



LOCATION MAP

LATITUDE: 40°03'51" LONGITUDE: -82°32'21"



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

DESIGN DESIGNATION

CURRENT ADT (2026)	49,110
DESIGN YEAR ADT (2046)	62,700
DESIGN HOURLY VOLUME (2048)	7,210
DIRECTIONAL DISTRIBUTION	66%
TRUCKS (24 HOUR B&C)	9%
DESIGN SPEED	60
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION:	
PRINCIPAL ARTERIAL FREEWAY	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig

OHIO811.org
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
ODOT DISTRICT 5 PLANNING AND ENGINEERING
9600 JACKSONTOWN ROAD, JACKSONTOWN, OH 43030
740-323-4400

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

LIC-16/37-14.24/15.47

CITY OF NEWARK
VILLAGE OF GRANVILLE
GRANVILLE & NEWARK TOWNSHIPS
LICKING COUNTY

INDEX OF SHEETS:

TITLE SHEET	P.1	PLAN AND PROFILE	P.458 - P.504
SCHEMATIC PLAN		CROSS SECTIONS	P.505 - P.627
PROJECT	P.2	EARTHWORK QUANTITIES	P.628 - P.638
16 INTERCHANGE	P.3	SUPERELEVATION TABLES	P.639 - P.652
37/661 INTERCHANGE	P.4	BARRIER DETAILS	P.653 - P.659
TYPICAL SECTIONS		PAVEMENT DETAILS	P.660 - P.676
EXISTING	P.5 - P.10	VARIABLE PLANING TABLE	P.677
PROPOSED	P.11 - P.17	DRAINAGE	
GENERAL NOTES	P.18 - P.23	UNDERDRAIN QUANTITIES	P.678 - P.682
MAINTENANCE OF TRAFFIC		UNDERDRAIN DETAILS	P.683 - P.687
MOT NOTES	P.24 - P.29	DRAINAGE QUANTITIES	P.688 - P.693
DETOUR MAPS	P.30 - P.34	DRAINAGE PLAN AND PROFILE	P.694 - P.733
MOT PHASING SCHEMATIC	P.35	DRAINAGE PROFILES	P.734 - P.763
MOT TYPICALS	P.36 - P.40	TRAFFIC SURVEILLANCE	P.764 - P.781
TEMPORARY SIGNALS	P.41 - P.42	TRAFFIC CONTROL	
MOT QUANTITIES	P.43 - P.52	BARRIER DELINEATION	P.782
MOT DETAILS	P.53 - P.58	PAVEMENT MARKINGS	P.783 - P.805
MOT CROSS SECTIONS	P.59 - P.70	SIGNING	P.806 - P.841
MOT PHASE SHEETS	P.71 - P.421	STRUCTURES	P.842 - P.857
GENERAL SUMMARY	P.422 - P.427	SOIL PROFILES	P.858 - P.895
ROADWAY QUANTITIES	P.428 - P.434		
PAVEMENT CALCULATIONS	P.435 - P.447		
PROJECT SITE PLAN	P.448 - P.457		

FEDERAL PROJECT NUMBER

E161298

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

FULL DEPTH REPLACEMENT OF EXISTING PAVEMENT ON S.R. 37/S.R. 16.

PAVEMENT WIDENING IN THE EXISTING MEDIAN OF S.R. 37/S.R. 16 AND
INSTALLATION OF CONCRETE MEDIAN BARRIER WALL.

SOME MINOR STRUCTURE WORK AND REPAIRS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	50.0 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	51.0 ACRES

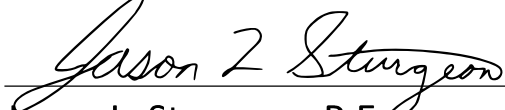
LIMITED ACCESS

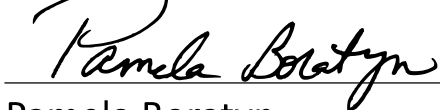
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND
HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION
OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION
5511.02 OF THE OHIO REVISED CODE.

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.

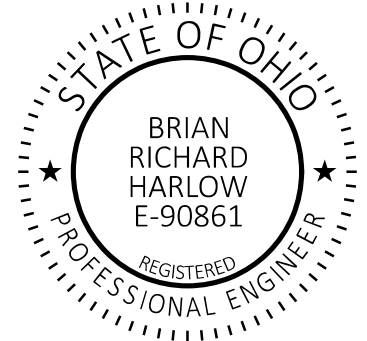
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS
IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE
HIGHWAY EXCEPT AS NOTED ON SHEET 21, AND THAT PROVISIONS FOR
THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON
THE PLANS AND ESTIMATES.


Jason L. Sturgeon, P.E.
District 05 Deputy Director


Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS												SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	MGS-1.1	1/17/25	ITS-14.10	1/17/25	MT-98.20	4/19/19	MT-105.10	1/17/20	TC-52.10	10/18/13	800	7/18/25
BP-3.2	1/18/19	MGS-2.1	1/17/25	ITS-14.11	1/17/25	MT-98.21	7/21/23	MT-120.00	7/19/24	TC-52.20	1/15/21	808	7/19/24
BP-9.1	1/18/19	MGS-3.1	1/19/18	ITS-14.50	1/17/25	MT-98.22	1/17/20			TC-61.10	4/21/23	809	1/17/25
CB-4	7/19/24	MGS-4.2	1/17/25	ITS-14.60	1/17/25	MT-98.29	1/17/20	TC-12.31	4/15/22	TC-61.30	7/19/24	832	7/19/24
		MGS-5.2	7/15/16			MT-99.20	4/19/19	TC-15.116	1/19/24	TC-65.10	1/17/14	874	4/17/20
DM-1.1	1/17/25	MGS-5.3	7/15/16	MT-95.30	7/19/19	MT-99.30	1/17/20	TC-21.11	7/16/21	TC-65.11	1/19/24	875	1/17/25
				MT-95.31	7/19/19	MT-100.00	1/19/24	TC-21.21	1/20/23	TC-71.10	4/21/23	902	7/19/19
DM-1.2	1/17/25	RM-1.1	1/20/23	MT-95.32	4/19/19	MT-101.60	1/17/25	TC-21.50	1/17/25	TC-72.20	1/17/25	908	1/17/25
DM-1.3	7/18/14	RM-4.2	4/17/20	MT-95.45	7/21/23	MT-101.70	7/19/24	TC-22.20	1/17/14			909	1/17/25
DM-4.3	1/15/16	RM-4.3	1/17/25	MT-95.50	7/21/17	MT-101.75	7/21/23	TC-41.10	7/19/13				
DM-4.4	1/15/16	RM-4.4	7/19/24	MT-95.70	7/21/23	MT-101.90	7/17/20	TC-41.20	10/18/13				
I-3C, 3C1	1/17/25	RM-4.5	1/17/25	MT-95.73	7/19/24	MT-102.10	7/21/23	TC-41.30	4/21/23				
		RM-4.6	7/19/13	MT-95.82	7/19/13	MT-102.20	4/19/19	TC-42.10	10/18/13				
MH-3	7/19/24			MT-97.10	4/19/19	MT-102.30	10/16/15	TC-42.20	10/18/13				
		HW-2.1	7/15/22	MT-98.10	1/17/20	MT-103.10	1/21/22	TC-51.11	1/15/16				
		HW-2.2	7/20/18	MT-98.11	1/17/20	MT-104.10	1/19/24	TC-51.12	1/15/16				

ENGINEER'S SEAL



DESIGN AGENCY



DESIGNER

BRH

REVIEWER

CMY 09/05/25

PROJECT ID

95445

SHEET

TOTAL

P.1

895

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.

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 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 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 unit price for the pertinent 611 conduit item.

Temporary Drainage Items

Temporary drainage items labeled on the Maintenance of Traffic plan are itemized on the MOT plans and carried to the General Summary.

Existing Subsurface Drainage

Provide unobstructed outlets for all existing underdrains or aggregate drains encountered during construction.

Provide an outlet per Standard Construction Drawing DM-1.1 for all underdrains that outlet to a slope. Underdrains that can be connected to the new or existing underdrains at the end of the project limits as well as all necessary bends or branches required for connection are included in the basis of payment for unclassified pipe underdrains.

The following estimated quantities have been included in the general summary for the work noted above:

ITEM 601 TIED CONCRETE BLOCK
MAT WITH TYPE 1 UNDERLAYMENT 10 SY
(Plan Split 02/NHS)

ITEM 605 AGGREGATE DRAINS 200 FT
(Plan Split 02/NHS)

ITEM 605 6" UNCLASSIFIED PIPE UNDERDRAINS 200 FT
(100' to Plan Split 01/NHS and 100' to Plan Split 02/NHS)

ITEM 611 6" CONDUIT, TYPE F 200 FT
(Plan Split 02/NHS)

ITEM 611 PRECAST REINFORCED CONCRETE OUTLET 5 EACH
(Plan Split 02/NHS)

ITEM 202 PIPE REMOVED, 24" DIAMETER AND UNDER, AS PER PLAN

The following quantity has been provided to be used as directed by the Engineer to remove the existing underdrains on the project. For locations of existing underdrains, see existing typical sections.

This item of work shall consist of removing the existing underdrains completely.

Payment shall be made at the unit price bid under CMS ITEM 202 PIPE REMOVED, 24" DIAMETER AND UNDER, AS PER PLAN per foot of existing underdrains removed which shall be full compensation for all labor, materials, and incidentals required to complete this work.

ITEM 202 PIPE REMOVED, 24" DIAMETER AND UNDER, AS PER PLAN 119,632 FT

Plan Split 01/NHS: 61,894 FT
Plan Split 02/NHS: 57,738 FT
Total: 61,894 + 57,738 = 119,632 FT

(quantities estimated from existing typical sections)

ITEM 202 REMOVAL MISC.: UNDERDRAIN OUTLET

This work consists of removing any existing underdrain outlets within the project limits, as directed by the Engineer, and shall include the disposal of the outlet.

The following estimated quantity has been included in the General Summary to accomplish this work:

ITEM 202 REMOVAL MISC.: UNDERDRAIN OUTLET 40 EACH

Farm Drains

Provide unobstructed outlets to all farm drains encountered during construction. Replace existing collectors which are located below the roadway ditch elevations, and which cross the roadway within the (right of way)(construction) limits with Item 611, Conduit, Type B, one commercial size larger than the existing conduit.

Outlet existing collectors and isolated farm drains, which are encountered above the elevation of roadway ditches into the roadway ditch using Item 611, Type F conduit. The optimum outlet elevation is one foot above the flowline elevation of the ditch. intercept lateral field tiles which cross the roadway with Item 611, type E conduit, and carry in a longitudinal direction to an adequate outlet or roadway crossing.

The location, type, size and grade of replacements is determined by the Engineer and payment made on final measurements.

Provide erosion control pads at the outlet end of all farm drains per Standard Construction Drawing DM-1.1, except when they outlet into a drainage structure.

Payment for the erosion control pads and any necessary bends or branches is included for payment in the pertinent conduit items.

The following estimated quantities have been included in the General Summary for the work noted above:

ITEM 611 6" CONDUIT, TYPE B 200 FT
(100' to Plan Split 01/NHS and 100' to Plan Split 02/NHS)

ITEM 611 6" CONDUIT, TYPE E 200 FT
(Plan Split 02/NHS)

ITEM 611 6" CONDUIT, TYPE F 200 FT
(Plan Split 02/NHS)

ITEM 601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER 5 CY
(Plan Split 02/NHS)

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT (12")

This item consists of the construction of bulkheads in an existing 12 inch diameter conduit and filling the area sealed off with Item 613, Sand or other material approved by the Engineer.

Locate the bulkheads at the limits of the area to be filled, as indicated on the plans. The bulkheads consist of brick or concrete masonry with a minimum thickness of 12 inches.

