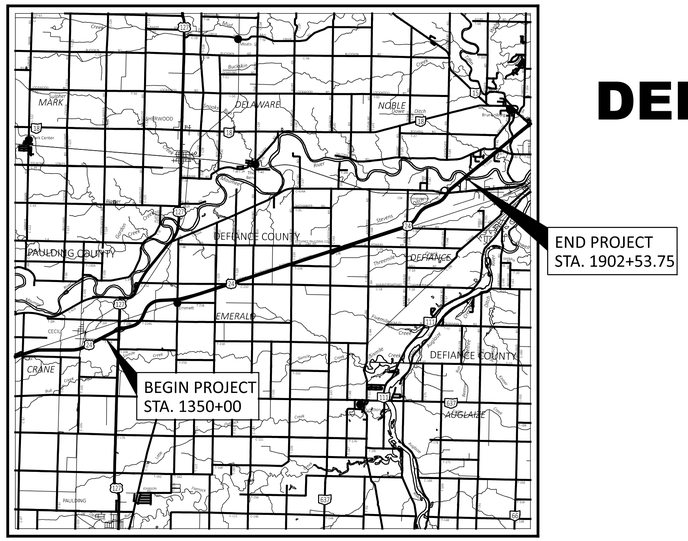
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
PAU/DEF-24-12.30/0.00
PART 1

CITY OF DEFIANCE
CRANE & EMERALD TOWNSHIPS
DELAWARE & DEFIANCE TOWNSHIPS
PAULDING & DEFIANCE COUNTIES



LOCATION MAP

LATITUDE: 41°14'44" N LONGITUDE: 84°29'55" W

FOR PART 2, SEE PAU-24/127 - 13.55/15.98

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

DESIGN DESIGNATION

CURRENT ADT (2024)	*16,000*
DESIGN YEAR ADT (2044)	*26,000*
DESIGN HOURLY VOLUME (2044)	*2,600*
DIRECTIONAL DISTRIBUTION	*53%*
TRUCKS (24 HOUR B&C)	*41%*
DESIGN SPEED	*70 MPH*
LEGAL SPEED	*65 MPH*

DESIGN FUNCTIONAL CLASSIFICATION:
02 OTHER FREEWAY AND EXPRESSWAY (RURAL)
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 1
1885 N. MCCULLOUGH ST.
LIMA, OH 45801

INDEX OF SHEETS:

TITLE SHEET	*1*
SCHEMATIC PLAN	*2-8*
TYPICAL SECTIONS	*9-19*
GENERAL NOTES	*20-21A*
MAINTENANCE OF TRAFFIC	*22-32, 28A*
GENERAL SUMMARY	*33-35*
SUBSUMMARY	*36-41A*
PROJECT SITE PLAN	*42-48*
PLAN AND PROFILE (U.S. 24)	*49-103*
PLAN AND PROFILE (RAMPS)	*104-121*
CROSS SECTIONS (U.S. 24)	*122-169*
SUPERELEVATION TABLES	*170-173*
PAVEMENT TRANSITION DETAILS	*174-175*
MISCELLANEOUS DETAILS	*176*
TRAFFIC CONTROL NOTES	*177*
NOT USED	*178*
TRAFFIC CONTROL	*179-246*
STRUCTURES OVER 20 FOOT SPAN	
PAU-00024-13.510 L & R	
(SFN 6300294 LT, 6300308 RT)	*247-250*
DEF-00024-01.680 L & R	
(SFN 2001004 LT, 2001012 RT)	*251-254*
DEF-00024-03.090 L & R	
(SFN 2001039 LT, 2001047 RT)	*255-258*

STANDARD CONSTRUCTION DRAWINGS										*SUPPLEMENTAL SPECIFICATIONS*		*SPECIAL PROVISIONS*
BP-2.1	*1/21/22*	*MGS-1.1*	*7/16/21*	*MT-95.30*	*7/19/19*	*MT-99.30*	*1/17/20*	*TC-41.50*	*10/18/13*	*800-2023*	*7/21/23*	
BP-2.2	*1/15/21*	*MGS-2.1*	*1/19/18*	*MT-95.40*	*7/21/23*	*MT-101.60*	*4/21/23*	*TC-42.10*	*10/18/13*	*808*	*1/18/19*	
BP-3.1	*1/21/22*	*MGS-3.1*	*1/19/18*	*MT-95.41*	*7/21/23*	*MT-101.70*	*4/21/23*	*TC-42.20*	*10/18/13*	*821*	*4/20/12*	
BP-3.2	*1/18/19*	*MGS-3.2*	*1/18/13*	*MT-95.50*	*7/21/17*	*MT-101.75*	*7/21/23*	*TC-51.11*	*1/15/16*	*832*	*7/21/23*	
BP-5.1	*7/15/22*	*MGS-4.2*	*7/19/13*	*MT-96.11*	*7/21/23*	*MT-101.90*	*7/17/20*	*TC-51.12*	*1/15/16*	*843*	*10/18/19*	
BP-9.1	*1/18/19*	*MGS-5.3*	*7/15/16*	*MT-96.20*	*7/21/23*	*MT-102.10*	*7/21/23*	*TC-52.10*	*10/18/13*	*846*	*4/17/15*	
		MGS-6.1	*1/19/18*	*MT-96.26*	*1/18/19*	*MT-102.20*	*4/19/19*	*TC-52.20*	*1/15/21*	*856*	*7/21/23*	
CB-3A	*7/16/21*	*MGS-6.2*	*7/19/19*	*MT-98.10*	*1/17/20*	*MT-102.30*	*10/16/15*	*TC-61.10*	*4/21/23*	*873*	*4/16/21*	
		RM-1.1	*1/20/23*	*MT-98.11*	*1/17/20*	*MT-104.10*	*4/21/23*	*TC-61.30*	*7/19/19*	*902*	*7/19/19*	
DM-1.1	*7/17/20*	*RM-3.1*	*7/20/18*	*MT-98.20*	*4/19/19*	*MT-105.10*	*1/17/20*	*TC-64.10*	*7/21/23*	*908*	*10/20/17*	
DM-1.2	*7/16/21*	*RM-4.2*	*4/17/20*	*MT-98.21*	*7/21/23*			*TC-65.10*	*1/17/14*	*921*	*4/20/12*	
DM-4.1	*7/17/20*	*HW-2.1*	*7/15/22*	*MT-98.22*	*1/17/20*	*TC-21.11*	*7/16/21*	*TC-65.11*	*7/15/22*	*961*	*4/17/20*	
DM-4.3	*1/15/16*	*PCB-91*	*7/17/20*	*MT-98.28*	*1/17/20*	*TC-21.21*	*1/20/23*	*TC-71.10*	*4/21/23*			
DM-4.4	*1/15/16*	*HL-30.11*	*7/21/23*	*MT-98.29*	*1/17/20*	*TC-41.10*	*7/19/13*	*TC-72.20*	*7/21/23*			
		HL-30.21	*4/17/20*	*MT-98.30*	*7/16/21*	*TC-41.20*	*10/18/13*	*TC-73.20*	*7/21/23*			
F-2.1	*7/20/18*			*MT-99.20*	*4/19/19*	*TC-41.30*	*4/21/23*					

FEDERAL PROJECT NUMBER

E230 (890)

RAILROAD INVOLVEMENT

NAPOLEON, DEFIANCE & WESTERN RAILWAY
CSX TRANSPORTATION

PROJECT DESCRIPTION

REHABILITATION OF 10.61 MILES OF U.S. 24 PAVEMENT AND THE RAMPS AT THE US-127 AND BALTIMORE ST. INTERCHANGES BY CRACKING AND SEATING THE EXISTING CONCRETE AND PLACING 7.25" OF ASPHALT CONCRETE PAVEMENT. THE PROJECT ALSO INCLUDES AREAS OF FULL DEPTH PAVEMENT REPLACEMENT TO TRANSITION TO MEET EXISTING PAVEMENT AT THE BEGINNING OF THE PROJECT AND AT THE END OF RAMPS, TO TRANSITION TO EXISTING AT-GRADE BRIDGE 3" ASPHALT OVERLAY AND TO MAINTAIN VERTICAL CLEARANCE UNDER THE US-127 OVERHEAD BRIDGE. INCIDENTAL WORK INCLUDES RE-GRADING, REPLACEMENT OF GUARDRAIL AND REPLACEMENT OF SIGNS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*92 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*6 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*98 ACRES*

LIMITED ACCESS

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

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE SIDE ROADS AND RAMPS AS DESCRIBED ON SHEETS 26-29 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Christopher A. Hughes, P.E.
District 01 Deputy Director

Jack Marchbanks, PhD
Director, Department of Transportation

ENGINEER'S SEAL
ROADWAY
STATE OF OHIO
MARK J. MUELLER
E-77881
REGISTERED
PROFESSIONAL ENGINEER
Digitally signed by mmueller
Date: 2024.02.16 14:31:48-05'00'

TITLE SHEET

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.1 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/12/2024 TIME: 10:28:48 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GT001.dgn

CURVE US127A-1
P.I. Sta = 1360+04.66
D = 16° 15' 28" (LT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 204.60'
L = 406.45'
E = 14.54'
eMAX = 0.080

CURVE US127A-2
P.I. Sta = 1370+20.29
D = 36° 55' 04" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 273.22'
L = 527.40'
E = 44.40'
eMAX = 0.069

CURVE US127C-1
P.I. Sta = 1374+39.31
D = 9° 13' 38" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 66.05'
L = 131.82'
E = 2.66'
eMAX = 0.059

CURVE US127C-2
P.I. Sta = 1383+94.24
D = 15° 15' 50" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 511.83'
L = 1,017.59'
E = 34.14'
eMAX = 0.041

CURVE US127B-1
P.I. Sta = 1361+74.93
D = 12° 00' 00" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 401.47'
L = 800.00'
E = 21.04'
eMAX = 0.041

CURVE US127B-2
P.I. Sta = 1367+20.15
D = 17° 27' 59" (RT)
Dc = 6° 00' 00"
R = 954.93'
T = 146.69'
L = 291.11'
E = 11.20'
eMAX = 0.072

CURVE US127D-1
P.I. Sta = 1374+10.37
D = 41° 08' 03" (LT)
Dc = 8° 00' 00"
R = 716.20'
T = 268.73'
L = 514.18'
E = 48.76'
eMAX = 0.074

CURVE US127D-2
P.I. Sta = 1382+18.89
D = 24° 45' 49" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 314.46'
L = 619.09'
E = 34.11'
eMAX = 0.080

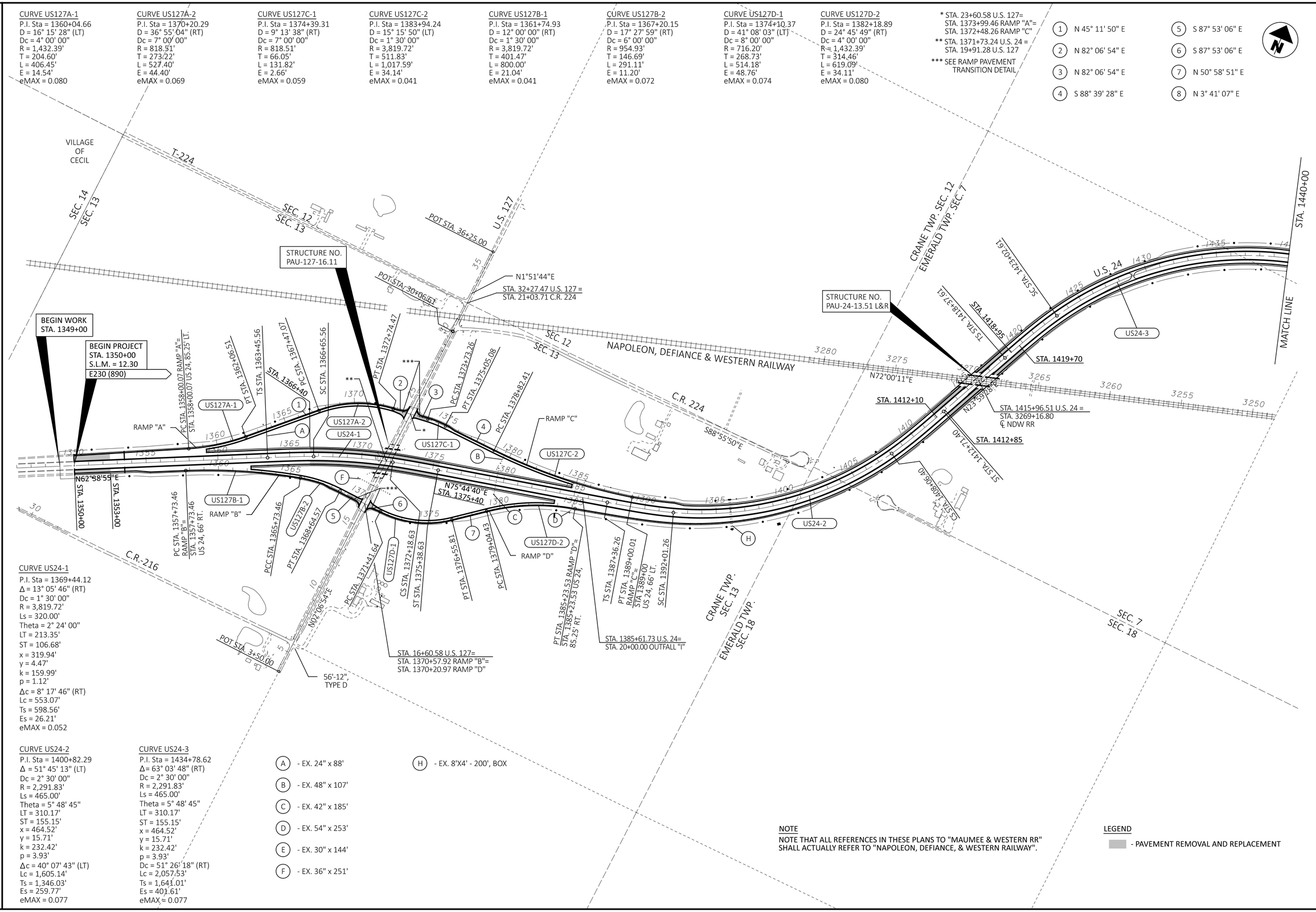
* STA. 23+60.58 U.S. 127= STA. 1373+99.46 RAMP "A"= STA. 1372+48.26 RAMP "C"

** STA. 1371+73.24 U.S. 24 = STA. 19+91.28 U.S. 127

*** SEE RAMP PAVEMENT TRANSITION DETAIL

(1) N 45° 11' 50" E
(2) N 82° 06' 54" E
(3) N 82° 06' 54" E
(4) S 88° 39' 28" E
(5) S 87° 53' 06" E
(6) S 87° 53' 06" E
(7) N 50° 58' 51" E
(8) N 3° 41' 07" E

HORIZONTAL SCALE IN FEET
0 150 300 600



CURVE US24-1
P.I. Sta = 1369+44.12
Δ = 13° 05' 46" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
Ls = 320.00'
Theta = 2° 24' 00"
LT = 213.35'
ST = 106.68'
x = 319.94'
y = 4.47'
k = 159.99'
p = 1.12'
Δc = 8° 17' 46" (RT)
Lc = 553.07'
Ts = 598.56'
Es = 26.21'
eMAX = 0.052

CURVE US24-2
P.I. Sta = 1400+82.29
Δ = 51° 45' 13" (LT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Δc = 40° 07' 43" (LT)
Lc = 1,605.14'
Ts = 1,346.03'
Es = 259.77'
eMAX = 0.077

CURVE US24-3
P.I. Sta = 1434+78.62
Δ= 63° 03' 48" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 51° 26' 18" (RT)
Lc = 2,057.53'
Ts = 1,641.01'
Es = 401.61'
eMAX = 0.077

(A) - EX. 24" x 88'
(B) - EX. 48" x 107'
(C) - EX. 42" x 185'
(D) - EX. 54" x 253'
(E) - EX. 30" x 144'
(F) - EX. 36" x 251'
(H) - EX. 8'X4' - 200', BOX

NOTE
NOTE THAT ALL REFERENCES IN THESE PLANS TO "MAUMEE & WESTERN RR" SHALL ACTUALLY REFER TO "NAPOLEON, DEFIANCE, & WESTERN RAILWAY".

LEGEND
- PAVEMENT REMOVAL AND REPLACEMENT

SCHEMATIC PLAN

DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.2 TOTAL: 258

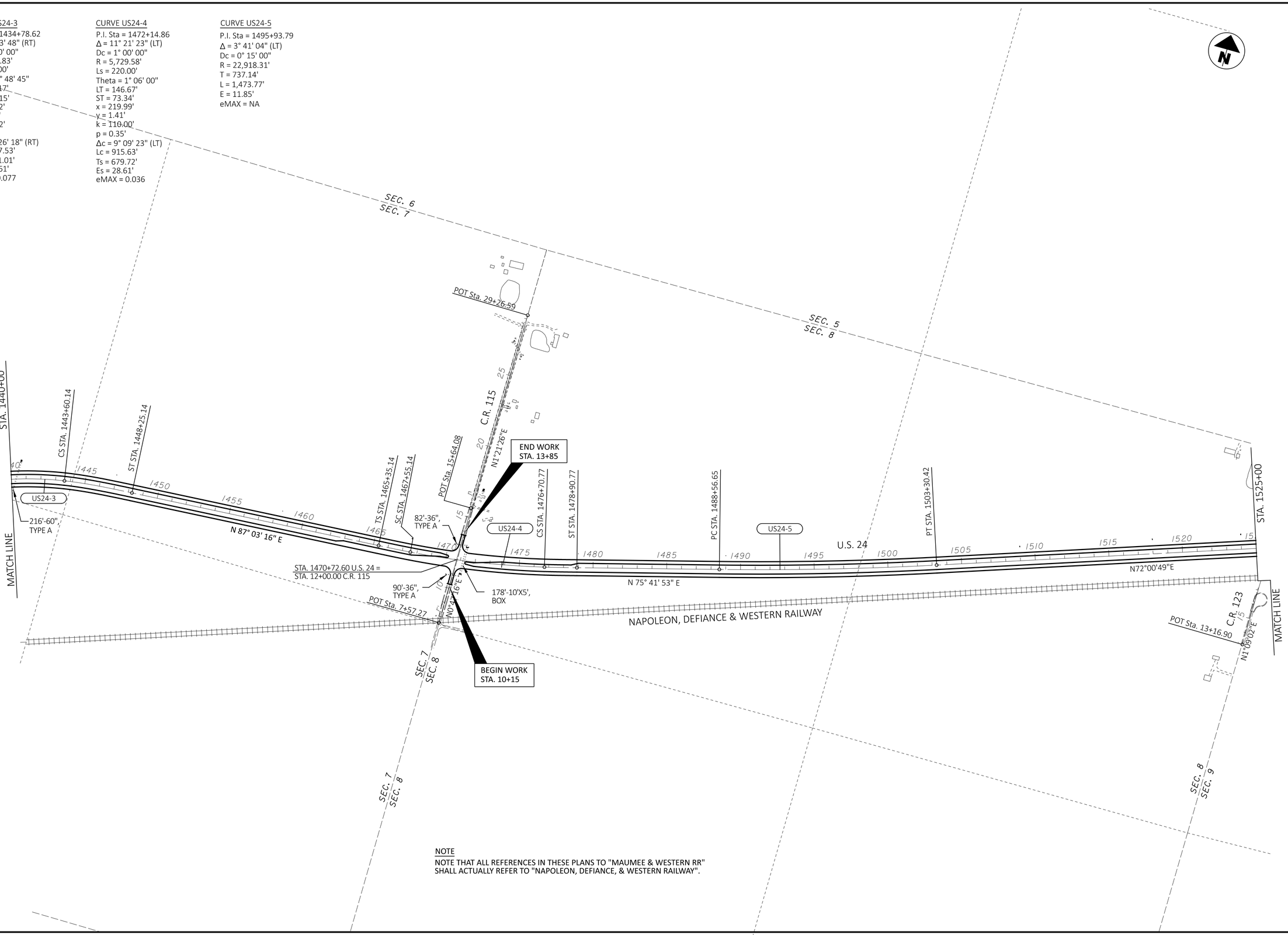
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/9/2024 TIME: 8:18:26 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB001.dgn

CURVE US24-3
P.I. Sta = 1434+78.62
Δ = 63° 03' 48" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 51° 26' 18" (RT)
Lc = 2,057.53'
Ts = 1,641.01'
Es = 401.61'
eMAX = 0.077

CURVE US24-4
P.I. Sta = 1472+14.86
Δ = 11° 21' 23" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
Ls = 220.00'
Theta = 1° 06' 00"
LT = 146.67'
ST = 73.34'
x = 219.99'
y = 1.41'
k = 110.00'
p = 0.35'
Δc = 9° 09' 23" (LT)
Lc = 915.63'
Ts = 679.72'
Es = 28.61'
eMAX = 0.036

CURVE US24-5
P.I. Sta = 1495+93.79
Δ = 3° 41' 04" (LT)
Dc = 0° 15' 00"
R = 22,918.31'
T = 737.14'
L = 1,473.77'
E = 11.85'
eMAX = NA



NOTE
NOTE THAT ALL REFERENCES IN THESE PLANS TO "MAUMEE & WESTERN RR" SHALL ACTUALLY REFER TO "NAPOLEON, DEFIANCE, & WESTERN RAILWAY".

HORIZONTAL SCALE IN FEET
0 150 300 600

SCHEMATIC PLAN

DESIGN AGENCY

DESIGNER
MJS

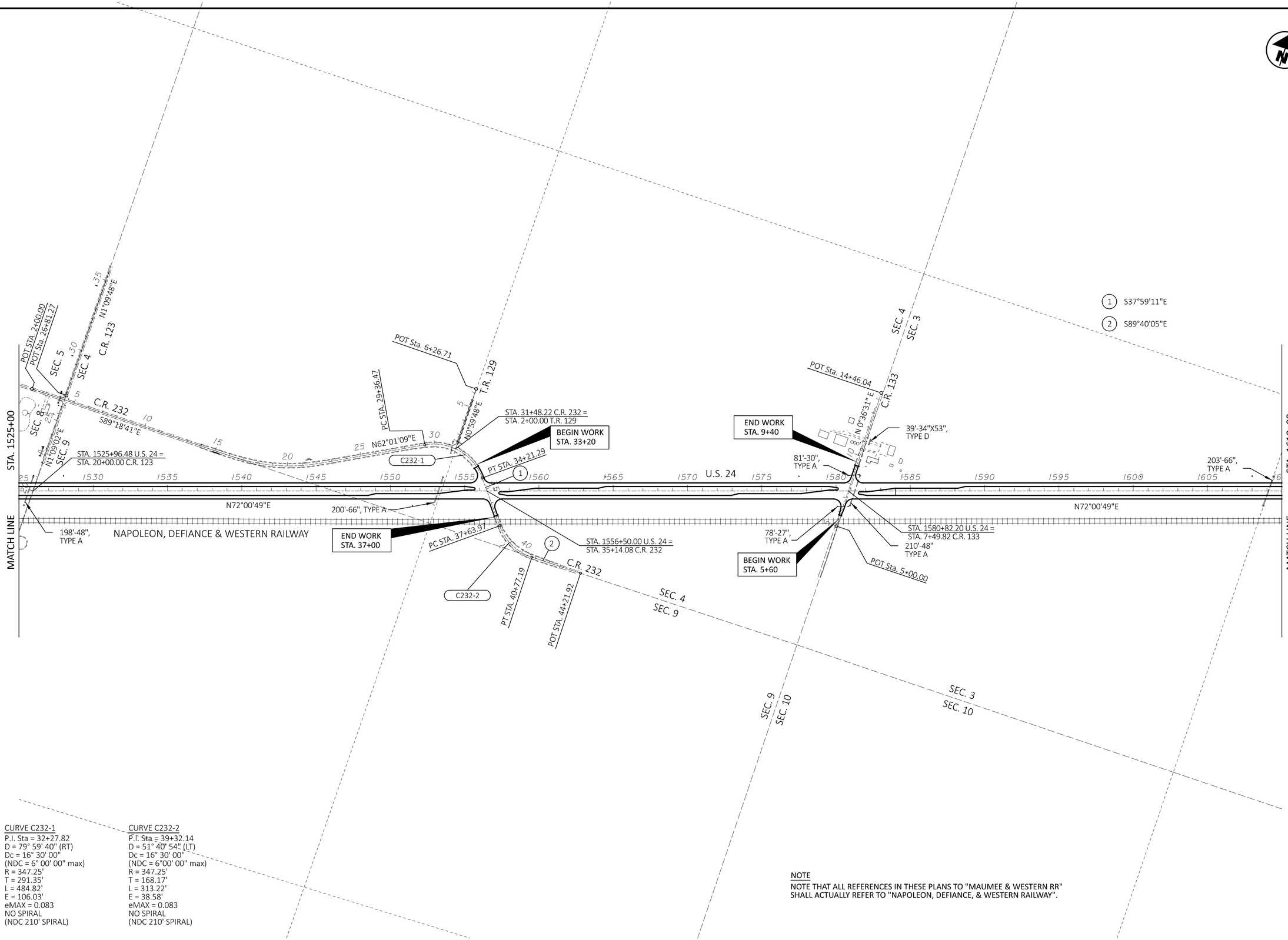
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.3 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/9/2024 TIME: 8:20:07 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB002.dgn



CURVE C232-1
P.I. Sta = 32+27.82
D = 79° 59' 40" (RT)
Dc = 16° 30' 00"
(NDC = 6° 00' 00" max)
R = 347.25'
T = 291.35'
L = 484.82'
E = 106.03'
eMAX = 0.083
NO SPIRAL
(NDC 210' SPIRAL)

CURVE C232-2
P.I. Sta = 39+32.14
D = 51° 40' 54" (LT)
Dc = 16° 30' 00"
(NDC = 6°00' 00" max)
R = 347.25'
T = 168.17'
L = 313.22'
E = 38.58'
eMAX = 0.083
NO SPIRAL
(NDC 210' SPIRAL)

NOTE
NOTE THAT ALL REFERENCES IN THESE PLANS TO "MAUMEE & WESTERN RR" SHALL ACTUALLY REFER TO "NAPOLEON, DEFIANCE, & WESTERN RAILWAY".

SCHEMATIC PLAN

DESIGN AGENCY

DESIGNER
MJS

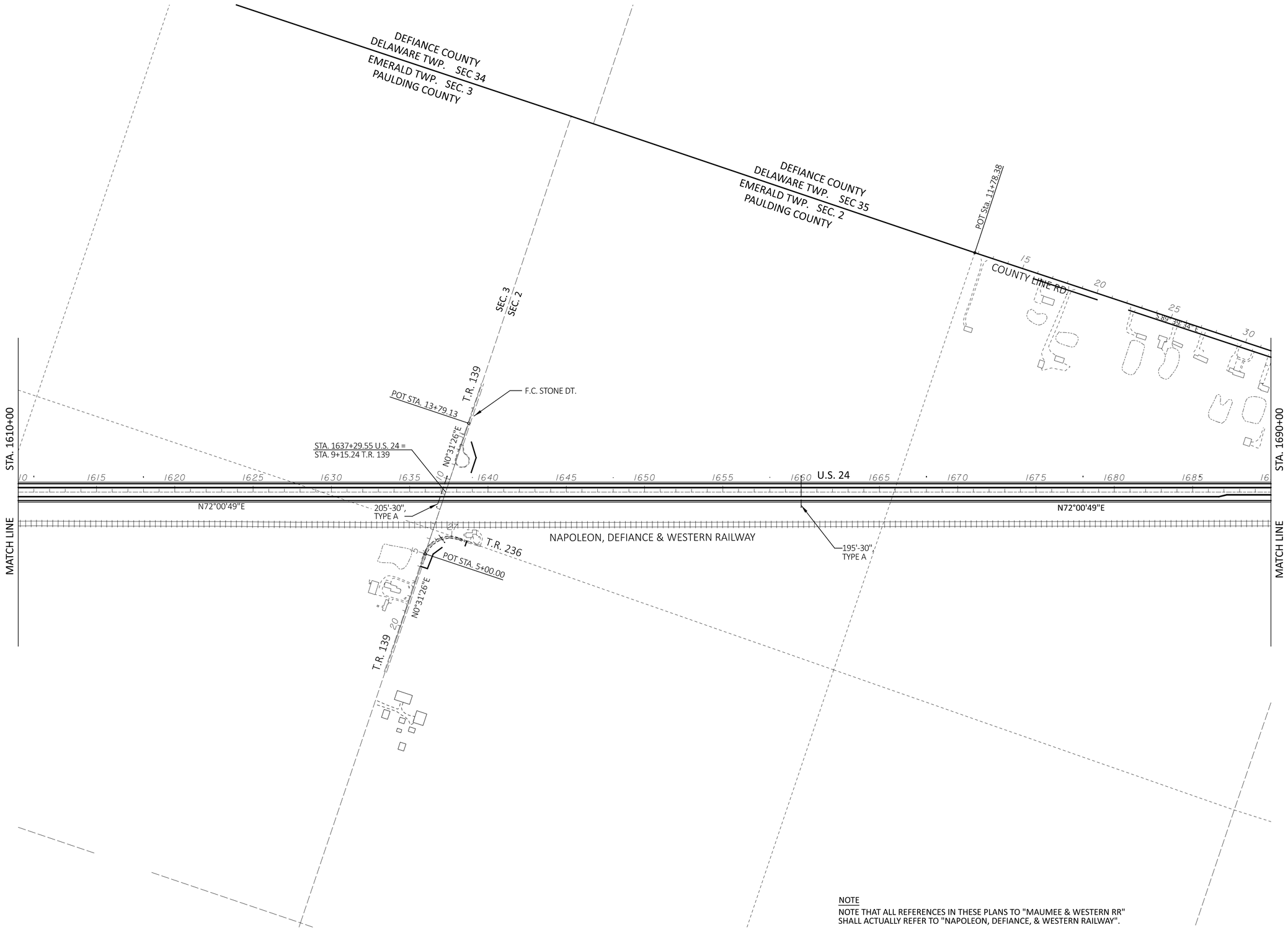
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.4 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/9/2024 TIME: 8:21:00 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB003.dgn



NOTE

NOTE THAT ALL REFERENCES IN THESE PLANS TO "MAUMEE & WESTERN RR" SHALL ACTUALLY REFER TO "NAPOLEON, DEFIANCE, & WESTERN RAILWAY".

HORIZONTAL SCALE IN FEET
0 150 300 600

SCHEMATIC PLAN

DESIGN AGENCY

DESIGNER
MJS

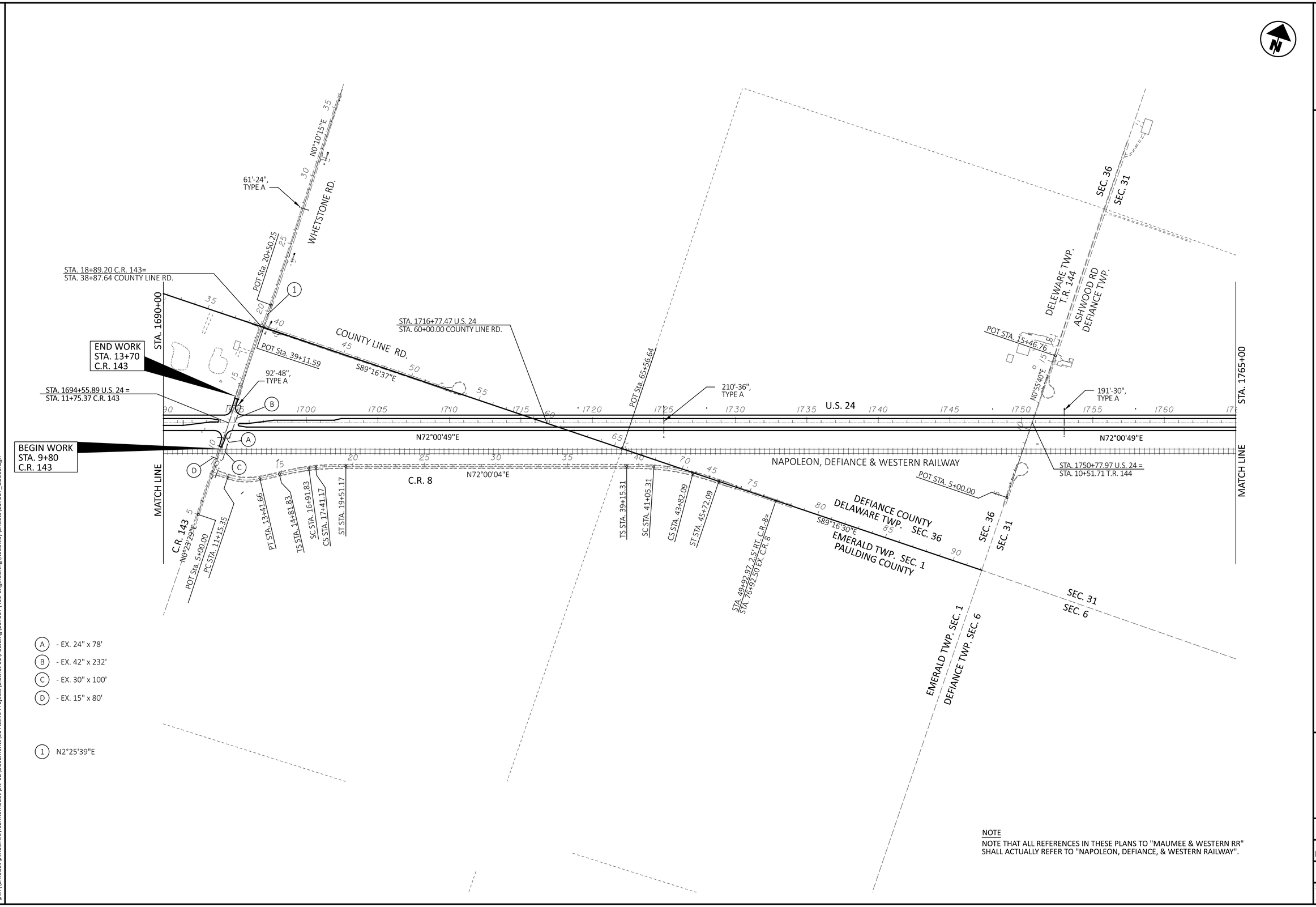
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.5 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/9/2024 TIME: 8:21:47 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB004.dgn



NOTE

NOTE THAT ALL REFERENCES IN THESE PLANS TO "MAUMEE & WESTERN RR" SHALL ACTUALLY REFER TO "NAPOLEON, DEFIANCE, & WESTERN RAILWAY".

SCHEMATIC PLAN

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

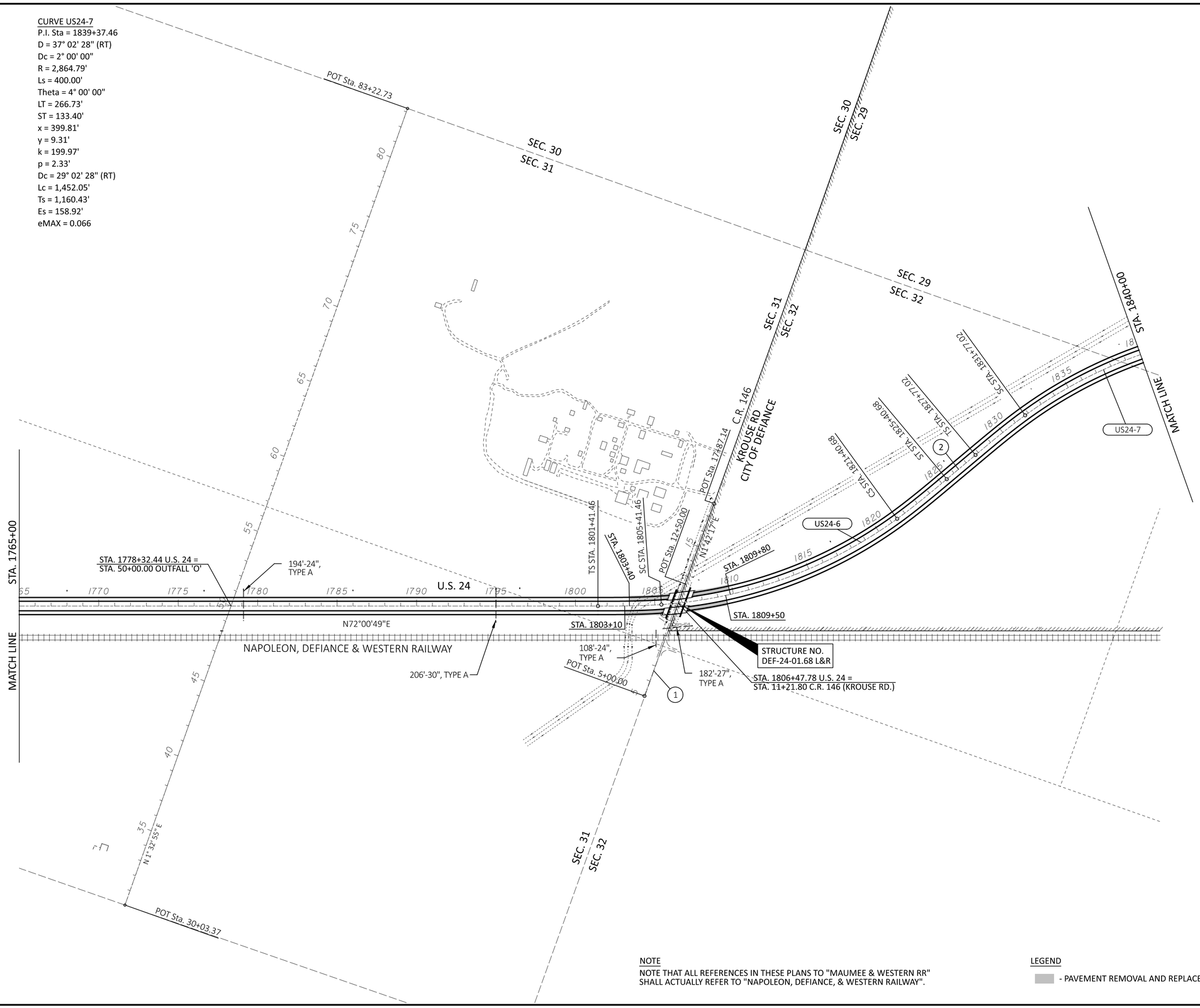
SHEET P.6 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/9/2024 TIME: 8:22:36 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB005.dgn

CURVE US24-6
P.I. Sta = 1813+84.53
D = 39° 59' 04" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 400.00'
Theta = 4° 00' 00"
LT = 266.73'
ST = 133.40'
x = 399.81'
y = 9.31'
k = 199.97'
p = 2.33'
Dc = 31° 59' 04" (LT)
Lc = 1,599.22'
Ts = 1,243.07'
Es = 186.18'
eMAX = 0.066

CURVE US24-7
P.I. Sta = 1839+37.46
D = 37° 02' 28" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 400.00'
Theta = 4° 00' 00"
LT = 266.73'
ST = 133.40'
x = 399.81'
y = 9.31'
k = 199.97'
p = 2.33'
Dc = 29° 02' 28" (RT)
Lc = 1,452.05'
Ts = 1,160.43'
Es = 158.92'
eMAX = 0.066



1 - N2°01'02"E

2 - N32°01'45"E

NOTE
NOTE THAT ALL REFERENCES IN THESE PLANS TO "MAUMEE & WESTERN RR" SHALL ACTUALLY REFER TO "NAPOLEON, DEFIANCE, & WESTERN RAILWAY".

LEGEND
- PAVEMENT REMOVAL AND REPLACEMENT

HORIZONTAL SCALE IN FEET
0 150 300 600

SCHEMATIC PLAN

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.7 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/9/2024 TIME: 8:23:24 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB006.dgn

CURVE SR424A-1
P.I. Sta = 1906+74.55
D = 198° 52' 30" (LT)
Dc = 13° 00' 00"
R = 440.74'
Ls1 = 200.00'
Theta1 = 13° 00' 00"
LT1 = 133.69'
ST1 = 67.00'
x1 = 198.97'
y1 = 15.07'
k1 = 99.83'
p1 = 3.77'
Dc = 185° 52' 30" (LT)
Lc = 1,429.81'
Ts1 = 2,562.73'
Ts2 = 2,663.19'
Es = 2,061.96'
eMAX = 0.059

CURVE SR424B-1
P.I. Sta = 1879+47.24
D = 91° 44' 32" (RT)
Dc = 11° 52' 48"
R = 482.29'
T = 497.18'
L = 772.24'
E = 210.38'
eMAX = 0.058

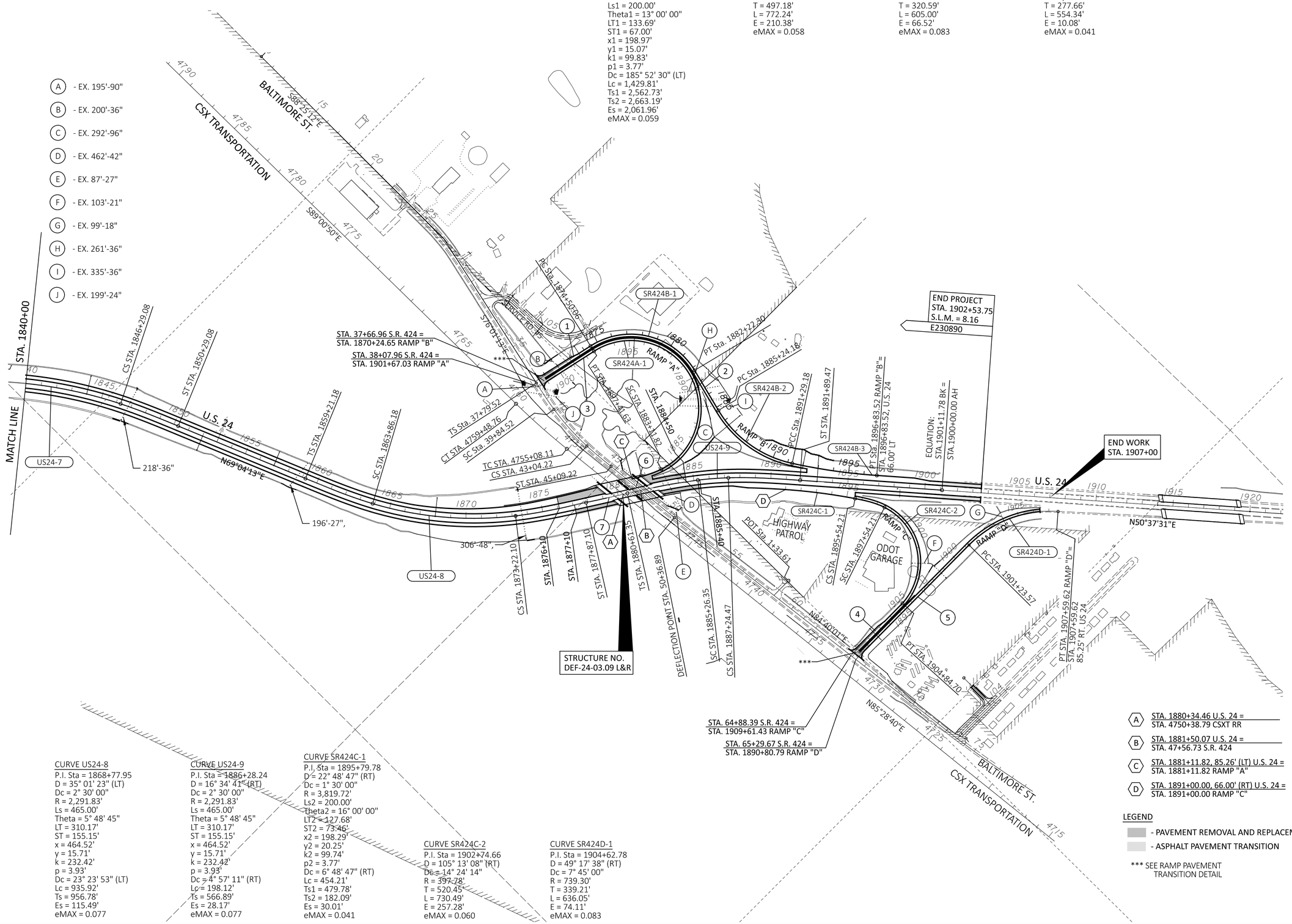
CURVE SR424B-2
P.I. Sta = 1888+44.78
D = 46° 53' 15" (LT)
Dc = 7° 45' 00"
R = 739.30'
T = 320.59'
L = 605.00'
E = 66.52'
eMAX = 0.083

CURVE SR424B-3
P.I. Sta = 1894+06.84
D = 8° 18' 54" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 277.66'
L = 554.34'
E = 10.08'
eMAX = 0.041

HORIZONTAL SCALE IN FEET
0 150 300 600

1 - N13°58'47"E
2 - S74°10'20"E
3 - S13°58'47"W
4 - S1°16'47"W
5 - N1°19'53"E
6 - N85°36'54"E
7 - N34°02'50"E

A - EX. 195'-90"
B - EX. 200'-36"
C - EX. 292'-96"
D - EX. 462'-42"
E - EX. 87'-27"
F - EX. 103'-21"
G - EX. 99'-18"
H - EX. 261'-36"
I - EX. 335'-36"
J - EX. 199'-24"



A STA. 1880+34.46 U.S. 24 = STA. 4750+38.79 CSXT RR

B STA. 1881+50.07 U.S. 24 = STA. 47+56.73 S.R. 424

C STA. 1881+11.82, 85.26' (LT) U.S. 24 = STA. 1881+11.82 RAMP "A"

D STA. 1891+00.00, 66.00' (RT) U.S. 24 = STA. 1891+00.00 RAMP "C"

LEGEND

- PAVEMENT REMOVAL AND REPLACEMENT
- ASPHALT PAVEMENT TRANSITION

*** SEE RAMP PAVEMENT TRANSITION DETAIL

CURVE US24-7
P.I. Sta = 1839+37.46
D = 37° 02' 28" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 400.00'
Theta = 4° 00' 00"
LT = 266.73'
ST = 133.40'
x = 399.81'
y = 9.31'
k = 199.97'
p = 2.33'
Dc = 29° 02' 28" (RT)
Lc = 1,452.05'
Ts = 1,160.43'
Es = 158.92'
eMAX = 0.066

CURVE US24-8
P.I. Sta = 1868+77.95
D = 35° 01' 23" (LT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 23° 23' 53" (LT)
Lc = 935.92'
Ts = 956.78'
Es = 115.49'
eMAX = 0.077

CURVE US24-9
P.I. Sta = 1886+28.24
D = 16° 34' 41" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 4° 57' 11" (RT)
Lc = 198.12'
Ts = 566.89'
Es = 28.17'
eMAX = 0.077

CURVE SR424C-1
P.I. Sta = 1895+79.78
D = 22° 48' 47" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
Ls2 = 200.00'
Theta2 = 16° 00' 00"
LT2 = 127.68'
ST2 = 73.46'
x2 = 198.29'
y2 = 20.25'
k2 = 99.74'
p2 = 3.77'
Dc = 6° 48' 47" (RT)
Lc = 454.21'
Ts1 = 479.78'
Ts2 = 182.09'
Es = 30.01'
eMAX = 0.041

CURVE SR424C-2
P.I. Sta = 1902+74.66
D = 105° 13' 08" (RT)
Dc = 14° 24' 14"
R = 397.78'
T = 520.45'
L = 730.49'
E = 257.28'
eMAX = 0.060

CURVE SR424D-1
P.I. Sta = 1904+62.78
D = 49° 17' 38" (RT)
Dc = 7° 45' 00"
R = 739.30'
T = 339.21'
L = 636.05'
E = 74.11'
eMAX = 0.083

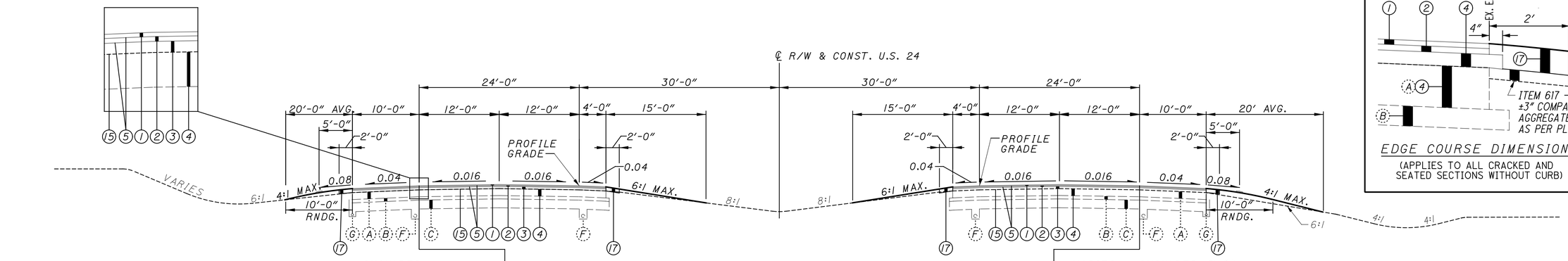
SCHEMATIC PLAN

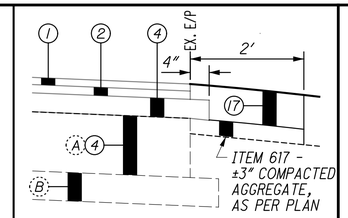
DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.8 TOTAL: 258

PAU/DEF-24-12.30/0.00

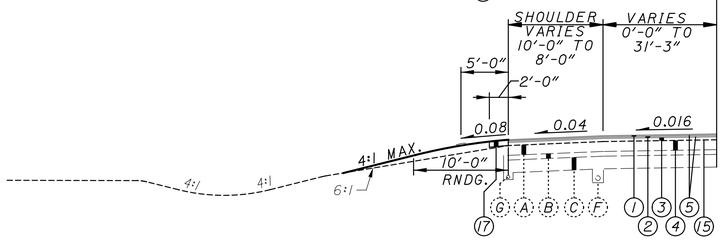
MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/15/2024 TIME: 2:10:53 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB007.dgn

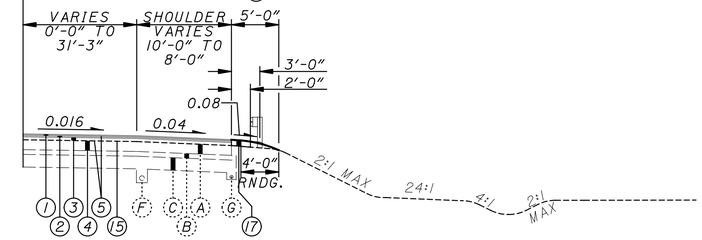




EDGE COURSE DIMENSIONS

(APPLIES TO ALL CRACKED AND SEATED SECTIONS WITHOUT CURB)





U.S. 24 NORMAL SECTION - CRACK AND SEAT

(0.016 MAX)

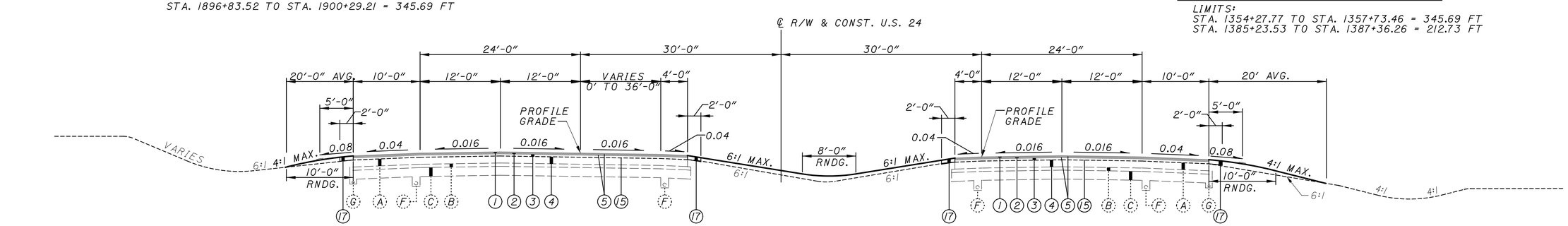
LIMITS:
STA. 1353+50.00 TO STA. 1363+45.56 = 995.56 FT
STA. 1375+90.00 TO STA. 1387+36.26 = 1146.26 FT
STA. 1448+25.14 TO STA. 1462+45.00 = 1419.86 FT
STA. 1478+90.77 TO STA. 1548+50.00 = 6959.23 FT
STA. 1564+50.00 TO STA. 1572+94.00 = 844.00 FT
STA. 1588+70.00 TO STA. 1686+68.00 = 9798.00 FT
STA. 1702+44.00 TO STA. 1801+41.46 = 9897.46 FT
STA. 1825+40.68 TO STA. 1827+77.02 = 236.34 FT
STA. 1850+29.08 TO STA. 1859+21.18 = 892.10 FT
STA. 1891+89.47 TO STA. 1901+11.78 = 1022.31 FT

ACCELERATION/DECELERATION LANE

LIMITS:
STA. 1353+50.00 TO STA. 1358+00.00 = 450.00 FT
STA. 1896+83.52 TO STA. 1900+29.21 = 345.69 FT

ACCELERATION/DECELERATION LANE

LIMITS:
STA. 1354+27.77 TO STA. 1357+73.46 = 345.69 FT
STA. 1385+23.53 TO STA. 1387+36.26 = 212.73 FT



U.S. 24 NORMAL SECTION WITH LEFT TURN LANE - CRACK AND SEAT

(0.016 MAX)

LIMITS:
STA. 1462+45.00 TO STA. 1465+35.14 (RT.) = 290.14 FT
STA. 1548+50.00 TO STA. 1556+50.00 (RT) = 800.00 FT
STA. 1556+50.00 TO STA. 1564+50.00 (LT.) = 800.00 FT
STA. 1572+94.00 TO STA. 1580+82.20 (RT.) = 788.20 FT
STA. 1580+82.20 TO STA. 1588+70.00 (LT.) = 787.80 FT
STA. 1686+68.00 TO STA. 1694+55.89 (RT.) = 787.89 FT
STA. 1694+55.89 TO STA. 1702+44.00 (LT.) = 788.11 FT

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

- A 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- B 6" AGGREGATE BASE
- C LIME STABILIZED SUBGRADE (T=16")
- D 7" ASPHALT CONCRETE
- E 8" ASPHALT CONCRETE
- F 6" SHALLOW PIPE UNDERDRAIN
- G 4" BASE PIPE UNDERDRAIN
- H 8" AGGREGATE BASE
- I REINFORCED CONCRETE APPROACH SLABS (T=17")
- J AGGREGATE DRAINS
- K CURB TYPE 4-C
- L CURB TYPE 4-A

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MJS

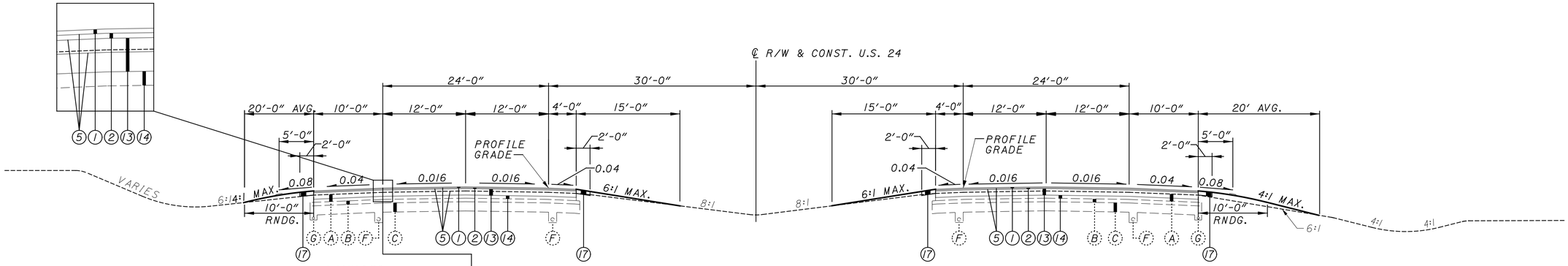
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.9 TOTAL 258

PAU/DEF-24-12.30/0.00

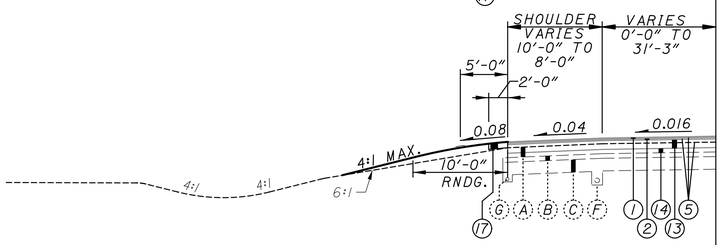
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/7/2024 TIME: 3:44:47 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY001.dgn



U.S. 24 NORMAL SECTION - PAVEMENT REMOVE AND REPLACE

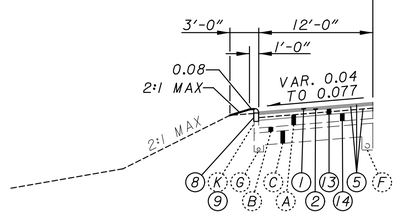
(0.016 MAX)

LIMITS:
STA. 1350+00.00 TO 1353+50.00 = 350.0 FT
STA. 1375+38.63 TO 1375+90.00 = 51.37 FT
STA. 1412+71.40 TO 1415+21.59 = 250.19 FT
STA. 1416+70.98 TO 1418+37.61 = 166.63 FT
STA. 1877+87.10 TO 1879+44.83 = 157.73 FT



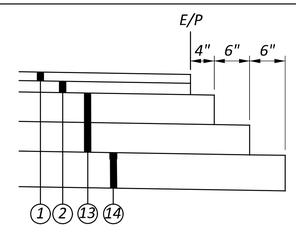
ACCELERATION/DECELERATION LANE

LIMITS:
STA. 1350+00.00 TO 1353+50.00 = 350.0 FT
STA. 1877+87.10 TO 1879+50.83 = 163.73 FT



CURB SECTION

LIMITS:
STA. 1417+08.15 TO STA. 1418+37.61 = 129.46 FT



EDGE COURSE DIMENSIONS

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

- A. 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- B. 6" AGGREGATE BASE
- C. LIME STABILIZED SUBGRADE (T=16")
- D. 7" ASPHALT CONCRETE
- E. 8" ASPHALT CONCRETE
- F. 6" SHALLOW PIPE UNDERDRAIN
- G. 4" BASE PIPE UNDERDRAIN
- H. 8" AGGREGATE BASE
- I. REINFORCED CONCRETE APPROACH SLABS (T=17")
- J. AGGREGATE DRAINS
- K. CURB TYPE 4-C
- L. CURB TYPE 4-A

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MJS

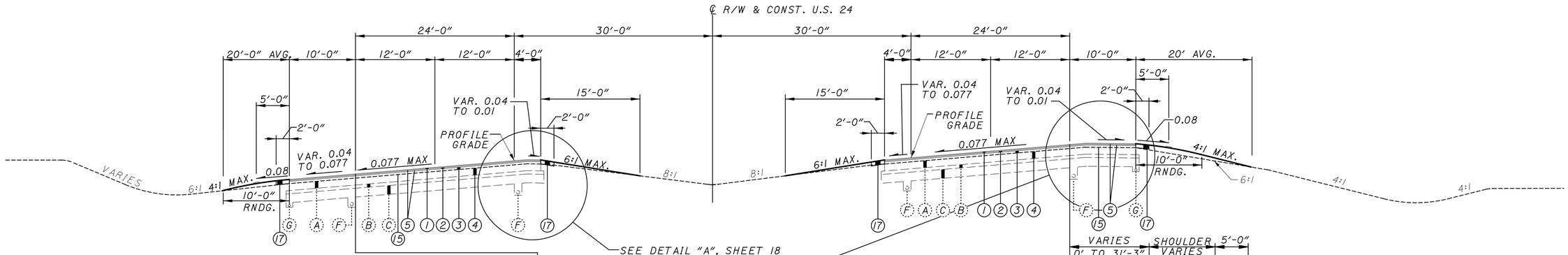
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.10 TOTAL 258

PAU/DEF-24-12.30/0.00

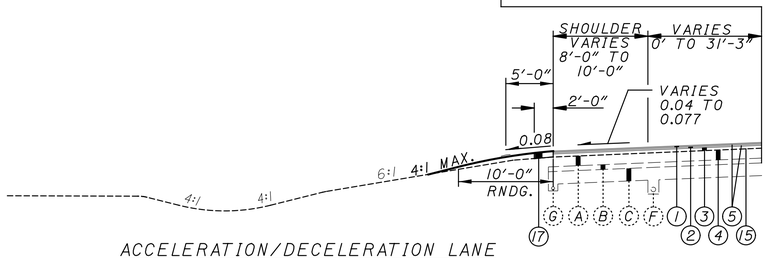
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:45:17 PM USER: msielfker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY002.dgn



U.S. 24 SUPERELEVATION SECTION (LEFT) - CRACK AND SEAT

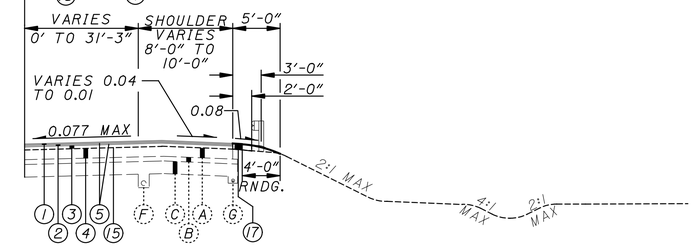
(0.077 MAX)

LIMITS:
STA. 1387+36.26 TO STA. 1411+58.89 = 2422.63 FT (WESTBOUND)
STA. 1387+36.26 TO STA. 1412+49.09 = 2512.83 FT (EASTBOUND)
STA. 1801+41.46 TO STA. 1802+77.61 = 136.15 FT (WESTBOUND)
STA. 1801+41.46 TO STA. 1802+51.03 = 109.57 FT (EASTBOUND)
STA. 1810+64.01 TO STA. 1825+40.68 = 1476.67 FT (WESTBOUND)
STA. 1810+21.22 TO STA. 1825+40.68 = 1519.46 FT (EASTBOUND)
STA. 1859+21.18 TO STA. 1875+31.16 = 1609.98 FT (WESTBOUND)
STA. 1859+21.18 TO STA. 1876+13.35 = 1692.17 FT (EASTBOUND)



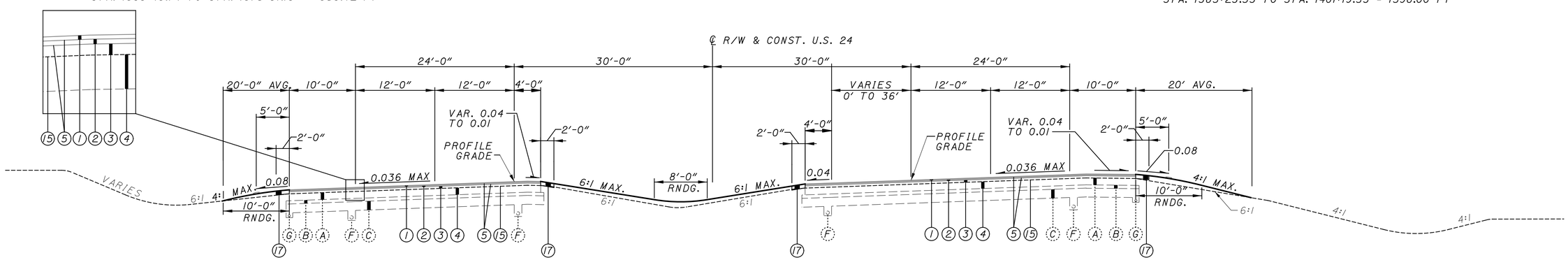
ACCELERATION/DECELERATION LANE

LIMITS:
STA. 1389+00.00 TO STA. 1392+72.30 = 372.30 FT
STA. 1866+48.74 TO STA. 1875+31.16 = 856.42 FT



ACCELERATION/DECELERATION LANE

LIMITS:
STA. 1385+23.53 TO STA. 1401+19.53 = 1596.00 FT



U.S. 24 SUPERELEVATION SECTION WITH TURN LANE (LEFT) - CRACK AND SEAT

(0.036 MAX)

LIMITS:
STA. 1465+35.14 TO STA. 1470+72.60 = 537.46 FT
STA. 1470+72.60 TO STA. 1478+90.77 = 818.17 FT

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

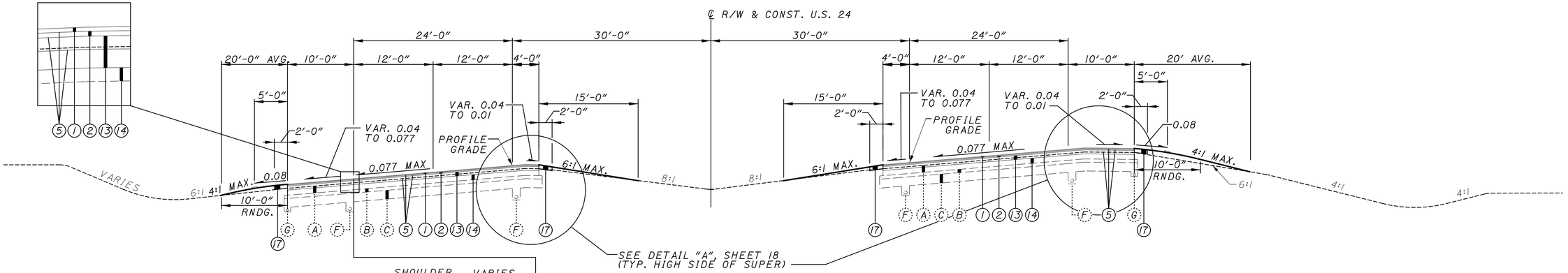
- (A) 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- (B) 6" AGGREGATE BASE
- (C) LIME STABILIZED SUBGRADE (T=16")
- (D) 7" ASPHALT CONCRETE
- (E) 8" ASPHALT CONCRETE
- (F) 6" SHALLOW PIPE UNDERDRAIN
- (G) 4" BASE PIPE UNDERDRAIN
- (H) 8" AGGREGATE BASE
- (I) REINFORCED CONCRETE APPROACH SLABS (T=17")
- (J) AGGREGATE DRAINS
- (K) CURB TYPE 4-C
- (L) CURB TYPE 4-A

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.11 TOTAL 258

PAU/DEF-24-12.30/0.00
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:45:28 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY003.dgn

