

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

LIC - SR79 - 3.28

VILLAGE OF BUCKEYE LAKE LICKING COUNTY

FEDERAL PROJECT NUMBER

E220356

RAILROAD INVOLVEMENT

N/A

PROJECT DESCRIPTION

ROADWAY WIDENING AND CONSTRUCTION OF SIDEWALK AND SHARED USE PATHWAY ALONG SR 79 IN THE VILLAGE OF BUCKEYE LAKE; INCLUDING CURBS, RRFBS, LIGHTING, STRIPING AND DRAINAGE.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 3.40 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 3.65 ACRES

2023 SPECIFICATIONS

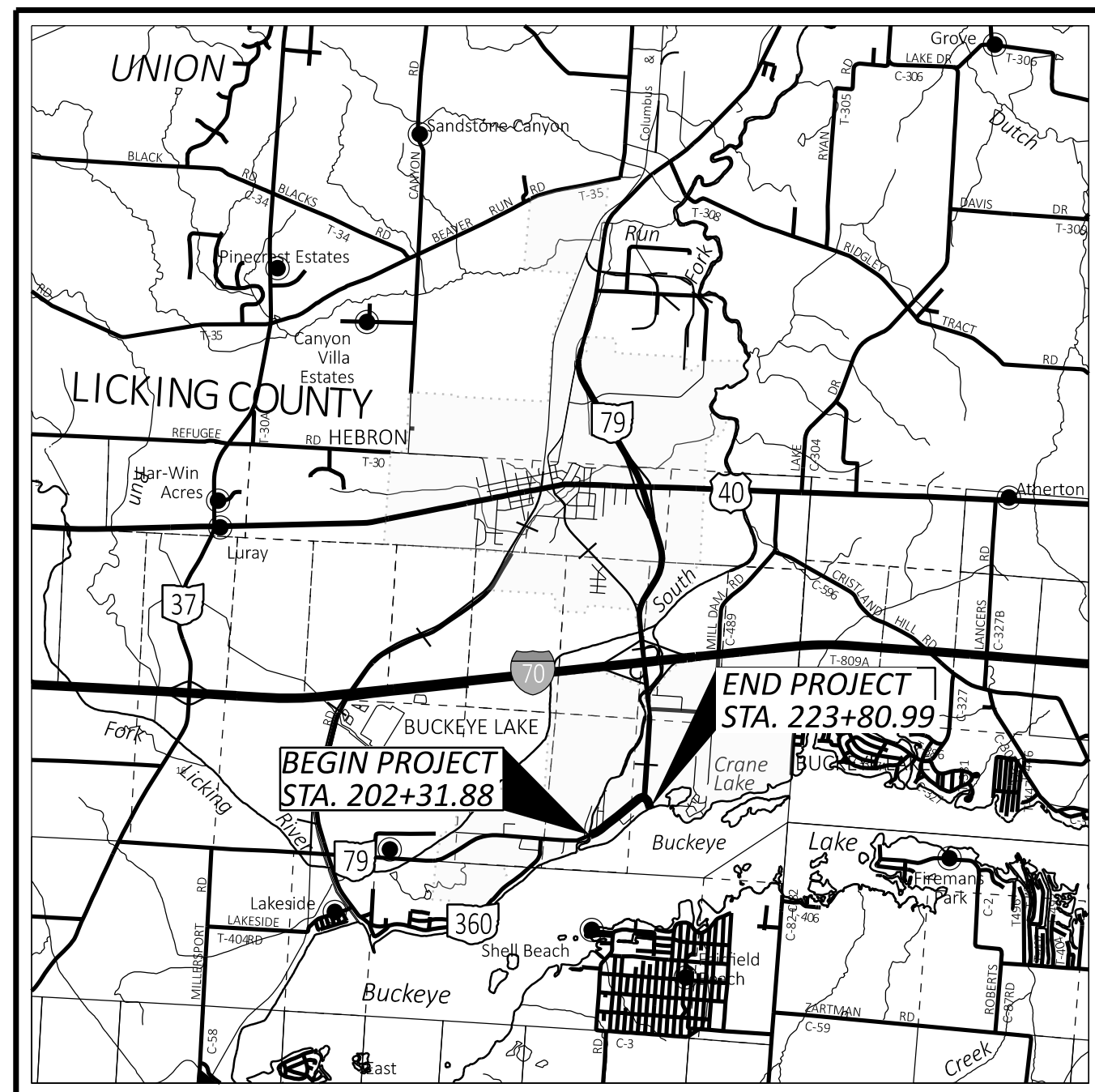
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

Pamela Boratyn
Pamela Boratyn
Director, Department of Transportation

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

Linda Goodman - Mayor
Village of Buckeye Lake

Toby Miller - Service Director
Village of Buckeye Lake



LOCATION MAP

LATITUDE: 82°28'53" LONGITUDE: 39°55'56"



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

DESIGN DESIGNATION

CURRENT ADT (2023)	8228
DESIGN YEAR ADT (2047)	9512
DESIGN HOURLY VOLUME (2027)	951
DIRECTIONAL DISTRIBUTION	56%
TRUCKS (24 HOUR B&C)	5%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
U05 (MAJOR COLLECTOR)	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig

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

PLAN PREPARED BY:
OHM ADVISORS
580 N. 4TH ST., SUITE 600
COLUMBUS, OH 43215

ENGINEER'S SEAL:

SIGNED: _____
DATE: _____

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STAGE 2 SUBMITTAL
02/28/2025

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS

CENTERLINE COMPARISON TABLE

@ CONSTRUCTION SR79 =	@ R/W SR79	OFFSET
STA. 202+31.88	STA. 102+31.84	8.16' LT
STA. 204+55.78	STA. 104+55.70	4.04' LT
STA. 204+95.60	STA. 104+95.25	1.17' LT
STA. 205+48.95	STA. 105+48.25	5.00' LT
STA. 208+01.98	STA. 108+01.27	5.00' LT
STA. 213+02.61	STA. 113+01.86	6.10' LT
STA. 215+38.73	STA. 115+42.48	4.00' LT
STA. 216+47.17	STA. 116+46.34	0.16' RT
STA. 221+88.49	STA. 121+87.66	0.99' RT
STA. 223+44.96	STA. 123+50.23	26.99' LT
STA. 224+34.52	STA. 124+46.02	5.44' RT

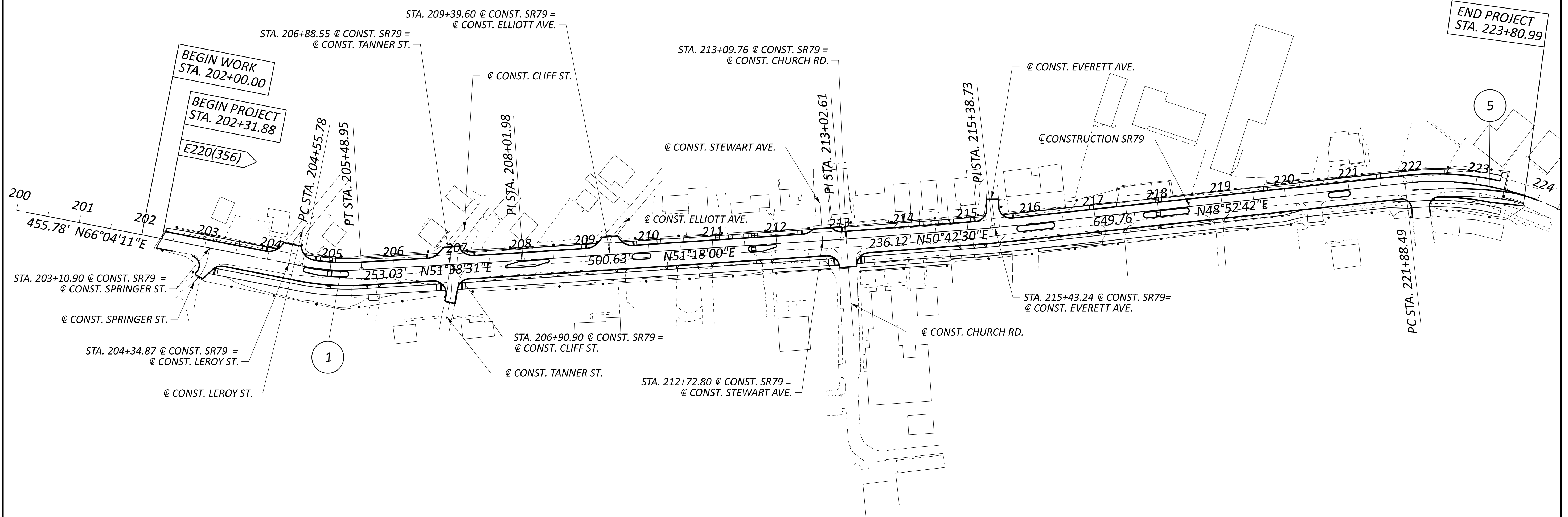
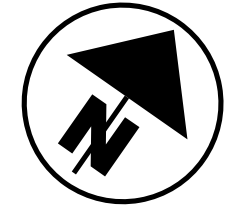
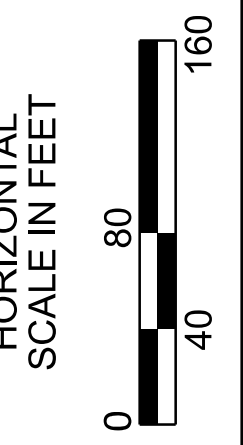
CURVE DATA 1
 P.I. = STA. 205+02.61
 $\Delta = 14^{\circ}25'40''$ LT
 $Dc = 15^{\circ}29'07''$
 $R = 370.00'$
 $T = 46.83'$
 $L = 93.17'$
 $E = 2.95'$

CURVE DATA 2
 P.I. = Sta. 208+01.98
 Deflection = $0^{\circ}20'31''$ LT
 NO CURVE

CURVE DATA 3
 P.I. = Sta. 213+02.61
 Deflection = $0^{\circ}35'31''$ LT
 NO CURVE

CURVE DATA 4
 P.I. = Sta. 215+38.73
 Deflection = $1^{\circ}49'48''$ LT
 NO CURVE

CURVE DATA 5
 P.I. = STA. 223+14.74
 $\Delta = 31^{\circ}40'35''$ RT
 $Dc = 12^{\circ}52'32''$
 $R = 445.00'$
 $T = 126.24'$
 $L = 246.02'$
 $E = 17.56'$



SCHEMATIC PLAN

LIC-SR79-3.28

MODEL: SR79_PCL-1 - Plan 1-2 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 2/28/2025 TIME: 2:46:30 PM USER: ACasavant
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DESIGN AGENCY



DESIGNER	ARC
REVIEWER	CLD
PROJECT ID	117102
SHEET	P.2
TOTAL	79

PROPOSED LEGEND

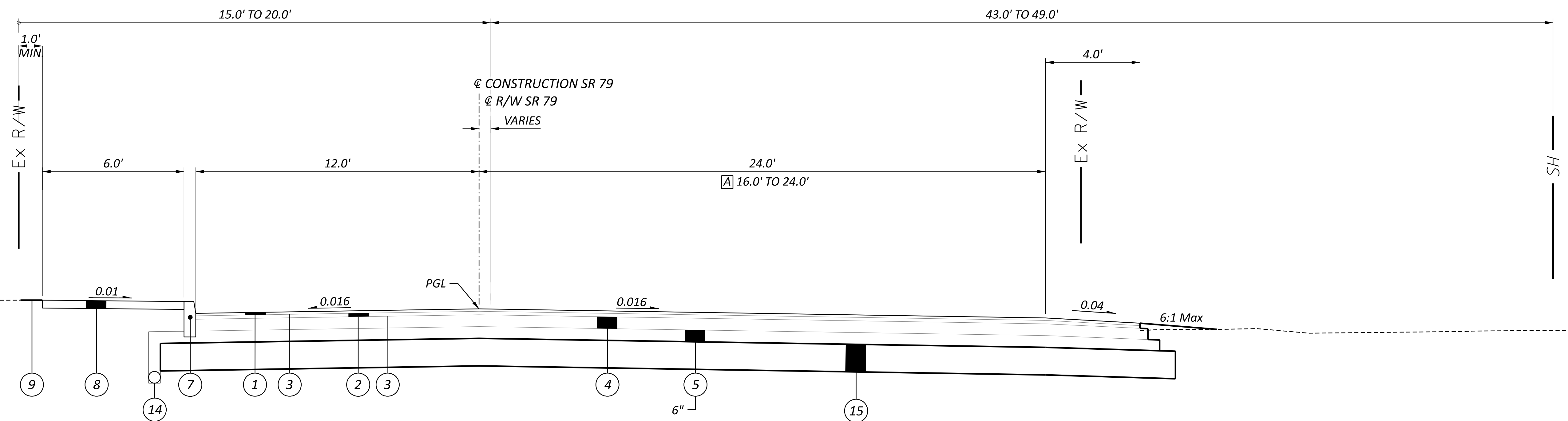
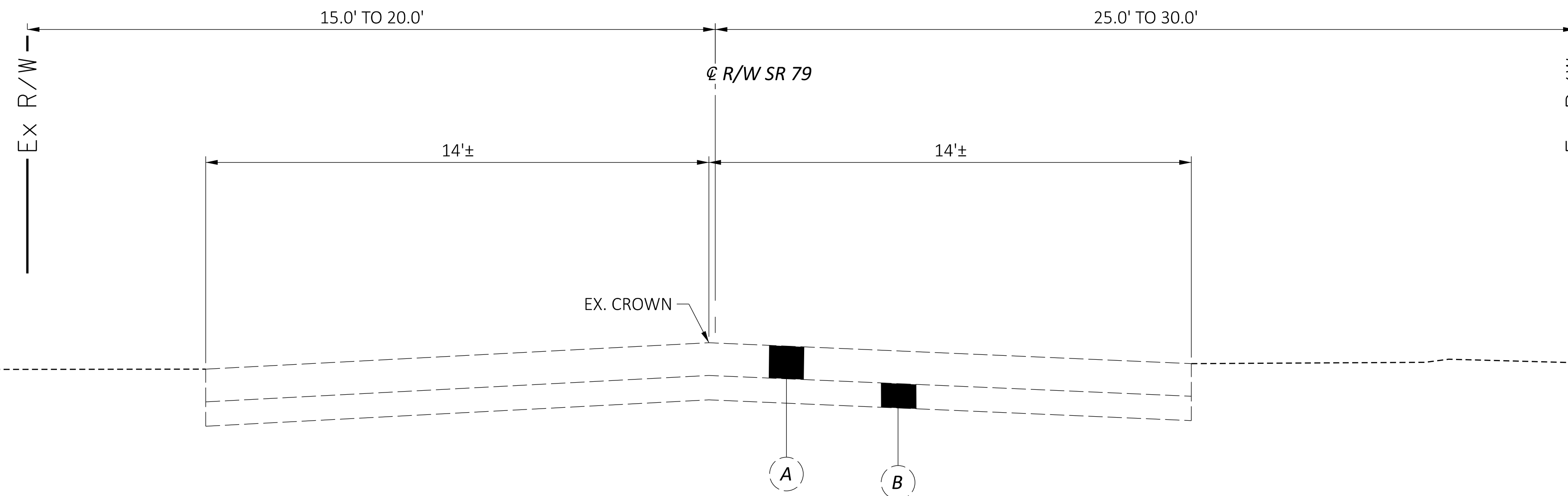
EXISTING LEGEND (SR79)

- (A) ASPHALT CONCRETE (11.4" AVG.)
- (B) AGGREGATE BASE (8.5" AVG.)

- (1) ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
- (2) ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)
- (3) ITEM 407 - NON-TRACKING TACK COAT
- (4) ITEM 301 - 6" ASPHALT CONCRETE BASE
- (5) ITEM 304 - AGGREGATE BASE

- (6) ITEM 204 - SUBGRADE COMPACTION
- (7) ITEM 609 - CURB, TYPE 6
- (8) ITEM 608 - 4" CONCRETE WALK
- (9) ITEM 659 - SEEDING AND MULCHING
- (10) ITEM 609 - CONCRETE MEDIAN

- (11) ITEM 609 - CURB, TYPE 10
- (12) ITEM 823 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)
- (13) ITEM 823 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
- (14) ITEM 605 - 6" BASEPIPE UNDERDRAINS
- (15) ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP



[A] STA. 202+31.88 TO STA. 203+35.51
 STA. 223+29.02 TO STA. 223+80.99

TYPICAL SECTIONS

LIC-SR79-3.28

MODEL: TYPICAL_1 PAPER SIZE: 34x22 (in.) DATE: 2/28/2025 TIME: 2:46:36 PM USER: ACasavant
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DESIGN AGENCY
OHM

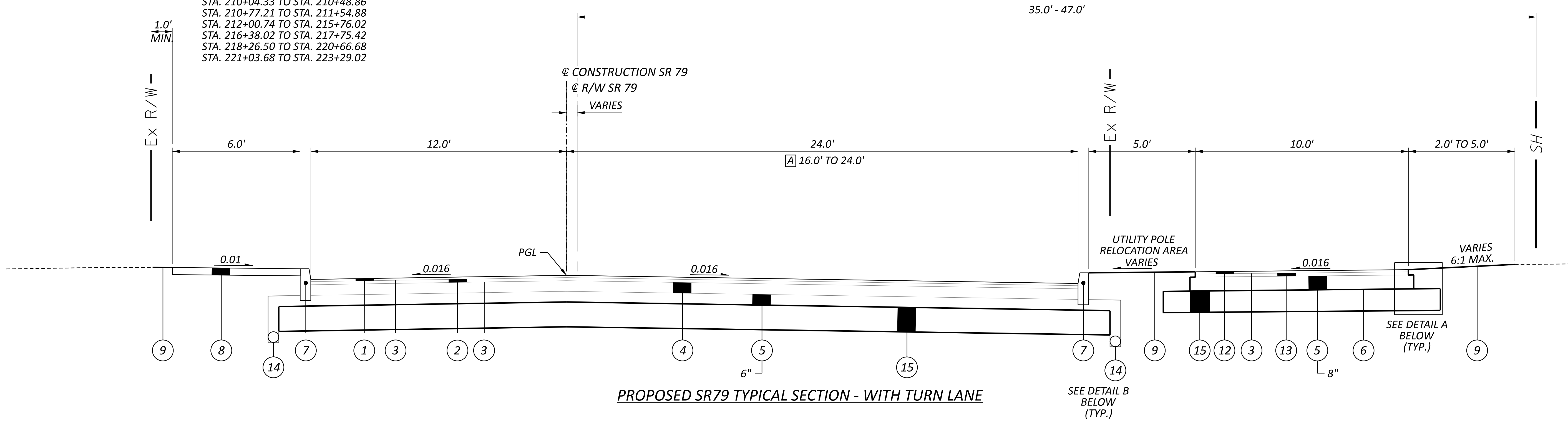
DESIGNER
 ARC

REVIEWER
 CLD 02/28/25

PROJECT ID
 117102

SHEET TOTAL
 P.3 | 79

APPLIES:
 STA. 203+35.51 TO STA. 204+57.55
 STA. 205+30.61 TO STA. 207+74.41
 STA. 208+43.09 TO STA. 209+72.26
 STA. 210+04.33 TO STA. 210+48.86
 STA. 210+77.21 TO STA. 211+54.88
 STA. 212+00.74 TO STA. 215+76.02
 STA. 216+38.02 TO STA. 217+75.42
 STA. 218+26.50 TO STA. 220+66.68
 STA. 221+03.68 TO STA. 223+29.02

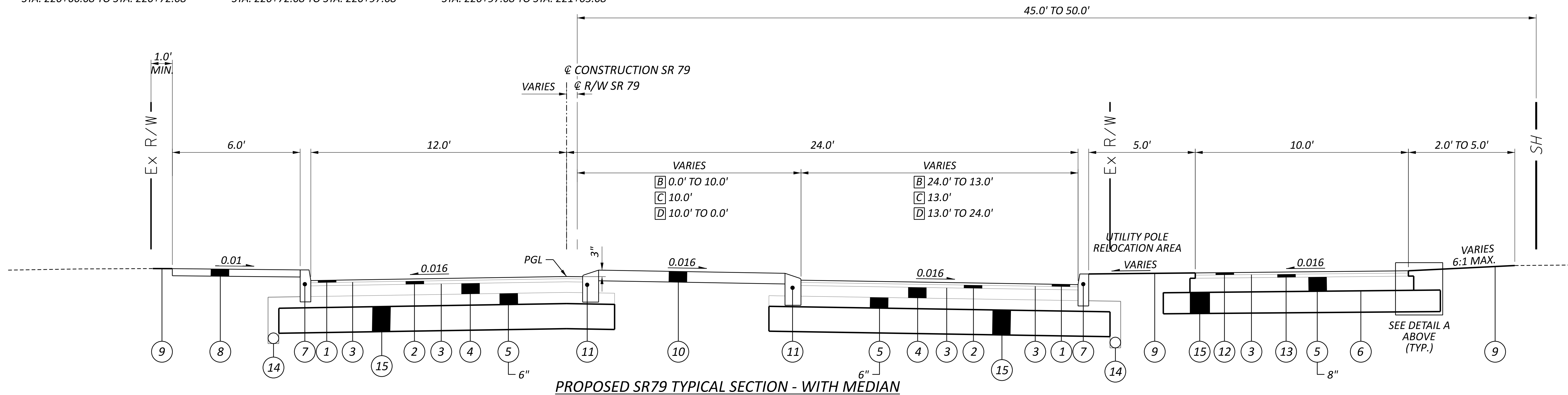
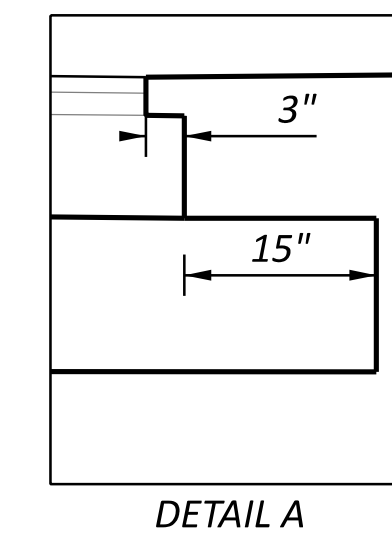
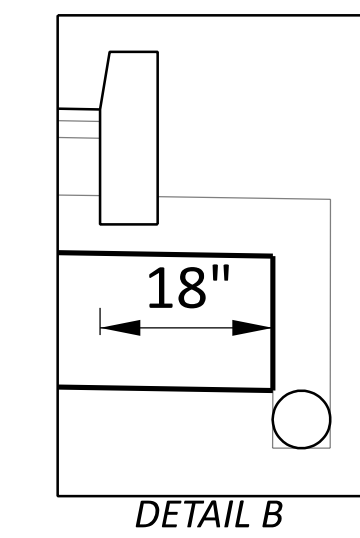


PROPOSED SR79 TYPICAL SECTION - WITH TURN LANE

B STA. 204+57.55 TO STA. 204+91.79
 STA. 207+71.41 TO STA. 208+01.98
 STA. 209+72.26 TO STA. 209+78.26
 STA. 210+48.86 TO STA. 210+55.50
 STA. 211+54.88 TO STA. 211+60.88
 STA. 215+76.02 TO STA. 215+82.02
 STA. 217+75.42 TO STA. 217+81.42
 STA. 220+66.68 TO STA. 220+72.68

C STA. 204+91.79 TO STA. 205+24.71
 STA. 208+01.98 TO STA. 208+12.54
 STA. 209+78.26 TO STA. 209+98.26
 STA. 210+55.50 TO STA. 210+71.21
 STA. 211+60.88 TO STA. 211+69.38
 STA. 215+82.02 TO STA. 216+32.02
 STA. 217+81.42 TO STA. 218+44.00
 STA. 220+72.68 TO STA. 220+97.68

D STA. 205+24.71 TO STA. 205+30.61
 STA. 208+12.54 TO STA. 208+43.09
 STA. 209+98.26 TO STA. 210+04.26
 STA. 210+71.21 TO STA. 210+77.21
 STA. 211+69.38 TO STA. 212+00.74
 STA. 216+32.02 TO STA. 216+38.02
 STA. 218+44.00 TO STA. 218+50.00
 STA. 220+97.68 TO STA. 221+03.68



PROPOSED SR79 TYPICAL SECTION - WITH MEDIAN

TYPICAL SECTIONS

LIC-SR79-3.28

MODEL: TYPICAL 2 PAPER SIZE: 34x22 (in.) DATE: 2/28/2025 TIME: 2:46:37 PM USER: ACasavant P:\6101_65010633230020_LIC-SR79-3.28_Buckeye_Lake\DOT\117102\400-Engineering\Roadway\Sheets\117102_GY001.dgn

DESIGN AGENCY



DESIGNER
ARC

REVIEWER
CLD 02/28/25

PROJECT ID
117102

SHEET TOTAL
P.4 79

UTILITIES

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

EVERSTREAM

240 NORTH 5TH STREET #168
COLUMBUS, OHIO 43215
ATTN: KANN KHAY
KKHAY@EVERSTREAM.COM

COLUMBIA GAS OF OHIO

2429 NORTH LINDEN AVENUE
ZANESVILLE, OHIO 43701
(740) 258-0701
ATTN: REAGAN RICHARDSON
REAGANRICHARDSON@NISOURCE.COM

NATIONAL GAS AND OIL COOPERATIVE

120 O'NEIL DRIVE
HEBRON, OHIO 43025
(740) 641-8751
ATTN: WILL POLING
WPOLING@THEENERGYCOOP.COM

WINDSTREAM COMMUNICATIONS

776 HOPEWELL DRIVE
HEATH, OHIO 43056
(740) 562-7685
ATTN:TROY KENILY
TROY.KENILY@WINDSTREAM.COM

LICKING COUNTY UTILITIES

4455C WALNUT ROAD
BUCKEYE LAKE, OHIO 43008
P.O. BOX 845
(740) 928-0302
ATTN: RYAN BROWN
RBROWN@LICKINGCOUNTY.GOV

AMERICAN ELECTRIC POWER (DISTRIBUTION)

38831 STATE ROUTE 7
REEDSVILLE, OHIO 45772
(740) 985-3054
ATTN: CLARKE SAUNDERS
CMSAUNDERS@AEP.COM

VILLAGE OF BUCKEYE LAKE

5192 WALNUT ROAD SE
BUCKEYE LAKE, OHIO 43008

AEP SOLUTION CENTER (SERVICES AND STREET LIGHTING)

1-800-277-2177

BRIGHTSPEED

RELOCATIONS@BRIGHTSPEED.COM

CENTURYLINK

250 W. OLD WILSON BRIDGE
SUITE 130
WORTHINGTON, OHIO 43085

HORIZON NETWORK PARTNERS

1123 GOODALE BOULEVARD
SUITE 550
COLUMBUS, OHIO 43212
(614) 353-4063
ATTN: DOUGAL BRAMMER
DOUGAL.BRAMMER@HORIZONCONNECTS.COM

SPECTRUM CABLE TV

737 HOWARD STREET
ZANESVILLE, OHIO 43701
(740) 541-2488
ATTN: CRAIG OMEN
CRAIG.OMEN@CHARTER.COM
PLANS TO SPECTRUM:
DLMOHCONSTRUCTIONNEWARK@CHARTER.COM
DL-MOH-CONSTRUCTION-FRELO-TEAM@CHARTER.COM

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.

ROUNDING

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

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF _____ AND _____. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE 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: ODOT VRS
MONUMENT TYPE: 5/8" X 30" Iron Rebar with Red ID Cap

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: Geoid 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS 80
MAP PROJECTION: Licking County LDP
COORDINATE SYSTEM: Lambert Conformal Conic 1 Parallel
COMBINED SCALE FACTOR: 1.000041
ORIGIN OF COORDINATE SYSTEM: 100000 meters, 50000 meters

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.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 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

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"	_____	_____	_____
30"	_____	_____	_____
48"	_____	_____	_____
60"	_____	_____	_____

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET NO. ____ FOR ADDITIONAL INFORMATION.

ITEM 204 - PROOF ROLLING _____ HOUR.

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	_____ EACH
659, TOPSOIL	_____ CU. YD.
659, SEEDING AND MULCHING	_____ SQ. YD.
659, REPAIR SEEDING AND MULCHING	_____ SQ. YD.
659, INTER-SEEDING	_____ SQ. YD.
659, COMMERCIAL FERTILIZER	_____ TON
659, LIME	_____ ACRES
659, WATER	_____ M. GAL.
659, MOWING	_____ M. SQ.FT.

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 204 - CHEMICALLY STABILIZED SUBGRADE

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

- SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
- SPREAD THE CHEMICAL UNIFORMLY ON THE SUBGRADE.
- IMMEDIATELY AFTER SPREADING THE CHEMICAL, MIX THE SOIL AND CHEMICAL ACCORDING TO CMS 206.05.B
- COMPACT THE SOIL ACCORDING TO C&MS 206.05.C.
- BY THE END OF EACH DAY, APPLY A CURING COAT PER CMS 206.05.D.
- PROOF ROLL THE STABILIZED AREAS ACCORDING TO CMS 206.05.E TO VERIFY STABILITY.
- PROTECT THE SUBGRADE ACCORDING TO CMS 206.05.F.
- FINE GRADE THE SUBGRADE ACCORDING TO CMS 206.05.C.

POST CONSTRUCTION STORM WATER TREATMENT

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



CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

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

REVIEW OF DRAINAGE FACILITIES

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

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

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

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

CAREFULLY REMOVE AND STORE ALL CASTINGS WITHIN THE RIGHT OF WAY FOR SALVAGE BY (DEPARTMENT) (CITY) (VILLAGE) (COUNTY) FORCES.

PAYMENT FOR ALL OF THE ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

GENERAL NOTES

DESIGN AGENCY



DESIGNER

ARC

REVIEWER

CLD 02/28/25

PROJECT ID

117102

SHEET TOTAL

P.6 | 79

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

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.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC 540 SQ. YD.

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.

SEQUENCE OF CONSTRUCTION

PHASE 1
EXISTING PAVEMENT AND TEMPORARY PAVEMENT WILL BE UTILIZED ALONG THE NORTH SIDE OF THE ROADWAY TO MAINTAIN TRAFFIC IN EACH DIRECTION. TEMPORARY PAVEMENT IS TO BE CONSTRUCTED ALONG THE NORTH EDGE OF PAVEMENT TO PROVIDE SUFFICIENT WIDTH FOR TRAFFIC. WHILE TRAFFIC IS MAINTAINED IN THE EXISTING LANES OF THE ROADWAY, THE SOUTH SIDE OF THE PROJECT WILL BE UNDER CONSTRUCTION. IN THE WORK AREA, THE WIDENING AND LANE ADDITION, MULTI-USE PATH, DRIVEWAYS, CURB RAMPS, AND INTERSECTIONS WILL BE CONSTRUCTED.

PHASE 2A
TWO-WAY ONE-LANE TRAFFIC IS TO BE MAINTAINED ON THE NORTH SIDE OF THE EXISTING PAVEMENT NEAR SPRINGER STREET BY UTILIZING WORK ZONE SIGNALS ON BOTH ENDS OF THE PROPOSED WORK AS PER SCD MT-96.11. FULL DEPTH WIDENED AND RECONSTRUCTED PAVEMENT SHALL BE CONSTRUCTED UP TO AND INCLUDING THE ASPHALT INTERMEDIATE COURSE. CONSTRUCT WORK AS SHOWN ON THE PLAN SHEETS.

PHASE 2B
TWO-WAY ONE-LANE TRAFFIC IS TO BE MAINTAINED ON THE SOUTH SIDE OF THE EXISTING PAVEMENT NEAR SPRINGER STREET BY UTILIZING WORK ZONE SIGNALS ON BOTH ENDS OF THE PROPOSED WORK AS PER SCD MT-96.11. FULL DEPTH WIDENED AND RECONSTRUCTED PAVEMENT SHALL BE CONSTRUCTED UP TO AND INCLUDING THE ASPHALT INTERMEDIATE COURSE. CONSTRUCT WORK AS SHOWN ON THE PLAN SHEETS.

SEQUENCE OF CONSTRUCTION

PHASE 3
THE EXISTING PAVEMENT IN THE CENTER LANE (FORMERLY THE SOUTHERN LANE) AND THE NEWLY CONSTRUCTED SOUTH LANE WILL BE UTILIZED TO MAINTAIN TRAFFIC IN EACH DIRECTION. THE WORK AREA WILL BE ALONG THE NORTH SIDE OF THE PROJECT TO CONSTRUCT THE PAVEMENT, WALK, DRIVEWAYS, CURB RAMPS, AND INTERSECTIONS.

PHASE 4
THE NEWLY CONSTRUCTED NORTHERN LANE WILL BE UTILIZED TO MAINTAIN WESTBOUND TRAFFIC, WITH A DIRECTIONAL DETOUR PUT IN PLACE FOR EASTBOUND TRAFFIC DURING WORKING HOURS. OUTSIDE OF WORKING HOURS, THE SOUTHERN LANE WILL BE OPENED TO EASTBOUND TRAFFIC. DURING THIS PHASE THE CENTER LANE AND MEDIANS WILL BE CONSTRUCTED.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) _____ OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMODATE 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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN ASSUMING XX PCMS SIGN(S) FOR XX MONTH(S) XX SNMT

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

NO TRENCH SHALL BE LEFT OPEN OVERNIGHT. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE CENTER LINE 0.9 MILE
ITEM 614, WORK ZONE EDGE LINE 3.6 MILE

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

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

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

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.

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

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY OR BI-DIRECTIONAL)	XXXX EACH
ITEM 614, OBJECT MARKER, TWO-WAY	XXXX EACH
ITEM 614, INCREASED BARRIER BELINEATION	XXXX FEET

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

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

DUST CONTROL

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

ITEM 616, WATER	15 M. GAL.
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ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

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

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

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

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

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

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

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

ITEM SPECIAL, WORK ZONE TRAFFIC SIGNAL

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, ADJUST, AND SUBSEQUENTLY REMOVE A WORK ZONE TRAFFIC SIGNAL INSTALLATION FOR MAINTAINING TRAFFIC AS SHOWN IN THE PLANS. THE INSTALLATION SHALL BE IN COMPLIANCE WITH THE LATEST C&MS AND VARIOUS STANDARD CONSTRUCTION DRAWINGS LISTED THROUGHOUT THE PLANS.

THE WORK ZONE TRAFFIC SIGNAL INSTALLATION SHALL BE TWO-PHASE FIXED-TIMING FOR THE MAINLINE ROAD WITH AN ADDITIONAL TRAFFIC ACTUATED PHASE FOR THE SIDE ROAD. SEE STANDARD DRAWING MT-96.26 FOR FURTHER INFORMATION. NON-INTRUSIVE VEHICLE DETECTORS MAY BE USED INSTEAD OF LOOP DETECTORS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF AND PAYMENT FOR ELECTRIC POWER FROM THE LOCAL UTILITY OR FOR PROVIDING AND MAINTAINING A GENERATOR FOR THE WORK ZONE SIGNAL INSTALLATION.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM SPECIAL, WORK ZONE TRAFFIC SIGNAL.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

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

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

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

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

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION;
AND,
AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

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

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
 - THE ACTIVE WORK AREA Laterally CLOSEst TO THE OPEN TRAVELED LANE; OR
 - OTHER LOCATION AS APPROVED BY THE ENGINEER.
- THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

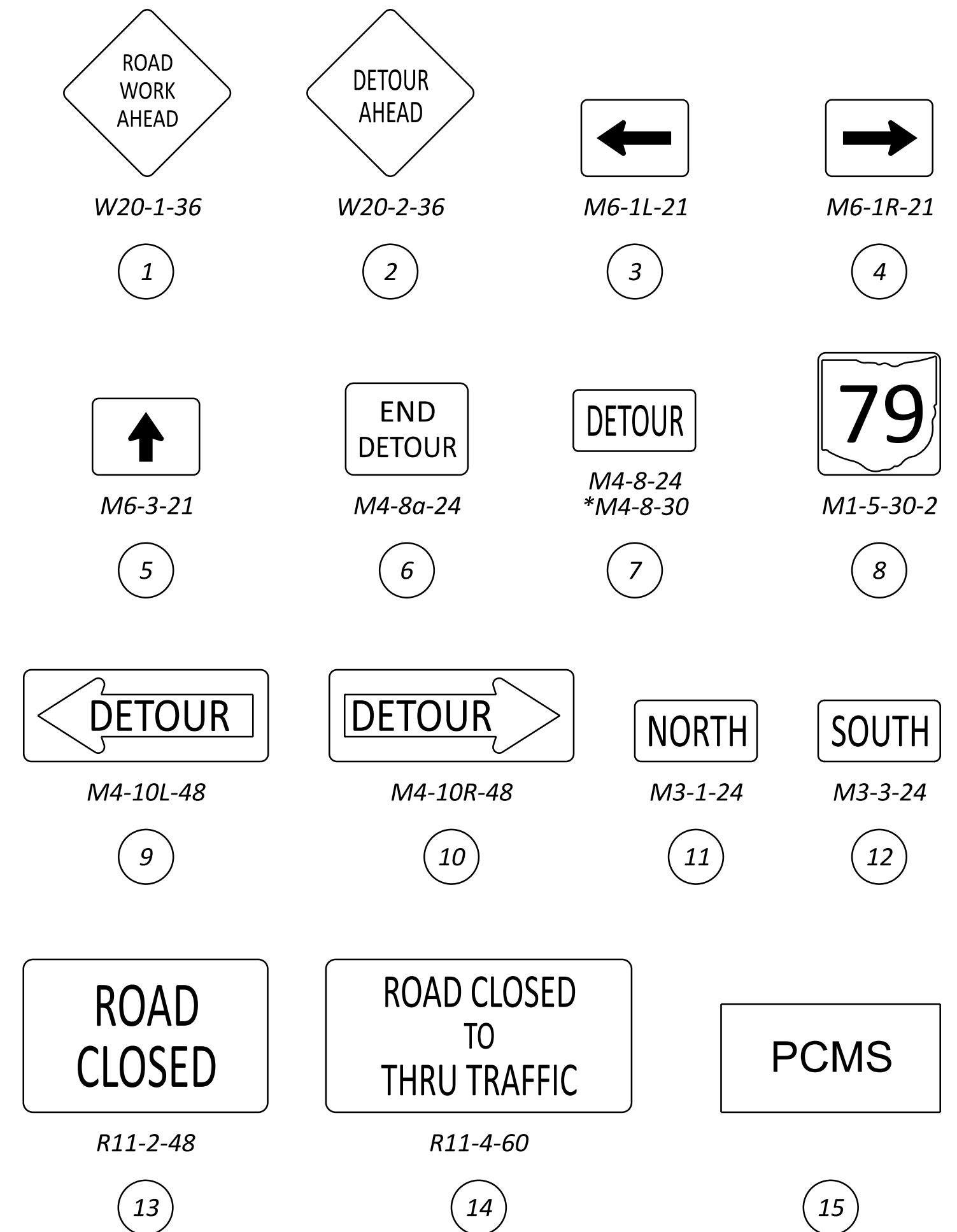
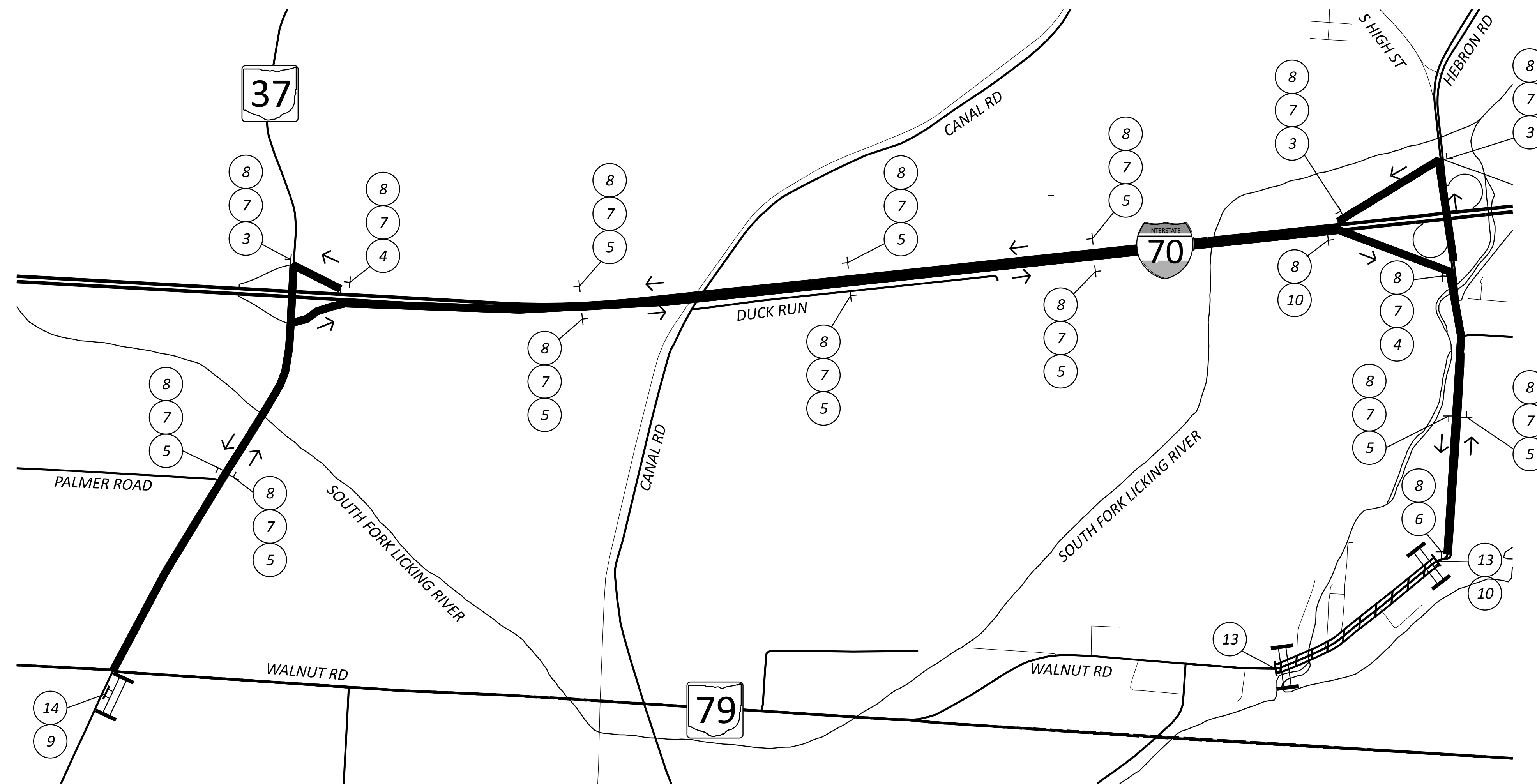
THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	XXXX HOURS
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THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

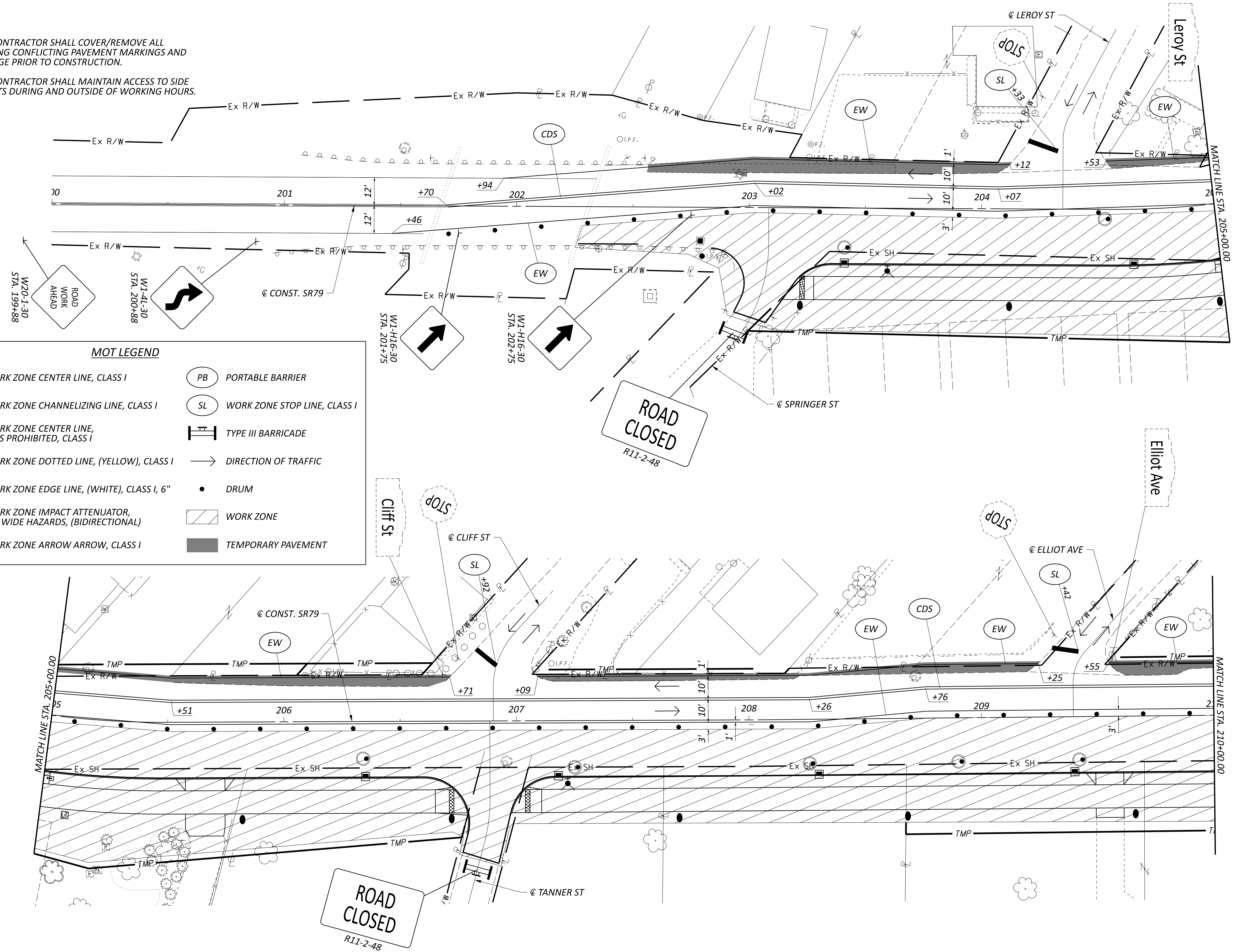
ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.



LEGEND			
	DETOUR ROUTE		SIGN
	CLOSURE AREA		TYPE 3 BARRICADE
	TRAFFIC FLOW		

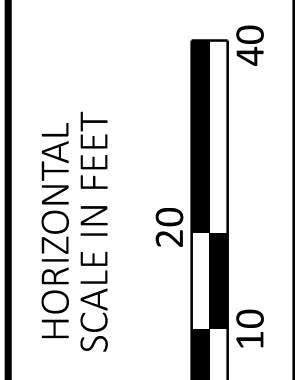


- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.



MOT LEGEND

CDS	WORK ZONE CENTER LINE, CLASS I	PB	PORTABLE BARRIER
CH	WORK ZONE CHANNELIZING LINE, CLASS I	SL	WORK ZONE STOP LINE, CLASS I
CPP	WORK ZONE CENTER LINE, PASS PROHIBITED, CLASS I		TYPE III BARRICADE
DY	WORK ZONE DOTTED LINE, (YELLOW), CLASS I		DIRECTION OF TRAFFIC
EW	WORK ZONE EDGE LINE, (WHITE), CLASS I, 6"		DRUM
IA	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)		WORK ZONE
LA	WORK ZONE ARROW ARROW, CLASS I		TEMPORARY PAVEMENT



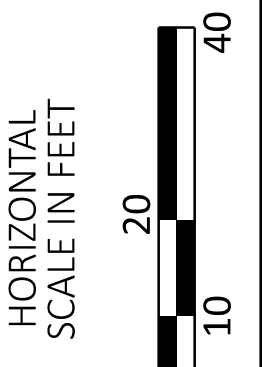
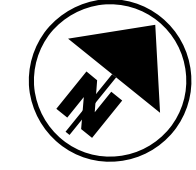
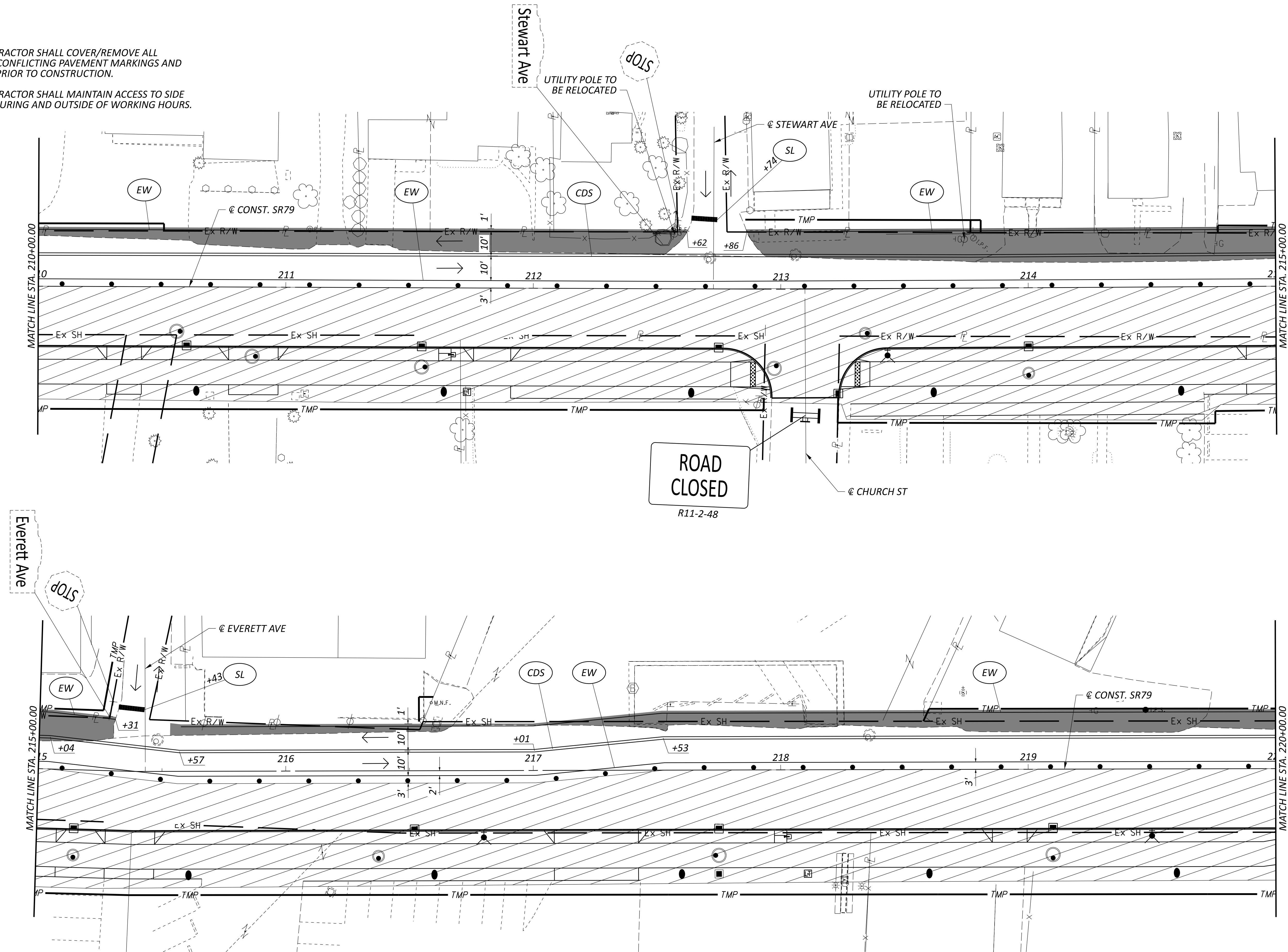
**MAINTENANCE OF TRAFFIC PLAN
 PHASE 1 - BEGIN TO STA. 210+00**

DESIGN AGENCY



DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.10	79

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.



MAINTENANCE OF TRAFFIC PLAN
PHASE 1 - STA. 210+00 TO STA. 220+00

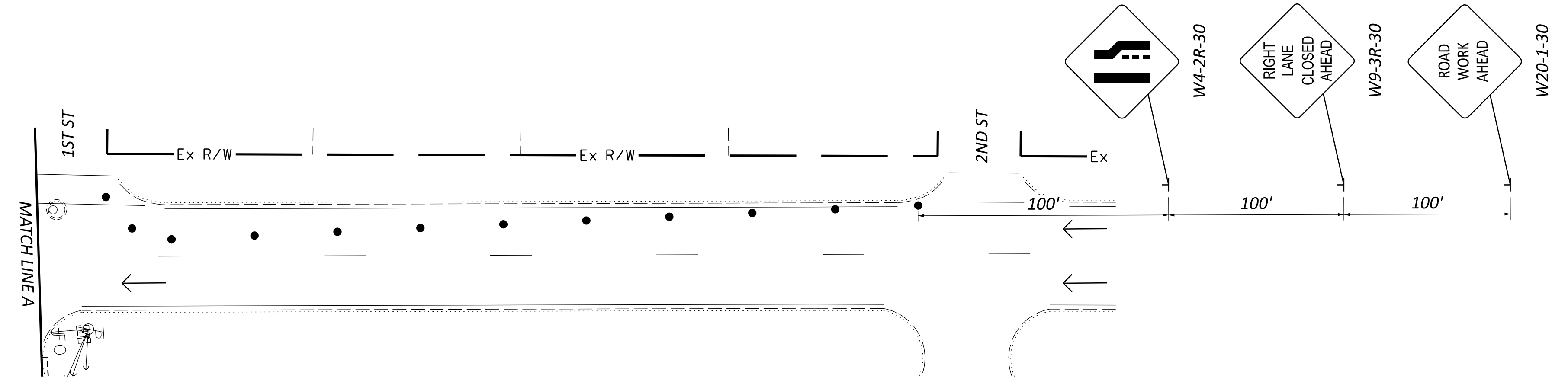
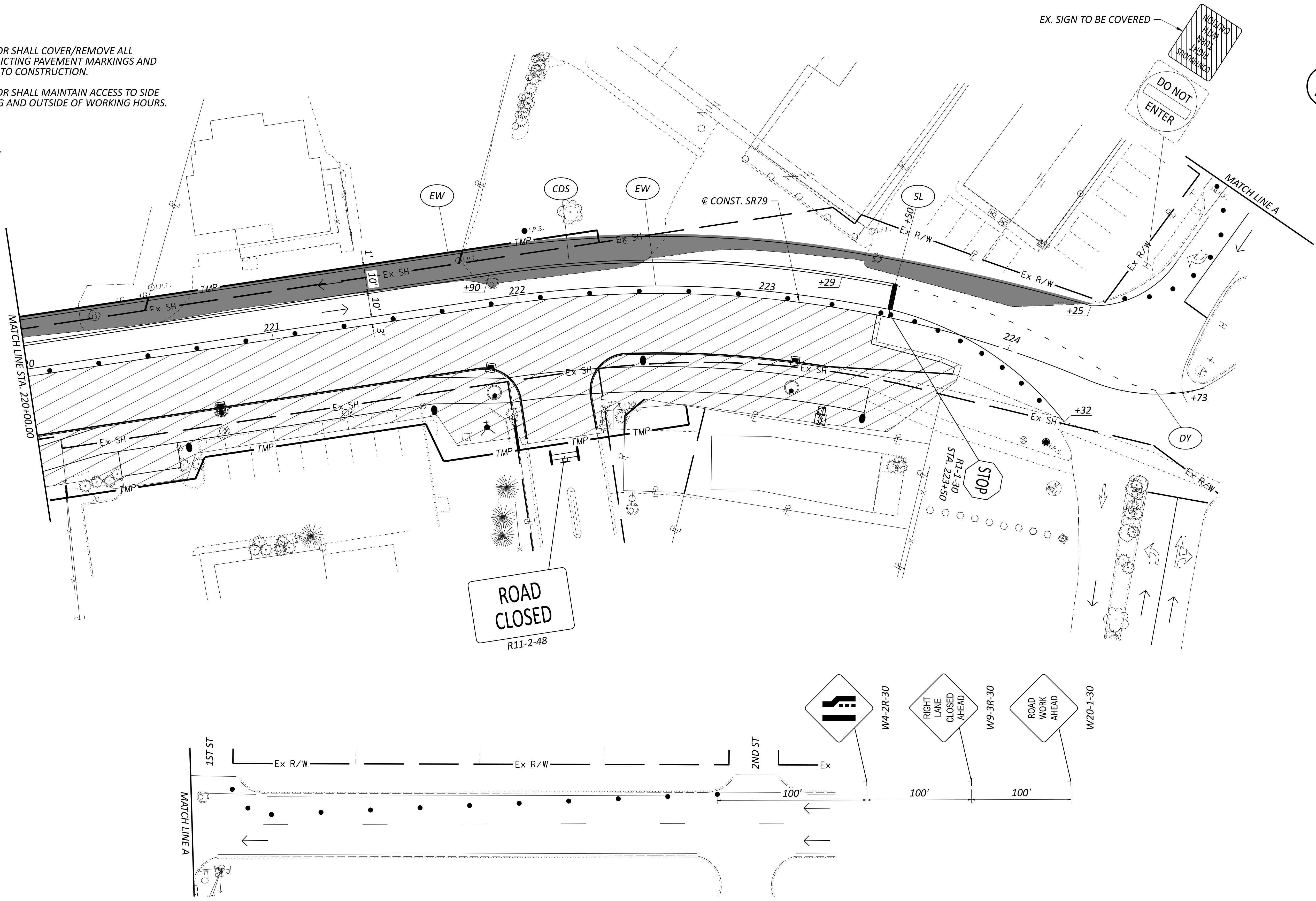
DESIGN AGENCY



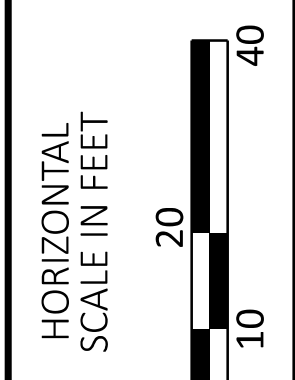
DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.11	79

SEE SHEET P.9 FOR MOT LEGEND

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.



SEE SHEET P.9 FOR MOT LEGEND



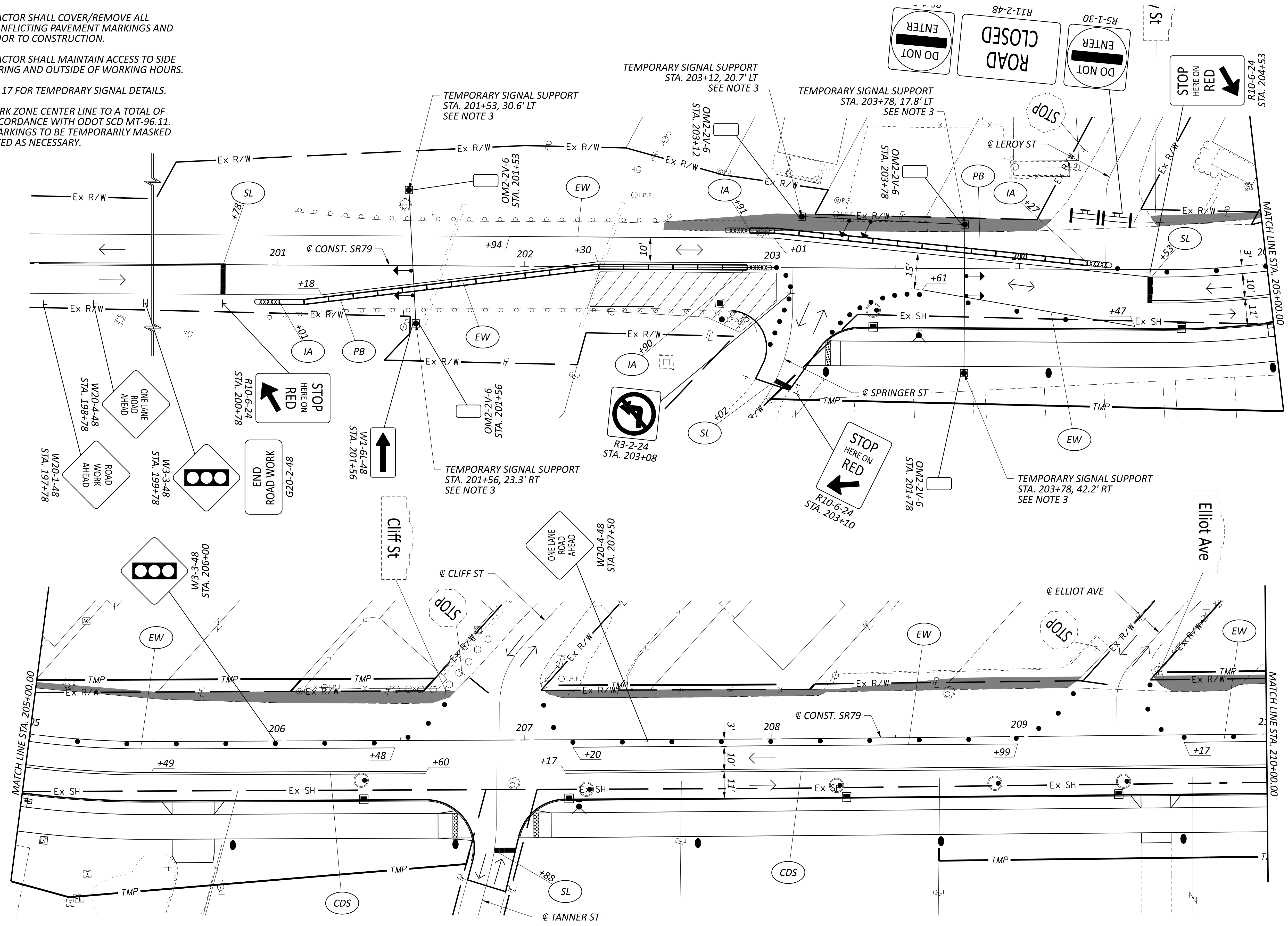
MAINTENANCE OF TRAFFIC PLAN
PHASE 1 - STA. 220+00 TO END

DESIGN AGENCY

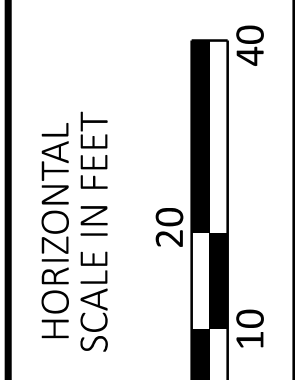


DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.12	79

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.
 3. SEE SHEET P.17 FOR TEMPORARY SIGNAL DETAILS.
 4. EXTEND WORK ZONE CENTER LINE TO A TOTAL OF 500FT IN ACCORDANCE WITH ODOT SCD MT-96.11. EXISTING MARKINGS TO BE TEMPORARILY MASKED AND REPLACED AS NECESSARY.



SEE SHEET P.10 FOR MOT LEGEND



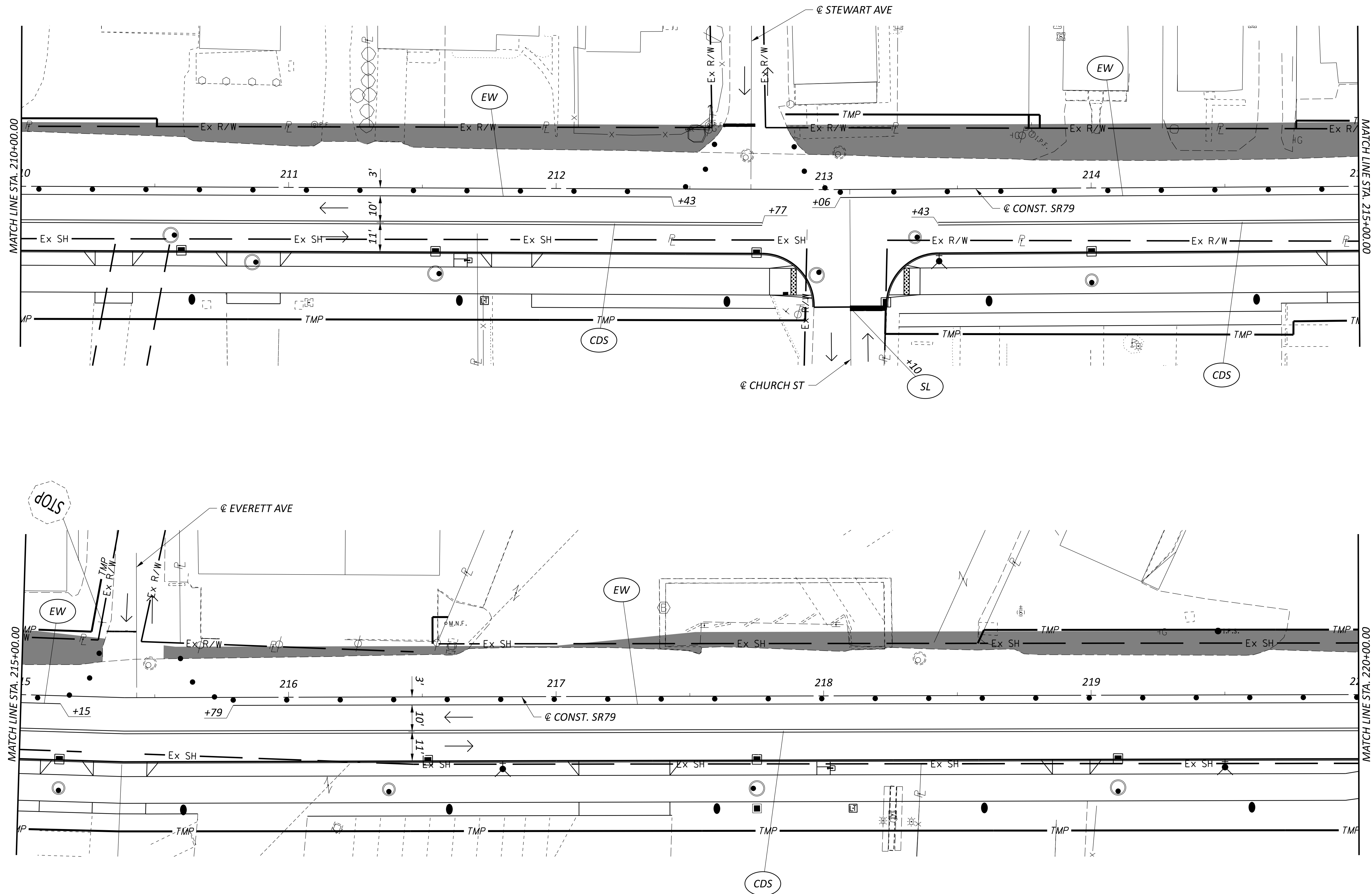
**MAINTENANCE OF TRAFFIC PLAN
 PHASE 2A - BEGIN TO STA. 210+00**

DESIGN AGENCY

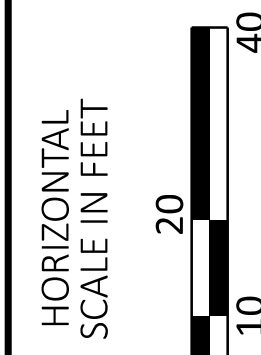


DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.12	79

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.