Pump the fill material into place or by other means approved by the Engineer, so that after settlement, at least 90 percent of the cross-sectional area of the conduit, for its entire length is filled. The length of filled and plugged conduit to be paid for is the actual number of feet (measured along the centerline of each conduit from outer face to outer face of bulkheads) filled and plugged as described above.

In lieu of filling and plugging the existing conduit, the pipe may be crushed and backfilled per 203, or it may be removed. The length, measured as provided above will be paid for at the contract unit price per foot for, ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT.

Rock Cut Underdrains

The following quantity has been provided to be used as directed by the Engineer to install underdrains if rock is encountered.

This item of work shall consist of removing the rock a minimum of 6 inches and installing proposed 6" underdrains.

Payment shall be made at the unit price bid under CMS ITEM 605 6" ROCK CUT UNDERDRAINS per foot of proposed underdrains installed which shall be full compensation for all labor, materials, and incidentals required to complete this work.

ITEM 605 6" ROCK CUT UNDERDRAINS 200 FT
(100' to Plan Split 01/NHS and 100' to Plan Split 02/NHS)

ITEM 611 CONDUIT, BORED OR JACKED (15", TYPE B)

Provide a steel casing pipe conforming to 748.06. Joints with a circumferencial fully penetrating B-U4b weld that is performed by a certified welder for welding code American Welding Society (AWS) D1.1 or machined interlocking joints are permitted. The installed casing pipe is the storm sewer water conveyance carrier unless otherwise specified in the plans. Hydrostatic testing is not required for the casing pipe.

ITEM 611 CONDUIT, TYPE A OR B, AS PER PLAN

Use 703.11 STRUCTURAL BACKFILL, TYPE 1 or 613 LOW STRENGTH MORTAR, TYPE 2 as structural backfill for all Type A and B conduits 12-inch diameter and larger. Detail the selected conduit material and structural backfill in the 611 Installation Plan per 611.04 B. Notify the Engineer immediately when groundwater is encountered during excavation. Use 703.11 STRUCTURAL BACKFILL, TYPE 3 for bedding and backfill in areas where groundwater is present. Install 703.11 STRUCTURAL BACKFILL, TYPE 3 and GEOTEXTILE FABRIC according to 611.06. Verify the conduit material and revised backfill meet the structural design requirements with the conduit manufacturer prior to installation.



Work Zone Speed Zones (WZSZs)

The following Work Zone Speed Zone (WZSZ) Speed Limit Revision(s) have been approved for use on this project when work zone conditions and factors are met as described below:

WZSZ Revision Number(s)	County-Route-Section(s)	Direction(s)
WZ-30799	LIC-37-(15.055 - 16.196)	E.B. & W.B.
WZ-30800	LIC-16-(14.24 - 17.625)	E.B. & W.B.

Potential WZSZ locations shall have an original (pre-construction) posted speed limit of 55 mph or greater, a qualifying work zone condition of at least 0.5 mile in length, an expected work duration of at least three hours, and a work zone condition in place that reduces the existing functionality of the travel lanes or shoulders (i.e., lane closure, lane shift, crossover, contraflow and/or shoulder closure). The length of the work zone condition is measured from the beginning of the taper for the subject work zone condition impacting the travel lanes and/or shoulder to the end of the downstream taper, where drivers are returned to typical alignment. An expected work duration of at least three hours is required to balance the additional exposure created by installing and removing WZSZ signing with the time needed to complete the work.

If the work zone meets these minimum criteria, it shall be analyzed further using Table 1 below to determine if and when it qualifies for a speed limit reduction. Depending on the original posted speed limit, the type of temporary traffic control used, and whether or not workers are present, a warranted WZSZ will vary in the approved speed limit to be posted over time.

C&MS Item 614, Paragraph 614.02(B), indicates that two directions of a divided highway are considered separate highway sections. Therefore, if the work on a multi-lane divided highway is limited to only one direction, a speed limit reduction in the direction of the work does not automatically constitute a speed limit reduction in the opposite direction. Each direction shall be analyzed independently from each other.

All WZSZs fluctuate between two approved reduced speed limits or between an approved reduced speed limit and the original posted speed limit. Only one of two signing strategies shall be used to implement a WZSZ.

WZSZs using DSL Sign Assemblies shall be in accordance with this note, Approved List, Supplemental Specifications (SS) 808 and 908, and Traffic SCD MT-104.10.

Only one warranted speed limit applies at any one time; speed limit reductions are not cumulative. WZSZs shall not be used for Moving/ Mobile activities, as defined in OMUTCD Part 6.

When looking up the warranted work zone speed limits, always use the original, pre- construction, posted speed limit. Do not use a prior or current work zone speed limit as a look up value in the table. Positive Protection is generally regarded as portable barrier or other rigid barrier in use along the work area within the subject warranted work zone condition. Without Positive Protection is generally regarded as using drums, cones, shadow vehicle, etc., along the work area within the subject warranted work zone condition. Workers are considered as being present when on-site, working within the subject warranted work zone condition. When the work zone condition reducing the existing functionality of the travel lanes or shoulders is removed, the speed limit displayed shall return to the original posted speed limit.

Table 1: Warranted Work Zone Speed Limits (MPH) for Work Zones on High-Speed (55 mph or greater) Multi-Lane Highways

Original Posted Speed Limit	WITH Positive Protection		WITHOUT Positive Protection	
	Workers Present	Workers Not Present	Workers Present	Workers Not Present

55	50	55	45	55
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The following estimated quantity has been carried to the general summary:

ITEM 808 DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY (assuming 10 sign assemblies for 30 months)

300 SNMT

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) contains glare 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.

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 PORTABLE CHANGEABLE MESSAGE SIGN, 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 dimming mechanism, to dim the sign during darkness, and a tamper and vandal proof enclosure. Each sign shall be provided with appropriate training and operation instructions to enable on-site personnel to operate and troubleshoot the unit. The sign shall also be capable of being powered by an electrical service drop from a local utility company. The PCMS shall be delineated in accordance with CMS 614.03.

The probable PCMS locations and work limits for those locations are shown on sheets P.30 - p.33 of the plan. Placement, operation, maintenance and all activation of the signs by the Contractor shall be as directed by the Engineer. The PCMS shall be located in a highly visible position yet protected from traffic. The Contractor shall, at the direction of the Engineer, relocate the PCMS to improve visibility or accommodate changed conditions. When not in use, the PCMS shall be turned off. Additionally, when not in use for extended periods of time, the PCMS shall be turned 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.

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 preconstruction 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 unit shall be maintained in good working order by the Contractor in accordance with the provisions of C&MS 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 safely control traffic. The entire cost to control traffic, accrued by the Department due to the Contractor’s noncompliance, will be deducted from moneys due, or to become due 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.

The following quantity has been provided in the general summary:

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
160 SN MT
(assuming 5 signs for 32 months)

ITEM 615 ROADS FOR MAINTAINING TRAFFIC

The following quantities have been included to construct the temporary pavement shown in the maintenance of traffic plans. The removal of the temporary pavement (unless shown otherwise in the plans) shall be included in this item. Payment shall include all labor, materials, equipment, and incidentals necessary to perform this work as per ITEM 615.

The following quantities have been included in the general summary:

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A
(see sheet 52 for quantity)

ITEM 615 ROADS FOR MAINTAINING TRAFFIC LS

Earthwork for Maintaining Traffic

The following quantities have been included in the plan for information only:

Excavation for Maintaining Traffic 1135 CY
[751 (from P.64) + 38 (from P.66) + 346 (from P.70)]

Embankment for Maintaining Traffic 517 CY
[382 (from P.64) + 2 (from P.66) + 133 (from P.70)]

When undercuts are necessary for mainline pavement or embankment construction, evaluate the need for temporary road undercuts if within a close proximity to the mainline undercuts. A geotechnical evaluation should be considered to determine if the existing soil conditions are adequate to support the temporary road. Additional soil borings along the temporary road are not normally required.

ITEM 614 WORK ZONE INCREASED PENALTIES SIGN

R11-H5a-48 signs shall be furnished, erected, and maintained in good condition and/or replaced as necessary and subsequently removed by the Contractor. Signs shall be mounted at the appropriate offsets and elevations as prescribed by the Ohio Manual of Uniform Traffic Control Devices. They shall be maintained on supports meeting current safety criteria.

The signs may be erected or uncovered no more than four hours before the actual start of work. The signs shall be removed or covered no later than four hours following restoration of all lanes to traffic with no restrictions, or sooner as directed by the Engineer. Temporary sign covering and uncovering due to temporary lane restorations shall be guided by the four-hour limitations stated above. Such lane restorations should be expected to remain in effect for 30 or more consecutive calendar days, such as during winter shut-downs.

The signs on the mainline shall be dual mounted unless not physically possible. Mainline signs shall be placed in the areas shown in the plans unless otherwise directed by the Engineer and shall be R11-H5a-48. Signs shall be erected on each entrance ramp, and shall be R-11H5a-24. The R11-H5a-48 signs shall be mounted on 2 No. 3 posts when located within clear zones. The Contractor may use signs and supports in used, but good, condition provided the signs meet current ODOT specifications.

The following quantity has been included in the General Summary:

ITEM 614 WORK ZONE INCREASED PENALTIES SIGN 10 EACH

(assuming (4) R11-H5a-48 signs - (2) EB 37 and (2) WB 16 and (6) R11-H5a-24 signs - (1) at each entrance ramp)

DESIGN AGENCY



DESIGNER

BRH

REVIEWER

CMY 09/05/25

PROJECT ID

95445

SHEET

P.27

TOTAL

895

LIC-16/37-14.24/15.47

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
18	20	21	22	23	434	447	638	693	845		01/NHS	02/NHS	03/NHS						
LS												LS		201	11000	LS		ROADWAY	
								7				7		202	20010	7	EACH	CLEARING AND GRUBBING	
						143,725					28,067	115,658		202	23000	143,725	SY	HEADWALL REMOVED	
					413						313	100		202	30700	413	FT	PAVEMENT REMOVED	
					72						36	36		202	32000	72	FT	CONCRETE BARRIER REMOVED	
																		CURB REMOVED	
								330			297	33		202	35100	330	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
		119,632									61,894	57,738		202	35101	119,632	FT	PIPE REMOVED, 24" DIAMETER AND UNDER, AS PER PLAN	21
								52			52			202	35200	52	FT	PIPE REMOVED, OVER 24" DIAMETER	
					3,012.5						512.5	2,500		202	38000	3,012.5	FT	GUARDRAIL REMOVED	
					12,512.5							12,512.5		202	38001	12,512.5	FT	GUARDRAIL REMOVED, AS PER PLAN	23
					325						325			202	38300	325	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
					11						3	8		202	42010	11	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
					12						5	7		202	42040	12	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
					4						2	2		202	47000	4	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
					7						7			202	47800	7	EACH	IMPACT ATTENUATOR REMOVED	
					3,417						3,417			202	48000	3,417	FT	CABLE BARRIER REMOVED	
								27			27			202	58100	27	EACH	CATCH BASIN REMOVED	
								392			392			SPECIAL	20270000	392	FT	FILL AND PLUG EXISTING CONDUIT (12")	21
		40										40		202	98100	40	EACH	REMOVAL MISC.: UNDERDRAIN OUTLET	21
	19,710						17,672		7		32,047	5,342		203	10000	37,389	CY	EXCAVATION	
	19,710						13,099				26,501	6,308		203	20000	32,809	CY	EMBANKMENT	
					1,856							1,856		203	35111	1,856	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	23
5,433											2,161	3,272		204	10000	5,433	SY	SUBGRADE COMPACTION	
454	3,500										1,931	2,023		204	13000	3,954	CY	EXCAVATION OF SUBGRADE	
454	3,500										1,931	2,023		204	30010	3,954	CY	GRANULAR MATERIAL, TYPE B	
	77										35	42		204	45000	77	hour	PROOF ROLLING	
	5,000										2,500	2,500		204	50000	5,000	SY	GEOTEXTILE FABRIC	
					2,784							2,784		204	50001	2,784	SY	GEOTEXTILE FABRIC, AS PER PLAN	23

