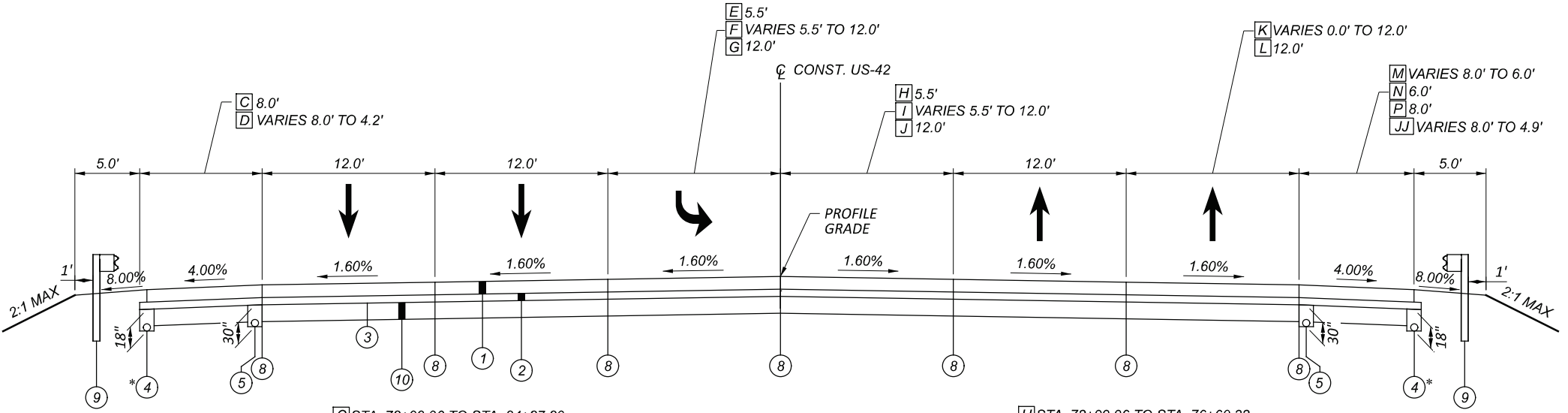


PROPOSED LEGEND

- ① ITEM 452 - 11.0" NON-REINFORCED PORTLAND CEMENT CONCRETE
- ② ITEM 304 - 6" AGGREGATE BASE
- ③ ITEM 204 - PROOF ROLLING
- ④ ITEM 605 6" BASE PIPE UNDERDRAIN
- ⑤ ITEM 605 6" SHALLOW PIPE UNDERDRAIN
- ⑥ ITEM 609 - CURB, TYPE 4-A
- ⑦ ITEM 659 - SEEDING AND MULCHING, CLASS 1
- ⑧ STANDARD LONGITUDINAL JOINT WITH TIE BARS, REF. BP-2.1
- ⑨ ITEM 606 - GUARDRAIL, TYPE MCS WITH LONG POSTS
- ⑩ ITEM 206 - LIME STABILIZED SUBGRADE, 14 INCHES DEEP **
- ⑪ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D

** SEE SHEET 7A FOR ADDITIONAL DETAILS

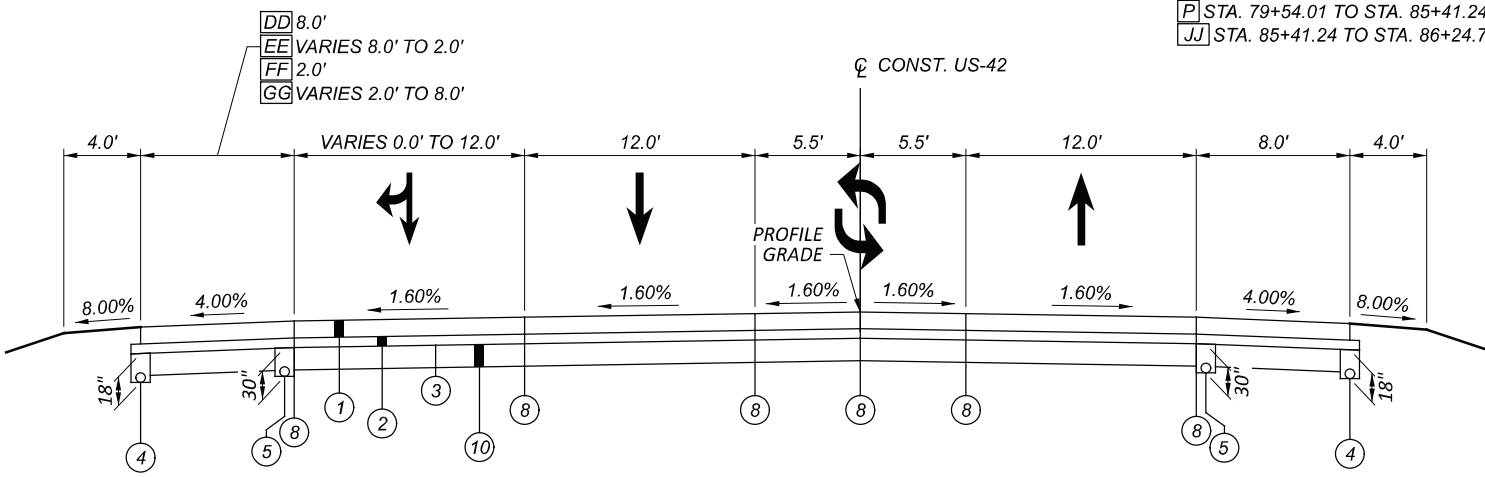


- C STA. 72+99.96 TO STA. 84+27.29
- D STA. 84+27.29 TO STA. 85+28.08
- E STA. 72+99.96 TO STA. 76+55.00
- F STA. 76+55.00 TO STA. 82+72.63
- G STA. 82+72.63 TO STA. 85+33.09

* UNDERDRAIN LOCATED AT INSIDE OF SHOULDER TO BE PLACED ONLY WHERE SHOULDER IS 8 FEET OR GREATER.

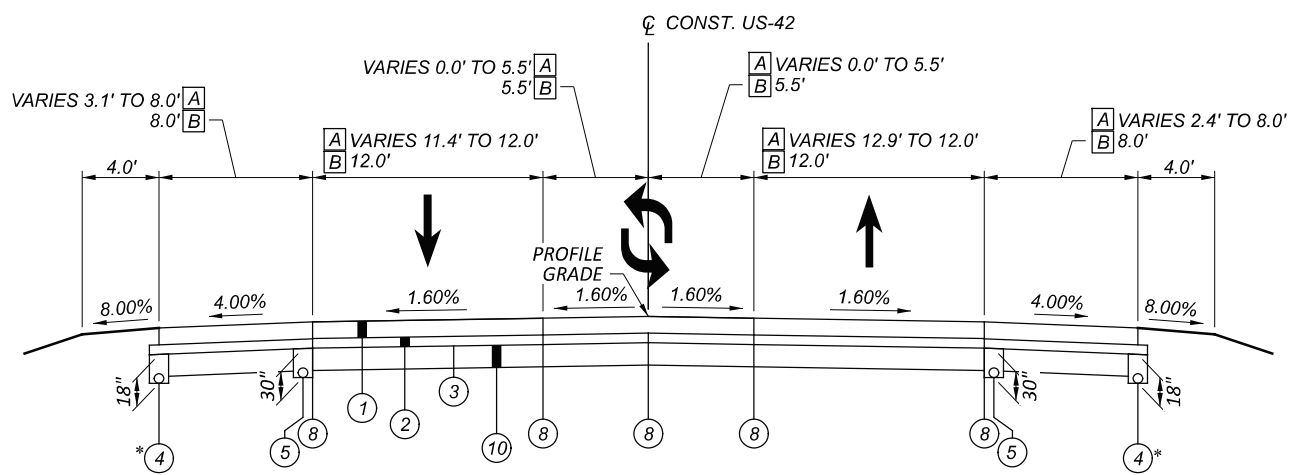
- H STA. 72+99.96 TO STA. 76+60.32
- I STA. 76+60.32 TO STA. 79+00.00
- J STA. 79+00.00 TO STA. 86+18.91
- K STA. 72+99.96 TO STA. 75+97.80
- L STA. 75+97.80 TO STA. 86+18.91
- M STA. 72+99.96 TO STA. 73+93.95
- N STA. 73+93.95 TO STA. 76+98.55
- P STA. 79+54.01 TO STA. 85+41.24
- JJ STA. 85+41.24 TO STA. 86+24.76

SEE DRIVEWAY AND PAVEMENT JOINT DETAIL SHEETS - STA. 75+97.80 TO STA. 79+54.01



- DD STA. 68+94.96 TO STA. 70+60.00
- EE STA. 70+60.00 TO STA. 70+90.00
- FF STA. 70+90.00 TO STA. 72+50.00 *
- GG STA. 72+50.00 TO STA. 72+96.30 *

* DRIVEWAY LEFT FROM STA. 71+73.30 TO STA. 72+96.30



- A STA. 50+32.50 TO STA. 53+62.00
- B STA. 53+62.00 TO STA. 68+94.96

* UNDERDRAIN LOCATED AT OUTSIDE OF SHOULDER TO BE PLACED ONLY WHERE SHOULDER IS 8 FEET OR GREATER.

TYPICAL SECTIONS PROPOSED

DIGITAL DATA FOR MATERIAL TICKETING UTILIZING E-TICKETING PORTAL (CONT.)

SETUP, CALIBRATION, AND DATA INTEGRATION (CONT.):

ENSURE CONTINUED INTERNET CONNECTIVITY DURING THE API USAGE TO MAINTAIN CONNECTION THE DEPARTMENT'S E-TICKETING PORTAL DURING MATERIAL PRODUCTION AND DELIVERY TO THE PROJECT. ENSURE DELIVERY OF ETICKET PRIOR TO THE MATERIAL ARRIVING ON THE PROJECT, BUT NOT PRIOR TO THE LOADING OF MATERIAL AT THE SOURCE.

UPON SUCCESSFUL TESTING OF THE DATA INTEGRATION, PHYSICAL MATERIAL TICKETS ARE NOT REQUIRED FOR THE DEPARTMENT, BUT MAY BE NECESSARY FOR TRUCK DRIVERS PER OHIO REVISED CODE SECTION 5577.043.

