SYSTEM ANALYSIS   |               |     |
|              |      |       | 9     |  |  |  |  |  |  |               | 9     | 633  | 75001     | 9           | EACH | UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT   |               |     |
|              |      |       | 1     |  |  |  |  |  |  |               | 1     | 633  | 99000     | 1           | EACH | CONTROLLER ITEM, MISC.: INDICATOR PANEL   |               | 612 |
|              |      |       | 1     |  |  |  |  |  |  |               | 1     | 633  | 99000     | 1           | EACH | CONTROLLER ITEM, MISC.: RAILROAD PREEMPTION   |               | 612 |
|              |      |       | 11    |  |  |  |  |  |  |               | 11    | 633  | 99000     | 11          | EACH | CONTROLLER ITEM, MISC.: FIBER OPTIC ETHERNET TRANSCEIVER                                    |               | 614 |
|              | 48   |       |       |  |  |  |  |  |  |               | 48    | 633  | 99000     | 48          | EACH | CONTROLLER ITEM, MISC.: UPGRADE OF EXISTING CITY SIGNAL SYSTEMS                             |               | 617 |
|              |      |       | LUMP  |  |  |  |  |  |  |               | LUMP  | 633  | 99300     | LUMP        |      | CONTROLLER ITEM, MISC.: CENTRAL SIGNAL SYSTEM (ECONOLITE "CENTRACS")                        |               | 615 |
|              |      |       | LUMP  |  |  |  |  |  |  |               | LUMP  | 633  | 99300     | LUMP        |      | CONTROLLER ITEM, MISC.: CENTRAL SIGNAL SYSTEM FURNITURE                                     |               | 617 |
|              | LUMP |       |       |  |  |  |  |  |  |               | LUMP  | 633  | 99300     | LUMP        |      | CONTROLLER ITEM, MISC.: ADAPTIVE ALGORITHM  |               | 617 |
|              |      |       | 13599 |  |  |  |  |  |  |               | 13599 | 804  | 20034     | 13599       | FT   | FIBER OPTIC CABLE, ARMORED, 24 FIBER  |               |     |
|              |      |       | 36    |  |  |  |  |  |  |               | 36    | 804  | 30010     | 36          | EACH | FAN-OUT KIT, 12 FIBER   |               |     |

GENERAL SUMMARY

STA -12TH STREET



| SHEET NUMBER |    |     |      |     |      |      |      |      |      |      |              | PARTICIPATION |      | ITEM | ITEM EXT. | GRAND TOTAL | UNIT  | DESCRIPTION   | SEE SHEET NO. |
|--------------|----|-----|------|-----|------|------|------|------|------|------|--------------|---------------|------|------|-----------|-------------|-------|---|---------------|
| 22           | 23 | 614 | 30   | 617 | 31   | 32   | 33   | 34   | 35   | 36   | ENHANCE-MENT |               |      |      |           |             |       |   |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               |      |      |           |             |       | MAINTENANCE OF TRAFFIC  |               |
| 300          | 50 |     |      |     |      |      |      |      |      |      |              |               | 300  | 410  | 12000     | 300         | CU YD | TRAFFIC COMPACTED SURFACE, TYPE A OR B  |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               | 50   | 614  | 11110     | 50          | HOUR  | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE                        |               |
|              |    |     | 36   |     | 18   |      |      |      |      |      |              |               | 54   | 614  | 12338     | 54          | EACH  | WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL)                                   |               |
| 300          |    |     |      |     |      | LUMP | LUMP | LUMP | LUMP | LUMP |              |               | LUMP | 614  | 12420     | LUMP        |       | DETOUR SIGNING  |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               | 300  | 614  | 13000     | 300         | CU YD | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC                                      |               |
|              |    |     | 77   |     | 45   |      |      |      |      |      |              |               | 122  | 614  | 13300     | 122         | EACH  | BARRIER REFLECTOR, TYPE B   |               |
|              |    |     | 0.33 |     | 0.32 |      |      |      |      |      |              |               | 0.65 | 614  | 20100     | 0.65        | MILE  | WORK ZONE LANE LINE, CLASS I, 642 PAINT                                       |               |
| 1.31         |    |     |      |     |      |      |      |      |      |      |              |               | 1.31 | 614  | 20550     | 1.31        | MILE  | WORK ZONE LANE LINE, CLASS III, 642 PAINT                                     |               |
| 3.62         |    |     | 4.96 |     | 0.93 |      |      |      |      |      |              |               | 5.89 | 614  | 21100     | 5.89        | MILE  | WORK ZONE CENTER LINE, CLASS I, 642 PAINT                                     |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               | 3.62 | 614  | 21550     | 3.62        | MILE  | WORK ZONE CENTER LINE, CLASS III, 642 PAINT                                   |               |
|              |    |     | 5.75 |     | 0.72 |      |      |      |      |      |              |               | 6.47 | 614  | 22100     | 6.47        | MILE  | WORK ZONE EDGE LINE, CLASS I, 642 PAINT                                       |               |
| 7.79         |    |     |      |     |      |      |      |      |      |      |              |               | 7.79 | 614  | 22350     | 7.79        | MILE  | WORK ZONE EDGE LINE, CLASS III, 642 PAINT                                     |               |
|              |    |     | 3737 |     | 410  |      |      |      |      |      |              |               | 4147 | 614  | 23200     | 4147        | FT    | WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT                               |               |
| 5376         |    |     |      |     |      |      |      |      |      |      |              |               | 5376 | 614  | 23680     | 5376        | FT    | WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT                             |               |
|              |    |     | 330  |     | 401  |      |      |      |      |      |              |               | 731  | 614  | 24200     | 731         | FT    | WORK ZONE DOTTED LINE, CLASS I, 642 PAINT                                     |               |
| 891          |    |     |      |     |      |      |      |      |      |      |              |               | 891  | 614  | 24610     | 891         | FT    | WORK ZONE DOTTED LINE, CLASS III, 642 PAINT                                   |               |
| 312          |    |     |      |     |      |      |      |      |      |      |              |               | 312  | 614  | 25620     | 312         | FT    | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT                      |               |
|              |    |     | 1153 |     | 162  |      |      |      |      |      |              |               | 1315 | 614  | 26200     | 1315        | FT    | WORK ZONE STOP LINE, CLASS I, 642 PAINT                                       |               |
| 1121         |    |     |      |     |      |      |      |      |      |      |              |               | 1121 | 614  | 26610     | 1121        | FT    | WORK ZONE STOP LINE, CLASS III, 642 PAINT                                     |               |
|              |    |     |      |     | 207  |      |      |      |      |      |              |               | 207  | 614  | 27200     | 207         | FT    | WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT                                  |               |
|              |    |     | 65   |     | 7    |      |      |      |      |      |              |               | 72   | 614  | 30200     | 72          | EACH  | WORK ZONE ARROW, CLASS I, 642 PAINT   |               |
| 141          |    |     |      |     |      |      |      |      |      |      |              |               | 141  | 614  | 30650     | 141         | EACH  | WORK ZONE ARROW, CLASS III, 642 PAINT   |               |
|              |    |     | 90   |     |      |      |      |      |      |      |              |               | 90   | 615  | 25000     | 90          | SQ YD | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B                                     |               |
| 55           |    |     |      |     |      |      |      |      |      |      |              |               | 55   | 616  | 10000     | 55          | M GAL | WATER   |               |
|              |    |     | 2990 |     | 1880 |      |      |      |      |      |              |               | 4870 | 622  | 41000     | 4870        | FT    | PORTABLE BARRIER, 32"   |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               |      |      |           |             |       | INCIDENTALS   |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               | 614  |      | 11000     | LUMP        |       | MAINTAINING TRAFFIC   |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               | 623  |      | 10000     | LUMP        |       | CONSTRUCTION LAYOUT STAKES AND SURVEYING                                      |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               | 624  |      | 10000     | LUMP        |       | MOBILIZATION  |               |
|              |    |     |      |     |      |      |      |      |      |      |              |               |      |      |           |             |       | ALTERNATE BID ITEMS   |               |
|              |    |     | 10   |     |      |      |      |      |      |      |              |               | 10   | 633  | 01581     | 10          | EACH  | CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TSI, AS PER PLAN (INTELIGHT) | 614           |
|              |    |     |      |     | LUMP |      |      |      |      |      |              |               | LUMP | 633  | 99300     | LUMP        |       | CONTROLLER ITEM, MISC.: CENTRAL SIGNAL SYSTEM, (INTELIGHT)                    | 617           |
|              |    |     |      |     | 31   |      |      |      |      |      |              |               | 31   | 816  | 30001     | 31          | EACH  | VIDEO DETECTION SYSTEM (TRAFICON), AS PER PLAN                                | 617           |

GENERAL SUMMARY

STA -12TH STREET

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| REF. NO.                           | SHEET NO. | STATION FROM | SIDE | INVERT | STATION TO | SIDE | INVERT | COMMENT |  |  |  | BENDS AND BRANCHES FOR INFORMATION ONLY |                                  |   |      |             | CALCULATED | EMS CHECKED | RWK |
|------------------------------------|-----------|--------------|------|--------|------------|------|--------|---------|--|--|--|---|----------------------------------|---|------|-------------|------------|-------------|-----|
|                                    |           |              |      |        |            |      |        |         |  |  |  | 6" SHALLOW PIPE UNDERDRAINS             | 6" UNCLASSIFIED PIPE UNDERDRAINS | 6" CONDUIT, TYPE F (FOR UNDERDRAIN OUTLETS) | PLUG | 6" X 6" TEE |            |             |     |
|                                    |           |              |      |        |            |      |        |         |  |  |  | FT                                      | FT                               | FT  | NO.  | NO.         | NO.        | NO.         | NO. |
| UD-1                               | 161-162   | 442+38.00    | LT   |        | 444+90.00  | LT   |        |         |  |  |  | 254                                     |                                  | 10  | 1    |             |            |             |     |
| UD-2                               | 161-162   | 442+63.00    | RT   |        | 445+16.00  | RT   |        |         |  |  |  | 256                                     |                                  | 10  | 1    |             |            |             |     |
| UD-3                               | 162       | 445+57.00    | LT   |        | 448+12.00  | LT   |        |         |  |  |  | 259                                     |                                  | 10  | 1    |             |            |             |     |
| UD-4                               | 162       | 445+85.00    | RT   |        | 448+80.00  | RT   |        |         |  |  |  | 293                                     |                                  | 10  | 1    |             |            |             |     |
| UD-5                               | 162-163   | 448+87.00    | LT   |        | 450+75.00  | LT   |        |         |  |  |  | 186                                     |                                  | 10  | 1    |             |            |             |     |
| UD-6                               | 162-163   | 448+84.00    | RT   |        | 450+64.00  | RT   |        |         |  |  |  | 178                                     |                                  | 10  | 1    |             |            |             |     |
| UD-7                               | 163       | 451+36.00    | LT   |        | 454+06.00  | LT   |        |         |  |  |  | 264                                     |                                  | 10  | 1    |             |            |             |     |
| UD-8                               | 163       | 451+16.37    | RT   |        | 454+06.00  | RT   |        |         |  |  |  | 289                                     |                                  | 10  | 1    |             |            |             |     |
| UD-9                               | 163-164   | 454+09.00    | LT   |        | 456+85.00  | LT   |        |         |  |  |  | 285                                     |                                  | 10  | 1    |             |            |             |     |
| UD-10                              | 163-164   | 454+09.00    | RT   |        | 457+40.00  | RT   |        |         |  |  |  | 136                                     |                                  | 10  | 1    |             |            |             |     |
| UD-10A                             | 163       | 456+02.00    | RT   |        | 457+40.00  | RT   |        |         |  |  |  | 137                                     |                                  | 10  | 1    |             |            |             |     |
| UD-11                              | 164-165   | 457+94.00    | LT   |        | 464+15.00  | LT   |        |         |  |  |  | 620                                     |                                  | 10  | 1    |             |            |             |     |
| UD-12                              | 164-165   | 458+58.00    | RT   |        | 464+40.00  | RT   |        |         |  |  |  | 580                                     |                                  | 10  | 1    |             |            |             |     |
| UD-13                              | 166       | 464+66.00    | LT   |        | 467+13.00  | LT   |        |         |  |  |  | 241                                     |                                  | 10  | 1    |             |            |             |     |
| UD-14                              | 165-167   | 464+45.00    | RT   |        | 469+75.00  | RT   |        |         |  |  |  | 528                                     |                                  | 10  | 1    |             |            |             |     |
| UD-15                              | 166-167   | 467+80.00    | LT   |        | 470+08.55  | LT   |        |         |  |  |  | 223                                     |                                  | 10  | 1    |             |            |             |     |
| UD-16                              | 167       | 471+00.00    | LT   |        | 472+28.00  | LT   |        |         |  |  |  | 122                                     |                                  | 10  | 1    |             |            |             |     |
| UD-17                              | 167       | 470+76.39    | RT   |        | 473+78.00  | RT   |        |         |  |  |  | 296                                     |                                  | 10  | 1    |             |            |             |     |
| UD-18                              | 167       | 472+31.00    | LT   |        | 473+45.00  | LT   |        |         |  |  |  | 112                                     |                                  | 10  | 1    |             |            |             |     |
| UD-19                              | 167-168   | 473+95.58    | LT   |        | 475+98.00  | LT   |        |         |  |  |  | 200                                     |                                  | 10  | 1    |             |            |             |     |
| UD-20                              | 167-168   | 472+02.00    | RT   |        | 472+00.00  | RT   |        |         |  |  |  | 296                                     |                                  | 10  | 1    |             |            |             |     |
| UD-20A                             | 168       | 476+02.00    | LT   |        | 476+96.00  | LT   |        |         |  |  |  | 104                                     |                                  | 10  | 1    |             |            |             |     |
| UD-21                              | 168-169   | 477+68.00    | LT   |        | 481+52.00  | LT   |        |         |  |  |  | 378                                     |                                  | 10  | 1    |             |            |             |     |
| UD-22                              | 168-169   | 477+68.00    | RT   |        | 481+87.00  | RT   |        |         |  |  |  | 418                                     |                                  | 10  | 1    |             |            |             |     |
| UD-23                              | 169-170   | 482+36.00    | LT   |        | 486+00.00  | LT   |        |         |  |  |  | 351                                     |                                  | 10  | 1    |             |            |             |     |
| UD-24                              | 169-170   | 483+04.00    | RT   |        | 484+60.00  | RT   |        |         |  |  |  | 154                                     |                                  | 10  | 1    |             |            |             |     |
| UD-25                              | 170       | 485+01.00    | RT   |        | 487+34.00  | RT   |        |         |  |  |  | 227                                     |                                  | 10  | 1    |             |            |             |     |
| UD-26                              | 170       | 487+08.00    | LT   |        | 488+90.00  | LT   |        |         |  |  |  | 176                                     |                                  | 10  | 1    |             |            |             |     |
| UD-27                              | 170       | 488+05.03    | RT   |        | 489+17.00  | RT   |        |         |  |  |  | 104                                     |                                  | 10  | 1    |             |            |             |     |
| UD-28                              | 170-171   | 489+20.00    | RT   |        | 491+44.00  | RT   |        |         |  |  |  | 39                                      | 66                               | 10  | 1    |             |            |             |     |
| UD-29                              | 171       | 489+68.00    | LT   |        | 491+00.00  | LT   |        |         |  |  |  |   |                                  | 10  | 1    |             |            |             |     |
| UD-30                              | 171       | 491+50.20    | LT   |        | 492+25.00  | LT   |        |         |  |  |  | 69                                      |                                  | 10  | 1    |             |            |             |     |
| UD-31                              | 171       | 491+76.00    | RT   |        | 492+80.00  | RT   |        |         |  |  |  | 98                                      |                                  | 10  | 1    |             |            |             |     |
| UD-32A                             | 171       | 492+80.00    | RT   |        | 493+20.00  | RT   |        |         |  |  |  | 44                                      |                                  | 10  | 1    |             |            |             |     |
| UD-32                              | 171       | 492+25.00    | LT   |        | 493+25.00  | LT   |        |         |  |  |  | 101                                     |                                  | 10  | 1    |             |            |             |     |
| UD-33                              | 171-172   | 493+95.00    | LT   |        | 499+46.00  | LT   |        |         |  |  |  | 559                                     |                                  | 10  | 1    |             |            |             |     |
| UD-34                              | 171-172   | 494+00.00    | RT   |        | 499+50.00  | RT   |        |         |  |  |  | 557                                     |                                  | 10  | 1    |             |            |             |     |
| UD-35                              | 173-174   | 500+34.00    | RT   |        | 504+57.00  | RT   |        |         |  |  |  | 421                                     |                                  | 10  | 1    |             |            |             |     |
| UD-36                              | 173-174   | 500+42.00    | LT   |        | 504+58.00  | LT   |        |         |  |  |  | 410                                     |                                  | 10  | 1    |             |            |             |     |
| UD-37                              | 174       | 505+38.40    | RT   |        | 508+28.00  | RT   |        |         |  |  |  | 95                                      |                                  | 10  | 1    |             |            |             |     |
| UD-38                              | 174       | 505+41.00    | LT   |        | 506+34.00  | LT   |        |         |  |  |  | 87                                      |                                  | 10  | 1    |             |            |             |     |
| UD-39                              | 174       | 506+37.00    | LT   |        | 509+15.00  | LT   |        |         |  |  |  | 279                                     |                                  | 10  | 1    |             |            |             |     |
| UD-40                              | 174       | 506+41.00    | RT   |        | 509+23.00  | RT   |        |         |  |  |  | 288                                     |                                  | 10  | 1    |             |            |             |     |
| UD-41                              | 175       | 509+92.00    | LT   |        | 513+48.00  | LT   |        |         |  |  |  | 354                                     |                                  | 10  | 1    |             |            |             |     |
| UD-42                              | 175       | 509+92.00    | RT   |        | 513+48.00  | RT   |        |         |  |  |  | 354                                     |                                  | 10  | 1    |             |            |             |     |
| UD-43                              | 175-176   | 514+08.00    | RT   |        | 517+77.00  | RT   |        |         |  |  |  | 367                                     |                                  | 10  | 1    |             |            |             |     |
| UD-44                              | 175-176   | 514+18.00    | LT   |        | 517+77.00  | LT   |        |         |  |  |  | 357                                     |                                  | 10  | 1    |             |            |             |     |
| UD-45                              | 176-177   | 517+81.00    | RT   |        | 520+60.00  | RT   |        |         |  |  |  | 277                                     |                                  | 10  | 1    |             |            |             |     |
| UD-46                              | 176       | 517+84.00    | LT   |        | 518+55.00  | LT   |        |         |  |  |  | 63                                      |                                  | 10  | 1    |             |            |             |     |
| UD-47                              | 177       | 519+65.00    | LT   |        | 520+60.00  | LT   |        |         |  |  |  | 93                                      |                                  | 10  | 1    |             |            |             |     |
| UD-48                              | 177-178   | 520+65.00    | LT   |        | 525+03.00  | LT   |        |         |  |  |  | 432                                     |                                  | 10  | 1    |             |            |             |     |
| UD-49                              | 177-178   | 520+65.00    | RT   |        | 525+38.00  | RT   |        |         |  |  |  | 471                                     |                                  | 10  | 1    |             |            |             |     |
| <b>TOTALS CARRIED TO SHEET 127</b> |           |              |      |        |            |      |        |         |  |  |  | 13482                                   | 66                               | 520   | 52   |             |            |             |     |

**UNDERDRAIN QUANTITIES**

**STA -12TH STREET**

CALCULATED  
EMS CHECKED  
RWK

126  
790

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| REF. NO. | SHEET NO. | STATION            | SIDE | INVERT  | STATION            | SIDE | INVERT  | COMMENT                 |  |  |  | BENDS AND BRANCHES FOR INFORMATION ONLY |     |                             |                                  |   | CALCULATED<br>EMMS<br>CHECKED<br>RWK |      |             |
|----------|-----------|--------------------|------|---------|--------------------|------|---------|-------------------------|--|--|--|---|-----|-----------------------------|----------------------------------|---|--------------------------------------|------|-------------|
|          |           |                    |      |         |                    |      |         |                         |  |  |  | FROM                                    | TO  | 6" SHALLOW PIPE UNDERDRAINS | 6" UNCLASSIFIED PIPE UNDERDRAINS | 6" CONDUIT, TYPE F (FOR UNDERDRAIN OUTLETS) |                                      | PLUG | 6" X 6" TEE |
|          |           |                    |      |         |                    |      |         |                         |  |  |  | FT                                      | FT  | FT                          | NO.                              | NO.   | NO.                                  | NO.  | NO.         |
| UD-50    | 178       | 525+45.00          | RT   |         | 528+63.00          | RT   |         |                         |  |  |  | 316                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-51    | 178       | 525+65.00          | LT   |         | 528+69.00          | LT   |         |                         |  |  |  | 302                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-52    | 178-179   | 528+68.00          | RT   |         | 531+67.00          | RT   |         |                         |  |  |  | 296                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-53    | 178-179   | 528+68.00          | LT   |         | 531+75.00          | LT   |         |                         |  |  |  | 298                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-54    | 179       | 532+36.00          | LT   |         | 533+60.00          | LT   |         |                         |  |  |  | 122                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-55    | 179-180   | 534+25.00          | RT   |         | 537+88.00          | RT   |         |                         |  |  |  | 361                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-56    | 180       | 535+40.00          | LT   |         | 537+84.00          | LT   |         |                         |  |  |  | 242                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-57    | 180-181   | 537+88.00          | LT   | 1043.23 | 540+50.00 (RA)     | LT   | 1043.34 |                         |  |  |  |   | 151 | 10                          | 1                                |   |                                      |      |             |
| UD-58    | 180-181   | 537+91.00          | RT   | 1043.19 | 540+25.38 (RA)     | RT   | 1040.21 |                         |  |  |  |   | 205 | 10                          | 1                                |   |                                      |      |             |
| UD-58A   | 181       | 540+25.38 (RA)     | RT   | 1040.21 | 540+79.56 (RA)     | RT   | 1040.38 |                         |  |  |  |   | 55  | 10                          | 1                                |   |                                      |      |             |
| UD-58B   | 181 & 190 | 540+80.50 (RA)     | RT   | 1040.37 | 247+93.42 (O'JAYS) | RT   | 1038.30 |                         |  |  |  |   | 97  | 10                          | 1                                |   |                                      |      |             |
| UD-58C   | 140       | 246+50.00 (O'JAYS) | LT   | 1039.18 | 247+93.42 (O'JAYS) | LT   | 1038.30 |                         |  |  |  |   | 138 | 10                          | 1                                |   |                                      |      |             |
| UD-59    | 181       | 542+20.00 (RA)     | LT   | 1039.81 | 543+25.00 (12TH)   | LT   | 1037.94 |                         |  |  |  |   | 116 | 10                          | 1                                |   |                                      |      |             |
| UD-59A   | 181 & 190 | 540+50.00 (RA)     | LT   | 1040.34 | 541+06.90 (RA)     | LT   | 1040.93 |                         |  |  |  |   | 56  | 10                          | 1                                |   |                                      |      |             |
| UD-59B   | 190       | 541+08.50          | LT   | 1040.93 | 241+11.52 (MAPLE)  | LT   | 1038.99 |                         |  |  |  |   | 107 | 10                          | 1                                |   |                                      |      |             |
| UD-59C   | 190       | 240+32.64 (MAPLE)  | RT   | 1039.81 | 241+11.52 (MAPLE)  | RT   | 1038.96 |                         |  |  |  |   | 78  | 10                          | 1                                |   |                                      |      |             |
| UD-60    | 181-182   | 543+25.00          | LT   |         | 545+98.00          | LT   |         |                         |  |  |  |   | 284 | 10                          | 1                                |   |                                      | 2    |             |
| UD-60A   | 181 & 190 | 541+75.00 (RA)     | RT   | 1040.20 | 543+74.29          | RT   | 1037.84 |                         |  |  |  |   | 168 | 10                          | 1                                |   |                                      |      |             |
| UD-60B   | 190       | 247+85.44 (O'JAYS) | RT   | 1038.86 | 248+89.00 (O'JAYS) | RT   | 1040.20 |                         |  |  |  |   | 109 | 10                          | 1                                |   |                                      |      |             |
| UD-60C   | 190       | 246+50.00 (O'JAYS) | RT   | 1039.46 | 247+85.44 (O'JAYS) | RT   | 1038.86 |                         |  |  |  |   | 133 | 10                          | 1                                |   |                                      |      |             |
| UD-61    | 181-182   | 543+25.00          | RT   |         | 545+98.00          | RT   |         |                         |  |  |  | 277                                     |     | 10                          | 1                                |   |                                      | 2    |             |
| UD-61A   | 182       | 545+98.00          | LT   |         | 547+15.00          | LT   |         |                         |  |  |  | 115                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-62    | 182       | 545+98.00          | RT   |         | 547+15.00          | RT   |         |                         |  |  |  | 115                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-63    | 183       | 142+37.00          | LT   |         | 143+67.00          | LT   |         |                         |  |  |  | 127                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-64    | 183       | 142+47.00          | RT   |         | 143+45.00          | RT   |         |                         |  |  |  | 95                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-65    | 183-184   | 143+70.00          | LT   |         | 144+37.50          | LT   |         |                         |  |  |  | 57                                      |     | 10                          | 1                                |   |                                      |      | 2           |
| UD-65A   | 184       | 144+45.89          | LT   |         | 146+30.00          | LT   |         | ADJUST OFFSET FOR STORM |  |  |  | 84                                      |     | 10                          | 1                                |   |                                      |      | 2           |
| UD-66    | 183-184   | 143+70.00          | RT   |         | 144+80.00          | RT   |         |                         |  |  |  | 88                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-67    | 184       | 145+43.00          | LT   |         | 146+30.00          | LT   |         |                         |  |  |  | 84                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-68    | 184       | 145+48.00          | RT   |         | 146+49.00          | RT   |         |                         |  |  |  | 100                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-69    | 184       | 146+33.00          | LT   |         | 147+47.00          | LT   |         |                         |  |  |  | 111                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-70    | 184       | 146+52.00          | RT   |         | 147+47.00          | RT   |         |                         |  |  |  | 94                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-71    | 184       | 147+50.00          | LT   |         | 148+77.00          | LT   |         |                         |  |  |  | 124                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-72    | 184       | 147+50.00          | RT   |         | 148+50.00          | RT   |         |                         |  |  |  | 98                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-73    | 184-185   | 148+53.00          | RT   |         | 149+63.00          | RT   |         |                         |  |  |  | 109                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-74    | 184-185   | 148+80.00          | LT   |         | 149+31.00          | LT   |         |                         |  |  |  | 49                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-75    | 185       | 150+65.00          | LT   |         | 151+90.00          | LT   |         |                         |  |  |  | 125                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-76    | 185       | 150+75.00          | RT   |         | 151+92.00          | RT   |         |                         |  |  |  | 117                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-77    | 185-186   | 151+95.00          | LT   |         | 154+07.00          | LT   |         |                         |  |  |  | 212                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-78    | 185       | 151+95.00          | RT   |         | 153+33.00          | RT   |         |                         |  |  |  | 138                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-79    | 186       | 153+83.00          | RT   |         | 154+97.00          | RT   |         |                         |  |  |  | 114                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-80    | 186       | 154+10.00          | LT   |         | 156+20.00          | LT   |         |                         |  |  |  | 210                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-81    | 186       | 155+00.00          | RT   |         | 156+27.00          | RT   |         |                         |  |  |  | 127                                     |     | 10                          | 1                                |   |                                      |      |             |
| UD-82    | 186       | 156+23.00          | LT   |         | 157+17.00          | LT   |         |                         |  |  |  | 94                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-83    | 186       | 156+30.50          | RT   |         | 157+17.00          | RT   |         |                         |  |  |  | 87                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-84    | 187       | 157+20.00          | LT   |         | 157+70.00          | LT   |         |                         |  |  |  | 50                                      |     | 10                          | 1                                |   |                                      |      |             |
| UD-85    | 187       | 157+20.00          | RT   |         | 157+70.00          | RT   |         |                         |  |  |  | 50                                      |     | 10                          | 1                                |   |                                      |      |             |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                 |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------------|
| UNDERDRAIN QUANTITIES  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | STA-12TH STREET |
| <p style="text-align: center;"><b>TOTALS FROM THIS SHEET</b></p> <p style="text-align: center;"><b>TOTALS CARRIED FROM SHEET 126</b></p> <p style="text-align: center;"><b>TOTALS CARRIED TO GENERAL SUMMARY</b></p> |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                 |



j:\pre-int\11-060 12th Street\STA\85299\drainage\sheets\85299as001.dgn 6/4/2014 9:44:47 AM Jason.watt\ ODOTV81\_PDF\_Half.pltcf ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

| SHEET NO.                          | REFERENCE NO. | LOCATION         | STATION   |           | SIDE  | 202                   | 611                | 611                | 611                 | 611                 | 611                 | 611                 | 611                 | 611                 | 611                             | 611                              | 611                                | 611                                | 611                                | 611                       | 611                            | 611 |  |
|------------------------------------|---------------|------------------|-----------|-----------|-------|-----------------------|--------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------------------|----------------------------------|------------------------------------|------------------------------------|------------------------------------|---------------------------|--------------------------------|-----|--|
|                                    |               |                  | FROM      | TO        |       | CATCH BASIN ABANDONED | 4" CONDUIT, TYPE B | 6" CONDUIT, TYPE B | 12" CONDUIT, TYPE B | 15" CONDUIT, TYPE B | 15" CONDUIT, TYPE C | 18" CONDUIT, TYPE B | 18" CONDUIT, TYPE C | 24" CONDUIT, TYPE B | CATCH BASIN, NO. 3, AS PER PLAN | CATCH BASIN, NO. 3A, AS PER PLAN | CATCH BASIN, NO. 2-2B, AS PER PLAN | CATCH BASIN RECONSTRUCTED TO GRADE | MANHOLE, MISC.: CANTON STD. NO. 10 | MANHOLE ADJUSTED TO GRADE | MANHOLE RECONSTRUCTED TO GRADE |     |  |
| 161                                | D1            | 12TH ST          | 441+45.00 | 441+52.58 | RT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 161                                | D2            | 12TH ST          | 441+35.00 | 441+52.58 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 161                                | D3            | 12TH ST          | 441+52.58 | 441+52.58 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 161                                | D4            | MONUMENT/12TH ST | 10+55.00  | 441+84.61 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 161                                | D5            | MONUMENT/12TH ST | 10+50.00  | 441+84.61 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 161                                | D6            | 12TH ST          | 441+84.61 | 441+84.61 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 161                                | D7            | 12TH ST          | 441+88.48 | 441+88.48 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 161                                | D8            | 12TH ST          | 442+38.00 | 441+88.48 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 161                                | D9            | 12TH ST          | 442+63.00 | 442+38.00 | RT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D10           | RIDGE/12TH ST    | 20+56.13  | 445+00.03 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D11           | 12TH ST          | 445+00.03 | 445+00.03 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D12           | 12TH ST          | 445+16.90 | 445+16.90 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D13           | RIDGE/12TH ST    | 19+57.00  | 445+16.90 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D14           | 12TH ST          | 445+57.00 | 445+75.00 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D15           | 12TH ST          | 445+75.00 | 445+75.00 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D16           | 12TH ST          | 445+85.00 | 445+75.00 | RT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D17           | 12TH ST          | 448+87.00 | 448+85.00 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D18           | 12TH ST          | 448+85.00 | 448+85.00 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D19           | 12TH ST          | 448+84.00 | 448+85.00 | RT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 162                                | D143          | 12TH ST          | 448+21.78 | 448+21.78 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D20           | MCGREGOR/12TH ST | 40+35.80  | 450+89.48 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D21           | 12TH ST          | 450+89.48 | 450+89.48 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D22           | MCGREGOR/12TH ST | 40+36.03  | 450+89.48 | RT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D23           | 12TH ST          | 451+36.00 | 451+36.00 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D24           | 12TH ST          | 451+08.47 | 451+08.47 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D25           | MCGREGOR/12TH ST | 39+67.36  | 451+08.47 | RT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D26           | 12TH ST          | 454+09.00 | 454+09.00 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D27           | 12TH ST          | 45409     | 45409     | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D28           | 12TH ST          | 45409     | 45409     | RT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 163                                | D120          | 12TH ST          | 45136     | 45136     | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D29           | 12TH ST          | 456+82.49 | 456+92.76 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D30           | 12TH ST          | 456+92.76 | 456+92.76 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D31           | FULTON/12TH ST   | 50+34.23  | 457+67.14 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D32           | 12TH ST          | 457+83.48 | 457+67.14 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D33           | 12TH ST          | 457+94.00 | 457+83.48 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D34           | 12TH ST          | 457+67.14 | 457+67.14 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D35           | 12TH ST          | 457+52.66 | 457+52.66 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D36           | 12TH ST          | 457+06.97 | 457+06.97 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D37           | 12TH ST          | 457+97.58 | 457+97.58 | RT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D38           | 12TH ST          | 458+58.00 | 458+58.00 | RT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 164                                | D195          | 12TH ST          | 456+02.00 | 454+09.00 | RT/RT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 165                                | D39           | ARNOLD/12TH ST   | 60+35.90  | 459+75.09 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 165                                | D40           | 12TH ST          | 459+75.09 | 459+75.09 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 165                                | D41           | ARNOLD/12TH ST   | 60+36.11  | 459+75.09 | RT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 165                                | D42           | 12TH ST          | 460+15.76 | 460+15.76 | LT    |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| 165                                | D43           | OXFORD/12TH ST   | 70+39.75  | 464+29.73 | LT/LT |                       |                    |                    |                     |                     |                     |                     |                     |                     |                                 |                                  |                                    |                                    |                                    |                           |                                |     |  |
| <b>TOTALS CARRIED TO SHEET 132</b> |               |                  |           |           |       | 1                     |                    | 193                |                     |                     | 989                 |                     |                     |                     | 64                              | 11                               | 14                                 |                                    | 1                                  | 4                         | 3                              | 11  |  |

**DRAINAGE SUBSUMMARY**

**STA - 12TH STREET**

CALCULATED  
EMS  
CHECKED  
RWK

128  
790



| SHEET NO.                          | REFERENCE NO. | LOCATION       | STATION            |                    | SIDE  | 611                 | 611                              | 611                 | 611                 | 611                 | 611                 | 611                 | 611                             | 611                              | 611  | 611                                | 611                       | 611                            | 611   | 611 | 611 |  |  |
|------------------------------------|---------------|----------------|--------------------|--------------------|-------|---------------------|----------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------------------|----------------------------------|--|------------------------------------|---------------------------|--------------------------------|---|-----|-----|--|--|
|                                    |               |                | 4" CONDUIT, TYPE B | 6" CONDUIT, TYPE B |       | 12" CONDUIT, TYPE B | 12" CONDUIT, TYPE B, AS PER PLAN | 15" CONDUIT, TYPE B | 15" CONDUIT, TYPE C | 18" CONDUIT, TYPE B | 18" CONDUIT, TYPE C | 24" CONDUIT, TYPE B | CATCH BASIN, NO. 3, AS PER PLAN | CATCH BASIN, NO. 3A, AS PER PLAN | CATCH BASIN, MISC.: CANTON STD. NO. 4, AS PER PLAN | MANHOLE, MISC.: CANTON STD. NO. 10 | MANHOLE ADJUSTED TO GRADE | MANHOLE RECONSTRUCTED TO GRADE | MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN |     |     |  |  |
|                                    |               |                | FT                 | FT                 |       | FT                  | FT                               | FT                  | FT                  | FT                  | FT                  | FT                  | EACH                            | EACH                             | EACH   | EACH                               | EACH                      | EACH                           | EACH  |     |     |  |  |
|                                    |               |                | FROM               | TO                 |       |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 170                                | D90           | 12TH ST        | 489+31.03          | 489+31.03          | LT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 171                                | D91           | LOGAN/12TH ST  | 140+43.28          | 489+31.03          | RT/LT |                     |                                  |                     |                     | 21                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 171                                | D92           | 12TH ST        | 491+00.00          | 491+44.50          | LT/LT |                     |                                  |                     |                     | 45                  |                     |                     |                                 |                                  |  | 1                                  |                           |                                |   |     |     |  |  |
| 171                                | D93           | 12TH ST        | 491+44.50          | 491+37.60          | LT/LT |                     |                                  |                     |                     | 11                  |                     |                     |                                 |                                  |  | 1                                  |                           |                                |   |     |     |  |  |
| 171                                | D94           | 12TH ST        | 491+37.60          | 491+37.60          | LT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 171                                | D95           | 12TH ST        | 491+44.00          | 491+37.60          | RT/LT |                     |                                  |                     |                     | 46                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 171                                | D96           | 12TH ST        | 492+25.00          | 491+44.50          | LT/LT |                     |                                  |                     |                     | 80                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 171                                | D97           | 12TH ST        | 492+25.00          | 492+25.00          | LT/LT |                     |                                  |                     |                     | 9                   |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 171                                | D98           | 12TH ST        | 492+80.00          | 493+19.82          | RT/RT |                     |                                  |                     |                     | 42                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 171                                | D99           | 12TH ST        | 493+19.82          | 493+25.86          | RT/LT |                     |                                  |                     |                     | 43                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 171                                | D100          | 12TH ST        | 493+25.86          | 493+25.86          | LT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 172                                | D147          | 12TH ST        | 499+46.00          | 499+64.59          | LT/LT |                     |                                  |                     |                     | 20                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 172                                | D151          | 12TH ST        | 499+50.00          | 499+66.08          | LT/LT |                     |                                  |                     |                     | 17                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 173                                | D149          | 12TH ST        | 499+64.59          | 499+64.59          | LT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 173                                | D150          | 12TH ST        | 499+66.08          | 499+66.08          | RT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 173                                | D152          | WALNUT/12TH ST | 159+45.00          | 500+13.89          | RT/LT |                     |                                  |                     |                     | 40                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 173                                | D153          | WALNUT/12TH ST | 159+48.50          | 500+13.89          | LT/LT |                     |                                  |                     |                     | 25                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 173                                | D154          | 12TH ST        | 500+13.89          | 500+13.89          | LT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 173                                | D155          | 12TH ST        | 500+09.17          | 500+09.17          | LT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 173                                | D156          | 12TH ST/WALNUT | 500+50.35          | 159+48.50          | LT/LT |                     | 25                               |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D157          | 12TH ST        | 504+58.00          | 504+90.83          | LT/RT |                     |                                  |                     |                     | 47                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D158          | 12TH ST        | 504+57.00          | 504+90.83          | RT/RT |                     |                                  |                     |                     | 35                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D159          | 12TH ST        | 504+90.83          | 504+90.83          | RT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D160          | 12TH ST        | 505+33.64          | 505+33.64          | RT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D161          | 12TH ST        | 505+41.00          | 505+33.64          | LT/RT |                     |                                  |                     |                     | 34                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D162          | 12TH ST        | 505+38.40          | 505+33.64          | RT/RT |                     |                                  |                     |                     | 13                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D163          | 12TH ST        | 506+29.01          | 506+29.01          | RT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D164          | 12TH ST        | 506+37.00          | 506+29.01          | LT/RT |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D165          | 12TH ST        | 506+41.00          | 506+29.01          | RT/RT |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 174                                | D166          | 12TH ST        | 509+39.96          | 509+39.96          | RT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D167          | 12TH ST        | 509+92.00          | 509+39.96          | LT/RT |                     |                                  |                     |                     | 62                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D168          | 12TH ST        | 509+92.00          | 509+39.96          | RT/RT |                     |                                  |                     |                     | 53                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D169          | 12TH ST        | 513+67.58          | 513+67.58          | RT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D170          | PLAIN/12TH ST  | 189+61.50          | 513+67.58          | LT/RT |                     |                                  |                     |                     | 27                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D171          | PLAIN/12TH ST  | 190+38.00          | 513+69.02          | LT/LT |                     |                                  |                     |                     | 8                   |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D172          | 12TH ST        | 513+69.02          | 513+69.02          | LT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D173          | PLAIN/12TH ST  | 190+38.00          | 513+69.02          | RT/LT |                     |                                  |                     |                     | 23                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D174          | 12TH ST        | 514+18.00          | 514+02.35          | LT/RT |                     |                                  |                     |                     | 37                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D175          | 12TH ST        | 514+02.35          | 514+02.35          | RT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D176          | 12TH ST        | 514+08.00          | 514+02.35          | RT/RT |                     |                                  |                     |                     | 10                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 175                                | D177          | PLAIN/12TH ST  | 189+61.50          | 513+67.58          | RT/RT |                     |                                  |                     |                     | 36                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 176                                | D178          | 12TH ST        | 517+72.92          | 517+72.92          | RT    |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 176                                | D179          | 12TH ST        | 517+84.00          | 517+72.92          | LT/RT |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 176                                | D180          | 12TH ST        | 517+81.00          | 517+72.92          | RT/RT |                     |                                  |                     |                     | 12                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 176                                | D181          | 12TH ST        | 518+10.69          | 517+84.00          | LT/LT |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 176                                | D182          | GIBBS/12TH ST  | 200+54.00          | 518+77.76          | LT/LT |                     |                                  |                     |                     |                     |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 176                                | D183          | 12TH ST        | 518+97.96          | 518+97.96          | LT    |                     |                                  |                     |                     | 21                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| 176                                | D184          | GIBBS/12TH ST  | 200+56.34          | 518+97.96          | RT/LT |                     |                                  |                     |                     | 41                  |                     |                     |                                 |                                  |  |                                    |                           |                                |   |     |     |  |  |
| <b>TOTALS CARRIED TO SHEET 132</b> |               |                |                    |                    |       |                     | 25                               |                     |                     | 837                 | 21                  | 56                  | 28                              |                                  | 14   | 15                                 | 1                         |                                | 1   | 14  | 2   |  |  |

DRAINAGE SUBSUMMARY

STA - 12TH STREET

CALCULATED  
EMS  
CHECKED  
RWK



j:\pre-int\11-060 12th Street\STA\85299\drainage\sheet\85299d05.dgn 6/4/2014 9:44:50 AM jason.watt" ODOTV8I\_PDF\_Half.pltcfgr ODOTV8I\_Pen-ME.tbl M-E Companies, Inc.

| SHEET NO.                                | REFERENCE NO. | LOCATION   | STATION                       |                          | SIDE | 202                                    | 611                       | 611                       | 611                       | 611                       | 611                       | 611                                     | 611                                      | 611  | 611  | 611  | 611  | 611                               | 611                                    | 611   | 611 | 611 |   |  |
|--|---------------|------------|-------------------------------|--------------------------|------|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---|--|--|--|--|--|-----------------------------------|--|---|-----|-----|---|--|
|  |               |            | CATCH BASIN ABANDONED<br>EACH | 6" CONDUIT, TYPE B<br>FT |      | 12" CONDUIT, TYPE B, AS PER PLAN<br>FT | 15" CONDUIT, TYPE B<br>FT | 15" CONDUIT, TYPE C<br>FT | 18" CONDUIT, TYPE B<br>FT | 18" CONDUIT, TYPE C<br>FT | 24" CONDUIT, TYPE B<br>FT | CATCH BASIN, NO. 3, AS PER PLAN<br>EACH | CATCH BASIN, NO. 3A, AS PER PLAN<br>EACH | CATCH BASIN, NO. 2-2B, AS PER PLAN<br>EACH | CATCH BASIN, MISC.: CANTON STD. NO. 4, AS PER PLAN<br>EACH | CATCH BASIN RECONSTRUCTED TO GRADE<br>EACH | MANHOLE, MISC.: CANTON STD. NO. 10<br>EACH | MANHOLE ADJUSTED TO GRADE<br>EACH | MANHOLE RECONSTRUCTED TO GRADE<br>EACH | MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN<br>EACH |     |     |   |  |
|  |               |            | FROM                          | TO                       |      |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   |     |     |   |  |
| 184                                      | D130          | MARKET AVE | 144+45.89                     | 144+45.89                | LT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   |     |     |   |  |
| 184                                      | D131          | MARKET AVE | 144+40.00                     | 144+45.89                | LT   |  |                           |                           |                           | 6                         |                           |   |  |  | 1  |  |  |                                   |  |   |     |     |   |  |
| 184                                      | D138          | MARKET AVE | 145+36.52                     | 145+36.52                | LT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   |     | 1   |   |  |
| 184                                      | D139          | MARKET AVE | 145+48.00                     | 145+36.52                | RT   |  |                           |                           |                           | 39.0                      |                           |   |  |  | 1  |  |  |                                   |  |   |     |     |   |  |
| 184                                      | D140          | MARKET AVE | 146+52.00                     | 146+33.00                | RT   |  |                           |                           |                           | 59.0                      |                           |   |  |  | 1  |  |  |                                   |  |   |     |     |   |  |
| 184                                      | D141          | MARKET AVE | 147+50.00                     | 147+50.00                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   |     |     |   |  |
| 184                                      | D142          | MARKET AVE | 148+53.00                     | 148+80.00                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   |     |     |   |  |
| 184                                      | SS7           | MARKET AVE | 147+06.38                     | 147+06.38                | LT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   | 1                                      |   |     |     |   |  |
| 185                                      | D101          | MARKET AVE | 150+65.00                     | 150+65.00                | LT   |  |                           |                           |                           |                           | 5                         |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 185                                      | D102          | MARKET AVE | 150+75.00                     | 150+65.00                | RT   |  |                           |                           |                           |                           | 57.0                      |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 185                                      | D103          | MARKET AVE | 151+95.00                     | 151+95.00                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 185                                      | D104          | MARKET AVE | 151+95.00                     | 151+87.00                | LT   |  |                           |                           |                           |                           | 9                         |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 185                                      | D105          | MARKET AVE | 153+36.25                     | 153+56.00                | RT   |  |                           |                           |                           |                           |                           |   |  | 1  |  |  |  |                                   |  |   |     |     |   |  |
| 185                                      | D106          | MARKET AVE | 153+65.94                     | 153+56.00                | RT   |  |                           |                           |                           |                           | 23.0                      |   |  |  | 1  |  |  |                                   |  |   |     |     |   |  |
| 185                                      | D107          | MARKET AVE | 153+56.00                     | 153+55.00                | RT   |  |                           |                           |                           |                           |                           | 22                                      |  |  |  |  |  |                                   |  | 1   |     |     |   |  |
| 185                                      | D108          | MARKET AVE | 153+55.00                     | 153+96.00                | RT   |  |                           |                           |                           |                           |                           |   |  | 47   |  |  |  |                                   |  | 1   |     |     |   |  |
| 185                                      | D109          | MARKET AVE | 153+83.00                     | 153+80.00                | RT   |  |                           |                           |                           | 8.0                       |                           |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 185                                      | D110          | MARKET AVE | 153+80.00                     | 153+55.00                | RT   |  |                           |                           |                           |                           |                           |   |  | 27   |  |  |  |                                   |  |   | 1   |     |   |  |
| 185                                      | D111          | MARKET AVE | 153+96.00                     | 153+96.00                | LT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 185                                      | D146          | MARKET AVE | 151+87.00                     | 150+65.00                | LT   |  |                           |                           |                           |                           | 125                       |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 185                                      | D148          | MARKET AVE | 150+65.00                     | 150+11.27                | LT   |  |                           |                           |                           |                           | 54                        |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 185                                      | SS5           | MARKET AVE | 150+03.06                     | 150+03.06                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 185                                      | SS6           | MARKET AVE | 149+77.13                     | 149+77.13                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 185                                      | SS10          | MARKET AVE | 153+27.78                     | 153+27.78                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 186                                      | D112          | MARKET AVE | 154+10.00                     | 153+96.00                | LT   |  |                           |                           |                           |                           | 22                        |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 186                                      | D113          | MARKET AVE | 155+00.00                     | 155+00.00                | RT   |  |                           |                           |                           | 7                         |                           |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 186                                      | D114          | MARKET AVE | 155+00.00                     | 153+80.00                | RT   |  |                           |                           |                           |                           |                           | 120                                     |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 186                                      | D115          | MARKET AVE | 156+23.00                     | 155+00.00                | RT   |  |                           |                           |                           |                           |                           | 123                                     |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 186                                      | D116          | MARKET AVE | 156+30.50                     | 156+23.00                | RT   |  |                           |                           |                           | 9                         |                           |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 186                                      | D117          | MARKET AVE | 156+23.00                     | 156+23.00                | LT   |  |                           |                           |                           |                           | 47                        |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 186                                      | D118          | MARKET AVE | 157+20.00                     | 157+15.00                | RT   |  |                           |                           |                           |                           | 6                         |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 186                                      | D119          | MARKET AVE | 157+20.00                     | 157+15.00                | LT   |  |                           |                           |                           |                           | 42                        |   |  |  |  | 1  |  |                                   |  |   |     |     |   |  |
| 186                                      | D145          | MARKET AVE | 157+15.00                     | 156+23.00                | RT   |  |                           |                           |                           |                           | 92                        |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 186                                      | SS11          | MARKET AVE | 154+92.31                     | 154+92.31                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 186                                      | SS12          | MARKET AVE | 156+03.52                     | 156+03.52                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 190                                      | D209          | OJAY'S RA  | 247+85.44                     | 247+42.49                | RT   |  |                           |                           |                           | 51                        |                           |   |  |  | 1  |  |  |                                   |  |   |     |     |   |  |
| 190                                      | D210          | OJAY'S RA  | 247+93.42                     | 247+85.44                | LT   |  |                           |                           |                           |                           | 56                        |   |  |  | 1  |  |  |                                   |  |   |     |     |   |  |
| 190                                      | D211          | MAPLE AVE  | 241+11.52                     | 241+11.52                | LT   |  |                           |                           |                           |                           | 29                        |   |  |  | 1  |  |  |                                   |  |   |     |     |   |  |
| 190                                      | D212          | MAPLE AVE  | 241+11.52                     | 249+75.07                | RT   |  |                           |                           |                           |                           | 121                       |   |  |  | 1  |  |  |                                   |  |   |     |     |   |  |
| 190                                      | D217          | OJAY'S RA  | 247+42.49                     | 247+42.49                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| 190                                      | SS17          | OJAY'S RA  | 249+63.21                     | 249+63.21                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   |     | 1   |   |  |
| 190                                      | SS18          | OJAY'S RA  | 249+41.17                     | 249+41.17                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   |     | 1   |   |  |
| 190                                      | SS19          | OJAY'S RA  | 247+61.82                     | 247+61.82                | RT   |  |                           |                           |                           |                           |                           |   |  |  |  |  |  |                                   |  |   | 1   |     |   |  |
| TOTALS FROM THIS SHEET                   |               |            |                               |                          |      |  |                           |                           |                           | 999                       | 71                        | 265                                     |  | 74   | 6  | 16   |  |                                   |  | 9   | 8   | 4   |   |  |
| TOTALS CARRIED FROM SHEET 128            |               |            |                               |                          |      | 1                                      | 193                       |                           |                           | 989                       |                           |   |  | 64   | 11   | 14   |  |                                   | 1                                      | 4   | 3   | 11  |   |  |
| TOTALS CARRIED FROM SHEET 129            |               |            |                               |                          |      |  |                           | 8                         |                           | 964                       |                           |   |  |  | 10   | 14   |  |                                   |  | 3   | 3   | 15  | 1 |  |
| TOTALS CARRIED FROM SHEET 130            |               |            |                               |                          |      |  |                           |                           |                           | 837                       | 21                        | 56                                      | 28                                       |  | 14   | 15   |  | 1                                 |  | 1   | 14  | 2   |   |  |
| TOTALS CARRIED FROM SHEET 131            |               |            |                               |                          |      | 3                                      | 25                        |                           |                           | 785                       | 152                       | 84                                      | 101                                      |  | 7  | 20   | 1  |                                   |  | 6   | 5   | 9   |   |  |
| <b>TOTALS CARRIED TO GENERAL SUMMARY</b> |               |            |                               |                          |      | 4                                      | 218                       | 8                         | 4574                      | 244                       | 405                       | 129                                     | 138                                      | 48   | 79   | 1  | 1  | 1                                 | 22                                     | 20  | 53  | 3   |   |  |

DRAINAGE SUBSUMMARY

STA - 12TH STREET

CALCULATED  
EMS  
CHECKED  
RWK

132  
790

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| REF. NO.                          | SHEET NO.   | NOTES | 638  | 638                          | 638  | 638   | 638                                  | 638                         | 638                           | 638                                      |
|-----------------------------------|-------------|-------|--|------------------------------|--|---|--------------------------------------|-----------------------------|-------------------------------|--|
|                                   |             |       | 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS | 6" FIRE HYDRANT, AS PER PLAN | FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE, AS PER PLAN | FIRE HYDRANT AND GATE VALVE REMOVED AND RESET | FIRE HYDRANT REMOVED AND DISPOSED OF | VALVE BOX ADJUSTED TO GRADE | SERVICE BOX ADJUSTED TO GRADE | WATER WORK, MISC.: SERVICE BOX RELOCATED |
|                                   |             |       | FEET   | EACH                         | EACH   | EACH  | EACH                                 | EACH                        | EACH                          | EACH                                     |
|                                   | 12TH STREET |       |  |                              |  |   |                                      |                             |                               |  |
|                                   | W-1         | 161   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-2         | 161   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-3         | 161   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-4         | 162   |  |                              |  |   |                                      |                             | 1                             |  |
|                                   | W-5         | 162   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-6         | 162   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-7         | 162   |  |                              |  |   |                                      |                             | 1                             | 1  |
|                                   | W-8         | 162   |  |                              |  |   |                                      |                             | 1                             | 1  |
|                                   | W-9         | 162   |  |                              |  |   |                                      |                             | 1                             | 1  |
|                                   | W-10        | 162   |  |                              |  |   |                                      |                             | 1                             |  |
|                                   | W-11        | 162   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-12        | 162   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-13        | 162   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-14        | 162   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-15        | 162   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-16        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-17        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-18        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-19        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-20        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-21        | 163   | RELOCATE HYDRANT   |                              | 1  |   |                                      |                             |                               |  |
|                                   | W-22        | 163   |  |                              |  |   |                                      |                             | 1                             |  |
|                                   | W-23        | 163   |  |                              |  |   |                                      |                             | 1                             |  |
|                                   | W-24        | 163   |  |                              |  |   |                                      |                             | 1                             |  |
|                                   | W-25        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-26        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-27        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-28        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-29        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-30        | 163   |  |                              |  |   |                                      |                             |                               | 2  |
|                                   | W-31        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-32        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-33        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-34        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-35        | 163   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-36        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-37        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-38        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-39        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-40        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-41        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-42        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-43        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-44        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-45        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-46        | 164   | RELOCATE HYDRANT   |                              | 1  |   |                                      |                             |                               |  |
|                                   | W-47        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-48        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-49        | 164   |  |                              |  |   |                                      |                             |                               | 2  |
|                                   | W-50        | 164   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-51        | 165   |  |                              |  |   |                                      |                             |                               | 2  |
|                                   | W-52        | 165   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-53        | 165   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-54        | 165   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-55        | 165   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-56        | 165   |  |                              |  |   |                                      |                             |                               | 1  |
|                                   | W-57        | 165   |  |                              |  |   |                                      |                             |                               | 1  |
| <b>TOTALS CARRIED TO SHT. 135</b> |             |       | 0  | 0                            | 2  | 0   | 0                                    | 14                          | 6                             | 41                                       |

| REF. NO.                          | SHEET NO. | NOTES            | 638  | 638                          | 638  | 638   | 638                                  | 638                         | 638                           | 638                                      |
|-----------------------------------|-----------|------------------|--|------------------------------|--|---|--------------------------------------|-----------------------------|-------------------------------|--|
|                                   |           |                  | 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS | 6" FIRE HYDRANT, AS PER PLAN | FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE, AS PER PLAN | FIRE HYDRANT AND GATE VALVE REMOVED AND RESET | FIRE HYDRANT REMOVED AND DISPOSED OF | VALVE BOX ADJUSTED TO GRADE | SERVICE BOX ADJUSTED TO GRADE | WATER WORK, MISC.: SERVICE BOX RELOCATED |
|                                   |           |                  | EACH   | EACH                         | EACH   | EACH  | EACH                                 | EACH                        | EACH                          | EACH                                     |
| W-58                              | 165       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-59                              | 165       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-60                              | 165       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-61                              | 165       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-62                              | 165       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-63                              | 166       | REMOVE & REPLACE |  |                              |  |   |                                      |                             | 1                             |  |
| W-64                              | 166       |                  |  |                              |  |   |                                      | 1                           |                               |  |
| W-65                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-65A                             | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-66                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-67                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-68                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-69                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-70                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-71                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-72                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-73                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-74                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-75                              | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-324                             | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-325                             | 166       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-76                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-77                              | 167       | NOT USED         |  |                              |  |   |                                      |                             |                               |  |
| W-78                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 2  |
| W-79                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-80                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-81                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-82                              | 167       | RELOCATE HYDRANT |  |                              |  |   |                                      |                             |                               | 1  |
| W-83                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-84                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-85                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-86                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-87                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-88                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-89                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-90                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-91                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-92                              | 167       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-93                              | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-94                              | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-95                              | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-96                              | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-97                              | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-98                              | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-99                              | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-100                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-101                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-101A                            | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-102                             | 168       | RELOCATE HYDRANT |  |                              |  |   |                                      |                             |                               | 1  |
| W-103                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-104                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-105                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-106                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-107                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-108                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-109                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-326                             | 168       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-110                             | 169       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-111                             | 169       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-112                             | 169       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| <b>TOTALS CARRIED TO SHT. 135</b> |           |                  | 0  | 1                            | 2  | 0   | 1                                    | 16                          | 1                             | 41                                       |

|                              |            |                          |
|------------------------------|------------|--------------------------|
| <b>WATER WORK SUBSUMMARY</b> | CALCULATED | <b>STA - 12TH STREET</b> |
|                              | BSS        |                          |
|                              | CHECKED    |                          |
|                              | DLW        |                          |
|                              | 133        |                          |
|                              | 790        |                          |

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| REF. NO.                          | SHEET NO. | NOTES              | 638  | 638                          | 638  | 638   | 638                                  | 638                         | 638                           | 638                                      |
|-----------------------------------|-----------|--------------------|--|------------------------------|--|---|--------------------------------------|-----------------------------|-------------------------------|--|
|                                   |           |                    | 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS | 6" FIRE HYDRANT, AS PER PLAN | FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE, AS PER PLAN | FIRE HYDRANT AND GATE VALVE REMOVED AND RESET | FIRE HYDRANT REMOVED AND DISPOSED OF | VALVE BOX ADJUSTED TO GRADE | SERVICE BOX ADJUSTED TO GRADE | WATER WORK, MISC.: SERVICE BOX RELOCATED |
|                                   |           |                    | FEET   | EACH                         | EACH   | EACH  | EACH                                 | EACH                        | EACH                          | EACH                                     |
| W-113                             | 169       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-114                             | 169       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-115                             | 169       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-116                             | 169       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-117                             | 169       |                    |  |                              |  |   |                                      | 2                           |                               |  |
| W-118                             | 169       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-119                             | 169       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-120                             | 169       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-121                             | 169       | RELOCATE HYDRANT   |  | 1                            |  |   |                                      |                             |                               |  |
| W-122                             | 169       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-123                             | 169       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-124                             | 169       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-125                             | 169       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-125A                            | 169       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-126                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-127                             | 170       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-128                             | 170       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-129                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-130                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-131                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-132                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-133                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-134                             | 170       | REMOVE & REPLACE   |  | 1                            |  | 1   |                                      |                             |                               |  |
| W-135                             | 170       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-136                             | 170       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-137                             | 170       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-138                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-139                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-140                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-141                             | 170       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-142                             | 170       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-143                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-144                             | 170       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-327                             | 170       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-145                             | 171       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-145A                            | 171       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-146                             | 171       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-147                             | 171       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-148                             | 171       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-149                             | 171       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-150                             | 171       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-151                             | 171       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-152                             | 171       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-153                             | 171       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-154                             | 171       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-155                             | 171       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-156                             | 171       | REMOVE & REPLACE   |  | 1                            |  | 1   |                                      |                             |                               |  |
| W-157                             | 172       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-158                             | 172       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-159                             | 172       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-160                             | 172       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-161                             | 172       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-162                             | 172       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-163                             | 172       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-164                             | 172       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-165                             | 172       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-166                             | 173       | REPLACE HYD. VALVE |  |                              | 1  |   |                                      |                             |                               |  |
| W-167                             | 173       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-168                             | 173       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-169                             | 173       |                    |  |                              |  |   |                                      | 1                           |                               |  |
| W-170                             | 173       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| W-171                             | 173       |                    |  |                              |  |   |                                      |                             | 1                             |  |
| <b>TOTALS CARRIED TO SHT. 135</b> |           |                    | 0  | 2                            | 1  | 1   | 2                                    | 30                          | 1                             | 28                                       |

| REF. NO.                          | SHEET NO. | NOTES            | 638  | 638                          | 638  | 638   | 638                                  | 638                         | 638                           | 638                                      |
|-----------------------------------|-----------|------------------|--|------------------------------|--|---|--------------------------------------|-----------------------------|-------------------------------|--|
|                                   |           |                  | 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS | 6" FIRE HYDRANT, AS PER PLAN | FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE, AS PER PLAN | FIRE HYDRANT AND GATE VALVE REMOVED AND RESET | FIRE HYDRANT REMOVED AND DISPOSED OF | VALVE BOX ADJUSTED TO GRADE | SERVICE BOX ADJUSTED TO GRADE | WATER WORK, MISC.: SERVICE BOX RELOCATED |
|                                   |           |                  | FEET   | EACH                         | EACH   | EACH  | EACH                                 | EACH                        | EACH                          | EACH                                     |
| W-172                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-173                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-174                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-175                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-176                             | 173       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-177                             | 173       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-178                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-179                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-180                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-181                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-182                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-183                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-184                             | 173       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-185                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-186                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-187                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-188                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-189                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-190                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-191                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-192                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-192A                            | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-193                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-194                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-195                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-196                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-197                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-198                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-199                             | 174       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-200                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-201                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-202                             | 174       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-328                             | 174       | REMOVE & REPLACE |  | 1                            |  | 1   |                                      |                             |                               |  |
| W-203                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-204                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-205                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-206                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-207                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-208                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-209                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-210                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-211                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-212                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-213                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-214                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-215                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-216                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-217                             | 175       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-218                             | 175       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-219                             | 175       | REMOVE & REPLACE |  | 1                            |  | 1   |                                      |                             |                               |  |
| W-220                             | 175       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-220A                            | 175       |                  |  |                              |  |   |                                      |                             | 1                             |  |
| W-221                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-222                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-223                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-224                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-225                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-226                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-227                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-228                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-229                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| W-230                             | 176       |                  |  |                              |  |   |                                      |                             |                               | 1  |
| <b>TOTALS CARRIED TO SHT. 135</b> |           |                  | 0  | 2                            | 0  | 0   | 2                                    | 15                          | 0                             | 46                                       |

**WATER WORK SUBSUMMARY**

**STA -12TH STREET**

CALCULATED  
BSS  
CHECKED  
DLW

134  
790

j:\pre-int\11-060 12th Street\STA\85299\utilities\sheets\85299US102.dgn 4/14/2014 4:35:02 PM brian.sedzic\ODOTV81\_PDF\_half.pltcf ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

| REF. NO.      | SHEET NO. | NOTES            | 638  | 638                                  | 638  | 638   | 638  | 638                                 | 638                                   | 638  |
|---------------|-----------|------------------|--|--------------------------------------|--|---|--|-------------------------------------|---------------------------------------|--|
|               |           |                  | 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS<br>FEET | 6" FIRE HYDRANT, AS PER PLAN<br>EACH | FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE, AS PER PLAN<br>EACH | FIRE HYDRANT AND GATE VALVE REMOVED AND RESET<br>EACH | FIRE HYDRANT REMOVED AND DISPOSED OF<br>EACH | VALVE BOX ADJUSTED TO GRADE<br>EACH | SERVICE BOX ADJUSTED TO GRADE<br>EACH | WATER WORK, MISC.: SERVICE BOX RELOCATED<br>EACH |
| W-231         | 176       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-232         | 176       | REMOVE & REPLACE |  | 1                                    |  |   | 1  |                                     |                                       |  |
| W-233         | 176       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-233A        | 176       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-234         | 176       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-235         | 176       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-329         | 176       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-330         | 176       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-236         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-237         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-238         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-239         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-240         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-241         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-241A        | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-242         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-243         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-244         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-245         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-246         | 177       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-247         | 177       | ADJUST           |  |                                      | 1  |   |  |                                     |                                       |  |
| W-248         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-249         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-250         | 177       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-251         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-252         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-253         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-254         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-255         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-256         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-257         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-258         | 177       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-259         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-259A        | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-260         | 178       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-261         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-262         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-263         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-264         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-265         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-266         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-267         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-268         | 178       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-269         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-270         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-271         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-272         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-273         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-274         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-275         | 178       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-276         | 179       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-277         | 179       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-278         | 179       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-279         | 179       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-280         | 179       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-281         | 179       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| W-282         | 179       |                  |  |                                      |  |   | 2  |                                     |                                       |  |
| W-283         | 179       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-284         | 179       |                  |  |                                      |  |   | 1  |                                     |                                       |  |
| W-285         | 179       |                  |  |                                      |  |   |  |                                     |                                       | 1  |
| <b>TOTALS</b> |           |                  | 0  | 1                                    | 1  | 0   | 1  | 11                                  | 0                                     | 48   |

| REF. NO.                                 | SHEET NO. | NOTES               | 638  | 638                                  | 638  | 638   | 638  | 638                                 | 638                                   | 638  |
|--|-----------|---------------------|--|--------------------------------------|--|---|--|-------------------------------------|---------------------------------------|--|
|  |           |                     | 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS<br>FEET | 6" FIRE HYDRANT, AS PER PLAN<br>EACH | FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE, AS PER PLAN<br>EACH | FIRE HYDRANT AND GATE VALVE REMOVED AND RESET<br>EACH | FIRE HYDRANT REMOVED AND DISPOSED OF<br>EACH | VALVE BOX ADJUSTED TO GRADE<br>EACH | SERVICE BOX ADJUSTED TO GRADE<br>EACH | WATER WORK, MISC.: SERVICE BOX RELOCATED<br>EACH |
| W-286                                    | 179       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-287                                    | 179       |                     |  |                                      |  |   |  |                                     |                                       |  |
| W-288                                    | 180       |                     |  |                                      |  |   |  |                                     | 1                                     |  |
| W-289                                    | 180       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-290                                    | 180       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-291                                    | 180       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-292                                    | 181       |                     |  |                                      |  |   |  |                                     |                                       | 2  |
| W-293                                    | 181       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-294                                    | 181       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-295                                    | 181       |                     |  |                                      |  |   |  |                                     | 2                                     |  |
| W-296                                    | 181       |                     |  |                                      |  |   |  |                                     | 1                                     |  |
| W-297                                    | 181       |                     |  |                                      |  |   |  |                                     | 1                                     |  |
| W-298                                    | 181       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-299                                    | 181       |                     |  |                                      |  |   |  |                                     | 2                                     |  |
| W-300                                    | 181       | NOT USED            |  |                                      |  |   |  |                                     |                                       |  |
| W-301                                    | 182       | ADJUST              |  |                                      |  |   |  |                                     |                                       |  |
| W-302                                    | 182       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-303                                    | 182       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| MARKET AVENUE                            |           |                     |  |                                      |  |   |  |                                     |                                       |  |
| W-304                                    | 183       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-305                                    | 184       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-306                                    | 184       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-307                                    | 184       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-308                                    | 184       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-309                                    | 184       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-310                                    | 185       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-311                                    | 185       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-312                                    | 185       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-313                                    | 185       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-314                                    | 185       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-315                                    | 185       | REMOVE & REPLACE    |  |                                      |  |   |  |                                     |                                       | 1  |
| W-316                                    | 185       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-317                                    | 185       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-318                                    | 186       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-319                                    | 186       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-319A                                   | 186       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-320                                    | 186       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-321                                    | 186       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-322                                    | 186       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-331                                    | 183       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-332                                    | 184       | RELOCATE HYDRANT    |  |                                      |  |   |  |                                     |                                       | 1  |
| W-333                                    | 184       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-334                                    | 185       |                     |  |                                      |  |   |  |                                     |                                       | 2  |
| W-335                                    | 186       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-336                                    | 186       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| W-337                                    | 181       | REMOVE HYDRANT      |  |                                      |  |   |  |                                     |                                       | 1  |
| W-338                                    | 181       | PROPOSED HYDRANT    |  |                                      |  |   |  |                                     |                                       | 1  |
| W-339                                    | 182       | 6" W/ 4-6" 45 BENDS | 20   |                                      |  |   |  |                                     |                                       |  |
| GIBBS AVENUE                             |           |                     |  |                                      |  |   |  |                                     |                                       |  |
| W-323                                    | 189       |                     |  |                                      |  |   |  |                                     |                                       | 1  |
| <b>TOTALS</b>                            |           |                     | 20   | 2                                    | 2  | 0   | 2  | 17                                  | 3                                     | 24   |
| TOTALS FROM SHEET 133 LEFT SIDE          |           |                     | 0  | 0                                    | 2  | 0   | 0  | 14                                  | 6                                     | 41   |
| TOTALS FROM SHEET 133 RIGHT SIDE         |           |                     | 0  | 1                                    | 2  | 0   | 1  | 16                                  | 1                                     | 41   |
| TOTALS FROM SHEET 134 LEFT SIDE          |           |                     | 0  | 2                                    | 1  | 1   | 2  | 30                                  | 1                                     | 28   |
| TOTALS FROM SHEET 134 RIGHT SIDE         |           |                     | 0  | 2                                    | 0  | 0   | 2  | 15                                  | 0                                     | 46   |
| TOTALS THIS SHEET LEFT SIDE              |           |                     | 0  | 1                                    | 1  | 0   | 1  | 11                                  | 0                                     | 48   |
| TOTALS THIS SHEET RIGHT SIDE             |           |                     | 20   | 2                                    | 2  | 0   | 2  | 17                                  | 3                                     | 24   |
| <b>TOTALS CARRIED TO GENERAL SUMMARY</b> |           |                     | <b>20</b>  | <b>8</b>                             | <b>8</b>   | <b>1</b>  | <b>8</b>                                     | <b>103</b>                          | <b>11</b>                             | <b>228</b>                                       |



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| REF. NO.                                 | SHEET NO. | LOCATION      | 690                       | 690  | 690  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|-----------|---------------|---------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |           |               | SPECIAL - BOLLARD<br>EACH | SPECIAL - MISC.: TYPICAL<br>MAJOR BRT STOP WITH BUS<br>SHELTER<br>EACH | SPECIAL - MISC.: TYPICAL<br>MINOR BRT STOP<br>EACH |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |           | 12TH STREET   |                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS1                                      | 162       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS2                                      | 162       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS3                                      | 164       |               |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS4                                      | 164       |               |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B1                                       | 164       |               | 1                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B2                                       | 164       |               | 1                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B3                                       | 164       |               | 1                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B4                                       | 164       |               | 1                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B5                                       | 164       |               | 1                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS22                                     | 166       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS5                                      | 166       |               |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B6                                       | 166       |               | 1                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS6                                      | 167       |               |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B7                                       | 167       |               | 1                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B8                                       | 167       |               | 1                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS7                                      | 174       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS8                                      | 175       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS9                                      | 175       |               |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS10                                     | 176       |               |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS11                                     | 177       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS12                                     | 178       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS13                                     | 179       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS14                                     | 180       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS15                                     | 180       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS16                                     | 182       |               |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS17                                     | 182       | 12TH STREET   |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS18                                     | 183       | MARKET AVENUE |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS19                                     | 183       |               |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS20                                     | 185       |               |                           | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| BS21                                     | 185       | MARKET AVENUE |                           |  | 1  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>TOTALS CARRIED TO GENERAL SUMMARY</b> |           |               | 8                         | 9  | 13   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

|                                       |                       |
|---------------------------------------|-----------------------|
| <b>STA - 12TH STREET</b>              | CALCULATED            |
|                                       | BSS<br>CHECKED<br>DLW |
| <b>MISCELLANEOUS ITEMS SUBSUMMARY</b> |                       |
| 136                                   | 790                   |







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| SHEET NO.                          | STATION     |           | SIDE | DESCRIPTION | CAD GENERATED SURFACE AREA (SQ FT) | CAD GENERATED SUBGRADE AREA (SQ FT) | 204    | 204   | 254     | 304    | 305    | 407    | 407   | 424   | 448    | 452    | 452    | 608     | 608   | 608   | 608   | 608   | 608    | 608    | 608   | 608   | 608   | 608   | 609     | 609   | 609    | 609  | 609 | CALCULATED |    |
|------------------------------------|-------------|-----------|------|-------------|------------------------------------|-------------------------------------|--------|-------|---------|--------|--------|--------|-------|-------|--------|--------|--------|---------|-------|-------|-------|-------|--------|--------|-------|-------|-------|-------|---------|-------|--------|------|-----|------------|----|
|                                    | FROM        | TO        |      |             |                                    |                                     | SQ YD  | HOUR  | SQ YD   | CU YD  | SQ YD  | GAL    | GAL   | CU YD | CU YD  | SQ YD  | SQ FT  | SQ FT   | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT  | SQ FT  | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT   | SQ FT | SQ FT  | FT   | FT  |            | FT |
| 12TH STREET                        |             |           |      |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 456+50.00   | 456+76.71 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 050+81.95   | 051+06.27 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 051+06.27   | 050+23.89 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 457+80.47   | 459+00.00 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 456+50.00   | 457+33.04 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 049+71.87   | 049+20.41 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 048+73.34   | 048+84.50 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 048+73.34   | 048+86.00 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 049+15.64   | 049+44.28 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 049+14.00   | 049+38.19 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 458+25.63   | 459+00.00 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 455                                | 458+30.66   | 459+00.00 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+00.00   | 461+50.00 | LT   | FD          | 1124.13                            | 1224.00                             | 136.00 | 0.07  |         | 22.67  | 124.90 | 9.37   | 5.00  | 2.60  | 5.20   |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+00.00   | 461+50.00 | RT   | FD          | 1450.26                            | 1583.69                             | 175.97 | 0.09  |         | 29.33  | 161.14 | 12.09  | 6.45  | 3.36  | 6.71   |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+00.00   | 461+50.00 | LT   | P & R       | 4254.02                            |                                     |        |       | 472.67  |        |        | 35.45  | 18.91 | 9.85  | 19.69  |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+00.00   | 461+50.00 | RT   | P & R       | 4187.23                            |                                     |        |       | 465.25  |        |        | 34.89  | 18.61 | 9.69  | 19.39  |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | ARNOLD AVE. |           |      | LT/RT       | PAVERS                             | 257.41                              | 265.98 | 29.55 | 0.01    | 4.93   | 28.60  |        |       |       |        | 257.41 |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | ARNOLD AVE. |           |      | LT/RT       | XWALK                              | 393.57                              | 406.80 | 45.20 | 0.02    | 7.53   |        |        |       |       | 43.73  |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+00.00   | 459+51.70 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        | 152.12  |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 460+19.26   | 461+50.00 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        | 758.42  |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+00.00   | 460+29.83 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        | 601.22  |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 460+41.40   | 461+44.14 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        | 599.83  |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 460+57.11   | 460+63.97 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        | 9.70    |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+51.70   | 060+39.90 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 060+39.90   | 460+19.26 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 460+28.93   | 460+29.16 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 460+41.16   | 460+41.40 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 461+44.14   | 461+44.37 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+00.00   | 459+51.70 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 460+19.26   | 461+50.00 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 461+35.08   | 461+50.00 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 459+00.00   | 460+28.93 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 456                                | 460+41.40   | 461+44.14 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+50.00   | 464+00.00 | LT   | FD          | 1062.23                            | 1187.23                             | 131.91 | 0.07  |         | 21.99  | 118.03 | 8.85   | 4.72  | 2.46  | 4.92   |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+50.00   | 464+00.00 | RT   | FD          | 1521.70                            | 1657.79                             | 184.20 | 0.09  |         | 30.70  | 169.08 | 12.68  | 6.76  | 3.52  | 7.04   |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+50.00   | 464+00.00 | LT   | P & R       | 4312.77                            |                                     |        |       | 479.20  |        |        | 35.94  | 19.17 | 9.98  | 19.97  |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+50.00   | 464+00.00 | RT   | P & R       | 4187.23                            |                                     |        |       | 465.25  |        |        | 34.89  | 18.61 | 9.69  | 19.39  |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+50.00   | 464+00.00 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+57.12   | 463+07.60 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 463+20.56   | 464+00.00 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+73.11   | 461+78.71 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 462+41.23   | 462+46.34 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 463+43.20   | 463+49.41 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+56.87   | 461+57.12 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 463+07.60   | 463+07.83 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 463+20.33   | 463+20.56 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+50.00   | 462+48.00 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+50.00   | 464+00.00 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 463+05.96   | 463+05.99 | LT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 461+57.12   | 463+07.60 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| 457                                | 463+20.56   | 464+00.00 | RT   |             |                                    |                                     |        |       |         |        |        |        |       |       |        |        |        |         |       |       |       |       |        |        |       |       |       |       |         |       |        |      |     |            |    |
| <b>TOTALS CARRIED TO SHEET 156</b> |             |           |      |             |                                    |                                     | 702.83 | 0.35  | 1882.36 | 117.14 | 601.75 | 184.16 | 98.22 | 51.16 | 102.31 | 43.73  | 257.41 | 4585.13 | 0.00  | 0.00  | 0.00  | 0.00  | 423.18 | 320.72 | 0.00  | 0.00  | 0.00  | 0.00  | 1540.62 | 0.00  | 112.92 | 0.00 |     |            |    |

CALCULATED JMK CHECKED DLW  
**PAVEMENT CALCULATIONS - 12TH STREET**  
**STA - 12TH STREET**  
 (140/790)

| SHEET NO. | STATION     |           | SIDE | DESCRIPTION | CAD GENERATED SURFACE AREA (SQ FT) | CAD GENERATED SUBGRADE AREA (SQ FT) | 204    |      | 204   | 254   | 304   | 305    | 407   | 407   | 424   | 448   | 452   | 452   | 608   | 608     | 608   | 608   | 608    | 608   | 608   | 608   | 608   | 608   | 608   | 608   | 609   | 609   | 609 | 609 | 609 | 609 |    |       |  |  |
|-----------|-------------|-----------|------|-------------|------------------------------------|-------------------------------------|--------|------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|---------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|-----|-----|----|-------|--|--|
|           | FROM        | TO        |      |             |                                    |                                     | SQ YD  | HOUR | SQ YD | CU YD | SQ YD | GAL    | GAL   | CU YD | CU YD | SQ YD | SQ FT | SQ FT | SQ FT | SQ FT   | SQ FT | SQ FT | SQ FT  | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | FT  | FT  | FT  | FT  | FT | SQ YD |  |  |
|           | 12TH STREET |           |      |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+00.00   | 466+28.00 | LT   | FD          | 2152.08                            | 2265.50                             | 251.72 | 0.13 |       |       | 41.95 | 239.12 | 17.93 | 9.56  | 4.98  | 9.96  |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+00.00   | 466+50.00 | RT   | FD          | 1502.41                            | 1642.13                             | 182.46 | 0.09 |       |       | 30.41 | 166.93 | 12.52 | 6.68  | 3.48  | 6.96  |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+00.00   | 466+50.00 | LT   | P & R       | 3731.75                            |                                     |        |      |       |       |       |        | 31.10 | 16.59 | 8.64  | 17.28 |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+00.00   | 466+50.00 | RT   | P & R       | 4187.23                            |                                     |        |      |       |       |       |        | 34.89 | 18.61 | 9.69  | 19.39 |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 466+28.00   | 467+78.00 | LT   | BUS         | 500.00                             | 524.66                              | 58.30  | 0.03 |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+00.00   | 070+42.68 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 55.67   |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+65.36   | 466+50.00 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 1274.55 |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 465+36.58   | 465+41.14 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 18.24   |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+00.00   | 464+78.25 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 311.13  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+88.96   | 465+68.96 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 453.60  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 465+78.93   | 466+50.00 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 388.23  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 465+02.32   | 465+07.82 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 21.98   |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 465+91.23   | 465+95.25 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 16.07   |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+03.95   | 070+42.68 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       | 212.01 |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 070+42.68   | 464+65.36 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 209.91  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+78.25   | 464+78.48 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+88.73   | 464+88.96 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       | 54.83 |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 465+68.96   | 465+69.19 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       | 55.04 |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 465+78.69   | 465+78.93 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       | 55.40 |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+00.00   | 464+03.95 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       | 55.71 |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+65.36   | 466+50.00 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+00.00   | 464+78.25 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 464+88.96   | 465+68.96 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 458       | 465+78.93   | 466+50.00 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
|           |             |           |      |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+78.00   | 469+00.00 | LT   | FD          | 2472.87                            | 2581.66                             | 286.85 | 0.14 |       |       | 47.81 | 274.76 | 20.61 | 10.99 | 5.72  | 11.45 |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+50.00   | 469+00.00 | RT   | FD          | 1545.16                            | 1680.77                             | 186.75 | 0.09 |       |       | 31.13 | 171.68 | 12.88 | 6.87  | 3.58  | 7.15  |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+50.00   | 469+00.00 | LT   | P & R       | 3519.19                            |                                     |        |      |       |       |       |        | 29.33 | 15.64 | 8.15  | 16.29 |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+50.00   | 469+00.00 | RT   | P & R       | 4187.23                            |                                     |        |      |       |       |       |        | 34.89 | 18.61 | 9.69  | 19.39 |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+50.00   | 467+16.49 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 416.95  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 467+80.81   | 468+82.37 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 529.61  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 468+94.82   | 469+00.00 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 11.78   |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+50.00   | 466+72.24 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 144.08  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+85.54   | 467+84.36 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 407.82  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 467+96.82   | 468+96.88 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 575.37  |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 468+19.54   | 468+23.52 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       | 15.98   |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 467+16.49   | 080+42.52 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 080+42.52   | 467+80.81 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       | 217.37 |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 468+82.59   | 468+82.37 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 468+94.82   | 468+94.61 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+72.24   | 466+72.83 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+85.54   | 466+85.29 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 467+84.36   | 467+84.63 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 467+96.82   | 467+96.59 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 468+96.88   | 468+97.11 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+50.00   | 467+16.49 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 467+80.81   | 468+82.37 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 468+94.82   | 469+00.00 | LT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+50.00   | 466+72.24 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 466+85.54   | 467+84.36 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 467+96.82   | 468+96.88 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |
| 459       | 468+71.03   | 468+86.12 | RT   |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |         |       |       |        |       |       |       |       |       |       |       |       |       |     |     |     |     |    |       |  |  |

**TOTALS CARRIED TO SHEET 156**     966.08    0.48    1736.16    151.30    852.50    194.15    103.55    53.93    107.86    0.00    0.00    4641.06    0.00    0.00    0.00    217.37    632.13    639.63    0.00    0.00    0.00    0.00    0.00    0.00    0.00    844.01    0.00    0.00    0.00



| SHEET NO. | STATION                  |           | SIDE  | DESCRIPTION | CAD GENERATED SURFACE AREA (SQ FT) | CAD GENERATED SUBGRADE AREA (SQ FT) | 204    | 204  | 254   | 304   | 305   | 407    | 407   | 424   | 448   | 452   | 452   | 608   | 608   | 608   | 608   | 608   | 608   | 608   | 608   | 608   | 608   | 608   | 609   | 609   | 609 | 609 | 609 | 6" CONCRETE TRAFFIC ISLAND |    |       |  |
|-----------|--------------------------|-----------|-------|-------------|------------------------------------|-------------------------------------|--------|------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|-----|----------------------------|----|-------|--|
|           | FROM                     | TO        |       |             |                                    |                                     | SQ YD  | hour | SQ YD | CU YD | SQ YD | GAL    | GAL   | CU YD | CU YD | SQ YD | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | SQ FT | FT  | FT  | FT  |                            | FT | SQ YD |  |
|           | 12TH STREET              |           |       |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+00.00                | 476+50.00 | LT    | FD          | 960.73                             | 1102.21                             | 122.47 | 0.06 |       |       | 20.41 | 106.75 | 8.01  | 4.27  | 2.22  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+00.00                | 476+50.00 | RT    | FD          | 3306.43                            | 3445.74                             | 382.86 | 0.19 |       |       | 63.81 | 367.38 | 27.55 | 14.70 | 7.65  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+00.00                | 476+50.00 | LT    | P & R       | 3822.99                            |                                     |        |      |       |       |       |        | 31.86 | 16.99 | 8.85  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+00.00                | 476+50.00 | RT    | P & R       | 3333.97                            |                                     |        |      |       |       |       |        | 27.78 | 14.82 | 7.72  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+43.29                | 476+50.00 | LT/RT | PAVERS      | 954.69                             | 1145.04                             | 127.23 | 0.06 |       |       | 21.20 | 106.08 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+11.86                | 475+56.85 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 475+74.30                | 476+50.00 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+35.15                | 474+38.71 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+00.00                | 474+95.59 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 475+06.84                | 476+06.75 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 476+19.22                | 476+50.00 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 100+42.48                | 474+11.86 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 475+56.85                | 475+57.12 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 475+74.12                | 475+74.30 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+95.59                | 474+95.61 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 475+06.84                | 475+06.60 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 476+06.75                | 476+07.04 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 476+19.22                | 476+18.95 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+11.86                | 475+56.85 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 475+74.30                | 476+50.00 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+00.00                | 474+95.59 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 475+06.84                | 476+06.75 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 476+19.22                | 476+50.00 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 462       | 474+42.41                | 476+50.00 | LT/RT |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
|           |                          |           |       |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+33.58                | 109+37.83 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+50.00                | 476+76.99 | LT    | FD          | 90.36                              | 109.33                              | 12.15  | 0.01 |       |       | 2.02  | 10.04  | 0.75  | 0.40  | 0.21  | 0.42  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+62.07                | 479+00.00 | LT    | FD          | 615.26                             | 683.64                              | 75.96  | 0.04 |       |       | 12.66 | 68.36  | 5.13  | 2.73  | 1.42  | 2.85  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+50.00                | 476+76.99 | RT    | FD          | 418.47                             | 431.97                              | 48.00  | 0.02 |       |       | 8.00  | 46.50  | 3.49  | 1.86  | 0.97  | 1.94  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+57.18                | 479+00.00 | RT    | FD          | 616.45                             | 688.69                              | 76.52  | 0.04 |       |       | 12.75 | 68.49  | 5.14  | 2.74  | 1.43  | 2.85  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | MCKINLEY AVE.            |           | LT    | FD          | 1798.45                            | 1832.92                             | 203.66 | 0.10 |       |       | 33.94 | 199.83 | 14.99 | 7.99  | 4.16  | 8.33  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | MCKINLEY AVE.            |           | RT    | FD          | 1446.36                            | 1509.37                             | 167.71 | 0.08 |       |       | 27.95 | 160.71 | 12.05 | 6.43  | 3.35  | 6.70  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+50.00                | 476+76.99 | LT    | P & R       | 458.78                             |                                     |        |      |       |       |       |        | 3.82  | 2.04  | 1.06  | 2.12  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+59.71                | 479+00.00 | LT    | P & R       | 2366.78                            |                                     |        |      |       |       |       |        | 19.72 | 10.52 | 5.48  | 10.96 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+50.00                | 476+76.99 | RT    | P & R       | 458.72                             |                                     |        |      |       |       |       |        | 3.82  | 2.04  | 1.06  | 2.12  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+59.71                | 479+00.00 | RT    | P & R       | 2442.18                            |                                     |        |      |       |       |       |        | 20.35 | 10.85 | 5.65  | 11.31 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 12TH ST. / MCKINLEY AVE. |           | LT/RT | PAVERS      | 3074.21                            | 3074.21                             | 341.58 | 0.17 |       |       | 56.93 | 341.58 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 12TH ST. / MCKINLEY AVE. |           | LT/RT | XWALK       | 2449.90                            | 2478.85                             | 275.43 | 0.14 |       |       | 45.90 |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+50.00                | 476+74.40 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 109+65.98                | 109+38.58 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 109+36.60                | 109+55.53 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+73.16                | 479+00.00 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+50.00                | 476+73.55 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 110+35.32                | 111+29.84 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 110+50.47                | 110+41.11 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+64.14                | 479+00.00 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+74.40                | 109+65.98 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 109+55.53                | 477+73.16 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+73.55                | 110+35.32 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 110+41.11                | 477+64.14 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+50.00                | 476+74.40 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 109+65.98                | 109+38.58 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 109+36.60                | 109+55.53 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+73.16                | 479+00.00 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 476+50.00                | 476+73.55 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 110+35.32                | 111+29.84 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 110+50.47                | 110+41.11 | LT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+64.14                | 479+00.00 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+54.98                | 477+54.30 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 477+64.14                | 478+51.80 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |
| 463       | 478+75.80                | 478+80.70 | RT    |             |                                    |                                     |        |      |       |       |       |        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |     |                            |    |       |  |

TOTALS CARRIED TO SHEET 156

1833.55 0.92 1431.49 305.59 1475.71 184.



j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299GC008.dgn 4/14/2014 4:35:09 PM briion\_sedziol" ODOTV81\_PDF\_Half.pltcfgr ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

| SHEET NO.          | STATION                   |                           | SIDE  | DESCRIPTION | CAD GENERATED SURFACE AREA (SQ FT) | CAD GENERATED SUBGRADE AREA (SQ FT) | 204                 |               | 204                                | 254               | 304                         | 305   | 407                        | 407  | 424   | 448   | 452  | 452              | 608                | 608                | 608                | 608                | 608                     | 608                | 608                     | 608               | 609            | 609                        | 609          | 609          | 609          |
|--------------------|---------------------------|---------------------------|-------|-------------|------------------------------------|-------------------------------------|---------------------|---------------|------------------------------------|-------------------|-----------------------------|---|----------------------------|--|---|---|--|------------------|--------------------|--------------------|--------------------|--------------------|-------------------------|--------------------|-------------------------|-------------------|----------------|----------------------------|--------------|--------------|--------------|
|                    |                           |                           |       |             |                                    |                                     | SUBGRADE COMPACTION | PROOF ROLLING | PAVEMENT PLANING, ASPHALT CONCRETE | 6" AGGREGATE BASE | 6" CONCRETE BASE, CLASS QCI | TACK COAT FOR INTERMEDIATE COURSE (0.075 GAL/SQ YD) | TACK COAT (0.04 GAL/SQ YD) | 0.75" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A | (1.50") ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, P664-28 | 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QCI | NON-REINFORCED CONCRETE PAVEMENT MISC.: ROADWAY BRICK PAVERS | 4" CONCRETE WALK | CURB RAMP, TYPE A1 | CURB RAMP, TYPE A2 | CURB RAMP, TYPE B1 | CURB RAMP, TYPE B2 | CURB RAMP, TYPE B2, APP | CURB RAMP, TYPE B3 | CURB RAMP, TYPE B3, APP | CURB RAMP, TYPE D | TRUNCATED DOME | CURB, TYPE 3B, AS PER PLAN | CURB, TYPE 6 | CURB, TYPE 7 | CURB, TYPE 8 |
|                    | SQ YD                     | HOUR                      |       |             |                                    |                                     | SQ YD               | CU YD         | SQ YD                              | GAL               | GAL                         | CU YD   | CU YD                      | SQ YD  | SQ FT   | SQ FT   | SQ FT  | SQ FT            | SQ FT              | SQ FT              | SQ FT              | SQ FT              | SQ FT                   | SQ FT              | SQ FT                   | FT                | FT             | FT                         | FT           | FT           | SQ YD        |
| <b>12TH STREET</b> |                           |                           |       |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+00.00                 | 481+50.00                 | LT    | FD          | 565.50                             | 690.50                              | 76.72               | 0.04          |                                    | 12.79             | 62.83                       | 4.71  | 2.51                       | 1.31   | 2.62  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+00.00                 | 481+50.00                 | RT    | FD          | 1261.55                            | 1389.77                             | 154.42              | 0.08          |                                    | 25.74             | 140.17                      | 10.51   | 5.61                       | 2.92   | 5.84  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+00.00                 | 481+50.00                 | LT    | P & R       | 4811.98                            |                                     |                     |               | 534.66                             |                   |                             | 40.10   | 21.39                      | 11.14  | 22.28   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+00.00                 | 481+50.00                 | RT    | P & R       | 4310.02                            |                                     |                     |               | 478.89                             |                   |                             | 35.92   | 19.16                      | 9.98   | 19.95   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+00.00                 | 481+50.00                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+00.00                 | 479+33.43                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  | 1647.54            |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+49.63                 | 481+50.00                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+33.43                 | 479+36.08                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+49.63                 | 479+50.78                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+00.00                 | 481+50.00                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+00.00                 | 479+33.43                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 664                | 479+49.63                 | 481+50.00                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+50.00                 | 481+68.22                 | LT    | FD          | 38.94                              | 46.95                               | 5.22                | 0.00          |                                    | 0.87              | 4.33                        | 0.32  | 0.17                       | 0.09   | 0.18  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+46.68                 | 484+00.00                 | LT    | FD          | 157.95                             | 235.94                              | 26.22               | 0.01          |                                    | 4.37              | 17.55                       | 1.32  | 0.70                       | 0.37   | 0.73  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+50.00                 | 481+89.35                 | RT    | FD          | 180.76                             | 202.55                              | 22.51               | 0.01          |                                    | 3.75              | 20.08                       | 1.51  | 0.80                       | 0.42   | 0.84  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+78.61                 | 484+00.00                 | RT    | FD          | 169.34                             | 227.78                              | 25.31               | 0.01          |                                    | 4.22              | 18.82                       | 1.41  | 0.75                       | 0.39   | 0.78  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+50.00                 | 481+80.40                 | LT    | P & R       | 504.69                             |                                     |                     |               | 56.08                              |                   |                             | 4.21  | 2.24                       | 1.17   | 2.34  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+61.83                 | 484+00.00                 | LT    | P & R       | 3002.02                            |                                     |                     |               | 333.56                             |                   |                             | 25.02   | 13.34                      | 6.95   | 13.90   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+50.00                 | 481+80.40                 | RT    | P & R       | 608.74                             |                                     |                     |               | 67.64                              |                   |                             | 5.07  | 2.71                       | 1.41   | 2.82  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+61.83                 | 484+00.00                 | RT    | P & R       | 2660.53                            |                                     |                     |               | 295.61                             |                   |                             | 22.17   | 11.82                      | 6.16   | 12.32   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 12TH ST. / CLEVELAND AVE. | 12TH ST. / CLEVELAND AVE. | LT/RT | PAVERS      | 2673.76                            | 2678.68                             | 297.63              | 0.15          |                                    | 49.61             | 297.08                      |   |                            |  |   | 2673.76   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 12TH ST. / CLEVELAND AVE. | 12TH ST. / CLEVELAND AVE. | LT/RT | XWALK       | 2382.07                            | 2416.86                             | 268.54              | 0.13          |                                    | 44.76             |                             |   |                            |  |   | 264.67  |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+50.00                 | 481+56.26                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+48.36                 | 484+00.00                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+50.00                 | 481+89.23                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+89.18                 | 484+00.00                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+56.26                 | 120+55.34                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 120+32.20                 | 482+19.86                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+29.12                 | 482+48.36                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+89.23                 | 119+67.21                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 119+38.98                 | 482+89.18                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+50.00                 | 481+56.26                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+19.86                 | 482+29.12                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+48.36                 | 484+00.00                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 481+50.00                 | 481+89.23                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+89.18                 | 484+00.00                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 482+92.55                 | 483+73.00                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 665                | 483+97.00                 | 484+00.00                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 486+50.00                 | LT    | FD          | 2163.05                            | 2294.91                             | 254.99              | 0.13          |                                    | 42.50             | 240.34                      | 18.03   | 9.61                       | 5.01   | 10.01   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 486+50.00                 | RT    | FD          | 672.47                             | 791.64                              | 87.96               | 0.04          |                                    | 14.66             | 74.72                       | 5.60  | 2.99                       | 1.56   | 3.11  |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 486+50.00                 | LT    | P & R       | 4472.49                            |                                     |                     |               | 496.94                             |                   |                             | 37.27   | 19.88                      | 10.35  | 20.71   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 486+50.00                 | RT    | P & R       | 4916.98                            |                                     |                     |               | 546.33                             |                   |                             | 40.97   | 21.85                      | 11.38  | 22.76   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 484+50.08                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+68.88                 | 486+21.94                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+68.88                 | 486+21.94                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 130+62.41                 | 130+84.14                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 484+72.12                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+96.84                 | 486+50.00                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+50.08                 | 484+49.63                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+68.88                 | 484+66.25                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 486+21.94                 | 130+62.41                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+72.12                 | 484+75.78                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+96.84                 | 484+97.95                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 484+50.08                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+68.88                 | 486+21.94                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 130+62.41                 | 130+84.14                 | LT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 484+72.12                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+96.84                 | 486+50.00                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 484+00.00                 | 484+22.71                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |
| 666                | 485+08.72                 | 485+78.91                 | RT    |             |                                    |                                     |                     |               |                                    |                   |                             |   |                            |  |   |   |  |                  |                    |                    |                    |                    |                         |                    |                         |                   |                |                            |              |              |              |

**TOTALS CARRIED TO SHEET 156** 1219.5 0.61 2809.7 203.25 875.92 254.14 135.54 70.59 141.19 264.67 2673.76 7651.70 97.02 0.00 0.00 912.96 0.00 355.48 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1371.17 73.98 0.00 0.00

CALCULATED JMK  
 CHECKED DLW  
**STA -12TH STREET**  
**PAVEMENT CALCULATIONS - 12TH STREET**









| SHEET NO. | STATION     |           | SIDE | DESCRIPTION | CAD GENERATED SURFACE AREA (SQ FT) | CAD GENERATED SUBGRADE AREA (SQ FT) | 204    | 204  | 254    | 304   | 305   | 407    | 407   | 424   | 448   | 452   | 452   | 608     | 608   | 608   | 608   | 608    | 608   | 608   | 608   | 609    | 609    | 609   | 609 | 609 |    |
|-----------|-------------|-----------|------|-------------|------------------------------------|-------------------------------------|--------|------|--------|-------|-------|--------|-------|-------|-------|-------|-------|---------|-------|-------|-------|--------|-------|-------|-------|--------|--------|-------|-----|-----|----|
|           | FROM        | TO        |      |             |                                    |                                     | SQ YD  | HOUR | SQ YD  | CU YD | SQ YD | GAL    | GAL   | CU YD | CU YD | SQ YD | SQ FT | SQ FT   | SQ FT | SQ FT | SQ FT | SQ FT  | SQ FT | SQ FT | SQ FT | SQ FT  | SQ FT  | SQ FT | FT  | FT  | FT |
|           | 12TH STREET |           |      |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+50.00   | 519+00.00 | LT   | FD          | 1123.50                            | 1226.33                             | 136.26 | 0.07 |        |       | 22.71 | 124.83 | 9.36  | 4.99  | 2.60  | 5.20  |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+50.00   | 516+96.00 | RT   | FD          | 207.01                             | 230.01                              | 25.56  | 0.01 |        |       | 4.26  | 23.00  | 1.73  | 0.92  | 0.48  | 0.96  |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 517+46.00   | 519+00.00 | RT   | FD          | 1132.94                            | 1208.10                             | 134.23 | 0.07 |        |       | 22.37 | 125.88 | 9.44  | 5.04  | 2.62  | 5.25  |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+50.00   | 519+00.00 | LT   | P & R       | 4232.00                            |                                     |        |      | 470.22 |       |       | 35.27  | 18.81 | 9.80  | 19.59 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+50.00   | 519+00.00 | RT   | P & R       | 3678.50                            |                                     |        |      | 408.72 |       |       | 30.65  | 16.35 | 8.52  | 17.03 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+96.00   | 517+46.00 | RT   | BUS         | 500.00                             | 525.00                              | 58.33  | 0.03 |        | 9.72  |       |        |       |       | 55.56 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+50.00   | 518+75.01 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 1274.59 |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+50.00   | 517+89.89 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 756.52  |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 518+05.97   | 519+00.00 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 1017.13 |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+77.16   | 516+81.08 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 8.22    |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 517+89.89   | 517+90.12 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 518+05.97   | 518+05.74 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         | 55.13 |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+50.00   | 518+75.01 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         | 55.58 |       |       |        |       |       |       |        |        |       |     |     |    |
| 479       | 516+50.00   | 517+89.89 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       | 226.16 |        |       |     |     |    |
| 479       | 518+05.97   | 519+00.00 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       | 141.45 |        |       |     |     |    |
| 479       | 518+05.97   | 519+00.00 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       | 95.59  |        |       |     |     |    |
| 480       | 519+00.00   | 520+50.00 | LT   | FD          | 453.84                             | 497.78                              | 55.31  | 0.03 |        | 9.22  | 50.43 | 3.78   | 2.02  | 1.05  | 2.10  |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 480       | 521+00.00   | 521+50.00 | LT   | FD          | 50.00                              | 75.00                               | 8.33   | 0.00 |        | 1.39  | 5.56  | 0.42   | 0.22  | 0.12  | 0.23  |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 480       | 519+00.00   | 521+50.00 | RT   | FD          | 495.47                             | 620.50                              | 68.94  | 0.03 |        | 11.49 | 55.05 | 4.13   | 2.20  | 1.15  | 2.29  |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 480       | 519+00.00   | 521+50.00 | LT   | P & R       | 3647.00                            |                                     |        |      | 405.22 |       |       | 30.39  | 16.21 | 8.44  | 16.88 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 480       | 519+00.00   | 521+50.00 | RT   | P & R       | 4187.50                            |                                     |        |      | 465.28 |       |       | 34.90  | 18.61 | 9.69  | 19.39 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 480       | 520+50.00   | 521+00.00 | LT   | BUS         | 500.00                             | 525.00                              | 58.33  | 0.03 |        | 9.72  |       |        |       |       | 55.56 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 480       | 519+42.55   | 521+50.00 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 1324.90 |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 480       | 519+00.00   | 521+50.00 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 1912.11 |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 480       | 519+24.76   | 519+43.74 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       | 171.00 |       |       |       |        |        |       |     |     |    |
| 480       | 519+42.55   | 521+50.00 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       | 208.59 |        |       |     |     |    |
| 480       | 519+00.00   | 519+24.76 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       | 24.77  |        |       |     |     |    |
| 480       | 519+43.74   | 521+50.00 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       | 206.29 |        |       |     |     |    |
| 481       | 521+50.00   | 524+00.00 | LT   | FD          | 250.00                             | 375.00                              | 41.67  | 0.02 |        | 6.94  | 27.78 | 2.08   | 1.11  | 0.58  | 1.16  |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 521+50.00   | 524+00.00 | RT   | FD          | 399.53                             | 526.00                              | 58.44  | 0.03 |        | 9.74  | 44.39 | 3.33   | 1.78  | 0.92  | 1.85  |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 521+50.00   | 524+00.00 | LT   | P & R       | 4250.00                            |                                     |        |      | 472.22 |       |       | 35.42  | 18.89 | 9.84  | 19.68 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 521+50.00   | 524+00.00 | RT   | P & R       | 4187.50                            |                                     |        |      | 465.28 |       |       | 34.90  | 18.61 | 9.69  | 19.39 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 521+50.00   | 524+00.00 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 1607.43 |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 523+46.93   | 523+50.93 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 12.01   |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 521+50.00   | 522+37.70 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 539.08  |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 522+47.14   | 524+00.00 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 858.74  |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 522+37.70   | 522+37.93 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 522+47.14   | 522+46.91 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 521+50.00   | 524+00.00 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 481       | 521+50.00   | 522+37.70 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        | 250.00 |       |     |     |    |
| 481       | 522+47.14   | 524+00.00 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        | 89.26  |       |     |     |    |
| 481       | 522+47.14   | 524+00.00 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        | 154.42 |       |     |     |    |
| 482       | 524+00.00   | 526+50.00 | LT   | FD          | 875.00                             | 993.58                              | 110.40 | 0.06 |        | 18.40 | 97.22 | 7.29   | 3.89  | 2.03  | 4.05  |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+00.00   | 524+60.00 | RT   | FD          | 187.14                             | 217.14                              | 24.13  | 0.01 |        | 4.02  | 20.79 | 1.56   | 0.83  | 0.43  | 0.87  |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 525+10.00   | 526+50.00 | RT   | FD          | 350.57                             | 414.18                              | 46.02  | 0.02 |        | 7.67  | 38.95 | 2.92   | 1.56  | 0.81  | 1.62  |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+00.00   | 526+50.00 | LT   | P & R       | 4181.00                            |                                     |        |      | 464.56 |       |       | 34.84  | 18.58 | 9.68  | 19.36 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+00.00   | 526+50.00 | RT   | P & R       | 3575.00                            |                                     |        |      | 397.22 |       |       | 29.79  | 15.89 | 8.28  | 16.55 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+60.00   | 525+10.00 | RT   | BUS         | 500.00                             | 525.00                              | 58.33  | 0.03 |        | 9.72  |       |        |       |       | 55.56 |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+00.00   | 525+14.52 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 647.41  |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 525+55.17   | 526+50.00 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 603.04  |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+00.00   | 524+35.76 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 239.52  |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+48.15   | 526+39.67 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       | 1046.29 |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 525+14.52   | 210+26.32 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 210+26.69   | 525+55.17 | LT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+35.76   | 524+35.99 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 524+48.15   | 524+47.92 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |
| 482       | 526+39.67   | 526+39.94 | RT   |             |                                    |                                     |        |      |        |       |       |        |       |       |       |       |       |         |       |       |       |        |       |       |       |        |        |       |     |     |    |

TOTALS CARRIED TO SHEET 156

884.29 0.44 3548.72 147.38 613.89 312.20 166.50 86.72 173.44 166.67 0.00 11847.0 0.00 0.00 0.00 171.00 0.00 387.48 192.40 0.00 0.00 0.00 0.00 0.00 1396.53 0.00 0.00 0.00

CALCULATED  
 JMK  
 CHECKED  
 DLW

**PAVEMENT CALCULATIONS - 12TH STREET**

**STA - 12TH STREET**

149  
 790



J:\pre-int\11\11-060 12th Street\STA\85299\roadway\sheets\85299GC015.dgn 4/14/2014 4:35:14 PM brian.sezior\ ODOTV8I\_PDF\_Half.pltcfq ODOTV8I\_Pen-ME.tbl M-E Companies, Inc.