MODEL: Sheet2 PAPERSIZE: 34x22 (in.) DATE: 12/26/2025 TIME: 8:55:38 AM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Pent.tbl USER: Brian.Harlow@doh.ohio.gov WORKSPACE: OHDOTCE02 WORKSET: 95445 PRODUCT: OpenRoadsDesigner 24.00.00.205
 pw:\tohdot-pw-bentley.com:ohdotol-pw-02\Documents\01 Active Projects\District 05\Licking\95445\400-Engineering\Roadway\Sheets\95445 GG001.dgn

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GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

BRH

REVIEWER

CMY 00/05

CIVIL 05/05

PROJECT ID

95445

SHEET	TOTAL
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D 422 | 80

LIC-16/37-14.24/15.47

MODEL: Sheet4 PAPER SIZE: 34x22 (in.) DATE: 12/26/2025 TIME: 8:55:39 AM PLT DRV: OHDOT_PDF.plt PENTBL: OHDOT Pen.tbl USER: Brian.Harlow@dol.ohio.gov WORKSPACE: OHDOTCE.v02 WORKSET: 95445 PRODUCT: OpenRoads Designer 24.00.00.205
 pw://ohdot-pw-02/Documents/01 Active Projects/District 05/Licking(95445)400-Engineering/Roadway/Sheets/95445 GG001.dgn

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
782		784		786		811		816		845	01/NHS	02/NHS	03/NHS						
				656 656								656 656		621 621 625 626	00100 54000 32000 00102	656 656 10 4	EACH EACH EACH EACH	TRAFFIC CONTROL RPM RAISED PAVEMENT MARKER REMOVED GROUND ROD BARRIER REFLECTOR, TYPE 1 (ONE-WAY) BARRIER REFLECTOR, TYPE 1 (TWO-WAY)	
4								10			9	1		626	00110	181	EACH	BARRIER REFLECTOR, TYPE 2 (TWO-WAY)	
386											386	4		626	00102	386	EACH	BARRIER REFLECTOR, TYPE 1 (TWO-WAY)	
181												181		626	00118	18	EACH	BARRIER REFLECTOR, TYPE 6	
18											18	736		630	03101	930	FT	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN	22
								47				47		630	04101	47	FT	GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN	22
								278.4				278.4		630	06400	278.4	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7	
								103.7				103.7		630	06500	103.7	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	
								344				344		630	08000	344	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12X30	
								15				15		630	08600	15	EACH	SIGN POST REFLECTOR	
								28				28		630	09000	28	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
								1				1		630	72330	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 10	
								3			3			630	72420	3	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2	
								25			25			630	79611	25	EACH	SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED, AS PER PLAN	806
								245.4			229.4	16		630	80100	245.4	SF	SIGN, FLAT SHEET	
								1,558				1,558		630	80200	1,558	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
								1,498.8			1,320.8	178		630	80224	1,498.8	SF	SIGN, OVERHEAD EXTRUSHEET	
								11			11			630	82000	11	EACH	SIGN BACKING ASSEMBLY	
								6			6			630	84010	6	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50	
								34				34		630	84500	34	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
								4			3	1		630	84510	4	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
						33					20	13		630	84900	33	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
						54					13	41		630	85100	54	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
						12						12		630	85400	12	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
						104					48	56		630	86002	104	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
						29						29		630	86102	29	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
						4						4		630	86272	4	EACH	REMOVAL OF GROUND MOUNTED PIPE SUPPORT AND DISPOSAL	
						11					11			630	87400	11	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
		19.23				3					3			630	89804	3	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115	
		8.82										19.23		642	00104	19.23	MILE	EDGE LINE, 6", TYPE 1	
		0.01										8.82		642	00204	8.82	MILE	LANE LINE, 6", TYPE 1	
												0.01		642	00300	0.01	MILE	CENTER LINE, TYPE 1	
		6,478										6,478		642	00404	6,478	FT	CHANNELIZING LINE, 12", TYPE 1	
		89										89		642	00500	89	FT	STOP LINE, TYPE 1	
		3										3		642	01300	3	EACH	LANE ARROW, TYPE 1	
		4										4		642	01322	4	EACH	WRONG WAY ARROW, TYPE 1	
		1										1		642	01400	1	EACH	WORD ON PAVEMENT, 72", TYPE 1	
		7,406										7,406		642	01510	7,406	FT	DOTTED LINE, 6", TYPE 1	
										0.39		0.39		646	10010	0.39	MILE	EDGE LINE, 6"	
										0.18		0.18		646	10110	0.18	MILE	LANE LINE, 6"	
										0.12		0.12		646	10200	0.12	MILE	CENTER LINE	
										1,192		1,192		646	10300	1,192	FT	CHANNELIZING LINE, 8"	
										10		10		646	20300	10	EACH	LANE ARROW	
										6		6		646	20400	6	EACH	WORD ON PAVEMENT, 72"	
										</									

DESIGN AGENCY



DESIGNER

BRH

REVIEWER

CMY 09/05

PROJECT ID

95445

SHEET	TOTAL
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P 425 | 8

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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	22		27		28		29		52		01/NHS	02/NHS	03/NHS						
							132				132			253	02001	132	CY	MAINTENANCE OF TRAFFIC	29
							5,000				5,000			254	01000	5,000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH - 3" MAX.)	
							250				250			301	56000	250	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
							250				250			304	20000	250	CY	AGGREGATE BASE	
							3,600				3,600			407	20000	3,600	GAL	NON-TRACKING TACK COAT	
							400				400			408	10000	400	GAL	PRIME COAT	
							50				50			410	12000	50	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
									30		30			411	10000	30	CY	STABILIZED CRUSHED AGGREGATE	
							200				200			441	70100	200	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M	
							50				50			606	15051	50	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	29
							1				1			606	26151	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	29
							1				1			606	26551	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	29
									973		973			611	05901	973	FT	15" CONDUIT, TYPE B, AS PER PLAN	29
									643		643			611	97011	643	FT	SLOTTED DRAIN, TYPE 2, AS PER PLAN (15")	29
									2		2			611	98261	2	EACH	CATCH BASIN, NO. 4 WITHOUT APRON, AS PER PLAN	29
									3		3			611	98371	3	EACH	CATCH BASIN, NO. 6, AS PER PLAN	29
									2		2			611	98635	2	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	29
					1,250						1,250			614	11110	1,250	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
					1						1			SPECIAL	61411300	1	EACH	WORK ZONE TRAFFIC SIGNAL (RAMPS A/B)	28
					1						1			SPECIAL	61411300	1	EACH	WORK ZONE TRAFFIC SIGNAL (RAMPS C/D)	28
									4,788		2,208	2,580		614	11630	4,788	FT	INCREASED BARRIER DELINEATION	
									38		2	36		614	12380	38	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
											LS			614	12420	LS		DETOUR SIGNING	
			10								10			614	12484	10	EACH	WORK ZONE INCREASED PENALTIES SIGN	
					15						15			614	12500	15	EACH	REPLACEMENT SIGN	
					40						40			614	12600	40	EACH	REPLACEMENT DRUM	
					1						1			614	12756	1	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
									977			977		614	12800	977	EACH	WORK ZONE RAISED PAVEMENT MARKER	
							50				50			614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
									2,941		897	2,044		614	13310	2,941	EACH	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	
									777			777		614	13310	777	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
									1,638		896	742		614	13350	1,638	EACH	OBJECT MARKER, ONE WAY	
							50,000				50,000			614	18000	50,000	EACH	MAINTAINING TRAFFIC, MISC.: SAFETY REPAIRS	29
							2				2			614	18000	2	EACH	MAINTAINING TRAFFIC, MISC.: WORK ZONE CAMERA	29
			160								160			614	18601	160	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	27
									37		19	18		614	20110	37	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
									144.57		40.85	103.72		614	22110	144.57	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
									75,582		24,030	51,552		614	23200	75,582	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
									44,506		15,700	28,806		614	24202	44,506	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
									171		171			614	26200	171	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
									7		4	3		614	30200	7	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
			LS								LS			615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
									6,350		6,350			615	20000	6,350	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
					99						63	36		616	10000	99	MGAL	WATER	
							50				50			617	10100	50	CY	COMPACTED AGGREGATE	
									1,758		1,102	656		621	00100	1,758	EACH	RPM	
									1,758		1,102	656		621	54000	1,758	EACH	RAISED PAVEMENT MARKER REMOVED	
									103,020		43,408	59,612		622	41100	103,020	FT	PORTABLE BARRIER, UNANCHORED	
									42,500			42,500		622	80000	42,500	FT	GLARE SCREEN	
							4				4			626	00110	4	EACH	BARRIER REFLECTOR, TYPE 2 (ONE-WAY)	
			300								300			808	18700	300	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
											LS	LS	LS	614	11000	LS		INCIDENTALS	
	LS										LS	LS		623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	22
											LS	LS		623	11000	LS		PROVIDING ELECTRONIC INSTRUMENTATION	
											LS	LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

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REVIEWER

CMY 09/05/25

PROJECT ID

95445

SHEET

P.427

TOTAL

895

REFERENCE	SHEET NUMBER	STATION TO STATION	202	202	202	202	202	202	202	202	202	203	204	606	606	606	606	606	606	606	606	606	609	622	622	622	622	622	622	690
			CONCRETE BARRIER REMOVED	CURB REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, AS PER PLAN	GUARDRAIL REMOVED, BARRIER DEISGN	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSMBLY REMOVED	IMPACT ATTENUATOR REMOVED	CABLE BARRIER REMOVED	GRANULAR MATERIAL, TYPE B, AS PER PLAN (CALCULATED AS 0.148 CY/FT)	GEOTEXTILE FABRIC, AS PER PLAN (CALCULATED AS 0.222 SY/FT)	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	SPECIAL - CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	GUARDRAIL, MISC.: SHOULDER SUPPORT BENCHING	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	CONCRETE BARRIER, SLINGLE SLOPE, TYPE D	CONCRETE BARRIER END SECTION, TYPE C1	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	SPECIAL - NO MOW STRIP
		MEDIAN - PLAN SPLIT 01/NHS	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	CY	SY	FT	EACH	EACH	EACH	FT	EACH	EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY
R-1	P.458-463	624 +50.00										2317																		
CB-1	P.458	624 +50.00																1												23
CB-2	P.458	624 +50.00																1												23
CB-3	P.458-461	624 +50.00															1430													636
CB-4	P.461	638 +80.00																1												23
IA-1	P.461	639 +35.00																	1											
B-1	P.461	639 +35.00																							1					
B-2	P.461-462	639 +65.00																					110							
B-3	P.462	640 +75.00																									1			
B-4	P.462	641 +10.00																									1			
B-5	P.462-463	641 +25.00																						535						
B-6	P.463	646 +60.00																									1			
B-7	P.463	646 +75.00																									1			
B-8	P.463-464	646 +90.00																												
R-2	P.463-465	648 +22.00										1100												625						
B-9	P.464	653 +15.00																										1		
B-10	P.464	653 +50.00																									1			
B-11	P.464-465	653 +65.00																						269				1		
B-12	P.465	656 +34.00																									1			
B-13	P.465	656 +69.00																									1			
B-14	P.465	656 +84.00																						254				1		
B-15	P.465	659 +38.00																										1		
R-3	P.465	659 +48.00						1																						
R-4	P.465-466	659 +48.00			100																									
B-16	P.465	659 +53.00																										1		
B-17	P.465-466	659 +68.00																						60				1		
B-18	P.466	660 +28.00																									1			
B-19	P.466	660 +43.00																									1			
R-5	P.466	660 +48.00							1																					
B-20	P.466	660 +58.00																												
B-21	P.466	663 +85.00																										1		
B-22	P.466	664 +20.00																										1		
B-23	P.466-467	664 +35.00																												
B-24	P.467	666 +75.00																										1		
B-25	P.467	667 +10.00																										1		
B-26	P.467	667 +25.00																												
B-27	P.467	667 +90.00																										1		
B-28	P.467	668 +25.00																										1		
B-29	P.467	668 +40.00																												
B-30	P.467	669 +75.00																										1		
R-6	P.467	669 +77.00										1																		
R-7	P.467-468	669 +77.00					125																							
B-31	P.468	670 +10.00																										1		
B-32	P.468	670 +25.00																												
B-33	P.468	670 +83.00																										1		
B-34	P.468	670 +98.00																										1		
R-8	P.468	671 +02.00			75																									
B-35	P.468	671 +13.00																												
R-9	P.468	671 +44.00							1																95					
R-10	P.468	671 +44.00			62.5																									
R-11	P.468	671 +13.00							1																					
R-12	P.468	672 +06.50					125																							
B-36	P.468	672 +08.00																										1		
TOTALS CARRIED TO P.434					237.5		250	1	3		1	3417						1430	3	1			2773		1		23			705

