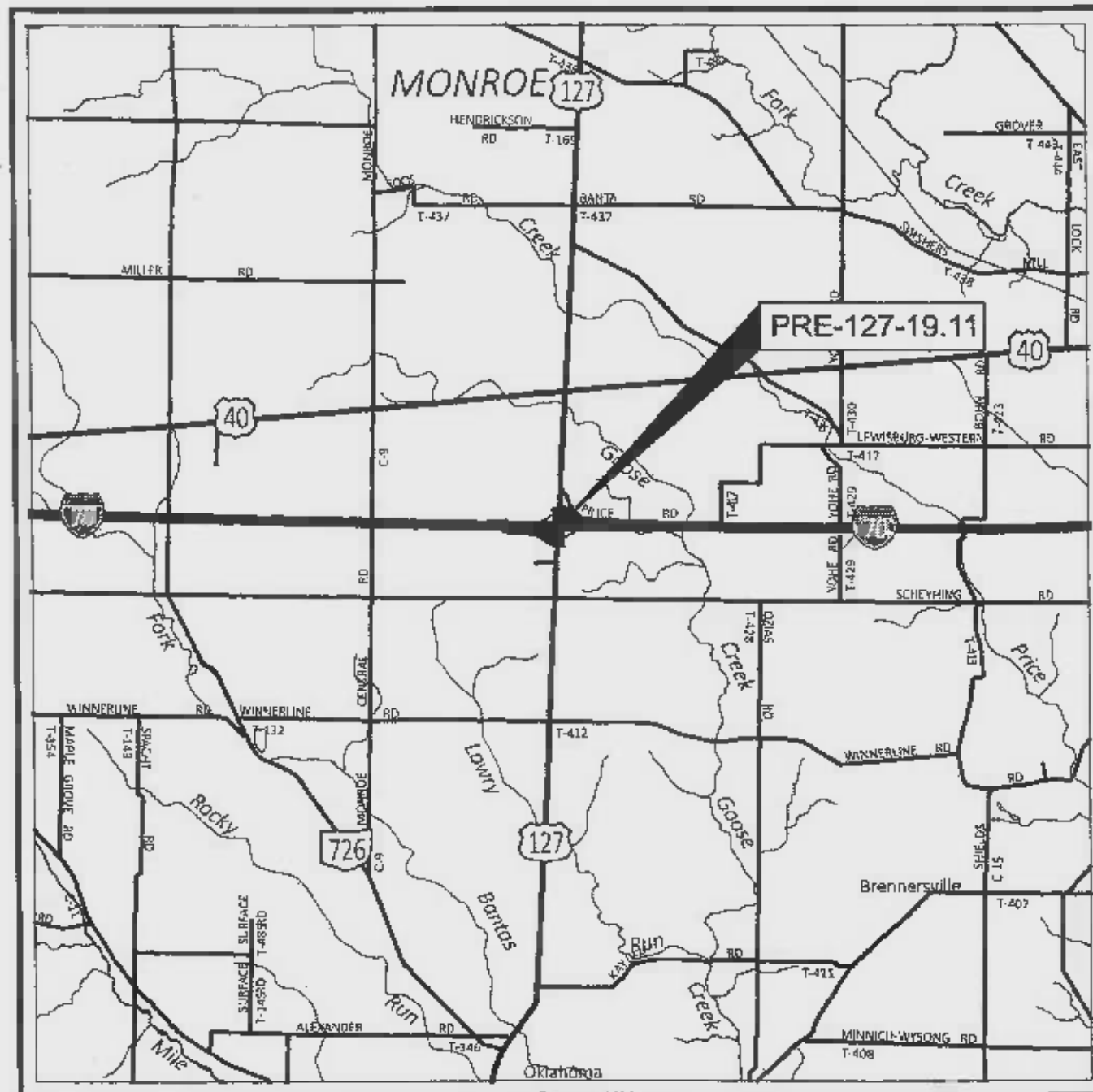


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

PRE-US 127-19.11

CITY OF EATON
PREBLE COUNTY



LOCATION MAP

LATITUDE: 39° 50' 8" LONGITUDE: -84° 37' 45"



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

DESIGN DESIGNATION

CURRENT ADT (2024)	—————	12,000
DESIGN YEAR ADT (2044)	—————	12,000
DESIGN HOURLY VOLUME (2044)	—————	1,600
DIRECTIONAL DISTRIBUTION	—————	0.55
TRUCKS (24 HOUR B&C)	—————	27%
DESIGN SPEED	—————	45
LEGAL SPEED	—————	45
DESIGN FUNCTIONAL CLASSIFICATION:		
RURAL MINOR ARTERIAL	—————	
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 8 ENGINEERING
505 S S.R. 741
LEBANON, OHIO 45036



BURGESS & NIPLE
525 VINE ST. SUITE 1300
CINCINNATI, OH 4502

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTION	3-4
GENERAL NOTES	5
MAINTENANCE OF TRAFFIC	6-22
GENERAL SUMMARY	23A-23B
SUBSUMMARY AND CALCULATIONS	24A, 24B, 24C, 25
PLAN AND PROFILE - U.S. 127	26-27
CROSS SECTIONS - U.S. 127	28-31
PLAN AND PROFILE - U.S. 127 RAMP A	32-33
CROSS SECTIONS - U.S. 127 RAMP A	34-42
PLAN AND PROFILE - U.S. 127 RAMP C	43-45
CROSS SECTIONS - U.S. 127 RAMP C	46-58
PAVEMENT ELEVATIONS	59A
PAVEMENT JOINT DETAIL	59-62
TRAFFIC CONTROL - U.S. 127	63-65
STRUCTURES 20' AND OVER	66-99
PRE-127-19.11	66-99

FEDERAL PROJECT NUMBER

E161 (471)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

REHABILITATE BRIDGE PRE-127-1911 WHICH CARRIES US 127 OVER I-70 BY REPLACING THE DECK, RAISING THE STRUCTURE, AND PAINTING THE STRUCTURAL STEEL. FULL DEPTH REPLACEMENT OF THE OFF RAMP FROM IR70 TO US127.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 2.7 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)*
* ROUTINE MAINTENANCE

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.

2019 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 SHEETS 21 AND 22, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

DISTRICT DEPUTY DIRECTOR

Tony K. Campbell

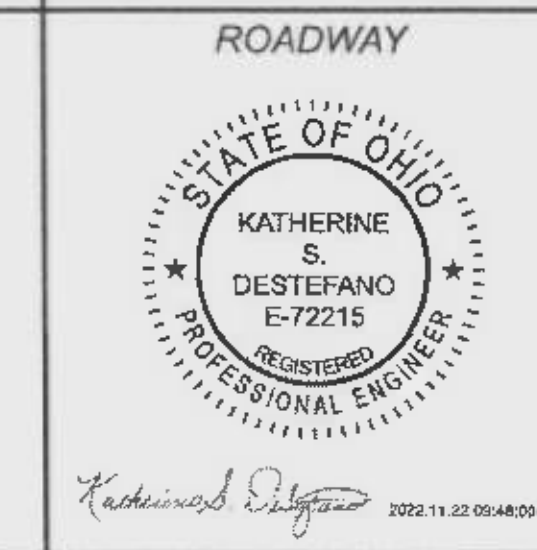
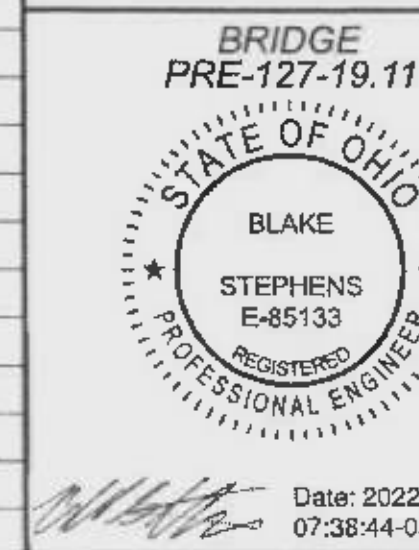
DIRECTOR, DEPARTMENT OF TRANSPORTATION

Justin M. Roberts

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-2.1	1/21/22	MGS-4.2	7/19/13	MT-95.30	7/19/19	MT-101.75	1/17/20	800-2019	10/21/22		
BP-2.2	1/15/21	MGS-4.3	1/18/13	MT-95.31	7/19/19	MT-101.90	7/17/20	807	1/21/22		
BP-2.4	7/19/13	MGS-5.3	7/15/16	MT-95.32	4/19/19	MT-102.10	1/17/20	832	7/15/22		
BP-2.5	1/21/22	MGS-6.1	1/19/18	MT-95.40	1/17/20	MT-102.20	4/19/19	850	4/15/22		
BP-5.1	7/15/22			MT-95.41	1/17/20	MT-105.10	1/17/20	878	1/21/22		
		RM-1.1	1/15/21	MT-95.45	1/17/20						
DM-1.1	7/17/20	RM-4.2	4/17/20	MT-95.50	7/21/17	TC-41.20	10/18/13				
DM-1.2	7/16/21			MT-98.20	4/19/19	TC-42.20	10/18/13				
DM-4.1	7/17/20	AS-1-15	7/17/15	MT-98.22	1/17/20	TC-52.10	10/18/13				
DM-4.3	1/15/16	AS-2-15	1/18/19	MT-98.28	1/17/20	TC-52.20	1/15/21				
DM-4.4	1/15/16	BR-1-13	1/17/14	MT-98.29	1/17/20	TC-61.30	7/19/19				
		SICD-1-21	1/21/22	MT-99.20	4/19/19	TC-65.10	1/17/14				
MGS-1.1	7/16/21	SICD-2-14	1/15/21	MT-99.30	1/17/20	TC-65.11	7/15/22				
MGS-2.1	1/19/18	TVPF-1-18	7/20/18	MT-99.60	7/15/16	TC-71.10	7/15/22				
MGS-3.1	1/19/18	VPF-1-90	7/20/18	MT-101.60	1/17/20	TC-73.20	1/17/20				
MGS-3.2	1/18/13			MT-101.70	1/17/20						

ENGINEER'S SEAL

ENGINEER'S SEAL



Date: 2022.11.21
07:38:44-05'00'

2022.11.22 09:48:00-05'00'

PRE-127-19.11

MODEL: Sheet PAPER: 34x22 (in.) DATE: 11/20/2022 TIME: 11:46:18 AM USER: glout
p:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 08\Preble\102781\1400-Engineering\Roadway\Sheets\102781_GT001.dgn