Table with columns: SHEET NO., STATION (FROM, TO), SIDE, DESCRIPTION, CAD GENERATED SURFACE AREA (SQ FT), CAD GENERATED SUBGRADE AREA (SQ FT), and 28 material categories (e.g., SUBGRADE COMPACTION, PROOF ROLLING, PAVEMENT PLANING, ASPHALT CONCRETE, etc.) with corresponding values in SQ YD, HOUR, and SQ FT.

TOTALS CARRIED TO SHEET 156

2236.08 1.12 2223.85 372.68 2049.95 315.83 168.44 87.73 175.46 111.11 564.92 10070.8 0.00 0.00 177.62 404.74 0.00 0.00 0.00 0.00 0.00 0.00 0.00 858.52 0.00 0.00 0.00

STATION - 12TH STREET (vertical text) and STA - 12TH STREET (horizontal text) along with a small box containing 151 and 790.









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Table with columns: SHEET NO., STATION (FROM, TO), SIDE, DESCRIPTION, CAD GENERATED SURFACE AREA (SQ FT), CAD GENERATED SUBGRADE AREA (SQ FT), and 28 columns for material quantities (SQ YD, HOUR, SQ YD, CU YD, SQ YD, GAL, CU YD, SQ YD, SQ YD, SQ YD, SQ FT, SQ FT, SQ FT, SQ FT, SQ FT, SQ FT, SQ FT, SQ FT, SQ FT, SQ FT, SQ FT, SQ FT, FT, FT, FT, FT, SQ YD).

Summary section with columns: CALCULATED, JM/K, CHECKED, DLW, STA - 12TH STREET, and PAVEMENT CALCULATIONS - 12TH STREET.

J:\pre-int\11-060 12th Street\STA\85299\roadway\sheet85299GC020.dgn 4/14/2014 4:35:18 PM brian.sezoi\ 4/14/2014 4:35:18 PM OD0TV8I\_PDF\_Half.plcfcg OD0TV8I\_Pen-NE.tbl M-E Companies, Inc.

| SHEET NO. | STATION                    |           | SIDE  | DESCRIPTION | CAD GENERATED SURFACE AREA (SQ FT) | CAD GENERATED SUBGRADE AREA (SQ FT) | 204    | 204  | 254 | 304   | 305    | 407   | 407   | 424   | 448   | 452 | 452     | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608   | 609 | 609 | 609 | 609 | 609 |        |        |     |
|-----------|----------------------------|-----------|-------|-------------|------------------------------------|-------------------------------------|--------|------|-----|-------|--------|-------|-------|-------|-------|-----|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|-----|--------|--------|-----|
|           |                            |           |       |             |                                    |                                     | 204    | 204  | 254 | 304   | 305    | 407   | 407   | 424   | 448   | 452 | 452     | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608   | 608 | 608 | 608 | 609 | 609 | 609    | 609    | 609 |
|           | FROM                       | TO        |       |             |                                    |                                     | 204    | 204  | 254 | 304   | 305    | 407   | 407   | 424   | 448   | 452 | 452     | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608 | 608   | 608 | 608 | 608 | 608 | 609 | 609    | 609    | 609 |
|           | O'JAYS PARKWAY             |           |       |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | 247+29.07                  | 248+50.00 | LT    | FD          | 4595.08                            | 4652.07                             | 516.90 | 0.26 |     | 86.15 | 510.56 | 38.29 | 20.42 | 10.64 | 21.27 |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | 247+30.38                  | 248+50.00 | RT    | FD          | 1694.31                            | 1755.52                             | 195.06 | 0.10 |     | 32.51 | 188.26 | 14.12 | 7.53  | 3.92  | 7.84  |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | CHANNELIZING MEDIAN        |           | LT    | PAVERS      | 83.57                              | 127.82                              | 14.20  | 0.01 |     | 2.37  | 9.29   |       |       |       |       |     | 83.57   |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | O'JAYS PW SPLITTER ISLAND  |           | LT/RT | PAVERS      | 295.58                             | 361.39                              | 40.15  | 0.02 |     | 6.69  | 32.84  |       |       |       |       |     | 295.58  |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | 246+50.00                  | 248+40.81 | LT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     | 1806.08 |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | 246+25.00                  | 248+52.87 | RT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     | 1910.41 |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | 248+39.93                  | 248+57.43 | LT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | 248+52.87                  | 248+67.16 | RT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 501       | 246+50.00                  | 248+40.81 | LT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        | 184.92 |     |
| 501       | 246+25.00                  | 248+52.87 | RT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     | 230.77 |        |     |
| 501       | CHANNELIZING MEDIAN        |           | LT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        | 90.07  |     |
| 501       | O'JAYS PW SPLITTER ISLAND  |           | LT/RT |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     | 41.00 |     |     |     |     |     | 134.75 |        |     |
|           | MAPLE AVENUE               |           |       |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | 240+66.39                  | 241+50.00 | LT    | FD          | 1090.57                            | 1124.82                             | 124.98 | 0.06 |     | 20.83 | 121.17 | 9.09  | 4.85  | 2.52  | 5.05  |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | 240+66.39                  | 241+50.00 | RT    | FD          | 1299.21                            | 1327.47                             | 147.50 | 0.07 |     | 24.58 | 144.36 | 10.83 | 5.77  | 3.01  | 6.01  |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | MAPLE AVE. SPLITTER ISLAND |           | LT/RT | PAVERS      | 295.81                             | 359.54                              | 39.95  | 0.02 |     | 6.66  | 32.87  |       |       |       |       |     | 295.81  |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | 240+71.49                  | 241+50.32 | LT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     | 806.52  |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | 240+71.52                  | 241+50.06 | RT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     | 533.96  |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | 240+58.65                  | 240+73.02 | LT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | 240+57.02                  | 240+71.52 | RT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | 240+73.02                  | 241+50.03 | LT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | 240+71.52                  | 241+50.06 | RT    |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     |       |     |     |     |     |     |        |        |     |
| 502       | MAPLE AVE. SPLITTER ISLAND |           | LT/RT |             |                                    |                                     |        |      |     |       |        |       |       |       |       |     |         |     |     |     |     |     |     |     |     |     |     | 41.00 |     |     |     |     |     |        | 130.57 |     |

|                               |  |  |  |  |  |  |         |      |         |        |         |        |        |       |        |        |         |         |        |      |        |         |        |        |        |      |      |      |      |      |       |      |         |      |        |       |        |      |      |      |
|-------------------------------|--|--|--|--|--|--|---------|------|---------|--------|---------|--------|--------|-------|--------|--------|---------|---------|--------|------|--------|---------|--------|--------|--------|------|------|------|------|------|-------|------|---------|------|--------|-------|--------|------|------|------|
| TOTALS FROM THIS SHEET        |  |  |  |  |  |  | 1078.74 | 0.54 | 0.00    | 179.79 | 1039.35 | 72.33  | 38.57  | 20.09 | 40.18  | 0.00   | 674.96  | 5056.97 | 335.53 | 0.00 | 0.00   | 0.00    | 0.00   | 0.00   | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   |       |        |      |      |      |
| TOTALS CARRIED FROM SHEET 137 |  |  |  |  |  |  | 1928.18 | 0.96 | 1564.72 | 321.36 | 1860.56 | 256.90 | 137.01 | 71.36 | 142.72 | 0.00   | 0.00    | 5221.03 | 0.00   | 0.00 | 263.15 | 1077.50 | 0.00   | 0.00   | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 57.53 | 0.00 | 1053.48 | 0.00 | 0.00   | 0.00  | 0.00   | 0.00 |      |      |
| TOTALS CARRIED FROM SHEET 138 |  |  |  |  |  |  | 1089.40 | 0.54 | 1682.56 | 181.57 | 873.22  | 187.78 | 100.15 | 52.16 | 104.32 | 160.11 | 468.20  | 5256.53 | 0.00   | 0.00 | 0.00   | 600.52  | 621.01 | 103.13 | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 0.00   | 0.00 | 0.00 | 0.00 |
| TOTALS CARRIED FROM SHEET 139 |  |  |  |  |  |  | 2471.37 | 1.24 | 1180.60 | 411.90 | 1875.26 | 201.70 | 107.57 | 56.03 | 112.06 | 508.37 | 3298.86 | 9229.99 | 0.00   | 0.00 | 0.00   | 688.71  | 0.00   | 247.37 | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 0.00   | 2.53 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 140 |  |  |  |  |  |  | 702.83  | 0.35 | 1882.36 | 117.14 | 601.75  | 184.16 | 98.22  | 51.16 | 102.31 | 43.73  | 257.41  | 4585.13 | 0.00   | 0.00 | 0.00   | 0.00    | 0.00   | 423.18 | 320.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 112.92 | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 141 |  |  |  |  |  |  | 966.08  | 0.48 | 1736.16 | 151.30 | 852.50  | 194.15 | 103.55 | 53.93 | 107.86 | 0.00   | 0.00    | 4641.06 | 0.00   | 0.00 | 0.00   | 0.00    | 217.37 | 632.13 | 639.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 0.00   | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 142 |  |  |  |  |  |  | 1675.89 | 0.84 | 1402.57 | 279.32 | 1504.34 | 218.02 | 116.28 | 60.56 | 121.12 | 111.11 | 0.00    | 5337.85 | 0.00   | 0.00 | 0.00   | 520.96  | 386.49 | 486.93 | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 0.00   | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 143 |  |  |  |  |  |  | 1833.55 | 0.92 | 1431.49 | 305.59 | 1475.71 | 184.47 | 98.38  | 51.24 | 102.48 | 272.21 | 4028.90 | 5540.29 | 0.00   | 0.00 | 0.00   | 825.99  | 162.78 | 323.76 | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 99.02  | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 144 |  |  |  |  |  |  | 1219.51 | 0.61 | 2809.72 | 203.25 | 875.92  | 254.14 | 135.54 | 70.59 | 141.19 | 264.67 | 2673.76 | 7651.70 | 97.02  | 0.00 | 0.00   | 0.00    | 912.96 | 0.00   | 355.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 73.98 | 0.00   | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 145 |  |  |  |  |  |  | 2308.35 | 1.15 | 2718.52 | 384.73 | 1907.88 | 300.91 | 160.48 | 83.59 | 167.17 | 320.64 | 5528.71 | 6453.89 | 0.00   | 0.00 | 0.00   | 955.41  | 220.42 | 349.24 | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 0.00   | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 146 |  |  |  |  |  |  | 1458.82 | 0.60 | 2586.58 | 243.14 | 1127.68 | 260.30 | 138.82 | 72.30 | 144.61 | 247.56 | 2192.80 | 7565.17 | 0.00   | 0.00 | 0.00   | 1242.49 | 0.00   | 296.55 | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 0.00   | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 147 |  |  |  |  |  |  | 1560.42 | 0.78 | 2439.30 | 260.07 | 1208.95 | 257.55 | 137.36 | 71.54 | 143.08 | 265.77 | 1927.98 | 8828.11 | 0.00   | 0.00 | 0.00   | 829.60  | 0.00   | 118.20 | 0.00   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 350.14 | 0.00  | 0.00   | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 148 |  |  |  |  |  |  | 1738.25 | 0.87 | 2595.41 | 289.71 | 1538.70 | 310.06 | 165.36 | 86.13 | 172.25 | 111.11 | 0.00    | 7026.59 | 0.00   | 0.00 | 0.00   | 709.77  | 0.00   | 0.00   | 423.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 84.78 | 0.00   | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 149 |  |  |  |  |  |  | 884.29  | 0.44 | 3548.72 | 147.38 | 613.89  | 312.20 | 166.50 | 86.72 | 173.44 | 166.67 | 0.00    | 11847.0 | 0.00   | 0.00 | 0.00   | 0.00    | 0.00   | 387.48 | 192.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 0.00   | 0.00 | 0.00 |      |
| TOTALS CARRIED FROM SHEET 150 |  |  |  |  |  |  | 1508.57 | 0.75 | 2590.69 | 251.43 | 1361.60 | 296.42 | 158.09 | 82.34 | 164.68 | 55.56  | 0.00    | 7431.94 | 0.00   | 0.00 | 0.00   | 280.41  | 0.00   | 108.95 | 178.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00    | 0.00 | 0.00   | 0.00  | 0.00   | 0.00 |      |      |
| TOTALS CARRIED FROM SHEET 151 |  |  |  |  |  |  |         |      |         |        |         |        |        |       |        |        |         |         |        |      |        |         |        |        |        |      |      |      |      |      |       |      |         |      |        |       |        |      |      |      |

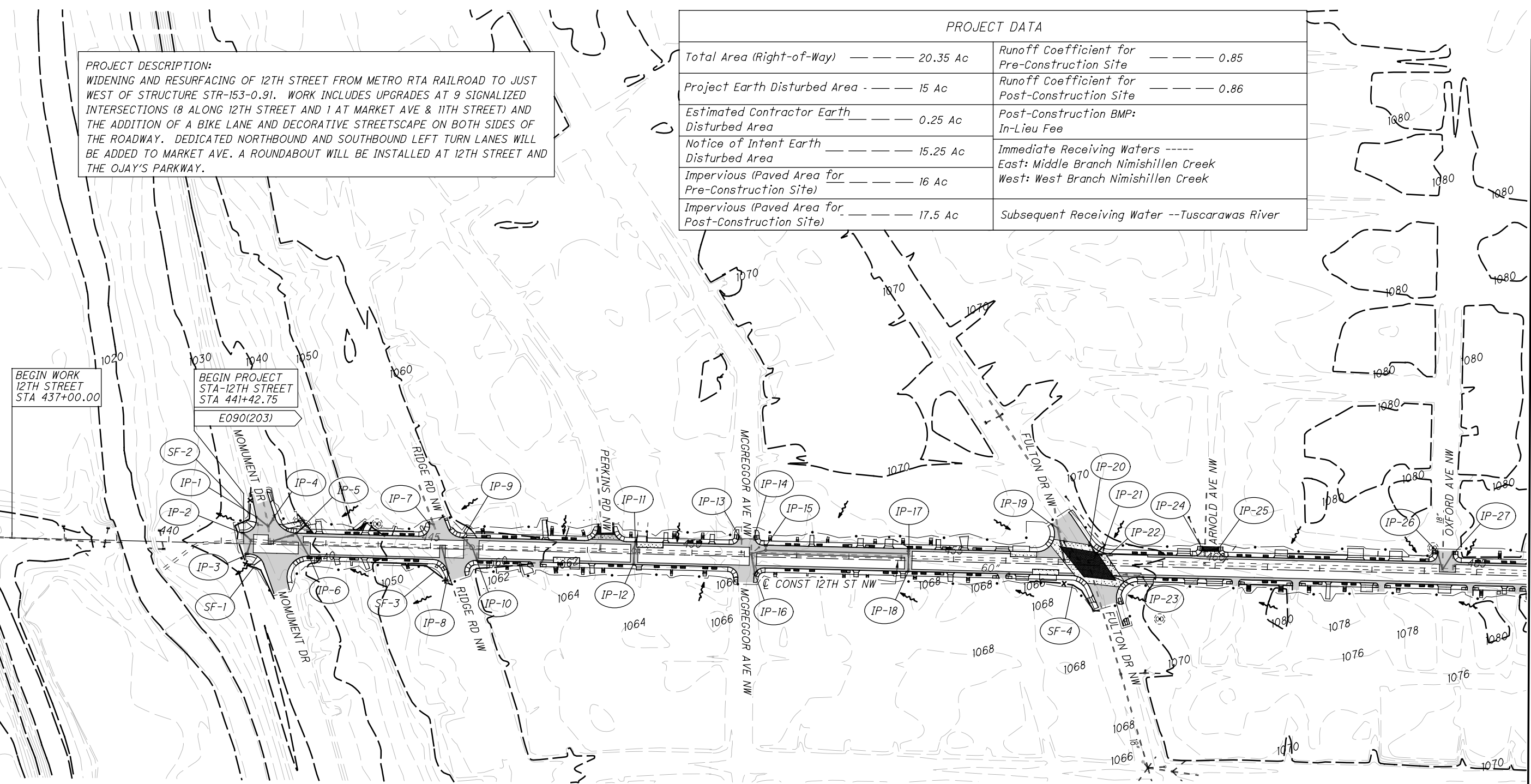
j:\pre-int\11-060 12th Street\STA\85299\drainage\sheets\85299db001.dgn 4/14/2014 4:35:22 PM brian.seazio\ ODOTV81\_PDF\_Half.pltctg ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

**PROJECT DESCRIPTION:**  
 WIDENING AND RESURFACING OF 12TH STREET FROM METRO RTA RAILROAD TO JUST WEST OF STRUCTURE STR-153-0.91. WORK INCLUDES UPGRADES AT 9 SIGNALIZED INTERSECTIONS (8 ALONG 12TH STREET AND 1 AT MARKET AVE & 11TH STREET) AND THE ADDITION OF A BIKE LANE AND DECORATIVE STREETScape ON BOTH SIDES OF THE ROADWAY. DEDICATED NORTHBOUND AND SOUTHBOUND LEFT TURN LANES WILL BE ADDED TO MARKET AVE. A ROUNDABOUT WILL BE INSTALLED AT 12TH STREET AND THE OJAY'S PARKWAY.

| PROJECT DATA                                       |          |  |      |
|--|----------|--|------|
| Total Area (Right-of-Way)                          | 20.35 Ac | Runoff Coefficient for Pre-Construction Site   | 0.85 |
| Project Earth Disturbed Area                       | 15 Ac    | Runoff Coefficient for Post-Construction Site  | 0.86 |
| Estimated Contractor Earth Disturbed Area          | 0.25 Ac  | Post-Construction BMP: In-Lieu Fee   |      |
| Notice of Intent Earth Disturbed Area              | 15.25 Ac | Immediate Receiving Waters -----<br>East: Middle Branch Nimishillen Creek<br>West: West Branch Nimishillen Creek |      |
| Impervious (Paved Area for Pre-Construction Site)  | 16 Ac    | Subsequent Receiving Water --Tuscarawas River  |      |
| Impervious (Paved Area for Post-Construction Site) | 17.5 Ac  |  |      |

BEGIN WORK  
12TH STREET  
STA 437+00.00

BEGIN PROJECT  
STA-12TH STREET  
STA 441+42.75



- LEGEND**
- CATCH BASIN, CB-3A
  - CATCH BASIN, CB-3
  - MANHOLE, MH-3
  - SF-1 FILTER FABRIC FENCE AS PER DM-4.4
  - IP-1 INLET PROTECTION AS PER DM-4.3

FULL DEPTH PAVEMENT - ASPHALT

FULL DEPTH PAVEMENT - CONCRETE

FULL DEPTH PAVEMENT - BRICK PAVERS

USGS QUADRANT NO. NIMA 4765 IV SE SERIES V852 CANTON EAST OHIO

USGS QUADRANT NO. NIMA 4765 IV SW SERIES V852 CANTON WEST OHIO

LONGITUDE: 81° 22' 19" \*  
 LATITUDE: 39° 13' 10" \*

\*LONGITUDE AND LATITUDE TO APPROXIMATE CENTER OF PROJECT

**NOTE:**

- THE PROVISIONS SET FORTH IN ODOT SUPPLEMENTAL SPECIFICATION 832 SHALL GOVERN THE EROSION AND SEDIMENT CONTROL INSTALLATIONS ON THIS SWPPP.
- THE FOLLOWING BMP CONTROLS, AS DETAILED IN 832.05, ARE ANTICIPATED TO BE REQUIRED DURING CONSTRUCTION:
- A. PERIMETER CONTROLS - FILTER FABRIC FENCE AS SHOWN IN THIS SWPPP AND AS NEEDED
  - B. INLET PROTECTION - AS SHOWN IN THIS SWPPP
  - C. CONSTRUCTION SEEDING AND MULCHING -AS DETERMINED BY THE CONTRACTOR
  - D. CONSTRUCTION MULCH -AS DETERMINED BY THE CONTRACTOR
  - E. WINTER SEEDING AND MULCHING-AS DETERMINED BY THE CONTRACTOR
  - F. SLOPE PROTECTION-AS DETERMINED BY THE CONTRACTOR - POSSIBLY REQUIRED DURING THE ROUNDABOUT CONSTRUCTION
  - G. DITCH PROTECTION - AS DETERMINED BY THE CONTRACTOR - POSSIBLY REQUIRED DURING THE ROUNDABOUT CONSTRUCTION
  - H.-I. - NOT ANTICIPATED TO BE REQUIRED ON THIS PROJECT
  - K. CONCRETE WASHOUT AREAS BMP - AS DETERMINED BY THE CONTRACTOR
  - L. CONSTRUCTION ENTRANCES - AS DETERMINED BY THE CONTRACTOR
  - M. PROJECT FUELING AND REFUELING BMP LOCATIONS - AS DETERMINED BY THE CONTRACTOR - SPCC NOT REQUIRED
- A QUANTITY OF SS 832 EROSION CONTROL - 1 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK.

0 50 100 200  
HORIZONTAL SCALE IN FEET

CALCULATED MAM CHECKED EMS

**STORM WATER POLLUTION PREVENTION PLAN**

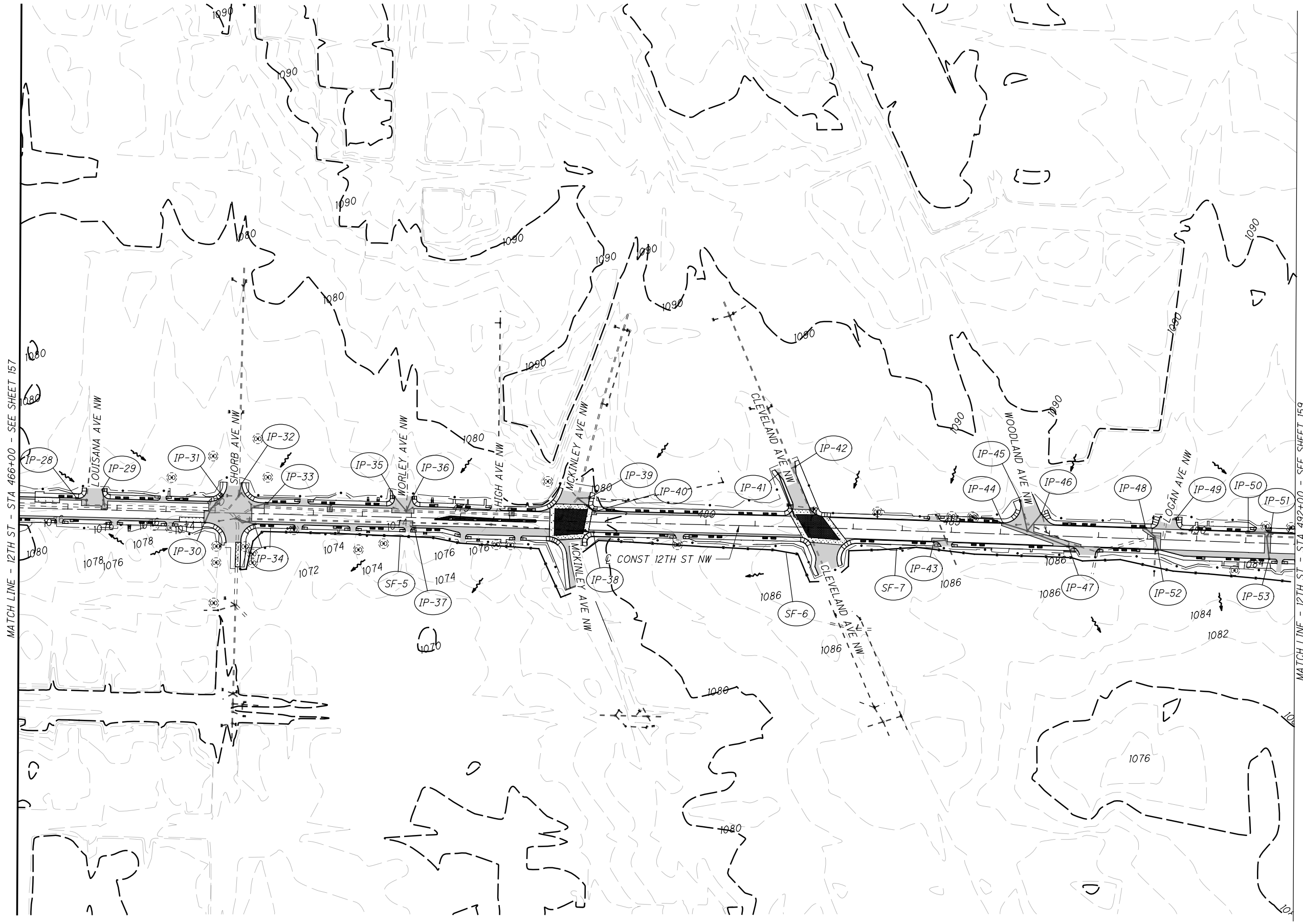
**STA-12TH STREET**

**STA 437+00 TO STA 466+00**

157  
790

MATCH LINE - 12TH ST - STA 466+00 - SEE SHEET 158

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MATCH LINE - 12TH ST - STA 466+00 - SEE SHEET 157

MATCH LINE - 12TH ST - STA 492+00 - SEE SHEET 159

158  
790

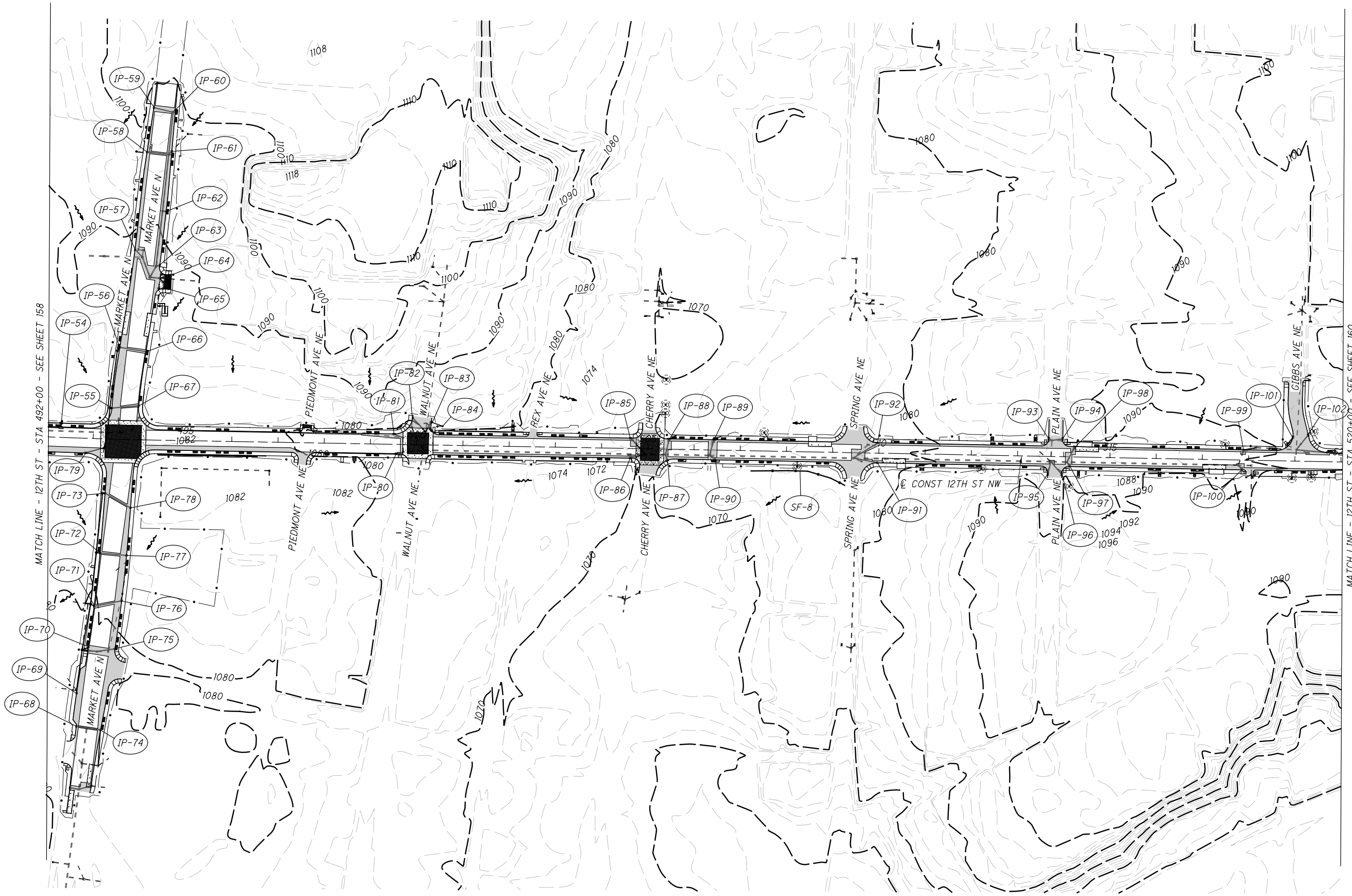
STA-12TH STREET

STORM WATER POLLUTION PREVENTION PLAN  
STA 466+00 TO STA 492+00

|            |     |
|------------|-----|
| CALCULATED | MAM |
| CHECKED    | EMS |



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MATCH LINE - 12TH ST - STA 492+00 - SEE SHEET 158

MATCH LINE - 12TH ST - STA 520+00 - SEE SHEET 160

159  
790

STA-12TH STREET

STORM WATER POLLUTION PREVENTION PLAN  
STA 492+00 TO STA 520+00

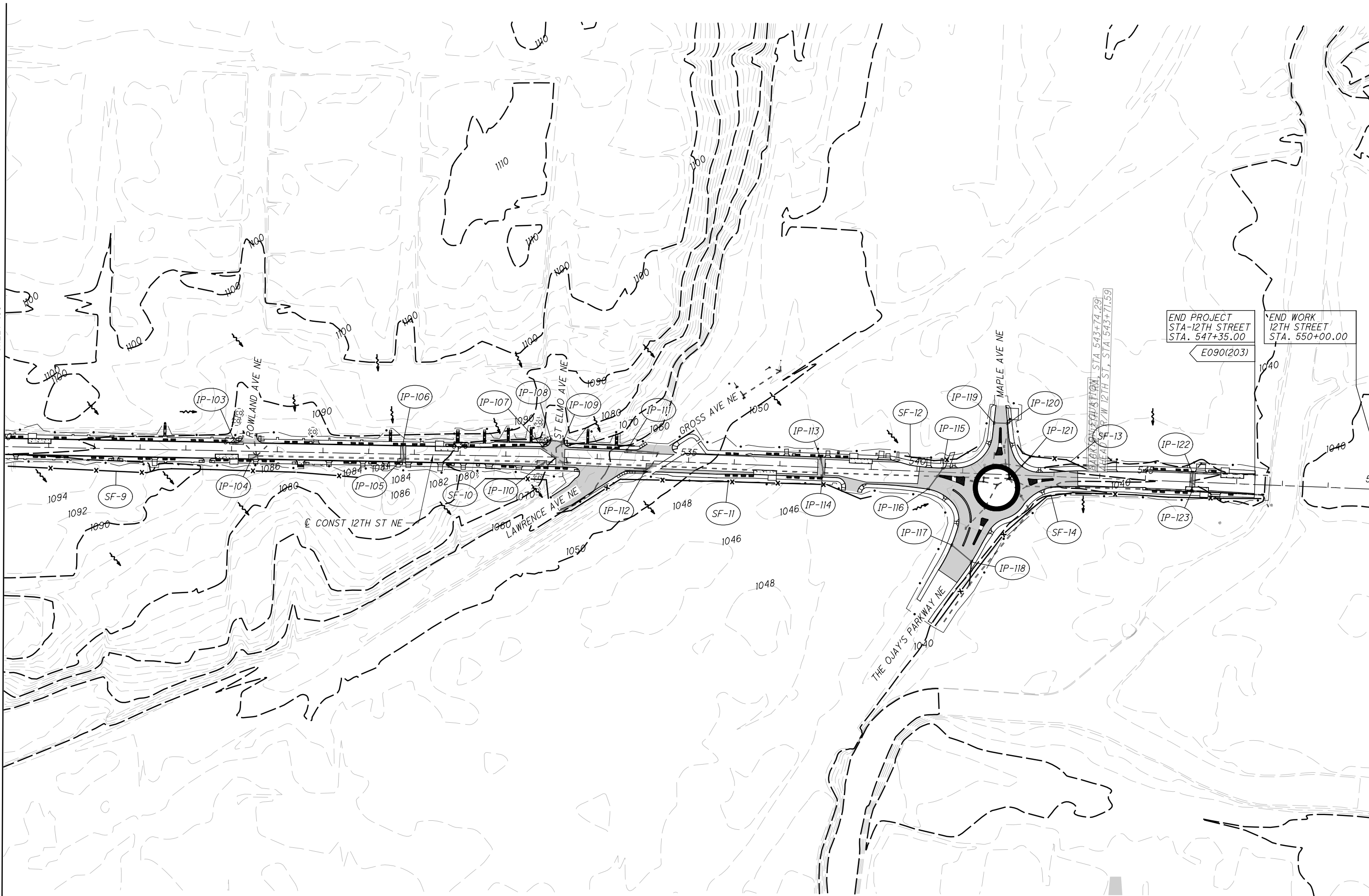
CALCULATED MAM  
CHECKED EMS





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MATCH LINE - 12TH ST - STA 520+00 - SEE SHEET 159



END PROJECT  
STA-12TH STREET  
STA. 547+35.00

END WORK  
12TH STREET  
STA. 550+00.00

E090(203)

CALCULATED MAM  
CHECKED EMS

0 50 100 200  
HORIZONTAL SCALE IN FEET

160  
790

**STORM WATER POLLUTION PREVENTION PLAN**  
**STA 520+00 TO STA 550+00**

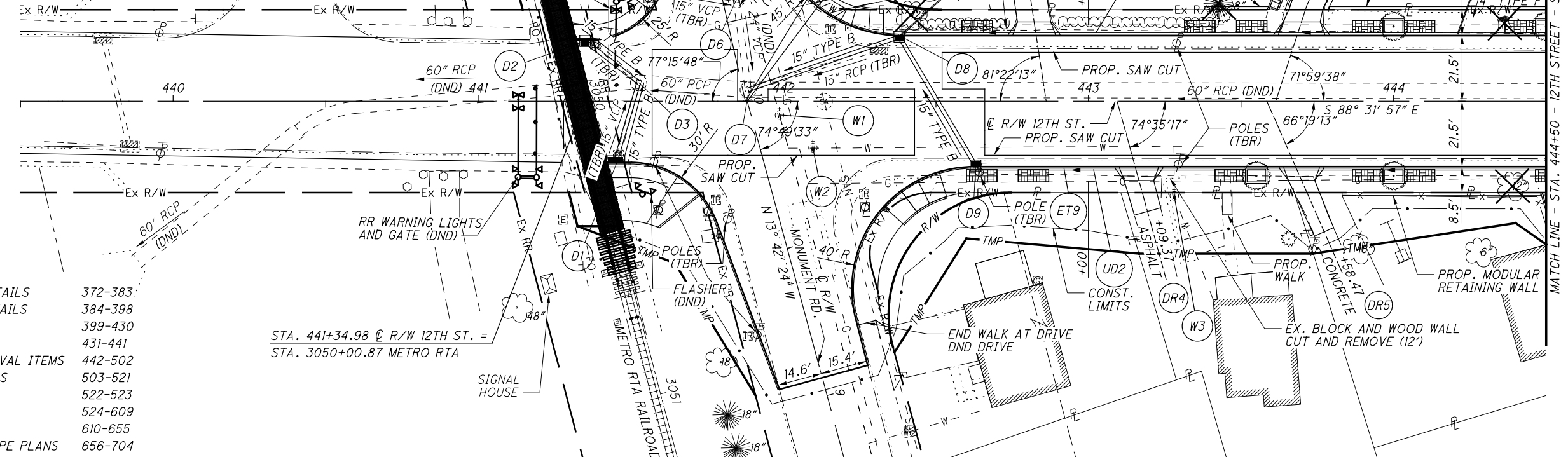
**STA-12TH STREET**

FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19

BEGIN WORK  
12TH STREET  
STA 437+00.00

BEGIN PROJECT  
STA-12TH STREET  
STA 441+42.75



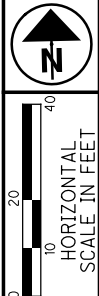
SHEET INDEX:

|                                |         |
|--------------------------------|---------|
| MAJOR INTERSECTION DETAILS     | 372-383 |
| MINOR INTERSECTION DETAILS     | 384-398 |
| DRIVE DETAILS                  | 399-430 |
| SIDE ROAD PROFILES             | 431-441 |
| PAVEMENT DETAILS/REMOVAL ITEMS | 442-502 |
| CONCRETE STAIRS DETAILS        | 503-521 |
| BUS STOP DETAILS               | 522-523 |
| TRAFFIC CONTROL PLANS          | 524-609 |
| TRAFFIC SIGNAL PLANS           | 610-655 |
| LIGHTING AND STREETScape PLANS | 656-704 |

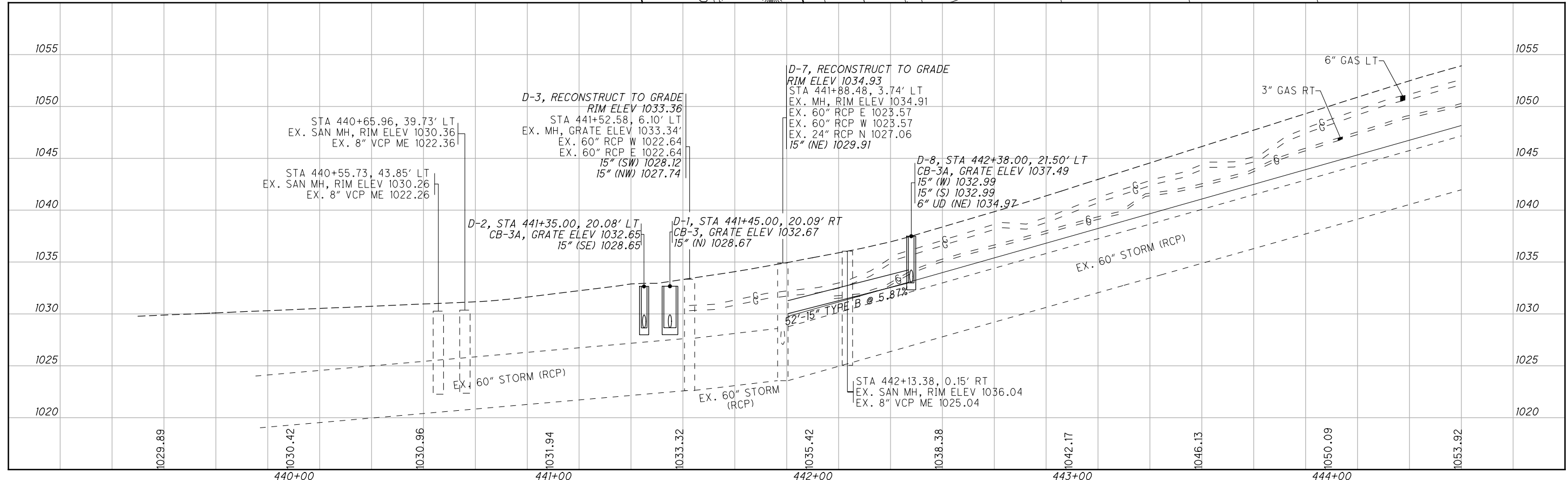
STA. 441+34.98 @ R/W 12TH ST. =  
STA. 3050+00.87 METRO RTA

GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
443+00 TO STA.  
464+00 (LEFT)

GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
443+00 TO STA.  
444+50 (RIGHT)



PLAN AND PROFILE - 12TH STREET  
STA. 439+50 TO STA. 444+50



STA-12TH STREET  
161  
790

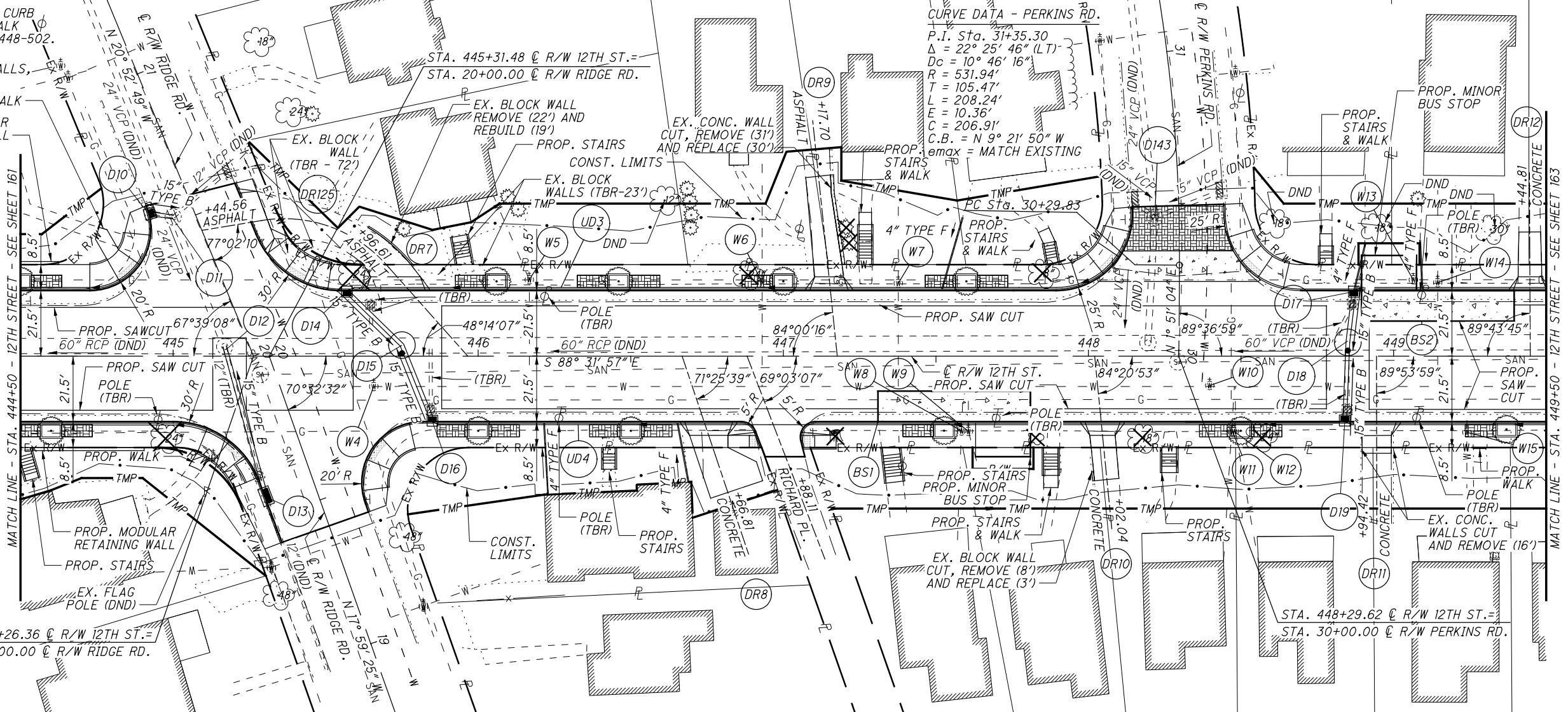
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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19

CURVE DATA - PERKINS RD.

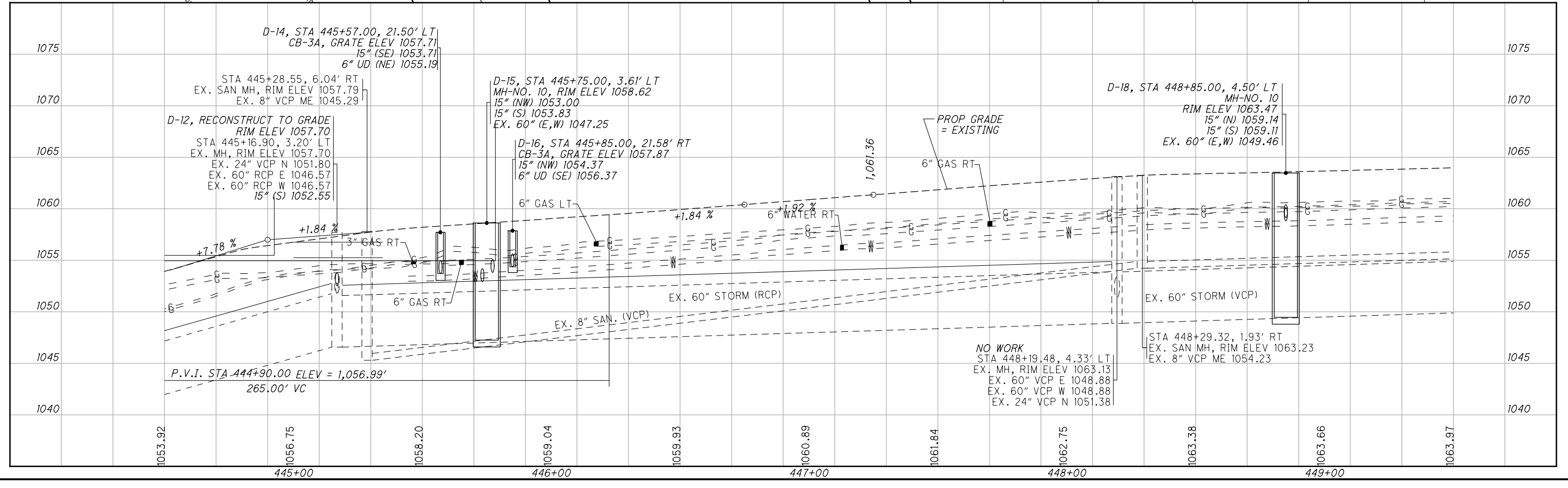
P.I. Sta. 31+35.30  
Δ = 22° 25' 46" (LT)  
Dc = 10° 46' 16"  
R = 531.94'  
T = 105.47'  
L = 208.24'  
E = 10.36'  
C = 206.91'  
C.B. = N 9° 21' 50" W  
emax = MATCH EXISTING



GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
443+00 TO STA.  
464+00 (LEFT)



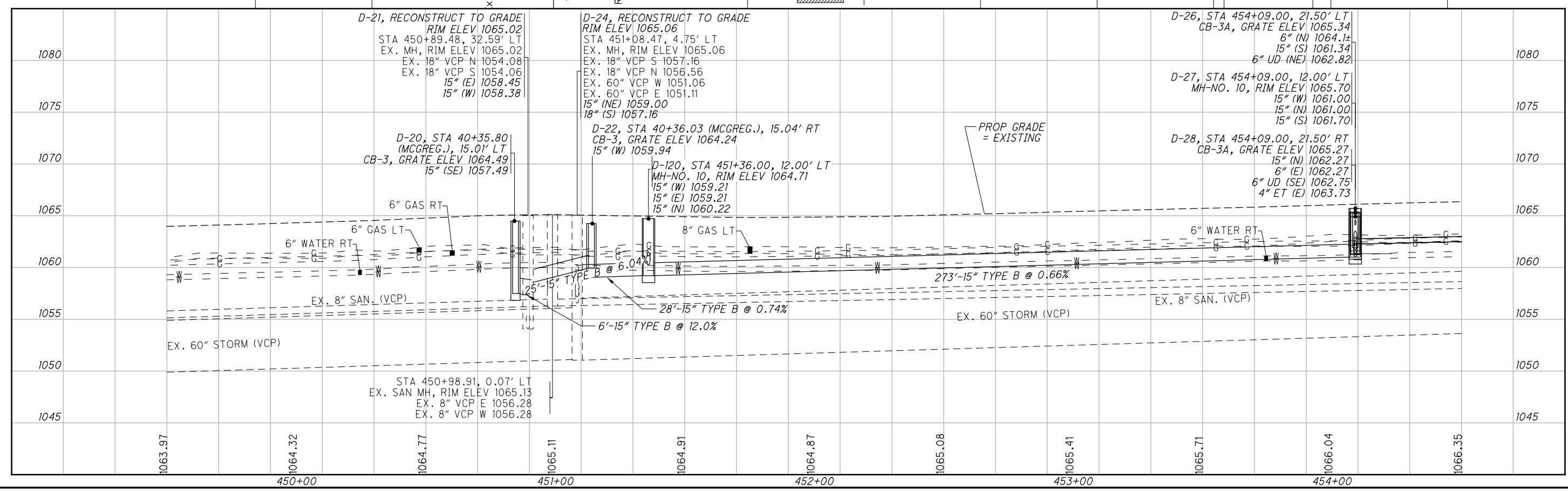
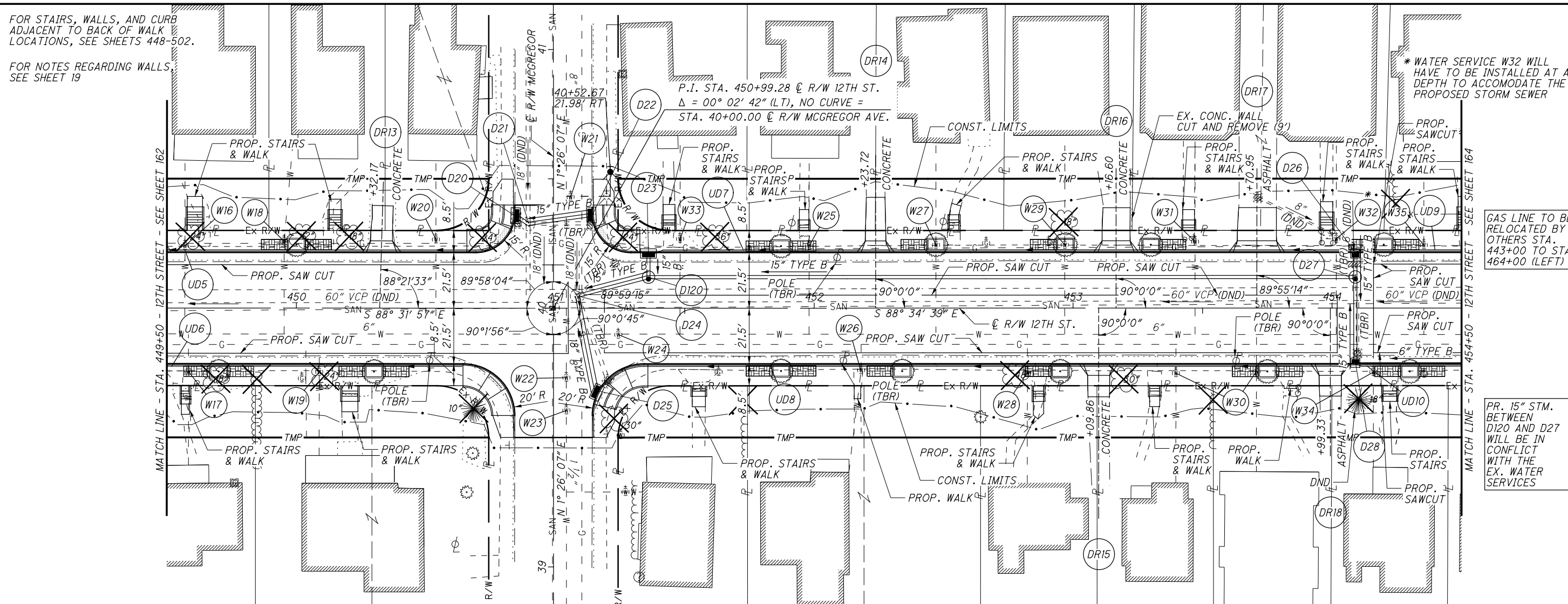
PLAN AND PROFILE - 12TH STREET  
STA. 444+50 TO STA. 449+50



STA - 12TH STREET  
162  
790

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FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

P.I. STA. 450+99.28 @ R/W 12TH ST.  
 $\Delta = 00^\circ 02' 42''$  (LT), NO CURVE =  
 STA. 40+00.00 @ R/W MCGREGOR AVE.

\* WATER SERVICE W32 WILL HAVE TO BE INSTALLED AT A DEPTH TO ACCOMMODATE THE PROPOSED STORM SEWER

GAS LINE TO BE RELOCATED BY OTHERS STA. 443+00 TO STA. 464+00 (LEFT)

PR. 15" STM. BETWEEN D120 AND D27 WILL BE IN CONFLICT WITH THE EX. WATER SERVICES

**PLAN AND PROFILE - 12TH STREET**

**STA. 449+50 TO STA. 454+50**

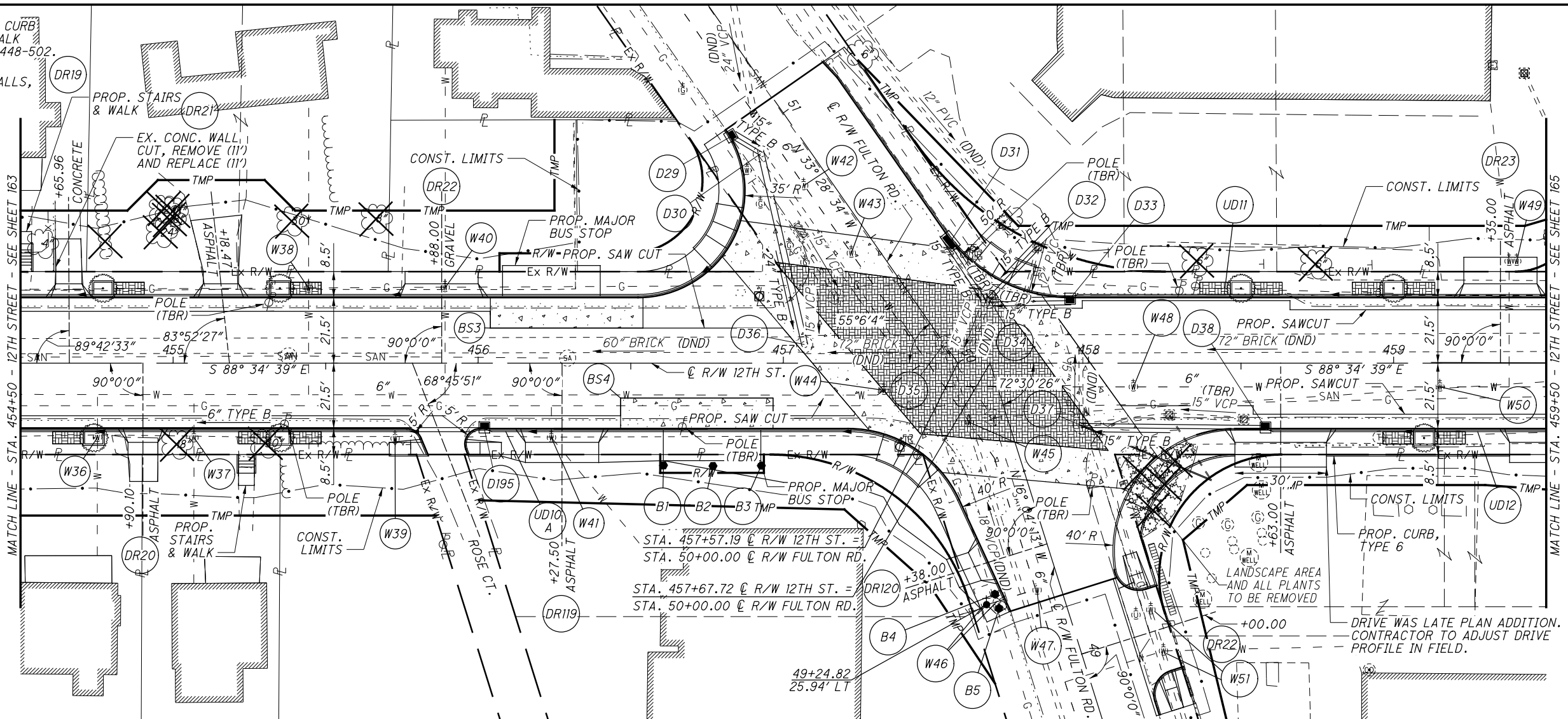
163  
790

0 20 40  
HORIZONTAL SCALE IN FEET

CALCULATED SHR CHECKED RWK

FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19



GAS LINE TO BE RELOCATED BY OTHERS STA. 443+00 TO STA. 464+00 (LEFT)

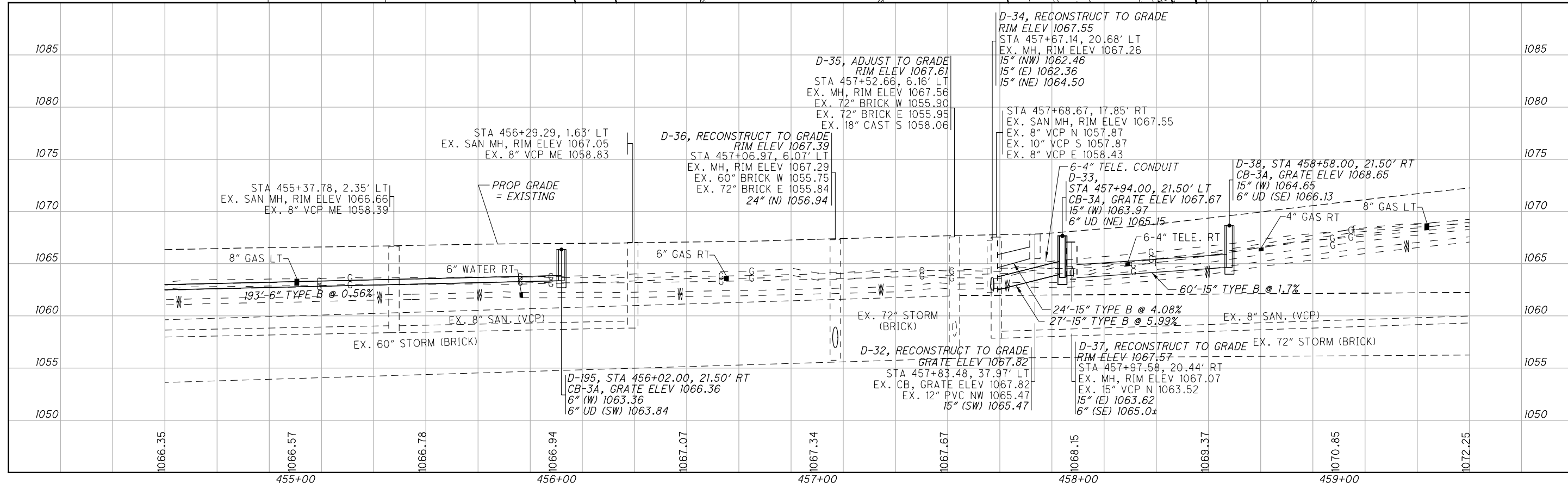
DRIVE WAS LATE PLAN ADDITION. CONTRACTOR TO ADJUST DRIVE PROFILE IN FIELD.



PLAN AND PROFILE - 12TH STREET  
STA. 454+50 TO STA. 459+50

STA - 12TH STREET

164  
790



STA 455+37.78, 2.35' LT  
EX. SAN MH, RIM ELEV 1066.66  
EX. 8" VCP ME 1058.39

STA 456+29.29, 1.63' LT  
EX. SAN MH, RIM ELEV 1067.05  
EX. 8" VCP ME 1058.83

PROP GRADE = EXISTING

D-36, RECONSTRUCT TO GRADE  
RIM ELEV 1067.39  
STA 457+06.97, 6.07' LT  
EX. MH, RIM ELEV 1067.29  
EX. 60" BRICK W 1055.75  
EX. 72" BRICK E 1055.84  
24" (N) 1056.94

D-35, ADJUST TO GRADE  
RIM ELEV 1067.61  
STA 457+52.66, 6.16' LT  
EX. MH, RIM ELEV 1067.56  
EX. 72" BRICK W 1055.90  
EX. 72" BRICK E 1055.95  
EX. 18" CAST S 1058.06

D-34, RECONSTRUCT TO GRADE  
RIM ELEV 1067.55  
STA 457+67.14, 20.68' LT  
EX. MH, RIM ELEV 1067.26  
15" (NW) 1062.46  
15" (E) 1062.36  
15" (NE) 1064.50

STA 457+68.67, 17.85' RT  
EX. SAN MH, RIM ELEV 1067.55  
EX. 8" VCP N 1057.87  
EX. 10" VCP S 1057.87  
EX. 8" VCP E 1058.43

D-38, STA 458+58.00, 21.50' RT  
CB-3A, GRATE ELEV 1068.65  
15" (W) 1064.65  
6" UD (SE) 1066.13

6-4" TELE. CONDUIT  
D-33, STA 457+94.00, 21.50' LT  
CB-3A, GRATE ELEV 1067.67  
15" (W) 1063.97  
6" UD (NE) 1065.15

D-32, RECONSTRUCT TO GRADE  
GRATE ELEV 1067.82  
STA 457+83.48, 37.97' LT  
EX. CB, GRATE ELEV 1067.82  
EX. 12" PVC NW 1065.47  
15" (SW) 1065.47

D-37, RECONSTRUCT TO GRADE  
RIM ELEV 1067.57  
STA 457+97.58, 20.44' RT  
EX. MH, RIM ELEV 1067.07  
EX. 15" VCP N 1063.52  
15" (E) 1063.62  
6" (SE) 1065.0±

D-195, STA 456+02.00, 21.50' RT  
CB-3A, GRATE ELEV 1066.36  
6" (W) 1063.36  
6" UD (SW) 1063.84

EX. 72" STORM (BRICK)

1066.35 1066.57 1066.78 1066.94 1067.07 1067.34 1067.67 1068.15 1069.37 1070.85 1072.25  
455+00 456+00 457+00 458+00 459+00

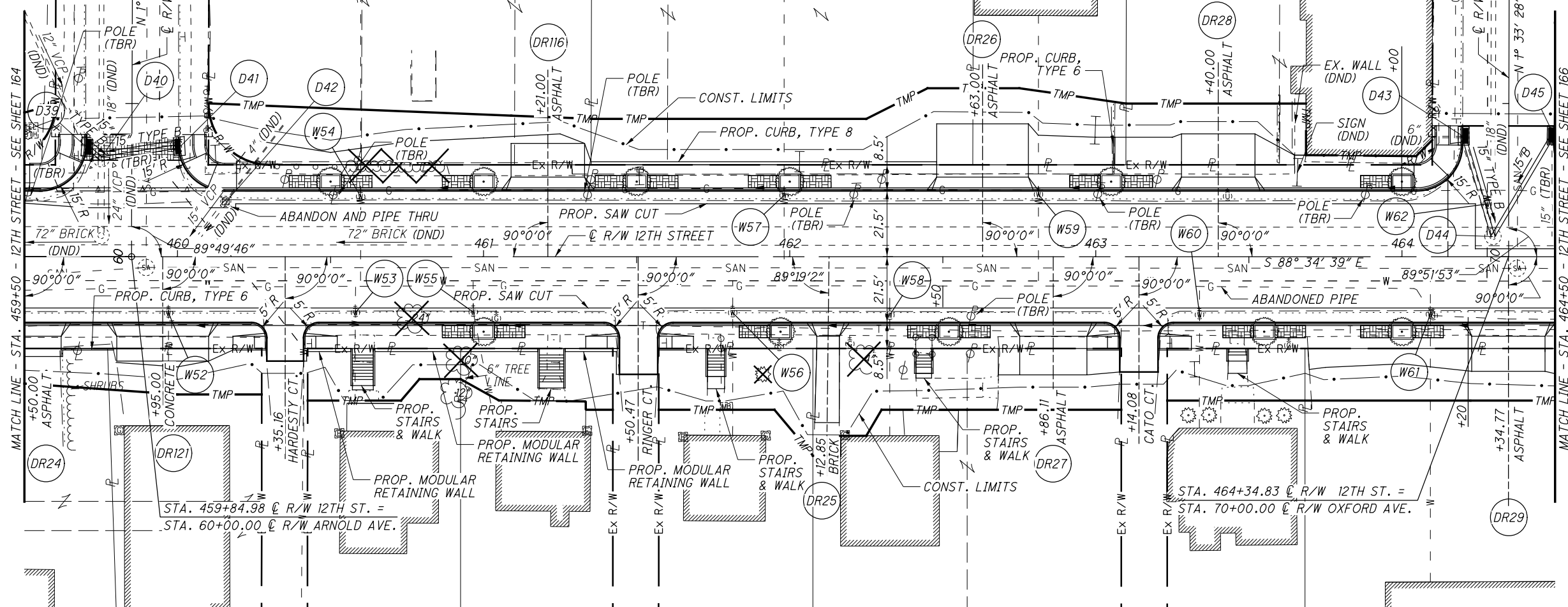
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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19

MATCH LINE - STA. 459+50 - 12TH STREET - SEE SHEET 164

MATCH LINE - STA. 464+50 - 12TH STREET - SEE SHEET 166

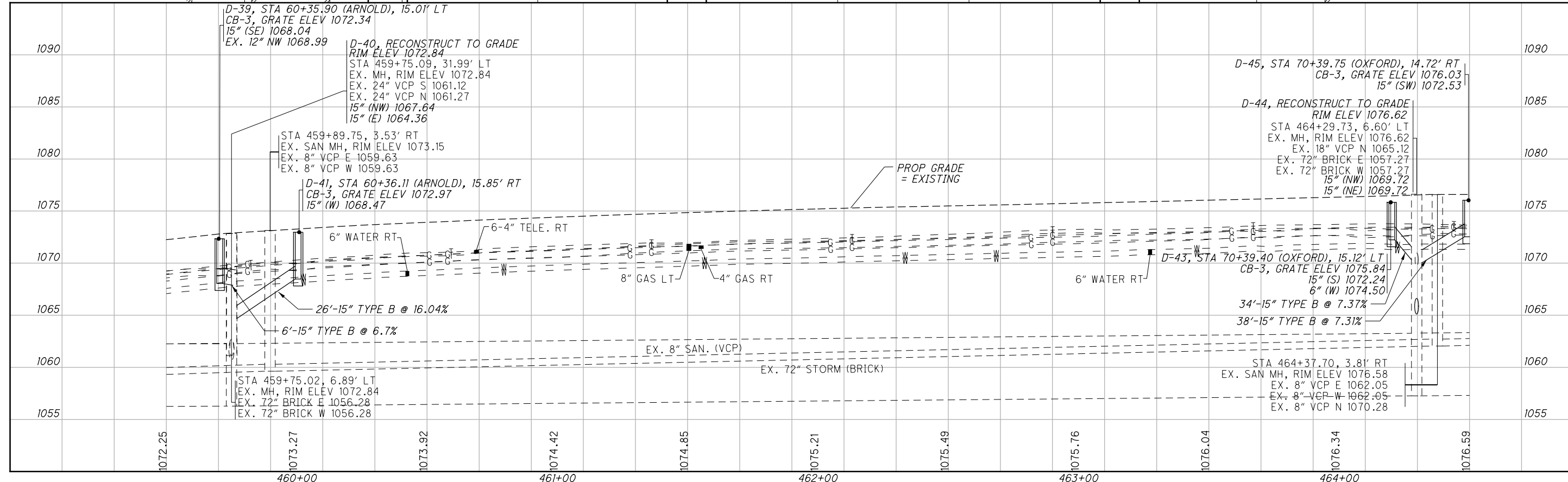


GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
443+00 TO STA.  
464+00 (LEFT)

ABANDONED PIPE  
STA. 462+50 TO  
STA. 464+20  
(RIGHT)



**PLAN AND PROFILE - 12TH STREET  
STA. 449+50 TO STA. 464+50**



D-39, STA 60+35.90 (ARNOLD), 15.01' LT  
CB-3, GRATE ELEV 1072.34  
15" (SE) 1068.04  
EX. 12" NW 1068.99

STA 459+89.75, 3.53' RT  
EX. SAN MH, RIM ELEV 1073.15  
EX. 8" VCP E 1059.63  
EX. 8" VCP W 1059.63

D-41, STA 60+36.11 (ARNOLD), 15.85' RT  
CB-3, GRATE ELEV 1072.97  
15" (W) 1068.47

STA 459+75.02, 6.89' LT  
EX. MH, RIM ELEV 1072.84  
EX. 72" BRICK E 1056.28  
EX. 72" BRICK W 1056.28

D-45, STA 70+39.75 (OXFORD), 14.72' RT  
CB-3, GRATE ELEV 1076.03  
15" (SW) 1072.53

D-44, RECONSTRUCT TO GRADE  
RIM ELEV 1076.62  
STA 464+29.73, 6.60' LT  
EX. MH, RIM ELEV 1076.62  
EX. 18" VCP N 1065.12  
EX. 72" BRICK E 1057.27  
EX. 72" BRICK W 1057.27  
15" (NW) 1069.72  
15" (NE) 1069.72

D-43, STA 70+39.40 (OXFORD), 15.12' LT  
CB-3, GRATE ELEV 1075.84  
15" (S) 1072.24  
6" (W) 1074.50

STA 464+37.70, 3.81' RT  
EX. SAN MH, RIM ELEV 1076.58  
EX. 8" VCP E 1062.05  
EX. 8" VCP W 1062.05  
EX. 8" VCP N 1070.28

PROP GRADE  
= EXISTING

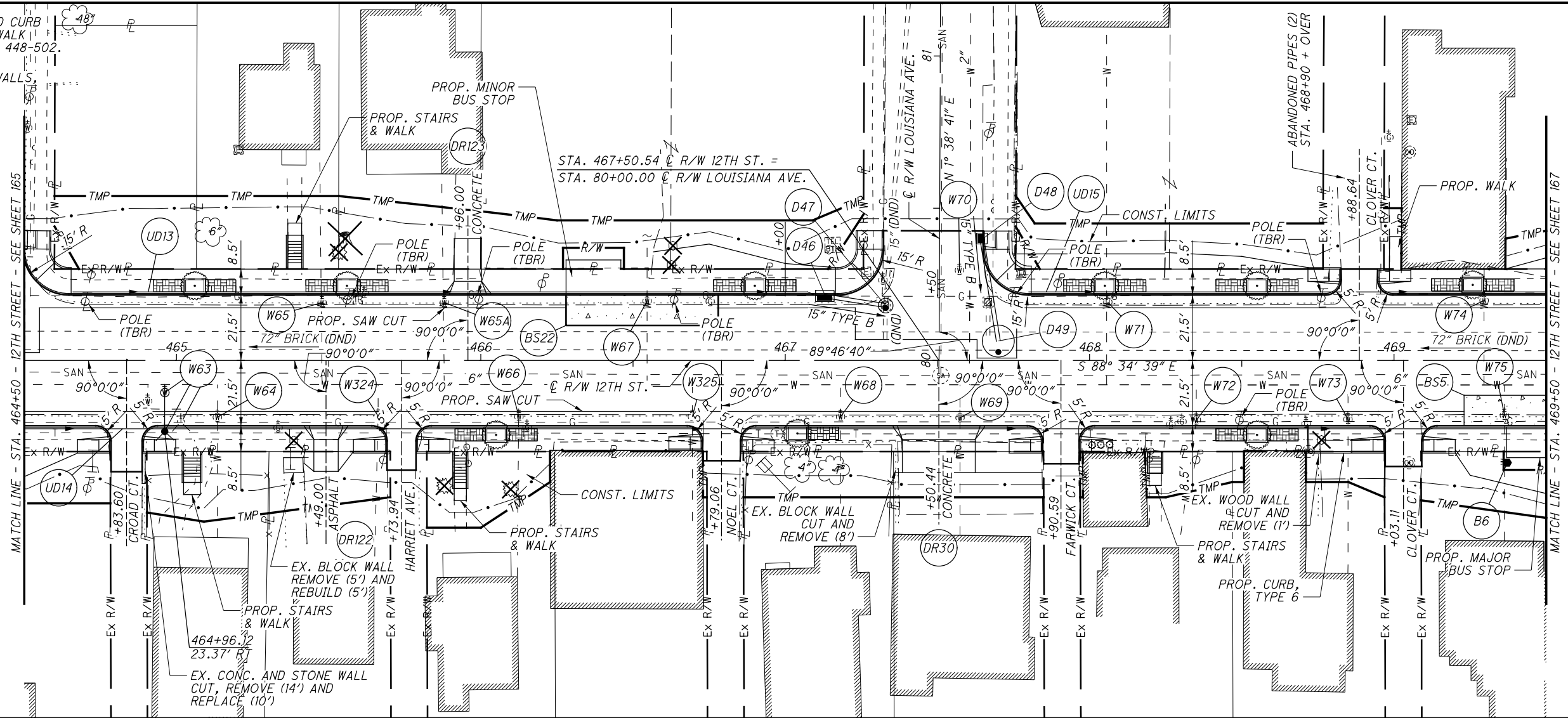
**STA-12TH STREET**



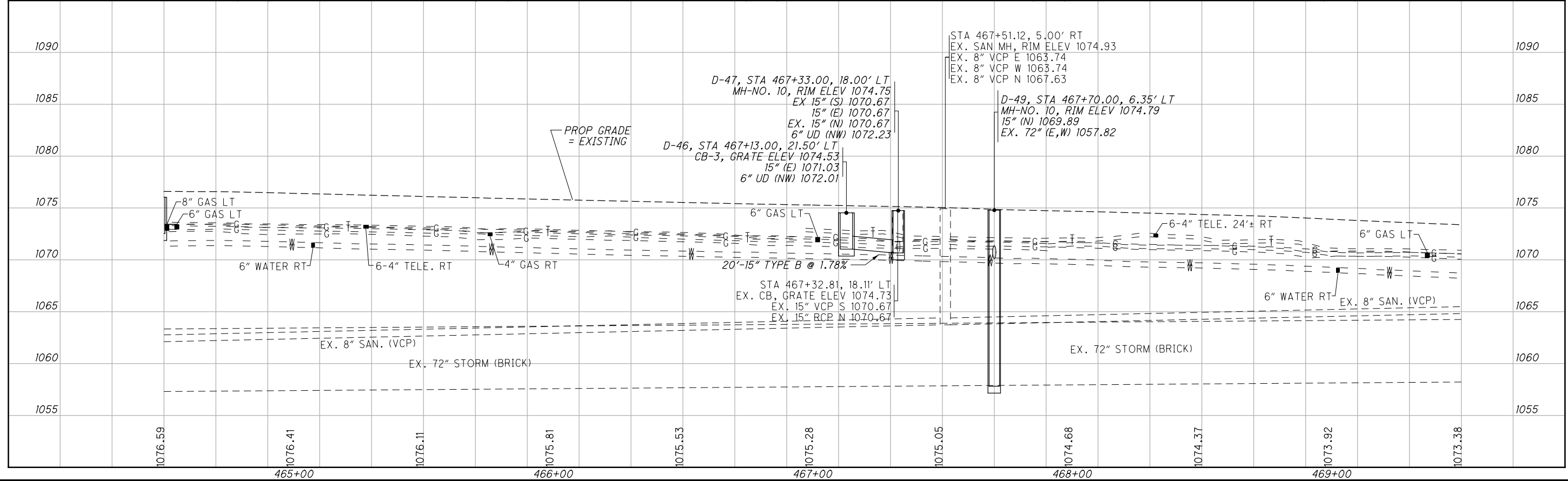
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FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19



GAS LINE TO BE RELOCATED BY OTHERS STA. 467+00 TO STA. 467+50 (LEFT)



PLAN AND PROFILE - 12TH STREET  
STA. 464+50 TO STA. 469+50

STA-12TH STREET

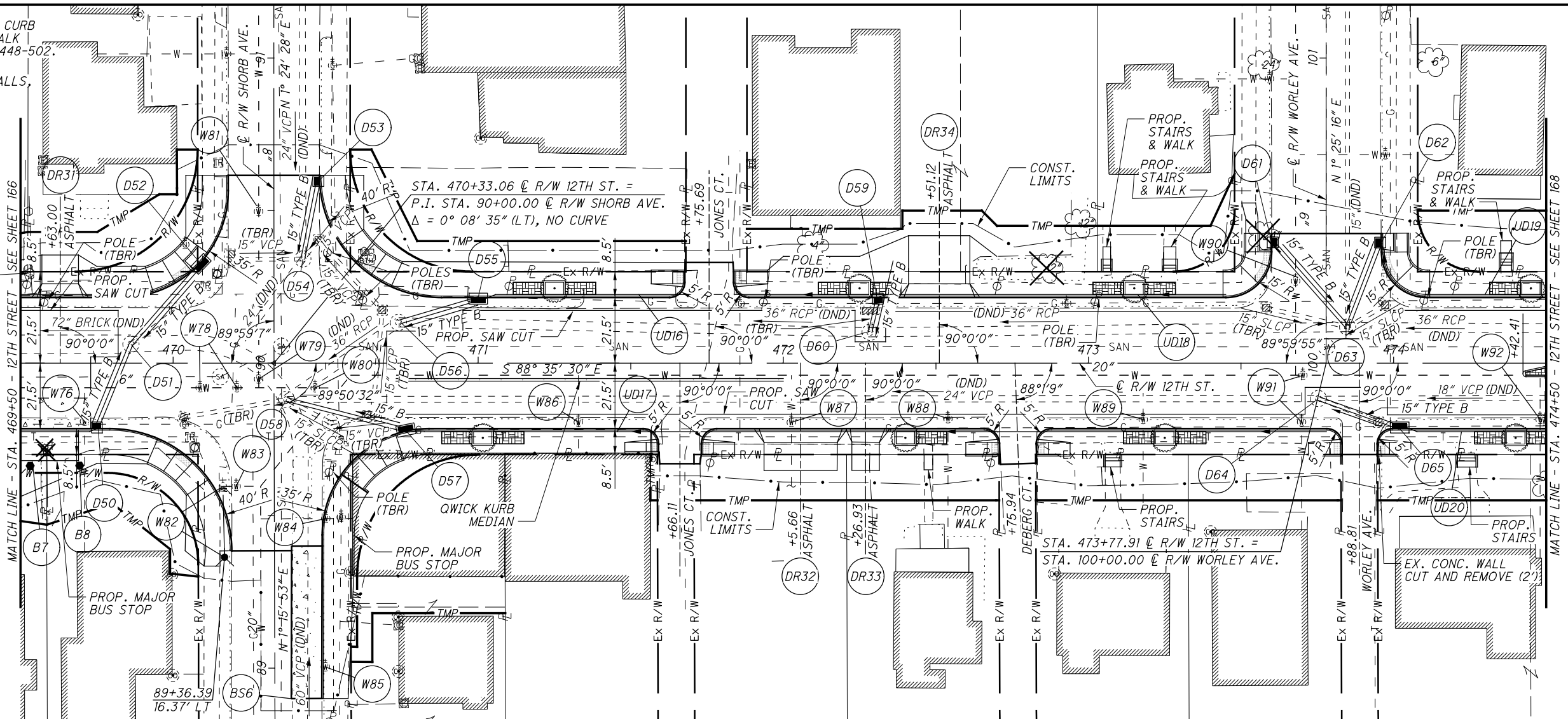
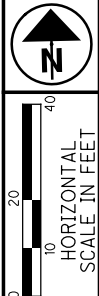
166  
790

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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19

W77  
NOT USED



GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
469+50 TO STA.  
474+50 (RIGHT);  
N-S LINES NOT  
RELOCATED

|      |  |   |  |  |   |      |
|------|--|---|--|--|---|------|
| 1090 | D-58, RECONSTRUCT TO GRADE<br>RIM ELEV 1072.62<br>STA 470+37.21, 11.90' RT<br>EX. MH, RIM ELEV 1072.61<br>EX. 24" E 1060.0+ (ASSUMED)<br>EX. 36" RCP NE 1059.36<br>EX. 36" RCP W 1059.16<br>15" (SE) 1065.96 | D-54, RECONSTRUCT TO GRADE<br>RIM ELEV 1072.54<br>STA 470+42.52, 34.13' LT<br>EX. MH, RIM ELEV 1072.73<br>EX. 24" VCP N 1062.83<br>EX. 24" VCP SW 1062.48<br>15" (NE) 1067.33 | [A] STA 470+35.50, 5.51' LT<br>EX. SAN MH, RIM ELEV 1072.79<br>EX. 8" VCP SW 1065.28<br>EX. 8" VCP E 1065.28<br>EX. 8" VCP N 1065.78 | D-62, STA 100+39.50 (WORLEY), 18.04' RT<br>CB-3A, GRATE ELEV 1074.05<br>15" (S) 1069.05  | 1090  |      |
| 1085 | D-51, RECONSTRUCT TO GRADE<br>RIM ELEV 1072.99<br>STA 469+86.18, 6.19' LT<br>EX. MH, RIM ELEV 1073.02<br>EX. 60" BRICK E 1058.39<br>EX. 72" BRICK W 1058.17<br>15" (NE) 1066.57<br>15" (SW) 1069.27          | D-57, STA 470+76.38, 22.34' RT<br>CB-3, GRATE ELEV 1071.87<br>15" (W) 1067.87<br>6" UD (E) 1069.35<br>4" ET (E) 1070.00   |  | D-65, STA 474+02.00, 21.50' RT<br>CB-3, GRATE ELEV 1073.50<br>15" (W) 1070.50<br>6" UD (SE) 1070.98<br>4" ET (E) 1072.00   | 1085  |      |
| 1080 | D-52, STA 470+08.85, 32.79' LT<br>CB-3, GRATE ELEV 1072.55<br>15" (SW) 1068.55<br>6" UD (SW) 1070.03   | D-55, STA 471+00.00, 21.50' LT<br>CB-3, GRATE ELEV 1072.15<br>15" (W) 1068.15<br>6" UD (NE) 1069.63   |  | D-61, STA 100+39.59 (WORLEY), 17.88' LT<br>CB-3A, GRATE ELEV 1073.92<br>15" (SE) 1070.42   | 1080  |      |
| 1075 |  |   |  |  | 1075  |      |
| 1070 |  |   |  |  | 1070  |      |
| 1065 |  |   |  |  | 1065  |      |
| 1060 |  | D-56, RECONSTRUCT TO GRADE<br>RIM ELEV 1072.58<br>STA 470+73.86, 13.35' LT<br>EX. MH, RIM ELEV 1072.62<br>EX. 36" RCP E 1059.66<br>EX. 36" RCP SW 1059.55<br>15" (NE) 1067.61 |  | D-60, RECONSTRUCT TO GRADE<br>RIM ELEV 1073.18<br>STA 472+28.43, 10.08' LT<br>EX. MH, RIM ELEV 1073.18<br>EX. 36" RCP W 1061.35<br>EX. 36" RCP E 1061.35<br>15" (N) 1068.83  | D-64, RECONSTRUCT TO GRADE<br>RIM ELEV 1073.62<br>STA 473+75.37, 11.63' RT<br>EX. MH, RIM ELEV 1073.62<br>EX. 36" RCP W 1062.82<br>EX. 15" SCLP N 1063.82<br>EX. 18" VCP E 1069.27<br>EX. 24" VCP W 1069.27<br>15" (SE) 1070.12 | 1060 |
| 1055 |  |   |  | D-63, RECONSTRUCT TO GRADE<br>RIM ELEV 1073.92<br>STA 473+84.92, 11.79' LT<br>EX. MH, RIM ELEV 1073.92<br>EX. 36" RCP E 1063.12<br>EX. 36" RCP W 1062.82<br>EX. 15" SCLP N 1063.82<br>EX. 18" VCP E 1069.27<br>EX. 24" VCP W 1069.27<br>15" (NE) 1068.97<br>6" UD (NE) 1071.40 | 1055  |      |

PLAN AND PROFILE - 12TH STREET  
STA. 469+50 TO STA. 474+50

STA-12TH STREET

167  
790

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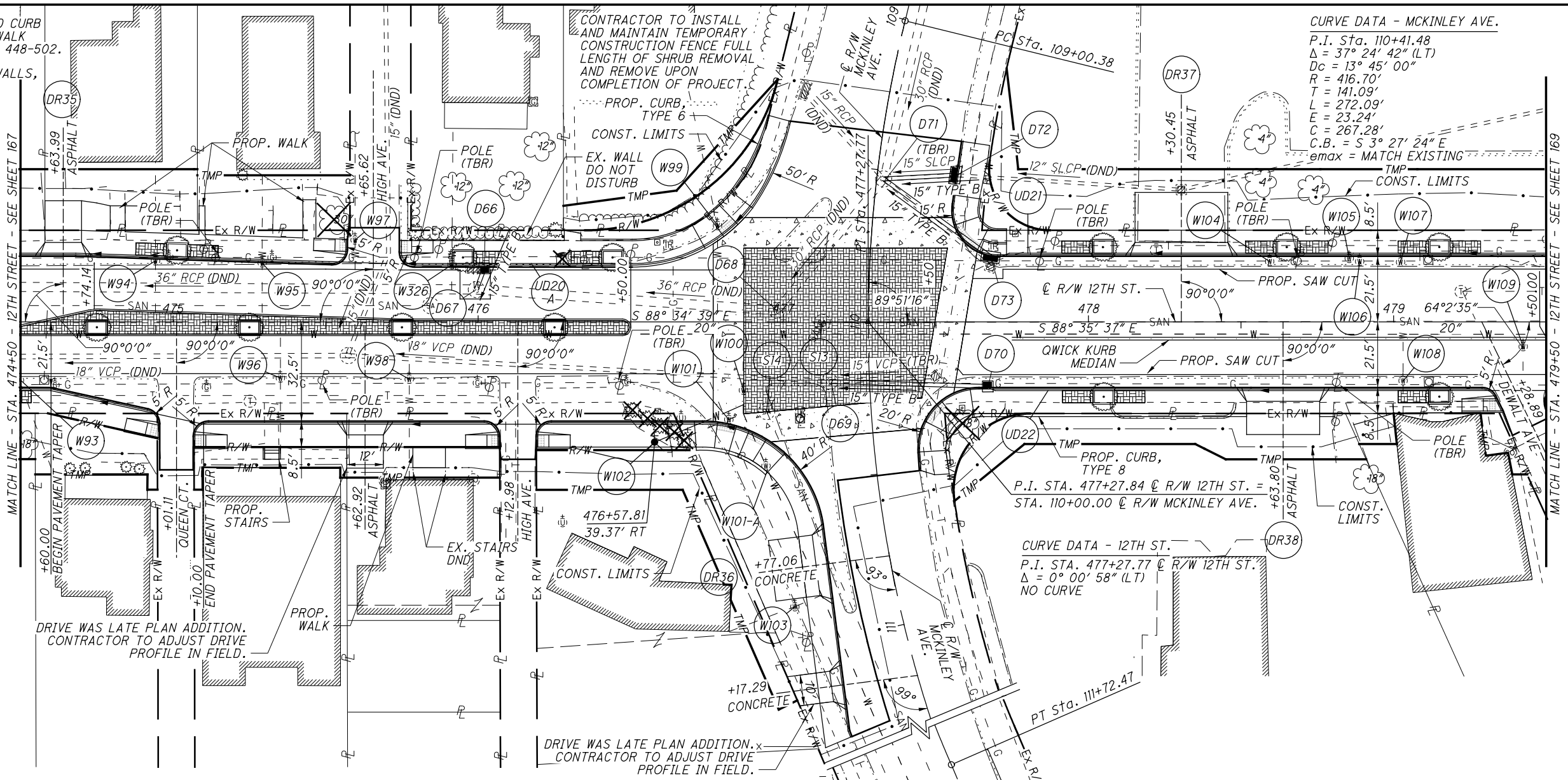
FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

CONTRACTOR TO INSTALL AND MAINTAIN TEMPORARY CONSTRUCTION FENCE FULL LENGTH OF SHRUB REMOVAL AND REMOVE UPON COMPLETION OF PROJECT.

CURVE DATA - MCKINLEY AVE.

