



LOCATION MAP
LATITUDE: 41°26'25"N LONGITUDE: 81°41'17"W

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

DESIGN DESIGNATION

CURRENT ADT (2023) ----- NORTH OF DENISON 89,210 SOUTH OF SPRING 93,420
DESIGN YEAR ADT (2043) ----- 94,490
DESIGN HOURLY VOLUME (2043) ----- 8,300
DIRECTIONAL DISTRIBUTION ----- 53%
TRUCKS (24 HOUR 88%) ----- 18%
DESIGN SPEED ----- 60 MPH
LEGAL SPEED ----- 50 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 50 MPH
02 URBAN FREEWAY
MHS PROJECT ----- YES

DESIGN EXCEPTIONS

DESIGN FEATURE ----- APPROVAL DATES ----- SHEET NUMBER
LANE WIDTH ----- 02/28/25 P-50 - P-69
SHOULDER WIDTH ----- 02/21/25 P-50 - P-69

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES
Contract Two Working Days Before You Dig
0110811.01g Before You Dig
OHIO 811 8-1-1 or 1-800-362-2764 (Non members must be called directly)

CVE- CHAGRIN VALLEY
ENGINEERING, LTD.
Civil Engineering, Intelligent Solutions
20799 Lakeside Road, Suite 3
Piquette, OH 44681-1899
www.cve-engineering.com

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-3.1	1/19/24	RM-4.2	7/18/25	TC-15.116	7/18/25	TC-21.10	7/18/25			800-2023	7/18/25		
BP-4.1	7/19/23	RM-4.3	7/18/25	TC-21.11	7/18/25	TC-22.20	7/18/25			814	7/15/16		
BP-5.1	7/18/25	RM-4.6	7/18/25	TC-22.10	7/18/25	TC-22.20	7/18/25			821	4/20/12		
BP-9.1	1/18/19		7/18/25	TC-41.20	7/18/25	TC-41.30	7/18/25			822	7/18/25		
DM-4.4	1/15/16	MT-98.30	7/18/25	TC-41.20	7/18/25	TC-41.30	7/18/25			902	7/19/19		
	7/19/24	MT-98.40	7/18/25	TC-41.20	7/18/25	TC-41.30	7/18/25			914	7/15/16		
I-2A	7/19/24	MT-98.50	7/18/25	TC-42.10	7/18/25	TC-42.20	7/18/25			921	7/19/24		
I-3B, 3B1	1/17/25	MT-99.20	4/19/19	TC-51.11	7/18/25	TC-51.12	7/18/25			907	1/16/09		
MM-3	7/19/24	MT-101.70	7/19/24	TC-52.10	7/18/25	TC-52.20	7/18/25						
MM-3	7/19/24	MT-101.75	7/19/24	TC-52.10	7/18/25	TC-52.20	7/18/25						
MGS-2.1	7/18/25	MT-101.90	7/17/20	TC-61.30	7/19/24	TC-61.40	7/19/24						
MGS-5.2	7/15/16	MT-102.10	10/16/15	TC-64.10	7/17/23	TC-64.20	7/17/23						
	7/15/16	MT-105.10	1/17/20	TC-65.10	1/17/14	TC-65.20	1/17/14						
			TC-65.11	1/17/25									

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CUY-176-10.65

CITY OF CLEVELAND
VILLAGE OF BROOKLYN HEIGHTS
CUYAHOGA COUNTY

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FEDERAL PROJECT NUMBER
N/A

RAILROAD INVOLVEMENT
NONE

PROJECT DESCRIPTION

RESTRICTION OF SR-176 TO CARRY THREE (3) THROUGH LANES FROM THE DENISON AVE OVERPASS TO THE I-71/I-90/I-480 INTERCHANGE IN THE NORTH AND SOUTHBOUND DIRECTIONS AND RECONFIGURATION OF SR SR-176 TO CARRY TWO LANES TO I-480 EB AND REMOVAL OF THE SR 17 ENTRANCE RAMP TO I-480 EB.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.10 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 0.10 ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

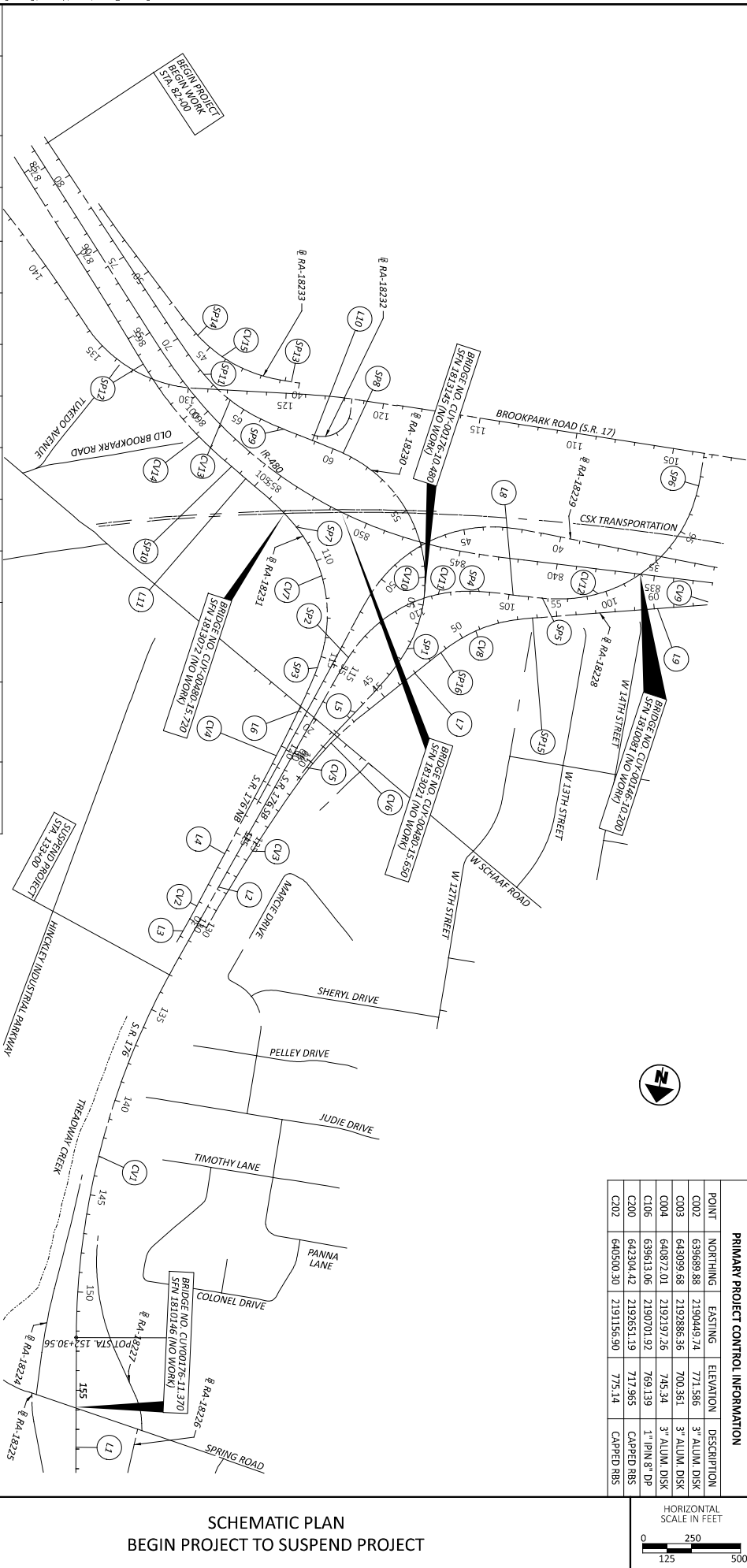
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

John Picini
John Picini, P.E., P.S.
District 12 Deputy Director
Pamela Borayn
Pamela Borayn
Director, Department of Transportation

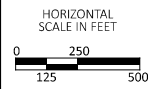
CUY-176-10.65

MODEL: Sheet 1 PAPER: 34x22 (in.) DATE: 10/7/2025 TIME: 8:27:47 AM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: thomas@cvelimited.com WORKSPACE: OHDOTCv02 WORKSET: 120469 PRODUCT: OpenRoadsDesigner 24.00.00.205
P:\24156\ODOT\12-03\GIS\FY2025-26\118184\Task 8 - CUY-176-10.65\120469\400-Engineering\Roadway\Sheets\120469_G8001.dgn

SPR	PL	LS	OS	LT	ST	X	Y	K	P	C	START	END	C.B.
SPR1	STA. 46+55.05	400.00'	16.0700"	261.78'	134.35'	396.85'	37.29'	199.47'	9.35'	398.60'	STA. 43+81.27	STA. 47+67.27	S27°07'24"W
SPR2	STA. 114+24.97	250.00'	10.0000"	166.93'	83.58'	24.97'	28.99'	124.87'	3.63'	249.66'	STA. 113+41.39	STA. 115+91.39	N01°38'03"E
SPR3	STA. 115+44.38	350.00'	14.0000"	234.07'	111.33'	344.45'	56.63'	174.87'	7.11'	349.07'	STA. 114+27.05	STA. 117+77.05	N09°42'20"E
SPR4	STA. 106+63.96	250.00'	10.0000"	166.93'	83.58'	24.97'	28.99'	124.87'	3.63'	249.66'	STA. 104+97.03	STA. 107+47.03	N08°21'05"E
SPR5	STA. 102+78.21	250.00'	9.9727"	166.93'	83.57'	24.99'	28.87'	124.87'	3.62'	249.66'	STA. 101+94.64	STA. 104+44.64	N02°31'55"E
SPR6	STA. 107+30.68	400.00'	16.0000"	267.76'	134.33'	396.89'	37.03'	199.48'	9.26'	199.83'	STA. 99+13.98	STA. 108+62.92	N00°25'41"E
SPR7	STA. 107+30.68	400.00'	16.0000"	267.76'	134.33'	396.89'	37.03'	199.48'	9.26'	199.83'	STA. 104+62.92	STA. 108+62.92	N05°25'50"E
SPR8	STA. 59+45.31	200.00'	8.0330"	133.47'	66.79'	198.85'	18.71'	99.93'	2.34'	199.82'	STA. 58+78.52	STA. 60+78.52	S76°56'01"E
SPR9	STA. 64+32.08	375.00'	3.4500"	166.70'	83.37'	249.71'	31.22'	187.11'	7.82'	249.95'	STA. 61+81.25	STA. 104+17.21	N59°30'37"W
SPR10	STA. 102+50.58	250.00'	3.4500"	166.70'	83.37'	249.71'	31.22'	187.11'	7.82'	249.95'	STA. 104+17.21	STA. 104+17.21	N59°30'37"W
SPR11	STA. 67+53.05	450.00'	17.1500"	301.44'	151.31'	449.19'	89.39'	224.32'	11.25'	448.19'	STA. 66+01.74	STA. 70+51.74	S50°15'06"E
SPR12	STA. 97+00.58	250.00'	3.4500"	166.70'	83.37'	249.69'	5.45'	125.58'	1.36'	249.95'	STA. 97+63.88	STA. 97+63.88	N43°00'37"W
SPR13	STA. 41+33.47	200.00'	8.0000"	133.47'	66.79'	198.86'	18.58'	99.94'	2.33'	199.83'	STA. 40+00.00	STA. 42+00.00	S89°34'28"E
SPR14	STA. 46+19.39	200.00'	8.0000"	133.47'	66.79'	198.86'	18.58'	99.94'	2.33'	199.83'	STA. 45+52.60	STA. 47+52.60	S50°51'57"E
SPR15	STA. 52+90.20	200.00'	8.0000"	133.47'	66.79'	198.86'	18.58'	99.94'	2.33'	199.83'	STA. 52+32.41	STA. 54+32.41	S71°59'27"W
SPR16	STA. 59+29.04	200.00'	8.0000"	133.47'	66.79'	198.86'	18.58'	99.94'	2.33'	199.83'	STA. 47+95.57	STA. 49+95.57	S43°33'57"W



PRIMARY PROJECT CONTROL INFORMATION				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
C002	639689.88	219046.74	771.566	3" ALUM. DISK
C003	643095.68	2192866.36	700.361	3" ALUM. DISK
C004	640872.01	2192197.26	745.34	3" ALUM. DISK
C106	639613.06	2190701.92	769.139	1" IPN 8" DP
C200	642304.42	2192651.19	717.965	CAPPED RBS
C202	640500.30	2191156.90	775.14	CAPPED RBS



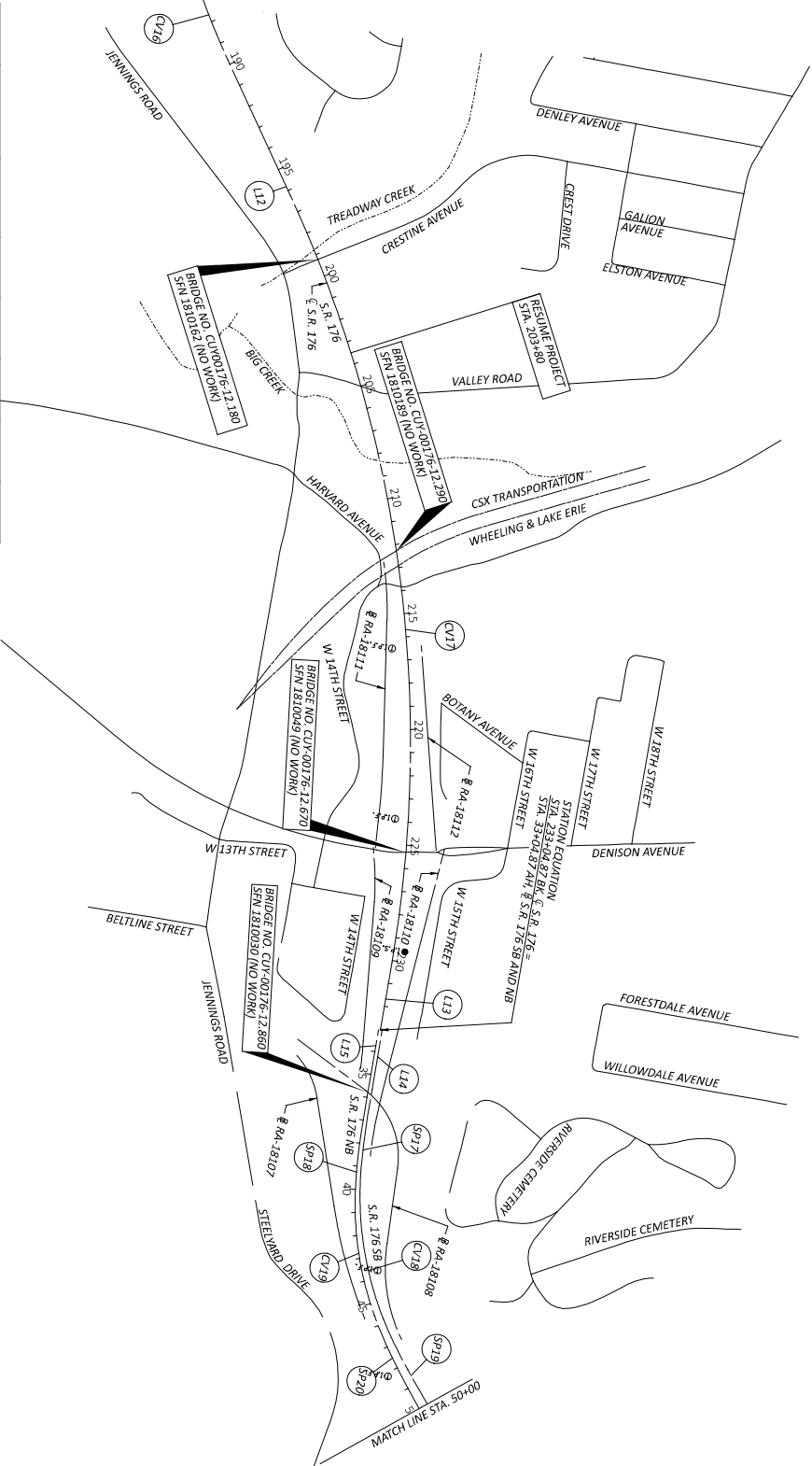
SCHEMATIC PLAN BEGIN PROJECT TO SUSPEND PROJECT

DESIGN AGENCY
eye
CHADLER WALKER
ENGINEERING, INC.
CID
REVIEWER
PROJECT NO. 120469
SHEET TOTAL 86

LINE	BEARING	DISTANCE
L12	N35°21'51"W	641.38'
L13	N00°53'21"W	293.51'
L14	N00°53'21"W	256.11'
L15	N00°53'21"W	290.18'

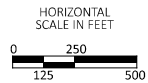
SPRALL	P.I.	U.S.	GS	LT	ST	X	Y	K	P	C	START	END	C.B.
SP17	STA. 38+61.37	450.00'	9'00'00"	300.39'	150.35'	448.89'	23.52'	224.82'	5.89'	449.51'	STA. 35+60.98	STA. 40+10.98	N03°53'19"W
SP18	STA. 38+95.43	450.00'	9'00'00"	300.39'	150.35'	448.89'	23.52'	224.82'	5.89'	449.51'	STA. 35+95.05	STA. 40+45.05	N03°53'19"W
SP19	STA. 47+18.80	450.00'	9'00'00"	300.39'	150.35'	447.04'	46.99'	224.82'	5.89'	449.51'	STA. 45+68.45	STA. 50+18.45	N38°11'19"W
SP20	STA. 47+03.37	450.00'	9'00'00"	300.39'	150.35'	447.04'	46.99'	224.82'	5.89'	449.51'	STA. 45+53.01	STA. 34+04.87	N36°12'31"W

CURVE	P.I.	A	DC	R	T	L	E
CV16	STA. 181+67.52	25'00'00"	01'28'00"	3,906.53'	866.05'	1,704.54'	94.85'
CV17	STA. 213+68.95	34°28'30" RT	01'01'00"	5,655.65'	1,748.56'	3,390.98'	265.03'
CV18	STA. 42+93.29	22°17'56" LT	04'00'00"	1,432.39'	282.31'	557.47'	27.55'
CV19	STA. 43+01.73	20°19'08" LT	04'00'00"	1,432.39'	256.68'	507.97'	22.82'



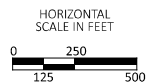
NOTE:
FOR PROJECT CONTROL SEE SHEET 4.

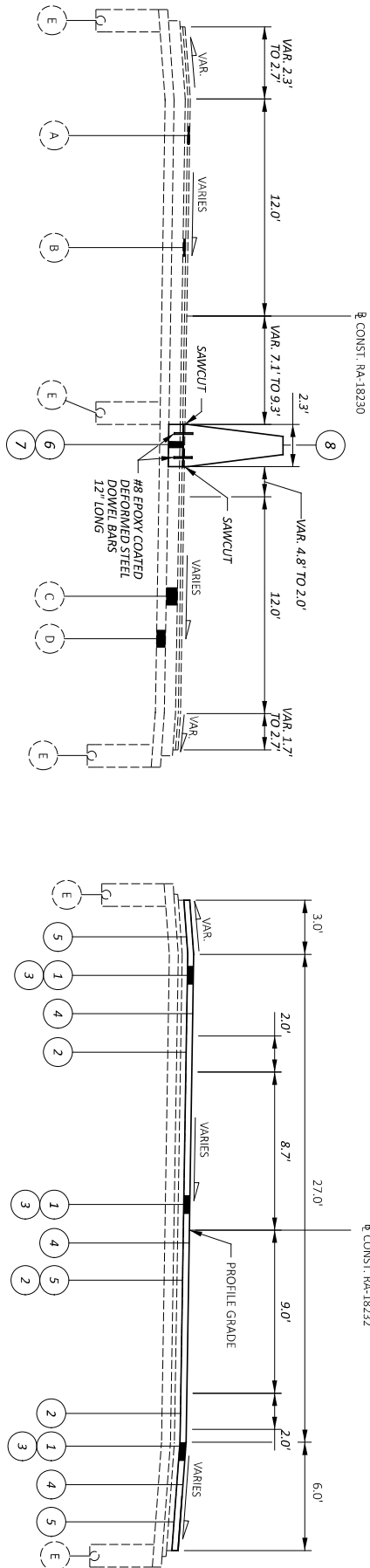
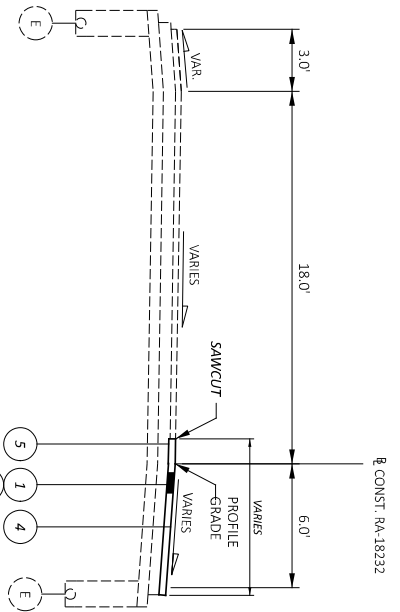
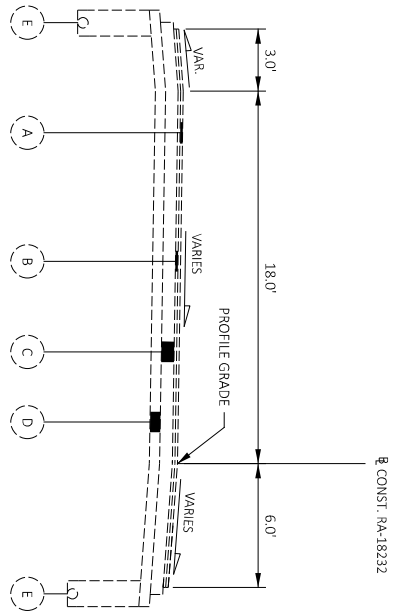
SCHEMATIC PLAN
RESUME PROJECT TO STA. 50+00





SCHEMATIC PLAN
STA. 50+00 TO END PROJECT





- EXISTING LEGEND**
- (A) 1.5" ASPHALT CONCRETE SURFACE COURSE
 - (B) 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE
 - (C) 7.5" ASPHALT CONCRETE BASE
 - (D) 6" AGGREGATE BASE
 - (E) 6" PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC

SHOULDER REPLACEMENT WITH INTEGRAL CURB DETAIL

* - STA. 226+75 TO STA. 232+21.45
** - NORTH OF STA. 232+21.45
*** - LOCATION VARIES

- PROPOSED LEGEND**
- (1) ITEM 202 - 4" PAVEMENT REMOVED
 - (2) ITEM 204 - GEODGRID
 - (3) ITEM 659 - TOPSOIL
 - (4) ITEM 659 - SEEDING AND MULCHING, CLASS 2
 - (5) ITEM 204 - GEOTEXTILE FABRIC
 - (6) ITEM 202 - 10.75" PAVEMENT REMOVED
 - (7) ITEM 305 - CONCRETE BASE, MISC., 9.75" CONCRETE BASE, CLASS OC 1 P
 - (8) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C
 - (9) ITEM 255 - 12" FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, TYPE 2, CLASS OC 1, AS PER PLAN
 - (10) ITEM 355 - 13.5" FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS OC 1, AS PER PLAN
 - (11) ITEM 609 - CURB, TYPE 2-A

GENERAL	
UTILITIES	
LISTED BELOW ARE ALL UTILITIES POTENTIALLY LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.	
AT&T	
JAMES JAMES 1366 LORAIN AVENUE CLEVELAND, OH 44111 216-534-7285 J16131@ATT.COM	ZANO FIBER SOLUTIONS DAVE GALUSKA 4199 KIROSS LAKES PARKWAY, SUITE 10 RICHFIELD, OH 44126 234-281-0025 DAVE.GALUSKA@ZANO.COM
FIRST ENERGY	
JOHN M. ZASSICK 6896 MILLER ROAD, SUITE 101 BREGSKVILLE, OH 44141 440-546-8706 JNZASSICK@FIRSTENERGYCORP.COM	CITY OF CLEVELAND DIVISION OF TRAFFIC ENGINEERING ROB MANEC 601 LAKESIDE AVENUE, RM 25 CLEVELAND, OH 44114 216-664-3193 RMANEC@CITY.CLEVELAND.OH.US
CHARTER COMMUNICATIONS	
DANIEL MCCAFFERTY 8197 DOW CIRCLE STRONGSVILLE, OH 44136 216-701-5980 DANIEL.MCCAFFERTY@CHARTER.COM	CITY OF CLEVELAND DIVISION OF WATER POLLUTION CONTROL ALAN SCHIELY 12302 KIRBY ROAD CLEVELAND, OH 44108 216-664-3638 ASCHIELY@CLEVELANDWPC.COM
COX COMMUNICATIONS	
CHANG J. SMITH 12221 PLAZA DRIVE PARMA, OH 44130 216-535-3356 CHANG.SMITH@COX.COM	GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY MARK SCHUPPER 1240 WEST 6TH STREET CLEVELAND, OH 44113 216-356-3112 MSCHUPPER@GCRTA.COM
CRONA CASTLE	
JON RANOWSKI 15565 NEO PARKWAY GARFIELD HEIGHTS, OH 44128 614-940-2462 JON.RANOWSKI@CRONACASTLE.COM	CITY OF CLEVELAND RICK SWITALSKI 601 LAKESIDE AVENUE CLEVELAND, OH 44114 216-664-2381 RSWITALSKI@CLEVELANDOHIO.GOV
ENBRIDGE (FORMERLY DOMINION ENERGY)	
RELOCATION 370 SPRINGSIDE DRIVE ARON, OH 44333 330-664-2409 RELOCATION@DOMINIONENERGY.COM	VILLAGE OF BROOKLYN HEIGHTS C/O CHAGRIN VALLEY ENGINEERING JENNY ZOLDAK 22599 FORBES ROAD, SUITE B OAKWOOD, OH 44146 440-439-1999 ZOLDAK@CVELIMITED.COM
EVERSTREAM	
GIO FELLIO 1228 EUCID AVENUE, SUITE 250 CLEVELAND, OH 44115 216-241-5981 GFEILLO@EVERSTREAM.NET	ODOT ITS LAB 1606 WEST BROAD STREET COLUMBUS, OH 43223 614-387-4113 CENJITS.LAB@DOT.OHIO.GOV
LUMEN	
DOUG HOLLOMAN 4000 CHESTER AVENUE CLEVELAND, OH 44103 216-906-6284 DOUG.HOLLOMAN@CENTURYLINK.COM	TRAFFIC MONITORING SECTION, ODOT 1980 WEST BROAD STREET COLUMBUS, OH 43223 ED NEUMEYER (FIELD MANAGER) 614-204-0914 DARREN GENSTENSLAGER 614-273-4783 SANDRA MAPEL (FIELD OPERATIONS) 614-644-0291
VERIZON (MCI)	
AL GUEST 120 RAVINE STREET ARON, OH 44303 330-329-5695 ALAN.GUEST@VERIZON.COM	COBRK (CLEVELAND THERMAL) JOE HIRZEL 1921 HAMILTON AVENUE CLEVELAND, OH 44114 216-241-5981 JOSEPH.HIRZEL@COBRK.COM
WINDSTREAM (CAVALIER)	
GEORFREY HAMM 560 TENNES AVENUE ELYRIA, OH 44035 440-329-4245 GEORFREY.P.HAMM@WINDSTREAM.COM	UNITI FIBER RICHARD JENNINGS 107 ST. FRANCIS STREET, SUITE 1800 MOBILE, AL 36602 251-525-6776 RICHARD.JENNINGS@UNITI.COM
UNITI FIBER	
NORTHEAST OHIO REGIONAL SEWER DISTRICT	
ROBERT STORCKEL 3900 EUCID AVENUE CLEVELAND, OH 44116 216-881-6600 EXT. 6802 STORCKELR@NEOSD.ORG	
CITY OF CLEVELAND DIVISION OF CLEVELAND PUBLIC POWER	
CHRISTOPHER M. HIRZEL 1300 LAKESIDE AVENUE, ROOM 152 CLEVELAND, OH 44114-1135 216-664-3922 EX 76115 CHIRZEL@CP.ORG	
CITY OF CLEVELAND DIVISION OF WATER	
FRED ROBERTS 1201 LAKESIDE AVENUE CLEVELAND, OH 44114 216-664-2444 EX 75590 PLANREVIEW@CLEVELANDWATER.COM	
ODOT DISTRICT 12 LIGHTING	
DAVE NIMRICHTER 5500 TRANSPORTATION BLVD GARFIELD HEIGHTS, OH 44125 216-584-2296 DAVID.NIMRICHTER@DOT.OHIO.GOV	
SURVEYING PARAMETERS	
PRIMARY PROJECT CONTROL, MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS 2 AND 4 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.	
USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:	
PROJECT CONTROL	
POSITIONING METHOD: ODOT REAL TIME NETWORK (2011)	
MONUMENT TYPE: MAGNETIC NAILS SET	
VERTICAL POSITIONING	
ORTHOMETRIC HEIGHT DATUM: NAD 88	
GEOID: 18	
HORIZONTAL POSITIONING	
REFERENCE FRAME: NAD83 (2011 AD, 2010.0)	
ELLIPSOID: GRS 80	
MAP COORDINATE SYSTEM: CUYAHOGA COUNTY	
CUYAHOGA LDP PROJECTION PARAMETERS:	
PROJECTION: TRANSVERSE MERCATOR	
CENTRAL LATITUDE: N 40°09'00"	
CENTRAL LONGITUDE: E 278° 15' 00"	
FALSE NORTHING: 0 METERS	
FALSE EASTING: 50,000 METERS	
PROJECTION SCALE FACTOR: 1.00029	
SURVEYING PARAMETERS (CONT.)	
USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO THE PRIMARY PROJECT CONTROL. THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CRS 623.	
UNITS ARE IN U.S. SURVEY FEET.	
CLEARING AND GRUBBING	
ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.	
WORK LIMITS	
THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.	
PROTECTION OF RIGHT-OF-WAY LANDSCAPING	
PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.	
CONSTRUCT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT.	
SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.	
ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS, AS DEFINED ABOVE, WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.	
COOPERATION BETWEEN CONTRACTORS	
THE CONTRACTOR SHALL COOPERATE AND COORDINATE OPERATIONS WITH THE CONTRACTORS ON OTHER PROJECTS THAT MAY BE IN FORCE, WITHIN THE PROJECT AREA DURING THE LIFE OF THE CONTRACT.	

GENERAL (CONT.)	EQUIPMENT AND MATERIAL STORAGE IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTOR'S ATTENTION IS DIRECTED TO 614.03. IN ADDITION THE FOLLOWING PROVISIONS SHALL APPLY: 1. ANY REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT OF WAY FOR MORE THAN THIRTY (30) DAYS. 2. THE STORAGE OF EQUIPMENT, MATERIALS AND VEHICLES WITHIN THE HIGHWAY RIGHT OF WAY WILL BE PERMITTED. THE NUMBER OF AREAS AND EXACT LOCATIONS SHALL BE APPROVED BY THE ENGINEER. 3. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE STATE.	ROADWAY (CONT.)
	ITEM 623. CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN IN ADDITION TO THE REQUIREMENTS OF THE C&MS, THIS ITEM OF WORK WILL INCLUDE THE FOLLOWING ADDITIONAL REQUIREMENTS: THE CONTRACTOR SHALL USE COMPETENT PERSONNEL AND SUITABLE EQUIPMENT FOR THE LAYOUT WORK REQUIRED AND SHALL PROVIDE THAT IT BE DONE UNDER THE SUPERVISION OF A REGISTERED SURVEYOR, LICENSED TO PRACTICE IN THE STATE OF OHIO. THE CONTRACTOR SHALL USE A GPS UNIT CAPABLE OF LOCATING THE PROPOSED SIGN LOCATIONS WITHIN +/- ONE FOOT. AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO PROFESSIONAL SURVEYOR SHALL DETERMINE THE MINIMUM VERTICAL CLEARANCES OF ALL EXISTING AND NEW BRIDGES WITHIN THE PROJECT LIMITS. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH FASCIA BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANES LINES, AND CROWN OF THE ROADWAY BELOW. THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM SHALL BE USED WHERE APPLICABLE. TO DOCUMENT THE MEASUREMENTS WHERE THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND THE LANE AND SHOULDER CONFIGURATION OF THE ROADWAY THAT PASSES BELOW THE BRIDGE. THE COMPLETED FORM SHALL BEAR THE STAMP OR SEAL OF THE OHIO PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT. THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING FTP SITE: FTP://FTP.DOT.STATE.OH.US/PUB/CONTRACTS/ATTACH/CIUY-120469	ITEM 606 - ANCHOR ASSEMBLY, TYPE E THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE E MANAGERIAL 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 LANE 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. 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.
	CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL WHEN IT IS NECESSARY TO SPlice PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.	ITEM 606 - IMPACT ATTENUATOR, TYPE 3 (UNIDIRECTIONAL) THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE 3 IMPACT ATTENUATORS AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW, PERMANENT INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 3 (60 MPH, 28 INCHES), (UNIDIRECTIONAL), 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.
PAVEMENT	ITEM 253 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT PER ITEM 253 AND THE NOTES BELOW. EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS TWO INCHES OR MINUS ONE INCH. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE PROVIDING THAT THE AVERAGE PAVEMENT THICKNESS IS WITHIN ONE INCH OF THE THICKNESS SHOWN ON THE TYPICAL SECTIONS. ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE ONE INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ADDITIONAL ABOVE THE ONE INCH TOLERANCE LIMIT. THE CONTRACTOR SHALL REMOVE THE EXISTING RIGID PAVEMENT WITH CARE SO AS TO NOT DISTURB THE ADJACENT REMAINING CONCRETE PAVEMENT, ADJACENT BARRIER, AND EXISTING UNDERDRAIN. IF, AFTER REMOVAL OF THE RIGID PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, THE ENGINEER WILL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 30A AGGREGATE. QUANTITIES OF ITEM 203 - EXCAVATION AND ITEM 304 - AGGREGATE BASE HAVE BEEN PROVIDED TO REPAIR SAID FAILED SUBBASE OR SUBGRADE AREAS, ASSUMING HALF OF THE REPAIR AREAS WILL NEED SUBBASE OR SUBGRADE REPAIR. FOR ESTIMATED QUANTITIES, SEE SHEET P.11.	ITEM 253 - 13.5" FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC 1, AS PER PLAN ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC 1, AS PER PLAN THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT PER ITEM 255 AND THE NOTES BELOW AND DETAIL ON P.05. EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS TWO INCHES OR MINUS ONE INCH. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE PROVIDING THAT THE AVERAGE PAVEMENT THICKNESS IS WITHIN ONE INCH OF THE THICKNESS SHOWN ON THE TYPICAL SECTIONS. ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE ONE INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ADDITIONAL ABOVE THE ONE INCH TOLERANCE LIMIT. THE CONTRACTOR SHALL REMOVE THE EXISTING RIGID PAVEMENT WITH CARE SO AS TO NOT DISTURB THE ADJACENT REMAINING CONCRETE PAVEMENT, ADJACENT BARRIER, AND EXISTING UNDERDRAIN. IF, AFTER REMOVAL OF THE RIGID PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, THE ENGINEER WILL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 30A AGGREGATE. QUANTITIES OF ITEM 203 - EXCAVATION AND ITEM 304 - AGGREGATE BASE HAVE BEEN PROVIDED TO REPAIR SAID FAILED SUBBASE OR SUBGRADE AREAS.
	ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (149), AS PER PLAN, PG64-22 THE COARSE VIRGIN AGGREGATE AND AT LEAST 50% OF FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO AIR COOLED BLAST FURNACE SLAG (ACBS) OR TRAP ROCK FROM ONTARIO. TABLE 402.2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE DO NOT EXCEED 63 IN PRODUCTION. IN ADDITION TO THE JOINT SEALING REQUIREMENTS SPECIFIED IN 401.12, THE CONTRACTOR SHALL SEAL THE PERIMETER OF ALL RUMBLE STRIP PAVEMENT REPLACEMENT AREAS. THE MATERIAL USED SHALL BE A CERTIFIED 70/201 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES. PAYMENT FOR ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (149), AS PER PLAN, PG64-22.	ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (149), AS PER PLAN, PG64-22 THE COARSE VIRGIN AGGREGATE AND AT LEAST 50% OF FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO AIR COOLED BLAST FURNACE SLAG (ACBS) OR TRAP ROCK FROM ONTARIO. TABLE 402.2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE DO NOT EXCEED 63 IN PRODUCTION. IN ADDITION TO THE JOINT SEALING REQUIREMENTS SPECIFIED IN 401.12, THE CONTRACTOR SHALL SEAL THE PERIMETER OF ALL RUMBLE STRIP PAVEMENT REPLACEMENT AREAS. THE MATERIAL USED SHALL BE A CERTIFIED 70/201 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES. PAYMENT FOR ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (149), AS PER PLAN, PG64-22.
PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS	ITEM 255, 13.5" FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC 1, AS PER PLAN 474 SY ITEM 255, FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC 1, AS PER PLAN 269 SY THE ABOVE ITEM 255 QUANTITIES ARE BASED ON MATCHING THE EXISTING CONCRETE THICKNESS OF 12 INCHES (STA. 226+75 TO STA. 223+21.45) AND 3.5 INCHES OF ASPHALT AND 10 INCHES OF CONCRETE (NORTH OF STA. 223+21.45) AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH. PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST. PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION THE FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES. ITEM 255, 13.5" FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC 1, AS PER PLAN 20 SY ITEM 255, FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC 1, AS PER PLAN 36 SY THE ABOVE ITEM 255 QUANTITIES ARE BASED ON MATCHING THE EXISTING CONCRETE THICKNESS OF 12 INCHES (STA. 226+75 TO STA. 223+21.45) AND 3.5 INCHES OF ASPHALT AND 10 INCHES OF CONCRETE (NORTH OF STA. 223+21.45) AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE. PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.	ITEM 305 - CONCRETE BASE, MISC., 9.75" CONCRETE BASE, CLASS QC 1P THE THICKNESS OF THIS ITEM IS 9.75". ALL REQUIREMENTS OF ITEM 305 APPLY.

OUTLET STRUCTURE REFERENCE NUMBER	PROP. CONDUIT FILE NUMBER (FNO)	WORK	LOCATION	SHEET NO.
D-1	1999371	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 28+75.00, LT.	P.62
D-2	1999369	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 28+75.00, RT.	P.62
D-3	1999370	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 28+50.00, LT.	P.62
D-4	1999372	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 229+00.00, RT.	P.63
D-5	1999372	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 229+50.00, RT.	P.63
D-6	P-5	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 229+50.00, RT.	P.63
D-8	P-5A	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 229+50.00, RT.	P.63
D-10	P-6	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 75+45.25, RT.	P.67
D-11	P-6A	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 76+50.00, RT.	P.67
D-13	P-10	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 76+50.00, LT.	P.67
D-14	P-7A	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 3+68.25, RT.	P.67
D-14A	P-7	CONDUIT SEGMENT WITH MANHOLE	STA. 3+49.29, RT.	P.67
D-15	P-7B	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 5+80.00, RT.	P.68
D-21	P-8	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 13+46.83, LT.	P.68
D-22	P-9	CONDUIT SEGMENT WITH OUTLET STRUCTURE	STA. 15+00.00, LT.	P.69

DRAINAGE

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.

NEW C/N

THE FOLLOWING DRAINAGE ITEMS ARE TO BE ADDED OR REPLACED AS FOLLOWS:

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.

ITEM 611 - CONDUITS, AS PER PLAN

ITEM 611 - INLETS, AS PER PLAN

ITEM 611 - MANHOLE, AS PER PLAN

PROPOSED DRAINAGE STRUCTURE ELEVATIONS HAVE BEEN INTERPOLATED FROM RECORD PLANS AND ARE NOT GUARANTEED.

CONTRACTOR SHALL FIELD VERIFY ALL ELEVATIONS PRIOR TO ORDERING ANY DRAINAGE STRUCTURES. ALL LABOR, EQUIPMENT AND MATERIAL COSTS ASSOCIATED WITH THE MODIFICATION OF STRUCTURES IN THE FIELD SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 611, AS PER PLAN. ANY MODIFICATIONS NECESSARY TO THE PLAN INVERTS, PIPE SIZES AND SLOPES SHALL BE AT THE APPROVAL OF THE ENGINEER.

EROSION CONTROL

SEEDING AND MULCHING

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

ITEM 659, SOIL ANALYSIS TEST 2 EACH
ITEM 659, JETSOIL 129 CU. YD.
ITEM 659, SEEDING AND MULCHING, CLASS 2 1157 SQ. YD.
ITEM 659, REPAIR SEEDING AND MULCHING 58 SQ. YD.
ITEM 659, INTER-SEEDING 0.19 TONS
ITEM 659, LINE 0.24 ACRES
ITEM 659, FERTILIZER 7 M. GAL.
ITEM 659, WATER

APPLY SEEDING AND MULCHING S 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 ON SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

TRAFFIC CONTROL

SIGNS

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THE FOLLOWING CONDITIONS SHALL APPLY:

WHERE PHYSICAL CONDITIONS PERMIT, SIGNS SHALL HAVE THE CORRECT LATERAL AND VERTICAL CLEARANCE WITH RESPECT TO THE EDGE OF PAVEMENT IN ACCORDANCE WITH THE MINIMUM DISTANCE SHOWN ON THE STANDARD DRAWING. WHERE PHYSICAL CONDITIONS PERMIT, SIGNS ERECTED OR RE-ERECTED ON NEW POST SUPPORTS SHALL BE LOCATED LONGITUDINALLY TO THE ROADWAY IN THE SAME POSITION AS THE EXISTING SIGNS. THE PLANS ARE APPROXIMATE TO SHOW THE ORDER OF SIGNS IN RELATIONSHIP TO EACH OTHER AND ARE NOT TO BE CONSIDERED EXACT LOCATIONS.

SIGNS (CONT.)

EXISTING SIGNS NOT SHOWN ON THE SUMMARY AS WORK LOCATIONS SHALL NOT BE DISTURBED.

IF A SIGN IS ENCOUNTERED IN THE FIELD WHICH IS NOT LISTED, DOUBLE CHECK WITH ODOT ENGINEER BEFORE PROCEEDING WITH ACTION ON THAT SIGN.

SIGN DESIGN FILES (SIGNCAD)

SIGN DESIGN FILES (SIGNCAD FILES) FOR NON-STANDARD GUIDE SIGN SIZES WILL BE PROVIDED AT THE PROJECT PRE-CONSTRUCTION MEETING. THE SIGN DESIGN FILES SUPPLEMENT THE SIGN INFORMATION IN THE PLAN SET. REFER TO THE ESTIMATED QUANTITY SHEETS AND PLAN DETAILS FOR SIZE AND TYPE OF ALL SIGN PANELS. DIRECT ALL QUESTIONS OR COMMENTS TO THE PROJECT ENGINEER.

SIGN SHOP DRAWINGS

THE CONTRACTOR SHALL SUBMIT A COMPLETE SET OF SIGN SHOP DRAWINGS TO THE PROJECT ENGINEER FOR APPROVAL. A MINIMUM OF FOUR (4) WEEKS PRIOR TO THE BEGINNING OF FABRICATION, THE PROJECT ENGINEER SHOULD FORWARD THE SIGN SHOP DRAWINGS TO THE DISTRICT PRODUCTION DEPARTMENT FOR APPROVAL.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED

EXISTING RAISED PAVEMENT MARKERS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS WILL BE REMOVED. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED 498 EACH

LIGHTING

ITEM 625 - DISTRIBUTION CABLE, MISC., NO. 2 AWG 5000 VOLT DISTRIBUTION CABLE

THIS PAY ITEM IS INTENDED TO MATCH THE EXISTING CABLE TYPE IN THE MEDIAN BARRIER THAT WILL BE REPLACED. ALL REQUIREMENTS OF ITEM 625 APPLY. PAYMENT FOR THIS ITEM SHALL BE PAID AT THE UNIT PRICE BID FOR ITEM 625 - DISTRIBUTION CABLE, MISC., NO. 2 AWG 5000 VOLT DISTRIBUTION CABLE.

