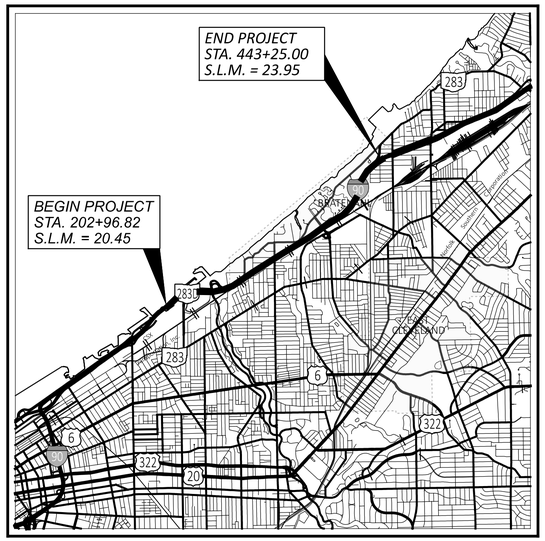


**LOCATION MAP**

LATITUDE: 41°32'48.8" LONGITUDE: -81°36'43.7"

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

## DESIGN DESIGNATION

| | |
|---|---|
| CURRENT ADT (2027) | 132,000 |
| DESIGN YEAR ADT (2047) | 136,000 |
| DESIGN HOURLY VOLUME (2047) | 16,320 |
| DIRECTIONAL DISTRIBUTION | 67% |
| TRUCKS (24 HOUR B&C) | 5% |
| DESIGN SPEED | 65 |
| LEGAL SPEED | 60 |

DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT — YES

## DESIGN EXCEPTIONS

NONE REQUIRED

## ADA DESIGN WAIVERS

NONE REQUIRED

**UNDERGROUND UTILITIES**
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
ODOT DISTRICT 12 CAPITAL PROGRAMS ADMINISTRATION
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OHIO 44125

ENGINEER'S SEAL
ROADWAY
STATE OF OHIO · KEITH DOUGLAS HAMILTON · E-72668 · REGISTERED PROFESSIONAL ENGINEER

# STATE OF OHIO
# DEPARTMENT OF TRANSPORTATION

# CUY-90-20.45 BARRIER

## CITY OF CLEVELAND
## VILLAGE OF BRATENAHL
## CUYAHOGA COUNTY

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## FEDERAL PROJECT NUMBER

E250122

## RAILROAD INVOLVEMENT

NONE

## PROJECT DESCRIPTION

REPLACEMENT OF THE CONCRETE MEDIAN BARRIER ON INTERSTATE 90 FROM THE CEI OUTLET BRIDGE TO EAST OF THE SR-283 EXIT RAMP BRIDGE IN CLEVELAND AND BRATENAHL. WORK INCLUDES REPLACEMENT OF MEDIAN LIGHTING, DRAINAGE REPAIRS, OVERHEAD SIGN STRUCTURE REPLACEMENT, AND GUARDRAIL REPLACEMENT AT VARIOUS LOCATIONS.

## EARTH DISTURBED AREAS

| | |
|---|---|
| PROJECT EARTH DISTURBED AREA: | 1.8 ACRES |
| ESTIMATED CONTRACTOR EARTH DISTURBED AREA: | 0.1 ACRES |
| NOTICE OF INTENT EARTH DISTURBED AREA: | N/A (NOI NOT REQUIRED) * |

*** ROUTINE MAINTENANCE PROJECT**

## LIMITED ACCESS

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

## 2023 SPECIFICATIONS

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

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

John Picuri, P.E., P.S.
District 12 Deputy Director

Pamela Boratyn
Director, Department of Transportation

## STANDARD CONSTRUCTION DRAWINGS

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BP-3.1 | 1/19/24 | RM-4.4 | 1/17/25 | ITS-14.10 | 1/17/25 | MT-102.30 | 10/16/15 | TC-52.20 | 1/15/21 | 800-2023 | 1/16/26 |
| BP-9.1 | 1/18/19 | | | ITS-14.11 | 1/16/26 | MT-103.10 | 7/18/25 | TC-61.30 | 7/19/24 | 808 | 7/19/24 |
| | | HL-10.11 | 1/16/26 | ITS-14.50 | 7/18/25 | MT-104.10 | 1/19/24 | TC-65.10 | 1/17/14 | 809 | 1/16/26 |
| I-3B, 3B1 | 1/17/25 | HL-10.12 | 1/16/26 | ITS-14.60 | 1/16/26 | MT-105.10 | 1/17/20 | TC-65.11 | 1/17/25 | 813 | 7/21/23 |
| | | HL-10.13 | 1/20/23 | ITS-50.10 | 1/16/26 | | | TC-72.20 | 1/16/26 | 821 | 4/20/12 |
| MGS-2.1 | 1/16/26 | HL-20.11 | 1/16/26 | | | TC-15.116 | 1/16/26 | | | 829 | 1/20/17 |
| MGS-3.1 | 1/16/26 | HL-20.24 | 7/18/25 | MT-95.40 | 7/18/25 | TC-21.11 | 1/16/26 | | | 832 | 7/18/25 |
| MGS-3.2 | 7/18/25 | HL-30.11 | 1/16/26 | MT-95.45 | 7/21/23 | TC-21.50 | 1/16/26 | | | 896 | 7/21/17 |
| MGS-4.2 | 7/18/25 | HL-30.21 | 4/17/20 | MT-95.50 | 7/21/17 | TC-22.10 | 1/17/25 | | | 908 | 1/17/25 |
| MGS-5.2 | 7/15/16 | HL-30.22 | 1/17/25 | MT-99.20 | 4/19/19 | TC-22.20 | 7/18/25 | | | 909 | 1/16/26 |
| MGS-5.3 | 7/15/16 | HL-30.31 | 7/18/25 | MT-99.30 | 1/17/20 | TC-41.20 | 10/18/13 | | | 913 | 4/16/21 |
| MGS-6.1 | 1/19/18 | HL-30.41 | 1/17/25 | MT-99.50 | 7/18/25 | TC-41.30 | 4/21/23 | | | 916 | 7/19/24 |
| | | HL-50.21 | 1/16/26 | MT-101.70 | 7/19/24 | TC-41.40 | 1/16/26 | | | 921 | 7/19/24 |
| RM-1.1 | 1/16/26 | HL-60.11 | 7/21/17 | MT-101.75 | 7/21/23 | TC-42.20 | 10/18/13 | | | 929 | 7/21/23 |
| RM-4.1 | 1/17/20 | HL-60.21 | 7/20/18 | MT-101.90 | 7/17/20 | TC-51.11 | 7/18/25 | | | | |
| RM-4.3 | 7/18/25 | HL-60.31 | 1/16/26 | MT-102.10 | 7/21/23 | TC-52.10 | 10/18/13 | | | | |

| SUPPLEMENTAL SPECIFICATIONS | | SPECIAL PROVISIONS |
|---|---|---|
| 800-2023 | 1/16/26 | |
| 808 | 7/19/24 | |
| 809 | 1/16/26 | |
| 813 | 7/21/23 | |
| 821 | 4/20/12 | |
| 829 | 1/20/17 | |
| 832 | 7/18/25 | |
| 896 | 7/21/17 | |
| 908 | 1/17/25 | |
| 909 | 1/16/26 | |
| 913 | 4/16/21 | |
| 916 | 7/19/24 | |
| 921 | 7/19/24 | |
| 929 | 7/21/23 | |

TITLE SHEET

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.001 TOTAL 208

CUY-90-20.45 BARRIER

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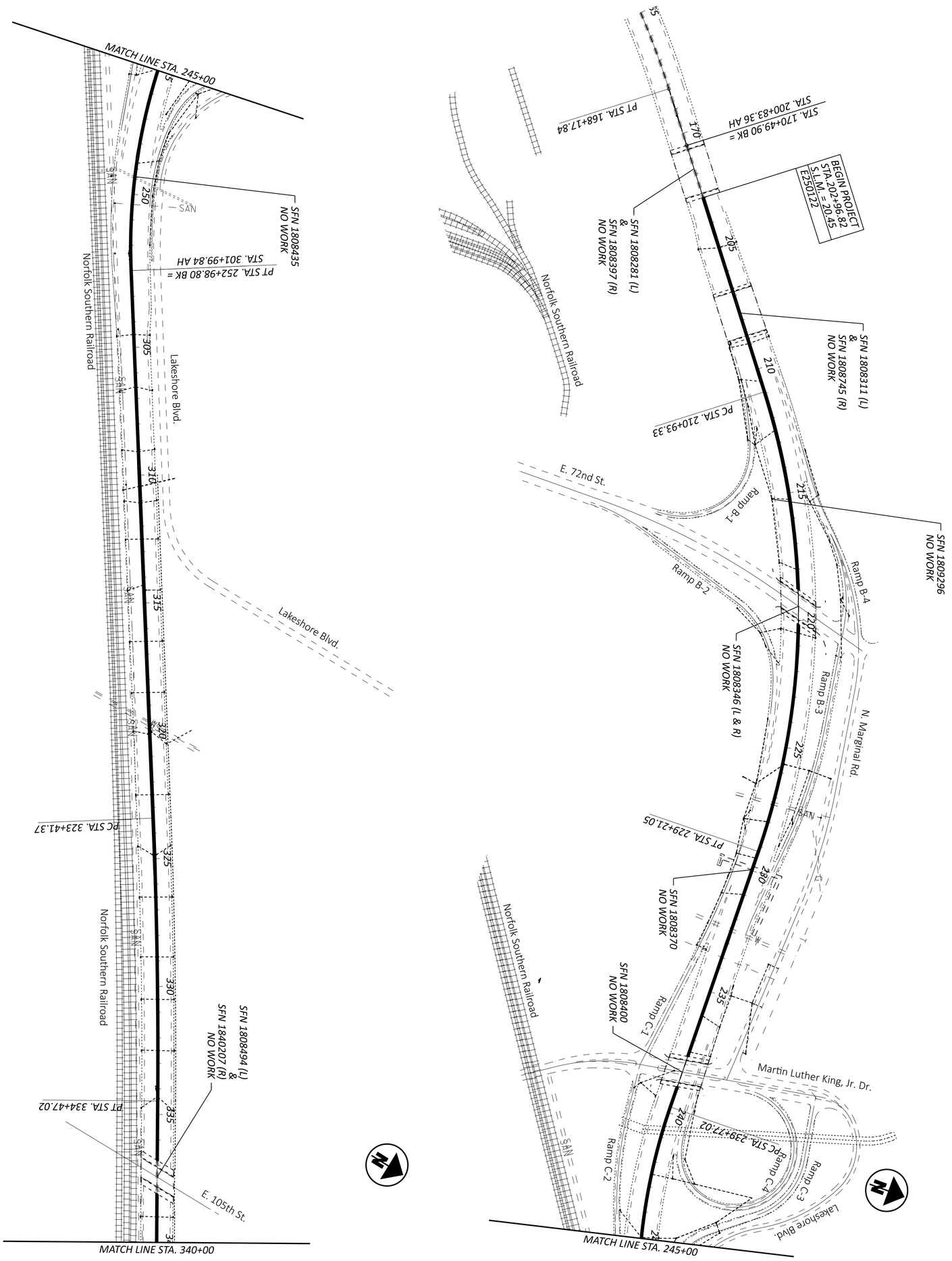


SCHEMATIC PLAN
I.R. 90, STA. 165+00 TO STA. 340+00

HORIZONTAL SCALE IN FEET
0 200
100 400

| SHEET | TOTAL |
|---|---|
| P.002 | 208 |

PROJECT ID: 118680

REVIEWER: DAB 03/20/26

DESIGNER: KDH

DESIGN AGENCY

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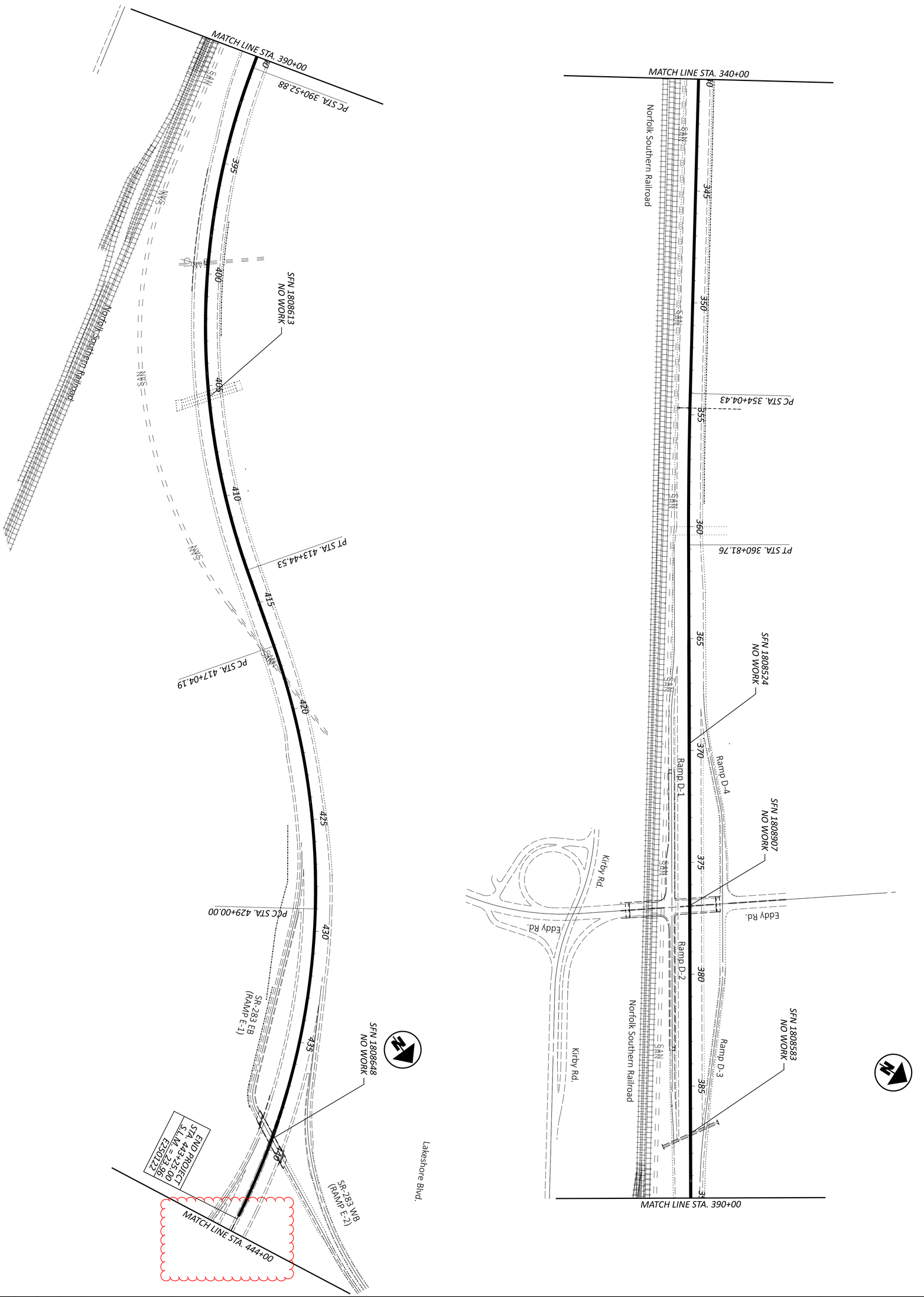


| DESIGNER | REVIEWER | PROJECT ID | SHEET | TOTAL |
|---|---|---|---|---|
| KDH | JEL 04/03/26 | 118680 | P.003 | 208 |

DESIGN AGENCY

## SCHEMATIC PLAN
I.R. 90, STA. 340+00 TO STA. 444+00

HORIZONTAL SCALE IN FEET
0 200
100 400

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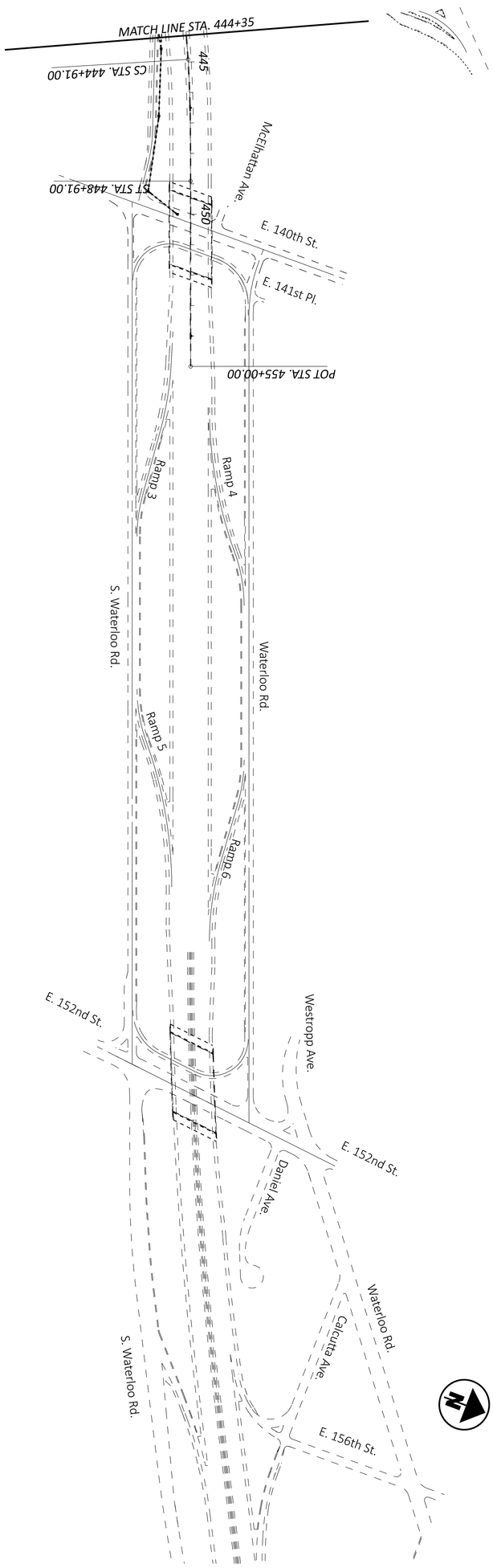



SCHEMATIC PLAN
I.R. 90, STA. 444+35 TO STA. 455+00

HORIZONTAL SCALE IN FEET
0 200
100 400

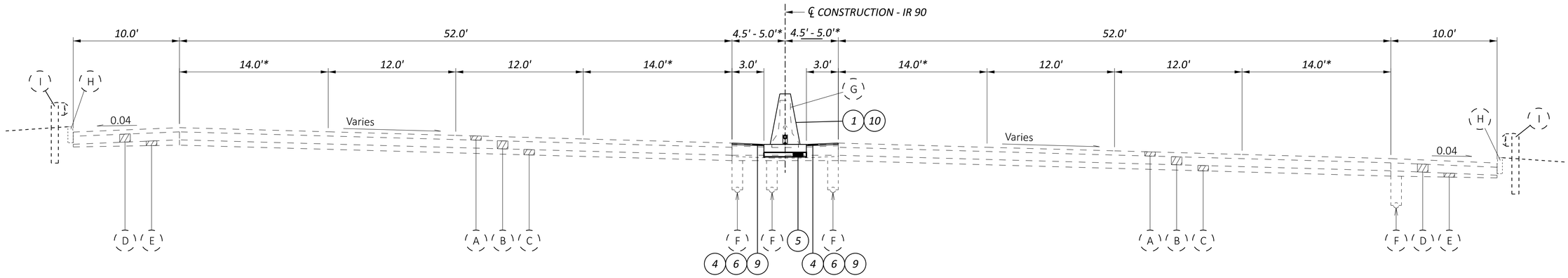
| SHEET | TOTAL |
|---|---|
| P.004 | 208 |

PROJECT ID: 118680

REVIEWER: DAB 03/20/26

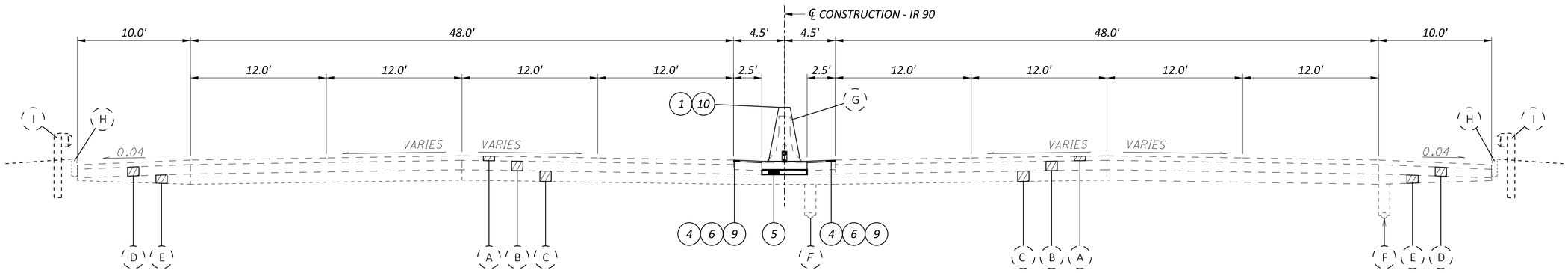
DESIGNER: KDH

DESIGN AGENCY




SUPERELEVATED SECTION

(CURVE RIGHT SHOWN)
STA. 202+96.82 TO 252+98.80
STA 252+98.80 BK TO 301+99.84 AH
* STA. 247+75 TO 252+68.80




NORMAL SECTION

Sta. 301+99.84 to Sta. 390+52.88

## Existing Legend

- (A) ASPHALT CONCRETE 4.75"
- (B) REINFORCED CONCRETE 9"
- (C) SUBBASE
- (D) CONCRETE BASE 9"
- (E) AGGREGATE BASE
- (F) UNDERDRAIN
- (G) CONCRETE BARRIER
- (H) CONCRETE CURB
- (I) GUARDRAIL

## *PROPOSED LEGEND*

- (1) ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN
- (2) ITEM 202 - PAVEMENT REMOVED
- (3) ITEM 203 - EXCAVATION
- (4) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"
- (5) ITEM 304 - AGGREGATE BASE, 5"
- (6) ITEM 407 - NON-TRACKING TACK COAT
- (7) ITEM 302 - ASPHALT CONCRETE BASE, PG64-22, (449), 7.5"
- (8) ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), 4.75" (2 LIFTS)
- (9) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (449), AS PER PLAN, PG76-22M, 1.5"
- (10) ITEM 662 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN, A
- (11) ITEM 662 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN, B

*FOR BARRIER DETAILS SEE SHEET P.007*

TYPICAL SECTIONS

CUY-90-20.45 BARRIER

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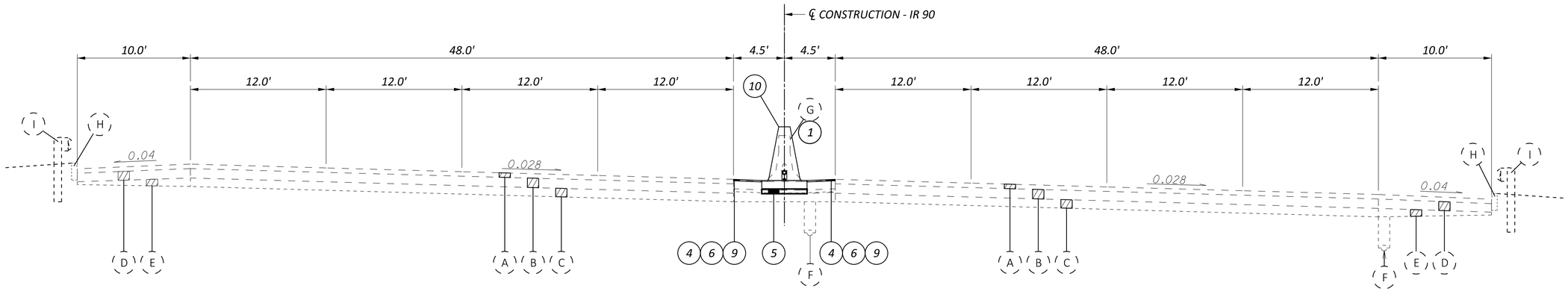
DESIGN AGENCY

DESIGNER KJD

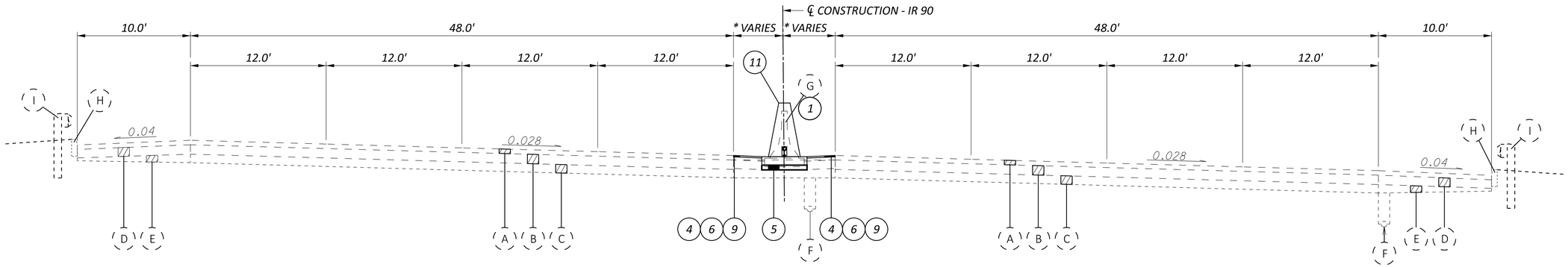
REVIEWER DAB 03/20/26

PROJECT ID 118680




SUPERELEVATED SECTION

(CURVE RIGHT SHOWN)
STA. 390+52.88 TO STA. 429+00




SUPERELEVATED SECTION

(CURVE RIGHT SHOWN)
STA. 429+00 TO STA. 443+25.00

* STA. 429+00 TO STA. 437+75: 4.5' - 8.0'
STA. 437+75 TO STA. 440+75: 8.0' - 9.2'
STA. 440+75 TO STA. 443+25: 9.2'

*FOR BARRIER DETAILS, SEE SHEET P.007*
*FOR LEGEND, SEE SHEET P.005*

TYPICAL SECTIONS

CUY-90-20.45 BARRIER

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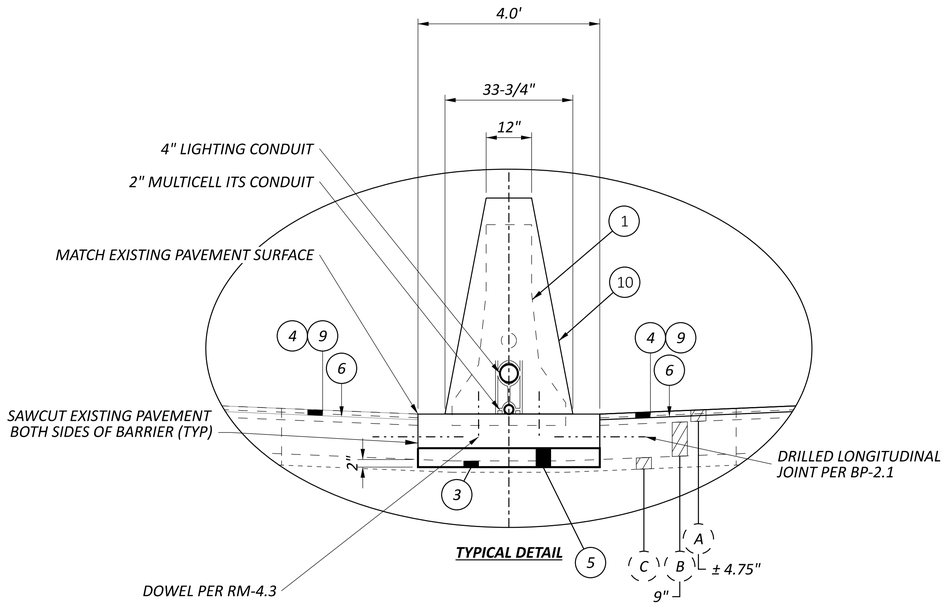
DESIGN AGENCY

DESIGNER KJD

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.006 | TOTAL 208

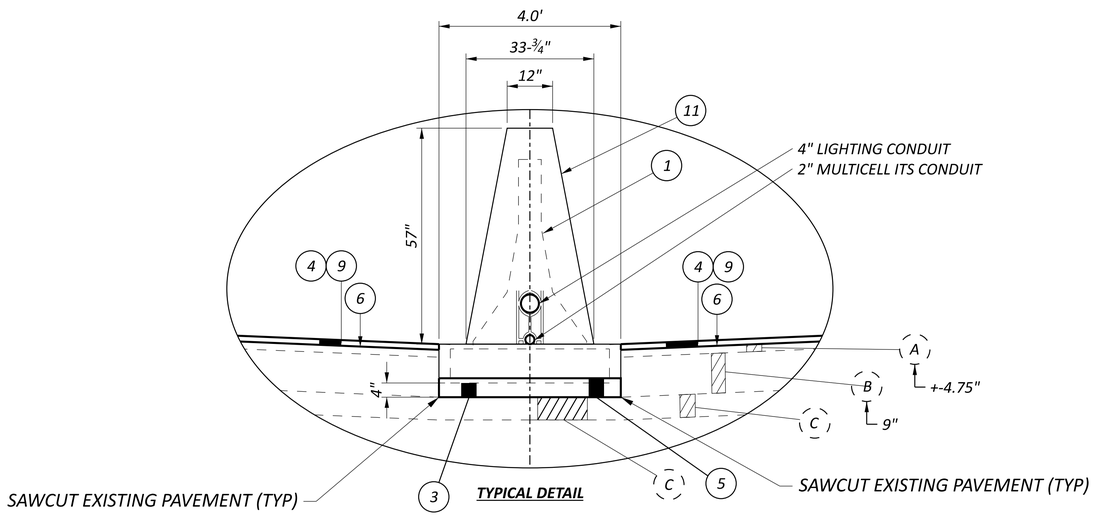



***TYPICAL DETAIL***

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN, A

STA. 202+96.82 TO STA. 252+98.80
252+98.80 BK = 301+99.84 AH

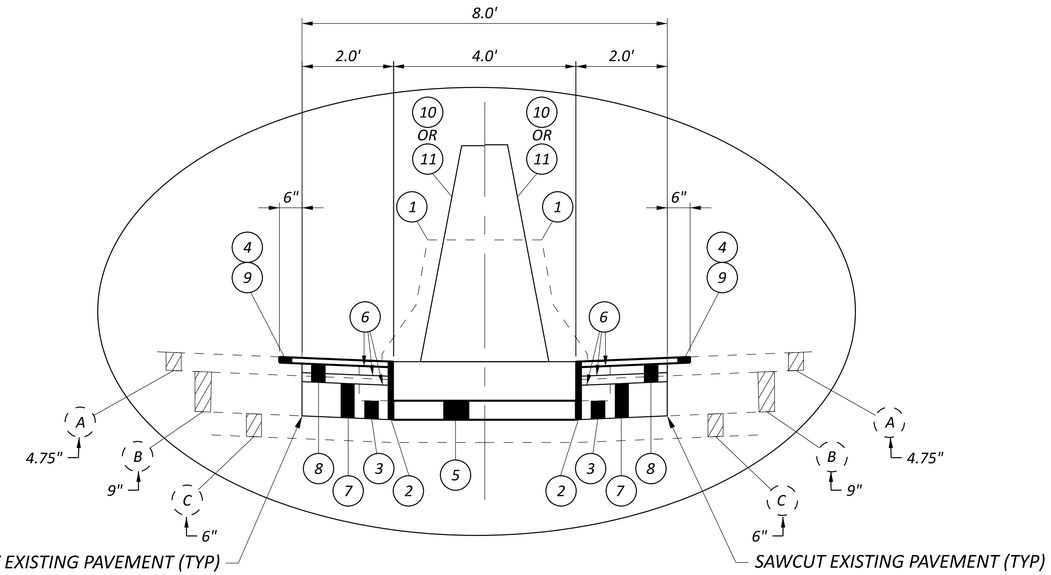
STA. 301+99.84 TO STA. 429+00




***TYPICAL DETAIL***

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN, B

STA. 429+00 TO 443+25




***FULL DEPTH SHOULDER REPLACEMENT DETAIL AT EXISTING SIGN TRUSS FOUNDATION W/ WIDENED BARRIER SECTIONS***

*STA. 204+41 TO STA. 204+90*
*STA. 210+63 TO STA. 211+15*
*STA. 220+60 TO STA. 221+04*
*STA. 231+14 TO STA. 231+79*
*STA. 309+85 TO STA. 310+34*
*STA. 324+65 TO STA. 324+96*
*STA. 365+40 TO STA. 365+90*
*STA. 400+35 TO STA. 400+72*
*STA. 415+10 TO STA. 415+67*
*STA. 427+55 TO STA. 428+14*
*STA. 437+26 TO STA. 437+83*

*FOR LEGEND, SEE SHEET P.005*

TYPICAL SECTIONS

CUY-90-20.45 BARRIER

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DESIGN AGENCY

DESIGNER KJD

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.007 TOTAL 208

## *GENERAL*

**Project Description**

This project consists of the replacement of median barrier and lighting upgrade along I-90 from CEI Intake Bridges to E.140th Street in the Cities of Bratenahl and Cleveland.

**Existing Typical Sections**

Existing typical sections have been taken from the records and are believed to represent the existing pavement, but the State of Ohio does not guarantee the accuracy of the same.

For further information regarding the existing typical sections, the Contractor shall refer to the previous construction plans.

These plans may be reviewed at the

Ohio Department Transportation
District 12 Office
5500 Transportation Boulevard
Garfield Heights, Ohio 44125

**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 9:00PM and 6:00AM. 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.

**Work Limits**

The work limits shown on these plans are for physical construction only. Provide the installation and operation of all work zone traffic control and work zone traffic control devices required by these plans whether inside or outside these work limits.

**Protection of Right-of-Way Landscaping**

Prior to beginning work, the Contractor, the Project Engineer, and a representative of the Maintaining Agency will review and record all landscaping items within the right-of-way (both within and outside the construction limits). A record of this review will be kept in the Project Engineer's files. Prior to final acceptance, a final review of landscaping items will be made.

Constrict all activities, equipment storage, and staging to within the construction limits. Unless otherwise identified in the plans or proposal, the construction limits are identified as 30 feet from the edge of pavement.

Submit a written request to the Project Engineer to use any area outside these limits. The document submitted must clearly identify the area and explain the proposed use and restoration of the area. Use of these areas for disposal of waste material and construction debris, excavation of borrow material and placement of portable plants is prohibited. The request must be approved, in writing, before the Contractor has permission to use the area.

Any items damaged beyond the construction limits, as defined above, will be replaced in kind or as approved by the Project Engineer.

**Right-of-Way**

All work shall be performed within the existing Right-of-Way or easements.

**Utilities**

Listed below are all utilities located within the project construction limits together with their respective owners:

The Illuminating Co.
6896 Miller Road
Brecksville, Ohio 44141
Attn: John Zassick
Phone: 440-546-8706
&
Attn: Call for New Service Request
Phone: 800-589-3101

AT&T
13630 Lorain Ave. – 2nd Floor
Cleveland, Ohio 44111
Attn: James Janis
Phone: 216-476-6142

Enbridge
320 Springside Drive
Suite 320, Akron, Ohio 44333
Attn: 2nd Floor Relocation Design
Phone: 330-664-2409

Ohio Department of Transportation
5500 Transportation Blvd.
Garfield Heights, Ohio 44125
Phone: 216-581-2100

Northeast Ohio Regional Sewer District
(NEORSD)
3900 Euclid Ave
Cleveland, Ohio 44115
Attn: Mary Maciejowski
Phone: 216-881-6600, Ext. 6466

Cuyahoga County Sanitary Engineer
2079 E. 9th Street, 5th Floor
Cleveland, Ohio 44113
Attn: Hugh Blocksidge
Phone: 216-443-8205

ODOT Office of Technical Services
Traffic Monitoring Section
1980 W. Broad St.
Columbus, OH 43223
Attn: Ronda Keller
Phone: 614-965-4463

City of Cleveland Division of Cleveland
Public Power (MELP)
1300 Lakeside Ave.
Cleveland, Ohio 44114
Attn: Chris Hirzel
Phone: 216-664-3922, Ext. 76115

City of Cleveland Division of Water
1201 Lakeside Ave.
Cleveland, Ohio 44114
Attn: Fred Roberts
Phone: 216-664-2444 Ext. 75590

City of Cleveland Division of Water
Pollution Control
12302 Kirby Road
Cleveland, Ohio 44108
Attn: Rachid Zoghaib
Phone: 216-664-3785

City of Cleveland Division of Traffic
Engineering
601 Lakeside Ave, Room 25
Cleveland, Ohio 44114
Attn: Dmitri Szynal
Phone: 216-402-9278

ODOT Traffic Monitoring Section
1980 West Broad Street
Columbus, Ohio 43223
Attn: Ed Newmeyer (Field Rep)
Phone: (614) 204-0914
Attn: Sandra Mapel (Field Operations)
Phone: (614) 644-0291

Charter Communications
8179 Dow Circle
Strongsville, Ohio 44136
Attn: Gary Naumann
Phone: 216-575-8016, Ext. 5033

ODOT Office of Traffic Operations
1606 W. Broad St.
Columbus, OH 43223
Phone: 614-387-4113
cen.its.lab@dot.ohio.gov

The location of the underground utilities shown on the plans are as obtained from the owners as required by Section 153.64 O.R.C.

**Clearing and Grubbing**

Although there are no trees or stumps specifically marked for removal within the project limits of the project, a Lump Sum quantity is included in the General Summary for Item 201, Clearing and Grubbing. All provisions as set forth in the Specifications under this item are included in the Lump Sum price bid for Item 201, Clearing and Grubbing.

Item 201 – Clearing and Grubbing……..**Lump Sum**

**Contingency Quantities**

The Contractor shall not order materials or perform work for items designated by plan note to be used "as directed by the Engineer" unless authorized by the Engineer. The actual work locations and quantities used for such items shall be incorporated into the final change order governing completion of this project.

**Equipment and Material Storage**

In order to provide for the safety of the traveling public the Contractor's attention is directed to 614.03. In addition, the following provisions shall apply:

1. Any removed items shall not be stored on the right of way for more than thirty (30) days.
2. The storage of equipment, materials, and vehicles within the highway right of way will be permitted. The number of areas and exact locations shall be approved by the Engineer.
3. All disturbed areas shall be returned to their original condition at no expense to the state.

**Cooperation Between Contractors**

The Contractor shall cooperate and coordinate operations with the Contractors on other projects that may be in force during the life of the contract.

**Plan Sheet Stationing**

The roadway was not surveyed prior to the preparation of these plans. Stationing was provided to prepare plan sheets and calculate pavement and pavement marking quantities.

**Staging Areas**

There are no specific areas given in the plans for the Contractor to use as a staging area(s). If the Contractor wants to use an area(s) for staging, regardless if it falls within the project limits or not, the Contractor is to use the Right of Way E-Permitting System located at https://odhcp.bemcorp.net/Accounts/Account/Account in order to apply for a permit per Section 107.02 of the C&MS. For specific permitting questions, the Contractor can contact the District Permitting Office, (Melvin Safford) at 216-584-2137, (Andrew Tomko) at 216-584-2195 or at District12Permits@dot.ohio.gov.

If a permit is granted, all conditions of the permit shall be met in addition to the requirements of 104.04 of the C&MS, at no additional cost to the State. If the Project Engineer deems that all the conditions of the permit were not met, then 10% of the Contract bid amount for mobilization shall be withheld until all the conditions of the permit are satisfied.

**Item 619 – Field Office, Type B, As Per Plan**

A Type B Field Office is required for this project.

The following revisions to equipment supplied with the Type B Field Office, as specified in Table 619.02-1, Field Office, shall apply:

The office provided shall be a permanent structure (no trailers or modular offices).

The copier supplied from the preferred list shall be a Flow M776z or M776zs. The M776dn configuration shall not be accepted.

The broadband internet connection shall be hardwired and meet a minimum download speed of 500 Mb per second (no cellular or satellite connections will be accepted).

Contractor shall furnish and set up a wireless router that supports Wi-Fi standard 802.11Ax (Wi-Fi 6) and a minimum wireless data transfer rate of 4000 Mb/s.

All other field office items supplied shall meet the requirements of a Type B, Field Office.

Item 619 – Field Office, Type B, As Per Plan…… 6 Months





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DESIGN AGENCY
DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.008 TOTAL 208

**Item 623 – Construction Layout Stakes and Surveying, As Per Plan**

Per C&MS 623.04 and 623.05, the Contractor shall field-verify the location of all existing monument assemblies, survey corners and survey control prior to beginning any work and after project completion (if applicable). A pre-inspection report is to be submitted prior to commencement of work and post-construction report submitted prior to or in conjunction with the final inspection to the district survey operations manager. Existing monumentation shall be preserved and perpetuated throughout the project.

The department's standardized verification report template can be found at the following location:

https://www.dot.state.oh.us/divisions/constructionmgt/documents

All labor, material, equipment, and incidentals needed to complete this work shall be included in the contract bid price for Item 623 - Construction Layout Stakes and Surveying.

Any monument assembly that is immediately visible on the surface of the existing pavement or is uncovered during the planing process shall be adjusted to grade or, if substantial deterioration is determined by the Engineer, reconstructed to grade these adjustments and reconstructions shall be paid for under the pertinent 623 pay items.

GENERAL NOTES

CUY-90-20.45 BARRIER

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DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

## *ROADWAY*

**Item 202 – Concrete Barrier Removed, As Per Plan**

Removal of the existing concrete barrier foundation shall be included in this item of work. The Contractor may elect to sawcut the pavement at the barrier foundation edge prior to the concrete barrier and concrete barrier foundation removal as to prevent adjacent pavement from being disturbed. In areas where the proposed footer limits differ from the existing footer limits, removal of pavement between the sawcut and the existing footer shall be included in this item of work.

This item of work shall also include removal of reinforced sections of barrier located within the project limits including, but not limited to, light pole foundations, inlet tops, and sign foundations as well as removal of any reference markers and barrier mounted supports located on the existing barrier. Removal of the existing conduit and distribution cable shall be included in this item. Existing light pole foundations shall be removed as per C&MS 625.21C. Exercise caution so as not to damage the existing conduit and circuit distribution cable entering/exiting any median junction boxes in the barrier. When removing inlet tops, care should be taken to avoid damaging inlet walls below the pavement surface. Existing sign foundations shall be removed as per C&MS 630.12.

All costs for this item of work, including sawcutting, labor, materials, equipment and incidentals shall be included in the unit bid price for Item 202 Concrete Barrier Removed, As Per Plan.

**Item 622 – Concrete Barrier, Single Slope, Type B1, As Per Plan A**

This item shall consist of furnishing and installing Type B1 Concrete Barrier according to the C&MS and Standard Construction Drawing RM-4.3 with the following modifications:

1. Provide a min. 9” thick concrete foundation with an approximate width of 4.0’ as shown in the Typical Sections.
2. Install dowel bars between the concrete foundation and the concrete barrier. The size, length, and placement of dowel bars shall follow the doweling details shown on Sheet 2 of SCD RM-4.3.
3. Sections of Concrete Barrier, Single Slope, Type B1, As Per Plan A located adjacent to an inlet shall be doweled into the inlet.

In addition to the 4” lighting conduit, this item shall also include the installation of a 2” Multicell ITS conduit as detailed on the Typical Sections.

All costs for this item of work, including sawcutting of existing shoulder asphalt, labor, materials, equipment and incidentals shall be included in the unit bid price for Item 622 Concrete Barrier, Single Slope, Type B1, As Per Plan A.

**Item 622 – Concrete Barrier, Single Slope, Type B1, As Per Plan B**

This item shall consist of furnishing and installing Type B1 Concrete Barrier according to the C&MS and Standard Construction Drawing RM-4.3 with the following modifications:

1. Provide a 9” thick concrete foundation with an approximate width of 4.0’ as shown in the Typical Sections.
2. Install dowel bars between the concrete foundation and the concrete barrier. The size, length, and placement of dowel bars shall follow the doweling details shown on Sheet 2 of SCD RM-4.3

In addition to the 4” lighting conduit, this item shall also include the installation of a 2” Multicell ITS conduit as detailed on the Typical Sections.

All costs for this item of work, including sawcutting of existing shoulder asphalt, labor, materials, equipment and incidentals shall be included in the unit bid price for Item 622 Concrete Barrier, Single Slope, Type B1, As Per Plan B.

**Item 622 – Barrier Transition, As Per Plan**

This item shall consist of furnishing and installing Barrier Transition according to the details on P.132 with the following modifications:

1. The length of the Barrier Transition shall be as shown in the plans. Transition rates shall be adjusted accordingly.

All costs for this item of work, including sawcutting of existing shoulder asphalt, labor, materials, equipment and incidentals shall be included in the unit bid price for Item 622 Barrier Transition, As Per Plan.

**Item 622 – Concrete Barrier, End Anchorage, Reinforced, Type B1, As Per Plan A**

This item shall consist of furnishing and installing Concrete Barrier, End Anchorage, Reinforced, Type B1 according to Standard Construction Drawing RM-4.3 with the following modifications:

1. The length of the Concrete Barrier, End Anchorage, Reinforced, Type B1 shall be as shown in the plans. Reinforcing shall be adjusted accordingly.
2. For sections of Concrete Barrier, End Anchorage, Reinforced, Type B1 that are located adjacent to an inlet and are less than the standard 15’ length, the inlet side shall be doweled into the inlet.

All costs for this item of work, including sawcutting the existing shoulder asphalt, labor, materials, equipment and incidentals shall be included in the unit bid price for Item 622 Concrete Barrier, End Anchorage, Reinforced, Type B1, As Per Plan A.

**Item 622 – Concrete Barrier, End Anchorage, Reinforced, Type B1, As Per Plan B**

This item shall consist of furnishing and installing Concrete Barrier, End Anchorage, Reinforced, Type B1 according to Standard Construction Drawing RM-4.3 with the following modifications:

1. The length of the Concrete Barrier, End Anchorage, Reinforced, Type B1 shall be as shown in the plans. Reinforcing shall be adjusted accordingly.
2. For sections of Concrete Barrier, End Anchorage, Reinforced, Type B1 that are located adjacent to an inlet and are less than the standard 15’ length, the inlet side shall be doweled into the inlet.
3. For sections of Concrete Barrier, End Anchorage, Reinforced, Type B1 that are located within a barrier width transition section, see Sheet P.132A for revised reinforcing details.

All costs for this item of work, including sawcutting the existing shoulder asphalt, labor, materials, equipment and incidentals shall be included in the unit bid price for Item 622 Concrete Barrier, End Anchorage, Reinforced, Type B1, As Per Plan B.

**Item 622 – Barrier, Misc.: Concrete Barrier, Type B50**

This item shall consist of furnishing and installing Type B50 Concrete Barrier according to the details shown on P.134 of this plan with the following modifications:

1. Install the No. 8 dowel bars between the concrete foundation and concrete barrier. The size, length, and placement of the dowel bars shall follow the doweling details shown for the 32” normal sections.
2. The cost of the min. 9” thick, 4’ wide foundation shall be included in this pay item.
3. If located within the station limits where Item 622 Concrete Barrier, Single Slope, Type B1, As Per Plan A is proposed, install longitudinal dowel bars as shown on BP-2.1 between the proposed concrete foundation and the existing concrete base in both shoulders.
4. Sections of Barrier, Misc.: Concrete Barrier, Type B50 located adjacent to an inlet shall be doweled into the inlet.

All costs for this item of work, including sawcutting of existing shoulder asphalt, labor, materials, equipment and incidentals shall be included in the unit bid price for Item 622 Barrier, Misc.: Concrete Barrier, Type B50.

**Connections Between Existing and Proposed Guardrail**

When it is necessary to splice proposed guardrail to existing guardrail, only the existing guardrail shall be cut, drilled, or punched. The connection shall be made using a W-beam, beam splice as shown in AASHTO M180-12, except the beam washers are not to be used. Payment shall be included in the contract price for the respective guardrail items.

**Item 606 - Anchor Assembly, MGS Type E**

This item shall consist of furnishing and installing any of the Mash 2016 Type E tangential end treatments for Type MGS guardrail as listed under "products accepted for new installations" on the Roadway Approved Products List posted on Roadway Engineering’s web page. Installation shall be at the locations specified in the plans, in accordance with the manufacturer’s specifications. Refer to the posted shop drawings for the most current approved product models.

Refer to the manufacturer’s instructions regarding the installation of, and the grading around the foundation tubes and ground strut. The top of any foundation tube should be less than 4 inches above the ground. On-site grading is required if the top of the foundation tubes or top of the ground strut does project more than 4 inches above the ground line. The placement of the foundation tubes should be an appropriate depth below the level line in order to maintain the finished guardrail height of 31 inches from the edge of the shoulder.

The face of the Type E impact head shall be covered with solid fluorescent yellow reboundable retroreflective sheeting, per CMS 730.191.

When the face of the adjacent (attached) guardrail is less than 4' offset from the proposed edge line, and permitting site conditions exist: the proposed Type E Anchor Assembly shall be installed at a consistent flare rate through the full length of the system. The flare rate shall be a maximum of 25:1 (resulting in a 2' offset). The installation shall be in accordance with the shop drawings, product installation manual/guidance, and as directed by the Engineer.

Payment for the above work shall be made at the unit price bid for Item 606, Anchor Assembly, MGS Type E, Each, and shall include all labor, tools, equipment and materials necessary to construct a complete and functional anchor assembly system, including all related transitions, reflective sheeting, hardware, grading, embankment and excavation not separately specified, as required by the manufacturer.





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DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.010 TOTAL 208

## ROADWAY (cont.)

**Item 209 – Reshaping Under Guardrail, As Per Plan**

This item of work shall be used to prepare proposed and existing guardrail runs for paving under guardrail, including the removal and disposal of existing asphalt under guardrail.

Fill all holes remaining after removal of guardrail posts and anchor assemblies with granular material. Do not use fill material containing sod. All fill material shall be approved by the Engineer and shall be compacted as directed by the Engineer. Payment for the above is included in the applicable guardrail item.

Reshape and compact subgrade to ensure positive drainage. Establish a cross slope of 0.042 (half inch per foot). Grade to a maximum width of 6' to provide positive drainage away from the travel lanes.

All collected debris and topsoil shall be removed and disposed of as specified in Section 105.17 of the C&MS.

In areas where asphalt under guardrail will not be replaced, the removed material shall be replaced with compactible granular material conforming to 703.16 and placed to grade as approved by the Engineer. Seed and mulch these areas according to Section 659.

In areas where existing pavement will not be planed, after the existing asphalt under guardrail is removed, compacted granular material shall be placed within 3" of final pavement elevation in preparation of the asphalt under guardrail.

Payment for the above work shall be made at the unit bid price for Item 209 Reshaping Under Guardrail, As Per Plan and shall include all labor, tools, equipment and materials necessary to perform the work.

**Airway/Highway Clearance for Airports and Heliports**

This project has been identified as being within the influence area of a public use airport or heliport. No temporary structures or construction equipment at maximum operating height shall exceed a height of 55 FT. If any temporary structures or construction equipment will exceed this height, further coordination with the Federal Aviation Administration (FAA), and the ODOT Office of Aviation will be necessary prior to erecting such temporary structures or operating such equipment on the project. The Contractor will be required to submit Form 7460-1 to the FAA. Notify the ODOT Office of Aviation when submitting FAA Form 7460-1. No temporary structures or construction equipment shall exceed the permissible height until a copy of the FAA Approval and the ODOT Office of Aviation Permit has been furnished to the Project Engineer.

Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177
Fax: (817) 222-5920
http://ceaaa.faa.gov

Ohio Department of Transportation
Office of Aviation
2829 West Dublin-Granville Road
Columbus, Ohio 43235
Ohio.airport.protection@dot.ohio.gov

## DRAINAGE

**Review of Drainage Facilities**

Prior to the start of work and again before final acceptance, perform an inspection with representatives of the Department, Contractor and locals of all existing drainage facilities that are to remain in service which may be affected by the work. The condition of the existing conduits and their appurtenances is determined from field observations. Records of the inspection are maintained by the Department.

Confirm all existing sewers inspected initially by the above-mentioned parties are maintained and left in a condition comparable to that determined by the original inspection. The Contractor is responsible to correct any change in the condition resulting from their operations as directed and approved by the Engineer.

Payment for all operations described above is included in the contract price for the pertinent 611 conduit items.

**Item 611 – Inlet, No. 3 for Single Slope Barrier, Type B1, As Per Plan**

This item shall consist of furnishing and installing Item 611 Inlet, No. 3 for Single Slope Barrier, Type B1 according to the C&MS and Standard Construction Drawing I-3B with the following modifications:

1. This item is intended to replace the concrete barrier on top of the existing inlet only.
2. The width of the inlet varies when located within barrier transitions.

All costs for this item of work, including labor, materials, equipment and incidentals shall be included in the unit bid price for Item 611 Inlet, No. 3 for Single Slope Barrier, Type B1, As Per Plan.

**Item 611 – Inlet, Misc.: Inlet, No. 3B50**

This item shall consist of furnishing and installing Item 611 Inlet, Misc.: Inlet, No. 3B50 according to the details shown on P.133 of this plan with the following modifications:

1. This item is intended to replace the concrete barrier on top of the existing inlet only.
2. The length of concrete barrier on top of the inlet varies as detailed in the subsummaries to avoid leaving very small sections of unreinforced barrier adjacent to the inlet.

All costs for this item of work, including labor, materials, equipment and incidentals shall be included in the unit bid price for Item 611 Inlet, Misc.: Inlet, No. 3B50.

**Item 611 – Inlet Reconstructed to Grade, As Per Plan**

The Contractor and Field Engineer shall field check all existing inlets located within the limits of the project. Any casting found that exhibits substantial deterioration shall be "Reconstructed to Grade", as directed by the Engineer. In addition, if it is found that the inlet trough section exhibits substantial deterioration, then replacement of the trough shall be incidental to Item 611 – Inlet Reconstructed to Grade, As Per Plan.

The following estimated quantity has been carried to the General Summary for use as directed by the Engineer:

Item 611 – Inlet Reconstructed to Grade, As Per Plan ..... **10 Each**

**Item Special – Miscellaneous Metal**

Existing castings may prove to be unsuitable for reuse, as determined by the Engineer. The Contractor is responsible to provide the castings of the required type, size and strength (heavy or light duty) for the structure in question. Furnish materials per 611 with prior approval of the Engineer.

The following estimated quantity has been carried to the General Summary for use as directed by the Engineer.

Item Special, Miscellaneous Metal.....**3,000 Lb**

Replace existing castings damaged by Contractor negligence, as determined by the Engineer, at the expense of the Contractor.

GENERAL NOTES

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.011 TOTAL 208

CUY-90-20.45 BARRIER

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## *PAVEMENT*

**Profile and Alignment**

Place the proposed pavement to follow the alignment of the existing pavement. Place the proposed asphalt concrete with a uniform thickness as shown on the typical sections.

**Planing Requirements**

The duration of time between planing the asphalt and placing the asphalt overlay shall be kept to a minimum. In no instance shall this time exceed 7 calendar days. The time limit shall begin on the first day of planing and shall continue based on calendar days, minus any weather days, until completion of the asphalt concrete surface course. This is to ensure that the potential degradation of the exposed pavement due to traffic is kept to a minimum. This requirement applies to both mainline and ramps alike.

In the event that the time between exposing the existing pavement and placing the asphalt surface course exceeds 7 calendar days, liquidated damages as per 108.07 of the C&MS shall be assessed.

**Asphalt Concrete Surface Course Sealing Requirements**

In addition to the gutter sealing requirements specified in SCD BP-3.1 and C&MS 401.08 (D), after completion of the surface course, the Contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings including but not limited to monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs/inlays are not overlaid with an asphalt concrete surface course.
- All cold longitudinal joints between paved shoulders and guardrail asphalt.

The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

**Item 441 – Asphalt Concrete Intermediate Course, Type 1 (449), (Under Guardrail), As Per Plan**

This operation shall include preparation of the graded shoulder using Item 209 Reshaping Under Guardrail, As Per Plan and paving under the guardrail using Item 441 Asphalt Concrete Intermediate Course, Type 1 (449), (Under Guardrail), As Per Plan.

Herbicide shall be EPA approved for Paving Under Guardrail. It shall be applied to the prepared area after final leveling and grading has been completed. The application shall be just prior to paving and shall strictly adhere to the manufacturer's instructions. Do not spray within 1000 ft. of a State Scenic River.

Each successful bidder must be licensed by the Ohio Department of Agriculture as a commercial applicator and all persons involved in the actual spraying shall be licensed as commercial operators in the appropriate spray category.

Herbicide labels, material safety data sheets and copy of applicator's license shall be submitted to the Engineer for verification prior to commencing work.

Paving Under Guardrail shall consist of placing Item 441 Asphalt Concrete to a depth of 3" and a maximum width of 4' using one of the following methods:

Method A:

1. Set guardrail posts.
2. Place Item 441

Method B:

1. Place Item 441
2. Bore asphalt at post locations (may be omitted if steel posts are used)
3. Set guardrail posts
4. Patch around posts. The materials used for patching shall be an asphalt concrete approved by the Engineer. Patched areas shall be compacted using either hand or mechanical methods. Finished surfaces shall be smooth and sloped to drain away from the posts.

All equipment, materials, and labor required to perform the work outlined above, with the exception of setting guardrail posts, shall be included for payment under Item 441 Asphalt Concrete Intermediate Course, Type 1 (449), (Under Guardrail), As Per Plan.

**Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A, (449), As Per Plan, PG76-22M**

The coarse virgin aggregate for this item shall be limited to a blend of air-cooled blast furnace slag (ACBFS) or Trap Rock from Ontario and limestone. The Contractor shall use a minimum 60% of ACBFS or Trap Rock from Ontario with limestone comprising the remaining percentage. At least 50% of fine virgin aggregate for this item shall be limited to ACBFS or Trap Rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve do not exceed 63 in production.

When ACBFS is used for a fraction of the coarse aggregate, provide a total asphalt binder content greater than or equal to 6.2 percent. If ACBFS makes up 100% of the coarse aggregate, apply the binder content requirements of C&MS 442.

**Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A, (449), As Per Plan, PG70-22M**

The coarse virgin aggregate and at least 50% of the fine virgin aggregate for this item shall be limited to air cooled blast furnace slag (ACBFS) or trap rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve do not exceed 63 in production.

In addition to the joint sealing requirements specified in 401.17, the Contractor shall seal the perimeter of all rumble strip pavement replacement areas. The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Payment for all labor, materials and equipment required to perform the above work shall be included in the unit bid price for Item 442 Asphalt Concrete Surface Course, 12.5mm, Type A (449), As Per Plan, PG70-22M..

**Item 618 – Rumble Strips, Shoulder (Asphalt Concrete), As Per Plan**

For all freeways the lateral position of edge line ruble strips shown in SCD BB-9.1 is revised as follows:

1. Median and Outside Shoulder Offset for shoulders less than 6': Dimension A and B are equal to 6".

2. Median and Outside Shoulder Offset for shoulders 6' to 12': Dimension A and B are equal to half the shoulder width minus 12".

3. Median and Outside Shoulder Offset for shoulders greater than 12': Dimension A and B are equal to 5".

The following estimated quantity shall be used to construct Item 618 – Rumble Strips, Shoulder (Asphalt Concrete), As Per Plan:

Item 618 – Rumble Strips, Shoulder (Asphalt Concrete), As Per Plan _7.03__Miles

**ITS Median Wall Raceway and Conduit System**

This is a field constructed multi-cell conduit system consisting of one 2-inch HDPE median wall raceway and two 2-inch HDPE laterals from the median wall junction boxes to 32" pull boxes in the shoulder with continuous micro-duct innerducts installed in the raceway and laterals.

One 2-inch HDPE conduit shall be installed in the median barrier wall per ODOT standard construction drawings ITS-14.50 and ITS-14.60 Two 2-inch HDPE conduits shall be installed for lateral crossing from the median wall junction boxes to 32" pull boxes in the shoulder.

2-inch HDPE conduits shall conform to Supplemental Specification 909.14.C.

Install 4-14mm/10mm (OD/ID) micro-ducts listed on the TAP conforming to ODOT Supplemental Specification 909.14.B in the median wall raceway and lateral crossings. Use the colors blue, orange, green, and brown to identify the micro-ducts. Install per ODOT standard construction drawings ITS-14.50 and ITS-14.60. The micro-ducts shall be continuous, unspliced/uncoupled segments from 32" pull box in the shoulder through the lateral crossings, median wall raceway, and median wall junction boxes to the next 32 " pull box in the shoulder. Continuous micro-duct segments shall not exceed 4500'.

Micro-ducts shall be capped/plugged during installation to prevent liquid and debris from contaminating the micro-ducts and impeding fiver optic cable installation. Immediately after installation the micro-ducts shall ve capped with manufacturer recommended push-on caps.





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DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.012 TOTAL 208

## *Maintenance of Traffic*

**General**

It is the responsibility of the Contractor to provide through vehicular access in both directions at all times throughout the project area. The project shall be constructed in phases in order to minimize traffic disruption and inconvenience to the general public. The Contractor shall be responsible for providing all equipment, materials and manpower needed to adequately maintain traffic as provided for in the plans and specifications.

The Contractor is reminded that, in the conduct of this project, the sequence of operations shall be planned in a fashion which minimizes the number of lane reductions and/or lane width reductions required to maintain traffic through the project.

Permitted lane closures shall be as shown on the Permitted Lane Closure Schedule (PLCS). The time limits shown in this table shall be adhered to or road user costs will be assessed.

**Lane Closure/Reduction Required**

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.

**Maintenance of Traffic Control Zones**

The Contractor shall be responsible to maintain the signs, drums or cones specified in the Standard Construction Drawings. When the Contractor is notified of deficiencies, he shall correct the deficiencies as soon as possible, preferably within 12 hours and no later than 24 hours. If any noted deficiencies are not corrected within 24 hours the Engineer shall deduct one day pay for Item 614 – Maintaining Traffic, not as a penalty but as road user costs. The Contractor shall be subject to these road user costs for each and every day that these provisions are not met. All costs for maintaining the work zones as described above shall be included under Item 614 – Maintaining Traffic.

**Suspension of Work**

If the Contractor fails to comply with the provisions for traffic control as set forth in these plans or with provisions of the OMUTCD, the Engineer shall suspend work until the Contractor complies with the necessary requirements.

**Payment**

All work and traffic control devices shall be in accordance with CMS 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 plans.

**Concrete Median Barrier Replacement**

Removing, grading, and installing the replacement barrier in a continuous operation shall be limited to areas behind protection of portable concrete barrier and shall at all times be subject to the approval of the Engineer. The Engineer shall be satisfied that all installations will afford maximum protection for traffic.

**Construction Traffic**

All construction traffic shall use acceptable truck routes to access the construction area. Use of local residential streets is strictly prohibited unless allowed in writing by the local enforcement authorities.

**Maintaining Traffic – General Provisions**

1. Traffic shall be maintained in accordance with the "Permitted Lane Closure Schedule (PLCS)." The Contractor shall set up and operate his equipment in such a manner as to minimize encroachment upon the traveled width of pavement

2. The Contractor shall notify the Engineer, the responsible law enforcement agency and the Ohio Department of Transportation, District 12 Public Information Officer ((216) 584-2007) not less than 7 days prior to a scheduled disruption of traffic.

3. Nighttime work shall be permitted in accordance with these plans and notes. The Contractor shall provide flood lighting of the work area in accordance with CMS 401.15 in order to assure the safest conditions during nighttime work. A lighting plan for nighttime operations shall be presented to and approved by the Engineer.

4. The Contractor shall furnish, erect and maintain all warning and information signs necessary for maintaining traffic. The sign faces shall be reflectorized with Type G sheeting complying with the requirements of CMS 730.19. The Contractor shall determine what signs are needed and submit to the Engineer two weeks in advance of his detailed plans. See the OMUTCD and standard drawings for the minimum signage required.

5. Traffic control devices shall be set up prior to the start of construction and shall be properly maintained during the time special conditions exist. They shall remain in place only as long as they are needed and shall be immediately removed thereafter. Where operations are performed in stages, there shall be in place only those devices that apply to the condition present during the stage in progress. All signs with messages which do not apply during a certain period shall be covered or set aside out of the view of traffic.

6. Placement of final roadway pavement markings and raised pavement markers shall be accomplished in accordance with the "Permitted Lane Closure Schedule (PLCS)" The Contractor shall provide 2 shadow vehicles as per MT-99.20 following the pavement marking equipment. The shadow vehicles shall travel 500' apart with the remote vehicle traveling on the shoulder (left or right as applicable) where usable shoulder is available. The first shadow vehicle in a traffic lane shall be equipped with a truck mounted attenuator meeting NCHRP 350 requirements. Each shadow vehicle shall have a yellow flashing beacon plus 48" construction warning signs mounted on the back facing traffic with standard type messages advising motorists of the work ahead, advisory warning speed, and which lane is closed.

7. During non-working periods, open excavations shall be delineated with warning flashers and/or other approved devices as deemed appropriate by the Engineer.

8. Existing signs located within the road work areas which are necessary for interim or permanent traffic control shall be removed and re-erected in locations as approved by the Engineer.

9. No stoppage of traffic shall occur without law enforcement personnel at each location to direct traffic.

10. Whenever a total closure is implemented, the Contractor shall provide a portable changeable message sign from ODOT's pre-approved list. It shall be placed 1.5 miles to 2 miles in advance of the closure or as directed by the Engineer.

11. For any operation not specifically mentioned in these plans, the traffic shall be maintained in accordance with the OMUTCD.

**Permitted Lane Closure Schedule (PLCS)**

Lane closure(s) shall conform to the PLCS. Published **PLCS** information can be found on the **ODOT** website at: https://www.transportation.ohio.gov/working/data-tools/resources/permitted-lane-closure

The monthly published schedules required to be used, for each **PLCS** segment within the project area, are those that comprise the consecutive 12-month period beginning 15 months prior to the month and year of sale and ending 4 months prior to the month and year of sale. These same 12 months apply for the life of the project and shall be applied to each respective month of construction (month of lane closure(s) shall match month of **PLCS** used). Lane closure(s) in place for multiple months shall always comply with the current respective month.

(FOR EXAMPLE: If the sale date for the project was March of 2021, the monthly published schedules for each applicable **PLCS** segment would be December 2019 to November 2020. If this was a three-year project, year three would still be using the December 2019 to November 2020 monthly schedules. If the project desired to close two lanes in June 2021, reference would be made to the June 2020 schedule(s) for the respective **PLCS** segment(s). If the same two lanes were desired to be closed again in July 2021, reference would be made to the July 2020 schedule(s) for the respective **PLCS** segment(s).)

More restrictive changes to the allowable lane closure hours are at the discretion of the Engineer in order to comply with the Traffic Management in Work Zones Policy (21-008(P)) and Standard Procedure (123-001(SP)).

Less restrictive changes to the allowable lane closure hours are subject to the Traffic Management in Work Zones Policy (21-008(P)) and Standard Procedure (123-001(SP)) and shall not be implemented until, and unless, approved by the proper **ODOT** authority.

Allowable lane closure hours for facilities not covered by the PLCS, if any, shall be as specified elsewhere in the plans.

**Interim Completion Date**

All work detailed in the plans shall be completed by October 15th, 2027, except for the following items:

1. Light pole installations
2. Sign truss Installations
   (Includes all work necessary to remove existing barrier and place proposed barrier around the existing sign trusses once the proposed sign trusses are installed.)
3. Full depth asphalt repairs and mill and fill activities.

| LANE VALUE CONTRACT TABLE | | | |
|---|---|---|---|
| DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED | RESTRICTED TIME PERIOD | TIME UNIT | DISINCENTIVE $ PER TIME UNIT PER LANE |
| CUY-90-20.45 BARRIER | | | |
| X | X | X | X |

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.013 TOTAL 208

CUY-90-20.45 BARRIER

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**Lanes Open During Holidays or Special Events**

No work shall be performed and all existing lanes shall be open to traffic during the following designated holidays or special events:

| | |
|---|---|
| New Year's (observed) | General/Regular Election Day (Nov) |
| Memorial Day | Thanksgiving |
| Fourth of July (observed) | Christmas (observed) |
| Labor Day | (Other Holiday or Special Event) |

The period of time that the lanes are to be open depends on the day of the week on which the holiday or special event falls. The following schedule shall be used to determine this period:

| Day of holiday or special event | Time all lanes must be open to traffic |
|---|---|
| Sunday | 12:00N Friday through 6:00AM Monday |
| Monday | 12:00N Friday through 6:00AM Tuesday |
| Tuesday | 12:00N Monday through 6:00AM Wednesday |
| Tuesday (Gen./Reg. Election) | 5:00AM Tuesday through 12:00AM Wednesday |
| Wednesday | 12:00N Tuesday through 6:00AM Thursday |
| Thursday | 12:00N Wednesday through 6:00AM Friday |
| Thursday (Thanksgiving only) | 6:00AM Wednesday through 6:00AM Monday |
| Friday | 12:00N Thursday through 6:00AM Monday |
| Saturday | 12:00N Friday through 6:00AM Monday |

During the same periods, maintain pedestrian access if pedestrian access was present prior to construction.

Should the Contractor fail to meet to meet any of these requirements, the Contractor shall be assessed a disincentive per the Lane Value Contract (PN 127) and the below disincentives.

| Description of Critical Lane/Ramp to be Maintained | Restricted Time Period | Time Unit | Disincentive $ per Time Unit |
|---|---|---|---|
| 1 lane of CUY IR 90 from SLM 20.45 to SLM 23.95 | 06:00 – 19:00 | Each Minute | $355 |

**Floodlighting**

Floodlighting of the work site for operations conducted during nighttime periods shall be accomplished so that the lights do not cause glare to the drivers on the roadway. To ensure the adequacy of the floodlight placement, the Contractor and the Engineer shall drive through the work site each night when the lighting is in place and operative prior to commencing any work. If glare is detected, the light placement and shielding shall be adjusted to the satisfaction of the Engineer before work proceeds.

Payment for all labor, equipment and materials shall be included in the lump sum contract price for **Item 614, Maintaining Traffic**.

**Maintaining Traffic and Sequence of Operations**

All asphalt concrete operations shall be conducted in a manner that will assure minimum danger and inconvenience to highway users. The procedure for the removal or placement of any existing or proposed asphalt course shall be such that no greater than 1-1/2" discontinuity in the elevation of the traveled surface shall be exposed to traffic.

Traffic shall not be permitted to cross any partial-width removal or resurfacing joint during the actual removal or paving operation except as necessary. Any partial-width longitudinal joints with a discontinuity greater than 1-1/2" which must be exposed to traffic shall be ramped using Item 614 – Asphalt Concrete for Maintaining Traffic at a rate not steeper than 6:1.

Temporary transverse removal or paving joints which must be exposed to traffic shall be ramped using Item 614 – Asphalt Concrete for Maintaining Traffic at a rate not to exceed 1" in 10'.

For removal of existing overlays, a transition may be planed into the existing overlay and may be substituted for the asphalt ramps previously described.

Whenever traffic is subject to partial width removals or overlays prior to full width completion, the Contractor shall provide W8-11-48 "UNEVEN LANES" signs (dual sign installation). Placement shall be as directed by the Engineer and included in the lump sum payment for Item 614 – Maintaining Traffic.

Whenever any part of the traveled surface is closed, the motorists shall be warned and diverted by the Contractor through the use of a flashing arrow, in addition to those provisions set forth in the OMUTCD, the Traffic Engineering Manual and the applicable Standard Construction Drawings.

**Major Work Items**

The following major work items will require traffic maintenance which shall be incorporated into the Contractor's sequence of operations.

A. Remove existing RPMs
B. Remove existing NB & SB outside shoulder rumble strips and replace with asphalt
C. Remove existing pavement markings & place work zone pavement markings
D. Place portable barrier
E. Remove existing median barrier
F. Place proposed median barrier, lighting, and inlets
G. Remove portable barrier
H. Place proposed pavement markings and raised pavement markers
I. Place rumble strips

**Item 614 – Asphalt Concrete for Maintaining Traffic**

This item shall be used to fix any potholes that form in the MOT zone during the life of the project. The following estimated quantity has been carried to the General Summary for use as directed by the Engineer:

Item 614 – Asphalt Concrete for Maintaining Traffic …….. **25 CY**

**Rumble Strip Removal and Replacement**

All existing rumble strips on the westbound outside shoulder that are in conflict with the proposed movement of traffic during the MOT operations shall be removed by pavement planing. The removed rumble strip areas shall be filled with asphalt concrete surface course. The rumble strip removal and replacement area shall be 2.5 feet wide and 1.5 inches deep, centered on the rumble strip. The pavement planing and placement of asphalt concrete surface course should be completed in the same operation. The estimated removal and replacement length is 48,291 Ft.

Immediately following completion of MOT operations and restoring the traffic to its original position, new rumble strips shall be installed at the location where the existing rumble strips were removed.

The following estimated quantities have been carried to the General Summary:

Item 254 – Pavement Planing, Asphalt *(EA Calc.)*
Concrete (1.5" depth) ……..……..**13,691 SY**……**13,414 SY**
Item 407 – Non-Tracking Tack Coat ……..……..**1164 Gal**……..**1141 Gal**
Item 442 – Asphalt Concrete Surface Course,
12.5 MM, Type A (449), As Per Plan,
PG70-22M, 1-1/2" ……..…….. **1712 CY**……..**559 CY**
Item 618 – Rumble Strips, Shoulder,
(Asphalt Concrete) ……..……..**9.15 Mile**……..**9.15 Mile**

**Item 630 – Signing Misc.: Additional Signs, Ground Mounted, As Directed by the Engineer**

When additional signing is needed to maintain traffic, the Contractor shall furnish the sign or signs as directed by the Engineer. These signs shall be ground mounted and meet all the specifications of the plan, proposal and current year CMS.

Payment for this item shall include, but not be limited to, the cost to furnish and erect the sign, including driving posts or other approved methods of sign support, maintaining the sign and removal of the sign.

This item of work shall be used to provide signs that are beyond the requirements of the signage detailed in the Standard Construction Drawings and the OMUTCD.

The following estimated quantity has been carried to the General Summary to be used as directed by the Engineer:

Item 630 – Signing, Misc.: Additional Signs, Ground Mounted,
As Directed by the Engineer **300 Sq Ft**

**Maintenance of Existing Signs**

Per CMS 614.07, the Contractor shall maintain all existing signs for the duration of the project. For overhead signs being replaced by the project, leave the existing signage in place until the new signage is installed. If the existing signs cannot remain in place until the proposed signs are installed, install temporary ground mounted signs in the outside shoulder upon removal of the existing signs to ensure that directional signs are in place at all times.

**Covering of Ground-Mounted Signs--General**

When required by other items or incidentally to Item 614 – Maintaining Traffic, cover existing ground-mounted signs with plywood or OSB blanks (1/2" minimum thickness) covering 80% of the sign area and all of the sign legend. The use of low quality materials such as duct tape and black plastic is not permitted.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.014 TOTAL 208

CUY-90-20.45 BARRIER

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**Item 614 – Work Zone Pavement Markings**

The following estimated quantities have been carried to the General Summary to be used as directed by the Engineer for work zone pavement markings per the requirements of CMS 614.04 and 614.11. Remove all conflicting pavement markings prior to placing work zone markings. Place work zone markings at the locations shown on the Maintenance of Traffic Plan Sheets.

Item 614 – Work Zone Lane Line, Class I, 6", 642 Paint ..... **24.21 Mile**

Item 614 – Work Zone Edge Line, Class I, 6", 642 Paint ..... **16.69 Mile**

Item 614 – Work Zone Channelizing Line, Class I, 12", 642 Paint ..... **7,964 Ft**

Item 614 – Work Zone Dotted Line, Class I, 6", 642 Paint ..... **7,926 Ft**

**Item 614 – Work Zone Raised Pavement Marker**

The following estimated quantity has been carried to the General Summary to be used as directed by the Engineer for work zone raised pavement markers per the requirements of SCD MT-99.30.

Item 614 – Work Zone Raised Pavement Marker ..... **1,797 Each**

**Winter Shutdown**

If sign truss installations and full depth asphalt repairs are not completed prior to traffic being restored to normal lane configuration, then the Contractor shall place portable barrier and impact attenuators in the median shoulder to protect traffic from any gaps in the proposed barrier yet to be closed and/or any gaps in the pavement between the proposed barrier footer and existing sawcut line in the shoulder. The following estimated quantities have been carried to the General Summary to be used as directed by the Engineer:

Item 614 – Work Zone Impact Attenuator, 24" Wide Hazards, (Unidirectional) ..... **6 Each**
Item 622 – Portable Barrier, Unanchored ..... **600 Feet**

**Construction Access Points**

To be able to access the work area, the Contractor will be permitted to set up two construction access points in each direction. Four additional work zone impact attenuators have been provided in the General Summary for this purpose. The quantity of portable barrier has been calculated for the entire length of the project, in both directions. The Contractor shall receive no additional payment for portable barrier or impact attenuators when moving the construction access points to complete the construction of the proposed median barrier. The Contractor shall submit proposed locations for the construction access points to the Engineer for approval prior to setting up the work zone.

Item 614 – Work Zone Impact Attenuator, 24" Wide Hazards, (Unidirectional) ..... **4 Each**

**Item 614, Work Zone Impact Attenuator for 24" Wide Hazards (Unidirectional)**

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 614, | Work Zone Impact Attenuator for 24" Wide Hazards (Unidirectional) | **2 Each** |

**Item 622 – Portable Barrier, Unachored**

This item of work shall be used when placing proposed concrete barrier in the median at the locations specified in the plans. The following estimated quantity has been carried to the General Summary:

| | | |
|---|---|---|
| Item 622, | Portable Barrier, Unachored | **39,170 Feet** |

**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.

The following estimated quantities have been included in the plans and carried to the General Summary:

| | | |
|---|---|---|
| Item 614, | Barrier Reflector, Type 1 (One-Way) | **785 Each** |
| Item 614, | Object Marker, One-Way | **785 Each** |

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.

**Delineation of Temporary and Permanent Guardrail**

Barrier Reflectors shall be installed on all temporary guardrail used for traffic control; and, on all permanent guardrail located within 5 feet of the edge of the adjacent travel lane. Barrier Reflectors shall conform to C&MS 626 and the spacing shall be approximately 50 feet.

Object Markers shall be installed on all temporary and permanent guardrail located within 5 feet of the edge of the adjacent travel lane. Guardrail-mounting of Object Markers shall be made by installing the object markers on the extension blocks rather than directly onto the guardrail itself. Object markers shall conform to C&MS 614.03 and the spacing shall be approximately 50 feet with a 25 foot offset from the Barrier Reflectors.

The following estimated quantities have been included in the plans and carried to the General Summary:
Payment shall be full compensation for all material, labor, incidentals and equipment necessary for furnishing, installing, maintaining and removing the above item(s).

| | | |
|---|---|---|
| Item 614, | Barrier Reflector, Type 3, (One-Way) | **240 Each** |
| Item 614, | Object Marker, One-Way | **240 Each** |

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.015 TOTAL 208

CUY-90-20.45 BARRIER

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**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.

Placement, operation, maintenance and all activation of the signs by the Contractor shall be as directed by the Engineer. The PCMS shall be located in a highly visible position yet protected from traffic. The Contractor shall, at the direction of the Engineer, relocate the PCMS to improve visibility or accommodate changed conditions. When not in use, the PCMS shall be turned off. Additionally, when not in use for extended periods of time, the PCMS shall be turned away from all traffic.

The Engineer shall be provided access to each sign unit and shall be provided with appropriate training and operation instructions to enable **ODOT** personnel to operate and troubleshoot the unit, and to revise sign messages, if necessary.

The Contractor shall implement a system whereby changeable messages will be implemented within 8 hours following telephone notification from the Project Engineer to a designated phone.

All messages to be displayed on the sign will be provided by the Engineer. A list of all required pre-programmed messages will be given to the Contractor at the project preconstruction conference. The sign shall have the capability to store up to 99 messages. Message memory or pre-programmed displays shall not be lost as a result of power failures to the on-board computer. The sign legend shall be capable of being changed in the field. Three-line presentation formats with up to six message phases shall be supported. PCMS format shall permit the complete message for each phase to be read at least twice.

The PCMS shall contain an accurate clock and programming logic which will allow the sign to be activated, deactivated or messages changed automatically at different times of the day for different days of the week.

The PCMS shall contain a cellular telephone data link which will (in active cellular phone areas) allow remote sign activation, message changes, message additions and revisions to time of day programs. The system shall also permit verification of current and programmed messages. One remote data input device (laptop computer plus modem or equivalent) shall be furnished for use by the **District Traffic Engineer**, or equivalent, and shall be insured against theft.) The PCMS unit shall be maintained in good working order by the Contractor in accordance with the provisions of C&MS 614.07. The Contractor shall, prior to activating the unit, make arrangements, with an authorized service agent for the PCMS, to assure prompt service in the event of failure. Any failure shall not result in the sign being out of service for more than 12 hours, including weekends. Failure to comply may result in an order to stop work and open all traffic lanes and/or in the Department taking appropriate action to safely control traffic. The entire cost to control traffic, accrued by the Department due to the Contractor's noncompliance, will be deducted from moneys due, or to become due the Contractor on his contract.

The Contractor shall be responsible for 24-hour-per-day operation and maintenance of these signs on the project for the duration of the phases when the plan requires their use.

Payment for the above described item shall be at the contract unit price. Payment shall include all labor, materials, equipment, fuels, lubricating oils, software, hardware and incidentals to perform the above described work.

Item 614, Portable Changeable Message Sign, As Per Plan **12 Sign Month**

Assuming 2 PCMS Sign(s) for 6 Month(s)

**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 shall not be permitted at project cost nor time compensation. 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).
- During periods where traffic needs to be directed contrary to a traffic control device (flagger, sign [e.g. stop sign, street or highway signs, etc], signal or other device used to regulate, warn or guide traffic). Traffic in this instance includes vehicular, pedestrian and/or shared use path users.

In addition to the requirement of **C&MS 614** and the **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 that meet all of the criteria listed below: during initial set-up periods, tear down periods, substantial shifts of a closure point or when new lane closure arrangements are initiated for long-term lane closures/shifts (for the first and last day of major changes in traffic control setup).
    - Criteria
        - On a multi-lane divided interstate, other freeway or expressway; and,
        - An authorized speed limit of 45 mph or greater that is in effect at the time of the operation; and,
        - AADT of 50,000 (or AADT of 30,000 with 25% or higher percent trucks)

In general, LEOs should be positioned in advance of and on the same side as the lane restriction (or at the point of road closure), and to manually control traffic movements through signalized intersections and/or in contrary to other traffic control devices in work zones.

LEOs should not forgo their traffic control responsibilities to 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 **300 Hours**

The hours paid shall include any minimum show-up time required by the law enforcement agency involved.

Any additional costs (administrative or otherwise) incurred by the Contractor to obtain the services of an **LEO** are included with the bid unit price for Item 614, Law Enforcement Officer With Patrol Car for Assistance.





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DESIGN AGENCY
DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.016 TOTAL 208

## Work Zone Speed Zones (WZSZs)

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

| WZSZ Revision Number(s) | County-Route-Section(s) |
|---|---|
| WZ - 65281 | CUY-90-20.45 |

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

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

C&MS Item 614, Paragraph 614.02(B), indicates that two directions of a divided highway are considered separate highway sections. Therefore, if the work on a multi-lane divided highway is limited to only one direction, a speed limit reduction in the direction of the work does not automatically constitute a speed limit reduction in the opposite direction. Each direction shall be analyzed independently from each other. All WZSZS fluctuate between two approved reduced speed limits or between an approved reduced speed limit and the original posted speed limit. Only one of two signing strategies shall be used to implement a WZSZ.

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

WZSZS using temporary flatsheet Speed Limit signs shall be in accordance with this note and SCD MT-104.10. Additionally payment may be removed, or a disincentive applied, for WZSZS using temporary flatsheet Speed Limit signs the same as described in the most recent publication of SS 808 in regards to WZSZS using DSL Sign Assemblies (see SS 808.06 paragraphs 4 through 7, including Table 1).]

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

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

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

| | WITH Positive Protection Direction(s) | | WITHOUT Positive Protection | |
|---|---|---|---|---|
| Original Posted Speed Limit | Workers Present | Workers NOT Present | Workers Present | Workers NOT Present |
| 70 | 60 | 65 | 55 | 65 |
| 65 | 55 | 60 | 50 | 60 |
| 60 | 55 | 60 | 50 | 60 |
| 55 | 50 | 55 | 45 | 55 |

The following estimated quantity has been carried to the General Summary.

Item 808, Digital Speed Limit (DSL) Sign Assembly **96 Sign Mnth**

Assuming 16 DSL Sign Assembly(ies) for 6 Months

## Work Zone Increased Penalties Sign (R11-H5a)

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

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

The signs on the mainline shall be dual mounted unless not physically possible. The first sign shall be placed between the ROAD WORK AHEAD (W20-1) sign and the next sign in the sequence. Signs shall be erected on each entrance ramp and every 2 miles through the construction work limits. Signs on the mainline shall be R11-H5a-48. Signs used on the ramps shall be R11-H5a-24. R11-H5a-24 signs may be used in the median in lieu of R11-H5a-48 signs if it is not physically possible to provide R11-H5a-48 signs in the median.

The R11-H5a-48 signs shall be mounted on 2 No. 3 posts when located within clear zones.

The Contractor may use signs and supports in used, but good, condition provided the signs meet current **ODOT** specifications.

Work Zone Increased Penalties signs and supports will be measured as the number of sign installations, including the sign and necessary supports. If a sign and support combination is removed and reerected at another location as directed by the Engineer, it shall be considered another unit.

Payment for accepted quantities, complete, in place will be made at the contract unit price. Payment shall be full compensation for all materials, labor, incidentals and equipment for furnishing, erecting, maintaining, covering during suspension of work, and removal of the sign and support.

Item 614, Work Zone Increased Penalties Sign **16 Each**

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.017 TOTAL 208

CUY-90-20.45 BARRIER

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**Worksite Traffic Supervisor**

Subject to approval of the Engineer, the Contractor shall employ and identify (someone other than the superintendent) a prequalified Worksite Traffic Supervisor (WTS) before starting work in the field. The WTS shall be trained in accordance with CMS 614.03, shall have successfully completed ODOT administered WTS testing (and re-testing when applicable) and be listed on the ODOT prequalified WTS roster. Prequalification expires every 5 years. Re-testing shall be successfully repeated every 5 years to remain prequalified.

The name of the prequalified WTS and related 24-hour contact information shall be provided to the Engineer at the preconstruction conference. If the designated WTS will not be available full time (24/7), the Contractor may designate an alternate (secondary) WTS to be available when the primary is off duty; however, the primary WTS shall remain the point of contact at all times. Any alternate (secondary) WTS is subject to the same training, prequalification and other requirements outlined within this plan note. At all times the Engineer, or Engineer's representatives, must be informed of who the primary WTS (and secondary WTS, if applicable) is at the current time.

The WTS position has the primary responsibility of implementing the Traffic Management Plan (TMP), monitoring the safety and mobility of the entire work zone, and correcting Temporary Traffic Control (TTC) deficiencies for the entire work zone. The WTS, and alternate WTS when on duty, shall have sufficient authority to effectively carry out the identified WTS responsibilities and duties. The duties of the WTS are as follows:

1. Be available on a 24-hour per day basis.
2. Be on site for all emergency TTC needs within one hour of notification by police or project staff, and effect corrective measures immediately on existing work zone TTC devices.
3. Attend preconstruction meeting and all project meetings where TTC management is discussed.
4. Be available on site for other meetings or discussions with the Engineer upon request.
5. Be aware of all existing and proposed TTC operations of the contractor, subcontractors and suppliers, and ensure coordination occurs between them to eliminate conflicting temporary and/or permanent traffic control.
6. Coordinate project activities with all Law Enforcement Officers (LEOs). The WTS shall also be the main contact person with the LEOs while LEOs are on the project.
7. Coordinate and facilitate meetings with ODOT personnel, LEOs and other applicable entities before each plan phase switch to discuss the work zone TTC for implementing the phase switch. Submit a written detail of MOT operations and schedule of events to implement the switch between phase plans to the Engineer 5 calendar days prior to this meeting.
8. Be present, on site for, and involved with, each TTC set up/take down and each phase change in accordance with CMS 614.03.
9. On a continual basis ensure that the TTC zone and all related devices are installed, maintained and removed in compliance with the contract documents.
10. On a continual basis facilitate corrective action(s) necessary to bring deficient TTC zones and all related devices into compliance with contract documents in the timeframe determined by the Engineer.
11. Inspect, evaluate, propose necessary modifications to, and document the effectiveness of, the TTC devices and traffic operations on a DAILY BASIS (7 days a week). In addition, perform one weekly night inspection of the work zone setup for daytime work operations; and one daytime inspection per week for nighttime projects. This shall include (but not be limited to) documentation on the following project events:
    a. Initial TTC setup (day and night review).
    b. Daily TTC setup and removal.
    c. When construction staging causes a change in the TTC setup.
    d. Crash occurrences within the construction area and within the influence area(s) approaching the work zone.
    e. Removal of TTC devices at the end of a phase or project.
    f. All other emergency TTC needs.
12. Complete the Department approved (CA-D-8) within GoFormz after each inspection as required in # 11 and submit it to the Engineer by the end of the workday in which the inspection occurred. The CA-D-8 includes a checklist of all TTC maintenance items to be reviewed. Contact GoFormz.Help@dot.ohio.gov to obtain a user account. Any deficiencies observed shall be noted on the CA-D-8, along with recommended or completed corrective actions and the dates by which such corrections were, or will be, completed. A copy of the current CA-D-8 document can be found on the Office of Construction Administration's Inspection Forms website.
13. Have copies of the ODOT Temporary Traffic Control Manual and contract documents available at all times on the project.

The Department will deduct:

A. The prorated daily amount of Item 614 Maintaining Traffic for any day in which the WTS fails to perform the duties set forth above. The prorated daily amount will be equal to the original bid amount for Item 614 Maintaining Traffic divided by the difference between the original completion date and the first day of work, in calendar days.
B. 1% of the original bid amount for Item 614 Maintaining Traffic for any day that a failure to perform WTS duties reoccurs or a TTC issue is identified in the field and is not corrected in the given timeframe per the Engineer. Deduction B shall not apply to situations covered by Deduction C.
C. 1% of the original bid amount for Item 614 Maintaining Traffic for any day that a lane or ramp is blocked (fully or partially) without TTC, as determined by the Engineer. This deduction shall be in addition to any other disincentives established for unauthorized lane use.

For days in which more than one deduction listed above occur, the highest deduction amount will apply.

If three or more total days result in issues described in Deduction B or C above, the primary WTS (and any alternate WTS, if applicable) shall be immediately removed from the work in accordance with C&MS 108.05. Upon removal the Engineer shall notify ODOT Central Office (WTSPrequalification@dot.ohio.gov) to register a removal at the project level against the statewide prequalification for the primary WTS (and alternate WTS, if applicable). Accumulation of three project level removals (from any projects statewide) shall cause statewide disqualification for any formerly Prequalified WTS. A WTS (and alternate WTS, if applicable) may be immediately and concurrently removed from the work at the project level in accordance with C&MS 108.05 and disqualified statewide from the ODOT prequalified WTS roster (regardless of the number of project level removals), as well as being subject to other potential consequences, in cases of falsified, dishonest or otherwise unethical activity or documentation.

Payment for the above requirements, responsibilities and duties shall be included in the lump sum price bid for Item 614, Maintaining Traffic.

**Traffic Incident Management (TIM) During MOT**

Ohio TIM is Ohio's traffic incident management program which is committed to maintaining the safe and effective flow of traffic during emergencies as to prevent further damage, injury or undue delay of the motoring public. In addition to complying with the provision of OMUTCD Chapter 6I, Control of Traffic Through Traffic Incident Management Areas, the Contractor shall actively participate in TIM planning and implementation as outlined below.

1. Superintendent shall identify the individual persons on the project who will, or may need to, perform the duties herein. At a minimum, include the superintendent, foremen and supervisors (or equivalent) as well as the Worksite Traffic Supervisor (WTS; if applicable to the project). These individually identified persons shall collectively be known as Contractor Traffic Incident Management (TIM) Contacts. Notify the Project Engineer of the Contractor TIM Contacts (along with contact information for each) at or before the preconstruction meeting.
2. Superintendent shall notify the Engineer immediately if any Contractor TIM Contact is added, removed or the contact information changes over the course of the project.
3. Prior the first day of work in the field, each Contractor TIM Contact on the project shall have attended and successfully completed Ohio TIM Training provided by the Department or designee. Training information can be found online.
4. Superintendent, at a minimum, shall attend and actively participate in a Department scheduled TIM meeting before construction work begins and before each phase change. These meetings will result in a Department issued project specific Traffic Incident Management Plan (TIMP). At the TIM meetings the attending Contractor TIM Contacts shall:
    a. Collaborate with ODOT and Safety Forces;
    b. Share project specific details that impact TIM responders; and
    c. Recommend ways to incorporate necessary emergency access and other TIM elements for TIM responders given project specific work being completed and project specific phasing.
5. Contractor TIM Contacts shall implement components of the resulting TIMP (such as approved emergency ingress/egress points, etc), as directed by the Engineer in accordance with 109.05.
6. Contractor TIM Contacts shall perform, at a minimum, the following functions when an incident/crash occurs:
    a. If observed or present when occurs, call 911 and then notify the Traffic Management Center (TMC) to provide the following:
        i. Location, including milepost number and direction of travel
        ii. Number and type of vehicles involved, if known
        iii. Estimated extent of damage or injury, if known
        iv. Estimated number of patients involved, if known
        v. Any potential hazardous conditions, if known
        vi. The placard number on any hazardous materials placard from a safe distance, if applicable and visible
    b. Following an incident/crash:
        i. Initiate traffic management/provide temporary traffic control as indicated in the TIMP, as directed by the Engineer in accordance with 109.05.
        ii. Recommend roadway repair needs.
        iii. Provide repair resources and initiate repairs, as directed by the Engineer in accordance with 109.05.
        iv. Attend and participate in an After Action Review (AAR).

All costs, unless otherwise specified, resulting from the above requirements shall be considered to be included in the lump sum price for Item 614, Maintaining Traffic. Failure to perform the requirements of this Plan Note will result in a daily fine of 2% of Item 614, Maintaining Traffic and may result in one or more Contractor TIM Contacts being removed from the list of Ohio TIM trained individuals (at the sole discretion of the Ohio TIM Executive Committee). In the event an individual is removed from the Ohio TIM trained list, the individual will be removed from Contractor TIM Contact responsibilities on all projects.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.018 TOTAL 208

CUY-90-20.45 BARRIER

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**Work Zone Queue Detection Warning System**

The Contractor shall furnish, install, and maintain an approved Work Zone Queue Detection Warning System (WZQDWS) as per Supplemental Specification 896.

The probable initial locations of the WZQDWS devices will vary based on planned or unplanned phase and traffic pattern changes. Placement, operation, maintenance and all activation of the devices by the Contractor shall be directed by the Engineer.

The following traffic sensor thresholds and Portable Changeable Message Signs (PCMS) messages shall be used:

Greater than or equal to 50 MPH – Use four corner flashing caution mode

Between 50 MPH and 25 MPH – TRAFFIC AHEAD XX MPH / SLOW DOWN

Below or equal to 25 MPH – TRAFFIC AHEAD XX MPH / PREPARE TO STOP

Four corner flashing caution mode shall consist of the use of one asterisk in each corner of the PCMS display (4 total asterisks).

XX shall be rounded up to the nearest multiple of 5 mph minus 1. Occupancy may be directed to be used based on certain traffic conditions and scenarios. ODOT will direct the Contractor of the thresholds to be used for those areas where occupancy is directed to be used.

The following estimated quantity has been carried to the General Summary.

| | | |
|---|---|---|
| Item 896, | Portable Non-Intrusive Traffic Sensor, Class I<br>Assuming 16 Sensor(s) for 6 Month(s) | **96 Sign Month** |
| Item 896, | Portable Changeable Message Sign, As Per Plan<br>Assuming 4 PCMS Sign(s) for 6 Month(s) | **24 Sign Month** |

**Median Wall Raceway and Conduit System**

This is a field constructed multi-cell conduit system consisting of one 2-inch HDPE median wall raceway and two 2-inch HDPE laterals from the median wall junction boxes to 32” pull boxes in the shoulder with continuous micro-duct innerducts installed in the raceway and laterals.

One 2-inch HDPE conduit shall be installed in the median barrier wall per ODOT standard construction drawings ITS-14.50 and ITS-14.60. Two 2-inch HDPE conduits shall be installed for lateral crossings from the median wall junction boxes to 32” pull boxes in the shoulder.

2-inch HDPE conduits shall conform to Supplemental Specification 909.14.C. Install 4-14mm/10mm (OD/ID) micro-ducts listed on the TAP conforming to ODOT Supplemental Specification 909.14.B in the median wall raceway and lateral crossings. Use the colors blue, orange, green, and brown to identify the micro-ducts. Install per ODOT standard construction drawings ITS-14.50 and ITS-14.60. The micro-ducts shall be continuous, unspliced/uncoupled segments from 32” pull box in the shoulder through the lateral crossings, median wall raceway, and median wall junction boxes to the next 32” pull box in the shoulder. Continuous micro-duct segments shall not exceed 4500’. Micro-ducts shall be capped/plugged during installation to prevent liquid and debris from contaminating the micro-ducts and impeding fiber optic cable installation. Immediately after installation the micro-ducts shall be capped with manufacturer recommended push-on caps.