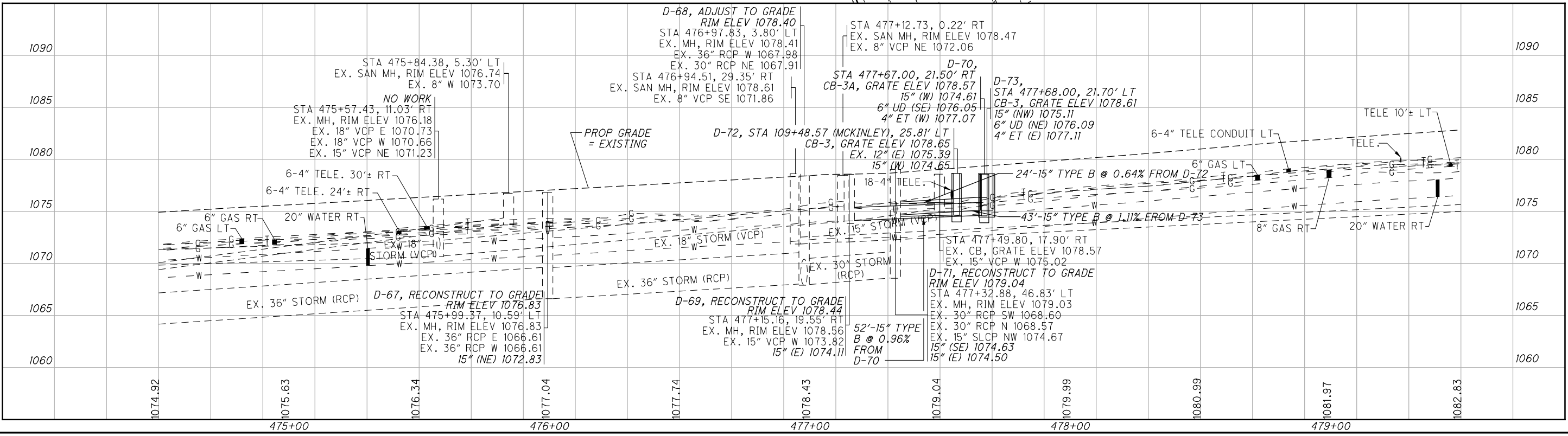
P.I. Sta. 110+41.48  
 $\Delta = 37^\circ 24' 42''$  (LT)  
 $D_c = 13^\circ 45' 00''$   
 $R = 416.70'$   
 $T = 141.09'$   
 $L = 272.09'$   
 $E = 23.24'$   
 $C.B. = S 3^\circ 27' 24'' E$   
 $e_{max} = \text{MATCH EXISTING}$



GAS LINE TO BE RELOCATED BY OTHERS STA. 477+50 TO STA. 480+50 (LEFT)



PLAN AND PROFILE - 12TH STREET  
 STA. 474+50 TO STA. 479+50



STA - 12TH STREET

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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19

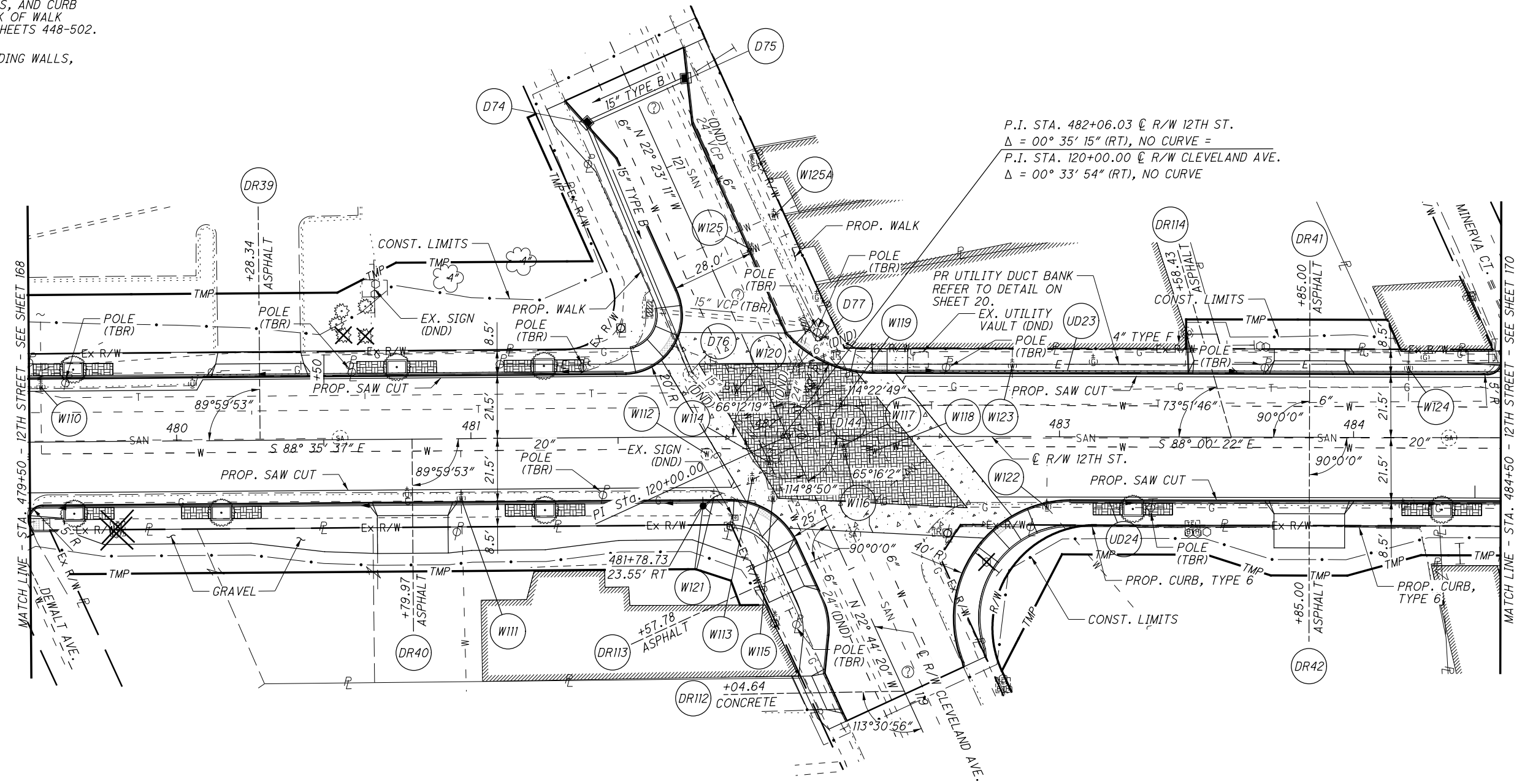


CALCULATED  
SHR  
CHECKED  
DLW

PLAN AND PROFILE - 12TH STREET  
STA. 479+50 TO STA. 484+50

STA-12TH STREET

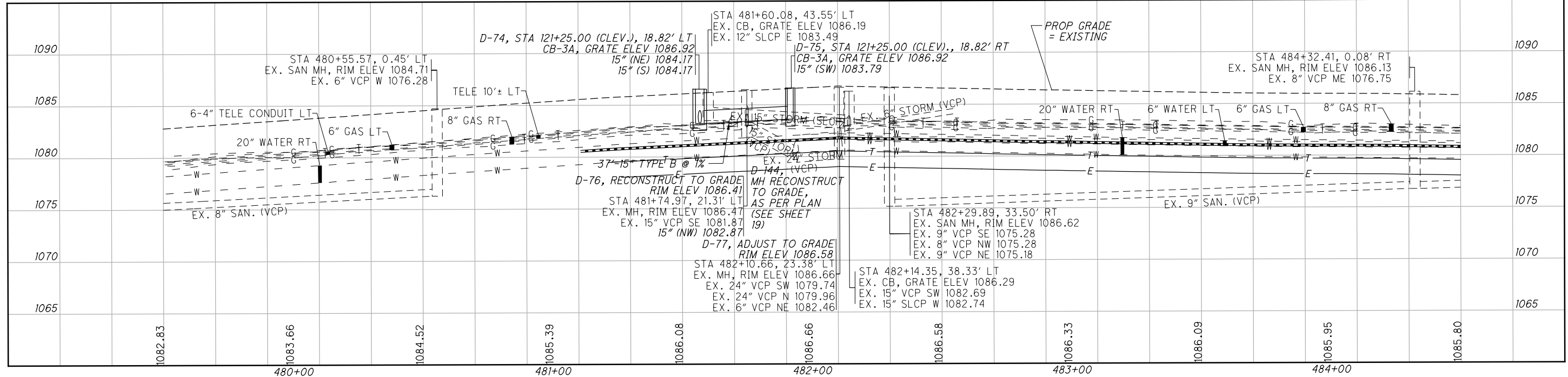
169  
790



P.I. STA. 482+06.03 @ R/W 12TH ST.  
 $\Delta = 00^\circ 35' 15''$  (RT), NO CURVE =  
P.I. STA. 120+00.00 @ R/W CLEVELAND AVE.  
 $\Delta = 00^\circ 33' 54''$  (RT), NO CURVE

GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
477+50 TO STA.  
480+50 (LEFT)

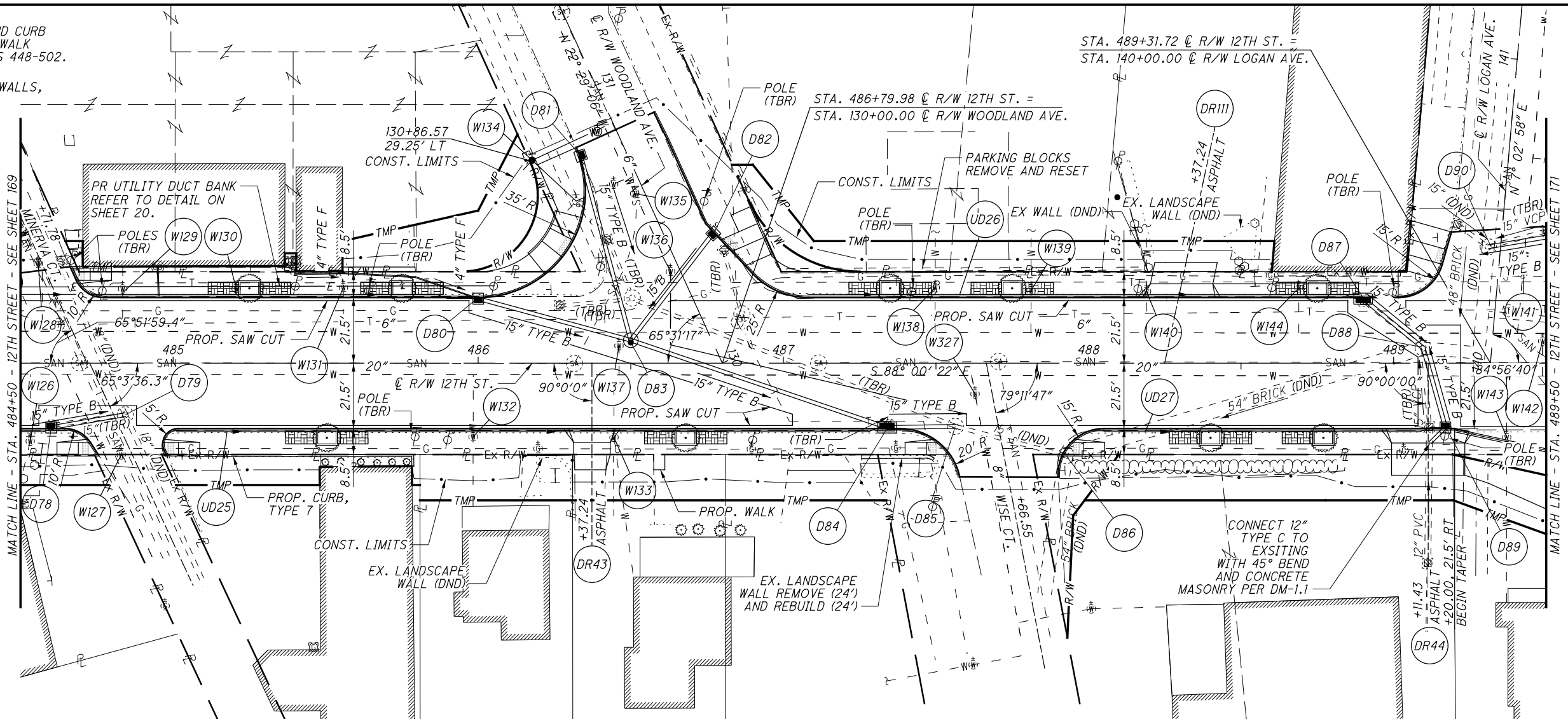
GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
484+00 TO STA.  
491+00 (RIGHT)



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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19



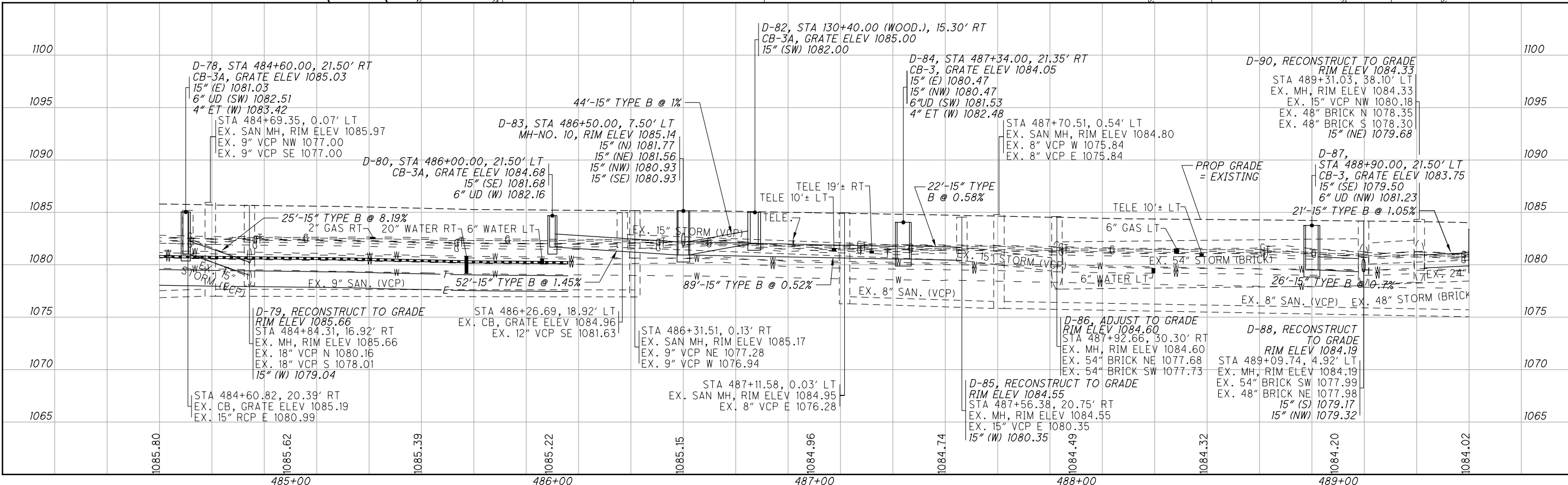
0 20 40  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
SHR  
CHECKED  
RWK

PLAN AND PROFILE - 12TH STREET  
STA. 484+50 TO STA. 489+50

STA - 12TH STREET

170  
790



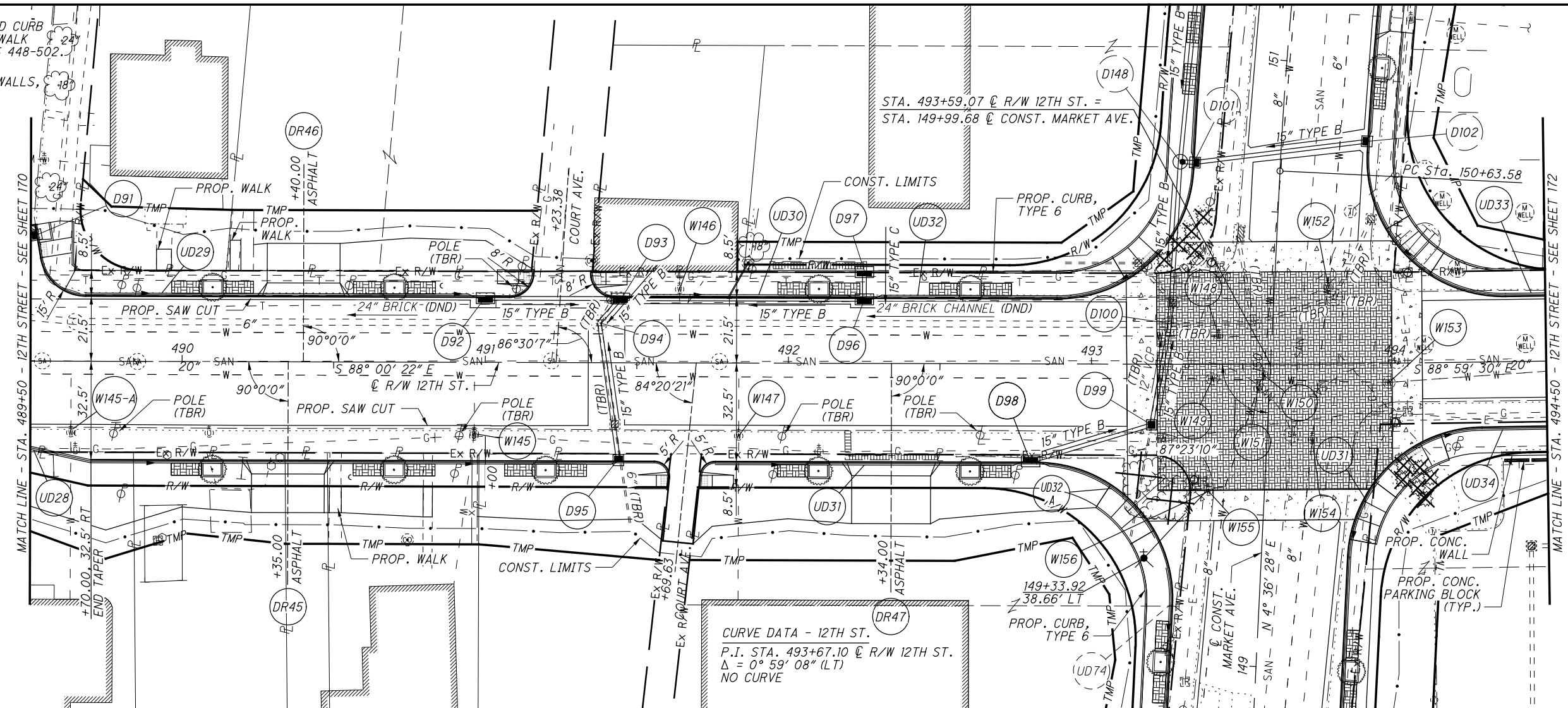
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FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

GAS LINE TO BE RELOCATED BY OTHERS STA. 484+00 TO STA. 491+00 (RIGHT)



CURVE DATA - 12TH ST.  
 P.I. STA. 493+67.10 @ R/W 12TH ST.  
 $\Delta = 0^\circ 59' 08''$  (LT)  
 NO CURVE

|         |  |   |   |   |   |         |         |         |         |         |
|---------|--|---|---|---|---|---------|---------|---------|---------|---------|
| 1100    | D-91, STA 140+43.28 (LOGAN), 16.62' RT<br>CB-3A, GRATE ELEV 1083.40<br>15" (W) 1079.90 | NO WORK<br>STA 489+64.76, 13.08' LT<br>EX. MH, RIM ELEV 1083.91<br>EX. 24" BRICK W 1078.57<br>EX. 24" BRICK E 1078.59   | A BEGIN 6" UNCLASSIFIED PIPE UNDERDRAIN<br>STA 490+75, 33.5' RT<br>ELEV = 1079.98   | B END 6" UNCLASSIFIED PIPE UNDERDRAIN<br>STA 491+41, 33.5' RT<br>ELEV = 1079.87 | STA 494+00.72, 0.90' LT<br>EX. SAN MH, RIM ELEV 1082.86<br>EX. 8" VCP W 1072.96<br>EX. 8" VCP E 1072.86<br>EX. 3" CAST IRON E P3=4.56-3-CAST IRON-W 1078.30   | 1100    |         |         |         |         |
| 1095    |  |   |   |   | STA 493+80.56, 22.01' LT<br>EX. MH, RIM ELEV 1082.99<br>EX. 12" VCP NE 1079.49<br>EX. 12" VCP SW 1079.19  | 1095    |         |         |         |         |
| 1090    |  | STA 489+85.28, 0.05' RT<br>EX. SAN MH, RIM ELEV 1083.79<br>EX. 8" VCP W 1074.22<br>EX. 8" VCP E 1074.22   | STA 491+21.91, 0.55' LT<br>EX. SAN MH, RIM ELEV 1083.19<br>EX. 8" VCP W 1073.82<br>EX. 8" VCP E 1073.76<br>EX. 8" VCP N 1074.29 | PROP GRADE = EXISTING   | STA 493+53.18, 13.70' LT<br>EX. MH, GRATE ELEV 1082.93'<br>EX. 12" VCP N 1078.93<br>EX. 12" VCP E 1078.93   | 1090    |         |         |         |         |
| 1085    |  | D-92, STA 491+00.00, 21.50' LT<br>CB-3, GRATE ELEV 1082.59<br>15" (E) 1079.34<br>6" UD (NW) 1080.07   | D-93, STA 491+44.50, 21.50' LT<br>CB-3, GRATE ELEV 1082.45<br>15" (E,W) 1078.95<br>15" (SW) 1078.95<br>6" UD (NW) 1079.93       |   | D-96, STA 492+25.00, 21.50' LT<br>CB-3, GRATE ELEV 1082.42<br>15" (W) 1079.17<br>15" (N) 1079.17<br>6" UD (NW) & (NE) 1079.90   | 1085    |         |         |         |         |
| 1080    |  | 2" GAS RT<br>20" WATER RT<br>EX. 24" STORM (BRICK)  | TELE 10± LT<br>6" WATER LT<br>6" GAS LT   | 80'-15" TYPE B @ 0.27%  | EX. 24" BRICK CHANNEL 2" GAS RT<br>EX. 24" STORM (VCP)<br>EX. 12" STORM (VCP)   | 1080    |         |         |         |         |
| 1075    |  | EX. 8" SAN. (VCP)   | A 45'-15" TYPE B @ 0.88%  | EX. 8" SAN. (VCP)   | EX. 8" SAN. (VCP)   | 1075    |         |         |         |         |
| 1070    |  | D-94, RECONSTRUCT TO GRADE<br>RIM ELEV 1083.07<br>STA 491+37.60, 13.13' LT<br>EX. MH, RIM ELEV 1083.07<br>EX. 24" BRICK CHANNEL E 1078.67<br>EX. 24" BRICK CHANNEL W 1078.67<br>15" (S) 1079.13<br>15" (NE) 1078.84 |   |   | D-100, RECONSTRUCT TO GRADE<br>RIM ELEV 1082.86<br>STA 493+25.86, 13.12' LT<br>EX. MH, RIM ELEV 1082.58<br>EX. 24" BRICK W 1078.88<br>EX. 24" BRICK E 1078.88<br>15" (S) 1078.88<br>15" (N) 1078.88 | 1070    |         |         |         |         |
| 1065    |  | STA 489+53.90, 0.06' LT<br>EX. SAN MH, RIM ELEV 1084.04<br>EX. 8" VCP N 1075.03<br>EX. 8" VCP E & W 1075.03   |   |   | STA 493+66.20, 22.91' RT<br>EX. SAN MH, RIM ELEV 1082.78<br>EX. 8" VCP N 1072.01<br>EX. 10" VCP S 1072.01<br>EX. 8" VCP NE 1072.22<br>EX. 8" VCP NW 1072.44   | 1065    |         |         |         |         |
| 1084.02 | 1083.70  | 1083.46   | 1083.29   | 1083.11   | 1082.92   | 1082.90 | 1082.90 | 1082.90 | 1082.68 | 1082.25 |
|         | 490+00   |   | 491+00  |   | 492+00  |         | 493+00  |         | 494+00  |         |

PLAN AND PROFILE - 12TH STREET  
 STA. 489+50 TO STA. 494+50

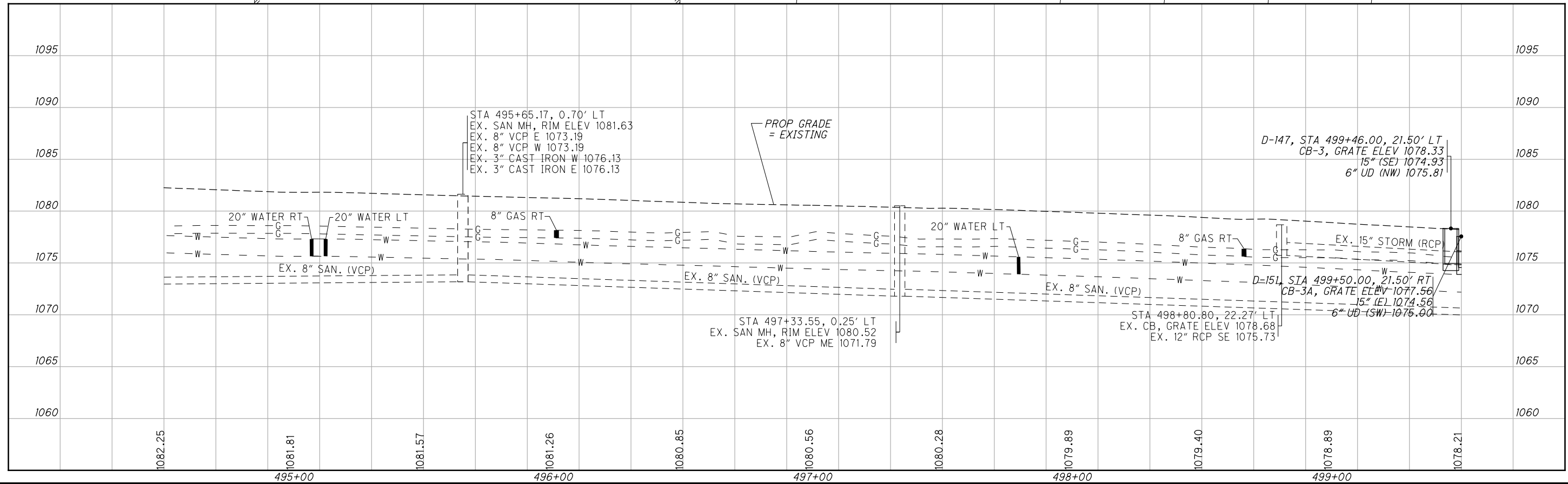
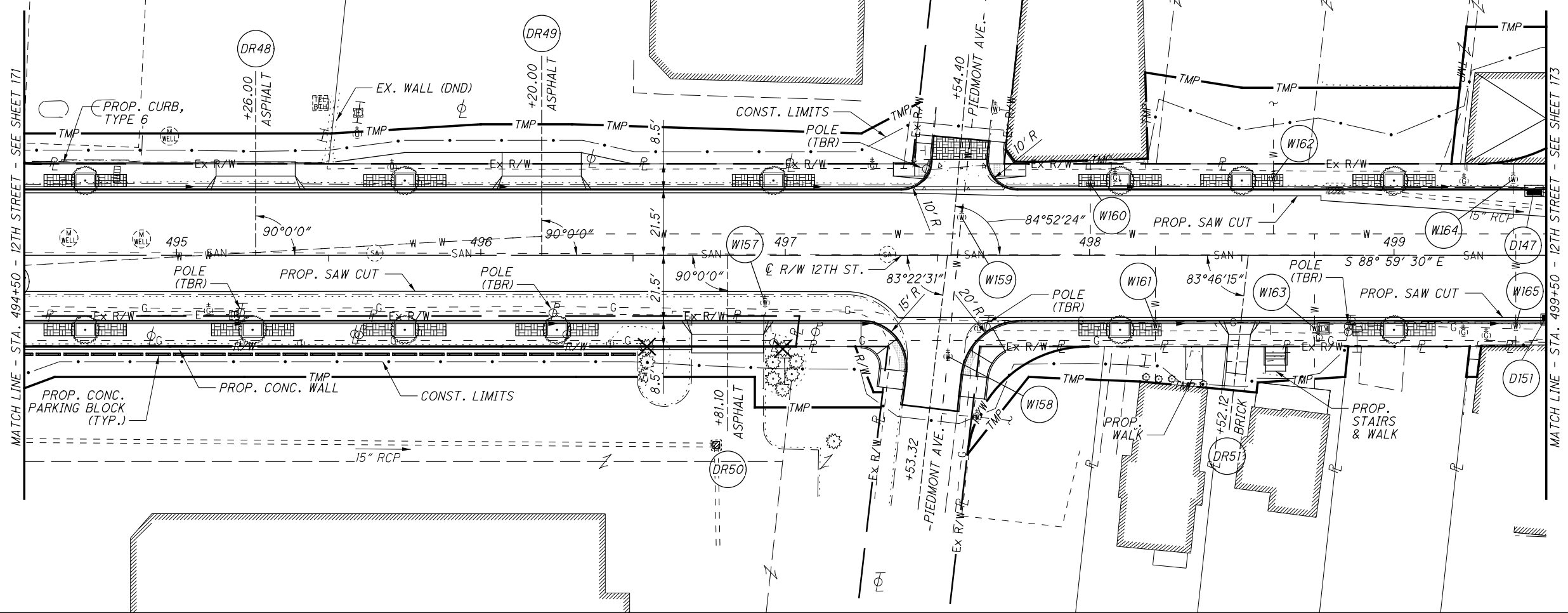
171  
790

CALCULATED SHR  
CHECKED RWK

0 20 40  
10 HORIZONTAL SCALE IN FEET

FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19



CALCULATED SHR  
 CHECKED RWK  
**PLAN AND PROFILE - 12TH STREET**  
**STA. 494+50 TO STA. 499+50**

**STA-12TH STREET**  
 172  
 790

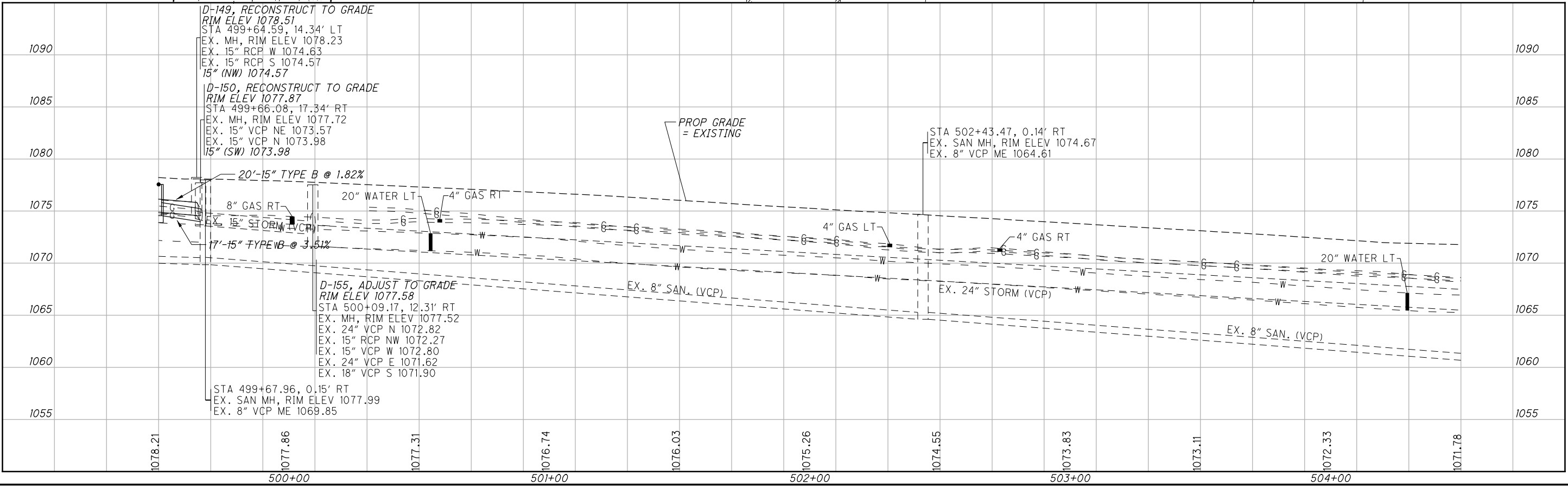
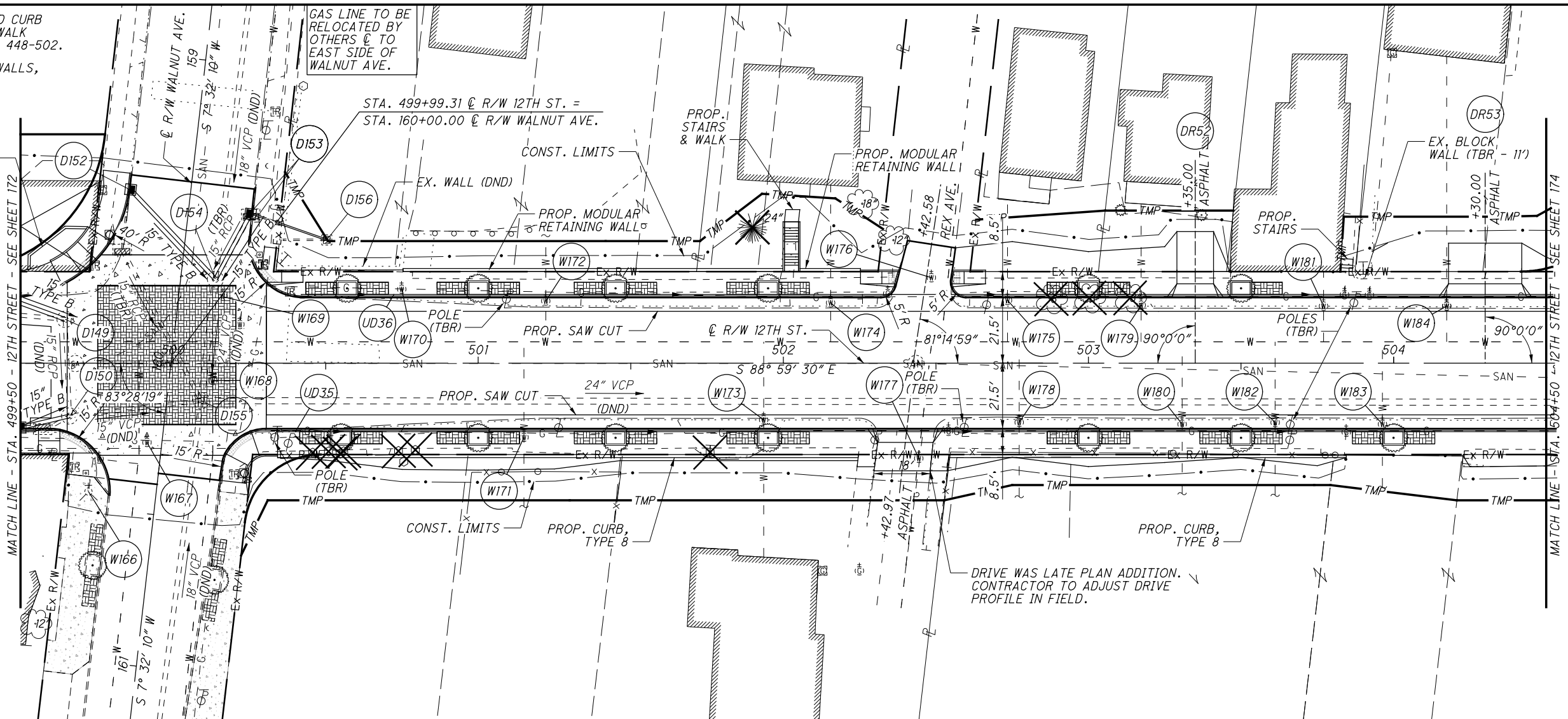
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j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299GPO13.dgn 4/14/2014 4:35:43 PM briam.sedziol" ODOTV81\_PDF\_Half.plt cfbg ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.  
FOR NOTES REGARDING WALLS, SEE SHEET 19

PROP. MODULAR RETAINING WALL (HEIGHT TO BE DETERMINED IN FIELD AFTER BLD. DEMO)

GAS LINE TO BE RELOCATED BY OTHERS STA. 499+50 TO STA. 500+00 (RIGHT)



PLAN AND PROFILE - 12TH STREET  
STA. 499+50 TO STA. 504+50

STA-12TH STREET

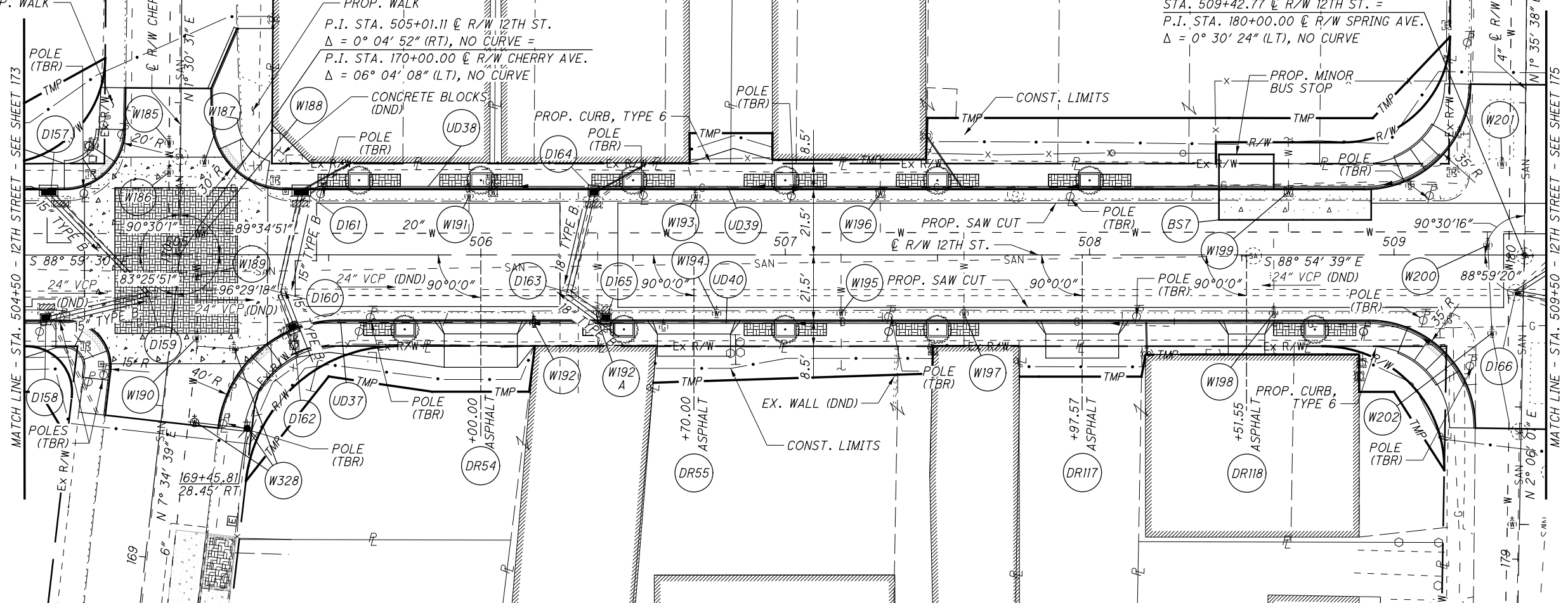
173  
790

FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

PROP. WALK

MATCH LINE - STA. 504+50 - 12TH STREET - SEE SHEET 173



STA. 509+42.77 @ R/W 12TH ST. =  
P.I. STA. 180+00.00 @ R/W SPRING AVE.  
 $\Delta = 0^\circ 30' 24''$  (LT), NO CURVE

PROP. WALK  
P.I. STA. 505+01.11 @ R/W 12TH ST.  
 $\Delta = 0^\circ 04' 52''$  (RT), NO CURVE =  
P.I. STA. 170+00.00 @ R/W CHERRY AVE.  
 $\Delta = 06^\circ 04' 08''$  (LT), NO CURVE

GAS LINE TO BE RELOCATED BY OTHERS STA. 504+50 TO STA. 533+50 (LEFT)

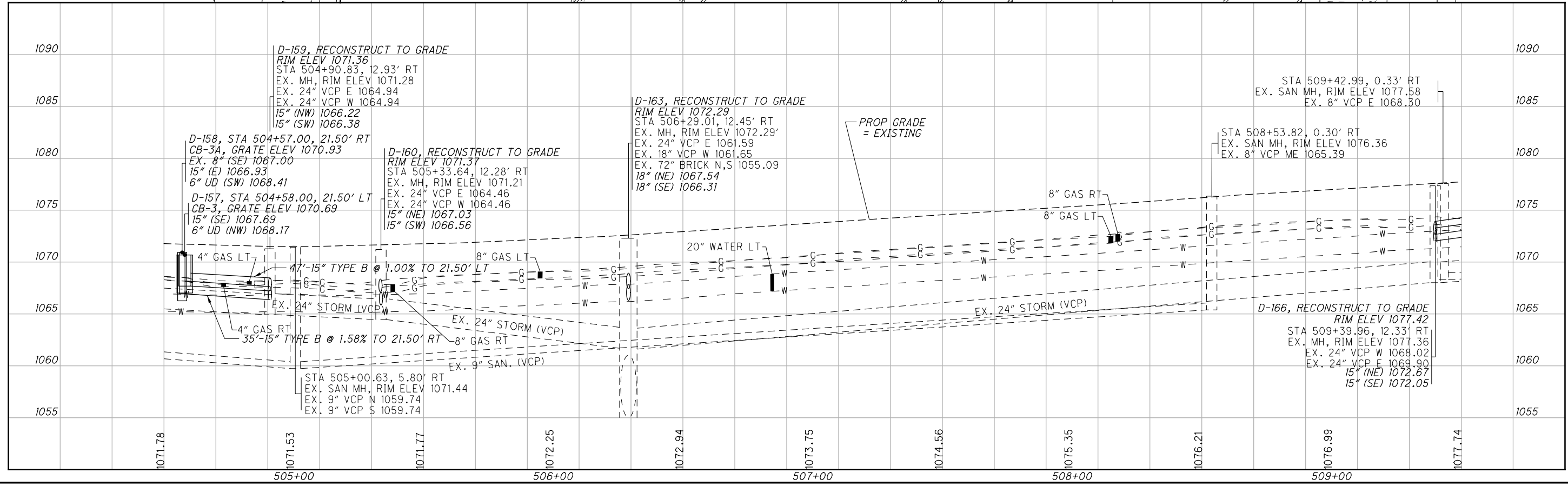
GAS LINE TO BE RELOCATED BY OTHERS STA. 504+50 TO STA. 532+50 (RIGHT)



PLAN AND PROFILE - 12TH STREET  
STA. 504+50 TO STA. 509+50

STA-12TH STREET

174  
790



D-159, RECONSTRUCT TO GRADE  
RIM ELEV 1071.36  
STA 504+90.83, 12.93' RT  
EX. MH, RIM ELEV 1071.28  
EX. 24" VCP E 1064.94  
EX. 24" VCP W 1064.94  
15" (NW) 1066.22  
15" (SW) 1066.38

D-158, STA 504+57.00, 21.50' RT  
CB-3A, GRATE ELEV 1070.93  
EX. 8" (SE) 1067.00  
15" (E) 1066.93  
6" UD (SW) 1068.41  
D-157, STA 504+58.00, 21.50' LT  
CB-3, GRATE ELEV 1070.69  
15" (SE) 1067.69  
6" UD (NW) 1068.17

D-160, RECONSTRUCT TO GRADE  
RIM ELEV 1071.37  
STA 505+33.64, 12.28' RT  
EX. MH, RIM ELEV 1071.21  
EX. 24" VCP E 1064.46  
EX. 24" VCP W 1064.46  
15" (NE) 1067.03  
15" (SW) 1066.56

D-163, RECONSTRUCT TO GRADE  
RIM ELEV 1072.29  
STA 506+29.01, 12.45' RT  
EX. MH, RIM ELEV 1072.29'  
EX. 24" VCP E 1061.59  
EX. 18" VCP W 1061.65  
EX. 72" BRICK N,S 1055.09  
18" (NE) 1067.54  
18" (SE) 1066.31

STA 509+42.99, 0.33' RT  
EX. SAN MH, RIM ELEV 1077.58  
EX. 8" VCP E 1068.30

D-166, RECONSTRUCT TO GRADE  
RIM ELEV 1077.42  
STA 509+39.96, 12.33' RT  
EX. MH, RIM ELEV 1077.36  
EX. 24" VCP W 1068.02  
EX. 24" VCP E 1069.90  
15" (NE) 1072.67  
15" (SE) 1072.05

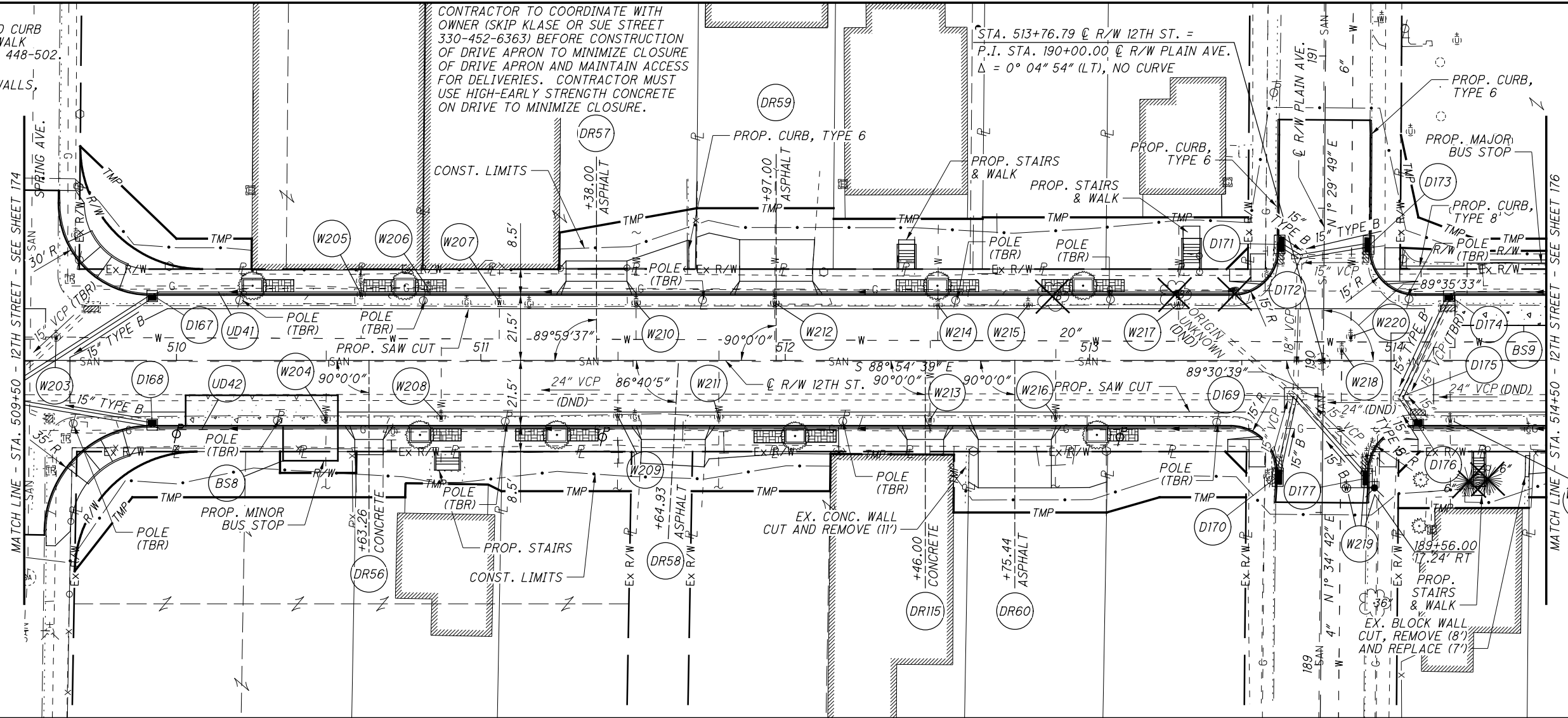
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FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

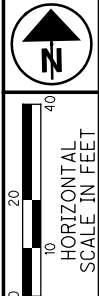
CONTRACTOR TO COORDINATE WITH OWNER (SKIP KLASE OR SUE STREET 330-452-6363) BEFORE CONSTRUCTION OF DRIVE APRON TO MINIMIZE CLOSURE OF DRIVE APRON AND MAINTAIN ACCESS FOR DELIVERIES. CONTRACTOR MUST USE HIGH-EARLY STRENGTH CONCRETE ON DRIVE TO MINIMIZE CLOSURE.

STA. 513+76.79 @ R/W 12TH ST. =  
P.I. STA. 190+00.00 @ R/W PLAIN AVE.  
 $\Delta = 0^\circ 04' 54" (LT)$ , NO CURVE



GAS LINE TO BE RELOCATED BY OTHERS STA. 504+50 TO STA. 533+50 (LEFT)

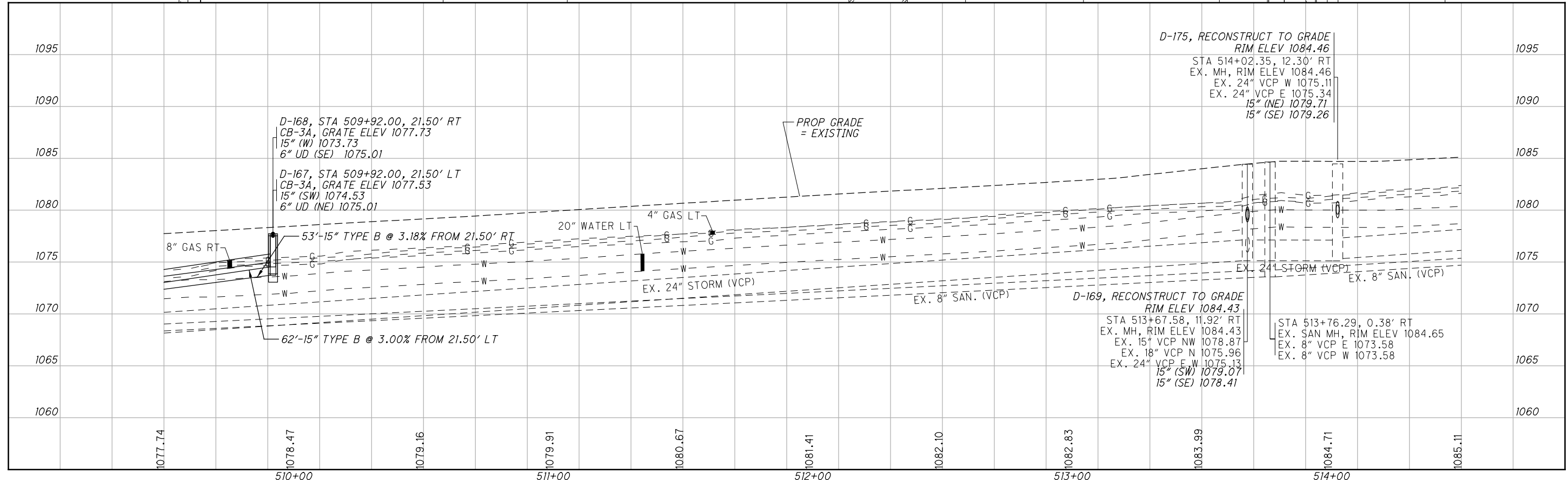
GAS LINE TO BE RELOCATED BY OTHERS STA. 504+50 TO STA. 532+50 (RIGHT)



PLAN AND PROFILE - 12TH STREET  
STA. 509+50 TO STA. 514+50

STA - 12TH STREET

175  
790



D-168, STA 509+92.00, 21.50' RT  
CB-3A, GRATE ELEV 1077.73  
15" (W) 1073.73  
6" UD (SE) 1075.01

D-167, STA 509+92.00, 21.50' LT  
CB-3A, GRATE ELEV 1077.53  
15" (SW) 1074.53  
6" UD (NE) 1075.01

D-175, RECONSTRUCT TO GRADE  
RIM ELEV 1084.46  
STA 514+02.35, 12.30' RT  
EX. MH, RIM ELEV 1084.46  
EX. 24" VCP W 1075.11  
EX. 24" VCP E 1075.34  
15" (NE) 1079.71  
15" (SE) 1079.26

D-169, RECONSTRUCT TO GRADE  
RIM ELEV 1084.43  
STA 513+67.58, 11.92' RT  
EX. MH, RIM ELEV 1084.43  
EX. 15" VCP NW 1078.87  
EX. 18" VCP N 1075.96  
EX. 24" VCP E W 1075.13  
15" (SW) 1079.07  
15" (SE) 1078.41

STA 513+76.29, 0.38' RT  
EX. SAN MH, RIM ELEV 1084.65  
EX. 8" VCP E 1073.58  
EX. 8" VCP W 1073.58

PROP GRADE = EXISTING

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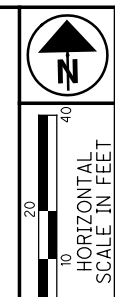
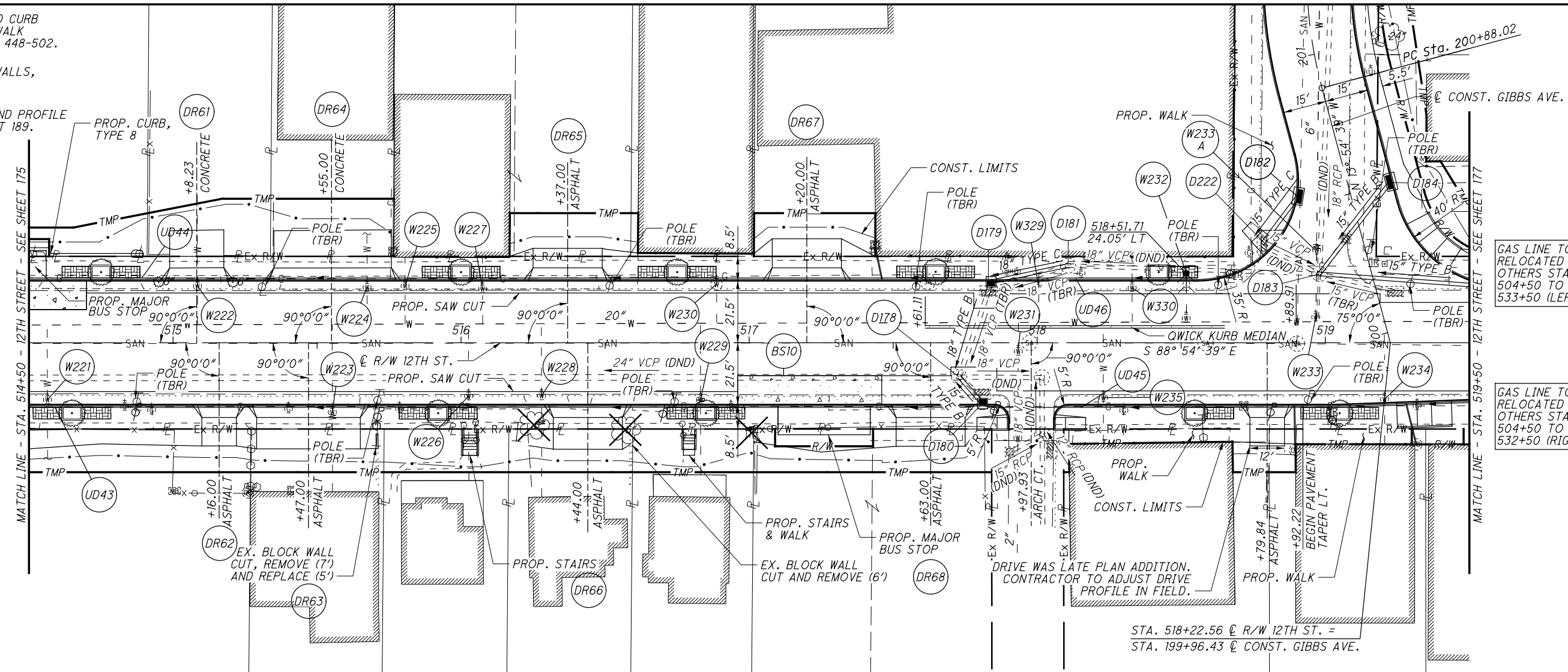


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FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

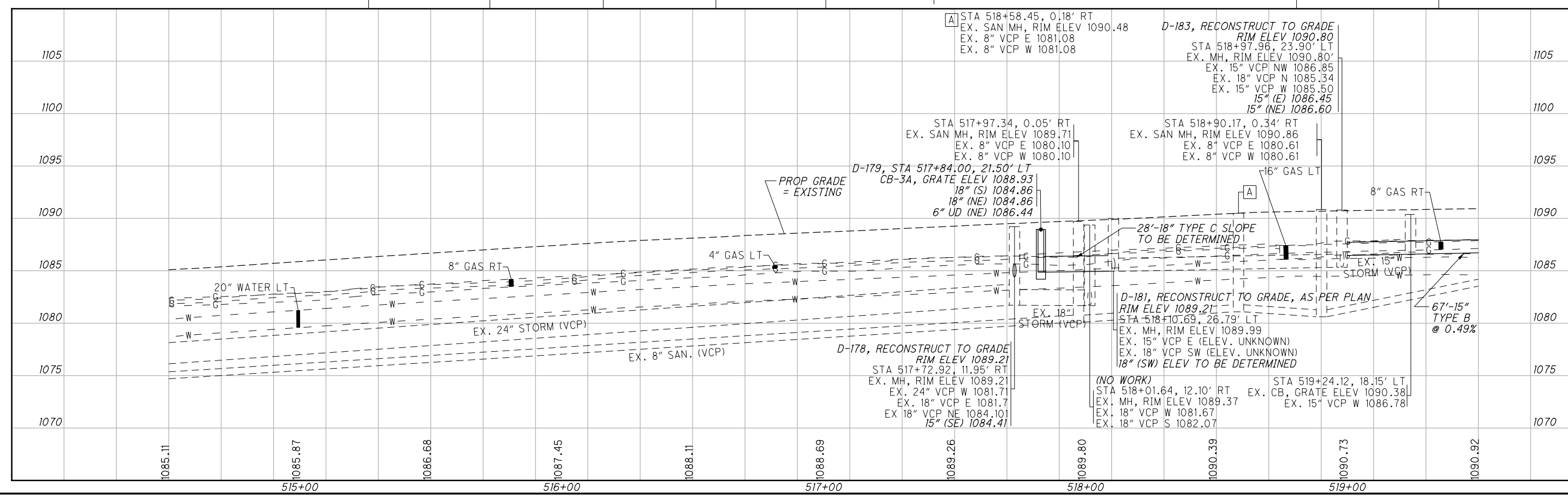
FOR GIBBS AVE. PLAN AND PROFILE INFORMATION, SEE SHEET 189.



PLAN AND PROFILE - 12TH STREET  
STA. 514+50 TO STA. 519+50

STA-12TH STREET

176  
790



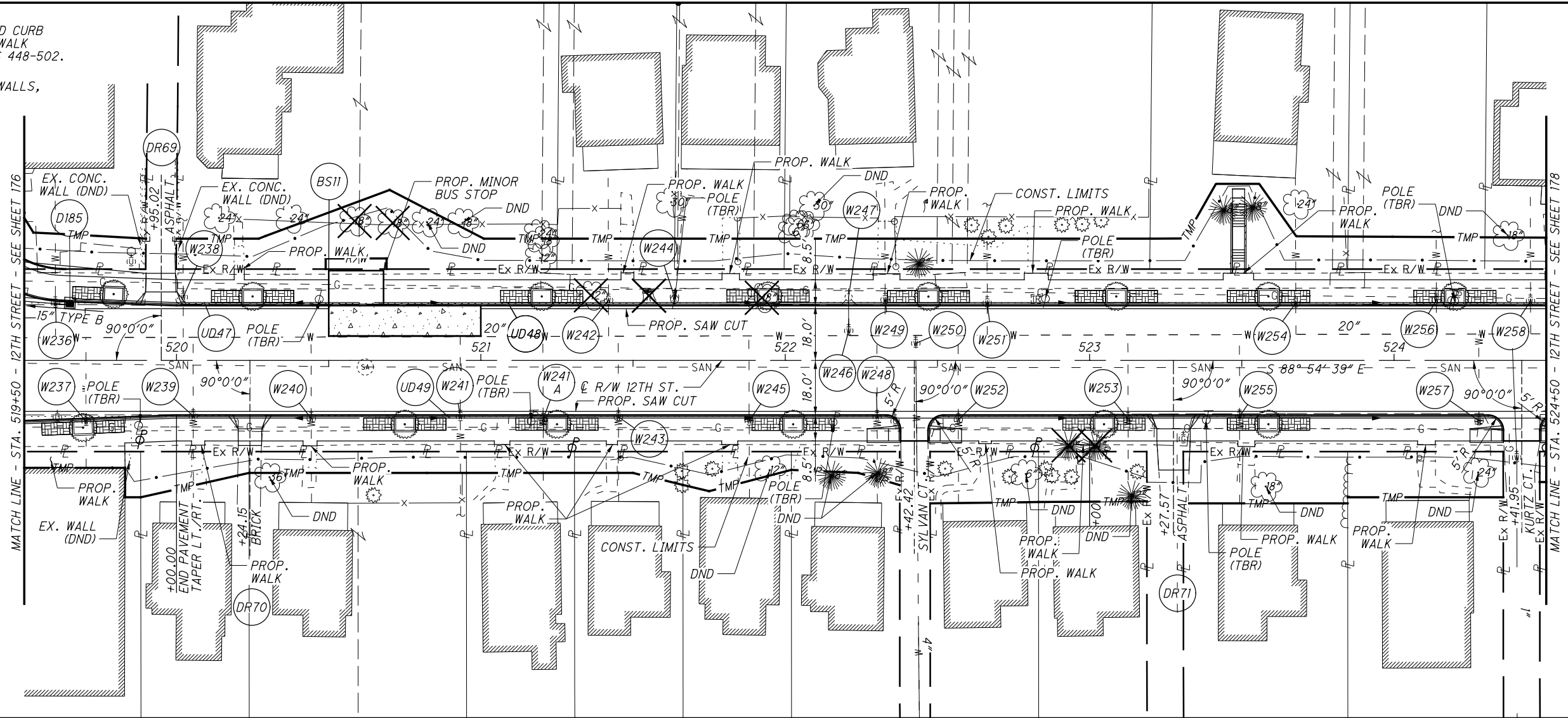
GAS LINE TO BE RELOCATED BY OTHERS STA. 504+50 TO STA. 533+50 (LEFT)

GAS LINE TO BE RELOCATED BY OTHERS STA. 504+50 TO STA. 532+50 (RIGHT)

STA. 518+22.56 @ R/W 12TH ST. =  
STA. 199+96.43 @ CONST. GIBBS AVE.

FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19



GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
504+50 TO STA.  
533+50 (LEFT)

GAS LINES(2) TO  
BE RELOCATED  
BY OTHERS STA.  
504+50 TO STA.  
532+50 (RIGHT)

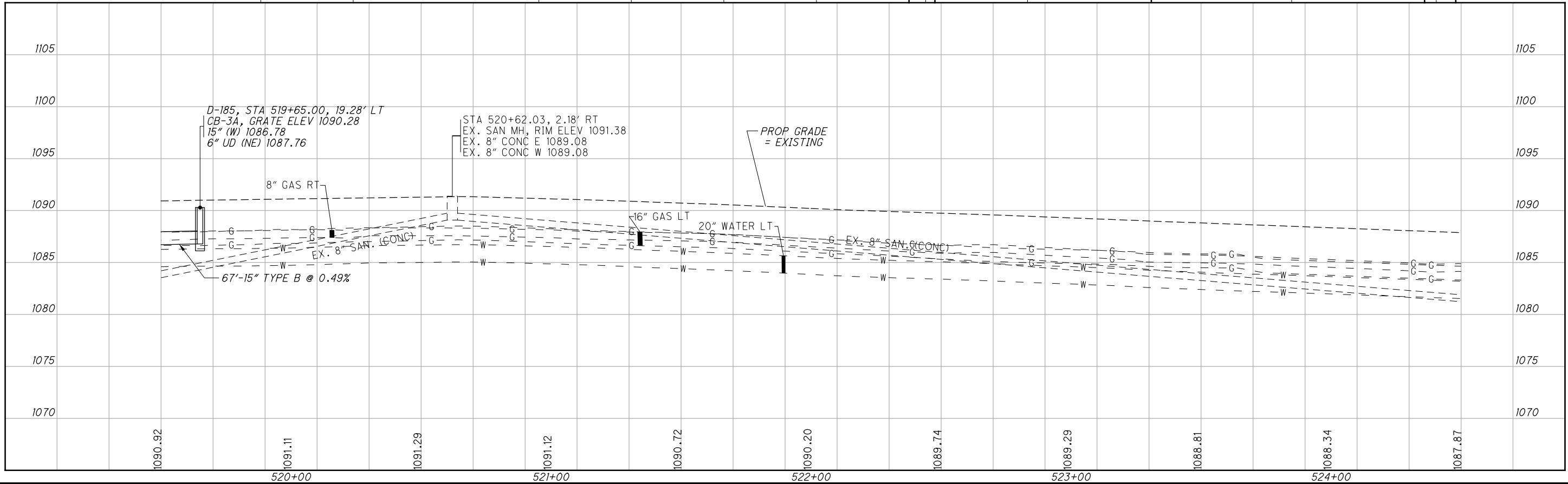
IP LINE  
STA. 523+00  
TO STA. 532+50  
(RIGHT)



**PLAN AND PROFILE - 12TH STREET  
STA. 519+50 TO STA. 524+50**

**STA-12TH STREET**

177  
790



D-185, STA 519+65.00, 19.28' LT  
CB-3A, GRATE ELEV 1090.28  
15" (W) 1086.78  
6" UD (NE) 1087.76

STA 520+62.03, 2.18' RT  
EX. SAN MH, RIM ELEV 1091.38  
EX. 8" CONC E 1089.08  
EX. 8" CONC W 1089.08

PROP GRADE  
= EXISTING

8" GAS RT

16" GAS LT

20" WATER LT

EX. 8" SAN (CONC)

67'-15" TYPE B @ 0.49%

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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

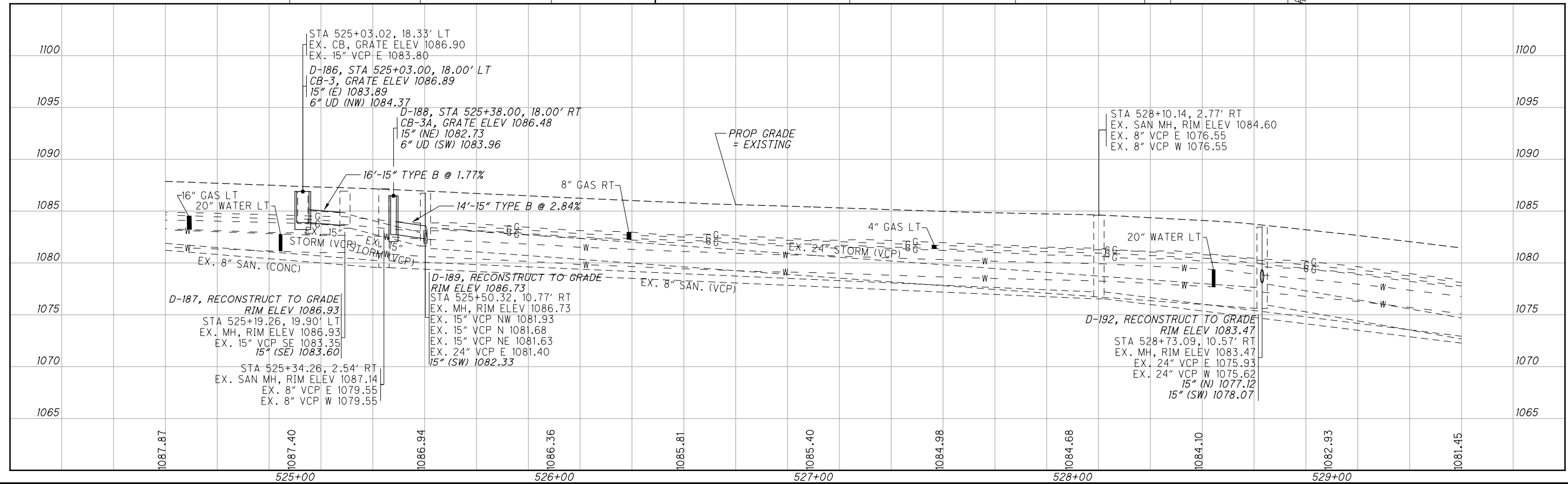
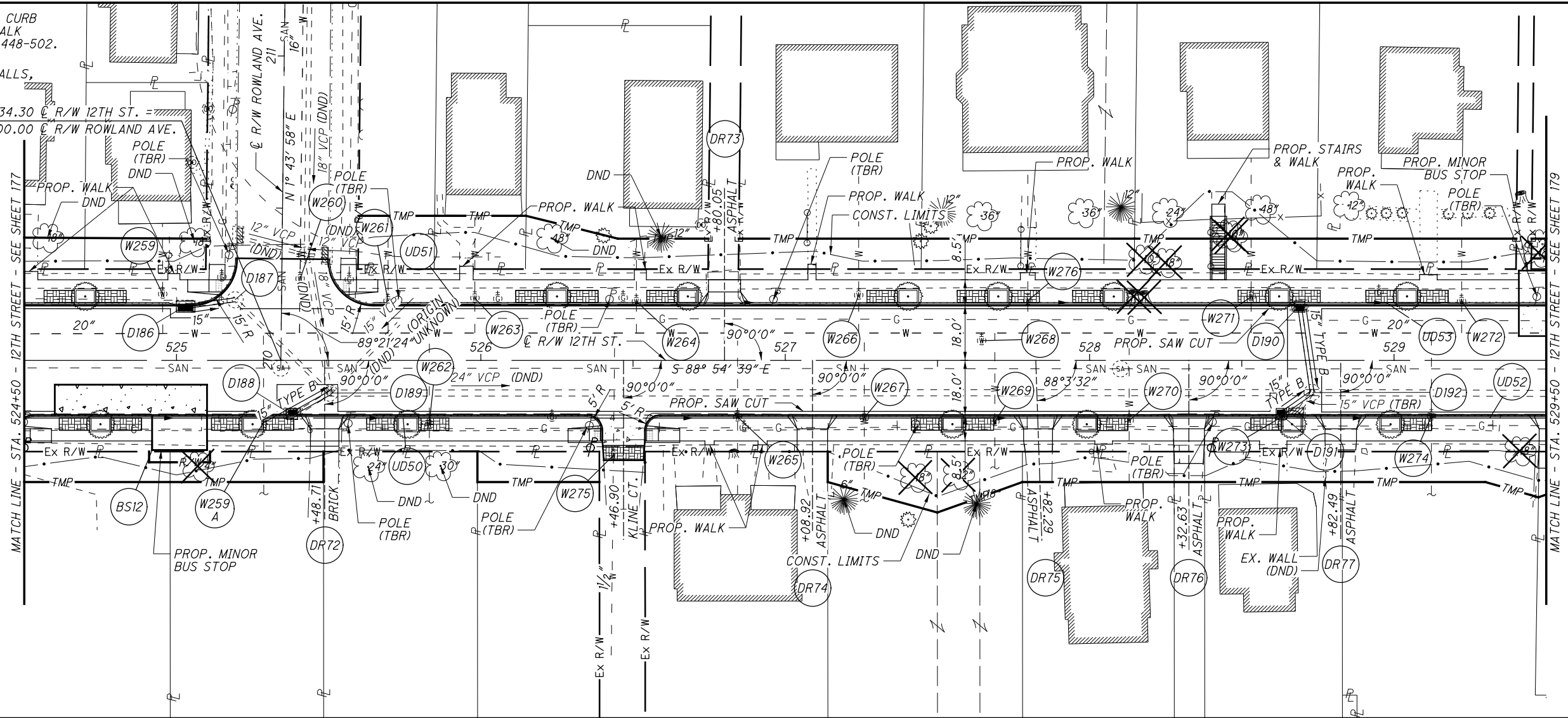
FOR NOTES REGARDING WALLS,  
SEE SHEET 19

STA. 525+34.30 C R/W 12TH ST.  
STA. 210+00.00 C R/W ROWLAND AVE.

GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
504+50 TO STA.  
533+50 (LEFT)

GAS LINES(2) TO  
BE RELOCATED  
BY OTHERS STA.  
504+50 TO STA.  
532+50 (RIGHT)

IP LINE  
STA. 523+00  
TO STA. 532+50  
(RIGHT)



PLAN AND PROFILE - 12TH STREET  
STA. 524+50 TO STA. 529+50

STA-12TH STREET

178  
790

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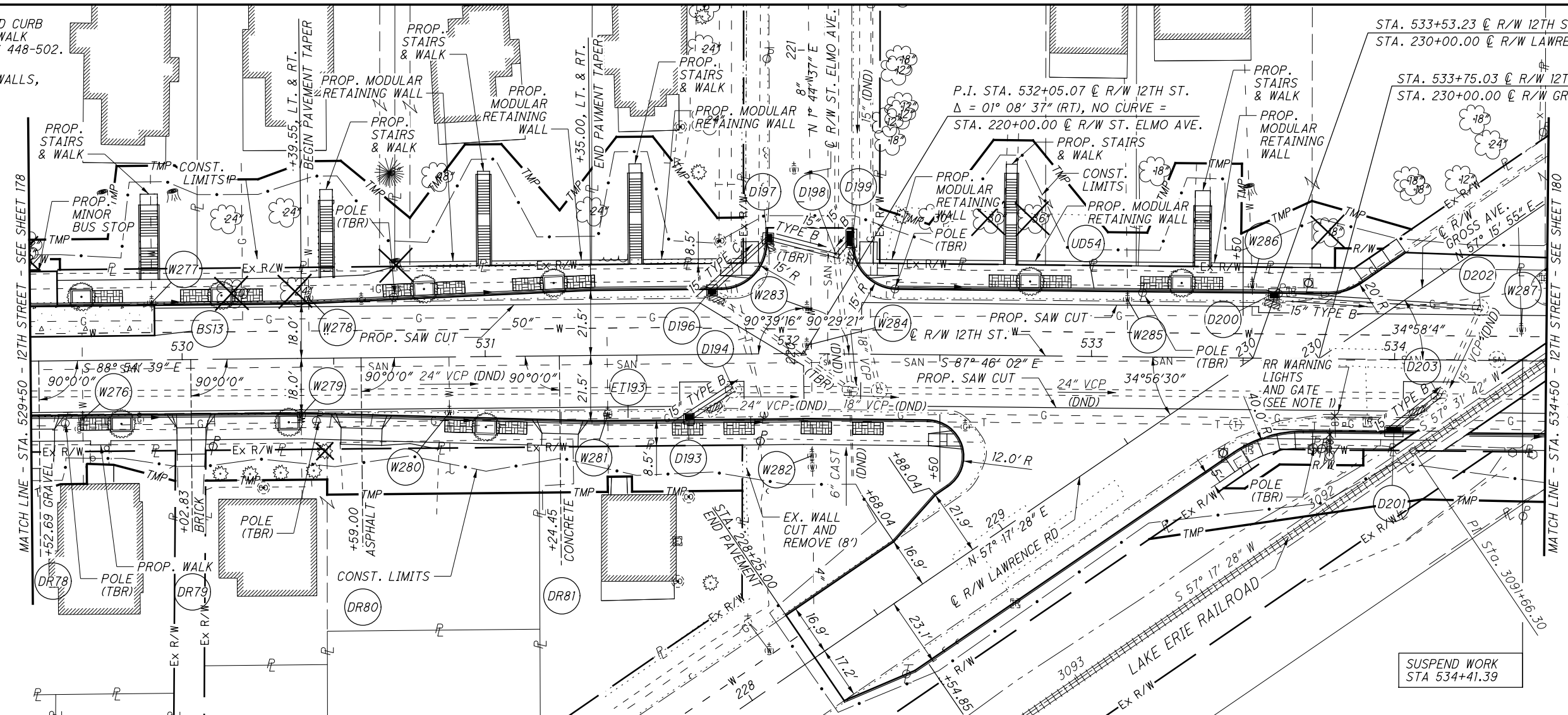
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FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

GAS LINE TO BE RELOCATED BY OTHERS STA. 504+50 TO STA. 533+50 (LEFT)

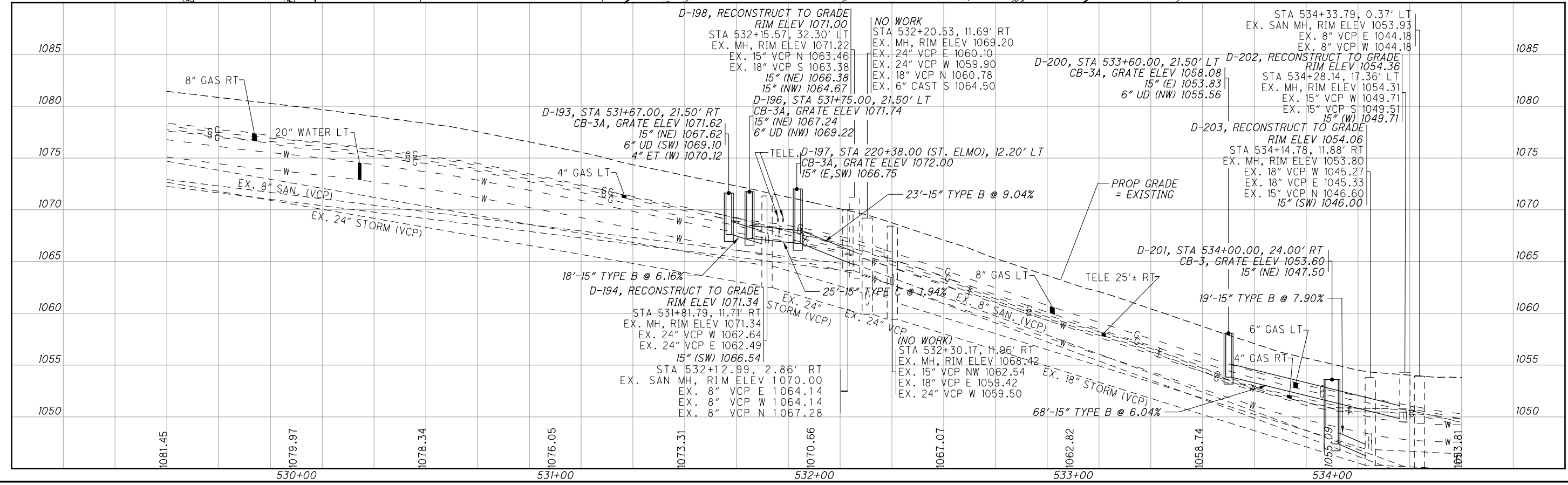
GAS LINES(2) TO BE RELOCATED BY OTHERS STA. 504+50 TO STA. 532+50 (RIGHT)  
 IP LINE STA. 523+00 TO STA. 532+50 (RIGHT)



NOTE: 1 TO BE RELOCATED BY WHEELING & LAKE ERIE RAILWAY

SUSPEND WORK STA 534+41.39

(D203) NOT USED



PLAN AND PROFILE - 12TH STREET  
 STA. 529+50 TO STA. 534+50

STA-12TH STREET  
 179  
 790

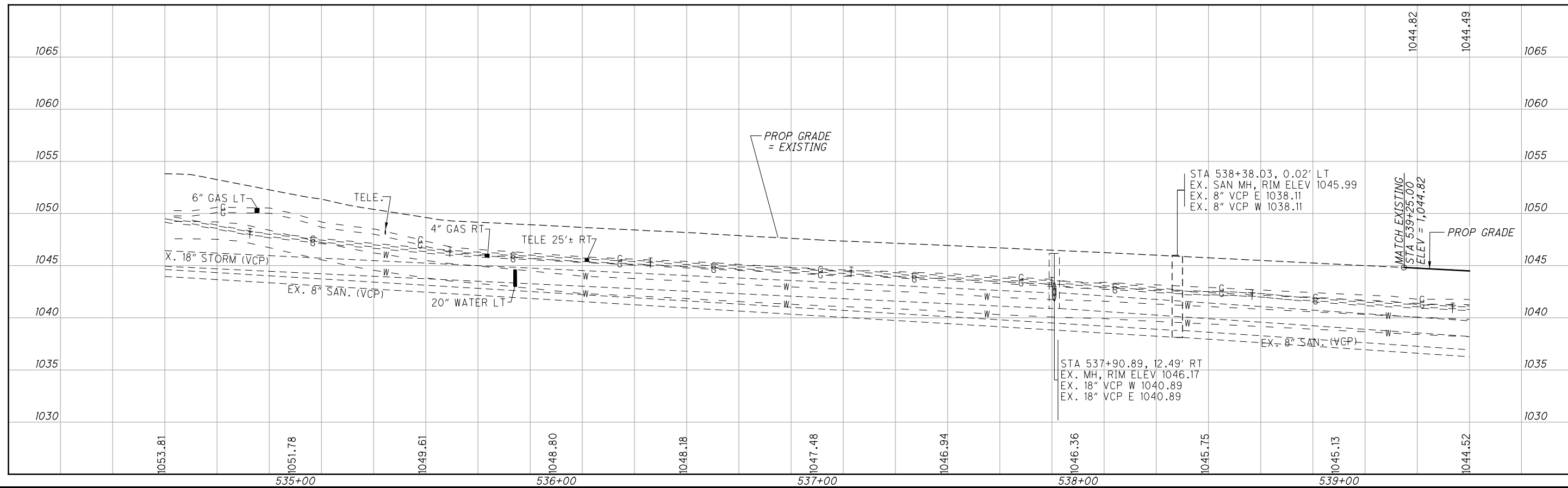
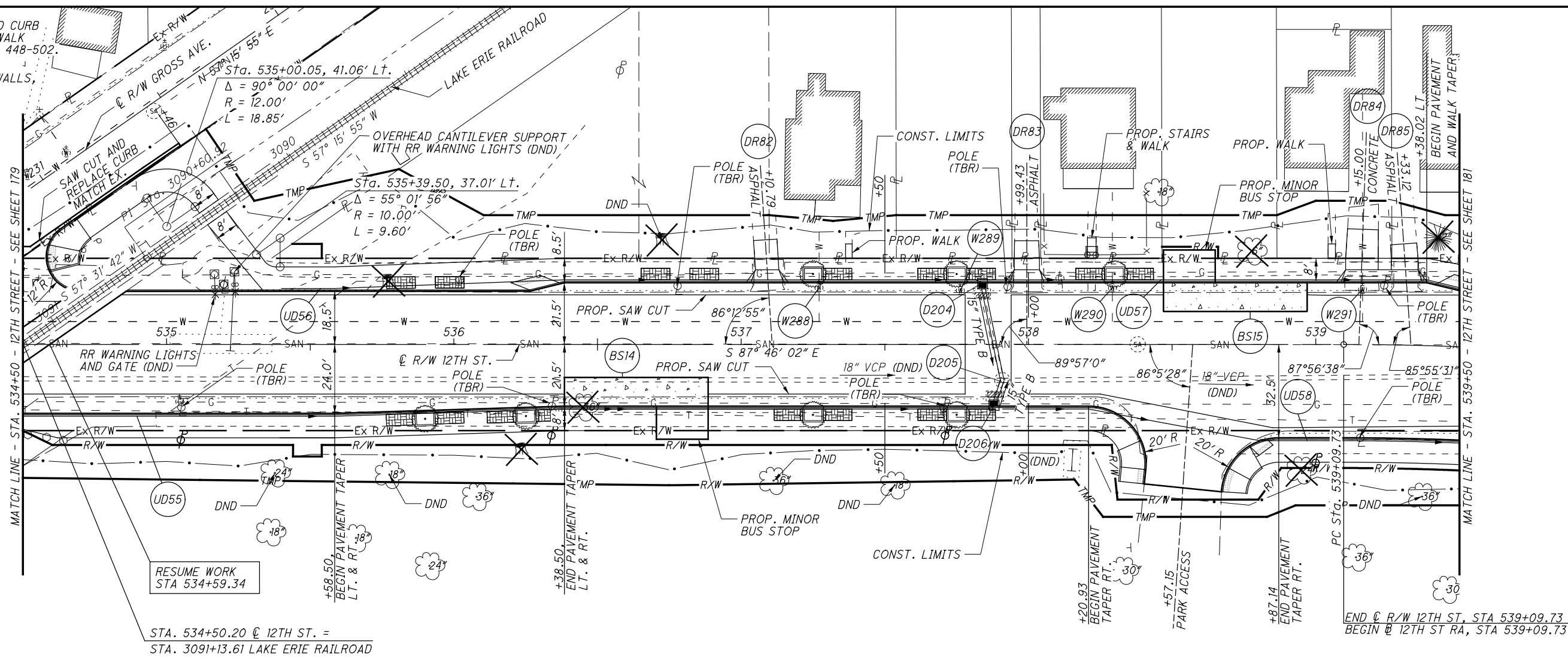
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FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

GAS LINE TO BE RELOCATED BY OTHERS STA. 537+50 TO STA. 538+00 (LEFT)

GAS LINE TO BE RELOCATED BY OTHERS STA. 537+50 TO STA. 538+00 (RIGHT)



**PLAN AND PROFILE - 12TH STREET**  
**STA. 534+50 TO STA. 539+50**

**STA - 12TH STREET**

CALCULATED  
SHR

CHECKED  
RWK

HORIZONTAL SCALE IN FEET

180

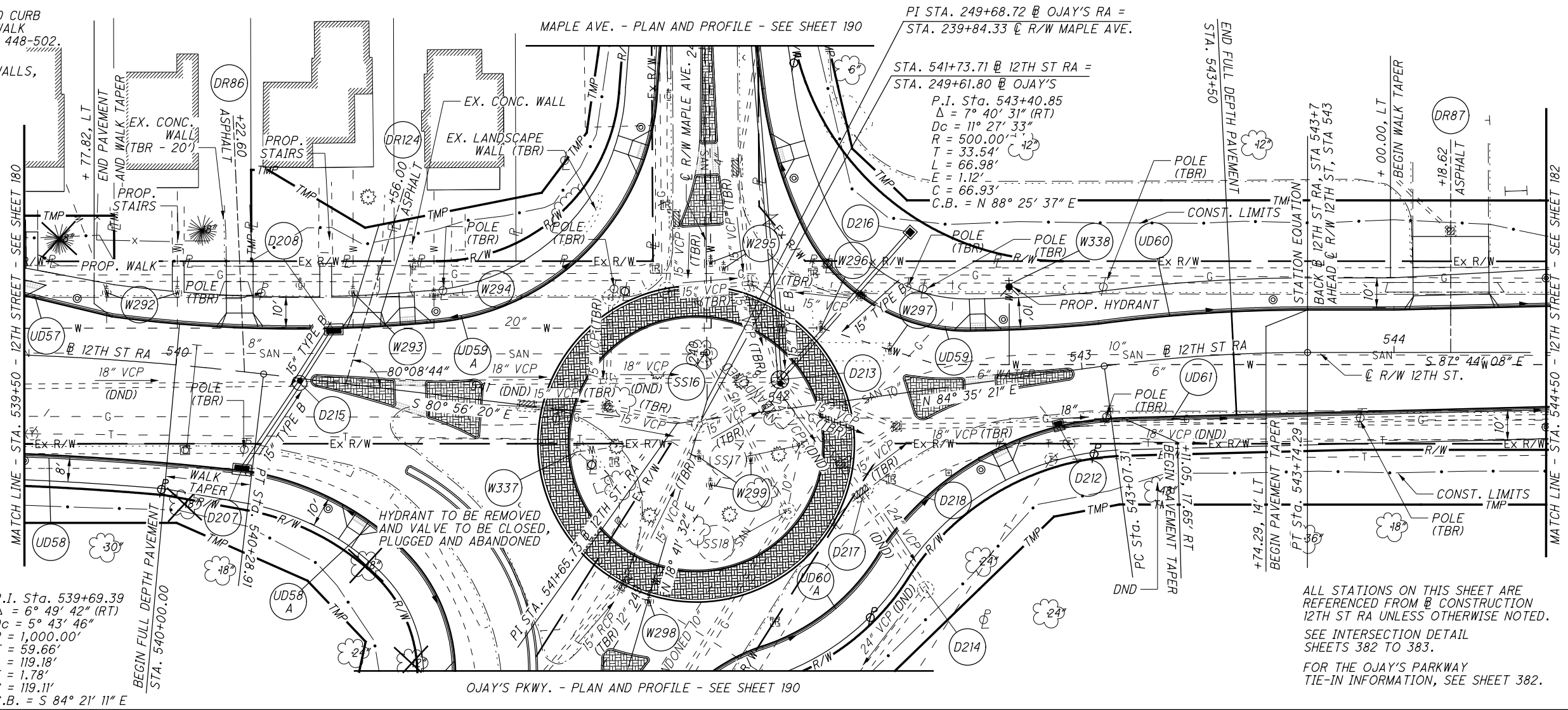
790

FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

GAS LINE TO BE RELOCATED BY OTHERS STA. 541+75 @ ON W. SIDE MAPLE

GAS LINE TO BE RELOCATED BY OTHERS STA. 541+00 TO STA. 541+50 (RIGHT)

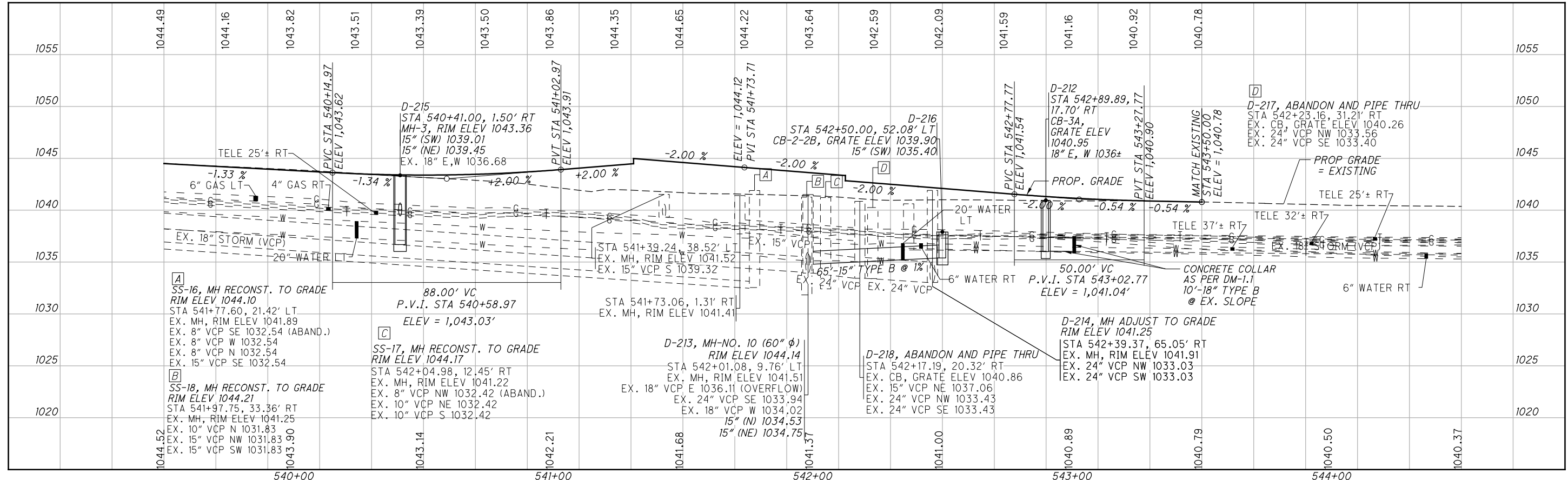


P.I. Sta. 539+69.39  
 $\Delta = 6^\circ 49' 42''$  (RT)  
 $D_c = 5^\circ 43' 46''$   
 $R = 1,000.00'$   
 $L = 59.66'$   
 $T = 119.18'$   
 $E = 1.78'$   
 $C = 119.11'$   
 $C.B. = S 84^\circ 21' 11'' E$

PI STA. 249+68.72 @ OJAY'S RA = STA. 239+84.33 @ R/W MAPLE AVE.

STA. 541+73.71 @ 12TH ST RA = STA. 249+61.80 @ OJAY'S  
 $P.I. Sta. 543+40.85$   
 $\Delta = 7^\circ 40' 31''$  (RT)  
 $D_c = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 33.54'$   
 $L = 66.98'$   
 $E = 1.12'$   
 $C = 66.93'$   
 $C.B. = N 88^\circ 25' 37'' E$

ALL STATIONS ON THIS SHEET ARE REFERENCED FROM @ CONSTRUCTION 12TH ST RA UNLESS OTHERWISE NOTED.  
 SEE INTERSECTION DETAIL SHEETS 382 TO 383.  
 FOR THE OJAY'S PARKWAY TIE-IN INFORMATION, SEE SHEET 382.



**A** SS-16, MH RECONST. TO GRADE RIM ELEV 1044.10  
 STA 541+77.60, 21.42' LT  
 EX. MH, RIM ELEV 1041.89  
 EX. 8" VCP SE 1032.54 (ABAND.)  
 EX. 8" VCP W 1032.54  
 EX. 8" VCP N 1032.54  
 EX. 15" VCP SE 1032.54

**C** SS-17, MH RECONST. TO GRADE RIM ELEV 1044.17  
 STA 542+04.98, 12.45' RT  
 EX. MH, RIM ELEV 1041.22  
 EX. 8" VCP NW 1032.42 (ABAND.)  
 EX. 10" VCP NE 1032.42  
 EX. 10" VCP S 1032.42

D-213, MH-NO. 10 (60"  $\phi$ ) RIM ELEV 1044.14  
 STA 542+01.08, 9.76' LT  
 EX. MH, RIM ELEV 1041.51  
 EX. 18" VCP E 1036.11 (OVERFLOW)  
 EX. 24" VCP SE 1033.94  
 EX. 18" VCP W 1034.02  
 EX. 15" (N) 1034.53  
 EX. 15" (NE) 1034.75

D-218, ABANDON AND PIPE THRU  
 STA 542+17.19, 20.32' RT  
 EX. CB, GRATE ELEV 1040.86  
 EX. 15" VCP NE 1037.06  
 EX. 24" VCP NW 1033.43  
 EX. 24" VCP SE 1033.43

D-214, MH ADJUST TO GRADE RIM ELEV 1041.25  
 STA 542+39.37, 65.05' RT  
 EX. MH, RIM ELEV 1041.91  
 EX. 24" VCP NW 1033.03  
 EX. 24" VCP SW 1033.03

D-217, ABANDON AND PIPE THRU  
 STA 542+23.16, 31.21' RT  
 EX. CB, GRATE ELEV 1040.26  
 EX. 24" VCP NW 1033.56  
 EX. 24" VCP SE 1033.40

(D209) (W300)  
 NOT USED



PLAN AND PROFILE - 12TH STREET  
 STA. 539+50 TO STA. 544+50

STA-12TH STREET  
 181  
 790

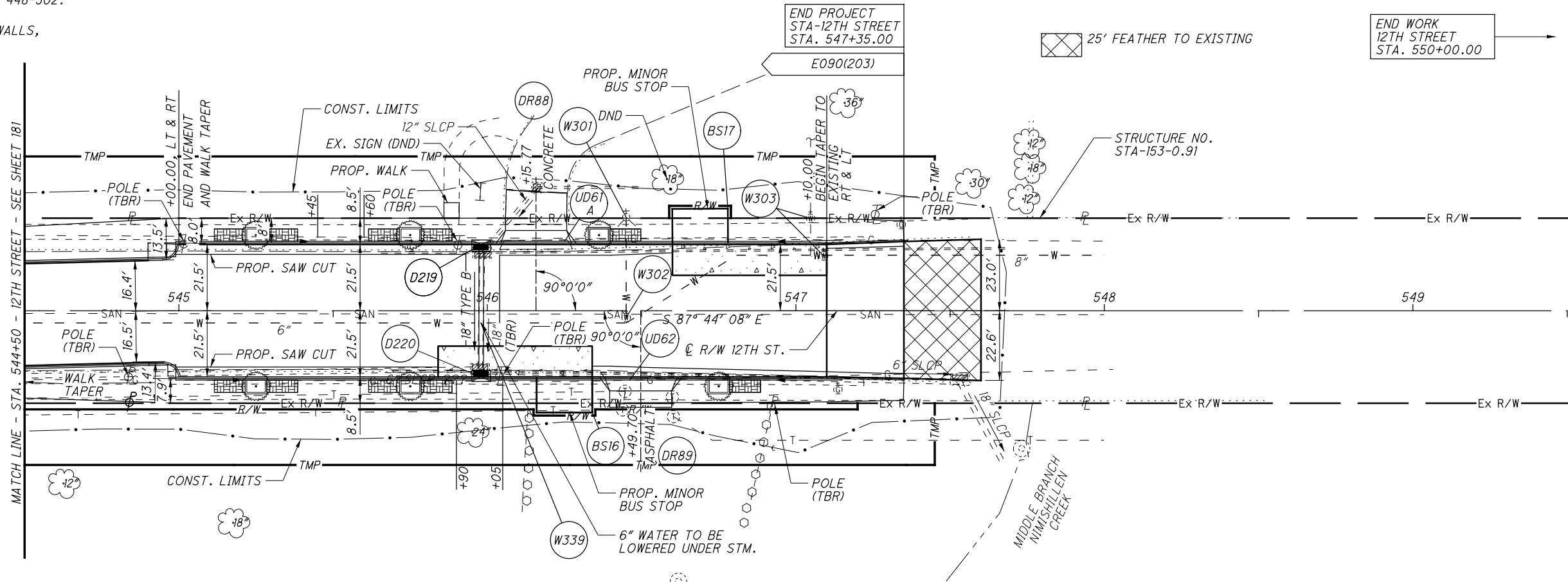
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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19

GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
545+45 TO STA.  
545+60 (LEFT)

GAS LINE TO  
BE RELOCATED  
BY OTHERS STA.  
545+90 TO STA.  
546+05 (RIGHT)



END WORK  
12TH STREET  
STA. 550+00.00

25' FEATHER TO EXISTING

STRUCTURE NO.  
STA-153-0.91

END PROJECT  
STA-12TH STREET  
STA. 547+35.00

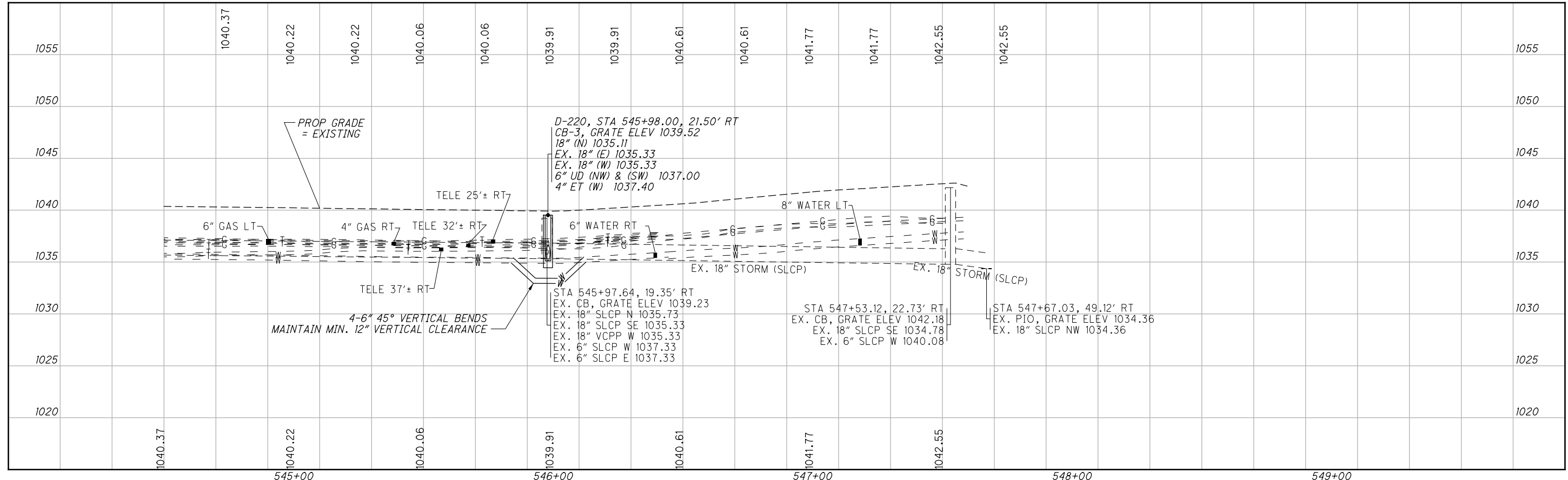


CALCULATED  
SHR  
CHECKED  
RWK

PLAN AND PROFILE - 12TH STREET  
STA. 544+50 TO STA. 549+50

STA-12TH STREET

182  
790



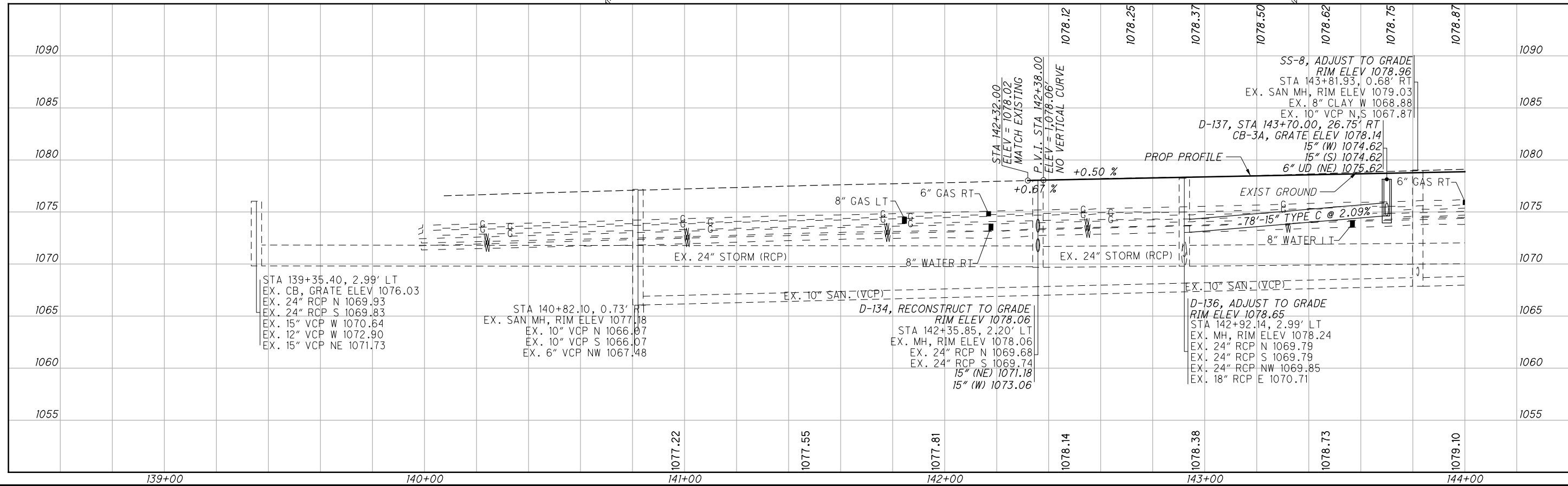
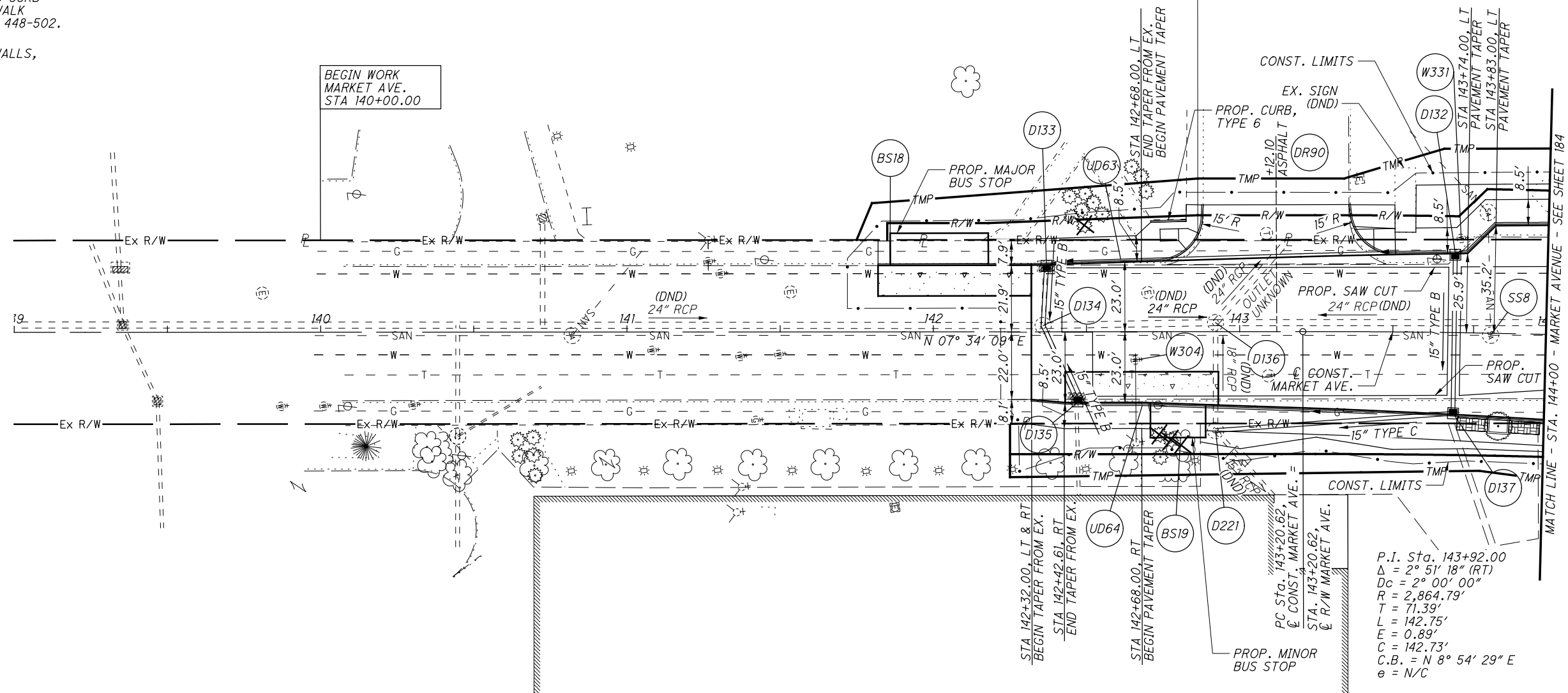
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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS,  
SEE SHEET 19

GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
142+50 TO STA.  
147+50 (LEFT)

GAS LINE TO BE  
RELOCATED BY  
OTHERS STA.  
142+50 TO STA.  
148+50 (RIGHT)



|            |     |
|------------|-----|
| CALCULATED | KOD |
| CHECKED    | RWK |

**PLAN AND PROFILE - MARKET AVENUE  
STA. 139+00 TO STA. 144+00**

**STA-12TH STREET**

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FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

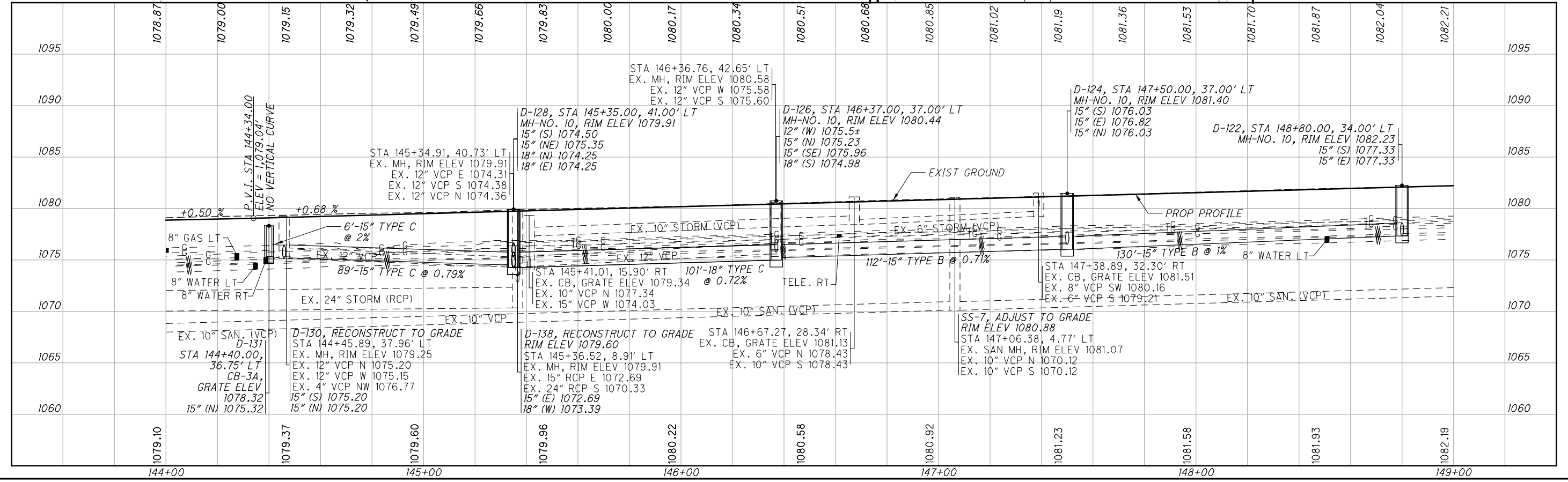
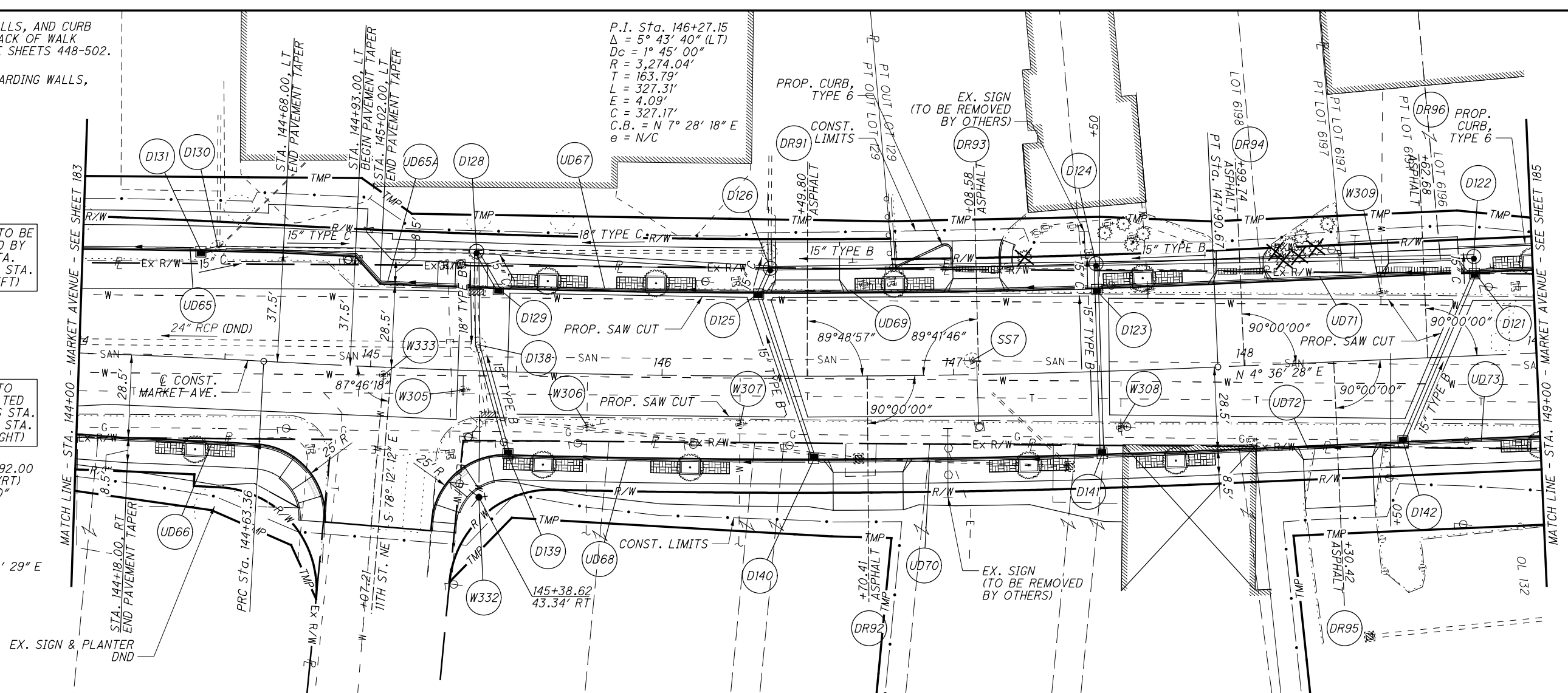
FOR NOTES REGARDING WALLS, SEE SHEET 19

GAS LINE TO BE RELOCATED BY OTHERS STA. 142+50 TO STA. 147+50 (LEFT)

GAS LINE TO BE RELOCATED BY OTHERS STA. 142+50 TO STA. 148+50 (RIGHT)

P.I. Sta. 143+92.00  
 $\Delta = 2^\circ 51' 18''$  (RT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 71.39'$   
 $L = 142.75'$   
 $E = 0.89'$   
 $C = 142.73'$   
 $C.B. = N 8^\circ 54' 29'' E$   
 $e = N/C$

P.I. Sta. 146+27.15  
 $\Delta = 5^\circ 43' 40''$  (LT)  
 $D_c = 1^\circ 45' 00''$   
 $R = 3,274.04'$   
 $T = 163.79'$   
 $L = 327.31'$   
 $E = 4.09'$   
 $C = 327.17'$   
 $C.B. = N 7^\circ 28' 18'' E$   
 $e = N/C$



PLAN AND PROFILE - MARKET AVENUE  
 STA. 144+00 TO STA. 149+00

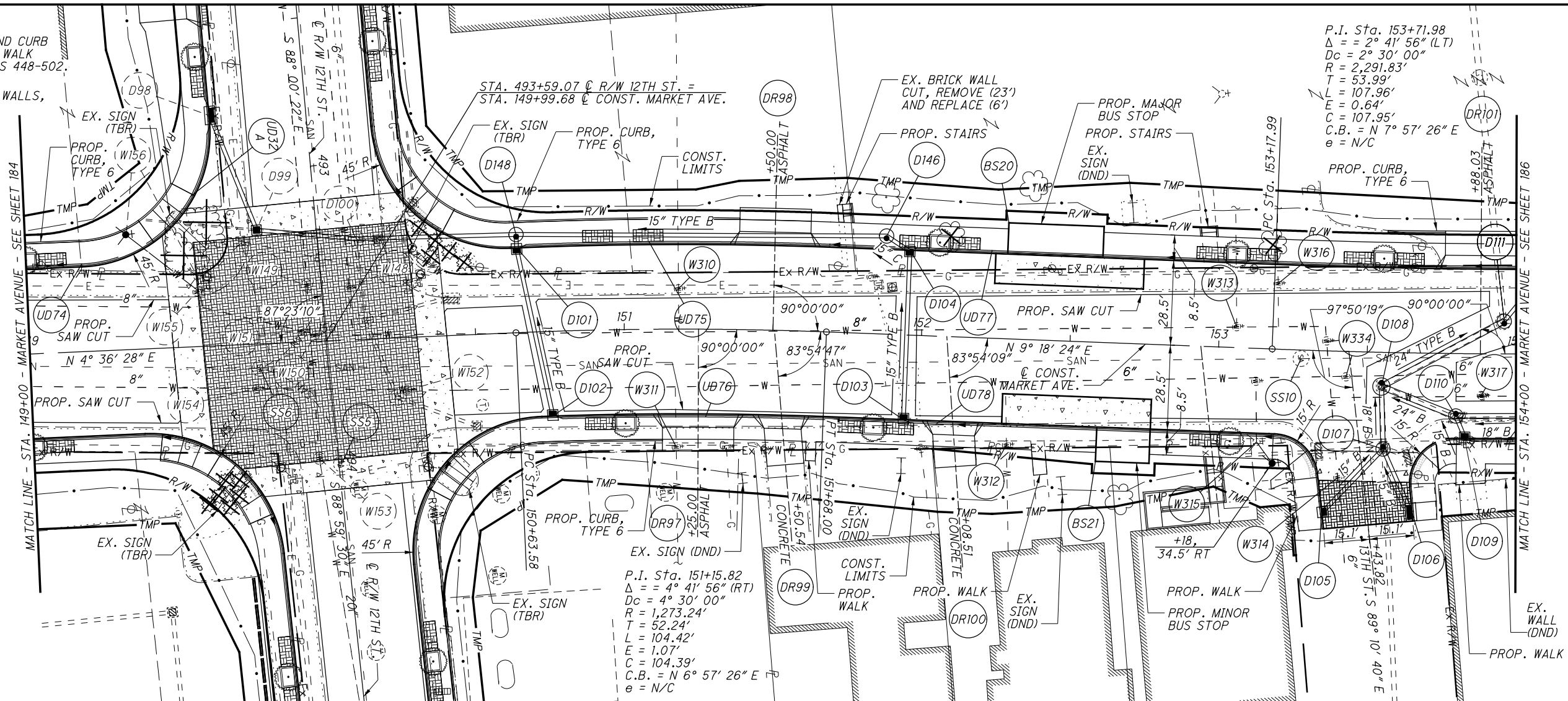
STA-12TH STREET

184  
790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299GP203.dgn 4/14/2014 4:35:56 PM brion.sedzol\ODOTV81\_PDF\_half.plt\cfig ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

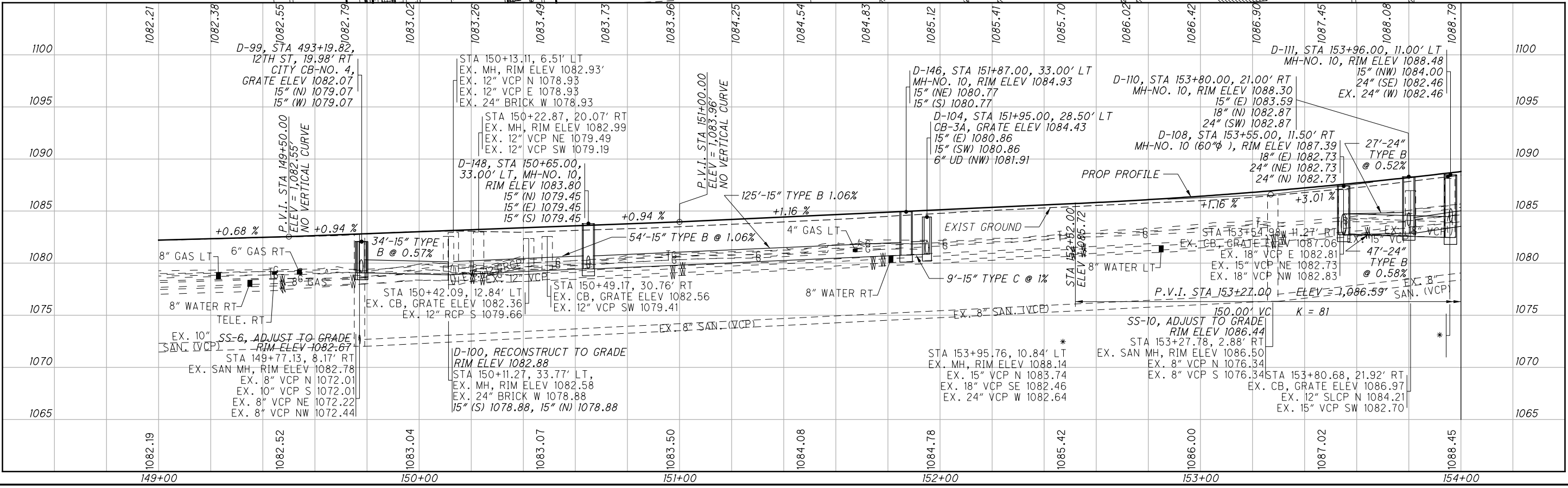
FOR STAIRS, WALLS, AND CURB  
 ADJACENT TO BACK OF WALK  
 LOCATIONS, SEE SHEETS 448-502.  
  