ROADWAY ESTIMATED QUANTITIES
MEDIAN

DESIGN AGENCY



DESIGNER
BRH

REVIEWER
CMY 09/05/25

PROJECT ID
95445

SHEET
P.428

TOTAL
895

REFERENCE	SHEET NUMBER	STATION TO STATION		202	202	202	202	202	202	202	202	202	203	204	606	606	606	606	606	606	606	606	609	622	622	622	622	622	622	690	
				CONCRETE BARRIER REMOVED	CURB REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, AS PER PLAN	GUARDRAIL REMOVED, BARRIER DEISGN	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSMBLY REMOVED	IMPACT ATTENUATOR REMOVED	CABLE BARRIER REMOVED	GRANULAR MATERIAL, TYPE B, AS PER PLAN (CALCULATED AS 0.148 CY/FT)	GEOTEXTILE FABRIC, AS PER PLAN (CALCULATED AS 0.222 SY/FT)	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	SPECIAL - CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	GUARDRAIL, MISC.: SHOULDER SUPPORT BENCHING	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	CONCRETE BARRIER, SLINGLE SLOPE, TYPE D	CONCRETE BARRIER END SECTION, TYPE C1	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	SPECIAL - NO MOW STRIP
MEDIAN - PLAN SPLIT 01/NHS (CONTINUED)				FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	CY	SY	FT	EACH	EACH	EACH	FT	EACH	EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY
B-37	P.468	672 +23.00	672 +38.00																									1			
B-38	P.468	672 +38.00	673 +62.00																					124							
R-13	P.468	673 +31.50									1																				
B-39	P.468	673 +62.00	673 +77.00																									1			
B-40	P.468	673 +97.00	674 +12.00																									1			
B-41	P.468-469	674 +12.00	676 +59.00																						247				1		
B-42	P.469	676 +59.00	676 +74.00																									1			
B-43	P.469	676 +94.00	677 +09.00																									1			
B-44	P.469-470	677 +09.00	681 +25.00																						416				1		
B-45	P.470	681 +25.00	681 +40.00																									1			
B-46	P.470	681 +60.00	681 +75.00																									1			
B-47	P.470-471	681 +75.00	685 +38.00																						363				1		
B-48	P.471	685 +38.00	685 +53.00																									1			
B-49	P.471	685 +53.00	685 +68.00																									1			
B-50	P.471	685 +68.00	686 +28.00																						60						
R-13	P.471	685 +92.00						1																							
R-14	P.471	685 +92.00	687 +29.50			137.5																									
B-51	P.471	686 +28.00	686 +43.00																										1		
B-52	P.471	686 +43.00	686 +58.00																										1		
B-53	P.471-472	686 +58.00	690 +10.00																						352						
R-15	P.472	687 +29.50							1																						
B-54	P.472	690 +10.00	690 +25.00																										1		
B-55	P.472	690 +25.00	690 +40.00																										1		
B-56	P.472	690 +40.00	694 +84.00																						444						
B-57	P.472	694 +84.00	694 +99.00																									1			
R-16	P.472	694 +85.00									1																				
R-17	P.472-473	694 +85.00	697 +10.00	225																											
B-58	P.473	695 +19.00	695 +24.00																										1		
B-59	P.473	695 +24.00	695 +39.00																										1		
B-60	P.473	695 +39.00	696 +56.00																						117						
B-61	P.473	696 +56.00	696 +71.00																										1		
B-62	P.473	696 +71.00	696 +86.00																										1		
B-63	P.473-474	696 +86.00	701 +08.00																						422						
R-18	P.473	697 +10.00									1																				
B-64	P.474	701 +08.00	701 +23.00																										1		
B-65	P.474	701 +43.00	701 +58.00																										1		
B-66	P.474	701 +58.00	704 +75.00																						317						
R-19	P.474	703 +49.00							1																						
R-20	P.474	703 +49.00	704 +86.50			137.5																									
B-67	P.474	704 +75.00	704 +90.00																										1		
R-21	P.474	704 +86.50						1																							
B-68	P.475	705 +10.00	705 +25.00																										1		
B-69	P.475	705 +25.00	706 +72.00																						147						
B-70	P.475	706 +72.00	706 +87.00																										1		
B-71	P.475	706 +87.00	707 +02.00																										1		
B-72	P.475	707 +02.00	707 +62.00																						60						
B-73	P.475	707 +62.00	707 +77.00																										1		
B-74	P.475	707 +77.00	707 +92.00																										1		
B-75	P.475-476	707 +92.00	711 +04.00																						312						
B-76	P.476	711 +04.00	711 +19.00																										1		
B-77	P.476	711 +39.00	711 +54.00																										1		
B-78	P.476-477	711 +54.00	716 +10.00																						456						
TOTALS CARRIED TO P.434				225		275		2	2		3														3837				28		

ROADWAY ESTIMATED QUANTITIES
MEDIAN (CONTINUED)

DESIGN AGENCY



DESIGNER

BRH

REVIEWER

CMY 09/05/25

PROJECT ID

95445

SHEET

P.429

TOTAL

895

REFERENCE	SHEET NUMBER	STATION TO STATION		202	202	202	202	202	202	202	202	202	202	203	204	606	606	606	606	606	606	606	606	609	622	622	622	622	622	622	690
				CONCRETE BARRIER REMOVED	CURB REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, AS PER PLAN	GUARDRAIL REMOVED, BARRIER DEISGN	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSMBLY REMOVED	IMPACT ATTENUATOR REMOVED	CABLE BARRIER REMOVED	GRANULAR MATERIAL, TYPE B, AS PER PLAN (CALCULATED AS 0.148 CY/FT)	GEOTEXTILE FABRIC, AS PER PLAN (CALCULATED AS 0.222 SY/FT)	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	SPECIAL - CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	GUARDRAIL, MISC.: SHOULDER SUPPORT BENCHING	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	CONCRETE BARRIER, SLINGLE SLOPE, TYPE D	CONCRETE BARRIER END SECTION, TYPE C1	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	SPECIAL - NO MOW STRIP
MEDIAN - PLAN SPLIT 01/NHS (CONTINUED)				FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	CY	SY	FT	EACH	EACH	EACH	FT	EACH	EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY
B-79	P.477	716 +10.00	716 +25.00																										1		
B-80	P.477	716 +25.00	716 +40.00																										1		
B-81	P.477-478	716 +40.00	721 +03.00																					463							
B-82	P.478	721 +03.00	721 +18.00																										1		
B-83	P.478	721 +38.00	721 +53.00																										1		
B-84	P.478	721 +53.00	724 +08.00																						255						
B-85	P.478	724 +08.00	724 +23.00																										1		
B-86	P.478	724 +43.00	724 +58.00																										1		
B-87	P.478-479	724 +58.00	726 +01.00																						143						
B-88	P.479	726 +01.00	726 +16.00																										1		
B-89	P.479	726 +36.00	726 +51.00																										1		
B-90	P.479-480	726 +51.00	731 +10.00																						459						
B-91	P.480	731 +10.00	731 +25.00																										1		
B-92	P.480	731 +25.00	731 +40.00																										1		
B-93	P.480-481	731 +40.00	737 +08.00																						568						
B-94	P.481	737 +08.00	737 +23.00																										1		
B-95	P.481	737 +43.00	737 +58.00																										1		
B-96	P.481-482	737 +58.00	741 +50.00																						392						
B-97	P.482	741 +50.00	741 +65.00																										1		
B-98	P.482	741 +85.00	742 +00.00																										1		
B-99	P.482	742 +00.00	743 +25.00																						125						
B-100	P.482	743 +25.00	743 +40.00																										1		
B-101	P.482	743 +60.00	743 +75.00																										1		
B-102	P.482	743 +75.00	745 +00.00																						125						
B-103	P.483	745 +00.00	745 +15.00																										1		
B-104	P.483	745 +35.00	745 +50.00																										1		
B-105	P.483	745 +50.00	747 +78.00																						228						
R-21	P.483	746 +99.00									1																				
R-22	P.483	746 +99.00	747 +36.50				37.5																								
R-23	P.483	747 +36.50			18					1																					
R-24	P.483	747 +63.00	747 +93.00	30																											
B-106	P.483	747 +78.00	747 +93.00																										1		
R-25	P.484	750 +57.00	750 +87.00	30																											
B-107	P.484	750 +57.00	750 +72.00																										1		
B-108	P.484	750 +72.00	752 +07.00																						135						
R-26	P.484	750 +87.00	751 +12.00		18						1																				
R-27	P.484	751 +12.00	751 +49.50				37.5																								
R-28	P.484	751 +49.50									1																				
B-109	P.484	752 +07.00	752 +22.00																										1		
B-110	P.484	752 +42.00	752 +57.00																										1		
B-111	P.484-485	752 +57.00	758 +07.00																						550						
B-112	P.485	758 +07.00	758 +22.00																										1		
B-113	P.485	758 +42.00	758 +57.00																										1		
B-114	P.485-487	758 +57.00	765 +10.00																						653						
B-115	P.487	765 +10.00	765 +25.00																										1		
B-116	P.487	765 +25.00	765 +40.00																										1		
B-117	P.487	765 +40.00	769 +30.00																						390						
B-118	P.487	769 +30.00	769 +45.00																										1		
B-119	P.487	769 +45.00	769 +60.00																										1		
B-120	P.487-488	769 +60.00	770 +20.00																						60						
B-121	P.488	770 +20.00	770 +35.00																										1		
B-122	P.488	770 +35.00	770 +50.00																										1		
TOTALS CARRIED TO P.434				60	36			75			2	2													4546					30	

ROADWAY ESTIMATED QUANTITIES
MEDIAN (CONTINUED)