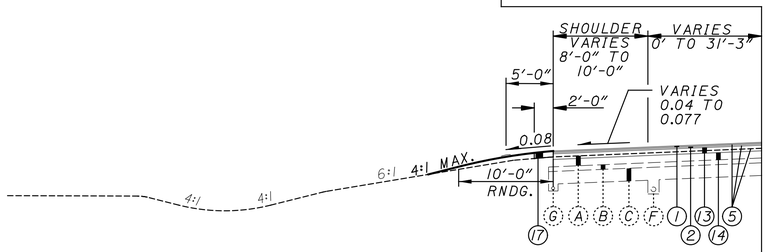


U.S. 24 SUPERELEVATION SECTION (LEFT) - PAVEMENT REPLACEMENT

(0.077 MAX)

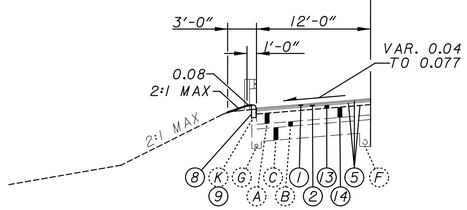
LIMITS:

STA. 1411+58.89 TO STA. 1412+71.40 = 112.51 FT (WESTBOUND)
STA. 1412+49.09 TO STA. 1412+71.40 = 22.31 FT (EASTBOUND)
STA. 1802+77.61 TO STA. 1805+70.00 = 292.39 FT (WESTBOUND)
STA. 1802+51.03 TO STA. 1805+70.00 = 318.97 FT (EASTBOUND)
STA. 1807+24.14 TO STA. 1810+64.01 = 339.87 FT (WESTBOUND)
STA. 1807+24.14 TO STA. 1810+21.22 = 297.08 FT (EASTBOUND)
STA. 1875+31.16 TO STA. 1877+87.10 = 255.94 FT (WESTBOUND)
STA. 1876+13.35 TO STA. 1877+87.10 = 173.75 FT (EASTBOUND)



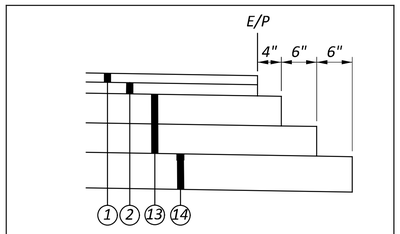
ACCELERATION/DECELERATION LANE

LIMITS:
STA. 1875+31.16 TO STA. 1877+87.10 = 255.94 FT



CURB SECTION

LIMITS:
STA. 1807+54.48 TO STA. 1808+06.88 = 52.4 FT



EDGE COURSE DIMENSIONS

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

- A 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- B 6" AGGREGATE BASE
- C LIME STABILIZED SUBGRADE (T=16")
- D 7" ASPHALT CONCRETE
- E 8" ASPHALT CONCRETE
- F 6" SHALLOW PIPE UNDERDRAIN
- G 4" BASE PIPE UNDERDRAIN
- H 8" AGGREGATE BASE
- I REINFORCED CONCRETE APPROACH SLABS (T=17")
- J AGGREGATE DRAINS
- K CURB TYPE 4-C
- L CURB TYPE 4-A

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MJS

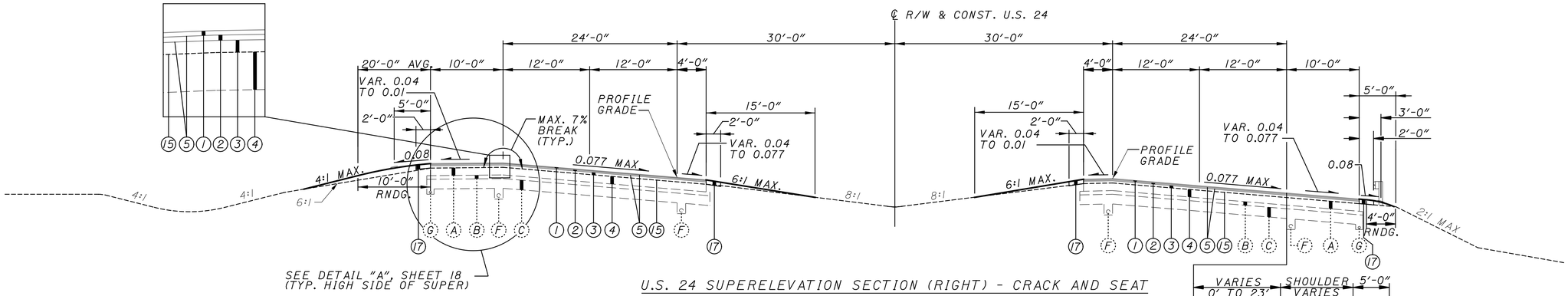
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.12 TOTAL 258

PAU/DEF-24-12.30/0.00

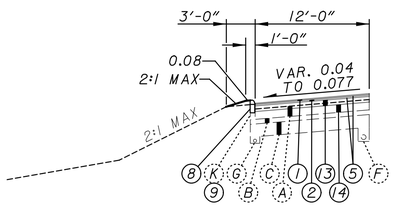
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:45:39 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY004.dgn



U.S. 24 SUPERELEVATION SECTION (RIGHT) - CRACK AND SEAT

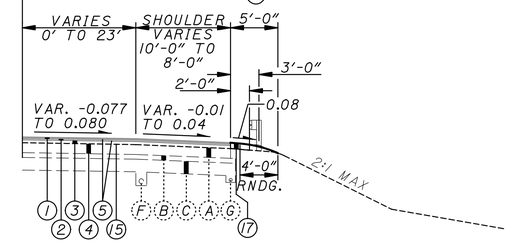
(0.077 MAX)

LIMITS:
STA. 1363+45.56 TO STA. 1365+90.00 = 244.44 FT
STA. 1419+47.47 TO STA. 1448+25.14 = 2877.67 FT (WESTBOUND)
STA. 1420+54.19 TO STA. 1448+25.14 = 2770.95 FT (EASTBOUND)
STA. 1827+77.02 TO STA. 1850+29.08 = 2252.06 FT
STA. 1885+21.56 TO STA. 1891+89.47 = 667.91 FT (WESTBOUND)
STA. 1886+53.88 TO STA. 1891+89.47 = 535.59 FT (EASTBOUND)



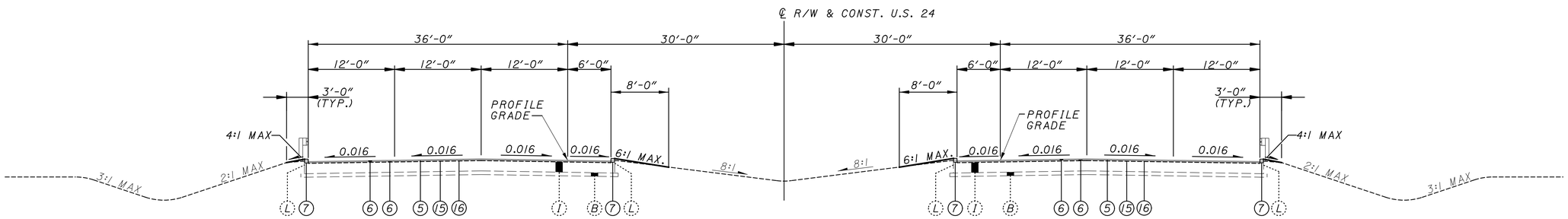
CURB SECTION

LIMITS:
STA. 1419+47.47 TO STA. 1426+94.50 = 747.03 FT



ACCELERATION/DECELERATION LANE

LIMITS:
STA. 1887+52.86 TO STA. 1891+00.00 = 347.14 FT



U.S. 24 APPROACH SLAB NORMAL SECTION

(0.016 MAX)

LIMITS:
STA. 1415+21.59 TO STA. 1415+51.59 (OVER MWRR) = 30.00 FT
STA. 1416+40.98 TO STA. 1416+70.98 (OVER MWRR) = 30.00 FT
STA. 1879+44.83 TO STA. 1879+74.83 (OVER CSX) = 30.00 FT

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

- A 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- B 6" AGGREGATE BASE
- C LIME STABILIZED SUBGRADE (T=16")
- D 7" ASPHALT CONCRETE
- E 8" ASPHALT CONCRETE
- F 6" SHALLOW PIPE UNDERDRAIN
- G 4" BASE PIPE UNDERDRAIN
- H 8" AGGREGATE BASE
- I REINFORCED CONCRETE APPROACH SLABS (T=17")
- J AGGREGATE DRAINS
- K CURB TYPE 4-C
- L CURB TYPE 4-A

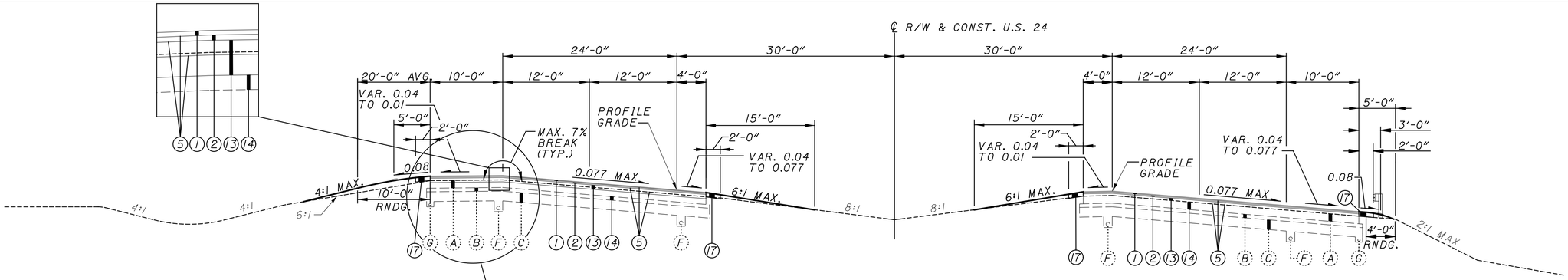
TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.13 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:45:50 PM USER: msielker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY005.dgn

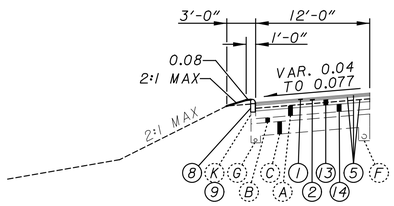


SEE DETAIL "A", SHEET 18
(TYP. HIGH SIDE OF SUPER)

U.S. 24 SUPERELEVATION SECTION (RIGHT) - PAVEMENT REPLACEMENT

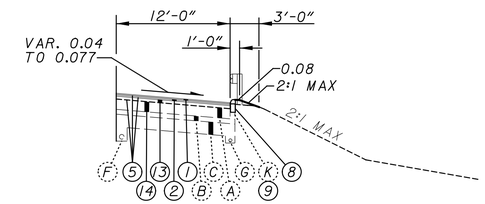
(0.077 MAX)

LIMITS:
STA. 1365+90.00 TO STA. 1375+38.63 = 948.63 FT
STA. 1418+37.61 TO STA. 1419+47.47 = 109.86 FT (WESTBOUND)
STA. 1418+37.61 TO STA. 1420+54.19 = 216.58 FT (EASTBOUND)
STA. 1882+43.33 TO STA. 1885+21.56 = 278.23 FT (WESTBOUND)
STA. 1882+43.33 TO STA. 1886+53.88 = 410.55 FT (EASTBOUND)



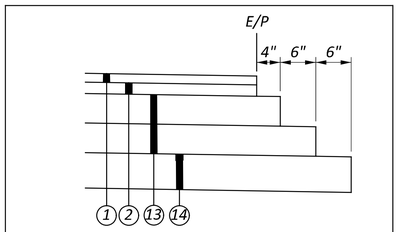
CURB SECTION

LIMITS:
STA. 1418+37.61 TO STA. 1419+47.47 = 109.86 FT
STA. 1881+59.90 TO STA. 1881+73.03 = 13.13 FT



CURB SECTION

LIMITS:
STA. 1882+91.54 TO STA. 1884+01.79 = 110.25 FT



EDGE COURSE DIMENSIONS

* FOR MEDIAN GRADING OF MWRR APPROACH SLAB SEE APPROACH SLAB SUPERELEVATION SECTION LEFT.

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

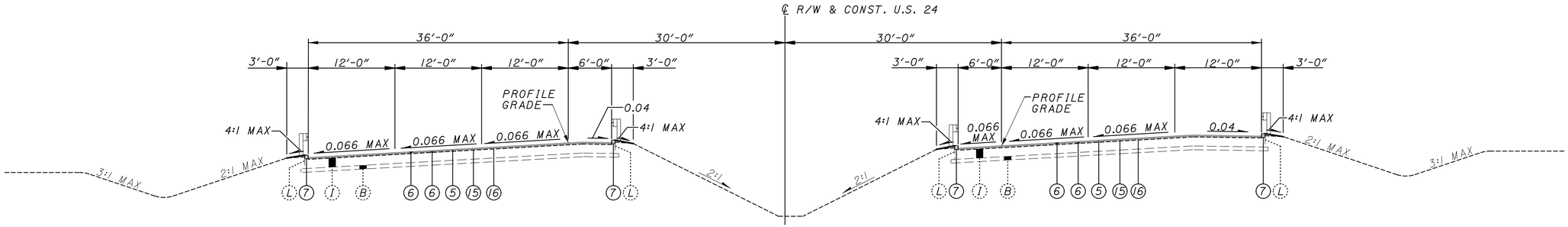
- A 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- B 6" AGGREGATE BASE
- C LIME STABILIZED SUBGRADE (T=16")
- D 7" ASPHALT CONCRETE
- E 8" ASPHALT CONCRETE
- F 6" SHALLOW PIPE UNDERDRAIN
- G 4" BASE PIPE UNDERDRAIN
- H 8" AGGREGATE BASE
- I REINFORCED CONCRETE APPROACH SLABS (T=17")
- J AGGREGATE DRAINS
- K CURB TYPE 4-C
- L CURB TYPE 4-A

TYPICAL SECTIONS

DESIGN AGENCY

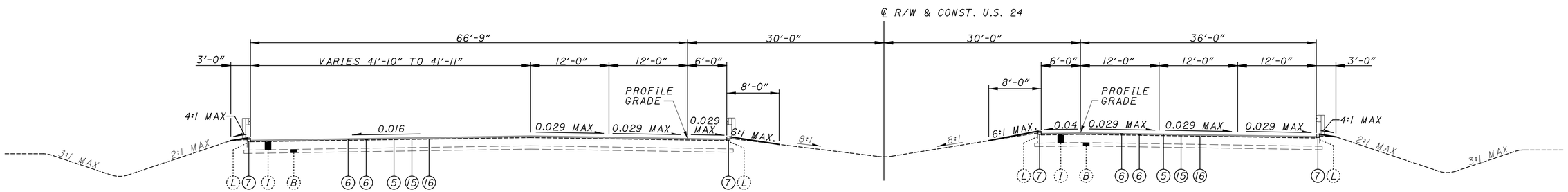
DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.14 TOTAL 258

PAU/DEF-24-12.30/0.00
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:46:01 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY006.dgn



U.S. 24 APPROACH SLAB SUPERELEVATED SECTION (LEFT)
(0.077 MAX)

LIMITS:
STA. 1805+70.00 TO STA. 1806+01.68 (OVER KROUSE RD) = 31.68 FT
STA. 1806+94.14 TO STA. 1807+24.14 (OVER KROUSE RD) = 30.00 FT



U.S. 24 APPROACH SLAB SUPERELEVATED SECTION (RIGHT)
(0.077 MAX)

LIMITS:
STA. 1882+13.01 TO STA. 1882+43.33 (OVER CSX) = 30.32 FT

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

- A 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- B ITEM 304 - 6" AGGREGATE BASE
- C LIME STABILZED SUBGRADE (T=16")
- D 7" ASPHALT CONCRETE
- E 8" ASPHALT CONCRETE
- F 6" SHALLOW PIPE UNDERDRAIN
- G 4" BASE PIPE UNDERDRAIN
- H 8" AGGREGATE BASE
- I REINFORCED CONCRETE APPROACH SLABS (T=17")
- J AGGREGATE DRAINS
- K CURB TYPE 4-C
- L CURB TYPE 4-A

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.15 TOTAL 258

PAU/DEF-24-12.30/0.00

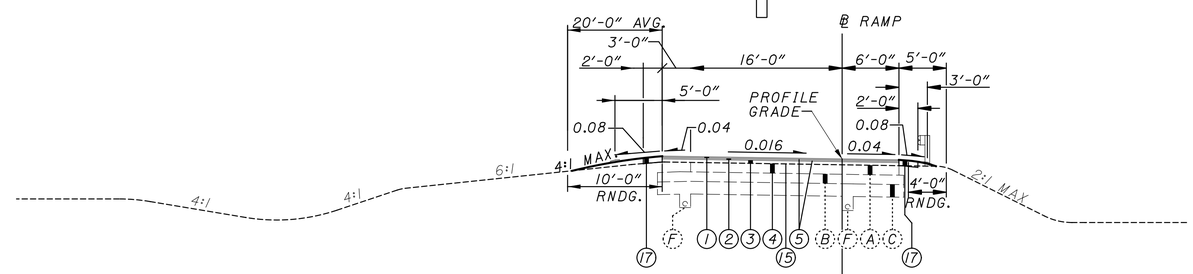
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:46:12 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY007.dgn

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

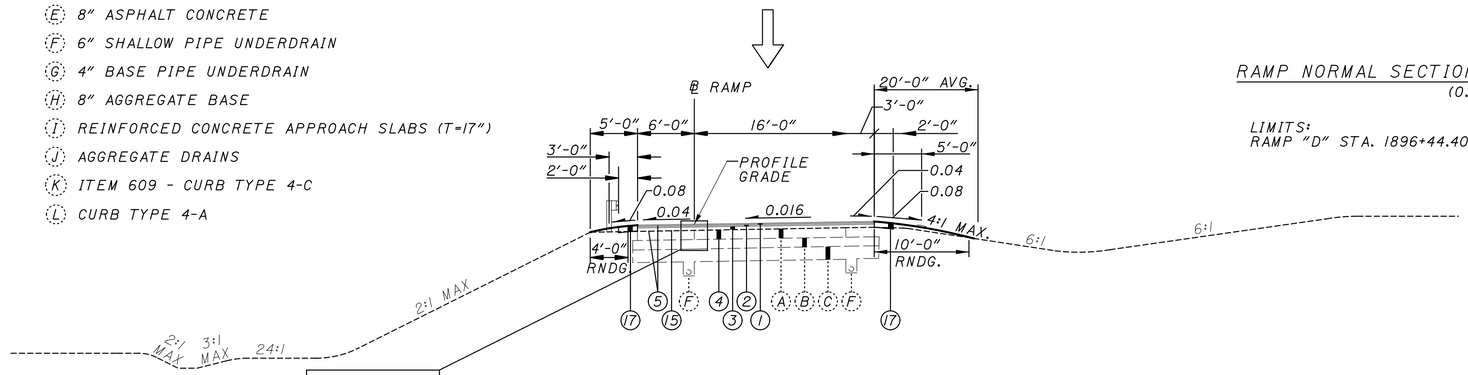
EXISTING PAVEMENT LEGEND

- (A) 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- (B) ITEM 304 - 6" AGGREGATE BASE
- (C) LIME STABILIZED SUBGRADE (T=16")
- (D) 7" ASPHALT CONCRETE
- (E) 8" ASPHALT CONCRETE
- (F) 6" SHALLOW PIPE UNDERDRAIN
- (G) 4" BASE PIPE UNDERDRAIN
- (H) 8" AGGREGATE BASE
- (I) REINFORCED CONCRETE APPROACH SLABS (T=17")
- (J) AGGREGATE DRAINS
- (K) ITEM 609 - CURB TYPE 4-C
- (L) CURB TYPE 4-A



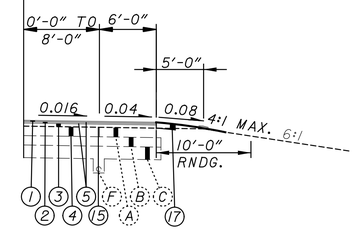
RAMP NORMAL SECTION (RIGHT) - CRACK AND SEAT
(0.016 MAX)

LIMITS:
RAMP "D" STA. 1896+44.40 TO STA. 1900+40.62 (BALTIMORE ST.) = 396.22 FT



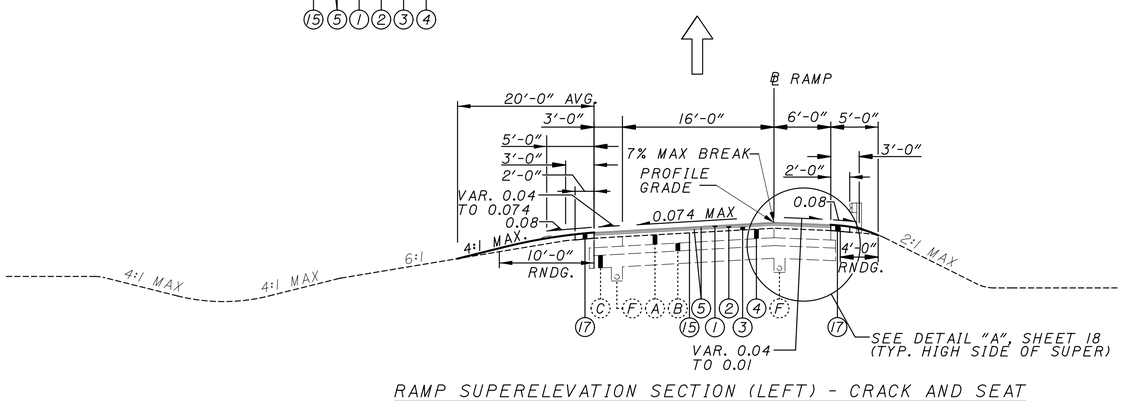
RAMP NORMAL SECTION (LEFT) - CRACK AND SEAT
(0.016 MAX)

LIMITS:
RAMP "A" STA. 1362+92.01 TO STA. 1366+00.65 (U.S. 127) = 308.64 FT
RAMP "C" STA. 1376+52.70 TO STA. 1378+66.39 (U.S. 127) = 213.69 FT
RAMP "B" STA. 1883+53.70 TO STA. 1884+41.18 (BALTIMORE ST.) = 87.48 FT



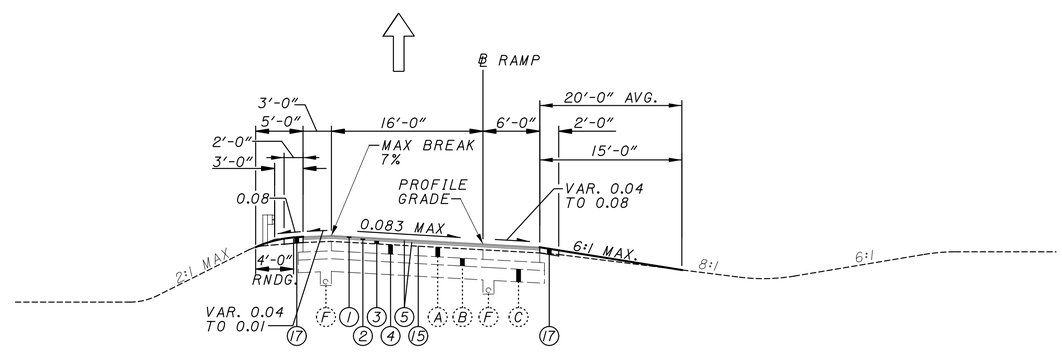
TURN LANE - CRACK AND SEAT

LIMITS:
RAMP "B" STA. 1367+39.92 TO STA. 1369+21.17 (U.S. 127) = 181.25 FT



RAMP SUPERELEVATION SECTION (LEFT) - CRACK AND SEAT
(0.074 MAX)

LIMITS:
RAMP "D" STA. 1371+57.72 TO STA. 1378+01.65 (U.S. 127) = 643.93 FT



RAMP SUPERELEVATION SECTION (RIGHT) - CRACK AND SEAT
(0.08 MAX)

LIMITS:
RAMP "B" STA. 1357+73.46 TO STA. 1369+21.17 (U.S. 127) = 1147.71 FT
RAMP "D" STA. 1378+01.65 TO STA. 1385+23.53 (U.S. 127) = 721.88 FT
RAMP "C" STA. 1891+00.00 TO STA. 1903+96.12 (BALTIMORE ST.) = 1296.12 FT
RAMP "D" STA. 1900+40.62 TO STA. 1903+89.11 (BALTIMORE ST.) = 348.49 FT

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER
MJS

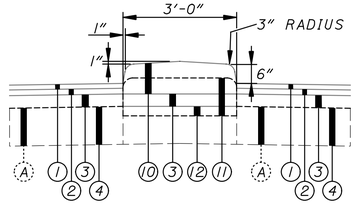
REVIEWER
MJM 10-13-23

PROJECT ID
117367

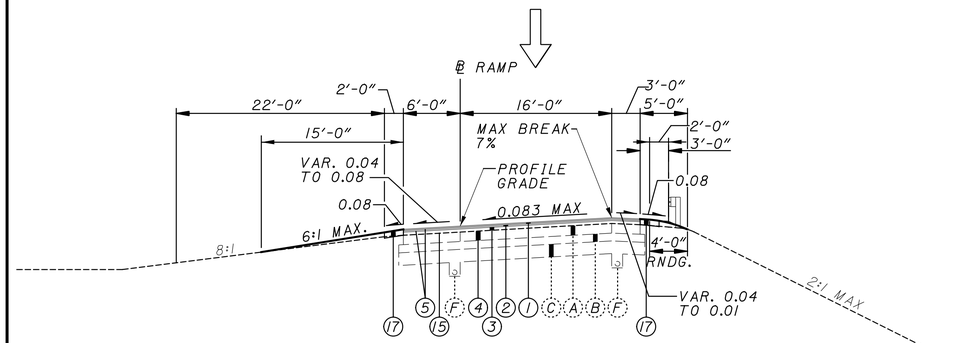
SHEET P.16 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/15/2024 TIME: 6:58:19 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY008.dgn

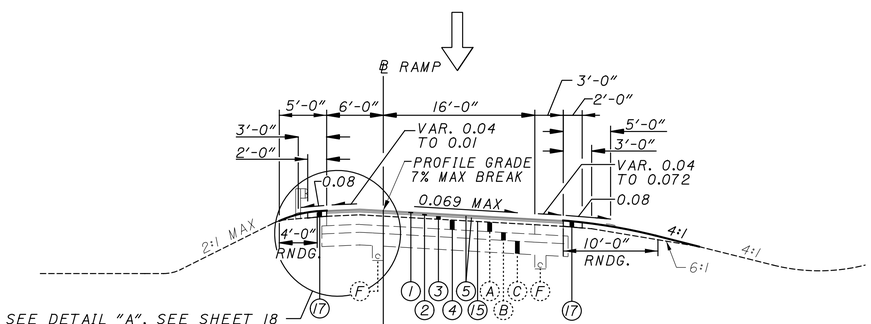


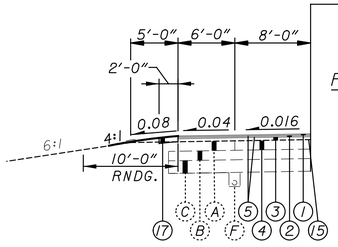
CONCRETE MEDIAN DETAIL



RAMP SUPERELEVATION SECTION (LEFT) - CRACK AND SEAT
(0.08 MAX)

LIMITS:
RAMP "A" STA. 1358+00.00 TO STA. 1362+92.01 (U.S. 127) = 492.01 FT
RAMP "C" STA. 1378+66.39 TO STA. 1389+00.00 (U.S. 127) = 1033.61 FT
RAMP "B" STA. 1884+41.18 TO STA. 1896+83.52 (BALTIMORE ST.) = 1242.34 FT
RAMP "A" STA. 1883+04.52 TO STA. 1889+25.02 (BALTIMORE ST.) = 620.50 FT



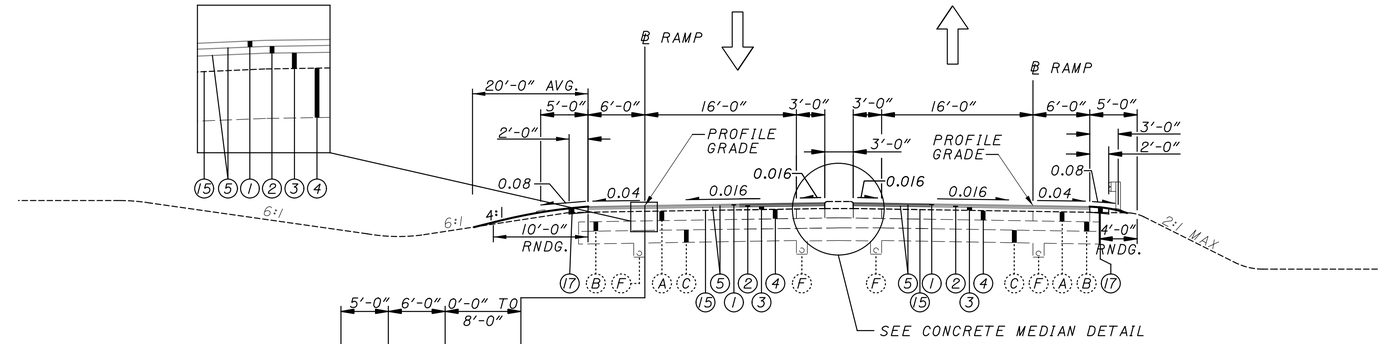


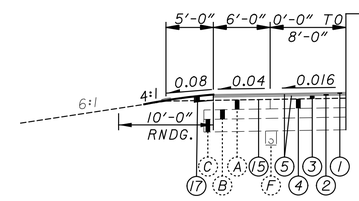
TURN LANE

RAMP SUPERELEVATION SECTION (RIGHT) - CRACK AND SEAT
(0.072 MAX)

LIMITS:
RAMP "A" STA. 1366+00.65 TO STA. 1372+62.28 (U.S. 127) = 661.63 FT
RAMP "C" STA. 1373+33.00 TO STA. 1376+52.70 (U.S. 127) = 319.70 FT

LIMITS:
RAMP "C" STA. 1372+78.30 TO STA. 1375+77.54 (U.S. 127) = 299.24 FT



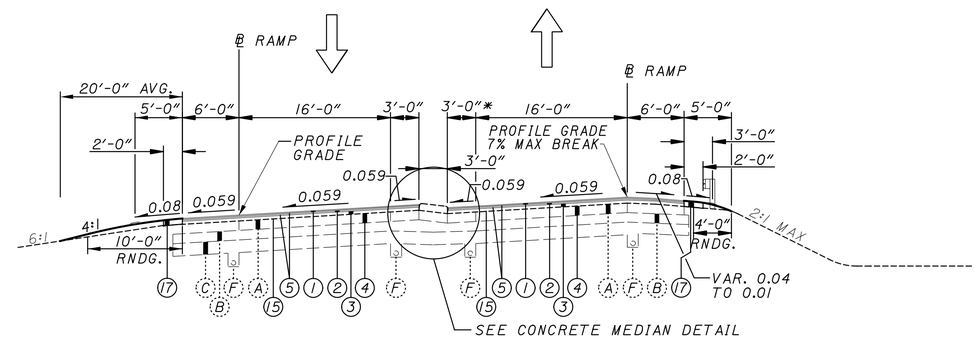


TURN LANE

LIMITS:
RAMP "B" STA. 1870+51.35 TO STA. 1873+48.92 (BALTIMORE ST.) = 297.57 FT
RAMP "C" STA. 1906+50.00 TO STA. 1909+42.65 (BALTIMORE ST.) = 292.65 FT

RAMP NORMAL SECTION - CRACK AND SEAT
(0.016 MAX)

LIMITS:
RAMP "A" STA. 1898+74.03 TO STA. 1900+31.34 (BALTIMORE ST.) = 157.31 FT
RAMP "B" STA. 1870+51.35 TO STA. 1873+18.74 (BALTIMORE ST.) = 267.39 FT
RAMP "C" STA. 1905+20.90 TO STA. 1909+42.65 (BALTIMORE ST.) = 535.45 FT
RAMP "D" STA. 1891+00.11 TO STA. 1896+44.40 (BALTIMORE ST.) = 421.75 FT
TOTAL = 1490.56 FT



RAMP SUPERELEVATED SECTION (LEFT) - CRACK AND SEAT
(0.059 MAX)

LIMITS:
RAMP "A" STA. 1889+25.02 TO STA. 1898+74.03 (BALTIMORE ST.) = 949.01 FT
RAMP "B" STA. 1873+18.74 TO STA. 1883+53.70 (BALTIMORE ST.) = 1034.96 FT
RAMP "C" STA. 1903+96.12 TO STA. 1905+20.90 (BALTIMORE ST.) = 124.78 FT

* VARIES FROM 3' TO 18'
STA. 1889+25.02 TO STA. 1890+35.39 (BALTIMORE ST. RAMP "A")
STA. 1903+96.12 TO STA. 1904+84.70 (BALTIMORE ST. RAMP "C")

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

- A 12½" PORTLAND CEMENT CONCRETE PAVEMENT
- B ITEM 304 - 6" AGGREGATE BASE
- C LIME STABILZED SUBGRADE (T=16")
- D 7" ASPHALT CONCRETE
- E 8" ASPHALT CONCRETE
- F 6" SHALLOW PIPE UNDERDRAIN
- G 4" BASE PIPE UNDERDRAIN
- H 8" AGGREGATE BASE
- I REINFORCED CONCRETE APPROACH SLABS (T=17")
- J AGGREGATE DRAINS
- K CURB TYPE 4-C
- L CURB TYPE 4-A

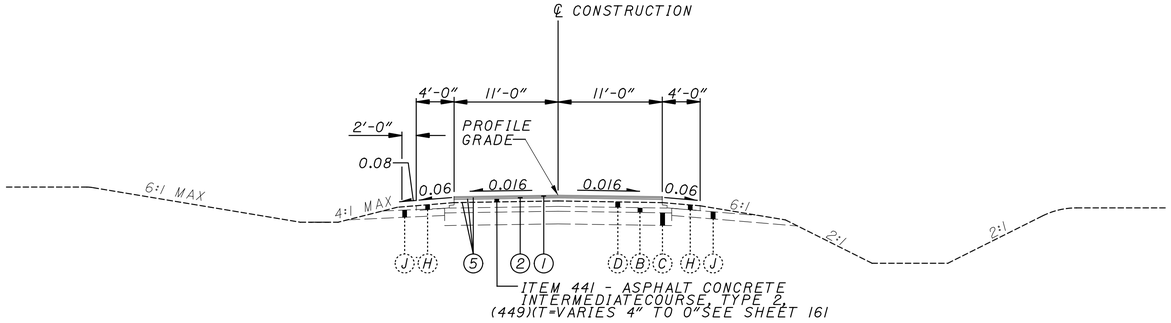
TYPICAL SECTIONS

DESIGN AGENCY

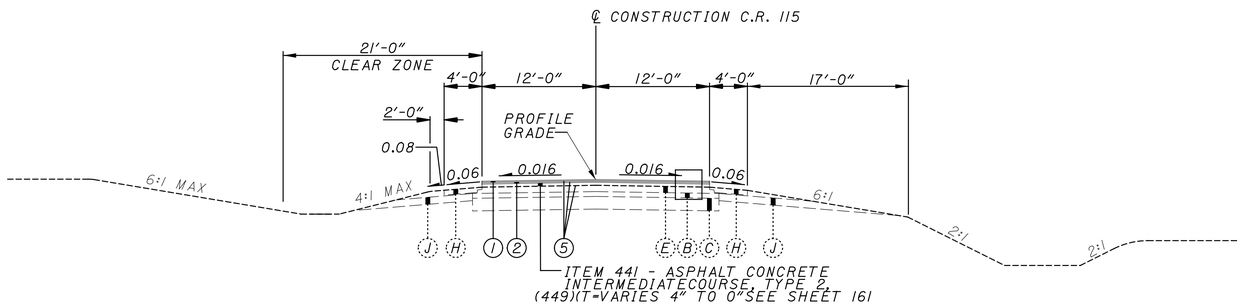
DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.17 TOTAL 258

PAU/DEF-24-12.30/0.00

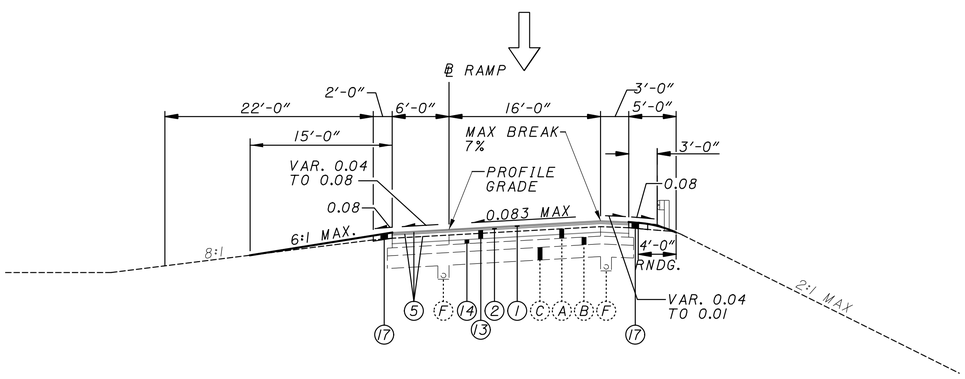
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:46:36 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY009.dgn



NORMAL SECTION C.R. 232, C.R. 133 & C.R. 143
(0.016 MAX)

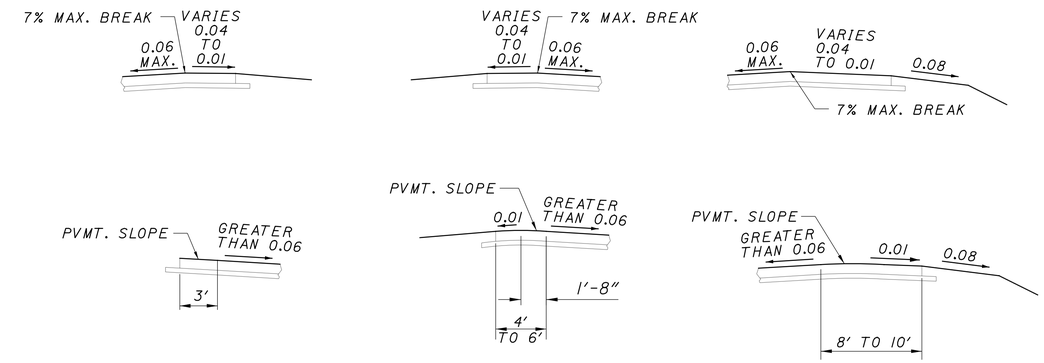


NORMAL SECTION C.R. 115
(0.016 MAX)

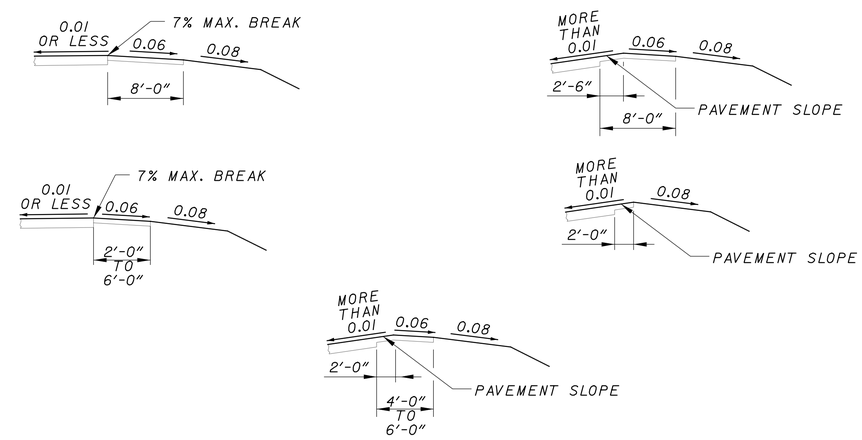


RAMP SUPERELEVATION SECTION (LEFT) - PAVEMENT REMOVE AND REPLACE
(0.08 MAX)

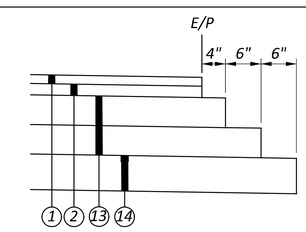
LIMITS:
RAMP "C" STA. 1372+76.70 TO STA. 1373+33.00 (U.S. 127) = 56.30 FT
RAMP "D" STA. 1881+66.06 TO STA. 1883+04.52 (BALTIMORE ST.) = 138.46 FT



DETAIL "A"
HIGH SIDE OF SUPERELEVATED CURVES
PAVED SHOULDER SLOPES



DETAIL "B"
HIGH SIDE OF SUPERELEVATED SECTIONS



EDGE COURSE DIMENSIONS

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

A. 12½" PORTLAND CEMENT CONCRETE PAVEMENT
B. 6" AGGREGATE BASE
C. LIME STABILIZED SUBGRADE (T=16")
D. 7" ASPHALT CONCRETE
E. 8" ASPHALT CONCRETE
F. 6" SHALLOW PIPE UNDERDRAIN
G. 4" BASE PIPE UNDERDRAIN
H. 8" AGGREGATE BASE
I. REINFORCED CONCRETE APPROACH SLABS (T=17")
J. AGGREGATE DRAINS
K. CURB TYPE 4-C
L. CURB TYPE 4-A

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.18 TOTAL 258

PAU/DEF-24-12.30/0.00

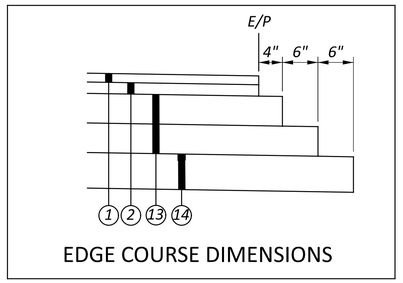
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:46:47 PM USER: msiefker
pw:\\ohicdot-pw.bentley.com:ohicdot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY010.dgn

PROPOSED PAVEMENT LEGEND

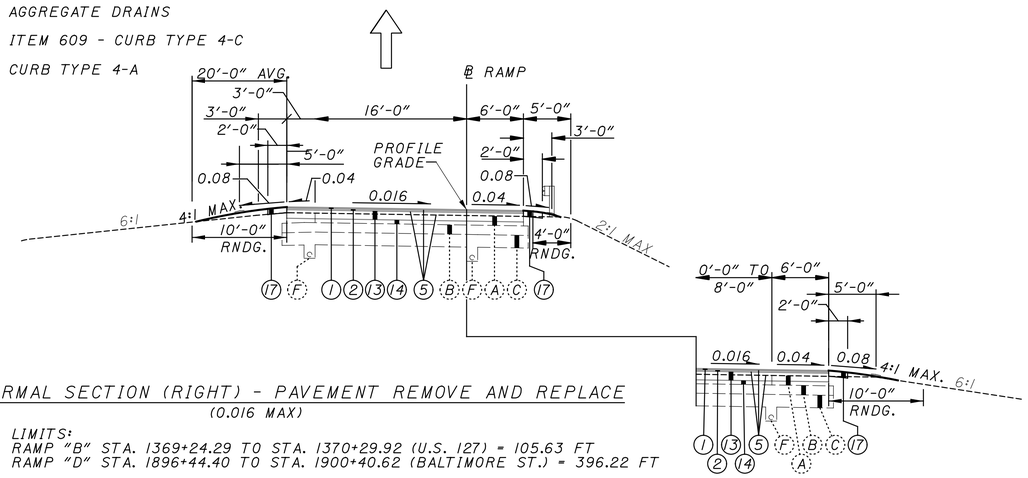
1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
7. ITEM 609 - CURB, MISC.: TYPE 4-A RETROFIT
8. ITEM 609 - CURB, TYPE 4-C
9. ITEM 202 - CURB REMOVED
10. ITEM 609 - CONCRETE MEDIAN
11. ITEM 202 - CONCRETE MEDIAN REMOVED
12. ITEM 304 - 3" AGGREGATE BASE
13. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
14. ITEM 304 - VARIABLE THICKNESS AGGREGATE BASE
15. ITEM 407 - TACK COAT, 702.13
16. ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN
17. ITEM 304 - 7.25" AGGREGATE BASE

EXISTING PAVEMENT LEGEND

A. 12½" PORTLAND CEMENT CONCRETE PAVEMENT
B. ITEM 304 - 6" AGGREGATE BASE
C. LIME STABILIZED SUBGRADE (T=16")
D. 7" ASPHALT CONCRETE
E. 8" ASPHALT CONCRETE
F. 6" SHALLOW PIPE UNDERDRAIN
G. 4" BASE PIPE UNDERDRAIN
H. 8" AGGREGATE BASE
I. REINFORCED CONCRETE APPROACH SLABS (T=17")
J. AGGREGATE DRAINS
K. ITEM 609 - CURB TYPE 4-C
L. CURB TYPE 4-A

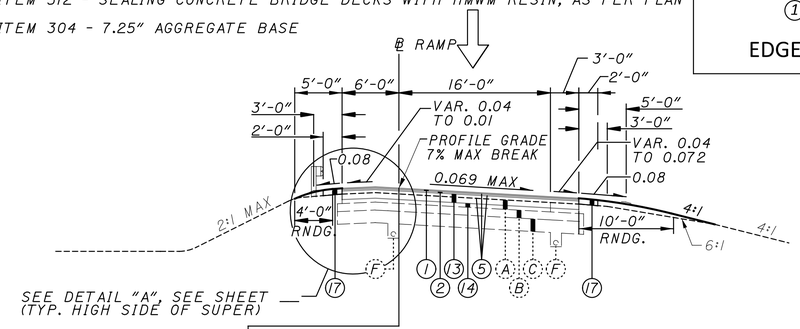


EDGE COURSE DIMENSIONS



RAMP NORMAL SECTION (RIGHT) - PAVEMENT REMOVE AND REPLACE
(0.016 MAX)

LIMITS:
RAMP "B" STA. 1369+24.29 TO STA. 1370+29.92 (U.S. 127) = 105.63 FT
RAMP "D" STA. 1896+44.40 TO STA. 1900+40.62 (BALTIMORE ST.) = 396.22 FT

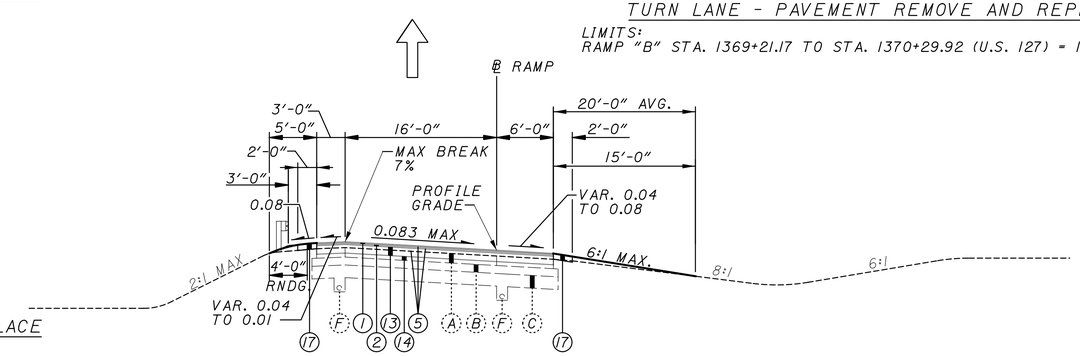


RAMP SUPERELEVATION SECTION (RIGHT) - PAVEMENT REMOVE AND REPLACE
(0.072 MAX)

LIMITS:
RAMP "A" STA. 1372+62.28 TO STA. 1373+71.03 (U.S. 127) = 108.75 FT
RAMP "C" STA. 1373+33.00 TO STA. 1373+85.45 (U.S. 127) = 52.45 FT

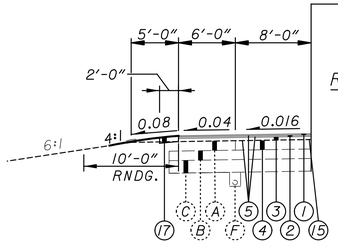
TURN LANE - PAVEMENT REMOVE AND REPLACE

LIMITS:
RAMP "B" STA. 1369+21.17 TO STA. 1370+29.92 (U.S. 127) = 108.75 FT



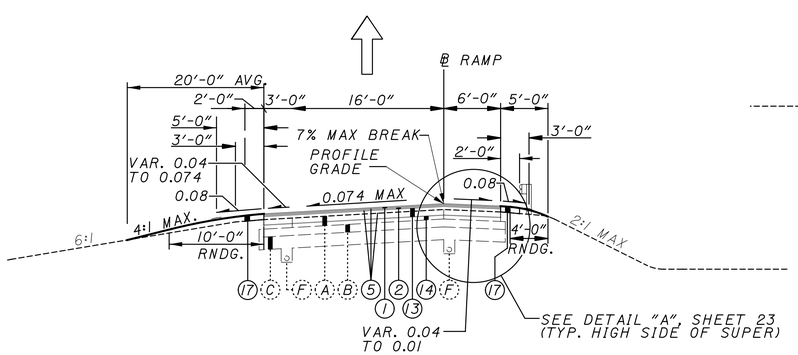
RAMP SUPERELEVATION SECTION (RIGHT) - PAVEMENT REMOVE AND REPLACE
(0.08 MAX)

LIMITS:
RAMP "B" STA. 1369+21.17 TO STA. 1369+24.29 (U.S. 127) = 3.12 FT
RAMP "D" STA. 1370+48.97 TO STA. 1371+25.52 (U.S. 127) = 76.55 FT
RAMP "D" STA. 1903+89.11 TO STA. 1906+42.86 (BALTIMORE ST.) = 253.75 FT



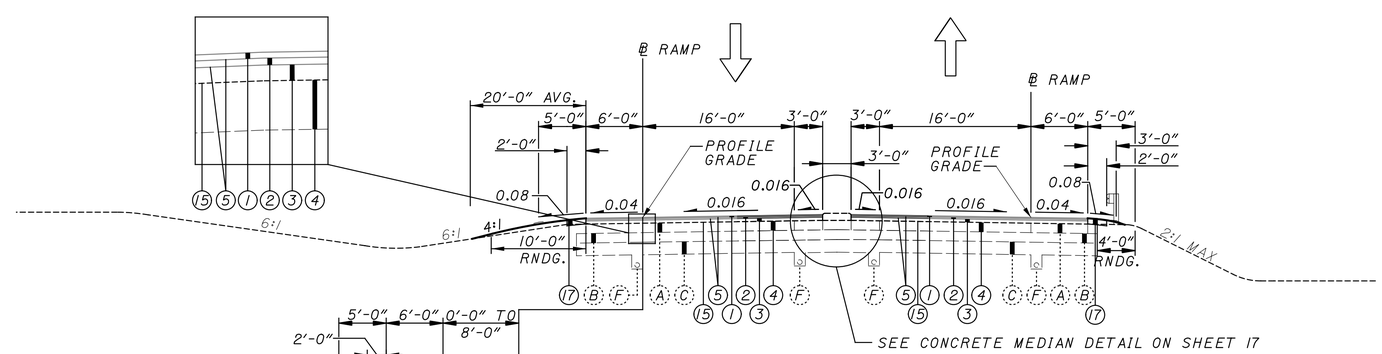
TURN LANE

LIMITS:
RAMP "C" STA. 1372+76.70 TO STA. 1373+85.45 (U.S. 127) = 108.75 FT



RAMP SUPERELEVATION SECTION (LEFT) - PAVEMENT REMOVE AND REPLACE
(0.074 MAX)

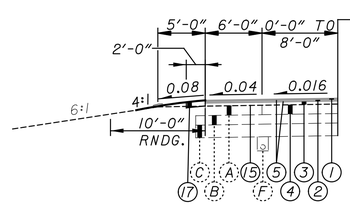
LIMITS:
RAMP "D" STA. 1371+25.52 TO STA. 1371+57.72 (U.S. 127) = 32.2 FT



RAMP NORMAL SECTION - CRACK AND SEAT
(0.016 MAX)

LIMITS:
RAMP "A" STA. 1900+31.34 TO STA. 1901+40.10 (BALTIMORE ST.) = 108.76 FT
RAMP "B" STA. 1870+51.14 TO STA. 1871+60.35 (BALTIMORE ST.) = 109.21 FT
RAMP "C" STA. 1908+19.93 TO STA. 1909+34.43 (BALTIMORE ST.) = 114.5 FT
RAMP "D" STA. 1891+07.30 TO STA. 1892+16.84 (BALTIMORE ST.) = 109.54 FT

TOTAL = 442.01 FT



TURN LANE

LIMITS:
RAMP "B" STA. 1870+51.14 TO STA. 1871+60.35 (BALTIMORE ST.) = 109.21 FT
RAMP "C" STA. 1908+19.93 TO STA. 1909+34.43 (BALTIMORE ST.) = 114.5 FT

TOTAL = 223.71 FT

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.19 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/15/2024 TIME: 6:58:52 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GY011.dgn

ROUNDING

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

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

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.

EXISTING PLANS

EXISTING PLANS ENTITLED PAU/DEF-24-12.30/0.00 MAY BE INSPECTED IN THE ODOT DISTRICT 1 OFFICE IN LIMA.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS, PROJECT NO.24336, SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 1 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY (WITH A UNIFORM THICKNESS OF 7.25 INCHES IN AREAS OF CRACK AND SEAT. THE OVERLAY ADDED TO MAINLINE U.S. 24 BRIDGES WILL BE A UNIFORM THICKNESS OF 3 INCHES.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

SEEDING AND MULCHING

SEEDING AND MULCHING CALCULATIONS			
659	SOIL ANALYSIS TEST (42577)(1/10000)	5	EA
659	REPAIR SEEDING AND MULCHING (383577)(5/100)	19,179	SY
659	INTER-SEEDING (383577)(5/100)	19,179	SY
659	COMMERCIAL FERTILIZER (402756)(9)(1/1000)(30)(1/2000)	54.37	TON
659	LIME (383577)(1/4840)	79.25	ACRES
659	WATER (2)(383577)(9)(1/1000)(300)(1/1000)	2071	MGAL
659	MOWING MAINLINE: (L=56000'xW=112')(4)(1/1000) RAMPS: (A=603000)(4)(1/1000)	27,500	MSF
651	TOPSOIL STOCKPILED (383577)(4" DEPTH/36) - 5013 CY	37607	CY
652	PLACING STOCKPILED TOPSOIL (383577)(4" DEPTH/36) - 5013 CY	37607	CY
TOTALS CARRIED TO GENERAL SUMMARY			

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

THE QUANTITY FOR MOWING IS BASED ON PERFORMING THE FOLLOWING OPERATION TWO (2) TIMES PER SEASON:
MOW THE ENTIRE MEDIAN AND 30' OFF THE OUTSIDE SHOULDERS IN BOTH DIRECTIONS WITHIN THE PROJECT LIMITS. ALSO MOW 30' OFF THE OUTSIDE SHOULDERS ON THE RAMPS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

TEMPORARY SEDIMENT AND EROSION CONTROL

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK:

ITEM 832, EROSION CONTROL = 100,000 EACH

ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN
ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS, AS PER PLAN
ITEM 606 - GUARDRAIL, BARRIER DESIGN, TYPE MGS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 606, THESE ITEMS REQUIRE STEEL POSTS AND COMPOSITE OR POLYMER ALTERNATIVE BLOCKOUTS. THE BLOCKOUTS SHALL BE FROM THE APPROVED PRODUCTS LIST THAT IS MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING AND INSTALLED PER CMS 606 AND ALL PERTINENT STANDARD DRAWINGS. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING STEEL POSTS AND APPROVED ALTERNATIVE MGS BLOCKOUTS SHALL BE INCLUDED IN THE UNIT BIDS FOR ITEM 606, GUARDRAIL, TYPE MGS, AS PER PLAN, ITEM 606, GUARDRAIL, TYPE MGS WITH LONG POSTS, AS PER PLAN AND ITEM 606, GUARDRAIL, BARRIER DESIGN, TYPE MGS, AS PER PLAN.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)

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

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

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 606 AND STANDARD CONSTRUCTION DRAWING MGS-3.1, THIS ITEM REQUIRES THE USE OF STEEL POSTS. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING STEEL POSTS SHALL BE INCLUDED IN THE UNIT BID FOR ITEM 606, MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1

ITEM 606 - IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE TYPE 1 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR,

TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED TRANSITIONS, HARDWARE, REFLECTIVE SHEETING AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

POST CONSTRUCTION STORM WATER TREATMENT

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

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIPS FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670, SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 670, SLOPE EROSION PROTECTION	45,111 SY
ITEM 659, TOPSOIL	5013 CY

ITEM 659 - TOPSOIL

THE FOLLOWING QUANTITY IS PROVIDED TO BE USED IN AREAS WHERE THE EXISTING TOPSOIL IS DEEMED USUABLE FOR VEGETATION GROWTH BY THE ENGINEER:

ITEM 659, TOPSOIL 2500 CY

ENVIRONMENTAL COMMITMENT

1. THE CONTRACTOR SHALL NOT DISCHARGE TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND TO THE MAUMEE RIVER, ITS TRIBUTARIES, OR DRAINAGE WAYS. IF REFUELING OF IMMOBILE EQUIPMENT IS NECESSARY WITHIN THE FLOODPLAIN OR NEAR ANY TRIBUTARY DRAINAGE WAYS, DITCHES, OR STREAM, THE CONTRACTOR SHALL PROVIDE SECONDARY CONTAINMENT WITH ENOUGH CAPACITY TO COMPLETELY CONTAIN AND COLLECT ALL POTENTIAL LIQUID WASTES IN THE EVENT OF A SPILL.

2. ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHOULD BE DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE THE FEMA 100-YEAR FLOOD ELEVATIONS. DISPOSAL OF ANY SUCH MATERIALS WITHIN 1000 FEET OF THE MAUMEE RIVER IS PROHIBITED.

3. THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS LUBRICANTS, AND ANY STORAGE FOR/OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA AND NOT WITHIN 1000 FEET OF THE MAUMEE RIVER.

4. IN ACCORDANCE WITH ORC 3750.06, REPORTABLE SPILLS MUST BE REPORTED TO THE LOCAL FIRE DEPARTMENT AND THE OHIO SPILL LINE (1-800-282-9378).

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.

EXISTING SUBSURFACE DRAINAGE

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

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

PERSONAL PROTECTION EQUIPMENT (PPE)

THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF SECTIONS XXIV AND XXXIV OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY & HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: NOVEMBER 1, 2018 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEBSITE:

HTTP://WWW.DOT.STATE.OH.US/POLICY/POLICIESANDSOPS/POLICIES/220-006(SP).PDF

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:.

XXIV. HEAD PROTECTION (HARD HATS)
ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR APPROPRIATE HEAD PROTECTION. ALL HARD HATS MUST MEET OR EXCEED ANSI Z89.1-2009 TYPE 1, CLASS E-G REQUIREMENTS.

XXXIV. SAFETY APPAREL AND VEST (HIGH VISIBILITY)
ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR A HIGH-VISIBILITY SAFETY VEST THAT MEETS THE PERFORMANCE CLASS II OR CLASS III REQUIREMENTS OF THE ANSI/ISEA 107-2015 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND ACCESSORIES."

WORKERS MAY WEAR AN ANSI CLASS II OR ANSI CLASS III APPROVED RAIN SUIT, JACKET OR OTHER APPAREL WITHOUT A SAFETY VEST OVER IT.

ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN
ITEM 202 - GUARDRAIL REMOVED, BARRIER DESIGN, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 202, THIS ITEM INCLUDES THE REMOVAL OF ANY ANCHOR ASSEMBLIES, BRIDGE TERMINAL ASSEMBLIES, AND ANY CONCRETE ENCASED POSTS. THE CONCRETE AND ALL GUARDRAIL COMPONENTS SHALL BE DISPOSED OF IN ACCORDANCE WITH C&MS 202.

ALL HOLES REMAINING AFTER THE REMOVAL OF GUARDRAIL POSTS AND THE REMOVAL OF ANY CONCRETE ENCASED POSTS SHALL BE FILLED IN ACCORDANCE WITH 202.02 OF THE C&MS. FILL MATERIAL MUST MEET THE SPECIFICATIONS OF C&MS 703.11 AND MUST MEET THE APPROVAL OF THE ENGINEER PRIOR TO ITS USE. ALL HOLES SHALL BE FILLED AND THOROUGHLY COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO THE CONTRACTOR PERFORMING THE RESHAPING UNDER GUARDRAIL WORK. PAYMENT FOR THE ABOVE SHALL BE INCLUDED WITH THE UNIT PRICE FOR ITEM 202, GUARDRAIL REMOVED, BARRIER DESIGN, AS PER PLAN.

COORDINATION OF CONTRACTORS

SINCE THE MAINTENANCE OF TRAFFIC AND WORK ON THIS PROJECT MAY OVERLAP OTHER PROJECTS, IT IS ESSENTIAL THAT EACH CONTRACTOR CONDUCT THEIR WORK AN COOPERATE WITH EACH OTHER IN SUCH A MANNER AS NOT TO HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY THE OTHER CONTRACTOR.

ITEM 202 - GUARDRAIL REMOVED FOR REUSE, AS PER PLAN

THIS ITEM IS USED TO SALVAGE GUARDRAIL COMPONENTS OF RECENTLY INSTALLED MGS GUARDRAIL. CAREFULLY DISMANTLE THE GUARDRAIL SYSTEM AND STORE SALVAGED COMPONENTS IN THE CONTRACTOR'S STAGING AREA. POTENTIAL COMPONENTS TO BE SALVAGED INCLUDE W-BEAM PANELS AND PLASTIC OR COMPOSITE BLOCKOUTS. SALVAGED COMPONENTS TO BE REUSED SHALL BE AT THE APPROVAL OF THE ENGINEER.

THIS PAY ITEM ALSO INCLUDES THE REMOVAL AND DISPOSAL OF THE EXISTING STANDARD LENGTH POSTS. THE POSTS NEED TO BE REPLACED WITH LONG POSTS WHEN THE GUARDRAIL IS RE-ERECTED.

ALL HOLES REMAINING AFTER REMOVAL SHALL BE FILLED IN ACCORDANCE WITH202.02 OF THE C&MS. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. FILL MATERIAL MUST MEET THE SPECIFICATION OF C&MS 703.11 AND MUST MEET THE APPROVAL OF THE ENGINEER PRIOR TO ITS USE. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER PRIOR TO THE CONTRACTOR PERFORMING THE SHOULDER EMBANKMENT WORK.

PAYMENT FOR THE ABOVE SHALL BE INCLUDED WITH THE UNIT PRICE FOR ITEM 202-GUARDRAIL, REMOVED FOR REUSE, AS PER PLAN.

ITEM 606 - GUARDRAIL REBUILT, TYPE MGS WITH LONG POSTS, AS PER PLAN

THIS ITEM IS USED TO REBUILD EXISTING GUARDRAIL USING SALVAGED GUARDRAIL COMPONENTS. THIS ITEM ALSO INCLUDES FURNISHING NEW LONG POSTS FOR USE WITH THE REBUILT GUARDRAIL. THE NEW LONG POSTS SHALL BE STEEL POSTS. THE CONTRACTOR SHALL ALSO FUNISH NEW BOLTS, WASHERS, AND INCIDENTAL HARDWARE NECESSARY TO COMPLETE THE GUARDRAIL.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, GUARDRAIL REBUILT, TYPE MGS WITH LONG POSTS, AS PER PLAN AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL SECTION OF MGS GUARDRAIL.

ITEM 321 - CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN

ODOT WILL REDUCE THE REQUIREMENT IN 321.03 TO NOT IMPACT SLABS WITHIN 1FT OF EDGES FOR NARROW SHOULDERS AND OTHER SMALL AREAS, AS NEEDED. THE EQUIPMENT SHOULD BE CENTERED ON THE SLABS TO PROVIDE THE MOST DISTANCE POSSIBLE FROM THE IMPACT LOCATION TO THE EDGE OF THE SLAB AND TO MINIMIZE SPALLING.

TRAFFIC ENTERING AND EXITING US-24 AT THE AT-GRADE INTERSECTIONS IS PERMITTED TO CROSS A CRACKED AND SEATED SECTION OF CONCRETE OR ASPHALT BASE BEFORE THE INTERMEDIATE COURSE IS IN PLACE.

IN ADDITION TO THE REQUIREMENTS OF ITEM 321, THE DEPARTMENT WILL PERIODICALLY REQUIRE THE CONTRACTOR TO OBTAIN PAVEMENT CORE SAMPLES TO ENSURE THAT THE CRACKING IS REFLECTED THROUGH THE FULL DEPTH OF THE CONCRETE. THE CORES WILL BE 4" CORES. THE CORE HOLES SHALL BE FILLED WITH A HIGH STRENGTH QUICK SET CONCRETE FLUSH WITH THE SURFACE OF THE ROADWAY. THE DEPARTMENT EXPECTS TO REQUIRE FROM ONE UP TO TEN CORES PER DAY. THE COST OF THE CORE SAMPLES AND FILLING THE CORE HOLES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 321 - CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN. THIS PRICE INCLUDES THE COST FOR MATERIAL, EQUIPMENT, LABOR AND ALL INCIDENTIALS REQUIRED TO COMPLETE THIS ITEM AS NOTED ABOVE.

THE COST OF REPAIRING VOIDS WITH ASPHALT CONCRETE SHALL BE INCLUDED IN THE UNIT PRICE BIDE FOR ITEM SPECIAL - PATCHING CRACKED AND SEATED SURFACE.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B (MASH 2016)

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

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

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

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 611, THIS ITEM ALSO INCLUDES THE REMOVAL AND REPLACEMENT OF A CONCRETE APRON. REMOVAL OF THE EXISTING CONCRETE APRON SHOULD BE IN ACCORDANCE WITH C&MS 202. NOTE THAT THERE ARE EXISTING ANCHORS CONNECTING THE APRON TO THE BASIN. AFTER ADJUSTING THE HEIGHT OF THE CATCH BASIN, INSTALL NEW CONCRETE APRONS WITH CUTOFF WALLS PER C&MS 601.04.D AND STANDARD CONSTRUCTION DRAWING CB-8.

ALL MATERIALS, LABOR, EQUIPMENT & INCIDENTAL REQUIRED TO REMOVE AND REPLACE THE CONCRETE APRON SHALL BE INCLUDED IN THE UNIT BID PER EACH FOR ITEM 611 CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN.

