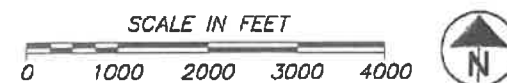


LOCATION MAP

LATITUDE: 41° 00' 20.3" LONGITUDE: 81° 33' 18.6"



PROJECT LOCATION

# COUNTY OF SUMMIT PORTAGE LAKES DRIVE COUNTY HIGHWAY 75 P.I.D. 103818 COVENTRY TOWNSHIP

## INDEX OF SHEETS:

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## DESIGN DESIGNATION

NHS PROJECT ..... N/A  
FUNCTIONAL CLASSIFICATION ..... MAJOR COLLECTOR  
CURRENT ADT ..... 3200  
DESIGN/LEGAL SPEED ..... 35 MPH  
DESIGN EXCEPTIONS ..... NONE

## PROJECT DESCRIPTION

PAVEMENT PLANING AND ASPHALT CONCRETE OVERLAY TO PORTAGE LAKES DRIVE FROM MANCHESTER ROAD (OHIO ROUTE 93) TO CORMANY DRIVE, APPROXIMATELY 0.31 MILES. NEW STORM SEWER CATCH BASINS, CURBING, PAVED SHOULDERS, AND GUARDRAIL IS INCLUDED.

## EARTH DISTURBED AREA

PROJECT EARTH DISTURBED AREA: 0.3 ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.1 ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: 0.4 ACRES

## 2016 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.

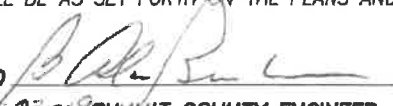
## STANDARD CONSTRUCTION DRAWINGS

BP-3.1	7/18/2014	MT-97.10	1/18/2014
BP-4.1	7/20/2018	MT-99.20	7/21/2017
BP-5.1	7/20/2018	MT-101.60	1/20/2017
BP-7.1	7/20/2018	MT-101.90	7/19/2013
		M-105.10	7/19/2013
CB-1.1	7/20/2018		
DM-4.3	1/15/2016	TC-41.20	10/18/2013
DM-4.4	7/20/2012		
MGS-1.1	1/19/2018	TC-52.10	10/18/2013
MGS-2.1	1/19/2018	TC-52.20	7/20/2018
MGS-5.3	7/15/2018		
		TC-71.10	1/19/2018
		TC-82.10	1/17/2015

## SUPPLEMENTAL SPECIFICATIONS

SS-800	7/24/19
SS-821	4/20/12
SS-832	1/18/19
SS-875	4/20/12
SS-902	4/20/12
SS-921	4/20/12

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

APPROVED   
DATE 01-03-19 SUMMIT COUNTY ENGINEER

APPROVED   
DATE 01-02-19 SUMMIT COUNTY ENGINEERING DEPT.

## 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

## PLANS PREPARED BY:

 **Environmental  
Design Group**  
AKRON / CLEVELAND / COLUMBUS  
HQ 450 GRANT ST., AKRON, OH 44311  
P 330.375.1390 / F 330.335.1390  
W ENVDESIGNGROUP.COM

## ENGINEERS SEAL:



SIGNED:  
DATE:

FEDERAL PROJECT NO.

E161(288)

PID NO.

103818

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT

NONE

PORTAGE LAKES DRIVE  
PID 103818

1  
12

GENERAL

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REQUIREMENTS, AND EXERCISE PRECAUTIONS AT ALL TIMES FOR THE PROTECTION OF ALL PERSONS, INCLUDING EMPLOYEES, AND PROPERTY.

CONTRACTOR SHALL COMPLY WITH ALL OSHA REQUIREMENTS AT ALL TIMES, PARTICULARLY WHEN WORKING NEAR UNDERGROUND OR OVERHEAD ELECTRICAL LINES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS, PAYING ALL FEES, SCHEDULING AND OBTAINING ALL INSPECTIONS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR SHOP DRAWING SUBMITTALS TO THE NECESSARY AGENCIES FOR PERMITS AND APPROVALS.

THE CONTRACTOR WILL BE REQUIRED TO OBTAIN ROAD OPENING PERMITS FOR ANY WORK.

ANY DEFECTS IN CONSTRUCTION, INCLUDING MATERIALS OR WORKMANSHIP, SHALL BE CORRECTED BY REMOVAL AND REPLACEMENT OR OTHER APPROVED METHODS PRIOR TO ACCEPTANCE BY THE OWNER. THE COST SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

ANY MODIFICATIONS TO THE WORK AS SHOWN ON THESE APPROVED PLANS SHALL HAVE PRIOR WRITTEN APPROVAL OF THE OWNER.

UTILITIES

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

DOMINION EAST OHIO  
320 SPRINGSIDE DRIVE, SUITE 320  
AKRON, OHIO 44333  
ATTN: MIKE ANTONIUS  
PHONE: 330-664-2488  
FAX: 330-664-2686

FIRST ENERGY  
1910 WEST MARKET STREET BLDG 1  
AKRON, OHIO 44313  
ATTN: ERIC LEONARD  
PHONE: 330-436-4153

AT&T  
50 WEST BOWERY STREET 6TH FLOOR  
AKRON, OHIO 44308  
ATTN: LUCY HINSHAW  
PHONE: 330-384-3048

CITY OF AKRON WATER DEPARTMENT  
1460 TRIPLETT BLVD  
AKRON, OHIO 44306  
PHONE: 330-375-2690

CITY OF BARBERTON, WATER  
576 WEST PARK AVENUE  
BARBERTON, OHIO  
PHONE: 330-848-6724

CITY OF AKRON SEWER MAINTENANCE  
JOE HARBESON  
2460 AKRON PENINSULA ROAD  
AKRON, OHIO 44313  
PHONE: 330-375-2666

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE OHIO AND GAS PROCEDURES UNDERGROUND PROTECTION SERVICE (OGPUPS), AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION IN ALL AREAS.

OUPS 1-800-362-2764 (CONTACT LIMITED BASIS PARTICIPANTS DIRECTLY)  
OGPUPS 1-800-925-0988  
ODOT 330-786-4826 MIKE SIMPKINS

WORK LIMITS

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

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE PLANNING AND OVERLAY SHALL BE A UNIFORM THICKNESS OF 1 INCH AND 1.25 INCH RESPECTIVELY, AND AT A 2% CROSS SLOPE, AS SHOWN ON THE TYPICAL SECTION.

PAVEMENT MARKING DETAILS

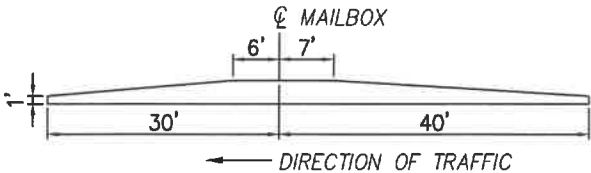
THE PAVEMENT MARKING DETAIL SHEETS WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE 11'-0". THE RIGHT TURN LANE WIDTH SHALL BE 10'-0".

PAVED MAILBOX APPROACHES

ALL EXISTING MAILBOX APPROACHES WILL BE PAVED WITH ASPHALT CONCRETE AS PER TYPICAL SHOWN OR AS NEAR AS PRACTICAL. EXISTING AGGREGATE APPROACHES SHALL HAVE A 2 INCH MINIMUM ASPHALT THICKNESS. IMPROVED ASPHALT APPROACHES SHALL HAVE A 1 INCH MINIMUM THICKNESS. THE CONTRACTOR SHALL PAVE THE MAILBOX APPROACHES WITH THE PAVING OF THE MAINLINE AND SHOULDERS. PAYMENT FOR THE FOLLOWING ITEMS SHALL BE INCLUDED IN THE UNIT BID FOR 441 ASPHALT SURFACE COURSE, TYPE 1 (446), PG64-22 (DRIVEWAYS), AS PER PLAN: GRADING, TACK, TOOLS, EQUIPMENT, AND MATERIAL AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE MAILBOX APPROACHES.



SAFETY EDGE

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE (SAFETY EDGE) OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS, AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF. USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVENT-EDGER, THE TROXLER SAFETY SLOPE, OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC.  
1594 STATE STREET  
SCHENECTADY, NY 12304  
1-800-724-6306  
WWW.TRANSTECHSYS.COM

ADVENT-EDGE PAVING EQUIPMENT LLC  
P.O. BOX 9163  
NISKAYUNA, NY 12309-0163  
518-280-6090  
WWW.ADVANTEDGEPAVING.COM

CARLSON SAFETY END GATE  
18425 50TH AVENUE EAST  
TACOMA, WA 98446  
253-875-8000

TROXLER ELECTRONIC LABORATORIES, INC.  
3008 E. CORNWALLIS ROAD  
RESEARCH TRIANGLE PARK, NC 27709  
1-877-TROXLER  
WWW.TROXLERLABS.COM

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER, SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER. IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE FIRST ROLLER PASS 8 TO 12 INCHES AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

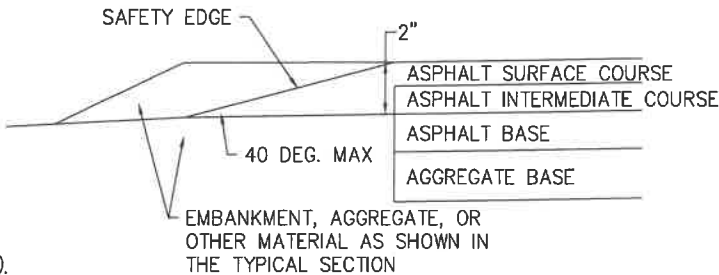
SAFETY EDGE SHALL BE CONSTRUCTED IN THE FOLLOWING LOCATIONS:  
STA 9+37.50 - STA 15+95.51 LT  
STA 7+23.93 - STA 15+95.51 RT

THE FOLLOWING QUANTITIES ARE PROVIDED:

SEE SHEETS 6-8  
254, PREPARING SUBGRADE FOR SHOULDER PAVING 0.29 MILE

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (ROADWAY) 4 CY



INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 25 FEET BEYOND THE ROADWAY CENTER LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVER. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE ASPHALT SURFACE COURSE.