SEE SHEET P.10 FOR MOT LEGEND



MAINTENANCE OF TRAFFIC PLAN
 PHASE 2A - STA. 210+00 TO STA. 220+00

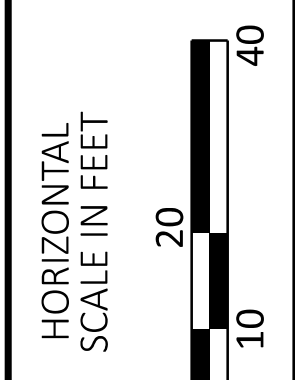
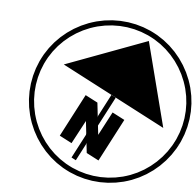
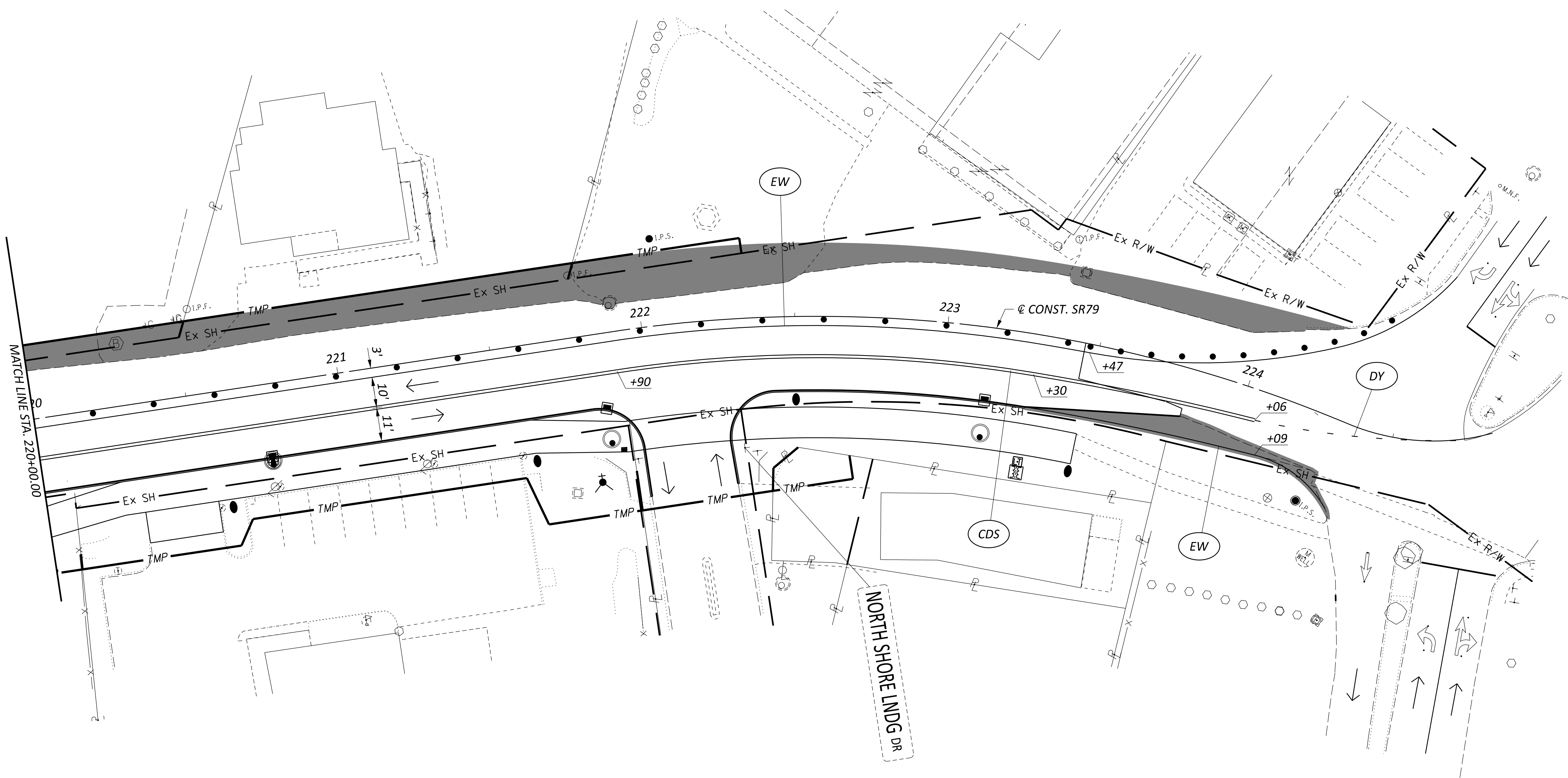
DESIGN AGENCY



DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.14	79

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.

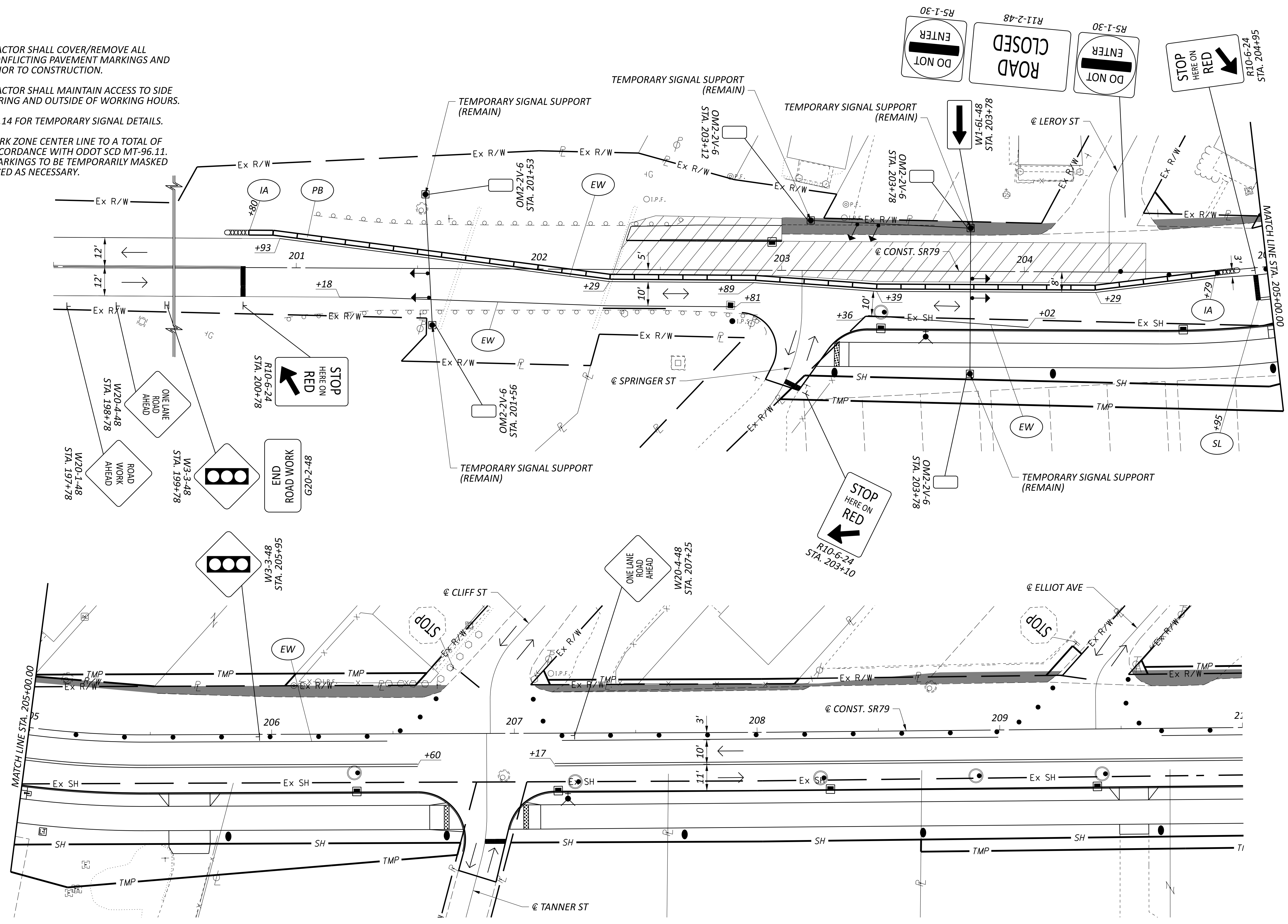
SEE SHEET P.10 FOR MOT LEGEND



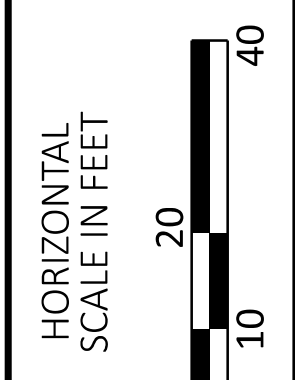
**MAINTENANCE OF TRAFFIC PLAN
 PHASE 2A - STA. 220+00 TO END**

DESIGN AGENCY	
DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.15	79

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.
 3. SEE SHEET P.14 FOR TEMPORARY SIGNAL DETAILS.
 4. EXTEND WORK ZONE CENTER LINE TO A TOTAL OF 500FT IN ACCORDANCE WITH ODOT SCD MT-96.11. EXISTING MARKINGS TO BE TEMPORARILY MASKED AND REPLACED AS NECESSARY.



SEE SHEET P.9 FOR MOT LEGEND



**MAINTENANCE OF TRAFFIC PLAN
 PHASE 2B - BEGIN TO STA. 210+00**

DESIGN AGENCY



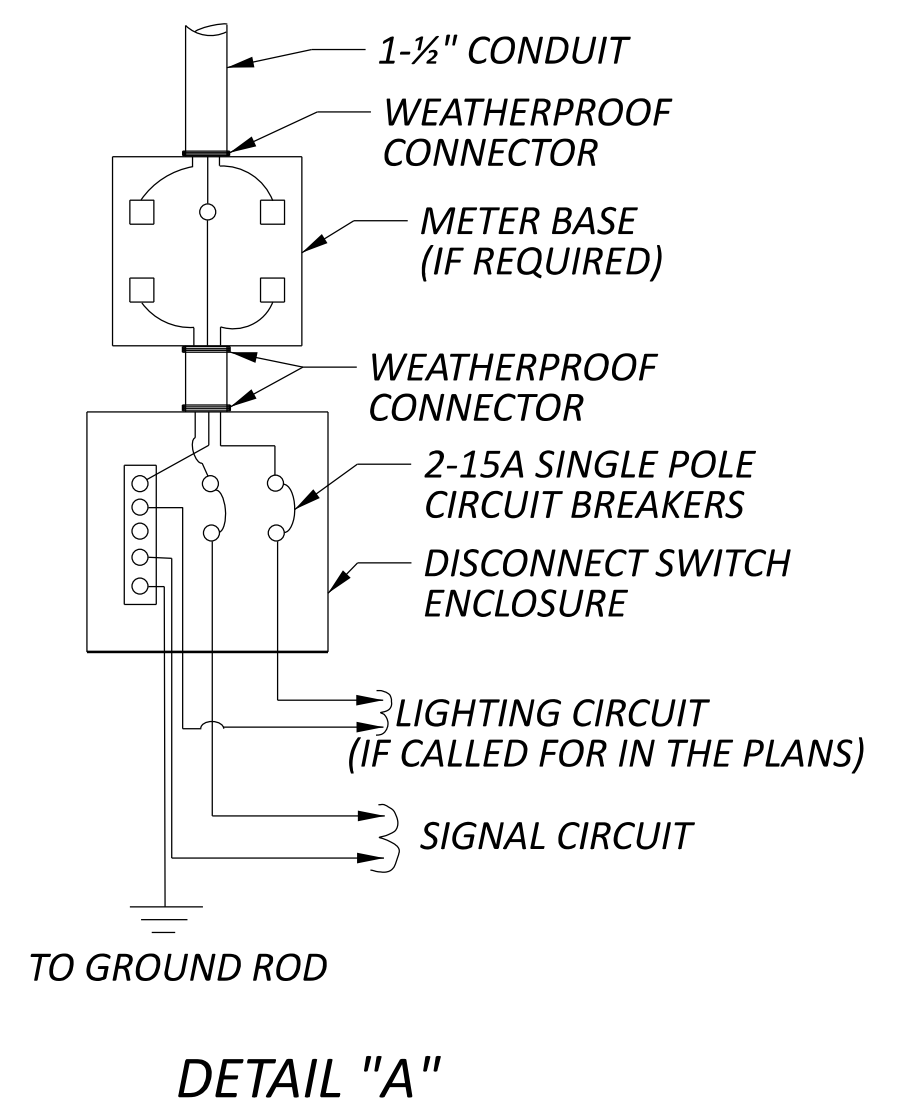
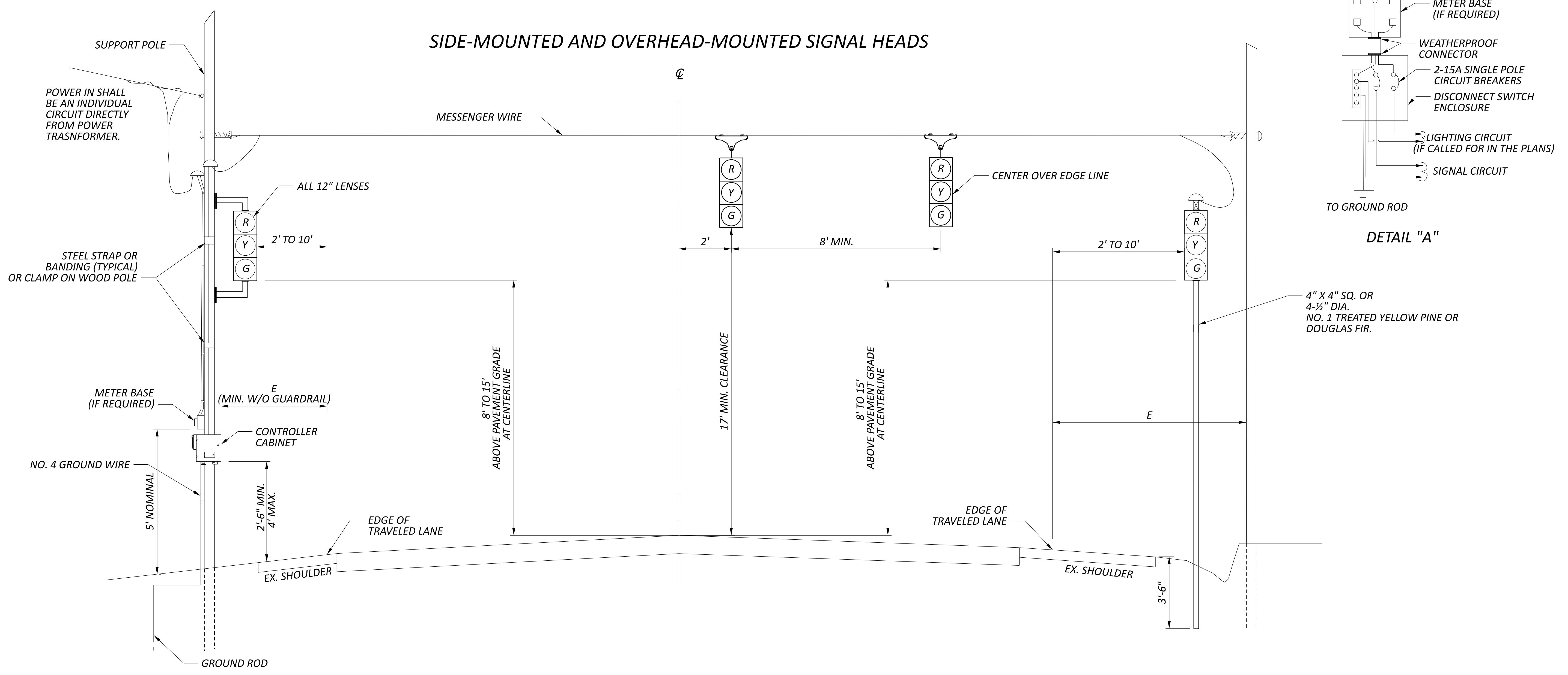
DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	P.16
TOTAL	79

PHASE INTERVAL	1 (SR 79 EB)			2 (SR 79 WB)			3 (SPRINGER ST)		
	1	2	3	4	5	6	7	8	9
TIMING	29	3	13	24	3	13	6	3	6

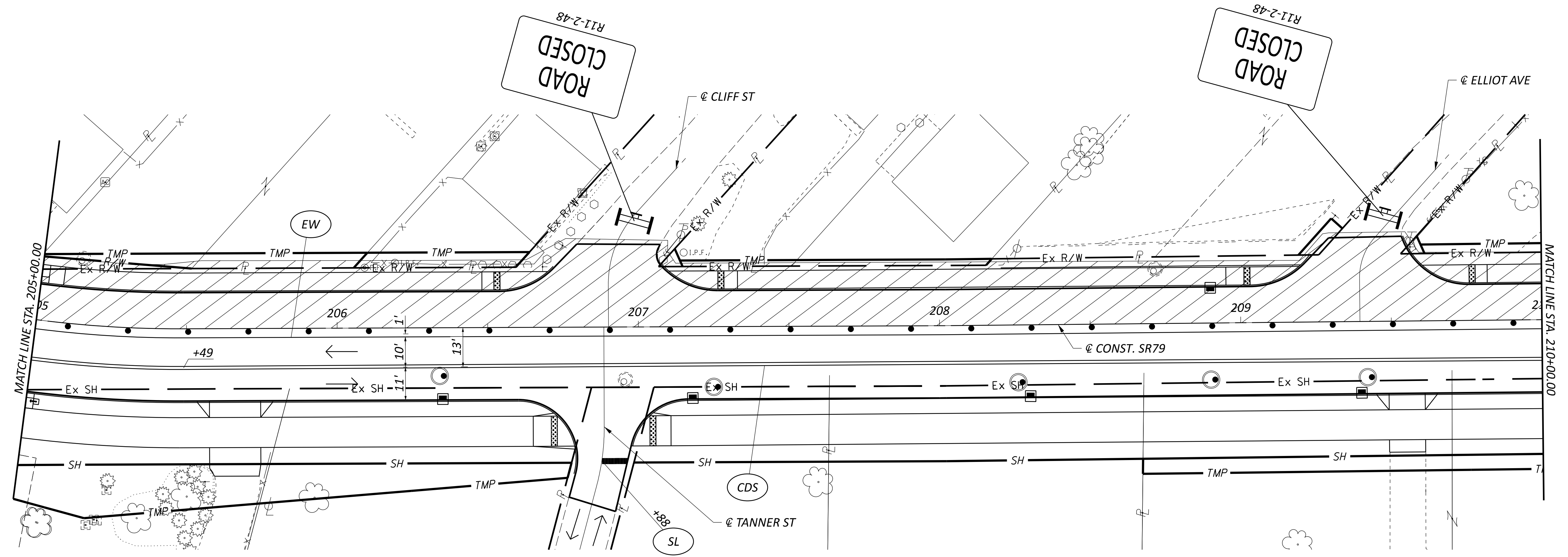
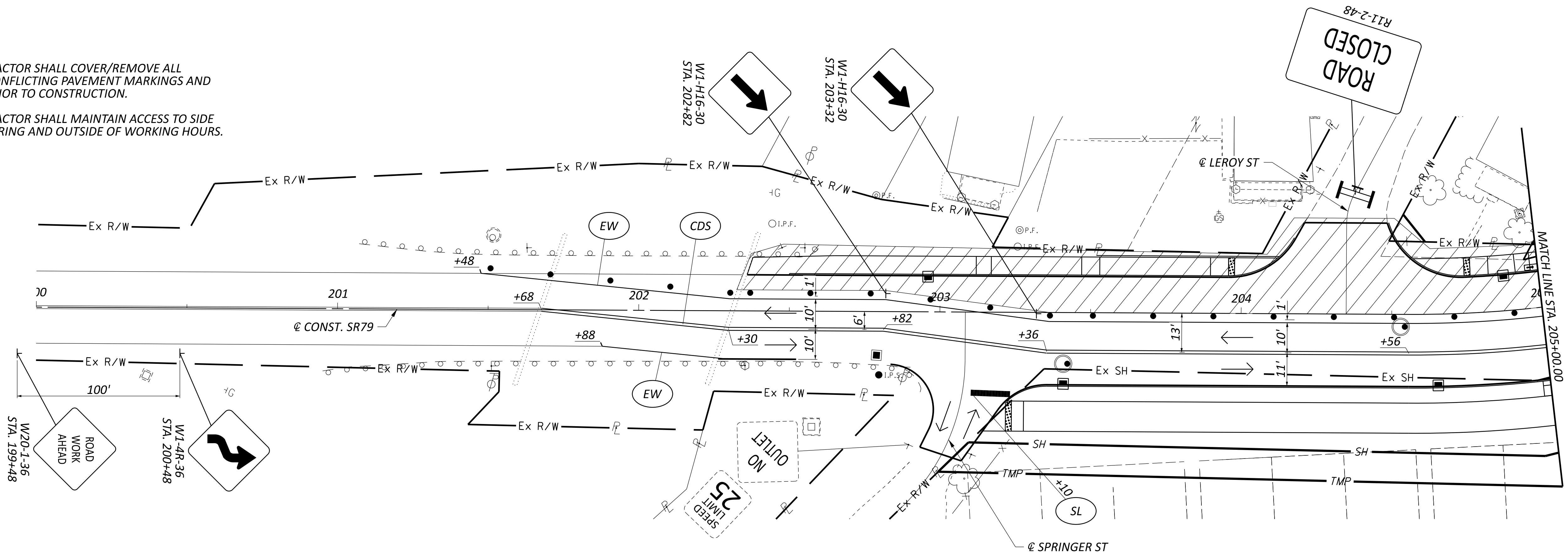
← TWO-PHASE ACTUATED PHASING →
← PHASING FOR ACTUATED SIDE-STREET →

SIGNAL TIMING DIAGRAM

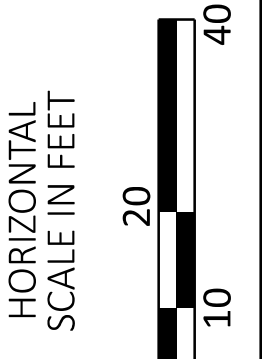
SIDE-MOUNTED AND OVERHEAD-MOUNTED SIGNAL HEADS



- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.



SEE SHEET P.9 FOR MOT LEGEND



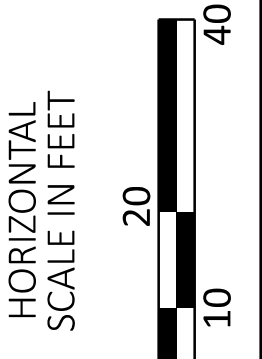
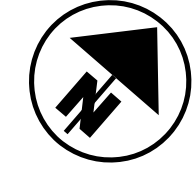
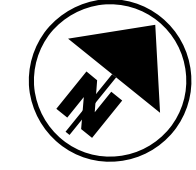
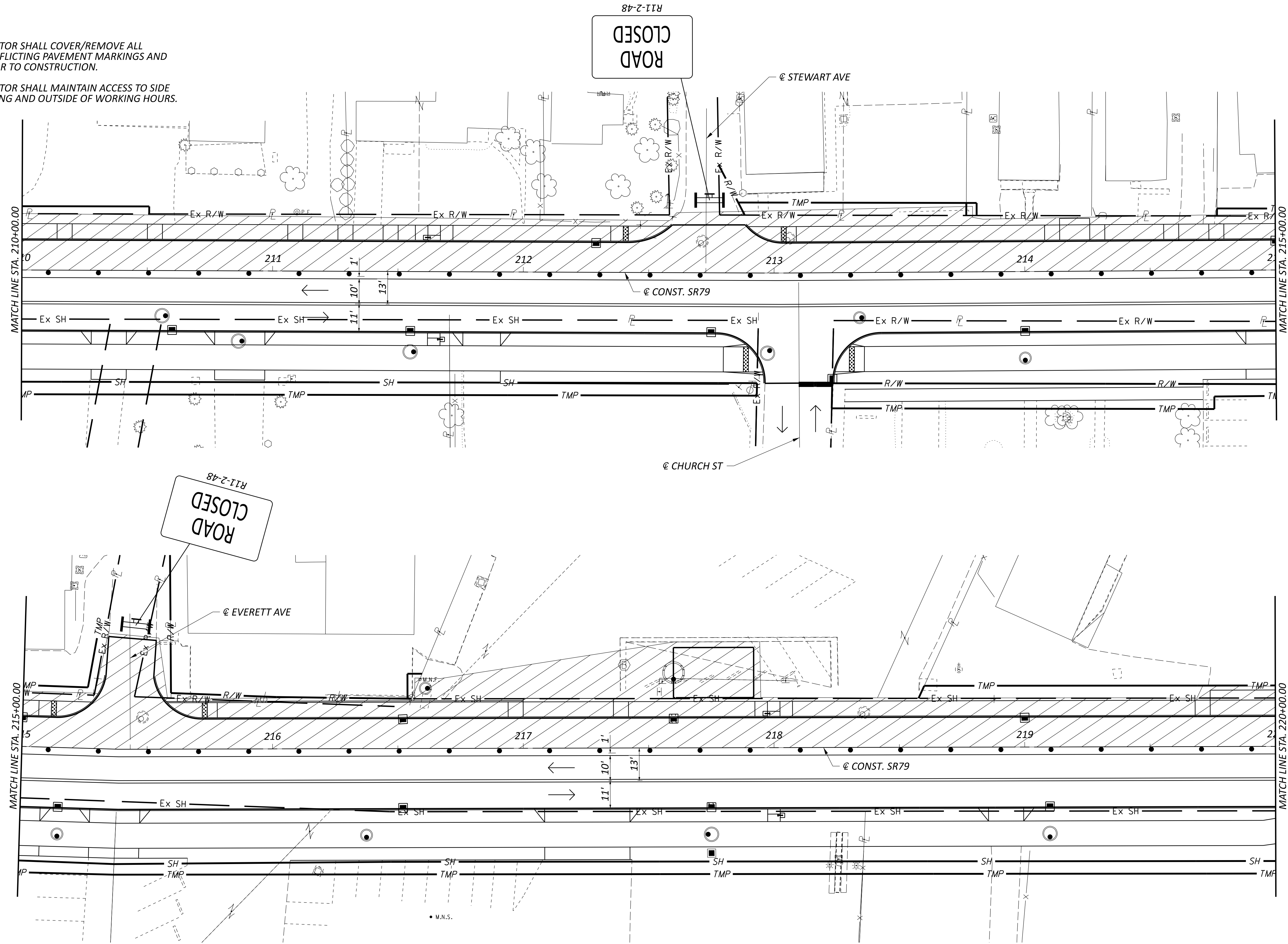
**MAINTENANCE OF TRAFFIC PLAN
 PHASE 3 - BEGIN TO STA. 210+00**

DESIGN AGENCY



DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.18	79

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.



MAINTENANCE OF TRAFFIC PLAN
PHASE 3 - STA. 210+00 TO STA. 220+00

DESIGN AGENCY



DESIGNER
BMM

REVIEWER
 JWG 02/28/25

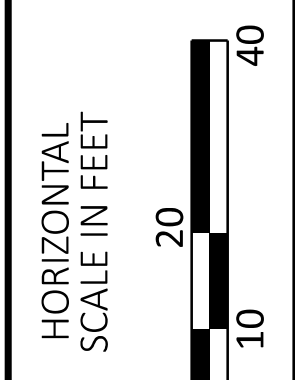
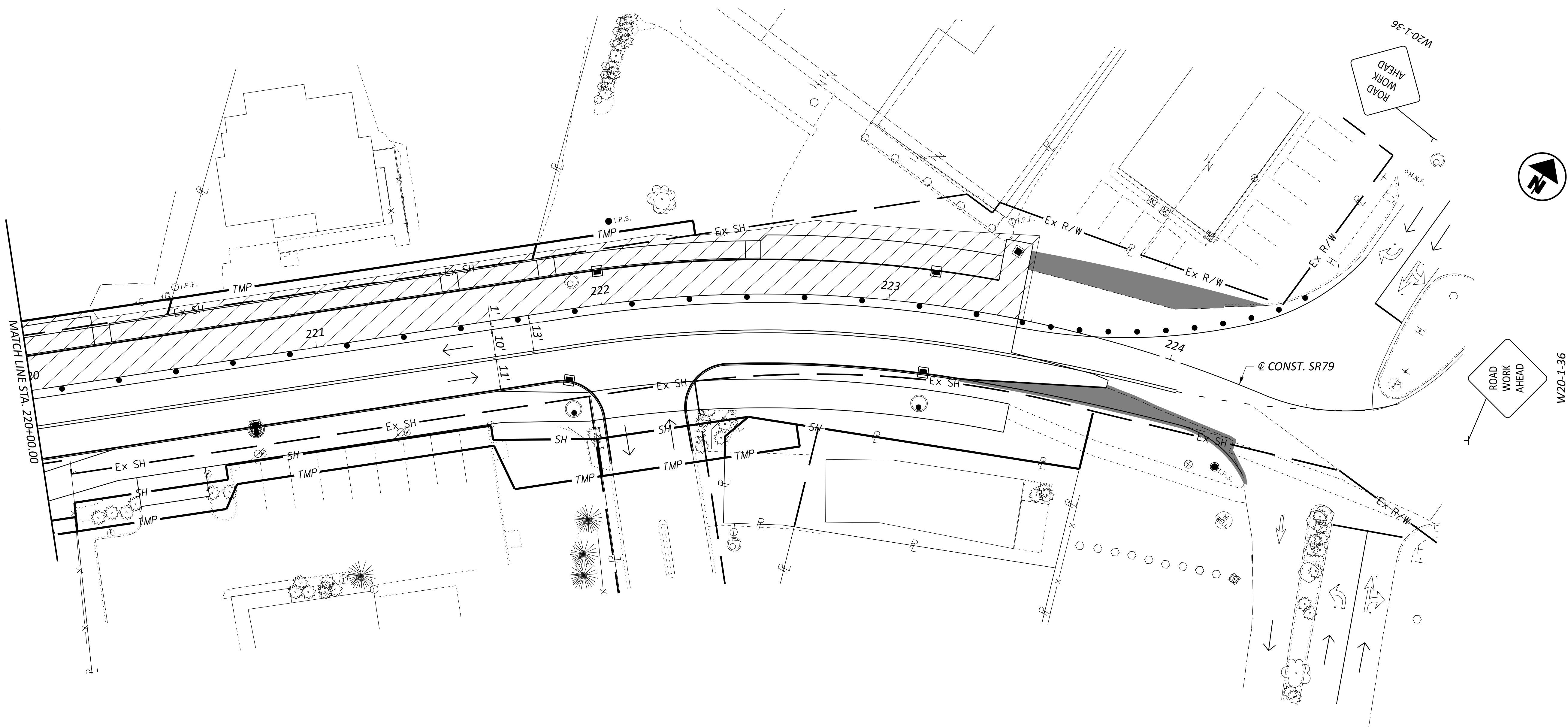
PROJECT ID
 117102

SHEET	TOTAL
P.19	79

SEE SHEET P.9 FOR MOT LEGEND

SEE SHEET P.9 FOR MOT LEGEND

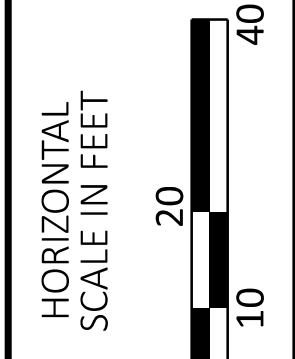
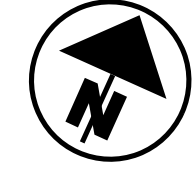
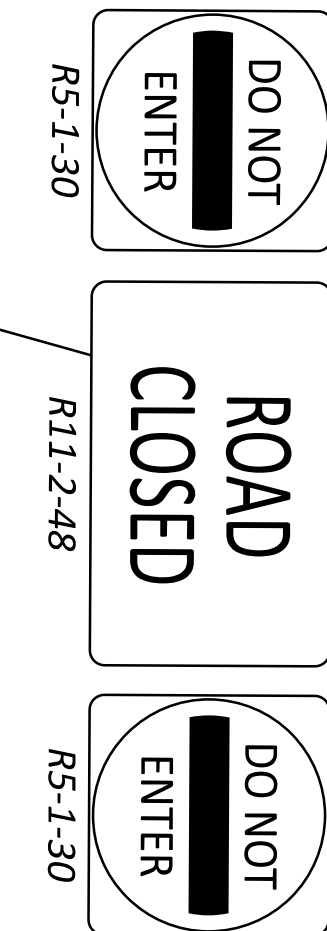
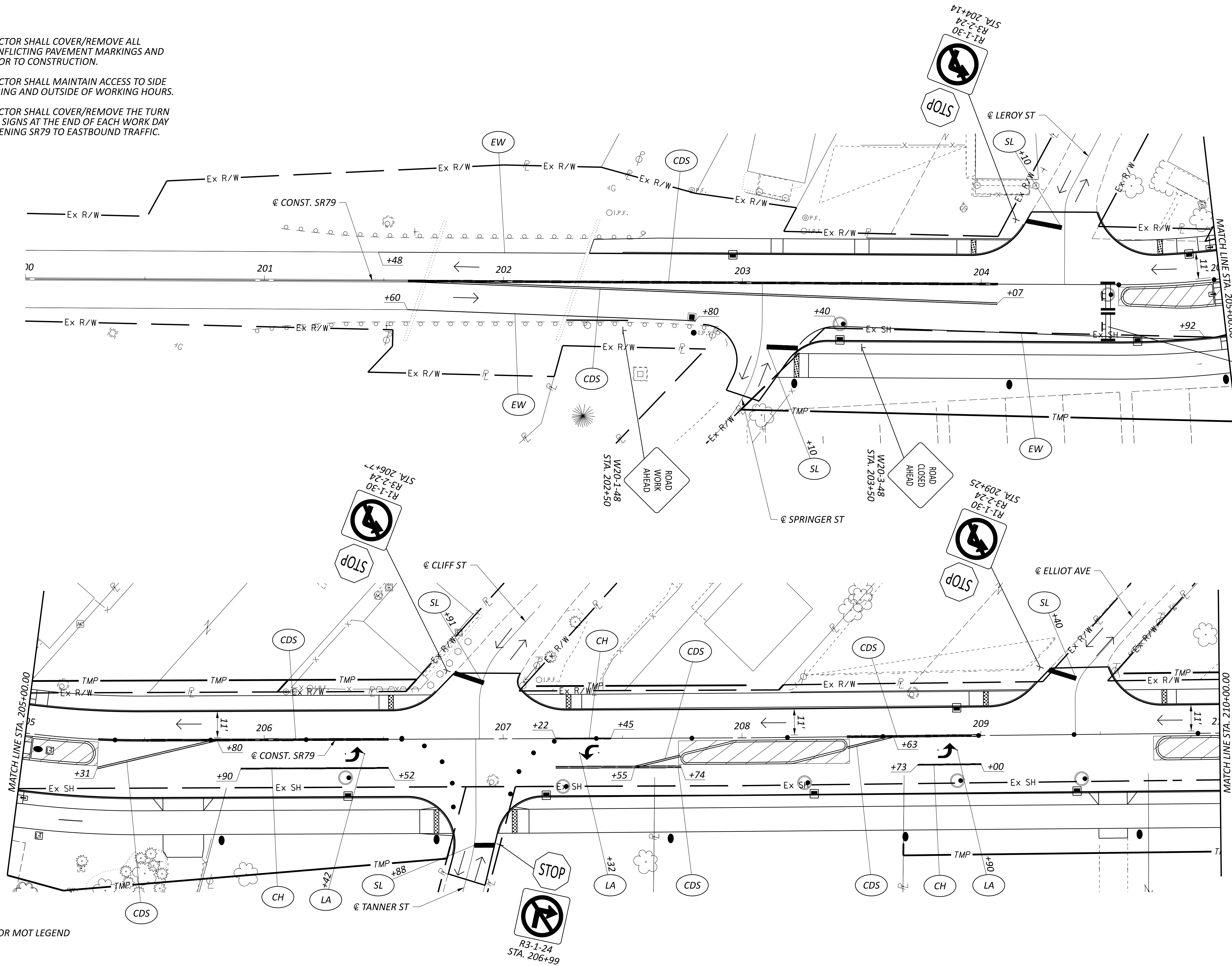
- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.



**MAINTENANCE OF TRAFFIC PLAN
 PHASE 3 - STA. 220+00 TO END**

DESIGN AGENCY	
OHM	
DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.20	79

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.
 3. THE CONTRACTOR SHALL COVER/REMOVE THE TURN RESTRICTION SIGNS AT THE END OF EACH WORK DAY PRIOR TO OPENING SR79 TO EASTBOUND TRAFFIC.



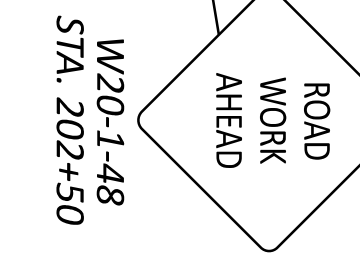
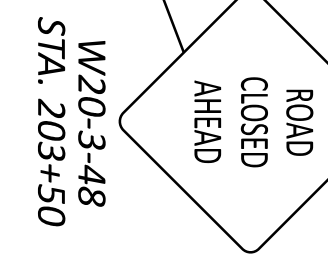
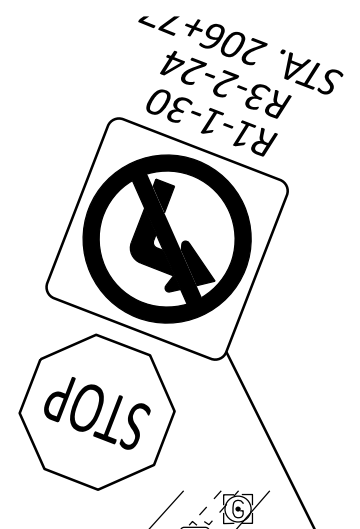
**MAINTENANCE OF TRAFFIC PLAN
 PHASE 4 - BEGIN TO STA. 210+00**

DESIGN AGENCY



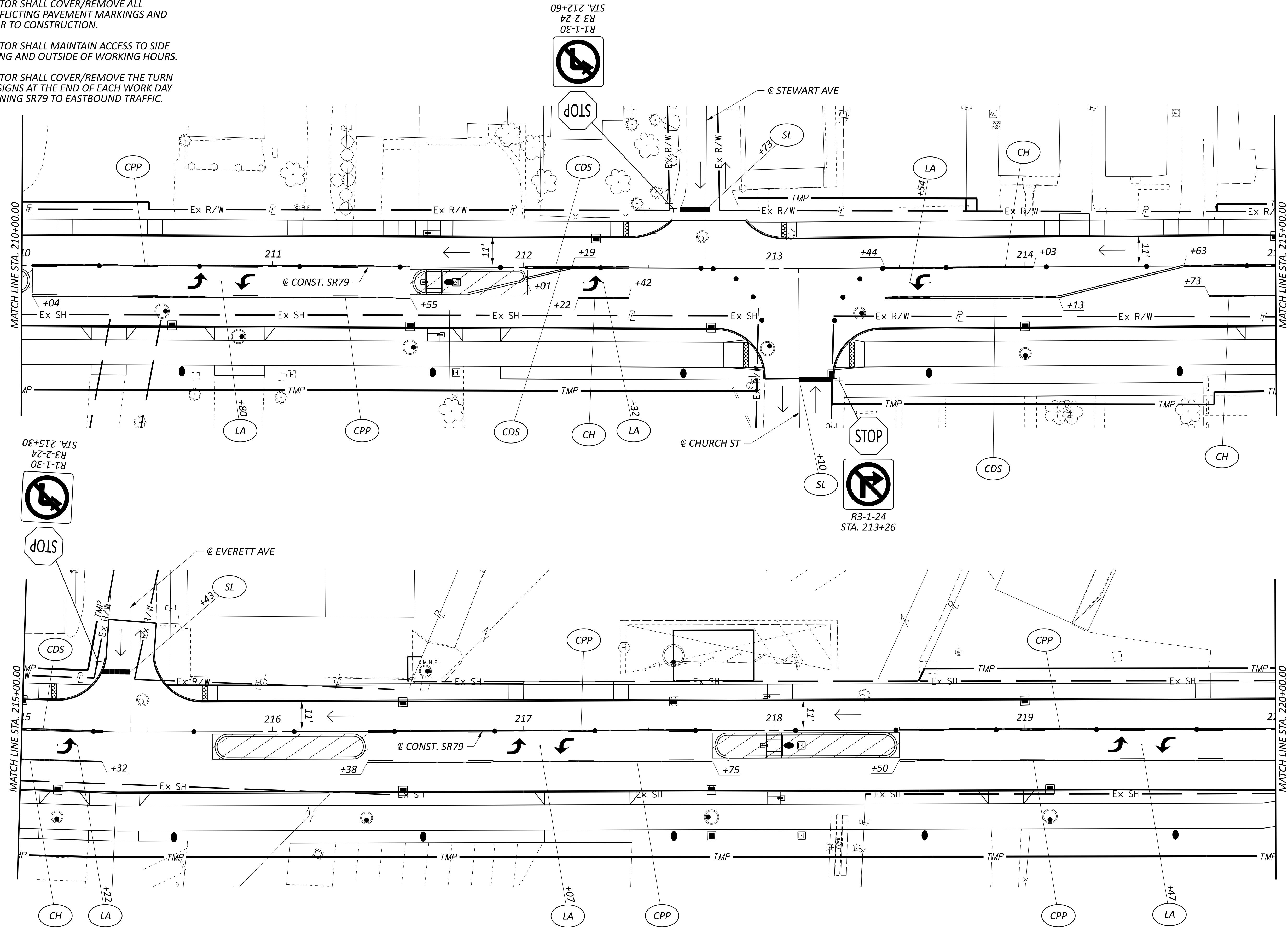
DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.21	79

SEE SHEET P.9 FOR MOT LEGEND

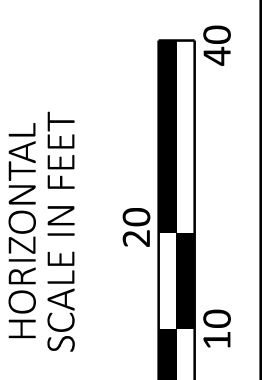
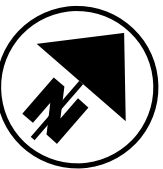


NOTES:

1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.
3. THE CONTRACTOR SHALL COVER/REMOVE THE TURN RESTRICTION SIGNS AT THE END OF EACH WORK DAY PRIOR TO OPENING SR79 TO EASTBOUND TRAFFIC.



SEE SHEET P.9 FOR MOT LEGEND



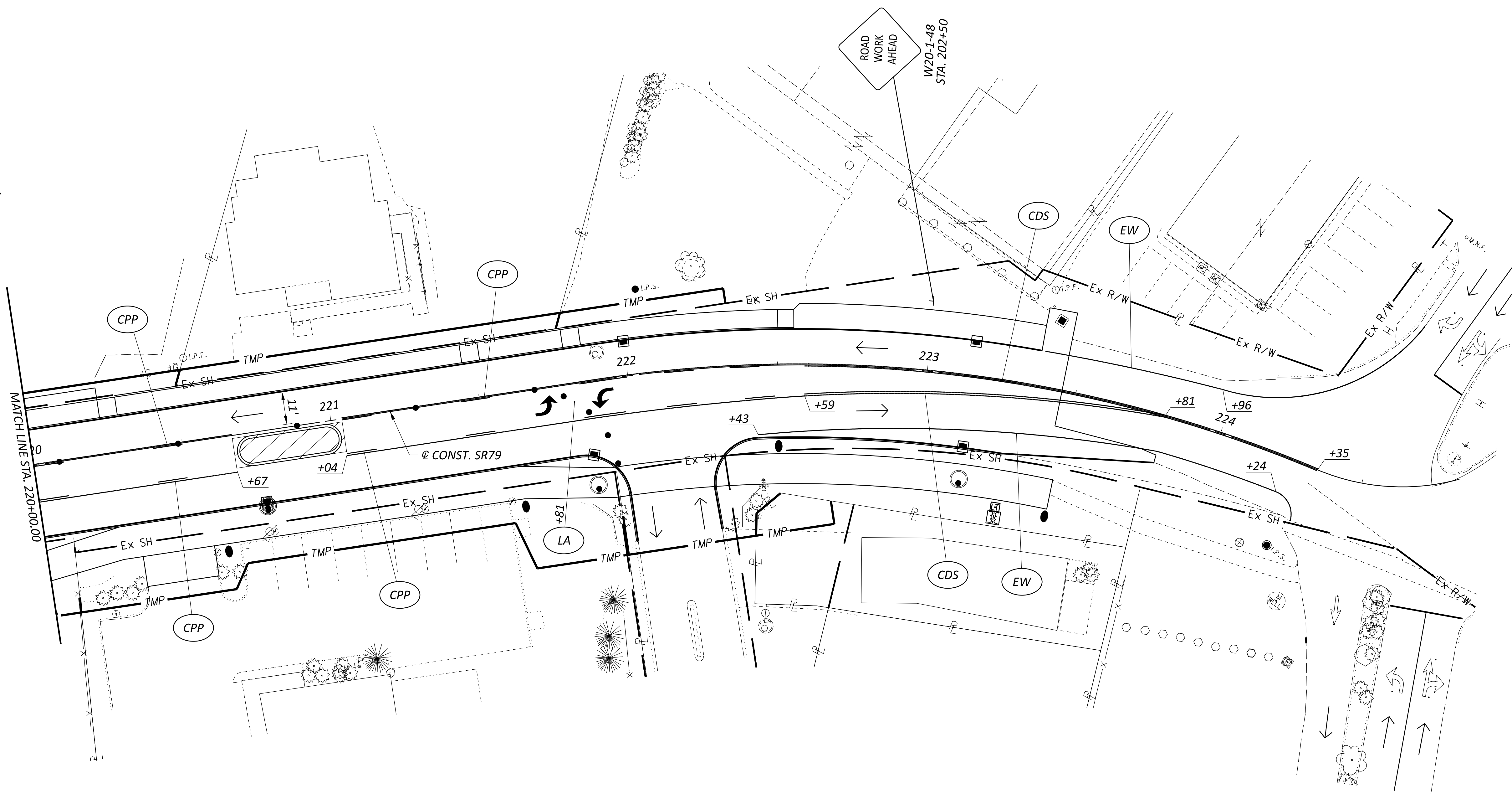
**MAINTENANCE OF TRAFFIC PLAN
 PHASE 4 - STA. 210+00 TO STA. 220+00**

DESIGN AGENCY

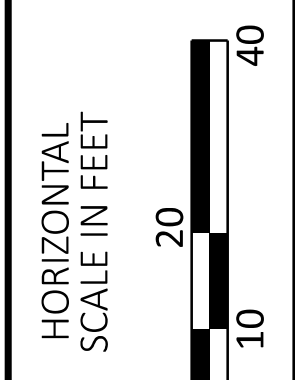
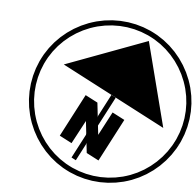


DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.22	79

- NOTES:**
1. THE CONTRACTOR SHALL COVER/REMOVE ALL EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE STREETS DURING AND OUTSIDE OF WORKING HOURS.
 3. THE CONTRACTOR SHALL COVER/REMOVE THE TURN RESTRICTION SIGNS AT THE END OF EACH WORK DAY PRIOR TO OPENING SR79 TO EASTBOUND TRAFFIC.



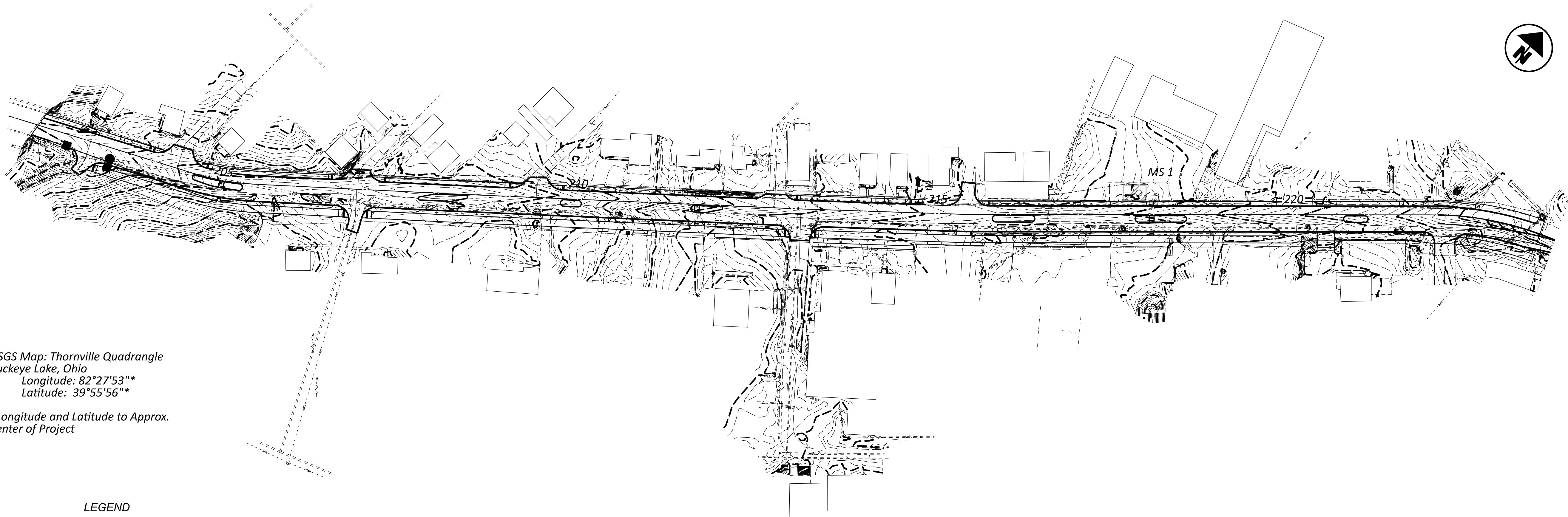
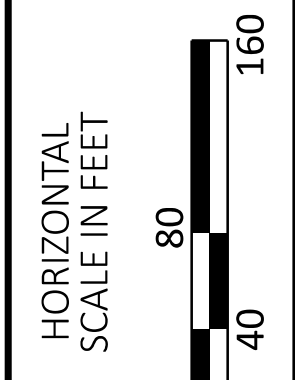
SEE SHEET P.9 FOR MOT LEGEND



**MAINTENANCE OF TRAFFIC PLAN
 PHASE 4 - STA. 220+00 TO END**

DESIGN AGENCY	
DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.23	79

PROJECT DATA	
Total Area (Right-Of-Way) ----- 1.03 Ac	Runoff Coefficient for Pre-Construction Site ----- 0.76
Project Earth Disturbed Area ----- 3.40 Ac	Runoff Coefficient for Post Construction Site ----- 0.79
Estimated Contractor Earth Disturbed Area ----- 0.25 Ac	Post Construction BMP: A manufactured hydro-dynamic separator was provided to meet NPDES post-construction requirements. See plan and profiles for location.
Notice of Intent Earth Disturbed Area ----- 3.65 Ac	
Impervious (Paved) Area for Pre-Construction Site ----- 2.22 Ac	Immediate Receiving Waters ----- Ex. municipal storm system/ South Fork Licking River
Impervious (Paved) Area for Post Construction Site ----- 2.53 Ac	Subsequent Receiving Waters ----- Buckeye Lake



USGS Map: Thornville Quadrangle
 Buckeye Lake, Ohio
 Longitude: 82°27'53"*
 Latitude: 39°55'56"*
 *Longitude and Latitude to Approx. Center of Project

- LEGEND**
- Catch Basin, CB-3
 - Catch Basin, CB-5, CB-8
 - Manhole
 - Manufactured System (MS)

BMP TYPE	NORTHING/EASTING		BMP WIDTH (Feet)	EDA TREATMENT CREDIT (Acres)
	Begin	End		
Manufactured System	303193.2551'	168969.3399'	-	1.03
	TREATMENT PROVIDED			1.03
	TREATMENT REQUIRED*			0.99

* CALCULATED PER L&D VOL. 2, SEC. 1115.7

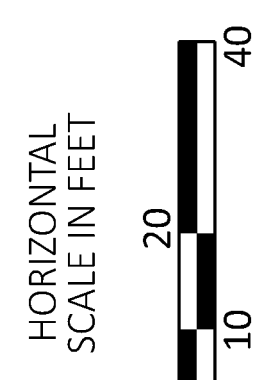
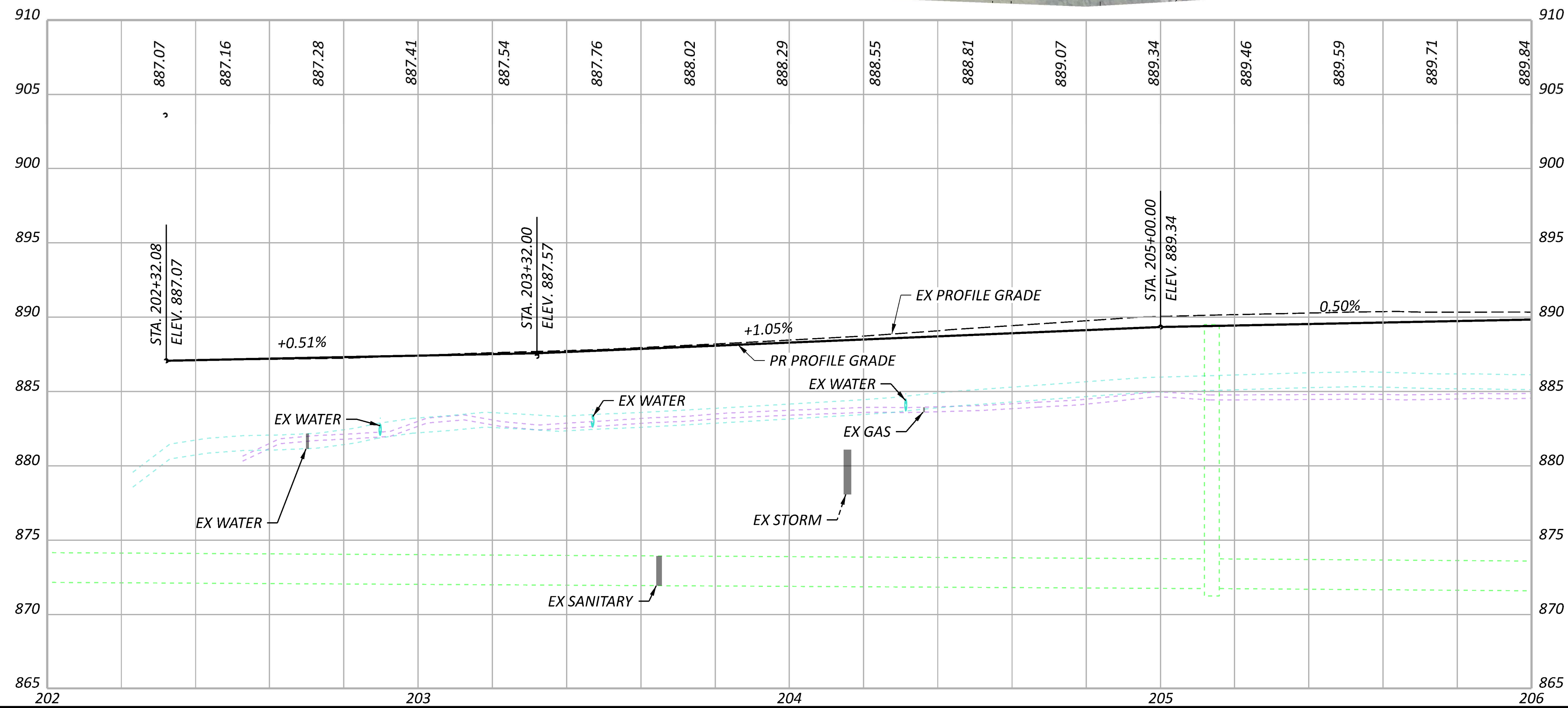
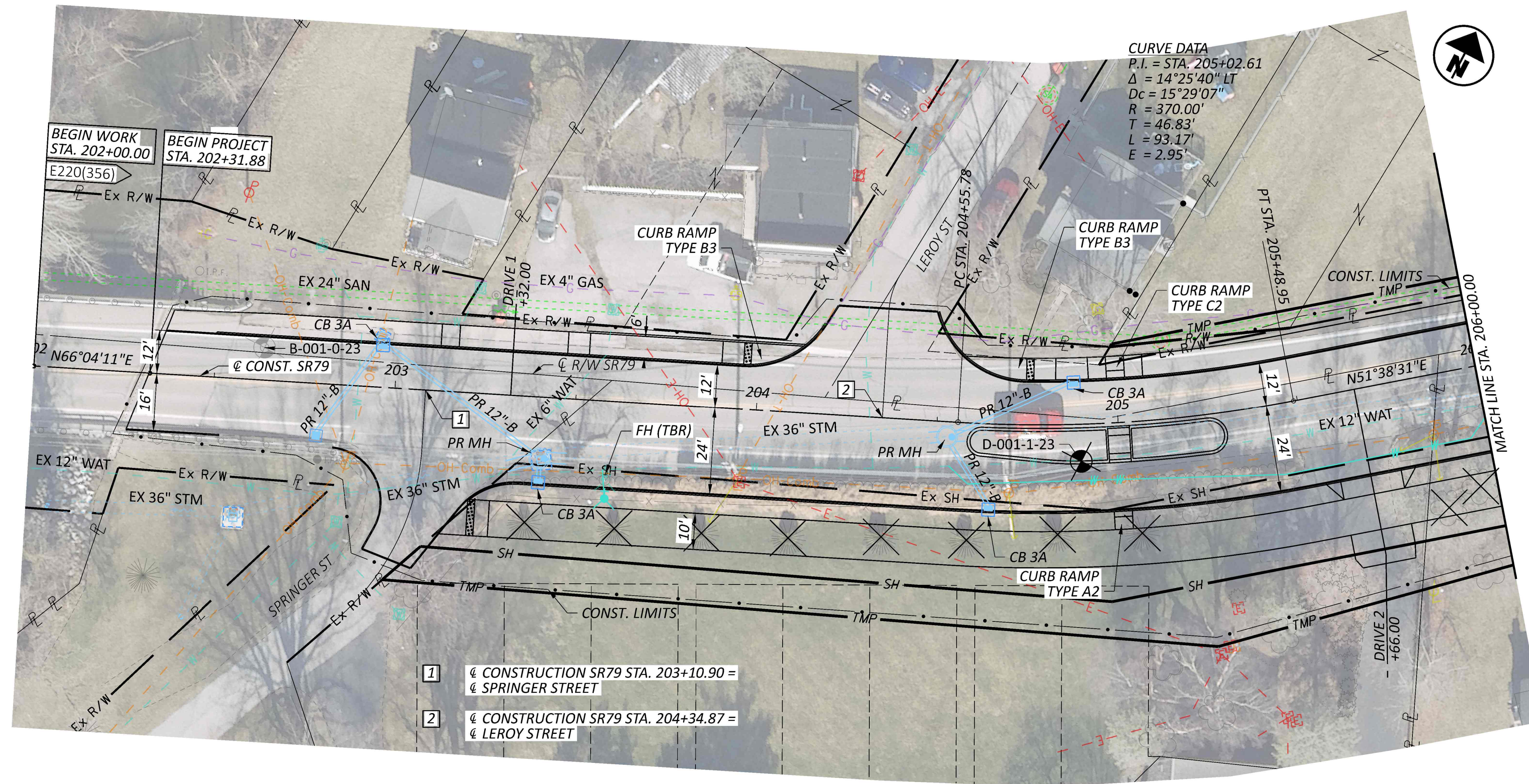
PROJECT DESCRIPTION
 ROADWAY WIDENING AND CONSTRUCTION OF SIDEWALK AND SHARED USE PATHWAY ALONG SR 79 IN THE VILLAGE OF BUCKEYE LAKE; INCLUDING CURBS, RRFBS, LIGHTING, STRIPING, AND DRAINAGE.