SPECIAL - PATCHING CRACKED AND SEATED SURFACE

PATCH AREAS OF THE CRACKED AND SEATED SURFACE DESIGNATED BY THE ENGINEER THAT HAVE SPALLING OR DISLODGED UNSOUND PAVEMENT. BEFORE PATCHING, CLEAN AREAS OF LOOSE MATERIAL, COAT WITH 407.02 ASPHALT MATERIAL, AND FILL WITH ITEM 441 TYPE 1 OR 442 9.5 MM OR 12.5 MM MATERIAL. LEVEL AND COMPACT NEW MATERIAL FLUSH TO THE ADJACENT CRACKED AND SEATED PAVEMENT.

THE DEPARTMENT WILL NOT PAY FOR REPAIRS DUE TO DAMAGE CAUSED BY CRACKING TECHNIQUES THAT DO NOT MEET THE REQUIREMENTS OF C&MS 321. THE ENGINEER WILL MEASURE THE QUANTITY OF PATCHING CRACKED AND SEATED SURFACE BY THE NUMBER OF CUBIC YARDS. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR COMPLETING THE WORK ABOVE.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 690 SPECIAL - PATCHING CRACKED AND SEATED SURFACE 500 CY

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 21A OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING ON THIS PROJECT:

PROJECT CONTROL

POSITIONING METHOD: ODOT REAL TIME NETWORK (2011) AND DIFFERENTIAL LEVELING
MONUMENT TYPE: VARIOUS

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011 ADJ, EPOCH 2010.0)
ELLIPSOID: GRS 80
MAP PROJECTION: LAMBERT CONFORMAL CONIC 2 STANDARD PARALLEL
COORDINATE SYSTEM: OHIO STATE PLANE CO-ORDINATE SYSTEM OF 1983, NORTH ZONE
COMBINED SCALE FACTOR: 1.00008827 (AS TAKEN FROM PREVIOUS PLAN PAU/DEF-24-12.30/0.00 (PID 24336)
ORIGIN OF COORDINATE SYSTEM: 0,0

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

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

BASIS OF BEARINGS: BEARINGS ARE BASED ON GRID NORTH OF THE OHIO STATE PLANE CO-ORDINATE SYSTEM OF 1983 - NORTH ZONE, NAD 83 (ODOT RTN, 2011 ADJ., EPOCH 2010.0)

BASIS OF EXISTING CENTERLINE OF R/W AND THE R/W LIMITS:
THE CENTERLINE OF RIGHT OF WAY AND RIGHT OF WAY LIMITS WERE ESTABLISHED USING THE FOLLOWING OHIO DEPARTMENT OF TRANSPORTATION PLANS:
"PAU/DEF-24-0.00/0.00 CENTERLINE SURVEY" PID 18904 DATED 9/24/2004; AND "PAU/DEF-24-12.30/0.00 R/W PLANS" PID 24336 DATED CIRCA 2006 AS FOUND ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION-DISTRICT ONE OFFICE AT LIMA, OHIO.

ESTABLISHMENT OF C/L OF R/W STATIONING:
THE STATIONING OF U.S. 24 WAS ESTABLISHED BY ACCEPTING A CONCRETE MONUMENT FOUND AS BEING C/L OF R/W STATION 1355+00.00 PER SAID "PAU/DEF-24-0.00/0.00" CENTERLINE SURVEY (PID 18904).

EXISTING PLAN FEATURES NOTE:
ALL EXISTING FEATURES AND DATA SHOWN ON THE SCHEMATIC AND PLAN DETAIL SHEETS ARE NOT BASED ON A CURRENT FIELD SURVEY. ALL ITEMS ON THESE SHEETS HAVE BEEN TAKEN FROM THE ORIGINAL CONSTRUCTION PLANS FOR THE U.S. 24 CORRIDOR (PAU/DEF-24-12.30/0.00, PID 24336, COMPLETED CIRCA 1999-2006).

GENERAL NOTES

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.21 TOTAL 258

PROJECT CONTROL TABLE

STATION/OFFSET		PROJECT COORDINATES (SEE SURVEY PARAMETERS)			MONUMENT DESCRIPTION	
STATION (C/L R/W U.S. 24) unless noted otherwise	OFFSET (C/L of R/W)	NORTHING(ft) NAD83(2011) OSPN at GROUND**)	EASTING(ft) NAD83(2011) OSPN at GROUND**)	ELEV(ft) (NAVD88/18)	PT #	DESCRIPTION
PAU-24-12.30 at St Rt 127						
HORIZONTAL CONTROL						
1344+99.87	0.27' LT	571493.749	1393298.353		MN5008	CMON found
1355+00.00	0	571953.017	1394186.798		117367_MN6003	CMON found
1359+42.45	15.89' RT	572142.183	1394587.085	720.73*	CP501	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1363+45.64	0.14' LT	572341.667	1394937.833		111892_MN2000	CMON found
1366+65.57	0.13' LT	572484.666	1395224.013		111892_MN4006	CMON found
1371+04.96	279.98' RT	572380.872	1395720.405	747.10*	CP511	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1371+32.41	15.67' LT	572670.063	1395653.472	722.42*	CP502	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1372+09.62	19.41' RT	572659.620	1395737.591	722.37*	CP503	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1372+53.38	375.93' LT	573051.687	1395669.301	740.06*	CP510	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1375+38.62	0.15' LT	572764.057	1396049.559		111892_MN4005	CMON found
1379+99.97	0.02' LT	572877.541	1396496.738		117367_MN6002	CMON found
1384+61.02	14.57' RT	572976.932	1396947.176	719.14*	CP504	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1385+00.03	0.05' LT	573000.706	1396981.391		111892_MN4003	CMON found
1394+99.97	0.11' LT	573309.017	1397929.766		117367_MN6000	CMON found
VERTICAL CONTROL						
1363+01	69' RT			723.86	BM501	NE bolt on light base to light pole # A23
1371+11	277' RT			747.09	BM503	Chiseled square in SE corner of concrete base to light pole # A26
1372+36	303' LT			744.83	BM504	SE bolt on light base to light pole # A14
1383+59	69' LT			721.58	BM502	SW bolt on light base to light pole.
PAU-24-12.30 at Railroad Overpass through Turn Around						
HORIZONTAL CONTROL						
1408+06.37	0.14' LT	574202.097	1398858.851		SV4140	CMON found
1412+71.39	0.11' LT	574620.091	1399062.104	747.68	CP1	CMON found
1418+37.63	0.10" LT	575137.408	1399292.344	749.54	CP2	CMON found
1423+02.60	0.09' LT	575555.388	1399495.575	740.01	CP3	CMON found
1426+50.42	5.84' RT	575839.276	1399695.291	731.11*	CP101	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1431+55.48	11.49' RT	576191.535	1400053.171	721.72*	CP102	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
VERTICAL CONTROL						
1415+78	71' LT			752.05	BM2	Chiseled Square in the NW Corner of the NW wing wall.
1417+03	69' RT			751.71	BM1	Chiseled Square in the NE Corner of the NE wing wall.
1425+00	158' RT			719.33	BM101	MNSPK in LA/RW fence assembly post
1430+00	168' RT			718.99	BM102	MNSPK in LA/RW fence assembly post
PAU-24-12.30 at Rd 115						
HORIZONTAL CONTROL						
1462+11.61	10.77' RT	576781.396	1402983.688	717.63*	CP201	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1465+35.04	0.15' LT	576808.932	1403306.132		112034_MN6	CMON found
1469+02.87	8.20' LT	576841.976	1403672.285	716.95*	CP203	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1479+02.22	10.84' RT	577003.952	1404657.476	717.99*	CP202	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
VERTICAL CONTROL						
1469+83	164' RT			718.42	BM201	MNSPK in LA/RW fence assembly post SW corner of Intersection
1470+20	149' LT			717.39	BM202	MNSPK in LA/RW fence assembly post NW corner of Intersection
PAU-24-12.30 at Rd 232 and Rd 133						
HORIZONTAL CONTROL						
1548+29.78	8.92' RT	579040.854	1411277.274	719.17*	CP301	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1549+99.90	0.01' LT	579101.880	1411436.325		MN4012	CMON found
1553+42.41	0.01' LT	579207.650	1411762.094		MN4011	CMON found
1554+90.77	9.56' LT	579262.541	1411900.258	719.51*	CP3012	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1559+99.93	0.01' RT	579410.664	1412387.492		MN4010	CMON found
1564+55.15	11.42' RT	579540.387	1412823.983	719.26*	CP302	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1564+99.89	0.01' LT	579565.068	1412863.013		MN4001	CMON found
1569+99.95	0.00	579719.482	1413338.635		MN4002	CMON found
1572+96.78	10.11' RT	579801.526	1413624.081	719.88*	CP303	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1579+62.53	12.04' LT	580028.172	1414250.454	719.73*	CP311	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1585+00.03	0.00	580182.695	1414765.399		MN4005	CMON found
1588+63.07	10.33' RT	580284.973	1415113.89	718.50*	CP304	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1589+99.91	0.02' LT	580337.073	1415240.849		MN4006	CMON found
VERTICAL CONTROL						
1556+84	136' LT			717.07	BM302	MNSPK in LA/RW fence assembly post NE corner of intersection 232
1557+68	145' RT			716.85	BM301	MNSPK in Power Pole SE corner of intersection 232
1579+59	153' RT			715.99	BM303	MNSPK in LA/RW fence assembly post SW corner of intersection 133
1581+88	133' LT			717.37	BM304	MNSPK in LA/RW fence assembly post NE corner of intersection 133

STATION/OFFSET		PROJECT COORDINATES (SEE SURVEY PARAMETERS)			MONUMENT DESCRIPTION	
STATION (C/L R/W U.S. 24) unless noted otherwise	OFFSET (C/L of R/W)	NORTHING(ft) NAD83(2011) OSPN at GROUND**)	EASTING(ft) NAD83(2011) OSPN at GROUND**)	ELEV(ft) (NAVD88/18)	PT #	DESCRIPTION
PAU-24-12.30 at Rd 143						
HORIZONTAL CONTROL						
1684+99.86	0.02' RT	583270.570	1424276.535		MN6000	CMON found
1686+81.38	9.09' RT	583317.987	1424451.982	713.56*	CP401	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1693+35.44	13.24' LT	583541.200	1425067.189	716.15*	CP402	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1702+22.04	8.89' RT	583793.930	1425917.291	713.87*	CP403	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1704+99.94	0.03' RT	583888.171	1426178.871		MN6001	CMON found
VERTICAL CONTROL						
1694+51	223' LT			716.15	BM401	MNSPK in LA/RW fence assembly post NW corner of intersection 143
1694+76	154' RT			714.96	BM402	MNSPK in LA/RW fence assembly post SE corner of intersection 143
DEF-24-1.63 at Krouse Rd						
HORIZONTAL CONTROL						
1798+32.76	0.01' LT	586770.129	1435055.577		MN5006	CMON found
1801+41.39	0.06' RT	586865.361	1435349.14	728.41	MN5000	CMON found
1805+53.61	20.74' RT	586983.120	1435745.691	735.67*	CP500	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
1809+99.96	0.08' RT	587202.556	1436136.265	730.45	MN5001	CMON found
1819+99.96	0.01' RT	587857.403	1436885.318		MN5005	CMON found
VERTICAL CONTROL						
1806+11	21' LT			736.32	BM511	West Bound lane SW wing wall SW corner
1807+03	18' LT			736.17	BM512	West Bound lane SE wing wall SE corner
DEF-24-2.91 at Baltimore St.						
HORIZONTAL and VERTICAL CONTROL						
1863+86.13	0	590401.118	1440276.874	706.85	MN3	CMON with Tablet found
1873+21.99	0.02' LT	590978.910	1441004.803	731.08	MN9	CMON with Tablet found
1877+53.75	0.05' LT	591327.478	1441259.265	736.80	MN8	CMON with Tablet found
1877+87.01	0.05' LT	591355.035	1441277.89	737.19	MN7	CMON with Tablet found
1885+26.23	0.02' LT	591958.337	1441704.536	733.55	MN6	CMON with Tablet found
1885+74.25	328.86' LT	592210.865	1441487.729	723.42*	CP600	⅝" Iron rebar found (old Garcia control)
1885+89.90	269.97' RT	591827.929	1441948.159	706.97	SM100	CMON found
1887+24.38	0.06' RT	592104.712	1441837.994	730.09	MN5	CMON with Tablet
1891+89.42	0.02' RT	592411.602	1442187.101		MN4	CMON found
1899+99.93	0.04' RT	592925.776	1442813.644	701.91	MN11	CMON found
1901+11.68	0.05' RT	592996.658	1442900.047	701.26	MN12	CMON found

*This elevation may be subject to seasonal changes. Confirm elevation against other primary vertical control and benchmarks just prior to the start of construction activities.

** The previous PAU/DEF-24-12.30/0.00 project (PID 24336 (R/W & Construction) & 18094(C/L Survey)) used NAD83(95) adjustment with a P.A.F. of 1.00008827 for establishement of control. This project table uses NAD83(2011) adjustment with a P.A.F. of 1.00008827 (as taken from previous project) for establishment of control. Additionally, the above table represents locations of monuments as set or found during the course of current survey work. Given these factors, monument locations reported in this table may have minor variations to any in-common monument locations as may have been shown in the record plans for PAU/DEF-24-0.00 (PID 24336/18094).

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

THIS ITEM SHALL FOLLOW THE SPECIFICATIONS OF C&MS 617. A QUANTITY OF THIS ITEM IS PROVIDED TO BRING THE EXISTING BERM UP FLUSH WITH THE EXISTING CONCRETE SURFACE. SEE THE EDGE COURSE DIMENSIONS DETAIL ON SHEET 9. THE ESTIMATED QUANTITY IS BASED ON AN AVERAGE DEPTH OF 3"AND A WIDTH OF 2'. THE DEPTH WILL VARY THROUGHOUT THE PROJECT.

THIS WORK MUST BE COMPLETED PRIOR TO SHIFTING TRAFFIC ONTO A SHOULDER AND BEFORE PAVING ITEM 302 ON A SHOULDER.

GENERAL NOTES

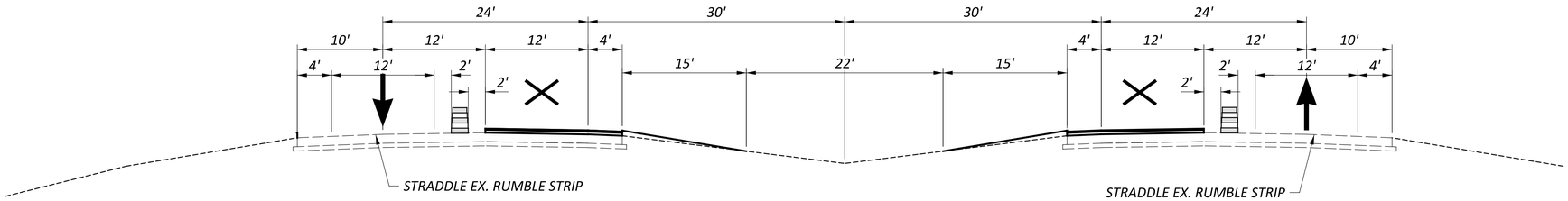
DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

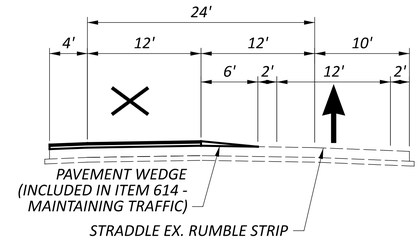
PROJECT ID 117367

SHEET P.21A TOTAL 258



PHASE 1A

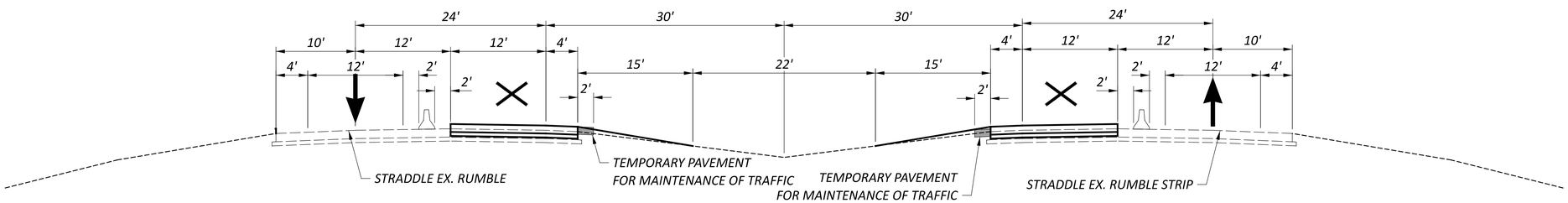
PASSING LANE CLOSURE FOR CRACK AND SEAT/ASPHALT BASE AND INTERMEDIATE COURSE ON THE PASSING LANE



PHASE 1A

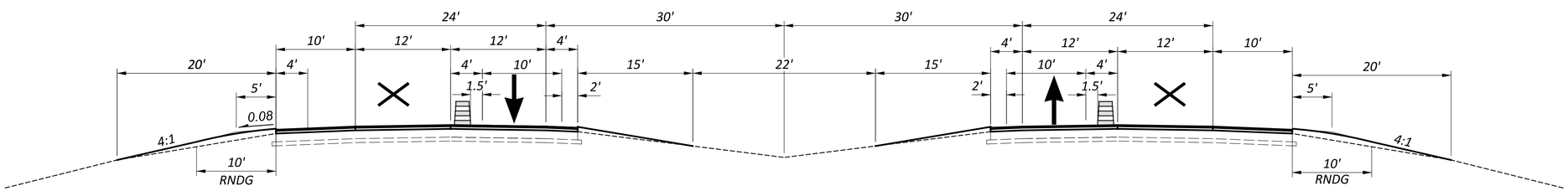
LANE CONFIGURATION NEAR AT-GRADE INTERSECTIONS

(APPLIES EITHER SIDE)



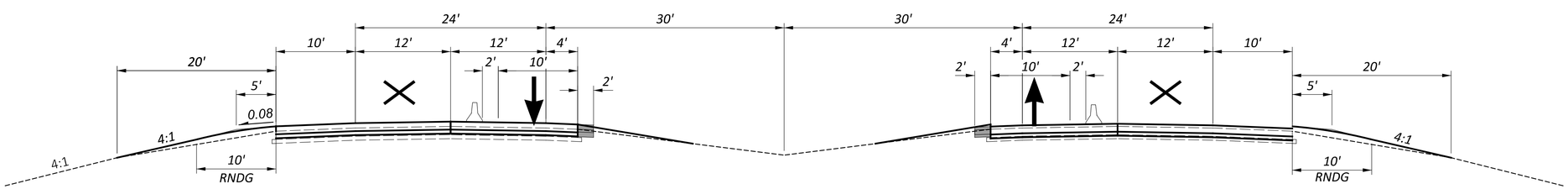
PHASE 1B

PASSING LANE CLOSURE FOR RECONSTRUCTION AND TEMPORARY PAVEMENT CONSTRUCTION NEAR MAINLINE BRIDGES



PHASE 2A

DRIVING LANE CLOSURE FOR OUTSIDE SHOULDER CRACK AND SEAT/ASPHALT BASE AND INTERMEDIATE COURSE ON THE DRIVING LANE



PHASE 2B

DRIVING LANE CLOSURE AND TRAFFIC SHIFT FOR RECONSTRUCTION NEAR MAINLINE BRIDGES

MAINTENANCE OF TRAFFIC TYPICAL DETAILS

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.22 TOTAL 258

PAU/DEF-24-12.30

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/31/2024 TIME: 7:51:08 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MY001.dgn

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE - 10' LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENTFOR MAINTAINING TRAFFIC, AND TEMPORARY PAVEMENT AND IN ACCORDANCE WITH THE REQUIREMENTS OF SPEC. 614 AND THESE MAINTENANCE OF TRAFFIC NOTES AND DETAILS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE HIS/HER WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL ALIGNMENT BETWEEN NOVEMBER 1ST AND APRIL 1ST. ALL INTERMEDIATE COURSE, GUARDRAIL, AND THE NECESSARY BERM AND GRADING (UP TO THE INTERMEDIATE COURSE) SHALL BE IN PLACE PRIOR TO THE NOVEMBER 1ST DATE. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $10,000 PER CALENDAR DAY .

DUE TO THE TOTAL SOLAR ECLIPSE ALL LANES OF TRAFFIC SHALL BE OPEN TO TRAFFIC FROM 12:00N FRIDAY 4/5/2024 THROUGH 6:00 AM WEDNESDAY 4/10/2024. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF $100 PER MINUTE FOR EACH MINUTE A LANE IS CLOSED DURING THIS TIMEFRAME.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT OF 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 DEVCES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE ENTRANCE AND EXIT RAMPS AT THE US-127 INTERCHANGE AND THE ENTRANCE AND EXIT RAMPS AT THE BALTIMORE STREET INTER-CHANGE ARE EACH PERMITTED TO BE CLOSED FOR A DURATION NOT TO EXCEED THIRTY (30) CONSECUTIVE CALENDAR DAYS PER RAMP. WHEN CLOSING A RAMP, THE CONTRACTOR MUST ENSURE THE RAMPS AT THAT INTERCHANGE AND THE RAMPS AT THE ADJACENT INTERCHANGE, THAT ARE NECESSARY FOR THE POSTED DETOUR, REMAIN OPEN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE THE RAMP WORK TO FIT THE DETOURS. THE RAMPS SHALL BE DETOURED AS SHOWN ON SHEET 29-32. A DISCINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $5,000 PER DAY FOR EACH CALENDAR DAY A RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THE EXIT AND ENTRANCE RAMP CLOSURES SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AS PER STANDARD CONSTRUCTION DRAWINGS MT-98.29 AND MT-98.30. THE DETOUR SIGNING SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO. THE CONTRACTOR SHALL NOTIFY ODOT PRIOR TO EACH CLOSURE/DETOUR ACCORDING TO THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE.

THE FIRST DAY THAT A RAMP CLOSURE/DETOUR IS IN EFFECT SHALL BE CONSIDERED THE STARTING DATE OF THE 30 DAY DETOUR/CLOSURE LIMITATION. ON OR BEFORE THE 30TH DAY, THE RAMP SHALL BE OPENED TO THE SAFE AND CONVENIENT USE OF THE TRAVELING PUBLIC. IF THE ROADWAY IS NOT OPENED ON THE 30TH, DISINCENTIVES SHALL BE ASSESSED AS PER THE ABOVE SPECIFICATIONS.

IN ADDITION TO THE ALLOWABLE RAMP CLOSURES DESCRIBED ABOVE, THE CONTRACTOR WILL BE PERMITTED TO CLOSE RAMPS AT BOTH INTERCHANGES (U.S. 127 AND BALTIMORE ST.), IN ONE DIRECTION AT A TIME, FOR A SINGLE DURATION OF 2 CALENDAR DAYS. THE INTENTION OF THIS CLOSURE IS TO ALLOW FOR PAVEMENT TRANSITIONS AND/OR WEDGES TO BE CONSTRUCTED BETWEEN PHASE 1 AND PHASE 2 OF CONSTRUCTION. A DISCINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $5,000 PER DAY FOR EACH CALENDAR DAY A RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THE EXIT AND ENTRANCE RAMP CLOSURES SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AS PER STANDARD CONSTRUCTION DRAWINGS MT-98.29 AND MT-98.30. THE DETOUR SIGNING SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO. THE CONTRACTOR SHALL NOTIFY ODOT PRIOR TO EACH CLOSURE/DETOUR ACCORDING TO THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE.

THE AT-GRADE INTERSECTIONS AT C.R. 115, C.R. 232, T.R. 133 AND C.R. 143 SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED BELOW. AFTER PAVING THE ASPHALT BASE COURSE ON THE MAINLINE AT AN INTERSECTION, THE CONTRACTOR MAY TEMPORARILY CLOSE THE INTERSECTION. THE CONTRACTOR SHALL RESTORE NORMAL INTERSECTION OPERATION BY PLACING PAVEMENT WEDGES AND/OR PAVING THE EXTRA INTERSECTION AREAS. NORMAL INTERSECTION OPERATION SHALL BE RESTORED WITHIN 7 DAYS OF THE MAINLINE BEING PAVED. SEE THE DETAIL ON SHEET 22 FOR APPROXIMATE WEDGE LOCATION. ALL COST TO CONSTRUCT AND SUBSEQUENTLY REMOVE THE WEDGE SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC. DURING A CLOSURE OF AN AT-GRADE INTERSECTION, THE ADJACENT RAMPS AND/OR AT-GRADE INTERSECTION MUST REMAIN OPEN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE THE INTERSECTION WORK TO MEET THIS REQUIREMENT. ACCESS TO EMERGENCY VEHICLES MUST BE MAINTAINED AT ALL TIMES BY USE OF WEDGING THE PAVEMENT OR BY OTHER MEANS.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATION DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

C.R. 115 JUST SOUTH OF T.R. 22B
-TYPE 3 BARRICADES WITH R11-3a SIGN

C.R. 115 JUST SOUTH OF C.R. 224/T.R. 224
-TYPE 3 BARRICADES WITH R11-3a SIGN

C.R. 115 JUST NORTH OF C.R. 232
-TYPE 3 BARRICADES WITH R11-3a SIGN

C.R. 232 JUST WEST OF T.R. 123
-TYPE 3 BARRICADES WITH R11-3a SIGN

C.R. 232 JUST WEST OF T.R. 115
-TYPE 3 BARRICADES WITH R11-3a SIGN

C.R. 232 JUST EAST OF T.R. 133
-TYPE BARRICADES WITH R11-3a SIGN

C.R. 133 JUST SOUTH OF C.R. 232
-TYPE BARRICADES WITH R11-3a SIGN

CR. 133 AT C.R. 8
-TYPE BARRICADES WITH R11-3a SIGN

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURES IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. THE CONTRACTOR SHALL PROVIDE A PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS), AS DETAILED ON SHEET 25, PRIOR TO THE SCHEDULED EXIT RAMP CLOSURES TO NOTIFY THE TRAVELING PUBLIC OF THE UPCOMING CLOSURE. THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL PLACED ON THE RIGHT-HAND SIDE OF THE ROAD IN ADVANCE OF THE CLOSURE AND SO NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THE PCMS SHALL BE IN PLACE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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

NOTICE OF CLOSURE SIGN TIME TABLE

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

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

W20-H13

NOTE: THE CONTRACTOR IS TO SUPPLY THE DATE

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

ALTERNATE METHODS

IF THE CONTRACTOR SO ELECTS, THEY MAY SUBMIT ALTERNATE METHODS FOR MAINTENANCE OF TRAFFIC PROVIDED THE INTENT OF THE ABOVE PROVISIONS ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THERE FROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DISTRICT CONSTRUCTION ENGINEER. ALLOW 2 WEEKS FOR REVIEW WITH NO DELAY TO THE PROJECT. NO ADDITIONAL MONEY WILL BE PAID FOR ALTERNATE METHODS.

LANE CLOSURES

THE CONTRACTOR SHALL PROVIDE AN ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN IN ADVANCE WARNING OF ANY LANE CLOSURES. SEE NOTE ON SHEET 25.

DUST CONTROL

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

ITEM 616, WATER 137 M. GAL.

MAINTAINING TRAFFIC AT CRACK AND SEAT PAVED AREAS

THE CONTRACTOR SHALL ARRANGE OPERATIONS SO THAT TRAFFIC IS RETURNED TO AN AREA WHEN THE INTERMEDIATE COURSE IS COMPLETE. NO U.S. 24 TRAFFIC SHALL BE ALLOWED TO OPERATE ON A CRACK AND SEAT OR BASE COURSE SURFACE. TRAFFIC ENTERING AND EXITING US-24 AT THE AT-GRADE INTERSECTIONS IS PERMITTED TO CROSS A CRACKED AND SEATED SECTION OF CONCRETE OR ASPHALT BASE BEFORE THE INTERMEDIATE COURSE IS IN PLACE. THE CONTRACTOR SHALL MAINTAIN THESE AREAS IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, BUMPS, AND DEBRIS. ALL REQUIRED WORK ZONE PAVEMENT MARKING SHALL BE PLACED PRIOR TO OPENING THE AREA TO TRAFFIC.

WORK ZONE MARKINGS AND SIGNS

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

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 6" = 84.88 MILES
642 PAINT

SEE THE MAINTENANCE OF TRAFFIC SUBSUMMARY ON SHEET 28 FOR ADDITIONAL WORK ZONE MARKING QUANTITIES.

REMOVAL OF PAVEMENT MARKINGS

THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS ALONG THE WORK ZONE. THE CONTRACTOR SHALL ORGANIZE HIS WORK TO REQUIRE ONLY THE REMOVEAL OF CONFLICTING PAVEMENT MARKINGS ALONG ONE LANE IN EACH DIRECTION OF THE ROADWAY. THE LANE TYPE MAY VARY THROUGHOUT THE ZONE. PAYMENT TO REMOVE THESE MARKINGS AND ANY OTHER CONFLICTING MARKINGS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

PAU/DEF-24-12.30/0.00
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/13/2024 TIME: 11:19:31 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MN001.dgn

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

MAINTENANCE OF TRAFFIC DESIGN SPEED LIMIT

THE EXISTING FUNCTIONALITY OF U.S. 24 WILL BE REDUCED AT THE BEGINNING OF THE LANE CLOSURE TAPER. THIS IS CONSIDERED THE BEGINNING OF THE WORK ZONE. THE LANE CLOSURE SHALL BE SET UP PER STANDARD CONSTRUCTION DRAWING MT-95.30 OR MT-95.40. USE A SPEED LIMIT OF 70 MPH TO DETERMINE THE TAPER AND SPACING FOR THIS STANDARD DRAWING.

ONCE INSIDE THE CONSTRUCTION ZONE, THE MAINTENANCE OF TRAFFIC MUST BE DESIGNED FOR THE HIGHEST SPEED LIMIT THAT WILL BE PRESENT IN THE WORK ZONE SPEED ZONE.

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	COUNTY-ROUTE-SECTION	DIRECTIONS
WZ - 10155	PAU/DEF-24-12.30/0.00	BOTH

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
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 312 SNMT

ESTIMATING 26 DSL SIGN ASSEMBLIES FOR 12 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. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

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 28 EACH

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION TIME TABLE

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

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

DELINEATION OF PORTABLE AND PERMANENT BARRIER

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

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

ESTIMATED QUANTITIES FOR BARRIER REFLECTORS AND OBJECT MARKERS ARE INCLUDED IN THE MAINTENANCE OF TRAFFIC SUBSUMMARY.

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

MAINTAINING TRAFFIC NEAR RUMBLE STRIPS

TRAFFIC IS NOT PERMITTED TO RUN ON OR CROSS OVER ANY RUMBLE STRIPS AT ANY TIME. RUMBLE STRIPS MUST BE FILLED WHEN THEY CONFLICT WITH THE MAINTENANCE OF TRAFFIC LANE CONFIGURATION. THIS INCLUDES LOCATIONS OF LANE SHIFTS ENTERING AND EXITING A WORK ZONE, AS WELL AS, CONFLICTING RUMBLE STRIPS AT THE ENTRANCE AND EXIT RAMPS. THE RUMBLE STRIPS SHALL BE FILLED OR ELIMINATED BY PLANING AND PAVING TO PROVIDE A SMOOTH RIDE TO THE SATISFACTION OF THE PROJECT ENGINEER. ONCE TRAFFIC IS RETURNED TO THE FINAL LANE CONFIGURATION, RUMBLE STRIPS THAT WERE REMOVED IN ANY EXISTINGT PAVEMENT NOT BEING RECONSTRUCTED OR RESURFACED, SHALL BE RESTORED TO THE PRE-CONSTRUCTION CONDITION TO THE SATISFACTION OF THE ENGINEER.

THE FOLLOWING ARE ESTIMATED LOCATIONS OF RUMBLE STRIP REMOVAL AND REPLACEMENT. THE ACTUAL LIMITS MAY VARY.

PHASE 1: EASTBOUND OUTSIDE SHOULDER

STA. 1337+50 TO 1342+50	= 500 FT
U.S. 127 RAMP B	= 100 FT
U.S. 127 RAMP D	= 350 FT
BALTIMORE ST. RAMP C	= 100 FT
STA. 1911+00 TO 1916+00	= 500 FT

PHASE 1: WESTBOUND OUTSIDE SHOULDER

STA. 1917+50 TO 1922+50	= 500 FT
BALTIMORE ST. RAMP B	= 100 FT
BALTIMORE ST. RAMP A	= 350 FT
U.S. 127 RAMP C	= 100 FT
U.S. 127 RAMP A	= 350 FT
STA. 1344+00 TO 1349+00	= 500 FT

FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS THAT REQUIRE RUMBLE STRIP REMOVAL AND REPLACEMENT. THE QUANTITIES ARE BASED ON AN AVERAGE WIDTH OF 3 FEET.

ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, 1½"	= 485 SY
ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1½"	= 335 SY
ITEM 407 - NON-TRACKING TACK COAT	= 81 GAL
ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	= 48 CY

NOTE THAT THE CONFLICTING RUMBLE STRIPS IN THE EXISTING CONCRETE WEST OF THE BEGIN PROJECT LIMITS SHALL NOT BE MILLED OUT. THESE RUMBLES ARE TO BE FILLED AND SUBSEQUENTLY RESTORED BACK TO THE PRECONSTRUCTION CONDITION TO THE SATISFACTION OF THE ENGINEER.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY.

EXCAVATION FOR MAINTAINING TRAFFIC 763 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 600 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

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

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

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

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

THE PCMS 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 56 SNMT

ESTIMATING 4 PCMS FOR 13 MONTHS (LANE CLOSURES)
4 PCMS FOR 1 MONTH (EXIT RAMP CLOSURES)

ITEM 441 - ASPHALT CONCRETE, MISC.: PAVEMENT FOR MOT TRANSITIONS

THIS ITEM IS PROVIDED TO BUILD PAVEMENT TRANSITIONS AND/OR WEDGES FOR MAINTENANCE OF TRAFFIC. THESE TRANSITIONS AND/OR WEDGES ARE TO MAINTAIN TRAFFIC TO AND FROM THE INTERCHANGE RAMPS DURING PHASE 2 OF CONSTRUCTION. THE INTENT OF THESE TRANSITIONS IS TO PROVIDE A PAVEMENT TRANSITION FROM FINISHED INTERMEDIATE COURSE TO THE EXISTING CONCRETE SURFACES.

THE WORK CONSISTS OF PROVIDING, MAINTAINING, AND SUBSEQUENTLY REMOVING THE PAVEMENT FOR MOT TRANSITIONS. THE ASPHALT MATERIAL USED CAN BE ANY OF THE ASPHALT CONCRETE PAVEMENTS SPECIFIED IN THESE PLANS EXCEPT FOR ITEM 302 - ASPHALT CONCRETE BASE, PG64-22. THE PAVEMENT SLOPE FOR THE TRANSITIONS SHALL NOT EXCEED 4% IN ANY DIRECTION.

PAYMENT FOR THE ABOVE-MENTIONED WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 441 - ASPHALT CONCRETE, MISC.: PAVEMENT FOR MOT TRANSITIONS, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS, INCLUDING TACK COAT AND SEALING OF JOINTS.

AN ESTIMATED QUANTITY OF 350 CY HAS BEEN PROVIDED IN THE GENERAL SUMMARY. THIS ESTIMATE QUANTITY IS BASED ON AN ESTIMATED AREA OF 1,200' X 16' FOR 2 RAMP TRANSITIONS.

SEQUENCE OF CONSTRUCTION

PART WIDTH CONSTRUCTION WILL BE REQUIRED TO COMPLETE THE PAVEMENT WORK ON THIS PROJECT. SEE THE MAINTENANCE OF TRAFFIC TYPICAL SECTION ON SHEET 22 FOR DETAILS. IT IS NECESSARY TO ADD ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A ALONG THE MEDIAN SHOULDER IN AREAS OF PAVEMENT REMOVAL AND REPLACMENT IN ORDER TO MAINTAIN ONE (1) - TEN (10) FOOT LANE WITH TWO (2) FOOT SHOULDERS WHILE THE DRIVING LANE AND OUTSIDE SHOULDERS ARE CONSTRUCTED.

PRIOR TO PHASE 1, THE RUMBLE STRIPS IN THE OUTSIDE SHOULDER THAT WILL CONFLICT WITH TRAFFIC IN PHASE 1 SHALL BE REMOVED BY MILLING AND FILLING. ALSO, PRIOR TO SHIFTING TRAFFIC TO THE OUTSIDE SHOULDER, THE EXISTING BERM SHALL BE BROUGHT UP FLUSH WITH THE EXISTING CONCRETE SURFACE.

PHASE 1:

CLOSE THE LEFT LANE IN BOTH EASTBOUND AND WESTBOUND DIRECTIONS OF U.S. 24 PER MT-95.30/MT-95.40.

SHIFT TRAFFIC 6' ONTO THE OUTSIDE SHOULDER PER MT-102.10. AFTER SHIFTING, TRAFFIC WILL STRADDLE THE RUMBLE STRIPS ON THE OUTSIDE SHOULDER.

COMPLETE WORK UP TO THE INTERMEDIATE COURSE ON THE LEFT LANE AND MEDIAN SHOULDER IN BOTH EASTBOUND AND WEST-BOUND DIRECTIONS OF U.S. 24.

PLACE ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A NECESSARY FOR PHASE 2.

PHASE 2:

CLOSE THE RIGHT LANES IN BOTH EASTBOUND AND WESTBOUND DIRECTIONS OF U.S. 24 PER MT-95.30/MT-95.40.

SHIFT TRAFFIC 4' ONTO THE INSIDE SHOULDER AND ITEM - 615 PAVEMENT, PER MT-102.10.

COMPLETE WORK UP TO THE INTERMEDIATE COURSE ON THE RIGHT LANE, OUTSIDE SHOULDER AND RAMPS TO AND FROM U.S. 127 AND BALTIMORE STREET.

PHASE 3:

PLACE SURFACE COURSE, FINAL PAVEMENT MARKINGS, AND RUMBLE STRIPS.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.25 TOTAL 258

PAU/DEF-24-12.30/0.00
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/15/2024 TIME: 12:54:23 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MN003.dgn

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

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

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

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

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

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

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:
- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR
FOR ASSISTANCE 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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 ENGINEERâ??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 ADMINISTRATIONâ??S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

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

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

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

PAU/DEF-24-12.30/0.00
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/23/2024 TIME: 8:32:28 AM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MN004.dgn

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.

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.

CSX TRANSPORTATION COORDINATION NOTES

1. REFER TO THE CSX TRANSPORTATION PUBLIC PROJECT INFORMATION MANUAL FOR ADDITIONAL REQUIREMENTS NEEDED FOR WORKING ON/ABOVE/ADJACENT TO CSXT. SPECIFIC SECTIONS THAT PERTAIN TO THIS PROJECT ARE SPECIAL PROVISIONS FOR CONSTRUCTION NEAR CSXT PROPERTY, OVERHEAD BRIDGE CRITERIA, CONSTRUCTION SUBMISSION CRITERIA, AND INSURANCE REQUIREMENTS FOR PUBLIC PROJECTS.

2. CONTRACTOR ACCESS WILL BE LIMITED TO THE IMMEDIATE PROJECT AREA ONLY. THE CSXT RIGHT-OF-WAY OUTSIDE THE PROJECT AREA MAY NOT BE USED FOR CONTRACTOR ACCESS TO THE PROJECT SITE AND NO TEMPORARY AT-GRADE CROSSINGS WILL BE ALLOWED.

3. THE CONTRACTOR WILL BE REQUIRED TO ABIDE BY THE PROVISIONS OF THE AGENCY/CSXT CONSTRUCTION AGREEMENT. PERIODICALLY, THROUGHOUT THE PROJECT DURATION, THE CONTRACTOR MAY BE REQUIRED TO MEET, DISCUSS AND, IF NECESSARY, TAKE IMMEDIATE ACTION AT THE DISCRETION OF CSXT PERSONNEL AND/OR THEIR AUTHORIZED REPRESENTATIVE, TO COMPLY WITH PROVISIONS OF THAT AGREEMENT AND THESE SPECIFICATIONS.

4. IT IS THE RESPONSIBILITY OF THE INDIVIDUAL OWNERS OF WIRELINES, PIPELINES, UTILITIES, ETC. TO COORDINATE DIRECTLY WITH CSXT REAL ESTATE AND FACILITIES MANAGEMENT (REFM) GROUP. THIS INCLUDES ALL NEW INSTALLATIONS AND THE ADJUSTMENT, MODIFICATION, REMOVAL OR RETIREMENT IN PLACE OF ALL EXISTING FACILITIES.

5. THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION WITHOUT PRIOR CSXT APPROVAL. THE CSXT RIGHT-OF-WAY MUST ALWAYS REMAIN CLEAR FOR RAILROAD USE. EQUIPMENT MAY NOT BE POSITIONED TO BLOCK THE RAILROAD ACCESS ROAD, TRACK AREA OR ANY PART OF THE CSXT RIGHT-OF-WAY WITHOUT PRIOR CSXT APPROVAL. ALL MOVEMENTS OF EQUIPMENT WITHIN RAILROAD RIGHT-OF-WAY MUST BE COORDINATED WITH THE RAILROAD FLAGGER.

6. THE ROADWAY AUTHORITY, OR DESIGNATED CONTRACTOR, SHALL COORDINATE WITH THE RAILROAD WHENEVER THE CONTRACTOR'S WORK ACTIVITIES ARE LOCATED OVER, UNDER OR WITHIN THE RAILROAD'S RIGHT-OF-WAY.

7. ANY DAMAGE CAUSED BY THE PROJECT WORK TO THE TRACK OR RAILROAD PROPERTY WILL REQUIRE REPAIR IMMEDIATELY UPON NOTIFICATION FROM THE RAILROAD OR THEIR DESIGNATED REPRESENTATIVE. IF THE DAMAGE AFFECTS THE TRACK, TRACK STRUCTURE, RAILROAD FACILITIES, OR TRAIN OPERATIONS AS DETERMINED BY THE RAILROAD, THE REPAIRS WILL BE PERFORMED BY THE RAILROAD AT THE CONTRACTOR'S EXPENSE INCLUDING ALL ASSOCIATED COSTS OF DELAYS TO THE RAILROAD.

8. DURING TRAIN MOVEMENTS THROUGH THE PROJECT LOCATION, VEHICLES, EQUIPMENT, AND PERSONNEL WILL NOT BE ALLOWED TO OPERATE WITHIN TWENTY-FIVE (25) FEET OF THE TRACK.

9. CSXT SHALL BE NOTIFIED AT LEAST FIVE (5) DAYS IN ADVANCE OF THE PRE-CONSTRUCTION MEETING.

10. THE CONTRACTOR SHALL COORDINATE ALL WORK ON, OVER OR ADJACENT TO THE RAILROADS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL CONTACT CSX RAILROAD AT LEAST THIRTY (30) DAYS IN ADVANCE IN ORDER TO COORDINATE THE NECESSARY WORK. UNDER NO CIRCUMSTANCES SHALL THERE BE ANY WORK WITHIN THE RAILROAD RIGHT-OF-WAY WITHOUT THE PROPER AUTHORIZATION AND/OR FLAG PROTECTION FROM THE RAILROAD.

11. THE USE OF ACETYLENE GAS IS PROHIBITED FOR USE ON OR OVER CSX PROPERTY. TORCH CUTTING SHALL BE PERFORMED UTILIZING OTHER MATERIALS SUCH AS PROPANE.

12. CSXT REQUIRES THAT THE CONTRACTOR SUBMIT AND RECEIVE ACCEPTANCE OF A COMPREHENSIVE MEANS & METHODS SUBMITTAL (CSXT CONSTRUCTION SUBMISSION CRITERIA, ISSUED MAY 2023) DETAILING SCOPE WORK WITHIN CSXT TRACKS OR RIGHT-OF-WAY, OR OTHER WORK WHICH PRESENTS THE POTENTIAL TO AFFECT CSXT PROPERTY OR OPERATIONS TO UNDERTAKING THE WORK.

13. ALL LIFTING EQUIPMENT AND CONNECTION DEVICES SHALL HAVE A CAPACITY FOR 150% OF THE ACTUAL LIFTING LOAD. THE FACTOR OF SAFETY PROVIDED BY THE MANUFACTURER IN THE LIFTING CAPACITY DATA SHALL NOT BE CONSIDERED IN THE 150% REQUIREMENT.

14. TEMPORARY CONSTRUCTION CLEARANCES (HORIZONTAL & VERTICAL) PROPOSED - FOR EXISTING OR LESS THAN STANDARD CONDITIONS - SHALL BE SUBJECT TO APPROVAL BY CSXT. TYPICALLY REDUCTION IN CONSTRUCTION CLEARANCES ARE NOT PERMITTED.

15. DURING AND AFTER COMPLETION OF CONSTRUCTION, THE OUTSIDE PARTY OR ITS CONTRACTOR SHALL CLEAR CSXT'S DRAINAGE DITCHES OF ALL DEBRIS TO THE SATISFACTION OF CSXT'S CONSTRUCTION MONITORING REPRESENTATIVE.

16. A WORK SITE SAFETY PLAN THAT INCLUDES A RECOGNITION TO KEEP ALL PERSONNEL FROM FOULING CSXT RAIL OPERATIONS, A FALL PROTECTION PLAN DESCRIBING THE MEASURES TO BE TAKEN WHEN REQUIRED, AND A FIRE PROTECTION PLAN SHALL BE PRESENTED AND ACCEPTED BY CSXT FOR WORK ON, OVER OR ADJACENT CSXT PROPERTY.

17. ALL WASTE MATERIALS GENERATED BY THIS PROJECT, INCLUDING WASHING WITH CLEANING SOLVENTS, BLASTING, SCRAPING, BRUSHING AND/OR PAINTING OPERATIONS, SHALL BE THE RESPONSIBILITY OF THE AGENCY OR ITS CONTRACTOR, AND SHALL BE CONTAINED, COLLECTED AND PROPERLY DISPOSED OF BY THE STATE OR ITS CONTRACTOR. THE STATE AND ITS CONTRACTOR AGREE TO FULLY COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.

18. CSXT MAY REQUIRE FULL TIME RAILROAD FLAGGING FOR ANY PROJECT TASKS THAT MAY HAVE THE POTENTIAL TO FOUL THE TRACK OR CAUSE A HAZARD TO TRAIN MOVEMENTS.

19. CSXT HAS SOLE AUTHORITY TO DETERMINE THE NEED FOR TRACK PROTECTION REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY. IN GENERAL, TRACK PROTECTION WILL BE REQUIRED WHENEVER CONTRACTOR OR EQUIPMENT ARE, OR ARE LIKELY TO BE, WORKING WITHIN FIFTY (50) FEET OF TRACK OR OTHER TRACK CLEARANCES AS SPECIFIED BY CSXT.

20. UPON COMPLETION OF THE WORK ON CSXT PROPERTY, THE CONTRACTOR SHALL REQUEST THE OWNER TO ARRANGE A FINAL INSPECTION OF THE PROJECT WITH THE RAILROAD'S PROJECT ENGINEER OR THEIR AUTHORIZED REPRESENTATIVE.

21. CSXT SHALL BE FURNISHED AS-BUILT DRAWINGS SHOWING ACTUAL OPERATING CLEARANCES AS CONSTRUCTED PRIOR TO PROJECT COMPLETION AND CLOSEOUT.

PAU/DEF-24-12.30/0.00
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/12/2024 TIME: 3:02:01 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MN005.dgn

PHASE	STATION FROM	STATION TO	LENGTH	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1, WHITE, ONE WAY	614 BARRIER REFLECTOR, TYPE 2, WHITE, ONE WAY	614 BARRIER REFLECTOR, TYPE 2, YELLOW, BI-DIRECTIONAL	614 OBJECT MARKER, ONE WAY	614 WORK ZONE EDGE LINE, CLASS 1, 6", 740.06, TYPE 1	614 WORK ZONE DOTTED LINE, CLASS 1	614 WORK ZONE DOTTED LINE, CLASS 1, 6", 740.06, TYPE 1	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	622 PORTABLE BARRIER, UNANCHORED
				EACH	EACH	EACH	EACH	EACH	MILE	FT	FT	SY	FT
	U.S. 24 EASTBOUND												
1	1329+80	1340+30	1050								1050		
1	1340+30	1347+60	730						0.14				
1	1347+60	1353+70	610	1	7			7	0.05				610
1	1363+68	1376+18	1250	1	13			13					1250
1	1410+20	1420+80	1060	1	11	11		11					1060
1	1800+20	1810+40	1020	1	11	11		11					1020
1	1873+80	1886+80	1300	1	14	14		14					1300
1	1902+53	1906+53	400								400		
2	1328+15	1336+50	835								835		
2	1336+50	1346+30	980						0.14		250	218	
2	1346+30	1353+70	740	1	8			8	0.07			165	740
2	1353+70	1362+50	880							800		196	
2	1362+50	1376+10	1360	1	14		3	14				303	1360
2	1376+10	1380+10	400							400		89	
2	1383+74	1401+20	1746							1746			
2	1404+70	1409+10	440				4			200		98	
2	1409+10	1420+80	1170	1	12		12	12				260	1170
2	1420+80	1424+80	400							400		89	
2	1794+70	1799+10	440				4			200		98	
2	1799+10	1810+40	1130	1	12		12	12				251	1130
2	1810+40	1814+40	400							400		89	
2	1868+30	1872+70	440				4			200		98	
2	1872+70	1886+80	1410	1	15		15	15				313	1410
2	1886+80	1890+80	400							400		89	
2	1887+53	1895+53	800							800			
2	1902+53	1906+53	400								400		
U.S. 24 EASTBOUND MAINTENANCE OF TRAFFIC SUBTOTALS CARRIED TO U.S. 24 TOTALS				10	117	36	54	117	0.4	5546	2935	2356	11050

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.28 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 1:48:55 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MS001.dgn

PHASE	STATION FROM	STATION TO	LENGTH	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	614 BARRIER REFLECTOR, TYPE 1, WHITE, ONE WAY	614 BARRIER REFLECTOR, TYPE 2, WHITE, ONE WAY	614 BARRIER REFLECTOR, TYPE 2, YELLOW, BI-DIRECTIONAL	614 OBJECT MARKER, ONE WAY	614 WORK ZONE EDGE LINE, CLASS 1, 6", 740.06, TYPE 1	614 WORK ZONE DOTTED LINE, CLASS 1	614 WORK ZONE DOTTED LINE, CLASS 1, 6", 740.06, TYPE 1	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	622 PORTABLE BARRIER, UNANCHORED
				EACH	EACH	EACH	EACH	EACH	MILE	FT	FT	SY	FT
	U.S. 24 WESTBOUND												
1	1345+80	1349+80	400						0.08		400		
1	1349+80	1355+80	600	1	7			7	0.01				600
1	1365+70	1378+20	1250	1	13			13					1250
1	1411+40	1421+80	1040	1	11	11		11					1040
1	1802+50	1813+00	1050	1	11	11		11					1050
1	1875+10	1887+50	1240	1	13	13		13					1240
1	1902+53	1906+53	400								400		
2	1345+80	1349+80	400						0.08		400	89	
2	1349+80	1356+90	710	1	8			8	0.01	690		158	710
2	1356+90	1365+70	880							233		196	
2	1365+70	1379+30	1360	1	14		3	14				302	1360
2	1379+30	1383+70	440							200		98	
2	1384+72	1392+72	800							800			
2	1407+30	1411+30	400							400		89	
2	1411+30	1422+90	1160	1	12		12	12				258	1160
2	1422+90	1427+30	440				4			200		98	
2	1798+50	1802+50	400							400		89	
2	1802+50	1814+10	1160	1	12		12	12				258	1160
2	1814+10	1818+50	440				4					98	
2	1867+45	1875+10	765							1165		89	
2	1875+10	1888+60	1350	1	14		14	14		731		300	1350
2	1888+60	1893+00	440				4					98	
2	1892+29	1900+29	800							800			
2	1902+53	1906+53	400						0.08		400		
U.S. 24 WESTBOUND MAINTENANCE OF TRAFFIC SUBTOTALS CARRIED TO U.S. 24 TOTALS				10	115	35	53	115	0.26	5619	1600	2220	10920
U.S. 24 MAINTENANCE OF TRAFFIC SUBTOTALS CARRIED TO GENERAL SUMMARY				20	232	71	107	232	0.66	11165	4535	4576	21970

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

DESIGNER MJS

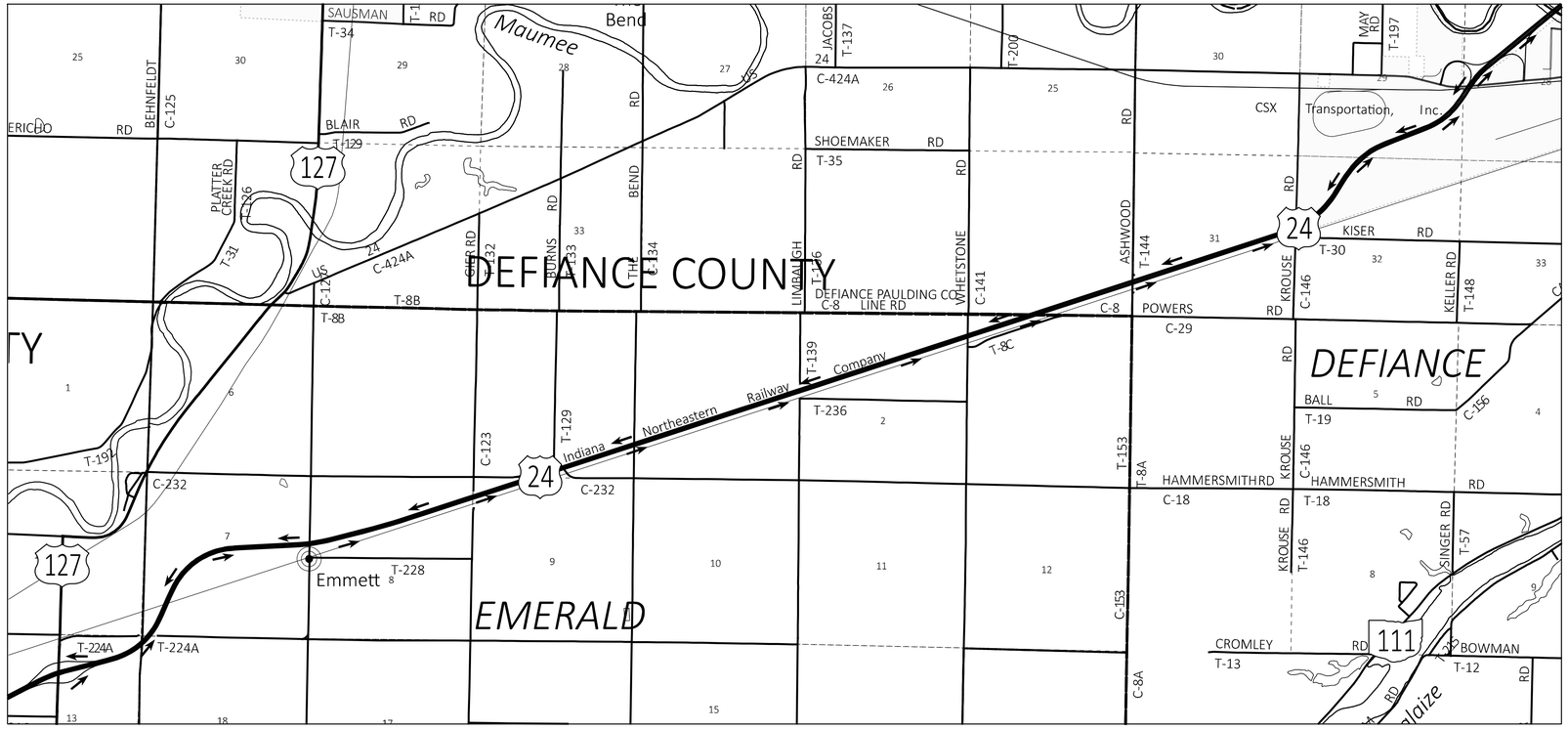
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.28A TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:49:06 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MS002.dgn



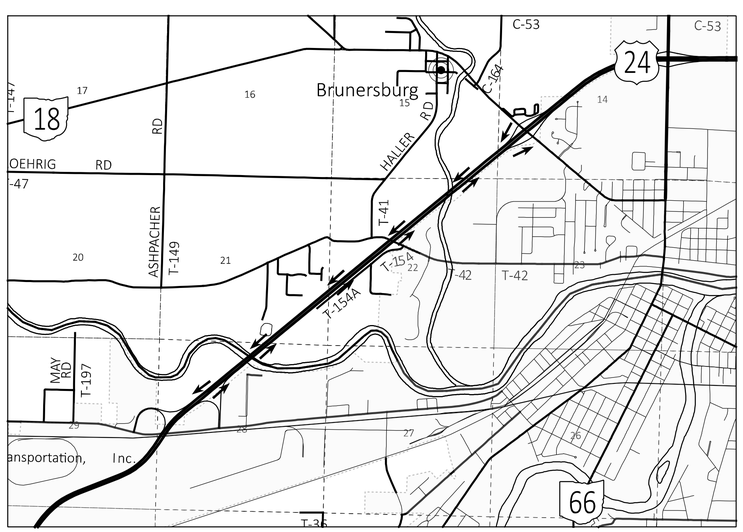
STATE DETOUR MAP - DEF-RA20014

EASTBOUND ENTRANCE RAMP BALTIMORE ST. TO U.S. 24

LEGEND ⇄ *OFFICIAL SIGNED DETOUR*

SCALE IN MILES

0 1 2 3



STATE DETOUR MAP - DEF-RA20015

EASTBOUND EXIT RAMP U.S. 24 TO BALTIMORE ST.

LEGEND ⇄ *OFFICIAL SIGNED DETOUR*

SCALE IN MILES

0 1 2 3

MAINTENANCE OF TRAFFIC DETOURS

DESIGN AGENCY

DESIGNER MJS

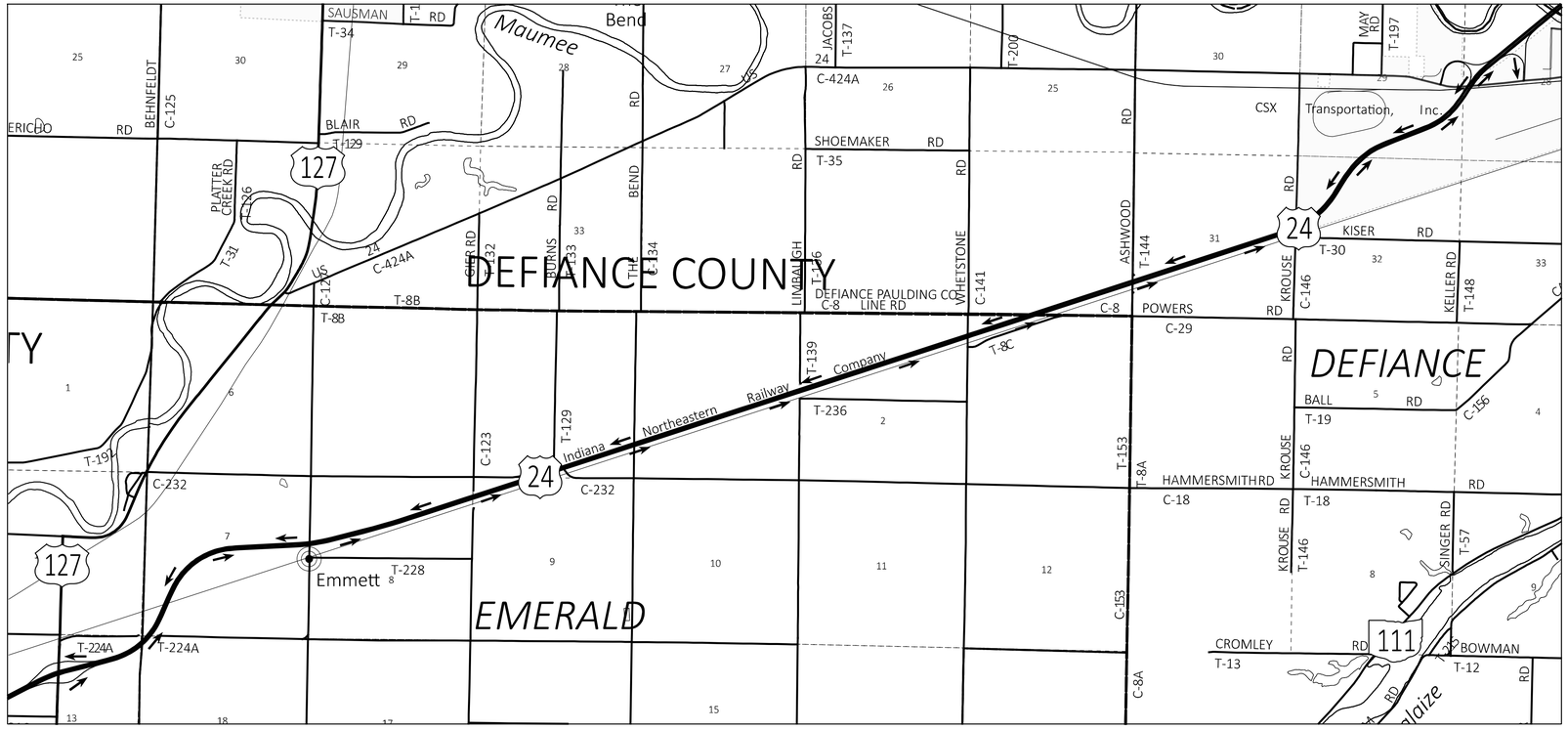
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.29 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:49:28 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MD001.dgn



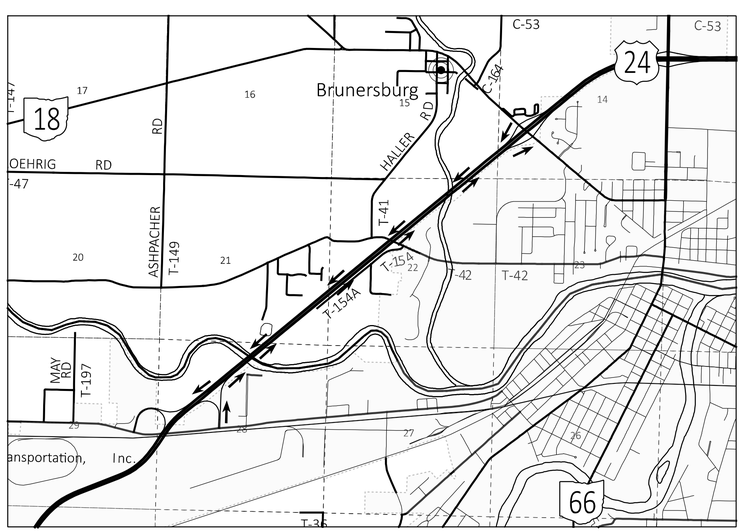
STATE DETOUR MAP - DEF-RA20016

WESTBOUND EXIT RAMP U.S. 24 TO BALTIMORE ST.

