

LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
- 10 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M
- 11 ITEM 302 - 8" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

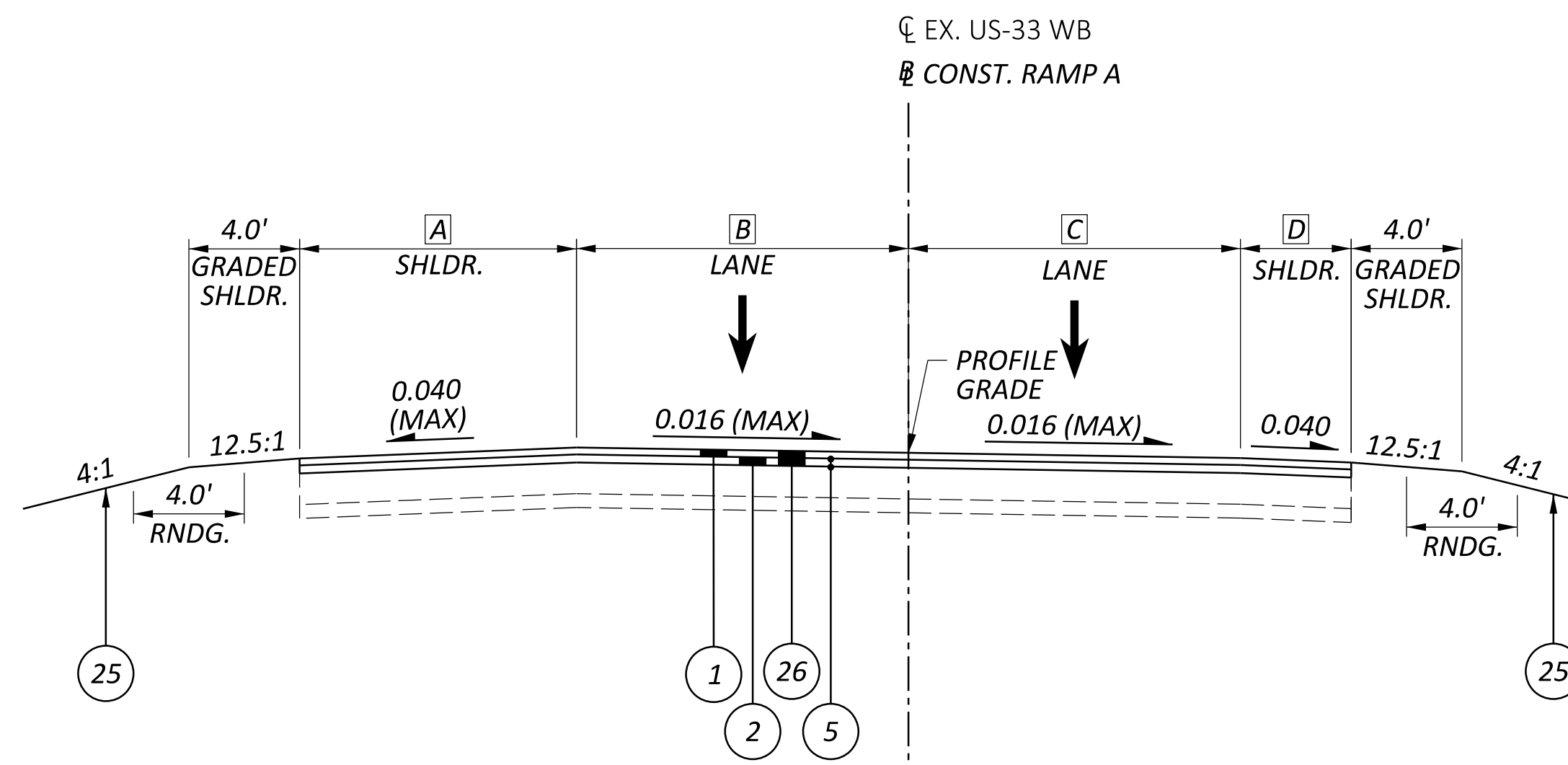
- A VARIES: ±10.0' TO 10.8' FROM STA. 141+51.07 TO STA. 143+00.22
 VARIES: 10.8' TO 8.0' FROM STA. 143+00.22 TO STA. 144+00.00
- B VARIES: ±12.7' TO 11.5' FROM STA. 141+51.07 TO STA. 143+04.14
 VARIES: 11.5' TO 12.0' FROM STA. 143+04.14 TO STA. 144+00.00
- C VARIES: ±12.1' TO 12.0' FROM STA. 141+51.07 TO STA. 144+00.00
- D VARIES: ±4.7' TO 4.0' FROM STA. 141+51.07 TO STA. 144+00.00
- E VARIES: 0.0' TO 23.0' FROM STA. 144+00.00 TO STA. 147+37.51

Δ 0.040 OR RATE OF SUPERELEVATION, WHICHEVER IS GREATER

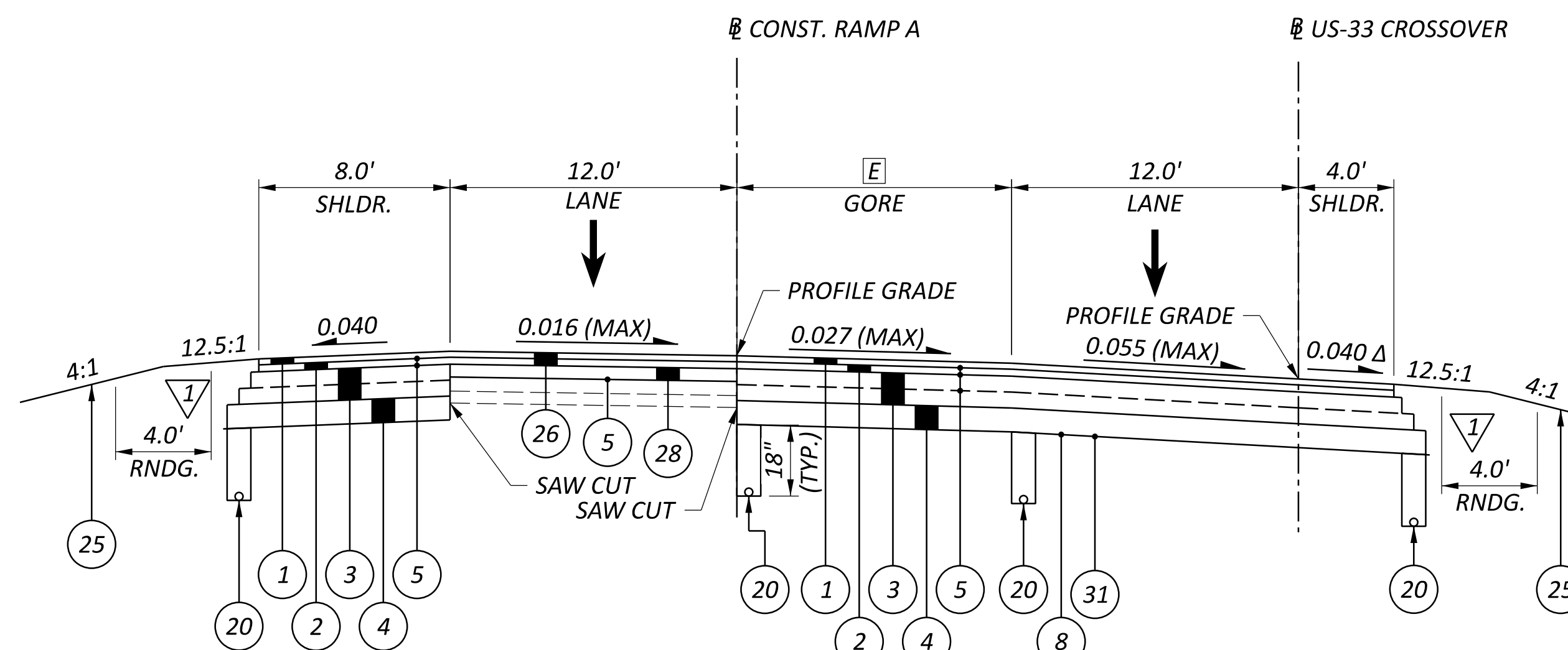
Σ 7% MAX BREAK

▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020

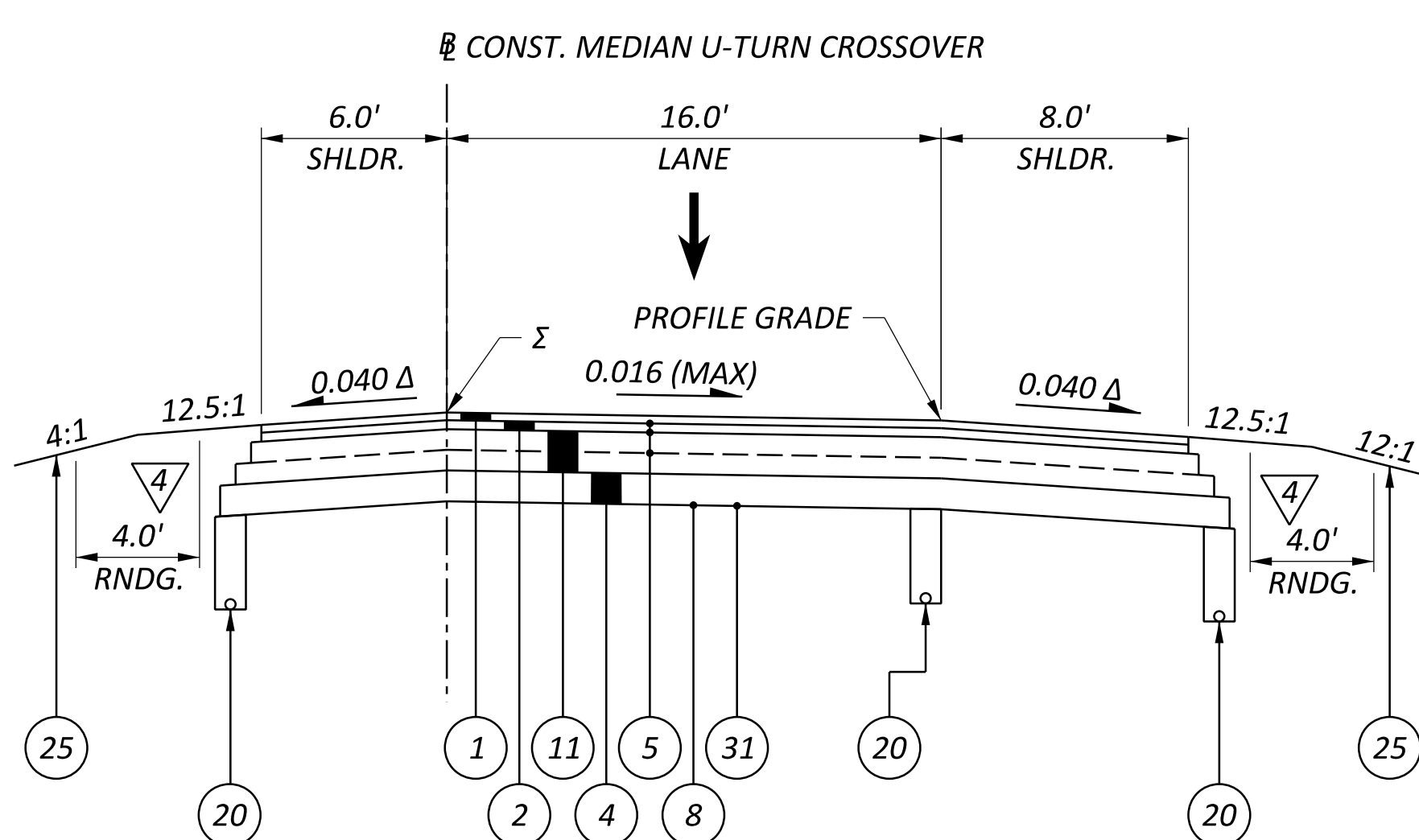
TYPICAL ABBREVIATIONS
 RNDG. = ROUNDING
 SHLDR. = SHOULDER



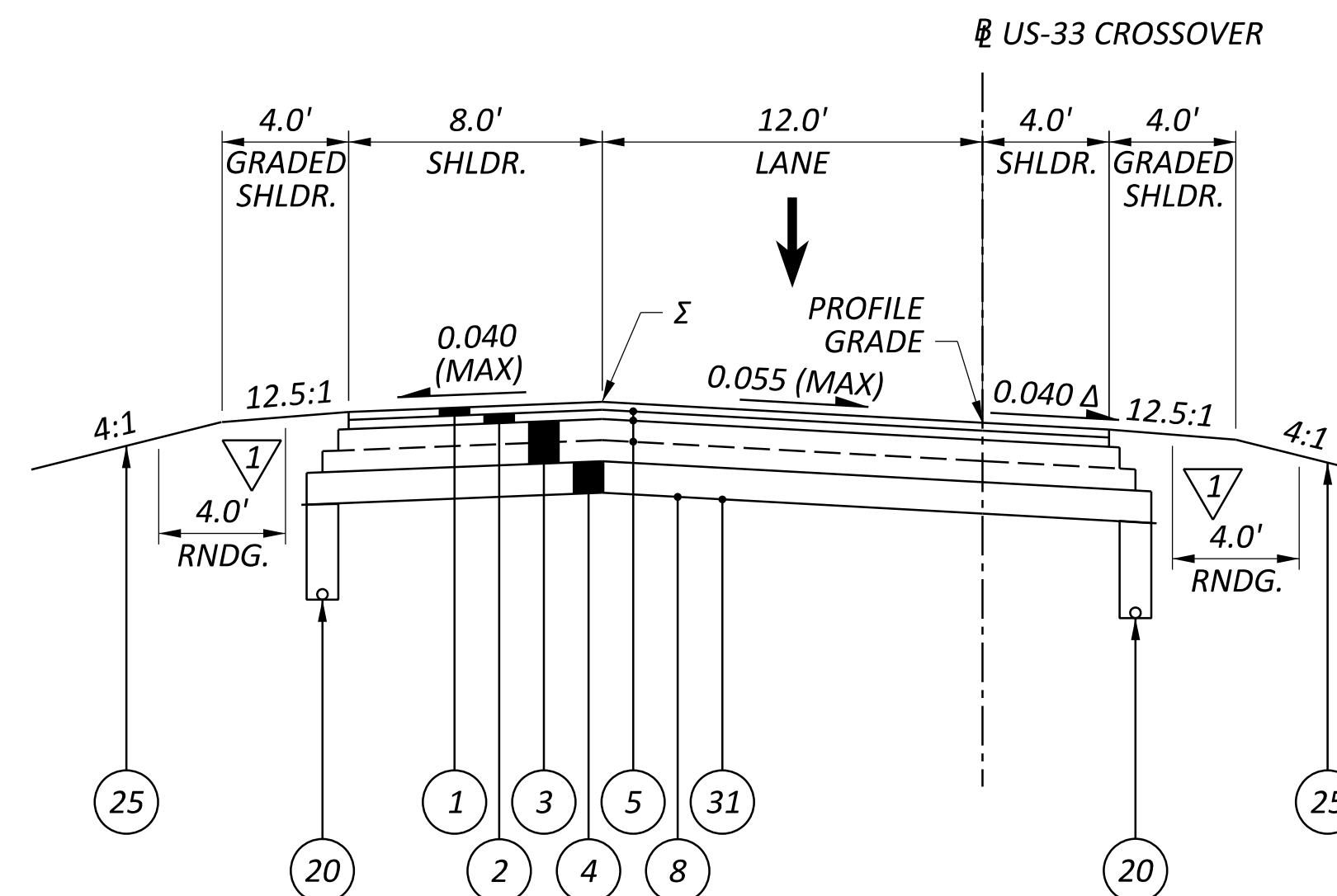
SUPERELEVATED SECTION - EX. US-33 WB
 STA. 141+51.07 TO STA. 144+00.00



US-33 CROSSOVER
 STA. 144+00.00 TO STA. 147+37.51



MEDIAN U-TURN CROSSOVER
 STA. 0+00.00 TO STA. 1+20.59



SUPERELEVATION - US-33 CROSSOVER
 STA. 147+37.51 TO STA. 148+36.57

DESIGN AGENCY

TRANSYSTEMS
 400 W. NATIONWIDE BLVD., STE. 225
 COLUMBUS, OHIO 43215

DESIGNER

NE

REVIEWER

GHM 01/29/26

PROJECT ID

118055

SHEET TOTAL

P.007 298

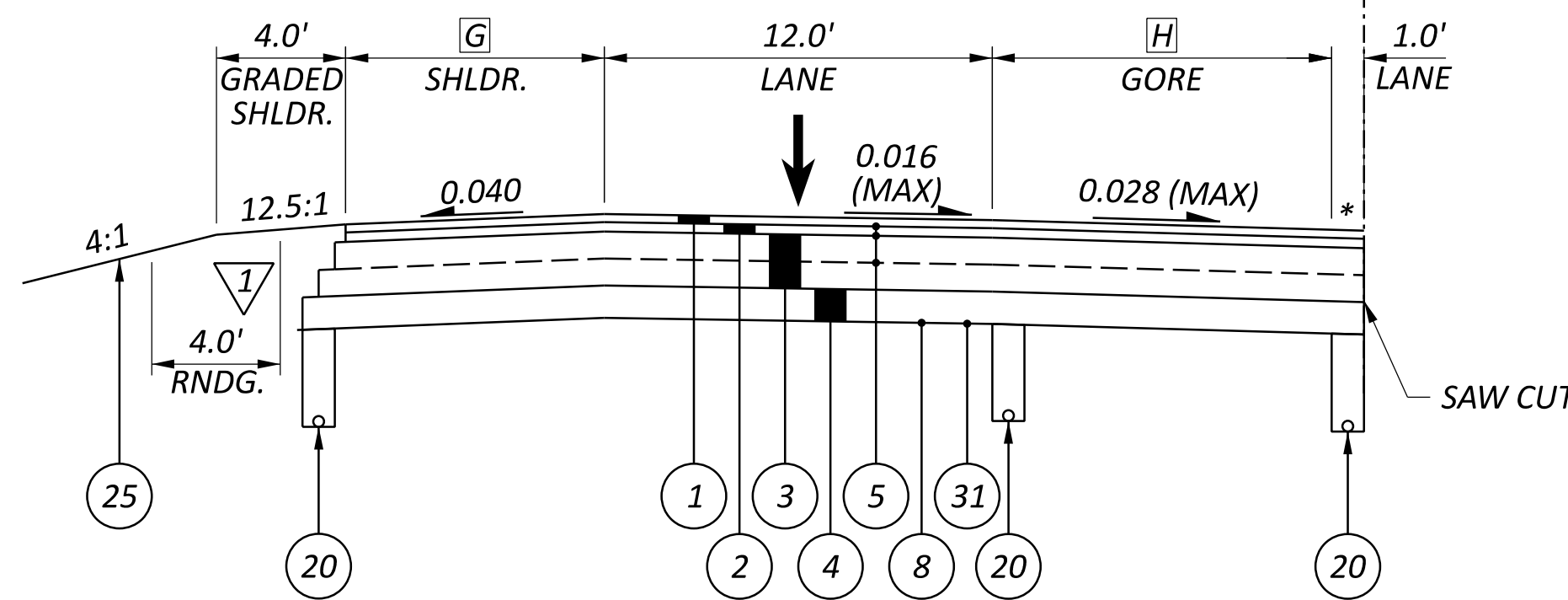
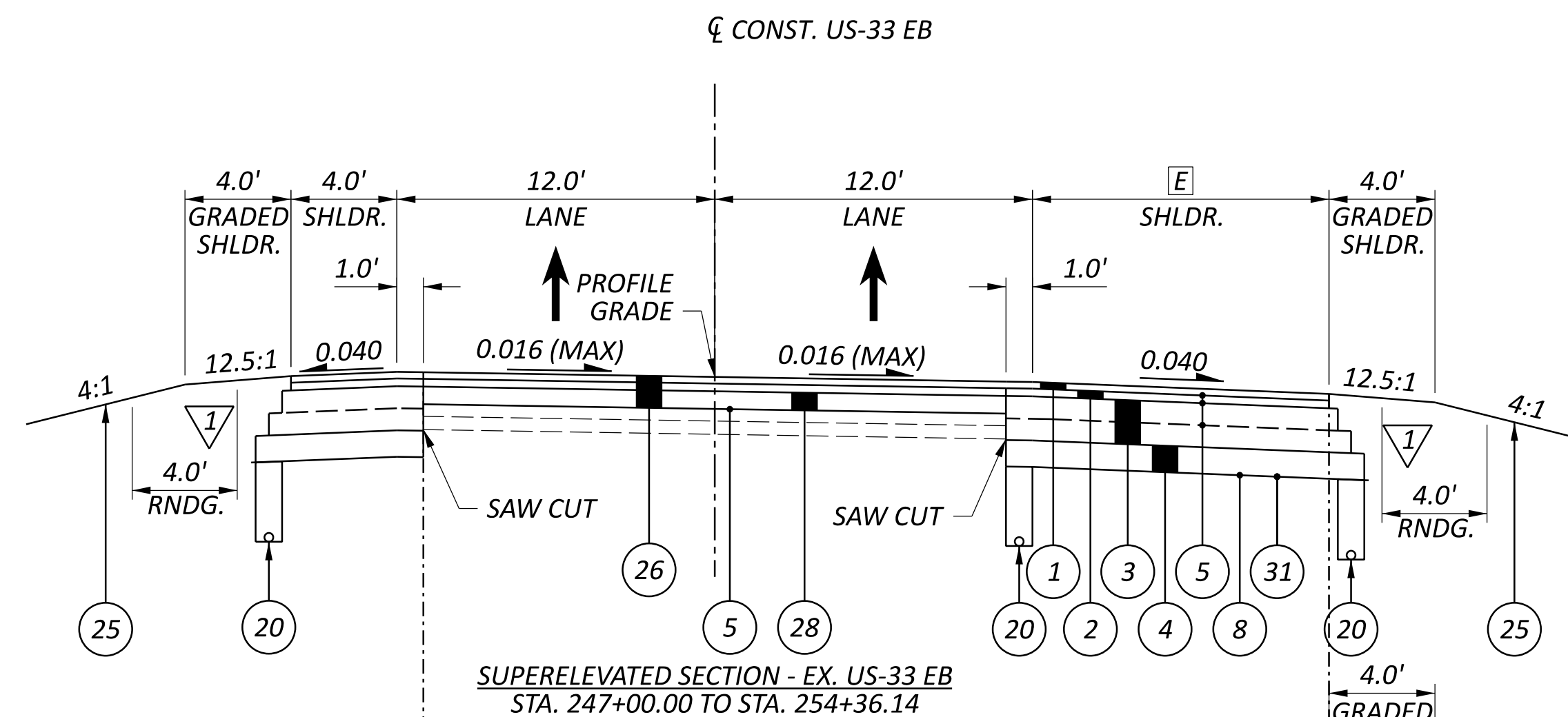
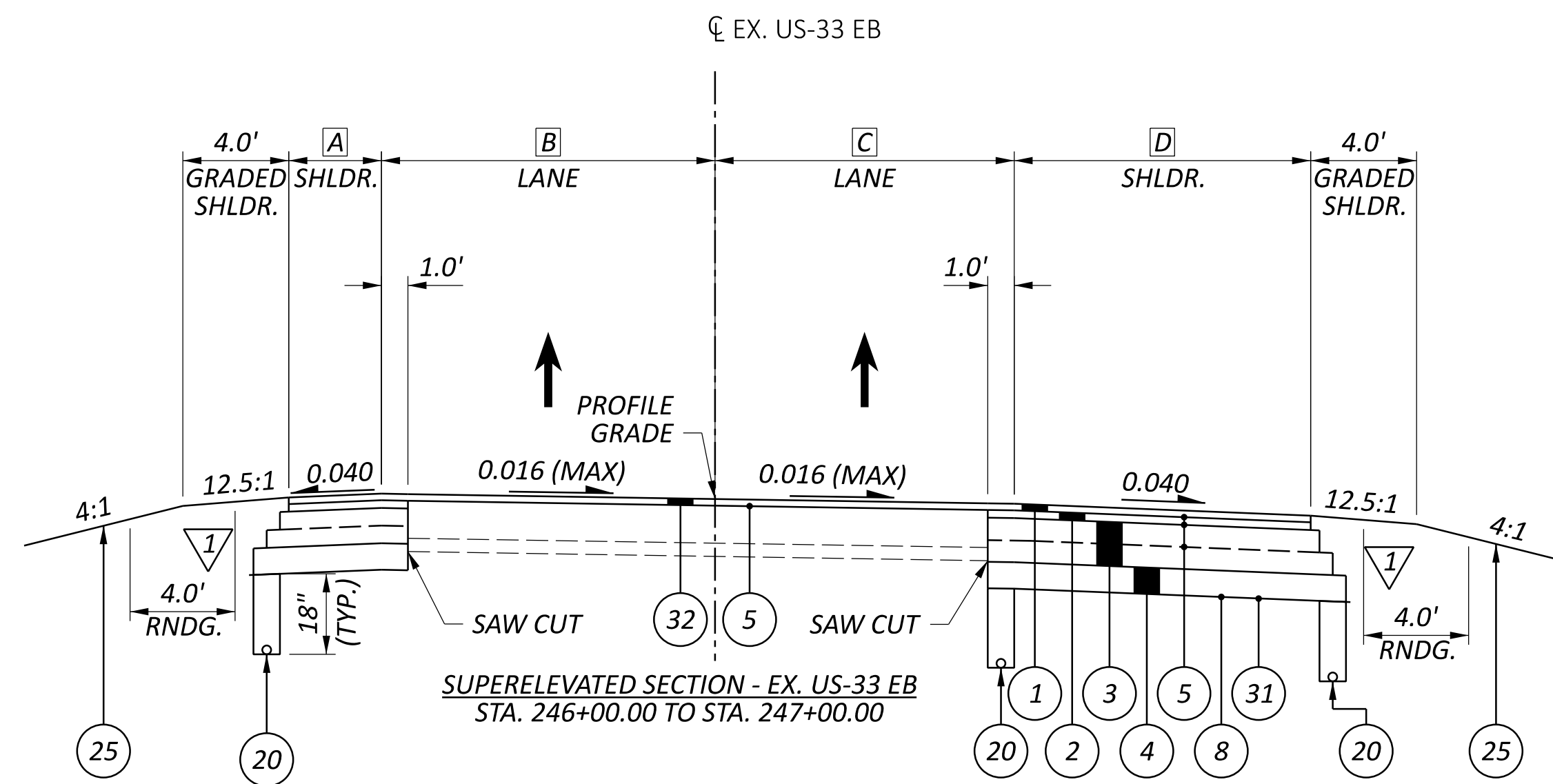
LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
- 10 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M
- 11 ITEM 302 - 8" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