PROJECT SITE PLAN

DESIGN AGENCY



DESIGNER	ARC
REVIEWER	CLD 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.24	79



SR 79 (WALNUT ROAD)
 STA. 202+00.00 TO STA. 206+00.00

DESIGN AGENCY

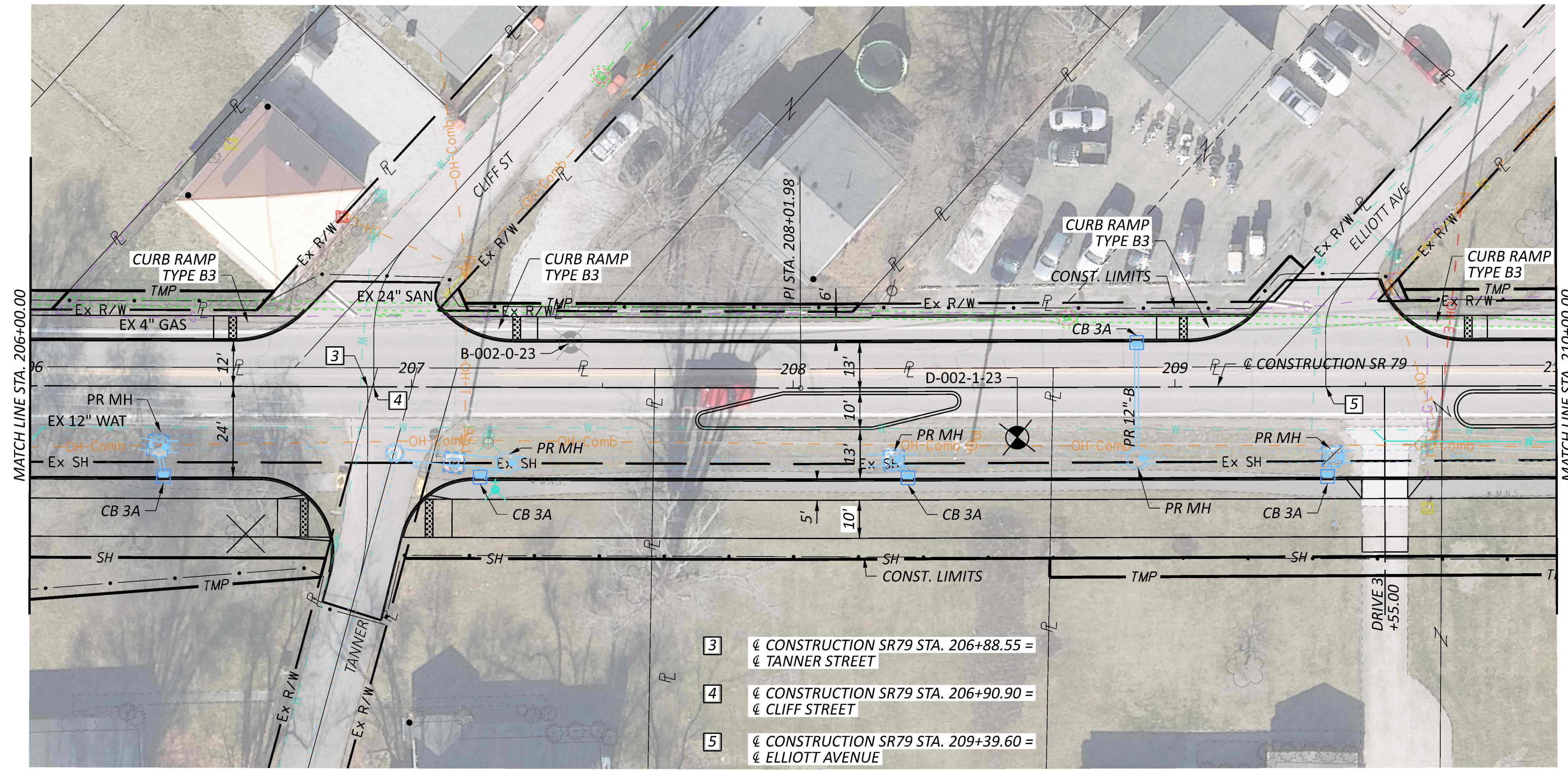


DESIGNER
HAC

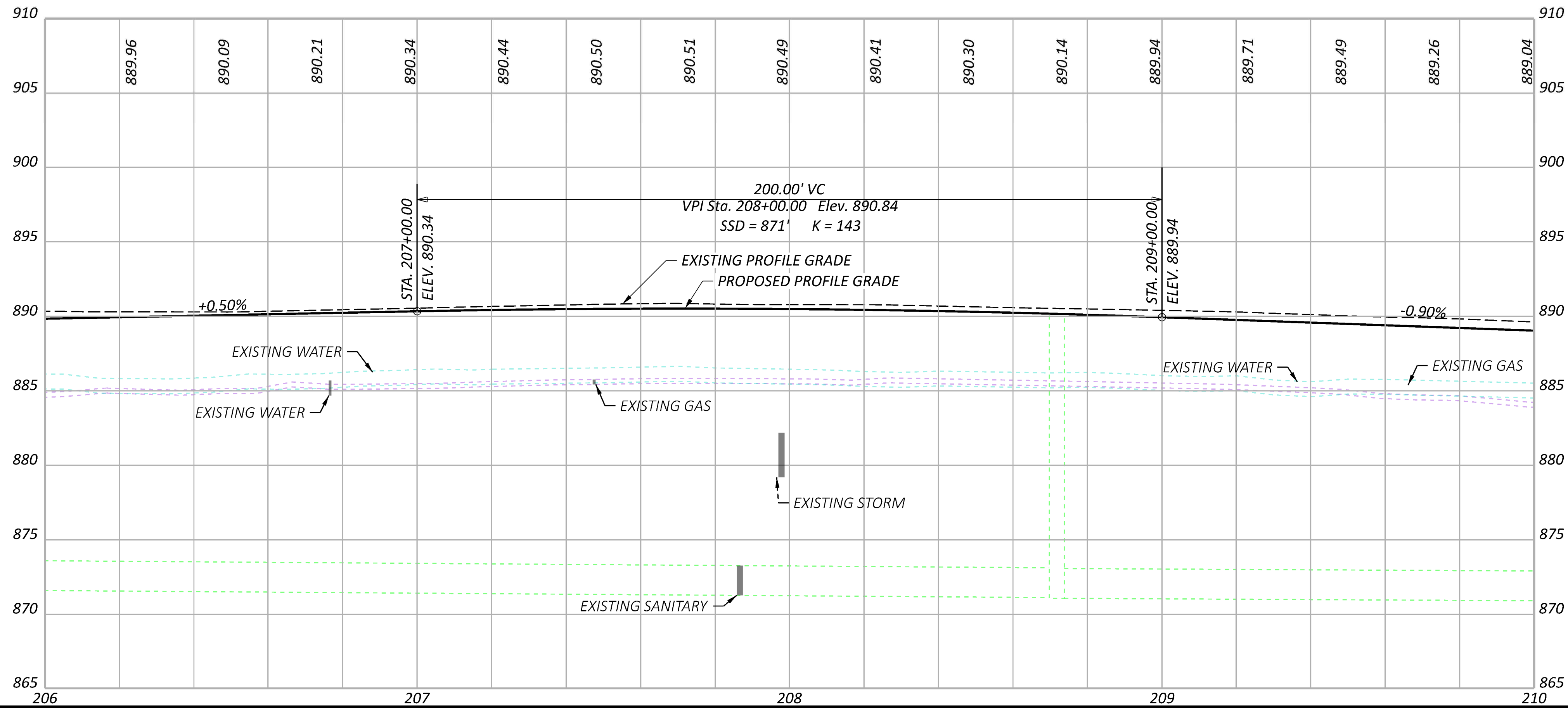
REVIEWER
JSS 02/28/25

PROJECT ID
117102

SHEET TOTAL
P.25 | 79



- 3 @ CONSTRUCTION SR79 STA. 206+88.55 = @ TANNER STREET
- 4 @ CONSTRUCTION SR79 STA. 206+90.90 = @ CLIFF STREET
- 5 @ CONSTRUCTION SR79 STA. 209+39.60 = @ ELLIOTT AVENUE

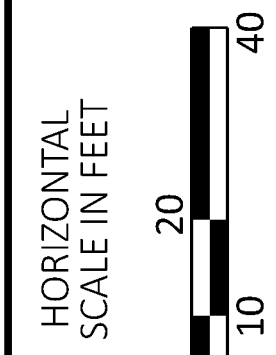
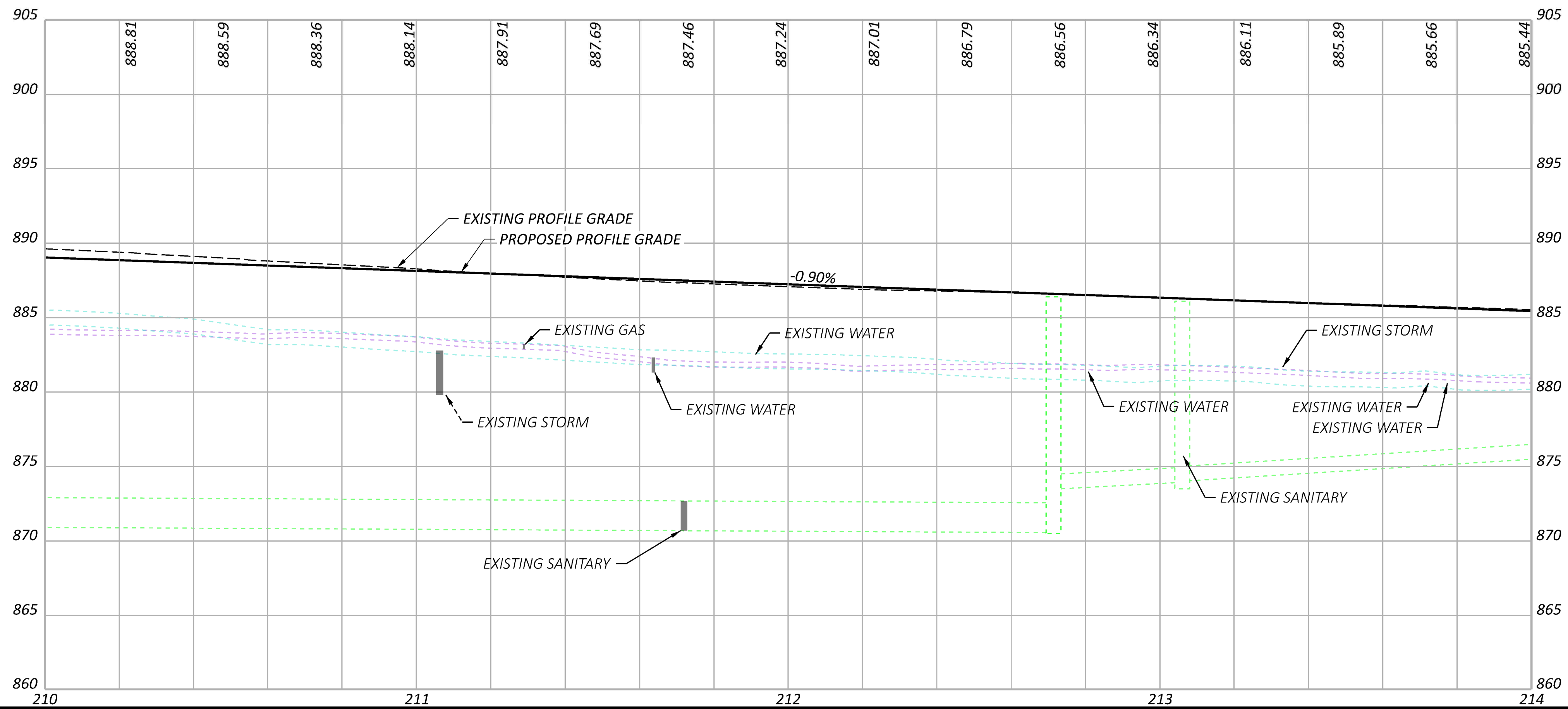
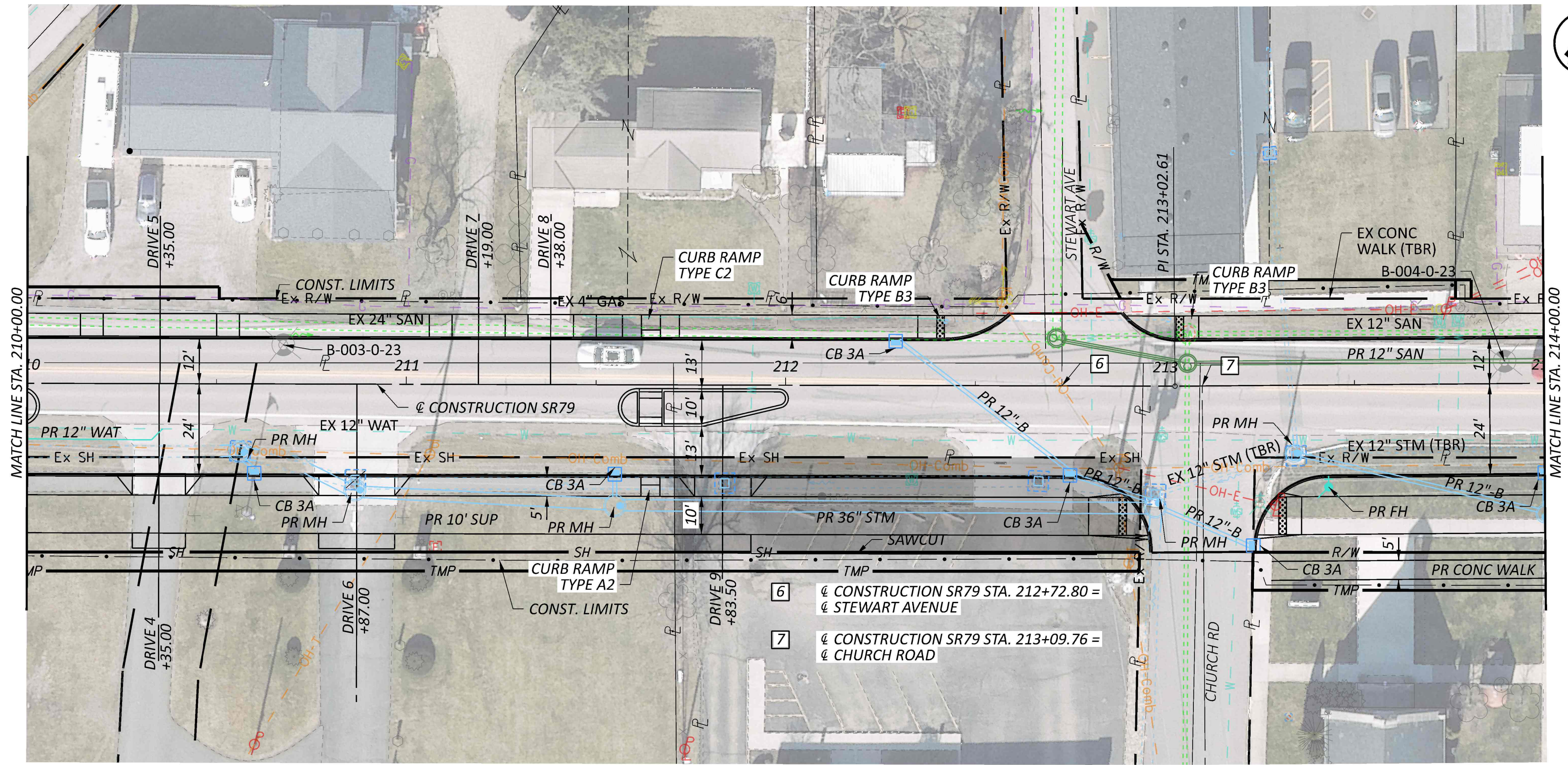


SR 79 (WALNUT ROAD)
 STA. 206+00.00 TO STA. 210+00.00

DESIGN AGENCY



DESIGNER	HAC
REVIEWER	JSS 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.26	79



SR 79 (WALNUT ROAD)
 STA. 210+00.00 TO STA. 214+00.00

DESIGN AGENCY



DESIGNER

HAC

REVIEWER

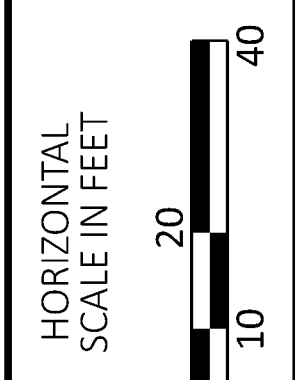
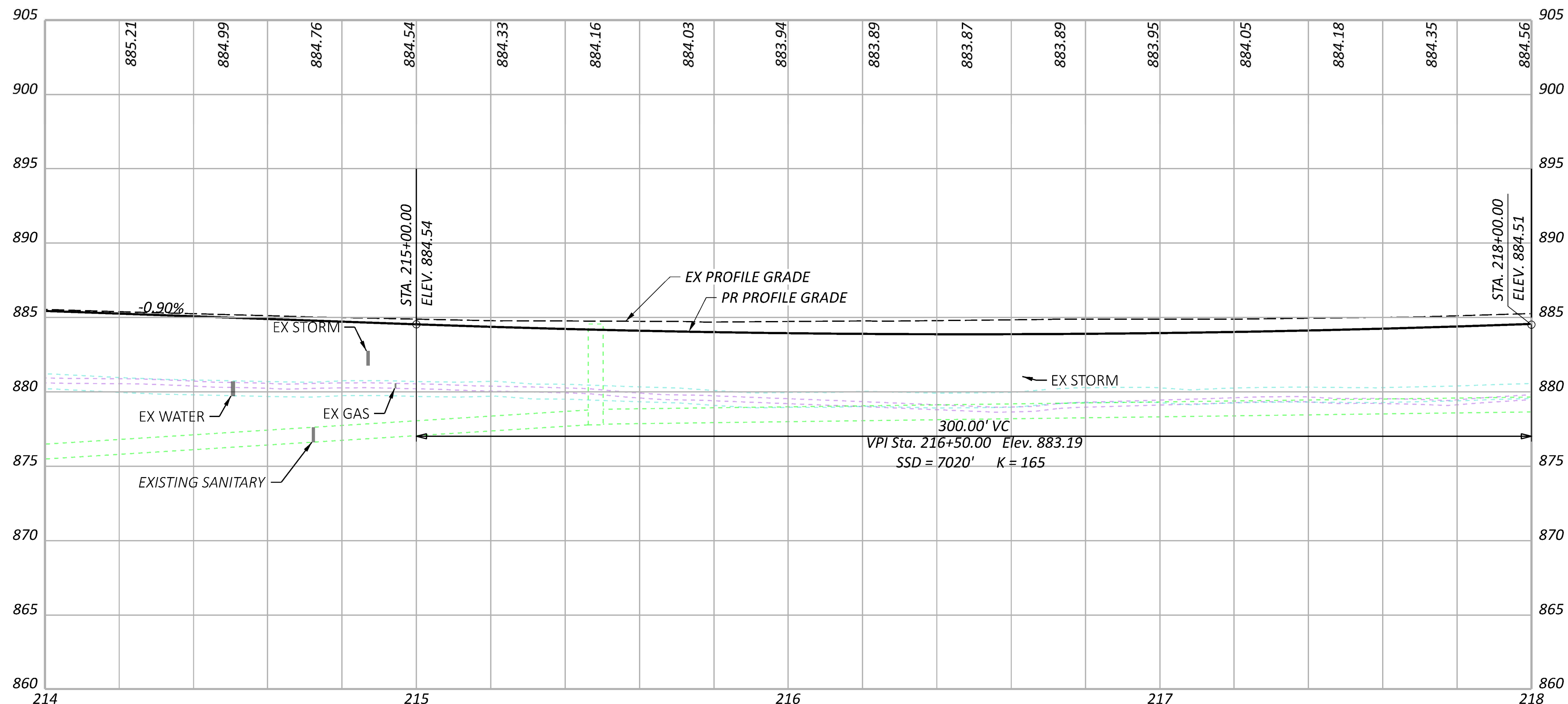
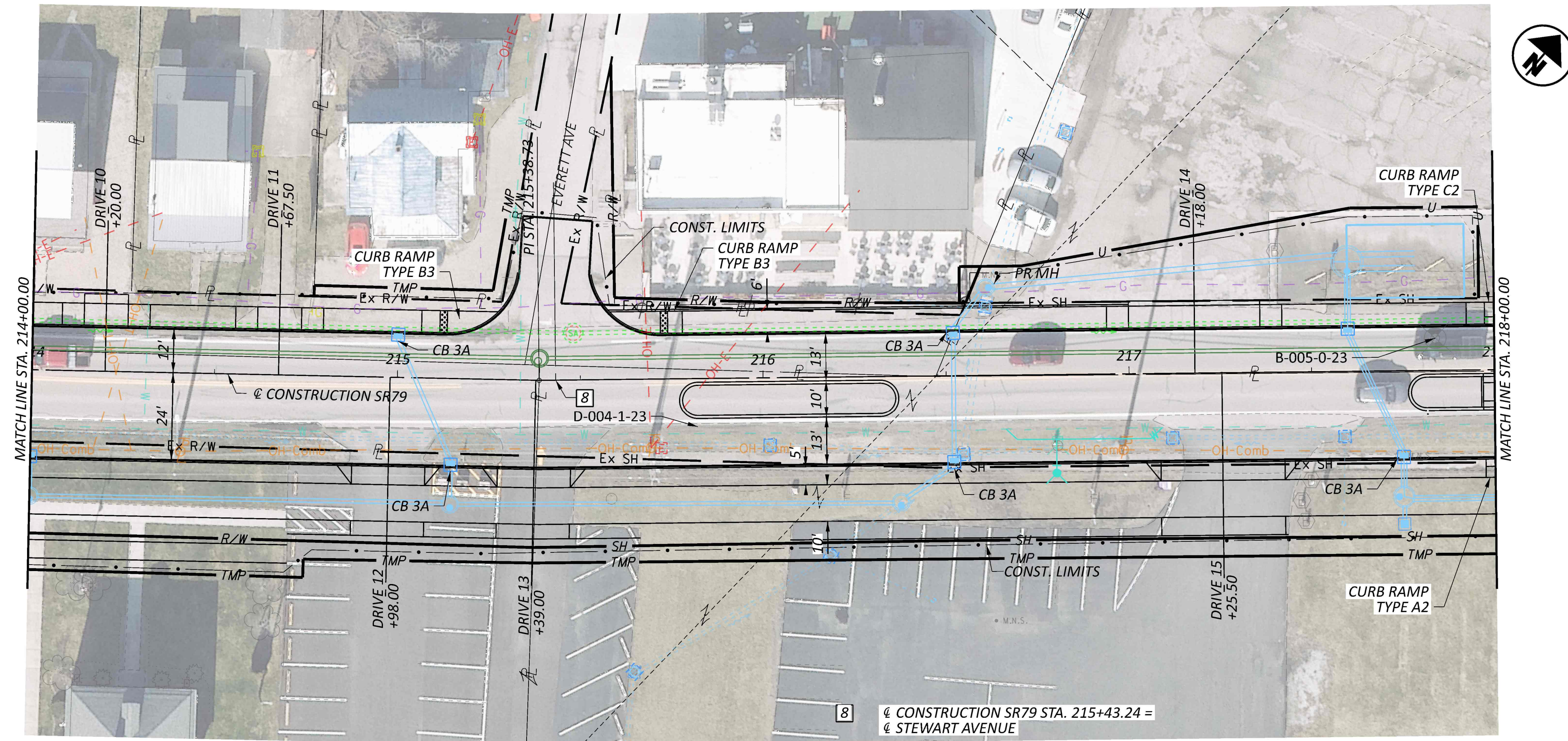
JSS 02/28/25

PROJECT ID

117102

SHEET TOTAL

P.27 79

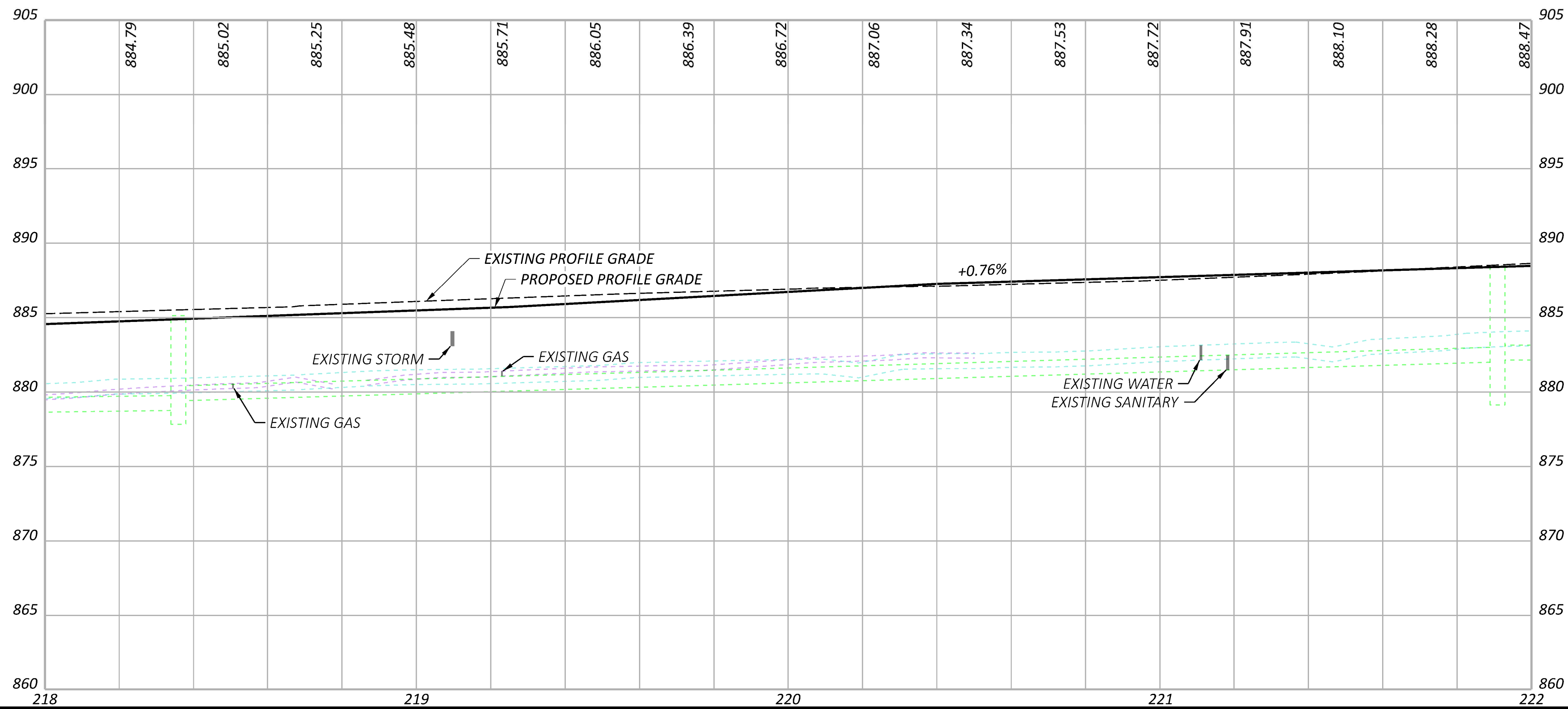
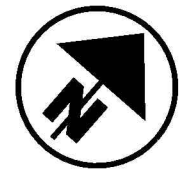
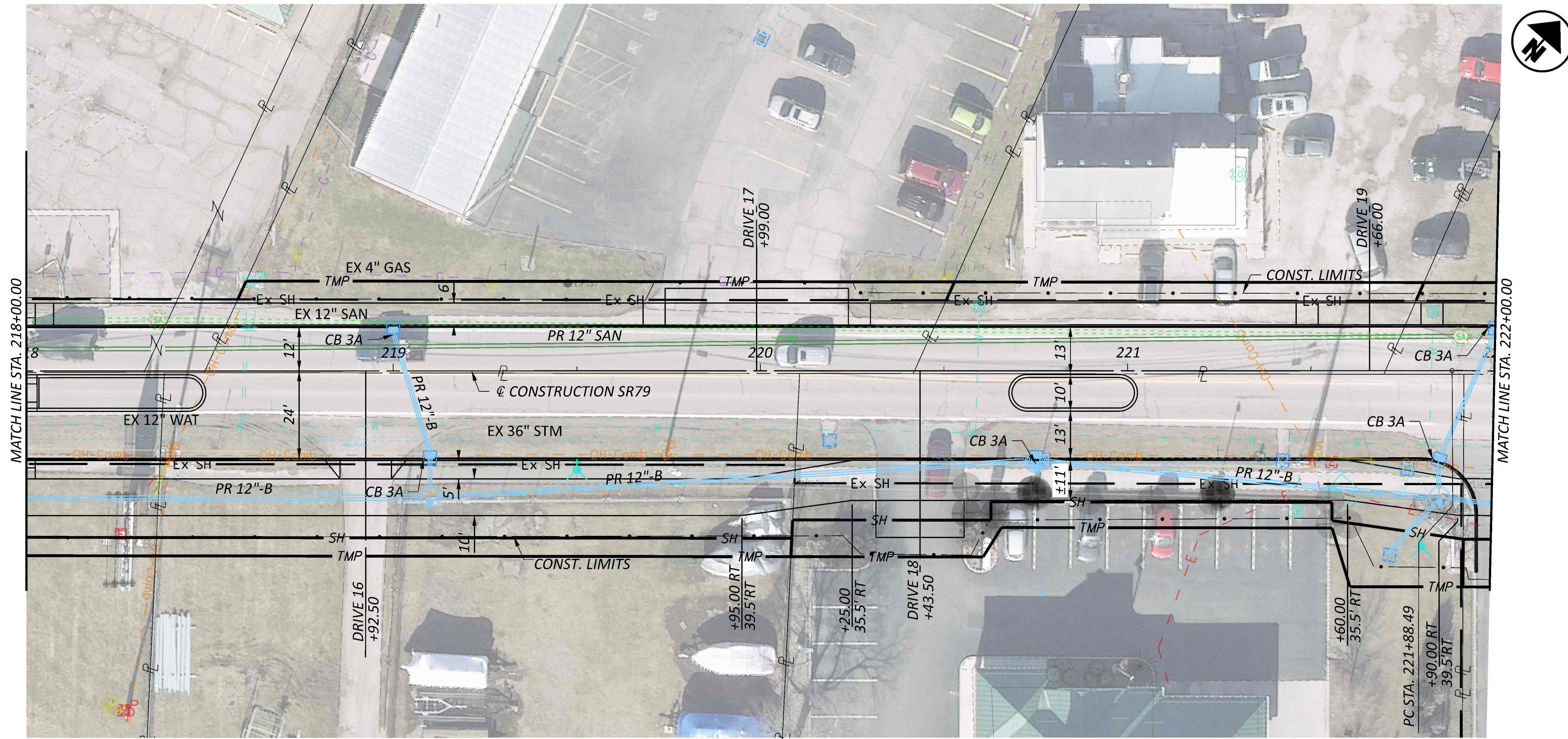


SR 79 (WALNUT ROAD)
 STA. 214+00.00 TO STA. 218+00.00

DESIGN AGENCY

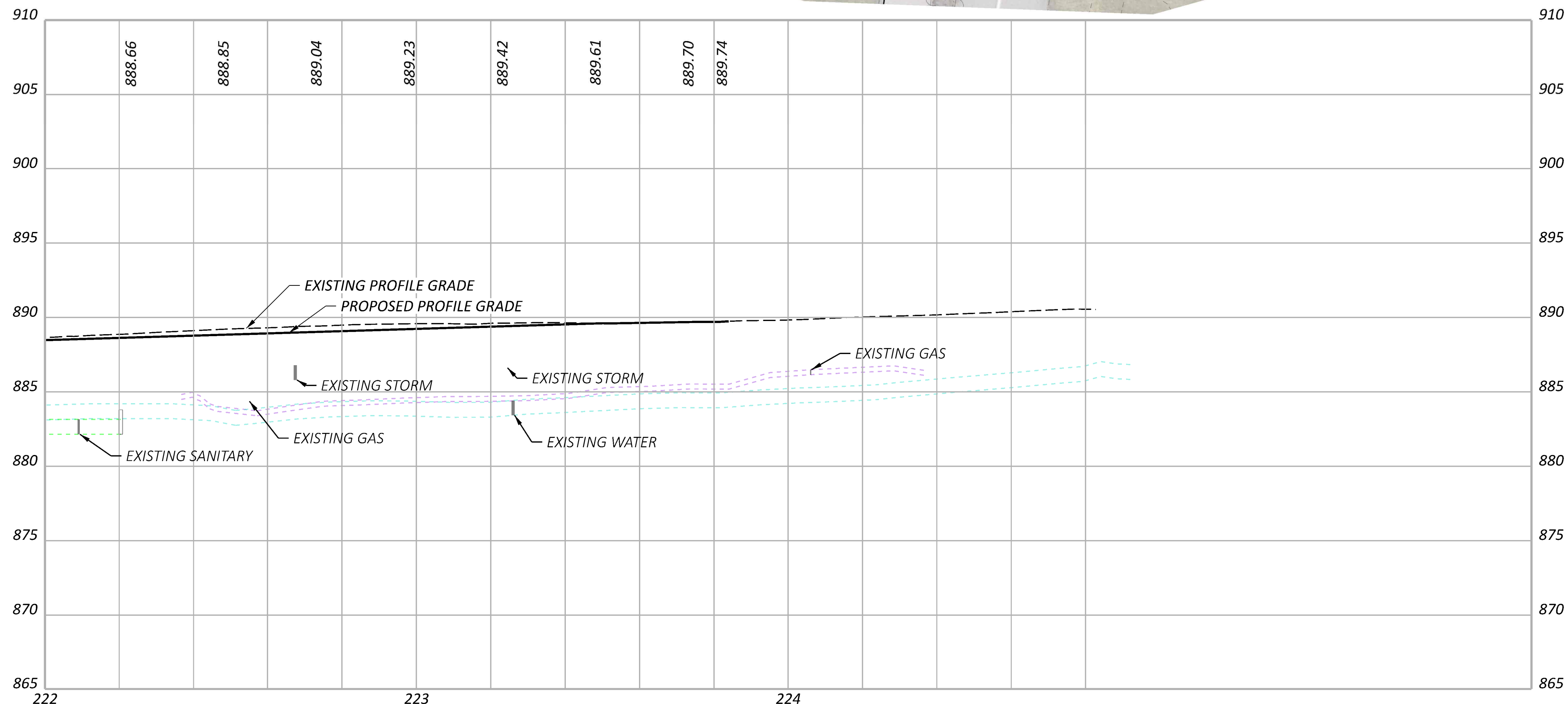
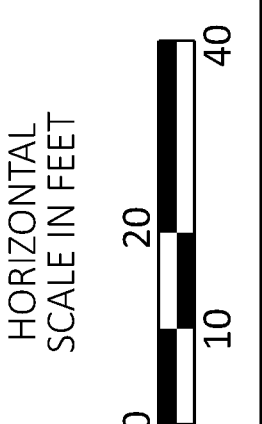
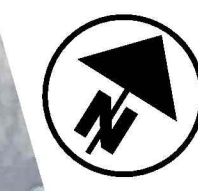
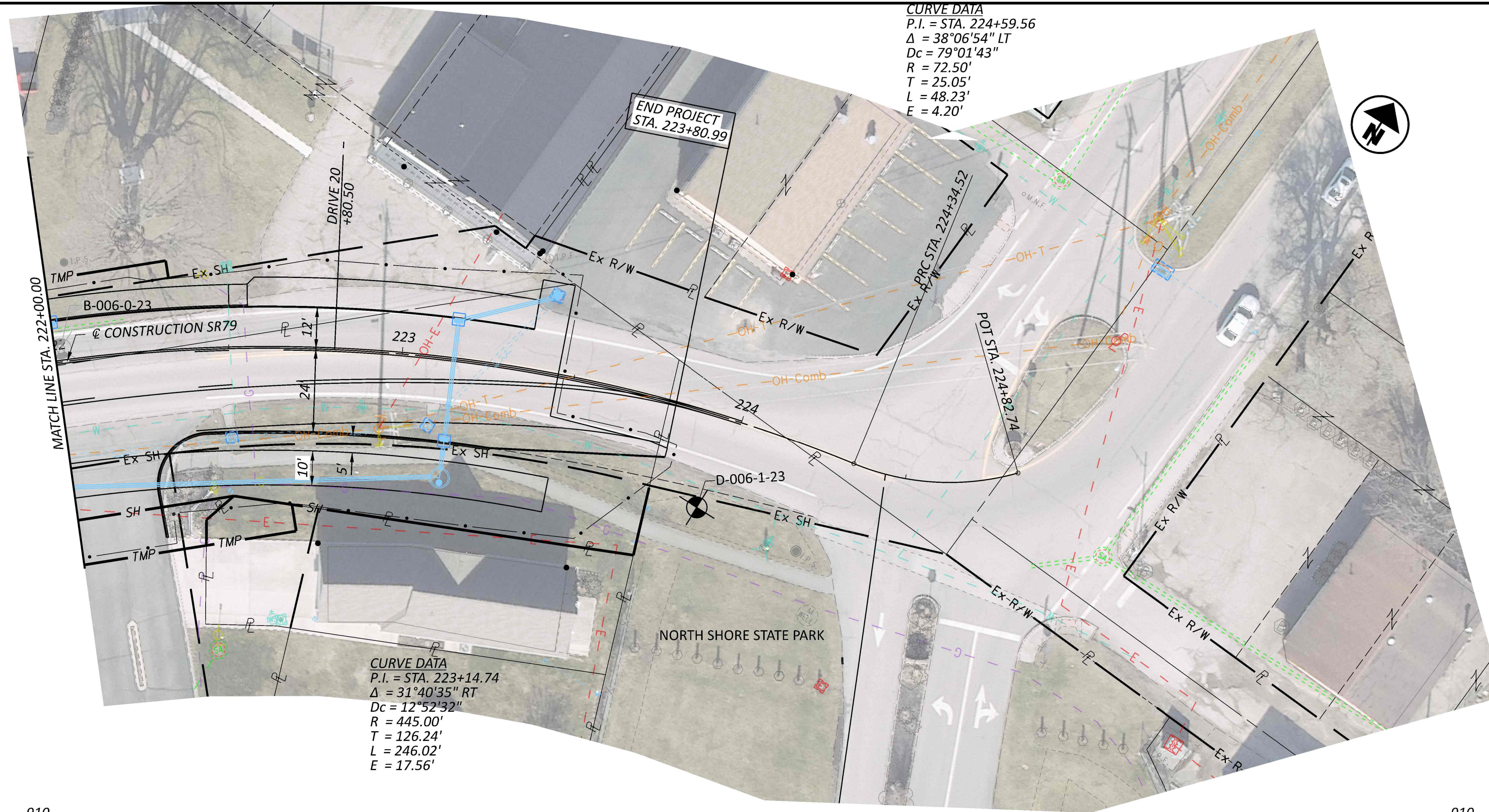


DESIGNER	HAC
REVIEWER	JDD 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.28	79



SR 79 (WALNUT ROAD)
 STA. 218+00.00 TO STA. 222+00.00

DESIGN AGENCY	
DESIGNER	HAC
REVIEWER	JSS 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.29	79

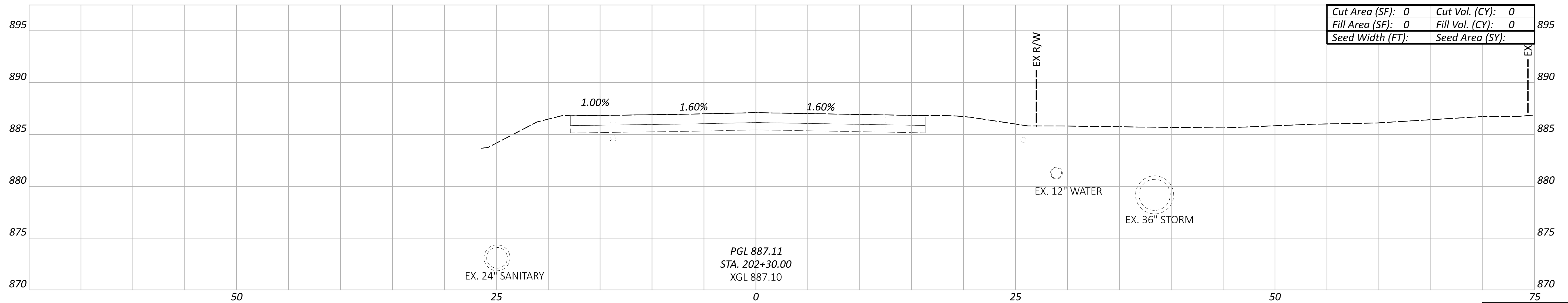
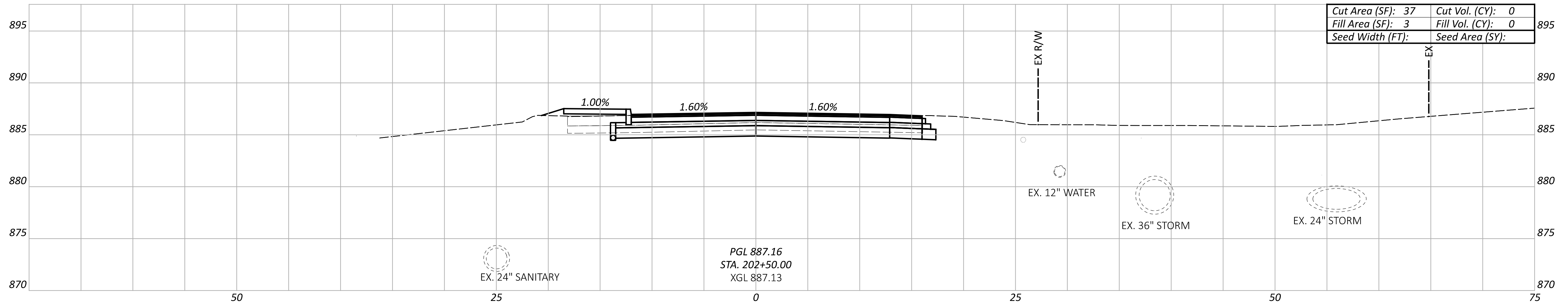
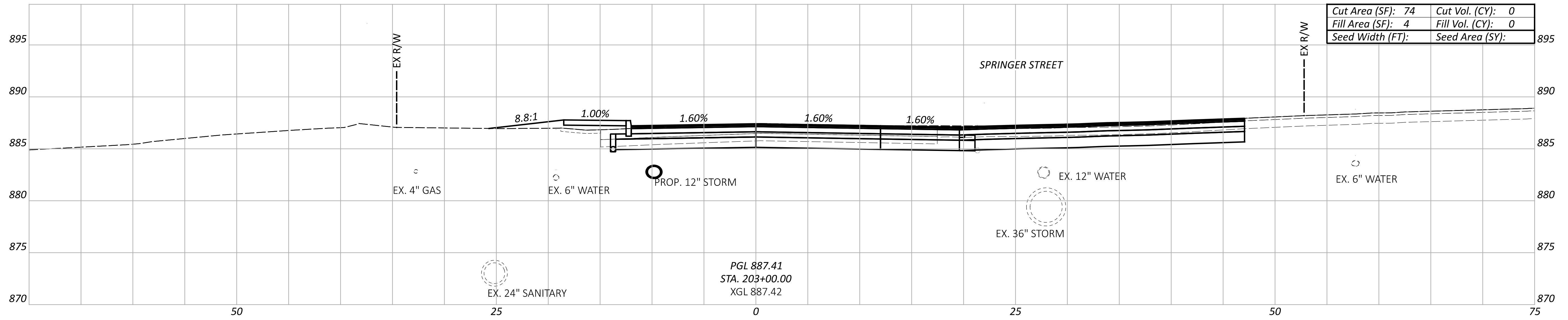


SR 79 (WALNUT ROAD)
 STA. 222+00.00 TO END

DESIGN AGENCY



DESIGNER	HAC
REVIEWER	JSS 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.30	79



Sheet Totals			117102	
Seeding	Cut	Fill	SHEET	TOTAL
			P.31	79

CROSS SECTIONS - SR79
 STA. 202+00 TO STA. 203+00

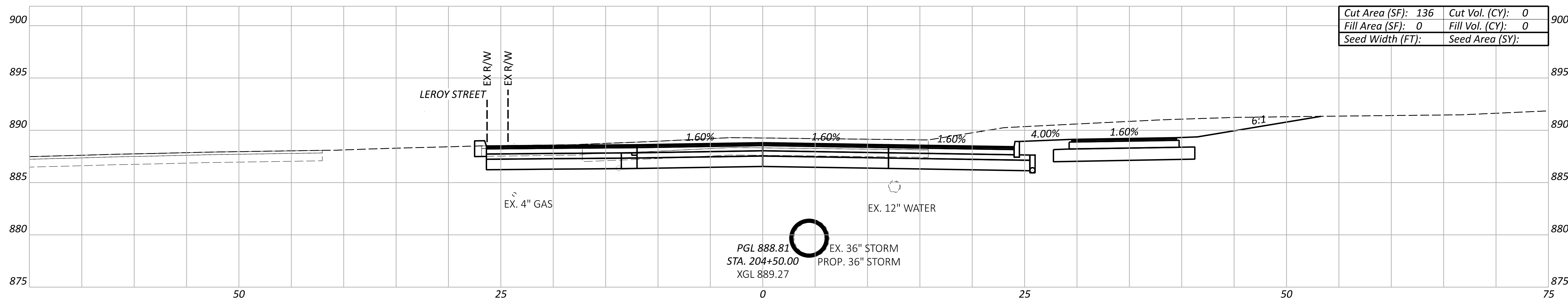
DESIGN AGENCY



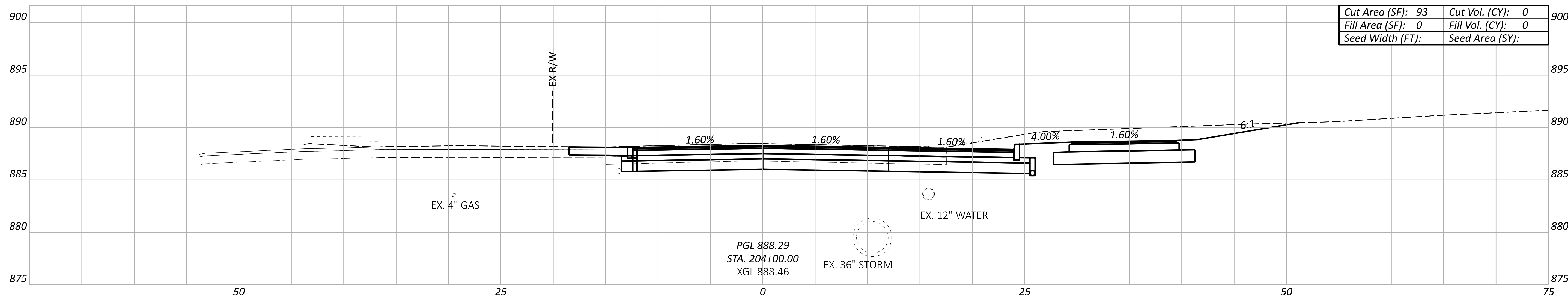
DESIGNER
 HAC

REVIEWER
 CLD 02/28/25

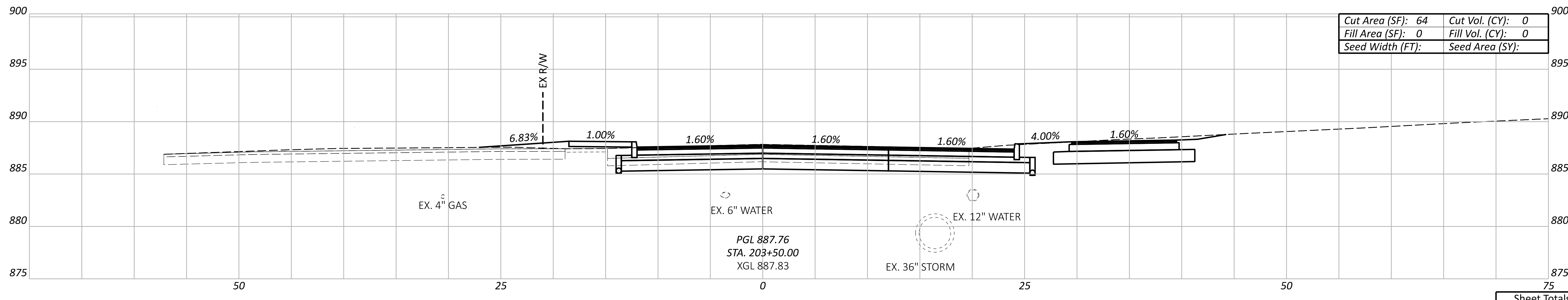
PROJECT ID
 117102



Cut Area (SF):	136	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	



Cut Area (SF):	93	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	



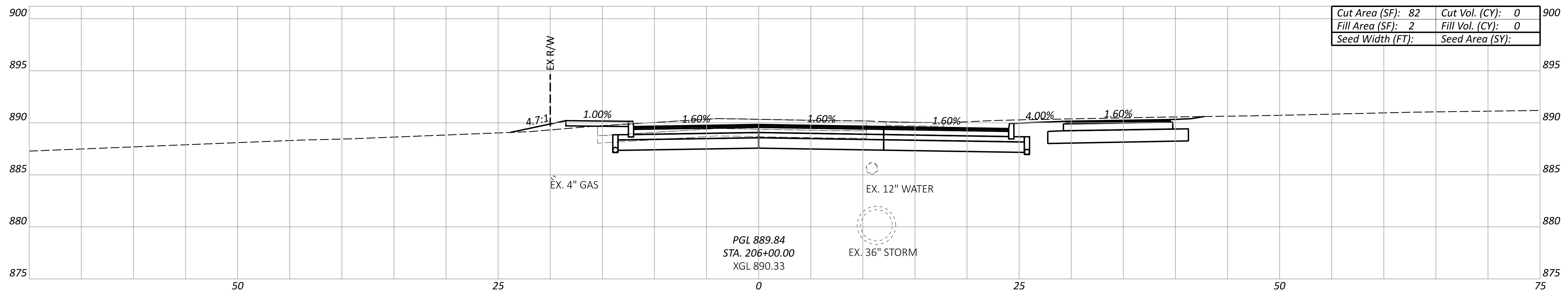
Cut Area (SF):	64	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - SR79
 STA. 203+50 TO STA. 204+50

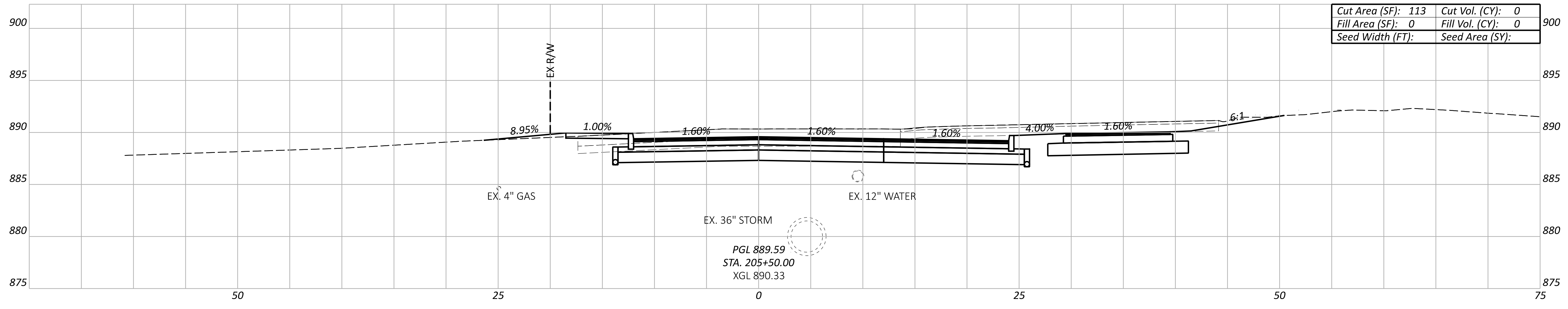
DESIGN AGENCY

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 HAC
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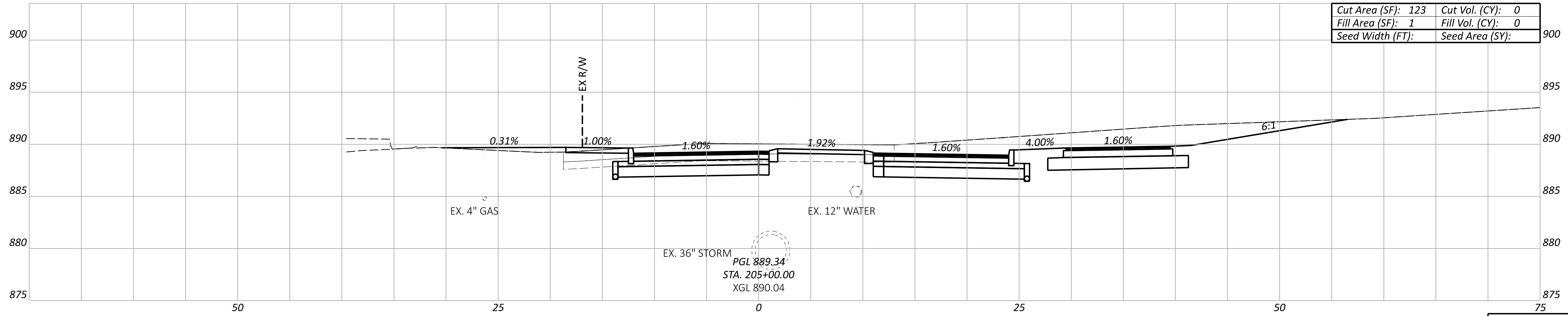
Sheet Totals			117102
Seeding	Cut	Fill	TOTAL
			P.32 79



Cut Area (SF):	82	Cut Vol. (CY):	0
Fill Area (SF):	2	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	



Cut Area (SF):	113	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	



Cut Area (SF):	123	Cut Vol. (CY):	0
Fill Area (SF):	1	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - SR79
 STA. 205+00 TO STA. 206+00

DESIGN AGENCY

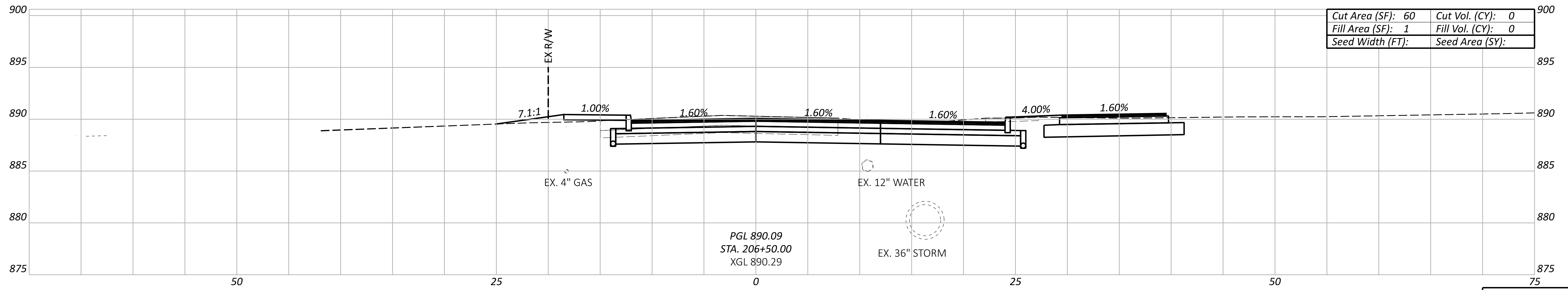
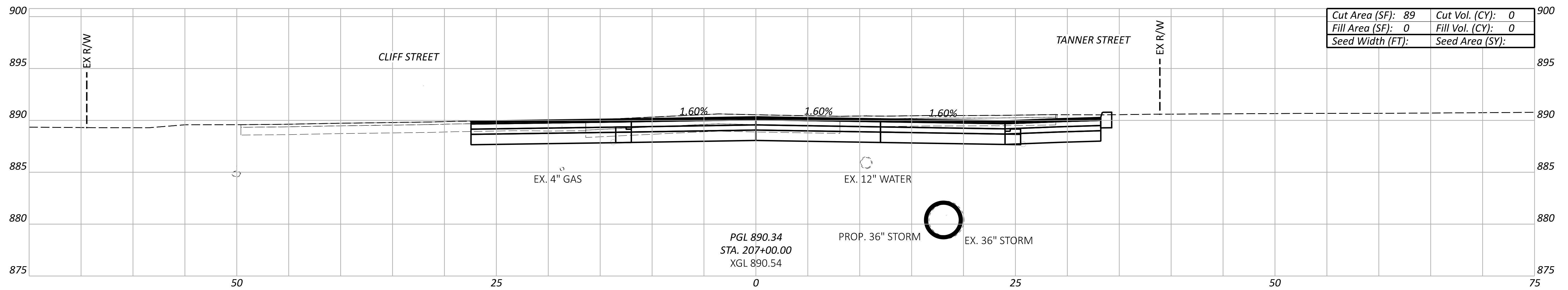
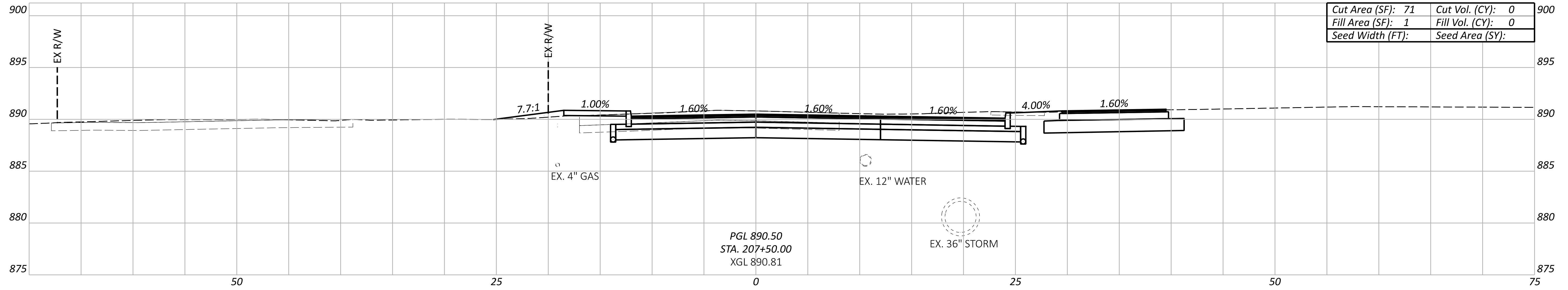


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Sheet Totals			117102
Seeding	Cut	Fill	SHEET TOTAL
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Sheet Totals			117102	
Seeding	Cut	Fill	SHEET	TOTAL
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CROSS SECTIONS - SR79
 STA. 206+50 TO STA. 207+50

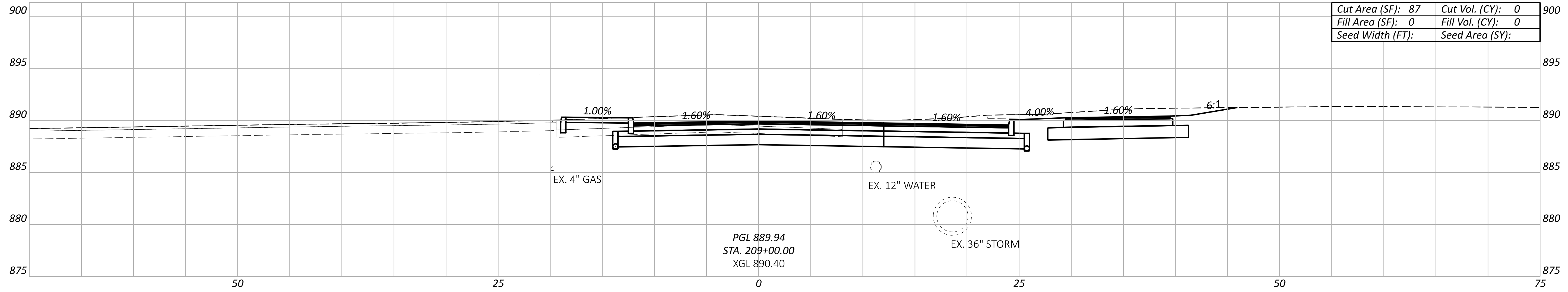
DESIGN AGENCY



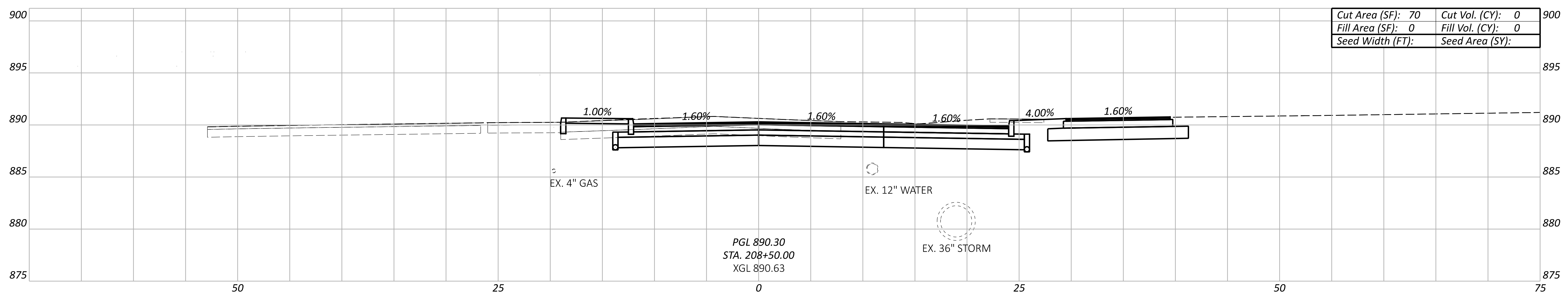
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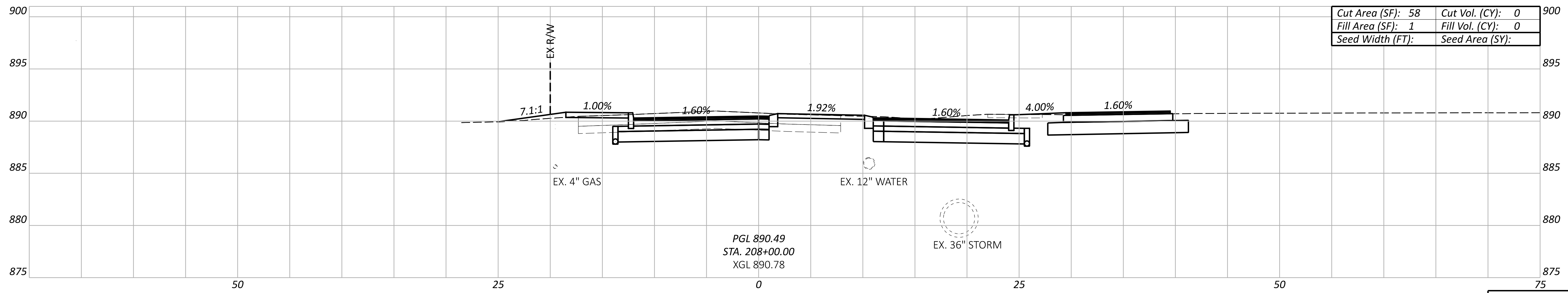
PROJECT ID
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Cut Area (SF):	87	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	



Cut Area (SF):	70	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	



Cut Area (SF):	58	Cut Vol. (CY):	0
Fill Area (SF):	1	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - SR79
 STA. 208+00 TO STA. 209+00

DESIGN AGENCY

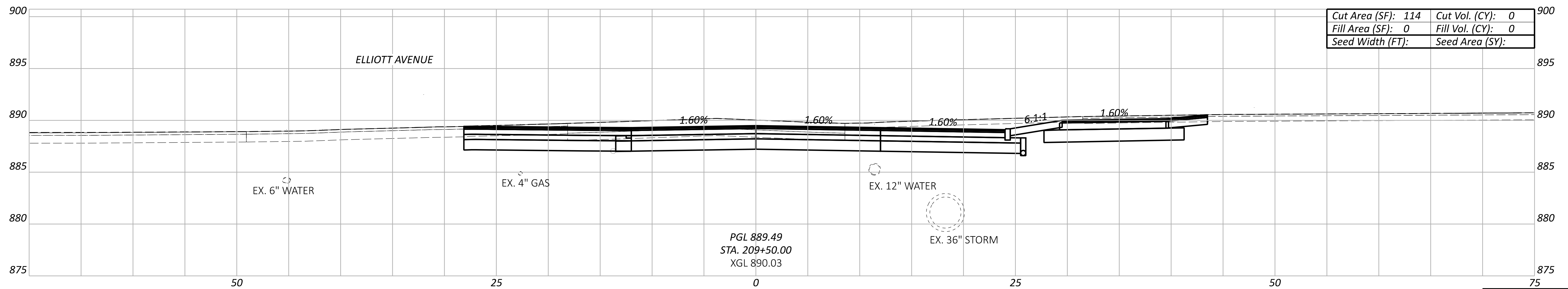
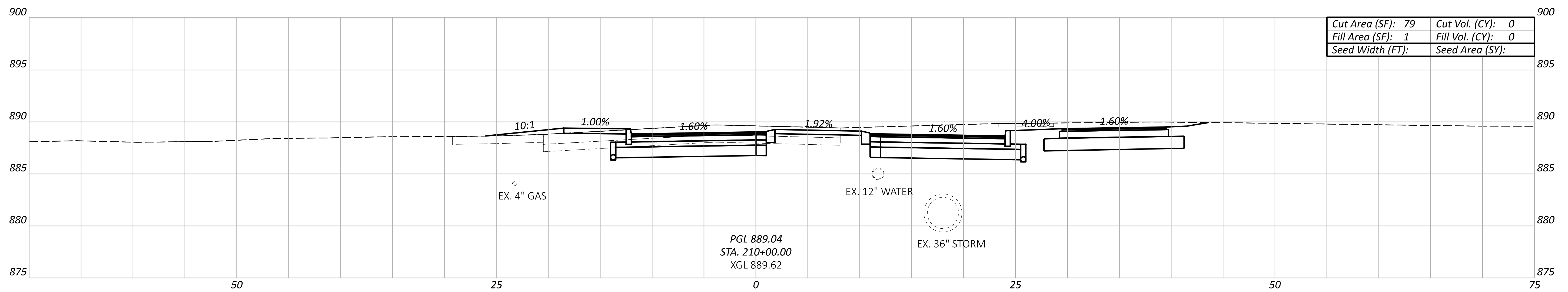
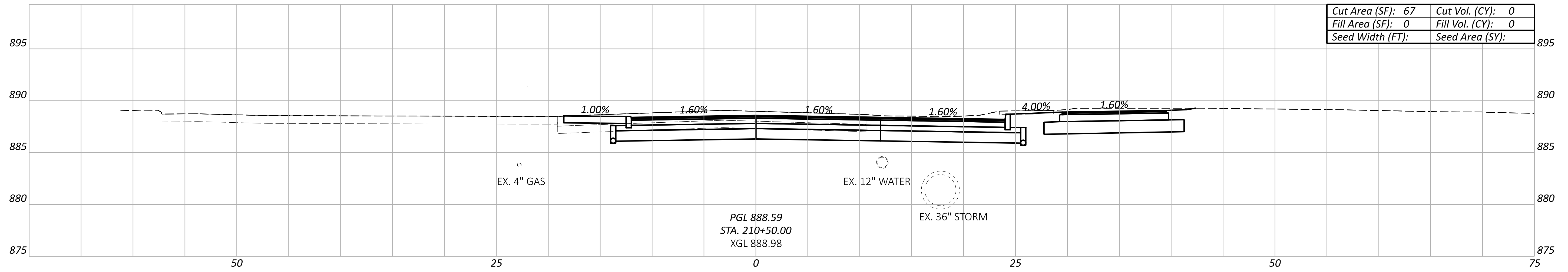


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Seeding	Cut	Fill	SHEET TOTAL
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CROSS SECTIONS - SR79
 STA. 209+50 TO STA. 210+50

DESIGN AGENCY

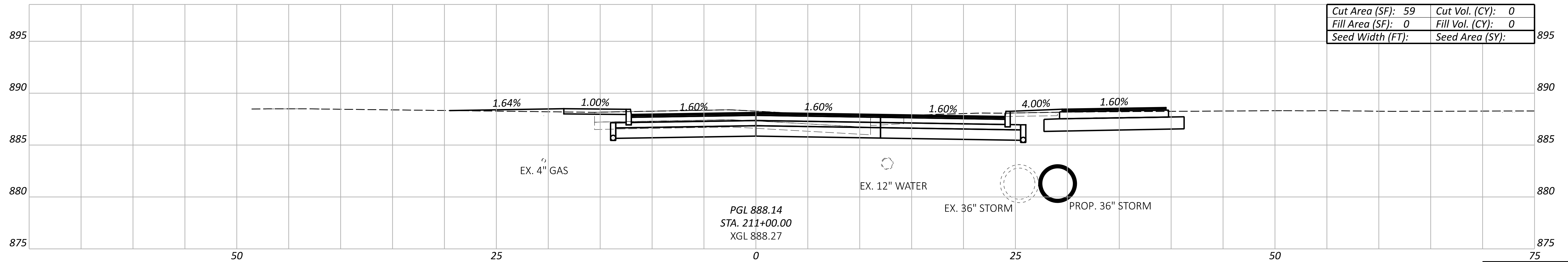
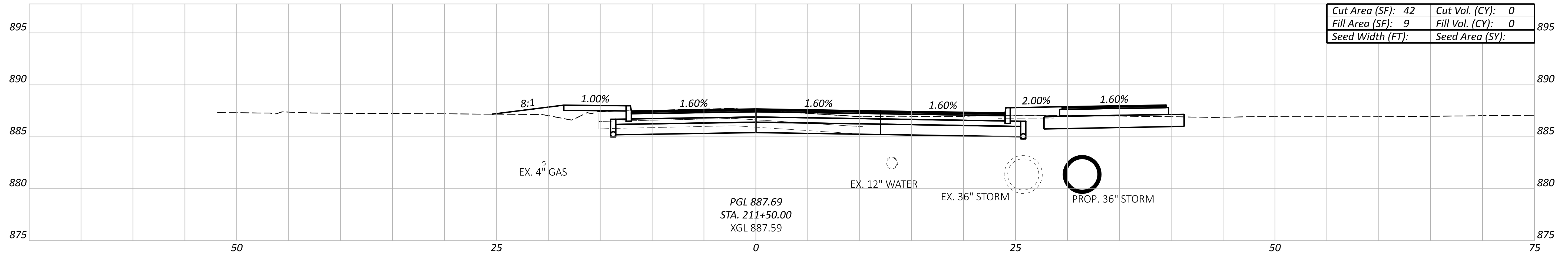
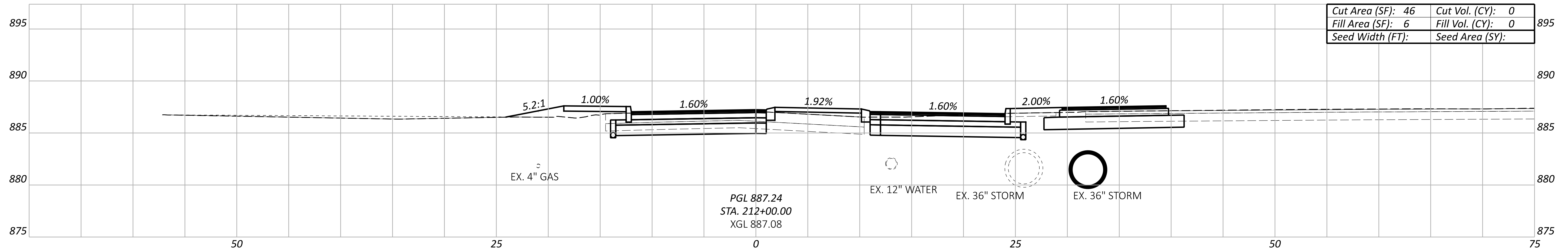


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Sheet Totals			117102
Seeding	Cut	Fill	TOTAL
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CROSS SECTIONS - SR79
 STA. 211+00 TO STA. 212+00