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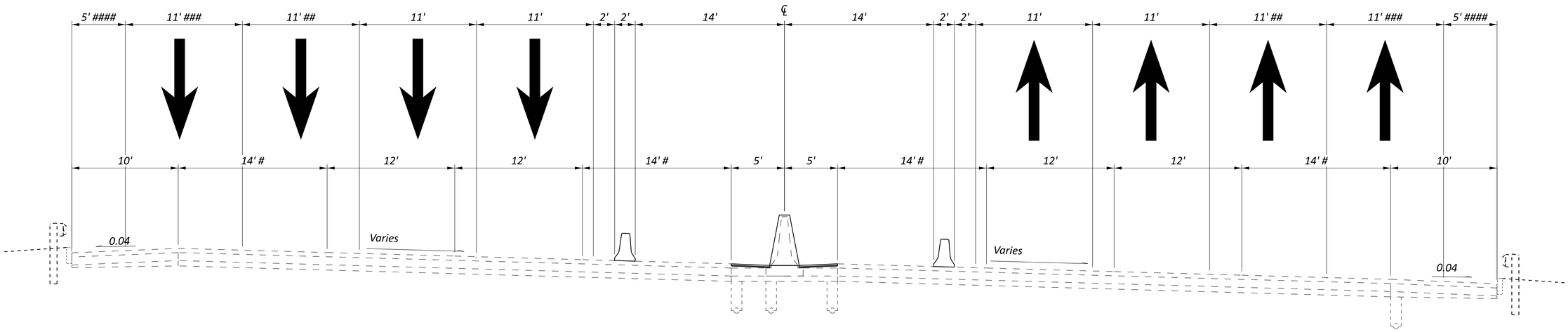
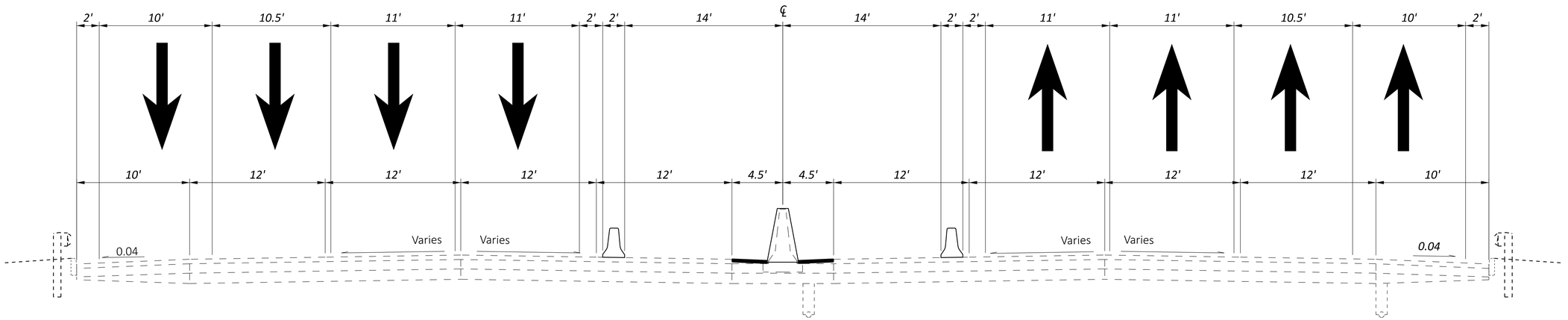
DESIGN AGENCY
DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.019 TOTAL 208




*Superelevated Section*
*(Curve Right Shown)*
*Sta. 163+79.90 to 252+98.80*
*Sta. 252+98.80 BK = Sta. 301+99.84 AH*

*# 14'-0" to 12'-0" Sta. 252+00 to Sta. 252+98.80*
*## 11'-0" to 10'-6" Sta. 252+00 to Sta. 252+98.80*
*### 11'-0" to 10'-0" Sta. 252+00 to Sta. 252+98.80*
*#### 5'-0" to 2'-0" Sta. 252+00 to Sta. 252+98.80*

*Transition Sections*
*Sta. 164+67 to Sta. 200+83.36*
*Sta. 170+49.90 BK = Sta. 200+83.36 AH*
*EB Sta. 208+65.10 to Sta. 215+25.00*
*WB Sta. 208+65.10 to Sta. 214+00.00*
*Sta. 228+20 to Sta. 240+75*
*Sta. 247+75 to Sta. 252+68.80*




*Normal Section*
*Sta. 301+99.84 to Sta. 390+52.88*

*Transition Sections*
*Sta. 252+98.80 BK = Sta. 301+99.84 AH*
*Sta. 301+99.84 to Sta. 303+76.04*
*Sta. 388+50.00 to Sta. 390+52.88*

# MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

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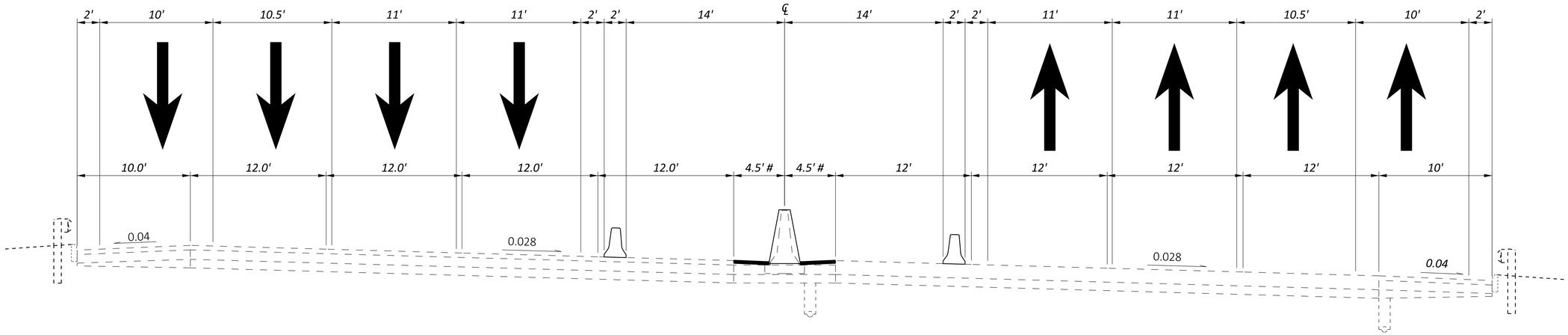
DESIGN AGENCY

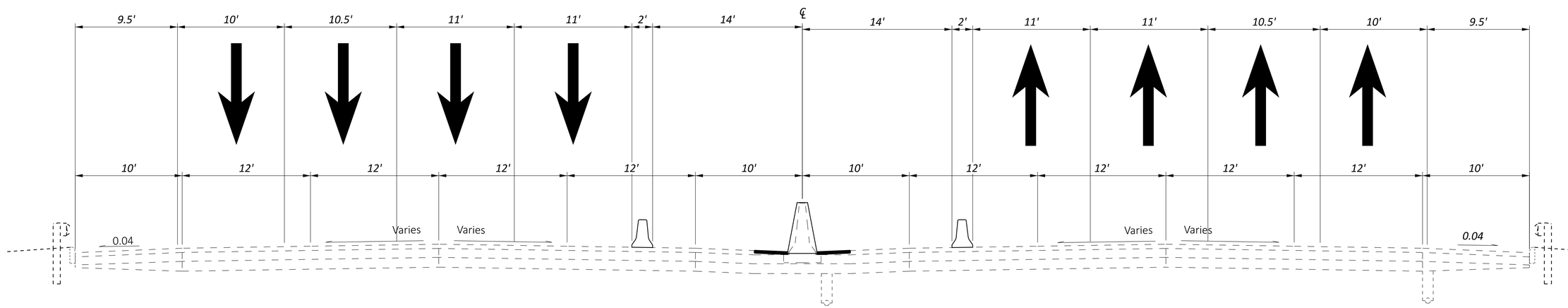
DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.020 TOTAL 208




*Superelevated Section*
*(Curve Right Shown)*
*Sta. 390+52.88 to Sta. 443+25.00*

*Transition Sections*
*Sta. 413+44.53 to Sta. 417+04.19*

*# VARIES FROM 4.5' TO 10' FROM 439+00.00 to 443+25.00*




*Normal Section*
*Sta. 443+25.00 to Sta. 450+69.89*

CUY-90-20.45 BARRIER

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

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DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.021 TOTAL 208

HORIZONTAL SCALE IN FEET
0 10 20 40

*TEMPORARY PAVEMENT MARKING LEGEND*

- (A) *WORK ZONE EDGE LINE, 6" WHITE*
- (B) *WORK ZONE EDGE LINE, 6" YELLOW*
- (C) *WORK ZONE LANE LINE*
- (D) *WORK ZONE CHANNELIZING LINE, 12"*
- (E) *WORK ZONE DOTTED LINE, 6" (3' SEGMENT, 9' GAP)*

℄ RAMP A3

℄ CONSTRUCTION - IR 90

150 151 152 153 154 155

MATCH LINE STA. 155+00

BEGIN CHANNELIZING/DOTTED LINES, STA 154+19.90

D

BEGIN WORK STA. 154+19.90

℄ S MARGINAL RD

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 150+00.00 TO STA 155+00.00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.022 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

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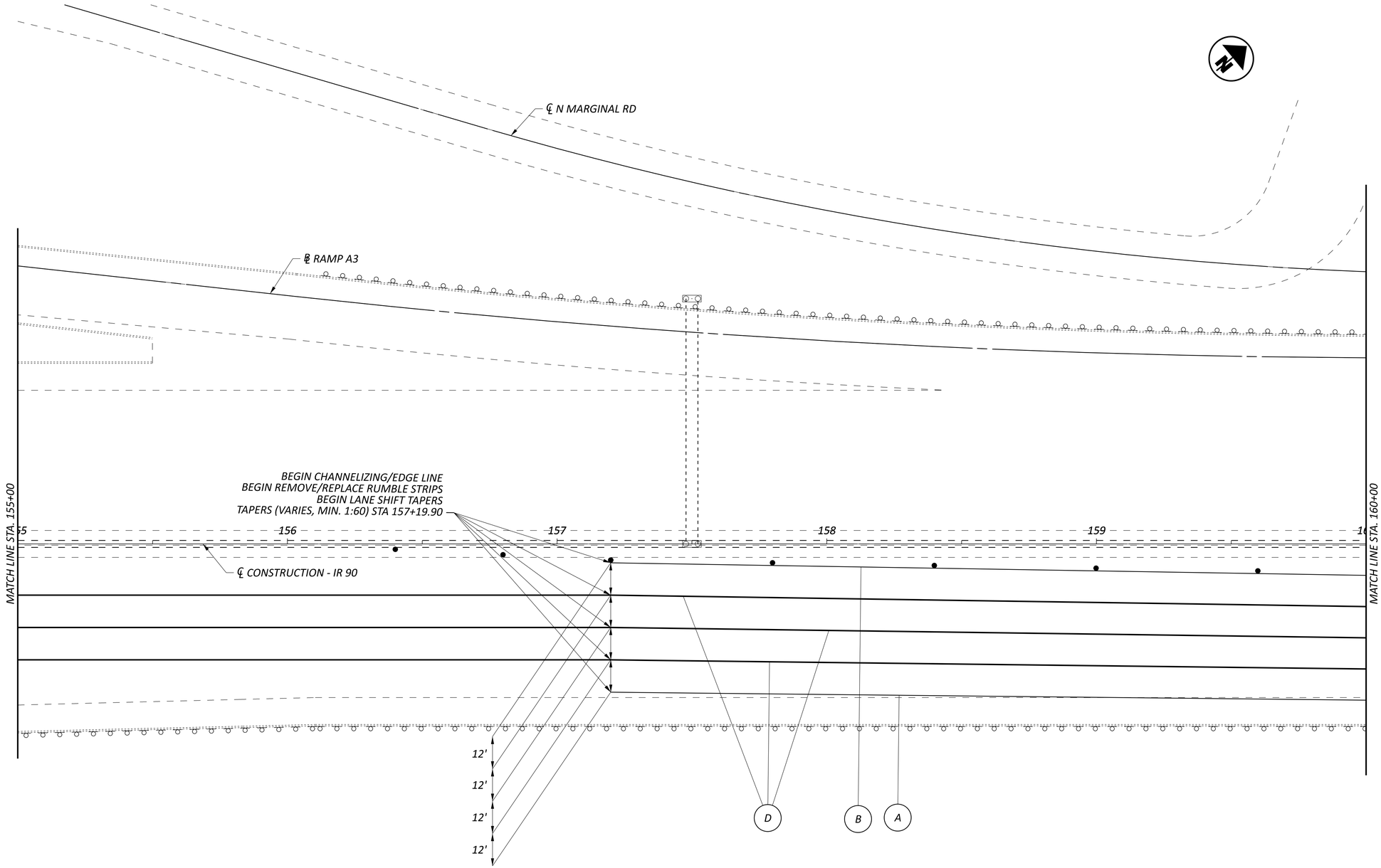


SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
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# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 155+00.00 TO STA 160+00.00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.023 | TOTAL 208

CUY-90-20.45 BARRIER

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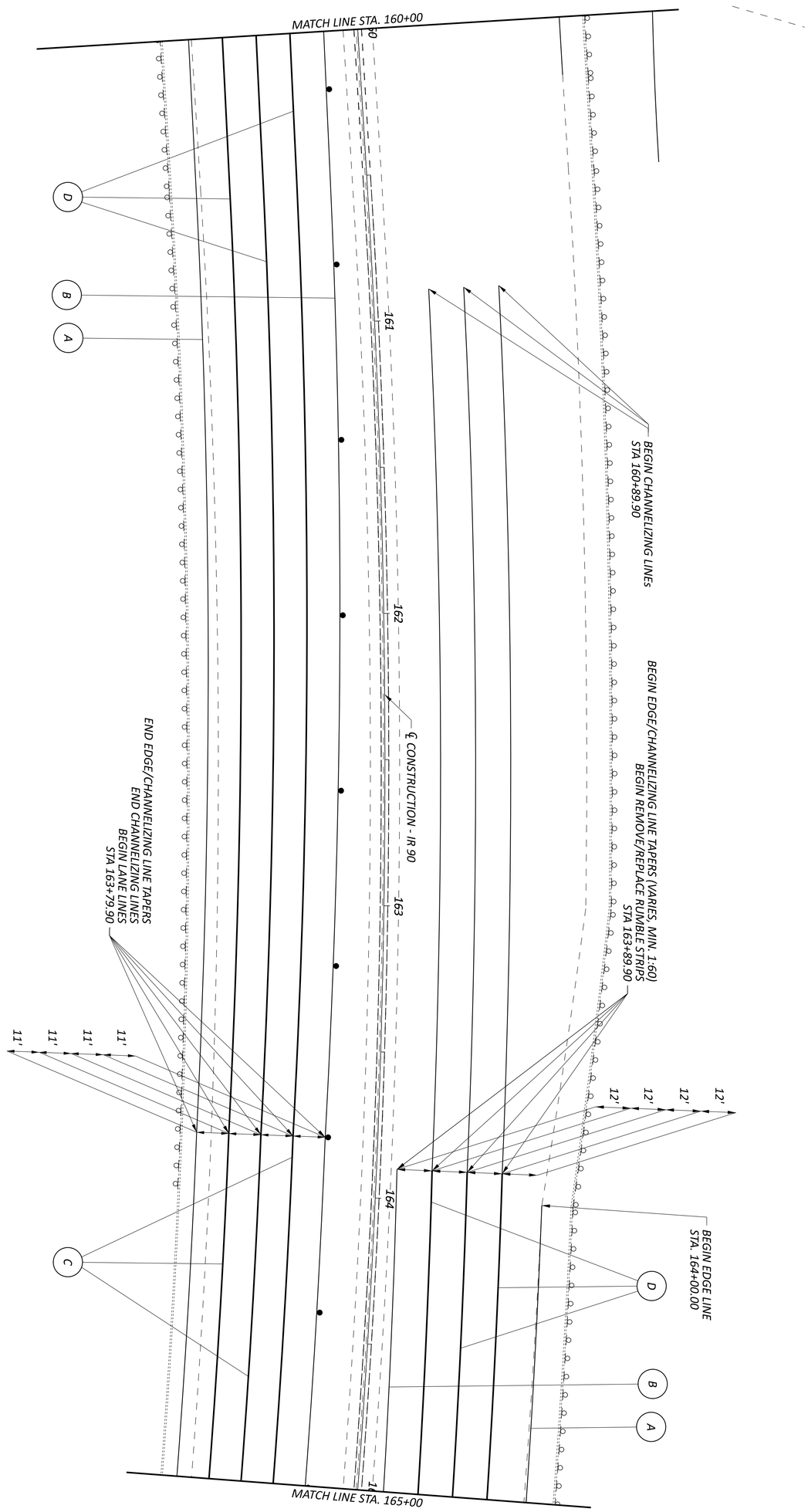


SEE SHEET P.022
FOR LEGEND

DESIGNER: KDH
REVIEWER: DAB 03/20/26
PROJECT ID: 118680
SHEET: P.024
TOTAL: 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 160+00 TO STA. 165+00

HORIZONTAL SCALE IN FEET
0 20
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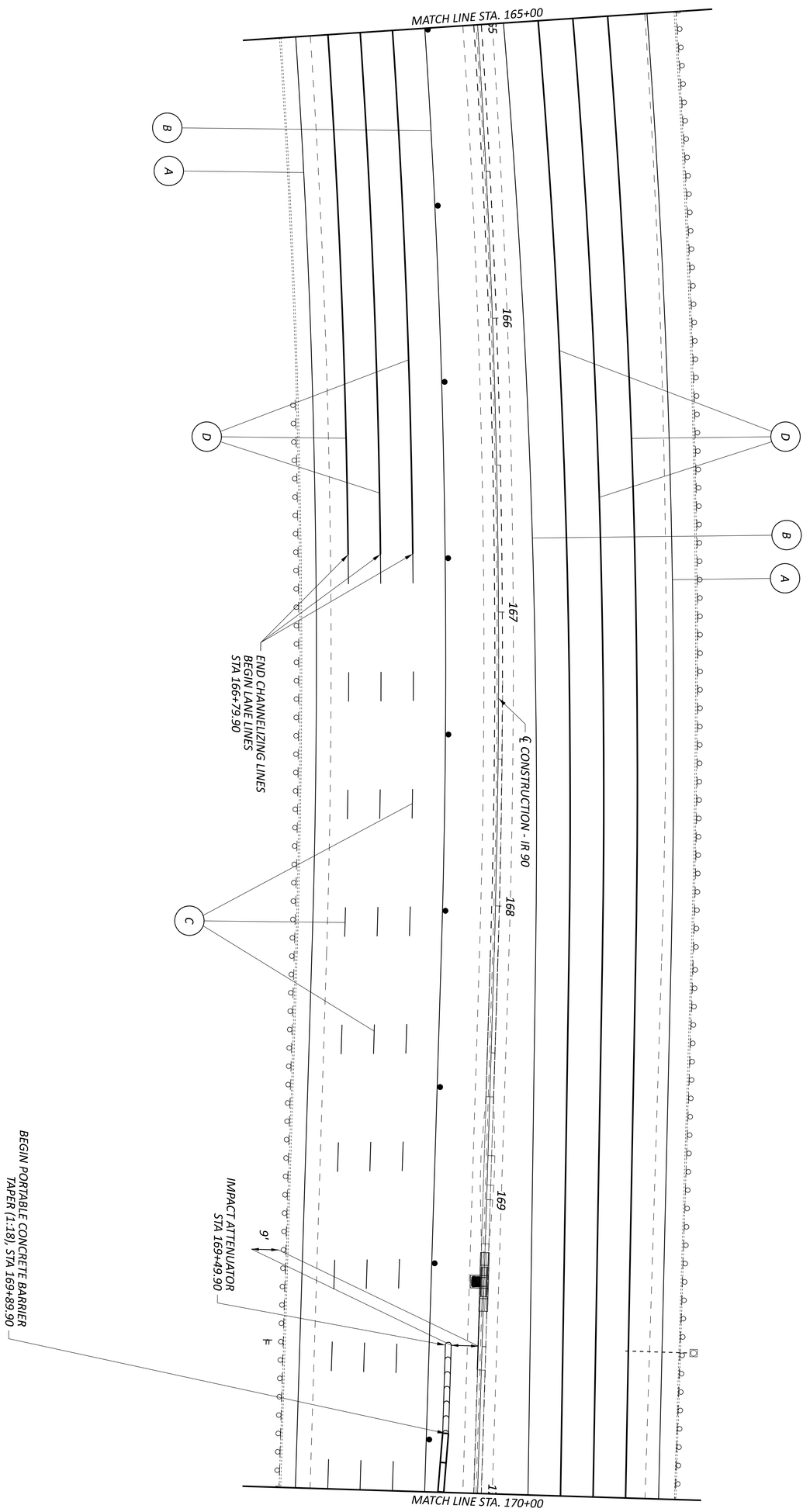


SEE SHEET P.022
FOR LEGEND

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.025 | TOTAL 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 165+00 TO STA. 170+00

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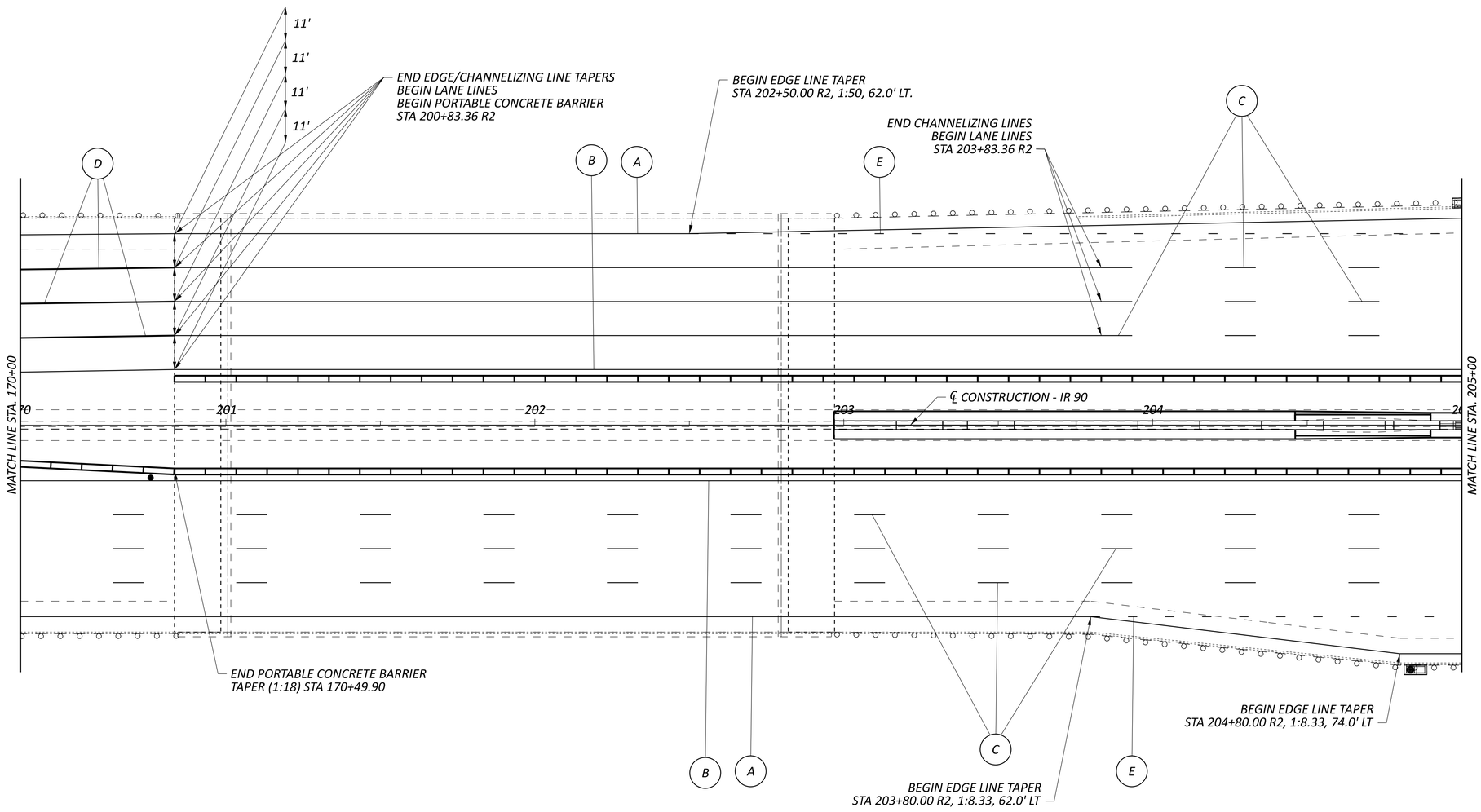


SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 170+00 TO STA. 205+00

CUY-90-20.45 BARRIER

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DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.026 | TOTAL 208

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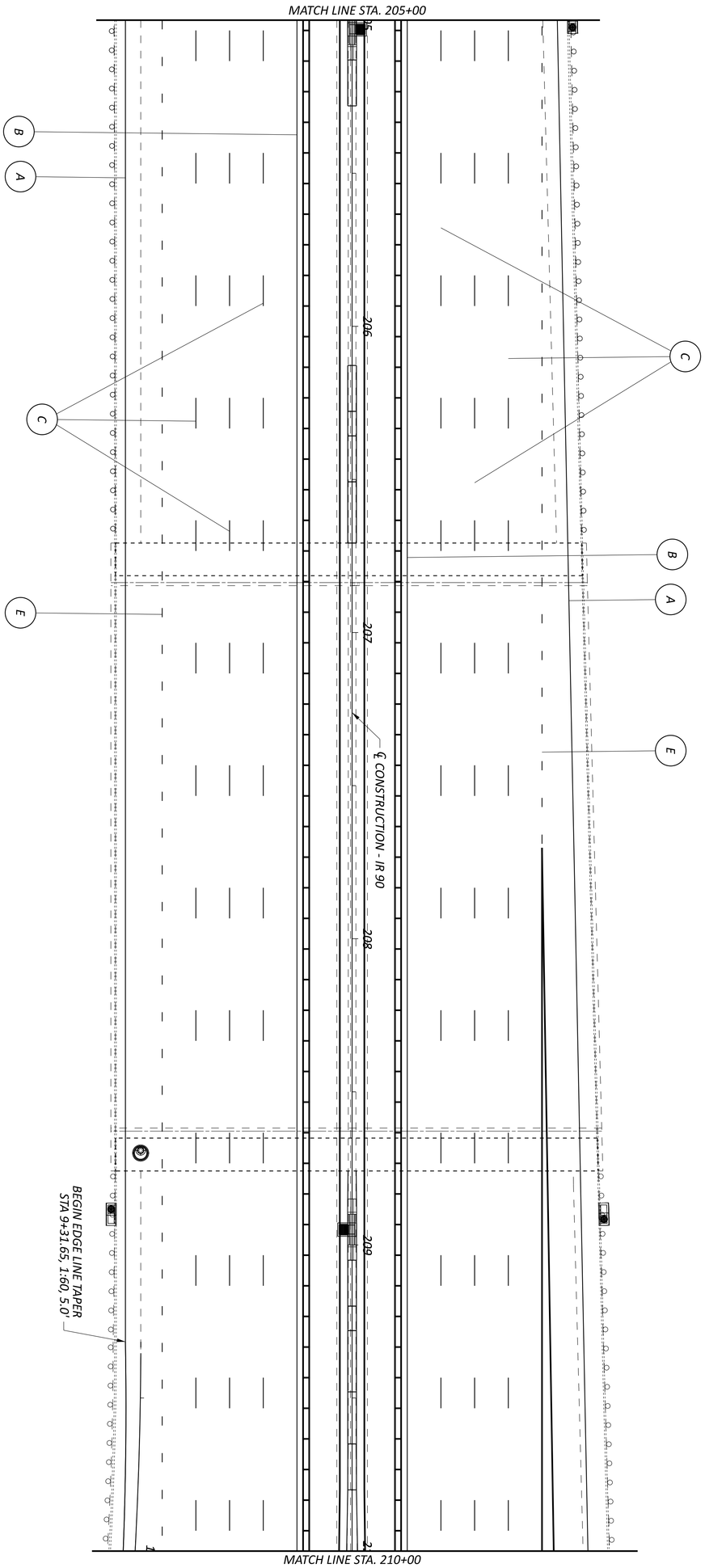


SEE SHEET P 022
FOR LEGEND

| SHEET | TOTAL |
|---|---|
| P 027 | 208 |

PROJECT ID: 118680

REVIEWER: DAB 03/20/26

DESIGNER: KDH

DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 205+00 TO STA. 210+00

HORIZONTAL SCALE IN FEET

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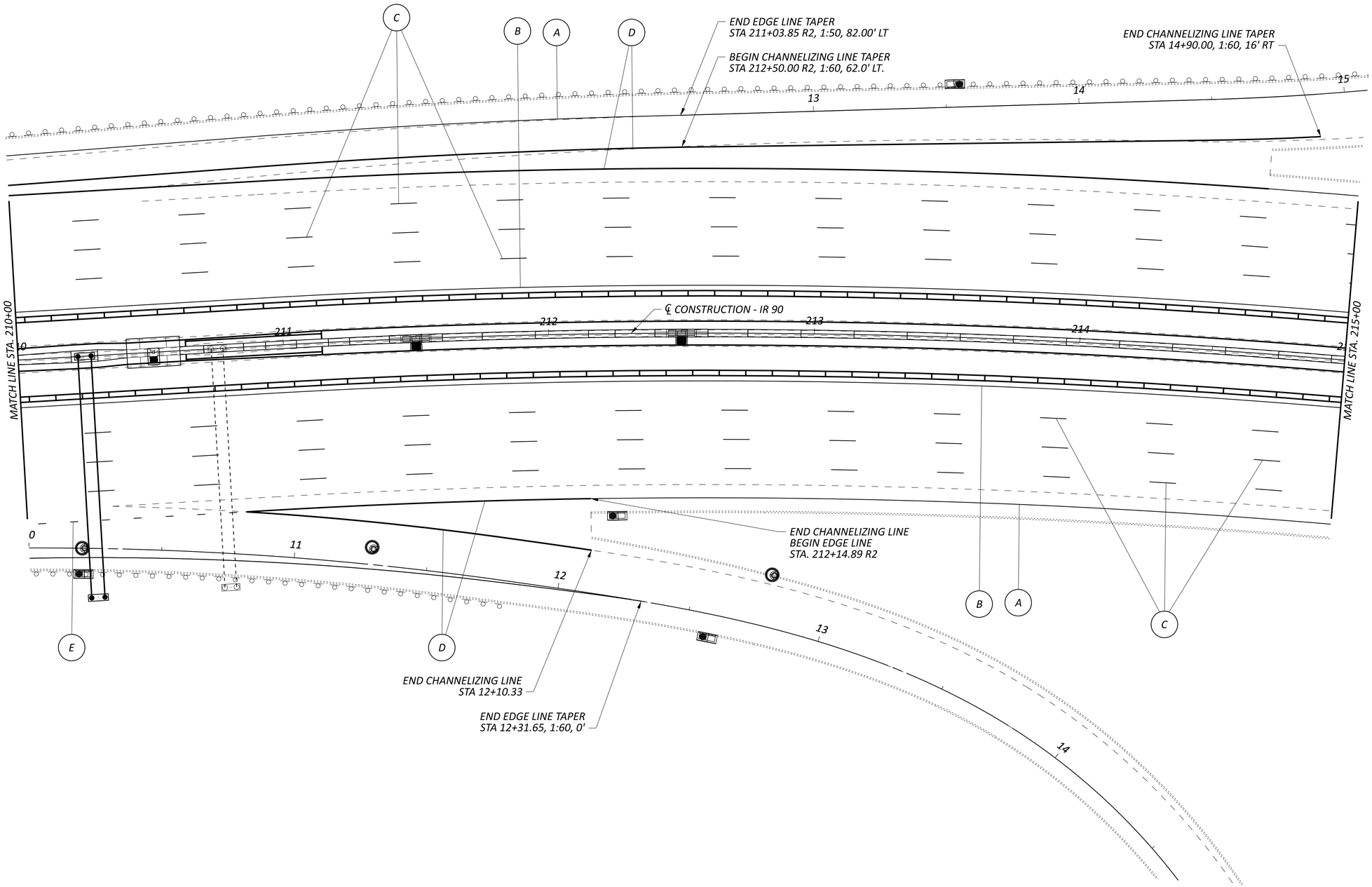
10 40




SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
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# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 210+00 TO STA. 215+00

CUY-90-20.45 BARRIER

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DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.028 | TOTAL 208

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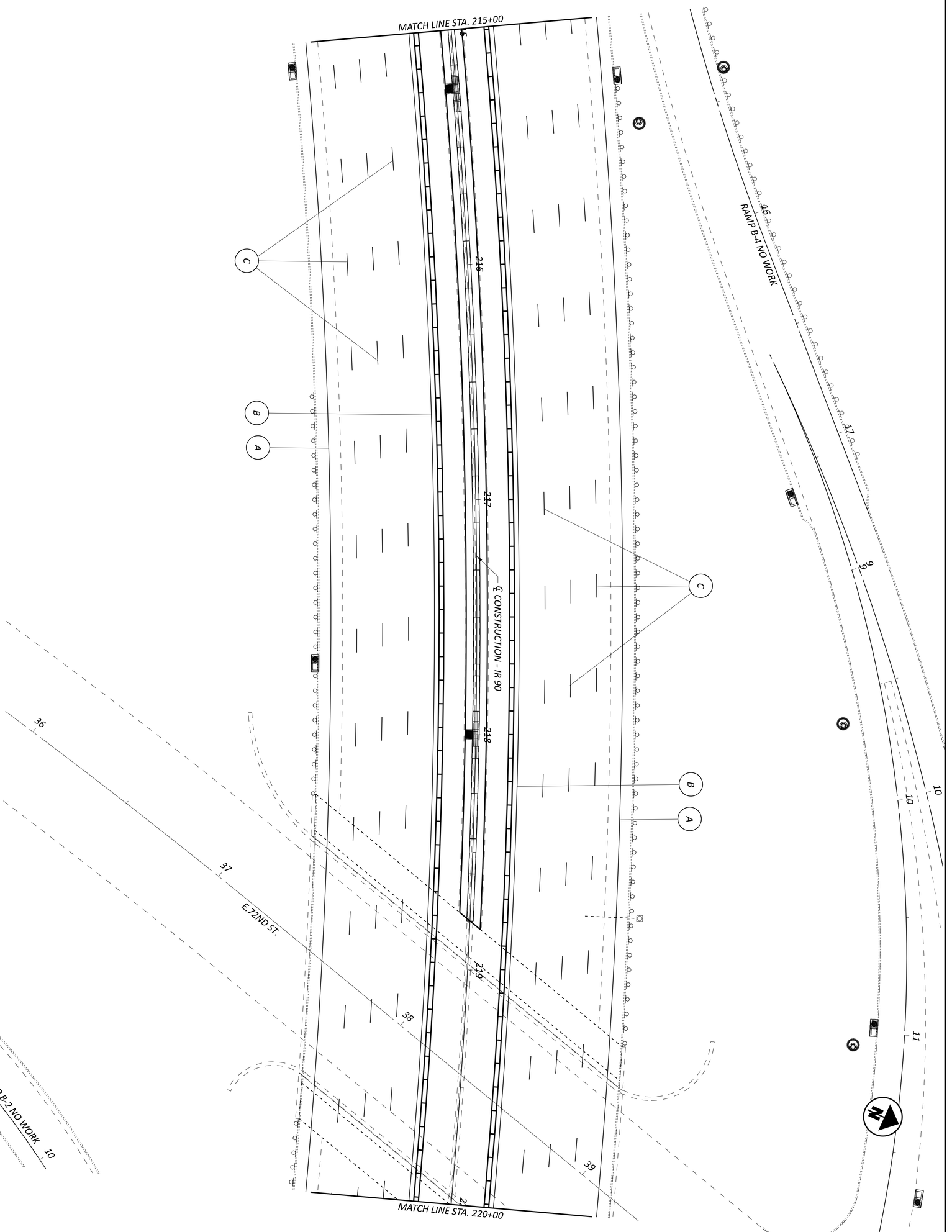



SEE SHEET P.022
FOR LEGEND

DESIGN AGENCY

DESIGNER KDH

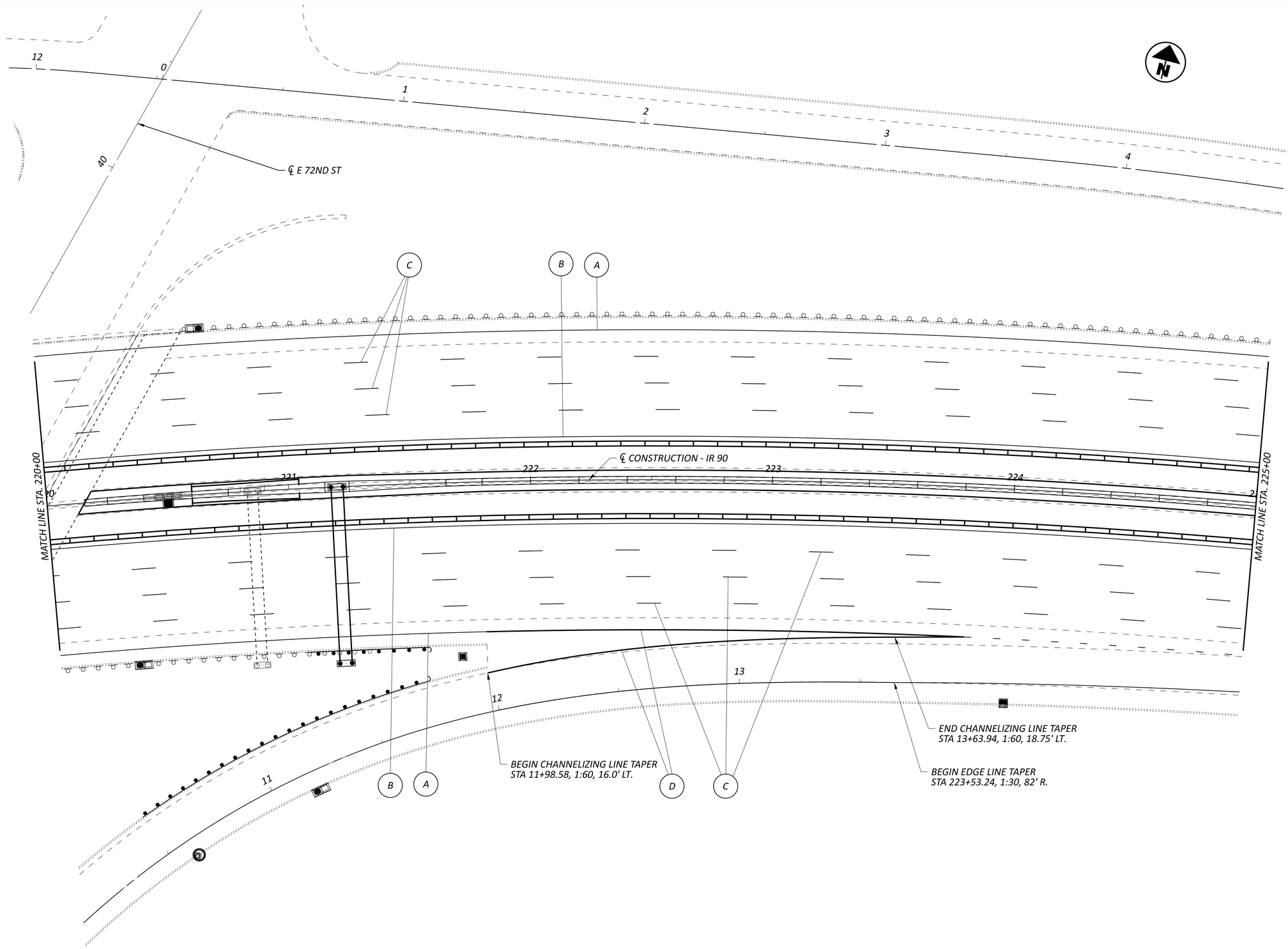
REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.029 | TOTAL 208

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 215+00 TO STA. 220+00

HORIZONTAL SCALE IN FEET
0 20
10 40




SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 220+00 TO STA. 225+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.030 | TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR92 - Plan 8 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:09 PM USER: jgl255
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MODEL: CLX_IR92 - Plan 9 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:10 PM USER: jgl255
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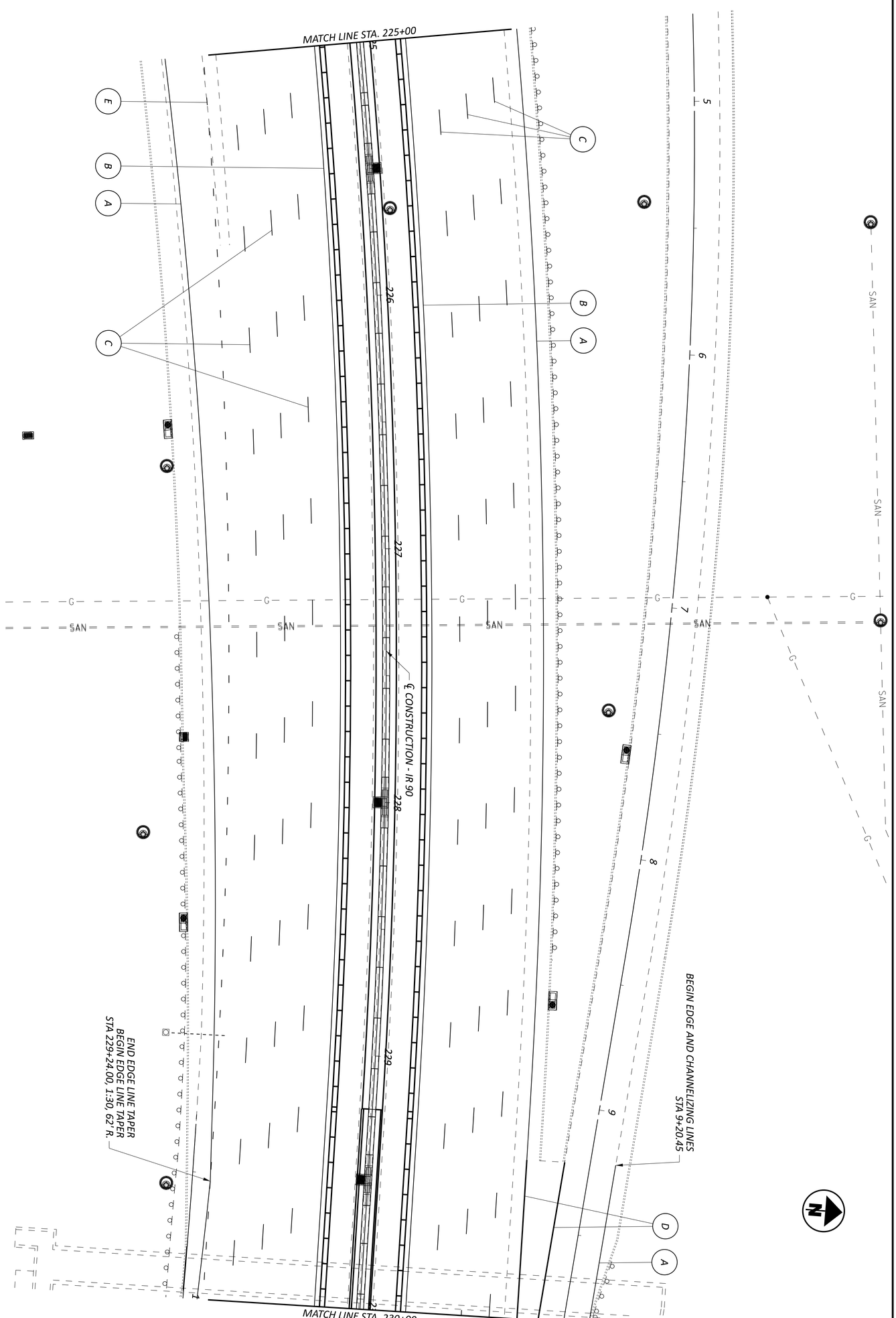


SEE SHEET P.022
FOR LEGEND

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 225+00 TO STA. 230+00

HORIZONTAL SCALE IN FEET
0 20
10 40

| DESIGNER | REVIEWER | PROJECT ID | SHEET | TOTAL |
|---|---|---|---|---|
| KDH | DAB 03/20/26 | 118680 | P.031 | 208 |

DESIGN AGENCY

MODEL: CLX_IR92 - Plan 10 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:10 PM USER: jgl255
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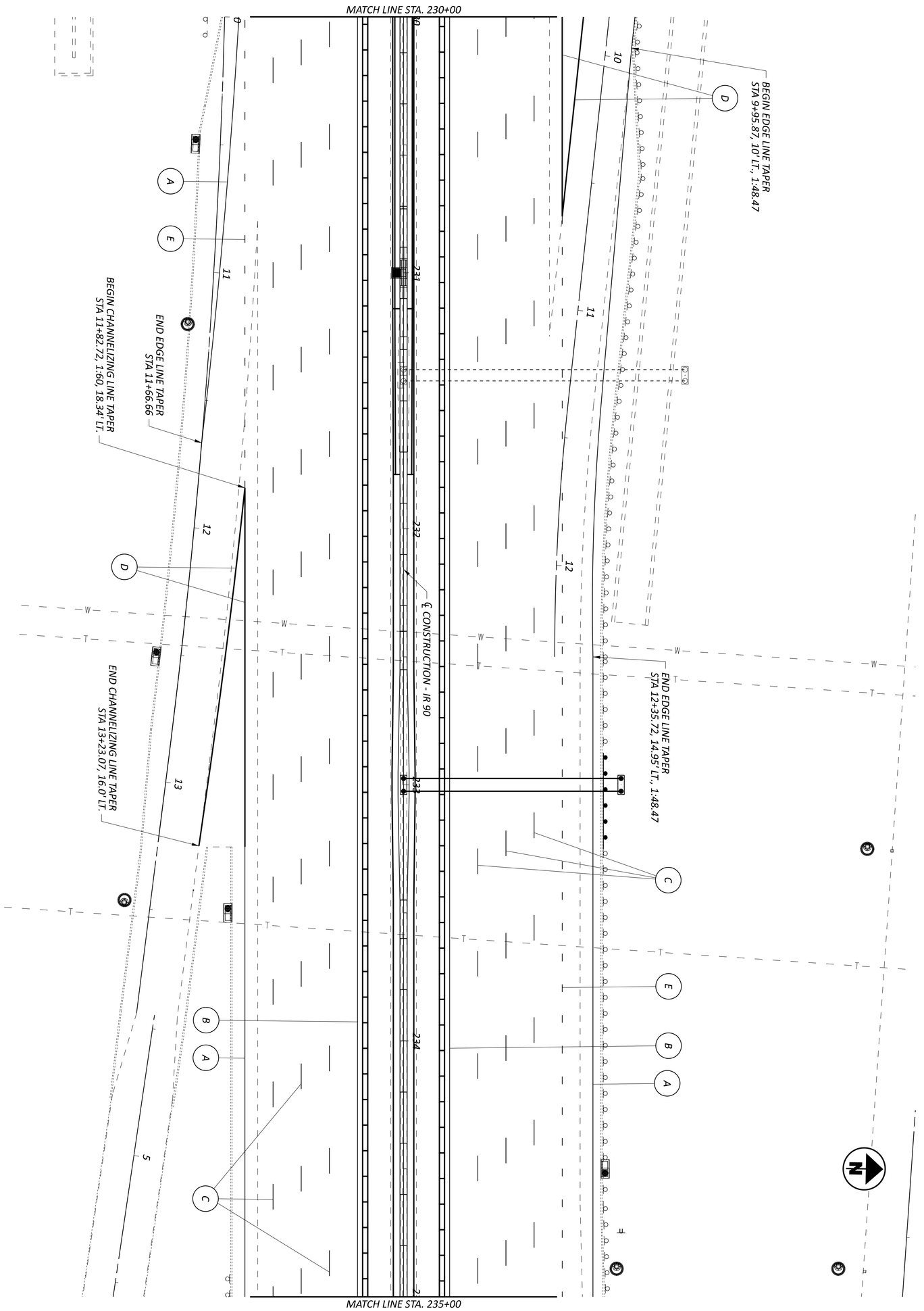
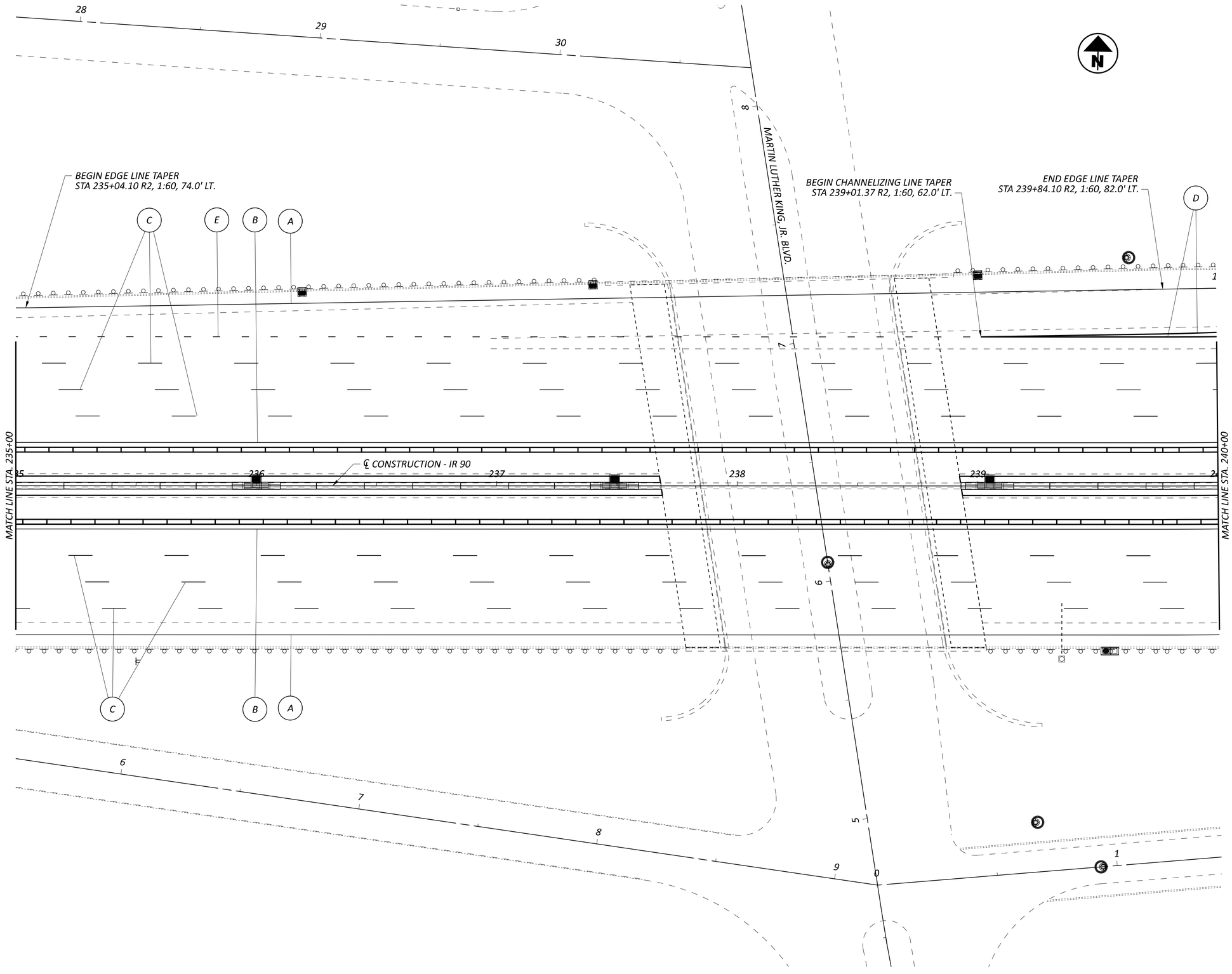



SEE SHEET P.022
FOR LEGEND

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.032 | TOTAL 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 230+00 TO STA. 235+00

HORIZONTAL SCALE IN FEET
0 20
10 40




SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 235+00 TO STA. 240+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.033 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR92 - Plan 11 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:11 PM USER: jgl255
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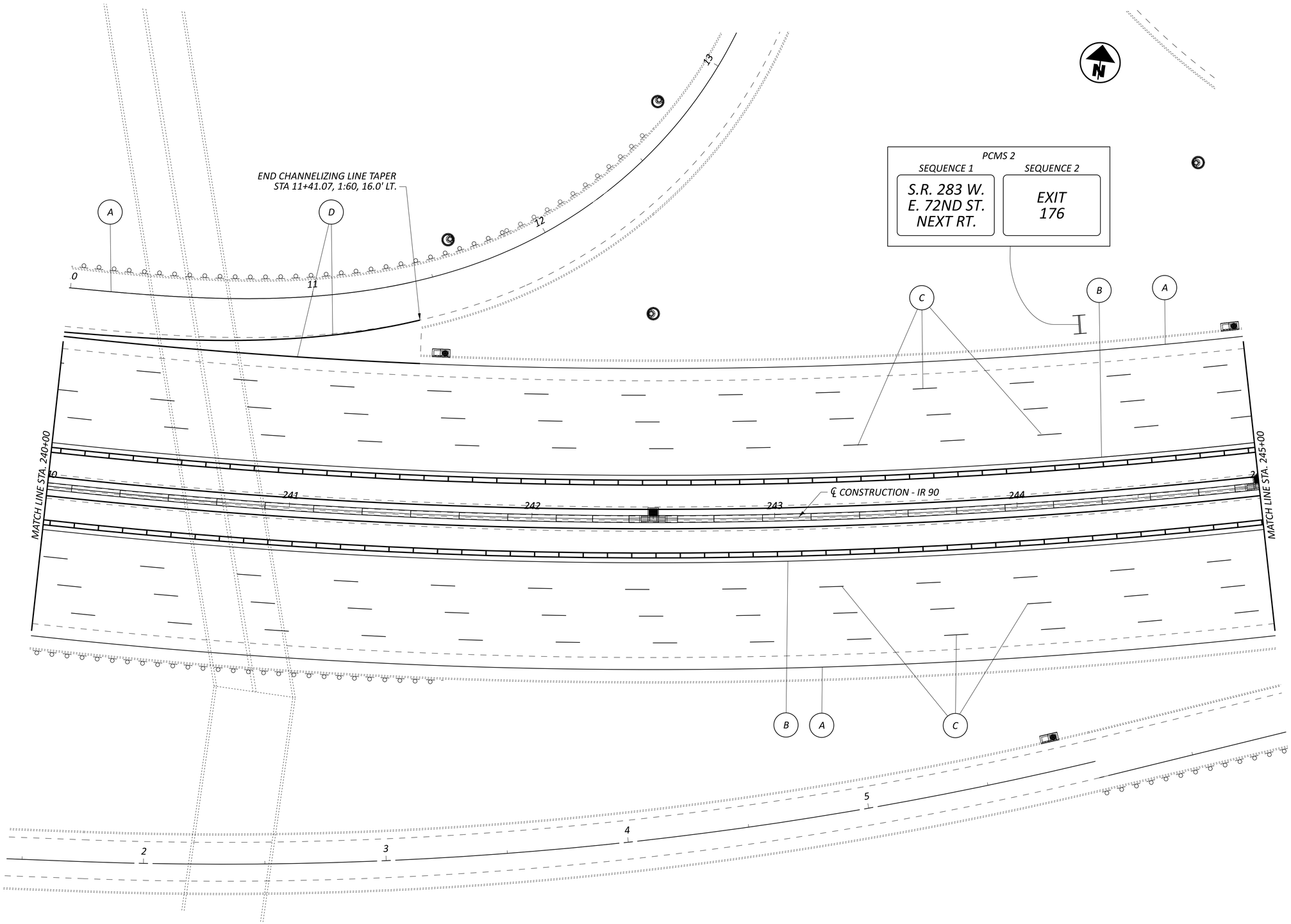


SEE SHEET P.022
FOR LEGEND

HORIZONTAL SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 240+00 TO STA. 245+00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.034 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

MODEL: CLX_IR92 - Plan 12 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:12 PM USER: jgl255
M:\25055\118680\400-Engineering\MOT\Sheets\118680_MP000.dgn

PCMS 1

| SEQUENCE 1 | SEQUENCE 2 |
|---|---|
| MLK JR DRIVE/ UNI CIR | EXIT 177 NO TRUCKS |

BEGIN EDGE LINE TAPER
STA 46+24.58, 1:60

BEGIN EDGE LINE TAPER
STA 46+24.58, 20.80' RT.

END EDGE/CHANNELIZING LINE TAPER
STA 47+61.68, 16.00' RT.

END EDGE LINE TAPER
STA 48+58.58, 3.90' LT

BEGIN CHANNELIZING LINE
STA 15+38.96, 16.0' LT.

BEGIN EDGE LINE TAPER
STA 247+40.27, 1:40, 82' RT

MATCH LINE STA. 245+00

MATCH LINE STA. 250+00

℄ CONSTRUCTION - IR 90

SAN

SEE SHEET P.022
FOR LEGEND

HORIZONTAL SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 245+00 TO STA. 250+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR92 - Plan 13 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:12 PM USER: jgl255
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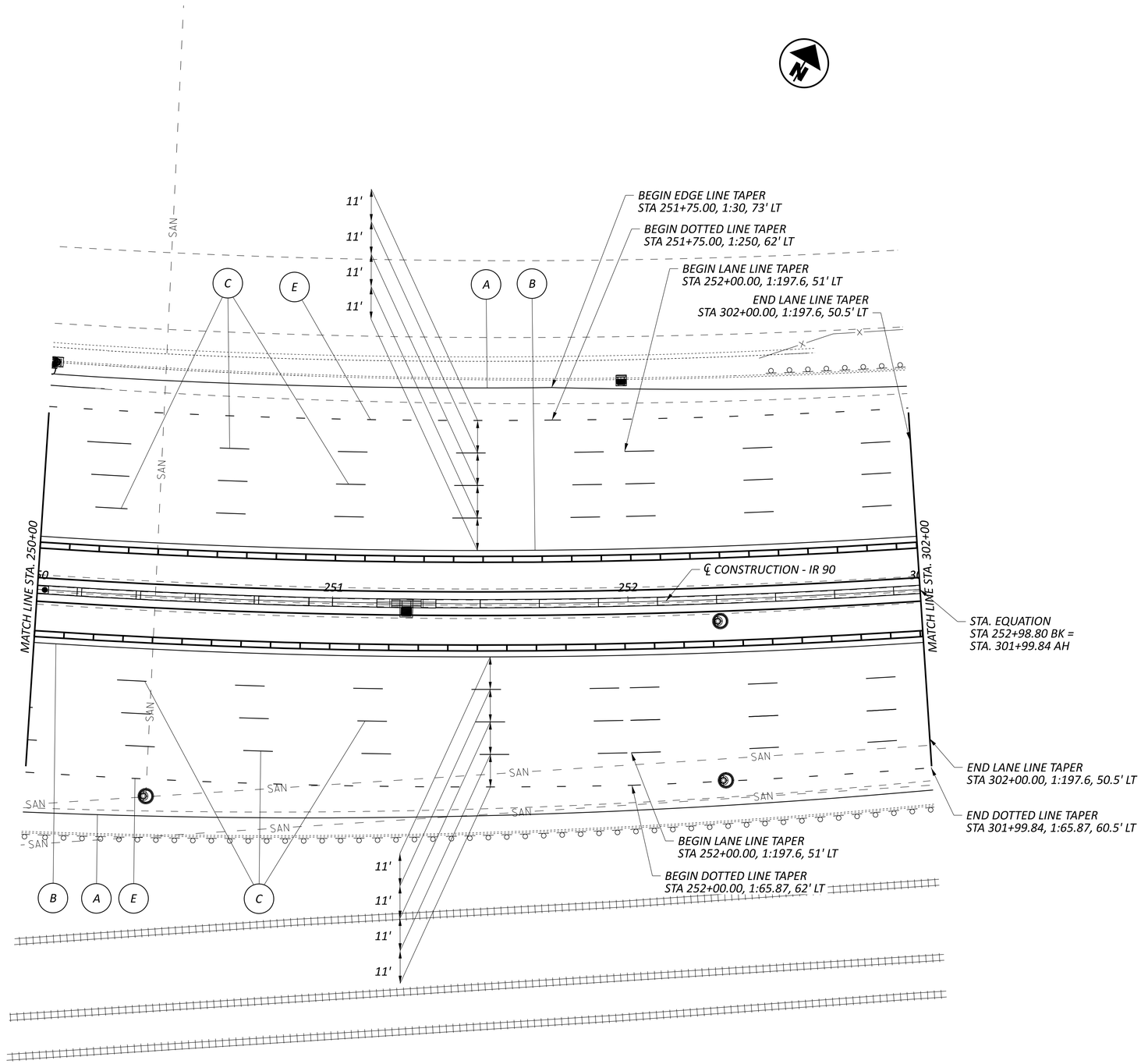
DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.035 TOTAL 208




SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 250+00 TO STA. 302+00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.036 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

MODEL: CLX_IR93 - Plan 14 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:13 PM USER: jgl255
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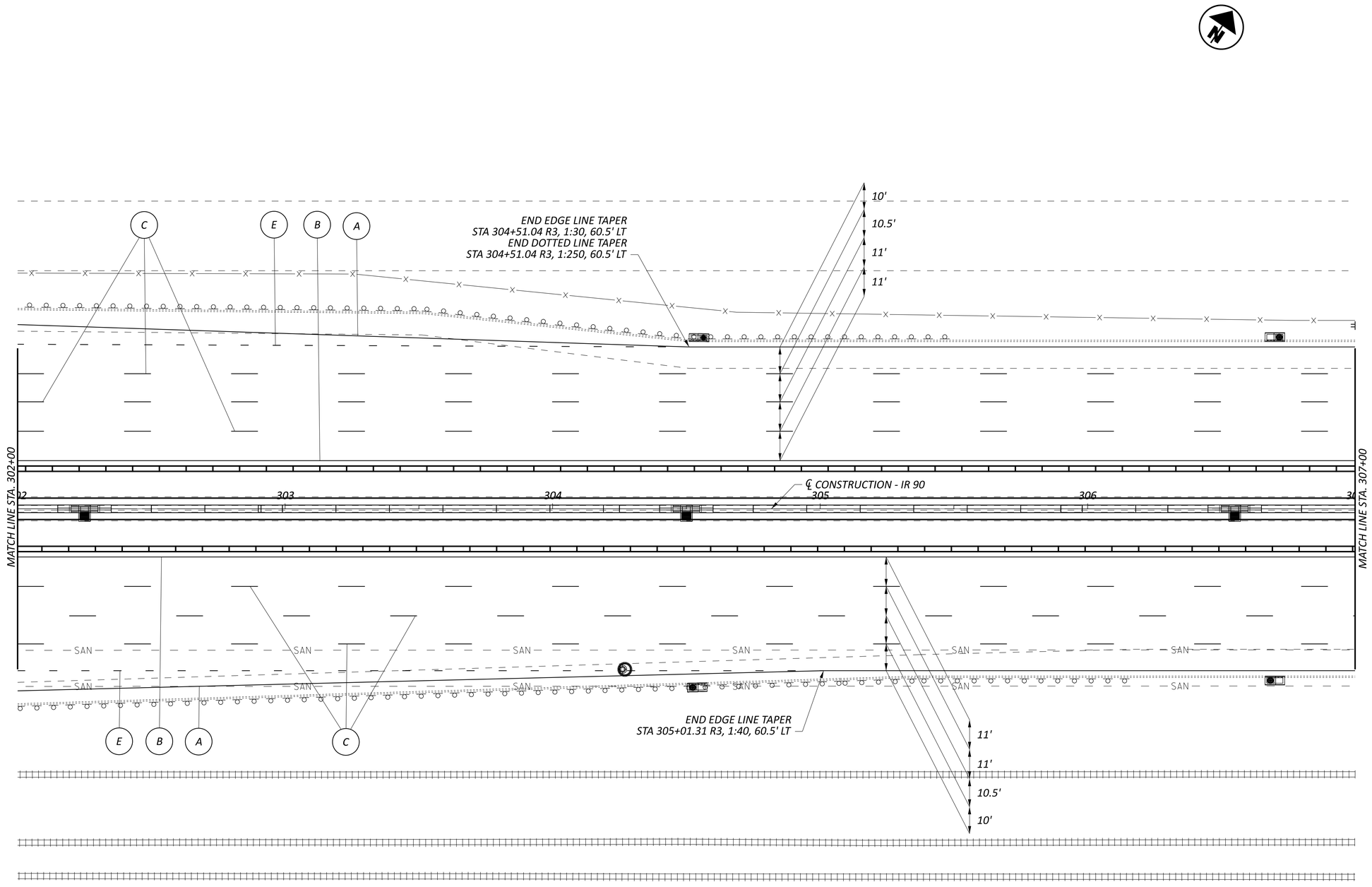


SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 302+00 TO STA. 307+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.037 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 15 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:13 PM USER: jgl255
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MODEL: CLX_IR94 - Plan 16 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:14 PM USER: jgl255
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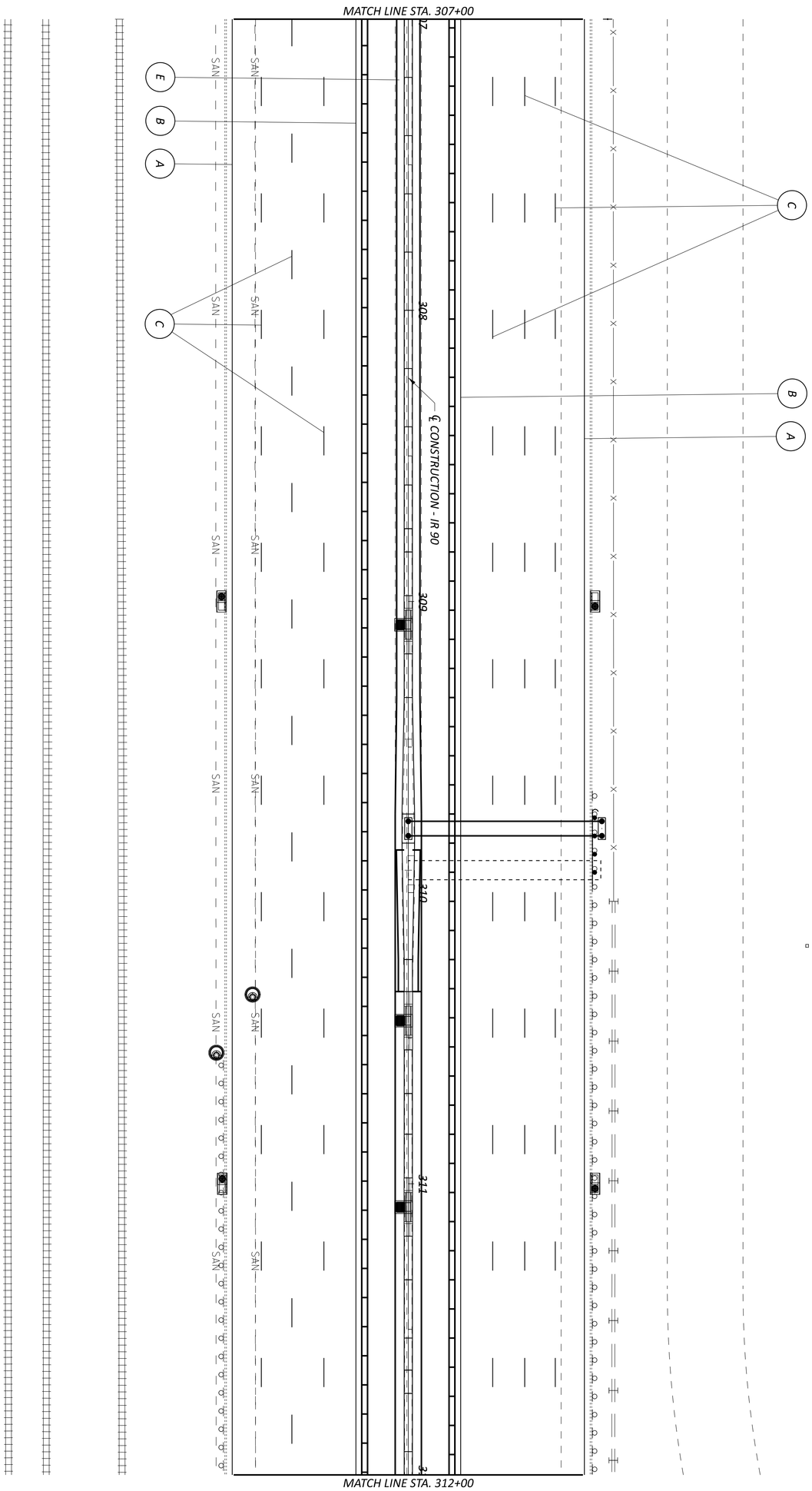


SEE SHEET P 022
FOR LEGEND

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.038 | TOTAL 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 307+00 TO STA. 312+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 17 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:15 PM USER: jgl255
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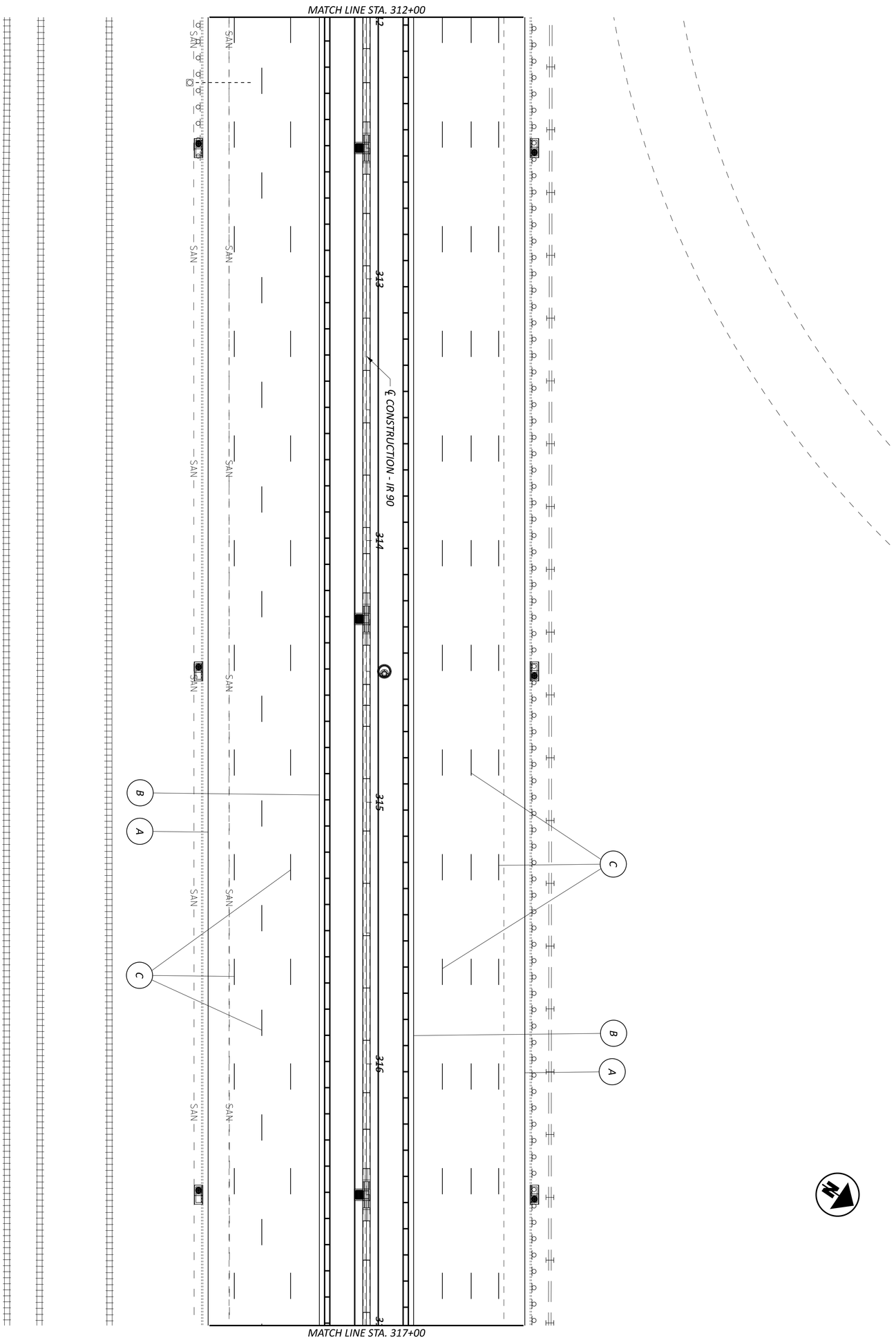


SEE SHEET P.022
FOR LEGEND

DESIGNER: KDH
REVIEWER: DAB 03/20/26
PROJECT ID: 118680
SHEET: P.039 | TOTAL: 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 312+00 TO STA. 317+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 18 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:15 PM USER: jgl255
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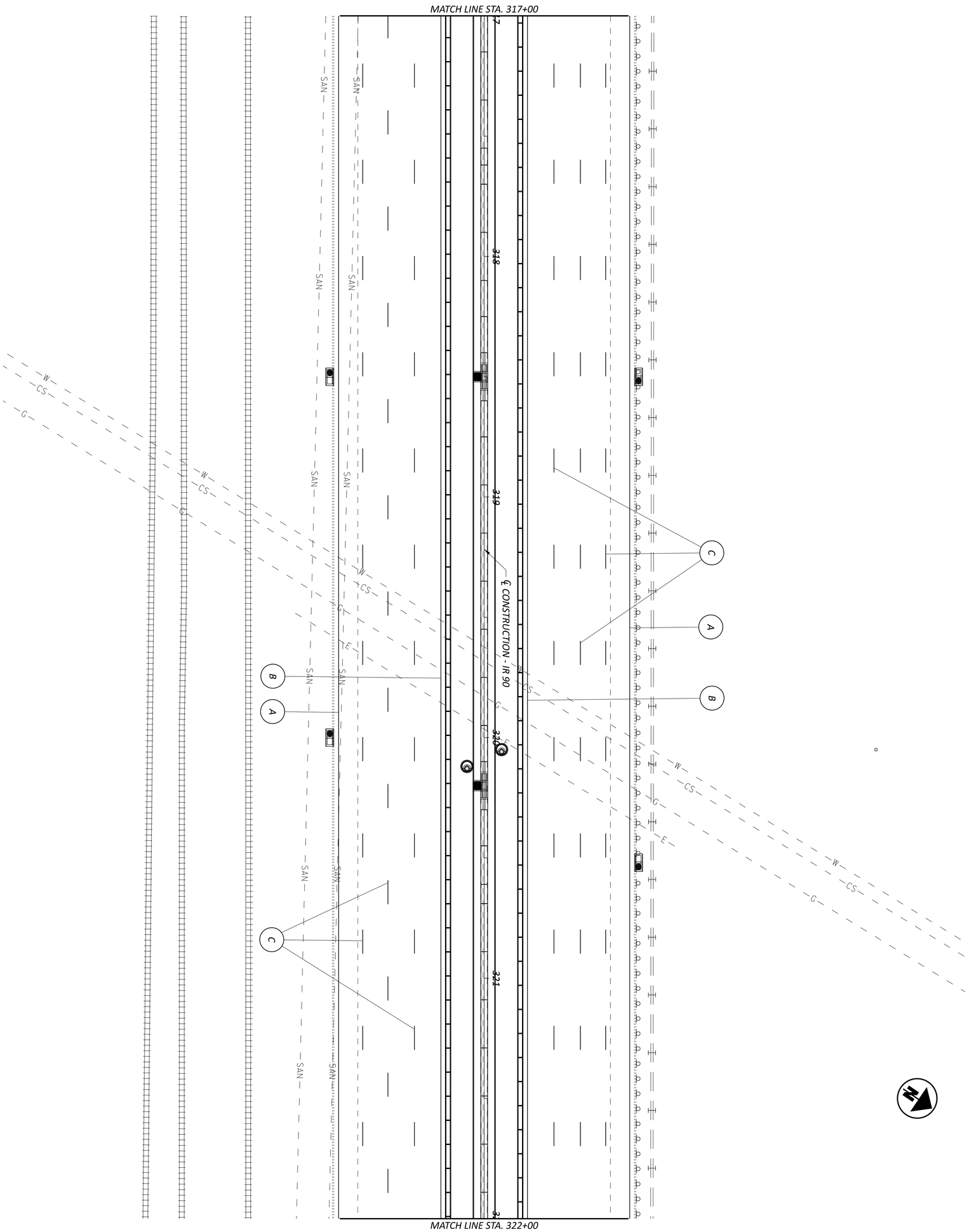


SEE SHEET P.022
FOR LEGEND

DESIGNER: KDH
REVIEWER: DAB 03/20/26
PROJECT ID: 118680
SHEET: P.040 | TOTAL: 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 317+00 TO STA. 322+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 19 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:16 PM USER: jgl255
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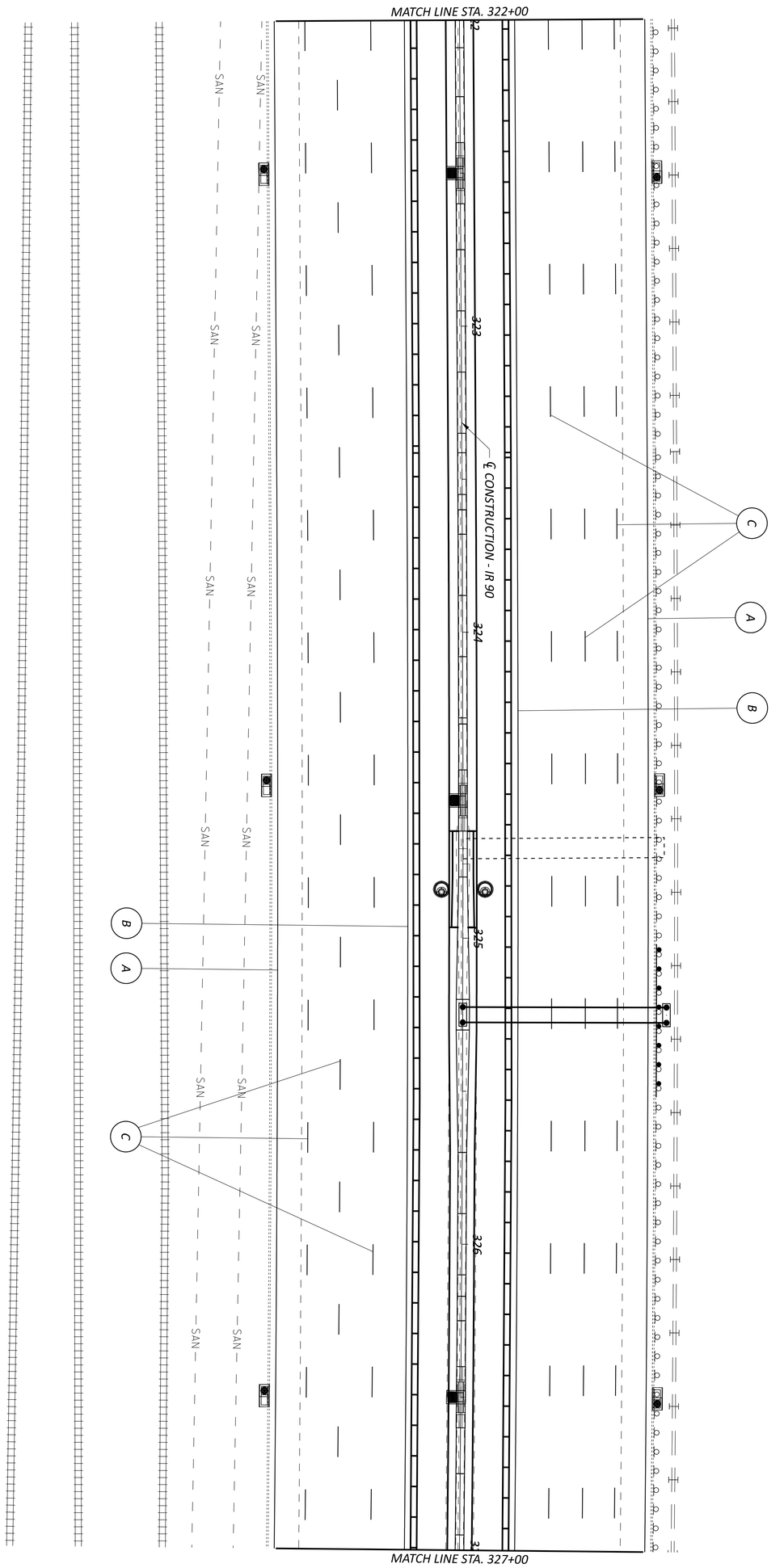


SEE SHEET P.022
FOR LEGEND

MAINTENANCE OF TRAFFIC PLANS
IR-90, STA. 322+00 TO STA. 327+00

HORIZONTAL SCALE IN FEET
0 20
10 40

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.041 TOTAL 208

MODEL: CLX_IR94 - Plan 20 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:16 PM USER: jgl255
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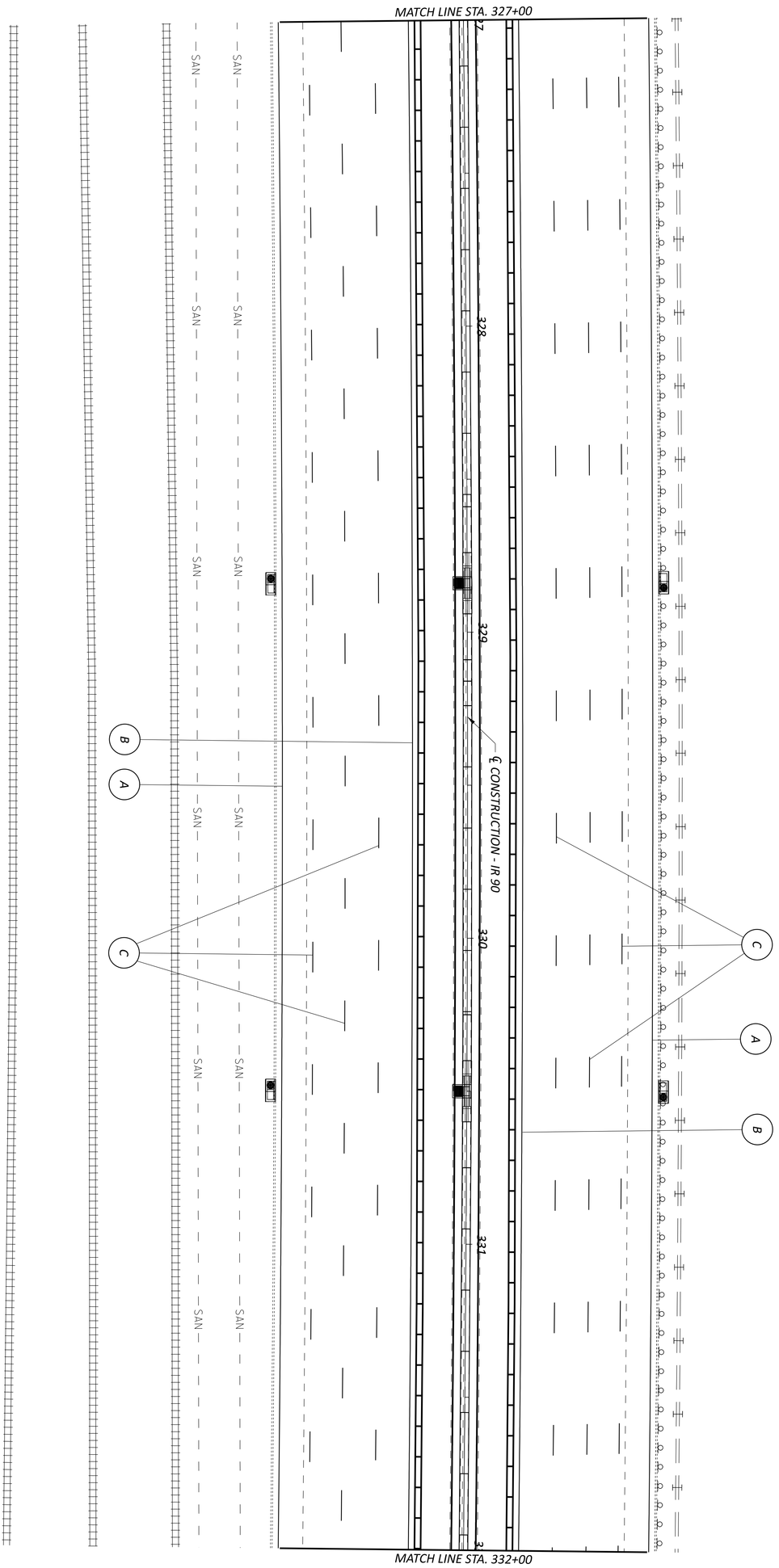


SEE SHEET P.022
FOR LEGEND

DESIGNER: KDH
REVIEWER: DAB 03/20/26
PROJECT ID: 118680
SHEET: P.042 | TOTAL: 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 327+00 TO STA. 332+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 21 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:17 PM USER: jgl255
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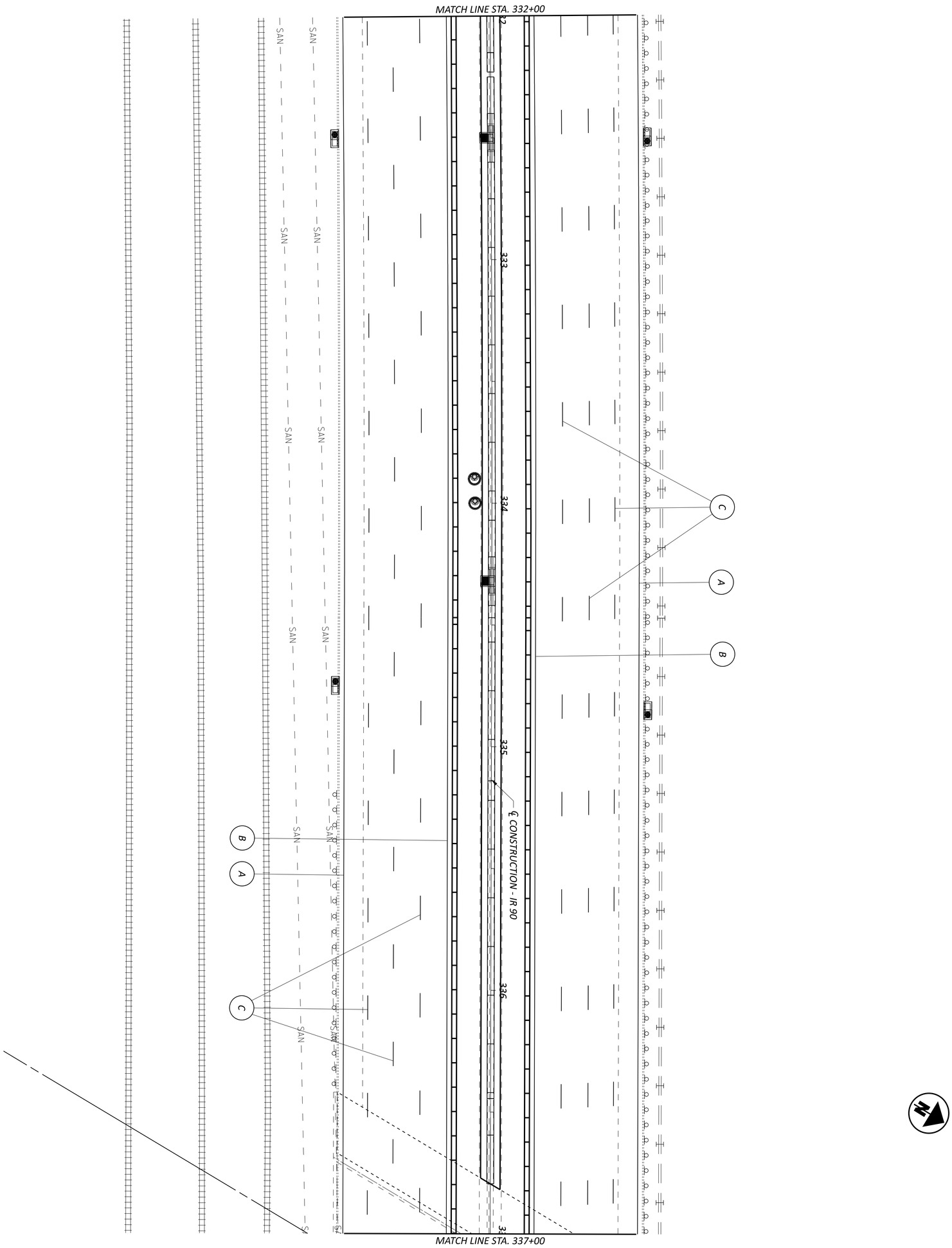


SEE SHEET P 022
FOR LEGEND

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 332+00 TO STA. 337+00

HORIZONTAL SCALE IN FEET
0 20
10 40

DESIGNER: KDH
REVIEWER: DAB 03/20/26
PROJECT ID: 118680
SHEET: P.043 | TOTAL: 208
DESIGN AGENCY

MODEL: CLX_IR94 - Plan 22 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:17 PM USER: jgl255
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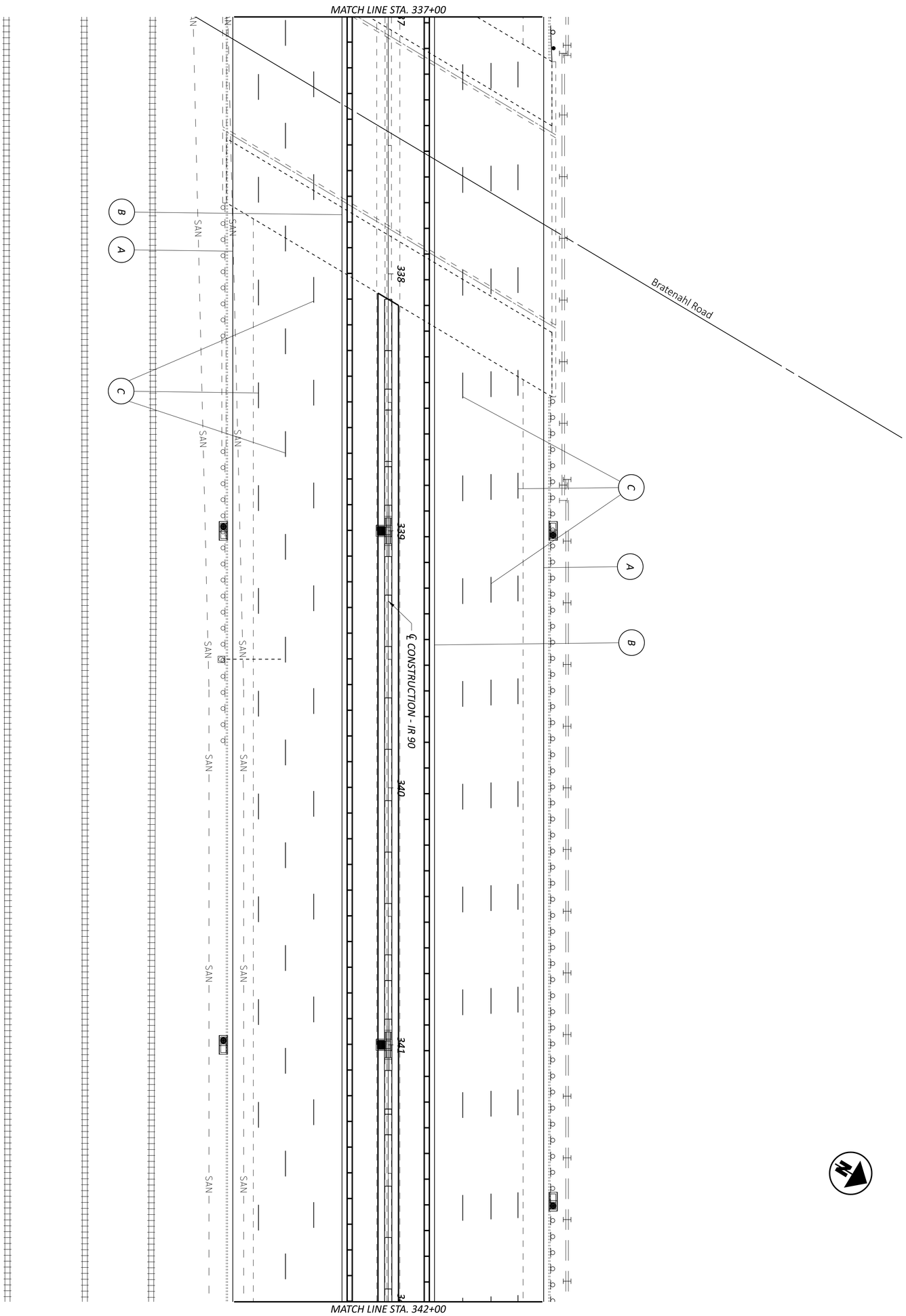


SEE SHEET P.022
FOR LEGEND

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.044 TOTAL 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 337+00 TO STA. 342+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 23 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:18 PM USER: jgl255
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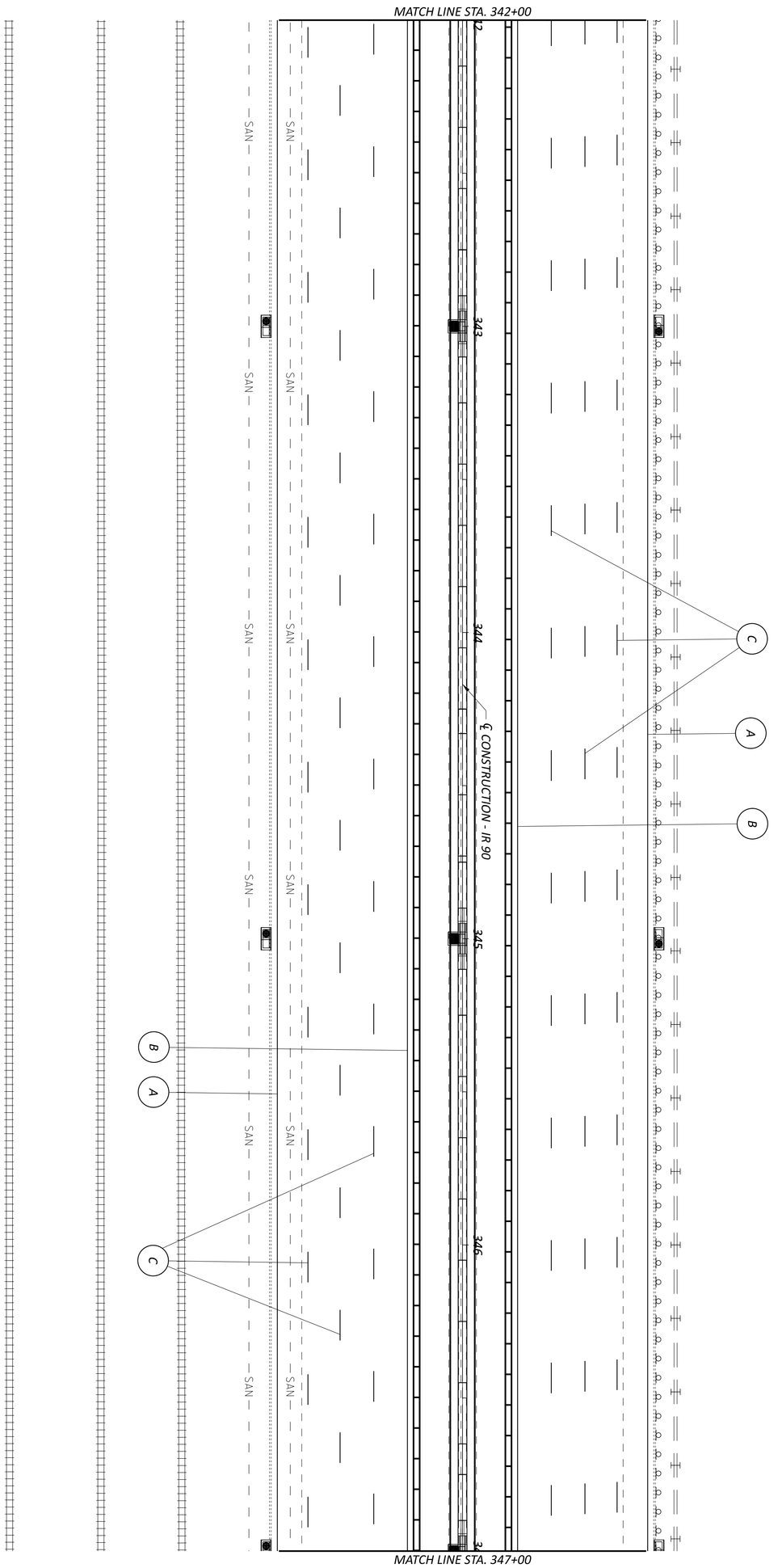


SEE SHEET P 022
FOR LEGEND

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 342+00 TO STA. 347+00

HORIZONTAL SCALE IN FEET
0 20
10 40

| DESIGNER | REVIEWER | PROJECT ID | SHEET | TOTAL |
|---|---|---|---|---|
| KDH | DAB 03/20/26 | 118680 | P.045 | 208 |

DESIGN AGENCY

MODEL: CLX_IR94 - Plan 24 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:18 PM USER: jgl255
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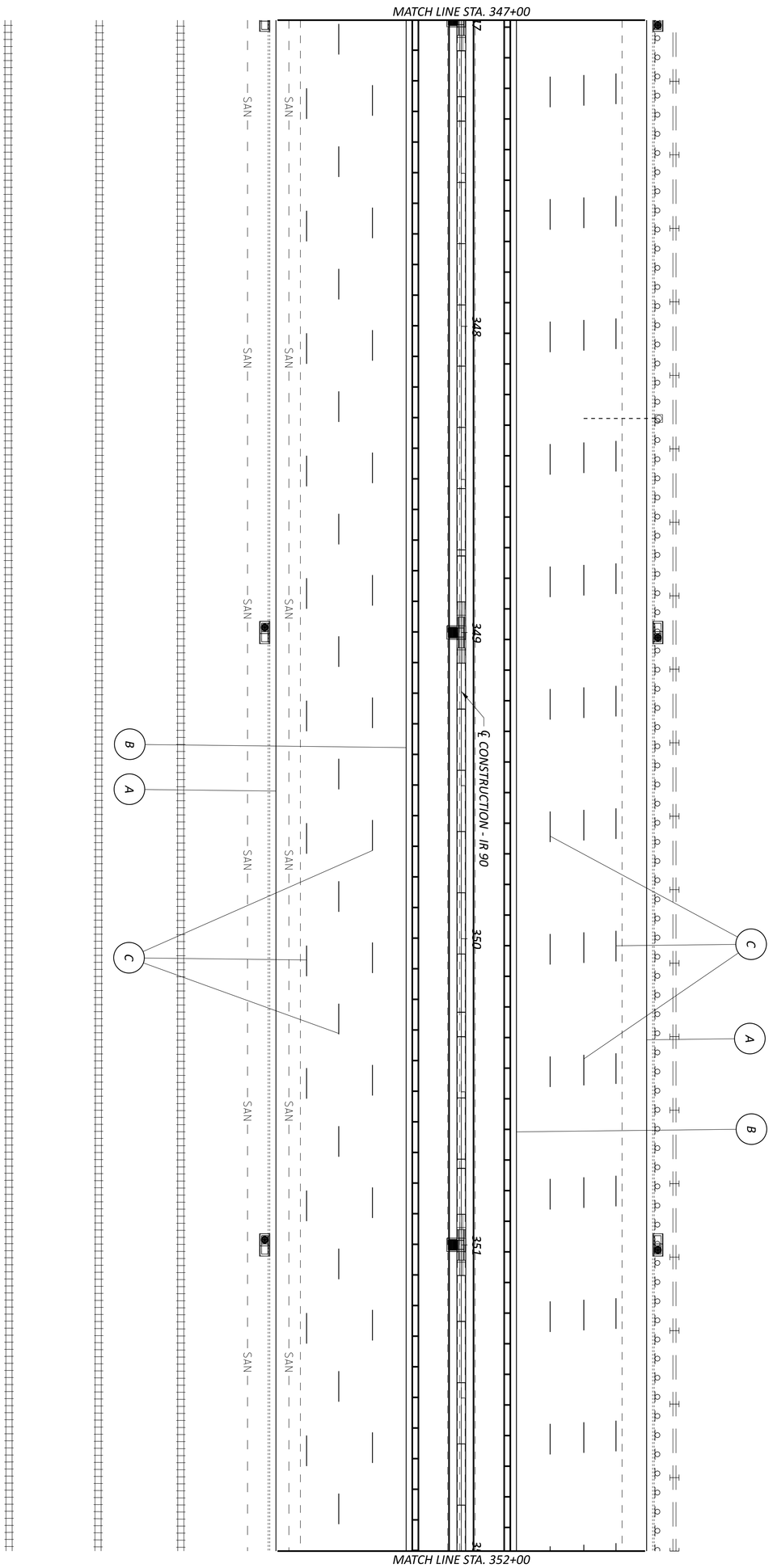



SEE SHEET P 022
FOR LEGEND

DESIGN AGENCY

DESIGNER KDH

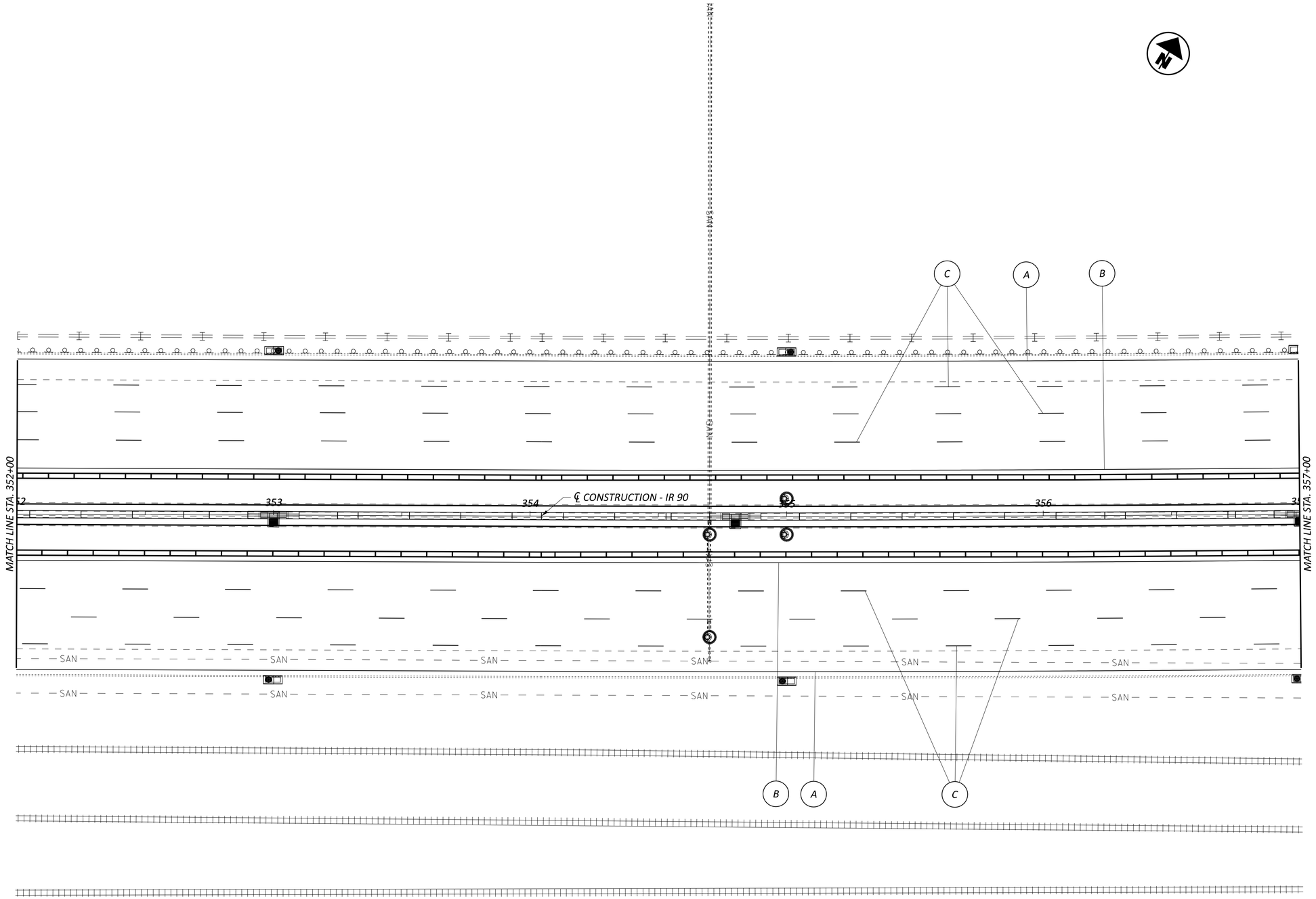
REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.046 | TOTAL 208

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 347+00 TO STA. 352+00

HORIZONTAL SCALE IN FEET
0 20
10 40




SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 352+00 TO STA. 357+00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.047 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 25 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:19 PM USER: jgl255
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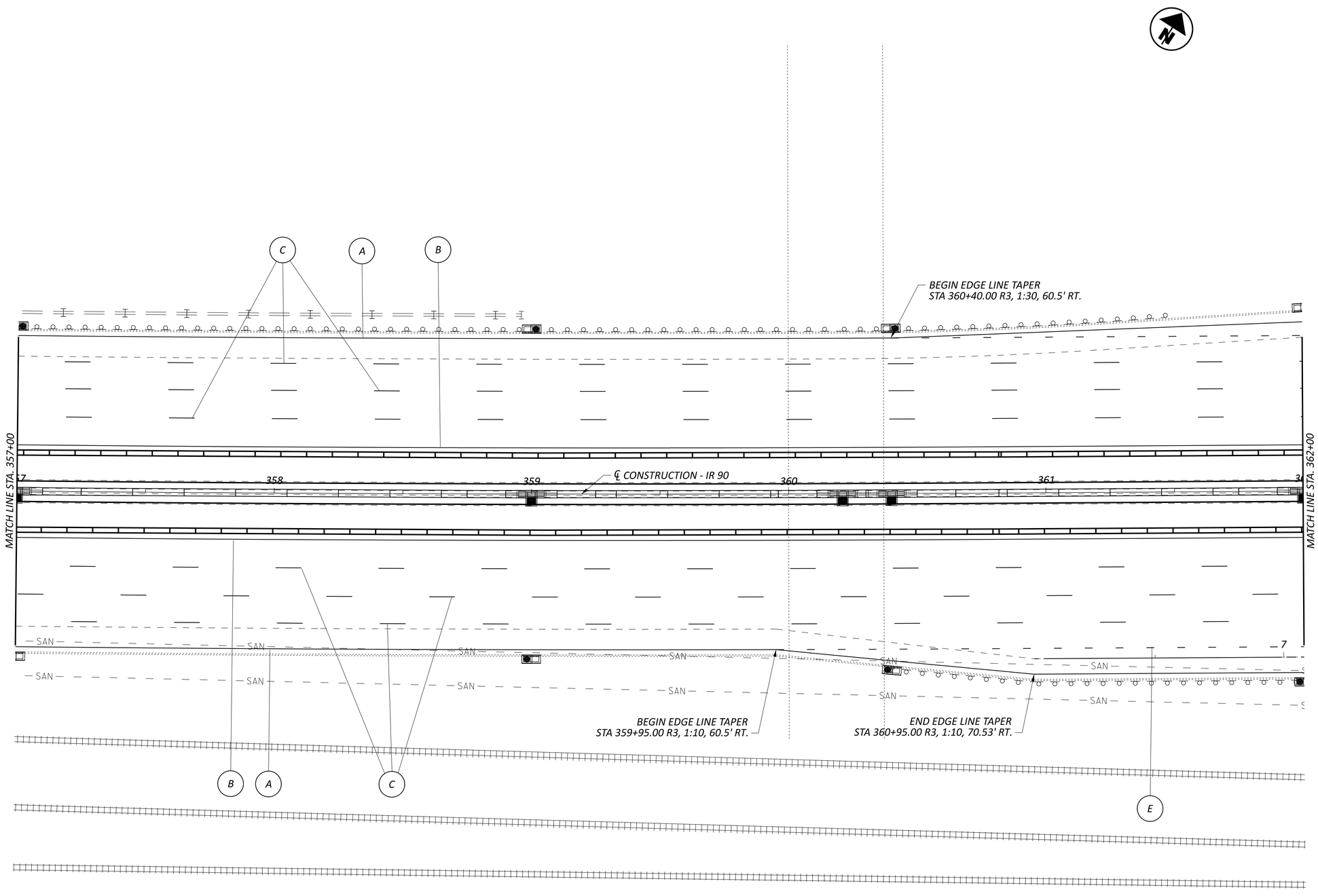


SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 357+00 TO STA. 362+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.048 | TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 26 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:20 PM USER: jgl255
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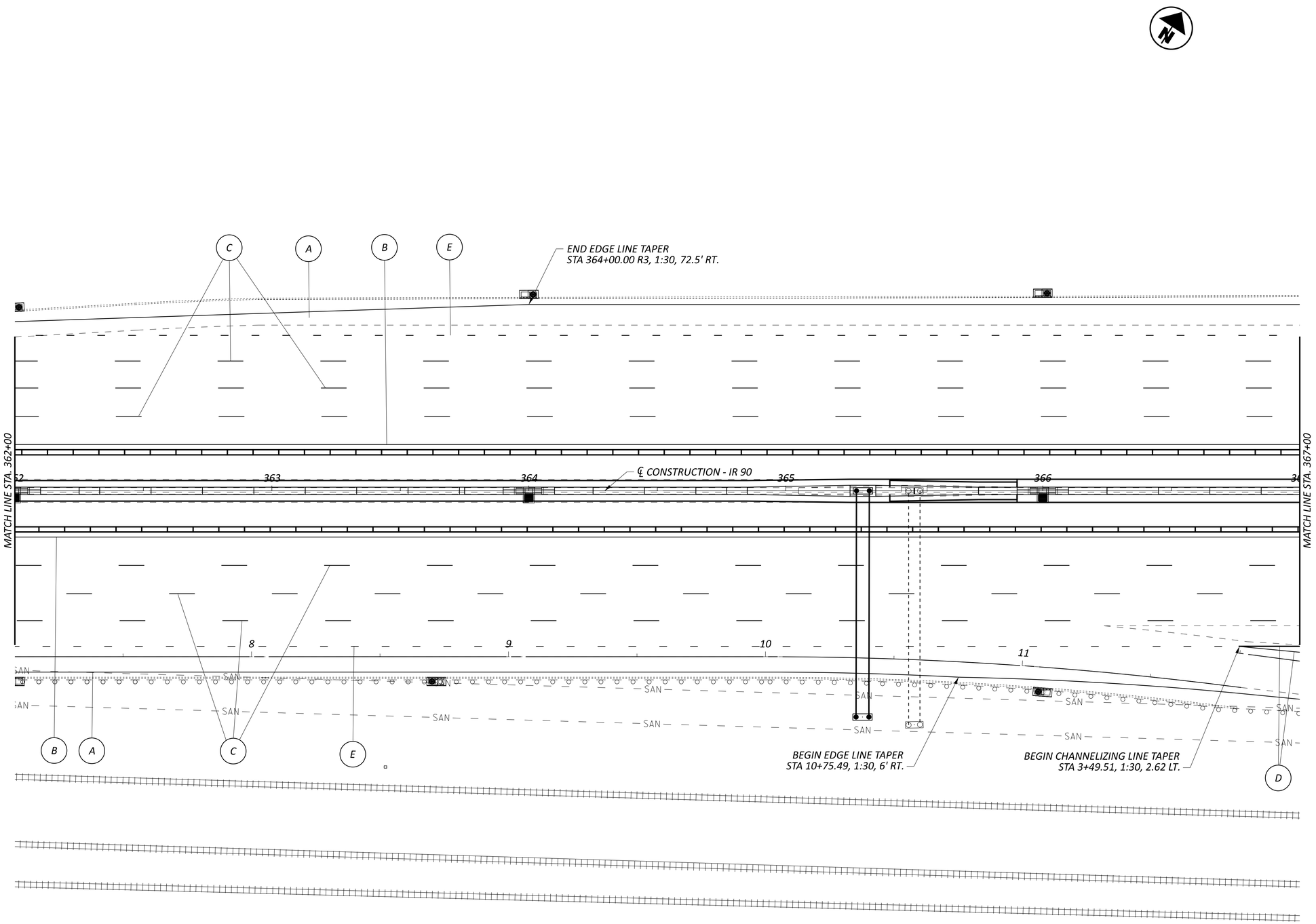


SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 362+00 TO STA. 367+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.049 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 27 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:21 PM USER: jgl255
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MODEL: CLX_IR94 - Plan 28 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:21 PM USER: jgl255
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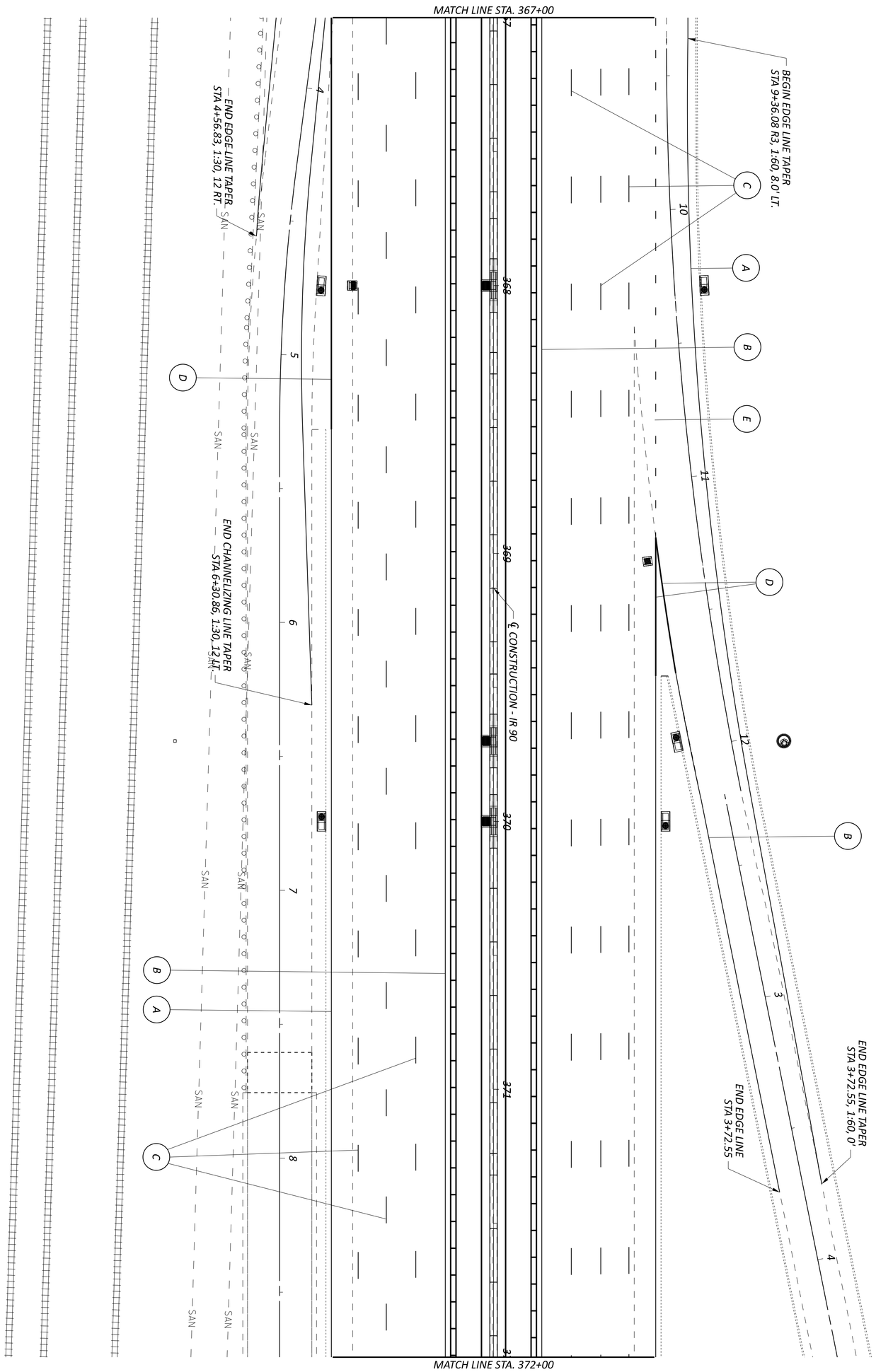


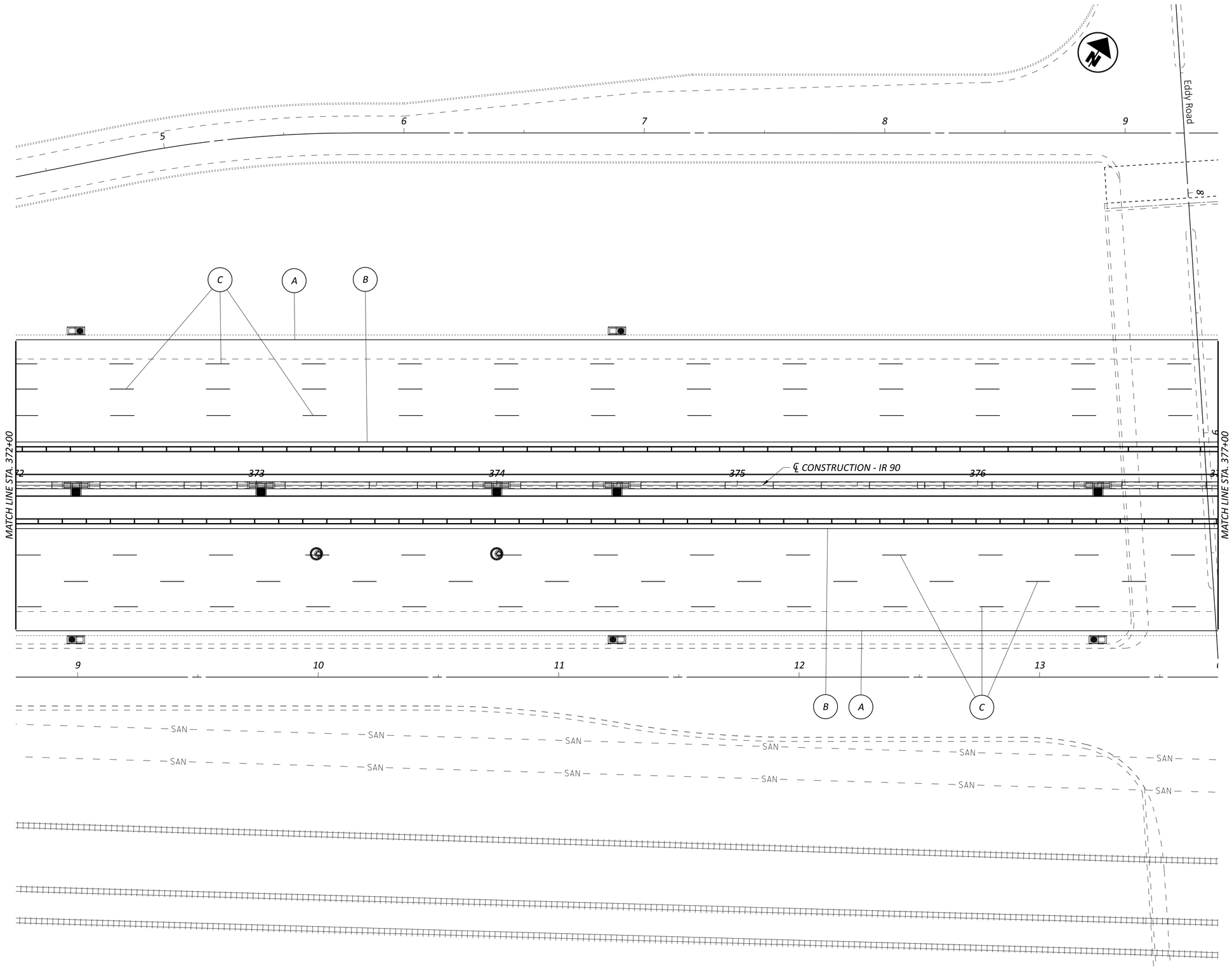

SEE SHEET P 022
FOR LEGEND

| DESIGNER | DESIGN AGENCY |
|---|---|
| KDH | |

| REVIEWER | PROJECT ID | SHEET | TOTAL |
|---|---|---|---|
| DAB 03/20/26 | 118680 | P 050 | 208 |

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 367+00 TO STA. 372+00

HORIZONTAL SCALE IN FEET
0 20
10 40




SEE SHEET P.022
FOR LEGEND

HORIZONTAL SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 372+00 TO STA. 377+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.051 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 29 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:22 PM USER: jgl255
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MODEL: CLX_IR94 - Plan 30 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:23 PM USER: jgl255
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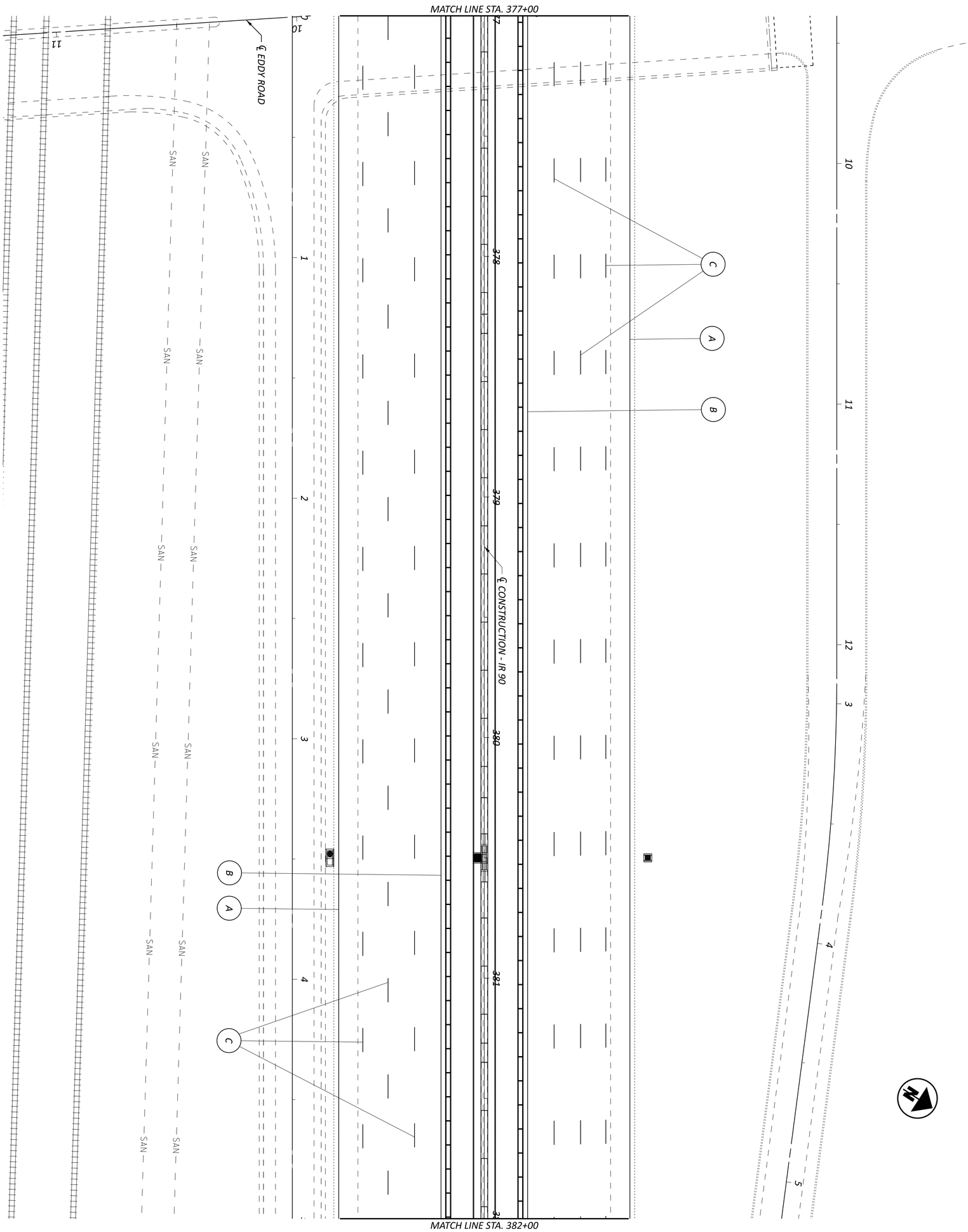
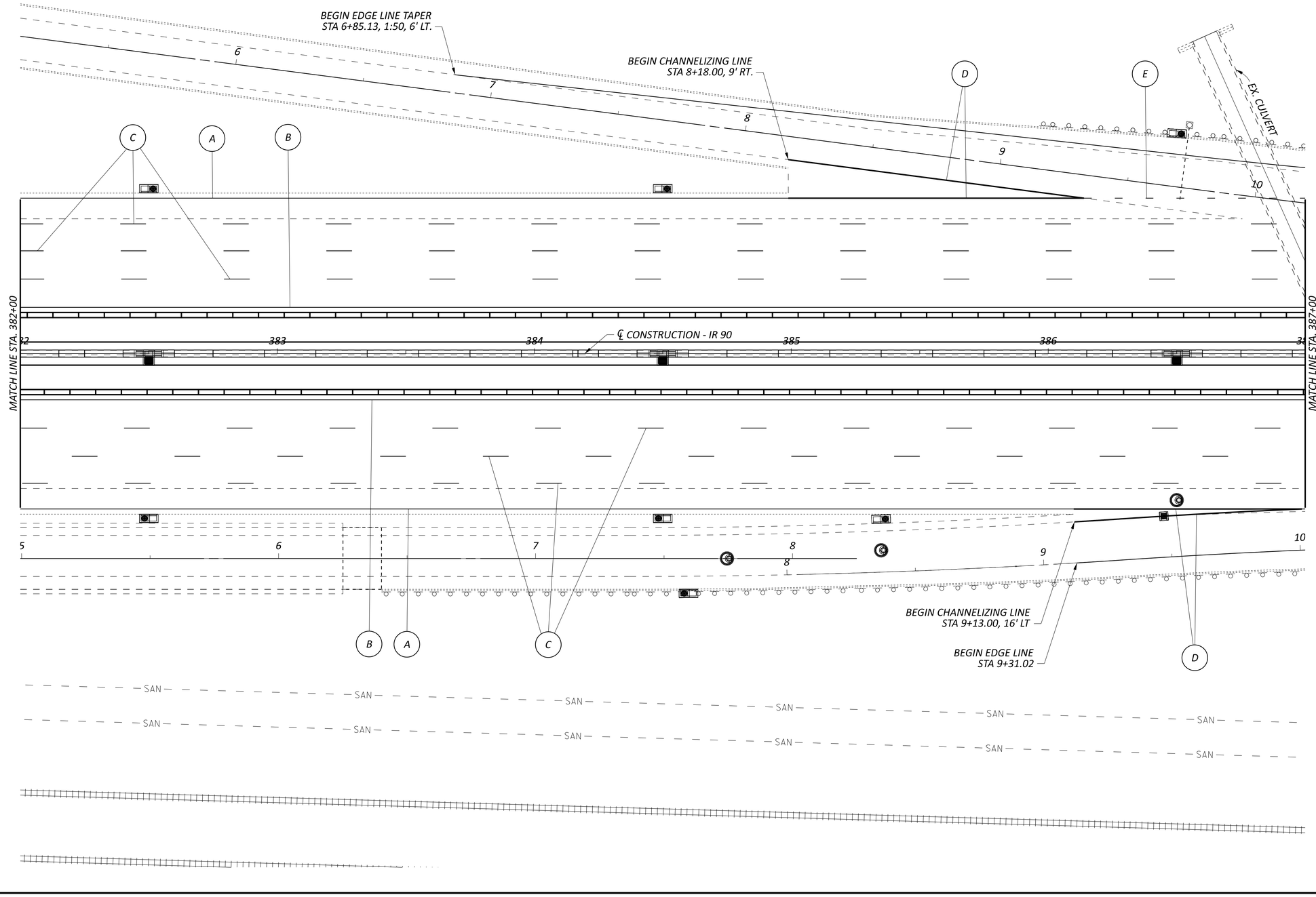



SEE SHEET P.022
FOR LEGEND

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.052 TOTAL 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 377+00 TO STA. 382+00

HORIZONTAL SCALE IN FEET
0 20
10 40




SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 382+00 TO STA. 387+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.053 | TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 31 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:23 PM USER: jgl255
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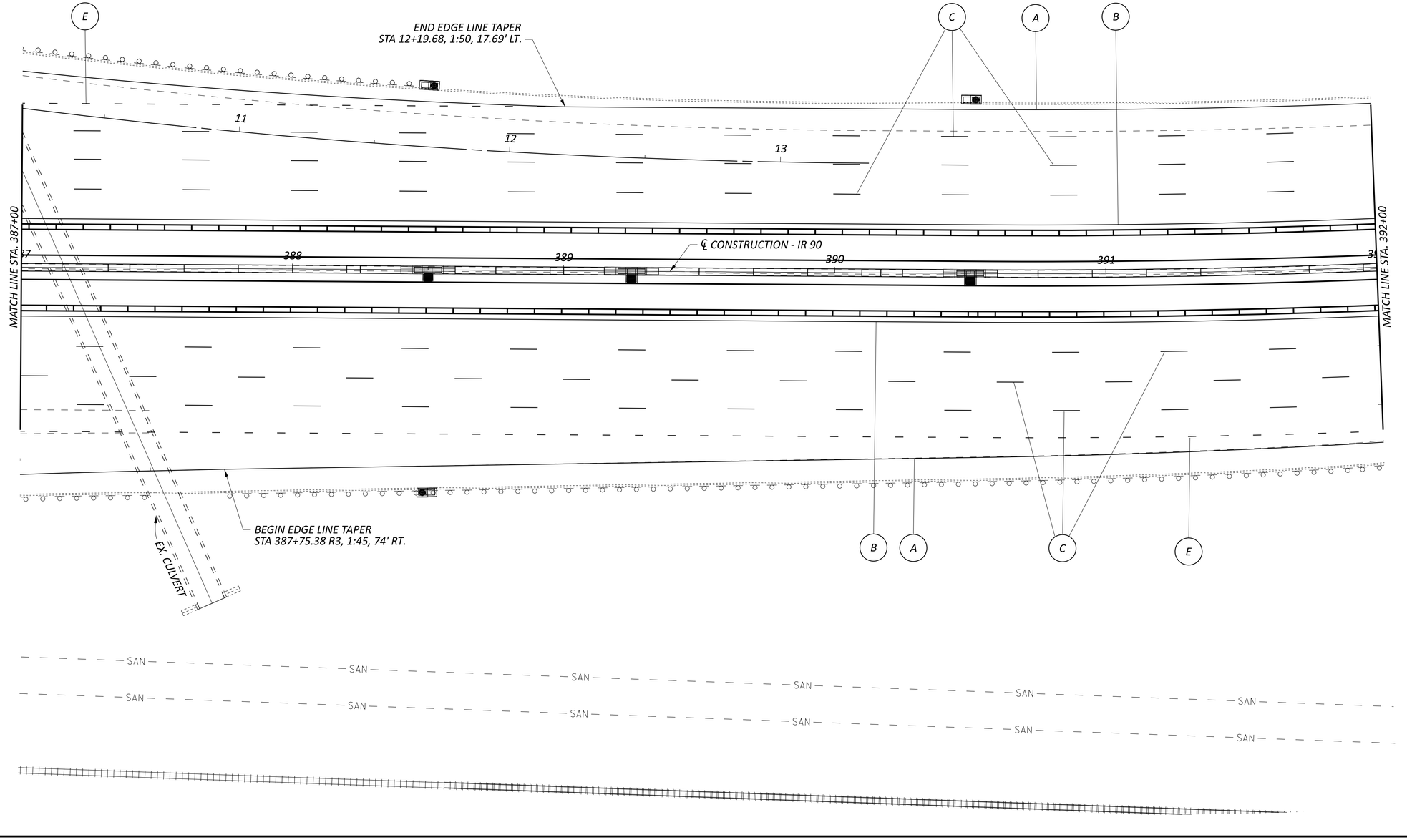


SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 387+00 TO STA. 392+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 32 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:24 PM USER: jgl255
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DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.054 | TOTAL 208

MODEL: CLX_IR94 - Plan 33 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:24 PM USER: jgl255
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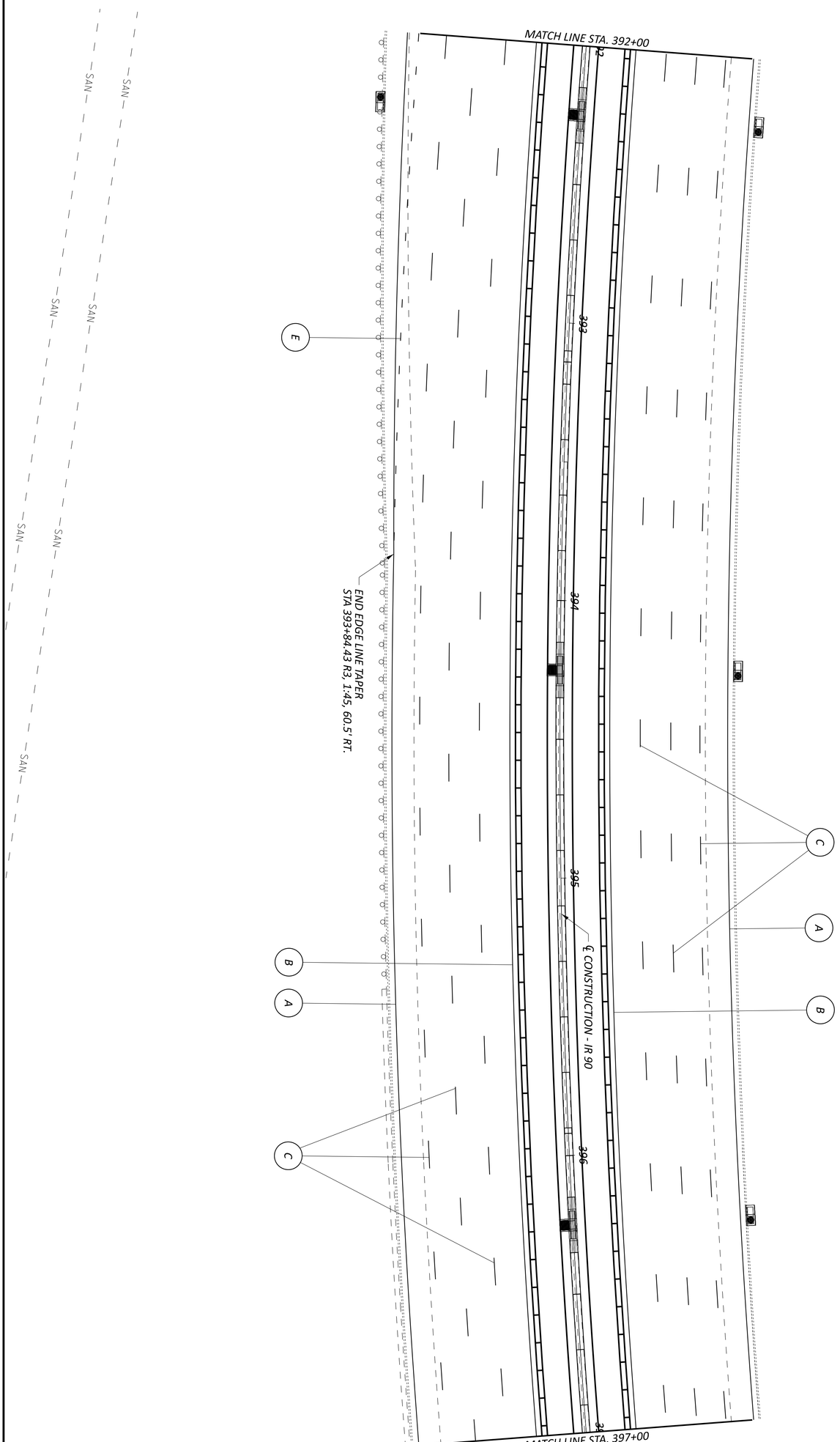


SEE SHEET P 022
FOR LEGEND

DESIGNER: KDH
REVIEWER: DAB 03/20/26
PROJECT ID: 118680
SHEET: P 055 | TOTAL: 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 392+00 TO STA. 397+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 34 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:25 PM USER: jgl255
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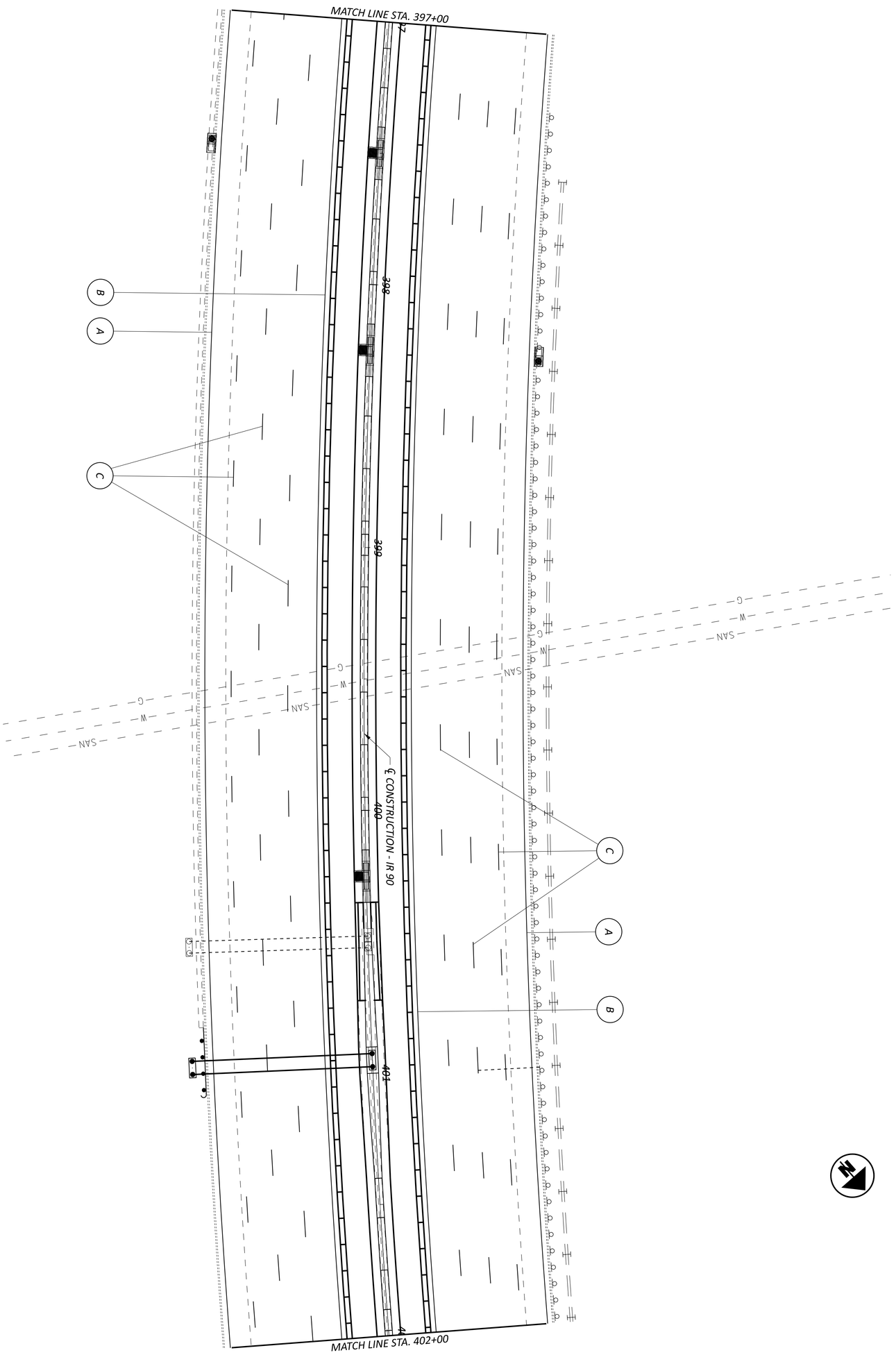


SEE SHEET P 022
FOR LEGEND

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 397+00 TO STA. 402+00

HORIZONTAL SCALE IN FEET
0 20
10 40

| SHEET | TOTAL |
|---|---|
| P.056 | 208 |

PROJECT ID: 118680

REVIEWER: DAB 03/20/26

DESIGNER: KDH

DESIGN AGENCY

MODEL: CLX_IR94 - Plan 35 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:25 PM USER: jgl255
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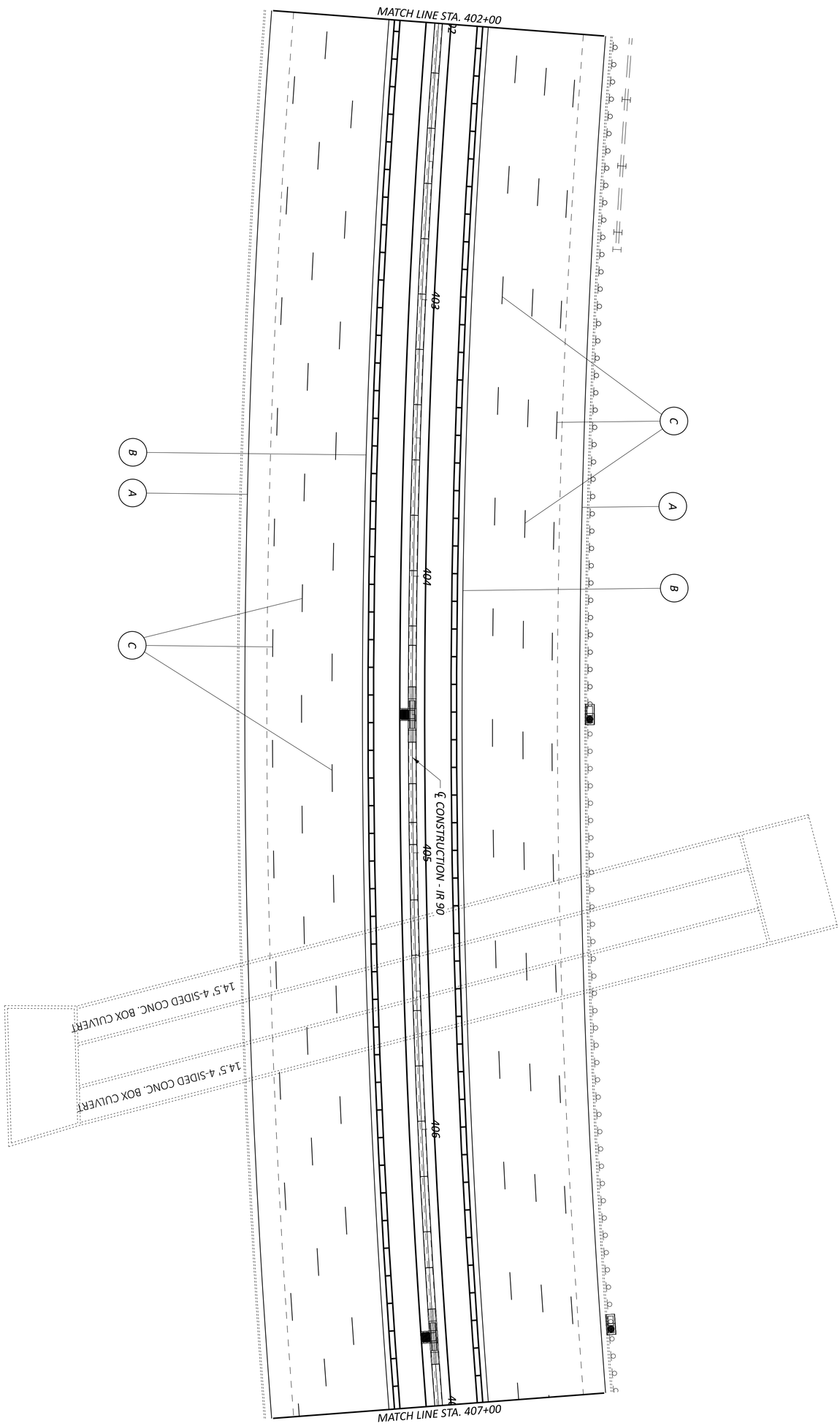


SEE SHEET P.022
FOR LEGEND

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 402+00 TO STA. 407+00

HORIZONTAL SCALE IN FEET
0 20
10 40

| SHEET | TOTAL |
|---|---|
| P.057 | 208 |

PROJECT ID: 118680

REVIEWER: DAB 03/20/26

DESIGNER: KDH

DESIGN AGENCY

MODEL: CLX_IR94 - Plan 36 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:26 PM USER: jgl255
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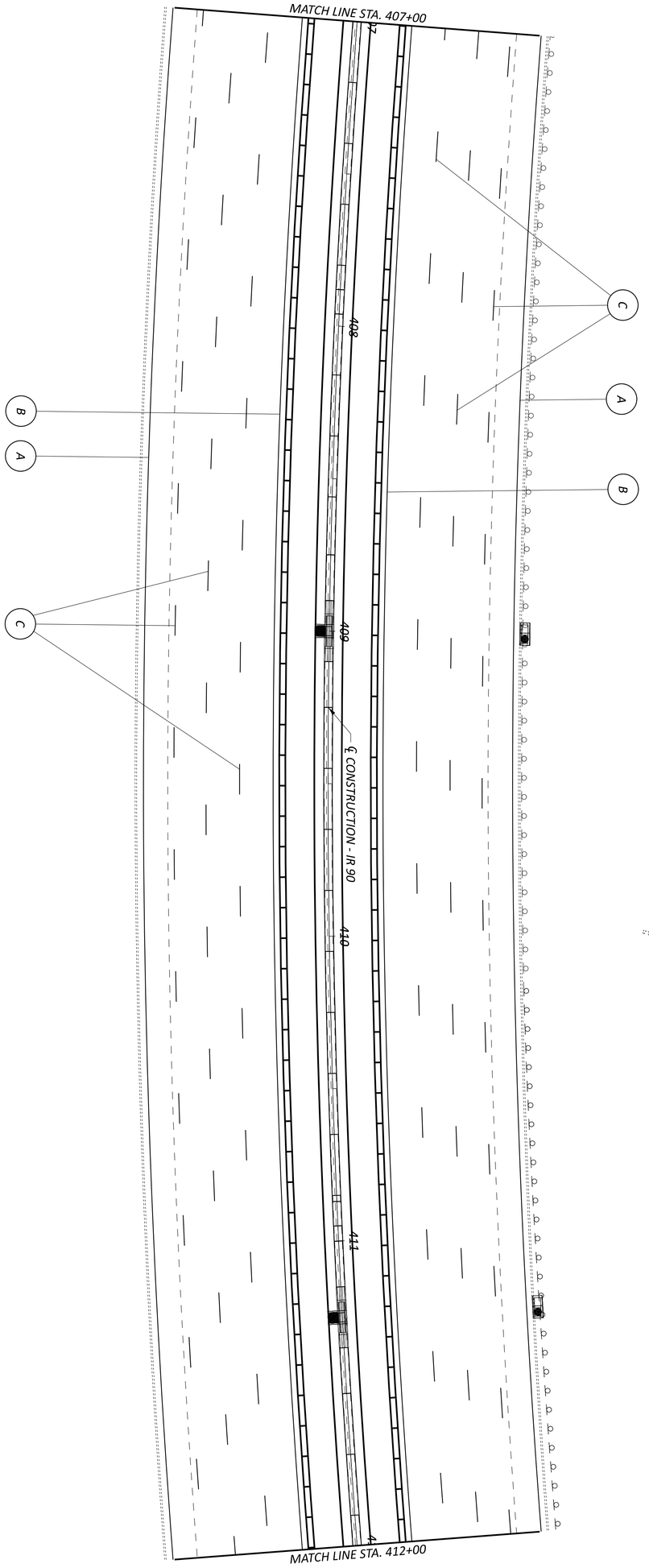


SEE SHEET P 022
FOR LEGEND

| SHEET | TOTAL |
|---|---|
| P 058 | 208 |

PROJECT ID: 118680

REVIEWER: DAB 03/20/26

DESIGNER: KDH

DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 407+00 TO STA. 412+00

HORIZONTAL SCALE IN FEET

0 20
10 40

MODEL: CLX_IR94 - Plan 37 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:26 PM USER: jgl255
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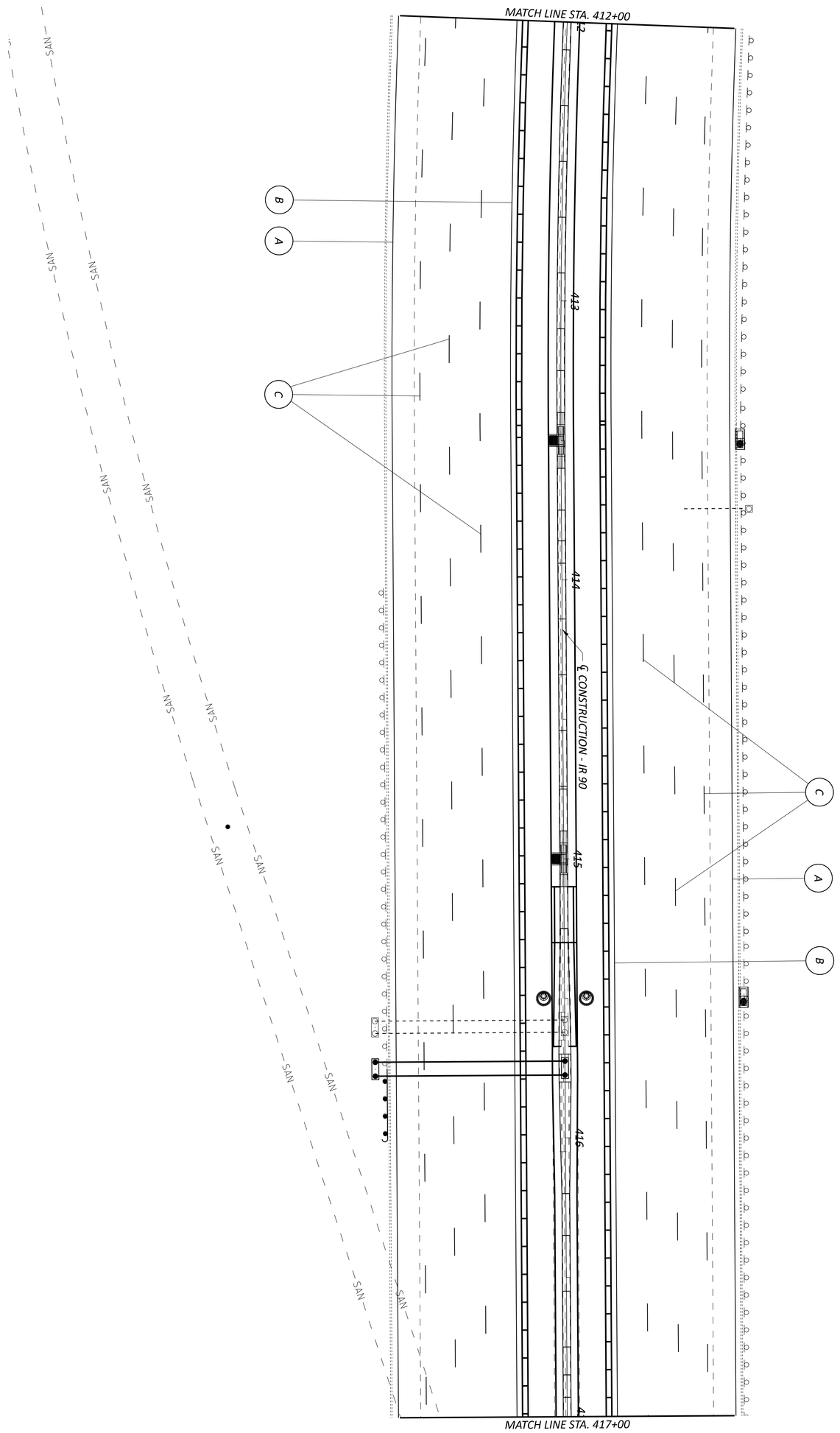


SEE SHEET P.022
FOR LEGEND

| SHEET | TOTAL |
|---|---|
| P.059 | 208 |

PROJECT ID: 118680

REVIEWER: DAB 03/20/26

DESIGNER: KDH

DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 412+00 TO STA. 417+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 38 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:27 PM USER: jgl255
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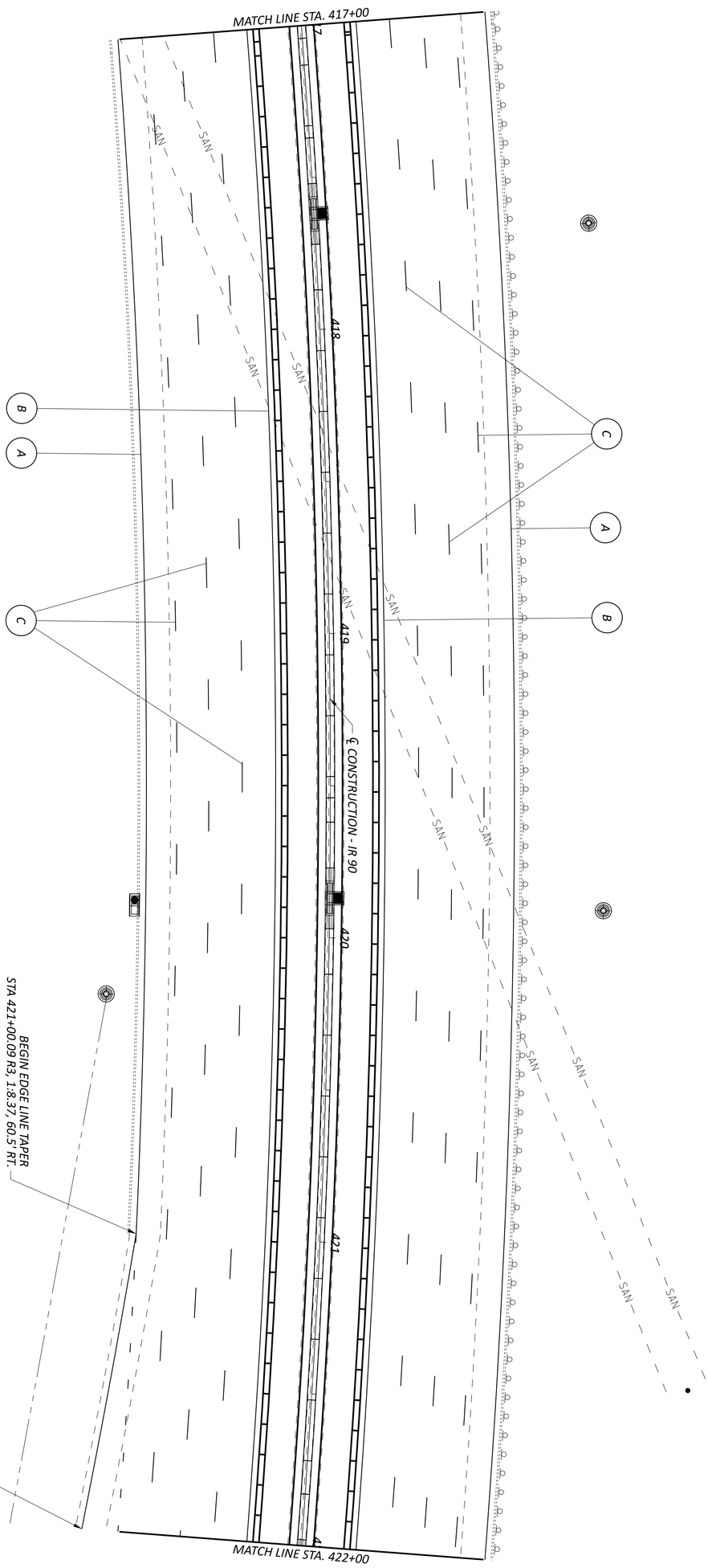


SEE SHEET P.022
FOR LEGEND

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.060 TOTAL 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 417+00 TO STA. 422+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 39 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:27 PM USER: jgl255
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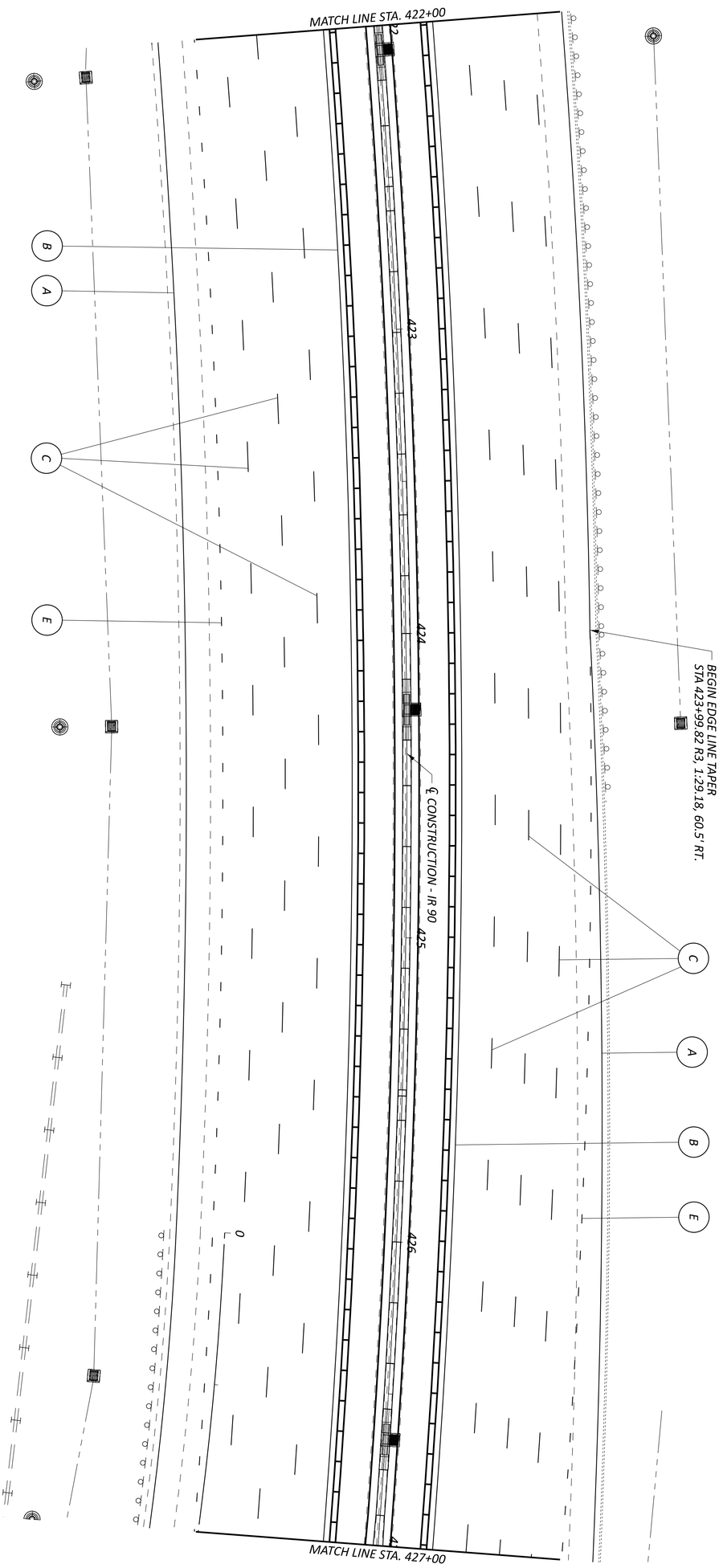
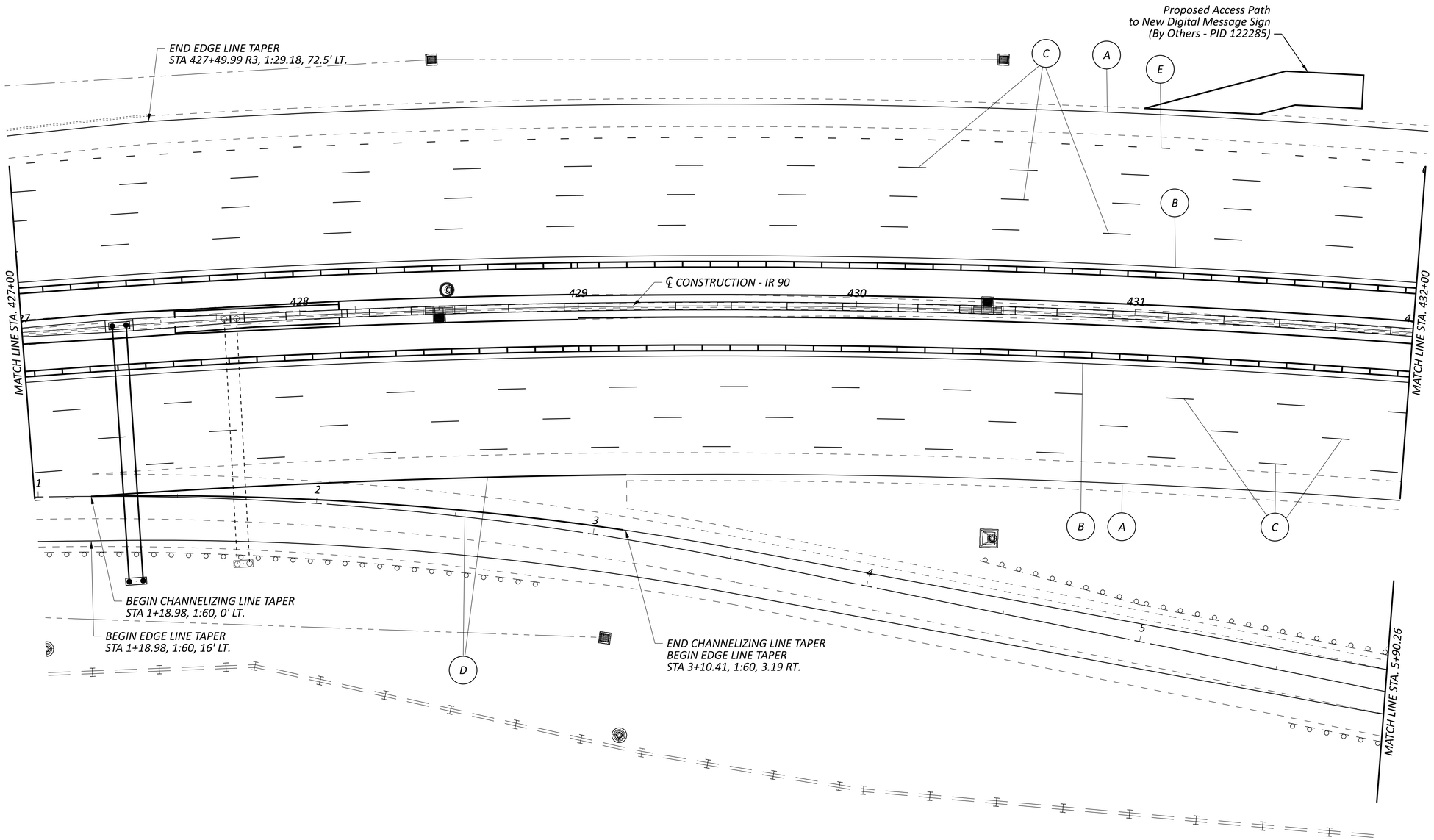



SEE SHEET P.022
FOR LEGEND

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.061 TOTAL 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 422+00 TO STA. 427+00

HORIZONTAL SCALE IN FEET
0 20
10 40




SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 427+00 TO STA. 432+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.062 | TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 40 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:28 PM USER: jgl255
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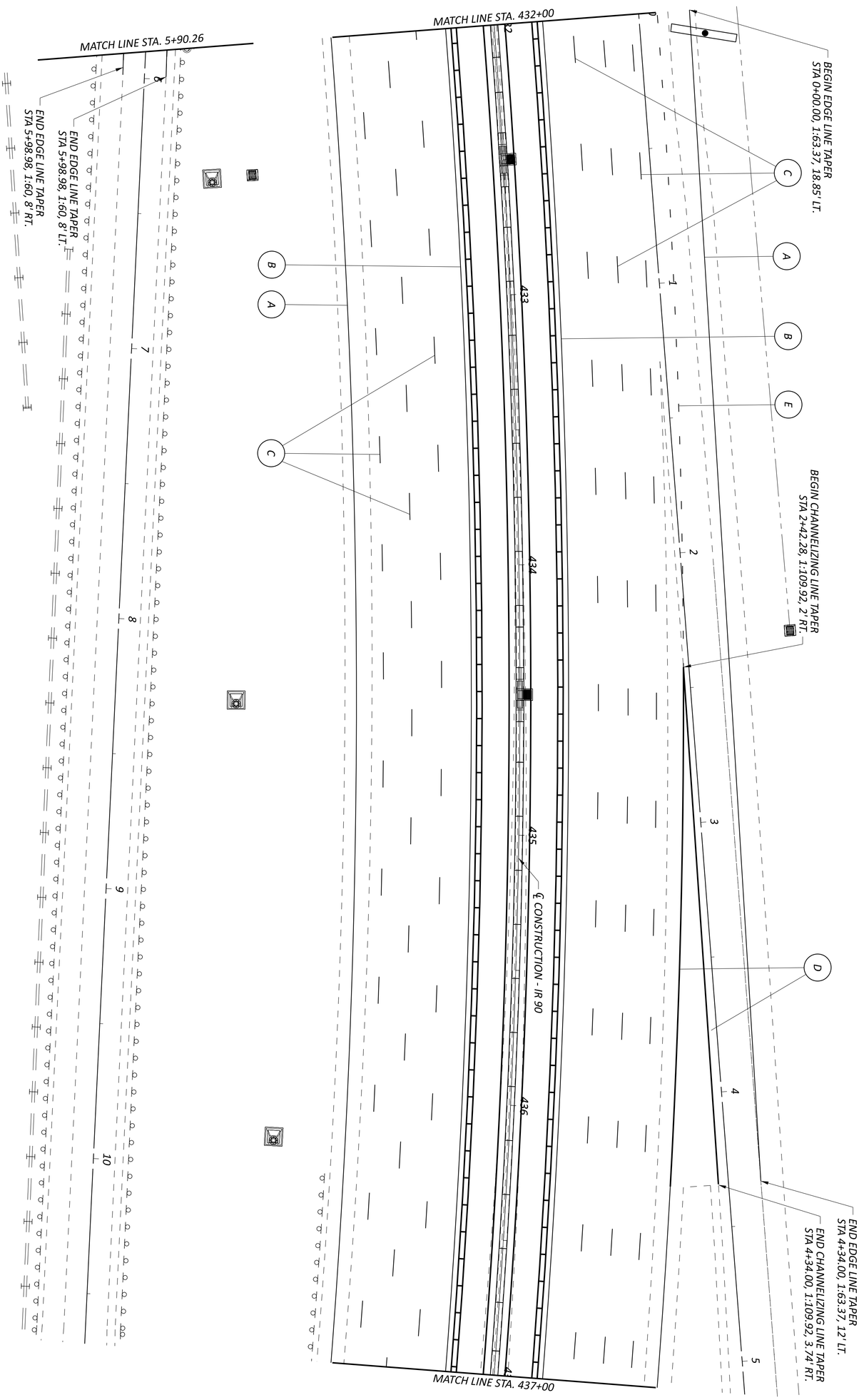


SEE SHEET P.022
FOR LEGEND

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.063 | TOTAL 208

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 432+00 TO STA. 437+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLX_IR94 - Plan 42 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:29 PM USER: jgl255
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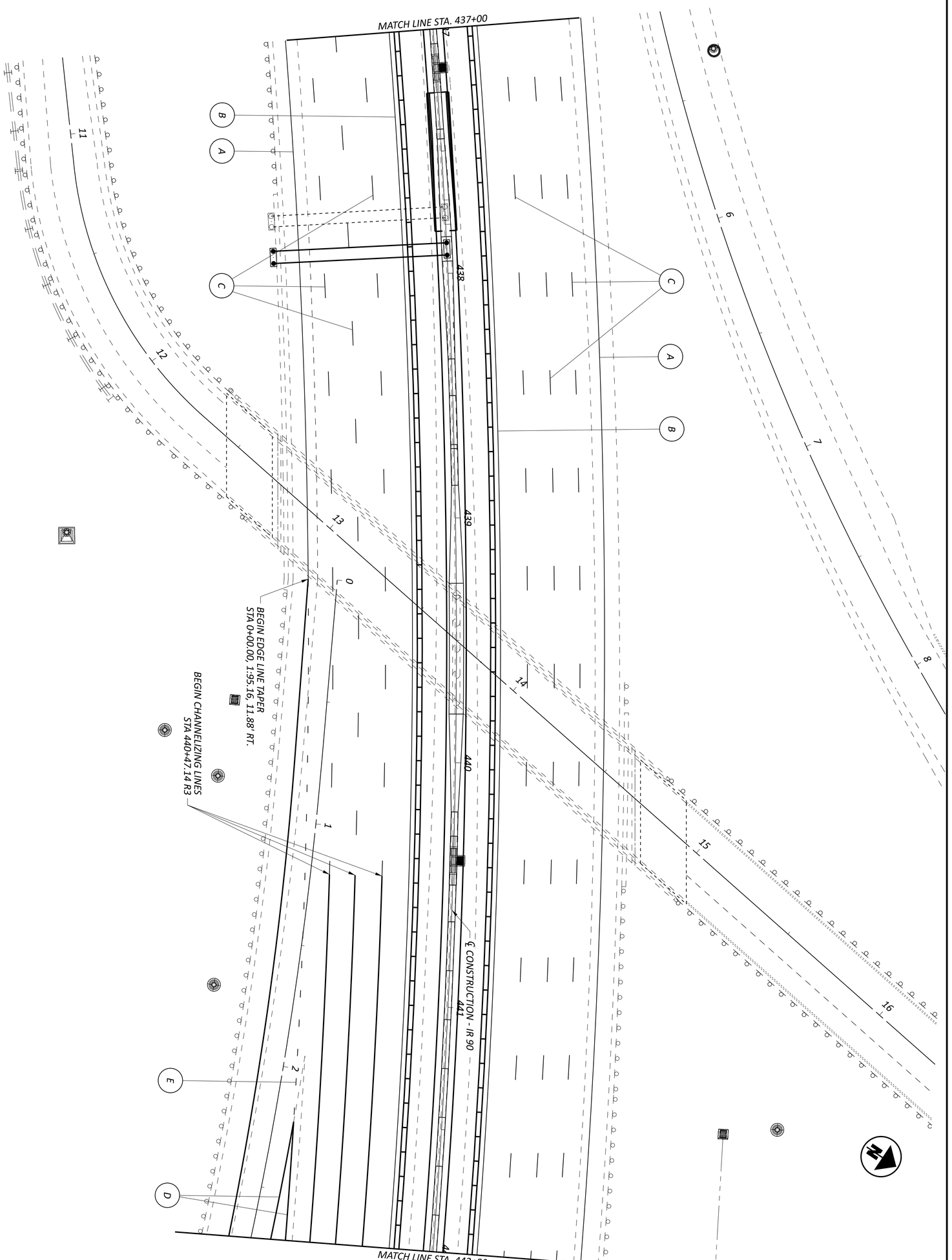
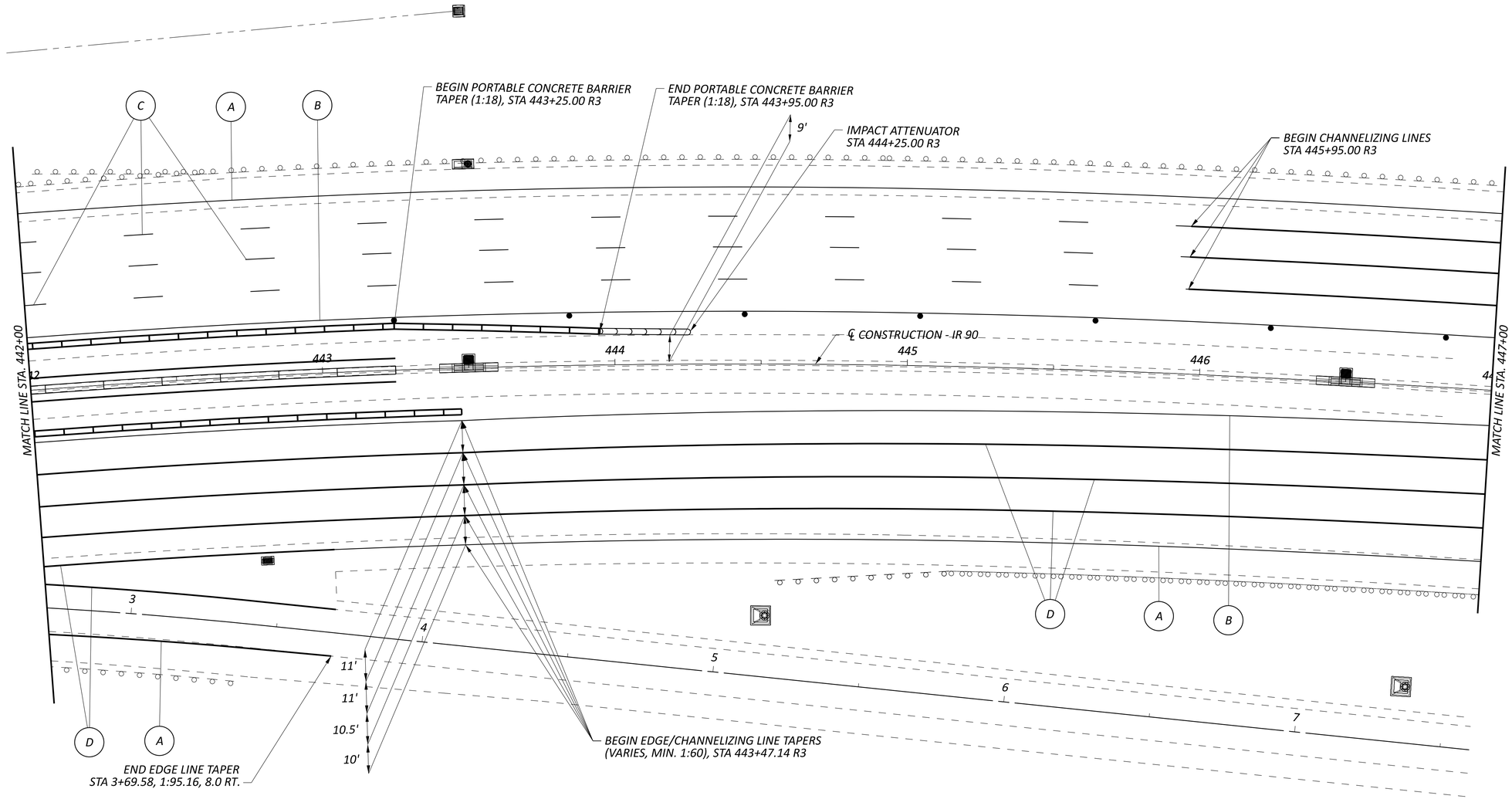



SEE SHEET P.022
FOR LEGEND

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.064 TOTAL 208
DESIGN AGENCY

# MAINTENANCE OF TRAFFIC PLANS
# IR-90, STA. 437+00 TO STA. 442+00

HORIZONTAL SCALE IN FEET
0 20
10 40




SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 442+00 TO STA. 447+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.065 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 43 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:30 PM USER: jgl255
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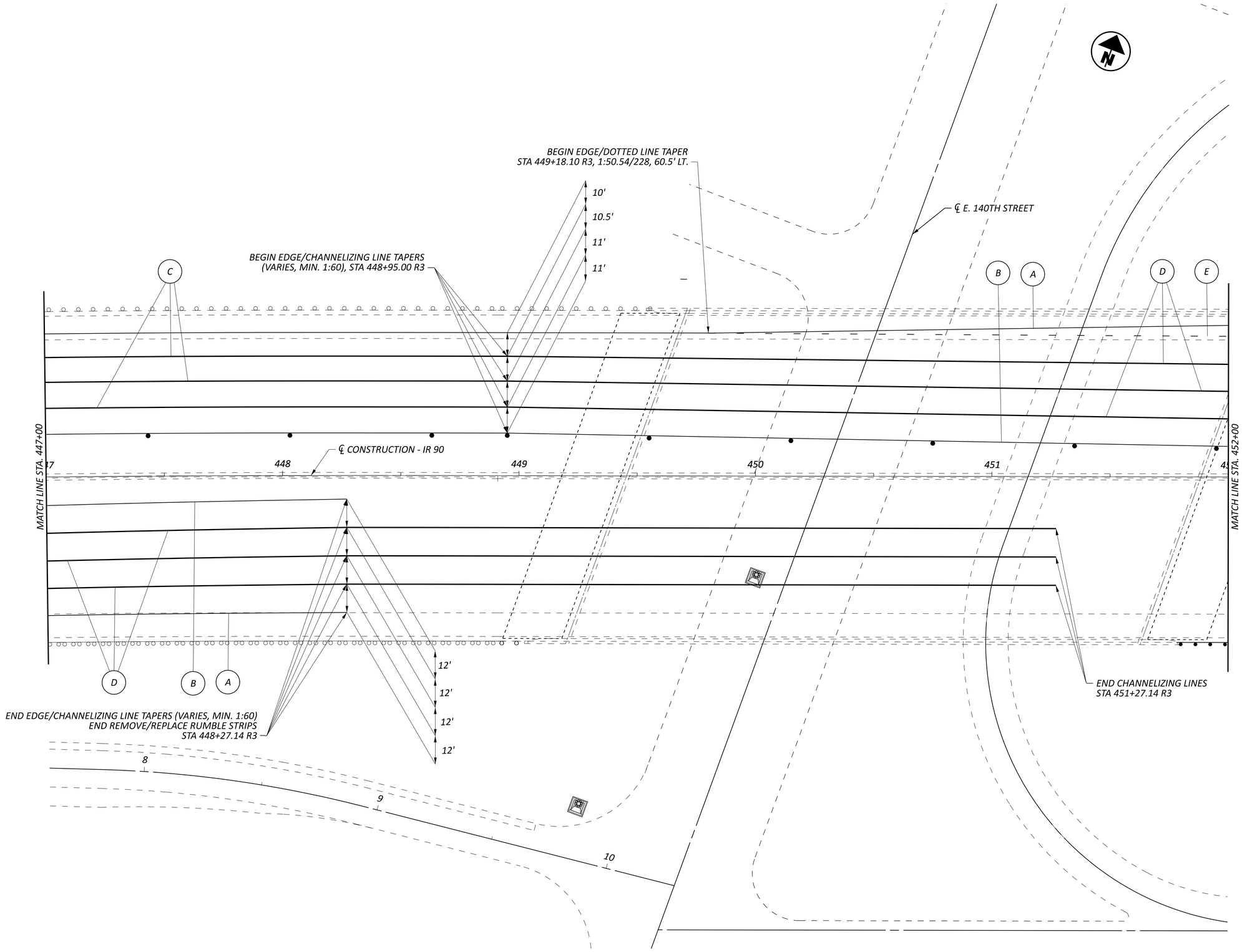


SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 447+00 TO STA. 452+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.066 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 44 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:30 PM USER: jgl255
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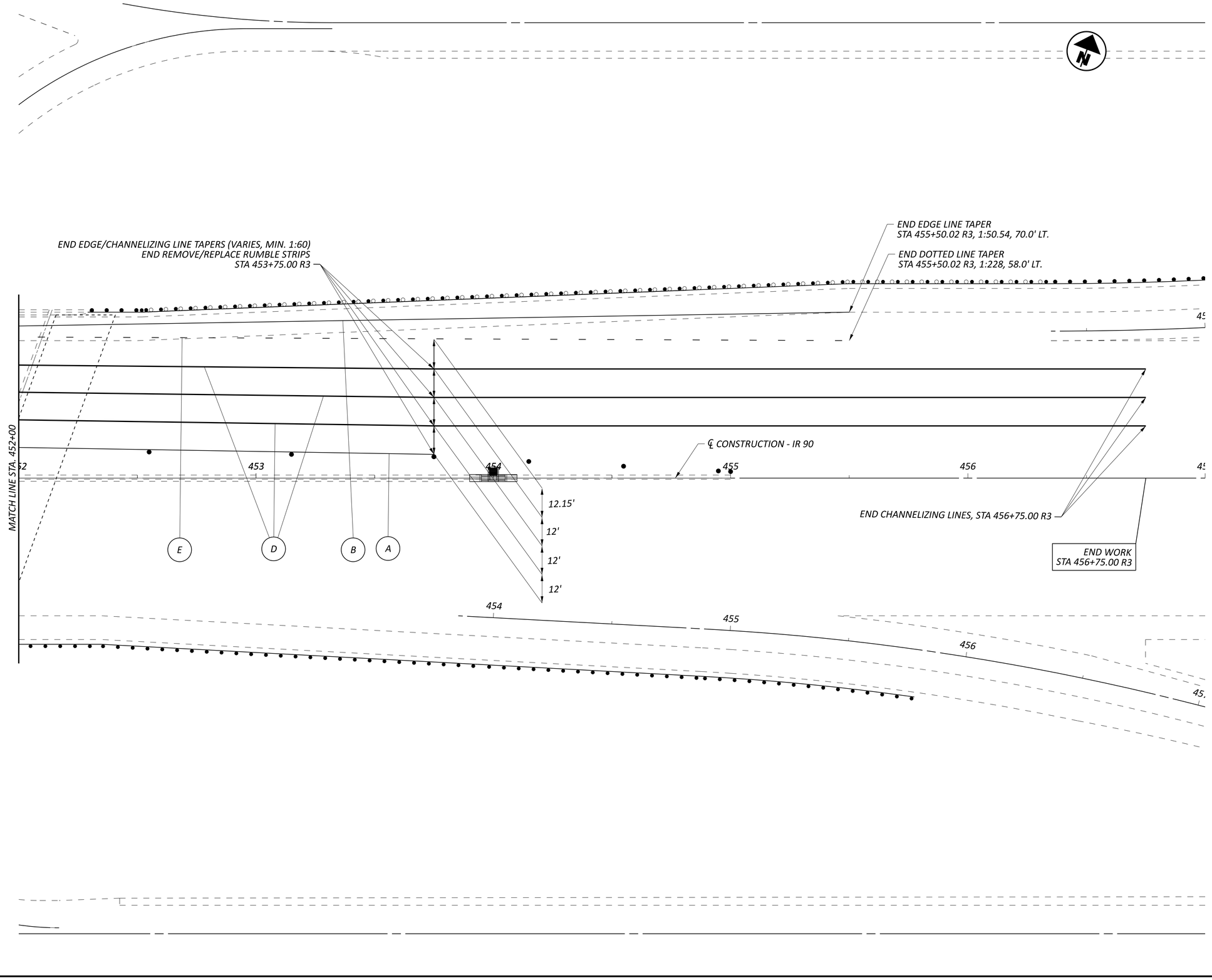


SEE SHEET P.022
FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 10 20 40

# MAINTENANCE OF TRAFFIC PLANS
## IR-90, STA. 452+00 TO STA. 457+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR94 - Plan 45 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:31 PM USER: jgj255
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DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.067 | TOTAL 208

| SHEET NUMBER | | | | | | | | | | | | | | | | PART. | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | 9 | 11 | 12 | 14 | 15 | 16 | 17 | 19 | 82 | 83 | 84 | 86 | 90 | 135-137 | 184 | 197 | 01/STR | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | **ROADWAY** | |
| LS | | | | | | | | | | | | | | | | | LS | 201 | 11000 | LS | | CLEARING AND GRUBBING | |
| | | | | | | | | | | | 244 | | | | | | 244 | 202 | 23000 | 244 | SY | PAVEMENT REMOVED | |
| | | | | | | | | | 18,540 | | | | | | | | 18,540 | 202 | 30701 | 18,540 | FT | CONCRETE BARRIER REMOVED, AS PER PLAN | 10 |
| | | | | | | | | | | 188 | | | | | | | 188 | 202 | 38000 | 188 | FT | GUARDRAIL REMOVED | |
| | | | | | | | | | | | | | | | LS | | LS | 202 | 98000 | LS | | REMOVAL MISC.: PORTIONS OF CONCRETE MEDIAN | 184 |
| | | | | | | | | | | | | | | | | | | | | | | BARRIER OVERHEAD SIGN SUPPORT REMOVED | |
| | | | | | | | | | 455 | | | | | | | | 455 | 203 | 10000 | 455 | CY | EXCAVATION | |
| | | | | | | | | | | 1 | | | | | | | 1 | 209 | 15051 | 1 | MILE | RESHAPING UNDER GUARDRAIL, AS PER PLAN | 10 |
| | | | | | | | | | | 63 | | | | | | | 63 | 606 | 15050 | 63 | FT | GUARDRAIL, TYPE MGS | |
| | | | | | | | | | | 225 | | | | | | | 225 | 606 | 15150 | 225 | FT | GUARDRAIL, TYPE MGS HALF POST SPACING | |
| | | | | | | | | | | 50 | | | | | | | 50 | 606 | 15250 | 50 | FT | GUARDRAIL, TYPE MGS QUARTER POST SPACING | |
| | | | | | | | | | | 1 | | | | | | | 1 | 606 | 26150 | 1 | EACH | ANCHOR ASSEMBLY, MGS TYPE E | |
| | | | | | | | | | | 5 | | | | | | | 5 | 606 | 26550 | 5 | EACH | ANCHOR ASSEMBLY, MGS TYPE T | |
| | | | | | | | | | | 1 | | | | | | | 1 | 606 | 35102 | 1 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | |
| | | | | | | | | | | | | | | | 20 | | 20 | 607 | 35000 | 20 | FT | FENCE REMOVED AND REBUILT | |
| | | | | | | | | | 11,804 | | | | | | | | 11,804 | 622 | 10101 | 11,804 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, | |
| | | | | | | | | | | | | | | | | | | | | | | AS PER PLAN A | 10 |
| | | | | | | | | | 1,065 | | | | | | | | 1,065 | 622 | 10101 | 1,065 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, | |
| | | | | | | | | | | | | | | | | | | | | | | AS PER PLAN B | 10 |
| | | | | | | | | | 7 | | | | | | | | 7 | 622 | 10200 | 7 | EACH | BARRIER TRANSITION | |
| | | | | | | | | | 2 | | | | | | | | 2 | 622 | 10201 | 2 | EACH | BARRIER TRANSITION, AS PER PLAN | 10 |
| | | | | | | | | | 186 | | | | | | | | 186 | 622 | 25006 | 186 | EACH | CONCRETE BARRIER, END ANCHORAGE, | |
| | | | | | | | | | 4 | | | | | | | | 4 | 622 | 25007 | 4 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 10 |
| | | | | | 39,770 | | | | | | | | | | | | 39,770 | 622 | 41100 | 39,770 | FT | PORTABLE BARRIER, UNANCHORED | |
| | | | | | | | | | 20 | | | | | | | | 20 | 622 | 90000 | 20 | FT | BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 10 |
| | | | | | | | | | | | | | | | | | | | | | | **EROSION CONTROL** | |
| | | | | | | | | | | | | | | | | | 1,000 | 832 | 30000 | 1,000 | EACH | EROSION CONTROL | |
| | | | | | | | | | | | | | | | | | | | | | | **DRAINAGE** | |
| | | | | | | | | | 88 | | | | | | | | 88 | 611 | 99101 | 88 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, | |
| | | | | | | | | | | | | | | | | | | | | | | AS PER PLAN | 11 |
| | | 10 | | | | | | | | | | | | | | | 10 | 611 | 99155 | 10 | EACH | INLET RECONSTRUCTED TO GRADE, AS PER PLAN | 11 |
| | | | | | | | | | 3 | | | | | | | | 3 | 611 | 99500 | 3 | EACH | INLET, MISC.: INLET, NO.3 B50 | 11 |
| | | | | | | | | | | | | | | 37 | | | 37 | 611 | 99500 | 37 | EACH | INLET, MISC.: BARRIER INLET SCREEN | 135 |
| | | 3,000 | | | | | | | | | | | | | | | 3,000 | SPECIAL | 61199820 | 3,000 | LB | MISCELLANEOUS METAL | 11 |
| | | | | | | | | | | | | | | | | | | | | | | **PAVEMENT** | |
| | | | | 13,414 | | | | | | | 12,208 | | | | | | 25,622 | 254 | 01000 | 25,622 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" | |
| | | | | | | | | | | | 51 | | | | | | 51 | 302 | 56000 | 51 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | |
| | | | | | | | | | 1,050 | | | | | | | | 1,050 | 304 | 20000 | 1,050 | CY | AGGREGATE BASE, 5" | |
| | | | | 1,141 | | | | | | | 1,058 | | | | | | 2,199 | 407 | 20000 | 2,199 | GAL | NON-TRACKING TACK COAT | |
| | | | | | | | | | | | 32 | | | | | | 32 | 441 | 70300 | 32 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, | |
| | | | | | | | | | | | | | | | | | | | | | | TYPE 2, (449) | |
| | | | | | | | | | | 16 | | | | | | | 16 | 441 | 70801 | 16 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), | 12 |
| | | | | | | | | | | | | | | | | | | | | | | (449), (UNDER GUARDRAIL), AS PER PLAN | |
| | | | | 559 | | | | | | | 509 | | | | | | 1,068 | 442 | 22101 | 1,068 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), | 12 |
| | | | | | | | | | | | | | | | | | | | | | | AS PER PLAN, PG70-22M, 1.5" | |
| | | | | 9.15 | | | | | | | | | | | | | 9.15 | 618 | 40600 | 9.15 | MILE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) | |
| | | | 7.03 | | | | | | | | | | | | | | 7.03 | 618 | 40601 | 7.03 | MILE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), | 12 |
| | | | | | | | | | | | | | | | | | | | | | | AS PER PLAN | |
| | | | | | | | | | 24 | | | | | | | | 24 | 622 | 25007 | 24 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, | 10 |
| | | | | | | | | | | | | | | | | | | | | | | AS PER PLAN B | |

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.068 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet_SurvFl PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 12:54:36 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GG001.dgn

| SHEET NUM. | | | | | | | | | | | | PART. | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P.8-P.12 | P.13-P.19 | P.82 | P.83 | P.84 | P.86 | P.88 | P.89 | P.92 | P.137 | P.184 | P.197 | 01/IMS | | | | | | |
| | | | | | | | | | | | LS | LS | SPECIAL | 62540000 | LS | | MAINTAIN EXISTING LIGHTING | P.197 |
| | | | | | | | | 2 | | | | 2 | 625 | 75350 | 2 | EACH | LIGHT TOWER REMOVED | |
| | | | | | | | | 49 | | | | 49 | 625 | 75400 | 49 | EACH | LIGHT POLE REMOVED | |
| | | | | | | | | 49 | | | | 49 | 625 | 75506 | 49 | EACH | LUMINAIRE REMOVED | |
| | | | | | | | 2,144 | | | | | 2,144 | 809 | 24000 | 2,144 | FT | CONDUIT, MULTICELL, JACKED OR DRILLED | |
| | | | | | | | | | | | | | | | | | **TRAFFIC SURVEILLANCE** | |
| | | | | | | | 27 | | | | | 27 | 809 | 00530 | 27 | EACH | ITS JUNCTION BOX, 17x24x6 INCHES | |
| | | | | | | | 9 | | | | | 9 | 809 | 01920 | 9 | EACH | ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, 32" WIDE, TYPE 1 | |
| | | | | | | | 5 | | | | | 5 | 809 | 02002 | 5 | EACH | 32" ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, TYPE 2 | |
| | | | | | | | 5 | | | | | 5 | 809 | 65990 | 5 | EACH | ITS DEVICE, MISC.:PULL BOX REMOVED | |
| | | | | | | | | | | | | | | | | | **TRAFFIC CONTROL** | |
| | | | | | | | | | 384 | | | 384 | 626 | 00102 | 384 | EACH | BARRIER REFLECTOR, TYPE 1, YELLOW/YELLOW | |
| | | | | | | 3 | | | | | | 3 | 630 | 72410 | 3 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1, AS PER PLAN | P.137 |
| | | | | | | 7 | | | | | | 7 | 630 | 72421 | 7 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2, AS PER PLAN A | P.137 |
| | | | | | | 1 | | | | | | 1 | 630 | 72421 | 1 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2, AS PER PLAN B | P.184 |
| | | | | | | 148 | | | | | | 148 | 630 | 75000 | 148 | EACH | SIGN ATTACHMENT ASSEMBLY | |
| | | | | | | 3 | | | 3 | | | 6 | 630 | 79500 | 6 | EACH | SIGN SUPPORT ASSEMBLY, POLE MOUNTED | |
| | | | | | | | | | 48 | | | 48 | 630 | 79610 | 48 | EACH | SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED | |
| | | | | | | 35 | | | | | | 35 | 630 | 80100 | 35 | SF | SIGN, FLAT SHEET | |
| | | | | | | 4,023 | | | | | | 4,023 | 630 | 80224 | 4,023 | SF | SIGN, OVERHEAD EXTRUSHEET | |
| | | | | | | | | | 36 | | | 36 | 630 | 81000 | 36 | EACH | MAINLINE REFERENCE MARKER | |
| | | | | | | 3 | | | | | | 3 | 630 | 81100 | 3 | SF | SIGN ERECTED, FLAT SHEET | |
| | | | | | | 4,183 | | | | | | 4,183 | 630 | 81200 | 4,183 | SF | SIGN ERECTED, EXTRUSHEET | |
| | | | | | | 10 | | | | | | 10 | 630 | 84010 | 10 | EACH | CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 | |
| | | | | | | 1 | | | | | | 1 | 630 | 84011 | 1 | EACH | CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50, AS PER PLAN | P.184 |
| | | | | | | 10 | | | | | | 10 | 630 | 84510 | 10 | EACH | RIGID OVERHEAD SIGN SUPPORT FOUNDATION | |
| | | | | | | | | | 15 | | | 15 | 630 | 85100 | 15 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | |
| | | | | | | 46 | | | | | | 46 | 630 | 87400 | 46 | EACH | REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL | |
| | | | | | | 3 | | | | | | 3 | 630 | 87500 | 3 | EACH | REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL | |
| | | | | | | 11 | | | | | | 11 | 630 | 89804 | 11 | EACH | REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115 | |
| | 300 | | | | | | | | | | | 300 | 630 | 97800 | 300 | SF | SIGNING, MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER | P.14 |
| | | | | | 16.83 | | | | | | | 16.83 | 646 | 10010 | 16.83 | MILE | EDGE LINE, 6" | |
| | | | | | 24.84 | | | | | | | 24.84 | 646 | 10110 | 24.84 | MILE | LANE LINE, 6" | |
| | | | | | 8,286 | | | | | | | 8,286 | 646 | 10310 | 8,286 | FT | CHANNELIZING LINE, 12" | |
| | | | | | 254 | | | | | | | 254 | 646 | 10620 | 254 | FT | CHEVRON MARKING | |
| | | | | | 7,002 | | | | | | | 7,002 | 646 | 20504 | 7,002 | FT | DOTTED LINE, 6" | |
| | | | | | 1,018 | | | | | | | 1,018 | 646 | 20510 | 1,018 | FT | DOTTED LINE, 12" | |
| | | | | | | | | | | | | | | | | | **RETAINING WALLS (XXX)** | |
| | | | | | | | | | | LS | | LS | 202 | 11201 | LS | | PORTIONS OF STRUCTURE REMOVED, AS PER PLAN | P.184 |
| | | | | | | | | | | LS | | LS | 503 | 11101 | LS | | COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN | P.184 |
| | | | | | | | | | | LS | | LS | 503 | 21300 | LS | | UNCLASSIFIED EXCAVATION | |
| | | | | | | | | | | 161 | | 161 | 509 | 10000 | 161 | LB | EPOXY COATED STEEL REINFORCEMENT | |
| | | | | | | | | | | 2 | | 2 | 511 | 53010 | 2 | CY | CLASS QC1 CONCRETE, MISC.: RETAINING WALL PILASTER | P.184 |
| | | | | | | | | | | 20 | | 20 | 607 | 35000 | 20 | FT | FENCE REMOVED AND REBUILT | |
| | | | | | | | | | | | | | | | | | **MAINTENANCE OF TRAFFIC** | |
| | 300 | | | | | | | | | | | 300 | 614 | 11110 | 300 | HOUR | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | |
| | 12 | | | | | | | | | | | 12 | 614 | 12380 | 12 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | |
| | 16 | | | | | | | | | | | 16 | 614 | 12484 | 16 | EACH | WORK ZONE INCREASED PENALTIES SIGN | |
| | 1,797 | | | | | | | | | | | 1,797 | 614 | 12800 | 1,797 | EACH | WORK ZONE RAISED PAVEMENT MARKER | |
| | 25 | | | | | | | | | | | 25 | 614 | 13000 | 25 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | |
| | 785 | | | | | | | | | | | 785 | 614 | 13310 | 785 | EACH | BARRIER REFLECTOR, TYPE 1, ONE-WAY | |
| | 240 | | | | | | | | | | | 240 | 614 | 13314 | 240 | EACH | BARRIER REFLECTOR, TYPE 3, ONE-WAY | |
| | 1,025 | | | | | | | | | | | 1,025 | 614 | 13350 | 1,025 | EACH | OBJECT MARKER, ONE WAY | |
| | 12 | | | | | | | | | | | 12 | 614 | 18601 | 12 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | P.16 |

GENERAL SUMMARY

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:34 PM USER: jgl255
M:\2505\118680\400-Engineering\Roadway\Sheets\118680_GG002.dgn

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.069 TOTAL 208

| SHEET NUM. | | | | | | | | | | | | PART. | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P.8-P.12 | P.13-P.19 | P.82 | P.83 | P.84 | P.86 | P.88 | P.89 | P.92 | P.137 | P.184 | P.197 | 01/IMS | | | | | | |
| | 24.21 | | | | | | | | | | | 24.21 | 614 | 20110 | 24.21 | MILE | WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT | |
| | 16.69 | | | | | | | | | | | 16.69 | 614 | 22110 | 16.69 | MILE | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT | |
| | 7,964 | | | | | | | | | | | 7,964 | 614 | 23210 | 7,964 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT | |
| | 7,926 | | | | | | | | | | | 7,926 | 614 | 24202 | 7,926 | FT | WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT | |
| | 39,770 | | | | | | | | | | | 39,770 | 622 | 41100 | 39,770 | FT | PORTABLE BARRIER, UNANCHORED | |
| | 96 | | | | | | | | | | | 96 | 808 | 18700 | 96 | SNMT | DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY | |
| | 96 | | | | | | | | | | | 96 | 896 | 00010 | 96 | SNMT | PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I | |
| | 24 | | | | | | | | | | | 24 | 896 | 00021 | 24 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | P.19 |
| | | | | | | | | | | | | | | | | | **INCIDENTALS** | |
| | | | | | | | | | | | | LS | 614 | 11000 | LS | | MAINTAINING TRAFFIC | |
| 6 | | | | | | | | | | | | 6 | 619 | 16011 | 6 | MNTH | FIELD OFFICE, TYPE B, AS PER PLAN | P.8 |
| LS | | | | | | | | | | | | LS | 623 | 10001 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN | P.9 |
| | | | | | | | | | | | | LS | 624 | 10000 | LS | | MOBILIZATION | |

GENERAL SUMMARY

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:35 PM USER: jgl255
M:\2505\118680\400-Engineering\Roadway\Sheets\118680_GG003.dgn

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.070 TOTAL 208

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | | | **IR-90** | | | | | | | | | | | | | | | | | | | |
| | P.093 | 1 | 202+97.02 | 203+17.02 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | | | | 1 | | | | | | |
| | P.093 | 1 | 203+17.02 | 203+32.02 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.093 | 1 | 203+32.02 | 203+40.02 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.093 | 1 | 203+40.02 | 204+78.00 | 137.98 | 4.00 | 4.00 | 4.00 | 61.32 | 138 | 3.41 | 8.52 | | 138 | | | | | | | | |
| | P.093 | 1 | 204+78.00 | 204+93.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-1 | P.093-094 | 1 | 204+93.00 | 205+13.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.094 | 1 | 205+13.00 | 205+28.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.094 | 1 | 205+28.00 | 206+27.79 | 99.79 | 4.00 | 4.00 | 4.00 | 44.35 | 100 | 2.46 | 6.16 | | 100 | | | | | | | | |
| | P.094 | 1 | 206+27.79 | 206+35.79 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.094 | 1 | 206+35.79 | 206+50.79 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.094 | 1 | 206+50.79 | 206+70.79 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | | | | 1 | | | | | | |
| | | | Bridge over CEI East Intake | | | | | | | | | | | | | | | | | | | |
| | P.094 | 1 | 208+75.86 | 208+85.00 | 9.14 | 4.00 | 4.00 | 4.00 | 4.06 | 9 | 0.23 | 0.56 | | | | | | | | | 9 | |
| D-2 | P.094 | 1 | 208+85.00 | 209+05.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | | | | | | | | | | 1 |
| | P.094 | 1 | 209+05.00 | 209+20.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | 1 | 1 | | | | |
| | P.094 | 1 | 209+20.00 | 209+28.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.094 | 1 | 209+28.00 | 209+43.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | 15 | | | | 1 | | | | |
| | P.094 | 1 | 209+43.00 | 209+65.00 | 22.00 | 4.00 | 4.00 | 4.00 | 9.78 | 22 | 0.54 | 1.36 | | 22 | | | | | | | | |
| | P.094 | 1 | 209+65.00 | 209+80.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.094-095 | 1 | 209+80.00 | 210+20.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.095 | 1 | 210+20.00 | 210+30.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.37 | 0.93 | | | | | | | | | | |
| | P.095 | 1 | 210+30.00 | 210+41.00 | 11.00 | 6.00 | 5.50 | 5.75 | 7.03 | 11 | 0.39 | 0.98 | | 11 | | | | | | 1 | | |
| D-3 | P.095 | 1 | 210+41.00 | 210+61.00 | 20.00 | 5.50 | 4.50 | 5.00 | | 20 | | | 1 | | | | | | | | | |
| | P.095 | 1 | 210+61.00 | 210+70.00 | 9.00 | 4.50 | 4.00 | 4.25 | 4.25 | 9 | 0.24 | 0.59 | | | | | | | | | | |
| | P.095 | 1 | 210+70.00 | 210+85.00 | 15.00 | 6.00 | 4.00 | 5.00 | 8.33 | 15 | 0.46 | 1.16 | | | | | | | | | | |
| | P.095 | 1 | 210+85.00 | 211+17.00 | 32.00 | 4.00 | 4.00 | 4.00 | 14.22 | 32 | 0.79 | 1.98 | | 32 | | | | | | | | |
| | P.095 | 1 | 211+17.00 | 211+25.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.095 | 1 | 211+25.00 | 211+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-4 | P.095 | 1 | 211+40.00 | 211+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.095 | 1 | 211+60.00 | 211+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.095 | 1 | 211+75.00 | 212+25.00 | 50.00 | 4.00 | 4.00 | 4.00 | 22.22 | 50 | 1.23 | 3.09 | | 50 | | | | | | | | |
| | P.095 | 1 | 212+25.00 | 212+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-5 | P.095 | 1 | 212+40.00 | 212+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.095 | 1 | 212+60.00 | 212+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.095 | 1 | 212+75.00 | 215+00.00 | 225.00 | 4.00 | 4.00 | 4.00 | 100.00 | 225 | 5.56 | 13.89 | | 225 | | | | | | | | |
| | P.096 | 1 | 215+00.00 | 215+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-6 | P.096 | 1 | 215+15.00 | 215+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.096 | 1 | 215+35.00 | 215+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.096 | 1 | 215+50.00 | 217+75.00 | 225.00 | 4.00 | 4.00 | 4.00 | 100.00 | 225 | 5.56 | 13.89 | | 225 | | | | | | | | |
| | P.096 | 1 | 217+75.00 | 217+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-7 | P.096 | 1 | 217+90.00 | 218+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.096 | 1 | 218+10.00 | 218+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.096 | 1 | 218+25.00 | 218+44.22 | 19.22 | 4.00 | 4.00 | 4.00 | 8.54 | 19 | 0.47 | 1.19 | | 19 | | | | | | | | |
| | P.096 | 1 | 218+44.22 | 218+59.22 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.096 | 1 | 218+59.22 | 218+79.22 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | | | | 1 | | | | | | |
| | | | Bridge over E.72nd Street | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS | | | | | | | | | | **1377** | **31** | **78** | **6** | **862** | | **3** | **1** | **16** | | **2** | **9** | **1** |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | **1377** | **31** | **78** | **6** | **862** | | **3** | **1** | **16** | | **2** | **9** | **1** |
| **PLAN SPLIT #1 TOTAL** | | | | | | | | | | **1377** | **31** | **78** | **6** | **862** | | **3** | **1** | **16** | | **2** | **9** | **1** |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | | | | | |

CUY-90-20.45 BARRIER

BARRIER & DRAINAGE SUBSUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 06/05/26

PROJECT ID 118680

SHEET P.071 TOTAL 208

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:27:11 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680400-Engineering\Roadway\Sheets\118680_GS001.dgn

# BARRIER & DRAINAGE SUBSUMMARY

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.097 | 1 | 220+15.54 | 220+30.00 | 14.46 | 4.00 | 4.00 | 4.00 | 6.43 | 14 | 0.36 | 0.89 | | | | | 1 | | | | | |
| | P.097 | 1 | 220+30.00 | 220+40.00 | 10.00 | 4.00 | 4.00 | 4.00 | 4.44 | 10 | 0.25 | 0.62 | | | | | | | 1 | | | |
| D-8 | P.097 | 1 | 220+40.00 | 220+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.097 | 1 | 220+60.00 | 220+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.097 | 1 | 220+75.00 | 221+15.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.097 | 1 | 221+15.00 | 221+25.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.37 | 0.93 | | | | | | | | | | |
| | P.097 | 1 | 221+25.00 | 221+65.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.097 | 1 | 221+65.00 | 221+80.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.097-098 | 1 | 221+80.00 | 225+25.00 | 345.00 | 4.00 | 4.00 | 4.00 | 153.33 | 345 | 8.52 | 21.30 | | 345 | | | | | | | | |
| | P.098 | 1 | 225+25.00 | 225+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-9 | P.098 | 1 | 225+40.00 | 225+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.098 | 1 | 225+60.00 | 225+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.098 | 1 | 225+75.00 | 227+75.00 | 200.00 | 4.00 | 4.00 | 4.00 | 88.89 | 200 | 4.94 | 12.35 | | 200 | | | | | | | | |
| | P.098 | 1 | 227+75.00 | 227+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-10 | P.098 | 1 | 227+90.00 | 228+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.098 | 1 | 228+10.00 | 228+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.098 | 1 | 228+25.00 | 229+24.00 | 99.00 | 4.00 | 4.00 | 4.00 | 44.00 | 99 | 2.44 | 6.11 | | 99 | | | | | | | | |
| | P.098 | 1 | 229+24.00 | 229+39.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-11 | P.098 | 1 | 229+39.00 | 229+59.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.098 | 1 | 229+59.00 | 229+74.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.098-099 | 1 | 229+74.00 | 230+75.00 | 101.00 | 4.00 | 4.00 | 4.00 | 44.89 | 101 | 2.49 | 6.24 | | 101 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.099 | 1 | 230+75.00 | 230+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-12 | P.099 | 1 | 230+90.00 | 231+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.099 | 1 | 231+10.00 | 231+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.099 | 1 | 231+25.00 | 232+40.00 | 115.00 | 4.00 | 4.00 | 4.00 | 51.11 | 115 | 2.84 | 7.10 | | 115 | | | | | | | | |
| | P.099 | 1 | 232+40.00 | 232+55.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.099 | 1 | 232+55.00 | 232+95.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.099 | 1 | 232+95.00 | 233+05.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.37 | 0.93 | | | | | | | | | | |
| | P.099 | 1 | 233+05.00 | 233+45.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.099 | 1 | 233+45.00 | 233+60.00 | 15.00 | 6.00 | 6.00 | 6.00 | 10.00 | 15 | 0.56 | 1.39 | | | | | | 1 | | | | |
| | P.099-100 | 1 | 233+60.00 | 235+75.00 | 215.00 | 4.00 | 4.00 | 4.00 | 95.56 | 215 | 5.31 | 13.27 | | 215 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.100 | 1 | 235+75.00 | 235+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-13 | P.100 | 1 | 235+90.00 | 236+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.100 | 1 | 236+10.00 | 236+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.100 | 1 | 236+25.00 | 237+04.00 | 79.00 | 4.00 | 4.00 | 4.00 | 35.11 | 79 | 1.95 | 4.88 | | 79 | | | | | | | | |
| | P.100 | 1 | 237+04.00 | 237+19.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.100 | 1 | 237+19.00 | 237+39.00 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-14 | P.100 | 1 | 237+39.00 | 237+59.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | 0.00 | | | | | | | | | | | 1 |
| | P.100 | 1 | 237+59.00 | 237+68.30 | 9.30 | 4.00 | 4.00 | 4.00 | 4.13 | 9 | 0.23 | 0.57 | | | | | | | | | 9 | |
| | | | Bridge over Martin Luther King, Jr. Blvd. | | | | | | | | | | | | | | | | | | | |
| | P.100 | 1 | 238+93.10 | 238+95.00 | 1.90 | 4.00 | 4.00 | 4.00 | 0.84 | 2 | 0.05 | 0.12 | | | | | | | | | 2 | |
| D-15 | P.100 | 1 | 238+95.00 | 239+15.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | 0.00 | | | | | | | | | | | 1 |
| | P.100 | 1 | 239+15.00 | 239+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | | | | 1 | | | | | | |
| | P.100 | 1 | 239+35.00 | 239+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.100-101 | 1 | 239+50.00 | 242+25.00 | 275.00 | 4.00 | 4.00 | 4.00 | 122.22 | 275 | 6.79 | 16.98 | | 275 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.101 | 1 | 242+25.00 | 242+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| SUBTOTALS | | | | | | | | | | **2100** | **49** | **123** | **6** | **1529** | | **2** | **1** | **17** | **1** | **4** | **11** | **2** |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | **2100** | **49** | **123** | **6** | **1529** | | **2** | **1** | **17** | **1** | **4** | **11** | **2** |
| | | | | | | | | | | | | | | | | | | | | | | |
| **PLAN SPLIT #1 TOTAL** | | | | | | | | | | **2100** | **49** | **123** | **6** | **1529** | | **2** | **1** | **17** | **1** | **4** | **11** | **2** |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | | | | | |

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.072 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:27:32 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS002.dgn

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| D-16 | P.101 | 1 | 242+40.00 | 242+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.101 | 1 | 242+60.00 | 242+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.101 | 1 | 242+75.00 | 244+75.00 | 200.00 | 4.00 | 4.00 | 4.00 | 88.89 | 200 | 4.94 | 12.35 | | 200 | | | | | | | | |
| | P.101 | 1 | 244+75.00 | 244+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-17 | P.101-102 | 1 | 244+90.00 | 245+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.102 | 1 | 245+10.00 | 245+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.102 | 1 | 245+25.00 | 247+83.00 | 258.00 | 4.00 | 4.00 | 4.00 | 114.67 | 258 | 6.37 | 15.93 | | 258 | | | | | | | | |
| | P.102 | 1 | 247+83.00 | 247+98.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.102 | 1 | 247+98.00 | 248+06.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | 8 | | | | | | | | |
| | P.102 | 1 | 248+06.00 | 248+45.00 | 39.00 | 4.00 | 6.00 | 5.00 | 21.67 | 39 | 1.20 | 3.01 | | 24 | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.102 | 1 | 248+55.00 | 248+95.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| D-18 | P.102 | 1 | 248+67.50 | 248+87.50 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.102 | 1 | 248+95.00 | 249+10.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.102-103 | 1 | 249+10.00 | 250+92.00 | 182.00 | 4.00 | 4.00 | 4.00 | 80.89 | 182 | 4.49 | 11.23 | | 182 | | | | | | | | |
| | P.103 | 1 | 250+92.00 | 251+00.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.103 | 1 | 251+00.00 | 251+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-19 | P.103 | 1 | 251+15.00 | 251+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.103 | 1 | 251+35.00 | 251+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.103 | 1 | 251+50.00 | 252+98.80 | 148.80 | 4.00 | 4.00 | 4.00 | 66.13 | 149 | 3.67 | 9.19 | | 149 | | | | | | | | |
| | | | STATION EQUATION: 252+98.80 BK = 301+99.84 AH | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.103 | 1 | 301+99.84 | 302+00.00 | 0.16 | 4.00 | 4.00 | 4.00 | 0.07 | 0 | 0.00 | 0.01 | | 0 | | | | | | | | |
| | P.103 | 1 | 302+00.00 | 302+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-20 | P.103 | 1 | 302+15.00 | 302+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.103 | 1 | 302+35.00 | 302+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.103 | 1 | 302+50.00 | 302+91.00 | 41.00 | 4.00 | 4.00 | 4.00 | 18.22 | 41 | 1.01 | 2.53 | | 41 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.103 | 1 | 302+91.00 | 302+99.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.103-104 | 1 | 302+99.00 | 304+25.00 | 126.00 | 4.00 | 4.00 | 4.00 | 56.00 | 126 | 3.11 | 7.78 | | 126 | | | | | | | | |
| | P.104 | 1 | 304+25.00 | 304+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-21 | P.104 | 1 | 304+40.00 | 304+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.104 | 1 | 304+60.00 | 304+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.104 | 1 | 304+75.00 | 305+90.00 | 115.00 | 4.00 | 4.00 | 4.00 | 51.11 | 115 | 2.84 | 7.10 | | 115 | | | | | | | | |
| | P.104 | 1 | 305+90.00 | 305+98.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.104 | 1 | 305+98.00 | 306+30.00 | 32.00 | 4.00 | 4.00 | 4.00 | 14.22 | 32 | 0.79 | 1.98 | | 32 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.104 | 1 | 306+30.00 | 306+45.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-22 | P.104 | 1 | 306+45.00 | 306+65.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.104 | 1 | 306+65.00 | 306+80.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.104 | 1 | 306+80.00 | 308+75.00 | 195.00 | 4.00 | 4.00 | 4.00 | 86.67 | 195 | 4.81 | 12.04 | | 195 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.104 | 1 | 308+75.00 | 308+83.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.104 | 1 | 308+83.00 | 308+98.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-23 | P.104-105 | 1 | 308+98.00 | 309+18.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.105 | 1 | 309+18.00 | 309+33.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| SUBTOTALS | | | | | | | | | | 1802 | 41 | 103 | 8 | 1355 | | | | 15 | | 2 | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | 1802 | 41 | 103 | 8 | 1355 | | | | 15 | | 2 | | |
| PLAN SPLIT #1 TOTAL | | | | | | | | | | 1802 | 41 | 103 | 8 | 1355 | | | | 15 | | 2 | | |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | |

BARRIER & DRAINAGE SUBSUMMARY

CUY-90-20.45 BARRIER

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.073 TOTAL 208

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:27:54 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS003.dgn

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.105 | 1 | 309+33.00 | 309+73.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.105 | 1 | 309+73.00 | 309+83.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.37 | 0.93 | | | | | | | | | | |
| | P.105 | 1 | 309+83.00 | 310+23.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.105 | 1 | 310+23.00 | 310+34.00 | 11.00 | 4.00 | 4.00 | 4.00 | 4.89 | 11 | 0.27 | 0.68 | | | | | | | 1 | | | |
| D-24 | P.105 | 1 | 310+34.00 | 310+54.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.105 | 1 | 310+54.00 | 310+69.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.105 | 1 | 310+69.00 | 310+83.00 | 14.00 | 4.00 | 4.00 | 4.00 | 6.22 | 14 | 0.35 | 0.86 | | 14 | | | | | | | | |
| | P.105 | 1 | 310+83.00 | 310+98.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-25 | P.105 | 1 | 310+98.00 | 311+18.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.105 | 1 | 311+18.00 | 311+33.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.105 | 1 | 311+33.00 | 311+64.00 | 31.00 | 4.00 | 4.00 | 4.00 | 13.78 | 31 | 0.77 | 1.91 | | 31 | | | | | | | | |
| | P.105 | 1 | 311+64.00 | 311+72.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.105 | 1 | 311+72.00 | 312+25.00 | 53.00 | 4.00 | 4.00 | 4.00 | 23.56 | 53 | 1.31 | 3.27 | | 53 | | | | | | | | |
| | P.105 | 1 | 312+25.00 | 312+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-26 | P.105 | 1 | 312+40.00 | 312+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.105 | 1 | 312+60.00 | 312+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.105-106 | 1 | 312+75.00 | 314+05.00 | 130.00 | 4.00 | 4.00 | 4.00 | 57.78 | 130 | 3.21 | 8.03 | | 130 | | | | | | | | |
| | P.106 | 1 | 314+05.00 | 314+20.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-27 | P.106 | 1 | 314+20.00 | 314+40.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.106 | 1 | 314+40.00 | 314+55.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.106 | 1 | 314+55.00 | 314+63.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | 8 | | | | | | | | |
| | P.106 | 1 | 314+63.00 | 314+71.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.106 | 1 | 314+71.00 | 316+25.00 | 154.00 | 4.00 | 4.00 | 4.00 | 68.44 | 154 | 3.80 | 9.51 | | 154 | | | | | | | | |
| | P.106 | 1 | 316+25.00 | 316+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-28 | P.106 | 1 | 316+40.00 | 316+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.106 | 1 | 316+60.00 | 316+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.106 | 1 | 316+75.00 | 317+62.00 | 87.00 | 4.00 | 4.00 | 4.00 | 38.67 | 87 | 2.15 | 5.37 | | 87 | | | | | | | | |
| | P.106 | 1 | 317+62.00 | 317+70.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.106 | 1 | 317+70.00 | 318+25.00 | 55.00 | 4.00 | 4.00 | 4.00 | 24.44 | 55 | 1.36 | 3.40 | | 55 | | | | | | | | |
| | P.106 | 1 | 318+25.00 | 318+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-29 | P.106 | 1 | 318+40.00 | 318+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.106 | 1 | 318+60.00 | 318+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.106-107 | 1 | 318+75.00 | 319+95.00 | 120.00 | 4.00 | 4.00 | 4.00 | 53.33 | 120 | 2.96 | 7.41 | | 120 | | | | | | | | |
| | P.107 | 1 | 319+95.00 | 320+10.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-30 | P.107 | 1 | 320+10.00 | 320+30.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.107 | 1 | 320+30.00 | 320+45.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.107 | 1 | 320+45.00 | 320+61.00 | 16.00 | 4.00 | 4.00 | 4.00 | 7.11 | 16 | 0.40 | 0.99 | | 16 | | | | | | | | |
| | P.107 | 1 | 320+61.00 | 320+69.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.107 | 1 | 320+69.00 | 322+25.00 | 156.00 | 4.00 | 4.00 | 4.00 | 69.33 | 156 | 3.85 | 9.63 | | 156 | | | | | | | | |
| | P.107 | 1 | 322+25.00 | 322+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-31 | P.107 | 1 | 322+40.00 | 322+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.107 | 1 | 322+60.00 | 322+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.107 | 1 | 322+75.00 | 323+60.00 | 85.00 | 4.00 | 4.00 | 4.00 | 37.78 | 85 | 2.10 | 5.25 | | 85 | | | | | | | | |
| | P.107 | 1 | 323+60.00 | 323+68.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| SUBTOTALS | | | | | | | | | | 1435 | 32 | 80 | 8 | 959 | | | | 15 | 1 | 2 | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | 1435 | 32 | 80 | 8 | 959 | | | | 15 | 1 | 2 | | |
| PLAN SPLIT #1 TOTAL | | | | | | | | | | 1435 | 32 | 80 | 8 | 959 | | | | 15 | 1 | 2 | | |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | |

# BARRIER & DRAINAGE SUBSUMMARY

CUY-90-20.45 BARRIER

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.074 TOTAL 208

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:28:16 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS004.dgn