 FOR NOTES REGARDING WALLS,  
 SEE SHEET 19

GAS LINE TO  
 BE RELOCATED  
 BY OTHERS STA.  
 153+50 TO STA.  
 156+50 (RIGHT)



P.I. Sta. 153+71.98  
 $\Delta = 2^\circ 41' 56''$  (LT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 53.99'$   
 $L = 107.96'$   
 $E = 0.64'$   
 $C = 107.95'$   
 $C.B. = N 7^\circ 57' 26'' E$   
 $e = N/C$

P.I. Sta. 151+15.82  
 $\Delta = 4^\circ 41' 56''$  (RT)  
 $D_c = 4^\circ 30' 00''$   
 $R = 1,273.24'$   
 $T = 52.24'$   
 $L = 104.42'$   
 $E = 1.07'$   
 $C = 104.39'$   
 $C.B. = N 6^\circ 57' 26'' E$   
 $e = N/C$



|            |     |         |     |
|------------|-----|---------|-----|
| CALCULATED | KOD | CHECKED | RWK |
|------------|-----|---------|-----|

**PLAN AND PROFILE - MARKET AVENUE**

**STA-12TH STREET**

**STA. 149+00 TO STA. 154+00**

|     |
|-----|
| 185 |
| 790 |

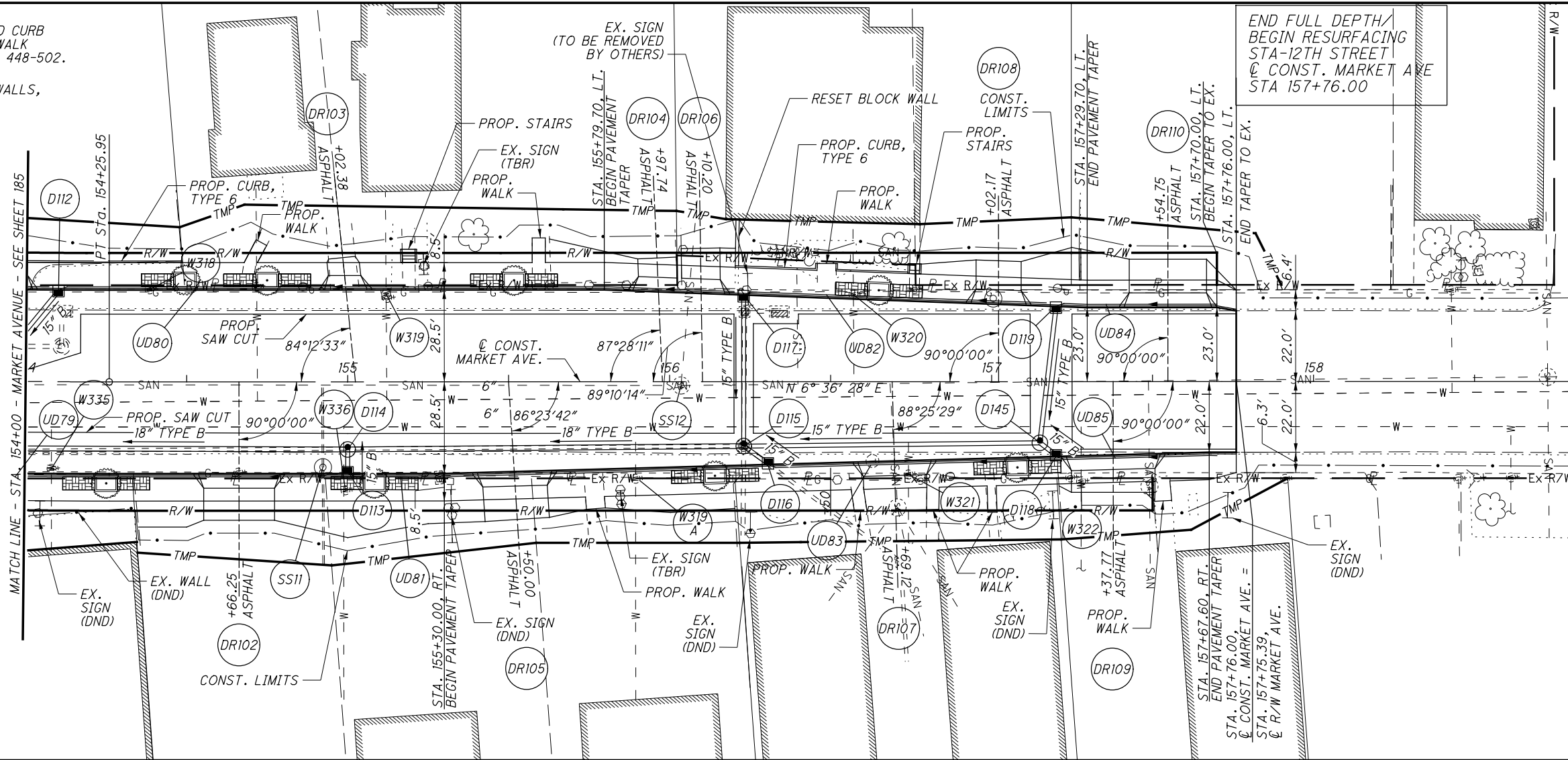
FOR STAIRS, WALLS, AND CURB ADJACENT TO BACK OF WALK LOCATIONS, SEE SHEETS 448-502.

FOR NOTES REGARDING WALLS, SEE SHEET 19

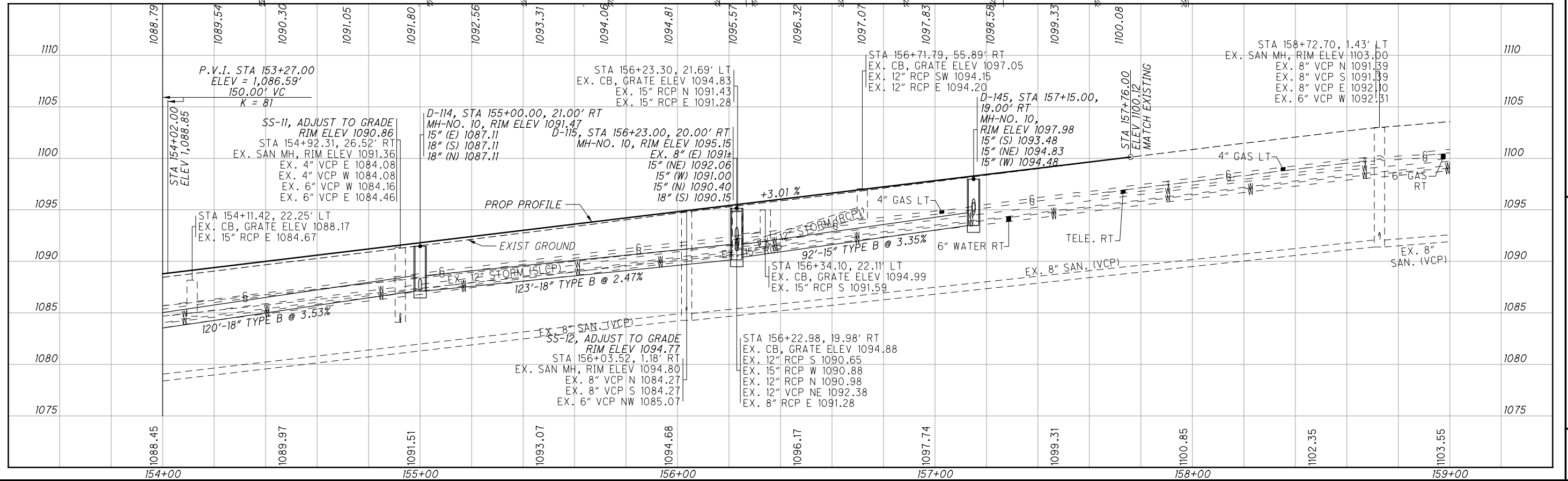
GAS LINE TO BE RELOCATED BY OTHERS STA. 156+30 TO STA. 156+45 (LEFT)

GAS LINE TO BE RELOCATED BY OTHERS STA. 153+50 TO STA. 156+50 (RIGHT)

P.I. Sta. 153+71.98  
 $\Delta = 2^\circ 41' 56''$  (LT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $L = 53.99'$   
 $T = 107.96'$   
 $E = 0.64'$   
 $C = 107.95'$   
 $C.B. = N 7^\circ 57' 26'' E$   
 $e = N/C$



END MARKET AVE WIDENING STA 157+76.00 BEGIN MARKET AVE RESURFACING 157+76.00 FOR RESURFACING SEE SHEETS 187 & 188



PLAN AND PROFILE - MARKET AVENUE  
 STA, 154+00 TO STA 157+76

STA-12TH STREET  
 186  
 790

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END FULL DEPTH/  
BEGIN RESURFACING  
STA-12TH STREET  
@ CONST. MARKET AVE  
STA 157+76.00

CURB RAMPS  
TYPE B3  
AS PER BP-7.1  
(TYPICAL)

CURB RAMPS  
TYPE A2  
AS PER BP-7.1  
(TYPICAL)



MATCH LINE - STA 162+50 - MARKET AVE - SEE SHEET 188

|            |     |
|------------|-----|
| CALCULATED | 0   |
| EMS        |     |
| CHECKED    | DLW |

10  
20  
40  
HORIZONTAL  
SCALE IN FEET

**MARKET AVE. RESURFACING  
STA 157+76 TO STA 162+50**

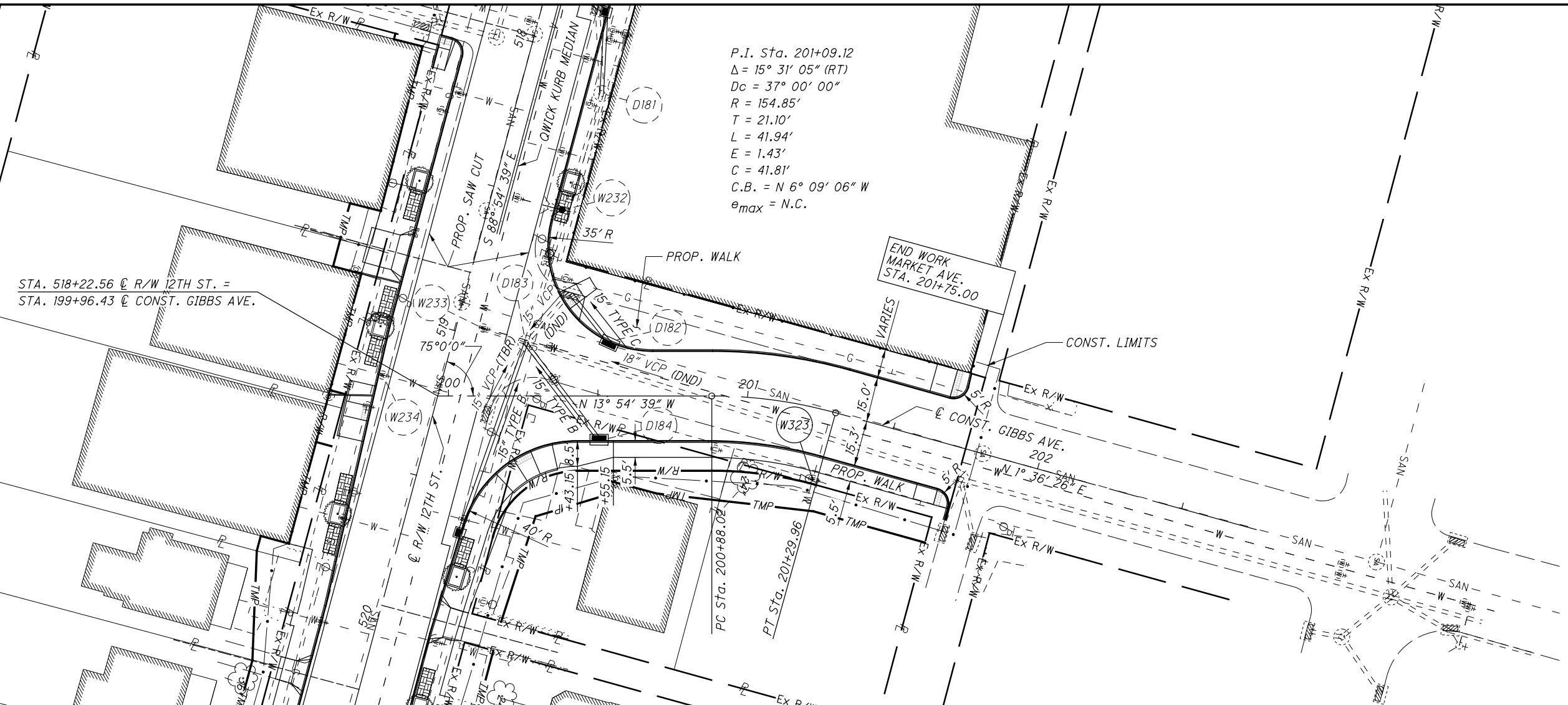
**STA-12TH STREET**



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FOR STAIRS, WALLS, AND CURB  
ADJACENT TO BACK OF WALK  
LOCATIONS, SEE SHEETS 448-502.

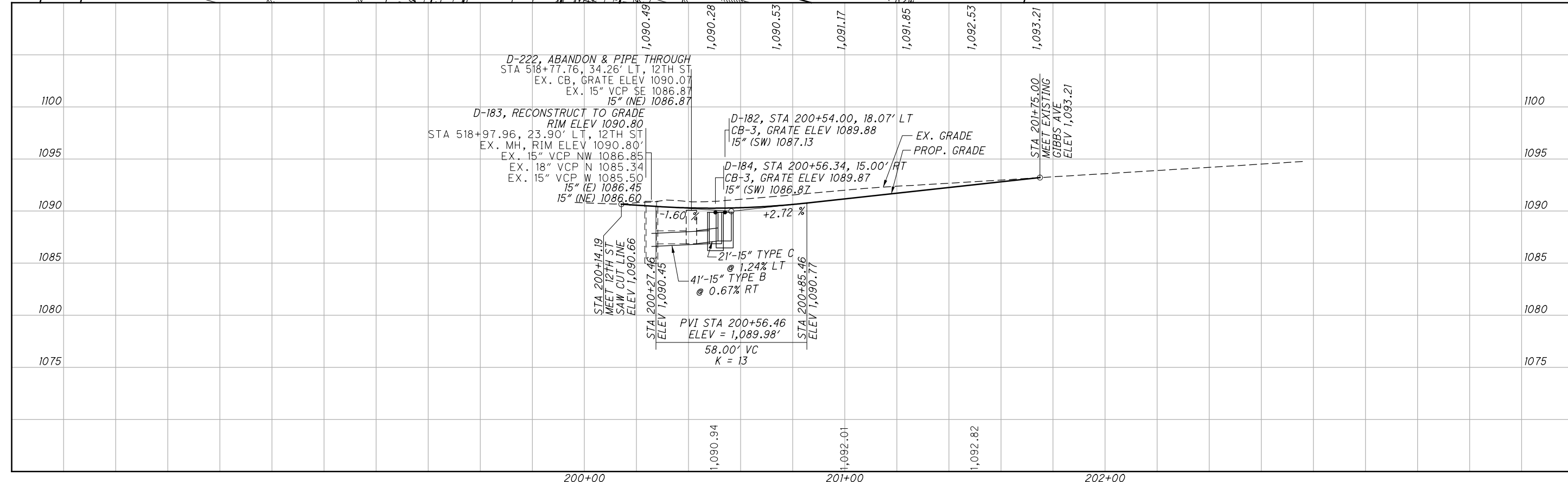
FOR NOTES REGARDING WALLS,  
SEE SHEET 19



P.I. Sta. 201+09.12  
 $\Delta = 15^\circ 31' 05''$  (RT)  
 $Dc = 37^\circ 00' 00''$   
 $R = 154.85'$   
 $T = 21.10'$   
 $L = 41.94'$   
 $E = 1.43'$   
 $C = 41.81'$   
 $C.B. = N 6^\circ 09' 06'' W$   
 $e_{max} = N.C.$

STA. 518+22.56 @ R/W 12TH ST. =  
 STA. 199+96.43 @ CONST. GIBBS AVE.

END WORK  
 MARKET AVE.  
 STA. 201+75.00



PLAN AND PROFILE - GIBBS AVENUE  
 STA. 199+96 TO STA. 201+75

STA-12TH STREET

189  
 790

FOR BASELINE AND R/W CENTERLINE RELATIONSHIPS, SEE SHEET 4.

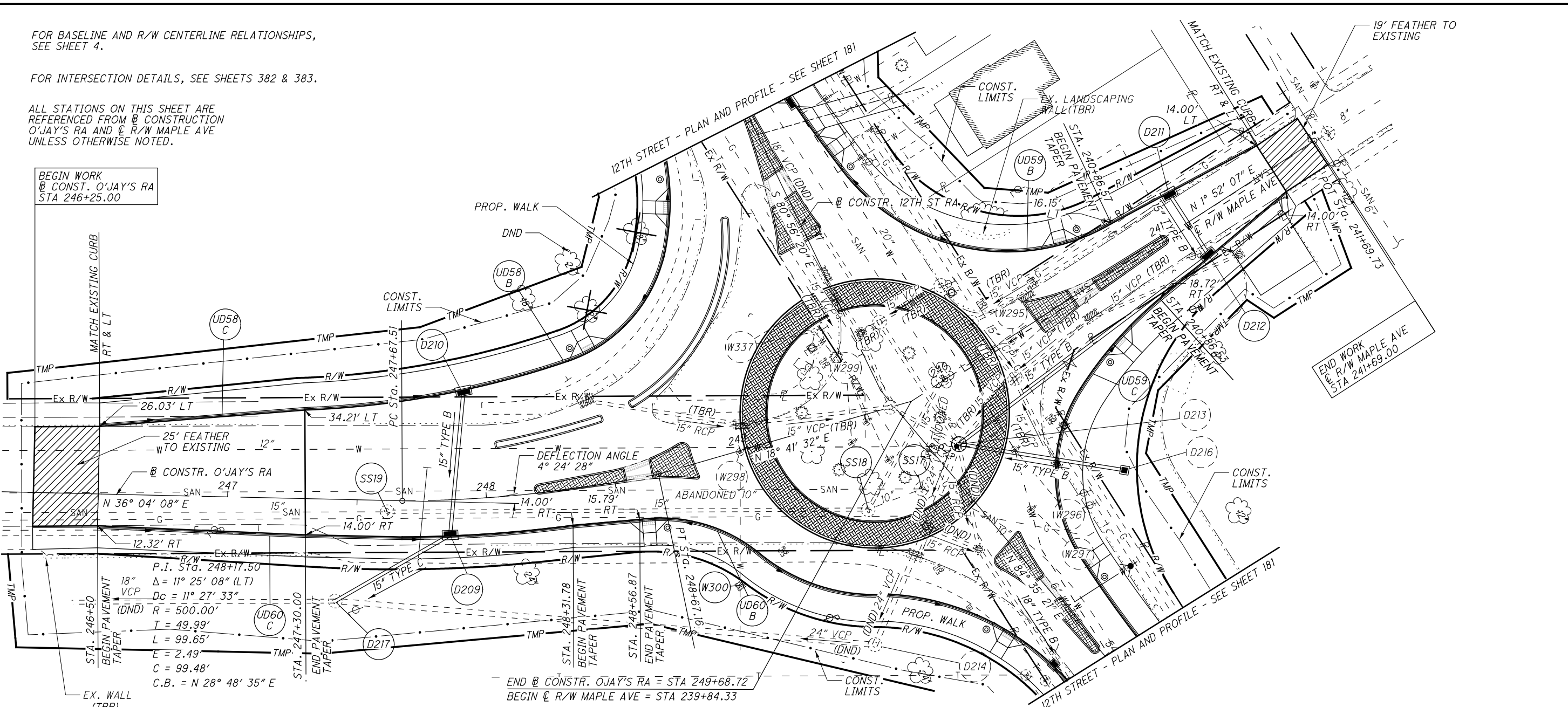
FOR INTERSECTION DETAILS, SEE SHEETS 382 & 383.

ALL STATIONS ON THIS SHEET ARE REFERENCED FROM B CONSTRUCTION O'JAY'S RA AND C R/W MAPLE AVE UNLESS OTHERWISE NOTED.

BEGIN WORK  
B CONST. O'JAY'S RA  
STA 246+25.00

END WORK  
C R/W MAPLE AVE  
STA 241+69.00

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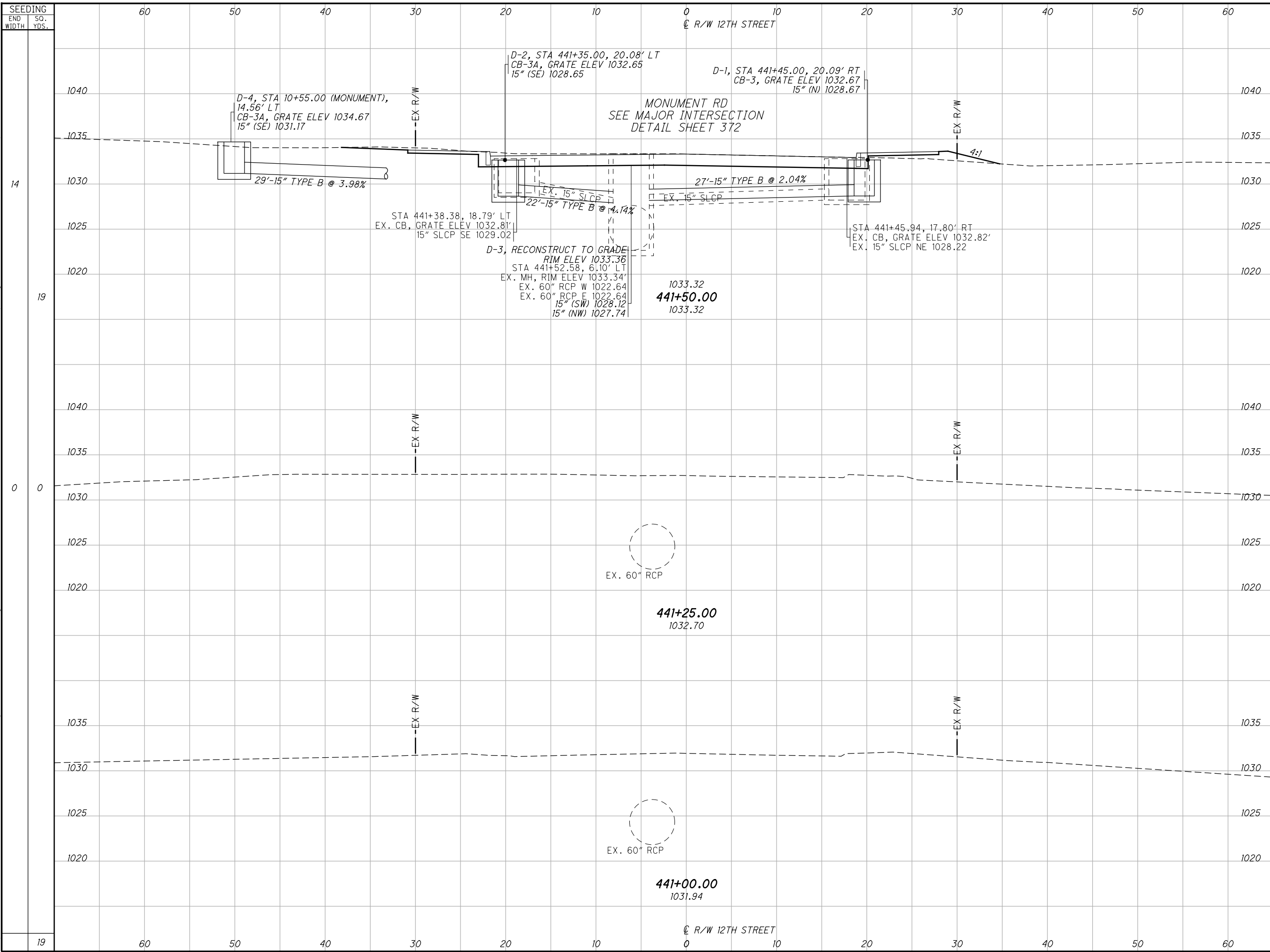


| STATION   | VERTICAL ALIGNMENT DATA   | UTILITY DATA   | CONSTRUCTION DATA  |
|-----------|---|--|--|
| 247+00    | SS-19, MH ADJUST TO GRADE<br>RIM ELEV 1041.70<br>STA 247+61.82, 4.37' RT<br>EX. MH, RIM ELEV 1041.85<br>EX. 15" VCP NE, SW 1031.61  | UD58 B, C<br>UD60 C<br>D209, D210, D211, D212, D213, D216, D217  | SS19, SAN<br>D210, SAN<br>D209, SAN  |
| 248+00    | 70.00' VC<br>ELEV = 1,041.69'<br>P.V.I. STA 248+06.80   | D-209, STA 247+85.44,<br>14.00' RT, CB-3,<br>GRATE ELEV 1041.39<br>15" (S) 1034.37<br>15" (NW) 1034.37<br>6" UD (NE) 1038.86<br>6" UD (SW) 1038.86   | SS18, SAN<br>D209, SAN<br>D210, SAN<br>D211, SAN<br>D212, SAN<br>D213, SAN<br>D216, SAN<br>D217, SAN |
| 249+00    | SS-18, MH RECONS. TO GRADE<br>RIM ELEV 1044.21<br>STA 249+41.17, 35.57' RT<br>EX. SAN MH, RIM ELEV 1041.25<br>EX. 10" VCP N 1031.83<br>EX. 15" VCP NW 1031.83<br>EX. 15" VCP SW 1031.83 | D-214, MH ADJUST TO GRADE<br>RIM ELEV 1041.25<br>STA 249+29.24, 86.51' RT<br>EX. MH, RIM ELEV 1041.91<br>EX. 24" VCP NW 1033.03<br>EX. 24" VCP SW 1033.03  | SS18, SAN<br>D209, SAN<br>D210, SAN<br>D211, SAN<br>D212, SAN<br>D213, SAN<br>D216, SAN<br>D217, SAN |
| 240+15.60 | SS-17, MH RECONS. TO GRADE<br>RIM ELEV 1044.17<br>STA 249+63.21, 33.63' RT<br>EX. SAN MH, RIM ELEV 1041.22<br>EX. 8" VCP NW 1032.42<br>EX. 10" VCP NE 1032.42<br>EX. 10" VCP S 1032.42  | D-213, MH-NO. 10 (60" Ø)<br>RIM ELEV 1044.14<br>STA 249+75.07, 23.84' RT<br>EX. MH, RIM ELEV 1041.51<br>EX. 18" VCP E 1036.11 (OVERFLOW)<br>EX. 24" VCP SE 1033.94<br>EX. 18" VCP W 1034.02<br>EX. 10" VCP N 1034.53<br>EX. 15" (NE) 1033.94 | SS17, SAN<br>D209, SAN<br>D210, SAN<br>D211, SAN<br>D212, SAN<br>D213, SAN<br>D216, SAN<br>D217, SAN |
| 241+5.60  | SS-16, MH RECONS. TO GRADE<br>RIM ELEV 1044.10<br>STA 249+83.86, 0.86' LT<br>EX. SAN MH, RIM ELEV 1041.89<br>EX. 8" VCP W 1032.54<br>EX. 8" VCP N 1032.54<br>EX. 15" VCP SE 1032.54     | D-216, STA 240+30.48, 68.17' RT<br>CB-2-2B, GRATE ELEV 1039.90<br>15" (SW) 1037.40   | SS16, SAN<br>D209, SAN<br>D210, SAN<br>D211, SAN<br>D212, SAN<br>D213, SAN<br>D216, SAN<br>D217, SAN |

\* END B O'JAY'S RA STA 249+68.72  
BEGIN C R/W MAPLE AVE STA 239+84.33

PLAN  
 THE O'JAY'S PKWY AND MAPLE AVE  
 STA-12TH STREET  
 190  
 790  
 CALCULATED  
 EMIS  
 CHECKED  
 DLW  
 0 20 40  
 HORIZONTAL  
 SCALE IN FEET

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| END AREA |      | VOLUME |      | CALCULATED<br>SHR | CHECKED<br>RWK |
|----------|------|--------|------|-------------------|----------------|
| CUT      | FILL | CUT    | FILL |                   |                |
| 61       | 7    | 28     | 3    |                   |                |
| 0        | 0    |        |      |                   |                |
|          |      | 28     | 3    |                   |                |

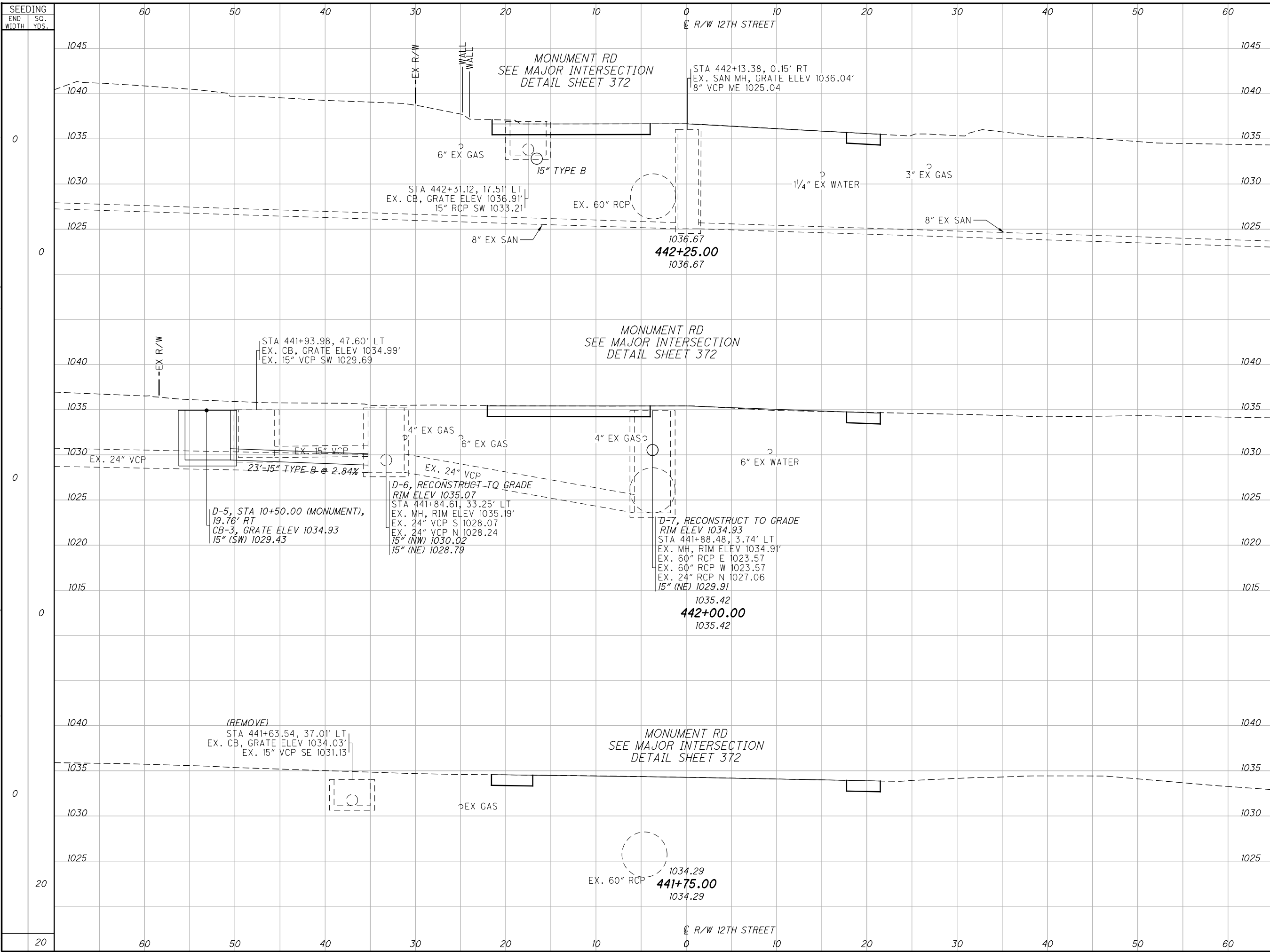
CROSS SECTIONS - 12TH STREET  
STA. 441+00.00 TO STA. 441+50.00

STA - 12TH STREET

191  
790



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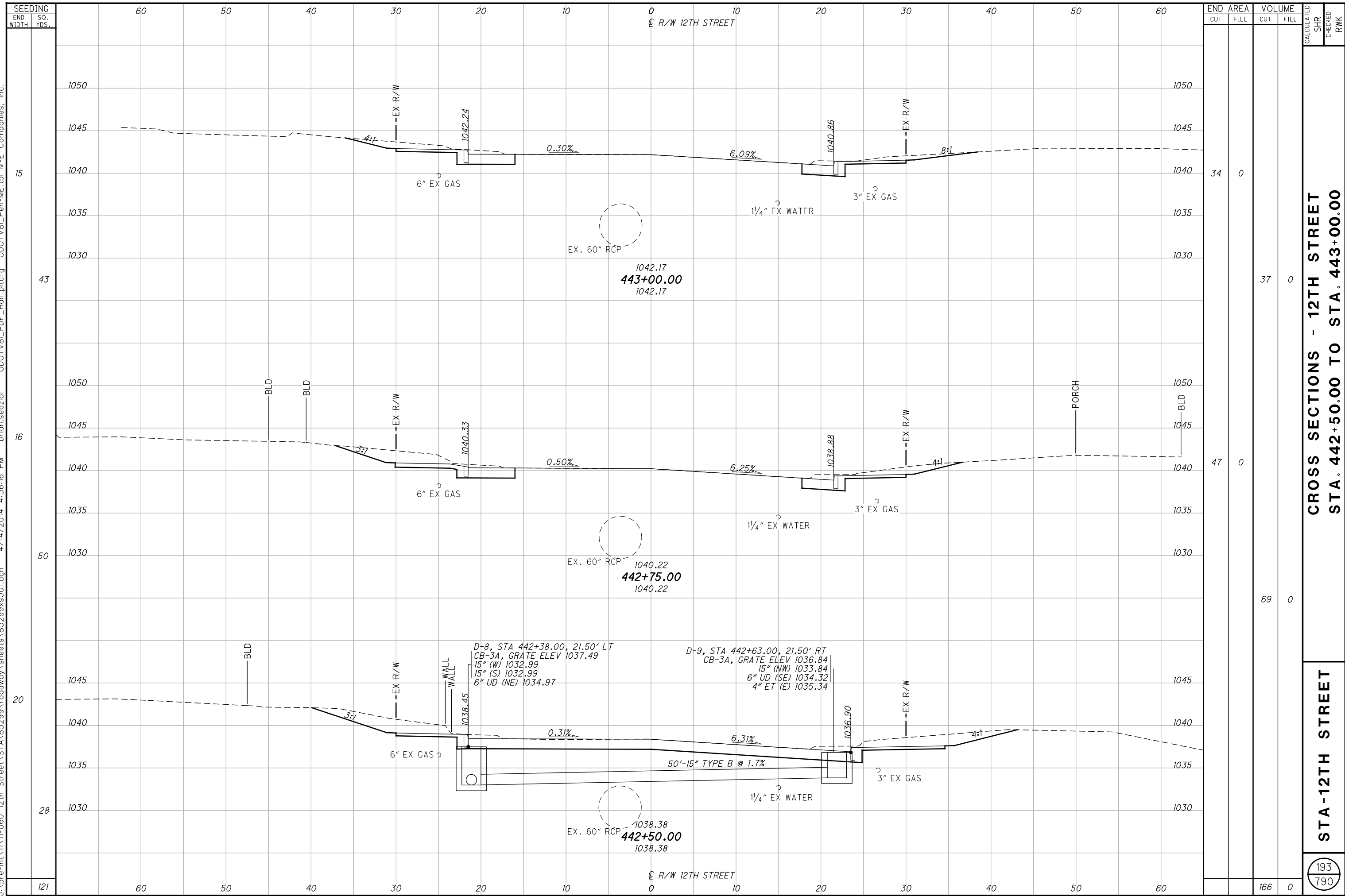
| END STA   | AREA |      | VOLUME |      | CALCULATED SHR | CHECKED | RWK |
|-----------|------|------|--------|------|----------------|---------|-----|
|           | CUT  | FILL | CUT    | FILL |                |         |     |
| 441+75.00 | 10   | 0    | 33     | 3    |                |         |     |
| 442+00.00 | 17   | 1    | 17     | 0    |                |         |     |
| 442+25.00 | 24   | 0    | 24     | 0    |                |         |     |
| TOTAL     | 74   | 3    | 74     | 3    |                |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 441+75.00 TO STA. 442+25.00**

**STA-12TH STREET**

192  
790

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| END AREA | VOLUME | CALCULATED | CHECKED | RWK |     |
|----------|--------|------------|---------|-----|-----|
|          |        |            |         |     | CUT |
| 34       | 0      |            |         |     |     |
| 47       | 0      |            |         |     |     |
| 69       | 0      |            |         |     |     |
| 166      | 0      |            |         |     |     |

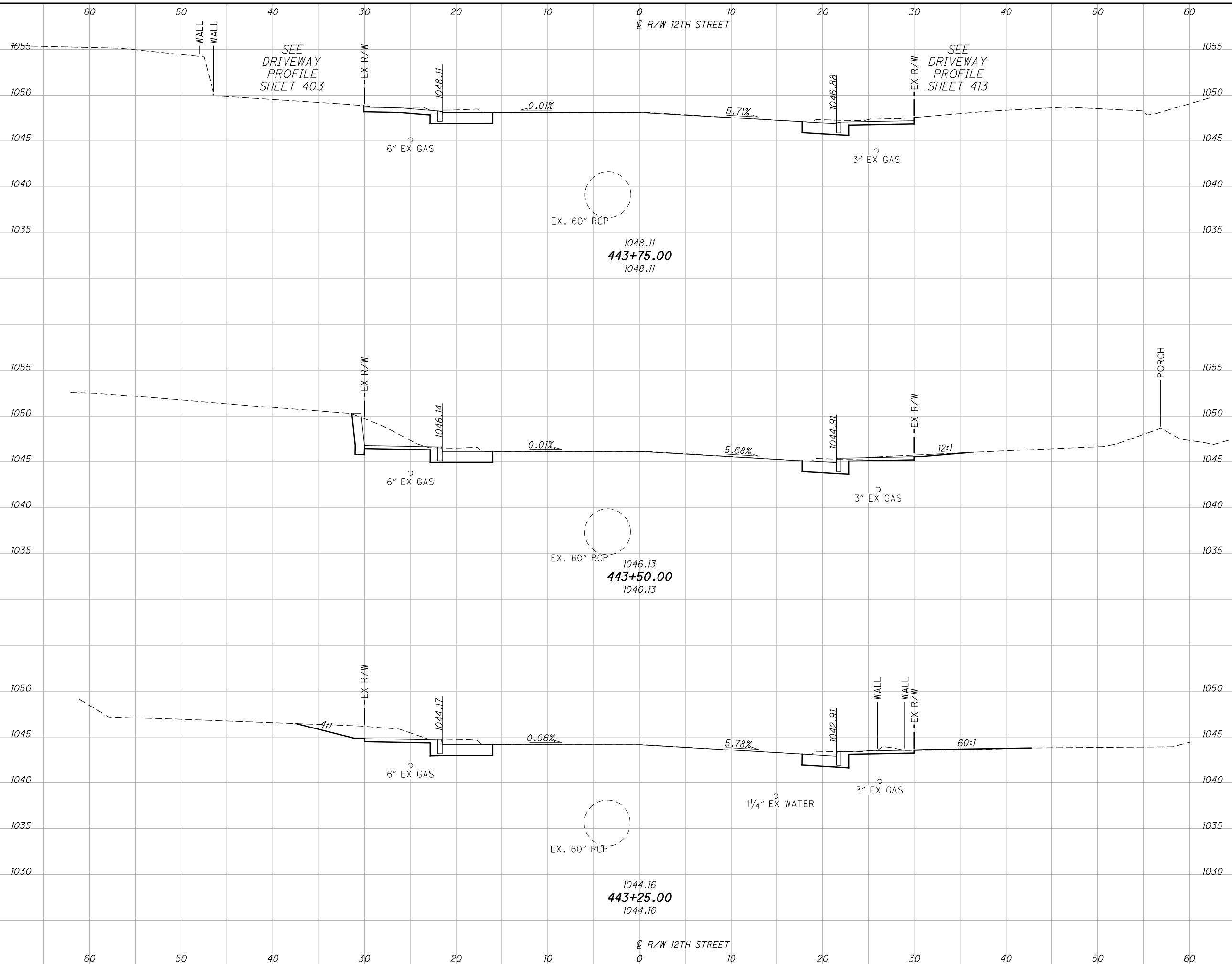
**CROSS SECTIONS - 12TH STREET**  
**STA. 442+50.00 TO STA. 443+00.00**

**STA - 12TH STREET**

193  
790

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| SEEDING | END   |      | SO. | VOLUME | CALCULATED | CHECKED | RWK |
|---------|-------|------|-----|--------|------------|---------|-----|
|         | WIDTH | YDS. |     |        |            |         |     |
|         | 60    | 50   |     | 26     | 0          |         |     |
|         | 60    | 50   |     | 39     | 0          |         |     |
|         | 60    | 50   |     | 37     | 1          |         |     |
|         | 60    | 50   |     | 86     | 0          |         |     |



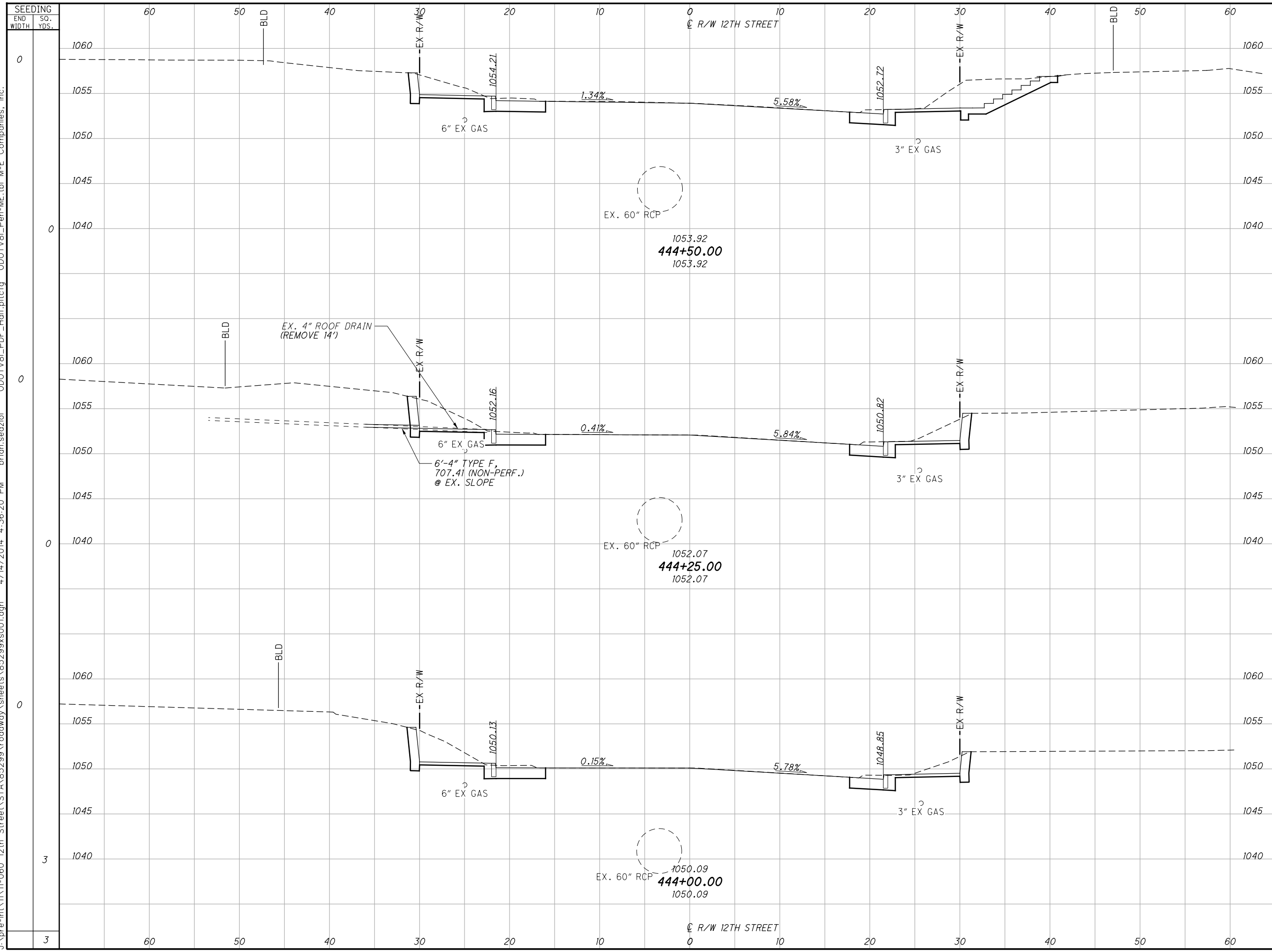
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 26       | 0      |            |         |     |
| 39       | 0      |            |         |     |
| 37       | 1      |            |         |     |
| 86       | 0      |            |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 443+25.00 TO STA. 443+75.00**

**STA-12TH STREET**

194  
790

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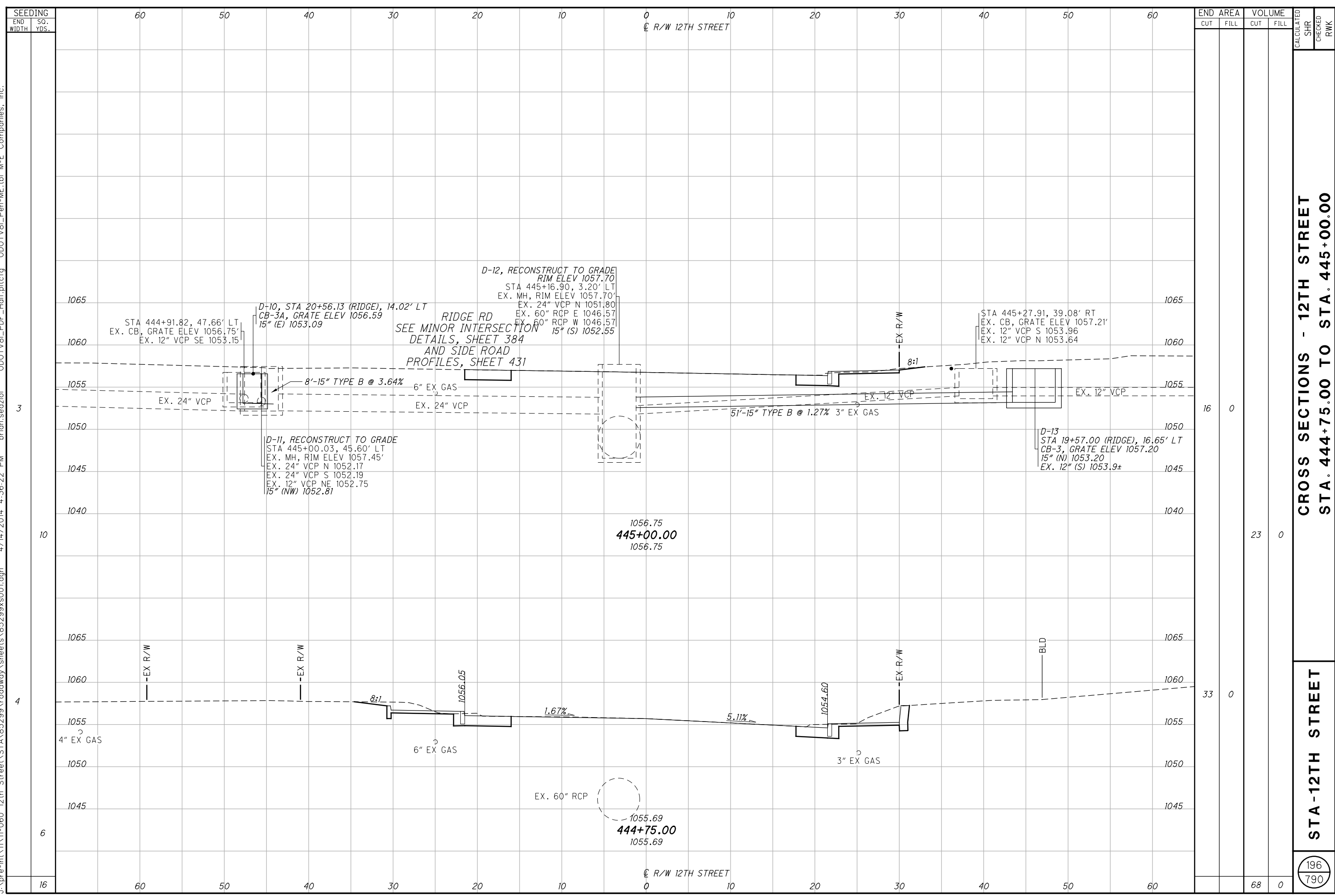
| END STA      | AREA       |          | VOLUME     |          |
|--------------|------------|----------|------------|----------|
|              | CUT        | FILL     | CUT        | FILL     |
| 444+50.00    | 64         | 0        | 47         | 0        |
| 444+25.00    | 38         | 0        | 28         | 0        |
| 444+00.00    | 46         | 0        | 33         | 0        |
| <b>TOTAL</b> | <b>148</b> | <b>0</b> | <b>108</b> | <b>0</b> |

**CROSS SECTIONS - 12TH STREET**  
**STA. 444+00.00 TO STA. 444+50.00**

**STA - 12TH STREET**

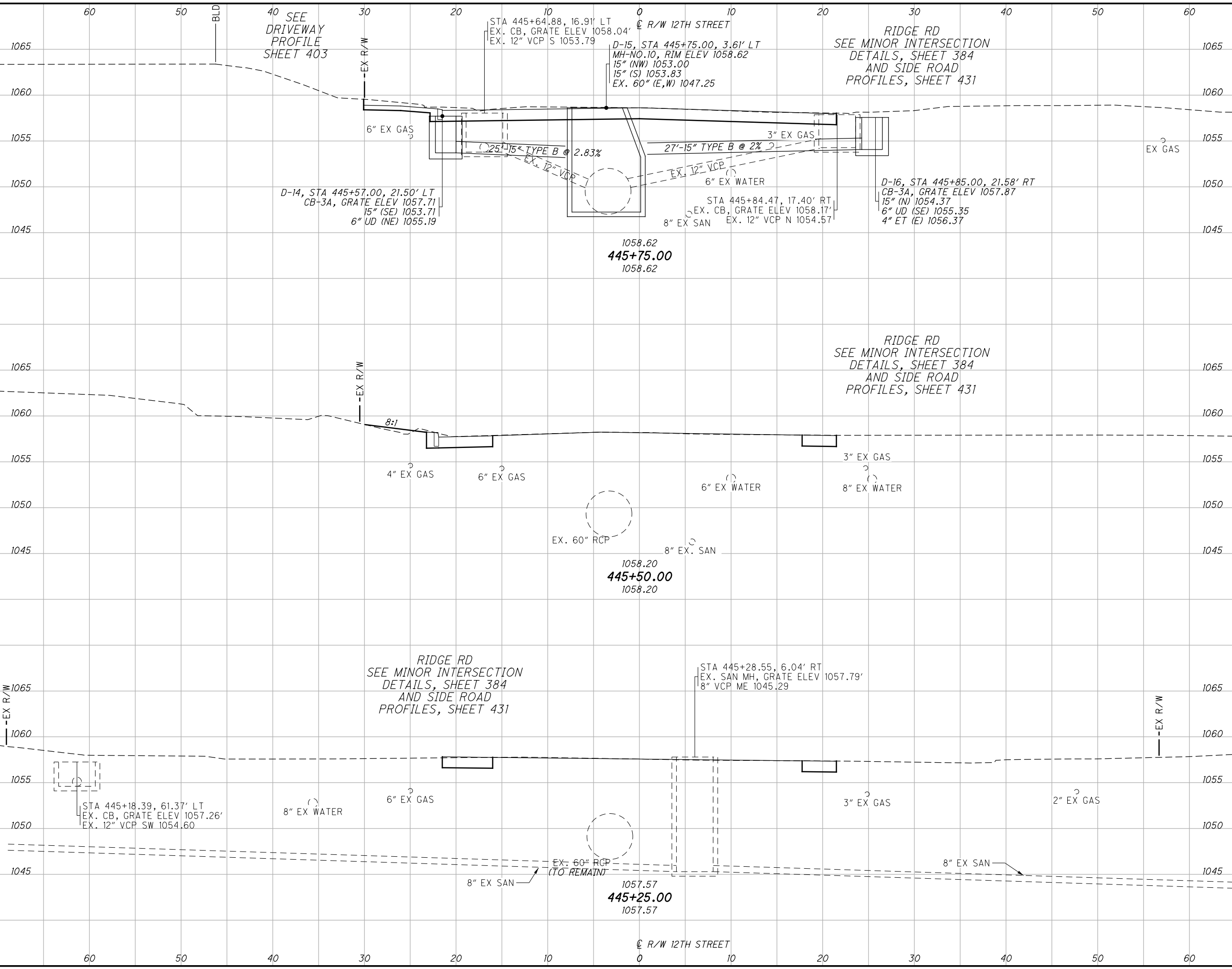
195  
790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 0       |          | 56   | 0      |      |            |         |     |
| 11      |          |      | 33     | 1    |            |         |     |
| 8       |          | 15   | 2      |      |            |         |     |
| 10      |          |      | 12     | 1    |            |         |     |
| 0       |          | 11   | 1      |      |            |         |     |
| 4       |          |      | 12     | 0    |            |         |     |
| 25      |          |      | 57     | 2    |            |         |     |



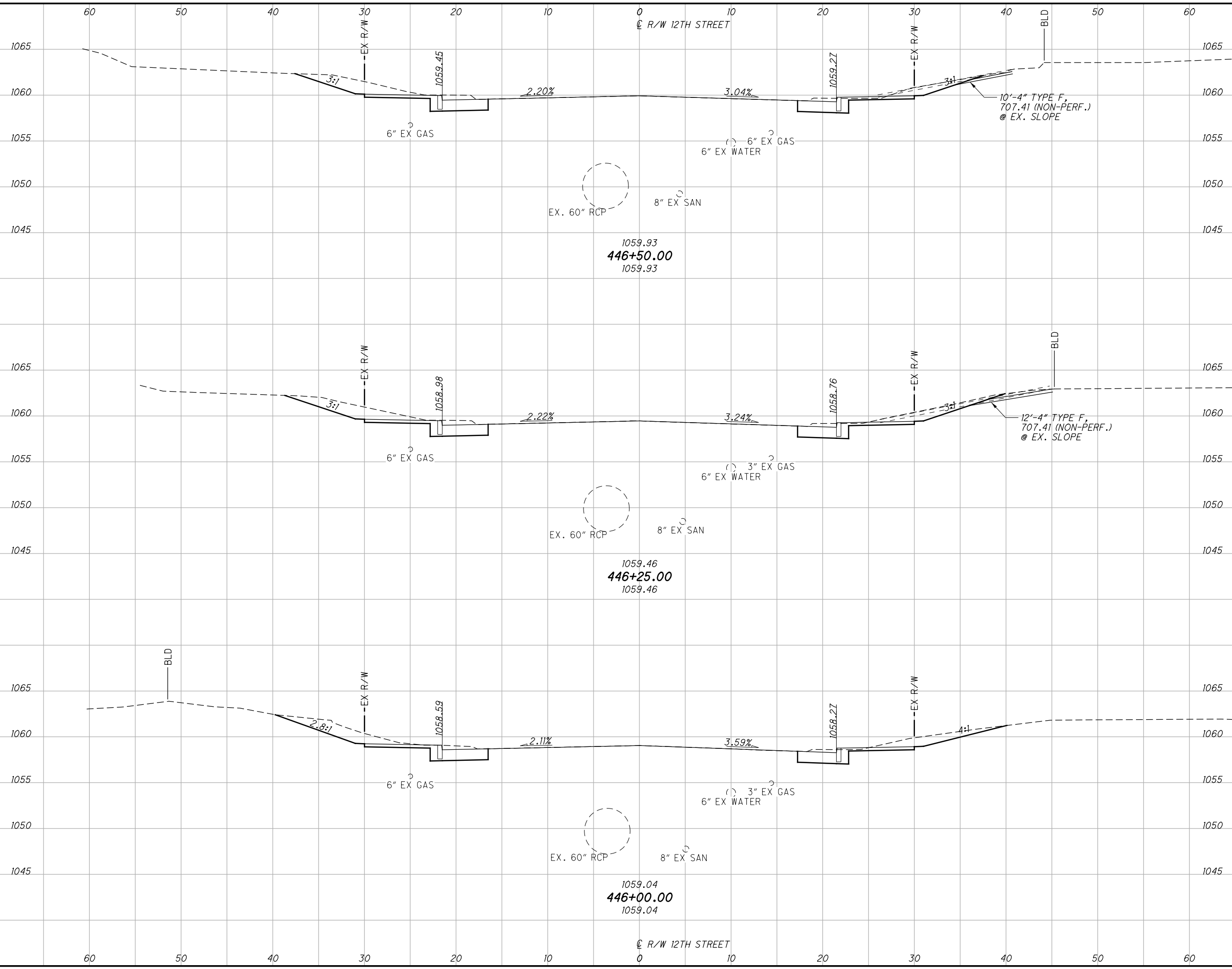
**CROSS SECTIONS - 12TH STREET  
STA. 445+25.00 TO STA. 445+75.00**

**STA - 12TH STREET**

197  
790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|---------|----------|------|--------|------|----------------|-------------|
|         | CUT      | FILL | CUT    | FILL |                |             |
| 20      | 39       | 0    | 39     | 0    |                |             |
| 57      | 45       | 0    | 41     | 0    |                |             |
| 21      | 43       | 0    | 46     | 0    |                |             |
| 78      |          |      | 126    | 0    |                |             |
| 192     |          |      |        |      | 198            | 790         |



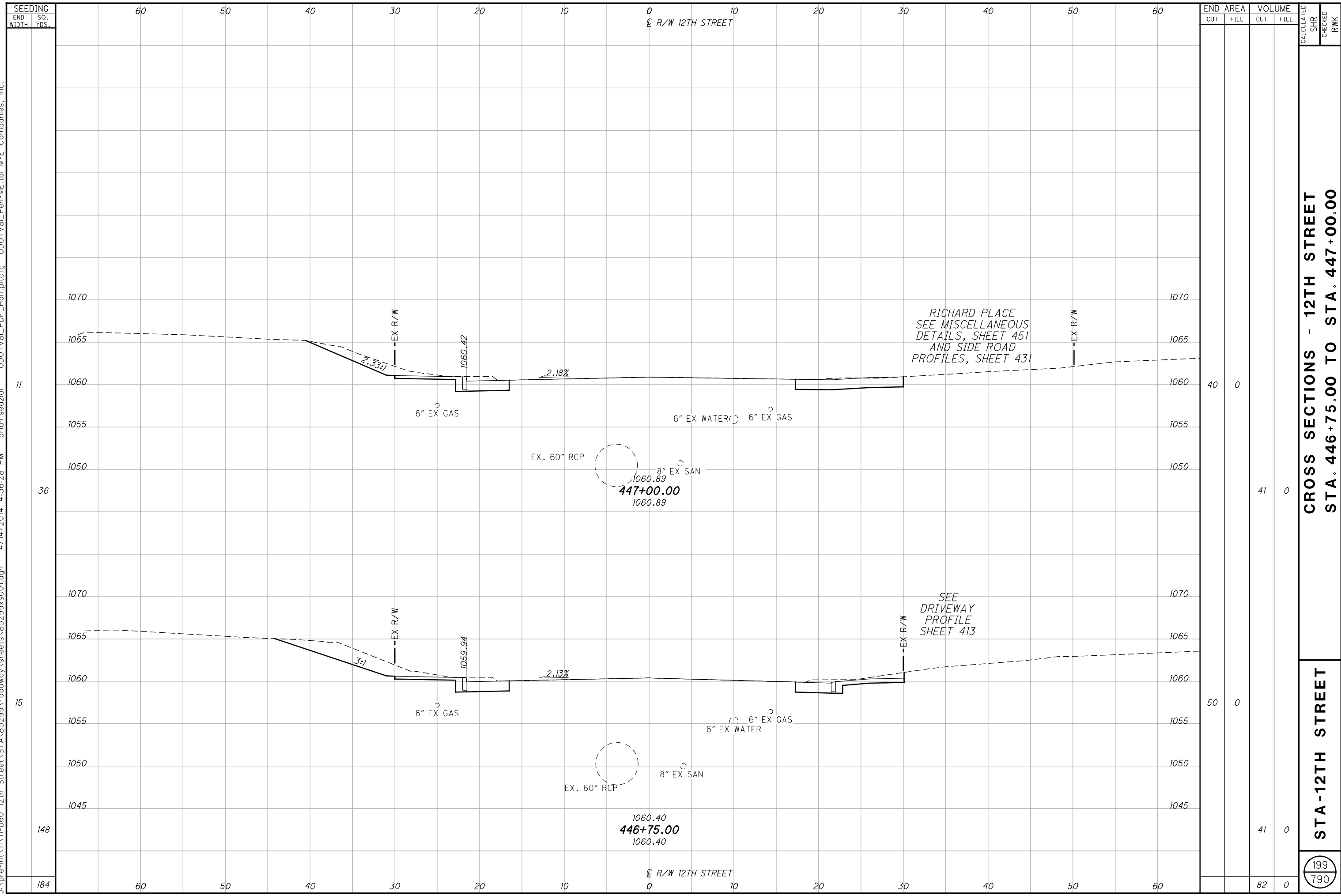
| END AREA | VOLUME | CALCULATED SHR | CHECKED RWK |
|----------|--------|----------------|-------------|
|          |        |                |             |
| 39       | 0      |                |             |
| 45       | 0      |                |             |
| 43       | 0      |                |             |
|          |        | 126            | 0           |

**CROSS SECTIONS - 12TH STREET  
STA. 446+00.00 TO STA. 446+50.00**

**STA-12TH STREET**

198  
790

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| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 60        | 11       |
| 50        | 36       |
| 40        | 15       |
| 30        | 148      |
| 20        | 184      |

| END AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|----------|------|--------|------|----------------|-------------|
| CUT      | FILL | CUT    | FILL |                |             |
| 40       | 0    | 41     | 0    |                |             |
| 50       | 0    | 41     | 0    |                |             |
|          |      | 82     | 0    |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 446+75.00 TO STA. 447+00.00**

**STA-12TH STREET**

199  
790

RICHARD PLACE  
SEE MISCELLANEOUS  
DETAILS, SHEET 451  
AND SIDE ROAD  
PROFILES, SHEET 431

SEE  
DRIVEWAY  
PROFILE  
SHEET 413

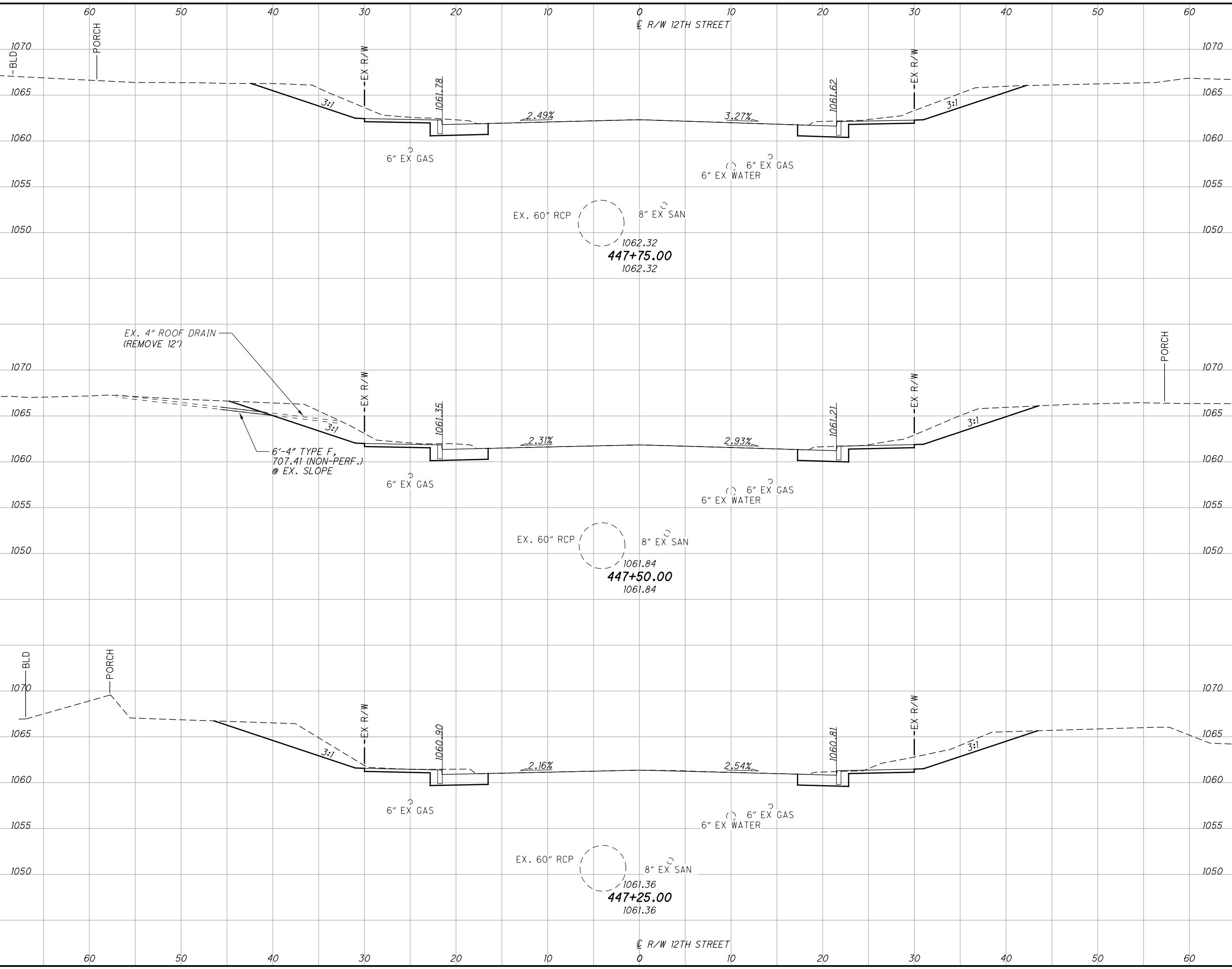
1060.89  
**447+00.00**  
1060.89

1060.40  
**446+75.00**  
1060.40



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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 26      | 60       | 0    |        |      |            |         |     |
| 78      | 60       | 0    | 59     | 0    |            |         |     |
| 30      | 68       | 0    |        |      |            |         |     |
| 114     | 68       | 0    | 64     | 0    |            |         |     |
| 192     | 174      | 0    |        |      |            |         |     |



| END AREA | VOLUME |      | CALCULATED | CHECKED | RWK |
|----------|--------|------|------------|---------|-----|
|          | CUT    | FILL |            |         |     |
| 60       | 0      |      |            |         |     |
| 60       | 0      | 59   |            |         |     |
| 68       | 0      |      |            |         |     |
| 68       | 0      | 64   |            |         |     |
| 174      | 0      |      |            |         |     |

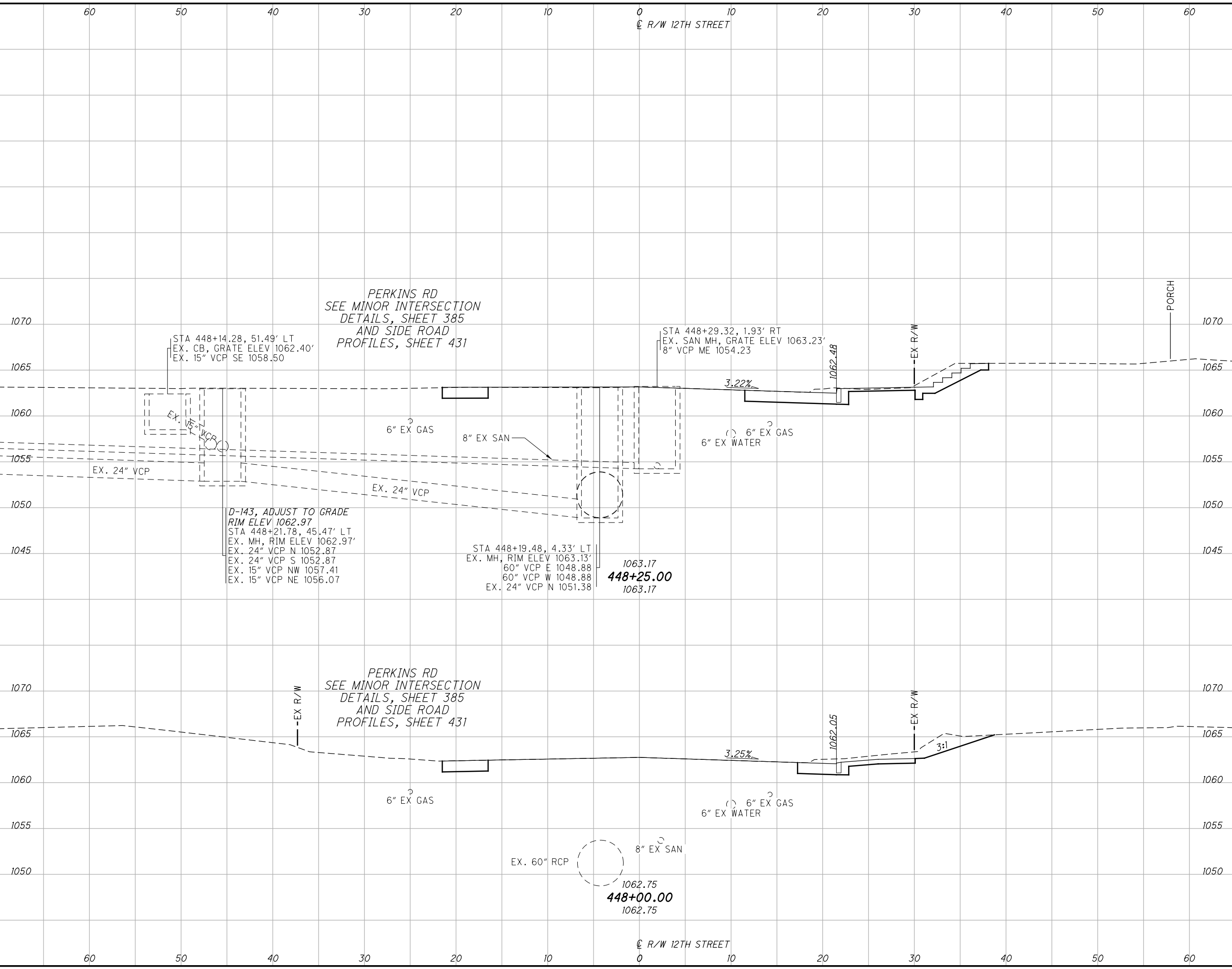
**CROSS SECTIONS - 12TH STREET  
STA. 447+25.00 TO STA. 447+75.00**

**STA-12TH STREET**

200  
790

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| SEEDING | END   |          |
|---------|-------|----------|
|         | WIDTH | SO. YDS. |
|         | 60    | 50       |
|         | 40    | 30       |
|         | 20    | 10       |
|         | 0     | 10       |
|         | 20    | 30       |
|         | 40    | 50       |
|         | 60    | 60       |

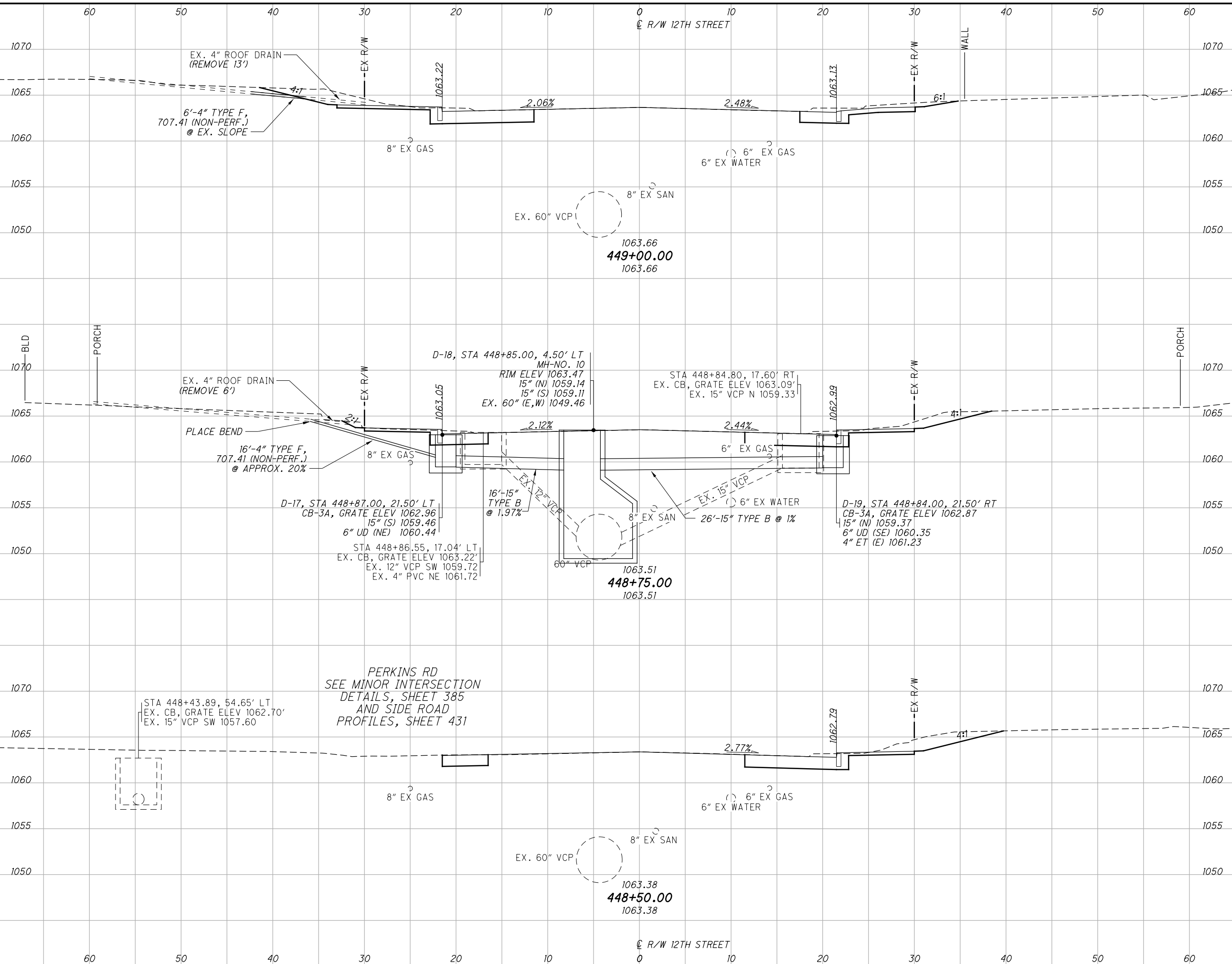


| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
|          | 36     | 1    |
|          | 31     | 0    |
|          | 31     | 0    |
|          | 17     | 0    |
|          | 48     | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 448+00.00 TO STA. 448+25.00**  
 CALCULATED SHR  
 CHECKED RWK  
**STA - 12TH STREET**  
 201  
 790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 13      | 47       | 0    | 43     | 0    |            |         |     |
| 35      |          |      |        |      |            |         |     |
| 11      | 45       | 0    |        |      |            |         |     |
| 30      |          |      | 38     | 0    |            |         |     |
| 10      | 37       | 0    |        |      |            |         |     |
| 14      |          |      | 34     | 0    |            |         |     |
| 79      |          |      | 115    | 0    |            |         |     |



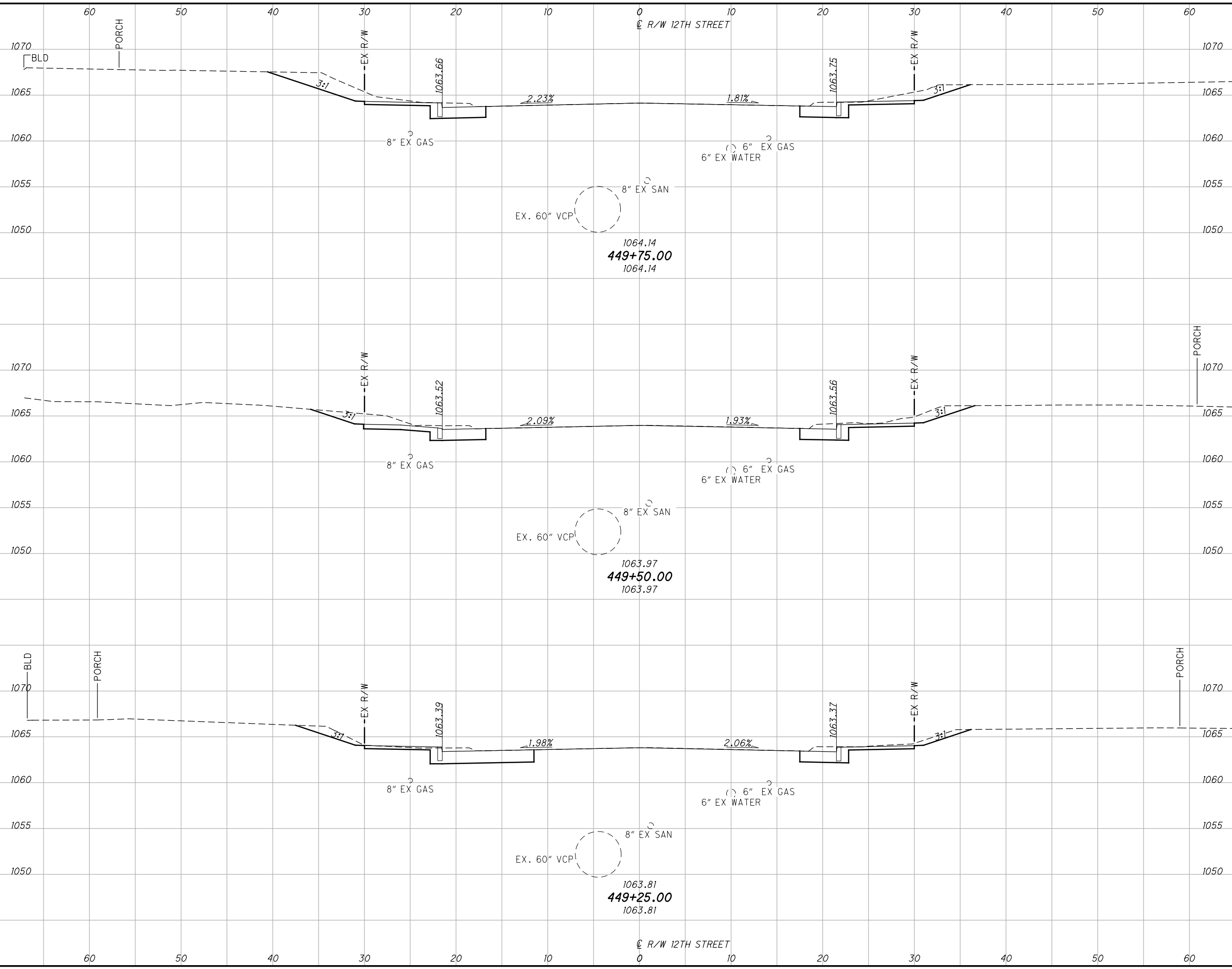
**CROSS SECTIONS - 12TH STREET  
STA. 448+50.00 TO STA. 449+00.00**

**STA-12TH STREET**

202  
790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 18      | 45       | 0    | 39     | 0    |            |         |     |
| 43      | 39       | 0    | 34     | 0    |            |         |     |
| 13      | 33       | 0    |        |      |            |         |     |
| 29      |          |      |        |      |            |         |     |
| 8       |          |      |        |      |            |         |     |
| 72      |          |      | 110    | 0    |            |         |     |



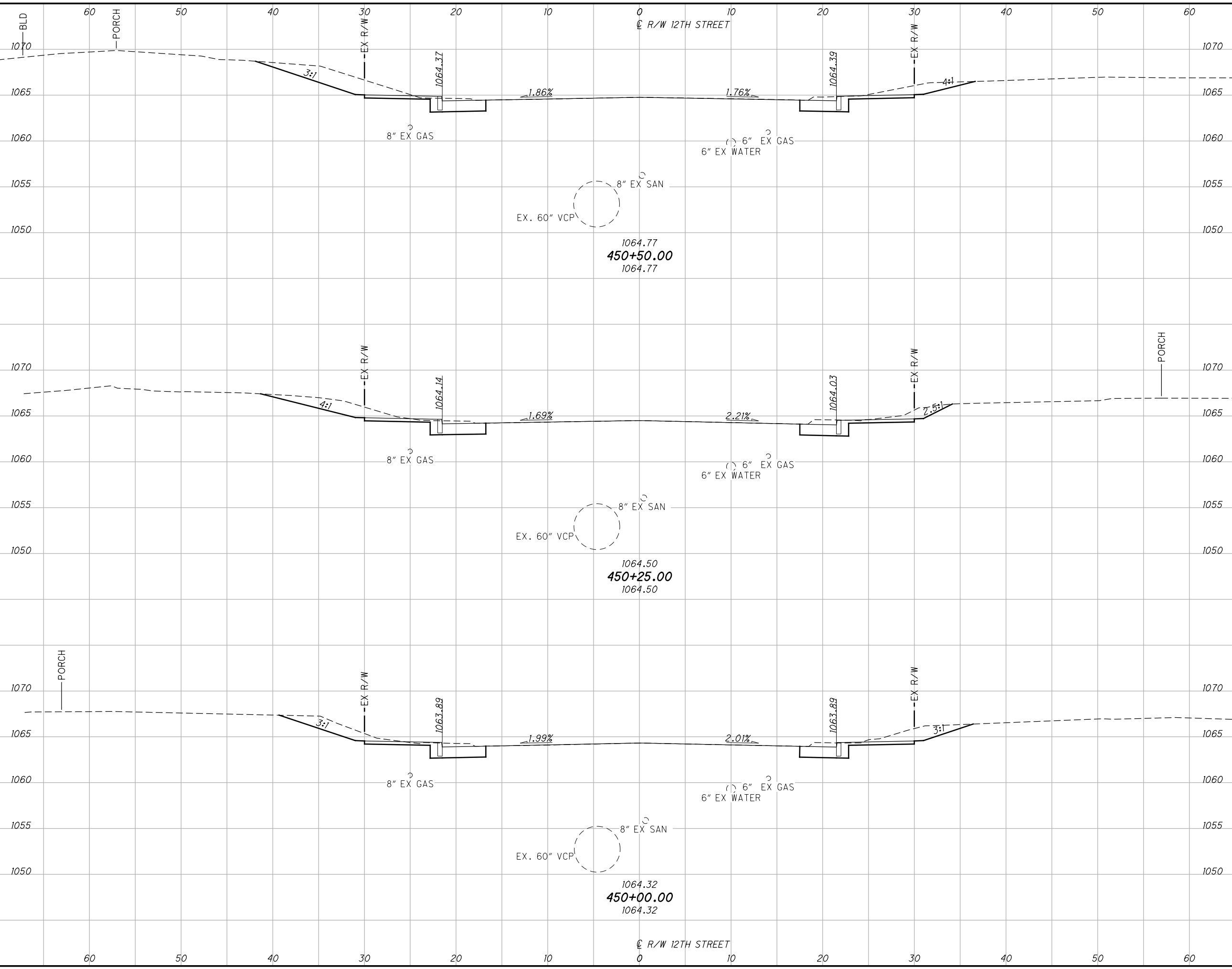
**CROSS SECTIONS - 12TH STREET  
STA. 449+25.00 TO STA. 449+75.00**

**STA - 12TH STREET**

203  
790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299x001.dgn 4/14/2014 4:37:00 PM brion.sezior\ODOTV8i\_PDF\_Half.pltcfgr ODOTV8i\_Pen-ME.tbl M-E Companies, Inc.

| SEEDING | END   |          |
|---------|-------|----------|
|         | WIDTH | SO. YDS. |
|         | 19    | 51       |
|         | 17    | 47       |
|         | 17    | 49       |
|         | 147   |          |



| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
| 48       | 0      | 0    |
| 39       | 0      | 0    |
| 41       | 0      | 0    |
| 117      | 0      | 0    |

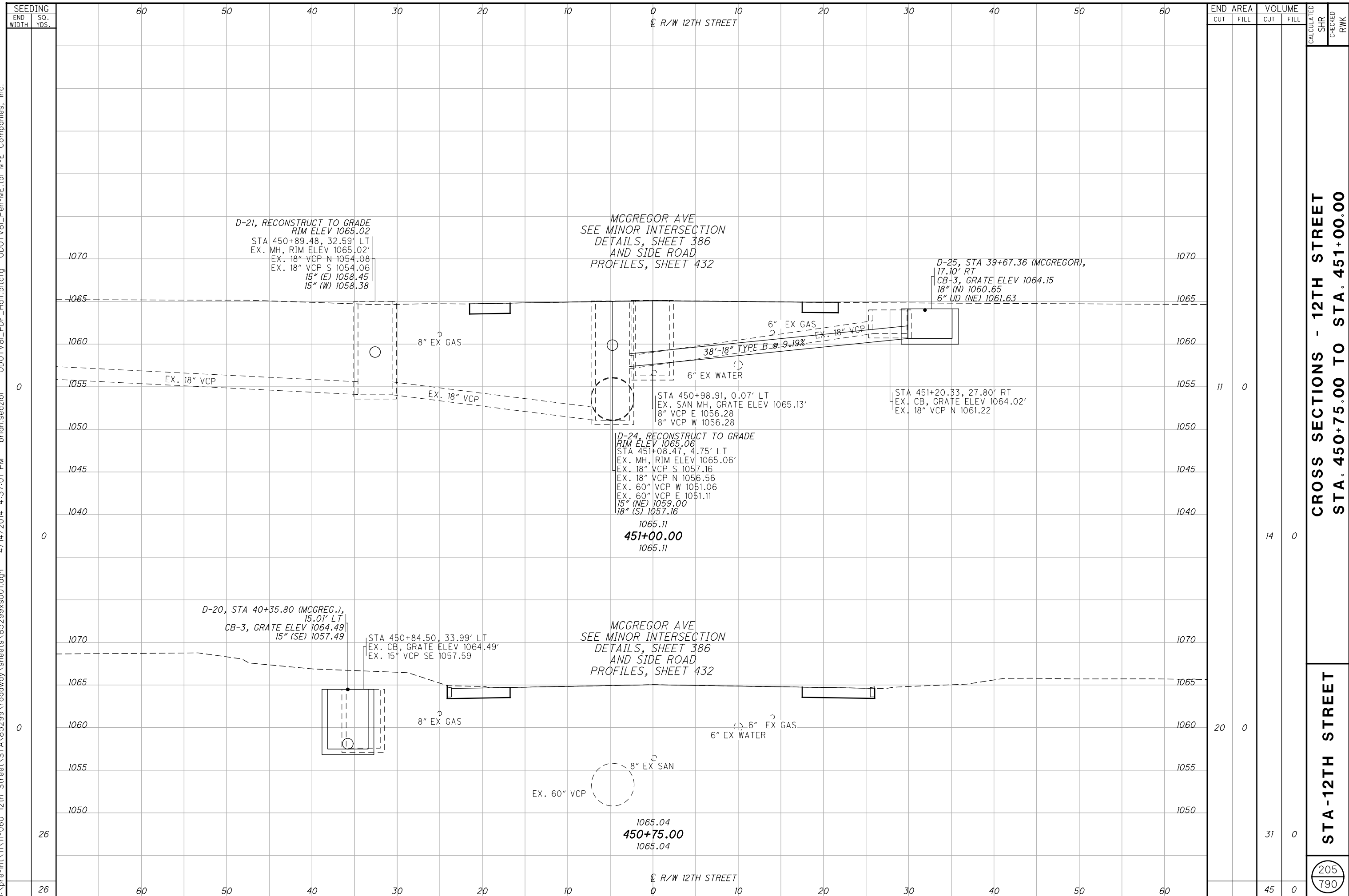
| CALCULATED | SHR | CHECKED | RWK |
|------------|-----|---------|-----|
|            |     |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 450+00.00 TO STA. 450+50.00**

**STA-12TH STREET**

204  
790

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| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 11       | 0      |            |         |     |
| 14       | 0      |            |         |     |
| 20       | 0      |            |         |     |
| 31       | 0      |            |         |     |
| 45       | 0      |            |         |     |

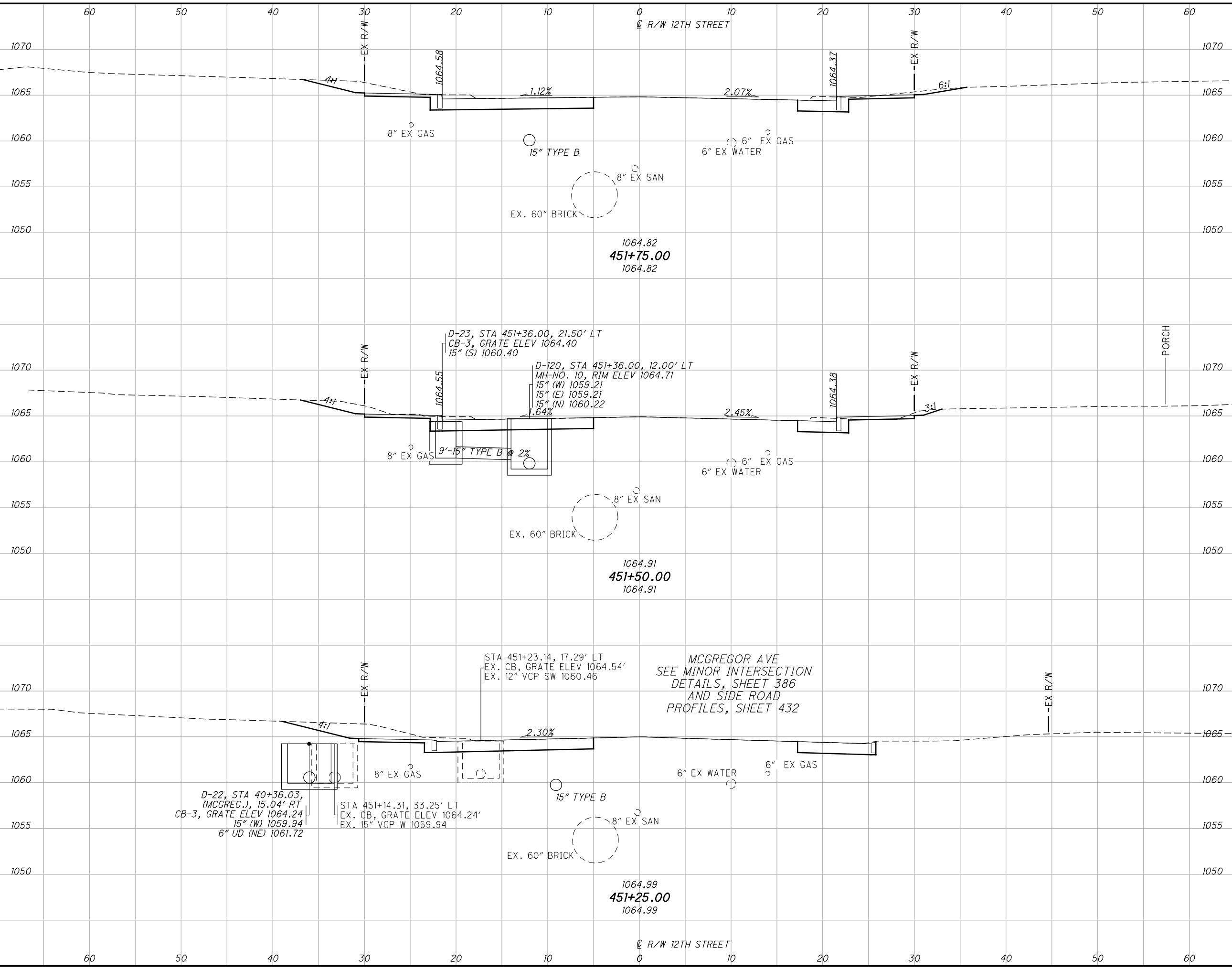
**CROSS SECTIONS - 12TH STREET**  
**STA. 450+75.00 TO STA. 451+00.00**

**STA - 12TH STREET**

205  
790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 13      |          |      | 46     | 0    |            |         |     |
| 31      |          |      |        | 40   |            |         |     |
| 10      |          |      | 41     | 0    |            |         |     |
| 5       |          |      |        | 8    |            |         |     |
| 9       |          |      | 51     | 0    |            |         |     |
| 12      |          |      |        | 29   |            |         |     |
| 48      |          |      | 77     | 0    |            |         |     |