A	VARIES: ±3.5' TO 4.0'	FROM STA. 246+00.00 TO STA. 247+00.00
B	VARIES: ±12.6' TO 12.0'	FROM STA. 246+00.00 TO STA. 247+00.00
C	VARIES: ±11.3' TO 12.0'	FROM STA. 246+00.00 TO STA. 247+00.00
D	VARIES: ±11.2' TO 10.0'	FROM STA. 246+00.00 TO STA. 247+00.00
E	10.0'	FROM STA. 247+00.00 TO STA. 254+22.92 VARIES: 10.0' TO 9.5' FROM STA. 254+22.92 TO STA. 254+36.14
F	VARIES: 2.3' TO 2.5'	FROM STA. 254+31.59 TO STA. 254+36.14
G	8.0'	FROM STA. 248+27.56 TO STA. 253+85.53 VARIES: 8.0' TO 10.0' FROM STA. 253+85.53 TO STA. 254+35.60 10.0' FROM STA. 254+35.60 TO STA. 254+36.14
H	VARIES: 23.0' TO 0.0'	FROM STA. 248+27.56 TO STA. 254+36.14

* 0.016 (MAX)

▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020



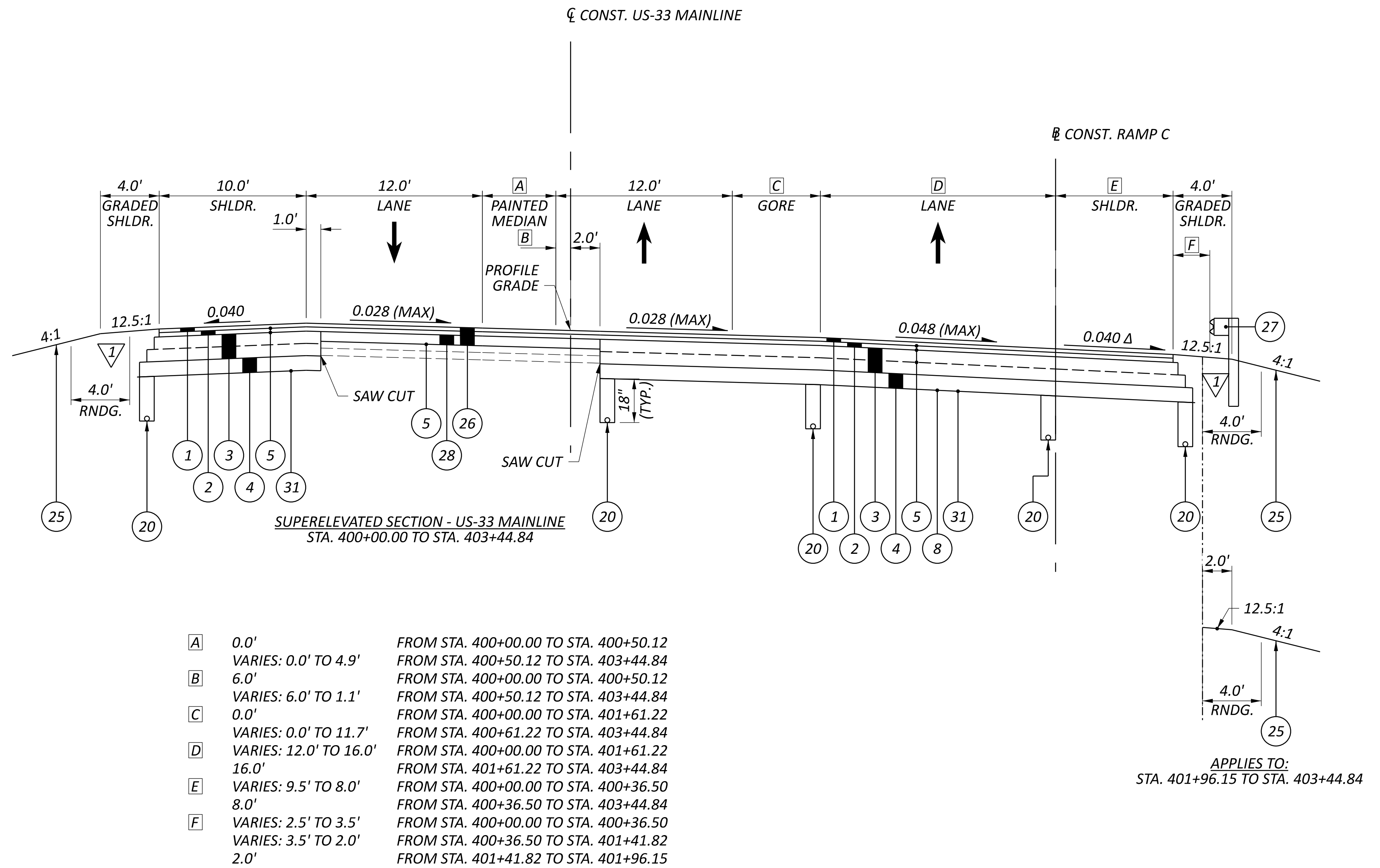
APPLIES TO:
 STA. 254+31.59 TO STA. 254+36.14

LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
- 10 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M
- 11 ITEM 302 - 8" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¾" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

Δ 0.040 OR RATE OF SUPERELEVATION, WHICHEVER IS GREATER

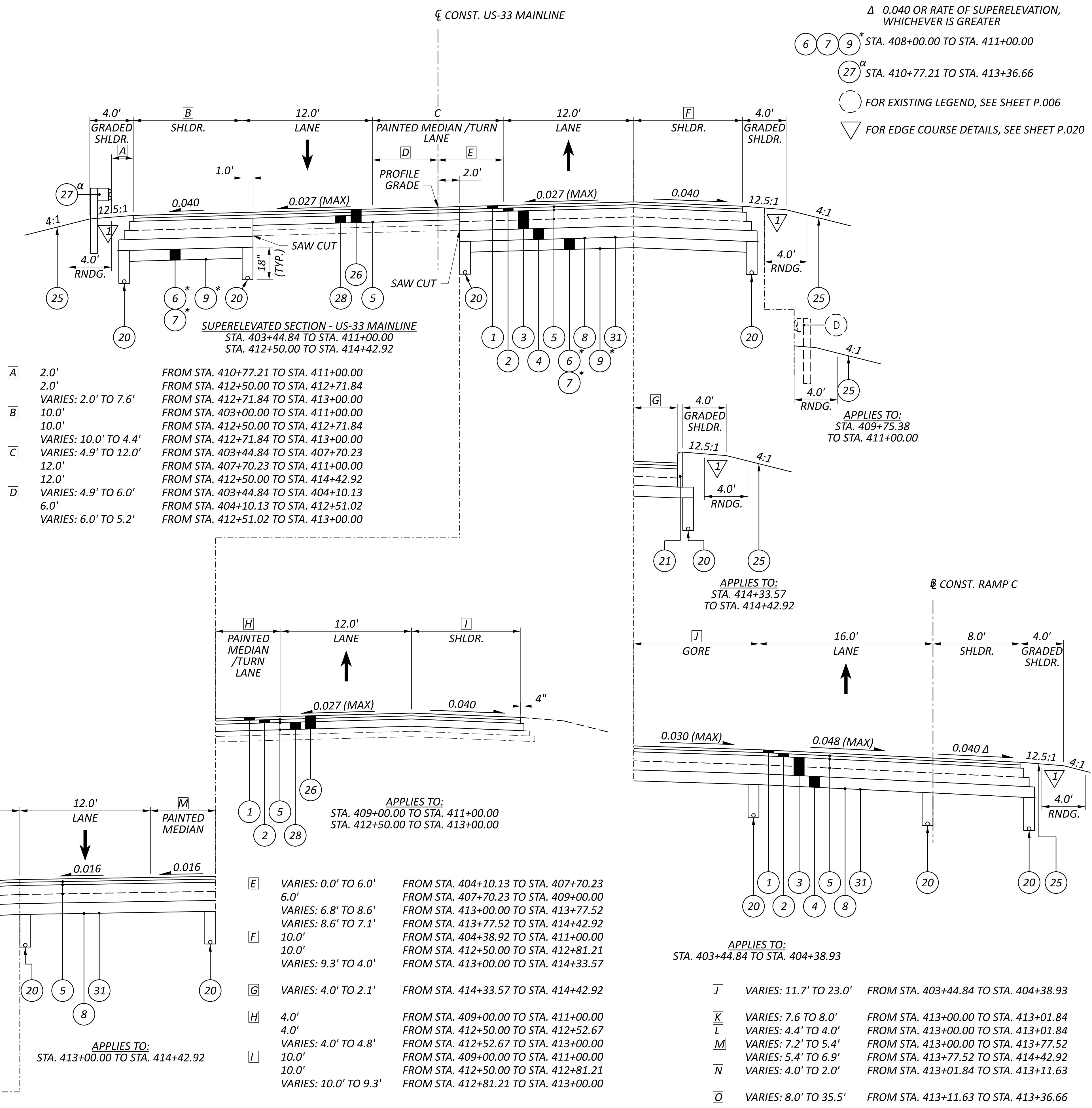
▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020



LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
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- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449, (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

- Δ 0.040 OR RATE OF SUPERELEVATION, WHICHEVER IS GREATER
- 6 7 9 STA. 408+00.00 TO STA. 411+00.00
- 27^α STA. 410+77.21 TO STA. 413+36.66
- FOR EXISTING LEGEND, SEE SHEET P.006
- ▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020



TYPICAL SECTIONS - US-33 MAINLINE

DESIGN AGENCY	TRANSYSTEMS 400 W. NATIONWIDE BLVD., STE 225 COLUMBUS, OHIO 43215
DESIGNER	NE
REVIEWER	GHM 01/29/26
PROJECT ID	118055
SHEET TOTAL	P.010 298

LEGEND:

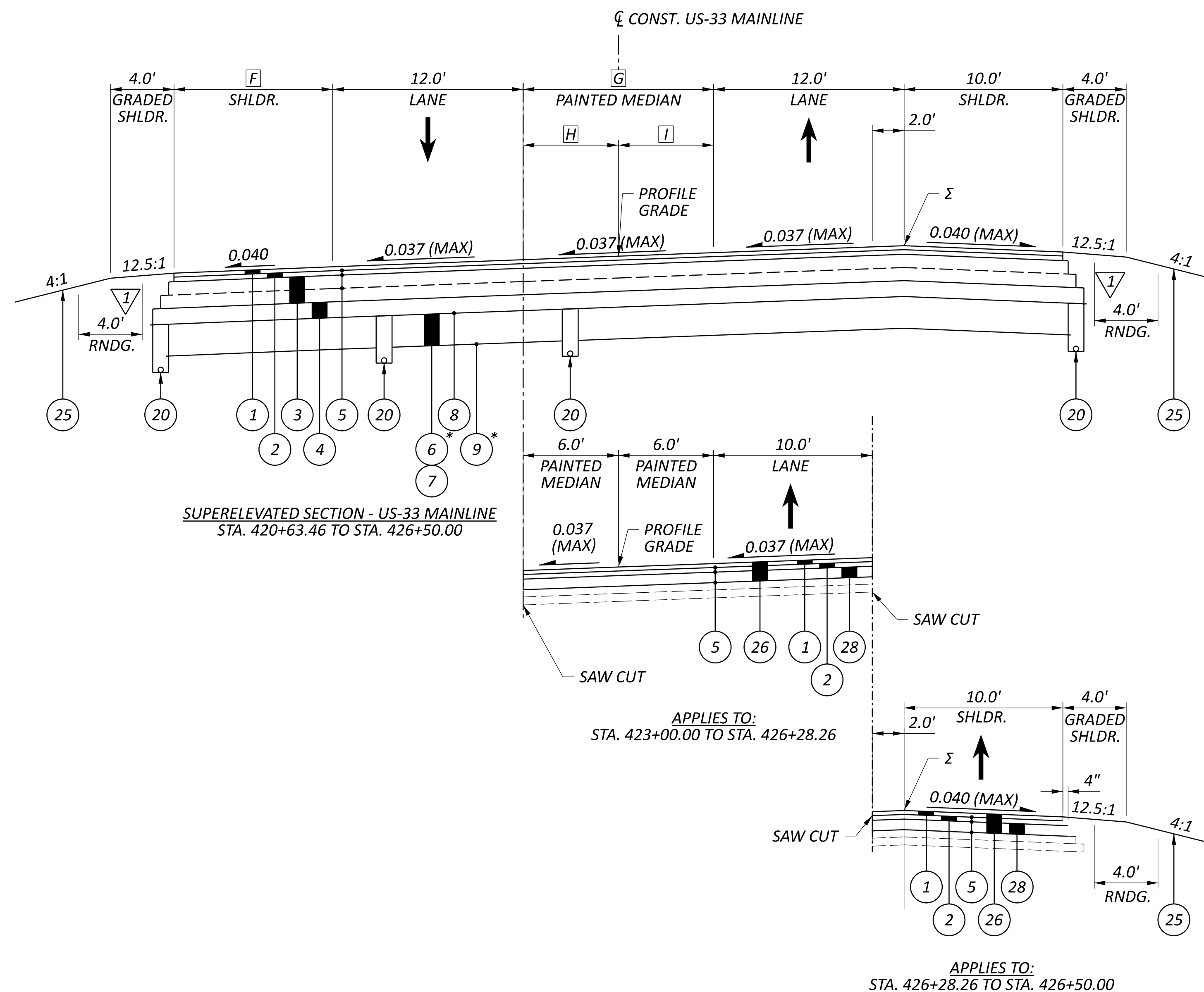
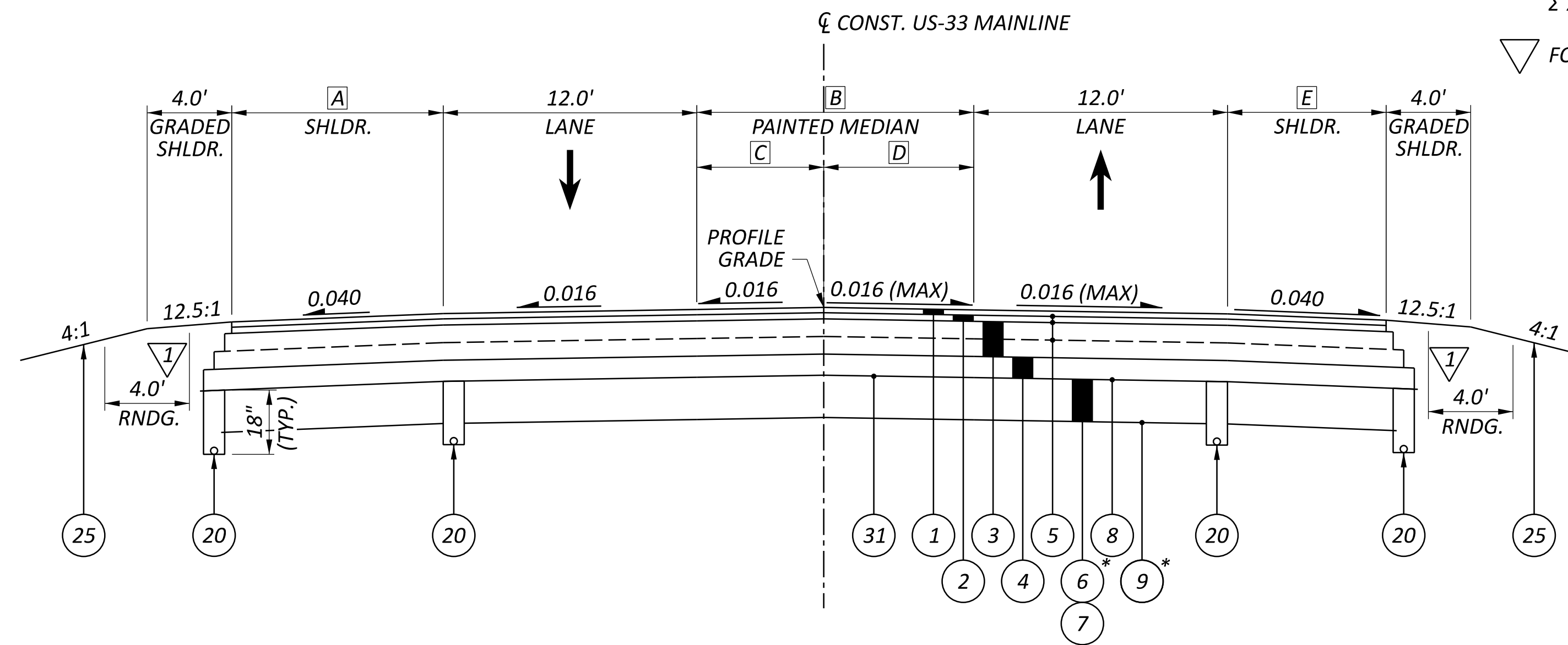
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- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
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- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

A	VARIABLES: 2.0' TO 4.2'	FROM STA. 420+08.93 TO STA. 420+63.46
B	VARIABLES: 17.9' TO 19.6'	FROM STA. 420+08.93 TO STA. 420+54.34
C	VARIABLES: 19.6' TO 19.5'	FROM STA. 420+54.34 TO STA. 420+63.46
D	VARIABLES: 13.7' TO 13.9'	FROM STA. 420+08.93 TO STA. 420+54.34
E	VARIABLES: 13.9' TO 19.6'	FROM STA. 420+54.34 TO STA. 420+63.46
F	VARIABLES: 4.1" TO 5.9"	FROM STA. 420+08.93 TO STA. 420+63.46
G	VARIABLES: 2.0' TO 10.0'	FROM STA. 420+08.93 TO STA. 420+48.07
H	VARIABLES: 2.0' TO 10.0'	FROM STA. 420+48.07 TO STA. 420+63.46
I	VARIABLES: 2.0' TO 10.0'	FROM STA. 420+63.46 TO STA. 422+08.87
J	VARIABLES: 10.0'	FROM STA. 422+08.87 TO STA. 426+50.00
K	VARIABLES: 19.5' TO 12.0'	FROM STA. 420+63.46 TO STA. 422+84.09
L	VARIABLES: 10.0'	FROM STA. 420+84.09 TO STA. 426+50.00
M	VARIABLES: 13.6' TO 6.0'	FROM STA. 420+63.46 TO STA. 422+84.09
N	VARIABLES: 6.0'	FROM STA. 422+84.09 TO STA. 426+50.00
O	VARIABLES: 5.9' TO 6.0'	FROM STA. 420+63.46 TO STA. 421+27.67
P	VARIABLES: 6.0'	FROM STA. 421+27.67 TO STA. 423+00.00

6 7 9 STA. 419+00.00 TO STA. 421+00.00

Σ 7% MAX BREAK

▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020



TYPICAL SECTIONS - US-33 MAINLINE

DESIGN AGENCY	TRANSYSYSTEMS 400 W. NATIONWIDE BLVD., STE 225 COLUMBUS, OHIO 43215
DESIGNER	NE
REVIEWER	GHM 01/29/26
PROJECT ID	118055
SHEET	TOTAL
P.012	298

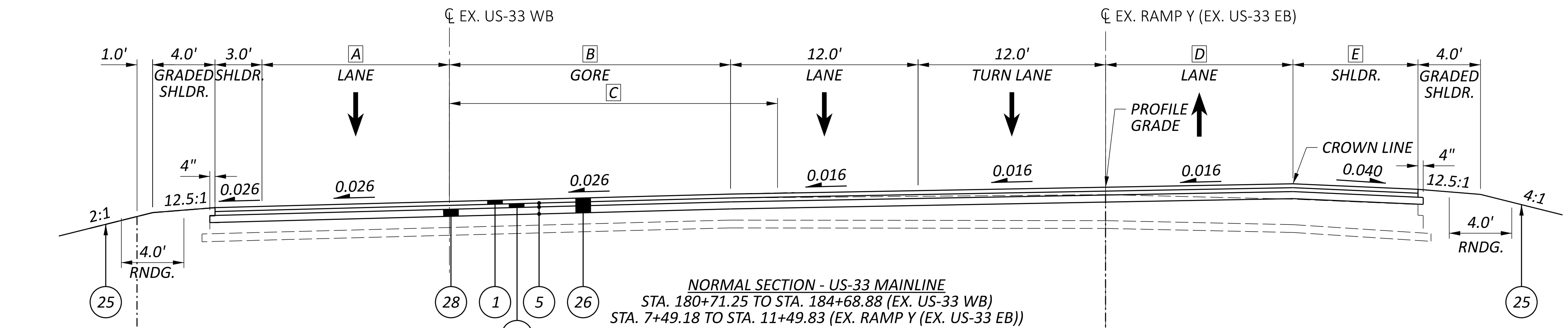
LEGEND:

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- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
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- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449, (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ~~ITEM 204 - SUBGRADE COMPACTION~~
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

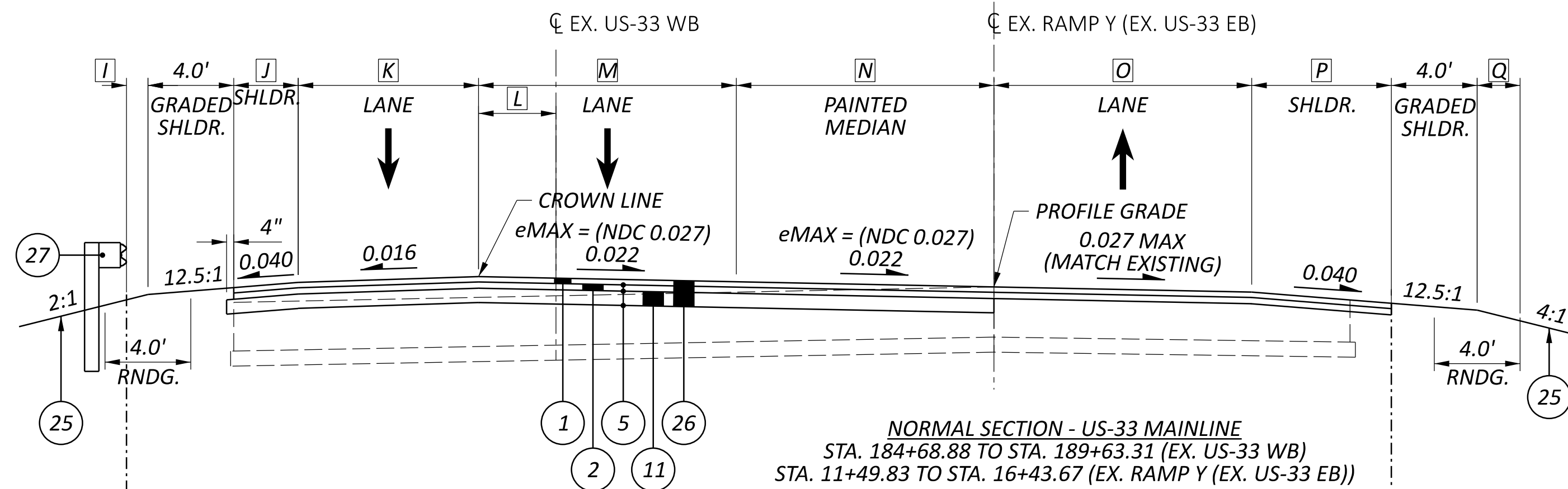
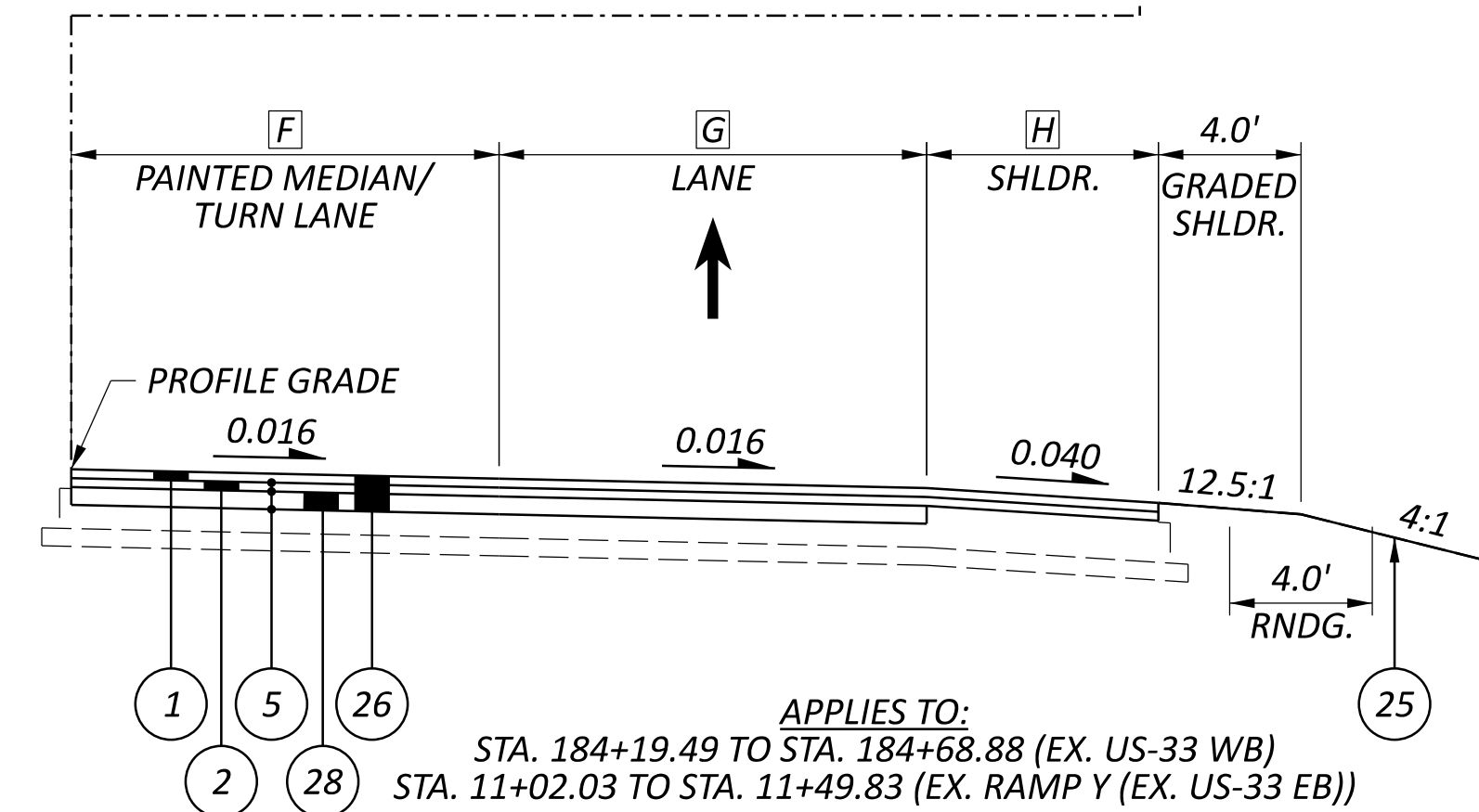
- | | | |
|---|-------|---------------------------------------|
| I | 5.0' | FROM STA. 184+68.88 TO STA. 185+69.61 |
| J | 3.0' | VARIES: 5.0' TO 7.4'± |
| K | 3.0' | FROM STA. 184+68.88 TO STA. 186+37.99 |
| L | 3.0' | VARIES: 3.0' TO 2.7'± |
| M | 12.0' | FROM STA. 184+68.88 TO STA. 187+91.02 |
| N | 12.0' | VARIES: 9.0' TO 0.0' |
| O | 12.0' | FROM STA. 184+68.88 TO STA. 187+91.02 |
| P | 12.0' | VARIES: 12.0' TO 12.3' |
| Q | 12.0' | FROM STA. 186+37.99 TO STA. 187+91.02 |
| R | 12.0' | VARIES: 12.3' TO 12.1'± |
| | 11.5' | FROM STA. 187+91.02 TO STA. 189+63.31 |
| | 11.5' | FROM STA. 184+68.88 TO STA. 189+62.97 |
| | 11.5' | FROM STA. 189+62.97 TO STA. 189+63.31 |
| | 11.5' | FROM STA. 184+68.88 TO STA. 187+69.67 |
| | 11.1' | FROM STA. 187+69.67 TO STA. 189+63.31 |
| | 6.5' | FROM STA. 184+68.88 TO STA. 189+63.31 |
| | 2.0'± | FROM STA. 189+23.72 TO STA. 189+63.31 |
| | 7.4'± | FROM STA. 186+19.61 TO STA. 189.63.31 |