HIGH VOLTAGE TEST WAIVED

THE HIGH VOLTAGE TEST SHALL NOT BE PERFORMED ON THE CIRCUITS CONSTRUCTED BY THIS PROJECT, SINCE THE TEST COULD DAMAGE THE PORTION OF THE COMPLETED CIRCUIT WHICH HAS BEEN IN SERVICE PRIOR TO THIS PROJECT.

SPECIAL, MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND AS DESCRIBED HEREIN. HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETE REPORT SHALL BE SIGNED BY THE REPRESENTATIVE OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

SPECIAL, MAINTAIN EXISTING LIGHTING (CONT.)

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC CRASHES. REPLACEMENT OF KNOCKED DOWNED UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS. BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOT-CANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONSTRUCTION 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. ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

WHEN THE PROJECT BEGINS AND THE CONTRACTOR HAS TAKEN OVER MAINTENANCE OF THE EXISTING FACILITIES, THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED LANOUTS AND LOCATIONS OF THE EXISTING AND PROPOSED ELECTRICAL CIRCUITS AND RELATED ITEMS WITHIN THE PROJECTS LIMITS. THE CONTRACTOR SHALL LOCATE AND MARK ALL UNDERGROUND ELECTRICAL CIRCUITS (INCLUDING TRAFFIC LOOPS AND LOOP LEAD-INS) FOR THE DURATION OF THE PROJECT.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL, "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENTS FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN

A MINIMUM OF TWO (LANES) OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT.

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) GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED) (OTHER HOLIDAY OR SPECIAL EVENT)
LABOR DAY

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS 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	TIME ALL LANES MUST BE OPEN FOR TRAFFIC
SUNDAY	12:00M FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00M FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00M MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00M TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00M WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00M THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00M FRIDAY THROUGH 6:00 AM MONDAY

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/ RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
SR 126 SB FROM HARWARD/DENISON TO I-480	AS PER THE D12 PERMITTED LANE CLOSURE SCHEDULE	EACH MINUTE	\$130
SR 176 NB & SB FROM HARWARD TO JENNINGS RAMPS	AS PER THE D12 PERMITTED LANE CLOSURE SCHEDULE	EACH MINUTE	\$185
SR 126 NB FROM JENNINGS RAMP TO W. 14TH	AS PER THE D12 PERMITTED LANE CLOSURE SCHEDULE	EACH MINUTE	\$145
SR 176 SB FROM W. 14TH/VALENTINE ON RAMP TO JENNINGS EXIT RAMP	AS PER THE D12 PERMITTED LANE CLOSURE SCHEDULE	EACH MINUTE	\$155

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN (CONT.)

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIC STRIPING AND SAFETY FEATURES IN PLACE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PW 127).

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&M 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, MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURES SHALL CONFORM TO THE PCS, PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE DOT WEBSITE AT: <https://www.transportation.ohio.gov/nps/portal/gov/odot/working/data-tools/resources/permittted-lane-closure>

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF THE SALE AND ENDING 14 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURES) SHALL MATCH MONTH OF PCS USED. LANE CLOSURES IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT OF WORK ZONES POLICY (21-008(b)) AND STANDARD PROCEDURE (123-001(spr)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONE POLICY (21-008(b)) AND STANDARD PROCEDURE (123-001(spr)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PCS CAN BE FOUND IN THE SCHEDULE OF THROUGH LANES TO BE MAINTAINED. CONTRACT RTOY ONEST, DISTRICT 12 WORK ZONE TRAFFIC MANAGER, AT (216) 379-5337 IF THERE ARE ANY QUESTIONS.

GENERAL MAINTENANCE OF TRAFFIC OPERATIONS

ALL LANE CLOSURES SHALL FOLLOW THE ODOT PERMITTED LANE CLOSURE SCHEDULES. CONTRACTOR SHALL ONLY USE DRUMS TO PROTECT WORK ZONES. THE CONTRACTOR SHALL ENSURE THERE IS ADEQUATE GUIDE SIGNS AND LINEAR DELINEATORS TO PROPERLY DIRECT THE TRAVELING PUBLIC. ALL LANE CLOSURES SHALL FOLLOW ODOT SCD MT-95.50 FOR ADVANCED SIGNS USED IN LANE CLOSURES. THE CONTRACTOR CAN SUBMIT ALTERNATE MAINTENANCE OF TRAFFIC SCHEMES TO ODOT DISTRICT 12 FOR APPROVAL. THE USE OF TEMPORARY PAVEMENT MARKINGS SHALL BE APPROVED PER THE ENGINEER.

ALL CANTILEVER AND TRUSS EXTRUSION SIGNS TO BE REPLACED ON THE EXISTING STRUCTURE SHALL FOLLOW ODOT SCD MT-95.45 FOR CLOSING SHOULDERS USING DRUMS ONLY. THE CONTRACTOR SHALL FOLLOW ODOT SCD MT-95.30 FOR CLOSING ANY LANES ONLY IF ADDITIONAL LATERAL BUFFER SPACE IS NECESSARY FOR CONSTRUCTION. THE CONTRACTOR SHALL FOLLOW ODOT SCD MT-99.60 FOR ANY SIGN INSTALLATIONS OVER THE MIDDLE LANES OF TRAFFIC.

ALL POST MOUNTED SIGNS SHALL BE CONSTRUCTED WITH A SHOULDER CLOSING ONLY WITH DRUMS AS PER ODOT SCD MT-95.45. WHEN A LANE CLOSURE IS REQUIRED FOR THE NECESSARY LATERAL BUFFER SPACE FOR CONSTRUCTION, THE CONTRACTOR SHALL FOLLOW ODOT SCD MT-95.30 FOR LANE CLOSURES.

ALL QUANTITIES FOR MAINTENANCE OF TRAFFIC OPERATIONS DETAILED HERE ARE INCLUDED IN THE LUMP SUM ITEM 614- MAINTAINING TRAFFIC, AS PER PLAN OR HAVE BEEN QUANTIFIED SEPARATELY IN THE PLANS TO BE USED AT THE DIRECTION OF THE ENGINEER.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL BRAKING 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&M 614.03.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT.)

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

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

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

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

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL IN ACTIVE CELLULAR PHONE AREA(S) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT)

SHALL BE FURNISHED FOR THE USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT. THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&M 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFETY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACQUIRED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S WORK/COMP/INACC, WILL BE DEDUCTED FROM MONIES DUE, OR TO BECOME DUE, TO THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 8 SIGN MONTH ASSUMING 2 PCMS SIGNS) FOR 4 MONTH(S)

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL, AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB OR PERMANENT BARRIER (INCLUDING BRIDGE PARAPETS) CONFORMS GLADE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS, OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL,	176 EACH
ITEM 614, OBJECT MARKER, ONE-WAY	176 EACH
ITEM 614, INCREASED BARRIER DELINEATION (PERMANENT BARRIER)	2,010 FEET
ITEM 614, INCREASED BARRIER DELINEATION (TEMPORARY BARRIER)	6,748 FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USFS SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTD INTENDS THAT FLAGGERS BE USED.

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

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

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

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN (E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC.), SIGNAL, OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC), TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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

FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OR MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

CRITERIA:
ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
A AADT OF 50,000 (OR 30,000 WITH 25% HIGHER PERCENT TRUCKS).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT.)

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT. IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT, THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEOS MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, 240 HOURS.

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

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

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC., REMOVABLE, NON-REFLECTIVE PREFORMED BLACKOUT TAPE

THIS ITEM SHALL CONFORM TO C&MS 614.11 WORK ZONE PAVEMENT MARKING REQUIREMENTS WITH THE EXCEPTION THAT THE MARKING MATERIAL SHALL BE BLACKOUT TAPE CONFORMING TO SUPPLEMENTAL SPECIFICATION 987. THE BLACKOUT TAPE SHALL BE MANUFACTURED BY A SUPPLIER ON ODOT'S QUALIFIED PRODUCTS LIST FOR THIS ITEM. PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM 614 WORK ZONE PAVEMENT MARKING, MISC.: REMOVABLE, NON-REFLECTIVE PREFORMED BLACKOUT TAPE AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO FURNISH, INSTALL, MAINTAIN AND REMOVE THIS ITEM.

THE CONTRACTOR SHALL INSTALL A SINGLE CONTINUOUS PIECE OF BLACKOUT TAPE TO COVER THE EXISTING EDGE LINES AND LANE LINES AS INDICATED IN THE PLANS.

COORDINATION WITH OTHER PROJECTS

THE CONTRACTOR SHALL BE ADVISED THAT PROJECTS 122409, 122328, AND 122200 MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS. IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS APPROVAL OF THE INSPECTOR PRIOR TO COMMENCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULE, WORKING AREA, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPDOWING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
HAWP & ROAD CLOSURES	≥ 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
≥ 12 HOURS & < 2 WEEKS	5-12 HOURS	14 CALENDAR DAYS PRIOR TO CLOSURE
≥ 2 WEEKS	≥ 2 WEEKS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	≥ 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC CHANGES	N/A	5 BUSINESS DAYS PRIOR TO CLOSURE
		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL, LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 3, ONE-WAY	22 EACH
ITEM 614, OBJECT MARKER, ONE-WAY	22 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEMS.

MAINTENANCE OF TRAFFIC GENERAL NOTES



DESIGN AGENCY

PROJECT B:

120469

PROJECT TOTAL:

86

DESIGNER:

RHB

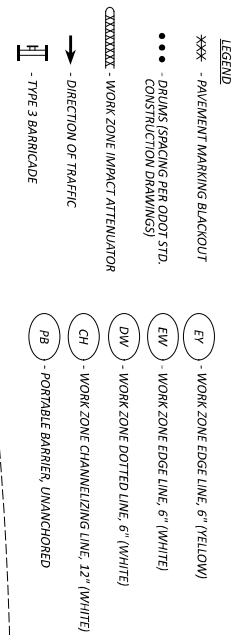
REVIEWER:

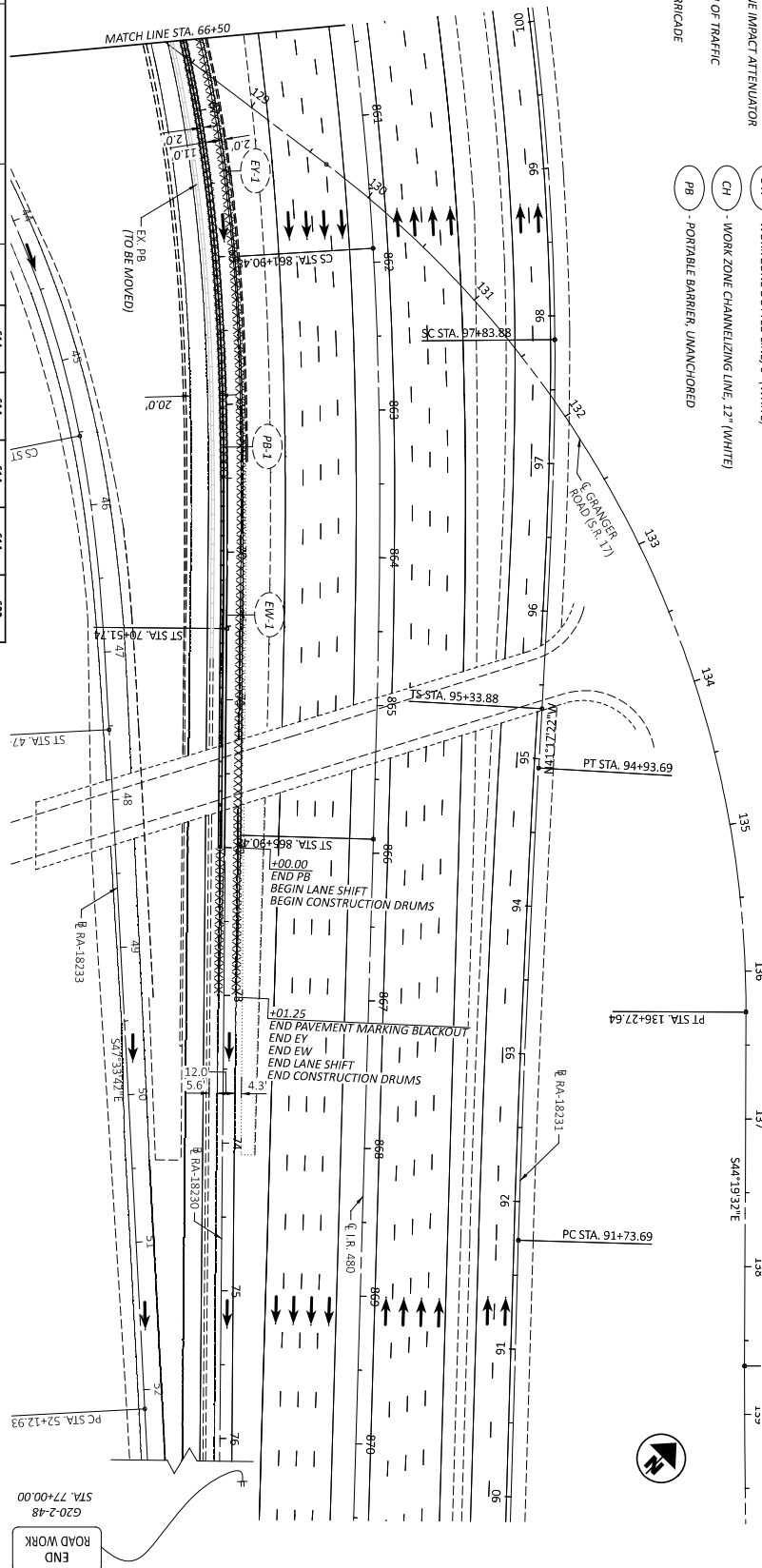
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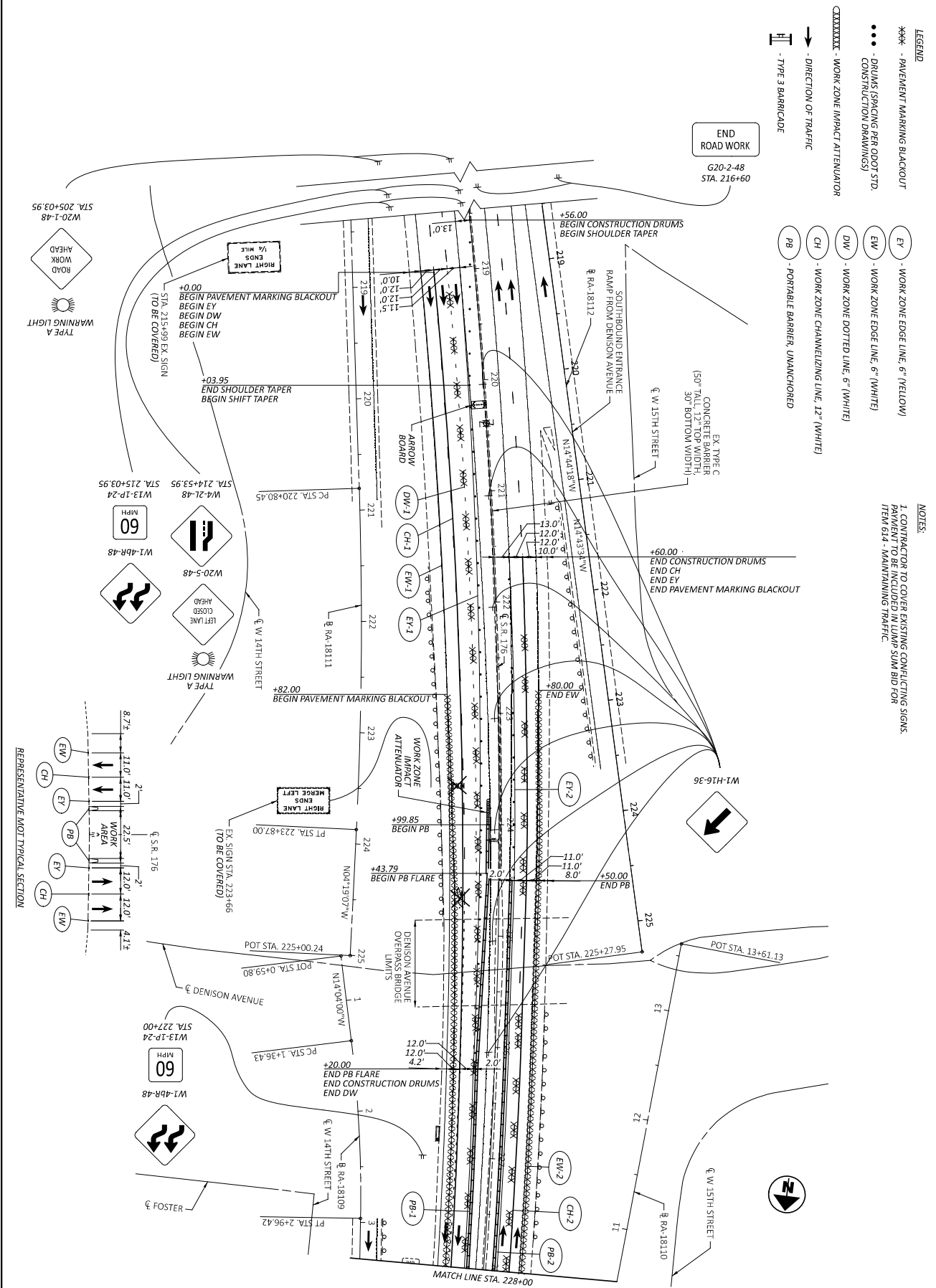
10/07/25

TRANSVERSE RUMBLE STRIP REMOVAL		SEQUENCE OF CONSTRUCTION (CONT.)		SEQUENCE OF CONSTRUCTION (CONT.)		SEQUENCE OF CONSTRUCTION (CONT.)	
ALL EXISTING TRANSVERSE RUMBLE STRIPS THAT ARE IN CONFLICT WITH THE PROPOSED MOVEMENT OF TRAFFIC AS SHOWN IN THESE PLANS SHALL BE REMOVED BY PAVEMENT PLANING. THE REMOVED RUMBLE STRIP AREA SHALL BE FILLED WITH ASPHALT CONCRETE SURFACE COURSE.		PRE-STAGE 1 WORK ON PROPOSED MEDIAN INLETS ARE TO BE DONE WITH LANE CLOSURES DETAILED ON SHEETS P.14 - P.15. WORK ON PROPOSED DRAINAGE STRUCTURES S.R. 176 FROM PROPOSED MEDIAN INLETS TO SHOULDER STRUCTURES VIA OPEN CUT TO BE COMPLETED DURING ONE (1) WEEKEND CLOSURE. SEE PIS 209565 ON SHEETS P.35 - P.36. THE CONTRACTOR MAY NOT WORK ON MEDIAN FROM STA. 225+00.00 TO STA. 230+00.00 WHILE WORK ON OUTSIDE SHOULDER FROM STA. 226+65.00 TO STA. 232+50.00 IS ONGOING UNLESS DURING WEEKEND CLOSURE. WORK ON PROPOSED DRAINAGE AND ROADWAY ITEMS ALONG AND OUTSIDE OF SHOULDER TO BE DONE FOLLOWING SCD'S MT-95.40 AND MT-95.45. ASSUMING 3 WORK ZONES, AT AN AVERAGE LENGTH OF 650', AND 720' TAPER LENGTH THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY: ITEM 614, WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) 3 EACH ITEM 614, PORTABLE BARRIER, UNANCHORED 4,110 FT IF EXISTING SHOULDER PAVEMENT IS NOT SUITABLE TO DRIVE ON, THE CONTRACTOR IS TO REPAIR THE SHOULDER PAVEMENT WITH ASPHALT CONCRETE OF THE SAME THICKNESS AS EXISTING. IT IS ASSUMED 10% OF ALL SHOULDERS THROUGHOUT THE PROJECT LIMITS WILL NEED REPAIRED OF THE ASSUMED SHOULDERS. 1% OF THE SHOULDER SUBGRADE IS ASSUMED TO NEED REPLACED. THERE IS APPROXIMATELY 75,800 LINEAR FEET OF SHOULDER IN THE NORTHERN SECTION OF THE PROJECT. ASSUMING 10% WILL NEED REPAIRED IS 7,580 LINEAR FEET OF SHOULDER. ASSUMING AN AVERAGE WIDTH OF 8' GIVES AN AREA OF 20,640 SF. ASSUMING A THICKNESS OF 12" GIVES A VOLUME OF 20,640 CF. SAWCUTS ASSUME AN AVERAGE REPAIR LENGTH OF 20' WITH 2 SAWCUTS ON EACH END AT 8' EACH PLUS THE LENGTH OF THE ASSUMED TOTAL SHOULDER REPAIR. EXCAVATION AND AGGREGATE BASE ASSUME THE ESTIMATED REPAIR AREAS AT A THICKNESS OF 6" GIVES A VOLUME OF 1,032 CF. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY: ITEM 252, FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN 2,294 SY ITEM 252, FULL DEPTH PAVEMENT SAWING 4,644 FT ITEM 203, EXCAVATION 39 CY ITEM 304, AGGREGATE BASE 39 CY ITEM 609, CURE, TYPE 2-A 1,290 FT SEE SHEET P.07 FOR DETAILS ON ITEM 252, FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN. REMOVE ALL RUMBLE STRIPS THAT WILL BE IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS AS SHOWN IN THESE PLANS.		STAGE 1 TO BE COMPLETED DURING PERMITTED LANE CLOSURES) WORK ON SOUTHBOUND LANES ONLY. REMOVE AND REPLACE LANE MARKINGS IN SEGMENTS. OPEN LANES TO TRAFFIC ONLY AFTER MARKINGS ARE COMPLETE OR TEMPORARY MARKINGS ARE IN PLACE. ASSUMING THE CONTRACTOR WILL WORK OPPOSITE THE DIRECTION OF TRAVEL SUCH THAT THREE (3) LANES ARE ESTABLISHED AND TRANSITION TO EXISTING THREE (3) LANES OF TRAVEL. THE AVERAGE LANE SHIFT TO EXISTING IS ASSUMED TO BE SIX (6) FEET. IT IS ASSUMED THAT IT WILL TAKE THE CONTRACTOR FOUR (4) DAYS TO COMPLETE THE MARKINGS AND RPA WORK. IT IS ASSUMED THE CONTRACTOR WILL NOT TRANSITION EDGE LINES. 6 X 60 MPH = 360' TRANSITION PER LANE MARKING 2 CHANNELIZING LINES = 2 X 360' = 720' 4 NIGHTS (MINUS 1 FOR COMPLETION) = 3 X 720' = 2,160' THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY: ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS II, 12" 2160 FEET REMOVE AND REPLACE SIGNS. REMOVE SIGNS ONLY WHEN REPLACEMENT SIGNS ARE ON THE SITE. REPLACE SIGN WITHIN SAME WORK PERIOD/DAY IN WHICH SIGN IS REMOVED. PERFORM DRAINAGE AND OTHER WORK. STAGE 2 TO BE COMPLETED DURING PERMITTED LANE CLOSURES) WORK ON NORTHBOUND LANES ONLY. REMOVE AND REPLACE LANE MARKINGS IN SEGMENTS. OPEN LANES TO TRAFFIC ONLY AFTER MARKINGS ARE COMPLETE. ASSUMING THE CONTRACTOR WILL WORK OPPOSITE THE DIRECTION OF TRAVEL SUCH THAT THREE (3) LANES ARE ESTABLISHED AND TRANSITION TO EXISTING THREE (3) LANES OF TRAVEL. THE AVERAGE LANE SHIFT TO EXISTING IS ASSUMED TO BE SIX (6) FEET. IT IS ASSUMED THAT IT WILL TAKE THE CONTRACTOR FOUR (4) DAYS TO COMPLETE THE MARKINGS AND RPA WORK. IT IS ASSUMED THE CONTRACTOR WILL NOT TRANSITION EDGE LINES. 6 X 60 MPH = 360' TRANSITION PER LANE MARKING 2 CHANNELIZING LINES = 2 X 360' = 720' 4 NIGHTS (MINUS 1 FOR COMPLETION) = 3 X 720' = 2,160' THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY: ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS II, 12" 2160 FEET REMOVE AND REPLACE SIGNS. REMOVE SIGNS ONLY WHEN REPLACEMENT SIGNS ARE ON SITE. REPLACE SIGN WITHIN SAME WORK PERIOD/DAY IN WHICH SIGN IS REMOVED. PERFORM DRAINAGE AND OTHER WORK. STAGE 2 TO BE COMPLETED DURING PERMITTED LANE CLOSURES) CLOSE WB SR 177 ENTRANCE RAMP TO IIR-480 EB (RAMP 18232). PERFORM WORK ALONG RAMP. NOT DETAILS FOR BARRIER WORK ON SHEETS P.12 - P.13. STAGE 2 TO BE COMPLETED DURING PERMITTED LANE CLOSURES) REMOVE AND REPLACE LANE MARKINGS. OPEN LANES TO TRAFFIC ONLY AFTER MARKINGS ARE COMPLETE. REMOVE AND REPLACE SIGNS. REMOVE SIGNS ONLY WHEN REPLACEMENT SIGNS ARE ON THE SITE. REPLACE SIGN WITHIN SAME WORK PERIOD/DAY IN WHICH SIGN IS REMOVED. PERFORM OTHER WORK. IF EXISTING SHOULDER PAVEMENT IS NOT SUITABLE TO DRIVE ON, THE CONTRACTOR IS TO REPAIR THE SHOULDER PAVEMENT WITH ASPHALT CONCRETE OF THE SAME THICKNESS AS EXISTING. IT IS ASSUMED 1% OF ALL SHOULDERS THROUGHOUT THE PROJECT LIMITS WILL NEED REPAIRED. THERE IS APPROXIMATELY 6,800 LINEAR FEET OF SHOULDER IN THE SOUTHERN SECTION OF THE PROJECT. ASSUMING 1% WILL NEED REPAIRED IS 68 LINEAR FEET OF SHOULDER. ASSUMING AN AVERAGE WIDTH OF 8' GIVES AN AREA OF 544 SF. ASSUMING A THICKNESS OF 12" GIVES A VOLUME OF 544 CF. SAWCUTS ASSUME AN AVERAGE REPAIR LENGTH OF 20' WITH 2 SAWCUTS ON EACH END AT 8' EACH PLUS THE LENGTH OF THE ASSUMED TOTAL SHOULDER REPAIR. EXCAVATION AND AGGREGATE BASE ASSUME THE ESTIMATED REPAIR AREAS AT A THICKNESS OF 6" GIVES A VOLUME OF 272 CF. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY: ITEM 252, FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN 61 SY ITEM 252, FULL DEPTH PAVEMENT SAWING 132 FT ITEM 203, EXCAVATION 11 CY ITEM 304, AGGREGATE BASE 11 CY SEE SHEET P.07 FOR DETAILS ON ITEM 252, FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN.		SOUTHERN SECTION S.R. 176 STA. 122+00.00 TO R-18230 STA. 82+00.00 RAMP 18232 WILL BE UTILIZED IN THE DETOUR FOR PID 110810 AND CLOSED UPON BRIDGE AND RAMP 18252 RETURNING TO SERVICE. CONTRACTOR SHALL SCHEDULE WORK TO ENSURE ALL PAVEMENT MARKINGS REMOVED ARE REPLACED WITH PAVEMENT MARKINGS THAT ENSURE SAFE OPERATIONS FOR THE PUBLIC EACH MORNING. PRE-STAGE 1 ERECT SIGN TRUSS AND GUARDRAIL AT STA. 47+00.00 AHEAD OF PROJECT. ERECT SIGN TRUSS AND GUARDRAIL AT STA. 61+50.00 AHEAD OF PROJECT, BUT AFTER RAMP 18232 IS CONSTRUCTED STAGE 1 CLOSE WB SR 177 ENTRANCE RAMP TO IIR-480 EB (RAMP 18232). PERFORM WORK ALONG RAMP. NOT DETAILS FOR BARRIER WORK ON SHEETS P.12 - P.13. STAGE 2 TO BE COMPLETED DURING PERMITTED LANE CLOSURES) REMOVE AND REPLACE LANE MARKINGS. OPEN LANES TO TRAFFIC ONLY AFTER MARKINGS ARE COMPLETE. REMOVE AND REPLACE SIGNS. REMOVE SIGNS ONLY WHEN REPLACEMENT SIGNS ARE ON THE SITE. REPLACE SIGN WITHIN SAME WORK PERIOD/DAY IN WHICH SIGN IS REMOVED. PERFORM OTHER WORK. IF EXISTING SHOULDER PAVEMENT IS NOT SUITABLE TO DRIVE ON, THE CONTRACTOR IS TO REPAIR THE SHOULDER PAVEMENT WITH ASPHALT CONCRETE OF THE SAME THICKNESS AS EXISTING. IT IS ASSUMED 1% OF ALL SHOULDERS THROUGHOUT THE PROJECT LIMITS WILL NEED REPAIRED. THERE IS APPROXIMATELY 6,800 LINEAR FEET OF SHOULDER IN THE SOUTHERN SECTION OF THE PROJECT. ASSUMING 1% WILL NEED REPAIRED IS 68 LINEAR FEET OF SHOULDER. ASSUMING AN AVERAGE WIDTH OF 8' GIVES AN AREA OF 544 SF. ASSUMING A THICKNESS OF 12" GIVES A VOLUME OF 544 CF. SAWCUTS ASSUME AN AVERAGE REPAIR LENGTH OF 20' WITH 2 SAWCUTS ON EACH END AT 8' EACH PLUS THE LENGTH OF THE ASSUMED TOTAL SHOULDER REPAIR. EXCAVATION AND AGGREGATE BASE ASSUME THE ESTIMATED REPAIR AREAS AT A THICKNESS OF 6" GIVES A VOLUME OF 272 CF. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY: ITEM 252, FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN 61 SY ITEM 252, FULL DEPTH PAVEMENT SAWING 132 FT ITEM 203, EXCAVATION 11 CY ITEM 304, AGGREGATE BASE 11 CY SEE SHEET P.07 FOR DETAILS ON ITEM 252, FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN.	



[illegible]

- LEGEND**
- *** - PAVEMENT MARKING BLACKOUT
- • • - DRUMS (SPACING PER ODOT STD. CONSTRUCTION DIAGRAMS)
- XXXXXXXX - WORK ZONE IMPACT ATTENUATOR
- - DIRECTION OF TRAFFIC
- H - TYPE 3 BARRICADE
- ET - WORK ZONE EDGE LINE, 6" (YELLOW)
- EW - WORK ZONE EDGE LINE, 6" (WHITE)
- DW - WORK ZONE DOTTED LINE, 6" (WHITE)
- CH - WORK ZONE CHANNELIZING LINE, 12" (WHITE)
- PB - PORTABLE BARRIER UNANCHORED

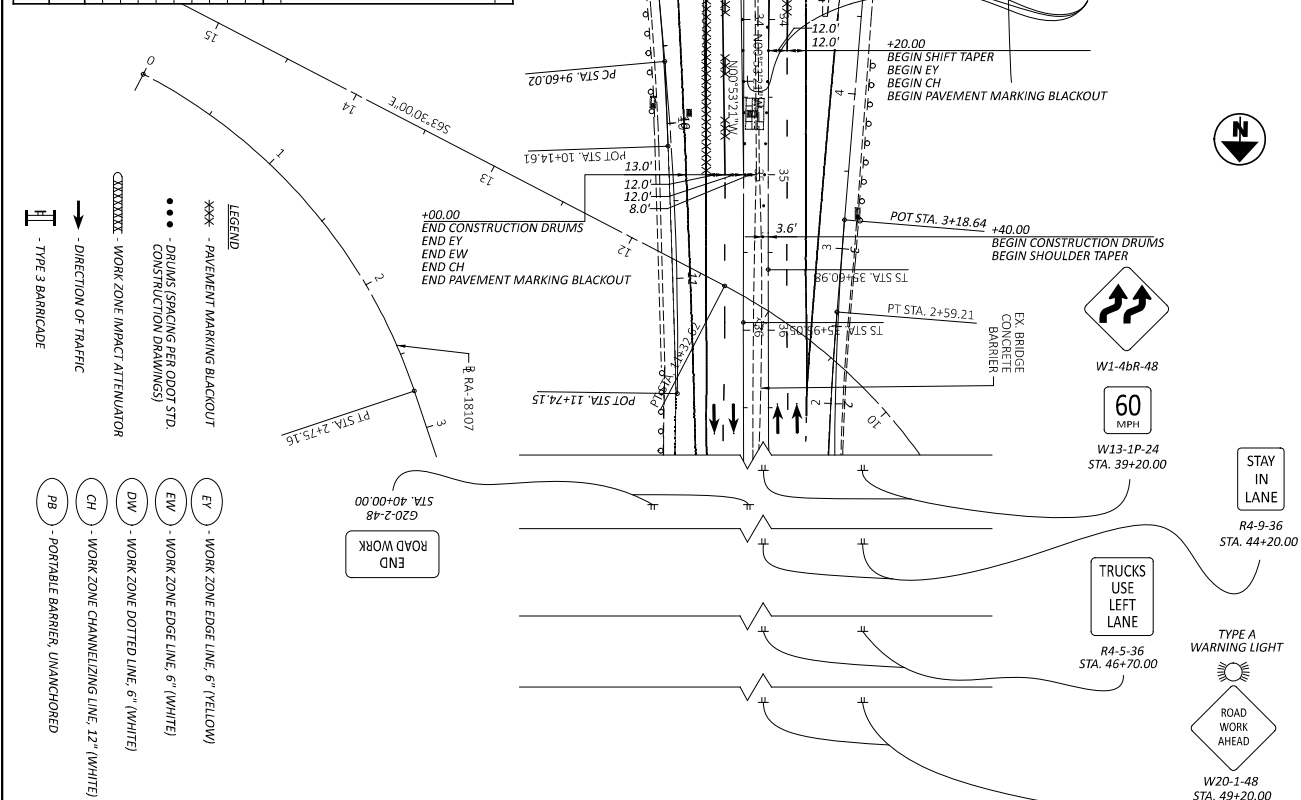


- LEGEND**
- XXX - PAVEMENT MARKING BLACKOUT
 - ... - DRUMS (SPACING PER ODOT STD. CONSTRUCTION DRAWINGS)
 - XXXXXXX - WORK ZONE IMPACT ATTENUATOR
 - - DIRECTION OF TRAFFIC
 - || - TYPE 3 BARRICADE
 - EW - WORK ZONE EDGE LINE, 6" (YELLOW)
 - EW - WORK ZONE EDGE LINE, 6" (WHITE)
 - DW - WORK ZONE DOTTED LINE, 6" (WHITE)
 - CH - WORK ZONE CHANNELIZING LINE, 12" (WHITE)
 - PB - PORTABLE BARRIER, UNANCHORED

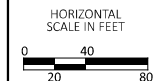
- NOTES:**
- CONTRACTOR TO COVER EXISTING CONFLICTING SIGNS. PAVEMENT TO BE CLOSED FOR 10' FOR ITEM 614 - MAINTAINING TRAFFIC.

NOTES:
1. CONTRACTOR TO COVER EXISTING CONFLICTING SIGNS.
PAVEMENT TO BE INCLUDED IN LUMP SUM BID FOR
ITEM 614 - MAINTAINING TRAFFIC.

SHEET NO.	REFERENCE NO.	STATION		LENGTH	SIDE	EACH	MILE	MILE	FT	FT	MILE	FT	MILE	FT
		FROM	TO											
14-15	EV-1	219+00.00	235+00.00	1600	RT		0.31							
14-15	EV-2	221+60.00	234+21.04	1262	LT		0.24							
14-15	EW-1	219+00.00	235+00.00	1600	RT			0.31						
14-15	EW-2	221+80.00	233+05.22	1026	LT			0.2						
14	DW-1	219+00.00	226+20.00	720	RT				1600	720.00				
14-15	CH-1	219+00.00	235+00.00	1600	RT						0.10			
14-15	CH-2	221+60.00	234+20.00	1260	LT						0.08			
14-15	PB-1	223+99.35	230+80.00	681	RT							681		
14-15	PB-2	224+50.06	231+53.00	703	LT								703	
SUBTOTALS							2	0.55	0.51	2860	720	0.61	1384	
TOTALS CARRIED TO GENERAL SUMMARY						2		1.06	2860	720	0.61	1384		



MAINTENANCE OF TRAFFIC - S.R. 176 - PRE-STAGE 1
S.R. 176 STA. 228+00 TO S.R. 176 NB END



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	LENGTH (L1)		AVERAGE WIDTH (W1)		PAVEMENT REPLACEMENT SURFACE AREA (A1)		PAVEMENT PLANING, ASPHALT CONCRETE (1.5")		PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (1.5")		NON-TRACKING TACK COAT		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN, PG64-22		RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		RUMBLE STRIPS, SHOULDER (CONCRETE)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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SHEET NO.		REFERENCE NO.		LOCATION		STATION		SIDE		PAVEMENT REMOVED		CONCRETE BARRIER REMOVED		FULL DEPTH PAVEMENT SAWING		CONNECTION, UNFUSED PERMANENT		DISTRIBUTION CABLE, MISC.: NO. 2 AWG 5000 VOLT DISTRIBUTION CABLE		DISCONNECT CIRCUIT	
62	L-1	SR 176	FROM 226+65	TO 226+85	CL	SV 10	FT 20	FT 52	EACH 4	FT 40	EACH 1										
63	L-2	SR 176	229+40	229+60	CL	10	20	52	4	40	1										
TOTAL CARRIED TO GENERAL SUMMARY																					
20		40		104		8		80		2											
LIGHTING SUBSUMMARY																					
DESIGN AGENCY CHASBURN VALLEY ENGINEERING, INC. PROJECT NO. 120469 SHEET 7 OF 86 DESIGNER RHB REVIEWER CWP 10/07/25																					

SHEET NO.		REFERENCE NO.		LOCATION		STATION		SIDE										PAVEMENT MARKING SUBSUMMARY NORTH																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
										EDGE LINE, 6", TYPE 1, (WHITE)		EDGE LINE, 6", TYPE 1, (YELLOW)		LANE LINE, 6", TYPE 1		CHANNELIZING LINE, 12", TYPE 1		CHEVRON MARKING, TYPE 1 (WHITE)		DOTTED LINE, 6", TYPE 1, (WHITE), (3' LINE, 9' GAP)		DOTTED LINE, 12", TYPE 1, (WHITE), (3' LINE, 9' GAP)		REMOVAL OF PAVEMENT MARKING		REMOVAL OF PAVEMENT MARKING		REMOVAL OF PAVEMENT MARKING		INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125		CARDINAL DIRECTION (NORTH, SOUTH, WEST & EAST) MARKING, TYPE B125		TWO WAY WHITE/RED RPM (CHEVRONS)		TWO WAY WHITE/RED RPM (10' SPACING)		TWO WAY WHITE/RED RPM (20' SPACING)		TWO WAY WHITE/RED RPM (40' SPACING)		TWO WAY WHITE/RED RPM (60' SPACING)		TWO WAY YELLOW/RED RPM (40' SPACING)		TWO WAY YELLOW/RED RPM (80' SPACING)		ONE WAY WHITE RPM (40' SPACING)		ONE WAY WHITE RPM (120' SPACING)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
60-61	CH-11	SR 176 SB	200+80	213+51	LT	MILE	MILE	MILE	FT	FT	FT	FT	EACH	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT</

SHEET NO.		REFERENCE NO.		LOCATION		STATION		SIDE		642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	64
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			EDGE LINE, 6", TYPE 1, (WHITE)	EDGE LINE, 6", TYPE 1, (YELLOW)		LANE LINE, 6", TYPE 1	CHANNELIZING LINE, 12", TYPE 1	CHEVRON MARKING, TYPE 1 (WHITE)	DOTTED LINE, 6", TYPE 1, (WHITE), (3' LINE, 9' GAP)	DOTTED LINE, 12", TYPE 1, (WHITE), (3' LINE, 9' GAP)	REMOVAL OF PAVEMENT MARKING	REMOVAL OF PAVEMENT MARKING	REMOVAL OF PAVEMENT MARKING	INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125	CARDINAL DIRECTION (NORTH, SOUTH, WEST & EAST) MARKING, TYPE B125	TWO WAY WHITE/RED RPM (CHEVRONS)	TWO WAY WHITE/RED RPM (10' SPACING)	TWO WAY WHITE/RED RPM (20' SPACING)	TWO WAY WHITE/RED RPM (40' SPACING)	TWO WAY WHITE/RED RPM (60' SPACING)	TWO WAY YELLOW/RED RPM (40' SPACING)	TWO WAY YELLOW/RED RPM (80' SPACING)	ONE WAY WHITE RPM (40' SPACING)	ONE WAY WHITE RPM (120' SPACING)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE			GROUND ROD	GROUND MOUNTED SUPPORT, NO. 3 POST	SIGN POST REFLECTOR	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1	SIGN ATTACHMENT ASSEMBLY	SIGN, FLAT SHEET	SIGN, OVERHEAD EXTRUSHEET	SIGN, TEMPORARY OVERLAY	COVERING OF SIGN	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30
						W	X	H														
61	S-13	SR 176 SB	216+00.00	LT	R1-2	60	X	60	EACH	36.0	2			10.8								
62	S-14	SR 176 SB	221+13.00	LT	W4-1	48	X	48		32.0				16.0								
62	S-15	SR 176 NB	222+75.00	RT	R2-1	48	X	60		34.0				20.0			112.0					
62	S-16	SR 176 NB	223+66.00	RT																		
64	S-17	SR 176 NB	41+52.00	RT	W4-1	48	X	48		34.0				16.0								
64	S-18	SR 176 NB	45+60.00	RT	R1-2	60	X	60		34.0	2			10.8								
64	S-19	SR 176 SB	45+61.00	LT	M4-1A	204	X	36						4.5		51.0						
				LT	M3-3	36	X	18						4.5								
				LT	M1-1	36	X	36						9.0								
65	S-20	SR 176 NB	51+62.00	RT	R2-1	48	X	60		36.0				20.0								
65	S-21	SR 176 NB	51+93.00	RT		204	X	36								51.0						
65	S-22	SR 176 NB	51+93.00	RT	M4-1A	156	X	18						4.5		38.0						
				RT	M3-3	36	X	18						4.5								
				RT	M1-1	36	X	36						9.0								
65	S-23	SR 176 SB	53+44.00	LT		204	X	36								51.0						
65	S-24	SR 176 SB	53+78.00	LT	R2-1	48	X	60		36.0				20.0		51.0						
66	S-25	SR 176 SB	35+74.00	LT		204	X	36								51.0						
66	S-26	SR 176 NB	62+00.00	RT		156	X	36								38.0						
				RT	M4-1A	36	X	18						4.5								
				RT	M3-3	36	X	18						4.5								
				RT	M1-1	36	X	36						9.0								
66	S-27	SR 176 NB	62+00.00	RT		204	X	36								51.0						
67	S-28	SR 176 NB	69+89.00	RT		180	X	24								30.0						
68	S-29	RA-18629	80+47.00	RT		204	X	36								51.0						
				RT	M4-1A	36	X	18						4.5								
				RT	M3-1	36	X	18						4.5								
				RT	M1-1	36	X	36						16.0								
68	S-30	RA-18068	7+00.00	RT	W4-1	48	X	48		34.0				10.8								
68	S-31	RA-18068	14+52.00	RT	R1-2	60	X	60		36.0	2											
TOTAL THIS SHEET									0	312.0	6	0	0	204.0	0	414.0	112.0	0	0	0	0	0
TOTAL CARRIED FROM SHEET 28									4	0	0	2	4	126.0	891.7	234.0	0	4	9	11	33	1
TOTALS CARRIED TO GENERAL SUMMARY									4	312.0	6	2	4	330.0	891.7	648.0	112.0	4	9	11	33	1

DESIGN AGENCY



CHARLIE WALKER
ENGINEERING, INC.