LEGEND ⇄ *OFFICIAL SIGNED DETOUR*

SCALE IN MILES

0 1 2 3



STATE DETOUR MAP - DEF-RA20017

WESTBOUND ENTRANCE RAMP BALTIMORE ST. TO U.S. 24

LEGEND ⇄ *OFFICIAL SIGNED DETOUR*

SCALE IN MILES

0 1 2 3

MAINTENANCE OF TRAFFIC DETOURS

DESIGN AGENCY

DESIGNER MJS

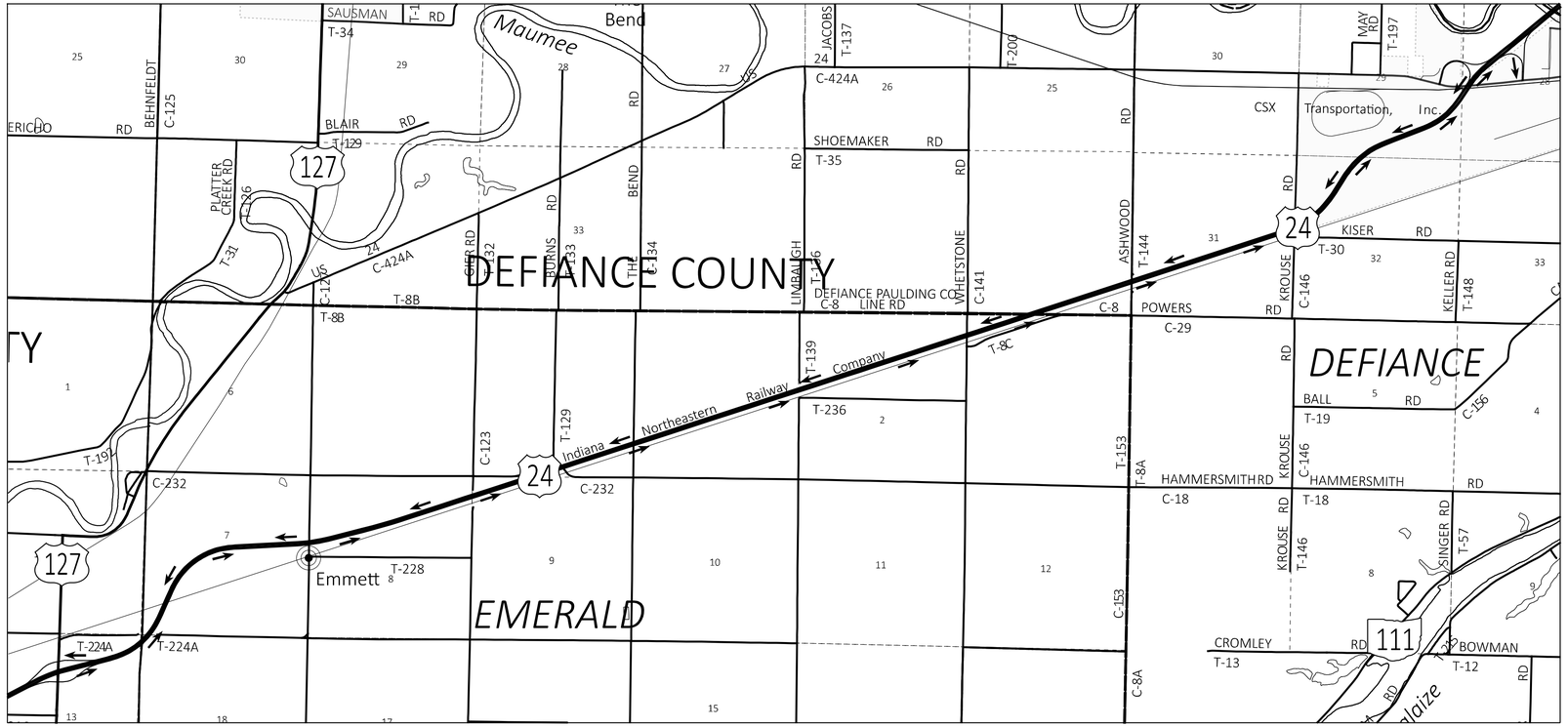
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.30 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:49:41 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MD002.dgn



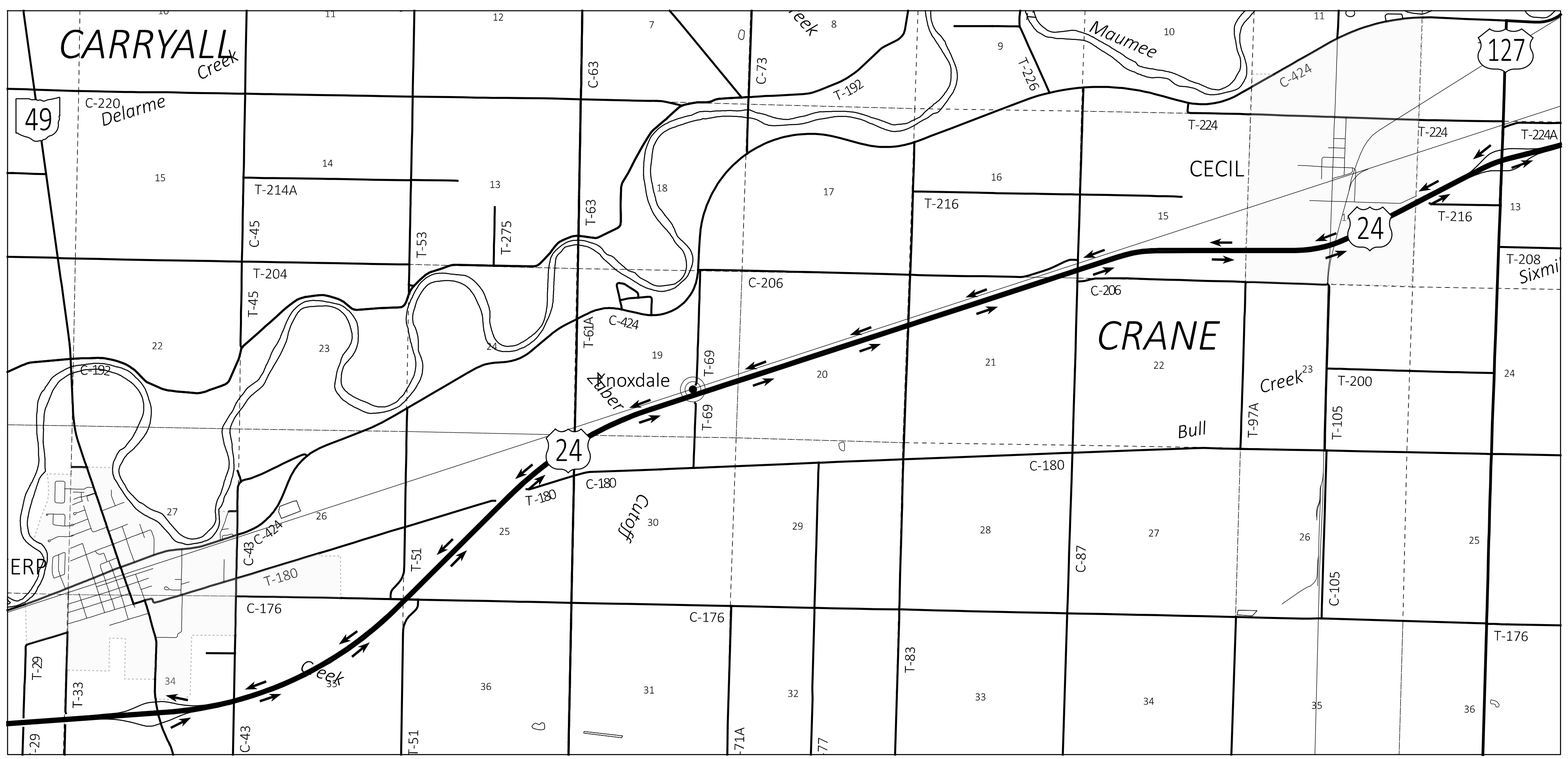
STATE DETOUR MAP - PAU-RA63007

EASTBOUND EXIT RAMP U.S. 24 TO U.S. 127.

LEGEND ⇄ *OFFICIAL SIGNED DETOUR*

SCALE IN MILES

0 1 2 3



STATE DETOUR MAP - PAU-RA63008

EASTBOUND ENTRANCE RAMP U.S. 127 TO U.S. 24

LEGEND ⇄ *OFFICIAL SIGNED DETOUR*

SCALE IN MILES

0 1 2 3

MAINTENANCE OF TRAFFIC DETOURS

DESIGN AGENCY

DESIGNER MJS

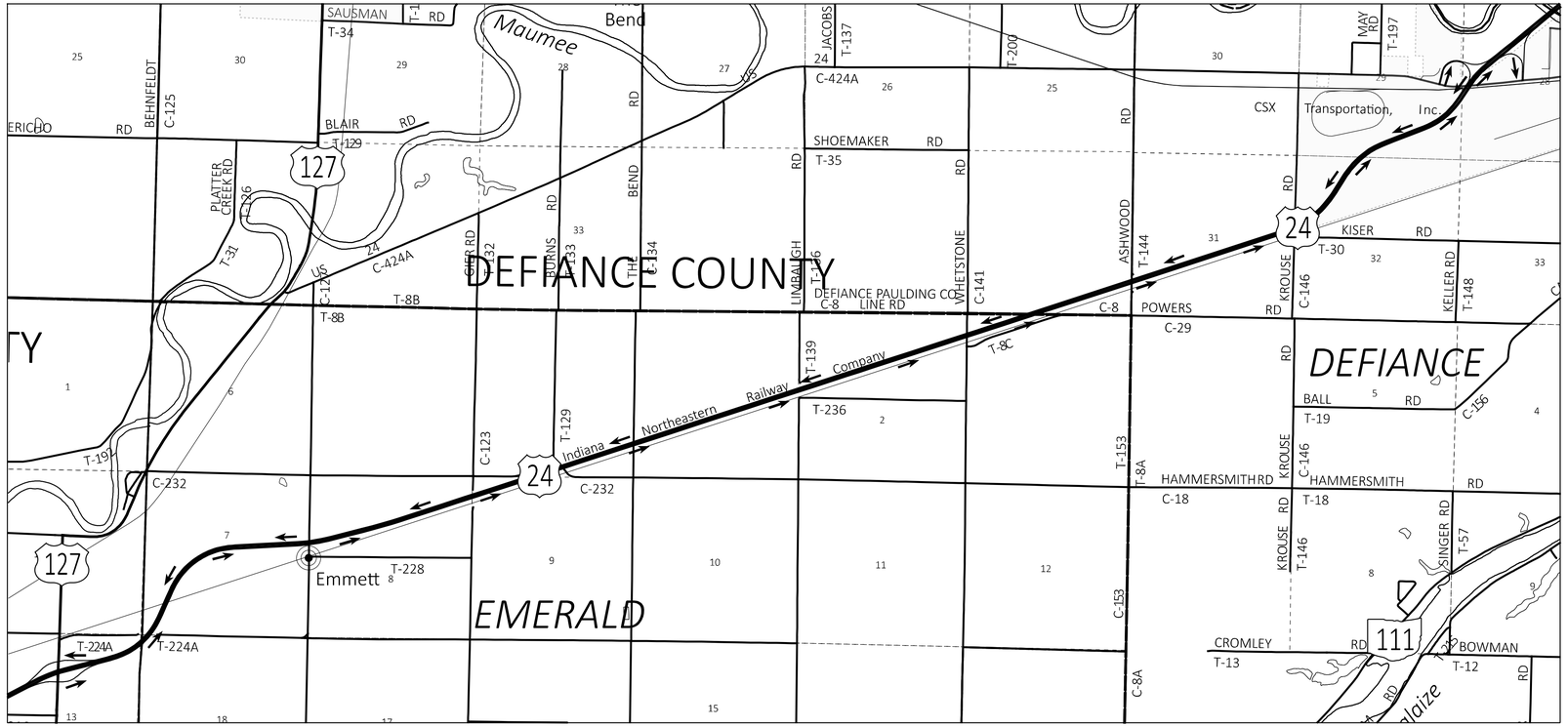
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.31 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 1:49:52 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MD003.dgn



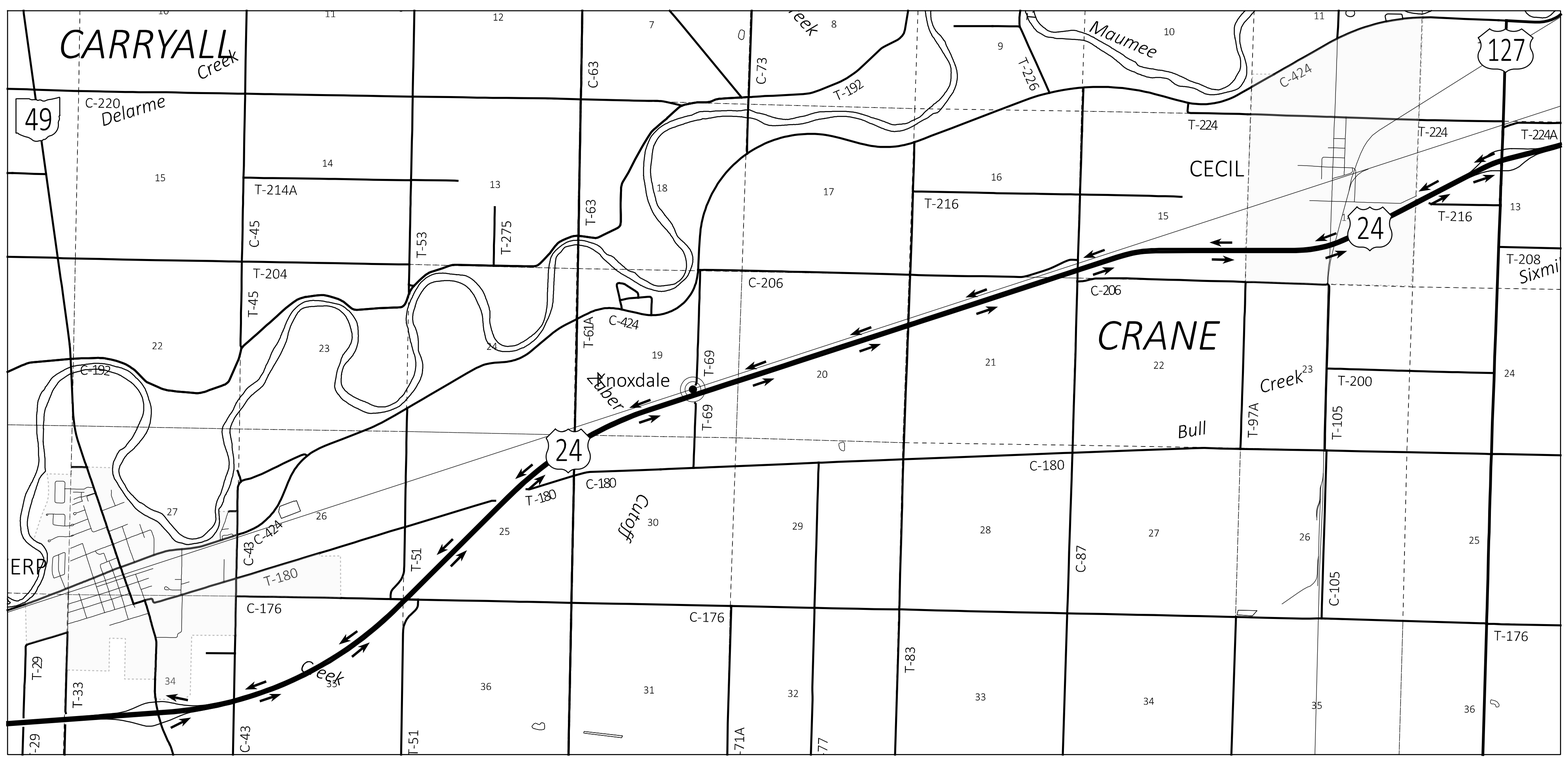
STATE DETOUR MAP - PAU-RA63010

WESTBOUND ENTRANCE RAMP U.S. 127 TO U.S. 24

LEGEND ⇄ *OFFICIAL SIGNED DETOUR*

SCALE IN MILES

0 1 2 3



STATE DETOUR MAP - PAU-RA63009

WESTBOUND EXIT RAMP U.S. 24 TO U.S. 127.

LEGEND ⇄ *OFFICIAL SIGNED DETOUR*

SCALE IN MILES

0 1 2 3

MAINTENANCE OF TRAFFIC DETOURS

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.32 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:50:04 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\MOT\Sheets\117367_MD004.dgn

SHEET NUM.																PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
20	23	24	25	26	28A	38	40	41	41A	188	189	195	248	252	256	01/NHS/04						
																					ROADWAY	
LS																LS	201	11000	LS		CLEARING AND GRUBBING	
						33,323										33,323	202	23000	33,323	SY	PAVEMENT REMOVED	
						887										887	202	23500	887	SY	WEARING COURSE REMOVED	
						561										561	202	30600	561	SY	CONCRETE MEDIAN REMOVED	
									3,680							3,680	202	32000	3,680	FT	CURB REMOVED	
								18,312.5								18,312.5	202	38001	18,312.5	FT	GUARDRAIL REMOVED, AS PER PLAN	21
								2,200								2,200	202	38201	2,200	FT	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	21
								175								175	202	38301	175	FT	GUARDRAIL REMOVED, BARRIER DESIGN, AS PER PLAN	21
								1								1	202	42010	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
								15								15	202	42040	15	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
								16								16	202	42050	16	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B	
								21								21	202	47000	21	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
								2								2	202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
							45									45	203	10000	45	CY	EXCAVATION	
							34,063									34,063	203	20000	34,063	CY	EMBANKMENT	
								225								225	606	15051	225	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	20
								18,050								18,050	606	15101	18,050	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS, AS PER PLAN	20
								175								175	606	15551	175	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS, AS PER PLAN	20
								2,200								2,200	606	16561	2,200	FT	GUARDRAIL REBUILT, TYPE MGS WITH LONG POSTS, AS PER PLAN	21
								16								16	606	26050	16	EACH	ANCHOR ASSEMBLY, MGS TYPE B (MASH 2016)	
								1								1	606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
								15								15	606	26550	15	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
								11								11	606	35003	11	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN	20
								9								9	606	35103	9	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN	20
								1								1	606	35010	1	EACH	BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 1	
								2								2	606	60012	2	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	
																LS	623	50000	LS		PRECONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT	
																LS	623	51000	LS		POST CONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT	
								116								116	626	00110	116	EACH	BARRIER REFLECTOR, TYPE 2 (ONE WAY)	
								169								169	626	00110	169	EACH	BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL)	
																					EROSION CONTROL	
37,607																37,607	651	10000	37,607	CY	TOPSOIL STOCKPILED	
37,607																37,607	652	10000	37,607	CY	PLACING STOCKPILED TOPSOIL	
5																5	659	00100	5	EACH	SOIL ANALYSIS TEST	
7,513																7,513	659	00300	7,513	CY	TOPSOIL	
383,577																383,577	659	10000	383,577	SY	SEEDING AND MULCHING	
19,179																19,179	659	14000	19,179	SY	REPAIR SEEDING AND MULCHING	
19,179																19,179	659	15000	19,179	SY	INTER-SEEDING	
54.37																54.37	659	20000	54.37	TON	COMMERCIAL FERTILIZER	
79.25																79.25	659	31000	79.25	ACRE	LIME	
2,071																2,071	659	35000	2,071	MGAL	WATER	
27,500																27,500	659	40000	27,500	MSF	MOWING	
45,111																45,111	670	00500	45,111	SY	SLOPE EROSION PROTECTION	
																LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
																LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
																LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
100,000																100,000	832	30000	100,000	EACH	EROSION CONTROL	
																					DRAINAGE	
									10							10	611	98630	10	EACH	CATCH BASIN ADJUSTED TO GRADE	
									5							5	611	98631	5	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	21
																					PAVEMENT	
						65,544										65,544	302	56000	65,544	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
						13,740										13,740	304	20000	13,740	CY	AGGREGATE BASE	
						487,062										487,062	321	17501	487,062	SY	CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN	21
						29,224										29,224	407	13900	29,224	GAL	TACK COAT, 702.13	
						65,085										65,085	407	20000	65,085	GAL	NON-TRACKING TACK COAT	

GENERAL SUMMARY

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:46:32 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GG001.dgn

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.33 TOTAL 258

SHEET NUM. 21	23	24	25	26	28A	38	40	41	41A	188	189	195	248	252	256	PART. 01/NHS/04	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																					PAVEMENT	
						343										343	441	70300	343	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	
						30,712										30,712	442	00100	30,712	CY	ANTI-SEGREGATION EQUIPMENT	
						25,297										25,297	442	10080	25,297	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
						21,889										21,889	442	10300	21,889	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
									2,933							2,933	609	24510	2,933	FT	CURB, TYPE 4-C	
						160										160	609	72100	160	CY	CONCRETE MEDIAN	
									857							857	609	98000	857	FT	CURB, MISC.:(TYPE 4-A RETROFIT APPROACH SLABS)	176
									747							747	609	98000	747	FT	CURB, MISC.:(TYPE 4-A RETROFIT CRACK AND SEAT)	176
						4,093										4,093	617	10101	4,093	CY	COMPACTED AGGREGATE, AS PER PLAN	21A
						209,238										209,238	618	40100	209,238	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
500																500	SPECIAL	69098700	500	CY	PATCHING CRACKED AND SEATED SURFACE	21
																					TRAFFIC CONTROL	
											159					159	620	00500	159	EACH	DELINEATOR, POST GROUND MOUNTED	
											159					159	620	31200	159	EACH	REMOVAL OF DELINEATOR	
										1,945						1,945	621	00100	1,945	EACH	RPM	
										1,922						1,922	621	54000	1,922	EACH	RAISED PAVEMENT MARKER REMOVED	
												4,012				4,012	630	03100	4,012	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
												202				202	630	08004	202	FT	ONE WAY SUPPORT, NO. 3 POST	
												172				172	630	08600	172	EACH	SIGN POST REFLECTOR	
												2,093				2,093	630	81101	2,093	SF	SIGN ERECTED, FLAT SHEET, AS PER PLAN	177
												266				266	630	84900	266	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
												334				334	630	86002	334	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
										0.3						0.3	642	00104	0.3	MILE	EDGE LINE, 6", TYPE 1	
										0.54						0.54	642	00300	0.54	MILE	CENTER LINE, TYPE 1	
										458						458	644	00400	458	FT	CHANNELIZING LINE, 8"	
										1,047						1,047	644	00404	1,047	FT	CHANNELIZING LINE, 12"	
										298						298	644	00500	298	FT	STOP LINE	
										1,140						1,140	644	00700	1,140	FT	TRANSVERSE/DIAGONAL LINE	
										21						21	644	01000	21	EACH	RAILROAD SYMBOL MARKING	
										36						36	644	01300	36	EACH	LANE ARROW	
										48.45						48.45	807	14010	48.45	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
										21.21						21.21	807	14110	21.21	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
										14,506						14,506	807	14310	14,506	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
										4,346						4,346	807	14410	4,346	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
										66.58						66.58	850	10010	66.58	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
										2.15						2.15	850	10030	2.15	MILE	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
																					STRUCTURE OVER 20 FOOT SPAN (PAU-24-13.51 L & R)	
													84			84	407	13900	84	GAL	TACK COAT, 702.13	
													84			84	407	20000	84	GAL	NON-TRACKING TACK COAT	
													168			168	512	10100	168	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
													1,394			1,394	512	10301	1,394	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	248
													40			40	512	10600	40	FT	CONCRETE REPAIR BY EPOXY INJECTION	
													168			168	512	74000	168	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
													896			896	512	74500	896	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
													20			20	843	50000	20	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
													94			94	846	00110	94	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
													116			116	856	10000	116	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE	
																					STRUCTURE OVER 20 FOOT SPAN (DEF-24-1.68 L & R)	
														86		86	407	13900	86	GAL	TACK COAT, 702.13	
														86		86	407	20000	86	GAL	NON-TRACKING TACK COAT	
														174		174	512	10100	174	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
														1,439		1,439	512	10301	1,439	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	252
														40		40	512	10600	40	FT	CONCRETE REPAIR BY EPOXY INJECTION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.34 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:47:52 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GG002.dgn

SHEET NUM.															PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
20	23	24	25	26	28A	38	40	41	41A	188	189	195	248	252	256	01/NHS/04		EXT	TOTAL		
																				STRUCTURE OVER 20 FOOT SPAN (DEF-24-1.68 L & R)	
														174		174	512	74000	174	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
														924		924	512	74500	924	FT	REMOVAL OF EXISTING PAVEMENT MARKING
														20		20	843	50000	20	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR
														78		78	846	00110	78	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
														120		120	856	10000	120	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
																				STRUCTURE 20 FOOT SPAN AND UNDER (DEF-24-3.09 L & R))	
															230	230	407	13900	230	GAL	TACK COAT, 702.13
															230	230	407	20000	230	GAL	NON-TRACKING TACK COAT
															440	440	512	10100	440	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
															3,846	3,846	512	10301	3,846	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	256
															40	40	512	10600	40	FT	CONCRETE REPAIR BY EPOXY INJECTION
															440	440	512	74000	440	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
															2,388	2,388	512	74500	2,388	FT	REMOVAL OF EXISTING PAVEMENT MARKING
															20	20	843	50000	20	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR
															124	124	846	00110	124	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
															320	320	856	10000	320	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
																				MAINTENANCE OF TRAFFIC	
			335													335	254	01000	335	SY	PAVEMENT PLANING, ASPHALT CONCRETE, (1 1/2")
			485													485	254	01010	485	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, (1 1/2")
			81													81	407	20000	81	GAL	NON-TRACKING TACK COAT
			48													48	441	50000	48	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
			350													350	441	90000	350	CY	ASPHALT CONCRETE, MISC.: PAVEMENT FOR MOT TRANSITIONS	25
				300												300	614	11110	300	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
					20											20	614	12380	20	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)
		28														28	614	12484	28	EACH	WORK ZONE INCREASED PENALTIES SIGN
	10															10	614	12500	10	EACH	REPLACEMENT SIGN
		100														100	614	12600	100	EACH	REPLACEMENT DRUM
					232											232	614	13310	232	EACH	BARRIER REFLECTOR, TYPE 1, (WHITE, ONE WAY)
					71											71	614	13312	71	EACH	BARRIER REFLECTOR, TYPE 2, (WHITE, ONE WAY)
					107											107	614	13312	107	EACH	BARRIER REFLECTOR, TYPE 2, (YELLOW, BI-DIRECTIONAL)
					232											232	614	13350	232	EACH	OBJECT MARKER, ONE WAY
			56													56	614	18601	56	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	25
	84.88															84.88	614	22110	84.88	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT
					0.66											0.66	614	22210	0.66	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I
					11,165											11,165	614	24000	11,165	FT	WORK ZONE DOTTED LINE, CLASS I
					4,535											4,535	614	24402	4,535	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE I
																LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC
					4,576											4,576	615	20000	4,576	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A
	137															137	616	10000	137	MGAL	WATER
					21,970											21,970	622	41100	21,970	FT	PORTABLE BARRIER, UNANCHORED
		312														312	808	18700	312	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
																				INCIDENTALS	
																LS	614	11000	LS		MAINTAINING TRAFFIC
																LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING
																LS	624	10000	LS		MOBILIZATION

GENERAL SUMMARY

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/15/2024 TIME: 2:11:05 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GG003.dgn

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.35 TOTAL 258

PAVEMENT CALCULATIONS - MAINLINE

PAVEMENT								202		302		304			321	407		441		442				609	617	618
LOCATION	STATION		SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	PAVEMENT REMOVED	CONCRETE MEDIAN REMOVED	ASPHALT CONCRETE BASE, PG64-22, (449)	ASPHALT CONCRETE BASE, PG64-22, (449)	AGGREGATE BASE	AGGREGATE BASE	AGGREGATE BASE (FOR BERM)	CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN	TACK COAT, 702.13	NON-TRACKING TACK COAT	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	ANTI-SEGREGATION EQUIPMENT	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	ANTI-SEGREGATION EQUIPMENT	CONCRETE MEDIAN	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
										T = 4"	T = 11"	T = 3"	T = VAR.	T = 7.25"	T = 12.5"	0.06 GAL/SY	0.06 GAL/SY	T = 1.75"	T = VAR.	T = 1.5"	T=1.5"	T = 1.75"	T=1.75"		T = 3"	
	FROM	TO		FT	FT	SY	SY	SY	SY	CY	CY	CY	CY	CY	SY	GAL	GAL	CY	CY	CY	CY	CY	CY	CY	CY	FT
U.S. 24	1350+00.00	1353+50.00	LT	350.00	38.00	1477.78		1477.78			458.47		154.03	15.66			266.00			61.57	38.89	71.84	45.37			700.00
	1350+00.00	1353+50.00	RT	350.00	38.00	1477.78		1477.78			465.41		159.25	31.33			266.00			61.57	38.89	71.84	45.37			700.00
	1353+50.00	1365+90.00	LT	1240.00	38.00	5235.56				591.85				85.34	5235.56	314.13	628.27			218.15	137.78	254.51	160.74		45.93	2480.00
	1353+50.00	1365+90.00	RT	1240.00	38.00	5235.56				591.85				75.19	5235.56	314.13	628.27			218.15	137.78	254.51	160.74		45.93	2480.00
	1365+90.00	1375+90.00	LT	1000.00	38.00	4222.22		4222.22			1329.73		454.99	89.51			760.00			175.93	111.11	205.25	129.63			2000.00
	1365+90.00	1375+90.00	RT	1000.00	38.00	4222.22		4222.22			1329.73		454.99	89.51			760.00			175.93	111.11	205.25	129.63			2000.00
	1375+90.00	1411+58.89	LT	3568.89	38.00	15068.65				1703.43				283.64	15068.65	904.12	1808.24			627.86	396.54	732.50	462.63		132.18	7137.78
	1375+90.00	1412+49.09	RT	3659.09	38.00	15449.49				1746.48				249.24	15449.49	926.97	1853.94			643.73	406.57	751.02	474.33		135.52	7318.18
	1411+58.89	1414+81.10	LT	322.21	38.00	1360.44		1360.44			428.45		146.60	28.84			244.88			56.69	35.80	66.13	41.77			644.42
	1412+49.09	1415+62.10	RT	313.01	38.00	1321.60		1321.60			416.22		142.42	28.02			237.89			55.07	34.78	64.24	40.58			626.02
		1414+00.00	LT				55.67	55.67			17.01		5.61	11.27			10.02			2.32		2.71				
			RT				52.00	52.00			15.89		5.24	11.47			9.36			2.17		2.53				
	1416+30.48	1419+47.47	LT	316.99	38.00	1338.40		1338.40			421.51		144.23	28.37			240.91			55.77	35.22	65.06	41.09			633.98
	1417+11.48	1420+54.19	RT	342.71	38.00	1447.00		1447.00			455.71		155.93	30.67			260.46			60.29	38.08	70.34	44.43			685.42
	1419+47.47	1802+77.61	LT	38330.14	38.00	161838.37				18294.93				3253.02	161838.37	9710.30	19420.60			6743.27	4258.90	7867.14	4968.72		1419.63	72033.28
	1420+54.19	1802+51.03	RT	38196.84	38.00	161275.55				18231.30				3240.91	161275.55	9676.53	19353.07			6719.81	4244.09	7839.78	4951.44		1414.70	71780.68
	1802+77.61	1805+82.93	LT	305.32	38.00	1289.13		1289.13			405.99		81.43	27.33			232.04			53.71	33.92	62.67	39.58			610.64
	1802+51.03	1805+43.95	RT	292.92	38.00	1236.77		1236.77			389.51		78.13	26.22			222.62			51.53	32.55	60.12	37.97			585.84
	1807+54.21	1810+64.01	LT	309.80	38.00	1308.04		1308.04			411.95		82.63	27.73			235.45			54.50	34.42	63.59	40.16			619.60
	1807+07.75	1810+21.22	RT	313.47	38.00	1323.54		1323.54			416.83		83.61	28.06			238.24			55.15	34.83	64.34	40.64			626.94
		1807+00.00	LT				46.89	46.89			14.33		2.77	9.53			8.44			1.95		2.28				
			RT				43.00	43.00			13.14		2.54	9.57			7.74			1.79		2.09				
	1810+64.01	1875+31.16	LT	6467.15	38.00	27305.74				3086.76				532.48	27305.74	1638.34	3276.69			1137.74	718.57	1327.36	838.33		239.52	12672.30
	1810+21.22	1876+13.35	RT	6592.13	38.00	27833.44				3146.42				578.40	27833.44	1670.01	3340.01			1159.73	732.46	1353.01	854.54		244.15	12922.26
	1875+31.16	1878+97.29	LT	366.13	38.00	1545.88		1545.88			479.60		94.45	16.39			278.26			64.41	40.68	75.15	47.46			732.26
	1876+13.35	1879+81.13	RT	367.78	38.00	1552.85		1552.85			489.05		98.09	32.92			279.51			64.70	40.86	75.49	47.68			735.56
	1881+95.41	1885+21.56	LT	326.15	38.00	1377.08		1377.08			433.69		86.99	29.19			247.87			57.38	36.24	66.94	42.28			652.30
	1882+79.28	1886+53.88	RT	374.60	38.00	1581.64		1581.64			498.12		99.91	33.53			284.70			65.90	41.62	76.89	48.56			749.20
		1880+00.00					4.73	4.73			1.45		0.95	1.46			0.85			0.20		0.23				
							20.95	20.95			6.40		4.22	6.98			3.77			0.87		1.02				
	1885+21.56	1901+11.78	LT	1590.22	38.00	6714.26				759.01				106.53	6714.26	402.86	805.71			279.76	176.69	326.39	206.14		58.90	3180.44
	1886+53.88	1901+11.78	RT	1457.90	38.00	6155.58				695.85				94.69	6155.58	369.33	738.67			256.48	161.99	299.23	188.99		54.00	2915.80
	1900+00.00	1902+53.75	LT	253.75	38.00	1071.39								11.36			192.85	41.31	32.84	44.64	28.19					507.50
	1900+00.00	1902+53.75	RT	253.75	38.00	1071.39								11.36			192.85	41.31	32.84	44.64	28.19					507.50
							SUBTOTALS CARRIEED TO SHEET 38	28305.62		48847.88	8898.20		2538.99	9135.70	432112.19	25926.73	57334.17	82.61	65.68	19273.36	12166.77	22381.42	14128.78		3790.46	209237.90

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:48:46 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GS001.dgn

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

PAVEMENT CALCULATIONS - RAMPS

PAVEMENT							202		302		304			321	407		441		442				609	617	618
LOCATION	STATION		SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	PAVEMENT REMOVED	CONCRETE MEDIAN REMOVED	ASPHALT CONCRETE BASE, PG64-22, (449)	ASPHALT CONCRETE BASE, PG64-22, (449)	AGGREGATE BASE	AGGREGATE BASE	AGGREGATE BASE	CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN	TACK COAT, 702.13	NON-TRACKING TACK COAT	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	ANTI-SEGREGATION EQUIPMENT	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	ANTI-SEGREGATION EQUIPMENT	CONCRETE MEDIAN	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
										T = 4"	T = 11"	T = 3"	T = VAR.	T = 7.25"	T = 12.5"	0.06 GAL/SY	0.06 GAL/SY	T = 1.75"	T = VAR.	T = 1.5"	T=1.5"	T = 1.75"	T=1.75"		T = 3"	
	FROM	TO		FT	FT	SY	SY	SY	SY	CY	CY	CY	CY	CY	SY	GAL	GAL	CY	CY	CY	CY	CY	CY	CY	CY	FT
U.S. 127	RAMP A																									
	1350+00.00	1353+50.00		350.00	16.73	650.61		650.61			205.73		70.73	15.66			117.11			27.11	27.11	31.63	31.63			
	1353+50.00	1359+21.00					1667.36			190.15				25.54	1667.36	100.04	200.08			69.47	69.47	81.05	81.05			
	1359+21.00	1372+62.28		1341.28	25.00	3725.78				423.91				120.05	3725.78	223.55	447.09			155.24	99.35	181.11	115.91		49.68	
	1372+62.28	1373+71.03					420.61	420.61			133.30		45.95	10.80			75.71			17.53	17.53	20.45	20.45			
	RAMP B																									
	1354+28.00	1362+75.00					1431.08			162.83				40.25	1431.08	85.86	171.73			59.63	59.63	69.57	69.57		1.74	
	1362+75.00	1367+40.00		465.00	25.00	1291.67				146.96				41.62	1291.67	77.50	155.00			53.82	34.44	62.79	40.19		17.22	
	1367+40.00	1369+21.17					645.07			73.40				16.29	645.07	38.70	77.41			26.88	26.88	31.36	31.36		6.70	
	1369+21.17	1370+29.92					435.18	435.18			137.50		47.23	10.23			78.33			18.13	18.13	21.15	21.15			
	RAMP C																									
	1372+76.70	1373+85.45					456.02	456.02			143.89		49.35	10.29			82.08			19.00	19.00	22.17	22.17			
	1373+85.45	1375+77.50					680.75			77.45				17.19	680.75	40.85	81.69			28.36	28.36	33.09	33.09		7.11	
	1375+77.50	1384+24.00		846.50	25.00	2351.39				267.54				75.77	2351.39	141.08	282.17			97.97	62.70	114.30	73.15		31.35	
	1384+24.00	1392+72.00					1433.53			163.10				37.56	1433.53	86.01	172.02			59.73	59.73	69.69	69.69		1.85	
	RAMP D																									
	1370+48.97	1371+57.72					417.97	417.97			132.59		45.76	11.03			75.23			17.42	17.42	20.32	20.32			
	1371+57.72	1383+75.00		1217.28	25.00	3381.33				384.72				108.95	3381.33	202.88	405.76			140.89	90.17	164.37	105.20		45.08	
	1383+75.00	1401+20.00					3007.62			342.20				75.39	3007.62	180.46	360.91			125.32	125.32	146.20	146.20			
BALTIMORE ST.	RAMP A																									
	1881+80.88	1883+04.52					375.81	375.81			118.20		40.38	7.61			67.65			15.66	15.66	18.27	18.27		2.04	
	1883+04.52	1900+31.34		1726.82	25.00	4796.72				545.76				77.28	4796.72	287.80	575.61			199.86	127.91	233.17	149.23		23.15	
	1900+31.34	1901+40.10					324.02	324.02			101.42		34.45	5.47			58.32			13.50	13.50	15.75	15.75		20.37	
	RAMP B																									
	1870+51.14	1871+60.35					422.91	422.91			131.67		44.43	5.53			76.12			17.62	17.62	20.56	20.56			
	1871+60.35	1891+82.00		2021.65	25.00	5615.69	231.15			665.24				128.29	5846.84	350.81	701.62			243.62	159.38	284.22	185.95		21.48	
	1891+82.00	1900+29.00					1431.09			162.83				37.98	1431.09	85.87	171.73			59.63	59.63	69.57	69.57		33.33	
	RAMP C																									
	1887+53.00	1895+54.00					1292.08			147.01				35.57	1292.08	77.53	155.05			53.84	53.84	62.81	62.81			
	1895+54.00	1908+19.93		1265.93	25.00	3516.47	184.42			421.08				94.52	3700.90	222.05	444.11			154.20	101.46	179.90	118.37		31.48	
	1908+19.93	1909+34.43					448.54	448.54			139.62		47.10	5.81			80.74			18.69	18.69	21.80	21.80		7.78	
	RAMP D																									
	1891+07.30	1892+16.77					361.33	361.33			112.80		38.19	5.42			65.04			15.06	15.06	17.56	17.56			
	1892+16.77	1903+89.11		1172.34	25.00	3256.50				370.52				104.93	3256.50	195.39	390.78			135.69	86.84	158.30	101.31		7.78	
	1903+89.11	1906+42.86		253.75	25.00	704.86		704.86			220.40		74.76	22.71			126.88			29.37	18.80	34.26	21.93		37.04	
U.S. 24	MEDIANS																									
	1429+00.00						368.95			40.99				24.47	368.95	22.14	44.27			15.37		17.94				
	1827+00.00						368.95			40.99				24.47	368.95	22.14	44.27			15.37		17.94				
BALTIMORE ST.	CONCRETE MEDIAN ON RAMP A & B																									
	1889+25.00	1901+00.00		1175.00	3.00	391.67			391.67	44.56		32.64												111.52		
	CONCRETE MEDIAN ON RAMP C & D																									
	1891+37.00	1896+45.00		508.00	3.00	169.33			169.33	19.27		14.11												48.21		
	REDUCTION FOR CURBED AREAS									-55.93															-42.37	
						SUBTOTALS CARRIEED TO SHEET 38		5017.86	561.00	4634.59	1577.14	46.75	538.34	1196.68	40677.62	2440.66	5784.53			1903.98	1443.63	2221.31	1684.23	159.73	302.82	

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:49:48 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GS002.dgn

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.37 TOTAL 258

PAVEMENT CALCULATIONS - AT-GRADE INTERSECTIONS

PAVEMENT								202		302		304			321	407		441		442				609	617	618
LOCATION	STATION FROM	STATION TO	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	PAVEMENT REMOVED	CONCRETE MEDIAN REMOVED	ASPHALT CONCRETE BASE, PG64-22, (449)	ASPHALT CONCRETE BASE, PG64-22, (449)	AGGREGATE BASE	AGGREGATE BASE	AGGREGATE BASE	CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN	TACK COAT, 702.13	NON-TRACKING TACK COAT	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	ANTI-SEGREGATION EQUIPMENT	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	ANTI-SEGREGATION EQUIPMENT	CONCRETE MEDIAN	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
										T = 4"	T = 11"	T = 3"	T = VAR.	T = 7.25"	T = 12.5"	0.06 GAL/SY	0.06 GAL/SY	T = 1.75"	T = VAR.	T = 1.5"	T=1.5"	T = 1.75"	T=1.75"		T = 3"	
				FT	FT	SY	SY	SY	SY	CY	CY	CY	CY	CY	SY	GAL	GAL	CY	CY	CY	CY	CY	CY	CY	CY	FT
COUNTY ROAD AT-GRADE INTERSECTIONS WITH U.S.24	COUNTY ROAD 115																									
	1470+72.60						3546.64			394.07				74.15	3546.64	212.80	425.60			147.78	147.78	172.41	172.41			
							345.25										31.07	13.31	10.58	14.39						
							350.94										31.58	13.53	10.76	14.62						
	COUNTY ROAD 232																									
	1556+50.00						3666.86			407.43				69.67	3666.86	220.01	440.02			152.79	152.79	178.25	178.25			
							349.12										31.42	13.46	10.70	14.55						
							434.06										39.07	16.73	13.30	18.09						
	COUNTY ROAD 133																									
	1580+82.20						3530.68			392.30				69.67	3530.68	211.84	423.68			147.11	147.11	171.63	171.63			
							315.09										28.36	12.15	9.66	13.13						
							350.80										31.57	13.52	10.75	14.62						
	COUNTY ROAD 143																									
	1694+55.89						3527.91			391.99				69.67	3527.91	211.67	423.35			147.00	147.00	171.50	171.50			
							324.89										29.24	12.53	9.96	13.54						
							346.88										31.22	13.37	10.63	14.45						
SUBTOTALS FROM THIS SHEET										1585.79				283.17	14272.09	856.33	1966.18	108.61	86.35	712.05	594.67	693.78	693.78			
SUBTOTALS FROM SHEET 37								5017.86	561.00	4634.59	1577.14	46.75	538.34	1196.68	40677.62	2440.66	5784.53			1903.98	1443.63	2221.31	1684.23	159.73	302.82	
SUBTOTALS FROM SHEET 36								28305.62		48847.88	8898.20		2538.99	9135.70	432112.19	25926.73	57334.17	82.61	65.68	19273.36	12166.77	22381.42	14128.78		3790.46	209237.90
TOTALS CARRIED TO THE GENERAL SUMMARY								**33323**	**561**	**65544**		**13740**			**487062**	**29224**	**65085**	**343**		**21889**	**14205**	**25297**	**16507**	**160**	**4093**	**209238**

SHEET	LOCATION	SIDE	202 WEARING COURSE REMOVED SY
64	C.R. 115	North	60
		South	60
71	C.R. 232	North	73
		South	55
73	C.R. 133	North	55
		South	40
82	C.R. 143	North	55
		South	45
103	U.S.24	EB	222
103	U.S.24	WB	222
TOTAL CARRIED TO THE GENERAL SUMMARY			887

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:50:42 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GS003.dgn

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.38 TOTAL 258

EARTHWORK

SHEET	STATION FROM	STATION TO	LOCATION	SIDE	LENGTH FT	AVG. END AREA SF	AVG. WIDTH FT	203 EMBANKMENT CY	659 SEEDING AND MULCHING SY
	1350+00	1353+50	U.S. 24 EB		350	4	31	*52*	*1206*
	1353+50	1361+36	U.S. 24 EB		786	8	31	*233*	*2708*
	1361+36	1362+28	U.S. 24 EB		92	4	16	*14*	*164*
	1362+28	1365+90	U.S. 24 EB		362	8	31	*108*	*1247*
	1365+90	1370+90	U.S. 24 EB		500	4	33	*75*	*1834*
	1370+90	1372+40	U.S. 24 EB		150	0	42	*0*	*700*
	1372+40	1375+90	U.S. 24 EB		350	4	35	*52*	*1362*
	1375+90	1383+74	U.S. 24 EB		784	8	31	*233*	*2701*
	1383+74	1401+87	U.S. 24 EB		1813	8	31	*538*	*6245*
	1401+87	1412+13	U.S. 24 EB		1026	4	16	*152*	*1824*
	1412+13	1412+49	U.S. 24 EB		36	4	6	*6*	*24*
	1412+49	1415+68	U.S. 24 EB		319	2	6	*24*	*213*
	1415+68	1417+05	BRIDGE (PAU-24-1348)		137				
	1417+05	1417+61	U.S. 24 EB *	LT	56	1	3	*3*	*19*
	1417+61	1420+54	U.S. 24 EB *	LT	293	3	13	*33*	*424*
	1420+54	1428+00	U.S. 24 EB *	LT	746	4	13	*111*	*1078*
	1428+00	1431+50	U.S. 24 EB	RT	350	5	18	*65*	*700*
40	1427+00	1431+50	SEE CROSS SECTIONS - E.T.	LT	450				
	1431+50	1462+50	U.S. 24 EB		3100	8	31	*919*	*10678*
	1462+50	1479+00	U.S. 24 EB	RT	1650	6	18	*367*	*3300*
40	1462+50	1479+00	SEE CROSS SECTIONS - C.R. 115	LT	1650				
	1479+00	1548+50	U.S. 24 EB		6950	8	31	*2060*	*23939*
	1548+50	1564+00	U.S. 24 EB	RT	1550	5	18	*288*	*3100*
40	1548+50	1564+00	SEE CROSS SECTIONS - C.R. 232	LT	1550				
	1564+00	1573+50	U.S. 24 EB		950	8	31	*282*	*3273*
	1573+50	1588+00	U.S. 24 EB	RT	1450	5	18	*269*	*2900*
40	1573+50	1588+00	SEE CROSS SECTIONS - C.R. 133	LT	1450				
	1588+00	1687+00	U.S. 24 EB		9900	8	31	*2934*	*34100*
	1687+00	1702+00	U.S. 24 EB	RT	1500	5	18	*278*	*3000*
40	1687+00	1702+00	SEE CROSS SECTIONS - C.R. 143	LT	1500				
	1702+00	1796+79	U.S. 24 EB		9479	8	31	*2809*	*32650*
	1796+79	1798+38	U.S. 24 EB		159	6	24	*36*	*424*
	1798+38	1802+51	U.S. 24 EB		413	6	16	*92*	*735*
	1802+51	1802+82	U.S. 24 EB		31	6	16	*7*	*56*
	1802+82	1805+86	U.S. 24 EB		304	2	6	*23*	*203*
	1805+86	1806+66	BRIDGE (DEF-24-0168)		80				
	1806+66	1808+05	U.S. 24 EB		139	2	6	*11*	*93*
	1808+05	1810+21	U.S. 24 EB		216	4	16	*32*	*384*
	1810+21	1815+52	U.S. 24 EB		531	4	16	*79*	*944*
	1815+52	1864+98	U.S. 24 EB		4946	8	31	*1466*	*17037*
	1864+98	1876+13	U.S. 24 EB		1115	6	16	*248*	*1983*
	1876+13	1877+34	U.S. 24 EB		121	6	18	*27*	*242*
	1877+34	1880+24	U.S. 24 EB		290	8	17	*86*	*548*
	1880+24	1882+72	BRIDGE (DEF-24-0306)		248				
	1882+72	1886+54	U.S. 24 EB		382	4	16	*57*	*680*
	1886+54	1895+53	U.S. 24 EB		899	4	16	*134*	*1599*
	1895+53	1901+12	U.S. 24 EB		559	8	31	*166*	*1926*
	1900+00	1902+53	U.S. 24 EB		253	5	31	*47*	*872*
			U.S. 24 EASTBOUND SUBTOTALS CARRIED TO U.S. 24 TOTALS					*14416*	*167115*

EARTHWORK

SHEET	STATION FROM	STATION TO	LOCATION	SIDE	LENGTH FT	AVG. END AREA SF	AVG. WIDTH FT	203 EMBANKMENT CY	659 SEEDING AND MULCHING SY
	1350+00	1353+50	U.S. 24 WB		350	4	31	*52*	*1206*
	1353+50	1359+23	U.S. 24 WB		573	8	31	*170*	*1974*
	1359+23	1365+90	U.S. 24 WB		667	8	31	*198*	*2298*
	1365+90	1370+90	U.S. 24 WB		500	4	33	*75*	*1834*
	1370+90	1372+40	U.S. 24 WB		150	0	42	*0*	*700*
	1372+40	1375+90	U.S. 24 WB		350	4	35	*52*	*1362*
	1375+90	1384+72	U.S. 24 WB		882	8	31	*262*	*3038*
	1384+72	1404+00	U.S. 24 WB		1928	8	31	*572*	*6641*
	1404+00	1414+44	U.S. 24 WB		1044	4	16	*155*	*1856*
	1414+44	1415+25	U.S. 24 WB		81	2	6	*6*	*54*
	1415+25	1415+87	BRIDGE (PAU-24-1348)		62				
	1415+87	1417+51	U.S. 24 WB		164	1	6	*7*	*110*
	1417+51	1420+04	U.S. 24 WB		253	4	19	*38*	*535*
	1420+04	1427+00	U.S. 24 WB		696	5	16	*129*	*1238*
	1427+00	1431+24	U.S. 24 WB	LT	424	1	3	*16*	*142*
	1431+24	1431+50	U.S. 24 WB	LT	26	6	18	*6*	*52*
40	1427+00	1431+50	SEE CROSS SECTIONS - E.T.	RT	450				
	1431+50	1462+50	U.S. 24 WB		3100	8	31	*919*	*10678*
	1462+50	1479+00	U.S. 24 WB	LT	1650	6	18	*367*	*3300*
40	1462+50	1479+00	SEE CROSS SECTIONS - C.R. 115	RT	1650				
	1479+00	1548+50	U.S. 24 WB		6950	8	31	*2060*	*23939*
	1548+50	1564+00	U.S. 24 WB	LT	1550	6	18	*345*	*3100*
40	1548+50	1564+00	SEE CROSS SECTIONS - C.R. 232	RT	1550				
	1564+00	1573+50	U.S. 24 WB		950	8	31	*282*	*3273*
	1573+50	1588+00	U.S. 24 WB	LT	1450	6	18	*323*	*2900*
40	1573+50	1588+00	SEE CROSS SECTIONS - C.R. 133	RT	1450				
	1588+00	1687+00	U.S. 24 WB		9900	8	31	*2934*	*34100*
	1687+00	1702+00	U.S. 24 WB	LT	1500	6	18	*334*	*3000*
40	1687+00	1702+00	SEE CROSS SECTIONS - C.R. 143	RT	1500				
	1702+00	1798+03	U.S. 24 WB		9603	8	31	*2846*	*33077*
	1798+03	1802+77	U.S. 24 WB		474	5	16	*88*	*843*
	1802+77	1804+89	U.S. 24 WB		212	4	16	*32*	*377*
	1804+89	1806+29	U.S. 24 WB		140	1	6	*6*	*94*
	1806+29	1807+11	BRIDGE (DEF-24-0168)		82				
	1807+11	1808+60	U.S. 24 WB		149	1	6	*6*	*100*
	1808+60	1810+19	U.S. 24 WB		159	4	17	*24*	*301*
	1810+19	1810+64	U.S. 24 WB		45	5	16	*9*	*80*
	1810+64	1815+72	U.S. 24 WB		508	5	16	*95*	*904*
	1815+72	1866+47	U.S. 24 WB		5075	8	31	*1504*	*17481*
	1866+47	1875+31	U.S. 24 WB		884	5	16	*164*	*1572*
	1875+31	1878+94	U.S. 24 WB		363	4	16	*54*	*646*
	1878+94	1881+99	BRIDGE (DEF-24-0306)		305				
	1881+99	1884+53	U.S. 24 WB		254	7	32	*66*	*904*
	1884+53	1885+22	U.S. 24 WB		69	8	31	*21*	*238*
	1885+22	1892+29	U.S. 24 WB		707	8	31	*210*	*2436*
	1892+29	1895+27	U.S. 24 WB		298	5	16	*56*	*530*
	1895+27	1901+12	U.S. 24 WB		585	8	31	*174*	*2015*
	1900+00	1902+53	U.S. 24 WB		253	5	31	*47*	*872*
			U.S. 24 WESTBOUND SUBTOTALS CARRIED U.S. 24 TOTALS					*14704*	*169800*

** SEE PART 2 FOR RIGHT SIDE OF ROAD EARTHWORK QUANTITIES*

EARTHWORK SUBSUMMARY

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.39 TOTAL 258

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:51:27 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GS004.dgn

EARTHWORK							203	659
SHEET	STATION FROM	STATION TO	LOCATION	SIDE	LENGTH	AVG. END AREA	AVG. WIDTH	EMBANKMENT	SEEDING AND MULCHING
					FT	SF	FT	CY	SY
	1359+23	1367+07	*U.S. 127 RAMP A*		784	11	36	*320*	*3136*
	1367+07	1368+91	*U.S. 127 RAMP A*		184	7	21	*48*	*430*
	1368+91	1372+62	*U.S. 127 RAMP A*		371	2	6	*28*	*248*
	1372+62	1373+71	*U.S. 127 RAMP A*		109	1	6	*5*	*73*
	1362+28	1365+93	*U.S. 127 RAMP B*		365	7	21	*95*	*852*
	1365+93	1369+30	*U.S. 127 RAMP B*		337	2	6	*25*	*225*
	1369+30	1370+30	*U.S. 127 RAMP B*		100	1	6	*4*	*67*
	1372+77	1373+86	*U.S. 127 RAMP C*		109	1	6	*5*	*73*
	1373+86	1377+22	*U.S. 127 RAMP C*		336	2	6	*25*	*224*
	1377+22	1377+50	*U.S. 127 RAMP C*		28	7	21	*8*	*66*
	1377+50	1384+72	*U.S. 127 RAMP C*		722	11	36	*295*	*2888*
	1370+49	1371+58	*U.S. 127 RAMP D* *	LT	109	1	3	*5*	*37*
	1371+58	1377+59	*U.S. 127 RAMP D* *	LT	601	1	3	*23*	*201*
	1377+59	1377+90	*U.S. 127 RAMP D*		31	7	21	*9*	*73*
	1377+90	1383+74	*U.S. 127 RAMP D*		584	11	36	*238*	*2336*
	1882+41	1883+05	*BALTIMORE ST. RAMP A*		64	1	6	*3*	*43*
	1883+05	1889+20	*BALTIMORE ST. RAMP A*		615	7	21	*160*	*1435*
	1889+20	1891+15	*BALTIMORE ST. RAMP A*	LT	195	1	3	*8*	*65*
	1891+15	1900+32	*BALTIMORE ST. RAMP A*	LT	917	6	18	*204*	*1834*
	1900+32	1901+40	*BALTIMORE ST. RAMP A*	LT	108	3	18	*12*	*216*
	1870+25	1871+60	*BALTIMORE ST. RAMP B*	LT	135	3	18	*15*	*270*
	1871+60	1881+09	*BALTIMORE ST. RAMP B*	LT	949	6	18	*211*	*1898*
	1881+09	1883+37	*BALTIMORE ST. RAMP B*	LT	228	1	3	*9*	*76*
	1883+37	1892+29	*BALTIMORE ST. RAMP B*		892	7	21	*232*	*2082*
	1895+49	1904+00	*BALTIMORE ST. RAMP C*		851	11	36	*347*	*3404*
	1904+00	1908+20	*BALTIMORE ST. RAMP C*	RT	420	7	18	*109*	*840*
	1908+20	1909+35	*BALTIMORE ST. RAMP C*	RT	115	3	18	*13*	*230*
	1891+07	1892+17	*BALTIMORE ST. RAMP D*	RT	110	3	18	*13*	*220*
	1892+17	1896+45	*BALTIMORE ST. RAMP D*	RT	428	7	18	*111*	*856*
	1896+45	1903+90	*BALTIMORE ST. RAMP D*		745	11	36	*304*	*2980*
	1903+90	1906+43	*BALTIMORE ST. RAMP D*		253	5	36	*47*	*1012*
	U.S. 24 RAMP SUBTOTALS CARRIED U.S. 24 TOTALS							*2931*	*28390*
	U.S. 24 EASTBOUND SUBTOTALS CARRIED U.S. 24 TOTALS							*14416*	*167115*
	U.S. 24 EASTBOUND SUBTOTALS CARRIED U.S. 24 TOTALS							*14704*	*169800*
	U.S. 24 TOTALS CARRIED TO GENERAL SUMMARY							*32051*	*365305*

EARTHWORK		203		659
SHEET	LOCATION	EXCAVATION	EMBANKMENT	SEEDING AND MULCHING
		CY	CY	SY
122	U.S. 24 - EMERGENCY TURNAROUND	*0*	*17*	*148*
123	U.S. 24 - EMERGENCY TURNAROUND	*0*	*30*	*279*
124	U.S. 24 - EMERGENCY TURNAROUND	*0*	*26*	*302*
125	U.S. 24 - EMERGENCY TURNAROUND	*0*	*8*	*75*
126	U.S. 24 - C.R. 115	*0*	*22*	*210*
127	U.S. 24 - C.R. 115	*0*	*30*	*263*
128	U.S. 24 - C.R. 115	*0*	*29*	*248*
129	U.S. 24 - C.R. 115	*0*	*78*	*526*
130	U.S. 24 - C.R. 115	*0*	*58*	*437*
131	U.S. 24 - C.R. 115	*0*	*13*	*78*
132	U.S. 24 - C.R. 115	*0*	*20*	*206*
133	U.S. 24 - C.R. 115	*0*	*48*	*476*
134	U.S. 24 - C.R. 115	*0*	*60*	*585*
135	U.S. 24 - C.R. 115	*0*	*45*	*504*
136	U.S. 24 - C.R. 115	*0*	*26*	*295*
137	U.S. 24 - C.R. 115	*0*	*9*	*98*
138	U.S. 24 - C.R. 232	*2*	*47*	*437*
139	U.S. 24 - C.R. 232	*0*	*92*	*676*
140	U.S. 24 - C.R. 232	*0*	*80*	*562*
141	U.S. 24 - C.R. 232	*0*	*26*	*232*
142	U.S. 24 - C.R. 232	*0*	*22*	*183*
143	U.S. 24 - C.R. 232	*0*	*4*	*31*
144	U.S. 24 - C.R. 232	*0*	*18*	*163*
145	U.S. 24 - C.R. 232	*0*	*28*	*308*
146	U.S. 24 - C.R. 232	*0*	*25*	*349*
147	U.S. 24 - C.R. 232	*0*	*39*	*446*
148	U.S. 24 - C.R. 232	*0*	*35*	*373*
149	U.S. 24 - C.R. 133	*2*	*60*	*459*
150	U.S. 24 - C.R. 133	*0*	*76*	*678*
151	U.S. 24 - C.R. 133	*0*	*83*	*678*
152	U.S. 24 - C.R. 133	*2*	*47*	*405*
153	U.S. 24 - C.R. 133	*2*	*15*	*137*
154	U.S. 24 - C.R. 133	*0*	*11*	*79*
155	U.S. 24 - C.R. 133	*0*	*31*	*298*
156	U.S. 24 - C.R. 133	*4*	*43*	*610*
157	U.S. 24 - C.R. 133	*0*	*81*	*681*
158	U.S. 24 - C.R. 133	*1*	*83*	*687*
159	U.S. 24 - C.R. 143	*0*	*38*	*364*
160	U.S. 24 - C.R. 143	*5*	*72*	*667*
161	U.S. 24 - C.R. 143	*3*	*75*	*665*
162	U.S. 24 - C.R. 143	*5*	*57*	*573*
163	U.S. 24 - C.R. 143	*3*	*21*	*260*
164	U.S. 24 - C.R. 143	*0*	*4*	*34*
165	U.S. 24 - C.R. 143	*3*	*38*	*369*
166	U.S. 24 - C.R. 143	*6*	*69*	*637*
167	U.S. 24 - C.R. 143	*5*	*74*	*670*
168	U.S. 24 - C.R. 143	*2*	*74*	*631*
169	U.S. 24 - C.R. 143	*0*	*25*	*200*
CROSS SECTION SUBTOTALS CARRIED TO GENERAL SUMMARY		*45*	*2012*	*18272*

** SEE PART 2 FOR RIGHT SIDE OF ROAD EARTHWORK QUANTITIES*

EARTHWORK SUBSUMMARY

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

MODEL: Sheet PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 1:51:38 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GS005.dgn

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE (IN DIRECTION OF TRAVEL)	TAPER	TAPER LENGTH	RADIUS	RADIUS LENGTH	202 GUARDRAIL REMOVED, AS PER PLAN	202 GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	202 GUARDRAIL REMOVED, BARRIER DESIGN, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE B	202 ANCHOR ASSEMBLY REMOVED, TYPE T	202 ANCHOR ASSEMBLY REMOVED, TYPE E	202 IMPACT ATTENUATOR REMOVED	202 BRIDGE TERMINAL ASSEMBLY REMOVED	606 GUARDRAIL, TYPE MGS, AS PER PLAN	606 GUARDRAIL, TYPE MGS WITH LONG POSTS, AS PER PLAN	606 GUARDRAIL REBUILT, TYPE MGS WITH LONG POSTS, AS PER PLAN	606 ANCHOR ASSEMBLY, MGS TYPE B (MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN	606 MGS BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 1	606 GUARDRAIL, BARRIER DESIGN, TYPE MGS	606 IMPACT ATTENUATOR, TYPE 1 (BI-DIRECTIONAL)	626 BARRIER REFLECTOR ,TYPE 2, WHITE, ONE WAY	626 BARRIER REFLECTOR, TYPE 2, YELLOW, BI-DIRECTIONAL	626 BARRIER REFLECTOR TYPE 2, WHITE-RED, BI-DIRECTIONAL	626 BARRIER REFLECTOR TYPE 2, YELLOW-RED, BI-DIRECTIONAL
					FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	EACH
		U.S. 24 EASTBOUND																													
GR1	53	1369+82.00	1372+13.00	LT	7	100			100.0		87.5		1		1		100				1					87.5	1		4		
GR3	56-57	1401+87.00	1416+06.18	RT					1362.5			1				1		1,362.50		1			1					14			
GR5	57	1412+13.00	1415+68.38	LT					287.5			1				1		287.5		1			1						4		
GR7 *	57	1416+67.50	1417+61.00	LT					75.0				1			1		75			1			1					3		
GR9	57-58																														
GR11	90-91	1796+79.00	1805+66.80	RT					825.0			1				1		825		1			1					10			
GR13	90-91	1802+82.00	1805+85.83	LT					237.5			1				1		237.5		1			1						4		
GR15	92	1806+86.77	1808+05.00	LT					100.0				1			1		100			1			1					2		
GR17	92	1806+65.98	1815+52.00	RT					875.0				1			1		875			1			1				9			
GR19	97-99	1864+98.00	1880+23.61	RT					1462.5			1				1		1,463		1			1					15			
GR21	100	1877+34.00	1879+89.09	LT	19	187.5			187.5			1				1		187.5		1			1						2		
GR23	100-101	1882+72.41	1895+46.00	RT					1262.5				1			1		1,263			1			1				13			
		U.S. 24 WESTBOUND																													
GR2	53	1271+22.00	1373+78.00	LT	7	100			100.0		87.5		1		1		125				1					87.5	1		4		
GR4	56-57	1404+00.00	1414+87.27	RT					1075.0				1			1		1075			1			1				11			
GR6	57	1414+44.00	1415+25.08	LT					62.5				1			1		62.5			1			1					3		
GR8	59-60	1427+63.43	1431+24.00	RT					325.0			1						325.00		1								4			
GR8A	57-59	1415+86.40	1427+63.43	RT						1,150.00						1			1,150.00						1			11			
GR10	57-58	1416+24.20	1420+04.00	LT					312.5			1				1		312.5		1			1						5		
GR12	90-91	1798+03.00	1805+29.65	RT					712.5				1			1		712.5			1			1				8			
GR14	92	1804+89.00	1806+08.24	LT					100.0				1			1		100			1			1					2		
GR16	92	1807+11.27	1810+19.00	RT					237.5			1				1		237.5		1			1						3		
GR18	92	1807+33.58	1815+72.00	RT					775.0			1				1		775		1			1					8			
GR20	97-99	1866+47.00	1878+93.96	RT					1237.5				1			1		1,237.50			1			1				13			
GR22	100	1881+98.90	1884+53.00	LT	18	187.5			187.5			1				1		187.5		1			1						2		
		RAMP US127 A																													
GR24	105	1367+07.00	1373+71.03	RT			42	60	675.0				1					675			1									15	
GR25	105	1368+91.00	1373+71.03	LT			36	60	500.0				1					500			1										11
		RAMP US127 B																													
GR26	107	1365+83.00	1370+29.92	LT			25	38	412.5			1						412.5		1											9
GR27	106-107	1361+38.00	1370+29.92	RT			36	55	850.0					1				850				1								15	
		RAMP US127 C																													
GR28	108	1372+76.70	1377+50.00	RT			36	61	450.0			1						450		1										10	
GR29 *	108	1372+76.70	1377+22.00	LT			25	34	450.0			1						450		1											10
		RAMP US127 D																													
GR30	110	1370+48.97	1377+90.00	LT			36	52	750.0				1					750			1										16
GR31	110																														
		RAMP SR424 A																													
GR32	112-113	1881+41.09	1891+15.00	RT					912.5			1				1		912.5		1			1							20	
		RAMP SR424 B																													
GR33	116-117	1881+09.00	1882+54.00	RT					137.5				1					1,350			1										2
GR33A	116-117	1882+54.00	1892+94.00	RT					1050.0	1050									1050												20
GR34	116-117	1892+94.00	1895+26.00	RT					225.0			1								1											3
** SEE PART 2 FOR GUARDRAIL QUANTITIES*			TOTALS CARRIED TO GENERAL SUMMARY						18312.5	2200	175	16	15	1	2	21	225	18050	2200	16	15	1	11	9	1	175	2	116	169		

GUARDRAIL SUBSUMMARY

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.41 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:51:49 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GS006.dgn

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE (IN DIRECTION OF TRAVEL)	202 CURB REMOVED FT	609 CURB, TYPE 4-C FT	609 CURB, MISC.: TYPE 4-A RETROFIT APPROACH SLABS FT	609 CURB, MISC.: TYPE 4-A RETROFIT CRACK AND SEAT FT
		U.S. 24 EASTBOUND						
C1	57	1414+80.00	1415+72.93	RT	92.9	92.9		
C2	57	1415+72.93	1416+10.78	RT			37.9	
C3	57	1414+80.00	1415+35.13	LT	55.1	55.1		
C4	57	1415+35.13	1415+72.53	LT			37.4	
C5	57	1417+01.06	1417+38.45	RT			37.4	
C6	57	1417+38.45	1417+95.06	RT	56.6	56.6		
C7	57	1416+62.80	1417+00.65	LT			37.9	
C8	57	1417+00.65	1417+12.58	LT	11.9	11.9		
C18	92	1805+11.22	1805+34.15	RT	22.9	22.9		
C19	92	1805+34.15	1805+70.85	RT			36.7	
C20	92	1805+30.00	1805+52.60	LT	22.6	22.6		
C21	92	1805+52.60	1805+90.17	LT			37.6	
C22	92	1806+61.59	1806+97.02	RT			35.4	
C23	92	1806+97.02	1810+50.00	RT	353.0	353.0		
C24	92	1806+82.84	1807+18.39	LT			35.6	
C25	92	1807+18.39	1807+70.05	LT	51.7	51.7		
C34	100	1879+98.40	1880+28.15	RT			29.8	
C35	100	1879+63.88	1879+93.24	LT			29.4	
C36	100	1882+68.11	1883+05.69	RT			37.6	
C37	100	1883+05.69	1884+02.82	RT	97.1	97.1		
C38	100	1882+32.18	1882+62.05	LT			29.9	
		U.S. 24 WESTBOUND						
C9	57	1414+80.00	1414+91.93	LT	11.9	11.9		
C10	57	1414+91.93	1415+29.78	LT			37.9	
C11	57	1414+03.52	1414+54.13	RT	50.6	50.6		
C12	57	1414+54.13	1414+91.52	RT			37.4	
C13	57	1416+20.05	1416+57.45	LT			37.4	
C14	57	1416+57.45	1417+12.58	LT	55.1	55.1		
C15	57	1415+81.80	1416+19.65	RT			37.9	
C16	57	1416+19.65	1419+47.47	RT	327.8	327.8		
C17	59	1419+47.47	1426+94.50	RT	747.0			747.0
C26	92	1805+30.00	1805+74.41	LT	44.4	44.4		
C27	92	1805+74.41	1806+12.53	LT			38.1	
C28	92	1805+30.00	1805+94.18	RT	64.2	64.2		
C29	92	1805+94.18	1806+33.25	RT			39.1	
C30	92	1807+06.82	1807+43.69	LT			36.9	
C31	92	1807+43.69	1807+70.04	LT	26.4	26.4		
C32	92	1807+29.33	1807+66.64	RT			37.3	
C33	92	1807+66.64	1808+01.80	RT	35.2	35.2		
C39	100	1879+26.57	1879+56.33	LT			29.8	
C40	98,100	1872+54.00	1878+61.18	RT	607.2	607.2		
C41	100	1878+61.18	1878+98.21	RT			37.0	
C42	100	1881+94.76	1882+24.03	LT			29.3	
C43	100	1881+36.58	1881+73.68	RT			37.1	
C44	100	1881+73.68	1881+86.16	RT	12.5	12.5		
		RAMP SR424 B						
C45	116	1883+05.50	1892+44.50	RT	934.0	934.0		
TOTALS CARRIED TO GENERAL SUMMARY					3680	2933	857	747

REF. NO.	SHEET NO.	STATION	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN EACH
D1	59	1418+50.00	1	
D2	59	1424+50.00	1	
D3	63	1467+50.00		1
D4	64	1474+00.00		1
D5	70	1551+50.00		1
D6	72	1577+50.00		1
D7	73	1584+50.00		1
D8	92	1808+00.00	1	
D9	92	1810+50.00	1	
D10	98	1876+50.00	1	
D11	100	1882+00.00	1	
D12	100	1884+00.00	1	
D13	115	1873+50.00	1	
D14	115	1877+50.00	1	
D15	116	1884+25.00	1	
TOTALS CARRIED TO GENERAL SUMMARY			10	5

SUBSUMMARY

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.41A TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 1:32:51 PM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GS007.dgn

* STA. 23+60.58 U.S. 127=
STA. 1373+99.46 RAMP "A"=
STA. 1372+48.26 RAMP "C"

** STA. 1371+73.24 U.S. 24 =
STA. 19+91.28 U.S. 127

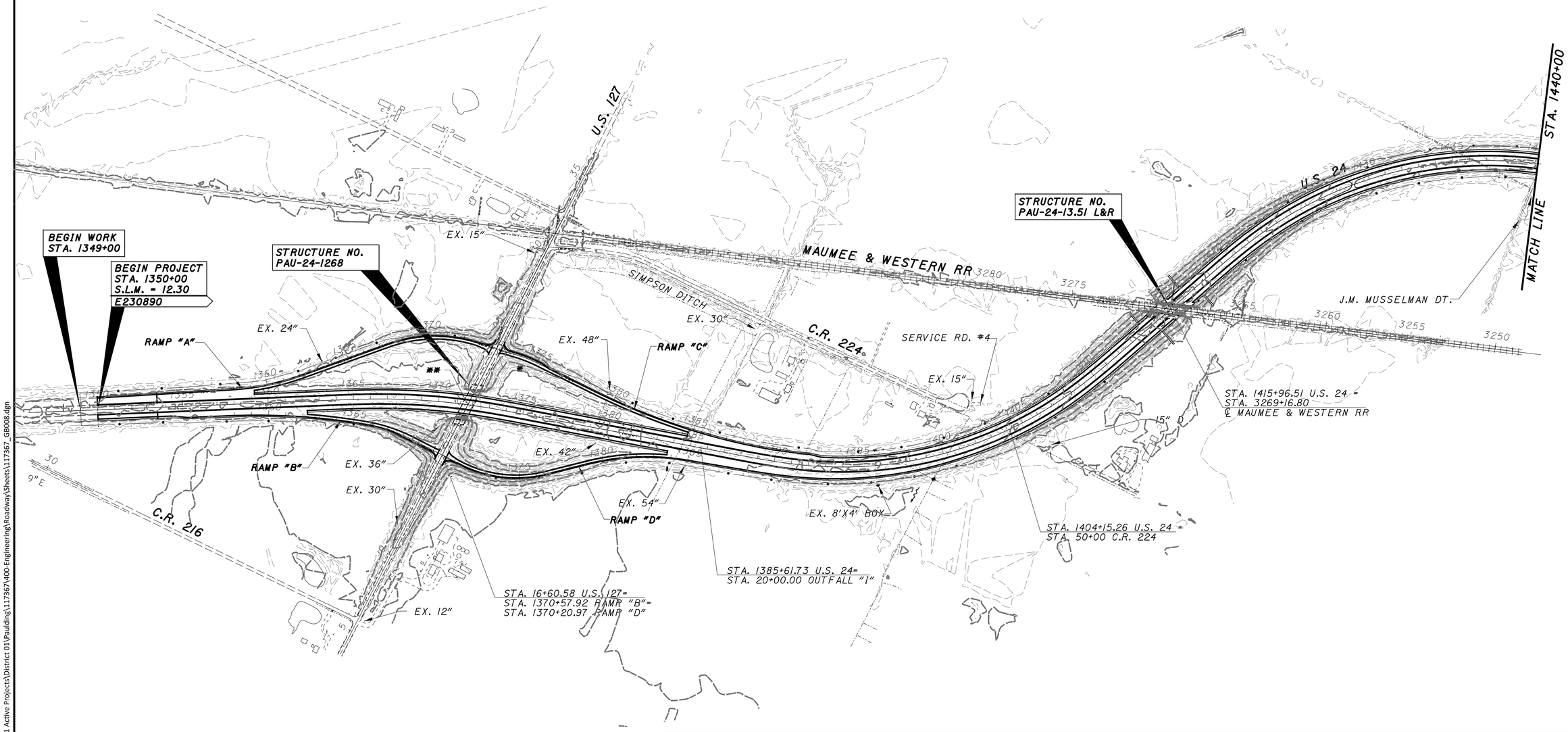
PART 1 PROJECT DESCRIPTION

REHABILITATION OF 10.61 MILES OF US 24 PAVEMENT AND THE RAMPS AT THE US 127 AND BALTIMORE ST. INTERCHANGES BY CRACKING AND SEATING THE EXISTING CONCRETE AND PLACING 7.25" OF ASPHALT CONCRETE PAVEMENT. THE PROJECT ALSO INCLUDES AREAS OF FULL DEPTH PAVEMENT REPLACEMENT TO TRANSITION TO MEET EXISTING PAVEMENT AT THE BEGINNING OF THE PROJECT AND AT THE END OF RAMPS, TO TRANSITION TO EXISTING AT-GRADE BRIDGE 3" ASPHALT OVERLAY AND TO MAINTAIN VERTICAL CLEARANCE UNDER THE US 127 OVERHEAD BRIDGE. INCIDENTAL WORK INCLUDES RE-GRADING, REPLACEMENT OF GUARDRAIL AND REPLACEMENT OF SIGNS.