○ FOR EXISTING LEGEND, SEE SHEET P.006

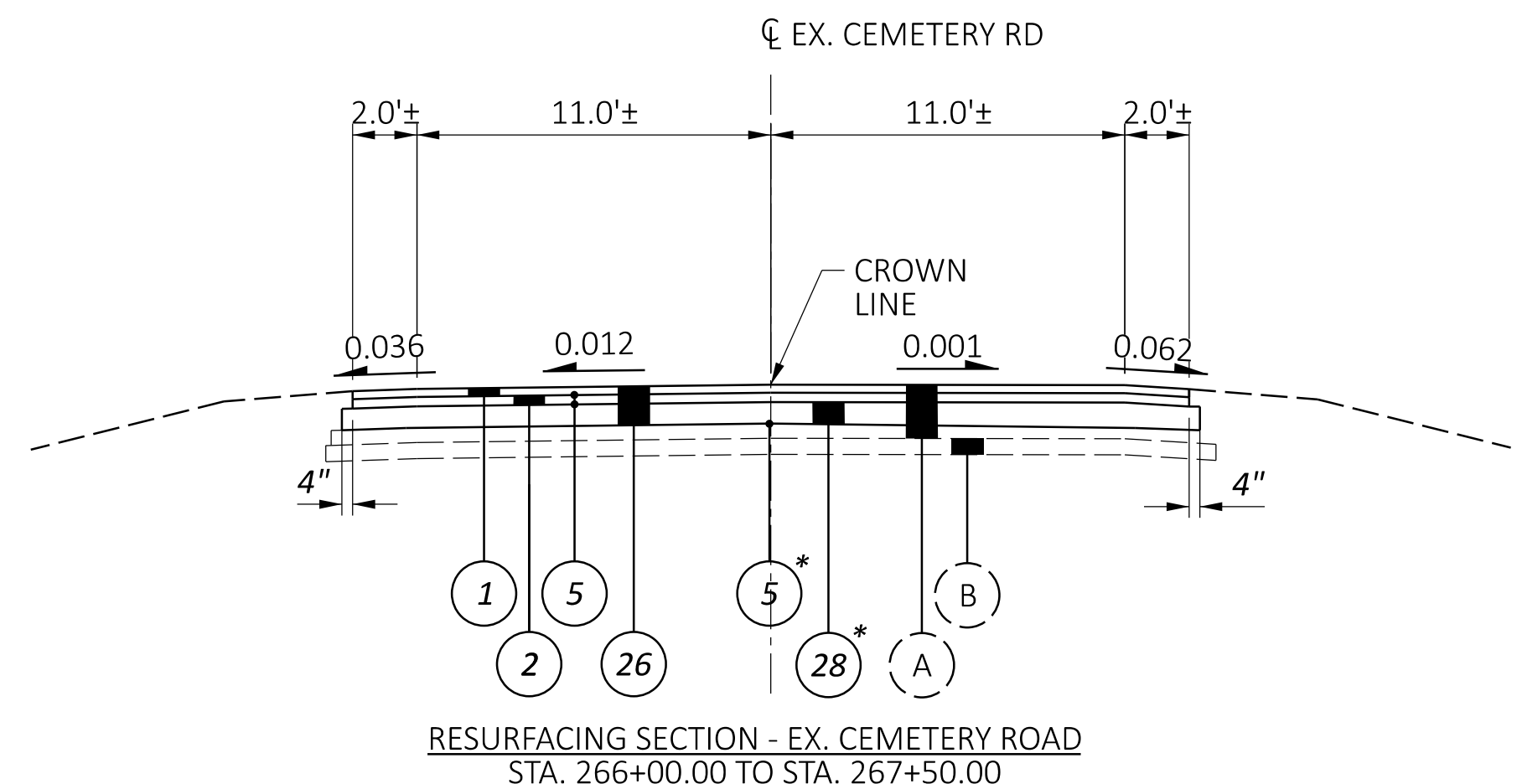
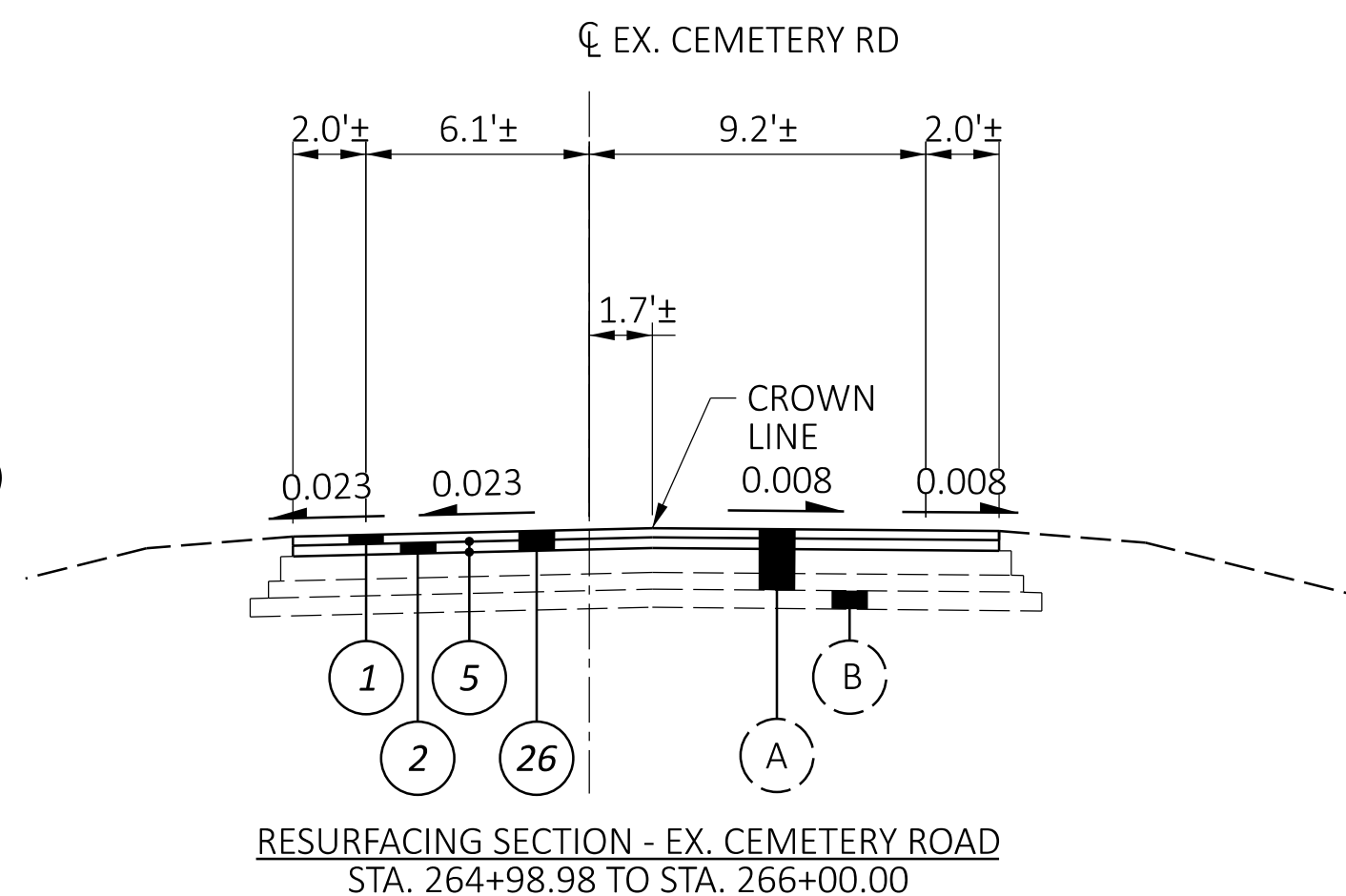
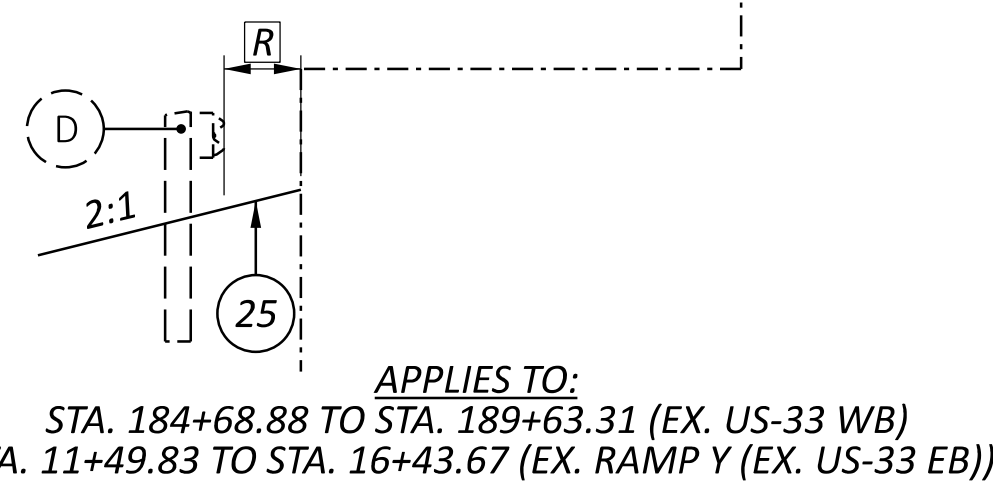
○* ○* STA. 266+00.00 TO STA. 267+00.00



- APPLIES TO:
 STA. 182+66.53 TO STA. 184+68.88 (EX. US-33 WB)
 STA. 9+50.00 TO STA. 11+49.83 (EX. US-33 EB)
- | | | |
|---|------------------------|-------------------------------------|
| A | 12.0' | FROM STA. 8+56.41 TO STA. 11+02.03 |
| B | VARIES: 12.0' TO 9.0' | FROM STA. 11+02.03 TO STA. 11+49.83 |
| C | VARIES: 17.4' TO 0.0' | FROM STA. 8+56.41 TO STA. 11+02.03 |
| D | 0.0' | FROM STA. 11+02.03 TO STA. 11+49.83 |
| E | VARIES: 20.4' TO 3.0' | FROM STA. 8+56.41 TO STA. 11+49.83 |
| F | VARIES: 11.9' TO 11.6' | FROM STA. 8+56.41 TO STA. 11+02.03 |
| G | VARIES: 7.8' TO 6.7' | FROM STA. 8+56.41 TO STA. 11+02.03 |
| H | VARIES: 12.0' TO 11.5' | FROM STA. 11+02.03 TO STA. 11+49.83 |
| I | VARIES: 11.6' TO 11.5' | FROM STA. 11+02.03 TO STA. 11+49.83 |
| J | VARIES: 6.7' TO 6.5' | FROM STA. 11+02.03 TO STA. 11+49.83 |



APPLIES TO:
 STA. 189+23.72 TO STA. 189+63.31 (EX. US-33 WB)
 STA. 12+43.67 TO STA. 16+43.67 (EX. US-33 EB)

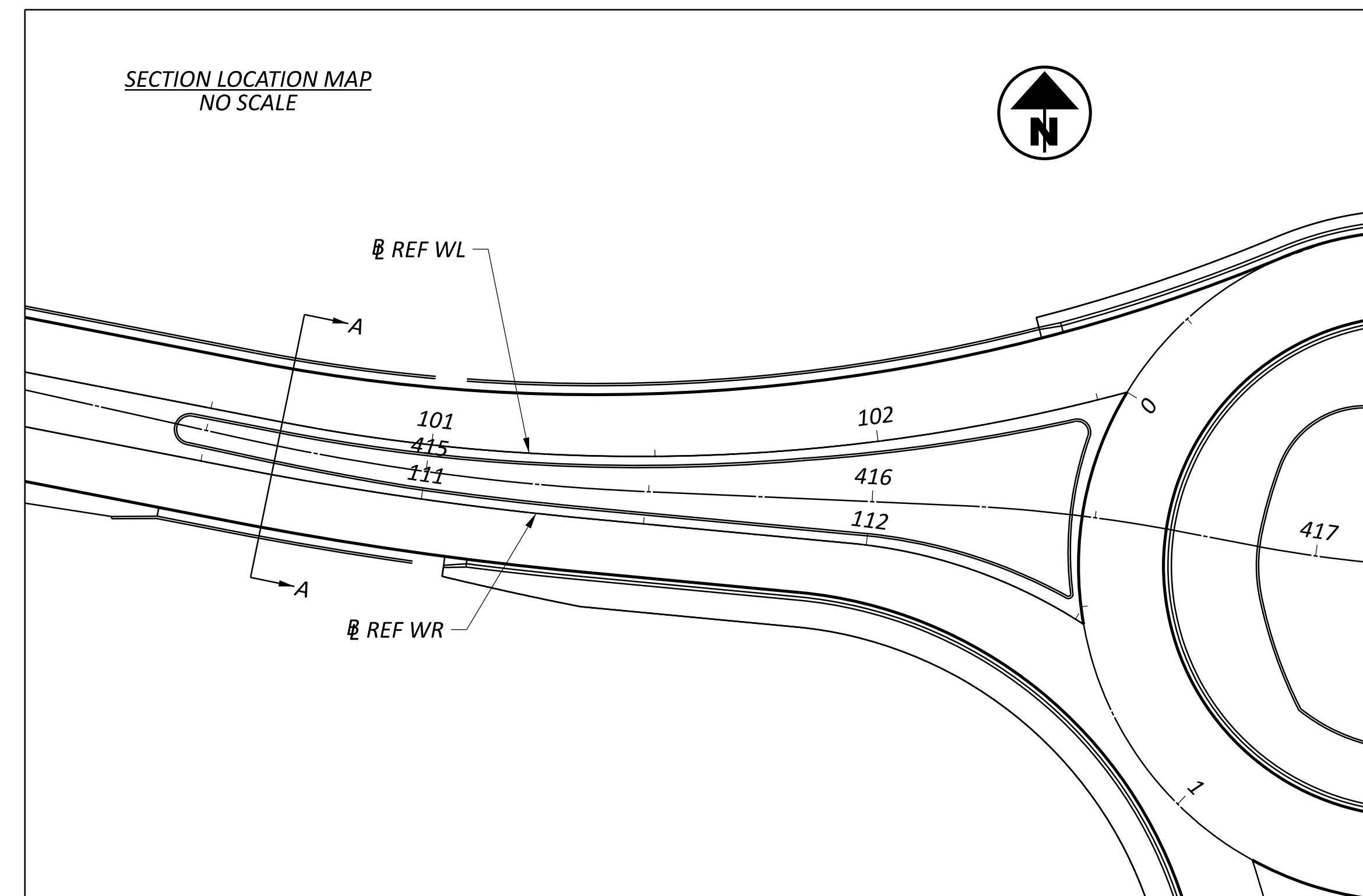
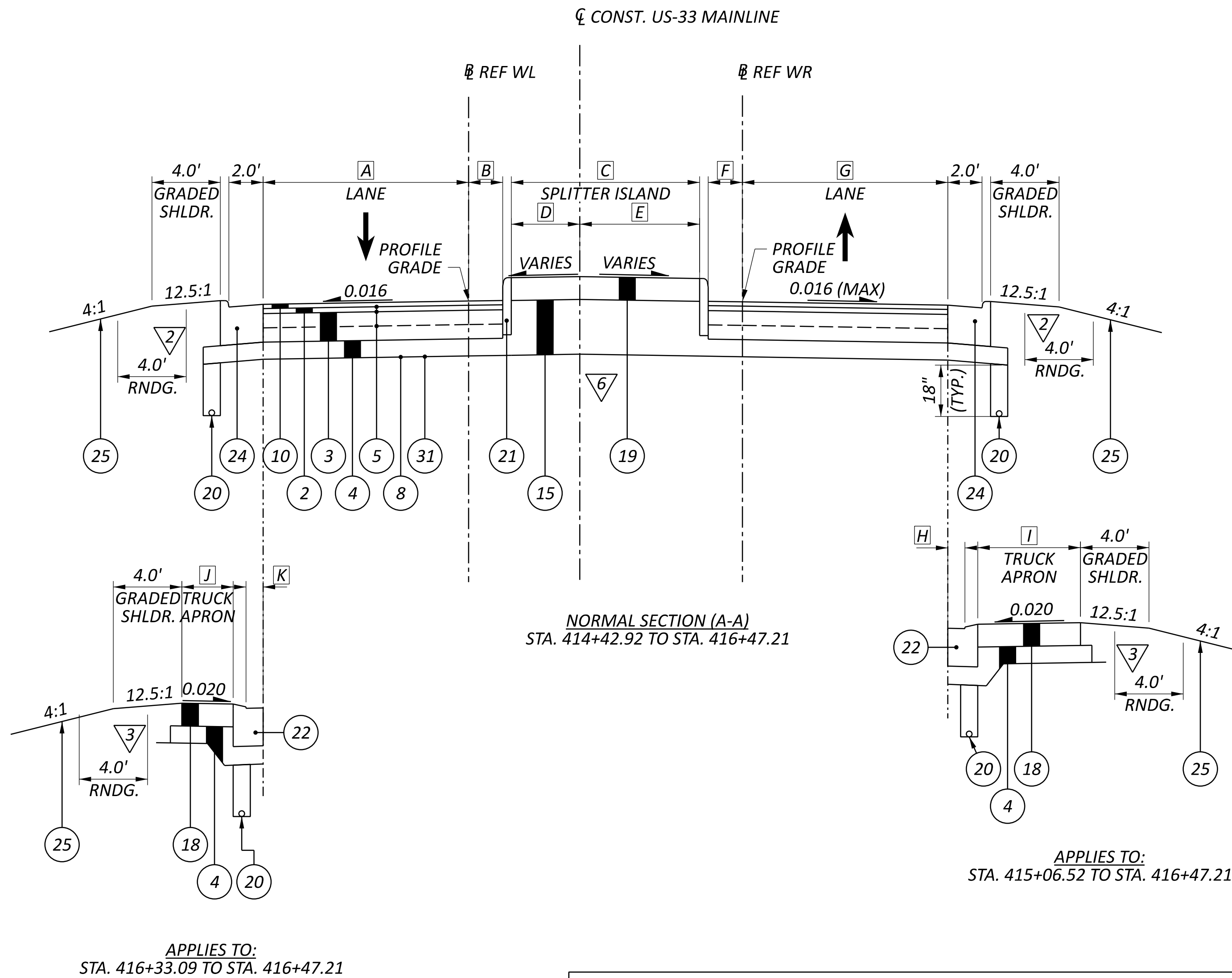


LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
- 10 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M
- 11 ITEM 302 - 8" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

<p>A 12.0' VARIES: 12.0' TO 16.8'</p> <p>B VARIES: 4.9' TO 2.0' 2.0' VARIES: 2.0' TO 3.2'</p> <p>C VARIES: 0.0' TO 40.9'</p> <p>D VARIES: 0.0' TO 22.3'</p> <p>E VARIES: 0.0' TO 3.5' VARIES: 3.5' TO 3.4'</p> <p>F VARIES: 3.4' TO 18.6' VARIES: 7.1' TO 2.0' 2.0' VARIES: 2.0' TO 3.1'</p> <p>G 12.0' VARIES: 12.0' TO 18.4'</p>	<p>FROM STA. 414+42.92 TO STA. 414+56.90</p> <p>FROM STA. 414+56.90 TO STA. 416+47.21</p> <p>FROM STA. 414+42.92 TO STA. 414+46.32</p> <p>FROM STA. 414+46.32 TO STA. 415+83.54</p> <p>FROM STA. 415+83.54 TO STA. 416+47.21</p> <p>FROM STA. 414+42.92 TO STA. 416+47.21</p> <p>FROM STA. 414+42.92 TO STA. 416+47.21</p> <p>FROM STA. 414+42.92 TO STA. 414+46.51</p> <p>FROM STA. 414+46.51 TO STA. 414+66.81</p> <p>FROM STA. 414+66.81 TO STA. 416+47.21</p> <p>FROM STA. 414+42.92 TO STA. 416+96.11</p> <p>FROM STA. 414+96.11 TO STA. 415+95.84</p> <p>FROM STA. 415+95.84 TO STA. 416+47.21</p> <p>FROM STA. 414+42.92 TO STA. 415+84.61</p> <p>FROM STA. 415+84.61 TO STA. 416+47.21</p>	<p>H VARIES: 2.0' TO 1.0'</p> <p>I VARIES: 2.0' TO 6.0' 6.0'</p> <p>J VARIES: 2.3' TO 2.5' 2.5'</p> <p>K VARIES: 2.0' TO 1.0' 1.0'</p>	<p>FROM STA. 415+06.52 TO STA. 415+11.37</p> <p>FROM STA. 415+11.37 TO STA. 416+47.21</p> <p>FROM STA. 415+06.52 TO STA. 415+35.84</p> <p>FROM STA. 415+35.84 TO STA. 416+47.21</p> <p>FROM STA. 416+33.09 TO STA. 416+37.22</p> <p>FROM STA. 416+37.22 TO STA. 416+47.21</p> <p>FROM STA. 416+33.09 TO STA. 416+38.24</p> <p>FROM STA. 416+38.24 TO STA. 416+47.21</p>
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▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020



DESIGN AGENCY	
TRANSYSYSTEMS 400 W. NATIONWIDE BLVD., STE 225 COLUMBUS, OHIO 43215	
DESIGNER	NE
REVIEWER	GHM 01/29/26
PROJECT ID	118055
SHEET	TOTAL
P.014	298