DESIGN AGENCY

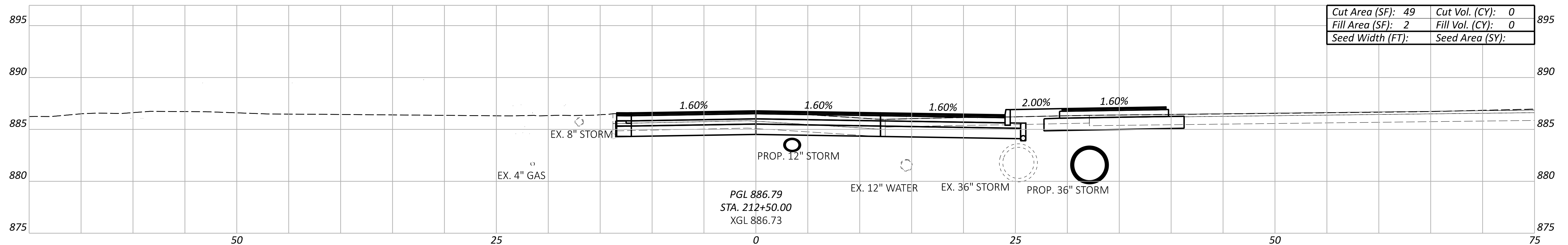
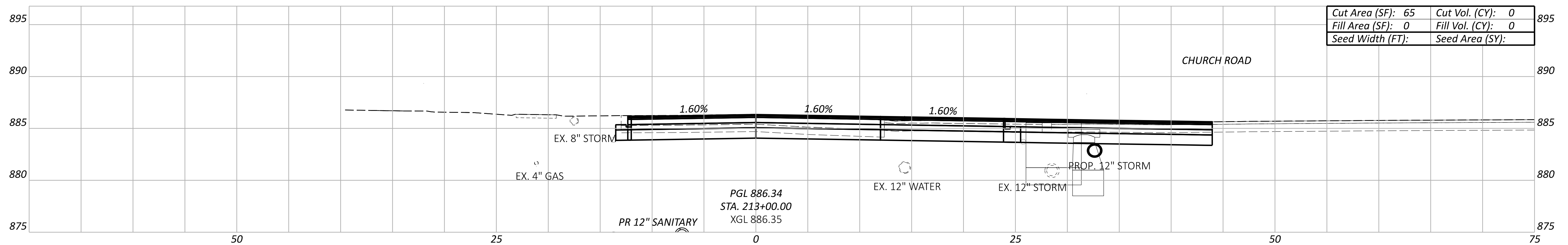
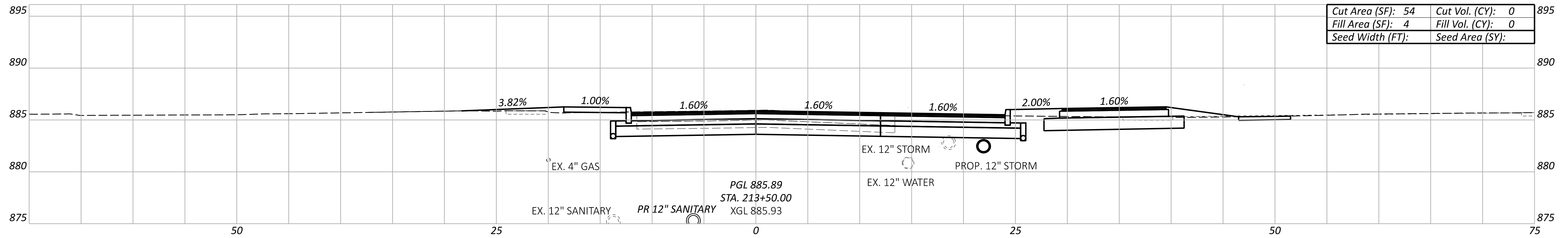


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Sheet Totals			117102	
Seeding	Cut	Fill	SHEET	TOTAL
			P.37	79



Sheet Totals			117102
Seeding	Cut	Fill	TOTAL
P.38			79

CROSS SECTIONS - SR79
 STA. 212+50 TO STA. 213+50

DESIGN AGENCY

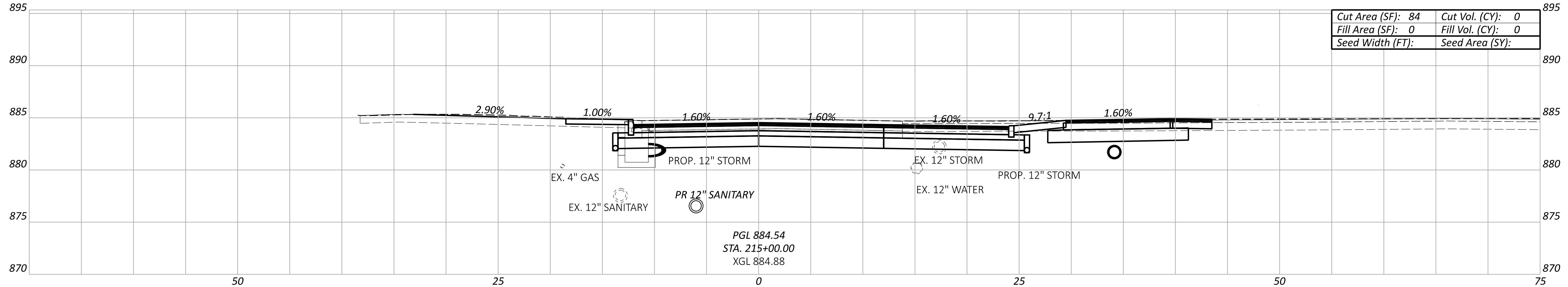


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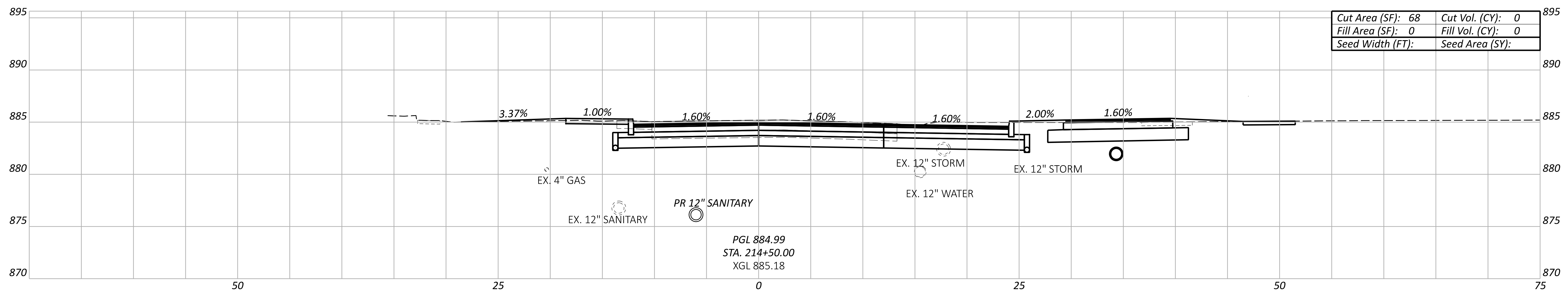
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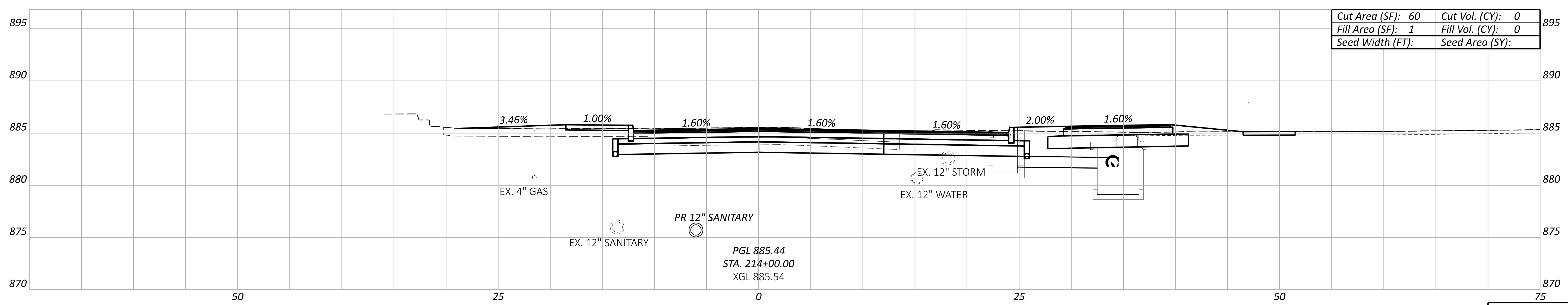
Cut Area (SF):	84	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

PGL 884.54
 STA. 215+00.00
 XGL 884.88



Cut Area (SF):	68	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

PGL 884.99
 STA. 214+50.00
 XGL 885.18



Cut Area (SF):	60	Cut Vol. (CY):	0
Fill Area (SF):	1	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

PGL 885.44
 STA. 214+00.00
 XGL 885.54

CROSS SECTIONS - SR79
 STA. 214+00 TO STA. 215+00

DESIGN AGENCY

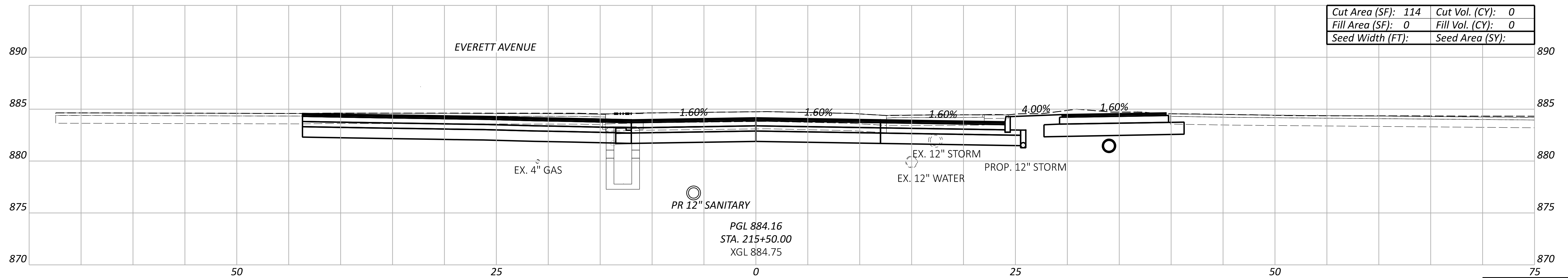
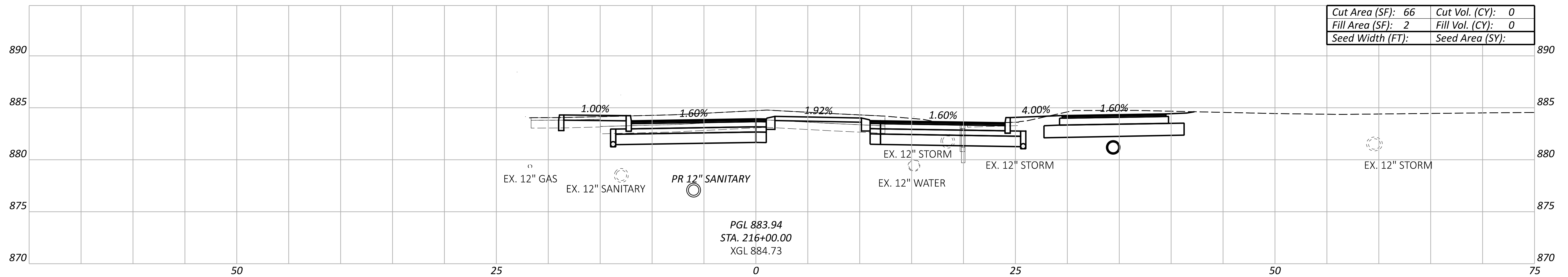
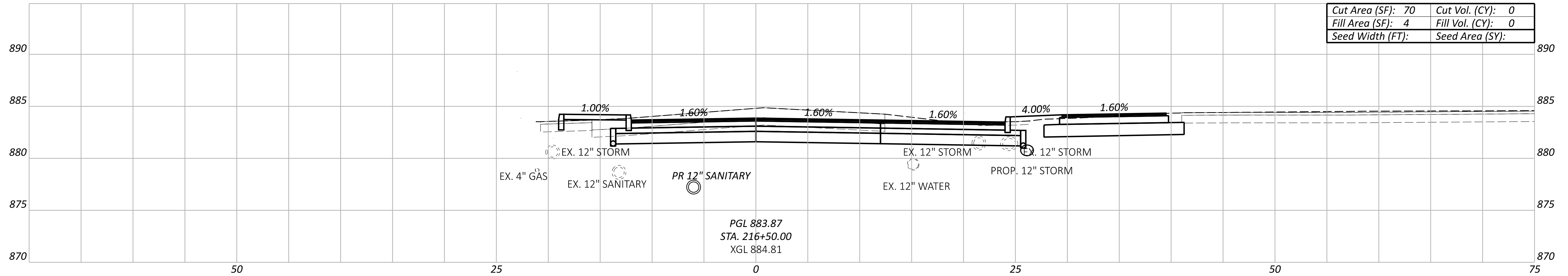


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PROJECT ID
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Sheet Totals			117102
Seeding	Cut	Fill	SHEET TOTAL
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Sheet Totals			117102	
Seeding	Cut	Fill	SHEET	TOTAL
			P.40	79

CROSS SECTIONS - SR79
 STA. 215+50 TO STA. 216+50

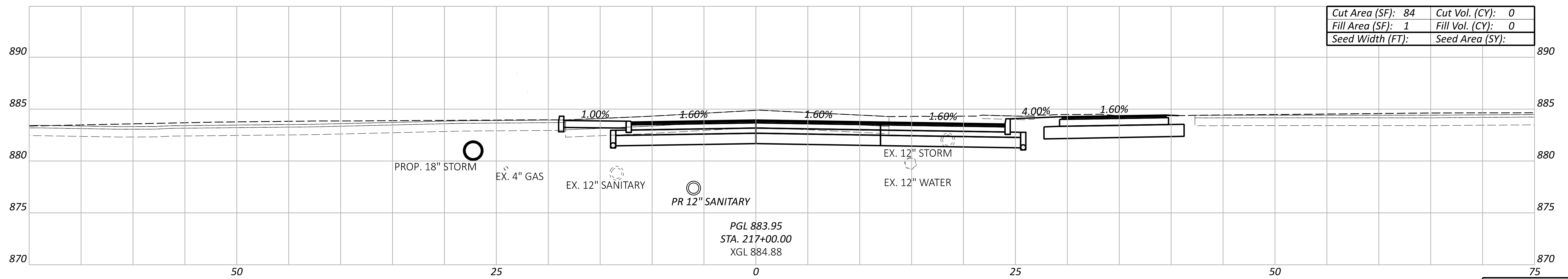
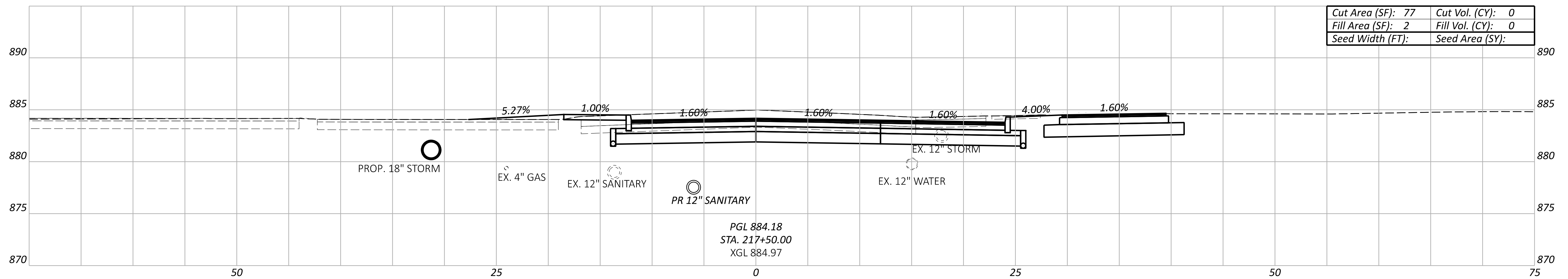
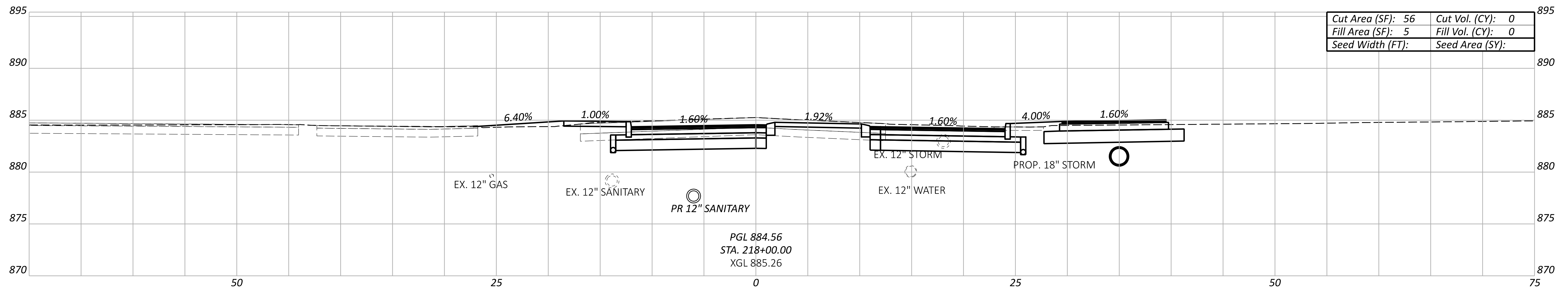
DESIGN AGENCY



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CROSS SECTIONS - SR79
 STA. 217+00 TO STA. 218+00

DESIGN AGENCY

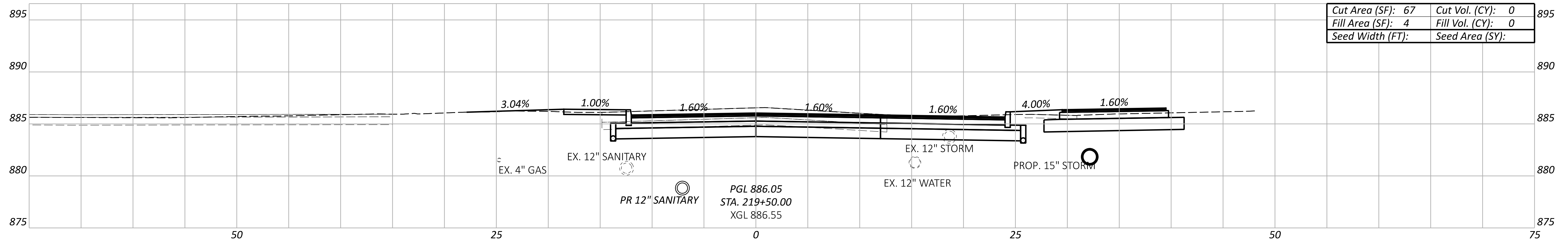


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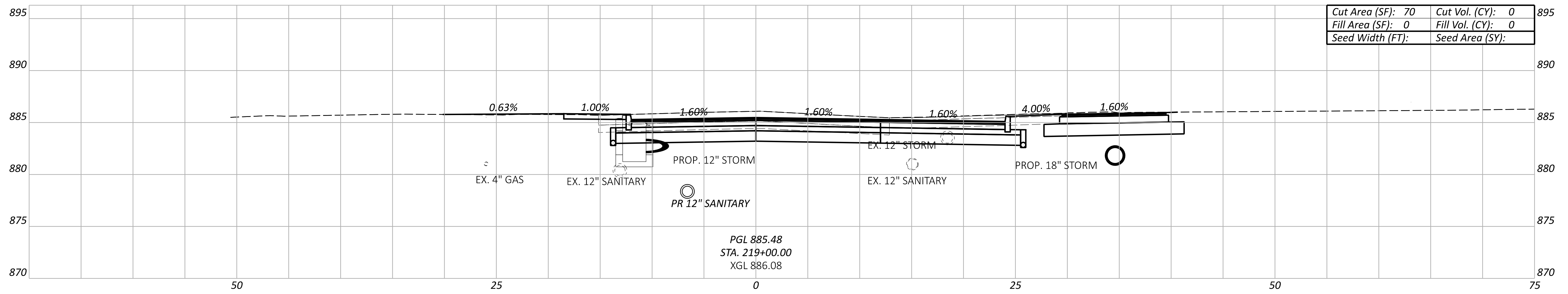
PROJECT ID
 117102

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Seeding	Cut	Fill	SHEET TOTAL
			P.41 79



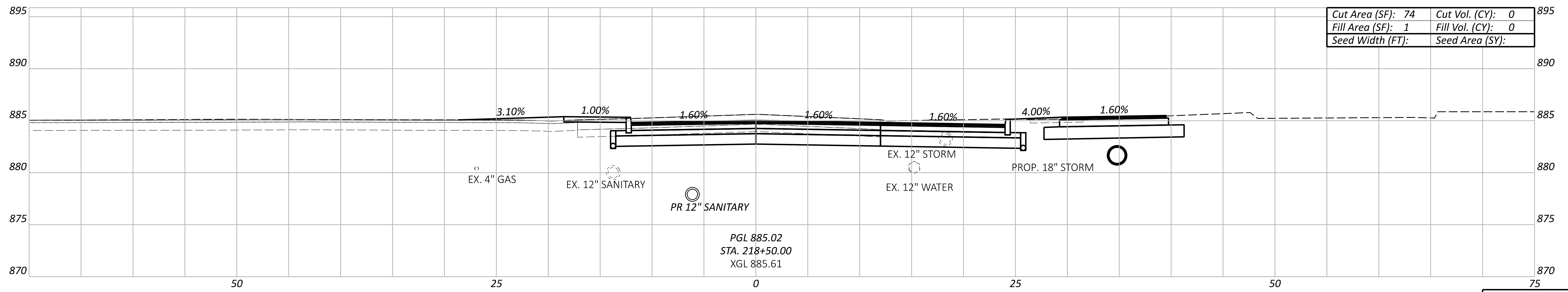
Cut Area (SF):	67	Cut Vol. (CY):	0
Fill Area (SF):	4	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

PGL 886.05
 STA. 219+50.00
 XGL 886.55



Cut Area (SF):	70	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

PGL 885.48
 STA. 219+00.00
 XGL 886.08



Cut Area (SF):	74	Cut Vol. (CY):	0
Fill Area (SF):	1	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

PGL 885.02
 STA. 218+50.00
 XGL 885.61

CROSS SECTIONS - SR79
 STA. 218+50 TO STA. 219+50

DESIGN AGENCY

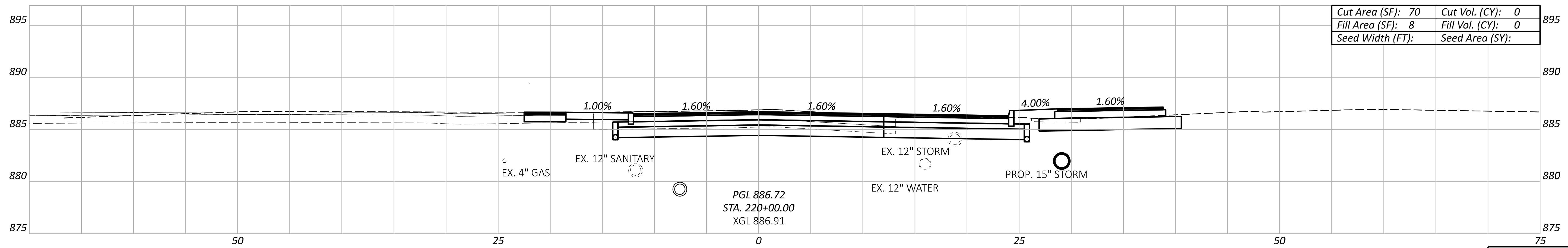
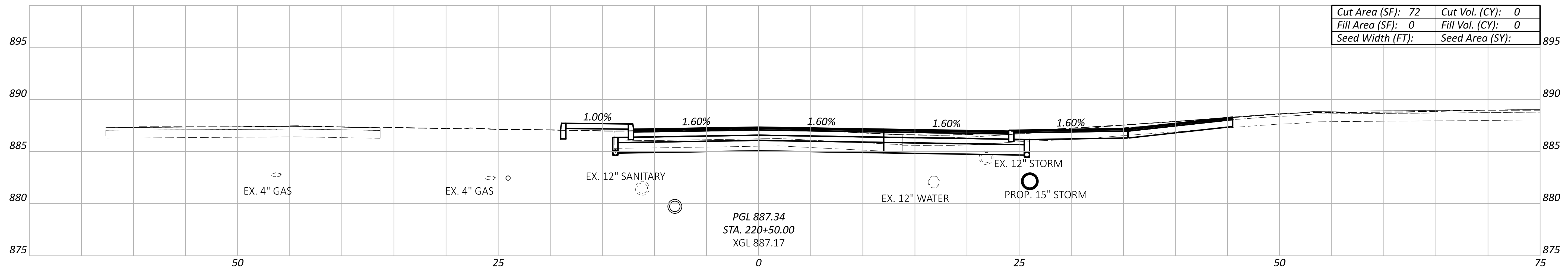
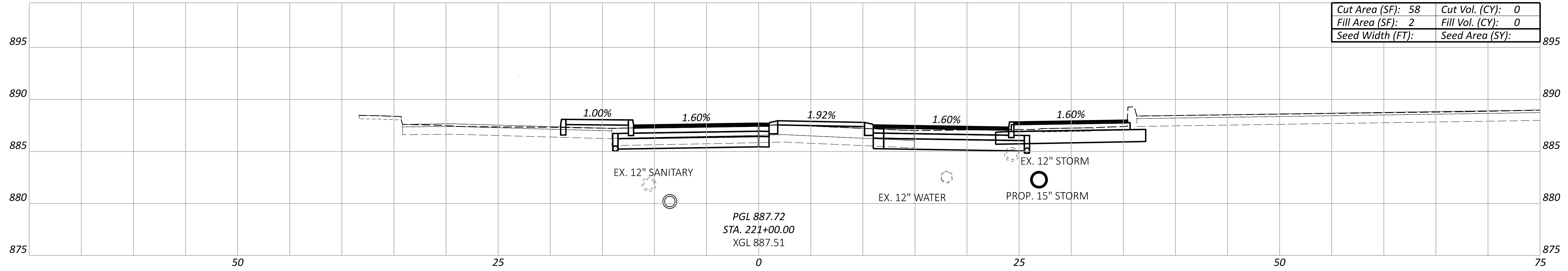


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Sheet Totals			117102
Seeding	Cut	Fill	SHEET TOTAL
			P.42 79



CROSS SECTIONS - SR79
 STA. 220+00 TO STA. 221+00

DESIGN AGENCY

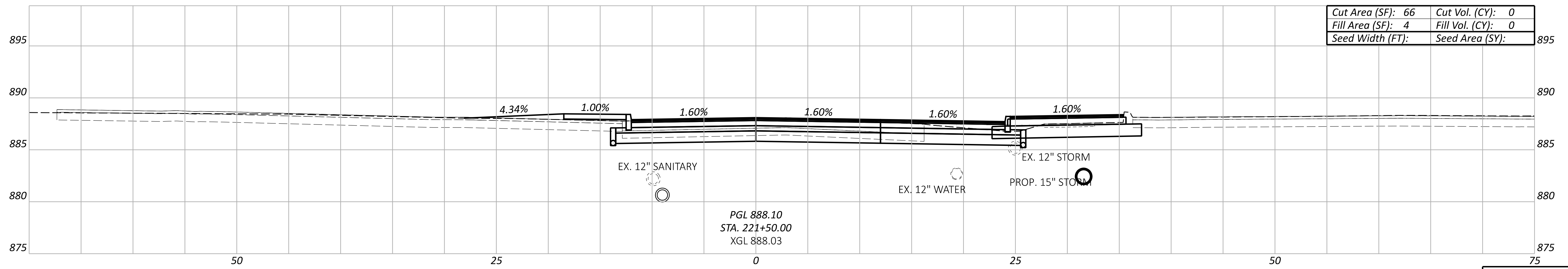
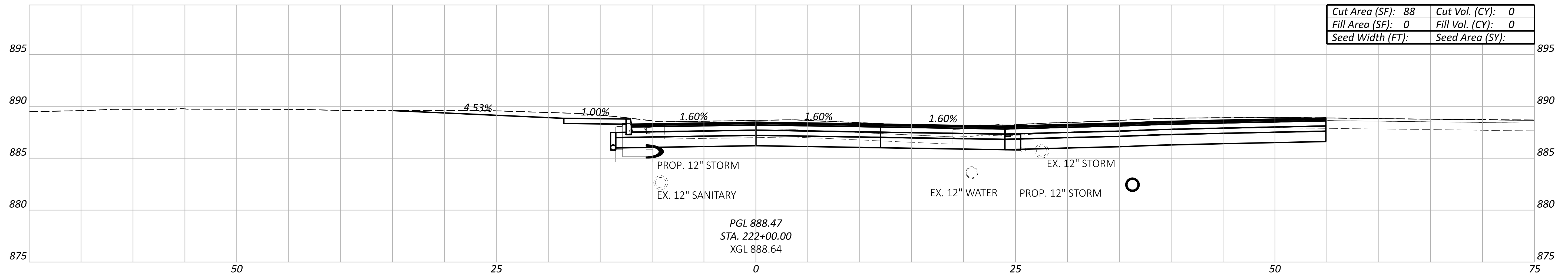
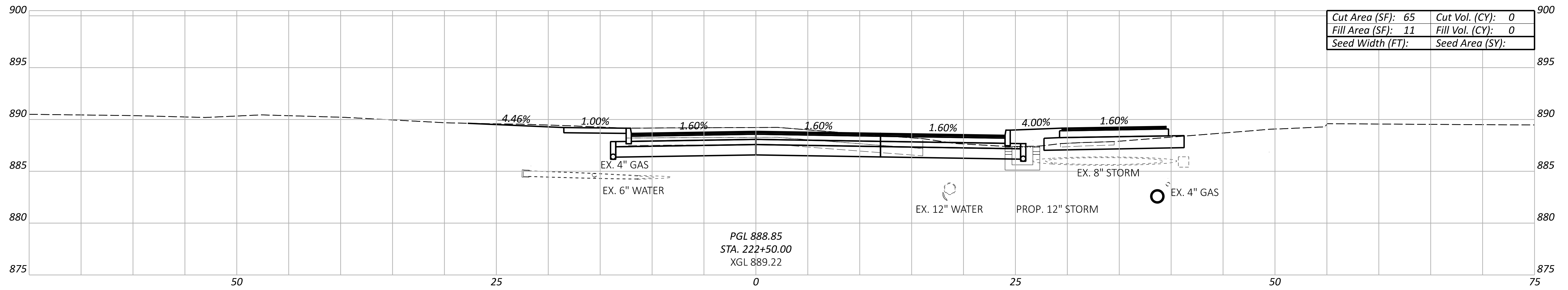


DESIGNER
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REVIEWER
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Sheet Totals			117102
Seeding	Cut	Fill	TOTAL
			P.43 79



CROSS SECTIONS - SR79
 STA. 221+50 TO STA. 222+50

DESIGN AGENCY

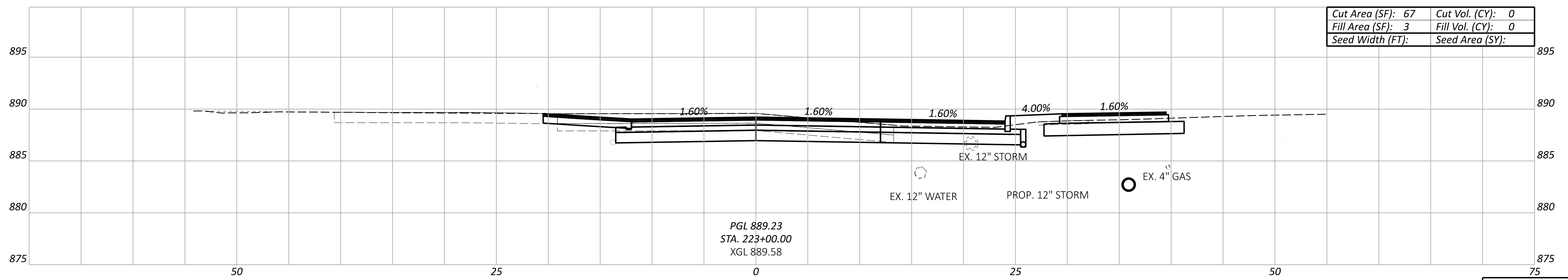
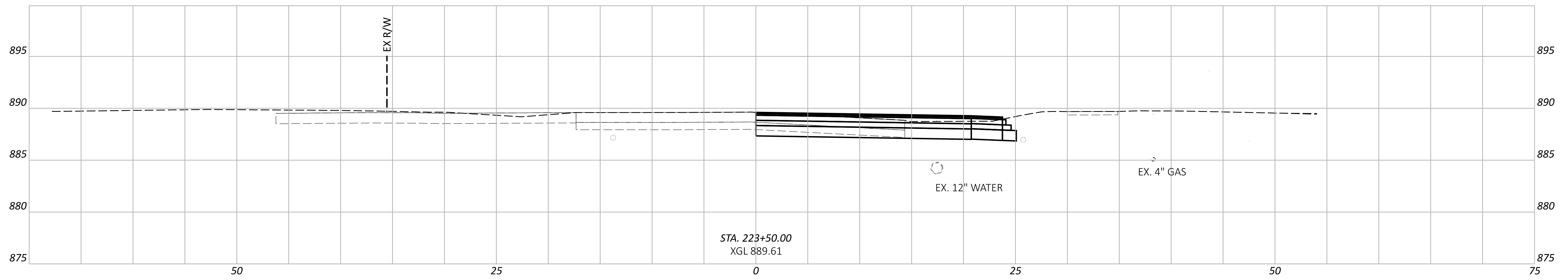
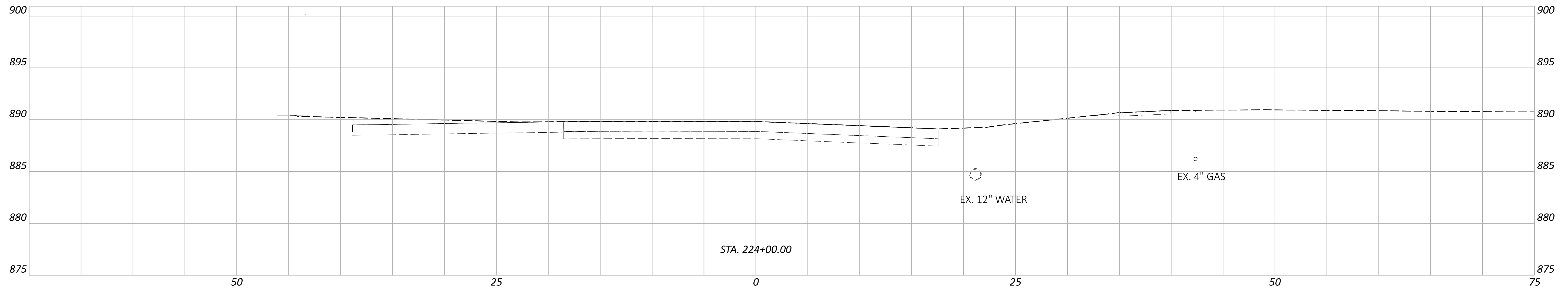


DESIGNER
 HAC

REVIEWER
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PROJECT ID
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Sheet Totals			117102	
Seeding	Cut	Fill	SHEET	TOTAL
			P.44	79



Cut Area (SF):	67	Cut Vol. (CY):	0
Fill Area (SF):	3	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

Sheet Totals			117102
Seeding	Cut	Fill	SHEET TOTAL
			P.45 79

CROSS SECTIONS - SR79
 STA. 223+00 TO STA. 224+00

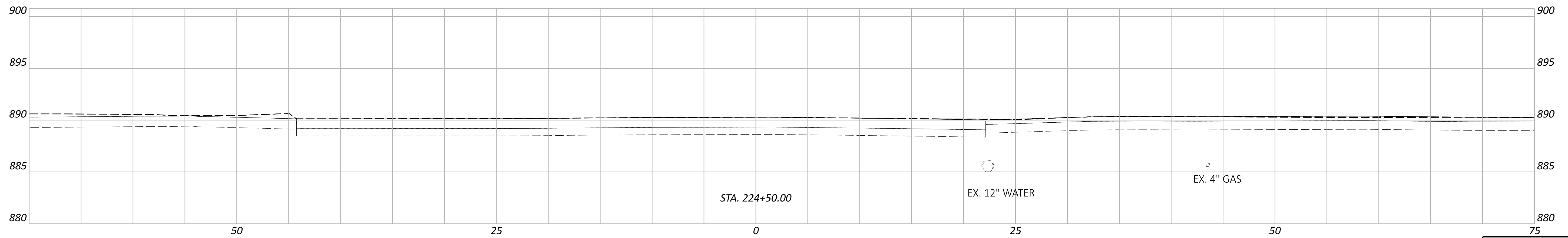
DESIGN AGENCY



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Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - SR79
STA. 224+50

DESIGN AGENCY

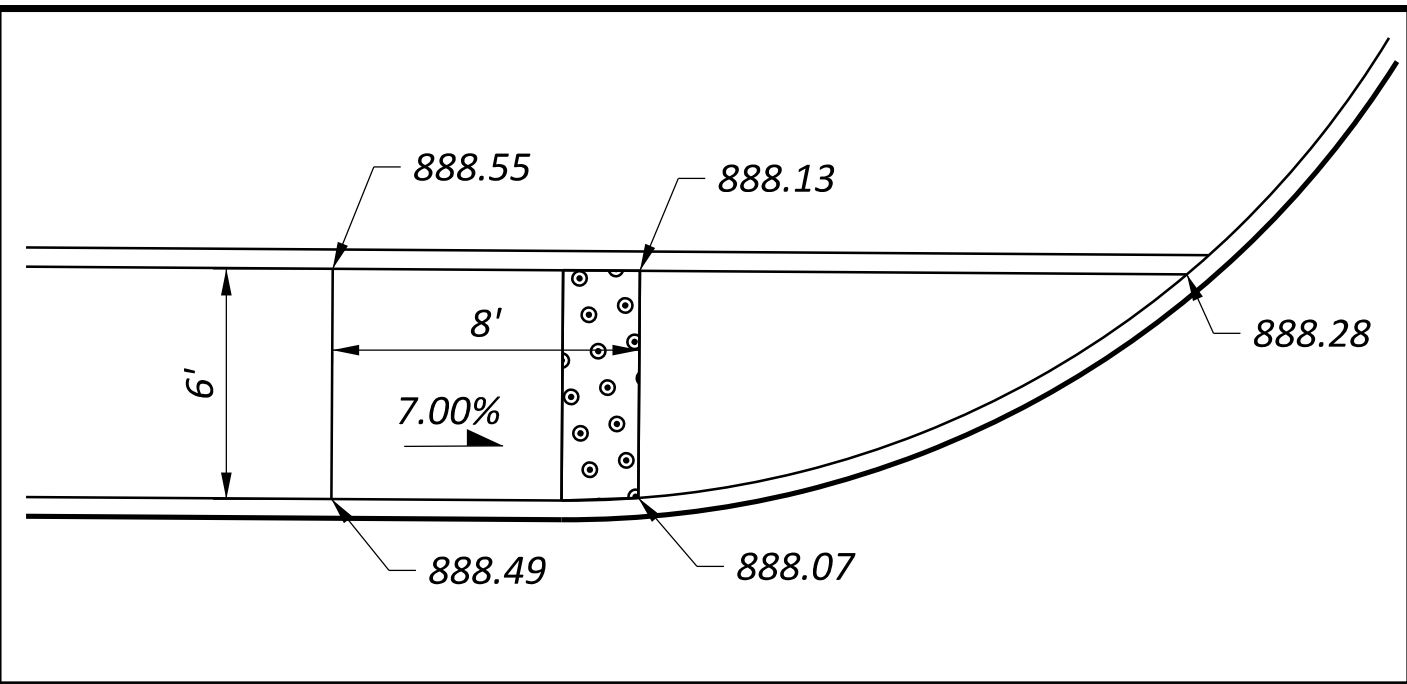


DESIGNER
HAC

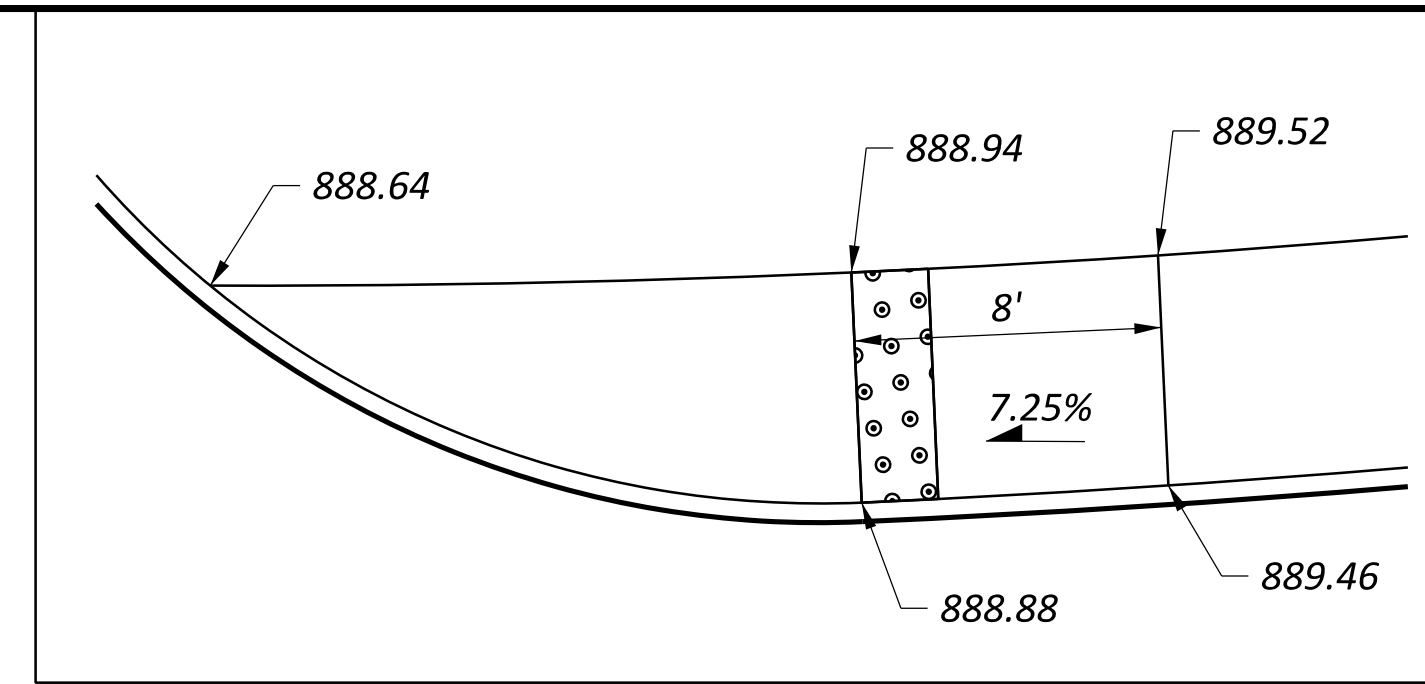
REVIEWER
CLD 02/28/25

PROJECT ID
117102

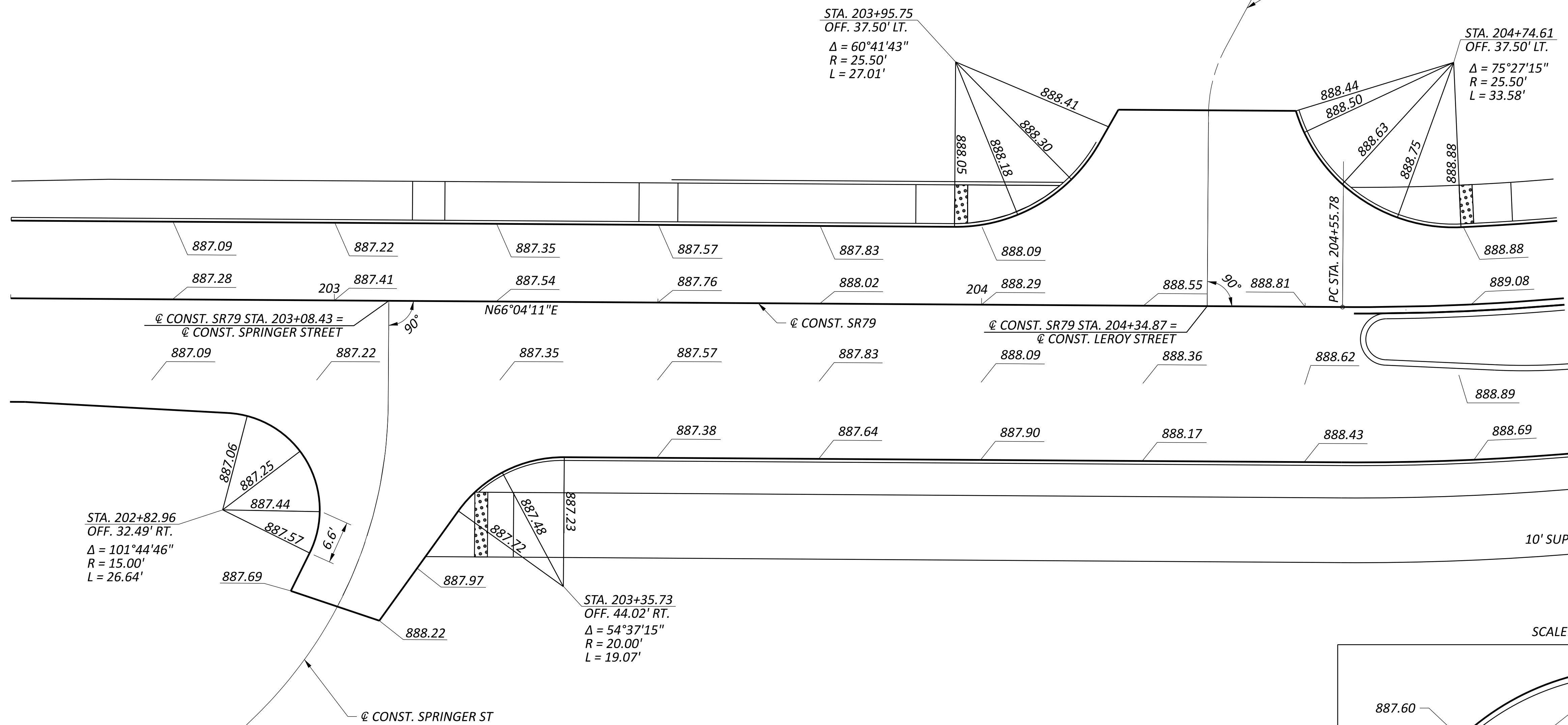
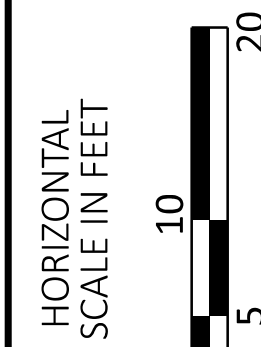
SHEET TOTAL
P.46 79



SCALE: 1" = 5'



SCALE: 1" = 5'

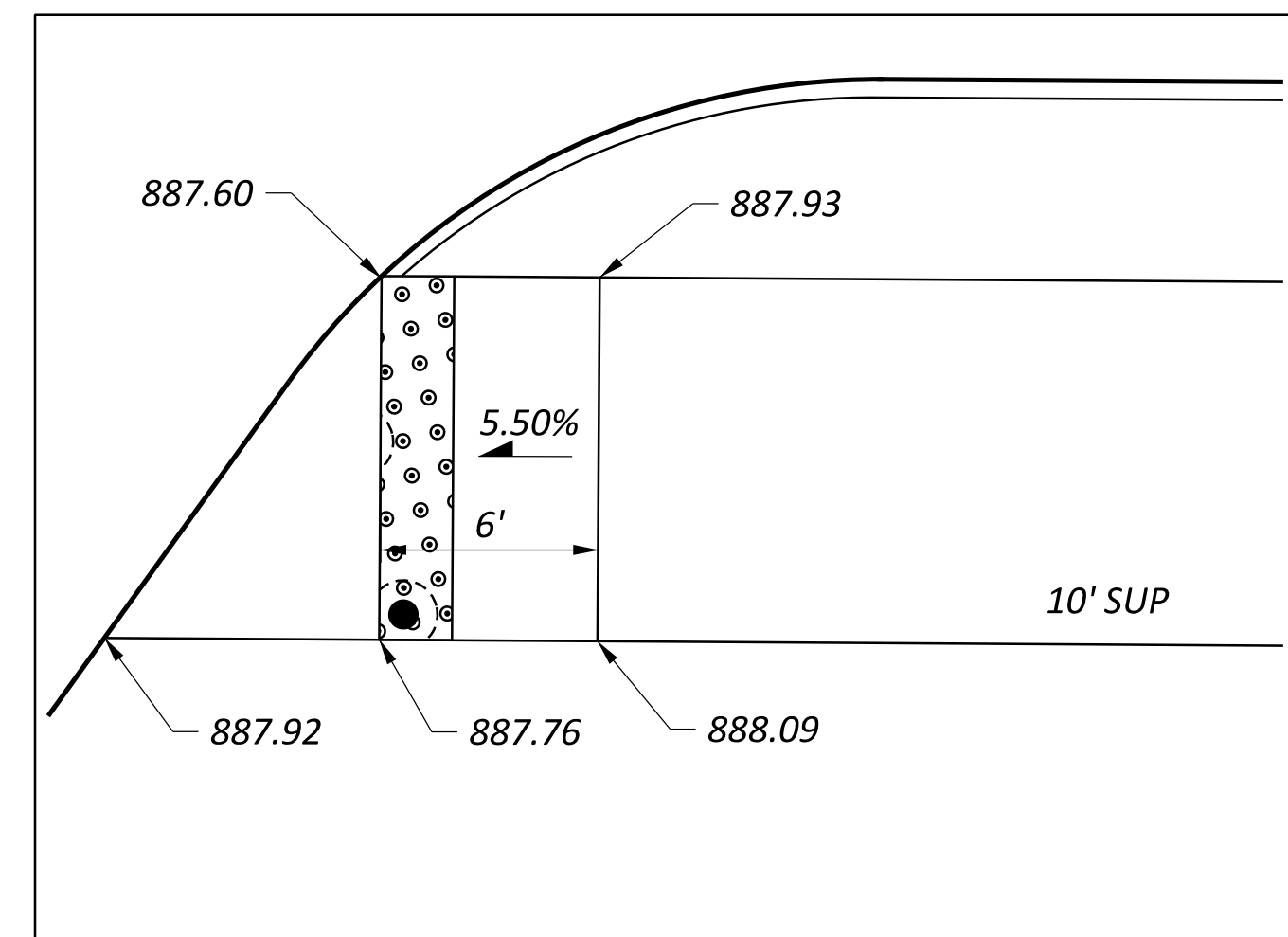


STA. 202+82.96
 OFF. 32.49' RT.
 $\Delta = 101^\circ 44' 46''$
 $R = 15.00'$
 $L = 26.64'$

STA. 203+35.73
 OFF. 44.02' RT.
 $\Delta = 54^\circ 37' 15''$
 $R = 20.00'$
 $L = 19.07'$

STA. 204+74.61
 OFF. 37.50' LT.
 $\Delta = 75^\circ 27' 15''$
 $R = 25.50'$
 $L = 33.58'$

SCALE: 1" = 5'



INTERSECTION DETAILS
 SR79/SPRINGER STREET AND SR79/LEROY STREET

DESIGN AGENCY



DESIGNER

AHH

REVIEWER

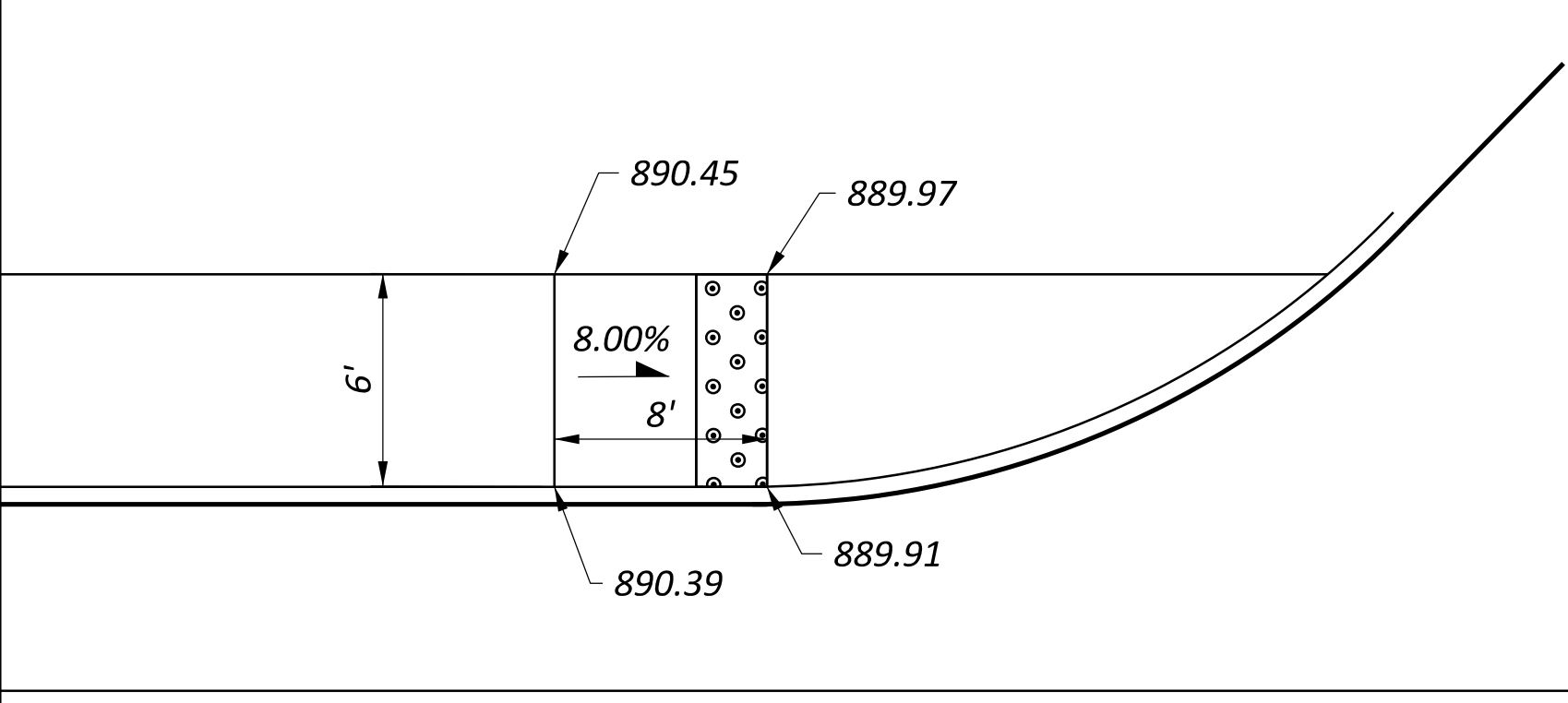
CLD 02/28/25

PROJECT ID

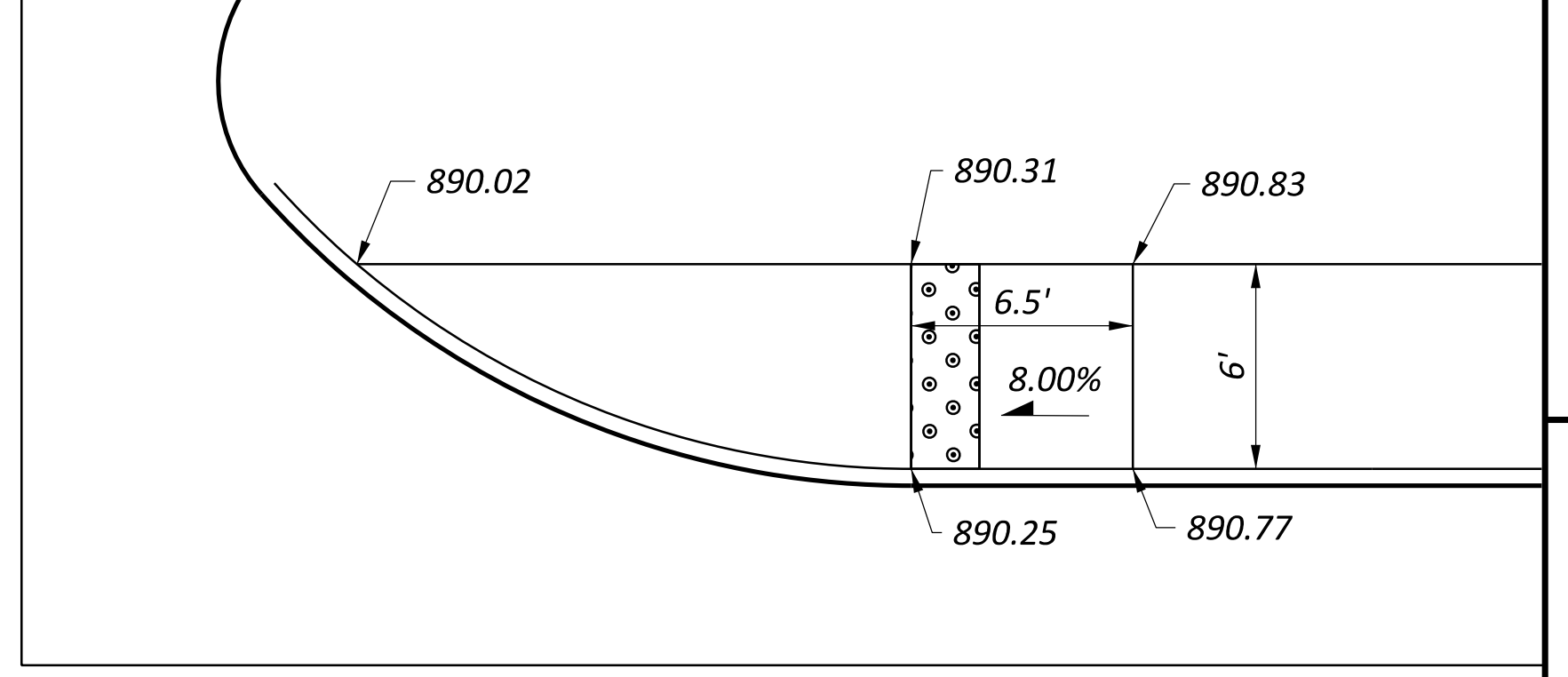
117102

SHEET TOTAL

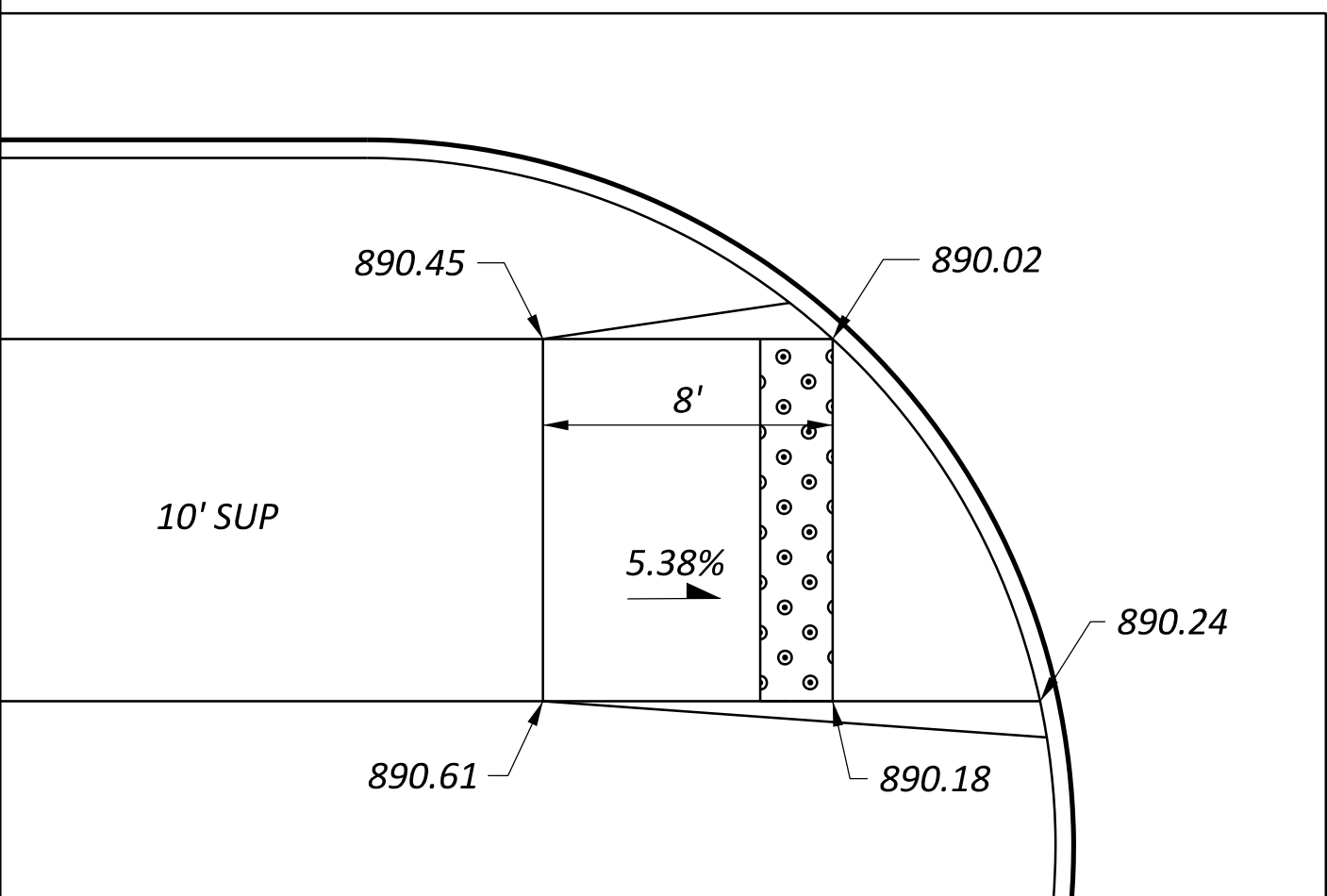
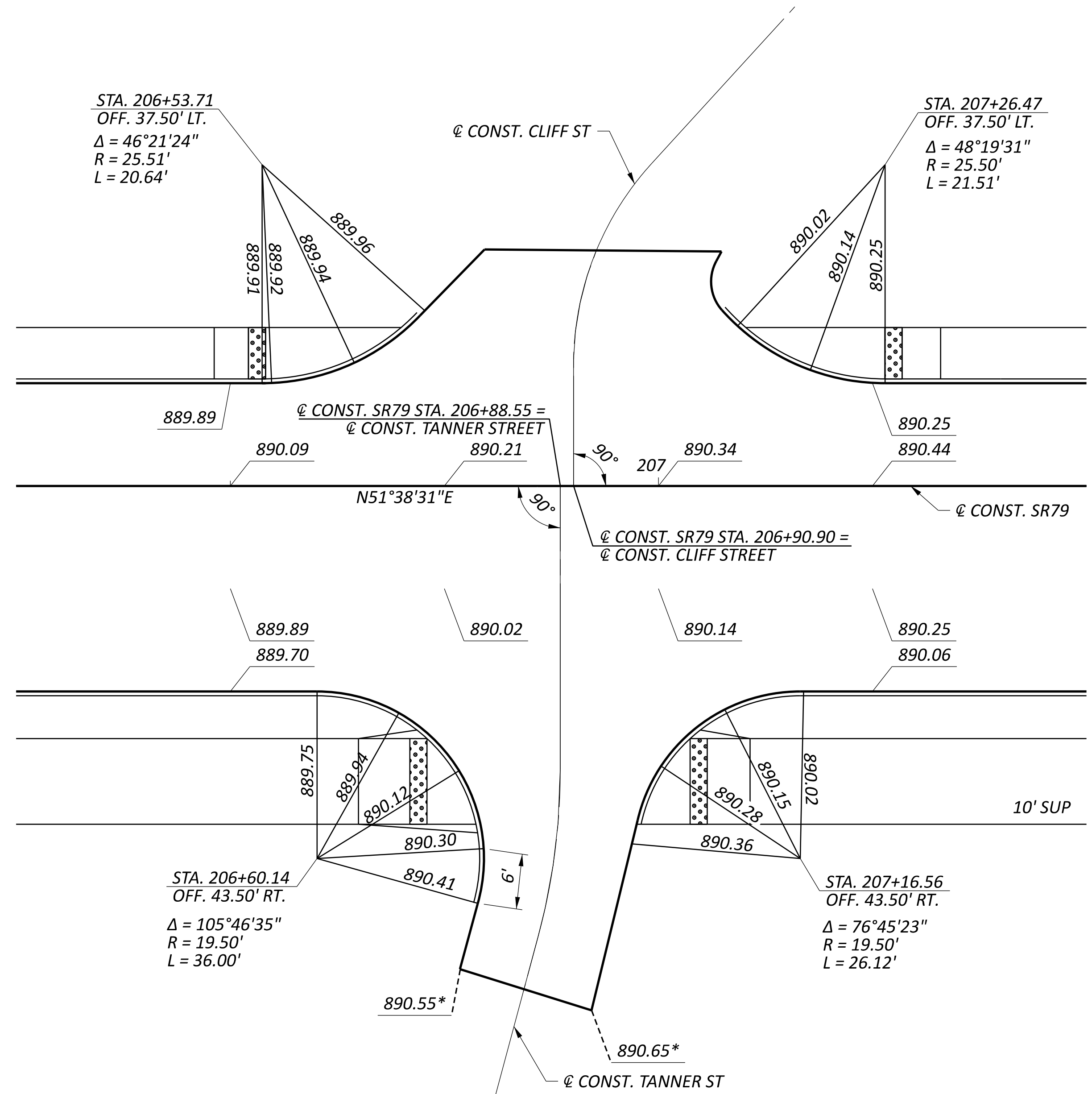
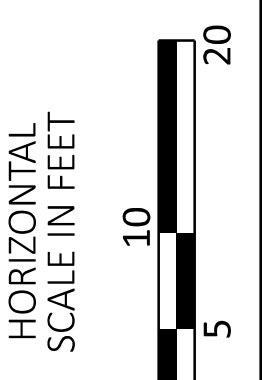
P.47 79