DESIGNER
RHB

REVIEWER
CWP 10/07/25

PROJECT #
120469

SHEET
P-29

TOTAL
86

SIGN SUBSUMMARY

LEGEND

-  TRAFFIC DIRECTION
-  EXISTING SIGN TO REMAIN
-  EXISTING SIGN TO BE REMOVED
-  EXISTING RUMBLE STRIP
-  EXISTING RUMBLE STRIP TO BE REMOVED
-  RUMBLE STRIP REMOVED
-  REMOVAL OF EXISTING PAVEMENT MARKING
-  GENERAL REMOVAL

CURVE DATA
 PI = 514.34+41.90
 Δ = 05°54.06" RT
 Dc = 00.40/00°
 T = 44.3.03
 L = 885.27
 E = 11.41°

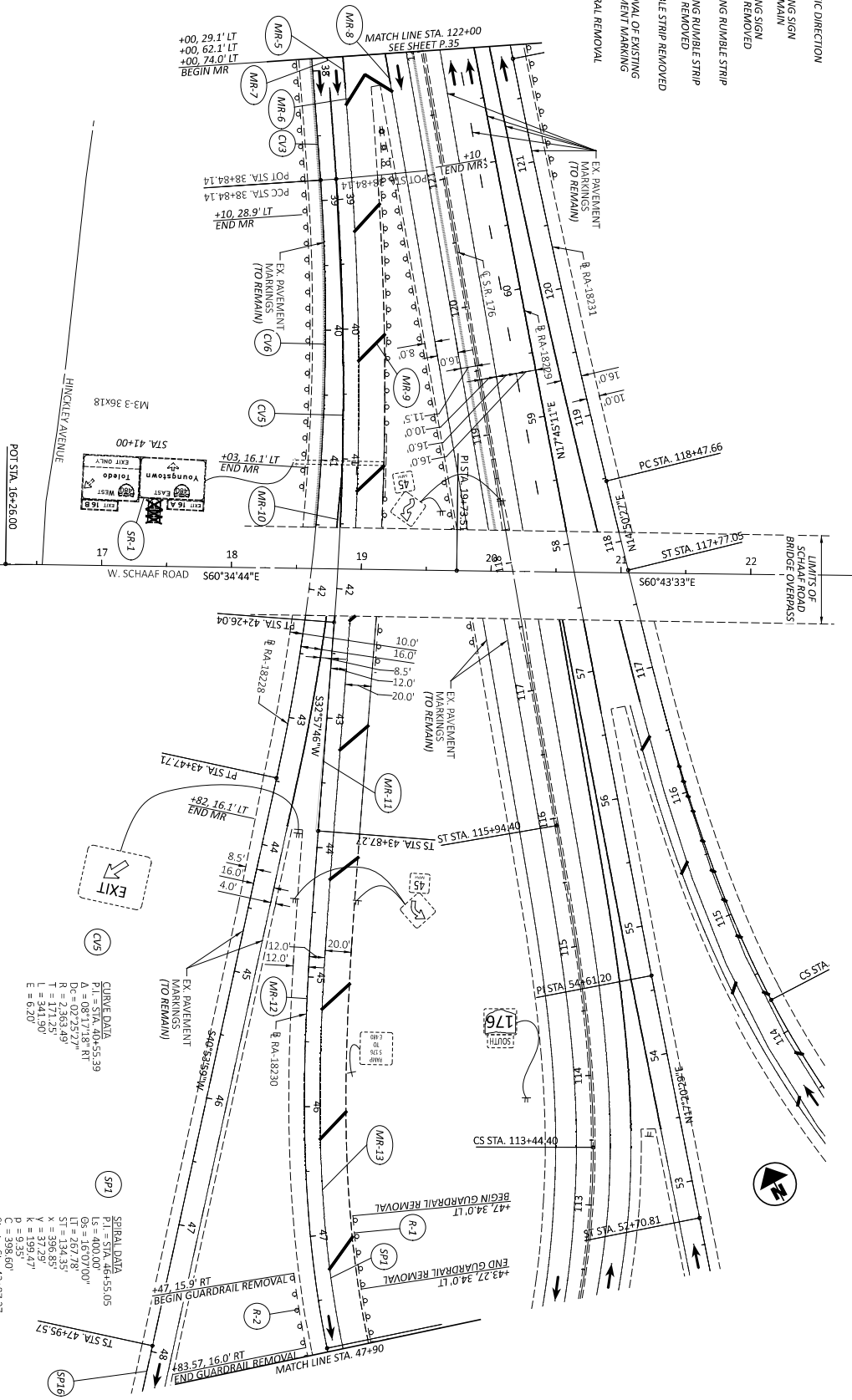
(C6)

CURVE DATA
 PI = 514.34+47.49
 Δ = 16°13.30" RT
 Dc = 03.30/00°
 T = 253.52
 L = 253.52
 E = 16.55°

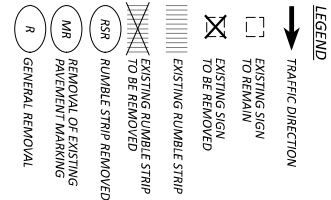
(SP16)

SPIRAL DATA
 PI = 514.49+29.04
 Ls = 200.00°
 Ds = 08°00.00"
 ST = 66.79°
 x = 199.61°
 y = 9.30°
 K = 93.44
 C = 199.83°
 Start = Sta. 47+95.5
 End = Sta. 49+95.5
 CB = -549.35/37 W

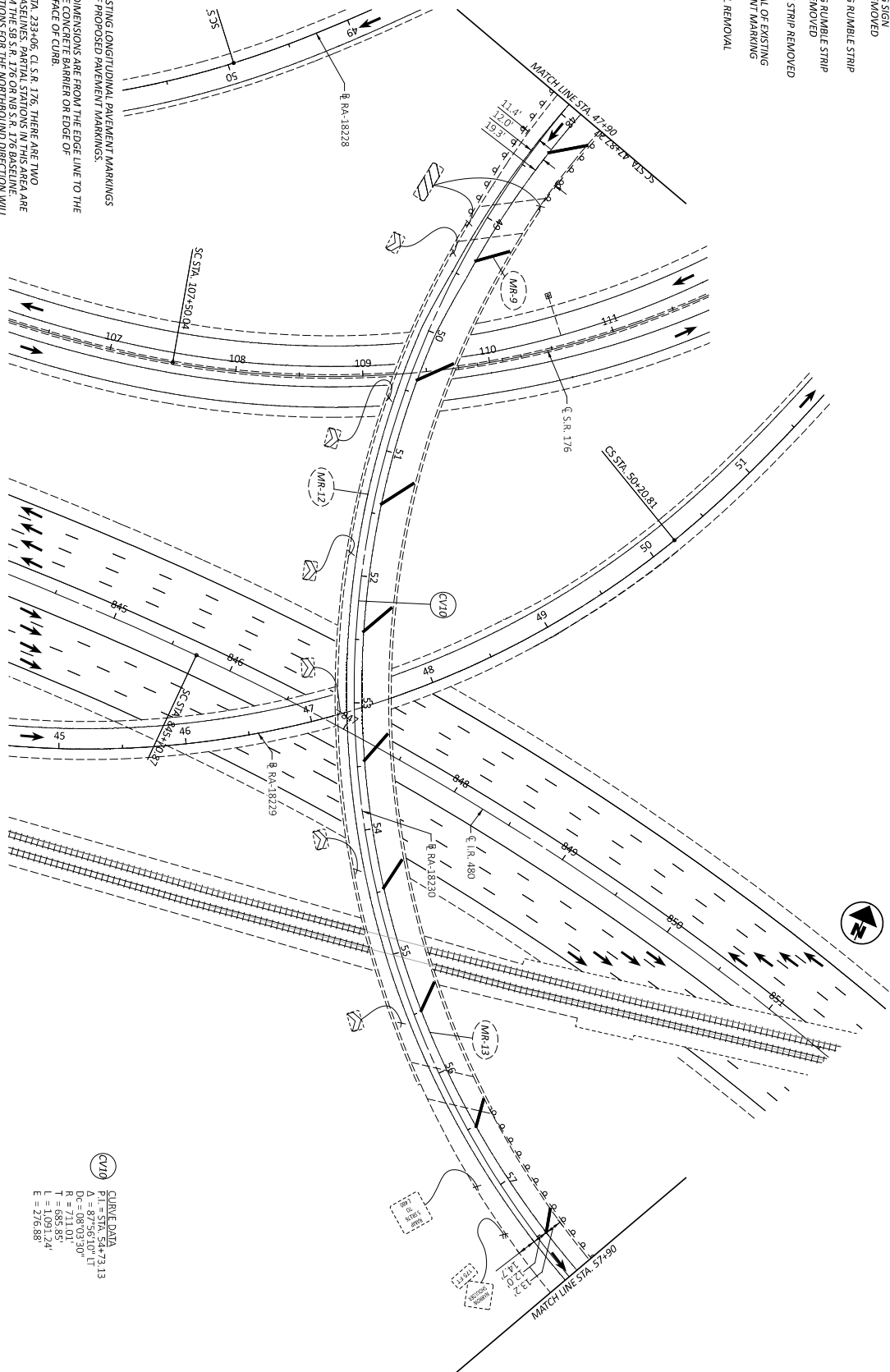
Start = Sta. 43+81.27
 End = Sta. 45+12.7
 CB = 527.35/39 W



CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
TRAFFIC CONTROL PLAN	P.50	-	P.69
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

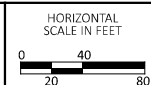


- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 33+00, C.I. S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



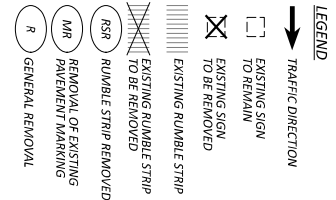
CURVE DATA
 P = 55.73
 A = 87°56'10" LT
 Dc = 08°03'30"
 R = 711.01'
 T = 685.85'
 L = 1303.24'
 E = 276.88'

REMOVAL PLAN - RA-18230
 STA. 47+90 TO STA. 57+90

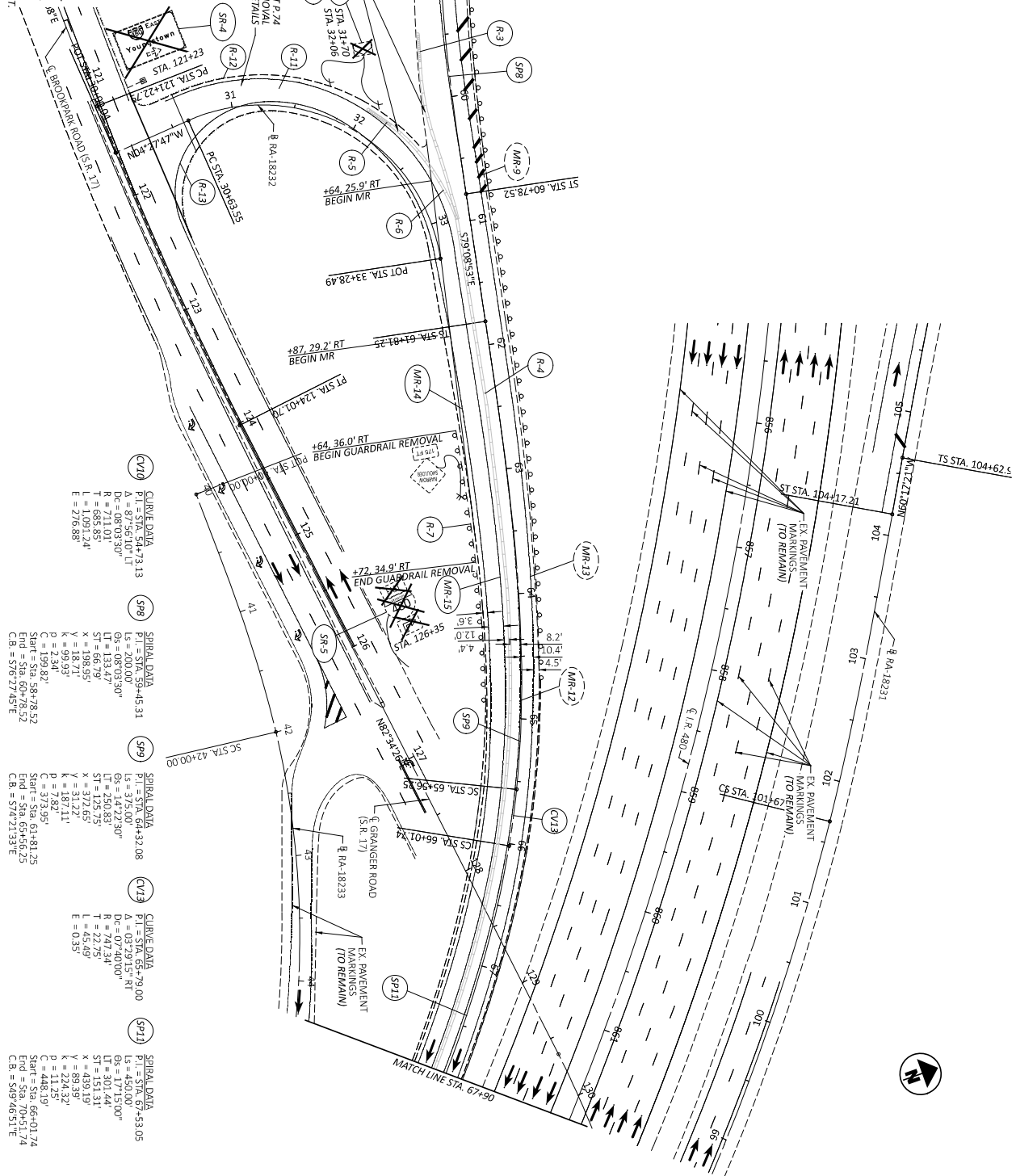


DESIGN AGENCY	CHARRIS WALKER ENGINEERING, LTD.
DESIGNER	SHT
REVIEWER	120469
CWP	10/07/25
PROJECT	120469
SHEET	7-31
TOTAL	86

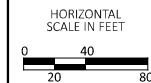
CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
TRAFFIC CONTROL PLAN	P.50	-	P.69
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84



- NOTES:**
- REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 - SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 - NORTH OF STA. 32+06, C.I. S.R. 176 THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHLAND DIRECTION WILL APPEAR WITH A 'W' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHLAND DIRECTION WILL APPEAR WITH 'S' AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

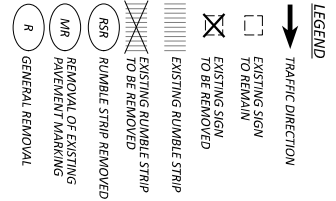


REMOVAL PLAN - RA-18230
STA. 57+90 TO STA. 67+90

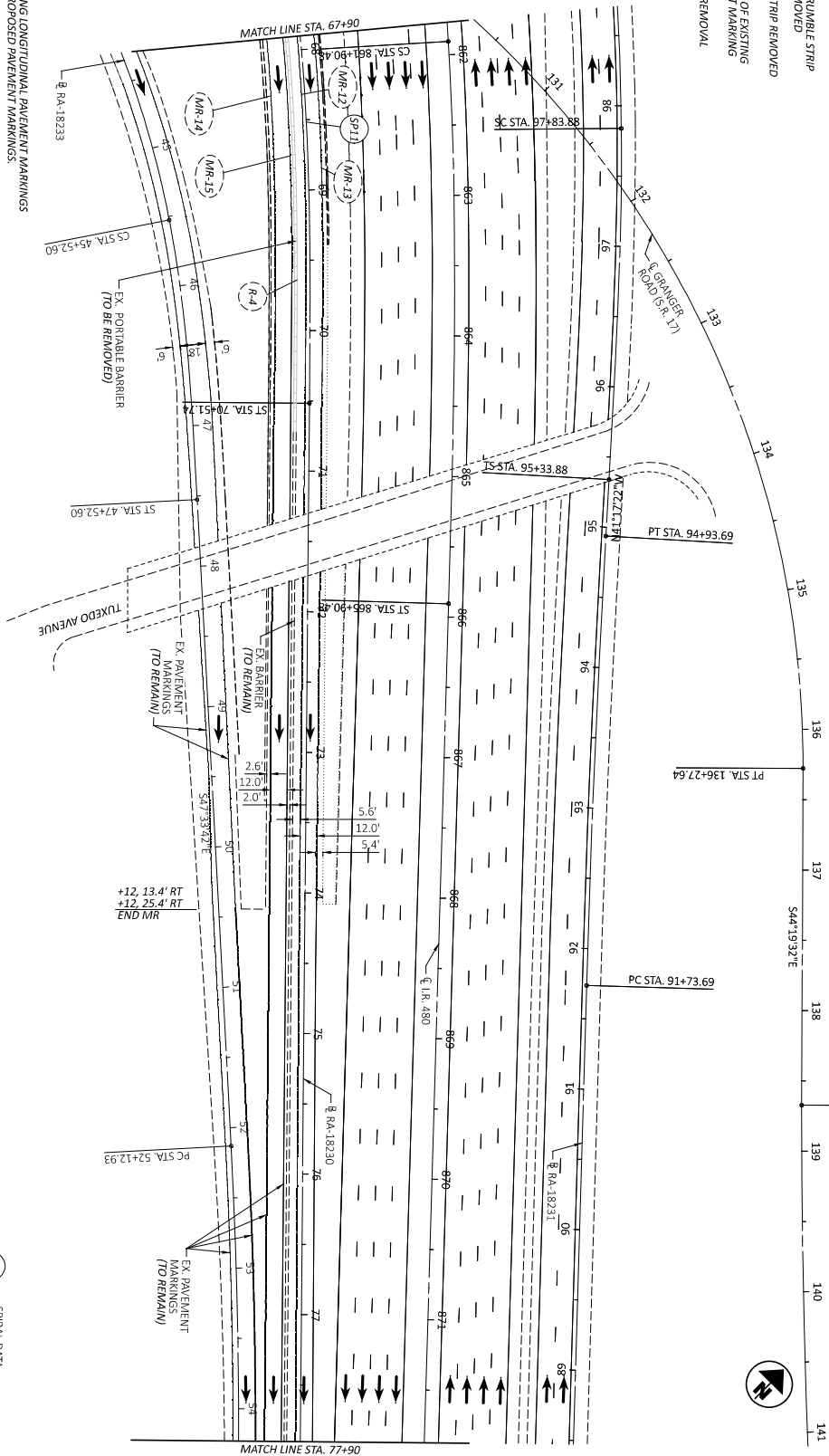


DESIGN AGENCY	CHAMBERLAIN WALKER ENGINEERING, INC.
DESIGNER	SHF
REVIEWER	CWP
PROJECT NO.	120469
SHEET TOTAL	86

CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84



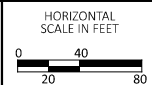
- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 33+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



SP11

SPIRAL DATA
 PT = STA. 67+53.05
 LS = 450.00'
 OS = 17'15.00"
 LT = 301.44'
 ST = 151.31'
 X = 183.11'
 Y = 89.39'
 K = 224.37'
 P = 11.25'
 C = 448.19'
 ST = STA. 66+01.74
 End = STA. 70+51.74
 CR = 549'46.51"E

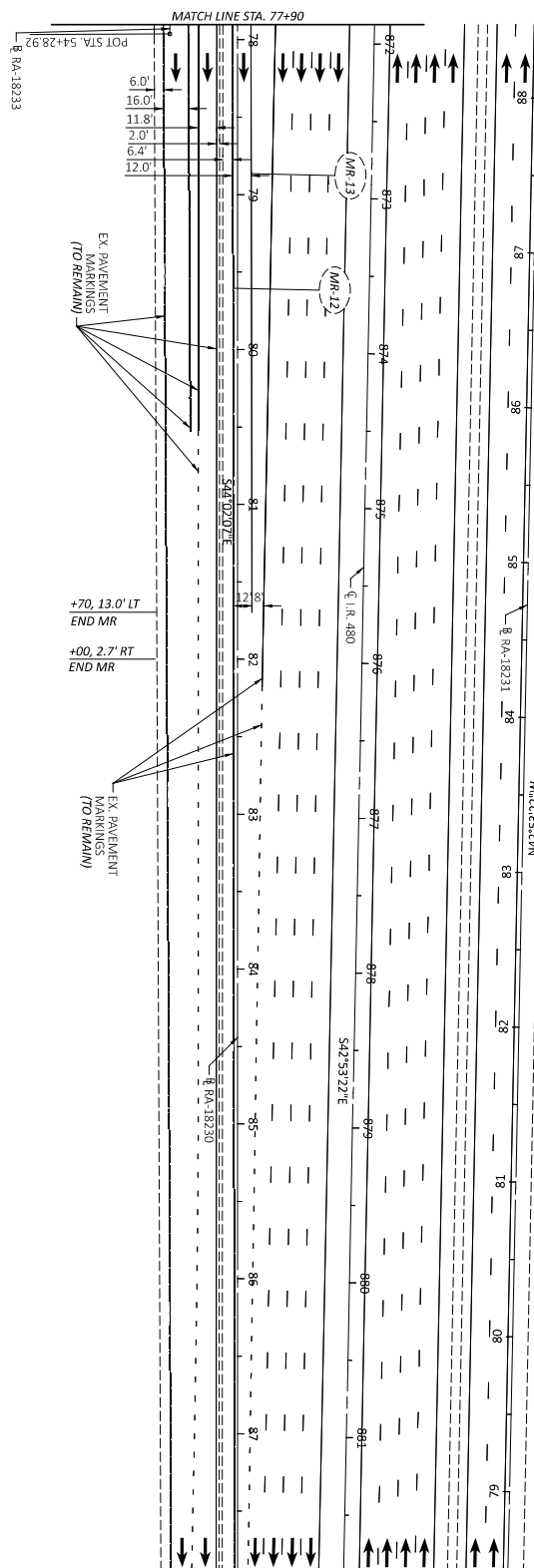
REMOVAL PLAN - RA-18230 STA. 67+90 TO STA. 77+90



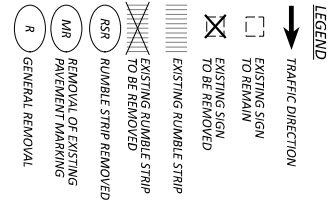
LEGEND

- TRAFFIC DIRECTION
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- EXISTING RUMBLE STRIP
- EXISTING RUMBLE STRIP TO BE REMOVED
- RSR RUMBLE STRIP REMOVED
- MR REMOVAL OF EXISTING PAVEMENT MARKING
- R GENERAL REMOVAL

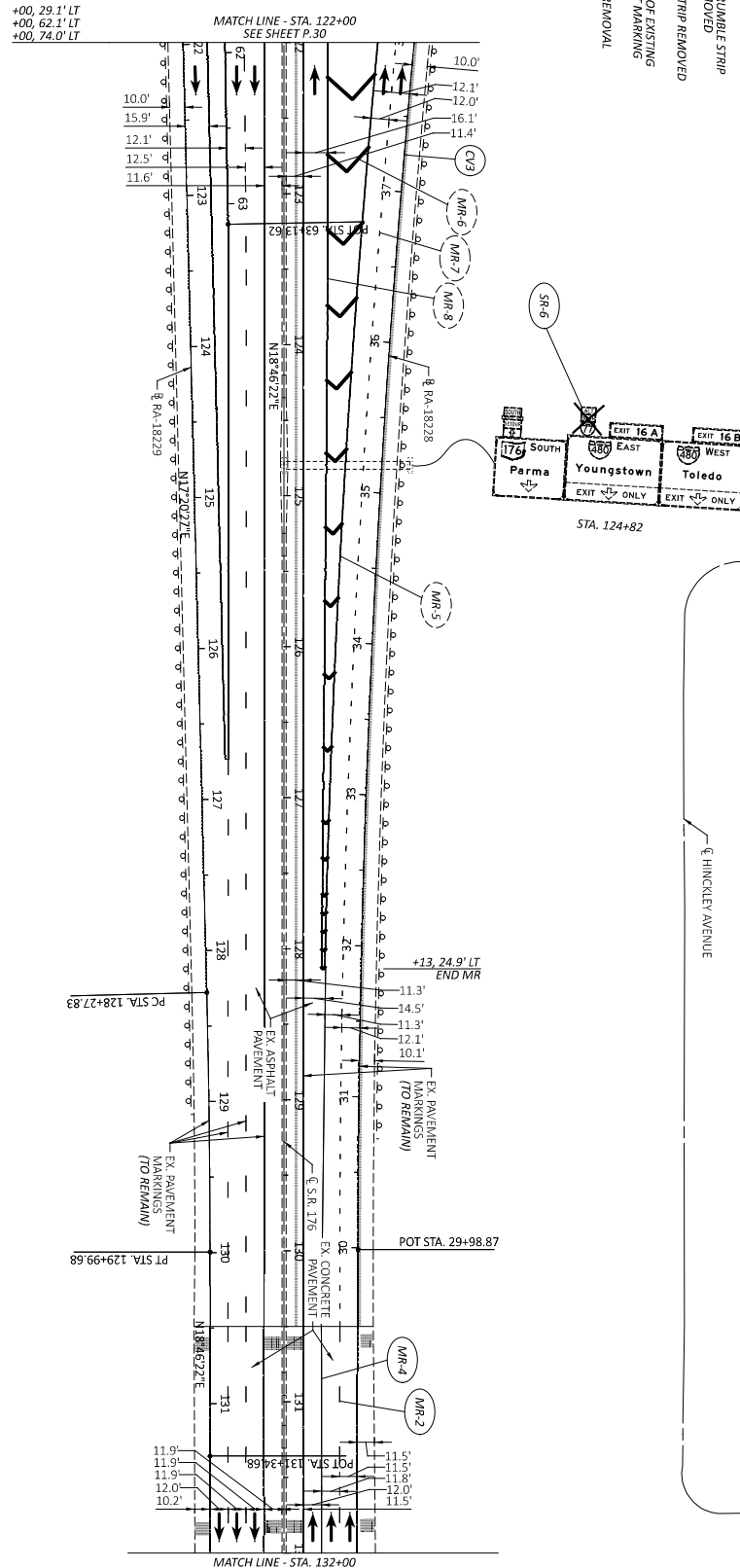
- NOTES:
1. REMOVE EXISTING LONGITUDINAL PAYMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
3. NORTH OF STA. 233+40.6, C.T.S.R. 176, THERE ARE TWO SEPARATE PAVEMENT PARTIAL STATIONS IN THIS AREA ARE PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET



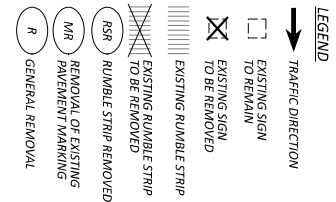
CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84



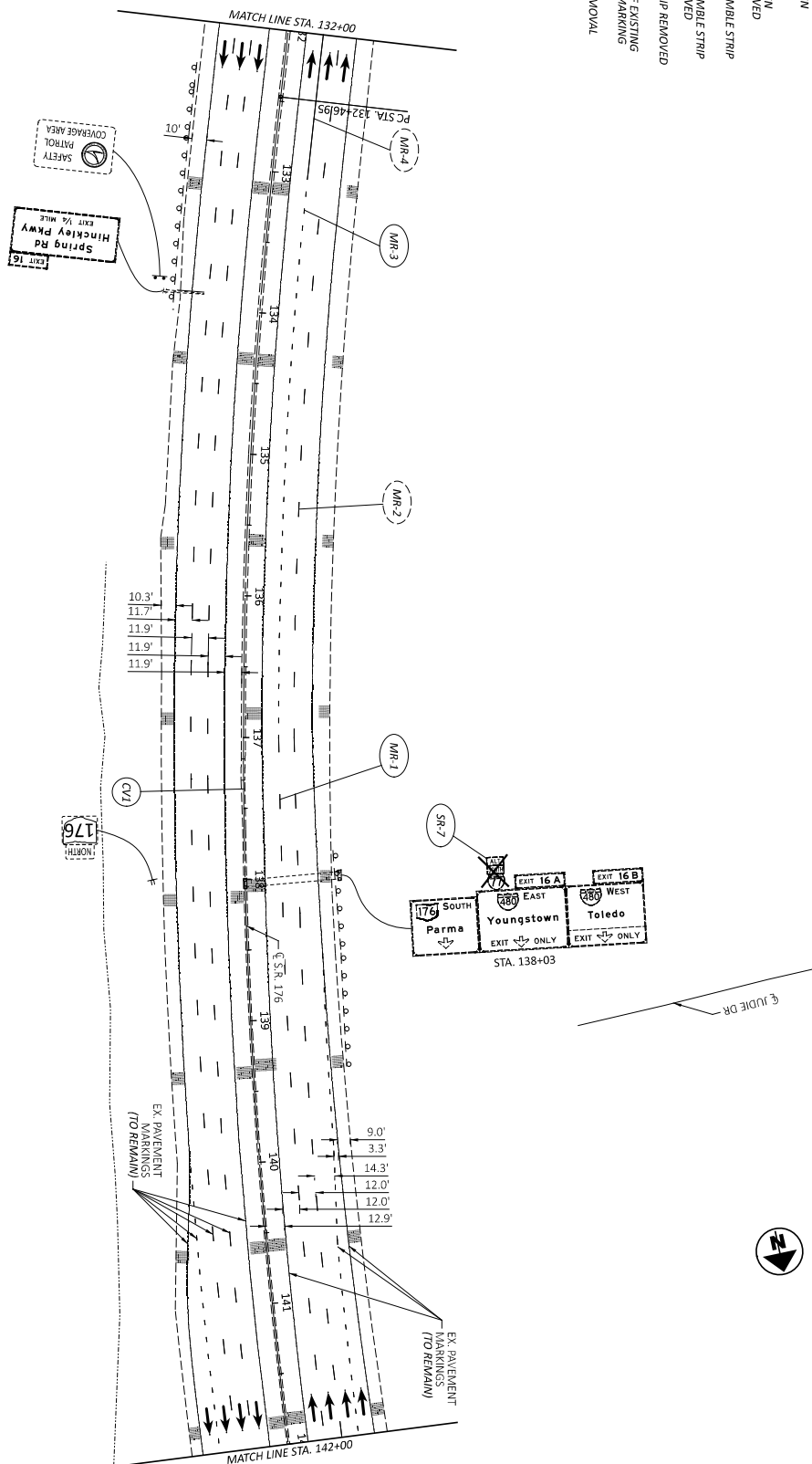
- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 323+06, C.S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHLAND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHLAND DIRECTION WILL APPEAR WITH A 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



CROSS REFERENCES		
SUBSUMMARIES	P.18	- P.29
TRAFFIC CONTROL PLAN	P.50	- P.69
DETAIL PLANS	P.70	- P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	- P.84



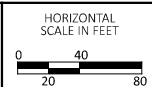
- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 32+00, C.S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



(C1)

CURVE DATA
 P.I. = STA. 142+62.24
 Δ = 51.8441°
 Dc = 0128.00'
 R = 3,906.53'
 T = 1,015.28'
 L = 1,985.62'
 E = 129.78'

REMOVAL PLAN - S.R. 176 STA. 132+00 TO STA. 142+00

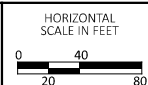
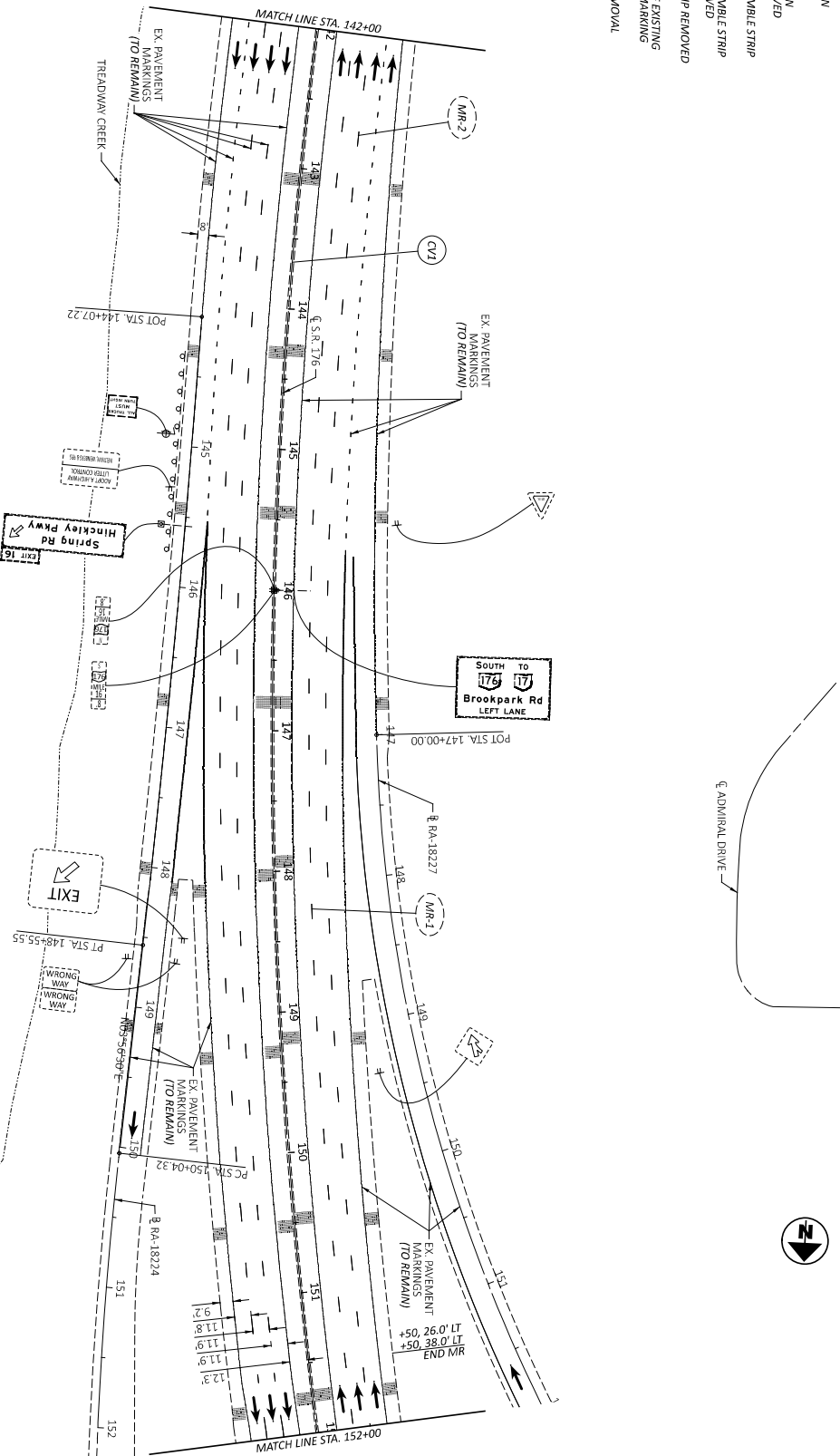


CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84

- LEGEND**
- TRAFFIC DIRECTION
 - EXISTING SIGN TO REMAIN
 - EXISTING SIGN TO BE REMOVED
 - EXISTING RUMBLE STRIP
 - EXISTING RUMBLE STRIP TO BE REMOVED
 - RUMBLE STRIP REMOVED
 - REMOVAL OF EXISTING PAVEMENT MARKING
 - GENERAL REMOVAL

- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 323+06, C.I. S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH A 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

CURVE DATA
 P.I. = STA. 142+62.24
 Δ = 29°08'14" LT
 Δ = 29°08'14" LT
 R = 3,906.53'
 T = 1,015.28'
 L = 1,986.62'
 E = 129.78'

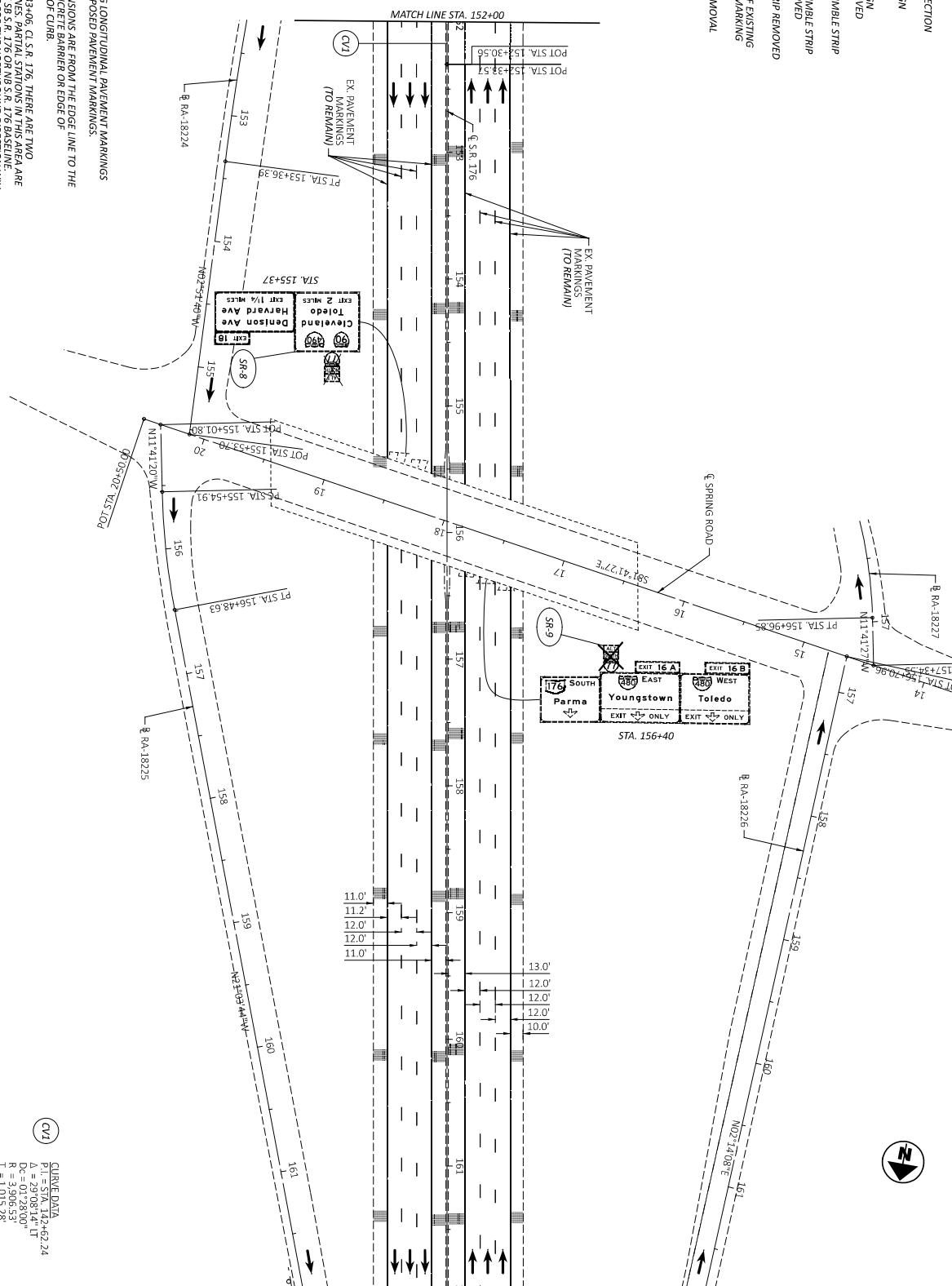


REMOVAL PLAN - S.R. 176
 STA. 142+00 TO STA. 152+00

CROSS REFERENCES		
SUBSUMMARIES	P.18	- P.29
TRAFFIC CONTROL PLAN	P.50	- P.69
DETAIL PLANS	P.70	- P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	- P.84

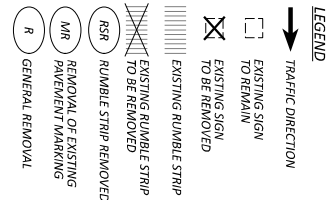
- LEGEND**
-  TRAFFIC DIRECTION
 -  EXISTING SIGN TO REMAIN
 -  EXISTING SIGN TO BE REMOVED
 -  EXISTING RUMBLE STRIP
 -  EXISTING RUMBLE STRIP TO BE REMOVED
 -  RUMBLE STRIP REMOVAL
 -  REMOVAL OF EXISTING PAVEMENT MARKING
 -  GENERAL REMOVAL

- NOTES:
1. REMOVE EXISTING LONGITUDINAL PAYMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
3. NORTH OF STA. 233+40.6, C.T.S.R. 176, THERE ARE TWO SEPARATE PAVEMENT PARTIAL STATIONS IN THIS AREA ARE PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET

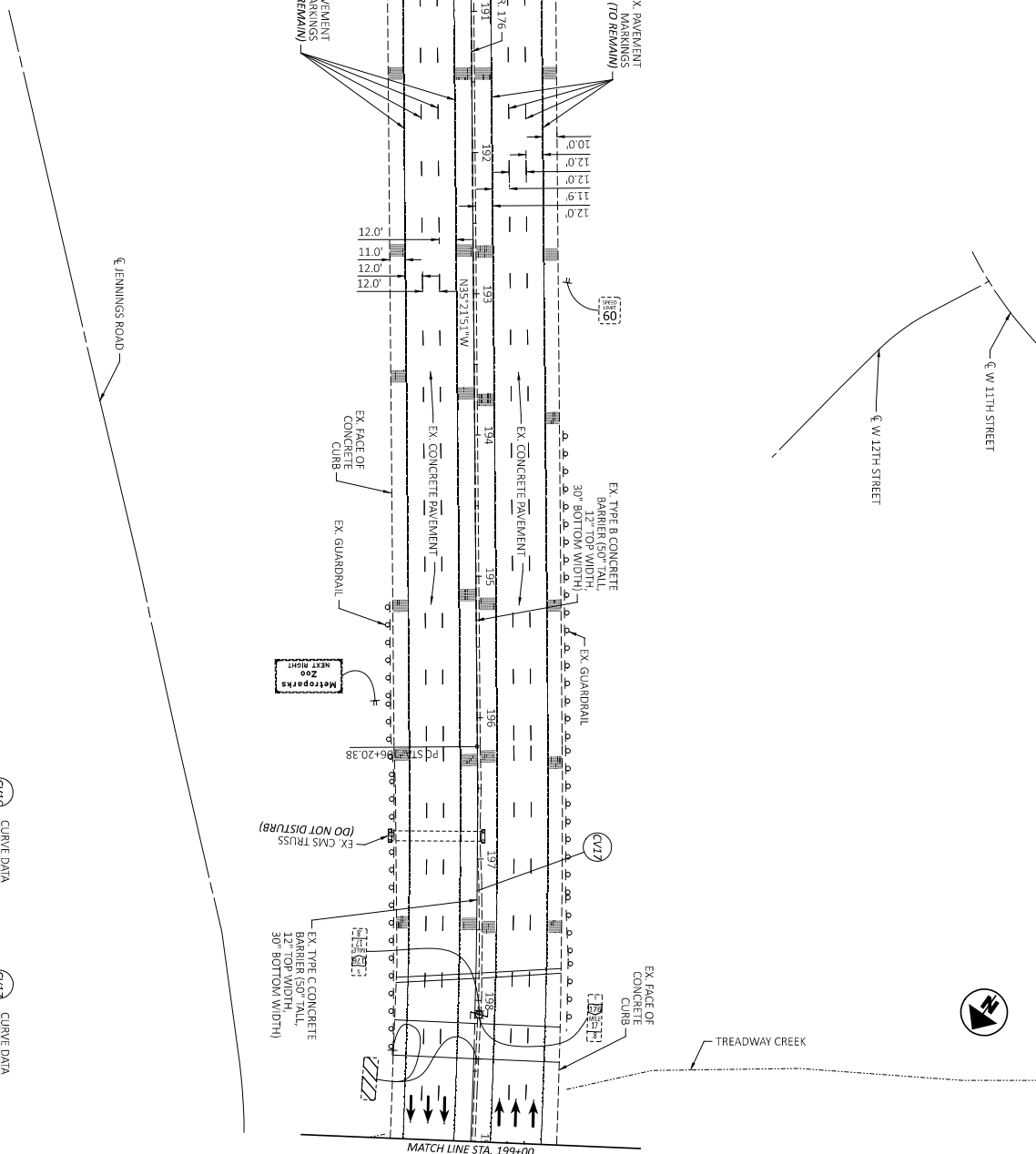


CURVE DATA
P.I. = STA. 142+62.29
 $\Delta = 29^{\circ}08'14''$ LT
Dc = $01^{\circ}28'00''$
R = 3,906.53'
T = 1,015.28'
L = 1,986.62'
E = 129.78'