TITLE SHEET

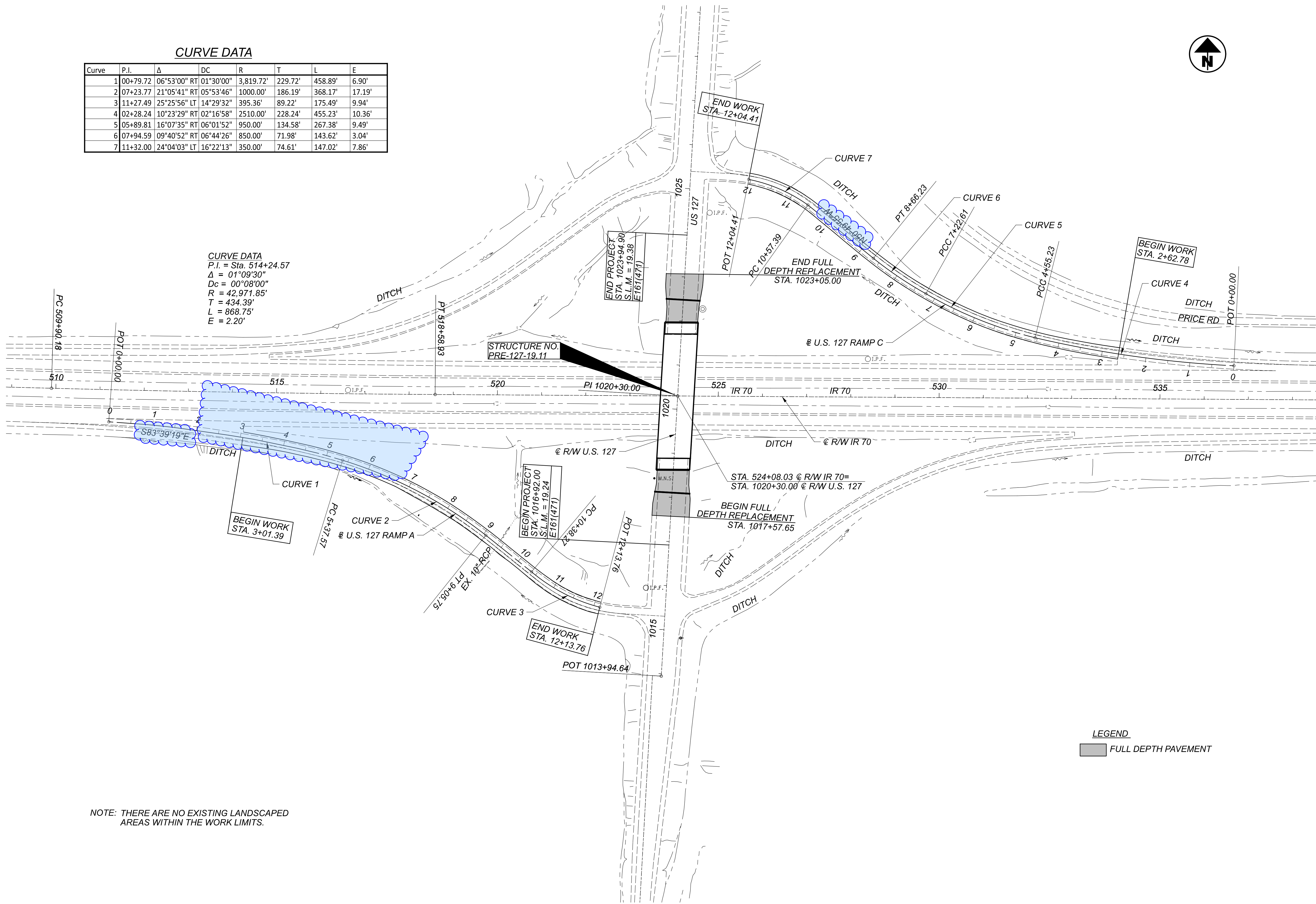
DESIGN AGENCY



DESIGNER: GAT
REVIEWER: KSD 11/03/22
PROJECT ID: 102781
SHEET: P.1 TOTAL: 99

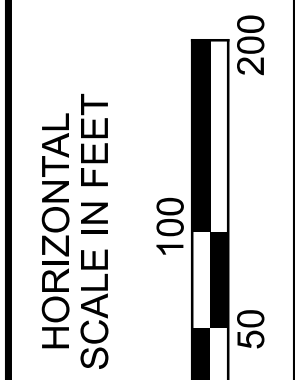
Curve	P.I.	Δ	DC	R	T	L	E
1	00+79.72	06°53'00" RT	01°30'00"	3,819.72'	229.72'	458.89'	6.90'
2	07+23.77	21°05'41" RT	05°53'46"	1000.00'	186.19'	368.17'	17.19'
3	11+27.49	25°25'56" LT	14°29'32"	395.36'	89.22'	175.49'	9.94'
4	02+28.24	10°23'29" RT	02°16'58"	2510.00'	228.24'	455.23'	10.36'
5	05+89.81	16°07'35" RT	06°01'52"	950.00'	134.58'	267.38'	9.49'
6	07+94.59	09°40'52" RT	06°44'26"	850.00'	71.98'	143.62'	3.04'
7	11+32.00	24°04'03" LT	16°22'13"	350.00'	74.61'	147.02'	7.86'

CURVE DATA
 P.I. = Sta. 514+24.57
 Δ = 01°09'30"
 Dc = 00°08'00"
 R = 42,971.85'
 T = 434.39'
 L = 868.75'
 E = 2.20'



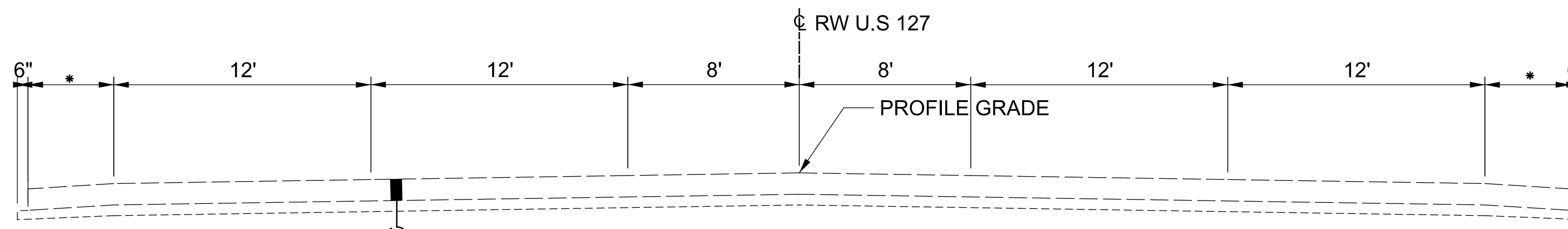
NOTE: THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS.

LEGEND
 [Grey Box] FULL DEPTH PAVEMENT

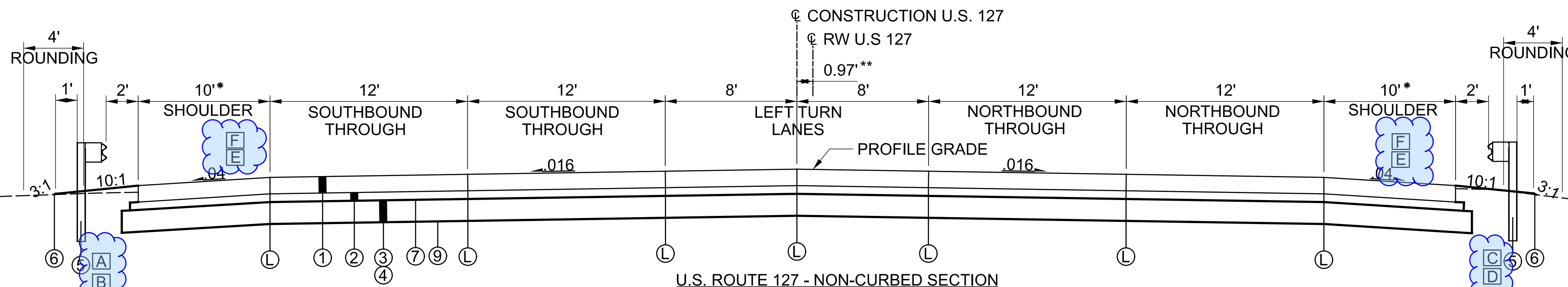


SCHEMATIC PLAN

DESIGN AGENCY	[Logo]
DESIGNER	GAT
REVIEWER	KSD 11/03/22
PROJECT ID	102781
SHEET	P.2
TOTAL	99

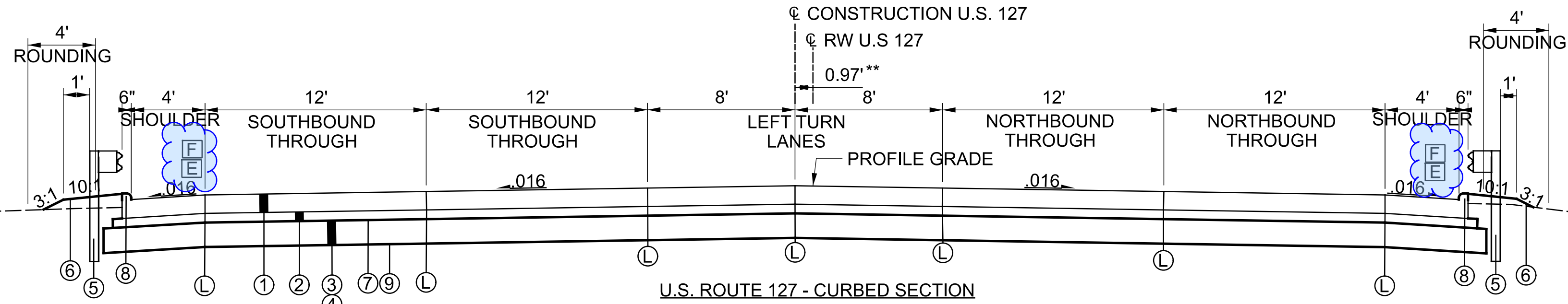


EXISTING US 127
 STA. 1017+57.65 TO STA. 1018+63.62
 STA. 1021+95.59 TO STA. 1023+05.00

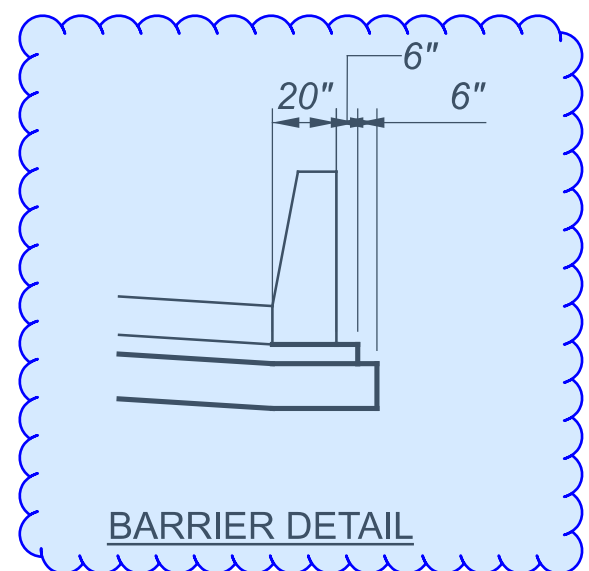
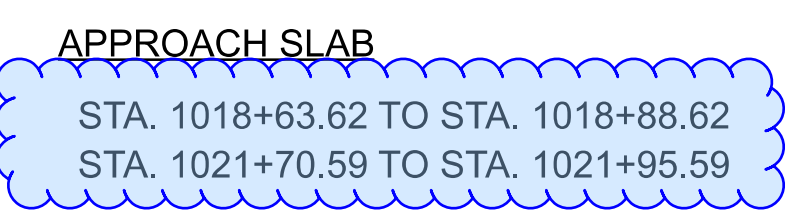
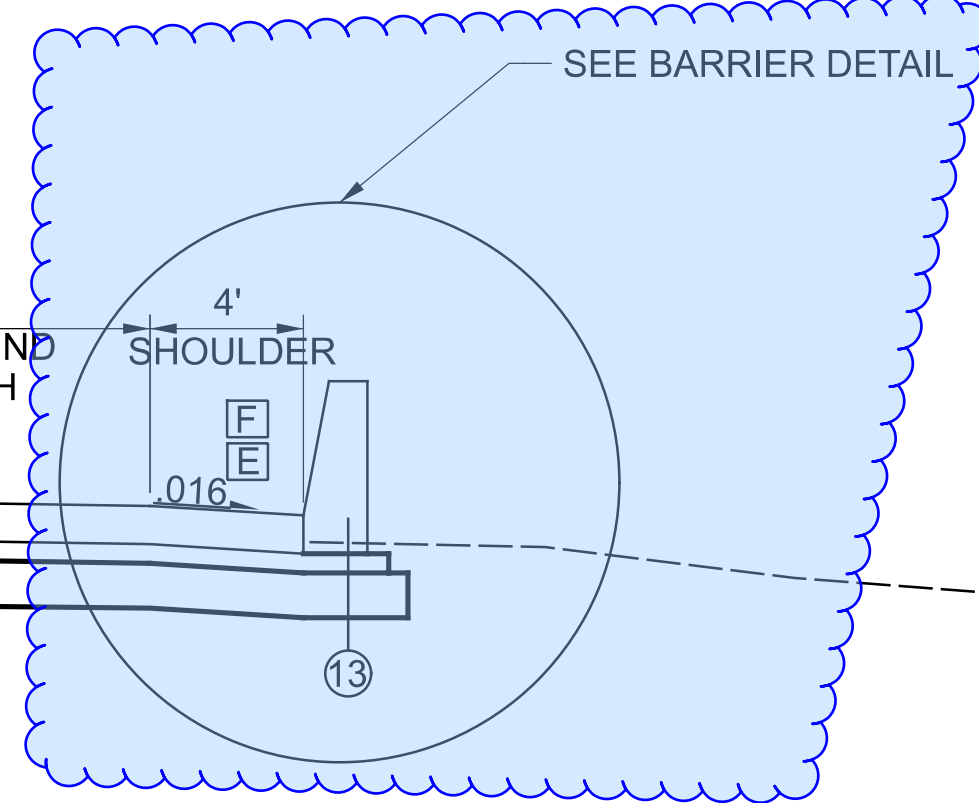
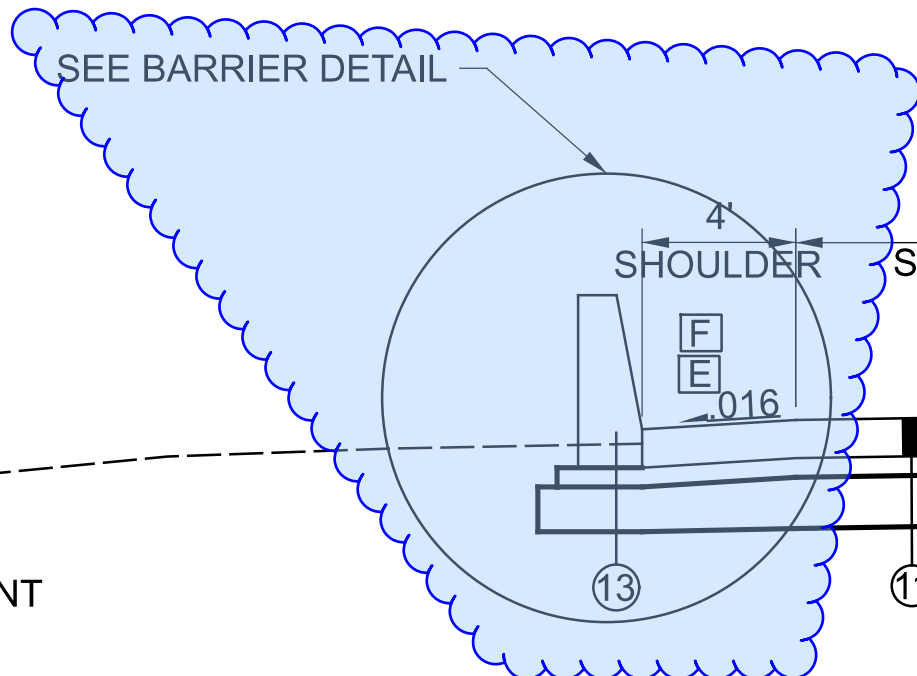
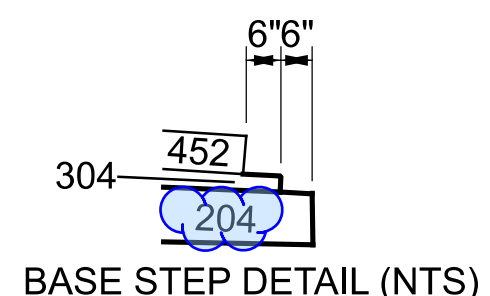