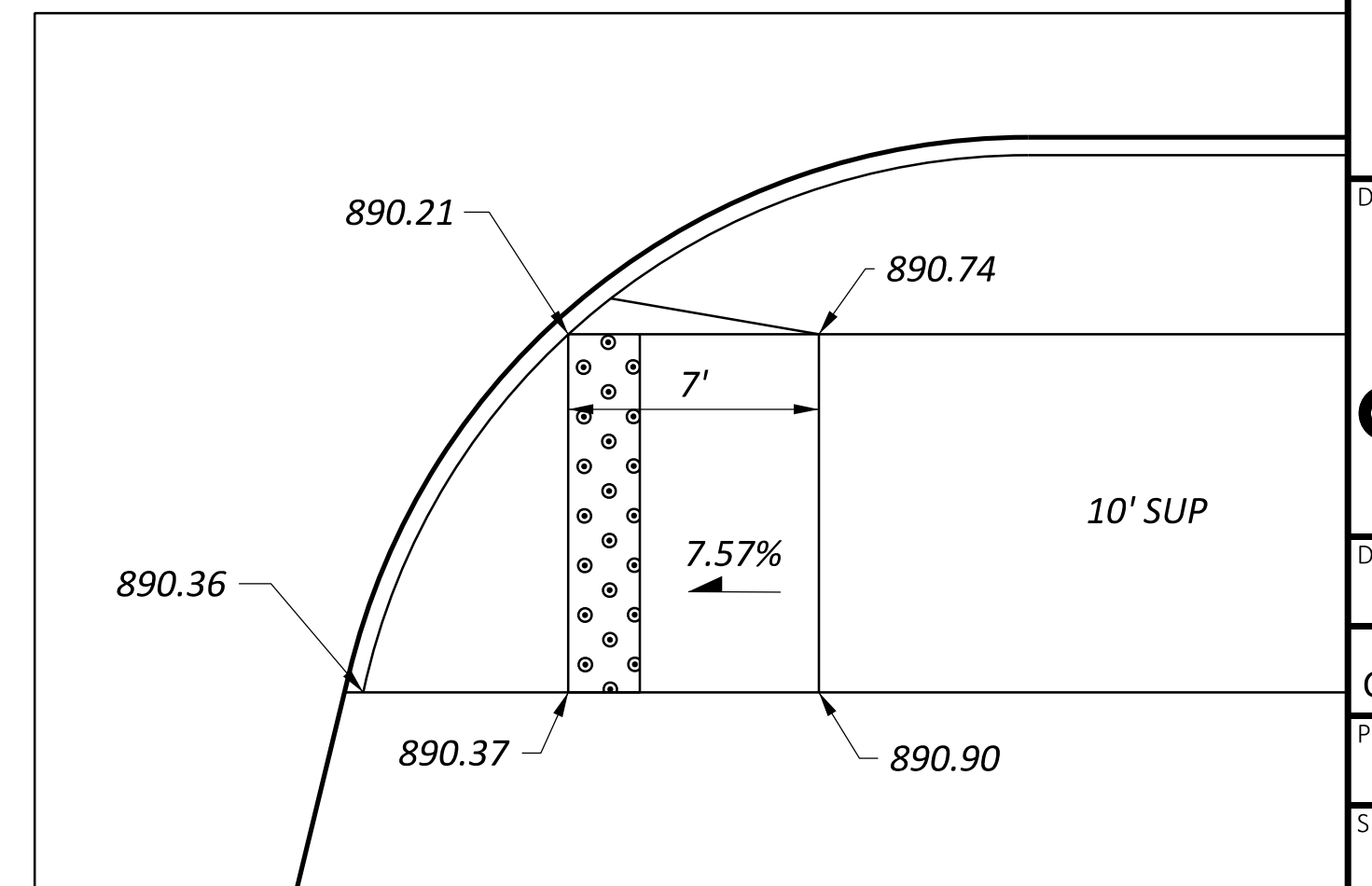
SCALE: 1" = 5'



SCALE: 1" = 5'



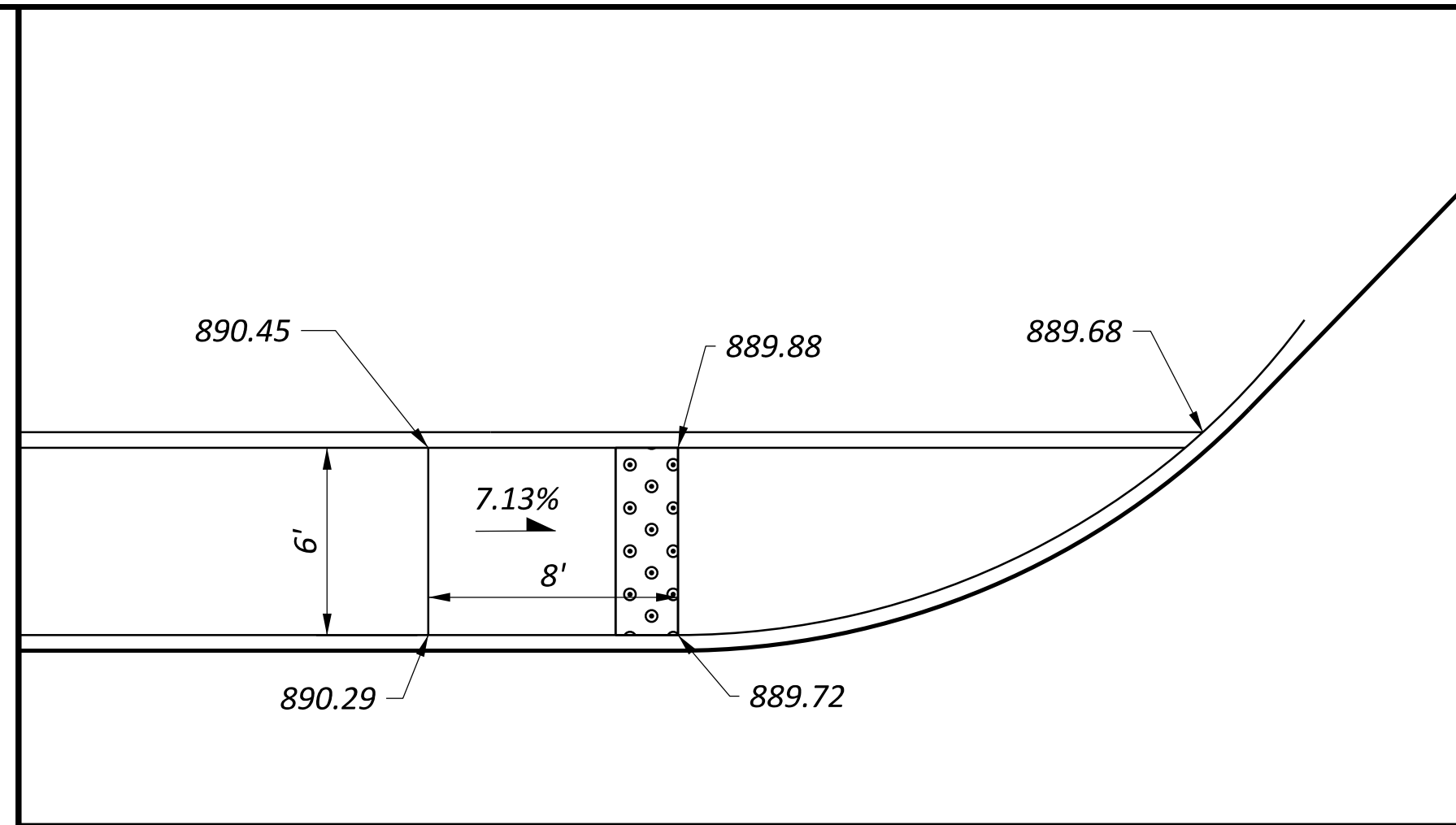
SCALE: 1" = 5'



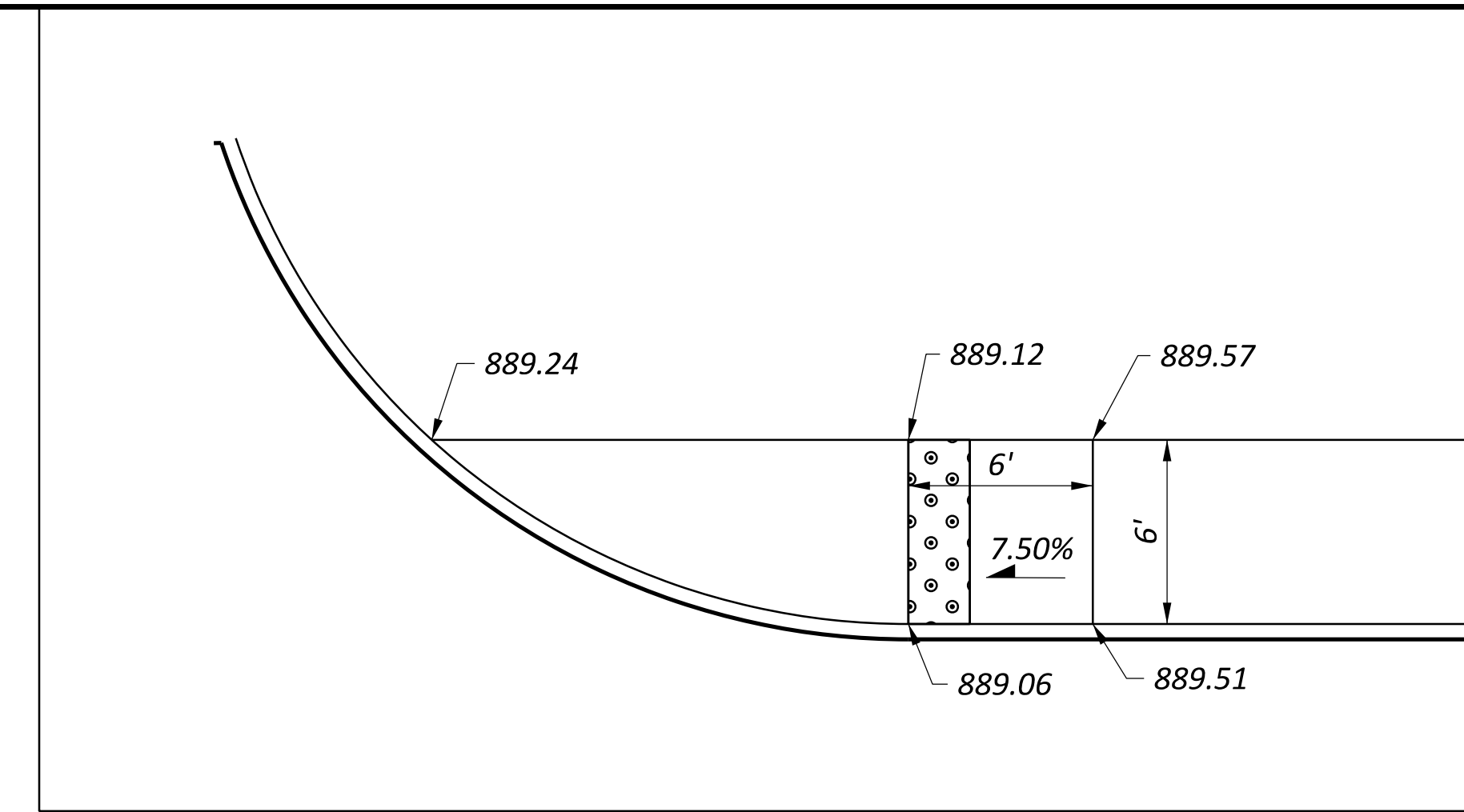
SCALE: 1" = 5'

INTERSECTION DETAILS
 SR79/TANNER STREET AND SR79/CLIFF STREET

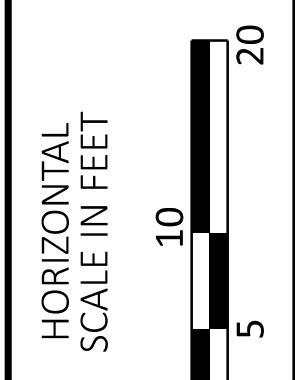
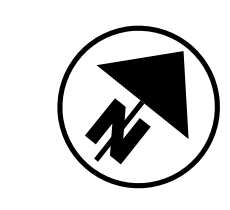
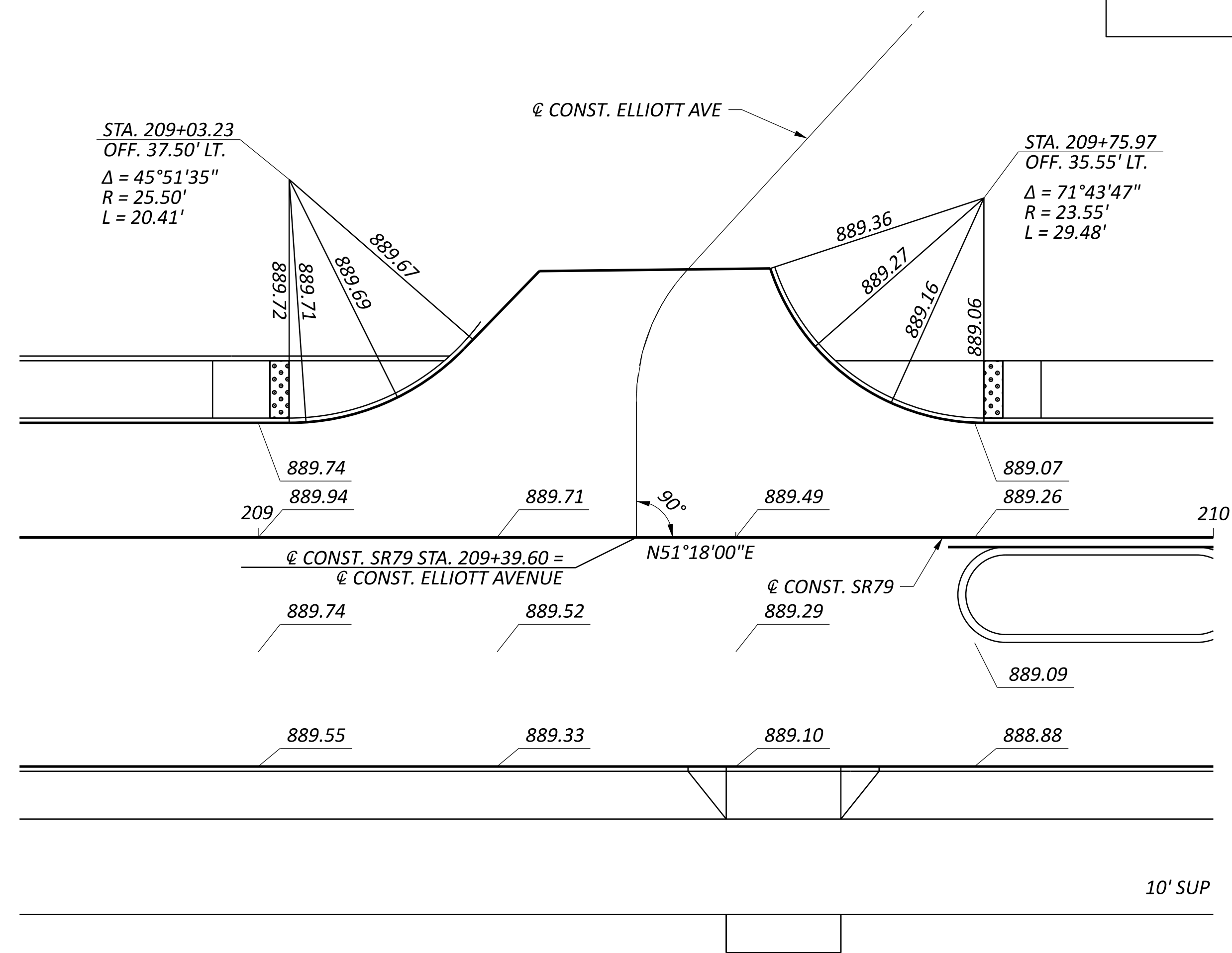
DESIGN AGENCY	OHM
DESIGNER	AHH
REVIEWER	CLD
DATE	02/28/25
PROJECT ID	117102
SHEET	P.48
TOTAL	79



SCALE: 1" = 5'



SCALE: 1" = 5'



INTERSECTION DETAILS
 SR79/ELLIOTT AVENUE

DESIGN AGENCY

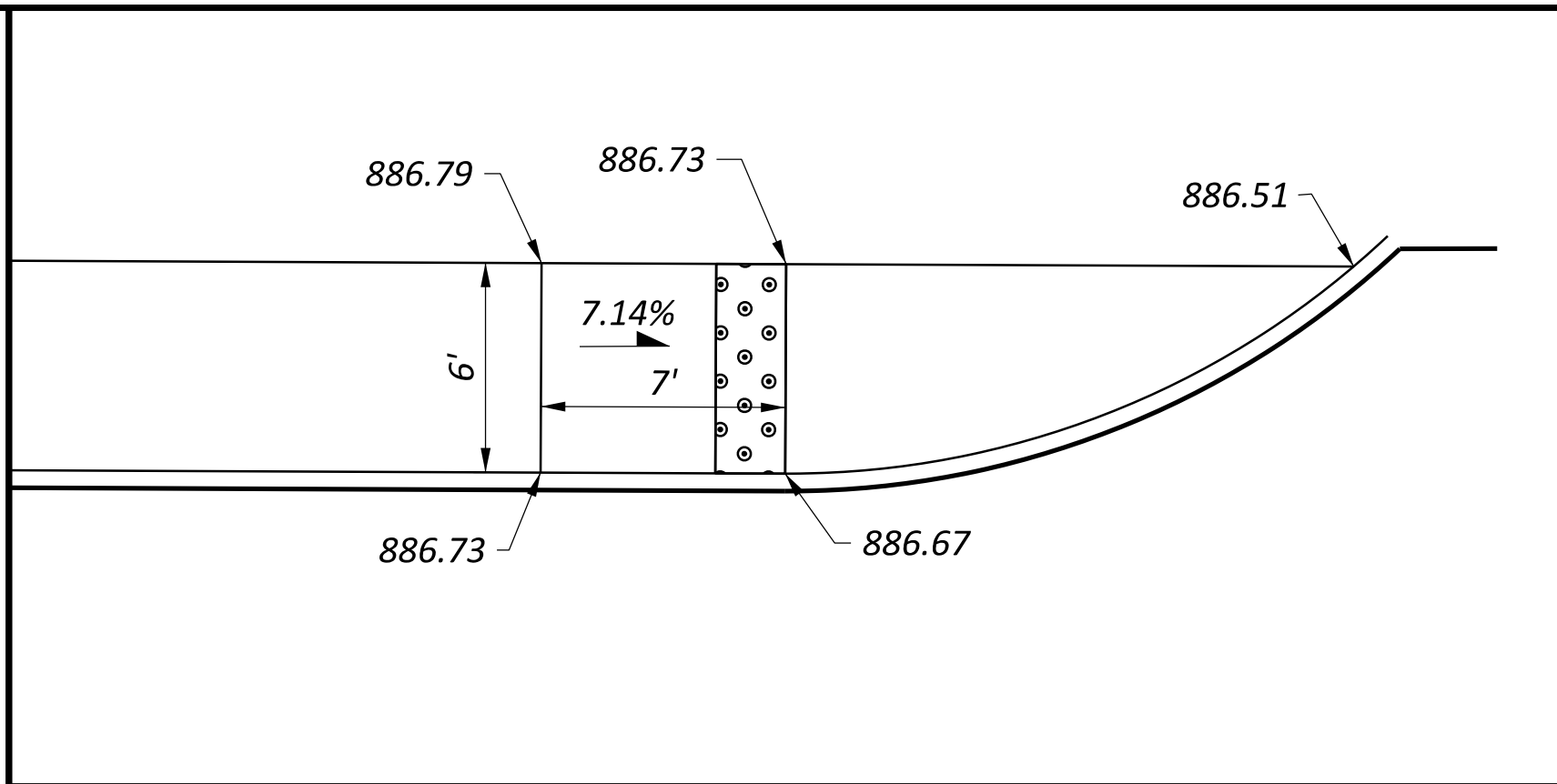


DESIGNER
 AHH

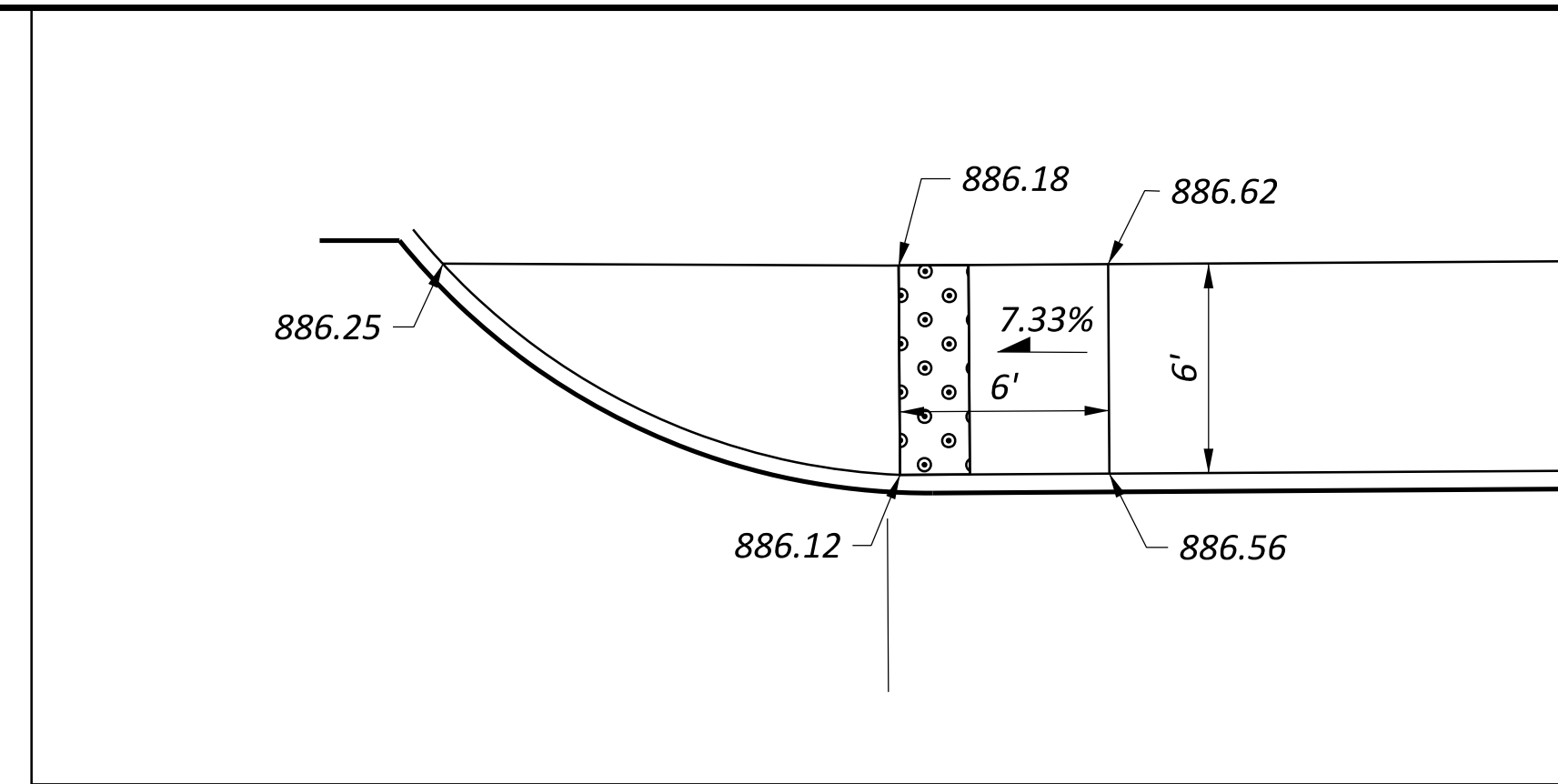
REVIEWER
 CLD 02/28/25

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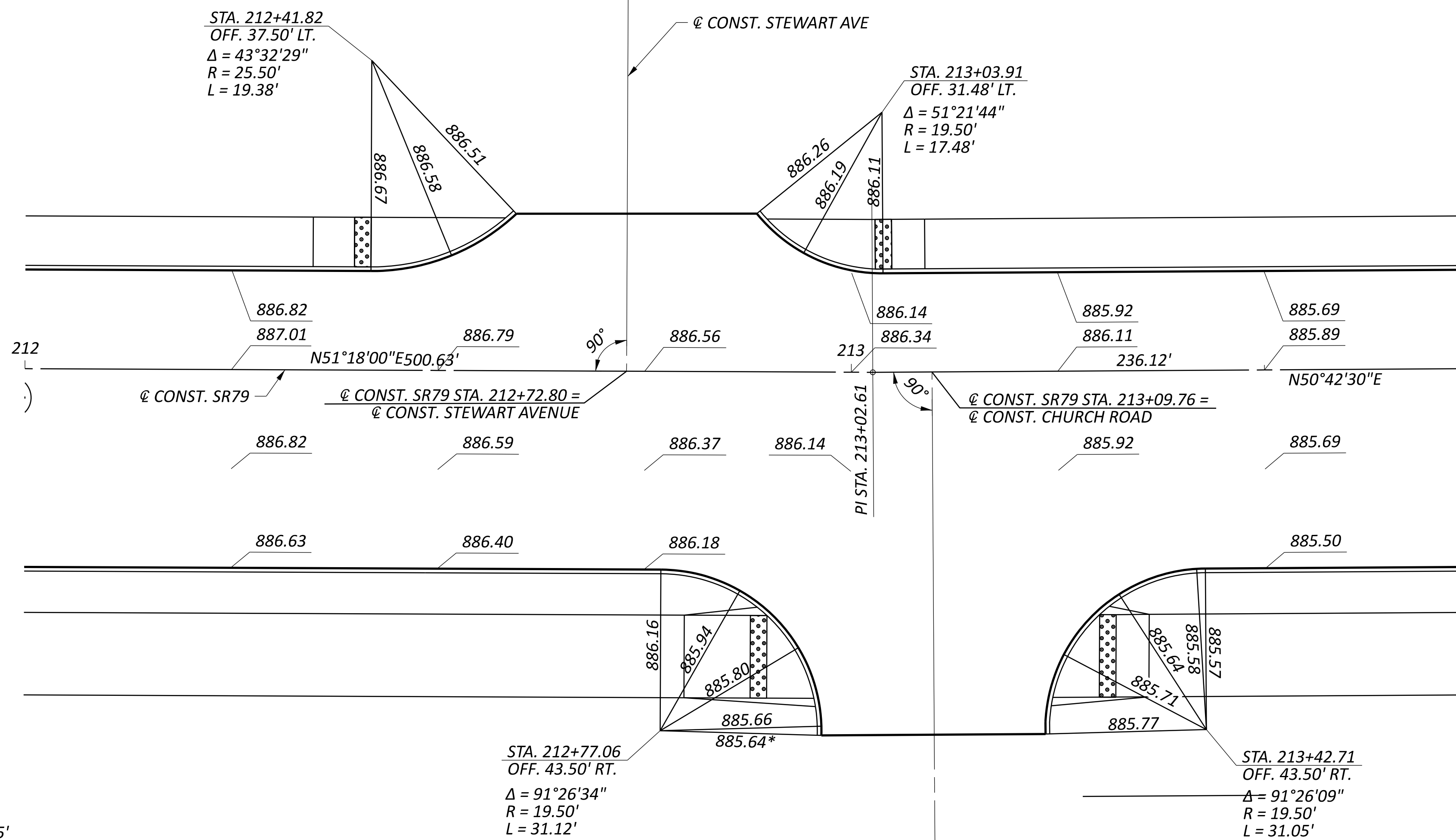
SHEET TOTAL
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SCALE: 1" = 5'

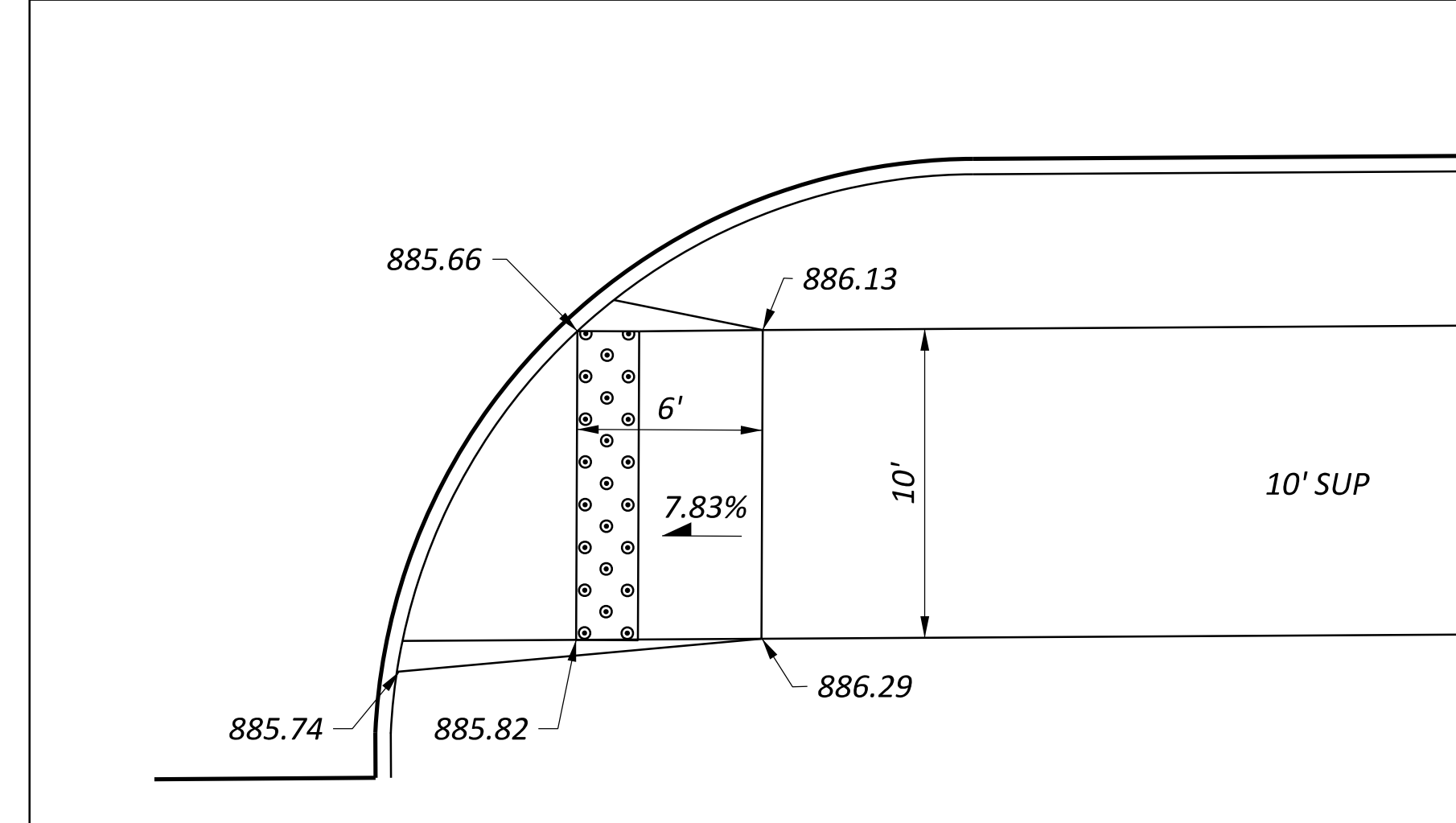
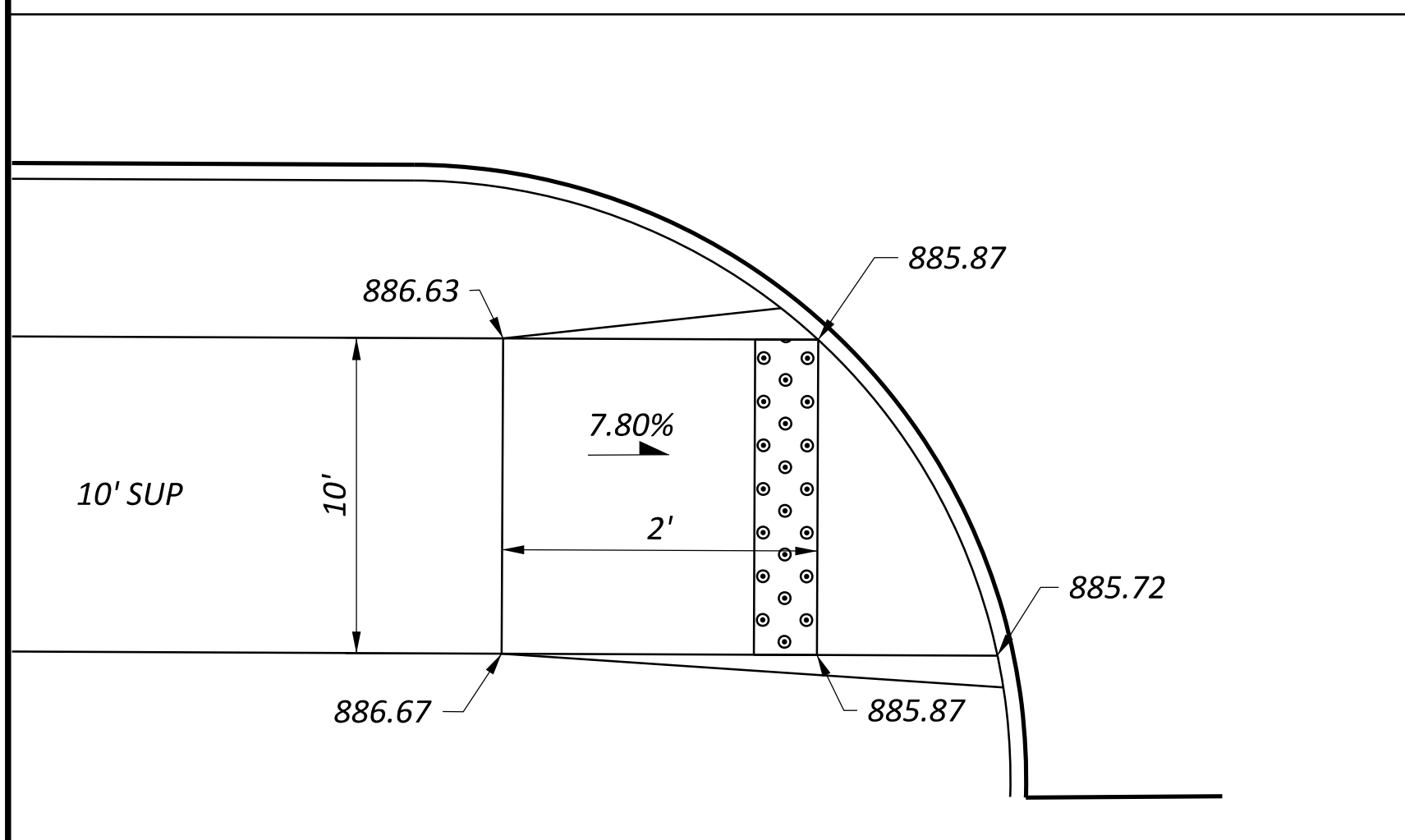


SCALE: 1" = 5'



SCALE: 1" = 5'

SCALE: 1" = 5'



INTERSECTION DETAILS
SR79/STEWART AVENUE AND SR79/CHURCH ROAD

DESIGN AGENCY



DESIGNER

AHH

REVIEWER

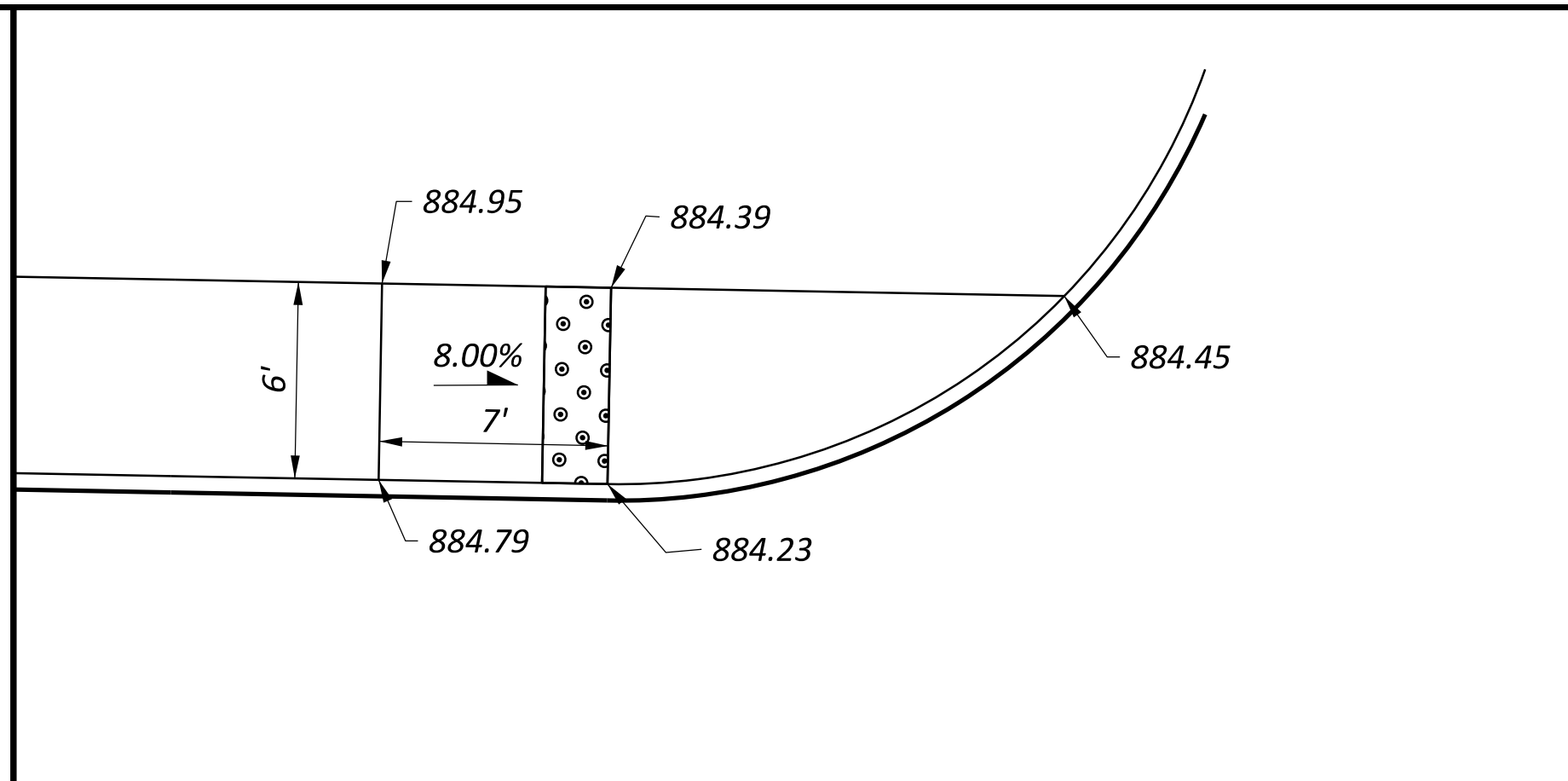
CLD 02/28/25

PROJECT ID

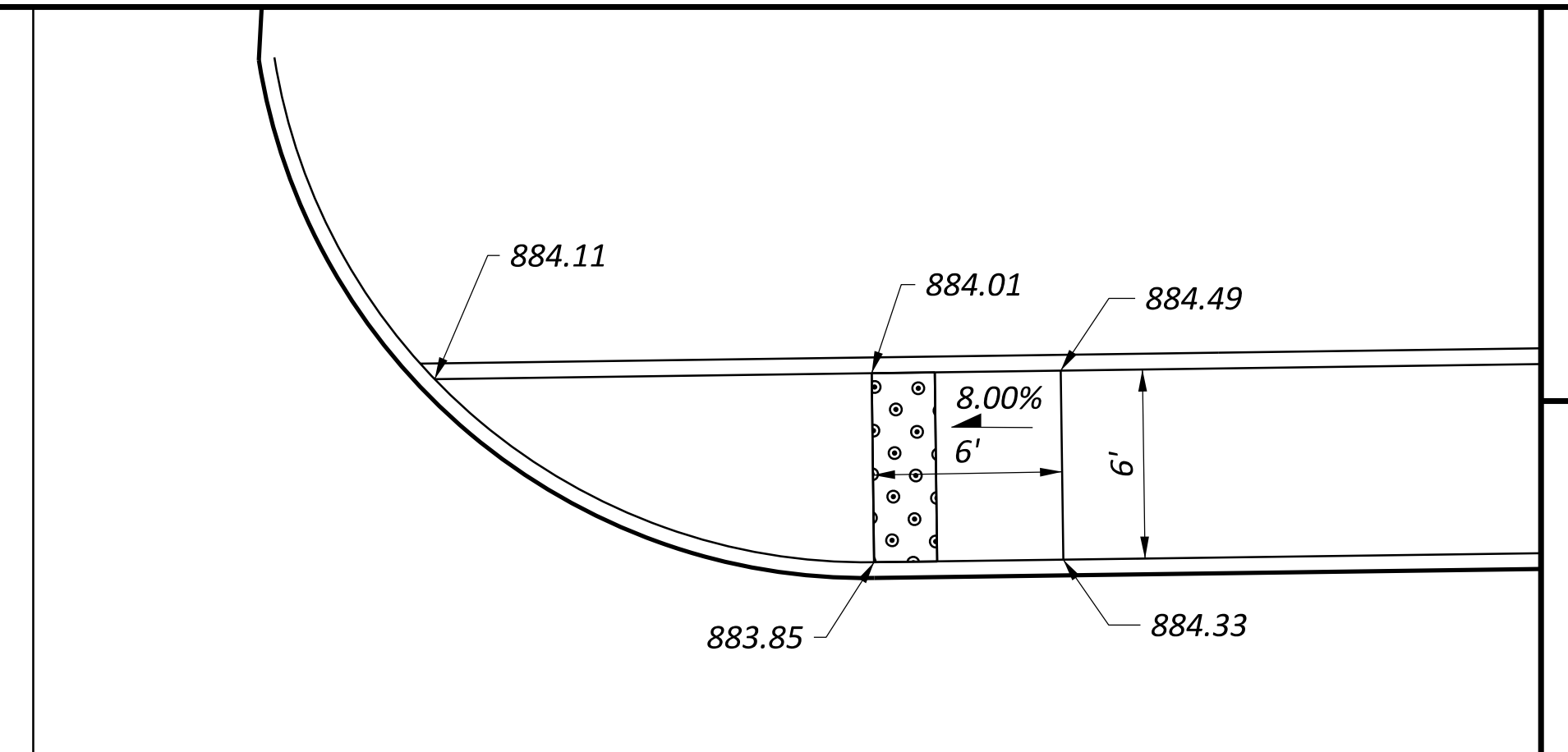
117102

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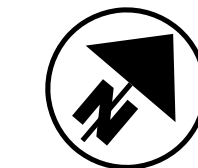
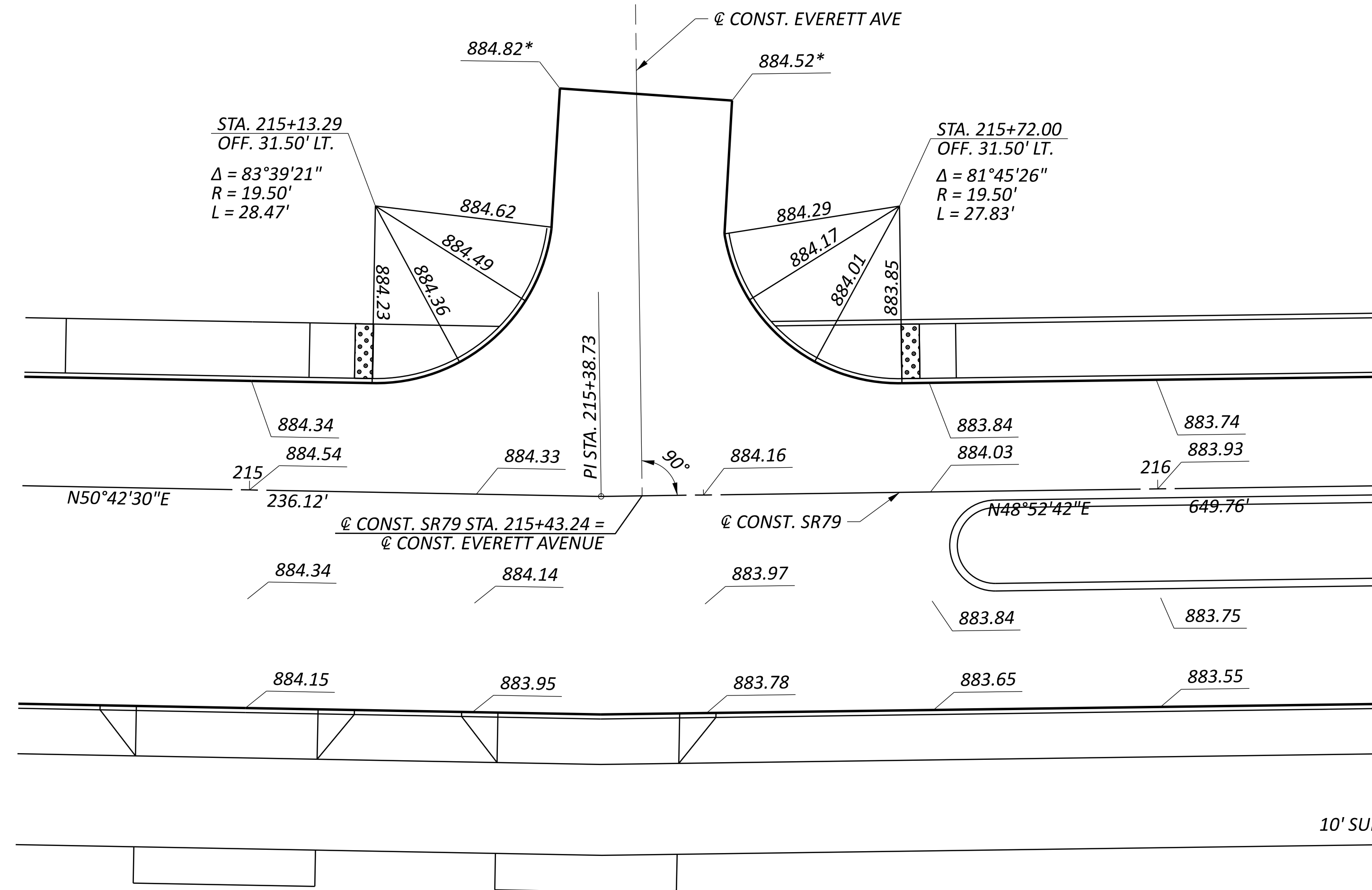
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SCALE: 1" = 5'



SCALE: 1" = 5'



INTERSECTION DETAILS
 SR79/EVERETT AVENUE

DESIGN AGENCY

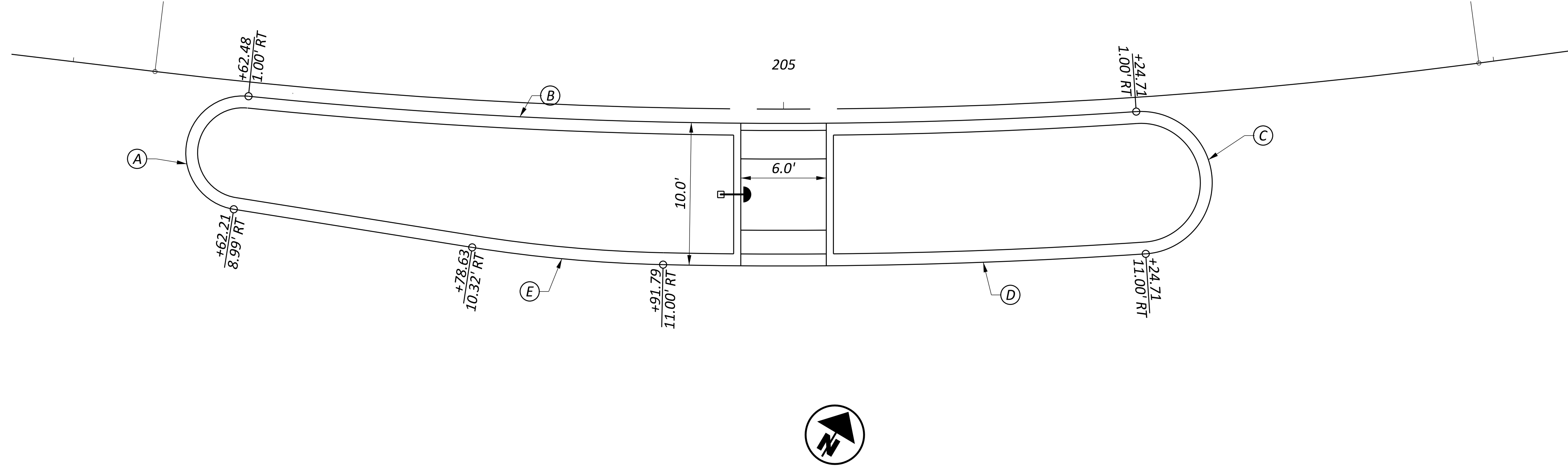


DESIGNER
 AHH

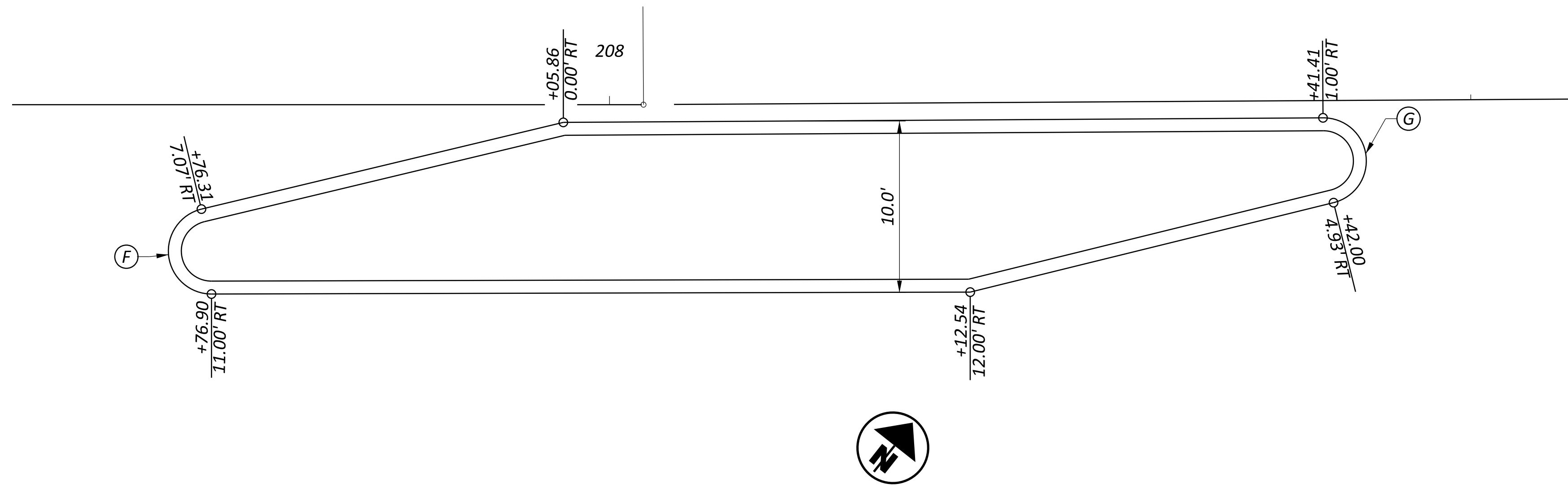
REVIEWER
 CLD 02/28/25

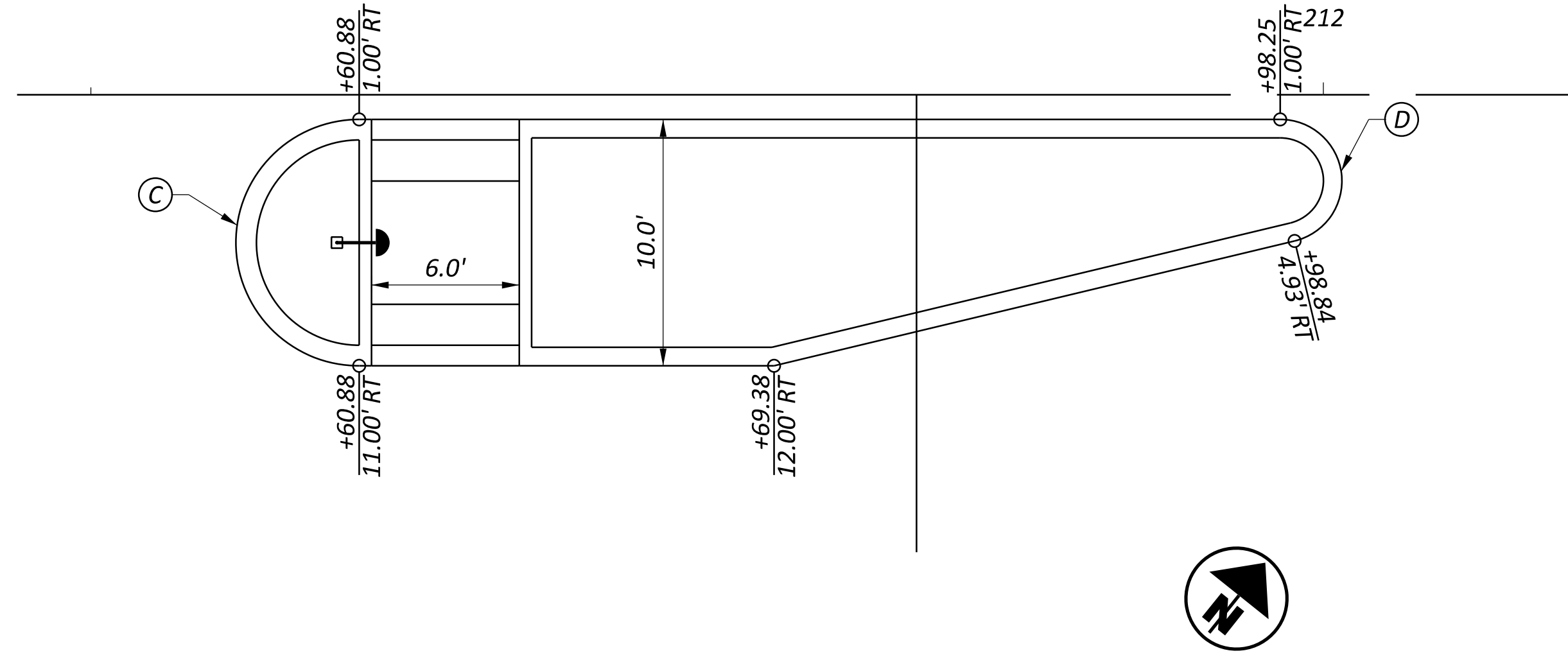
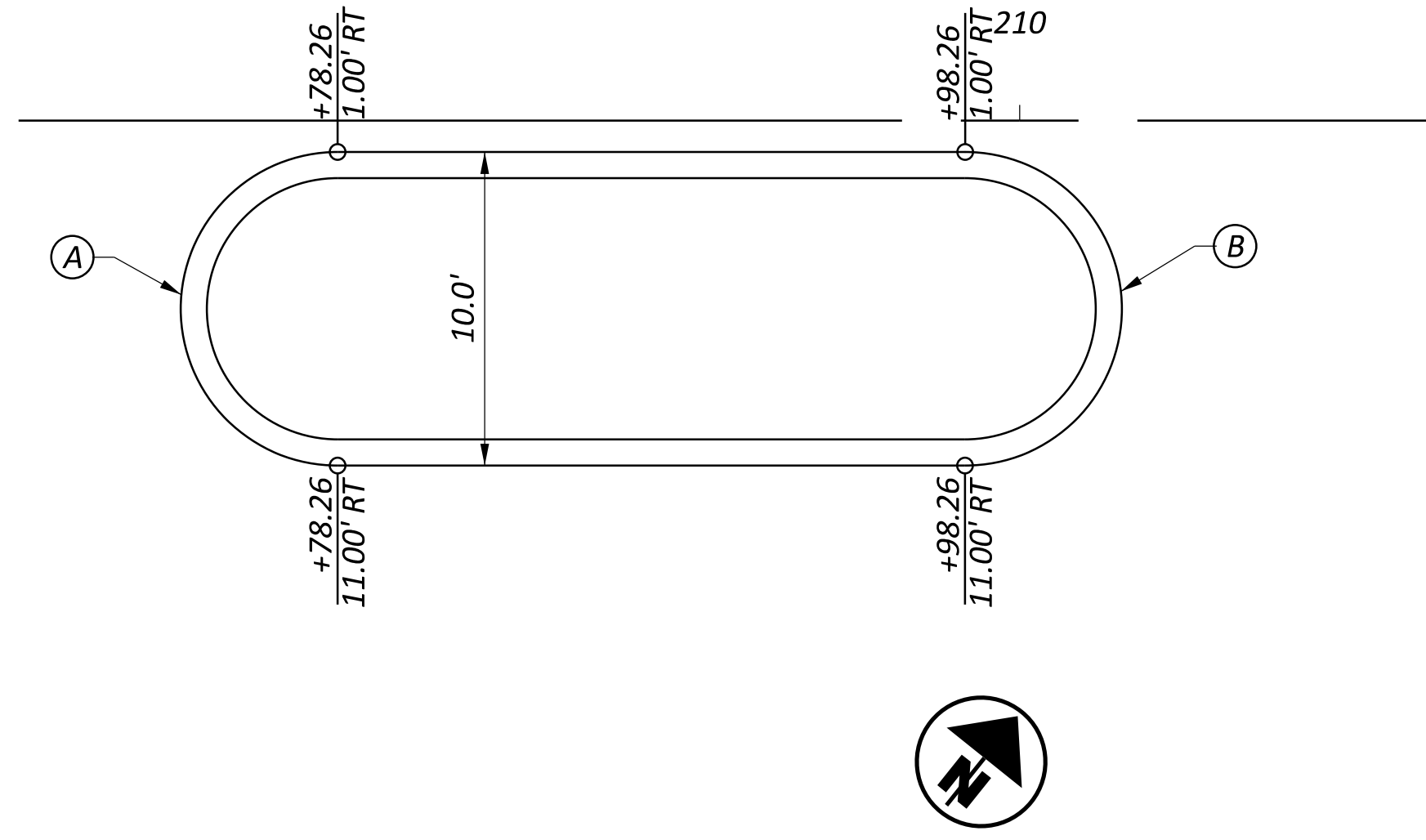
PROJECT ID
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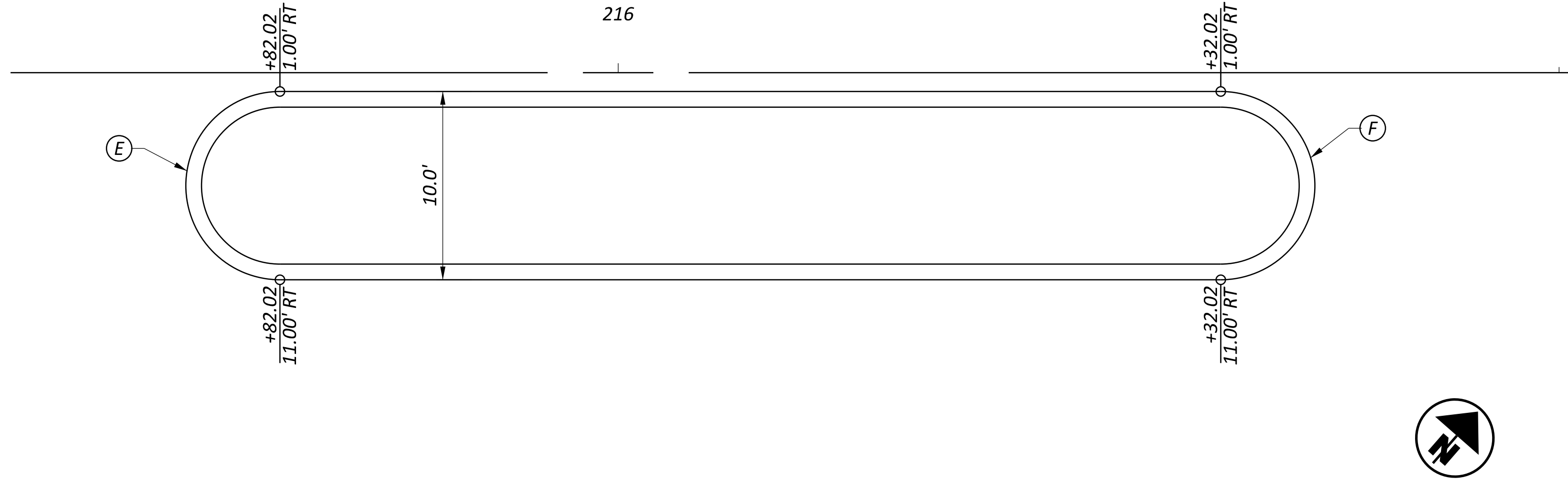


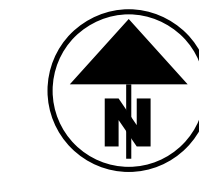
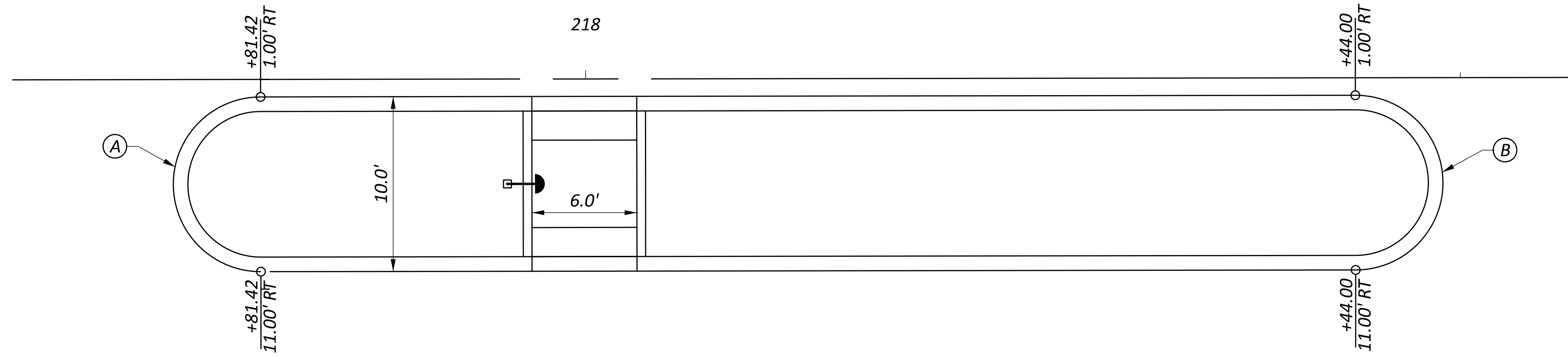
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		NORTHING	EASTING		NORTHING	EASTING		NORTHING	EASTING
A	4.0	302348.2483	167985.8169	PC	302352.7809	167983.7063	PRC	302343.6030	167987.6667
B	371.0	302688.2002	167827.5208	PRC	302343.6030	167987.6667	PRC	302383.6548	168037.6447
C	5.0	302378.7162	168041.0521	PRC	302383.6548	168037.6447	PRC	302373.7776	168044.4596
D	381.0	302688.2002	167827.5208	PRC	302373.7776	168044.4596	PRC	302355.7479	168015.6682
E	100.0	302442.7773	167966.4150	PRC	302355.7479	168015.6682	PT	302349.8724	168003.4106
F	2.5	302532.0749	168241.7739	PC	302530.1145	168243.3253	PT	302533.6190	168239.8078
G	2.5	302577.7950	168287.886	PC	302579.7460	168286.3229	PT	302576.2625	168289.8613





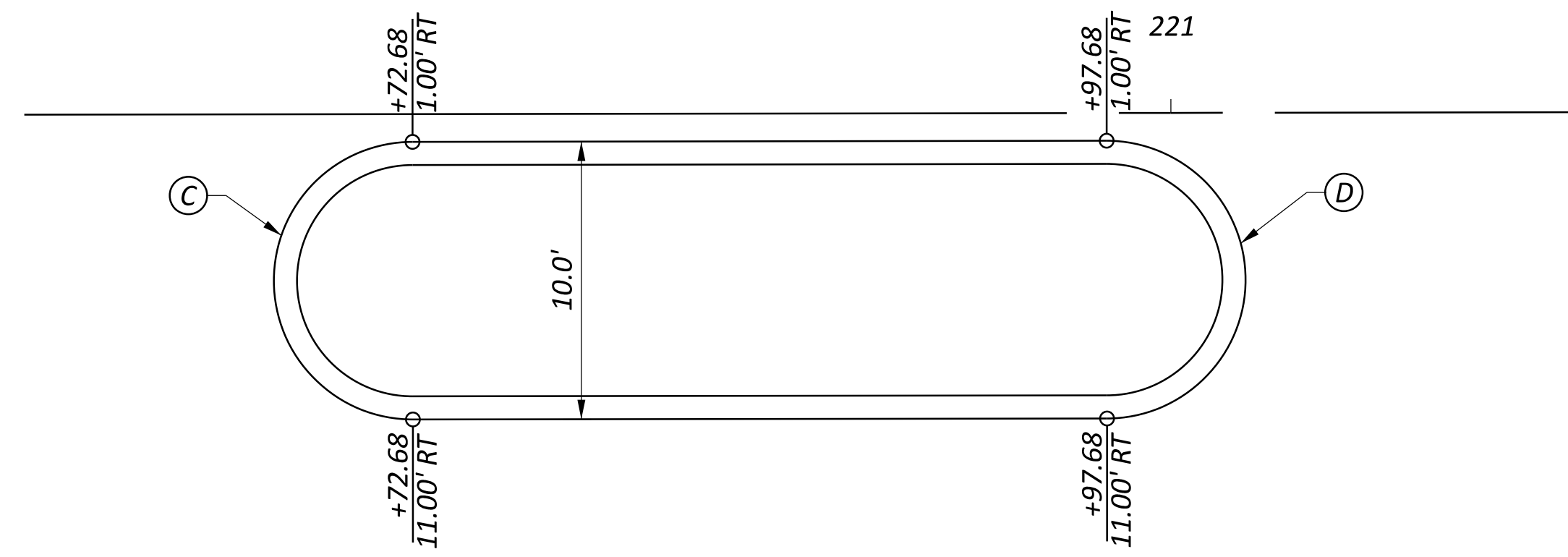
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		NORTHING	EASTING	CURVE POINT	NORTHING	EASTING	CURVE POINT	NORTHING	EASTING
A	5.0	302660.6229	168396.8703	PC	302655.9404	168400.6218	PT	302665.3055	168393.1189
B	5.0	302673.1278	168412.4790	PC	302677.8082	168408.7248	PT	302668.4452	168416.2304
C	5.0	302774.8094	168539.3987	PC	302770.1268	168543.1502	PT	302779.4920	168535.6473
D	2.5	302800.9068	168566.3758	PC	302802.8578	168564.8127	PT	302799.3743	168568.3510
E	5.0	303041.5845	168865.5542	PC	303037.0646	168869.5001	PT	303046.1044	168861.6082
F	5.0	303074.4675	168903.2199	PC	303078.9874	168899.2740	PT	303069.9476	168907.1659





this needs to be updated

REF.	RADIUS (FT)	CENTER POINT		CURVE POINT	BEGIN POINT		CURVE POINT	END POINT	
		NORTHING	EASTING		NORTHING	EASTING		NORTHING	EASTING
A	5.0	303172.7188	169015.7617	PC	303168.1989	169019.7076	PT	303177.2386	169011.8157
B	5.0	303213.8767	169062.9059	PC	303218.3966	169058.9600	PT	303209.3568	169066.8519
C	5.0	303364.2716	169235.1755	PC	303359.7517	169239.1214	PT	303368.7915	169231.2295
D	5.0	303380.7131	169254.0083	PC	303385.2330	169250.0624	PT	303376.1932	169257.9543