DESIGN AGENCY



DESIGNER

BRH

REVIEWER

CMY 09/05/25

PROJECT ID

95445

SHEET

P.430

TOTAL

895

REFERENCE	SHEET NUMBER	STATION TO STATION		202	202	202	202	202	202	202	202	202	203	202	606	606	606	606	606	606	606	606	609	622	622	622	622	622	622	690	
				CONCRETE BARRIER REMOVED	CURB REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, AS PER PLAN	GUARDRAIL REMOVED, BARRIER DEISGN	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSMBLY REMOVED	IMPACT ATTENUATOR REMOVED	CABLE BARRIER REMOVED	GRANULAR MATERIAL, TYPE B, AS PER PLAN (CALCULATED AS 0.148 CY/FT)	GEOTEXTILE FABRIC, AS PER PLAN (CALCULATED AS 0.222 SY/FT)	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	SPECIAL - CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	GUARDRAIL, MISC.: SHOULDER SUPPORT BENCHING	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	CONCRETE BARRIER, SLINGLE SLOPE, TYPE D	CONCRETE BARRIER END SECTION, TYPE C1	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	SPECIAL - NO MOW STRIP
MEDIAN - PLAN SPLIT 01/NHS (CONTINUED)				FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	CY	SY	FT	EACH	EACH	EACH	FT	EACH	EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY
B-123	P.488	770 +50.00	771 +25.00																					75							
B-124	P.488	771 +25.00	771 +40.00																									1			
B-125	P.488	771 +60.00	771 +75.00																									1			
B-126	P.488-489	771 +75.00	777 +05.00																					530					1		
B-127	P.489	777 +05.00	777 +20.00																									1			
B-128	P.489	777 +40.00	777 +55.00																									1			
B-129	P.489-490	777 +55.00	783 +75.00																					620					1		
B-130	P.490	783 +75.00	783 +90.00																									1			
B-131	P.490	784 +10.00	784 +25.00																									1			
B-132	P.490-491	784 +25.00	786 +95.00																					270					1		
B-133	P.491	786 +95.00	787 +10.00																									1			
B-134	P.491	787 +30.00	787 +45.00																									1			
B-135	P.491-492	787 +45.00	792 +10.00																					465					1		
B-136	P.492	792 +10.00	792 +25.00																									1			
B-137	P.492	792 +25.00	792 +40.00																									1			
B-138	P.492-493	792 +40.00	795 +70.00																					330					1		
B-139	P.493	795 +70.00	795 +85.00																									1			
B-140	P.493	795 +85.00	796 +00.00																									1			
B-141	P.493	796 +00.00	796 +60.00																					60					1		
B-142	P.493	796 +60.00	796 +75.00																									1			
B-143	P.493	796 +75.00	796 +90.00																									1			
B-144	P.493	797 +10.00	797 +25.00																									1			
B-145	P.493	797 +25.00	799 +75.00																					250					1		
B-146	P.493	799 +75.00	799 +90.00																									1			
B-147	P.494	800 +10.00	800 +25.00																									1			
B-148	P.494-495	800 +25.00	807 +50.00																					725					1		
B-149	P.495	807 +50.00	807 +65.00																									1			
B-150	P.495	807 +85.00	808 +00.00																									1			
B-151	P.495-496	808 +00.00	810 +36.00																					236					1		
B-152	P.496	810 +36.00	810 +51.00																									1			
B-153	P.496	810 +71.00	810 +86.00																									1			
B-154	P.496-497	810 +86.00	815 +10.00																					424					1		
B-155	P.497	815 +10.00	815 +25.00																									1			
B-156	P.497	815 +25.00	815 +40.00																									1			
B-157	P.497	815 +40.00	819 +95.00																					455					1		
B-158	P.497-498	819 +95.00	820 +10.00																									1			
B-159	P.498	820 +30.00	820 +45.00																									1			
B-160	P.498	820 +45.00	822 +20.00																					175					1		
B-161	P.498	822 +20.00	822 +35.00																									1			
B-162	P.498	822 +35.00	822 +50.00																									1			
B-163	P.498	822 +50.00	823 +10.00																					60					1		
B-164	P.498	823 +10.00	823 +25.00																									1			
B-165	P.498	823 +25.00	823 +40.00																									1			
B-166	P.498-499	823 +40.00	825 +98.00																					258					1		
B-167	P.499	825 +98.00	826 +13.00																									1			
B-168	P.499	826 +33.00	826 +48.00																									1			
B-169	P.499-500	826 +48.00	830 +54.00																					406					1		
B-170	P.500	830 +54.00	830 +69.00																									1			
B-171	P.500	830 +89.00	831 +04.00																									1			
B-172	P.500	831 +04.00	831 +55.00																					51					1		
B-173	P.500	831 +55.00	831 +70.00																												

ROADWAY ESTIMATED QUANTITIES
MEDIAN (CONTINUED)

DESIGN AGENCY



DESIGNER

BRH

REVIEWER

CMY 09/05/25

PROJECT ID

95445

SHEET

P.431

TOTAL

895

LIC-16/37-14.24/15.47

MODEL: EB PAPER SIZE: 34x22 (in.) DATE: 12/26/2025 TIME: 8:55:47 AM PLTDRV: CHDOT_PDF.plt PENTBL: CHDOT Pen.tbl USER: Brian.Harlow@dot.ohio.gov WORKSPACE: CHDOTCEV02 WORKSET: 95445 PRODUCT: OpenRoadsDesigner 24.00.00.2025
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\\Documents\\01 Active Projects\\District 05\\Licking\\95445\\400-Engineering\\Roadway\\Sheets\\95445_GS001.dgn

REFERENCE	SHEET NUMBER	STATION TO STATION	202	202	202	202	202	202	202	202	202	203	204	606	606	606	606	606	606	606	606	609	622	622	622	622	622	622	690	
			CONCRETE BARRIER REMOVED	CURB REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, AS PER PLAN	GUARDRAIL REMOVED, BARRIER DEISGN	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSMBLY REMOVED	IMPACT ATTENUATOR REMOVED	CABLE BARRIER REMOVED	GRANULAR MATERIAL, TYPE B, AS PER PLAN (CALCULATED AS 0.148 CY/FT)	GEOTEXTILE FABRIC, AS PER PLAN (CALCULATED AS 0.222 SY/FT)	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	SPECIAL - CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	GUARDRAIL, MISC.: SHOULDER SUPPORT BENCHING	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	CONCRETE BARRIER, SINGLGE SLOPE, TYPE D	CONCRETE BARRIER END SECTION, TYPE C1	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	SPECIAL - NO MOW STRIP
EASTBOUND - PLAN SPLIT 02/NHS			FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	CY	SY	FT	EACH	EACH	EACH	FT	EACH	EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY
GR-1	P.464	654 +00.00														1														
GR-2	P.464-466	654 +00.00	660 + 62.00 (RAMP C)											662.5																
R-31	P.464	654 +05.00						1																						
R-32	P.464-466	654 +05.00	660 + 58.00 (RAMP C)		650																									
R-33	P.466	660 + 58.00 (RAMP C)						1																						
GR-3	P.466	660 + 62.00 (RAMP C)														1														
GR-4	P.468	670 +19.00														1														
GR-5	P.468	670 +19.00	670 +81.50											62.5																
R-34	P.468	670 +27.00						1																						
R-35	P.468	670 +27.00	670 +89.50		62.5																									
BT-1	P.468	670 +81.50															1					18								
R-36	P.468	670 +89.50			18					1																				
B-158	P.468	671 +06.00	671 +20.00																							1				
R-37	P.468	671 +13.00	671 +63.00	50																										
B-159	P.468	671 +20.00	671 +48.00																					28						
B-160	P.468	671 +48.00	671 +63.00																									1		
GR-6	P.472	694 +12.50														1														
GR-7	P.472-473	694 +12.50	697 +00.00											287.5																
GR-8	P.473	697 +00.00															1													
GR-9	P.479	729 +87.50														1														
GR-10	P.479-483	729 +87.50	747 +12.50									255.3	383.0	1725							1725									
R-38	P.480	730 +12.50						1																						
R-39	P.480-483	730 +12.50	747 +12.50			1700																								
R-40	P.484-492	750 +87.50	793 +25.00		4237.5																									
GR-11	P.484-492	750 +87.50	793 +25.00									627.2	940.8	4237.5							4237.5							1		
R-41	P.492	793 +25.00							1																					
GR-12	P.492	793 +25.00																												
GR-13	P.493	798 +75.00														1														
R-42	P.493	798 +75.00						1																						
GR-14	P.493-494	798 +75.00	800 +75.00											200																
R-43	P.493-494	798 +75.00	800 +62.50		187.5																									
R-44	P.494	800 +62.50							1																					
GR-15	P.494	800 +75.00															1													
												</																		

DESIGN AGENCY



DESIGNER

BRH

REVIEWER
CMY 09/05/25

PROJECT ID
95445

SHEET	TOTAL
P.432	89

LIC-16/37-14.24/15.47

MODEL: WB PAPERSIZE: 34x22 (in.) DATE: 12/26/2025 TIME: 8:55:47 AM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: Brian.Harlow@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 95445 PRODUCT: OpenRoadsDesigner 24.00.00.2005
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REFERENCE	SHEET NUMBER	STATION TO STATION	202	202	202	202	202	202	202	202	202	203	204	606	606	606	606	606	606	606	606	609	622	622	622	622	622	690		
			CONCRETE BARRIER REMOVED	CURB REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, AS PER PLAN	GUARDRAIL REMOVED, BARRIER DEISGN	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSMBLY REMOVED	IMPACT ATTENUATOR REMOVED	CABLE BARRIER REMOVED	GRANULAR MATERIAL, TYPE B, AS PER PLAN (CALCULATED AS 0.148 CY/FT)	GEOTEXTILE FABRIC, AS PER PLAN (CALCULATED AS 0.222 SY/FT)	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	SPECIAL - CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	GUARDRAIL, MISC.: SHOULDER SUPPORT BENCHING	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	CONCRETE BARRIER, SLINGLE SLOPE, TYPE D	CONCRETE BARRIER END SECTION, TYPE C1	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	SPECIAL - NO MOW STRIP
WESTBOUND - PLAN SPLIT 02/NHS (CONTINUED)			FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	CY	SY	FT	EACH	EACH	EACH	FT	EACH	EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	SY
R-45	P.464	654 +12.50						1																						
GR-16	P.464	654 +12.50														1														
R-46	P.464-466	654 +12.50			837.5																									
GR-17	P.464-466	654 +12.50											837.5																	
B-161	P.468	671 +61.00																										1		
R-47	P.468	671 +61.00	50																											
B-162	P.468	671 +76.00																					29							
B-163	P.468	672 +05.00																							1					
R-48	P.468	672 +10.00		18					1																					
BT-2	P.468	672 +19.00															1					18								
R-49	P.468	672 +31.00			112.5																									
GR-18	P.468	672 +44.00											100																	
GR-19	P.468	673 +44.00												1																
R-50	P.468	673 +46.50					1																							
GR-20	P.470	682 +12.50														1														
R-51	P.470	682 +21.00						1																						
GR-21	P.470-471	682 +12.50											525																	
R-52	P.470-471	682 +21.00			512.5																									
R-53	P.471	687 +33.50					1																							
GR-22	P.471	687 +37.50												1																
GR-23	P.473	695 +00.00													1															
GR-24	P.473	695 +00.00											287.5																	
GR-25	P.473	697 +87.50												1																
R-54	P.474	703 + 75.00 (RAMP F)						1																						
R-55	P.474-475	703 + 75.00 (RAMP F)			137.5																									
R-56	P.475	705 +14.00					1																							
GR-26	P.475	707 +12.50													1															
GR-27	P.475	707 +12.50											125																	
GR-28	P.475	708 +37.50												1																
R-57	P.479	729 +00.00						1																						
GR-29	P.479	729 +00.00														1														
R-58	P.479-483	729 +00.00			1850																									
GR-30	P.479-483	729 +00.00										273.8	410.7	1850						1850										
R-59	P.484-493	751 +50.00			4725																									
GR-31	P.484-493	751 +50.00										699.3	1049	4725						4725										
R-60	P.493	798 +75.00					1																							
GR-32	P.493	798 +75.00													1															
TOTALS CARRIED TO P.434			50	18	1600	6575		4	4	1			973.1	1459.7	8450	5	5	1				6575	18		29		1		1	

ROADWAY ESTIMATED QUANTITIES WESTBOUND

DESIGN AGENCY



DESIGNER

BRH

REVIEWER

CMY 09/05/25

PROJECT ID
95445

SHEET	TOTAL
P.433	8

LIC-16/37-14.24/15.47

MODEL: TOTALS PAPERSIZE: 34x22 (in.) DATE: 12/26/2025 TIME: 11:36:19 AM PLTDRY: OHDOT_PDF.pltcfgr PENTBL: OHDOT Pen.tbl USER: Brian.Harlow@dot.ohio.gov WORKSPACE: OHDOTCev02 WORKSET: 95445 PRODUCT: OpenRoadsDesigner 24.00.00.20505
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\\Documents\\District 05\\Licking\\95445\\400-Engineering\\Roadway\\Sheets\\95445_GS001.dgn