CURB RAMPS AND DETECTABLE WARNINGS

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, INSTALLATION OF THE CURB RAMPS/DETECTABLE WARNINGS WILL BE PERFORMED PRIOR TO MAINLINE RESURFACING.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY AN ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

EXCAVATION FOR WIDENING

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

OVERNIGHT EXCAVATION CLOSING

THE SHOULDER WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN TWO INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO EXCAVATION SHALL BE LEFT OPEN OVERNIGHT.

PLACEMENT OF ASPHALT CONCRETE

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

SEEDING AND MULCHING

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

SEE SHEETS 6-8:  
653, TOPSOIL FURNISHED AND PLACED 45 CY  
660, SODDING UNSTAKED 576 SY  
659, COMMERCIAL FERTILIZER 0.06 TN

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

659, SEEDING AND MULCHING CLASS 1 2259 SY  
659, WATER 18.30 MGAL  
659, COMMERCIAL FERTILIZER 0.20 TN

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

ACCESS TO PROPERTIES

DRIVES ARE TO REMAIN OPEN AT ALL TIMES UNLESS NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. DRIVEWAY ACCESS MUST BE MAINTAINED AT ALL TIMES USING PARTIAL WIDTH CONSTRUCTION IF ANOTHER ACCESS TO THE PROPERTY IS NOT AVAILABLE.

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE PROJECT ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO EXECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.



PORTAGE LAKES DRIVE  
RESURFACING

PID 103818

DATE:

REVISIONS		
Δ	DATE	DESCRIPTION

PROJECT NO.: 18-00274-010

DRAWN BY: RSW

CHECKED BY: BB

DATE ISSUED: 2018/10/24

GENERAL NOTES 1

E:\SUMMIT COUNTY\18-00274-010 PORTAGE LAKES DR. RESURFACING, PID 103818\CAD\DWG\NOTE 18-00274-010 - 12/17/2018 1:30:31 PM

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE  
THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE SEVEN (7) CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$2000 PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

NOTIFICATION OF TRAFFIC RESTRICTIONS  
THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES NEEDED TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS. INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATIONS, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER IMMEDIATELY.

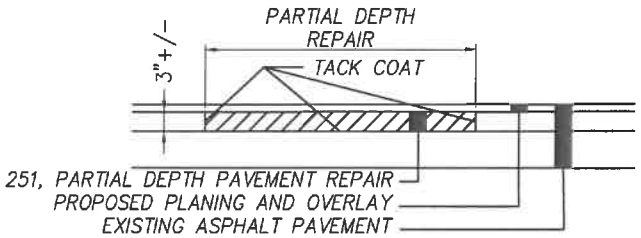
ITEM 203, EXCAVATION AND EMBANKMENT  
THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AT THE DISCRETION OF THE ENGINEER:

203, EXCAVATION 762 CY

ITEM 209, PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN  
PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH. PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. THE MATERIAL REMOVED DURING THIS PROCESS SHOULD BE REMOVED IMMEDIATELY. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

NOTES:  
1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).  
2.) CONSTRUCT THE SAFETY EDGE FOR THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5"WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6". CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6".  
3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.  
\*40 DEGREES MAXIMUM

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)  
A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE 1 PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE SUMMIT COUNTY ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. UNLESS OTHERWISE DIRECTED BY THE SUMMIT COUNTY ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANNING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANNING. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY: 251, PARTIAL DEPTH PAVEMENT REPAIR (441), 500 SQ. YD.



ITEM 301 - PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS  
THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES.  
ITEM 301, ASPHALT CONCRETE BASE, PG64-22 26 CU. YDS. (AT DRAINAGE STRUCTURES).  
THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF SIX INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.  
PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM 408 - PRIME COAT, AS PER PLAN  
APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS), AS PER PLAN  
THIS ITEM OF WORK SHALL CONSIST OF RECONSTRUCTING EXISTING ASPHALT AND AGGREGATE DRIVEWAY APPROACHES THAT DO NOT HAVE A CURB CUT, ARE NOT PAVED AS AN INTERSECTION, OR ARE INDICATED OTHERWISE ON THE PLAN. FOR BIDDING PURPOSES, THE DRIVEWAY APPROACH WILL BE RECONSTRUCTED OF ASPHALT FOR AN OFFSET OF FIVE FEET MEASURED FROM THE EDGE OF THE PAVED SHOULDER OR BACK OF CURB. THE HORIZONTAL GEOMETRY OF THE RECONSTRUCTED DRIVE APPROACH WILL MATCH EXISTING WIDTH OF THE DRIVEWAY AT THE TIE-IN POINT AND FLARE AT 45 DEGREES TO THE EDGE OF THE PAVED SHOULDER, UNLESS OTHERWISE INDICATED ON THE PLAN. DRIVEWAY APPROACH RECONSTRUCTION WILL OCCUR AFTER THE INSTALLATION OF THE SURFACE COURSE. THE AVERAGE ASPHALT THICKNESS WILL BE 2 INCHES FOR AGGREGATE DRIVEWAYS (UNIMPROVED) AND 1 INCH FOR EXISTING ASPHALT (IMPROVED) DRIVEWAYS. UPON THE COMPLETION OF THE PAVEMENT OVERLAY AND SHOULDER CONSTRUCTION, THE PROJECT ENGINEER WILL PERFORM A FIELD REVIEW AND DETERMINE IF THE DEPTH OF THE RECONSTRUCTION WILL EXTEND MORE OR LESS THAN THE 5 FEET OFFSET PREVIOUSLY NOTED. THE CONTRACTOR SHALL AVOID SAW CUTTING THE EXISTING DRIVEWAY UNTIL THE PROJECT ENGINEER HAS COMPLETED THE FIELD REVIEW. AGGREGATE DRIVEWAYS

SHALL BE GRADED SUCH THAT SURFACE DRAINAGE DOES NOT ENCROACH UPON THE PAVED SHOULDER. THE MAXIMUM PAVED WIDTH SHALL NOT EXCEED THAT ALLOWED FOR THROAT AND RADIUS FOR UNCURRED DRIVEWAYS AS PER THE STANDARD DRIVE DESIGN MANUAL. SAWCUTTING, EARTHWORK, GRADING, TOOLS, EQUIPMENT, MATERIAL, AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE CONCRETE DRIVEWAY APPROACHES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22 (DRIVEWAYS), AS PER PLAN.

ITEM 452 NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (DRIVEWAYS), AS PER PLAN  
THIS ITEM OF WORK SHALL CONSIST OF RECONSTRUCTING EXISTING DRIVEWAY APPROACHES WHERE TYPE 6 CURB WILL BE INSTALLED. THE DRIVEWAY APPROACH WILL BE RECONSTRUCTED OF CONCRETE FOR AN OFFSET OF 5 FEET MEASURED FROM THE BACK OF THE PROPOSED CURB, UNLESS OTHERWISE INDICATED ON THE PLAN. THE HORIZONTAL GEOMETRY OF THE RECONSTRUCTED DRIVE APPROACH WILL MATCH EXISTING, UNLESS OTHERWISE INDICATED ON THE PLAN. THE CONCRETE THICKNESS WILL BE 6 INCHES. UPON THE COMPLETION OF THE CURB AND ADJACENT PAVEMENT REPLACEMENT, THE PROJECT ENGINEER WILL PERFORM A FIELD REVIEW AND DETERMINE IF THE DEPTH OF THE RECONSTRUCTION WILL EXTEND MORE THAN 5 FEET BEYOND THE BACK OF CURB. THE CONTRACTOR SHALL AVOID SAWCUTTING THE EXISTING DRIVEWAY UNTIL THE PROJECT ENGINEER HAS COMPLETED THE FIELD REVIEW. DRIVEWAY APPROACH RECONSTRUCTION WILL OCCUR AFTER THE INSTALLATION OF THE SURFACE COURSE. SAWCUTTING, EARTHWORK, GRADING, TOOLS, EQUIPMENT, MATERIAL, AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE CONCRETE DRIVEWAY APPROACHES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 452 NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (DRIVEWAYS), AS PER PLAN.