DESIGN AGENCY

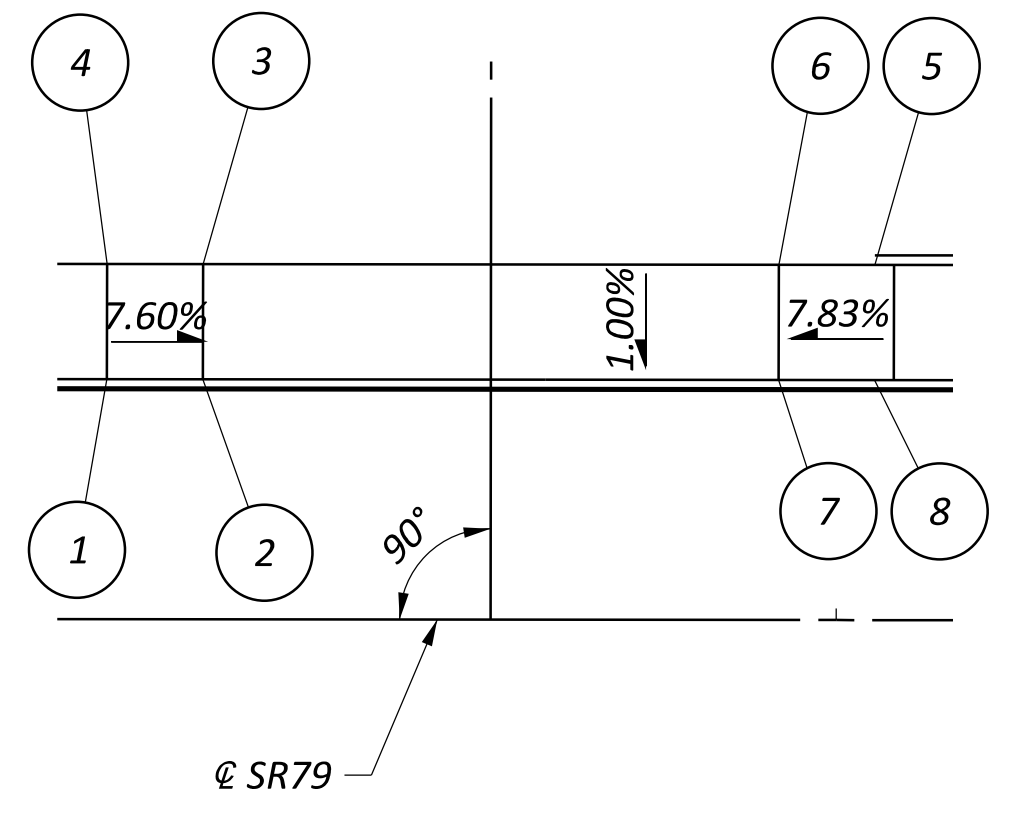


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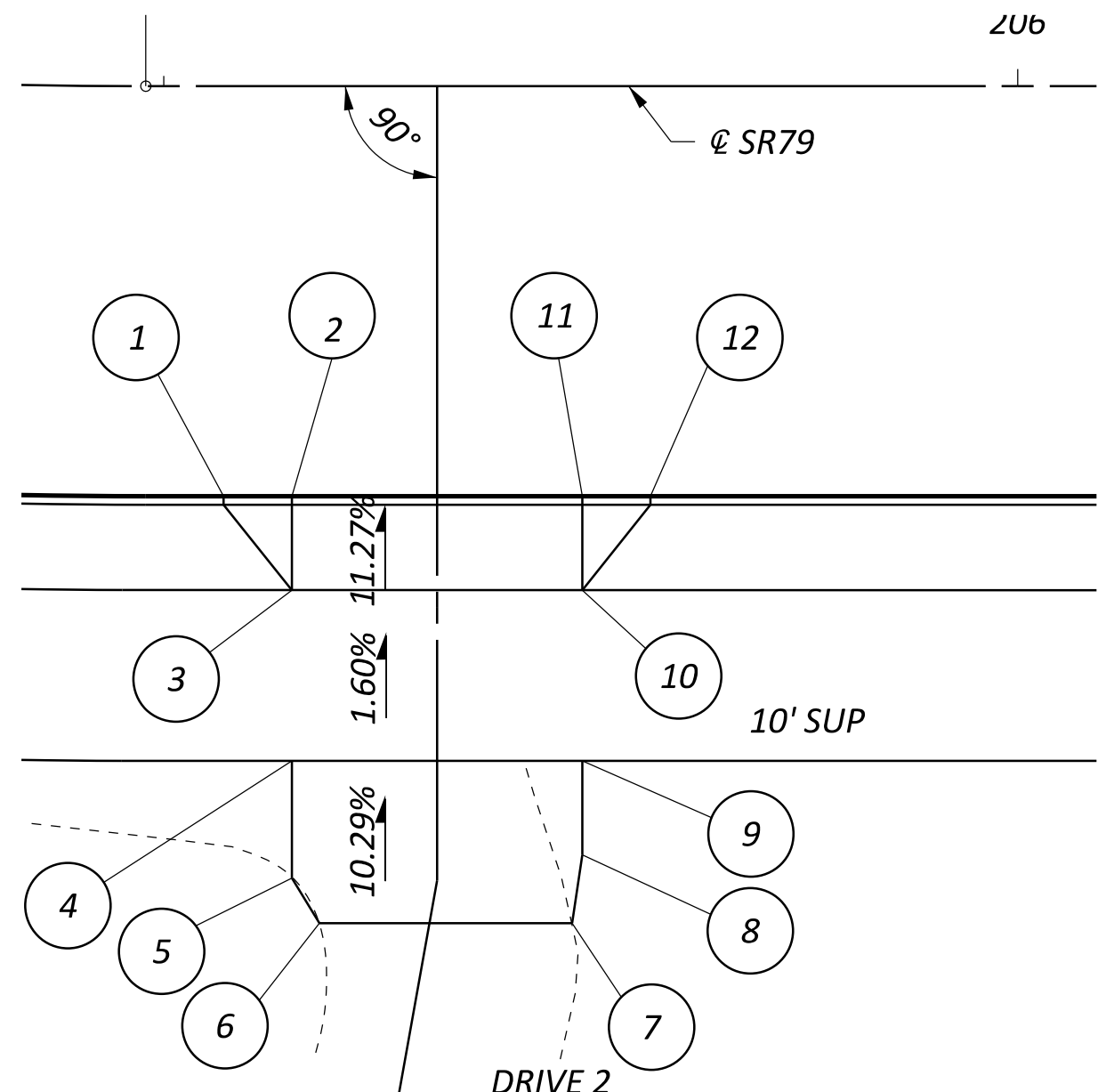
PROJECT ID
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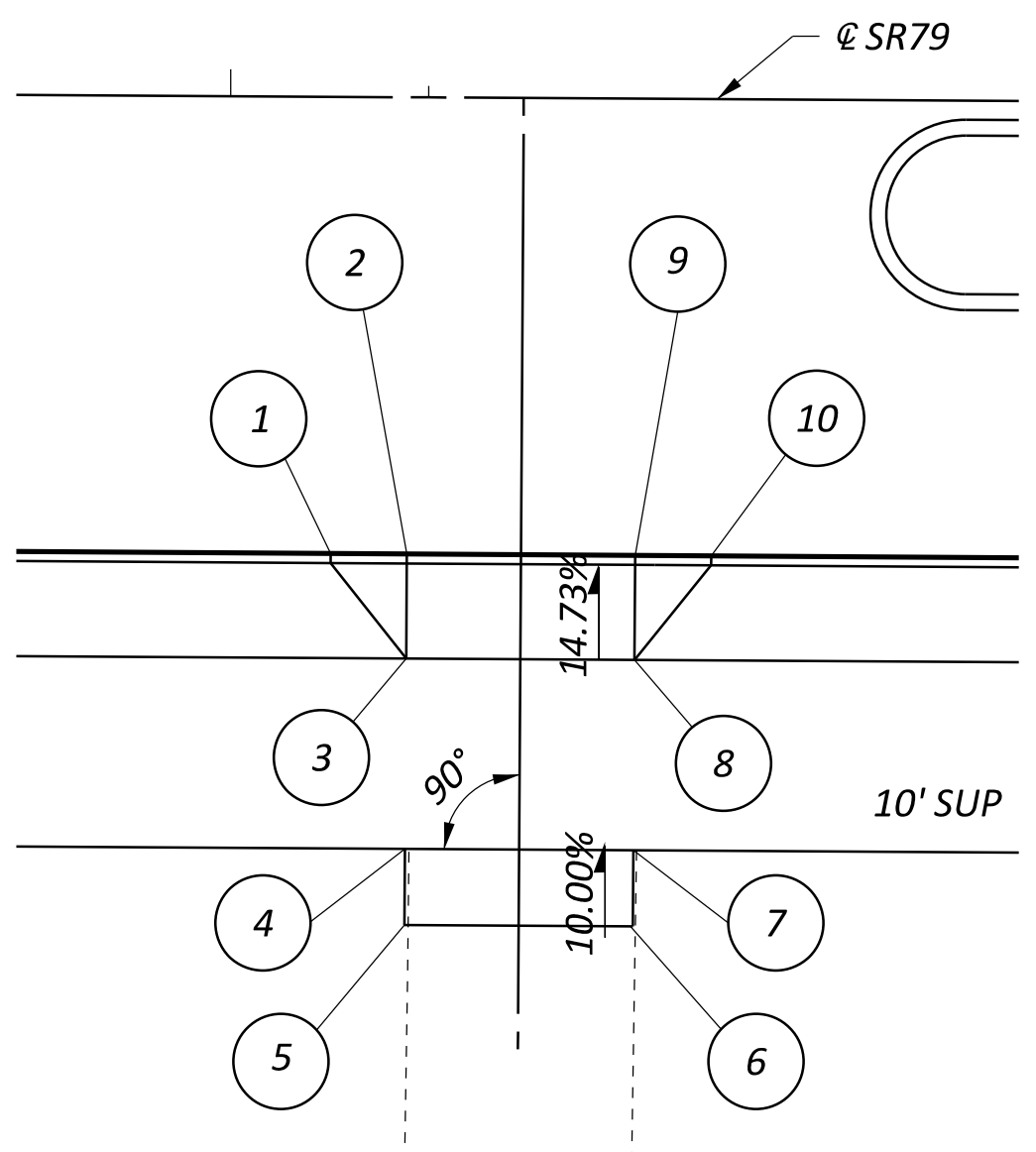
DRIVE 1
COMMERCIAL
STA. 203+32.00, LT

Drive 1			
BALLOON	STATION	ELEVATION	OFFSET
1	203+12.00	887.77	12.5
2	203+17.00	887.39	12.5
3	203+17.00	887.45	18.5
4	203+12.00	887.83	18.5
5	203+52.00	888.15	18.5
6	203+47.00	887.68	18.5
7	203+47.00	887.62	12.5
8	203+52.00	888.09	12.5



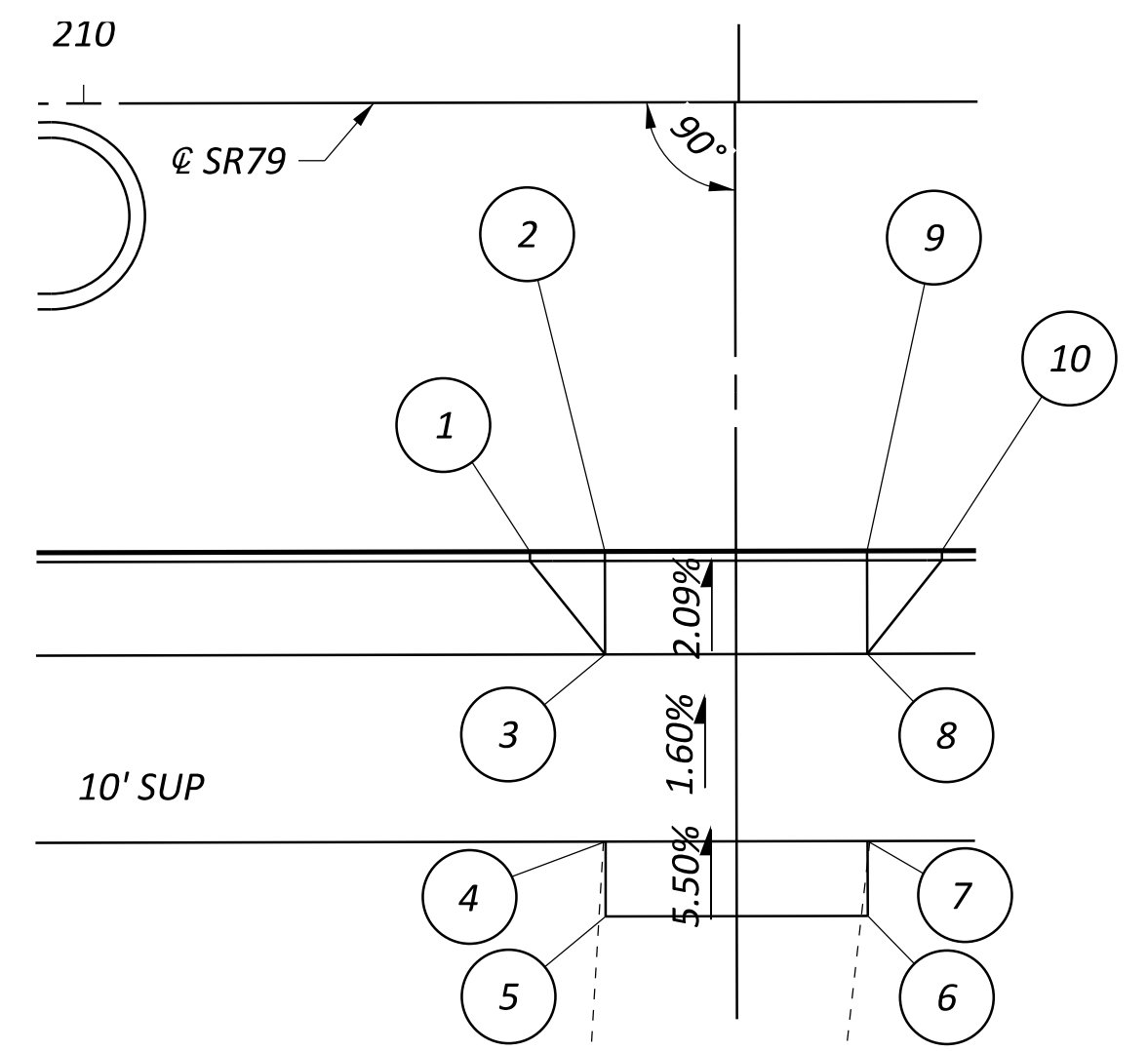
DRIVE 2
RESIDENTIAL
STA. 205+66.00, RT

Drive 2			
BALLOON	STATION	ELEVATION	OFFSET
1	205+53.50	889.72	24
2	205+57.50	889.32	24
3	205+57.50	889.94	29.5
4	205+57.50	890.10	39.5
5	205+57.50	890.88	46.3
6	205+59.11	891.23	49
7	205+73.91	891.01	49
8	205+74.50	890.90	45
9	205+74.50	890.19	39.5
10	205+74.50	890.03	29.5
11	205+74.50	889.41	24
12	205+78.50	889.74	24



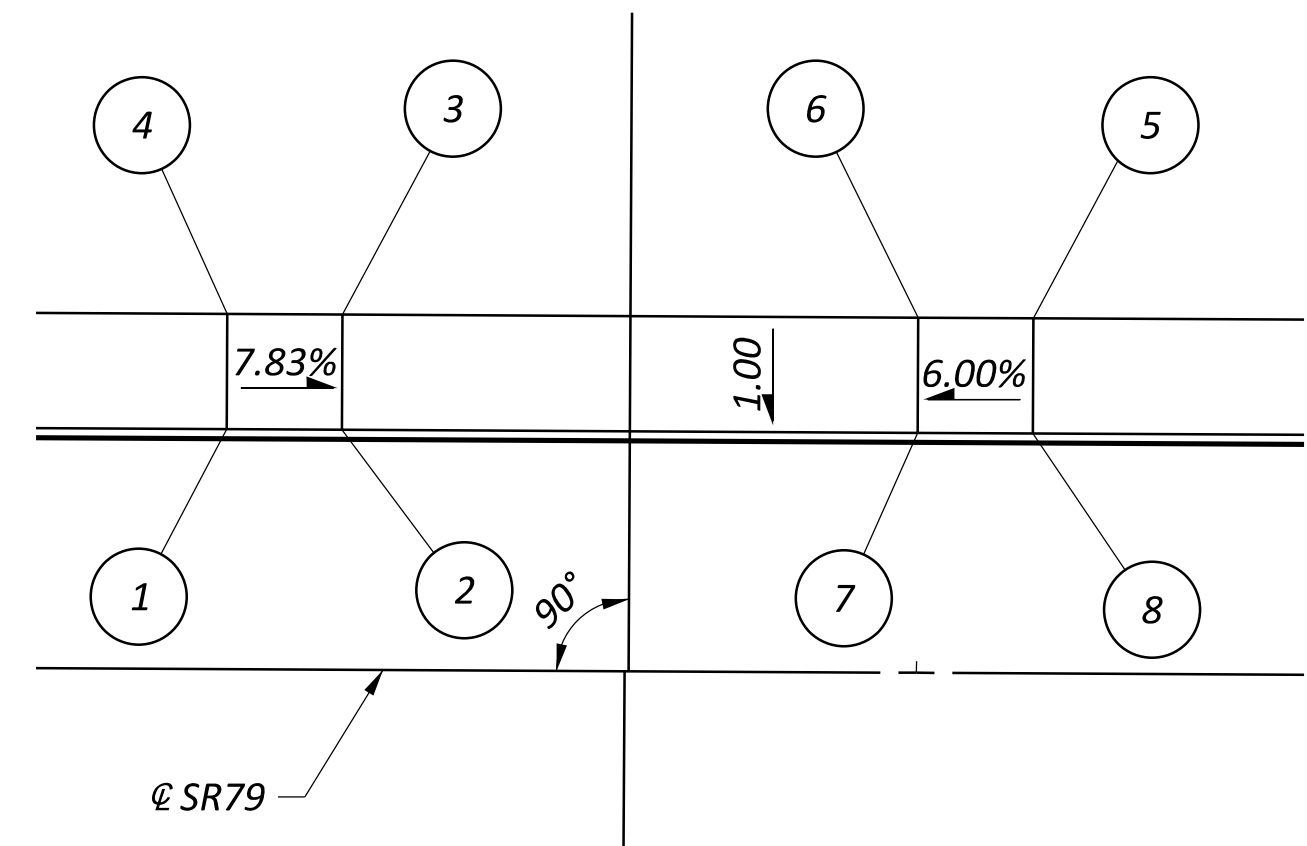
DRIVE 3
COMMERCIAL
STA. 209+55.00, RT

Drive 3			
BALLOON	STATION	ELEVATION	OFFSET
1	209+45.00	889.70	24
2	209+49.00	889.20	24
3	209+49.00	890.01	29.5
4	209+49.00	890.17	39.5
5	209+49.00	890.52	43.5
6	209+61.00	890.51	43.5
7	209+61.00	890.06	39.5
8	209+61.00	889.90	29.5
9	209+61.00	889.09	24
10	209+65.00	889.47	24



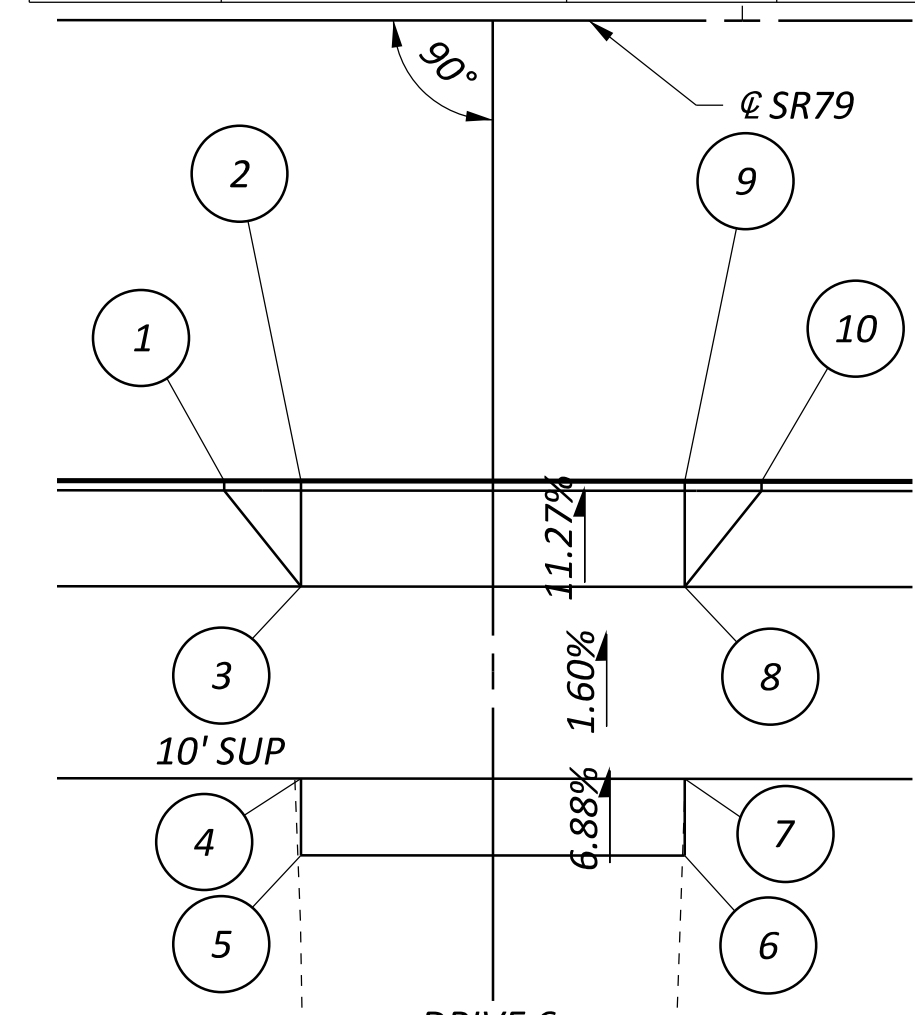
DRIVE 4
COMMERCIAL
STA. 210+35.00, RT

Drive 4			
BALLOON	STATION	ELEVATION	OFFSET
1	210+24.00	889.94	24
2	210+28.00	888.49	24
3	210+28.00	889.10	29.5
4	210+28.00	889.26	39.5
5	210+28.00	889.56	43.5
6	210+42.00	889.28	43.5
7	210+42.00	889.14	39.5
8	210+42.00	888.98	29.5
9	210+42.00	888.28	24
10	210+46.00	888.74	24



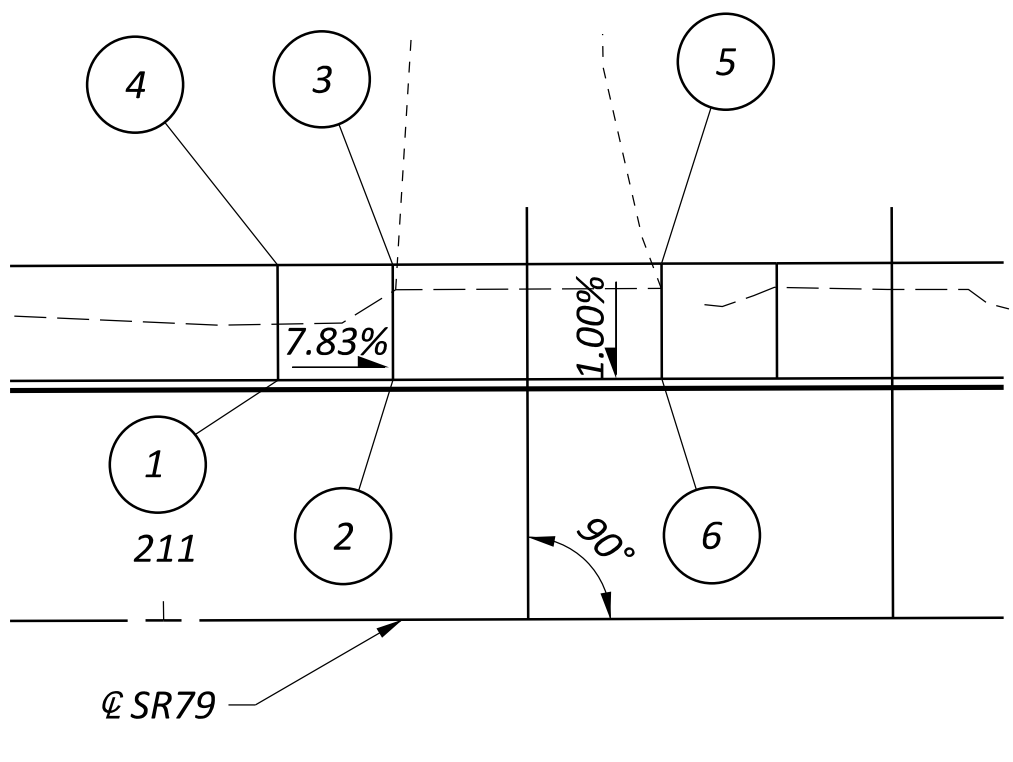
DRIVE 5
RESIDENTIAL
STA. 210+35.00, LT

Drive 5			
BALLOON	STATION	ELEVATION	OFFSET
1	210+14.00	889.22	12.5
2	210+20.00	888.75	12.5
3	210+20.00	888.81	18.5
4	210+14.00	889.28	18.5
5	210+56.00	886.90	18.5
6	210+50.00	888.54	18.5
7	210+50.00	888.48	12.5
8	210+56.00	888.84	12.5



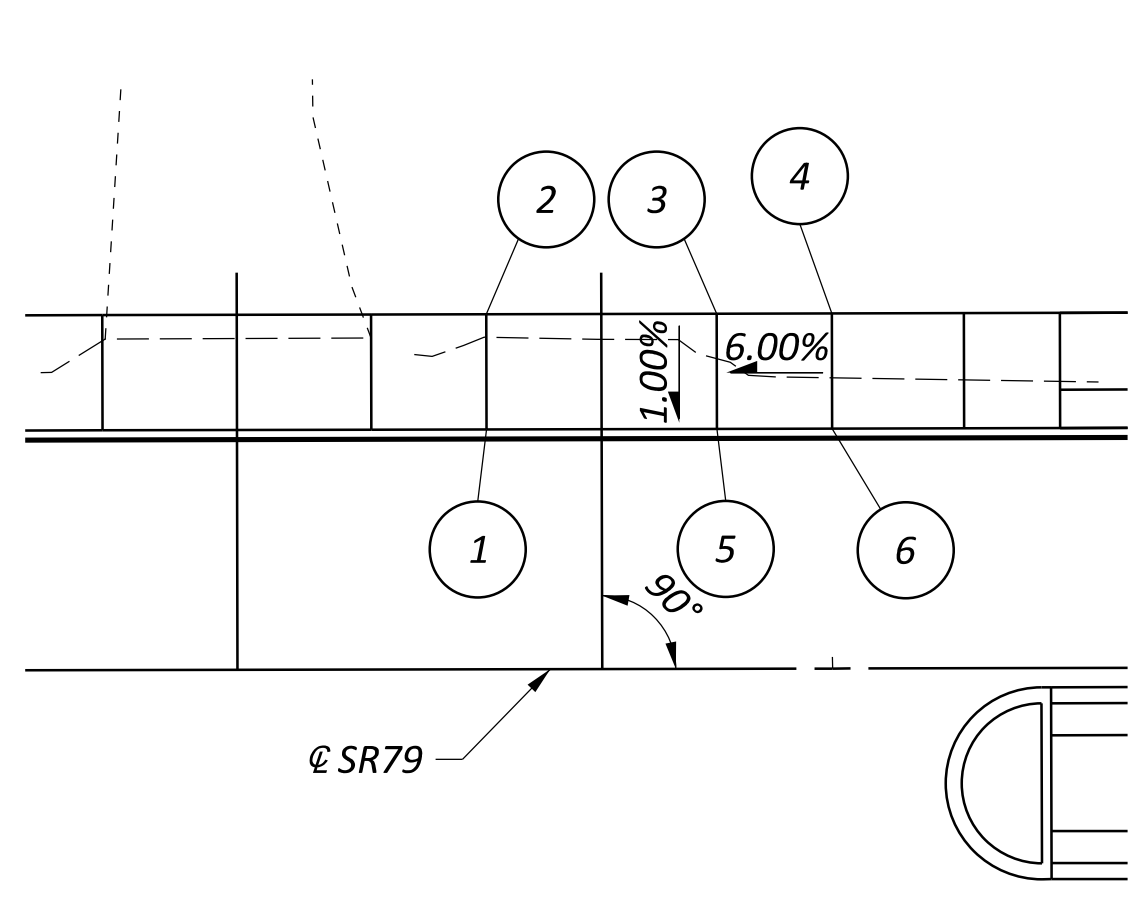
DRIVE 6
COMMERCIAL
STA. 210+87.00, RT

Drive 6			
BALLOON	STATION	ELEVATION	OFFSET
1	210+73.00	888.50	24
2	210+77.00	888.04	24
3	210+77.00	888.66	29.5
4	210+77.00	888.82	39.5
5	210+77.00	888.56	43.5
6	210+97.00	888.35	43.5
7	210+97.00	888.64	39.5
8	210+97.00	888.48	29.5
9	210+97.00	887.86	24
10	211+01.00	888.24	24



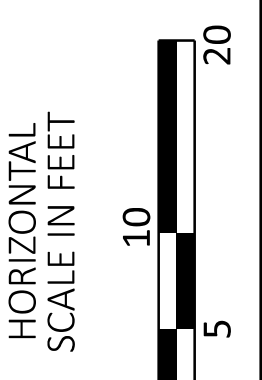
DRIVE 7
RESIDENTIAL
STA. 211+19.00, LT

Drive 7			
BALLOON	STATION	ELEVATION	OFFSET
1	211+06.00	888.39	12.5
2	211+12.00	887.92	12.5
3	211+12.00	887.98	18.5
4	211+06.00	888.45	18.5
5	211+26.00	887.85	12.5
6	211+26.00	887.79	12.5



DRIVE 8
RESIDENTIAL
STA. 211+38.00, LT

Drive 8			
BALLOON	STATION	ELEVATION	OFFSET
1	211+32.00	887.74	12.5
2	211+32.00	887.80	18.5
3	211+44.00	887.69	18.5
4	211+50.00	888.05	18.5
5	211+44.00	887.63	12.5
6	211+50.00	887.99	12.5



DRIVE DETAILS
DRIVE #1 THROUGH DRIVE #8

DESIGN AGENCY

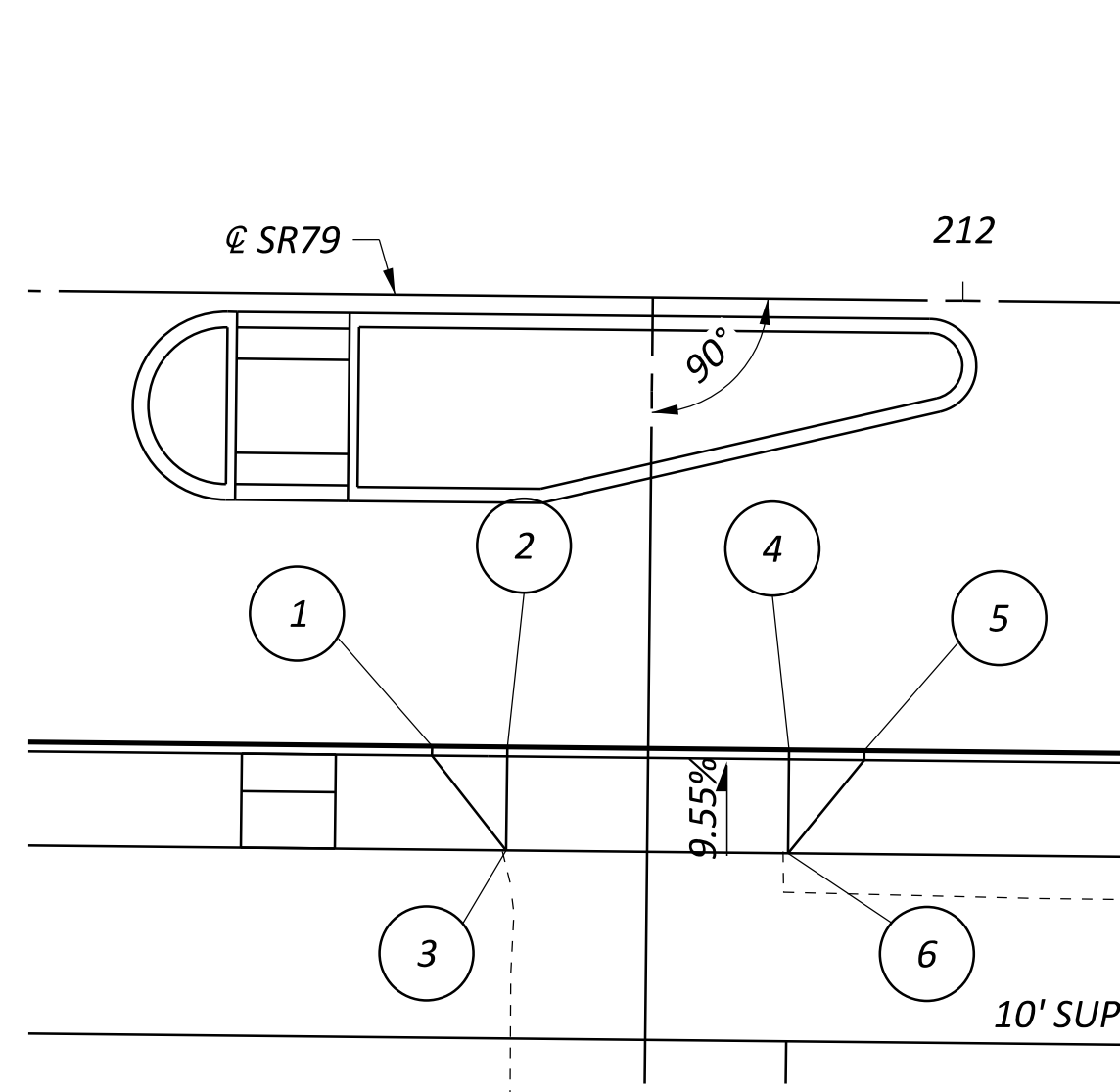


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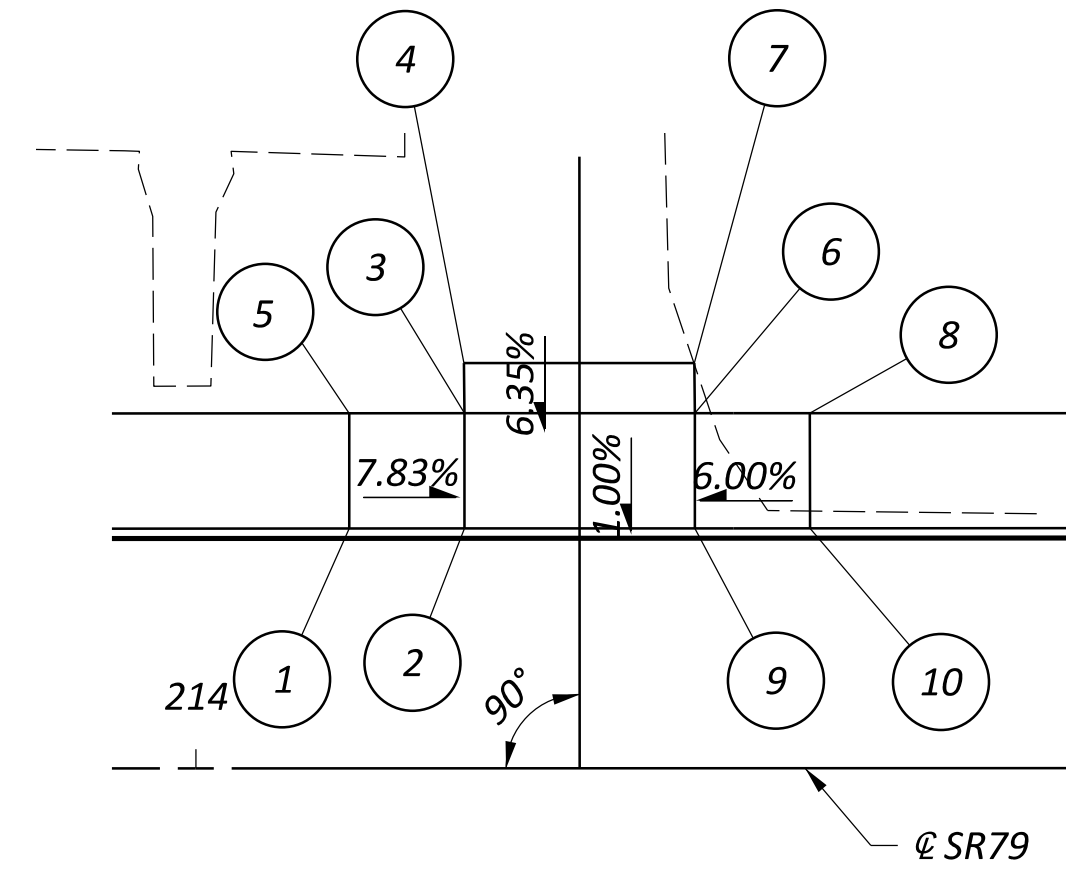
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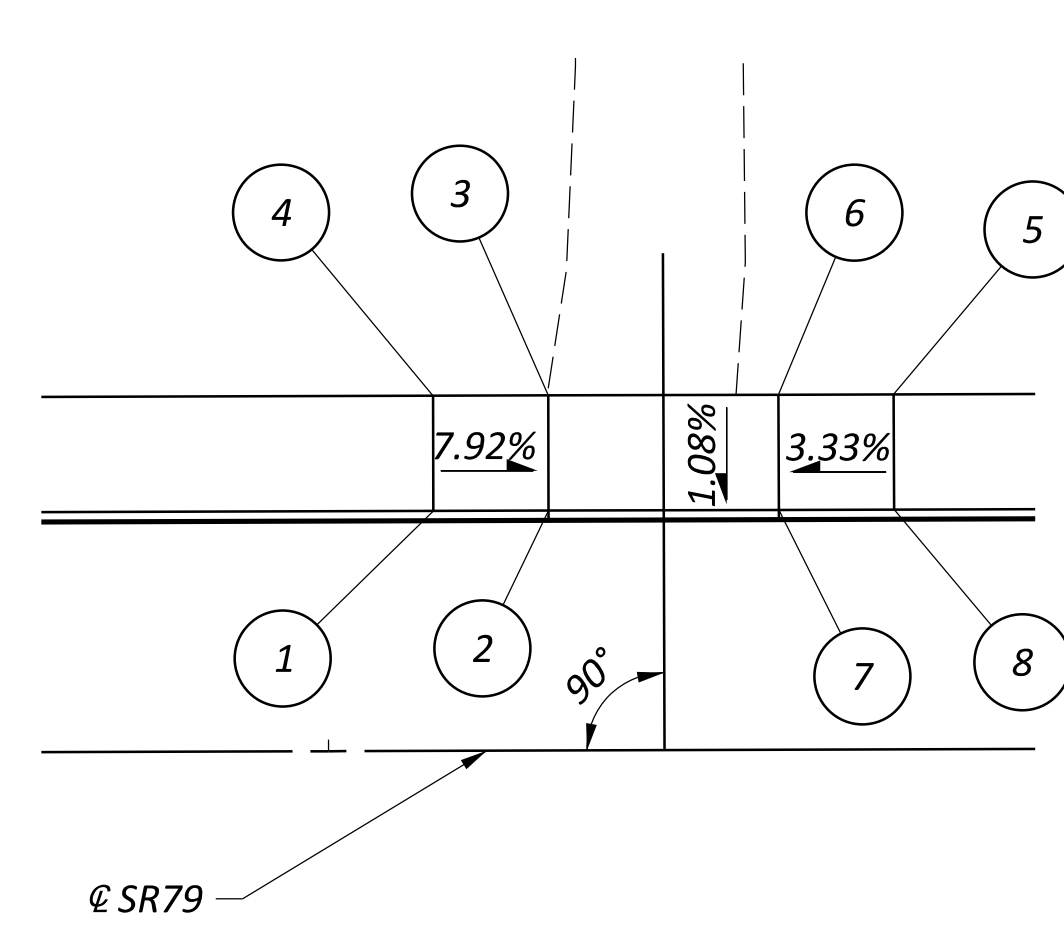
DRIVE 9
COMMERCIAL
STA. 211+83.50, RT

Drive 9			
BALLOON	STATION	ELEVATION	OFFSET
1	211+72.00	887.62	24
2	211+76.00	887.13	24
3	211+76.00	887.67	29.5
4	211+91.00	887.02	24
5	211+95.00	887.40	24
6	211+91.00	887.53	29.5



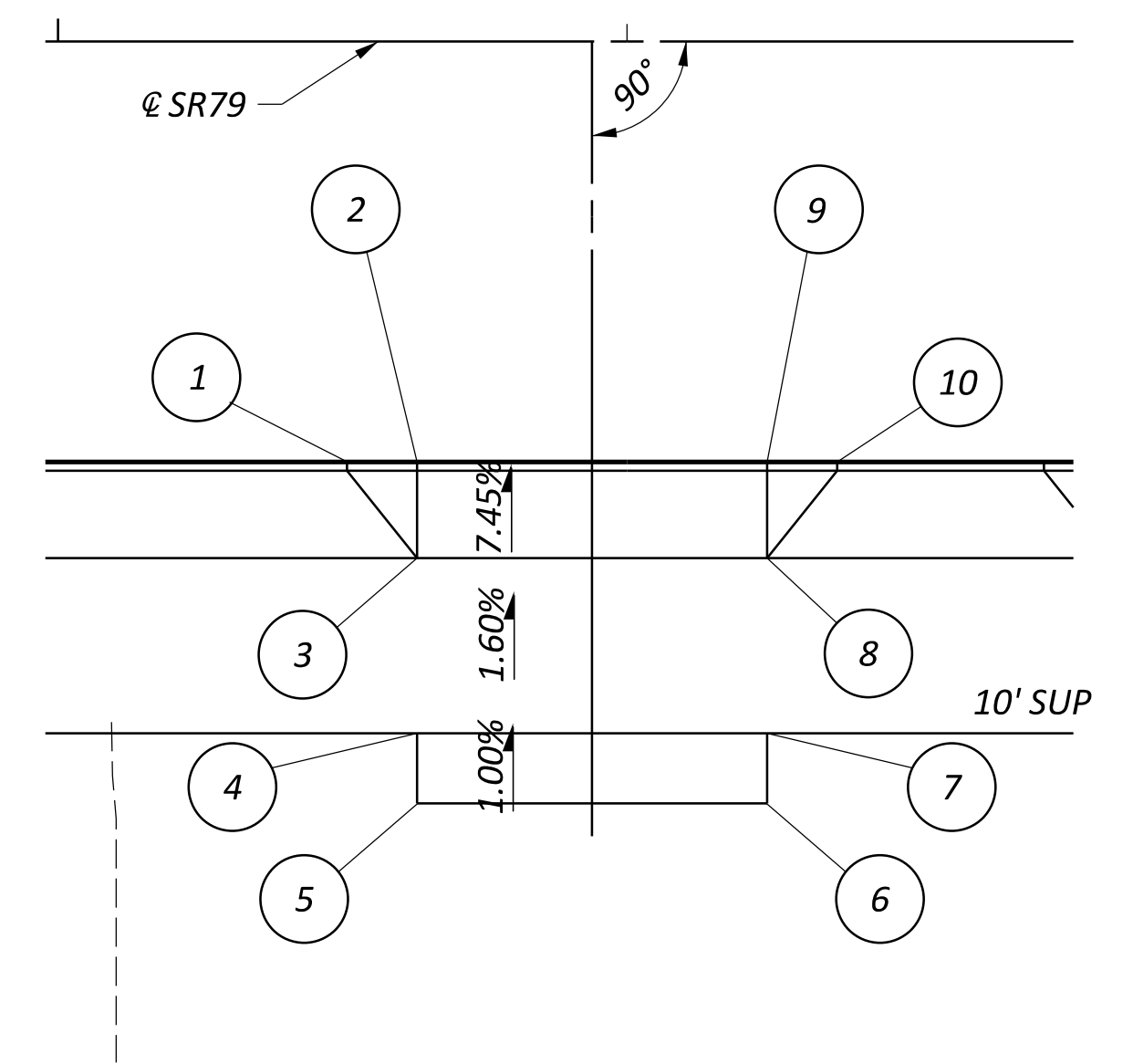
DRIVE 10
RESIDENTIAL
STA. 214+20.00, LT

Drive 10			
BALLOON	STATION	ELEVATION	OFFSET
1	214+08.00	885.67	12.5
2	214+14.00	885.20	12.5
3	214+14.00	885.26	18.5
4	214+14.00	885.38	21.1
5	214+08.00	885.73	18.5
6	214+26.00	885.24	18.5
7	214+26.00	885.37	21.1
8	214+32.00	885.52	18.5
9	214+26.00	885.10	12.5
10	214+32.00	885.46	12.5



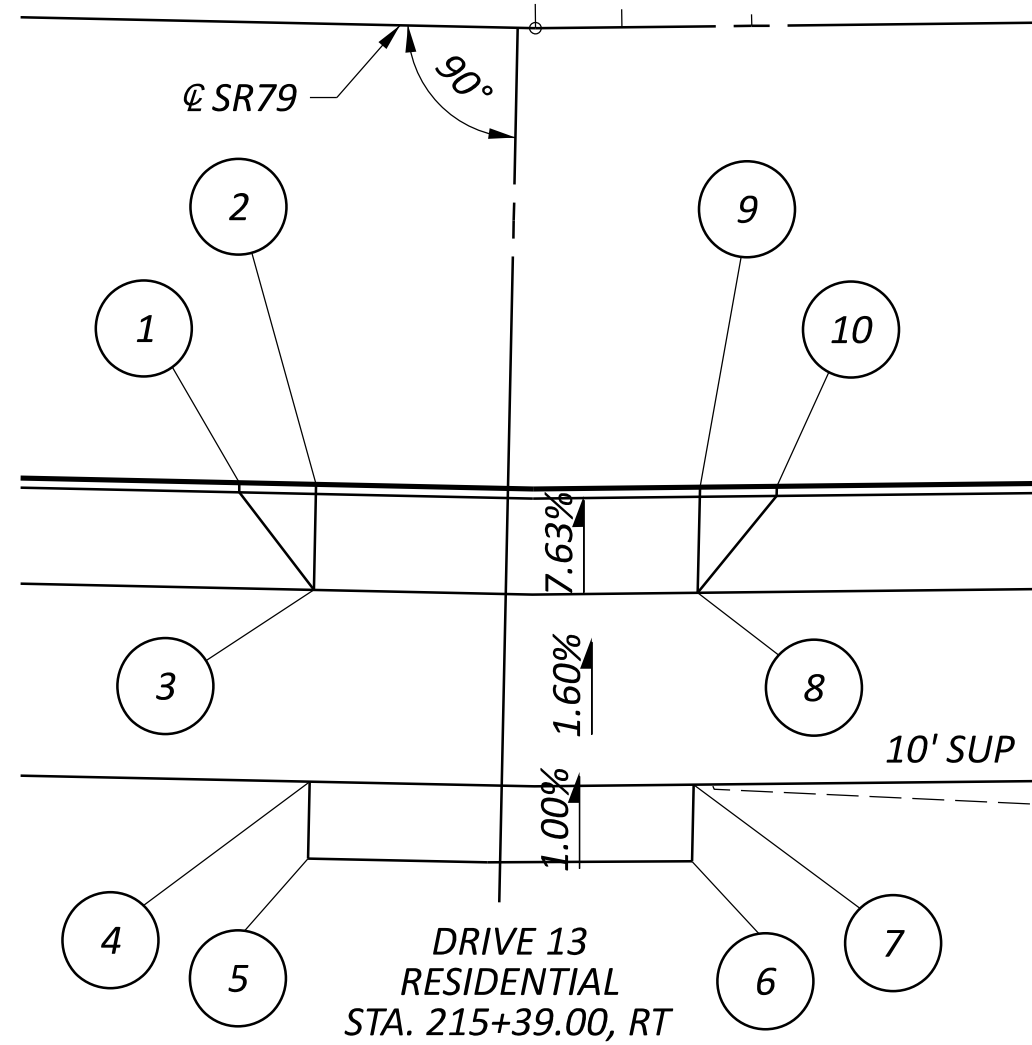
DRIVE 11
RESIDENTIAL
STA. 214+67.50, LT

Drive 11			
BALLOON	STATION	ELEVATION	OFFSET
1	214+55.50	885.25	12.5
2	214+61.50	884.77	12.5
3	214+61.50	884.84	18.5
4	214+55.50	885.31	18.5
5	214+79.50	885.09	18.5
6	214+73.50	884.73	18.5
7	214+73.50	884.67	12.5
8	214+79.50	885.03	12.5



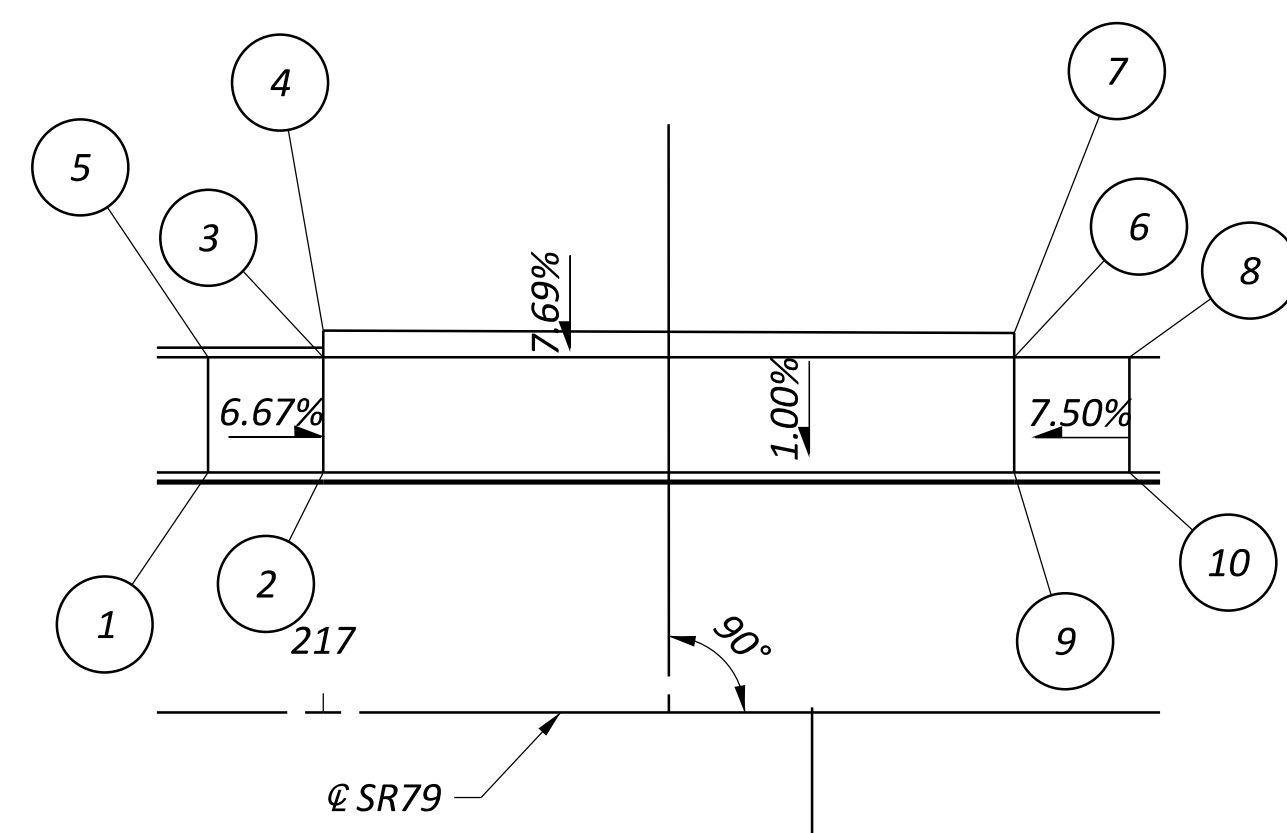
DRIVE 12
RESIDENTIAL
STA. 214+98.00, RT

DRIVE 12			
BALLOON	STATION	ELEVATION	OFFSET
1	214+84.00	884.80	24
2	214+88.00	884.34	24
3	214+88.00	884.71	29.5
4	214+88.00	884.87	39.5
5	214+88.00	884.91	43.5
6	215+08.00	884.82	43.5
7	215+08.00	884.78	39.5
8	215+08.00	884.62	29.5
9	215+08.00	884.17	24
10	215+12.00	884.55	24



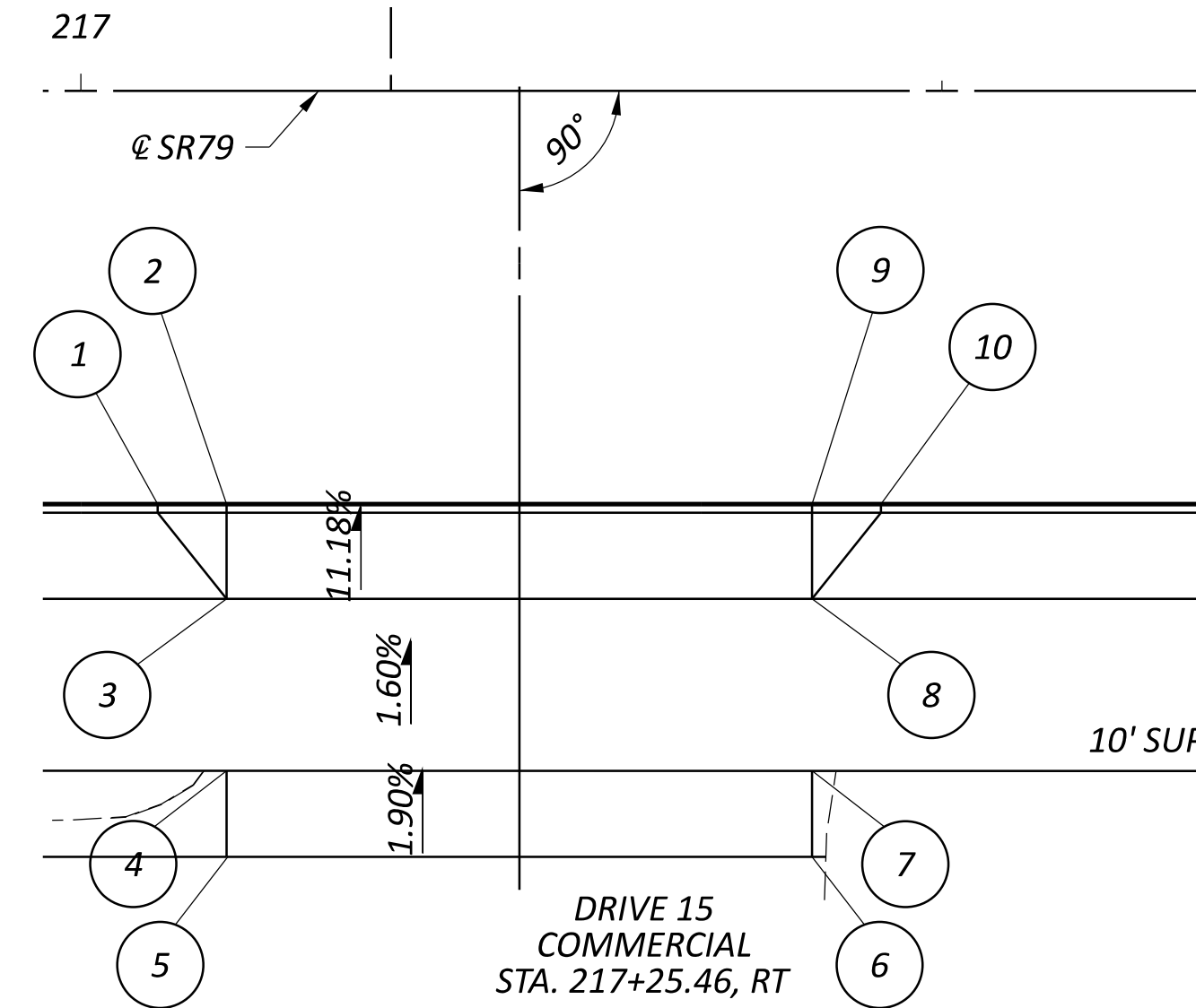
DRIVE 13
RESIDENTIAL
STA. 215+39.00, RT

Drive 13			
BALLOON	STATION	ELEVATION	OFFSET
1	215+25.00	884.45	24
2	215+29.00	884.01	24
3	215+29.00	884.43	29.5
4	215+29.00	884.59	39.5
5	215+29.00	884.63	43.5
6	215+49.00	884.50	43.5
7	215+49.00	884.46	39.5
8	215+49.00	884.30	29.5
9	215+49.00	883.88	24
10	215+53.00	884.26	24



DRIVE 14
COMMERCIAL
STA. 217+18.00, LT

Drive 14			
BALLOON	STATION	ELEVATION	OFFSET
1	216+94.00	884.24	12.5
2	217+00.00	883.84	12.5
3	217+00.00	883.90	18.5
4	217+00.00	883.96	19.9
5	216+94.00	884.30	18.5
6	217+36.00	884.05	18.5
7	217+36.00	884.19	19.8
8	217+42.00	884.50	18.5
9	217+36.00	883.99	12.5
10	217+42.00	884.44	12.5



DRIVE 15
COMMERCIAL
STA. 217+25.46, RT

Drive 15			
BALLOON	STATION	ELEVATION	OFFSET
1	217+04.50	884.08	24
2	217+08.50	883.68	24
3	217+08.50	884.29	29.5
4	217+08.50	884.45	39.5
5	217+08.50	884.59	44.5
6	217+42.50	884.66	44.5
7	217+42.50	884.61	39.5
8	217+42.50	884.45	29.5
9	217+42.50	883.83	24
10	217+46.50	884.45	24



DRIVE DETAILS
DRIVE #9 THROUGH DRIVE #15

DESIGN AGENCY

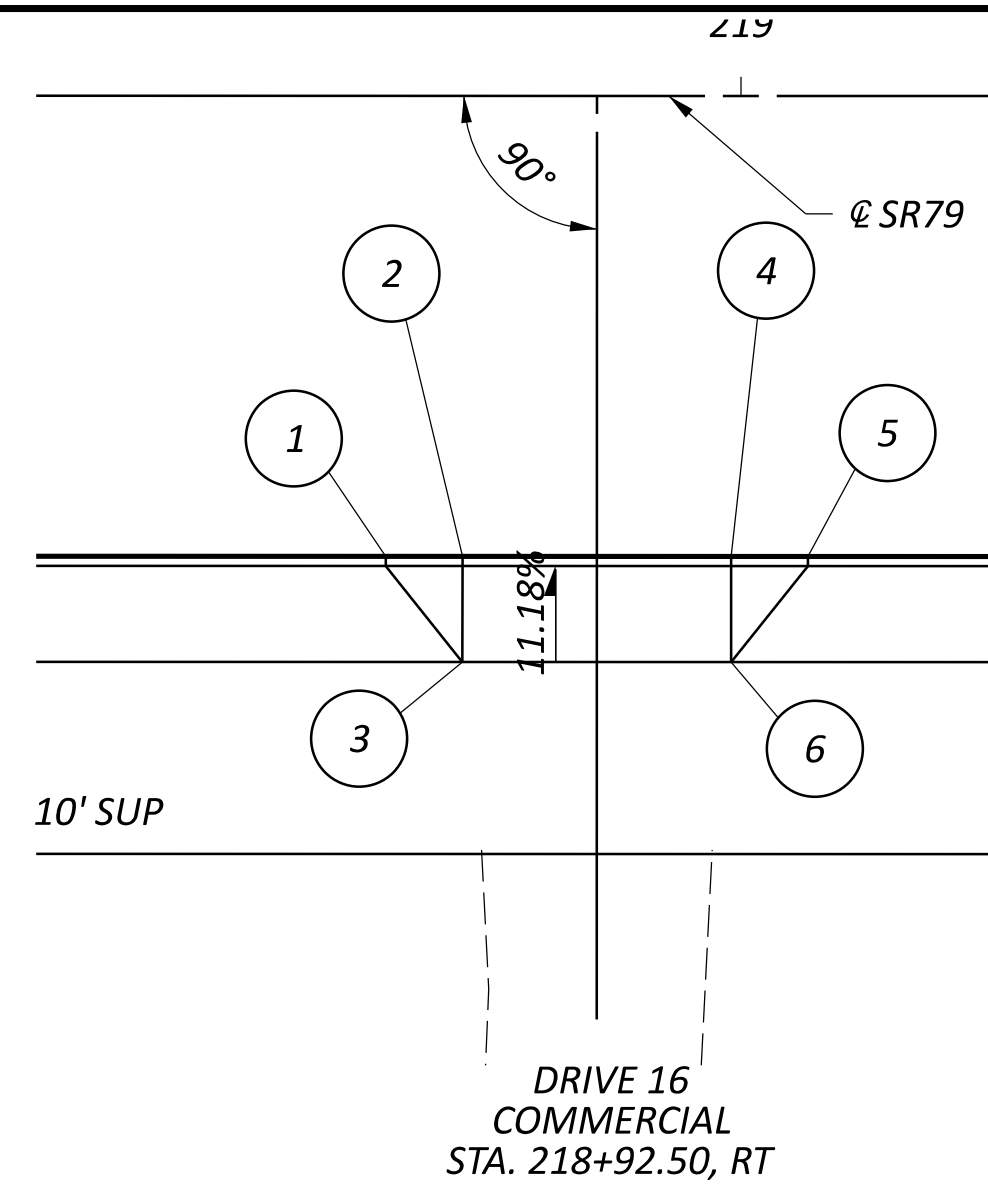


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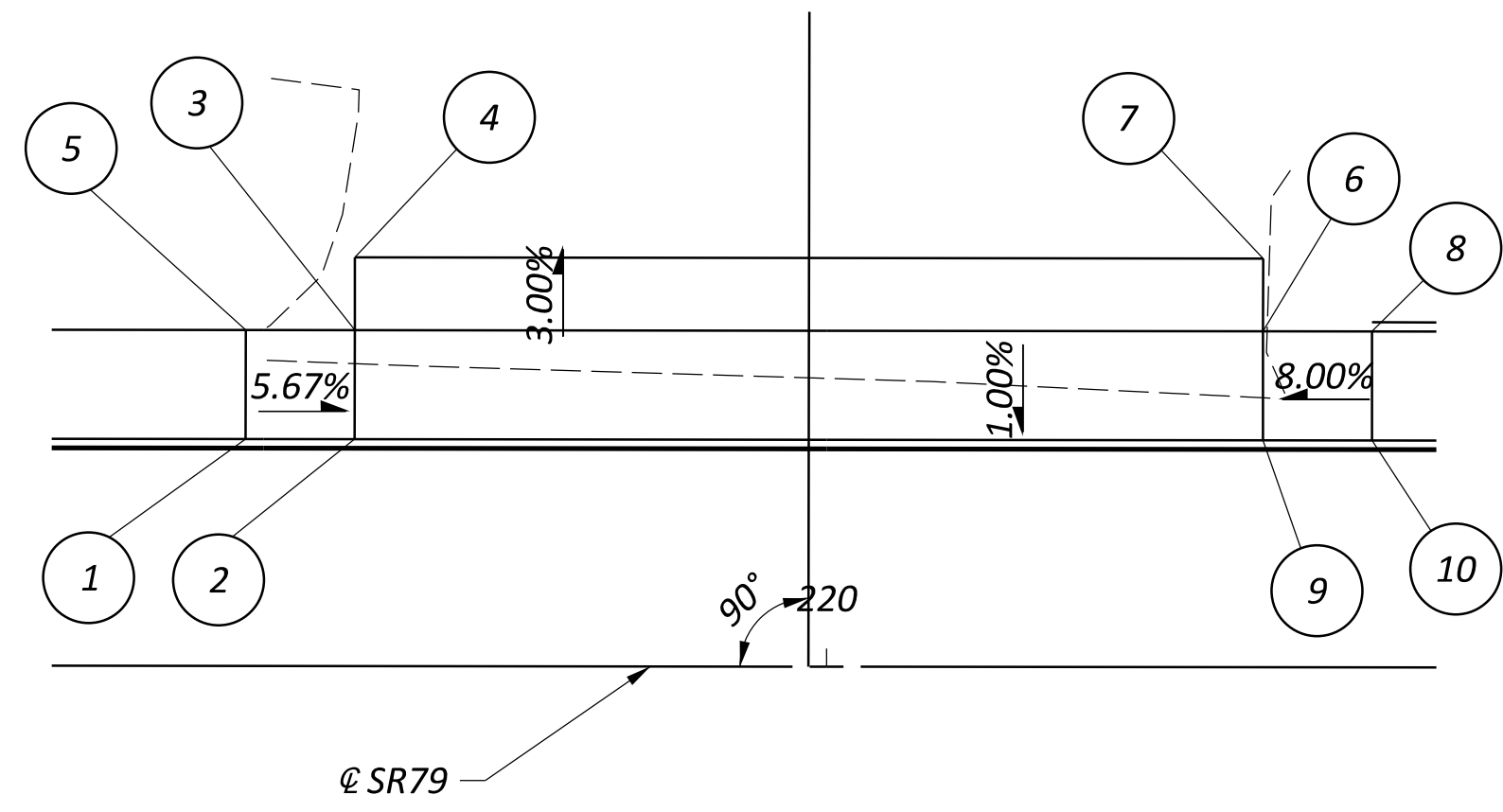
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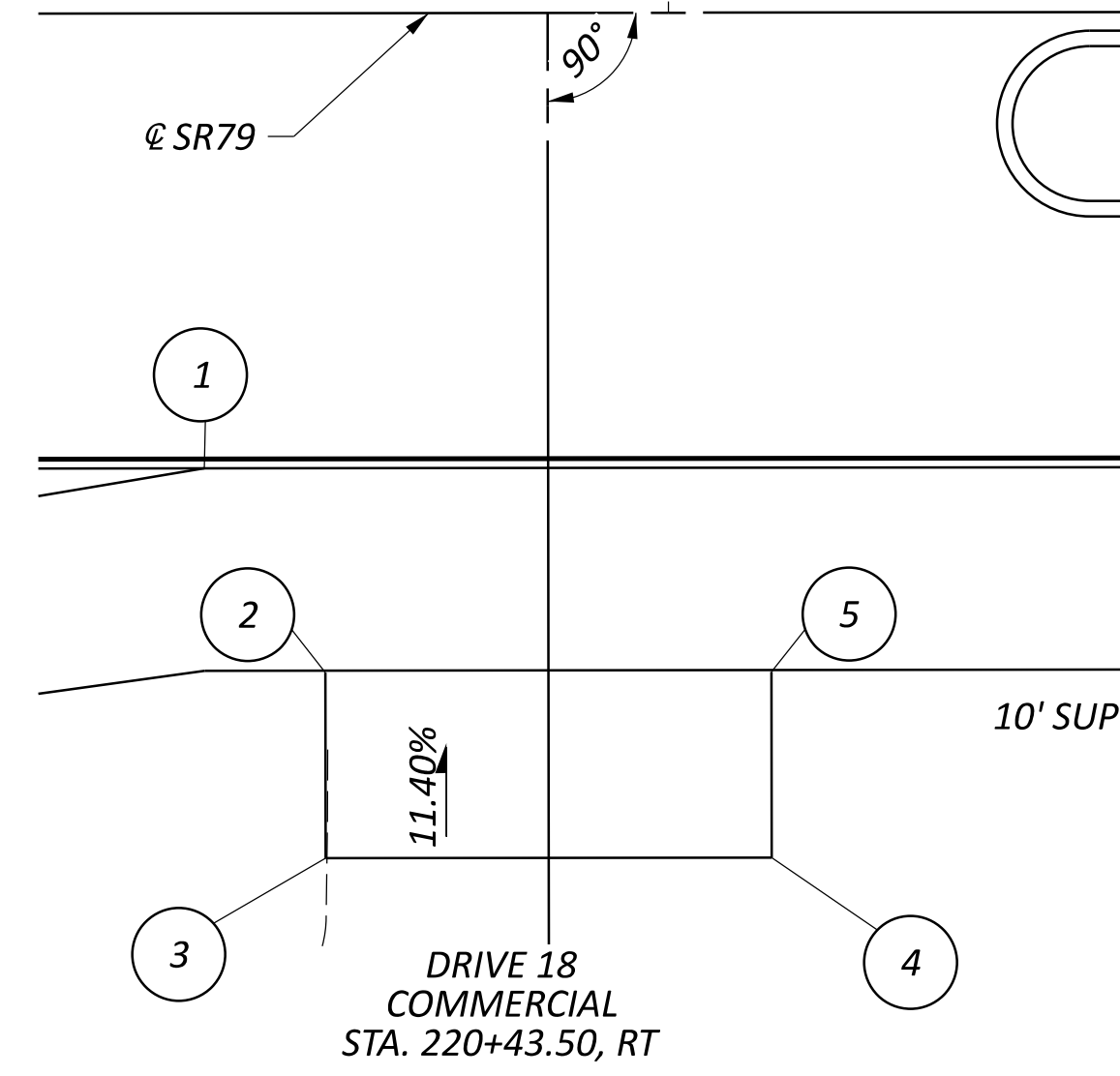
DRIVE 16
COMMERCIAL
STA. 218+92.50, RT