PAYMENT:

FOR INITIAL SETUP OF THE API INTEGRATION, THE MATERIAL VENDORS SHALL ASSUME APPROXIMATELY 16 PERSON HOURS AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE MATERIAL. FOR EXTREME SITUATIONS INVOLVING EXCESSIVE ESTABLISHMENT OF THE API AND DIGITAL INFORMATION TRANSFER, NOTIFY THE ENGINEER PER CMS 108.02.F.

THE COST ASSOCIATED WITH CREATING AND MAINTAINING AN API AND PROVIDING DIGITAL TICKETING DATA IS INCIDENTAL TO THE COST OF THE ITEM UTILIZING THE MATERIAL BEING PLACED.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM CONSISTS OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 12 INCH DIAMETER CONDUIT AND FILLING THE AREA SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

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

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

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED PER 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

THE FOLLOWING ITEM HAS BEEN ADDED TO THE GENERAL SUMMARY TO FILL AND PLUG THE EXISTING 12" CMP PIPE LOCATED AT STA. 100+36.71, 69.81 RT.

ITEM SPECIAL	FILL AND PLUG EXISTING CONDUIT	10 FT.
--------------	--------------------------------	--------

POST CONSTRUCTION STORM WATER TREATMENT

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

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670, SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

VEGETATED BIOFILTER

THIS PLAN UTILIZES VEGETATED BIOFILTER(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AS SHOWN IN THE PLANS TO ANY DISTURBED AREA ON THE SHOULDER AND FORESLOPE DRAINING TO A VEGETATED BIOFILTER. THE DITCH FOR EACH VEGETATED BIOFILTER SHALL BE TRAPEZOIDAL, AS SHOWN IN THE PLAN CROSS SECTIONS. PROVIDE ITEM 670 AS SPECIFIED IN THE PLANS.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

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

ITEM SPECIAL - MAILBOX SUPPORT

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

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

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

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

POSTS SHALL BE SETPER THE FIRST PARAGRAPH 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

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

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

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

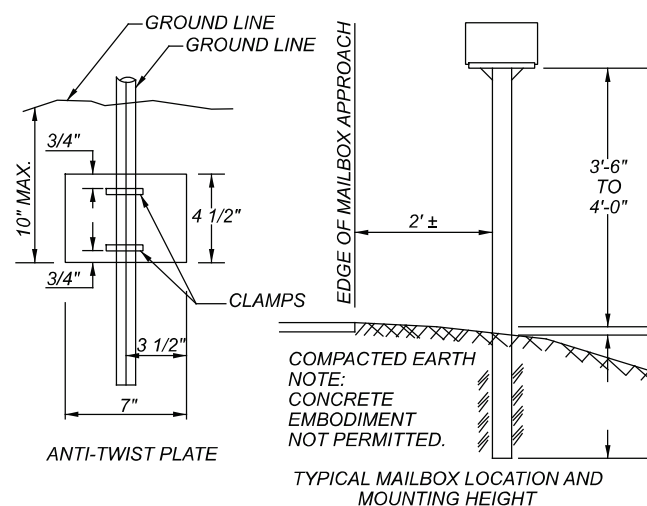
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

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

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

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY:

ITEM SPECIAL	MAILBOX SUPPORT SYSTEM, SINGLE	4 EACH
--------------	--------------------------------	--------



CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE E TANGENTIAL END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, AND PERMITTING SITE CONDITIONS EXIST: THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED AT A CONSISTENT FLARE RATE THROUGH THE FULL LENGTH OF THE SYSTEM. THE FLARE RATE SHALL BE A MAXIMUM OF 25:1 (RESULTING IN A 2' OFFSET). THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE SHOP DRAWINGS, PRODUCT INSTALLATION MANUAL/GUIDANCE, AND AS DIRECTED BY THE ENGINEER.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL)

THIS ITEM SHALL MEET THE TL-3 CRASH CRITERIA AND SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 [(SPEED (62 MPH), HAZARD WIDTH (69 INCHES)), (BIDIRECTIONAL)], EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

EXISTING PLANS

EXISTING PLANS ENTITLED MAD-70-6.25, MAD-42-12.93, AND MAD-42-13.15 MAY BE INSPECTED IN THE ODOT DISTRICT 6 OFFICE.

ITEM 202 - REMOVAL MISC.: LANDSCAPE ROCK

REMOVE AND DISPOSE OF LANDSCAPE ROCKS IDENTIFIED WITHIN THE PROJECT CONSTRUCTION LIMITS. INCLUDE THE COST OF ANY LABOR AND MATERIALS NEEDED TO PERFORM THIS WORK IN THE UNIT PRICE BID FOR ITEM 202-REMOVAL MISC.: LANDSCAPE ROCK.

AQUATIC RESOURCES

AQUATIC RESOURCES ADJACENT TO THE PROJECT ARE INDICATED ON THE PLANS. THE CONTRACTOR SHALL DEMARCATÉ ALL AQUATIC RESOURCES IN THE FILED PER SS 832 AND THE WATERWAY PERMITS SPECIAL PROVISIONS. AREAS MARKED FOR AVOIDANCE WILL NOT BE IMPACTED. IN RIPARIAN AREAS, ONLY THE MINIMUM AMOUNT OF VEGETATED BUFFER NECESSARY FOR WORK WILL BE REMOVED. TEMPORARY AND PERMANENT FILL MATERIALS WILL CONSISTE OF SUITABLE MATERIALS (EXCLUDING BROKEN ASPHALT) FREE FROM TOXIC CONTAMINANTS IN OTHER THAN TRACE QUANTITIES. CHROMATED COPPER ARSENATE AND OTHER PRESSURE TREATED LUMBER SHALL NOT BE USED IN STRUCTURES PLACED WITHIN AQUATIC RESOURCES. AN OIL SPILL KIT SHALL BE LOCATED WITHIN 150 FEET ON ANY EQUIPMENT WORKING IN AN AQUATIC RESOURCE AND SHALL BE MAINTAINED FOR THE LIFE OF THE PROJECT.

PETROLEUM CONTAMINATED SOIL

ENVIRONMENTAL STUDIES INDICATED THAT PETROLEUM CONTAMINATED SOIL (PCS) (AND UST) WILL BE ENCOUNTERED DURING EXCAVATIONS WITHIN THE PROJECT LIMITS FROM ±STA 100+80, LEFT TO ±STA 102+20, LEFT (ERNIE'S TRUCK AND TIRE REPAIR, 1342 US 42). ENVIRONMENTAL STUDIES ARE AVAILABLE AT THE DISTRICT OFFICE. THE CONTRACTOR MUST DETERMINE APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT FOR THOSE WHO CONDUCT WORK WITHIN THE LIMITS OF THE PCS. ALL EXCAVATED PCS THAT CANNOT BE REUSED AS PROJECT FILL PER CMS 203.03(J), SHALL BE MANAGED AND DISPOSED OF AT A LICENSED LANDFILL. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED PCS INTO TRUCKS FOR TRANSPORT AND DISPOSAL. AS AN ALTERNATE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO TEMPORARILY STOCKPILE THE EXCAVATED PCS ON AN IMPERMEABLE MEMBRANE, IN AN AREA PROVIDE BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE STOCKPILE SHOULD BE SURROUNDED BY STRAW BALES TO REDUCE RUNOFF. THE CONTRACTOR WILL PROVIDE COMPLETED LOG FORMS AND MANIFESTS FOR TRANSPORT AND DISPOSAL TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING THAT THE LANDFILL MAY REQUIRE FOR DISPOSAL. (NUMBER OF TANKS) UNDERGROUND STORAGE TANK(S) (UST) WERE IDENTIFIED DURING PROJECT DEVELOPMENT SHALL FOLLOW CMS 202.08 FOR PROPER PERMITTING, REMOVAL, AND DISPOSAL OF THOSE TANKS. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITTING, SOIL AND GROUNDWATER DISPOSAL, TANK PREPARATION, REMOVAL AND DISPOSAL, INSPECTIONS, SAMPLING, AND REPORTING. ALL TANK REMOVAL ACTIVITIES MUST BE CONDUCTED BY A CERTIFIED TANK INSTALLER.

IF EXCAVATIONS WITHIN THE PCS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE AND DISPOSE OF WATERS BY METHOD APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS NEEDED TO STORE, TRANSPORT AND DISPOSE OF WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING REQUIRED FOR DISPOSAL. ALL EXCAVATED AREAS SHALL BE BACKFILLED WITH SUITABLE MATERIAL IN ACCORDANCE WITH PROJECT PLANS, APPLICABLE ODOT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROPERLY MANAGE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS OR FEES WITHIN THE IDENTIFIED LIMITS. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

ITEM SPECIAL	WORK INVOLVING NON-REGULATED MATERIAL	15 TON
ITEM SPECIAL	WORK INVOLVING PCS	15 TON
ITEM 202	REGULATED UNDERGROUND STORAGE TANK REMOVED	1 EACH
ITEM SPECIAL	NON-REGULATED WATER	100 GALLON
ITEM SPECIAL	REGULATED WATER	100 GALLON

BAT HABITAT

ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT AND THE STATE LISTED AND PROTECTED LITTLE BROWN BAT AND TRICOLORED BAT ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATÉ CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ITEM 202 SPECIAL - PARKING BLOCK REMOVED

THE CONTRACTOR IS TO REMOVE THE EXISTING PARKING BLOCKS AND EITHER DISPOSE OF THEM OR RELEASE THEM TO THE RESPECTIVE BUSINESS OWNER FOR REUSE. IF PARKING BLOCKS ARE TO BE REUSED, CARE SHOULD BE TAKEN WHEN REMOVING BLOCKS. ANY DAMAGES THAT OCCUR DURING THE CONSTRUCTION PROCESS WILL BE THE RESPONSIBILITY AND COST TO THE CONTRACTOR.