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.107-108 | 1 | 323+68.00 | 324+30.00 | 62.00 | 4.00 | 4.00 | 4.00 | 27.56 | 62 | 1.53 | 3.83 | | 62 | | | | | | | | |
| | P.108 | 1 | 324+30.00 | 324+45.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-32 | P.108 | 1 | 324+45.00 | 324+65.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.108 | 1 | 324+65.00 | 324+80.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.108 | 1 | 324+80.00 | 325+20.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.108 | 1 | 325+20.00 | 325+30.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.37 | 0.93 | | | | | | | | | | |
| | P.108 | 1 | 325+30.00 | 325+70.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.108 | 1 | 325+70.00 | 326+17.00 | 47.00 | 4.00 | 4.00 | 4.00 | 20.89 | 47 | 1.16 | 2.90 | | 47 | | | | | | | | |
| | P.108 | 1 | 326+17.00 | 326+25.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.108 | 1 | 326+25.00 | 326+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-33 | P.108 | 1 | 326+40.00 | 326+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.108 | 1 | 326+60.00 | 326+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.108 | 1 | 326+75.00 | 328+59.00 | 184.00 | 4.00 | 4.00 | 4.00 | 81.78 | 184 | 4.54 | 11.36 | | 184 | | | | | | | | |
| | P.108 | 1 | 328+59.00 | 328+74.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-34 | P.108 | 1 | 328+74.00 | 328+94.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.108-109 | 1 | 328+94.00 | 329+09.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.109 | 1 | 329+09.00 | 329+16.00 | 7.00 | 4.00 | 4.00 | 4.00 | 3.11 | 7 | 0.17 | 0.43 | | 7 | | | | | | | | |
| | P.109 | 1 | 329+16.00 | 329+24.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.109 | 1 | 329+24.00 | 330+25.00 | 101.00 | 4.00 | 4.00 | 4.00 | 44.89 | 101 | 2.49 | 6.24 | | 101 | | | | | | | | |
| | P.109 | 1 | 330+25.00 | 330+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-35 | P.109 | 1 | 330+40.00 | 330+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.109 | 1 | 330+60.00 | 330+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.109 | 1 | 330+75.00 | 332+15.00 | 140.00 | 4.00 | 4.00 | 4.00 | 62.22 | 140 | 3.46 | 8.64 | | 140 | | | | | | | | |
| | P.109 | 1 | 332+15.00 | 332+23.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.109 | 1 | 332+23.00 | 332+25.00 | 2.00 | 4.00 | 4.00 | 4.00 | 0.89 | 2 | 0.05 | 0.12 | | 2 | | | | | | | | |
| | P.109 | 1 | 332+25.00 | 332+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-36 | P.109 | 1 | 332+40.00 | 332+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.109 | 1 | 332+60.00 | 332+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.109-110 | 1 | 332+75.00 | 334+07.00 | 132.00 | 4.00 | 4.00 | 4.00 | 58.67 | 132 | 3.26 | 8.15 | | 132 | | | | | | | | |
| | P.110 | 1 | 334+07.00 | 334+22.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-37 | P.110 | 1 | 334+22.00 | 334+42.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.110 | 1 | 334+42.00 | 334+57.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.110 | 1 | 334+57.00 | 335+14.00 | 57.00 | 4.00 | 4.00 | 4.00 | 25.33 | 57 | 1.41 | 3.52 | | 57 | | | | | | | | |
| | P.110 | 1 | 335+14.00 | 335+22.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.110 | 1 | 335+22.00 | 336+44.44 | 122.44 | 4.00 | 4.00 | 4.00 | 54.42 | 122 | 3.02 | 7.56 | | 122 | | | | | | | | |
| | P.110 | 1 | 336+44.44 | 336+59.44 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.110 | 1 | 336+59.44 | 336+79.44 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | | | | 1 | | | | | | |
| | | | Bridge over Bratenahl Rd. | | | | | | | | | | | | | | | | | | | |
| | P.110 | 1 | 338+09.86 | 338+29.86 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | | | | 1 | | | | | | |
| | P.110 | 1 | 338+29.86 | 338+44.86 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.110 | 1 | 338+44.86 | 338+52.86 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.110 | 1 | 338+52.86 | 338+75.00 | 22.14 | 4.00 | 4.00 | 4.00 | 9.84 | 22 | 0.55 | 1.37 | | 22 | | | | | | | | |
| | P.110 | 1 | 338+75.00 | 338+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-38 | P.110-111 | 1 | 338+90.00 | 339+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| SUBTOTALS | | | | | | | | | | 1412 | 32 | 80 | 7 | 927 | | 2 | | 15 | | 2 | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | 1412 | 32 | 80 | 7 | 927 | | 2 | | 15 | | 2 | | |
| PLAN SPLIT #1 TOTAL | | | | | | | | | | 1412 | 32 | 80 | 7 | 927 | | 2 | | 15 | | 2 | | |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | |

CUY-90-20.45 BARRIER

BARRIER & DRAINAGE SUBSUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.075 TOTAL 208

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:28:39 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS005.dgn

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.111 | 1 | 339+10.00 | 339+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.111 | 1 | 339+25.00 | 340+75.00 | 150.00 | 4.00 | 4.00 | 4.00 | 66.67 | 150 | 3.70 | 9.26 | | 150 | | | | | | | | |
| | P.111 | 1 | 340+75.00 | 340+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-39 | P.111 | 1 | 340+90.00 | 341+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.111 | 1 | 341+10.00 | 341+25.00 | 15.00 | 2.81 | 6.00 | 4.41 | 7.34 | 15 | 0.41 | 1.02 | | | | | | 1 | | | | |
| | P.111 | 1 | 341+25.00 | 341+33.00 | 8.00 | 6.00 | 6.00 | 6.00 | 5.33 | 8 | 0.30 | 0.74 | | | | | | | | | | |
| | P.111 | 1 | 341+33.00 | 342+75.00 | 142.00 | 6.00 | 6.00 | 6.00 | 94.67 | 142 | 5.26 | 13.15 | | 142 | | | | | | | | |
| | P.111 | 1 | 342+75.00 | 342+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-40 | P.111 | 1 | 342+90.00 | 343+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.111 | 1 | 343+10.00 | 343+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.111-112 | 1 | 343+25.00 | 344+25.00 | 100.00 | 4.00 | 4.00 | 4.00 | 44.44 | 100 | 2.47 | 6.17 | | 100 | | | | | | | | |
| | P.112 | 1 | 344+25.00 | 344+33.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.112 | 1 | 344+33.00 | 344+75.00 | 42.00 | 4.00 | 4.00 | 4.00 | 18.67 | 42 | 1.04 | 2.59 | | 42 | | | | | | | | |
| | P.112 | 1 | 344+75.00 | 344+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-41 | P.112 | 1 | 344+90.00 | 345+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.112 | 1 | 345+10.00 | 345+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.112 | 1 | 345+25.00 | 346+75.00 | 150.00 | 4.00 | 4.00 | 4.00 | 66.67 | 150 | 3.70 | 9.26 | | 150 | | | | | | | | |
| | P.112 | 1 | 346+75.00 | 346+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-42 | P.112 | 1 | 346+90.00 | 347+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.112 | 1 | 347+10.00 | 347+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.112 | 1 | 347+25.00 | 347+33.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.112 | 1 | 347+33.00 | 348+75.00 | 142.00 | 4.00 | 4.00 | 4.00 | 63.11 | 142 | 3.51 | 10.52 | | 142 | | | | | | | | |
| | P.112 | 1 | 348+75.00 | 348+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 1.11 | | | | | | 1 | | | | |
| D-43 | P.112-113 | 1 | 348+90.00 | 349+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.113 | 1 | 349+10.00 | 349+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 1.11 | | | | | | 1 | | | | |
| | P.113 | 1 | 349+25.00 | 350+24.00 | 99.00 | 4.00 | 4.00 | 4.00 | 44.00 | 99 | 2.44 | 6.11 | | 99 | | | | | | | | |
| | P.113 | 1 | 350+24.00 | 350+32.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.113 | 1 | 350+32.00 | 350+75.00 | 43.00 | 4.00 | 4.00 | 4.00 | 19.11 | 43 | 1.06 | 2.65 | | 43 | | | | | | | | |
| | P.113 | 1 | 350+75.00 | 350+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-44 | P.113 | 1 | 350+90.00 | 351+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.113 | 1 | 351+10.00 | 351+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.113 | 1 | 351+25.00 | 352+75.00 | 150.00 | 4.00 | 4.00 | 4.00 | 66.67 | 150 | 3.70 | 9.26 | | 150 | | | | | | | | |
| | P.113 | 1 | 352+75.00 | 352+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-45 | P.113 | 1 | 352+90.00 | 353+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.113 | 1 | 353+10.00 | 353+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.113 | 1 | 353+25.00 | 353+33.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.113-114 | 1 | 353+33.00 | 354+55.00 | 122.00 | 4.00 | 4.00 | 4.00 | 54.22 | 122 | 3.01 | 7.53 | | 122 | | | | | | | | |
| | | 1 | 354+55.00 | 354+70.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-46 | P.114 | 1 | 354+70.00 | 354+90.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.114 | 1 | 354+90.00 | 355+05.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.114 | 1 | 355+05.00 | 356+24.00 | 119.00 | 4.00 | 4.00 | 4.00 | 52.89 | 119 | 2.94 | 7.35 | | 119 | | | | | | | | |
| | P.114 | 1 | 356+24.00 | 356+32.00 | 8.00 | 4.00 | 4.00 | 4.00 | 3.56 | 8 | 0.20 | 0.49 | | | | | | | | | | |
| | P.114 | 1 | 356+32.00 | 356+75.00 | 43.00 | 4.00 | 4.00 | 4.00 | 19.11 | 43 | 1.06 | 2.65 | | 43 | | | | | | | | |
| SUBTOTALS | | | | | | | | | | 1765 | 42 | 106 | 8 | 1302 | | | | 17 | | | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | 1765 | 42 | 106 | 8 | 1302 | | | | 17 | | | | |
| **PLAN SPLIT #1 TOTAL** | | | | | | | | | | 1765 | 42 | 106 | 8 | 1302 | | | | 17 | | | | |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | | | | | |

# BARRIER & DRAINAGE SUBSUMMARY

CUY-90-20.45 BARRIER

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.076 TOTAL 208

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:29:03 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680400-Engineering\Roadway\Sheets\118680_GS006.dgn

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.114 | 1 | 356+75.00 | 356+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-47 | P.114 | 1 | 356+90.00 | 357+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.114 | 1 | 357+10.00 | 357+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.114 | 1 | 357+25.00 | 358+75.00 | 150.00 | 4.00 | 4.00 | 4.00 | 66.67 | 150 | 3.70 | 9.26 | | 150 | | | | | | | | |
| | P.114 | 1 | 358+75.00 | 358+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-48 | P.114-115 | 1 | 358+90.00 | 359+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.115 | 1 | 359+10.00 | 359+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.115 | 1 | 359+25.00 | 359+33.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.115 | 1 | 359+33.00 | 359+96.00 | 63.00 | 4.00 | 4.00 | 4.00 | 28.00 | 63 | 1.56 | 3.89 | | 63 | | | | | | | | |
| | P.115 | 1 | 359+96.00 | 360+11.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-49 | P.115 | 1 | 360+11.00 | 360+31.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-50 | P.115 | 1 | 360+31.00 | 360+51.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.115 | 1 | 360+51.00 | 360+66.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.115 | 1 | 360+66.00 | 361+75.00 | 109.00 | 4.00 | 4.00 | 4.00 | 48.44 | 109 | 2.69 | 6.73 | | 109 | | | | | | | | |
| | P.115 | 1 | 361+75.00 | 361+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-51 | P.115 | 1 | 361+90.00 | 362+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.115 | 1 | 362+10.00 | 362+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.115 | 1 | 362+25.00 | 362+33.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.115 | 1 | 362+33.00 | 363+75.00 | 142.00 | 4.00 | 4.00 | 4.00 | 63.11 | 142 | 3.51 | 8.77 | | 142 | | | | | | | | |
| | P.115 | 1 | 363+75.00 | 363+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-52 | P.115-116 | 1 | 363+90.00 | 364+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.116 | 1 | 364+10.00 | 364+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.116 | 1 | 364+25.00 | 364+77.00 | 52.00 | 4.00 | 4.00 | 4.00 | 23.11 | 52 | 1.28 | 3.21 | | 52 | | | | | | | | |
| | P.116 | 1 | 364+77.00 | 364+85.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.116 | 1 | 364+85.00 | 365+25.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.116 | 1 | 365+25.00 | 365+35.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.37 | 0.93 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.116 | 1 | 365+35.00 | 365+75.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.116 | 1 | 365+75.00 | 365+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-53 | P.116 | 1 | 365+90.00 | 366+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.116 | 1 | 366+10.00 | 366+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.116 | 1 | 366+25.00 | 367+75.00 | 150.00 | 4.00 | 4.00 | 4.00 | 66.67 | 150 | 3.70 | 9.26 | | 150 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.116 | 1 | 367+75.00 | 367+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-54 | P.116 | 1 | 367+90.00 | 368+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.116 | 1 | 368+10.00 | 368+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.116 | 1 | 368+25.00 | 368+33.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.116-117 | 1 | 368+33.00 | 369+45.00 | 112.00 | 4.00 | 4.00 | 4.00 | 49.78 | 112 | 2.77 | 6.91 | | 112 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.117 | 1 | 369+45.00 | 369+60.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-55 | P.117 | 1 | 369+60.00 | 369+80.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.117 | 1 | 369+80.00 | 369+90.00 | 10.00 | 4.00 | 4.00 | 4.00 | 4.44 | 10 | 0.25 | 0.62 | | | | | | | 1 | | | |
| D-56 | P.117 | 1 | 369+90.00 | 370+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.117 | 1 | 370+10.00 | 370+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.117 | 1 | 370+25.00 | 371+24.00 | 99.00 | 4.00 | 4.00 | 4.00 | 44.00 | 99 | 2.44 | 6.11 | | 99 | | | | | | | | |
| | P.117 | 1 | 371+24.00 | 371+32.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.117 | 1 | 371+32.00 | 372+00.00 | 68.00 | 4.00 | 4.00 | 4.00 | 30.22 | 68 | 1.68 | 4.20 | | 68 | | | | | | | | |
| | P.117 | 1 | 372+00.00 | 372+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-57 | P.117 | 1 | 372+15.00 | 372+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| SUBTOTALS | | | | | | | | | | **1560** | **33** | **82** | **11** | **995** | | | | **17** | **1** | **2** | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | **1560** | **33** | **82** | **11** | **995** | | | | **17** | **1** | **2** | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| **PLAN SPLIT #1 TOTAL** | | | | | | | | | | **1560** | **33** | **82** | **11** | **995** | | | | **17** | **1** | **2** | | |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | | | | | |

CUY-90-20.45 BARRIER

BARRIER & DRAINAGE SUBSUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.077 TOTAL 208

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:30:22 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS007.dgn

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.117 | 1 | 372+35.00 | 372+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.117 | 1 | 372+50.00 | 372+77.00 | 27.00 | 4.00 | 4.00 | 4.00 | 12.00 | 27 | 0.67 | 1.67 | | 27 | | | | | | | | |
| | P.117 | 1 | 372+77.00 | 372+92.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-58 | P.117 | 1 | 372+92.00 | 373+12.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.117 | 1 | 373+12.00 | 373+27.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.117 | 1 | 373+27.00 | 373+67.00 | 40.00 | 4.00 | 4.00 | 4.00 | 17.78 | 40 | 0.99 | 2.47 | | 40 | | | | | | | | |
| | P.117 | 1 | 373+67.00 | 373+75.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.117 | 1 | 373+75.00 | 373+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-59 | P.117-118 | 1 | 373+90.00 | 374+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.118 | 1 | 374+10.00 | 374+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.118 | 1 | 374+25.00 | 374+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-60 | P.118 | 1 | 374+40.00 | 374+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.118 | 1 | 374+60.00 | 374+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.118 | 1 | 374+75.00 | 375+78.00 | 103.00 | 4.00 | 4.00 | 4.00 | 45.78 | 103 | 2.54 | 6.36 | | 103 | | | | | | | | |
| | P.118 | 1 | 375+78.00 | 375+86.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.118 | 1 | 375+86.00 | 376+25.00 | 39.00 | 4.00 | 4.00 | 4.00 | 17.33 | 39 | 0.96 | 2.41 | | 39 | | | | | | | | |
| | P.118 | 1 | 376+25.00 | 376+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-61 | P.118 | 1 | 376+40.00 | 376+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.118 | 1 | 376+60.00 | 376+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.118 | 1 | 376+75.00 | 378+24.00 | 149.00 | 4.00 | 4.00 | 4.00 | 66.22 | 149 | 3.68 | 9.20 | | 149 | | | | | | | | |
| | P.118 | 1 | 378+24.00 | 378+32.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.118-119 | 1 | 378+32.00 | 380+25.00 | 193.00 | 4.00 | 4.00 | 4.00 | 85.78 | 193 | 4.77 | 11.91 | | 193 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.119 | 1 | 380+25.00 | 380+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-62 | P.119 | 1 | 380+40.00 | 380+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.119 | 1 | 380+60.00 | 380+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.119 | 1 | 380+75.00 | 381+27.00 | 52.00 | 4.00 | 4.00 | 4.00 | 23.11 | 52 | 1.28 | 3.21 | | 52 | | | | | | | | |
| | P.119 | 1 | 381+27.00 | 381+35.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.119 | 1 | 381+35.00 | 382+25.00 | 90.00 | 4.00 | 4.00 | 4.00 | 40.00 | 90 | 2.22 | 5.56 | | 90 | | | | | | | | |
| | P.119 | 1 | 382+25.00 | 382+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-63 | P.119 | 1 | 382+40.00 | 382+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.119 | 1 | 382+60.00 | 382+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.119-120 | 1 | 382+75.00 | 384+17.00 | 142.00 | 4.00 | 4.00 | 4.00 | 63.11 | 142 | 3.51 | 8.77 | | 142 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.120 | 1 | 384+17.00 | 384+25.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.120 | 1 | 384+25.00 | 384+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-64 | P.120 | 1 | 384+40.00 | 384+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.120 | 1 | 384+60.00 | 384+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.120 | 1 | 384+75.00 | 386+25.00 | 150.00 | 4.00 | 4.00 | 4.00 | 66.67 | 150 | 3.70 | 9.26 | | 150 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.120 | 1 | 386+25.00 | 386+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-65 | P.120 | 1 | 386+40.00 | 386+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.120 | 1 | 386+60.00 | 386+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.120 | 1 | 386+75.00 | 387+32.00 | 57.00 | 4.00 | 4.00 | 4.00 | 25.33 | 57 | 1.41 | 3.52 | | 57 | | | | | | | | |
| | P.120 | 1 | 387+32.00 | 387+40.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.120 | 1 | 387+40.00 | 388+25.00 | 85.00 | 4.00 | 4.00 | 4.00 | 37.78 | 85 | 2.10 | 5.25 | | 85 | | | | | | | | |
| | P.120 | 1 | 388+25.00 | 388+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-66 | P.120 | 1 | 388+40.00 | 388+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.120 | 1 | 388+60.00 | 388+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.120 | 1 | 388+75.00 | 389+00.00 | 25.00 | 4.00 | 4.00 | 4.00 | 11.11 | 25 | 0.62 | 1.54 | | 25 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS | | | | | | | | | | 1665 | 35 | 89 | 9 | 1152 | | | | 19 | | | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | 1665 | 35 | 89 | 9 | 1152 | | | | 19 | | | | |
| PLAN SPLIT #1 TOTAL | | | | | | | | | | 1665 | 35 | 89 | 9 | 1152 | | | | 19 | | | | |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | |



DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680





MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:30:30 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS008.dgn

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.121 | 1 | 389+00.00 | 389+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-67 | P.121 | 1 | 389+15.00 | 389+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.121 | 1 | 389+35.00 | 389+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.121 | 1 | 389+50.00 | 390+17.00 | 67.00 | 4.00 | 4.00 | 4.00 | 29.78 | 67 | 1.65 | 4.14 | | 67 | | | | | | | | |
| | P.121 | 1 | 390+17.00 | 390+25.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.121 | 1 | 390+25.00 | 390+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-68 | P.121 | 1 | 390+40.00 | 390+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.121 | 1 | 390+60.00 | 390+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.121 | 1 | 390+75.00 | 392+00.00 | 125.00 | 4.00 | 4.00 | 4.00 | 55.56 | 125 | 3.09 | 7.72 | | 125 | | | | | | | | |
| | P.121 | 1 | 392+00.00 | 392+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-69 | P.121 | 1 | 392+15.00 | 392+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.121 | 1 | 392+35.00 | 392+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.121 | 1 | 392+50.00 | 393+14.00 | 64.00 | 4.00 | 4.00 | 4.00 | 28.44 | 64 | 1.58 | 3.95 | | 64 | | | | | | | | |
| | P.121 | 1 | 393+14.00 | 393+22.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.121 | 1 | 393+22.00 | 394+00.00 | 78.00 | 4.00 | 4.00 | 4.00 | 34.67 | 78 | 1.93 | 4.81 | | 78 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.122 | 1 | 394+00.00 | 394+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-70 | P.122 | 1 | 394+15.00 | 394+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.122 | 1 | 394+35.00 | 394+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.122 | 1 | 394+50.00 | 395+92.00 | 142.00 | 4.00 | 4.00 | 4.00 | 63.11 | 142 | 3.51 | 8.77 | | 142 | | | | | | | | |
| | P.122 | 1 | 395+92.00 | 396+00.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.122 | 1 | 396+00.00 | 396+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-71 | P.122 | 1 | 396+15.00 | 396+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.122 | 1 | 396+35.00 | 396+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.122 | 1 | 396+50.00 | 397+25.00 | 75.00 | 4.00 | 4.00 | 4.00 | 33.33 | 75 | 1.85 | 4.63 | | 75 | | | | | | | | |
| | P.122 | 1 | 397+25.00 | 397+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-72 | P.122 | 1 | 397+40.00 | 397+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.122 | 1 | 397+60.00 | 397+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.122 | 1 | 397+75.00 | 398+00.00 | 25.00 | 4.00 | 4.00 | 4.00 | 11.11 | 25 | 0.62 | 1.54 | | 25 | | | | | | | | |
| | P.122 | 1 | 398+00.00 | 398+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-73 | P.122 | 1 | 398+15.00 | 398+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.122 | 1 | 398+35.00 | 398+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.122 | 1 | 398+50.00 | 398+95.00 | 45.00 | 4.00 | 4.00 | 4.00 | 20.00 | 45 | 1.11 | 2.78 | | 45 | | | | | | | | |
| | P.122-123. | 1 | 398+95.00 | 399+03.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.123 | 1 | 399+03.00 | 400+00.00 | 97.00 | 4.00 | 4.00 | 4.00 | 43.11 | 97 | 2.40 | 5.99 | | 97 | | | | | | | | |
| | P.123 | 1 | 400+00.00 | 400+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-74 | P.123 | 1 | 400+15.00 | 400+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.123 | 1 | 400+35.00 | 400+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.123 | 1 | 400+50.00 | 400+90.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.123 | 1 | 400+90.00 | 401+00.00 | 10.00 | 6.00 | 6.00 | 6.00 | | 10 | | | | | | | | | | | | |
| | P.123 | 1 | 401+00.00 | 401+40.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.123 | 1 | 401+40.00 | 401+55.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.123 | 1 | 401+55.00 | 401+90.00 | 35.00 | 4.00 | 4.00 | 4.00 | 15.56 | 35 | 0.86 | 2.16 | | 35 | | | | | | | | |
| | P.123 | 1 | 401+90.00 | 401+98.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.123-124 | 1 | 401+98.00 | 404+25.00 | 227.00 | 4.00 | 4.00 | 4.00 | 100.89 | 227 | 5.60 | 14.01 | | 227 | | | | | | | | |
| | P.124 | 1 | 404+25.00 | 404+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS | | | | | | | | | | 1540 | 33 | 83 | 8 | 1030 | | | | 18 | | 2 | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | 1540 | 33 | 83 | 8 | 1030 | | | | 18 | | 2 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| PLAN SPLIT #1 TOTAL | | | | | | | | | | 1540 | 33 | 83 | 8 | 1030 | | | | 18 | | 2 | | |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | |

# BARRIER & DRAINAGE SUBSUMMARY

CUY-90-20.45 BARRIER

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.079 TOTAL 208

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:30:37 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS009.dgn

# BARRIER & DRAINAGE SUBSUMMARY

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| D-75 | P.124 | 1 | 404+40.00 | 404+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.124 | 1 | 404+60.00 | 404+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.124 | 1 | 404+75.00 | 404+89.00 | 14.00 | 4.00 | 4.00 | 4.00 | 6.22 | 14 | 0.35 | 0.86 | | 14 | | | | | | | | |
| | P.124 | 1 | 404+89.00 | 404+97.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.124 | 1 | 404+97.00 | 406+50.00 | 153.00 | 4.00 | 4.00 | 4.00 | 68.00 | 153 | 3.78 | 9.44 | | 153 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.124 | 1 | 406+50.00 | 406+65.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-76 | P.124 | 1 | 406+65.00 | 406+85.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.124 | 1 | 406+85.00 | 407+00.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.124 | 1 | 407+00.00 | 407+88.00 | 88.00 | 4.00 | 4.00 | 4.00 | 39.11 | 88 | 2.17 | 5.43 | | 88 | | | | | | | | |
| | P.124 | 1 | 407+88.00 | 407+96.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.124 | 1 | 407+96.00 | 408+75.00 | 79.00 | 4.00 | 4.00 | 4.00 | 35.11 | 79 | 1.95 | 4.88 | | 79 | | | | | | | | |
| | P.124 | 1 | 408+75.00 | 408+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-77 | P.124-125 | 1 | 408+90.00 | 409+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.125 | 1 | 409+10.00 | 409+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.125 | 1 | 409+25.00 | 410+87.00 | 162.00 | 4.00 | 4.00 | 4.00 | 72.00 | 162 | 4.00 | 10.00 | | 162 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.125 | 1 | 410+87.00 | 410+95.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.125 | 1 | 410+95.00 | 411+00.00 | 5.00 | 4.00 | 4.00 | 4.00 | 2.22 | 5 | 0.12 | 0.31 | | 5 | | | | | | | | |
| | P.125 | 1 | 411+00.00 | 411+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-78 | P.125 | 1 | 411+15.00 | 411+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.125 | 1 | 411+35.00 | 411+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.125 | 1 | 411+50.00 | 413+25.00 | 175.00 | 4.00 | 4.00 | 4.00 | 77.78 | 175 | 4.32 | 10.80 | | 175 | | | | | | | | |
| | P.125 | 1 | 413+25.00 | 413+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-79 | P.125 | 1 | 413+40.00 | 413+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.125 | 1 | 413+60.00 | 413+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.125 | 1 | 413+75.00 | 413+86.00 | 11.00 | 4.00 | 4.00 | 4.00 | 4.89 | 11 | 0.27 | 0.68 | | 11 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.125 | 1 | 413+86.00 | 413+94.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.125-126 | 1 | 413+94.00 | 414+75.00 | 81.00 | 4.00 | 4.00 | 4.00 | 36.00 | 81 | 2.00 | 5.00 | | 81 | | | | | | | | |
| | P.126 | 1 | 414+75.00 | 414+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-80 | P.126 | 1 | 414+90.00 | 415+10.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.126 | 1 | 415+10.00 | 415+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.126 | 1 | 415+25.00 | 415+30.00 | 5.00 | 4.00 | 4.00 | 4.00 | 2.22 | 5 | 0.12 | 0.31 | | 5 | | | | | | | | |
| | P.126 | 1 | 415+30.00 | 415+70.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.126 | 1 | 415+70.00 | 415+80.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.37 | 0.93 | | | | | | | | | | |
| | P.126 | 1 | 415+80.00 | 416+20.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.126 | 1 | 416+20.00 | 416+35.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.126 | 1 | 416+35.00 | 416+85.00 | 50.00 | 4.00 | 4.00 | 4.00 | 22.22 | 50 | 1.23 | 3.09 | | 50 | | | | | | | | |
| | P.126 | 1 | 416+85.00 | 416+93.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.126 | 1 | 416+93.00 | 417+37.00 | 44.00 | 4.00 | 4.00 | 4.00 | 19.56 | 44 | 1.09 | 2.72 | | 44 | | | | | | | | |
| | P.126 | 1 | 417+37.00 | 417+52.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-81 | P.126 | 1 | 417+52.00 | 417+72.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.126 | 1 | 417+72.00 | 417+87.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.126-127 | 1 | 417+87.00 | 419+54.00 | 167.00 | 4.00 | 4.00 | 4.00 | 74.22 | 167 | 4.12 | 10.31 | | 167 | | | | | | | | |
| | P.127 | 1 | 419+54.00 | 419+62.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.127 | 1 | 419+62.00 | 419+77.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-82 | P.127 | 1 | 419+77.00 | 419+97.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS | | | | | | | | | | 1557 | 34 | 85 | 8 | 1084 | | | | 15 | | 2 | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | 1557 | 34 | 85 | 8 | 1084 | | | | 15 | | 2 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| PLAN SPLIT #1 TOTAL | | | | | | | | | | 1557 | 34 | 85 | 8 | 1084 | | | | 15 | | 2 | | |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | |

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.080 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:30:44 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS010.dgn

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.127 | 1 | 419+97.00 | 420+12.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.127 | 1 | 420+12.00 | 421+83.00 | 171.00 | 4.00 | 4.00 | 4.00 | 76.00 | 171 | 4.22 | 10.56 | | 171 | | | | | | | | |
| | P.127 | 1 | 421+83.00 | 421+98.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-83 | P.127 | 1 | 421+98.00 | 422+18.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.127 | 1 | 422+18.00 | 422+33.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.127 | 1 | 422+33.00 | 422+53.00 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | | 20 | | | | | | | | |
| | P.127 | 1 | 422+53.00 | 422+61.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.127 | 1 | 422+61.00 | 424+00.00 | 139.00 | 4.00 | 4.00 | 4.00 | 61.78 | 139 | 3.43 | 8.58 | | 139 | | | | | | | | |
| | P.128 | 1 | 424+00.00 | 424+15.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-84 | P.128 | 1 | 424+15.00 | 424+35.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.128 | 1 | 424+35.00 | 424+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.128 | 1 | 424+50.00 | 425+52.00 | 102.00 | 4.00 | 4.00 | 4.00 | 45.33 | 102 | 2.52 | 6.30 | | 102 | | | | | | | | |
| | P.128 | 1 | 425+52.00 | 425+60.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.128 | 1 | 425+60.00 | 426+40.00 | 80.00 | 4.00 | 4.00 | 4.00 | 35.56 | 80 | 1.98 | 4.94 | | 80 | | | | | | | | |
| | P.128 | 1 | 426+40.00 | 426+55.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-85 | P.128 | 1 | 426+55.00 | 426+75.00 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.49 | 1.23 | 1 | | | | | | | | | |
| | P.128 | 1 | 426+75.00 | 426+90.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.128 | 1 | 426+90.00 | 427+30.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | P.128 | 1 | 427+30.00 | 427+40.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.37 | 0.93 | | | | | | | | | | |
| | P.128 | 1 | 427+40.00 | 427+80.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 1.23 | 3.09 | | 25 | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.128 | 1 | 427+80.00 | 427+95.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.128 | 1 | 427+95.00 | 428+17.00 | 22.00 | 4.00 | 4.00 | 4.00 | 9.78 | 22 | 0.54 | 1.36 | | 22 | | | | | | | | |
| | P.128 | 1 | 428+17.00 | 428+25.00 | 8.00 | 4.00 | 4.00 | 4.00 | | 8 | | | | | | | | | | | | |
| | P.128 | 1 | 428+25.00 | 428+40.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| D-86 | P.128 | 1 | 428+40.00 | 428+60.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.128 | 1 | 428+60.00 | 428+75.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.37 | 0.93 | | | | | | 1 | | | | |
| | P.128 | 1 | 428+75.00 | 429+00.00 | 25.00 | 4.00 | 4.00 | 4.00 | 11.11 | 25 | 0.62 | 1.54 | | 25 | | | | | | | | |
| | P.128 | 1 | 429+00.00 | 430+22.00 | 122.00 | 4.00 | 4.00 | 4.00 | 54.22 | 122 | 6.02 | 7.53 | | | | 122 | | | | | | |
| | P.129 | 1 | 430+22.00 | 430+37.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| D-87 | P.129 | 1 | 430+37.00 | 430+57.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.129 | 1 | 430+57.00 | 430+72.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.129 | 1 | 430+72.00 | 432+25.00 | 153.00 | 4.00 | 4.00 | 4.00 | 68.00 | 153 | 7.56 | 9.44 | | | | 153 | | | | | | |
| | P.129 | 1 | 432+25.00 | 432+40.00 | 15.00 | 4.00 | 6.00 | 5.00 | 8.33 | 15 | 0.93 | 1.16 | | | | | | 1 | | | | |
| D-88 | P.129 | 1 | 432+40.00 | 432+60.00 | 20.00 | 6.00 | 6.00 | 6.00 | | 20 | | | 1 | | | | | | | | | |
| | P.129 | 1 | 432+60.00 | 432+75.00 | 15.00 | 6.00 | 4.00 | 5.00 | 8.33 | 15 | 0.93 | 1.16 | | | | | | 1 | | | | |
| | P.129-130 | 1 | 432+75.00 | 434+23.00 | 148.00 | 4.00 | 4.00 | 4.00 | 65.78 | 148 | 7.31 | 9.14 | | | | 148 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | P.130 | 1 | 434+23.00 | 434+38.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| D-89 | P.130 | 1 | 434+38.00 | 434+58.00 | 20.00 | 4.00 | 4.00 | 4.00 | 8.89 | 20 | 0.99 | 1.23 | 1 | | | | | | | | | |
| | P.130 | 1 | 434+58.00 | 434+73.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| | P.130 | 1 | 434+73.00 | 436+91.00 | 218.00 | 4.00 | 4.00 | 4.00 | 96.89 | 218 | 10.77 | 13.46 | | | | 218 | | | | | | |
| | P.130 | 1 | 436+91.00 | 437+06.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| D-90 | P.130 | 1 | 437+06.00 | 437+26.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.130 | 1 | 437+26.00 | 437+41.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| | P.130 | 1 | 437+41.00 | 437+45.00 | 4.00 | 4.00 | 4.00 | 4.00 | 1.78 | 4 | 0.20 | 0.25 | | | | 4 | | | | | | |
| | P.130 | 1 | 437+45.00 | 437+85.00 | 40.00 | 4.00 | 6.00 | 5.00 | 22.22 | 40 | 2.47 | 3.09 | | | | 25 | | | | 1 | | |
| | P.130 | 1 | 437+85.00 | 437+95.00 | 10.00 | 6.00 | 6.00 | 6.00 | 6.67 | 10 | 0.74 | 0.93 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS | | | | | | | | | | 1798 | 63 | 105 | 8 | 609 | 670 | | | 18 | | 3 | | |
| TOTALS CARRIED TO SHEET 82 | | | | | | | | | | 1798 | 63 | 105 | 8 | 609 | 670 | | | 18 | | 3 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| PLAN SPLIT #1 TOTAL | | | | | | | | | | 1798 | 63 | 105 | 8 | 609 | 670 | | | 18 | | 3 | | |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | |

CUY-90-20.45 BARRIER

BARRIER & DRAINAGE SUBSUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.081 TOTAL 208

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:30:52 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS011.dgn

# BARRIER & DRAINAGE SUBSUMMARY

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | BEGIN WIDTH | ENDING WIDTH | AVERAGE WIDTH | AREA | 202 CONCRETE BARRIER REMOVED, AS PER PLAN | 203 EXCAVATION | 304 AGGREGATE BASE, 5" | 611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN B | 622 BARRIER TRANSITION | 622 BARRIER TRANSITION, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B | 622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B50 | 611 INLET, MISC.: INLET, NO.3 B50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | FT. | SQ. YD. | FT | CY | CY | EACH | FT | FT | EACH | EACH | EACH | EACH | EACH | FT | EACH |
| | P.130 | 1 | 437+95.00 | 438+35.00 | 40.00 | 6.00 | 4.00 | 5.00 | 22.22 | 40 | 2.47 | 3.09 | | | 25 | | | | | 1 | | |
| | P.130 | 1 | 438+35.00 | 438+50.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| | P.130 | 1 | 438+50.00 | 438+71.66 | 21.66 | 4.00 | 4.00 | 4.00 | 9.63 | 22 | 1.07 | 1.34 | | | 22 | | | | | | | |
| | P.130 | 1 | 438+71.66 | 438+86.66 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| | P.130-131 | 1 | 438+86.66 | 439+26.66 | 40.00 | 4.00 | 7.00 | 5.50 | 24.44 | 40 | 2.72 | 3.40 | | | 25 | | | | | 1 | | |
| | P.131 | 1 | 439+26.66 | 439+80.08 | 53.42 | 7.00 | 7.00 | 7.00 | 41.55 | 53 | 4.62 | 5.77 | | | 53 | | | | | | | |
| | P.131 | 1 | 439+80.08 | 440+20.08 | 40.00 | 7.00 | 4.00 | 5.50 | 24.44 | 40 | 2.72 | 3.40 | | | 25 | | | | | 1 | | |
| | P.131 | 1 | 440+20.08 | 440+30.00 | 9.92 | 4.00 | 4.00 | 4.00 | 4.41 | 10 | 0.49 | 0.61 | | | | | | | 1 | | | |
| D-91 | P.131 | 1 | 440+30.00 | 440+50.00 | 20.00 | 4.00 | 4.00 | 4.00 | | 20 | | | 1 | | | | | | | | | |
| | P.131 | 1 | 440+50.00 | 440+65.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| | P.131 | 1 | 440+65.00 | 443+10.00 | 245.00 | 4.00 | 4.00 | 4.00 | 108.89 | 245 | 12.10 | 15.12 | | | 245 | | | | | | | |
| | P.131 | 1 | 443+10.00 | 443+25.00 | 15.00 | 4.00 | 4.00 | 4.00 | 6.67 | 15 | 0.74 | 0.93 | | | | | | 1 | | | | |
| SUBTOTALS SHEET 71 | | | | | | | | | | 1377 | 31 | 78 | 6 | 862 | | 3 | 1 | 16 | | 2 | 9 | 1 |
| SUBTOTALS SHEET 72 | | | | | | | | | | 2100 | 49 | 123 | 6 | 1529 | | 2 | 1 | 17 | 1 | 4 | 11 | 2 |
| SUBTOTALS SHEET 73 | | | | | | | | | | 1802 | 41 | 103 | 8 | 1355 | | | | 15 | | 2 | | |
| SUBTOTALS SHEET 74 | | | | | | | | | | 1435 | 32 | 80 | 8 | 959 | | | | 15 | 1 | 2 | | |
| SUBTOTALS SHEET 75 | | | | | | | | | | 1412 | 32 | 80 | 7 | 927 | | 2 | | 15 | | 2 | | |
| SUBTOTALS SHEET 76 | | | | | | | | | | 1765 | 42 | 106 | 8 | 1302 | | | | 17 | | | | |
| SUBTOTALS SHEET 77 | | | | | | | | | | 1560 | 33 | 82 | 11 | 995 | | | | 17 | 1 | 2 | | |
| SUBTOTALS SHEET 78 | | | | | | | | | | 1665 | 35 | 89 | 9 | 1152 | | | | 19 | | | | |
| SUBTOTALS SHEET 79 | | | | | | | | | | 1540 | 33 | 83 | 8 | 1030 | | | | 18 | | 2 | | |
| SUBTOTALS SHEET 80 | | | | | | | | | | 1557 | 34 | 85 | 8 | 1084 | | | | 15 | | 2 | | |
| SUBTOTALS SHEET 81 | | | | | | | | | | 1798 | 63 | 105 | 8 | 609 | 670 | | | 18 | | 3 | | |
| SUBTOTALS THIS SHEET | | | | | | | | | | 530 | 29 | 36 | 1 | | 395 | | | 4 | 1 | 3 | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | | | 18540 | 455 | 1050 | 88 | 11804 | 1065 | 7 | 2 | 186 | 4 | 24 | 20 | 3 |
| PLAN SPLIT #1 TOTAL | | | | | | | | | | 18540 | 455 | 1050 | 88 | 11804 | 1065 | 7 | 2 | 186 | 4 | 24 | 20 | 3 |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | |

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.082 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 10:30:59 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GS012.dgn
WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | DIRECTION | SIDE | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 209 RESHAPING UNDER GUARDRAIL, AS PER PLAN | 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN | 606 GUARDRAIL, TYPE MGS | 606 GUARDRAIL, TYPE MGS HALF POST SPACING | 606 GUARDRAIL, TYPE MGS QUARTER POST SPACING | 606 ANCHOR ASSEMBLY, MGS TYPE E | 606 ANCHOR ASSEMBLY, MGS TYPE T | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | FROM | TO | | | FT | EACH | MILE | CY | FT | FT | FT | EACH | EACH | EACH | | |
| | | | **IR-90** | | | | | | | | | | | | | | | |
| GR-1 | P.094-095 | 1 | 209+98.00 | 210+10.50 | EB | | | | | | | | | | | | | SIGN TRUSS S-1 (NO GUARDRAIL WORK NEEDED) |
| GR-2 | P.097 | 1 | 221+06.00 | 221+56.00 | EB | RT | 25.0 | 1 | 0.01 | 1.85 | | 37.5 | | | 1 | | | SIGN TRUSS S-2 |
| GR-3 | P.099 | 1 | 232+87.50 | 233+25.00 | WB | RT | 37.5 | | 0.01 | 1.39 | | 1.4 | | | | | | SIGN TRUSS S-3 |
| GR-4 | P.102 | 1 | 11+85.00 | 12+35.00 | WB | | 50 | | 0.01 | 1.85 | | 25.0 | 25.0 | | | | | SIGN TRUSS S-4 |
| GR-5 | P.105 | 1 | 309+72.50 | 309+97.50 | WB | RT | 12.5 | 1 | 0.01 | 0.93 | | 12.5 | | | 1 | | | SIGN TRUSS S-5 |
| GR-6 | P.108 | 1 | 325+02.00 | 325+52.00 | WB | RT | 50 | | 0.01 | 1.85 | | 25.0 | 25.0 | | | | | SIGN TRUSS S-6 |
| GR-7 | P.116 | 1 | 365+30.00 | | EB | | | | | | | | | | | | | SIGN TRUSS S-7 (NO GUARDRAIL WORK NEEDED) |
| GR-8 | P.123 | 1 | 400+80.00 | 401+05.00 | EB | RT | | | 0.01 | 0.93 | | 37.5 | | | 1 | 1 | | SIGN TRUSS S-8 |
| GR-9 | P.126 | 1 | 415+75.00 | 416+00.00 | EB | RT | 12.5 | 1 | 0.01 | 0.93 | | 12.5 | | | 1 | | | SIGN TRUSS S-9 |
| GR-10 | P.128 | 1 | 427+20.00 | 427+32.50 | EB | | | | | | | | | | | | | SIGN TRUSS S-10 (NO GUARDRAIL WORK NEEDED) |
| GR-11 | P.130 | 1 | 437+90.00 | | EB | RT | | | | | | | | | | | | SIGN TRUSS S-11 (NO GUARDRAIL WORK NEEDED) |
| | | | **RAMP B-2** | | | | | | | | | | | | | | | |
| GR-12 | P.097 | 1 | 10+50.00 | 11+75.00 | EB | LT | | | | | 62.5 | | | 1 | 1 | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | 188 | 3 | 0.07 | 10 | 62.5 | 150 | 50 | 1 | 5 | 1 | | |
| **PLAN SPLIT #1 TOTAL** | | | | | | | 188 | 3 | 0.07 | 10 | 62.5 | 150 | 50 | 1 | 5 | 1 | | |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | |

GUARDRAIL SUBSUMMARY

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:53 PM USER: jgl255
M:\2505\118680\400-Engineering\Roadway\Sheets\118680_GS013.dgn

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.083 TOTAL 208

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | LENGTH (L) | BEGIN WIDTH | ENDING WIDTH | CADD AREA | AREA | 202 PAVEMENT REMOVED | 254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" | 407 NON-TRACKING TACK COAT | 302 ASPHALT CONCRETE BASE, PG64-22, (449) | 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), 4.75" | 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN, PG70-22M, 1-1/2" |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT. | FT. | FT. | SQ. FT. | SQ. YD. | SY | SY | GAL | CY | CY | CY |
| | | | **I-90 EXISTING SIGN TRUSSES** | | | | | | | | | | | |
| P-1 | 93 | 1 | 204+41 204+90 | 49.00 | 4.00 | 4.00 | 196 | 22 | 22 | | 2 | 5 | 3 | |
| P-2 | 95 | 1 | 210+63 211+15 | 52.00 | 4.00 | 4.00 | 208 | 23 | 23 | | 2 | 5 | 3 | |
| P-3 | 97 | 1 | 220+60 221+04 | 44.00 | 4.00 | 4.00 | 176 | 20 | 20 | | 2 | 4 | 3 | |
| P-4 | 99 | 1 | 231+14 231+79 | 65.00 | 4.00 | 4.00 | 260 | 29 | 29 | | 2 | 6 | 4 | |
| P-5 | 105 | 1 | 309+85 310+34 | 49.00 | 4.00 | 4.00 | 196 | 22 | 22 | | 2 | 5 | 3 | |
| P-6 | 108 | 1 | 324+65 324+96 | 31.00 | 4.00 | 4.00 | 124 | 14 | 14 | | 1 | 3 | 2 | |
| P-7 | 116 | 1 | 365+40 365+90 | 50.00 | 4.00 | 4.00 | 200 | 22 | 22 | | 2 | 5 | 3 | |
| P-8 | 123 | 1 | 400+35 400+72 | 37.00 | 4.00 | 4.00 | 148 | 16 | 16 | | 1 | 3 | 2 | |
| P-9 | 126 | 1 | 415+10 415+67 | 57.00 | 4.00 | 4.00 | 228 | 25 | 25 | | 2 | 5 | 3 | |
| P-10 | 128 | 1 | 427+55 428+14 | 59.00 | 4.00 | 4.00 | 236 | 26 | 26 | | 2 | 5 | 3 | |
| P-11 | 130 | 1 | 437+26 437+83 | 57.00 | 4.00 | 4.00 | 228 | 25 | 25 | | 2 | 5 | 3 | |
| | | | **I-90 RESURFACING ALONG BARRIER** | | | | | | | | | | | |
| | | 1 | 208+75.86 252+98.80 | 4422.94 | 6.00 | 6.00 | - | 2949 | | 2949 | 251 | | | 123 |
| | | | STATION EQUATION: 252+98.80 BK = 301+99.84 AH | | | | | | | | | | | |
| | | 1 | 301+99.84 429+00.00 | 12700.16 | 6.00 | 6.00 | - | 8467 | | 8467 | 720 | | | 353 |
| | | 1 | 429+00.00 443+25.00 | 1425.00 | 5.00 | 5.00 | | 792 | | 792 | 67 | | | 33 |
| SUBTOTALS | | | | | | | | | 244 | 12208 | 1058 | 51 | 32 | 509 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | | 244 | 12208 | 1058 | 51 | 32 | 509 |
| **PLAN SPLIT #1 TOTAL** | | | | | | | | | 244 | 12208 | 1058 | 51 | 32 | 509 |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | |

PAVEMENT SUBSUMMARY

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:54 PM USER: jgl255
M:\2505\118680\400-Engineering\Roadway\Sheets\118680_GC001.dgn

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.084 TOTAL 208

| SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | 646 EDGE LINE, 6", WHITE | 646 EDGE LINE, 6", YELLOW | 646 LANE LINE, 6" | | 646 CHANNELIZING LINE, 12" | 646 DOTTED LINE, 6" | 646 DOTTED LINE, 12" | 646 CHEVRON MARKING | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT | FT | FT | FT | | FT | FT | FT | FT | | | | | | | | | | | |
| | | **I-90 EASTBOUND** | | | | | | | | | | | | | | | | | | | | | |
| P.138-141 | 1 | 154+19.90 | 170+49.90 | 1,630 | 1,630 | 1,630 | 4,890 | | | | | | | | | | | | | | | | |
| | 1 | STATION EQUATION 170+49.90 BK = 200+83.36 AH | | | | | | | | | | | | | | | | | | | | | |
| P.141 | 1 | 200+83.36 | 203+80.00 | 297 | 297 | 297 | 890 | | | | | | | | | | | | | | | | |
| P.141-142 | 1 | 203+80.00 | 209+32.00 | 552 | 552 | 552 | 1,656 | | | 552 | | | | | | | | | | | | | |
| P.142-143 | 1 | 209+32.00 | 212+15.00 | 283 | | 283 | 849 | | 566 | | | | | | | | | | | | | | |
| P.144-145 | 1 | 212+15.00 | 221+80.00 | 965 | 965 | 965 | 2,895 | | | | | | | | | | | | | | | | |
| P.145-146 | 1 | 221+80.00 | 225+77.00 | 397 | | 397 | 1191 | | 794 | | | | | | | | | | | | | | |
| P.146-147 | 1 | 225+77.00 | 230+35.00 | 458 | | 458 | 1374 | | | | 458 | | | | | | | | | | | | |
| P.147 | 1 | 230+35.00 | 233+24.00 | 289 | | 289 | 867 | | 578 | | | 104 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| P.147-150 | 1 | 233+24.00 | 245+47.00 | 1223 | 1223 | 1,223 | 3669 | | | | | | | | | | | | | | | | |
| P.150 | 1 | 245+47.00 | 248+82.00 | 335 | | 335 | 1005 | | 670 | | | | | | | | | | | | | | |
| P.150-151 | 1 | 248+82.00 | 252+98.90 | 417 | 417 | 417 | 1251 | | | 417 | | | | | | | | | | | | | |
| | 1 | STATION EQUATION 252+98.90 BK = 301+99.84 AH | | | | | | | | | | | | | | | | | | | | | |
| P.151-152 | 1 | 301+99.84 | 306+17.00 | 417 | 417 | 417 | 1251 | | | 417 | | | | | | | | | | | | | |
| P.152-163 | 1 | 306+17.00 | 359+94.00 | 5377 | 5377 | 5377 | 16131 | | | | | | | | | | | | | | | | |
| P.163-164 | 1 | 359+94.00 | 366+24.00 | 630 | 630 | 630 | 1,890 | | | 630 | | | | | | | | | | | | | |
| P.164 | 1 | 366+24.00 | 368+54.00 | 230 | | 230 | 690 | | 460 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| P.164-168 | 1 | 368+54.00 | 386+10.00 | 1,756 | 1,756 | 1,756 | 5,268 | | | | | | | | | | | | | | | | |
| P.168 | 1 | 386+10.00 | 389+00.00 | 290 | | 290 | 870 | | 580 | | | | | | | | | | | | | | |
| P.169 | 1 | 389+00.00 | 393+90.00 | 490 | 490 | 490 | 1,470 | | | 490 | | | | | | | | | | | | | |
| P.169-175 | 1 | 393+90.00 | 421+00.00 | 2,710 | 2,710 | 2,710 | 8,130 | | | | | | | | | | | | | | | | |
| P.175-176 | 1 | 421+00.00 | 426+00.00 | 500 | 500 | 500 | 1,500 | | | 500 | | | | | | | | | | | | | |
| P.176 | 1 | 426+00.00 | 427+22.00 | 122 | | 122 | 366 | | | 122 | | | | | | | | | | | | | |
| P.176-177 | 1 | 427+22.00 | 429+17.00 | 195 | | 195 | 585 | | 390 | | | | | | | | | | | | | | |
| P.177-179 | 1 | 429+17.00 | 439+25.00 | 1,008 | 1,008 | 1,008 | 3024 | | | | | | | | | | | | | | | | |
| P.179 | 1 | 439+25.00 | 441+17.00 | 192 | | 192 | 576 | | | 192 | | | | | | | | | | | | | |
| P.179 | 1 | 441+17.00 | 443+01.00 | 184 | | 184 | 552 | | 368 | | | | | | | | | | | | | | |
| P.179-181 | 1 | 443+01.00 | 451+27.14 | 826 | 826 | 826 | 2478 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | **I-90 EASTBOUND RAMPS** | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B-1 | | | | | | | | | | | | | | | | | | | | | |
| P.142-143 | 1 | 9+31.65 | 12+32.00 | 301 | 301 | 22 | | | | | | | | | | | | | | | | | |
| | | RAMP B-2 TO RAMP C-1 | | | | | | | | | | | | | | | | | | | | | |
| P.145 | 1 | 11+98.00 | 13+63.94 = 223+53.19 | 166 | 166 | | | | | | | | | | | | | | | | | | |
| P.145-146 | 1 | 223+53.19 | 229+27.34 = 9+27.34 | 575 | 575 | | | | | | | | | | | | | | | | | | |
| P.146-147 | 1 | 9+27.34 | 13+90.82 | 464 | 464 | 67 | | | | | | | | | | | | | | | | | |
| | | RAMP C-2 | | | | | | | | | | | | | | | | | | | | | |
| P.150 | 1 | 15+40.00 | 17+40.21 = 247+40.27 | 201 | 201 | | | | | | | | | | | | | | | | | | |
| P.150 | 1 | 247+40.27 | 248+82.00 | 142 | 142 | | | | | | | | | | | | | | | | | | |
| | | RAMP D-1 | | | | | | | | | | | | | | | | | | | | | |
| P.164 | 1 | 366+24.00 | 366+76.21 = 3+49.51 | 52 | 52 | | | | | | | | | | | | | | | | | | |
| P.164 | 1 | 3+49.51 | 5+28.09 | 179 | 179 | | | | | | | | | | | | | | | | | | |
| P.164-165 | 1 | 5+28.09 | 6+31.00 | 103 | 103 | 103 | | | | | | | | | | | | | | | | | |
| | | RAMP D-2 | | | | | | | | | | | | | | | | | | | | | |
| P.168 | 1 | 9+10.00 | 10+77.32 = 387+49.72 | 167 | 167 | | | | | | | | | | | | | | | | | | |
| P.168 | 1 | 387+49.72 | 389+00.00 | 151 | 151 | | | | | | | | | | | | | | | | | | |
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| | | RAMP E-1 | | | | | | | | | | | | | | | | | | | | | |
| P.176-177 | 1 | 0+00.00 | 5+99.00 | 599 | 599 | 288 | | | | | | | | | | | | | | | | | |
| | | RAMP-1 | | | | | | | | | | | | | | | | | | | | | |
| P.179 | 1 | 0+00.00 | 3+70.00 | 370 | 370 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS CARRIED TO SHEET P.086 | | | | | **22268** | **22253** | **65318** | | **4406** | **3320** | **458** | **104** | | | | | | | | | | | |

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY

DESIGNER KD

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.085 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet_Sun/Ft PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:55 PM USER: jg0255
M:\2505\118680\400-Engineering\Traffic\Sheets\118680_TS001.dgn

| SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | LENGTH | 646 EDGE LINE, 6", WHITE | 646 EDGE LINE, 6", YELLOW | 646 LANE LINE, 6" | | 646 CHANNELIZING LINE, 12" | 646 DOTTED LINE, 6" | 646 DOTTED LINE, 12" | 646 CHEVRON MARKING | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FT | FT | FT | FT | | FT | FT | FT | FT | | | | | | | | | | | |
| | | **I-90 WESTBOUND** | | | | | | | | | | | | | | | | | | | | | |
| P.139 | 1 | 160+89.90 | 164+00.00 | 310 | | 310 | 930 | | | 310 | | | | | | | | | | | | | |
| P.139-140 | 1 | 164+00.00 | 170+49.90 | 650 | 650 | 650 | 1950 | | | | | | | | | | | | | | | | |
| | 1 | STATION EQUATION 170+49.90 BK = 200+83.36 AH | | | | | | | | | | | | | | | | | | | | | |
| P.141 | 1 | 200+83.36 | 203+00.00 | 217 | 217 | 217 | 650 | | | | | | | | | | | | | | | | |
| P.141-142 | 1 | 203+00.00 | 209+90.00 | 690 | 690 | 690 | 2070 | | | 690 | | | | | | | | | | | | | |
| P.142-143 | 1 | 209+90.00 | 214+67.00 | 477 | | 477 | 1431 | | 954 | | | | | | | | | | | | | | |
| P.143-146 | 1 | 214+67.00 | 229+37.00 | 1,470 | 1,470 | 1,470 | 4410 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| P.146-147 | 1 | 229+37.00 | 231+38.00 | 201 | | 201 | 603 | | 402 | | | 150 | | | | | | | | | | | |
| P.147 | 1 | 231+38.00 | 232+49.81 | 112 | | 112 | 335 | | | | 112 | | | | | | | | | | | | |
| P.147-148 | 1 | 232+49.81 | 236+98.00 | 448 | 448 | 448 | 1345 | | | | 448 | | | | | | | | | | | | |
| P.148-149 | 1 | 236+98.00 | 241+51.00 | 453 | | 453 | 1359 | | 906 | | | | | | | | | | | | | | |
| P.149-150 | 1 | 241+51.00 | 247+28.00 | 577 | 577 | 577 | 1731 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| P.150 | 1 | 247+28.00 | 249+29.00 | 201 | | 201 | 603 | | 402 | | | | | | | | | | | | | | |
| P.150-151 | 1 | 249+29.00 | 250+20.00 | 91 | | 91 | 273 | | | 91 | | | | | | | | | | | | | |
| P.151 | 1 | 250+20.00 | 252+98.90 | 279 | 279 | 279 | 837 | | | 279 | | | | | | | | | | | | | |
| | | STATION EQUATION 252+98.90 BK = 301+99.84 AH | | | | | | | | | | | | | | | | | | | | | |
| P.151-152 | 1 | 301+99.84 | 304+51.00 | 251 | 251 | 251 | 753 | | | 251 | | | | | | | | | | | | | |
| P.152-163 | 1 | 304+51.00 | 360+18.00 | 5567 | 5567 | 5567 | 16701 | | | | | | | | | | | | | | | | |
| P.163-164 | 1 | 360+18.00 | 367+07.75 | 690 | 690 | 690 | 2069 | | | 690 | | | | | | | | | | | | | |
| P.164 | 1 | 367+07.75 | 368+15.00 | 107 | | 107 | 322 | | | 107 | | | | | | | | | | | | | |
| P.164-165 | 1 | 368+15.00 | 369+46.00 | 131 | | 131 | 393 | | 262 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| P.165-167 | 1 | 369+46.00 | 384+99.00 | 1553 | 1553 | 1553 | 4659 | | | | | | | | | | | | | | | | |
| P.168 | 1 | 384+99.00 | 386+76.00 | 177 | | 177 | 531 | | 354 | | | | | | | | | | | | | | |
| P.168-169 | 1 | 386+76.00 | 390+12.32 | 336 | | 336 | 1009 | | | 336 | | | | | | | | | | | | | |
| P.169-175 | 1 | 390+12.32 | 424+00.00 | 3388 | 3388 | 3388 | 10163 | | | | | | | | | | | | | | | | |
| P.176-177 | 1 | 424+00.00 | 432+00.00 | 800 | 800 | 800 | 2400 | | | 800 | | | | | | | | | | | | | |
| P.177 | 1 | 432+00.00 | 433+27.00 | 127 | | 127 | 381 | | | 127 | | | | | | | | | | | | | |
| P.177-178 | 1 | 433+27.00 | 436+27.00 | 300 | | 300 | 900 | | 600 | | | | | | | | | | | | | | |
| P.178-182 | 1 | 433+27.00 | 456+75.00 | 2348 | 2,348 | 2,348 | 7044 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | **I-90 WESTBOUND RAMPS** | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP -B4 | | | | | | | | | | | | | | | | | | | | | |
| P.142-143 | 1 | 209+90.00 | 212+50.08 = 12+50.00 | 261 | 261 | | | | | | | | | | | | | | | | | | |
| P.143 | 1 | 12+50.00 | 14+90.00 | 240 | 240 | | | | | | | | | | | | | | | | | | |
| | | RAMP B-3 | | | | | | | | | | | | | | | | | | | | | |
| P.146-147 | 1 | 9+23.00 | 12+35.72 | 313 | 313 | | | | | | | | | | | | | | | | | | |
| | | RAMP C-4 ENTRANCE | | | | | | | | | | | | | | | | | | | | | |
| P.148-149 | 1 | 236+98.00 | 239+84.10 = 9+84.10 | 287 | 287 | | | | | | | | | | | | | | | | | | |
| P.148-149 | 1 | 9+84.10 | 11+41.00 | 157 | 157 | | | | | | | | | | | | | | | | | | |
| | | RAMP C-4 EXIT | | | | | | | | | | | | | | | | | | | | | |
| P.150-151 | 1 | 47+40.00 | 50+19.16 | 280 | 280 | | | | | | | | | | | | | | | | | | |
| | | RAMP D-4 | | | | | | | | | | | | | | | | | | | | | |
| P.164-165 | 1 | 9+36.08 | 12+18.83 = 2+22.84 | 283 | 283 | 46 | | | | | | | | | | | | | | | | | |
| P.165 | 1 | 2+22.84 | 3+73.00 | 151 | 151 | 151 | | | | | | | | | | | | | | | | | |
| | | RAMP D-3 | | | | | | | | | | | | | | | | | | | | | |
| P.167-169 | 1 | 6+38.00 | 13+32.64 | 695 | 695 | 180 | | | | | | | | | | | | | | | | | |
| | | RAMP E-2 | | | | | | | | | | | | | | | | | | | | | |
| P.177-178 | 1 | 0+00.00 | 4+34.00 | 434 | 434 | | | | | | | | | | | | | | | | | | |
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| SUBTOTALS FROM SHEET P.085 | | | | | **22268** | **22253** | **65318** | | **4406** | **3320** | **458** | **104** | | | | | | | | | | | |
| SUBTOTALS THIS SHEET | | | | | **22028** | **22328** | **65852** | | **3880** | **3681** | **560** | **150** | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | **16.83 MI** | | **24.84 MI** | | **8286** | **7002** | **1018** | **254** | | | | | | | | | | | |

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY

DESIGNER KD

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.086 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet_SurvFt PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:56 PM USER: jg0255
M:\2505\118680\400-Engineering\Traffic\Sheets\118680_TS002.dgn

| SHEET NO. | REFERENCE NO. | PLAN SPLIT NO. | LOCATION | STATION | SIDE | CODE | SIZE (INCHES) | 625 GROUND ROD EACH | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1, AS PER PLAN EACH | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2, AS PER PLAN A EACH | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2, AS PER PLAN B EACH | 630 SIGN ATTACHMENT ASSEMBLY EACH | 630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH | 630 SIGN, FLAT SHEET SF | 630 SIGN, OVERHEAD EXTRUSHEET SF | 630 SIGN ERECTED, FLAT SHEET SF | 630 SIGN ERECTED, EXTRUSHEET SF | 630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 EACH | 630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50, AS PER PLAN EACH | 630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH | 630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH | 630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH | 630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115 EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P.143 | S-1 | 1 | IR-90 EASTBOUND | 210+25 | CL | | 168 X 96 | 1 | | 1 | | 3 | | | 112 | | 112 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | | 216 X 168 | | | | | 3 | | | 252 | | 252 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 3 | | | 20 | | 20 | | | | 1 | | |
| | | 1 | | | | | 204 X 96 | | | | | 3 | | | 136 | | 136 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 3 | | | 20 | | 20 | | | | 1 | | |
| P.145 | S-2 | 1 | IR-90 EASTBOUND | 221+20 | CL | | 168 X 96 | 1 | 1 | | | 5 | | | 112 | | 112 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | | 216 X 168 | | | | | 6 | | | 252 | | 252 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 3 | | | 20 | | 20 | | | | 1 | | |
| | | 1 | | | | W12-2 | 48 X 48 | | | | | | 1 | 16 | | 1 | | | | | | 1 | |
| | | 1 | | | | W16-2P | 30 X 48 | | | | | | 1 | 10 | | 1 | | | | | | 1 | |
| P.147 | S-3 | 1 | IR-90 WESTBOUND | 233+00 | CL | | 204 X 96 | 1 | | 1 | | 4 | | | 136 | | 136 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| | | 1 | | | | | 204 X 96 | | | | | 4 | | | 136 | | 136 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 180 | | | | 1 | | |
| P.150 | S-4 | 1 | IR-90 WESTBOUND | 248+50 | CL | | 168 X 108 | 1 | | | 1 | 3 | | | 126 | | 126 | | 1 | | 1 | | 1 |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| | | 1 | | | | | 252 X 144 | | | | | 5 | | | 252 | | 252 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| P.153 | S-5 | 1 | IR-90 WESTBOUND | 309+78 | CL | | 156 X 108 | 1 | | 1 | | 3 | | | 117 | | 117 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| | | 1 | | | | | 216 X 168 | | | | | 4 | | | 252 | | 252 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| P.156 | S-6 | 1 | IR-90 WESTBOUND | 325+25 | CL | | 156 X 108 | 1 | | 1 | | 3 | | | 117 | | 117 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| | | 1 | | | | | 216 X 168 | | | | | 4 | | | 252 | | 252 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| P.164 | S-7 | 1 | IR-90 EASTBOUND | 365+30 | CL | | 216 X 108 | 1 | | 1 | | 4 | | | 162 | | 162 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| | | 1 | | | | | 180 X 72 | | | | | 3 | | | 90 | | 90 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| P.171 | S-8 | 1 | IR-90 EASTBOUND | 400+95 | CL | | 168 X 96 | 1 | 1 | | | 5 | | | 112 | | 112 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | E1-5P | 132 X 30 | | | | | 4 | | | 27.5 | | 27.5 | | | | 1 | | |
| | | 1 | | | | | 216 X 108 | | | | | 6 | | | 162 | | 162 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 3 | | | 20 | | 20 | | | | 1 | | |
| P.174 | S-9 | 1 | IR-90 EASTBOUND | 415+75 | CL | | 168 X 96 | 1 | 1 | | | 5 | | | 112 | | 112 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | E1-5P | 132 X 30 | | | | | 4 | | | 27.5 | | 27.5 | | | | 1 | | |
| | | 1 | | | | | 216 X 108 | | | | | 6 | | | 162 | | 162 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 3 | | | 20 | | 20 | | | | 1 | | |
| | | 1 | | | | M8-H2 | 36 X 36 | | | | | | 1 | 9 | | 1 | | | | | | 1 | |
| P.176 | S-10 | 1 | IR-90 EASTBOUND | 427+35 | CL | | 168 X 72 | 1 | | 1 | | 3 | | | 84 | | 84 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | E1-5P | 120 X 30 | | | | | 2 | | | 25 | | 25 | | | | 1 | | |
| | | 1 | | | | | 168 X 72 | | | | | 3 | | | 84 | | 84 | | | | 1 | | |
| | | 1 | | | | E1-5P | 120 X 30 | | | | | 2 | | | 25 | | 25 | | | | 1 | | |
| | | 1 | | | | | 192 X 120 | | | | | 4 | | | 160 | | 160 | | | | 1 | | |
| | | 1 | | | | E1-5P | 96 X 30 | | | | | 2 | | | 20 | | 20 | | | | 1 | | |
| TOTALS CARRIED TO P.088 | | | | | | | | 10 | 3 | 6 | 1 | 138 | 3 | 35 | 3805 | 3 | 3965 | 9 | 1 | 9 | 42 | 3 | 10 |
| PLAN SPLIT #1 TOTAL | | | | | | | | 10 | 3 | 6 | 1 | 138 | 3 | 35 | 3805 | 3 | 3965 | 9 | 1 | 9 | 42 | 3 | 10 |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | | |

SIGNING SUBSUMMARY

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:57 PM USER: jgl255
M:\25055\118680\400-Engineering\Traffic\Sheets\118680_TS200.dgn

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.087 TOTAL 208

| SHEET NO. | REFERENCE NO. | PLAN SPLIT NO. | LOCATION | STATION | SIDE | CODE | SIZE (INCHES) | 625 GROUND ROD EACH | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1, AS PER PLAN EACH | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2, AS PER PLAN A EACH | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2, AS PER PLAN B EACH | 630 SIGN ATTACHMENT ASSEMBLY EACH | 630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH | 630 SIGN, FLAT SHEET SF | 630 SIGN, OVERHEAD EXTRUSHEET SF | 630 SIGN ERECTED, FLAT SHEET SF | 630 SIGN ERECTED, EXTRUSHEET SF | 630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 EACH | 630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50, AS PER PLAN EACH | 630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH | 630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH | 630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH | 630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115 EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P.178 | S-11 | 1 | IR-90 EASTBOUND | 437+90 | CL | | 168 X 72 | 1 | | 1 | | 3 | | | 84 | | 84 | 1 | | 1 | 1 | | 1 |
| | | 1 | | | | E1-5P | 120 X 30 | | | | | 2 | | | 25 | | 25 | | | | 1 | | |
| | | 1 | | | | | 168 X 72 | | | | | 3 | | | 84 | | 84 | | | | 1 | | |
| | | 1 | | | | E1-5P | 120 X 30 | | | | | 2 | | | 25 | | 25 | | | | 1 | | |
| TOTALS CARRIED FROM P.087 | | | | | | | | 10 | 3 | 6 | 1 | 138 | 3 | 35 | 3805 | 3 | 3965 | 9 | 1 | 9 | 42 | 3 | 10 |
| TOTALS THIS SHEET | | | | | | | | 1 | | 1 | | 10 | | | 218 | | 218 | 1 | | 1 | 4 | | 1 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | 11 | 3 | 7 | 1 | 148 | 3 | 35 | 4023 | 3 | 4183 | 10 | 1 | 10 | 46 | 3 | 11 |
| PLAN SPLIT #1 TOTAL | | | | | | | | 1 | | 1 | | 10 | | | 218 | | 218 | 1 | | 1 | 4 | | 1 |
| PLAN SPLIT #2 TOTAL | | | | | | | | | | | | | | | | | | | | | | | |

SIGNING SUBSUMMARY

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:13:58 PM USER: jgl255
M:\25055\118680\400-Engineering\Traffic\Sheets\118680_TS201.dgn

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.088 TOTAL 208

| REF. NO. | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | 809 ITS JUNCTION BOX, 17x24x6 INCHES EACH | 809 ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, 32" WIDE, TYPE 1 EACH | 809 32" ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, TYPE 2 EACH | 809 CONDUIT, MULTICELL, JACKED OR DRILLED, 2" FT | | 809 ITS DEVICE, MISC.:PULL BOX REMOVED EACH | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **I-90 EASTBOUND & WESTBOUND** | | | | | | | | | | | | | | | | | |
| ITS-1 | P.141 | 1 | 203+50 | 203+50 | 1 | 1 | | 144 | | | | | | | | | | | | |
| ITS-2 | P.142 | 1 | 206+25 | 206+25 | 1 | 1 | | 166 | | | | | | | | | | | | |
| ITS-3 | P.142 | 1 | 209+35 | 209+35 | 1 | 1 | | 166 | | | | | | | | | | | | |
| ITS-4 | P.144 | 1 | 218+00 | 218+35 | 1 | 1 | | 164 | | | | | | | | | | | | |
| ITS-5 | P.145 | 1 | 220+80 | 220+80 | 1 | 1 | | 150 | | | | | | | | | | | | |
| ITS-6 | P.147 | 1 | 230+25 | | 1 | | | | | | | | | | | | | | | |
| ITS-7 | P.148 | 1 | 237+15 | 237+15 | 1 | | 1 | 150 | | 1 | | | | | | | | | | |
| ITS-8 | P.148 | 1 | 239+60 | 239+60 | 1 | | 1 | 150 | | | | | | | | | | | | |
| ITS-9 | P.149 | 1 | 244+50 | 244+50 | 1 | 1 | | 144 | | | | | | | | | | | | |
| ITS-10 | P.151 | 1 | 303+00 | | 1 | | | | | | | | | | | | | | | |
| ITS-11 | P.153 | 1 | 313+00 | | 1 | | | | | | | | | | | | | | | |
| ITS-12 | P.155 | 1 | 323+00 | | 1 | | | | | | | | | | | | | | | |
| ITS-13 | P.157 | 1 | 333+00 | | 1 | | | | | | | | | | | | | | | |
| ITS-14 | P.158 | 1 | 336+25 | 336+25 | 1 | 1 | | 136 | | | | | | | | | | | | |
| ITS-15 | P.158 | 1 | 338+65 | 338+65 | 1 | | 1 | 136 | | 1 | | | | | | | | | | |
| ITS-16 | P.160 | 1 | 348+50 | | 1 | | | | | | | | | | | | | | | |
| ITS-17 | P.162 | 1 | 358+50 | | 1 | | | | | | | | | | | | | | | |
| ITS-18 | P.164 | 1 | 368+50 | | 1 | | | | | | | | | | | | | | | |
| ITS-19 | P.166 | 1 | 376+10 | 376+10 | 1 | 1 | | 136 | | | | | | | | | | | | |
| ITS-20 | NOT USED | | | | | | | | | | | | | | | | | | | |
| ITS-21 | P.170 | 1 | 394+10 | 394+10 | 1 | | 1 | 136 | | 1 | | | | | | | | | | |
| ITS-22 | P.170 | 1 | 395+50 | | 1 | | | | | | | | | | | | | | | |
| ITS-23 | P.172 | 1 | 405+00 | | 1 | | | | | | | | | | | | | | | |
| ITS-24 | P.174 | 1 | 414+50 | | 1 | | | | | | | | | | | | | | | |
| ITS-25 | P.175 | 1 | 423+75 | | 1 | | | | | | | | | | | | | | | |
| ITS-26 | P.177 | 1 | 432+00 | 432+00 | 1 | 1 | | 160 | | 1 | | | | | | | | | | |
| ITS-27 | P.177 | 1 | 433+50 | | 1 | | | | | | | | | | | | | | | |
| ITS-28 | P.178 | 1 | 438+75 | 439+25 | 1 | | 1 | 206 | | 1 | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | **27** | **9** | **5** | **2144** | | **5** | | | | | | | | | | |
| **PLAN SPLIT #1 TOTAL** | | | | | **27** | **9** | **5** | **2,144** | | **5** | | | | | | | | | | |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | | | |

ITS SUBSUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.089 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/18/2026 TIME: 1:01:33 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-EngineeringTraffic\Sheets\118680_TS100.dgn WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205

| REF. NO. (L-) | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | SIDE | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **CIRCUIT EB** | | | | | | | | | | | | | | | | |
| 24 | P.200 | 1 | CONTROL CENTER | 160+00 | RT | | | | | 172 | | | | | | | | 1 | 33 | 4 |
| 25 | P.200 | 1 | 160+00 | 164+10 | RT | | | | | 840 | | | | | | | | | 410 | |
| 26 | P.200 | 1 | 164+10 | | RT | 1 | 1 | | | 194 | 210 | | | | | | | | 87 | |
| 27, 28 | P.200 | 1 | 164+10 | 168+90 | CL | 1 | 1 | | | 980 | 210 | | | | 1 | | | | 480 | 2 |
| 29 | P.200 | 1 | 168+90 | 170+49.90 | CL | | | | | 330 | | | | | 1 | | | | 160 | |
| | | | STATION EQUATION: 170+49.90 BK. = 200+83.36 BK | | | | | | | | | | | | | | | | | |
| 29 | P.200 | 1 | 200+83.36 | 202+97 | CL | | | | | 512 | | | | | | | | | 251 | |
| 29A | P.200 | 1 | 202+97 | 203+34 | CL | | | | | 94 | | | | | | | | | | 2 |
| 30,31,32 | P.200 | 1 | 203+34 | 206+34 | CL | 1 | 1 | 1 | 1 | 620 | | 1 | 1 | | 1 | | | | | 2 |
| 33,34,35 | P.200 | 1 | 206+34 | 209+22 | CL | 1 | 1 | 1 | 1 | 596 | | 1 | | | 1 | | | | | 2 |
| 36-40 | P.200-P.201 | 1 | 209+22 | 211+23 | CL | 2 | 2 | 2 | 2 | 422 | | 1 | 1 | | 1 | | | | | 2 |
| 41 | P.201 | 1 | 211+23 | 215+00 | CL | 1 | 1 | | | 774 | | | | | 1 | | | | | |
| 42 | P.201 | 1 | 215+00 | | RT | 1 | 1 | | | 224 | 110 | | | 1 | | | | | 102 | 2 |
| 43, 44 | P.201 | 1 | 215+00 | 218+35 | CL | | | | | | | | | 1 | | | | | | 2 |
| 45 | P.201 | 1 | 218+35 | | LT | 1 | 1 | | | 354 | | | | | | | | 1 | 162 | 4 |
| | | | **CIRCUIT FA** | | | | | | | | | | | | | | | | | |
| 46 | P.201 | 1 | 4+25 RAMP B-2 | 11+10 RAMP B-2 | RT | 1 | 1 | | | 1390 | | | | | | | | 1 | 685 | |
| 47 | P.201 | 1 | 11+10 RAMP B-2 | 220+95 | RT | | | | | 120 | | | | | | | | 1 | 55 | 2 |
| 48 | P.201 | 1 | 220+95 | 221+00 | RT | | | | | 160 | | | | 1 | | | | 1 | 75 | 2 |
| 49,50,51 | P.201 | 1 | 221+00 | 224+30 | CL | | | | | 680 | | | | 1 | | | | | | 2 |
| 52,53 | P.201 | 1 | 224+30 | | LT | 1 | 1 | | | 184 | | | | 1 | | | | | 82 | 2 |
| 54 | P.201 | 1 | 224+30 | 228+75 | CL | | | | | 910 | | | | | | | | | | 2 |
| 55 | P.201 | 1 | 228+75 | | LT | 1 | 1 | | | 320 | | | | | | | | 1 | 140 | 4 |
| 57-60 | P.201 | 1 | 228+75 | 234+00 | CL | | | | | 1090 | | | | 2 | | | | | | 4 |
| 61 | P.201 | 1 | 234+00 | | LT | 1 | 1 | | | 224 | | | | | | | | | 102 | |
| 62,63 | P.201-P.202 | 1 | 234+00 | CONTROL CENTER | RT | | | | | 1076 | | | | | | | | | 538 | 4 |
| 64 | P.202 | 1 | CONTROL CENTER | 239+25 | RT | 1 | 1 | | | 594 | | | | | | | | 1 | 277 | 2 |
| 65 | P.202 | 1 | 239+25 | | RT | 1 | 1 | | | 180 | | | | 1 | | | | | 80 | 2 |
| 66 | P.202 | 1 | 239+25 | 240+20 | CL | | | | | 210 | | | | 1 | | | | | | 2 |
| 67 | P.202 | 1 | 240+20 | | LT | 1 | 1 | | | 804 | | | | | | | | | 392 | |
| 68 | P.202 | 1 | 240+20 | 244+50 | CL | | | | | 880 | | | | | | | | | | 2 |
| 69 | P.202 | 1 | 244+50 | | LT | 1 | 1 | | | 214 | | | | | | | | | | |
| 70-73 | P.202 | 1 | 244+50 | 248+00 | CL | 1 | 1 | 1 | 1 | 728 | 110 | 1 | | | 1 | | | | | 2 |
| 74,75,76 | P.202 | 1 | 248+00 | 250+94 | CL | 1 | 1 | 1 | 1 | 600 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 77 | P.202 | 1 | 250+94 | 252+98.80 BK. | CL | | | | | 432 | | | | | | 1 | 1 | | | 2 |
| 78 | P.202 | 1 | 252+98.80 BK. | CONTROL CENTER | LT | | | | | 210 | | | | | | | | 1 | 95 | 2 |
| TOTALS CARRIED TO SHEET 90 | | | | | | **19** | **19** | **6** | **6** | **17118** | **750** | **5** | **2** | **9** | **8** | **2** | **2** | **8** | **4206** | **60** |
| **PLAN SPLIT #1 TOTAL** | | | | | | | | | | | | | | | | | | | | |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | | | |

LIGHTING SUBSUMMARY

CUY-90-20.45 BARRIER

MODEL: Sheet_SurvFt PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:14:01 PM USER: jgl255
M:\2505\118680\400-Engineering\Lighting\Sheets\118680_LS001.dgn

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 10/14/25

PROJECT ID 118680

SHEET P.090 TOTAL 208

| REF. NO. (L-) | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | SIDE | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **CIRCUIT M** | | | | | | | | | | | | | | | | |
| 78 | P.202 | 1 | CONTROL CENTER | 301+99.84 AH. | LT | | | | | 210 | | | | | | | | | 4 |
| 79 | P.202 | 1 | 301+99.84 AH. | 302+93 | CL | 1 | 1 | 1 | 1 | 206 | 110 | 1 | | | 1 | | | | 2 |
| 80,81,82 | P.202 | 1 | 302+93 | 305+92 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 83,84 | P.202-P.203 | 1 | 305+92 | 308+77 | CL | 1 | 1 | 1 | 1 | 590 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 86,87,88 | P.203 | 1 | 308+77 | 311+66 | CL | 1 | 1 | 1 | 1 | 598 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 89,90,91 | P.203 | 1 | 311+66 | 314+65 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 92,93,94 | P.203 | 1 | 314+65 | 317+64 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 95,96,97 | P.203 | 1 | 317+64 | 320+63 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 98,99,100 | P.203 | 1 | 320+63 | 323+62 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 101-103 | P.203 | 1 | 323+62 | 326+19 | CL | 1 | 1 | 1 | 1 | 534 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 104-106 | P.203 | 1 | 326+19 | 329+18 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 107-109 | P.203 | 1 | 329+18 | 332+17 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 110-115 | P.203-P.204 | 1 | 332+17 | 335+16 | CL | 2 | 2 | 2 | 2 | 618 | 220 | 2 | | | 2 | 1 | 1 | | 4 |
| | P.204 | 1 | 336+50 | | | | | | | | | | | | | 1 | 1 | | |
| | | | **CIRCUIT D** | | | | | | | | | | | | | | | | |
| 116-118 | P.204 | 1 | 338+47 | 341+29 | CL | 1 | 1 | 1 | 1 | 584 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 119-121 | P.204 | 1 | 341+29 | 344+27 | CL | 1 | 1 | 1 | 1 | 616 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 122-124 | P.204 | 1 | 344+27 | 347+27 | CL | 1 | 1 | 1 | 1 | 620 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 125-127 | P.204 | 1 | 347+27 | 350+26 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 128-130 | P.204 | 1 | 350+26 | 353+27 | CL | 1 | 1 | 1 | 1 | 622 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 131-133 | P.204 | 1 | 353+27 | 356+26 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 134-136 | P.204-P.205 | 1 | 356+26 | 359+27 | CL | 1 | 1 | 1 | 1 | 622 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 137-139 | P.205 | 1 | 359+27 | 362+27 | CL | 1 | 1 | 1 | 1 | 620 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 140-142 | P.205 | 1 | 362+27 | 364+79 | CL | 1 | 1 | 1 | 1 | 524 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 143-146 | P.205 | 1 | 364+79 | 365+40 | CL | 1 | 1 | 1 | 1 | 142 | 110 | 1 | | | 1 | 1 | 1 | | 2 |
| 147 | P.205 | 1 | 365+40 | 8+62 RAMP D-4 | LT | 8 | 8 | | | 2520 | | | | 1 | | | | 1 | 1170 | 4 |
| 148,149 | P.205 | 1 | 365+40 | 365+68 | CL | | | | | 76 | | | | | | | | | | 2 |
| 150 | P.205 | 1 | 365+68 | 12+76 RAMP D-1 | RT | 9 | 9 | | | 2426 | | | | 1 | | | | 1 | 1113 | 4 |
| 151 | P.205 | 1 | 365+68 | 368+27 | CL | | | | | 538 | | | | | | | | | | 2 |
| 152-154 | P.205 | 1 | 368+27 | 371+26 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 155-157 | P.205 | 1 | 371+26 | 373+73 | CL | 1 | 1 | 1 | 1 | 514 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 158-160 | P.205 | 1 | 373+73 | 375+80 | CL | 1 | 1 | 1 | 1 | 434 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 161-163 | P.205 | 1 | 375+80 | 378+30 | CL | 1 | 1 | 1 | 1 | 520 | 110 | 1 | | | 1 | | | | | 2 |
| 164-166 | P.205 | 1 | 378+30 | 381+29 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 2 | 2 | | | 2 |
| 167-169 | P.205-P.206 | 1 | 381+29 | 384+23 | CL | 1 | 1 | 1 | 1 | 608 | 110 | 1 | | | 1 | | | | | 2 |
| 170-172 | P.206 | 1 | 384+23 | 387+34 | CL | 1 | 1 | 1 | 1 | 642 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 173-175 | P.206 | 1 | 387+34 | 387+60 | CL | | | | | 72 | | | | 1 | | | | | | 2 |
| 176-176A | P.206 | 1 | 387+60 | 9+85 RAMP D-3 | LT | 8 | 8 | | | 2374 | | | | 1 | | | | 1 | 1097 | 4 |
| 177-178 | P.206 | 1 | 387+60 | 388+60 | CL | | | | | 220 | | | | . | | 1 | 1 | | | 2 |
| 179 | P.206 | 1 | 388+60 | 1+03 RAMP D-1 | RT | 9 | 9 | | | 2466 | | | | 1 | | | | 1 | 1143 | 4 |
| 180 | P.206 | 1 | 388+60 | 390+21 | CL | | | | | 342 | | | | | | 1 | 1 | | | 2 |
| 181-183 | P.206 | 1 | 390+21 | 393+20 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 184-186 | P.206 | 1 | 393+20 | 395+98 | CL | 1 | 1 | 1 | 1 | 576 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 187-189 | P.206 | 1 | 395+98 | 398+97 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 190-193 | P.206 | 1 | 398+97 | 399+85 | CL | 1 | 1 | 1 | 1 | 196 | 110 | 1 | | 1 | 1 | 1 | 1 | | | 2 |
| 194 | P.206 | 1 | 399+85 | CONTROL CENTER | RT | | | | | 204 | | | | | | | | 1 | 82 | 4 |
| TOTALS CARRIED TO SHEET 90 | | | | | | **68** | **68** | **34** | **34** | **29868** | **3740** | **34** | | **6** | **34** | **34** | **34** | **5** | **4605** | **102** |
| **PLAN SPLIT #1 TOTAL** | | | | | | | | | | | | | | | | | | | |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | | |

LIGHTING SUBSUMMARY

CUY-90-20.45 BARRIER

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M:\250551\118680\400-Engineering\Lighting\Sheets\118680_LS002.dgn

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/04/25

PROJECT ID 118680

SHEET P.091 TOTAL 208

| REF. NO. (L-) | SHEET NO. | PLAN SPLIT NO. | STATION TO STATION | | SIDE | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER | ITEM CODE DOES NOT EXIST IN ITEM MASTER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 195 | P.206 | 1 | CONTROL CENTER | 399+95 | RT | | | | | 204 | | | | 1 | | | | 1 | 82 | 4 |
| 196-197 | P.206 | 1 | 399+95 | 401+96 | CL | 1 | 1 | 1 | 1 | 422 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 198-200 | P.206 | 1 | 401+96 | 404+95 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 201-203 | P.206 | 1 | 404+95 | 407+94 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 204-206 | P.206-P.207 | 1 | 407+94 | 410+93 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 2 | 2 | | | 2 |
| 207-209 | P.207 | 1 | 410+93 | 413+92 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 210-212 | P.207 | 1 | 413+92 | 416+91 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 213-215 | P.207 | 1 | 416+91 | 419+60 | CL | 1 | 1 | 1 | 1 | 558 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 216-218 | P.207 | 1 | 419+60 | 422+59 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 219-221 | P.207 | 1 | 422+59 | 425+58 | CL | 1 | 1 | 1 | 1 | 618 | 110 | 1 | | | 1 | 1 | 1 | | | 2 |
| 222-226 | P.207 | 1 | 425+58 | 428+23 | CL | 2 | 2 | 2 | 2 | 550 | 220 | 2 | | | 2 | 2 | 2 | | | 4 |
| | | 1 | 428+67 | | CL | | | | | | | | | | | 1 | 1 | | | |
| SUBTOTAL SHEET 88 | | | | | | 19 | 19 | 6 | 6 | 17118 | 750 | 5 | 2 | 9 | 8 | 2 | 2 | 8 | 4206 | 60 |
| SUBTOTAL SHEET 89 | | | | | | 68 | 68 | 34 | 34 | 29868 | 3740 | 34 | | 6 | 34 | 34 | 34 | 5 | 4605 | 102 |
| SUBTOTALS THIS SHEET | | | | | | 11 | 11 | 11 | 11 | 6060 | 1210 | 11 | | 1 | 11 | 13 | 13 | 1 | 82 | 26 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | 98 | 98 | 51 | 51 | 53046 | 5700 | 50 | 2 | 16 | 53 | 49 | 49 | 14 | 8893 | 188 |
| **PLAN SPLIT #1 TOTAL** | | | | | | 98 | 98 | 51 | 51 | 53,046 | 5,700 | 50 | 2 | 16 | 53 | 49 | 49 | 14 | 8,893 | 188 |
| **PLAN SPLIT #2 TOTAL** | | | | | | | | | | | | | | | | | | | | |

LIGHTING SUBSUMMARY

CUY-90-20.45 BARRIER

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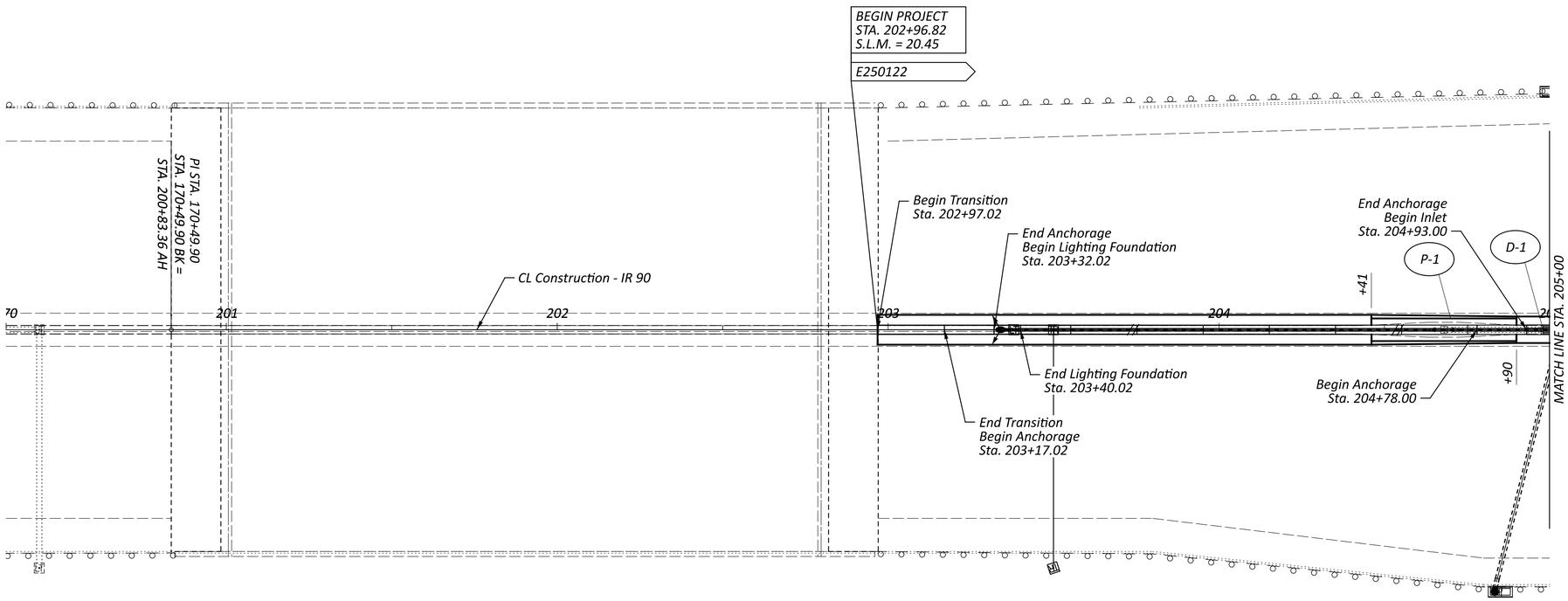
DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/04/25

PROJECT ID 118680

SHEET P.092 TOTAL 208




HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 170+00 TO STA. 205+00

*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.093 TOTAL 208

CUY-90-20.45 BARRIER

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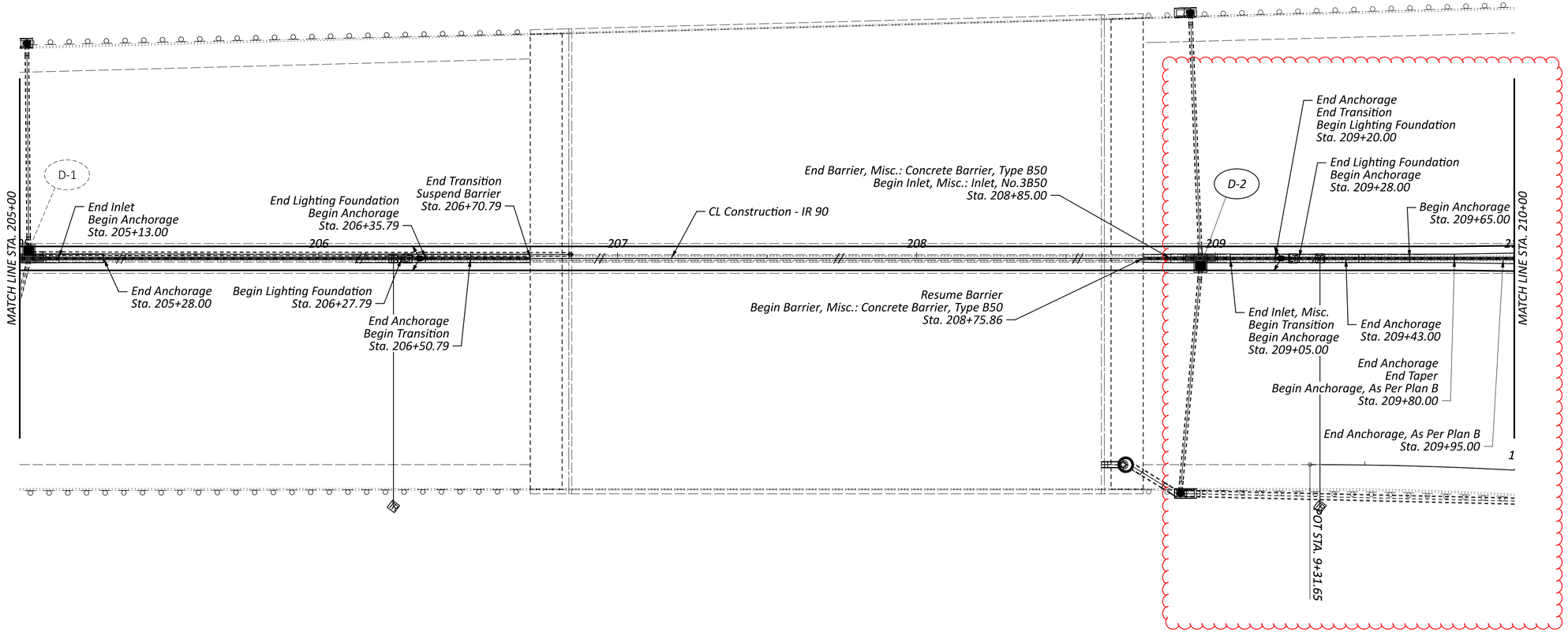


*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 205+00 TO STA. 210+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.094 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:10:48 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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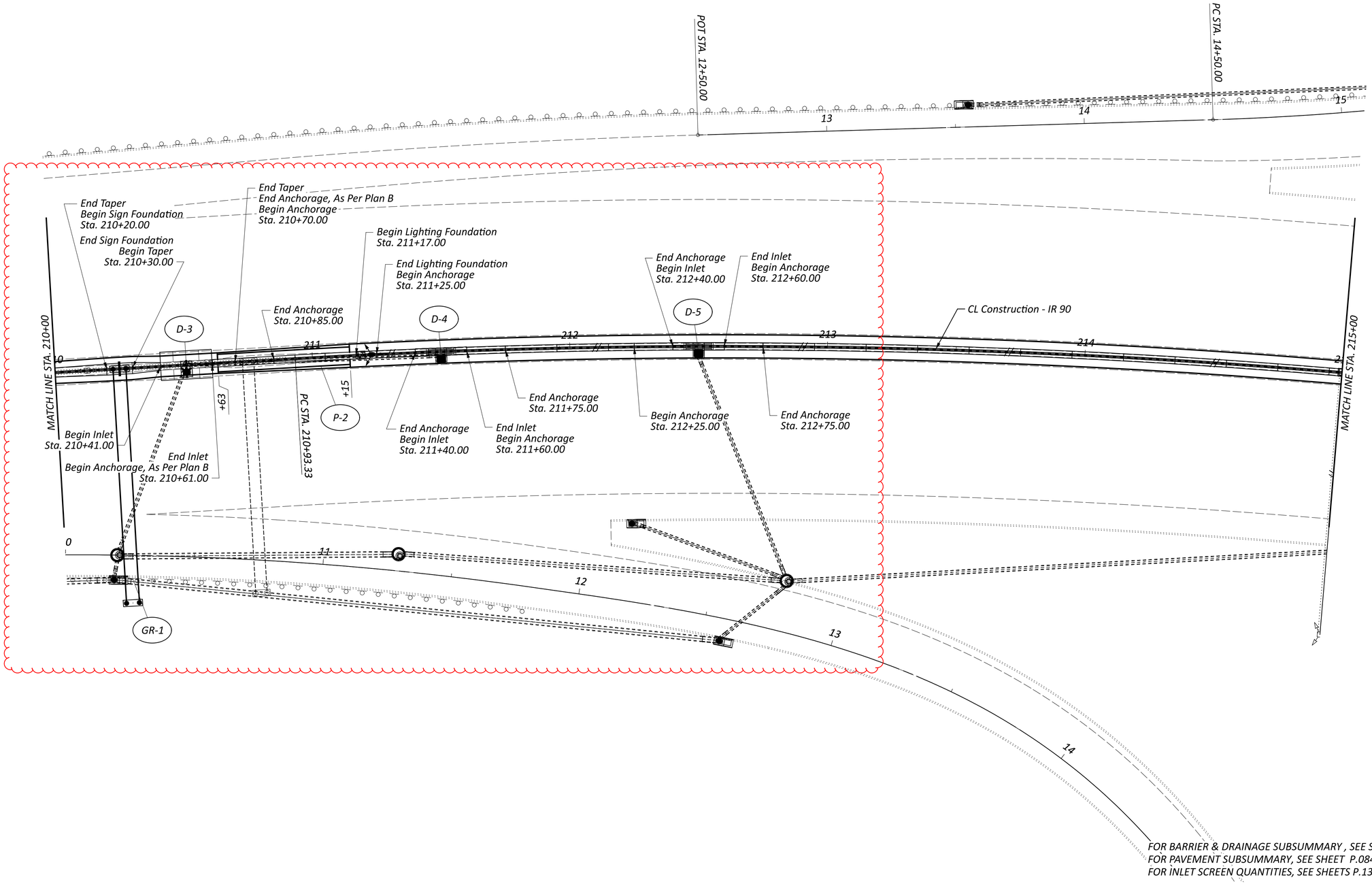


FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 210+00 TO STA. 215+00

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.095 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:10:52 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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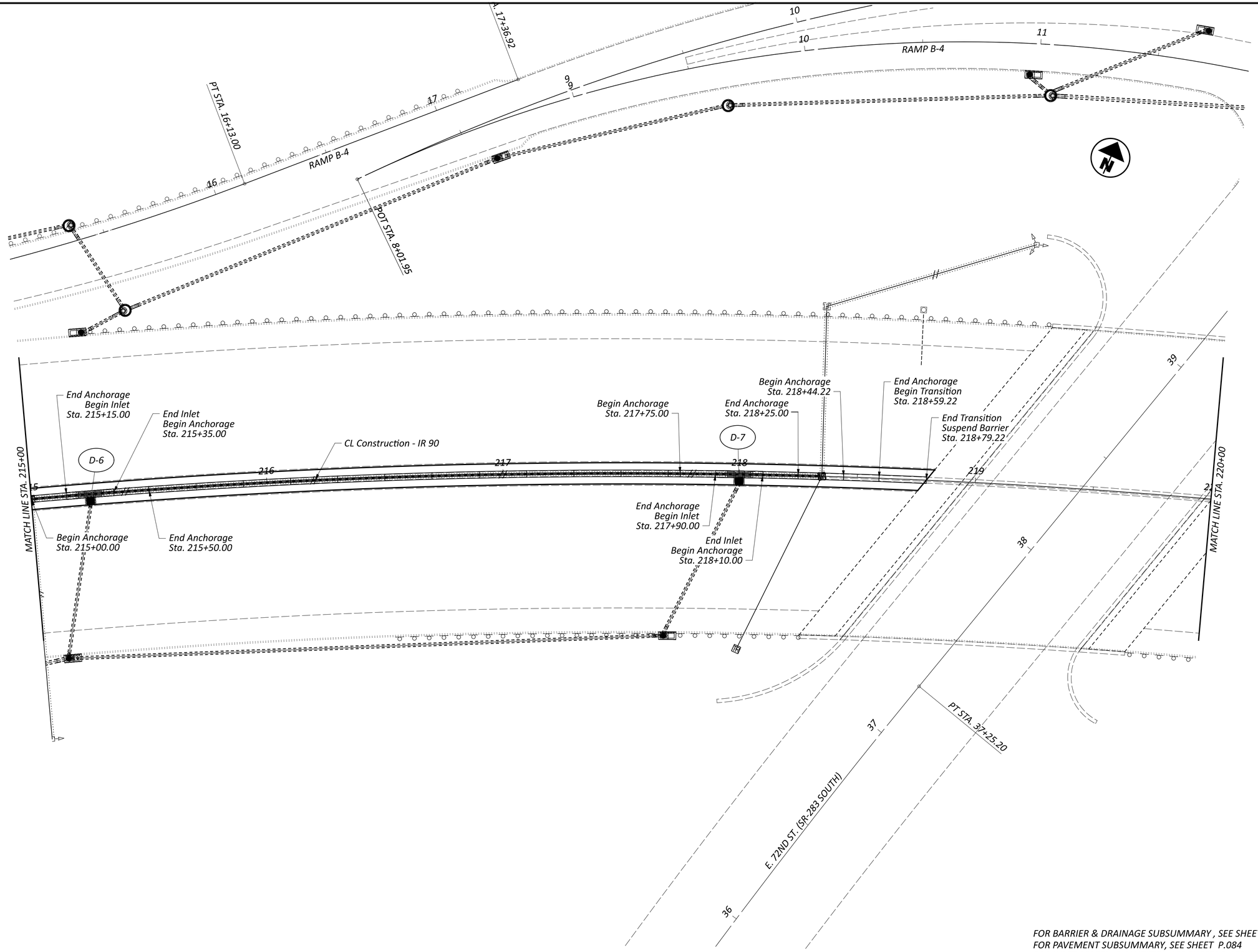


FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 215+00 TO STA. 220+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
JEL 04/03/26

PROJECT ID
118680

SHEET P.096 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:10:57 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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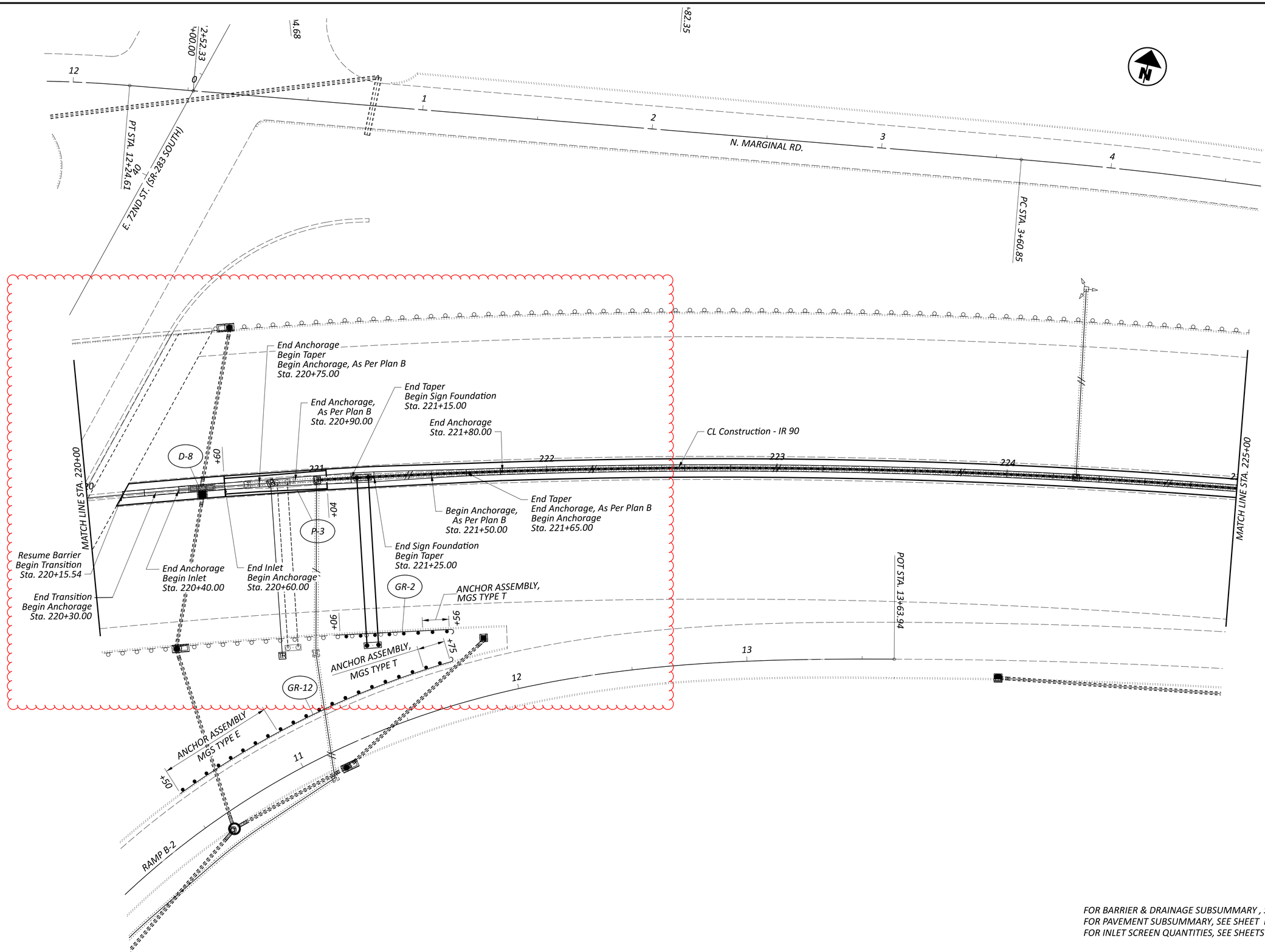