ITEM 611 - MANHOLE ADJUSTED TO GRADE  
THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY AND IS TO BE USED AS DIRECTED BY THE ENGINEER TO ADJUST MANHOLES TO GRADE. ITEM 611, MANHOLE ADJUSTED TO GRADE, 2 EACH

ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)  
LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

PHASE I - PLANED SURFACE  
614, WORK ZONE MARKING SIGN, 4 EACH (ALL PHASES)  
614, WORK ZONE CENTER LINE, CLASS I, 0.30 MILE  
614, WORK ZONE STOP LINE, CLASS I, 28 FEET  
614, WORK ZONE LANE LINE, CLASS I, 0.20 MILE

PHASE II - SURFACE COURSE  
614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT 0.30 MILE  
614, WORK ZONE STOP LINE CLASS III, 642 PAINT 28 FEET  
614, WORK ZONE LANE LINE, CLASS III, 642 PAINT 0.20 MILE

TO BE USED AS DIRECTED BY THE ENGINEER  
614, WORK ZONE EDGE LINE, CLASS III, 642 PAINT, 0.30 MILE

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN  
IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03, THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:  
SIEVE TOTAL PERCENT PASSING  
1-1/2" 100  
3/4" 50-100  
NO. 4 35-70  
NO.30 9-33  
NO. 2000-13

ITEM 623 - MONUMENT ASSEMBLIES, AS PER PLAN  
AN ADJUSTABLE MONUMENT BOX ASSEMBLY BUILT TO THE SPECIFICATIONS SHOWN ON THE ODOT STANDARD DRAWING ROADWAY MONUMENTS (RM-1.1) LATEST REVISION, SHALL BE INSTALLED AT ALL LOCATIONS CALLED FOR IN THE CONSTRUCTION PLANS OR THE CENTERLINE SURVEY PLAT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING THE MONUMENT BOX ASSEMBLY TO SAID ODOT (RM-1.1) SPECIFICATIONS. THE SUMMIT COUNTY ENGINEER SHALL BE RESPONSIBLE FOR ESTABLISHING THE POSITION OF EACH MONUMENT BOX ASSEMBLY FOR THE CONTRACTOR AND SETTING MONUMENTATION INSIDE SAID ODOT RM-1.1.

THE ABOVE REQUIREMENTS SHALL NOT BE CONSTRUED TO REPLACE ANY REQUIREMENTS AS STATED IN THE CURRENT PUBLICATION OF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION MANUAL SPECIFICATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE UNDER ITEM 623, MONUMENT ASSEMBLIES, AS PER PLAN.

PORTAGE LAKES DRIVE  
RESURFACING

PID 103818

DATE: _____		
REVISIONS		
Δ	DATE	DESCRIPTION
PROJECT NO.:		18-00274-010
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CHECKED BY:		BB
DATE ISSUED:		2018/10/24

GENERAL NOTES 2

ES:SUMMIT COUNTY\18-00274-010 PORTAGE LAKES DR. RESURFACING, PD 103818\614 CURB DETAIL, 18-00274-010 - 11/17/2018 1:31:23 PM

ITEM 623 – CONSTRUCTION LAYOUT STAKES, AS PER PLAN  
THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION STAKING AS PER PLAN.

THE CONTRACTOR SHALL BE RESPONSIBLE TO PROCURE THE SERVICES OF A SURVEYOR REGISTERED IN THE STATE OF OHIO TO PROVIDE ALL CONSTRUCTION STAKING,

THE ABOVE REQUIREMENTS SHALL NOT BE CONSTRUED TO REPLACE ANY REQUIREMENTS AS STATED IN THE CURRENT PUBLICATION OF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION MANUAL SPECIFICATIONS.

#### SURVEY MONUMENT REPLACEMENT

THE CONTRACTOR SHALL BE RESPONSIBLE TO PROCURE THE SERVICES OF A SURVEYOR REGISTERED IN THE STATE OF OHIO TO RESET DISTURBED SURVEY MONUMENTATION.

PRIOR TO THE BEGINNING OF CONSTRUCTION, THE POSITION OF ALL EXISTING SURVEY MONUMENTATION, INCLUDING PROPERTY PINS, IN DANGER OF BEING DISTURBED BY CONSTRUCTION SHALL BE ACCURATELY REFERENCED BY SURVEY METHODS SO AS TO RE-ESTABLISH THEIR POSITION AND REPLACE THE MONUMENTATION AS NECESSARY.

A COPY OF THE FIELD NOTES AND COORDINATE LIST IN A STANDARD ASCII FORMAT OF THE ABOVE MONUMENTATION WILL BE PROVIDED ON A DISK TO THE SUMMIT COUNTY ENGINEER'S SURVEY DEPARTMENT BEFORE CONSTRUCTION BEGINS.

ANY SURVEY MONUMENTATION THAT IS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED TO IT'S ORIGINAL POSITION. EXEMPTION FROM THE REQUIREMENT TO RESET A PARTICULAR SURVEY MONUMENT SHALL REQUIRE THE APPROVAL OF THE SUMMIT COUNTY ENGINEER.

THE RESET SURVEY MONUMENTATION SHALL WHEN PRACTICAL:

1. BE COMPOSED OF A DURABLE MATERIAL
2. HAVE A MINIMUM LENGTH OF 30 INCHES.
3. HAVE A MINIMUM CROSS SECTIONAL AREA OF MATERIAL OF 0.2 SQUARE INCHES.
4. BE IDENTIFIABLE WITH A DURABLE MARKER BEARING THE SURVEYOR'S OHIO REGISTRATION NUMBER AND/OR COMPANY NAME
5. BE DETECTABLE WITH CONVENTIONAL INSTRUMENTS FOR FINDING FERROUS OR MAGNETIC OBJECTS.

ALL SURVEY FILED WORK TO REPLACE SURVEY MONUMENTATION WILL BE DOCUMENTED IN A FIELD BOOK AND/OR ELECTRONIC FILE TO BE SUBMITTED TO THE SUMMIT COUNTY ENGINEER AND WILL REMAIN THE PROPERTY OF SAID ENGINEER. ELECTRONIC FILES SHALL BE CONVERTED TO A STANDARD COMMA DELIMITED ASCII FILE PRIOR TO SUBMITTAL TO THE ENGINEER.

THE ABOVE REQUIREMENTS SHALL NOT BE CONSTRUED TO REPLACE ANY REQUIREMENTS AS STATED IN THE CURRENT PUBLICATION IF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION MANUAL SPECIFICATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE UNDER ODOT ITEM 623, CONSTRUCTION LAYOUT STAKES, AS PER PLAN.

#### ITEM 632 – DETECTOR LOOP, AS PER PLAN

REPLACE EXISTING DETECTOR LOOPS WITH NEW RECTANGULAR DETECTOR LOOPS (30'L X 6'W) AS SHOWN ON PLAN. ALSO REFER TO ODOT STANDARD DRAWING TC 82.10. INCLUDE ALL WORK WITHIN PAVEMENT AND OUTSIDE THE PAVEMENT (INCLUDING SPLICING NEW LOOP DETECTOR WIRE TO THE EXISTING LEAD-IN CABLE) IN THE PRICE BID FOR EACH DETECTOR LOOP.

#### ITEM 638 – VALVE BOX ADJUSTED TO GRADE

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY AND IS TO BE USED AS DIRECTED BY THE ENGINEER TO ADJUST VALVE BOXES TO GRADE. ITEM 638, VALVEBOX ADJUSTED TO GRADE, 1 EACH

#### ITEM 875 – LONGITUDINAL JOINT ADHESIVE

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

875, LONGITUDINAL JOINT ADHESIVE      306 LB

THIS QUANTITY IS BASED ON AN APPLICATION RATE OF 1 POUND PER 5 FEET, APPLIED AT THE LOCATION SHOWN ON THE TYPICAL SECTION.

#### MAINTENANCE OF TRAFFIC

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

1. A MINIMUM OF ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT AND COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE SUMMIT COUNTY ENGINEER'S OFFICE 330-643-8105, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
4. ONLY DURING OFF-PEAK PERIODS (I.E. ANY PERIOD OTHER THAN 6:00AM – 8:00AM AND 3:00PM – 6:00PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
5. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP, OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.
6. A QUANTITY OF 10 CUBIC YARDS OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS, AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.
7. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.
8. THE CONTRACTOR SHALL PLACE THE SIGNS: W8-1 (BUMP) PER OMUTCD 2C.28, W8-11 (UNEVEN LANES) PER OMUTCD 6F.45, AND W6-3 (TWO WAY TRAFFIC) PER OMUTCD 6F.32. PAYMENT FOR THESE SIGNS SHALL BE INCIDENTAL TO THE LUMP SUM ITEM 614-MAINTAINING TRAFFIC. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE PLANS PER CMS 614.04.

#### TRAFFIC CONTROL INSPECTOR

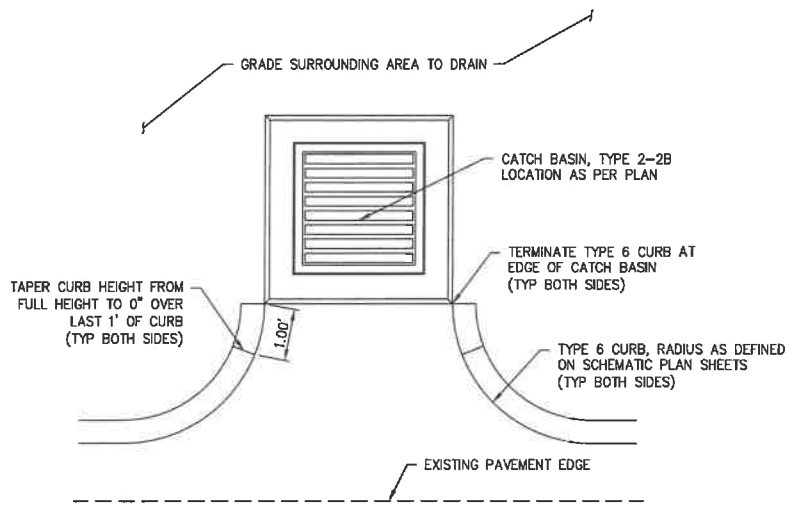
THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL SHALL HAVE NO OTHER CONSTRUCTION RELATED DUTIES. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

#### PIPE REPLACEMENT AT CATCH BASINS

THE QUANTITIES INCLUDE 5 FEET OF PIPE REPLACEMENT FOR EACH PIPE CONNECTION AT EACH CATCH BASIN. THE PRICE BID FOR THIS WORK ALSO INCLUDES SAW CUTTING AND REMOVING EXISTING PIPE, INSTALLING NEW PIPE, AND INSTALLING A CONCRETE COLLAR OR MANUFACTURED FITTING (SLEEVE) WHERE THE NEW PIPE CONNECTS TO EXISTING.