GENERAL NOTES

MAD-42-12.35

MODEL: Sheet PAPERSET: 17x11 (in.) DATE: 5/19/2026 TIME: 11:24:58 AM PLTDRY: OHDOT_PDF.plt USER: Tshoemaker@ircsdutlins.com WORKSPACE: OHDOTC:\e02 WORKSET: 109072_PRODUCT: OpenRoadsDesigner_24.00.02.25 pwc:\trc-pw.bentley.com\trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\3232009 - MAD42-12.35\4 - Design & Study Documents\405 - Drawings\109072400-Engineering\Roadway\Sheets\109072_GN002.dgn

DESIGN AGENCY

 DESIGNER
 ERM
 REVIEWER
 JEL 08/28/24
 PROJECT ID
 109072
 SHEET TOTAL
 P.007 208

ITEM 206 – LIME STABILIZED SUBGRADE:

THE LIME STABILIZED SUBGRADE IS REQUIRED AS PART OF THE STRUCTURAL DESIGN OF THE PAVEMENT. ANY CHANGES TO THE STABILIZATION MAY REQUIRE ADDITIONAL PAVEMENT THICKNESS. CONTACT THE OFFICE OF PAVEMENT ENGINEERING PRIOR TO ANY NON-PERFORMANCE OR CHANGES TO THE LIME STABILIZED SUBGRADE.

DUE TO RAMP CLOSURE DURATION REQUIREMENTS, SUBGRADE AREAS AS SHOWN BELOW ARE TO BE CONSTRUCTED AS EXCAVATE AND REPLACE AND LIME STABILIZED SUBGRADE WILL NOT BE REQUIRED IN THESE AREAS. EXCAVATE AND REPLACE AREAS SHALL BE EXCAVATED 12" BELOW SUBGRADE AND REPLACED WITH A FABRIC AT THE BOTTOM OF THE EXCAVATION AND GRANULAR MATERIAL.

LOCATIONS
80+50 TO 83+00 LEFT
81+55 TO 82+60 RIGHT
93+30 TO 94+85 LEFT
93+50 TO 95+50 RIGHT

THE FOLLOWING ITEMS HAVE BEEN ADDED TO THE GENERAL SUMMARY TO EXCAVATE AND REPLACE THE SUBGRADE.

ITEM 204, EXCAVATION OF SUBGRADE	1,196 CY
ITEM 204, GRANULAR MATERIAL, TYPE B	1,196 CY
ITEM 204, GEOTEXTILE FABRIC	3,590 SY

WATERLINE NOTES

SPECIFICATIONS:

ALL WATER WORKS ON THIS PROJECT SHALL CONFORM TO THE MID-OHIO WATER & SEWER DISTRICT WATER DIVISION SPECIFICATIONS, UPDATED NOVEMBER 2024.

PAYMENT:

ALL WORK AND MATERIALS REQUIRED TO COMPLETE THE WATERWORKS AS SPECIFIED IN THE PLANS FOR WHICH NO SPECIFIC METHOD OF PAYMENT IS PROVIDED SHALL BE PERFORMED BY THE CONTRACTOR AND THE COST OF SAME SHALL BE INCLUDED IN THE BID PRICE FOR THE VARIOUS ITEMS.

DESCRIPTION OF WORK - FOR INFORMATION ONLY:

RELOCATE 16" WATER MAIN:
54+21, 39.5 LT, BEGIN RELOCATION 45° HORIZONTAL BEND
54+25, 43.5 LT, 45° HORIZONTAL BEND
54+56, 43.5 LT, 45° HORIZONTAL BEND
54+60, 39.5 LT, 45° HORIZONTAL BEND, END RELOCATION

RELOCATE 16" WATER MAIN:
57+75, 37 LT BEGIN RELOCATION 45° HORIZONTAL BEND
57+87, 49 LT, 45° HORIZONTAL BEND
61+80, 53 LT, 90° HORIZONTAL BEND
61+80, 29.5 LT, END RELOCATION

RELOCATE 16" WATER MAIN:
73+10, 61 RT, BEGIN RELOCATION 45° VERTICAL BEND
73+15, 61 RT, 45° VERTICAL BEND
73+59, 61 RT, 90° HORIZONTAL BEND, TOP OF WATERLINE MUST BE BELOW 992.5 TO PROVIDE CLEARANCE UNDER DITCH
73+59, 33 RT, 90° HORIZONTAL BEND
73+50, 33 RT, 45° VERTICAL BEND
73+45, 33 RT, 45° VERTICAL BEND
73+35, 33 RT, 90° HORIZONTAL BEND, END RELOCATION

RELOCATE SERVICE LINES:
THE DEPTHS OF THE SERVICE LINES ARE UNKNOWN. IT IS ANTICIPATED THAT PROPOSED DRAINAGE STRUCTURES MAY BE IN CONFLICT. THEREFORE QUANTITIES HAVE BEEN ADDED TO RELOCATE SERVICE LINES FOUND TO BE IN CONFLICT.

NEW SHEET

DESIGN AGENCY



DESIGNER

ERM

REVIEWER

JEL 08/28/24

PROJECT ID

109072

SHEET TOTAL

P.007A 208

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED ON US 42 BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. IR 70 RAMP TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED ON THE RAMP CLOSURE TABLE, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS - . A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE AS NOTED ON THE RAMP CLOSURE TABLE, TABLE PER EACH DAY THE ROADWAY REMAINS CLOSED BEYOND THE SPECIFIED LIMIT.

RAMP CLOSURE TABLE			
RAMP	CLOSE DURING PHASE	MAXIMUM CLOSURE DURATION CONSECUTIVE CALENDAR DAYS	DISINCENTIVE (PER DAY)
A	1-2	21	\$13,000
B	2-1	21	\$97,000
C	2-2	21	\$42,000
D	1-1	21	\$11,000

ERROR CORRECTED

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

- NEW YEAR'S (OBSERVED)
- MEMORIAL DAY
- JUNETEENTH
- FOURTH OF JULY (OBSERVED)
- LABOR DAY
- GENERAL/REGULAR ELECTION DAY (NOV)
- THANKSGIVING
- CHRISTMAS (OBSERVED)
- FARM SCIENCE REVIEW

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00N FRIDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

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

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTIFICATION TIME FRAME TABLE		
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO MADISON COUNTY
ROAD CLOSURE	>= 2 WEEKS	14 CALENDER DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDER DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

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

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN IN THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AN SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN ON THE PLANS.

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

ITEM 614, DETOUR SIGNING

THE CONTRACTOR SHALL SUPPLY, ERECT, MAINTAIN, AND REMOVE THE DETOUR SIGNING. ALL ROUTE SIGNS DESIGNATED IN THIS PLAN WILL BE ODOT SUPPLIED AND CAN BE PICKED UP FROM AND RETURNED TO THE ODOT DISTRICT SIX OFFICE LOCATED AT 400 E WILLIAM STREET, DELAWARE, OHIO 43015 BY THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE DISTRICT SIX ROADWAY SERVICES MANAGER AT 740-833-8085. A MINIMUM OF SEVEN DAYS PRIOR TO PICK UP OF ALL ROUTE SIGNS DESIGNATED IN THIS PLAN AS ODOT SUPPLIED.

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOT SECTION 6F.03, SECTION 2A.11 AND TABLE 6F-01. DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR A NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

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

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

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

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

ITEM 614, ASPHALT FOR MAINTAINING TRAFFIC

THE SUGGESTED CONSTRUCTION SEQUENCE REQUIRES THE CONSTRUCTION OF SEVERAL STORM SEWERS CROSSING THE EXISTING US-42 PAVEMENT IN THE PRE PHASE. THE FOLLOWING QUANTITY IS PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO RESTORE THE EXISTING PAVEMENT WITHIN THE STORM SEWER TRENCH LIMITS.

ITEM 614, ASPHALT FOR MAINTAINING TRAFFIC 50 CY

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL ONLY BE ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS.

TRENCH FOR WIDENING (CONT.)

THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

DURING CONSTRUCTION OF TEMPORARY ASPHALT PAVEMENT, WORK ZONE SHOULD BE PROTECTED BY PORTABLE CONCRETE BARRIERS AS PER MT-101.90.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN TWO INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

ITEM 614, REPLACEMENT DRUM

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

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

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER - 50 M. GAL

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

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

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

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE (BIDIRECTIONAL) (CONT.)

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

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

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

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

UNANCHORED IMPACT ATTENUATORS SHALL BE USED WHEN PLACED ON NEW PAVEMENT.

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FEET AND 475 FEET, RESPECTIVELY.

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

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

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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

A MAXIMUM OF 4 PCMS WILL BE REQUIRED FOR USE AT ONE TIME FOR THE PROJECT.