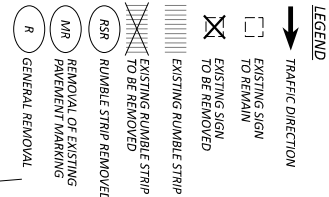
CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84



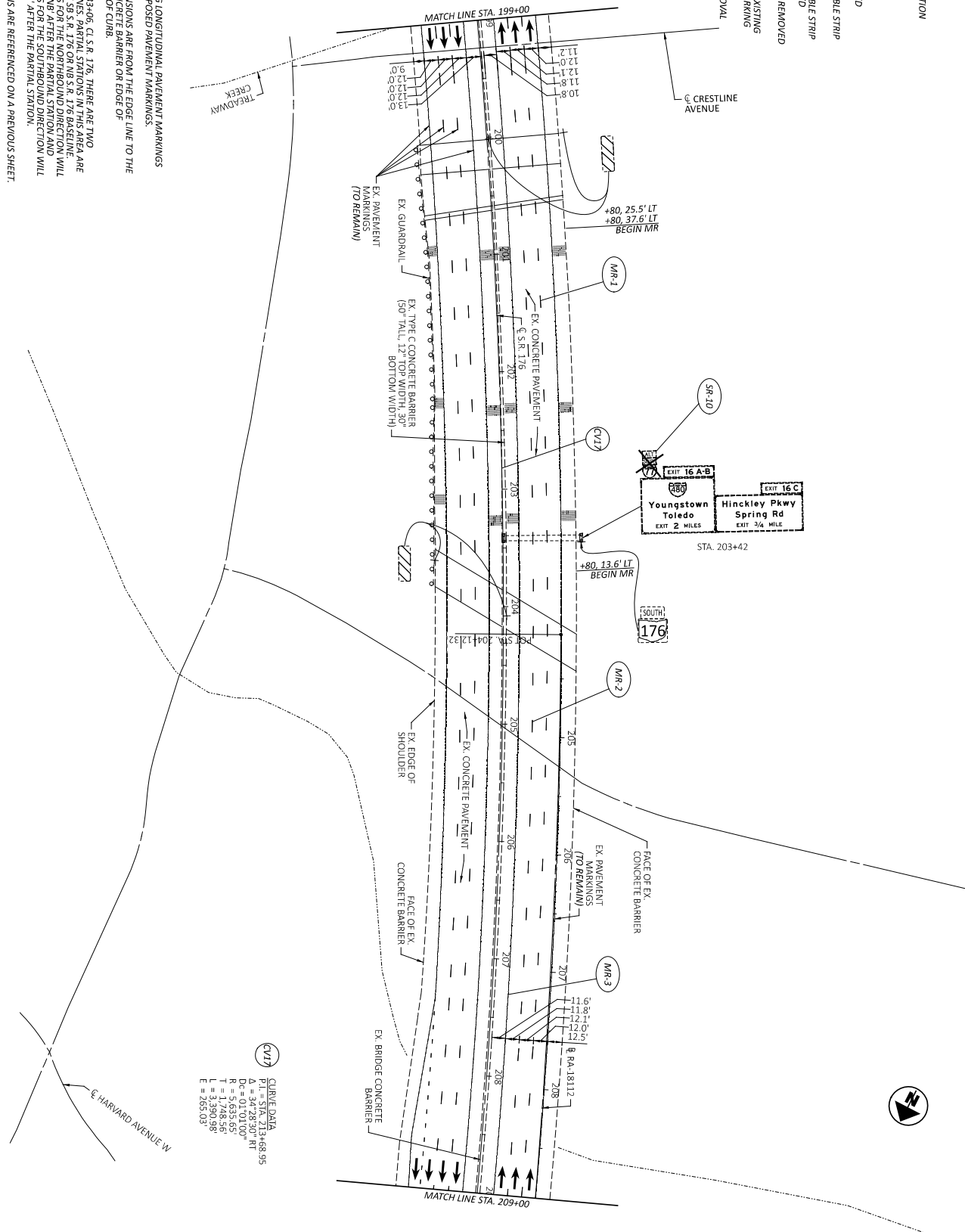
- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 233+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84



- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 233+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

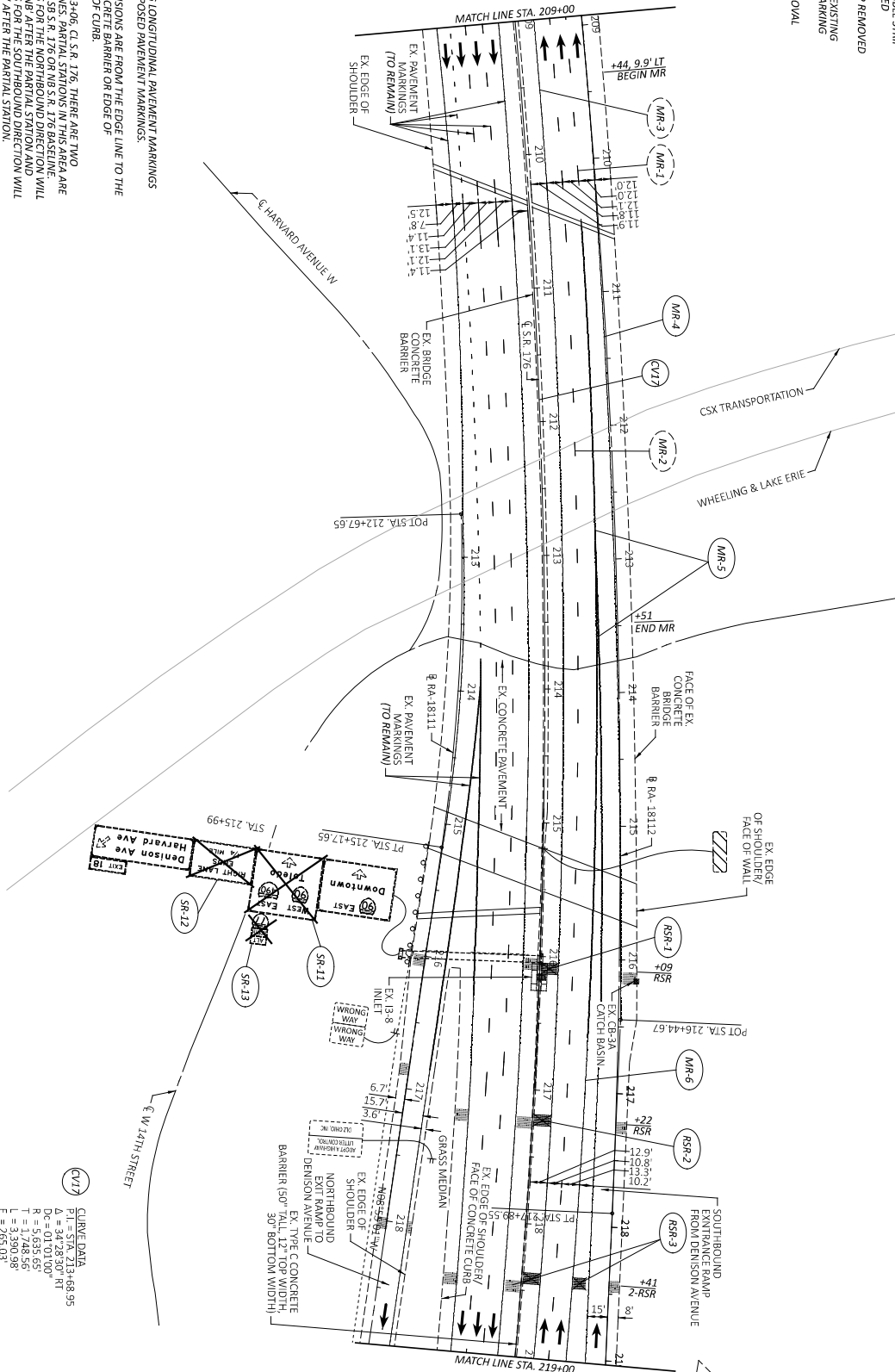


CURVE DATA
 P.L. = STA. 213+68.95
 Δ = 34°28'30" RT
 D.C. = 01+01.00'
 R = 5,693.65'
 T = 170.23'
 L = 3,390.98'
 E = 265.03'

CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84

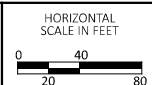
- LEGEND**
- TRAFFIC DIRECTION
 - EXISTING SIGN TO REMAIN
 - ⊗ EXISTING SIGN TO BE REMOVED
 - ▨ EXISTING RUMBLE STRIP
 - ▨ EXISTING RUMBLE STRIP TO BE REMOVED
 - ▨ RUMBLE STRIP REMOVED
 - RSR REMOVAL OF EXISTING PAVEMENT MARKING
 - R GENERAL REMOVAL

- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 223+06, C.S.R. 176 THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE S.B.S.R. 176 OR N.B.S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHOBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHOBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

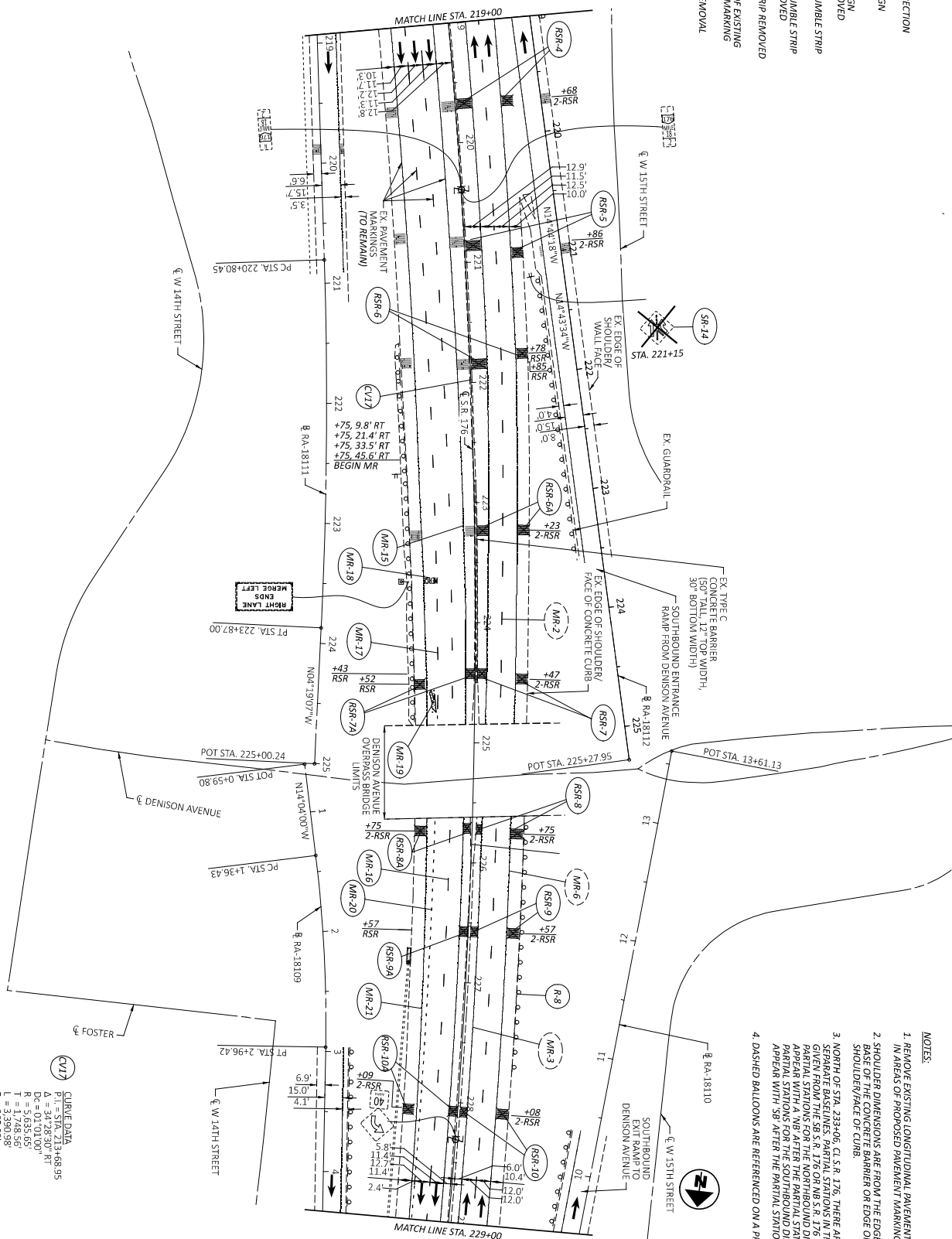
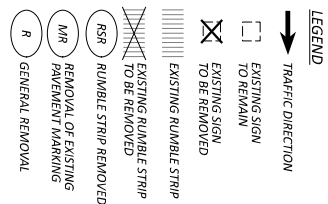


CURVE DATA
 P.I. = STA. 213+68.95
 D = 34.26
 R = 5.635.65'
 T = 1.748.56'
 L = 3.390.98'
 E = 265.03'

REMOVAL PLAN - S.R. 176
 STA. 209+00 TO STA. 219+00



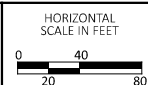
CROSS REFERENCES		
SUBSUMMARIES	P.18	- P.29
TRAFFIC CONTROL PLAN	P.50	- P.69
DETAIL PLANS	P.70	- P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	- P.84



- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF SR. 234.06+0.15 R. 176, THERE ARE TWO SEPARATE BASELINES. THE FIRST BASELINE IN THIS AREA ARE GIVEN FROM THE SR. R. 176 OR NB SR. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET

CURVE DATA
P.I. = STA. 213+68.95
Δ = 34°28'30" RT
Dc = 01°01'00"
R = 5,635.65'
T = 1,748.56'
L = 3,390.98'
E = 265.03'

REMOVAL PLAN - S.R. 176
STA. 219+00 TO STA. 229+00



LEGEND

-  TRAFFIC DIRECTION
-  EXISTING SIGN TO REMAIN
-  EXISTING SIGN TO BE REMOVED
-  EXISTING RUMBLE STRIP
-  EXISTING RUMBLE STRIP TO BE REMOVED
-  RSR RUMBLE STRIP REMOVE/REPLACE
-  MR REMOVAL OF EXISTING PAVEMENT MARKING
-  R GENERAL REMOVAL



- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PARALLEL MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF CSY 233-00, C.S.R. 176, THERE ARE TWO SEPARATE AREAS OF PARALLEL MARKINGS. THESE ARE GIVEN FROM THE S.B.R. 176 OR W.B.S.R. 176 BASELINE PARALLEL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A "N" AFTER THE PARALLEL STATION AND PARALLEL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH "SB" AFTER THE PARALLEL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

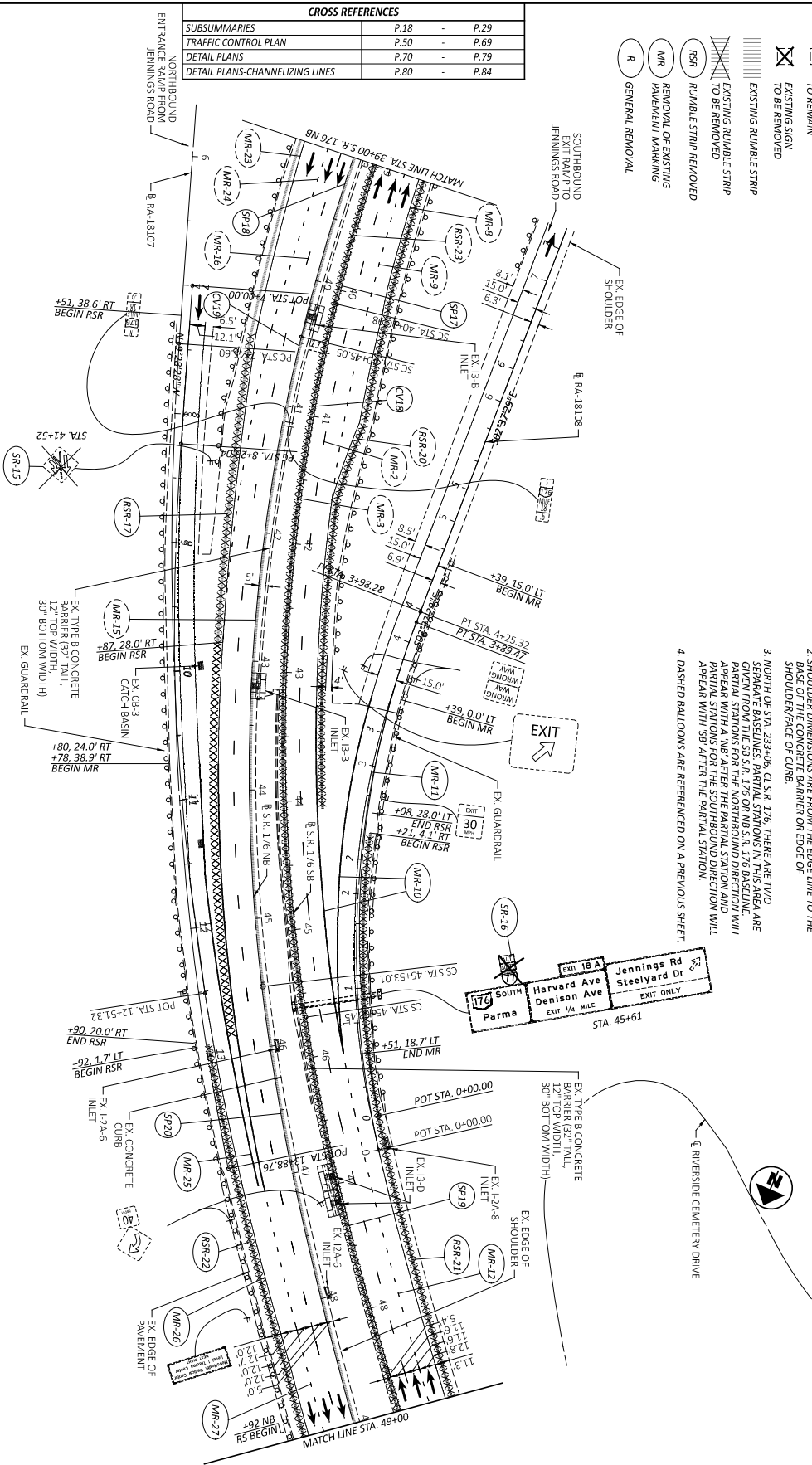
HORIZONTAL
SCALE IN FEET



A horizontal scale bar with a black and white alternating pattern. It is marked with the numbers 0, 20, 40, and 80.

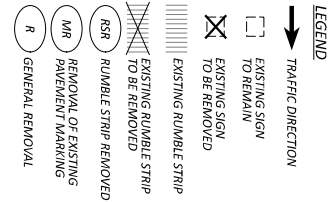
LEGEND	
	TRAFFIC DIRECTION
	EXISTING SIGN TO REMAIN
	EXISTING SIGN TO BE REMOVED
	EXISTING RUMBLE STRIP
	EXISTING RUMBLE STRIP TO BE REMOVED
	RSR RUMBLE STRIP REMOVED
	MR REMOVAL OF EXISTING PAVEMENT MARKING
	R GENERAL REMOVAL

1. REMOVE EXISTING LONGITUDINAL PAYMENT MARKINGS IN AREAS OF PROPOSED PAYMENT MARKINGS.
2. SHOULDER OF CONCRETE AREAS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CULB.
3. NORTH OF STA. 233+00, C.S.R. 176, THERE ARE TWO AREAS GIVEN FROM THE S.B. R. 176 OR N.B.S. 176 BASELINE TO THE PARTIAL STATIONS FOR THE NORTHERN DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHERN DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET



SPR20
 SPIRAL DATA
 P.I. = STA. 47+03.37
 Ls = 450.00'
 eS = 09°00'00"
 IT = 300.39'
 ST = 150.35'
 x = 447.04'
 y = 46.99'
 k = 224.82'
 p = 5.89'
 C = 449.51'
 Shift = Sta. 45+53.01
 End = Sta. 50+03.01
 C.B. = N36.12°31'W

CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84



- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 323+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH "SB" AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

SPIRAL DATA
 P.I. = STA. 47+18.80
 L_S = 450.00'
 L_T = 300.00'
 ST = 150.35'
 x = 447.04'
 y = 46.99'
 k = 224.82
 C = 449.51'
 Start = Sta. 45+68.45
 End = Sta. 50+18.45
 C.B. = N88°11'19"W

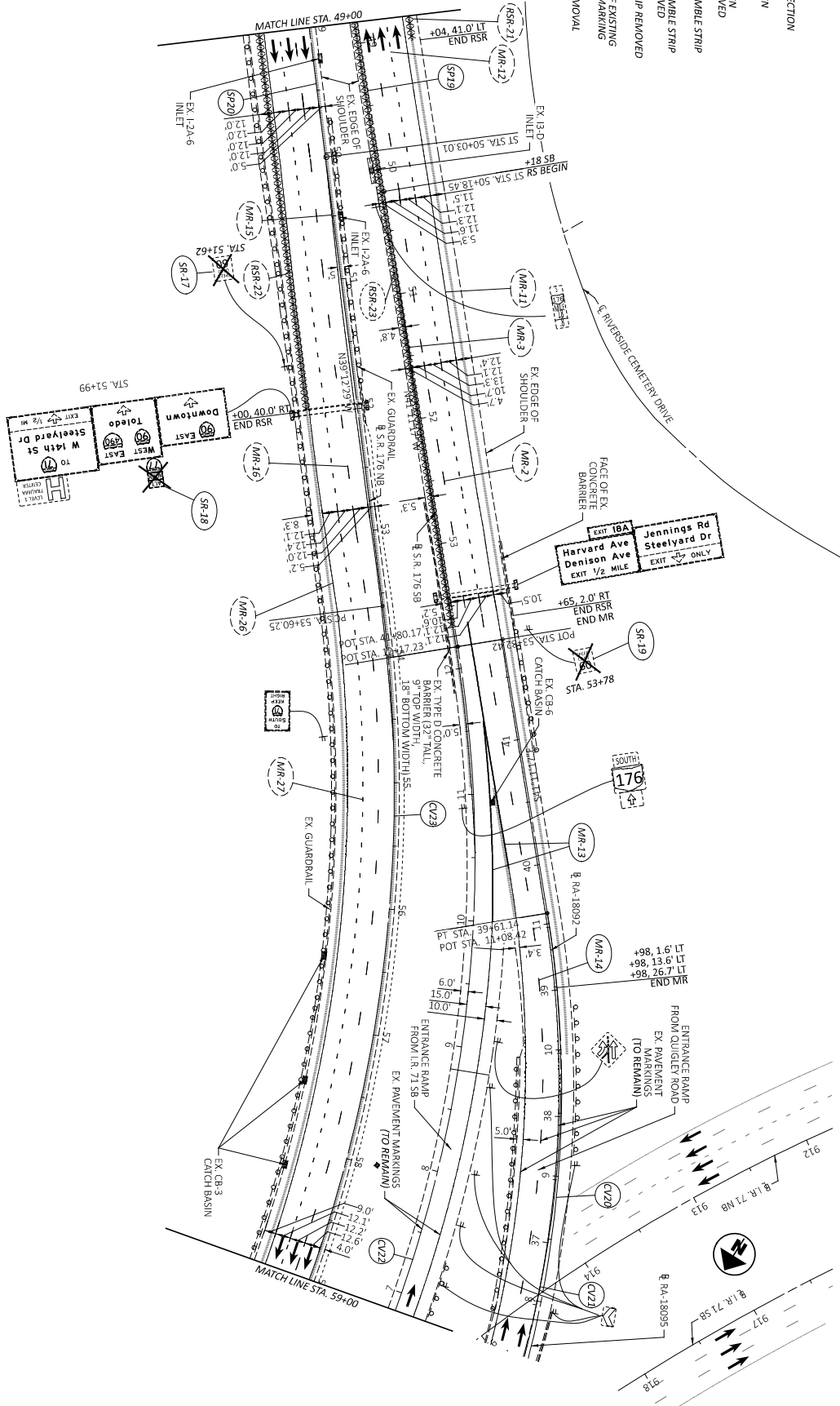
SPIRAL DATA
 P.I. = STA. 47+03.37
 L_S = 450.00'
 L_T = 300.00'
 ST = 150.35'
 x = 447.04'
 y = 46.99'
 k = 224.82
 C = 449.51'
 Start = Sta. 45+53.01
 End = Sta. 50+03.01
 C.B. = N86°12'31"W

CURVE DATA
 P.I. = STA. 47+18.80
 Δ = 46°34'55" LT
 Dc = 66°37'00" LT
 R = 865.93'
 T = 372.77'
 L = 730.40'
 E = 76.83'

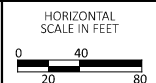
CURVE DATA
 P.I. = STA. 36+22.27
 Δ = 51°07'41" LT
 Dc = 07°00'00" LT
 R = 818.51'
 T = 527.24'
 L = 730.40'
 E = 88.82'

CURVE DATA
 P.I. = STA. 7+68.30
 Δ = 53°41'21" LT
 Dc = 05°30'00" LT
 R = 818.51'
 T = 527.24'
 L = 730.40'
 E = 125.82'

CURVE DATA
 P.I. = STA. 58+05.62
 Δ = 50°05'00" RT
 Dc = 05°00'00" RT
 R = 818.51'
 T = 527.24'
 L = 1001.67'
 E = 118.89'



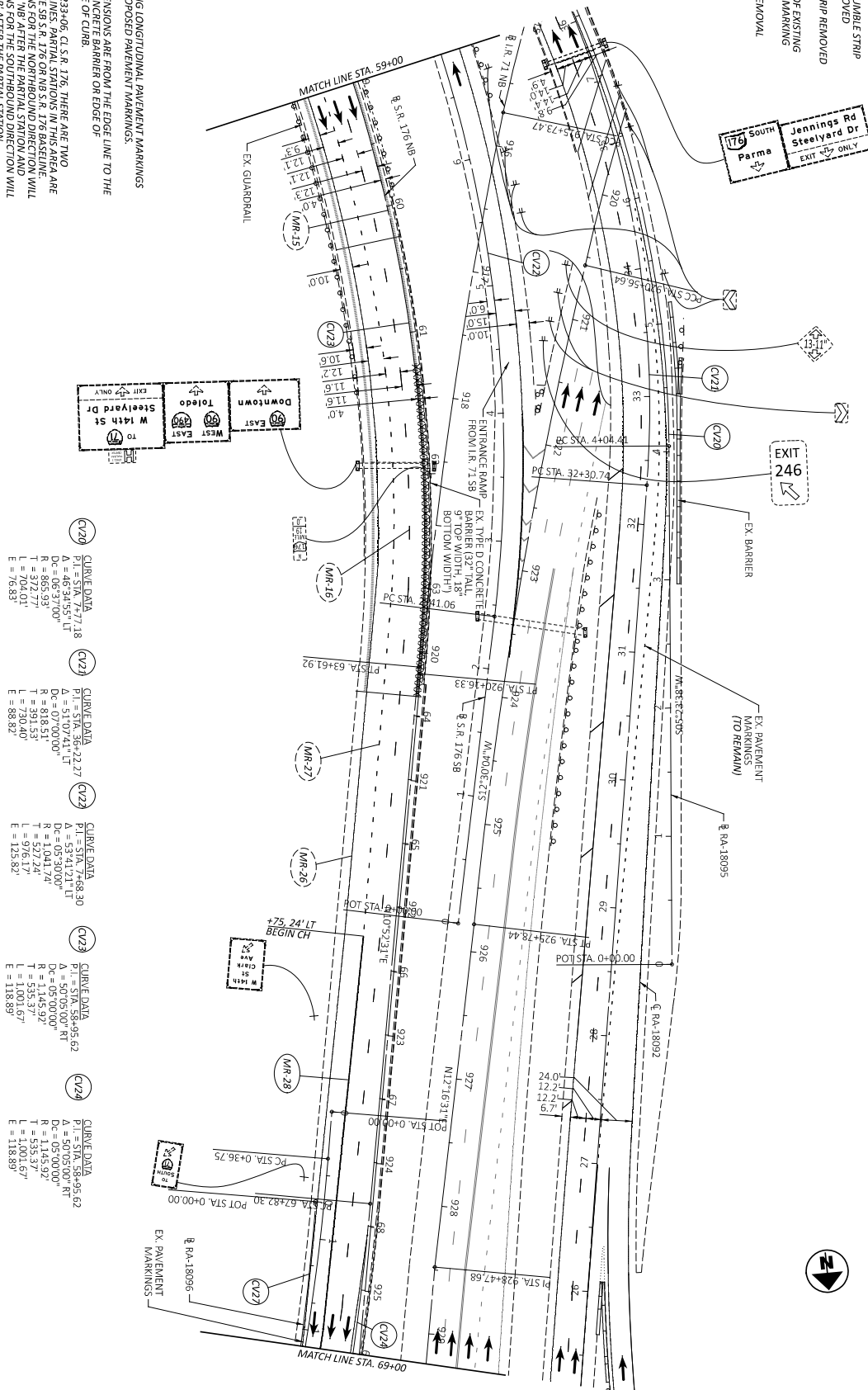
REMOVAL PLAN - S.R. 176
 S.R. 176 NB - STA. 49+00 TO STA. 59+00



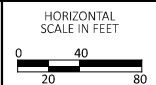
CROSS REFERENCES		
SUBSUMMARIES	-	P.29
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84

- LEGEND**
- TRAFFIC DIRECTION
 - EXISTING SIGN TO REMAIN
 - ⊗ EXISTING SIGN TO BE REMOVED
 - ▨ EXISTING RUMBLE STRIP
 - ▨ EXISTING RUMBLE STRIP TO BE REMOVED
 - ▨ RUMBLE STRIP REMOVED
 - RSR
 - REMOVAL OF EXISTING PAVEMENT MARKING
 - R GENERAL REMOVAL

- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 32+00, C.I. S.R. 176 THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

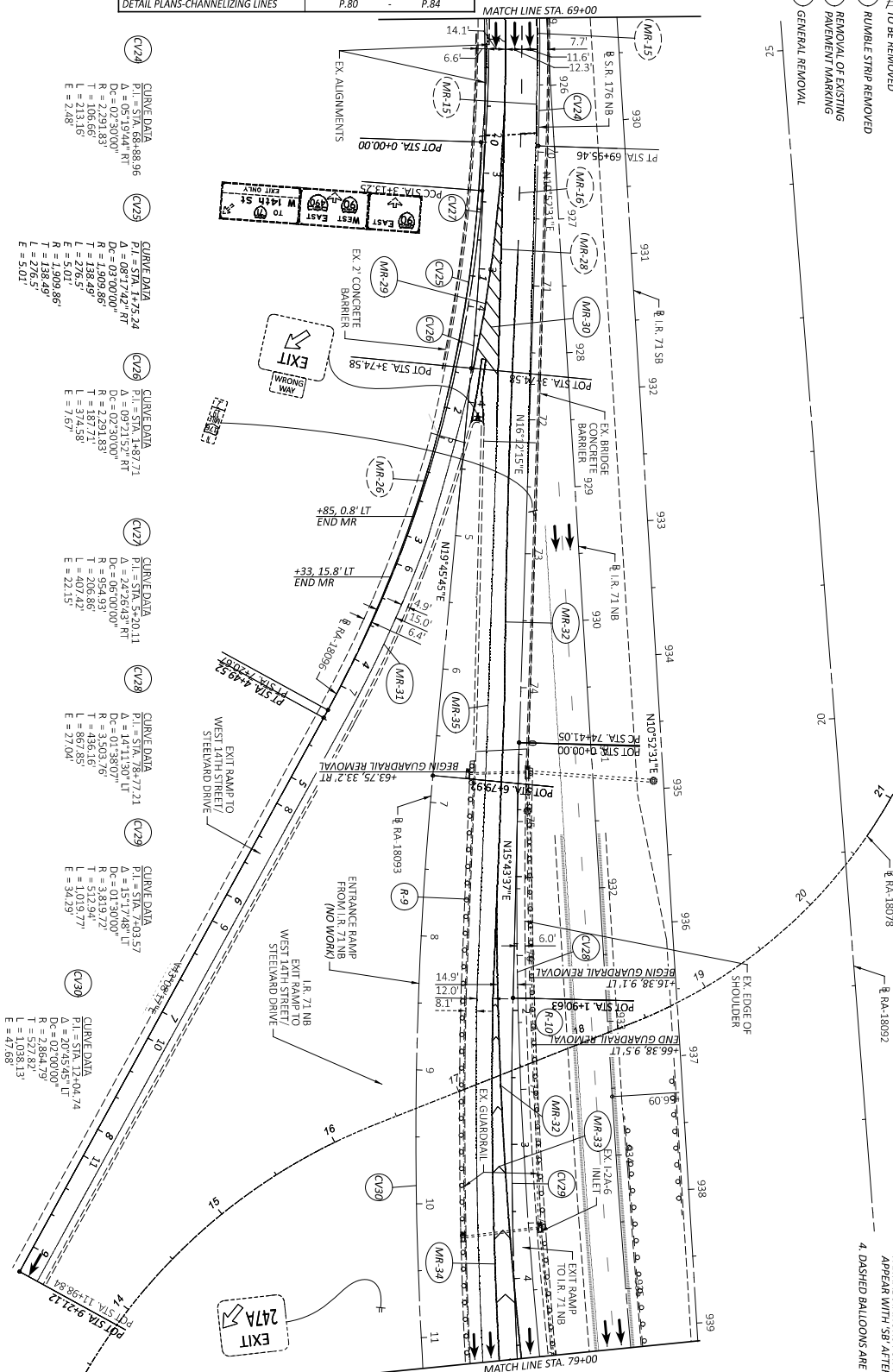


REMOVAL PLAN - S.R. 176
S.R. 176 NB - STA. 59+00 TO STA. 69+00



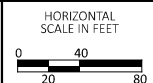
CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
TRAFFIC CONTROL PLAN	P.50	-	P.69
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

- LEGEND**
- TRAFFIC DIRECTION
 - EXISTING SIGN TO REMAIN
 - ⊗ EXISTING SIGN TO BE REMOVED
 - ||||| EXISTING RUMBLE STRIP
 - ||||| EXISTING RUMBLE STRIP TO BE REMOVED
 - ⊗ RUMBLE STRIP REMOVED
 - MR RUMBLE STRIP REMOVED
 - PA PAVEMENT MARKING
 - R GENERAL REMOVAL

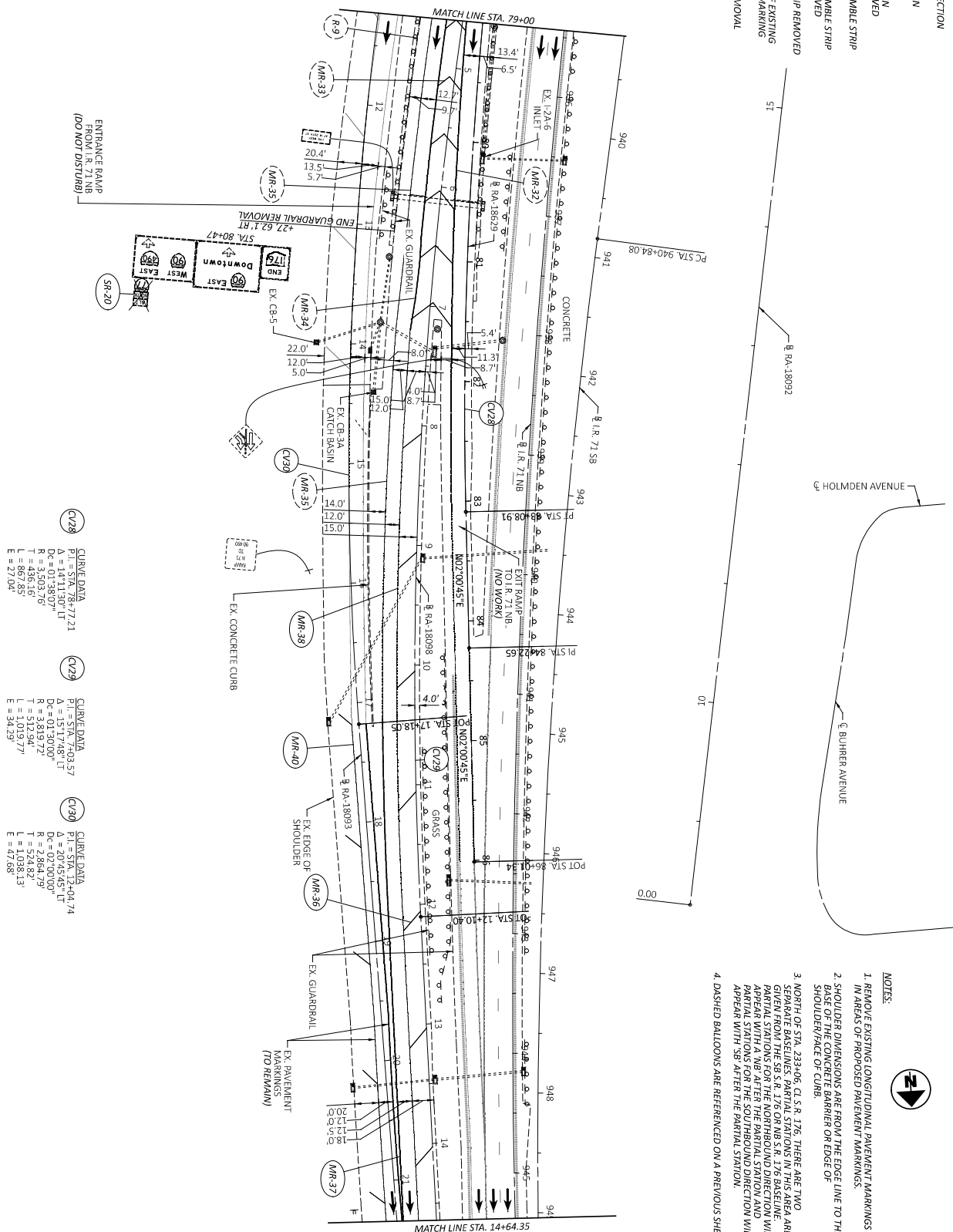
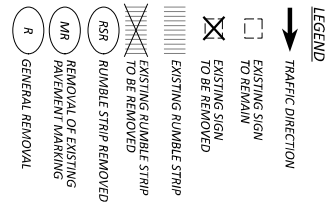


- NOTES:**
1. REMOVE EXISTING LONGITUDINAL PAVEMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
 2. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 3. NORTH OF STA. 233+00, C.S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE S.B.S.R. 176 OR N.B.S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHERLY DIRECTION WILL BE GIVEN FROM THE S.B.S.R. 176 BASELINE. PARTIAL STATIONS FOR THE SOUTHERLY DIRECTION WILL BE GIVEN FROM THE N.B.S.R. 176 BASELINE.
 4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

REMOVAL PLAN - S.R. 176
S.R. 176 NB - STA. 69+00 TO STA. 79+00



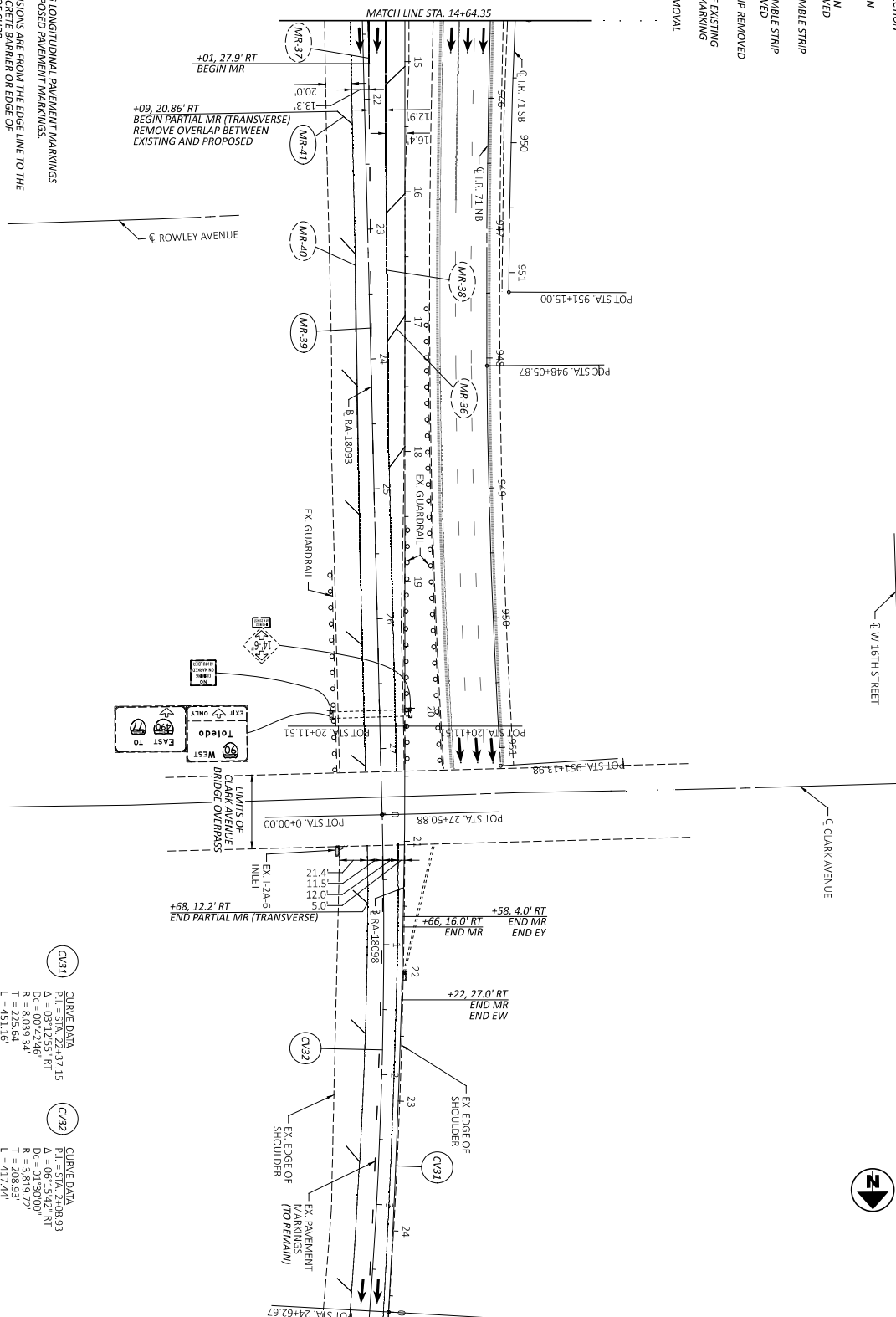
CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
TRAFFIC CONTROL PLAN	P.50	-	P.69
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84