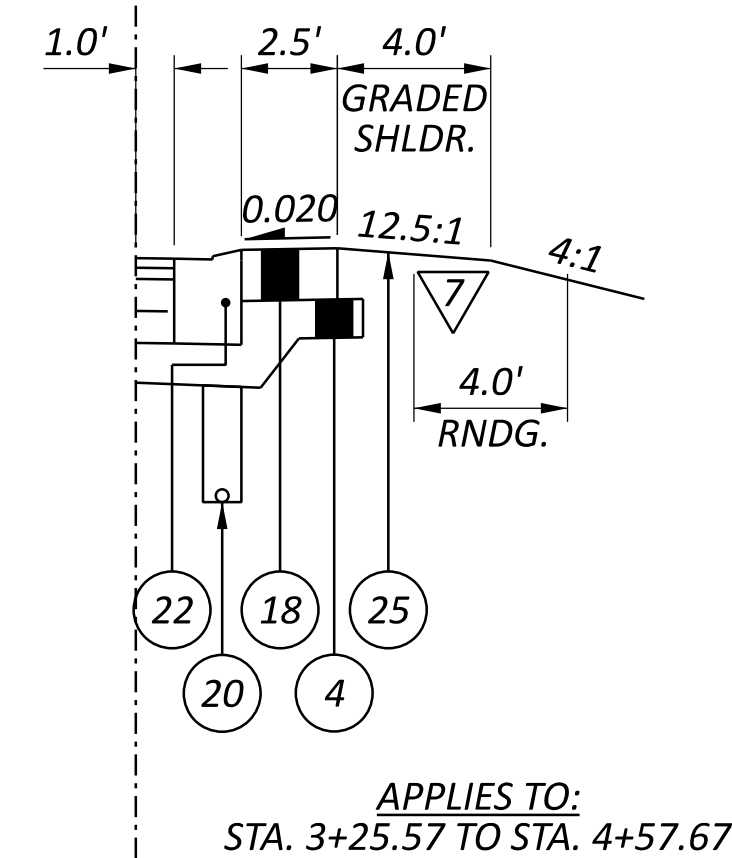
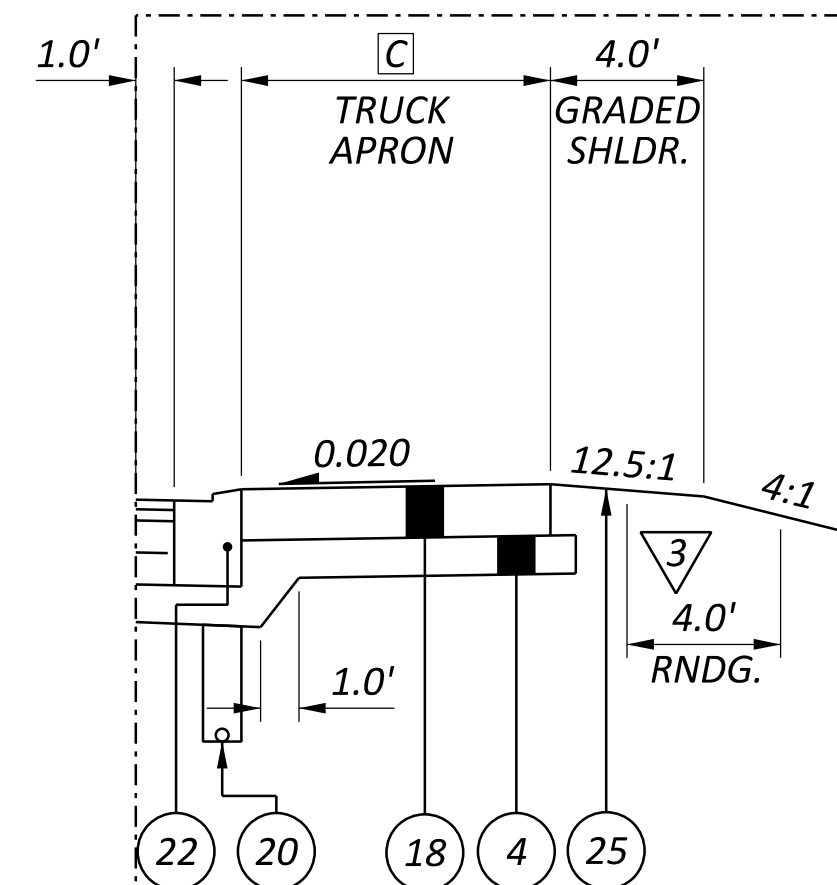
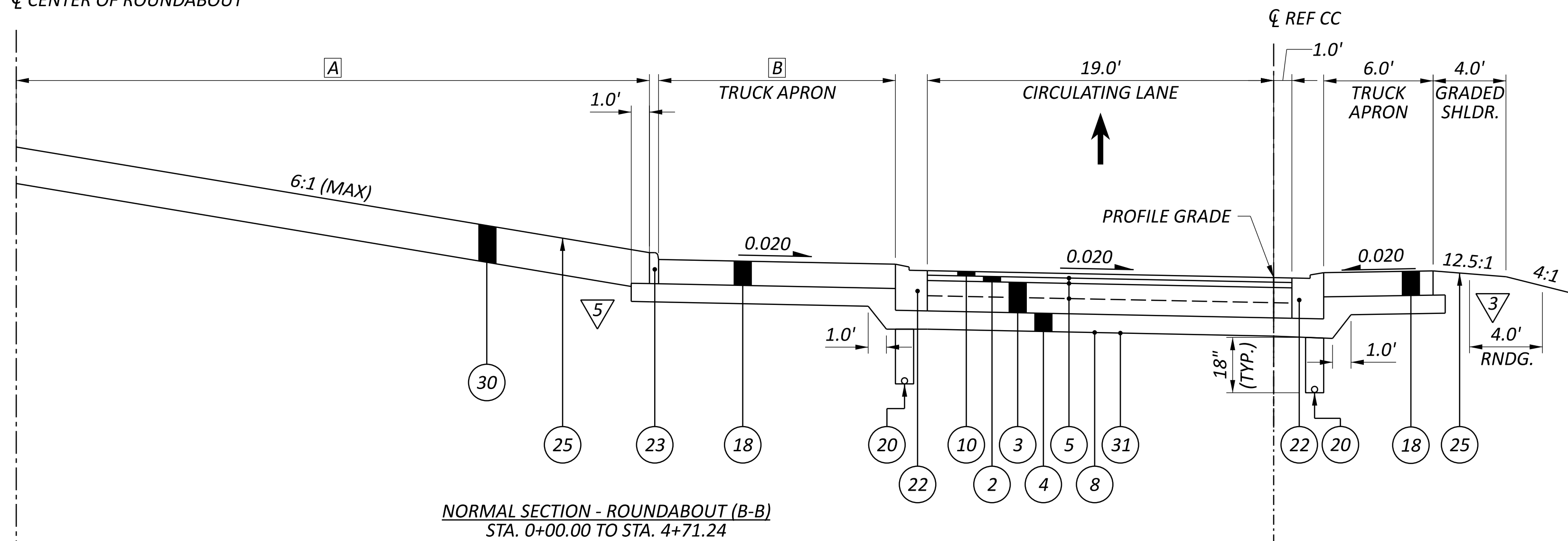
LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
- 10 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M
- 11 ITEM 302 - 8" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449, (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

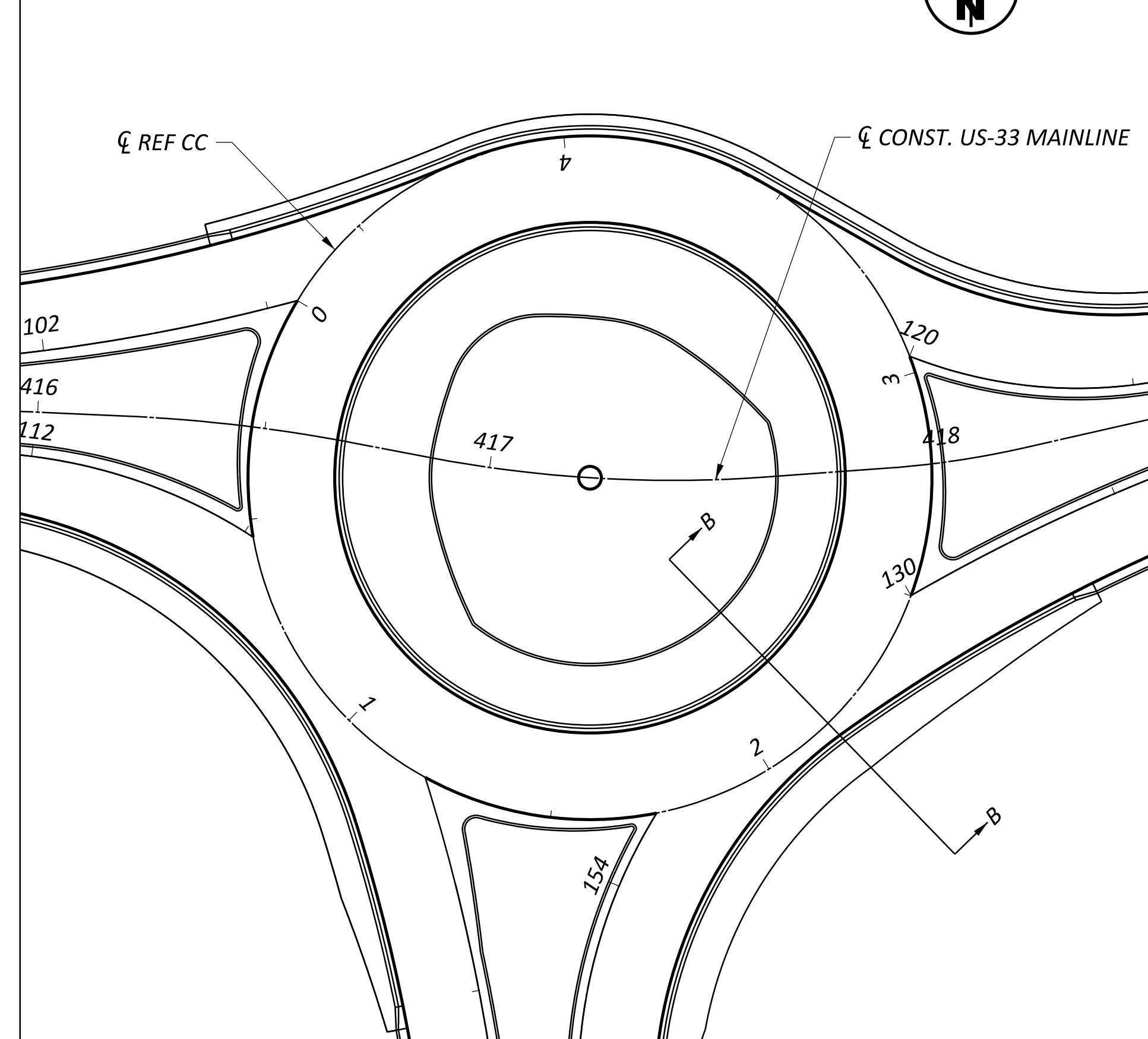
A	VARIES: 36.2' TO 34.8'	FROM STA. 0+00.00 TO STA. 0+56.13
	VARIES: 34.8' TO 40.7'	FROM STA. 0+56.13 TO STA. 1+08.31
	40.7'	FROM STA. 1+08.31 TO STA. 2+98.98
	VARIES: 40.7' TO 34.8'	FROM STA. 2+98.98 TO STA. 3+51.16
	VARIES: 34.8' TO 38.9'	FROM STA. 3+51.16 TO STA. 4+40.79
B	VARIES: 38.9' TO 36.2'	FROM STA. 4+40.79 TO STA. 4+71.24
	VARIES: 17.6' TO 19.0'	FROM STA. 0+00.00 TO STA. 0+25.89
	19.0'	FROM STA. 0+25.89 TO STA. 0+56.13
	VARIES: 19.0' TO 13.0'	FROM STA. 0+56.13 TO STA. 1+08.11
	13.0'	FROM STA. 1+08.11 TO STA. 2+99.18
C	VARIES: 13.0' TO 19.0'	FROM STA. 2+99.18 TO STA. 3+51.16
	19.0'	FROM STA. 3+51.16 TO STA. 3+84.34
	VARIES: 19.0' TO 14.9'	FROM STA. 3+84.34 TO STA. 4+40.79
	VARIES: 14.9' TO 17.6'	FROM STA. 4+40.79 TO STA. 4+71.24
	8.0'	FROM STA. 1+86.88 TO STA. 2+16.55
	VARIES: 8.0' TO 6.7'	FROM STA. 2+16.55 TO STA. 2+35.46

▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020

☉ CENTER OF ROUNDABOUT



SECTION LOCATION MAP
 NO SCALE



DESIGN AGENCY

TRANSYSYSTEMS
 400 W. NATIONWIDE BLVD., STE 225
 COLUMBUS, OHIO 43215

DESIGNER

NE

REVIEWER

GHM 01/29/26

PROJECT ID

118055

SHEET TOTAL

P.015 | 298

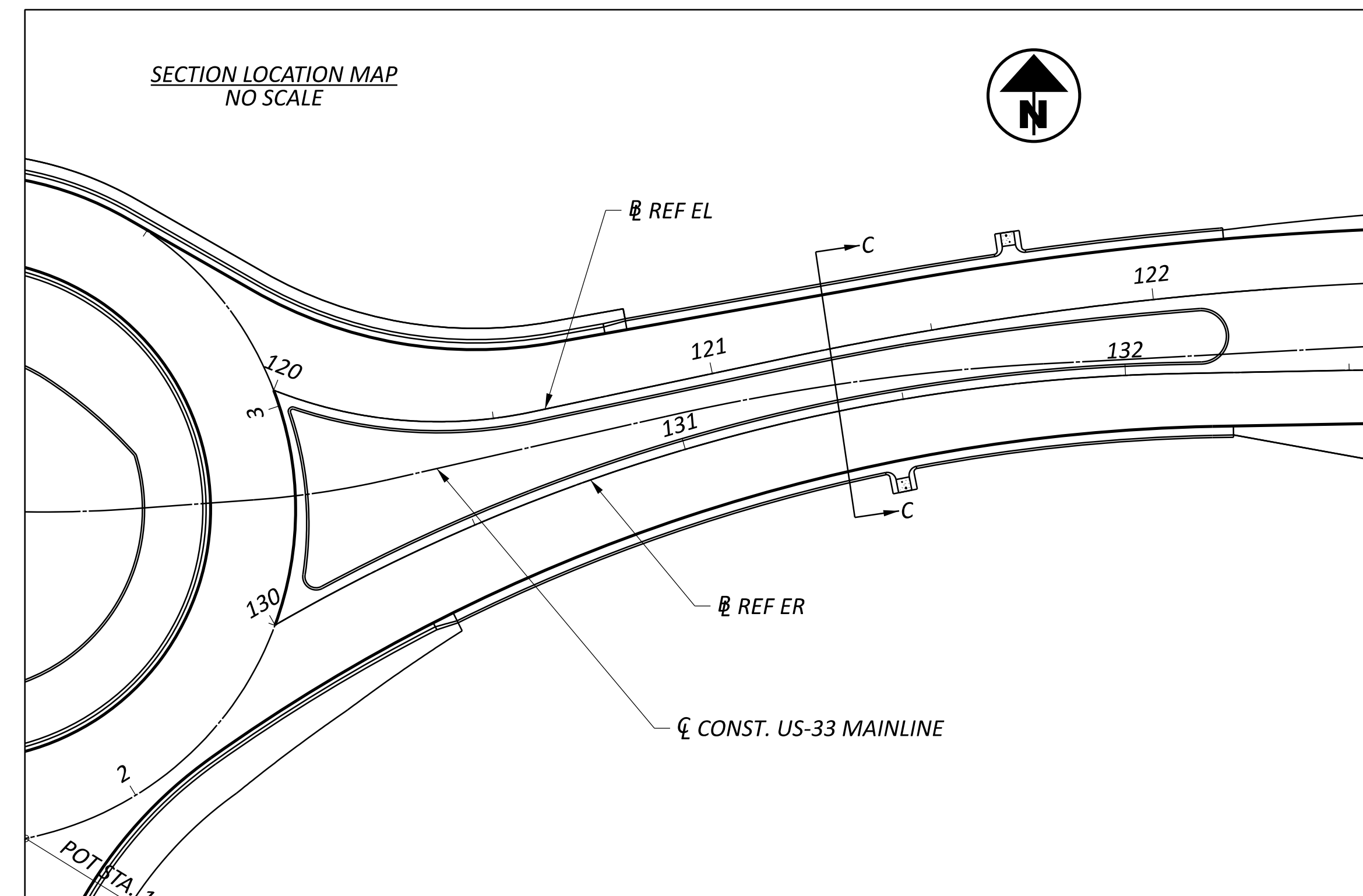
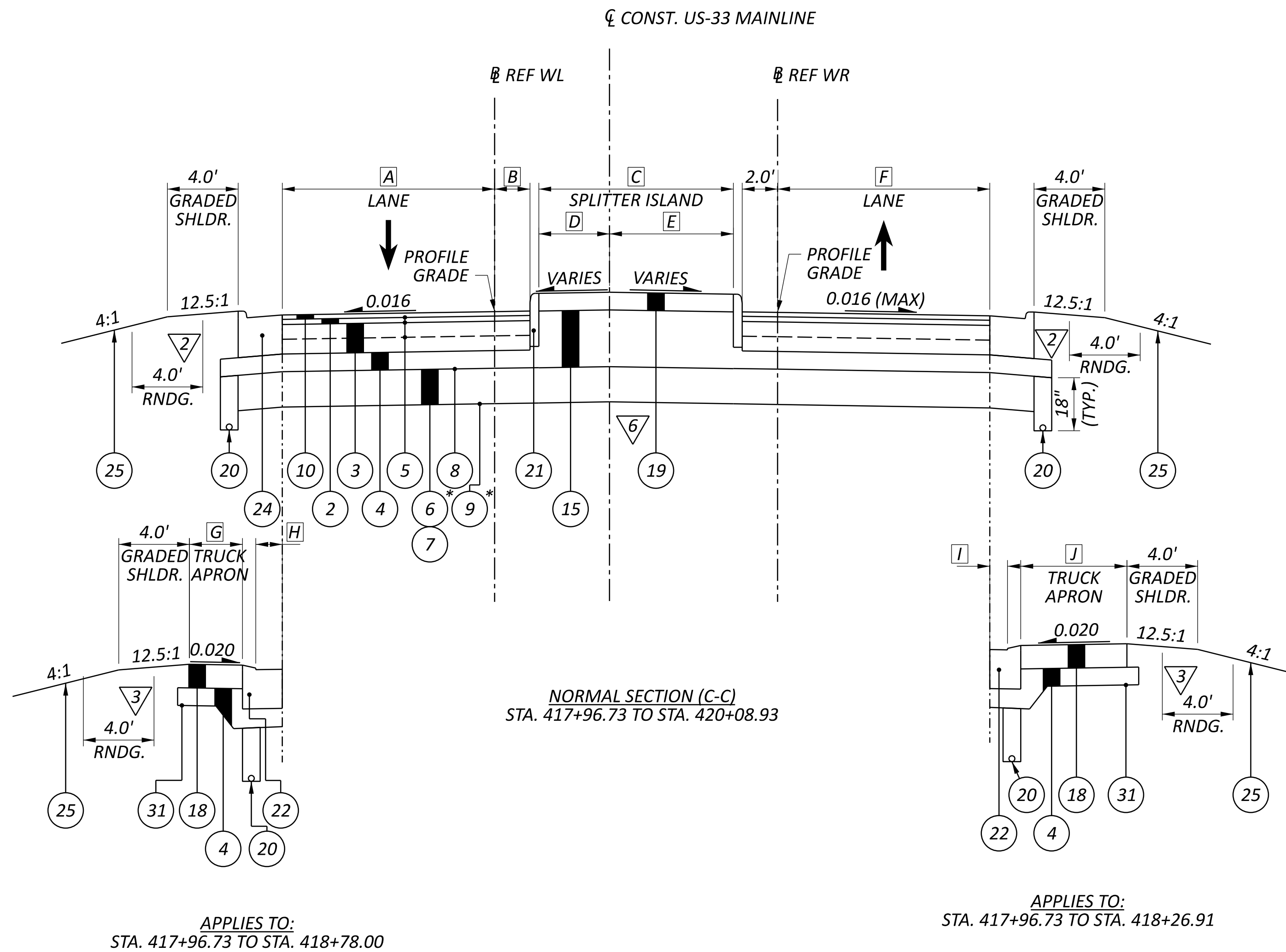
LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
- 10 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M
- 11 ITEM 302 - 8" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

<p>A VARIES: 18.1' TO 12.0' 12.0'</p> <p>B 2.0'</p> <p>C VARIES: 2.0' TO 3.0' VARIES: 42.7' TO 9.0' VARIES: 9.0' TO 11.5' VARIES: 11.5' TO 0.0'</p> <p>D VARIES: 20.9' TO 4.7' VARIES: 4.7' TO 10.0' VARIES: 10.0' TO 0.0'</p> <p>E VARIES: 22.3' TO 1.3' VARIES: 1.3' TO 1.4' VARIES: 1.4' TO 0.0'</p> <p>F VARIES: 16.9' TO 12.0' 12.0'</p>	<p>FROM STA. 417+96.73 TO STA. 419+36.74 FROM STA. 419+36.74 TO STA. 420+08.93 FROM STA. 417+96.13 TO STA. 419+10.77 FROM STA. 419+10.77 TO STA. 420+08.93 FROM STA. 417+96.73 TO STA. 419+23.29 FROM STA. 419+23.29 TO STA. 420+02.56 FROM STA. 420+02.56 TO STA. 420+08.93 FROM STA. 417+96.73 TO STA. 418+82.03 FROM STA. 418+82.03 TO STA. 420+02.56 FROM STA. 420+02.56 TO STA. 420+08.93 FROM STA. 417+96.73 TO STA. 419+97.50 FROM STA. 419+97.50 TO STA. 420+02.56 FROM STA. 420+02.56 TO STA. 420+08.93 FROM STA. 417+96.73 TO STA. 419+99.24 FROM STA. 419+99.24 TO STA. 420+08.93</p>	<p>G 2.5'</p> <p>H 1.0'</p> <p>I VARIES: 1.0' TO 2.0' 1.0'</p> <p>J VARIES: 1.0' TO 2.0' VARIES: 6.5' TO 2.0'</p>	<p>FROM STA. 417+96.73 TO STA. 418+72.94 FROM STA. 418+72.94 TO STA. 418+78.00 FROM STA. 417+96.73 TO STA. 418+72.94 FROM STA. 418+72.94 TO STA. 418+78.00 FROM STA. 417+96.73 TO STA. 418+21.25 FROM STA. 418+21.25 TO STA. 418+26.91 FROM STA. 417+96.73 TO STA. 418+26.91</p>
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6 7 9 * STA. 419+00.00 TO STA. 421+00.00

▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020



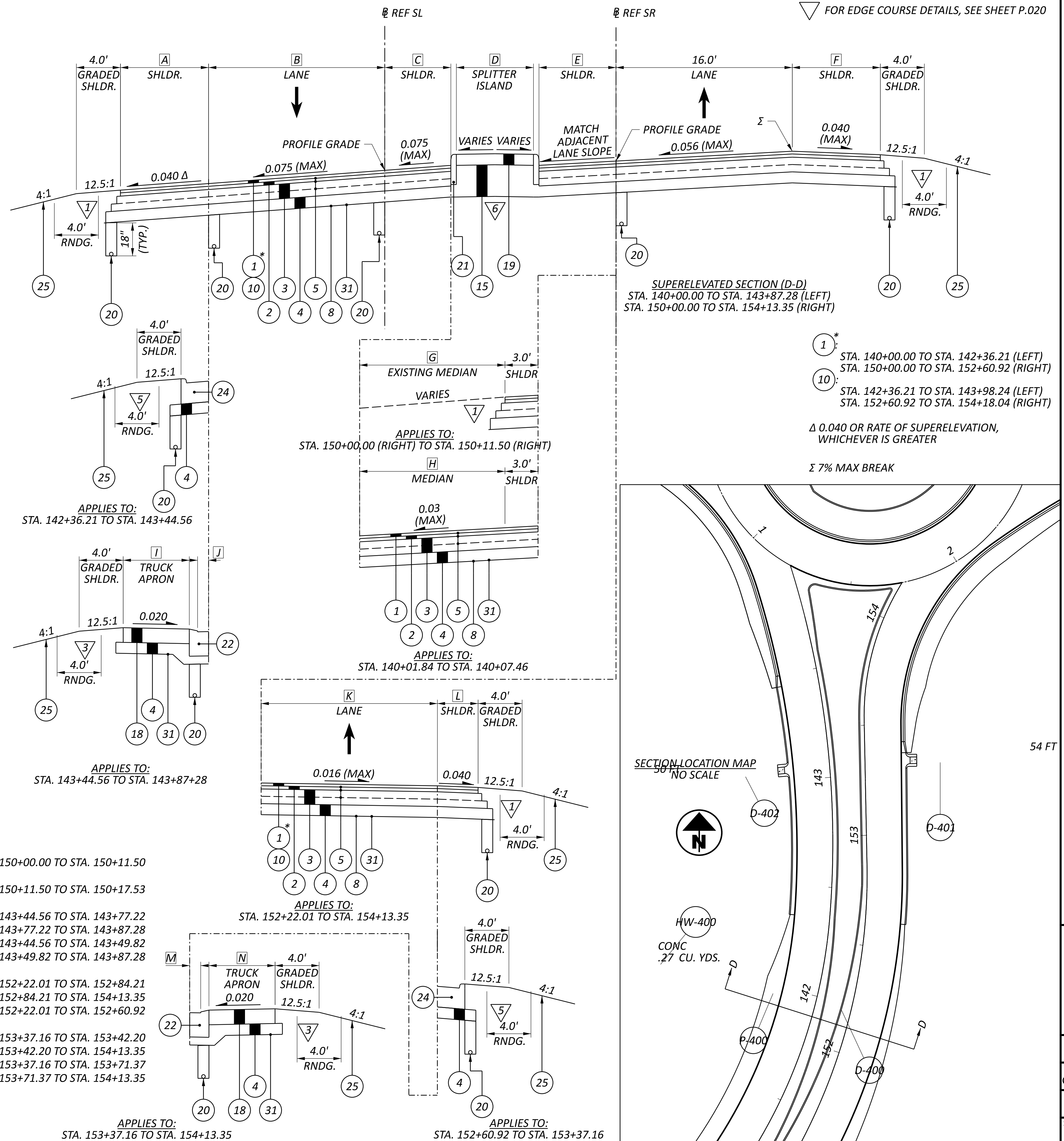
TYPICAL SECTIONS - US-33 (ROUNDAABOUT EAST LEG)

DESIGN AGENCY	
TRANSYSTEMS 400 W. NATIONWIDE BLVD., STE 225 COLUMBUS, OHIO 43215	
DESIGNER	
NE	
REVIEWER	
GHM 01/29/26	
PROJECT ID	
118055	
SHEET	TOTAL
P.016	298

LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
- 10 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M
- 11 ITEM 302 - 8" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