4 SIGNS X 24 SNMT = 96 SNMT

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, A.P.P. 96 SNMT

DESIGN AGENCY	TRC
DESIGNER	DKI
REVIEWER	JEL 08/28/24
PROJECT ID	109072
SHEET TOTAL	P.010 208

SHEET NUMBER										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.006	P.007	P.007A	P.063	P.064	P.065	P.066	P.176	P.177	OFFICE CALCS	01/STR	02/STR	03/NHS	04/NHS						
									LS		LS		LS	201	11000	LS	CLEARING AND GRUBBING		
			24																
							5,582		34,288	9,814	3,627	24,474	1,955	202	23000	39,870	SY	PAVEMENT REMOVED Deleted Item - WEARING COURSE REMOVED	P.007
					266		948		186	186	948			202	32000	1,134	FT	CONCRETE BARRIER REMOVED	
					2,211						12.5		2,198.5	202	38000	2,211	FT	CURB REMOVED	
														202	47800	2	EACH	GUARDRAIL REMOVED	
					2									SPECIAL	20252990	2	EACH	IMPACT ATTENUATOR REMOVED	P.007
					2						2			202	53100	4	EACH	PARKING BLOCK REMOVED	P.066
	1					4								202	67000	1	EACH	MAILBOX REMOVED	
					375	259					375		259	202	75000	634	FT	REGULATED UNDERGROUND STORAGE TANK REMOVED	P.007
						1							1	202	75250	1	EACH	FENCE REMOVED	
					12	3					10		5	202	98100	15	EACH	GATE REMOVED	P.066
					12	1					12		1	202	98100	13	EACH	REMOVAL MISC.: PRIVATE SIGN	P.007
									11,618				7,896	203	10000	11,618	CY	REMOVAL MISC.: LANDSCAPE ROCK	P.007
									4,139				2,456	203	20000	4,139	CY	EXCAVATION	
							4,674				3,061		1,613	204	10000	4,674	SY	EMBANKMENT	
		1,196											1,196	204	13000	1,196	CY	SUBGRADE COMPACTION	
4		1,196											1,196	204	30010	1,196	CY	EXCAVATION OF SUBGRADE	
		3,590						23	8	2	15	2	3,590	204	45000	27	SY	GRANULAR MATERIAL, TYPE B	
													3,590	204	50000	3,590	SY	PROOF ROLLING	
														206	10020	43,966	SY	GEOTEXTILE FABRIC	
									43,966	14,652.5		29,313.5		206	10300	1,220	TON	LIME STABILIZED SUBGRADE, 14 INCHES DEEP	
									1,220	443		777		206	11000	43,966	SY	LIME	
									43,966	14,652.5		29,313.5		206	30000	LS		CURING COAT	
									LS		LS		LS	206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
				400									400	209	10001	400	FT	DITCH CLEANOUT, AS PER PLAN	P.007
					2,536						250		2,286	606	15100	2,536	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
					1								1	606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
					5						2		3	606	26550	5	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
					2								2	606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
					1								1	606	35102	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
								2		1		1		606	60029	2	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL), AS PER PLAN, 62 MPH, 69" WIDTH	P.007
								213		106		107		622	10160	213	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
								4		2		2		622	25000	4	EACH	CONCRETE BARRIER END SECTION, TYPE D	
19										9		10		623	38500	19	EACH	MONUMENT ASSEMBLY, TYPE C	
					4	2					3		3	625	75400	6	EACH	LIGHT POLE REMOVED	
	4												4	SPECIAL	69050100	4	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	P.007
	15												15	SPECIAL	69065000	15	TON	WORK INVOLVING NON-REGULATED MATERIALS	P.007
	15												15	SPECIAL	69065016	15	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	P.007
	100												100	SPECIAL	69065022	100	GAL	WORK INVOLVING NON-REGULATED WATER	P.007
	100												100	SPECIAL	69065024	100	GAL	WORK INVOLVING REGULATED WATER	P.007

GENERAL SUMMARY

DESIGN AGENCY

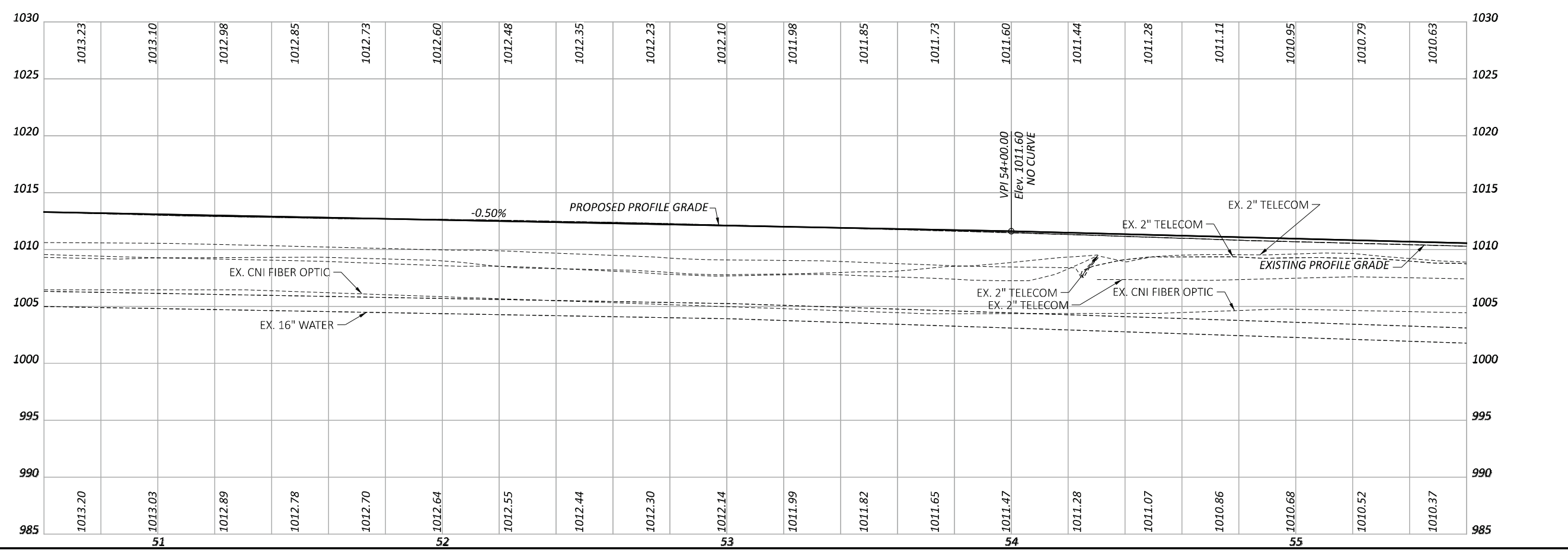
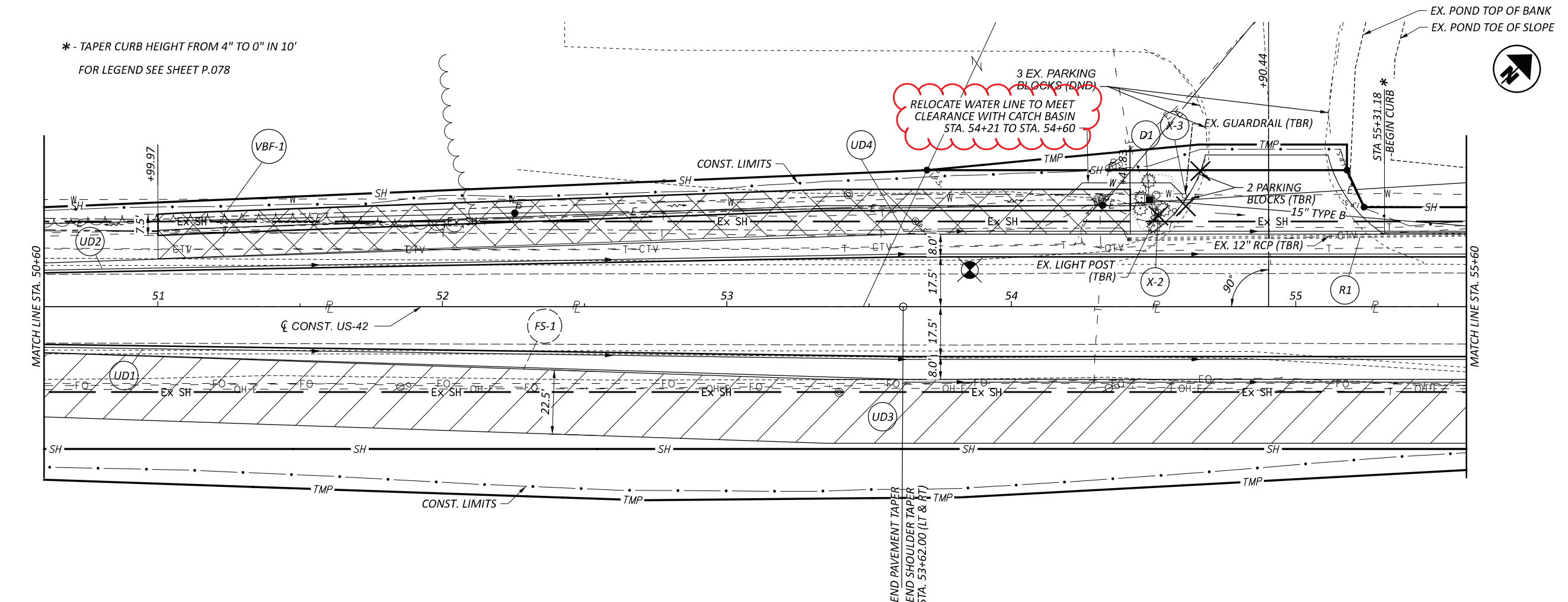
 DESIGNER
 MAH
 REVIEWER
 JEL 08/28/24
 PROJECT ID
 109072
 SHEET TOTAL
 P.057 208

REF NO.	SHEET NO.	STATION TO STATION		TO	202	202	202	202	202	625	SPECIAL	SPECIAL	SPECIAL	SPECIAL	SPECIAL	638	638
		MAILBOX REMOVED	FENCE REMOVED		GATE REMOVED	REMOVAL MISC.: PRIVATE SIGN	REMOVAL MISC.: LANDSCAPE ROCK	LIGHT POLE REMOVED	3/4" POLYETHYLENE WATER SERVICE CONNECTION	1 1/2" POLYETHYLENE WATER SERVICE CONNECTION	2" POLYETHYLENE WATER SERVICE CONNECTION	4" WATER MAIN DIP CLASS 52 MECHANICAL JOINTS AND FITTINGS	16" WATER MAIN DIP CLASS 52 MECHANICAL JOINTS AND FITTINGS	16" CUTTING-IN SLEEVE	FIRE HYDRANT AND GATE VALVE REMOVED AND RESET		
					EACH	FT	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	EACH	EACH
X-29	P.089	101+87.00	43.45' RT		4												
X-30	P.089	102+90.56	29.56' LT				1										
X-31	P.089	103+09.67	27.76' LT	103+64.36													
X-32	P.089	103+85.50	55.50' RT							1							
X-33	P.087-P.088	103+67.44	38.92' LT	106+77.80													
X-34	P.089	104+70.58	54.68' RT														
X-35	P.090	106+41.84	62.73' RT														
X-36	P.090	107+02.01	43.93' RT					1									
X-37	P.090	109+12.90	47.00' RT					1									
X-38	P.092	117+09.80	42.30' RT					1									
	P.079	54+21.00	LT	54+60.00											43	2	
	P.080	57+75.00	LT	61+80.00											434	2	1
	P.080	60+00.00	RT								10						
	P.081	65+00.00	RT									10					
	P.082	66+00.00	RT										20				
	P.082	66+25.00	RT							20							
	P.082	68+50.00	RT									20					
	P.083	73+10.00	RT	73+35.00											104	2	
	P.089	102+10.00	LT								10						
	P.089	105+00.00	RT										20				
	P.090	107+60.00	RT										10				
TOTALS CARRIED TO GENERAL SUMMARY					4	259	1	3	1	2	20	20	40	40	581	6	1