1. REMOVE EXISTING LONGITUDINAL PAVENTMENT MARKINGS IN AREAS OF PROPOSED PAVEMENT MARKINGS.
2. SHOULDER DITCHES ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
3. NORTH OF CRY 233.00+ C 15.9, 176 THERE ARE TWO SEPARATE BASELINE STATIONS 15.9+00.00 AND 176+00.00 GIVEN FROM THE 58.9, 176 OR 183.9. 176 BASELINE PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A .96 AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH .58 AFTER THE PARTIAL STATION.
4. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

LEGEND

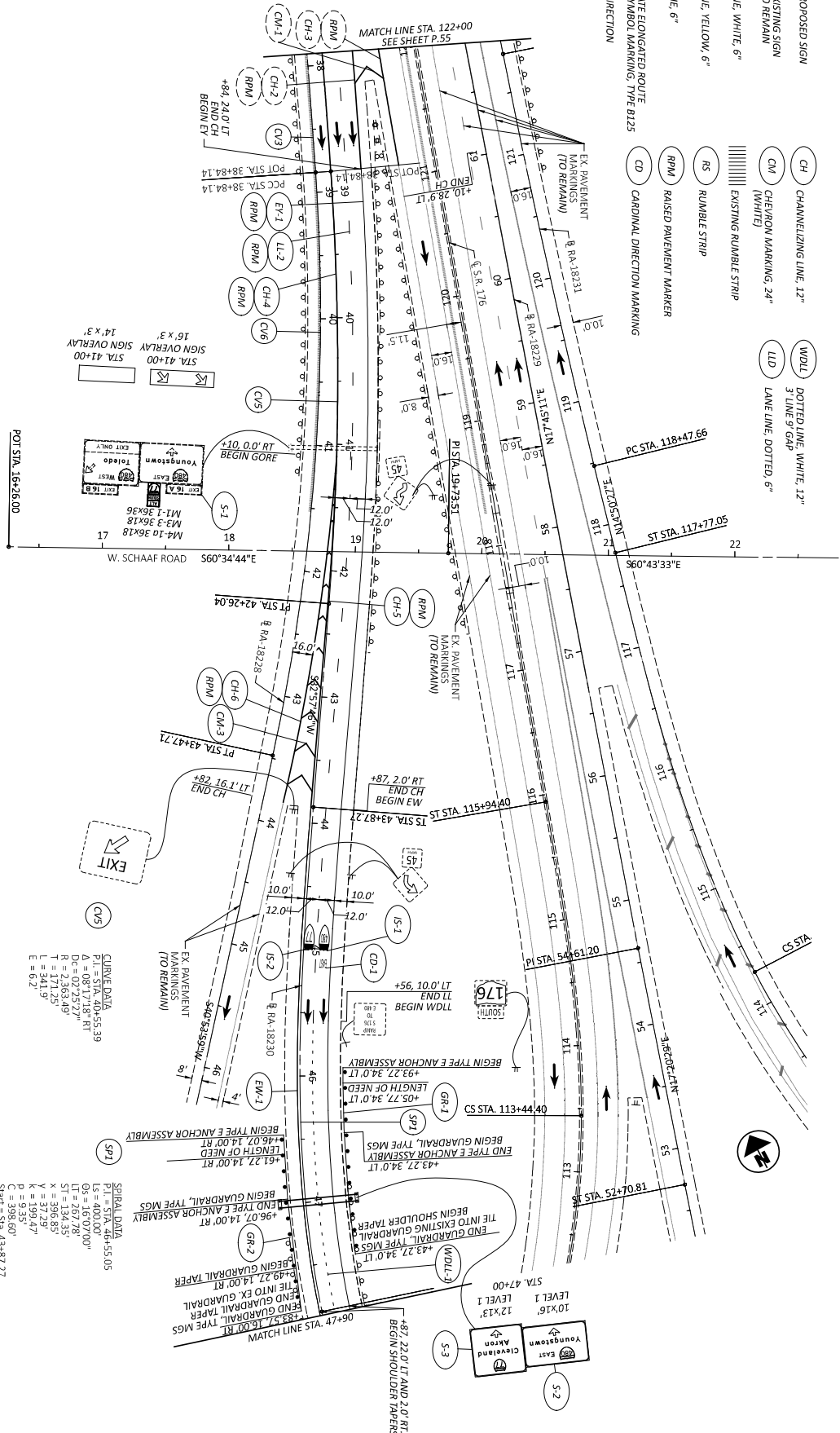
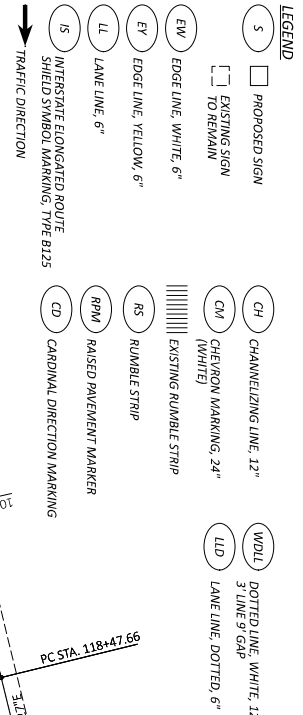
-  TRAFFIC DIRECTION
-  EXISTING SIGN TO REMAIN
-  EXISTING SIGN TO BE REMOVED
-  EXISTING RUMBLE STRIP
-  EXISTING RUMBLE STRIP TO BE REMOVED
-  RUMBLE STRIP REMOVE/REMOVAL OF EXISTING PAVEMENT MARKING
-  RUMBLE STRIP REMOVE/REMOVAL OF EXISTING PAVEMENT MARKING
-  RUMBLE STRIP REMOVE/REMOVAL OF EXISTING PAVEMENT MARKING



HORIZONTAL
SCALE IN FEET

A horizontal scale bar with a black top line and a white bottom line. The top line has tick marks at 0, 40, and 80. The bottom line has tick marks at 0, 20, 40, and 80. The numbers 0, 20, 40, and 80 are placed below the bottom line.

CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84



- NOTES:**
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER FACE OR CURB.
 - NORTH OF STA. 233+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES, PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE S.R. 176 ON NB S.R. 176 BASELINE. ANY STATIONS FROM THIS POINT TO THE NEXT FULL STATION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

CURVE DATA
 P.I. = STA. 34+41.90
 Δ = 05°54'06" RT
 R = 500.00'
 T = 85.9432'
 L = 443.03'
 E = 11.41'

CURVE DATA
 P.I. = STA. 41+17.49
 Δ = 10°13'30" RT
 R = 500.00'
 T = 113.3000'
 L = 233.35'
 E = 16.55'

CURVE DATA
 P.I. = STA. 40+55.39
 Δ = 08°17'15" RT
 R = 500.00'
 T = 85.9432'
 L = 443.03'
 E = 11.41'

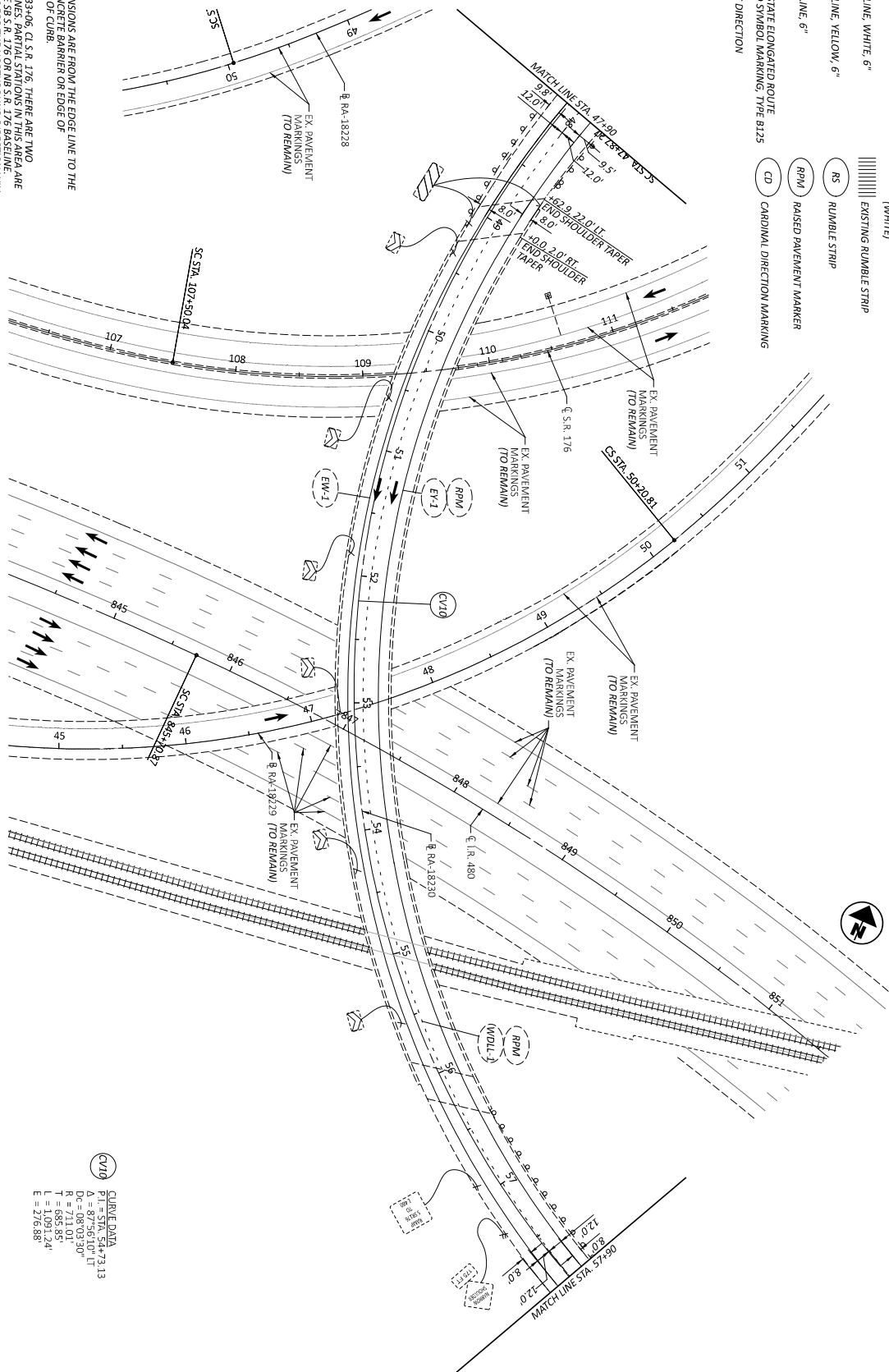
CURVE DATA
 P.I. = STA. 46+55.05
 Δ = 10°13'30" RT
 R = 500.00'
 T = 113.3000'
 L = 233.35'
 E = 16.55'

SPIRAL DATA
 P.I. = STA. 46+55.05
 L_S = 400.00'
 Δ_S = 161°07'00"
 L_T = 113.3000'
 S_T = 134.35'
 X = 396.85'
 Y = 37.29'
 K = 199.47'
 P = 398.60'
 Start = Sta. 43+87.27
 End = Sta. 47+87.27
 C.B. = S27°35'39"W

CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

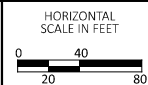
LEGEND	
	PROPOSED SIGN
	EXISTING SIGN
	TO REMAIN
	EDGE LINE, WHITE, 6"
	EDGE LINE, YELLOW, 6"
	LANE LINE, 6"
	INTERSTATE ELONGATED ROUTE
	SHIELD SYMBOL MARKING, TYPE B125
	CARDINAL DIRECTION MARKING
	CHANNELIZING LINE, 12"
	CHEVRON MARKING, 24" (WHITE)
	EXISTING RUMBLE STRIP
	RUMBLE STRIP
	RAISED PAVEMENT MARKER
	DOTTED LINE, WHITE, 12"
	LANE LINE, DOTTED, 6"

- NOTES:
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE SHOULDER/FACE OF CURB.
 2. NORTH OF STA. 233+06, C.S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE S.R. TO THE BASELINE. THESE STATIONS WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



CURVE DATA	
STA. 50+73.13	13
A = 87°56'10" LT	
Dc = 08°03'30"	
R = 711.01'	
T = 685.85'	
L = 1305.93'	
E = 276.88'	

TRAFFIC CONTROL PLAN - RA-18230
STA. 47+90 TO STA. 57+90

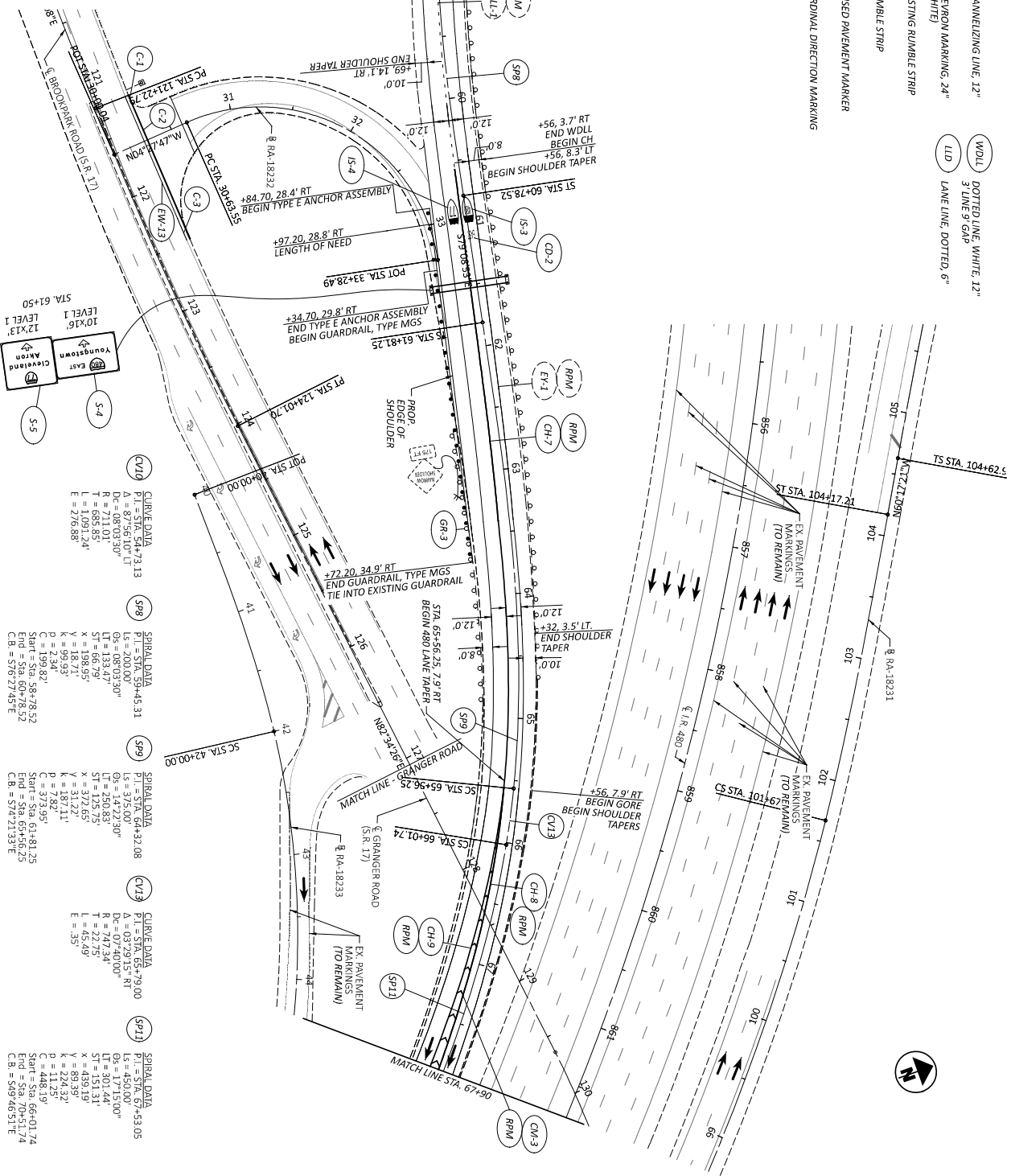


DESIGN AGENCY	CHADLER WALKER ENGINEERING, INC.
DESIGNER	
SHR	
REVIEWER	
CWP	120469
PROJECT	10/07/25
SHEET	75/86
TOTAL	86

CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

- LEGEND**
- S PROPOSED SIGN
 - EXISTING SIGN TO REMAIN
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - EXISTING RUMBLE STRIP
 - RS RUMBLE STRIP
 - RAISED PAVEMENT MARKER
 - CD CARDINAL DIRECTION MARKING
 - WDLL DOTTED LINE, WHITE, 12"
 - 3 LINE 9' GAP
 - LID LANE LINE, DOTTED, 6"
 - EW EDGE LINE, WHITE, 6"
 - EV EDGE LINE, YELLOW, 6"
 - LL LANE LINE, 6"
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - TRAFFIC DIRECTION

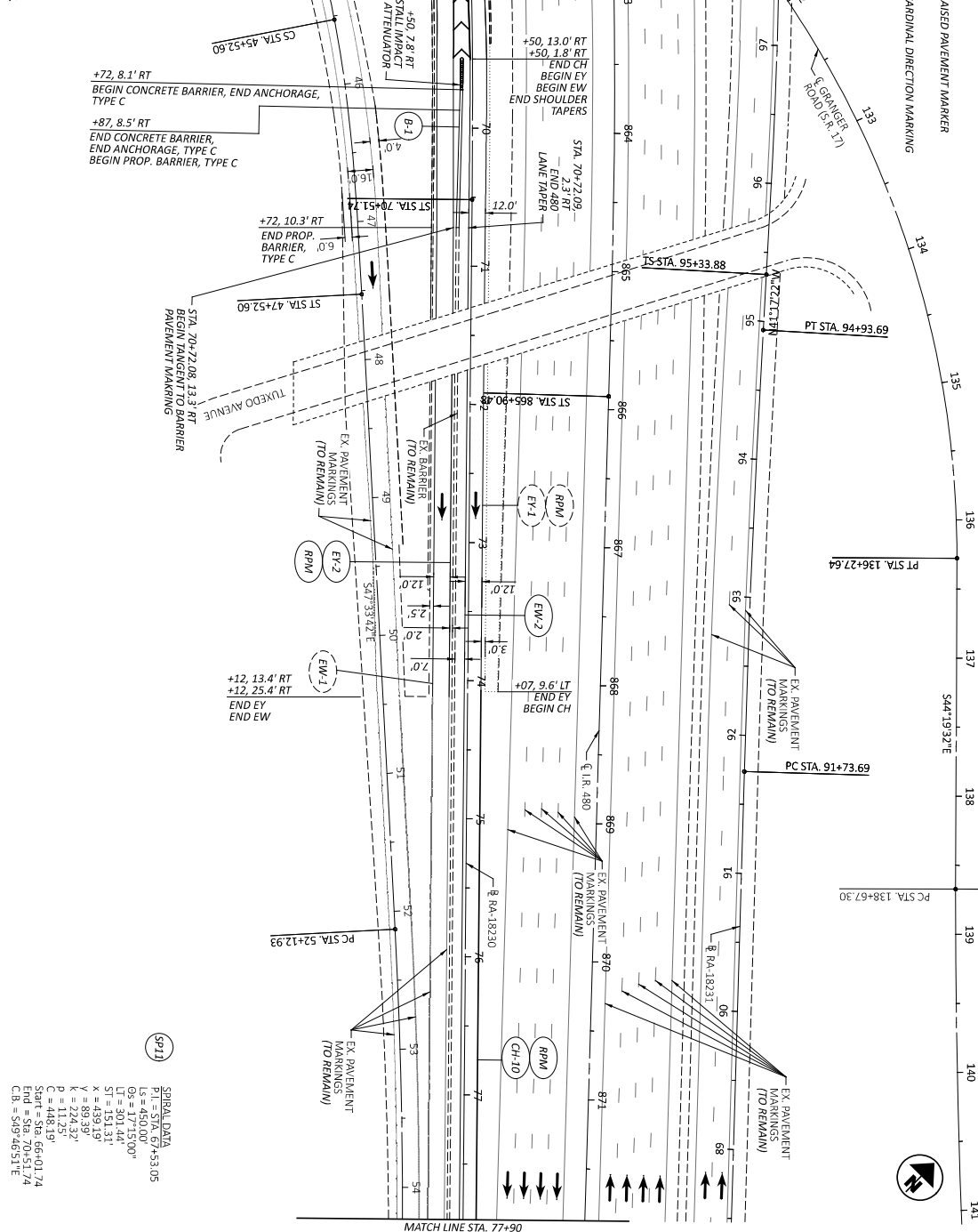
- NOTES:**
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 2. NORTH OF STA. 233+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL BE GIVEN FROM THE SB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL BE GIVEN WITH 'SB' AFTER THE PARTIAL STATION.
 3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

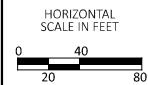
- LEGEND**
- S PROPOSED SIGN
 - [] EXISTING SIGN TO REMAIN
 - CH CHANNELIZING LINE, 12"
 - CW CHEVRON MARKING, 24" (WHITE)
 - LD DOTTED LINE, WHITE, 12"
 - LL LANE LINE, 6"
 - LD LANE LINE, DOTTED, 6"
 - EW EDGE LINE, WHITE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - RS RUMBLE STRIP
 - RPM RAISED PAVEMENT MARKER
 - CD CARONAL DIRECTION MARKING
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - WDL DOTTED LINE, WHITE, 12" 3 LINE 9' GAP
 - LTD LANE LINE, DOTTED, 6"

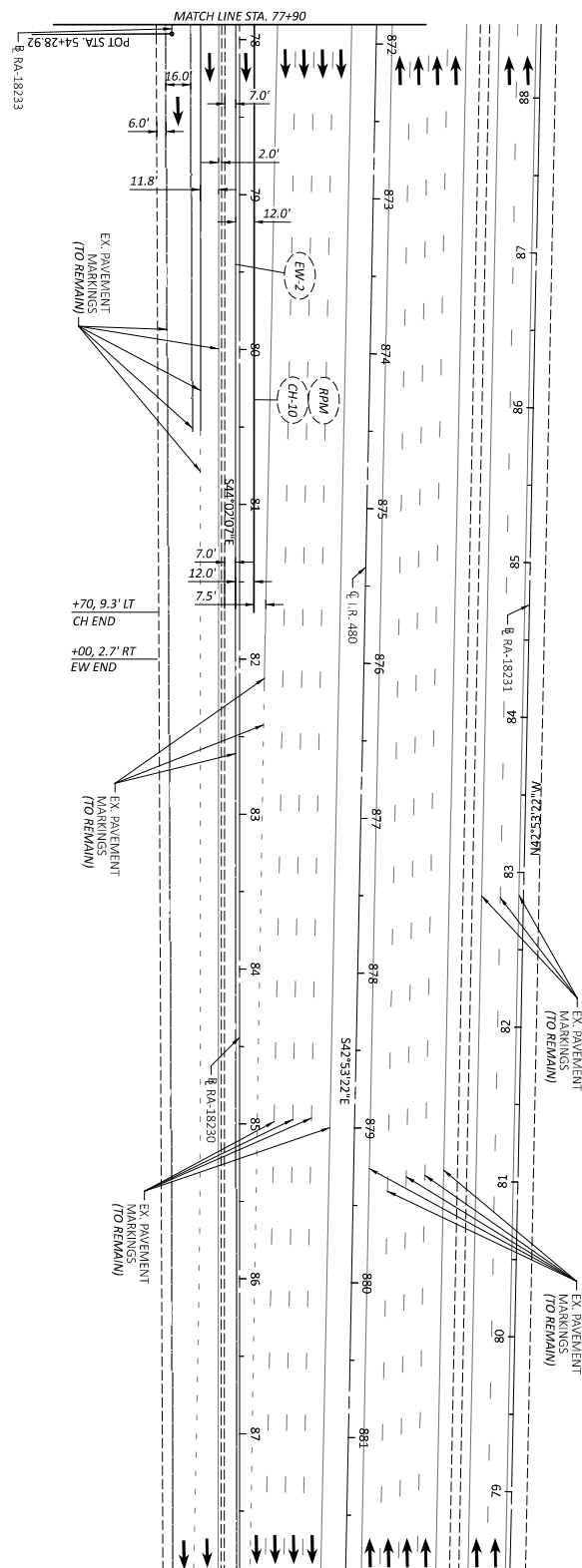
- NOTES:**
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 - NORTH OF STA. 33+40.6, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH A 'SB' AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



SPRINKLER DATA
 PT = STA. 67+53.05
 LS = 450.00'
 LT = 17'15.00"
 ST = 301.44'
 Y = 13.31'
 K = 89.39'
 C = 224.37'
 P = 11.25'
 C = 448.19'
 ST = 586.660174
 End = 587.705174
 C.R. = 549'46.517E

TRAFFIC CONTROL PLAN - RA-18230
 STA. 67+90 TO STA. 77+90





NOTES:

1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIOR OR EDGE OF SHOULDER/FACE OF CURB.

2. NORPORT A/S 23.03.06, C/S R. 176, THESE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB R. 176 OR MB R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'N' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.

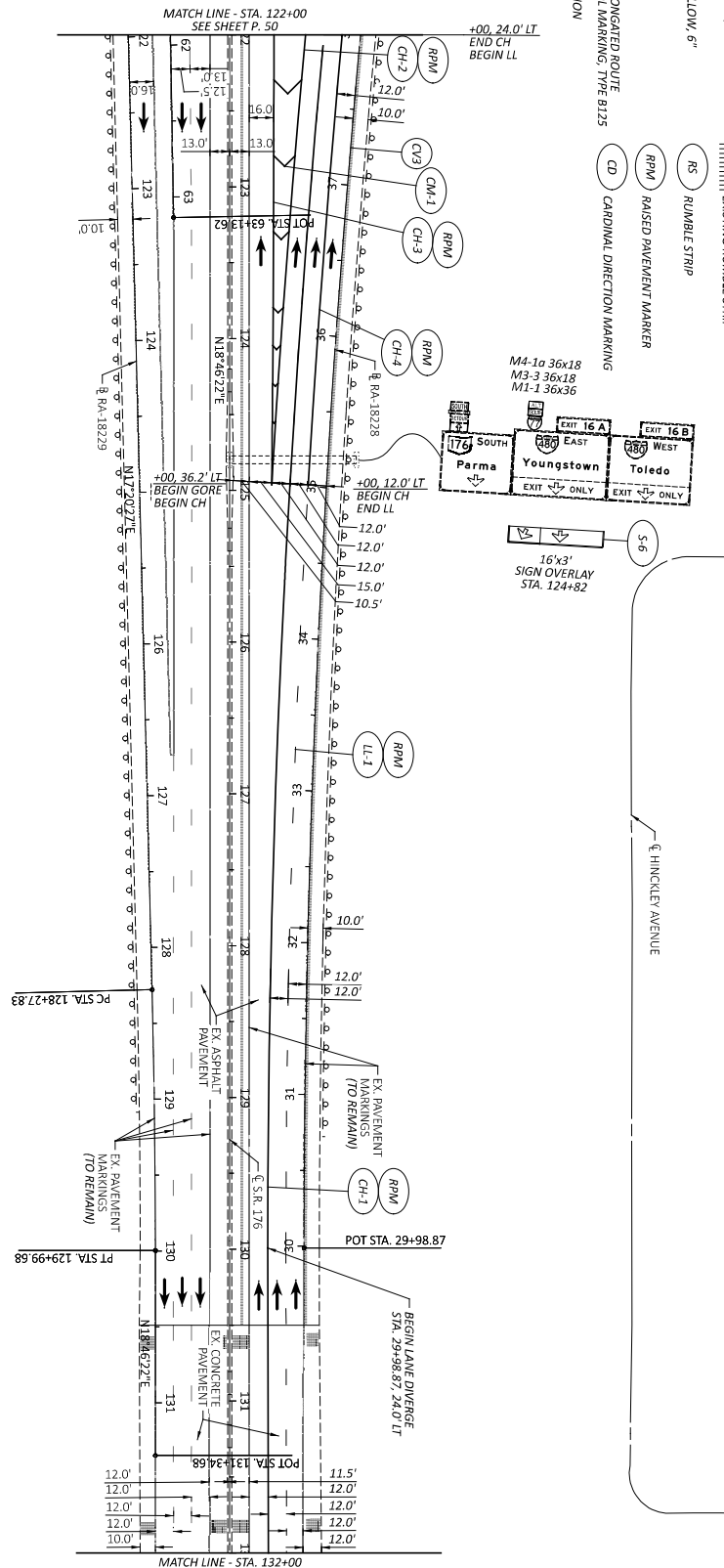
3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

CROSS REFERENCES		
SUBSUMMARIES	P.18	- P.29
REMOVAL SHEETS	P.30	- P.49
DETAIL PLANS	P.70	- P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	- P.84

- NOTES:
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/VEHICLE OF CURB.
2. NORTH OF STA. 23+00.0, C/S R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE S/S R. 176 OR N/S R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL BE GIVEN FROM THE S/S R. 176 BASELINE. S/D AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL BE GIVEN FROM THE N/S R. 176 BASELINE. NO PARTIAL STATION WILL BE GIVEN AFTER THE PARTIAL STATION WILL APPEAR WITH SB AFTER THE PARTIAL STATION.
3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

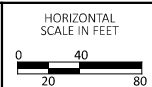
- LEGEND**

 - PROPOSED SIGN
 - EXISTING SIGN TO REMAIN
 - EDGE LINE, WHITE, 6"
 - EDGE LINE, YELLOW, 6"
 - LANE LINE, 6"
 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - TRAFFIC DIRECTION
 - CHANNELIZING LINE, 12"
 - CHEVRON MARKING, 24" (WHITE)
 - EXISTING RUMBLE STRIP
 - RUMBLE STRIP
 - RAISED PAVEMENT MARKER
 - CARDINAL DIRECTION MARKING
 - DOTTED LINE, WHITE, 12"
 - LANE LINE, DOTTED, 6"



CV3

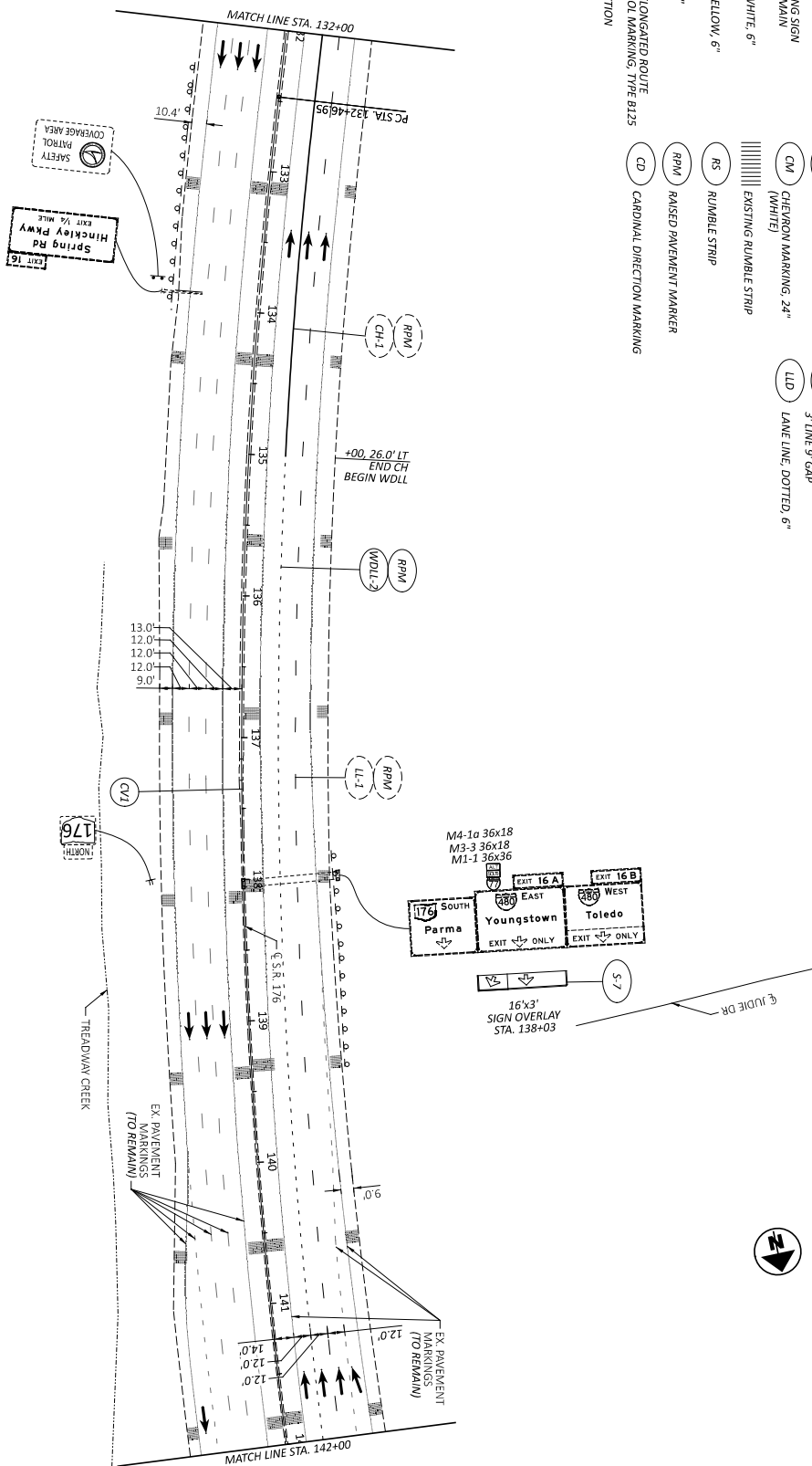
CURVE DATA
P.I. = STA. 34+41.90
 $\Delta = 05^{\circ}54'06''$ RT
Dc = $00^{\circ}40'00''$
R = 8,594.37'
T = 443.03'
L = 885.27'
E = 11.41'



CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

- LEGEND**
- S PROPOSED SIGN
 - [] EXISTING SIGN TO REMAIN
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - WDL DOTTED LINE, WHITE, 12"
 - LLD 3 LINE 9" GAP LANE LINE, DOTTED, 6"
 - EW EDGE LINE, WHITE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - RS EXISTING RUMBLE STRIP
 - RPM RUMBLE STRIP
 - LL LANE LINE, 6"
 - RPM RAISED PAVEMENT MARKER
 - CD CARDINAL DIRECTION MARKING
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

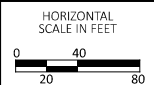
- NOTES:**
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 2. NORTH OF STA. 233+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL BE GIVEN FROM THE SB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL BE GIVEN FROM THE NB S.R. 176 BASELINE.
 3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



(CV1)

CURVE DATA
P.I. = STA. 142+62.24
P.O. = STA. 142+44.11
D.C. = 01+28.00'
R = 3,906.53'
T = 1,015.28'
L = 1,985.62'
E = 129.78'

TRAFFIC CONTROL PLAN - S.R. 176
STA. 132+00 TO STA. 142+00

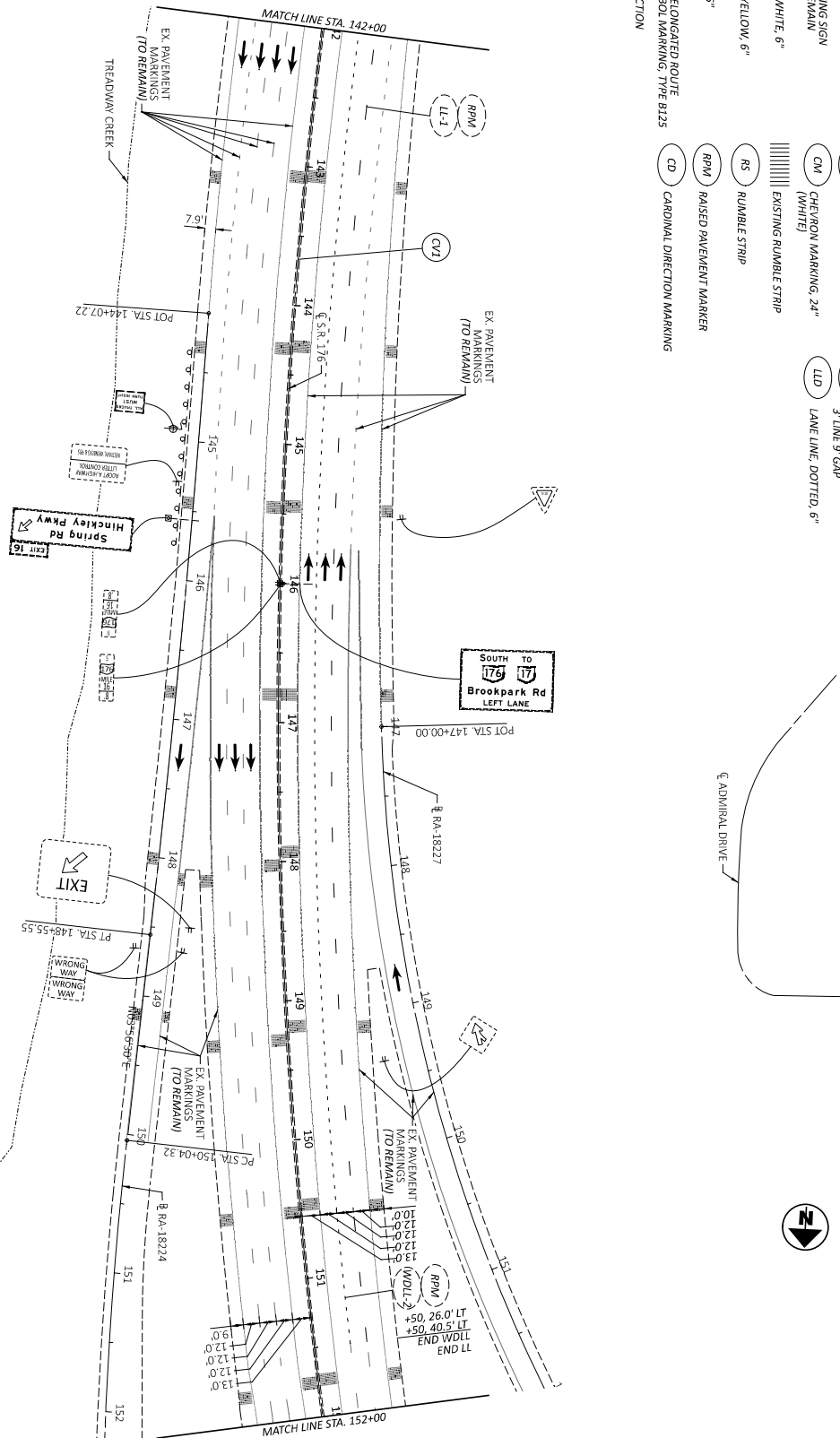


CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

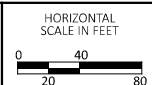
- LEGEND**
- S PROPOSED SIGN
 - [] EXISTING SIGN
 - [] TO REMAIN
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - LL LANE LINE, 6"
 - EV EDGE LINE, WHITE, 6"
 - EV EDGE LINE, YELLOW, 6"
 - LL LANE LINE, 6"
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - CD CARDINAL DIRECTION MARKING
 - WDL DOTTED LINE, WHITE, 12"
 - LLD 3 LINE 9 GAP LANE LINE, DOTTED, 6"
 - RPM RAISED PAVEMENT MARKER
 - RS RUMBLE STRIP
 - CM EXISTING RUMBLE STRIP

- NOTES:**
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 - NORTH OF STA. 233+05, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE S.R. 176 ON NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A NB AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH A SB AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

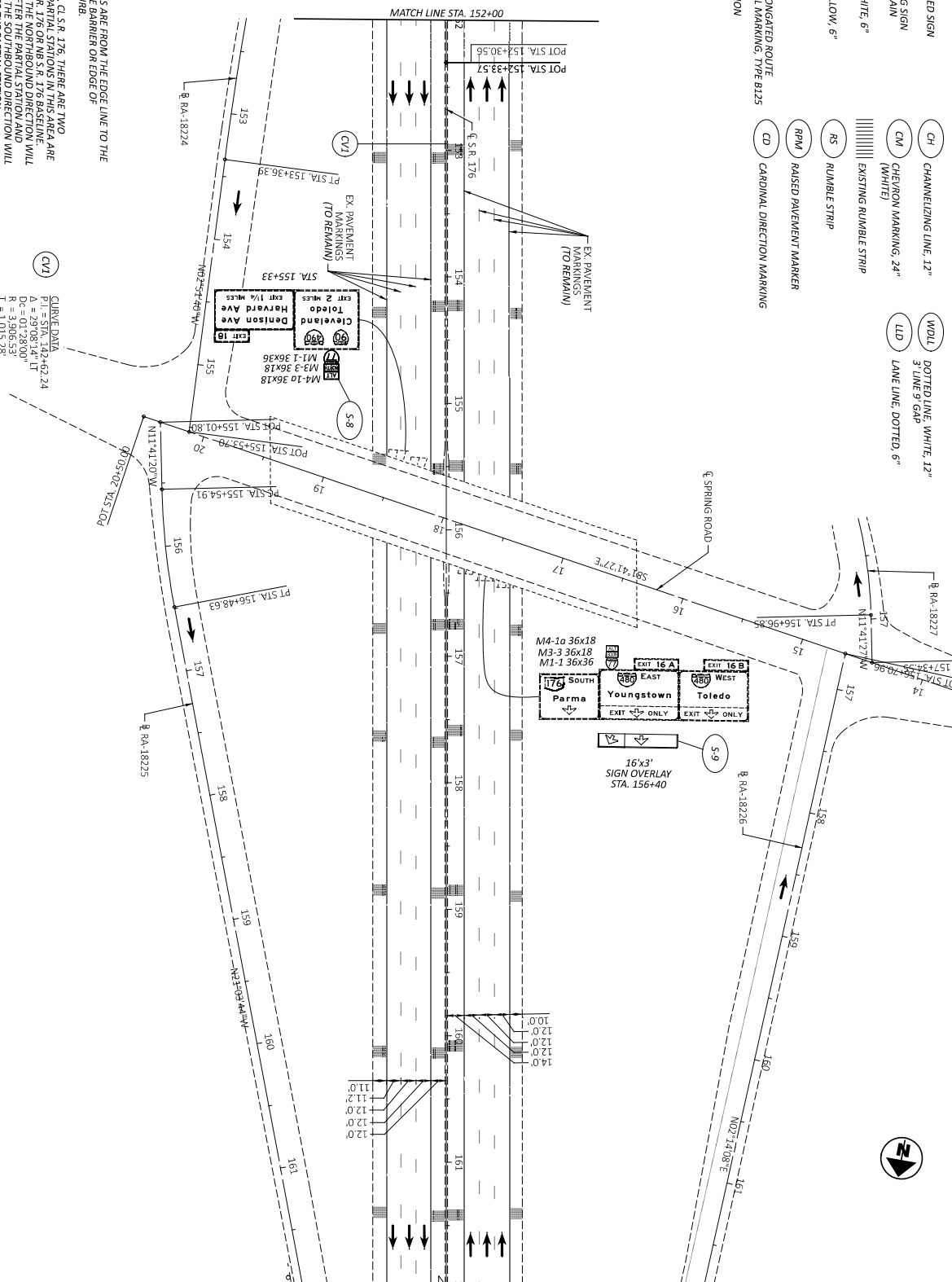
CURVE DATA
 P1 = STA. 142+62.24
 Δ = 29°08'14" LT
 R = 3,906.53'
 T = 1,035.28'
 L = 1,986.62'
 E = 129.78'