U.S. ROUTE 127 - NON-CURBED SECTION
 STA. 1017+57.65 TO STA. 1018+46.84
 STA. 1022+11.80 TO STA. 1023+05.00

- A STA. 1017+17.94 TO STA. 1018+75.52
- B STA. 1021+81.66 TO STA. 1023+68.42
- C STA. 1017+16.12 TO STA. 1018+77.98
- D STA. 1021+83.09 TO STA. 1023+50.00



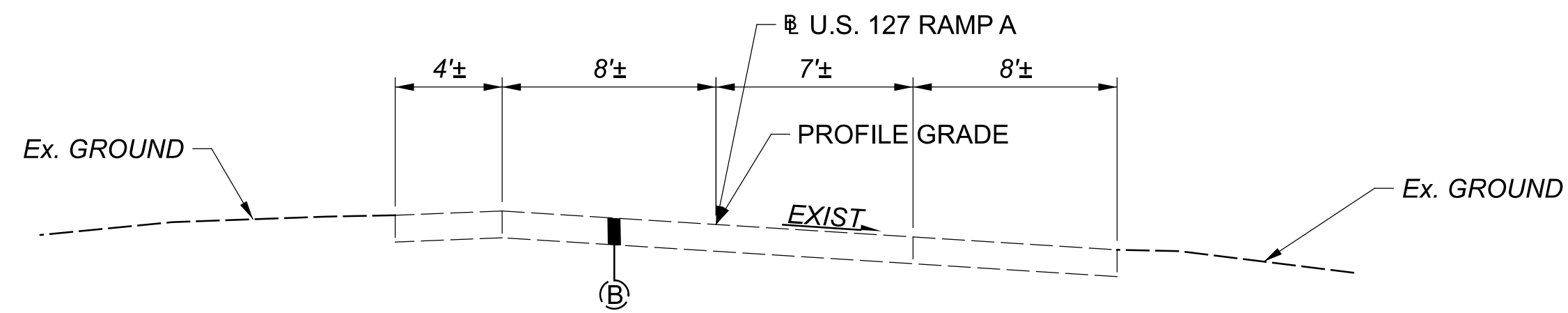
U.S. ROUTE 127 - CURBED SECTION
 STA. 1018+47.28 TO STA. 1018+63.62
 STA. 1021+95.59 TO STA. 1022+11.80



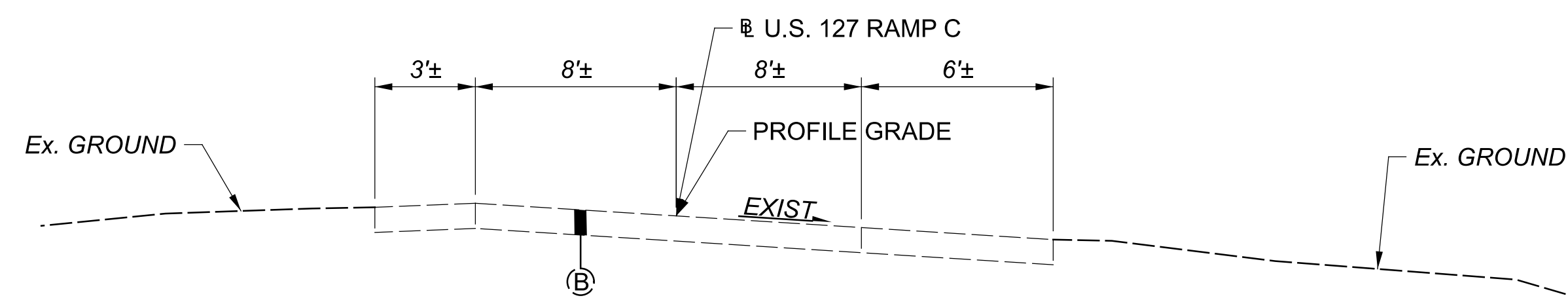
- LEGEND**
- ① ITEM 452 - 12" NON-REINFORCED CONCRETE PAVEMENT
 - ② ITEM 304 - 6" AGGREGATE BASE
 - ③ ITEM 204 - EXCAVATION OF SUBGRADE, 14" DEPTH
 - ④ ITEM 204 - 14" GRANULAR MATERIAL, TYPE C
 - ⑤ ITEM 606 - GUARDRAIL, TYPE MGS
 - ⑥ ITEM 659 - SEEDING AND MULCHING
 - ⑦ ITEM 204 - SUBGRADE COMPACTION & PROOF ROLLING
 - ⑧ ITEM 609 - CURB, TYPE 4-A
 - ⑨ ITEM 204 - GEOTEXTILE FABRIC
 - ⑩ ITEM 605 - 6" BASE PIPE UNDERDRAINS
 - ⑪ ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")
 - ⑫ ITEM 605 - UNCLASSIFIED UNDERDRAINS
 - ⑬ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
 - Ⓢ STANDARD LONGITUDINAL JOINT AS PER BP-2.1
 - Ⓐ EXISTING 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
 - Ⓑ EXISTING 12" COMPOSITE PAVEMENT (3" ASPHALT OVERLAYING 9" BREAK AND SEAT REINFORCED CONCRETE)
 - Ⓒ PROPOSED GUARDRAIL
- * VARIES FROM ±10.0' @ STA. 1017+84.56 TO ±4.0' @ STA. 1018+28.97
 VARIES FROM ±4.0' @ STA. 1022+29.78 TO ±10.0' @ STA. 1022+76.79
- ** VARIES FROM 0.0' @ STA. 1017+57.65 TO ±0.97' @ STA. 1018+61.62
 VARIES FROM ±0.97' @ STA. 1021+95.59 TO 0.0' @ STA. 1023+05.00

- E TRANSITION SHOULDER CROSS SLOPE FROM .04 TO .016 FROM STA. 1017+88.62 TO STA. 1018+88.62
- F TRANSITION SHOULDER CROSS SLOPE FROM .016 TO .04 FROM STA. 1021+70.59 TO STA. 1022+70.59

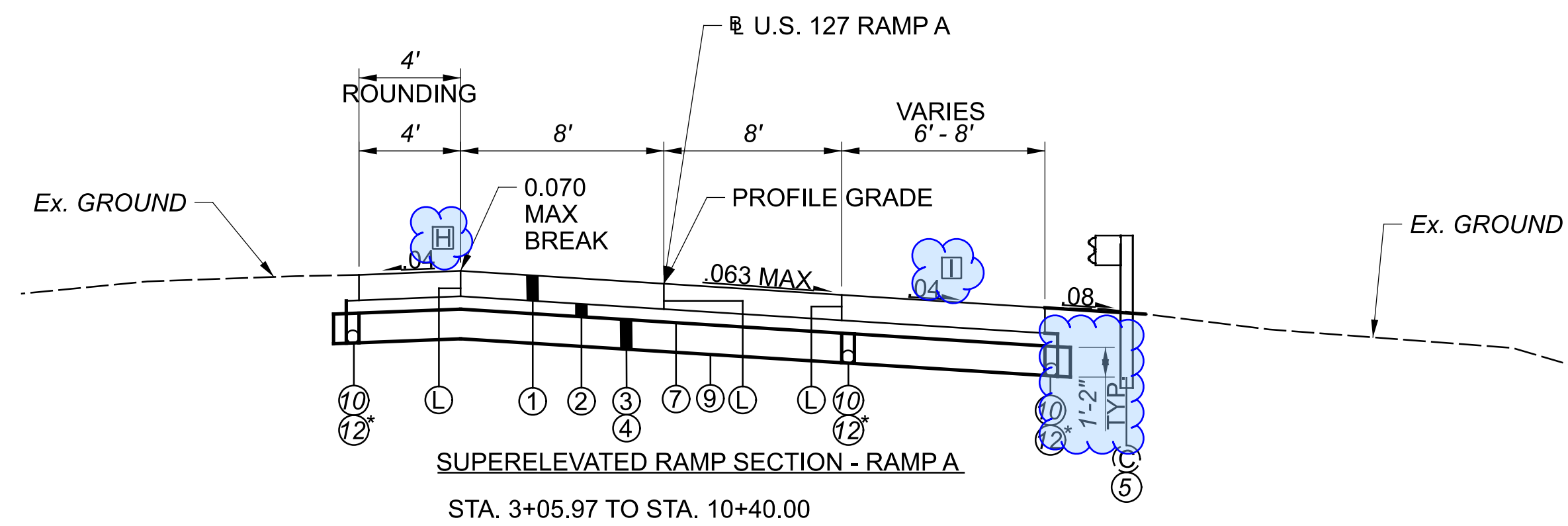




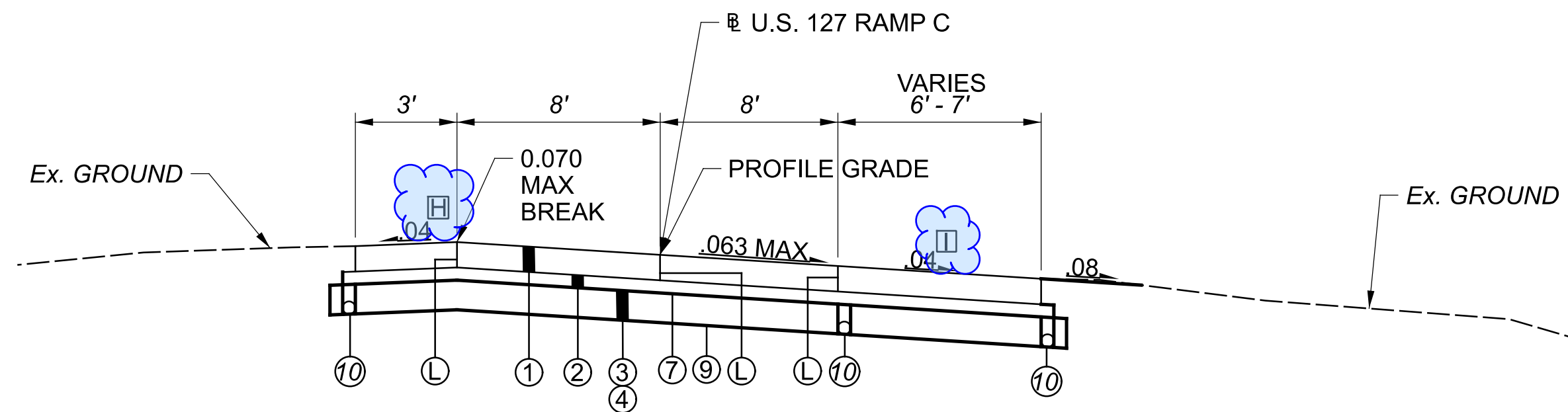
EXISTING SECTION - U.S. 127 RAMP A
 STA. 3+05.97 TO STA. 12+13.76