<p>A VARIES: ±7.5' TO 8.0' 8.0' VARIES: 8.0' TO 2.0' 16.0'</p> <p>B VARIES: 16.0' TO 17.4' VARIES: ±8.1' TO 2.0' 2.0' VARIES: 2.0' TO 4.8' VARIES: 7.2' TO 3.0' 3.0' VARIES: 3.0' TO 11.0' VARIES: 11.0' TO 10.3' VARIES: 10.3' TO 38.5'</p> <p>E 7.0' VARIES: 7.0' TO 2.0' 2.0'</p> <p>F VARIES: ±9.1' TO 8.0' 8.0' VARIES: 8.0' TO 3.7'</p>	<p>FROM STA. 140+00.00 TO STA. 140+13.50 FROM STA. 140+13.50 TO STA. 142+04.04 FROM STA. 142+04.04 TO STA. 142+36.21 FROM STA. 140+00.00 TO STA. 142+36.21 FROM STA. 142+36.21 TO STA. 143+58.21 FROM STA. 143+58.21 TO STA. 143+87.28 FROM STA. 140+07.46 TO STA. 140+49.96 FROM STA. 140+49.96 TO STA. 141+34.04 FROM STA. 141+34.04 TO STA. 142+51.38 FROM STA. 142+51.38 TO STA. 142+79.06 FROM STA. 142+79.06 TO STA. 143+87.28 FROM STA. 150+13.37 TO STA. 151+52.09 FROM STA. 151+52.09 TO STA. 152+84.21 FROM STA. 152+84.21 TO STA. 154+13.35 FROM STA. 150+00.00 TO STA. 150+26.14 FROM STA. 150+26.14 TO STA. 151+19.61 FROM STA. 151+19.61 TO STA. 152+22.01</p>	<p>G VARIES: 15.2' TO 13.2' H VARIES: 13.2' TO 12.8' I VARIES: 2.0' TO 6.0' J VARIES: 2.0' TO 1.0' 1.0'</p> <p>K 16.0' VARIES: 16.0' TO 17.9' L VARIES: 3.7' TO 2.0'</p> <p>M VARIES: 2.0' TO 1.0' 1.0' N VARIES: 2.0' TO 8.0' 8.0'</p>	<p>FROM STA. 150+00.00 TO STA. 150+11.50 FROM STA. 150+11.50 TO STA. 150+17.53 FROM STA. 143+44.56 TO STA. 143+77.22 FROM STA. 143+77.22 TO STA. 143+87.28 FROM STA. 143+44.56 TO STA. 143+49.82 FROM STA. 143+49.82 TO STA. 143+87.28 FROM STA. 152+22.01 TO STA. 152+84.21 FROM STA. 152+84.21 TO STA. 154+13.35 FROM STA. 152+22.01 TO STA. 152+60.92 FROM STA. 153+37.16 TO STA. 153+42.20 FROM STA. 153+42.20 TO STA. 154+13.35 FROM STA. 153+37.16 TO STA. 153+71.37 FROM STA. 153+71.37 TO STA. 154+13.35</p>
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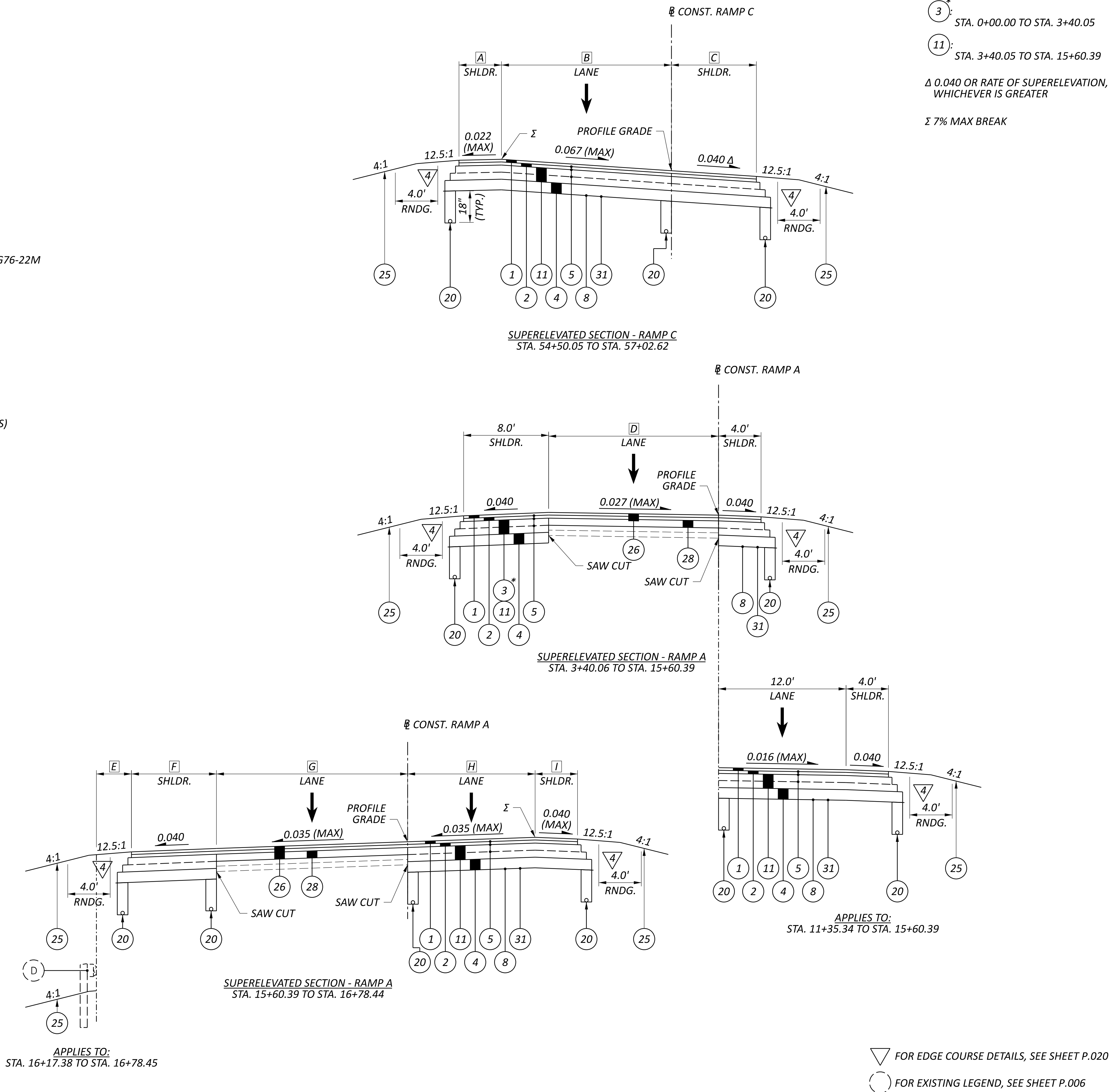
TYPICAL SECTIONS - REF SL/SR (ROUNDBOUT SOUTH LEG)

DESIGN AGENCY	
TRANSYSTEMS 400 W. NATIONWIDE BLVD., STE 225 COLUMBUS, OHIO 43215	
DESIGNER	
NE	
REVIEWER	
GHM 01/29/26	
PROJECT ID	
118055	
SHEET	TOTAL
P.017	298

LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
- 10 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M
- 11 ITEM 302 - 8" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

<p>A 4.0' VARIES: 4.0' TO ±2.8'</p> <p>B 16.0' VARIES: 16.0' TO ±16.9'</p> <p>C 8.0' VARIES: 8.0 TO ±7.4'</p> <p>D 12.0' VARIES: 12.0' TO 16.0' 16.0'</p> <p>E VARIES: ±3.3' TO ±2.1'</p> <p>F VARIES: 8.0' TO ±7.7'</p> <p>G VARIES: 16.0' TO ±18.0'</p> <p>H 12.0' VARIES: 12.0' TO 0.0'</p> <p>I 4.0' VARIES: 4.0' TO ±11.4'</p>	<p>FROM STA. 54+50.05 TO STA. 56+92.62 FROM STA. 56+92.62 TO STA. 57+02.62</p> <p>FROM STA. 54+50.05 TO STA. 56+92.62 FROM STA. 56+92.62 TO STA. 57+02.62</p> <p>FROM STA. 54+50.05 TO STA. 56+92.62 FROM STA. 56+92.62 TO STA. 57+02.62</p> <p>FROM STA. 3+40.06 TO STA. 11+10.00 FROM STA. 11+10.00 TO STA. 13+50.06 FROM STA. 13+50.06 TO STA. 15+60.39</p> <p>FROM STA. 16+17.38 TO STA. 16+78.45</p> <p>FROM STA. 15+60.39 TO STA. 16+78.45</p> <p>FROM STA. 15+60.39 TO STA. 16+78.45</p> <p>FROM STA. 15+71.98 TO STA. 16+72.11 FROM STA. 16+72.11 TO STA. 16+78.45</p> <p>FROM STA. 15+60.39 TO STA. 15+71.98 FROM STA. 15+71.98 TO STA. 16+78.45</p>
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3* STA. 0+00.00 TO STA. 3+40.05
 11 STA. 3+40.05 TO STA. 15+60.39
 Δ 0.040 OR RATE OF SUPERELEVATION, WHICHEVER IS GREATER
 Σ 7% MAX BREAK

APPLIES TO:
 STA. 16+17.38 TO STA. 16+78.45

APPLIES TO:
 STA. 11+35.34 TO STA. 15+60.39

▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020
 ○ FOR EXISTING LEGEND, SEE SHEET P.006

TYPICAL SECTIONS - RAMP A & RAMP C

DESIGN AGENCY	TRANSYSTEMS 400 W. NATIONWIDE BLVD., STE 225 COLUMBUS, OHIO 43215
DESIGNER	NE
REVIEWER	GHM 01/29/26
PROJECT ID	118055
SHEET TOTAL	P.018 298

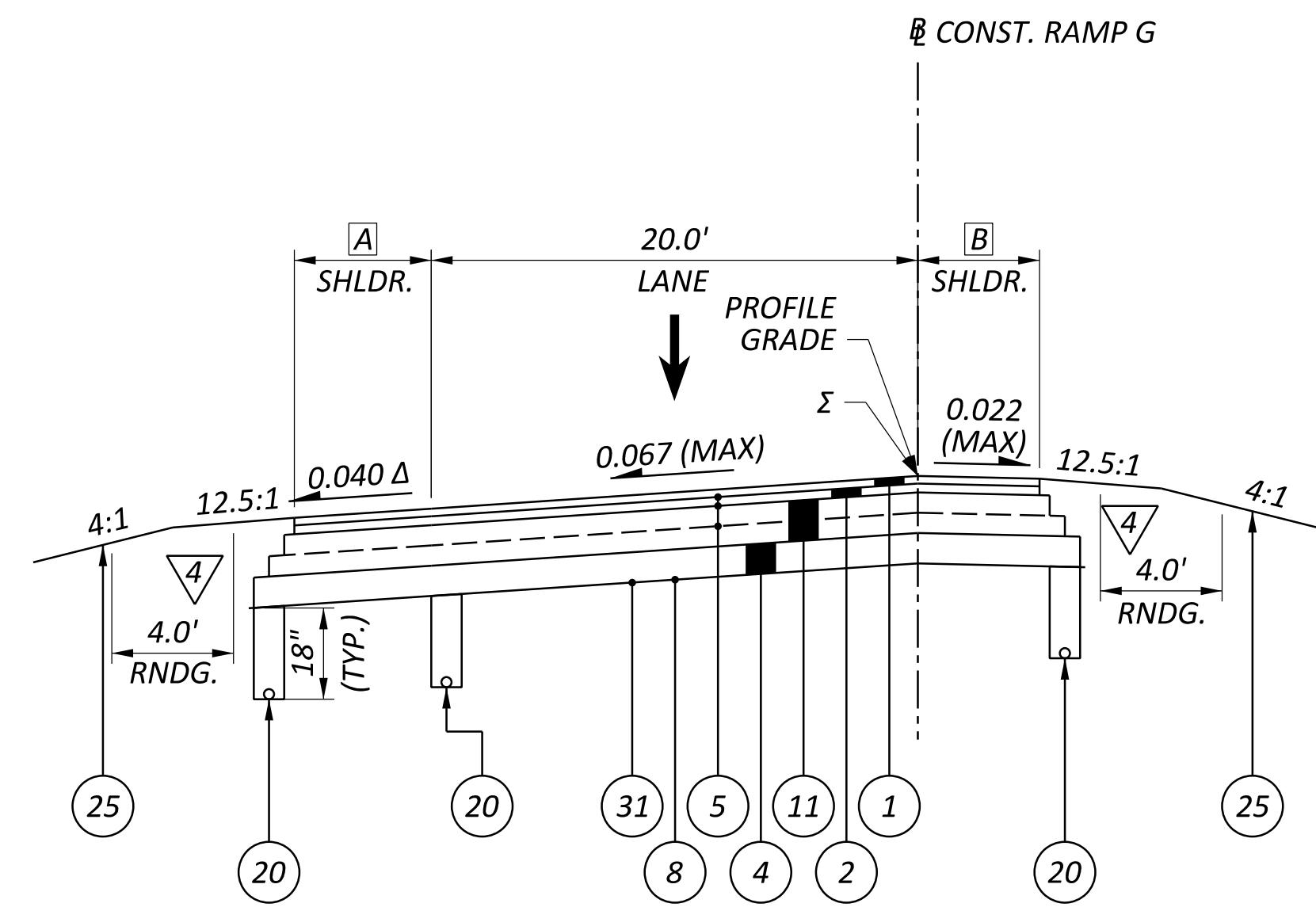
LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE (PLACED IN TWO EQUAL LIFTS), PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- 6 ITEM 204 - 12" EXCAVATION OF SUBGRADE
- 7 ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 204 - GEOTEXTILE FABRIC
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- 12 ITEM 304 - 8" AGGREGATE BASE
- 13 NOT USED
- 14 ITEM 611 - INLET MISC.: BARRIER WINDOW OPENING, JERSEY SHAPE, TYPE D
- 15 ITEM 304 - 19.25" AGGREGATE BASE
- 16 ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, 449 (DRIVEWAYS)
- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
- 18 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"

Δ 0.040 OR RATE OF SUPERELEVATION,
WHICHEVER IS GREATER

Σ 7% MAX BREAK

▽ FOR EDGE COURSE DETAILS, SEE SHEET P.020

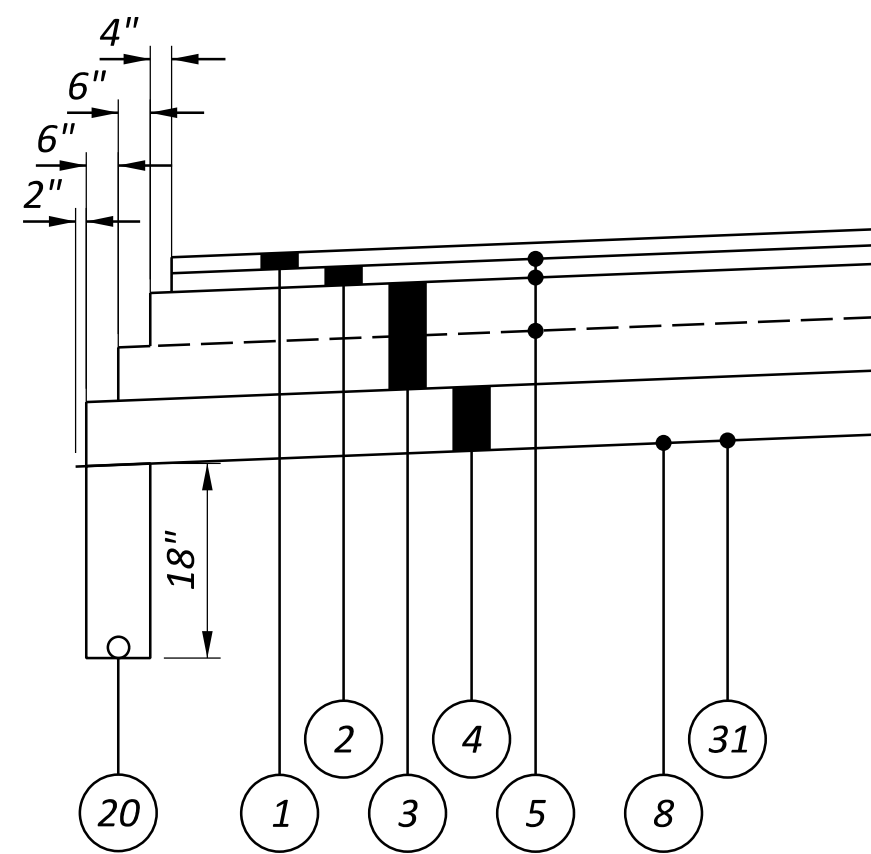


SUPERELEVATED SECTION - RAMP G
STA. 2+43.36 TO STA. 3+39.28

A	4.0' VARIES: 4.0' TO ±5.0'	FROM STA. 2+43.36 TO STA. 3+34.28 FROM STA. 3+34.28 TO STA. 3+39.28
B	5.3' VARIES: 5.3' TO ±4.4'	FROM STA. 2+43.36 TO STA. 3+16.31 FROM STA. 3+16.31 TO STA. 3+39.28

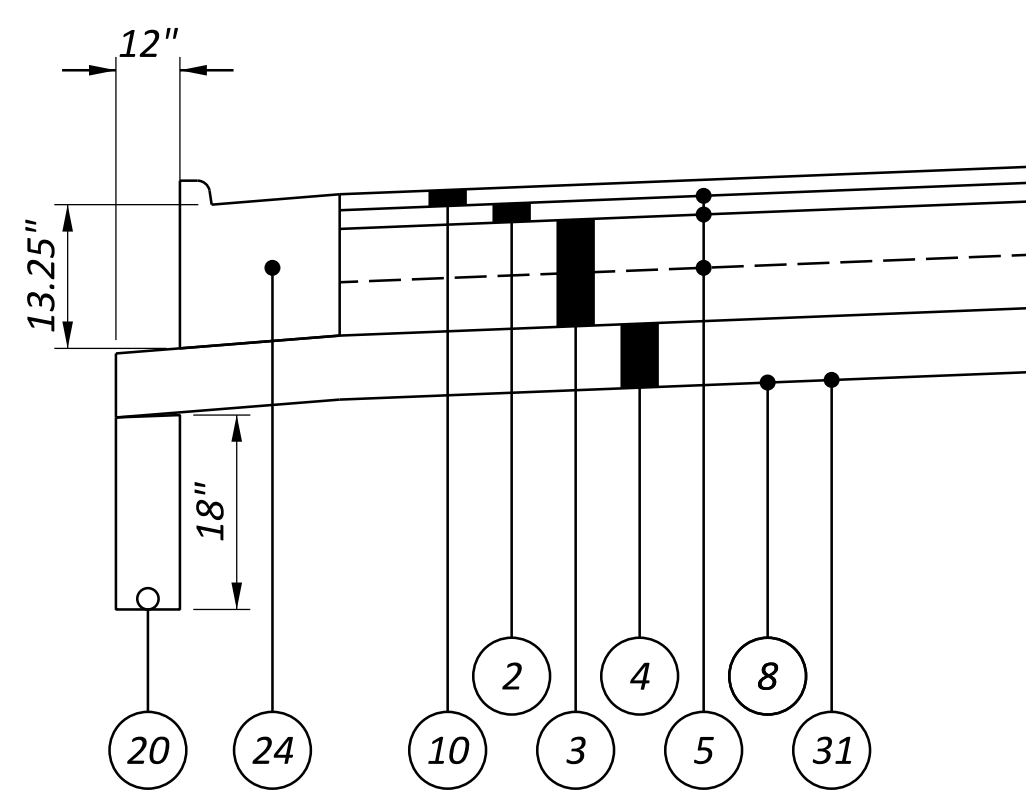
LEGEND:

- 1 ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), PG70-22M
- 2 ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), PG64-28
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- 17 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22, 449 (DRIVEWAYS)
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- 19 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 20 ITEM 605 - 4" BASE PIPE UNDERDRAIN
- 21 ITEM 609 - CURB, TYPE 6
- 22 ITEM 609 - CURB, TYPE 9
- 23 ITEM 609 - CURB, TYPE 4-A
- 24 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 25 ITEM 659 - SEEDING AND MULCHING
- 26 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES: 3¼" - 5")
- 27 ITEM 606 - GUARDRAIL, TYPE MGS
- 28 ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, 449
- 29 ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, 449 (DRIVEWAYS)
- 30 ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, APP
- 31 ITEM 204 - SUBGRADE COMPACTION
- 32 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"