PART 2 PROJECT DESCRIPTION

SLIDE REPAIR BY RECONSTRUCTING AND BENCHING THE EMBANKMENT ALONG NORTHBOUND US 127. THE EASTBOUND ENTRANCE RAMP TO US 24 (RAMP D), AND ALON US 24 EASTBOUND NORTHEAST OF THE US 127 INTERCHANGE. THE PROJECT WILL ALSO FLATTEN THE SLOPES AND INSTALL CURB AND STORM WATER INLETS TO CONTROL SURFACE RUNOFF.
PROJECT LENGTH: 0.39 MILES

HORIZONTAL SCALE IN FEET
0 150 300 600



PROJECT DATA

TOTAL AREA OF PROJECT (RIGHT-OF-WAY):	537 ACRES	IMMEDIATE RECEIVING WATERS:	J.M. MUSSELMAN DT.
PROJECT EARTH DISTURBED AREA:	96.5 ACRES		SIXMILE CREEK
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	7.6 ACRES		T.J. MCCARTHY DT.
NOTICE OF INTENT EARTH DISTURBED AREA:	104.1 ACRES		WEIPPERT DT.
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE:	104 ACRES		WEBER J.T. DT.
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE:	104 ACRES		A. BRUNNER DT.
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE:	0.58		F.C. STONE DT.
RUNOFF COEFFICIENT FOR POST CONSTRUCTION SITE:	0.58		WEAVER JOINT DT.
USGS 7.5 MINUTE QUADRANGLE MAPS:	PAULDING		STEVENS DT.
	JUNCTION	SUBSEQUENT RECEIVING WATERS:	MAUMEE RIVER
	DEFIANCE WEST	APPROX. LATITUDE OF CENTER OF PROJECT:	-84° 29′ 59.2792″
		APPROX. LONGITUDE OF CENTER OF PROJECT:	41° 14′ 42.9193″

PROJECT SITE PLAN

DESIGN AGENCY

DESIGNER
MJS

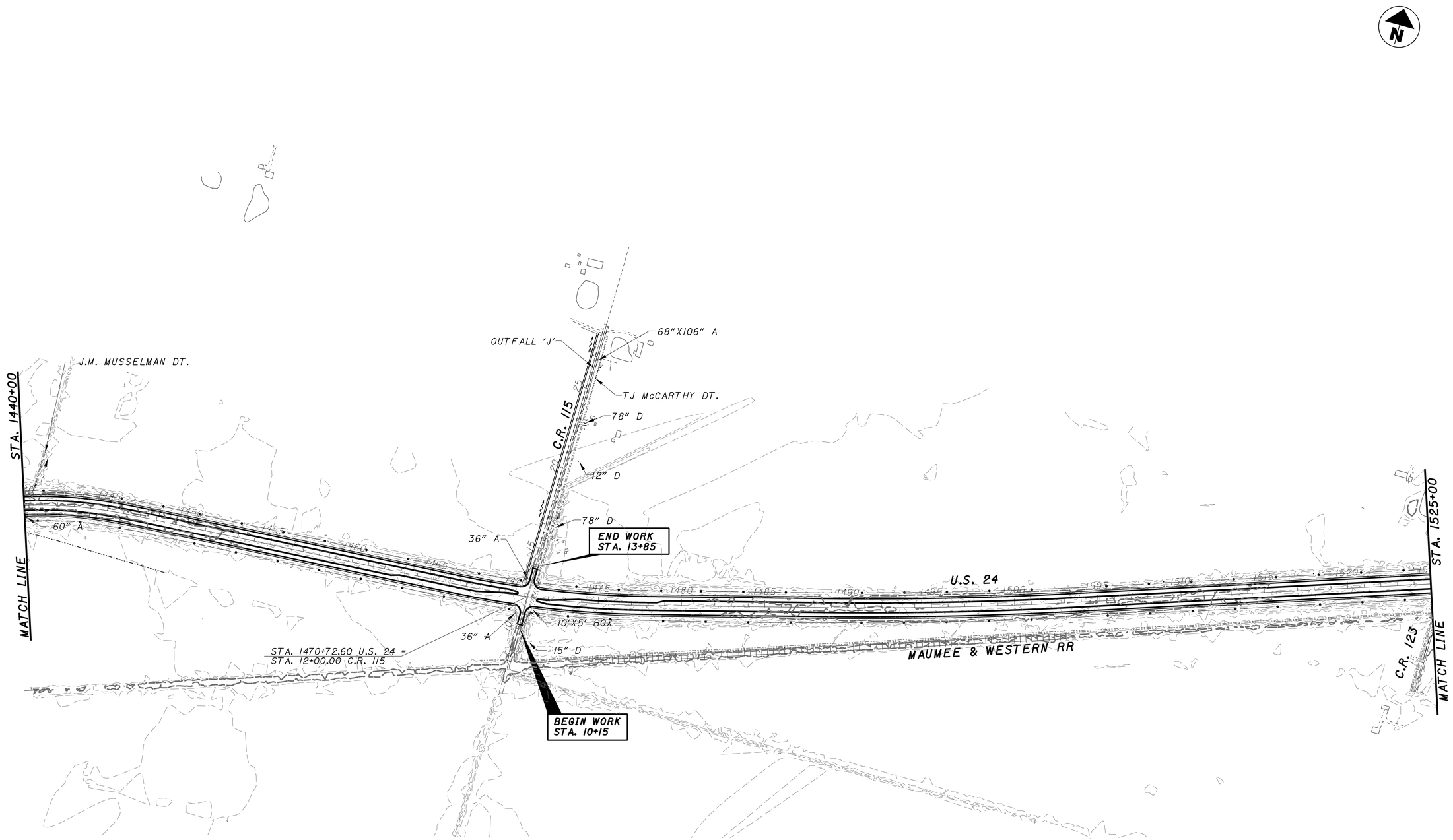
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.42 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 1:52:46 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB008.dgn



PROJECT SITE PLAN

DESIGN AGENCY

DESIGNER
MJS

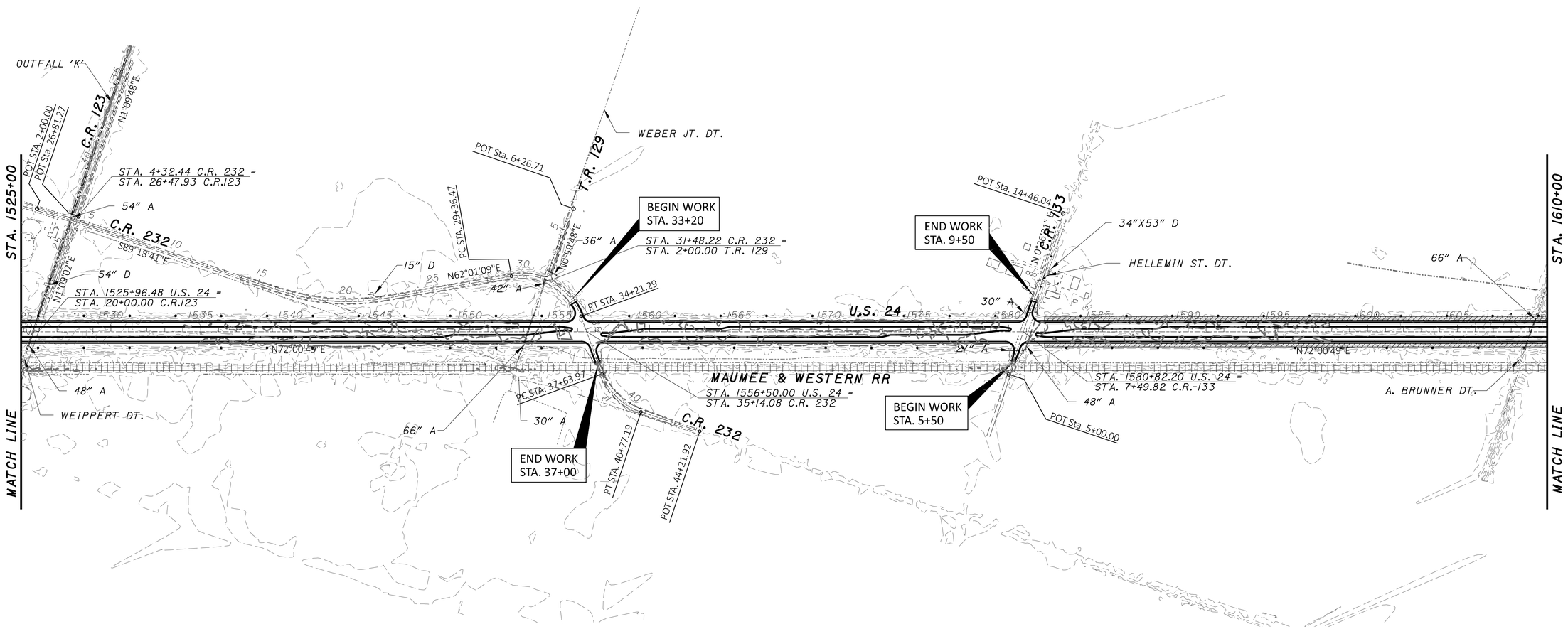
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.43 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:53:02 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB009.dgn



BMP TYPE	AVG. PAVEMENT WIDTH (FT)	MIN. FILTER STRIP WIDTH (FT)	BEGIN			END			EDA TREATMENT CREDIT (ACRES)
			STATION	LATITUDE	LONGITUDE	STATION	LATITUDE	LONGITUDE	
VEGETATED FILTER STRIP 1	22	20	1582+00	41.24119 4	-84.515194	1694+00	41.251333	-84.476751	10.8
VEGETATED FILTER STRIP 2	22	20	1582+00	41.24119 4	-84.515194	1673+00	41.249444	-84.483944	8.8
						TREATMENT PROVIDED			19.6
						TREATMENT REQUIRED			19.4

LEGEND:

- VEGETATED FILTER STRIP (VFS)
- EDA TREATMENT

HORIZONTAL SCALE IN FEET
0 150 300 600

PROJECT SITE PLAN

DESIGN AGENCY

DESIGNER
MJS

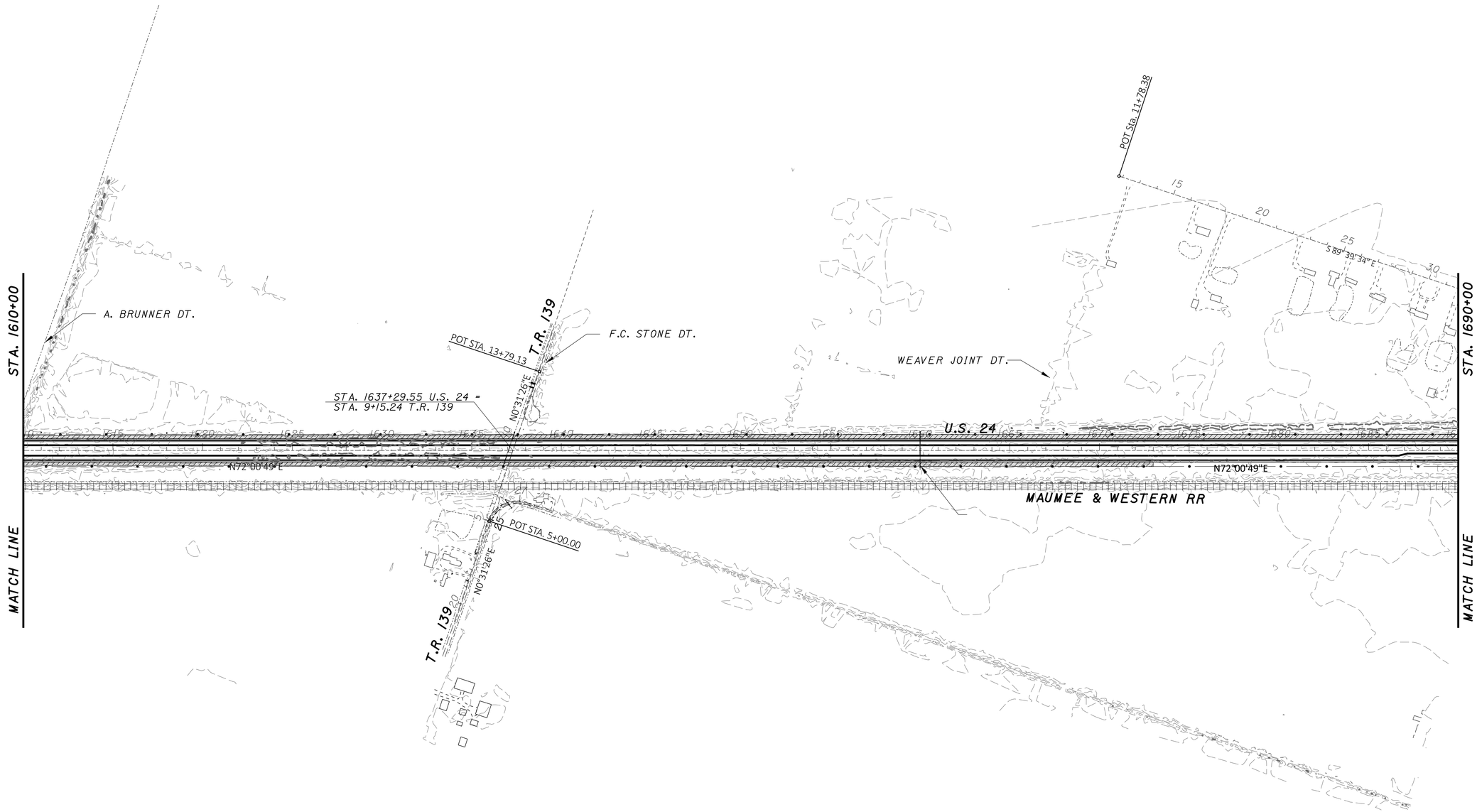
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.44 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:53:19 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB010.dgn



LEGEND:

- VEGETATED FILTER STRIP (VFS)
- EDA TREATMENT

HORIZONTAL SCALE IN FEET
0 150 300 600

PROJECT SITE PLAN

DESIGN AGENCY

DESIGNER
MJS

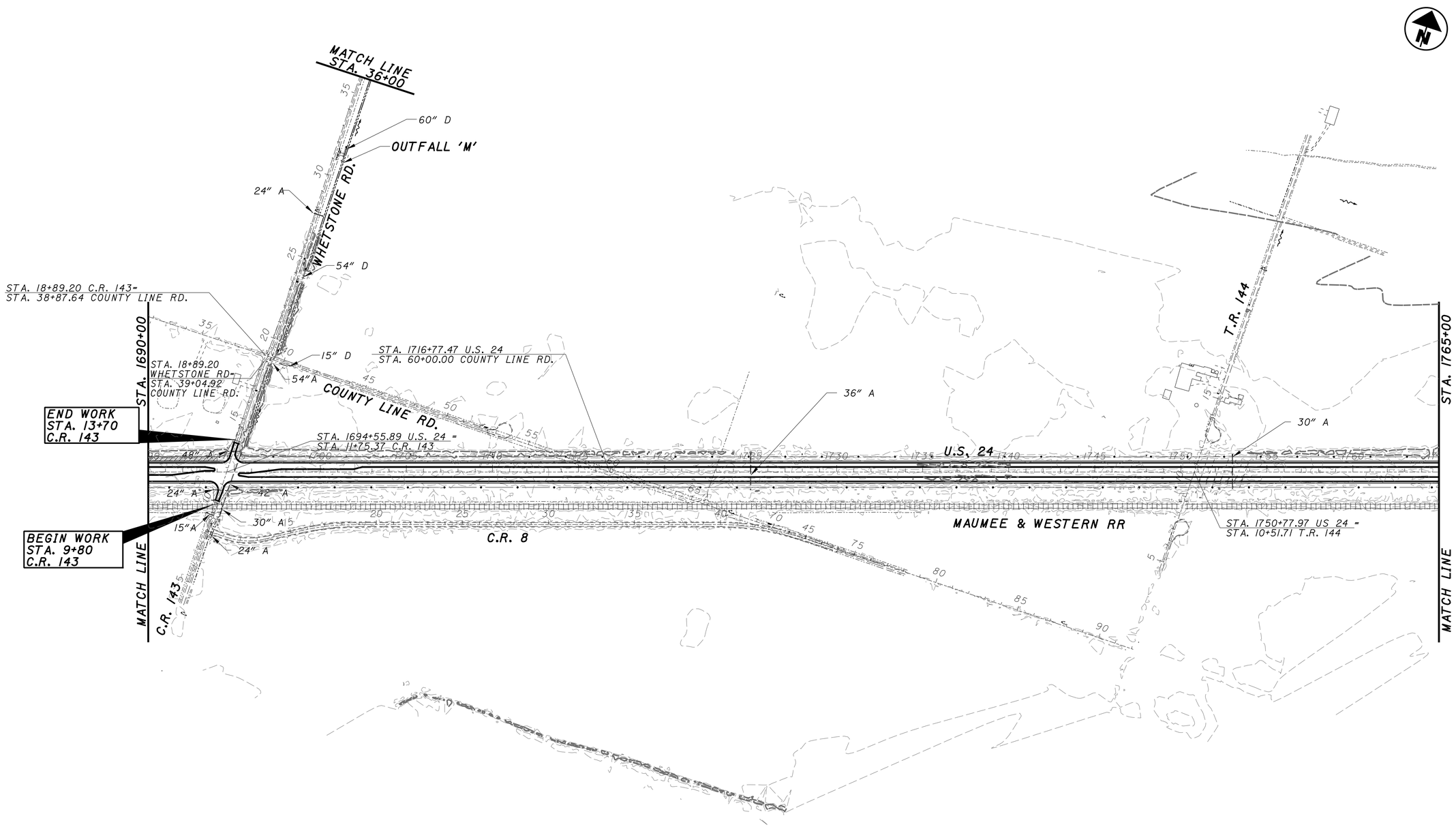
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.45 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:55:34 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB011.dgn



LEGEND:

- VEGETATED FILTER STRIP (VFS)
- EDA TREATMENT

HORIZONTAL SCALE IN FEET
0 150 300 600

PROJECT SITE PLAN

DESIGN AGENCY

DESIGNER
MJS

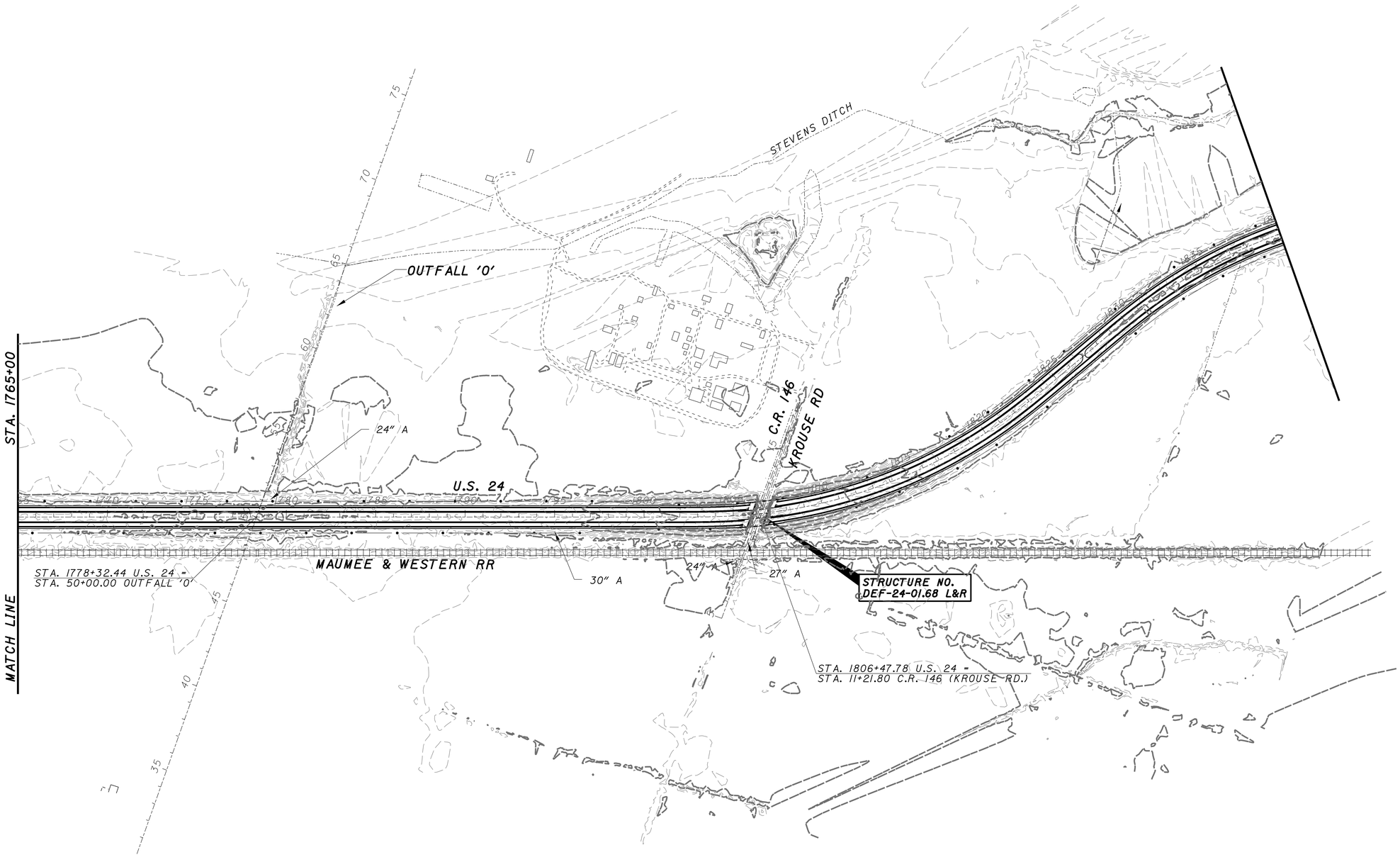
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.46 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:53:55 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB012.dgn



HORIZONTAL SCALE IN FEET
0 150 300 600

PROJECT SITE PLAN

DESIGN AGENCY

DESIGNER
MJS

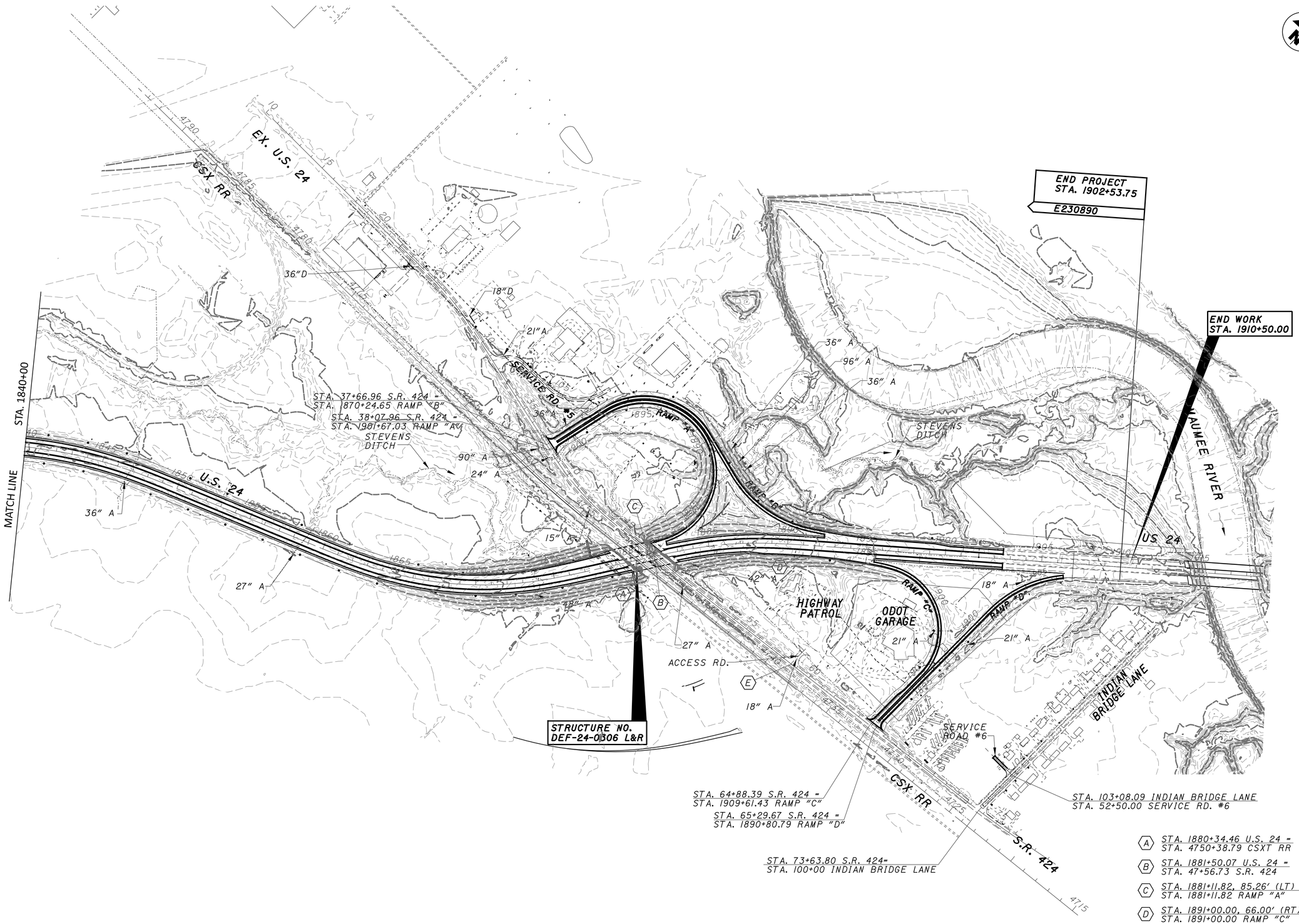
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.47 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:54:10 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB013.dgn



(A) STA. 1880+34.46 U.S. 24 =
STA. 4750+38.79 CSXT RR

(B) STA. 1881+50.07 U.S. 24 =
STA. 47+56.73 S.R. 424

(C) STA. 1881+11.82, 85.26' (LT) U.S. 24 =
STA. 1881+11.82 RAMP "A"

(D) STA. 1891+00.00, 66.00' (RT) U.S. 24 =
STA. 1891+00.00 RAMP "C"

(E) STA. 58+55.96 S.R. 424 =
STA. 0+00.00 ACCESS RD.

HORIZONTAL SCALE IN FEET
0 150 300 600

PROJECT SITE PLAN

DESIGN AGENCY

DESIGNER
MJS

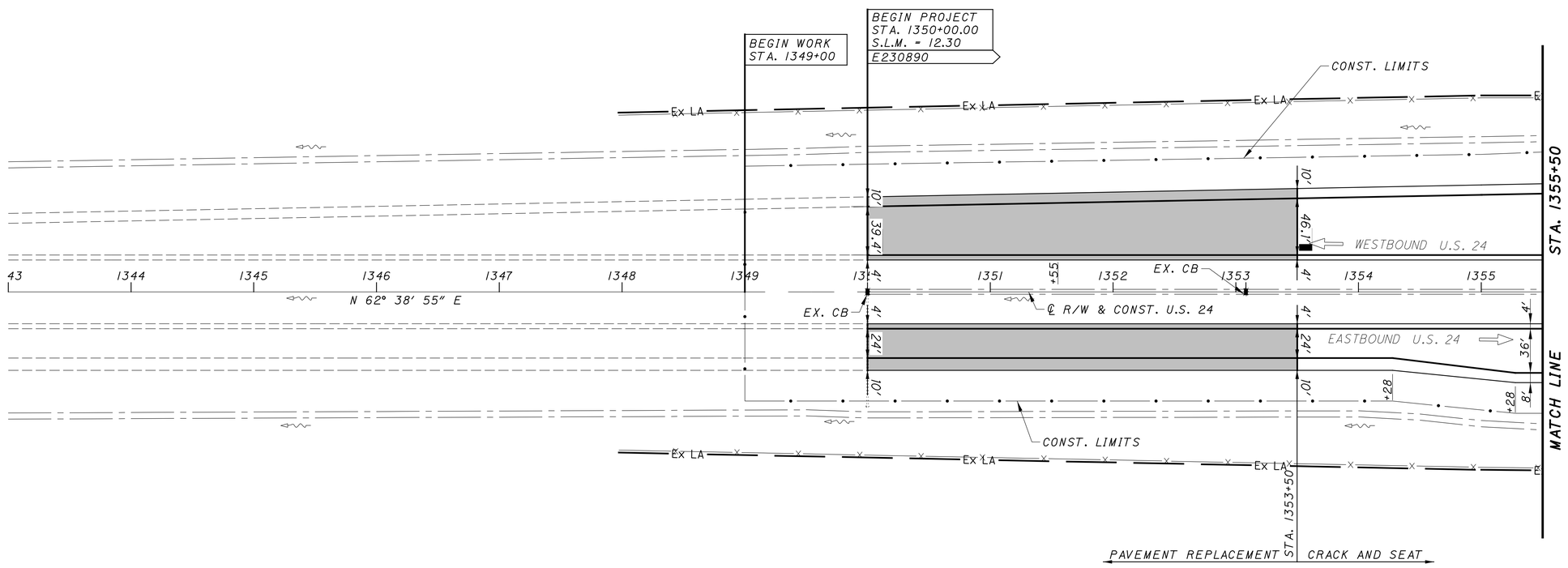
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.48 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:54:25 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GB014.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
BEGIN PROJECT TO STA. 1355+50

DESIGN AGENCY

DESIGNER
MJS

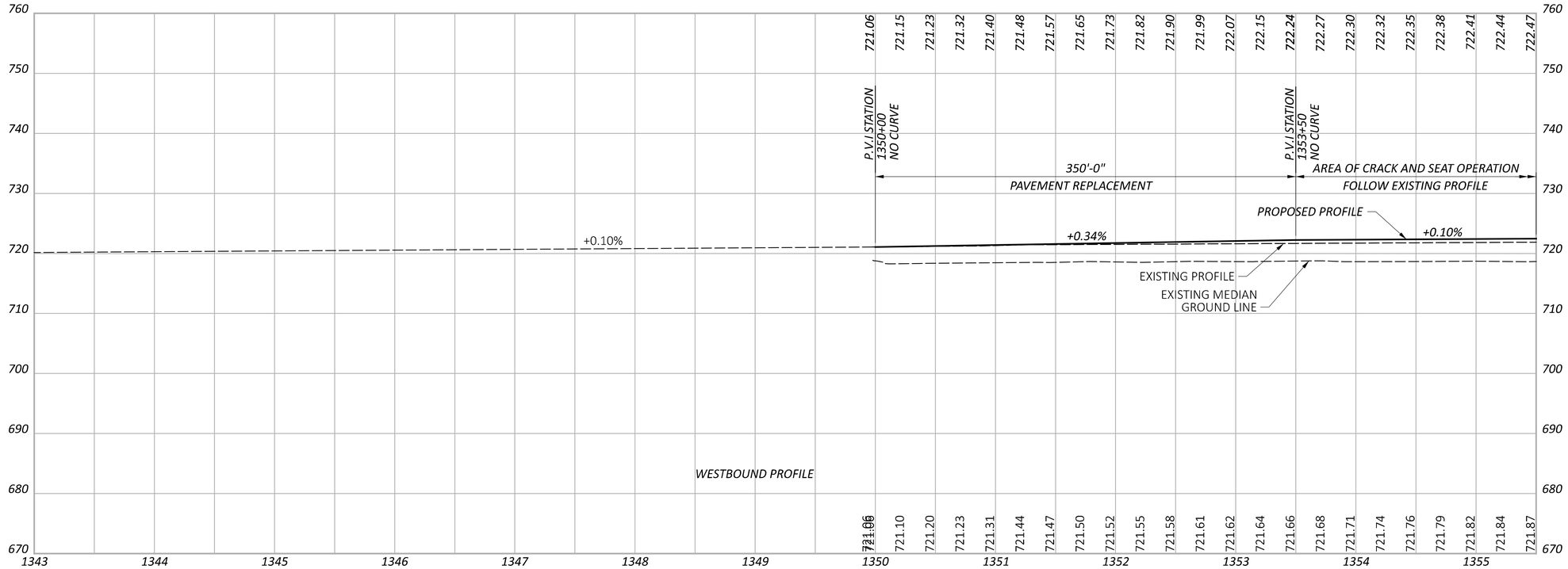
REVIEWER
MJM 10-13-23

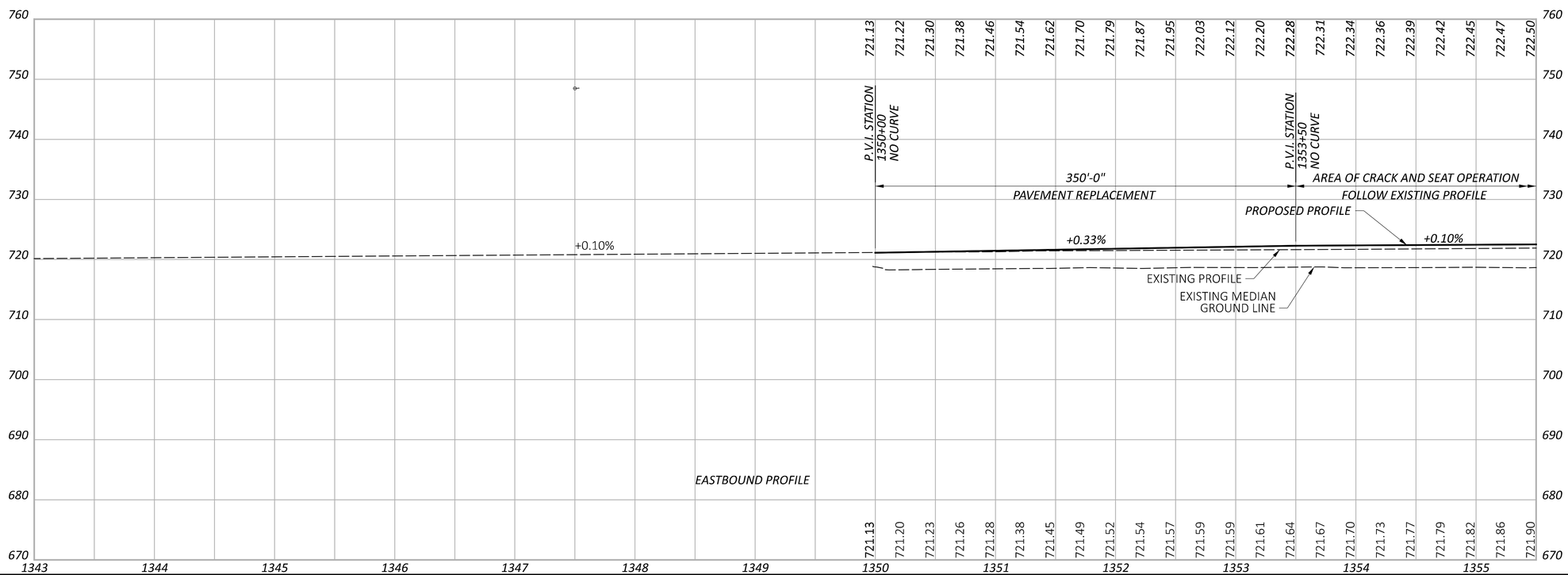
PROJECT ID
117367

SHEET P.49 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:54:37 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP146.dgn





HORIZONTAL
SCALE IN FEET
0 25 50 100

PROFILE - U.S. 24
BEGIN PROJECT TO STA. 1355+50

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

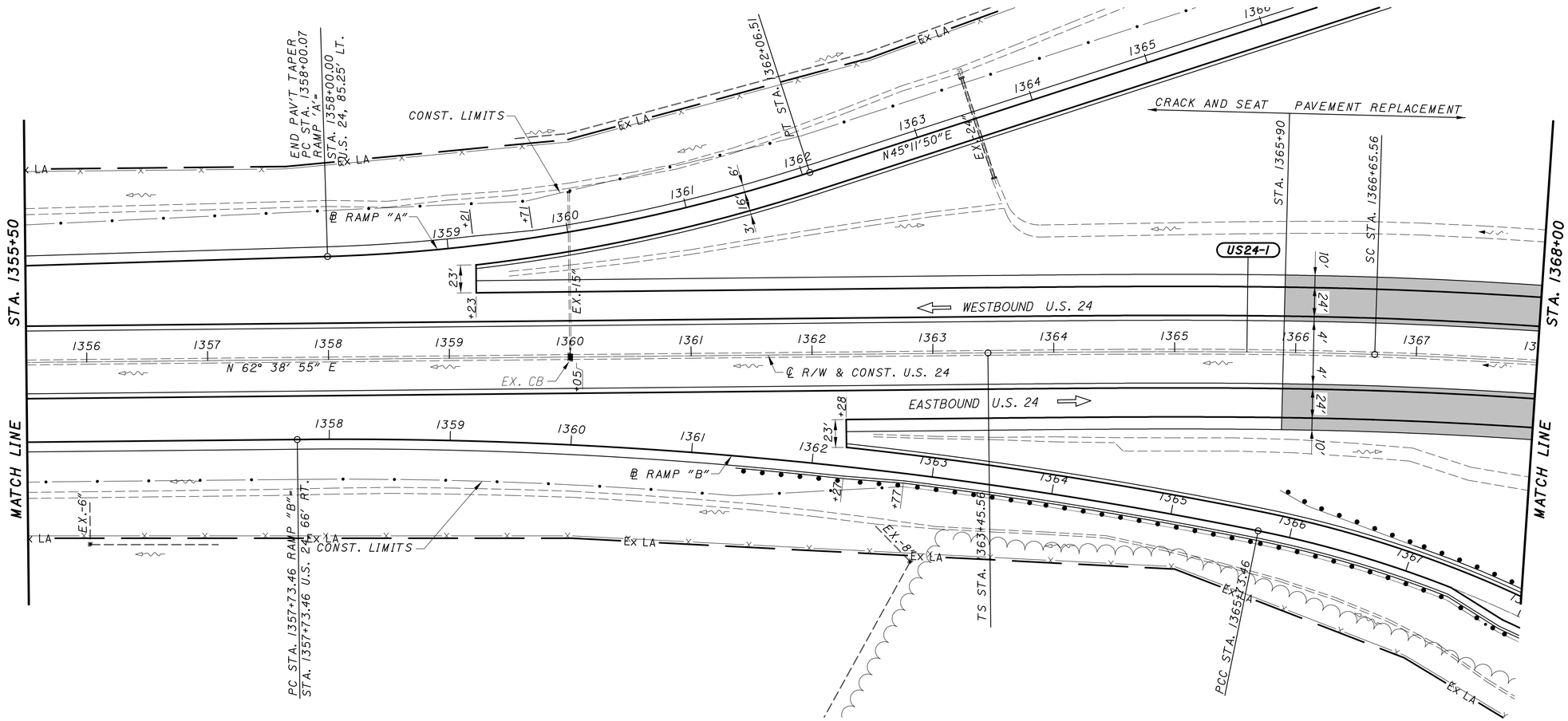
PROJECT ID
117367

SHEET P.50 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: EXGR_RT - Profile 1 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:54:52 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP100.dgn

CURVE US24-1
P.I. Sta = 1369+44.12
Δ = 13° 05′ 46″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
Ls = 320.00′
Theta = 2° 24′ 00″
LT = 213.35′
ST = 106.68′
x = 319.94′
y = 4.47′
k = 159.99′
p = 1.12′
Δc = 8° 17′ 46″ (RT)
Lc = 553.07′
Ts = 598.56′
Es = 26.21′
eMAX = 0.052



LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

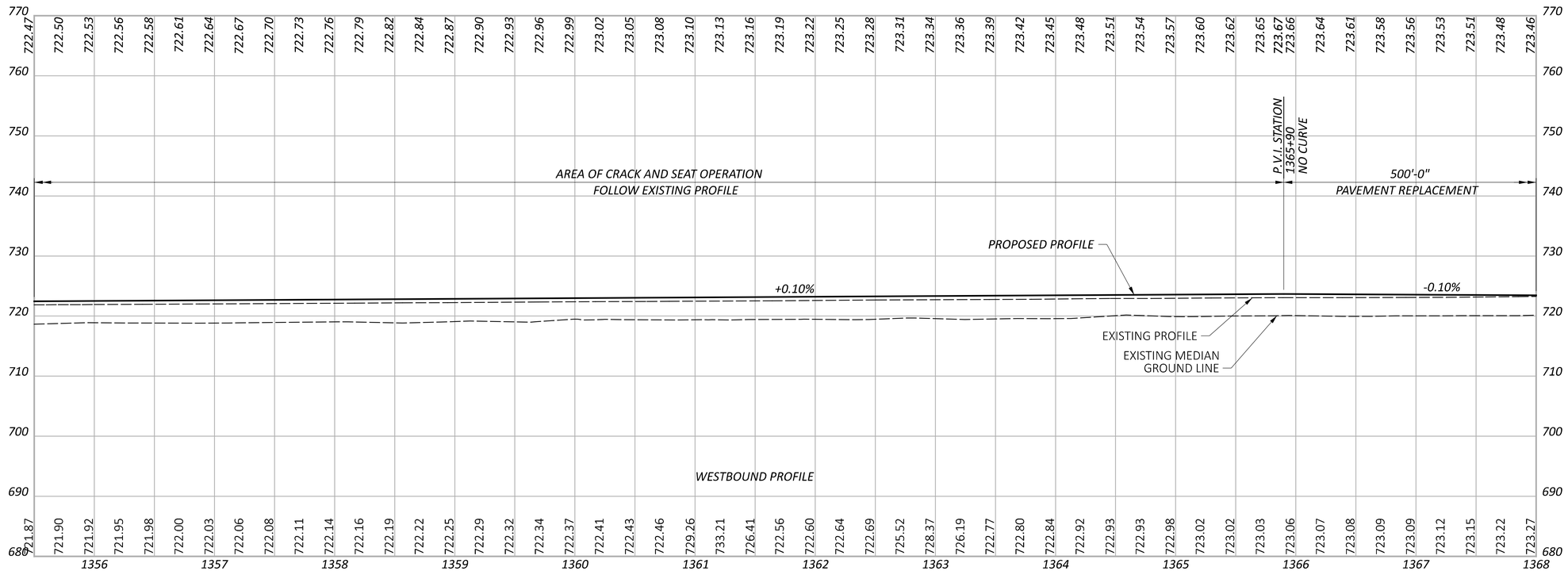
PLAN - U.S. 24
STA. 1355+50 TO STA. 1368+00

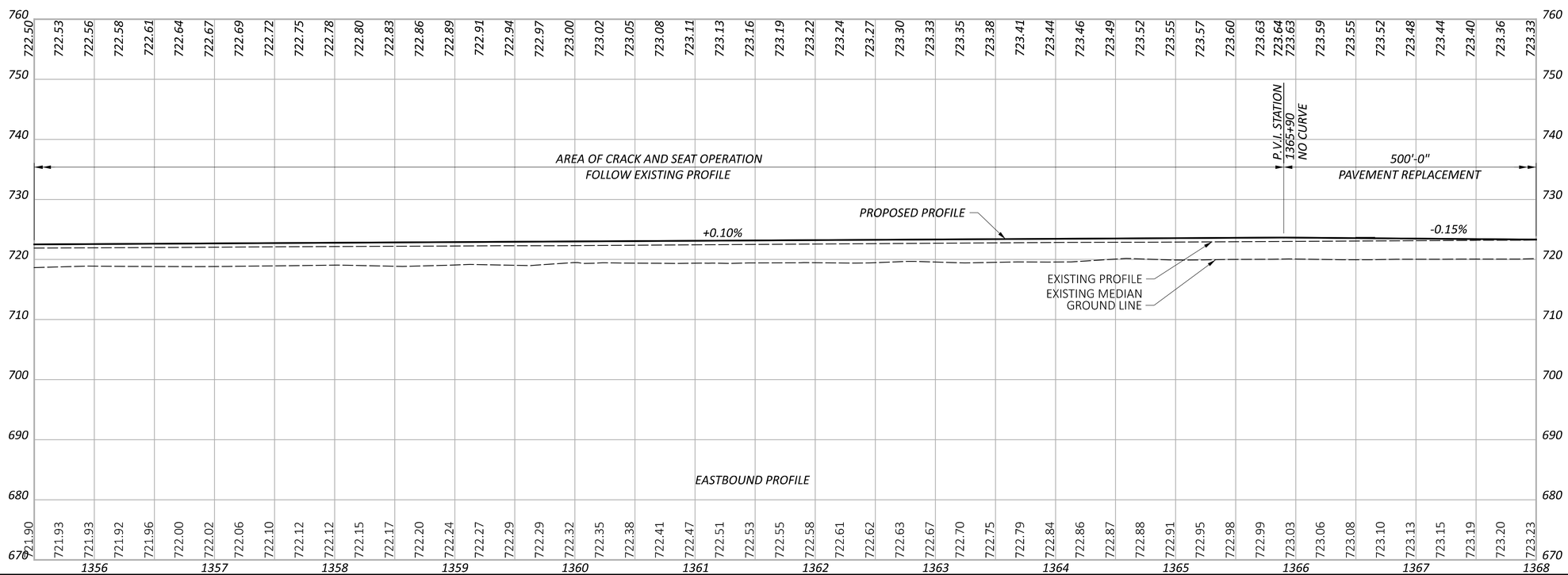
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.51 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:55:10 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP147.dgn





HORIZONTAL SCALE IN FEET
0 25 50 100

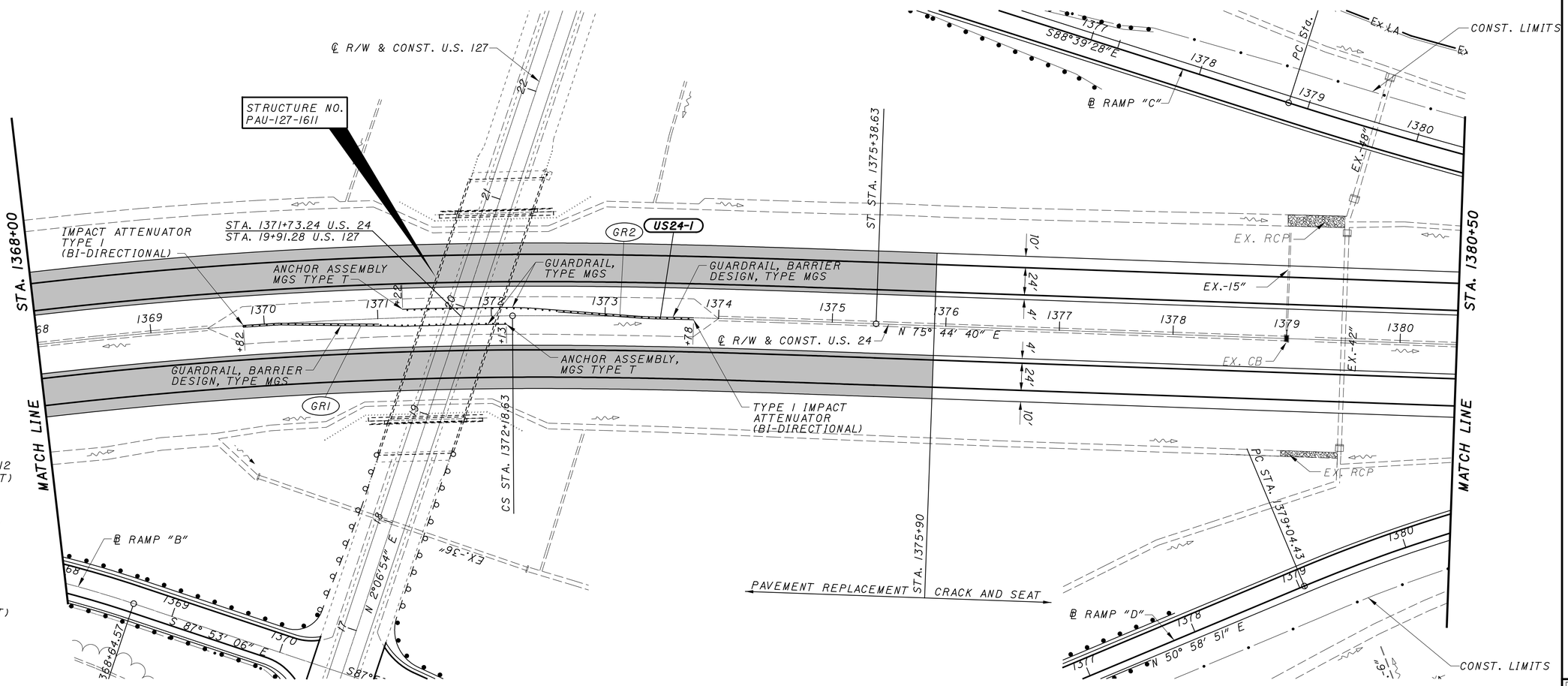
PROFILE - U.S. 24
STA. 1355+50 TO STA. 1368+00

DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.52 TOTAL: 258

PAU/DEF-24-12.30/0.00

MODEL: EXGR_RT - Profile 2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:55:24 PM USER: mslefler
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP100.dgn



CURVE US24-1
P.I. Sta = 1369+44.12
Δ = 13° 05' 46" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
Ls = 320.00'
Theta = 2° 24' 00"
LT = 213.35'
ST = 106.68'
x = 319.94'
y = 4.47'
k = 159.99'
p = 1.12'
Δc = 8° 17' 46" (RT)
Lc = 553.07'
Ts = 598.56'
Es = 26.21'
eMAX = 0.052

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1368+00 TO STA. 1380+50

DESIGN AGENCY

DESIGNER
MJS

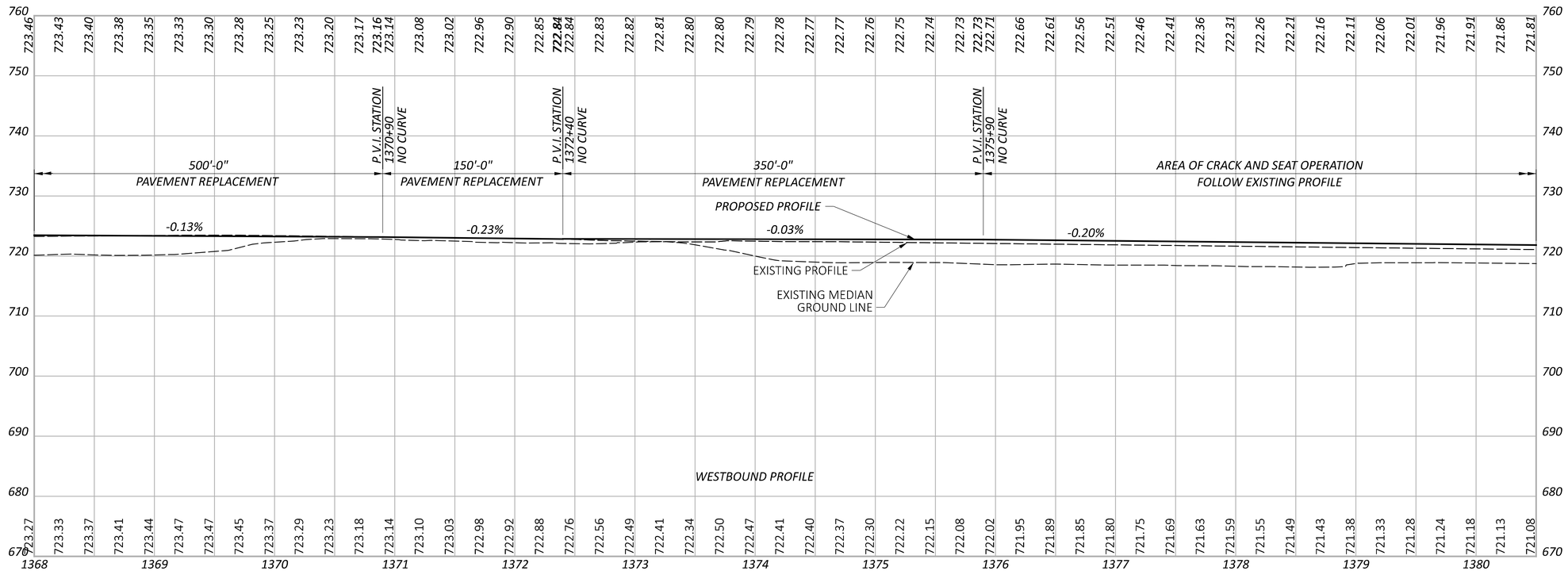
REVIEWER
MJM 10-13-23

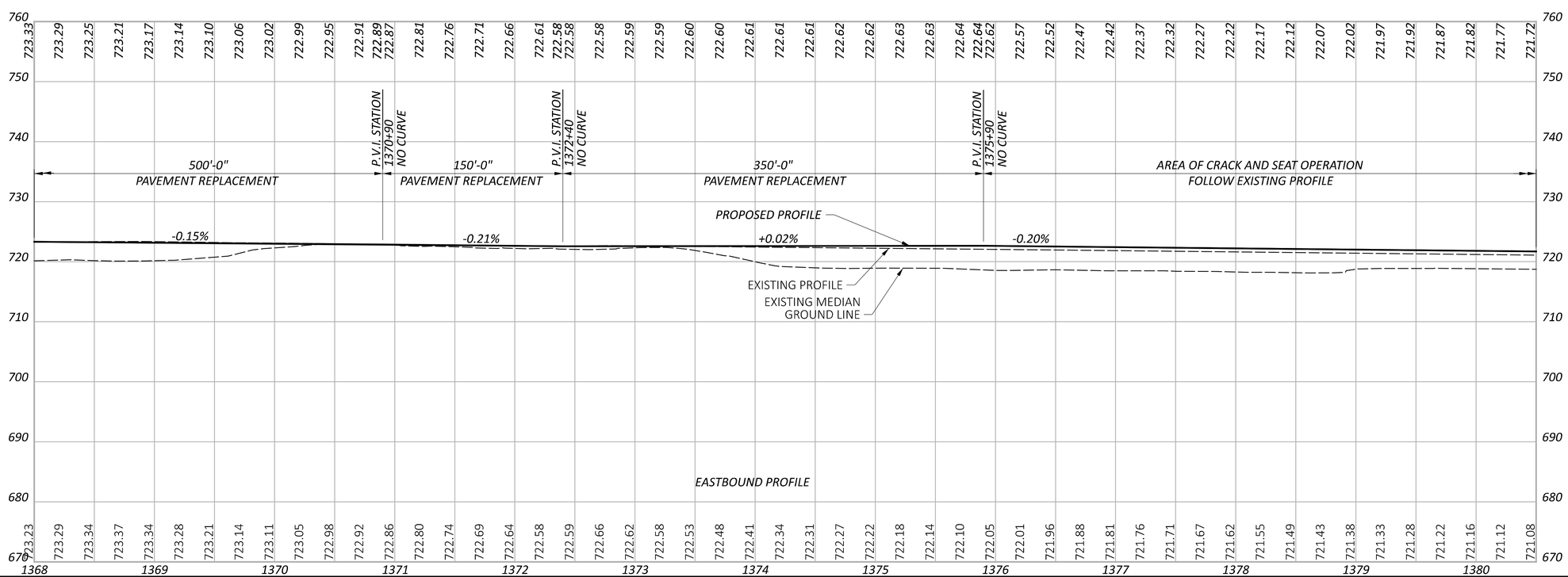
PROJECT ID
117367

SHEET P.53 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:55:43 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP101.dgn





HORIZONTAL SCALE IN FEET
0 25 50 100

PROFILE - U.S. 24
STA. 1368+00 TO 1380+50

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

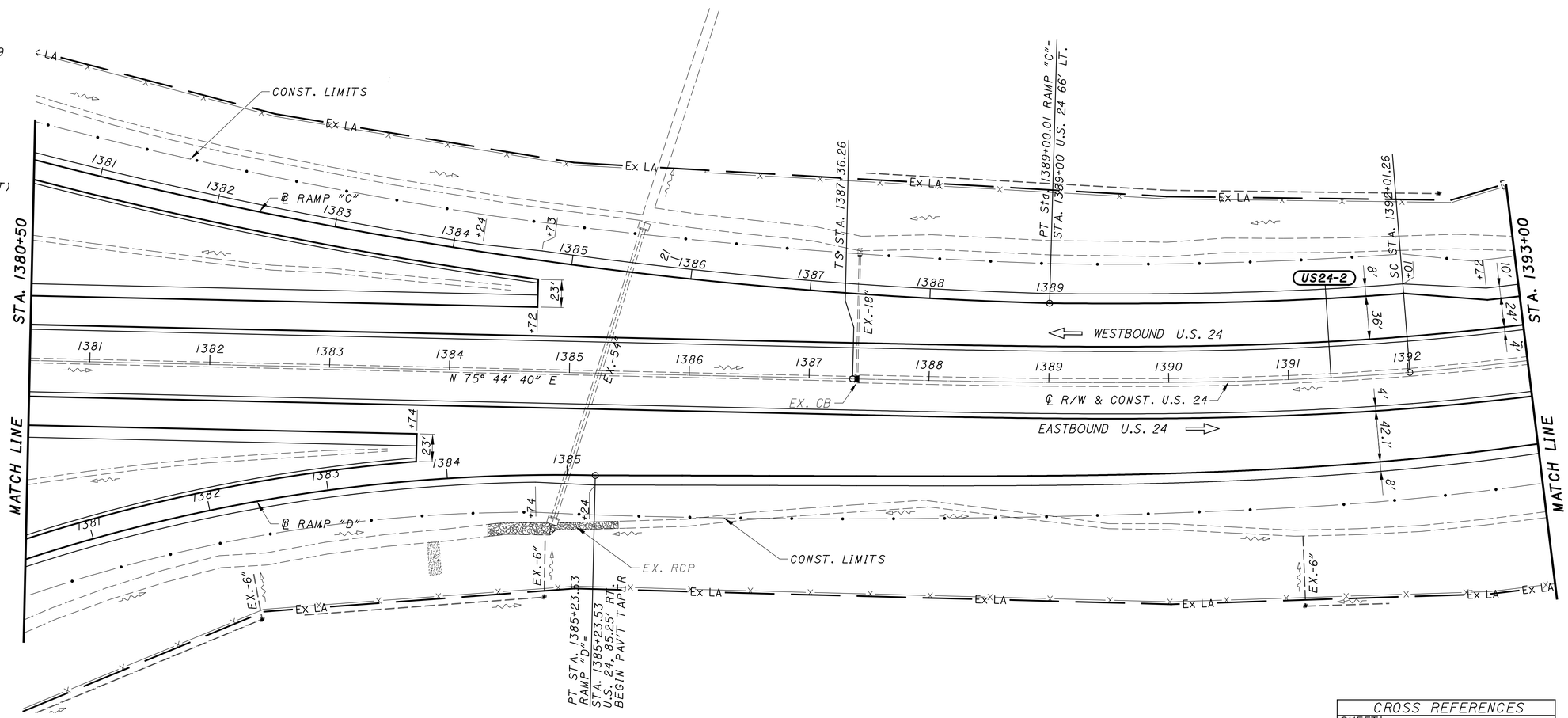
PROJECT ID
117367

SHEET P.54 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: EXGR_RT - Profile 3 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:55:56 PM USER: mslefler
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP100.dgn

CURVE US24-2
P.I. Sta = 1400+82.29
D = 51° 45′ 13″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 40° 07′ 43″ (LT)
Lc = 1,605.14′
Ts = 1,346.03′
Es = 259.77′
eMAX = 0.077