[illegible]

REF NO	SHEET NO	LOCATION STATION TO STATION			202	202	202	202	202		601	601		602		611	611	611	611	611	611	611	611	611	611	611	611	611
					HEADWALL REMOVED	PIPE REMOVED, 24" DIAMETER AND UNDER	PIPE REMOVED, OVER 24" DIAMETER	CATCH BASIN REMOVED	SPECIAL - FILL AND PLUG EXISTING CONDUIT		TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER		CONCRETE MASONRY		12" CONDUIT, TYPE B AS PER PLAN	12" CONDUIT, TYPE C	15" CONDUIT, TYPE B AS PER PLAN	18" CONDUIT, TYPE B AS PER PLAN	21" CONDUIT, TYPE B AS PER PLAN	24" CONDUIT, TYPE B AS PER PLAN	30" CONDUIT, TYPE B AS PER PLAN	36" CONDUIT, TYPE B AS PER PLAN	CONDUIT, BORED OR JACKED (15")	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	MANHOLE, NO. 3	MANHOLE ADJUSTED TO GRADE	
		PLAN SPLIT 01/NHS (PHASE 1 MEDIAN)																										
			TO																									
DR-1	5	641 +00.00					1																					
DR-2	5	641 +00.00				7																						
I-1	5	641 +00.00																							1			
SS-1	5	641 +00.00															10											
DR-3	7	653 +40.00					1																					
DR-4	7	653 +40.00				8																						
I-2	7	653 +40.00																							1			
SS-2	7	653 +40.00															10											
DR-5	8	656 +59.00					1																					
DR-6	8	656 +59.00				7																						
I-3	8	656 +59.00																							1			
SS-3	8	656 +59.00														10												
DR-7	9	664 +10.00					1																					
DR-8	9	664 +10.00				10																						
I-4	9	664 +10.00																							1			
SS-4	9	664 +10.00														10												
DR-9	10	668 +15.00					1																					
DR-10	10	668 +15.00				11																						
DR-11	10	668 +15.00				8																						
I-5	10	667 +00.00																							1			
I-6	10	668 +15.00																							1			
I-7	10-11	670 +00.00																							1			
SS-5	10	667 +00.00					688 +15.00										115											
SS-6	10	668 +15.00																	10									
SS-7	10	668 +15.00																										
SS-8	10	668 +15.00					670 +00.00										185											
DR-12	11	673 +87.00						1																				
DR-13	11	673 +87.00				8																						
I-8	11	673 +87.00																							1			
SS-9	11	673 +87.00														10												
DR-14	12	676 +84.00						1																				
DR-15	12	676 +84.00																										
DR-16	12	676 +84.00				8																						
I-9	12	676 +84.00				11																				1		
SS-10	12	676 +84.00																							10			
SS-11	12	676 +84.00																							10			
I-10	13	681 +50.00																								1		
SS-12	13	681 +50.00																							80			
DR-17	15	694 +27.19						1																				
DR-18	15-16	694 +27.19					695+09.00																					
DR-19	16	695 +09.00																										
DR-20	16	695 +09.00																										
I-11	16	695 +09.00																								1		
SS-13	16	695 +09.00														10												
TOTALS CARRIED TO P.693						151	19	9								40		320	10	10		20		80	11			

DRAINAGE SUBSUMMARY
MEDIAN (01/NHS)

DESIGN AGENCY



DESIGNER

DRL

REVIEWER

BRH 09/05/25

PROJECT ID

95445

SHEET

P.688

TOTAL

895

REF NO	SHEET NO	LOCATION STATION TO STATION			202	202	202	202	202		601	601		602		611	611	611	611	611	611	611	611	611	611	611	611		
					HEADWALL REMOVED	PIPE REMOVED, 24" DIAMETER AND UNDER	PIPE REMOVED, OVER 24" DIAMETER	CATCH BASIN REMOVED	SPECIAL - FILL AND PLUG EXISTING CONDUIT		TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	CONCRETE MASONRY		12" CONDUIT, TYPE B AS PER PLAN	12" CONDUIT, TYPE C	15" CONDUIT, TYPE B AS PER PLAN	18" CONDUIT, TYPE B AS PER PLAN	21" CONDUIT, TYPE B AS PER PLAN	24" CONDUIT, TYPE B AS PER PLAN	30" CONDUIT, TYPE B AS PER PLAN	36" CONDUIT, TYPE B AS PER PLAN	CONDUIT, BORED OR JACKED (15")	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	MANHOLE, NO. 3	MANHOLE ADJUSTED TO GRADE			
															EACH		FT	FT	EACH	FT		SY						CY	
		PLAN SPLIT 01/NHS (PHASE 1 MEDIAN CONT.)																											
			TO																										
DR-21	17	701 +33.00					1																						
DR-22	17	701 +33.00				11																							
DR-23	17	701 +33.00				7																							
I-12	17	701 +33.00																							1				
SS-14	17	701 +33.00																											
SS-15	17	701 +33.00																			10								
DR-24	17	704 +92.00			705 +00.00		8														10								
SS-16	17	704 +92.00			705 +00.00																								
I-13	17-18	705 +00.00																											
SS-17	17-18	705 +00.00															14								8		1		
M-1	17-18	705 +00.00																									1		
DR-25	18	705 +00.00			705 +08.00		8																						
SS-18	18	705 +00.00			705 +08.00																					8			
M-2	18	706 +26.14																										1	
DR-26	19	711 +32.16					1																						
DR-27	19	711 +32.16				9																							
I-14	19	711 +29.00																								1			
M-3	19	711 +32.16																										1	
SS-19	19	711 +29.00																											
M-4	20	716 +34.71																										1	
DR-28	21	721 +31.79					1																						
DR-29	21	721 +31.79				8																							
DR-30	21	724 +33.00					1																						
DR-31	21	724 +33.00				4																							
M-5	21	721 +31.79																										1	
I-15	21	721 +28.00																								1			
I-16	21	724 +33.00																								1			
SS-20	21	721 +28.00																											
SS-21	21	724 +33.00														10			10										
DR-32	22	726 +26.00					1																						
DR-33	22	726 +26.00																											
DR-34	22	726 +26.00				8																							
I-17	22	726 +26.00				9																							
M-6	22	726 +26.11																									1		
SS-22	22	726 +26.00																										1	
SS-23	22	726 +26.00																								10			
																										10			
M-7	23	731 +32.42																										1	
DR-35	24	737 +33.00					1																						
DR-36	24	737 +33.00				12																							
I-18	24	737 +33.00																								1			
SS-24	24	737 +33.00														10													
DR-38	25	743 +57.48					1																						
DR-39	25	743 +57.48							76																				
I-19	25	741 +75.00																								1			
I-20	25	743 +50.00																								1			
SS-26	25	741 +75.00			743 +50.00													175											
SS-27	25	743 +50.00																									76		
SS-28	25-26	743 +50.00			745 +25.00													175											
TOTALS CARRIED TO P.693						51	33	7	76								20		364	20		20	20	16	76	9	1	6	

DRAINAGE SUBSUMMARY
MEDIAN (01/NHS)

DESIGN AGENCY



DESIGNER

DRL

REVIEWER

BRH 09/05/25

PROJECT ID

95445

SHEET

P.689

TOTAL

895

REF NO	SHEET NO	LOCATION STATION TO STATION			202	202	202	202	202		601	601		602		611	611	611	611	611	611	611	611	611	611	611	611																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
					HEADWALL REMOVED	PIPE REMOVED, 24" DIAMETER AND UNDER	PIPE REMOVED, OVER 24" DIAMETER	CATCH BASIN REMOVED	SPECIAL - FILL AND PLUG EXISTING CONDUIT		TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	CONCRETE MASONRY		12" CONDUIT, TYPE B AS PER PLAN	12" CONDUIT, TYPE C	15" CONDUIT, TYPE B AS PER PLAN	18" CONDUIT, TYPE B AS PER PLAN	21" CONDUIT, TYPE B AS PER PLAN	24" CONDUIT, TYPE B AS PER PLAN	30" CONDUIT, TYPE B AS PER PLAN	36" CONDUIT, TYPE B AS PER PLAN	CONDUIT, BORED OR JACKED (15")	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	MANHOLE, NO. 3	MANHOLE ADJUSTED TO GRADE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
															FT		FT	FT	FT	FT	FT	FT						FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT

DRAINAGE SUBSUMMARY
MEDIAN (01/NHS)

DESIGN AGENCY



DESIGNER

DRL

REVIEWER

BRH 09/05/25

PROJECT ID

95445

SHEET

P.690

TOTAL

895

REF NO	SHEET NO	LOCATION STATION TO STATION			202	202	202	202	202		601	601		602		611	611	611	611	611	611	611	611	611	611	611	611	
					HEADWALL REMOVED	PIPE REMOVED, 24" DIAMETER AND UNDER	PIPE REMOVED, OVER 24" DIAMETER	CATCH BASIN REMOVED	SPECIAL - FILL AND PLUG EXISTING CONDUIT		TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER		CONCRETE MASONRY		12" CONDUIT, TYPE B AS PER PLAN	12" CONDUIT, TYPE C	15" CONDUIT, TYPE B AS PER PLAN	18" CONDUIT, TYPE B AS PER PLAN	21" CONDUIT, TYPE B AS PER PLAN	24" CONDUIT, TYPE B AS PER PLAN	30" CONDUIT, TYPE B AS PER PLAN	36" CONDUIT, TYPE B AS PER PLAN	CONDUIT, BORED OR JACKED (15")	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	MANHOLE, NO. 3	MANHOLE ADJUSTED TO GRADE	
		PLAN SPLIT 01/NHS (PHASE 1 MEDIAN CONT.)																										
			TO																									
DR-64	41	820 +29.40					1																					
DR-65	41	820 +29.40				9																						
I-32	41	820 +20.00																							1			
M-10	41	820 +29.40																									1	
SS-44	41	820 +20.00		820 +29.40															18									
DR-66	42	826 +30.71					1																					
DR-67	42	826 +30.71				11																						
I-33	42	826 +23.00																							1			
SS-45	42	826 +23.00		826 +30.71															19									
DR-68	43	830 +79.00					1																					
DR-69	43	830 +79.00		830 +88.00		8																			1			
I-34	43	830 +79.00																										
M-11	43	831 +26.72																							1		1	
SS-46	43	830 +79.00															10											
																						</						

LIC-16/37-14.24/15.47

MODEL: OUTSIDE-5 PAPER: 34x22 (in.) DATE: 12/26/2025 TIME: 9:05:18 AM PLTDR: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: Brian.Harlow@dot.ohio.gov WORKSPACE: OHDOTCev02 WORKSET: 95445 PRODUCT: OpenRoadsDesigner 24.00.00.2025
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DRAINAGE SUBSUMMARY

DESIGN AGENCY



DESIGNER

DRL

REVIEWER

BRH 09/05/25

PROJECT ID

95445

SHEET

TOTAL

LIC-16/37-14.24/15.47

MODEL: TOTALS-6 PAPER SIZE: 34x22 (in.) DATE: 12/26/2025 TIME: 9:05:19 AM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: Brian.Harlow@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 95445 PRODUCT: OpenRoads Designer 24.00.00.2025
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DRAINAGE SUBSUMMARY
TOTALS

DESIGN AGENCY



DESIGNER
DRL

REVIEWER
BRH 09/05/25

PROJECT ID	95445
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SHEET	TOTAL
P.693	89