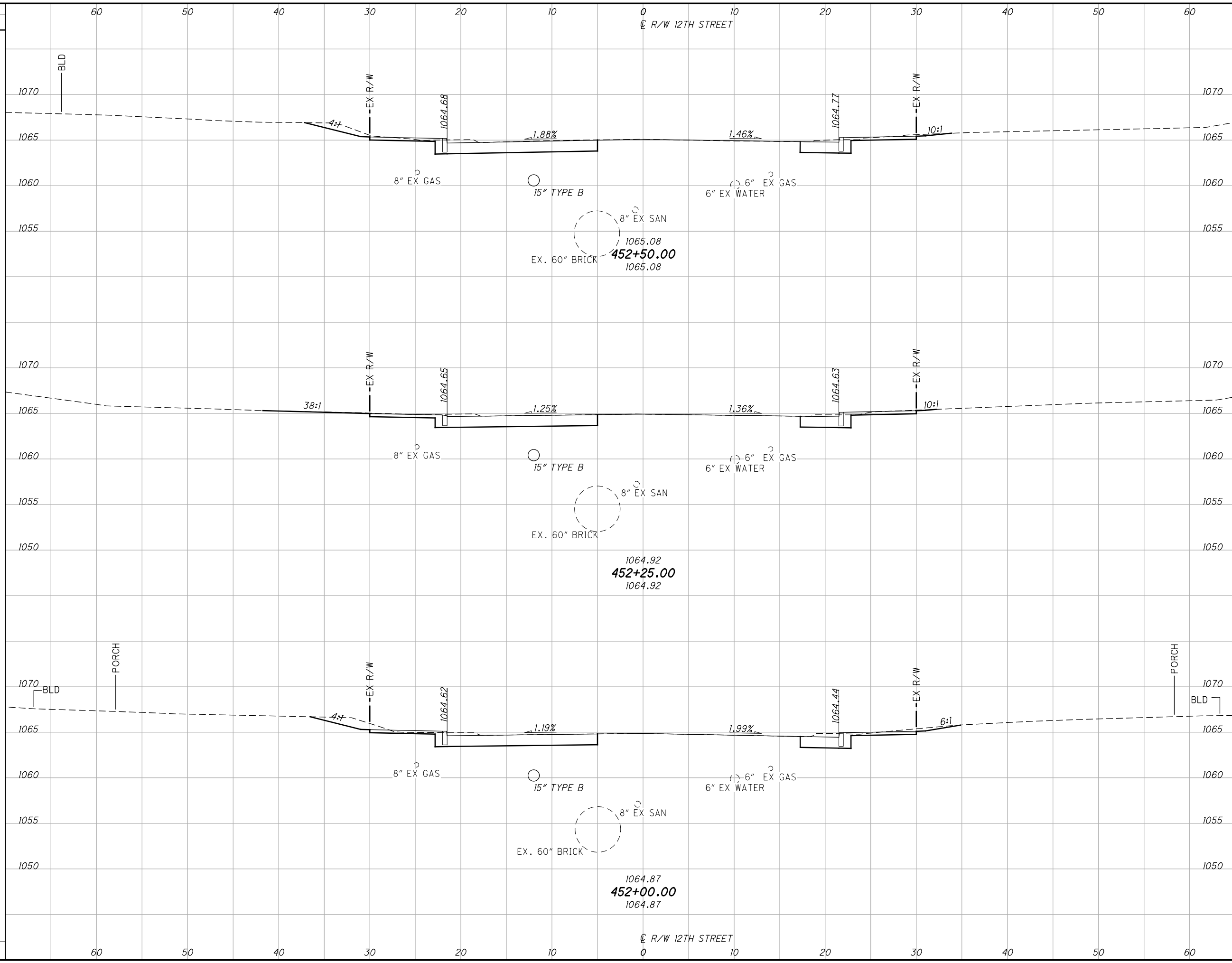


**CROSS SECTIONS - 12TH STREET  
 STA. 451+25.00 TO STA. 451+75.00**

**STA - 12TH STREET**

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| SEEDING | END SO. |      |
|---------|---------|------|
|         | WIDTH   | YDS. |
| 11      | 60      | 60   |
| 34      | 60      | 60   |
| 14      | 60      | 60   |
| 36      | 60      | 60   |
| 12      | 60      | 60   |
| 3       | 60      | 60   |
| 73      | 60      | 60   |



| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
| 39       | 0      | 0    |
| 34       | 0      | 0    |
| 35       | 0      | 0    |
| 35       | 0      | 0    |
| 41       | 0      | 0    |
| 5        | 0      | 0    |
| 74       | 0      | 0    |

**CROSS SECTIONS - 12TH STREET  
STA. 452+00.00 TO STA. 452+50.00**

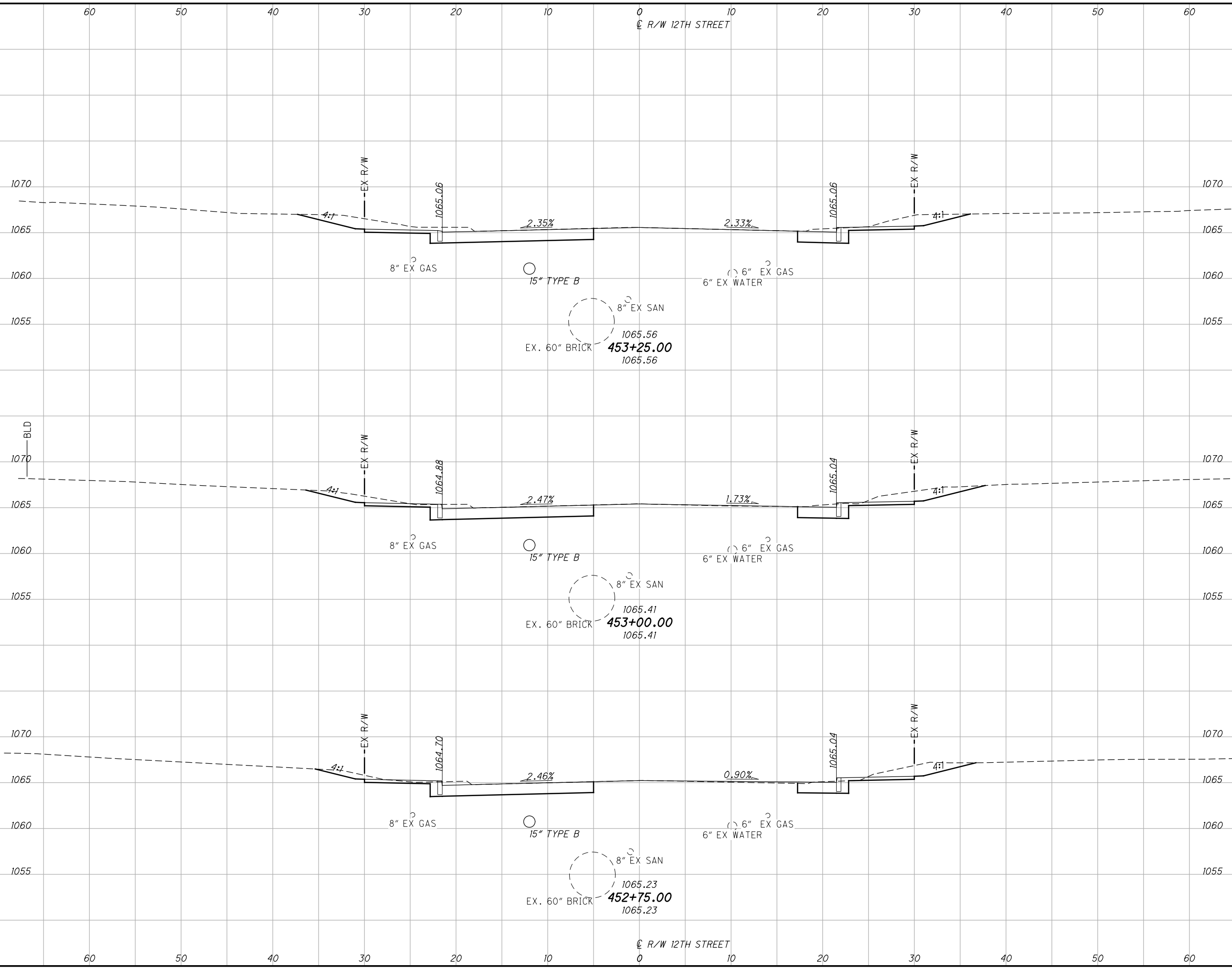
**STA - 12TH STREET**

(207)  
790



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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 14      | 55       | 0    | 49     | 0    |            |         |     |
| 39      | 50       | 1    | 44     | 1    |            |         |     |
| 14      | 45       | 1    | 27     | 1    |            |         |     |
| 18      |          |      | 120    | 2    |            |         |     |
| 95      |          |      |        |      |            |         |     |



| END AREA | VOLUME |      | CALCULATED | CHECKED | RWK |
|----------|--------|------|------------|---------|-----|
|          | CUT    | FILL |            |         |     |
| 55       | 0      |      | 49         | 0       |     |
| 50       | 1      |      | 44         | 1       |     |
| 45       | 1      |      | 27         | 1       |     |
|          |        |      | 120        | 2       |     |

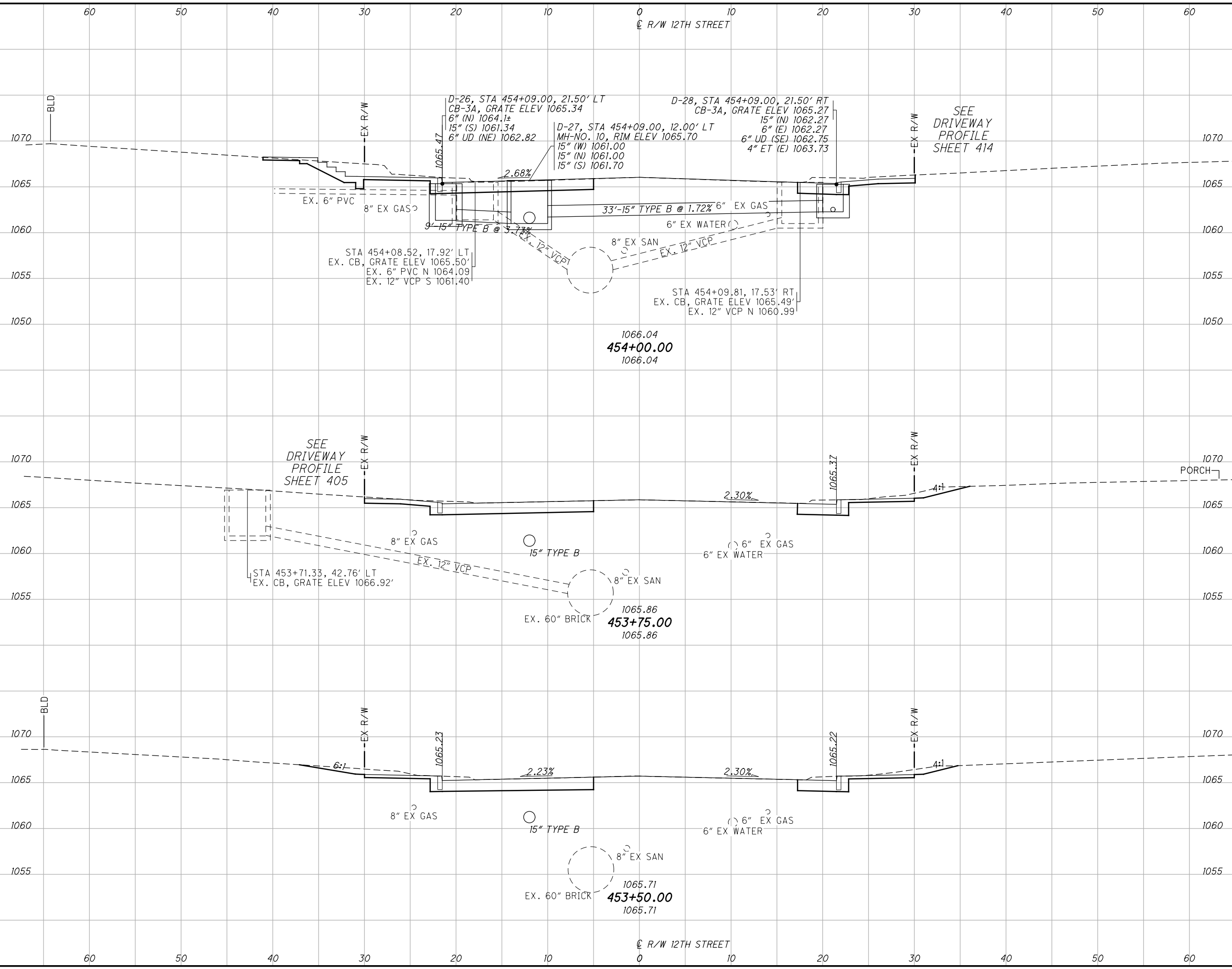
**CROSS SECTIONS - 12TH STREET  
STA. 452+75.00 TO STA. 453+25.00**

**STA-12TH STREET**

208  
790

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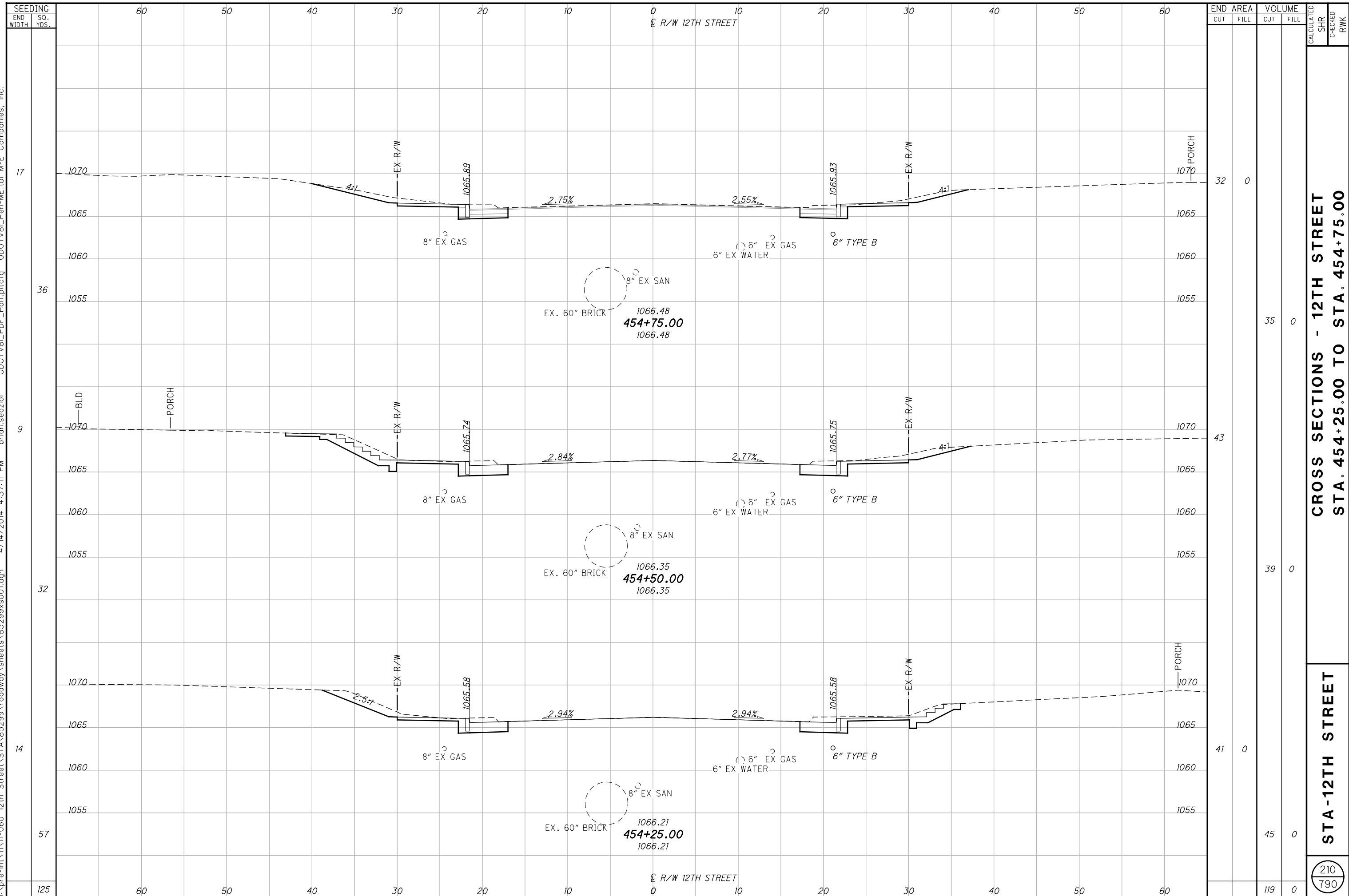
| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 0       | 56       | 0    | 45     | 0    |            |         |     |
| 8       | 42       | 0    | 41     | 0    |            |         |     |
| 25      | 46       | 0    | 7      | 0    |            |         |     |
| 5       |          |      |        |      |            |         |     |
| 38      |          |      | 93     | 0    |            |         |     |



| END AREA | VOLUME |      | CALCULATED | CHECKED | RWK |
|----------|--------|------|------------|---------|-----|
|          | CUT    | FILL |            |         |     |
| 56       | 0      | 45   |            |         |     |
| 42       | 0      | 41   |            |         |     |
| 46       | 0      | 7    |            |         |     |
|          |        |      |            |         |     |
|          |        | 93   |            |         |     |

**CROSS SECTIONS - 12TH STREET**  
**STA. 453+50.00 TO STA. 454+00.00**  
**STA - 12TH STREET**  
 209  
 790

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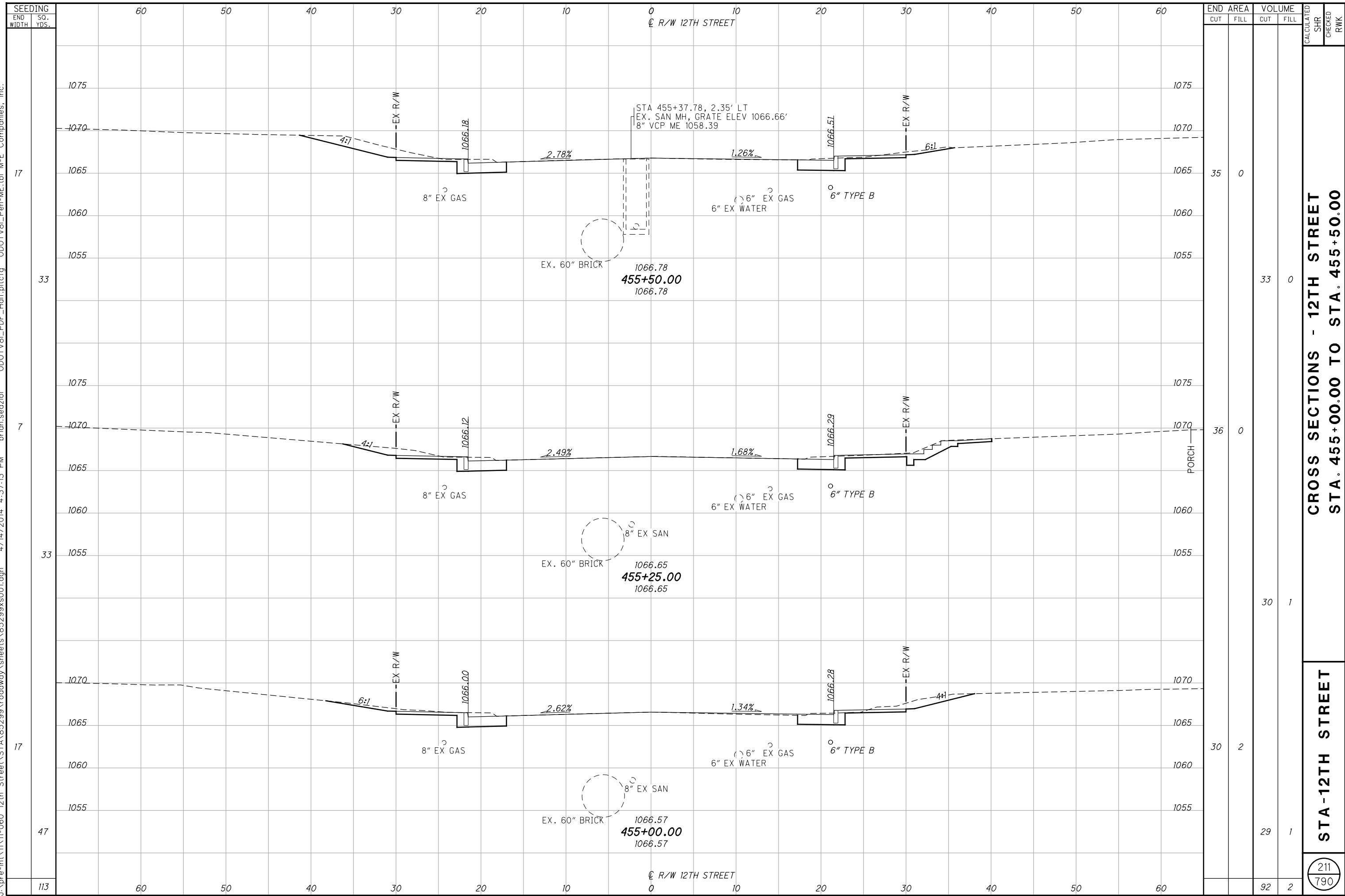
| END STA | END AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|---------|----------|------|--------|------|----------------|-------------|
|         | CUT      | FILL | CUT    | FILL |                |             |
| 17      | 32       | 0    |        |      |                |             |
| 36      |          |      | 35     | 0    |                |             |
| 9       | 43       |      |        |      |                |             |
| 32      |          |      | 39     | 0    |                |             |
| 14      | 41       | 0    |        |      |                |             |
| 57      |          |      | 45     | 0    |                |             |
| 125     |          |      | 119    | 0    |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 454+25.00 TO STA. 454+75.00**

**STA-12TH STREET**

210  
790

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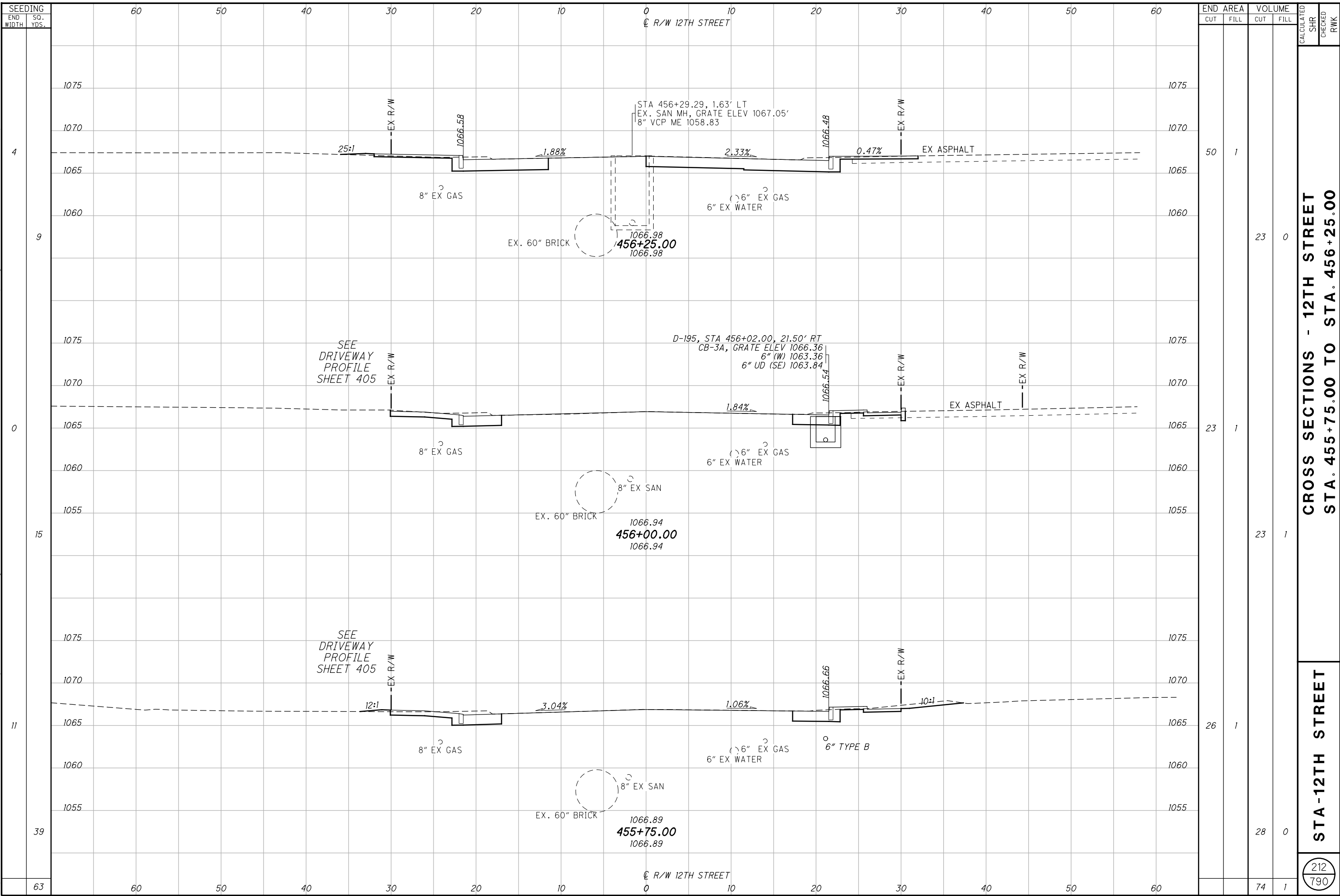
| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 17      |          |      | 35     | 0    |            |         |     |
| 33      |          |      | 33     | 0    |            |         |     |
| 7       |          |      | 36     | 0    |            |         |     |
| 33      |          |      | 30     | 1    |            |         |     |
| 17      |          |      | 30     | 2    |            |         |     |
| 47      |          |      | 29     | 1    |            |         |     |
| 113     |          |      | 92     | 2    |            |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 455+00.00 TO STA. 455+50.00**

**STA-12TH STREET**

211  
790

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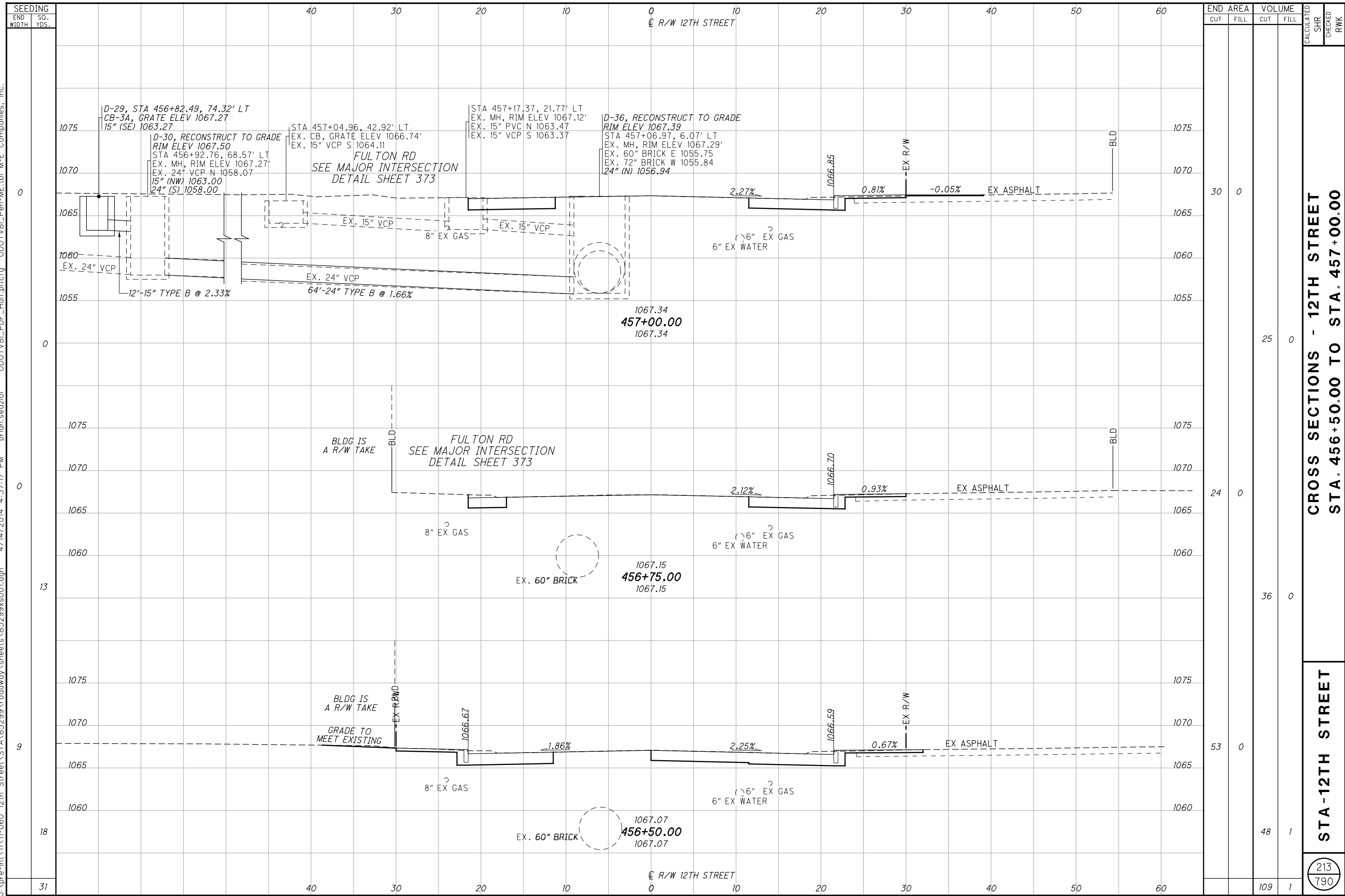
| END AREA | VOLUME | CALCULATED |      |
|----------|--------|------------|------|
|          |        | CUT        | FILL |
| 50       | 1      | 23         | 0    |
| 23       | 1      | 23         | 1    |
| 26       | 1      | 28         | 0    |
| 74       | 1      | 790        | 212  |

CROSS SECTIONS - 12TH STREET  
STA. 455+75.00 TO STA. 456+25.00

STA-12TH STREET

212  
790

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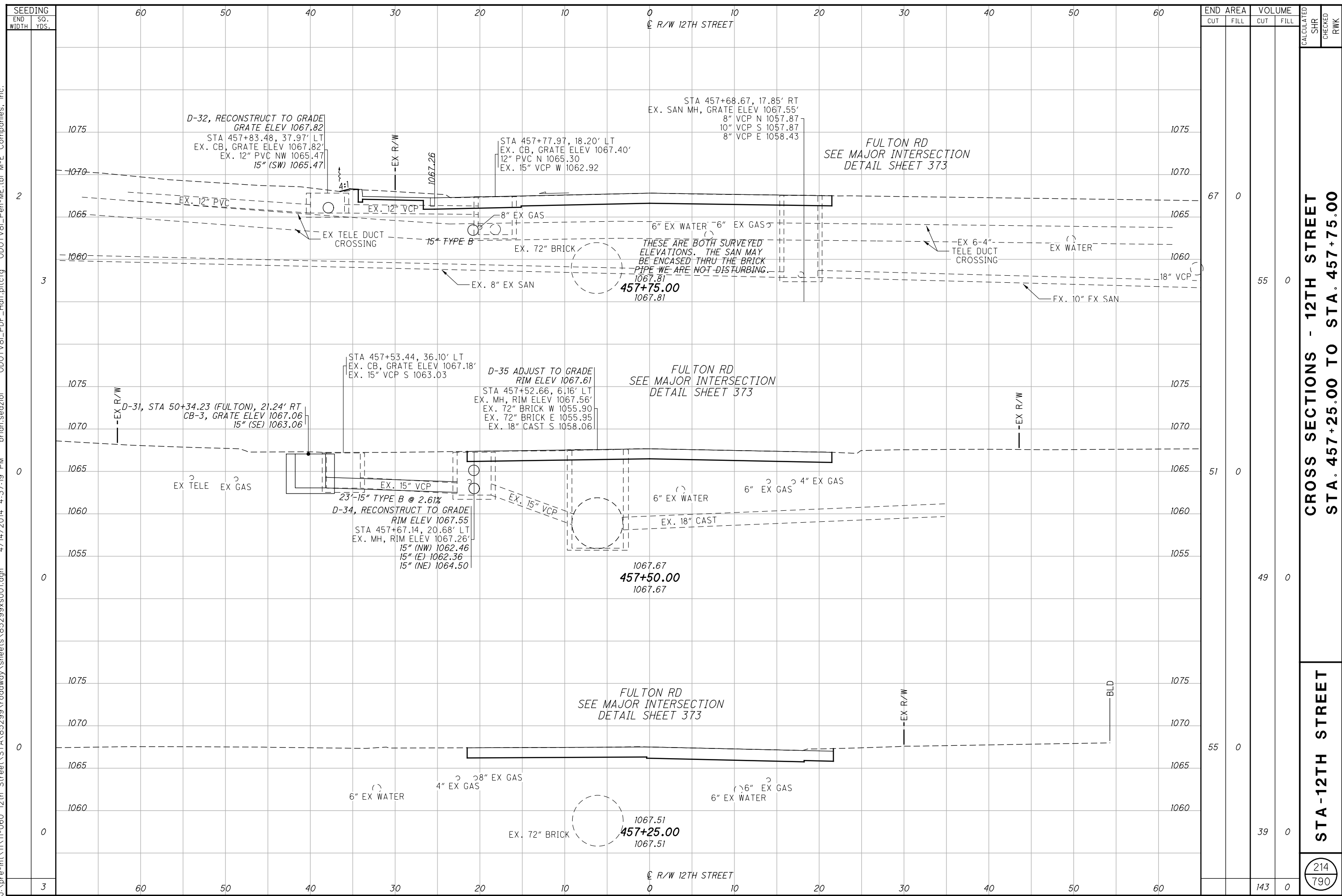
| END STA      | AREA       |          | VOLUME     |          | CALCULATED SHR | CHECKED | RWK |
|--------------|------------|----------|------------|----------|----------------|---------|-----|
|              | CUT        | FILL     | CUT        | FILL     |                |         |     |
| 457+00.00    | 30         | 0        | 25         | 0        |                |         |     |
| 456+75.00    | 24         | 0        | 36         | 0        |                |         |     |
| 456+50.00    | 53         | 0        | 48         | 1        |                |         |     |
| <b>TOTAL</b> | <b>107</b> | <b>0</b> | <b>109</b> | <b>1</b> |                |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 456+50.00 TO STA. 457+00.00**

**STA - 12TH STREET**

213  
790

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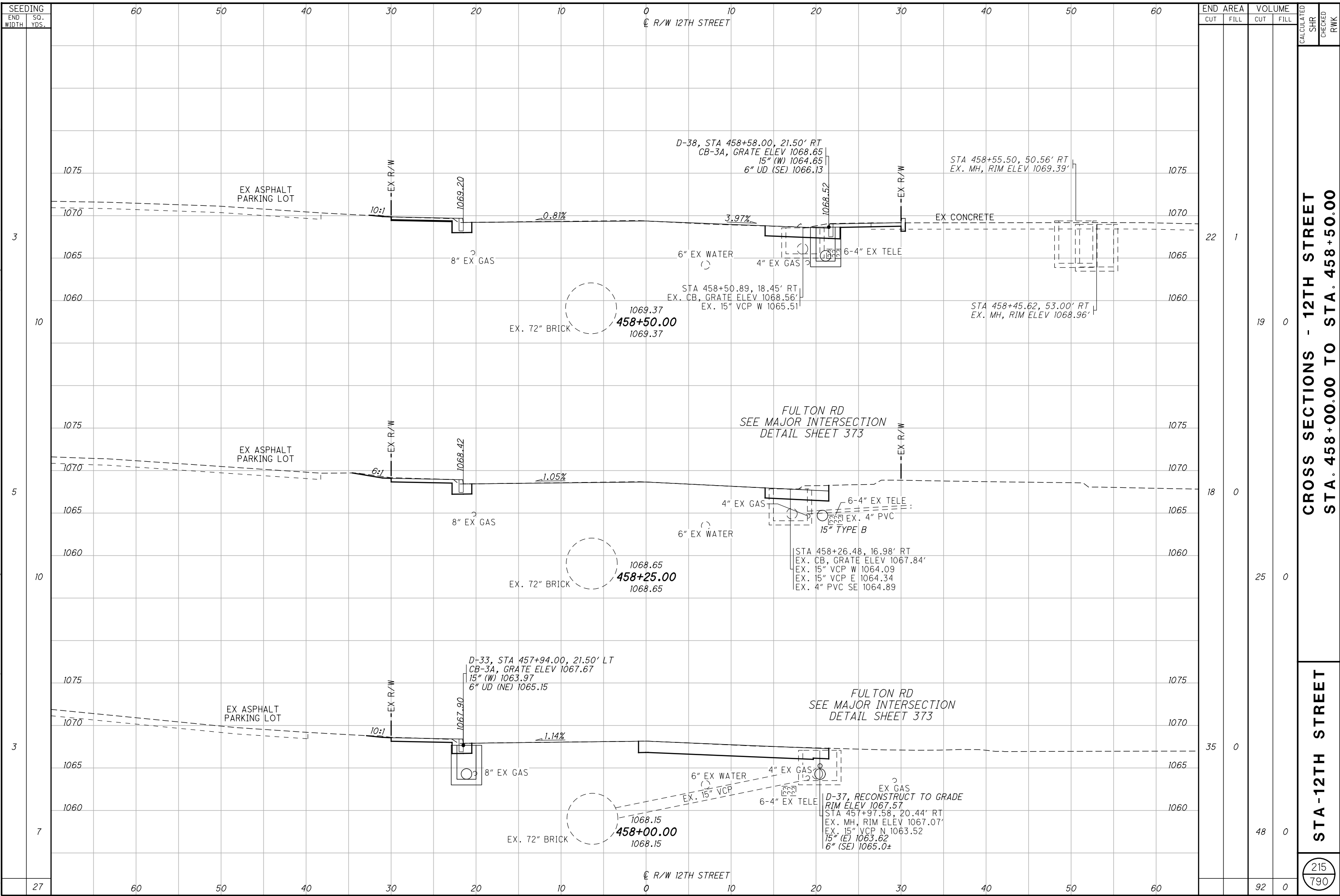
| END STA      | AREA       |          | VOLUME     |          | CALCULATED SHR | CHECKED | RWK |
|--------------|------------|----------|------------|----------|----------------|---------|-----|
|              | CUT        | FILL     | CUT        | FILL     |                |         |     |
| 457+75.00    | 67         | 0        | 55         | 0        |                |         |     |
| 457+50.00    | 51         | 0        | 49         | 0        |                |         |     |
| 457+25.00    | 55         | 0        | 39         | 0        |                |         |     |
| <b>TOTAL</b> | <b>173</b> | <b>0</b> | <b>143</b> | <b>0</b> |                |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 457+25.00 TO STA. 457+75.00**

**STA - 12TH STREET**

214  
790

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| END AREA | VOLUME | CALCULATED |      | CHECKED |     |
|----------|--------|------------|------|---------|-----|
|          |        | CUT        | FILL | SHR     | RWK |
| 22       | 1      |            |      |         |     |
| 19       | 0      |            |      |         |     |
| 18       | 0      |            |      |         |     |
| 25       | 0      |            |      |         |     |
| 35       | 0      |            |      |         |     |
| 48       | 0      |            |      |         |     |
| 92       | 0      |            |      |         |     |

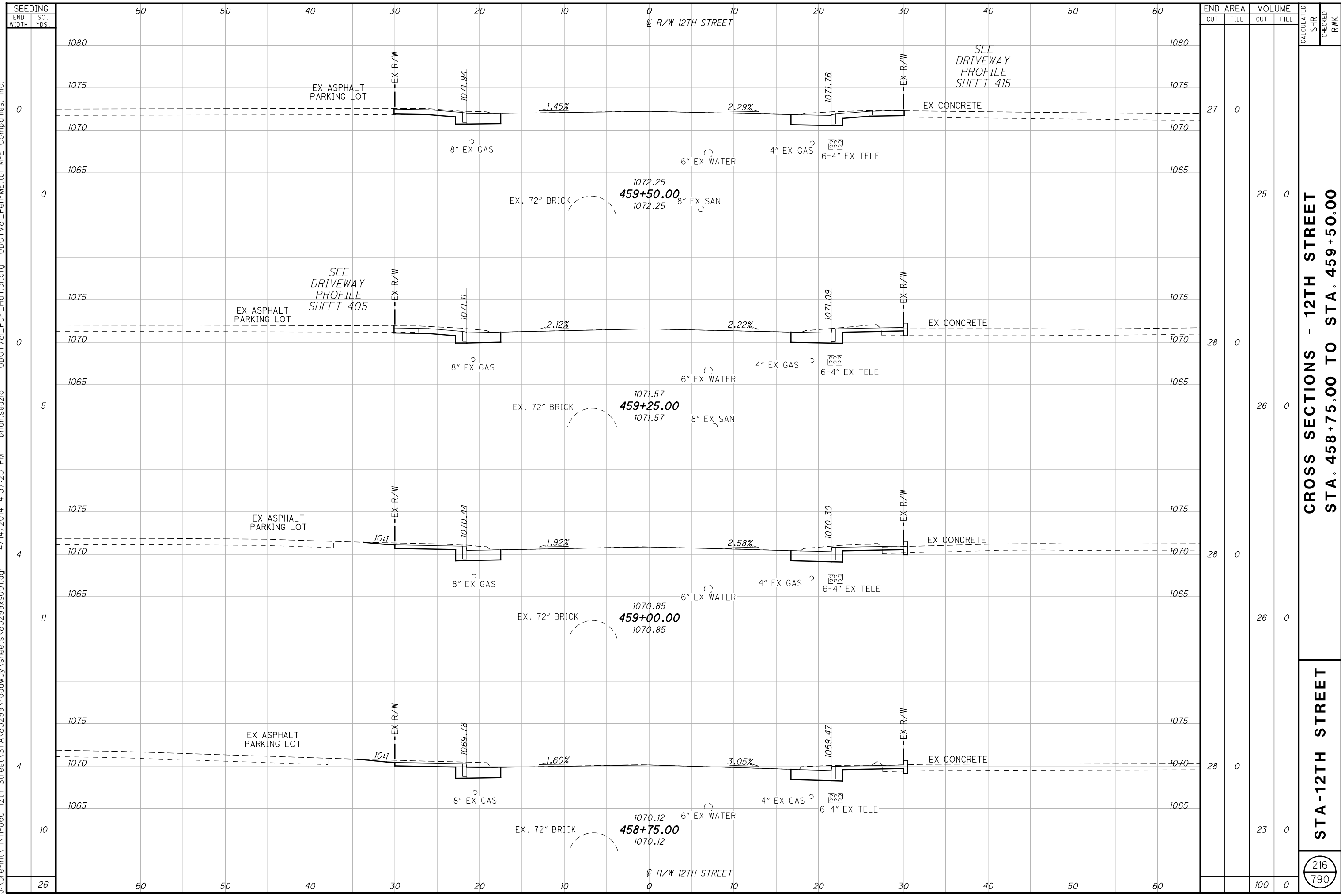
**CROSS SECTIONS - 12TH STREET**  
**STA. 458+00.00 TO STA. 458+50.00**

**STA - 12TH STREET**

215  
790



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| END STA      | AREA       |          | VOLUME     |          | CALCULATED SHR | CHECKED RWK |
|--------------|------------|----------|------------|----------|----------------|-------------|
|              | CUT        | FILL     | CUT        | FILL     |                |             |
| 458+75.00    | 27         | 0        | 25         | 0        |                |             |
| 459+25.00    | 28         | 0        | 26         | 0        |                |             |
| 459+00.00    | 28         | 0        | 26         | 0        |                |             |
| 458+75.00    | 28         | 0        | 23         | 0        |                |             |
| <b>TOTAL</b> | <b>100</b> | <b>0</b> | <b>100</b> | <b>0</b> |                |             |

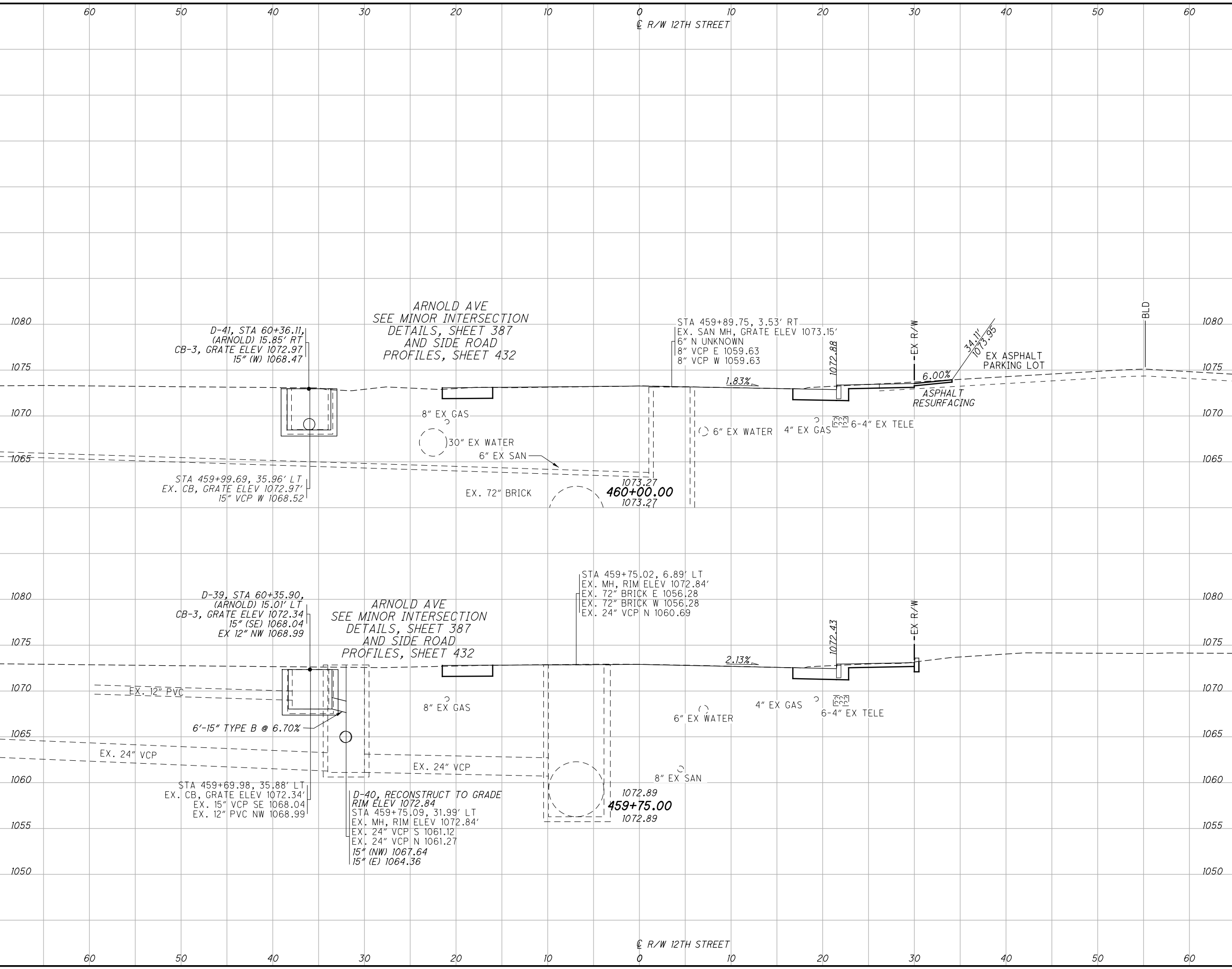
**CROSS SECTIONS - 12TH STREET  
STA. 458+75.00 TO STA. 459+50.00**

**STA-12TH STREET**

216  
790

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| SEEDING   | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|-----------|----------|------|--------|------|------------|---------|-----|
|           | CUT      | FILL | CUT    | FILL |            |         |     |
| END WIDTH |          |      |        |      |            |         |     |
| SO. YDS.  |          |      |        |      |            |         |     |
| 4         |          |      |        |      |            |         |     |
| 12        |          |      |        |      |            |         |     |
| 4         |          |      |        |      |            |         |     |
| 6         |          |      |        |      |            |         |     |
| 18        |          |      |        |      |            |         |     |



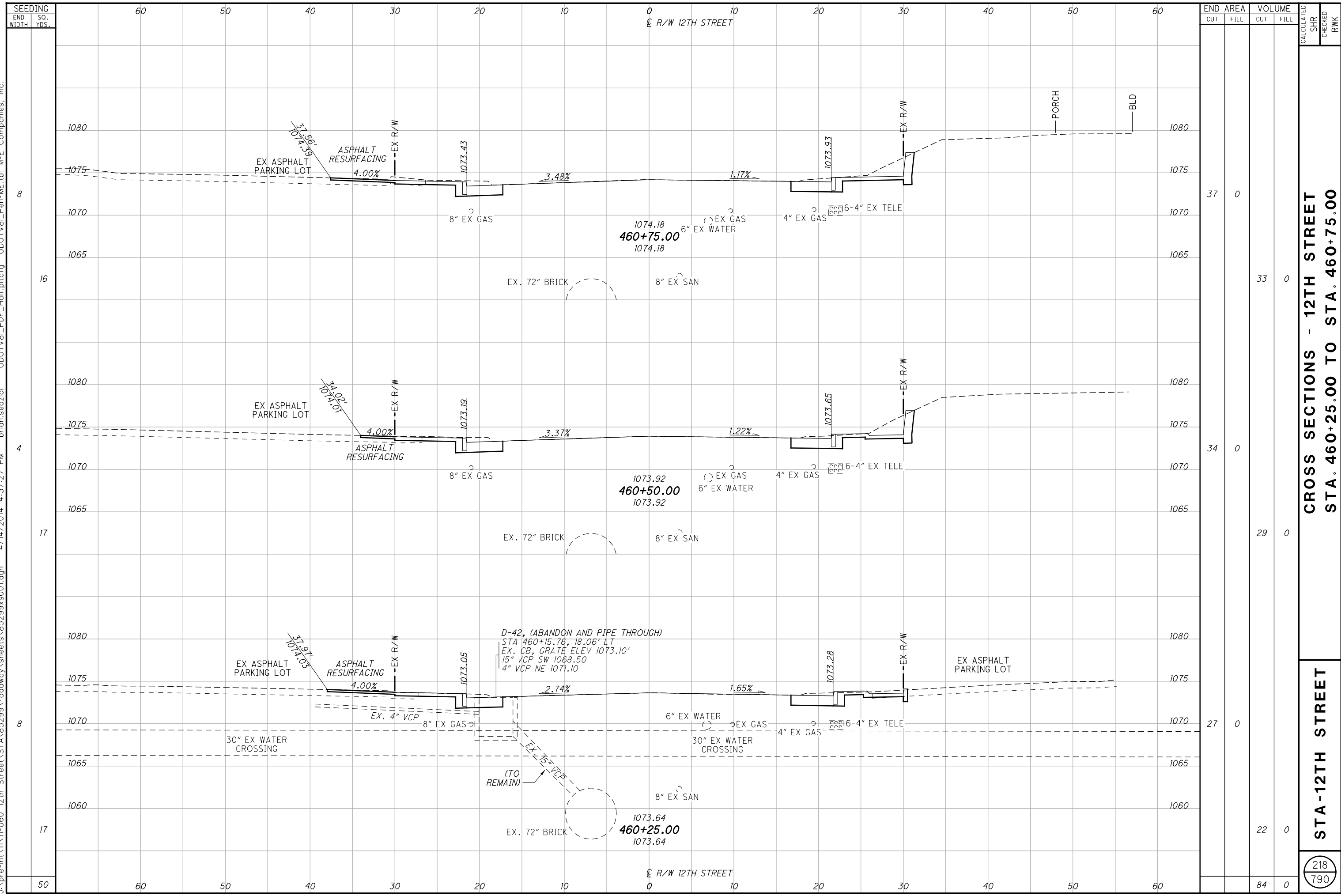
| END AREA | VOLUME |      | CALCULATED | CHECKED | RWK |
|----------|--------|------|------------|---------|-----|
|          | CUT    | FILL |            |         |     |
| 20       | 1      |      |            |         |     |
| 18       | 0      |      |            |         |     |
| 19       | 0      |      |            |         |     |
| 21       | 0      |      |            |         |     |
| 39       | 0      |      |            |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 459+75.00 TO STA. 460+00.00**

**STA - 12TH STREET**

217  
790

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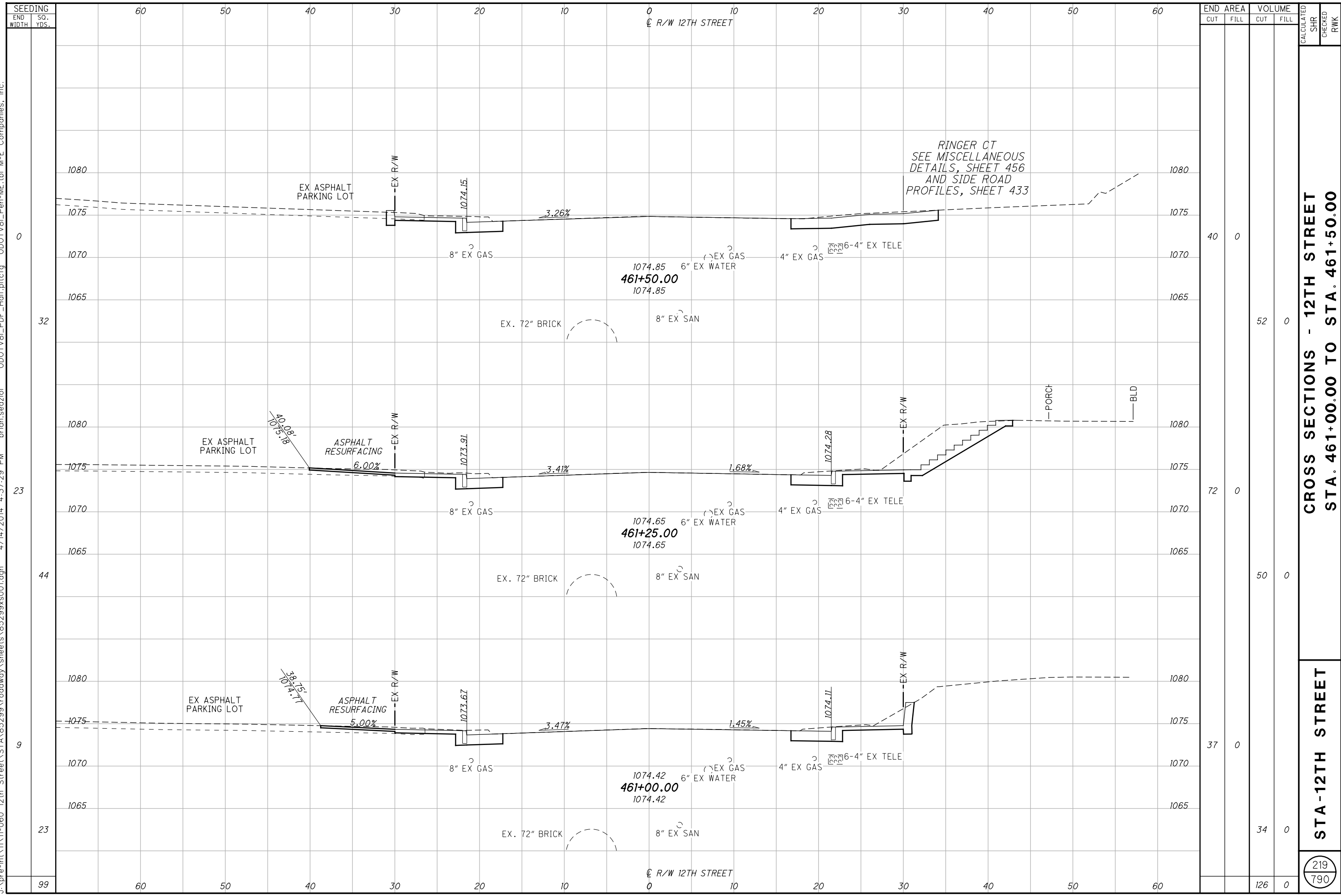


**CROSS SECTIONS - 12TH STREET  
STA. 460+25.00 TO STA. 460+75.00**

**STA-12TH STREET**

218  
790

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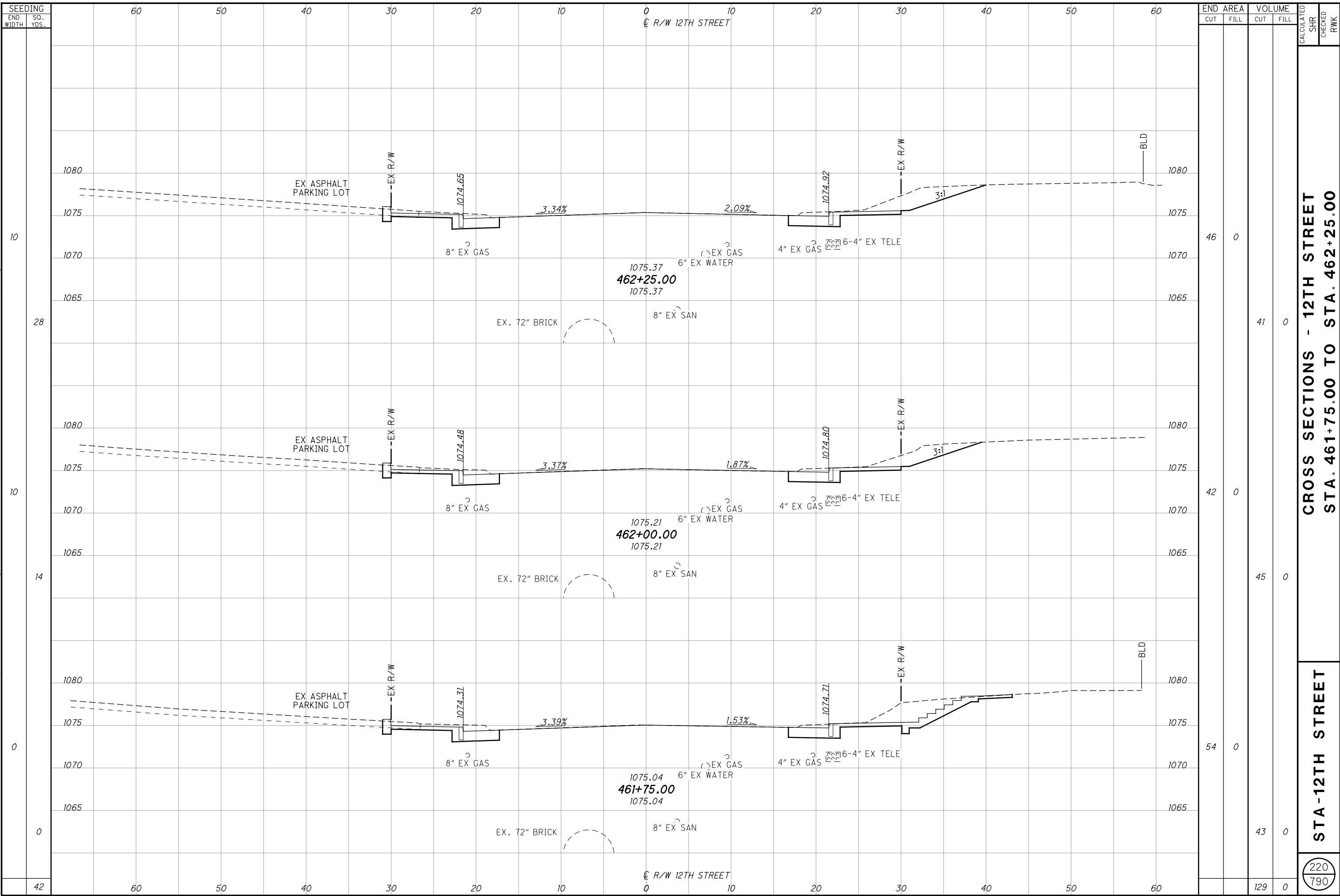


**CROSS SECTIONS - 12TH STREET  
STA. 461+00.00 TO STA. 461+50.00**

**STA - 12TH STREET**

219  
790

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| END STA      | AREA       |          | VOLUME     |          | CALCULATED SHR | CHECKED RWK |
|--------------|------------|----------|------------|----------|----------------|-------------|
|              | CUT        | FILL     | CUT        | FILL     |                |             |
| 462+25.00    | 46         | 0        | 41         | 0        |                |             |
| 462+00.00    | 42         | 0        | 45         | 0        |                |             |
| 461+75.00    | 54         | 0        | 43         | 0        |                |             |
| <b>TOTAL</b> | <b>142</b> | <b>0</b> | <b>129</b> | <b>0</b> | <b>220</b>     | <b>790</b>  |

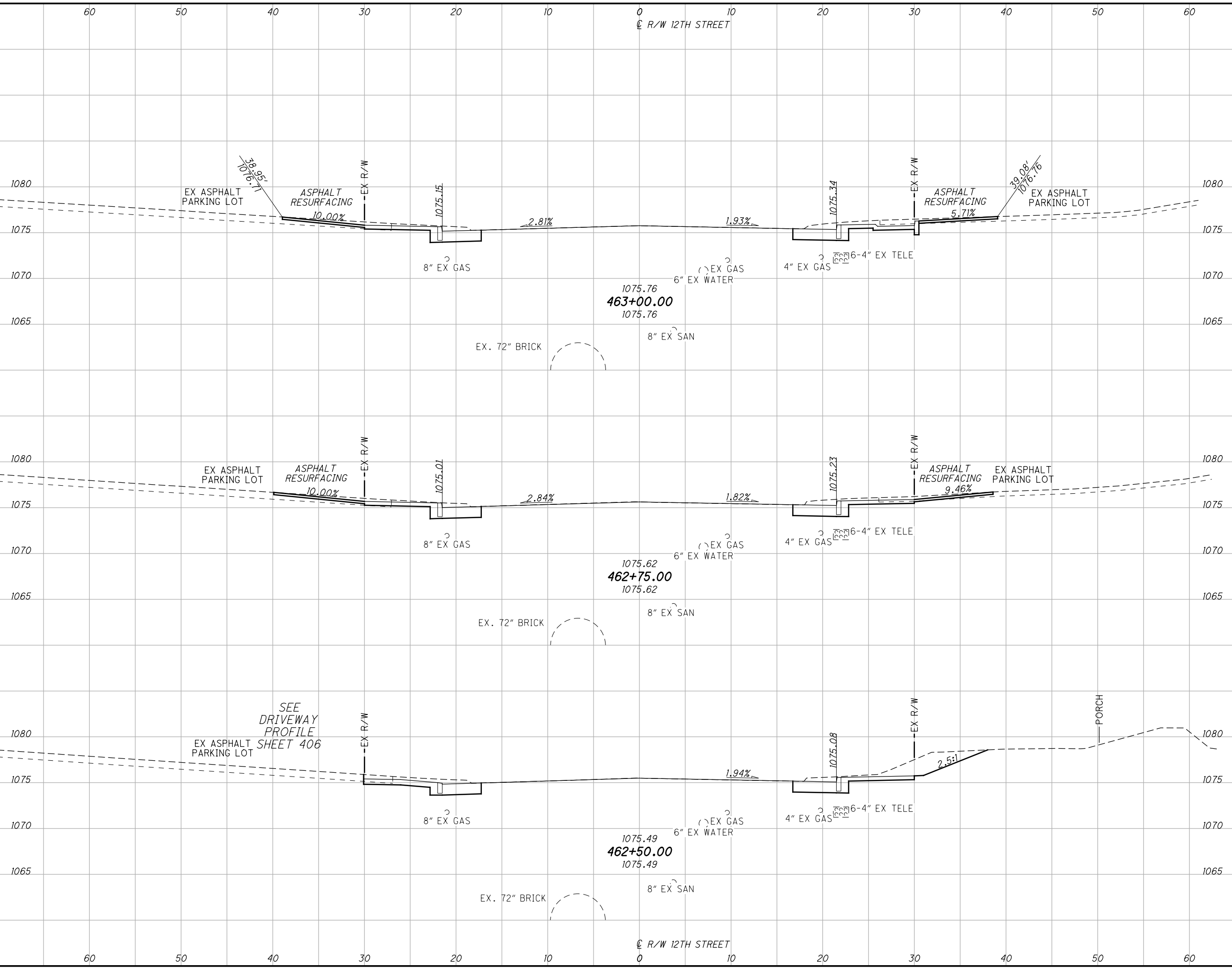
**CROSS SECTIONS - 12TH STREET  
STA. 461+75.00 TO STA. 462+25.00**

**STA - 12TH STREET**

220  
790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299s001.dgn 4/14/2014 4:37:33 PM brion.seziol" ODOTV8i\_PDF\_Half.pltctg ODOTV8i\_Pen-ME.tbl M-E Companies, Inc.

| SEEDING   | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|-----------|----------|------|--------|------|------------|---------|-----|
|           | CUT      | FILL | CUT    | FILL |            |         |     |
| SO. WIDTH |          |      |        |      |            |         |     |
| YDS.      |          |      |        |      |            |         |     |
| 18        |          |      | 38     | 0    |            |         |     |
| 50        |          |      | 34     | 0    |            |         |     |
| 19        |          |      | 36     | 0    |            |         |     |
| 38        |          |      | 37     | 0    |            |         |     |
| 9         |          |      | 43     | 0    |            |         |     |
| 26        |          |      | 41     | 0    |            |         |     |
| 114       |          |      | 112    | 0    |            |         |     |

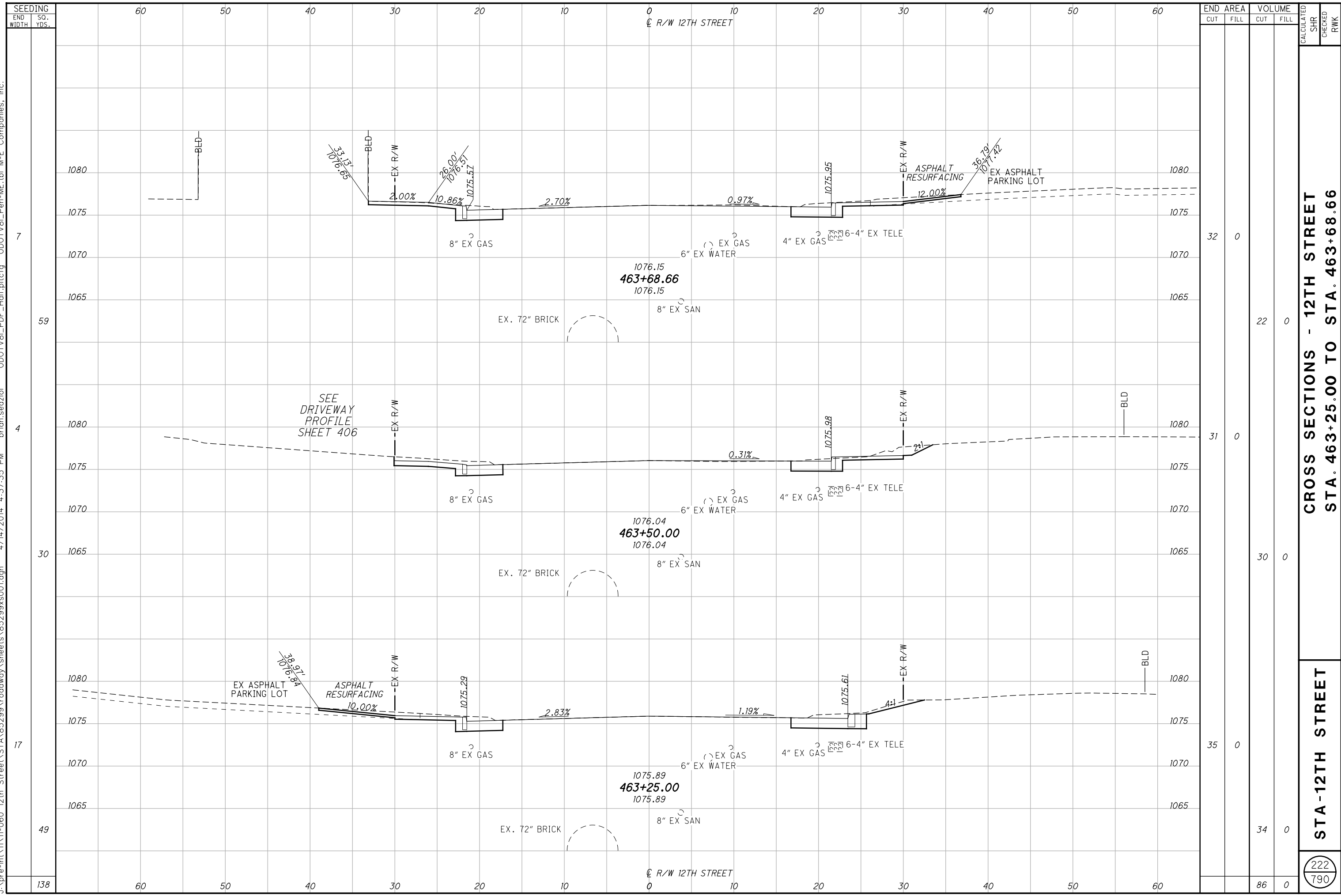


**CROSS SECTIONS - 12TH STREET  
STA. 462+50.00 TO STA. 463+00.00**

**STA-12TH STREET**

221  
790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299s001.dgn 4/14/2014 4:37:35 PM brion.seziol" ODOTV8i\_PDF\_Half.pltcfgr ODOTV8i\_Pen\_ME.tbl M-E Companies, Inc.



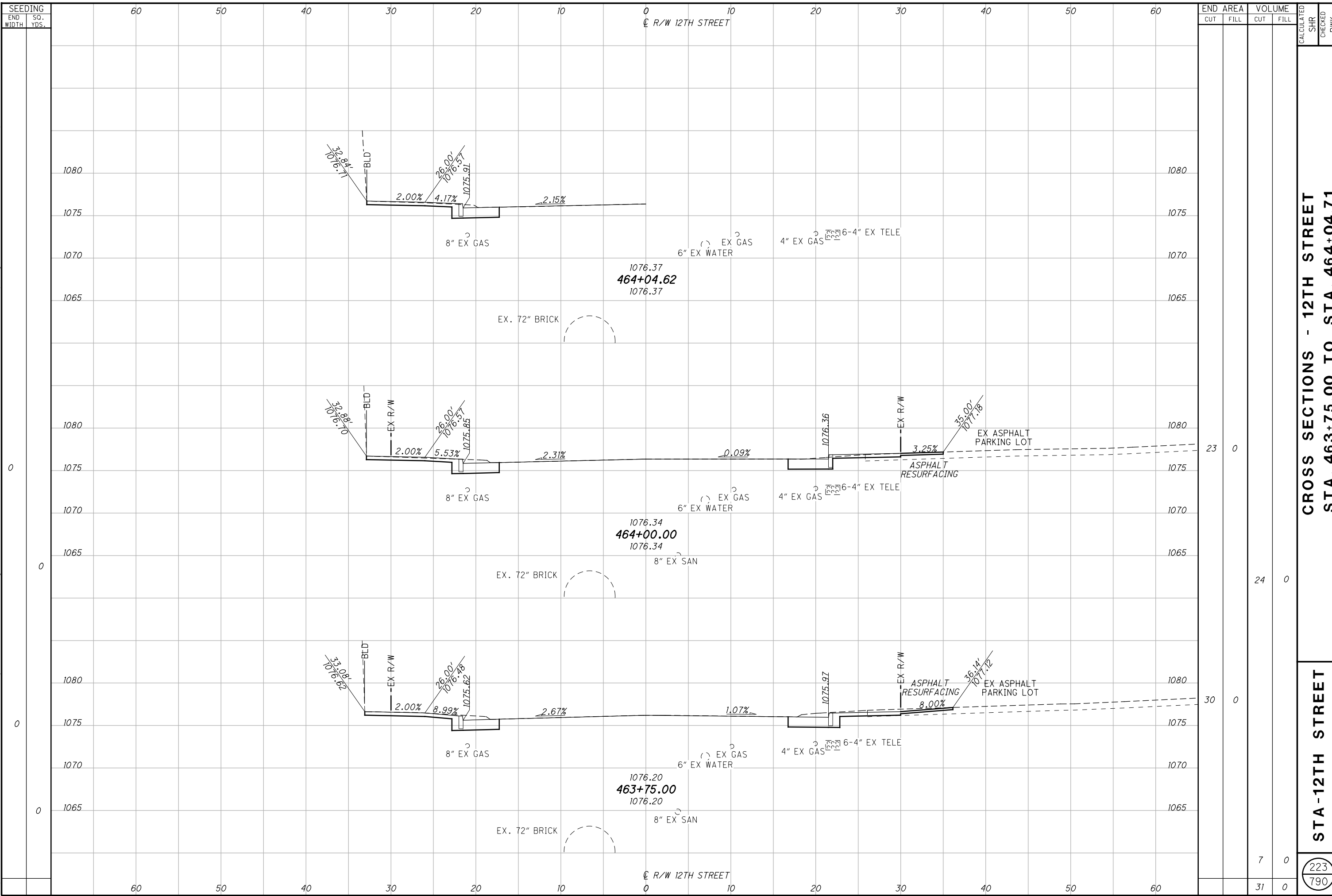
| END AREA | VOLUME | CALCULATED | CHECKED |
|----------|--------|------------|---------|
|          |        |            |         |
| 32       | 0      |            |         |
| 31       | 0      |            |         |
| 30       | 0      |            |         |
| 35       | 0      |            |         |
| 86       | 0      |            |         |

**CROSS SECTIONS - 12TH STREET**  
**STA. 463+25.00 TO STA. 463+68.66**

**STA - 12TH STREET**

222  
790

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| END STA   | END AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|-----------|----------|------|--------|------|----------------|-------------|
|           | CUT      | FILL | CUT    | FILL |                |             |
| 464+04.62 |          |      |        |      |                |             |
| 464+00.00 | 23       | 0    |        |      |                |             |
| 463+75.00 |          |      | 24     | 0    |                |             |
| 463+00.00 | 30       | 0    |        |      |                |             |
| TOTAL     |          |      | 7      | 0    |                |             |
|           |          |      | 31     | 0    |                |             |

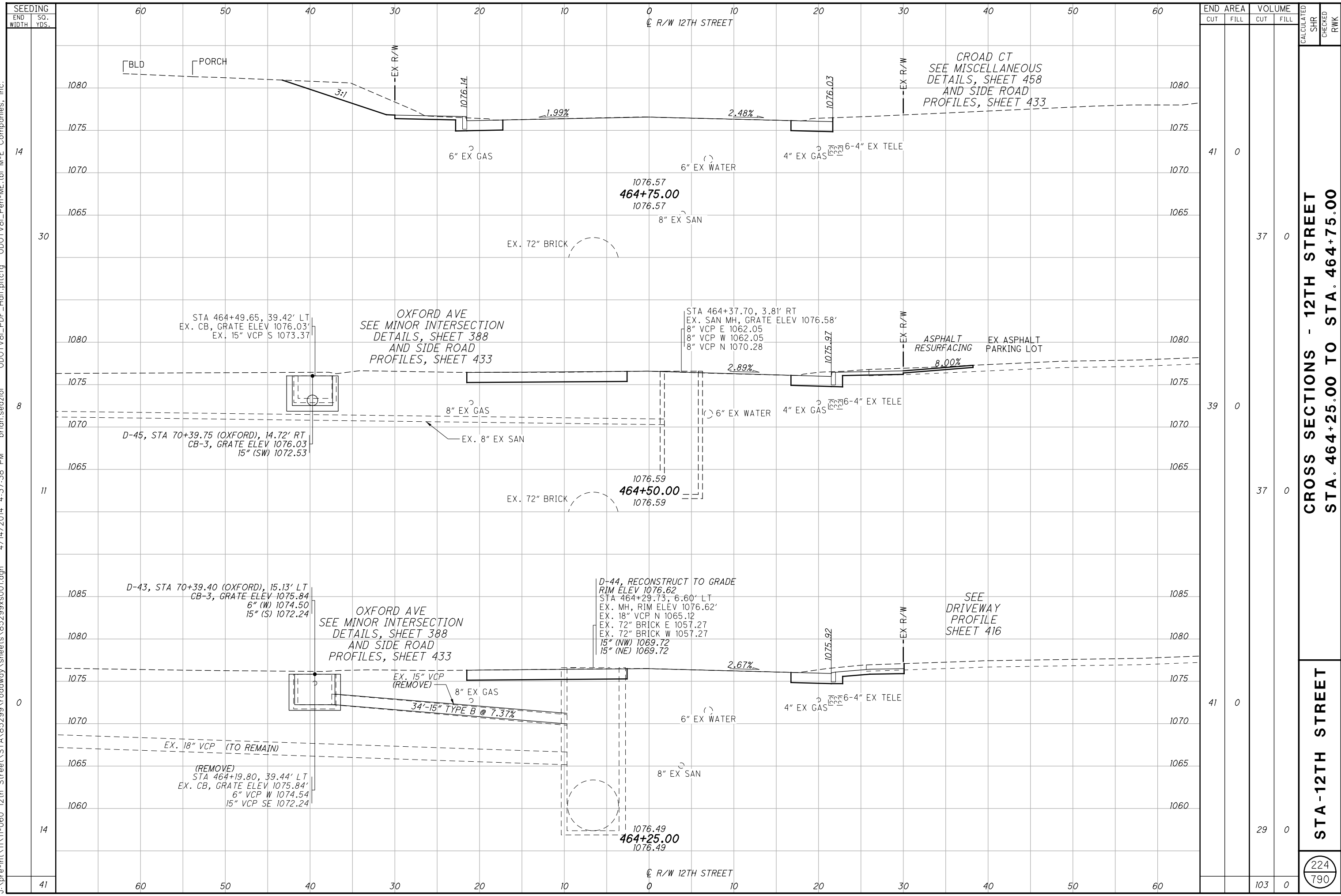
CROSS SECTIONS - 12TH STREET  
STA. 463+75.00 TO STA. 464+04.71

STA - 12TH STREET

223  
790



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| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 41       | 0      |            |         |     |
| 39       | 0      |            |         |     |
| 37       | 0      |            |         |     |
| 41       | 0      |            |         |     |
| 29       | 0      |            |         |     |
| 103      | 0      |            |         |     |

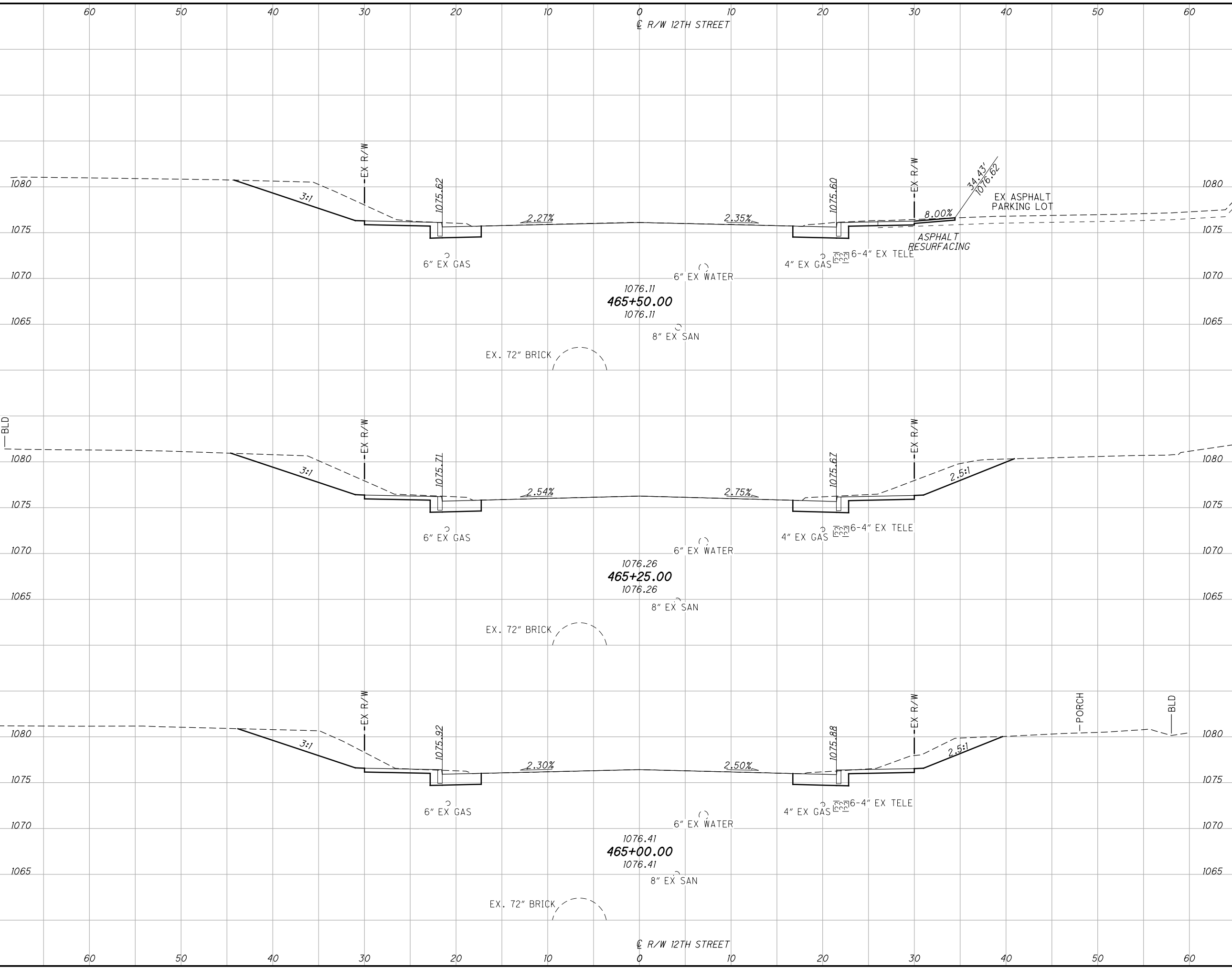
**CROSS SECTIONS - 12TH STREET**  
**STA. 464+25.00 TO STA. 464+75.00**

**STA-12TH STREET**

224  
 790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299s001.dgn 4/14/2014 4:37:40 PM brian.sezior\ ODOTV81\_PDF\_Half.pltctg ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

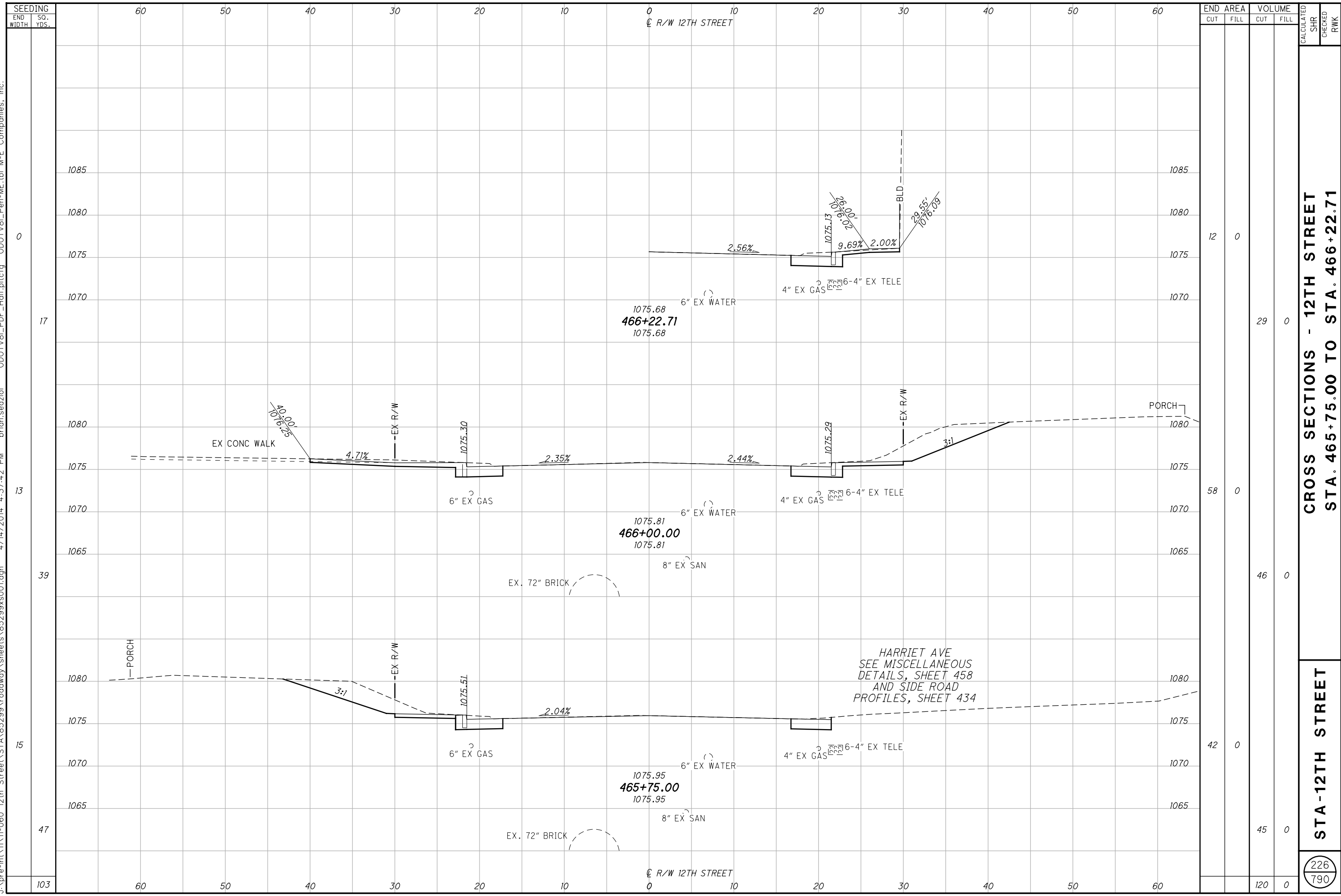
| SEEDING | END   |          |
|---------|-------|----------|
|         | WIDTH | SO. YDS. |
|         | 60    | 19       |
|         | 60    | 64       |
|         | 60    | 27       |
|         | 60    | 71       |
|         | 60    | 25       |
|         | 60    | 53       |
|         | 170   | 188      |



| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
| 55       | 0      | 0    |
| 71       | 0      | 0    |
| 66       | 0      | 0    |
| 49       | 0      | 0    |
| 170      | 0      | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 465+00.00 TO STA. 465+50.00**  
**STA - 12TH STREET**  
 CALCULATED SHR 225  
 CHECKED RWK 790

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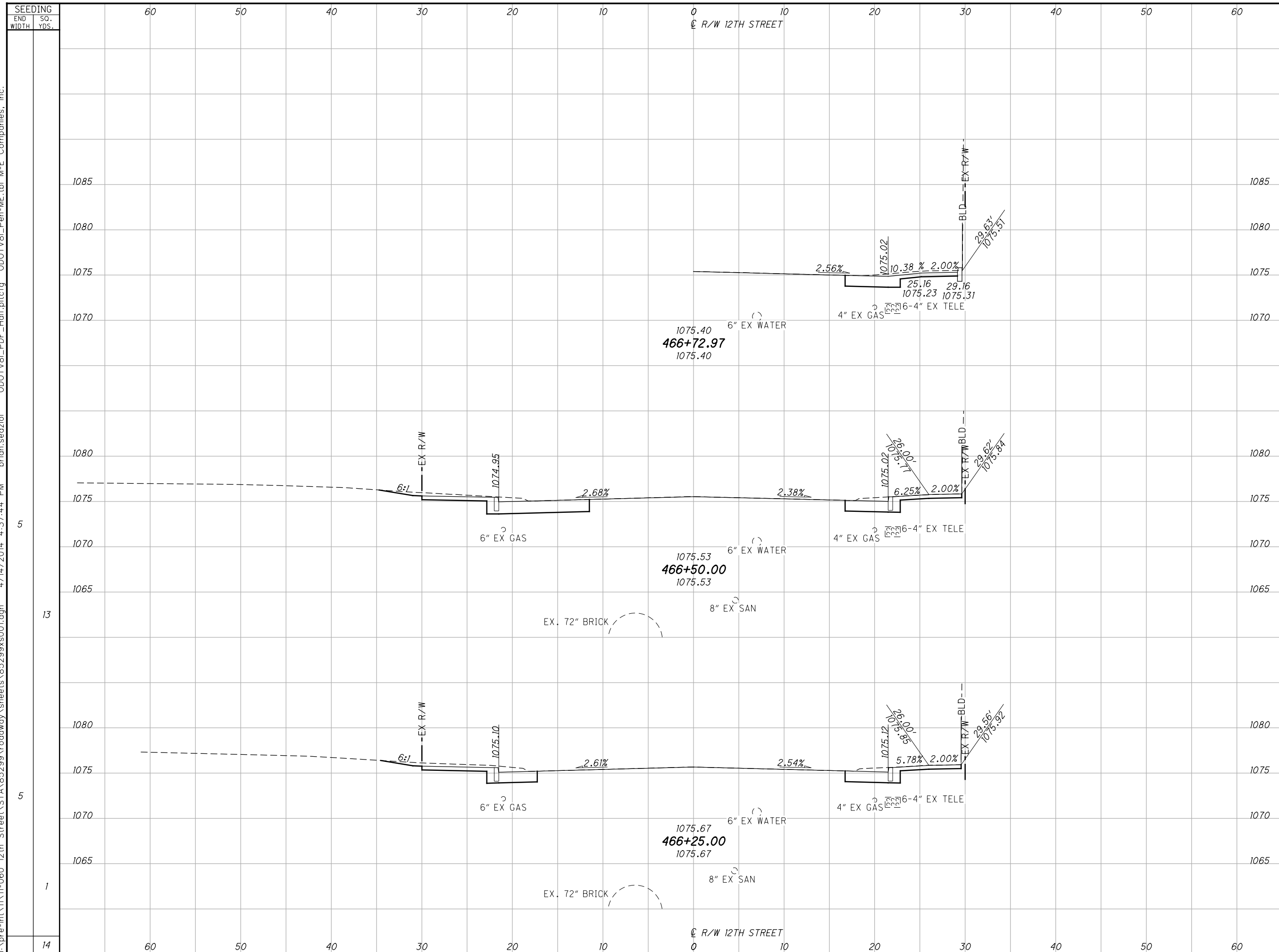
| END AREA | VOLUME | CALCULATED |      | CHECKED | RWK |
|----------|--------|------------|------|---------|-----|
|          |        | CUT        | FILL |         |     |
| 12       | 0      |            |      |         |     |
| 58       | 0      |            |      |         |     |
| 42       | 0      |            |      |         |     |
| 120      | 0      |            |      |         |     |

**CROSS SECTIONS - 12TH STREET**  
**STA. 465+75.00 TO STA. 466+22.71**

**STA-12TH STREET**

226  
790

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| STATION   | END AREA |      | VOLUME |      |
|-----------|----------|------|--------|------|
|           | CUT      | FILL | CUT    | FILL |
| 466+72.97 |          |      |        |      |
| 466+50.00 | 35       | 0    | 29     | 0    |
| 466+25.00 | 28       | 0    | 2      | 0    |
| TOTAL     |          |      | 31     | 0    |

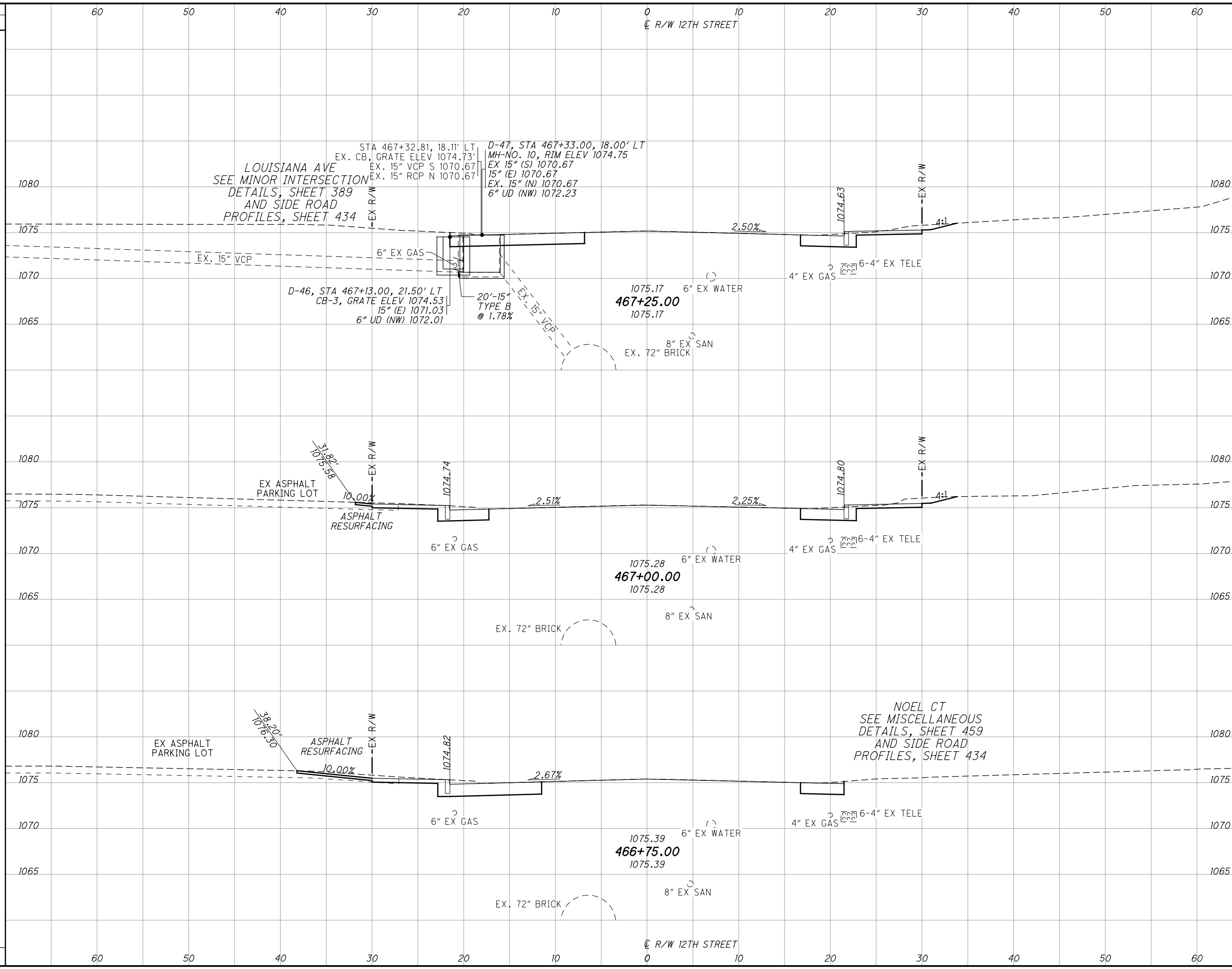
**CROSS SECTIONS - 12TH STREET**  
**STA. 466+25.00 TO STA. 466+72.97**

**STA - 12TH STREET**

227  
790

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| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 60        | 60       |
| 50        | 50       |
| 40        | 40       |
| 30        | 30       |
| 20        | 20       |
| 10        | 10       |
| 0         | 0        |
| 10        | 10       |
| 20        | 20       |
| 30        | 30       |
| 40        | 40       |
| 50        | 50       |
| 60        | 60       |

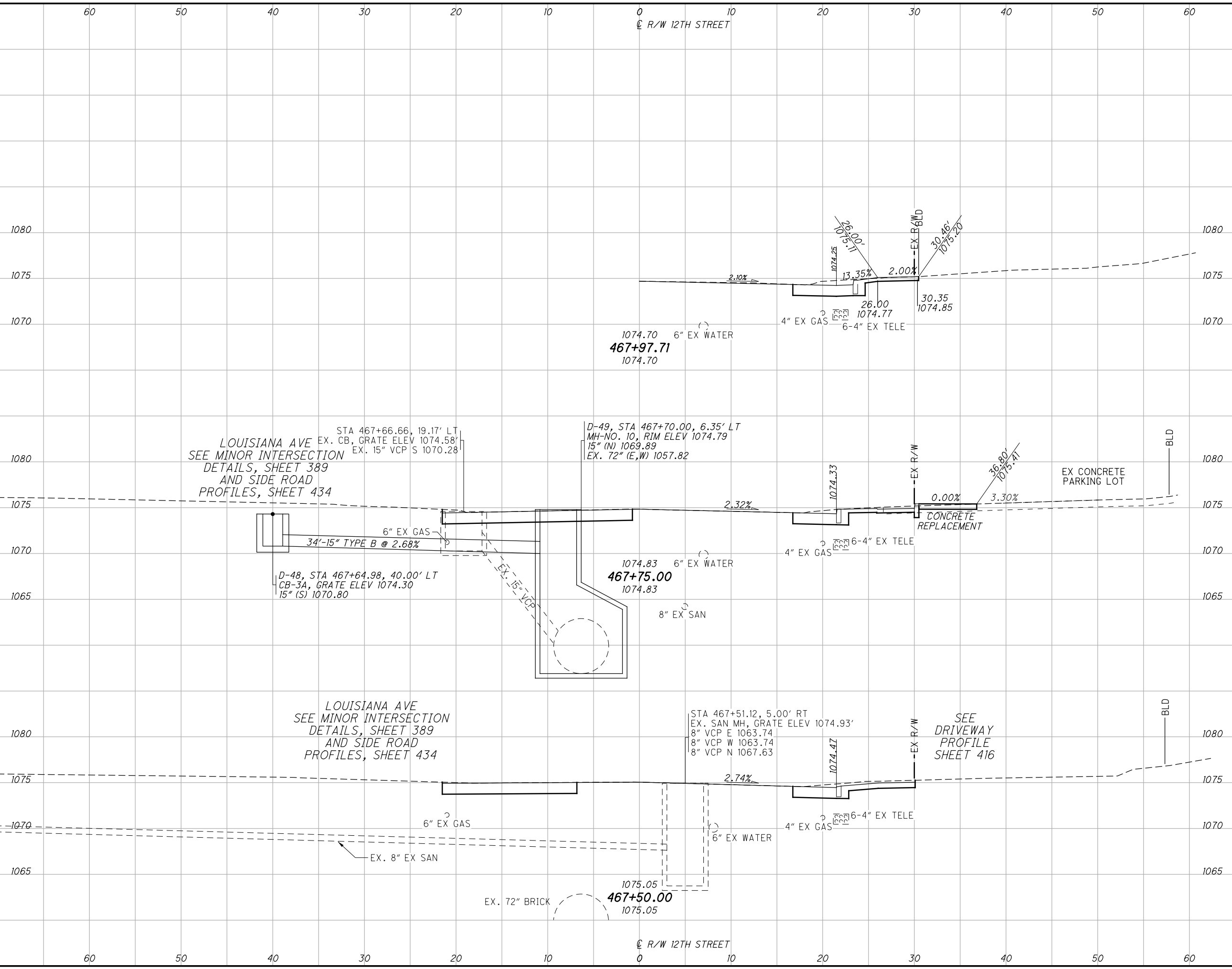


| END AREA |      | VOLUME |      |
|----------|------|--------|------|
| CUT      | FILL | CUT    | FILL |
| 32       | 0    | 27     | 0    |
| 26       | 0    | 26     | 0    |
| 31       | 0    | 31     | 0    |
| 84       | 0    | 84     | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 466+75.00 TO STA. 467+25.00**  
 CALCULATED SHR  
 CHECKED RWK  
 228  
 790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299s001.dgn 4/14/2014 4:37:48 PM brion.sezior\ ODOTV81\_PDF\_Half.pltctg ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

| SEEDING | END SO. |      |
|---------|---------|------|
|         | WIDTH   | YDS. |
|         | 60      | 50   |
|         | 40      | 30   |
|         | 20      | 10   |
|         | 0       | 10   |
|         | 20      | 30   |
|         | 40      | 50   |
|         | 60      | 60   |



| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
|          | 15     | 0    |
|          | 42     | 0    |
|          | 32     | 0    |
|          | 89     | 0    |

| CALCULATED | SHR | CHECKED | RWK |
|------------|-----|---------|-----|
|            |     |         |     |

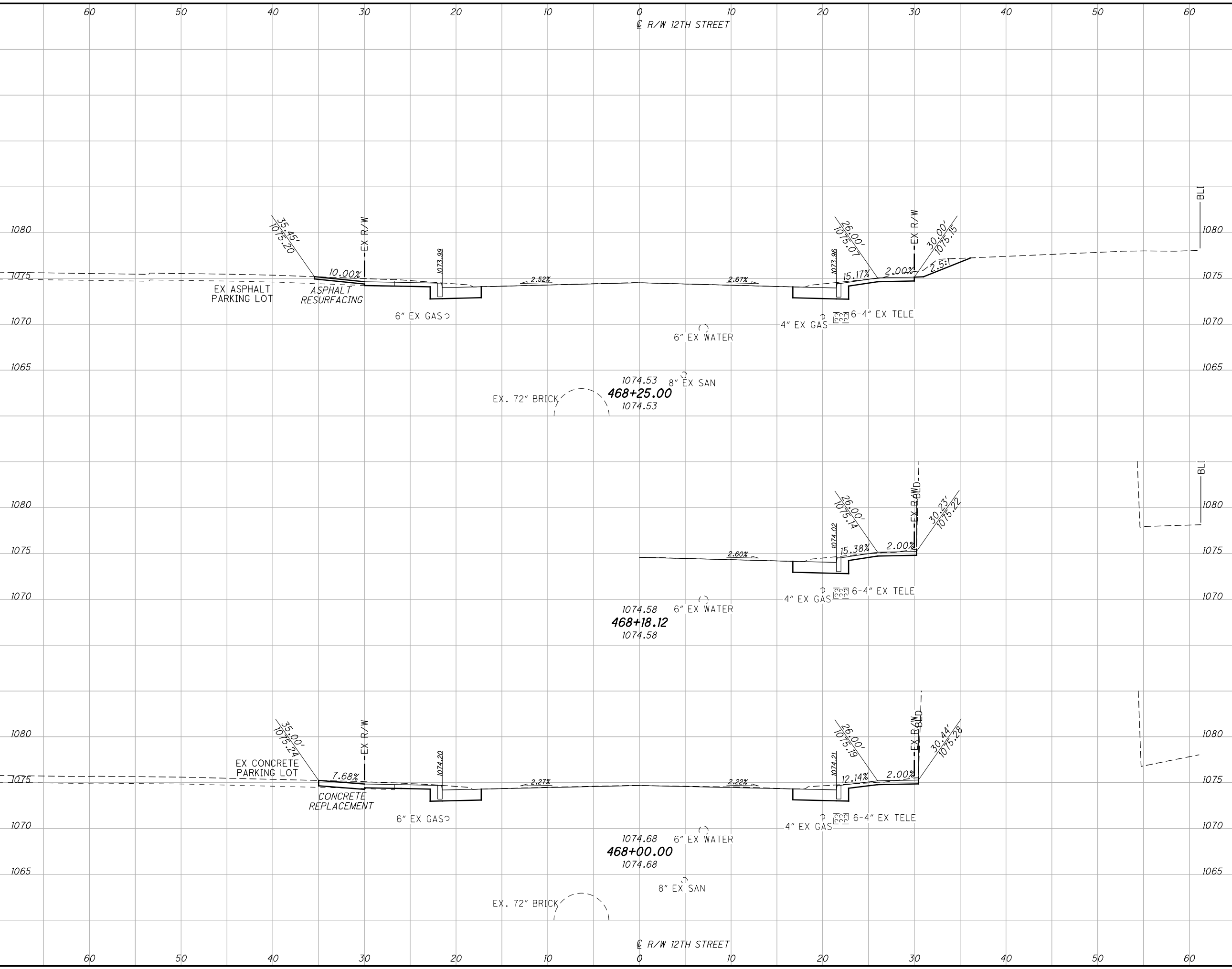
**CROSS SECTIONS - 12TH STREET  
STA. 467+50.00 TO STA. 467+97.71**