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1380+50 TO STA. 1393+00

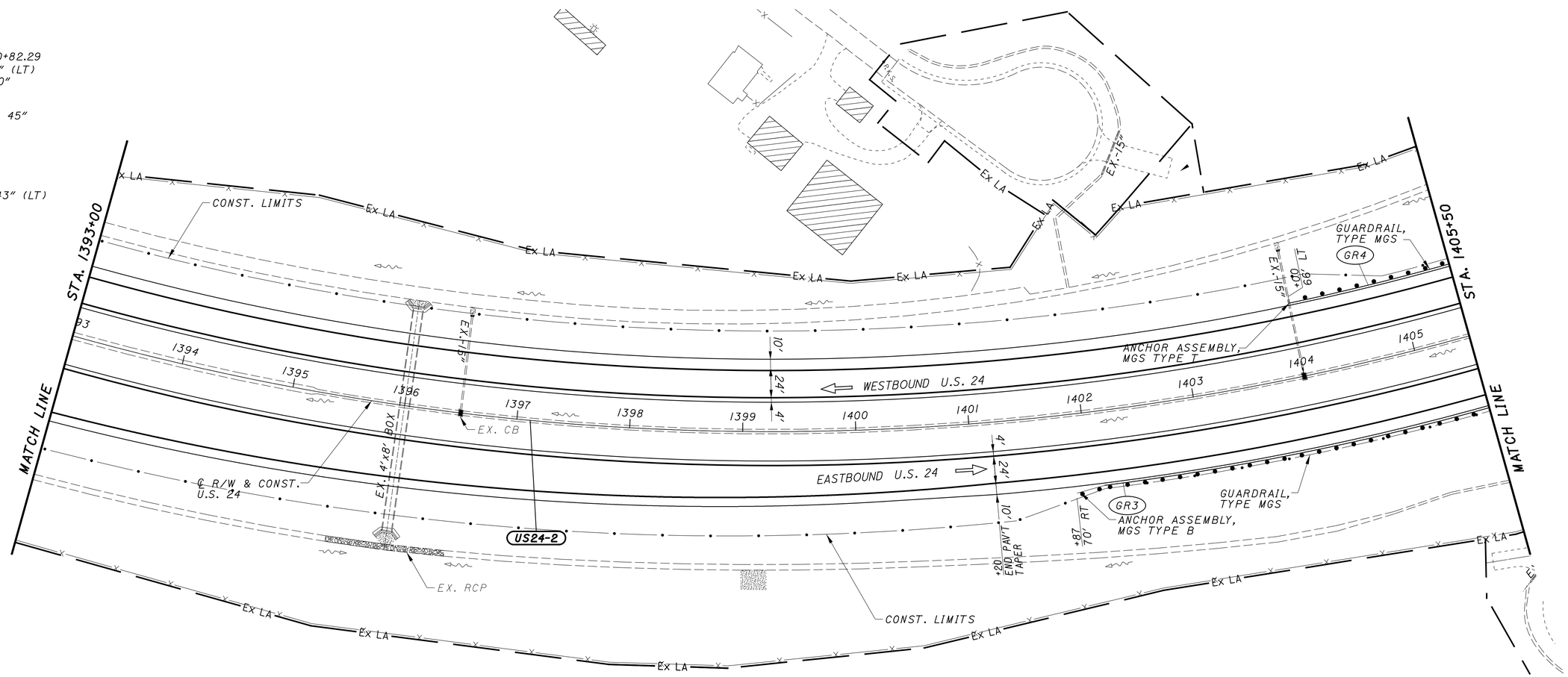
DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.55 TOTAL: 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:56:15 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP102.dgn

CURVE US24-2
P.I. Sta = 1400+82.29
Δ = 51° 45′ 13″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Δc = 40° 07′ 43″ (LT)
Lc = 1,605.14′
Ts = 1,346.03′
Es = 259.77′
eMAX = 0.077



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1393+00 TO STA. 1405+50

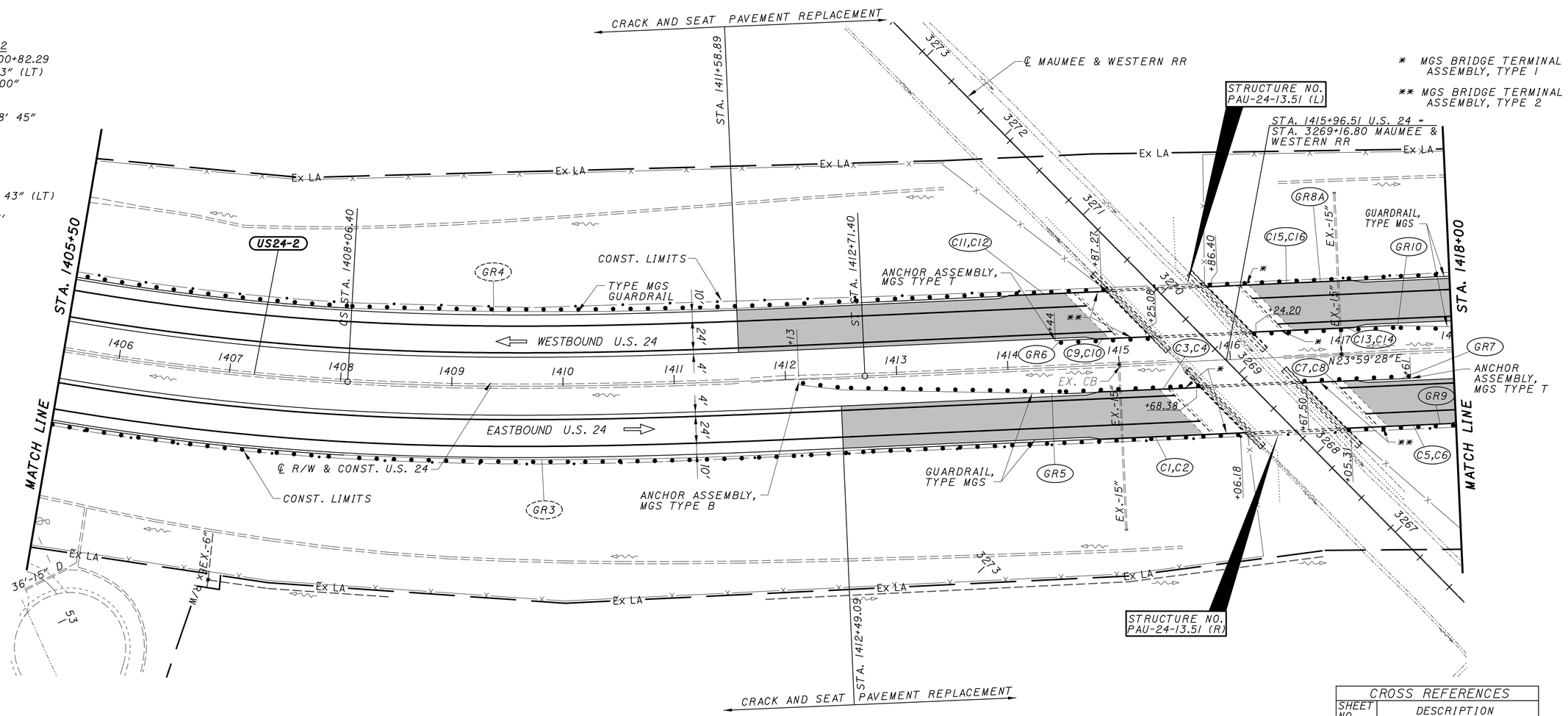
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.56 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:56:28 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP103.dgn

CURVE US24-2
P.I. Sta = 1400+82.29
Δ = 51° 45′ 13″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Δc = 40° 07′ 43″ (LT)
Lc = 1,605.14′
Ts = 1,346.03′
Es = 259.77′
eMAX = 0.077



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET 0 25 50 100

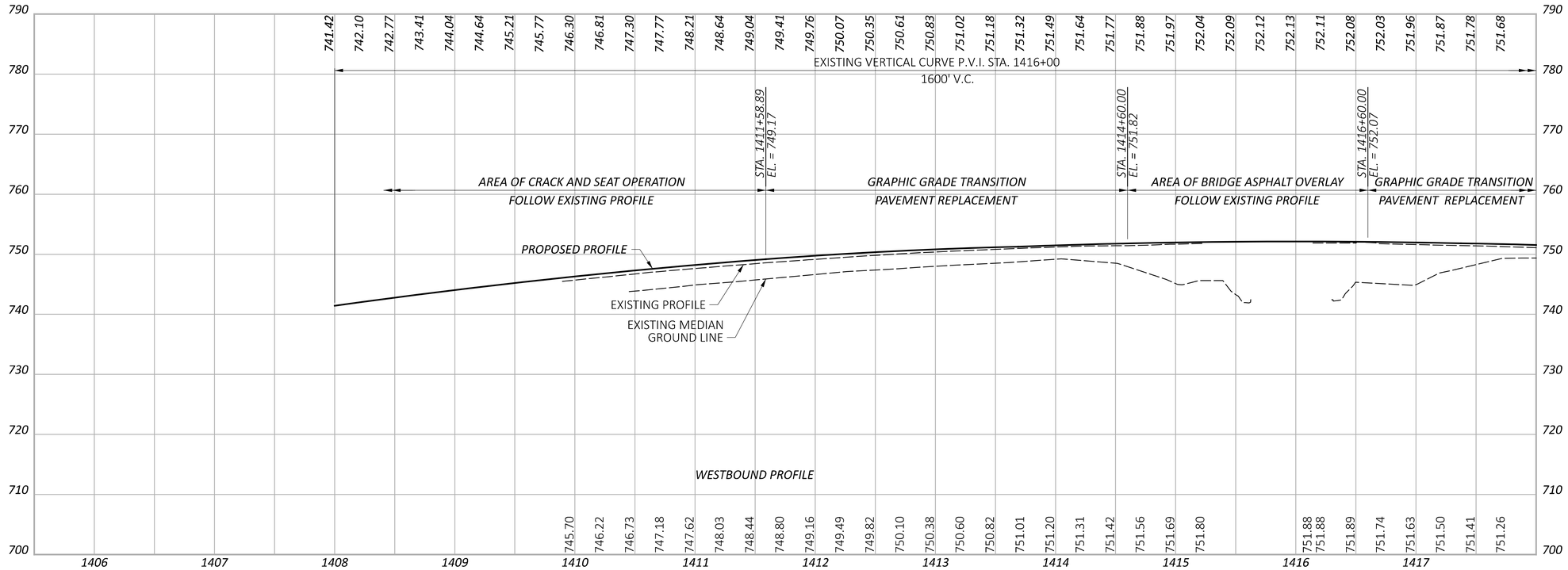
PLAN - U.S. 24
STA. 1405+50 TO STA. 1418+00

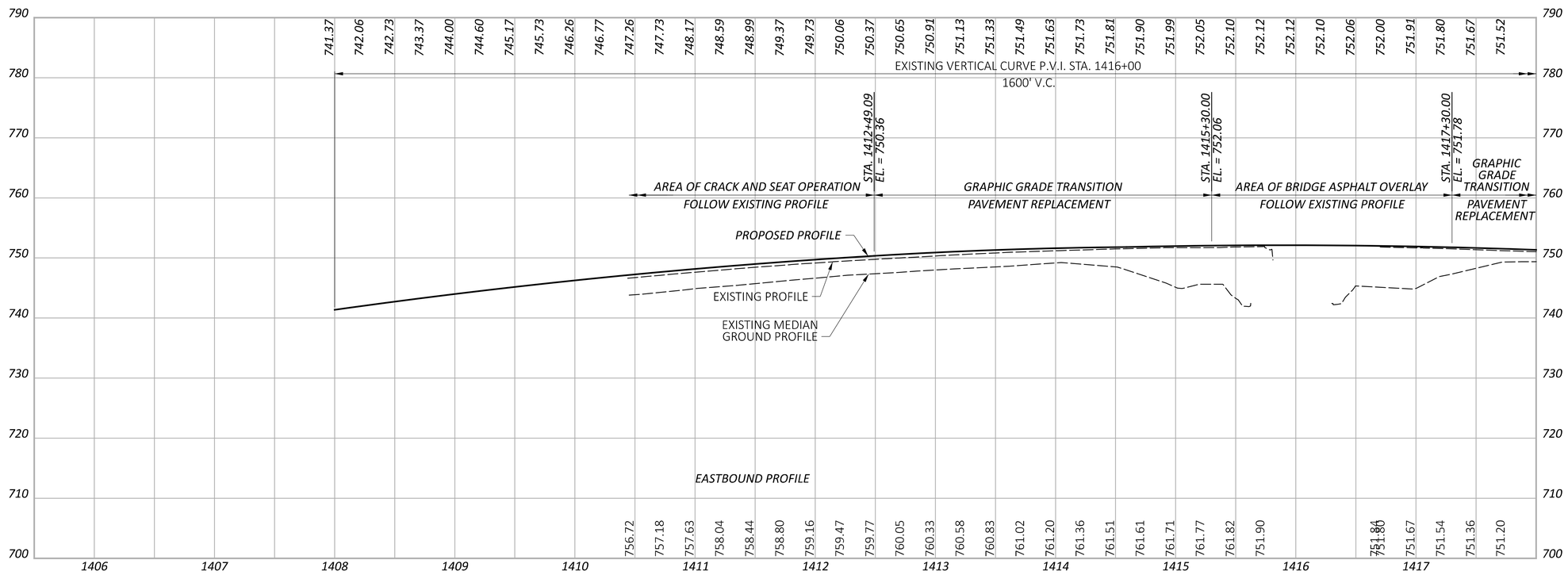
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.57 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:56:39 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP104.dgn





PROFILE - U.S. 24
STA. 1405+50 TO STA. 1418+00

PAU/DEF-24-12.30/0.00

MODEL: EXGR_RT - Profile 3 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:56:53 PM USER: mslefler
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP300.dgn

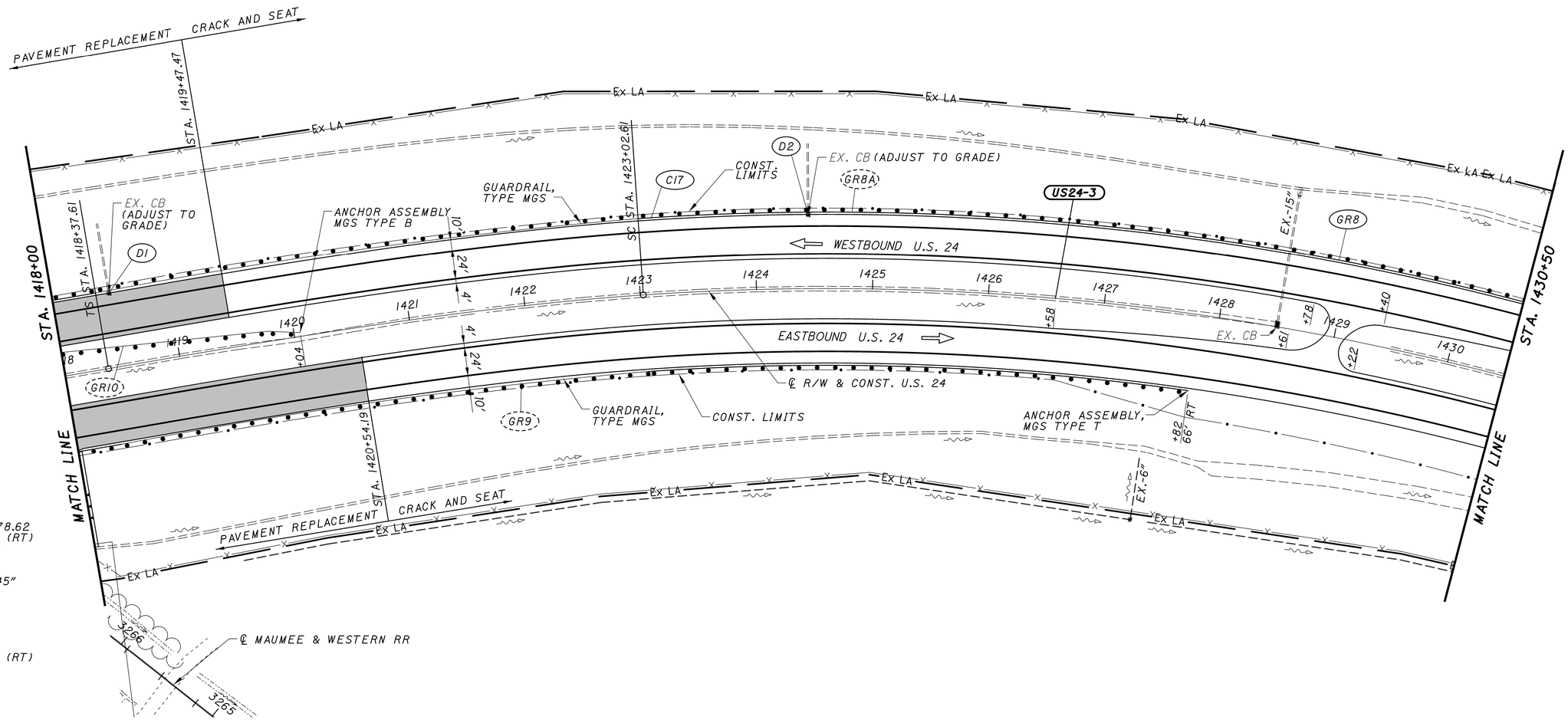
DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.58 TOTAL 258



CURVE US24-3
P.I. Sta = 1434+78.62
D = 63° 03′ 48″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 51° 26′ 18″ (RT)
Lc = 2,057.53′
Ts = 1,641.01′
Es = 401.61′
eMAX = 0.077

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
122-123	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

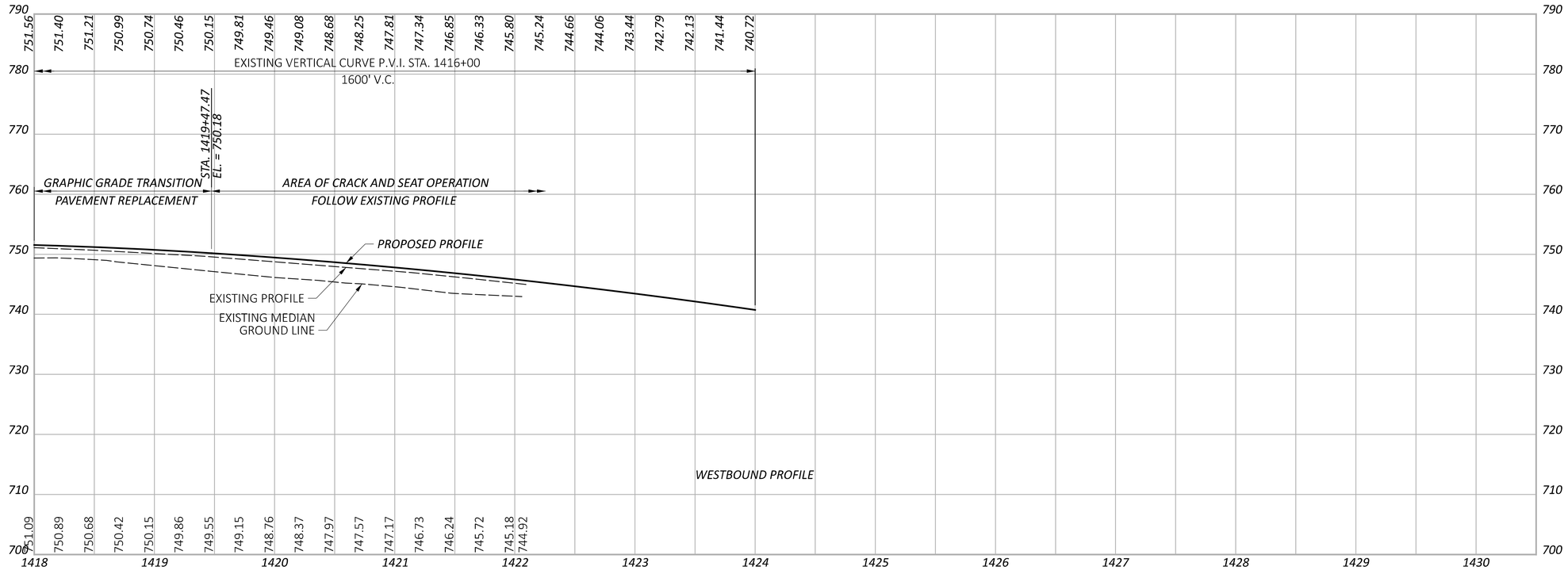
PLAN - U.S. 24
STA. 1418+00 TO STA. 1430+50

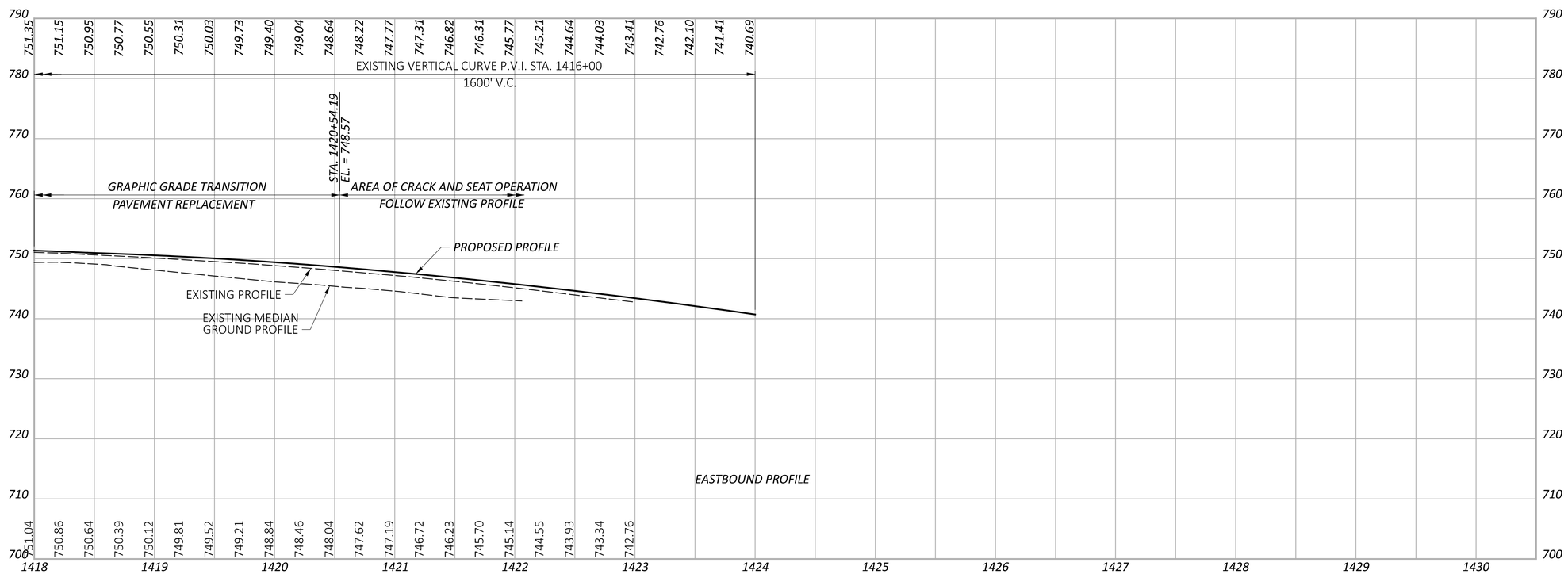
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.59 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/3/2024 TIME: 8:12:36 AM USER: Rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP105.dgn





PROFILE - U.S. 24
STA. 1418+00 TO STA. 1430+50

DESIGN AGENCY

DESIGNER
MJS

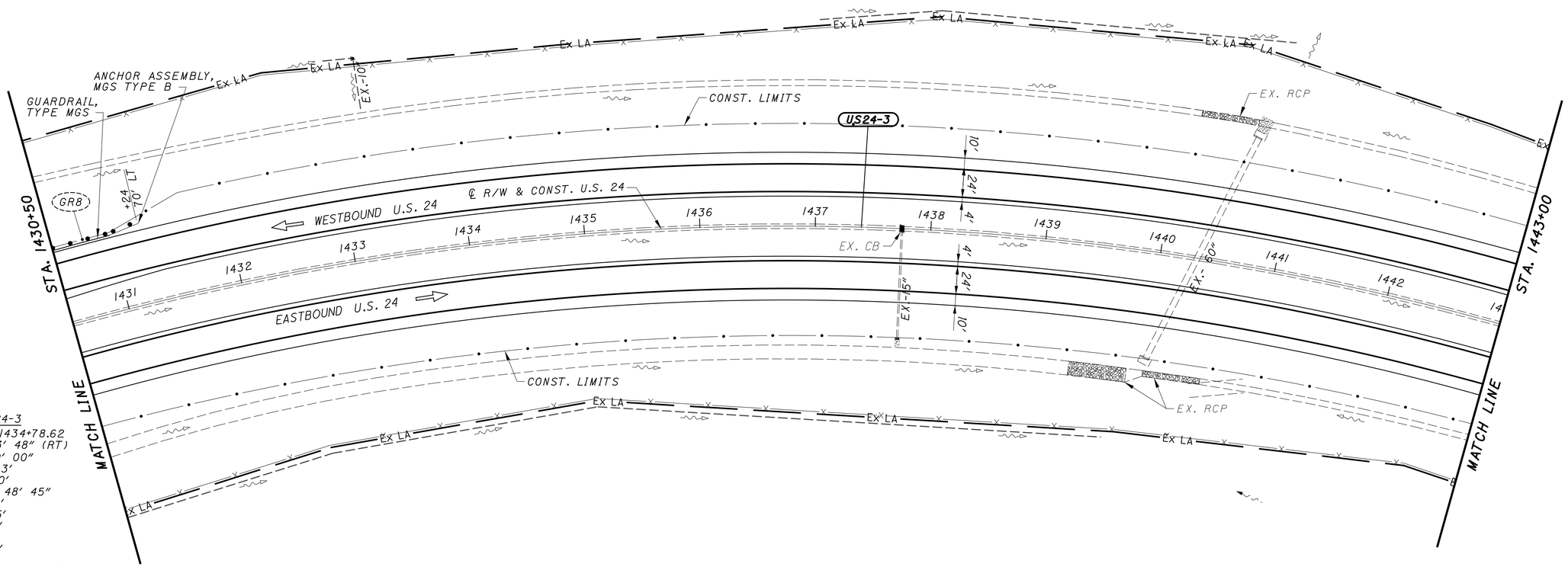
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.60 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: EXGR_RT - Profile 4 [Sheet] PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 1:57:24 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP300.dgn



CURVE US24-3
P.I. Sta = 1434+78.62
D = 63° 03′ 48″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 51° 26′ 18″ (RT)
Lc = 2,057.53′
Ts = 1,641.01′
Es = 401.61′
eMAX = 0.077

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
123-125	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

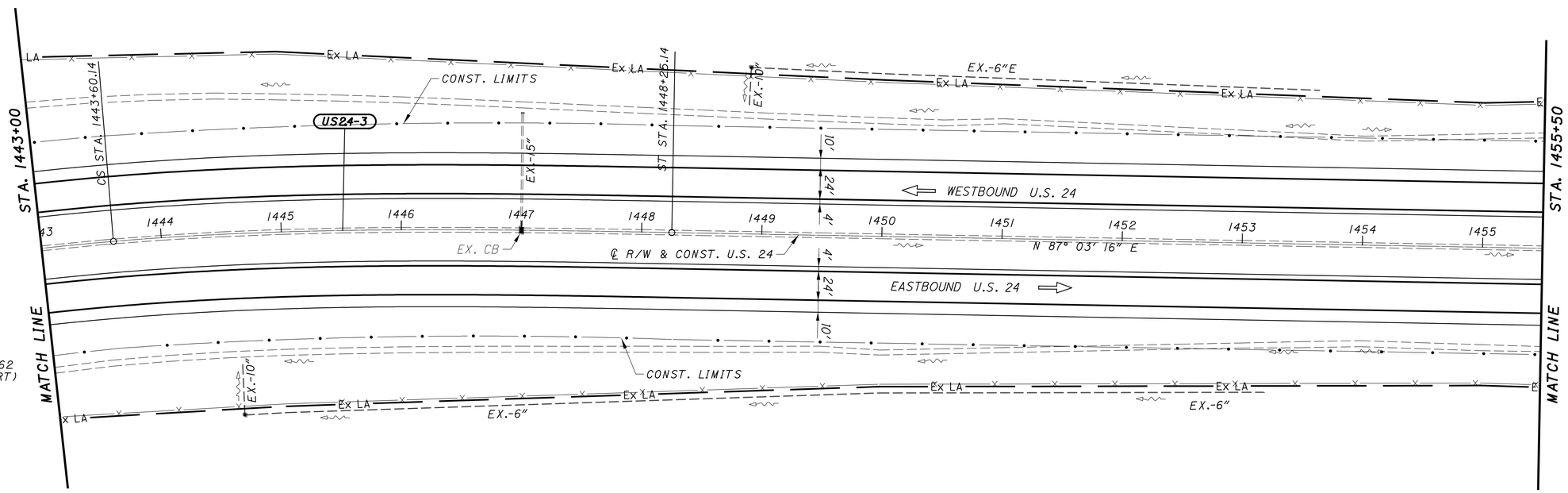
PLAN - U.S. 24
STA. 1430+50 TO STA. 1443+00

DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.61 TOTAL: 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:57:42 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP106.dgn



CURVE US24-3
P.I. Sta = 1434+78.62
D = 63° 03' 48" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 51° 26' 18" (RT)
Lc = 2,057.53'
Ts = 1,641.01'
Es = 401.61'
eMAX = 0.077

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1443+00 TO STA. 1455+50

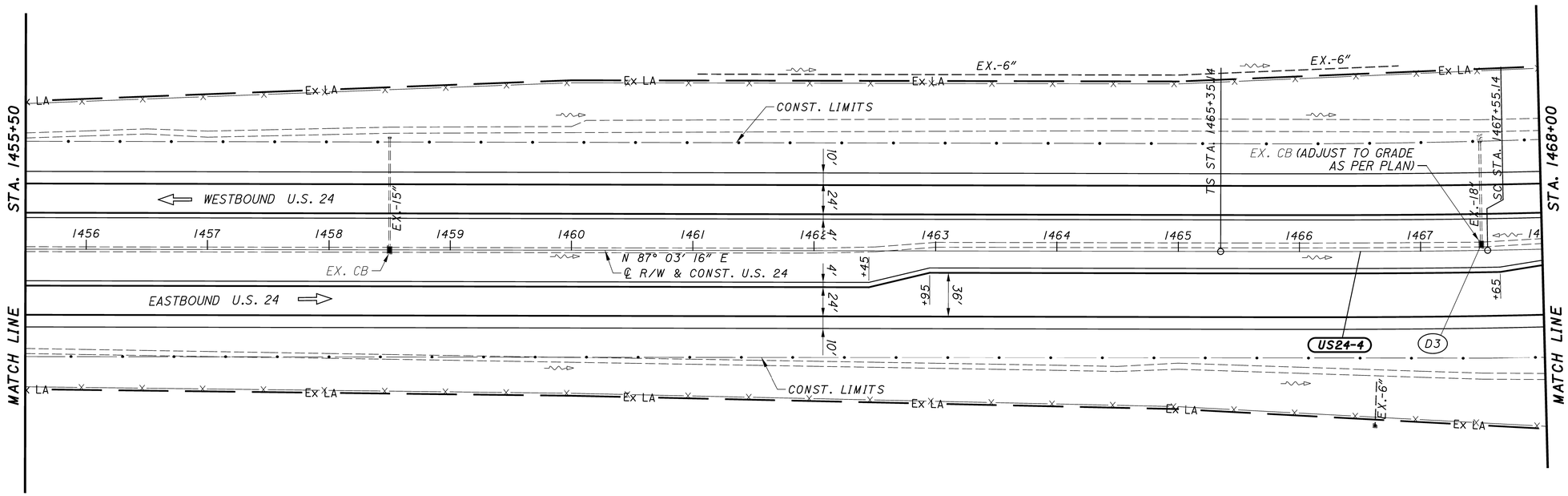
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.62 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:57:52 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP107.dgn

CURVE US24-4
P.I. Sta = 1472+14.86
Δ = 11° 21′ 23″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
Ls = 220.00′
Theta = 1° 06′ 00″
LT = 146.67′
ST = 73.34′
x = 219.99′
y = 1.41′
k = 110.00′
p = 0.35′
Δc = 9° 09′ 23″ (LT)
Lc = 915.63′
Ts = 679.72′
Es = 28.61′
eMAX = 0.036



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
126-129	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

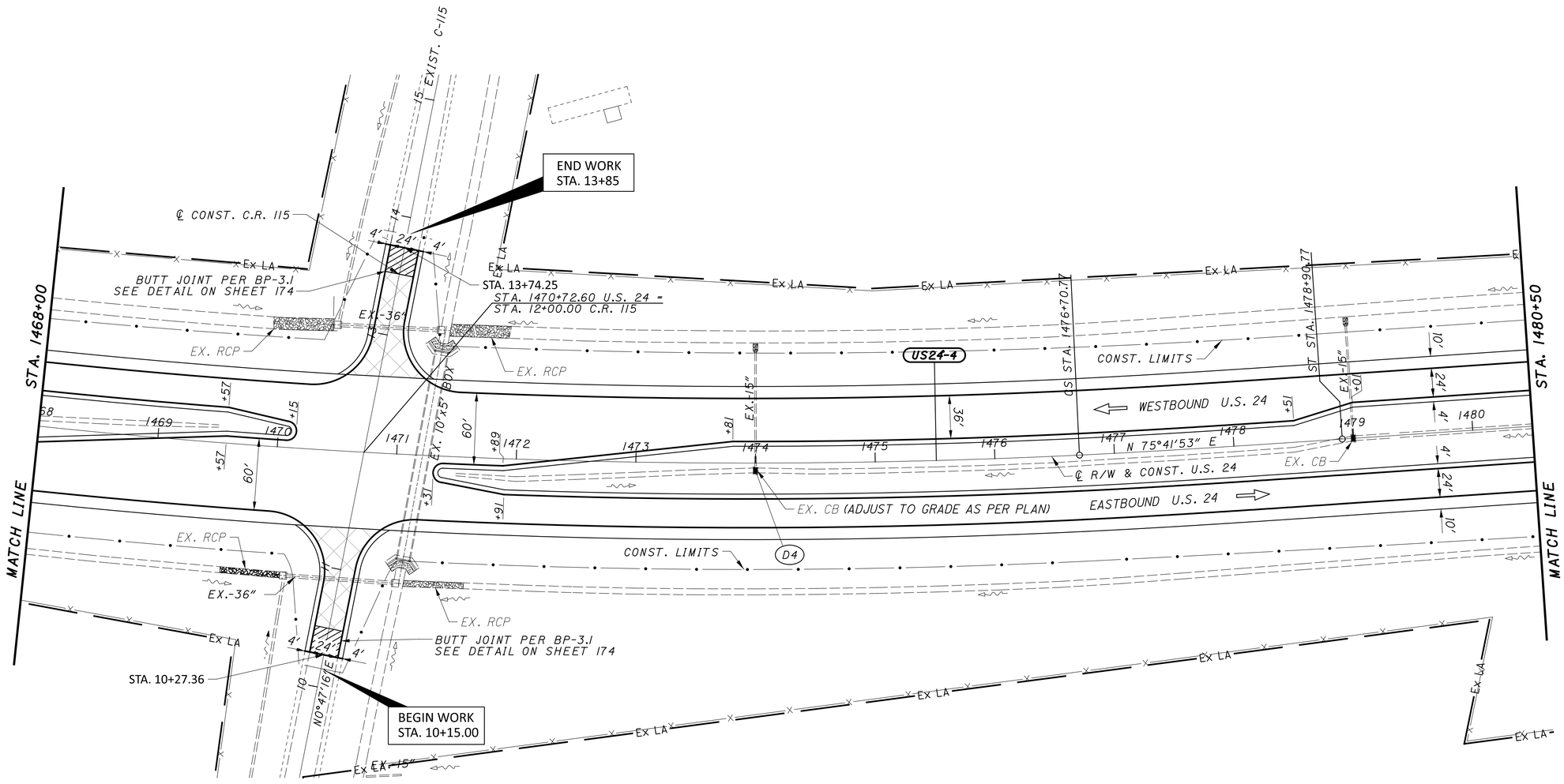
PLAN - U.S. 24
STA. 1455+50 TO STA. 1468+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.63 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/3/2024 TIME: 8:53:08 AM USER: Rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP108.dgn



CURVE US24-4
P.I. Sta = 1472+14.86
Δ = 11° 21′ 23″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
Ls = 220.00′
Theta = 1° 06′ 00″
LT = 146.67′
ST = 73.34′
x = 219.99′
y = 1.41′
k = 110.00′
p = 0.35′
Δc = 9° 09′ 23″ (LT)
Lc = 915.63′
Ts = 679.72′
Es = 28.61′
eMAX = 0.036

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- PAVEMENT TRANSITION SEE SHEETS 174, 175

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
130-137	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1468+00 TO STA. 1480+50

DESIGN AGENCY

DESIGNER
MJS

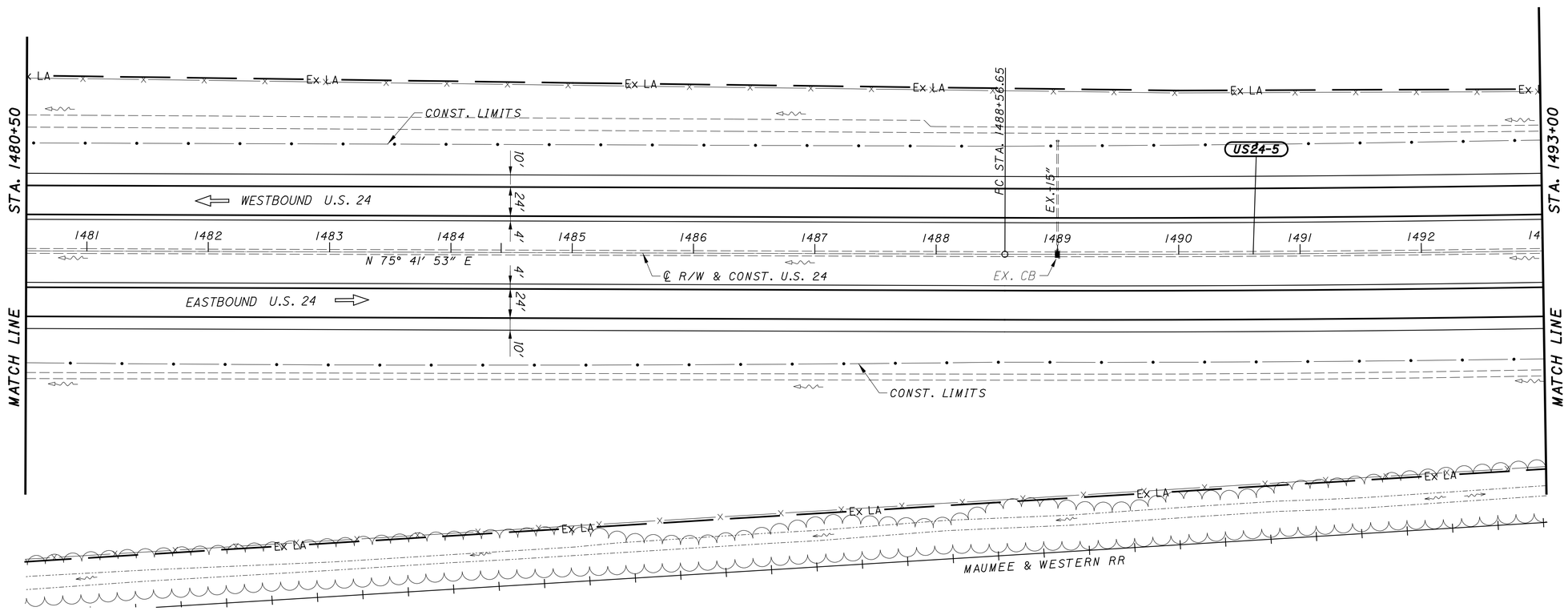
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.64 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:51:03 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP109.dgn



CURVE US24-5
P.I. Sta = 1495+93.79
Δ = 3° 41' 04" (LT)
Dc = 0° 15' 00"
R = 22,918.31'
T = 737.14'
L = 1,473.77'
E = 11.85'
eMAX = N/A

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1480+50 TO STA. 1493+00

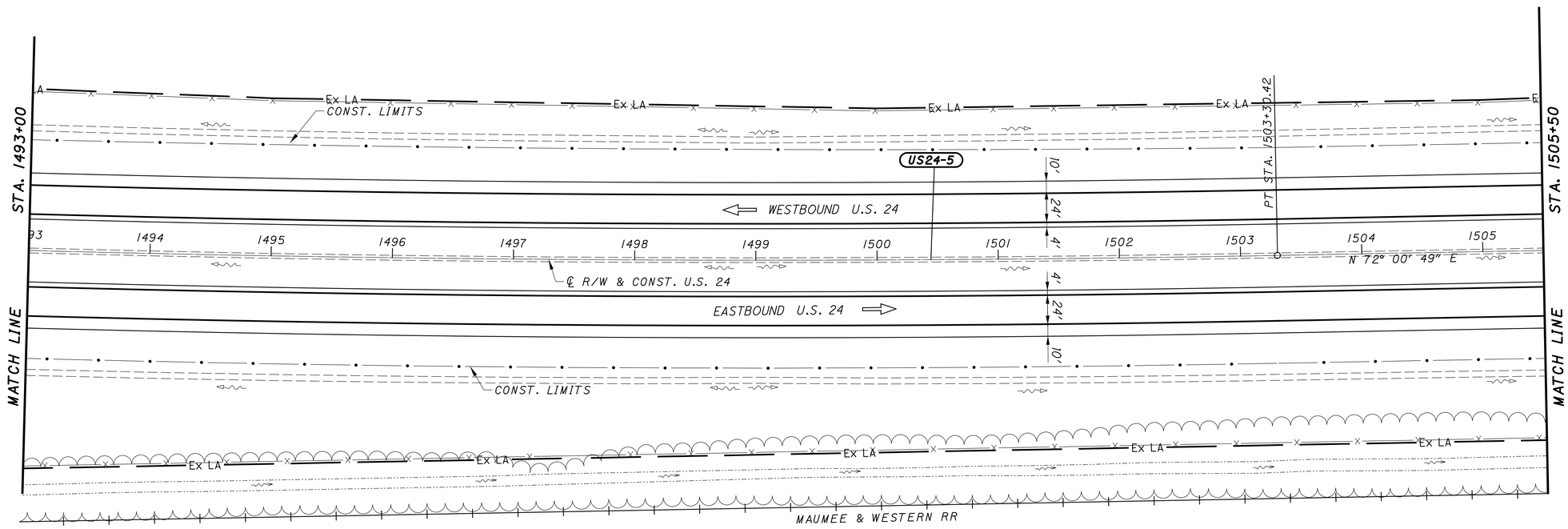
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.65 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 1:58:24 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP110.dgn

CURVE US24-5
P.I. Sta = 1495+93.79
Δ = 3° 41′ 04″ (LT)
Dc = 0° 15′ 00″
R = 22,918.31′
T = 737.14′
L = 1,473.77′
E = 11.85′
eMAX = N/A



LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

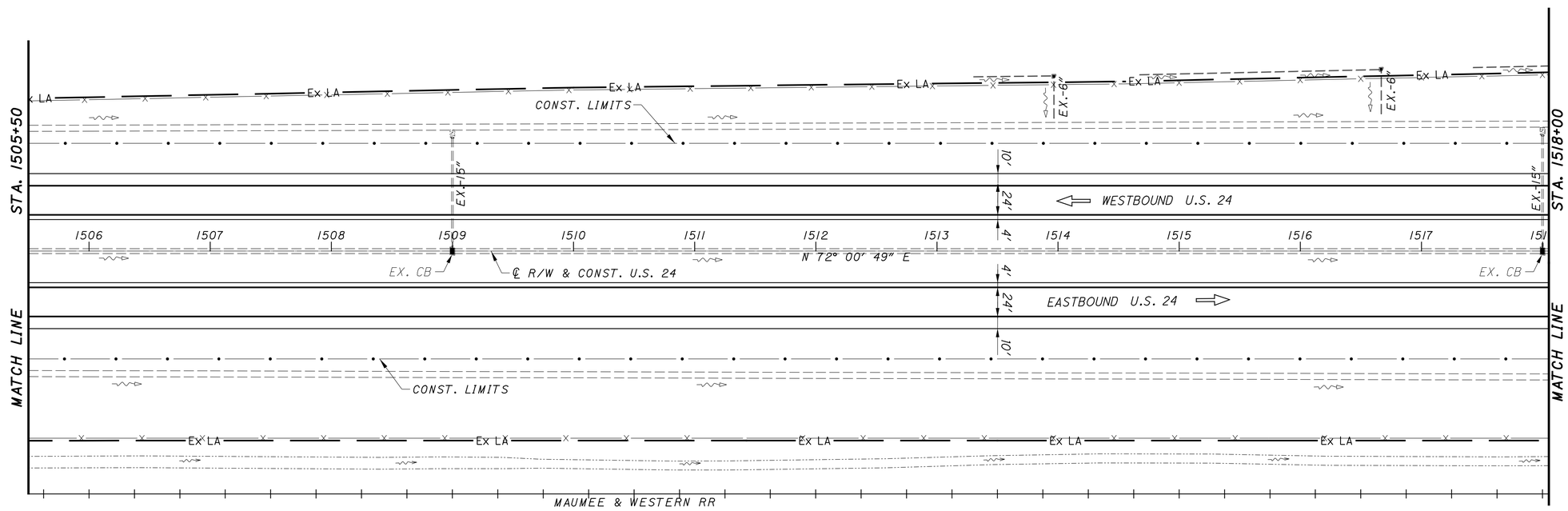
PLAN - U.S. 24
STA. 1493+00 TO STA. 1505+50

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.66 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:58:35 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP111.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

PLAN - U.S. 24
STA. 1505+50 TO STA. 1518+00

DESIGN AGENCY

DESIGNER MJS

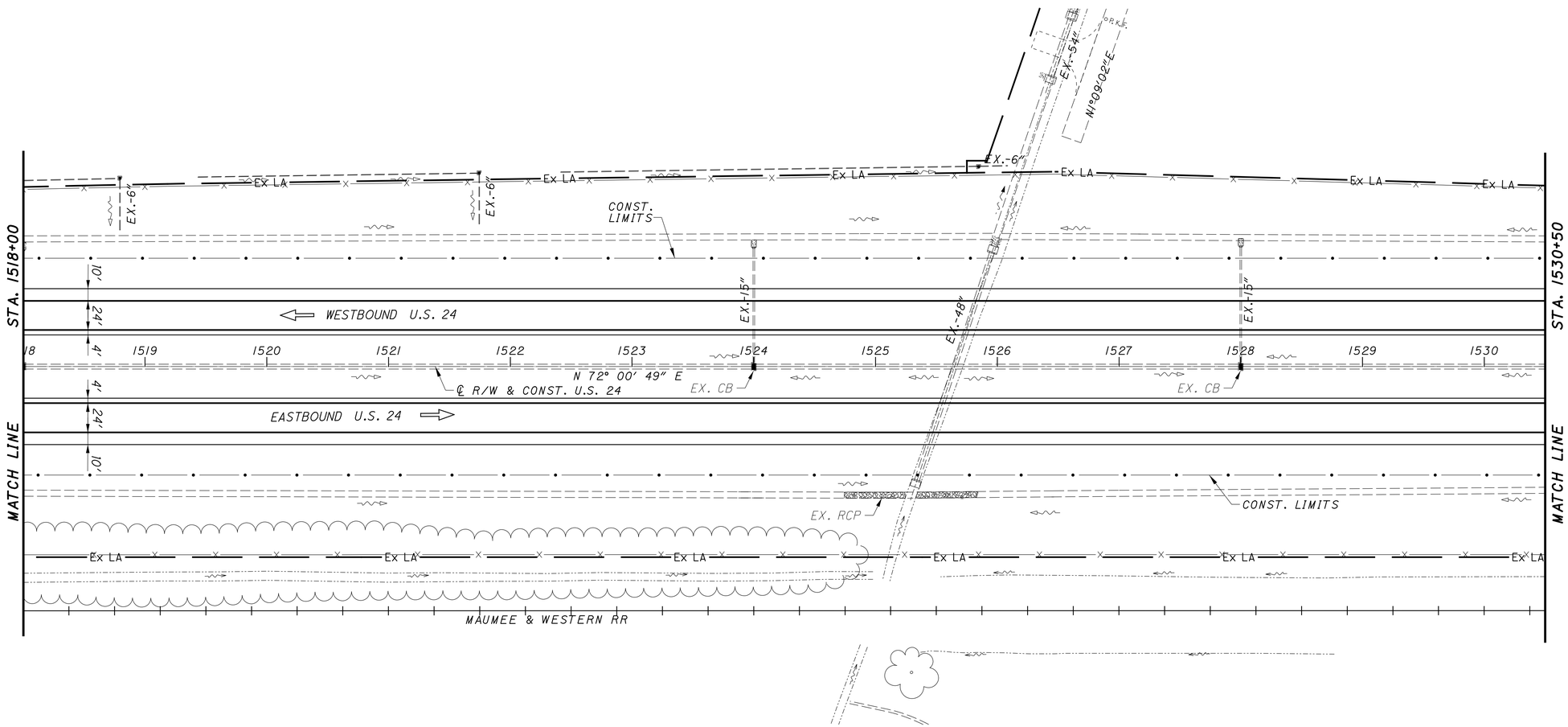
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.67 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:58:45 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP112.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1518+00 TO STA. 1530+50

DESIGN AGENCY

DESIGNER MJS

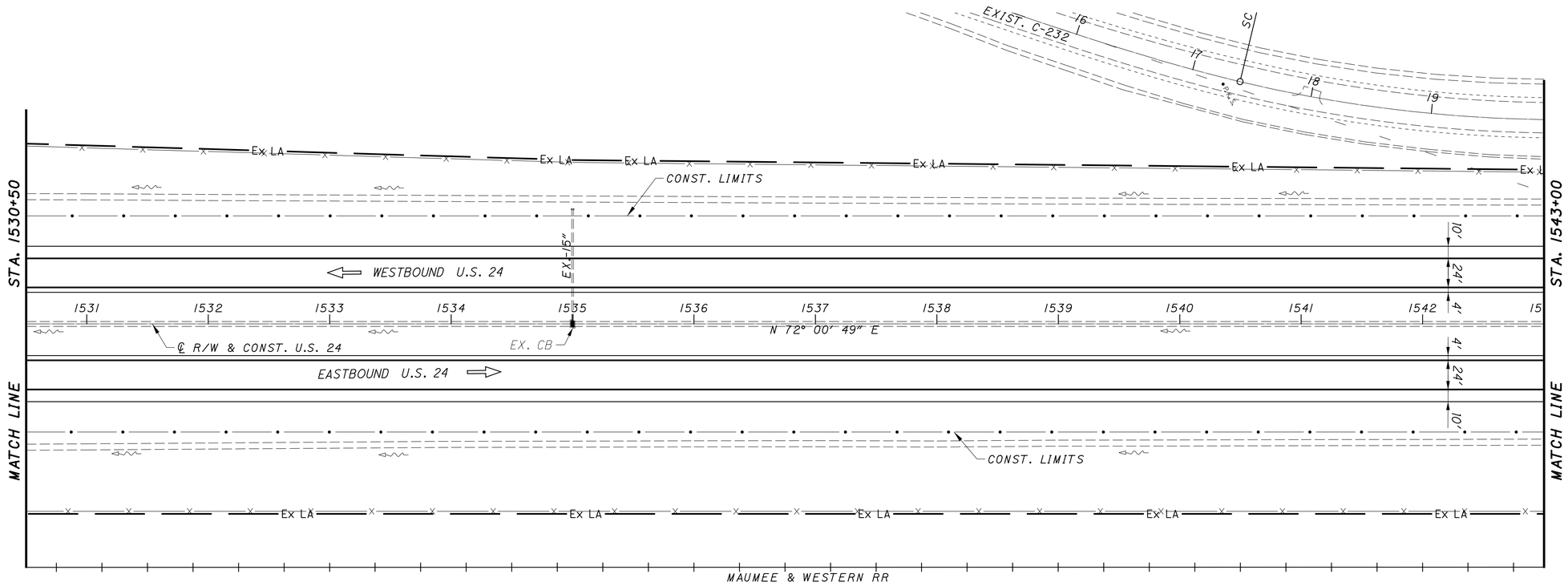
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.68 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:58:56 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP113.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1530+50 TO STA. 1543+00

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS

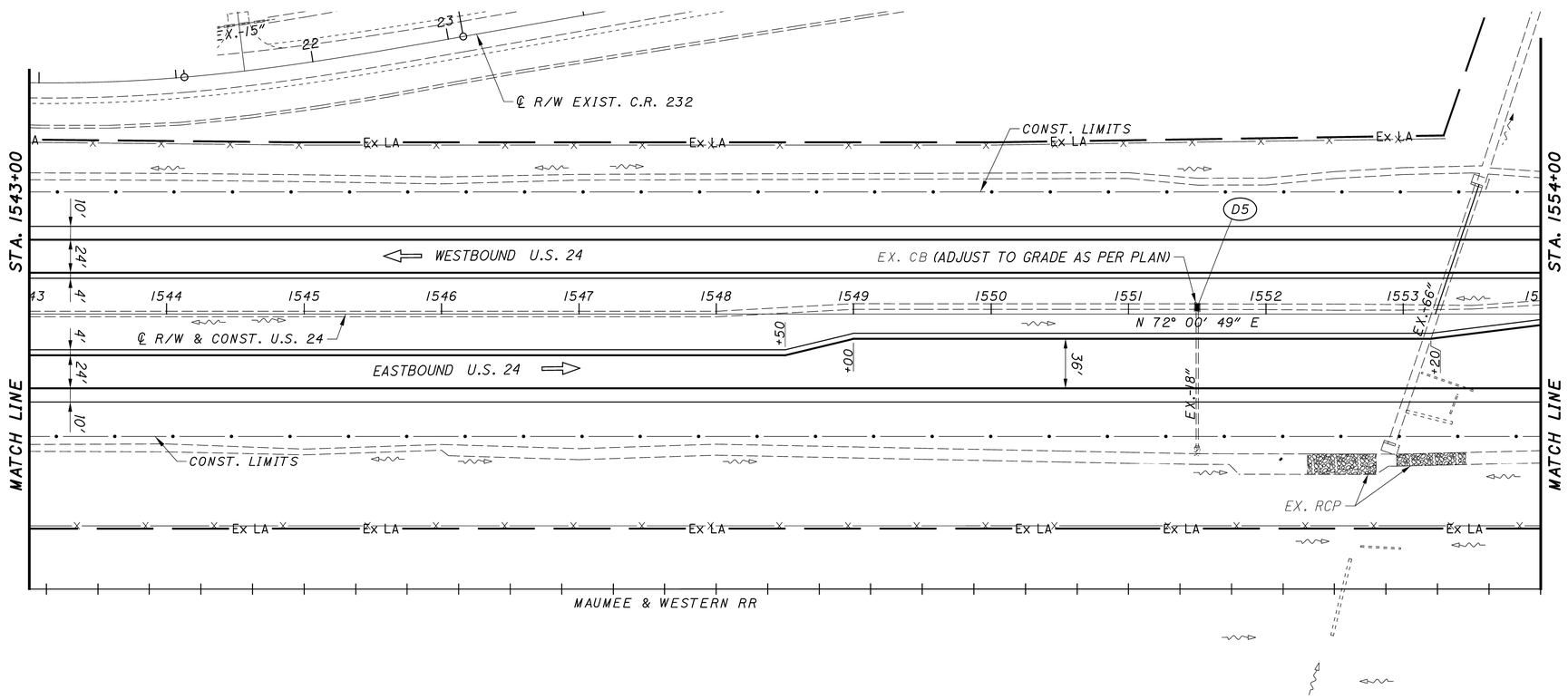
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.69 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 1:59:07 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP114.dgn



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
138-141	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1543+00 TO STA. 1554+00

DESIGN AGENCY

DESIGNER MJS

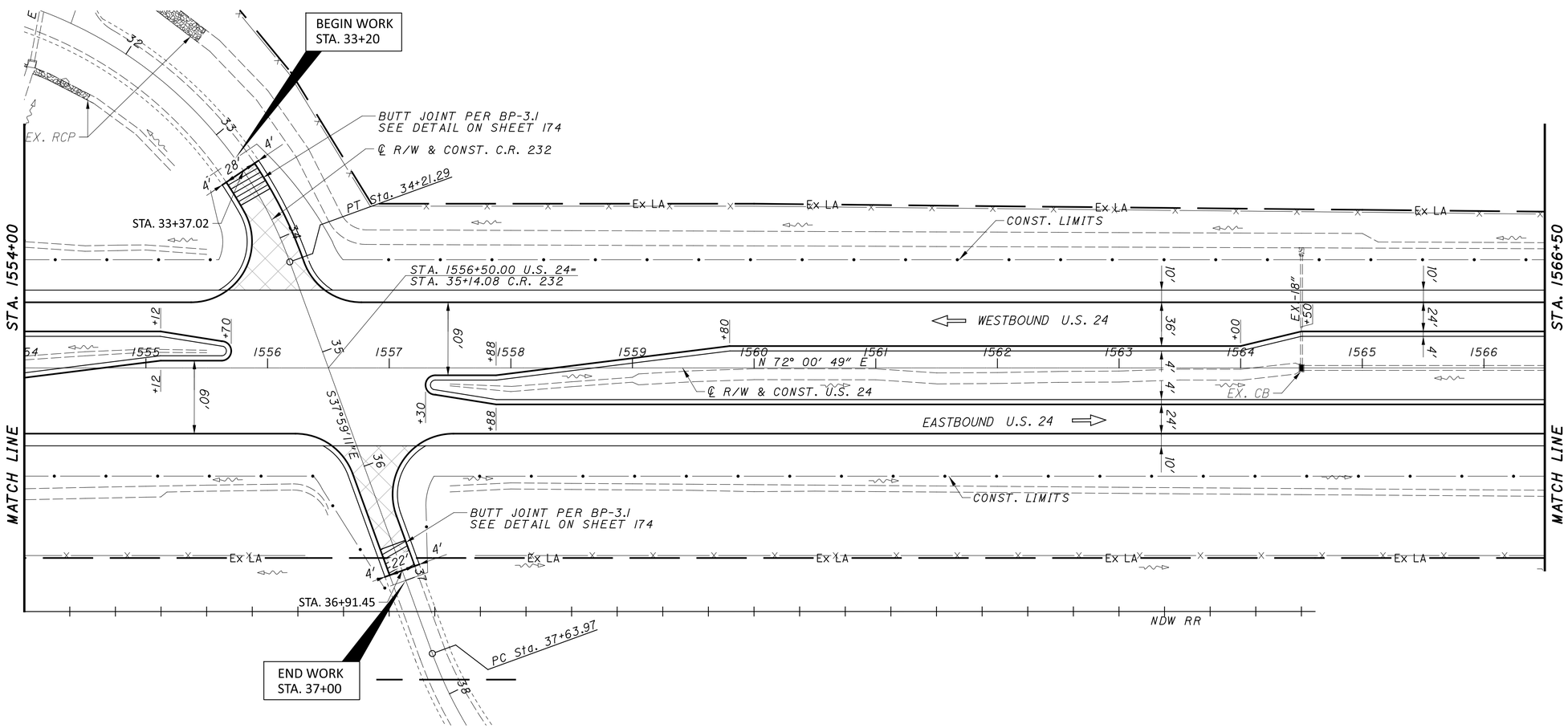
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.70 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/3/2024 TIME: 11:12:26 AM USER: Rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP115.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- PAVEMENT TRANSITION SEE SHEETS 174, 175

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
142-148	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

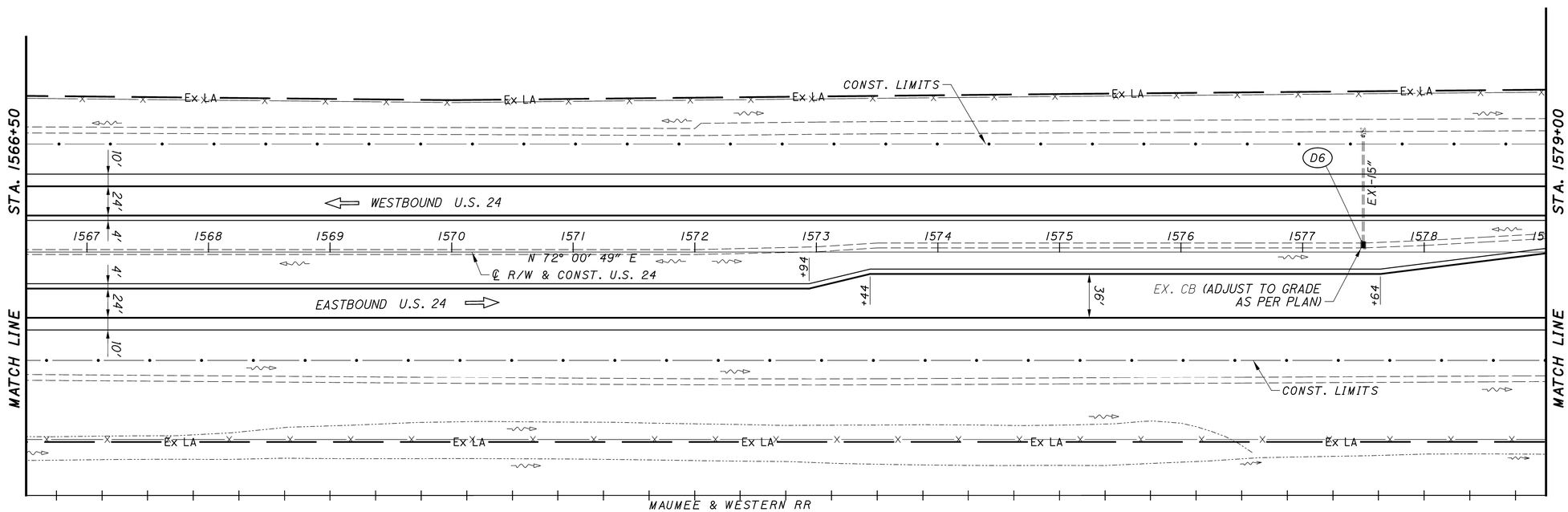
PLAN - U.S. 24
STA. 1554+00 TO STA. 1566+50

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.71 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:51:15 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP116.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1566+50 TO STA. 1579+00

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
149-152	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS

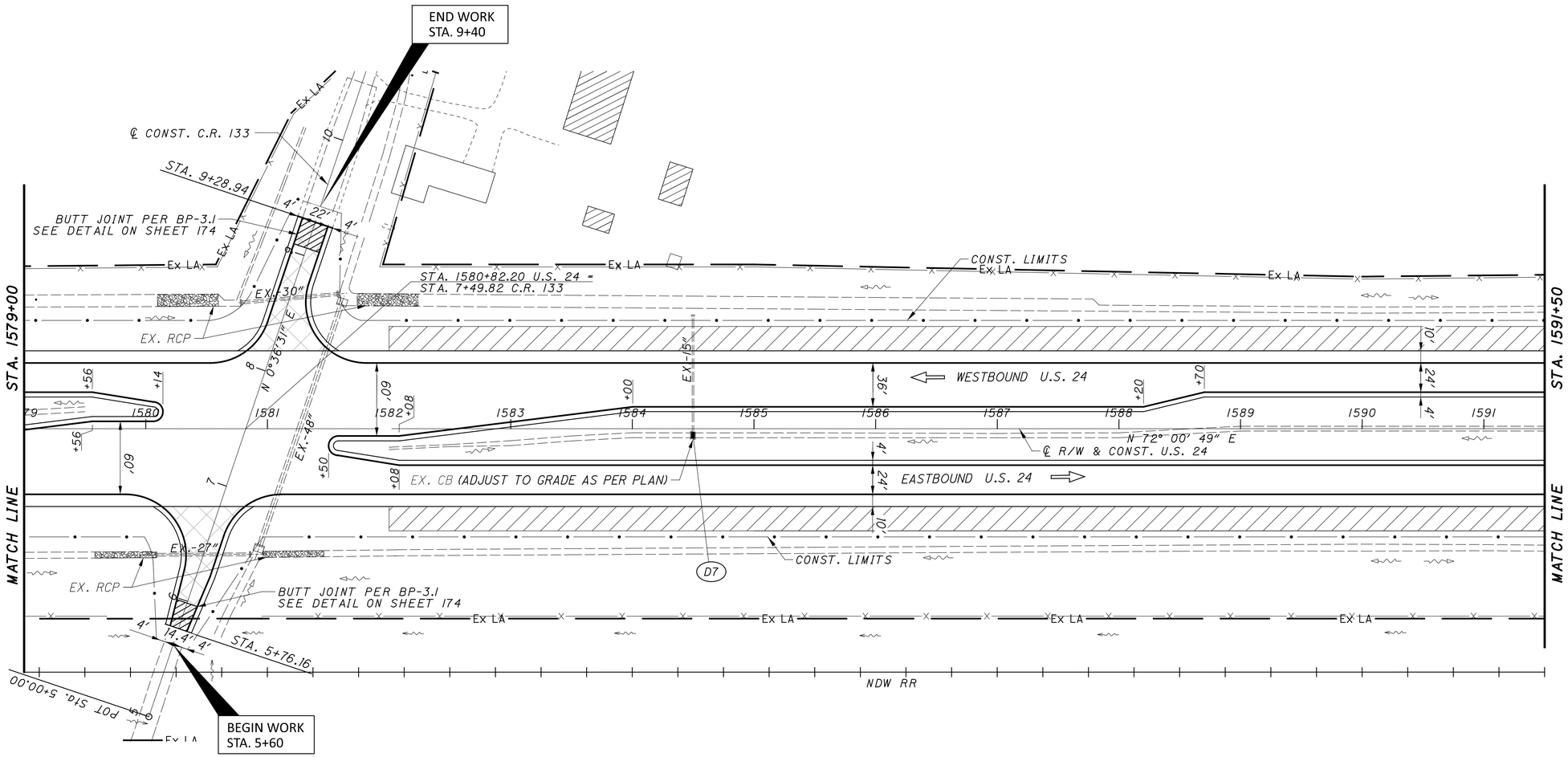
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.72 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/3/2024 TIME: 12:35:49 PM USER: Rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP117.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)
- PAVEMENT TRANSITION SEE SHEETS 174, 175

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
153-158	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