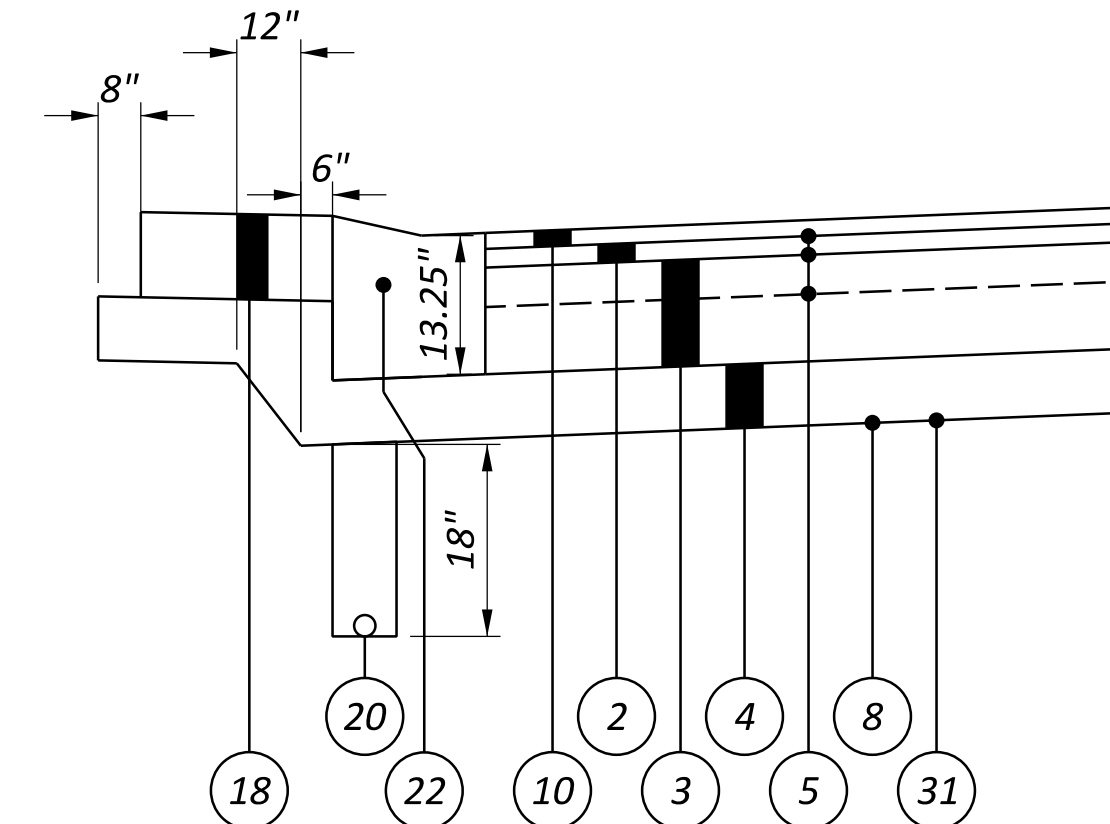
ASPHALT EDGE COURSE DETAIL

1



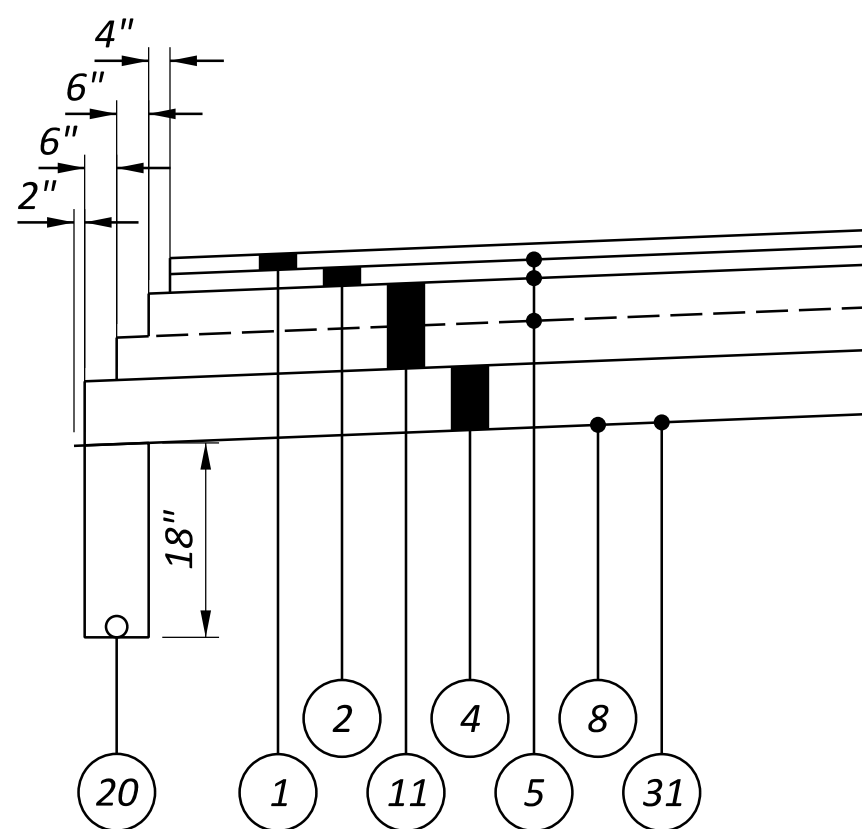
CURB & GUTTER
EDGE COURSE DETAIL

2



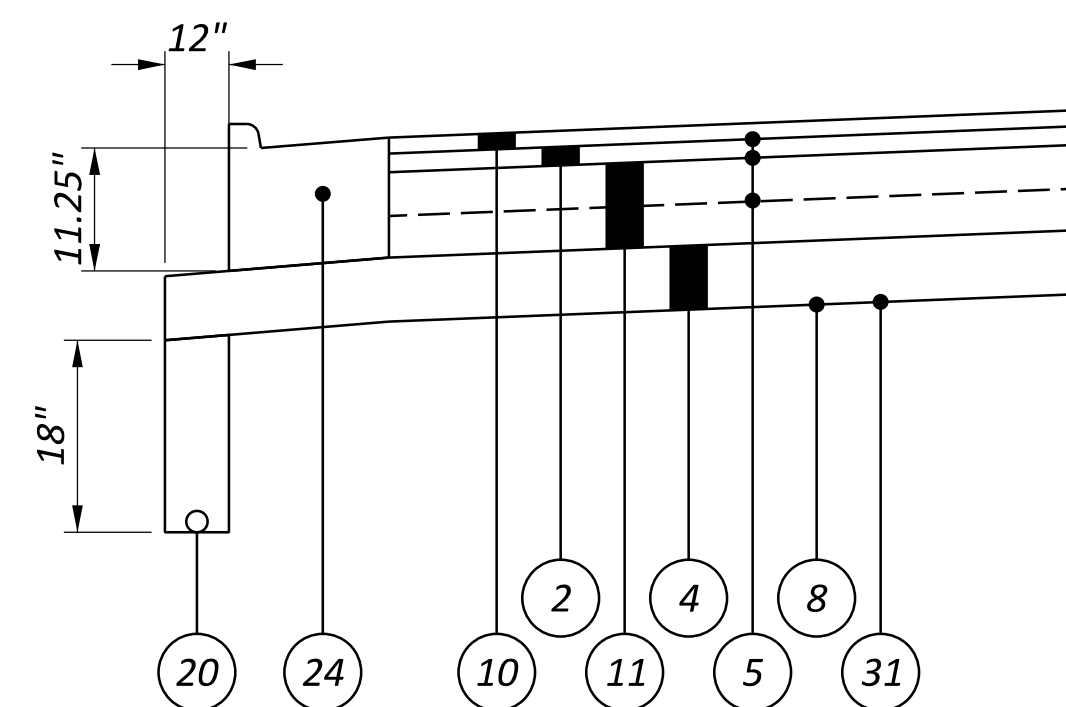
OUTSIDE TRUCK APRON
EDGE COURSE DETAIL

3



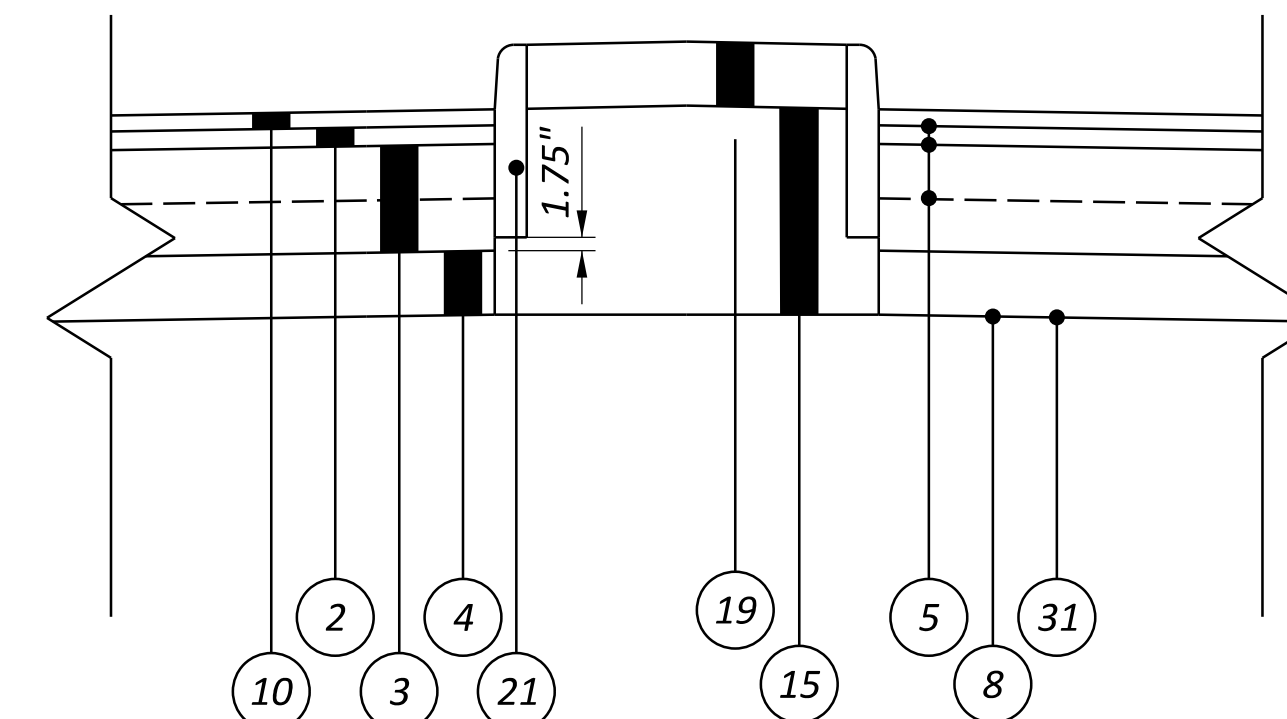
RAMPS
ASPHALT EDGE COURSE DETAIL

4



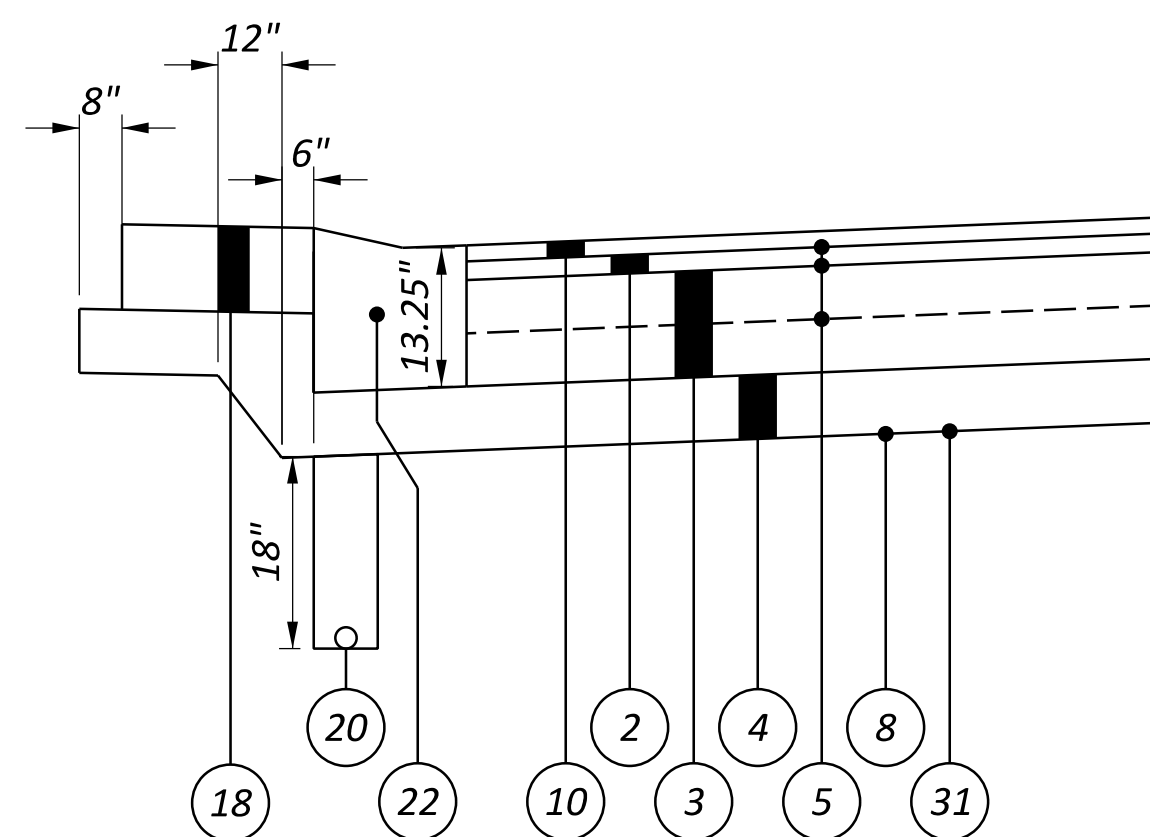
RAMPS
CURB & GUTTER
EDGE COURSE DETAIL

5



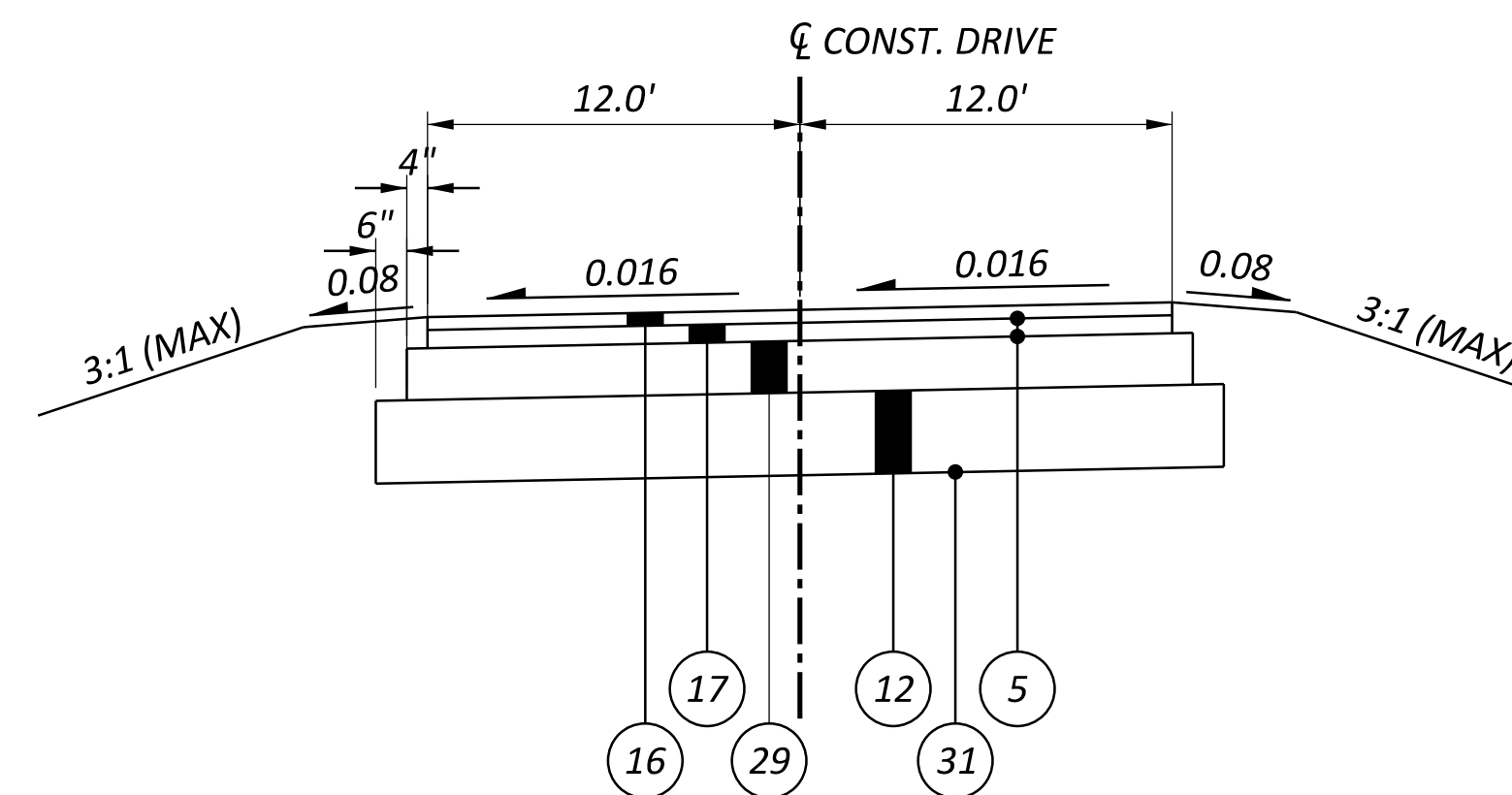
SPLITTER ISLAND DETAIL

6



NORTH
OUTSIDE TRUCK APRON
EDGE COURSE DETAIL

7



TYPICAL COMMERCIAL ASPHALT DRIVEWAY
APPLIES TO US-33 MAINLINE:
STA. 413+16.05 TO 413+82.27

DESIGN AGENCY

TRANSYSTEMS
400 W. NATIONWIDE BLVD., STE 225
COLUMBUS, OHIO 43215

DESIGNER

NE

REVIEWER

GHM 01/29/26

PROJECT ID

118055

SHEET TOTAL

P.020 298

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG76-22M

ALL WORK SHALL BE IN CONFORMANCE WITH ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448) EXCEPT THAT A PG76-22M BINDER SHALL BE UTILIZED FOR HIGH STRESS LOCATIONS WHERE SHOWN AROUND THE ROUNDABOUT.

ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN

THIS WORK SHALL CONSIST OF CONSTRUCTING THE CONCRETE INCLUDING A STAIN COLORING FOR THE ROUNDABOUT TRUCK APRON AND BLISTER ISLANDS.

- MATERIALS:**
- A. CONCRETE SHALL BE IN ACCORDANCE WITH THE PLANS AND SECTION 452 OF THE ODOT STANDARD SPECIFICATIONS.
 - B. THE CONCRETE COLOR SHALL BE "BRICK RED" AS MANUFACTURED BY BOMANITE: PHONE 303-369-1115, E-MAIL INFO@BOMANITE.COM, INTERNET WWW.BOMANITE.COM
 - C. COLORED CONCRETE WILL BE AN INTEGRAL COLORING APPLICATIONS, WITH COLORING ADDITIVES MIXED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. MIX UNTIL COLOR ADDITIVES ARE UNIFORMLY DISPERSED THROUGHOUT MIXTURE. COLOR SHALL BE UNIFORM THROUGHOUT THE CONCRETE.
 - D. CURING COMPOUND FOR COLORED CONCRETE: CURING COMPOUND SHALL COMPLY WITH ASTM C309 AND BE APPROVED BY COLOR ADDITIVE MANUFACTURER FOR USE WITH COLORED CONCRETE. PROVIDE A CLEAR COAT SEALER AS APPROVED BY THE ENGINEER AND AS DESCRIBED BELOW.
 - E. ADMIXTURES: DO NOT USE CALCIUM CHLORIDE ADMIXTURES.

- CONSTRUCTION REQUIREMENTS:**
- A. PREPARE SUBGRADE AND INSTALL COLORED CONCRETE IN ACCORDANCE WITH THE PLANS AND SECTION 452 OF THE ODOT STANDARD SPECIFICATIONS, EXCEPT AS NOTED HEREIN.
 - B. COLORED CONCRETE SHALL HAVE A BROOMED FINISH. PULL BROOM ACROSS FRESHLY FLOATED CONCRETE TO PRODUCE TEXTURE INDICATED IN STRAIGHT LINES PERPENDICULAR TO MAIN LINE OF TRAFFIC. DO NOT DAMPEN BROOMS. ROUNDABOUT TRUCK APRONS SHALL HAVE A LIGHT BROOM FINISH
 - C. CURING: APPLY CURING COMPOUND FOR COLORED CONCRETE IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. APPLY CURING COMPOUND AT THE CONSISTENT TIME FOR EACH POUR TO MAINTAIN CLOSE COLOR CONSISTENCY.
 - D. PROTECT ADJACENT FINISHED SURFACES FROM SPLATTERS.
 - E. DO NOT ADD WATER TO CONCRETE AT JOB SITE, FOG OR SPRAY SURFACE WITH WATER, OR PUT INTO PUMPS OR ONTO TOOLS OR BROOMS.
 - F. DO NOT APPLY COLOR ADDITIVES MEANT FOR INTEGRAL COLORING TO SURFACE OF CONCRETE.

PAYMENT WILL INCLUDE THE COST OF FURNISHING AND PLACING ALL OF THE MATERIALS, FINISHING, AND TESTING. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE PER SQUARE YARD FOR ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 10, AS PER PLAN.

ITEM 202 - REMOVAL MISC.: DELINEATOR

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING DELINEATOR POSTS WHERE SPECIFIED IN THE PLANS.

PAYMENT FOR ALL OF THE ABOVE WORK SHALL BE AT THE UNIT PRICE BID PER EACH FOR THE ABOVE ITEM, WHICH INCLUDES ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	4,721 CY
659, SEEDING AND MULCHING	42,532 SY
659, REPAIR SEEDING AND MULCHING	2,127 SY
659, INTER-SEEDING	2,127 SY
659, COMMERCIAL FERTILIZER	5.93 TON
659, LIME	8.79 ACRES
659, WATER	235 MGAL
659, MOWING	96 MSF

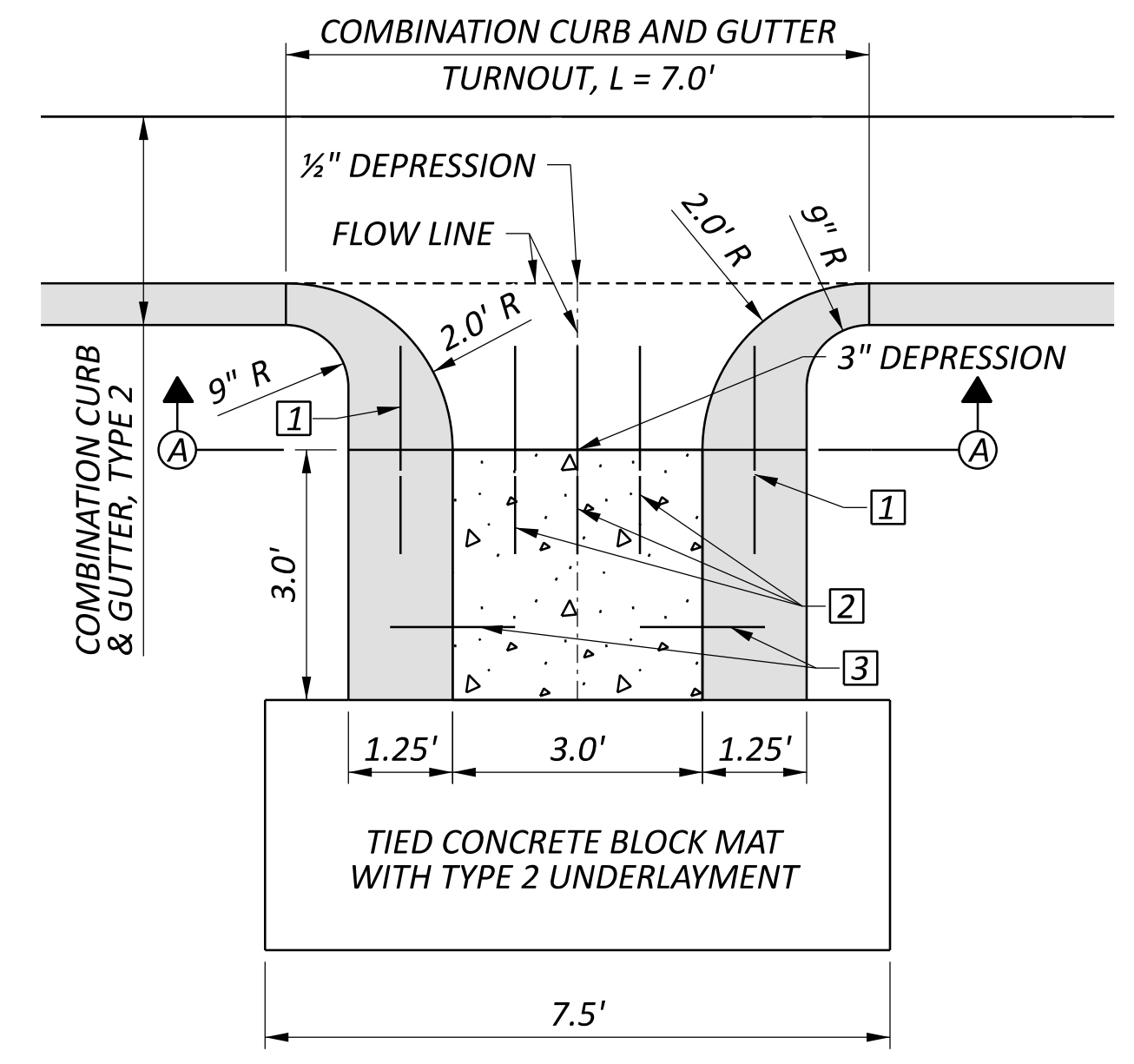
SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING WERE TAKEN FROM CAD GENERATED AREAS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

EARTHWORK SUBSUMMARY

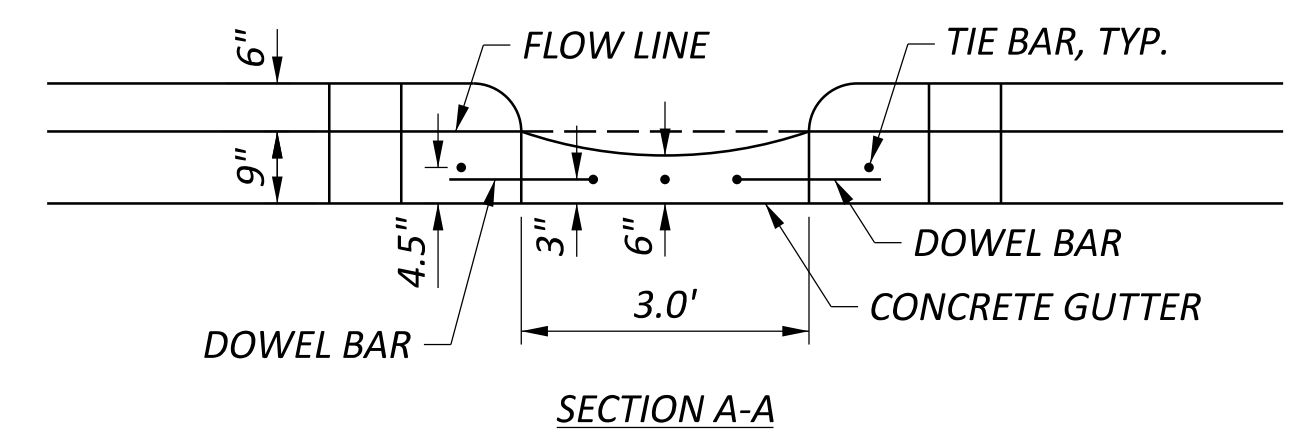
SHEET NO.	ALIGNMENT	203	204	SEEDING
		EXCAVATION	EMBANKMENT	
		CY	CY	SF
P.119	EX US-33 WB	2643	887	84701
P.120	US-33 CROSSOVER	10	63	1566
P.127	US-33 EB	273	511	17556
P.146	US-33 MAINLINE	4418	4677	139981
P.152	EX US-33 EB	38	116	1856
P.154	CEMETERY RD	9	24	632
P.171	RAMP A	2274	2925	89280
P.172	MEDIAN U-TURN CROSSOVER	94	8	2002
P.177	RAMP C	316	736	18899
P.182	REF SL (RAMP D/E)	397	118	4790
P.187	REF SR (RAMP F)	983	44	11273
P.192	REF CC	218	2369	10252
GRAND TOTAL CARRIED TO GENERAL SUMMARY		11674	12477	

ITEM 609 - CURB, MISC.: COMBINATION CURB AND GUTTER TURNOUT

THIS ITEM SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLAN DETAILS SHOWN BELOW. ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT A COMPLETE TURNOUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 609 - CURB, MISC.: COMBINATION CURB AND GUTTER TURNOUT.



- 1 TIE BAR, 2.5' PER SCD BP-2.1
- 2 (3) TIE BARS, 2.5' SPACED 9" C/C PER SCD BP-2.1
- 3 (2) 1.5' DOWEL BAR PER SCD BP-2.2



POST-CONSTRUCTION VERTICAL CLEARANCE

AFTER COMPLETING THE WORK, THE CONTRACTOR SHALL TAKE VERTICAL CLEARANCE MEASUREMENTS FOR BRIDGES AUG-75-0498L AND AUG-75-0498R UNDER EACH BEAM LINE TO THE TOP OF THE US-33 PAVEMENT AT THE FOLLOWING LOCATIONS:

1. EDGE OF SHOULDER (LEFT OF CENTER LINE)
2. EDGE OF PAVEMENT (LEFT OF CENTER LINE)
3. EDGE LINE (YELLOW - LEFT OF CENTER LINE)
4. CENTER LINE
5. EDGE LINE (YELLOW - RIGHT OF CENTER LINE)
6. EDGE OF PAVEMENT (RIGHT OF CENTER LINE)
7. EDGE OF SHOULDER (RIGHT OF CENTER LINE)

READINGS TO BE PROVIDED TO THE ENGINEER TO THE NEAREST ONE HUNDRETH OF A FOOT.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

EXISTING SUBSURFACE DRAINAGE

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

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

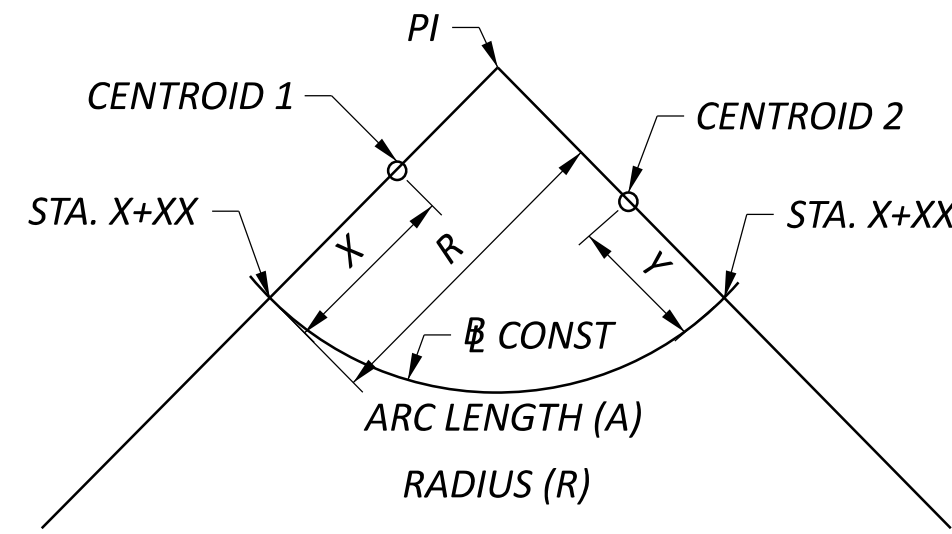
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

- ITEM 601, TIED CONCRETE BLOCK MAT, TYPE 1, 8 SQ. YD.
- ITEM 611, 4" CONDUIT, TYPE F, 50 FT.
- ITEM 611, PRECAST REINFORCED CONCRETE OUTLET, 4 EACH
- ITEM 605, 4" UNCLASSIFIED PIPE UNDERDRAINS, 100 FT.

EARTHWORK CURVATURE CORRECTIONS

DUE TO CURVATURE OF THE ROUNDABOUT, CURVATURE CORRECTION HAS BEEN USED TO DETERMINE ACCURATE EARTHWORK QUANTITIES. THE CORRECTED ARC LENGTH METHOD HAS BEEN USED PER L&D VOL 3.