*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 220+00 TO STA. 225+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.097 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLK_IR90 - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:01 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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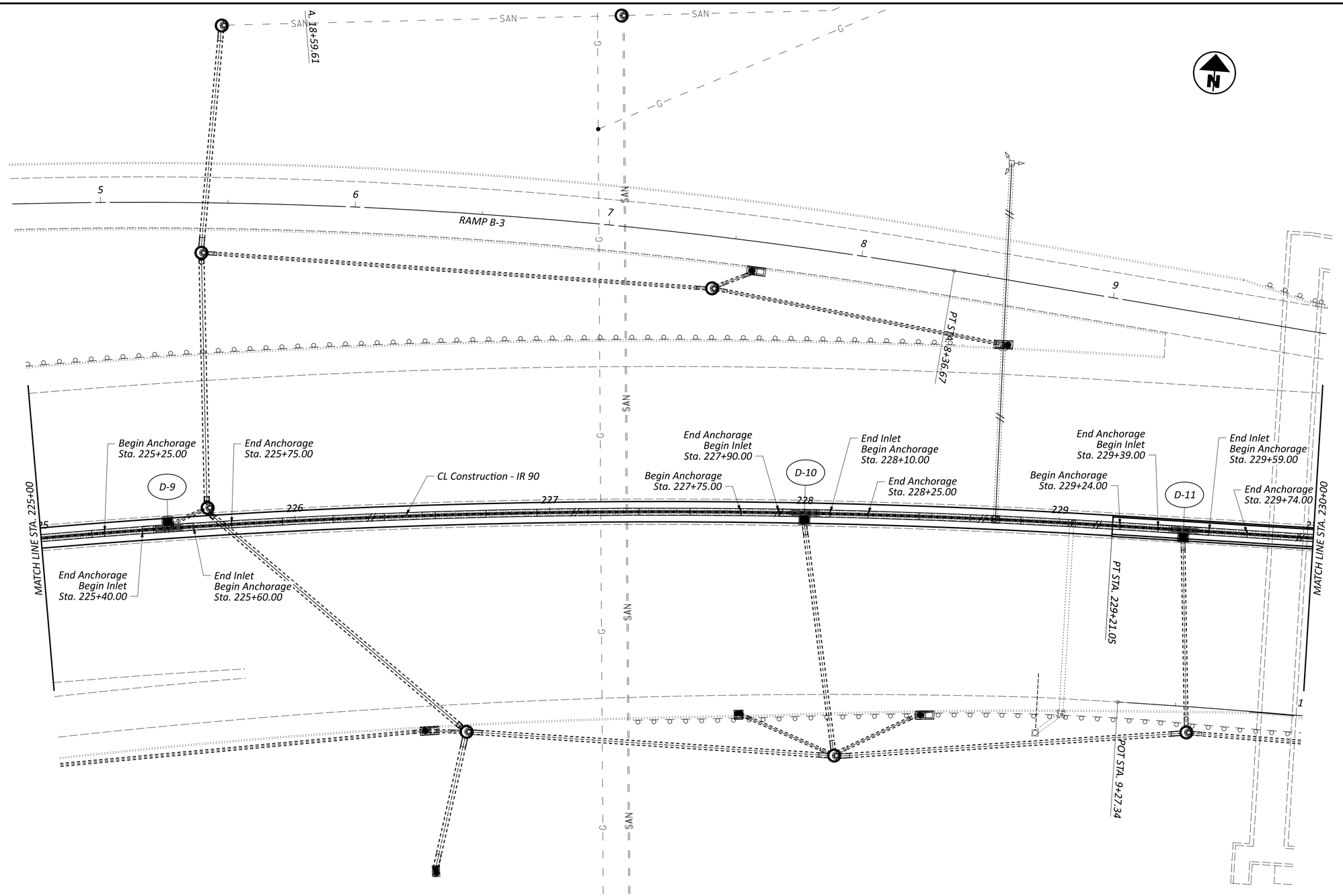


HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 225+00 TO STA. 230+00

FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
JEL 04/03/26

PROJECT ID
118680

SHEET P.098 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:06 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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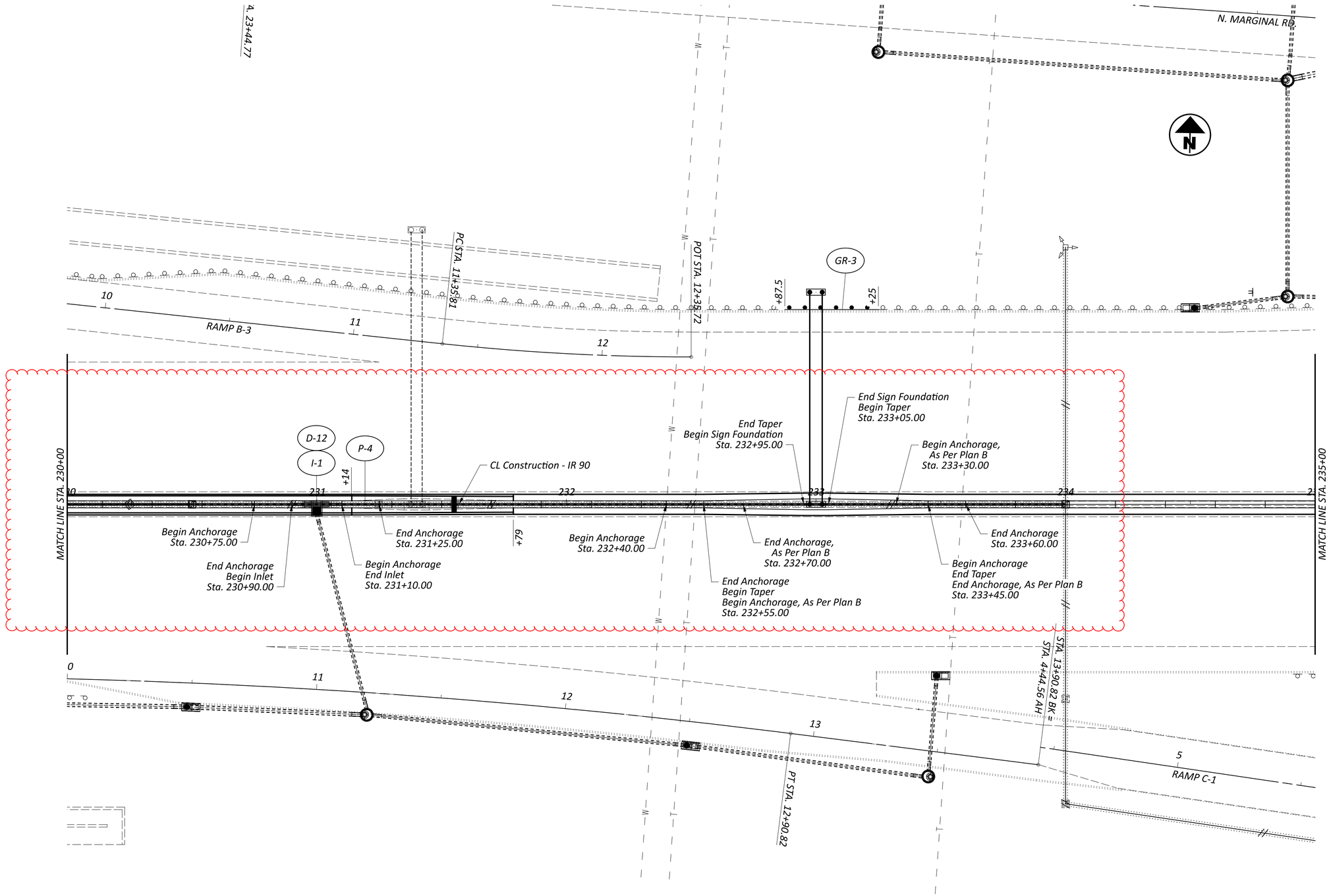
# GENERAL PLAN
## I.R. 90, STA. 230+00 TO STA. 235+00

HORIZONTAL SCALE IN FEET
0 10 20 40




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | JEL 04/03/26 |
| PROJECT ID | 118680 |
| SHEET | P.099 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER


MODEL: CLX_IR90 - Plan 8 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:11 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MODEL: CLX_IR90 - Plan 9 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:15 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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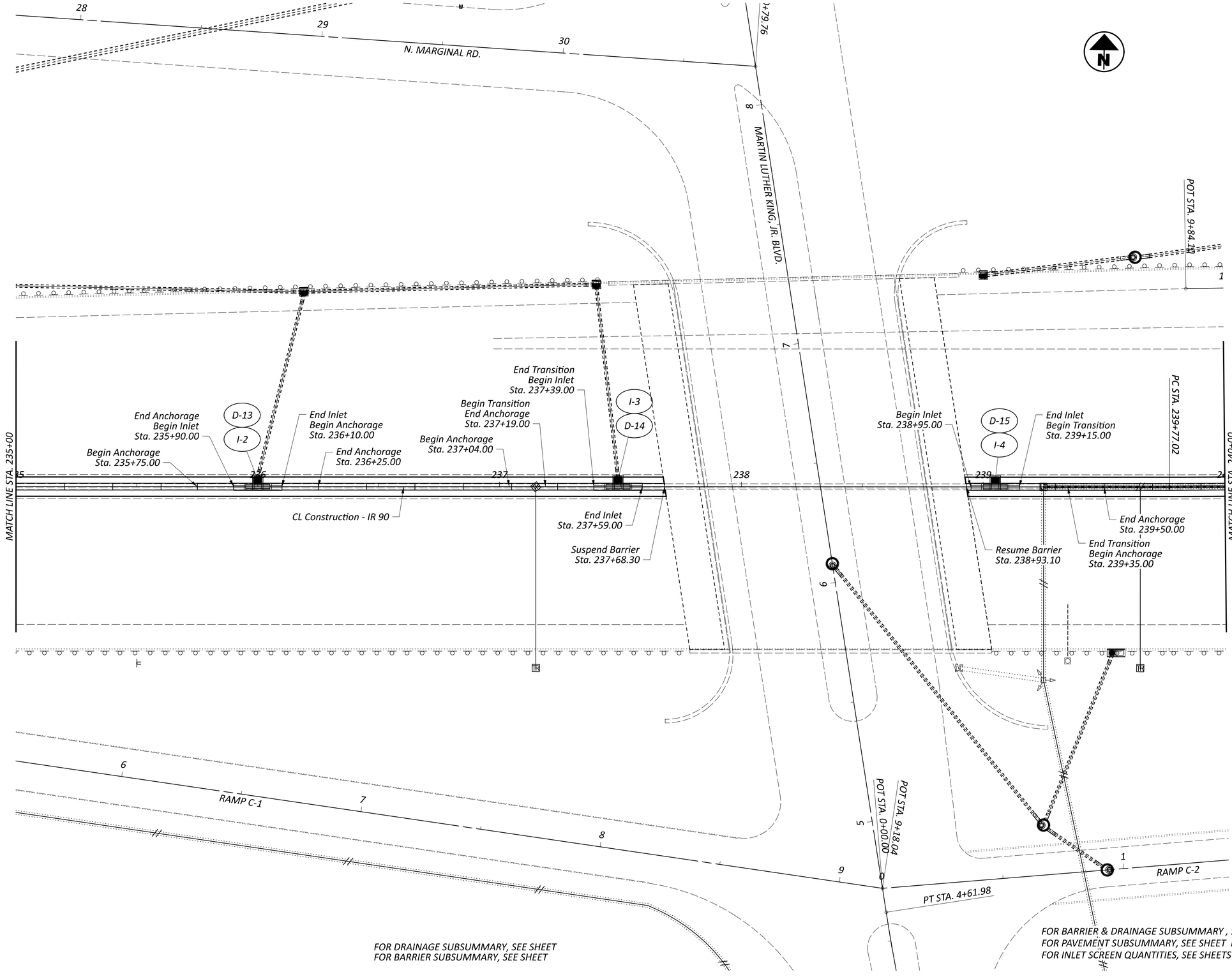
CUY-90-20.45 BARRIER




HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 235+00 TO STA. 240+00

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.100 TOTAL 208

MODEL: CLX_IR90 - Plan 10 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:19 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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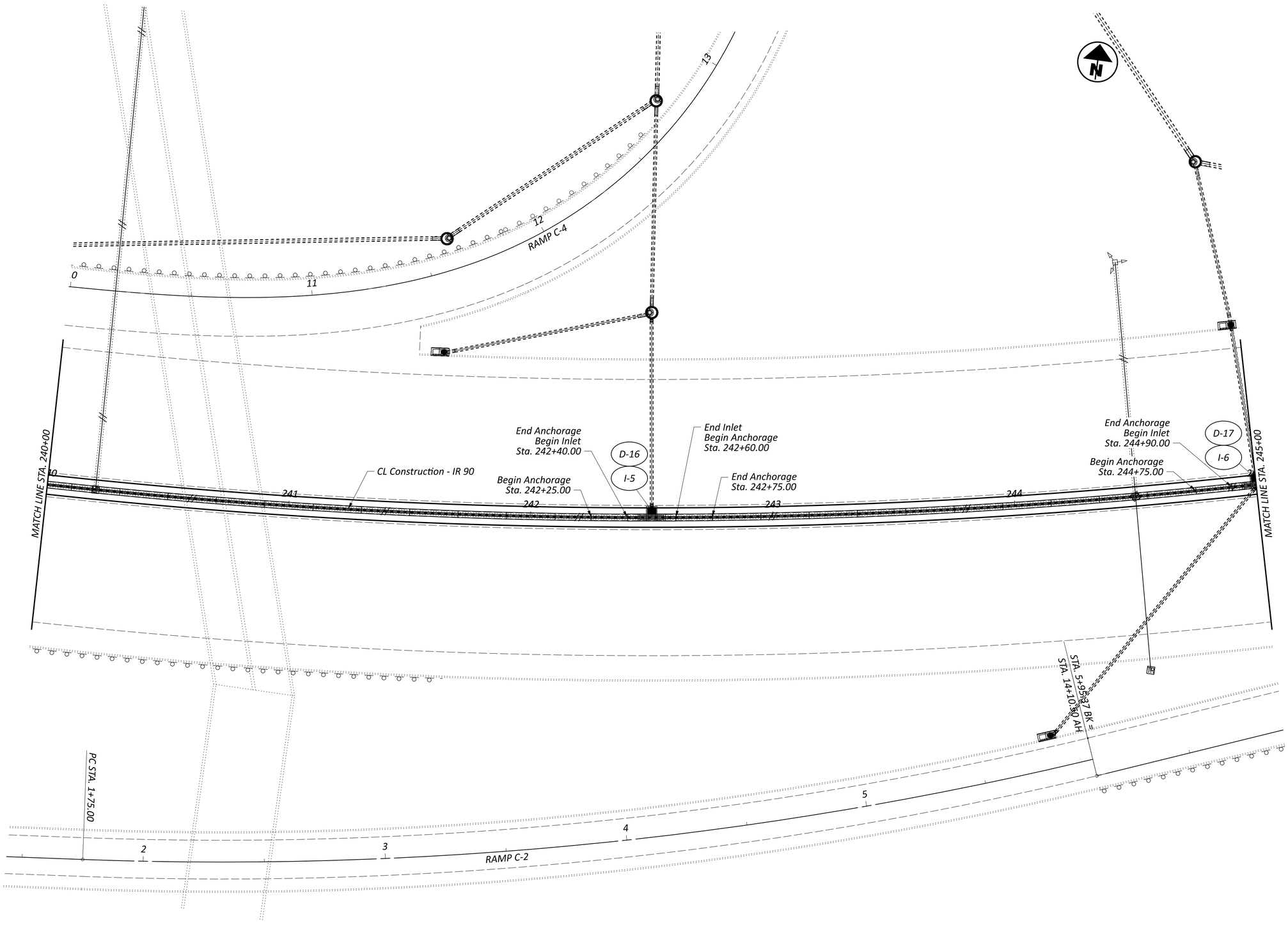
CUY-90-20.45 BARRIER




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 240+00 TO STA. 245+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.101 TOTAL 208

FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

# GENERAL PLAN
## I.R. 90, STA. 245+00 TO STA. 250+00

CUY-90-20.45 BARRIER

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.102 TOTAL 208

MODEL: CLK_IR90 - Plan 11 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:24 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MODEL: CLX_IR90 - Plan 12 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:29 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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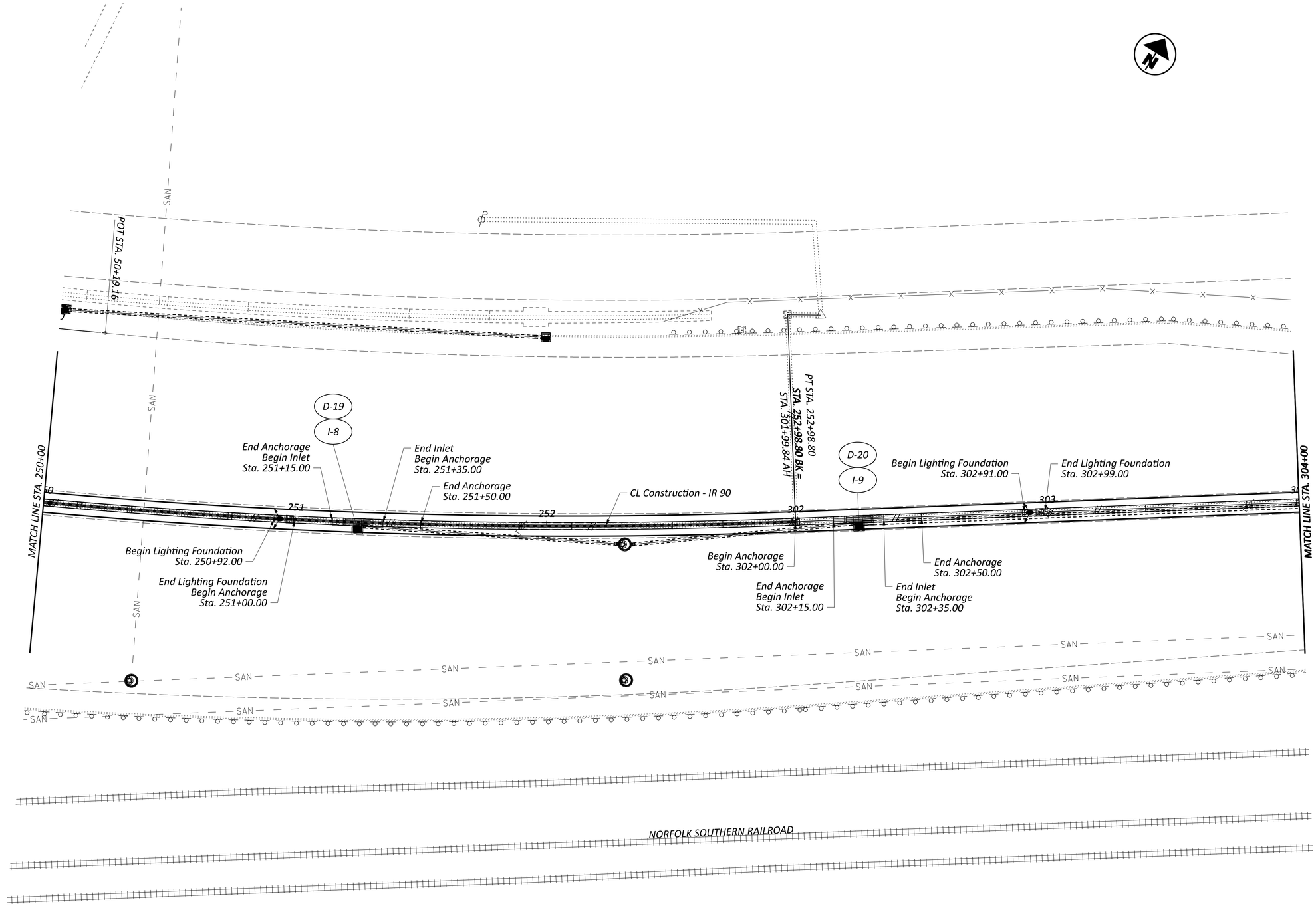
CUY-90-20.45 BARRIER




FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 250+00 TO STA. 304+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.103 TOTAL 208

MODEL: CIX_IR90 - Plan 13 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:33 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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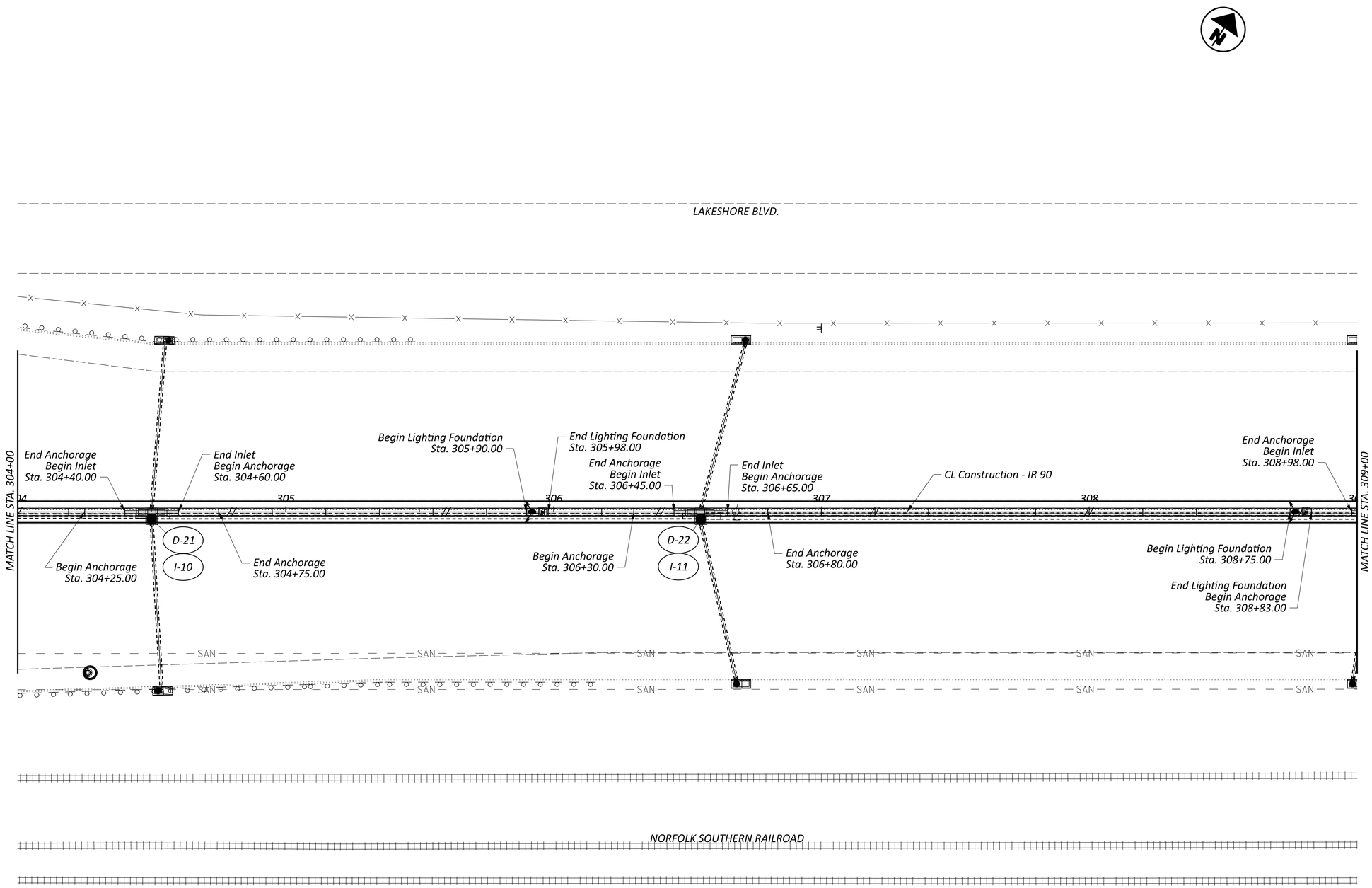
CUY-90-20.45 BARRIER




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 304+00 TO STA. 309+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.104 TOTAL 208

MODEL: CLX_IR90 - Plan 14 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:37 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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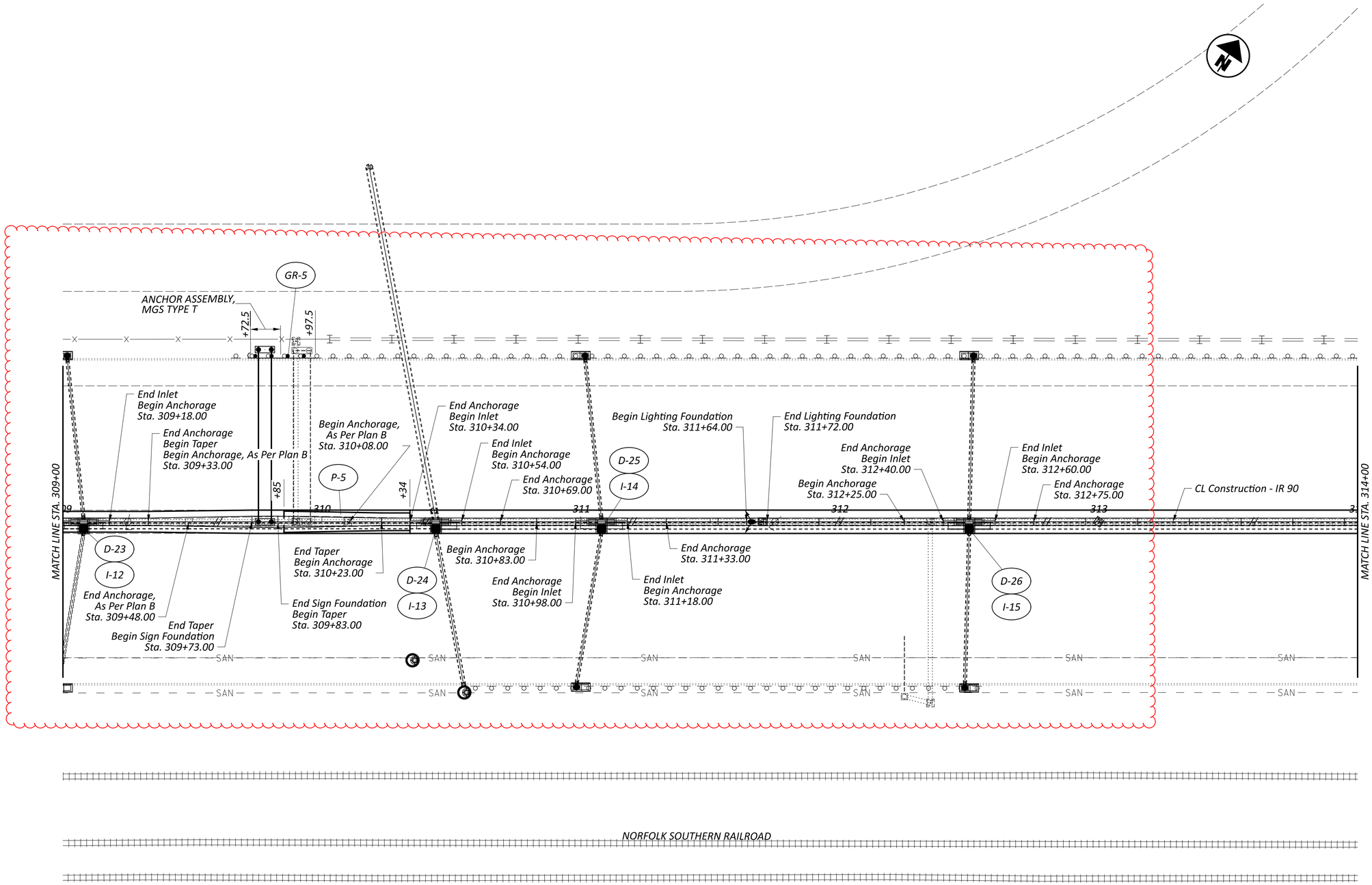
# CUY-90-20.45 BARRIER

HORIZONTAL SCALE IN FEET
0 10 20 40

## GENERAL PLAN
## I.R. 90, STA. 309+00 TO STA. 314+00




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.105 TOTAL 208

MODEL: CLX_IR90 - Plan 15 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:42 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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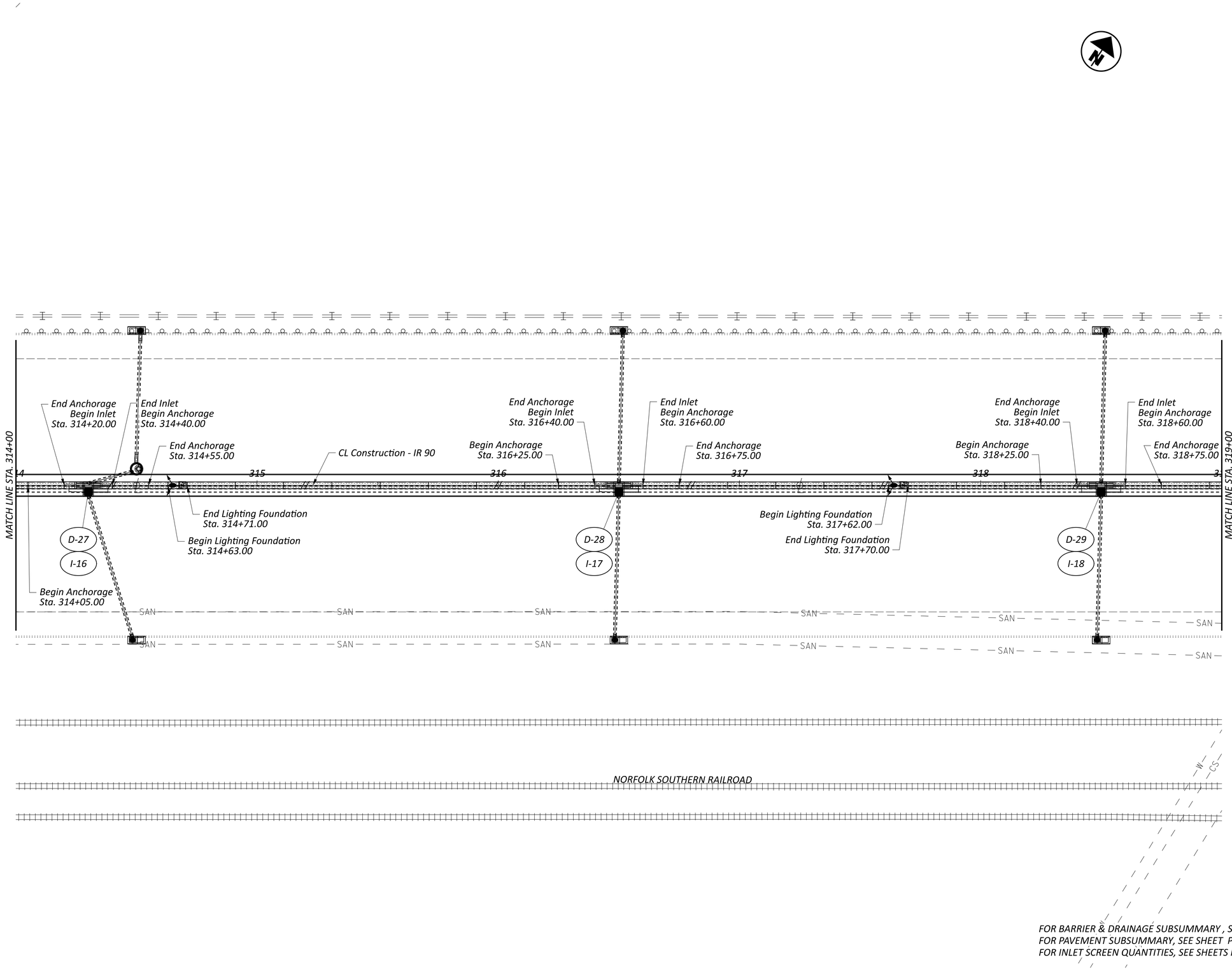
CUY-90-20.45 BARRIER




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL
SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 314+00 TO STA. 319+00

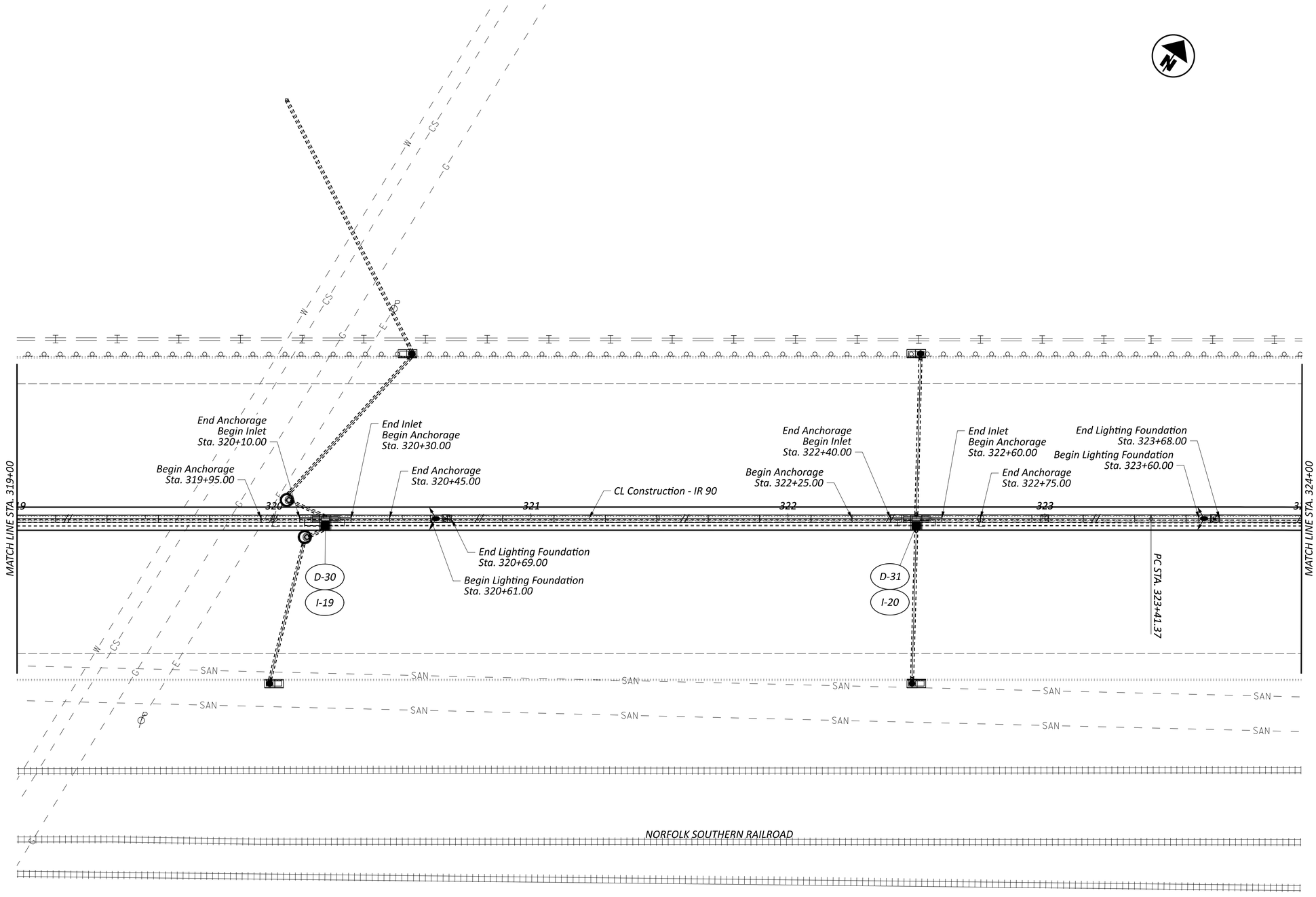
DESIGN AGENCY

DESIGNER
KDH

REVIEWER
JEL 04/03/26

PROJECT ID
118680

SHEET P.106 TOTAL 208




FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 319+00 TO STA. 324+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
JEL 04/03/26

PROJECT ID
118680

SHEET P.107 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 16 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:46 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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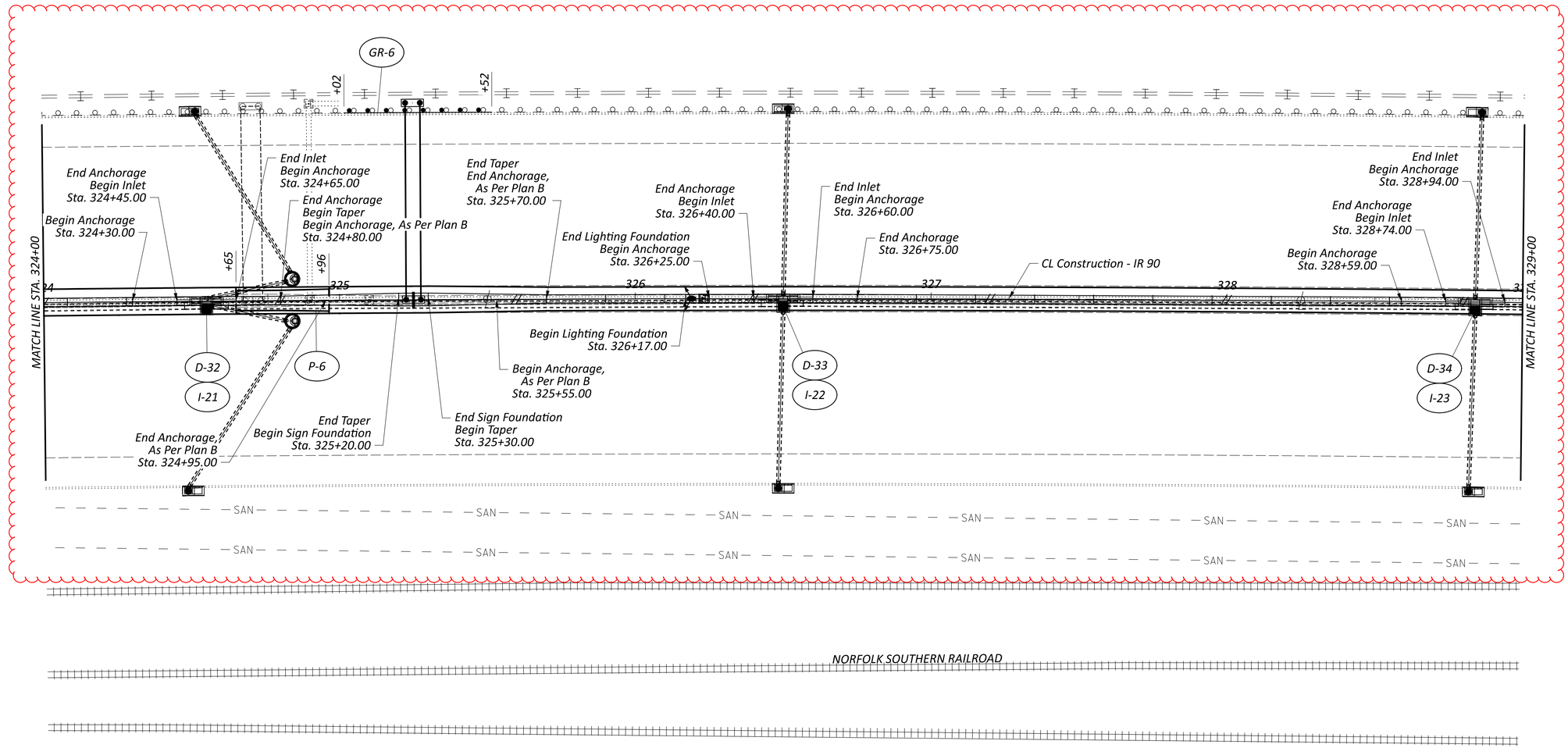


*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL
SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## STA. 324+00 TO STA. 329+00
## I.R. 90, STA.

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
JEL 04/03/26

PROJECT ID
118680

SHEET P.108 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 17 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:51 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: K
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MODEL: CLX_IR90 - Plan 18 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:11:56 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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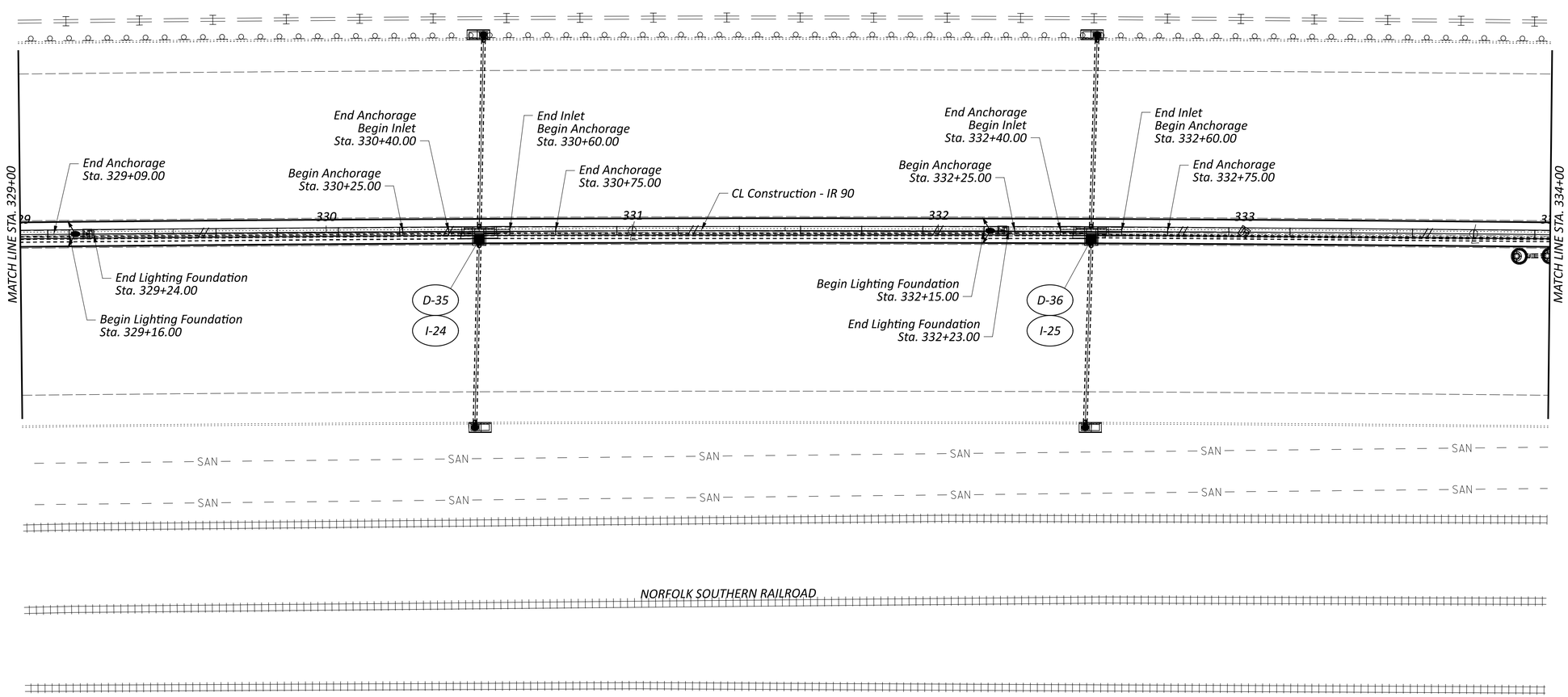
CUY-90-20.45 BARRIER




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL
SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 329+00 TO STA. 334+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.109 TOTAL 208

MODEL: CLK_IR90 - Plan 19 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:00 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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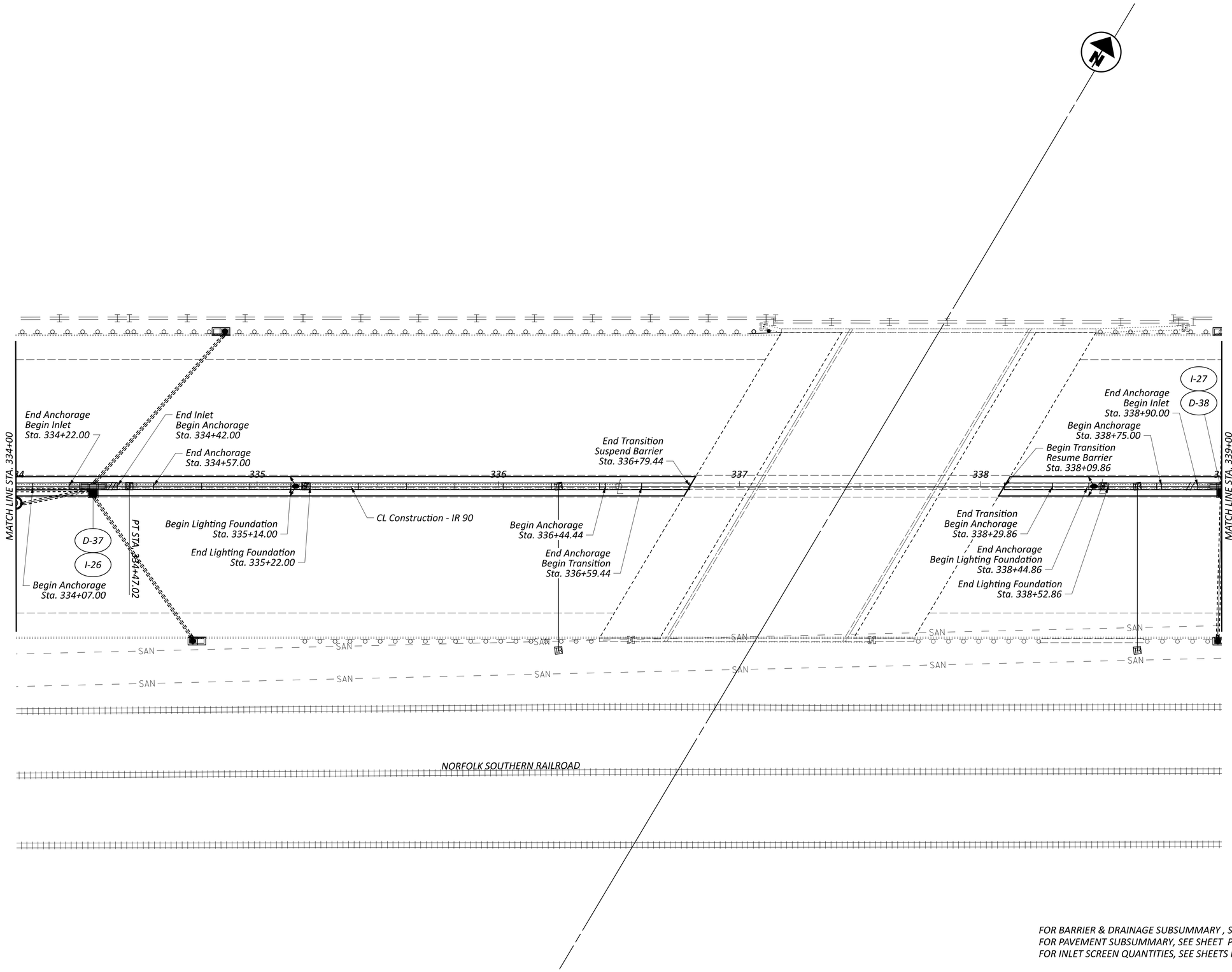
CUY-90-20.45 BARRIER



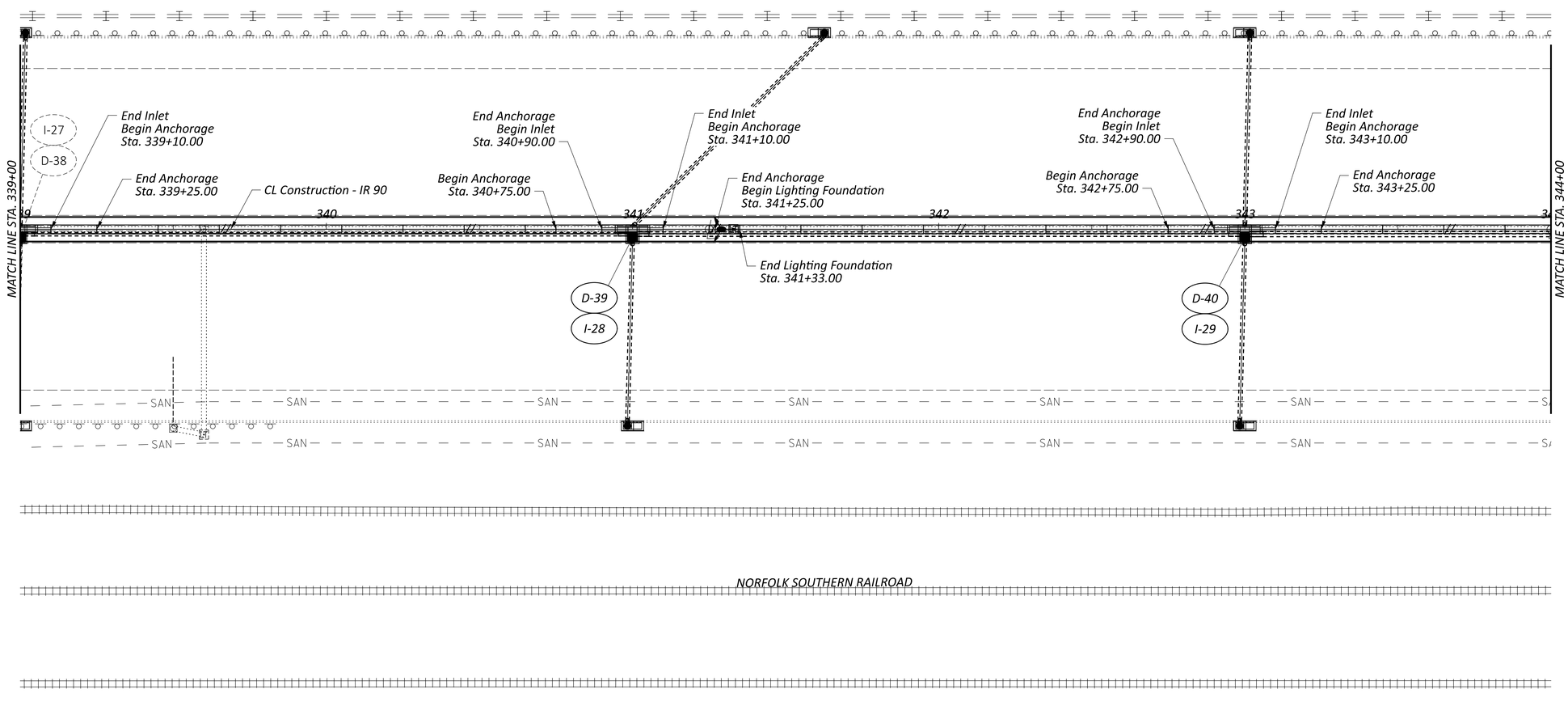

*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 334+00 TO STA. 339+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.110 TOTAL 208




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 339+00 TO STA. 344+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.111 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 20 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:04 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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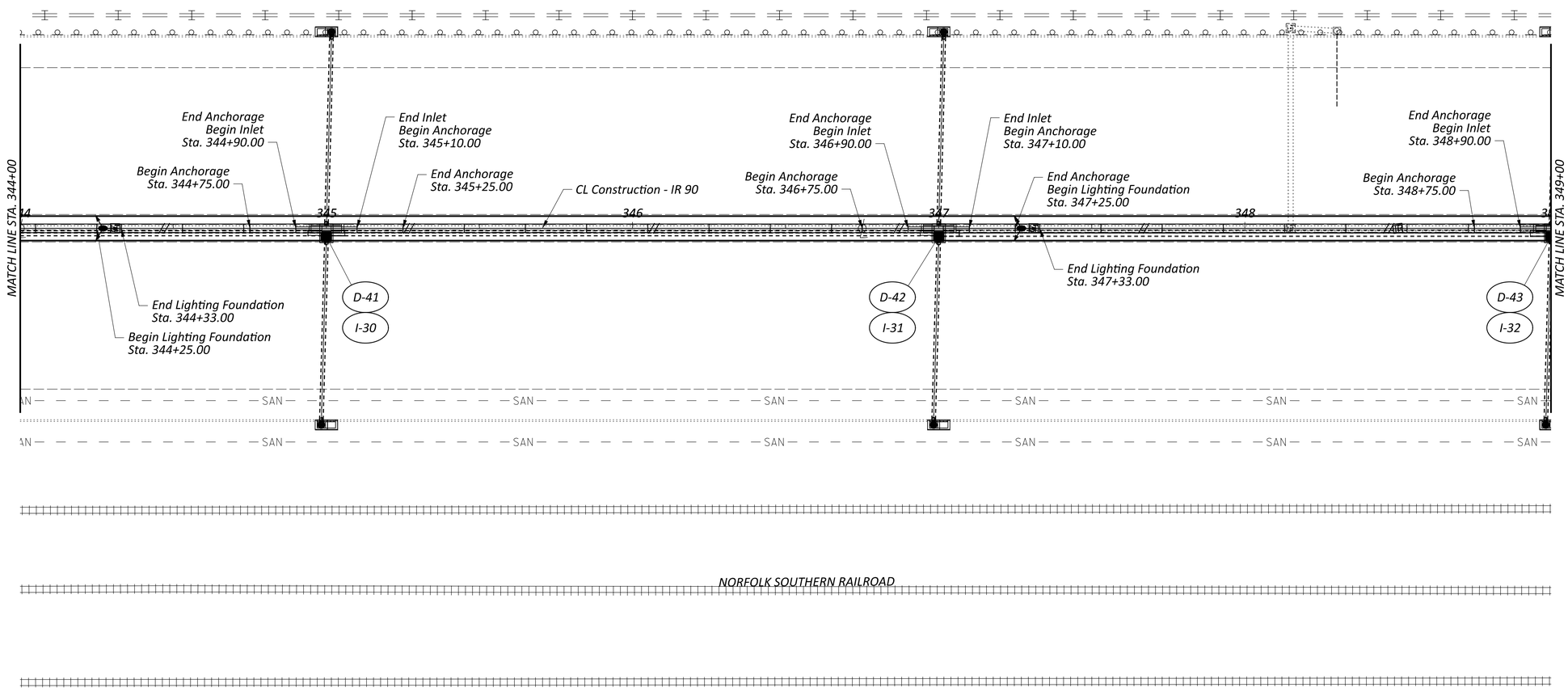


*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 344+00 TO STA. 349+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.112 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 21 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:09 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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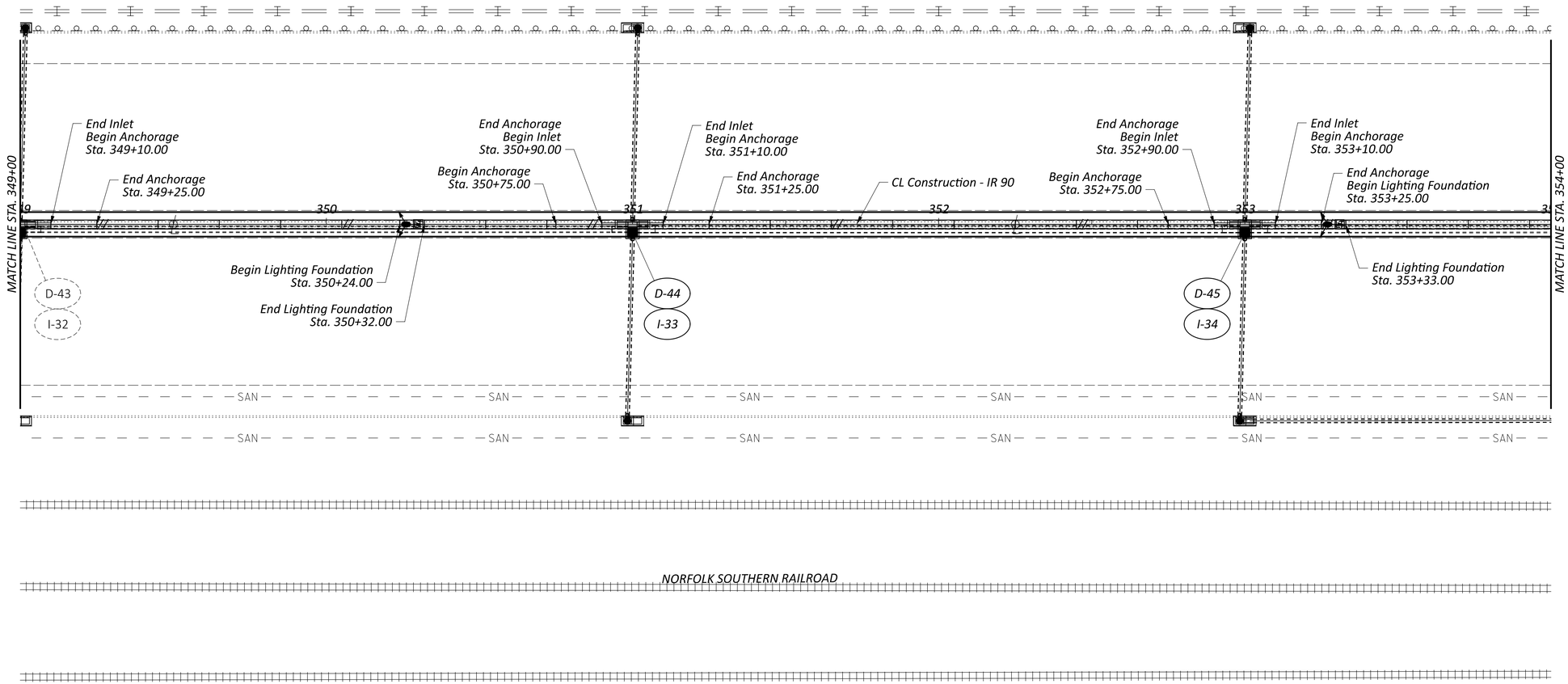


*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 349+00 TO STA. 354+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.113 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 22 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:13 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MODEL: CLX_IR90 - Plan 23 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:18 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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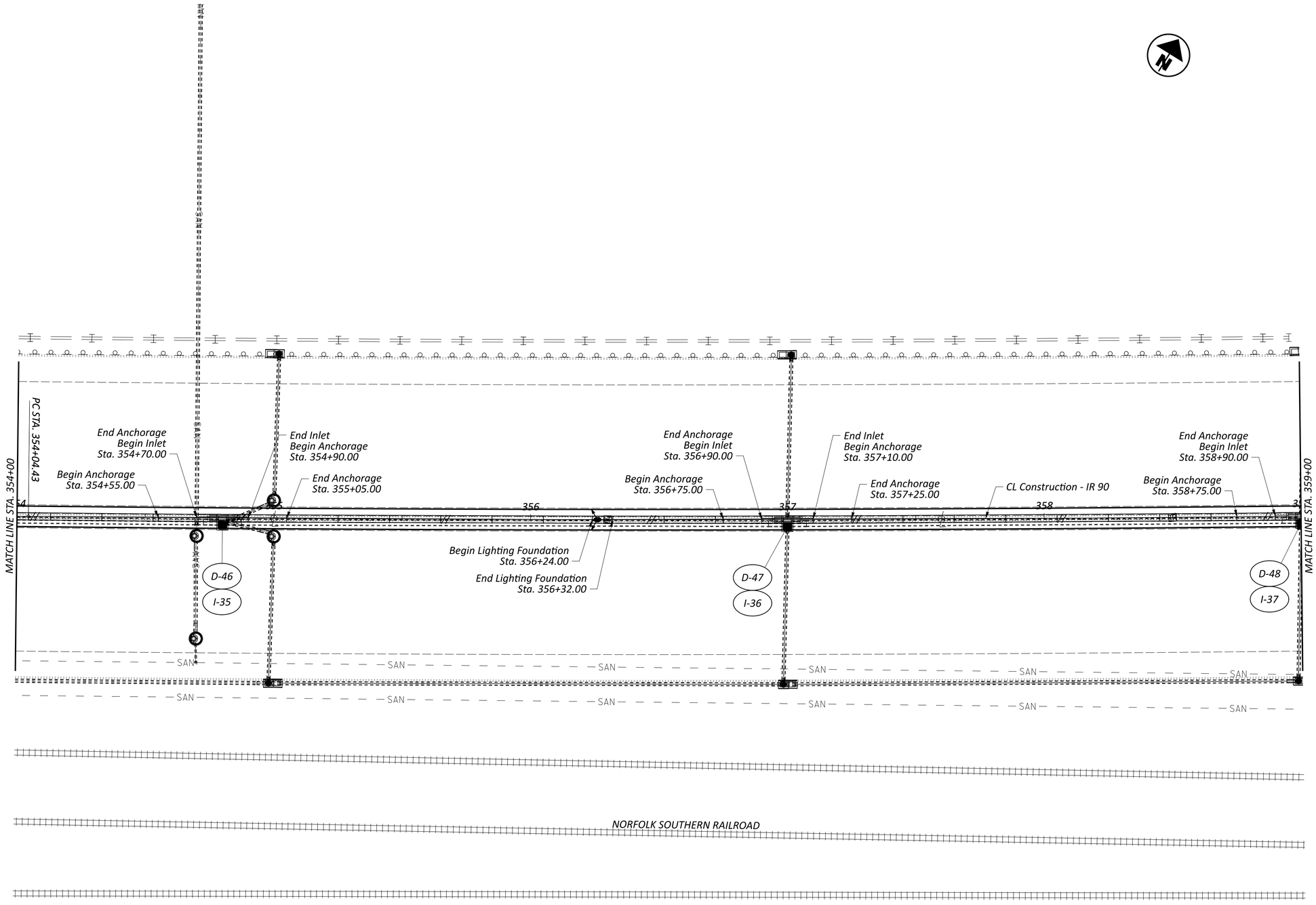


HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 354+00 TO STA. 359+00

*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.114 TOTAL 208

MODEL: CLX_IR90 - Plan 24 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:22 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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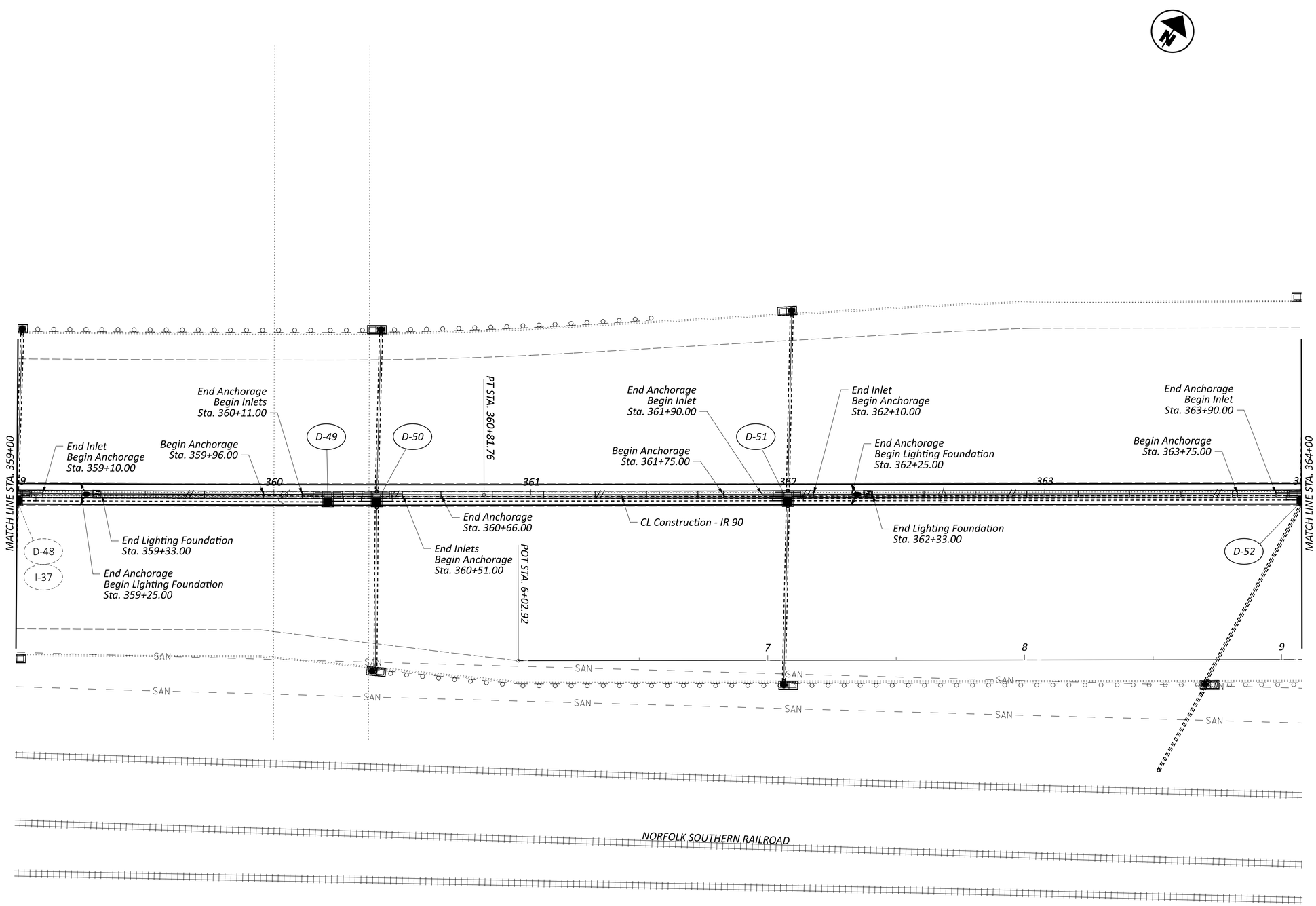
CUY-90-20.45 BARRIER



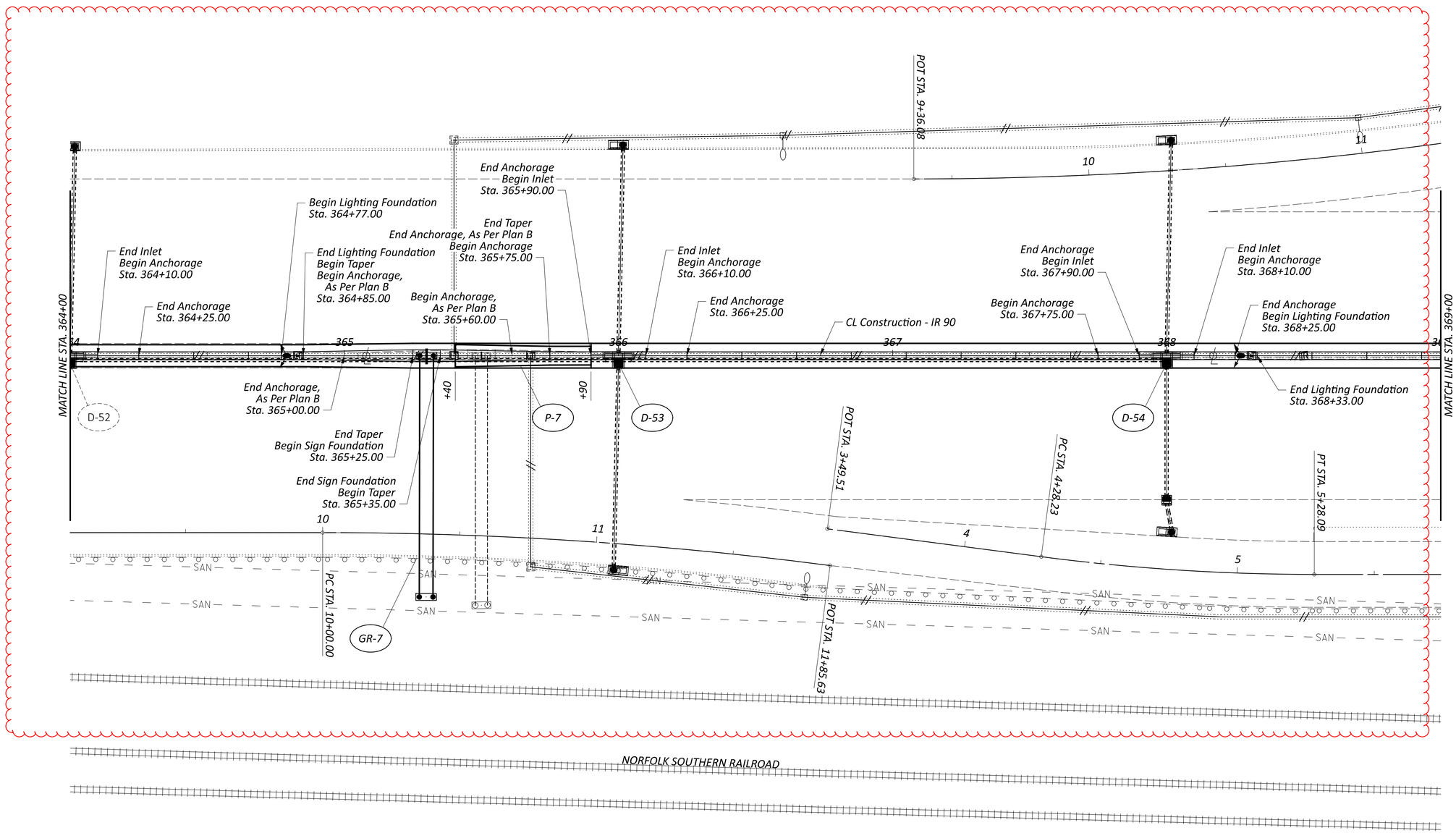

*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 359+00 TO STA. 364+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.115 TOTAL 208




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 364+00 TO STA. 369+00

CUY-90-20.45 BARRIER

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.116 TOTAL 208

MODEL: CLX_IR90 - Plan 25 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:27 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.136

HORIZONTAL
SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 369+00 TO STA. 374+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.117 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 26 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:32 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MODEL: CLX_IR90 - Plan 27 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:36 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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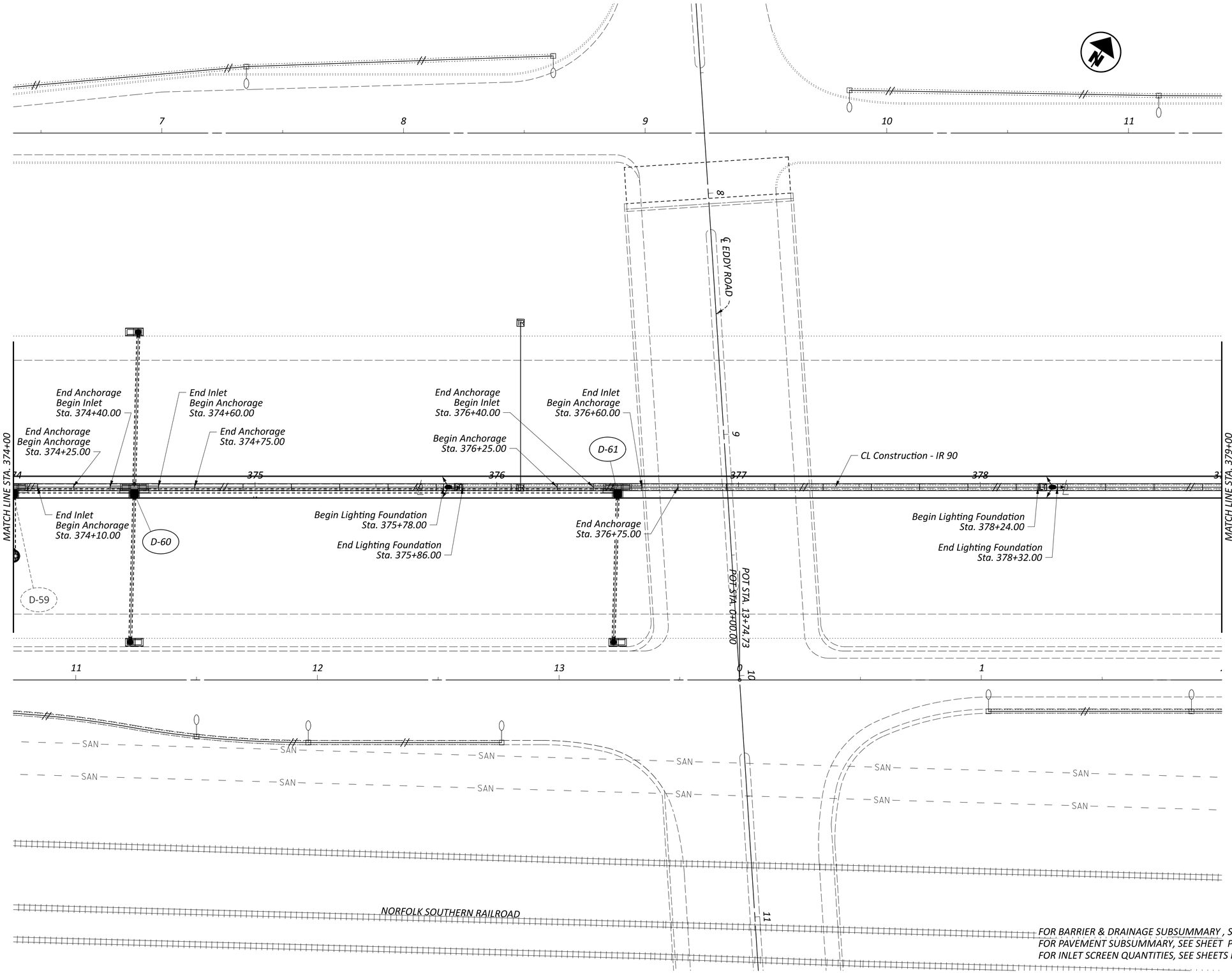
CUY-90-20.45 BARRIER



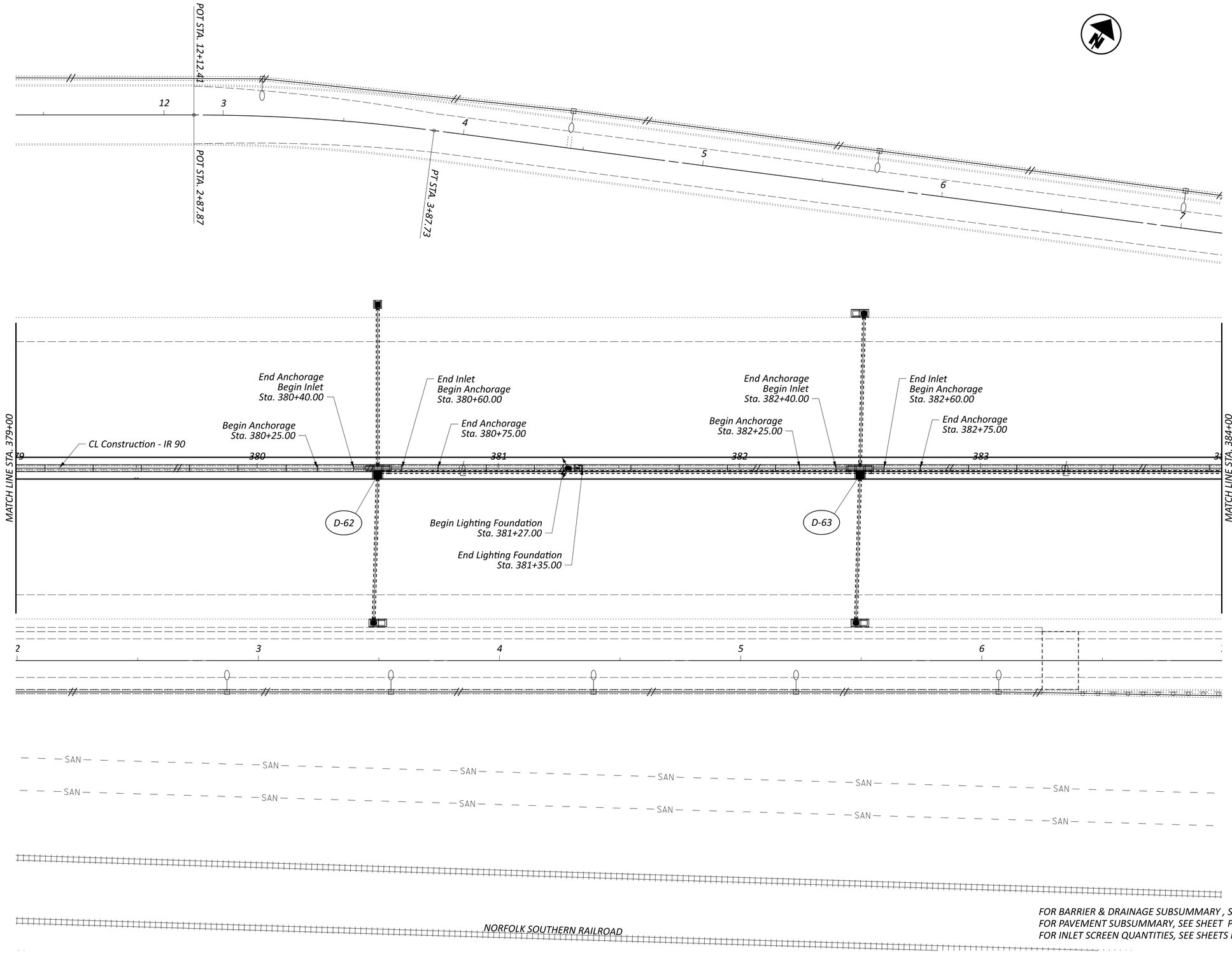

FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 374+00 TO STA. 379+00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | JEL 04/03/26 |
| PROJECT ID | 118680 |
| SHEET | P.118 |
| TOTAL | 208 |




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.136*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 379+00 TO STA. 384+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.119 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 28 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:41 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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# CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 29 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:45 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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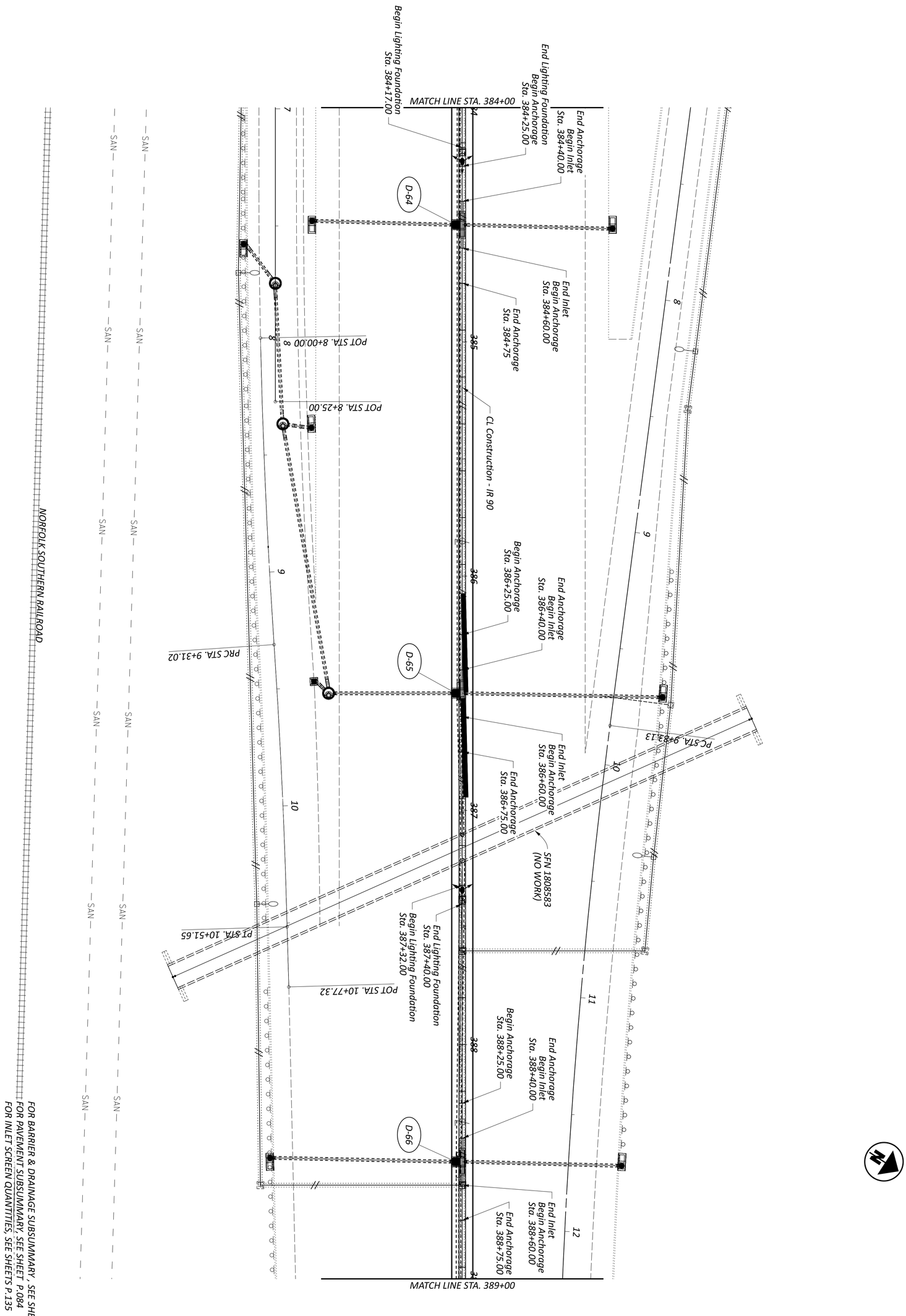


FOR BARRIER & DRAINAGE SUBSUMMARY, SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.120 TOTAL 208

## GENERAL PLAN
## I.R. 90, STA. 384+00 TO STA. 389+00

HORIZONTAL SCALE IN FEET
0 10 20 40

MODEL: CLX_IR90 - Plan 30 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:50 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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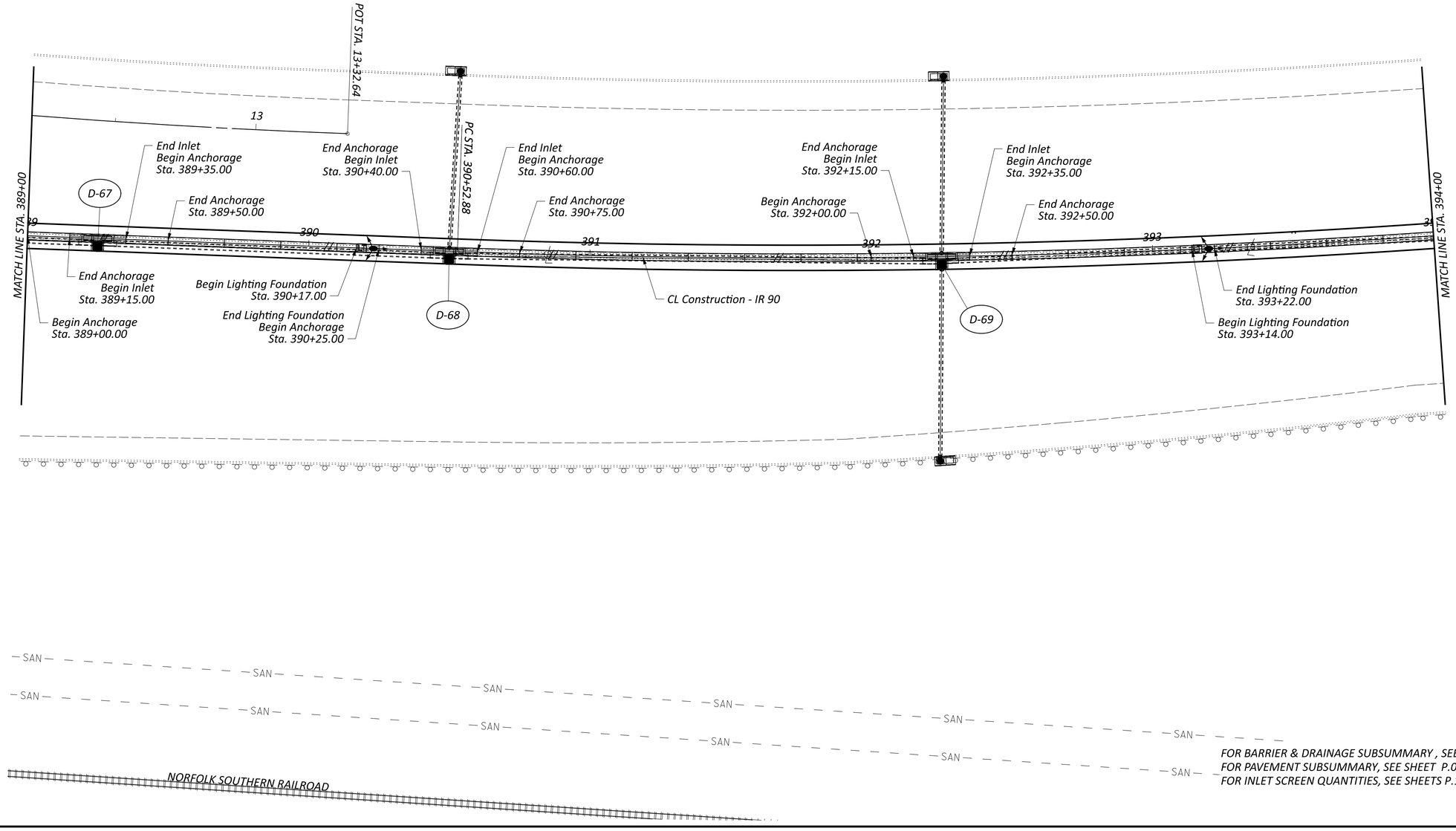
CUY-90-20.45 BARRIER



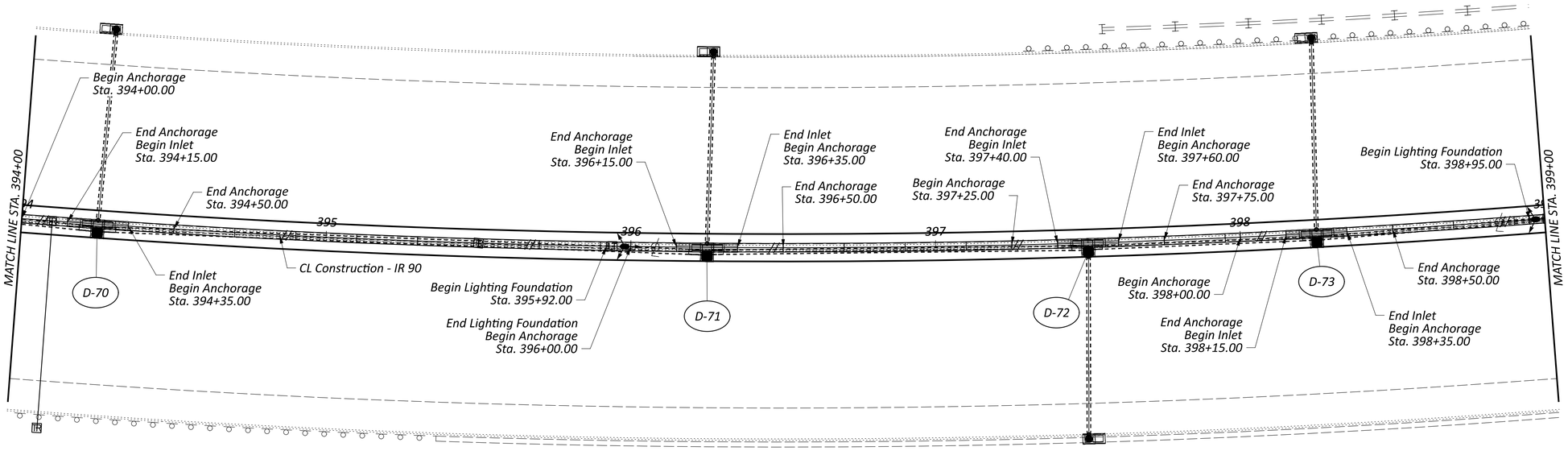

FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 389+00 TO STA. 394+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.121 TOTAL 208




FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

HORIZONTAL SCALE IN FEET
0 10 20 40

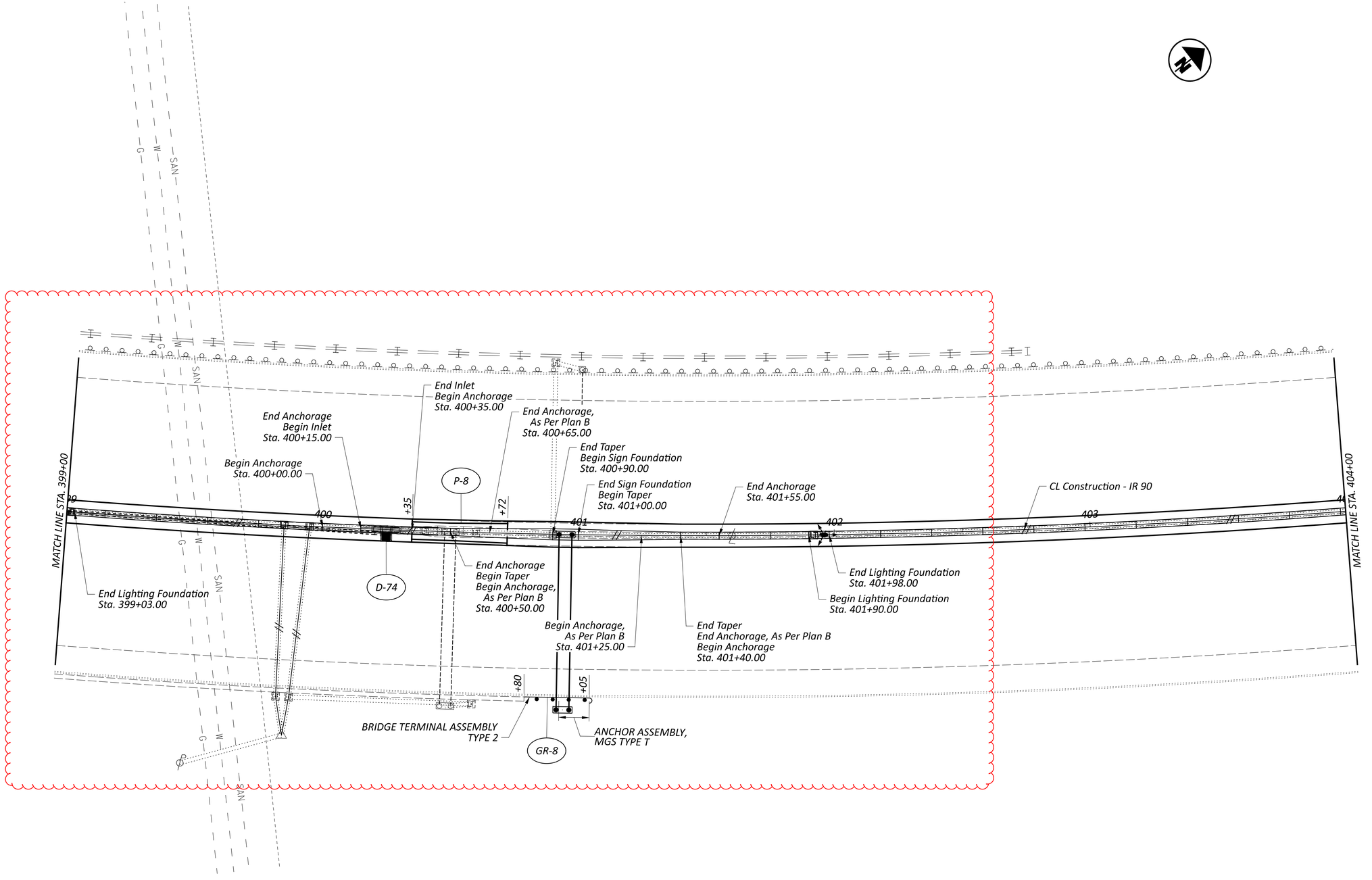
# GENERAL PLAN
## I.R. 90, STA. 394+00 TO STA. 399+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.122 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 31 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:54 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\118680\400-Engineering\Roadway\Sheets\118680_GP100.dgn




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 399+00 TO STA. 404+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.123 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 32 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:12:59 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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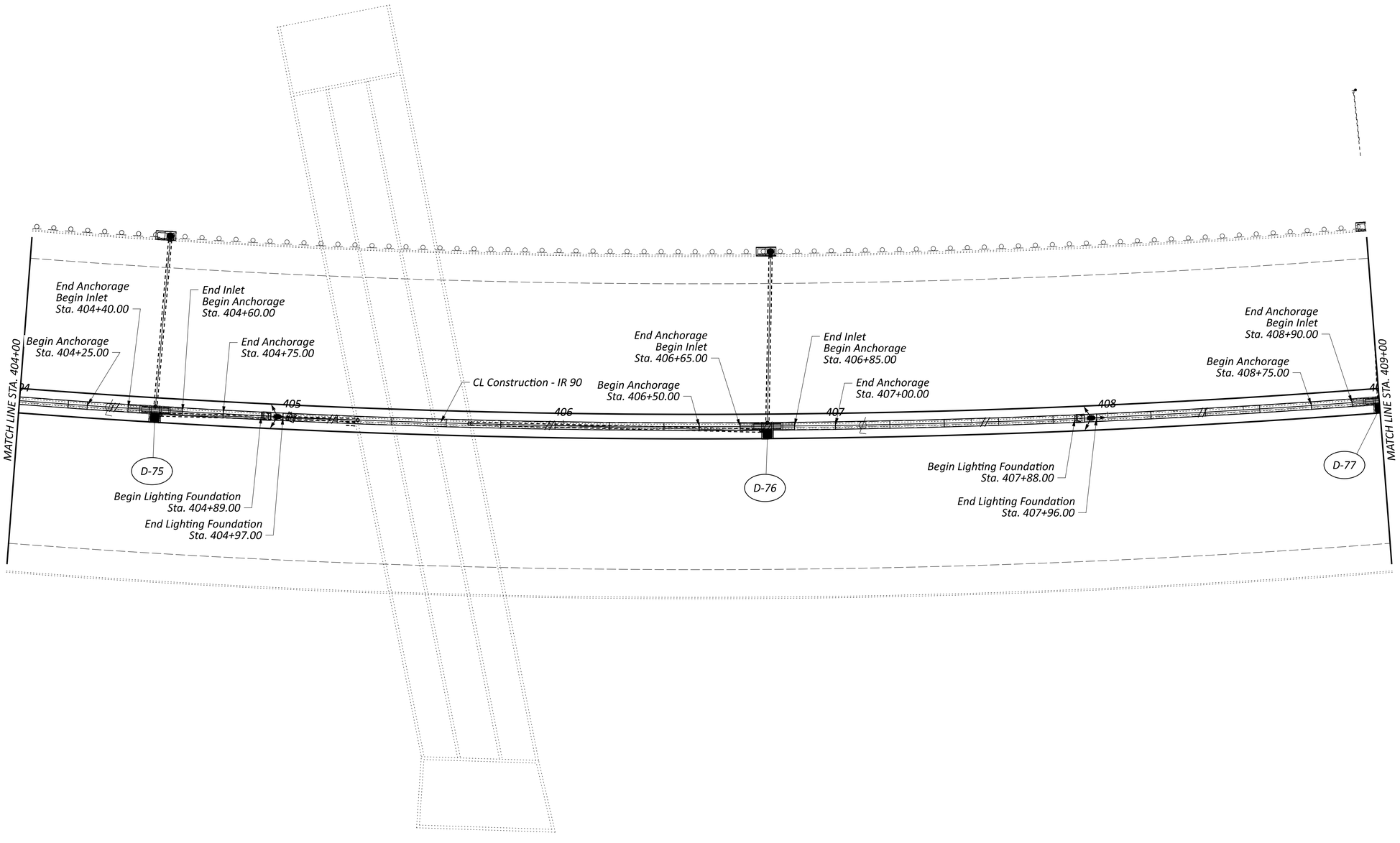


*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL
SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 404+00 TO STA. 409+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
JEL 04/03/26

PROJECT ID
118680

SHEET P.124 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 33 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:13:03 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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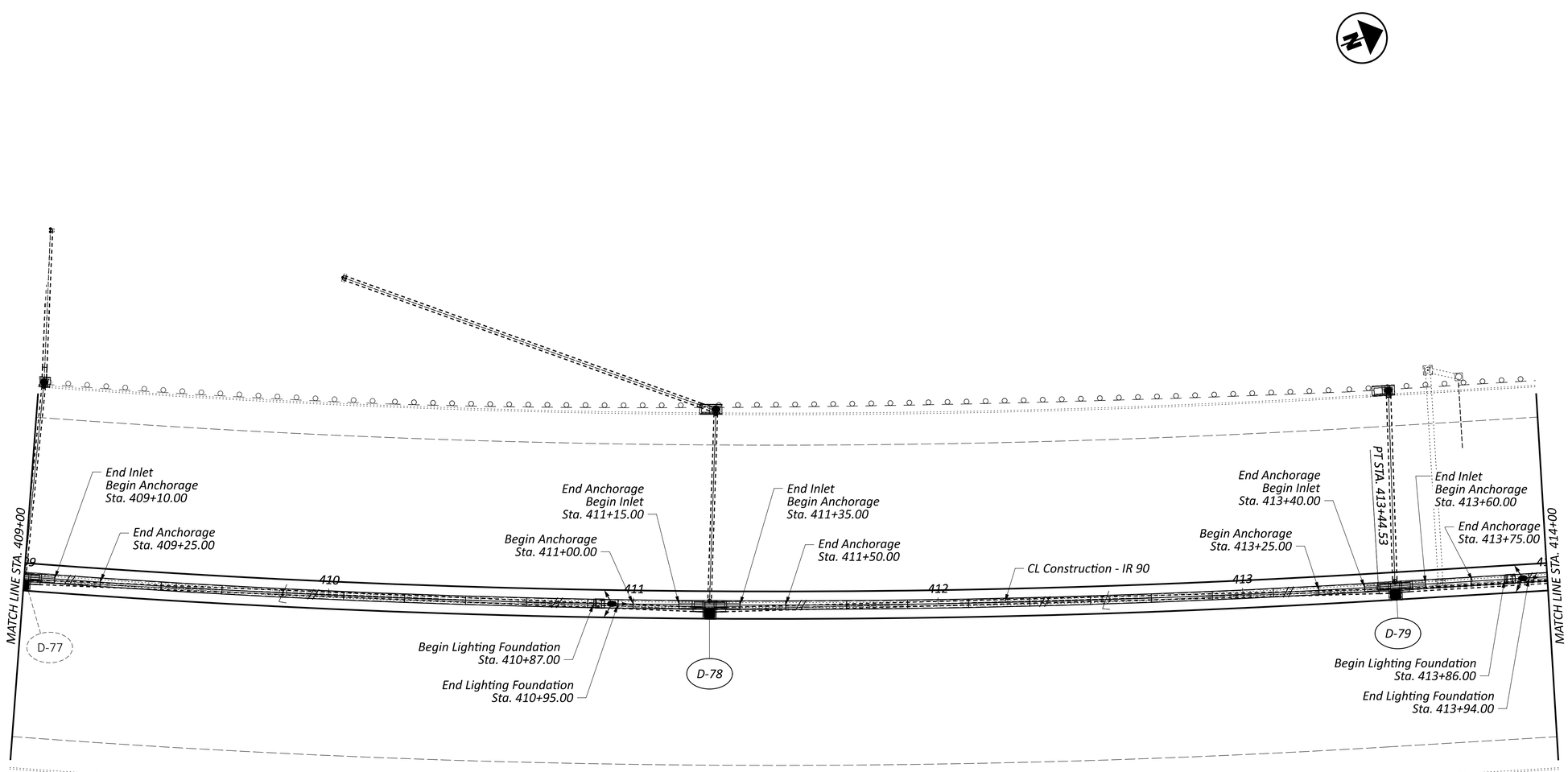
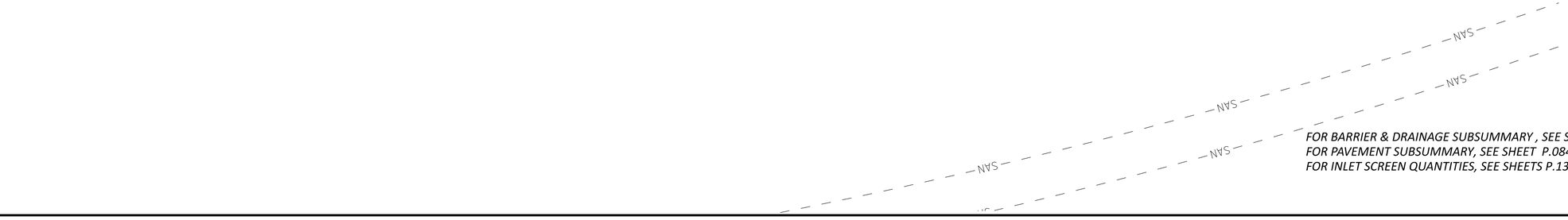
CUY-90-20.45 BARRIER




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 409+00 TO STA. 414+00

DESIGN AGENCY

DESIGNER KDH

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.125 TOTAL 208

MODEL: CLX_IR90 - Plan 35 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:13:12 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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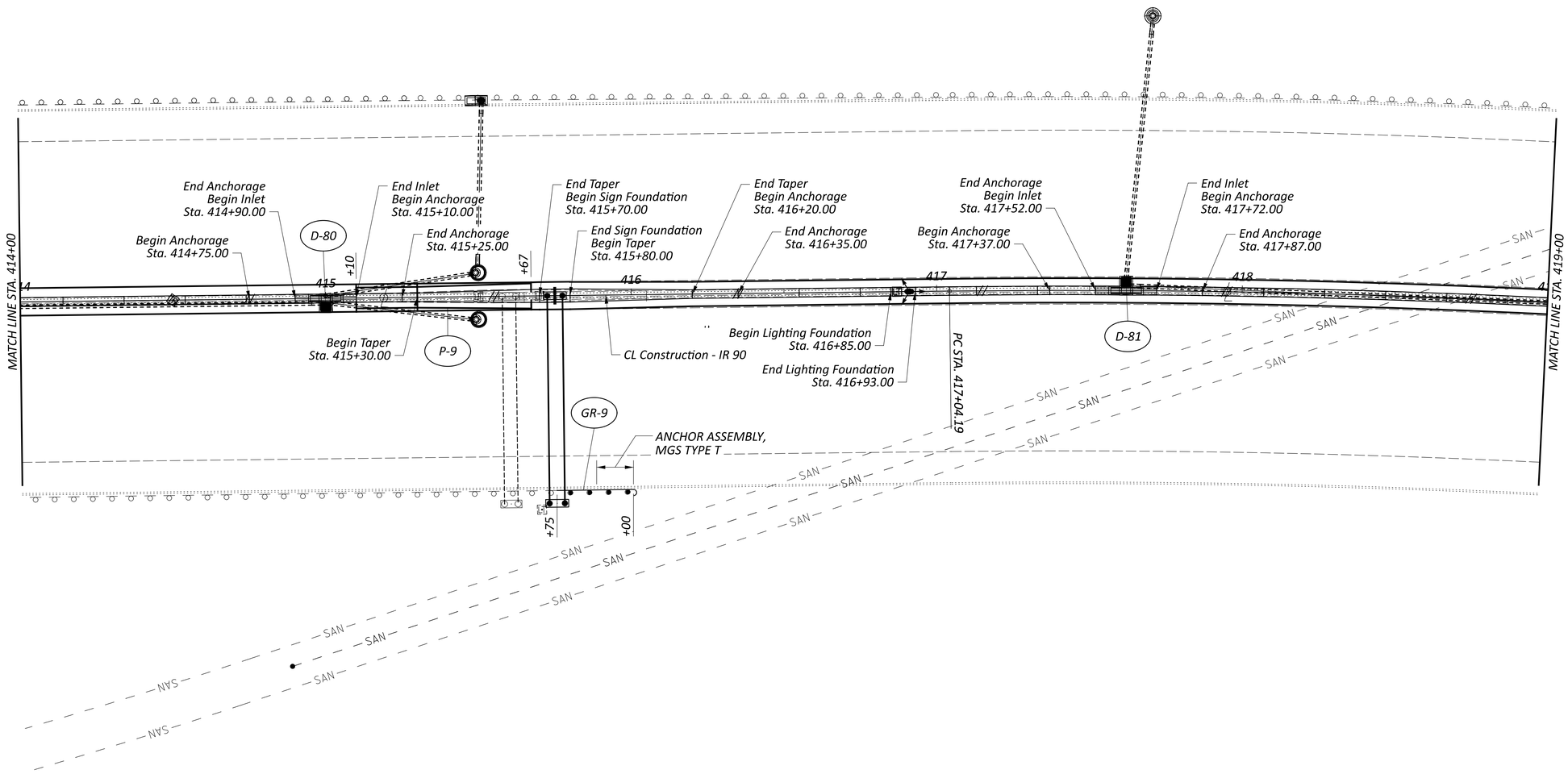
CUY-90-20.45 BARRIER