SHEET NUMBER	LOCATION	STATION		LENGTH	621	621	PRISMATIC RETRO-REFLECTIVE COLORS			REMARKS
					RPM	RAISED PAVEMENT MARKER REMOVED	(INFORMATION ONLY)			
							ONE-WAY	TWO-WAY		
		FROM	TO	FT	EACH	EACH	WHITE	WHITE/RED	YELLOW/RED	
P.787-805	S.R. 16 ¹ / ₃₇ EB (LL-2)	SLM 15.14	852+00.00	23,000	193	193	(193)			120' SPACING ON LANE LINE
P.787-805	S.R. 16 ¹ / ₃₇ WB (LL-1)	SLM 15.14	852+00.00	23,000	193	193	(193)			120' SPACING ON LANE LINE
	EXIT 105 WB ON-RAMP (RAMP A)									
P.790	CH-3	660+46.29	662+51.55	206.86*	6	6		(6)		40' SPACING ON CHANNELIZING LINE
P.790	CH-4	660+46.29	662+52.00	205.71	6	6		(6)		40' SPACING ON CHANNELIZING LINE
P.790-790	YEL-3	-	-	1280.00*	17	17			(17)	80' SPACING ON EDGE LINE ENTIRE RAMP
	EXIT 105 WB OFF-RAMP (RAMP B)									
P.790	YEL-4	-	-	400.00*	11	11			(11)	40' SPACING ON EDGE LINE AT STOP CONDITION
P.790	YEL-4	-	-	841.70*	12	12			(12)	80' SPACING ON EDGE LINE (ENTIRE RAMP MINUS STOP CONDITION)
P.790-791	CH-5	668+73.27	670+21.90	149.88*	5	5		(5)		40' SPACING ON CHANNELIZING LINE
P.790-791	CH-6	668+72.50	670+21.90	149.40	5	5		(5)		40' SPACING ON CHANNELIZING LINE
	EXIT 105 EB OFF-RAMP (RAMP C)									
P.789-790	DL-2	655+75.00	659+75.77	400.77	8	8		(8)		60' SPACING ON DOTTED LINE
P.790	CH-1	659+75.77	661+76.52	201.58*	6	6		(6)		40' SPACING ON CHANNELIZING LINE
P.790	CH-2	659+75.77	661+77.00	201.23	6	6		(6)		40' SPACING ON CHANNELIZING LINE
P.790-P.791	YEL-5	-	-	471.14*	7	7			(7)	80' SPACING ON EDGE LINE (ENTIRE RAMP MINUS STOP CONDITION)
P.790-P.791	YEL-5	-	-	400.00*	11	11			(11)	40' SPACING ON EDGE LINE AT STOP CONDITION
	EXIT 105 EB ON-RAMP (RAMP D)									
P.791	YEL-6	-	-	184.18*	3	3			(3)	80' SPACING ON EDGE LINE ENTIRE RAMP
P.791	YEL-7	-	-	656.22*	9	9			(9)	80' SPACING ON EDGE LINE ENTIRE RAMP
P.791	CH-7	676+74.00	678+88.59	214.59	6	6		(6)		40' SPACING ON CHANNELIZING LINE
P.791	CH-8	676+74.58	678+88.59	215.36*	6	6		(6)		40' SPACING ON CHANNELIZING LINE
	EXIT 27 WB ON-RAMP (RAMP E)									
P.792	CH-11	689+11.23	691+41.73	231.75*	7	7		(7)		40' SPACING ON CHANNELIZING LINE
P.792	CH-12	689+11.23	691+43.00	231.77	7	7		(7)		40' SPACING ON CHANNELIZING LINE
	EXIT 27 WB OFF-RAMP (RAMP F)									
P.793	CH-13	702+76.30	704+22.81	147.74*	5	5		(5)		40' SPACING ON CHANNELIZING LINE
P.793	CH-14	702+75.00	704+22.81	147.81	5	5		(5)		40' SPACING ON CHANNELIZING LINE
	EXIT 27 EB OFF-RAMP (RAMP G)									
P.792	DL-4	682+00.00	685+35.08	335.08	7	7		(7)		60' SPACING ON DOTTED LINE
P.792	CH-9	685+35.08	687+99.30	265.13*	8	8		(8)		40' SPACING ON CHANNELIZING LINE
P.792	CH-10	685+35.08	688+00.00	264.92	8	8		(8)		40' SPACING ON CHANNELIZING LINE
	EXIT 27 EB ON-RAMP (RAMP H)									
P.794	CH-15	707+53.00	709+80.00	227.00	7	7		(7)		40' SPACING ON CHANNELIZING LINE
P.794	CH-16	707+53.00	709+80.14	231.28*	7	7		(7)		40' SPACING ON CHANNELIZING LINE
TOTALS CARRIED TO P.786					568	568	(385)	(113)	(70)	



[illegible]

LIC-16/37-14.24/15.47

MODEL: Prop Sign Subsummary1 PAPER SIZE: 34x22 (in.) DATE: 12/26/2025 TIME: 9:07:43 AM PLTDRV: OHDOT_PDF.ctb PENTBL: OHDOT Pen.tbl USER: Brian.Harlow@dot.ohio.gov WORKSPACE: OHDOTCev02 WORKSET: 95445 PRODUCT: OpenRoadsDesigner 24.00.00.2025
pw:\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 05\Licking\95445\400-Engineering\Traffic\Sheets\95445_T5002.dgn

REF. NO.	SHEET NO.	STATION	OFFSET	SIGN CODE	WIDTH (INCHES)	HEIGHT (INCHES)	AREA (SQ. FT.)	625	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630				
								GROUND ROD	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN	GROUND MOUNTED SUPPORT, NO. 4. AS PER PLAN	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, 4x7.7	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6x9	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12X30	SIGN POST REFLECTOR	BREAKAWAY STRUCTURAL BEAM CONNECTION	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 10	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2	SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED, AS PER PLAN	SIGN, FLAT SHEET	SIGN, GROUND MOUNTED EXTRUSHEET	SIGN, OVERHEAD EXTRUSHEET	SIGN BACKING ASSEMBLY	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	RIGID OVERHEAD SIGN SUPPORT FOUNDATION		
																										EACH	FT
PROPOSED SIGNING MEDIAN (PLAN SPLIT 01/NHS)																											
ES-9	P.818	641+71.00	0.00'	D10-5	18	60	7.50		8.0							1				1							
ES-10	P.818	641+71.00	0.00'	D10-5	18	60	7.50																				
ES-12	P.819	645+49.00	0.00'	W3-5	48	48	16.00		8.0							1											
ES-20	P.819	652+33.00	0.00'	D10-5	18	60	7.50		8.0							1				1							
ES-21	P.819	652+33.00	0.00'	D10-5	18	60	7.50																				
PS-6	P.820	659+98.00	19.00' RT	LEVEL 1	120	84	70.00	2						1				70.00									
PS-7	P.820	659+98.00	37.00' RT		120	30	25.00												25.00								
PS-8	P.820	659+98.00	37.00' RT	LEVEL 1	192	144	192.00												192.00		1		1				
PS-9	P.820	659+98.00	48.75' RT		120	30	25.00												25.00								
PS-10	P.820	659+98.00	48.75' RT	LEVEL 1	204	108	153.00												153.00								
ES-27	P.820	662+91.00	0.00'	D10-5	18	60	7.50		8.0						1				1								
ES-28	P.820	662+91.00	0.00'	D10-5	18	60	7.50																				
ES-30	P.820	667+05.00	0.00'	R2-1	36	48	12.00		8.0						1				1								
ES-38	P.821	673+23.00	0.00'	D10-5	18	60	7.50		8.0						1				1								
ES-39	P.821	673+23.00	0.00'	D10-5	18	60	7.50																				
PS-20	P.822	685+98.00	25.00' RT	LEVEL 1	120	84	70.00	2						1				70.00									
PS-21	P.822	685+98.00	50.00' RT	LEVEL 1	120	30	25.00												25.00		1		1				
PS-22	P.822	685+98.00	50.00' RT	LEVEL 1	228	108	171.00												171.00								
PS-23	P.824	707+32.00	19.00' RT	LEVEL 1	192	150	200.00	2						1				200.00									
PS-24	P.824	707+32.00	37.00' RT	LEVEL 1	120	30	25.00												25.00								
PS-25	P.824	707+32.00	37.00' RT	LEVEL 1	162	150	167.75												168.75		1		1				
PS-26	P.824	707+32.00	59.50' RT	LEVEL 1	120	30	25.00												25.00								
PS-27	P.824	707+32.00	59.50' RT	LEVEL 1	228	108	171.00												171.00								
ES-71	P.825	726+65.00	0.00'	R6-1r	36	12	3.00		4.0																		
PS-35	P.825	727+13.00	0.00'	W1-6R	48	24	8.00		10.0						2	8.00											
ES-76	P.825	727+19.00	0.00'	R6-1r	36	12	3.00		4.0						1												
PS-36	P.825	727+50.00	0.00'	M3-2	30	15	3.13									3.13											
PS-37	P.825	727+50.00	0.00'	M1-5-2	30	24	5.00		8.0						1	5.00											
PS-38	P.825	727+50.00	0.00'	M6-1r	21	15	2.19									2.19											
PS-40	P.826	742+25.00	0.00'	W8-13	48	48	16.00		8.0						1	16.00											
ES-99	P.827	755+95.00	0.00'	W8-13	48	48	16.00		8.0						1												
MF-1	P.829	769+90.00	0.00'					1												1							
MF-2	P.831	796+30.00	0.00'					1												1							
MF-3	P.833	822+80.00	0.00'					1												1							
PS-45	P.823	695+00.00	0.00'	D10-5	18	60	7.50		8.0						1	7.50											
PS-46	P.823	695+00.00	0.00'	D10-5	18	60	7.50									7.50											
PS-47	P.823	705+56.00	0.00'	D10-5	18	60	7.50									7.50											
PS-48	P.823	705+56.00	0.00'	D10-5	18	60	7.50								1	7.50											
PS-49	P.824	716+00.00	0.00'	D10-5	18	60	7.50		8.0						1	7.50											
PS-50	P.824	716+00.00	0.00'	D10-5	18	60	7.50									7.50											
PS-51	P.825	726+68.00	0.00'	D10-5	18	60	7.50		8.0						1	7.50											
PS-52	P.825	726+68.00	0.00'	D10-5	18	60	7.50									7.50											
PS-53	P.826	737+00.00	0.00'	D10-5	18	60	7.50								1	7.50											
PS-54	P.826	737+00.00	0.00'	D10-5	18	60	7.50									7.50											
PS-55	P.827	747+50.00	0.00'	D10-5	18	60	7.50		8.0						1	7.50											
PS-56	P.827	747+50.00	0.00'	D10-5	18	60	7.50									7.50											
PS-57	P.828	758+00.00	0.00'	D10-5	18	60	7.50		8.0						1	7.50											
PS-58	P.828	758+00.00	0.00'	D10-5	18	60	7.50									7.50											
TOTALS CARRIED TO SHEET P.816								9	146.0							3	19	139.32		1320.75	5	6		3			

PROPOSED SIGNING SUBSUMMARY MEDIAN (01/NHS)	
DESIGNER WAC	
REVIEWER BRH 09/05/25	
PROJECT ID 95445	
SHEET P.812	TOTAL 895

LIC-16/37-14.24/15.47

MODEL: Prop Sign Summary6 PAPER SIZE: 34x22 (in.) DATE: 12/26/2025 TIME: 9:07:45 AM PLOT DRV: OHDOT_PDF.ctb USER: Brian.Harlow@dot.ohio.gov WORKSPACE: OHDOTCev02 WORKSET: 95445 PRODUCT: OpenRoadsDesigner 24.00.00.2025
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[illegible]