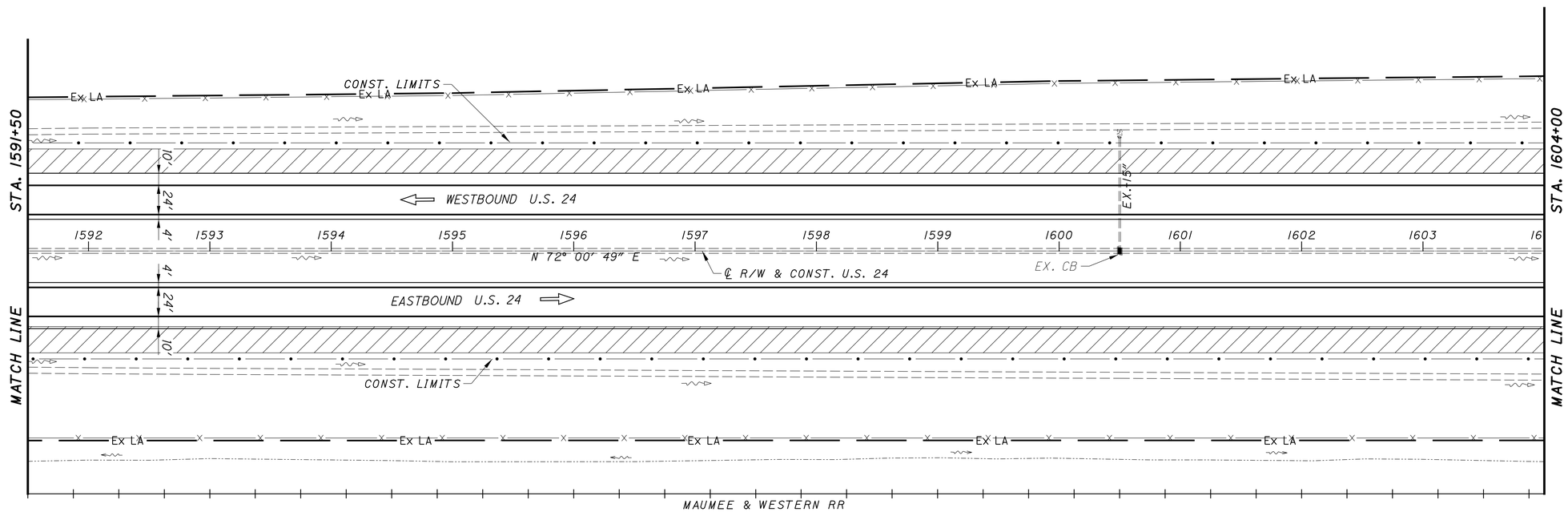
PLAN - U.S. 24
STA. 1579+00 TO STA. 1591+50

DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.73 TOTAL: 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:51:26 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP118.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

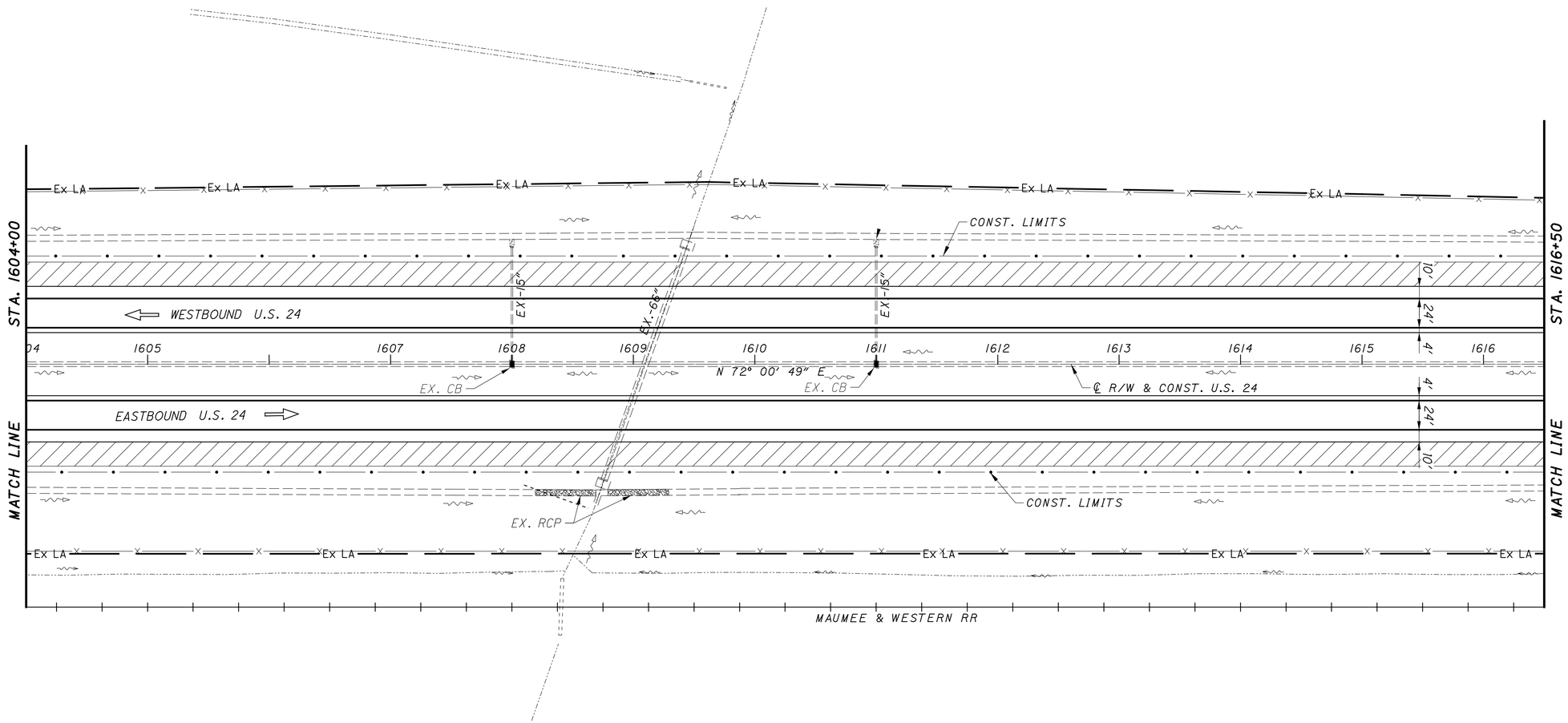
PLAN - U.S. 24
STA. 1591+50 TO STA. 1604+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.74 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:00:00 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\V400-Engineering\Roadway\Sheets\117367_GP119.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1604+00 TO STA. 1616+50

DESIGN AGENCY

DESIGNER MJS

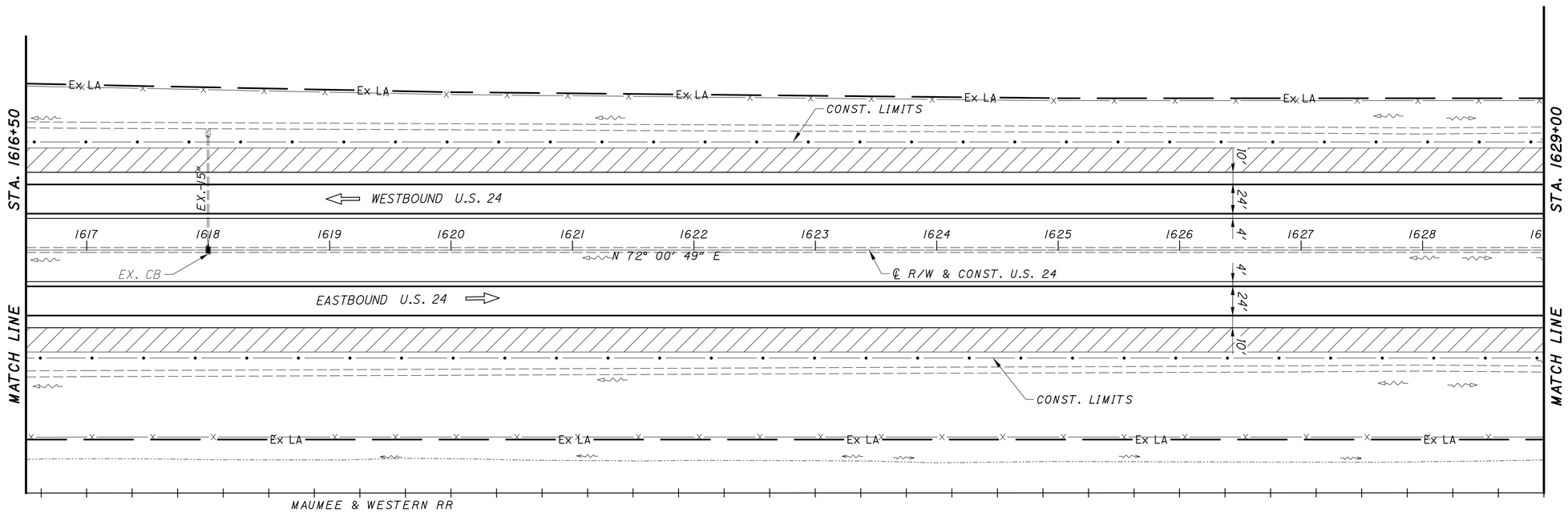
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.75 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:00:15 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP120.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1616+50 TO STA. 1629+00

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)

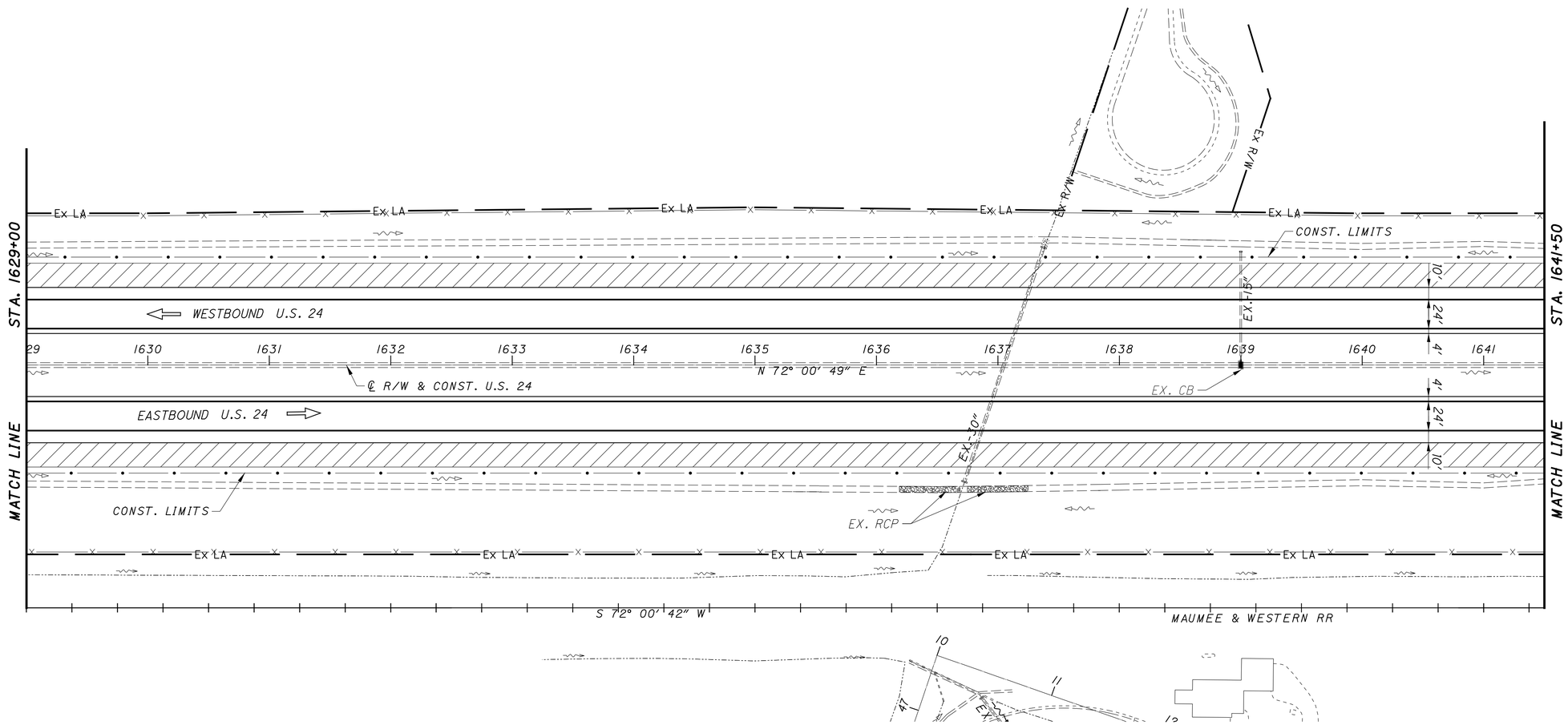
CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.76 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:00:27 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP121.dgn



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1629+00 TO STA. 1641+50

DESIGN AGENCY

DESIGNER MJS

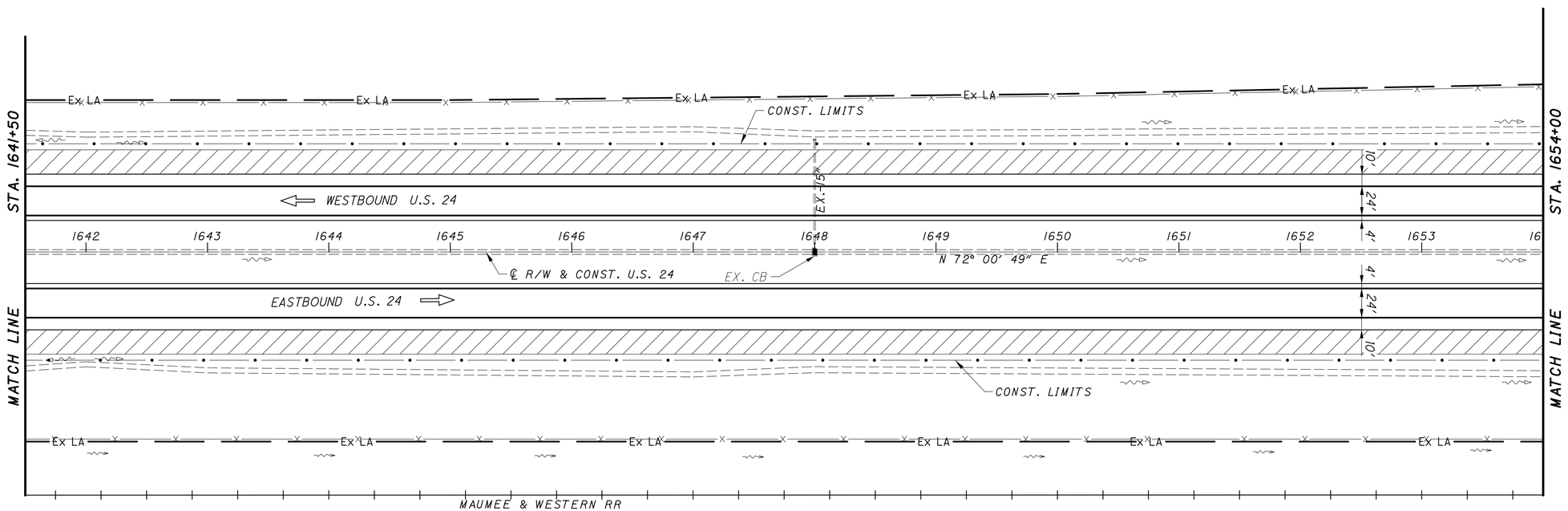
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.77 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:00:39 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP122.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1641+50 TO STA. 1654+00

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)

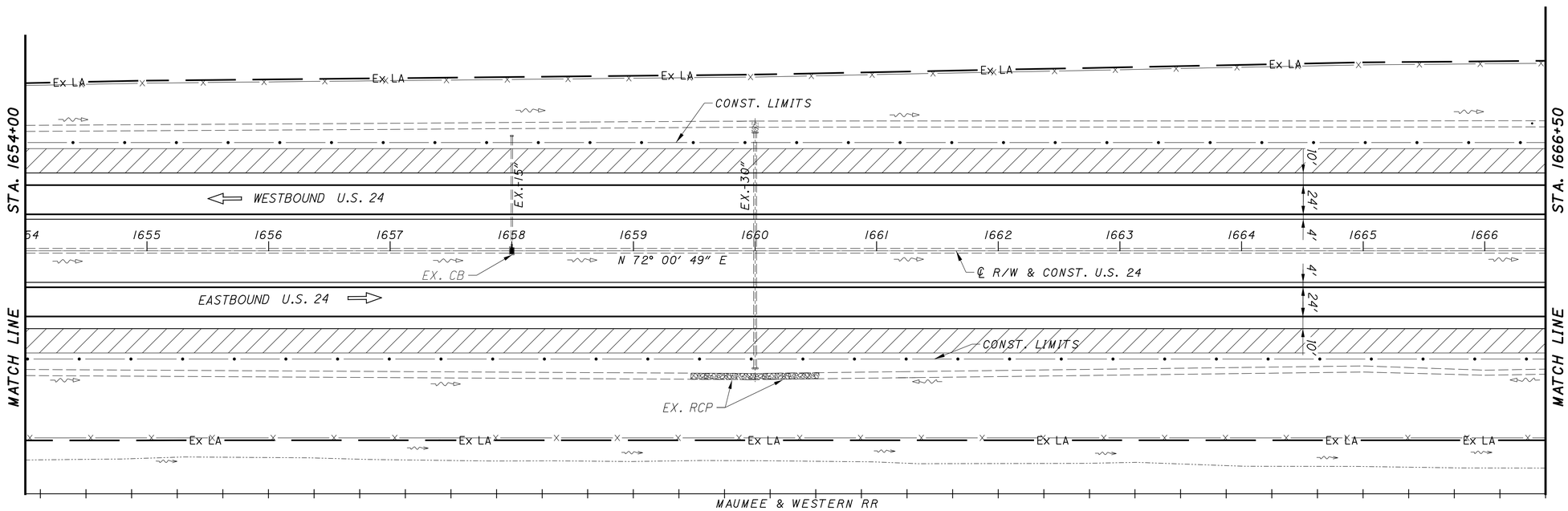
CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.78 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:00:50 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP123.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET 0 25 50 100

PLAN - U.S. 24
STA. 1654+00 TO STA. 1666+50

DESIGN AGENCY

DESIGNER MJS

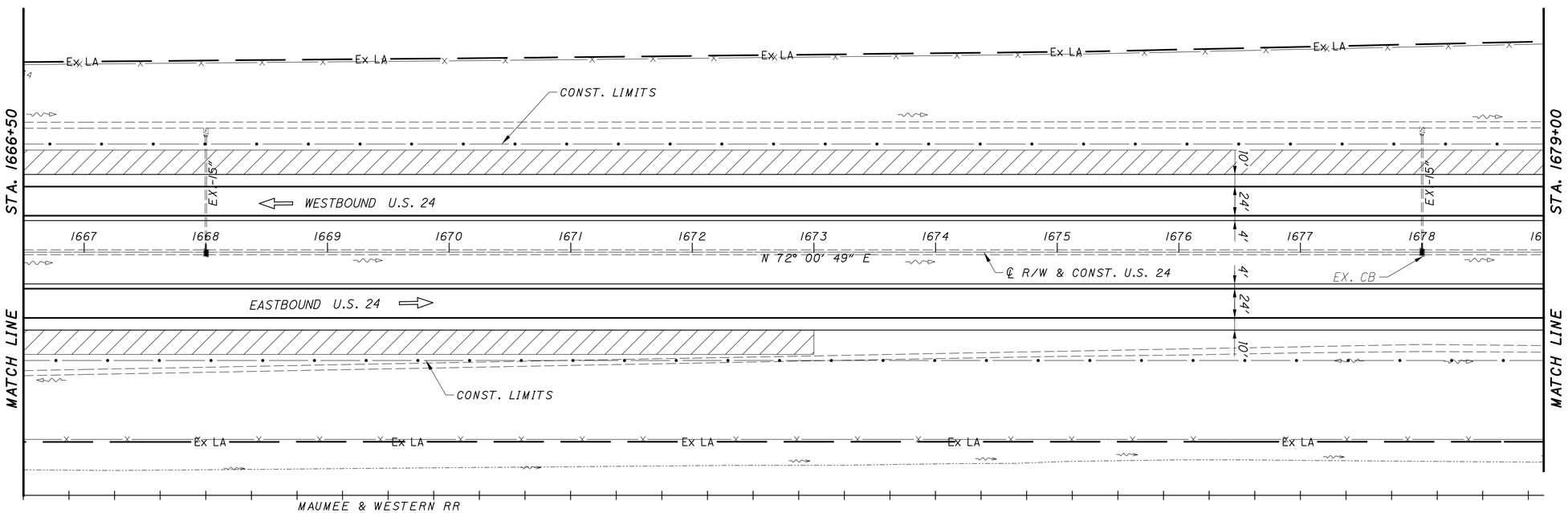
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.79 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:01:01 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP124.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1666+50 TO STA. 1679+00

DESIGN AGENCY

DESIGNER MJS

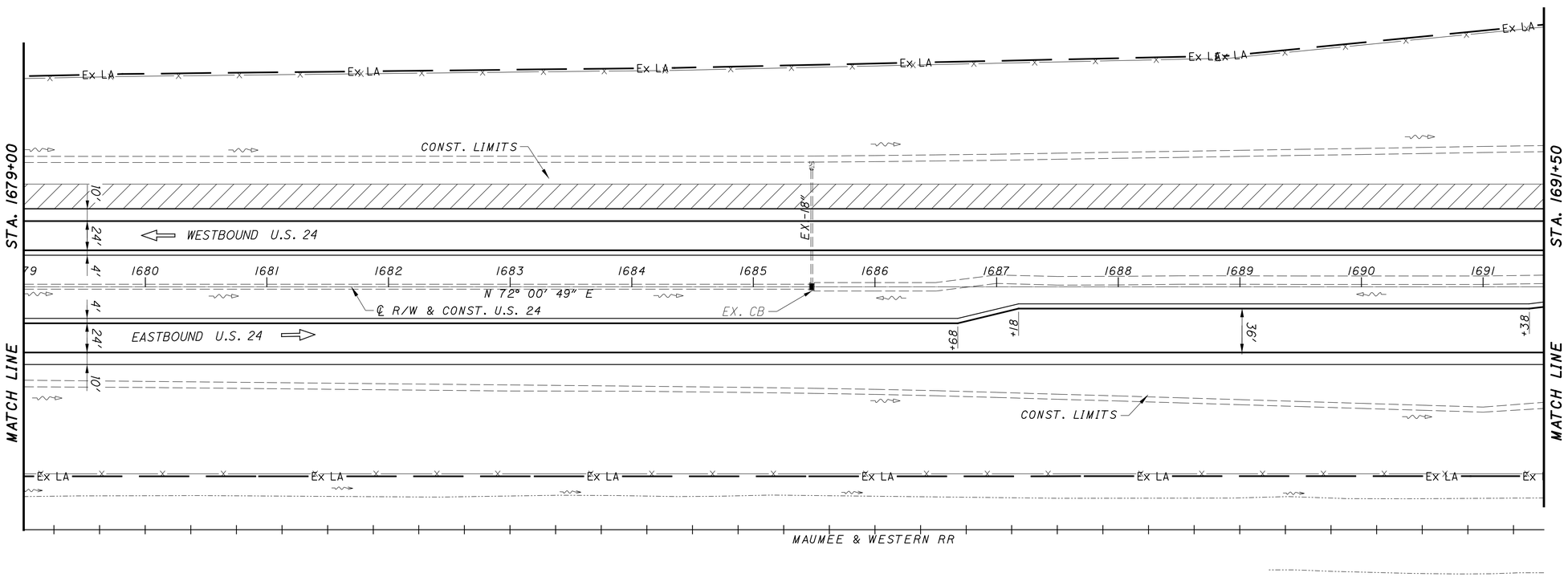
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.80 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:01:11 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP125.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1679+00 TO STA. 1691+50

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
159-161	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS

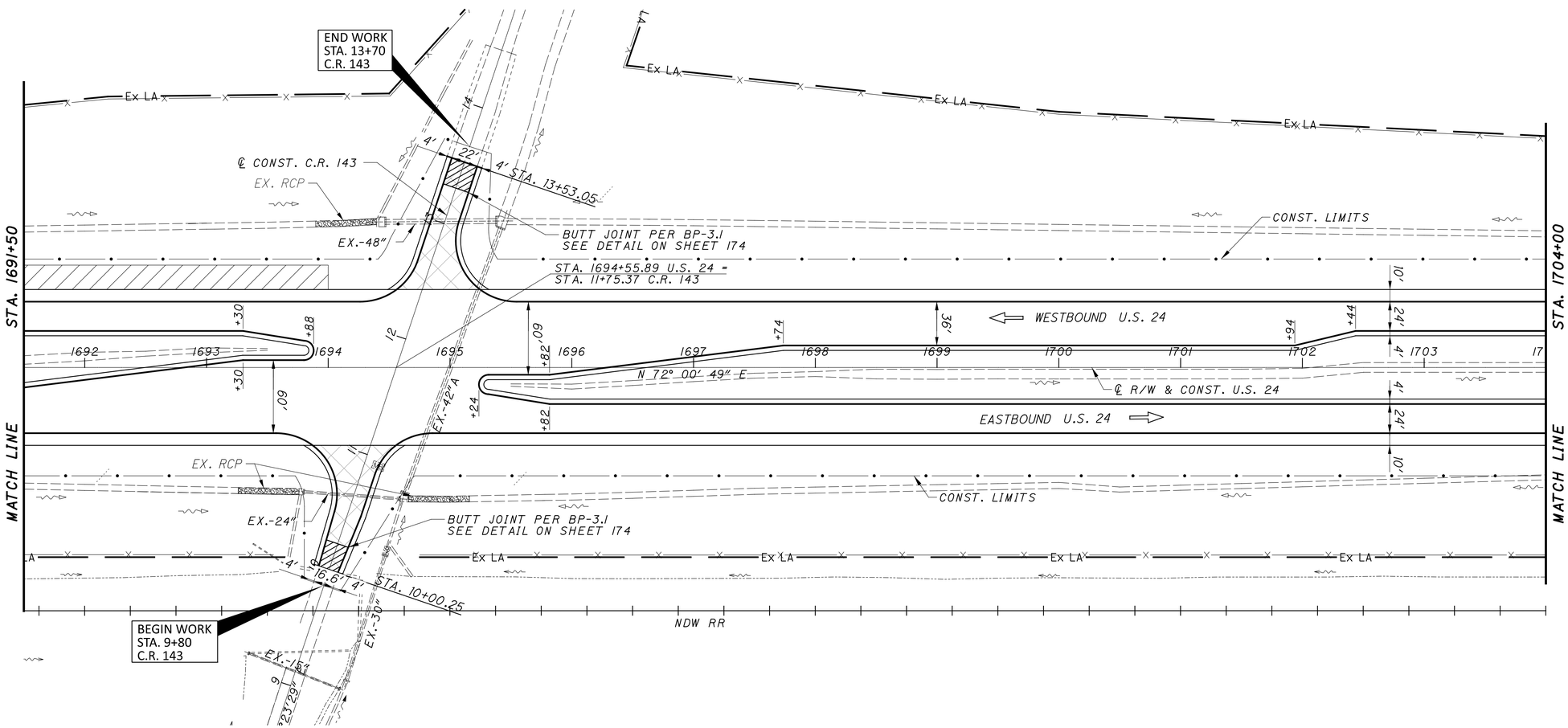
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.81 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:01:21 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP126.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1691+50 TO STA. 1704+00

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- VEGETATED FILTER STRIP (VFS)
- PAVEMENT TRANSITION SEE SHEETS 174, 175

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
162-169	CROSS SECTIONS
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS

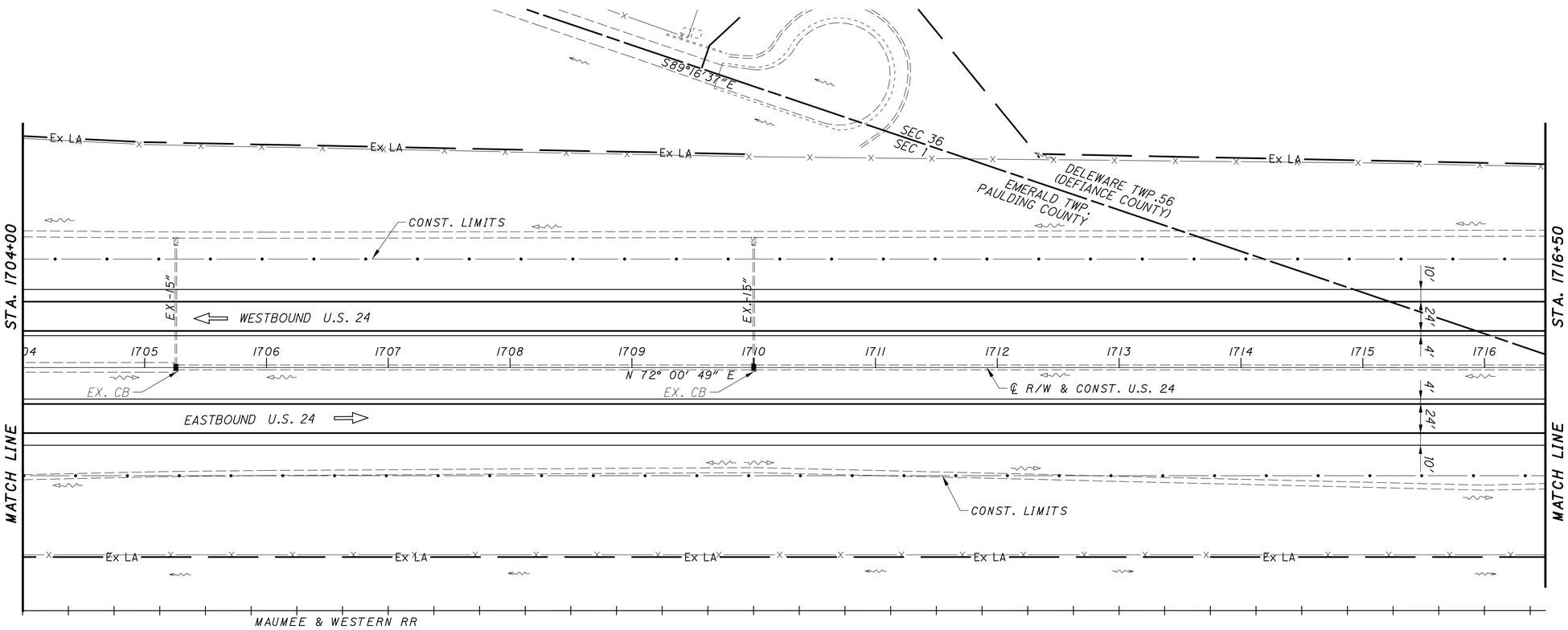
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.82 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:51:38 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP127.dgn



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1704+00 TO STA. 1716+50

DESIGN AGENCY

DESIGNER MJS

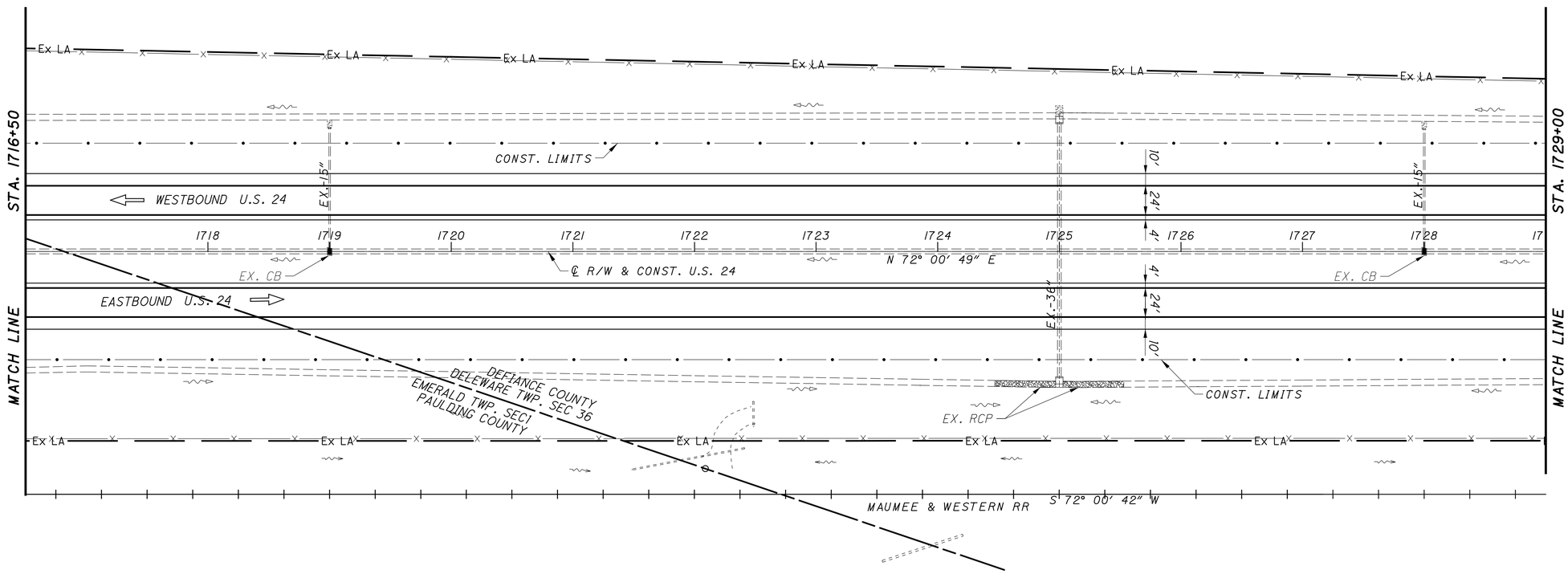
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.83 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:01:46 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP128.dgn



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1716+50 TO STA. 1729+00

DESIGN AGENCY

DESIGNER MJS

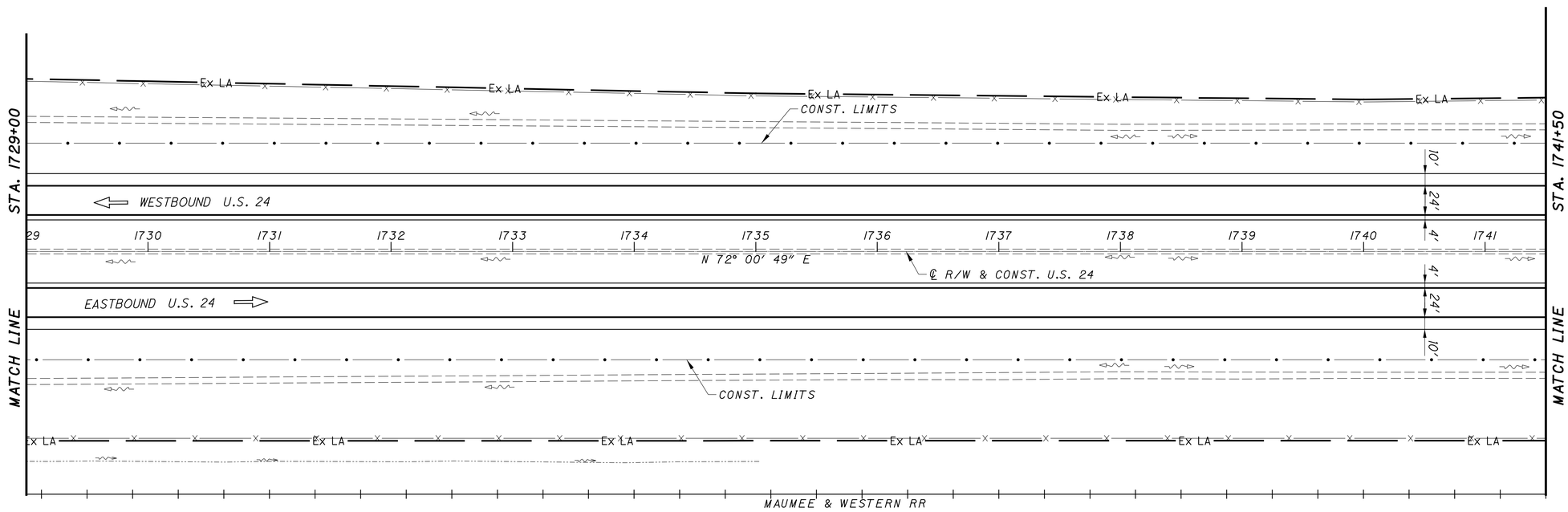
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.84 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:01:57 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP129.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1729+00 TO STA. 1741+50

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

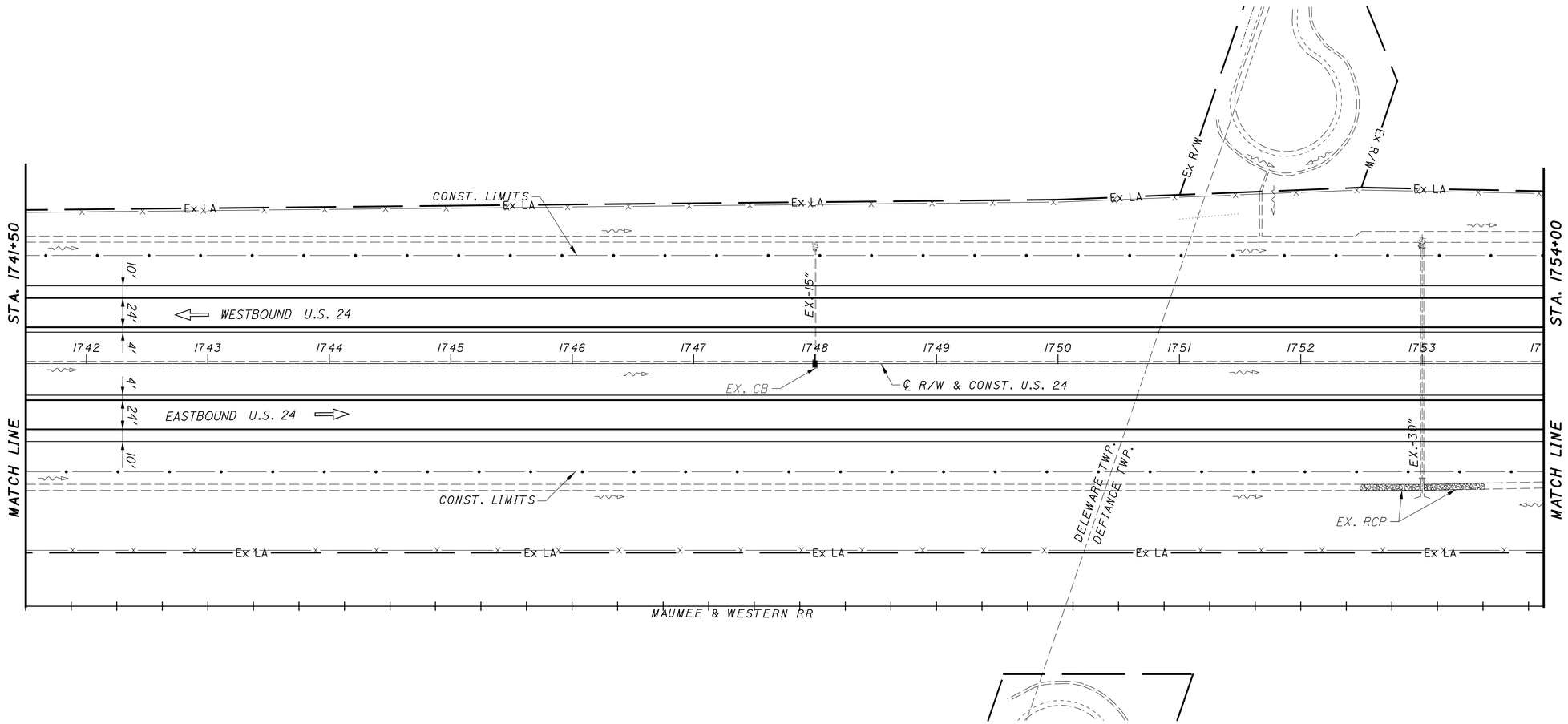
CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.85 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:02:08 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP130.dgn



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1741+50 TO STA. 1754+00

DESIGN AGENCY

DESIGNER MJS

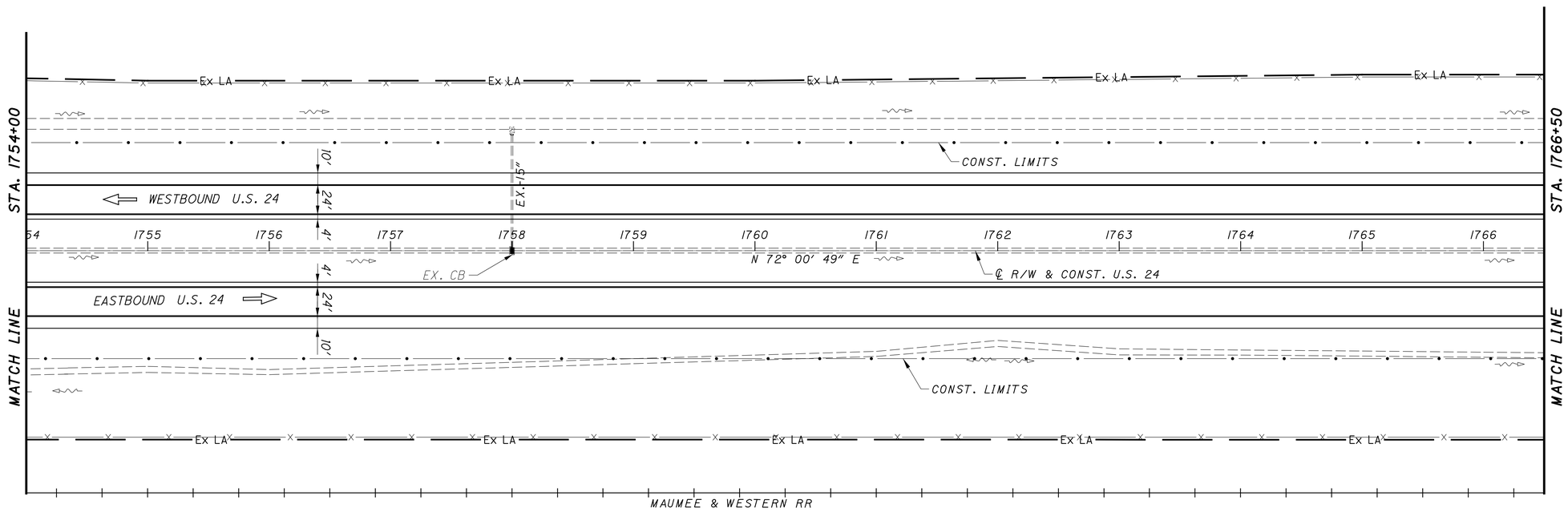
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.86 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:02:21 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP131.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

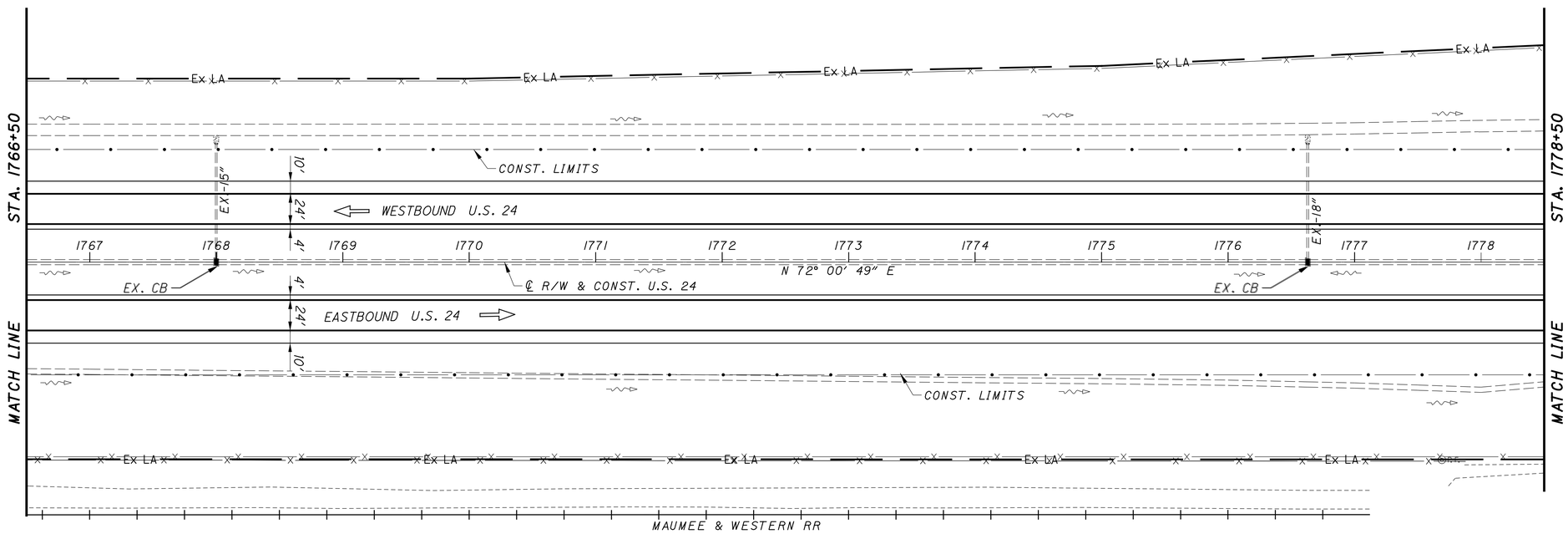
PLAN - U.S. 24
STA. 1754+00 TO STA. 1766+50

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.87 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:02:33 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP132.dgn



LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1766+50 TO STA. 1778+50

DESIGN AGENCY

DESIGNER
MJS

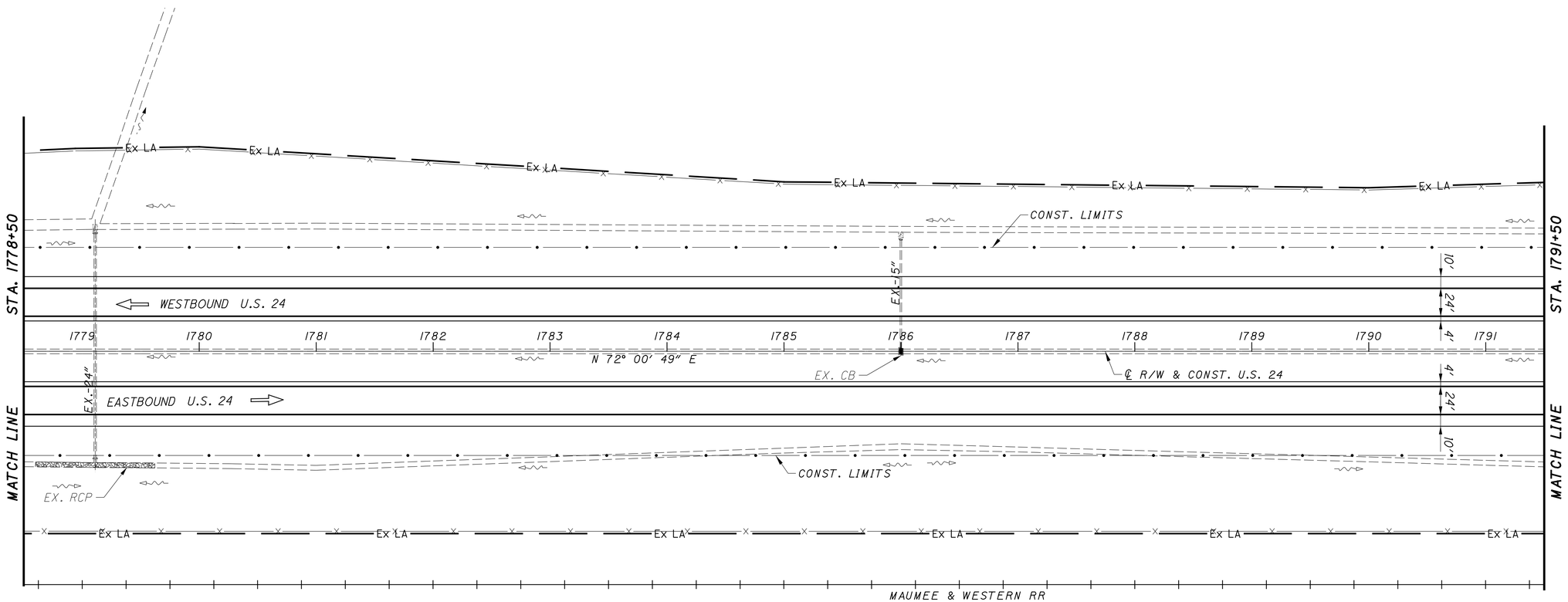
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.88 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:02:47 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP133.dgn



LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1778+50 TO STA. 1791+50

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

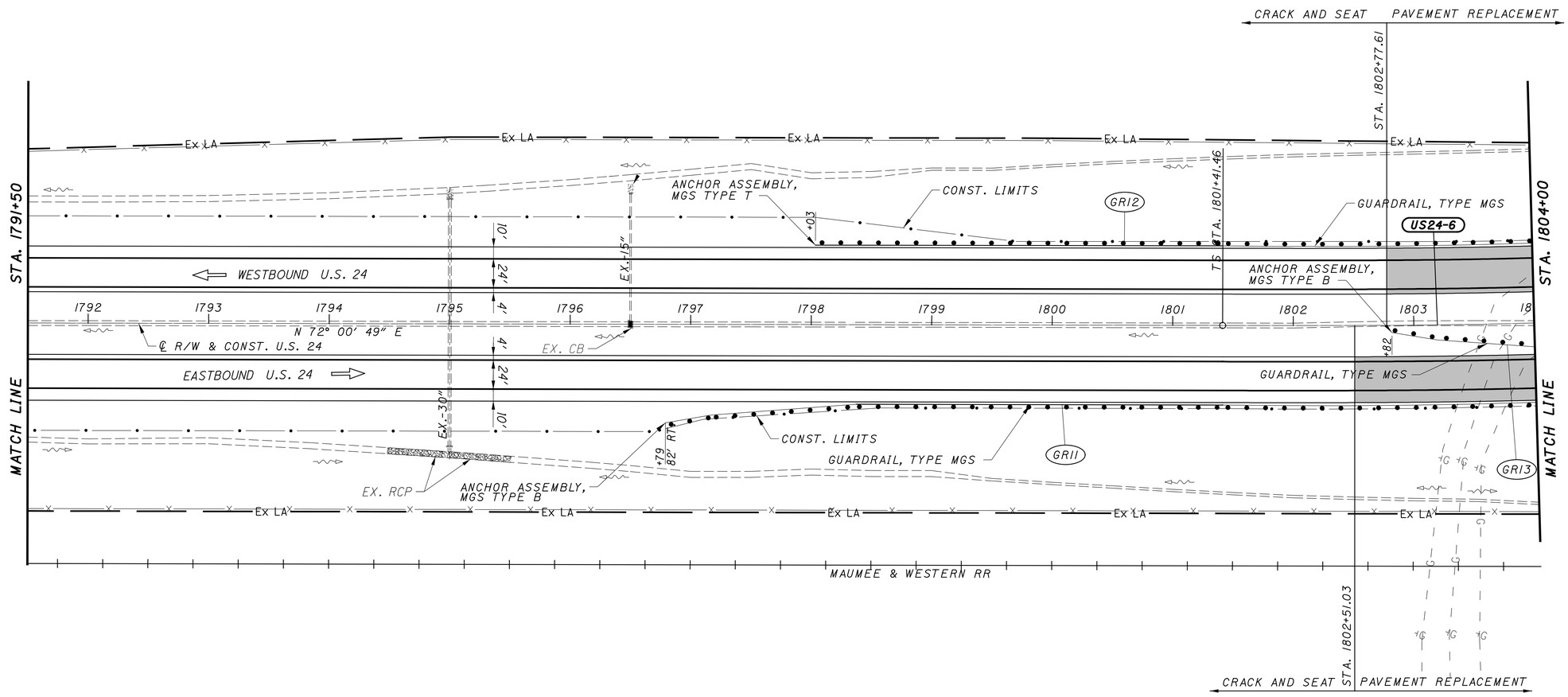
PROJECT ID
117367

SHEET P.89 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:02:59 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP134.dgn

CURVE US24-6
P.I. Sta = 1813+84.53
D = 39° 59′ 04″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 400.00′
Theta = 4° 00′ 00″
LT = 266.73′
ST = 133.40′
x = 399.81′
y = 9.31′
k = 199.97′
p = 2.33′
Dc = 31° 59′ 04″ (LT)
Lc = 1,599.22′
Ts = 1,243.07′
Es = 186.18′
eMAX = 0.066



LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

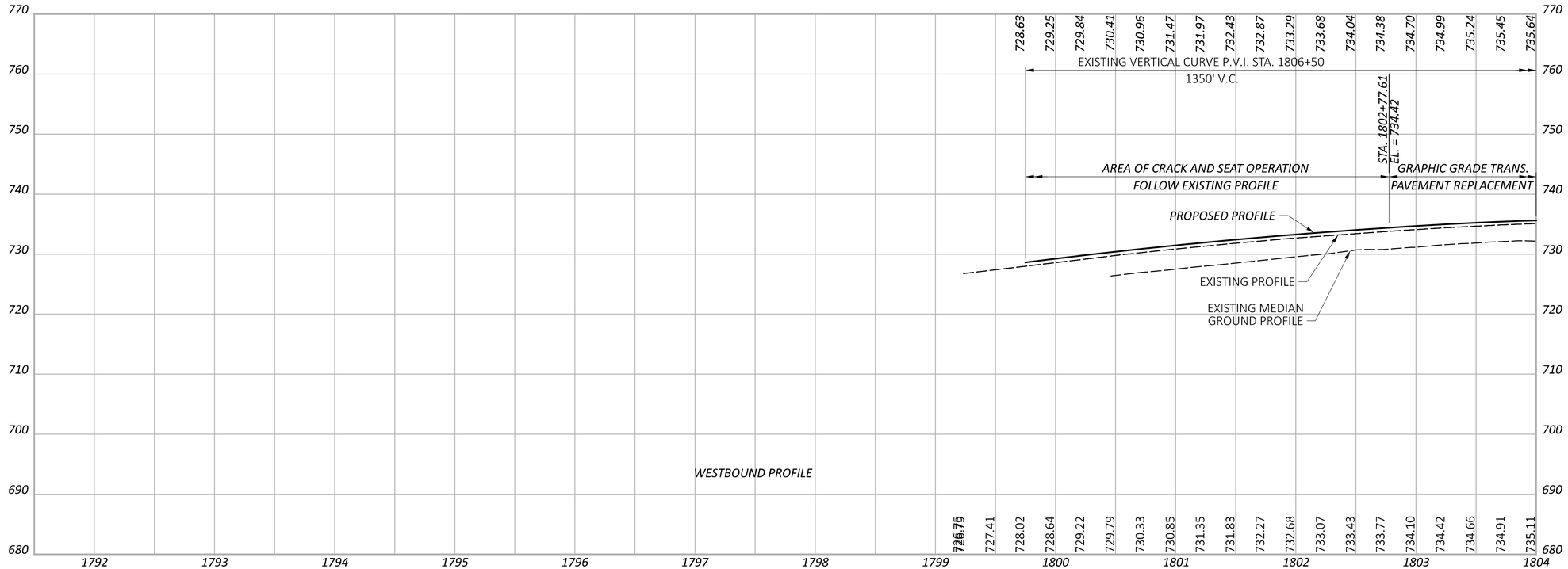
PLAN - U.S. 24
STA. 1791+50 TO STA. 1804+00

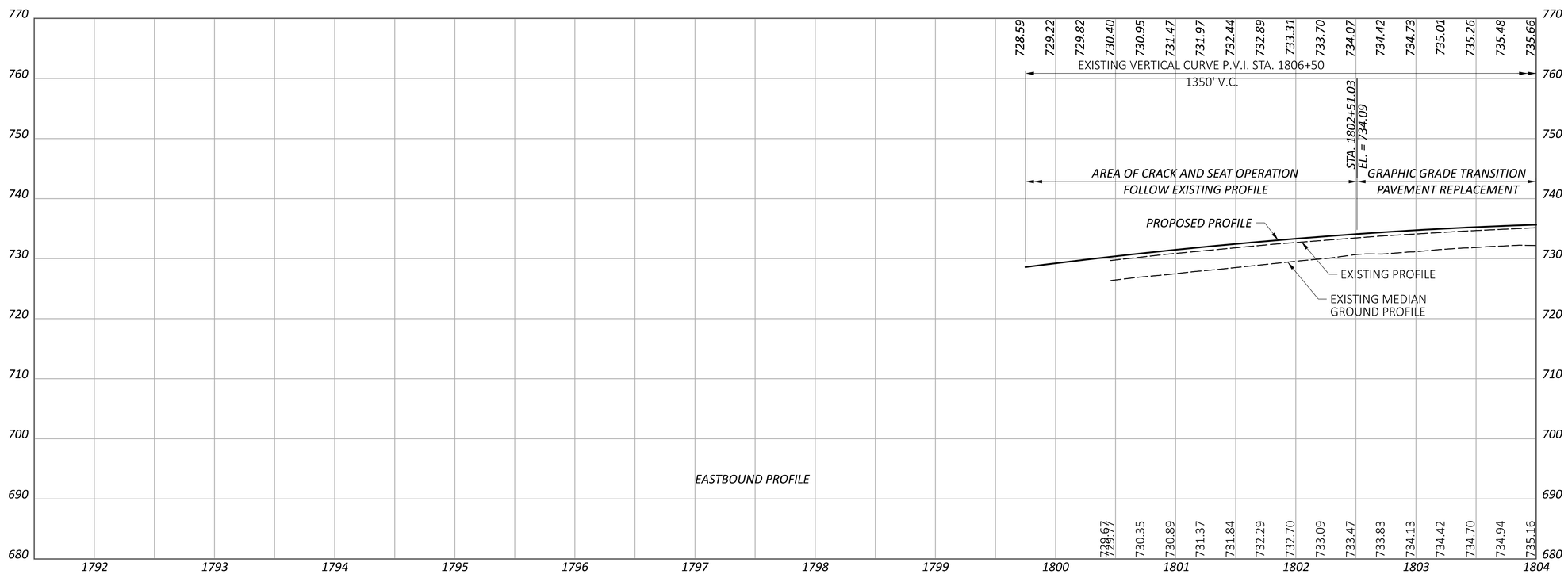
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.90 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:03:09 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP135.dgn





PROFILE - U.S. 24
STA. 1791+50 TO STA. 1804+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

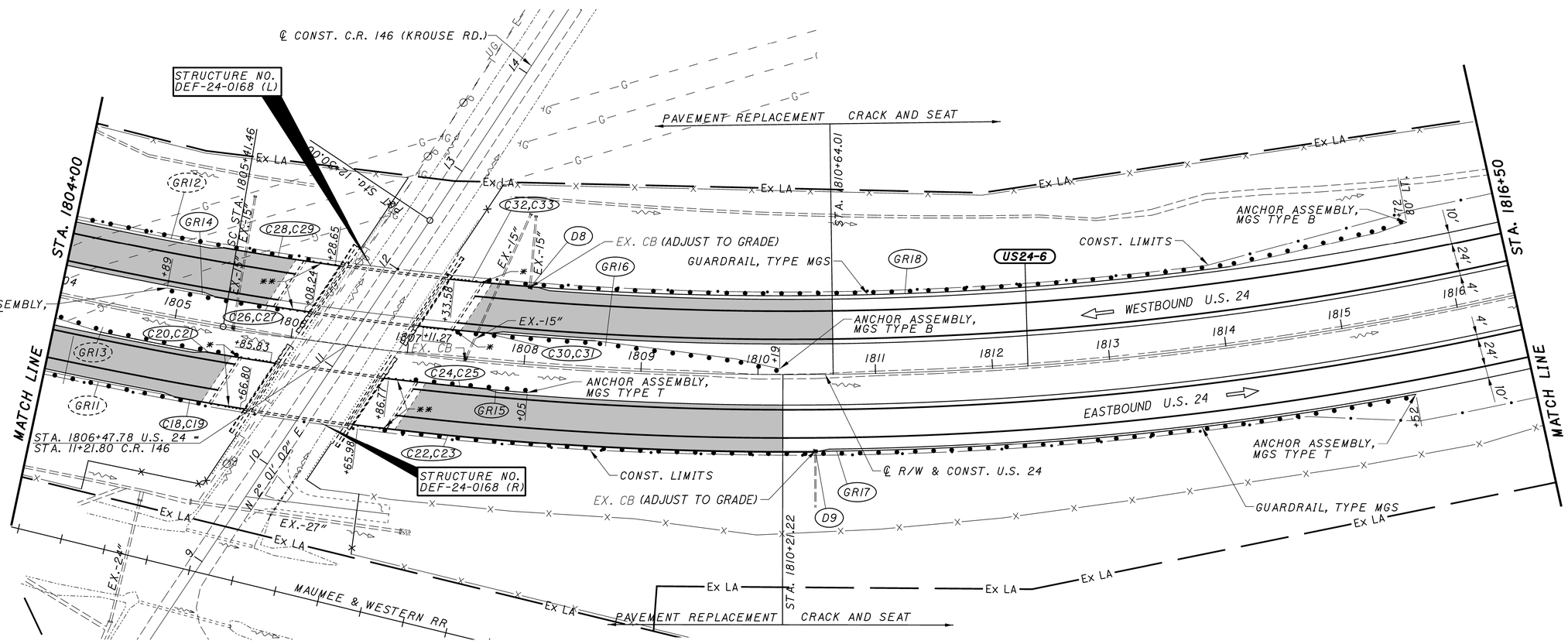
PROJECT ID
117367

SHEET P.91 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - Profile 1 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:03:23 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP500.dgn

CURVE US24-6
P.I. Sta = 1813+84.53
D = 39° 59′ 04″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 400.00′
Theta = 4° 00′ 00″
LT = 266.73′
ST = 133.40′
x = 399.81′
y = 9.31′
k = 199.97′
p = 2.33′
Dc = 31° 59′ 04″ (LT)
Lc = 1,599.22′
Ts = 1,243.07′
Es = 186.18′
eMAX = 0.066



* MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1

** MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET 0 25 50 100

PLAN - U.S. 24
STA. 1804+00 TO STA. 1816+50

DESIGN AGENCY

DESIGNER MJS

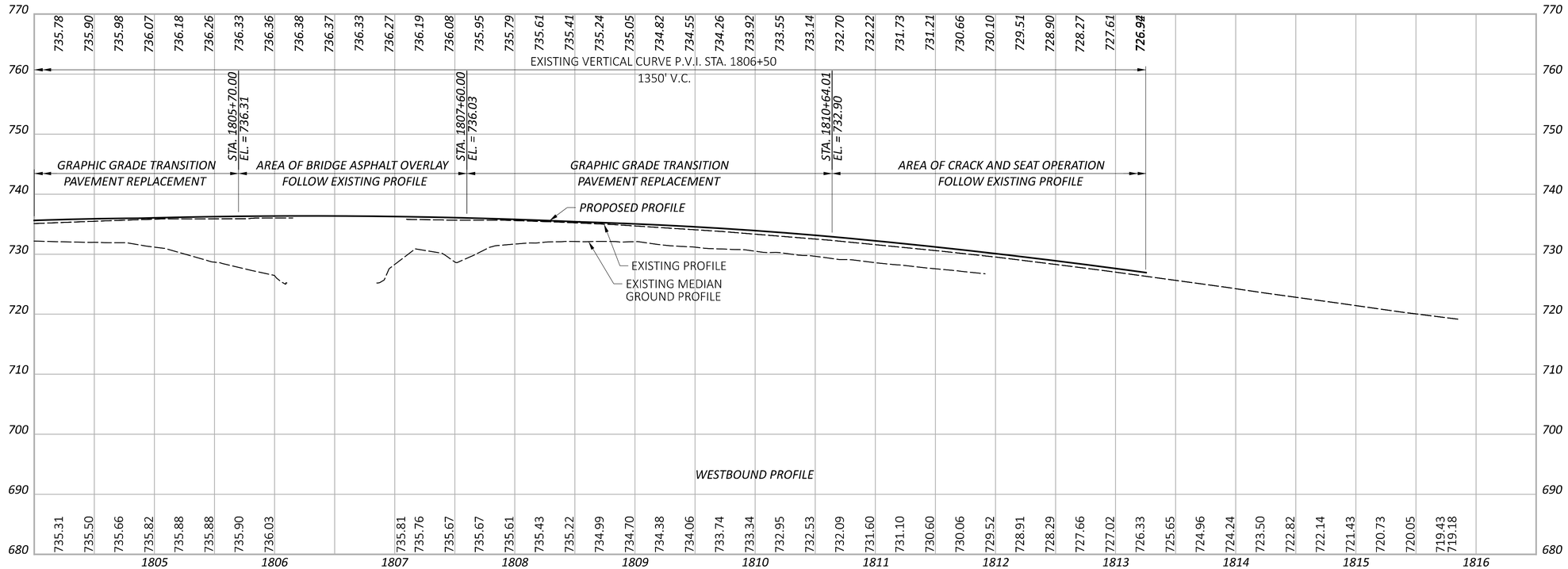
REVIEWER MJM 10-13-23

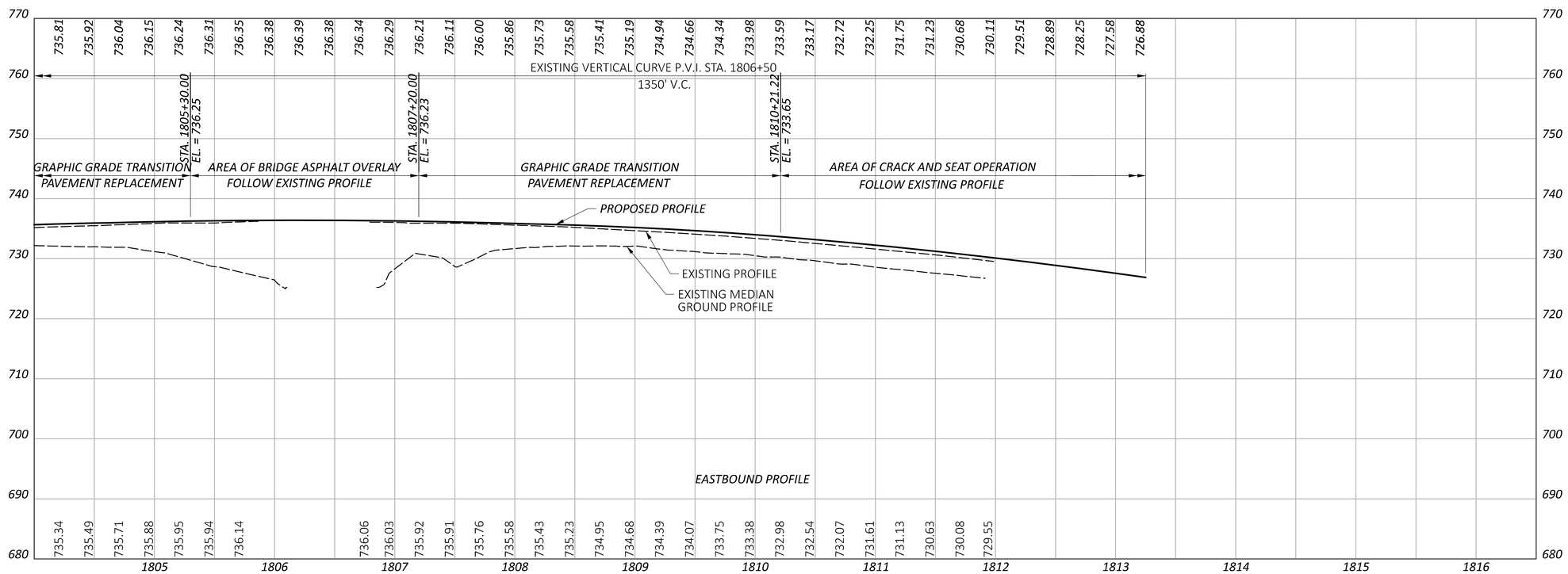
PROJECT ID 117367

SHEET P.92 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/4/2024 TIME: 8:29:27 AM USER: Rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP136.dgn