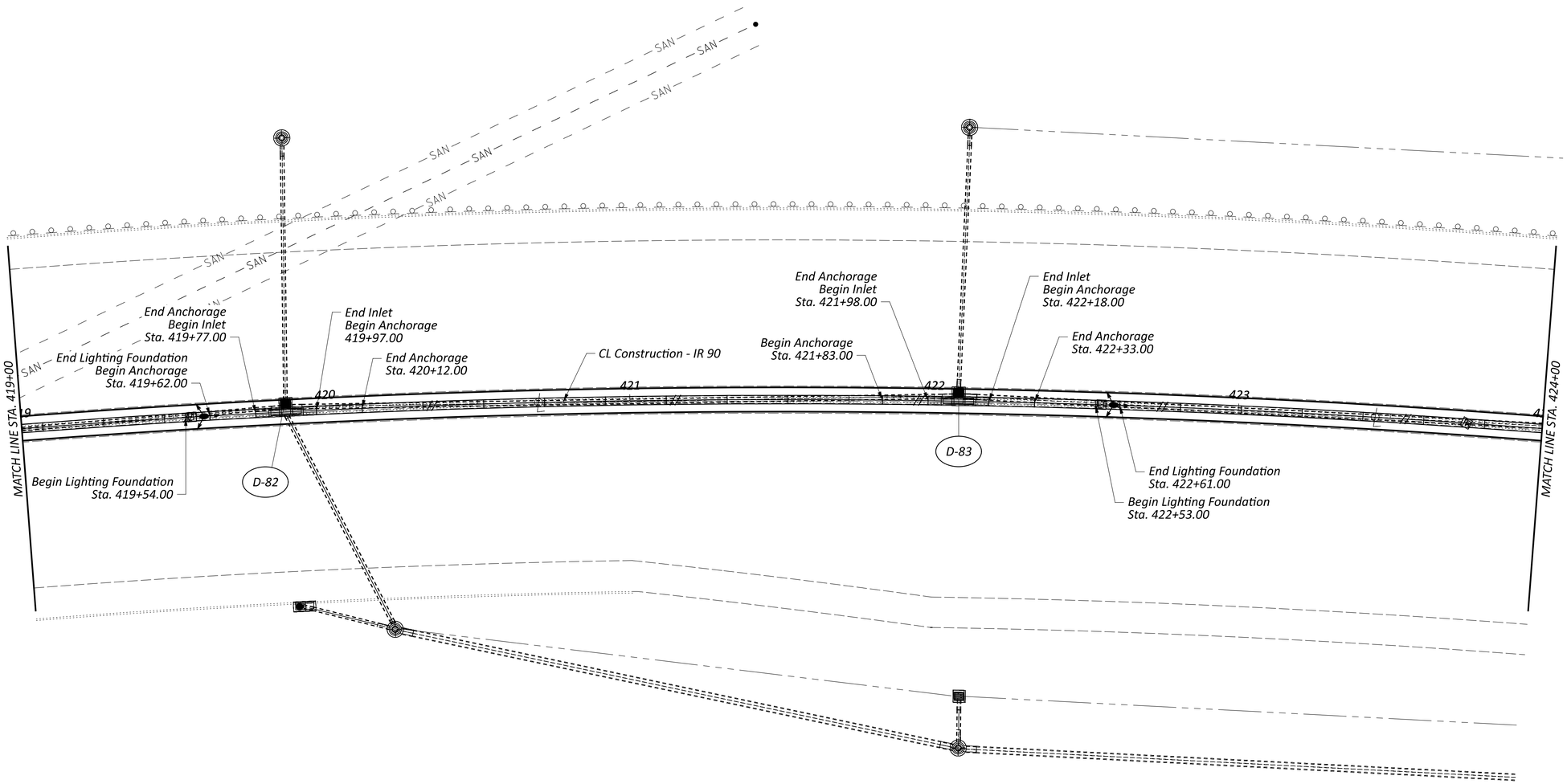

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 414+00 TO STA. 419+00

*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.126 TOTAL 208




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 419+00 TO STA. 424+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.127 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 36 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:13:16 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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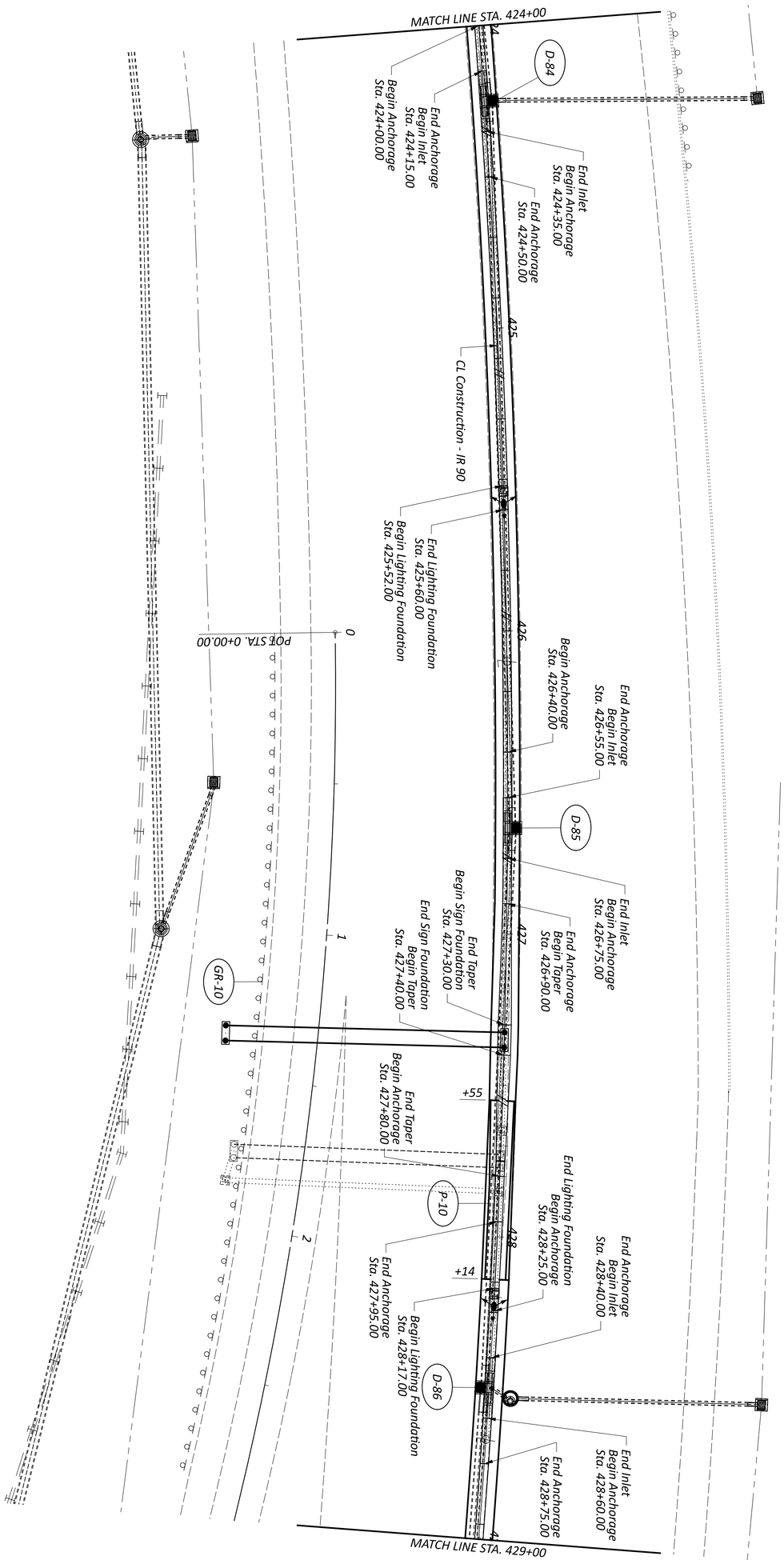



FOR BARRIER & DRAINAGE SUBSUMMARY, SEE SHEETS P.071-P.082
FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084
FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135

DESIGN AGENCY

DESIGNER KDH

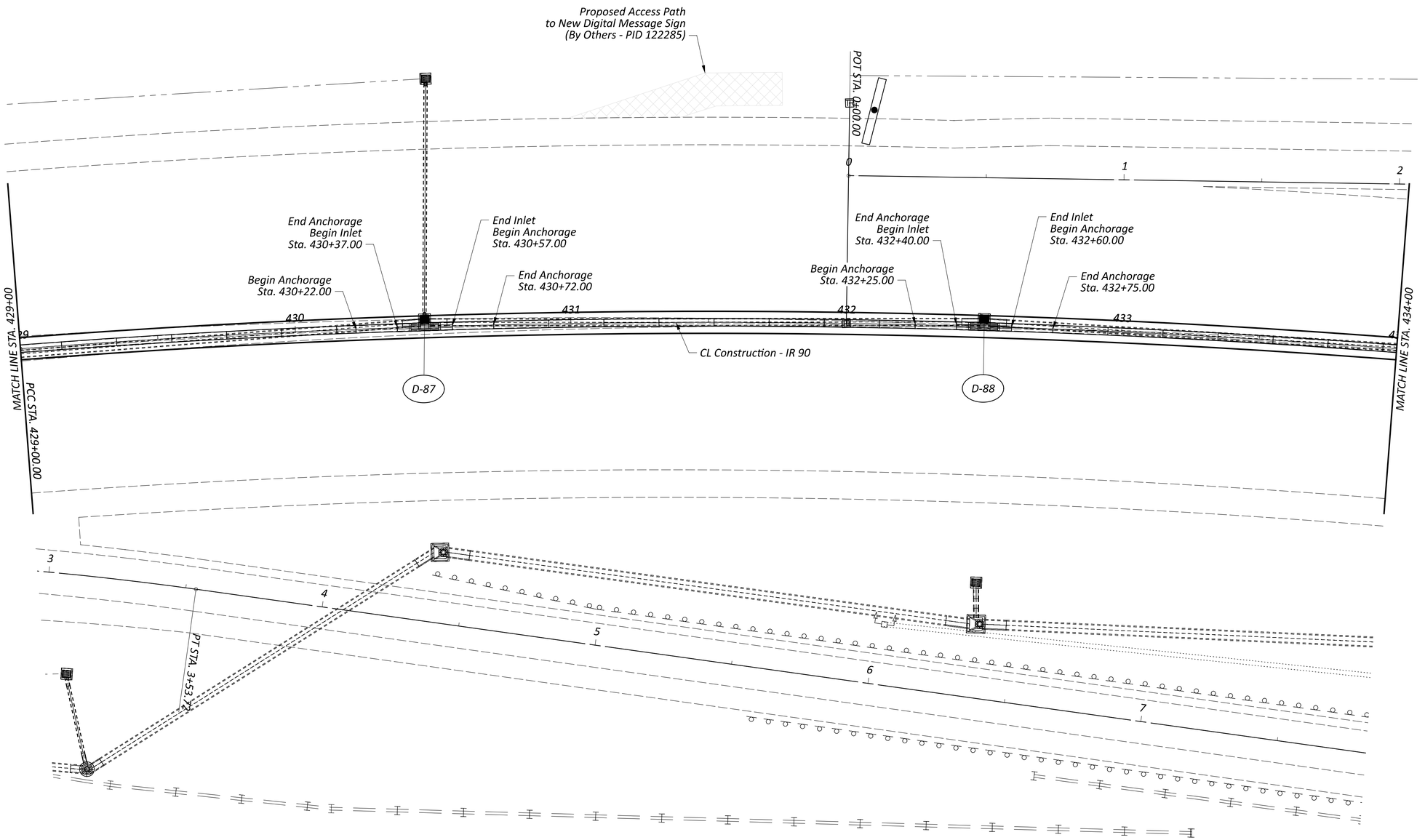
REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.128 TOTAL 208

# GENERAL PLAN
## I.R. 90, STA. 424+00 TO STA. 429+00

HORIZONTAL SCALE IN FEET
0 20 10 40




*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL
SCALE IN FEET
0 10 20 40

# GENERAL PLAN
# I.R. 90, STA. 429+00 TO STA. 434+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.129 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 38 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:13:26 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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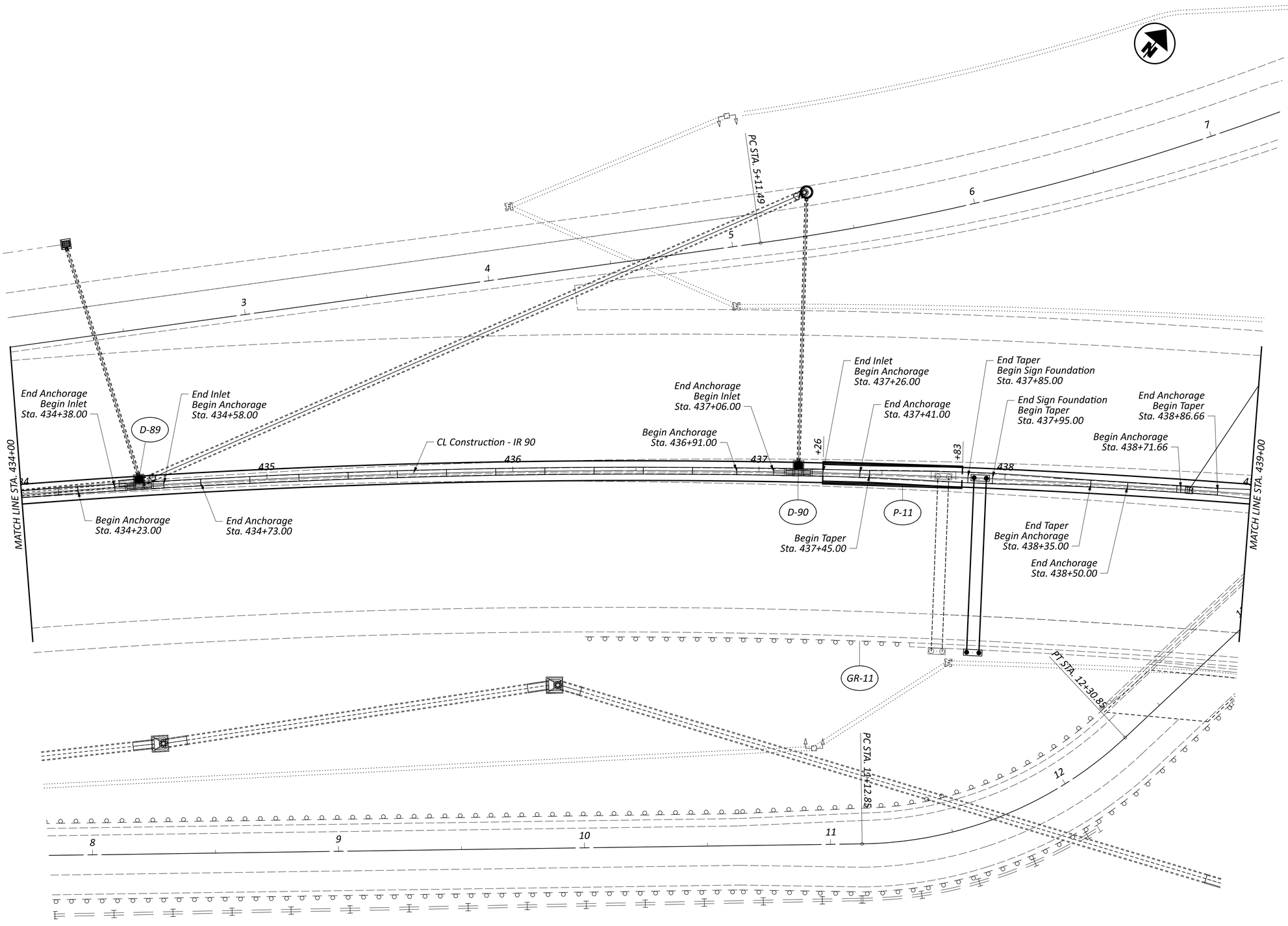


*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 434+00 TO STA. 439+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.130 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLK_IR90 - Plan 39 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:13:30 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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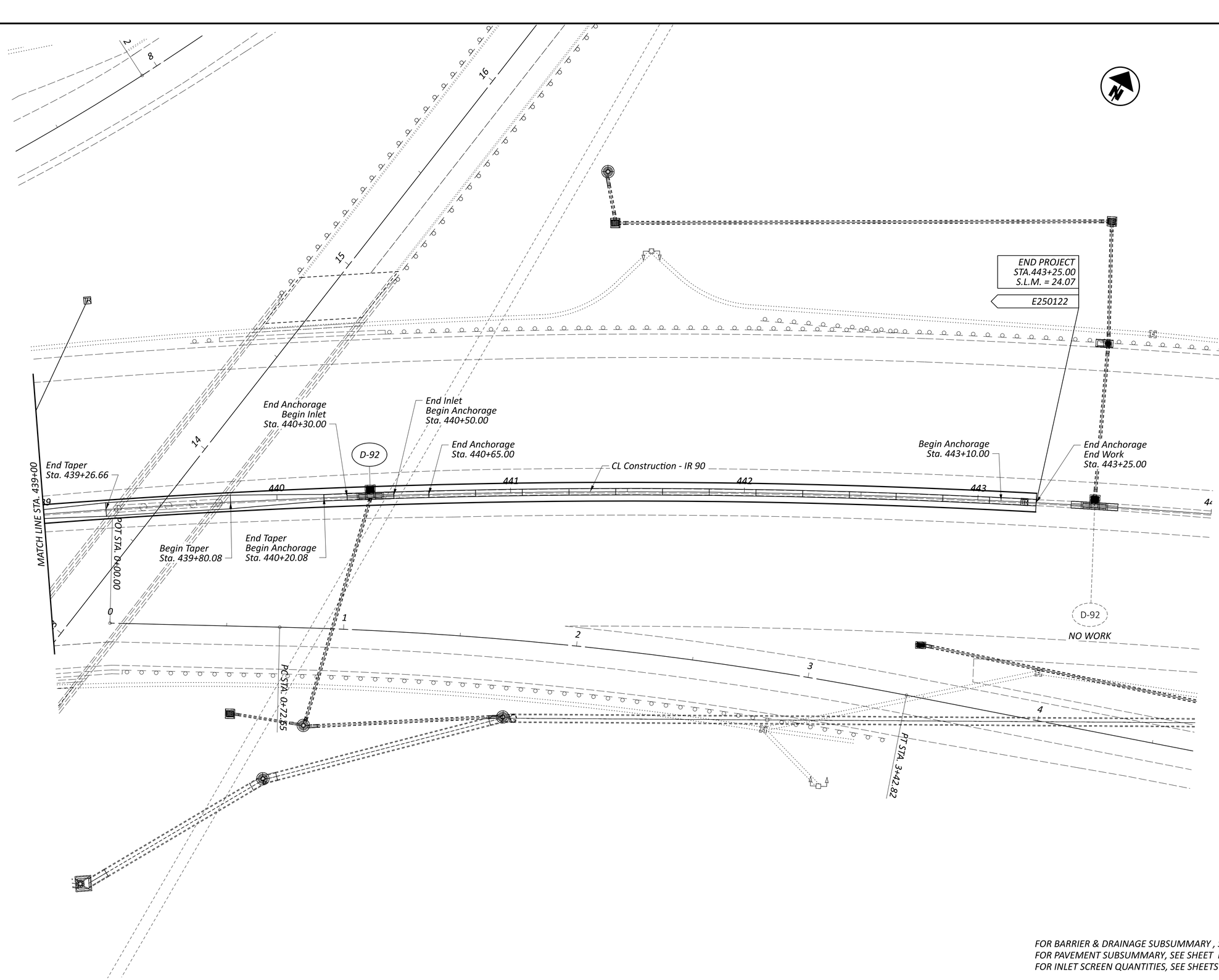


*FOR BARRIER & DRAINAGE SUBSUMMARY , SEE SHEETS P.071-P.082*
*FOR PAVEMENT SUBSUMMARY, SEE SHEET P.084*
*FOR INLET SCREEN QUANTITIES, SEE SHEETS P.135*

HORIZONTAL SCALE IN FEET
0 10 20 40

# GENERAL PLAN
## I.R. 90, STA. 439+00 TO STA. 444+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER JEL 04/03/26
PROJECT ID 118680
SHEET P.131 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 40 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/22/2026 TIME: 11:13:35 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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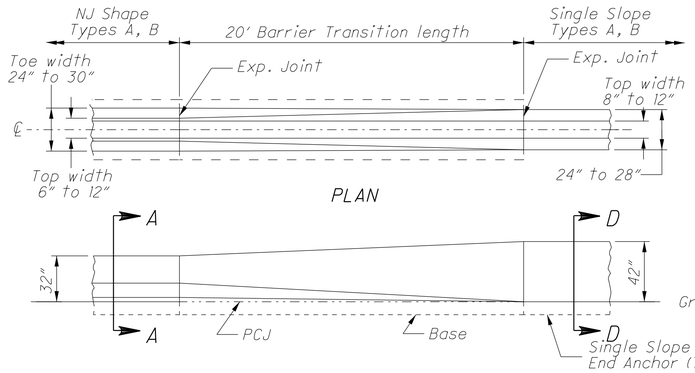
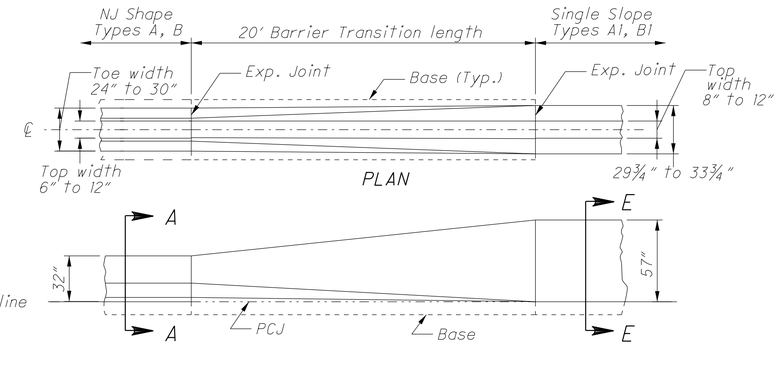


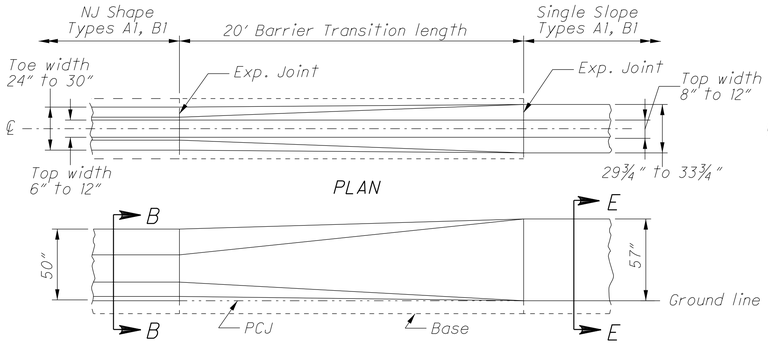

Standard low barrier connection

ELEVATION



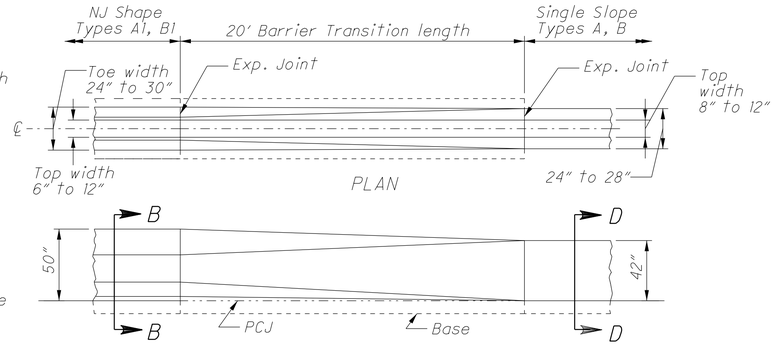

Atypical use

ELEVATION



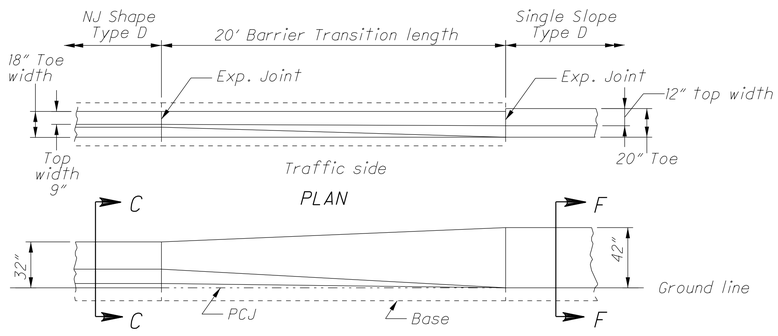

Standard tall barrier connection

ELEVATION



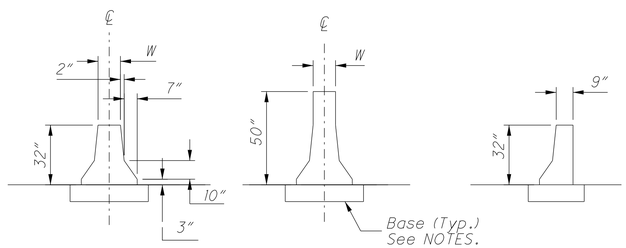

Atypical use

ELEVATION



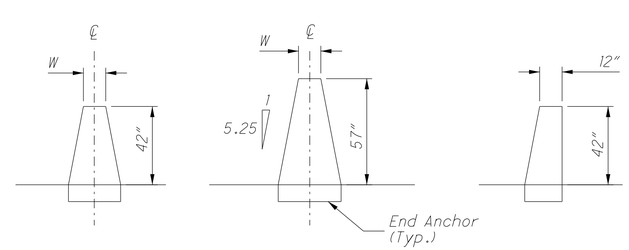

Standard Roadside barrier connection

ELEVATION




## NJ SHAPE SECTIONS

See Plan Insert sheets for specific NJ Shape Concrete barrier details.




## SINGLE SLOPE SECTIONS

See SCD RM-4.3 and RM-4.5 for specific Single Slope concrete barrier details.

## NOTES

GENERAL: This insert details the Barrier Transition, to connect existing NJ Concrete Barrier (safety shape) to a new run of Single Slope Concrete Barrier at locations shown on the plans. For NJ barrier shape and other details see the respective plan insert sheets. For Single Slope barrier details, see SCD RM-4.3 (RM-4.5 for Type D).

ADJACENT CONCRETE BARRIER RUNS: Remove any tapered end sections, Impact attenuators, or other guardrail hardware from existing barrier end. The barrier to barrier transition is not intended to be used at transition sections (those shown on SCD RM-4.4), Inlets, or on Type C or C1 Barrier. If proposed adjacent single slope barrier is Type A or A1, the Barrier Transiton should contain horizontal reinforcing steel similiar to that required in the respective single slope barrier. Reinforcement is not shown and should be detailed separately. The adjacent single slope end should be terminated with a reinforced End Anchor as detailed on the SCDs.

BARRIER FACE TRANSITION: To prevent vehicle snagging, a smooth transition from the safety shape face to the single slope face is made over a 20' length. The actual shape of the Transition is dependent on both the adjacent NJ barrier and the single slope barrier Types, as detailed on the plans. The contractor and Engineer will agree on a construction method to ensure a smooth barrier face.

MATERIALS: Materials are same for those shown on RM-4.3 and RM-4.5, except that cast-in-place is the only acceptable method. Edges may be chamfered or radiused as shown on those drawings.

CONCRETE BASE: Construct base as shown on the NJ shape insert sheets, including the methods detailing the footing joint, Permissible Construction Joint (PCJ), and Dowelling requirements. The width of the base matches the existing NJ barrier.

JOINTS: Construct joints as shown on respective barrier drawings.

RACEWAYS: When specified, place raceway(s) to match raceway elevation in adjoining segments. Place to obtain maximum concrete cover.

METRIC UNITS: Refer to respective barrier drawings or inserts for metric dimensions.

PAYMENT: This Barrier Transiton shall include all material and labor needed to construct this 20' section, including any raceways, reinforcing steel, dowels and other necessary incidentals. Payment shall be made at the unit price for Item 622 - Barrier Transition, Each.

# CONCRETE BARRIER TRANSITION

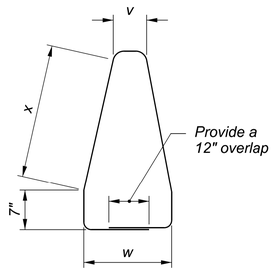
CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:15:38 PM USER: jgl255
M:\2505\1186680\400-Engineering\Roadway\Sheets\PIS Concrete Barrier Transition.dgn

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.132 |
| TOTAL | 208 |

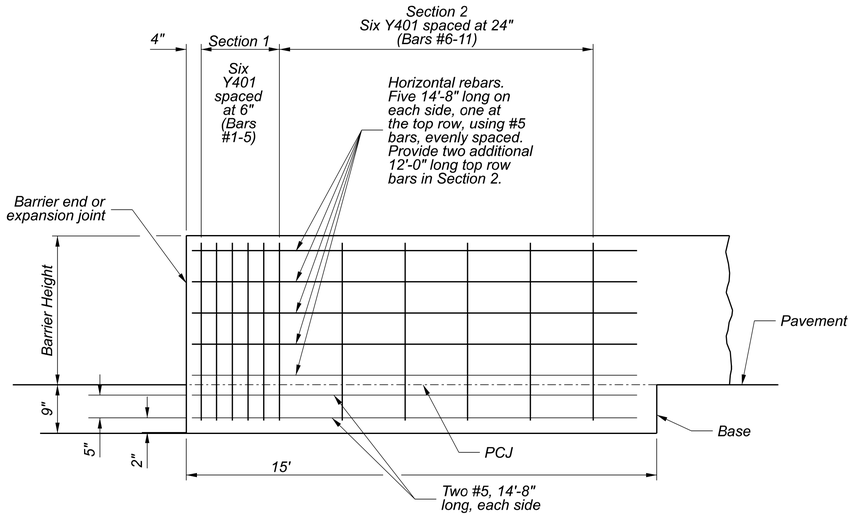
| Dimensions for Y401 Series (English) | | | | |
|---|---|---|---|---|
| Bar # | v | w | x | Length |
| 1 | 8″ | 25″ | 51″ | 13′-3″ |
| 2 | 10″ | 26″ | 51″ | 13′-6″ |
| 3 | 11″ | 27″ | 51″ | 13′-8″ |
| 4 | 12″ | 28″ | 51″ | 13′-10″ |
| 5 | 13″ | 30″ | 51″ | 14′-1″ |
| 6 | 14″ | 31″ | 51″ | 14′-3″ |
| 7 | 19″ | 36″ | 51″ | 15′-1″ |
| 8 | 24″ | 40″ | 51″ | 15′-10″ |
| 9 | 29″ | 45″ | 51″ | 16′-8″ |
| 10 | 34″ | 50″ | 51″ | 17′-6″ |
| 11 | 38″ | 55″ | 51″ | 18′-3″ |



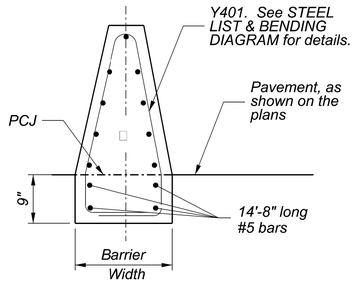

Y401 #4

# Y401 STEEL LIST & BENDING DIAGRAM FOR VARIABLE WIDTH END ANCHORAGES AT OVERHEAD SIGNS AND BRIDGES

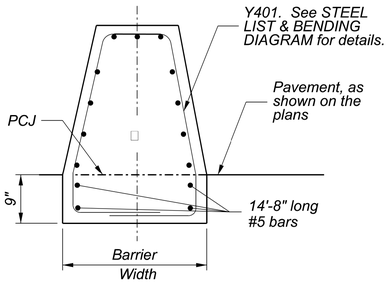
*Steel dimensions for Types C and C1 barriers are not shown.*




ELEVATION




SECTION 1




SECTION 2

## END ANCHORAGE

## END ANCHORAGE, AS PER PLAN B DETAIL

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 06-23-26

PROJECT ID 118680

SHEET P.132A TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/23/2026 TIME: 12:56:20 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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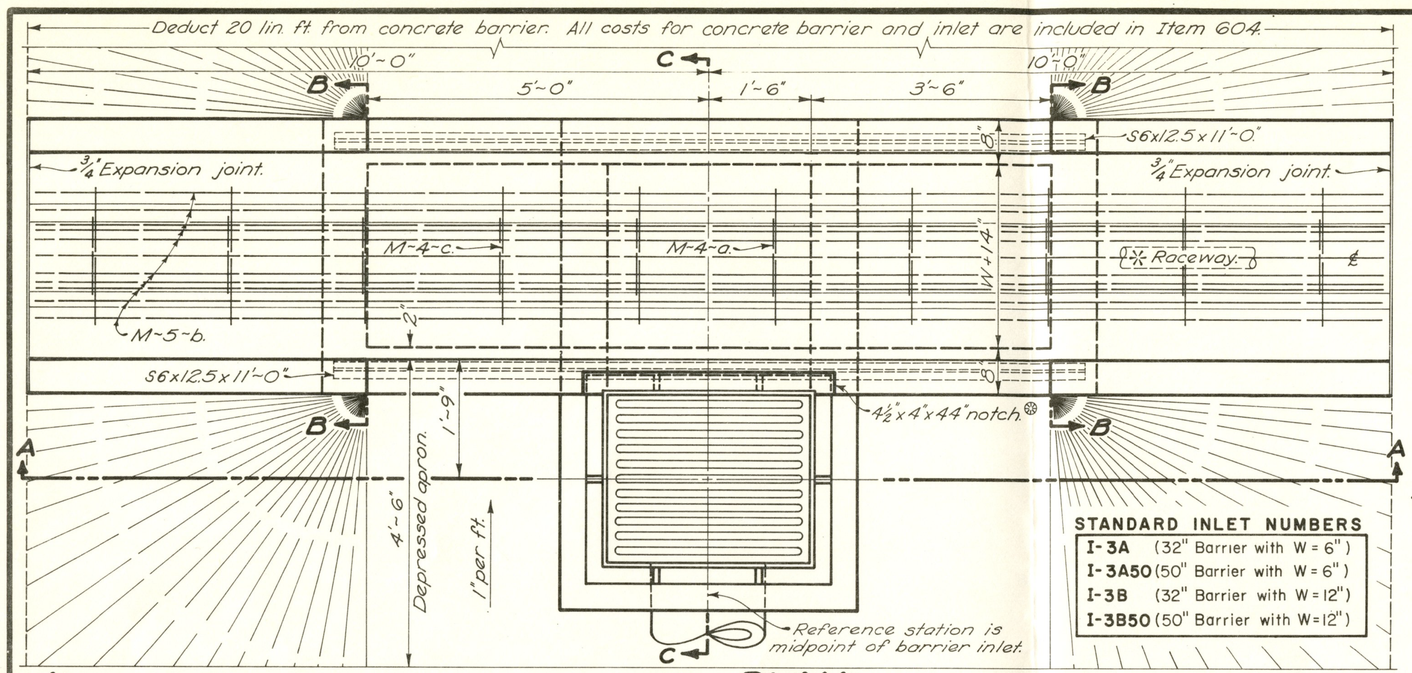



**STANDARD INLET NUMBERS**

| | |
|---|---|
| I-3A | (32" Barrier with W = 6") |
| I-3A50 | (50" Barrier with W = 6") |
| I-3B | (32" Barrier with W = 12") |
| I-3B50 | (50" Barrier with W = 12") |

**THE WALLS** between the bottom slab and the upper permissible construction joint may be built of brick, concrete block or cast-in-place concrete, 8" nominal thickness for depths of 12' or less. Precast walls shall have a minimum thickness of 6" and be reinforced sufficiently to permit shipping and handling without damage. The unit above the upper permissible construction joint may be precast or cast-in-place.

**HEIGHT:** When placed in 50" high barrier the 32" height shall be made 50" per details on MC-9.

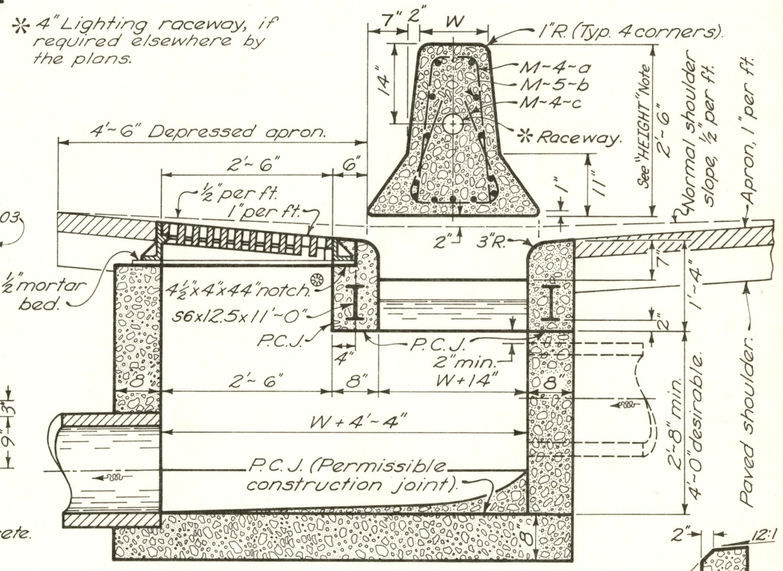
**CONCRETE,** cast-in-place, to be Class C. All precast concrete shall meet the requirements of 706.13 with 6 ± 2% air void content in the hardened concrete. Required markings shall include the inlet number.

**STEPS** shall be in accordance with Standard Drawing MH-1. Minimum weight of frame and cover shall be 540 pounds.

**GRATE LOCATION:** In superelevated curves or at other locations where there is unequal discharge from the directional roadways, the inlet grating shall be located in the roadway which discharges the major flow.

**INLETS OVER 12 FEET IN DEPTH** shall be precast or cast-in-place concrete; reinforced with No.4 bars on 12" centers both vertically and horizontally with 2" clearance from inside wall face.

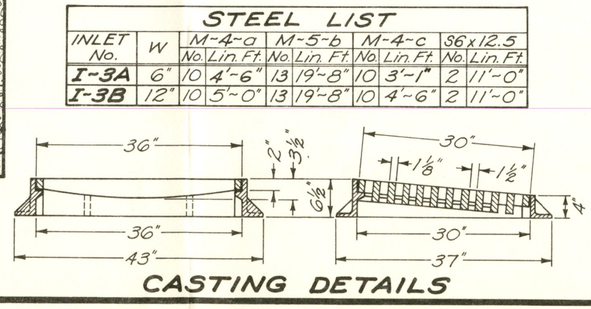
**OPENINGS** for pipes shall be O.D.+2" when prefabricated or field cut.

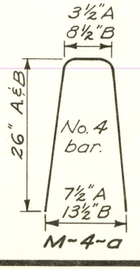


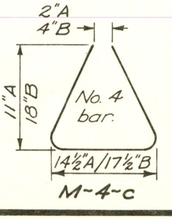

* After casting is placed, fill notch with Class C concrete.

**STEEL LIST**

| INLET No. | W | M-4-a No. | M-4-a Lin. Ft. | M-5-b No. | M-5-b Lin. Ft. | M-4-c No. | M-4-c Lin. Ft. | S6x12.5 No. | S6x12.5 Lin. Ft. |
|---|---|---|---|---|---|---|---|---|---|
| I-3A | 6" | 10 | 4'-6" | 13 | 19'-8" | 10 | 3'-1" | 2 | 11'-0" |
| I-3B | 12" | 10 | 5'-0" | 13 | 19'-8" | 10 | 4'-6" | 2 | 11'-0" |




**BUREAU OF LOCATION AND DESIGN**
**OHIO DEPARTMENT OF TRANSPORTATION**

# BARRIER MEDIAN INLETS

DATE
1-20-70
11-1-77
5-1-79
4-1-80

STANDARD CONSTRUCTION DRAWING I-3A & B

APPROVED W. J. Cunningham ENGR., L. & D.

3A & 3B BARRIER MEDIAN INLET DETAILS

DESIGN AGENCY

DESIGNER KDH

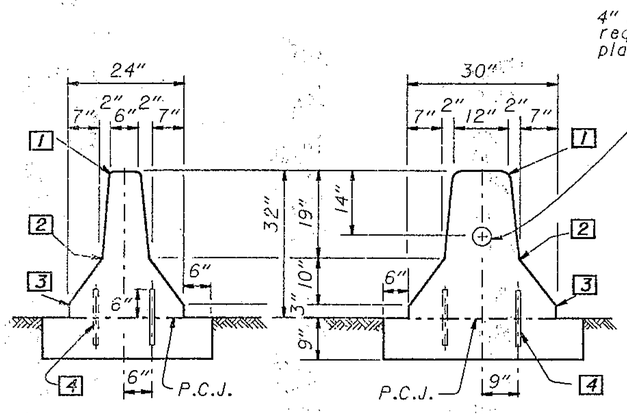
REVIEWER DAB 03/20/26

PROJECT ID 118680

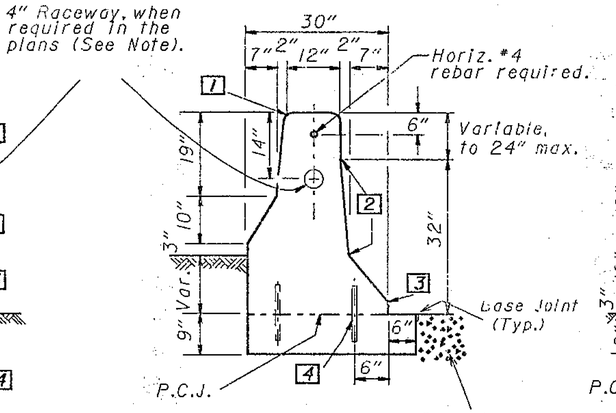
SHEET P.133 | TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:16:39 PM USER: jgl255
M:\250551\118680\400-Engineering\Roadway\Sheets\3A & 3B INLET 1980.dgn



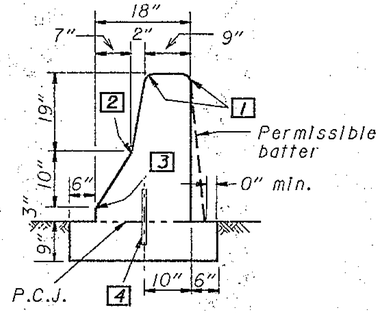

TYPE A




TYPE B




TYPE C

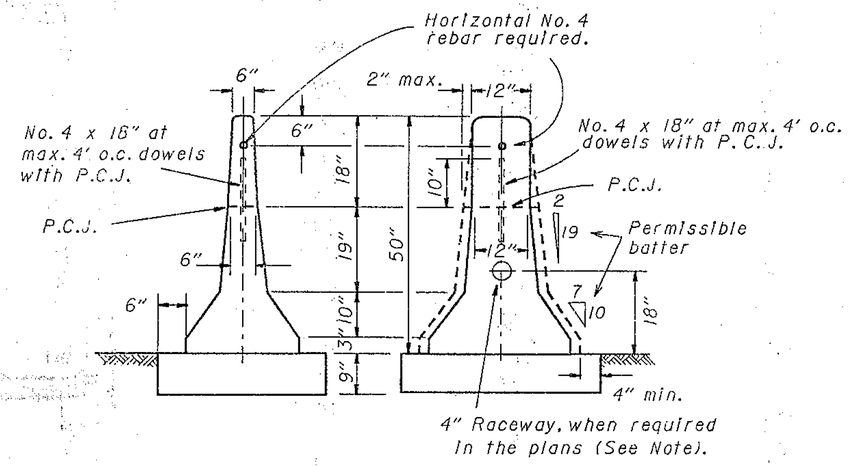



TYPE D

## NORMAL SECTIONS

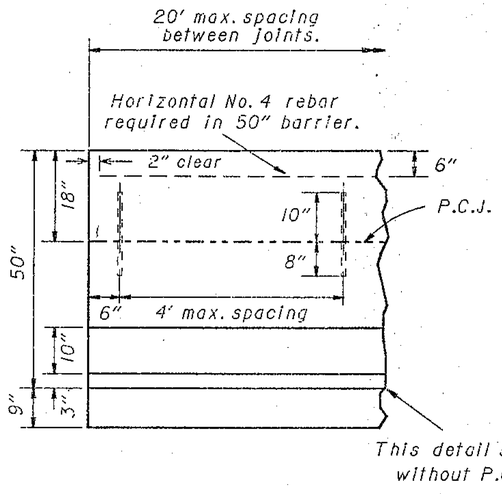
## LEGEND

1. 1" Radius or 3/4" chamfer.
2. Permissible 10" radius.
3. Permissible 1" radius.
4. No. 8 epoxy coated deformed steel bars, 12" long, spaced 4' between successive bars on a staggered (except Type D) pattern. Omit dowels when top is constructed integral with the base.

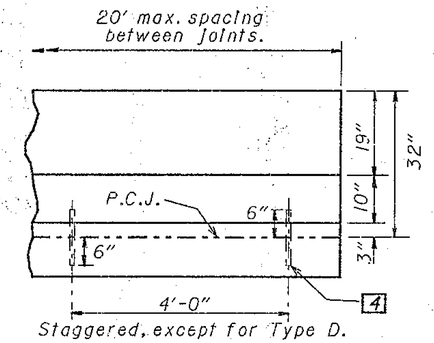



TYPE A50 TYPE B50

## 50" BARRIERS - TYPICAL SECTIONS




50" BARRIER




32" BARRIER

## BARRIER ELEVATIONS

## NOTES

**JOINTS:** Unsealed contraction joints spaced at 20' max. shall be constructed throughout the run of Concrete Barrier except that expansion joints shall be used at the center line of and around each bridge pier column and on either side of overhead sign supports, inlets and light pole foundations. If inlet top is slip formed, the expansion joints adjacent to it may be omitted.

Contraction joints may be constructed with metal inserts inside the forms, preformed full width joint filler, a grooving tool, or by sawing. Inserts, tooled or sawed joints shall have a 3" minimum depth. All joints shall be constructed for the full height of the barrier including the base. Sawing shall be done as soon as curing will allow, to prevent spalling.

**BASE JOINTS:** The vertical walls between the barrier base and a concrete pavement or concrete base shall be provided with a sealed, grooved joint as shown on Std. Const. Dwg. BP-2.1. Sealing material shall conform with CMS 705.04.

**P.C.J.** = Permissible Construction Joint

**MEASUREMENT:** 622 Concrete Barrier, including transitions and pier sections as per Standard Const. Drawing, MC-9.4, is paid for in linear feet as one of the four types (A,B,C or D) or as Type A50 and B50, (for 50" high barrier), with appropriate deductions for other items such as:

| | |
|---|---|
| 604 I-3 Median Inlet | 20 Lin. Ft. |
| 625 Light pole foundation or pullbox | 2.5 Lin. Ft. |
| 630 Overhead sign support foundation | 10 Lin. Ft. |
| 630 Barrier wall assembly | 10 Lin. Ft. |

**50 INCH HIGH BARRIER** shall be built in locations specified in the plans. Construct the lower 32" of the barrier and the barrier base using the same dimensions as shown in the corresponding Normal Section. The upper 18" may be constructed integral with the bottom, or separately with No. 4 rebar dowels at 4 foot maximum spacing. Start and end dowels 6" from barrier contraction joints.

**RACEWAY:** The contractor shall insure that the electrical raceway is clear of internal obstructions. Cost of the 4 inch polyvinyl chloride raceway and No. 10 AWG copper-clad or aluminum-clad wire if needed for future installation of circuits shall be included in the unit cost per lineal foot for Item 622, Concrete Barrier.

**STATION MARKING** shall be impressed in the "green" concrete on both sides at the top of the barrier if specified in the plans, which cost shall be incidental to the unit cost per linear foot bid for Item 622, Concrete Barrier.

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF TRANSPORTATION

DATE 10-30-92

**CONCRETE BARRIER**

STANDARD CONSTRUCTION DRAWING **MC-9.3**

APPROVED E.K. Hellmann ENGR., L & D

CONCRETE BARRIER MC-9.3

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.134 TOTAL 208

CUY-90-20.45 BARRIER

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## ITEM 611 - INLET MISC.: BARRIER INLET SCREEN

THIS ITEM OF WORK INCLUDES INSTALLING A BARRIER INLET SCREEN USING A GRATE SUPPLIED BY ODOT.

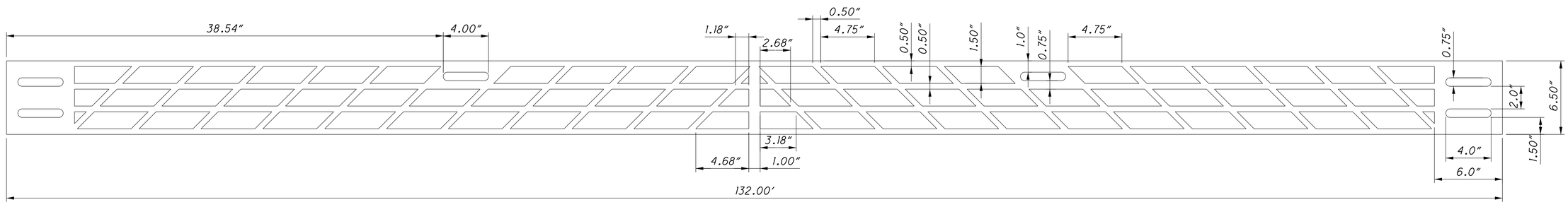
GRATES ARE AVAILABLE FOR PICK UP BY THE CONTRACTOR AT THE ODOT – CLEVELAND MAINTENANCE YARD LOCATED AT 3263 E. 44TH STREET, CLEVELAN, OHIO 44127. CONTACT THE YARD AT 216-630-8373 TO ARRANGE FOR PICK UP.

PRIOR TO INSTALLATION, APPLY A MINIMUM OF 3 COATS OF COLD GALVANIZING PAINT TO ALL SURFACES OF THE GRATE. COLD GALVANIZING COATING MUST MEET ASTM A780. APPLY THE COLD GALVANIZING ACCORDING TO THE MANUFACTURERS INSTRUCTIONS.

SECURE THE GRATE TO THE CONCRETE BARRIER WITH 4 – ½" X 3" LONG CONCRETE ANCHOR SCREWS AND 9/16" ZINC COATED WASHERS.

INCLUDE THE COSTS FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO PERFORM THE WORK DESCRIBED ABOVE IN THE UNIT PRICE BID PER EACH FOR ITEM 611 – INLET MISC.: BARRIER INLET SCREEN.

| REF. NO. | 611 INLET MISC.: BARRIER INLET SCREEN EACH | REF. NO. | 611 INLET MISC.: BARRIER INLET SCREEN EACH |
|---|---|---|---|
| I-1 | 1 | I-21 | 1 |
| I-2 | 1 | I-22 | 1 |
| I-3 | 1 | I-23 | 1 |
| I-4 | 1 | I-24 | 1 |
| I-5 | 1 | I-25 | 1 |
| | | | |
| I-6 | 1 | I-26 | 1 |
| I-7 | 1 | I-27 | 1 |
| I-8 | 1 | I-28 | 1 |
| I-9 | 1 | I-29 | 1 |
| I-10 | 1 | I-30 | 1 |
| | | | |
| I-11 | 1 | I-31 | 1 |
| I-12 | 1 | I-32 | 1 |
| I-13 | 1 | I-33 | 1 |
| I-14 | 1 | I-34 | 1 |
| I-15 | 1 | I-35 | 1 |
| | | | |
| I-16 | 1 | I-36 | 1 |
| I-17 | 1 | I-37 | 1 |
| I-18 | 1 | | |
| I-19 | 1 | | |
| I-20 | 1 | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| SUBTOTAL | 20 | SUBTOTAL | 17 |
| TOTAL CARRIED TO GENERAL SUMMARY: | 37 | | |




BARRIER INLET SCREEN DETAILS

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.135 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:16:52 PM USER: jgl255
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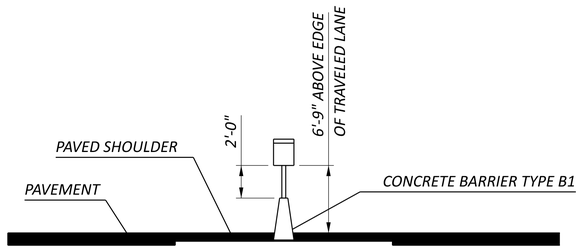
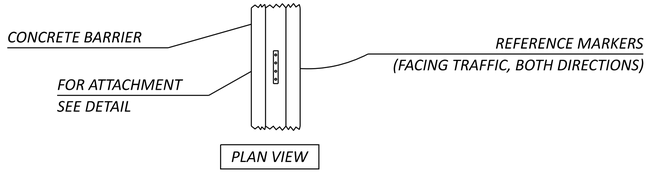
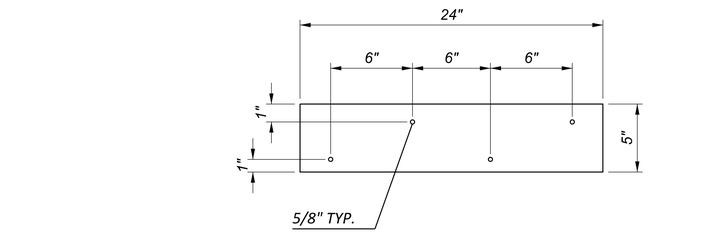
## MAINLINE REFERENCE MARKERS (D10-5)

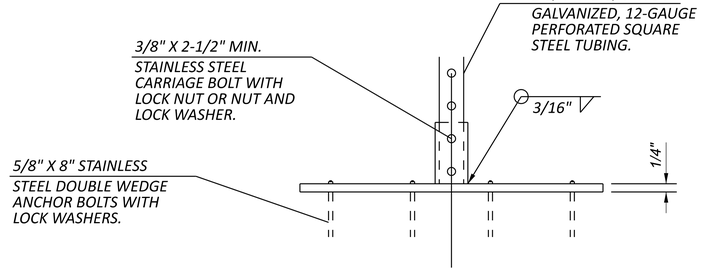
### SINGLE MEDIAN BARRIER



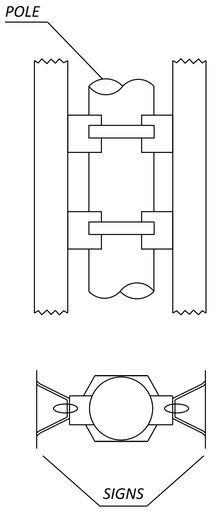

### SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED




### SIGN SUPPORT ASSEMBLY, POLE MOUNTED

SEE TC-41.40 FOR ATTACHMENT




NOTES:

1. ALL HARDWARE SHALL BE GALVANIZED OR STAINLESS STEEL AS SPECIFIED.
2. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS.
3. 5/8" X 7" STAINLESS STEEL ANCHOR BOLTS MAY BE USED IF 8" LENGTHS ARE NOT AVAILABLE.





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DESIGN AGENCY
DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.136 TOTAL 208

## *TRAFFIC CONTROL*

**Sign Shop Drawings**

The Contractor shall submit a complete set of sign shop drawings to the Project Engineer for approval a minimum of four weeks prior to beginning of fabrication. The Project Engineer shall forward the sign shop drawings to the District Planning and Engineering Department c/o Vincent Ng (Vincent.Ng@dot.ohio.gov; 216-584-2244) and Keith Hamilton (Keith.Hamilton@dot.ohio.gov; 216-584-2145) for approval.

**Raised Pavement Markers**

Install raised pavement markers for lane lines at a spacing of eighty feet (80') center-to-center.

**Item 630 – Mainline Reference Marker**

These pay items are being provided to remove and reerect miscellaneous flat sheet signs one new sign support end frames, reerect object markers onto the new concrete barrier, and to place new mainline reference markers onto the proposed concrete barrier. The Contractor shall document the existing location of the object markers and reerect them in their original location.

The new mainline reference markers shall be the standard sign design D10-5 (white on blue) and bear the Interstate 90 route shield. The approximate locations of the mainline reference markers are shown on the General Plan sheets within these plans. The barrier mounted support assemblies shall be fabricated per the details shown on sheet P.136 of this plan.

The following quantities have been carried to the General Summary to perform the above items of work:

Item 630 – Sign Support Assembly, Pole Mounted……**3 Each**

Item 630 – Sign Support Assembly, Barrier Mounted……**48 Each**

Item 630 – Mainline Reference Marker……**36 Each**

Item 630 – Removal of Ground Mounted Sign and Reerection……**15 Each**

**Item 630 – Overhead Sign Support, Type TC-15.116, Design 1, As Per Plan**

In addition to C&MS 630.06, the sign supports shall have a wet or dry coating applied per Supplemental Specification 916. The color shall be medium gray (Federal Color No. 16440).

The coating of the supports shall be included in the bid price for Item 630 Overhead Sign Support, Type TC-15.116, Design 1, As Per Plan. This support type shall be itemized as coating two (2) galvanized steel end frames and one (1) galvanized truss per support.

**Item 630 – Overhead Sign Support, Type TC-15.116, Design 2, As Per Plan A**

In addition to C&MS 630.06, the sign supports shall have a wet or dry coating applied per Supplemental Specification 916. The color shall be medium gray (Federal Color No. 16440).

The coating of the supports shall be included in the bid price for Item 630 Overhead Sign Support, Type TC-15.116, Design 2, As Per Plan A. This support type shall be itemized as coating two (2) galvanized steel end frames and one (1) galvanized truss per support.

**Item 626 – Barrier Reflector, Type 1, Yellow/Yellow**

The Contractor shall install barrier reflectors on each side of the median barrier within the project limits per the requirements of the C&MS. The following estimated quantities have been carried to the general summary and are based on 100' spacing over the station ranges listed below:

Sta. 202+96.82 to Sta. 252+98.80 = 5,002 LF
Sta. 301+99.84 to Sta. 443+25.00 = 14,125 LF

Item 626 – Barrier Reflector, Type 1, Yellow/Yellow……384 **Each**

## *ITS*

**Maintaining ITS During Construction**

The Contractor shall maintain all preexisting or newly installed permanent ITS/Traffic devices and infrastructure during construction according to ODOT Supplemental Specification 809.

**ITS Median Wall Raceway and Conduit System**

This is a field-constructed multicell conduit system consisting of one 2-inch HDPE median wall raceway and two 2-inch HDPE laterals from the median wall junction boxes to 32" pull boxes in the shoulder with continuous micro-duct innerducts installed in the raceway and laterals.

One 2-inch HDPE conduit shall be installed in the median barrier wall per ODOT Standard Construction Drawings ITS-14.50 and ITS 14.60. Two 2-inch HDPE conduits shall be installed for lateral crossings from the median wall junction boxes to 32" pull boxes in the shoulder.

2-inch HDPE conduits shall conform to Supplemental Specification 909.14.C.

Install 4-14mm/10mm (OD/ID) micro-ducts listed on the TAP conforming to ODOT Supplemental Specification 909.14.B in the median wall raceway and lateral crossings. Use the colors blue, orange, green, and brown to identify the micro-ducts. Install per ODOT Standard Construction Drawings ITS 14.50 and ITS14.60. The micro-ducts shall be continuous, unspliced/uncoupled segments from 32" pull box in the shoulder through the lateral crossings, median wall raceway, and median wall junction boxes to the next 32" pull box in the shoulder. Continuous micro-duct segments shall not exceed 4500'.

Micro-ducts shall be capped/plugged during installation to prevent liquid and debris from contaminating the micro-ducts and impeding fiber optic cable installation. Immediately after installation the micro-ducts shall be capped with manufacturer recommended push-on caps.



DESIGN AGENCY
DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.137 TOTAL 208



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# CUY-90-20.45 BARRIER

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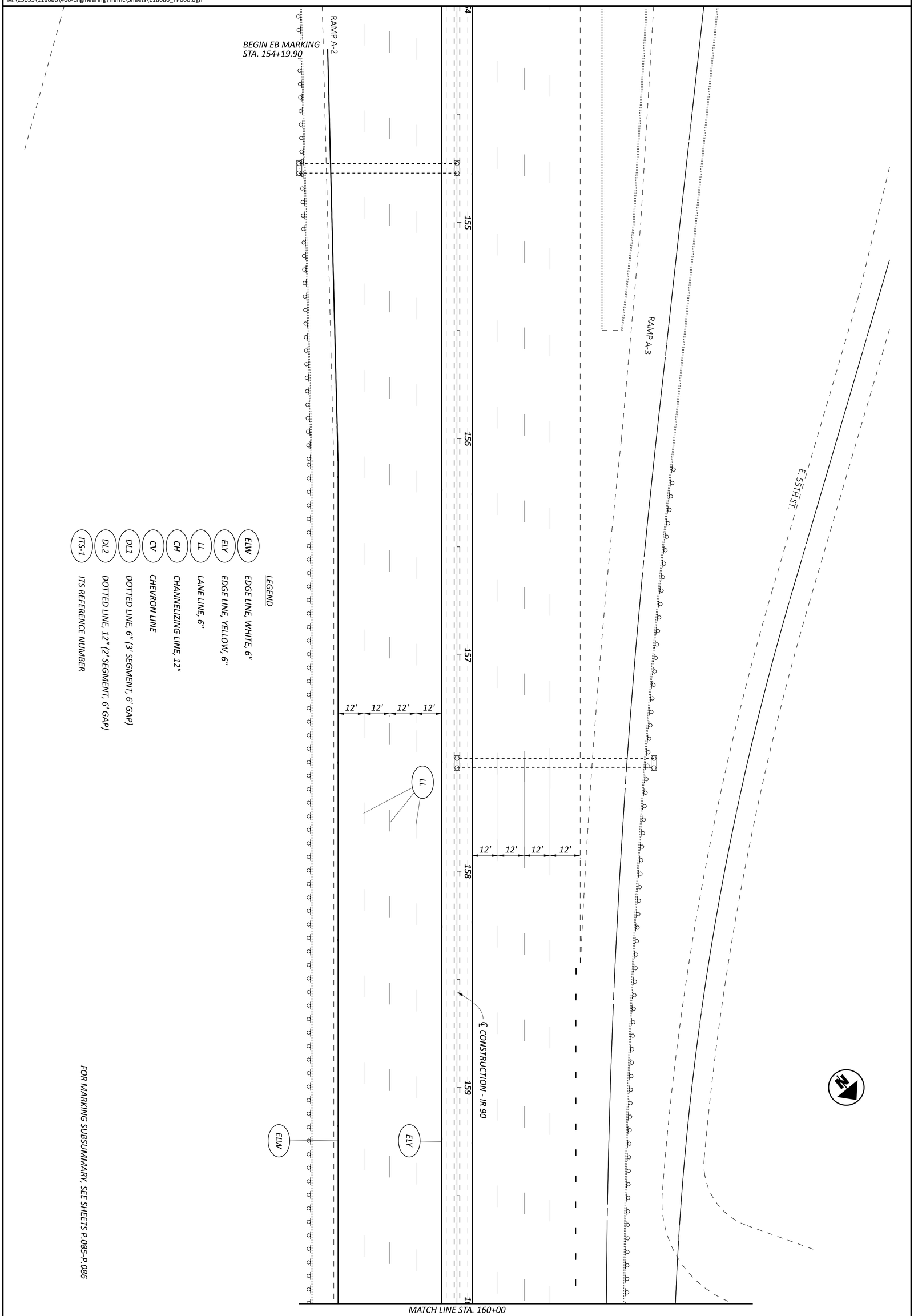


LEGEND

| | |
|---|---|
| ELW | EDGE LINE, WHITE, 6" |
| ELY | EDGE LINE, YELLOW, 6" |
| LL | LANE LINE, 6" |
| CH | CHANNELIZING LINE, 12" |
| CV | CHEVRON LINE |
| DL1 | DOTTED LINE, 6" (3' SEGMENT, 6' GAP) |
| DL2 | DOTTED LINE, 12" (2' SEGMENT, 6' GAP) |
| ITS-1 | ITS REFERENCE NUMBER |

FOR MARKING SUBSUMMARY, SEE SHEETS P.085-P.086

| | |
|---|---|
| SHEET | P.138 |
| TOTAL | 208 |
| PROJECT ID | 118680 |
| REVIEWER | DAB 03/20/26 |
| DESIGNER | KDH |
| DESIGN AGENCY | |

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 154+00 TO STA. 160+00

HORIZONTAL SCALE IN FEET
0 20
10 40

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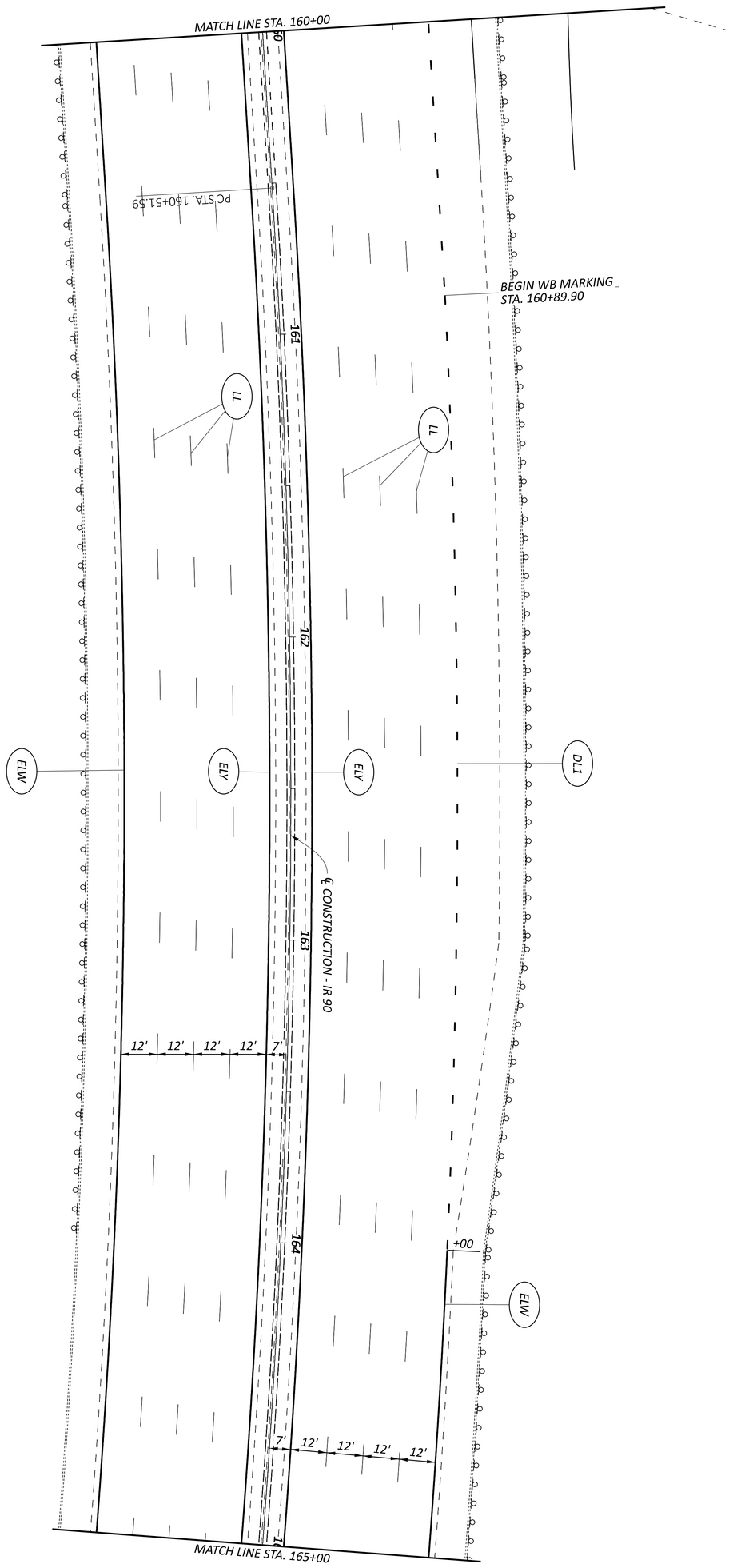


FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

| SHEET | TOTAL |
|---|---|
| P.139 | 208 |

PROJECT ID: 118680

REVIEWER: DAB 03/20/26

DESIGNER: KDH

DESIGN AGENCY

# TRAFFIC CONTROL PLAN
# I.R. 90 - STA. 160+00 TO STA. 165+00

HORIZONTAL SCALE IN FEET

0 20
10 40

*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 165+00 TO STA. 170+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.140 TOTAL 208

CUY-90-20.45 BARRIER

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*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL
SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 170+00 TO STA. 205+50

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.141 | TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90 - Plan 4 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:12 PM USER: jgl255
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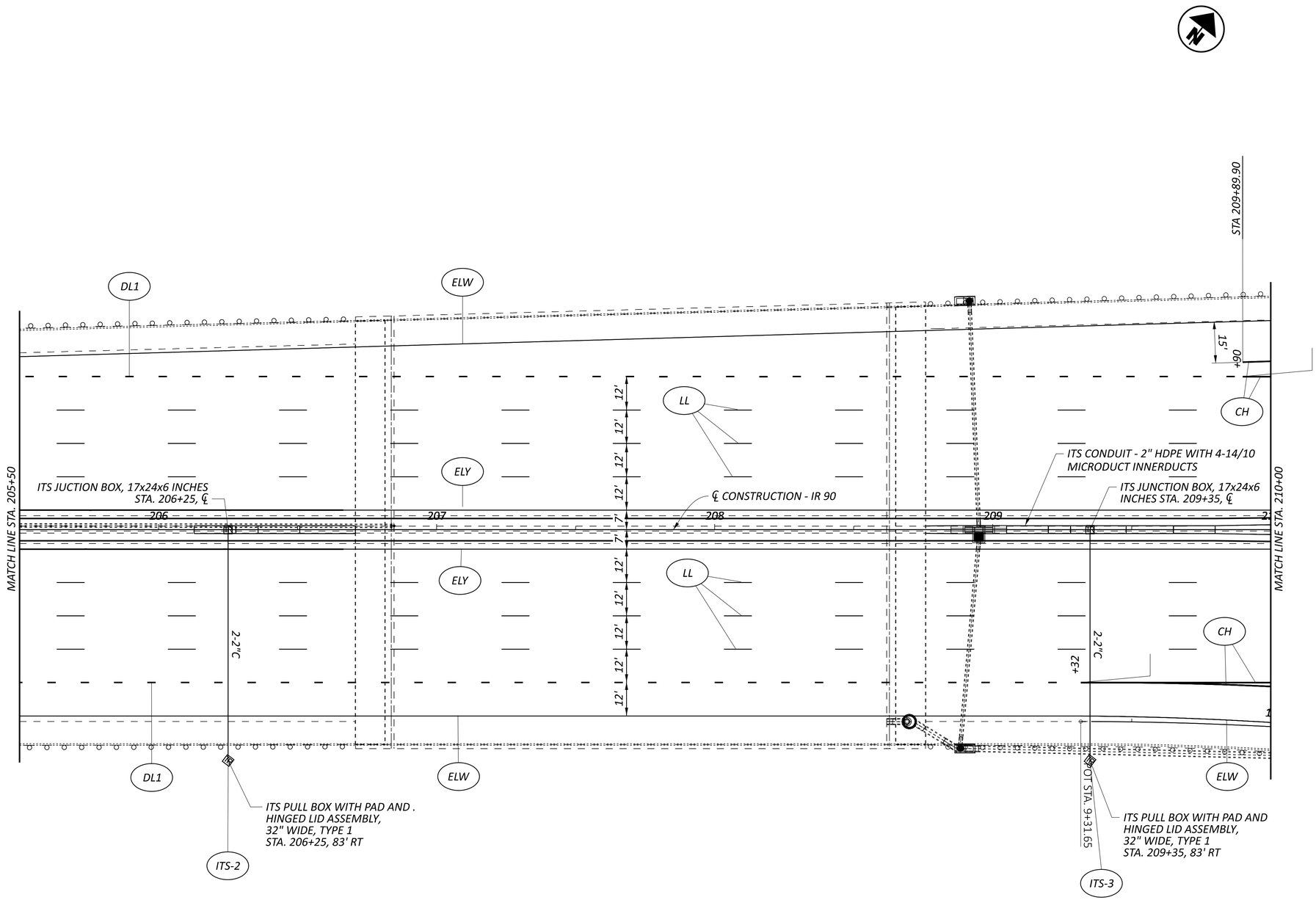
# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 205+50 TO STA. 210+00

HORIZONTAL SCALE IN FEET
0 10 20 40




*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

CUY-90-20.45 BARRIER

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DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.142 TOTAL 208

# CUY-90-20.45 BARRIER

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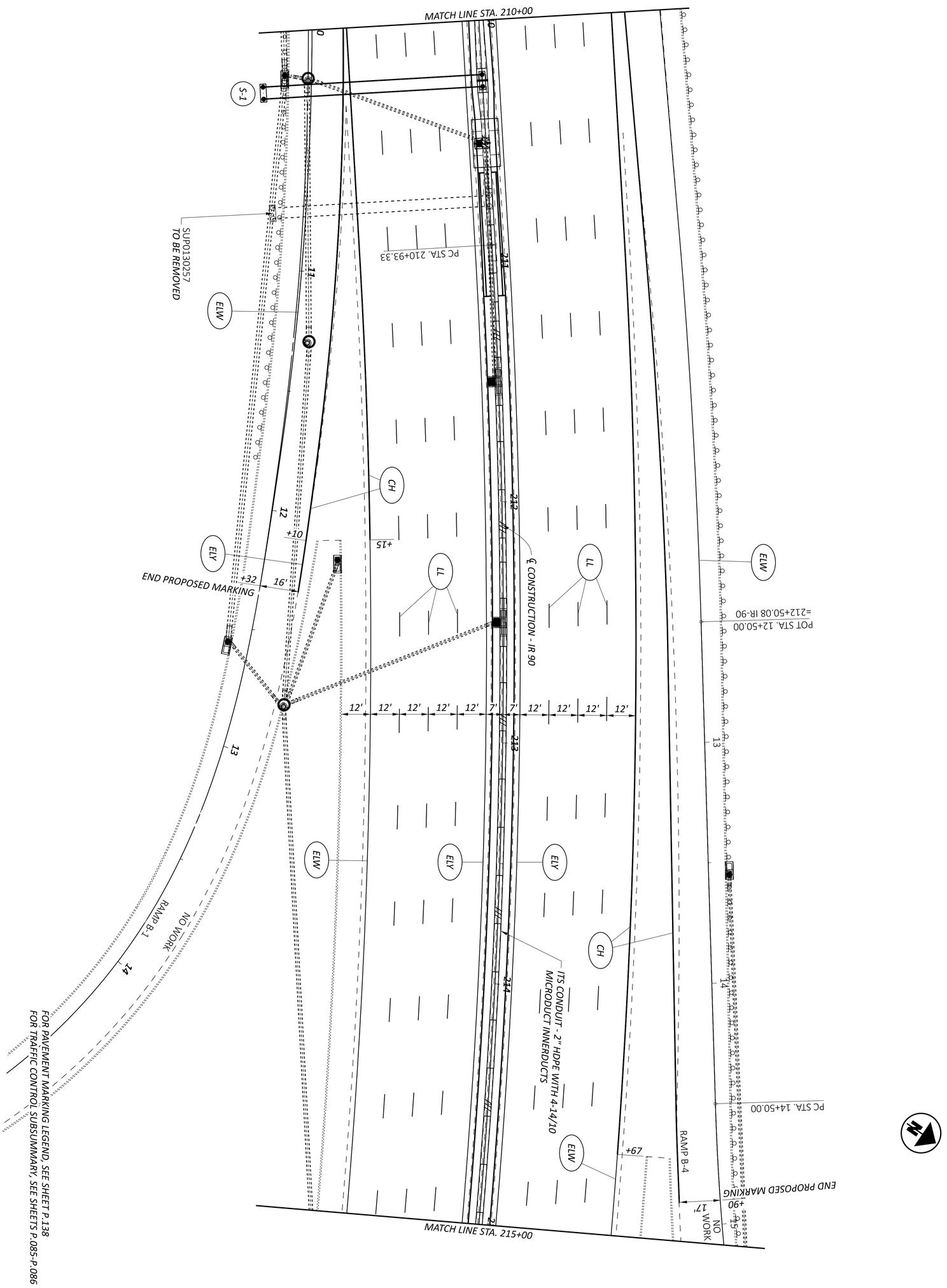
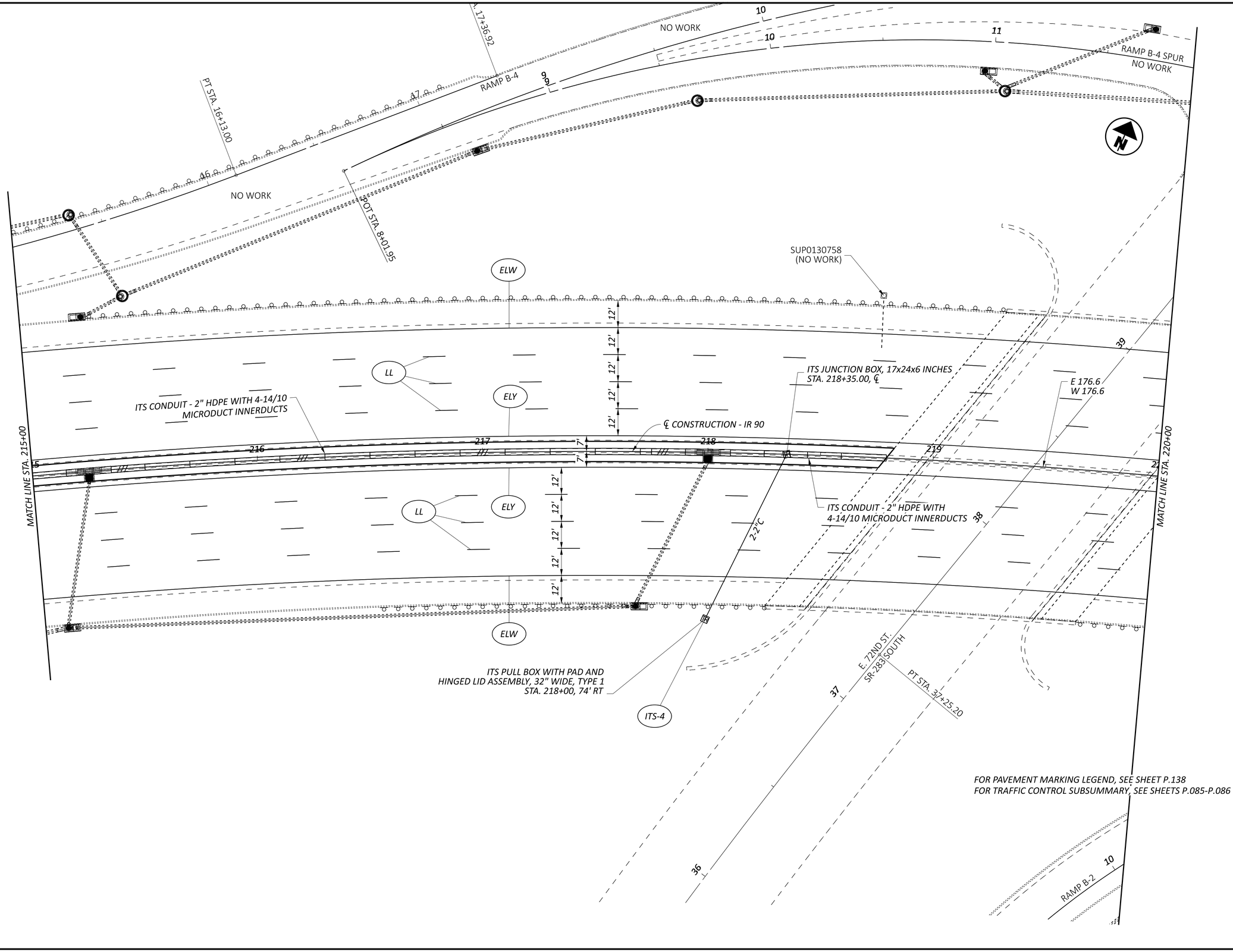



| | | | |
|---|---|---|---|
| DESIGN AGENCY | DESIGNER KDH | REVIEWER DAB 03/20/26 | PROJECT ID 118680 |
| | | | SHEET P.143 TOTAL 208 |

TRAFFIC CONTROL PLAN
I.R. 90 - STA. 210+00 TO STA. 215+00

HORIZONTAL SCALE IN FEET
0 20 10 40




HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 215+00 TO STA. 220+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.144 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_2 - Plan 7 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:15 PM USER: jgl255
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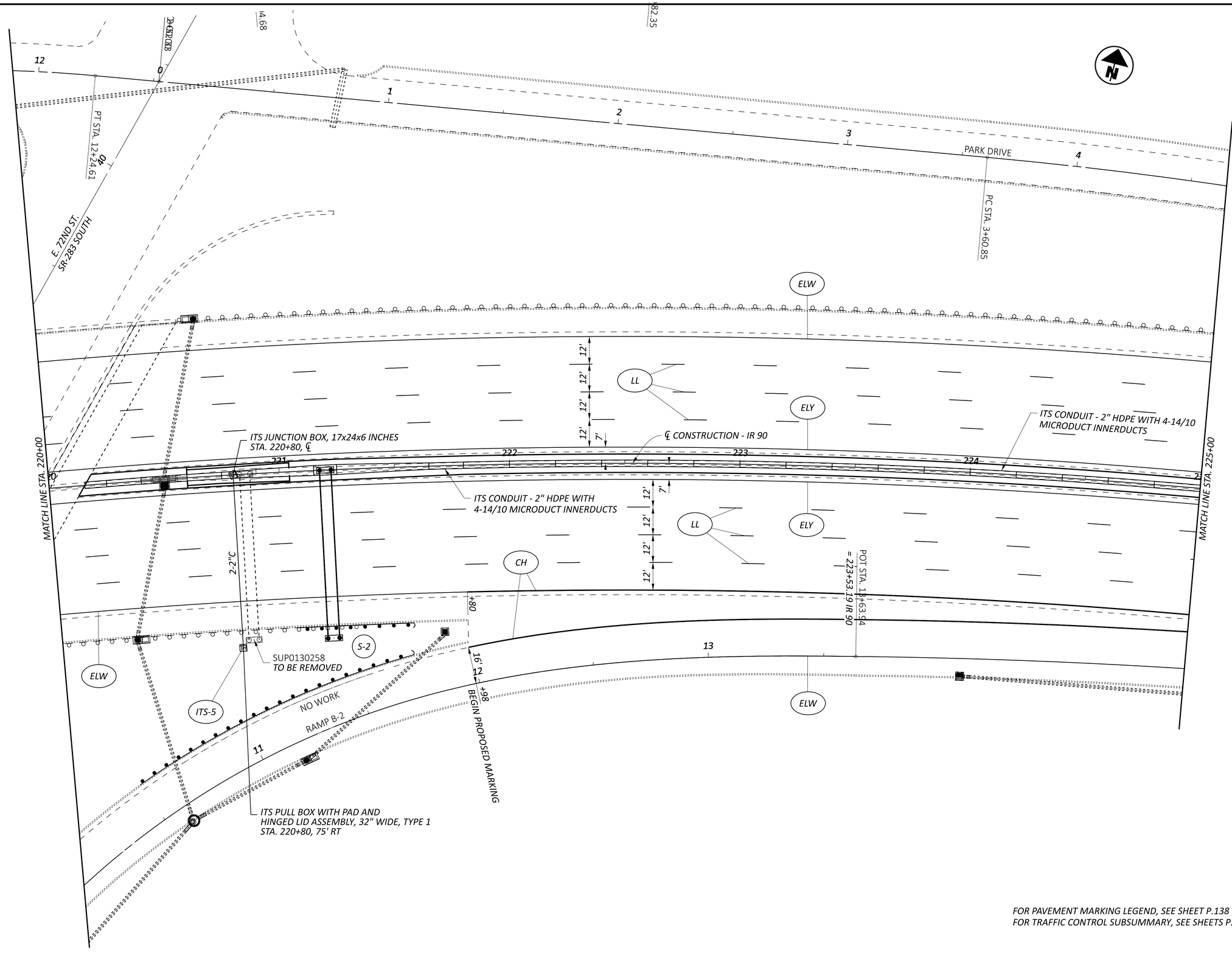


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 220+00 TO STA. 225+00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.145 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_2 - Plan 8 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:16 PM USER: jgl255
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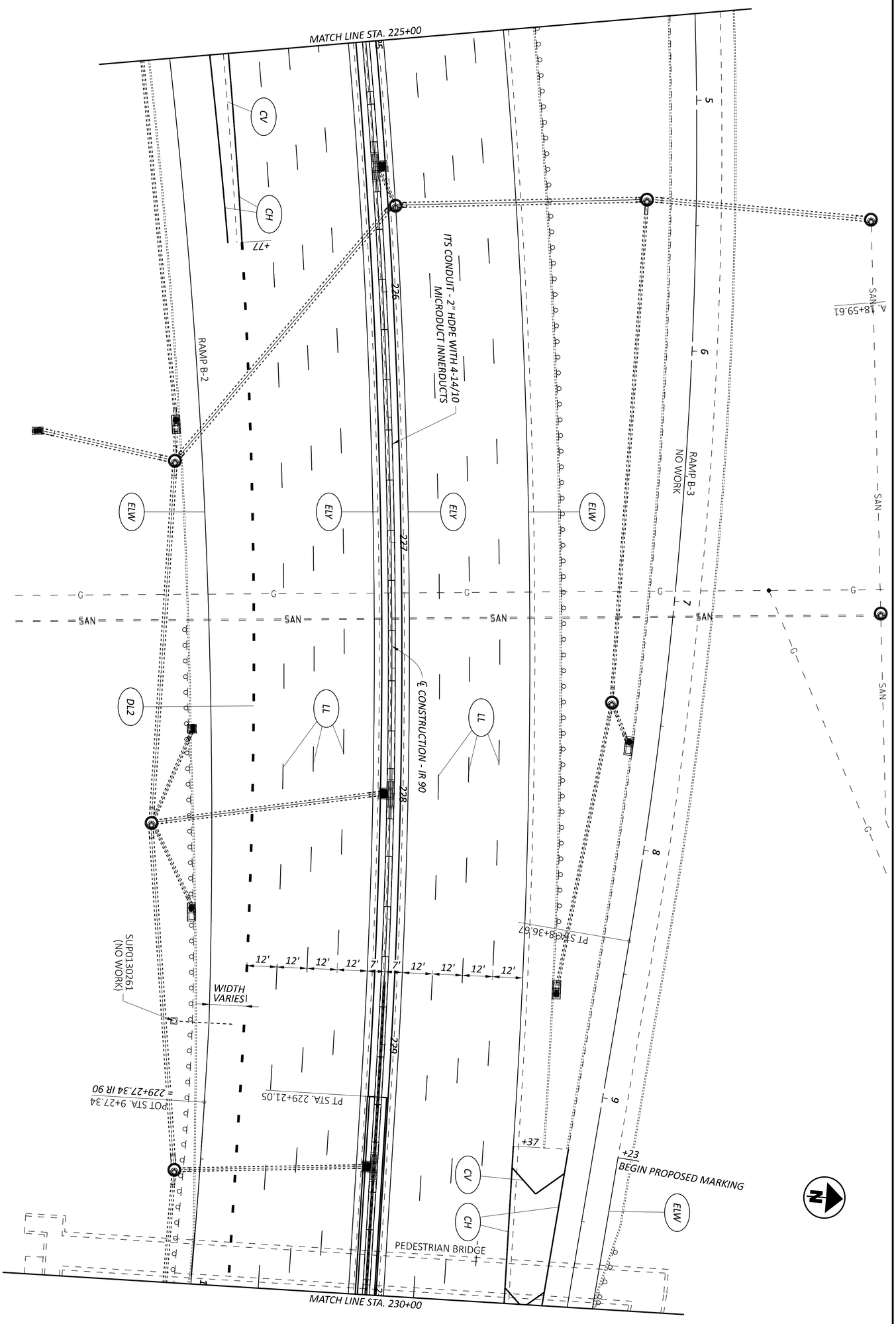


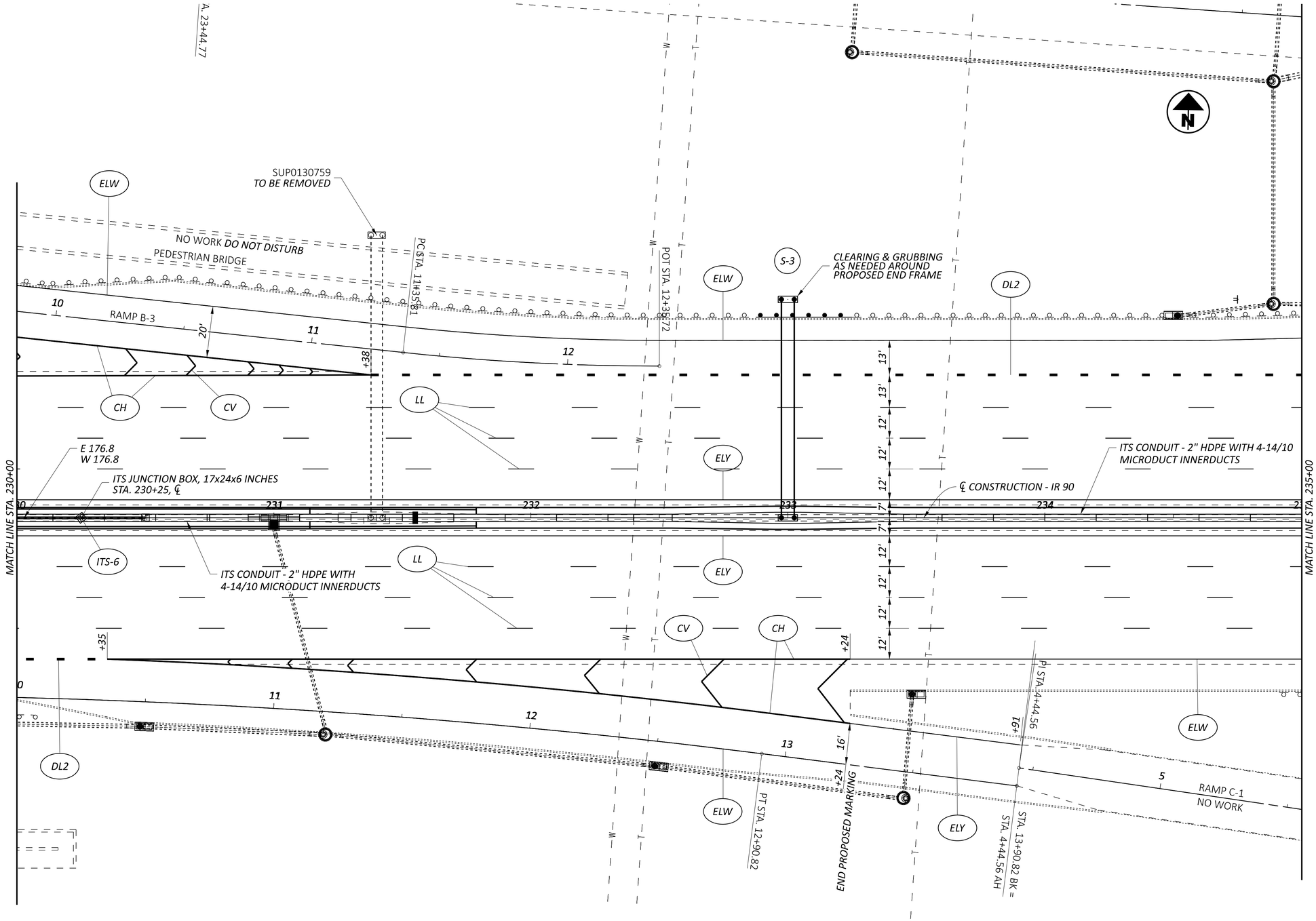

*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

| DESIGNER | REVIEWER | PROJECT ID | SHEET | TOTAL |
|---|---|---|---|---|
| KDH | DAB 03/20/26 | 118680 | P.146 | 208 |

DESIGN AGENCY

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 225+00 TO STA. 230+00

HORIZONTAL SCALE IN FEET
0 20
10 40




*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 230+00 TO STA. 235+00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.147 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_2 - Plan 10 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:19 PM USER: jgl255
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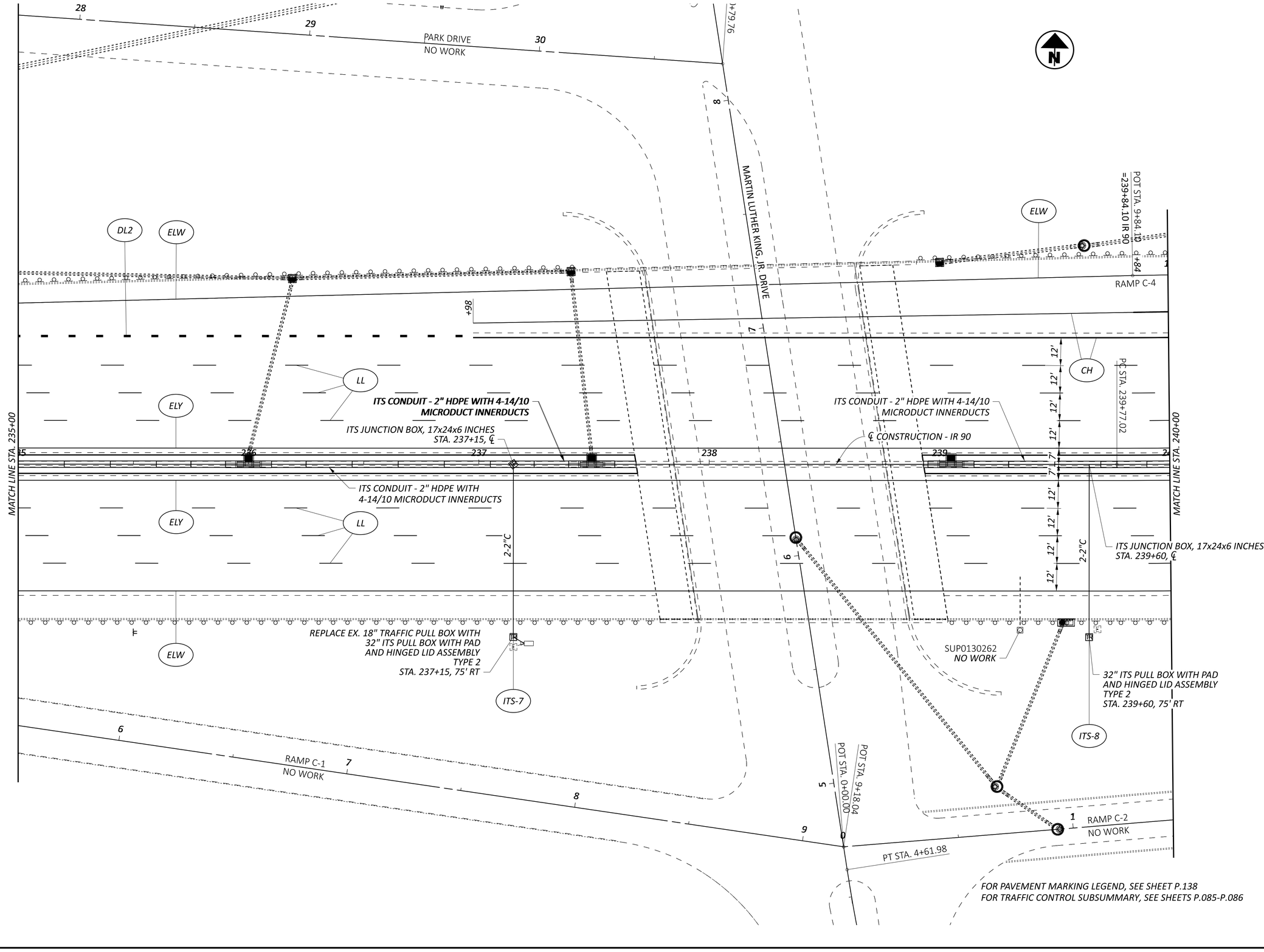
# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 235+00 TO STA. 240+00

HORIZONTAL SCALE IN FEET
0 10 20 40




FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.148 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_2 - Plan 11 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:20 PM USER: jgl255
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CUY-90-20.45 BARRIER

MODEL: CLX_IR90_2 - Plan 12 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:21 PM USER: jgl255
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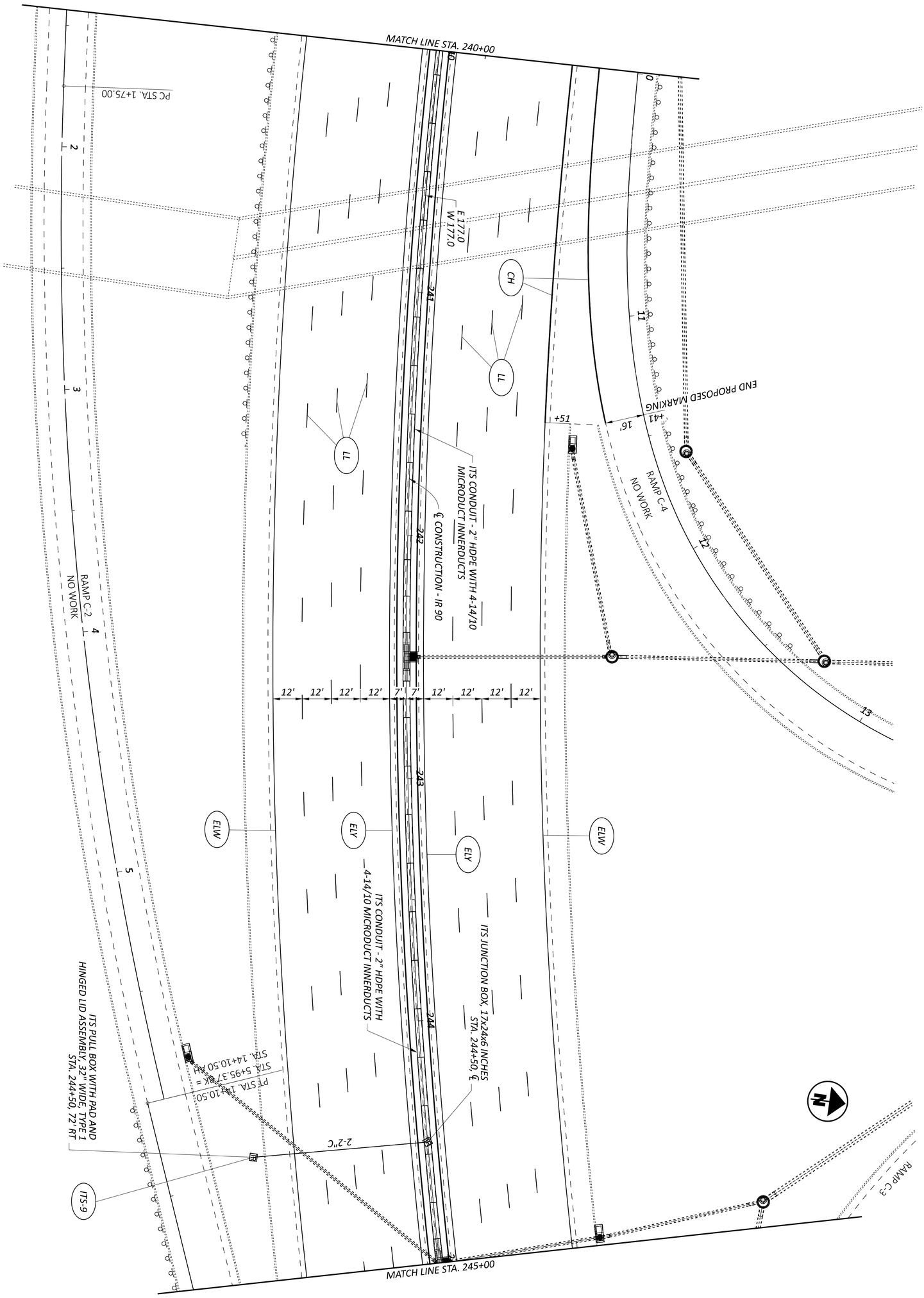



FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

DESIGN AGENCY

DESIGNER KDH

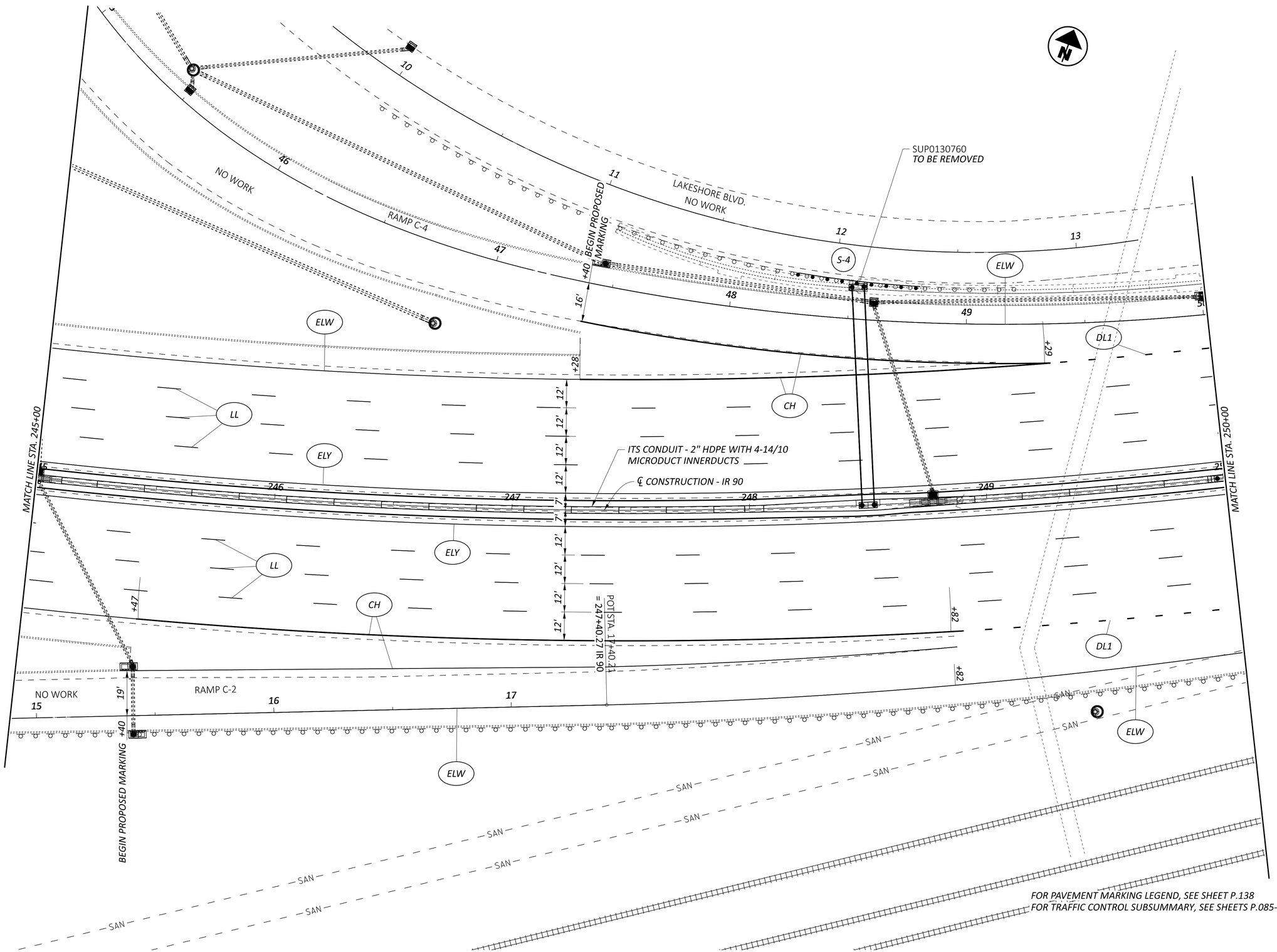
REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.149 TOTAL 208

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 240+00 TO STA. 245+00

HORIZONTAL SCALE IN FEET
0 20 10 40




FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 245+00 TO STA. 250+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.150 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_2 - Plan 13 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:22 PM USER: jgl255
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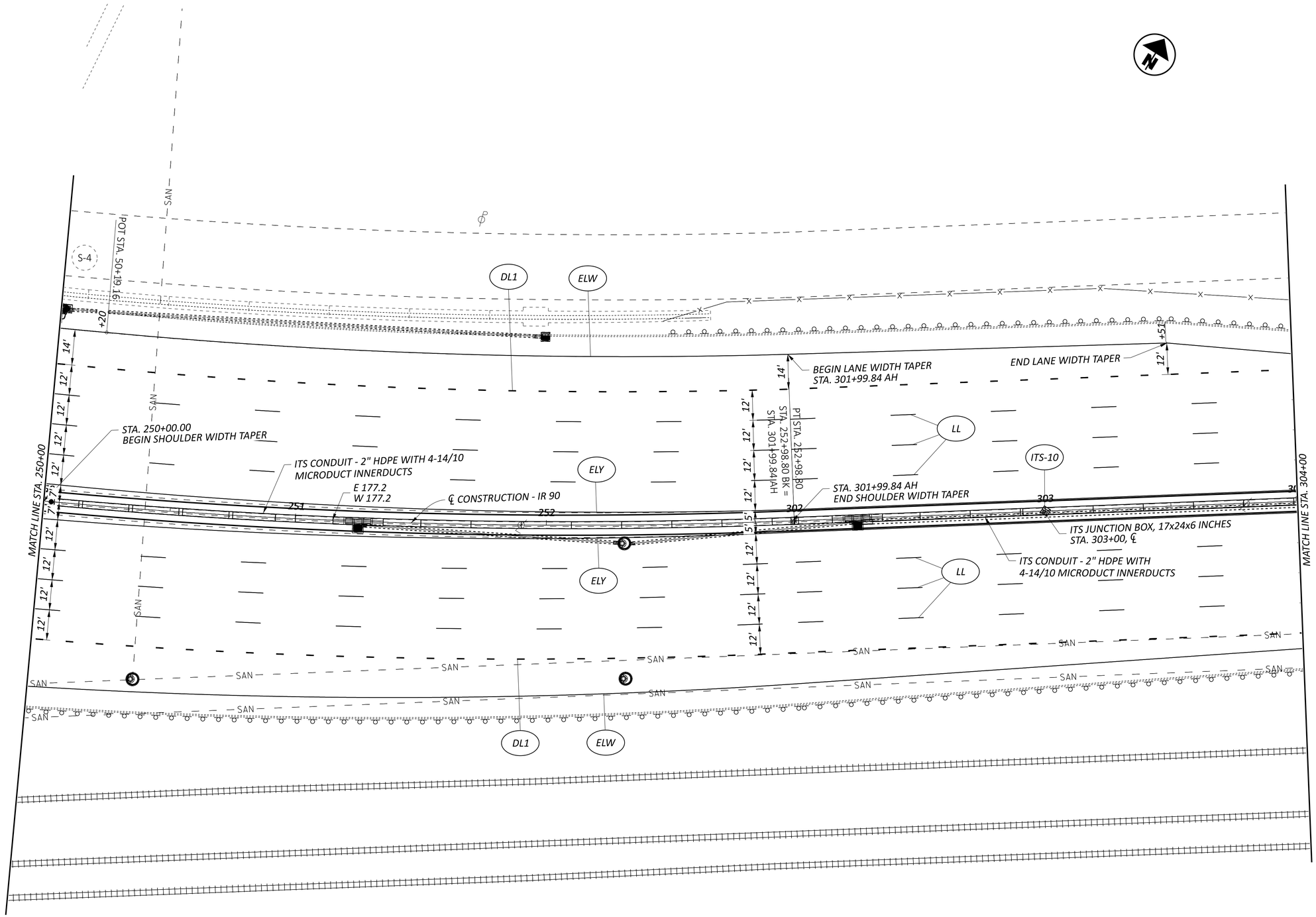