TRAFFIC CONTROL PLAN - S.R. 176
 STA. 142+00 TO STA. 152+00



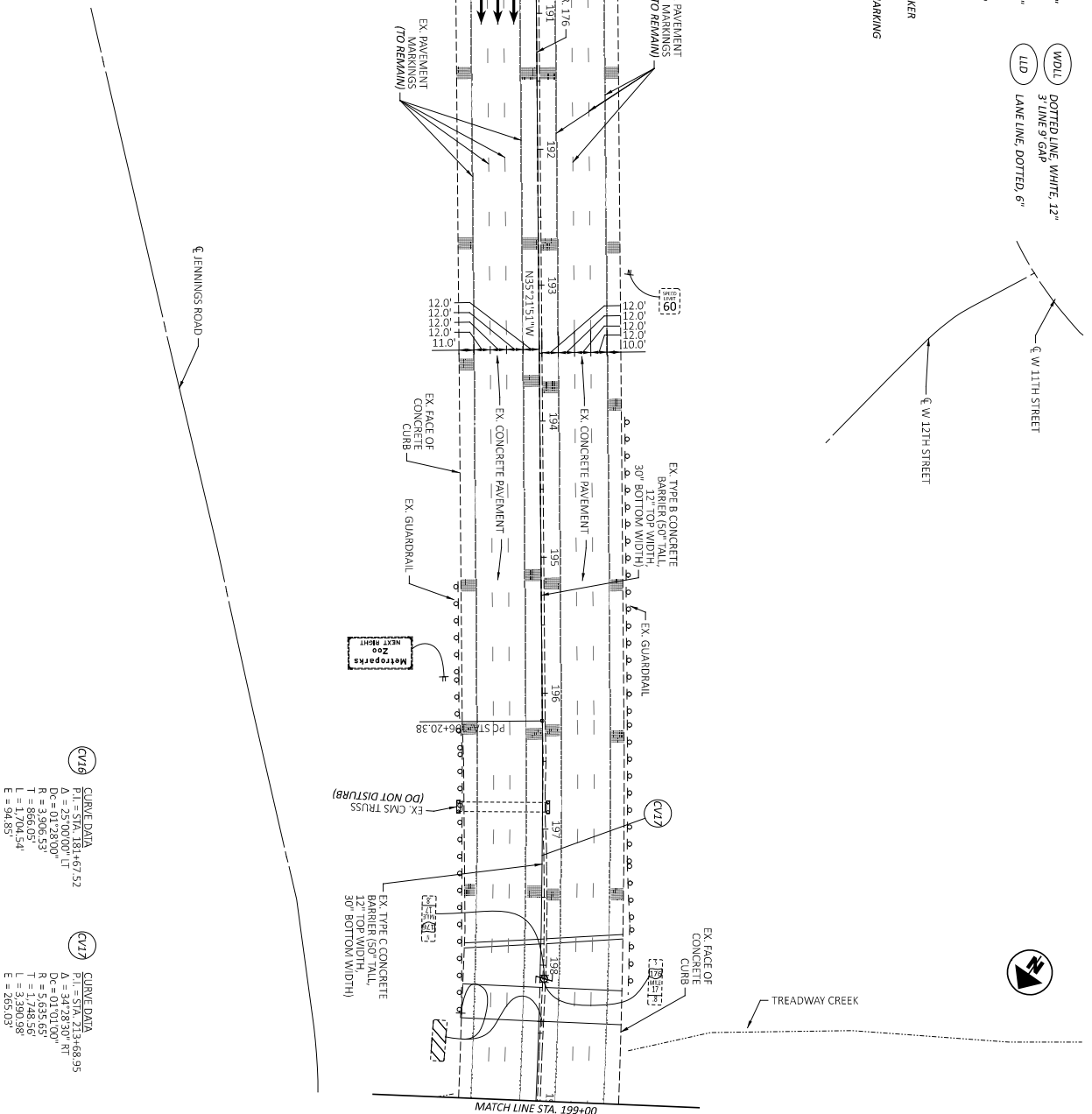
CURVE DATA
P.I. = STA. 142+62.24
Δ = 29°08'14" LT
Dc = 01°28'00"
R = 3,906.53'
T = 1,015.28'
L = 1,986.62'
E = 129.78'



CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

- LEGEND**
- S PROPOSED SIGN
 - [] EXISTING SIGN TO REMAIN
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - WDL DOTTED LINE, WHITE, 12"
 - LLD 3 LINE 9 GAP LANE LINE, DOTTED, 6"
 - EW EDGE LINE, WHITE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - RS RUMBLE STRIP
 - RPM RAISED PAVEMENT MARKER
 - CD CARDINAL DIRECTION MARKING
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - LL LANE LINE, 6"

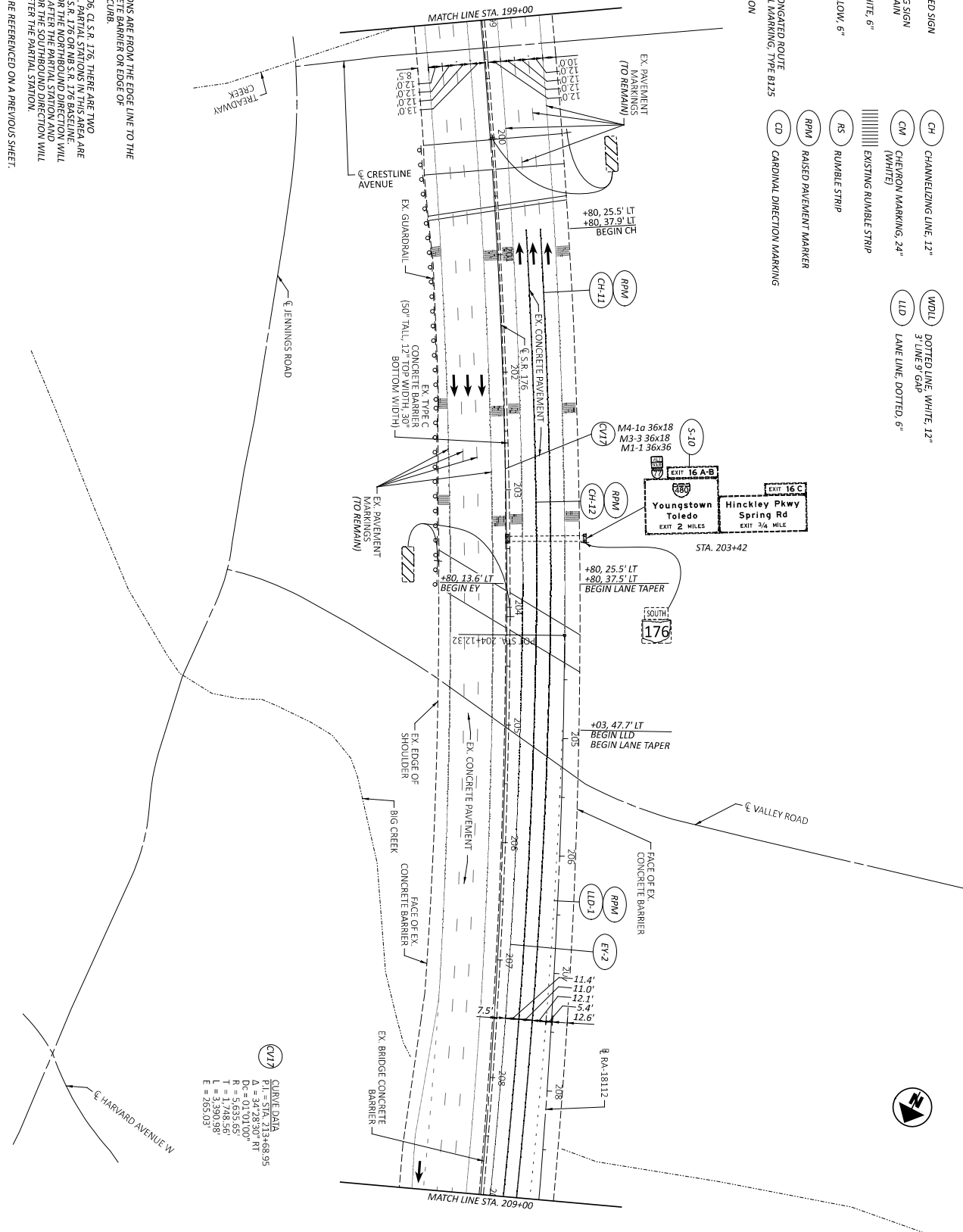
- NOTES:**
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 - NORTH OF STA. 234+05, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A NB AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH SB AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.
 - EXISTING PAVEMENT MARKINGS TO REMAIN FROM STA. 185+00 TO STA. 189+00



CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

- LEGEND**
- PROPOSED SIGN
 - EXISTING SIGN TO REMAIN
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - LD LANE LINE, DOTTED, 6"
 - LDL LANE LINE, DOTTED, 6"
 - EW EDGE LINE, WHITE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - LL LANE LINE, 6"
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - LDL LANE LINE, DOTTED, 6"
 - EW EDGE LINE, WHITE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - LL LANE LINE, 6"
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - CD CARDINAL DIRECTION MARKING
 - RPM RAISED PAVEMENT MARKER
 - RS RUMBLE STRIP
 - CD CARDINAL DIRECTION MARKING

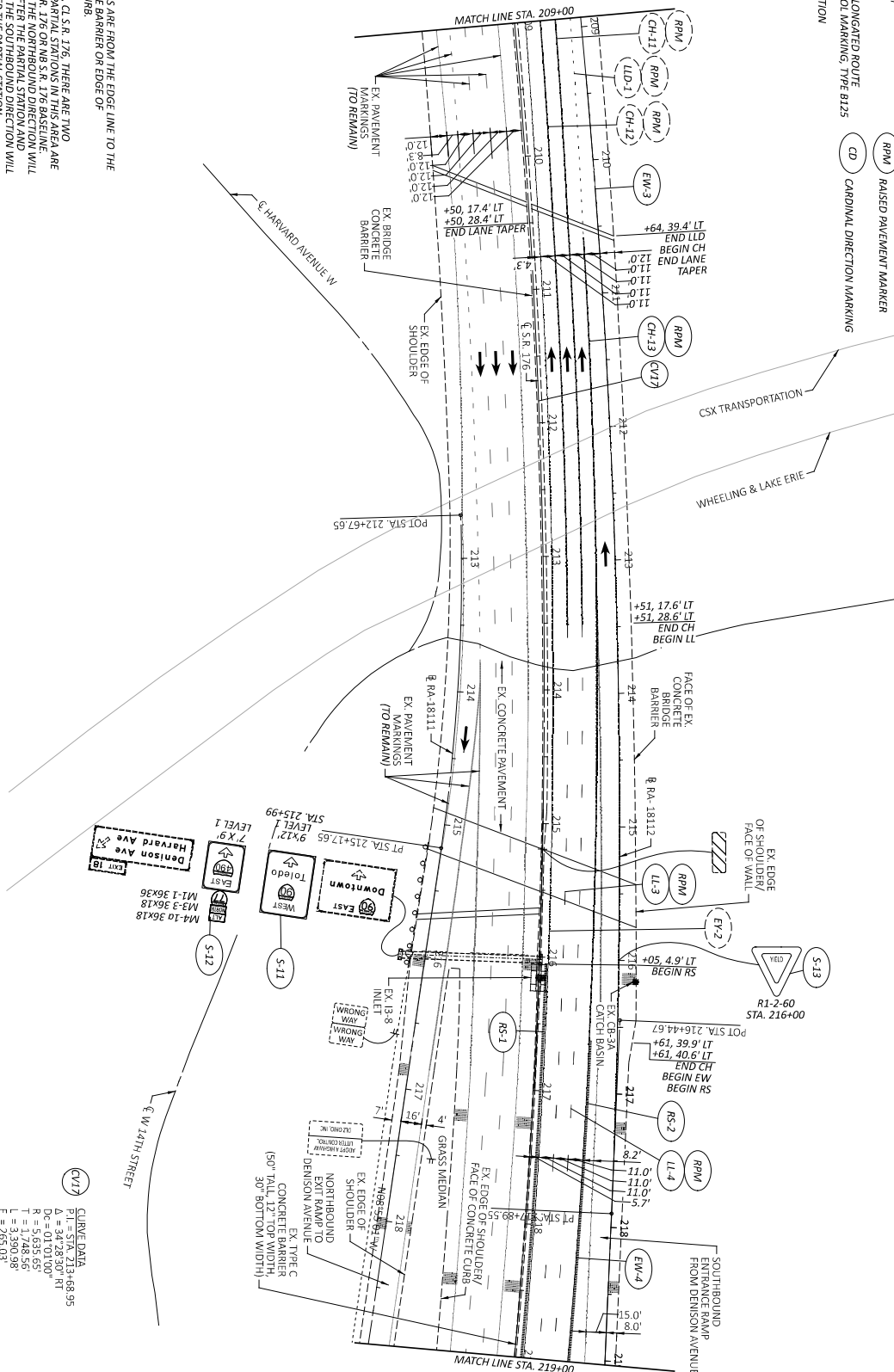
- NOTES:**
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/PAGE OF CURB.
 - NORTH OF STA. 233+06, C.L.S.R. 176, THERE ARE TWO EXISTING CONCRETE BARRIERS. THE FIRST BARRIER IS GIVEN FROM THE S.B.S. R. 176 OR N.B.S. R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH A 'SB' AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

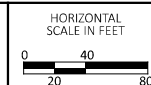
- LEGEND**
- S PROPOSED SIGN
 - [] EXISTING SIGN TO REMAIN
 - EW EDGE LINE, WHITE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - LL LANE LINE, 6"
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - LLD LANE LINE, DOTTED, 6"
 - RS RUMBLE STRIP
 - RPM RAISED PAVEMENT MARKER
 - CD CARDINAL DIRECTION MARKING
 - WDL DOTTED LINE, WHITE, 12" 3 LINE 9' GAP

- NOTES:**
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 2. NORTH OF STA. 233+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS SOUTH OF STA. 216+00 WILL APPEAR WITH A NEGATIVE SIGN. THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH SB AFTER THE PARTIAL STATION.
 3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



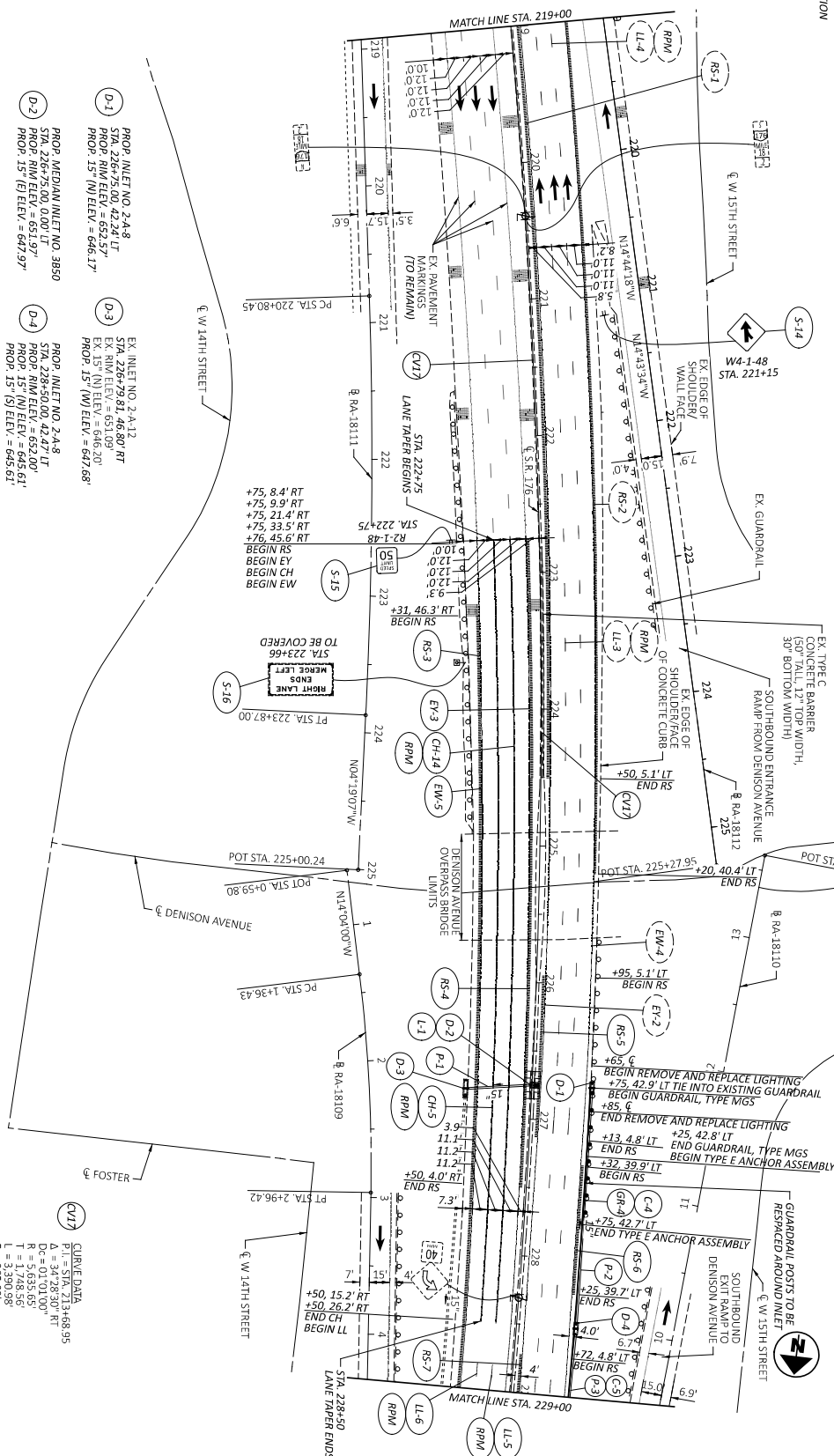
CURVE DATA
 P.I. = STA. 213+88.95
 D = 34.26+13.00 FT
 R = 5,635.65'
 T = 1,748.56'
 L = 3,390.98'
 E = 265.03'

**TRAFFIC CONTROL PLAN - S.R. 176
 STA. 209+00 TO STA. 219+00**



CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

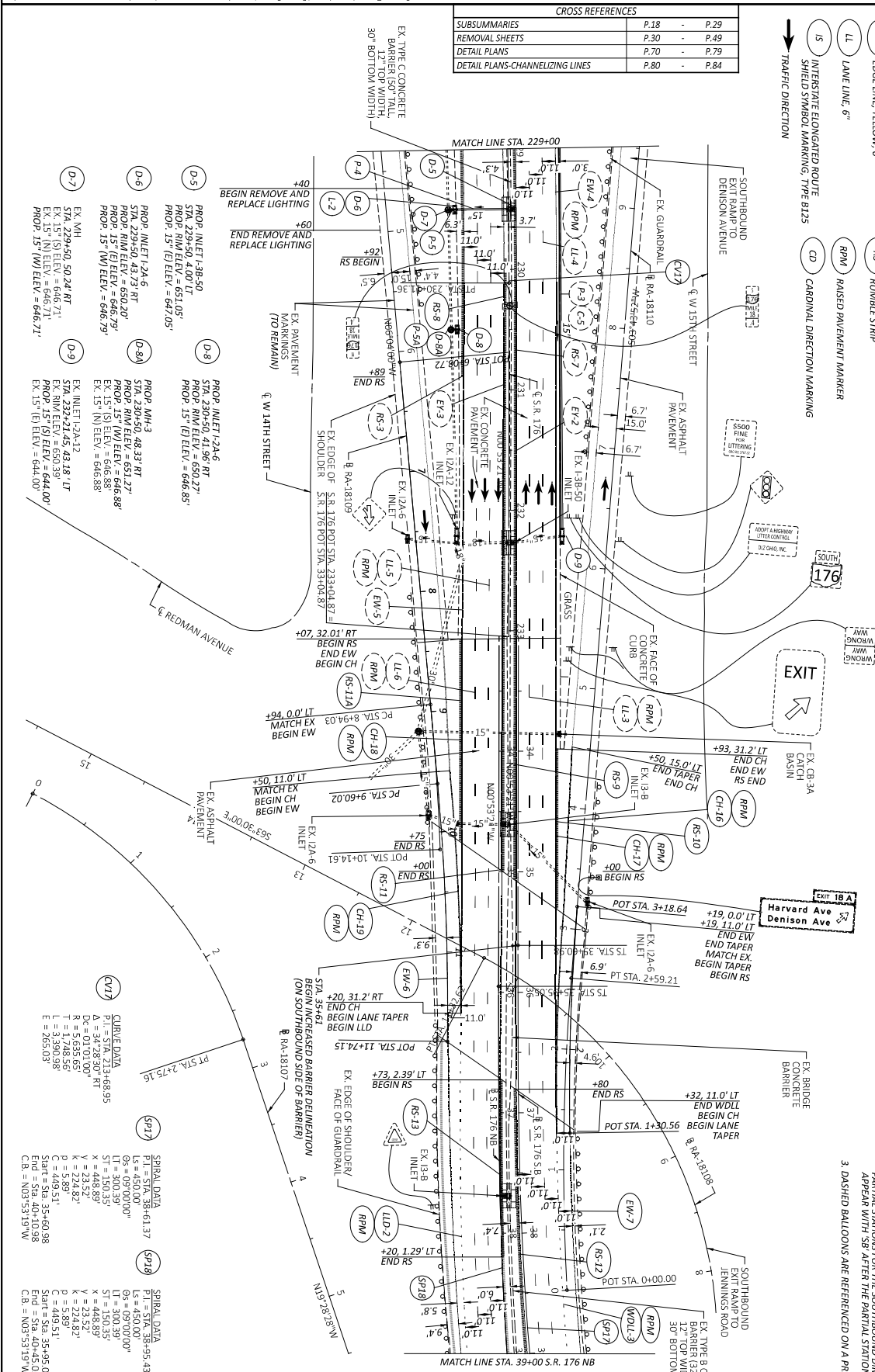
- LEGEND**
- (S) PROPOSED SIGN
 - (E) EXISTING SIGN TO REMAIN
 - (EW) EDGE LINE, WHITE, 6"
 - (EY) EDGE LINE, YELLOW, 6"
 - (LL) LANE LINE, 6"
 - (IS) INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - (CH) CHANNELIZING LINE, 12"
 - (CM) CHEVRON MARKING, 24" (WHITE)
 - (RS) EXISTING RUMBLE STRIP
 - (RPM) RUMBLE STRIP
 - (CD) RAISED PAVEMENT MARKER
 - (WDL) DOTTED LINE, WHITE, 12"
 - (LID) 3 LINE 9 GAP LANE LINE, DOTTED, 6"



- NOTES:**
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 - NORTH OF STA. 233+06, C.L.S. 176, THERE ARE TWO PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH A 'SB' AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

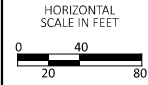
CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

- LEGEND**
- 5 PROPOSED SIGN
 - EXISTING SIGN TO REMAIN
 - EW EDGE LINE, WHITE, 6"
 - EL EDGE LINE, YELLOW, 6"
 - LL LANE LINE, 6"
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - RS RUMBLE STRIP
 - RPM RAISED PAVEMENT MARKER
 - CD CARDINAL DIRECTION MARKING
 - WDL DOTTED LINE, WHITE, 12"
 - 3 LINE 9' 64"
 - LLD LANE LINE, DOTTED, 6"



- NOTES:**
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE FACE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 2. NORTH OF STA. 233+06, C.L.S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

TRAFFIC CONTROL PLAN - S.R. 176
S.R. 176 STA. 229+00 TO S.R. 176 NB STA. 39+00



DESIGN AGENCY
CHAMBERLAIN VALLEY ENGINEERING, LTD.

DESIGNER
SHT

REVIEWER
CWP 10/07/25

PROJECT #
120469

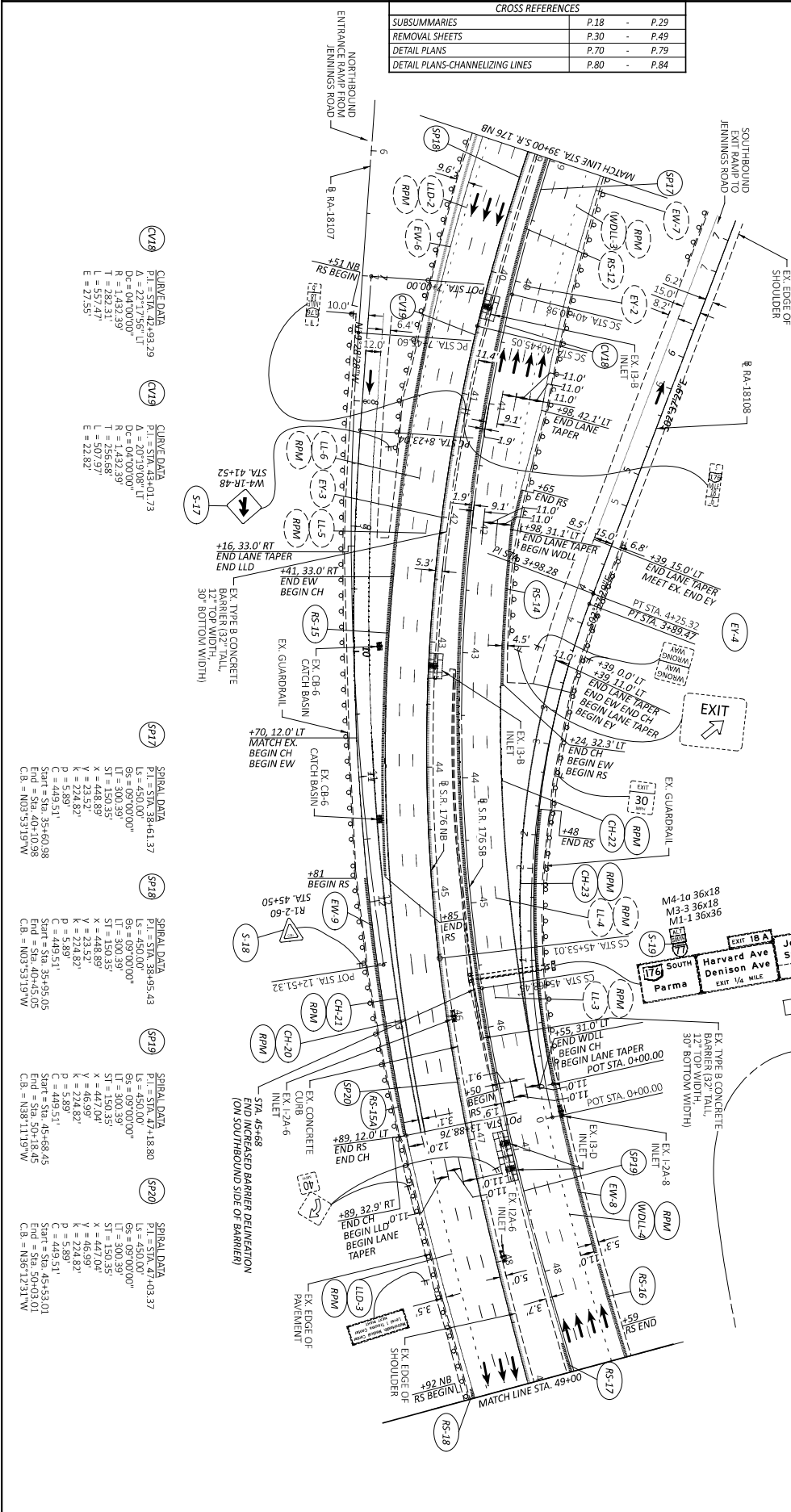
SHEET
P.63

TOTAL
86

CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

- LEGEND**
- S PROPOSED SIGN
 - E EXISTING SIGN
 - T TO REMAIN
 - W WDL DOTTED LINE, WHITE, 12"
 - L LANE LINE, DOTTED, 6"
 - E EDGE LINE, WHITE, 6"
 - Y EDGE LINE, YELLOW, 6"
 - L LANE LINE, 6"
 - S RUMBLE STRIP
 - R RAISED PAVEMENT MARKER
 - C CARDINAL DIRECTION MARKING
 - I INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B25
 - T TRAFFIC DIRECTION
 - C CHANNELIZING LINE, 12"
 - M CHEVRON MARKING, 24" (WHITE)
 - R EXISTING RUMBLE STRIP
 - L LANE LINE, WHITE, 12"
 - L LANE LINE, DOTTED, 6"

- NOTES:**
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 - NORTH OF STA. 339+06, C.L.S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE S.B.S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FROM THE NB S.B.S.R. 176 BASELINE WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



CURVE DATA
P1 = STA. 42.93.29
D = 50.0000'
R = 1432.39'
T = 282.31'
L = 507.97'
E = 27.55'

CURVE DATA
P1 = STA. 43.01.73
D = 50.0000'
R = 1432.39'
T = 256.68'
L = 507.97'
E = 22.82'

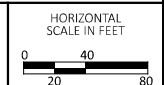
SPIRAL DATA
P1 = STA. 38+61.37
L = 300.39'
S = 150.35'
X = 448.89'
Y = 23.52'
Z = 23.52'
D = 5.89'
C = 449.51'
Start = Sta. 35+60.98
End = Sta. 40+10.98
C.B. = N03 53.19'W

SPIRAL DATA
P1 = STA. 38+95.43
L = 300.39'
S = 150.35'
X = 448.89'
Y = 23.52'
Z = 23.52'
D = 5.89'
C = 449.51'
Start = Sta. 35+95.05
End = Sta. 40+45.05
C.B. = N03 53.19'W

SPIRAL DATA
P1 = STA. 47+18.80
L = 300.39'
S = 150.35'
X = 447.04'
Y = 23.52'
Z = 23.52'
D = 5.89'
C = 449.51'
Start = Sta. 45+68.45
End = Sta. 50+18.45
C.B. = N38 11.19'W

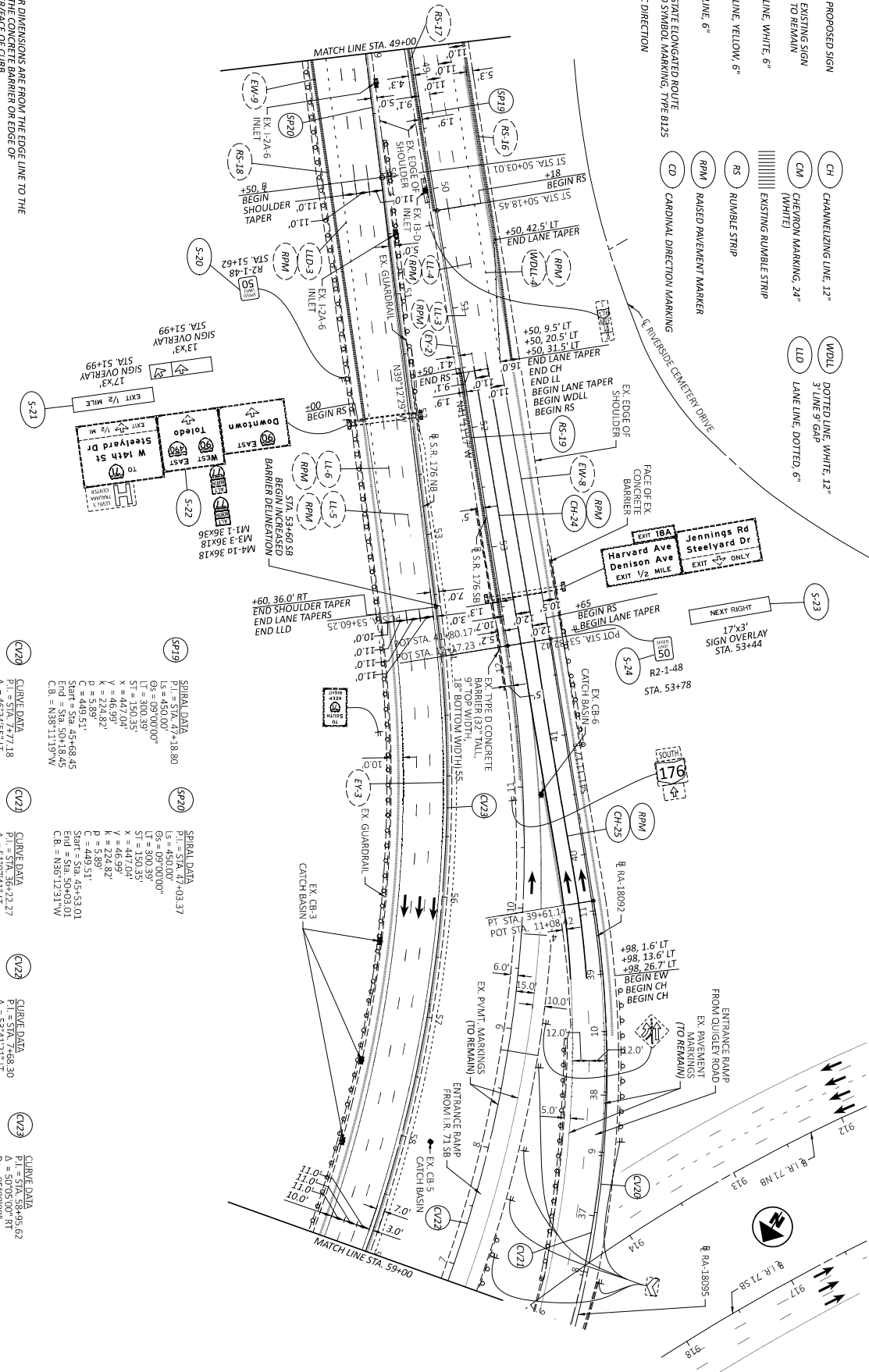
SPIRAL DATA
P1 = STA. 47+03.37
L = 300.39'
S = 150.35'
X = 447.04'
Y = 23.52'
Z = 23.52'
D = 5.89'
C = 449.51'
Start = Sta. 45+53.01
End = Sta. 50+03.01
C.B. = N38 12.31'W

TRAFFIC CONTROL PLAN - S.R. 176
S.R. 176 NB - STA. 39+00 TO STA. 49+00



CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

- NOTES:
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 - NORTH OF STA. 233+06, CL S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL BE GIVEN FROM THE SB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL BE GIVEN FROM THE NB S.R. 176 BASELINE.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



C20

CURVE DATA
 P.I. = STA. 7+77.18
 Δ = 46°34'55" LT
 R = 85.53'
 T = 37.27'
 L = 704.01'
 E = 76.83'

C22

CURVE DATA
 P.I. = STA. 36+22.27
 Δ = 51°07'41" LT
 R = 103.30'
 T = 62.24'
 L = 730.40'
 E = 88.82'

C22

CURVE DATA
 P.I. = STA. 7+68.30
 Δ = 53°41'21" LT
 R = 103.30'
 T = 62.24'
 L = 730.40'
 E = 88.82'

C23

CURVE DATA
 P.I. = STA. 58+95.62
 Δ = 50°05'00" RT
 R = 114.92'
 T = 120.16'
 L = 118.89'

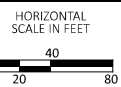
C20

CURVE DATA
 P.I. = STA. 47+18.80
 Δ = 45°00'00" RT
 R = 450.00'
 T = 300.39'
 L = 150.35'
 E = 46.99'

C20

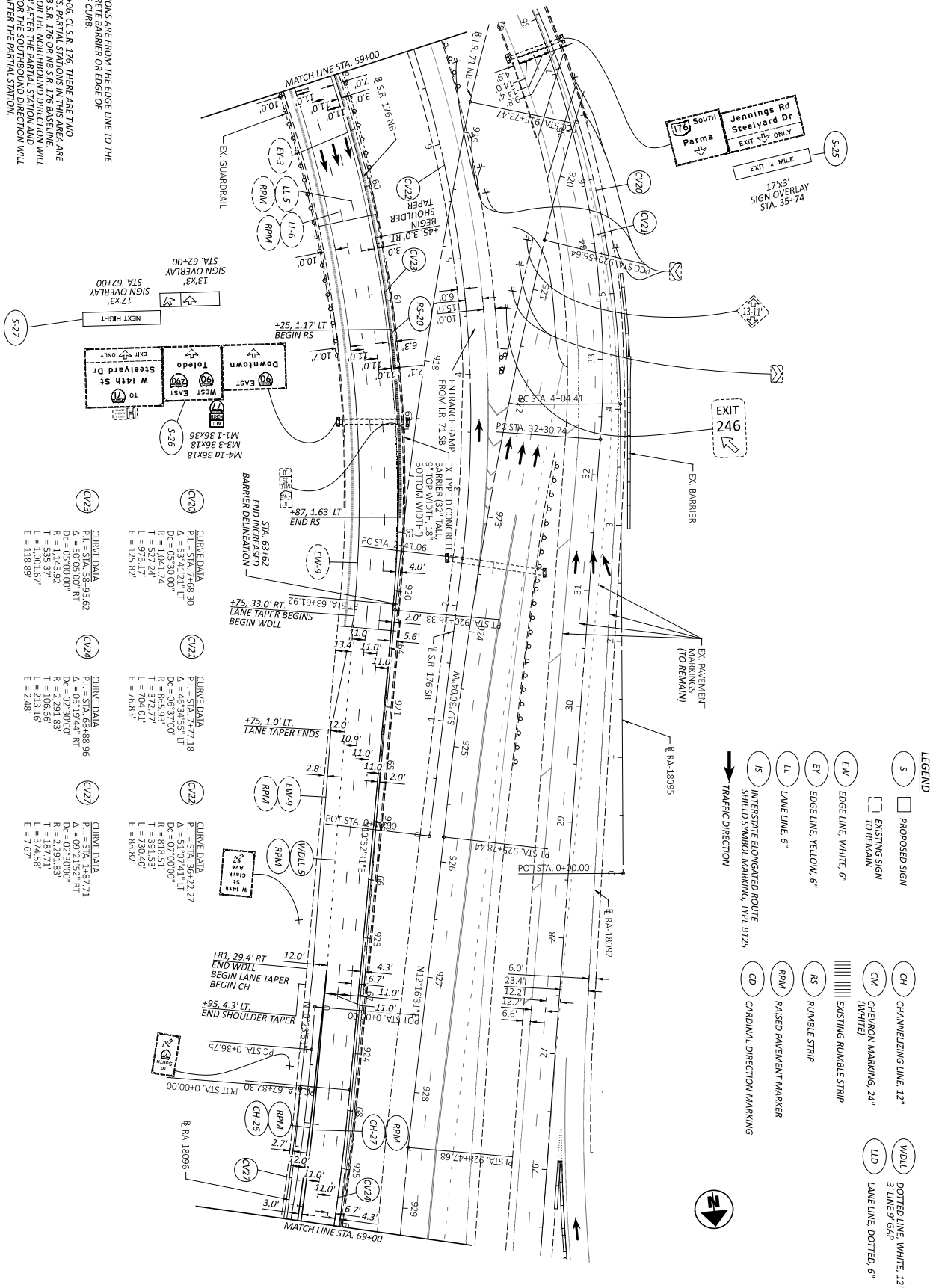
CURVE DATA
 P.I. = STA. 47+18.80
 Δ = 45°00'00" RT
 R = 450.00'
 T = 300.39'
 L = 150.35'
 E = 46.99'

TRAFFIC CONTROL PLAN - S.R. 176 S.R. 176 NB - STA. 49+00 TO STA. 59+00

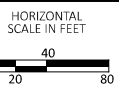


CROSS REFERENCES		
SUBSUMMARIES	P.18	- P.29
REMOVAL SHEETS	P.30	- P.49
DETAIL PLANS	P.70	- P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	- P.84

- NOTES:
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/PAVE OF CURB.
 2. NORTH OF STA. 33+06, C.S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS 17+78.84 ARE PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH A 'SB' AFTER THE PARTIAL STATION.
 3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



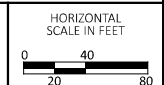
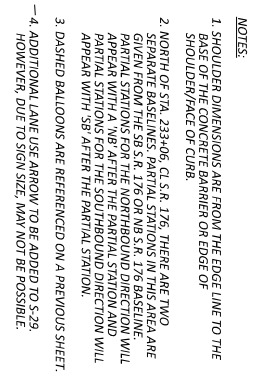
TRAFFIC CONTROL PLAN - S.R. 176
S.R. 176 NB - STA. 59+00 TO STA. 69+00

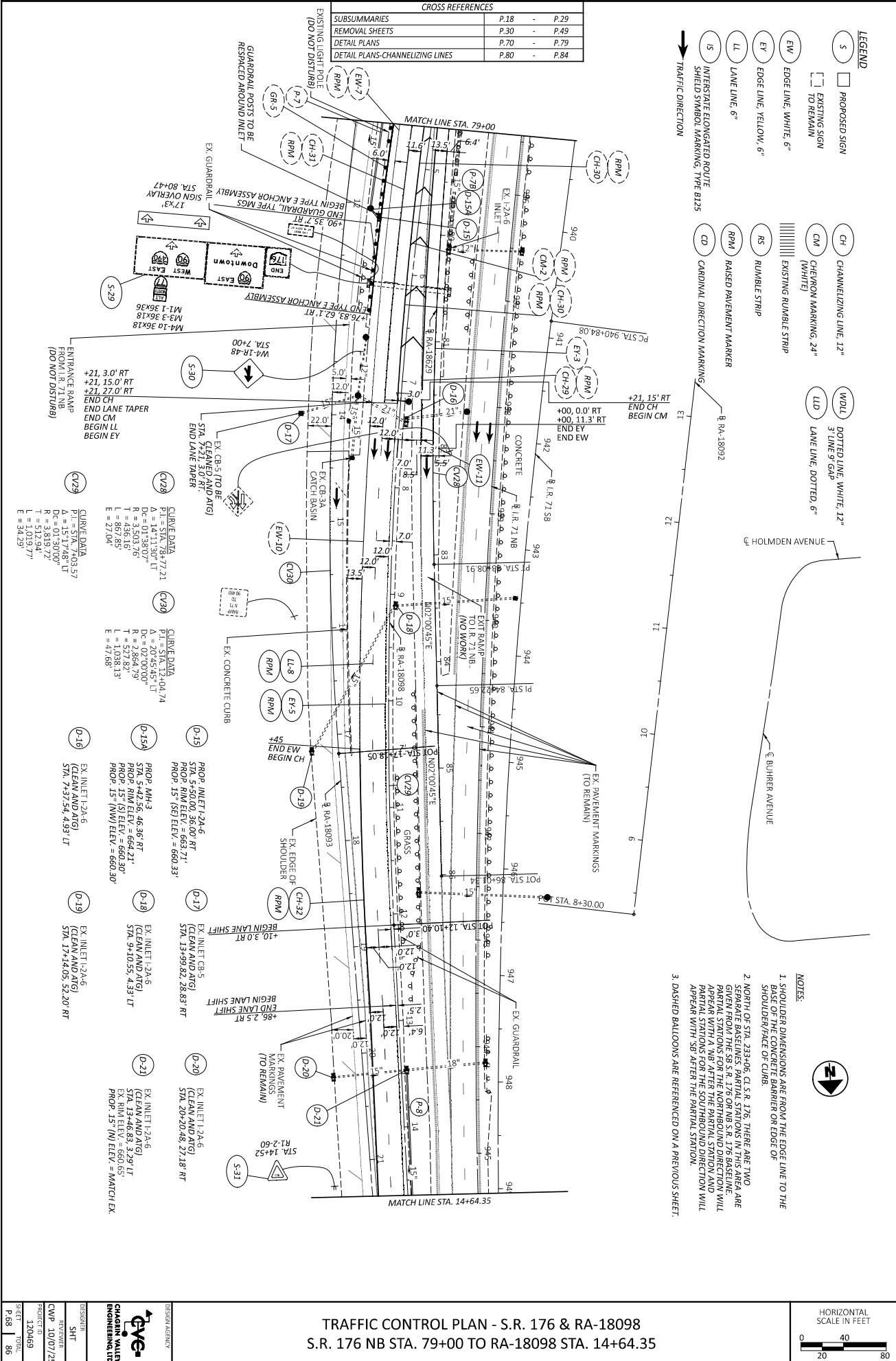


LEGEND

  PROPOSED SIGN	 CHANNELIZING LINE, 12"	 DOTTED LINE, WHITE, 12"
 EXISTING SIGN TO REMAIN	 CHEVRON MARKING, 24" (WHITE)	 3" LINE 9" GAP LANE LINE, DOTTED, 6"
 EDGE LINE, WHITE, 6"	 EXISTING RUMBLE STRIP	
 EDGE LINE, YELLOW, 6"	 RUMBLE STRIP	
 LANE LINE, 6"	 RAISED PAVEMENT MARKER	
 INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125	 CARDINAL DIRECTION MARKING	

 TRAFFIC DIRECTION



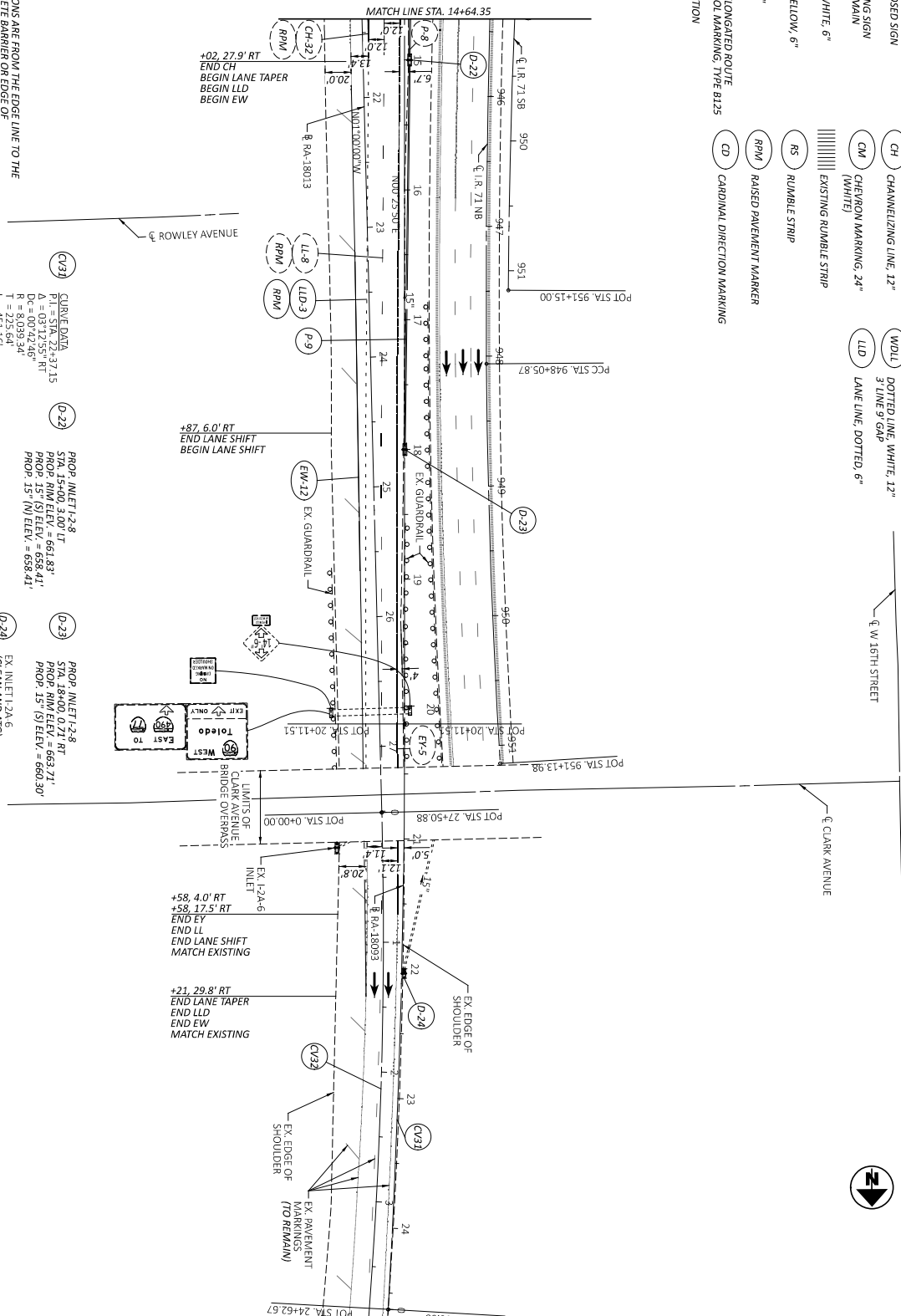


CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
DETAIL PLANS	P.70	-	P.79
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

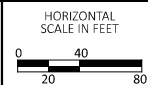
- LEGEND**
- S PROPOSED SIGN
 - [] EXISTING SIGN
 - [] TO REMAIN
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - LLD LANE LINE, DOTTED, 6"
 - EW EDGE LINE, WHITE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - LL LANE LINE, 6"
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - RS RUMBLE STRIP
 - RPM RAISED PAVEMENT MARKER
 - CD CARDINAL DIRECTION MARKING
- TRAFFIC DIRECTION →

- NOTES:**
- SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE SHOULDER/FACE OF CURB.
 - NORTH OF STA. 233+06, CL SR 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH A 'NB' AFTER THE PARTIAL STATION AND WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 - DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.