PROPOSED SIGNING SUBSUMMARY
TOTALS

DESIGN AGENCY



DESIGNER
WAC

REVIEWER
BRH 09/05,

PROJECT ID
95445

SHEET	TOTAL
P.816	89

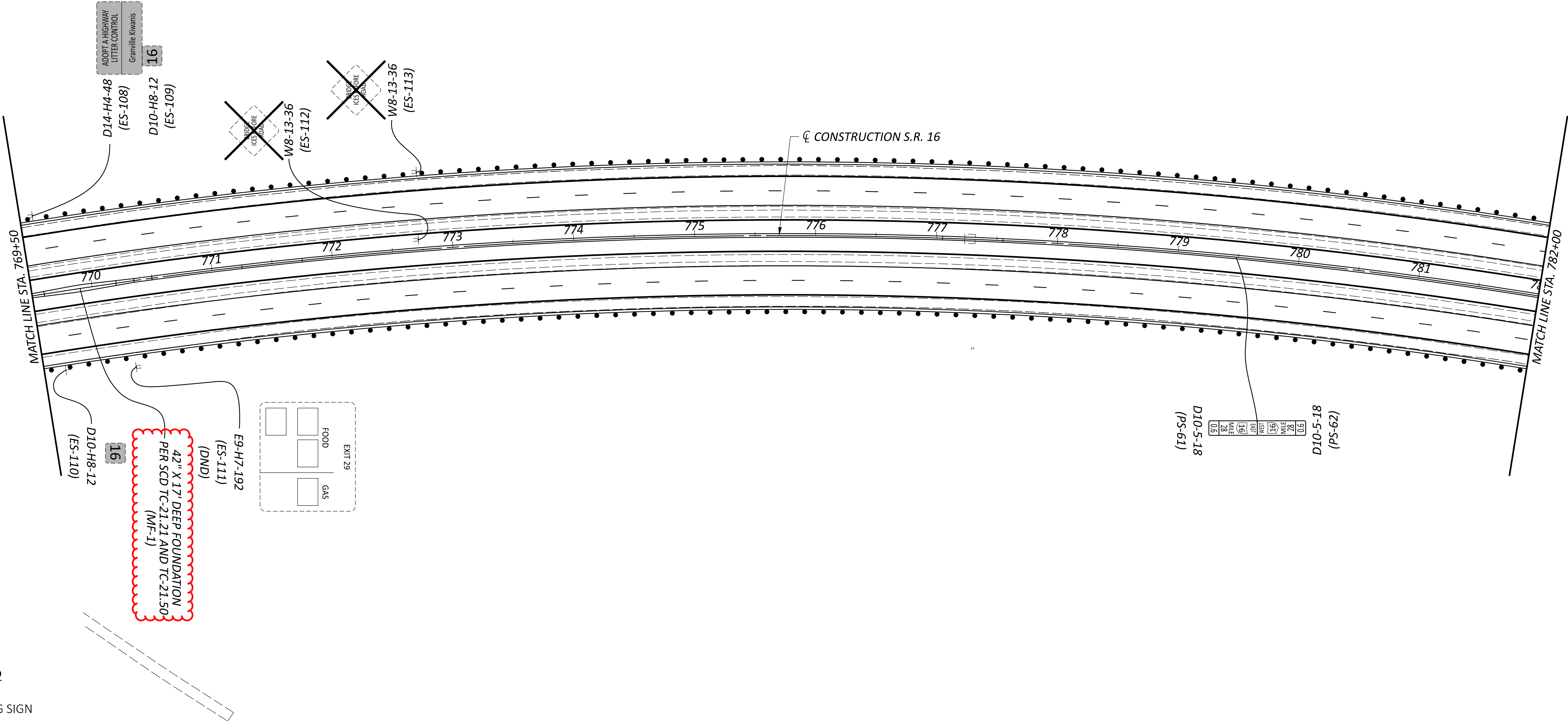
EXISTING SIGN

RELOCATE SIGN

REMOVE SIGN

PROPOSED SIGN

LEGEND



SIGN PLAN SHEET
STA. 769+50 - 782+00

DESIGN AGENCY

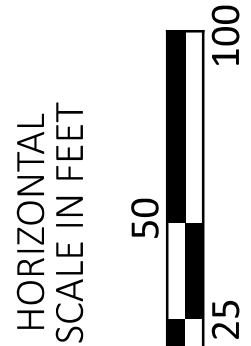


DESIGNER
WAC

REVIEWER
BRH 09/05/25

PROJECT ID
95445

SHEET TOTAL
P.829 895



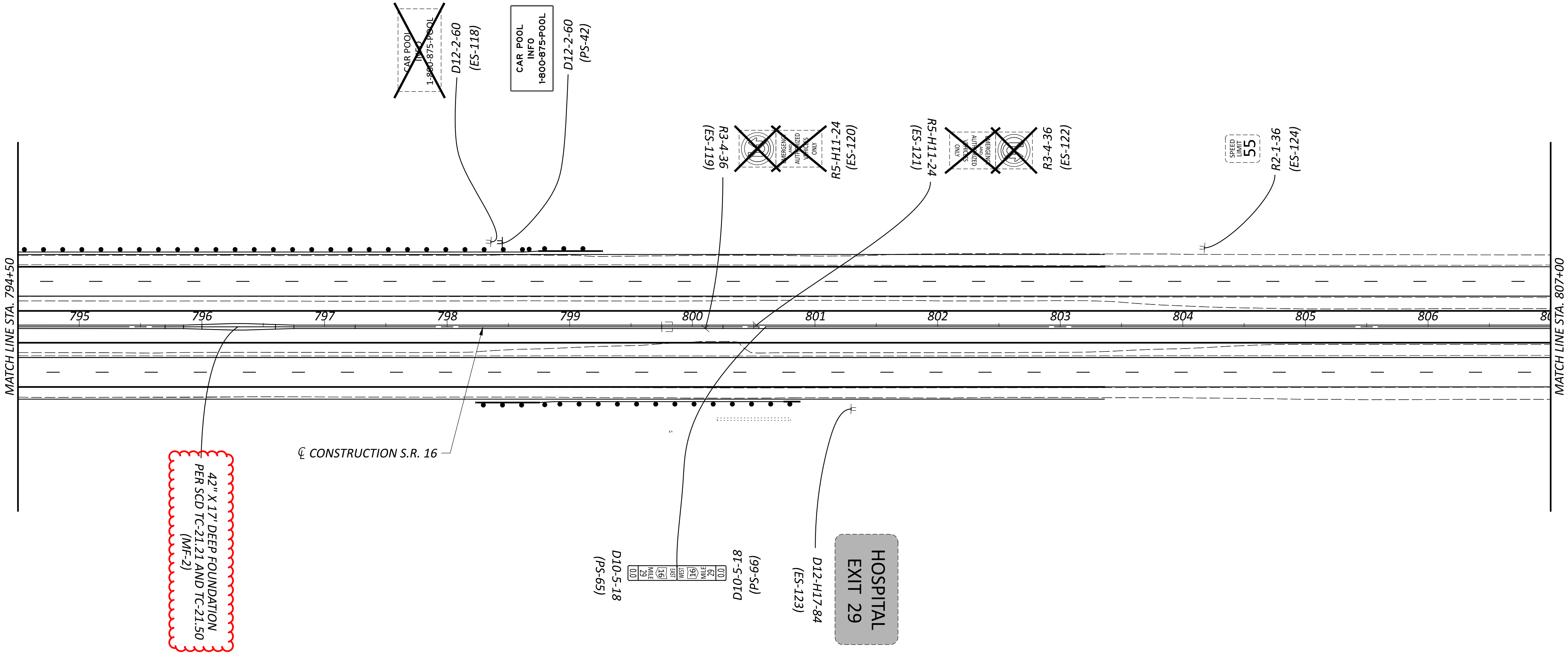
EXISTING SIGN

RELOCATE SIGN

REMOVE SIGN

PROPOSED SIGN

LEGEND



SIGN PLAN SHEET
STA. 794+50 - 807+00



DESIGN AGENCY



DESIGNER

WAC

REVIEWER

BRH 09/05/25

PROJECT ID

95445

SHEET

P.831

TOTAL

895

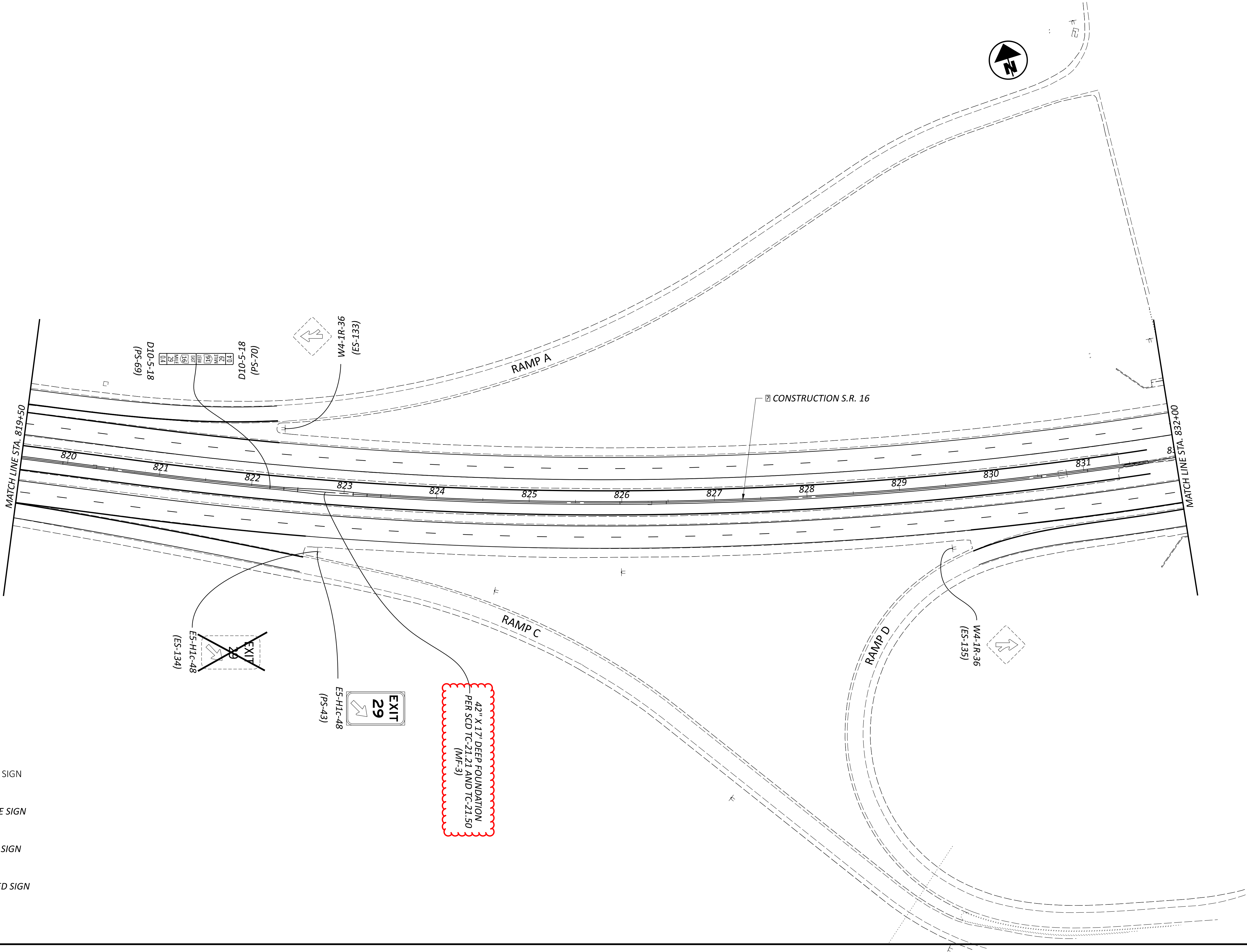
EXISTING SIGN

RELOCATE SIGN

REMOVE SIGN

PROPOSED SIGN

LEGEND



SIGN PLAN SHEET
STA. 819+50 - 832+00

DESIGN AGENCY



DESIGNER
WAC

REVIEWER
BRH 09/05/25

PROJECT ID
95445

SHEET
P.833

TOTAL
895