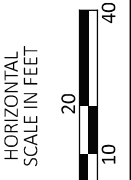
ROADWAY SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 MAH
 REVIEWER
 JEL 08/26/24
 PROJECT ID
 109072
 SUBSET TOTAL
 0 0
 SHEET TOTAL
 P.066 208

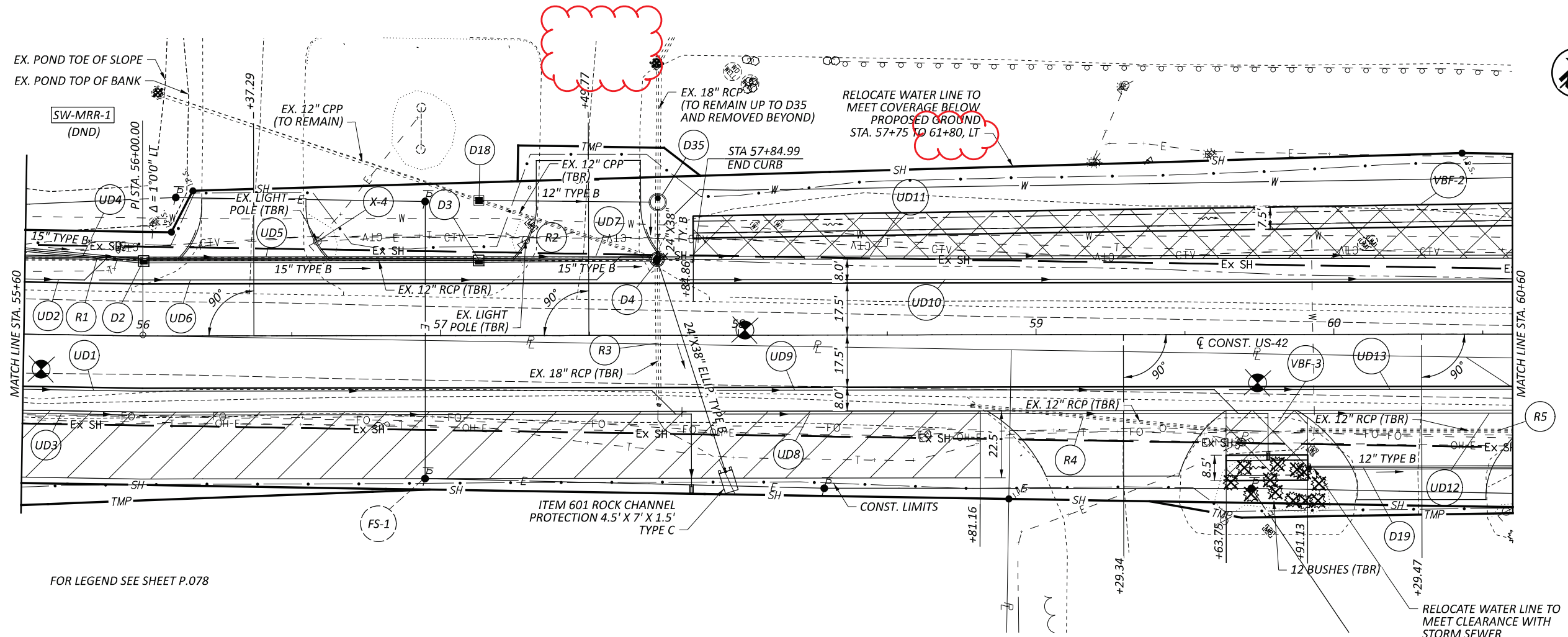


* - TAPER CURB HEIGHT FROM 4" TO 0" IN 10'
 FOR LEGEND SEE SHEET P.078

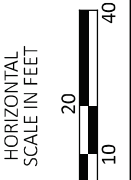
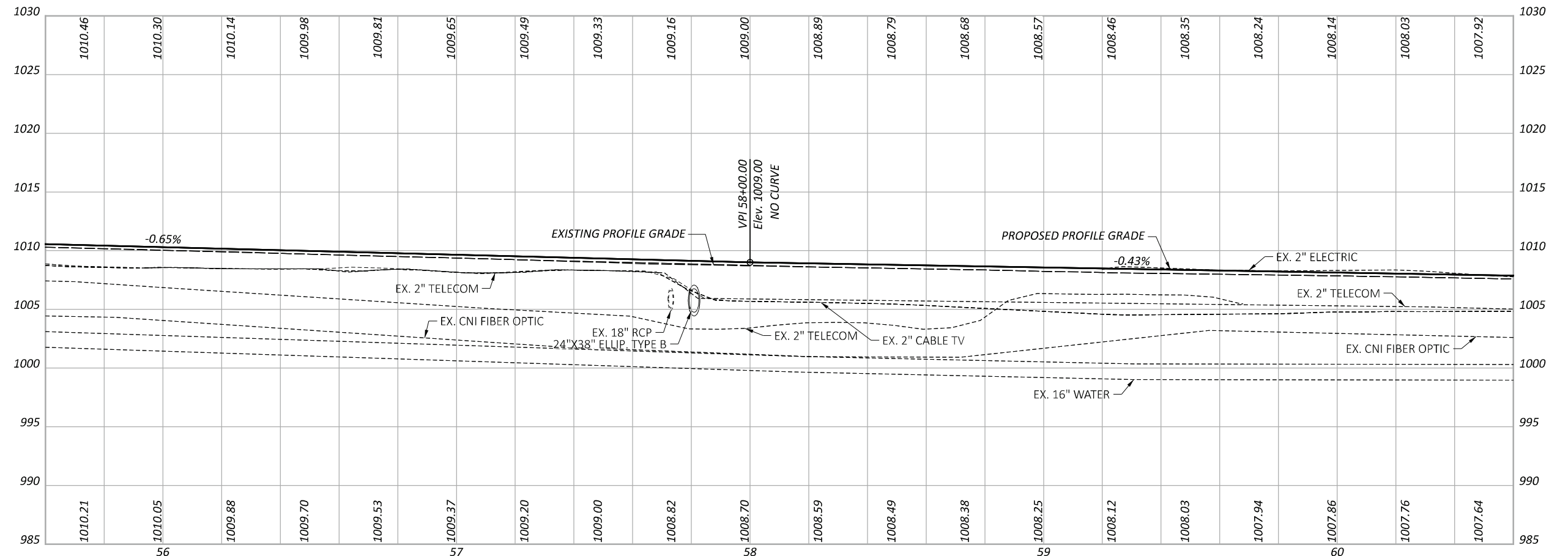


PLAN AND PROFILE - U.S. 42
 STA. 50+60 TO STA. 55+60

DESIGN AGENCY	
TRC	
DESIGNER	DSS
REVIEWER	JEL 08/26/24
PROJECT ID	109072
SHEET	P.079
TOTAL	208

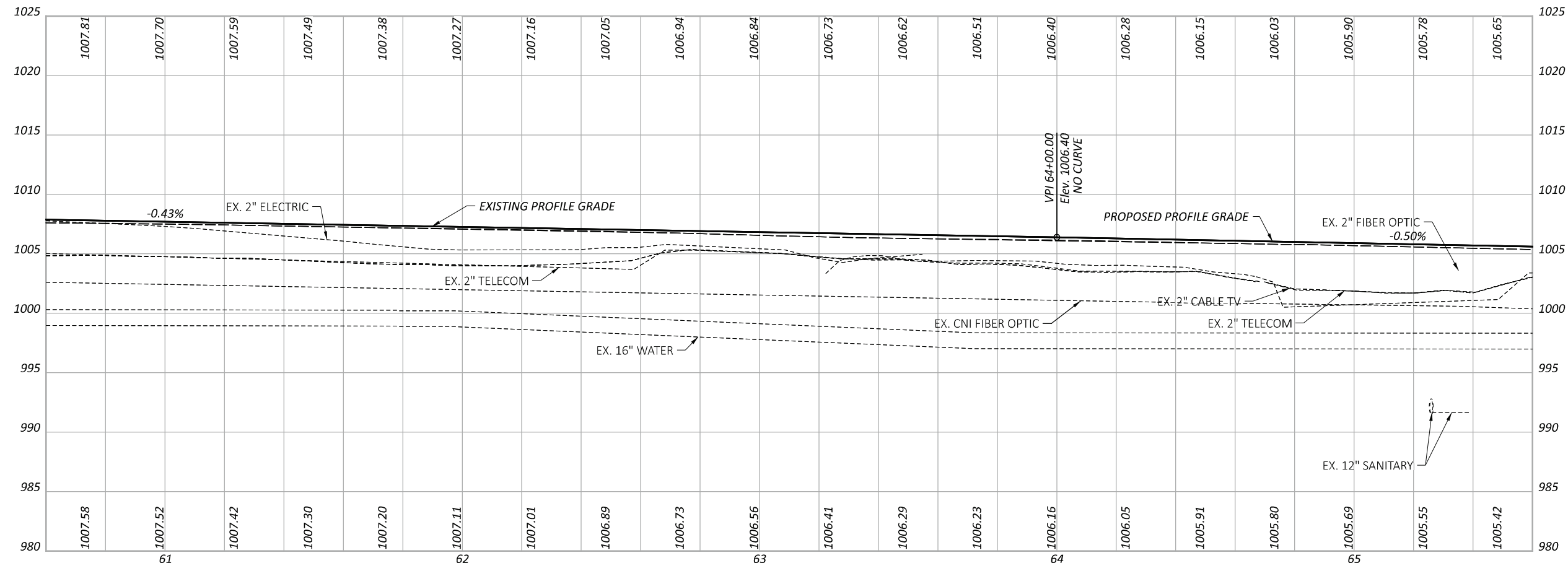
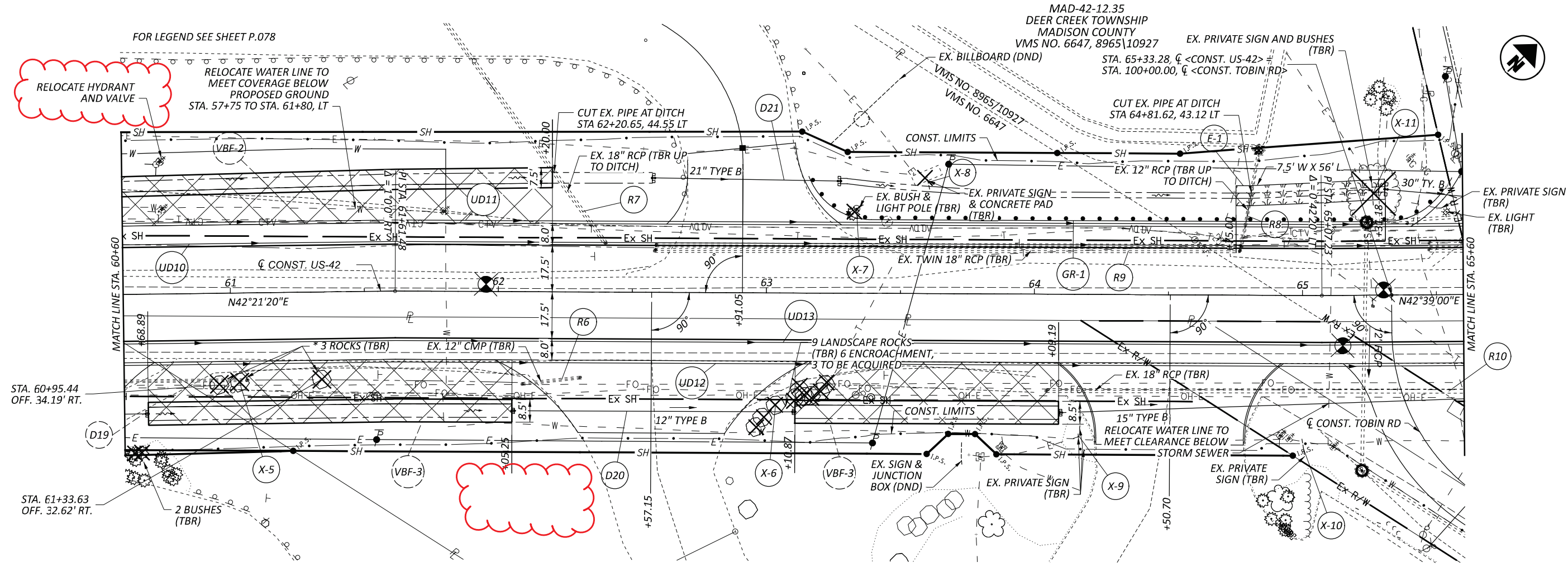