FOR SITUATIONS WHERE THE CENTROID OF THE CROSS SECTIONAL AREAS OF CUT AND FILL ARE ON THE INSIDE OF THE BASELINE OF CONSTRUCTION:

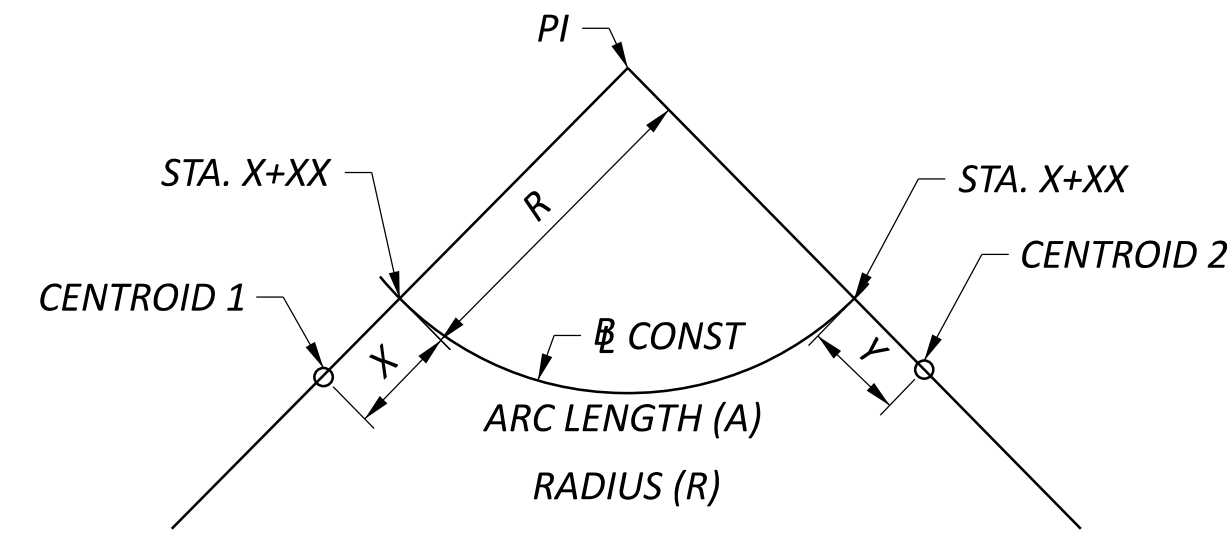


$$\text{CORRECTED RADIUS} = R - \frac{X+Y}{2}$$

$$\text{ALIGNMENT FACTOR} = \frac{\text{CORRECTED RADIUS}}{R}$$

$$\text{CORRECTED ARC LENGTH} = A \times \text{ALIGNMENT FACTOR}$$

FOR SITUATIONS WHERE THE CENTROID OF THE CROSS SECTIONAL AREAS OF CUT AND FILL ARE ON THE OUTSIDE OF THE BASELINE OF CONSTRUCTION:



$$\text{CORRECTED RADIUS} = R + \frac{X+Y}{2}$$

$$\text{ALIGNMENT FACTOR} = \frac{\text{CORRECTED RADIUS}}{R}$$

$$\text{CORRECTED ARC LENGTH} = A \times \text{ALIGNMENT FACTOR}$$

THE CORRECTED ARC LENGTHS WERE USED IN THE END AREA FORMULAS INSTEAD OF THE TRUE ARC LENGTH, WHEN APPLICABLE.

ITEM 621 - RPM

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING RAISED PAVEMENT MARKINGS. SEE PLAN SHEET NO. P.238-P.235 FOR ADDITIONAL INFORMATION.

ITEM 621 - RPM 189 EACH

PROTECTION OF DRINKING WATER RESOURCES

BEST CONSTRUCTION PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. IDLE EQUIPMENT, PETROCHEMICALS, AND TOXIC/HAZARDOUS MATERIALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES OR STREAMS. REFUELING SHALL NOT BE UNDERTAKEN NEAR DRAINAGE WAYS, DITCHES OR STREAMS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE LOCAL FIRE DEPARTMENT (911), LOCAL EMERGENCY COORDINATOR (419-733-3857) AND THE OEPA (1-800-282-9378) MUST BE CONTACTED WITHIN 30 MINUTES OF KNOWLEDGE OF THE RELEASE.

ASSUMED LENGTHS FOR ANCHOR ASSEMBLIES

THE FOLLOWING DIMENSIONS HAVE BEEN ASSUMED IN THESE PLANS FOR ANCHOR ASSEMBLY LENGTHS FOR THE PURPOSES OF QUANTITY CALCULATIONS:

- 202 – ANCHOR ASSEMBLY REMOVED, TYPE A – 12.5'
- 202 – ANCHOR ASSEMBLY REMOVED, TYPE T – 12.5'
- 202 – ANCHOR ASSEMBLY REMOVED, TYPE B – 37.5'
- 202 – ANCHOR ASSEMBLY REMOVED, TYPE E – 50.0'

- 606 – ANCHOR ASSEMBLY, MGS TYPE T – 12.5'
- 606 – ANCHOR ASSEMBLY, MGS TYPE B – 37.5'
- 606 – ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) – 50.0'

ITEM 618 – RUMBLE STRIPS

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY FOR THE INSTALLATION OF RUMBLE STRIPS IN ASPHALT SHOULDERS. FOR LOCATION AND INSTALLATION DETAILS, REFER TO SCD BP-9.1.

ITEM 618 – RUMBLE STRIPS, (ASPHALT CONCRETE) 1.87 MI.

ITEM 202 - REMOVAL MISC., HYDRO EXCAVATION

ITEM INCLUDES HYDRO EXCAVATION UNDER DITCH GRADING TO AVOID WATER LINE AND INCLUDES ANY PARTS, MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO COMPLETE THE WORK, INCLUDING BACKFILLING THE EXCAVATED AREA WHEN FINISHED. SEE PLAN SHEET P.086 FOR LOCATION OF CONFLICT.

ITEM 202 - REMOVAL MISC., HYDRO EXCAVATION 1 EACH

ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN

THIS WORK SHALL CONSIST OF PLACING ROCK IN THE ROUNDABOUT CENTER CIRCLE IN ACCORDANCE WITH C&MS 601.09 AND AS DESCRIBED BELOW.

THE CONTRACTOR SHALL PLACE THE MATERIAL TO ENSURE A UNIFORM SURFACE. PLACE OR CHOKE MATERIAL TO ELIMINATE ANY PROJECTIONS GREATER THAN 4 INCHES ABOVE THE SURFACE. THE MATERIAL SHALL BE PLACED AT A DEPTH OF 18 INCHES.

THE ROCK MATERIAL SHALL BE TAN AND GRAY BLENDED COLOR AS PROVIDED BY THE COMPANIES BELOW OR APPROVED EQUAL. PROVIDE SAMPLES OF THE ROCK TO THE ENGINEER FOR APPROVAL PRIOR TO PLACING IN THE CENTER CIRCLE.

CF POEPELMA, INC.
 4755 OH-721
 BRADFORD, OH 45308
 937-448-2191, INFO@CFPOEPELMA.COM

WALLS MATERIALS, A JURGENSEN COMPANY
 3495 HOLLANSBURG-SAMPSON RD
 GREENVILLE, OH 45331
 937-996-0007

ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE WORK ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL 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 (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/ TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.

WORKSITE TRAFFIC SUPERVISOR (CONT.)

11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

- A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
- B. DAILY TTC SETUP AND REMOVAL.
- C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
- D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
- E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
- F. ALL OTHER EMERGENCY TTC NEEDS.

12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT. THE DEPARTMENT WILL DEDUCT:

- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05.

WORKSITE TRAFFIC SUPERVISOR (CONT.)

UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 MAINTAINING TRAFFIC, MISC.: TEMPORARY LIGHTING

INSTALL PERMANENT LIGHTING FOR THE ROUNDABOUT PRIOR TO OPENING TO TRAFFIC. IF THE PERMANENT LIGHTING IS NOT ABLE TO BE COMPLETED PRIOR TO OPENING, SUPPLY TEMPORARY LIGHTING MEETING THE PHOTOMETRIC PROPERTIES OF THE PERMANENT LIGHTING PLAN PRIOR TO OPENING THE FACILITY TO TRAFFIC. A MINIMUM OF 14 DAYS PRIOR TO THE INSTALLATION OF ANY SUCH TEMPORARY LIGHTING, SUPPLY A TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR APPROVAL. THIS LIGHTING PLAN MUST ALSO BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER. THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY SUCH TEMPORARY LIGHTING UNTIL THE TEMPORARY LIGHTING PLAN IS APPROVED BY THE PROJECT AND DISTRICT TRAFFIC ENGINEERS.

AT A MINIMUM, THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 0.8 FOOT-CANDLES WITH AN AVERAGE-TO-MINIMUM UNIFORMITY NOT TO EXCEED 3:1. THE MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING. WHEN POSSIBLE, THE TEMPORARY LIGHTING SHALL UTILIZE A PERMANENT POWER SOURCE (i.e. A POWER DROP FROM AN EXISTING OR PROPOSED TRANSMISSION OR DISTRIBUTION ELECTRIC LINE) RATHER THAN A TEMPORARY SOURCE (i.e. PORTABLE GENERATORS). TEMPORARY SOURCES OF ELECTRICITY MAY ONLY BE USED WHEN NO PERMANENT SOURCES ARE AVAILABLE.

AFTER THE INSTALLATION, INSPECTION, AND ACCEPTANCE OF THE FINAL PERMANENT LIGHTING, AND WHEN THE TEMPORARY LIGHTING IS NO LONGER NEEDED, REMOVE AND PROPERLY DISPOSE OF THE TEMPORARY LIGHTING EQUIPMENT AND MATERIALS.

IN ACCORDANCE WITH C&MS 105, THE CONTRACTOR IS ALSO RESPONSIBLE FOR MAINTAINING EXISTING LIGHTING PRIOR TO CLOSURE OF THE PROJECT AREA TO TRAFFIC.

PAYMENT FOR THE ABOVE DETAILED TEMPORARY LIGHTING AND MAINTENANCE OF TRAFFIC TO INSTALL PERMANENT LIGHTING, IF NEEDED, WILL BE PAID FOR UNDER ITEM 614E18000 MAINTAINING TRAFFIC, MISC.: TEMPORARY LIGHTING LUMP SUM AND WILL INCLUDE ALL MATERIAL, EQUIPMENT, LABOR AND OTHER INCIDENTALS NEEDED TO COMPLETE THE WORK.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 16 EACH WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE FOLLOWING LOCATIONS:

- US-33 EASTBOUND & US-33 WESTBOUND PER SCD MT-95.73

DESIGN AGENCY



DESIGNER
ms

REVIEWER
CAG 01/22/26

PROJECT ID
118055

SHEET TOTAL
P.026 298

SEQUENCE OF CONSTRUCTION

PHASE 1:
INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER SCD MT-95.30 AND MERGE WESTBOUND US-33 TRAFFIC INTO THE RIGHT LANE. CONSTRUCT ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC FOR BOTH THE CROSSOVER AND THE SHOULDER ON THE SOUTH SIDE TO SUPPORT PORTABLE BARRIER. CONSTRUCT THE CONNECTION TO THE PERMANENT CROSSOVER AND REMOVE RUMBLE STRIPS IMPACTING THE TEMPORARY CROSSOVER. MAINTAIN THE EXISTING MEDIAN CROSSINGS DURING THIS WORK.

INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER SCD MT-95.30 AND MERGE EASTBOUND US-33 TRAFFIC INTO THE RIGHT LANE TO PROVIDE FOR THE CROSSOVER INSTALLATION DESCRIBED ABOVE. THIS INCLUDES REMOVAL OF THE AFFECTED RUMBLE STRIPS. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER SCD MT-95.30 AND MERGE EASTBOUND US-33 TRAFFIC INTO THE LEFT LANE TO CONSTRUCT THE CANTILEVER SIGNS SHOWN IN THE TRAFFIC CONTROL PLANS FOR EASTBOUND US-33. SIGNS TO BE COVERED UNTIL FINAL CONFIGURATION STRIPING IS INSTALLED. ALL EXISTING LANES TO REMAIN OPEN FROM NOVEMBER 1, 2026 TO MARCH 31, 2027.

PHASE 2:
REMOVE CONFLICTING MARKINGS AND BAG CONFLICTING SIGNS. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER SCD MT-95.73, MT-95.70, AND AS SHOWN IN THE PLANS, AND CROSS EASTBOUND US-33 INTO A CONTRAFLOW OPERATION AS SHOWN IN THE PLANS. CROSSOVER LIGHTING SYSTEMS PER SCD MT-100.00 SHALL BE INSTALLED AND ACTIVE BEFORE CONTRAFLOW IS ACTIVE. WESTBOUND TRAFFIC SHALL OPERATE IN A SINGLE LANE ON THE NORTH SIDE OF THE WESTBOUND PAVEMENT, SEPARATED BY PORTABLE BARRIER FROM THE SINGLE EASTBOUND LANE. MAINTAIN THIS TRAFFIC OPERATION UNTIL EASTBOUND TRAFFIC REJOINS THE UNDIVIDED PORTION OF US-33 PRIOR TO WAPAKONETA-FISHER ROAD. THE CONTRACTOR SHALL TEMPORARILY REVISE SIGN ORIENTATION AS NEEDED TO ACCOMODATE THE EASTBOUND TRAFFIC. PHASE 2 CANNOT BEGIN UNTIL 4/1/27, UNLESS APPROVED BY THE ENGINEER.

DIRECT THE RIGHT LANE OF EASTBOUND US-33 TO CONTINUE AHEAD TO ACCESS SOUTHBOUND I-75 VIA RAMP C USING EXISTING PAVEMENT. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE RAMP, BUT FURTHER EASTBOUND MOVEMENT BEYOND THE GORE AREA SHALL BE PROHIBITED.

DIRECT RAMP A TRAFFIC SEEKING US-33 EASTBOUND ACCESS TO FOLLOW THE SHORT DETOUR LAID OUT IN THE PLANS. WHILE THIS TRAFFIC FLOW IS IN EFFECT, COMPLETE THE PERMANENT CROSSOVER, THE ROUNDABOUT, CANTILEVER SIGN AT STA. 267+00, AND OTHER PROPOSED WORK ON THE EASTBOUND SIDE, AS SHOWN IN THE PLANS, UP TO AND INCLUDING THE INTERMEDIATE COURSE.

THE CONTRACTOR SHALL REMOVE THE EXISTING MEDIAN CROSSINGS ALLOWING RAMP ACCESS TO AND FROM I-75 AND CONSTRUCT THE NEW MEDIAN CROSSINGS BETWEEN THE EAST AND WESTBOUND PAVEMENT FOR THE FUTURE CONDITION.

DRAINAGE INFRASTRUCTURE SHALL BE UPDATED AS FOLLOWS:
1. THE CONTRACTOR SHALL ENSURE THAT THE EXISTING STORM CONDUIT LOCATED AT STA. 248+91 REMAINS IN USE UNTIL THE PERMANENT REPLACEMENT CONDUIT (STA. 249+26) CAN BE INSTALLED AND IS FUNCTIONING. THE REPLACEMENT CONDUIT CAN BE PARTIALLY INSTALLED USING A TEMPORARY CATCH BASIN UNTIL IT CAN BE FULLY COMPLETED IN THE NEXT PHASE.
2. THE EXISTING 36" STORM PIPE AT STA. 254+84 SHALL BE REPLACED IN SEGMENTS AS SHOWN IN THE PLANS. WHEN THE NEW MEDIAN CROSSING IS CONSTRUCTED, THE CONTRACTOR SHALL INSTALL A TEMPORARY CONDUIT TO CONTINUE PERPETUATING THE EXISTING DRAINAGE PATTERN.
3. THE 15" CONDUIT AT STA. 261+44 SHALL BE INSTALLED ACROSS THE EASTBOUND LANES WITH A TEMPORARY MEDIAN CONNECTION TO THE ADJACENT EXISTING SYSTEM, UNTIL THE NEW STORM SYSTEM CAN BE COMPLETED IN A SUBSEQUENT PHASE.
4. THE TWIN 30" CONDUITS AT STA. 264+63, SHALL BE INSTALLED ACROSS THE EASTBOUND LANES AND TIED INTO THE EXISTING 15" CONDUITS.
5. THE TWIN 21" CONDUITS SHALL BE CONSTRUCTED ACROSS EASTBOUND US-33 WITH A TEMPORARY CONNECTION TO THE EXISTING CATCH BASINS IN THE MEDIAN.
6. THE CATCH BASIN AND CONDUIT IN THE ROUNDABOUT SHALL BE CONSTRUCTED WITH A TEMPORARY OUTFALL IN THE ADJACENT MEDIAN INFIELD AREA.
7. THE 18" CONDUIT AT STA. 7+24 (JUST WEST OF CEMETARY ROAD) SHALL BE REPLACED UNDER THE EASTBOUND LANES UP TO THE BARRIER SEPARATING EAST AND WESTBOUND TRAFFIC.

SEQUENCE OF CONSTRUCTION (CONT.)

PHASE 3:
REMOVE CONFLICTING MARKINGS AND BAG CONFLICTING SIGNS. CLOSE THE TEMPORARY CROSSOVER, AND RETURN EASTBOUND TRAFFIC TO OPERATION ON THE EASTBOUND SIDE. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER MT-95.40 AND AS SHOWN IN THE PLANS, AND MERGE EASTBOUND TRAFFIC INTO THE LEFT LANE TO ACCOMODATE THE CLOSURE AND RECONSTRUCTION OF RAMP C (SOUTHBOUND I-75 ENTRY RAMP). A TEMPORARY RIGHT TURN LANE SHALL BE PROVIDED TO ALLOW TEMPORARY ACCESS TO RAMP G FOR ENTRY ONTO SOUTHBOUND I-75. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER MT-98.20 AND AS SHOWN IN THE PLANS FOR TEMPORARY ACCESS TO RAMP G DIRECT THE EASTBOUND THRU TRAFFIC INTO THE ROUNDABOUT FOR ACCESS TO THE NORTHBOUND I-75 ENTRY RAMP (RAMP D), OR FOR CONTINUED ACCESS TO EASTBOUND US-33. ROUNDABOUT SHALL HAVE LIGHTING BEFORE OPENING TO TRAFFIC

CLOSE AND RECONSTRUCT RAMP C AS SHOWN IN THE PLANS. CONSTRUCT TRUSS SUPPORT AT STA. 256+00, RIGHT SIDE OF US-33 EASTBOUND. AT THE END OF PHASE 3, INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER MT-99.60 TO HANG OVERHEAD TRUSS AND SIGNS. COVER OVERHEAD SIGNS UNTIL FINAL STRIPING CONFIGURATION IS INSTALLED.

MODIFY EXISTING TRAFFIC CONTROL DEVICES ON THE EXISTING WESTBOUND PAVEMENT TO SHIFT THE WESTBOUND LANE ONTO THE SOUTH SIDE OF THE PORTABLE BARRIER THAT PREVIOUSLY SEPARATED EAST AND WESTBOUND TRAFFIC PER THE AUSPICES OF MT-95.31.

CLOSE AND RECONSTRUCT RAMP A AS SHOWN IN THE PLAN. IF PHASE 3 DURATION IS MORE THAN 60 DAYS, RAMP A SHALL BE REOPENED WITH SIGNING AND STRIPED PER PHASE 2. THIS WORK IS INCIDENTAL TO ITEM 614, MAINTAINING TRAFFIC.

LIGHT TOWERS AT STA. 158+31 LT, 162+95 LT, 167+73 LT MAY BE INSTALLED DURING PHASE 3 WHILE BARRIER IS INSTALLED. A SEGMENT OF 15' TYPE A CONDUIT AT STA. 261+44 SHALL BE INSTALLED AS NOTED IN THE PHASING SHEETS WHILE PROTECTED BY BARRIER. THE REST OF THIS CONDUIT TO BE INSTALLED IN PHASE 5.

TRAFFIC ON CEMETERY ROAD SOUTH OF US-33 SHALL USE THE LOCAL DETOUR TO ROUTE AROUND THE CLOSURE AT US-33 SHOWN ON SHEET 34 WHILE THE CONTRACTOR IS WORKING ON THE INTERSECTION WITH US-33 AS SHOWN ON 33. THE WORK SHALL BE COMPLETED IN NO MORE THAN 10 CALENDAR DAYS TO REDUCE THE TIME THE LOCAL DETOUR IS IN EFFECT. ONCE THE WORK IS COMPLETE THE CONTRACTOR SHALL REMOVE THE BARRICADES AT THE PORTABLE BARRIER OPENING, AND ALLOW THE CEMETERY ROAD TRAFFIC TO JOIN THE EASTBOUND US-33 TRAFFIC.

PHASE 4:
THE CONTRACTOR SHALL INSTALL THE FINAL SURFACE COURSE OVER ALL PORTIONS OF PAVEMENT TO REMAIN IN FUTURE SERVICE. IN AREAS WHERE NO PREVIOUS WORK HAS BEEN PERFORMED, PLANING ACTIVITIES SHALL PRECEDE THIS WORK. PRIOR TO SHIFTING TRAFFIC TO FINAL CONFIGURATION, ALL LANES SHALL BE SIGNED AND STRIPED PER TRAFFIC CONTROL SHEETS. THIS WORK SHALL BE PERFORMED WITH THE USE OF FLAGGERS PER MT-97.10 OR MT-97.12.

VARIABLE PLANING, ITEM 301 ASPHALT BASE, AND ASPHALT INTERMEDIATE WORK BETWEEN CEMETERY ROAD AND END OF WORK MAY OCCUR DURING A WEEKEND CLOSURE (FRIDAY 7PM - MONDAY 6AM).

ROUNDABOUT MAY BE CLOSED FOR FINAL SURFACE COURSE AND DETAILED AS SHOWN IN THE PLANS OVER THE WEEKEND ONLY (FRIDAY 7PM - MONDAY 6AM).

SHIFT WESTBOUND TRAFFIC ONTO THE FORMERLY EASTBOUND-ONLY PAVEMENT. OPEN THE ROUNDABOUT TO FULL OPERATION INCLUDING FOR WESTBOUND TRAFFIC IN ITS FINAL CONFIGURATION.

REMOVE THE TEMPORARY TRAFFIC CONTROL DEVICES TO OPEN THE NEW WESTBOUND CROSSING LANE AND FULLY OPEN THE ROADWAY TO NORMAL TRAFFIC OPERATIONS. CONDUCT ANY FINAL PAVEMENT MARKING INSTALLATIONS, SIGNING, FINISH GRADING, AND CLEANUP OPERATIONS DURING THIS PHASE. PHASE 4 HAS AN INTERIM COMPLETION DATE OF OCTOBER 15, 2027 WHERE ALL WORK EXCEPT PHASE 5, AND ROAD IS OPEN TO TRAFFIC.

PHASE 5 (DEMOLITION):
THE CONTRACTOR SHALL REMOVE THOSE PORTIONS OF THE EXISTING PAVEMENT AND EB MOT CROSSOVER THAT WILL NOT BE RETAINED FOR FUTURE USE. IT SHOULD BE NOTED THAT SOME OF THE REMOVALS HAVE BEEN PREVIOUSLY PERFORMED, ESPECIALLY IF LOCATED ON THE OUTSIDE OF WORK AREAS OR PERTAINING TO MEDIAN CROSSINGS, GORE AREAS ETC. WORK ALSO INCLUDES LIGHTING TO BE FINISHED AND PUT INTO SERVICE LAST SEGMENT OF 15" TYPE A CONDUIT INSTALLATION, AND FINAL GRADING. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER SCD MT-95.30 AND MT-95.45 IF NECESSARY TO REMOVE PAVEMENT. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER SCD MT-98.11 IF NECESSARY TO REMOVE PAVEMENT NEAR RAMP A. CONTRACTOR TO FOLLOW DROP OFF REQUIREMENTS ON MT-104.10.

FINALIZE THE DRAINAGE INSTALLATIONS, FINISH GRADING, AND PROJECT CLEANUP BEFORE OPENING ALL ROADWAYS TO NORMAL OPERATION. PHASE 5 HAS A COMPLETION DATE OF MAY 31, 2028 WHERE ALL WORK IS COMPLETED.

INTERIM COMPLETION DATE
ALL WORK ON US-33 AND I-75 RAMPS AT THE INTERCHANGE WITH US-33 SHALL BE COMPLETE WHERE ALL LANES ARE OPENED TO TRAFFIC BY OCTOBER 15, 2027. OCTOBER 15, 2027 SHALL BE CONSIDERED TO CONSTITUTE AN INTERIM COMPLETION DATE AND LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH CMS 108.07 FOR EACH CALENDAR DAY THAT WORK ON US-33 IS NOT COMPLETE AND ALL LANES ARE NOT OPEN AND AVAILABLE TO TRAFFIC. WORK IN PHASE 5 IS EXCLUDED FROM THIS INTERIM COMPLETION DATE.

ITEM 614 - MAINTAINING TRAFFIC, TEMPORARY TRAFFIC SIGNAL
THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL AND REMOVE THE TEMPORARY SIGNAL AS SHOWN IN THE PLANS. IN ADDITION, THE CONTRACTOR SHALL BE RESPONSIBLE TO ADJUST AND OR INSTALL TEMPORARY LANE USE SIGNS ON THE PROPOSED MESSENGER WIRE AND INSTALL TEMPORARY VEHICLE DETECTION AS SHOWN IN THE PLANS. PAYMENT FOR ALL ITEMS LISTED ABOVE AND SHOWN IN THE TEMPORARY SIGNAL PLANS SHALL BE INCLUDED IN THE LUMP SUM BID ITEM OF 614, MAINTAINING TRAFFIC.

POWER SUPPLY FOR TRAFFIC SIGNALS
ELECTRIC POWER SHALL BE OBTAINED FROM CITY OF WAPAKONETA ELECTRIC AT THE LOCATION INDICATED ON THE PLANS. POWER SUPPLIED SHALL BE 120 VOLTS.