**STA-12TH STREET**

229  
790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 12      | 34       | 0    | 6      | 0    |            |         |     |
| 24      |          |      |        |      |            |         |     |
| 5       | 30       | 0    | 2      | 0    |            |         |     |
| 1       |          |      |        |      |            |         |     |
| 25      |          |      | 8      | 0    |            |         |     |



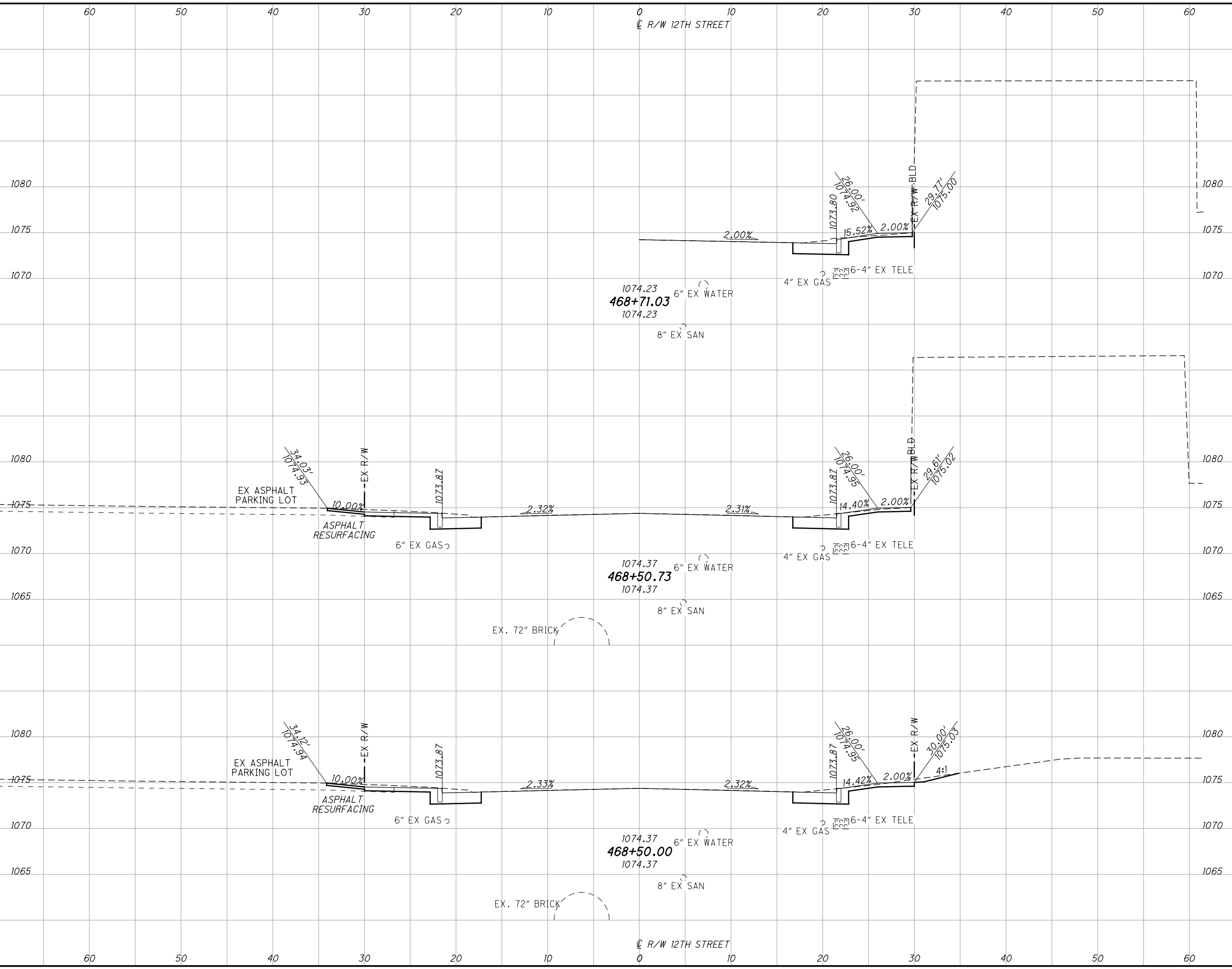
**CROSS SECTIONS - 12TH STREET  
STA. 468+00.00 TO STA. 468+25.00**

**STA-12TH STREET**

230  
790

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| SEEDING | END SO. |      |
|---------|---------|------|
|         | WIDTH   | YDS. |
| 0       | 60      | 0    |
| 5       | 60      | 5    |
| 4       | 60      | 4    |
| 0       | 60      | 0    |
| 9       | 60      | 9    |
| 29      | 60      | 29   |
| 34      | 60      | 34   |



| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
| 11       | 0      | 0    |
| 26       | 0      | 0    |
| 28       | 0      | 0    |
| 44       | 0      | 0    |

| CALCULATED | SHR | CHECKED | RWK |
|------------|-----|---------|-----|
|            |     |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 468+50.00 TO STA. 468+71.03**

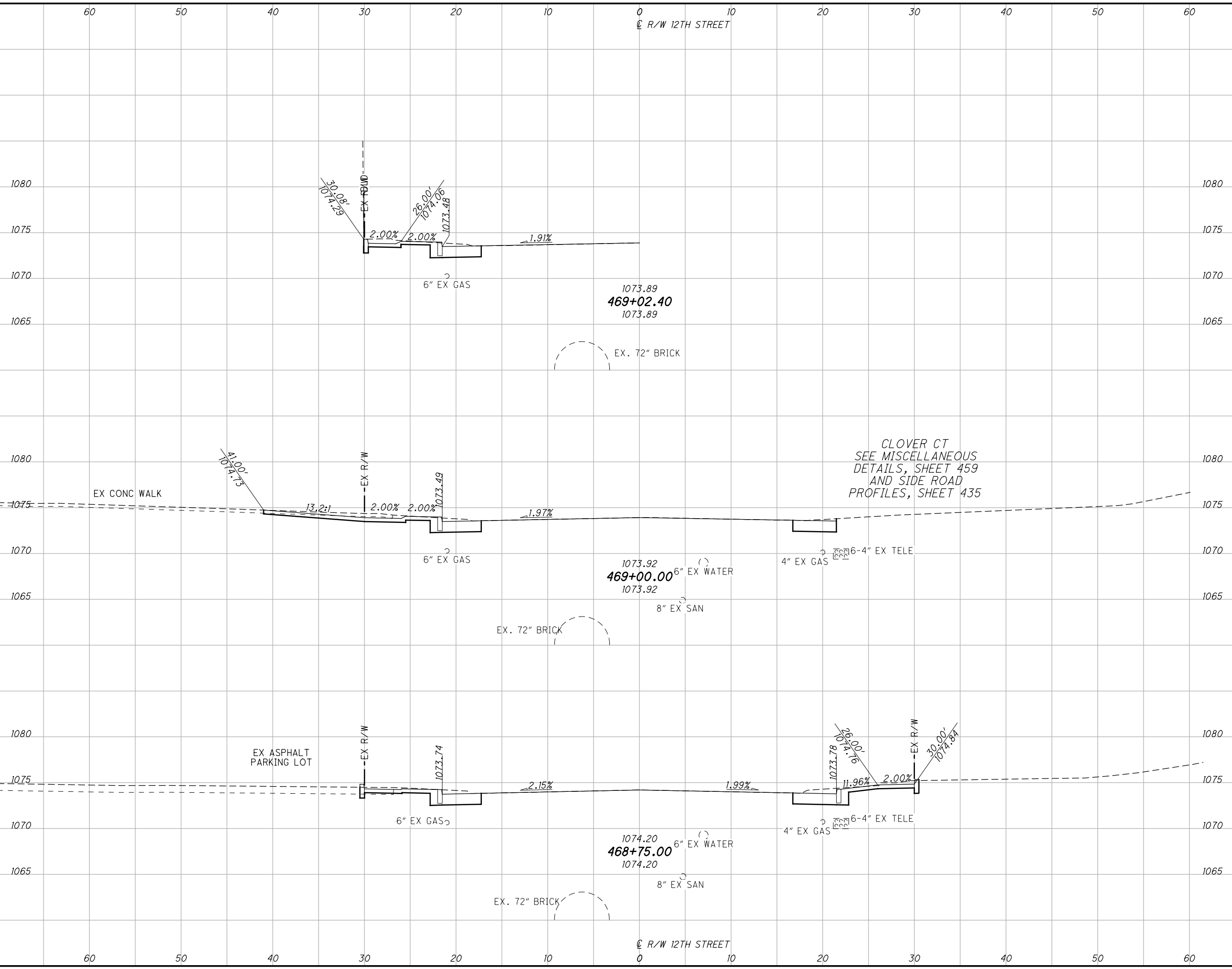
**STA-12TH STREET**

231  
790



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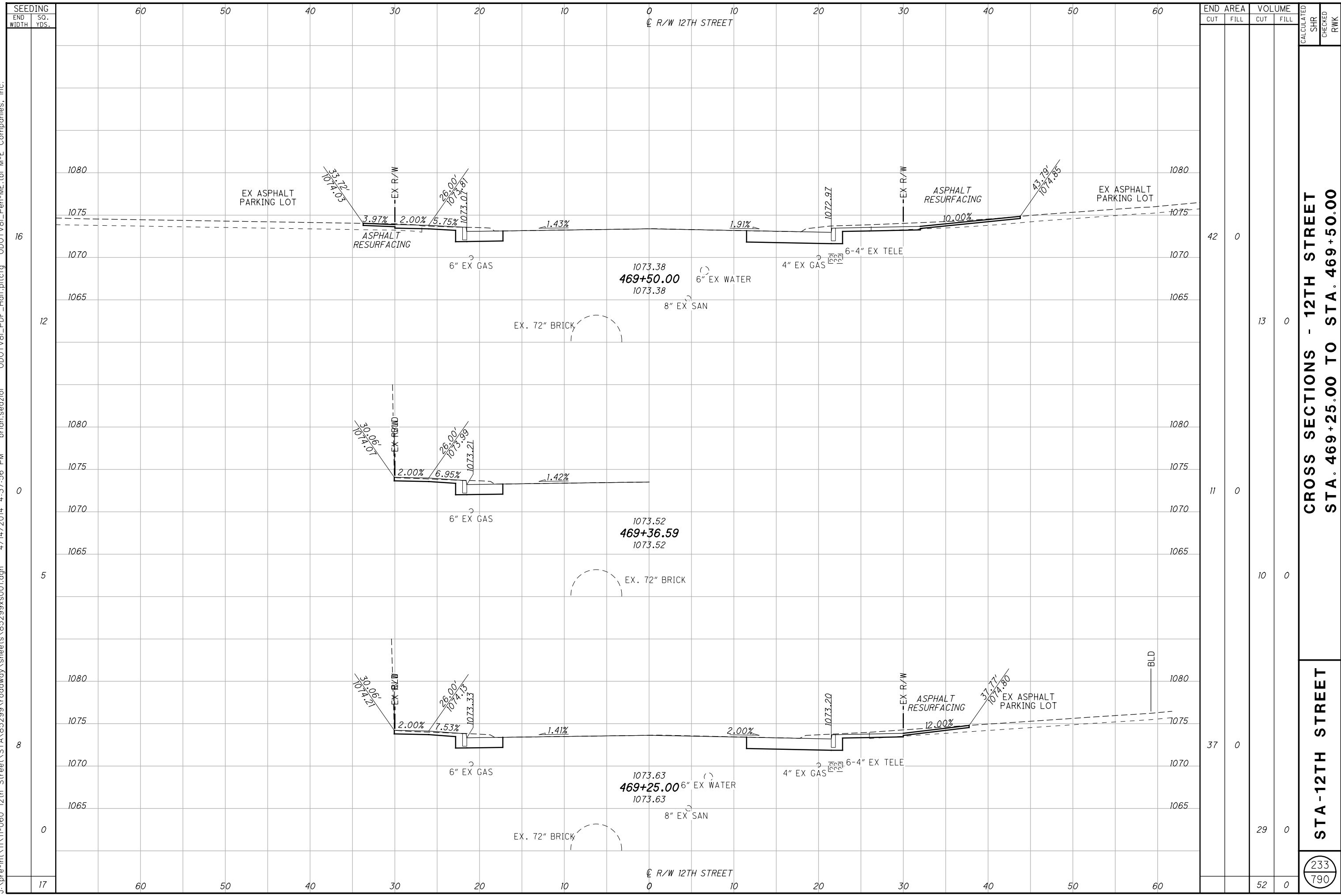
| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 60        | 60       |
| 50        | 50       |
| 40        | 40       |
| 30        | 30       |
| 20        | 20       |
| 10        | 10       |
| 0         | 0        |
| 10        | 10       |
| 20        | 20       |
| 30        | 30       |
| 40        | 40       |
| 50        | 50       |
| 60        | 60       |



| END AREA |      | VOLUME |      |
|----------|------|--------|------|
| CUT      | FILL | CUT    | FILL |
| 0        | 0    | 0      | 0    |
| 26       | 0    | 25     | 0    |
| 27       | 0    | 3      | 0    |
| 0        | 0    | 28     | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 468+75.00 TO STA. 469+02.40**  
**STA - 12TH STREET**  
 CALCULATED SHR 232  
 CHECKED RWK 790

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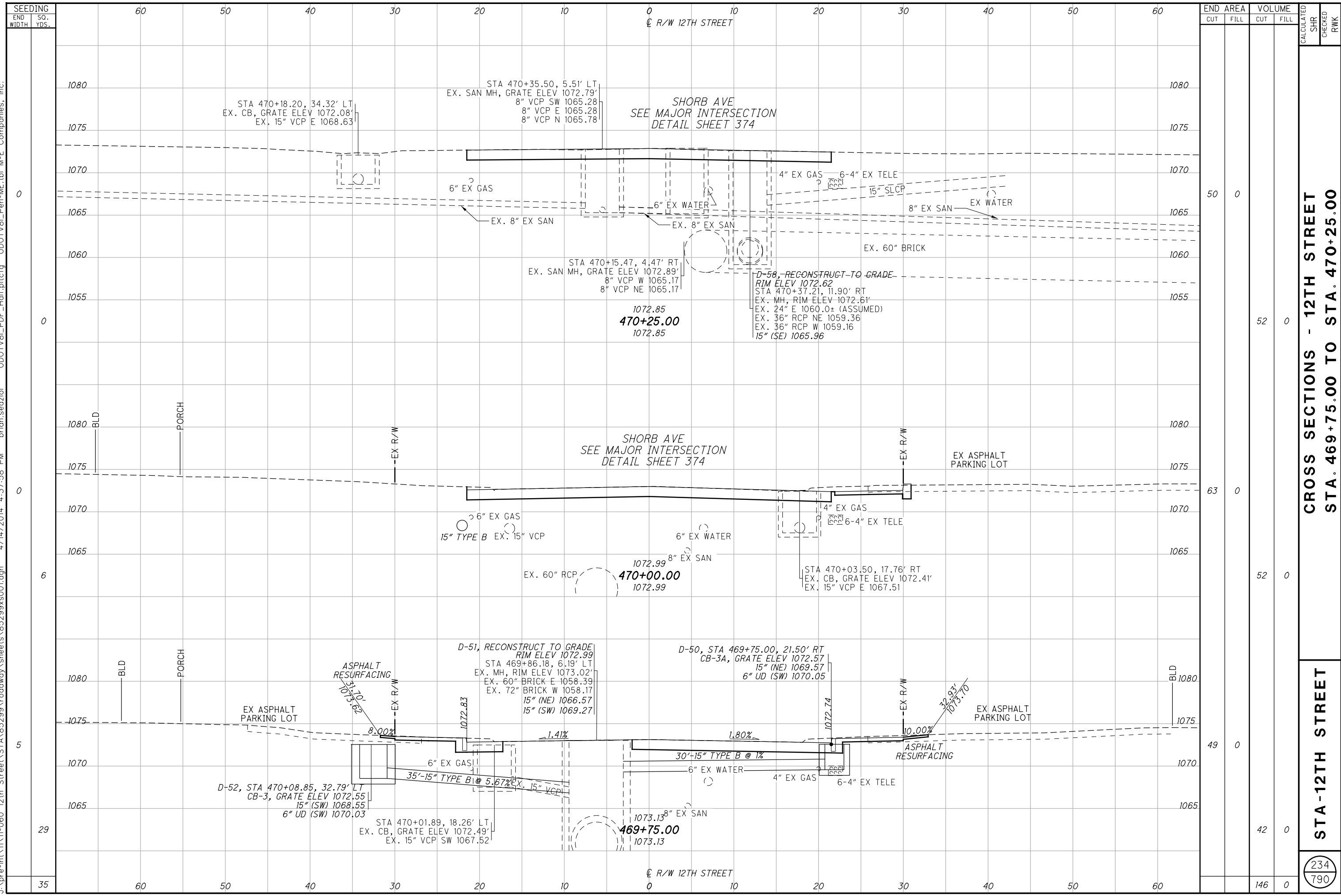
| END STA | END AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|---------|----------|------|--------|------|----------------|-------------|
|         | CUT      | FILL | CUT    | FILL |                |             |
| 16      | 42       | 0    | 13     | 0    |                |             |
| 12      | 11       | 0    | 10     | 0    |                |             |
| 8       | 37       | 0    | 29     | 0    |                |             |
| 17      |          |      | 52     | 0    |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 469+25.00 TO STA. 469+50.00**

**STA-12TH STREET**

233  
790

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| SEEDING | END WIDTH | SO. YDS. | END AREA |      | VOLUME |      | CALCULATED SHR | CHECKED | RWK |
|---------|-----------|----------|----------|------|--------|------|----------------|---------|-----|
|         |           |          | CUT      | FILL | CUT    | FILL |                |         |     |
|         |           |          | 50       | 0    |        |      |                |         |     |
|         |           |          | 63       | 0    |        |      |                |         |     |
|         |           |          | 52       | 0    |        |      |                |         |     |
|         |           |          | 63       | 0    |        |      |                |         |     |
|         |           |          | 52       | 0    |        |      |                |         |     |
|         |           |          | 49       | 0    |        |      |                |         |     |
|         |           |          | 42       | 0    |        |      |                |         |     |
|         |           |          | 146      | 0    |        |      |                |         |     |

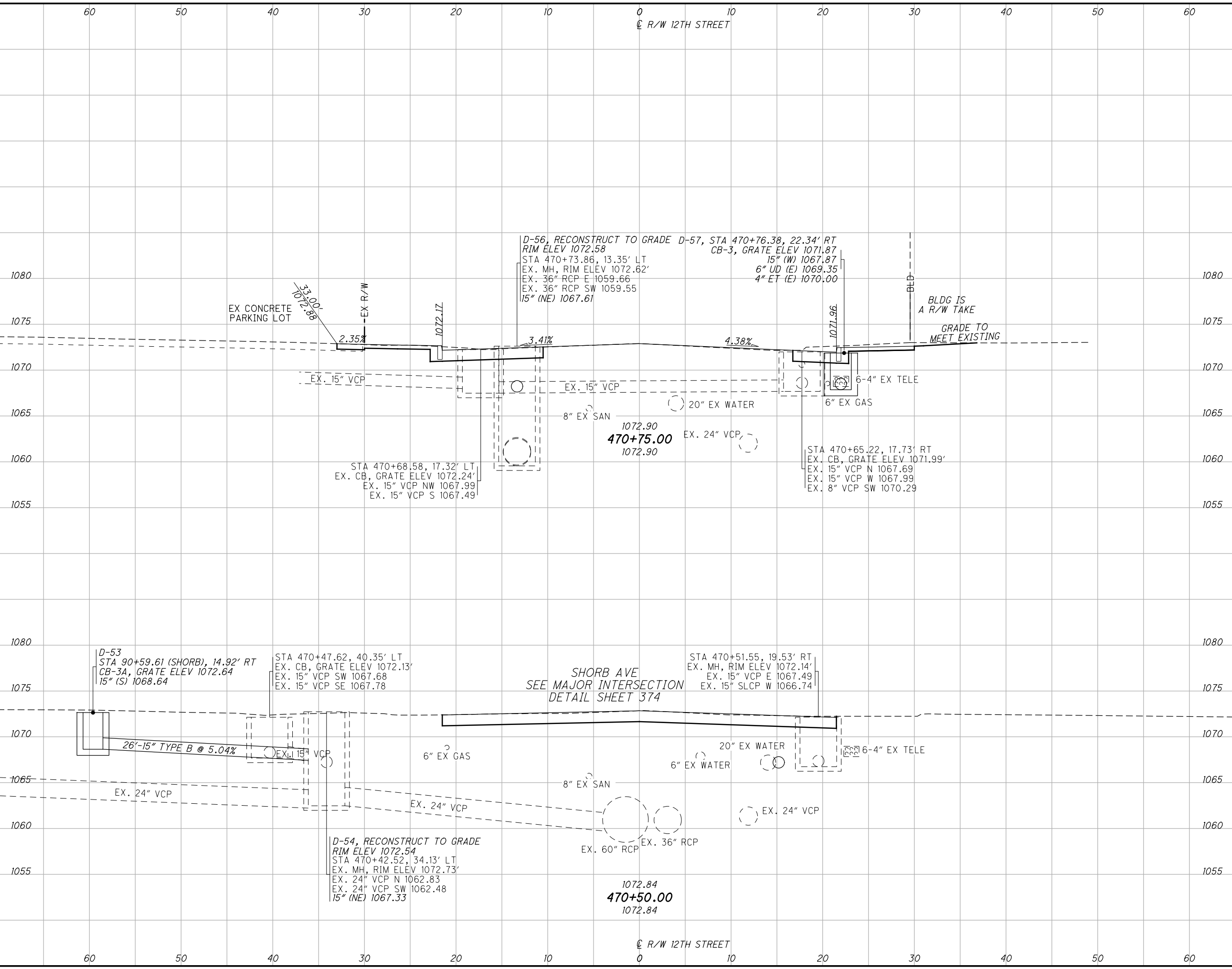
CROSS SECTIONS - 12TH STREET  
STA. 469+75.00 TO STA. 470+25.00

STA - 12TH STREET

234  
790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 7       |          |      | 37     | 1    |            |         |     |
| 9       |          |      | 40     | 1    |            |         |     |
| 0       |          |      | 50     | 0    |            |         |     |
| 9       |          |      | 86     | 1    |            |         |     |



D-56, RECONSTRUCT TO GRADE D-57, STA 470+76.38, 22.34' RT  
 RIM ELEV 1072.58  
 STA 470+73.86, 13.35' LT  
 EX. MH, RIM ELEV 1072.62'  
 EX. 36" RCP E 1059.66  
 EX. 36" RCP SW 1059.55  
 15" (NE) 1067.61  
 CB-3, GRATE ELEV 1071.87  
 15" (W) 1067.87  
 6" UD (E) 1069.35  
 4" ET (E) 1070.00

STA 470+68.58, 17.32' LT  
 EX. CB, GRATE ELEV 1072.24'  
 EX. 15" VCP NW 1067.99  
 EX. 15" VCP S 1067.49  
 STA 470+65.22, 17.73' RT  
 EX. CB, GRATE ELEV 1071.99'  
 EX. 15" VCP N 1067.69  
 EX. 15" VCP W 1067.99  
 EX. 8" VCP SW 1070.29

D-53  
 STA 90+59.61 (SHORB), 14.92' RT  
 CB-3A, GRATE ELEV 1072.64  
 15" (S) 1068.64  
 STA 470+47.62, 40.35' LT  
 EX. CB, GRATE ELEV 1072.13'  
 EX. 15" VCP SW 1067.68  
 EX. 15" VCP SE 1067.78  
 SHORB AVE  
 SEE MAJOR INTERSECTION  
 DETAIL SHEET 374  
 STA 470+51.55, 19.53' RT  
 EX. MH, RIM ELEV 1072.14'  
 EX. 15" VCP E 1067.49  
 EX. 15" SLCP W 1066.74

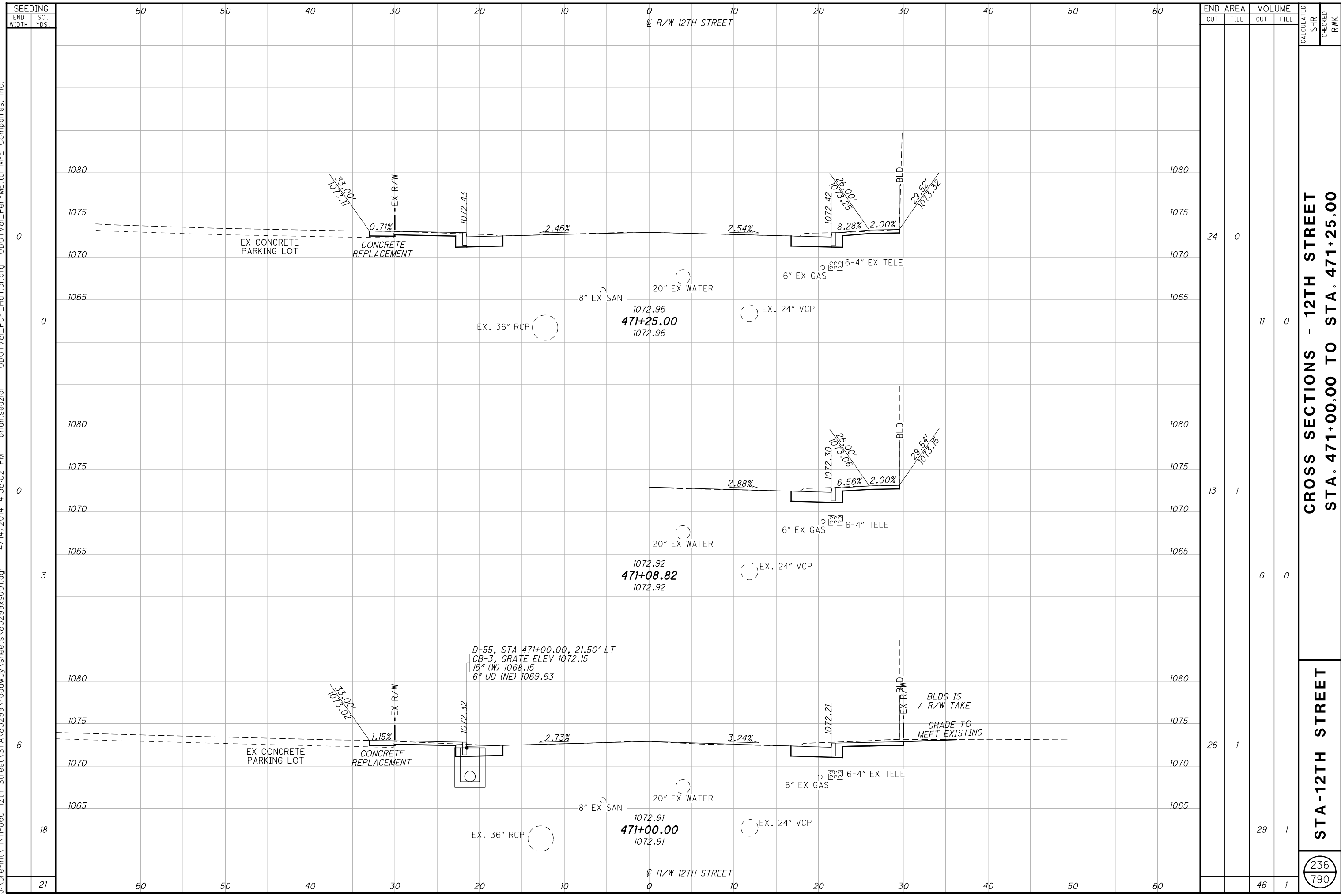
D-54, RECONSTRUCT TO GRADE  
 RIM ELEV 1072.54  
 STA 470+42.52, 34.13' LT  
 EX. MH, RIM ELEV 1072.73'  
 EX. 24" VCP N 1062.83  
 EX. 24" VCP SW 1062.48  
 15" (NE) 1067.33  
 1072.84  
 470+50.00  
 1072.84

CROSS SECTIONS - 12TH STREET  
 STA. 470+50.00 TO STA. 470+75.00

STA - 12TH STREET

235  
790

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| END AREA | VOLUME | CALCULATED SHR | CHECKED RWK |
|----------|--------|----------------|-------------|
|          |        |                |             |
| 24       | 0      |                |             |
| 13       | 1      |                |             |
| 26       | 1      |                |             |
| 46       | 1      |                |             |

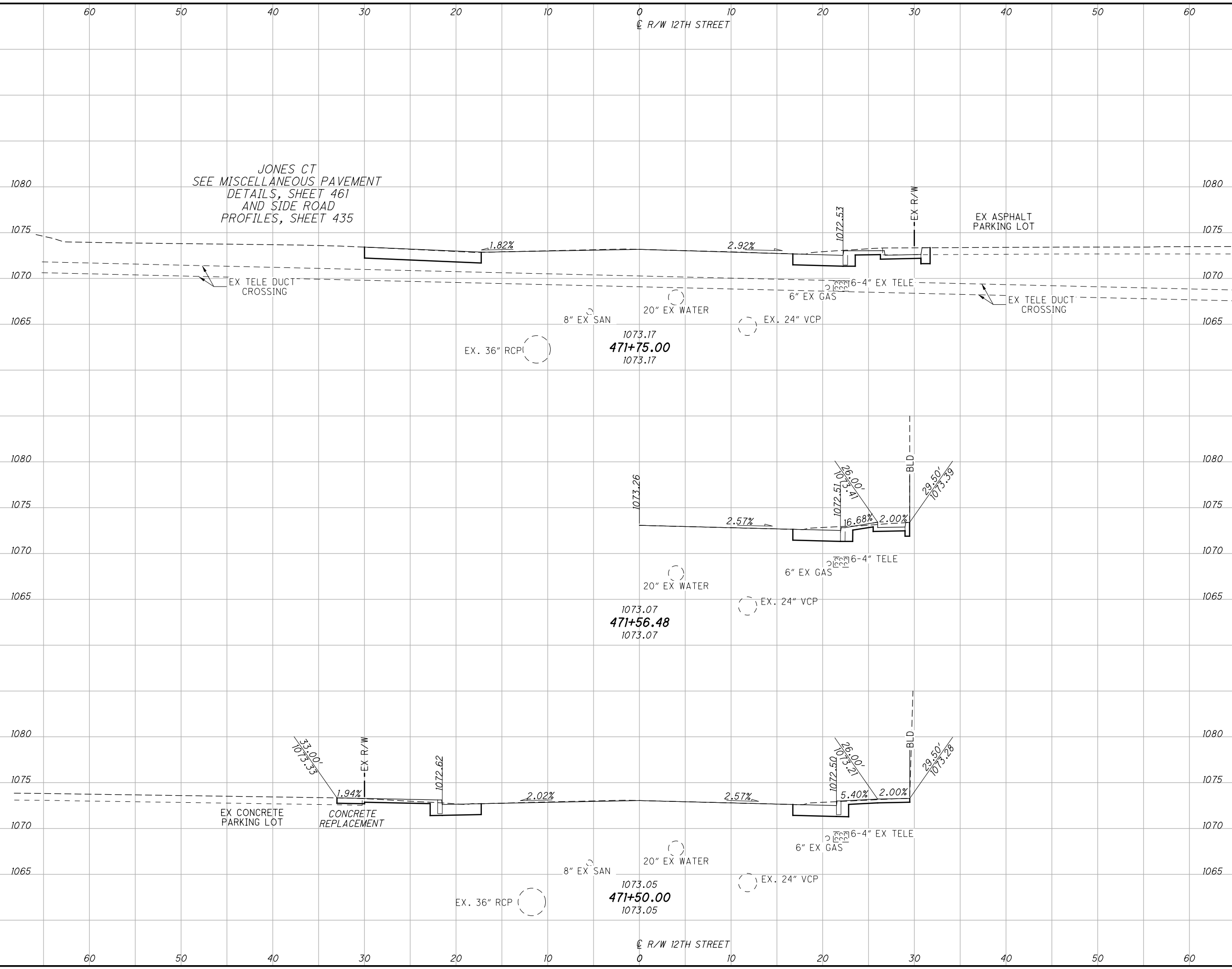
**CROSS SECTIONS - 12TH STREET  
STA. 471+00.00 TO STA. 471+25.00**

**STA-12TH STREET**

236  
790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299s001.dgn 4/14/2014 4:38:04 PM brion.sezior\ ODOTV8i\_PDF\_Half.pltctg ODOTV8i\_Pen-ME.tbl M-E Companies, Inc.

| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 60        | 0        |
| 50        | 0        |
| 40        | 0        |
| 30        | 0        |
| 20        | 0        |
| 10        | 0        |
| 0         | 0        |
| 10        | 0        |
| 20        | 0        |
| 30        | 0        |
| 40        | 0        |
| 50        | 0        |
| 60        | 0        |



| END AREA |      | VOLUME |      |
|----------|------|--------|------|
| CUT      | FILL | CUT    | FILL |
| 35       | 0    | 27     | 0    |
| 23       | 0    | 22     | 0    |
|          |      | 49     | 0    |

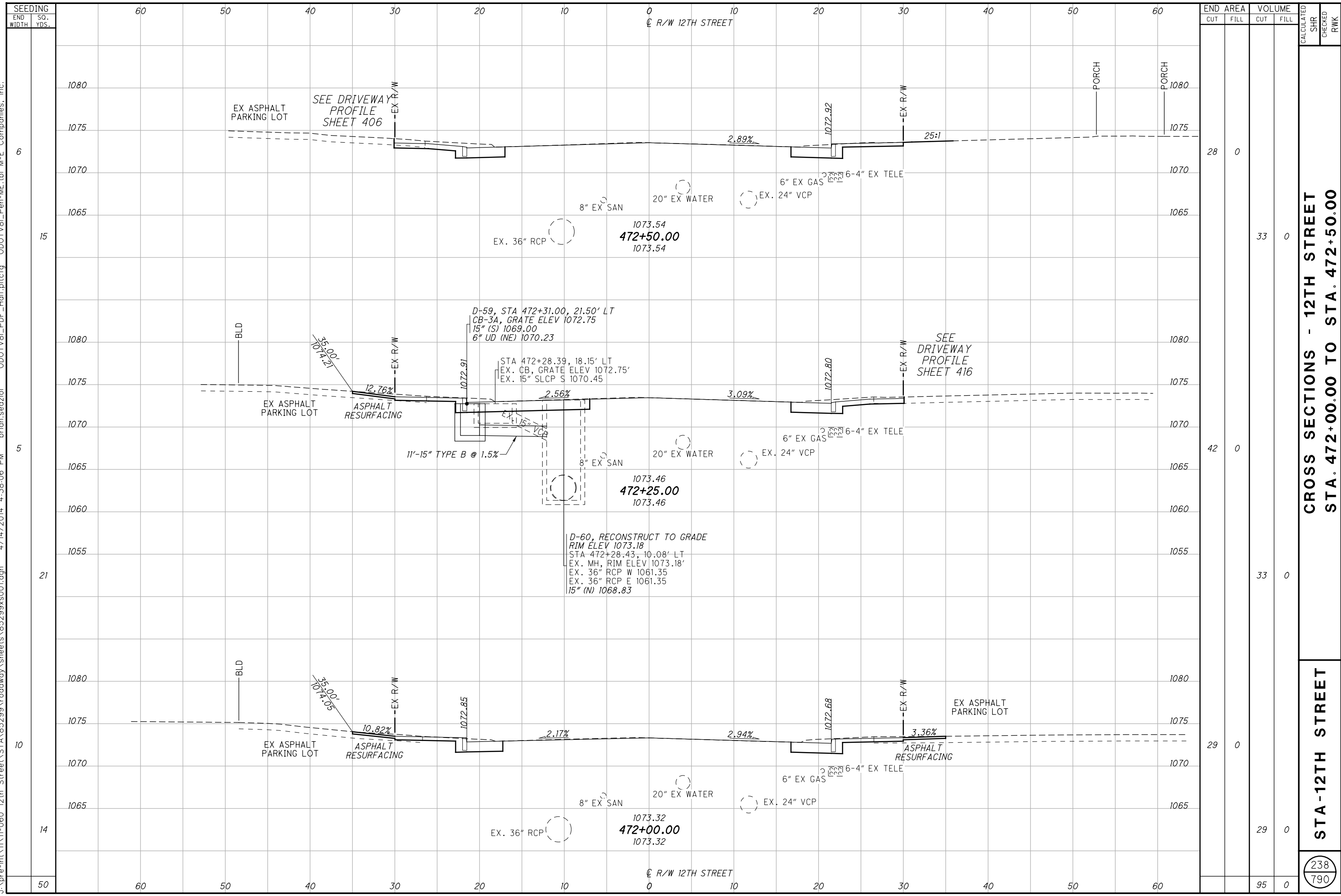
| CALCULATED | CHECKED | BY |
|------------|---------|----|
|            |         |    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 471+50.00 TO STA. 471+75.00**

**STA - 12TH STREET**

237  
790

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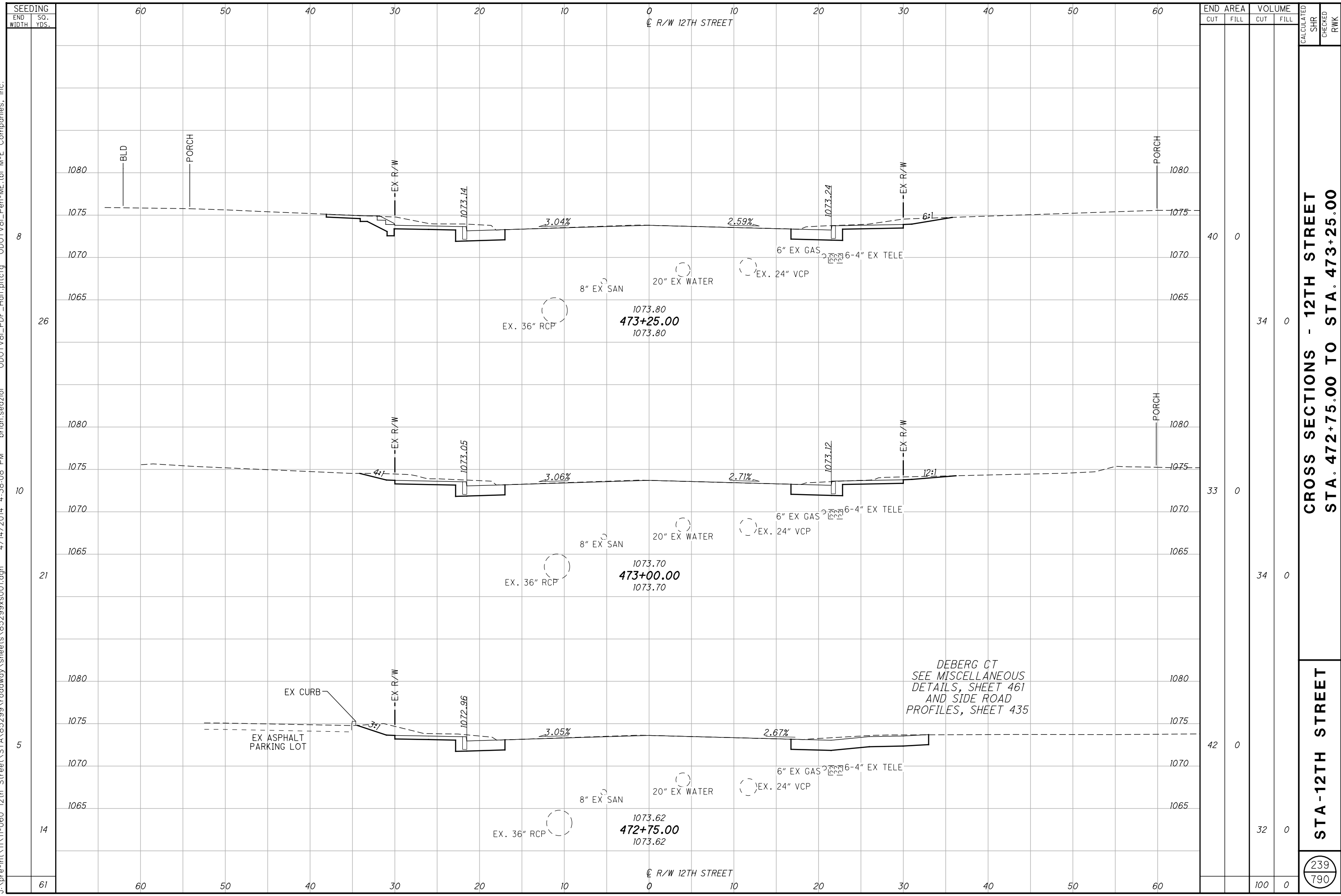
| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 6       | 28       | 0    |        |      |            |         |     |
| 15      |          |      | 33     | 0    |            |         |     |
| 5       | 42       | 0    |        |      |            |         |     |
| 21      |          |      | 33     | 0    |            |         |     |
| 10      | 29       | 0    |        |      |            |         |     |
| 14      |          |      | 29     | 0    |            |         |     |
| 50      |          |      | 95     | 0    |            |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 472+00.00 TO STA. 472+50.00**

**STA-12TH STREET**

238  
790

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| END AREA | VOLUME | CALCULATED |      | CHECKED |     |
|----------|--------|------------|------|---------|-----|
|          |        | CUT        | FILL | SHR     | RWK |
| 40       | 0      |            |      |         |     |
| 33       | 0      |            |      |         |     |
| 42       | 0      |            |      |         |     |
| 100      | 0      |            |      |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 472+75.00 TO STA. 473+25.00**

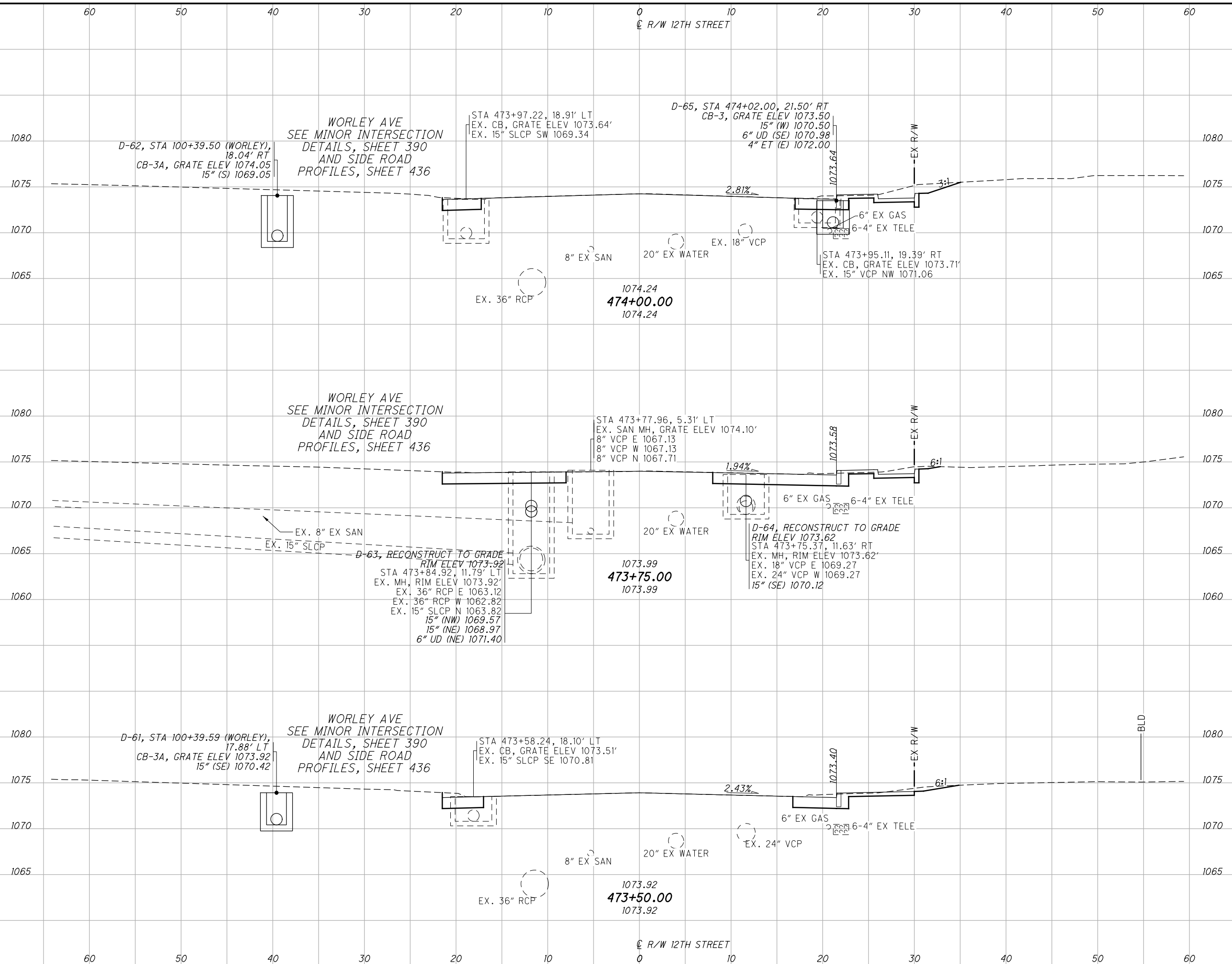
**STA-12TH STREET**

239  
790



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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 5       | 24       | 0    | 30     | 0    |            |         |     |
| 2       | 41       | 0    | 28     | 0    |            |         |     |
| 5       | 20       | 0    | 28     | 0    |            |         |     |
| 18      |          |      | 86     | 0    |            |         |     |
| 38      |          |      |        |      |            |         |     |

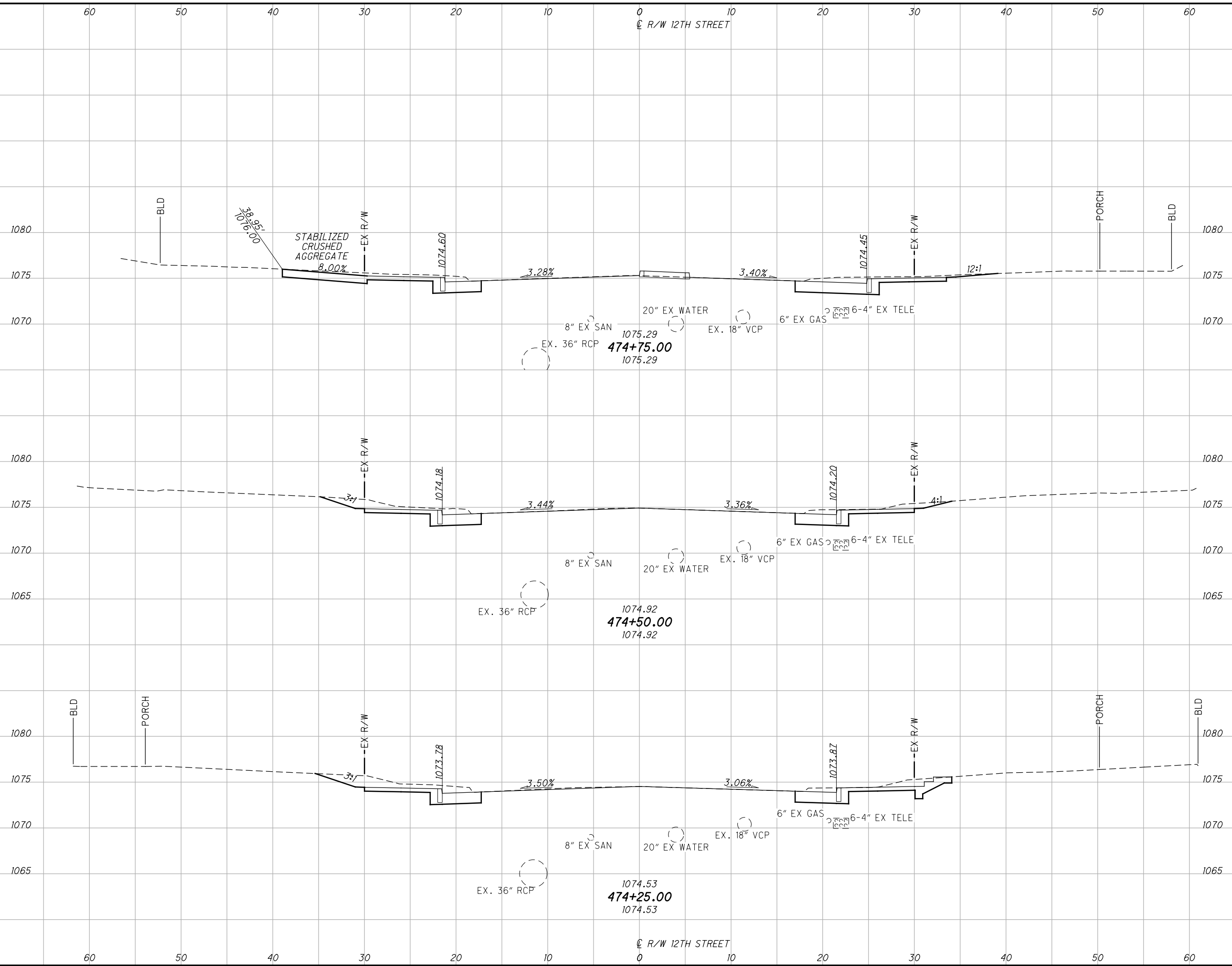


| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 5       | 24       | 0    | 30     | 0    |            |         |     |
| 2       | 41       | 0    | 28     | 0    |            |         |     |
| 5       | 20       | 0    | 28     | 0    |            |         |     |
| 18      |          |      | 86     | 0    |            |         |     |
| 38      |          |      |        |      |            |         |     |

**CROSS SECTIONS - 12TH STREET**  
**STA. 473+50.00 TO STA. 474+00.00**  
**STA - 12TH STREET**  
240  
790

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| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 60        | 15       |
| 50        | 34       |
| 40        | 9        |
| 30        | 21       |
| 20        | 6        |
| 10        | 15       |
| 0         | 70       |



| END AREA |      | VOLUME |      |
|----------|------|--------|------|
| CUT      | FILL | CUT    | FILL |
| 43       | 3    | 36     | 1    |
| 34       | 0    | 35     | 0    |
| 42       | 0    | 31     | 0    |
|          |      | 102    | 1    |

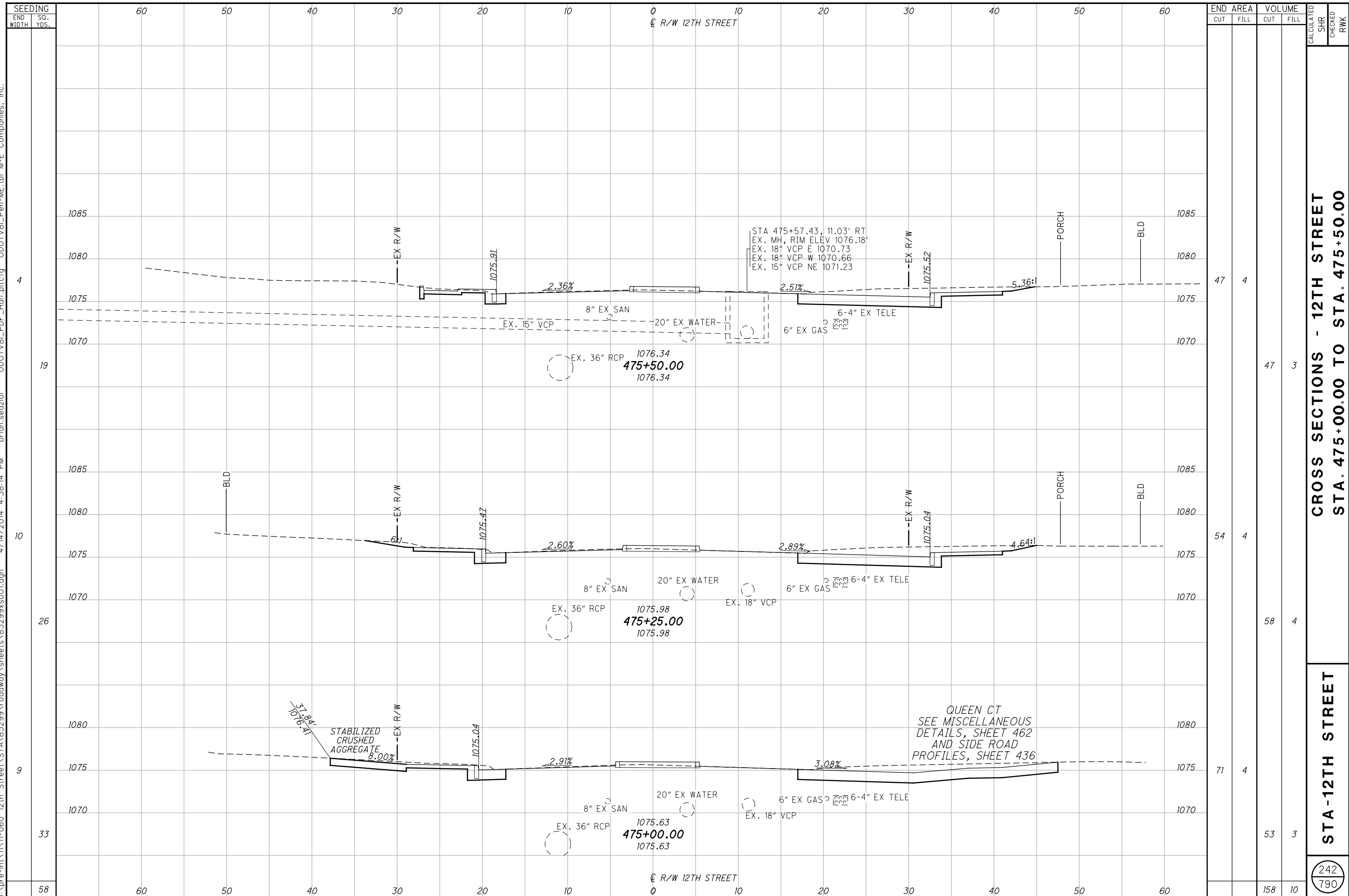
| CALCULATED | CHECKED | DATE |
|------------|---------|------|
| SHR        | SHR     |      |
| CHKD       | CHKD    |      |
| RWK        | RWK     |      |

**CROSS SECTIONS - 12TH STREET**  
**STA. 474+25.00 TO STA. 474+75.00**

**STA-12TH STREET**

241  
790

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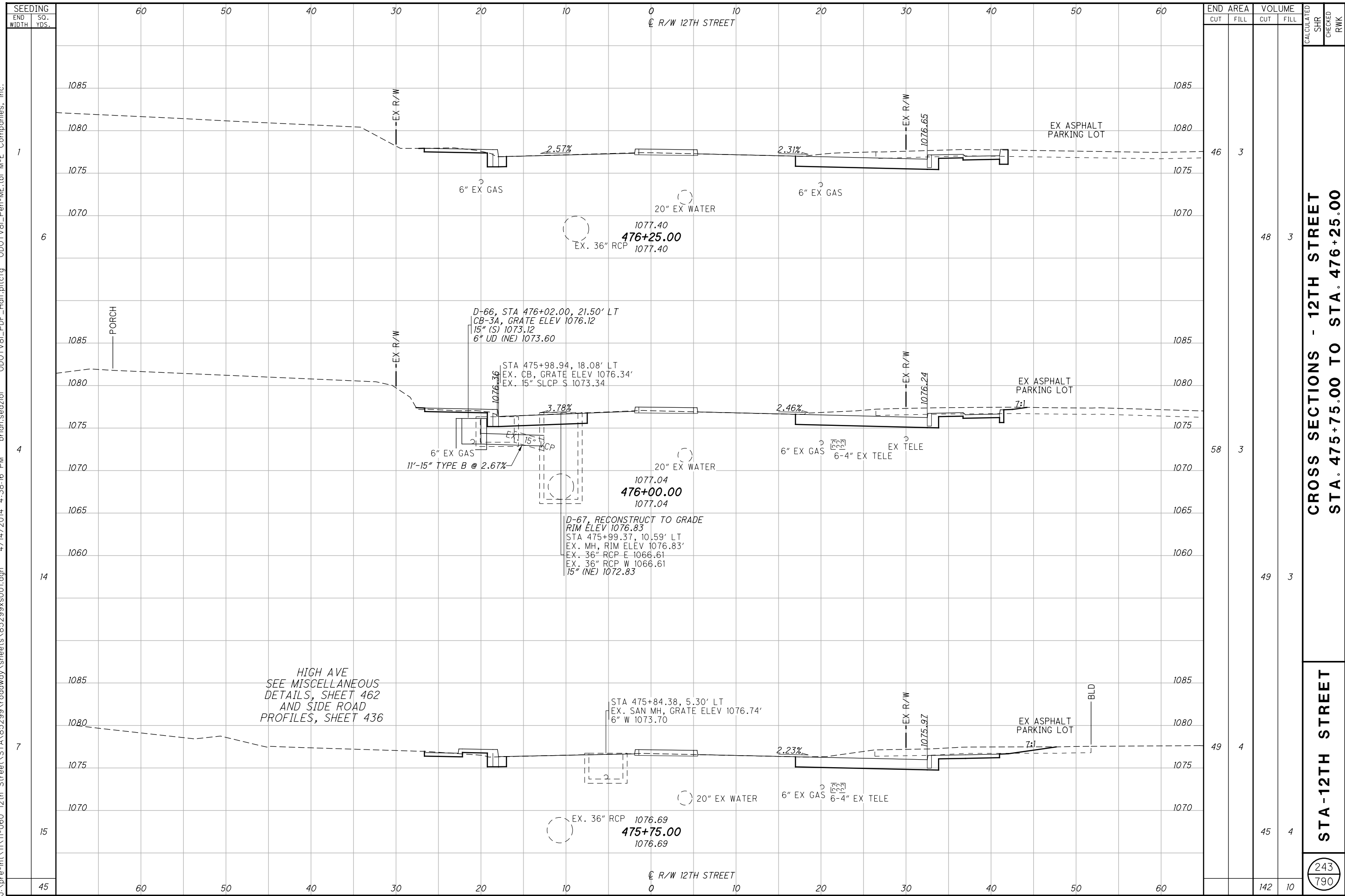
| SEEDING   |          | END AREA |      | VOLUME |      | CALCULATED |         |
|-----------|----------|----------|------|--------|------|------------|---------|
| END WIDTH | SO. YDS. | CUT      | FILL | CUT    | FILL | SHR        | CHECKED |
| 60        | 50       |          |      |        |      |            |         |
| 47        | 4        | 47       | 4    | 47     | 3    |            |         |
| 54        | 4        | 54       | 4    | 58     | 4    |            |         |
| 71        | 4        | 71       | 4    | 53     | 3    |            |         |
| 58        | 10       | 158      | 10   |        |      |            |         |

**CROSS SECTIONS - 12TH STREET**  
**STA. 475+00.00 TO STA. 475+50.00**

**STA-12TH STREET**

242  
790

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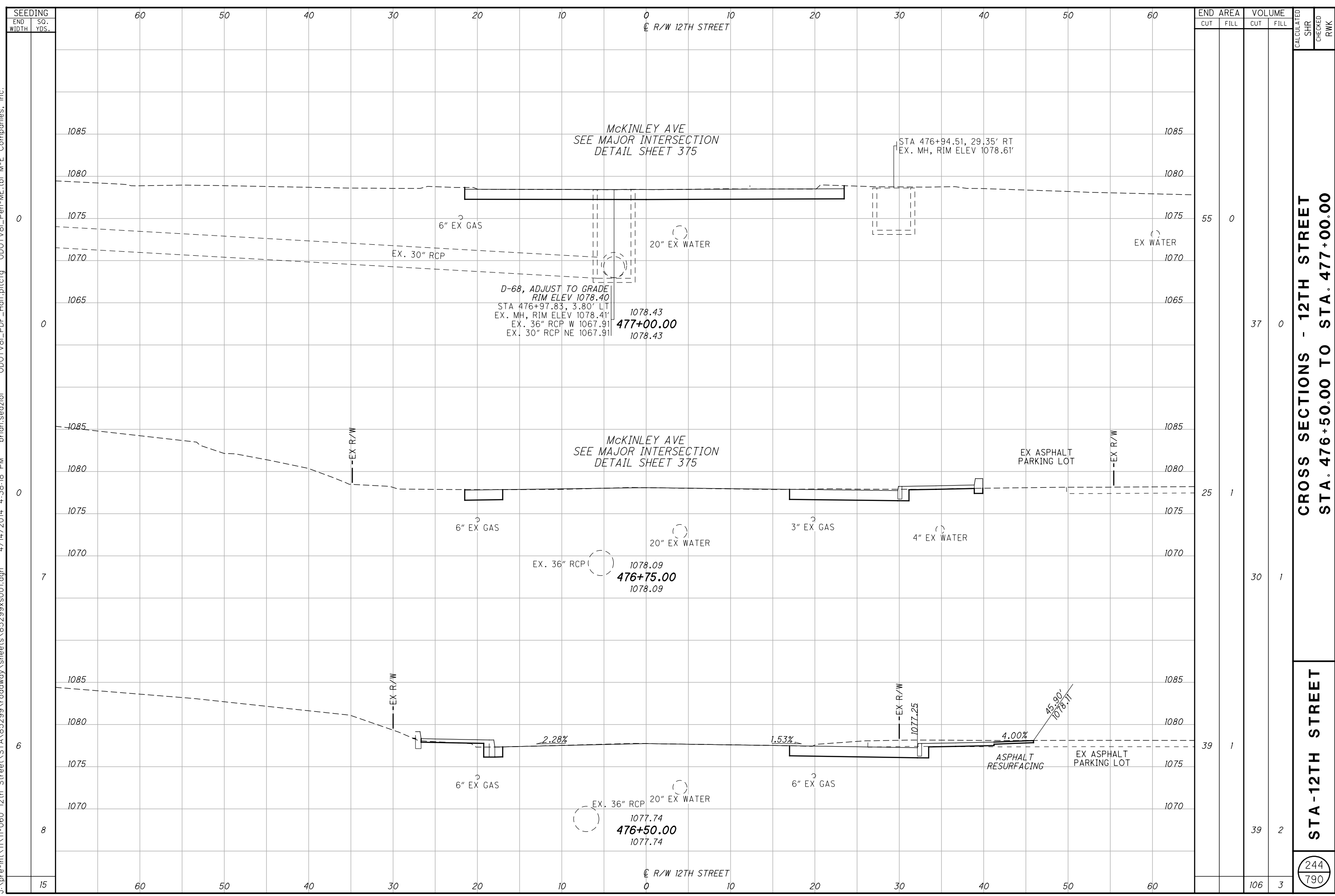
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 46       | 3      |            |         |     |
| 48       | 3      |            |         |     |
| 58       | 3      |            |         |     |
| 49       | 3      |            |         |     |
| 49       | 4      |            |         |     |
| 45       | 4      |            |         |     |
| 142      | 10     |            |         |     |

**CROSS SECTIONS - 12TH STREET**  
**STA. 475+75.00 TO STA. 476+25.00**

**STA - 12TH STREET**

243  
 790

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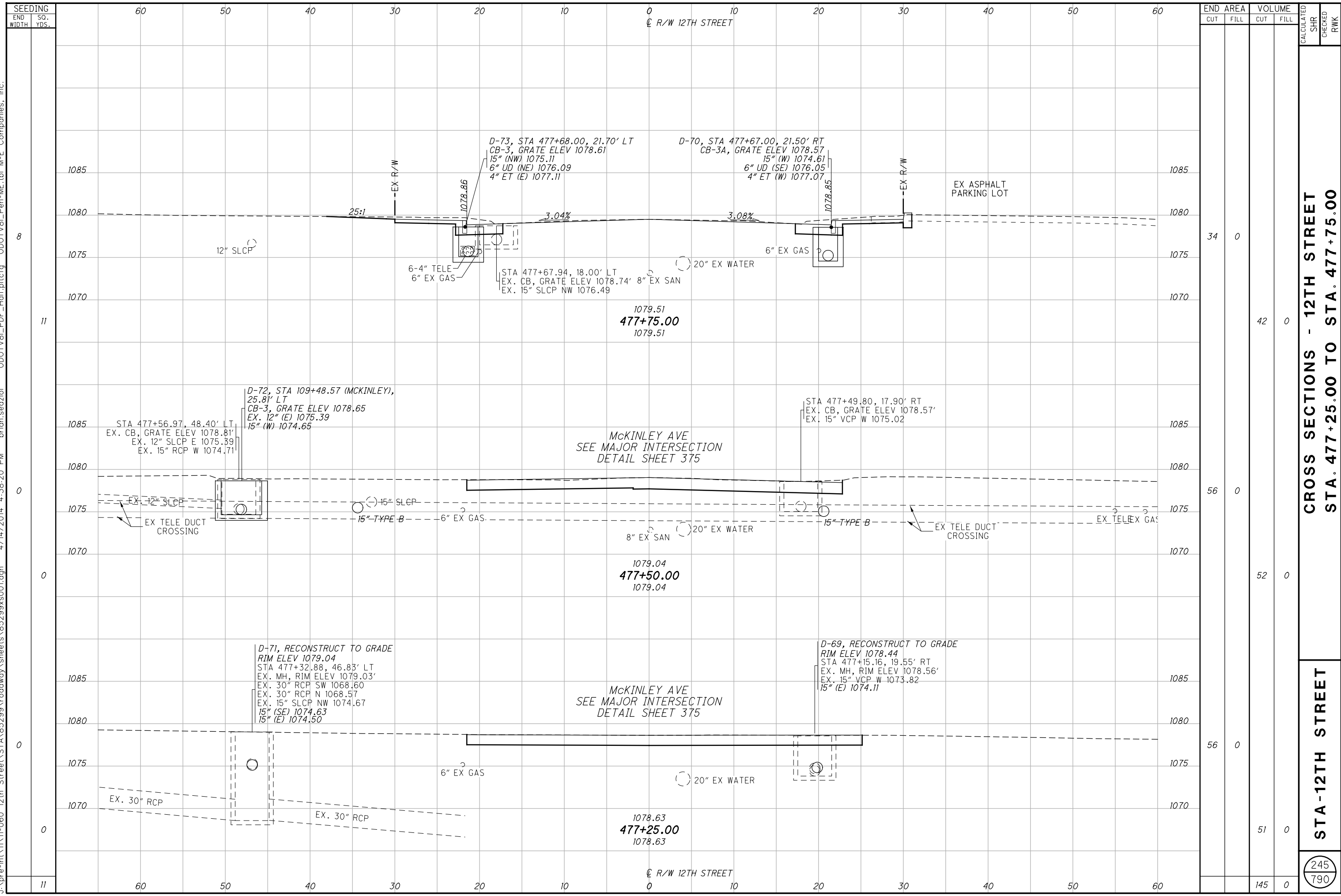


**CROSS SECTIONS - 12TH STREET**  
**STA. 476+50.00 TO STA. 477+00.00**

**STA-12TH STREET**

244  
790

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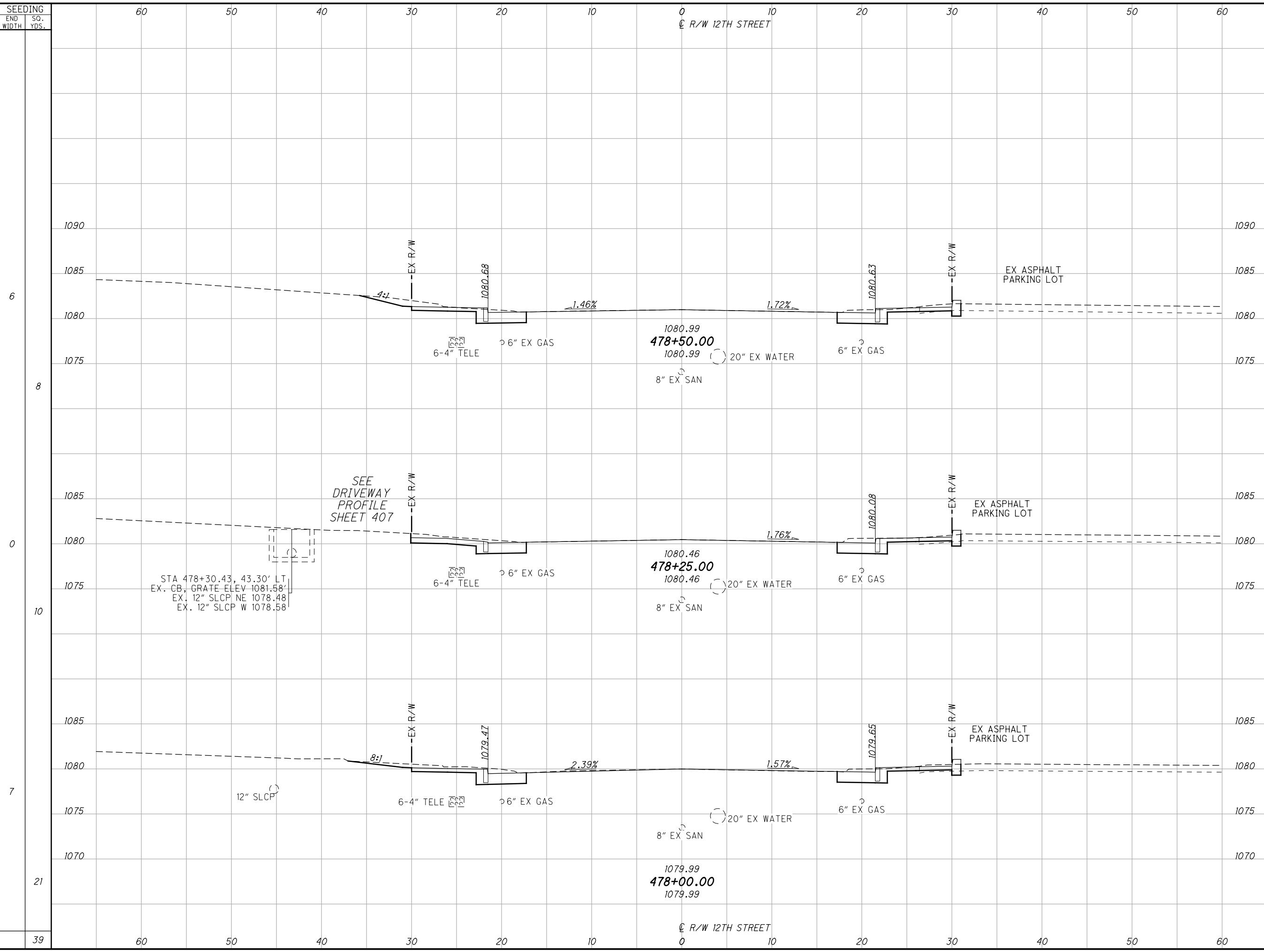
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 34       | 0      |            |         |     |
| 56       | 0      |            |         |     |
| 56       | 0      |            |         |     |
| 51       | 0      |            |         |     |
| 145      | 0      |            |         |     |

**CROSS SECTIONS - 12TH STREET**  
**STA. 477+25.00 TO STA. 477+75.00**

**STA-12TH STREET**

245  
790

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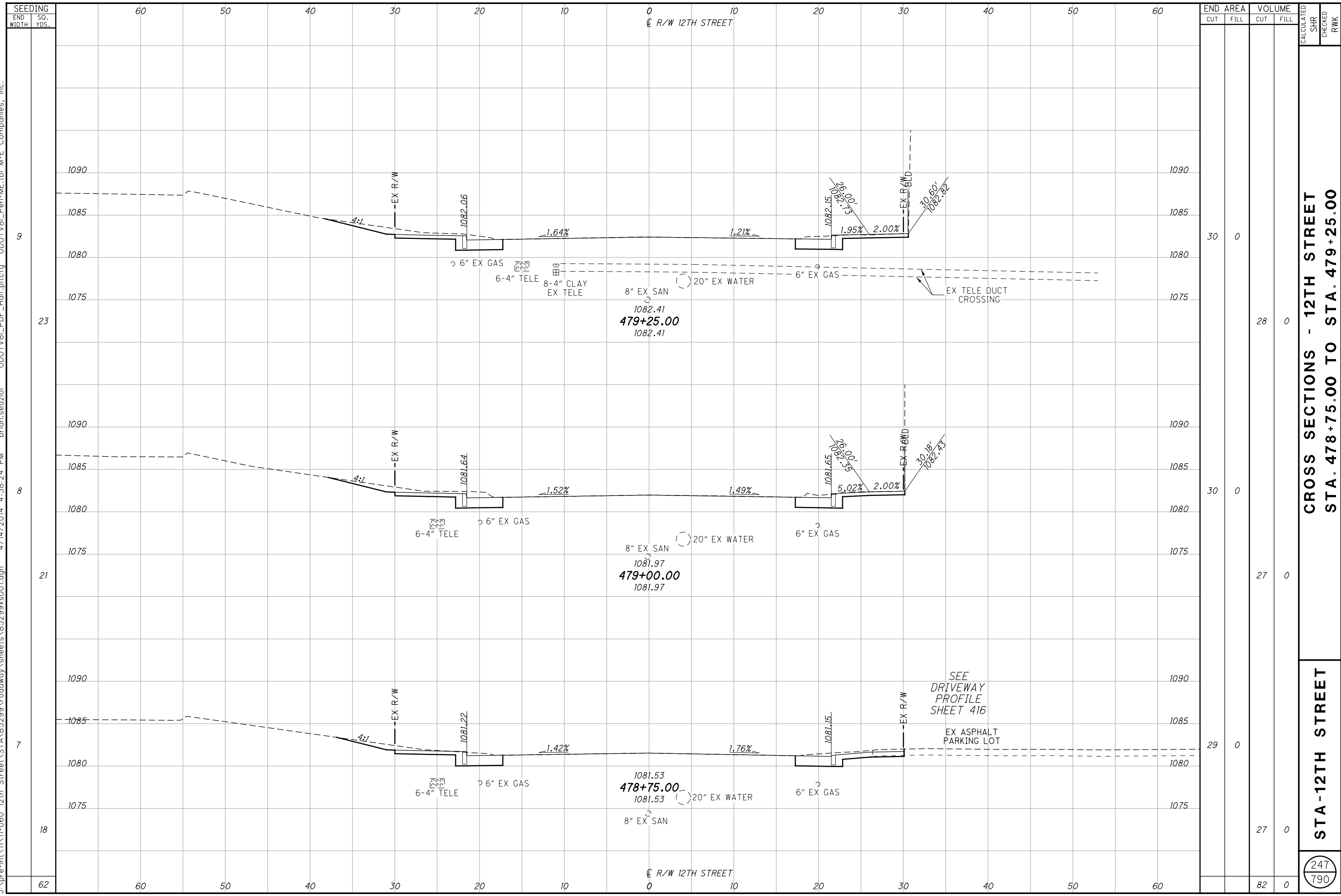
| END AREA | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|----------|--------|------|----------------|-------------|
|          | CUT    | FILL |                |             |
| 29       | 0      | 0    |                |             |
| 28       | 0      | 0    |                |             |
| 29       | 0      | 0    |                |             |
| 81       | 0      | 0    |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 478+00.00 TO STA. 478+50.00**

**STA-12TH STREET**

246  
790

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| END AREA | VOLUME | CALCULATED | CHECKED | RWK |     |      |
|----------|--------|------------|---------|-----|-----|------|
|          |        |            |         |     | CUT | FILL |
| 30       | 0      |            |         |     |     |      |
| 30       | 0      |            |         |     |     |      |
| 29       | 0      |            |         |     |     |      |
| 82       | 0      |            |         |     |     |      |

**CROSS SECTIONS - 12TH STREET  
STA. 478+75.00 TO STA. 479+25.00**

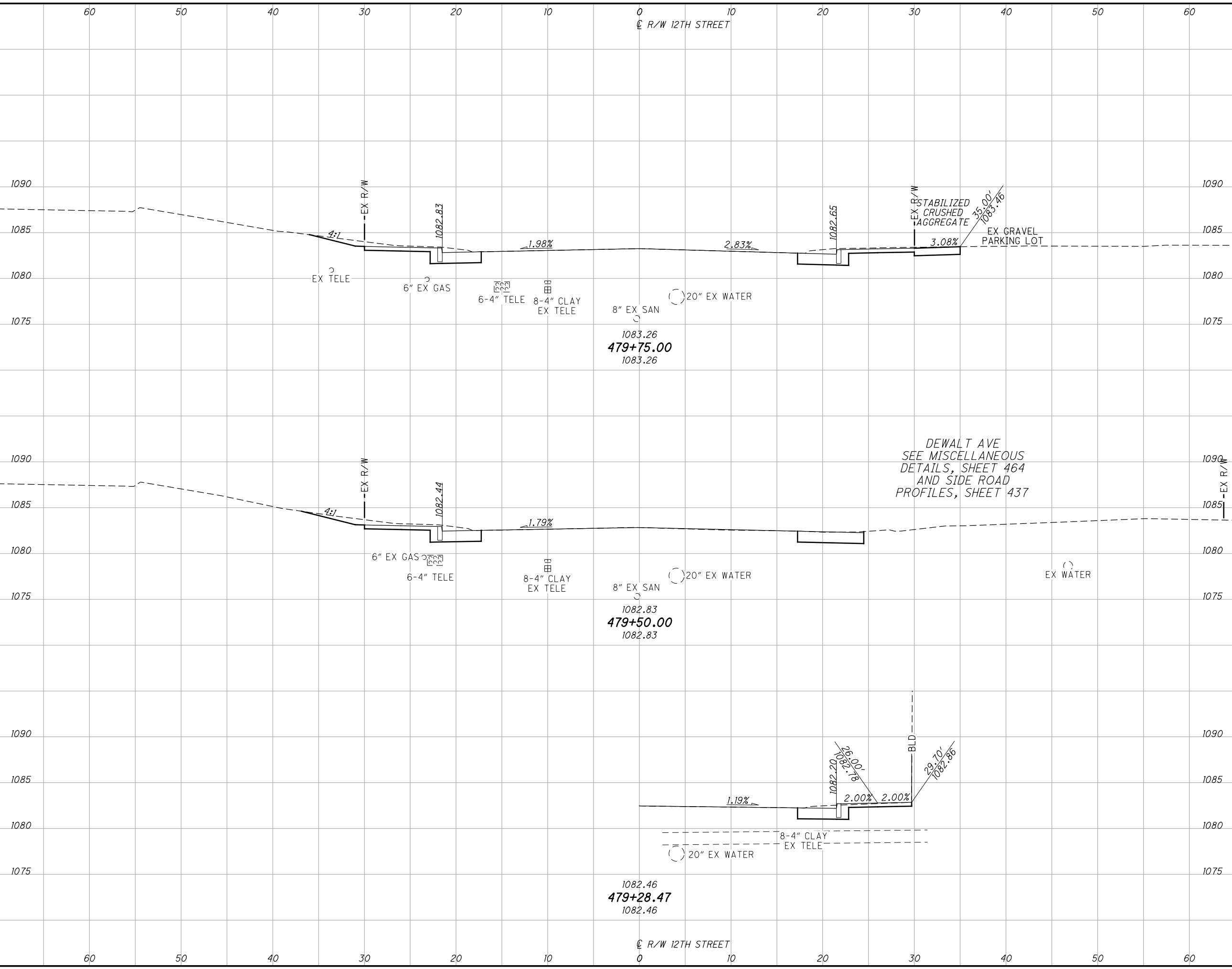
**STA-12TH STREET**

247  
790



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| SEEDING | END SO. |      |
|---------|---------|------|
|         | WIDTH   | YDS. |
| 11      | 60      | 60   |
| 25      | 60      | 60   |
| 7       | 60      | 60   |
| 8       | 60      | 60   |
| 0       | 60      | 60   |
| 2       | 60      | 60   |
| 35      | 60      | 60   |



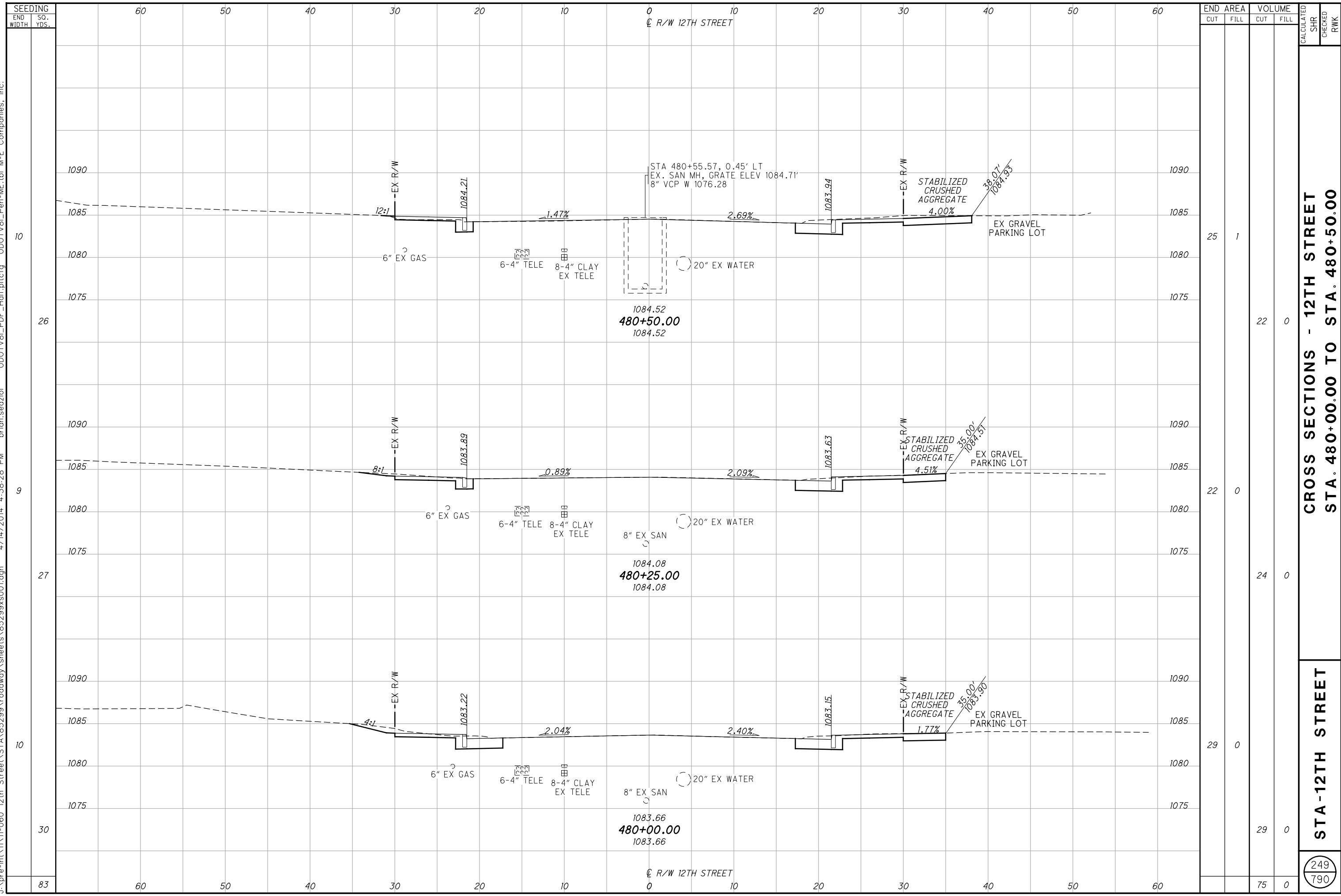
| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
| 33       | 0      | 0    |
| 27       | 0      | 0    |
| 25       | 0      | 0    |
| 14       | 0      | 0    |
| 10       | 0      | 0    |
| 3        | 0      | 0    |
| 44       | 0      | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 479+28.47 TO STA. 479+75.00**

**STA - 12TH STREET**

248  
790

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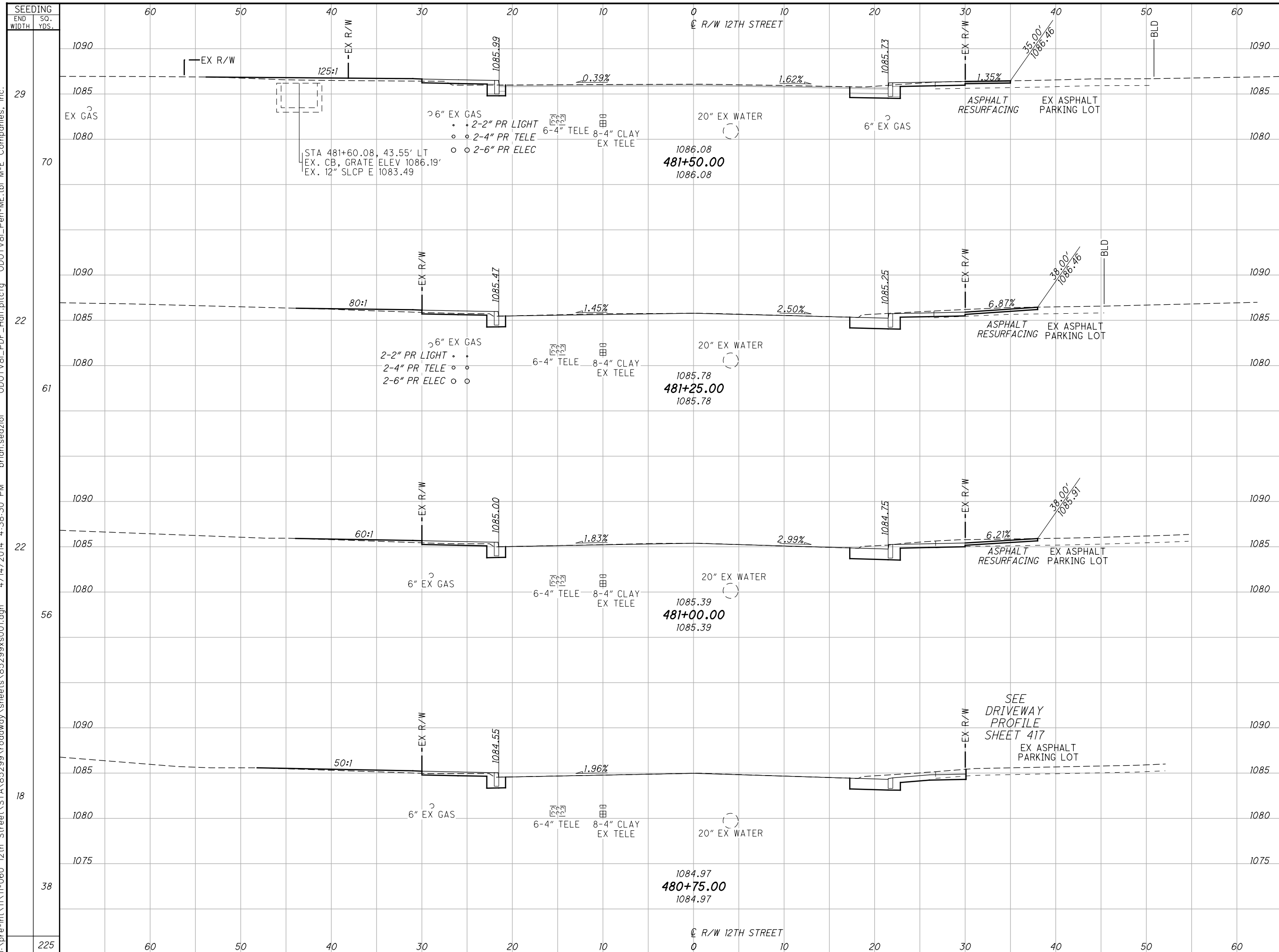
| END STA      | AREA      |          | VOLUME    |          | CALCULATED SHR | CHECKED RWK |
|--------------|-----------|----------|-----------|----------|----------------|-------------|
|              | CUT       | FILL     | CUT       | FILL     |                |             |
| 480+50.00    | 25        | 1        | 22        | 0        |                |             |
| 480+25.00    | 22        | 0        | 24        | 0        |                |             |
| 480+00.00    | 29        | 0        | 29        | 0        |                |             |
| <b>TOTAL</b> | <b>75</b> | <b>1</b> | <b>75</b> | <b>0</b> |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 480+00.00 TO STA. 480+50.00**

**STA-12TH STREET**

249  
790

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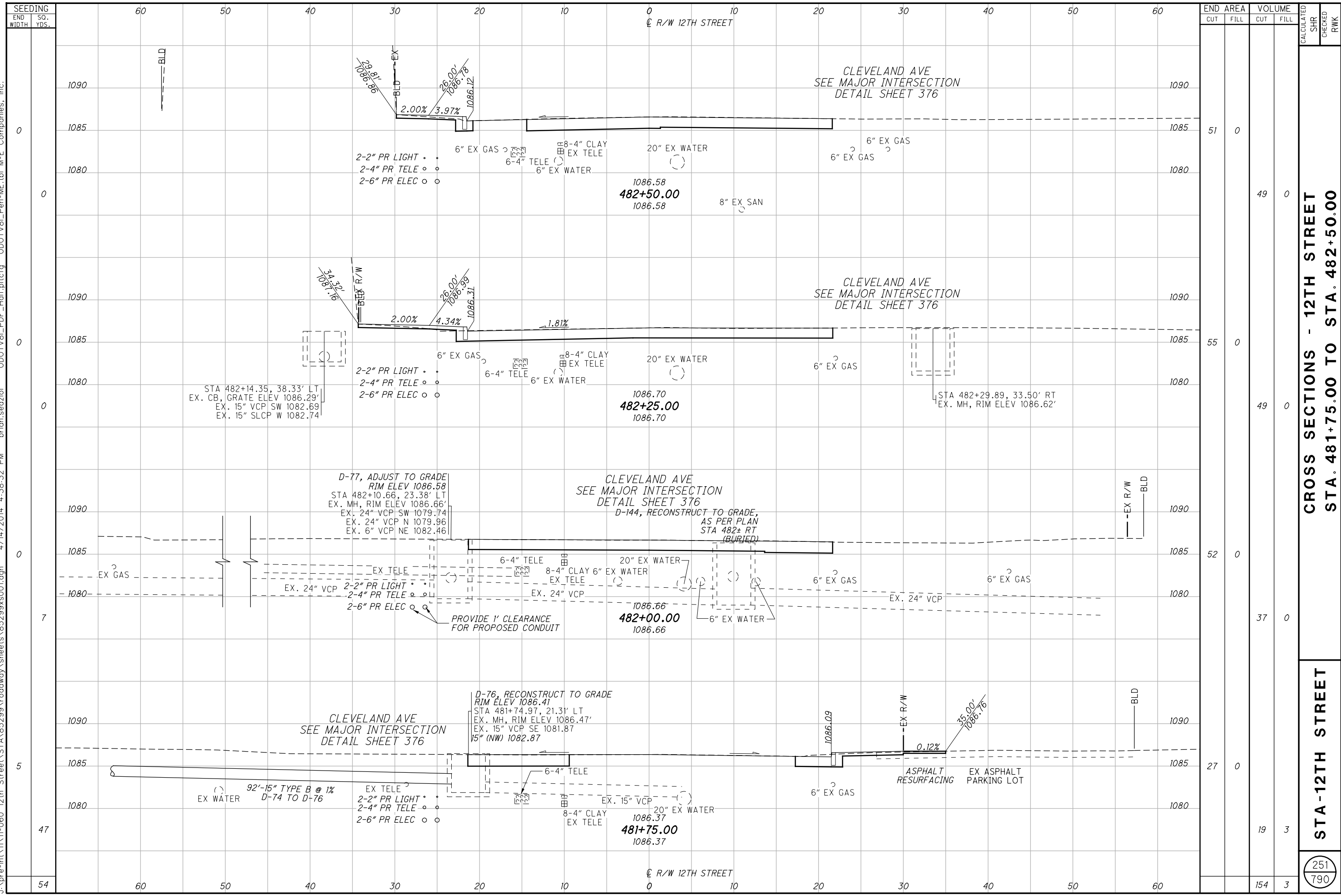
| STATION | END AREA |      | VOLUME |      |
|---------|----------|------|--------|------|
|         | CUT      | FILL | CUT    | FILL |
| 29      | 14       | 6    |        |      |
| 70      |          |      | 17     | 3    |
| 22      | 21       | 2    |        |      |
| 61      |          |      | 20     | 2    |
| 22      | 21       | 2    |        |      |
| 56      |          |      | 19     | 2    |
| 18      | 20       | 2    |        |      |
| 38      |          |      | 21     | 1    |
| 225     |          |      | 77     | 8    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 480+75.00 TO STA. 481+50.00**

|            |         |
|------------|---------|
| CALCULATED | CHECKED |
| SHR        | RWK     |

250  
790

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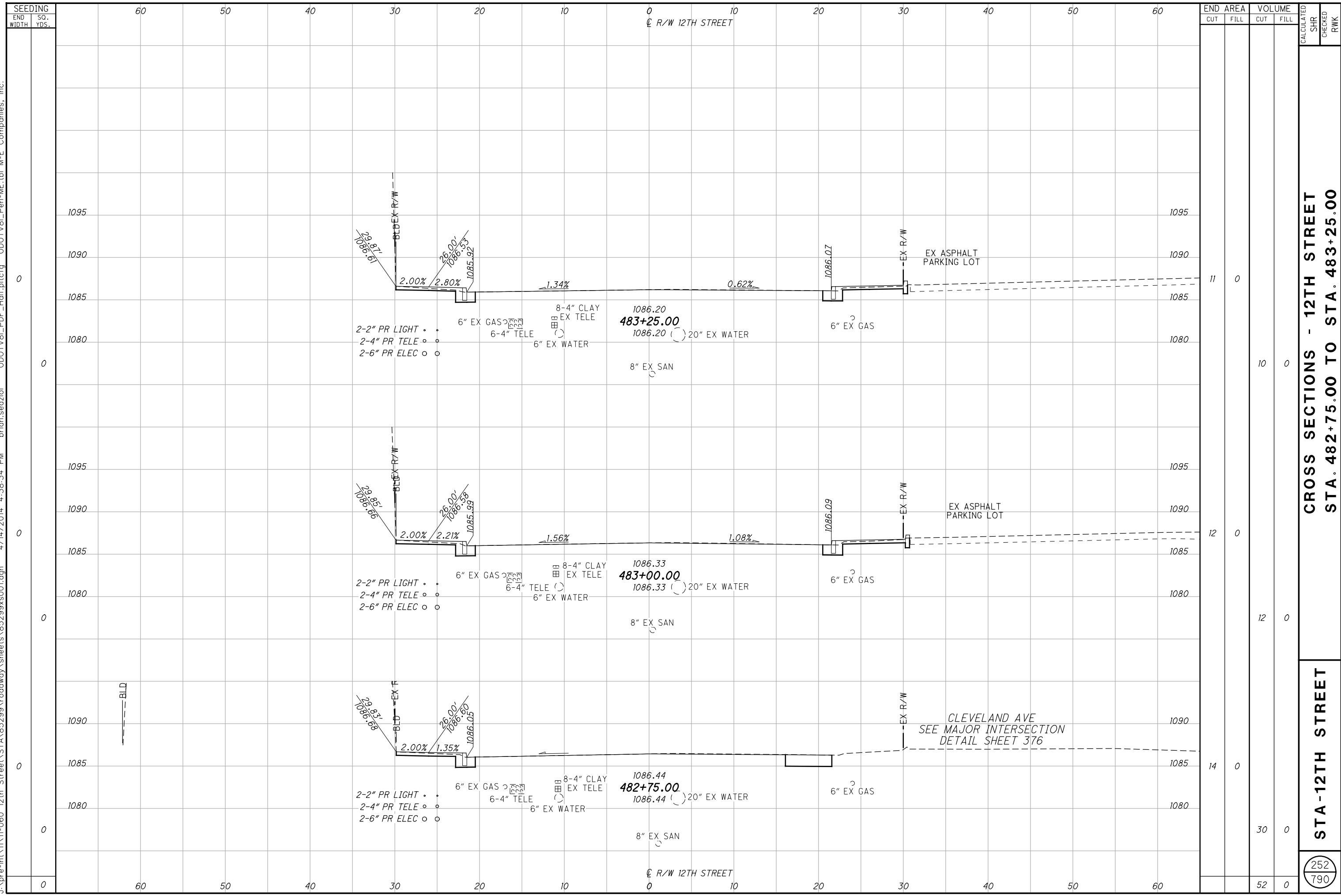
| STATION      | END AREA   |          | VOLUME     |          | CALCULATED SHR | CHECKED RWK |
|--------------|------------|----------|------------|----------|----------------|-------------|
|              | CUT        | FILL     | CUT        | FILL     |                |             |
| 482+50.00    | 51         | 0        | 49         | 0        |                |             |
| 482+25.00    | 55         | 0        | 49         | 0        |                |             |
| 482+00.00    | 52         | 0        | 37         | 0        |                |             |
| 481+75.00    | 27         | 0        | 19         | 3        |                |             |
| <b>TOTAL</b> | <b>154</b> | <b>0</b> | <b>154</b> | <b>3</b> |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 481+75.00 TO STA. 482+50.00**

**STA - 12TH STREET**

251  
790

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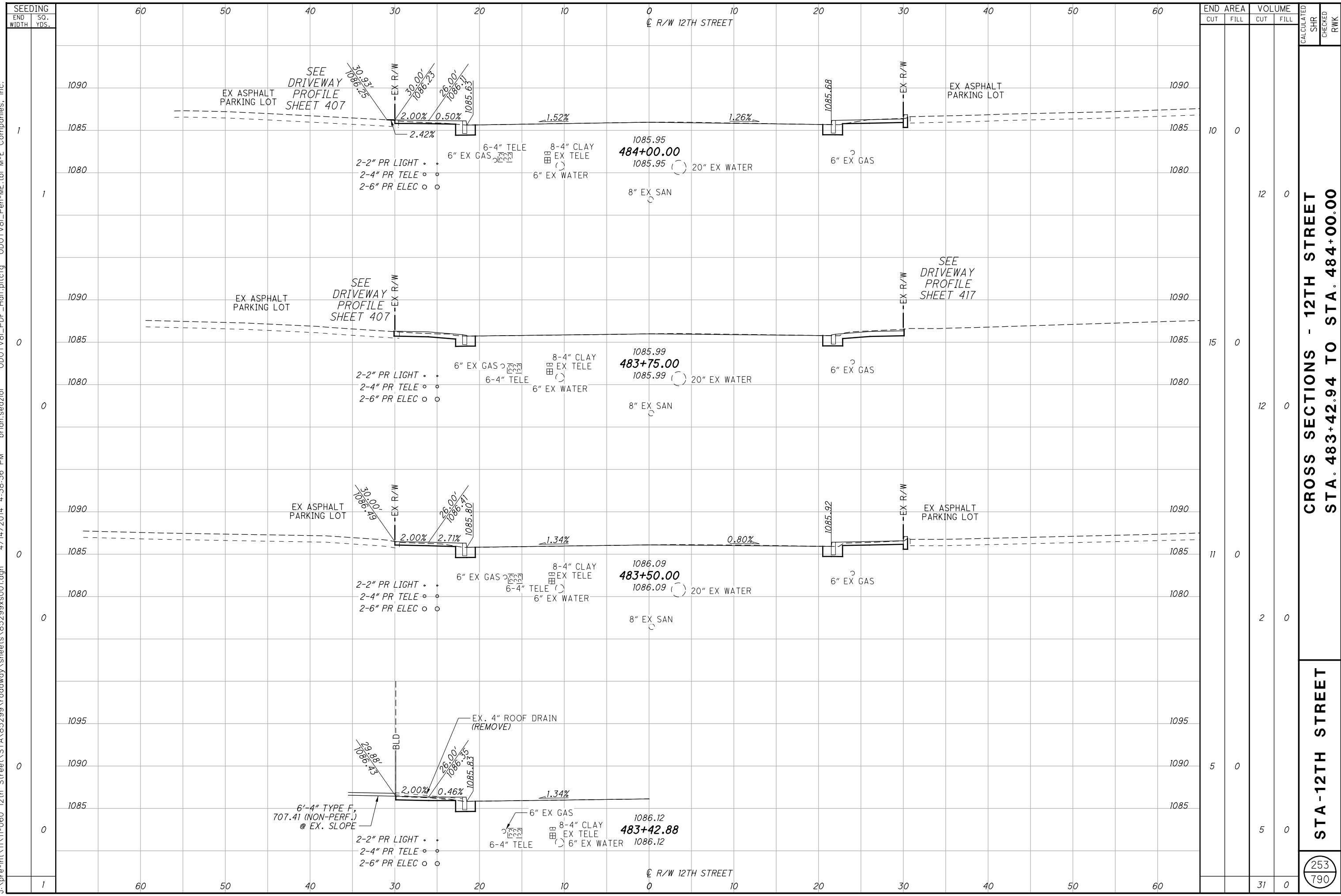