FOR LEGEND SEE SHEET P.078



PLAN AND PROFILE - U.S. 42
 STA. 55+60 TO STA. 60+60

DESIGN AGENCY	TRC
DESIGNER	DSS
REVIEWER	JEL 08/26/24
PROJECT ID	109072
SHEET TOTAL	P.080 208



FOR LEGEND SEE SHEET P.078

RELOCATE HYDRANT AND VALVE

RELOCATE WATER LINE TO MEET COVERAGE BELOW PROPOSED GROUND STA. 57+75 TO STA. 61+80, LT

CUT EX. PIPE AT DITCH STA 62+20.65, 44.55 LT

EX. 18" RCP (TBR UP TO DITCH)

CONST. LIMITS

CUT EX. PIPE AT DITCH STA 64+81.62, 43.12 LT

EX. 12" RCP (TBR UP TO DITCH)

EX. PRIVATE SIGN & CONCRETE PAD (TBR)

EX. TWIN 18" RCP (TBR)

EX. 18" RCP (TBR)

EX. 12" CMP (TBR)

EX. 12" TYPE B

EX. 18" RCP (TBR)

EX. 15" TYPE B

RELOCATE WATER LINE TO MEET CLEARANCE BELOW STORM SEWER

CONST. TOBIN RD

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

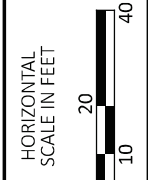
EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

EX. PRIVATE SIGN (TBR)

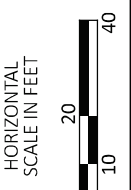
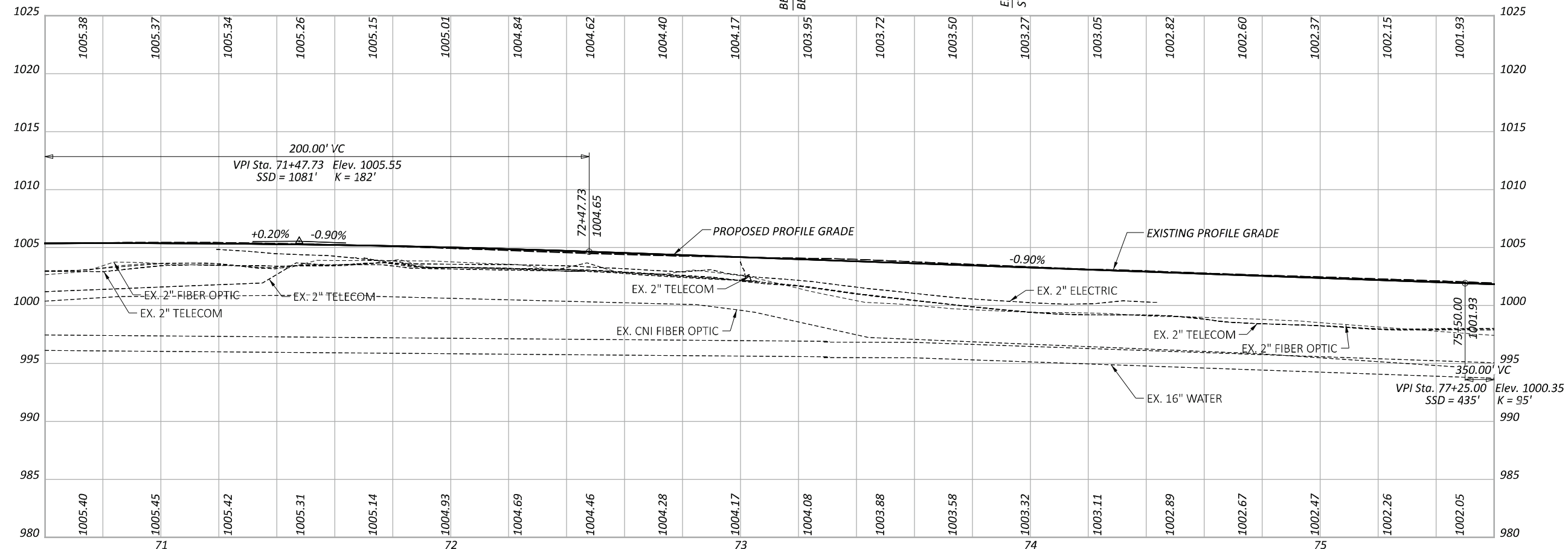
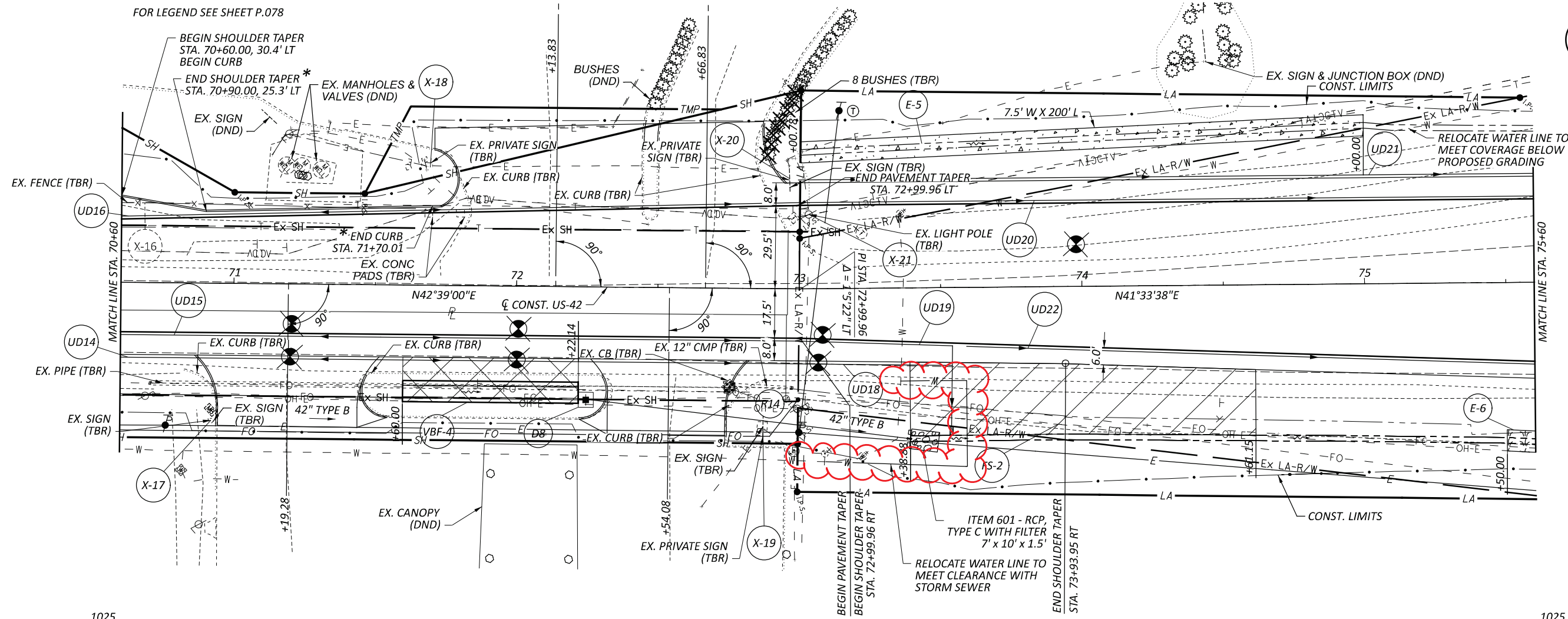
EX. PRIVATE SIGN (TBR)