EXISTING SECTION - U.S. 127 RAMP C
 STA. 2+62.52 TO STA. 12+04.41

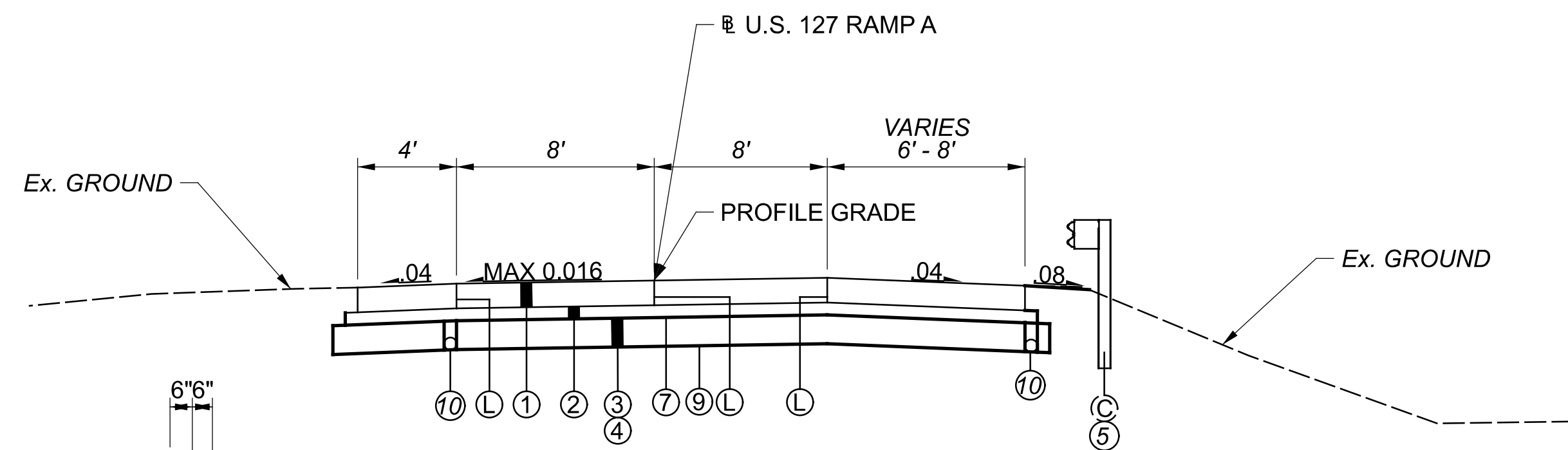


SUPERELEVATED RAMP SECTION - RAMP A
 STA. 3+05.97 TO STA. 10+40.00

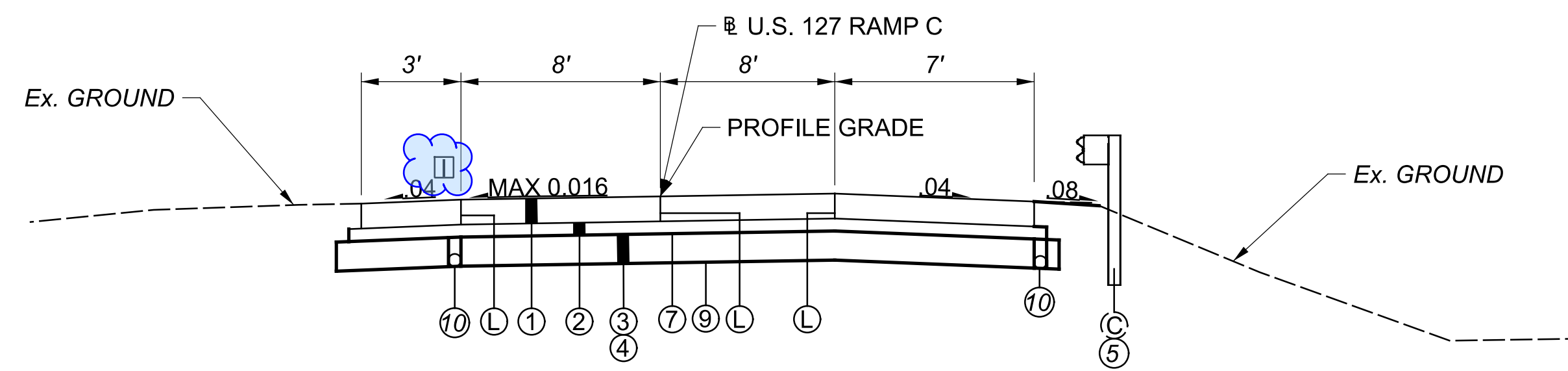


SUPERELEVATED RAMP SECTION - RAMP C
 STA. 2+62.52 TO STA. 10+25.00

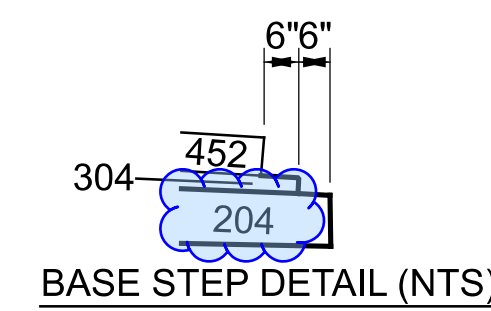
*UNCLASSIFIED UNDERDRAIN
 FROM STA 6+00 TO STA 7+50



SUPERELEVATED RAMP SECTION - RAMP A
 STA. 10+40.00 TO STA. 12+13.76



SUPERELEVATED RAMP SECTION - RAMP C
 STA. 10+25.00 TO STA. 12+04.41



VARIES FROM 0.040 TO 0.010
 VARIES FROM 0.010 TO 0.040

DESIGN AGENCY



DESIGNER

GAT

REVIEWER

KSD 11/03/22

PROJECT ID

102781

SHEET TOTAL

P.4 99

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

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

AT&T TRANSMISSION - LONG DISTANCE
7555 E. PLEASANT VALLEY RD. SUITE 140
INDEPENDENCE, OH 44131
216-750-0135 (MICHAEL DIEDERICH)
md4145@att.com

DARKE RURAL ELECTRIC
PO BOX 278
GREENVILLE, OH 45331
937-548-4114 (BRUCE BURKE)
bruceb@darkerec.com

AES OHIO
1900 DRYDEN RD.
DAYTON, OH 45439
937-554-9063 (WILLIAM WARD)
William>Ward@aes.com

FRONTIER COMMUNICATIONS
241 SOUTH NELSON AVENUE
WILMINGTON, OH 45177
937-283-5735 (DAVID LONGWORTH)
David.M.Longworth@ftr.com

INDEPENDENTS FIBER NETWORK/COMNET
13888 S. DIXIE DR.
WAPAKONETA, OH 45895
osp@cniteam.com
419-739-3100 (RANDALL PLAISIER)

ODOT D8 TRAFFIC
505 SOUTH SR741
LEBANON, OH 45036
513-933-6692 (JIM JUDD)
jim.judd@dot.ohio.gov

CENTURYLINK
20 N MECHANIC ST.
LEBANON, OH 45036
relocations@lumen.com

CENTERPOINT ENERGY COMPANY
6500 CLYO RD.
CENTERVILLE, OH 45459
publicproject@centerpointenergy.com
937-312-2539 (JEFF PIKE)
Jeffrey.t.pike@centerpointenergy.com

CHARTER COMMUNICATIONS
10920 KENWOOD RD.
BLUE ASH, OH 45242
DL-Southern-Ohio-Outside-Plant@charter.com

ODOT ITS LAB
1606 WEST BROAD STREET
COLUMBUS, OH 43223
614-387-4113
CEN.ITS.Lab@dot.ohio.gov

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THIS SHEET 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: O.D.O.T. VRS
MONUMENT TYPE: IRON PINS

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID12B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR: 1.0000000000
ORIGIN OF COORDINATE SYSTEM: 1.0000000000

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

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.

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.

PROJECT CONTROL

IR 70 CENTERLINE						
Point	Station	Offset	Northing	Easting	Elevation	Feature
VC9	524+77.89	415.33' LT.	675982.92	1370682.36	1123.31	IPINS
VCP20	543+14.42	82.03' LT.	675638.36	1372516.81	1089.99	IPINS
VCP2	528+38.26	86.31' LT.	675651.70	1371040.70	1101.85	IPINS

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	105 CU. YD.
659, SEEDING AND MULCHING	948 SQ. YD.
659, REPAIR SEEDING AND MULCHING	47 SQ. YD.
659, INTER-SEEDING	47 SQ. YD.
659, COMMERCIAL FERTILIZER	0.13 TON
659, LIME	0.2 ACRES
659, WATER	5.2 M. GAL.

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

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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. 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.

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.

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.

DRINKING WATER RUNOFF AREA

THIS PROJECT IS LOCATED WITHIN THE DRINKING WATER RESOURCE THE NEW BUDGET INN FROM SLM 19.22 TO SLM 19.26, THE DRINKING WATER WELLS 500-YARD BUFFER FOR THE NEW BUDGET INN WELLS 0001-0003 FROM SLM 19.10 TO SLM 19.38, THE DRINKING WATER WELLS 500-YARD BUFFER FOR THE PILOT CORPORATION 286 WELLS 0001 AND 002 FROM SLM 19.10 TO SLM 19.28, AND THE DRINKING WATER WELLS 500-YARD BUFFER FOR THE TRAVEL CENTERS OF AMERICA WELLS 0001-0003 FROM SLM 19.33 TO SLM 19.51. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY.

REPORT ALL SPILLS OR EVENTS TO THE PREBLE COUNTY WATER DEPARTMENT (937) 456-5159. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT WEST MANCHESTER FIRE DEPARTMENT (937) 678-6991 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

CONTRACTION AND/OR EXPANSION JOINTS

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

ITEM 202 - GUARDRAIL REMOVED FOR REUSE, AS PER PLAN

THE RECENTLY INSTALLED EXISTING GUARDRAIL SYSTEM, LOCATED ALONG RAMPS A & C SHALL BE REMOVED AND STORED FOR REUSE PER CMS 202.09 AND AS DIRECTED BY THE ENGINEER. THE EXISTING GUARDRAIL SYSTEM SHALL BE RE-INSTALLED PER THE CURRENT VERSIONS OF SCDS MGS-1.1, MGS 2.1, MGS 4.3, AND MGS 5.2. ANY PORTION OF THE GUARDRAIL SYSTEM THAT IS DAMAGED OR DEEMED UNUSABLE BY THE DEPARTMENT, SHALL BE REPLACED IN KIND. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE ROADWAY SUBSUMMARY:

ITEM 202 GUARDRAIL REMOVED FOR REUSE, AS PER PLAN 664 FT.

EXISTING SUBSURFACE DRAINAGE

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

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

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

- ITEM 601, TIED CONCRETE BLOCK MAT, TYPE 2 SQ. YD.
- ITEM 611, PRECAST REINFORCED CONCRETE OUTLET 1 EACH
- ITEM 605, 6" UNCLASSIFIED PIPE UNDERDRAINS 100 FT.

DESIGN AGENCY



DESIGNER

GAT

REVIEWER

KSD 11/03/22

PROJECT ID

102781

SHEET TOTAL

P.5 99

ITEM 614, MAINTAINING TRAFFIC

US-127

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION, INCLUDING LEFT TURN LANES WHERE SHOWN IN THE PLANS SHALL BE MAINTAINED, AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC.

IR-70

MAINTAIN ALL EXISTING LANES OF TRAFFIC IN EACH DIRECTION AT ALL TIMES, EXCEPT IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE TIMES NOTE ON SHEET 6, BY USE OF THE EXISTING PAVEMENT.

RAMP REPLACEMENT: A MINIMUM OF ONE LANE OF TRAFFIC ON EACH RAMP SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS PER RAMP, WHEN THE RAMP MAY BE DETOURED AS SHOWN ON SHEETS 21-22. ONLY ONE RAMP IS PERMITTED TO BE CLOSED AT A TIME. A DISCINTIVE SHALL BE ASSESSED IN THE AMOUNT SHOWN IN THE LANE VALUE CONTRACT TABLE PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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

- CHRISTMAS FOURTH OF JULY
- NEW YEAR'S LABOR DAY
- MEMORIAL DAY THANKSGIVING
- NASCAR BRICKYARD 400
- INDIANAPOLIS 500

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

DAY OF HOLIDAY TIME ALL LANES
OR EVENT MUST BE OPEN TO TRAFFIC

- SUNDAY 12:00N FRIDAY THROUGH 6:00AM MONDAY
- MONDAY 12:00N FRIDAY THROUGH 6:00AM TUESDAY
- TUESDAY 12:00N MONDAY THROUGH 6:00AM WEDNESDAY
- WEDNESDAY 12:00N TUESDAY THROUGH 6:00AM THURSDAY
- THURSDAY 12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
- THURSDAY (THANKSGIVING ONLY) 6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
- FRIDAY 12:00N THURSDAY THROUGH 6:00AM MONDAY
- SATURDAY 12:00N FRIDAY THROUGH 6:00AM MONDAY

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

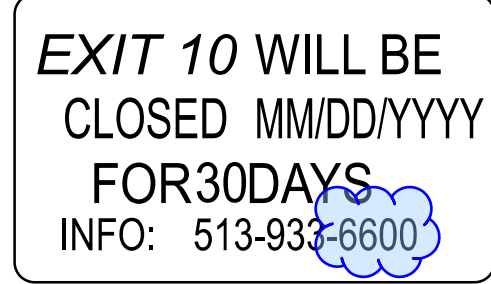
LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY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

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

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP &	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

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



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

WORKSITE TRAFFIC SUPERVISOR

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

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

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

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.