- CURVE DATA**
- CV-33**
 P = STA. 22+37.15
 A = 03°12'55" RT
 R = 8,039.34'
 L = 451.16'
 E = 3.17'
- D-22**
 PROP. INLET 1-2-8
 STA. 15+00.3 0.0' LT
 PROP. RIM ELEV. = 661.83'
 PROP. 15' (S) ELEV. = 658.41'
 PROP. 15' (N) ELEV. = 658.41'
- D-23**
 PROP. INLET 1-2-8
 STA. 18+00.0 0.71' RT
 PROP. RIM ELEV. = 663.71'
 PROP. 15' (S) ELEV. = 660.30'
- D-24**
 EX. INLET 1-2A-6
 (CLEAN AND AVG)
 STA. 22+03.68 0.98' LT



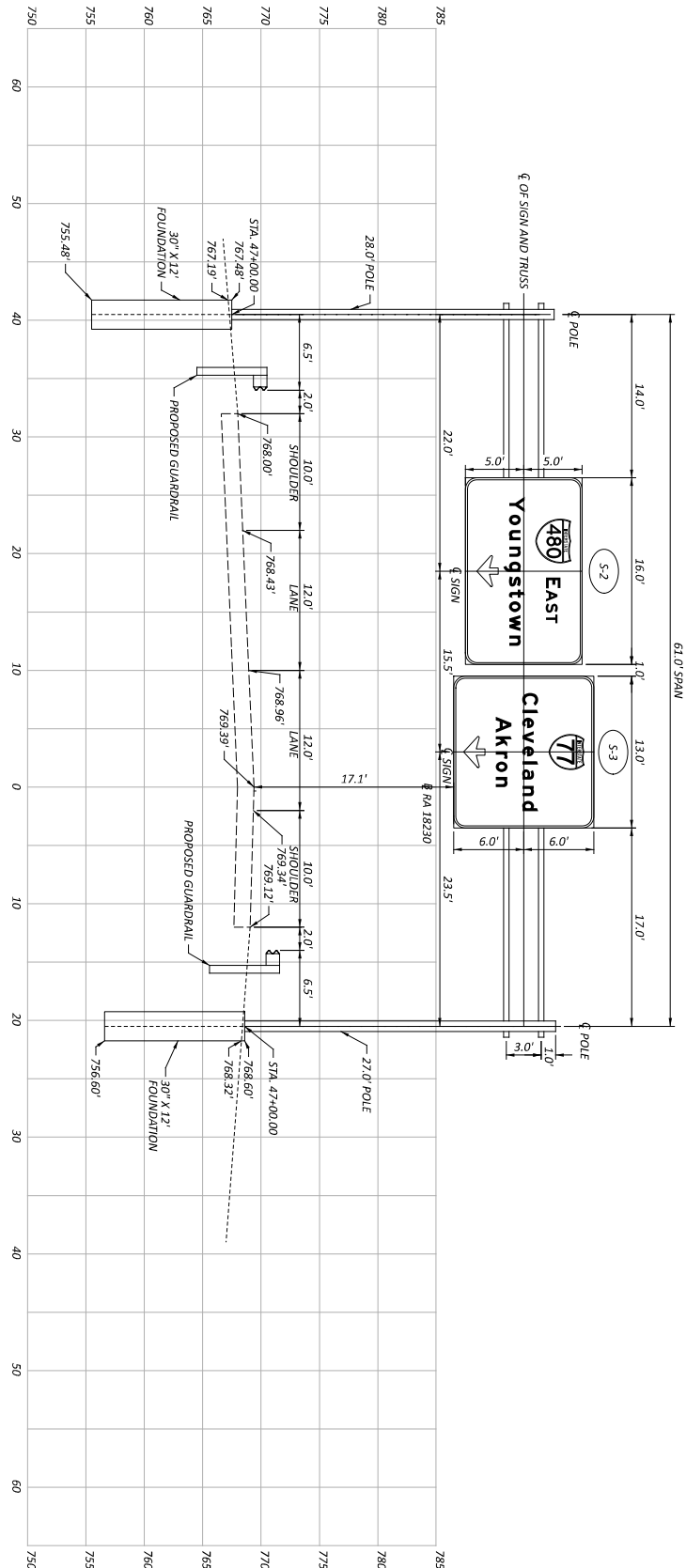
TRAFFIC CONTROL PLAN - RA-18098
STA. 14+64.35 TO END



DESIGN AGENCY	CHADLER VALLEY ENGINEERING, LTD.
DESIGNER	SHF
REVIEWER	CWP
PROJECT NO.	120469
SHEET TOTAL	86

NOTES:

1. SEE SHEET P.50 FOR PLAN VIEW.
2. ELEVATIONS HAVE BEEN OBTAINED FROM RECORD PLANS.



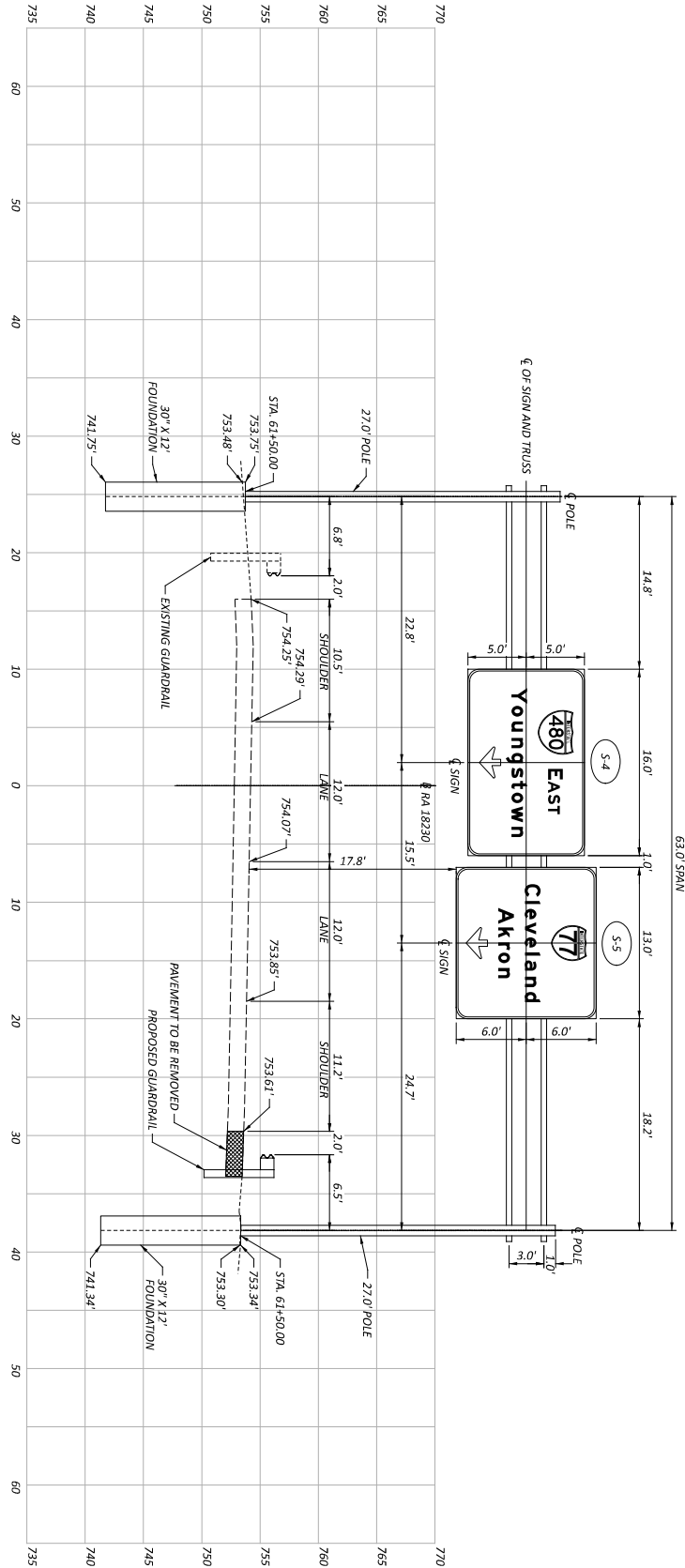
S.R. 176 SB
S-2, S-3
STA. 47+00.00
TC-15, 116 DESIGN 1
SPAN LENGTH = 61.0'
DESIGN VERTICAL CLEARANCE:
MIN = 17.0'
ACTUAL = 17.1'
LEVEL 1

SIGN ELEVATION VIEWS
S.R. 176 SB - STA. 47+00.00 TRUSS SIGN SUPPORT ELEVATIONS

NOTES:

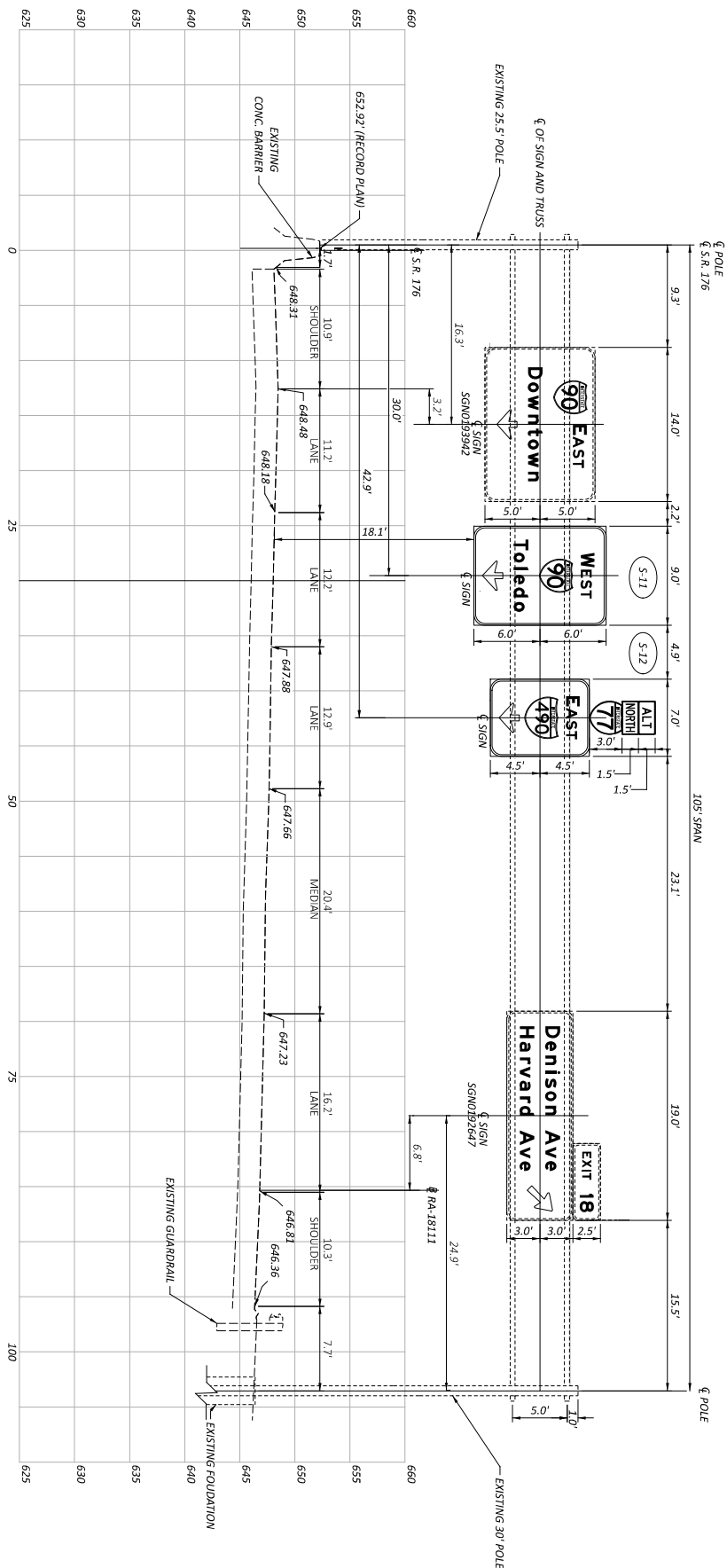
1. SEE SHEET P.52 FOR PLAN VIEW.
2. ELEVATIONS HAVE BEEN OBTAINED FROM RECORD PLANS.

RA - 18230
S-4, S-5
STA. 61+50.00
TC=11.15
SPAN LENGTH = 63.0'
DESIGN VERTICAL CLEARANCE:
MIN = 17.0'
ACTUAL = 17.8'
LEVEL 1



SIGN ELEVATION VIEWS
RA - 18230 - STA. 61+50.00 TRUSS SIGN SUPPORT ELEVATIONS

NOTES:
 1. SEE SHEET P. 61 FOR PLAN VIEW.
 2. EXISTING SIGNS ARE DRAWN PER SURVEY DATA AND RECORD PLANS.
 ALL BOTTOM OF SIGN ELEVATIONS ARE FROM SURVEY DATA. THE EXISTING
 SIGN CENTRLINES MAY NOT ALIGN EXACTLY WITH THE CENTERLINE OF
 TRUSS AND PROPOSED SIGNS.

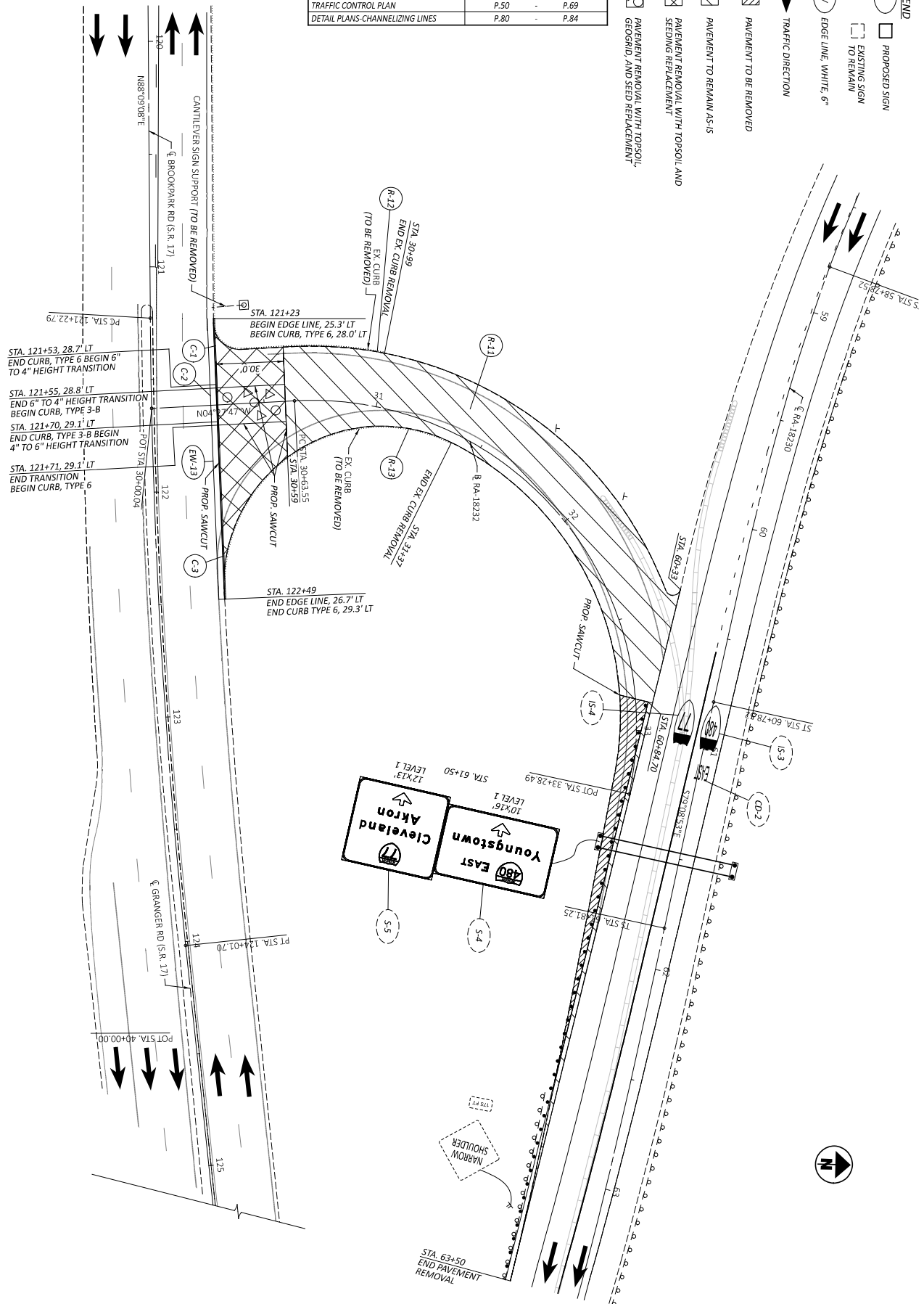


CUY-176 NB
 S-11, S-12
 STA. 215+98.74
 OVERHEAD SIGN SUPPORT, TC-15.115
 DESIGN VERTICAL CLEARANCE:
 MIN. = 17.0'
 ACTUAL = 18.1'
 EXISTING SUPPORT:
 SUPP. EXISTING SIGNS:
 SGN0193942 (TO REMAIN)
 SGN0512958 (REMOVE)
 SGN0193502 (REMOVE)
 SGN0192847 (TO REMAIN)

SIGN ELEVATION VIEWS
 S.R. 176 NB - STA. 215+98.74 - TRUSS SIGN SUPPORT ELEVATIONS

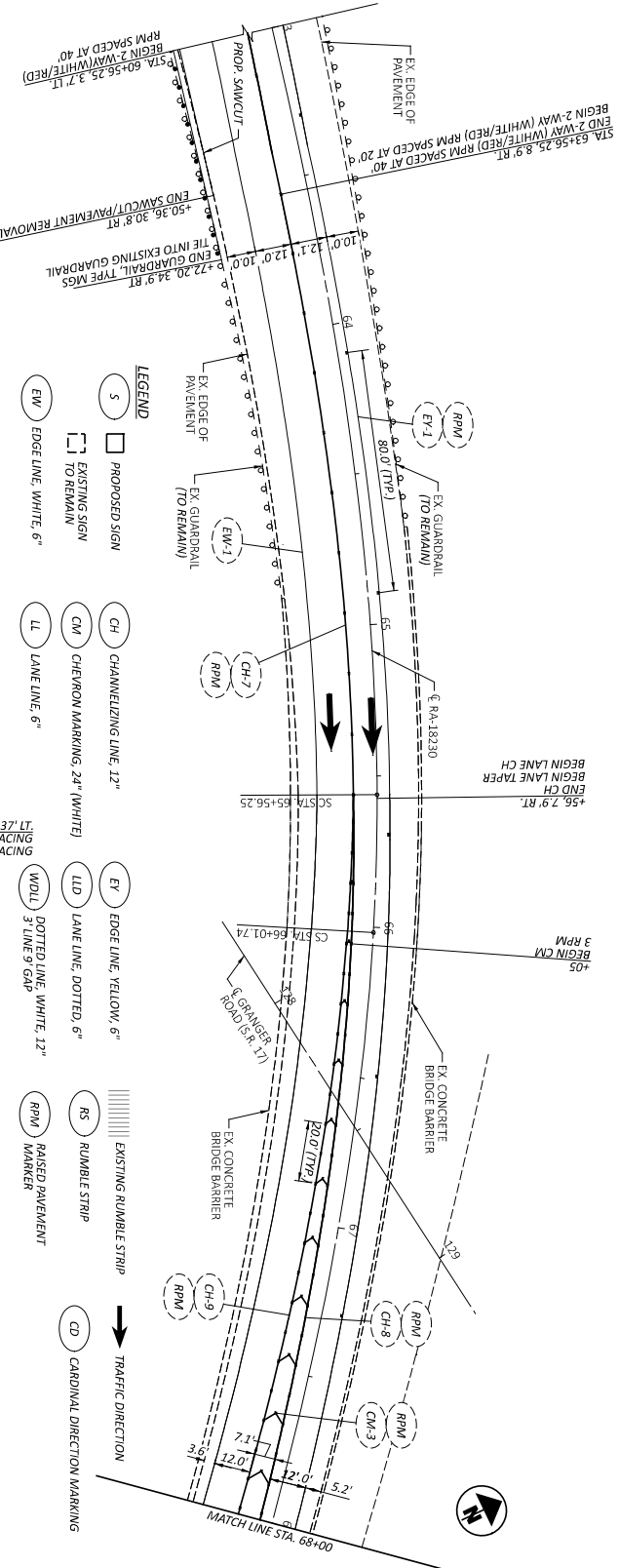
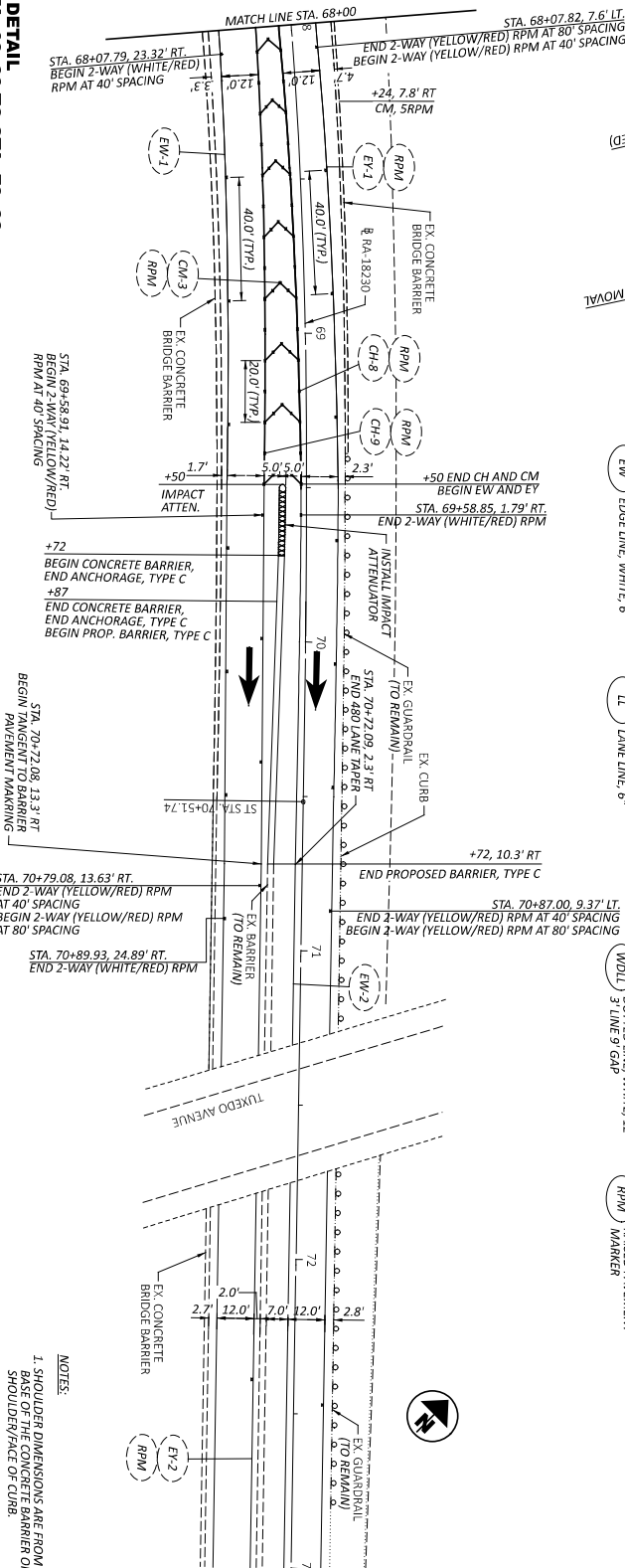
LEGEND

	PROPOSED SIGN
	EXISTING SIGN
	TO REMAIN
	EDGE LINE, WHITE, 6"
	TRAFFIC DIRECTION
	PAVEMENT TO BE REMOVED
	PAVEMENT TO REMAIN AS-IS
	PAVEMENT REMOVAL WITH TOPSOIL AND SEEDING REPLACEMENT
	PAVEMENT REMOVAL WITH TOPSOIL, GEOTEXT, AND SEED REPLACEMENT



CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
REMOVAL SHEETS	P.30	P.49
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84

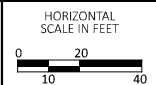
DIMENSION DETAIL
RA-18230 STA. 63+00 TO STA. 73+00
(I.R. 480 AND I.R. 77 LANE SPLIT)



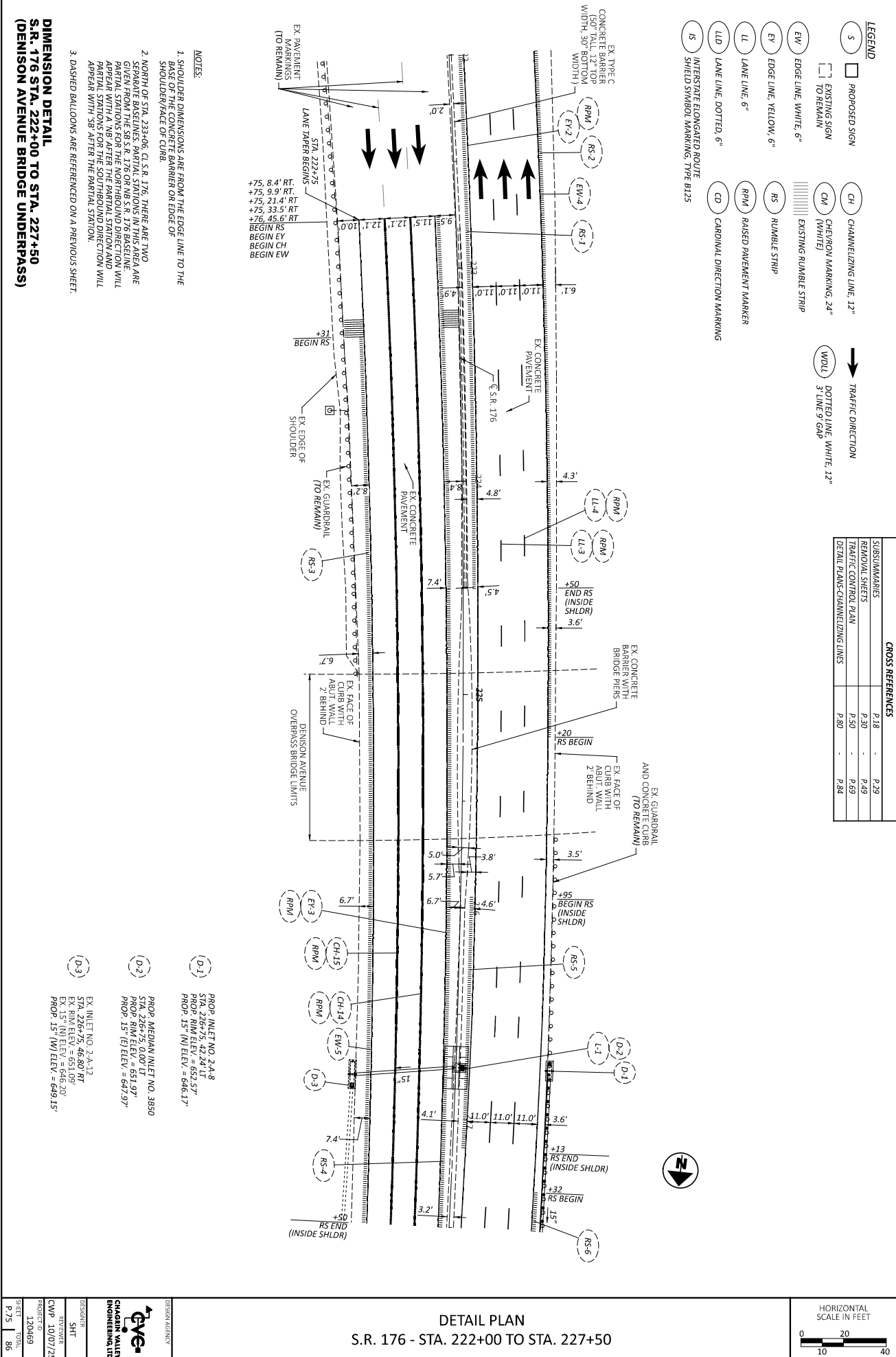
- LEGEND**
- S PROPOSED SIGN
 - 1 EXISTING SIGN TO REMAIN
 - EW EDGE LINE, WHITE, 6"
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - LL LANE LINE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - LLD LANE LINE, DOTTED, 6"
 - MDL DOTTED LINE, WHITE, 12"
 - 3 LINE 9 GAP
 - RS EXISTING RUMBLE STRIP
 - CD CARDINAL DIRECTION MARKING
 - RPM RUMBLE STRIP
 - CD CARDINAL DIRECTION MARKING

NOTES:
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.

DETAIL PLAN
RA-18230 - STA. 63+00 TO STA. 73+00



DESIGN AGENCY	CHADLER WALKER ENGINEERING, LLC
DESIGNER	SHT
REVIEWER	CWP 10/07/25
PROJECT NO.	120469
SHEET TOTAL	86



LEGEND

5

PROPOSED SIGN

CH

CHANNELIZING LINE, 12"

EW

EDGE LINE, WHITE, 6"

EY

EDGE LINE, YELLOW, 6"

LL

LANE LINE, 6"

LLD

LANE LINE, DOTTED, 6"

IS

INTERSTATE ELONGATED ROUTE
SHIELD SYMBOL MARKING, TYPE B125

EXISTING SIGN
TO REMAIN

CM

CHEVRON MARKING, 24"
(WHITE)

EXISTING RUMBLE STRIP

RS

RUMBLE STRIP

RRM

RAISED PAVEMENT MARKER

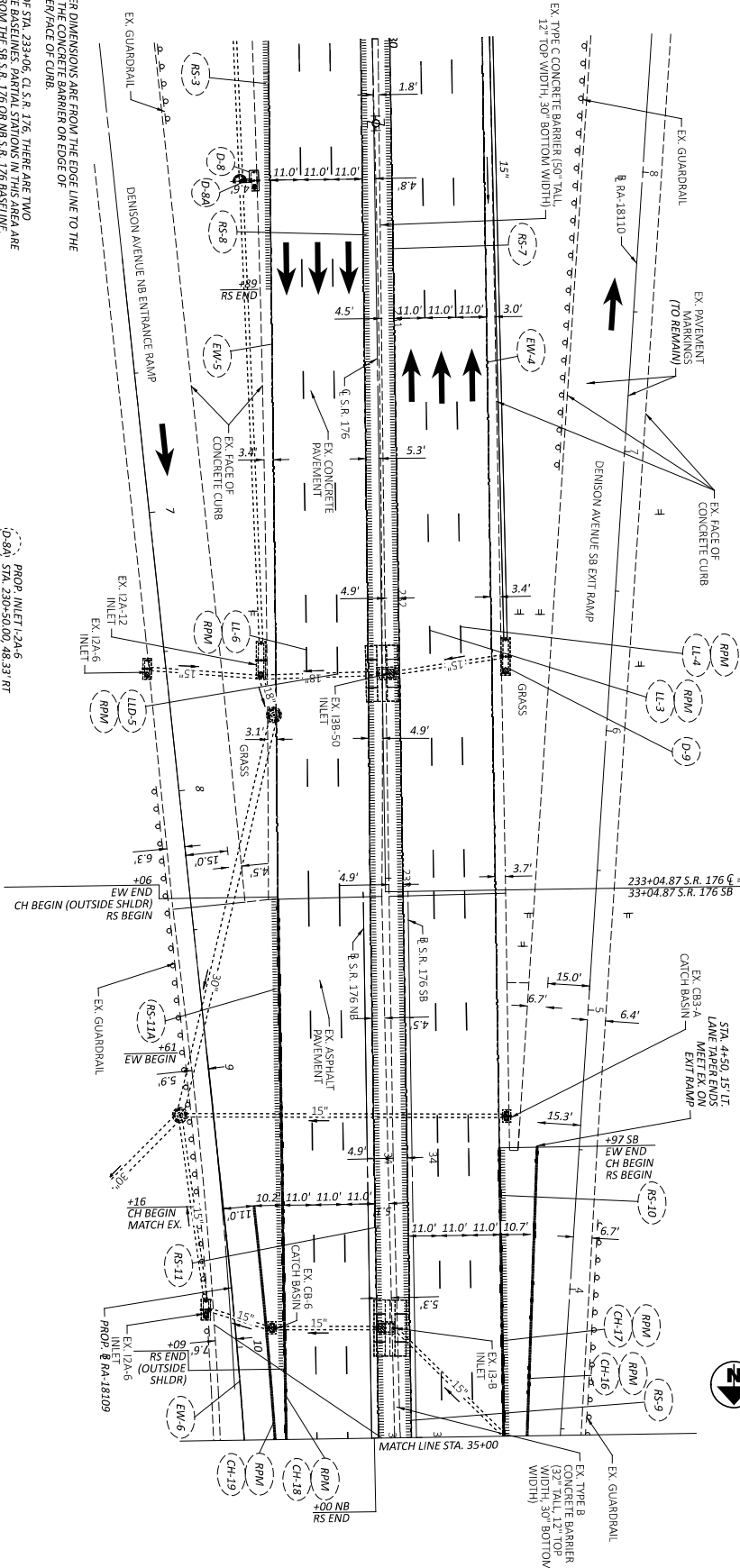
CD

CARDINAL DIRECTION MARKING

TRAFFIC DIRECTION

WDL

DOTTED LINE, WHITE, 12"
3 LINE 9 GAP



HORIZONTAL
SCALE IN FEET

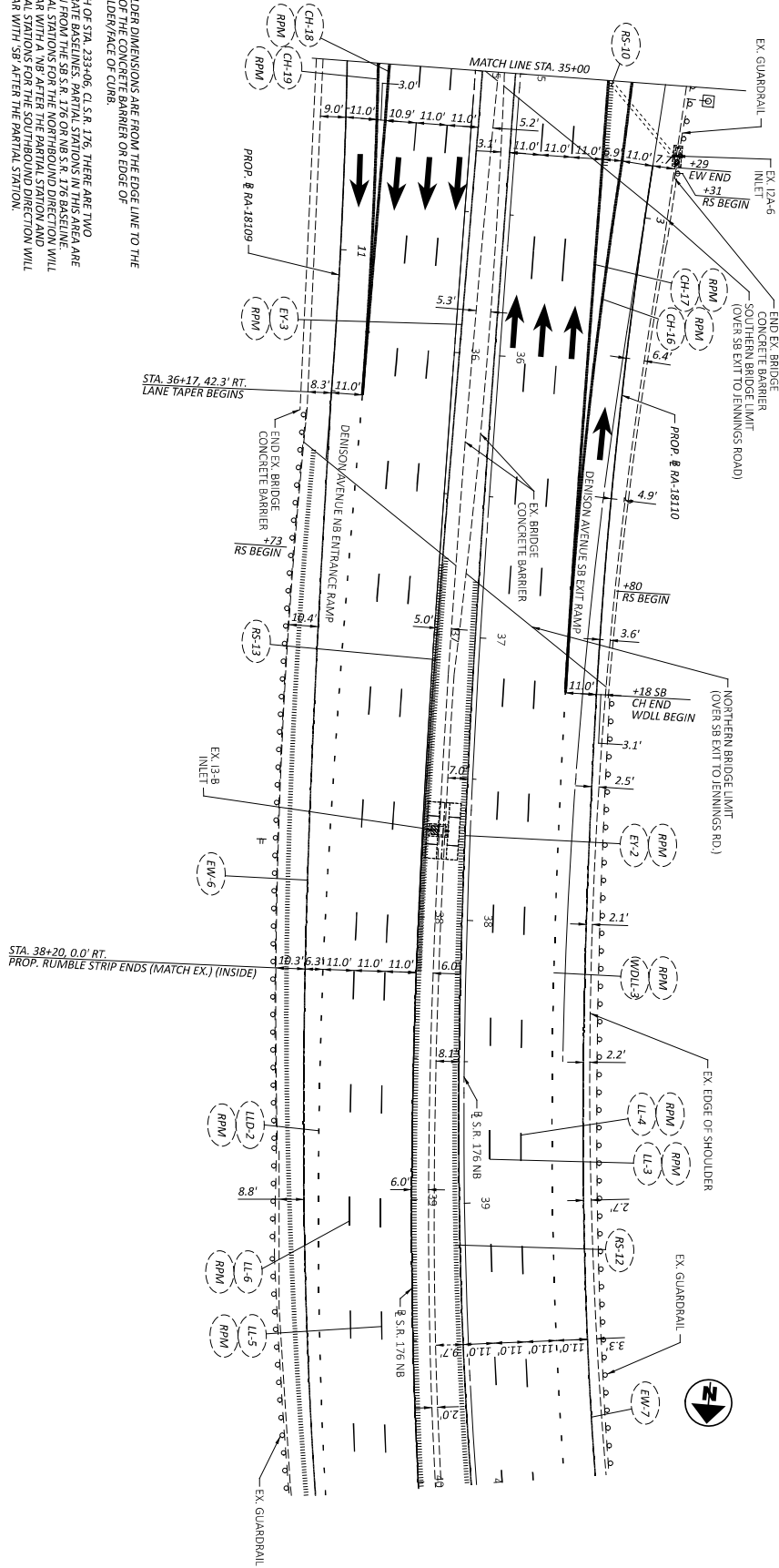
A horizontal scale bar with a black top line and a white bottom line. The top line has tick marks at 0, 20, and 40. The bottom line has tick marks at 0, 10, 20, 30, and 40. The number 0 is at the left end, 20 is in the middle, and 40 is at the right end. The number 10 is below the 10-foot mark, and 30 is below the 30-foot mark.

CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
REMOVAL SHEETS	P.30	P.49
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS-CHANNELIZING LINES	P.80	P.84

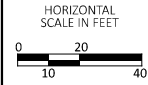
- LEGEND**
- S PROPOSED SIGN
 - [] EXISTING SIGN TO REMAIN
 - CH CHANNELIZING LINE, 12"
 - CW CHEVRON MARKING, 24" (WHITE)
 - EW EDGE LINE, WHITE, 6"
 - EY EDGE LINE, YELLOW, 6"
 - LL LANE LINE, 6"
 - LLD LANE LINE, DOTTED, 6"
 - IS INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - CD CARDINAL DIRECTION MARKING
 - RPM RAISED PAVEMENT MARKER
 - RS RUMBLE STRIP
 - WDL DOTTED LINE, WHITE, 12" 3 LINE 9' GAP
- TRAFFIC DIRECTION

**DIMENSION DETAIL
SB S.R. 176 STA. 35+00 TO STA. 40+00
(NORTHERN END OF DENISON INTERCHANGE)**

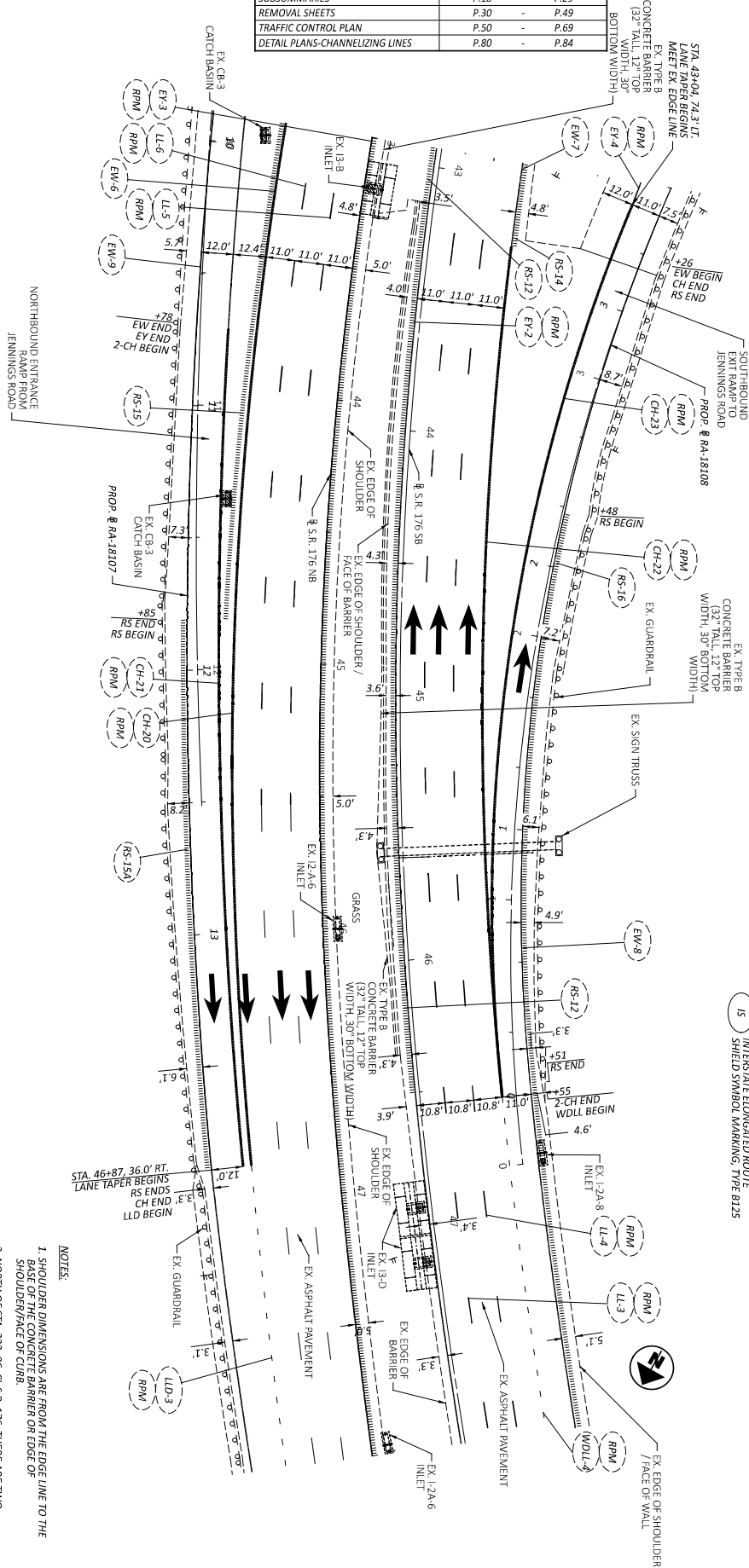
- NOTES:**
1. SHOULDER DIMENSIONS ARE FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIER OR EDGE OF SHOULDER/FACE OF CURB.
 2. NORTH OF STA. 23+06, C.L.S.R. 176, THERE ARE TWO SEPARATE BASELINES. PARTIAL STATIONS IN THIS AREA ARE GIVEN FROM THE SB S.R. 176 ON NB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE NORTHBOUND DIRECTION WILL BE GIVEN FROM THE SB S.R. 176 ON SB S.R. 176 BASELINE. PARTIAL STATIONS FOR THE SOUTHBOUND DIRECTION WILL APPEAR WITH 'SB' AFTER THE PARTIAL STATION.
 3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET.



DETAIL PLAN
S.R. 176 - STA. 35+00 TO STA. 40+00

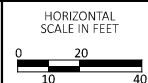


STA. 43+00
LANE TAP
MEET EX. 1
EX. TYPE E
CONCRETE BARRIER
(32" TALL, 12" TOP
WIDTH, 30"
BOTTOM WIDTH



- NOTES:
1. SPOTLIGHT DIMENSION IS FROM THE EDGE LINE TO THE BASE OF THE CONCRETE BARRIAR OR EDGE OF SHOULDER/FACE OF CURB.
2. NORTH OF XZ 2340.0' C.S. 176, THERE ARE TWO SEPARATE BASELINE PARTY STATIONS. THESE ARE GIVEN FROM THE SB S.R. 176 OR NB S.R. 176 BASELINE PARTY STATIONS FOR THE NORTHBOUND DIRECTION WILL APPEAR WITH 'NB' AFTER THE PARTYAL STATION AND APPEAR WITH 'SB' AFTER THE PARTYAL STATION.
3. DASHED BALLOONS ARE REFERENCED ON A PREVIOUS SHEET

(c) 3000

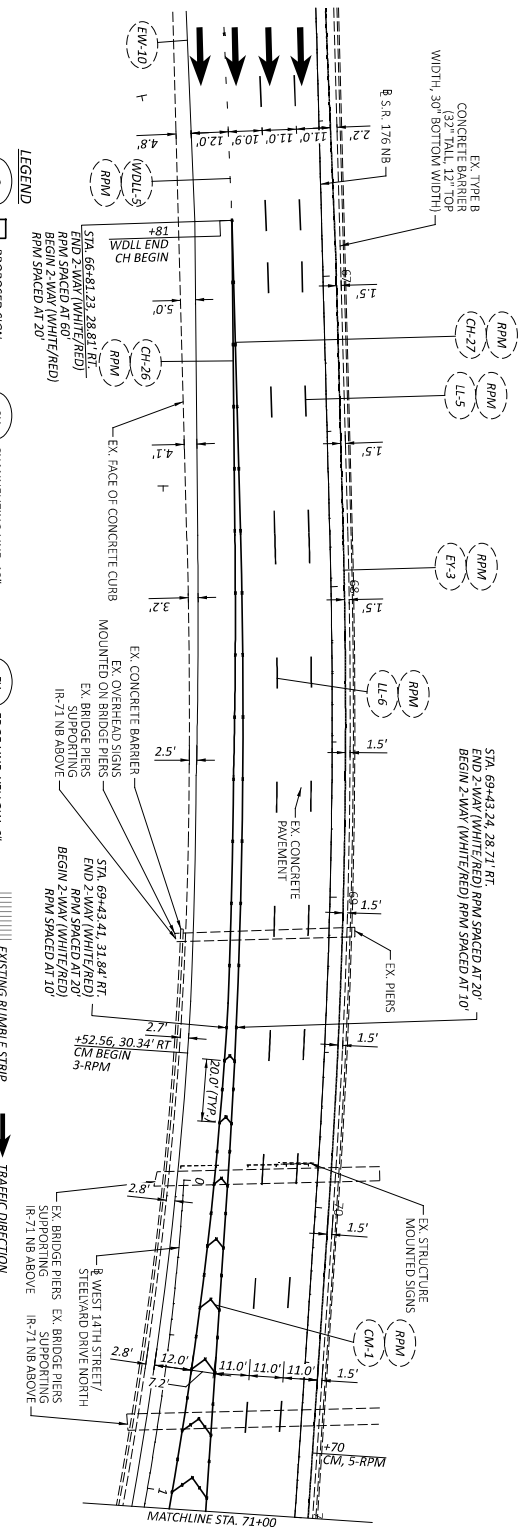


DETAIL PLAN
S.R. 176 - STA. 43+00 TO STA. 48+00

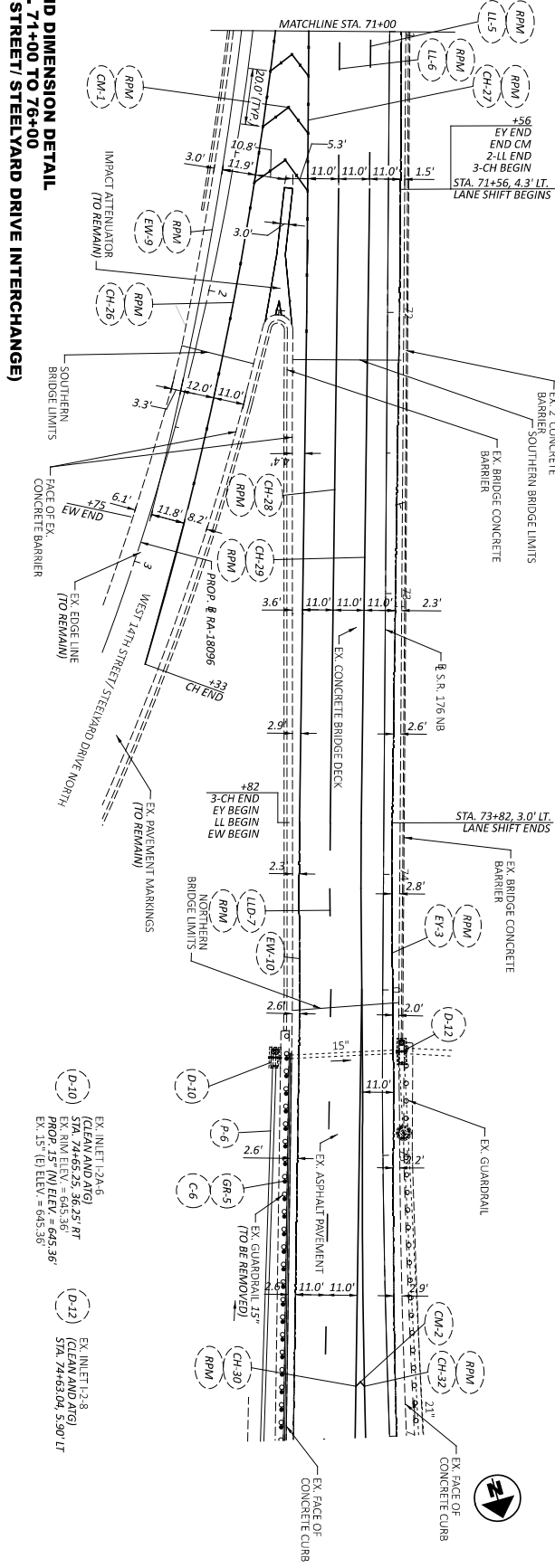
CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
TRAFFIC CONTROL PLAN	P.50	-	P.69
DETAIL PLANS-CHANNELIZING LINES	P.80	-	P.84

NORTHBOUND DIMENSION DETAIL **S.R. 176 STA. 66+00 TO 71+00** **(WEST 14TH STREET/ STEELYARD DRIVE INTERCHANGE)**

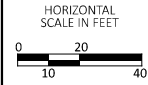
- LEGEND**
- PROPOSED SIGN
 - EXISTING SIGN
 - TO REMAIN
 - EDGE LINE, WHITE, 6"
 - CH CHANNELIZING LINE, 12"
 - CM CHEVRON MARKING, 24" (WHITE)
 - LL LANE LINE, 6"
 - WDL DOTTED LINE, WHITE, 12"
 - WDL 3 LINE 9" GAP
 - RS RUMBLE STRIP
 - RPM RAISED PAVEMENT MARKER
 - CD CARDINAL DIRECTION MARKING



NORTHBOUND DIMENSION DETAIL **S.R. 176 STA. 71+00 TO 76+00** **(WEST 14TH STREET/ STEELYARD DRIVE INTERCHANGE)**

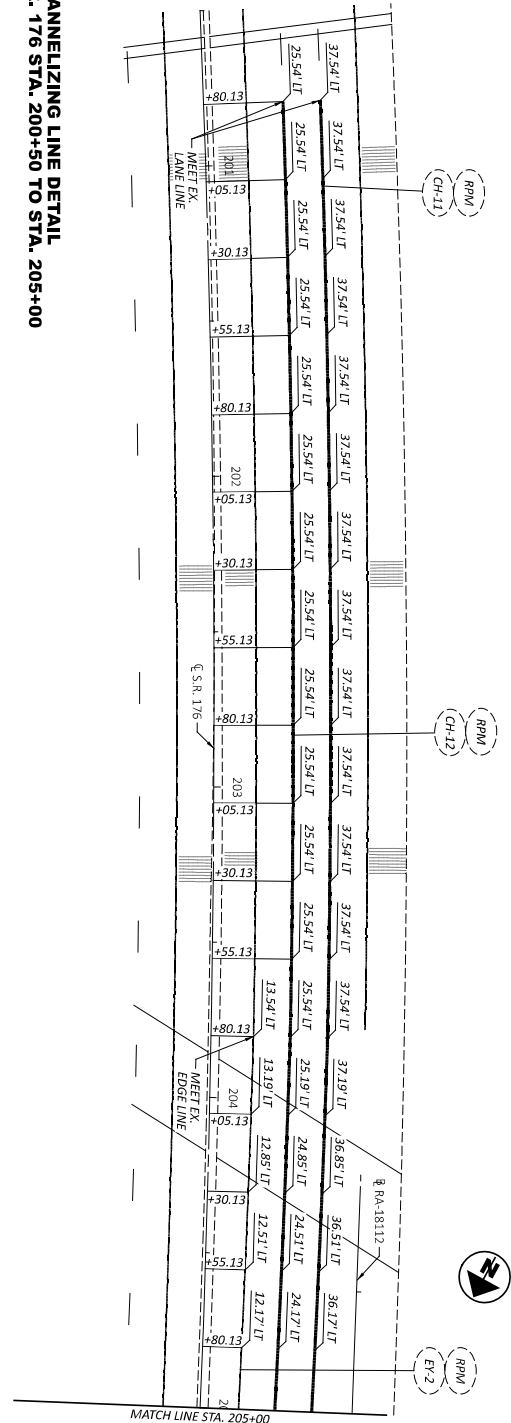


DETAIL PLAN
S.R. 176 NB - STA. 66+00 TO STA. 76+00

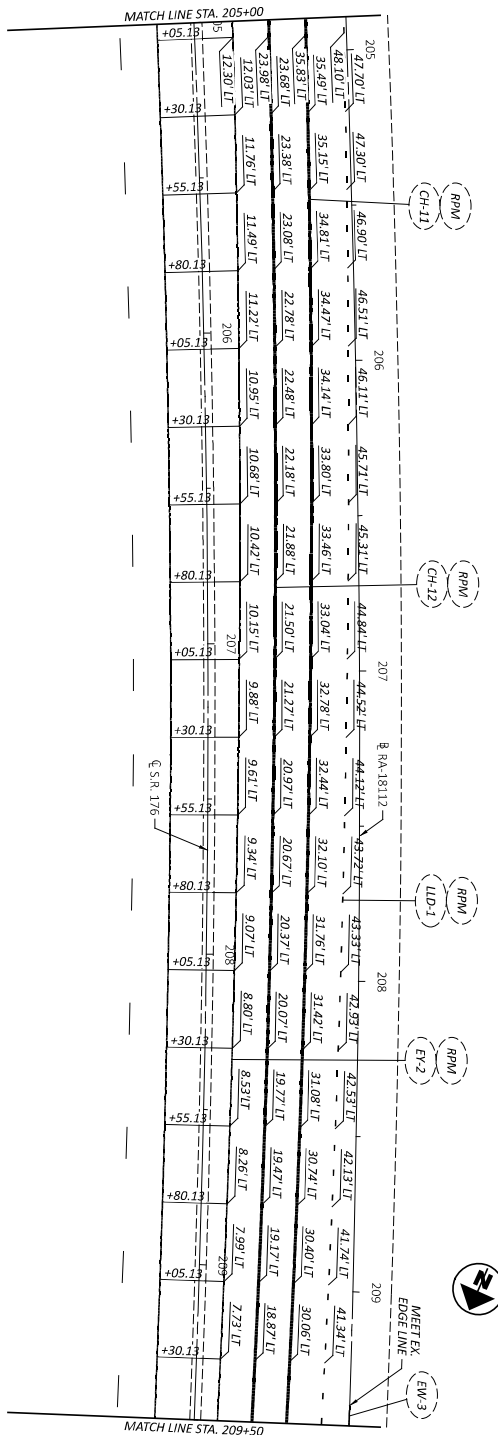


CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
REMOVAL SHEETS	P.30	P.49
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79

CHANNELIZING LINE DETAIL
S.R. 176 STA. 200+50 TO STA. 205+00

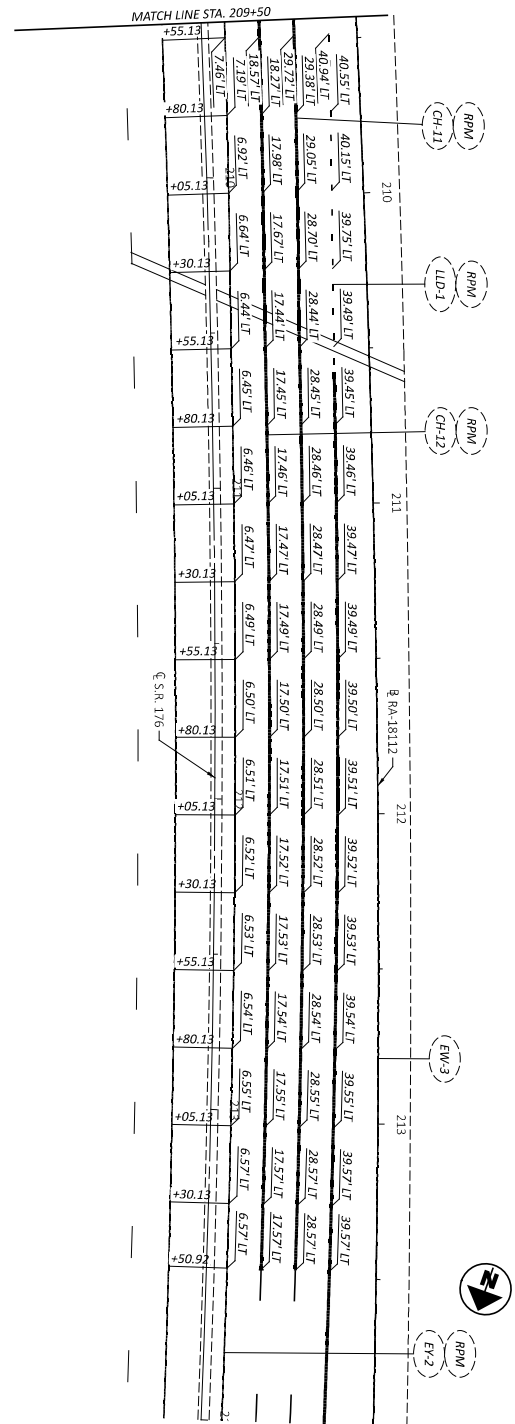


CHANNELIZING LINE DETAIL
S.R. 176 STA. 205+00 TO STA. 209+50

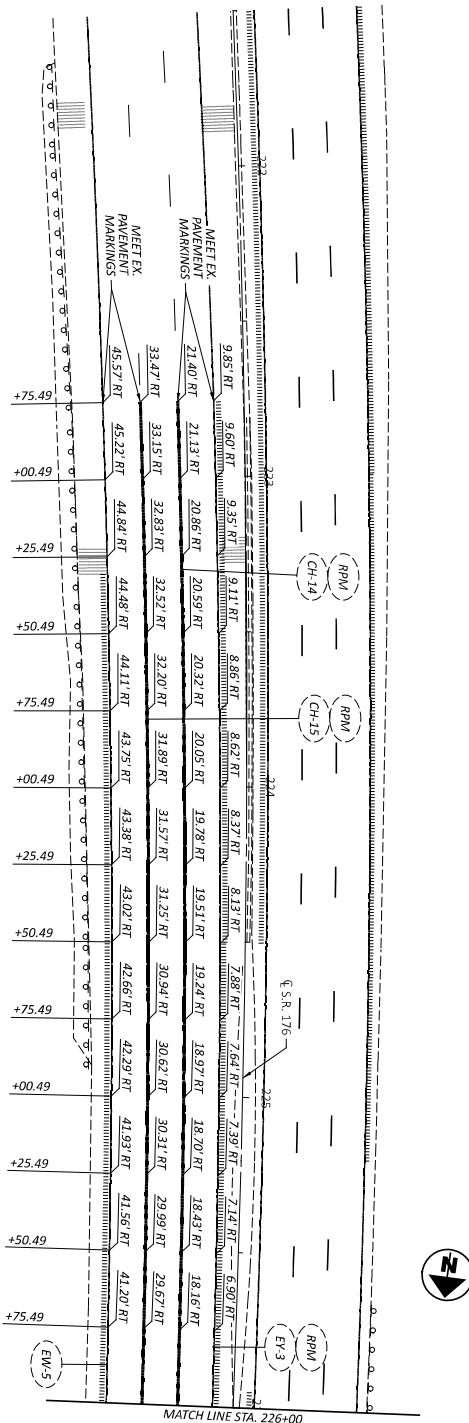


CROSS REFERENCES		
SUBSUMMARIES	P.18	- P.29
REMOVAL SHEETS	P.30	- P.49
TRAFFIC CONTROL PLAN	P.50	- P.69
DETAIL PLANS	P.70	- P.79

**CHANNELIZING LINE DETAIL
S.R. 176 STA. 209+50 TO STA. 214+00**

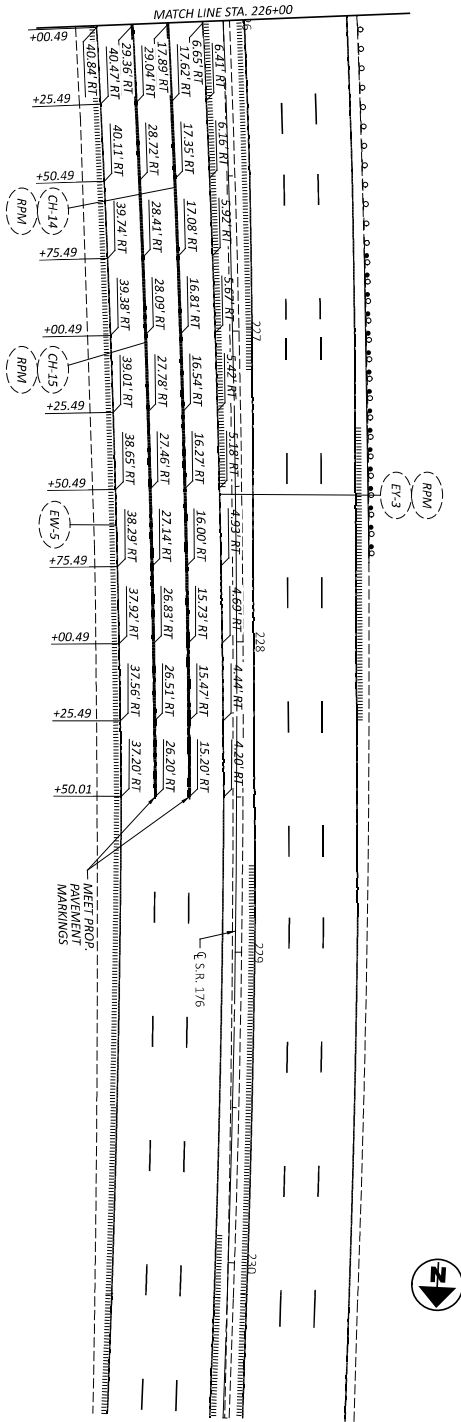


**CHANNELIZING LINE DETAIL
S.R. 176 STA. 221+50 TO STA. 226+00**

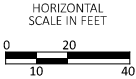


CROSS REFERENCES			
SUBSUMMARIES	P.18	-	P.29
REMOVAL SHEETS	P.30	-	P.49
TRAFFIC CONTROL PLAN	P.50	-	P.69
DETAIL PLANS	P.70	-	P.79

CHANNELIZING LINE DETAIL
S.R. 176 STA. 226+00 TO STA. 230+50

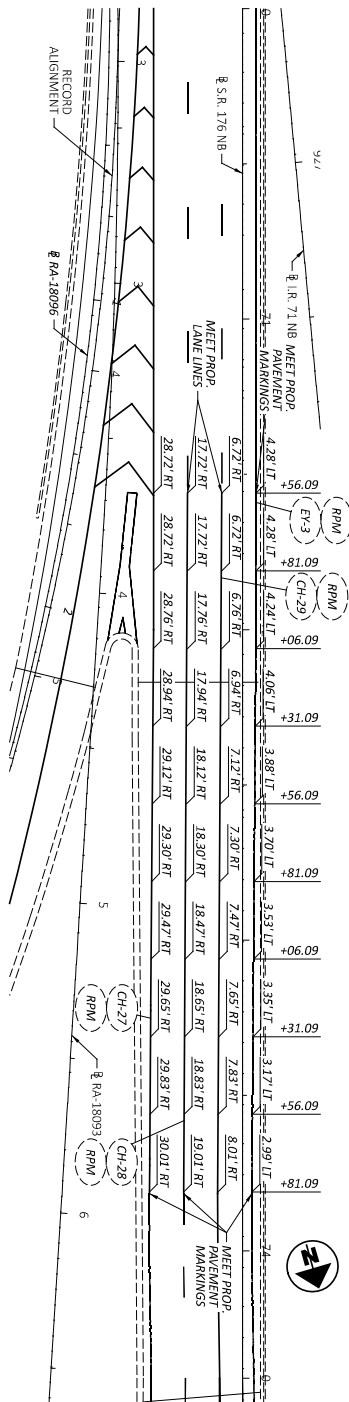


DETAIL PLAN - CHANNELIZING LINES
S.R. 176 - STA. 226+00 TO STA. 230+50

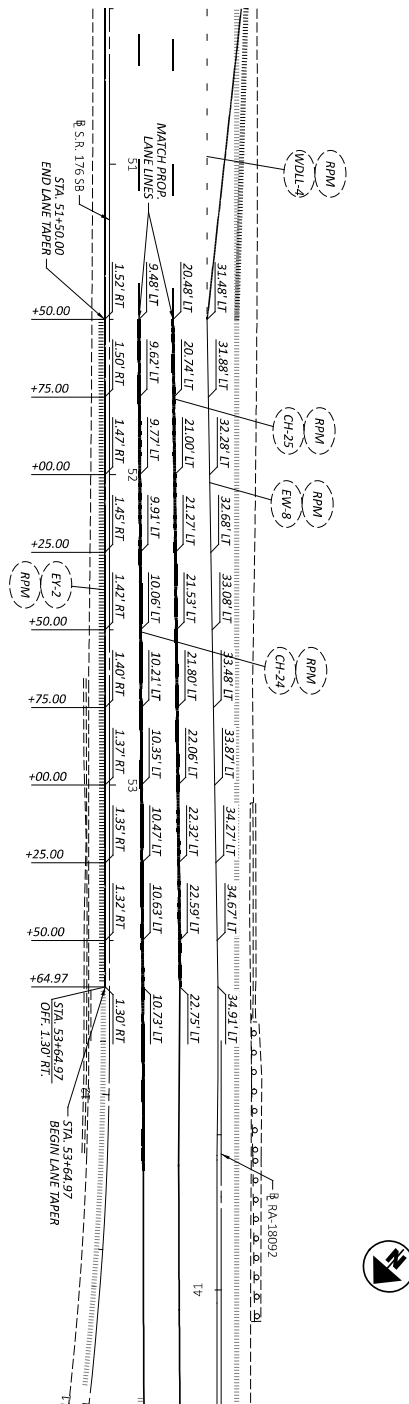


CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
REMOVAL SHEETS	P.30	P.49
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79

CHANNELIZING LINE DETAIL
S.R. 176 NB STA. 70+00 TO STA. 74+50

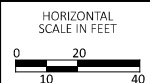


CHANNELIZING LINE DETAIL
S.R. 176 SB STA. 50+50 TO STA. 53+75



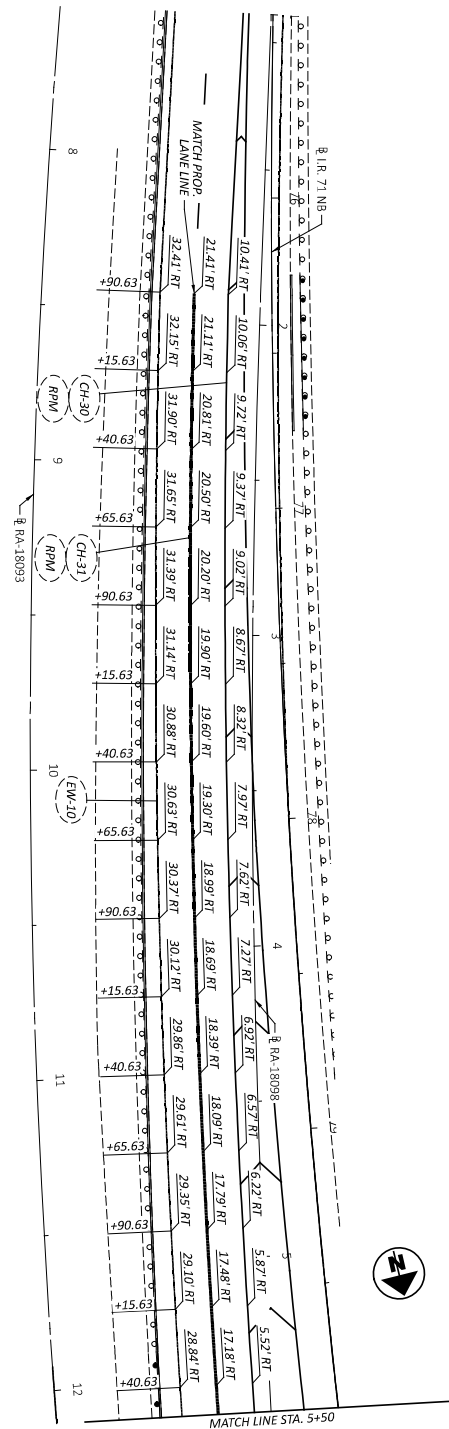
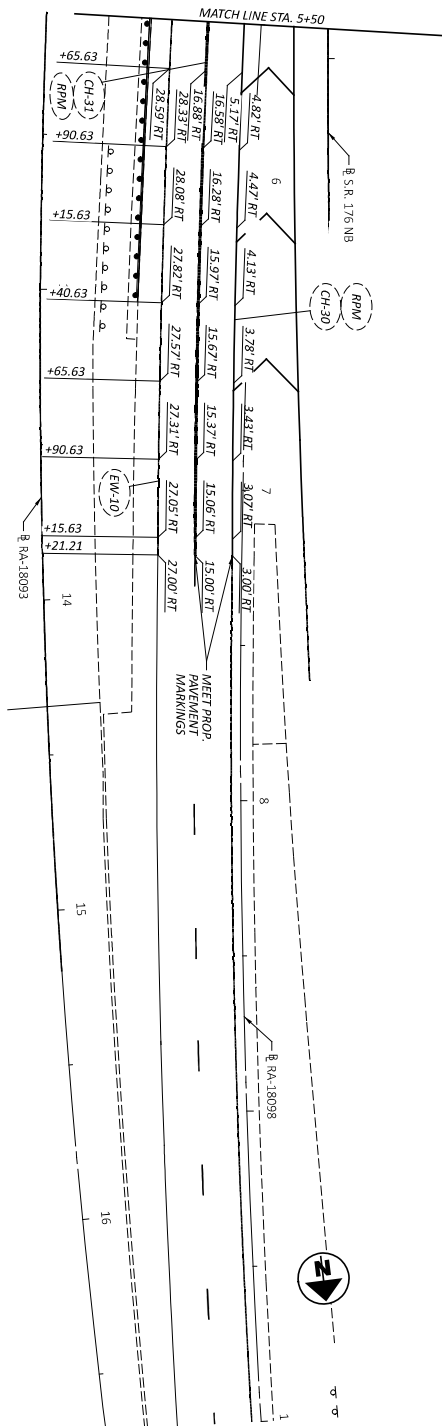
DETAIL PLAN - CHANNELIZING LINES

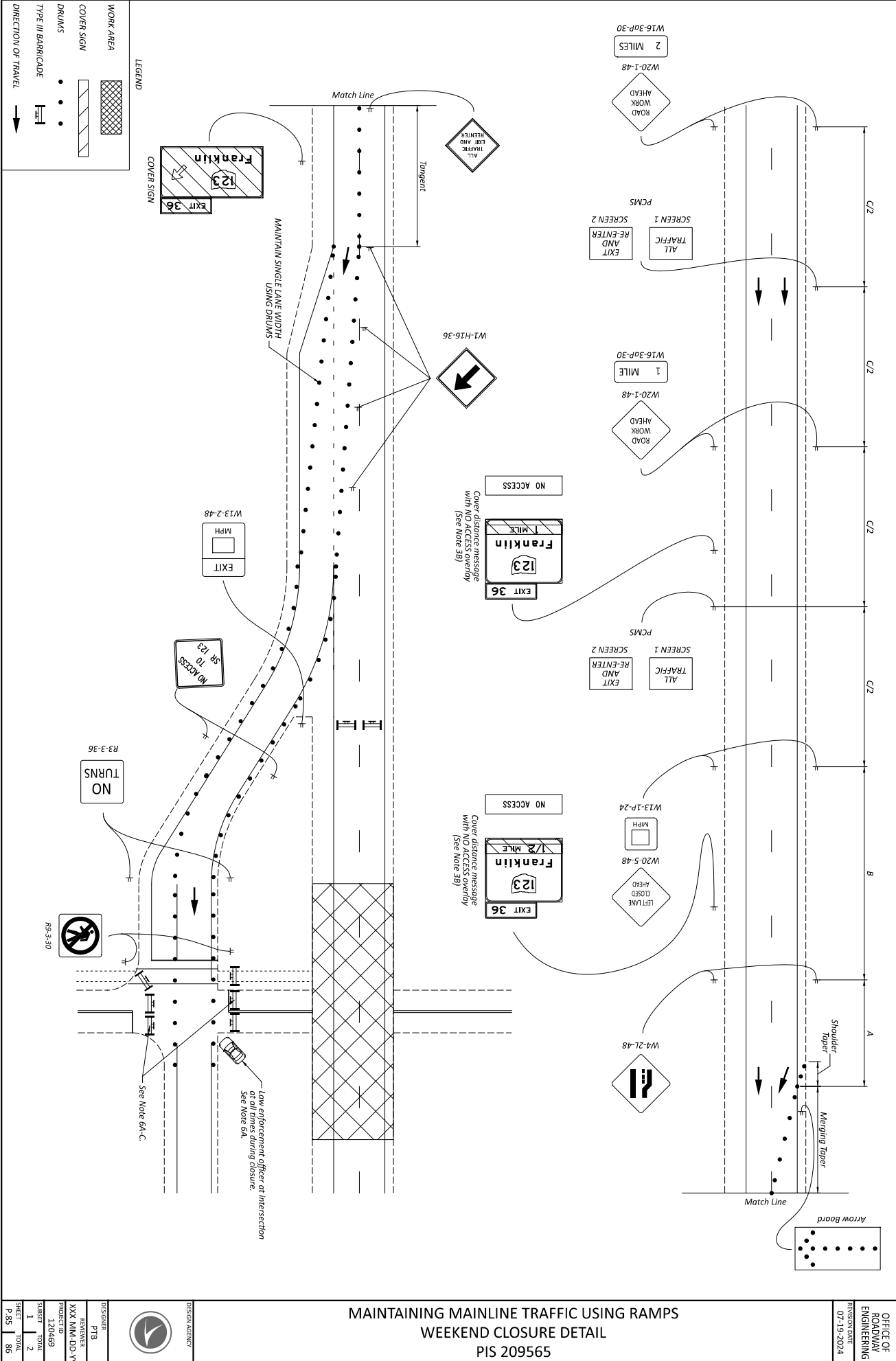
S.R. 176 SB - STA. 50+50 TO STA. 53+75 AND S.R. 176 NB-STA. 70+00 TO STA. 74+50



DESIGN AGENCY	CHADLER WALKER ENGINEERING, LLC
DESIGNER	SHT
REVIEWER	CWP 10/07/25
PROJECT NO.	120469
SHEET TOTAL	P.83 86

CROSS REFERENCES		
SUBSUMMARIES	P.18	P.29
REMOVAL SHEETS	P.30	P.49
TRAFFIC CONTROL PLAN	P.50	P.69
DETAIL PLANS	P.70	P.79





MAINTAINING MAINLINE TRAFFIC USING RAMPS
WEEKEND CLOSURE DETAIL
PIS 209565

OFFICE OF
ROADWAY
ENGINEERING
REVISION DATE:
07-19-2024

DESIGNER
PTB
REVIEWER
XXX MM/DD/YY
PROJECT ID
120469
SHEET
1
2
TOTAL
86
SHEET
P.85

TABLE I (SIGN SPACING)

ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
FREEMWAY & EXPRESSWAY	1000	1500	2640

TABLE II

SPEED LIMIT (MPH)	MERGING OR TAPER RATE MINIMUM	TANGENT (FT)	SHOULDER RATE MINIMUM	FLARE RATE MINIMUM	MAXIMUM DRUM SPACING (FT)		BUFFER (FT) MINIMUM	CLEAR ZONE WIDTH (FT)
					TAPER SEC.	TANGENT SEC.		
25	11:1	-----	4:1	8:1	25	40	155	15
30	15:1	-----	5:1	8:1	30	40	200	15
35	21:1	-----	7:1	9:1	35	40	250	15
40	27:1	-----	9:1	10:1	40	80	305	15
45	45:1	270	15:1	12:1	45	80	360	19
50	50:1	300	17:1	14:1	50	80	425	19
55	55:1	330	19:1	16:1	55	80	495	23
60	60:1	360	20:1	18:1	60	120	570	30
65	65:1	390	22:1	19:1	65	120	645	30
70	70:1	420	24:1	20:1	70	120	730	30

NOTES:

GENERAL

1A. The use of this plan insert sheet requires MOTEC approval.

1B. This plan insert sheet shall not be used for operations longer than 72 hours.

TAPERS

2. The minimum acceptable length for the shift taper shall be 155 feet for 25 mph, 200 feet for 30 mph, 250 feet for 35 mph, 305 feet for 40 mph, 360 feet for 45 mph, 425 feet for 50 mph, 495 feet for 55 mph, 570 feet for 60 mph, 645 feet for 65 mph, and 730 feet for 70 mph. The shift taper rate is provided in Table II.

SIGNING AND SIGNALS

3A. Place the signal in yellow-red flash, yellow for major ramp movement, red for minor movement). Cover pedestrian signal heads and pushbuttons. All other conflicting traffic control signs at the intersection shall be covered if the closure is longer than 24 hours.

3B. A NO ACCESS overlay shall be placed across all extrastreet guide signs pertaining to the exit when the closure is 24 hours or shorter, portable changeable message signs may be used instead.

3C. If the closure is longer than 24 hours, cover all other conflicting signs for the affected interchange (including non-mainline signs) with either a blank overlay or a temporary message as called for in the plans.

3C. Cover the existing Exit Gore sign (E5-H1 series).

3D. Include appropriate detour signing (vehicular and pedestrian) when the closure is longer than 24 hours, or as called for in the plans.

3E. The Advisory Speed (W13-1P) plaque shall be used when specified in the plans.

3F. The Work Zone Increased Penalties (M11-H50) sign shall be used when called for in the plans.

3G. The ROAD WORK AHEAD (W20-1-48) sign should be provided as shown, if not already within the work zone.

3H. Additional information shall be provided in the form of fixed signs and/or changeable message signs as called for in the plans.

3I. The spacing between work zone signs, as shown in table I, one minimums. Maximum spacing should not be greater than 1.5 times the distances shown in table I.

3I. Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing to existing signs shall be 200 feet speeds of 45 mph or less and a minimum of 400 feet speeds 50 mph or greater.

3K. Sign locations should be adjusted to provide adequate sight distance for the existing vertical and horizontal roadway alignment.

PAVEMENT MARKINGS

4A. Closures in place longer than 3 days require removal of existing markings and raised pavement marker reflectors CMS 614.11.

4B. Work zone pavement markings which would conflict with the final traffic lines shall be removable CMS 740.06. Work zone markings shall be removed prior to project completion.

4C. After completion of the work, pavement markings other than CMS 740.06, Type I shall be removed in accordance with CMS 641.10. The original markings and road edge lines shall be restored to the original condition at no additional cost unless separately itemized in the plans.

4D. Edge lines shall be of the appropriate color for the direction of travel. If the work zone edge lines are located in the travel lane, the work zone edge lines shall be white lines may be painted over top of the existing lanes.

RUMBLE STRIPS

5. Closures in place longer than 3 days require removal of existing rumble strips that conflict with the temporary planning and resurfacing.

PORTABLE BARRIER (PB)

6A. PB may be used in lieu of Type III barricades. If PB is used, a low enforcement officer at the intersection is not required.

6B. Portable barrier shall be terminated outside of the clear zone in place of the impact attenuator at locations where the PB can be extended to provide a minimum of two full sections of PB outside of the clear zone for approaching traffic. See Table II for minimum PB flare rates and clear zone widths.

6C. For details on delineation of portable barrier, see Standard Construction Drawing MT-101.70.

SIDE STREET MAINTENANCE OF TRAFFIC

7A. If the closure is longer than 24 hours, cover all conflicting signs for the affected interchange (including non-mainline signs) with either a blank overlay or a temporary message as called for in the plans.

7B. At adjacent intersections, close thru lanes and turn lanes with drums, as applicable.

7C. Include appropriate detour signing (vehicular and pedestrian) when the closure is longer than 24 hours, or as called for in the plans.

MULTIPLE LANE CLOSURES

8. See MT-95.30 for details on closing multiple lanes