PLAN AND PROFILE - U.S. 42
 STA. 60+60 TO STA. 65+60

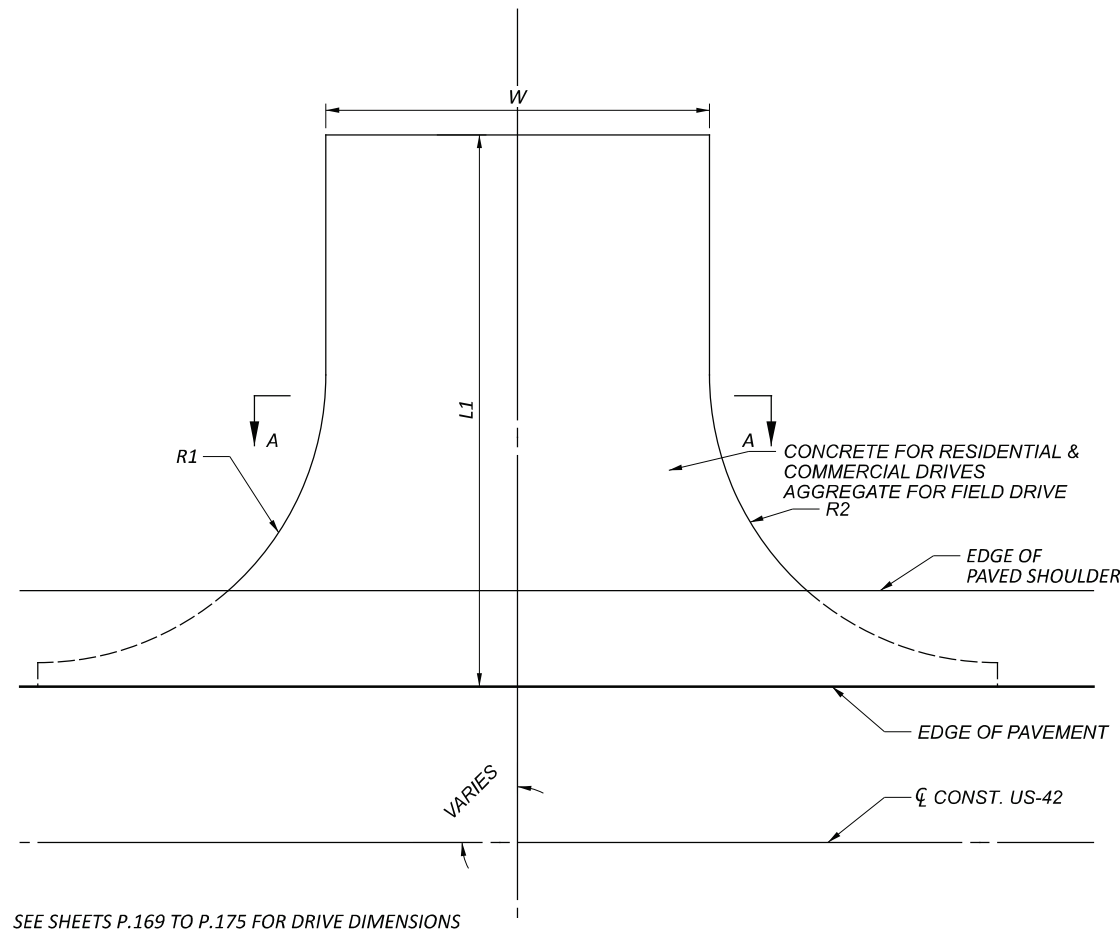
DESIGN AGENCY
TRC
 DESIGNER
 DSS
 REVIEWER
 JEL 08/26/24
 PROJECT ID
 109072
 SHEET TOTAL
 P.081 208

* - TAPER CURB HEIGHT FROM 4" TO 0" IN 10'
 FOR LEGEND SEE SHEET P.078

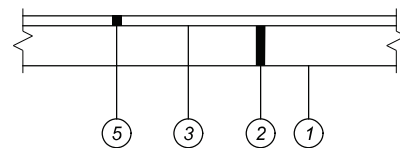


PLAN AND PROFILE - U.S. 42
 STA. 70+60 TO STA. 75+60

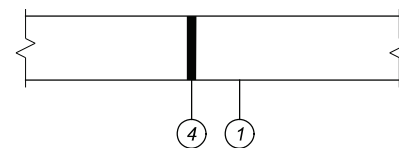
DESIGN AGENCY	
TRC	
DESIGNER	DSS
REVIEWER	JEL 08/26/24
PROJECT ID	109072
SHEET	P.083
TOTAL	208



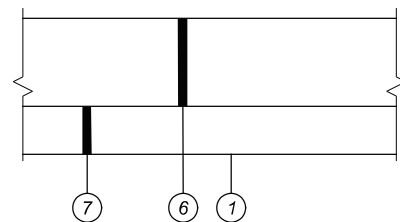
SEE SHEETS P.169 TO P.175 FOR DRIVE DIMENSIONS



COMMERCIAL ASPHALT
DRIVE APRON &
COMMERCIAL ASPHALT
DRIVEWAY



AGGREGATE FIELD DRIVEWAY



COMMERCIAL CONCRETE
DRIVE APRON &
COMMERCIAL ASPHALT
DRIVEWAY

SECTION A-A

REFERENCE NO.	STATION	SIDE	DRIVE TYPE	DRIVE MATERIAL	CADD AREA (CONCRETE)	CADD AREA (ASPHALT)	CADD AREA (AGGREGATE)	PAVEMENT REMOVED	SUBGRADE COMPACTION	AGGREGATE BASE	TACK COAT	STABILIZED CRUSHED AGGREGATE	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)	11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	CURB, TYPE 4-A	CURB, TYPE 4-C	CURB REMOVED
					SF	SF	SF	SY	SY	CY	GAL	CY	CY	CY	SY	FT	FT	FT
DR-1	54+90.44	LT	COMMERCIAL	CONCRETE	1594			264	197	30					162			
DR-2	56+37.29	LT	COMMERCIAL	CONCRETE	804			148	104	15					82	23		
DR-3	57+49.77	LT	COMMERCIAL	CONCRETE	1249			210	156	23					127	23		
DR-4	59+29.34	RT	COMMERCIAL	ASPHALT		1286		190	161		14		5	20				
DR-5	60+29.47	RT	COMMERCIAL	ASPHALT		1671		222	206		19		6	26				
DR-6	60+57.15	RT	COMMERCIAL	ASPHALT				243	169		15		5	21				
DR-7	62+91.05	LT	COMMERCIAL	CONCRETE	2158			330	263	40					73			
DR-8	64+50.70	RT	COMMERCIAL	ASPHALT		1909		244	234		21		7	29			69	40
DR-9			NOT USED															
DR-10			NOT USED															
DR-11	66+69.62	RT	COMMERCIAL	CONCRETE	2927			315	352	54					99			
DR-12	67+94.95	LT	COMMERCIAL	CONCRETE	2224			296	271	41					75	44		35
DR-13	68+05.86	RT	COMMERCIAL	CONCRETE	1399			133	174	26					47			
DR-14	68+96.14	RT	COMMERCIAL	CONCRETE	770			75	99	14					26			
DR-15	71+19.28	RT	COMMERCIAL	CONCRETE	1363			125	170	25					46	48		47
DR-16	72+13.83	LT	COMMERCIAL	CONCRETE	1861			423	228	34					63	26		33
DR-17	72+54.08	RT	COMMERCIAL	CONCRETE	1218			114	153	23					41	49		49
DR-18	72+66.83	LT	COMMERCIAL	CONCRETE	977			296	124	18					33	45		111
DR-19	100+66.46	LT	FIELD DRIVE	AGGREGATE			818	123	105			15						
DR-20	100+87.83	RT	COMMERCIAL	ASPHALT		2332		283	283		26		9	36			33	40
DR-21	101+33.01	LT	COMMERCIAL	ASPHALT		729		81	95		8		3	11			23	
DR-22	102+90.57	LT	COMMERCIAL	CONCRETE	935			112	119	17					32	20		46
DR-23	103+06.51	RT	COMMERCIAL	ASPHALT		953		157	121		11		4	15			60	100
DR-24	104+35.57	RT	COMMERCIAL	CONCRETE	3283			512	393	61					111	113		160
DR-25	106+74.10	RT	COMMERCIAL	CONCRETE	1742			291	214	32					59	82		134
DR-26	106+93.35	LT	FIELD DRIVE	AGGREGATE			367	107	50			7						
DR-27	108+76.54	RT	COMMERCIAL	CONCRETE	1901			290	233	35					64	101		152
TOTAL								5582	4074	489	114	22	39	158	1143	574	185	947