- D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
- E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
- F. ALL OTHER EMERGENCY TTC NEEDS.

12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

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

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

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

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



DESIGNER	GAT
REVIEWER	KSD 11/03/22
PROJECT ID	102781
SHEET	TOTAL
P.6	99

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	7	9	24A	24B	24C	25	30	42	50		01/MS/14	02/MS/04						
													ROADWAY					
LS						7,170					LS	LS	201	11000	LS	CLEARING AND GRUBBING		
			1,583								1,850	5,320	202	23000	7,170	SY	PAVEMENT REMOVED	
			4								664	919	202	38200	1,583	FT	GUARDRAIL REMOVED FOR REUSE	
			4								4		202	42010	4	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
											4		202	47000	4	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
							830	589	1,362		830	1,951	203	10000	2,781	CY	EXCAVATION	
							11	3	14		11	17	203	20000	28	CY	EMBANKMENT	
						7,470					1,922	5,548	204	10000	7,470	SY	SUBGRADE COMPACTION	
						3,320					854	2,466	204	13000	3,320	CY	EXCAVATION OF SUBGRADE	
						3,320					854	2,466	204	30020	3,320	CY	GRANULAR MATERIAL, TYPE C	
						4					1	3	204	45000	4	HOUR	PROOF ROLLING	
						7,470					1,922	5,548	204	50000	7,470	SY	GEOTEXTILE FABRIC	
			1,594								675	919	606	16050	1,594	FT	GUARDRAIL REBUILT, TYPE MGS	
			2								2		606	26150	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
			2								2		606	26550	2	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
			2								2		606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
			2								2		606	35102	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
											LS	LS	878	25000	LS	INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS		
																EROSION CONTROL		
2						2						4	601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
			167									167	601	21060	167	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
2											2		659	00100	2	EACH	SOIL ANALYSIS TEST	
105											42	63	659	00300	105	CY	TOPSOIL	
948								188	360		948	548	659	10000	1,496	SY	SEEDING AND MULCHING	
47											19	28	659	14000	47	SY	REPAIR SEEDING AND MULCHING	
47											19	28	659	15000	47	SY	INTER-SEEDING	
0.13											0.05	0.08	659	20000	0.13	TON	COMMERCIAL FERTILIZER	
0.2											0.08	0.12	659	31000	0.2	ACRE	LIME	
5.2											2.08	3.12	659	35000	5.2	MGAL	WATER	
											51,349	34,233	832	30000	85,582	EACH	EROSION CONTROL	
																DRAINAGE		
100						4,809					4,809		605	14000	4,809	FT	6" BASE PIPE UNDERDRAINS	
						450					550		605	13300	550	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
						33					33		611	00510	33	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
1						1					2		611	99710	2	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																PAVEMENT		
			169								169		252	01500	169	FT	FULL DEPTH PAVEMENT SAWING	
						1,220					313	907	304	20000	1,220	CY	AGGREGATE BASE	
						152					152		SPECIAL	45131000	152	FT	PRESSURE RELIEF JOINT, TYPE B	
						7,170					1,850	5,320	452	15020	7,170	SY	12" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
			65								65		609	24000	65	FT	CURB, TYPE 4-A	
						0.7						0.7	850	20010	0.7	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
																TRAFFIC CONTROL		
						130					130		621	00100	130	EACH	RPM	
						112						112	621	00300	112	EACH	RPM REFLECTOR	
						15					15		626	00110	15	EACH	BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL	
											13	26	630	03100	39	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
											11		630	80100	11	SF	SIGN, FLAT SHEET	
				39								1	630	85100	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
				11							2	2	630	86002	4	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
											2		642	01312	2	EACH	LANE REDUCTION ARROW, TYPE 1	
											4		642	01322	4	EACH	WRONG WAY ARROW, TYPE 1	
						1.51					0.81	0.7	646	10010	1.51	MILE	EDGE LINE, 6"	
						0.68					0.68		646	10110	0.68	MILE	LANE LINE, 6"	
						793					793		646	10310	793	FT	CHANNELIZING LINE, 12"	
						818					818		646	10600	818	FT	TRANSVERSE/DIAGONAL LINE	
						0.77					0.77		646	10200	0.77	MILE	CENTER LINE	
						341					341		646	10800	341	SF	ISLAND MARKING	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
GAT

REVIEWER
KSD 11/03/22

PROJECT ID
102781

SHEET TOTAL
P.23A 99

STATION RANGE	REF NO.	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	204	204	204	204	204	304	SPECIAL	452	601	605	605	611	611	BENDS AND BRANCHES		
							PAVEMENT REMOVED	SUBGRADE COMPACTION	EXCAVATION OF SUBGRADE, 16" DEPTH	GRANULAR MATERIAL, TYPE C, 16" DEPTH	PROOF ROLLING	GEOTEXTILE FABRIC	AGGREGATE BASE	PRESSURE RELIEF JOINT, TYPE B	12" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	6" BASE PIPE UNDERDRAINS	6" UNCLASSIFIED PIPE UNDERDRAINS	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	PRECAST REINFORCED CONCRETE OUTLET FOR UNDERDRAIN OUTLETS	FOR INFORMATION ONLY		
																					SY	SY	CY
US-127																							
1017+57.65	TO	1017+84.56		RT/LT	26.91	84.25	251.91	370.09	370.09														
1017+57.65	TO	1017+84.56		RT/LT	26.91	84.75	253.40	375.63					62.61										
1017+57.65	TO	1017+84.56		RT/LT	26.91	85.25	254.90	380.41		380.41	169.07	169.07	0.19	380.41									
1017+84.56	TO	1018+28.97		RT/LT	44.41	73.84	364.34	280.97	280.97														
1017+84.56	TO	1018+28.97		RT/LT	44.41	74.34	366.81	284.58						47.43									
1017+84.56	TO	1018+28.97		RT/LT	44.41	74.84	369.27	310.99		310.99	138.22	138.22	0.16	310.99									
1018+28.97	TO	1018+61.62		RT/LT	32.65	72.65	263.54	255.35	255.35														
1018+28.97	TO	1018+61.62		RT/LT	32.65	73.15	265.36	258.93						43.15									
1018+28.97	TO	1018+61.62		RT/LT	32.65	73.65	267.17	262.64		262.64	116.73	116.73	0.13	262.64									
1021+95.59	TO	1022+30.00		RT/LT	34.41	71.87	274.79	276.25	276.25														
1021+95.59	TO	1022+30.00		RT/LT	34.41	72.37	276.70	280.05						46.67									
1021+95.59	TO	1022+30.00		RT/LT	34.41	72.87	278.61	283.82		283.82	126.14	126.14	0.14	283.82									
1022+30.00	TO	1022+80.00		RT/LT	50.00	79.54	441.88	433.75	433.75														
1022+30.00	TO	1022+80.00		RT/LT	50.00	80.04	444.66	439.31						73.22									
1022+30.00	TO	1022+80.00		RT/LT	50.00	80.54	447.43	444.77		444.77	197.67	197.67	0.22	444.77									
1022+80.00	TO	1023+05.00		RT/LT	25.00	84.05	233.46	233.20	233.20														
1022+80.00	TO	1023+05.00		RT/LT	25.00	84.55	234.85	235.94						39.32									
1022+80.00	TO	1023+05.00		RT/LT	25.00	85.05	236.24	238.71		238.71	106.10	106.10	0.12	238.71									
1018+10.17				PV-1										76									
1022+47.54				PV-2										76									
RAMP A																							
3+05.97	TO	12+13.76		RT/LT	907.79	26.00	2622.50	2677.87	2677.87	2723.37	1210.39	1210.39	1.36	2723.37									
RAMP C																							
2+62.78	TO	12+04.41		RT/LT	941.63	26.00	2720.26	2642.09	2642.09	2824.89	1255.51	1255.51	1.41	2824.89									
UNDERDRAIN EXIT RAMP A																							
3+05.47	TO	5+75.00		U1	LT	269.53																	
3+05.47	TO	5+75.00		U2	RT	269.53																270	
3+05.47	TO	5+75.00		U3	RT	269.53																270	
5+75.00	TO	6+00.00		U4	LT	25.00																25	
5+75.00	TO	6+00.00		U5	RT	25.00																25	
5+75.00	TO	6+00.00		U6	RT	25.00																25	
7+50.00	TO			U7	RT/LT	33.00										2					33	1	
7+50.00	TO	12+13.76		U8	RT	463.76																464	
7+50.00	TO	10+93.78		U9	RT	343.78																344	
7+50.00	TO	10+97.76		U10	LT	347.76																348	
10+97.76	TO	11+01.76		U11	LT	4.00																4	
11+01.76	TO	12+13.76		U12	LT	112.00																112	
EXIT RAMP C																							
2+62.78	TO	12+04.41		U13	RT	941.63																942	
2+62.78	TO	10+33.22		U14	LT	770.44																770	
2+62.78	TO	10+32.30		U15	RT	769.52																770	
10+32.30	TO	10+36.30		U16	LT	4.00																4	
10+36.30	TO	12+04.41		U17	LT	168.11																168	
UNCLASSIFIED UNDERDRAIN																							
6+00.00	TO	7+50.00		U18	LT	150.00																150	
6+00.00	TO	7+50.00		U19	RT	150.00																150	
6+00.00	TO	7+50.00		U20	RT	150.00																150	
SUBTOTALS							7169.57	7469.60	3319.82	3319.82	3.73	7469.60		1219.99	152.00	7169.57	1.78	4808.59	450.00	33.00	1.00		
TOTALS CARRIED TO GENERAL SUMMARY							7170	7470	3320	3320	4	7470		1220	152	7170	2	4809	450	33	1		