Drive 16			
BALLOON	STATION	ELEVATION	OFFSET
1	218+81.50	885.43	24
2	218+85.50	885.05	24
3	218+85.50	885.66	29.5
4	218+99.50	885.17	24
5	219+03.50	885.63	24
6	218+99.50	885.79	29.5



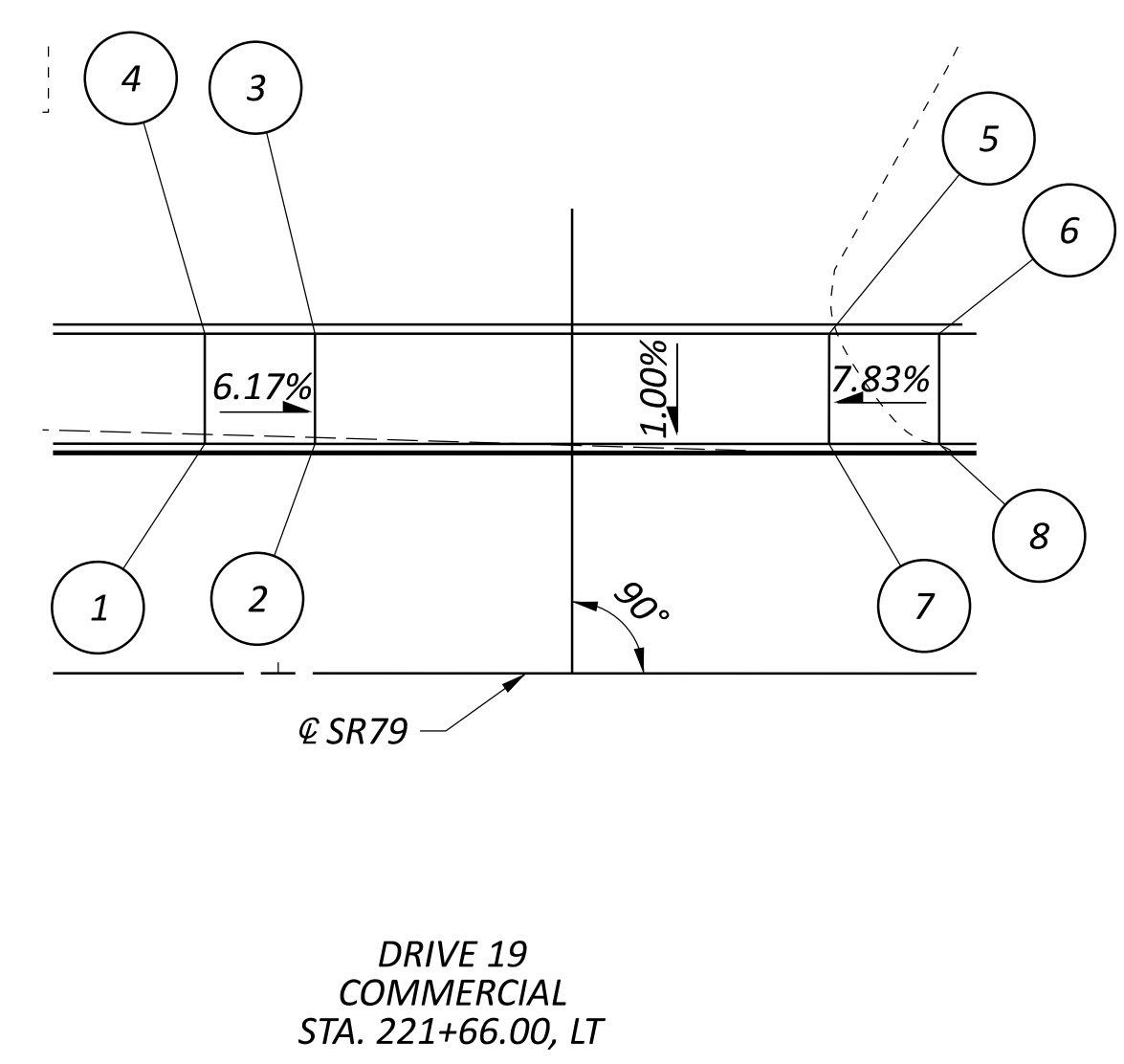
DRIVE 17
COMMERCIAL
STA. 219+99.00 LT

Drive 17			
BALLOON	STATION	ELEVATION	OFFSET
1	219+68.00	886.60	12.5
2	219+74.00	886.26	12.5
3	219+74.00	886.32	18.5
4	219+74.00	886.22	22.5
5	219+68.00	886.66	18.5
6	220+24.00	887.01	18.5
7	220+24.00	886.87	22.5
8	220+30.00	887.49	18.5
9	220+34.00	886.95	12.5
10	220+30.00	887.43	12.5



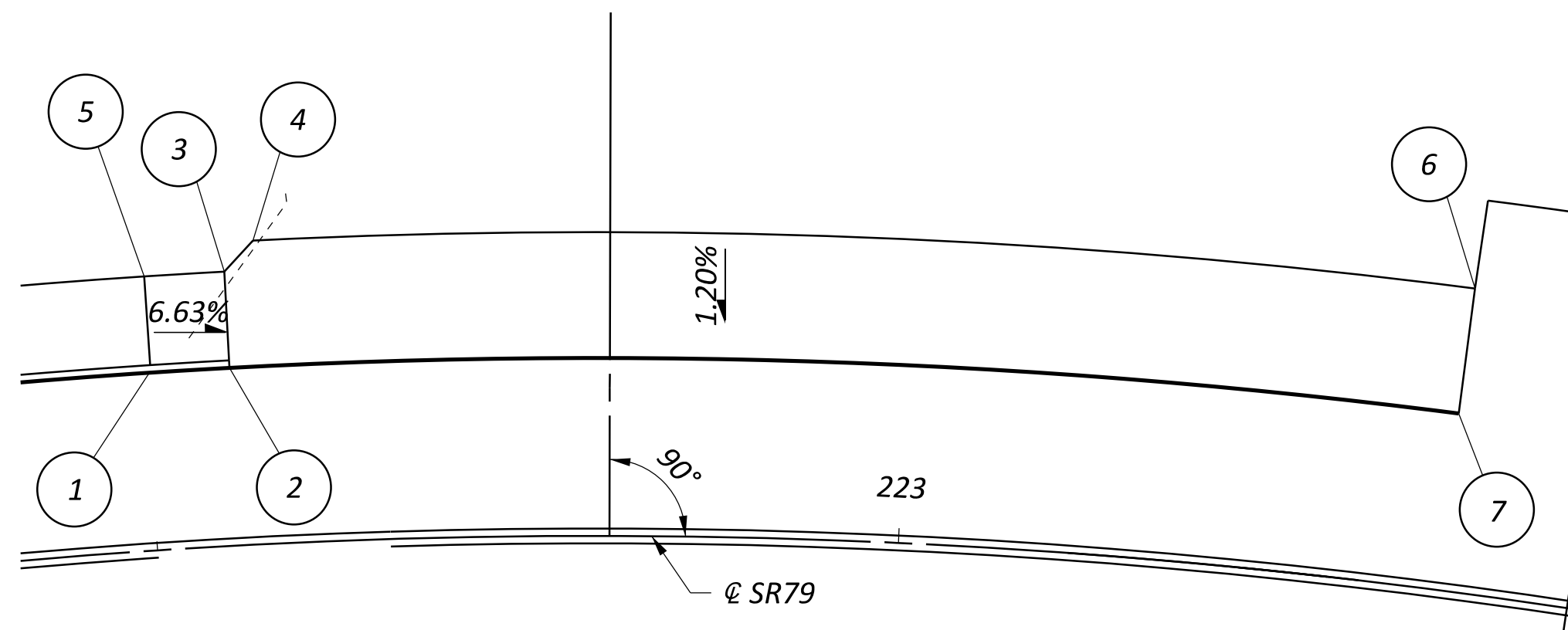
DRIVE 18
COMMERCIAL
STA. 220+43.50, RT

Drive 18			
BALLOON	STATION	ELEVATION	OFFSET
1	220+25.00	887.18	24.5
2	220+31.50	887.02	35.5
3	220+31.50	888.20	45.5
4	220+55.50	888.34	45.5
5	220+55.50	887.24	35.5



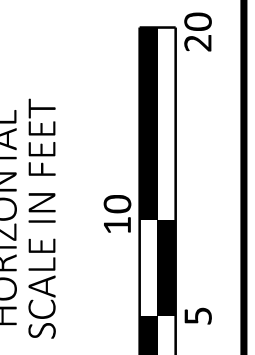
DRIVE 19
COMMERCIAL
STA. 221+66.00, LT

Drive 19			
BALLOON	STATION	ELEVATION	OFFSET
1	221+46.00	888.37	12.5
2	221+52.00	888.00	12.5
3	221+52.00	888.06	18.5
4	221+46.00	888.43	18.5
5	221+80.00	888.27	18.5
6	221+86.00	888.74	18.5
7	221+80.00	888.21	12.5
8	221+86.00	888.68	12.5



DRIVE 20
COMMERCIAL
STA. 222+80.50, LT

Drive 20			
BALLOON	STATION	ELEVATION	OFFSET
1	222+50.30	889.18	12
2	222+55.50	888.70	12
3	222+55.50	889.03	18.5
4	222+59.40	889.18	22.5
5	222+50.30	889.24	18.5
6	223+36.40	889.39	22.5
7	223+36.40	889.63	12



DRIVE DETAILS
DRIVE #16 THROUGH DRIVE #20

DESIGN AGENCY



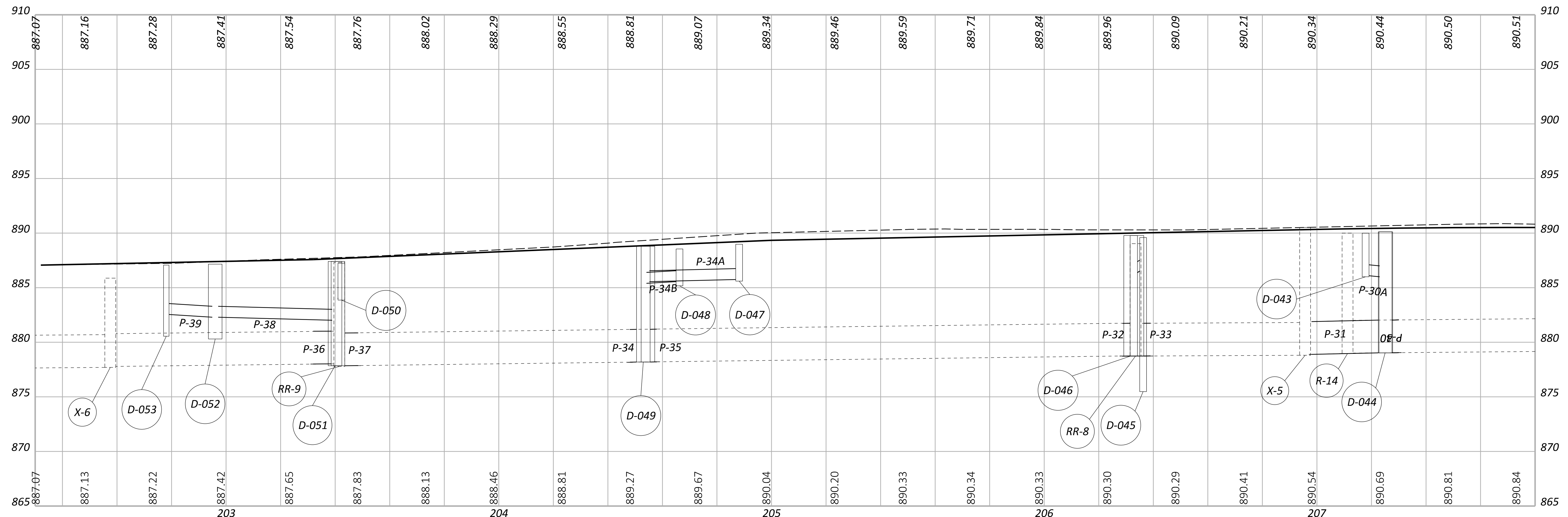
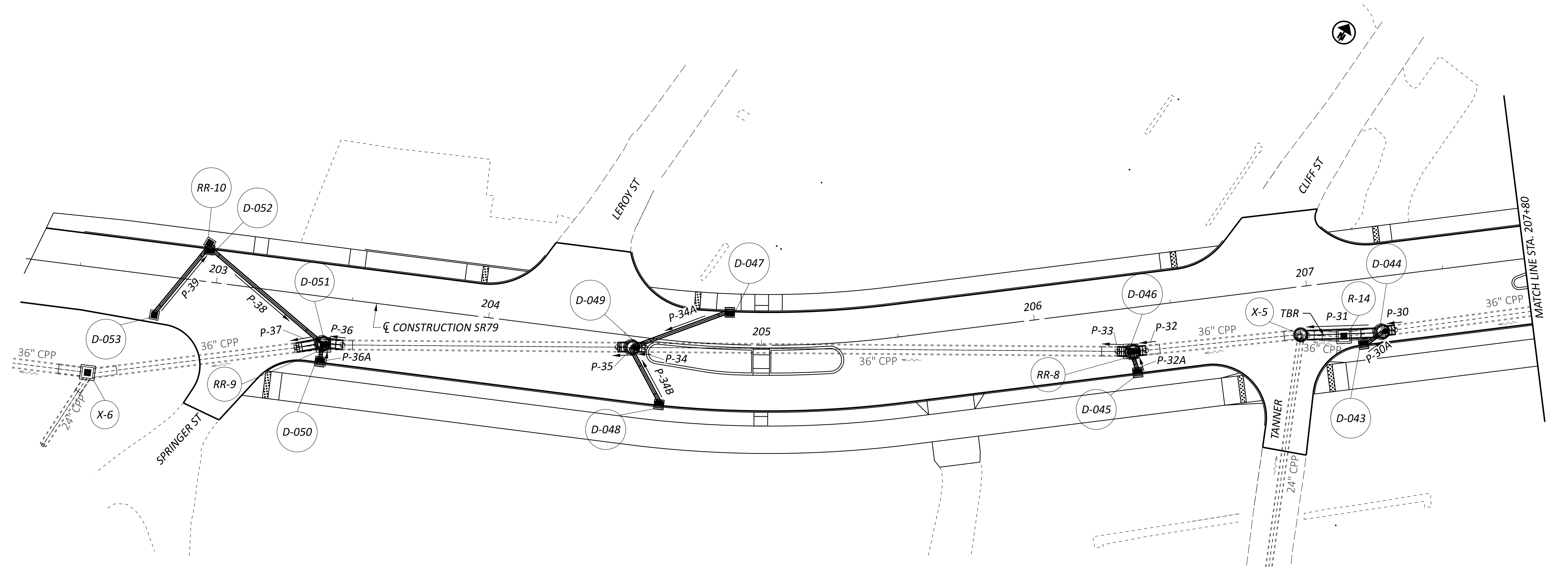
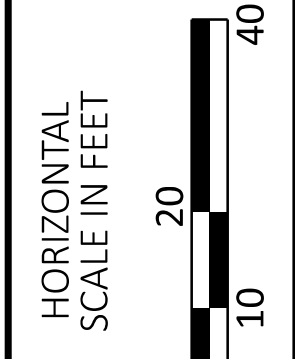
DESIGNER
ARC

REVIEWER
CLD 02/28/25

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RR = REMOVED AND REPLACED
 R = REMOVED
 X = EXISTING TO REMAIN



DRAINAGE DETAILS
 EXISTING STORM MODIFICATIONS (1 OF 2)

DESIGN AGENCY

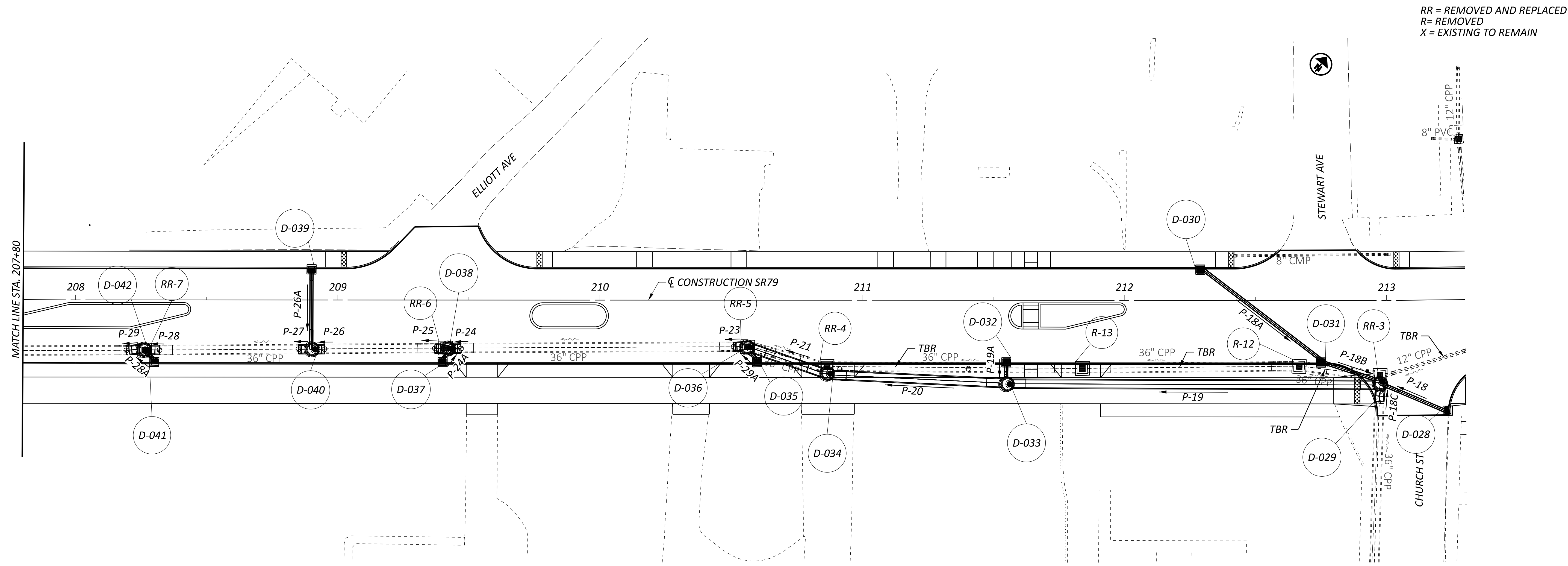


DESIGNER
 HAC

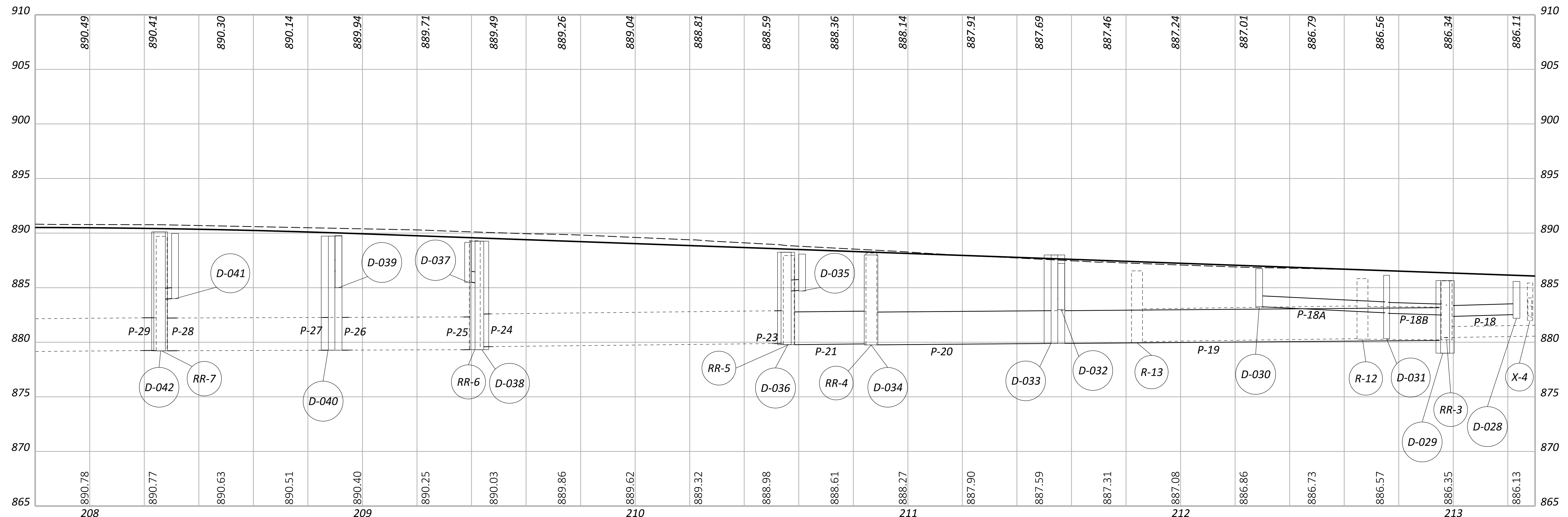
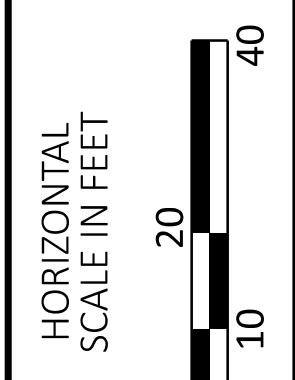
REVIEWER
 CLD 02/28/25

PROJECT ID
 117102

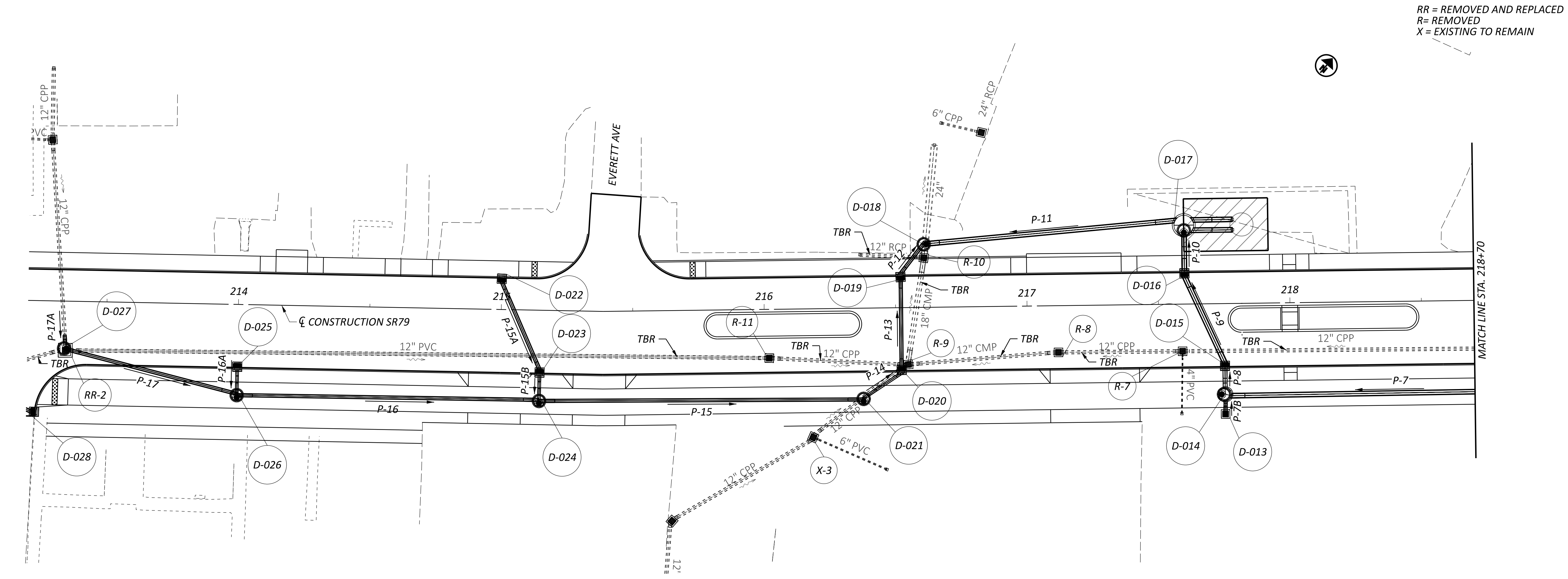
SHEET TOTAL
 P.58 79



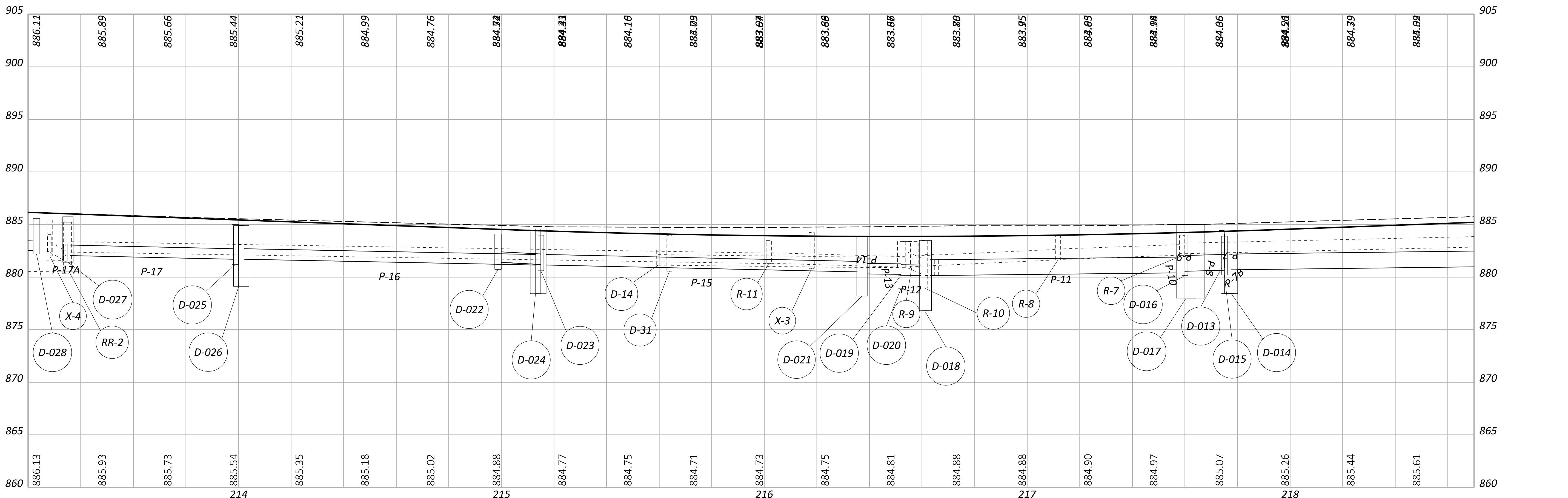
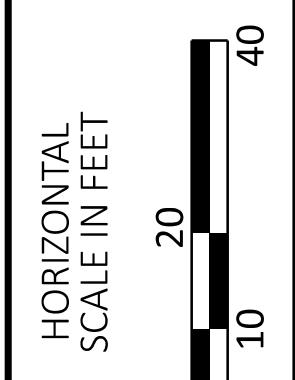
RR = REMOVED AND REPLACED
 R = REMOVED
 X = EXISTING TO REMAIN



DESIGN AGENCY	
DESIGNER	
REVIEWER	HAC
PROJECT ID	117102
SHEET TOTAL	P.59 79

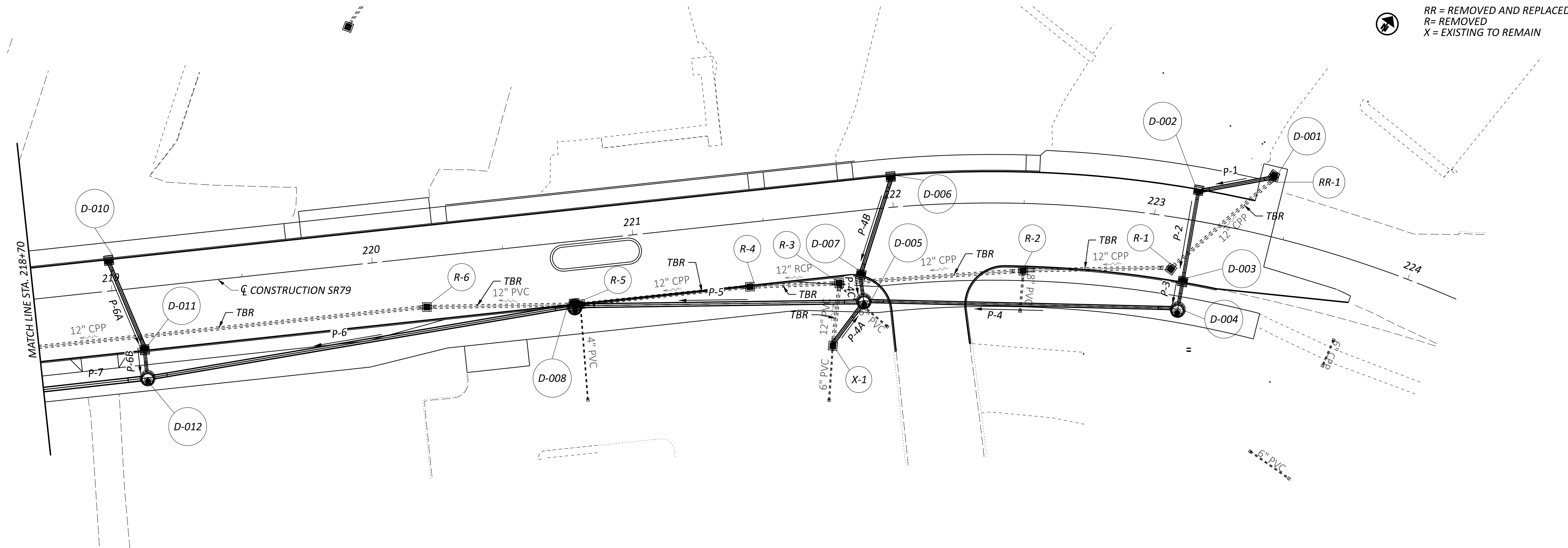


RR = REMOVED AND REPLACED
 R = REMOVED
 X = EXISTING TO REMAIN

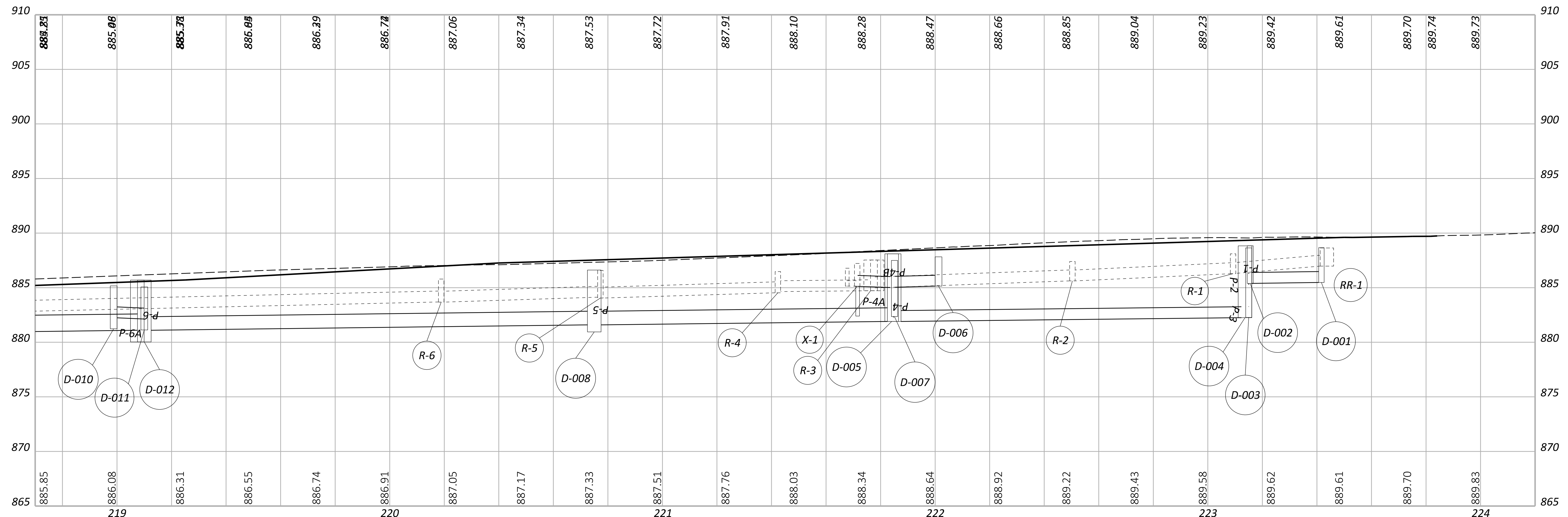
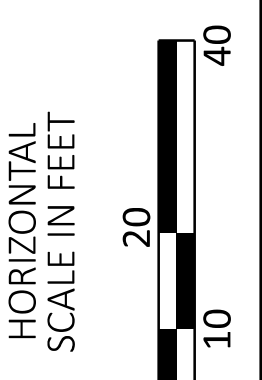


DRAINAGE DETAILS
 NEW STORM (1 OF 2)

DESIGN AGENCY	OHM
DESIGNER	HAC
REVIEWER	CLD 02/28/25
PROJECT ID	117102
SHEET	P.60
TOTAL	79



RR = REMOVED AND REPLACED
 R = REMOVED
 X = EXISTING TO REMAIN



DRAINAGE DETAILS
NEW STORM (2 OF 2)

DESIGN AGENCY

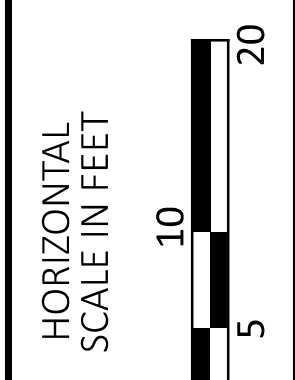
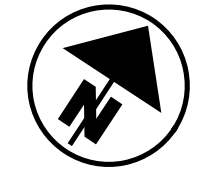
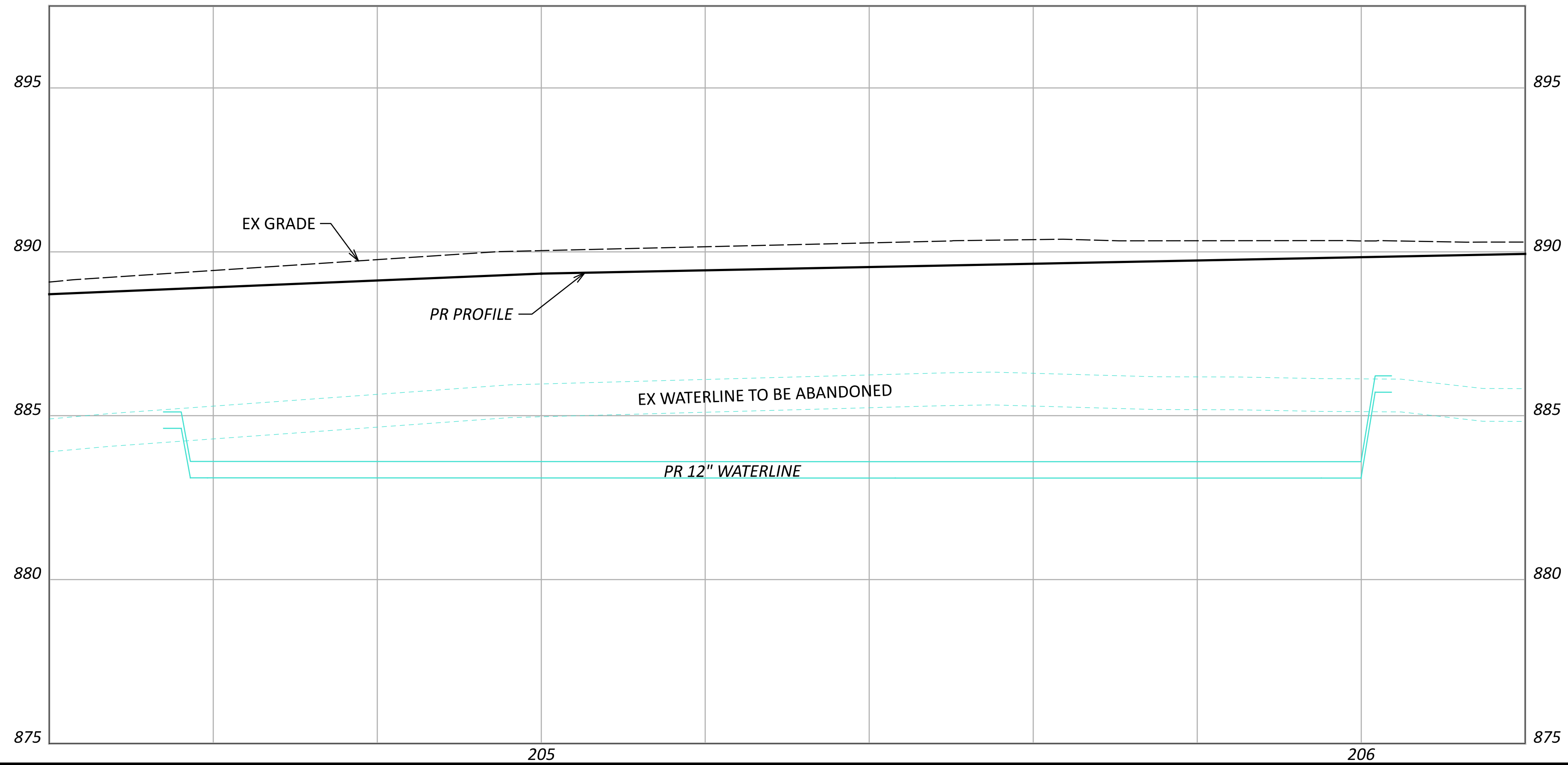
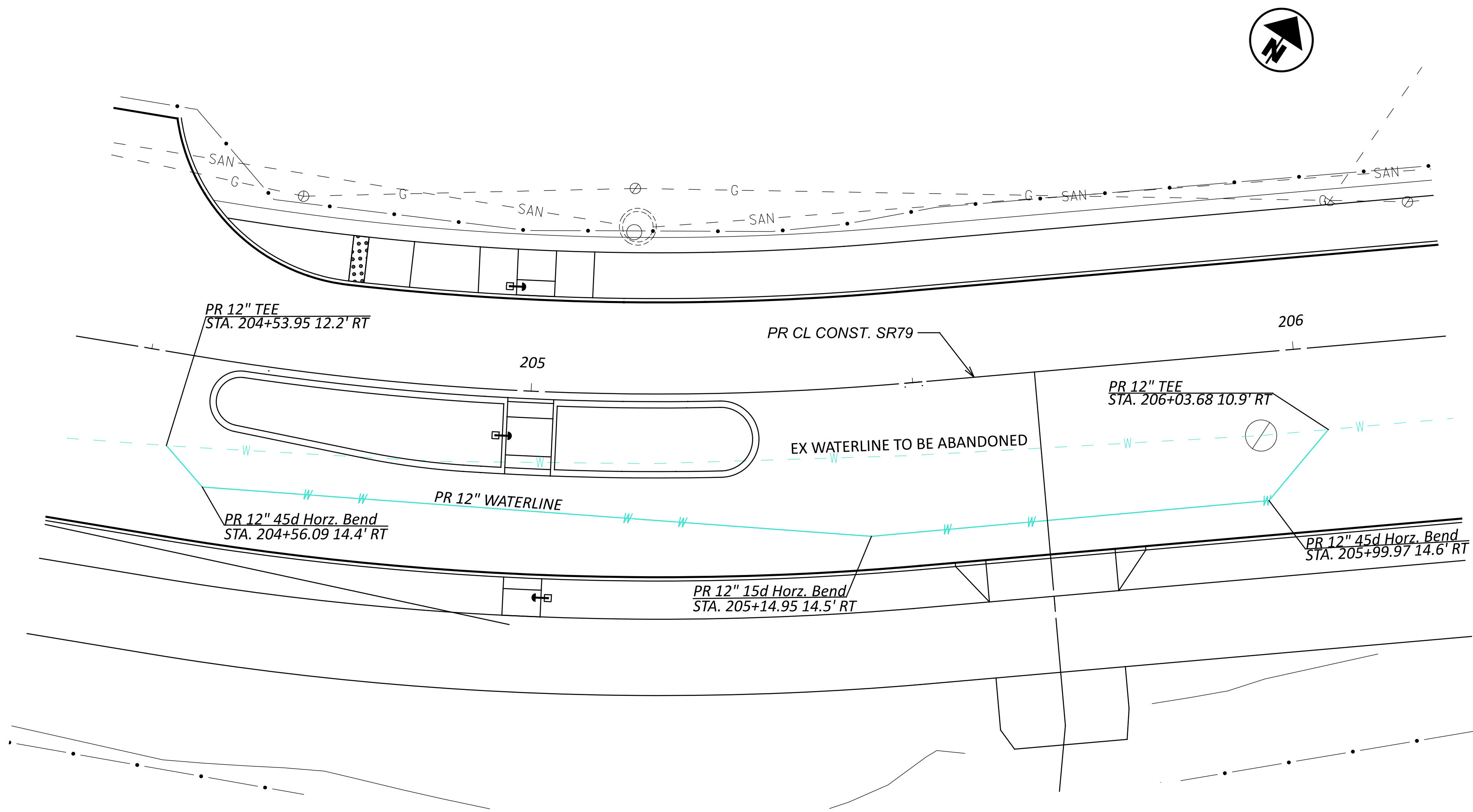


DESIGNER
 HAC

REVIEWER
 CLD 02/28/25

PROJECT ID
 117102

SHEET TOTAL
 P.61 79



WATERLINE DETAILS
 STA 204+54 TO STA. 206+04

DESIGN AGENCY



DESIGNER

ARC

REVIEWER

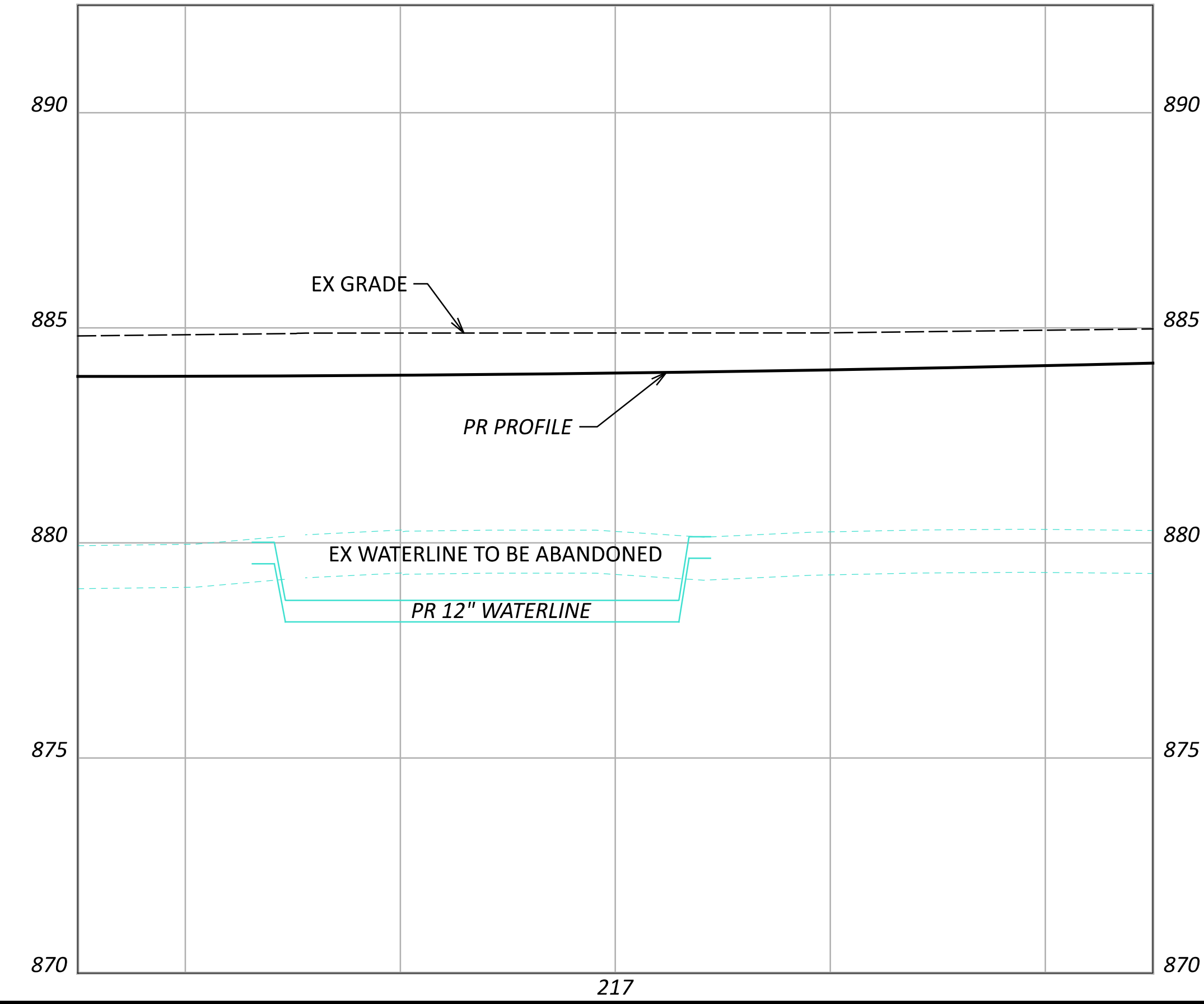
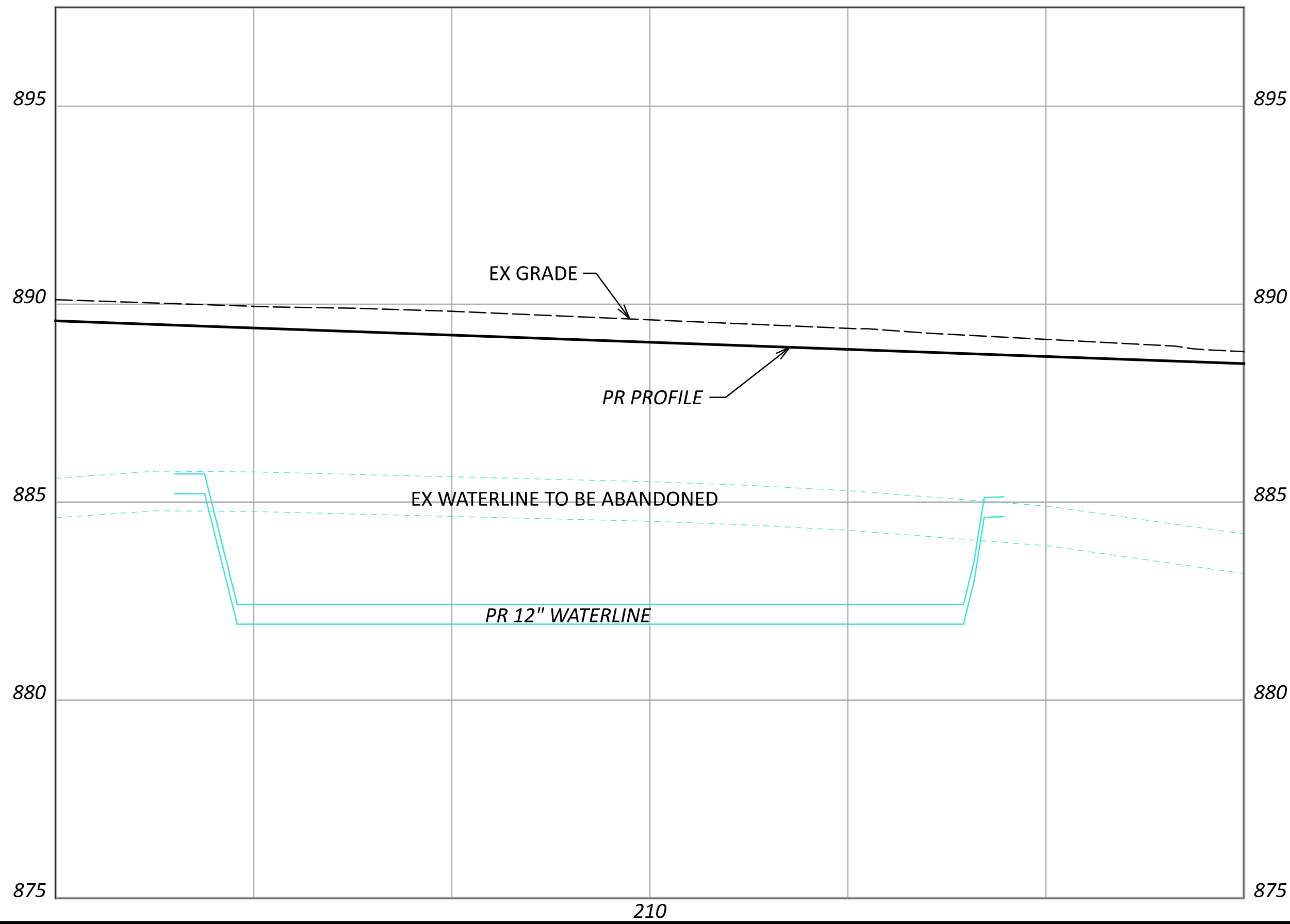
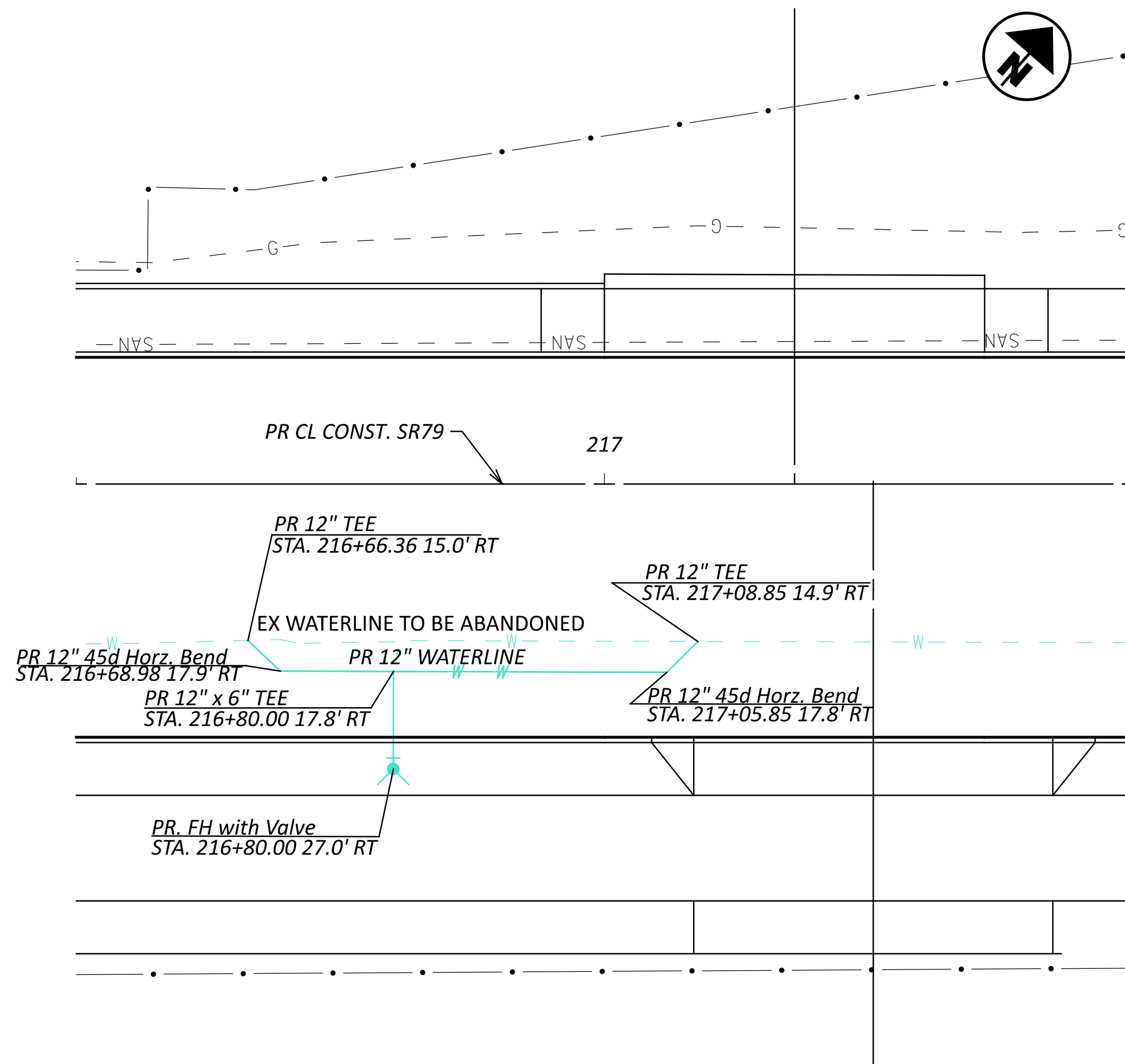
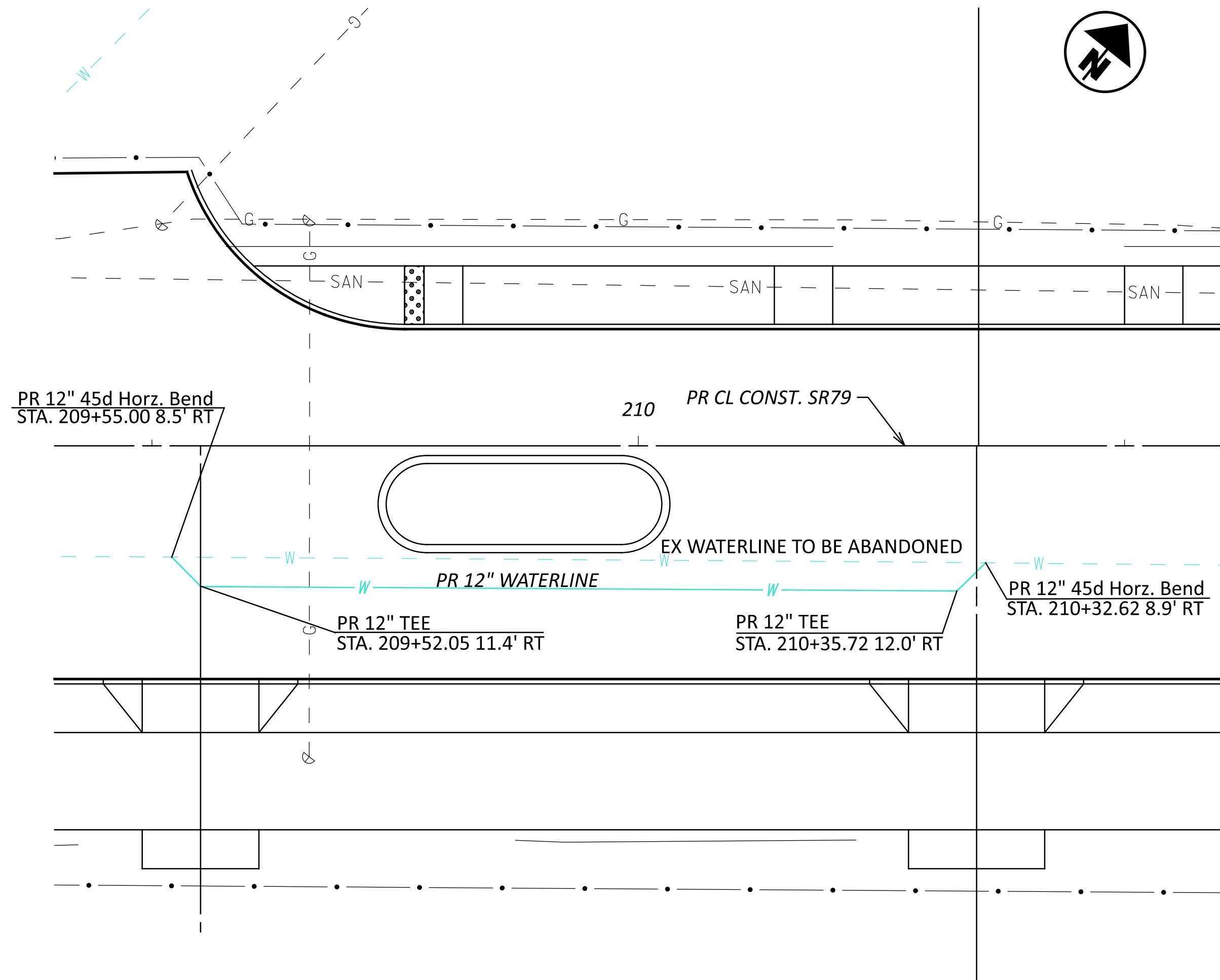
CLD 02/28/25

PROJECT ID

117102

SHEET TOTAL

P.63 79



WATERLINE DETAILS
 STA. 209.52 TO STA. 210+36 AND STA. 216+66 TO STA. 217+09

DESIGN AGENCY



DESIGNER

ARC

REVIEWER

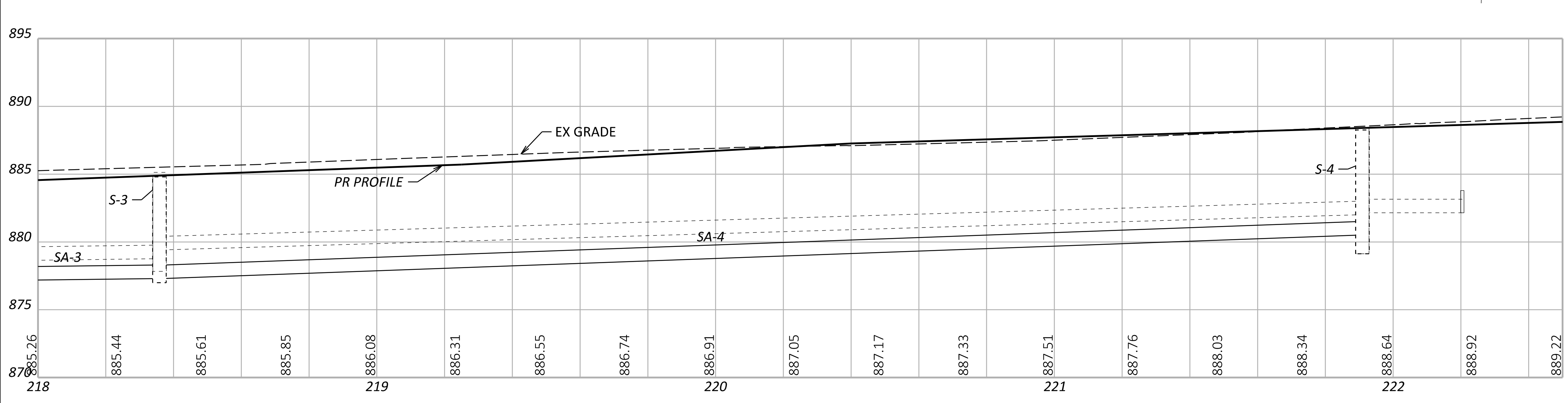
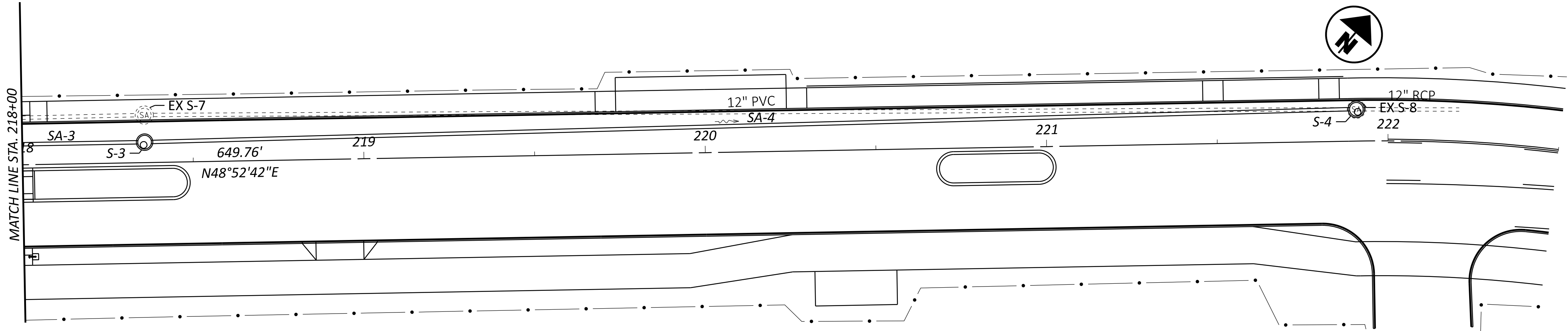
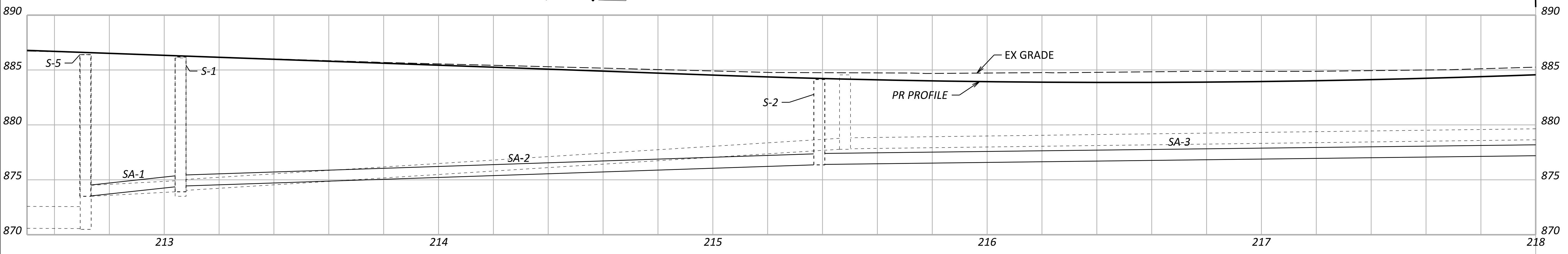
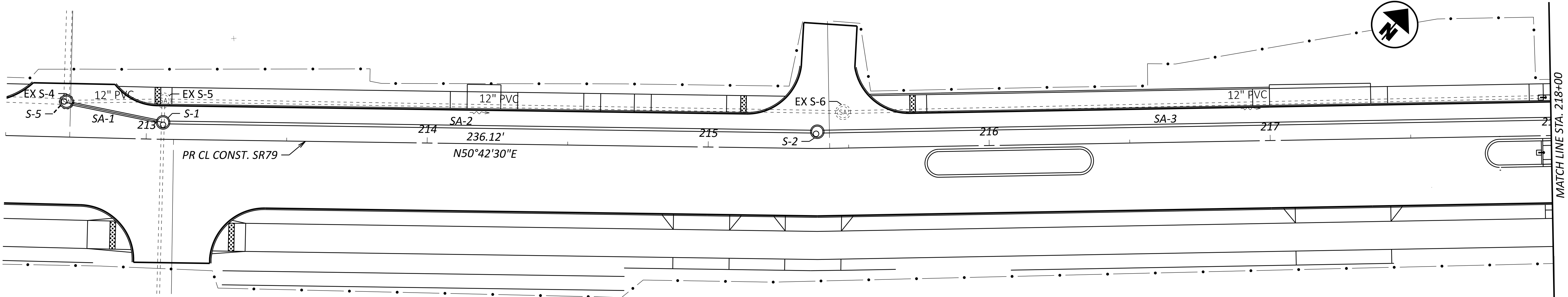
CLD 02/28/25

PROJECT ID

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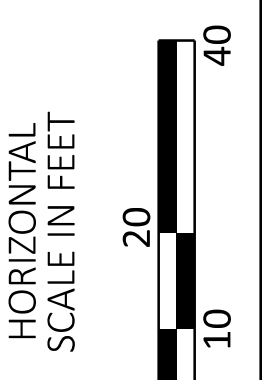
SHEET TOTAL

P.64 79



SANITARY CONDUIT DETAILS								
REF. NO.	LENGTH (FT)	SIZE	TYPE	SLOPE (%)	START STRUCT. REF. NO.	START INVERT ELEV.	STOP STRUCT. REF. NO.	STOP INVERT ELEV.
SA-1	35	12		2.4%	S-5	873.53	S-1	874.36
SA-2	233	12		0.8%	S-1	874.45	S-2	876.36
SA-3	297	12		0.3%	S-2	876.40	S-3	877.29
SA-4	355	12		0.9%	S-3	877.31	S-4	880.50

SANITARY STRUCTURE DETAILS							
REF. NO.	STATION	OFFSET	SIDE	TYPE	RIM ELEV.	INVERT ELEV.	CONNECTED PIPES
S-5	212+71.36	12.6'	LT		886.40	870.49	SA-1
S-1	213+05.95	6.0'	LT		886.19	873.91	SA-1, SA-2
S-2	215+39.45	8.0'	LT		884.14	876.36	SA-2, SA-3
S-3	218+35.84	6.0'	LT		884.80	877.00	SA-3, SA-4
S-4	221+90.89	9.3'	LT		888.26	879.13	SA-4



SANITARY SEWER DETAILS
 STA. 213+00 TO STA. 222+00

DESIGN AGENCY



DESIGNER
ARC

REVIEWER
 CLD 02/28/25

PROJECT ID
 117102

SHEET TOTAL
 P.65 79

ITEM 630, SIGNING MISC.: SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY

THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING A SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY. THE FLASHING UNIT SHALL BE SOLAR POWERED, PEDESTRIAN ACTIVATED, AND 2-SIDED WITH TWO LED ARRAY BASED YELLOW INDICATIONS ON EACH SIDE. MULTIPLE UNITS SHALL BE WIRELESSLY CONTROLLED AND SYNCHRONIZED. THE UNIT SHALL BE COMPLIANT WITH THE MOST CURRENT OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) AND FHWA INTERIM APPROVAL FOR RRFBs (IA-21).