LEGEND

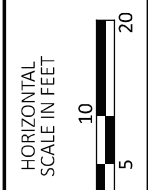
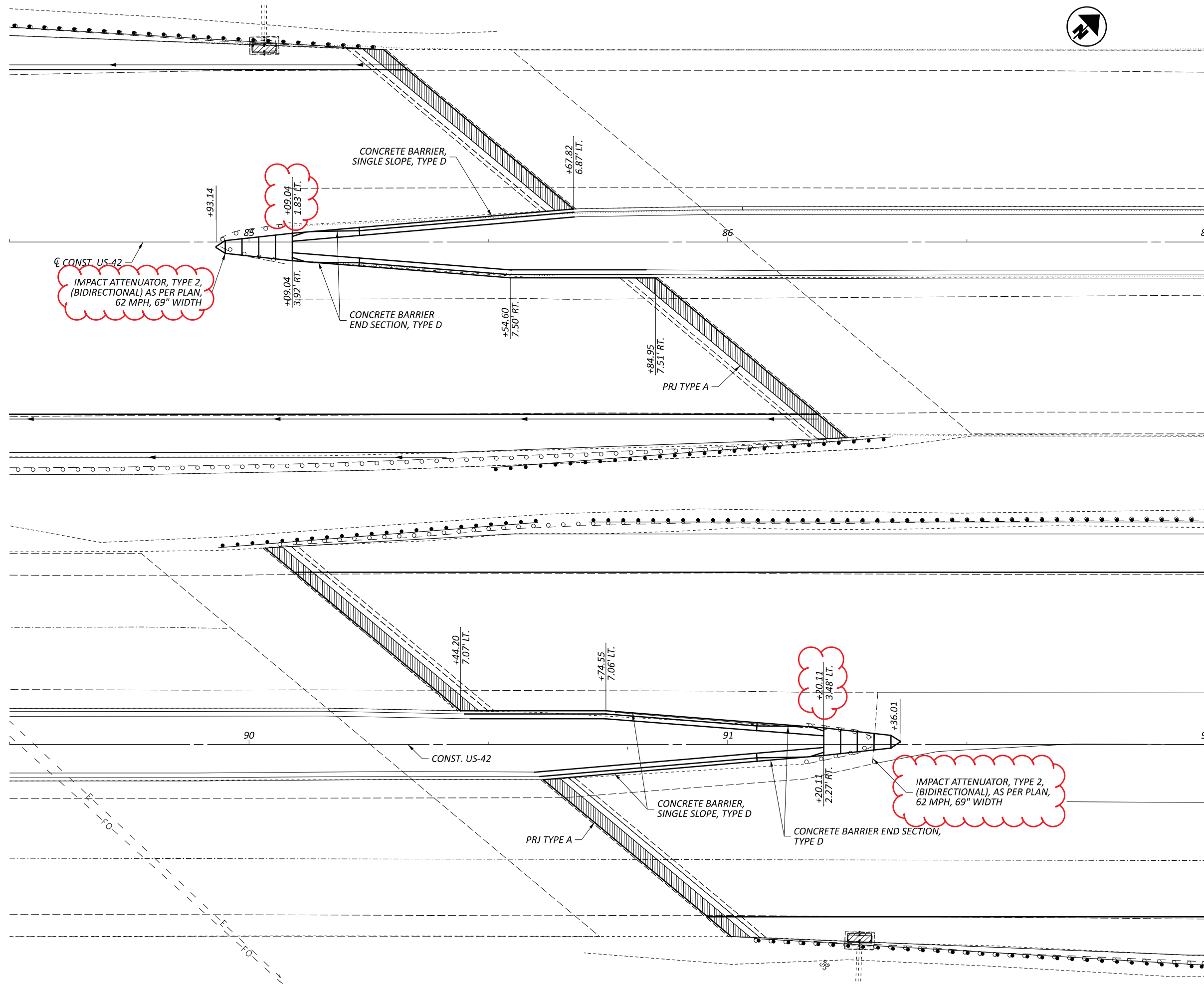
- ① ITEM 204 - SUBGRADE COMPACTION
- ② ITEM 301 - 5" ASPHALT CONCRETE BASE, PG64-22 (DRIVEWAYS)
- ③ ITEM 407 - TACK COAT
- ④ ITEM 411 - 6" STABILIZED CRUSHED AGGREGATE
- ⑤ ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449), (DRIVEWAYS)
- ⑥ ITEM 452 - 11" NON-REINFORCED CONCRETE PAVEMENT CLASS QC1 (DRIVEWAYS)
- ⑦ ITEM 304 - 6" AGGREGATE BASE

DRIVEWAY DETAILS
US 42

DESIGN AGENCY

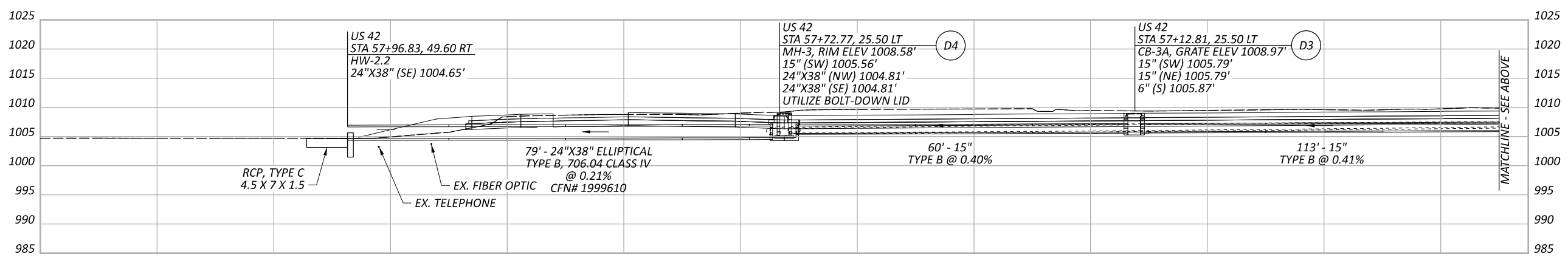
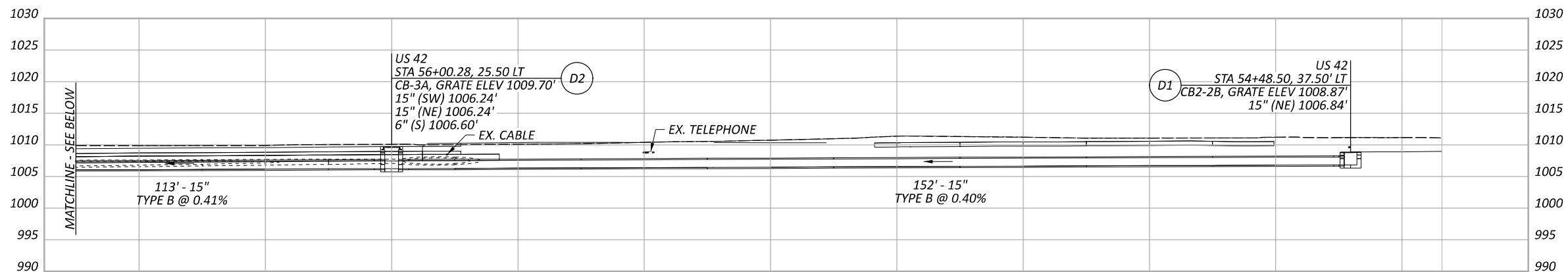
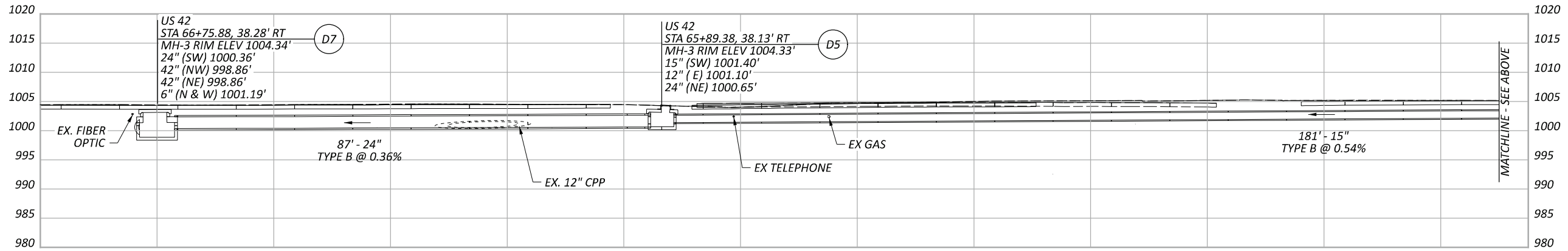
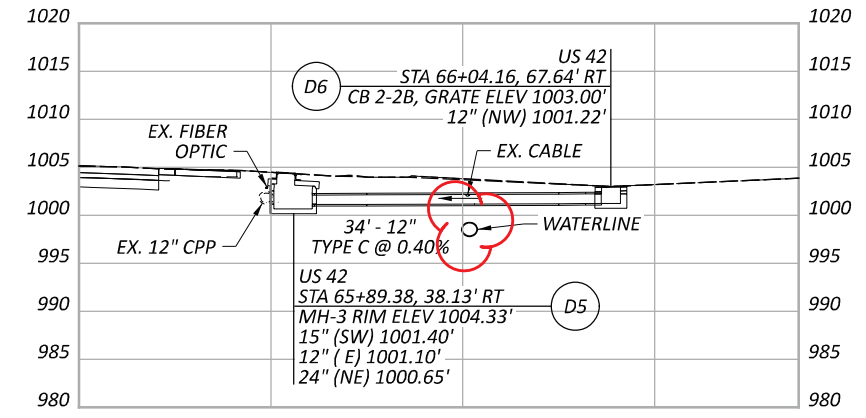
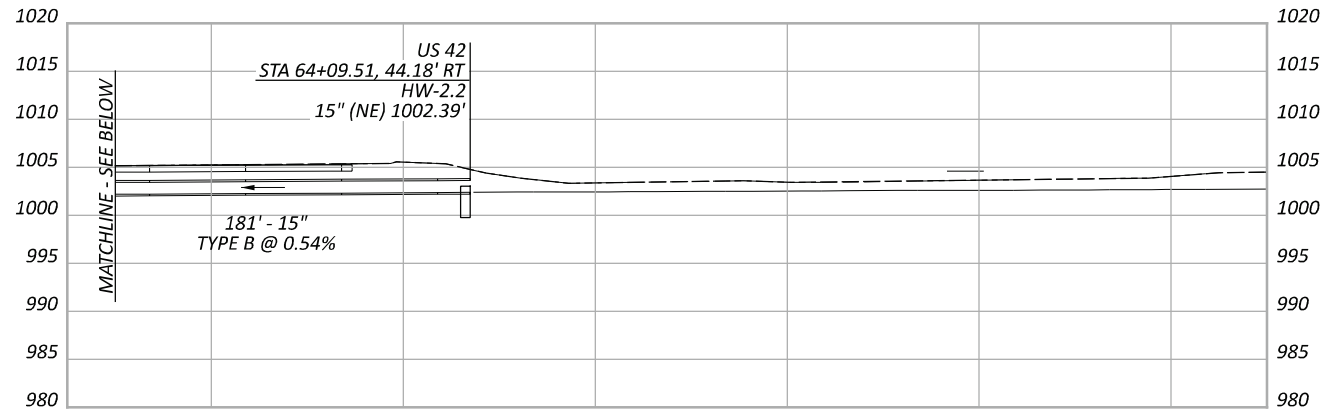


DESIGNER
DP
REVIEWER
JEL 08/26/24
PROJECT ID
109072
SHEET TOTAL
P.176 208



IMPACT ATTENUATOR
DETAIL

DESIGN AGENCY	
DESIGNER	DP
REVIEWER	JEL 08/26/24
PROJECT ID	109072
SHEET TOTAL	P.177 208



STORM SEWER PROFILES
 US 42

DESIGN AGENCY	TRC
DESIGNER	DSS
REVIEWER	JEL
DATE	08/26/24
PROJECT ID	109072
SHEET TOTAL	P.184 208