#### CONSTRUCTION STAKING FOR CURB

THE PROJECT ENGINEER WILL PROVIDE THE PROJECT BASEMAP (ACAD FILE) TO THE CONTRACTOR FOR HIS USE TO SET STRING LINE FOR CURB AT THE PROPER ELEVATION. CONTRACTOR SHALL USE THE CENTERLINE ELEVATION INFORMATION PROVIDED ON THE BASEMAP AND PROJECT THE 2% DESIGN CROSS SLOPE (SHOWN ON THE TYPICAL SECTION), AND ESTABLISH THE CURB ELEVATION.



NOTE: THIS DETAIL APPLIES TO CATCH BASINS 5,9,10, AND 11. AT ALL OTHER CATCH BASINS, CURB SHALL TERMINATE AT STATION AND OFFSET AS SHOWN ON SCHEMATIC PLAN SHEETS.

1  
4

**CURB TERMINATION AT CATCH BASIN**  
NOT TO SCALE

## PORTAGE LAKES DRIVE RESURFACING

PID 103818

DATE: \_\_\_\_\_

REVISIONS		
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PROJECT NO.: 18-00274-010  
DRAWN BY: RSW  
CHECKED BY: BB  
DATE ISSUED: 2018/10/24

**GENERAL NOTES 3**

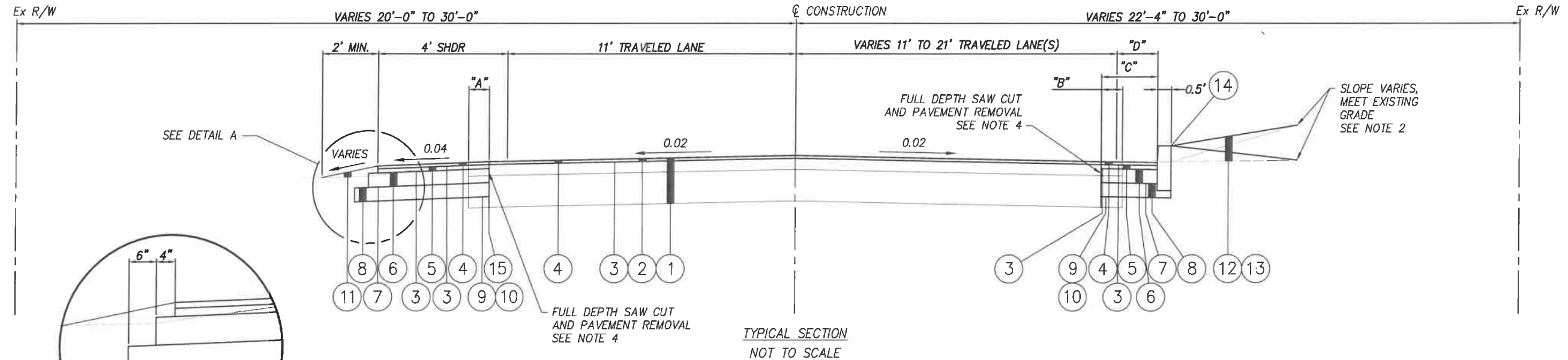


PORTAGE LAKES DRIVE  
RESURFACING

PID 103818

DATE:		
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PROJECT NO.:		18-00274-010
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TYPICAL SECTION



STATION		SIDE OF C CONSTRUCTION	"A"
START	END		
9+39.54	15+95.51	LEFT	SEE NOTE 5
7+23.93	15+95.51	RIGHT	SEE NOTE 5

STATION		SIDE OF C CONSTRUCTION	"B"	"C"	"D"
START	END				
0+54.35	0+90.54	LEFT	VARIES	SEE NOTE 6	VARIES
0+90.54	2+31.60	LEFT	SEE NOTE 5	VARIES	VARIES
2+31.60	5+06.47	LEFT	VARIES	SEE NOTE 6	VARIES
5+06.47	7+59.39	LEFT	VARIES	SEE NOTE 6	2'-0"
7+59.39	8+16.53	LEFT	SEE NOTE 5	VARIES	2'-0"
8+16.53	8+63.06	LEFT	VARIES	SEE NOTE 6	2'-0"
8+63.06	9+09.50	LEFT	SEE NOTE 5	VARIES	2'-0"
9+09.50	9+39.54	LEFT	SEE NOTE 5	VARIES	VARIES
0+53.04	2+58.18	RIGHT	VARIES	SEE NOTE 6	2'-6"
2+58.18	3+16.15	RIGHT	VARIES	VARIES	VARIES
3+16.15	7+09.49	RIGHT	VARIES	SEE NOTE 6	2'-0"
7+09.49	7+23.93	RIGHT	VARIES	VARIES	VARIES

- LEGEND
- 1 EXISTING ASPHALT CONCRETE
- 2 ITEM 254, PAVEMENT PLANING, AC, CLASS A, (T=1") (SEE NOTE 1)
- 3 ITEM 407 - NON-TRACKING TACK COAT @ 0.09 GAL/SY
- 4 ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22
- 5 ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (448), PG64-22
- 6 ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22
- 7 ITEM 408 - PRIME COAT, AS PER PLAN @ 0.40 GAL/SY
- 8 ITEM 304 - 6" AGGREGATE BASE
- 9 ITEM 204 - SUBGRADE COMPACTION
- 10 ITEM 204 - PROOF ROLLING
- 11 ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN
- 12 ITEM 653 - TOP SOIL FURNISHED AND PLACED (T=4")
- 13 ITEM 660 - SODDING, UNSTAKED
- 14 ITEM 609 - CURB, TYPE 6
- 15 ITEM 875 - LONGITUDINAL JOINT ADHESIVE

- NOTES
1. PLANING THICKNESS LIMITS SHALL BE 1" NOMINAL TO CREATE A CROWNED PAVEMENT WITH 0.02 CROSS SLOPE.
2. GRADING DIRECTED BY PROJECT ENGINEER TO ENSURE POSITIVE DRAINAGE AND NO TRAPPED SURFACE WATER. IN LOCATIONS ABUTTING EXISTING ASPHALT PARKING LOTS, GRADE TO MEET ELEVATION OF EXISTING EDGE OF ASPHALT PARKING LOT.
3. AT DRIVEWAYS, TRANSITION SHOULDER SLOPE TO MEET DRIVEWAY SLOPE, WITHOUT TRAPPING SURFACE DRAINAGE.
4. PAVEMENT REMOVAL SHALL BE PAID AS PART OF THE EXCAVATION QUANTITY.
5. 1'-0" TYPICAL OR TO SOUND PAVEMENT, AS DETERMINED BY THE PROJECT ENGINEER.
6. SAW CUT LINE IS 2'-0" FROM THE PROPOSED FACE OF CURB.

PORTAGE LAKES DRIVE  
RESURFACING

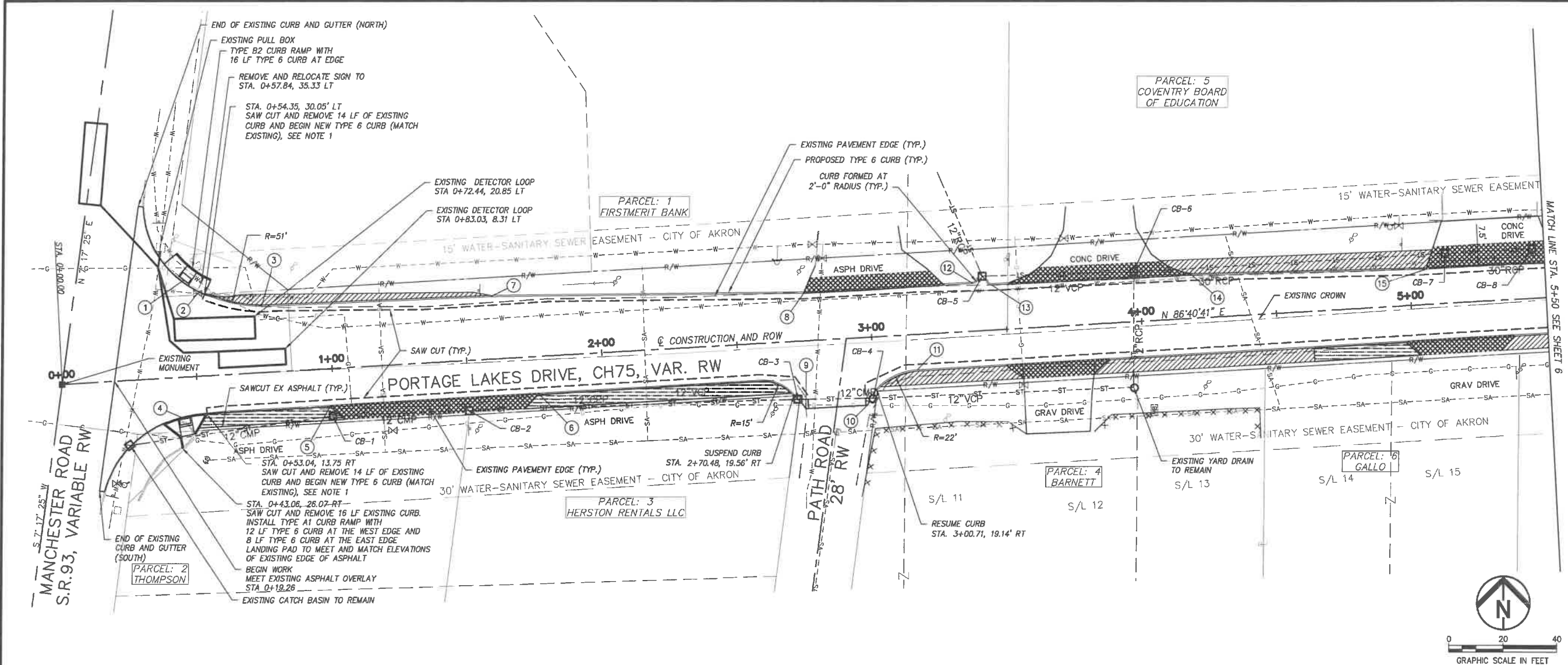
PID 103818

DATE: \_\_\_\_\_

REVISIONS	DATE	DESCRIPTION

PROJECT NO.: 18-00274-010  
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SCHEMATIC  
PLAN 1