THE CONTRACTOR WILL BE RESPONSIBLE FOR REQUESTING AND SCHEDULING ANY INSPECTIONS THE POWER COMPANY MAY REQUIRE FOR THE POWER SERVICE HOOK UP. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE POWER COMPANY FOR THE ELECTRICAL SERVICE CONNECTION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR SPLICE POWER CABLE INTO THE POWER COMPANY'S CIRCUITS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS. ANY FEES SHALL BE SUBMITTED FOR ODOT PAYMENT PER CMS 632.24. THE CONTRACTOR SHALL PAY ALL POWER CHARGES UNTIL THE SIGNALS ARE ACCEPTED BY THE MAINTAINING AGENCY.


SIGNAL ACTIVATION
PRIOR TO ACTIVATING THE NEW TRAFFIC SIGNAL TO STOP-AND-GO MODE, ALL ITEMS IN THE PROPOSED SIGNAL PLAN SHALL BE FULLY COMPLETED, (I.E., VEHICLE DETECTION, PEDESTRIAN SIGNAL HEADS, ETC.) IF THERE ARE CONSTRUCTABILITY ISSUES (I.E., ROADWAY WIDENING, ETC.) THAT PREVENT THE SIGNAL FROM BEING COMPLETED PRIOR TO ACTIVATION, IT SHALL BE BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER AND TRAFFIC ENGINEER. THE TRAFFIC ENGINEER WILL THEN REVIEW, APPROVE OR REJECT PROPOSALS TO ACTIVATE THE TRAFFIC SIGNAL PRIOR TO COMPLETION.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND TRAFFIC ENGINEER AT LEAST 10 WORKING DAYS PRIOR TO SCHEDULING THE FINAL INSPECTION OF THE SIGNAL INSTALLATION. FINAL INSPECTION IS NOT CONSIDERED COMPLETE UNTIL DESIGNATED TRAFFIC PERSONNEL INSPECT THE TRAFFIC SIGNAL AND ISSUE WRITTEN APPROVAL. IF ISSUES ARE FOUND DURING THE FINAL INSPECTION THAT AFFECT THE SAFETY OF THE TRAVELING PUBLIC AND/OR THE EFFICIENCY OF THE INTERSECTION, THE SIGNAL SHALL NOT BE ACTIVATED ON THE PROPOSED DATE. ANY PUNCH LIST ITEMS THAT ARE FOUND SHALL BE CORRECTED AND REINSPECTED BY TRAFFIC PERSONNEL PRIOR TO FINAL ACCEPTANCE.

GUARANTEE
THE CONTRACTOR SHALL GUARANTEE THAT THE TRAFFIC CONTROL SYSTEM INSTALLED AS PART OF THIS CONTRACT SHALL OPERATE SATISFACTORILY FOR A PERIOD OF 120 DAYS FOLLOWING COMPLETION OF THE 10-DAY PERFORMANCE TEST. IN THE EVENT OF UNSATISFACTORY OPERATION THE CONTRACTOR SHALL CORRECT FAULTY INSTALLATIONS, MAKE REPAIRS AND REPLACE DEFECTIVE PARTS WITH NEW PARTS OF EQUAL OR BETTER QUALITY. EQUIPMENT, MATERIAL AND LABOR COSTS INCURRED IN CORRECTING AN UNSATISFACTORY OPERATION SHALL BE BORNE BY THE CONTRACTOR. THE GUARANTEE SHALL COVER THE FOLLOWING ITEMS OF THE TRAFFIC CONTROL SYSTEM: CONTROLLER, CABINET, UNINTERRUPTIBLE POWER SUPPLY, VEHICLE DETECTION EQUIPMENT, LED LAMP UNITS, NETWORK AND COMMUNICATION/INTERCONNECT EQUIPMENT. CUSTOMARY MANUFACTURER'S GUARANTEES FOR THE FOREGOING ITEMS SHALL RETURNED OVER TO THE THE MAINTAINING AGENCY FOLLOWING ACCEPTANCE OF THE EQUIPMENT. THE COST OF GUARANTEEING THE TRAFFIC CONTROL SYSTEM WILL BE INCIDENTAL TO AND INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS ITEMS MAKING UP THE SYSTEM.

GROUNDING AND BONDING
THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) AND THE TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

- 1. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.
 - a. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.
 - b. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.
 - c. METALLIC CONDUIT CARRYING THE LOOP WIRES FROM IN THE PAVEMENT TO THE PULL BOX SPLICE LOCATION WILL ONLY BE BONDED AT THE PULL BOX END, AND WILL NOT CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR.
 - d. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.
 - e. IF AN EQUIPMENT GROUNDING CONDUCTOR IS NEEDED IN CONDUIT BETWEEN SIGNALIZED INTERSECTIONS FOR UNDERGROUND INTERCONNECT CABLE, THE GROUNDING SYSTEM FOR EACH SIGNALIZED INTERSECTION WILL BE SEPARATED ABOUT MIDWAY BETWEEN THE INTERSECTIONS.
 - f. THE MESSENGER WIRE AT SIGNALIZED INTERSECTIONS WILL BE USED AS THE CONDUCTIVE PATH FROM CORNER TO CORNER IF CONDUIT IS NOT PROVIDED UNDER THE ROADWAY. WHEN CONDUIT CONNECTS THE CORNERS OF AN INTERSECTION, AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE USED IN THE CONDUIT.
- 2. CONDUITS.
 - a. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.
 - b. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.
 - c. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

DESIGN AGENCY

DESIGNER
ms
REVIEWER
CAG 01/22/26
PROJECT ID
118055
SHEET TOTAL
P.028 298

SHEET NUMBER												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.022	P.229	P.230	P.231	P.232	P.233	P.234	P.235	P.023				01/NHS	EXT	TOTAL				
								189				189	621	00100	189	EACH	TRAFFIC CONTROL RPM	
	292	226	212	356								1,086	630	03100	1,086	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
		25										25	630	06400	25	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7	
		46										46	630	07500	46	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22	
			37									37	630	07600	37	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	
		4	2									6	630	09000	6	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
1												1	630	72340	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12	
1												1	630	66500	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.115, DESIGN 1	
1												1	630	72420	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2	
		1										1	630	72540	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 12	
492	269	182	316									1,259	630	80100	1,259	SF	SIGN, FLAT SHEET	
559	144	225										928	630	80224	928	SF	SIGN, OVERHEAD EXTRUSHEET	
	4	2										6	630	84500	6	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
5	1											6	630	84510	6	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
7	33	36	15									91	630	84900	91	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
10	34	53	9									106	630	86002	106	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
					2	1	1					4	644	00104	4	MILE	EDGE LINE, 6", TYPE 1 WHITE	
					3	4						7	644	00104	7	MILE	EDGE LINE, 6", TYPE 1 YELLOW	
						1						1	644	00300	1	MILE	CENTER LINE, TYPE 1 YELLOW	
					1	1	1					3	644	00300	3	MILE	CENTER LINE, TYPE 1 WHITE	
					2,378	735	1,014					4,127	644	00404	4,127	FT	CHANNELIZING LINE, 12", TYPE 1	
					18		20					38	644	00500	38	FT	STOP LINE, TYPE 1	
							295					295	644	00700	295	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1 WHITE	
					273	209	149					631	644	00700	631	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1 YELLOW	
					261							261	644	00720	261	FT	CHEVRON MARKING, TYPE 1	
					6	6	8					20	644	01300	20	EACH	LANE ARROW, TYPE 1	
					836		170					1,006	644	01510	1,006	FT	DOTTED LINE, 6", TYPE 1 WHITE	
					249	120						369	644	20800	369	FT	YIELD LINE, TYPE 1	
								253				253	601	32305	253	CY	LANDSCAPING ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN	P.023

GENERAL SUMMARY

DESIGN AGENCY
TRANSYSTEMS
 400 W. NATIONWIDE BLVD., STE 225
 COLUMBUS, OHIO 43215

DESIGNER
 TJA

REVIEWER
 GHM 01/29/26

PROJECT ID
 118055

SHEET TOTAL
 P.060 298

LEGEND

PAV'T REMOVED

ITEM 601 - RCP, TYPE D WITH GEOTEXTILE FABRIC, APP

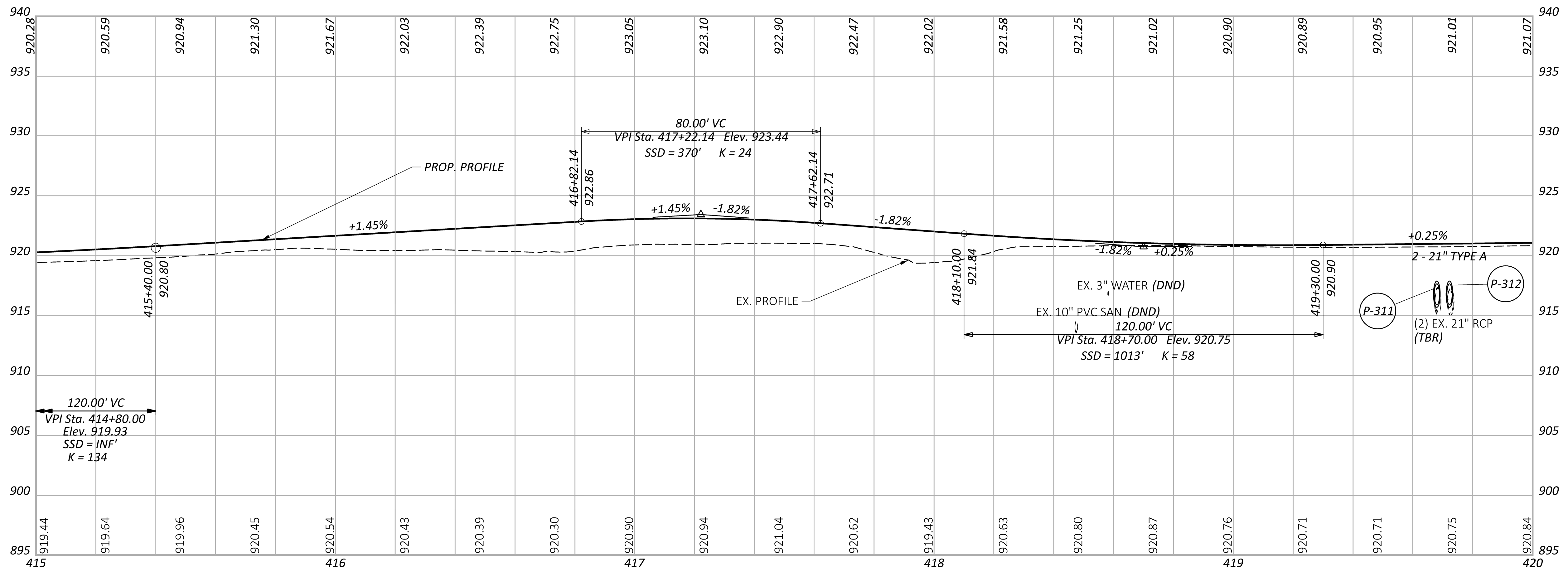
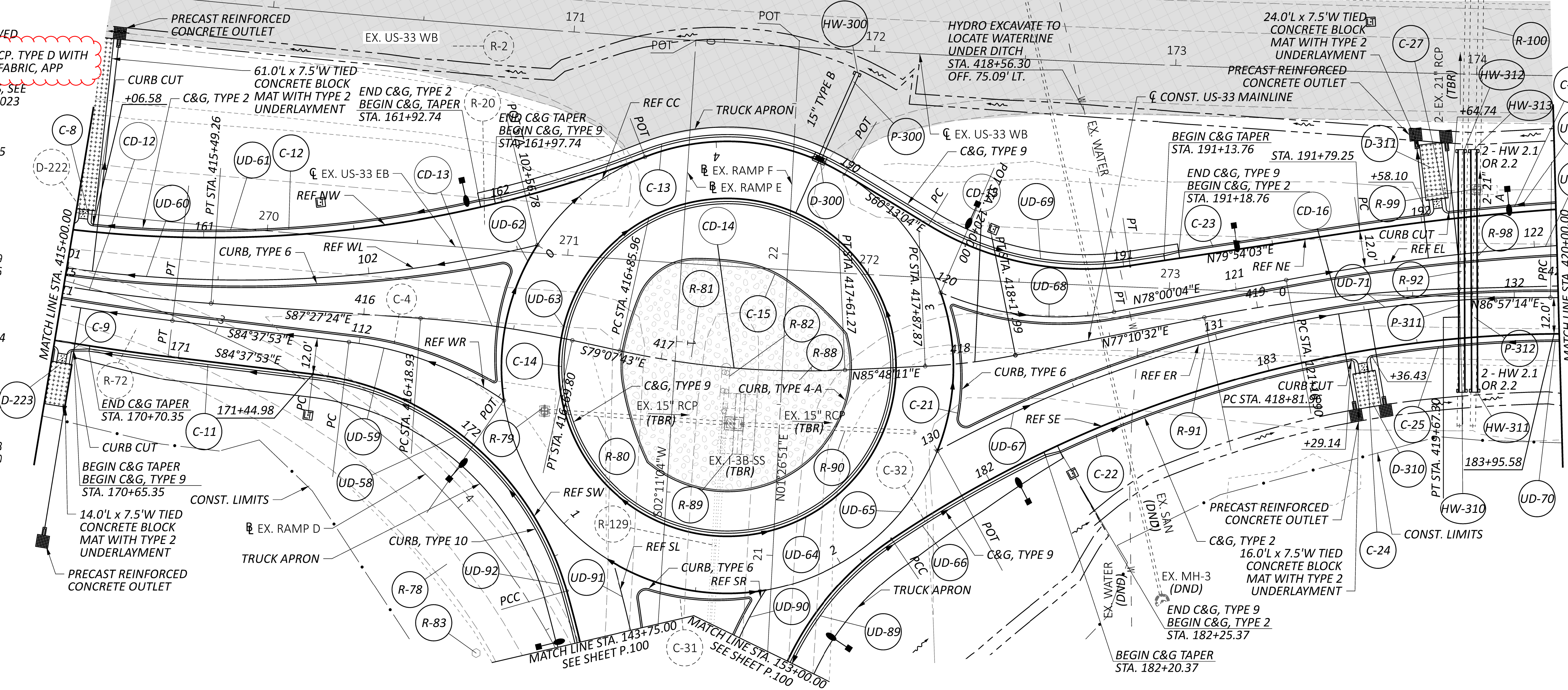
NOTE: FOR DETAILS, SEE GENERAL NOTES P.023

US-33 MAINLINE CURVE DATA CD-12
 P.I. = STA. 415+03.25
 $\Delta = 10^{\circ}04'11''$ LT
 $D_c = 10^{\circ}54'49''$
 $R = 525.00'$
 $T = 46.25'$
 $L = 92.27'$
 $e = 2.03'$
 $e_{MAX} = 0.037$
 $PC = STA. 414+56.99$
 $PT = STA. 415+49.26$

US-33 MAINLINE CURVE DATA CD-14
 P.I. = STA. 417+23.84
 $\Delta = 15^{\circ}04'06''$ LT
 $D_c = 20^{\circ}00'29''$
 $R = 286.36'$
 $T = 37.87'$
 $L = 75.31'$
 $e = 2.49'$
 $e_{MAX} = NC$
 $PC = STA. 416+18.93$
 $PT = STA. 416+69.80$

US-33 MAINLINE CURVE DATA CD-15
 P.I. = STA. 418+02.96
 $\Delta = 08^{\circ}37'39''$ LT
 $D_c = 28^{\circ}38'52''$
 $R = 200.00'$
 $T = 15.09'$
 $L = 30.12'$
 $e = 0.57'$
 $e_{MAX} = NC$
 $PC = STA. 417+87.87$
 $PT = STA. 418+17.99$

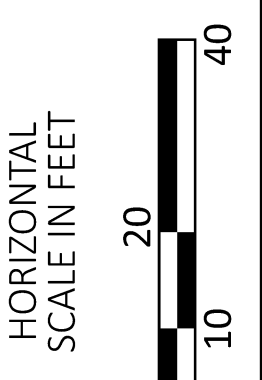
US-33 MAINLINE CURVE DATA CD-16
 P.I. = STA. 419+24.73
 $\Delta = 09^{\circ}46'42''$ RT
 $D_c = 11^{\circ}27'33''$
 $R = 500.00'$
 $T = 42.77'$
 $L = 85.33'$
 $e = 1.83'$
 $e_{MAX} = NC$
 $PC = STA. 418+81.96$
 $PT = STA. 419+67.30$



US-33 MAINLINE CURVE DATA CD-13
 P.I. = STA. 416+44.41
 $\Delta = 08^{\circ}19'41''$ RT
 $D_c = 16^{\circ}22'13''$
 $R = 350.00'$
 $T = 25.48'$
 $L = 50.87'$
 $e = .93'$
 $e_{MAX} = NC$
 $PC = STA. 416+85.96$
 $PT = STA. 417+61.27$

US-33 MAINLINE CURVE DATA CD-15
 P.I. = STA. 418+02.96
 $\Delta = 08^{\circ}37'39''$ LT
 $D_c = 28^{\circ}38'52''$
 $R = 200.00'$
 $T = 15.09'$
 $L = 30.12'$
 $e = 0.57'$
 $e_{MAX} = NC$
 $PC = STA. 417+87.87$
 $PT = STA. 418+17.99$

US-33 MAINLINE CURVE DATA CD-16
 P.I. = STA. 419+24.73
 $\Delta = 09^{\circ}46'42''$ RT
 $D_c = 11^{\circ}27'33''$
 $R = 500.00'$
 $T = 42.77'$
 $L = 85.33'$
 $e = 1.83'$
 $e_{MAX} = NC$
 $PC = STA. 418+81.96$
 $PT = STA. 419+67.30$



PLAN AND PROFILE - US 33 MAINLINE
STA. 415+00 TO STA. 420+00

DESIGN AGENCY	
TRANSYSTEMS 400 W. NATIONWIDE BLD. STE 225 COLUMBUS, OHIO 43215	
DESIGNER	
RJG	
REVIEWER	
GHM 01/29/26	
PROJECT ID	
118055	
SHEET	TOTAL
P.086	298

LIGHTING

LIGHTING GENERAL NOTES ARE SUPPLEMENTAL TO ITEMS 625 AND 725 OF THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) CONSTRUCTION AND MATERIAL SPECIFICATIONS, (CMS) DATED JANUARY 12, 2024, WHICH SHALL GOVERN ALL WORK OF THIS PROJECT, EXCEPT AS HERE IN AFTER MODIFIED.

625, POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

POWER COMPANY: AES OHIO (FORMERLY DAYTON POWER & LIGHT)

ADDRESS: 1900 DRYDEN ROAD, DAYTON, OH 45439

PHONE #: (937)-331-4521

CONTACT NAME: WILLIAM GOURLEY
(WILLIAM.GOURLEY@AES.COM)

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS. THIS SHALL BE DONE NOT ONLY FOR EACH NEW POWER SERVICE ESTABLISHED BY THIS PROJECT BUT ALSO FOR EACH EXISTING POWER SERVICE, SINCE THERE MAY BE A REASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

THE FOLLOWING WORK SHOULD BE PERFORMED:

- PROVIDE A FUSED SERVICE DISCONNECT SWITCH ON THE LINE SIDE OF EACH LIGHTING CONTROL CENTER (LCC).
- ALL POWER SERVICE LOCATIONS SHALL INCLUDE A METER BASE AND METER.
- POWER SUPPLY SHALL BE 240/480 VOLT
- THE PROPOSED PHOTOCELL SHALL BE 2' ABOVE THE PROPOSED LCC.
- PROVIDE A CONCRETE WORK PAD AT EACH LCC.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

OUPS NOTE

WHEN THE PROJECT BEGINS AND THE CONTRACTOR HAS TAKEN OVER THE MAINTENANCE OF THE EXISTING SYSTEM, THEY SHALL PROVIDE ALL REQUIRED LAYOUTS AND LOCATIONS OF THE EXISTING AND PROPOSED ELECTRICAL CIRCUITS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL LOCATE AND MARK THE UNDERGROUND ELECTRICAL CIRCUITS DURING THE DURATION OF THE PROJECT.

DISCONNECT CIRCUIT

THIS ITEM OF WORK SHALL CONSIST OF THE DISCONNECTION OF AN EXISTING LIGHT CIRCUIT AT A PULL BOX OR TRANSFORMER BASE. DISCONNECTION AT A PULL BOX SHALL INVOLVE CUTTING THE EXISTING CIRCUIT AND REMOVING ALL SPLICE KITS. ANY CABLE THAT IS TO BE ABANDONED SHALL BE TERMINATED FROM THE PULL BOX SO THAT NO CABLE IS LEFT IN THE BOX.

DISCONNECTION AT A LIGHT POLE SHALL INVOLVE CUTTING THE EXISTING CIRCUIT AND REMOVING ALL CONNECTOR KITS. ALL DUCT-CABLE NOT TO BE REUSED SHALL BE REMOVED FROM THE TRANSFORMER BASE AND THE EXISTING CONDUIT IN THE FOUNDATION SHALL BE CLEANED OF ALL CABLE AND DEBRIS SO THAT THE NEW DUCT-CABLE CAN BE INSTALLED. ALL EXISTING CABLE TO REMAIN ACTIVE SHALL BE CUT IN A MANNER SO THAT THERE IS SUFFICIENT CABLE LEFT FOR RE-CONNECTION. THOSE WIRES THAT ARE TO REMAIN ON ACTIVE CIRCUITS SHALL HAVE A WATER-RESISTANT SEAL AT THE CUT END. THE WATER-RESISTANT SEAL SHALL BE ACCOMPLISHED BY PLUGGING THE DEACTIVATED PORT OF AN EXISTING CONNECTOR KIT OR BY INSTALLING A CABLE SPLICE KIT ON THE CUT END OF THE CABLE.

625, PULL BOX CLEANED

THIS ITEM OF WORK SHALL CONSIST OF CLEANING AN EXISTING PULL BOX BY REMOVING ANY EXISTING CABLES NOT BEING RECONNECTED, AND DEBRIS SO THAT NEW CABLES CAN BE INSTALLED. ANY UNUSED OPENINGS SHALL BE CLOSED. DISTURBED AREAS NEAR THE PULL BOX SHALL BE CLEARED OF WEEDS OR DEBRIS AND SHALL BE FULLY RESTORED. MATERIAL REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF OFF OF THE PROJECT SITE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER C&MS ITEM 625, "PULL BOX CLEANED" FOR EACH PULL BOX CLEANED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

625, CONDUIT CLEANED AND CABLES REMOVED

THIS ITEM SHALL CONSIST OF CLEANING AN EXISTING CONDUIT BY REMOVING EXISTING CABLES, MUD AND DEBRIS SO THAT NEW CABLE CAN BE INSTALLED. INCIDENTAL TO THE CLEANING IS THE INSTALLATION OF BUSHINGS AND/OR COUPLINGS ON THE ENDS OF EXISTING CONDUIT AS REQUIRED. MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR FOR PROPER DISPOSAL OFF OF THE PROJECT SITE. DISTURBED AREAS SHALL BE PROPERLY RESTORED.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER C&MS ITEM 625, "CONDUIT CLEANED AND CABLES REMOVED" PER FOOT OF CONDUIT CLEANED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), TYPE III, 10000 - 24000 LUMENS

THE LUMINAIRE SHALL BE AS SPECIFIED IN SUPPLEMENTAL SPECIFICATIONS 813 AND 913.

THE FOLLOWING LUMINAIRE MODELS FROM ODOT APPROVED LIST SHALL BE USED:

- GE EVOLVE ROADWAY
- STREETLIGHT-ERLH
- COOPER LIGHTING VERDEON
- SIGNIFY/LUMEC (PHILIPS) ROADFOCUS

IN ADDITION, OTHER LUMINAIRES WILL BE CONSIDERED IF THE DESIGNED INTENSITY AND UNIFORMITY ARE PROVIDED USING THE DESIGNED POLE LOCATIONS AND THE DESIGNED NUMBER AND TYPE OF FIXTURES PER POLE.

ITEM 625 ARC FLASH CALCULATIONS AND LABEL, LIGHTING CONTROL CENTER

FOR THE FOLLOWING LOCATION(S), PERFORM AND SUBMIT ARC FLASH HAZARD CALCULATIONS, PREPARE THE NECESSARY LABEL, AND AFFIX THE LABEL TO THE ELECTRICAL DEVICE PER SS 825.

LOCATIONS:
AUG-US 33-15.65 STA 425+78, 77' RT, C/L US-33
(CC-1, LIGHTING CONTROL CENTER)

UNDERDRAINS FOR PULL BOXES

REFERENCE TRAFFIC SCD HL-30.11 FOR DETAILS ABOUT DRAINING PULL BOXES. UNDERDRAINS FOR PULL BOXES SHALL BE USED AS DIRECTED BY THE ENGINEER AND SHALL BE PROVIDED WHERE THE LENGTH REQUIRED FOR A SATISFACTORY OUTLET DOES NOT EXCEED 20 FEET. THE FOLLOWING ESTIMATED QUANTITY IS CARRIED TO THE GENERAL SUMMARY FOR THIS PURPOSE:

ITEM 611 4" CONDUIT, TYPE E, AS PER PLAN 150 FT.

ITEM 611, PRECAST REINFORCED CONCRETE OUTLET 5 EACH

LIGHT TOWER DECALS

NEW LIGHT TOWER DECALS SHALL BE PLACED ON ALL PROPOSED LIGHT TOWERS TO MATCH THE ALPHA NUMERIC IDENTIFIER AS DETAILED WITHIN THE PLANS TO CONFORM WITH THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS. LIGHT TOWER DECALS SHALL BE PLACED ON BOTH SIDES FOR EASE IN LOCATING DURING MAINTENANCE ACTIVITIES. THE CONTRACTOR IS ALSO REQUIRED TO REMOVE AND DISPOSE OF EXISTING DECALS AND HAVE NEW ONES INSTALLED ON ALL EXISTING TOWERS TO REMAIN AND WHOSE IDENTIFICATION CALLOUTS ARE TO BE REASSIGNED PER THE PLANS. IDENTIFICATION OF THE LIGHT TOWERS AND THE REMOVAL OF ANY PREVIOUS IDENTIFIER SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.