PAVEMENT & DRAINAGE SUBSUMMARY

DESIGN AGENCY



DESIGNER

GAT

REVIEWER

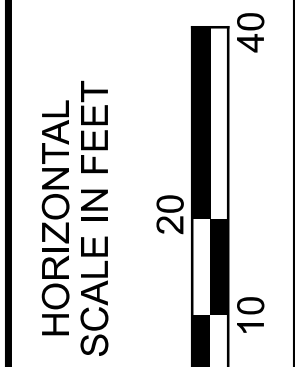
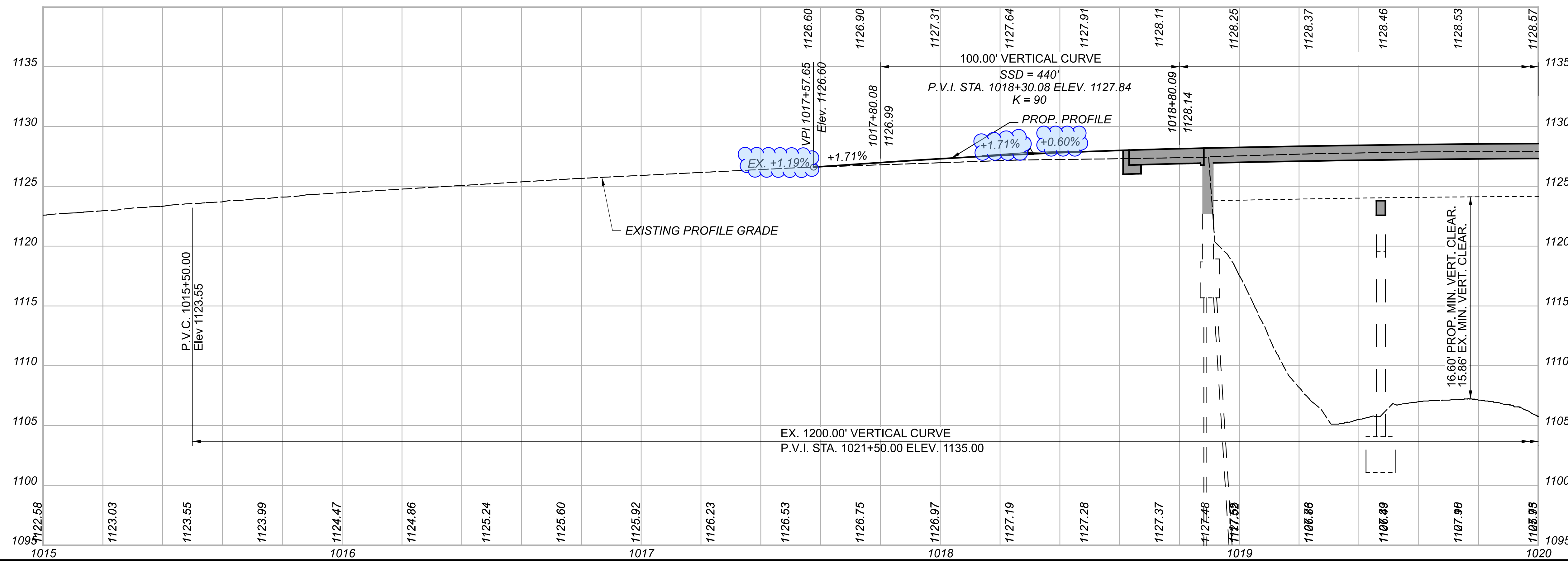
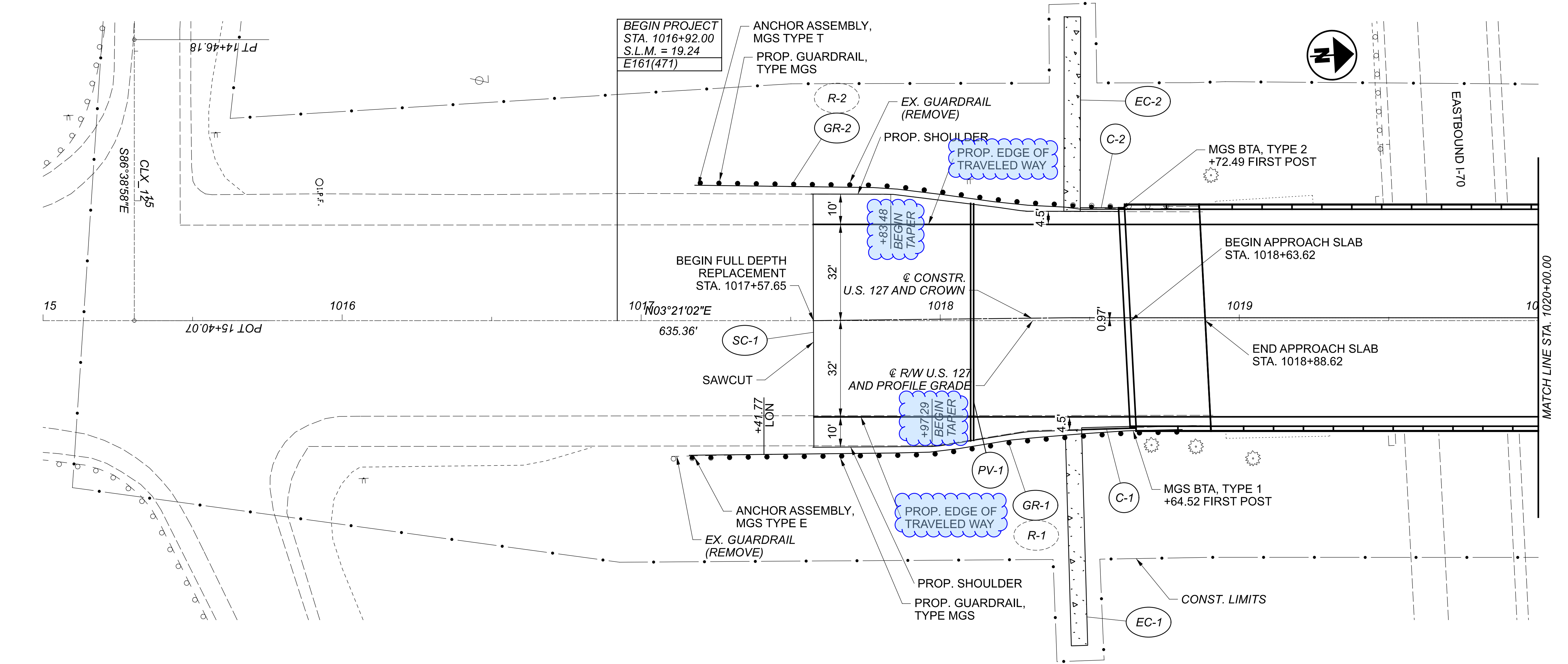
KSD 11/03/22

PROJECT ID

102781

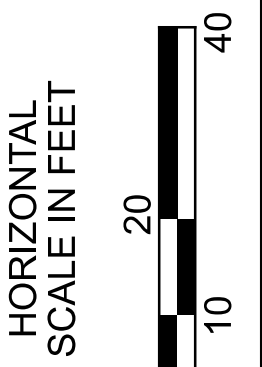
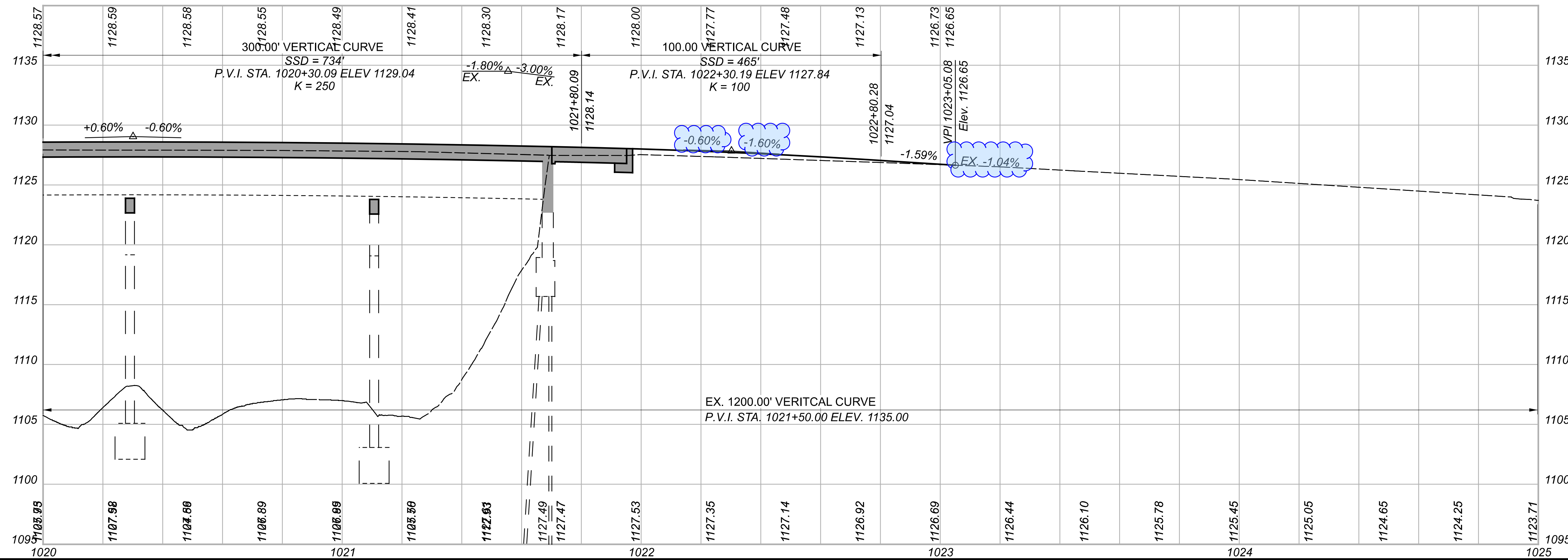
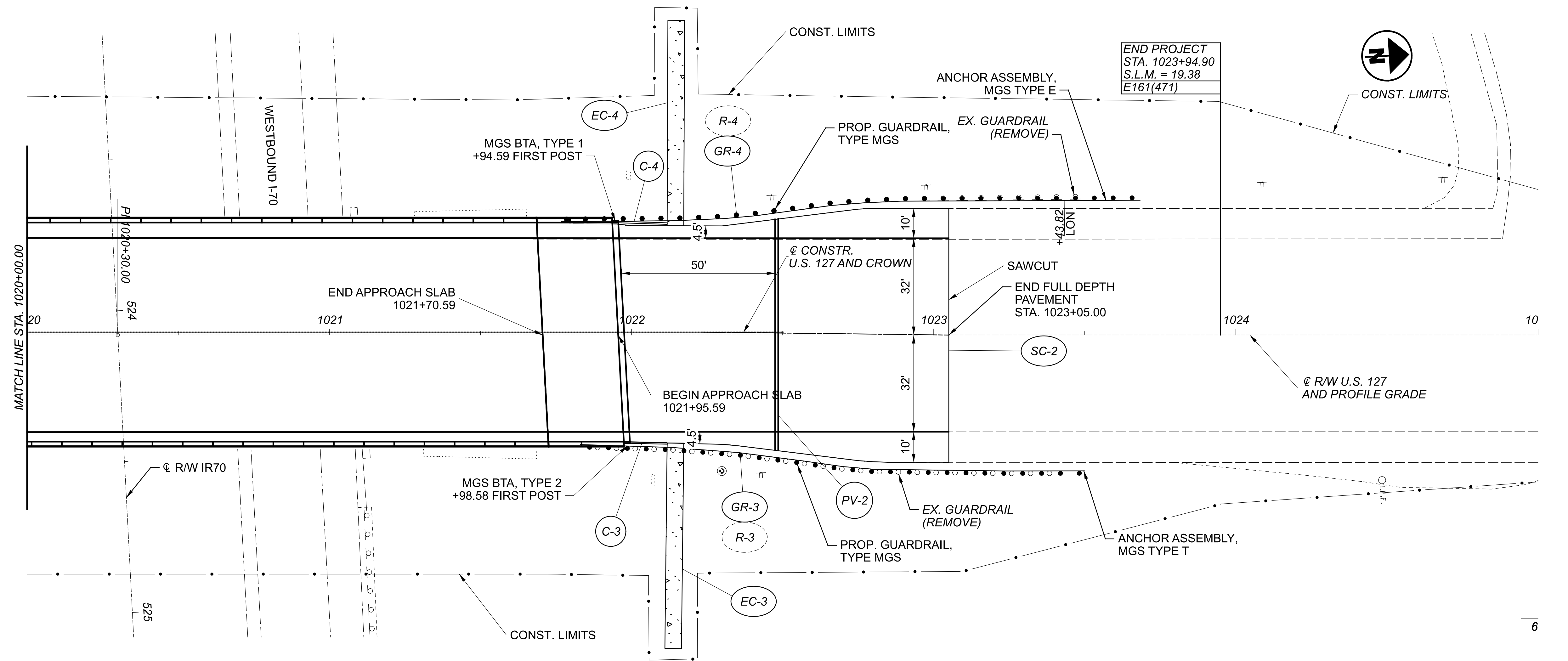
SHEET TOTAL