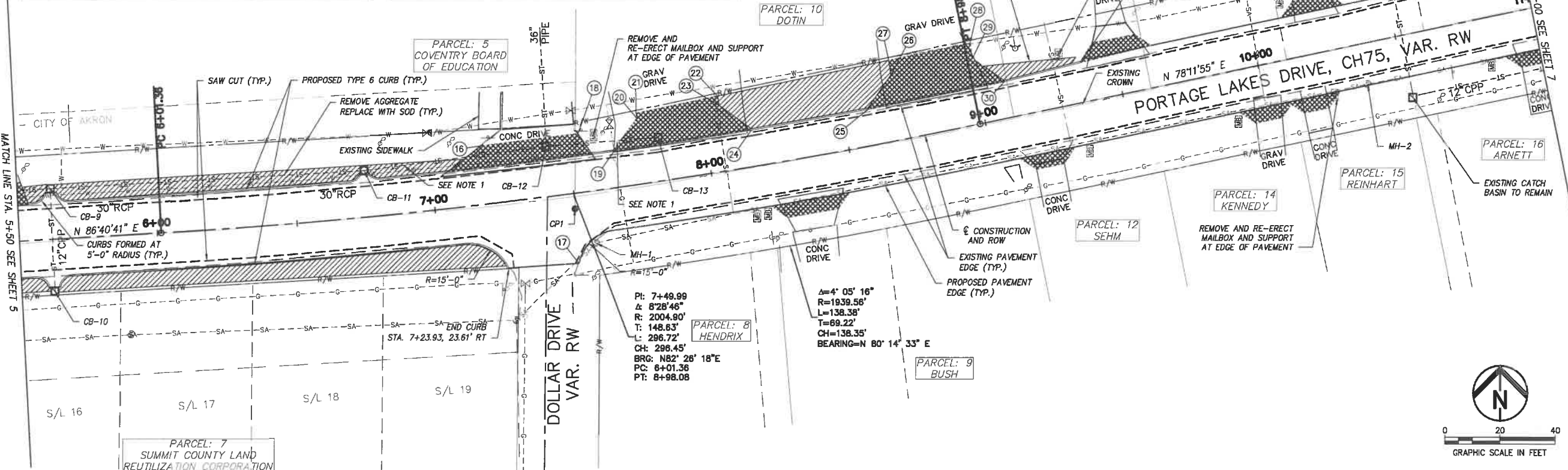
STATION RANGE	202	204	204	209	254	301	304	407	408	441	441	441	452	606	606	608	608	608	608	608	609	611	611	611	611	611	611	617	630	630	630	638	653	659	660	690	832
	CATCH BASIN REMOVED	SUBGRADE COMPACTION	PROOF ROLLING	PREPARING SUBGRADE FOR SHOULDER PAVING	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, (T=1")	ASPHALT CONCRETE BASE, PG64-22	AGGREGATE BASE	NON-TRACKING TACK COAT @ 0.09 GAL/SY	PRIME COAT, AS PER PLAN @ 0.04 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (DRIVEWAYS), AS PER PLAN	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (ROADWAY)	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (ROADWAY)	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 (DRIVEWAYS), AS PER PLAN	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, TYPE E	CURB RAMP, AS PER PLAN (TYPE A1)	CURB RAMP, AS PER PLAN (TYPE A2)	CURB RAMP, AS PER PLAN (TYPE B2)	DETECTABLE WARNING	CURB, TYPE 6	MANHOLE ADJUSTED TO GRADE	CATCH BASIN, CB NO. 2-2B	CATCH BASIN, CB NO. 2-4	12" CONDUIT, TYPE B	30" CONDUIT, TYPE B	36" CONDUIT, TYPE B	COMPACTED AGGREGATE, AS PER PLAN	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	GROUND MOUNTED SUPPORT, NO. 2 POST	VALVE BOX ADJUSTED TO GRADE	TOPSOIL FURNISHED AND PLACED	COMMERCIAL FERTILIZER	SODDING, UNSTAKED	SPECIAL - MAILBOX REMOVED AND RESET	EROSION CONTROL - INLET PROTECTION	
	EA	SY	HR	MILE	SY	CY	CY	GAL	GAL	CY	CY	CY	SY	FT	EA	SF	SF	SF	SF	FT	EA	EA	EA	FT	FT	FT	CY	EA	EA	FT	EA	CY	TN	SY	EA	EA	
0+19.26 TO 5+50.00	8	232.11	1.33	0	1786.13	38.68	38.68	202.53	9.28	19.13	11.28	70.08	71.86	0	0	106	0	109	16	993.24	0	5	3	65	25	0	0	2	2	28	1	21.58	0.03	258.93	0	8	

- NOTES:
- SAW CUT FACE OF EXISTING CURB AS REQUIRED FOR PROPOSED CURB RAMP. COST OF SAW CUTTING TO BE INCLUDED IN PRICE BID FOR CURB RAMP. COST OF CURB REMOVED TO BE INCLUDED IN PRICE BID FOR TYPE 6 CURB.
  - RIM AND INVERT ELEVATIONS OF EXISTING CATCH BASINS TO BE FIELD RECORDED BY THE CONTRACTOR. INVERT AND RIM ELEVATIONS FOR PROPOSED CATCH BASINS TO BE AS INDICATED ON SHEET B.
- LEGEND
- REMOVE EXISTING LOOSE AGGREGATE (2" MAX DEPTH) AND PLACE TOPSOIL AS DIRECTED BY THE ENGINEER. INSTALL SOD.
  - PROPOSED CONCRETE DRIVEWAY APPROACH
  - REMOVE EXISTING ASPHALT PAVEMENT (4" MAX DEPTH) AND PLACE TOPSOIL AS DIRECTED BY THE ENGINEER. INSTALL SOD. GRADE TOPSOIL TO MATCH THE ELEVATION OF THE REMAINING ASPHALT PARKING LOT PAVEMENT AT THE SAWCUT.

**PID 103818**



**SCHEMATIC  
PLAN 2**

BENCHMARK  
X  
STA. X+XX.XX  
INFORMATION




STATION RANGE	202	204	204	209	254	301	304	407	408	441	441	441	452	606	606	608	608	608	608	609	611	611	611	611	611	617	630	630	630	638	653	659	660	690	832	
	CATCH BASIN REMOVED	SUBGRADE COMPACTION	PROOF ROLLING	PREPARING SUBGRADE FOR SHOULDER PAVING	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, (T=1")	ASPHALT CONCRETE BASE, PG64-22	AGGREGATE BASE	NON-TRACKING TACK COAT @ 0.09 GAL/SY	PRIME COAT, AS PER PLAN @ 0.04 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (DRIVEWAYS), AS PER PLAN	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (ROADWAY)	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (DRIVEWAYS), AS PER PLAN	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 (DRIVEWAYS), AS PER PLAN	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, TYPE E	CURB RAMP, AS PER PLAN (TYPE A1)	CURB RAMP, AS PER PLAN (TYPE A2)	CURB RAMP, AS PER PLAN (TYPE B2)	DETECTABLE WARNING	CURB, TYPE 6	MANHOLE ADJUSTED TO GRADE	CATCH BASIN, CB NO. 2-2B	CATCH BASIN, CB NO. 2-4	12" CONDUIT, TYPE B	30" CONDUIT, TYPE B	36" CONDUIT, TYPE B	COMPACTED AGGREGATE, AS PER PLAN	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	GROUND MOUNTED SUPPORT, NO. 2 POST	VALVE BOX ADJUSTED TO GRADE	TOPSOIL FURNISHED AND PLACED	COMMERCIAL FERTILIZER	SODDING, UNSTAKED	SPECIAL - MAILBOX REMOVED AND RESET	EROSION CONTROL - INLET PROTECTION
5+50.00 TO 11+00.00	EA	SY	HR	MILE	SY	CY	CY	GAL	GAL	CY	CY	CY	SY	FT	EA	SF	SF	SF	SF	FT	EA	EA	EA	FT	FT	FT	CY	EA	EA	FT	EA	CY	TN	SY	EA	EA
	5	472.40	1.33	0.10	1656.47	70.43	78.73	225.14	17.70	30.95	20.54	72.19	39.00	0	0	0	0	0	0	583.23	2	2	3	10	35	5	6.642	0	0	0	0	26.34	0.03	316.12	4	6