**CROSS SECTIONS - 12TH STREET  
STA. 482+75.00 TO STA. 483+25.00**

**STA - 12TH STREET**

252  
790

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| SEEDING   |          | END AREA |      | VOLUME |      | CALCULATED |     |
|-----------|----------|----------|------|--------|------|------------|-----|
| END WIDTH | SO. YDS. | CUT      | FILL | CUT    | FILL | SHR        | RWK |
| 1         |          | 10       | 0    | 12     | 0    |            |     |
| 1         |          | 15       | 0    | 12     | 0    |            |     |
| 0         |          | 11       | 0    | 2      | 0    |            |     |
| 0         |          | 5        | 0    | 5      | 0    |            |     |
| 1         |          |          |      | 31     | 0    |            |     |

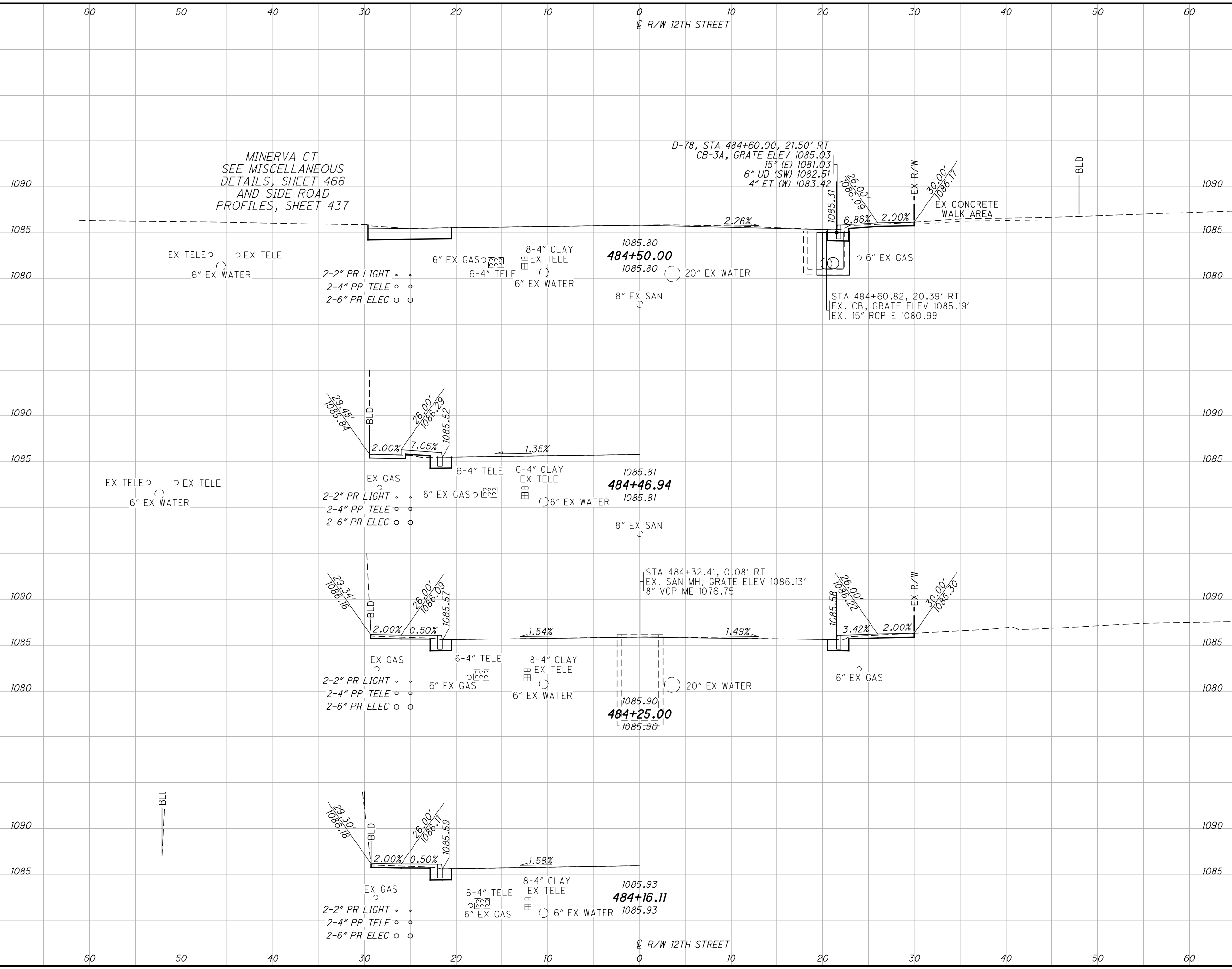
**CROSS SECTIONS - 12TH STREET  
STA. 483+42.94 TO STA. 484+00.00**

**STA - 12TH STREET**

253  
790

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| SEEDING | END   |      | SO. |      | CUT |      | FILL |      | VOLUME | CALCULATED | CHECKED | RWK |
|---------|-------|------|-----|------|-----|------|------|------|--------|------------|---------|-----|
|         | WIDTH | YDS. | CUT | FILL | CUT | FILL | CUT  | FILL |        |            |         |     |
|         |       |      |     |      | 18  | 0    | 4    | 1    | 6      | 0          |         |     |
|         |       |      |     |      | 10  | 0    |      |      | 9      | 0          |         |     |
|         |       |      |     |      |     |      |      |      | 16     | 0          |         |     |



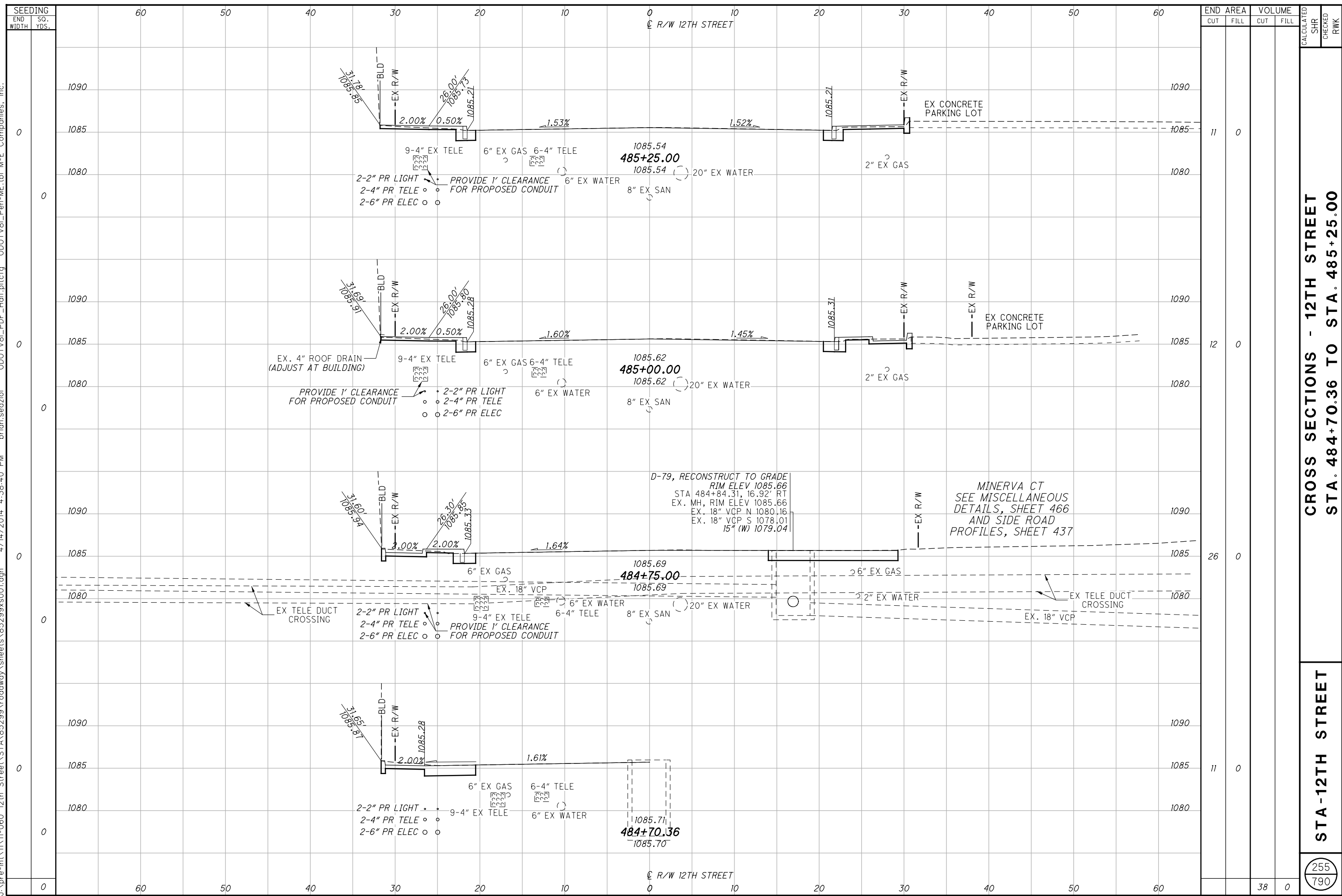
| END AREA | VOLUME |      | CALCULATED | CHECKED | RWK |
|----------|--------|------|------------|---------|-----|
|          | CUT    | FILL |            |         |     |
|          | 18     | 0    |            |         |     |
|          | 4      | 1    |            |         |     |
|          | 10     | 0    |            |         |     |
|          |        |      |            |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 484+16.11 TO STA. 484+50.00**

**STA - 12TH STREET**

254  
790

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| END STA   | AREA CUT | AREA FILL | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|-----------|----------|-----------|--------|------|----------------|-------------|
|           |          |           | CUT    | FILL |                |             |
| 485+25.00 | 11       | 0         |        |      |                |             |
| 485+00.00 | 12       | 0         |        |      |                |             |
| 484+75.00 | 26       | 0         |        |      |                |             |
| 484+70.36 | 11       | 0         |        |      |                |             |
| TOTAL     |          |           | 38     | 0    |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 484+70.36 TO STA. 485+25.00**

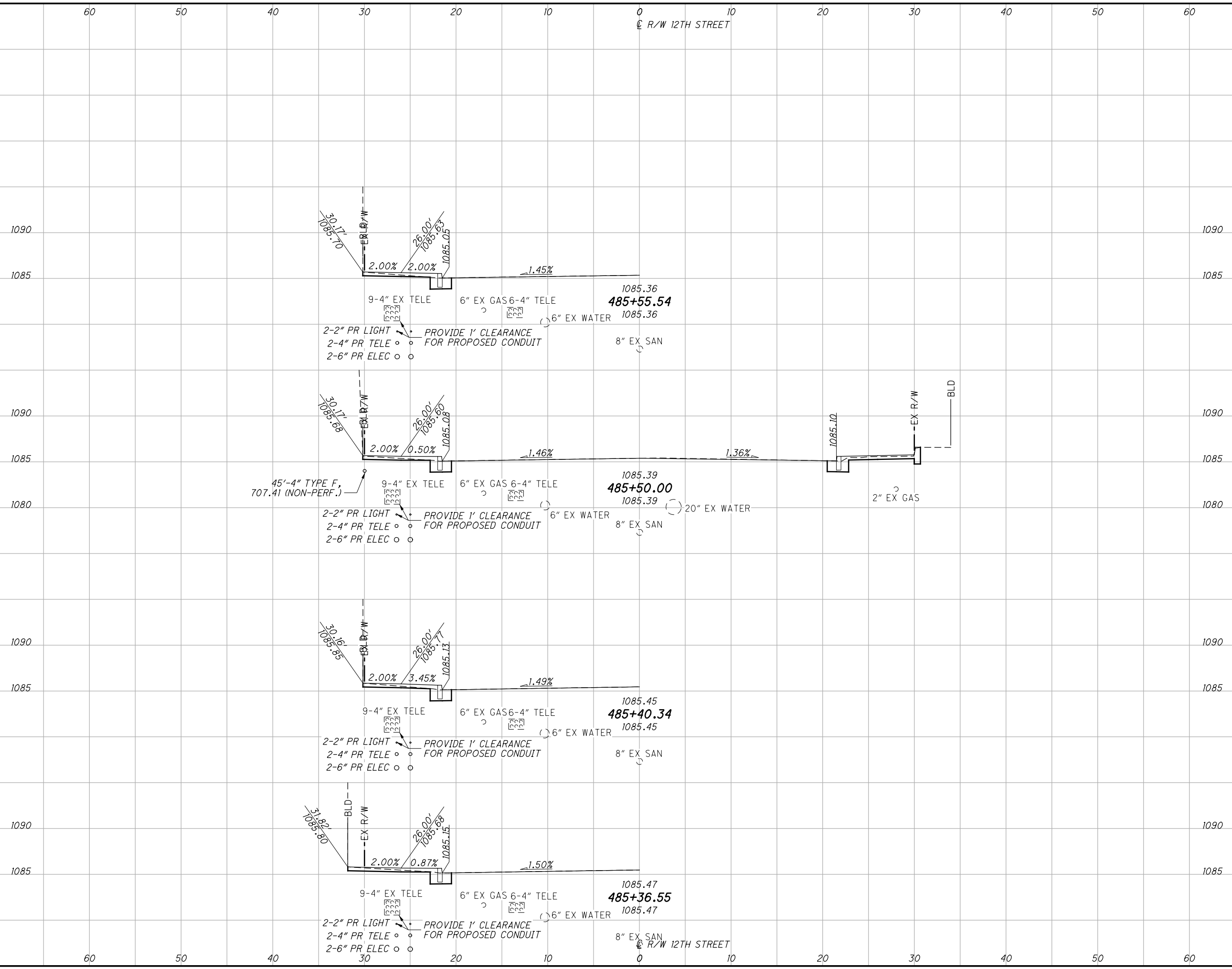
**STA - 12TH STREET**

255  
790



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| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 60        | 0        |
| 50        | 0        |
| 40        | 0        |
| 30        | 0        |
| 20        | 0        |
| 10        | 0        |
| 0         | 0        |
| 10        | 0        |
| 20        | 0        |
| 30        | 0        |
| 40        | 0        |
| 50        | 0        |
| 60        | 0        |



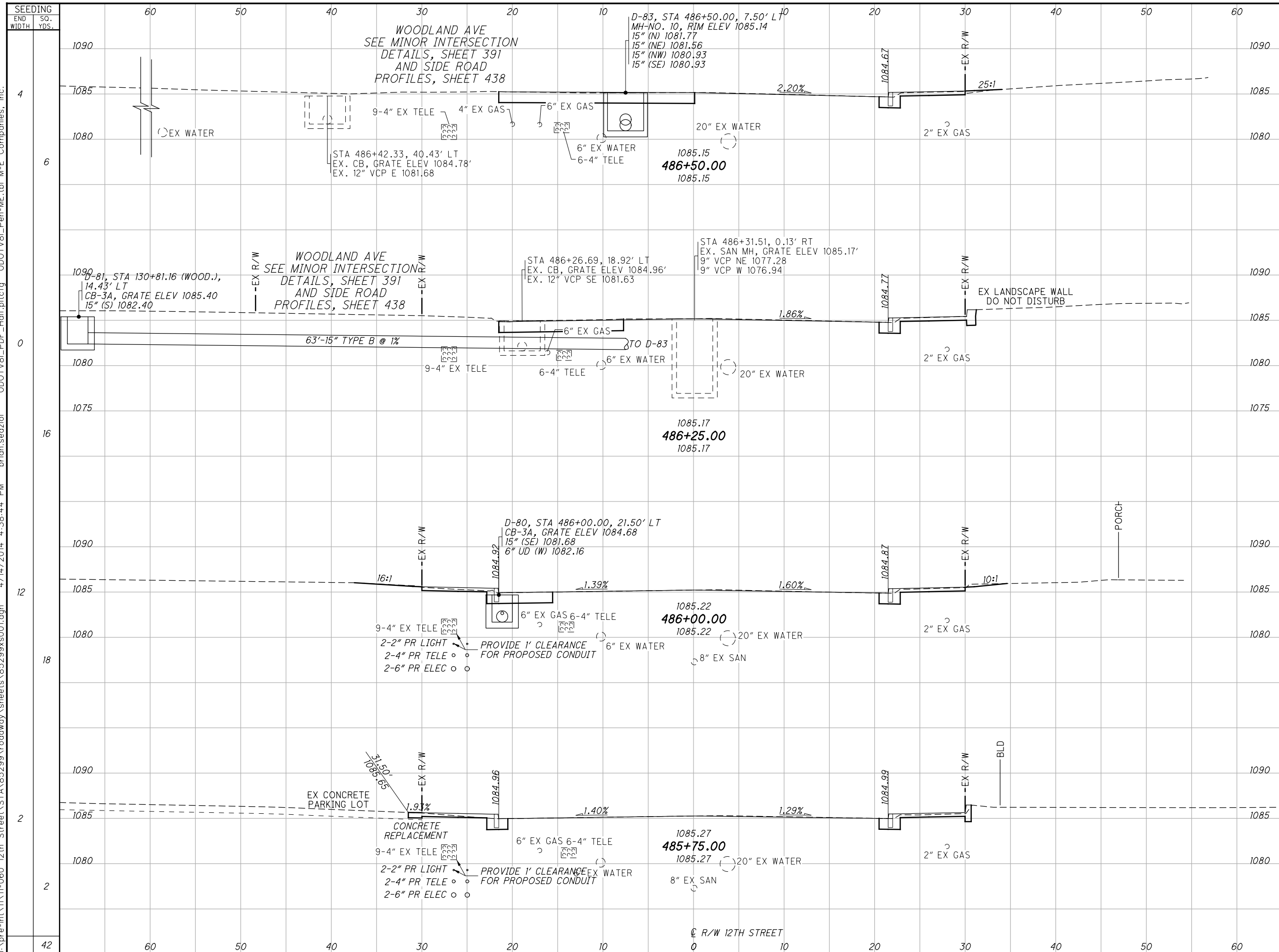
| END AREA | VOLUME | CALCULATED |      | CHECKED |     |
|----------|--------|------------|------|---------|-----|
|          |        | CUT        | FILL | SHR     | RWK |
| 4        | 0      | 2          | 0    |         |     |
| 11       | 0      | 4          | 0    |         |     |
| 5        | 0      | 3          | 0    |         |     |
| 9        | 0      |            |      |         |     |

**CROSS SECTIONS - 12TH STREET**  
**STA. 485+36.55 TO STA. 485+55.54**

**STA - 12TH STREET**

(256 / 790)

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| STATION | END AREA |      | VOLUME |      |
|---------|----------|------|--------|------|
|         | CUT      | FILL | CUT    | FILL |
| 4       | 31       | 1    |        |      |
| 6       |          |      | 26     | 0    |
| 0       | 26       | 0    |        |      |
| 16      |          |      | 20     | 0    |
| 12      | 18       | 0    |        |      |
| 18      |          |      | 13     | 0    |
| 2       | 11       | 0    |        |      |
| 2       |          |      | 6      | 0    |
| 42      |          |      | 65     | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 485+75.00 TO STA. 486+50.00**

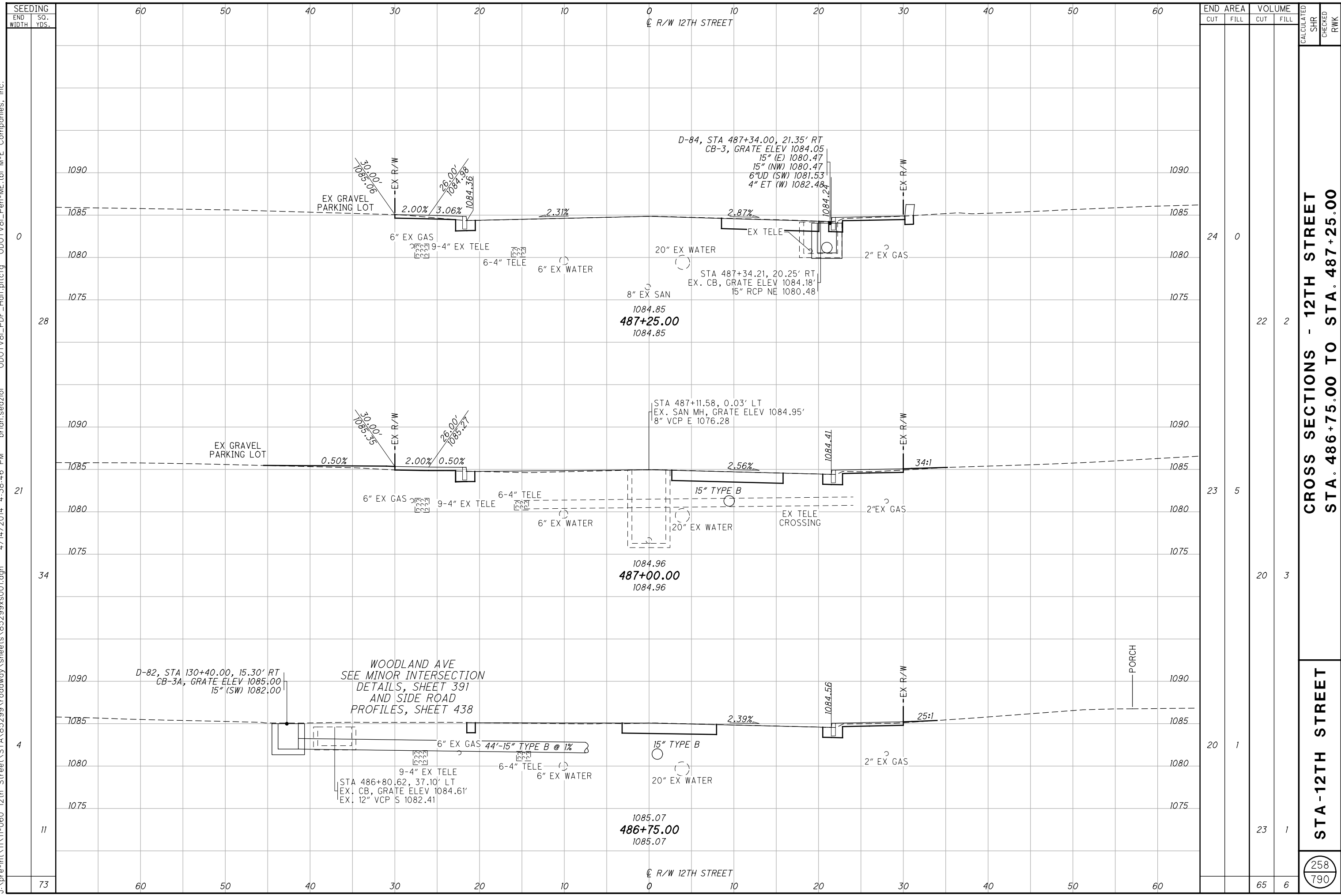
**STA - 12TH STREET**

CALCULATED  
SHR

CHECKED  
RWK

257  
790

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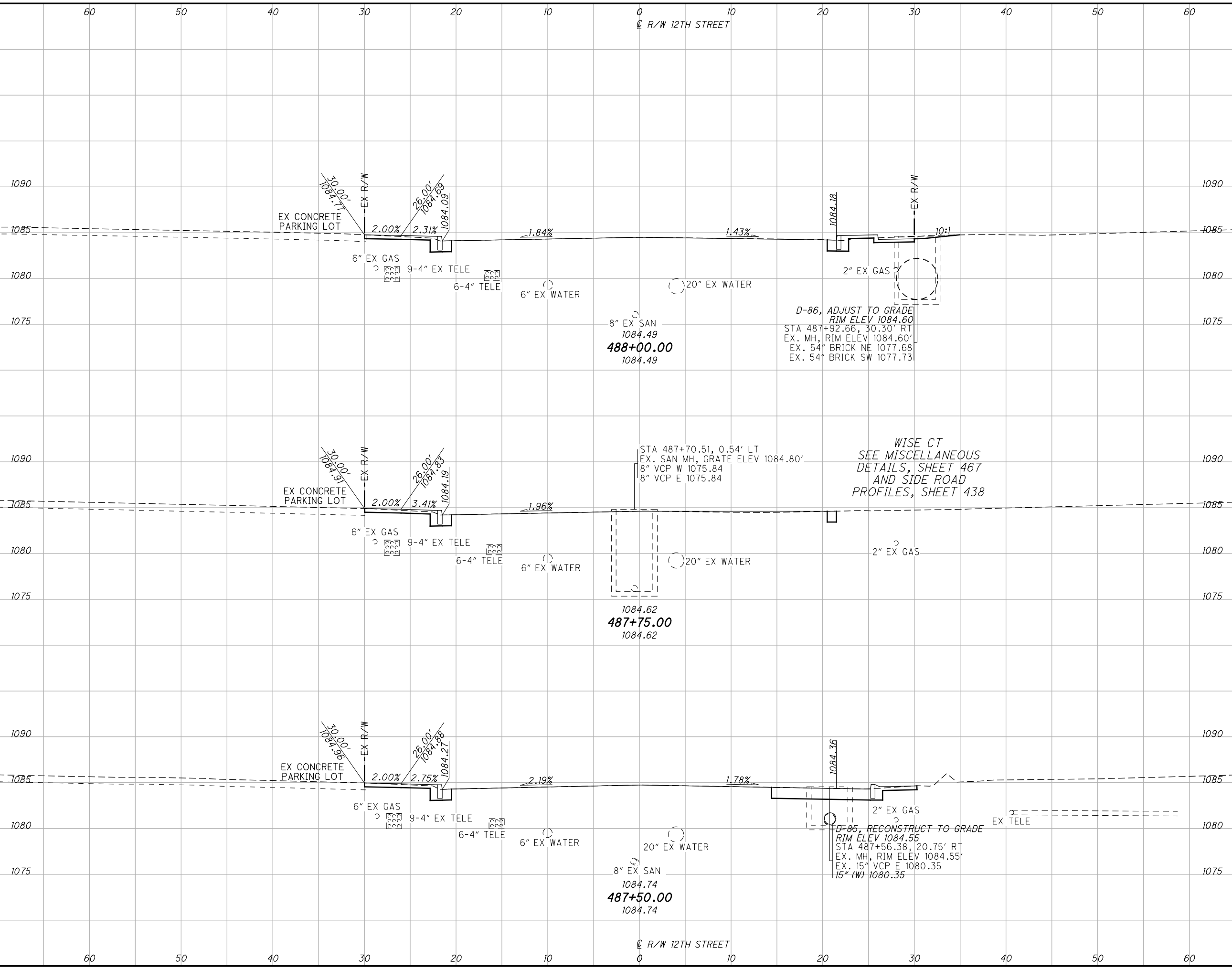
**CROSS SECTIONS - 12TH STREET  
STA. 486+75.00 TO STA. 487+25.00**

**STA-12TH STREET**

258  
790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299s001.dgn 4/14/2014 4:38:48 PM brion.sezior\ ODOTV81\_PDF\_Half.pltcfgr ODOTV81\_Pen-ME.tbl M-E Companies, Inc.

| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 7       |          |      | 44     | 2    |            |         |     |



| END AREA | VOLUME |      | CALCULATED | CHECKED | RWK |
|----------|--------|------|------------|---------|-----|
|          | CUT    | FILL |            |         |     |
| 12       | 0      | 9    | 1          |         |     |
| 7        | 2      | 13   | 1          |         |     |
| 22       | 0      | 22   | 0          |         |     |
|          | 44     | 2    |            |         |     |

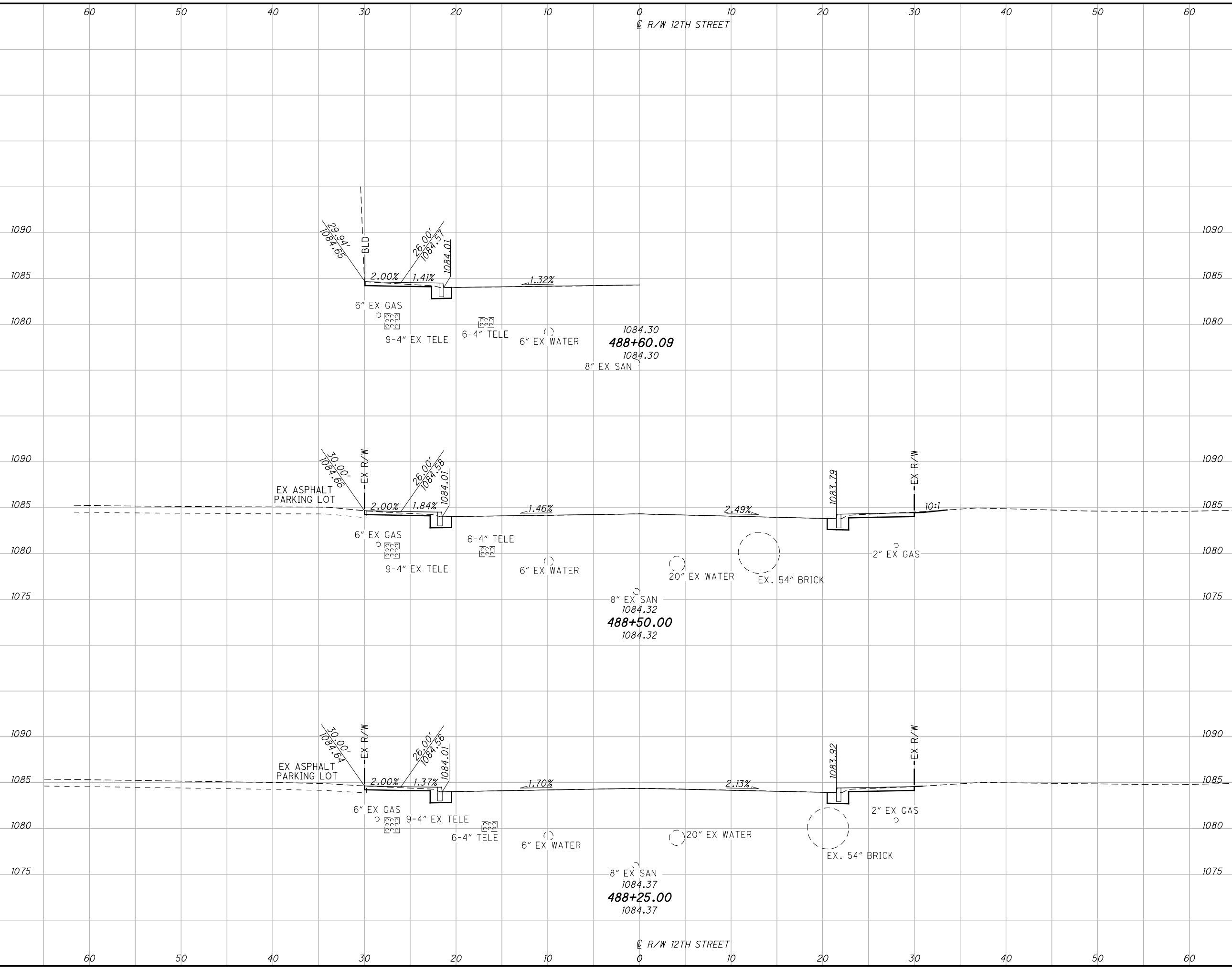
**CROSS SECTIONS - 12TH STREET**  
**STA. 487+50.00 TO STA. 488+00.00**

**STA-12TH STREET**

259  
790

j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299s001.dgn 4/14/2014 4:38:50 PM brion.seziol" ODOTV8i\_PDF\_Half.pltcfgr ODOTV8i\_Pen-ME.tbl M-E Companies, Inc.

| SEEDING | END   |          |
|---------|-------|----------|
|         | WIDTH | SO. YDS. |
| 0       | 60    | 0        |
| 2       | 60    | 2        |
| 4       | 60    | 4        |
| 6       | 60    | 6        |
| 8       | 60    | 8        |
| 16      | 60    | 16       |



| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
| 5        | 0      | 0    |
| 11       | 1      | 0    |
| 11       | 0      | 0    |
| 24       | 0      | 0    |

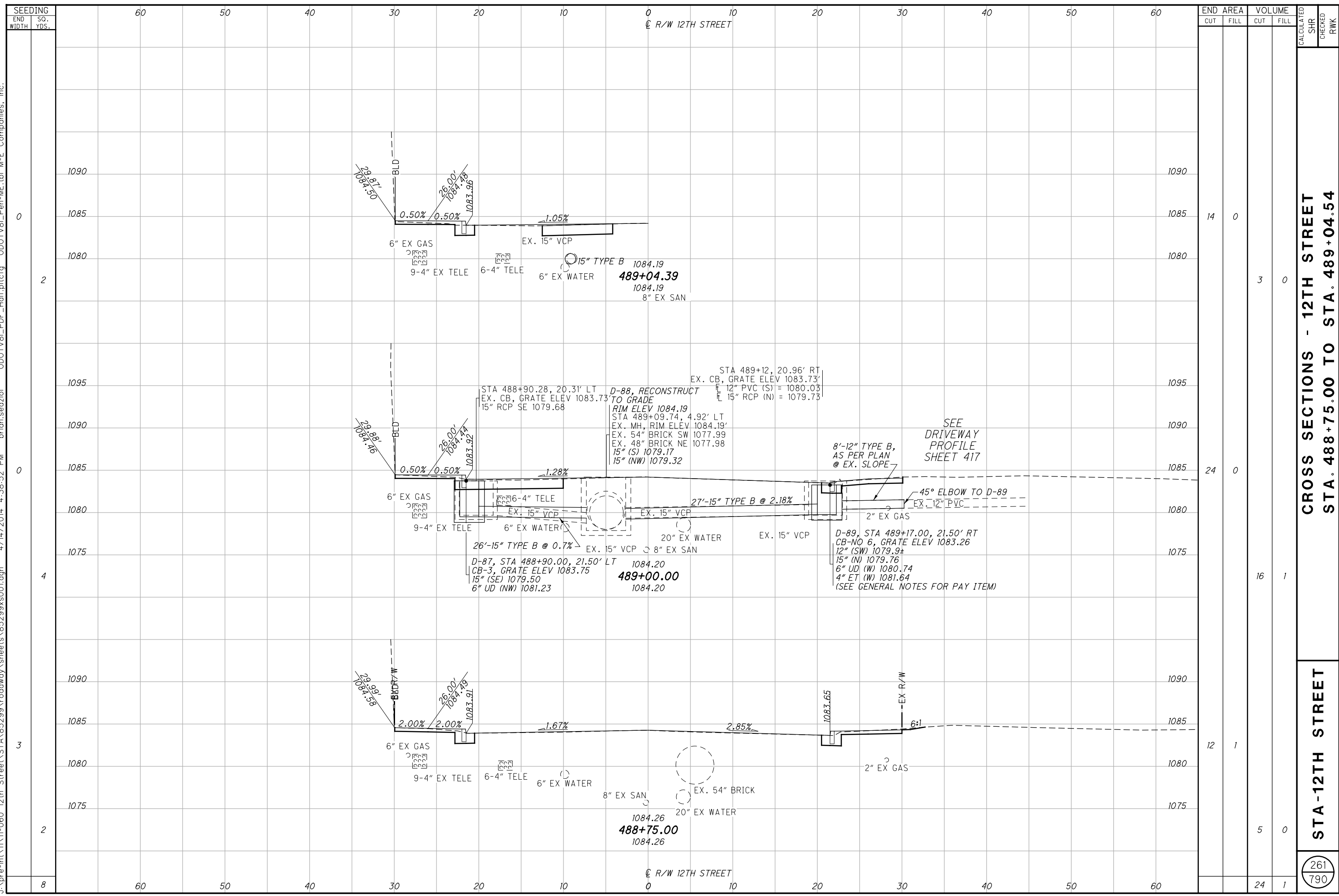
| CALCULATED | SHR | CHECKED | RWK |
|------------|-----|---------|-----|
|            |     |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 488+25.00 TO STA. 488+60.09**

**STA-12TH STREET**

260  
790

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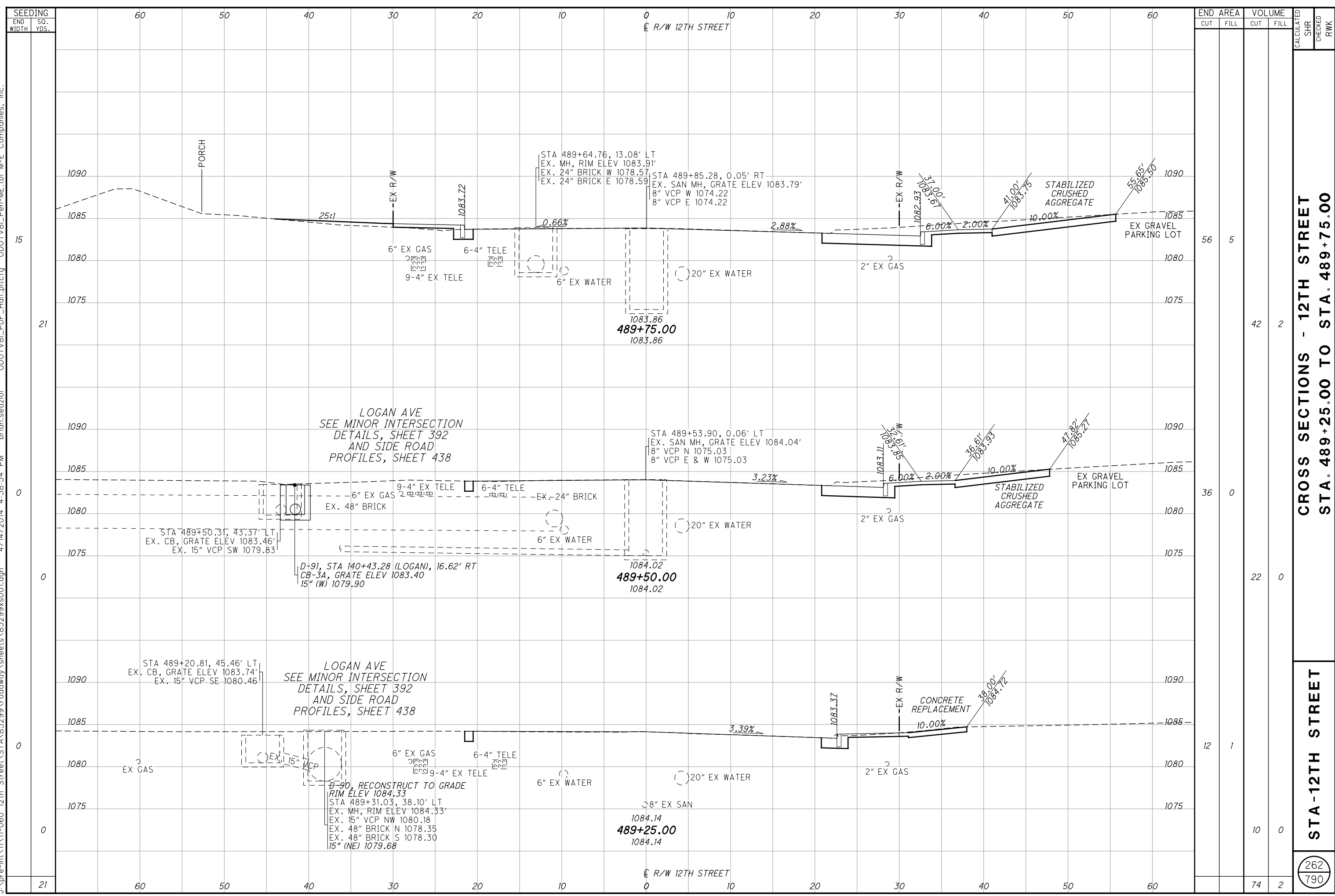
| END AREA | VOLUME | CALCULATED |      | CHECKED |      |
|----------|--------|------------|------|---------|------|
|          |        | CUT        | FILL | SHR     | R/WK |
| 14       | 0      |            |      |         |      |
| 24       | 0      |            |      |         |      |
| 16       | 1      |            |      |         |      |
| 12       | 1      |            |      |         |      |
| 24       | 1      |            |      |         |      |

**CROSS SECTIONS - 12TH STREET**  
**STA. 488+75.00 TO STA. 489+04.54**

**STA-12TH STREET**

(261  
790)

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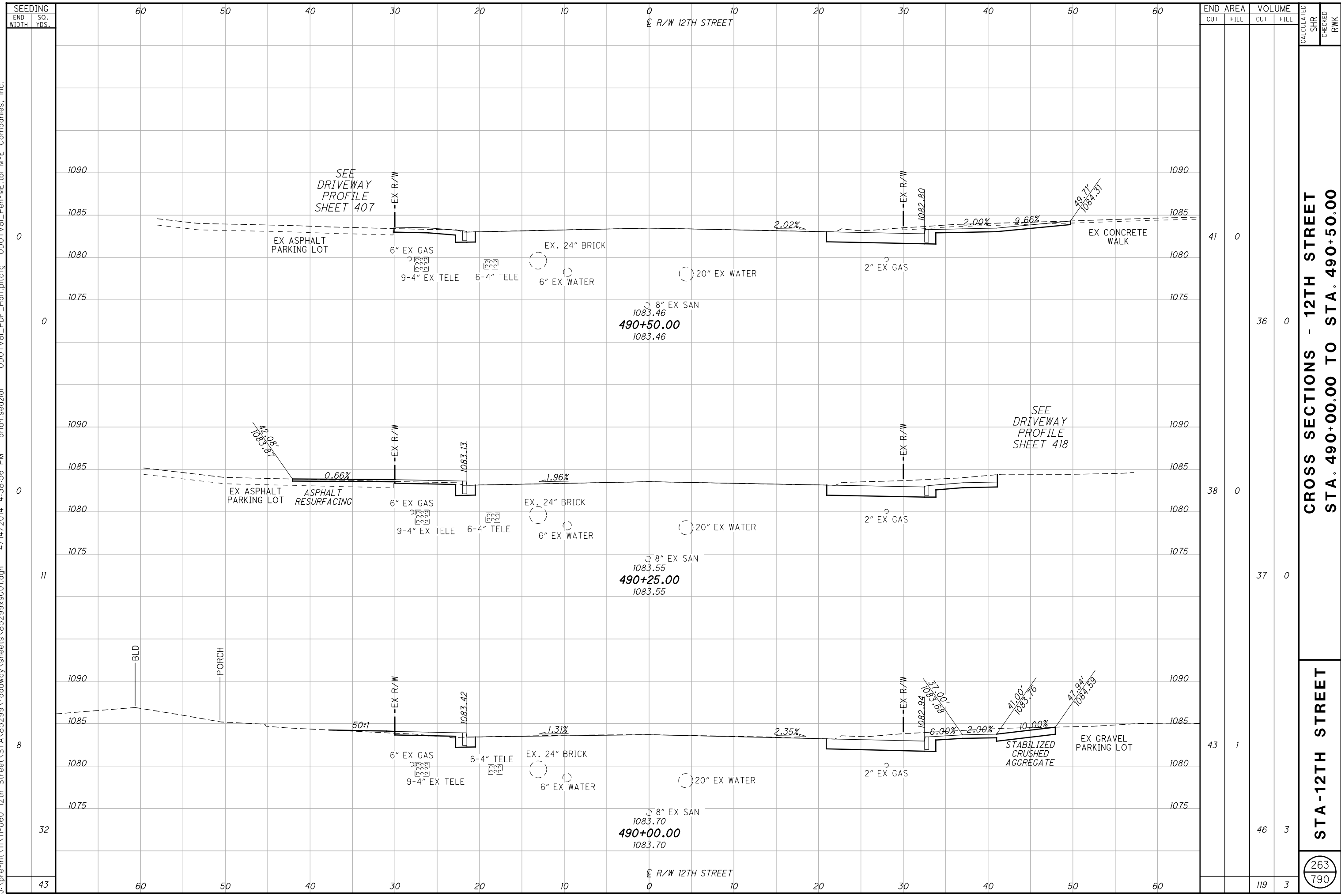
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 56       | 5      |            |         |     |
| 36       | 0      |            |         |     |
| 12       | 1      |            |         |     |
|          |        | 74         | 2       |     |

**CROSS SECTIONS - 12TH STREET  
STA. 489+25.00 TO STA. 489+75.00**

**STA-12TH STREET**

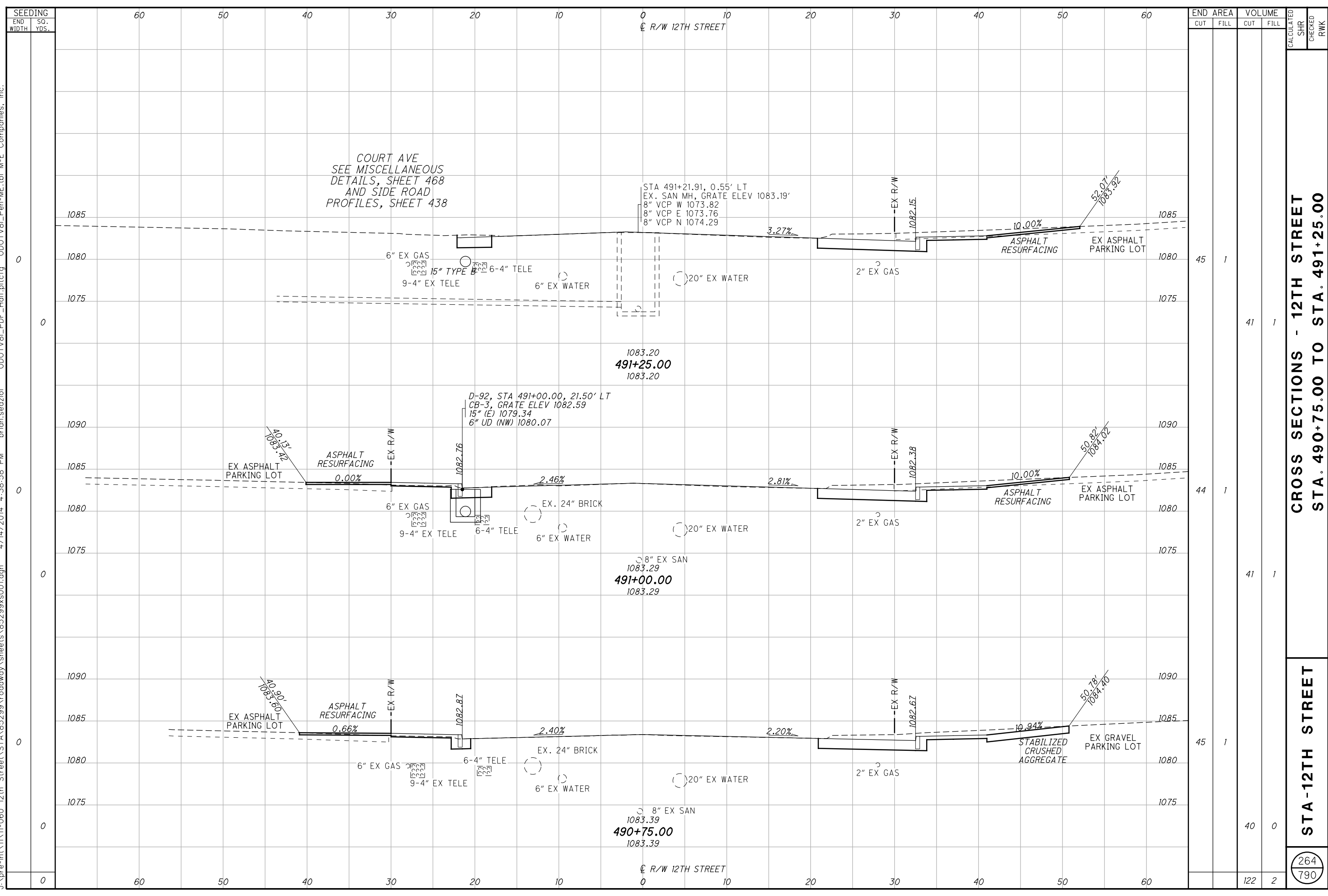
262  
790

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COURT AVE  
SEE MISCELLANEOUS  
DETAILS, SHEET 468  
AND SIDE ROAD  
PROFILES, SHEET 438

STA 491+21.91, 0.55' LT  
EX. SAN MH, GRATE ELEV 1083.19'  
8" VCP W 1073.82  
8" VCP E 1073.76  
8" VCP N 1074.29

D-92, STA 491+00.00, 21.50' LT  
CB-3, GRATE ELEV 1082.59  
15" (E) 1079.34  
6" UD (NW) 1080.07

1083.20  
**491+25.00**  
1083.20

8" EX SAN  
1083.29  
**491+00.00**  
1083.29

8" EX SAN  
1083.39  
**490+75.00**  
1083.39

| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 45       | 1      |            |         |     |
| 44       | 1      |            |         |     |
| 45       | 1      |            |         |     |
| 122      | 2      |            |         |     |

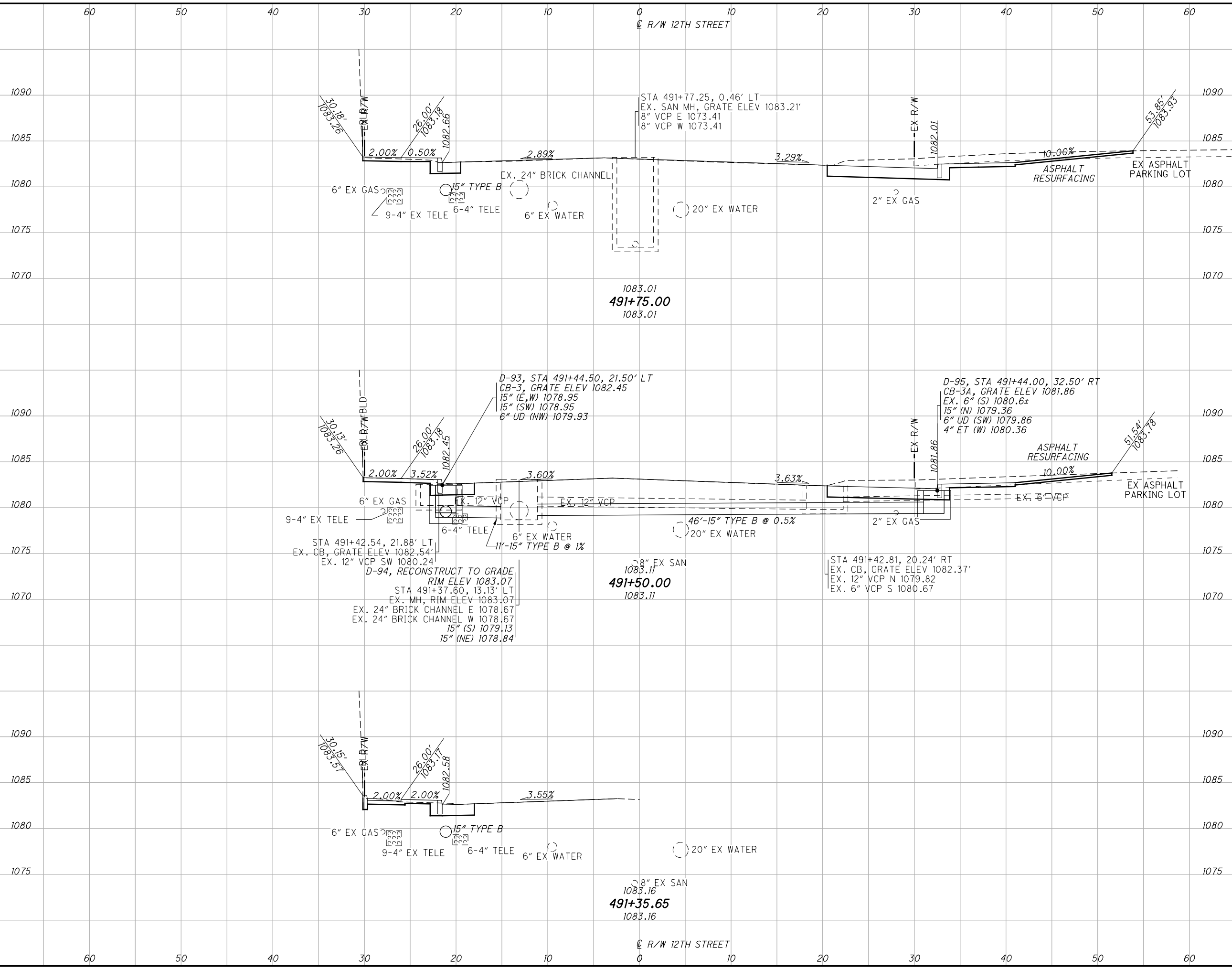
**CROSS SECTIONS - 12TH STREET  
STA. 490+75.00 TO STA. 491+25.00**

**STA-12TH STREET**

264  
790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 0       | 52       | 1    | 18     | 1    |            |         |     |
| 0       | 49       | 0    | 44     | 1    |            |         |     |
| 0       |          |      | 62     | 2    |            |         |     |

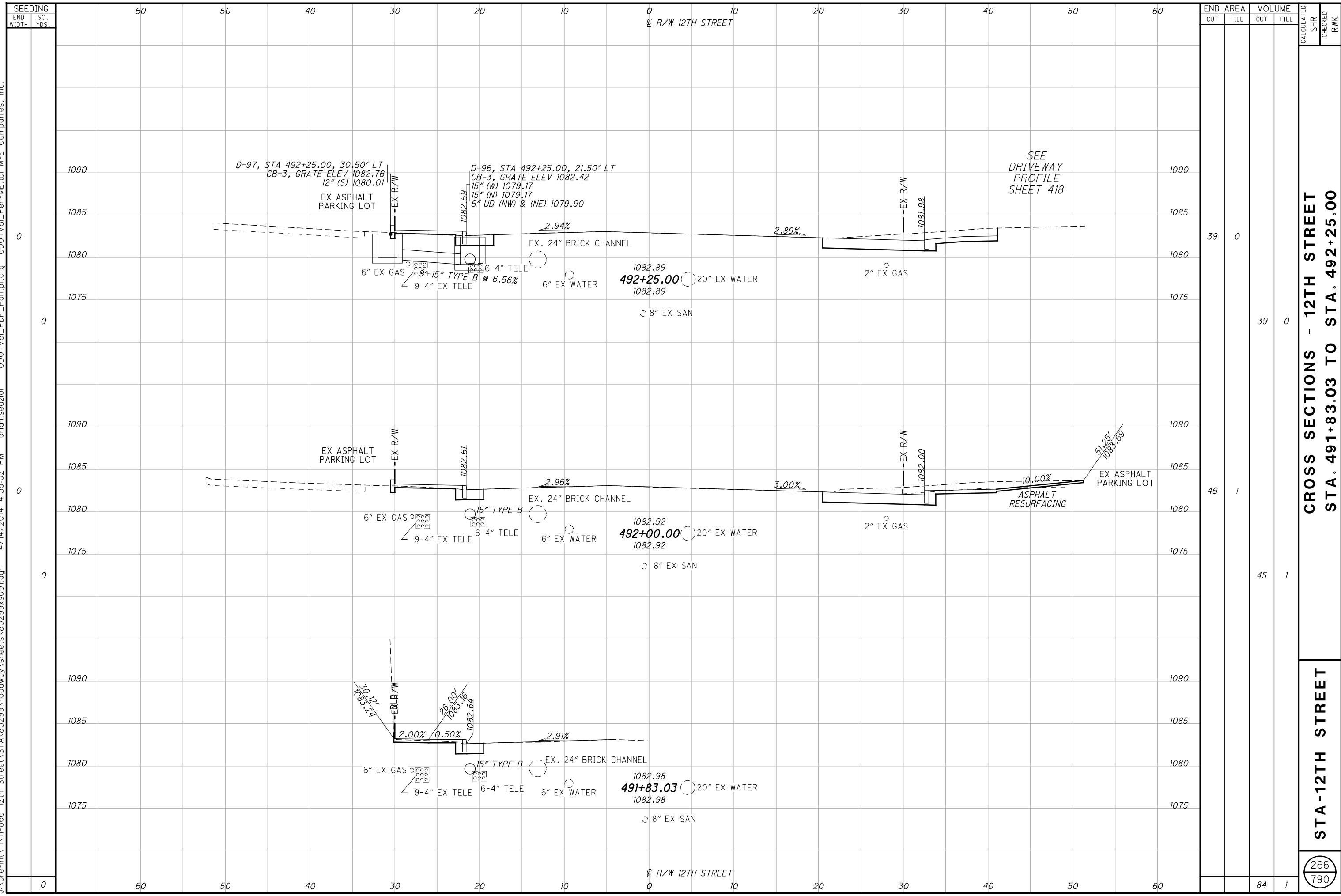


**CROSS SECTIONS - 12TH STREET  
STA. 491+35.52 TO STA. 491+75.00**

**STA - 12TH STREET**

265  
790

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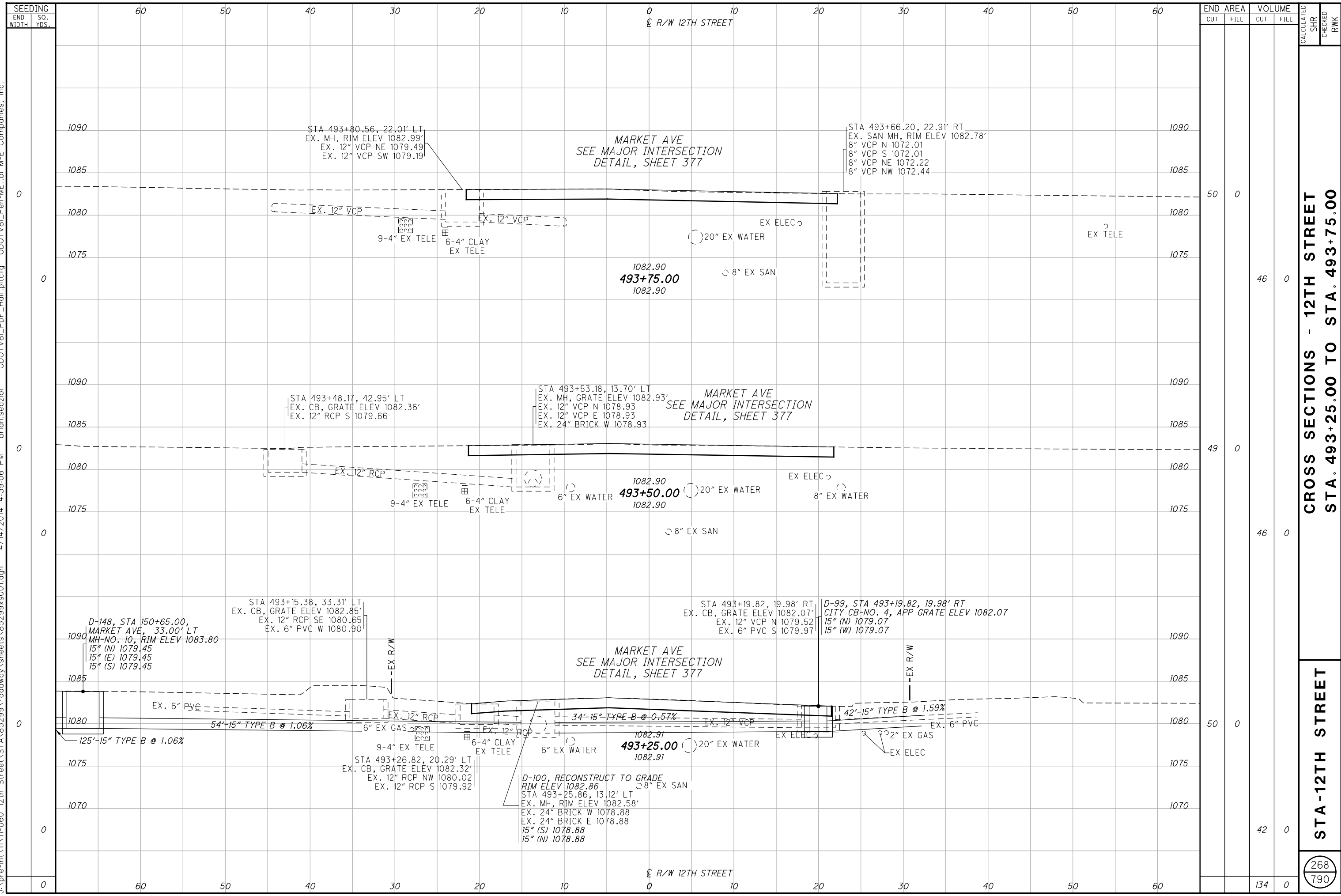
**CROSS SECTIONS - 12TH STREET  
 STA. 491+83.03 TO STA. 492+25.00**

**STA - 12TH STREET**

266  
790



j:\pre-int\11-060 12th Street\STA\85299\roadway\sheets\85299x001.dgn 4/14/2014 4:39:06 PM brian.sezior\ ODOTV8i\_PDF\_Half.pltcfgr ODOTV8i\_Pen-ME.tbl M-E Companies, Inc.



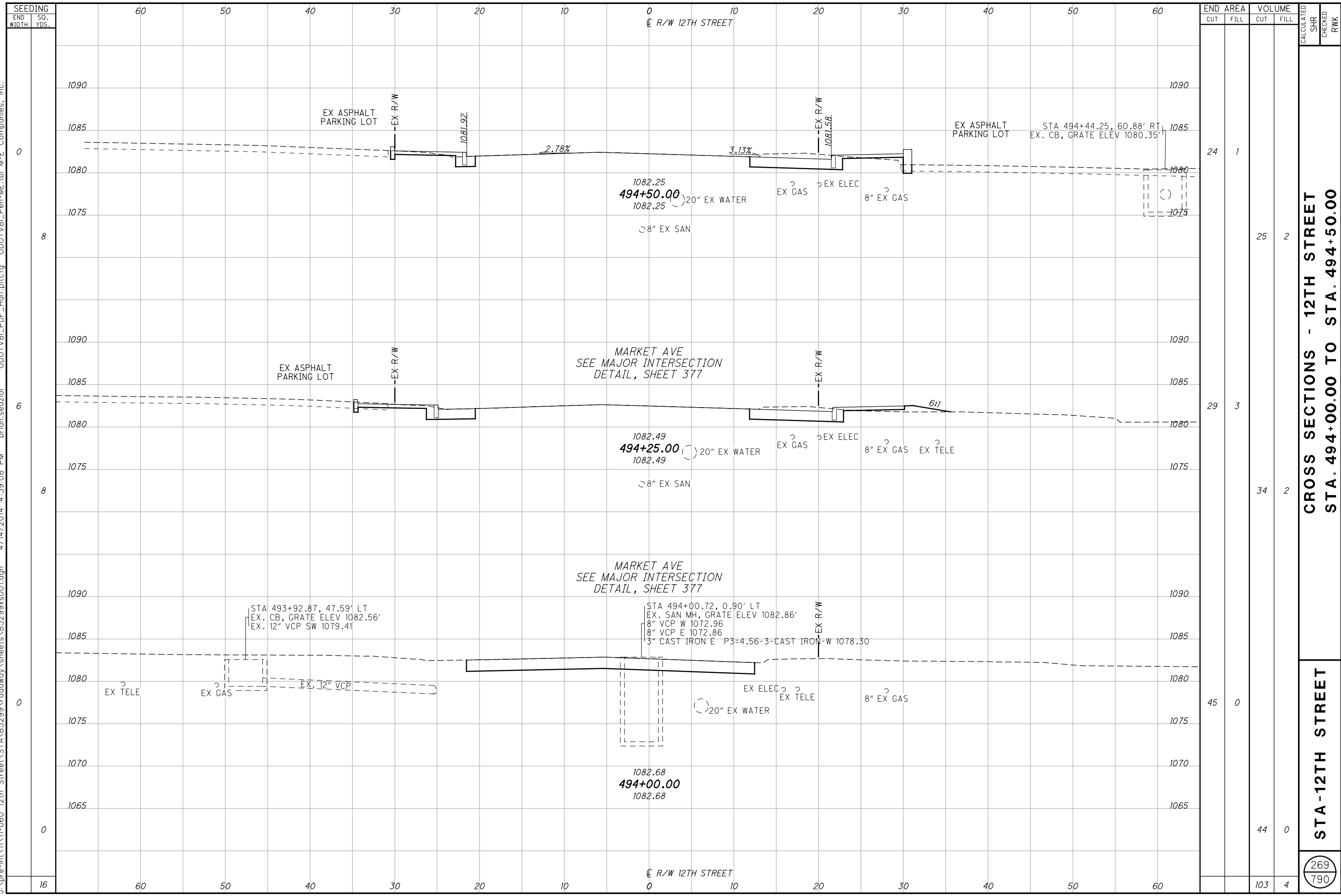
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 50       | 0      |            |         |     |
| 49       | 0      |            |         |     |
| 50       | 0      |            |         |     |
| 134      | 0      |            |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 493+25.00 TO STA. 493+75.00**

**STA - 12TH STREET**

268  
790

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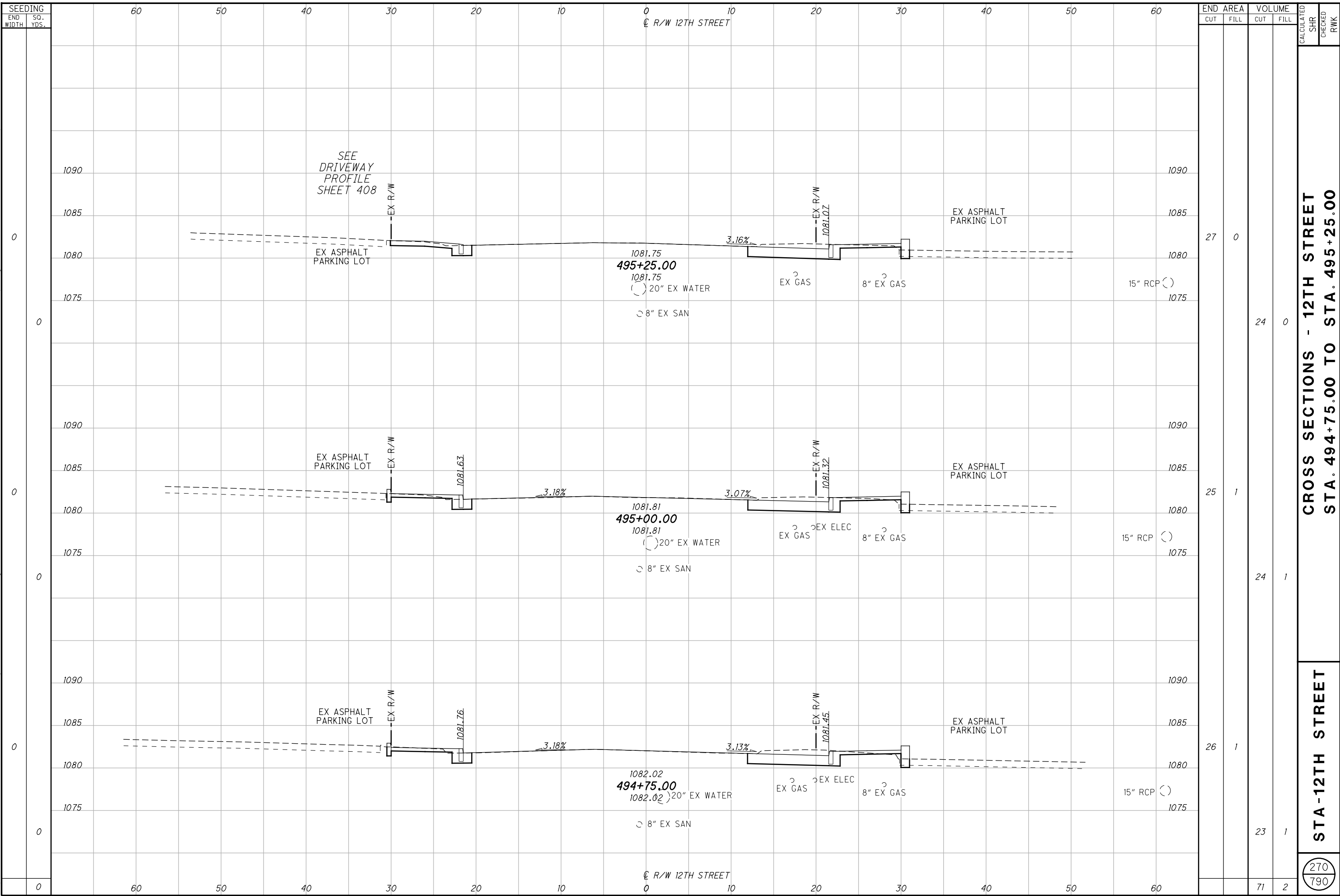
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 24       | 1      |            |         |     |
| 29       | 3      |            |         |     |
| 45       | 0      |            |         |     |
| 103      | 4      |            |         |     |

**CROSS SECTIONS - 12TH STREET**  
**STA. 494+00.00 TO STA. 494+50.00**

**STA - 12TH STREET**

269  
790

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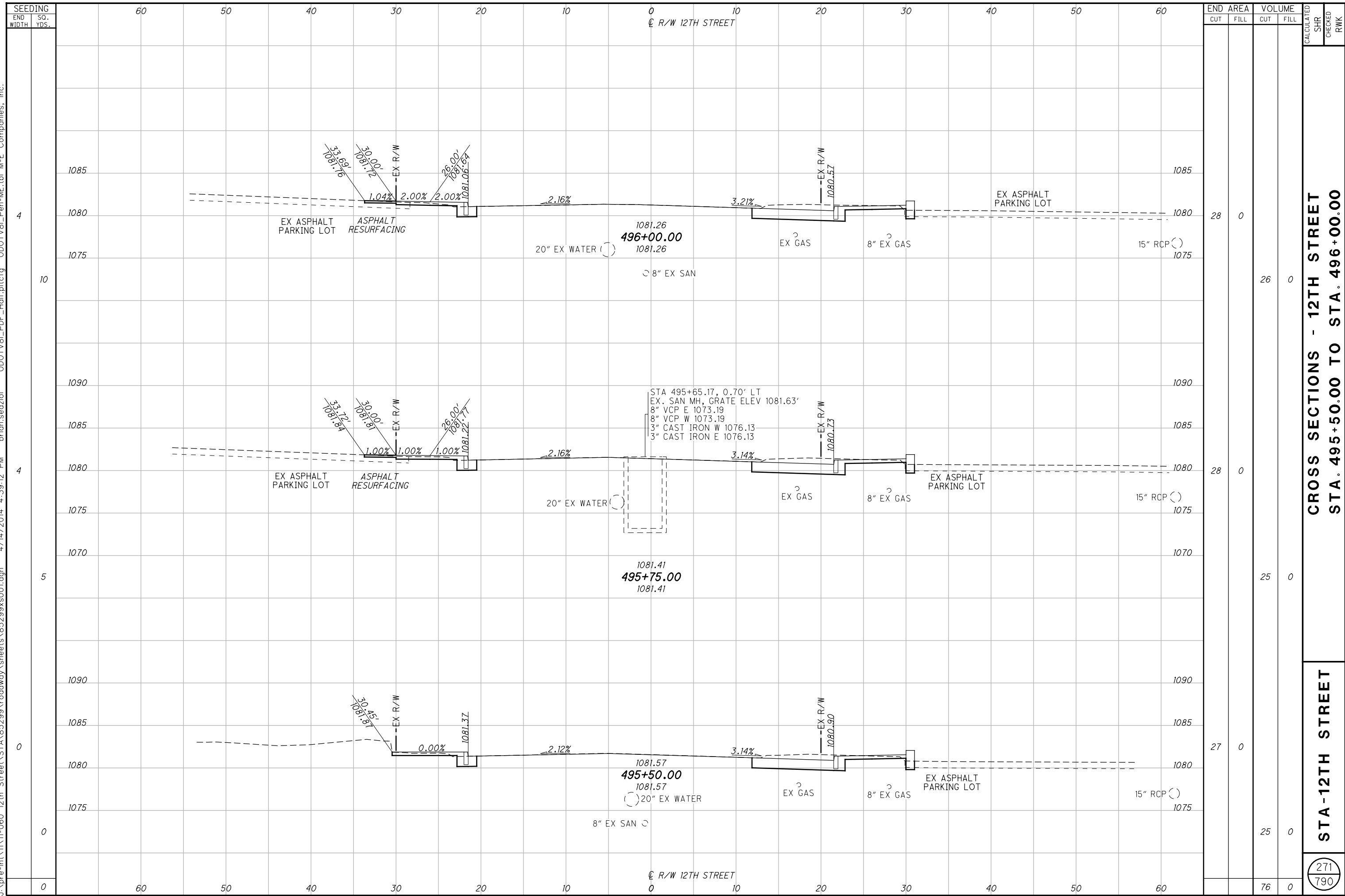
| END STA      | AREA      |          | VOLUME    |          | CALCULATED SHR | CHECKED RWK |
|--------------|-----------|----------|-----------|----------|----------------|-------------|
|              | CUT       | FILL     | CUT       | FILL     |                |             |
| 495+25.00    | 27        | 0        | 24        | 0        |                |             |
| 495+00.00    | 25        | 1        | 24        | 1        |                |             |
| 494+75.00    | 26        | 1        | 23        | 1        |                |             |
| <b>TOTAL</b> | <b>78</b> | <b>2</b> | <b>71</b> | <b>2</b> |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 494+75.00 TO STA. 495+25.00**

**STA - 12TH STREET**

270  
790

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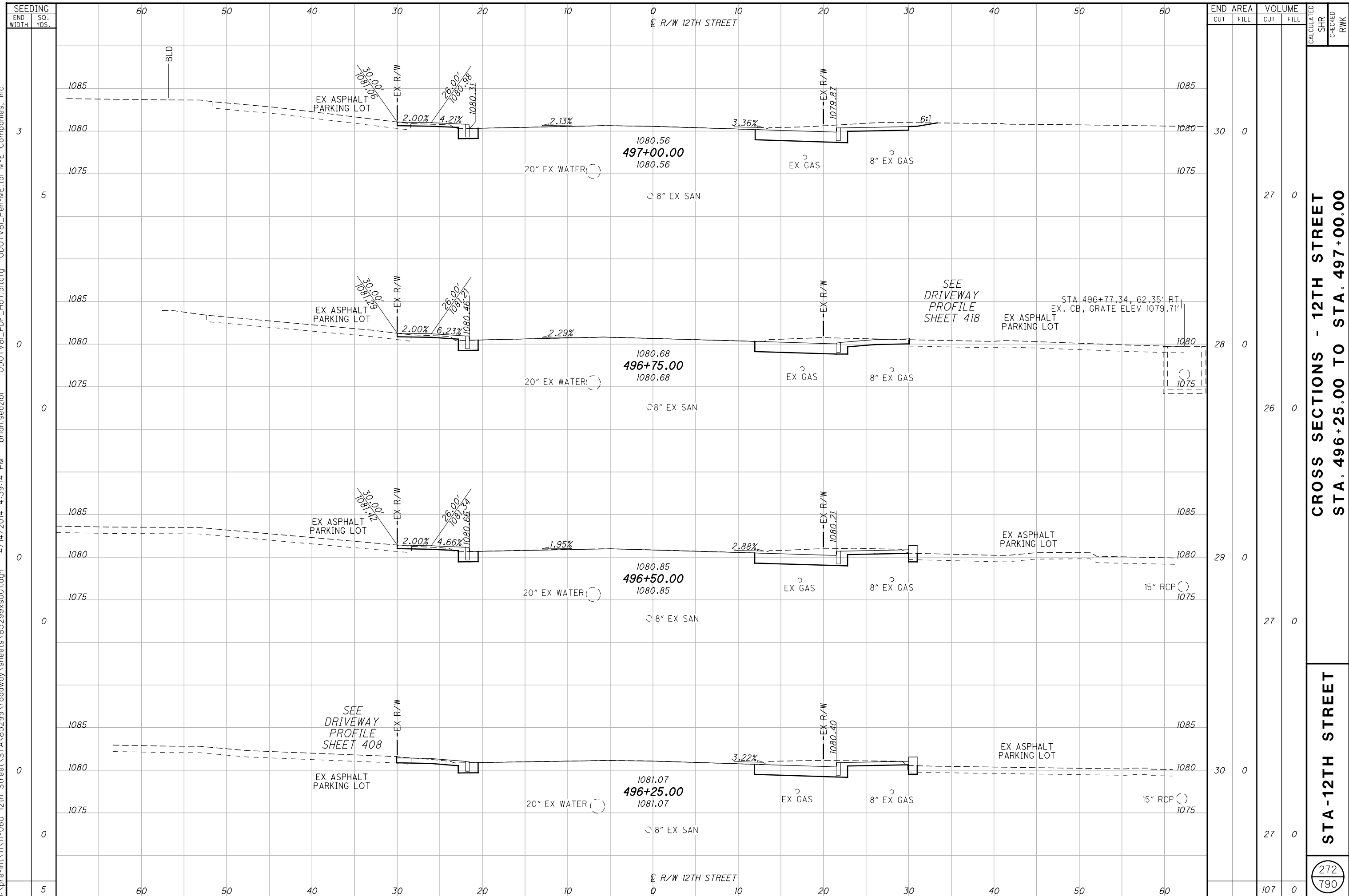
**CROSS SECTIONS - 12TH STREET**  
**STA. 495+50.00 TO STA. 496+00.00**

**STA - 12TH STREET**

271  
790



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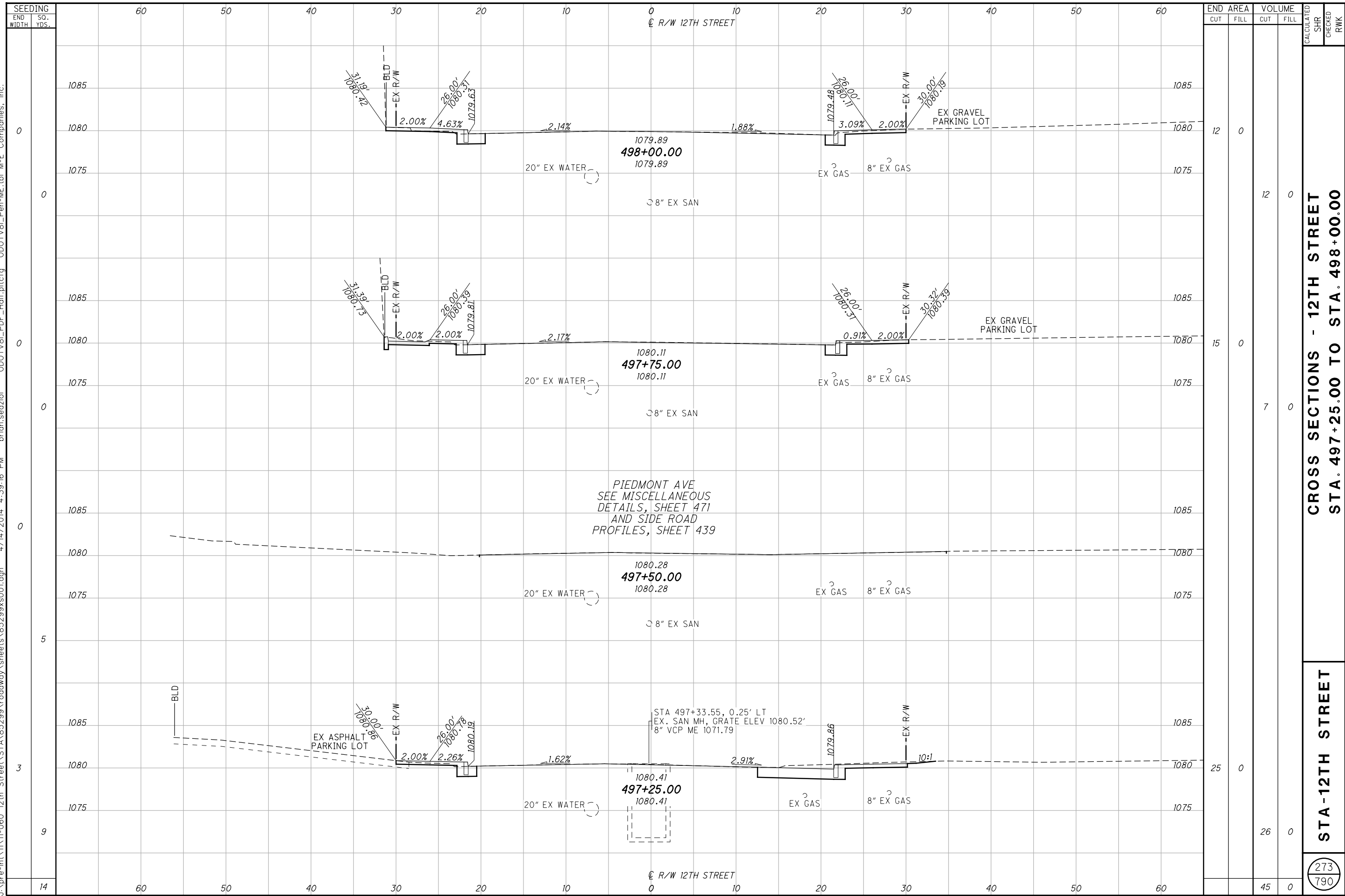
| END STA   | AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|-----------|------|------|--------|------|----------------|-------------|
|           | CUT  | FILL | CUT    | FILL |                |             |
| 497+00.00 | 30   | 0    | 27     | 0    |                |             |
| 496+75.00 | 28   | 0    | 26     | 0    |                |             |
| 496+50.00 | 29   | 0    | 27     | 0    |                |             |
| 496+25.00 | 30   | 0    | 27     | 0    |                |             |
| TOTAL     |      |      | 107    | 0    |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 496+25.00 TO STA. 497+00.00**

**STA - 12TH STREET**

272  
790

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| SEEDING | END AREA  |          | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|-----------|----------|--------|------|------------|---------|-----|
|         | END WIDTH | SO. YDS. | CUT    | FILL |            |         |     |
| 0       | 60        | 1080     | 12     | 0    |            |         |     |
| 0       | 60        | 1080     | 15     | 0    |            |         |     |
| 5       | 60        | 1080     | 25     | 0    |            |         |     |
| 9       | 60        | 1080     | 45     | 0    |            |         |     |
| 14      | 60        | 1080     | 45     | 0    |            |         |     |

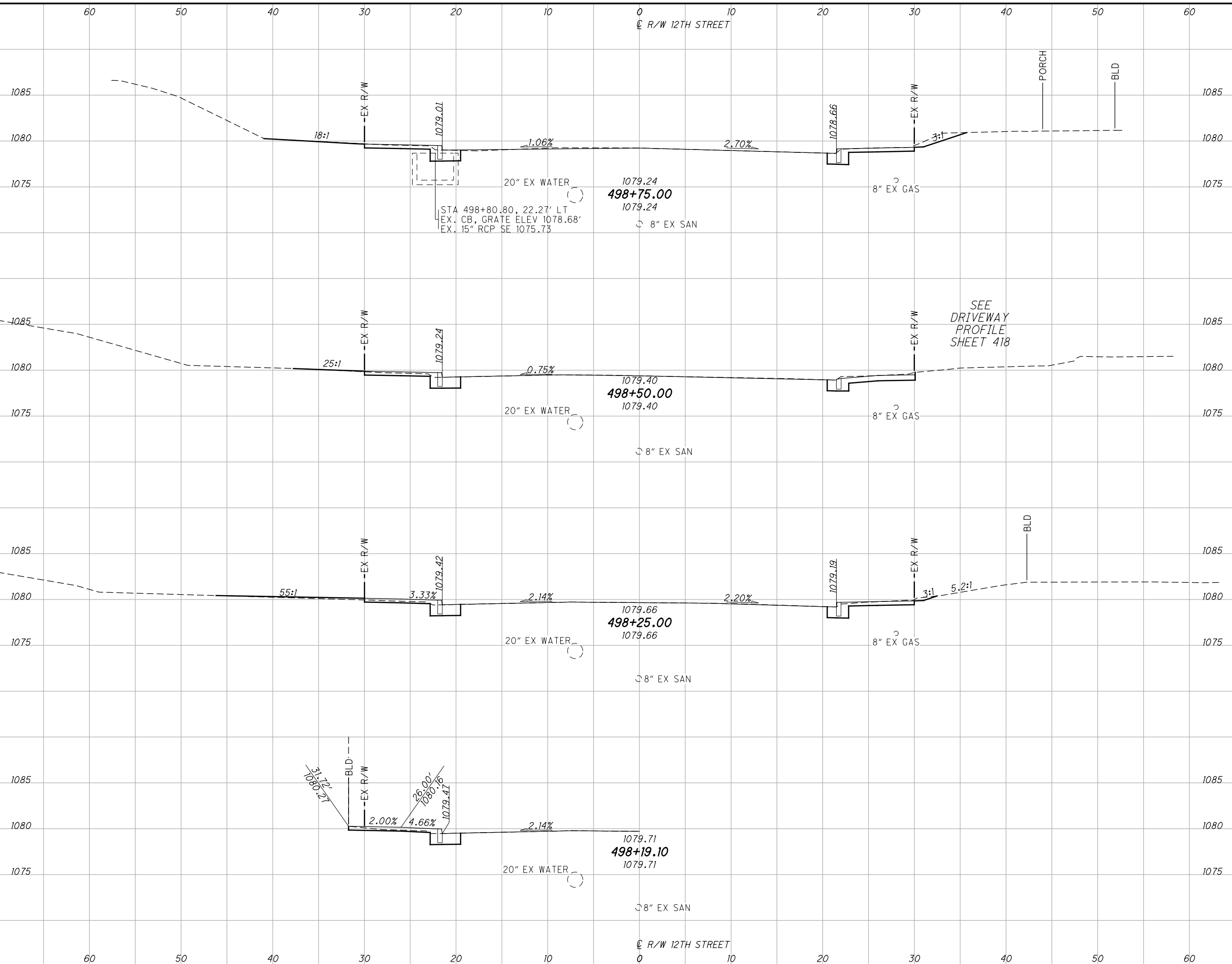
**CROSS SECTIONS - 12TH STREET**  
**STA. 497+25.00 TO STA. 498+00.00**

**STA - 12TH STREET**

273  
790

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| SEEDING | END SO. |      |
|---------|---------|------|
|         | WIDTH   | YDS. |
| 17      | 60      | 60   |
| 34      | 50      | 50   |
| 8       | 40      | 40   |
| 37      | 30      | 30   |
| 19      | 20      | 20   |
| 26      | 10      | 10   |
| 97      | 0       | 0    |



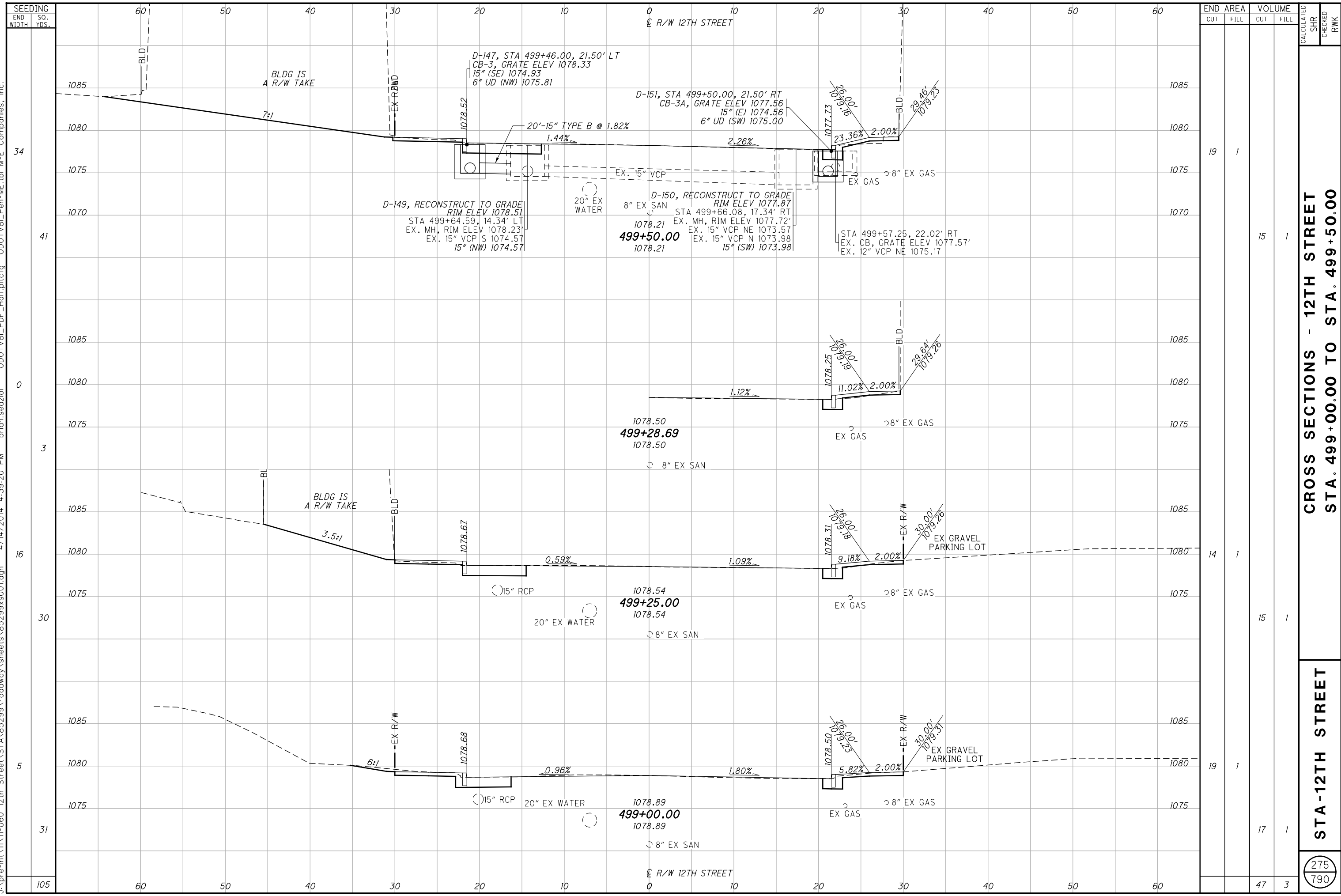
| END STA | AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|---------|------|------|--------|------|----------------|-------------|
|         | CUT  | FILL | CUT    | FILL |                |             |
| 17      |      | 1    |        |      |                |             |
| 34      |      |      | 15     | 0    |                |             |
| 8       |      |      |        | 0    |                |             |
| 37      |      |      | 12     | 1    |                |             |
| 19      |      |      |        | 2    |                |             |
| 26      |      |      | 11     | 0    |                |             |
| 97      |      |      | 38     | 1    |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 498+19.10 TO STA. 498+75.00**

**STA - 12TH STREET**

274  
790

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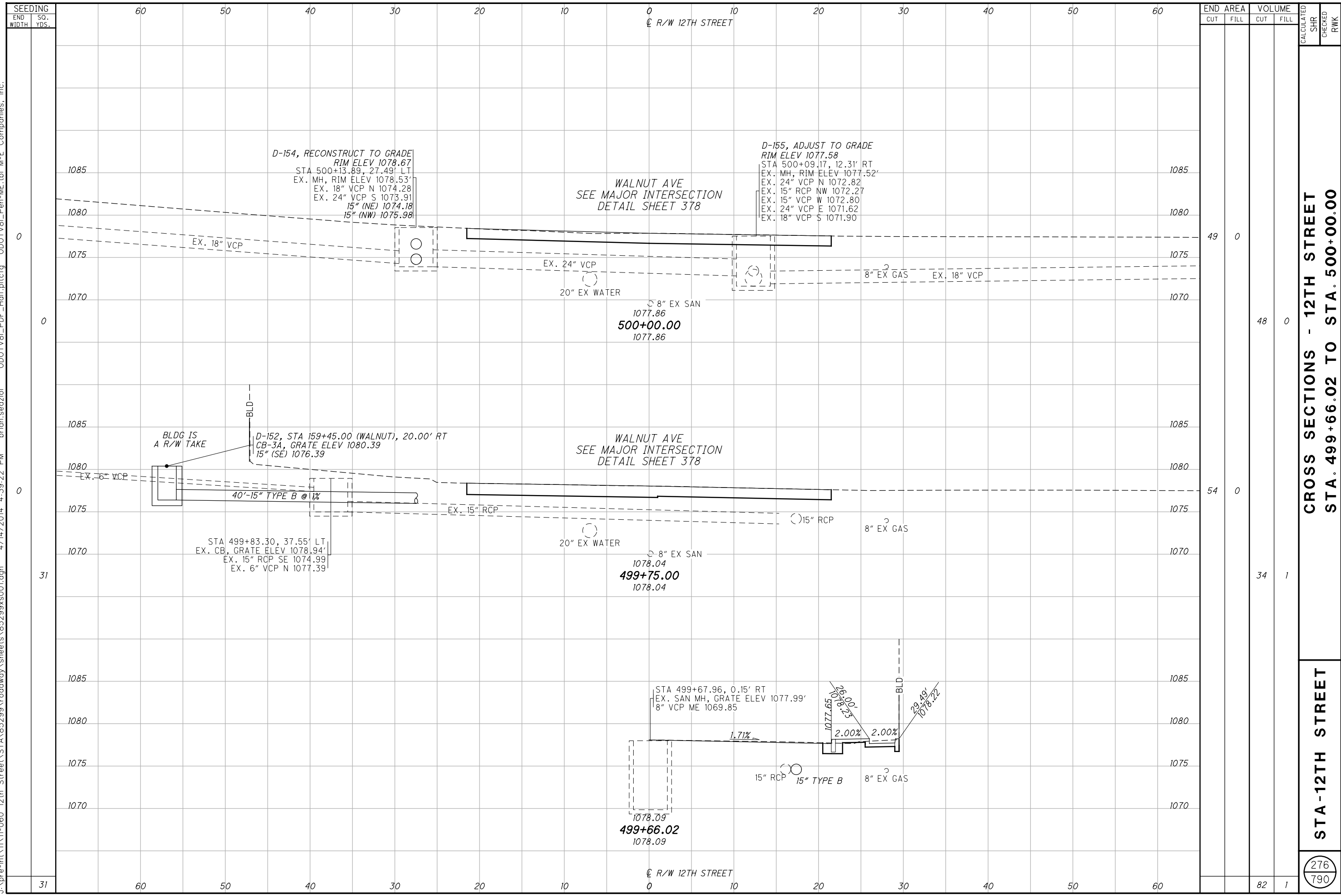
| END STA      | AREA      | VOLUME   |      | CALCULATED SHR | CHECKED | RWK |
|--------------|-----------|----------|------|----------------|---------|-----|
|              |           | CUT      | FILL |                |         |     |
| 499+00.00    | 19        | 1        |      |                |         |     |
| 499+25.00    | 14        | 1        |      |                |         |     |
| 499+28.69    | 15        | 1        |      |                |         |     |
| 499+50.00    | 17        | 1        |      |                |         |     |
| <b>TOTAL</b> | <b>47</b> | <b>3</b> |      |                |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 499+00.00 TO STA. 499+50.00**

**STA-12TH STREET**

275  
790

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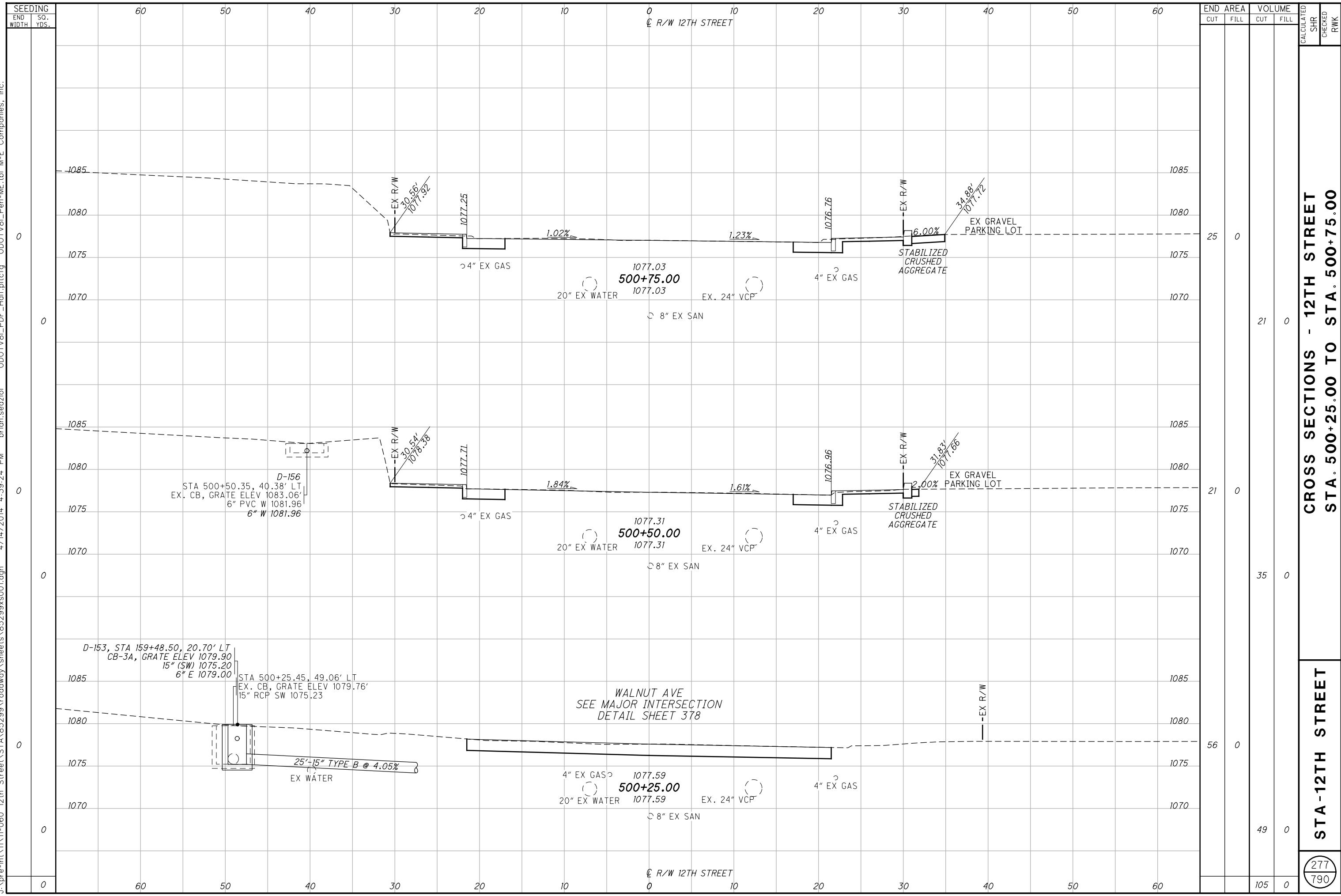
| END AREA | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|----------|--------|------|----------------|-------------|
|          | CUT    | FILL |                |             |
| 49       | 0      | 0    |                |             |
| 54       | 0      | 0    |                |             |
| 34       | 1      | 0    |                |             |
| 82       | 1      | 0    |                |             |

**CROSS SECTIONS - 12TH STREET  
STA. 499+66.02 TO STA. 500+00.00**

**STA - 12TH STREET**

276  
790

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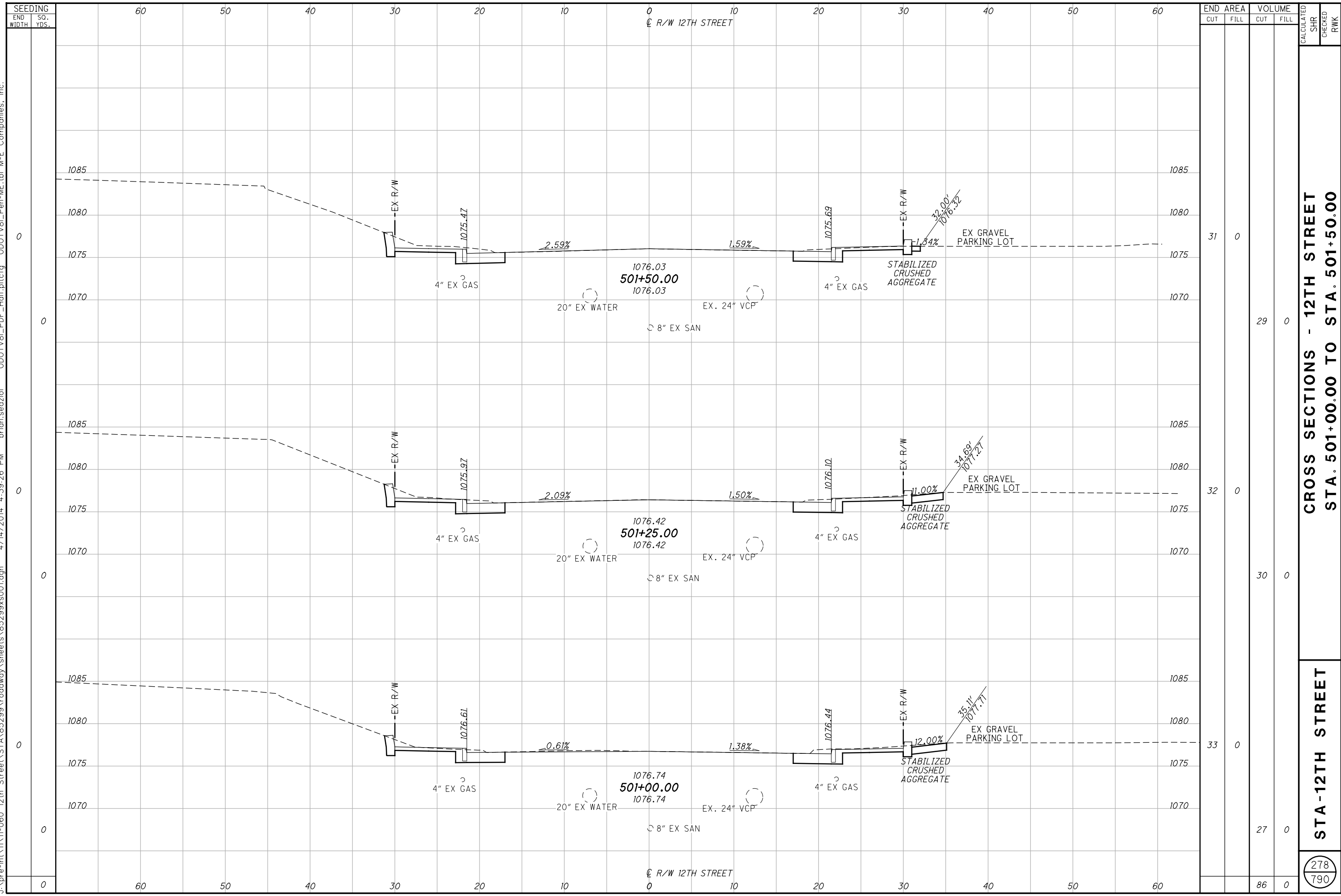