P.25 | 99



PLAN AND PROFILE - U.S. 127
 STA. 1015+00.00 TO STA. 1020+00.00

DESIGN AGENCY	
DESIGNER	GAT
REVIEWER	KSD
PROJECT ID	102781
SHEET TOTAL	P.26 99



PLAN AND PROFILE - U.S. 127
STA. 1020+00.00 TO STA. 1025+00.00

DESIGN AGENCY



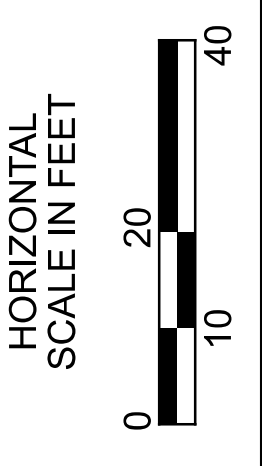
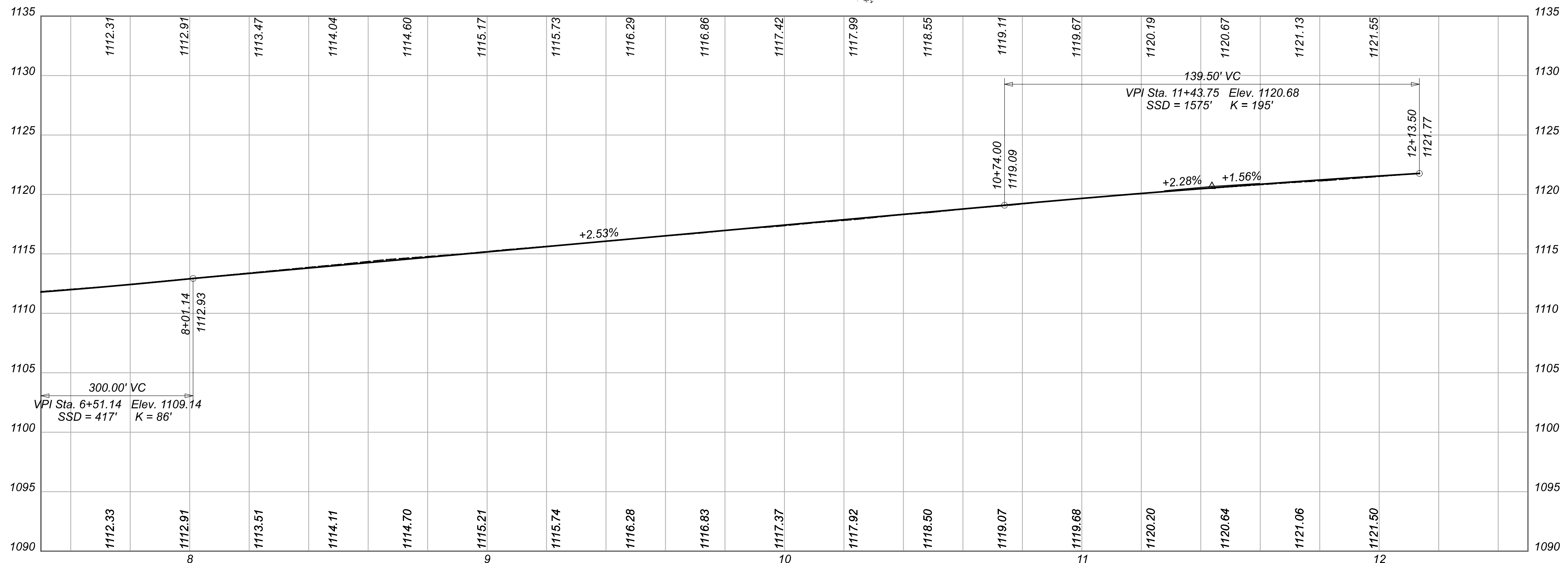
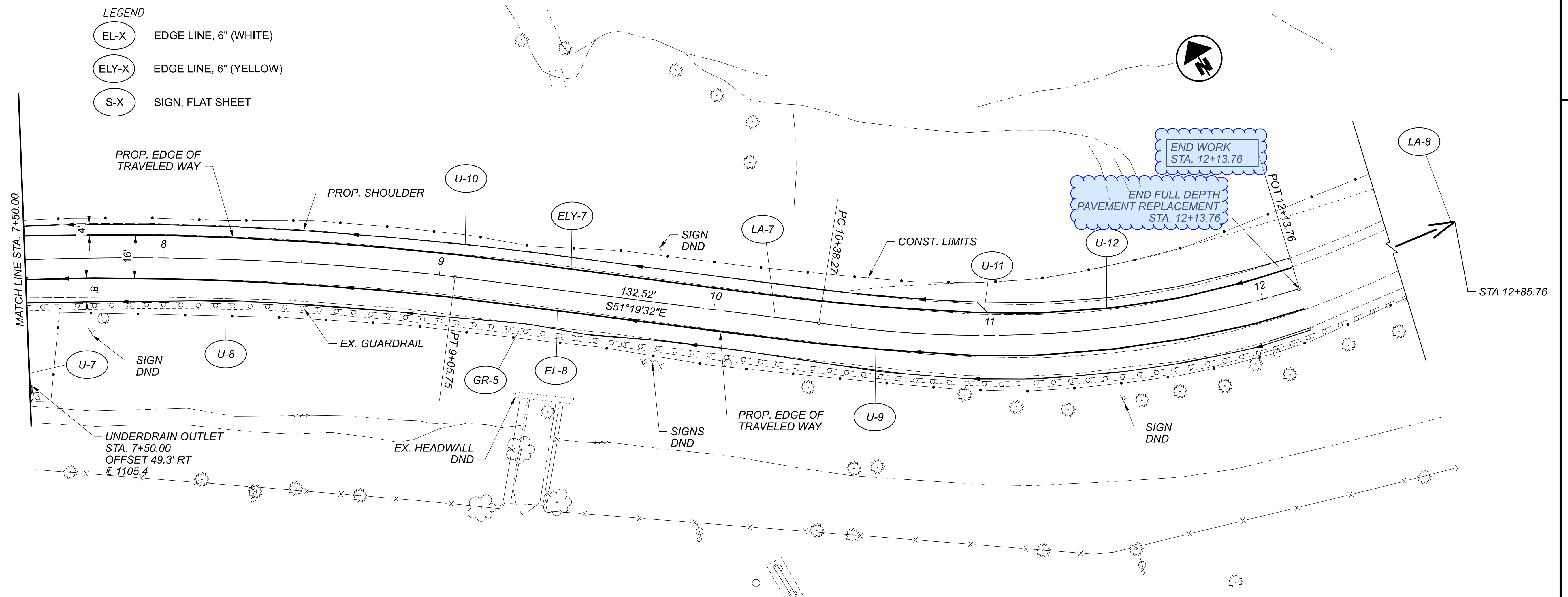
DESIGNER
GAT

REVIEWER
KSD 11/03/22

PROJECT ID
102781

SHEET	TOTAL
P.27	99

- LEGEND**
- EL-X EDGE LINE, 6" (WHITE)
 - ELY-X EDGE LINE, 6" (YELLOW)
 - S-X SIGN, FLAT SHEET



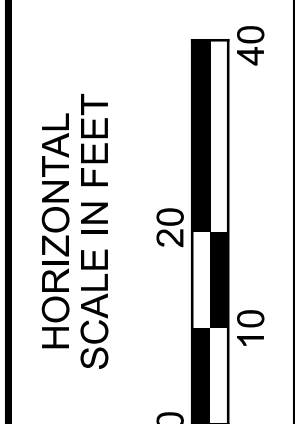
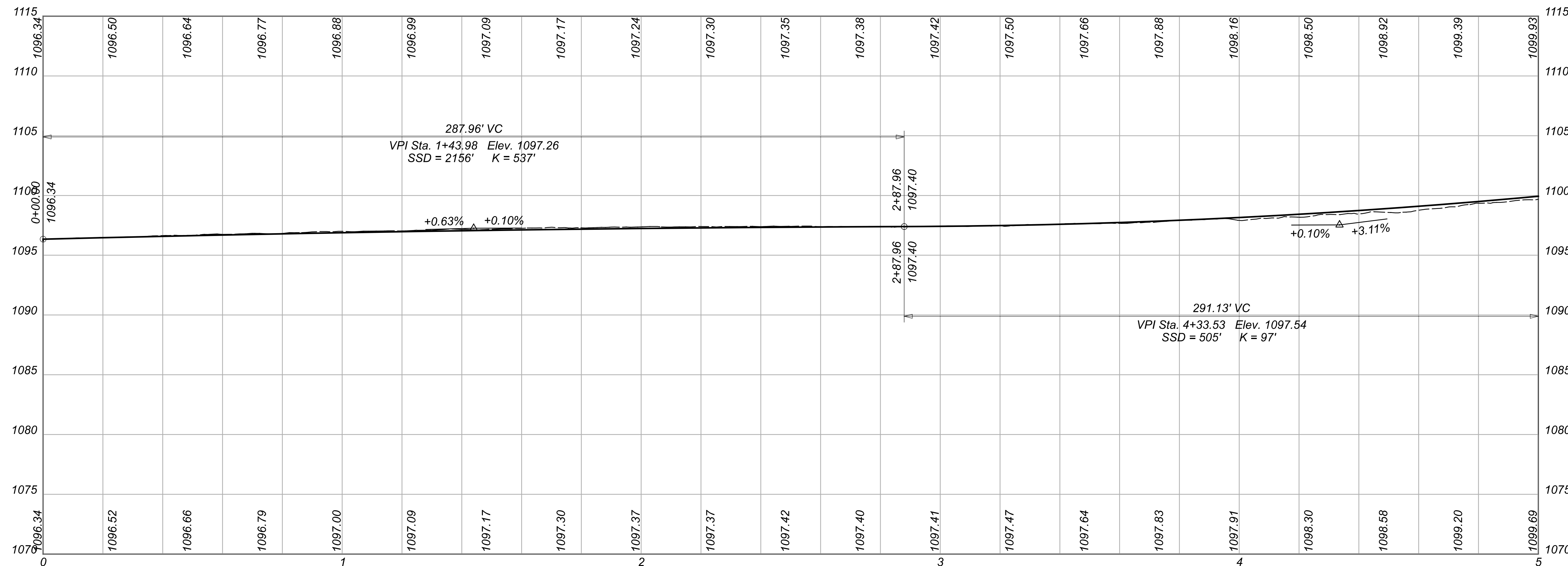
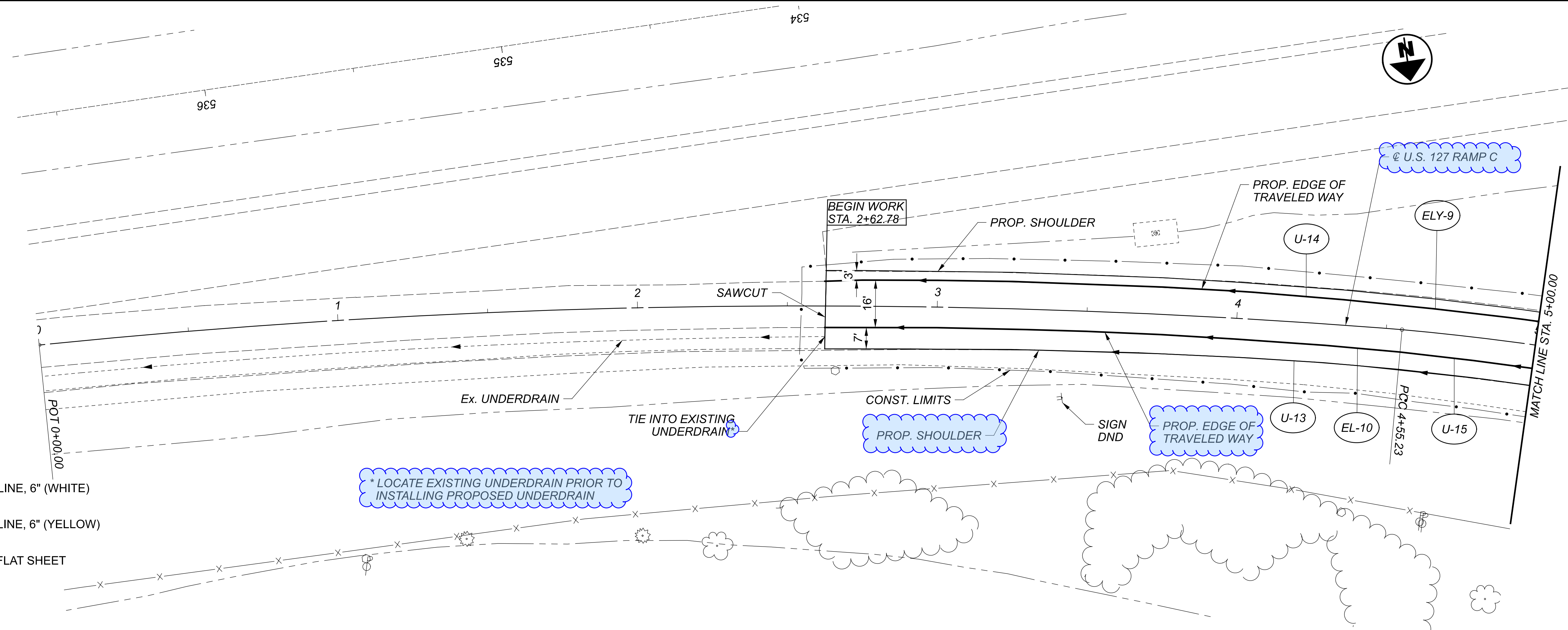
PLAN AND PROFILE - RAMP A
 STA. 7+50.00 TO STA. 12+13.76