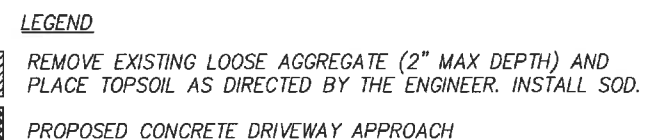
LEGEND

	REMOVE EXISTING LOOSE AGGREGATE (2" MAX DEPTH) AND PLACE TOPSOIL AS DIRECTED BY THE ENGINEER. INSTALL SOD.
	PROPOSED CONCRETE DRIVEWAY APPROACH

PID 103818

<b>DATE:</b>		
<b>REVISIONS</b>		
	<b>DATE</b>	<b>DESCRIPTION</b>
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<b>PROJECT NO.:</b>		<b>18-00274-010</b>
<b>DRAWN BY:</b>		<b>RSW</b>
<b>CHECKED BY:</b>		<b>BB</b>
<b>DATE ISSUED:</b>		<b>2018/10/24</b>

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	202	204	204	209	254	301	304	407	408	441	441	452	606	606	608	608	608	608	608	609	611	611	611	611	611	611	617	630	630	630	638	653	659	660	690	832
STATION RANGE	CATCH BASIN REMOVED	SUBGRADE COMPACTION	PROOF ROLLING	PREPARING SUBGRADE FOR SHOULDER PAVING	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, (T=1")	ASPHALT CONCRETE BASE, PG64-22	AGGREGATE BASE	NON-TRACKING TACK COAT @ 0.09 GAL/SY	PRIME COAT, AS PER PLAN @ 0.04 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (DRIVEWAYS), AS PER PLAN	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (ROADWAY)	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (ROADWAY)	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 (DRIVEWAYS), AS PER PLAN	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, TYPE E	CURB RAMP, AS PER PLAN (TYPE A1)	CURB RAMP, AS PER PLAN (TYPE A2)	CURB RAMP, AS PER PLAN (TYPE B2)	DETECTABLE WARNING	CURB, TYPE 6	MANHOLE ADJUSTED TO GRADE	CATCH BASIN, CB NO. 2-2B	CATCH BASIN, CB NO. 2-4	12" CONDUIT, TYPE B	30" CONDUIT, TYPE B	36" CONDUIT, TYPE B	COMPACTED AGGREGATE, AS PER PLAN	REMOVAL OF GROUND MOUNTED SIGN AND REELECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	GROUND MOUNTED SUPPORT, NO. 2 POST	VALVE BOX ADJUSTED TO GRADE	TOPSOIL FURNISHED AND PLACED	COMMERCIAL FERTILIZER	SODDING, UNSTAKED	SPECIAL - MAILBOX REMOVED AND RESET	EROSION CONTROL - INLET PROTECTION
	EA	SY	HR	MILE	SY	CY	CY	GAL	GAL	CY	CY	SY	FT	EA	SF	SF	SF	SF	FT	EA	EA	EA	FT	FT	FT	CY	EA	EA	FT	EA	CY	TN	SY	EA	EA	
11+00.00 TO 15+95.21	0	397.94	1.33	0.19	1027.01	51.05	66.32	147.56	13.72	11.39	14.89	46.29	0.00	12.5	2	0	96	0	16	0	0	0	0	0	0	12.22	0	0	0	0	0	0	0	5	0	



# PORTAGE LAKES DRIVE RESURFACING

PID 103818

DATE: \_\_\_\_\_

[illegible]

PROJECT NO.:	18-00274-010
DRAWN BY:	RSW
CHECKED BY:	BB
DATE ISSUED:	2018/10/24

**TRAFFIC CONTROL  
PLAN 1**

9 OF 12

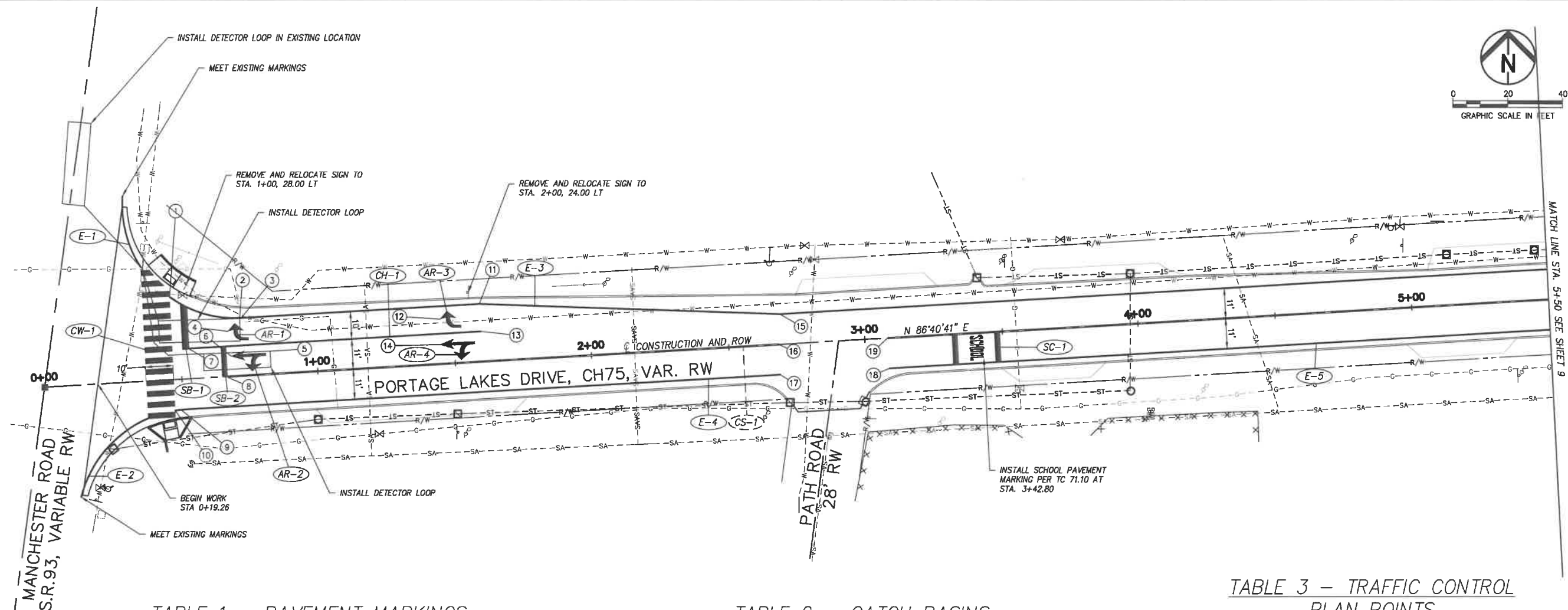


TABLE 1 – PAVEMENT MARKINGS

<i>SYMBOL</i>	<i>DESCRIPTION</i>	<i>QUANTITY</i>	<i>UNIT</i>
<i>E - 1</i>	<i>EDGE LINE</i>	<i>27.14</i>	<i>FT</i>
<i>E - 2</i>	<i>EDGE LINE</i>	<i>38.91</i>	<i>FT</i>
<i>E - 3</i>	<i>EDGE LINE</i>	<i>1556.62</i>	<i>FT</i>
<i>E - 4</i>	<i>EDGE LINE</i>	<i>221.53</i>	<i>FT</i>
<i>E - 5</i>	<i>EDGE LINE</i>	<i>411.31</i>	<i>FT</i>
<i>E - 6</i>	<i>EDGE LINE</i>	<i>831.81</i>	<i>FT</i>
<i>CH - 1</i>	<i>CHANNELIZING LINE</i>	<i>109.03</i>	<i>FT</i>
<i>CS - 1</i>	<i>CENTER LINE, DOUBLE SOLID</i>	<i>1528.44</i>	<i>FT</i>
<i>CW - 1</i>	<i>CROSSWALK</i>	<i>55.13</i>	<i>FT</i>
<i>SB - 1</i>	<i>STOP BAR</i>	<i>16.25</i>	<i>FT</i>
<i>SB - 2</i>	<i>STOP BAR</i>	<i>11</i>	<i>FT</i>
<i>AR - 1</i>	<i>LANE ARROW</i>	<i>1</i>	<i>EA</i>
<i>AR - 2</i>	<i>LANE ARROW</i>	<i>1</i>	<i>EA</i>
<i>AR - 3</i>	<i>LANE ARROW</i>	<i>1</i>	<i>EA</i>
<i>AR - 4</i>	<i>LANE ARROW</i>	<i>1</i>	<i>EA</i>
<i>SC - 1</i>	<i>SCHOOL SYMBOL MARKING</i>	<i>1</i>	<i>EA</i>
<i>SC - 2</i>	<i>SCHOOL SYMBOL MARKING</i>	<i>1</i>	<i>EA</i>