GENERAL REQUIREMENTS -

EACH RRFB SHALL CONSIST OF TWO RAPIDLY FLASHED RECTANGULAR-SHAPED YELLOW INDICATIONS HAVING LED ARRAY BASED LIGHT SOURCE.

EACH RRFB SHALL BE A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.).

EACH RRFB SHALL CONTAIN A PEDESTRIAN INDICATION LIGHT VISIBLE BY THE PEDESTRIAN IN THE DIRECTION OF TRAVEL.

FUNCTIONAL REQUIREMENTS -

EACH RRFB SHALL UTILIZE SOLAR POWER.

EACH RRFB SHALL BE ACTIVATED BY ADA COMPLIANT PUSHBUTTONS.

THE RRFB SHALL BE NORMALLY DARK, SHALL INITIATE OPERATION ONLY UPON PEDESTRIAN ACTUATION, AND SHALL CEASE OPERATION AFTER A PREDETERMINED TIME LIMIT (BASED ON OMUTCD PROCEDURES).

EACH REMOTE RRFB SHALL BE WIRELESSLY ACTIVATED.

ALL RRFB LIGHT INDICATIONS SHALL BE WIRELESSLY SYNCHRONIZED (ALL LIGHTS WILL TURN ON WITHIN 120 MSEC AND REMAIN SYNCHRONIZED THROUGHOUT THE DURATION OF THE FLASHING CYCLE).

THE UNIT SHALL BE CAPABLE OF RUNNING 14 DAYS WITHOUT SUNLIGHT.

MATERIALS -

FURNISH A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS, AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.). THE RRFB ASSEMBLY INCLUDES THE FOLLOWING ITEMS:

1. RRFB INDICATIONS

- A. EACH RRFB INDICATION LENS SHALL BE A MINIMUM SIZE OF APPROXIMATELY 5" WIDE X 2" HIGH.
- B. THE RRFB INDICATIONS SHALL BE ALIGNED HORIZONTALLY, WITH THE LONGER DIMENSION OF THE INDICATION HORIZONTAL. THERE SHALL BE TWO INDICATIONS ON THE FRONT AND TWO INDICATIONS ON THE BACK.
- C. EACH RRFB SHALL BE SUPPLIED WITH ALL REQUIRED HARDWARE TO INSTALL ASSEMBLY. ALL EXPOSED HARDWARE SHALL BE ANTI-VANDAL.

ITEM 630, SIGNING MISC.: SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY (CONT.)

D. EACH RRFB SHALL BE LOCATED BETWEEN THE BOTTOM OF THE CROSSING WARNING SIGN AND THE TOP OF THE SUPPLEMENTAL DOWNWARD DIAGONAL ARROW PLAQUE.

E. THE LIGHT INTENSITY OF THE YELLOW INDICATIONS SHALL MEET THE MINIMUM CLASS 1 SPECIFICATIONS OF SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) STANDARD J595 (DIRECTIONAL FLASHING OPTICAL WARNING DEVICES FOR AUTHORIZED EMERGENCY, MAINTENANCE, AND SERVICE VEHICLES) DATED JANUARY, 2005.

F. TO MINIMIZE EXCESSIVE GLARE DURING NIGHTTIME CONDITIONS, AN AUTOMATIC SIGNAL DIMMING DEVICE SHALL BE USED TO REDUCE THE BRILLIANCE OF THE RRFB INDICATIONS.

G. AN LED PEDESTRIAN CONFIRMATION LIGHT DIRECTED AT AND VISIBLE TO PEDESTRIANS IN THE CROSSWALK SHALL BE INSTALLED INTEGRAL TO THE RRFB OR PUSHBUTTON TO GIVE CONFIRMATION THAT THE RRFB IS IN OPERATION.

H. THE PEDESTRIAN CONFIRMATION LIGHT SHALL HAVE A MINIMUM AREA OF 0.5 SQUARE INCHES AND BE CONSPICUOUS TO PEDESTRIANS AT ALL DISTANCES FROM THE BEGINNING OF THE CONTROLLED CROSSWALK TO A POINT 10 FEET FROM THE END OF THE CONTROLLED CROSSWALK DURING BOTH DAY AND NIGHT.

2. SIGNS

A. ALL SIGN ASSEMBLIES SHALL USE ANTI-VANDAL FASTENERS TO MOUNT COMPONENTS TO SIGN AND SIGN TO FIXTURE.

B. PEDESTRIAN PUSHBUTTONS SIGNS SHALL BE PROVIDED AND INCLUDE THE LEGEND "PUSH BUTTON TO TURN ON WARNING LIGHTS". SIGNS SHOULD BE MOUNTED ADJACENT TO OR INTEGRAL WITH EACH PEDESTRIAN PUSHBUTTON.

C. TWO SETS OF SIGNS SHALL BE REQUIRED PER UNIT FOR VIEW FROM EACH APPROACH.

D. ASSURE SIGN MEETS THE REQUIREMENTS OF C&MS 630.

3. CONTROL CIRCUIT

A. THE CONTROL CIRCUIT SHALL HAVE THE CAPABILITY OF INDEPENDENTLY FLASHING UP TO TWO INDEPENDENT OUTPUTS. THE LED LIGHT OUTPUTS AND FLASH PATTERN SHALL BE COMPLETELY PROGRAMMABLE.

B. THE CONTROL CIRCUIT SHALL BE SEALED WATERTIGHT TO ELIMINATE DIRT CONTAMINATION AND ALLOW FOR SAFE HANDLING IN ALL WEATHER CONDITIONS.

C. THE LEDS SHALL BE SEALED AGAINST DUST AND MOISTURE INTRUSION AS PER THE REQUIREMENTS OF NEMA STANDARD 250-1991 FOR TYPE 4 ENCLOSURE AND TO PROTECT ALL INTERNAL LED AND ELECTRICAL COMPONENTS.

ITEM 630, SIGNING MISC.: SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY (CONT.)**4. BATTERY AND SOLAR PANELS**

A. BATTERY UNIT SHALL BE A 12VDC, 35 AHR MINIMUM, SEALED GEL OR AGM LEAD ACID BATTERY. BATTERIES SHALL HAVE A WRITTEN TWO YEAR FULL REPLACEMENT WARRANTY.

B. THE SOLAR PANEL SHALL PROVIDE A MINIMUM OF 40 WATTS PEAK TOTAL OUTPUT.

C. THE SOLAR PANEL SHALL BE MOUNTED TO AN ALUMINUM PLATE AND BRACKET AT AN ANGLE OF 45 DEGREES - 60 DEGREES TO PROVIDE MAXIMUM OUTPUT.

D. ALL FASTENERS USED SHALL BE ANTI-VANDAL.

5. WIRELESS RADIO

A. RADIO CONTROL SHALL OPERATE ON A 900 MHZ FREQUENCY HOPPING SPREAD SPECTRUM NETWORK, WI-FI OR APPROVED EQUAL.

B. RADIO SHALL INTEGRATE COMMUNICATION OF RRFB CONTROL CIRCUIT TO ACTIVATE SIGN FROM PUSHBUTTON INPUT.

C. THE RADIO SHALL BE SYNCHRONIZED SO ALL OF THE REMOTE RRFB LIGHT INDICATIONS WILL TURN ON WITHIN 120 MSEC OF EACH OTHER AND REMAIN SYNCHRONIZED THROUGH-OUT THE DURATION OF THE FLASHING CYCLE.

6. PUSHBUTTON

A. THE PUSHBUTTON SHALL BE CAPABLE OF CONTINUOUS OPERATION OVER A TEMPERATURE RANGE OF -30 DEGREES F TO +165 DEGREES F.

B. PUSHBUTTON SHALL BE ADA COMPLIANT.

7. PEDESTAL SHAFT AND BASE - MOUNT ON A STANDARD 4.5-INCH OD ALUMINUM PEDESTAL POLE WITH BREAKAWAY BASE. A 14 FOOT POLE SHALL BE PROVIDED AND FIELD ADJUSTED AND CAPPED TO MAINTAIN THE PROPER SIGN MOUNTING HEIGHTS, UNLESS SPECIFIED OTHERWISE IN THE PLANS. POLE AND BASE MANUFACTURER SHALL BE LISTED ON ODOT'S QUALIFIED PRODUCTS LIST.

CONSTRUCTION -

THE RRFB SHALL BE ASSEMBLED AND CONSTRUCTED BY THE CONTRACTOR AS SHOWN AND SPECIFIED ON THE PLANS.

WARRANTY -

WARRANTY SHALL BE TWO YEARS FROM THE DATE OF FINAL ACCEPTANCE.

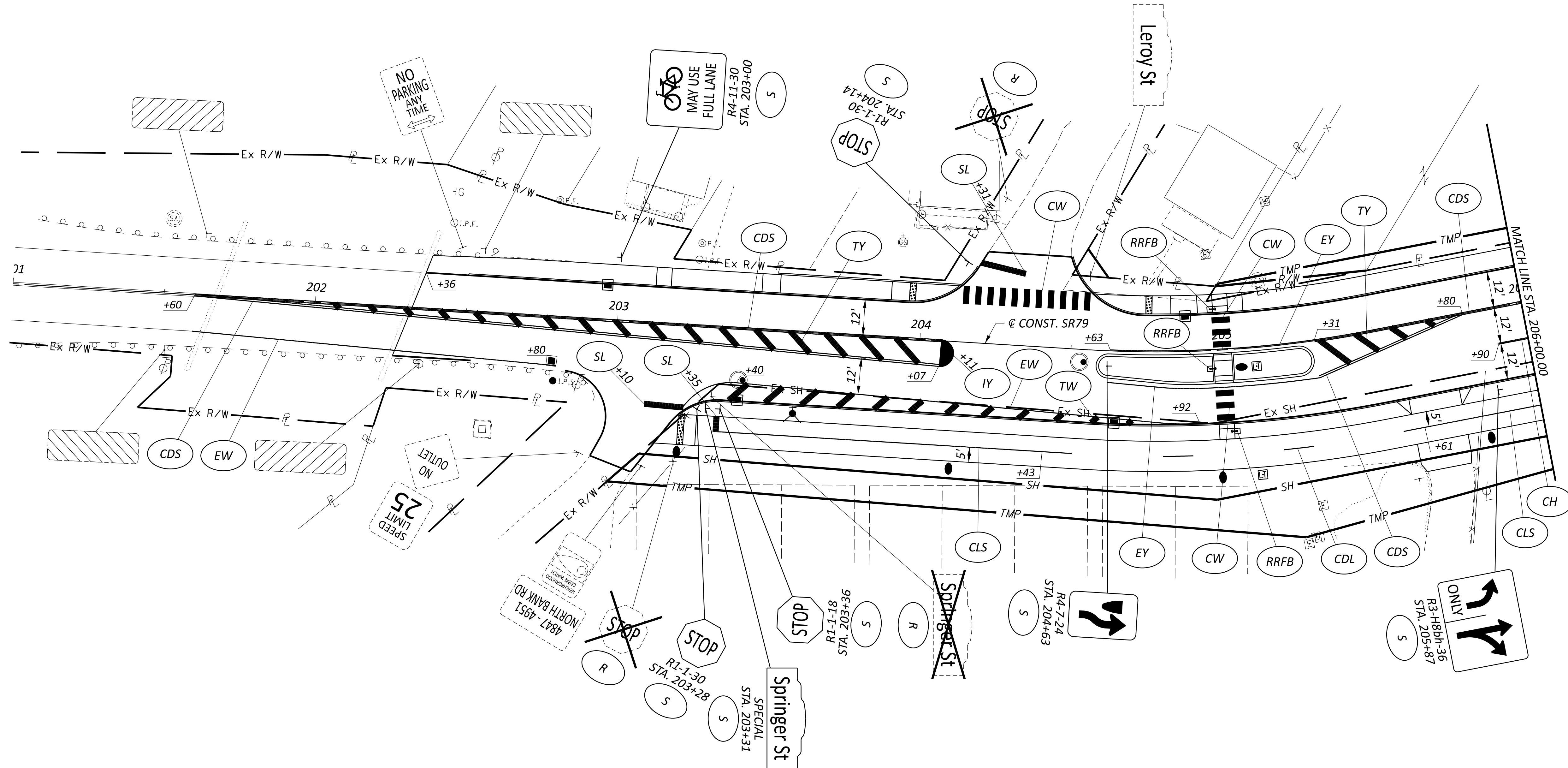
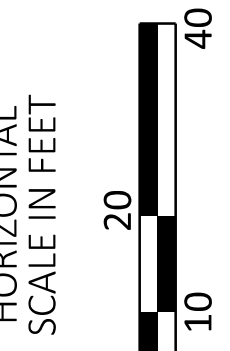
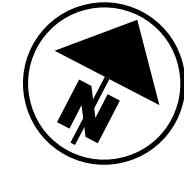
MEASUREMENT -

THE DEPARTMENT WILL MEASURE THE ITEM COMPLETE IN PLACE, INCLUDING ALL MATERIALS, TESTING, LABOR AND SOFTWARE FOR A FULLY FUNCTIONAL UNIT.

PAYMENT -

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH FOR ITEM 630 "SIGNING MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY".

TRAFFIC CONTROL LEGEND			
	ITEM 644, CENTER LINE, DASHED (2' SEGMENTS AND 6' GAPS)		ITEM 644, CROSSWALK LINE
	ITEM 644, CENTER LINE, DOUBLE SOLID		ITEM 644, DOTTED LINE, WHITE
	ITEM 644, CHANNELIZING LINE		ITEM 644, DOTTED LINE, YELLOW
	ITEM 644, CENTER LINE, SOLID		ITEM 644, EDGE LINE, WHITE
	ITEM 644, CENTER LINE, PASS PROHIBITED		ITEM 644, EDGE LINE, YELLOW
	ITEM 644, ISLAND MARKING, YELLOW		ITEM 644, LANE ARROW
	RECTANGULAR RAPID FLASHING BEACON		ITEM 644, STOP LINE
	EX. SIGN TO BE REMOVED		ITEM 644, TRANSVERSE/DIAGONAL LINE, WHITE
	EX. SIGN TO REMAIN		ITEM 644, TRANSVERSE/DIAGONAL LINE, YELLOW
	PROP. SIGN		



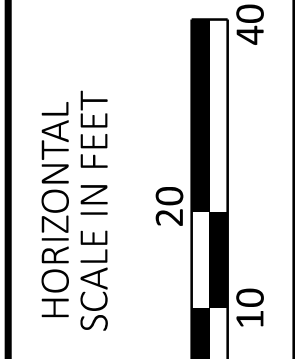
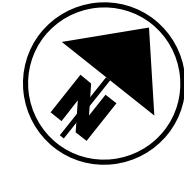
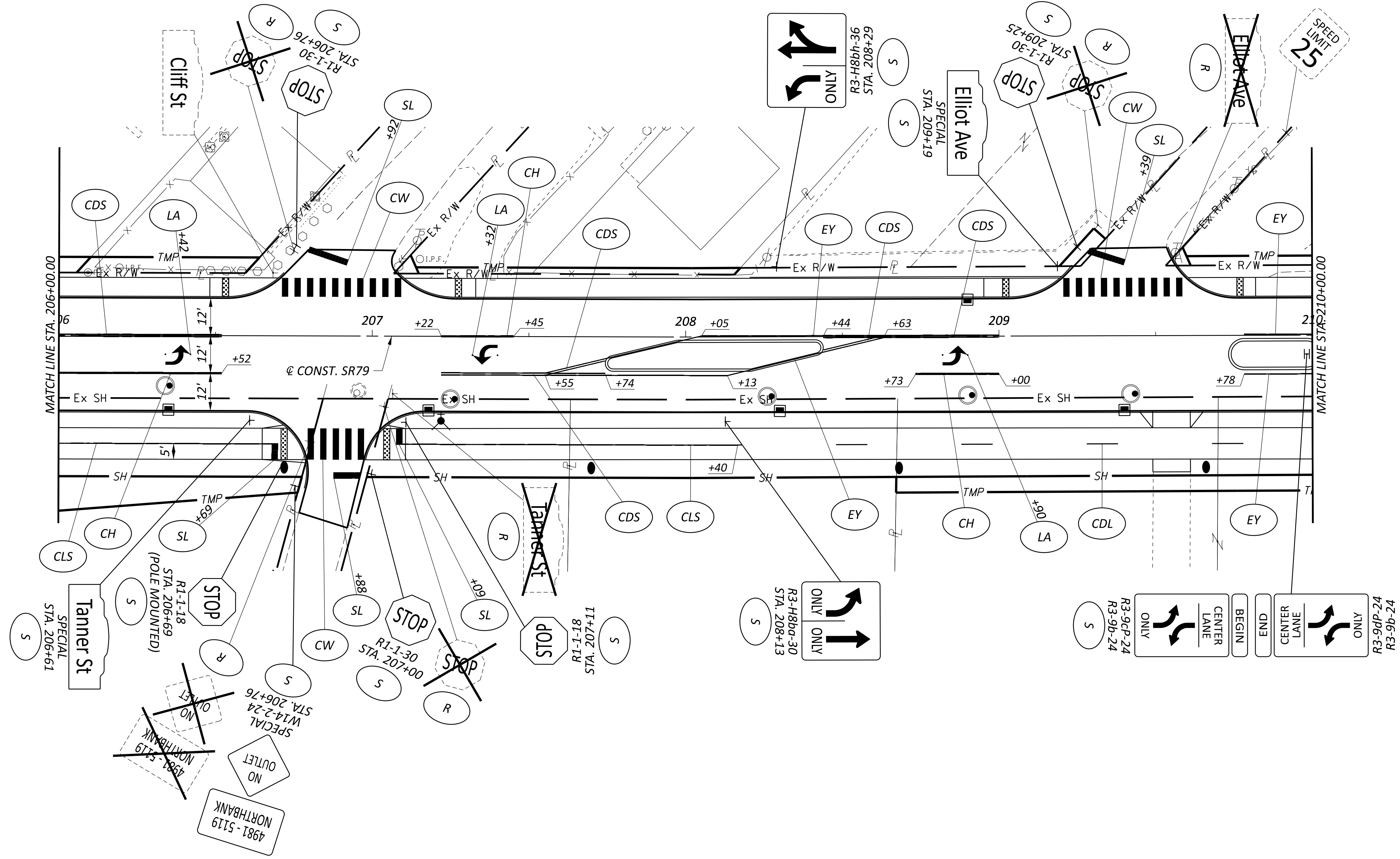
TRAFFIC CONTROL NOTES - SR79
 STA. 202+00 TO STA. 206+00

DESIGN AGENCY



DESIGNER	HAC
REVIEWER	CLD 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.67	79

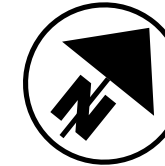
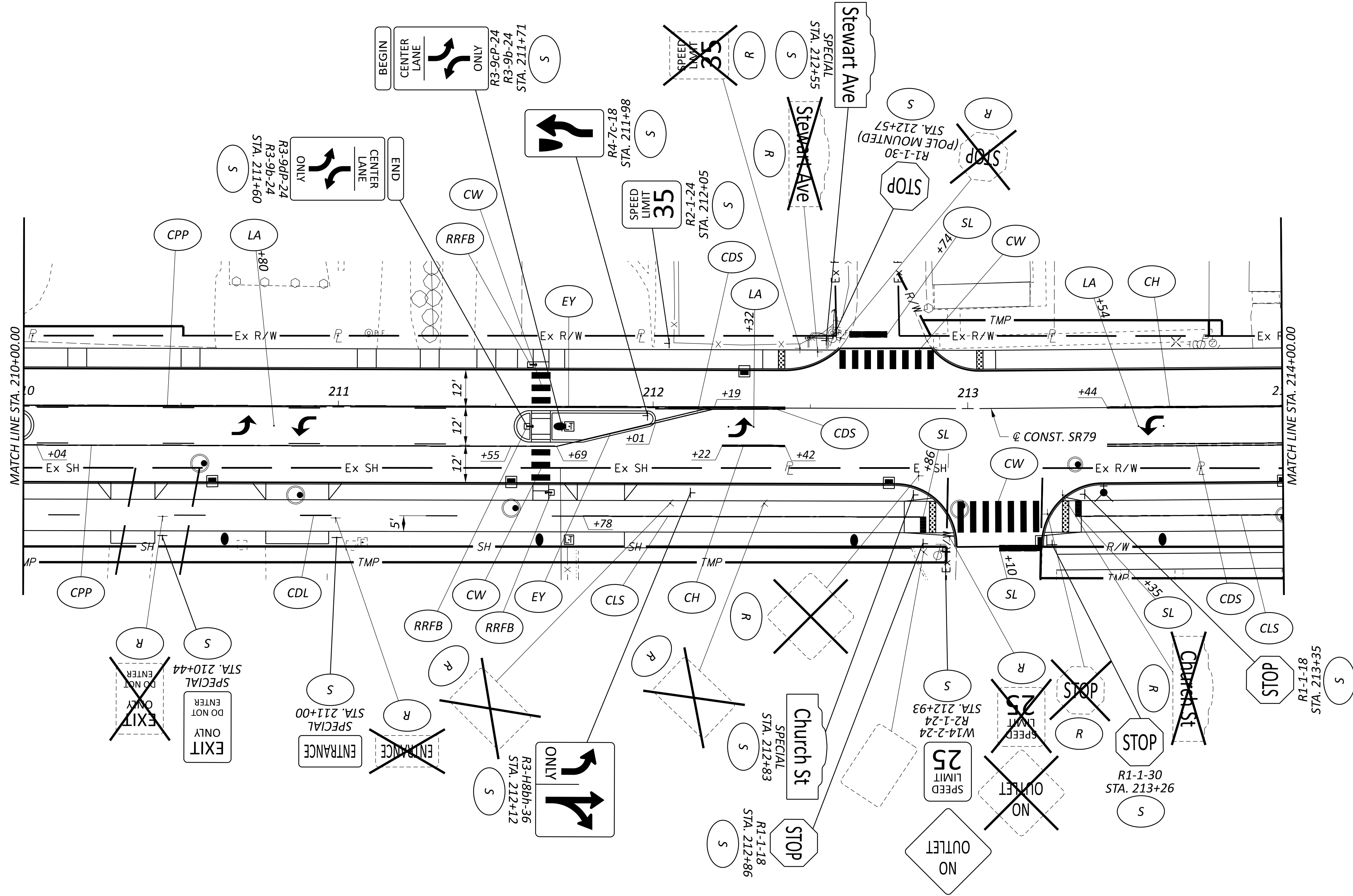
SEE SHEET P.44 FOR TRAFFIC CONTROL LEGEND



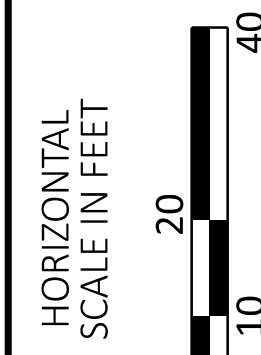
TRAFFIC CONTROL NOTES - SR79
 STA. 206+00 TO STA. 210+00

DESIGN AGENCY	
DESIGNER	HAC
REVIEWER	CLD 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.68	79

SEE SHEET P.44 FOR TRAFFIC CONTROL LEGEND



TRAFFIC CONTROL NOTES - SR79
STA. 210+00 TO STA. 214+00

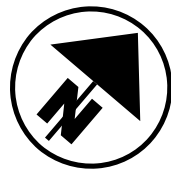
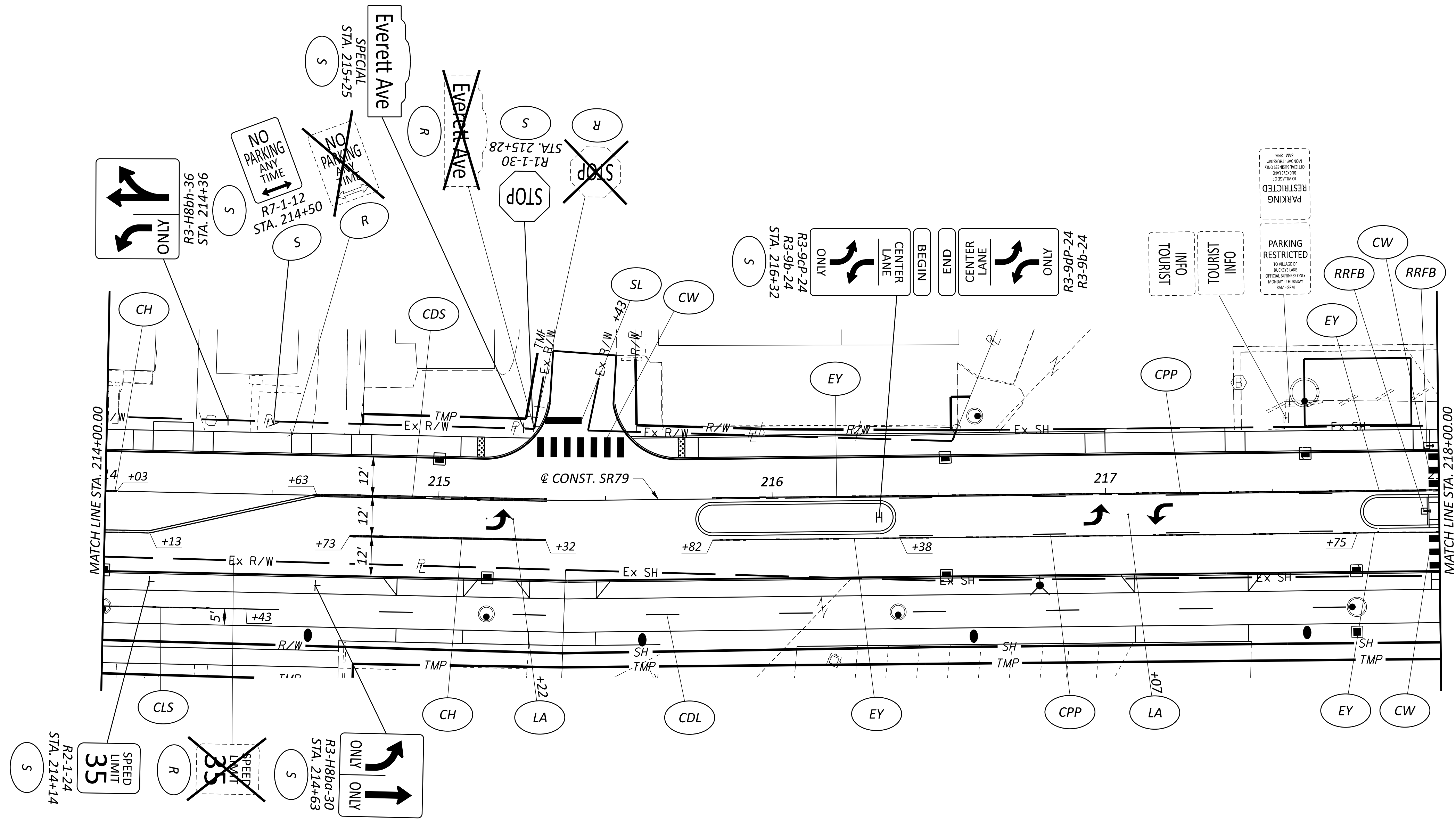


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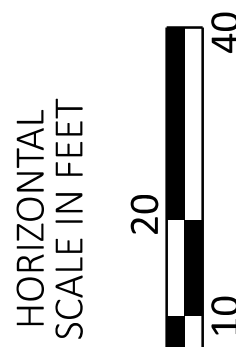


DESIGNER	HAC
REVIEWER	CLD 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.69	79

SEE SHEET P.44 FOR TRAFFIC CONTROL LEGEND



TRAFFIC CONTROL NOTES - SR79
 STA. 214+00 TO STA. 218+00

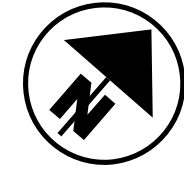
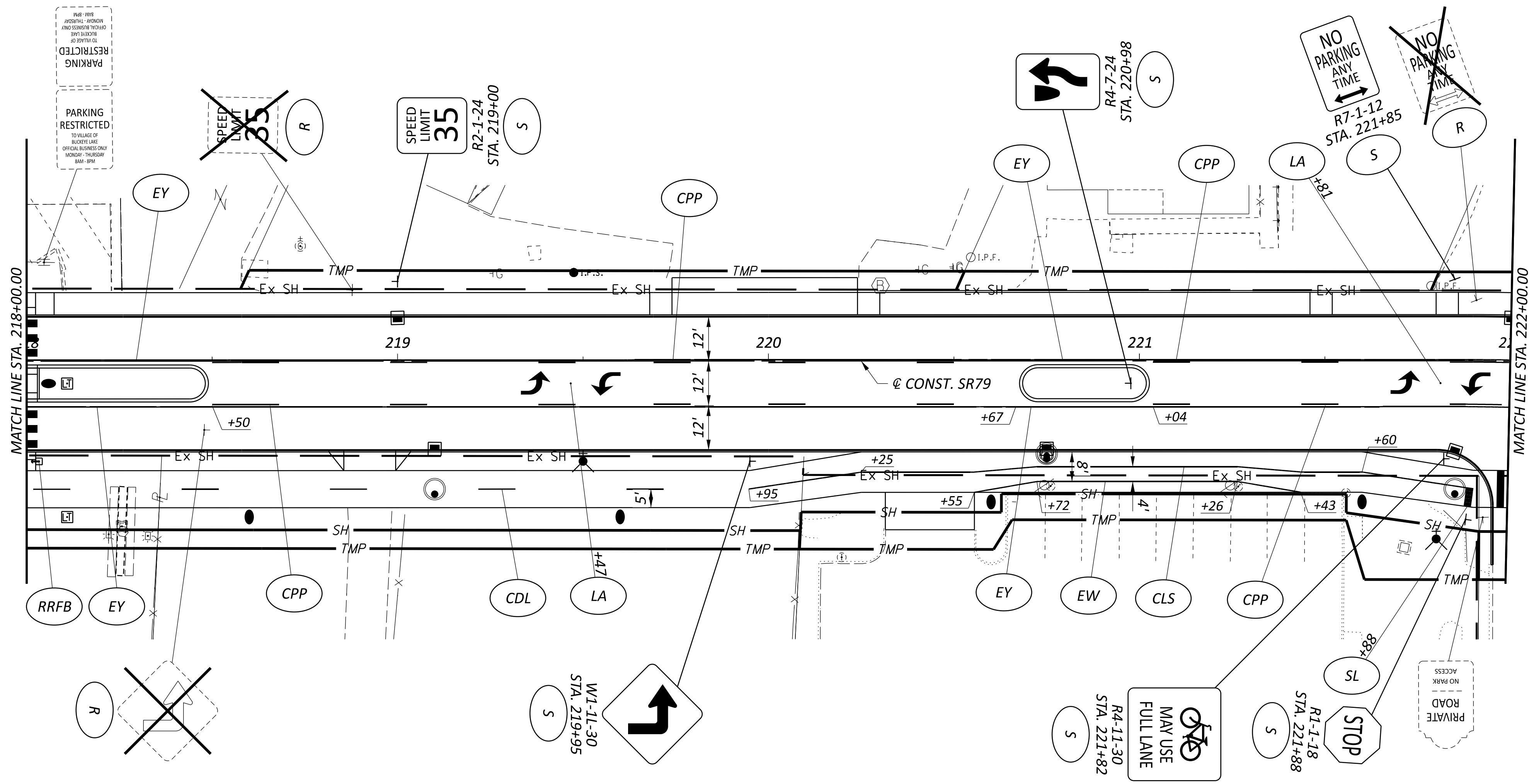


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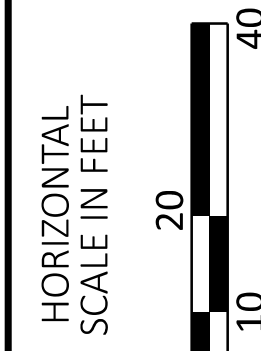


DESIGNER	HAC
REVIEWER	CLD
PROJECT ID	117102
SHEET	TOTAL
P.70	79

SEE SHEET P.44 FOR TRAFFIC CONTROL LEGEND



TRAFFIC CONTROL NOTES - SR79
 STA. 218+00 TO STA. 222+00



DESIGN AGENCY



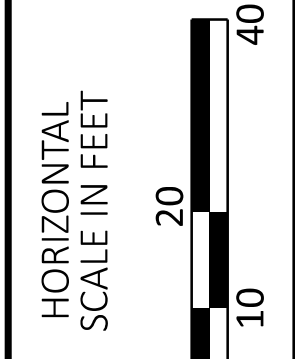
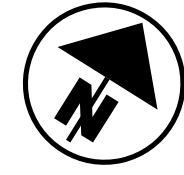
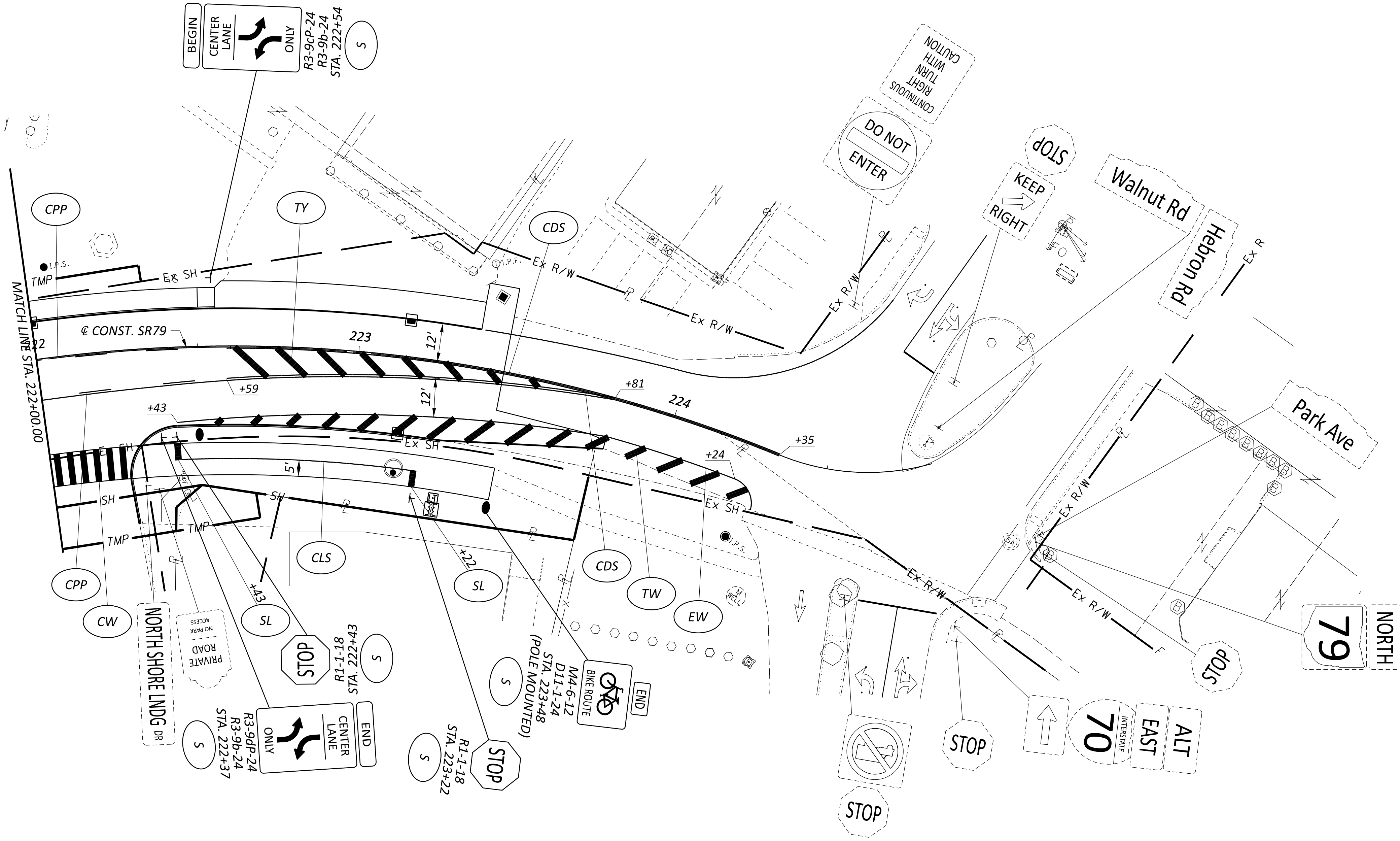
DESIGNER
 HAC

REVIEWER
 CLD 02/28/25

PROJECT ID
 117102

SHEET TOTAL
 P.71 79

SEE SHEET P.44 FOR TRAFFIC CONTROL LEGEND



TRAFFIC CONTROL NOTES - SR79
 STA. 222+00 TO END

DESIGN AGENCY	
OHM	
DESIGNER	HAC
REVIEWER	CLD
PROJECT ID	02/28/25
SHEET	117102
TOTAL	79
P.72	

ITEM 625, POWER SERVICE, AS PER PLAN

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

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

POWER COMPANY: XXXXXX
ADDRESS: XXXXXX
PHONE #: XXXXXX
CONTACT NAME: XXXXXX

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

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

ITEM 625, DECORATIVE POST-TOP LUMINAIRE, SOLID-STATE (LED), LANTERN STYLE, 3000K, BLACK FINISH

THIS ITEM SHALL CONSIST OF SUPPLYING AND INSTALLING DECORATIVE POST-TOP LED LUMINAIRES FOR STREET AND/OR SIDEWALK ILLUMINATION.

A LANTERN STYLE LUMINAIRE CONSISTS OF FOUR DISCRETE FLAT SLOPING SIDES, PER HL-10.11, WITH OR WITHOUT GLASS OR POLYMER PANELS, AND A ROUNDED OR POINTED TOP AND A SMALL CUPOLA. PROVIDE A LUMINAIRE WITH A B-U-G UP-LIGHTING RATING OF U2 OR LESS.

THE LUMINAIRE IS INTENDED FOR EXTERNAL ON/OFF CONTROLL AND SHALL NOT INCLUDE A PHOTOCELL SOCKET.

ASSURE THE LUMINAIRE HAS A NOMINAL POWER OF 65-85 WATTS AND A NOMINAL COLOR TEMPERATURE OF 3000K.

PROVIDE A LUMINAIRE WITH FACTORY-APPLIED BLACK FINISH.

SUPPLY ONE OF THE FOLLOWING LUMINAIRES, OR AN APPROVED EQUAL:

1. HOLOPHANE UTILITY ARLINGTON FCO LED 3, 6602 LUMENS, PHOTOMETRIC DISTRIBUTION: TYPE 3
2. COOPER LIGHTING STREETWORKS UTLD TRADITIONAIRE, 5913 LUMENS, PHOTOMETRIC DISTRIBUTION: TYPE 3 W/SPILL CONTROL
3. SIGNIFY TOWNVIEW LED TVLN, 7421 LUMENS, PHOTOMETRIC DISTRIBUTION: TYPE 3 WIDE

ITEM 625, LIGHT POLE, DECORATIVE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE ODOT CONSTRUCTION SPECIFICATIONS, LIGHT POLE FOR DECORATIVE LIGHTING SHALL BE FLUTED ALUMINUM WITH DECORATIVE BASE, 12' MOUNTING HEIGHT WITH TENON FOR POST-TOP LUMINAIRE COLOR BLACK, HOLOPHANE LIGHTING POLE CAT#WDA (WDA 12 F4C 17D C03 BK) OR APPROVED EQUAL.

DESIGN AGENCY



DESIGNER
BMM

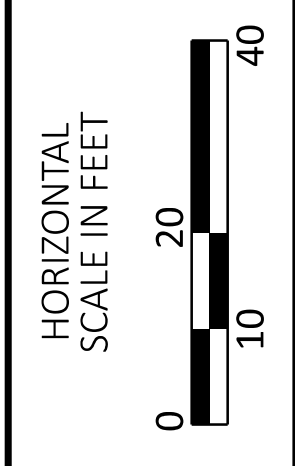
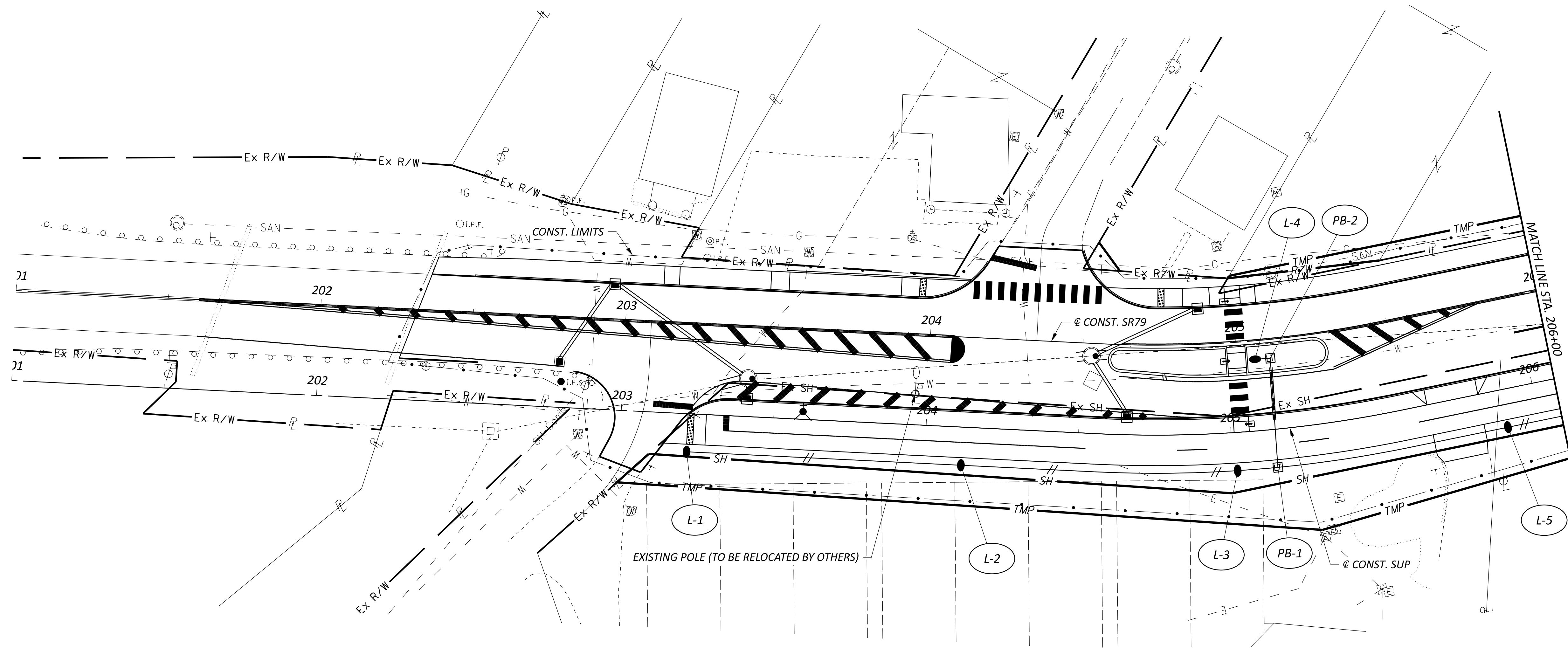
REVIEWER
JWG 02/28/25

PROJECT ID
117102

SHEET TOTAL
P.73 | 79

LEGEND

- LED LUMINAIRE ON DECORATIVE POST TOP
- PULL BOX, 725.08, 24"
- ▣ ELECTRIC SERVICE CABINET
- //— LIGHTING CONDUIT, 2", 725.051 IN TRENCH, 24" DEEP
- ▬ LIGHTING CONDUIT, 2", 725.051 IN NARROW SLIT TYPE TRENCH IN PAVEMENT



LIGHTING PLAN
 BEGIN TO STA. 206+00

DESIGN AGENCY



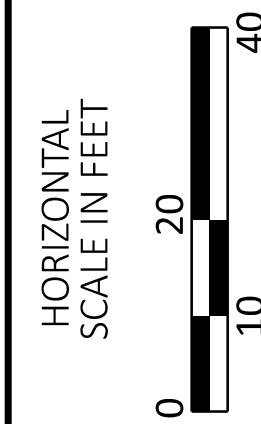
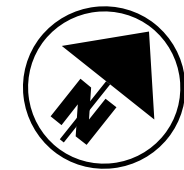
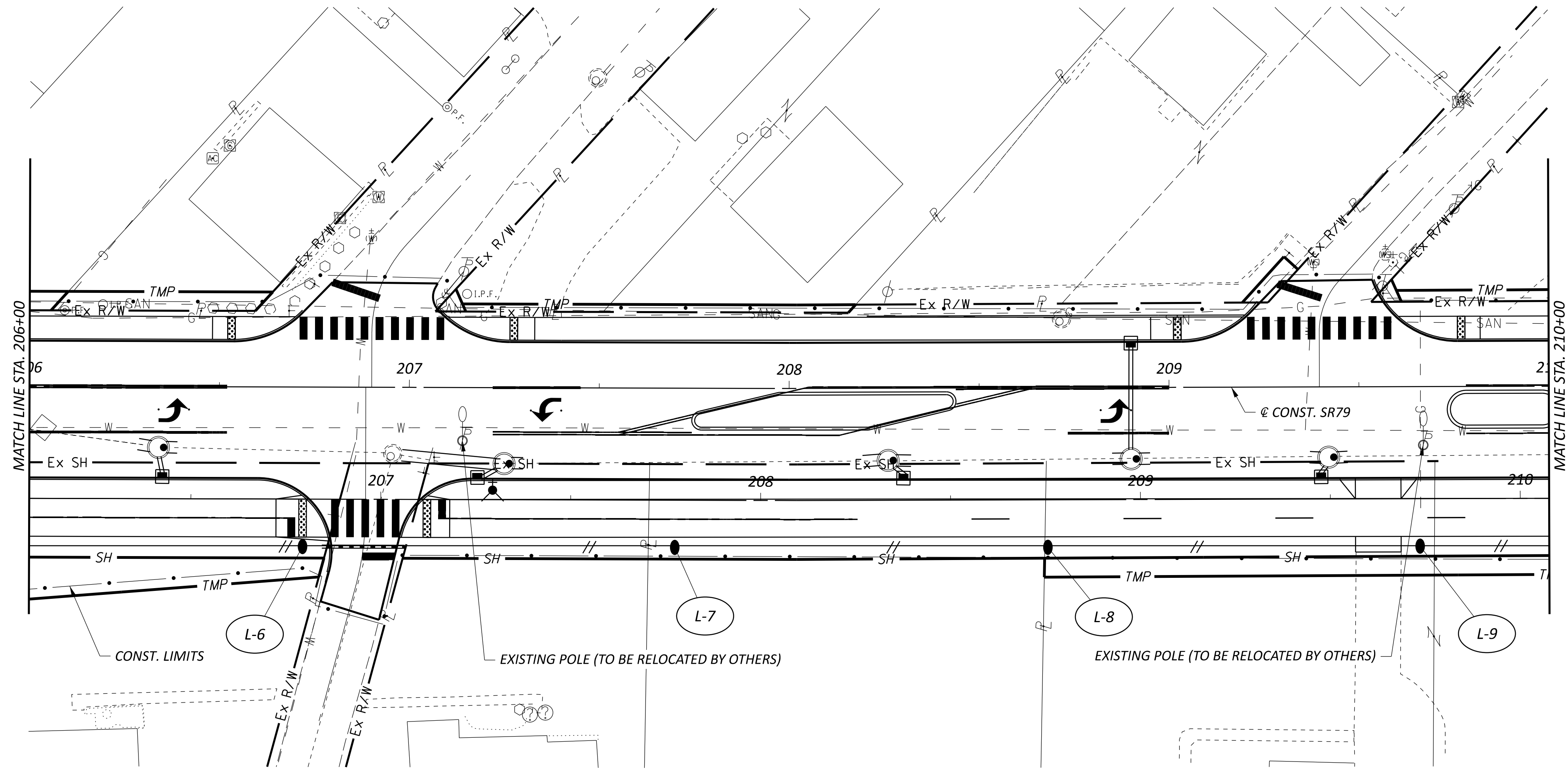
DESIGNER
BMM

REVIEWER
 JWG 02/28/25

PROJECT ID
 117102

SHEET	TOTAL
P.74	79

SEE SHEET P.51 FOR LIGHTING LEGEND



LIGHTING PLAN
 STA. 206+00 TO STA. 210+00

DESIGN AGENCY



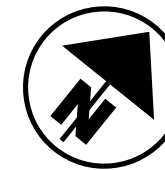
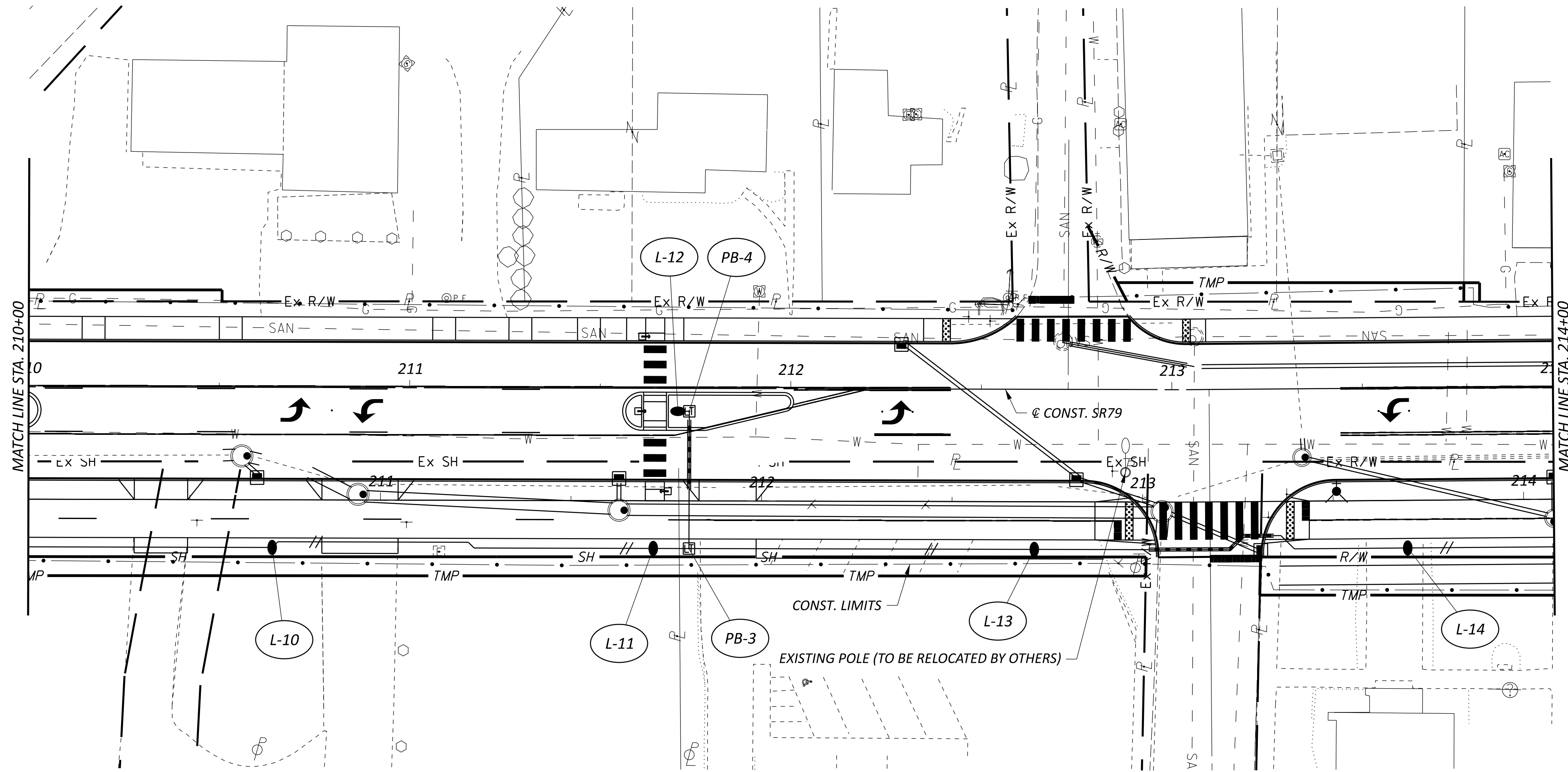
DESIGNER
 BMM

REVIEWER
 JWG 02/28/25

PROJECT ID
 117102

SHEET	TOTAL
P.75	79

SEE SHEET P.51 FOR LIGHTING LEGEND



LIGHTING PLAN
 STA. 210+00 TO STA. 214+00

DESIGN AGENCY



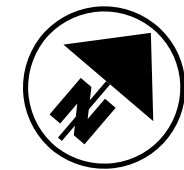
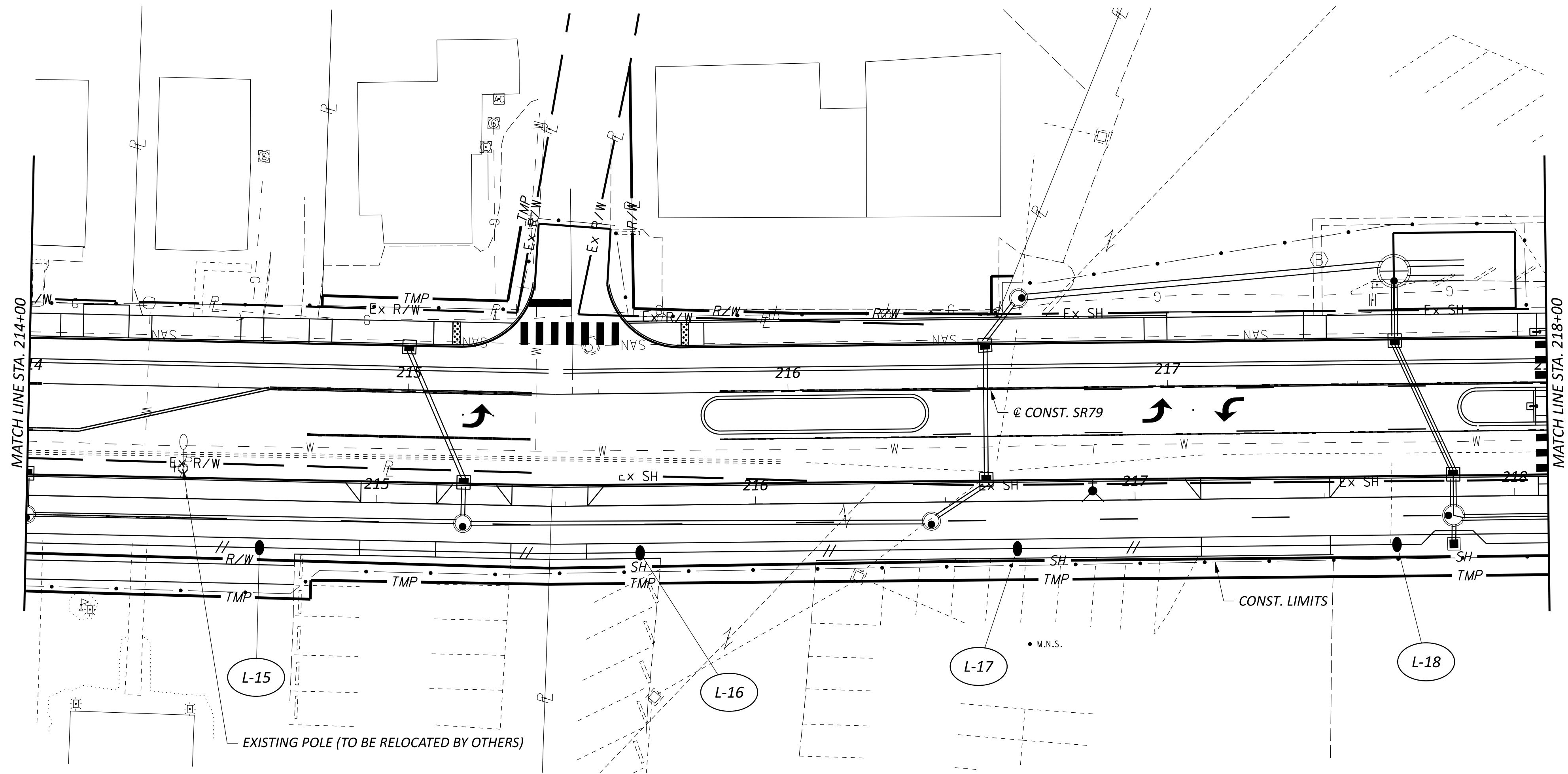
DESIGNER
 BMM

REVIEWER
 JWG 02/28/25

PROJECT ID
 117102

SHEET TOTAL
 P.76 | 79

SEE SHEET P.51 FOR LIGHTING LEGEND



LIGHTING PLAN
STA. 214+00 TO STA. 218+00

DESIGN AGENCY



DESIGNER

BMM

REVIEWER

JWG 02/28/25

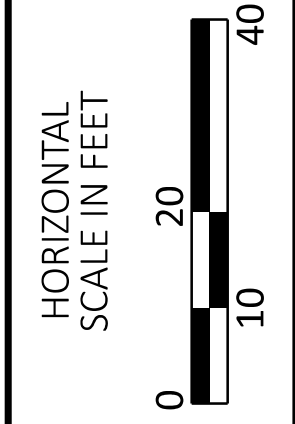
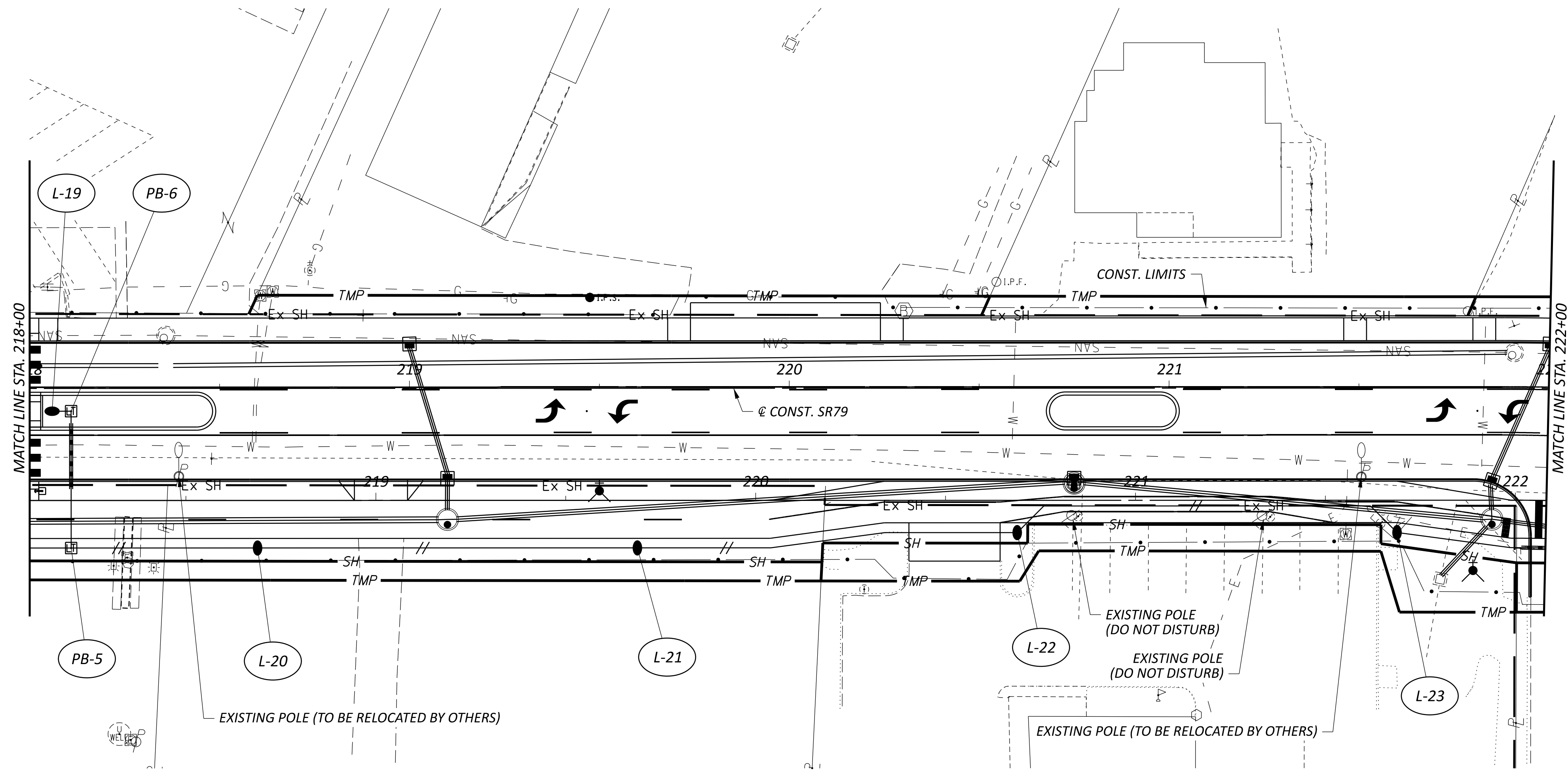
PROJECT ID

117102

SHEET TOTAL

P.77 79

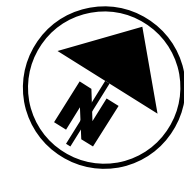
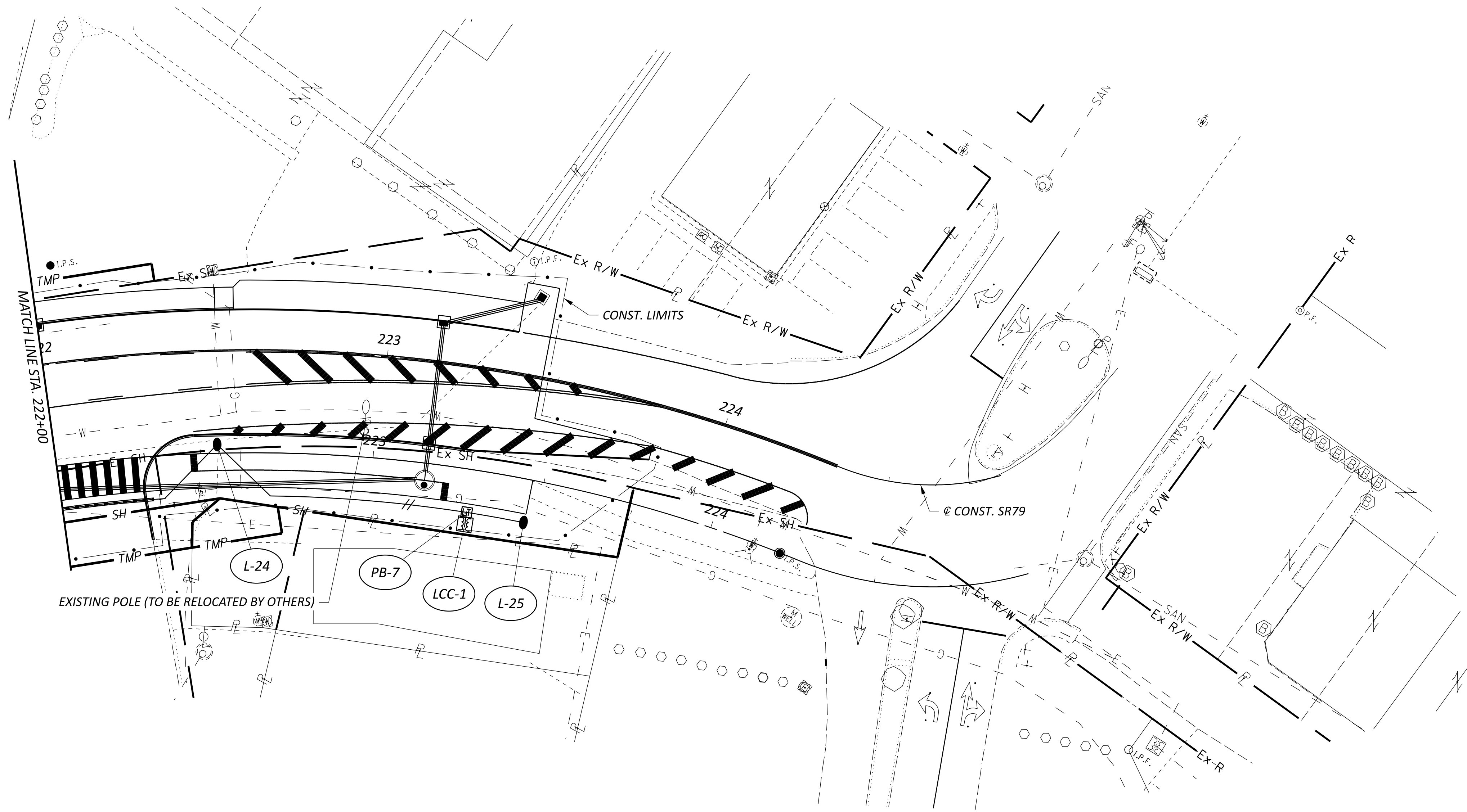
SEE SHEET P.51 FOR LIGHTING LEGEND



LIGHTING PLAN
 STA. 218+00 TO STA. 222+00

DESIGN AGENCY	
DESIGNER	BMM
REVIEWER	JWG 02/28/25
PROJECT ID	117102
SHEET	TOTAL
P.78	79

SEE SHEET P.51 FOR LIGHTING LEGEND



LIGHTING PLAN
STA. 222+00 TO END

DESIGN AGENCY



DESIGNER
BMM

REVIEWER
JWG 02/28/25

PROJECT ID
117102

SHEET	TOTAL
P.79	79