DESIGN AGENCY



DESIGNER	GAT
REVIEWER	KSD 11/03/22
PROJECT ID	102781
SHEET	TOTAL
P.33	99

- LEGEND**
- EL-X EDGE LINE, 6" (WHITE)
 - ELY-X EDGE LINE, 6" (YELLOW)
 - S-X SIGN, FLAT SHEET



PLAN AND PROFILE - RAMP C
 STA. 0+00.00 TO STA. 5+00.00

DESIGN AGENCY	
DESIGNER	GAT
REVIEWER	KSD 11/03/22
PROJECT ID	102781
SHEET TOTAL	P.43 99

PROPOSED PAVEMENT ELEVATIONS - RAMP A						
	STATION	LEFT EOS ELEV (FT)	LEFT EOTW ELEV (FT)	CONST. CL ELEV (FT)	RIGHT EOTW ELEV (FT)	RIGHT EOS ELEV (FT)
START	3+05.91	1113.13	1112.94	1112.42	1112.33	1111.79
	3+25	1112.83	1112.69	1112.24	1112.09	1111.54
	3+50	1112.51	1112.39	1112.00	1111.76	1111.24
	3+75	1112.25	1112.12	1111.77	1111.45	1110.96
	4+00	1112.01	1111.87	1111.53	1111.17	1110.71
	4+25	1111.79	1111.64	1111.29	1110.91	1110.48
	4+50	1111.60	1111.44	1111.05	1110.65	1110.24
	4+63.36 PI	1111.52	1111.34	1110.93	1110.50	1110.10
	4+75	1111.46	1111.27	1110.82	1110.36	1109.95
	5+00	1111.30	1111.09	1110.58	1110.13	1109.73
	5+25	1111.13	1110.91	1110.37	1109.92	1109.53
	5+50	1110.98	1110.72	1110.22	1109.73	1109.33
	5+75	1110.93	1110.65	1110.15	1109.64	1109.20
	5+83.64 PT/PC	1110.94	1110.65	1110.15	1109.64	1109.17
	6+00	1110.98	1110.69	1110.19	1109.68	1109.19
	6+25	1111.08	1110.80	1110.29	1109.79	1109.19
	6+50	1111.24	1110.97	1110.47	1109.96	1109.31
	6+75	1111.45	1111.21	1110.67	1110.20	1109.51
	7+00	1111.80	1111.54	1110.97	1110.53	1109.79
	7+07.41 PI	1111.92	1111.66	1111.07	1110.64	1110.13
	7+25	1112.19	1111.94	1111.35	1110.93	1110.04
	7+50	1112.59	1112.38	1111.79	1111.39	1110.40
	7+75	1113.08	1112.85	1112.31	1111.88	1110.93
	8+00	1113.68	1113.44	1112.91	1112.43	1111.41
	8+25	1114.27	1114.03	1113.47	1113.02	1111.95
	8+29.74 PT	1114.38	1114.13	1113.58	1113.14	1112.66
	8+50	1114.80	1114.58	1114.04	1113.66	1112.53
	8+75	1115.27	1115.09	1114.60	1114.31	1113.23
	9+00	1115.70	1115.55	1115.17	1114.92	1113.87
	9+25	1116.19	1116.05	1115.73	1115.47	1114.53
	9+50	1116.65	1116.54	1116.29	1116.06	1115.14
	9+75	1117.09	1117.04	1116.86	1116.67	1115.75
	10+00	1117.52	1117.51	1117.42	1117.28	1116.43
	10+25	1117.97	1118.00	1117.99	1117.91	1117.75
	10+50	1118.44	1118.50	1118.55	1118.56	1118.44
	10+63.88 PC	1118.71	1118.79	1118.87	1118.91	1118.85
	10+75	1118.90	1118.99	1119.11	1119.21	1119.17
	11+00	1119.38	1119.49	1119.67	1119.84	1119.87
	11+25	1119.86	1120.02	1120.19	1120.36	1120.46
	11+50	1120.36	1120.48	1120.67	1120.80	1120.90
	11+70.21 PI	1120.74	1120.84	1121.04	1121.15	1121.22
	11+75	1120.82	1120.92	1121.13	1121.23	1121.30
	12+00	1121.28	1121.39	1121.55	1121.62	1121.66
END	12+13.15	1121.52	1121.65	1121.77	1121.86	1121.83

EOS = EDGE OF SHOULDER
EOTW = EDGE OF TRAVELED WAY

NOTE:

THE INTENT OF THE RAMP REPLACEMENT WORK IS TO RECONSTRUCT THE RAMP WHILE MATCHING THE FOOTPRINT AND GEOMETRY OF THE EXISTING RAMP.

PROPOSED PAVEMENT ELEVATIONS - RAMP C						
	STATION	LEFT EOS ELEV (FT)	LEFT EOTW ELEV (FT)	CONST. CL ELEV (FT)	RIGHT EOTW ELEV (FT)	RIGHT EOS ELEV (FT)
START	2+62.68	1097.64	1097.69	1097.37	1096.93	1096.62
	2+75	1097.79	1097.67	1097.38	1096.93	1096.63
	3+00	1097.85	1097.70	1097.42	1096.95	1096.64
	3+25	1097.95	1097.80	1097.50	1097.02	1096.70
	3+50	1098.06	1097.92	1097.66	1097.17	1096.88
	3+75	1098.34	1098.18	1097.88	1097.39	1097.09
	4+00	1098.66	1098.50	1098.16	1097.66	1097.37
	4+07.93 PI	1098.79	1098.62	1098.26	1097.75	1097.47
	4+25	1099.07	1098.88	1098.50	1097.98	1097.69
	4+50	1099.52	1099.32	1098.92	1098.39	1098.07
	4+75	1100.02	1099.83	1099.39	1098.85	1098.53
	5+00	1100.60	1100.41	1099.93	1099.42	1099.07
	5+25	1101.22	1101.04	1100.54	1100.04	1099.69
	5+29.02 PT/PC	1101.33	1101.14	1100.64	1100.15	1099.80
	5+50	1101.87	1101.69	1101.21	1100.72	1100.37
	5+75	1102.59	1102.41	1101.95	1101.44	1101.08
	6+00	1103.40	1103.21	1102.71	1102.20	1101.82
	6+25	1104.27	1104.07	1103.57	1103.06	1102.64
	6+50	1105.17	1104.95	1104.45	1103.94	1103.54
	6+73.58 PI	1105.98	1105.76	1105.26	1104.75	1104.36
	6+75	1106.03	1105.81	1105.31	1104.80	1104.40
	7+00	1106.87	1106.67	1106.17	1105.66	1105.28
	7+25	1107.73	1107.53	1107.03	1106.53	1106.16
	7+50	1108.61	1108.41	1107.91	1107.40	1107.03
	7+75	1109.48	1109.29	1108.79	1108.28	1107.91
	8+00	1110.31	1110.14	1109.58	1109.15	1108.78
	8+20.37 PT/PC	1110.96	1110.80	1110.28	1109.86	1109.50
	8+25	1111.10	1110.94	1110.43	1110.02	1109.66
	8+50	1111.86	1111.70	1111.28	1110.86	1110.54
	8+70.63 PI	1112.44	1112.31	1111.98	1111.57	1111.27
	8+75	1112.57	1112.44	1112.13	1111.72	1111.42
	9+00	1113.27	1113.17	1112.98	1112.57	1112.30
	9+25	1113.97	1113.91	1113.83	1113.41	1113.17
	9+50	1114.69	1114.66	1114.68	1114.29	1114.05
	9+71.05 PT	1115.30	1115.29	1115.40	1115.02	1114.82
	9+75	1115.41	1115.40	1115.53	1115.16	1114.98
	10+00	1116.08	1116.11	1116.38	1116.05	1115.93
	10+25	1116.80	1116.84	1117.23	1116.89	1116.87
	10+31.00 PC	1116.99	1117.03	1117.42	1117.08	1117.08
	10+50	1117.56	1117.62	1118.02	1117.77	1117.78
	10+75	1118.28	1118.36	1118.75	1118.64	1118.72
	11+00	1119.01	1119.08	1119.42	1119.39	1119.46
	11+25	1119.68	1119.76	1120.04	1120.03	1120.08
	11+33.44 PI	1119.90	1119.98	1120.23	1120.23	1120.28
	11+50	1120.24	1120.33	1120.60	1120.60	1120.64
	11+75	1120.76	1120.84	1121.10	1121.07	1121.09
	12+00	1121.29	1121.33	1121.54	1121.48	1121.46
END	12+03.59	1121.36	1121.40	1121.59	1121.54	1121.51

PAVEMENT ELEVATION

DESIGN AGENCY



DESIGNER

GAT

REVIEWER

KSD 11-18-22

PROJECT ID

102781

SHEET

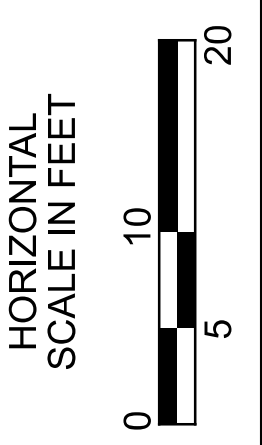
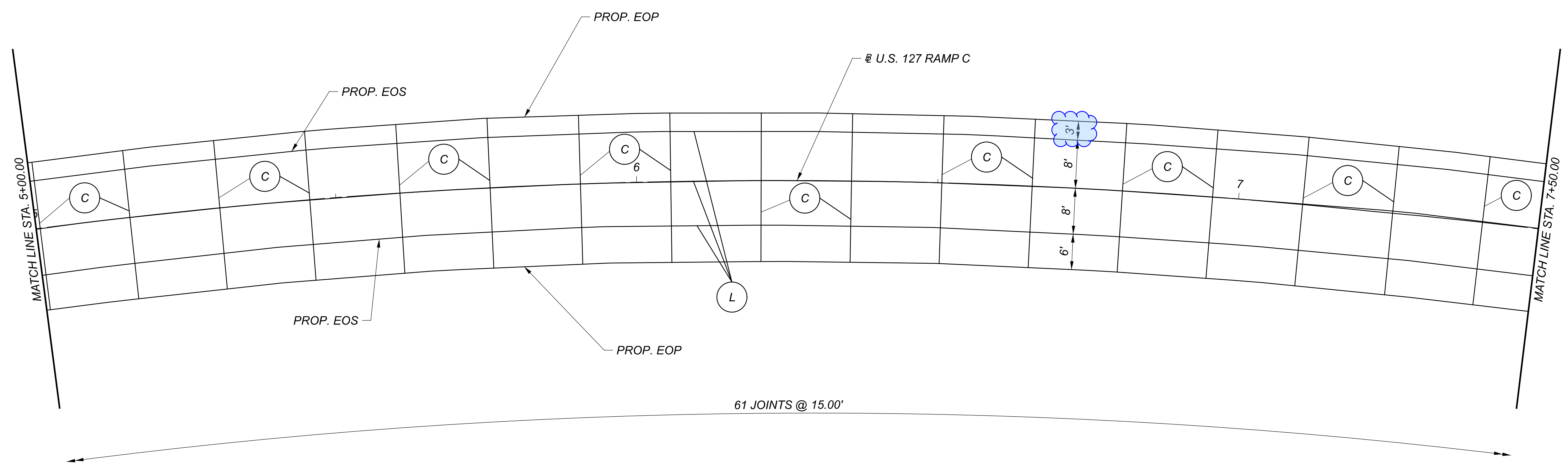
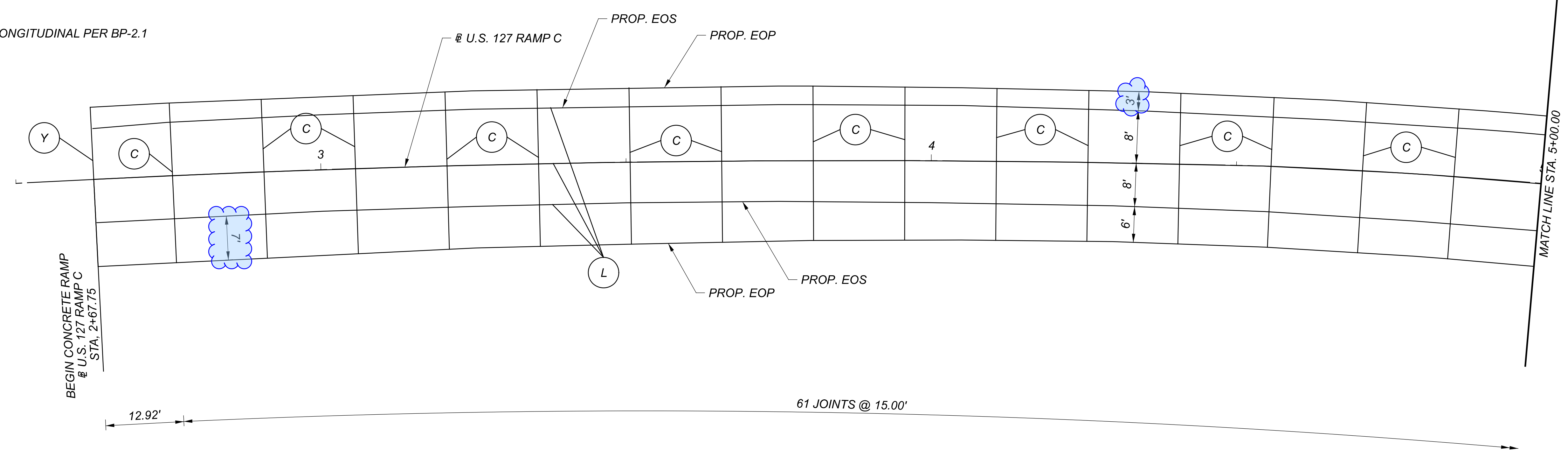
P.59A

TOTAL

99

LEGEND

- (Y) BUTT JOINT BETWEEN EXISTING PAVEMENT AND PROPOSED PAVEMENT. A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.
- (C) CONTRACTION JOINT PER BP-2.2
- (L) STANDARD LONGITUDINAL PER BP-2.1



PAVEMENT JOINT DETAIL
U.S. 127 RAMP C

DESIGN AGENCY



DESIGNER
GAT

REVIEWER
KSD 11/03/22

PROJECT ID
102781

SHEET	TOTAL
P.61	99