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 250+00 TO STA. 304+00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.151 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_2 - Plan 14 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:23 PM USER: jgl255
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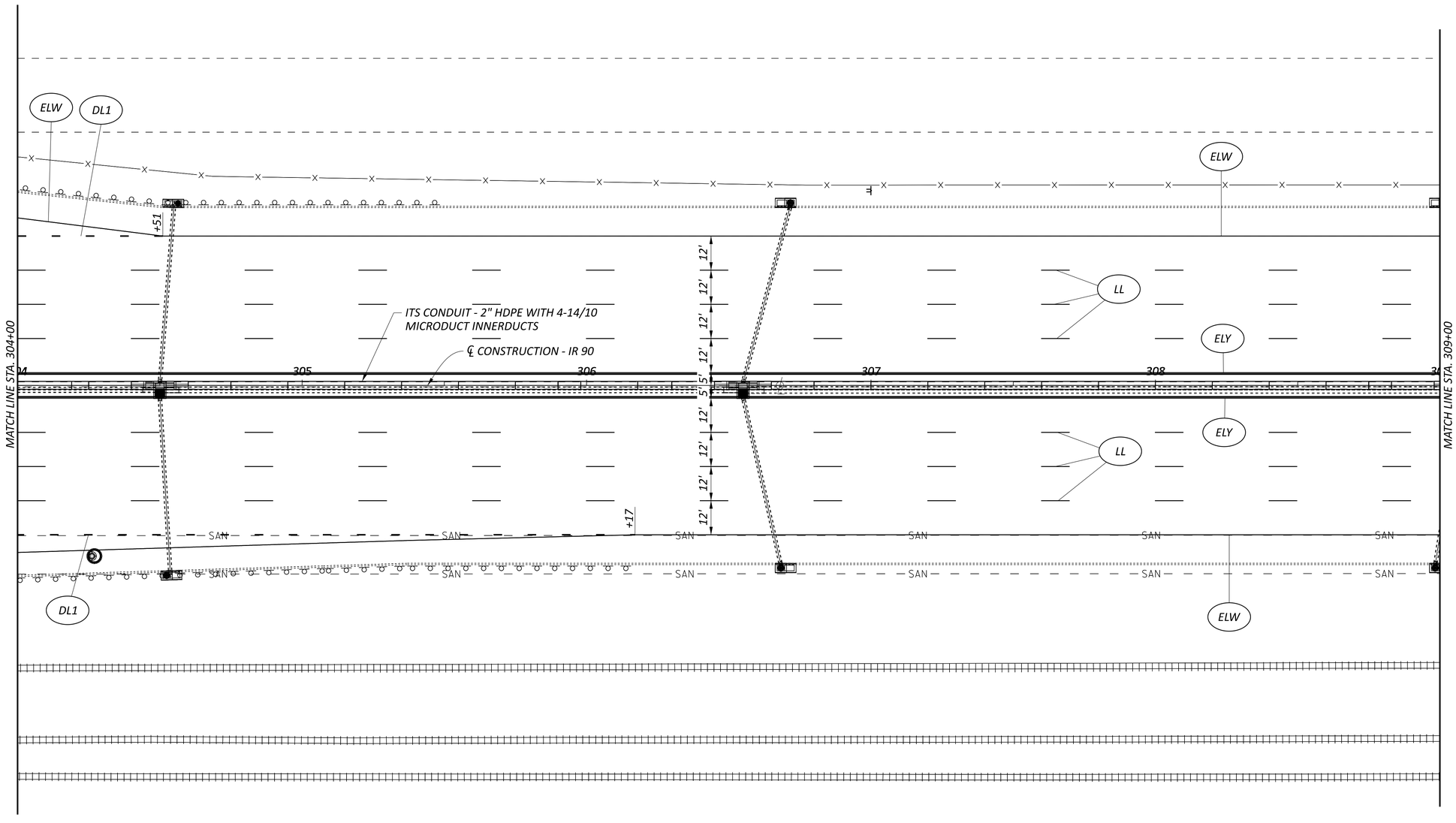


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 304+00 TO STA. 309+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.152 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 15 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:24 PM USER: jgl255
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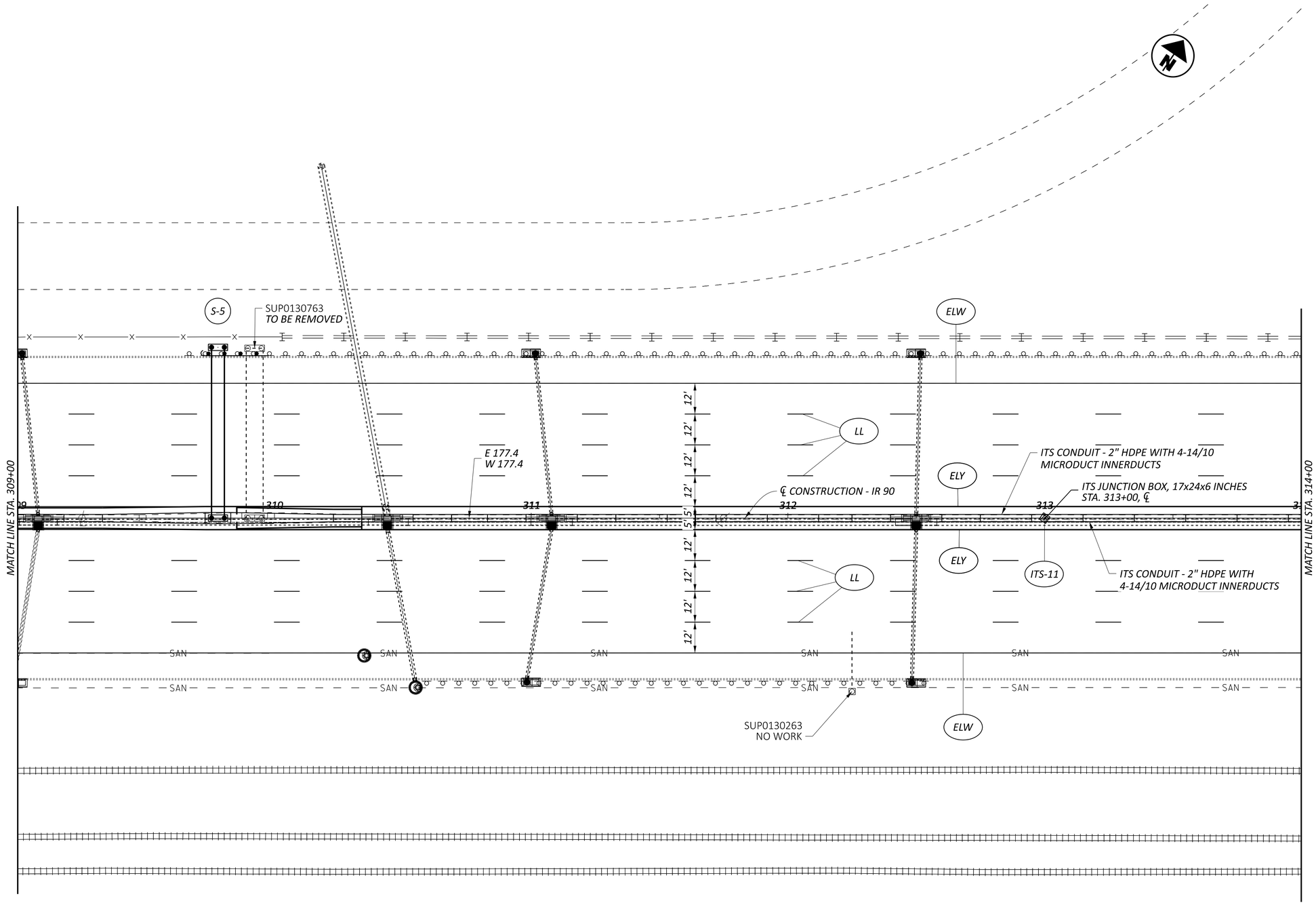


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 309+00 TO STA. 314+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.153 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 16 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:25 PM USER: jgl255
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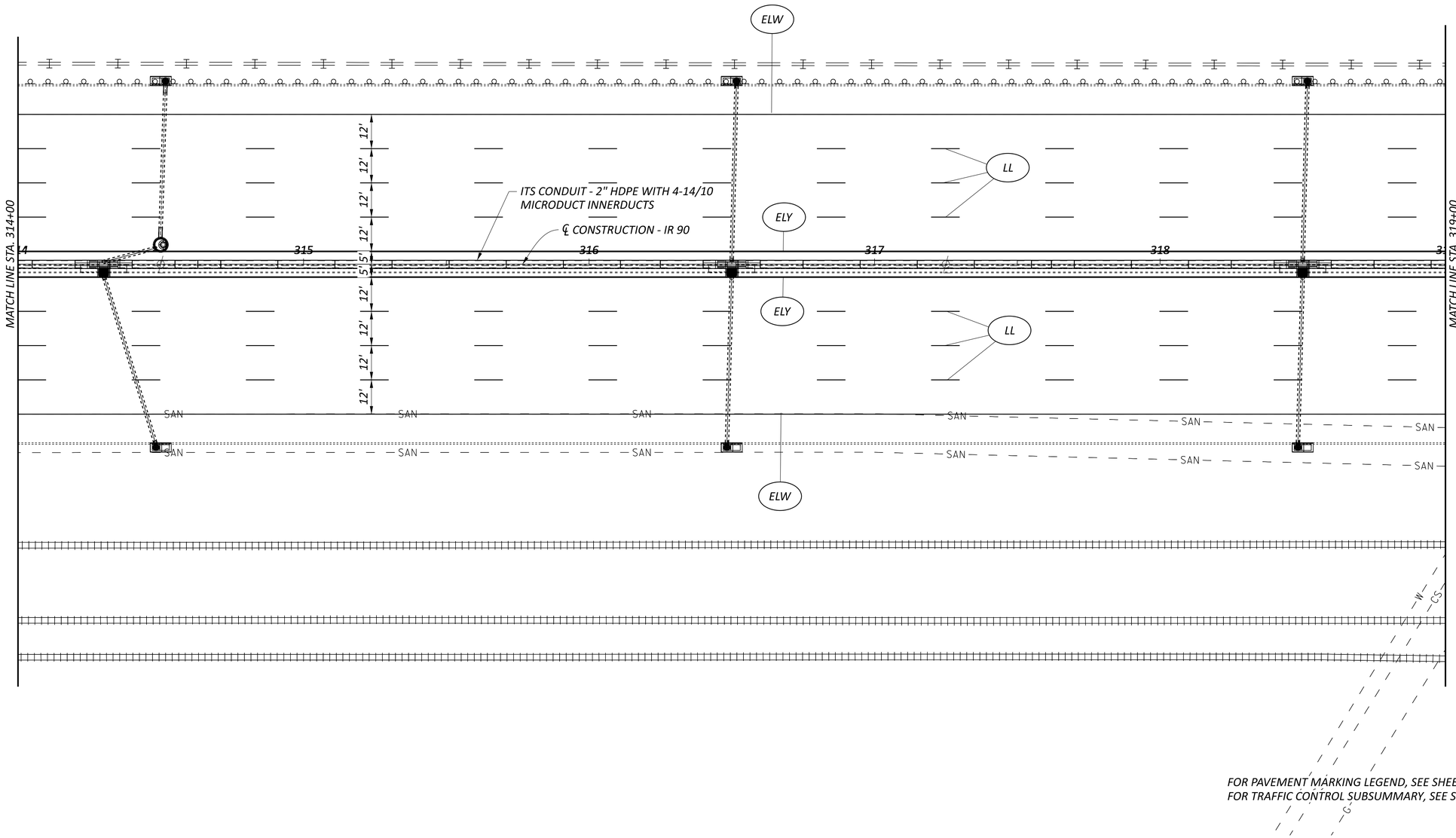


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 314+00 TO STA. 319+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 17 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:26 PM USER: jgl255
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DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.154 TOTAL 208

*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 319+00 TO STA. 324+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.155 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 18 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:27 PM USER: jgl255
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*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 324+00 TO STA. 329+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.156 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 19 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:28 PM USER: jgl255
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*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 329+00 TO STA. 334+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.157 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 20 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:29 PM USER: jgl255
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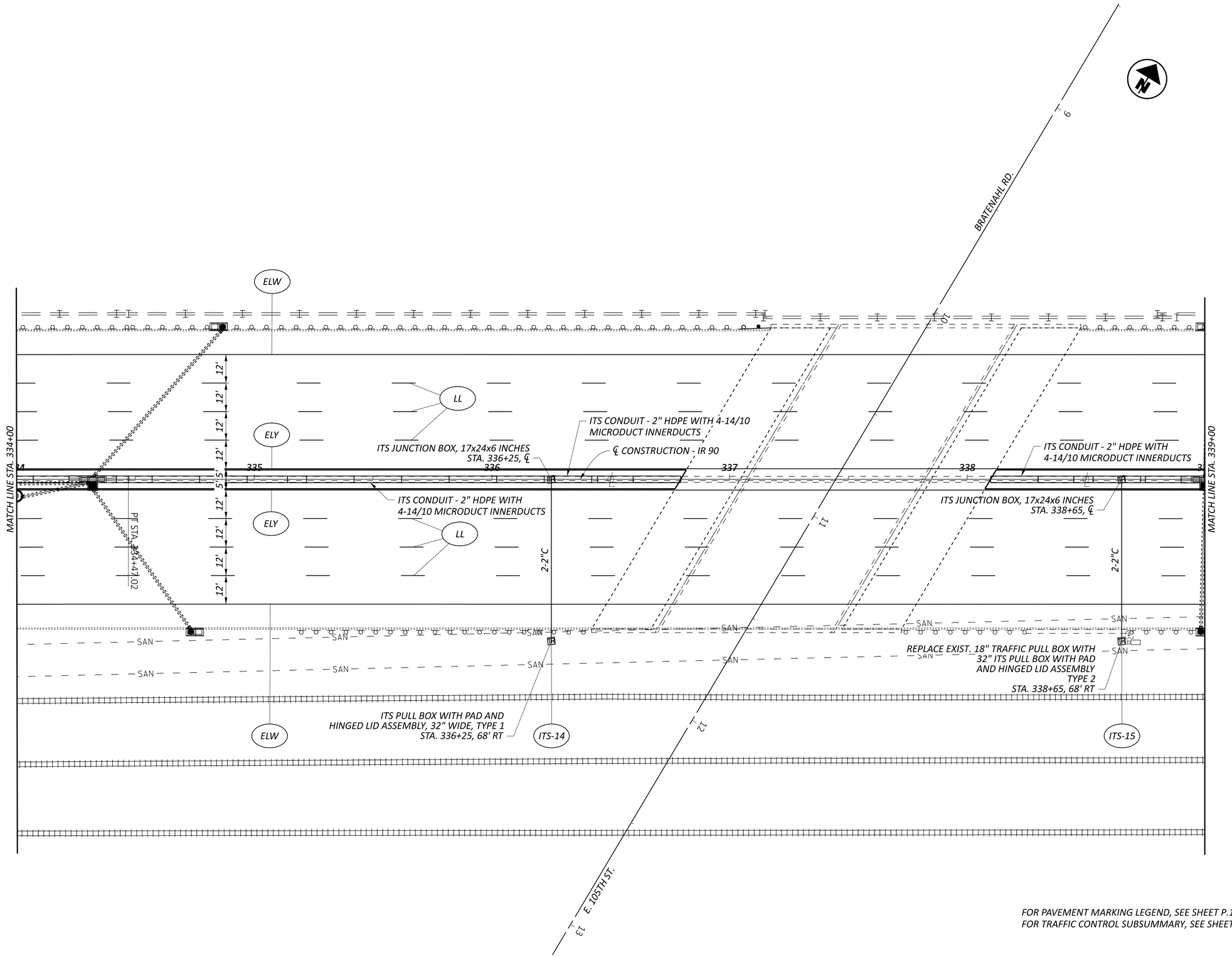


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 334+00 TO STA. 339+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.158 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 21 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:30 PM USER: jgl255
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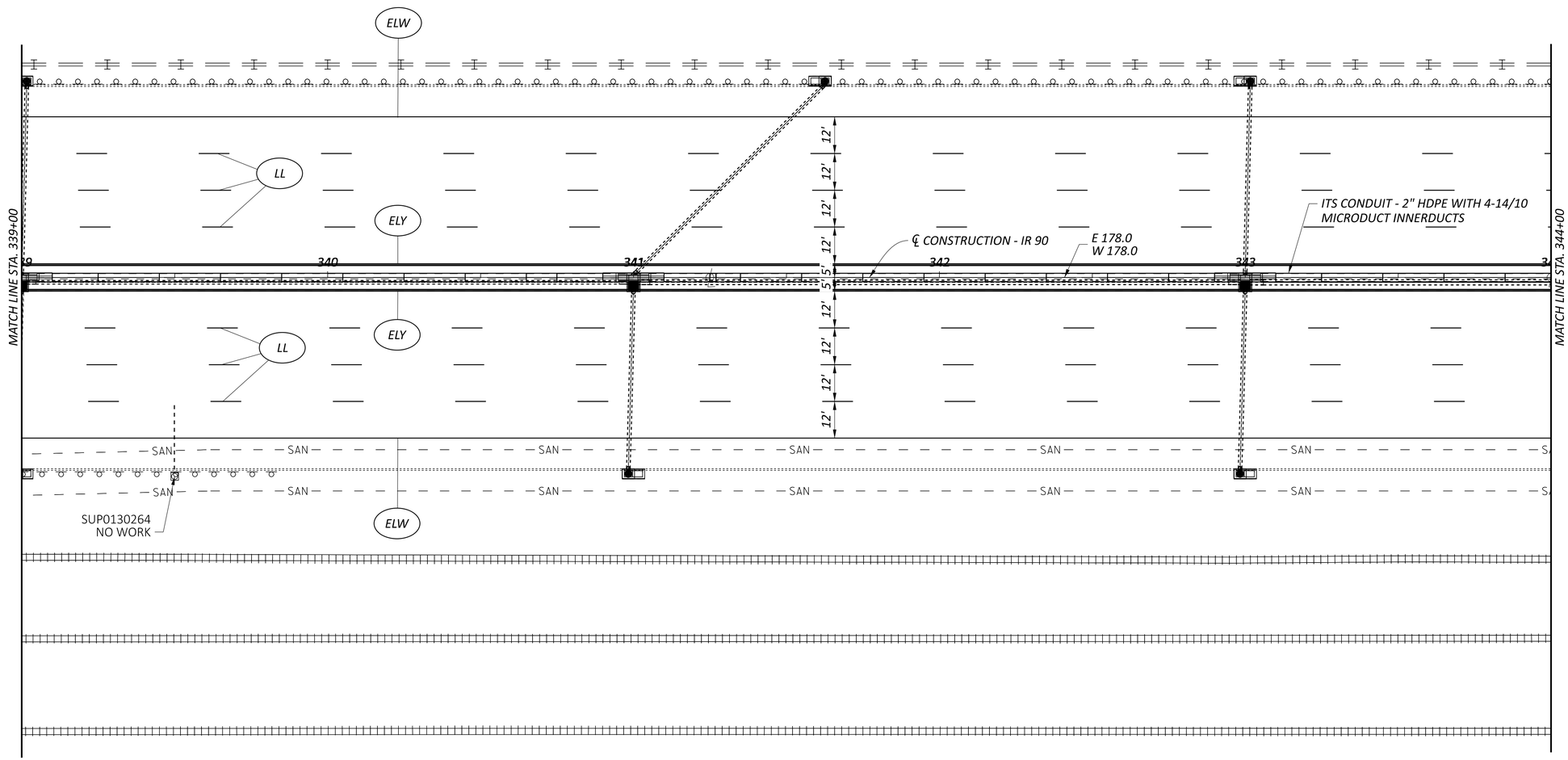


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 339+00 TO STA. 344+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.159 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 22 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:31 PM USER: jgl255
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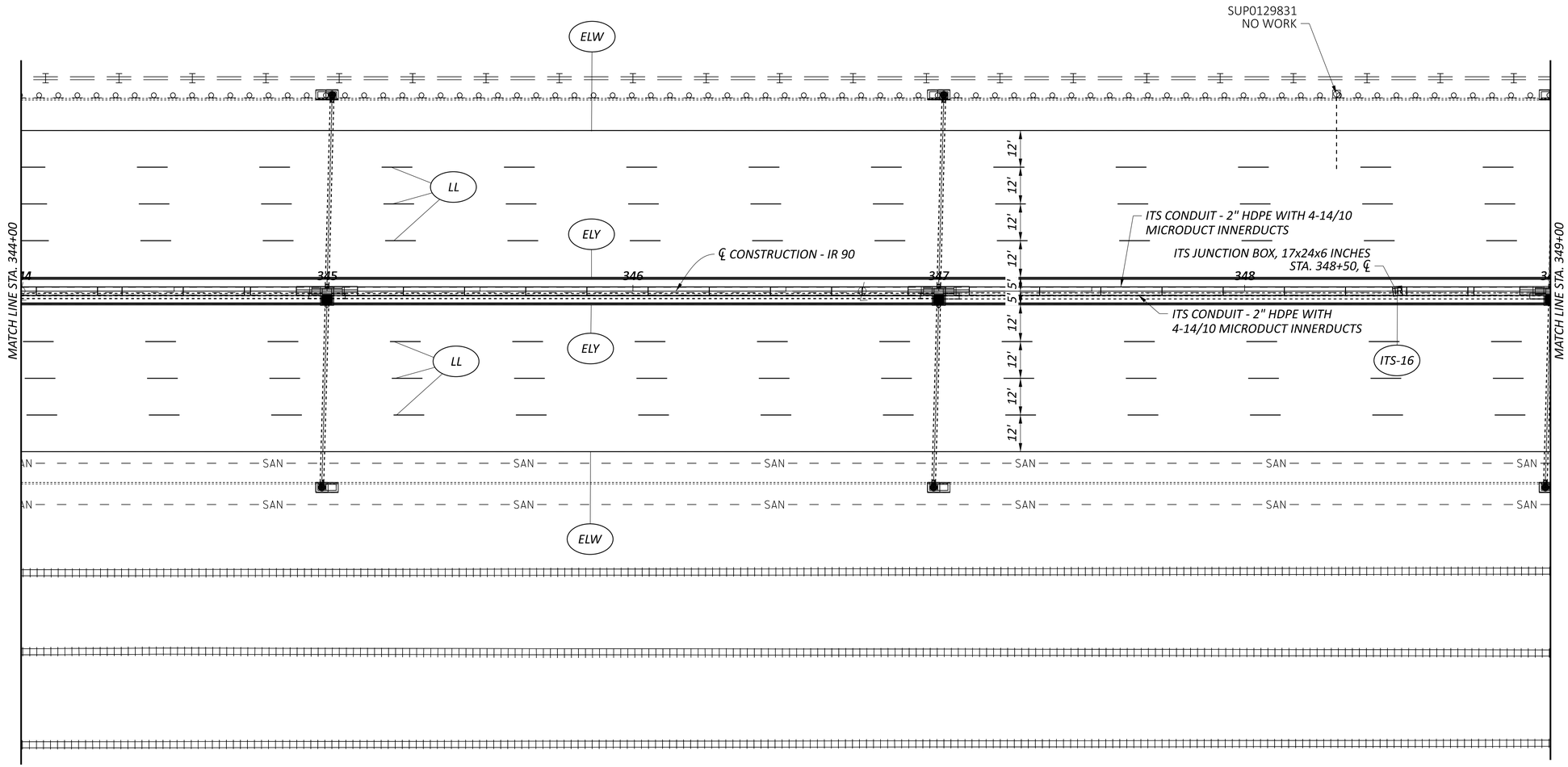


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 344+00 TO STA. 349+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.160 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 23 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:32 PM USER: jgl255
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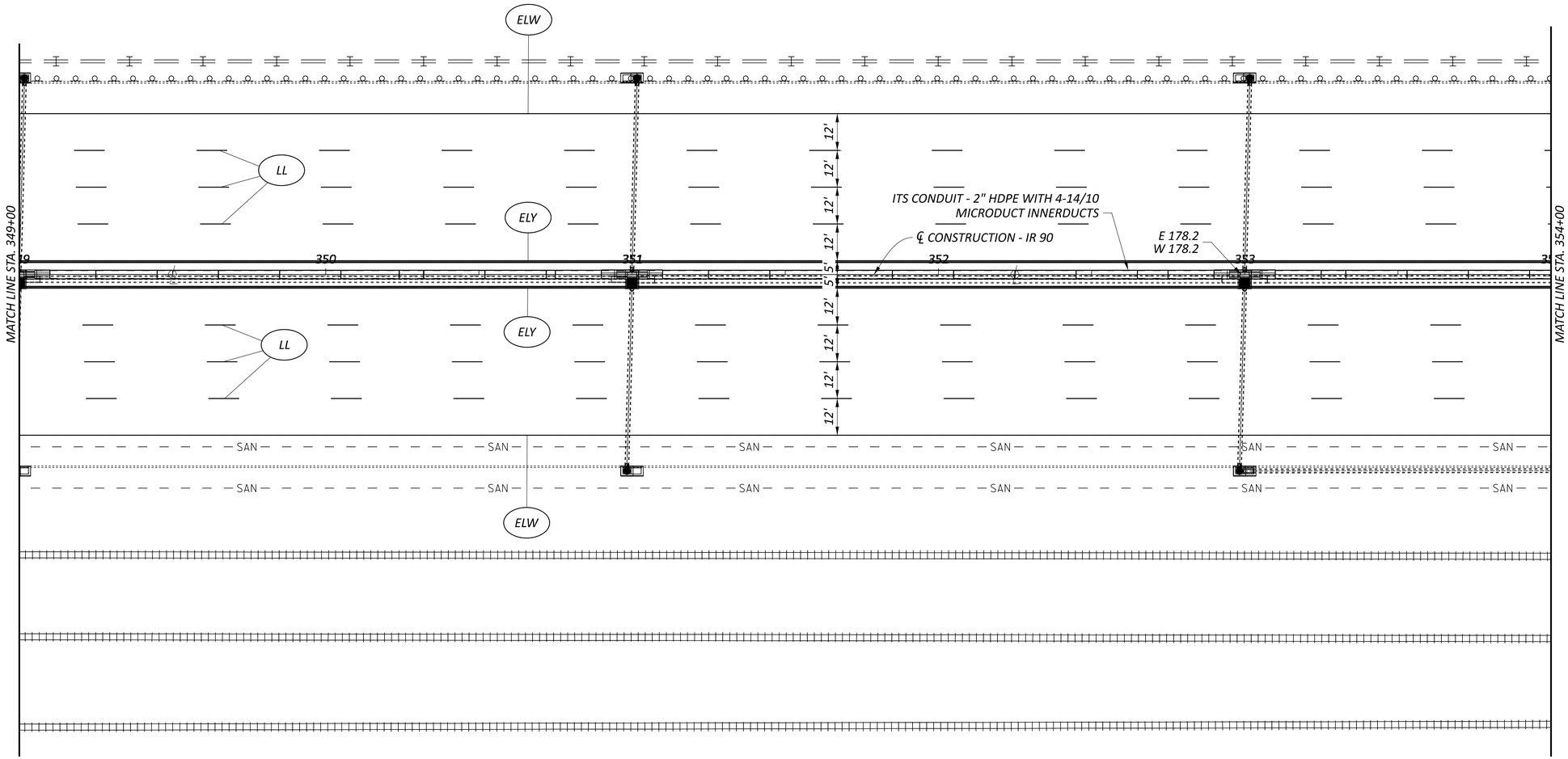


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 349+00 TO STA. 354+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.161 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 24 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:33 PM USER: jgl255
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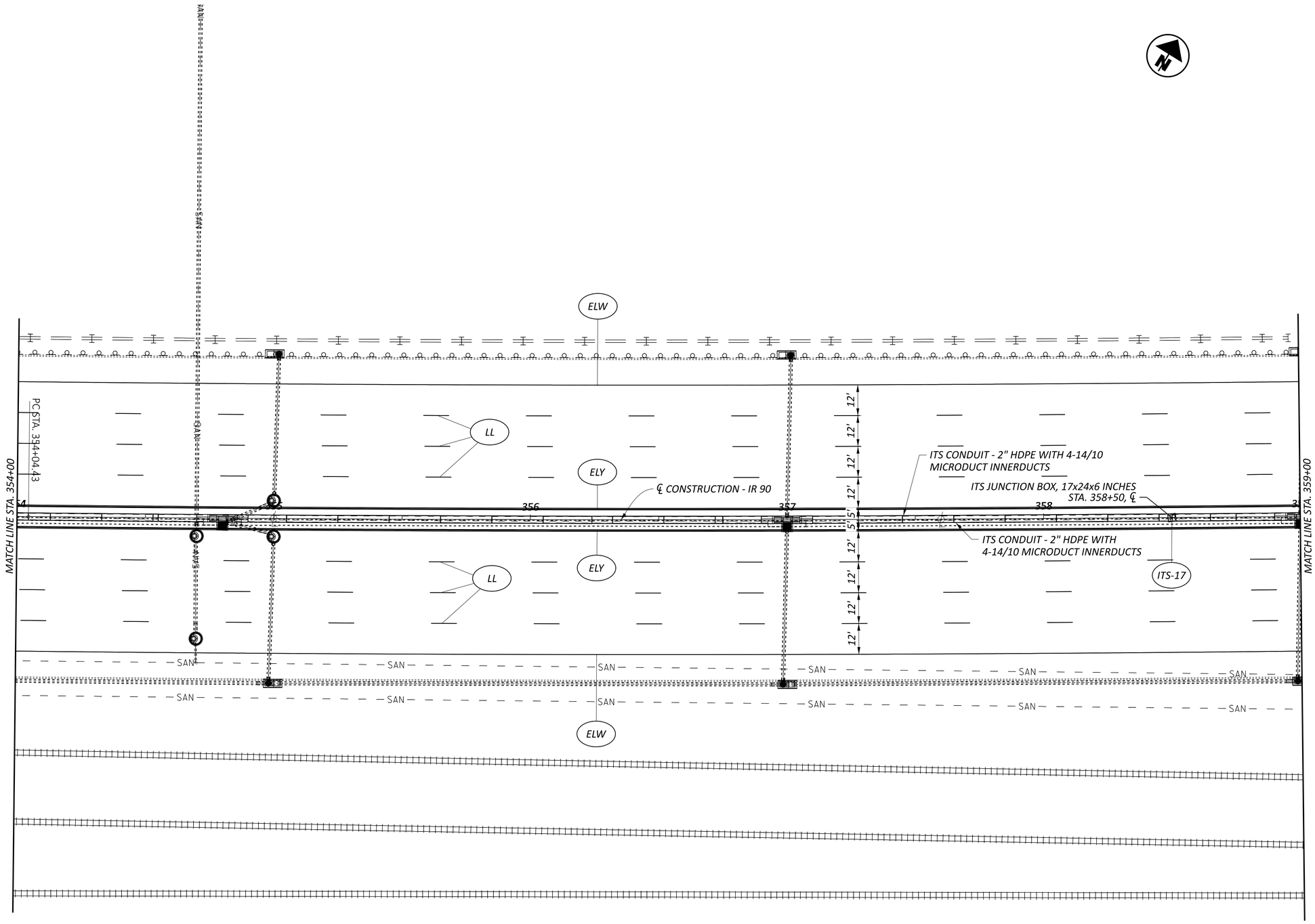


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 354+00 TO STA. 359+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.162 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 25 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:34 PM USER: jgl255
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*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 359+00 TO STA. 364+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.163 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 26 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:35 PM USER: jgl255
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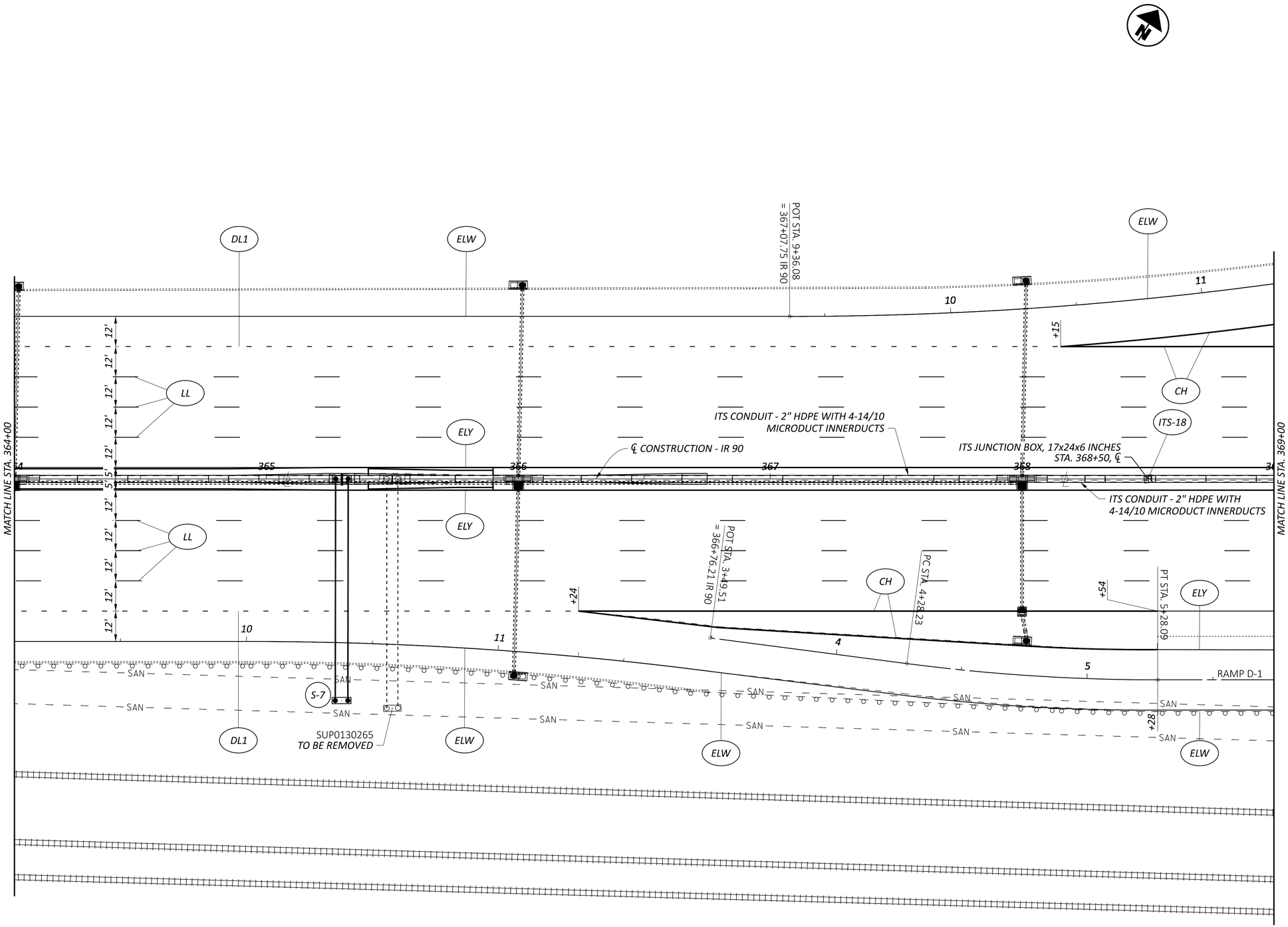


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 364+00 TO STA. 369+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 27 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:36 PM USER: jgl255
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DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.164 TOTAL 208

# CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 28 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:37 PM USER: jgl255
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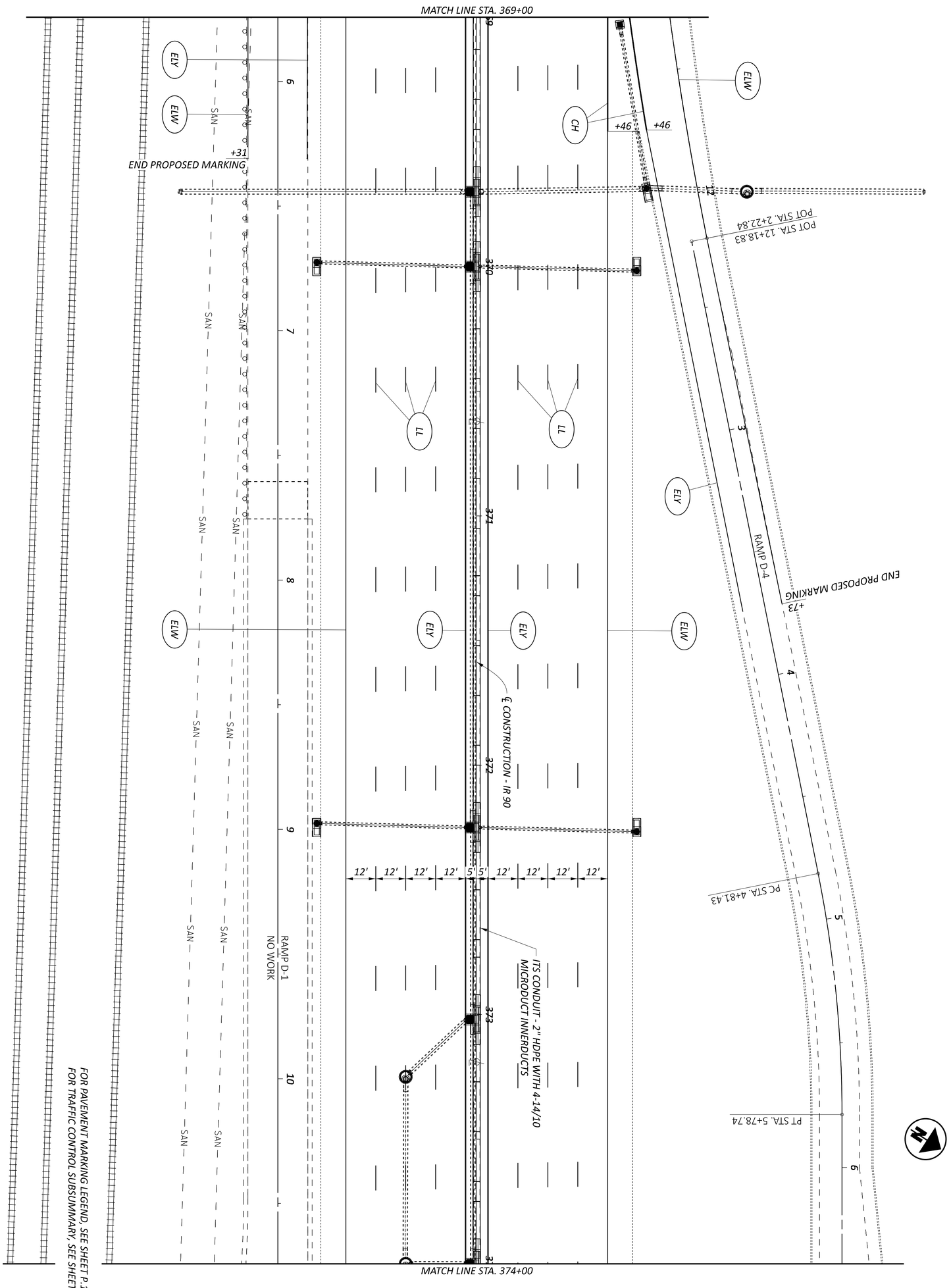



DESIGN AGENCY

DESIGNER KDH

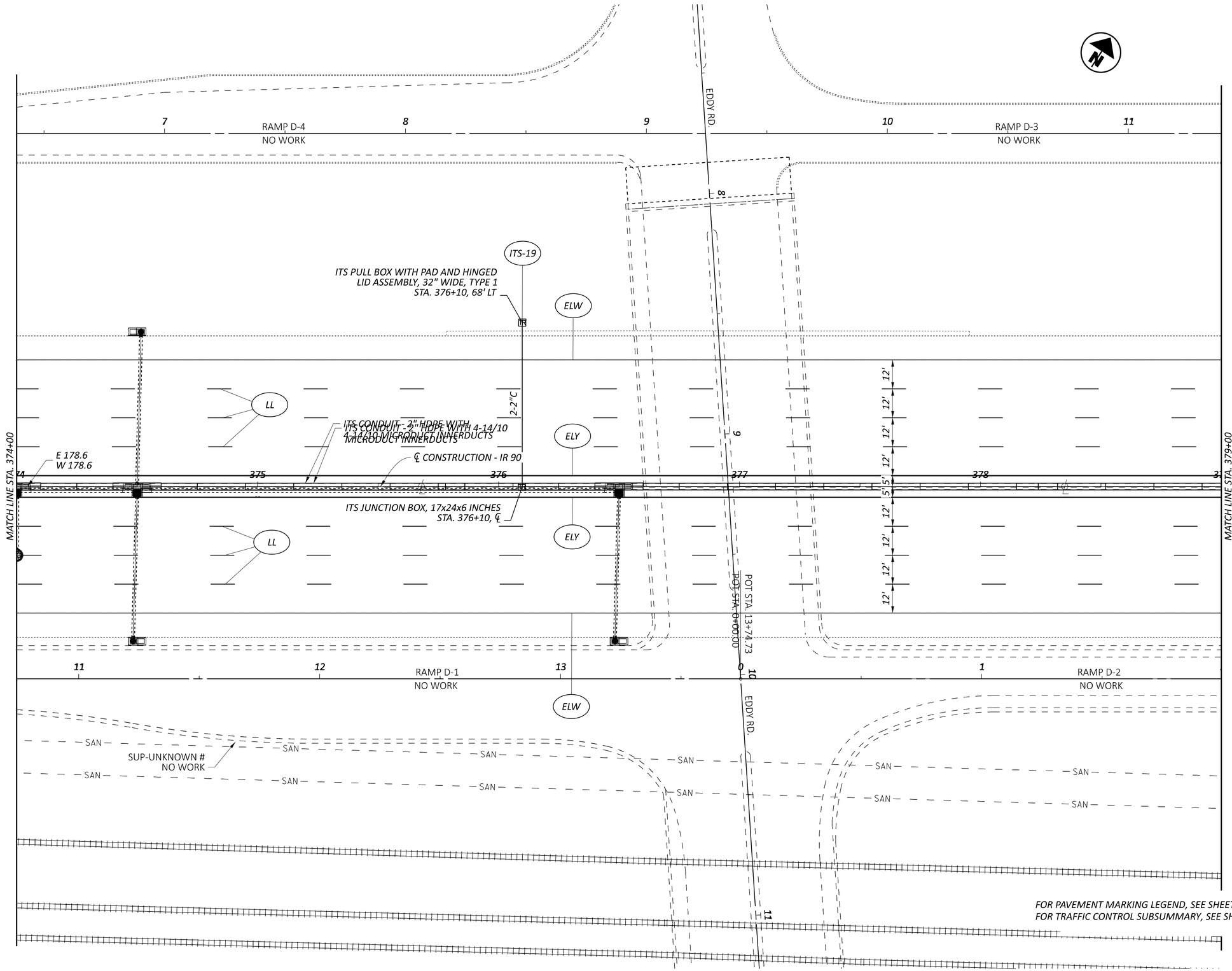
REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.165 TOTAL 208

TRAFFIC CONTROL PLAN
I.R. 90 - STA. 369+00 TO STA. 374+00

HORIZONTAL SCALE IN FEET
0 20 10 40




FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 374+00 TO STA. 379+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.166 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 29 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:39 PM USER: jgl255
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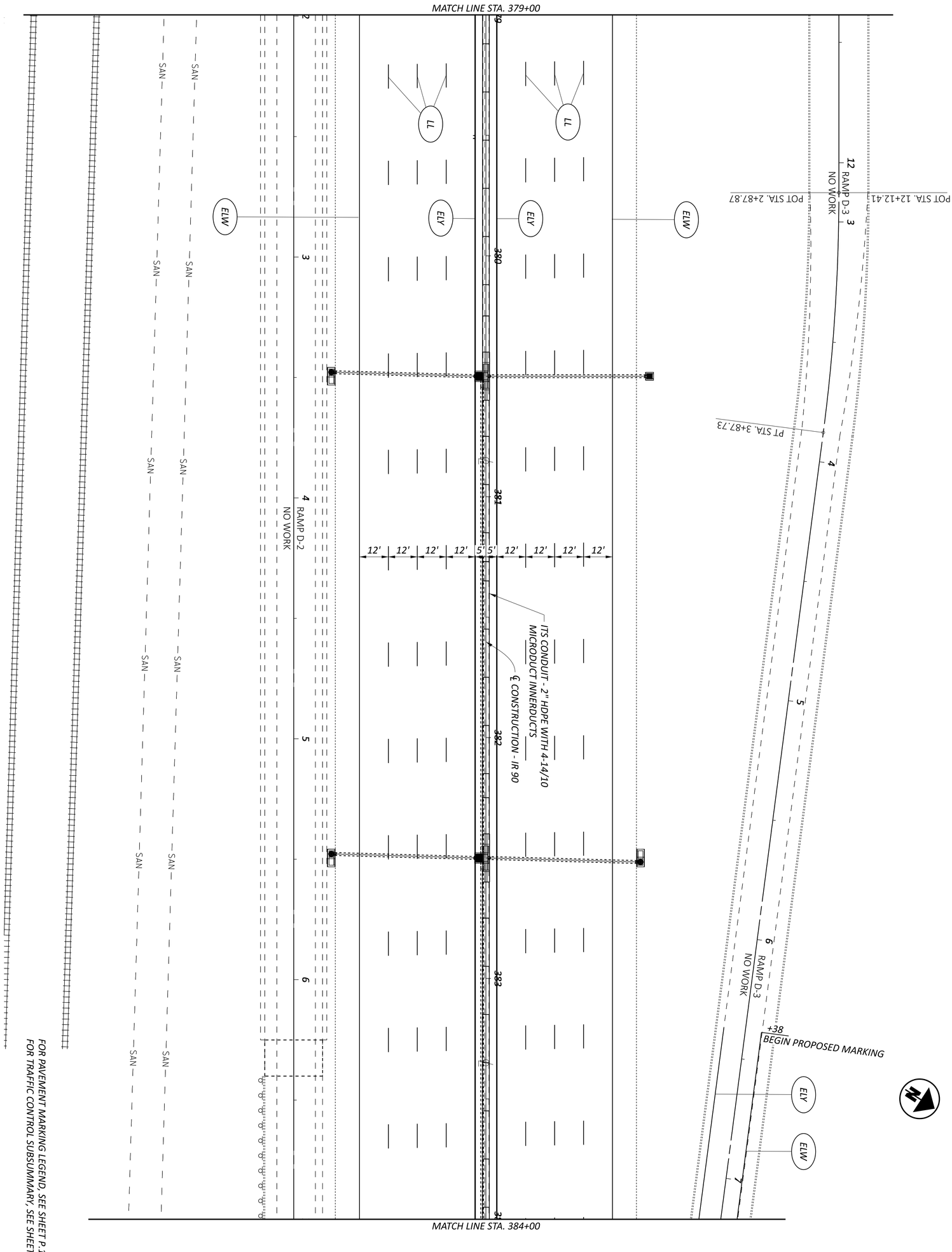


FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

DESIGNER: KDH
REVIEWER: DAB 03/20/26
PROJECT ID: 118680
SHEET: P.167 | TOTAL: 208
DESIGN AGENCY

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 379+00 TO STA. 384+00

HORIZONTAL SCALE IN FEET
0 20
10 40

HORIZONTAL
SCALE IN FEET
0 10 20 40

SUP0130739
NO WORK

RAMP D-3
NO WORK

RAMP D-2
NO WORK

ELY
ELW
LL
CH
DL1

PC STA. 9+83.13

POT STA. 8+25.00

BEGIN PROPOSED MARKING

MATCH LINE STA. 384+00

MATCH LINE STA. 389+00

E 178.8
W 178.8

ITS CONDUIT - 2" HDPE WITH 4-14/10
MICRODUCT INNERDUCTS

℄ CONSTRUCTION - IR 90

ITS CONDUIT - 2" HDPE WITH
4-14/10 MICRODUCT INNERDUCTS

SAN

FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 384+00 TO STA. 389+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 31 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:41 PM USER: jgl255
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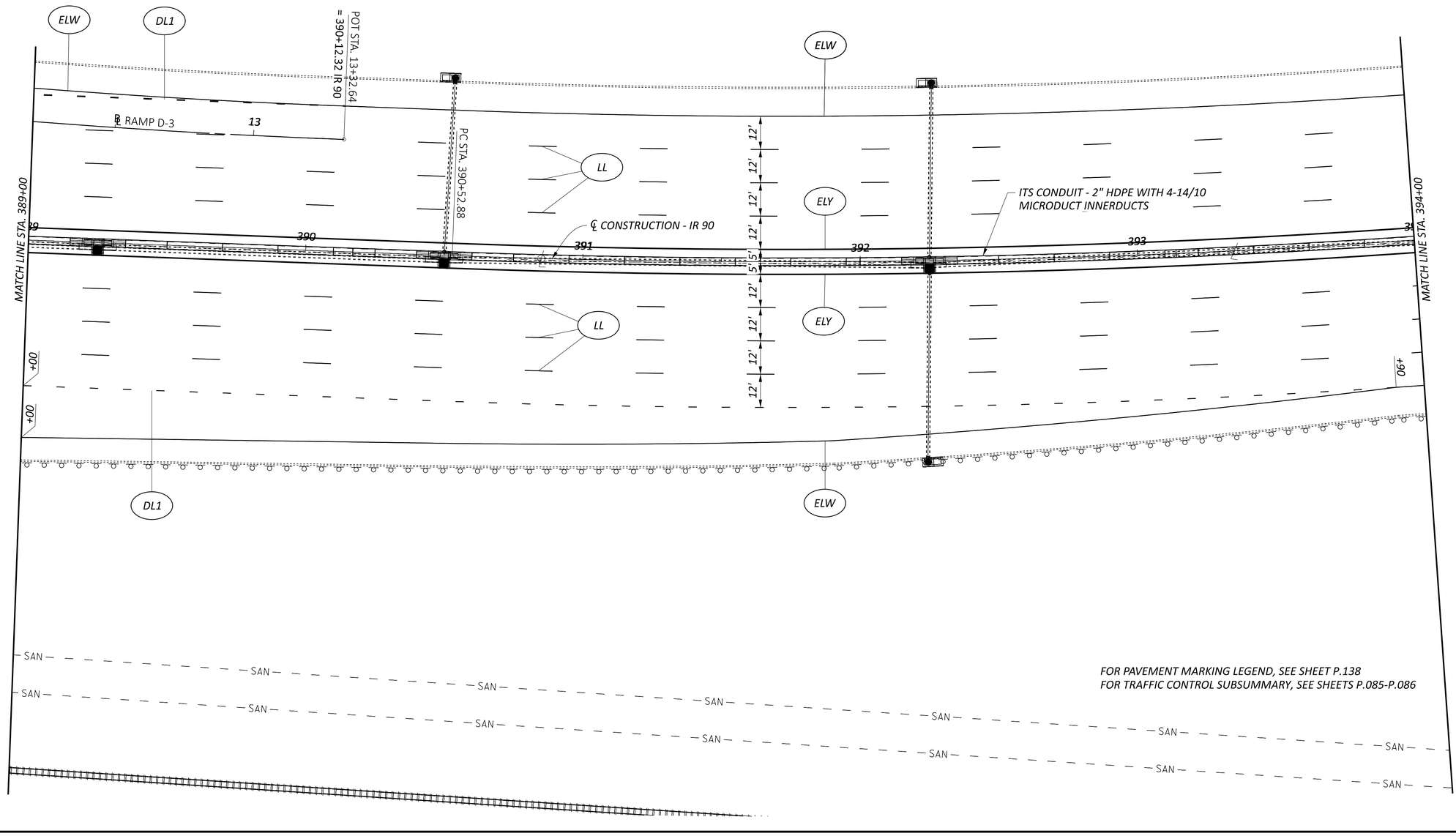
DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 03/20/26

PROJECT ID
118680

SHEET P.168 | TOTAL 208




HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 389+00 TO STA. 394+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 32 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:42 PM USER: jgl255
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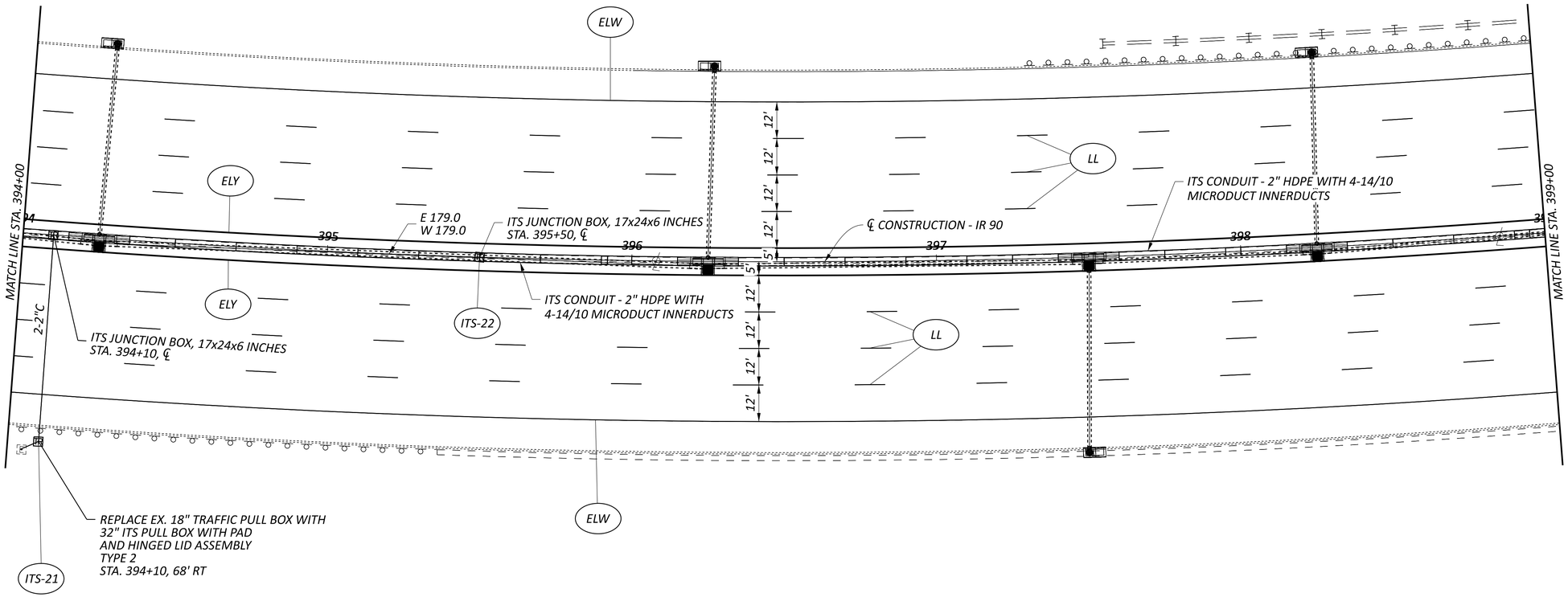
DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.169 TOTAL 208




SAN

*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 394+00 TO STA. 399+00

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | KDH |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.170 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 33 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:43 PM USER: jg255
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*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 399+00 TO STA. 404+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 34 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:44 PM USER: jgl255
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DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.171 TOTAL 208

*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 404+00 TO STA. 409+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.172 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 35 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:44 PM USER: jgl255
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*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 409+00 TO STA. 414+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.173 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 36 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:45 PM USER: jgl255
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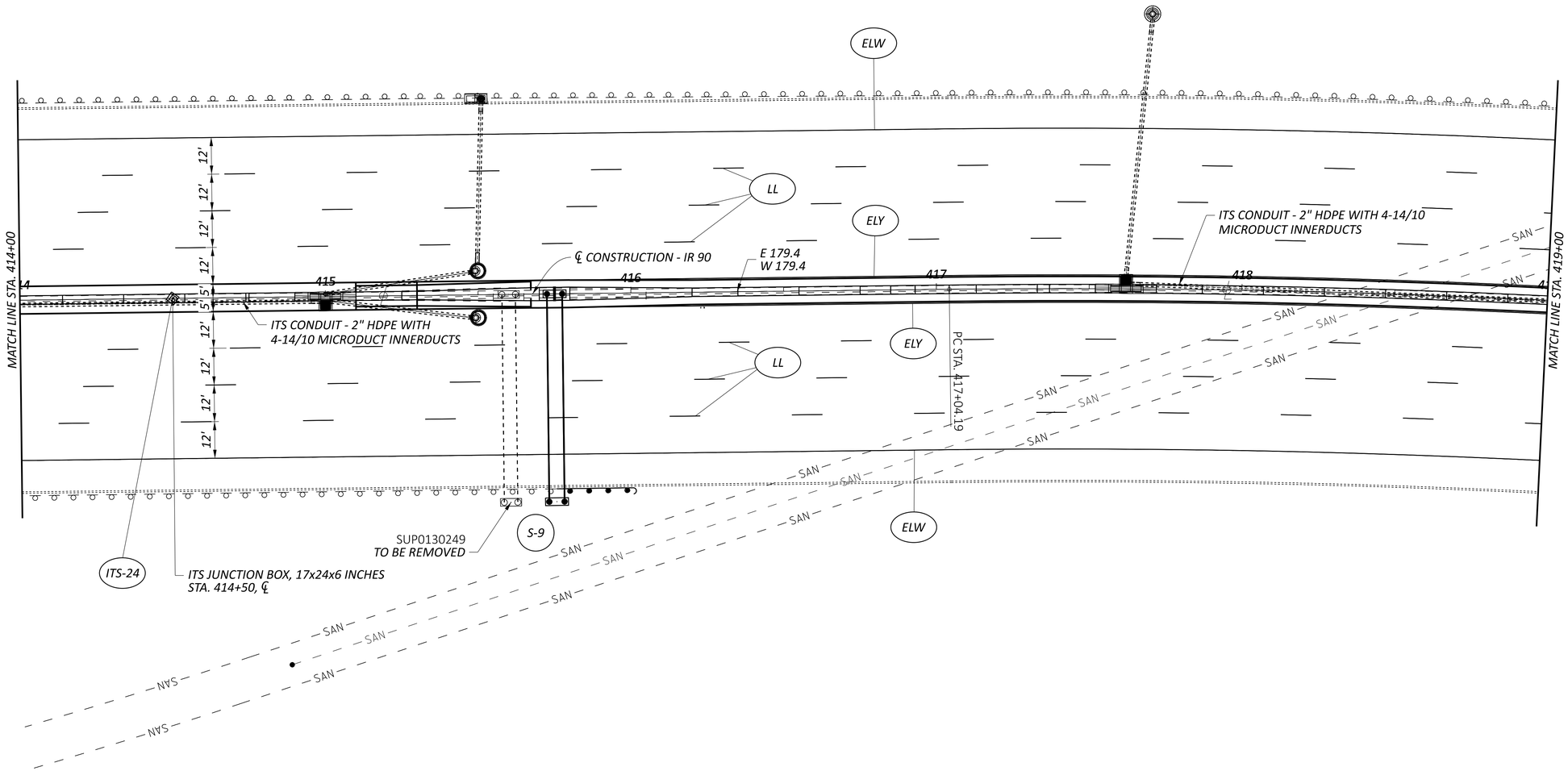


*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 414+00 TO STA. 419+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.174 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 37 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:46 PM USER: jgl255
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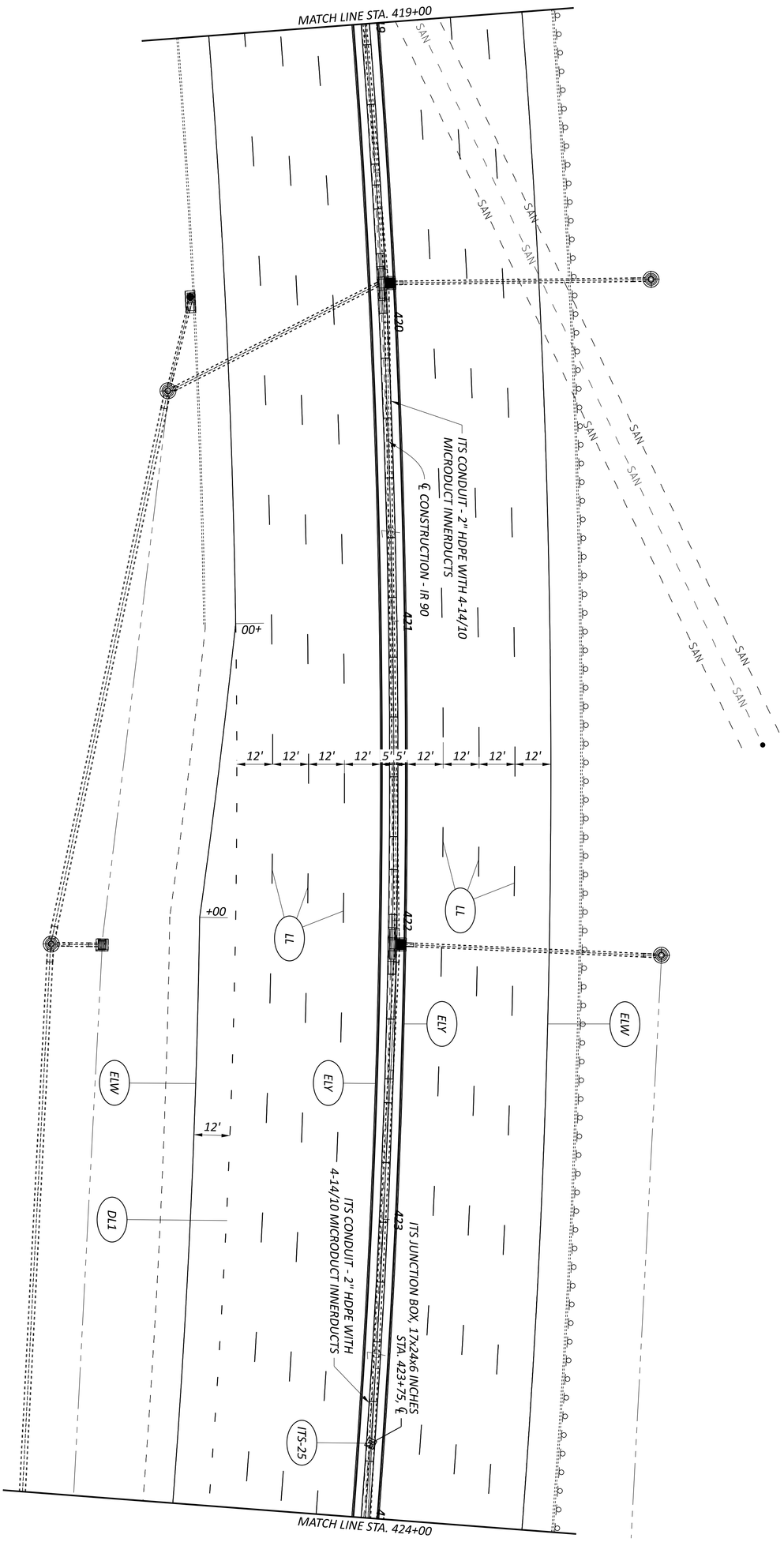
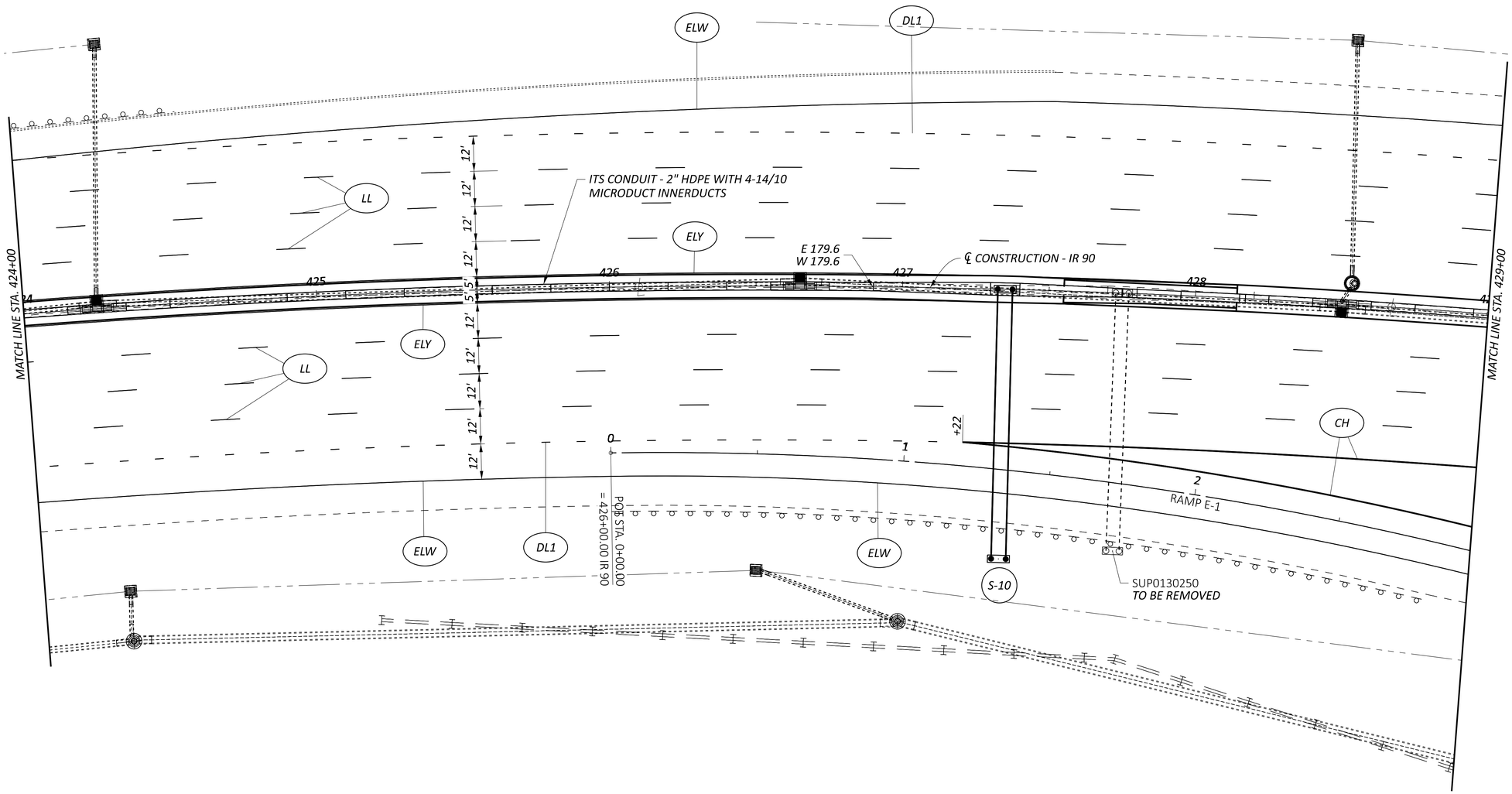



FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

DESIGNER: KDH
REVIEWER: DAB 03/20/26
PROJECT ID: 118680
SHEET: P.175 | TOTAL: 208
DESIGN AGENCY

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 419+00 TO STA. 424+00

HORIZONTAL SCALE IN FEET
0 20
10 40




*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 424+00 TO STA. 429+00

CUY-90-20.45 BARRIER

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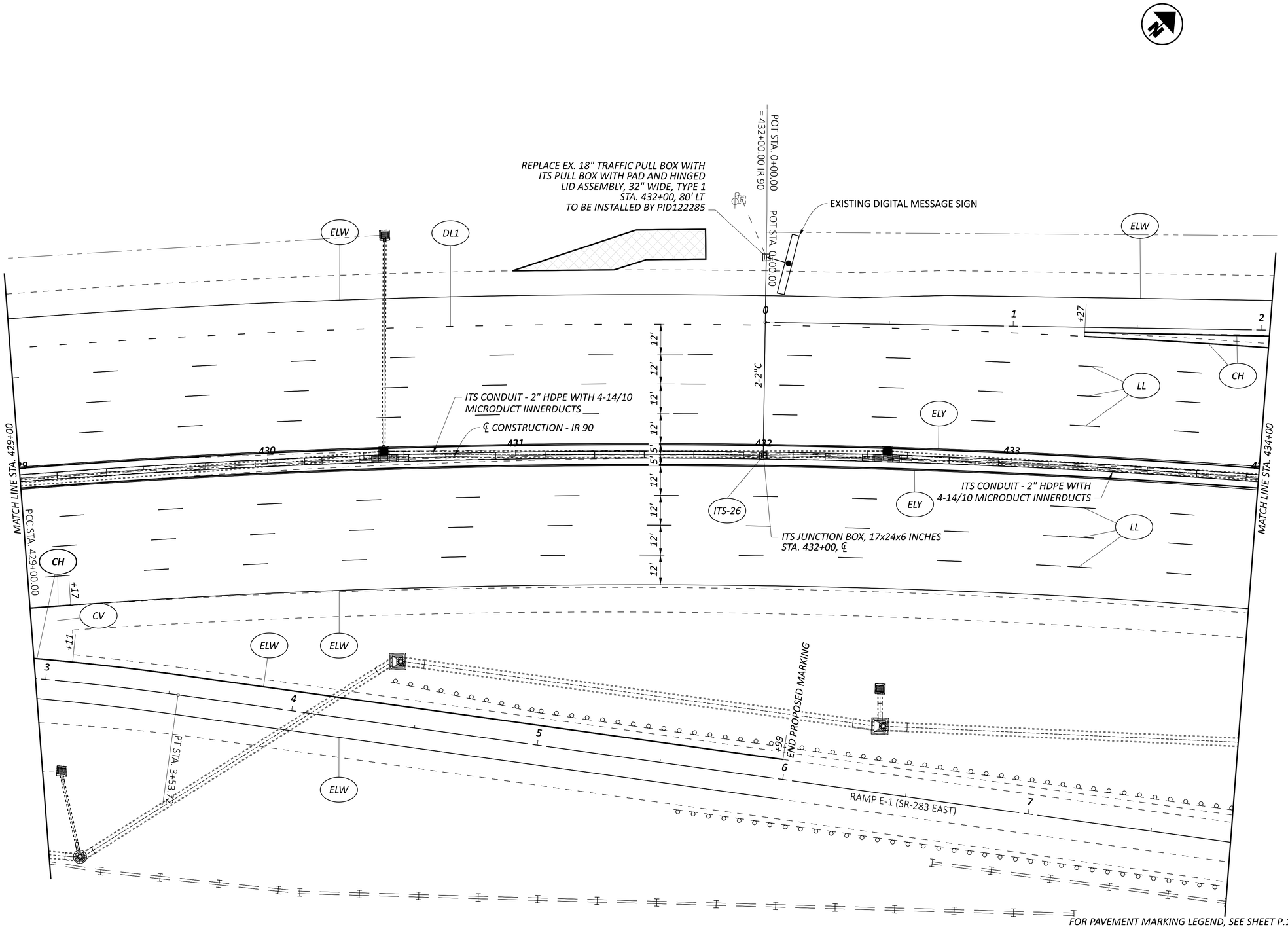
DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.176 TOTAL 208




FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 429+00 TO STA. 434+00

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 40 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:49 PM USER: jgl255
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DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.177 TOTAL 208

*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 434+00 TO STA. 439+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.178 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 41 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:50 PM USER: jgl255
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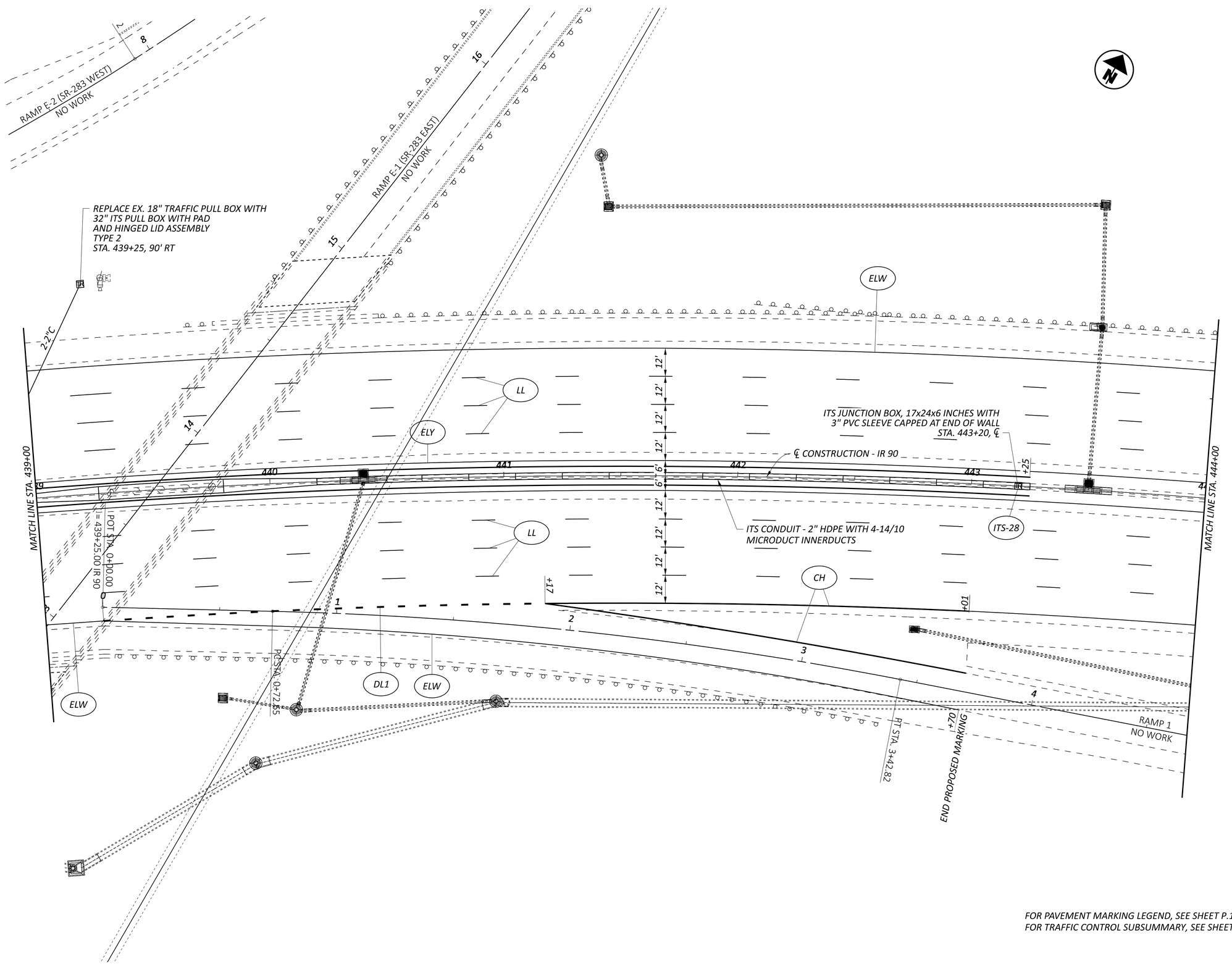


FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138
FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 42 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:51 PM USER: jgj255
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HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL
## I.R. 90 - STA. 439+00 TO STA. 444+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.179 TOTAL 208

*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 444+00 TO STA. 449+00

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.180 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 43 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:52 PM USER: jgl255
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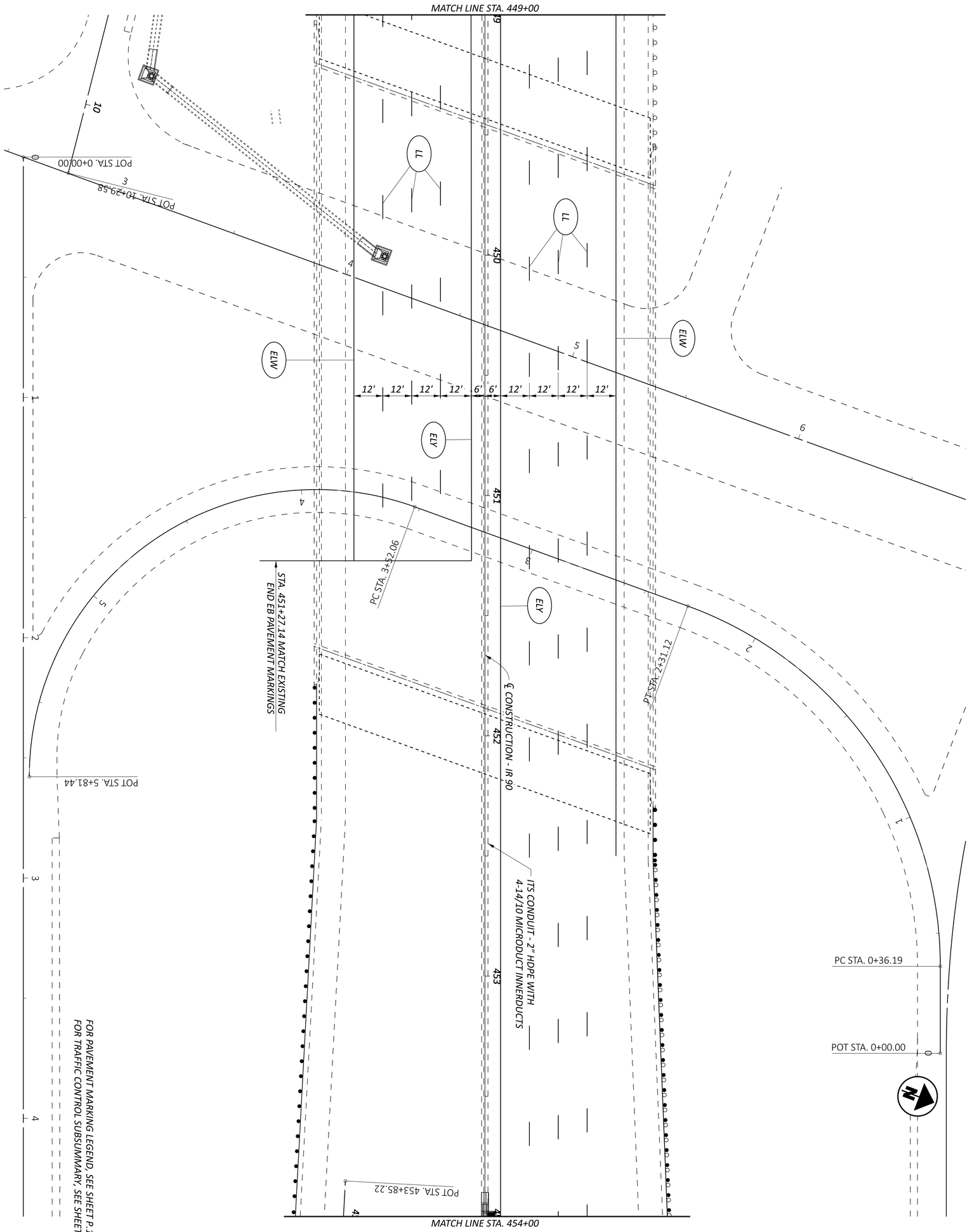



DESIGN AGENCY

DESIGNER KDH

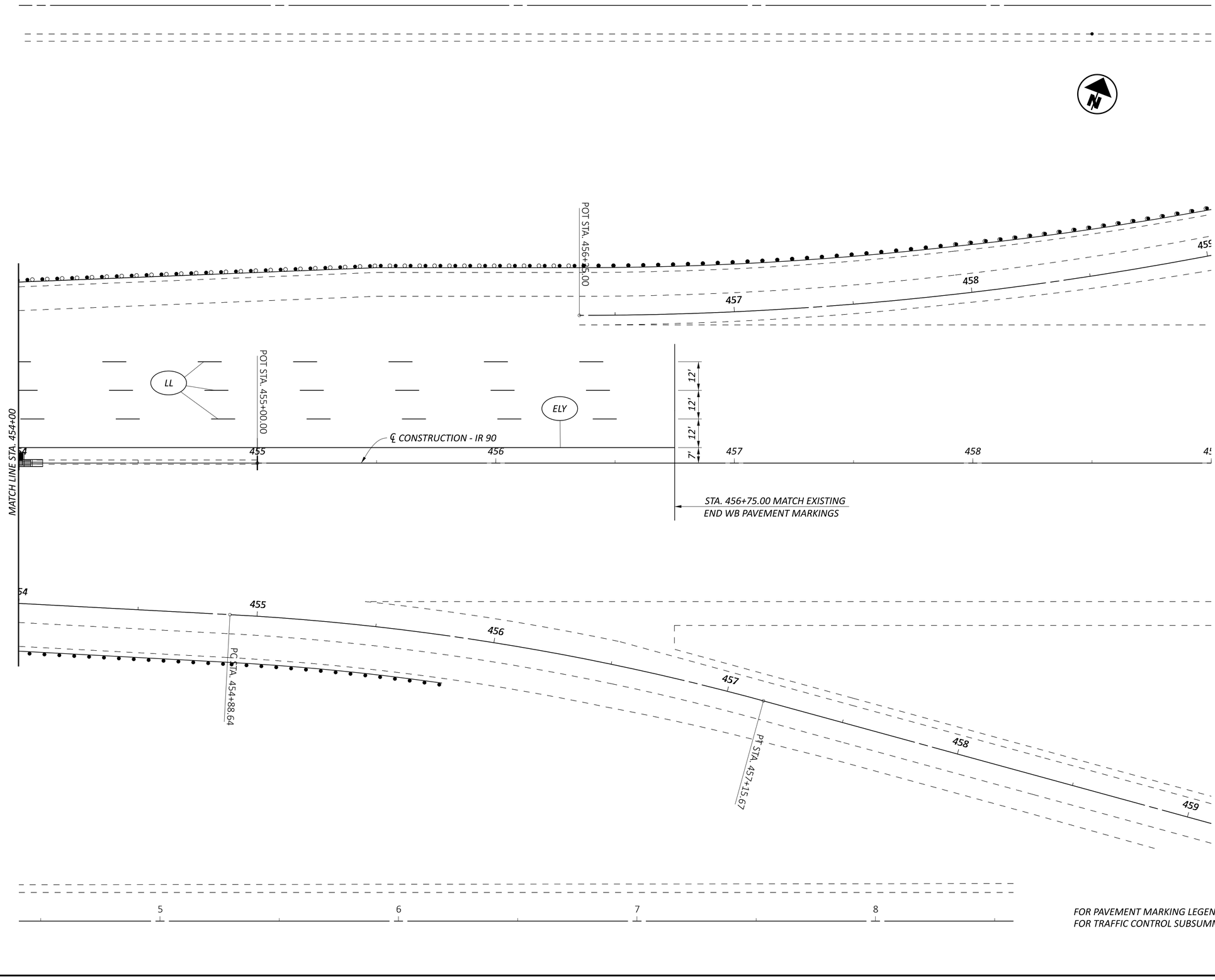
REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.181 TOTAL 208

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 449+00 TO STA. 454+00

HORIZONTAL SCALE IN FEET
0 20
10 40




*FOR PAVEMENT MARKING LEGEND, SEE SHEET P.138*
*FOR TRAFFIC CONTROL SUBSUMMARY, SEE SHEETS P.085-P.086*

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC CONTROL PLAN
## I.R. 90 - STA. 454+00 TO STA. 459+00

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.182 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: CLX_IR90_3 - Plan 45 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:54 PM USER: jgl255
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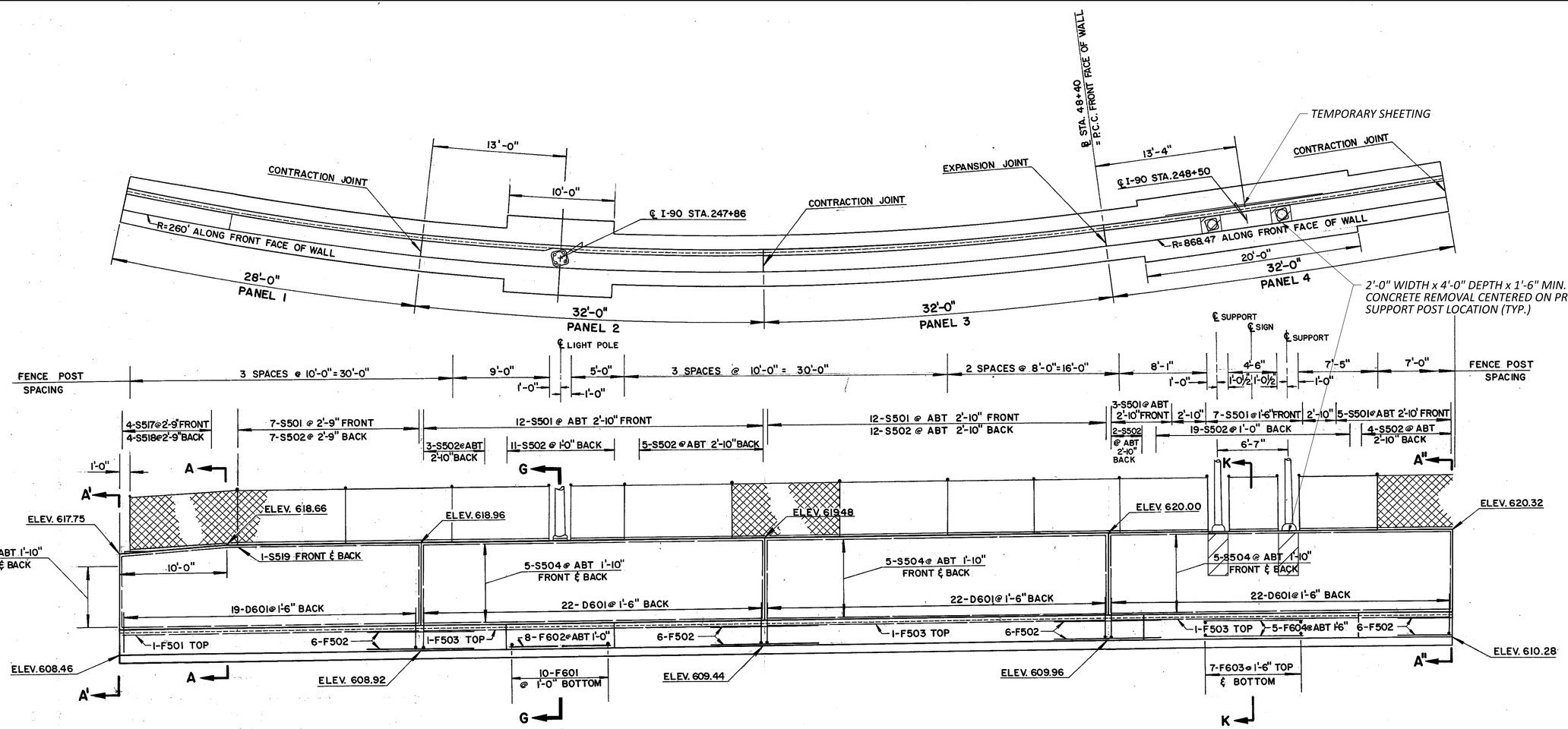
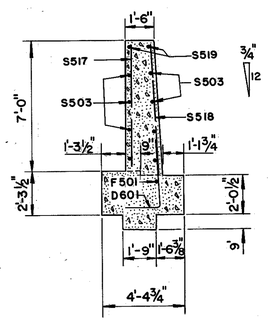
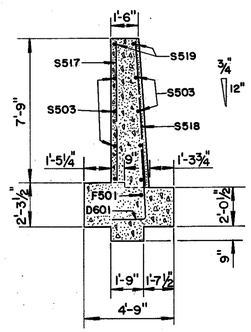
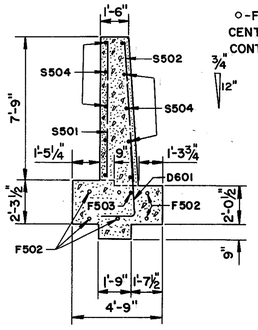



SECTION A'- A'

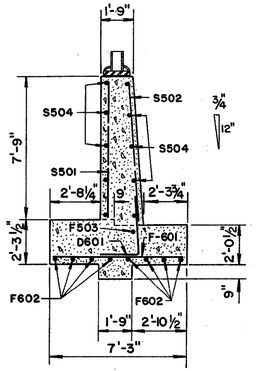



SECTION A-A

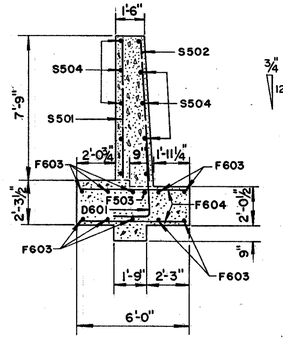



SECTION A"-A"

FOOTING DOWELS
○-F502 TOP & BOTTOM CENTERED UNDER EXPANSION OR CONTRACTION JOINT.




SECTION G-G




SECTION K-K

*LEGEND*

*ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN*

*NOTES*

1. *EXISTING RETAINING WALL PLAN , ELEVATION, AND SECTIONS SHOWN ON THIS SHEET HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE PROVIDED FOR ONLY. FIELD VERIFY ALL DIMENSIONS RELATED TO REPLACEMENT OF THE OVERHEAD SIGN SUPPORT PRIOR TO ORDERING MATERIALS AND BEFORE BEGINNING THE PHYSICAL WORK.*

TRAFFIC CONTROL DETAILS
RETAINING WALL PLAN & ELEVATION (S-4)

DESIGN AGENCY

DESIGNER NDG
REVIEWER PAT 03/20/26
PROJECT ID 118680
SHEET P.183 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:17:55 PM USER: jgl255
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**DESIGN SPECIFICATIONS**

THE MODIFICATIONS TO THIS STRUCTURE CONFORM TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

**DESIGN DATA**

CONCRETE CLASS QC1 – COMPRESSIVE STRENGTH 4.0 KSI

EPOXY COATED STEEL REINFORCEMENT – MINIMUM YIELD STRENGTH 60 KSI

**ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN**

THIS ITEM CONSISTS OF REMOVING EXISTING CONCRETE, EXISTING SIGN SUPPORT ANCHOR BOLTS, AND EXISTING ABANDONED ELECTRICAL CONDUIT AND WIRING WITHIN THE CONCRETE REMOVAL LIMITS AS DETAILED IN THE PLANS.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT THE BOUNDARIES OF CONCRETE REMOVAL 1-INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING CONCRETE REINFORCEMENT IN PLACE. PRIOR TO CONCRETE PLACEMENT, ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL USING WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING STEEL REINFORCEMENT DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH THE EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW THEM TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

ABANDONED ELECTRICAL CONDUIT AND WIRING REMOVAL: REMOVE EXISTING ABANDONED CONDUIT AND WIRING FOUND WITHIN THE CONCRETE REMOVAL LIMITS BY CUTTING OFF MATERIALS TO WITHIN 1-INCH OF THE ROUGH CONCRETE SURFACE. PRIOR TO CONCRETE PLACEMENT, PLUG THE OPEN ENDS OF EXISTING CONDUITS WITH EXPANDING FOAM, EXPANDED POLYSTYRENE, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

**ITEM 202 - REMOVAL, MISC.: PORTIONS OF CONCRETE MEDIAN BARRIER OVERHEAD SIGN SUPPORT REMOVED**

THIS ITEM CONSISTS OF REMOVING EXISTING CONCRETE, EXISTING SIGN SUPPORT ANCHOR BOLTS, AND EXISTING ELECTRICAL CONDUIT AND WIRING WITHIN THE CONCRETE REMOVAL LIMITS DETAILED IN THE PLANS TO ALLOW FOR REUSE OF THE EXISTING DRILLED SHAFTS.

CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18-INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT CONCRETE MEDIAN BARRIER OVERHEAD SIGN SUPPORT.

SIGN SUPPORT ANCHOR BOLT REMOVAL: REMOVE ANCHOR BOLTS FOUND WITHIN THE CONCRETE REMOVAL LIMITS BY CUTTING OFF TO WITHIN 1-INCH OF THE ROUGH CONCRETE SURFACE AT THE TOP OF THE EXISTING DRILLED SHAFT FOUNDATIONS.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS FOR EACH LOCATION. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 – REMOVAL, MISC.: PORTIONS OF CONCRETE MEDIAN BARRIER OVERHEAD SIGN SUPPORT REMOVED.

**ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF C&MS 503, THE FOLLOWING PROVISIONS APPLY. INSTALL FULL-HEIGHT TEMPORARY SHORING TO RETAIN EXISTING BACKFILL PRIOR TO PERFORMING CONCRETE REMOVAL OR INSTALL TEMPORARY SHORING PROGRESSIVELY AS THE CONCRETE REMOVAL AND UNCLASSIFIED EXCAVATION PROCEEDS FROM THE TOP DOWN. SHORING THAT WILL SERVE AS FORMWORK FOR CONCRETE MAY BE DESIGNED TO STAY-IN-PLACE IF CONSTRUCTED OF STEEL PLATE. TIMBER OR PLYWOOD USED AS SHORING, LAGGING, OR FORMWORK FOR CONCRETE SHALL BE DESIGNED AS REMOVABLE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

**ITEM 511 - CLASS QC1 CONCRETE, MISC.: RETAINING WALL PILASTER**

IN ADDITION TO THE REQUIREMENTS OF C&MS 511, THIS ITEM INCLUDES FURNISHING AND INSTALLING THE REQUIRED ANCHOR BOLTS FOR AN OVERHEAD SIGN SUPPORT TC-15.116, DESIGN 2, IN ACCORDANCE WITH STANDARD DRAWING TC-21.11. INSTALL THE ANCHOR BOLT CIRCLE IN ALIGNMENT WITH THE CENTERLINE OF THE SIGN AS SHOWN IN THE PLANS. INCLUDE ALL NECESSARY LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 511 - CLASS QC1 CONCRETE, MISC.: RETAINING WALL PILASTER.

**ITEM 630 - OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2, AS PER PLAN B**

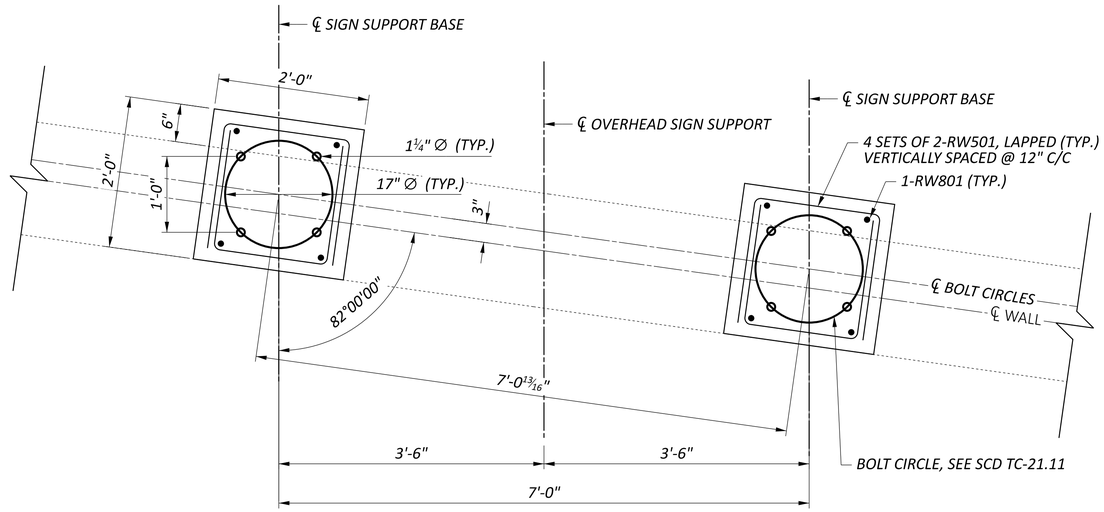
THE OVERHEAD SIGN SUPPORT TO BE PAID UNDER THIS ITEM IS MODIFIED FROM THE DETAILS SHOWN IN STANDARD DRAWING TC-15.116 WITH A DIMENSIONAL AND ORIENTATION CHANGE TO THE END FRAME THAT IS MOUNTED ON AN EXISTING RETAINING WALL. REFER TO THE DETAILS ON SHEET XX/YY AND SHEET XX/YY.

IN ADDITION TO C&MS 630.06, THE SIGN SUPPORTS SHALL HAVE A WET OR DRY COATING APPLIED PER SUPPLEMENTAL SPECIFICATION 916. THE COLOR SHALL BE MEDIUM GRAY (FEDERAL COLOR NO. 16440).

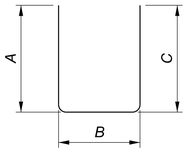
THE COATING OF THE SUPPORTS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1, AS PER PLAN. THIS SUPPORT TYPE SHALL BE ITEMIZED AS COATING TWO (2) GALVANIZED STEEL END FRAMES AND ONE (1) GALVANIZED TRUSS PER SUPPORT.

**ITEM 630 - CONCRETE MEDIAN BARRIER OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50, AS PER PLAN**

THIS ITEM CONSISTS OF CONSTRUCTING A MEDIAN BARRIER OVERHEAD SIGN SUPPORT FOUNDATION FOR TYPE B1 BARRIER IN ACCORDANCE WITH STANDARD DRAWING TC-21.50 USING THE EXISTING DRILLED SHAFTS THAT HAVE BEEN RETAINED FOR REUSE. IN ADDITION TO THE REQUIREMENTS OF C&MS 630, THE APPLICABLE PROVISIONS OF C&MS 509, 510, AND 511 APPLY TO FURNISHING AND INSTALLING STEEL REINFORCEMENT, STEEL REINFORCEMENT MECHANICAL CONNECTORS, AND DOWEL HOLES TO PREPARE THE EXISTING DRILLED SHAFTS FOR REUSE. REFER TO THE DETAILS ON SHEET XX/YY.