**CROSS SECTIONS - 12TH STREET  
STA. 500+25.00 TO STA. 500+75.00**

**STA - 12TH STREET**

277  
790

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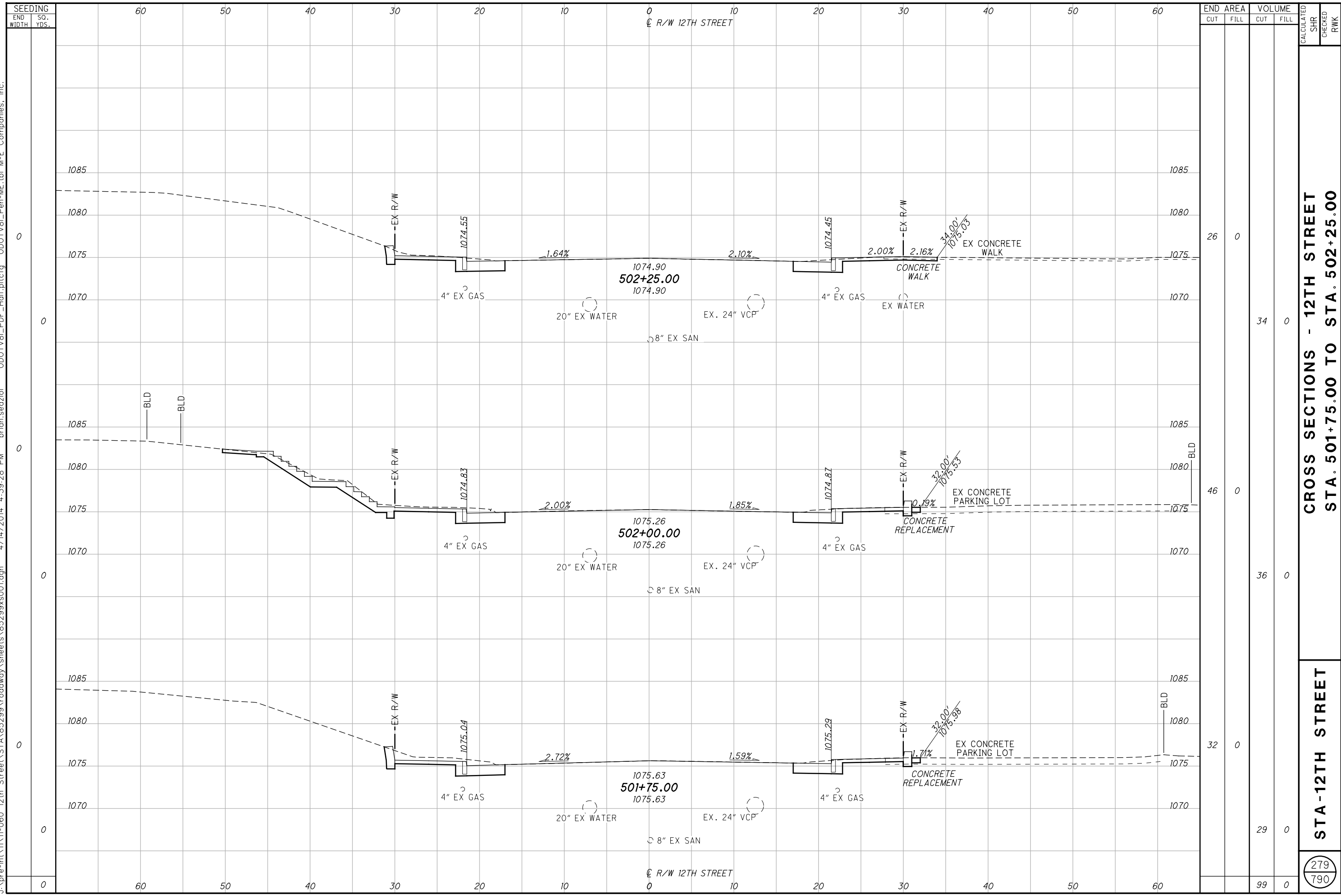
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 31       | 0      |            |         |     |
| 32       | 0      |            |         |     |
| 33       | 0      |            |         |     |
|          | 86     |            |         |     |

**CROSS SECTIONS - 12TH STREET  
STA. 501+00.00 TO STA. 501+50.00**

**STA - 12TH STREET**

278  
790

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| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 26       | 0      |            |         |     |
| 46       | 0      |            |         |     |
| 32       | 0      |            |         |     |
| 99       | 0      |            |         |     |

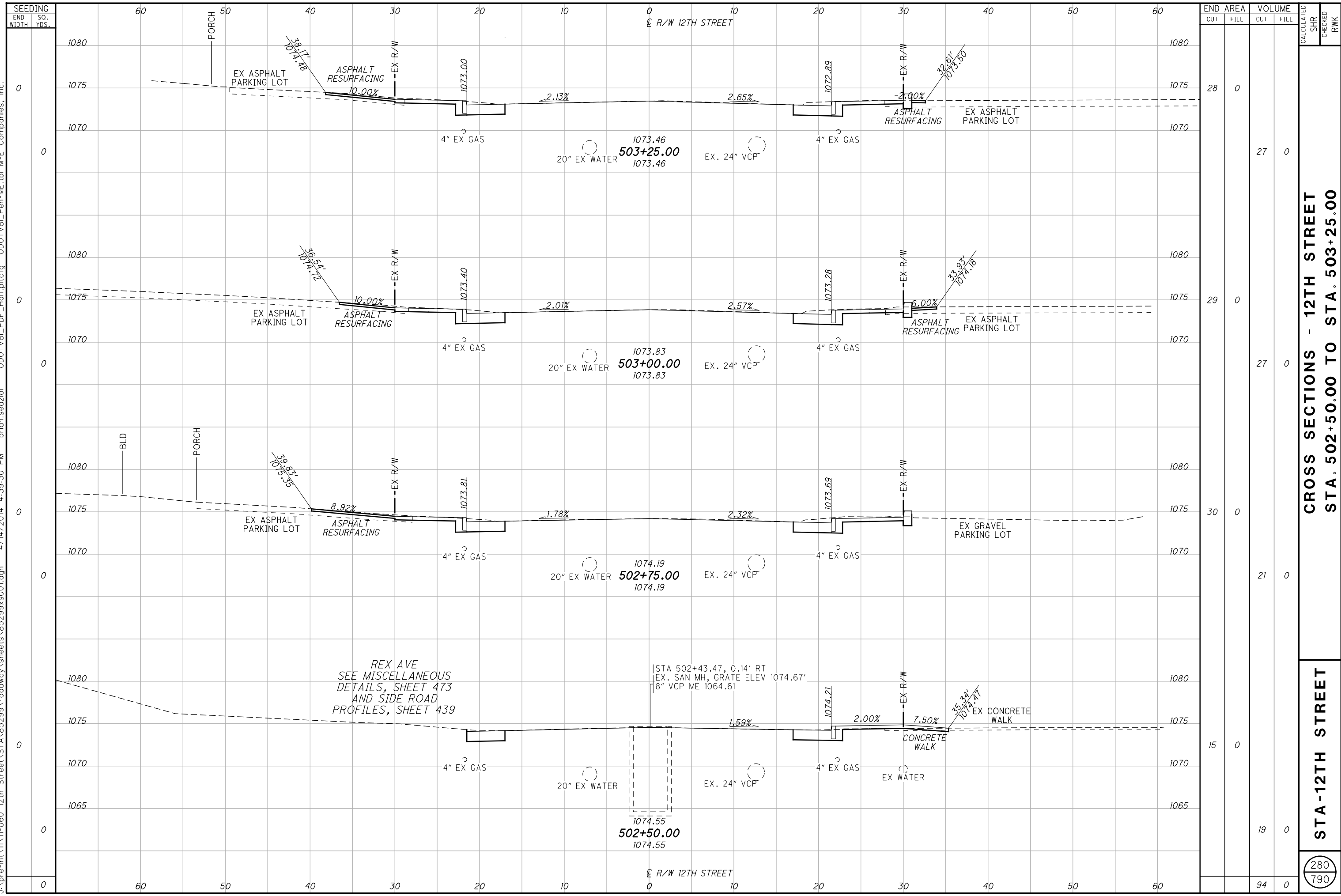
**CROSS SECTIONS - 12TH STREET**  
**STA. 501+75.00 TO STA. 502+25.00**

**STA - 12TH STREET**

279  
790



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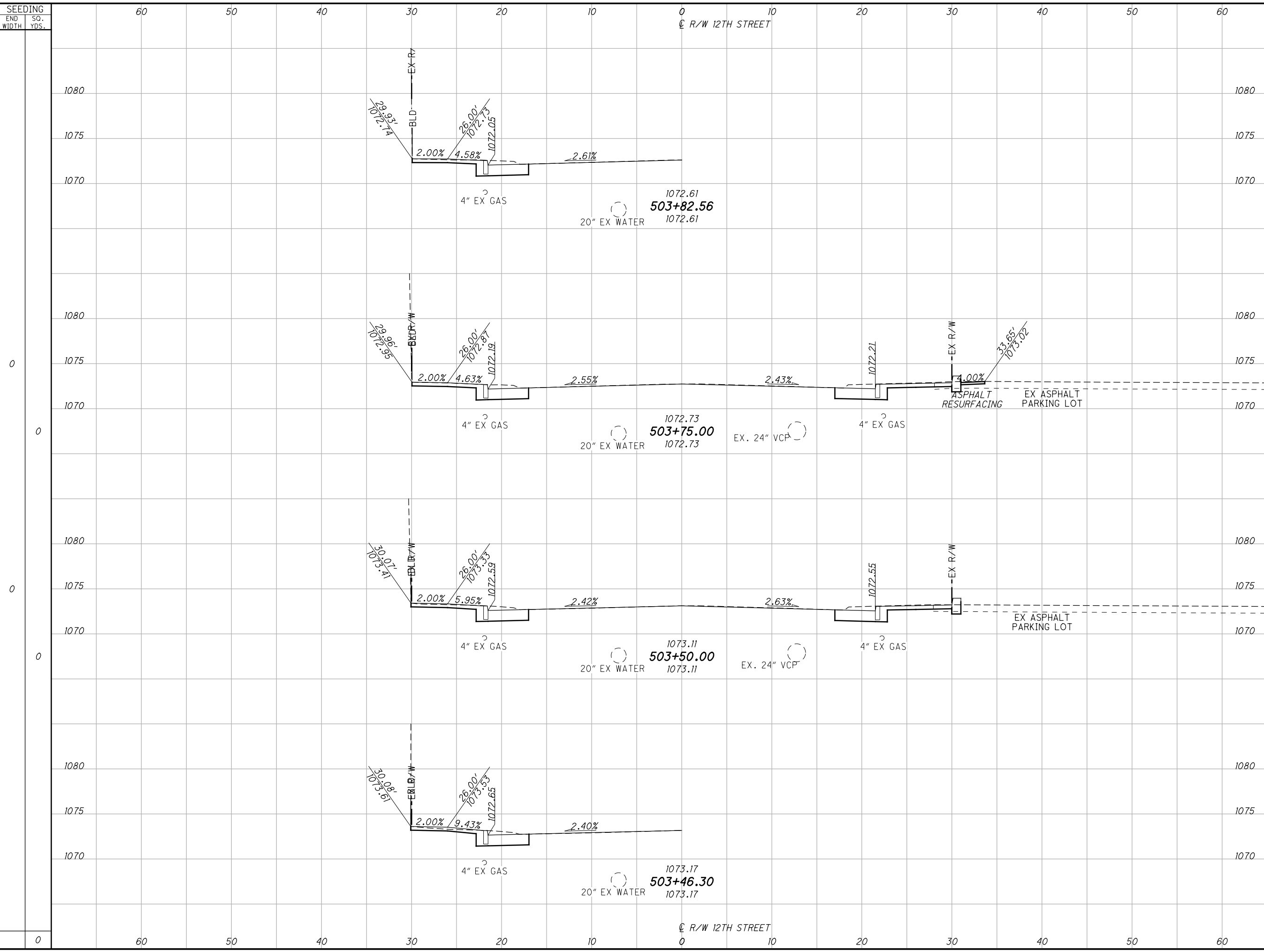


**CROSS SECTIONS - 12TH STREET  
STA. 502+50.00 TO STA. 503+25.00**

**STA-12TH STREET**

280  
790

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| STATION      | END AREA |      | VOLUME    |          |
|--------------|----------|------|-----------|----------|
|              | CUT      | FILL | CUT       | FILL     |
| 503+82.56    |          |      |           |          |
| 503+75.00    | 26       | 0    | 24        | 0        |
| 503+50.00    | 25       | 0    | 2         | 0        |
| 503+46.30    |          |      |           |          |
| <b>TOTAL</b> |          |      | <b>49</b> | <b>0</b> |

**STA - 12TH STREET**

**CROSS SECTIONS - 12TH STREET**  
**STA. 503+46.30 TO STA. 503+82.56**

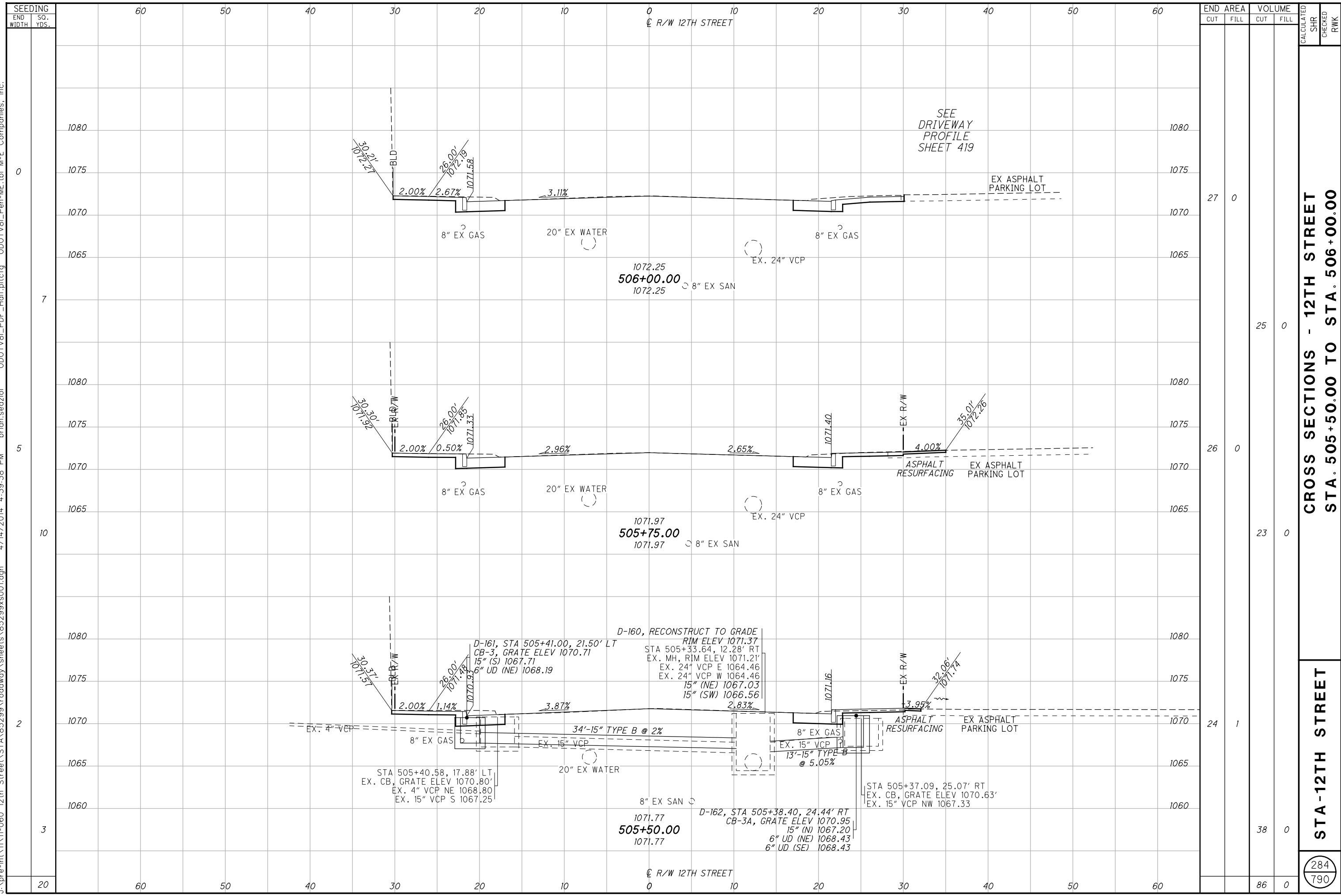
|                   |                |
|-------------------|----------------|
| CALCULATED<br>SHR | CHECKED<br>RWK |
| 281               | 790            |

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| SEEDING   |          | 60 | 50 | 40 | 30 | 20 | 10 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | END AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|-----------|----------|----|----|----|----|----|----|---|----|----|----|----|----|----|----------|------|--------|------|----------------|-------------|
| END WIDTH | SO. YDS. |    |    |    |    |    |    |   |    |    |    |    |    |    | CUT      | FILL | CUT    | FILL |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    | 32       | 0    |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1070     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1080     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |
| 0         | 1075     |    |    |    |    |    |    |   |    |    |    |    |    |    |          |      |        |      |                |             |



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| STATION      | END AREA  |          | VOLUME    |          | CALCULATED SHR | CHECKED RWK |
|--------------|-----------|----------|-----------|----------|----------------|-------------|
|              | CUT       | FILL     | CUT       | FILL     |                |             |
| 506+00.00    | 27        | 0        | 25        | 0        |                |             |
| 505+75.00    | 26        | 0        | 23        | 0        |                |             |
| 505+50.00    | 24        | 1        | 38        | 0        |                |             |
| <b>TOTAL</b> | <b>77</b> | <b>1</b> | <b>86</b> | <b>0</b> |                |             |

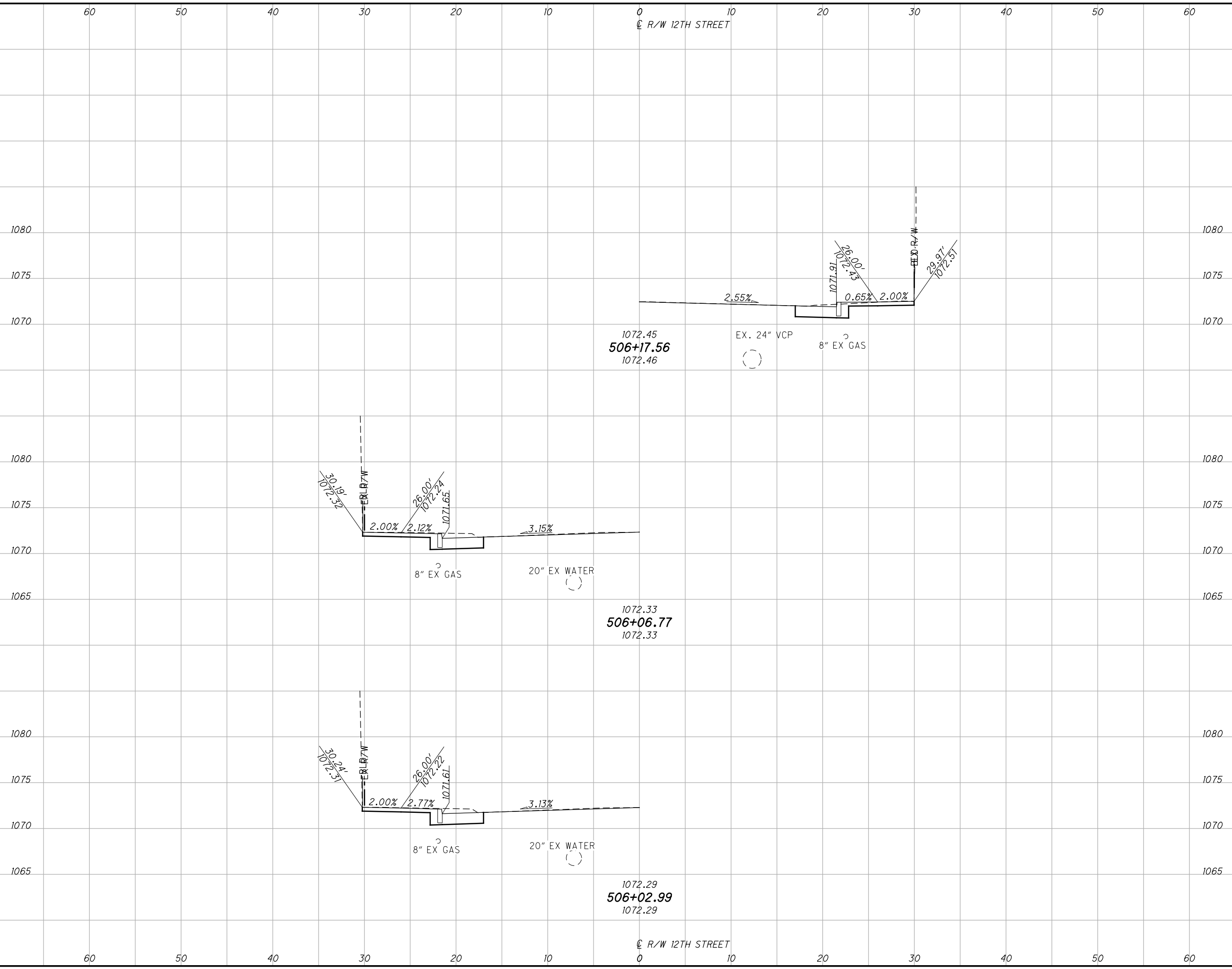
**CROSS SECTIONS - 12TH STREET  
STA. 505+50.00 TO STA. 506+00.00**

**STA-12TH STREET**

284  
790

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| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 0         |          |



| END AREA |      | VOLUME |      |
|----------|------|--------|------|
| CUT      | FILL | CUT    | FILL |
|          |      | 0      | 0    |

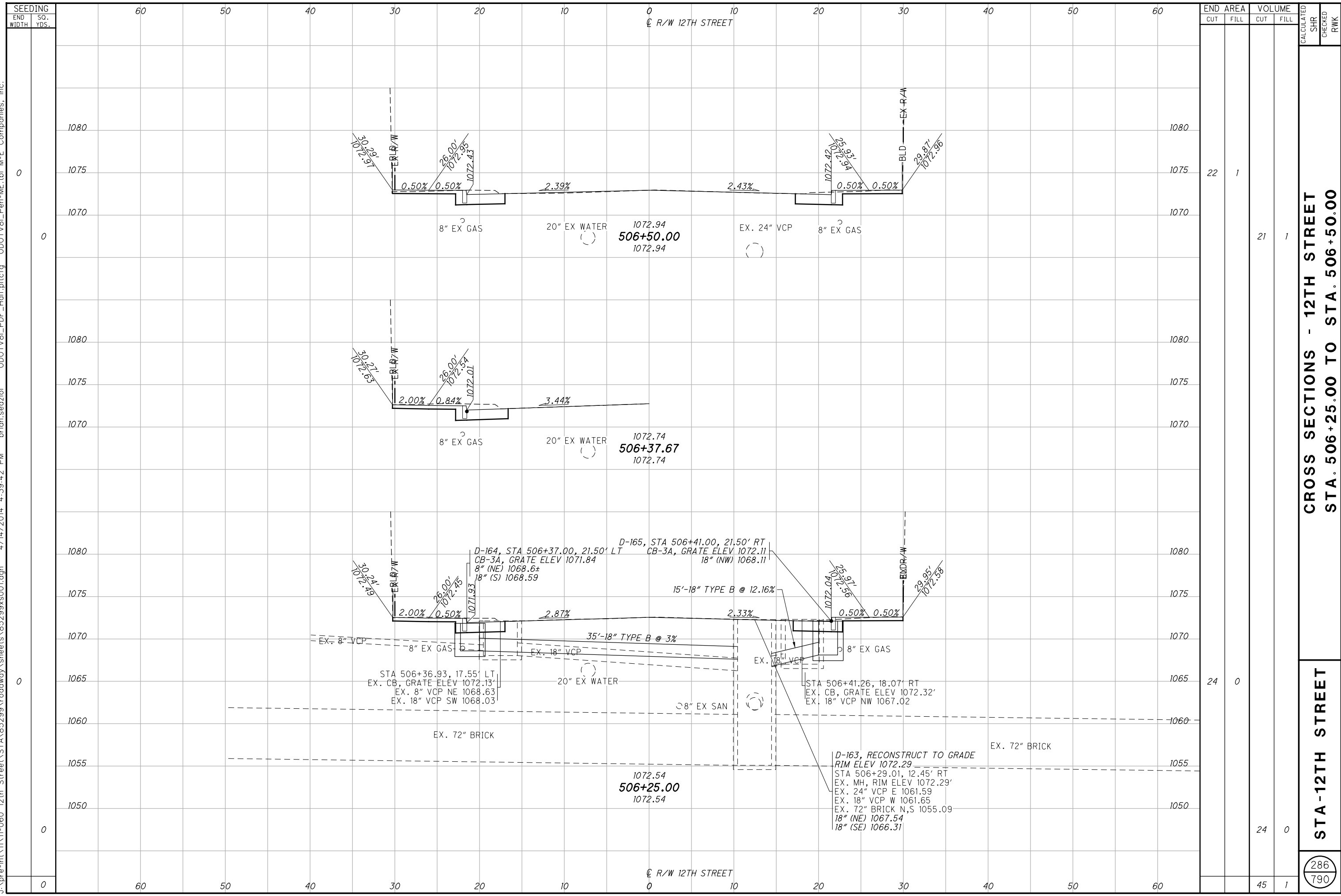
| CALCULATED | CHECKED |
|------------|---------|
| SHR        | RWK     |
|            |         |

**CROSS SECTIONS - 12TH STREET**  
**STA. 506+02.99 TO STA. 506+17.56**

**STA - 12TH STREET**

285  
790

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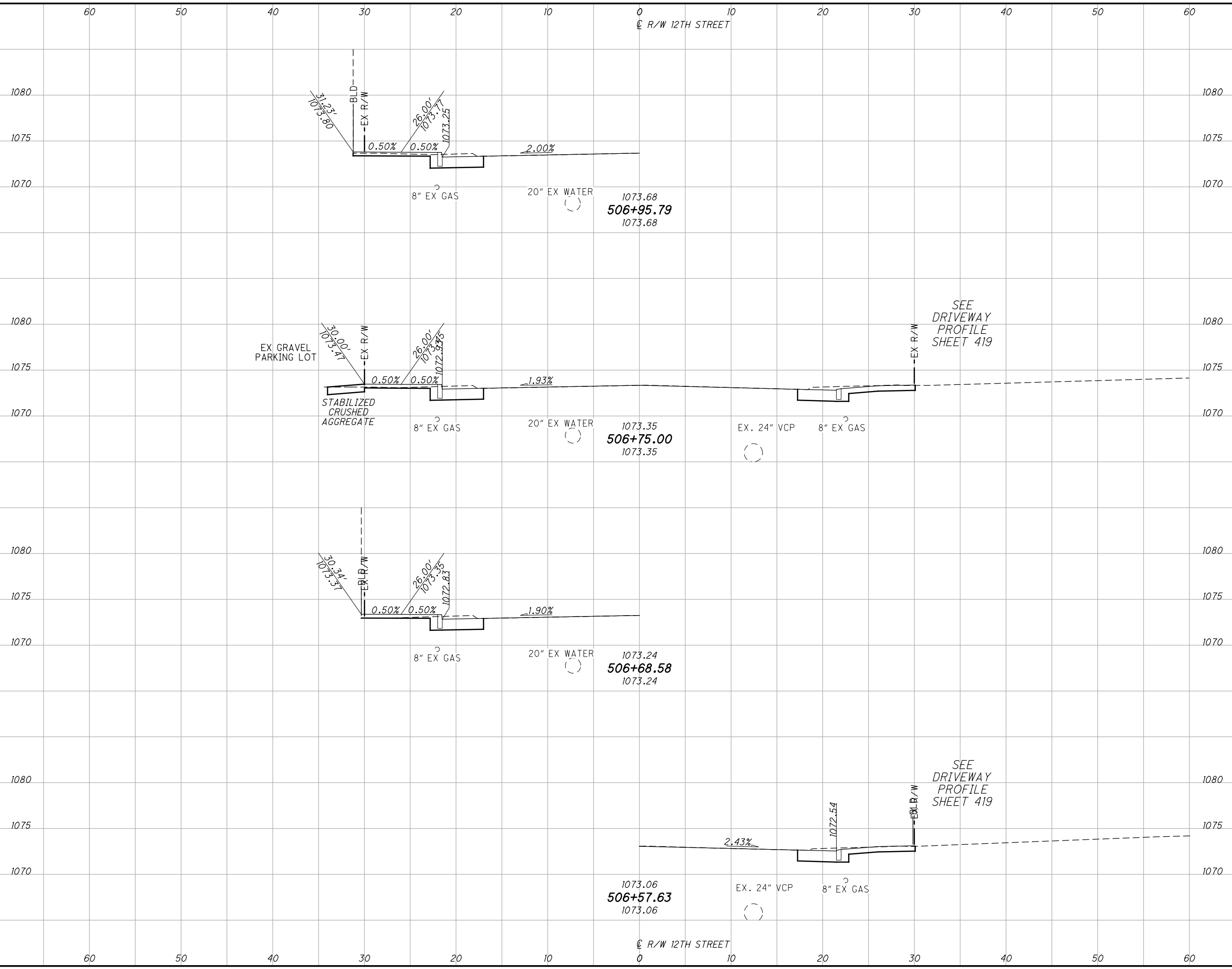
CROSS SECTIONS - 12TH STREET  
STA. 506+25.00 TO STA. 506+50.00

STA - 12TH STREET

286  
790

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| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 0         | 0        |



| END AREA |      | VOLUME |      |
|----------|------|--------|------|
| CUT      | FILL | CUT    | FILL |
| 25       | 0    | 22     | 1    |

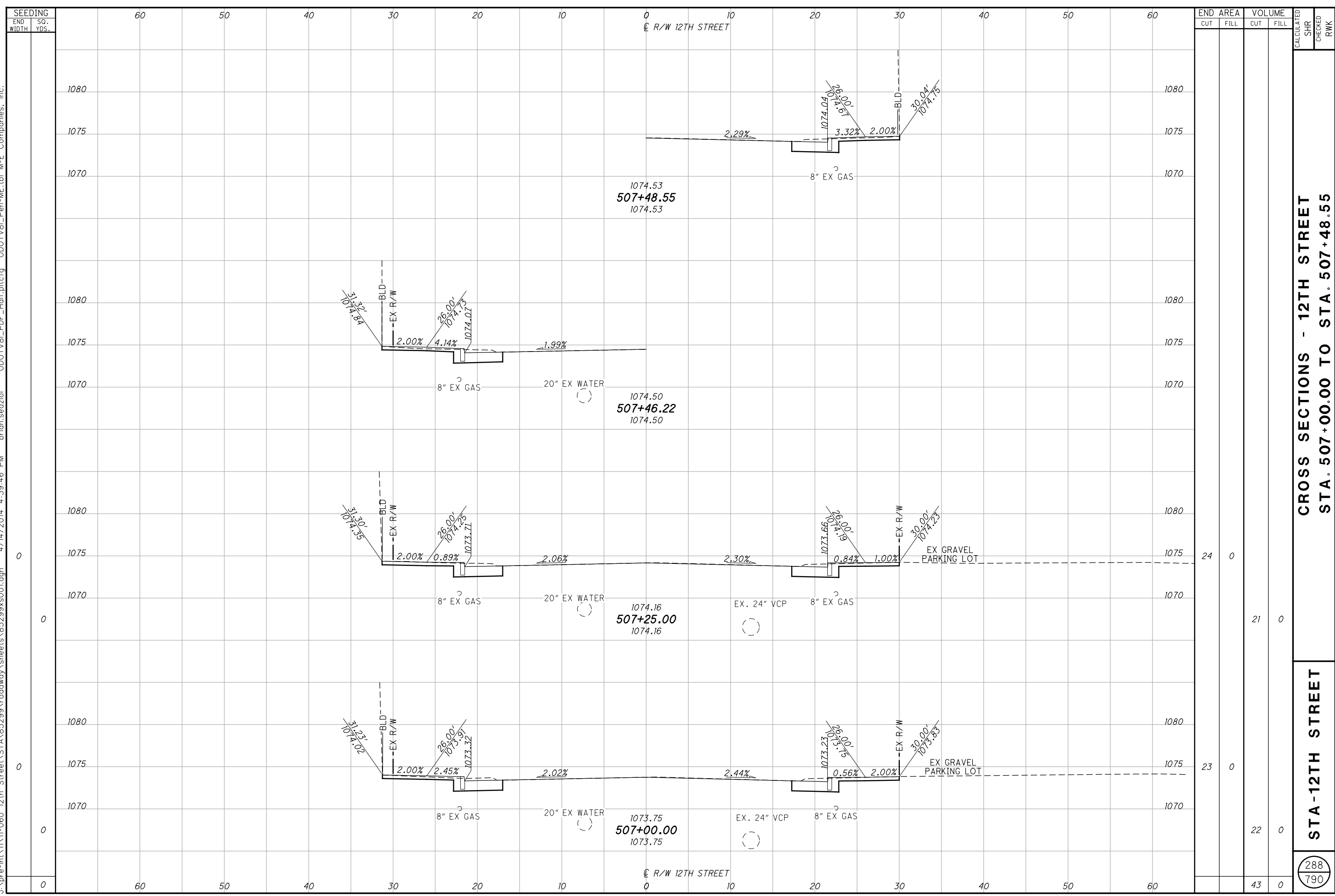
**CROSS SECTIONS - 12TH STREET**  
**STA. 506+57.63 TO STA. 506+95.79**

**STA - 12TH STREET**

(287 / 790)

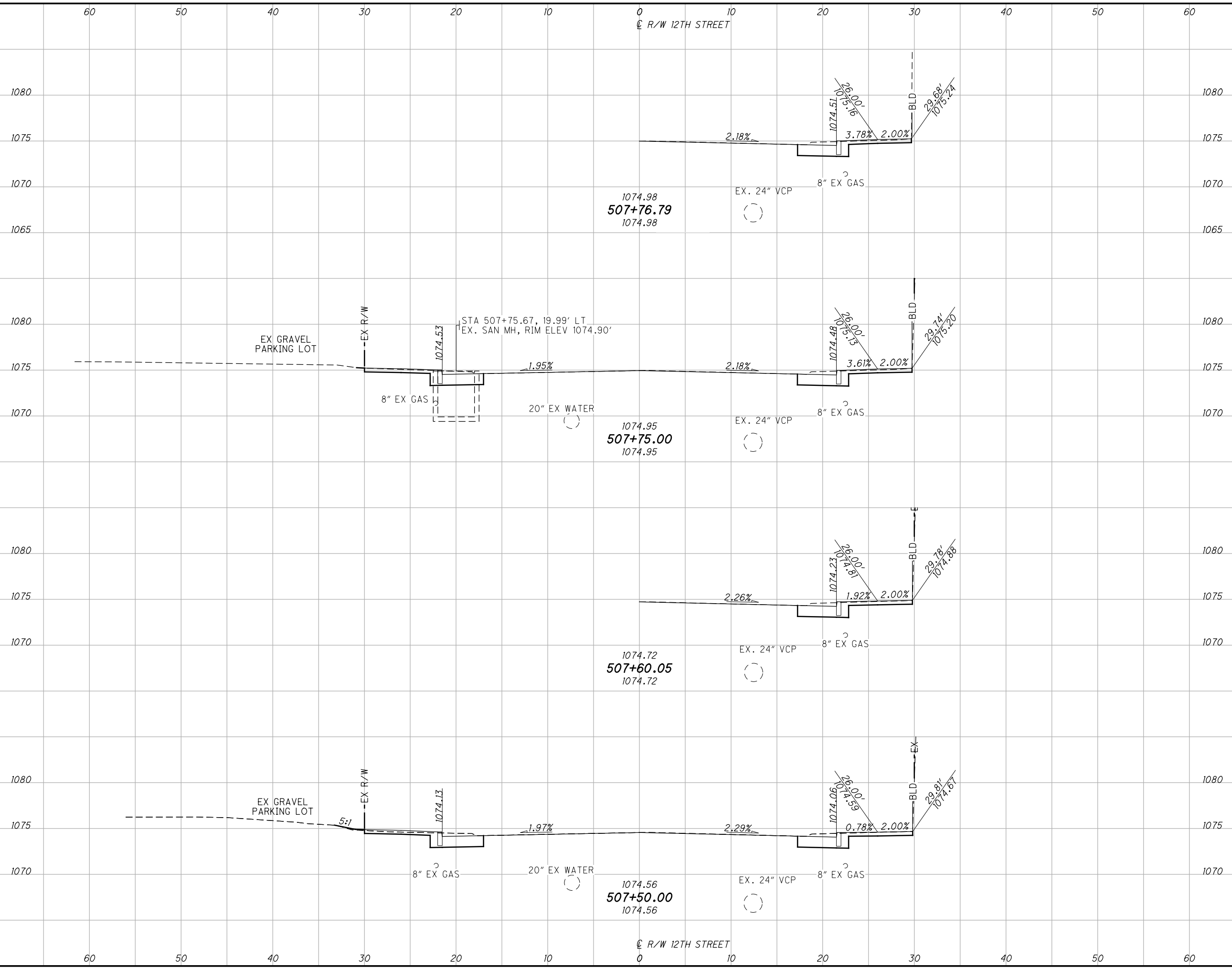


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| SEEDING | SO. YDS. | END AREA |      | VOLUME |      | CALCULATED SHR | CHECKED RWK |
|---------|----------|----------|------|--------|------|----------------|-------------|
|         |          | CUT      | FILL | CUT    | FILL |                |             |
| 0       | 2        | 22       | 0    | 21     | 0    |                |             |
| 3       | 2        | 22       | 0    | 21     | 0    |                |             |
| 4       |          |          |      | 41     | 0    |                |             |



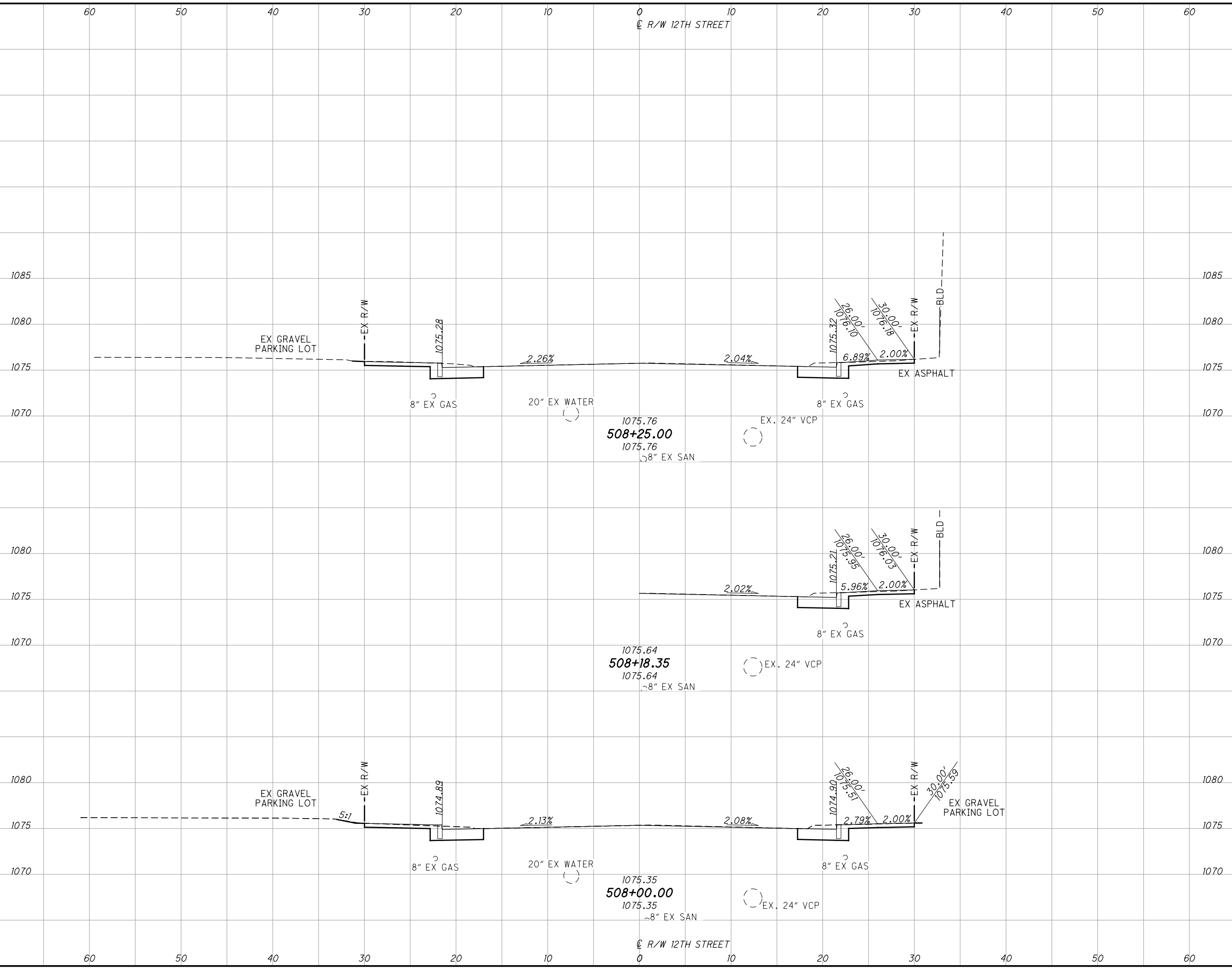
**CROSS SECTIONS - 12TH STREET  
STA. 507+50.00 TO STA. 507+76.79**

**STA-12TH STREET**

289  
790

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| SEEDING | END SO. |      |
|---------|---------|------|
|         | WIDTH   | YDS. |
| 1       | 60      | 60   |
| 7       | 60      | 60   |
| 4       | 60      | 60   |
| 6       | 60      | 60   |
| 13      | 60      | 60   |



| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
| 23       | 0      | 0    |
| 27       | 0      | 0    |
| 35       | 0      | 0    |
| 26       | 0      | 0    |
| 53       | 0      | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 508+00.00 TO STA. 508+25.00**

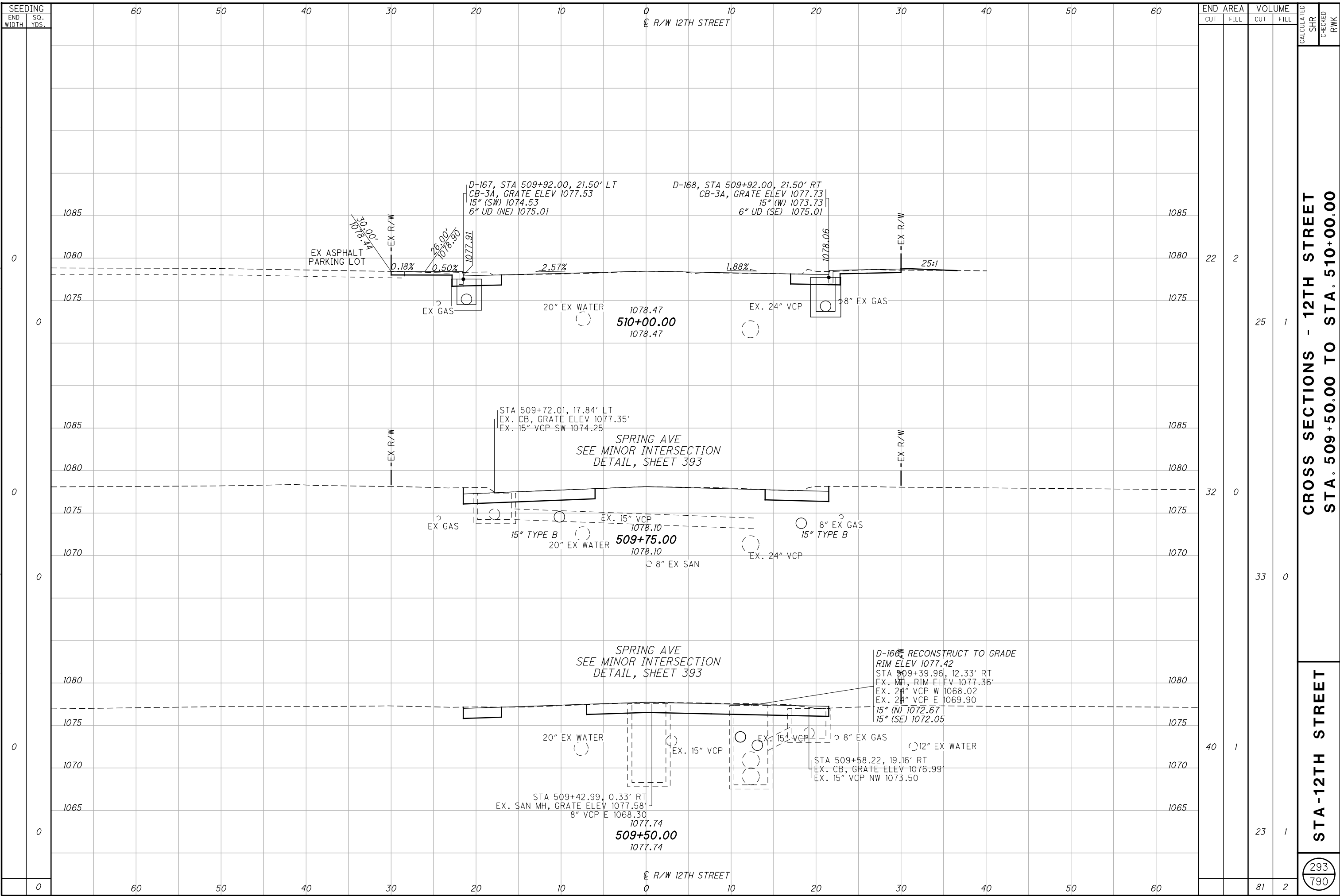
**STA - 12TH STREET**

290  
790





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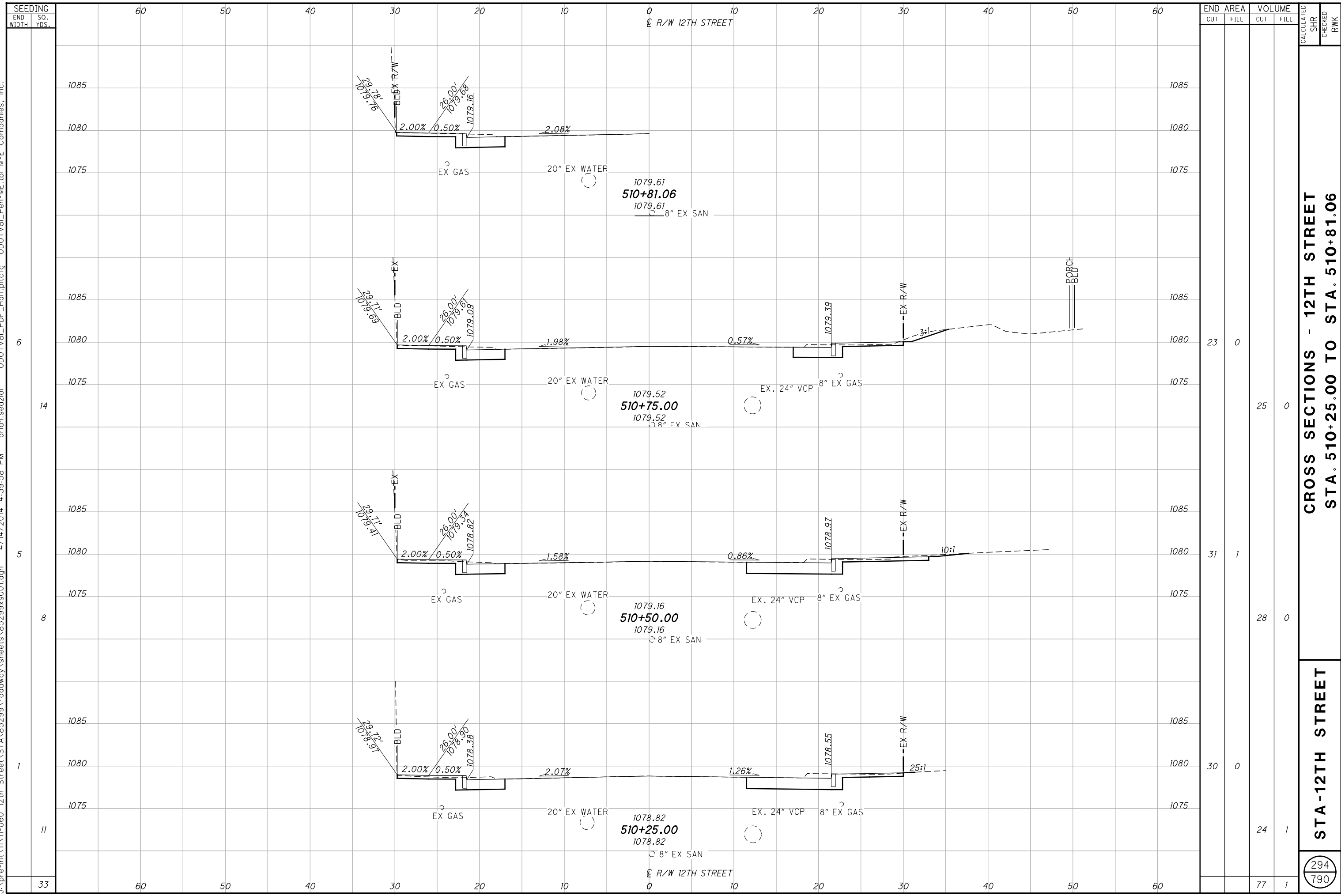
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 22       | 2      |            |         |     |
|          |        | 25         | 1       |     |
| 32       | 0      |            |         |     |
|          |        | 33         | 0       |     |
| 40       | 1      |            |         |     |
|          |        | 23         | 1       |     |
|          |        | 81         | 2       |     |

**CROSS SECTIONS - 12TH STREET  
STA. 509+50.00 TO STA. 510+00.00**

**STA - 12TH STREET**

293  
790

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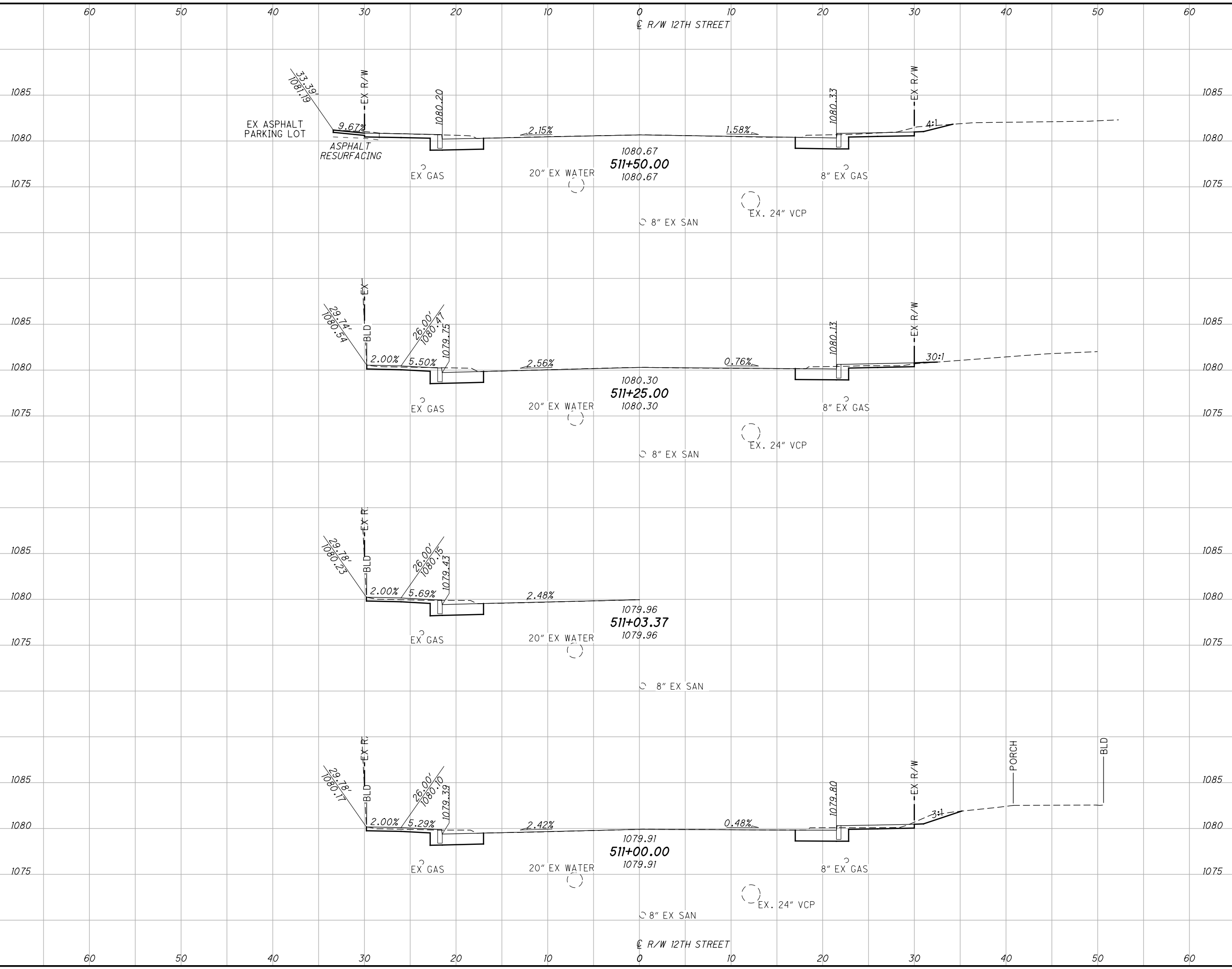
**CROSS SECTIONS - 12TH STREET  
STA. 510+25.00 TO STA. 510+81.06**

**STA-12TH STREET**

294  
790

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| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 60        | 4        |
| 50        | 8        |
| 40        | 11       |
| 30        | 17       |
| 20        |          |
| 10        |          |
| 0         |          |
| 10        |          |
| 20        |          |
| 30        |          |
| 40        |          |
| 50        |          |
| 60        |          |



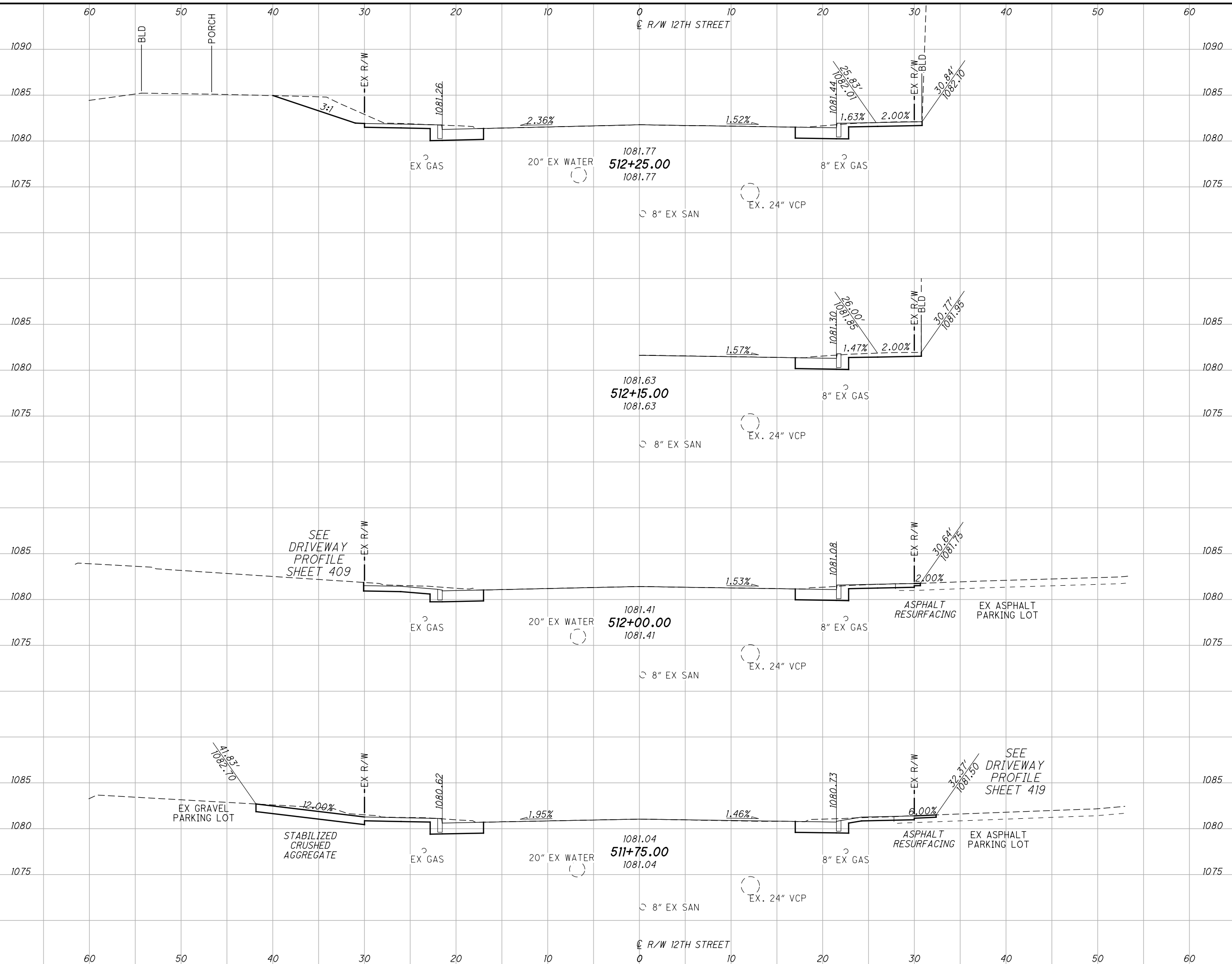
| END AREA |      | VOLUME |      |
|----------|------|--------|------|
| CUT      | FILL | CUT    | FILL |
| 27       | 0    | 22     | 0    |
| 21       | 0    | 20     | 0    |
| 23       | 0    | 21     | 0    |
|          |      | 62     | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 511+00.00 TO STA. 511+50.00**  
**STA - 12TH STREET**  
 CALCULATED SHR 295  
 CHECKED RWK 790



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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 10      | 36       | 0    |        |      |            |         |     |
| 17      |          |      | 29     | 0    |            |         |     |
| 1       | 26       | 0    |        |      |            |         |     |
| 1       |          |      | 29     | 0    |            |         |     |
| 0       | 37       | 0    |        |      |            |         |     |
| 2       |          |      | 29     | 0    |            |         |     |
| 20      |          |      | 87     | 0    |            |         |     |



| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 10      | 36       | 0    |        |      |            |         |     |
| 17      |          |      | 29     | 0    |            |         |     |
| 1       | 26       | 0    |        |      |            |         |     |
| 1       |          |      | 29     | 0    |            |         |     |
| 0       | 37       | 0    |        |      |            |         |     |
| 2       |          |      | 29     | 0    |            |         |     |
| 20      |          |      | 87     | 0    |            |         |     |

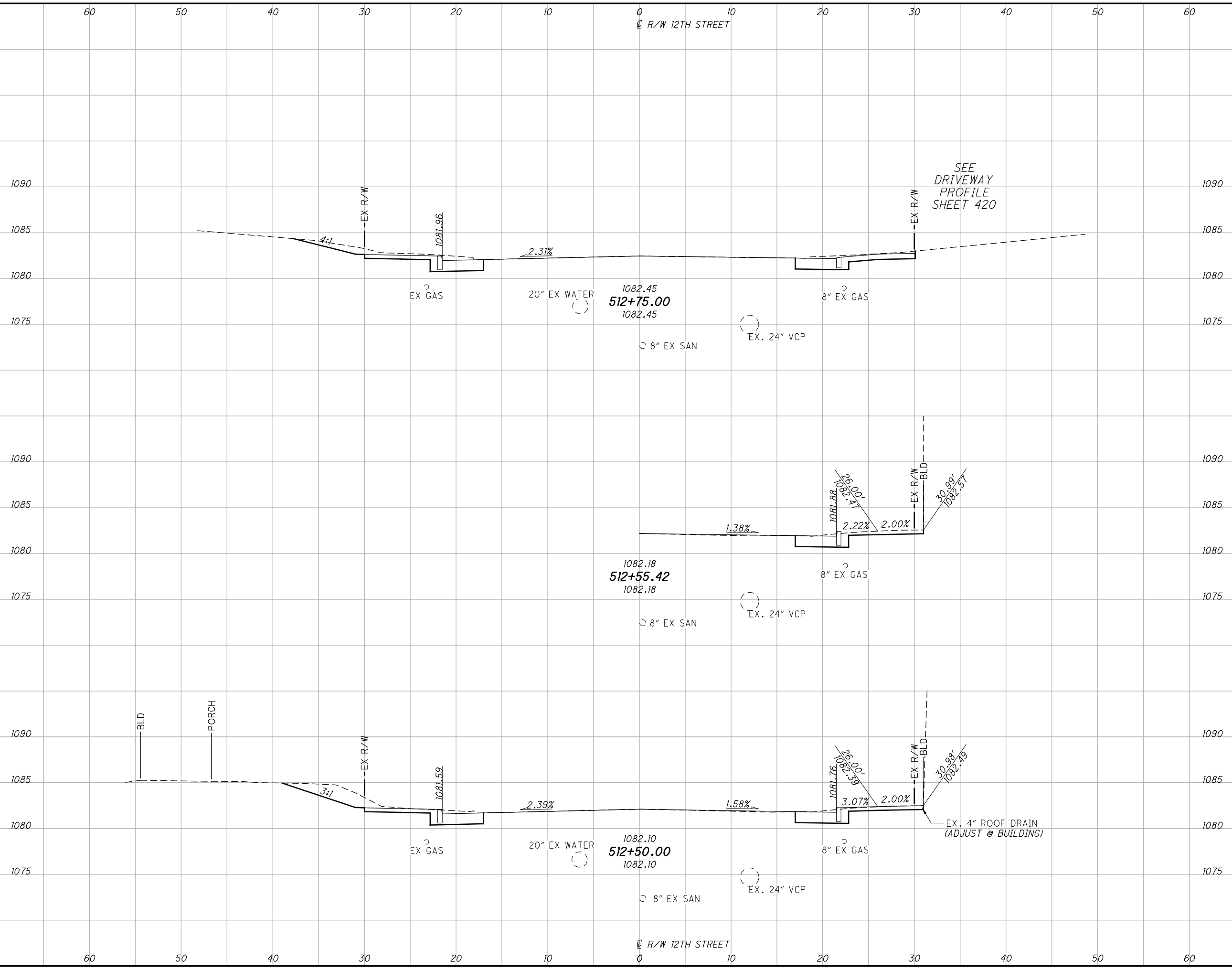
**CROSS SECTIONS - 12TH STREET  
STA. 511+75.00 TO STA. 512+25.00**

**STA - 12TH STREET**

296  
790

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| SEEDING | END AREA |      | VOLUME |      | CALCULATED | CHECKED | RWK |
|---------|----------|------|--------|------|------------|---------|-----|
|         | CUT      | FILL | CUT    | FILL |            |         |     |
| 8       | 31       | 0    | 30     | 1    |            |         |     |
| 9       | 34       | 1    | 33     | 0    |            |         |     |
| 52      |          |      | 63     | 1    |            |         |     |

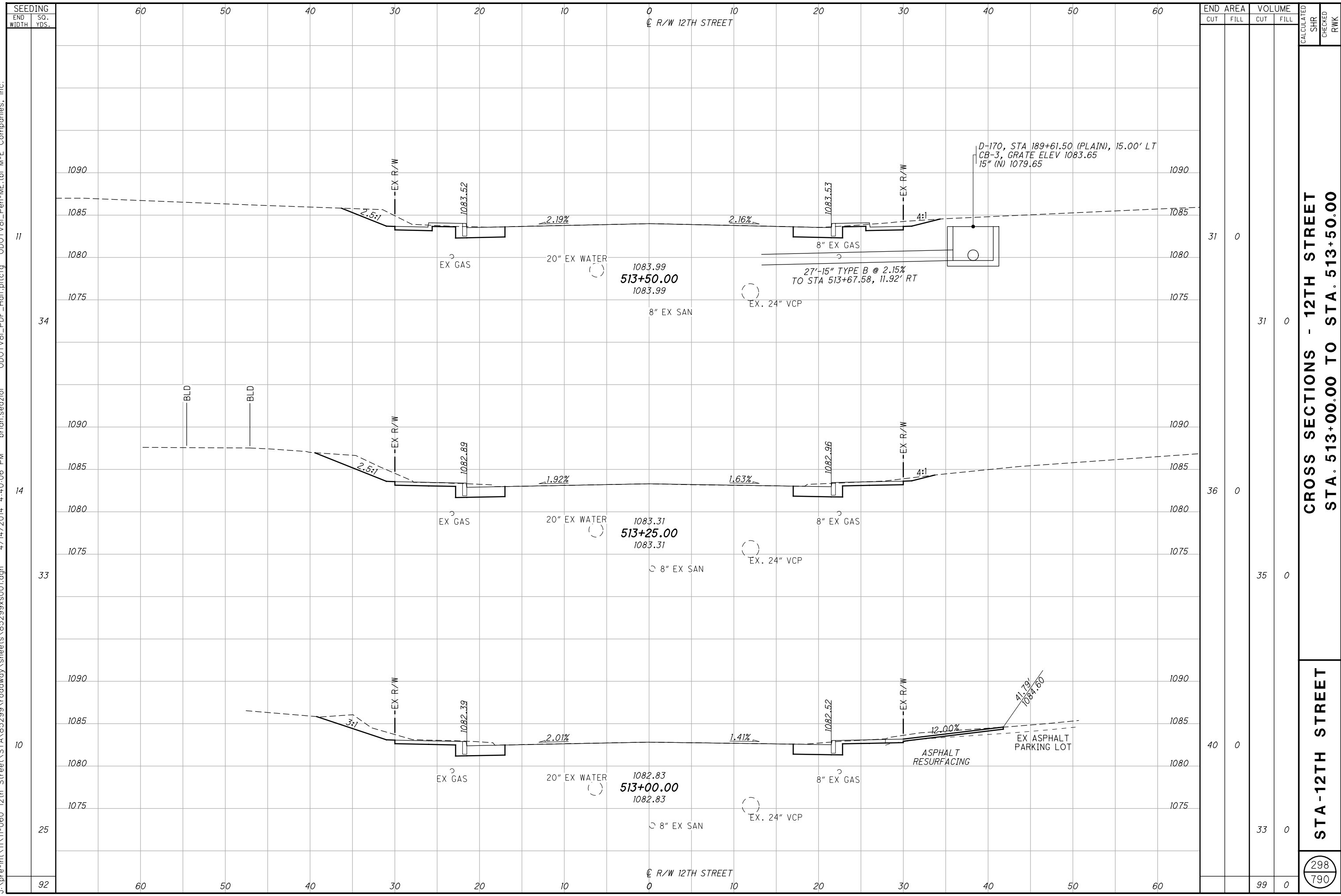


**CROSS SECTIONS - 12TH STREET  
STA. 512+50.00 TO STA. 512+75.00**

**STA-12TH STREET**

297  
790

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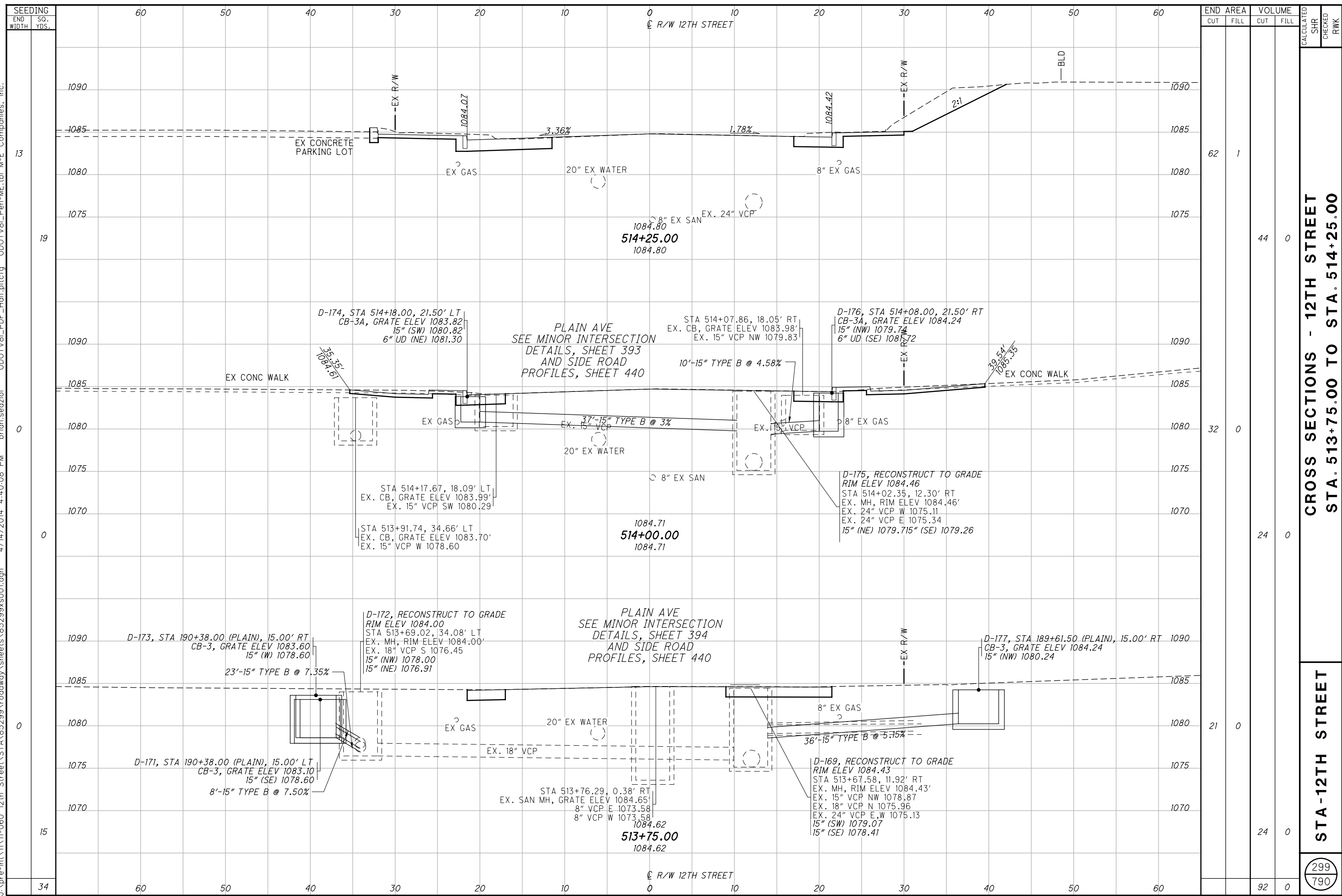


**CROSS SECTIONS - 12TH STREET  
STA. 513+00.00 TO STA. 513+50.00**

**STA - 12TH STREET**

298  
790

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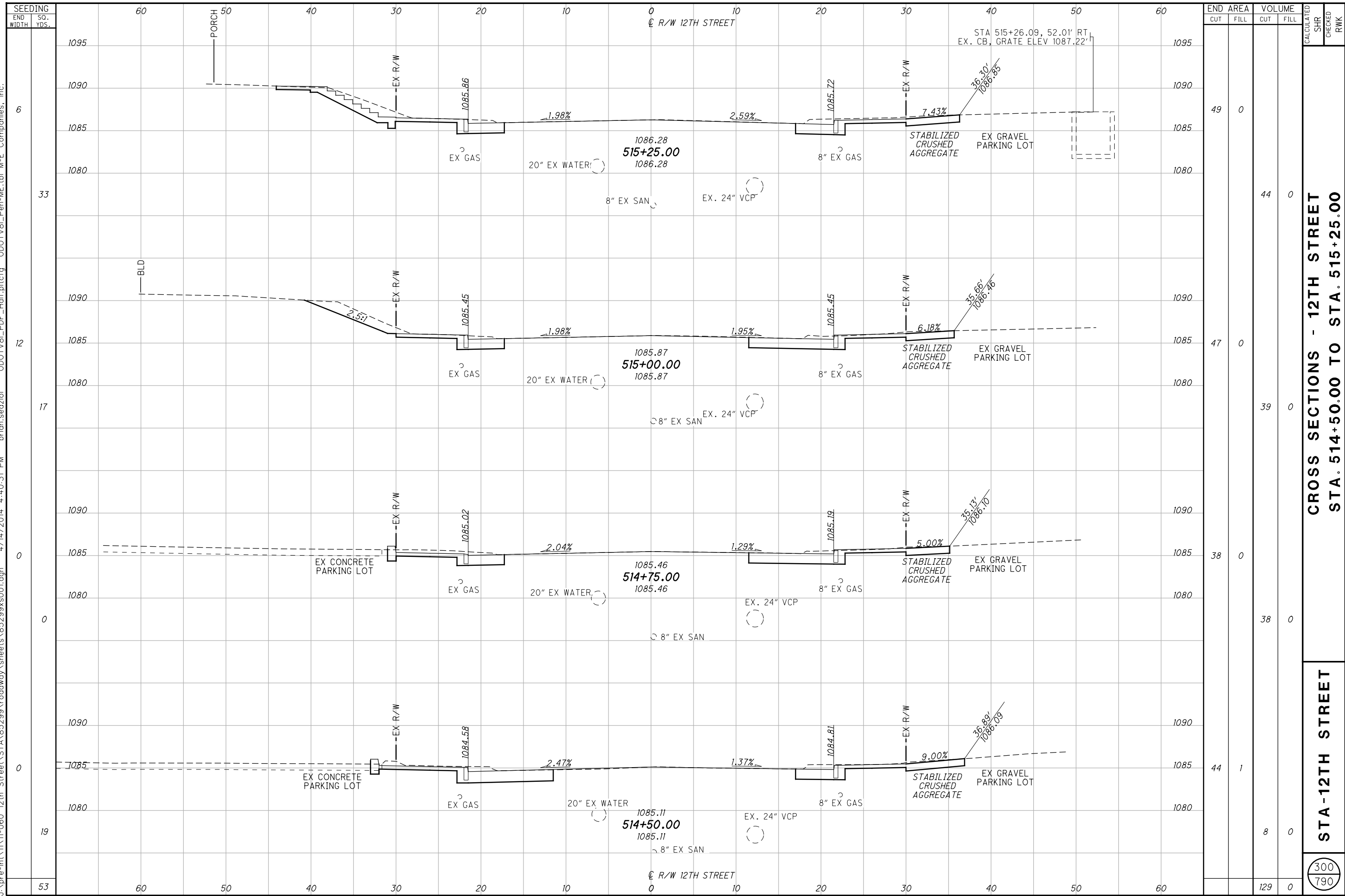
| END AREA | VOLUME | CALCULATED | CHECKED | RWK |
|----------|--------|------------|---------|-----|
|          |        |            |         |     |
| 62       | 1      |            |         |     |
|          |        | 44         | 0       |     |
| 32       | 0      |            |         |     |
|          |        | 24         | 0       |     |
| 21       | 0      |            |         |     |
|          |        | 24         | 0       |     |
|          |        | 92         | 0       |     |

CROSS SECTIONS - 12TH STREET  
STA. 513+75.00 TO STA. 514+25.00

STA - 12TH STREET

299  
790

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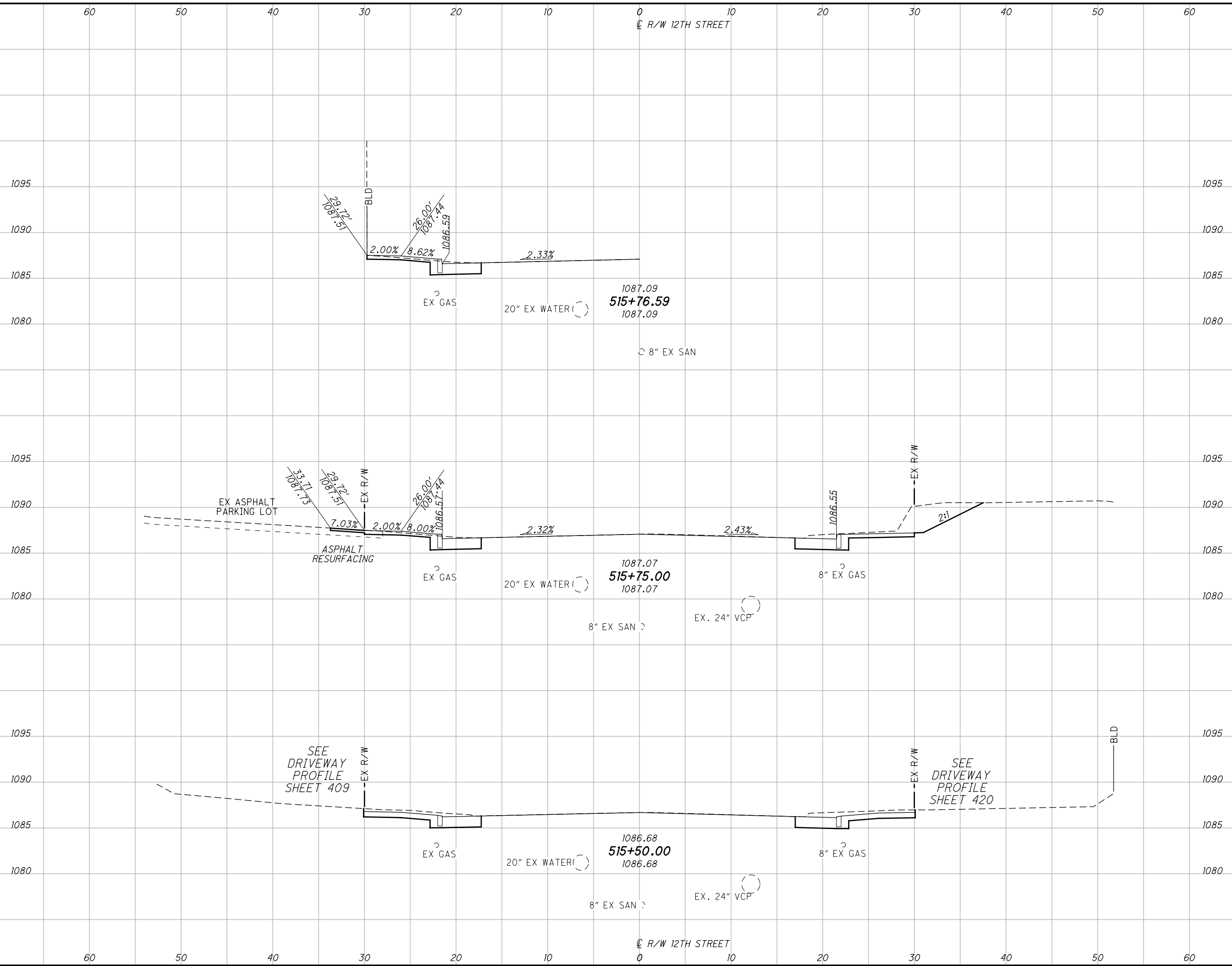
**CROSS SECTIONS - 12TH STREET  
STA. 514+50.00 TO STA. 515+25.00**

**STA-12TH STREET**

300  
790

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| SEEDING   |          | END AREA |      | VOLUME |      | CALCULATED |     |
|-----------|----------|----------|------|--------|------|------------|-----|
| END WIDTH | SO. YDS. | CUT      | FILL | CUT    | FILL | SHR        | RWK |
| 11        |          |          |      | 70     | 0    |            |     |
| 0         |          |          |      |        |      |            |     |
| 11        |          |          |      |        |      |            |     |
| 8         |          | 41       | 0    |        |      |            |     |
| 11        |          |          |      | 33     | 0    |            |     |
| 0         |          |          |      |        |      |            |     |
| 11        |          |          |      | 31     | 0    |            |     |
| 11        |          |          |      |        |      |            |     |



| END AREA |      | VOLUME |      | CALCULATED |     |
|----------|------|--------|------|------------|-----|
| CUT      | FILL | CUT    | FILL | SHR        | RWK |
|          |      | 70     | 0    |            |     |
|          |      |        |      |            |     |
|          |      |        |      |            |     |
| 41       | 0    |        |      |            |     |
|          |      | 33     | 0    |            |     |
|          |      |        |      |            |     |
|          |      | 31     | 0    |            |     |
|          |      |        |      |            |     |

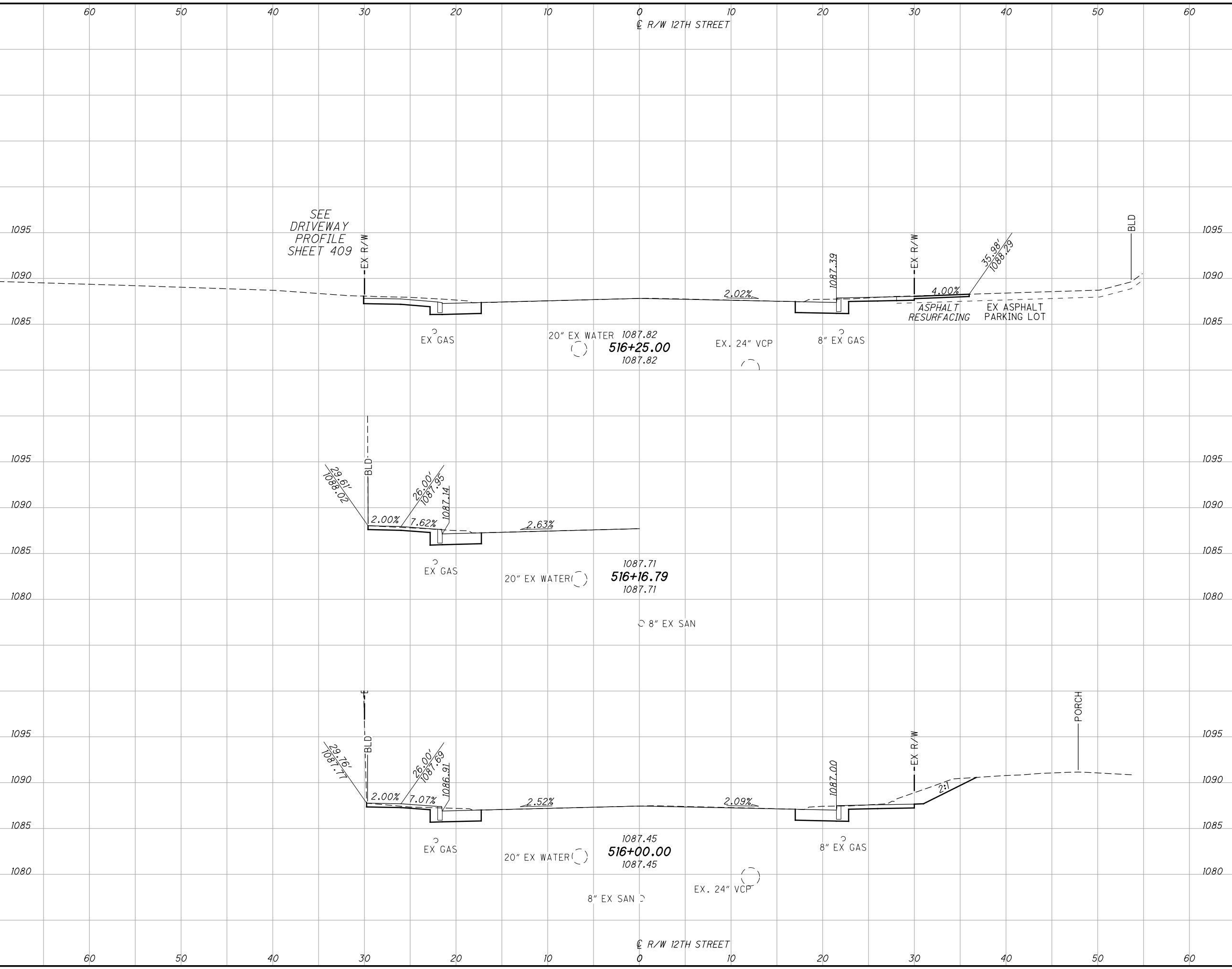
**CROSS SECTIONS - 12TH STREET**  
**STA. 515+50.00 TO STA. 515+76.59**

**STA - 12TH STREET**

301  
790

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| SEEDING | END SO. |      |
|---------|---------|------|
|         | WIDTH   | YDS. |
|         | 60      | 50   |
|         | 40      | 30   |
|         | 20      | 10   |
|         | 0       | 0    |
|         | 10      | 20   |
|         | 30      | 40   |
|         | 50      | 60   |
|         | 60      |      |

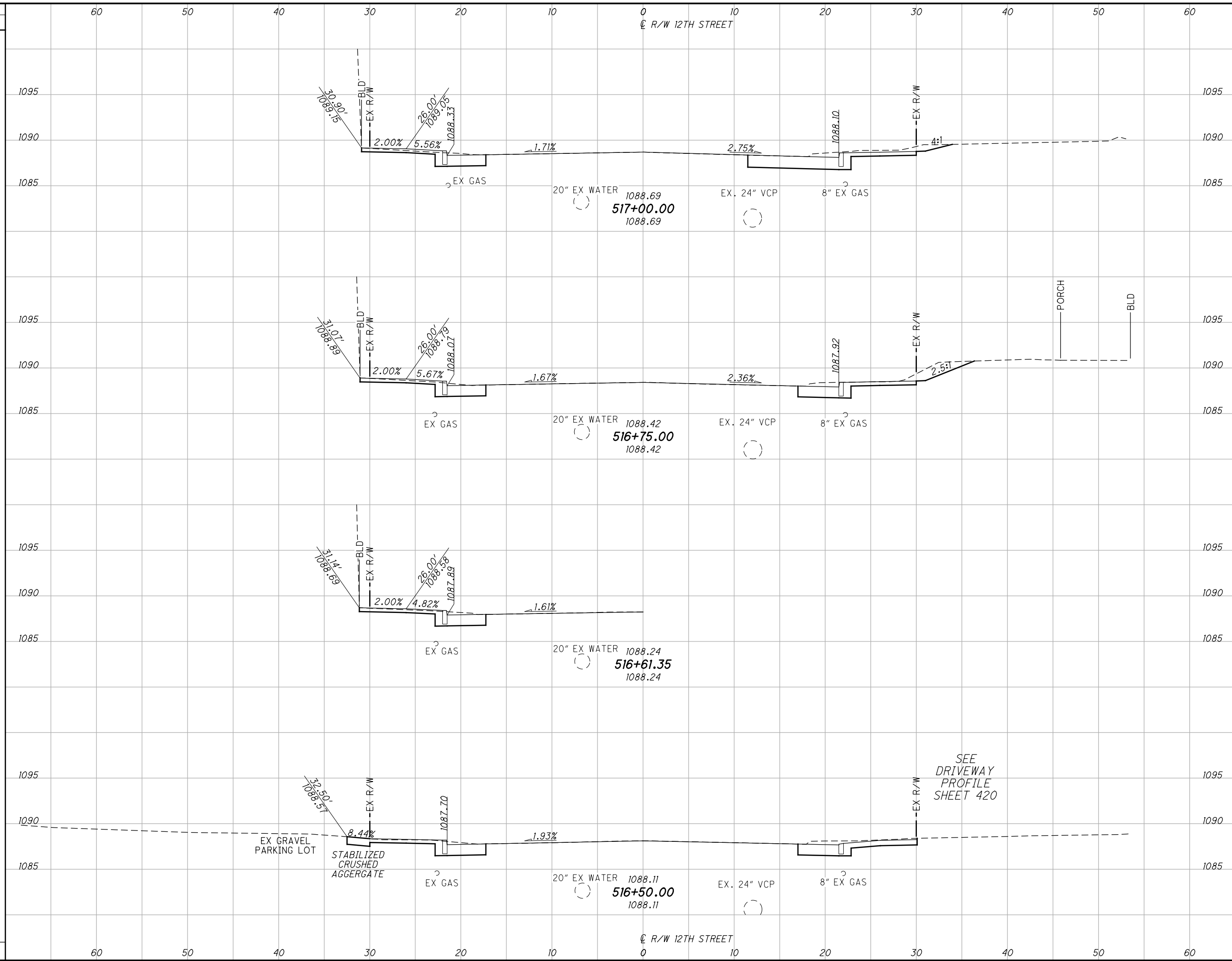


| END AREA | VOLUME |      |
|----------|--------|------|
|          | CUT    | FILL |
| 28       | 0      | 6    |
| 31       | 0      | 18   |
|          | 24     | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 516+00.00 TO STA. 516+25.00**  
**STA - 12TH STREET**  
 CALCULATED SHR 302  
 CHECKED RWK 790

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| SEEDING | END   |          |
|---------|-------|----------|
|         | WIDTH | SO. YDS. |
|         | 4     | 15       |
|         | 7     | 10       |
|         | 0     | 0        |
|         | 25    |          |



| END | AREA |      | VOLUME |      |
|-----|------|------|--------|------|
|     | CUT  | FILL | CUT    | FILL |
| 4   | 34   | 0    |        |      |
| 15  |      |      | 29     | 0    |
| 7   | 29   | 0    |        |      |
| 10  |      |      | 10     | 0    |
| 0   | 27   | 0    |        |      |
| 0   |      |      | 25     | 0    |
| 25  |      |      | 72     | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 516+50.00 TO STA. 517+00.00**

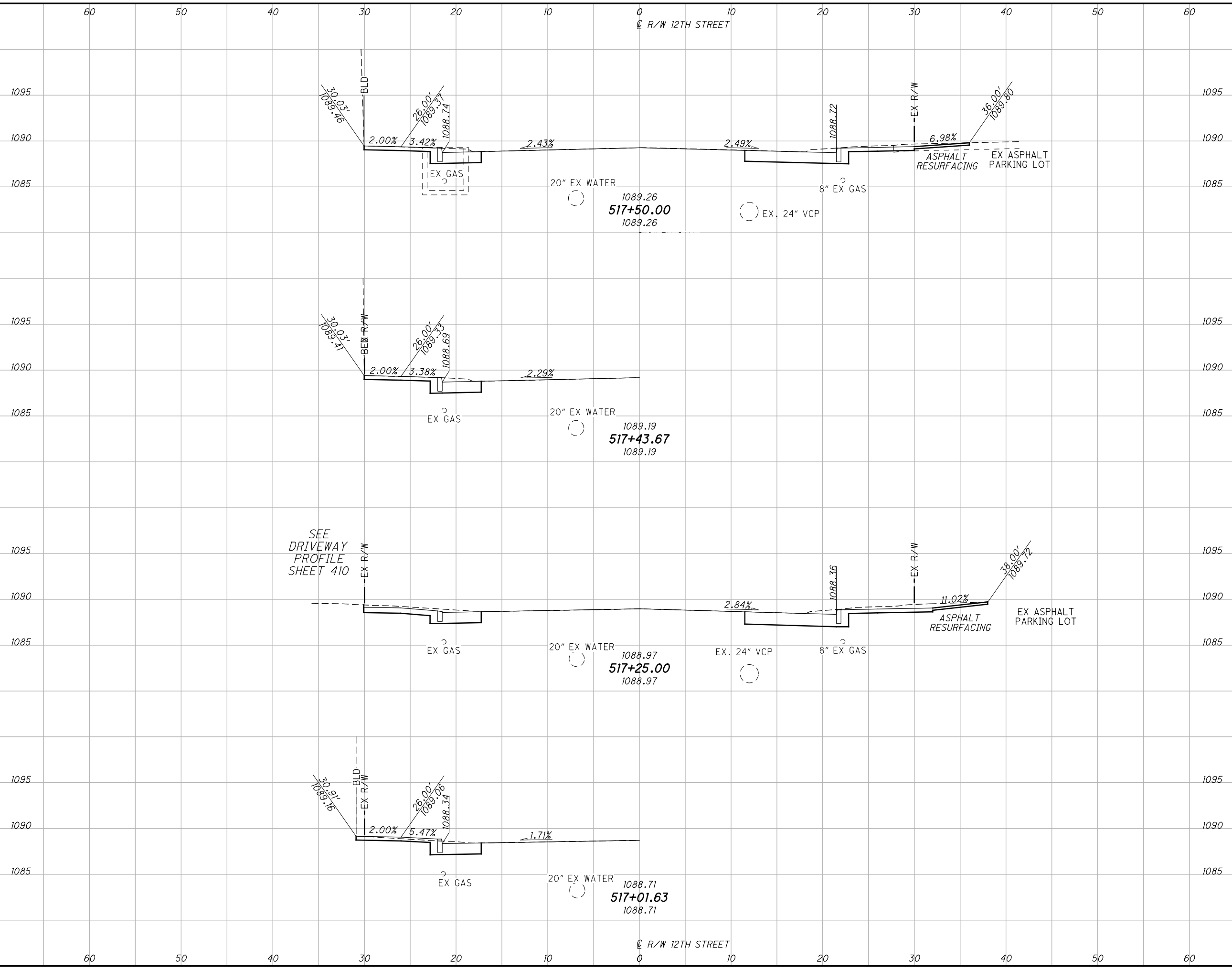
**STA - 12TH STREET**

(303 / 790)



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| SEEDING   |          |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 6         | 6        |
| 0         | 0        |
| 0         | 0        |
| 6         | 6        |
| 6         | 6        |



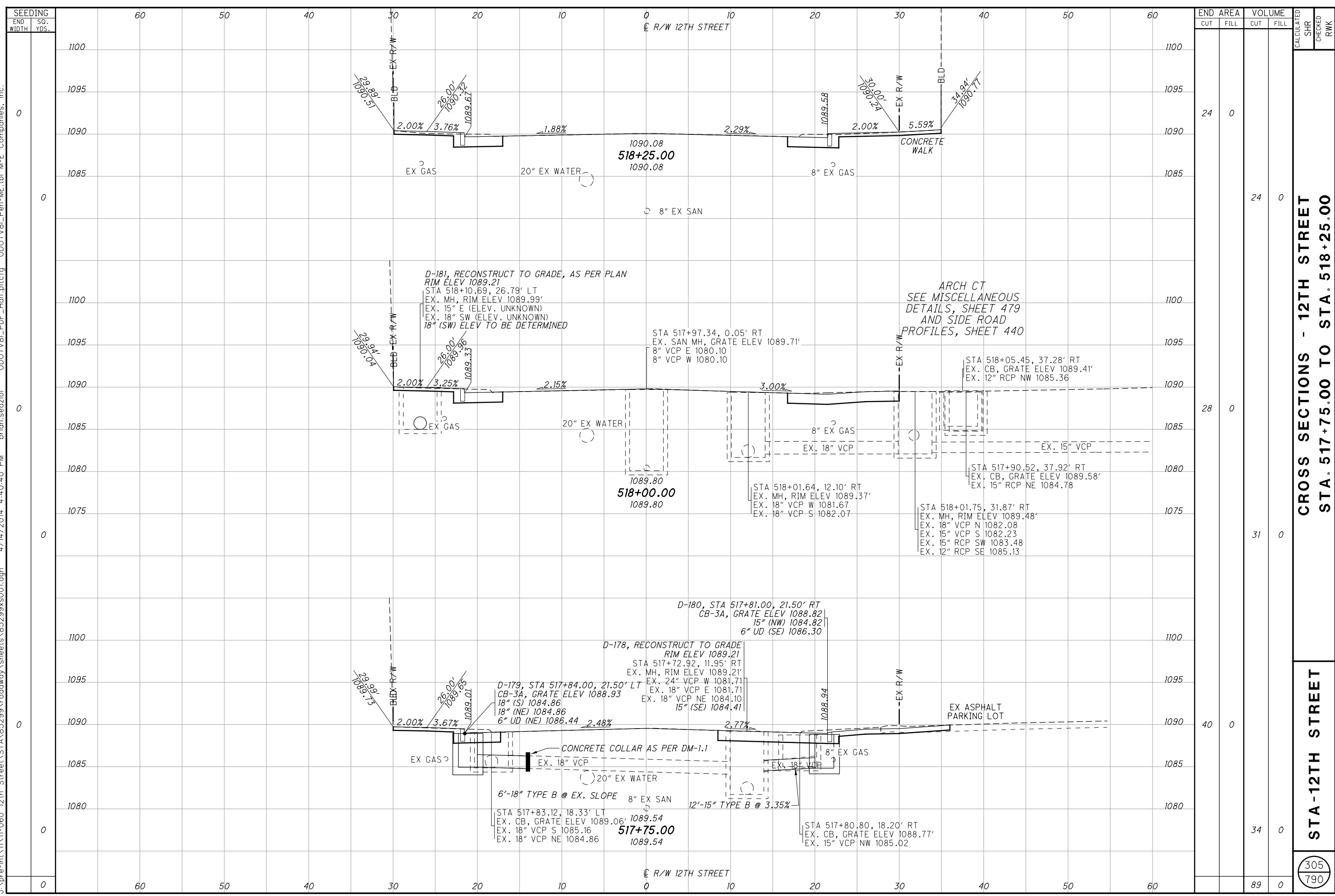
| END AREA |      | VOLUME |      |
|----------|------|--------|------|
| CUT      | FILL | CUT    | FILL |
| 34       | 0    | 34     | 0    |
| 40       | 0    | 34     | 0    |
| 68       | 0    | 68     | 0    |

**CROSS SECTIONS - 12TH STREET**  
**STA. 517+01.63 TO STA. 517+50.00**

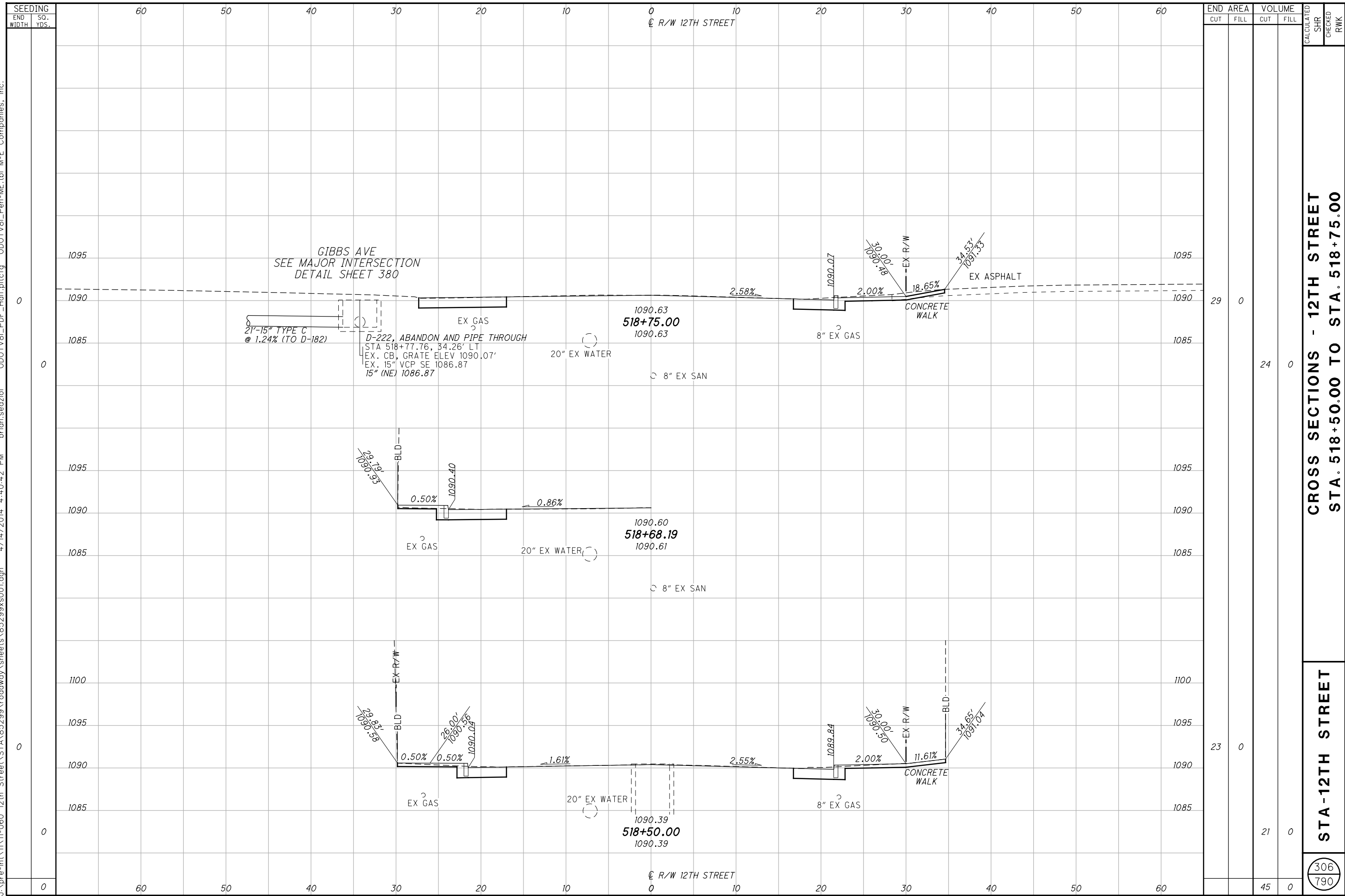
**STA - 12TH STREET**

304  
790

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**CROSS SECTIONS - 12TH STREET  
STA. 518+50.00 TO STA. 518+75.00**

**STA-12TH STREET**

306  
790