TABLE 2 - CATCH BASINS

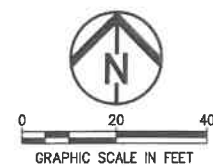
NO.	STATION	OFFSET		GRATE ELEVATION	INVERT ELEVATION	TYPE
CB - 1	0+99.27	17.51	RT	SEE NOTE 2	973.80	NO. 2-2B
CB - 2	1+49.97	18.52	RT	SEE NOTE 2	972.62	NO. 2-2B
CB - 3	2+71.68	21.3	RT	MATCH EXISTING GRATE ELEVATION	970.61	NO. 2-2B
CB - 4	2+99.30	22.7	RT	MATCH EXISTING GRATE ELEVATION	969.83	NO. 2-2B
CB - 5	3+41.79	20.04	LT	SEE NOTE 1	970.53	NO. 2-2B
CB - 6	3+98.10	18.3	LT	SEE NOTE 2	967.83	NO. 2-4
CB - 7	5+13.50	18.45	LT	SEE NOTE 2	967.43	NO. 2-4
CB - 8	5+45.57	18.25	LT	SEE NOTE 2	967.22	NO. 2-4
CB - 9	5+61.90	18.12	LT	SEE NOTE 1	967.06	NO. 2-4
CB - 10	5+61.78	18.56	RT	SEE NOTE 1	970.83	NO. 2-2B
CB - 11	6+75.81	16.71	LT	SEE NOTE 1	966.81	NO. 2-4
CB - 12	7+42.11	18.06	LT	SEE NOTE 2	966.41	NO. 2-4
CB - 13	7+82.81	15.65	LT	SEE NOTE 2	967.58	NO. 2-2B

TABLE 3 - TRAFFIC CONTROL  
PLAN POINTS

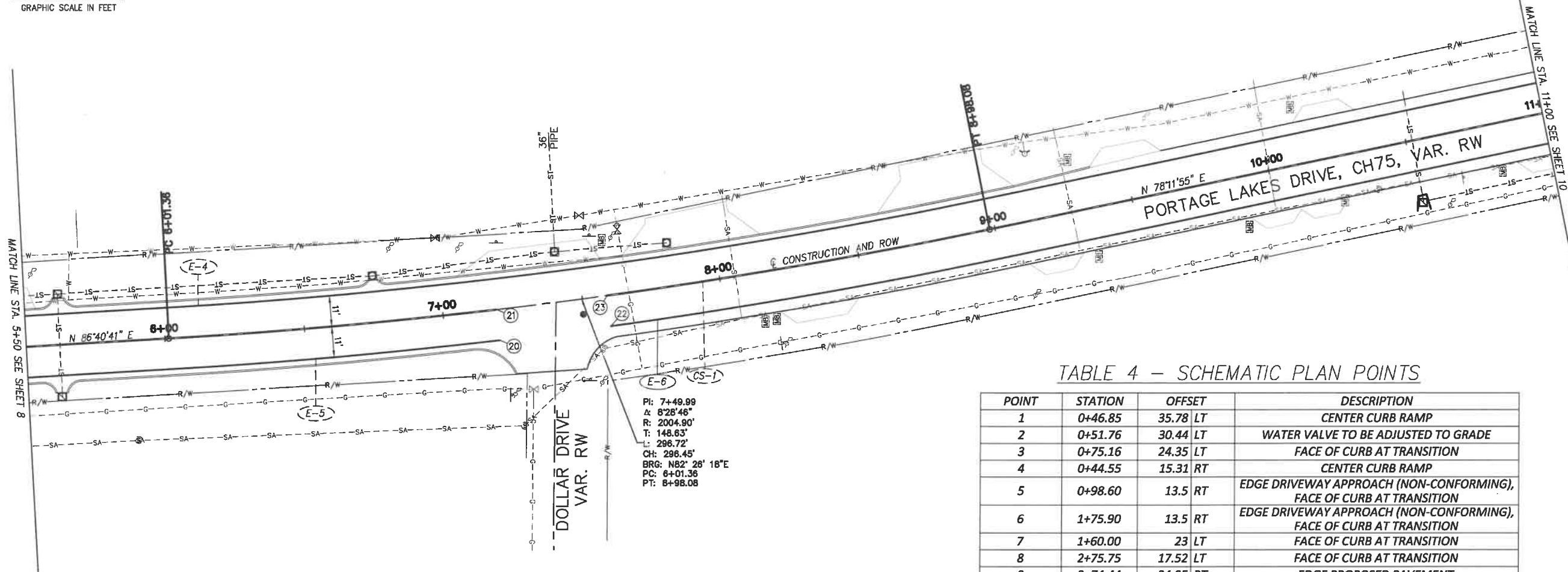
POINT	STATION	OFFSET	
1	0+46.97	30.09	LT
2	0+72.44	20.85	LT
3	0+73.05	21	LT
4	0+67.89	CENTER OF LANE	
5	0+83.03	8.308	LT
6	0+68.68	7.33	LT
7	0+52.97	11	LT
8	0+66.97	ON CENTERLINE	
9	0+49.10	11.06	RT
10	0+46.97	11.22	RT
11	1+59.98	21	LT
12	1+45.30	CENTER OF LANE	
13	1+59.98	11	LT
14	1+44.84	7.33	LT
15	2+69.52	11	LT
16	2+68.49	ON CENTERLINE	
17	2+68.49	11	RT
18	3+08.49	11	RT
19	3+08.49	ON CENTERLINE	
20	7+19.15	11	RT
21	7+19.15	ON CENTERLINE	
22	7+58.93	11	RT
23	7+58.95	ON CENTERLINE	
24	15+67.79	11	LT
25	15+51.82	11	RT

NOTES:

1. FIELD DETERMINE GRATE ELEVATION OF CATCH BASIN BASED ON A 2% PAVEMENT CROSS SLOPE.
2. GRATE ELEVATIONS TO MATCH DRIVEWAY GRADE.



GRAPHIC SCALE IN FEET



PI: 7+49.99  
Δ: 8°28'46"  
R: 2004.90'  
T: 148.63'  
L: 296.72'  
CH: 296.45'  
BRG: N82° 28' 18"E  
PC: 6+01.36  
PT: 8+98.08

TABLE 4 – SCHEMATIC PLAN POINTS

POINT	STATION	OFFSET	DESCRIPTION
1	0+46.85	35.78 LT	CENTER CURB RAMP
2	0+51.76	30.44 LT	WATER VALVE TO BE ADJUSTED TO GRADE
3	0+75.16	24.35 LT	FACE OF CURB AT TRANSITION
4	0+44.55	15.31 RT	CENTER CURB RAMP
5	0+98.60	13.5 RT	EDGE DRIVEWAY APPROACH (NON-CONFORMING), FACE OF CURB AT TRANSITION
6	1+75.90	13.5 RT	EDGE DRIVEWAY APPROACH (NON-CONFORMING), FACE OF CURB AT TRANSITION
7	1+60.00	23 LT	FACE OF CURB AT TRANSITION
8	2+75.75	17.52 LT	FACE OF CURB AT TRANSITION
9	2+74.44	24.95 RT	EDGE PROPOSED PAVEMENT
10	2+97.10	25.02 RT	EDGE PROPOSED PAVEMENT
11	3+16.15	13 RT	FACE OF CURB AT TRANSITION
12	3+35.43	17.56 LT	FACE OF CURB AT TRANSITION
13	3+48.41	16.56 LT	FACE OF CURB AT TRANSITION
14	4+19.43	15.98 LT	FACE OF CURB AT TRANSITION
15	5+06.47	13 LT	FACE OF CURB AT TRANSITION
16	7+18.67	20.98 LT	CORNER DRIVEWAY (NON-CONFORMING)
17	7+48.61	25.03 RT	EDGE PROPOSED PAVEMENT
18	7+54.09	21.01 LT	CORNER DRIVEWAY (NON-CONFORMING)
19	7+66.17	13 LT	EDGE DRIVEWAY APPROACH (NON-CONFORMING), FACE OF CURB AT TRANSITION
20	7+76.10	23.5 LT	CORNER DRIVEWAY (NON-CONFORMING)
21	7+76.10	25.33 LT	CORNER DRIVEWAY (NON-CONFORMING)
22	8+06.45	26.94 LT	CORNER DRIVEWAY (NON-CONFORMING)
23	8+06.45	23.56 LT	CORNER DRIVEWAY (NON-CONFORMING)
24	8+16.53	13 LT	EDGE DRIVEWAY APPROACH (NON-CONFORMING), FACE OF CURB AT TRANSITION
25	8+59.27	13 LT	EDGE DRIVEWAY APPROACH (NON-CONFORMING), FACE OF CURB AT TRANSITION
26	8+69.67	23.5 LT	CORNER DRIVEWAY (NON-CONFORMING)
27	8+69.85	28.8 LT	CORNER DRIVEWAY (NON-CONFORMING)
28	9+00.27	29 LT	CORNER DRIVEWAY (NON-CONFORMING)
29	9+00.00	23.47 LT	CORNER DRIVEWAY (NON-CONFORMING)
30	9+09.50	13 LT	EDGE DRIVEWAY APPROACH (NON-CONFORMING), FACE OF CURB AT TRANSITION
31	15+78.29	15 LT	PAVEMENT TRANSITION
32	15+88.81	21.67 LT	CENTER CURB RAMP
33	15+95.50	15 RT	EDGE PROPOSED PAVEMENT



PORTAGE LAKES DRIVE  
RESURFACING

PID 103818

DATE:

REVISIONS

Δ	DATE	DESCRIPTION
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

PROJECT NO.: 18-00274-010

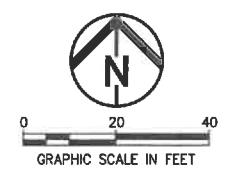
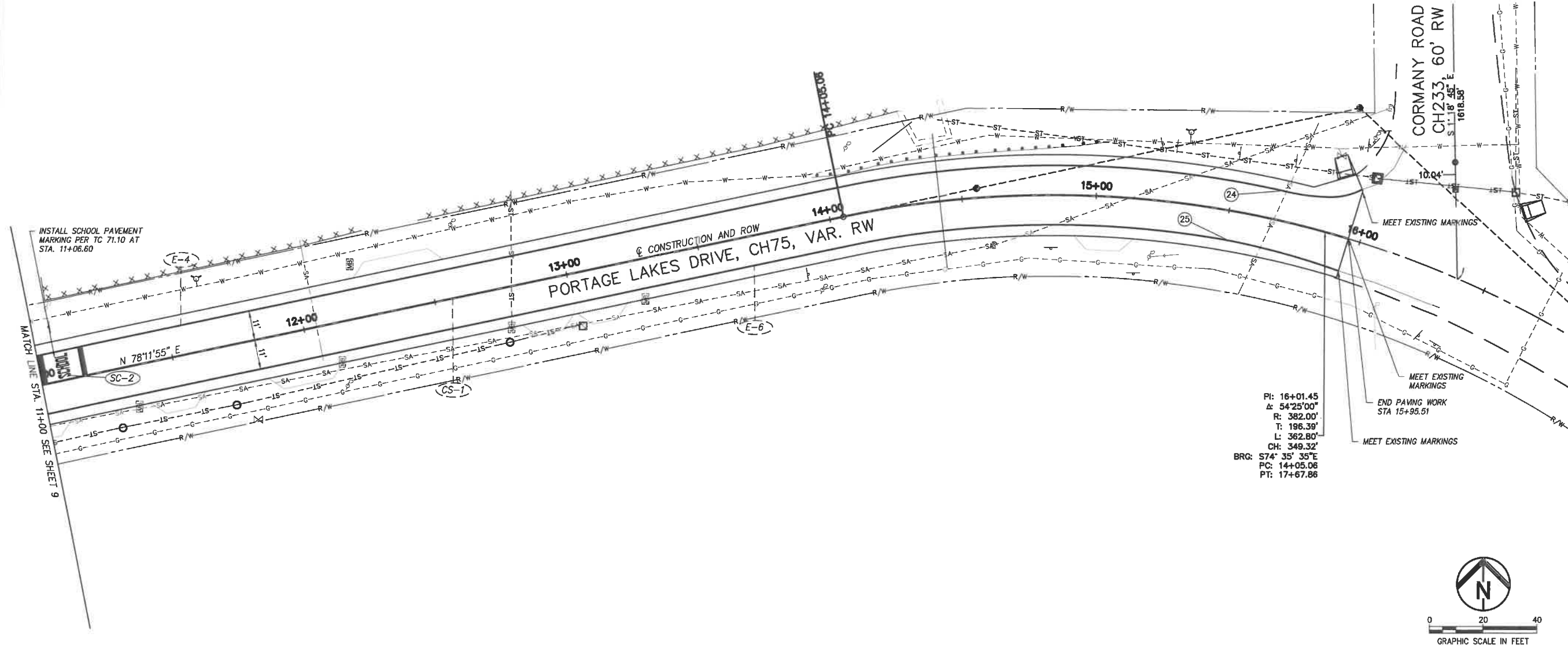
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CHECKED BY: BB

DATE ISSUED: 2018/10/24

TRAFFIC CONTROL  
PLAN 2

ESQUIMT COUNTY 15-2022-010 PORTAGE LAKES DR. RESURFACING, PID 103818, CADD MARK, 18-00274-010 - 12/17/2018 13:50 PM



**PORTAGE LAKES DRIVE  
RESURFACING**


PID 103818

DATE: _____		
REVISIONS		
1	DATE	DESCRIPTION
PROJECT NO.:		18-00274-010
DRAWN BY:		RSW
CHECKED BY:		BB
DATE ISSUED:		2018/10/24

**TRAFFIC CONTROL  
PLAN 3**

**PID 103818**

DATE: \_\_\_\_\_

REVISIONS		
	DATE	DESCRIPTION
1	11/1/20	Initial design
2	11/15/20	Revised design
3	11/20/20	Final design
4	12/1/20	Final design
5	12/15/20	Final design
6	12/20/20	Final design
7	12/25/20	Final design
8	12/30/20	Final design

PROJECT NO.:	18-00274-010
DRAWN BY:	RSW
CHECKED BY:	BB
DATE ISSUED:	2018/10/24

12 OF 12

SHEET NUMBER							ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	AS PER PLAN REFERENCE
2-4	6	7	8	9	10	11						
											ROADWAY	
762	8	5					202	58100	13	EA	CATCH BASIN REMOVED	
							203	10000	762	CY	EXCAVATION	
			12.5				606	15050	12.5	FT	GUARDRAIL, TYPE MGS	
			2				606	26100	2	EA	ANCHOR ASSEMBLY, TYPE E	
	16		16				608	53020	32	SF	DETECTABLE WARNING	
	106						608	52001	106	SF	CURB RAMP, AS PER PLAN (TYPE A1)	2
			96				608	52001	96	SF	CURB RAMP, AS PER PLAN (TYPE A2)	2
	109						608	52001	109	SF	CURB RAMP, AS PER PLAN (TYPE B2)	2
	994	584					609	26000	1578	FT	CURB, TYPE 6	
											EROSION CONTROL	
	8	6					832	30000	14	EA	EROSION CONTROL - INLET PROTECTION	
											DRAINAGE	
	65	10					611	04400	75	FT	12" CONDUIT, TYPE B	
	25	35					611	13400	60	FT	30" CONDUIT, TYPE B	
		5					611	16400	5	FT	36" CONDUIT, TYPE B	
	5	2					611	98470	7	EA	CATCH BASIN, CB NO. 2-2B	
	3	3					611	98540	6	EA	CATCH BASIN, CB NO. 2-4	
		2					611	99654	2	EA	MANHOLE ADJUSTED TO GRADE	
											PAVEMENT	
	233	473	398				204	10000	1104	SY	SUBGRADE COMPACTION	
	1.33	1.33	1.33				204	45000	4	HR	PROOF ROLLING	
		0.10	0.19				209	72050	0.29	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING	3
							251	01000	500	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	
	1790	1660	1030				254	01000	4480	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, (T=1")	
	16	10					301	46000	26	CY	ASPHALT CONCRETE BASE, PG64-22 (AT DRAINAGE STRUCTURES AND STORM CONDUIT)	
	39	71	52				301	46000	162	CY	ASPHALT CONCRETE BASE, PG64-22	
	39	79	67				304	20000	185	CY	AGGREGATE BASE	
	203	226	148				407	20000	577	GAL	NON-TRACKING TACK-COAT @ 0.09 GAL/SY	
	10	18	14				408	10001	42	GAL	PRIME COAT, AS PER PLAN @ 0.04 GAL/SY	3
4	71	73	47				441	50000	195	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (ROADWAY)	
	12	21	15				441	50300	48	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (ROADWAY)	
	20	31	12				441	50401	63	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (DRIVEWAYS), AS PER PLAN	3
	72	39					452	10011	111	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 (DRIVEWAYS), AS PER PLAN	3
		7	13				617	10101	20	CY	COMPACTED AGGREGATE, AS PER PLAN	3
306	1						638	10800	1	EA	VALVE BOX ADJUSTED TO GRADE	
							875	10000	306	LB	LONGITUDINAL JOINT ADHESIVE	
											TRAFFIC CONTROL	
				28			630	02100	28	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
				2			630	85100	2	EA	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
				2			630	86002	2	EA	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
				3			632	26501	3	EA	DETECTOR LOOP, AS PER PLAN	4
				0.2	0.2	0.2	643	00100	0.6	MILE	EDGE LINE, 4"	
				0.1	0.1	0.1	643	00300	0.3	MILE	CENTER LINE	
				110			643	00400	110	FT	CHANNELIZING LINE, 8"	
				28			643	00500	28	FT	STOP LINE	
				56			643	00600	56	FT	CROSSWALK	
				4			643	01300	4	EA	LANE ARROW	
				1		1	643	01100	2	EA	SCHOOL SYMBOL MARKING, 72"	
											MAINTENANCE OF TRAFFIC	
4							614	12460	4	EA	WORK ZONE MARKING SIGN	
10							614	13000	10	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
0.2							614	20000	0.2	MILE	WORK ZONE LANE LINE, CLASS I	
0.2							614	20550	0.2	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT	
0.3							614	21000	0.3	MILE	WORK ZONE CENTER LINE, CLASS I	
0.3							614	21550	0.3	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
0.3							614	22350	0.3	MILE	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	
28							614	26000	28	FT	WORK ZONE STOP LINE, CLASS I	
28							614	26610	28	FT	WORK ZONE STOP LINE CLASS III, 642 PAINT	
											INCIDENTALS	
							614	11000		LS	MAINTAINING TRAFFIC	
							623	10001		LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	4
		2	1				623	38501	3	EA	MONUMENT ASSEMBLY, AS PER PLAN	3
							624	10000		LS	MOBILIZATION	
	22	27					653	10000	49	CY	TOPSOIL FURNISHED AND PLACED	
2259							659	00500	2259	SY	SEEDING AND MULCHING, CLASS 1	
0.20	0.03	0.03					659	20000	0.26	TN	COMMERCIAL FERTILIZER	
18.3							659	35000	18.3	MGAL	WATER	
	259	317					660	30000	576	SY	SODDING, UNSTAKED	
		4	5				690	50350	9	EA	SPECIAL - MAILBOX REMOVED AND RESET	