SIGN SUPPORT ON EXISTING RETAINING WALL
S-4 AT STA. 248+50




TYPE-2

| MARK | NUMBER TOTAL | LENGTH | WEIGHT | TYPE | DIMENSIONS A | B | C | D | E | R | INC |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RW501 | 16 | 4'-9" | 79 | 2 | 1'-8" | 1'-8" | 1'-8" | | | | |
| RW801 | 8 | 3'-10" | 82 | STR | | | | | | | |
| TOTAL | | | 161 LB | | | | | | | | |

| ITEM | ITEM EXT. | TOTAL | UNIT | DESCRIPTION |
|---|---|---|---|---|
| 202 | 11201 | LS | | PORTIONS OF STRUCTURE REMOVED, AS PER PLAN |
| 202 | 98000 | LS | | REMOVAL, MISC.: PORTIONS OF CONCRETE MEDIAN BARRIER OVERHEAD SIGN SUPPORT REMOVED |
| 503 | 11101 | LS | | COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN |
| 503 | 21300 | LS | | UNCLASSIFIED EXCAVATION |
| 509 | 10000 | 161 | LB | EPOXY COATED STEEL REINFORCEMENT |
| 511 | 53010 | 2 | CY | CLASS QC1 CONCRETE, MISC.: RETAINING WALL PILASTER |
| 607 | 35000 | 20 | FT | FENCE REMOVED AND REBUILT |
| | | | | |

TRAFFIC CONTROL DETAILS
SIGN SUPPORT AT RETAINING WALL (S-4)

DESIGN AGENCY

DESIGNER NDG
REVIEWER PAT 03/20/26
PROJECT ID 118680
SHEET P.184 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:18:02 PM USER: jgl255
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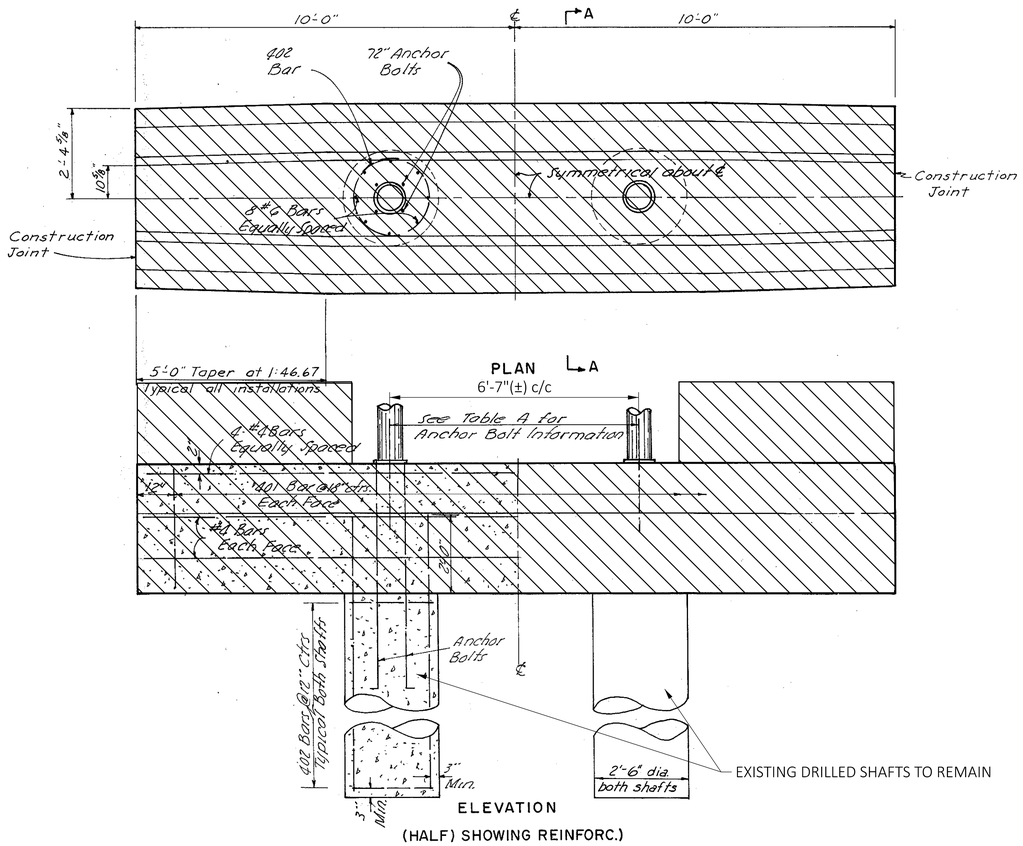
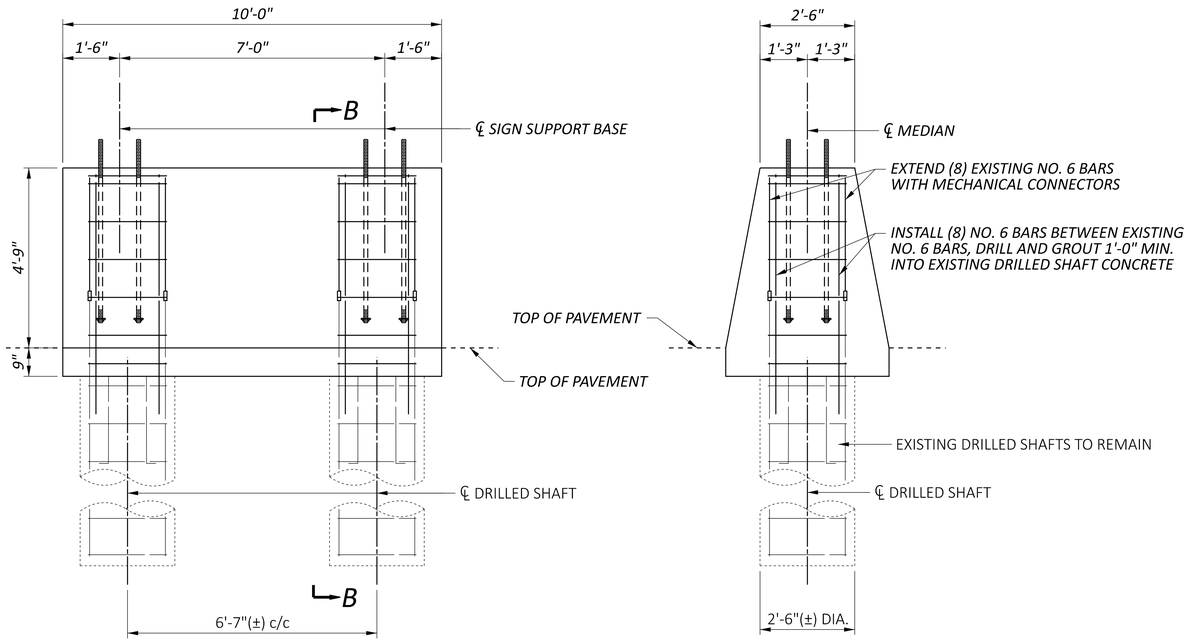
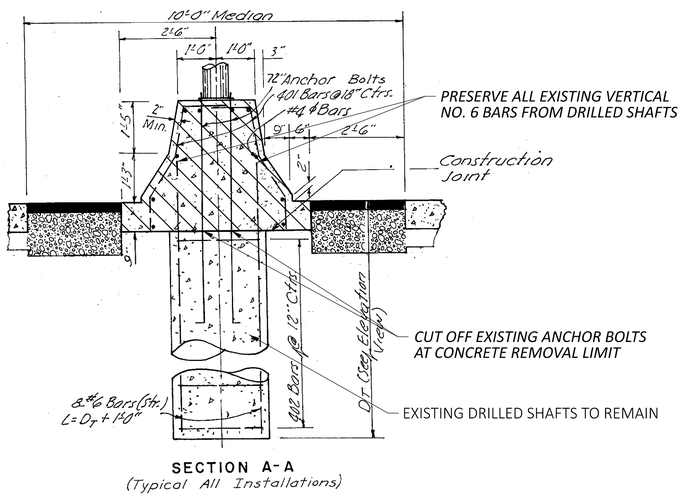



ELEVATION

SECTION B-B




## REMOVAL DETAILS

*EXISTING MEDIAN BARRIER OVERHEAD SIGN SUPPORT AT STA. 248+50*

## CONCRETE MEDIAN BARRIER OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50, AS PER PLAN

### LEGEND

ITEM 202 - REMOVAL, MISC.: PORTIONS OF CONCRETE MEDIAN BARRIER OVERHEAD SIGN SUPPORT REMOVED

### NOTES

1. EXISTING MEDIAN PLAN , ELEVATION, AND SECTIONS SHOWN ON THIS SHEET HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE PROVIDED FOR INFORMATION ONLY. FIELD VERIFY ALL DIMENSIONS RELATED TO REPLACEMENT OF THE OVERHEAD SIGN SUPPORT PRIOR TO ORDERING MATERIALS AND BEFORE BEGINNING THE PHYSICAL WORK.
2. ALL OTHER REINFORCING ABOVE THE EXISTING DRILLED SHAFTS (NOT SHOWN) AND ANCHOR BOLTS ARE TO BE AS PER STANDARD DRAWING TC-21.50

TRAFFIC CONTROL DETAILS
MEDIAN PLAN & ELEVATION (S-4)

DESIGN AGENCY

DESIGNER NDG
REVIEWER PAT 03/20/26
PROJECT ID 118680
SHEET P.185 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:18:03 PM USER: jgl255
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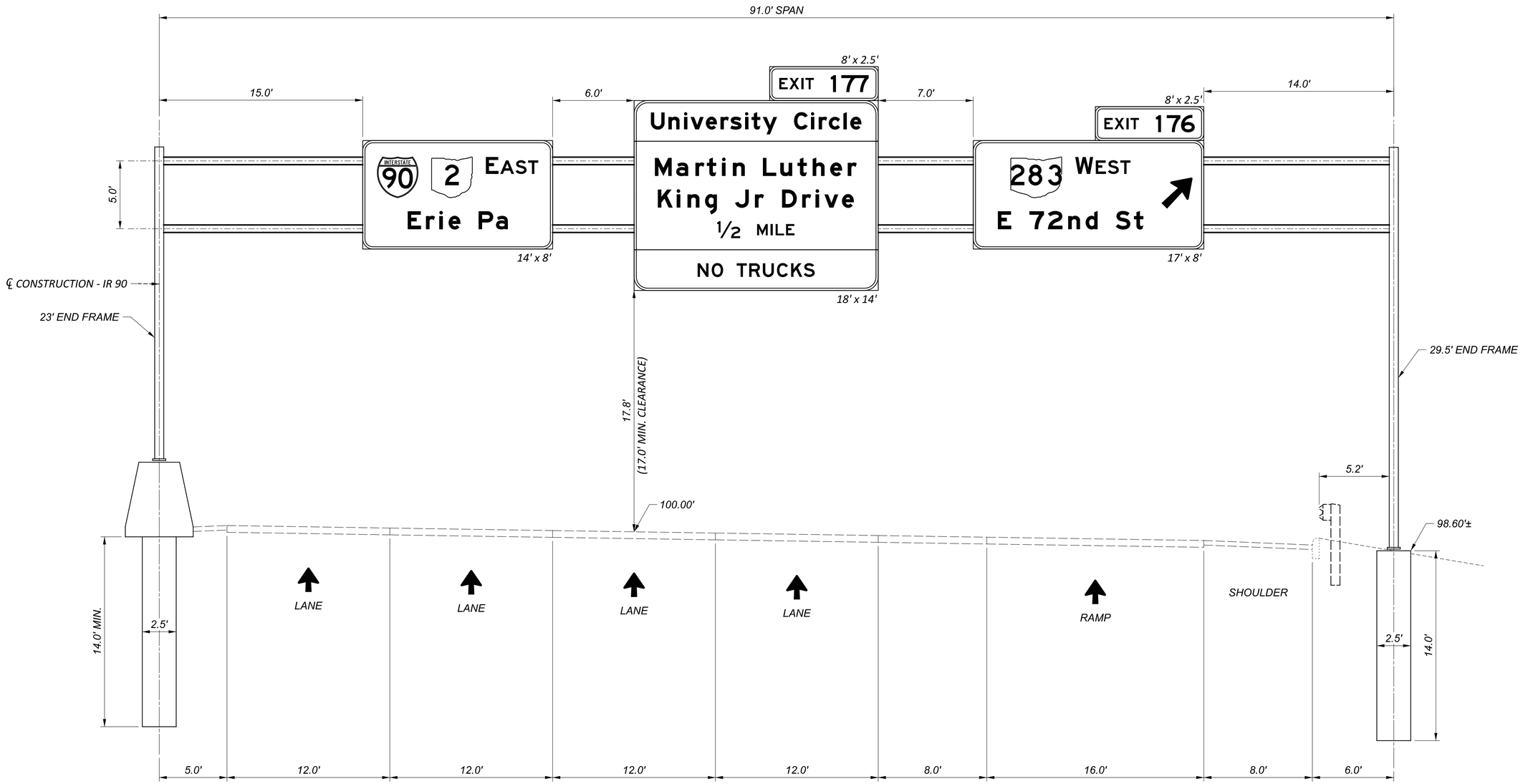
NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-1*
*STA. 210+25, ℄ IR-90 EASTBOUND*
*TC-15.116, DESIGN NO. 2, AS PER PLAN A*
*91' SPAN*

OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-1)

DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.186 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 9:59:39 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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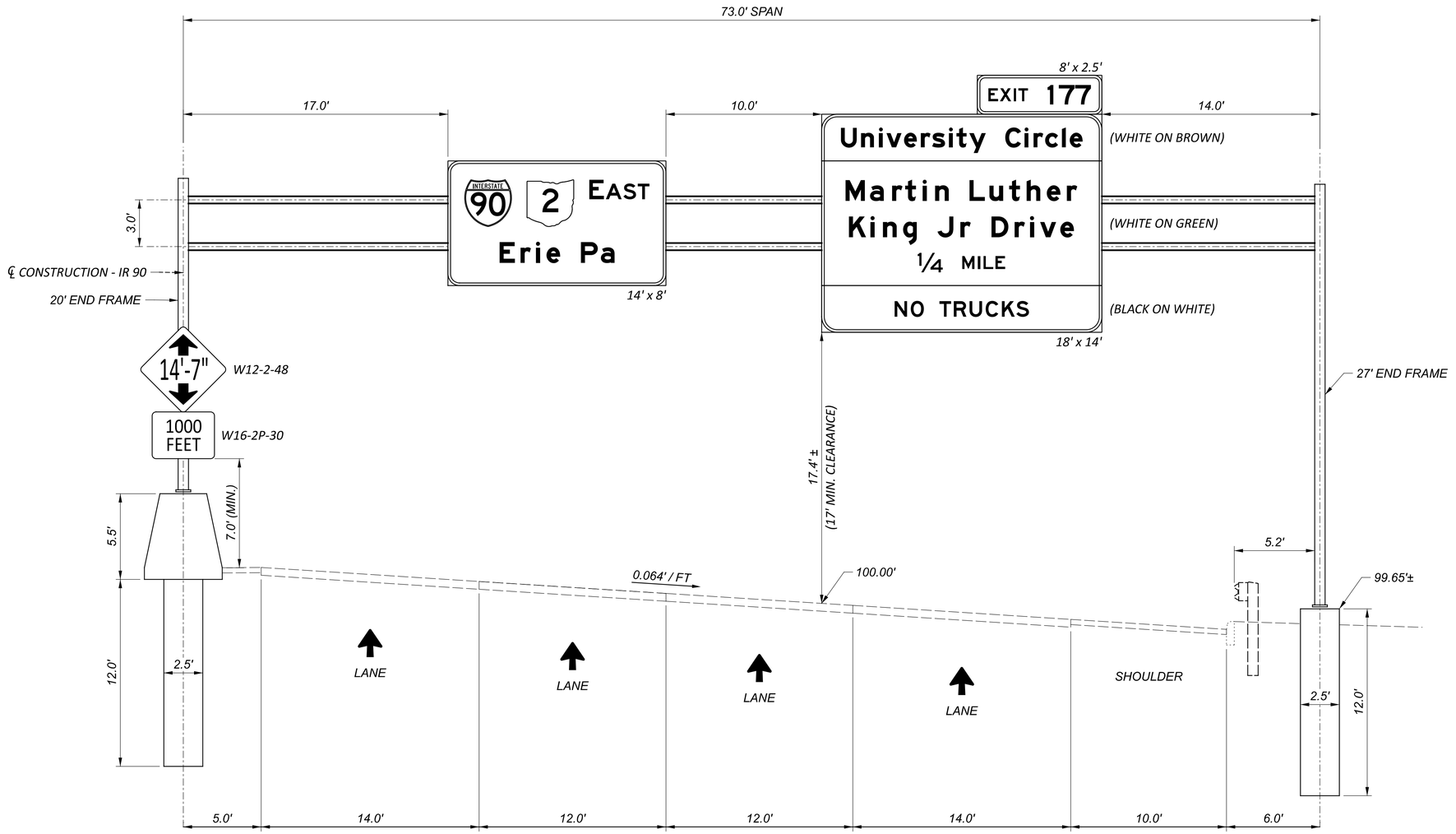
NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-2*
*STA. 221+20, ℄ IR-90 EASTBOUND*
*TC-15.116, DESIGN 1, AS PER PLAN*
*73' SPAN*

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 9:59:47 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov
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OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-2)

DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

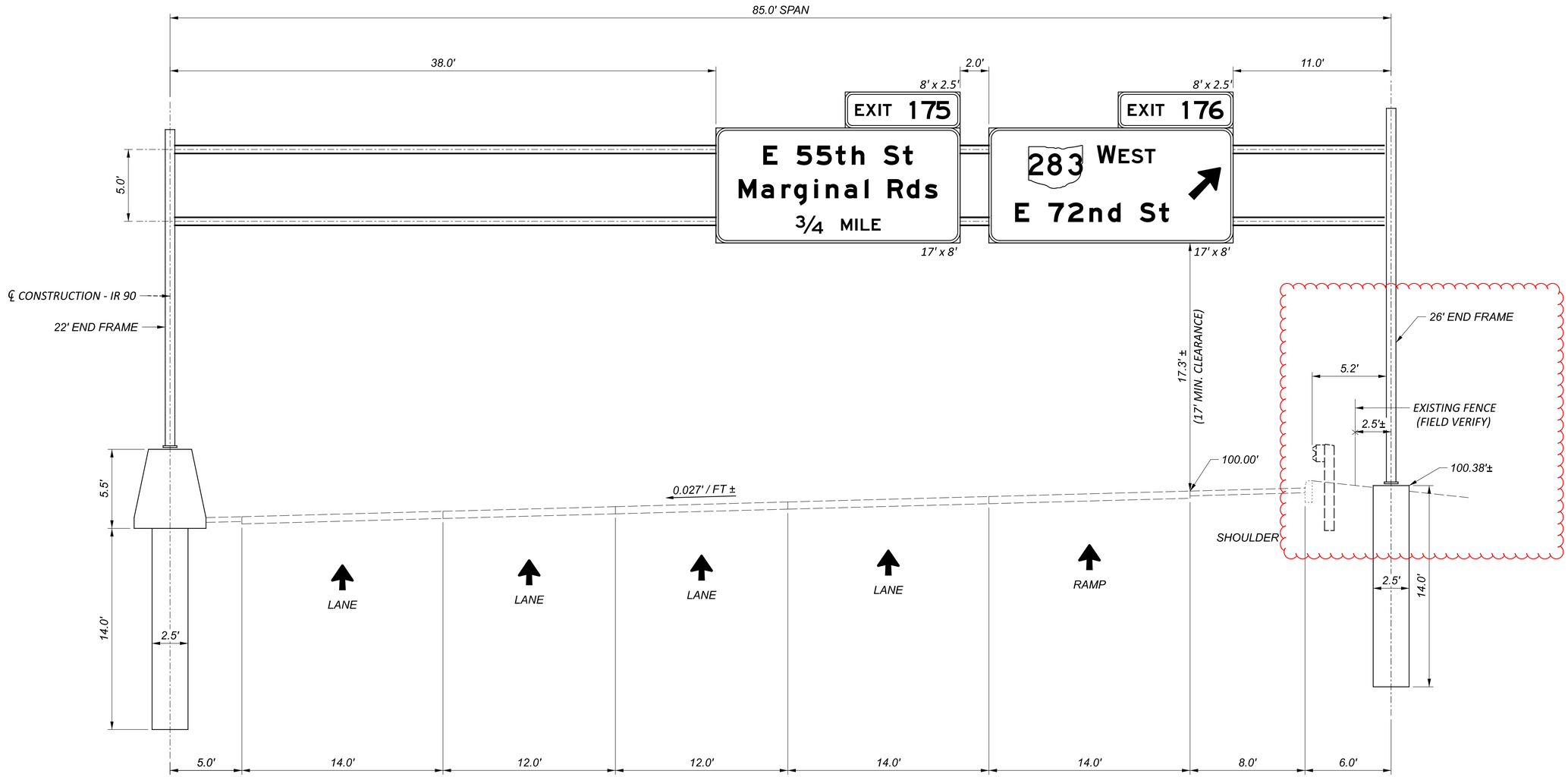
PROJECT ID 118680

SHEET P.187 TOTAL 208

NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-3*
*STA. 233+00, ℄ IR-90 WESTBOUND*
*TC-15.116, DESIGN 2, AS PER PLAN A*
*85' SPAN*

OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-3)

DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.188 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 9:59:55 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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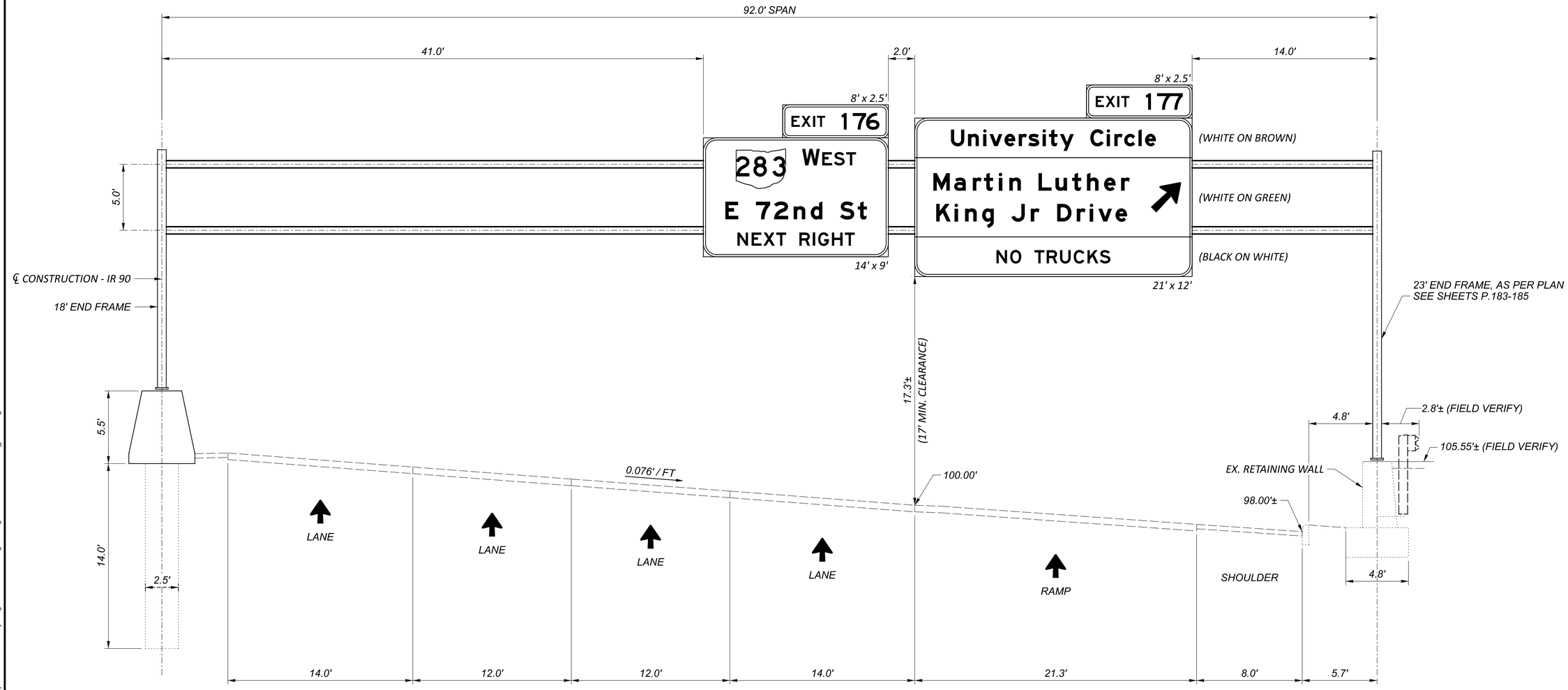
NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-4*
*STA. 248+50, ℄ IR-90 WESTBOUND*
*TC-15.116, DESIGN 2, AS PER PLAN B*
*92' SPAN*

OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-4)

DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.189 | TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 10:00:03 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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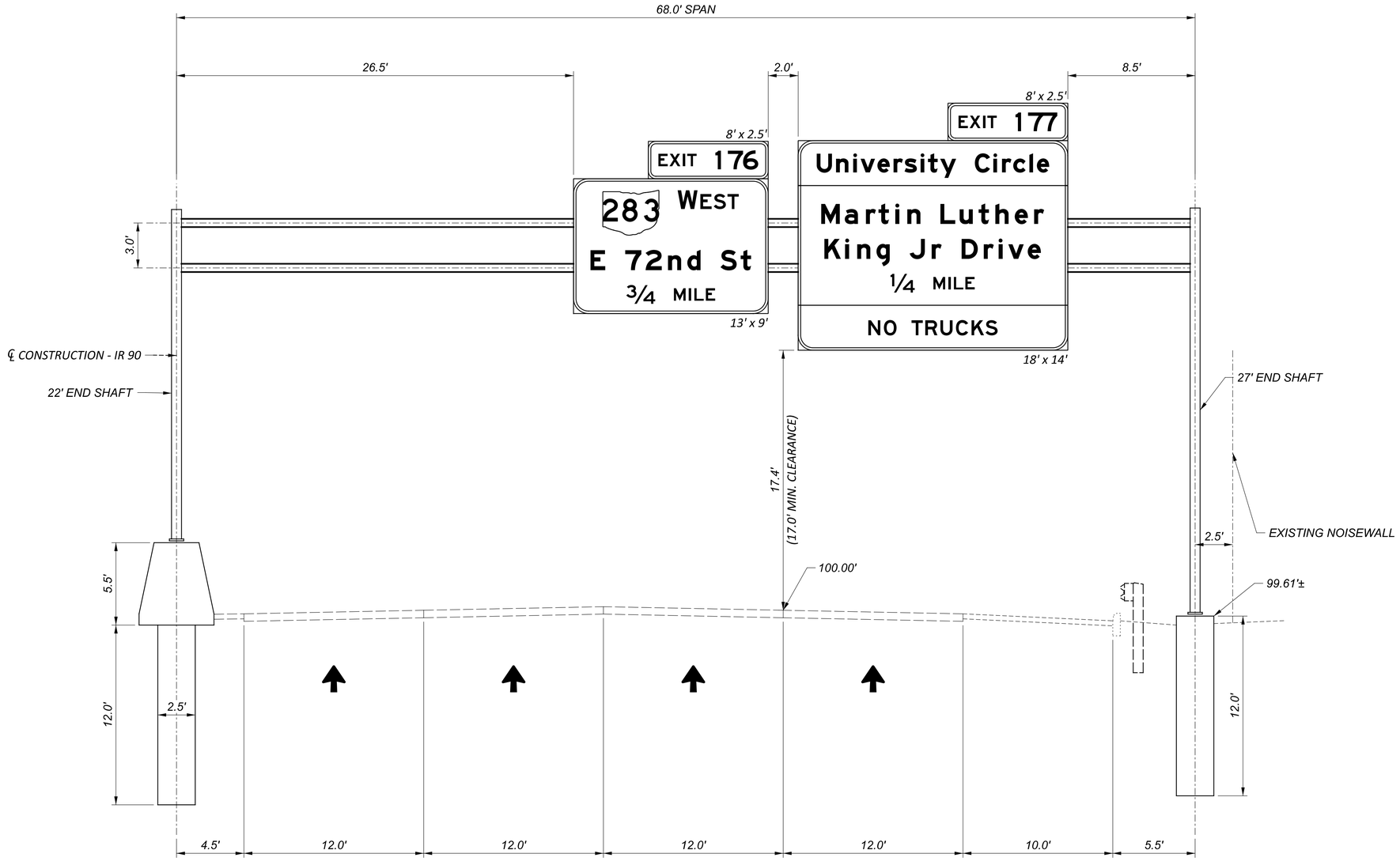
NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-5*
*STA. 309+78, ℄ IR-90 WESTBOUND*
*TC-15.116, DESIGN 1, AS PER PLAN*
*68' SPAN*

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 10:00:10 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680
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OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-5)

DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

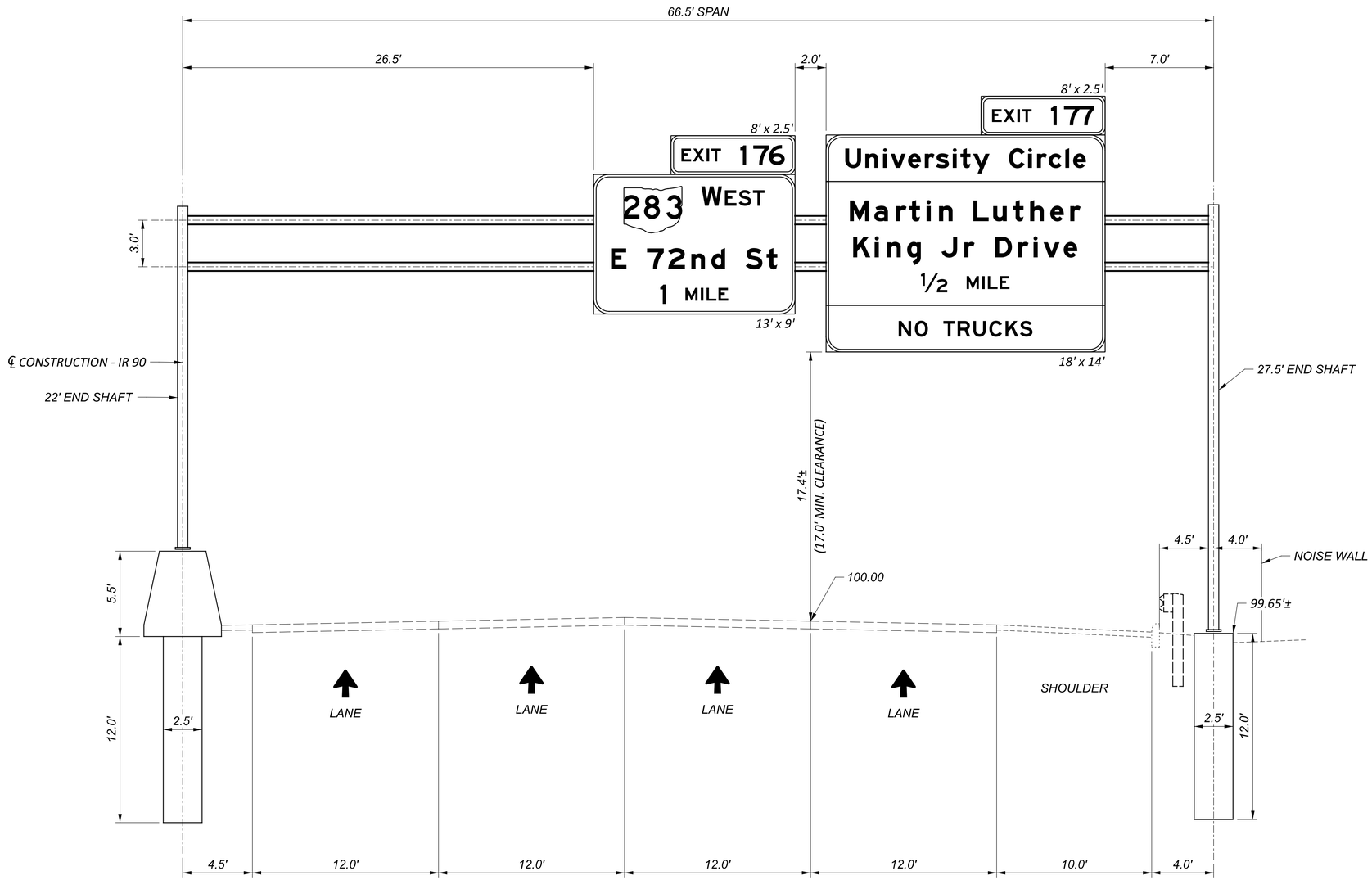
PROJECT ID 118680

SHEET P.190 TOTAL 208

NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-6*
*STA. 325+25, ℄ IR-90 WESTBOUND*
*TC-15.116, DESIGN 1, AS PER PLAN*
*66.5' SPAN*

OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-6)

DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.191 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 10:00:18 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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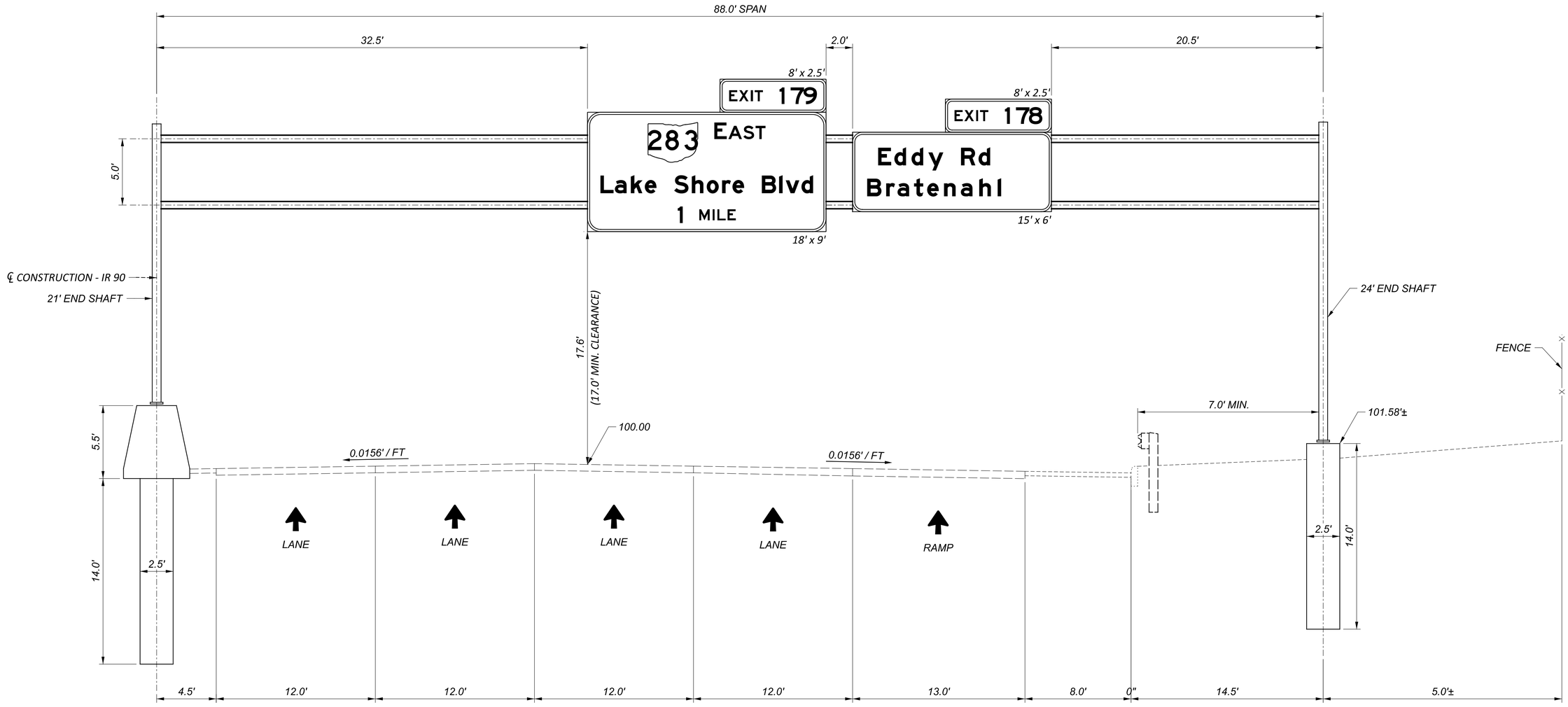
NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-7*
*STA. 365+30, ℄ IR-90 EASTBOUND*
*TC-15.116, DESIGN 2, AS PER PLAN A*
*88' SPAN*

OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-7)

DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

PROJECT ID 118680

SHEET P.192 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 10:00:26 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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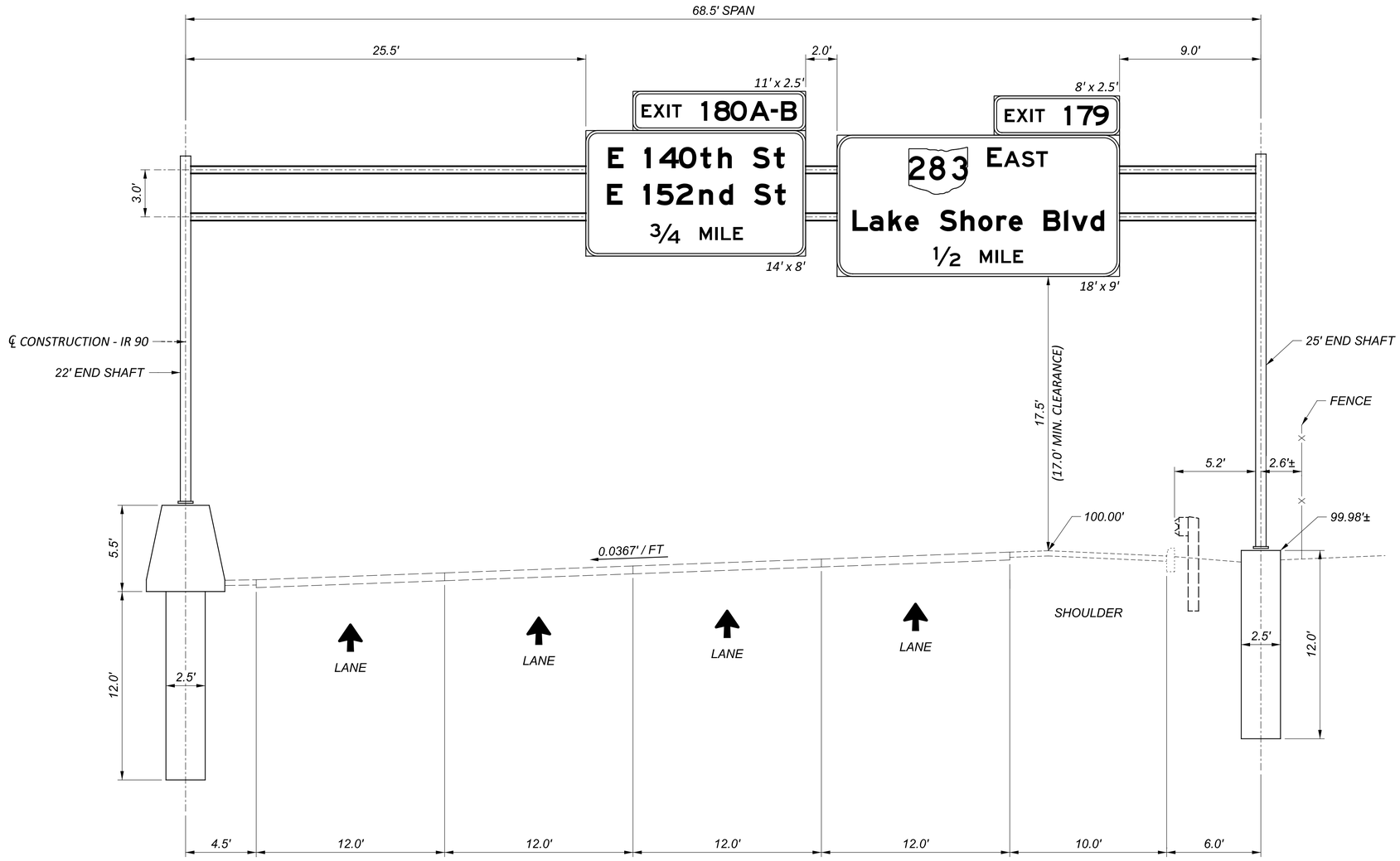
NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-8*
*STA. 400+95, ℄ IR-90 EASTBOUND*
*TC-15.116, DESIGN 1, AS PER PLAN*
*68.5' SPAN*

OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-8)

CUY-90-20.45 BARRIER


MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 10:00:35 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

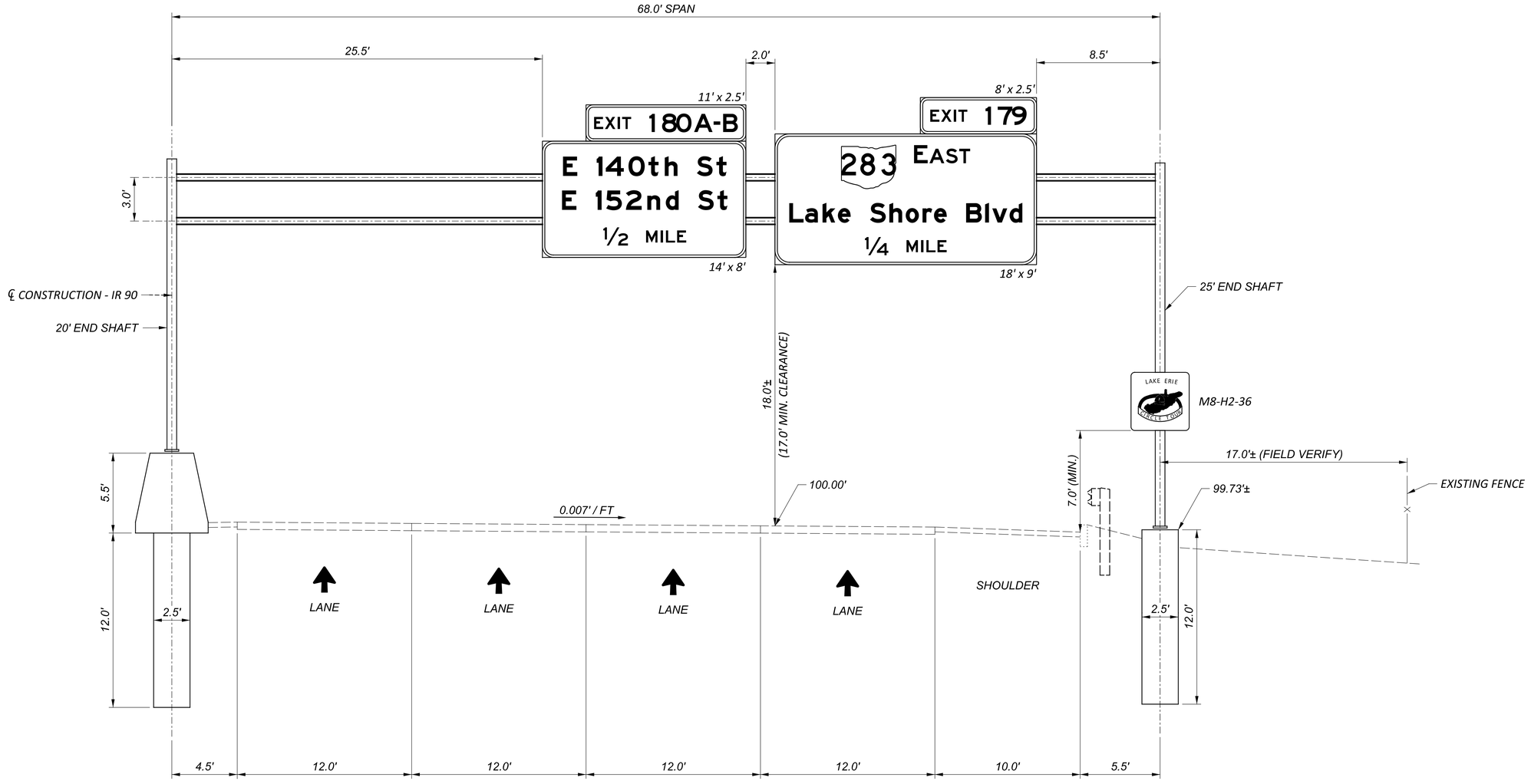
PROJECT ID 118680

SHEET P.193 TOTAL 208

NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-9*
*STA. 415+75, ℄ IR-90 EASTBOUND*
*TC-15.116, DESIGN 1, AS PER PLAN*
*68' SPAN*

OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-9)

CUY-90-20.45 BARRIER


MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 10:00:43 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

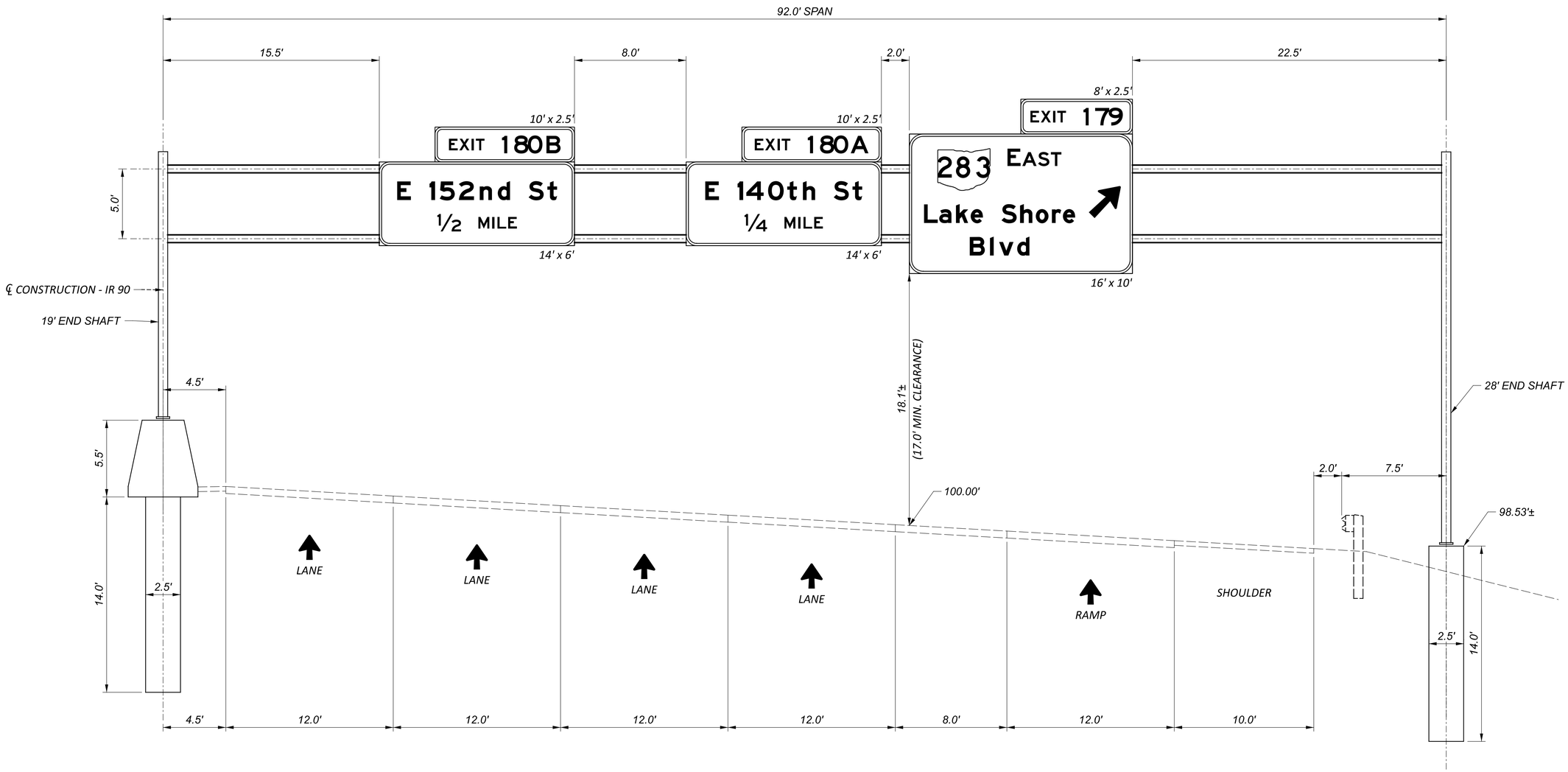
PROJECT ID 118680

SHEET P.194 TOTAL 208

NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-10*
*STA. 427+35, ℄ IR-90 EASTBOUND*
*TC-15.116, DESIGN 2, AS PER PLAN A*
*92' SPAN*

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 10:00:51 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-10)

DESIGN AGENCY

DESIGNER VN

REVIEWER JEL 04/03/26

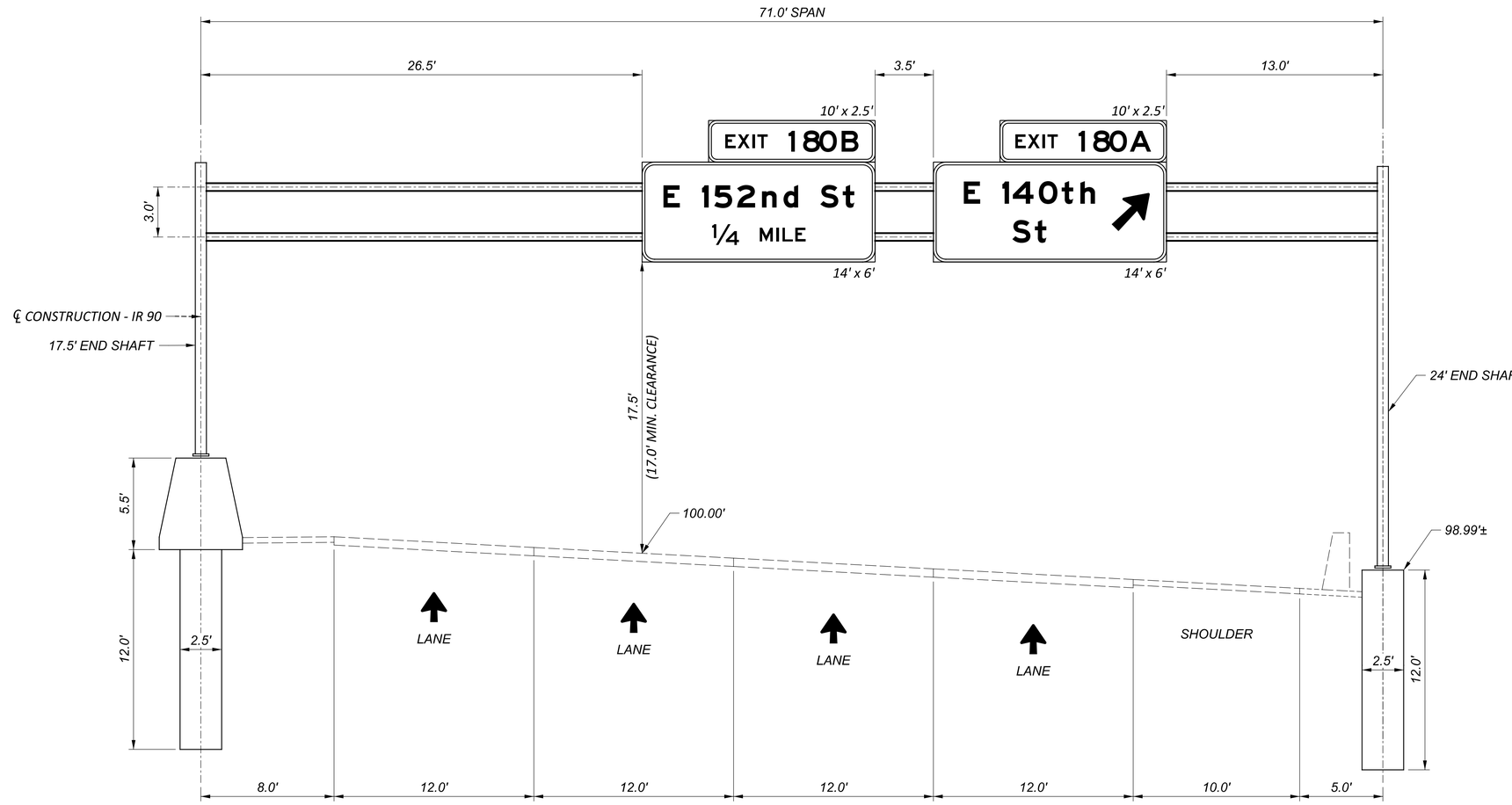
PROJECT ID 118680

SHEET P.195 | TOTAL 208

NOTES:

1. ELEVATIONS AND SLOPE CONDITIONS SHOWN ARE FOR **REFERENCE ONLY**. LOCATIONS SHALL BE SURVEYED AND FIELD CONDITIONS VERIFIED PRIOR TO THE ORDERING AND FABRICATION OF NEW SIGN SUPPORTS. CROSS SECTIONS ARE AVAILBLE TO VIEW FROM THE DISTRICT 12 MAP ROOM.

2. ALL ELEVATION VIEWS ARE SHOWN IN THE DIRECTION OF TRAFFIC AND VIEWING OF SIGN FACES.




*OVERHEAD SIGN SUPPORT, S-11*
*STA. 437+90, ℄ IR-90 EASTBOUND*
*TC-15.116, DESIGN 1, AS PER PLAN*
*71' SPAN*

OVERHEAD SIGN SUPPORT ELEVATION VIEW (S-11)

DESIGN AGENCY

DESIGNER
VN

REVIEWER
JEL 04/03/26

PROJECT ID
118680

SHEET P.196 TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/25/2026 TIME: 10:00:59 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 118680 PRODUCT: OpenRoadsDesigner 24.00.00.205
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## *Lighting*

**Item 625 – Pull Box Cleaned**

This item of work shall consist of cleaning an existing pull box by removing any existing cables not being reconnected, and debris so that the new cables can be installed. Any unused openings shall be closed. Disturbed areas near the pull box shall be cleared of weeds or debris and shall be fully restored. Material removed shall become the property of the Contractor and shall be properly disposed of off the project site.

Payment will be made at the unit price under C&MS Item 625, “Pull Box Cleaned” for each pull box cleaned which shall be full compensation for all labor, materials and incidentals required to complete this item in a satisfactory and workmanlike manner.

**Item 625 – Conduit Cleaned and Cables Removed**

This item shall consist of cleaning an existing conduit by removing existing cables, mud and debris so that new cable can be installed. Incidental to the cleaning is the installation of bushings and/or couplings on the ends of existing conduit as required. Materials removed shall become property of the Contractor for proper disposal off the project site. Disturbed areas shall be properly restored.

Payment will be made at the unit price bid under C&MS Item 625, “Conduit Cleaned and Cables Removed” per foot of conduit cleaned which shall be full compensation for all labor, materials and incidentals required to complete this item in a satisfactory and workmanlike manner.

**Conduit Expansion and Deflection**

Expansion fittings shall be OZ Type AX, Crouse Hinds Type XJG, or equal approved by the Engineer. Each expansion fitting shall provide either 4 or 8 inches total movement as specified by the plan details and shall have an external copper bonding jumper, unless specified otherwise by the plan details.

Deflection couplings shall be OZ Type DX, Crouse Hinds Type XD, or equal approved by the Engineer. Each deflection coupling shall have an external copper bonding jumper, unless specified otherwise by the plan details. Minimum deflection capability: 25º.

Expansion and deflection fittings fully or partially embedded in concrete, soil, or similar material shall be completely wrapped in a neoprene sleeve or sheet of ½-inch minimum thickness.

Secure neoprene wrap with tie-wraps prior to embedment of the fitting.

**Item Special-Maintain Existing Lighting**

Existing roadways which are to remain open to traffic during construction of this project and which are lighted shall have the lighting maintained as described herein.

Before any work is started in the immediate vicinity of the existing lighting circuits, representatives of ODOT, the Maintaining Agency and the Contractor shall make a visual inspection of the existing roadway lighting circuits to be maintained. During this inspection, a written record of the condition of existing lighting shall be made by ODOT's representative. This written report shall note individual luminaires which are not in working order, individual poles which are not standing, and individual circuits which are not in working order. The completed report shall be signed by the representatives of ODOT, the Maintaining Agency and the Contractor.

If, as a result of this inspection, it is determined that the condition of the existing system is below that required for the safety of the traveling public, then the Maintaining Agency shall make the repairs necessary to return the system to an acceptable condition. Following these repairs, the system shall again be inspected, and a report shall be made and signed as outlined herein.

When the existing system is in an acceptable condition, it shall be turned over to the Contractor who shall then be required to maintain the existing lighting to the condition outlined in this report with the exception of knockdowns due to traffic accidents.

Replacement of knocked downed units shall be done only when the Engineer has determined that the replacement of the knocked down unit is necessary and shall be paid separately on a unit basis.

Betterments shall be covered in items of work pertaining to the construction of permanent improvement.

When the sequence of construction activities requires, or should the Contractor desire, the removal of the existing lighting before the new lighting is operational, the Contractor shall be responsible for providing temporary lighting of this portion of the roadway.

Prior to installing such lighting, the Contractor shall prepare and submit four sets of the temporary lighting plan to the Engineer for review and approval.

This plan shall show locations of poles, lengths of bracket arms, styles of luminaires, mounting heights, wiring methods and other pertinent information. The temporary lighting shall provide an average initial intensity of 1.2 footcandles with an average to minimum uniformity not to exceed 3:1. Mounting height of temporary luminaires shall not be less than 30 feet, and the minimum overhead conductor clearance shall be 20 feet. Temporary overhead construction shall not be less than Grade "B" for strength requirements as defined by the National Electric Safety Code. Wood poles with overhead wiring may be used. However, temporary lighting shall meet Federal and State safety criteria. If breakaway poles are used to meet these criteria, then underground wiring shall be used. Reconditioned or used materials may be furnished for temporary lighting. All materials necessary to complete the temporary lighting shall be furnished and installed by the Contractor. When no longer needed, the temporary lighting installation shall be removed and properly disposed of by the Contractor.

When the project begins and the Contractor has taken over maintenance of the existing facilities, the Contractor is responsible for all required layouts and locations of the existing and proposed electrical circuits and related items within the project limits. The Contractor shall locate and mark all underground electrical circuits (including traffic loops and loop lead-ins) for the duration of the project.

The Maintaining Agency will pay for electrical energy consumed by existing power services and by proposed permanent power services after acceptance of the lighting work. The Contractor will pay for electrical energy, installation, removal and maintenance of any temporary power services.

The lump sum price bid for Item Special "Maintain Existing Lighting" shall include payment for all labor, equipment, materials and incidentals necessary to maintain the existing lighting as specified herein.

The following quantities have been carried to the General Summary to perform the above items of work:

Item Special – Maintain Existing Lighting……..……..…..**Lump Sum**

**Item 625-Luminaire, Low Mast, Solid State (LED), As Per Plan**

In addition to supplemental specification 813, use the following luminaire or approved equal as directed by the highway maintenance Traffic Engineer:

Holophane **HMLED4 PK2 30K HVOLT HGR AN PR7**with a color temperature of 3000K, type V distribution and a minimum 63000 Lumen performance.

Payment will be made at the unit bid price of each for Item 625-Luminaire, Low Mast, Solid State (LED), 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 – Light Pole, Low Mast, As Per Plan, ALM50**

In addition to C&MS 625.09 the Contractor shall label each low mast light pole with two (2) alpha numeric identifiers, one in each direction of traffic (EB & WB).

**Item 625 – Median Light Pole Foundation, 10’ Deep, As Per Plan**

The median light pole foundations, where itemized as such in this plan, shall be constructed per the details and notes on Sheet 208 of this plan.

Payment will be made at the unit bid price of each for Item 625 Median Light Pole Foundation, 10’ Deep, 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 Median Junction Box, As Per Plan**

Concrete barrier quantities are not included in this item and have been itemized separately in pay Item 622 Concrete Barrier, Single Slope, Type B1, As Per Plan A & B. Existing conduit entering the median junction boxes is assumed to be 3”. Contractor shall field verify when exposed after demolition of existing barrier prior to sizing couplings for new 3” conduit that is part of the proposed median junction box per HL-30.41.



CUY-90-20.45 BARRIER
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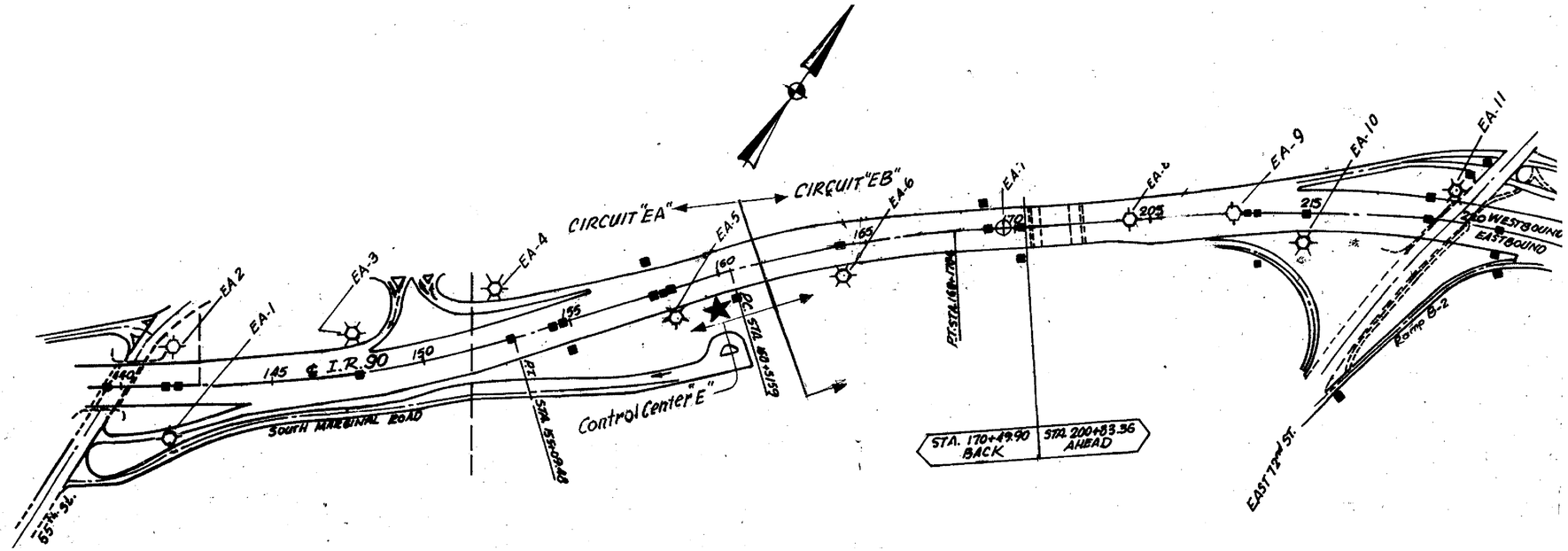
DESIGN AGENCY
DESIGNER KDH
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.197 TOTAL 208

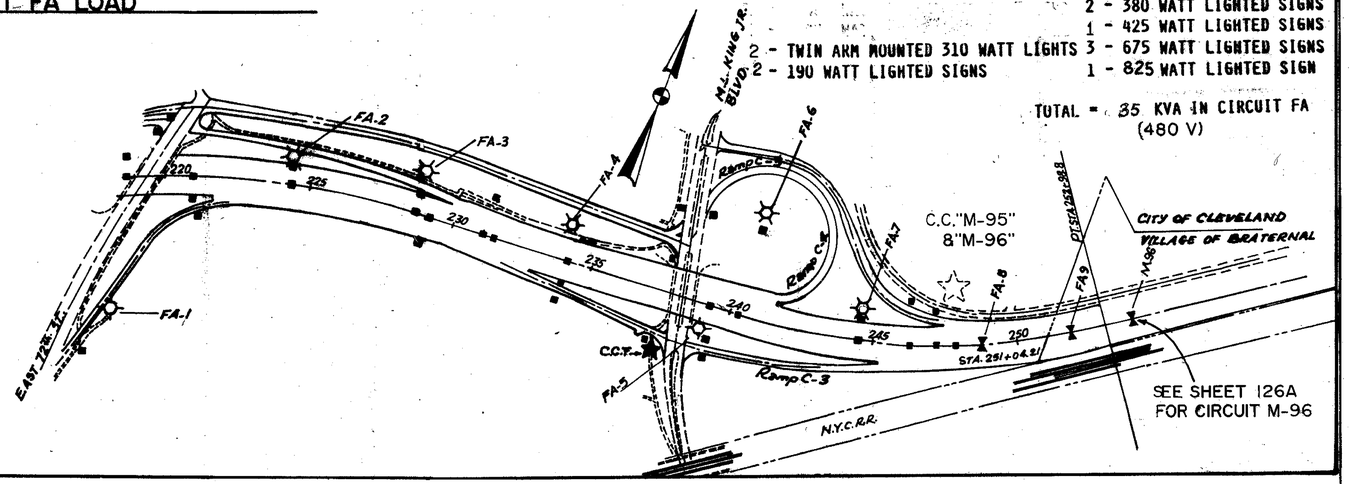



## CIRCUIT "FA" LOAD

7 - 8 400 WATT LUMINAIRES ON TOWERS
2 - TWIN ARM MOUNTED 310 WATT LIGHTS
2 - 190 WATT LIGHTED SIGNS

1 - 250 WATT LIGHTED SIGN
2 - 380 WATT LIGHTED SIGNS
1 - 425 WATT LIGHTED SIGNS
3 - 675 WATT LIGHTED SIGNS
1 - 825 WATT LIGHTED SIGN

TOTAL = 35 KVA IN CIRCUIT FA (480 V)




SEE SHEET 126A FOR CIRCUIT M-96

CIRCUIT DIAGRAMS
CIRCUITS FA, EA & EB

CUY-90-20.45 BARRIER

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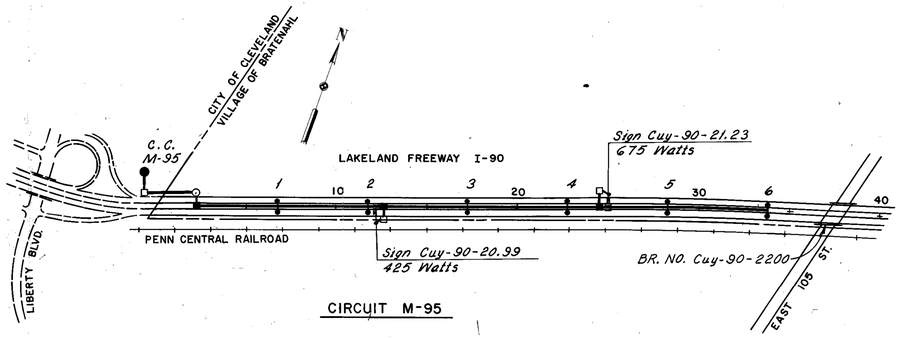
DESIGN AGENCY

DESIGNER KDH

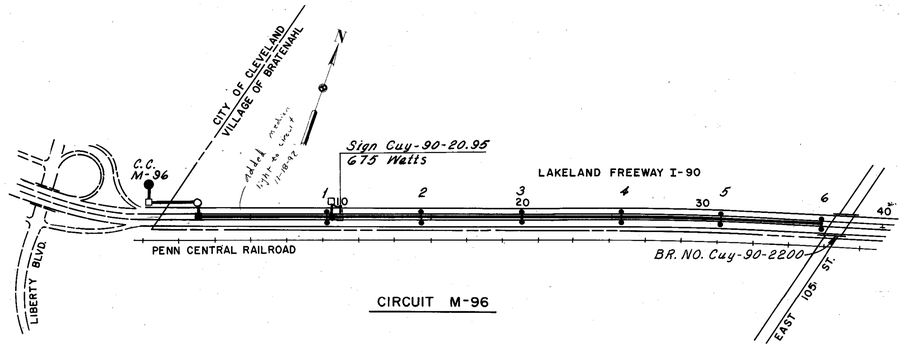
REVIEWER DAB 03/20/26

PROJECT ID 118680

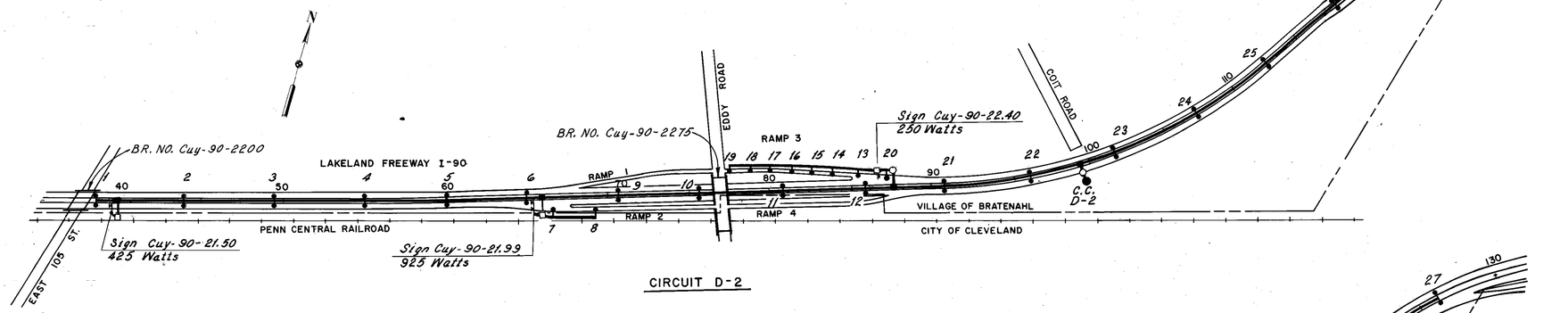
SHEET P.198 TOTAL 208




CIRCUIT M-95




CIRCUIT M-96




CIRCUIT D-2




CIRCUIT D-3

CUY-90-20.45 BARRIER

CIRCUIT DIAGRAMS
CIRCUITS M-95, M-96, D-2 & D-3

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.199 | TOTAL 208

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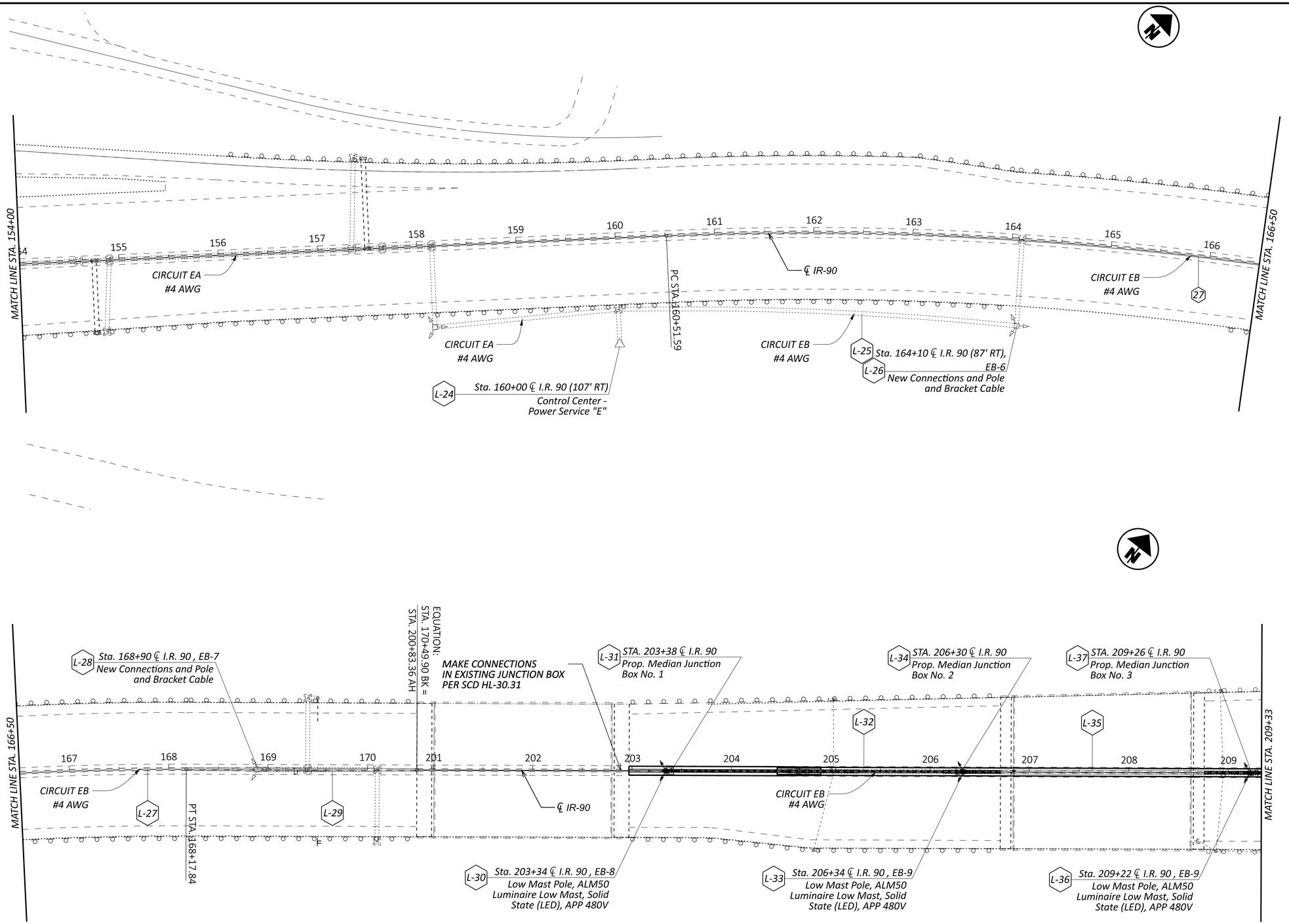


*PROPOSED MEDIAN JUNCTION BOXES ARE INCIDENTAL TO MEDIAN LIGHT POLE FOUNDATION. JUNCTION BOXES ARE SHOWN ON PLANS FOR STATION PLACEMENT PURPOSES.*

*FOR CIRCUIT DIAGRAMS SEE SHEETS P.198 AND P.199*

HORIZONTAL SCALE IN FEET
0 25 50 100

# LIGHTING PLAN SHEET
## STA. 154+00 TO STA. 209+33

DESIGN AGENCY

| | |
|---|---|
| DESIGNER | JDA |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.200 |
| TOTAL | 208 |

CUY-90-20.45 BARRIER

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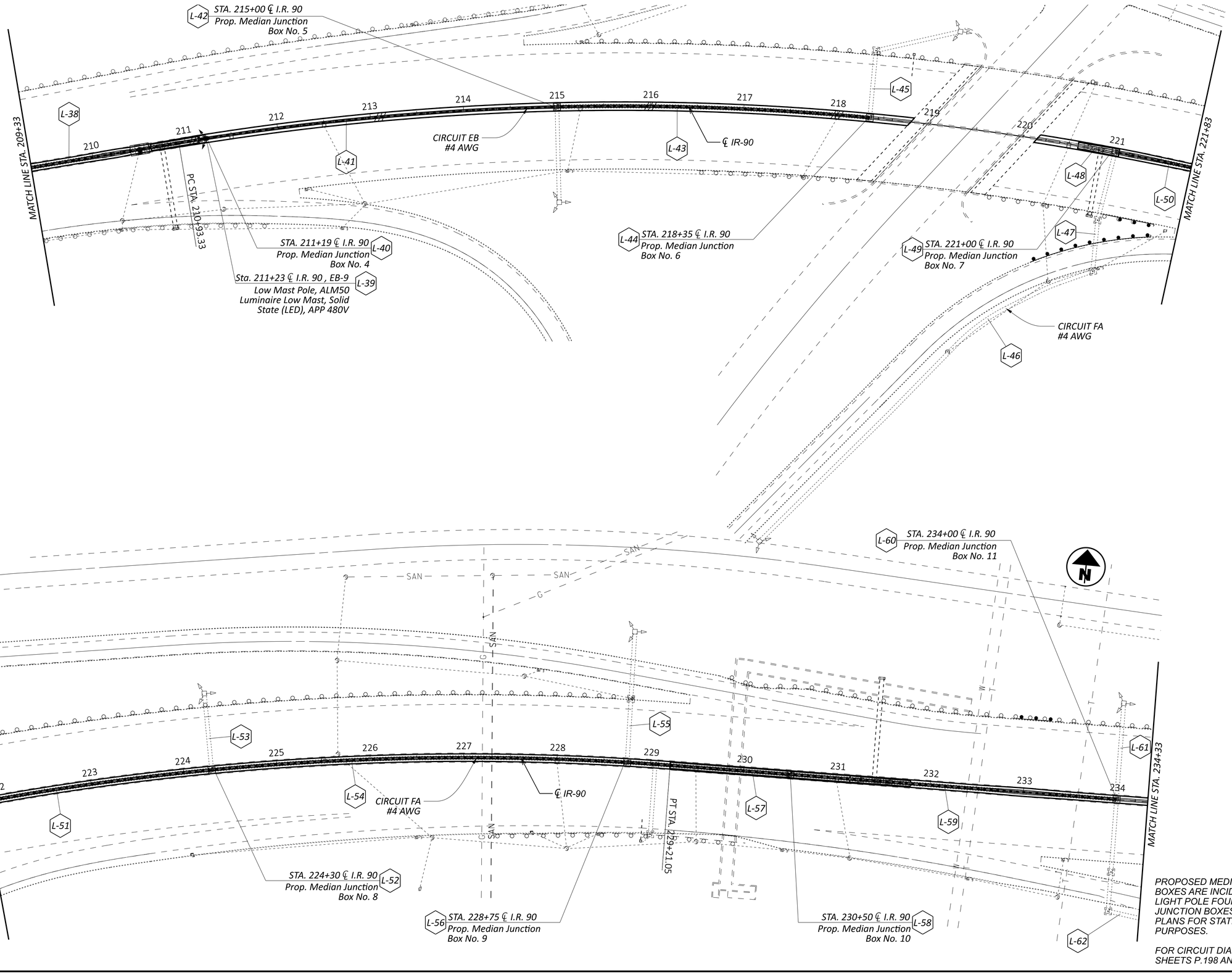


PROPOSED MEDIAN JUNCTION BOXES ARE INCIDENTAL TO MEDIAN LIGHT POLE FOUNDATION. JUNCTION BOXES ARE SHOWN ON PLANS FOR STATION PLACEMENT PURPOSES.

FOR CIRCUIT DIAGRAMS SEE SHEETS P.198 AND P.199

HORIZONTAL SCALE IN FEET
0 25 50 100

# LIGHTING PLAN SHEET
# STA. 209+33 TO STA. 234+33

DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.201 TOTAL 208

CUY-90-20.45 BARRIER

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PROPOSED MEDIAN JUNCTION BOXES ARE INCIDENTAL TO MEDIAN LIGHT POLE FOUNDATION. JUNCTION BOXES ARE SHOWN ON PLANS FOR STATION PLACEMENT PURPOSES.

FOR CIRCUIT DIAGRAMS SEE SHEETS P.198 AND P.199

HORIZONTAL SCALE IN FEET
0 25 50 100

MATCH LINE STA. 234+33

PC STA. 239+77.02

MATCH LINE STA. 246+83

L-67

L-70 STA. 240+50 ℄ I.R. 90 Prop. Median Junction Box No. 14

L-69

L-71

L-66

℄ IR-90

CIRCUIT FA #4 AWG

L-68

L-62

CIRCUIT FA #4 AWG

L-63 Sta. 238+01 ℄ I.R. 90 212' RT) Control Center - Power Service "FA"

L-64

STA. 239+25 ℄ I.R. 90 Prop. Median Junction Box No. 12 L-65

STA. 240+20 ℄ I.R. 90 Prop. Median Junction Box No. 13 L-66

Sta. 248+03 ℄ I.R. 90 Prop. Median Junction Box No. 15 L-72

EXISTING LOW MAST FA8 STA. 248+88.75 REMOVED AS PER PLAN.

Sta. 250+97 ℄ I.R. 90 Prop. Median Junction Box No. 16 L-76

EQUATION: STA. 252+98.80 BK = STA. 301+99.84 AH

Sta. 302+13 ℄ I.R. 90 81' RT) Control Cener - Power Service "M-95" L-78

Sta. 302+00 ℄ I.R. 90 Prop. Median Junction Box No. 17 L-79

Sta. 252+98 ℄ I.R. 90 Prop. Median Junction Box No. 18 L-81

EXISTING LOW MAST M95-1A,B STA. 303+80, REMOVED AS PER PLAN.

Sta. 305+96 ℄ I.R. 90 Prop. Median Junction Box No. 19 L-84

EXISTING LOW MAST M96-1A,B STA. 306+69, REMOVED AS PER PLAN.

MATCH LINE STA. 246+83

MATCH LINE STA. 308+35

L-71

L-74

CIRCUIT FA #4 AWG

L-77

℄ IR-90

L-79

CIRCUIT M #4 AWG

L-82

L-85

Sta. 248+00 ℄ I.R. 90 , FA-8 Low Mast Pole, ALM50 Luminaire Low Mast, Solid L-73

Sta. 250+93 ℄ I.R. 90 , FA-9 Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-75

Sta. 302+93 ℄ I.R. 90 , M-1 Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-80

Sta. 305+92 ℄ I.R. 90 , M-2 Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-83

# LIGHTING PLAN SHEET STA. 234+33 TO STA. 308+35

DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.202 TOTAL 208

CUY-90-20.45 BARRIER

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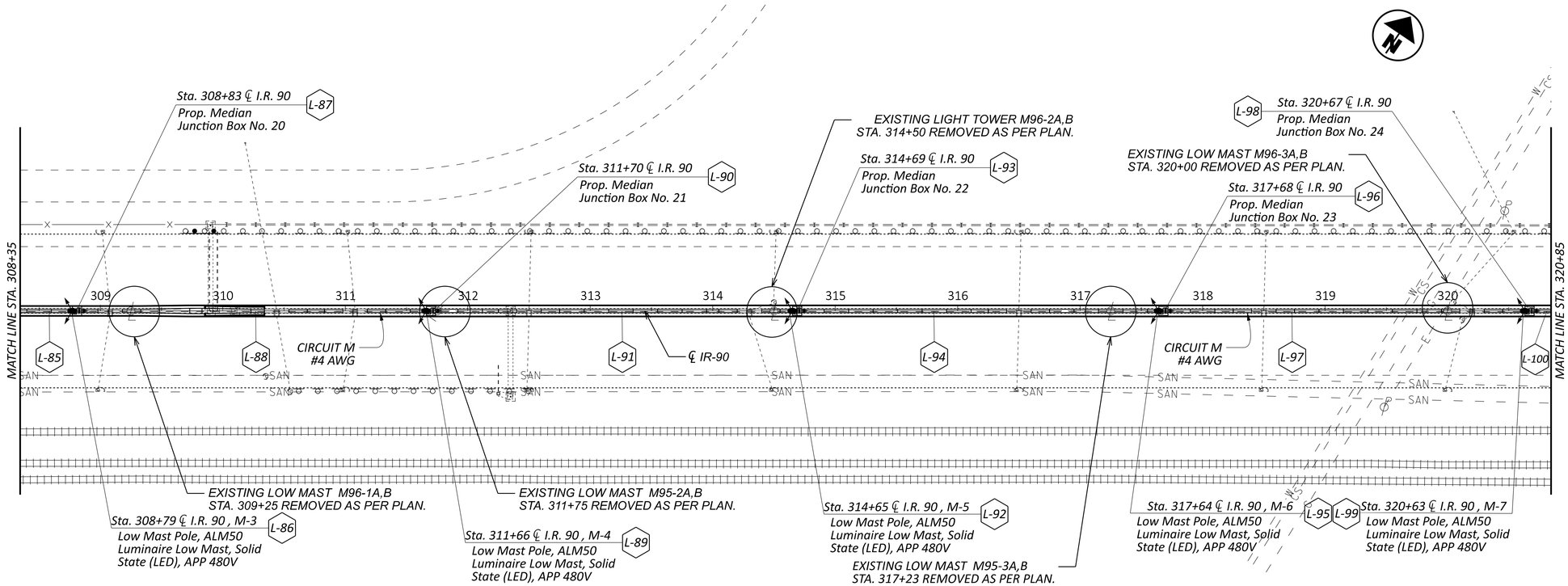


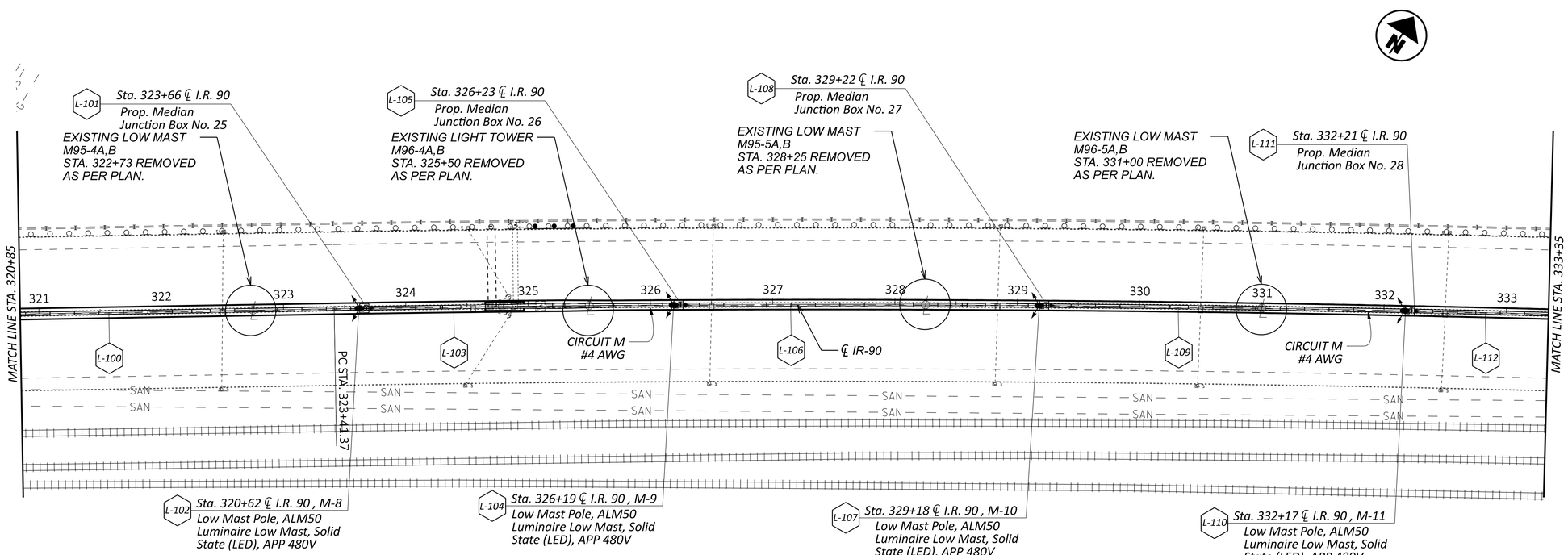


*PROPOSED MEDIAN JUNCTION BOXES ARE INCIDENTAL TO MEDIAN LIGHT POLE FOUNDATION. JUNCTION BOXES ARE SHOWN ON PLANS FOR STATION PLACEMENT PURPOSES.*

*FOR CIRCUIT DIAGRAMS SEE SHEETS P.198 AND P.199*

HORIZONTAL SCALE IN FEET
0 25 50 100

# LIGHTING PLAN SHEET
## STA. 308+35 TO STA. 333+35

DESIGN AGENCY

DESIGNER JDA
REVIEWER DAB 03/20/26
PROJECT ID 118680
SHEET P.203 TOTAL 208

CUY-90-20.45 BARRIER

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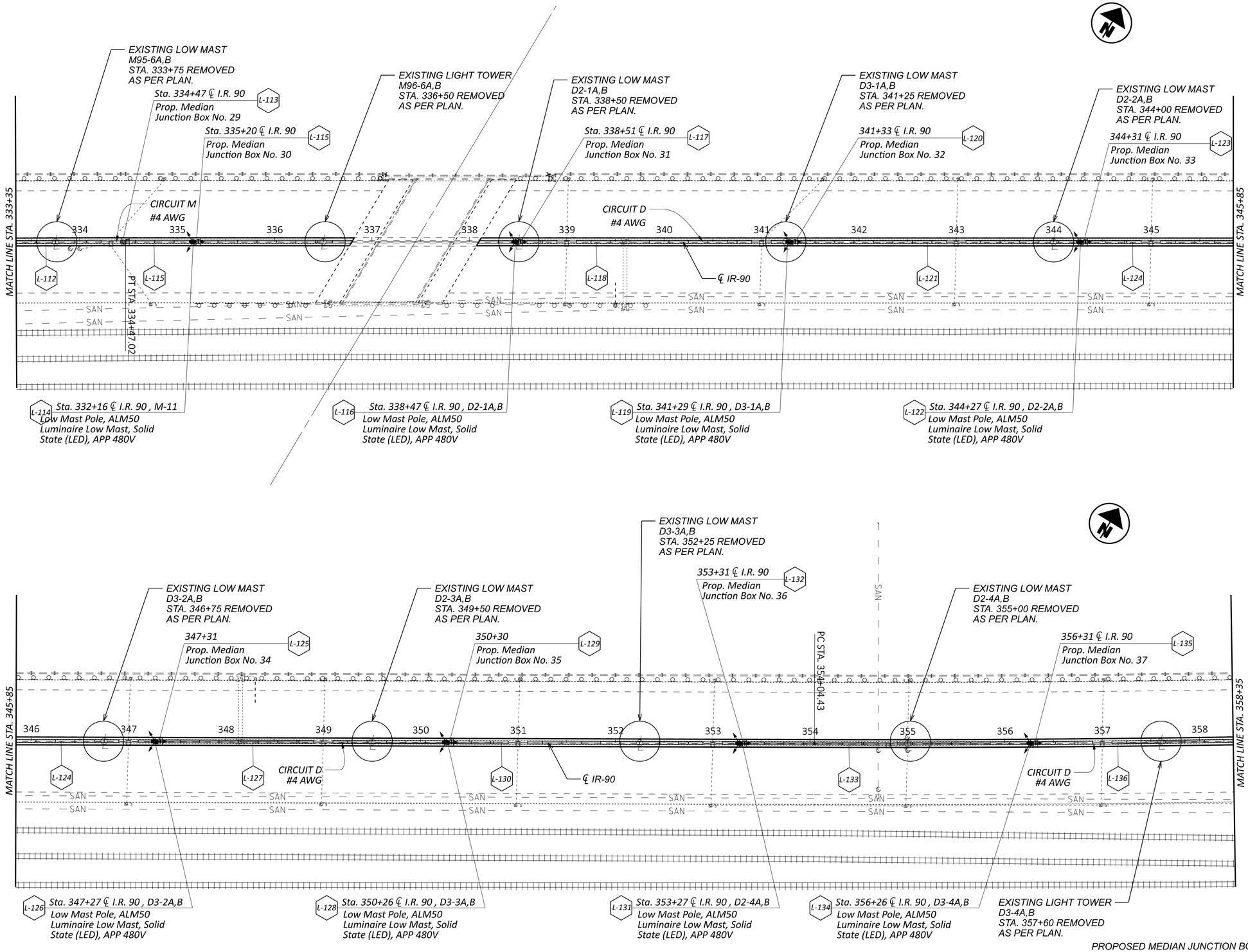


PROPOSED MEDIAN JUNCTION BOXES ARE INCIDENTAL TO MEDIAN LIGHT POLE FOUNDATION. JUNCTION BOXES ARE SHOWN ON PLANS FOR STATION PLACEMENT PURPOSES.

FOR CIRCUIT DIAGRAMS SEE SHEETS P.198 AND P.199

HORIZONTAL SCALE IN FEET
0 10 50 100

# LIGHTING PLAN SHEET
## STA. 333+35 TO STA. 358+35

CUY-90-20.45 BARRIER

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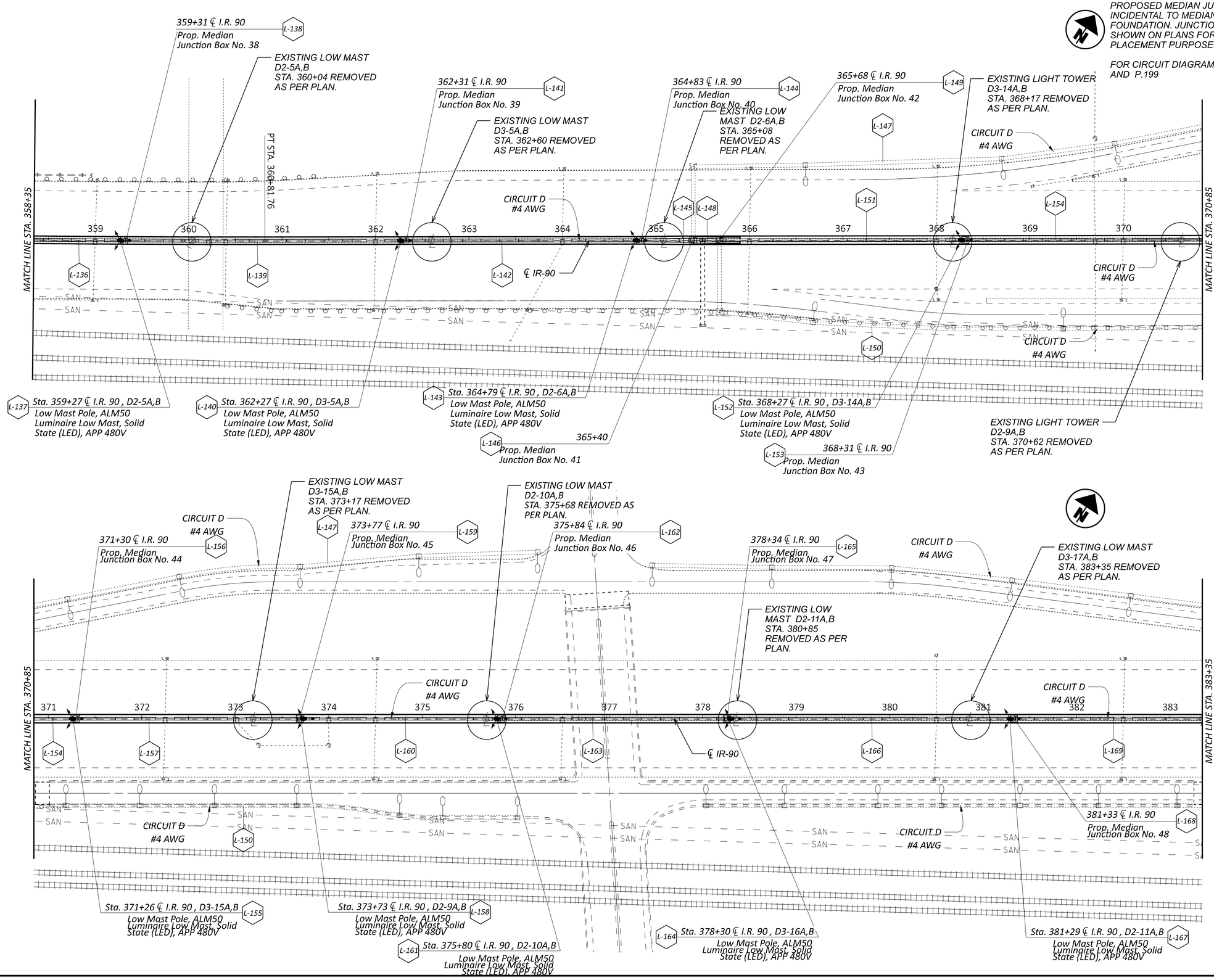
DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 03/20/26

PROJECT ID 118680




HORIZONTAL SCALE IN FEET
0 25 50 100

# LIGHTING PLAN SHEET
# STA. 358+35 TO STA. 383+35

CUY-90-20.45 BARRIER

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DESIGN AGENCY

| | |
|---|---|
| DESIGNER | JDA |
| REVIEWER | DAB 03/20/26 |
| PROJECT ID | 118680 |
| SHEET | P.205 |
| TOTAL | 208 |

PROPOSED MEDIAN JUNCTION BOXES ARE INCIDENTAL TO MEDIAN LIGHT POLE FOUNDATION. JUNCTION BOXES ARE SHOWN ON PLANS FOR STATION PLACEMENT PURPOSES.

FOR CIRCUIT DIAGRAMS SEE SHEETS P.198 AND P.199

HORIZONTAL SCALE IN FEET
0 25 50 100

MATCH LINE STA. 383+35

L-171 384+27 ℄ I.R. 90 Prop. Median Junction Box No. 49

CIRCUIT D #4 AWG

L-176

EXISTING LOW MAST D2-12A,B STA. 385+85 REMOVED AS PER PLAN.

EXISTING LOW MAST D3-20A,B STA. 388+33 REMOVED AS PER PLAN.

388+60 Prop. Median Junction Box No. 52 L-178

PC STA. 390+52.88

EXISTING LOW MAST D2-21A,B STA. 390+85 REMOVED AS PER PLAN.

393+24 ℄ I.R. 90 Prop. Median Junction Box No. 54 L-184

384 385 386 387 388 389 390 391 392 393 394 395

L-169 L-172 L-175 L-177 L-180 L-183 L-186

CIRCUIT D #4 AWG

℄ IR-90

L-173 387+38 ℄ I.R. 90 Prop. Median Junction Box No. 50

CIRCUIT D #4 AWG

Sta. 384+23 ℄ I.R. 90 , D3-17A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-170

L-179

387+60 Prop. Median Junction Box No. 51 L-176A

Sta. 387+34 ℄ I.R. 90 , D3-20A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-174

Sta. 390+25 ℄ I.R. 90 , D2-21A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-182

390+21 ℄ I.R. 90 Prop. Median Junction Box No. 53 L-181

EXISTING LOW MAST D3-21A,B STA. 393+35 REMOVED AS PER PLAN.

Sta. 393+20 ℄ I.R. 90 , D2-21A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-185

SAN

MATCH LINE STA. 395+85

MATCH LINE STA. 395+85

396+02 ℄ I.R. 90 Prop. Median Junction Box No. 55 L-188

EXISTING LOW MAST D3-22A,B STA. 398+85 REMOVED AS PER PLAN.

EXISTING LOW MAST D2-22A,B STA. 396+08 REMOVED AS PER PLAN.

399+01 ℄ I.R. 90 Prop. Median Junction Box No. 56 L-190

EXISTING LOW MAST D2-23A,B STA. 401+60 REMOVED AS PER PLAN.

399+85 ℄ I.R. 90 Prop. Median Junction Box No. 57 L-193

399+95 ℄ I.R. 90 Prop. Median Junction Box No. 58 L-196

401+92 ℄ I.R. 90 Prop. Median Junction Box No. 59 L-199

EXISTING LOW MAST D3-23A,B STA. 404+33 REMOVED AS PER PLAN.

EXISTING LOW MAST D2-24A,B STA. 407+10 REMOVED AS PER PLAN.

404+91 ℄ I.R. 90 Prop. Median Junction Box No. 60 L-201

407+90 ℄ I.R. 90 Prop. Median Junction Box No. 61 L-205

396 397 398 399 400 401 402 403 404 405 406 407 408

L-189 L-192 L-194 L-195 L-197 L-200 L-203 L-206

CIRCUIT D #4 AWG

℄ IR-90

Sta. 395+98 ℄ I.R. 90 , D2-22A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-187

Sta. 399+88 ℄ I.R. 90, 82'RT) Control CenTer - Power Service "D" L-194A

Sta. 398+97 ℄ I.R. 90 , D3-22A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-191

Sta. 401+96 ℄ I.R. 90 , D2-23A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-198

Sta. 404+95 ℄ I.R. 90 , D3-23A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-202

Sta. 407+94 ℄ I.R. 90 , D2-24A,B Low Mast Pole, ALM50 Luminaire Low Mast, Solid State (LED), APP 480V L-204

CUY-90-20.45 BARRIER

LIGHTING PLAN SHEET
STA. 383+35 TO STA. 408+35

DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.206 TOTAL 208

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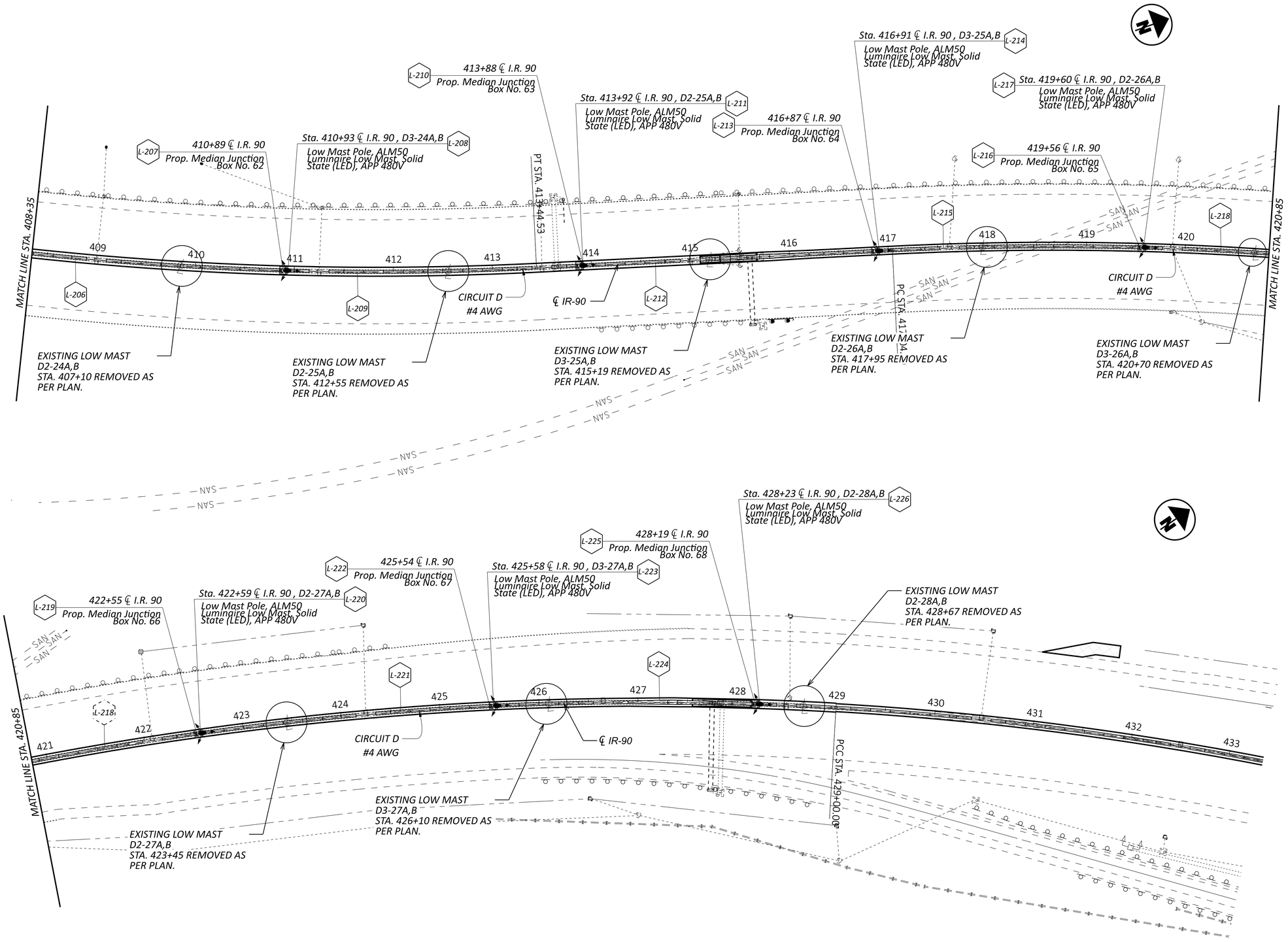


*PROPOSED MEDIAN JUNCTION BOXES ARE INCIDENTAL TO MEDIAN LIGHT POLE FOUNDATION. JUNCTION BOXES ARE SHOWN ON PLANS FOR STATION PLACEMENT PURPOSES.*

*FOR CIRCUIT DIAGRAMS SEE SHEETS P.198 AND P.199*

HORIZONTAL SCALE IN FEET
0 25 50 100

# LIGHTING PLAN SHEET
# STA. 408+35 TO STA. 433+35

CUY-90-20.45 BARRIER

DESIGN AGENCY

DESIGNER JDA

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.207 TOTAL 208

MODEL: CLX_IR93 - Plan 17 [Sheet] PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:19:34 PM USER: jgl255
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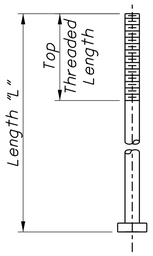
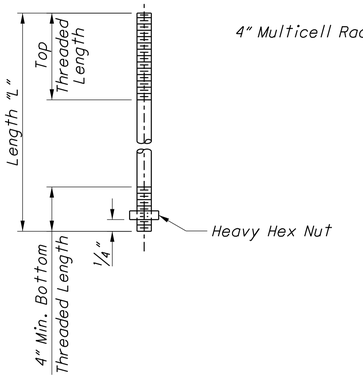
**ANCHOR BOLT LENGTH**

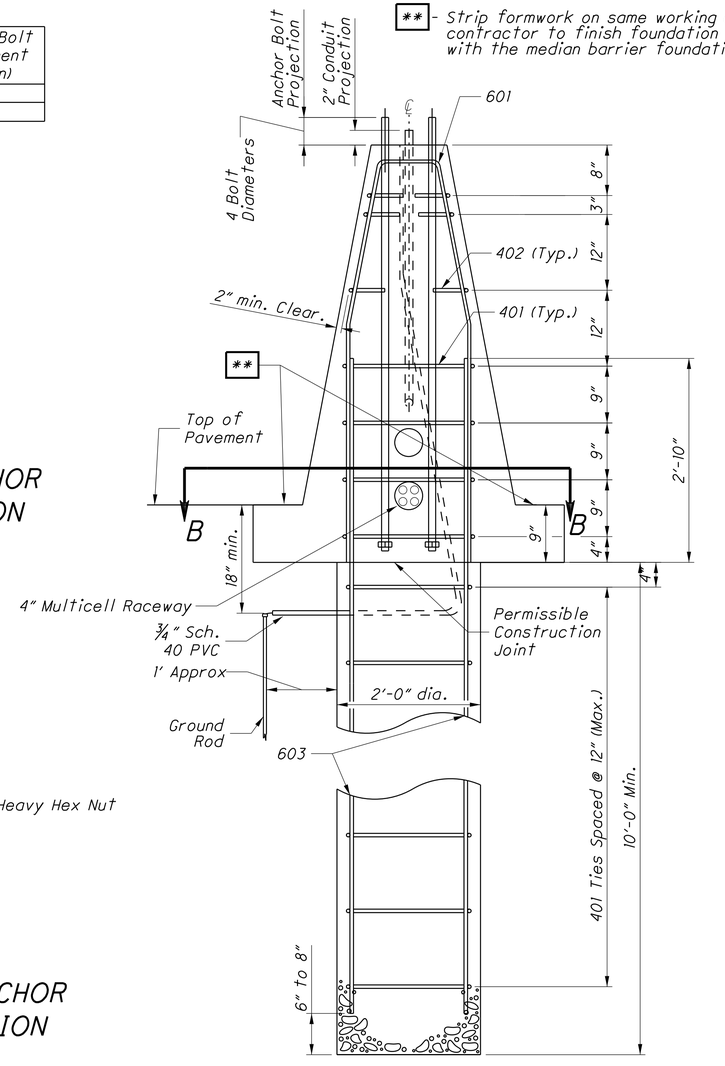
| Barrier Section Type | Length "L" (in) | Anchor Bolt Embedment "E" (in) |
|---|---|---|
| B1 | 69 | 64 |
| | | |




HEADED ANCHOR BOLT OPTION




NUTTED ANCHOR BOLT OPTION



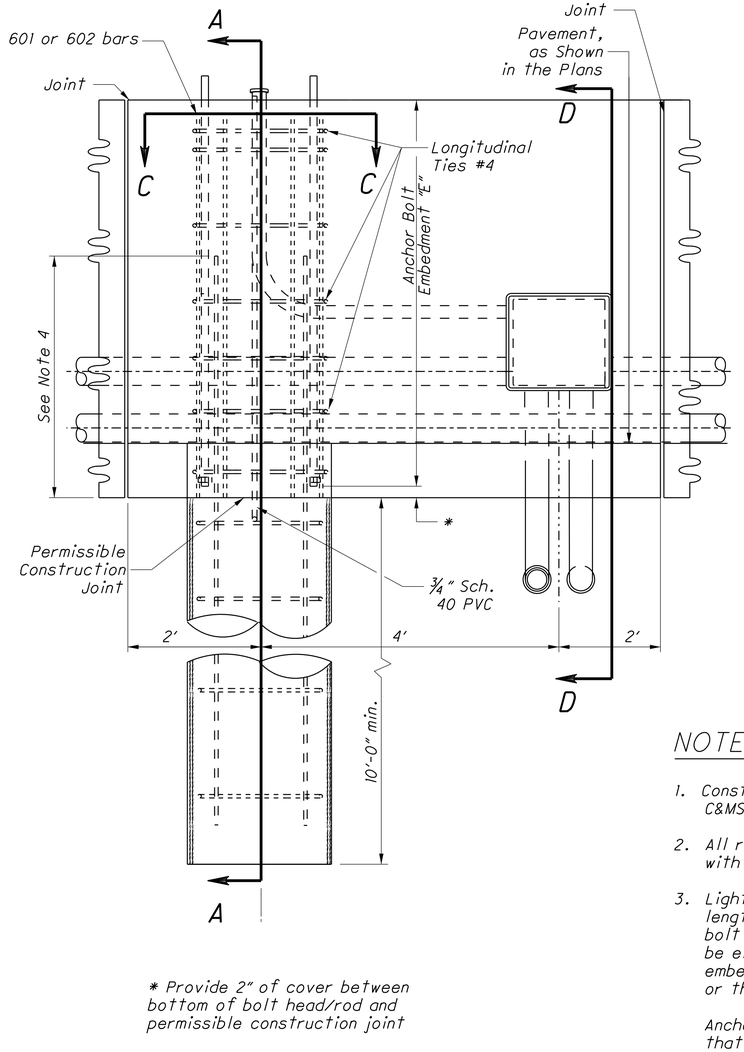

SECTION A-A
Type B1 Barrier



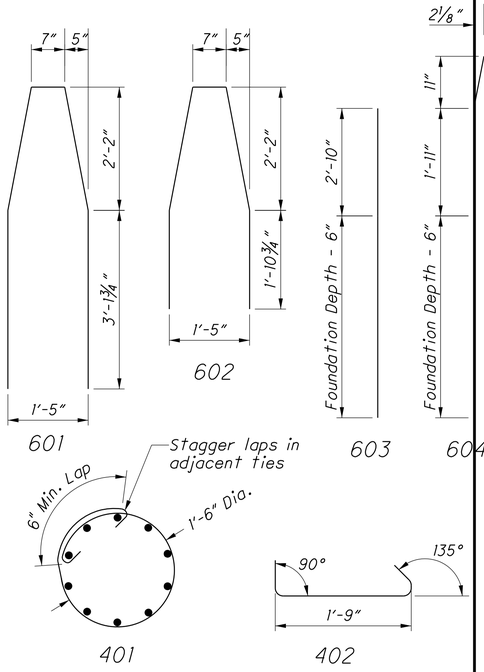

SECTION B-B

## MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN

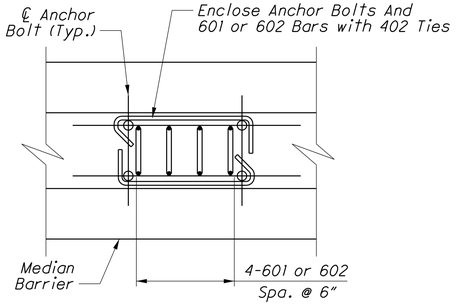
Note: See Standard Construction Drawing HL-10.13 for steel anchor bases on median barrier.




* Provide 2" of cover between bottom of bolt head/rod and permissible construction joint




Bar Bending Diagrams




SECTION C-C

## NOTES:

1. Construction shall conform to the requirements of C&MS 622 and 625.
2. All reinforcing steel shall be epoxy coated and comply with and be placed in accordance with C&MS 509.
3. Light pole anchor bolts to be 1 1/4" diameter x length "L", Grade 55, with a top thread length of 5 bolt diameters. Threads shall be UNC-2A, and may be either rolled or cut, and coarse threaded. The embedded end of the anchor bolt shall be headed or threaded with a heavy hex nut.

   Anchor bolt material may be smooth steel rod that is threaded at the ends or threaded over its entire length. Hex nuts shall be ASTM A563, American Standard heavy hex, Grade DH, with UNC-2B threads. Anchor bolts shall be hot-dip galvanized over their entire length, as per C&MS 711.02, after fabrication and threading. Nuts shall also be galvanized per C&MS 711.02.
4. Maintain a 2'-10" minimum lap length for vertical drilled shaft rebar and U-bars.
5. The top of the concrete barrier shall be flat, smooth and level to eliminate need for light pole shims. Grind surface, if required, to make concrete level.
6. Refer to the Roadway Barrier Standard Construction Drawing for barrier dimensions.
7. Provide continuity of equipment ground between junction box and light pole.
8. Dowel foundation to adjacent barrier in accordance with the requirements of the standard drawings for the barrier.

MEDIAN BARRIER LIGHT POLE FOUNDATION DETAILS

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 03/20/26

PROJECT ID 118680

SHEET P.208 | TOTAL 208

CUY-90-20.45 BARRIER

MODEL: Sheet PAPERSIZE: 2.83333x1.83333 (ft.) DATE: 3/27/2026 TIME: 2:19:36 PM USER: jgl255
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