PROFILE - U.S. 24
STA. 1804+00 TO STA. 1816+50

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

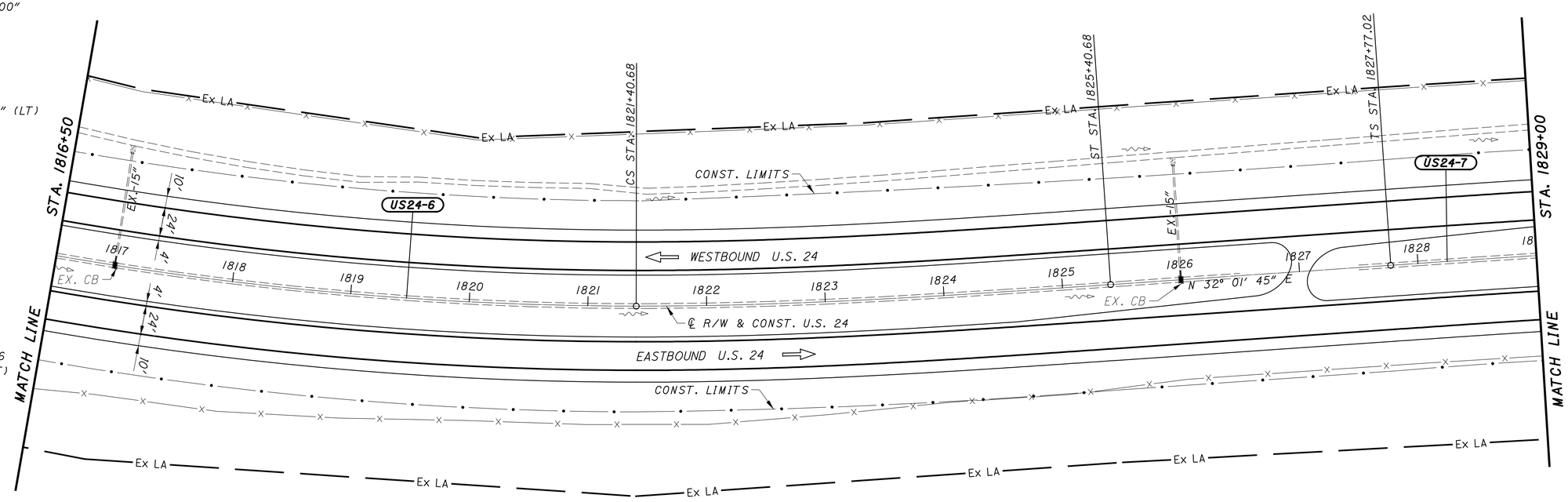
PROJECT ID
117367

SHEET P.93 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - Profile 2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:03:57 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP500.dgn

CURVE US24-6
P.I. Sta = 1813+84.53
D = 39° 59′ 04″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 400.00′
Theta = 4° 00′ 00″
LT = 266.73′
ST = 133.40′
x = 399.81′
y = 9.31′
k = 199.97′
p = 2.33′
Dc = 31° 59′ 04″ (LT)
Lc = 1,599.22′
Ts = 1,243.07′
Es = 186.18′
eMAX = 0.066



CURVE US24-7
P.I. Sta = 1839+37.46
D = 37° 02′ 28″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 400.00′
Theta = 4° 00′ 00″
LT = 266.73′
ST = 133.40′
x = 399.81′
y = 9.31′
k = 199.97′
p = 2.33′
Dc = 29° 02′ 28″ (RT)
Lc = 1,452.05′
Ts = 1,160.43′
Es = 158.92′
eMAX = 0.066

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

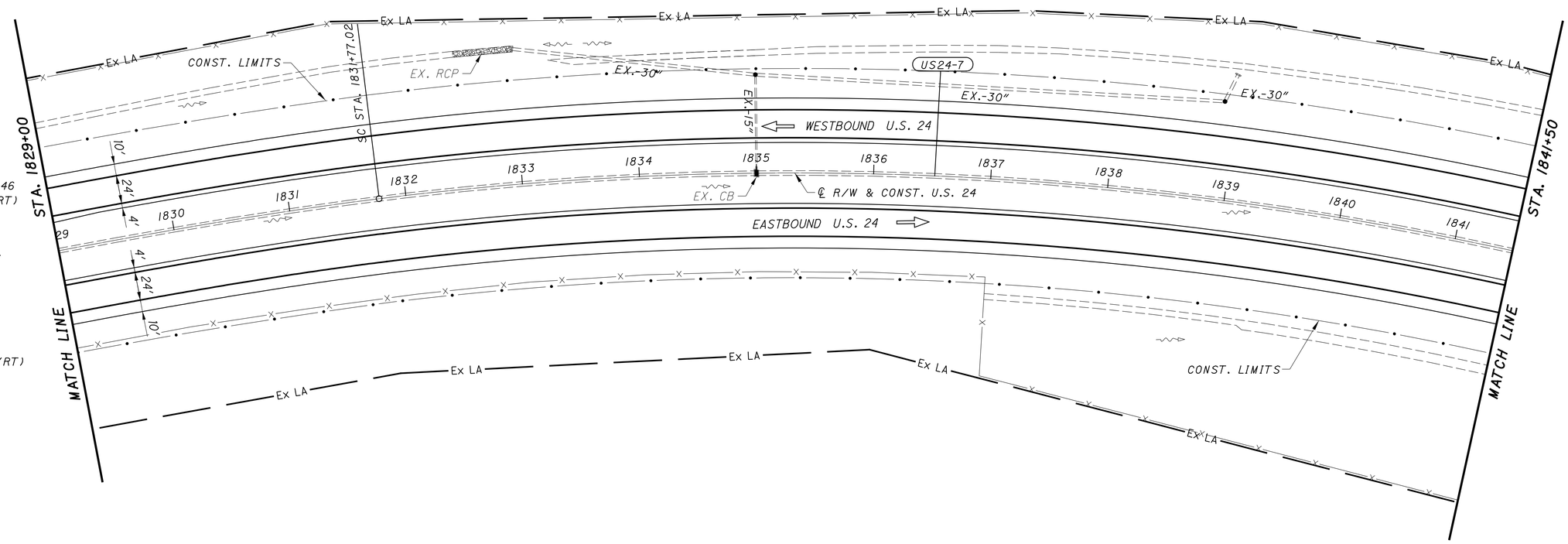
PLAN - U.S. 24
STA. 1816+50 TO STA. 1829+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.94 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:04:17 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP137.dgn



CURVE US24-7
P.I. Sta = 1839+37.46
D = 37° 02′ 28″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 400.00′
Theta = 4° 00′ 00″
LT = 266.73′
ST = 133.40′
x = 399.81′
y = 9.31′
k = 199.97′
p = 2.33′
Dc = 29° 02′ 28″ (RT)
Lc = 1,452.05′
Ts = 1,160.43′
Es = 158.92′
eMAX = 0.066

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES

SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

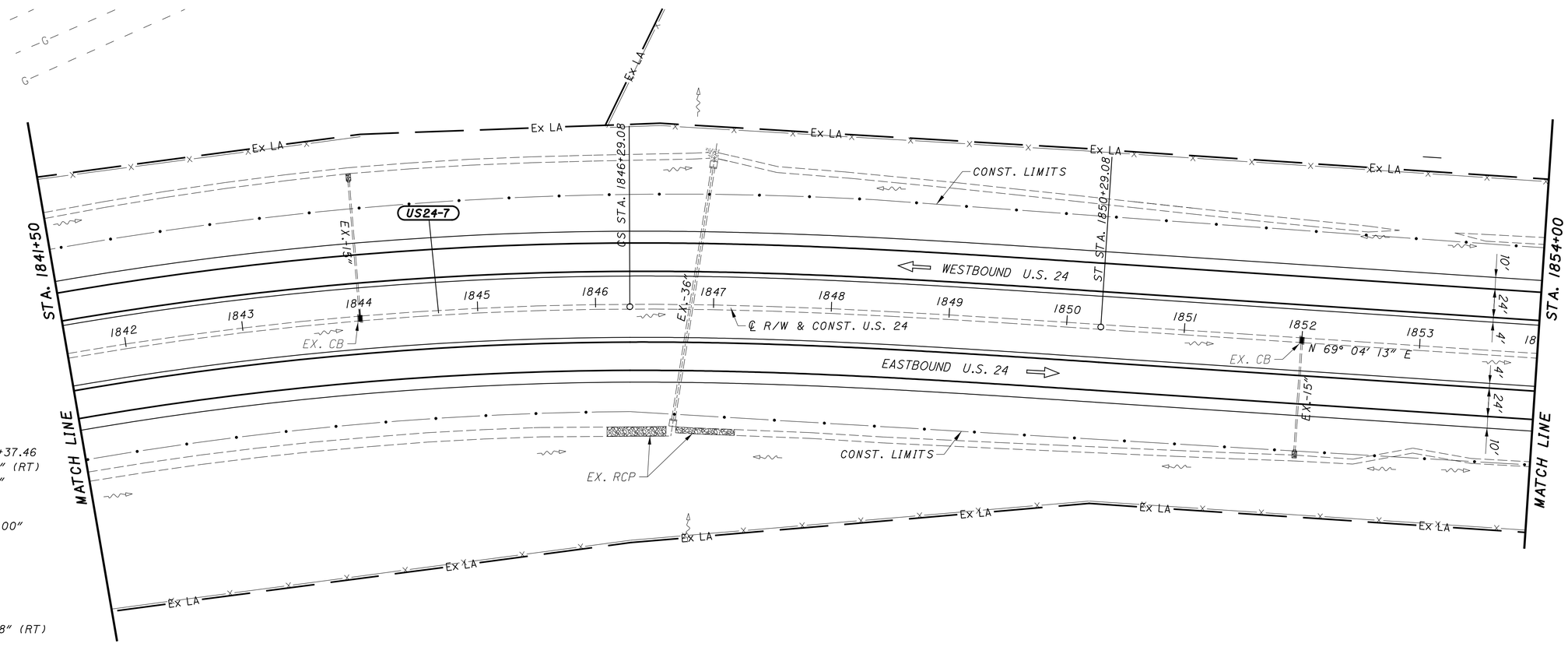
PLAN - U.S. 24
STA. 1829+00 TO STA. 1841+50

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.95 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:04:28 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP138.dgn



CURVE US24-7
P.I. Sta = 1839+37.46
D = 37° 02' 28" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 400.00'
Theta = 4° 00' 00"
LT = 266.73'
ST = 133.40'
x = 399.81'
y = 9.31'
k = 199.97'
p = 2.33'
Dc = 29° 02' 28" (RT)
Lc = 1,452.05'
Ts = 1,160.43'
Es = 158.92'
eMAX = 0.066

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1841+50 TO STA. 1854+00

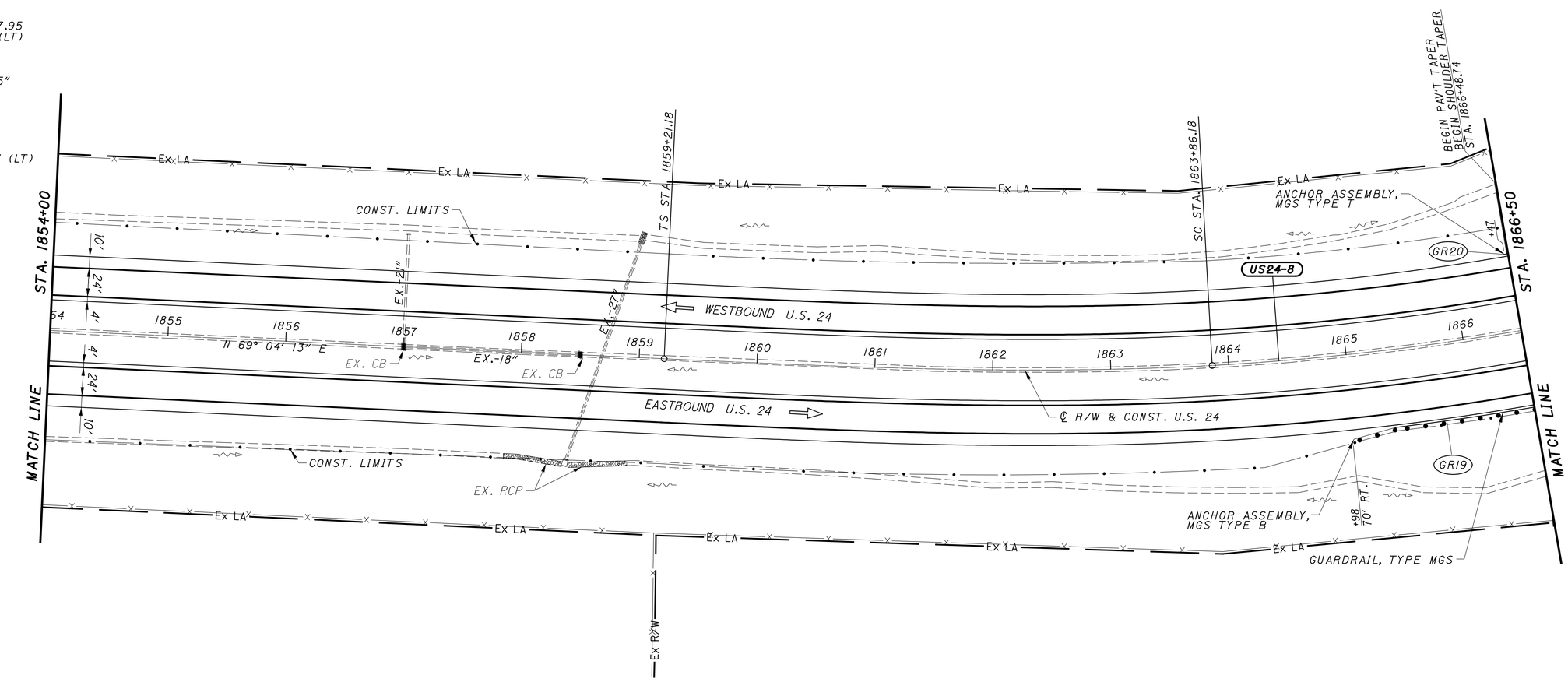
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.96 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:04:39 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP139.dgn

CURVE US24-8
P.I. Sta = 1868+77.95
D = 35° 01′ 23″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 23° 23′ 53″ (LT)
Lc = 935.92′
Ts = 956.78′
Es = 115.49′
eMAX = 0.077



LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

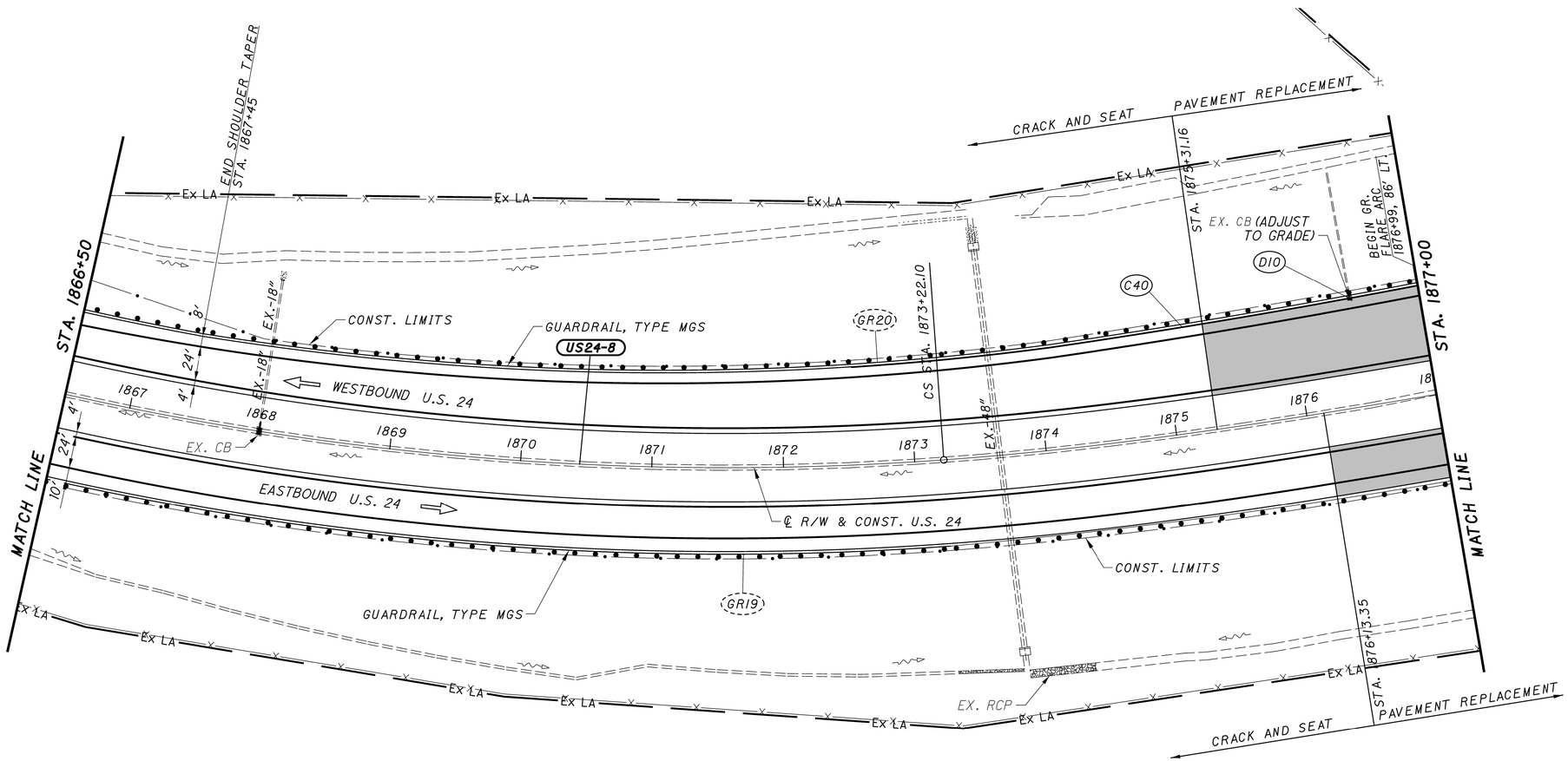
PLAN - U.S. 24
STA. 1854+00 TO STA. 1866+50

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.97 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:04:49 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP140.dgn



CURVE US24-8
P.I. Sta = 1868+77.95
D = 35° 01′ 23″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 23° 23′ 53″ (LT)
Lc = 935.92′
Ts = 956.78′
Es = 115.49′
eMAX = 0.077

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

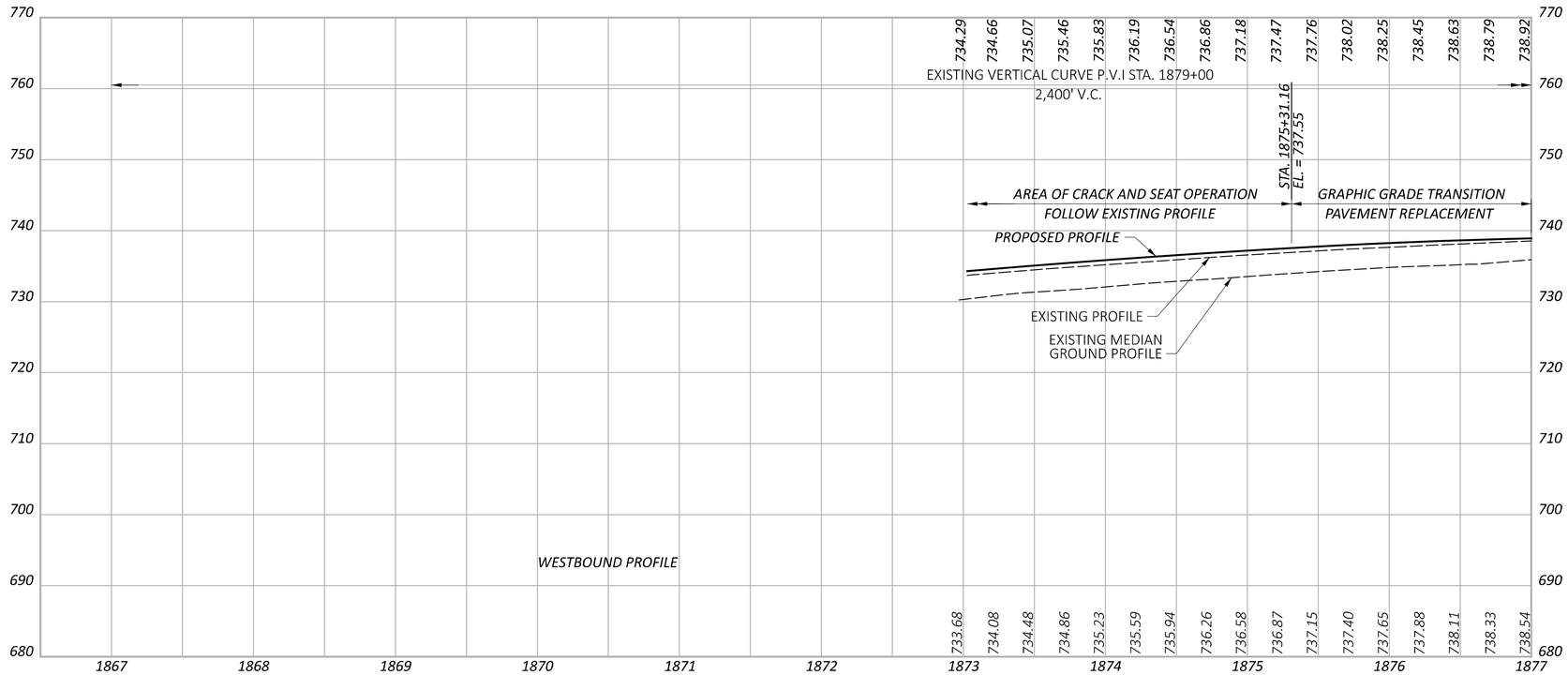
PLAN - U.S. 24
STA. 1866+50 TO STA. 1877+00

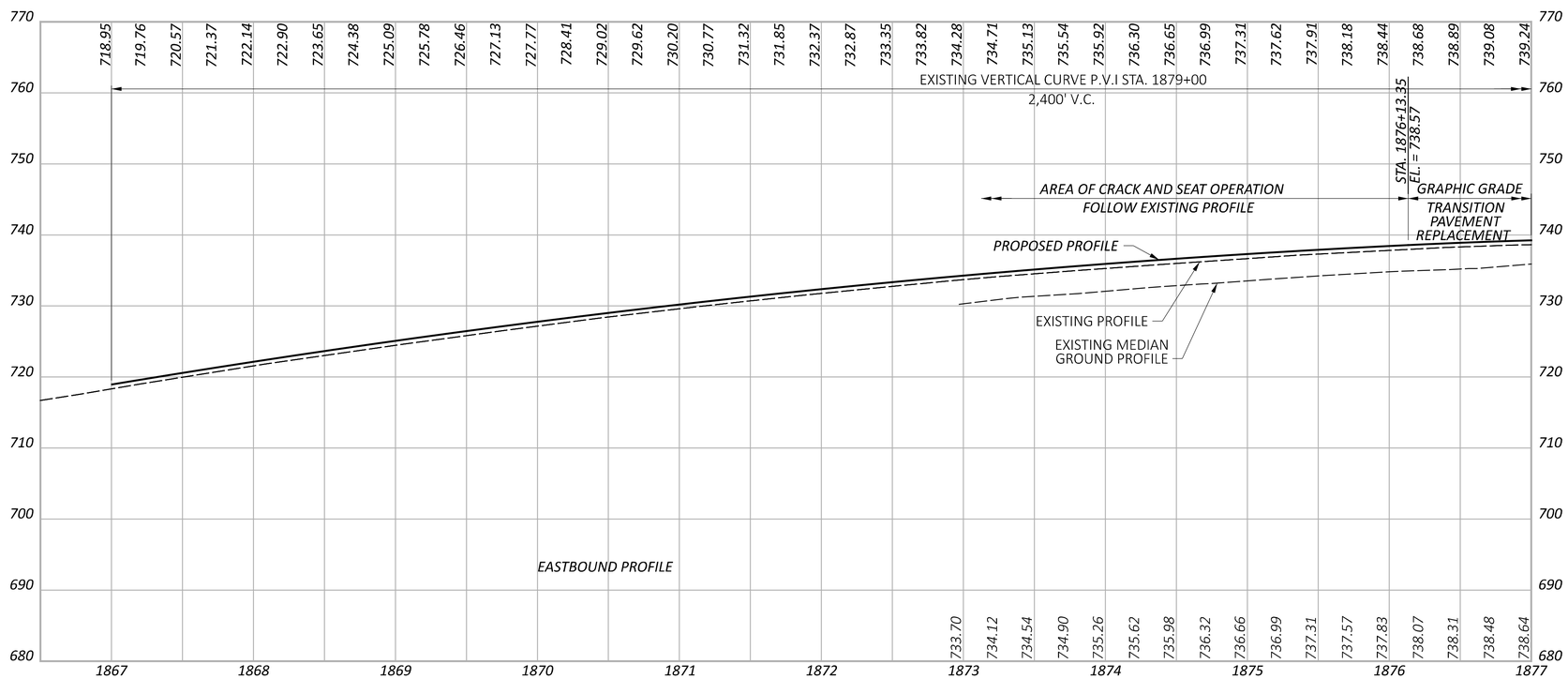
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.98 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 8:53:07 AM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP141.dgn





PROFILE - U.S. 24
STA. 1866+50 TO STA. 1877+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

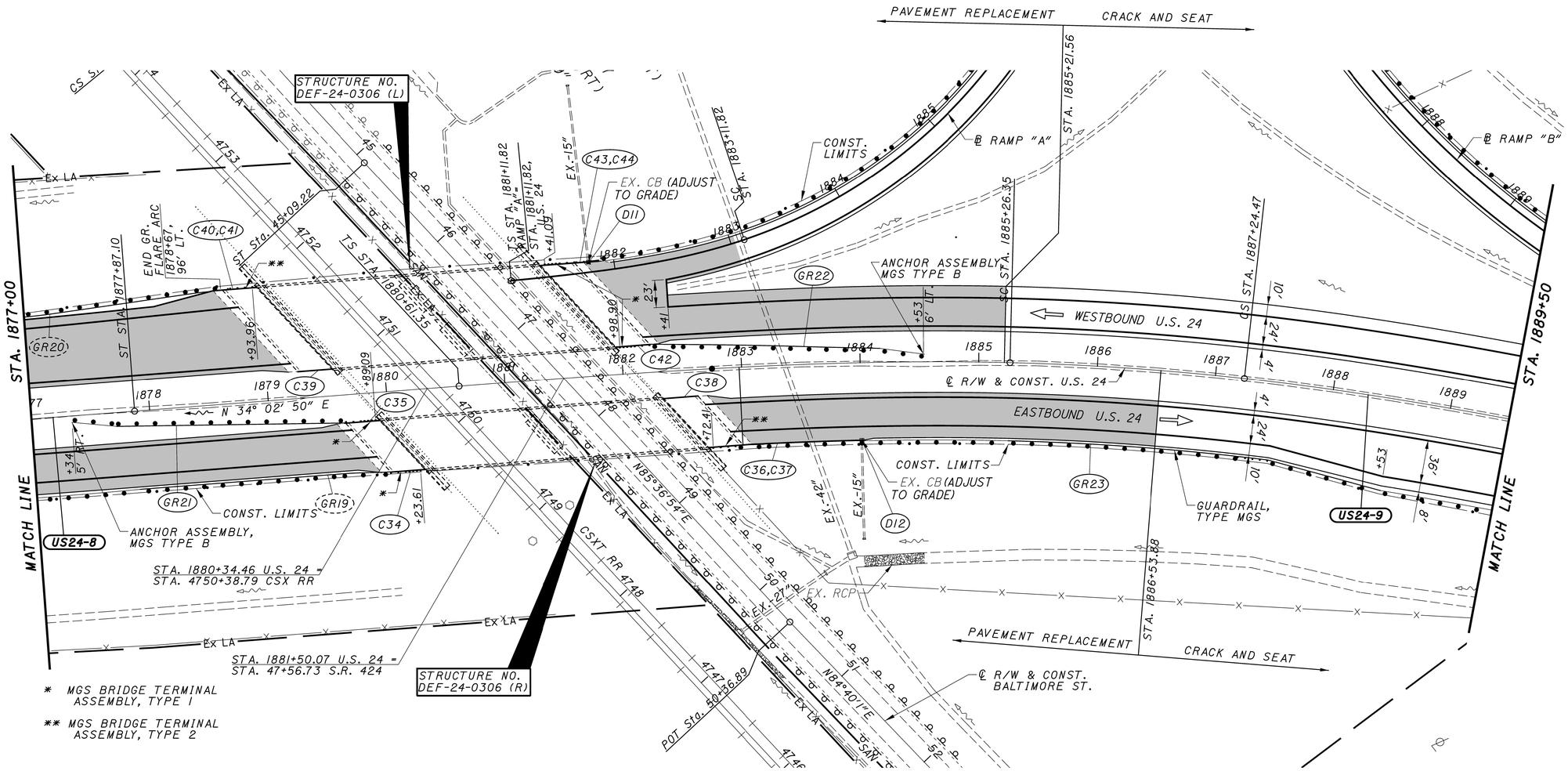
SHEET P.99 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: PGL - Profile 1 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:05:13 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP700.dgn

CURVE US24-8
P.I. Sta = 1868+77.95
D = 35° 01′ 23″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 23° 23′ 53″ (LT)
Lc = 935.92′
Ts = 956.78′
Es = 115.49′
eMAX = 0.077

CURVE US24-9
P.I. Sta = 1886+28.24
D = 16° 34′ 41″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 4° 57′ 11″ (RT)
Lc = 198.12′
Ts = 566.89′
Es = 28.17′
eMAX = 0.077



* MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1

** MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

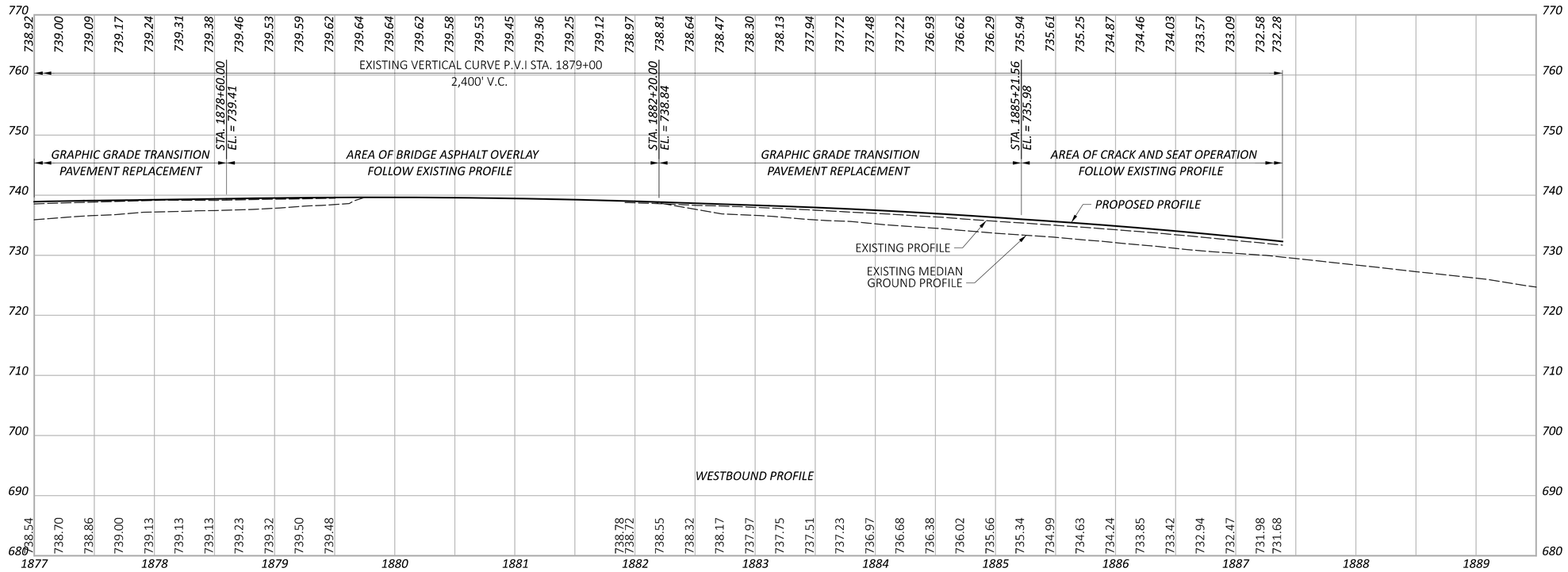
PLAN - U.S. 24
STA. 1877+00 TO STA. 1889+50

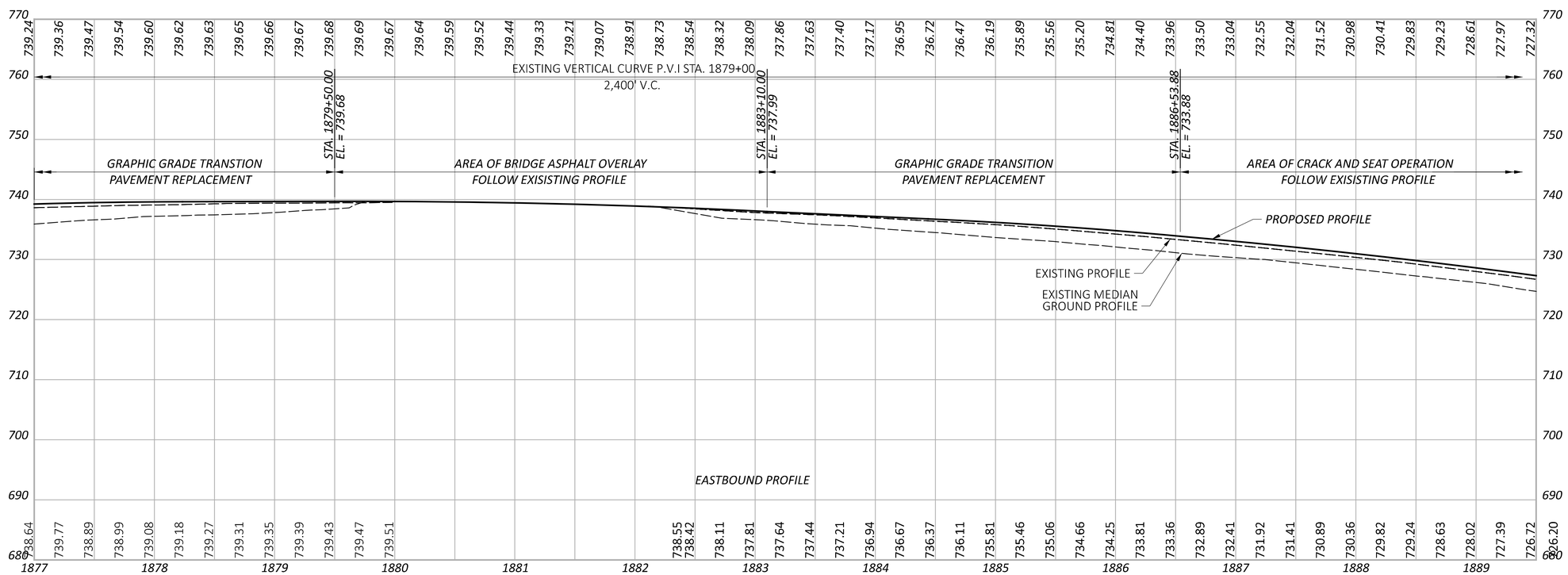
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.100 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 9:32:23 AM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP142.dgn





PROFILE - U.S. 24
STA. 1877+00 TO STA. 1889+50

DESIGN AGENCY

DESIGNER
MJS

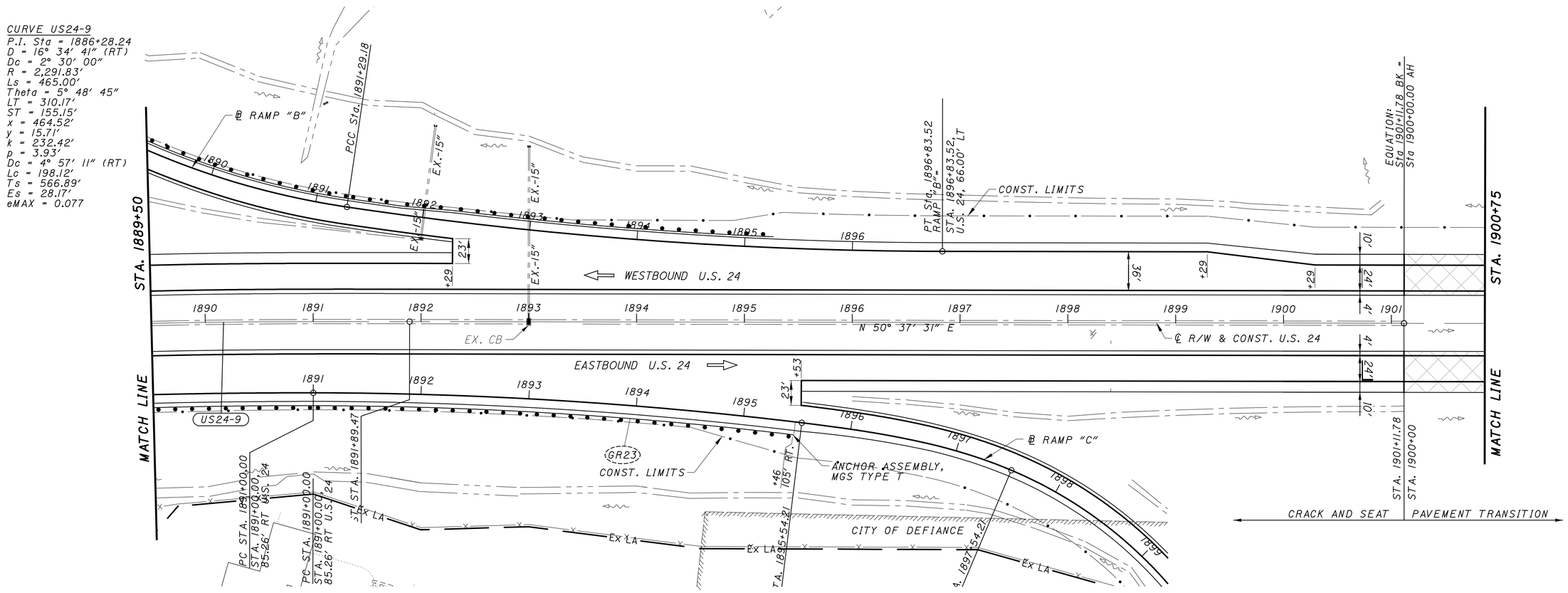
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.101 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: PGL - Profile 2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:05:51 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP700.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- PAVEMENT TRANSITION SEE SHEETS 174, 175

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1889+50 TO STA. 1900+75

DESIGN AGENCY

DESIGNER MJS

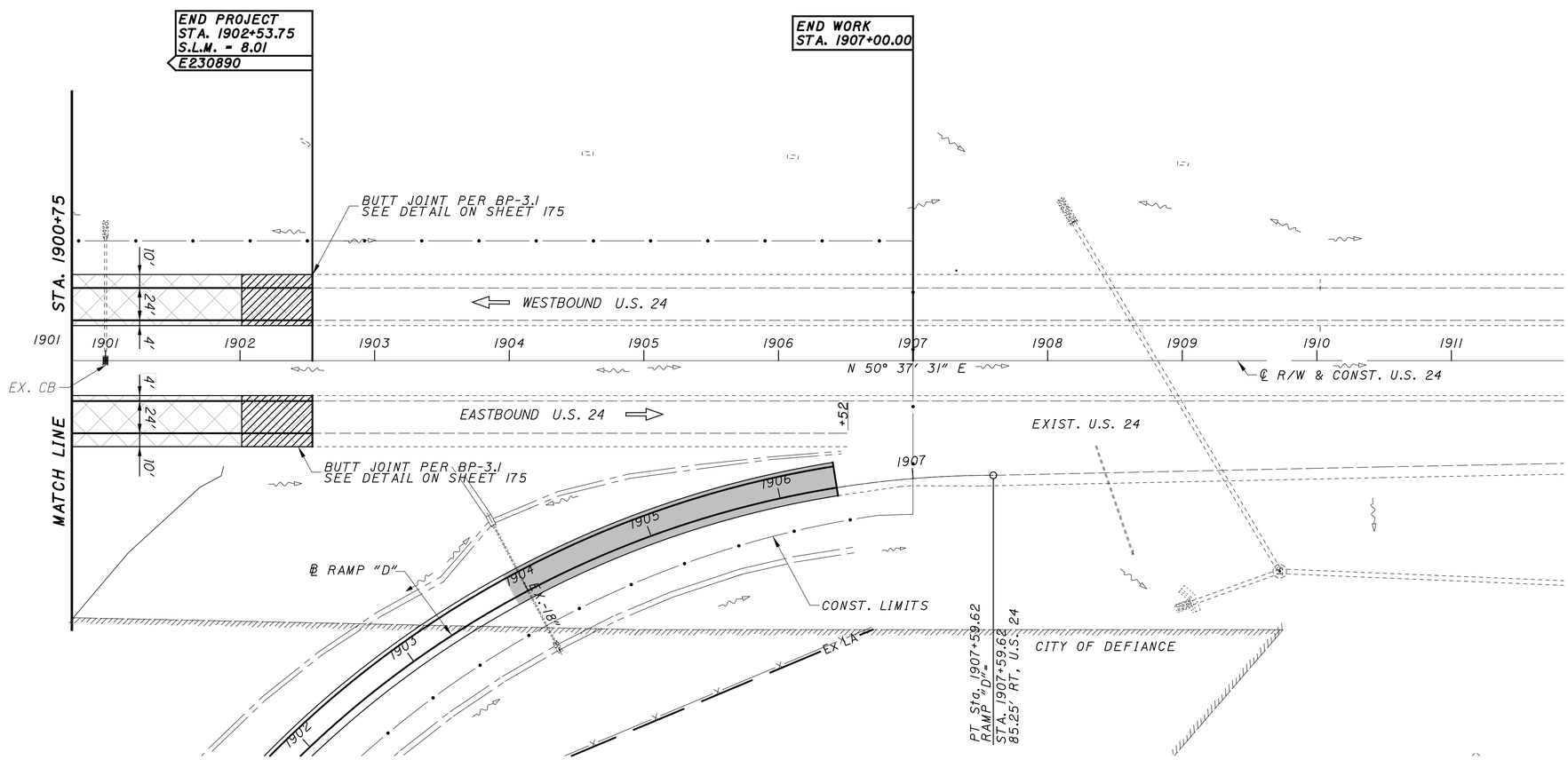
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.102 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:06:12 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP143.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET
- PAVEMENT TRANSITION SEE SHEETS 174, 175

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 24
STA. 1900+75 TO END WORK

DESIGN AGENCY

DESIGNER
MJS

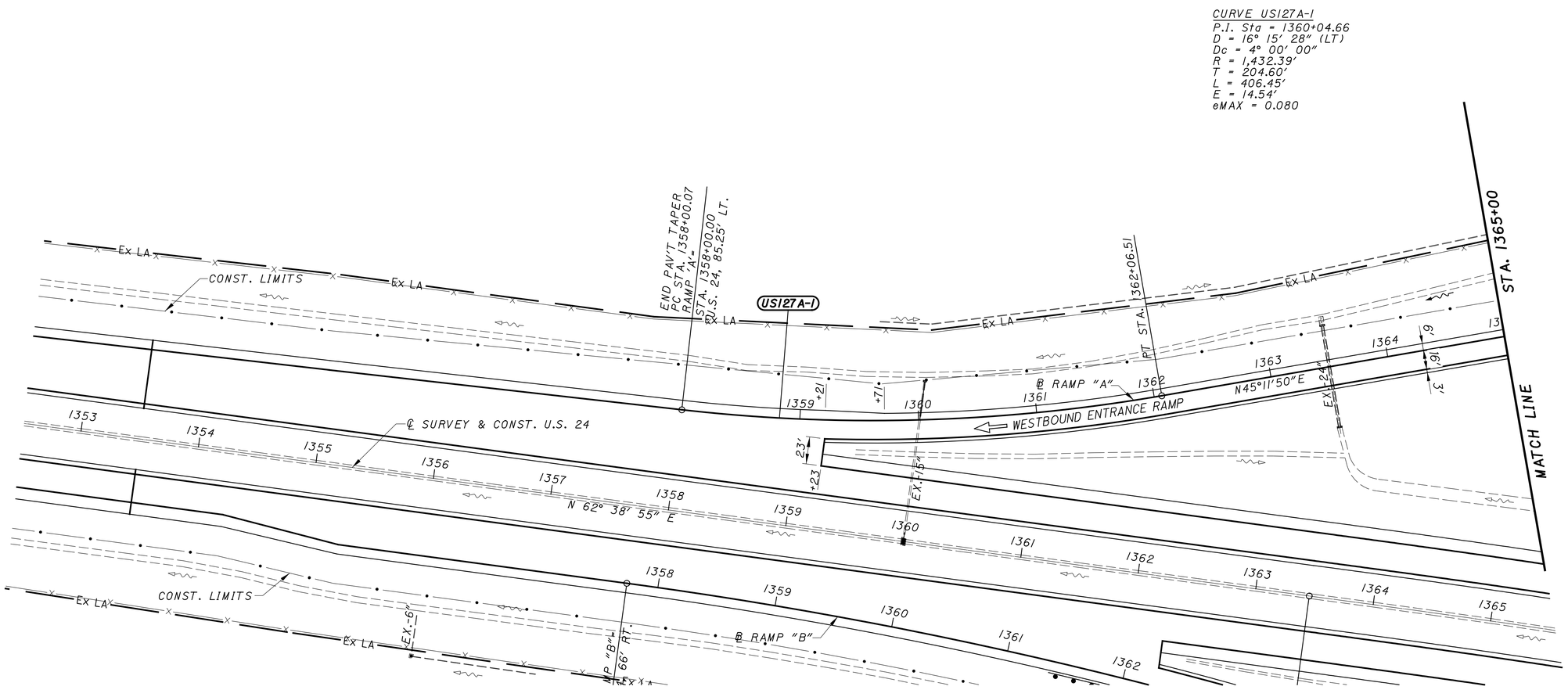
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.103 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 2/16/2024 TIME: 1:51:50 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP144.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 127 RAMP "A"
STA. 1358+00.07 TO STA. 1365+00

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS

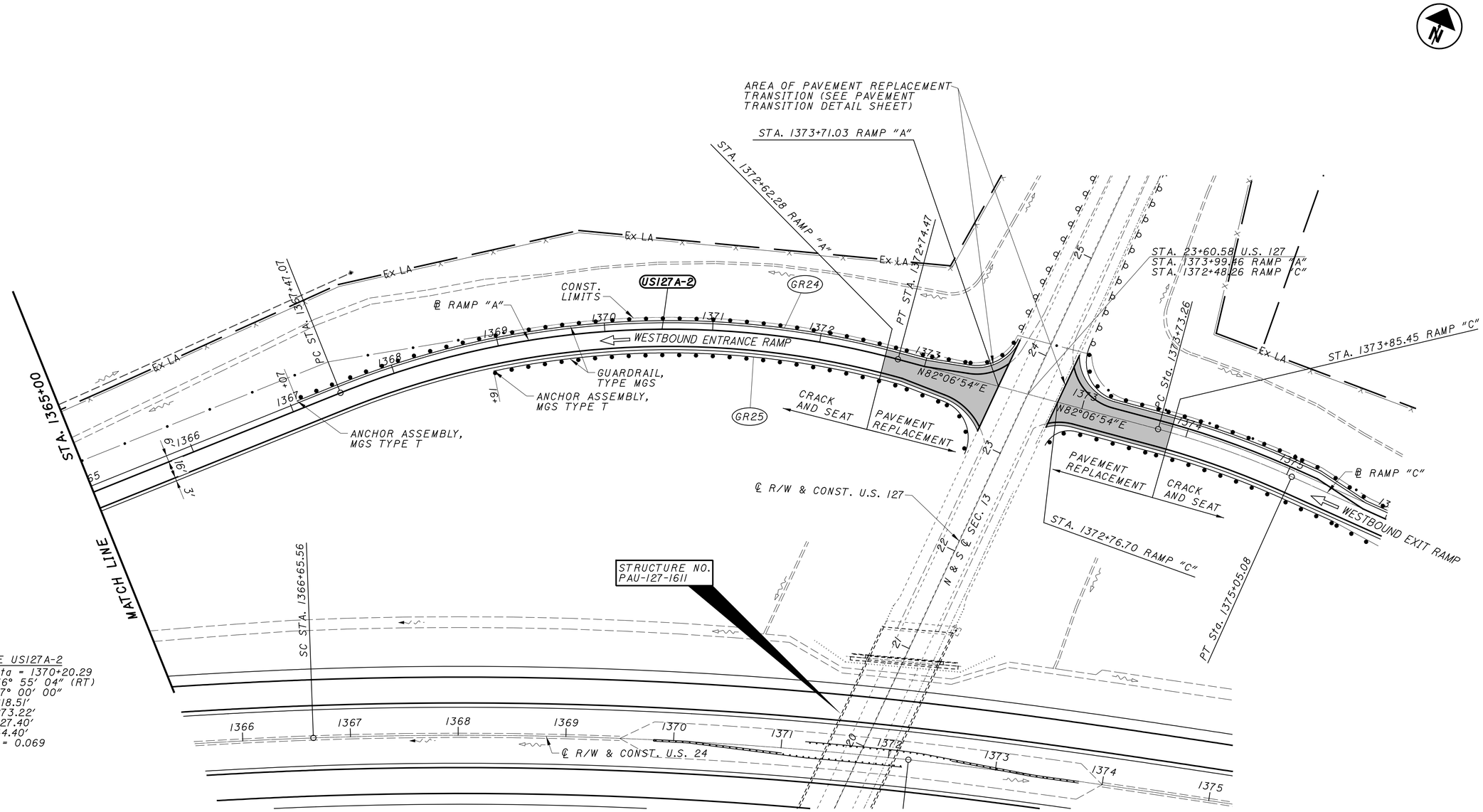
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.104 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:06:33 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP01_US127A.dgn



CURVE US127A-2
P.I. Sta = 1370+20.29
D = 36° 55' 04" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 273.22'
L = 527.40'
E = 44.40'
eMAX = 0.069

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 127 RAMP "A"
STA. 1365+00 TO STA. 1373+99.47

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

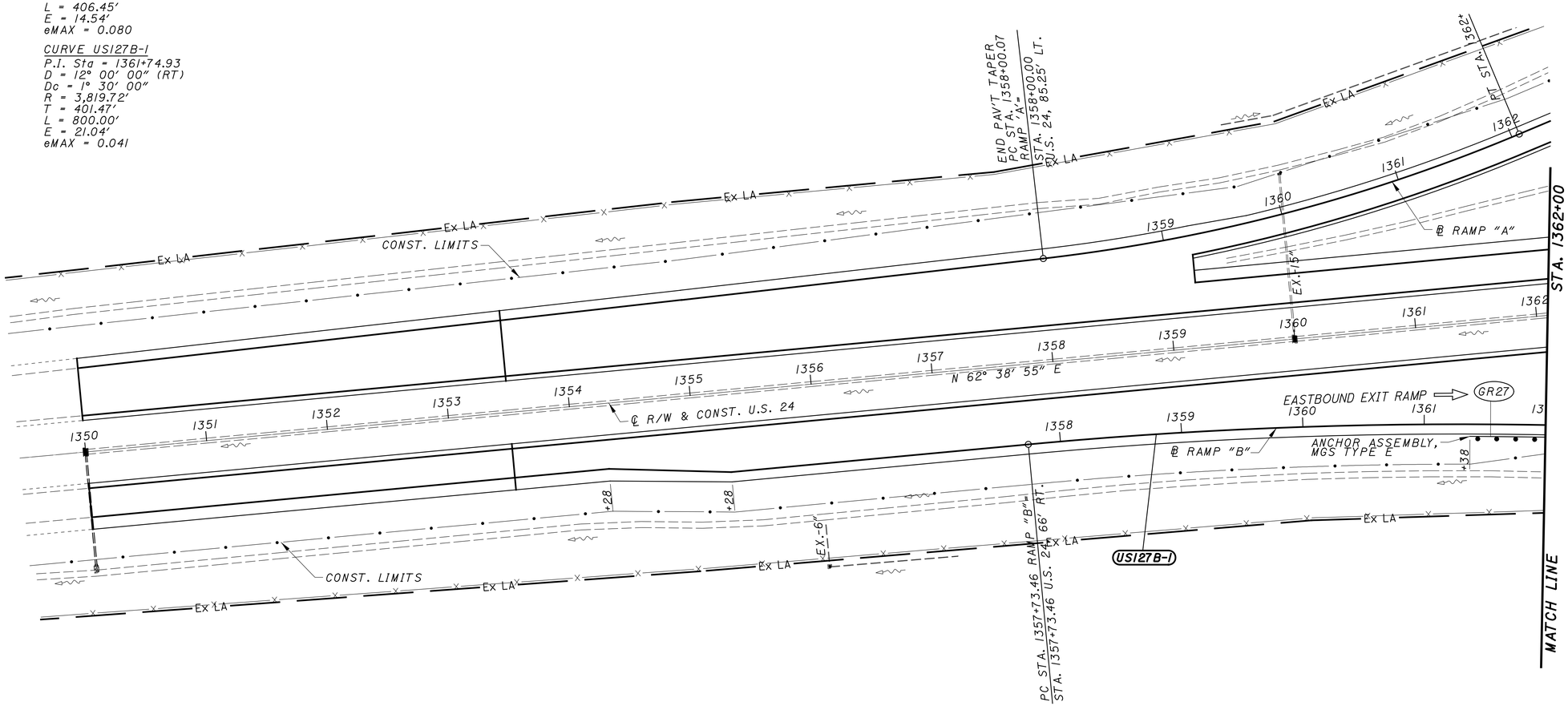
SHEET P.105 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:06:44 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP02_US127A.dgn

CURVE US127A-I
P.I. Sta = 1360+04.66
D = 16° 15′ 28″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 204.60′
L = 406.45′
E = 14.54′
eMAX = 0.080

CURVE US127B-I
P.I. Sta = 1361+74.93
D = 12° 00′ 00″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 401.47′
L = 800.00′
E = 21.04′
eMAX = 0.041



LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

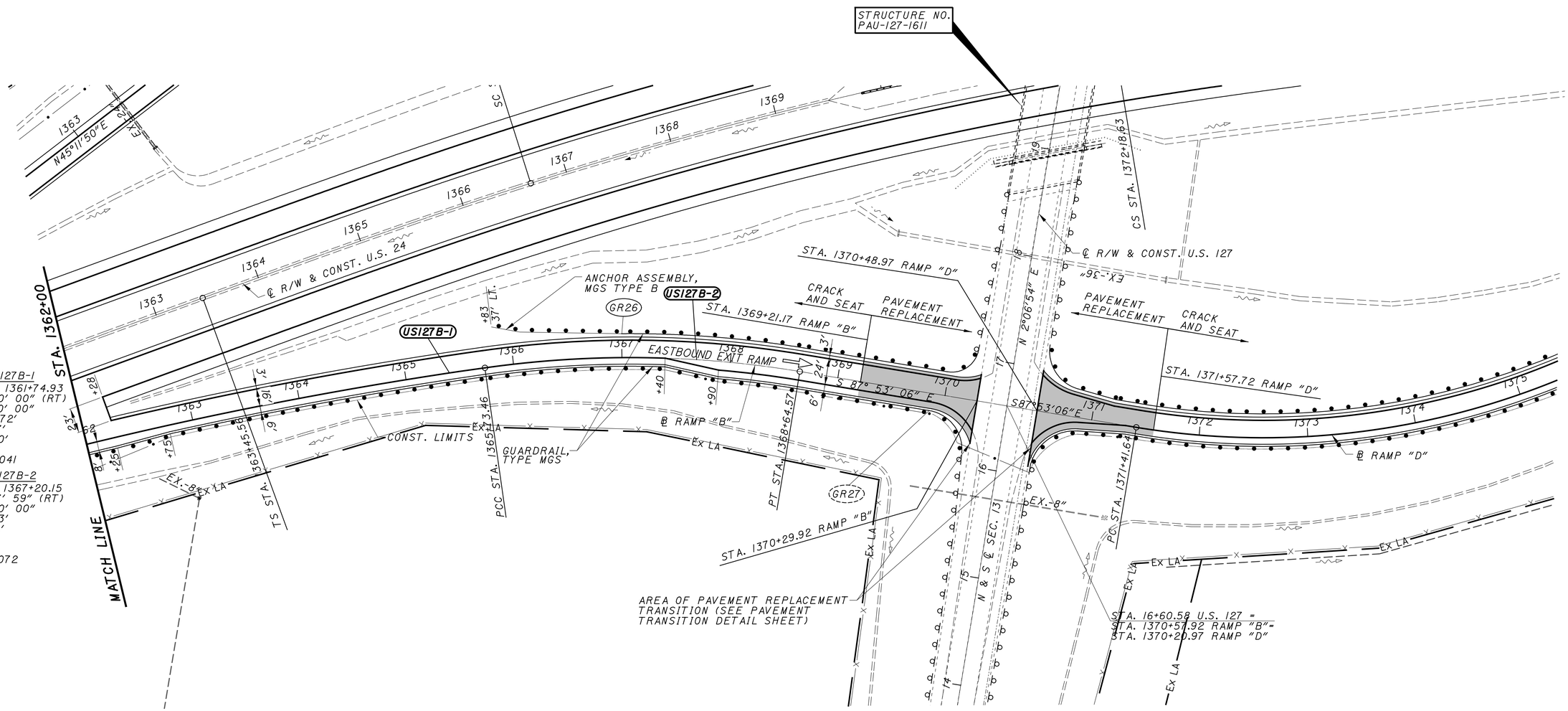
PLAN - U.S. 127 RAMP "B"
STA. 1357+73.46 TO STA. 1362+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.106 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:06:55 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP01_US127B.dgn



LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 127 RAMP "B"
STA. 1362+00 TO STA. 1370+57.92

DESIGN AGENCY

DESIGNER
MJS

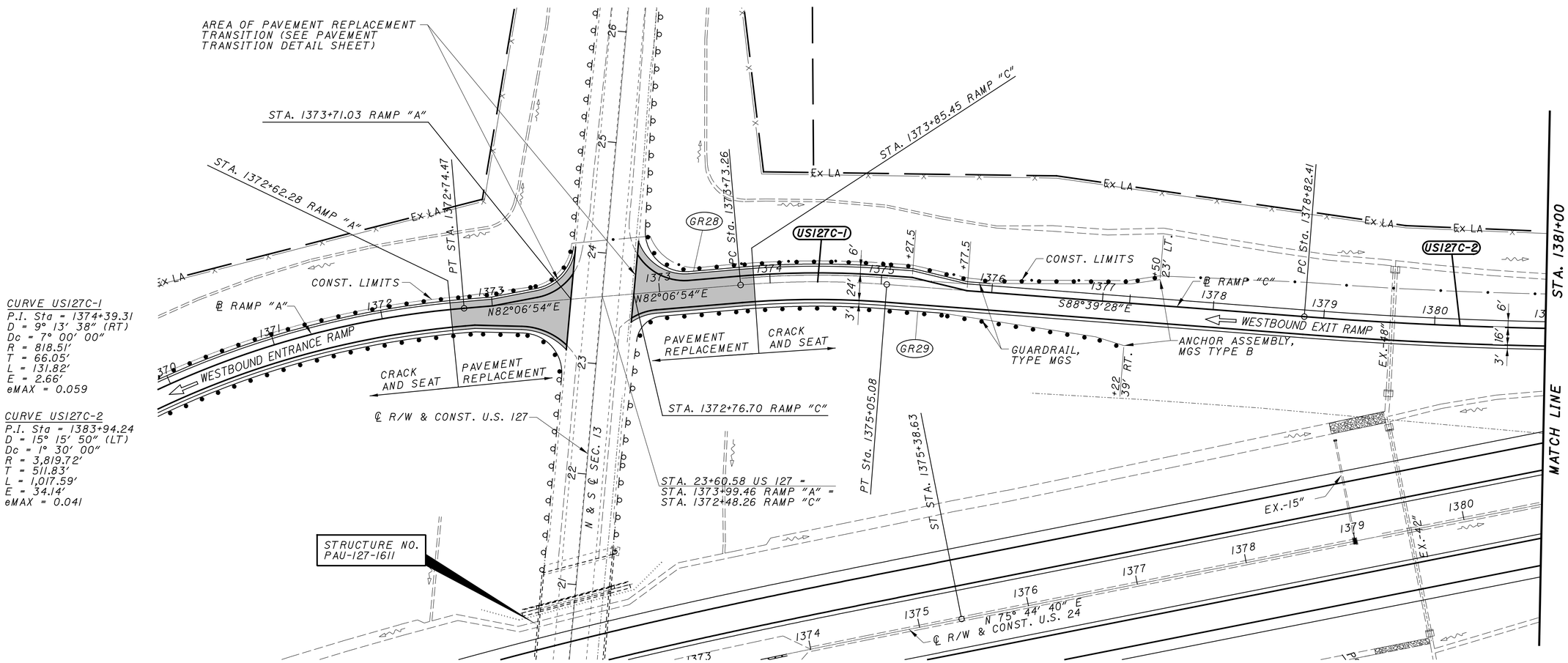
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.107 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:07:06 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP02_US127B.dgn



CURVE US127C-1
P.I. Sta = 1374+39.31
D = 9° 13' 38" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 66.05'
L = 131.82'
E = 2.66'
eMAX = 0.059

CURVE US127C-2
P.I. Sta = 1383+94.24
D = 15° 15' 50" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 511.83'
L = 1,017.59'
E = 34.14'
eMAX = 0.041

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

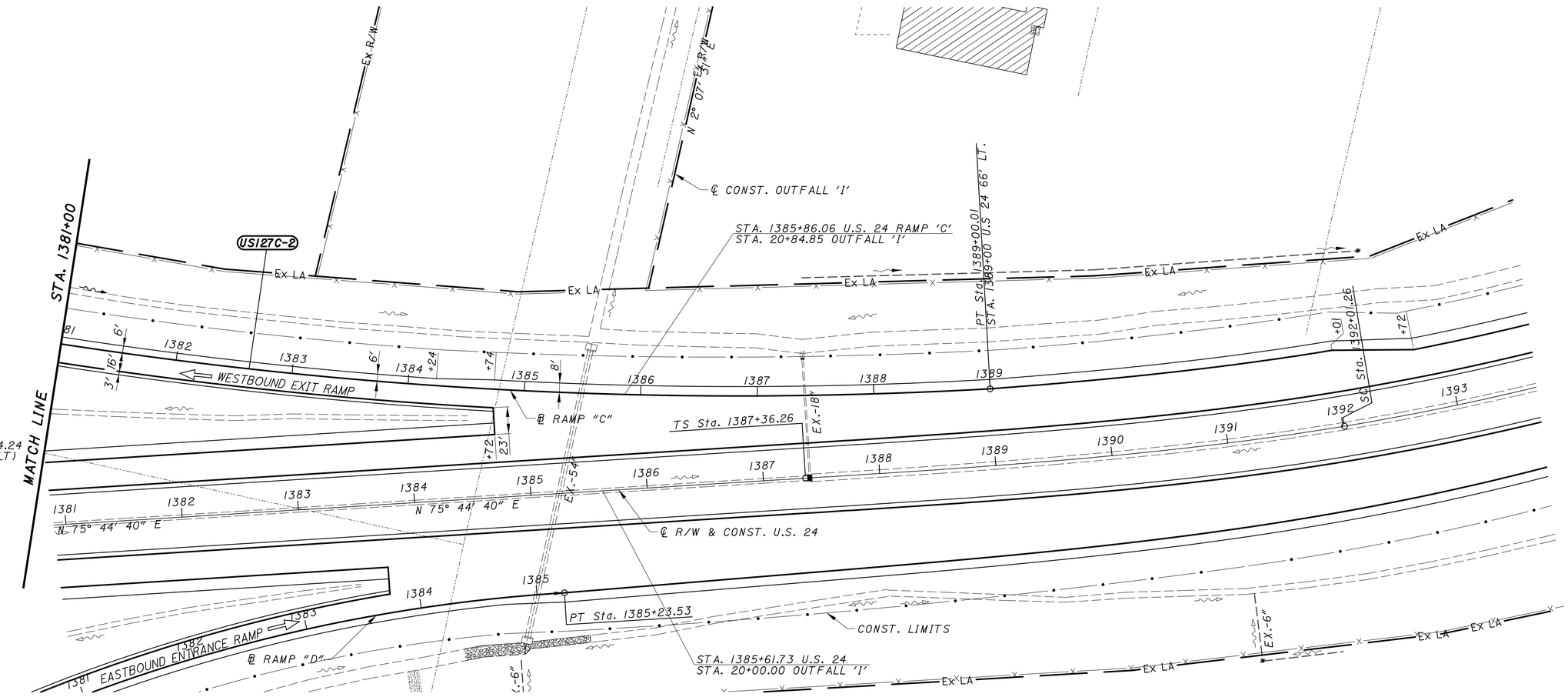
PLAN - U.S. 127 RAMP "C"
STA. 1372+46.26 TO STA. 1381+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.108 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:07:17 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP01_US127C.dgn



CURVE US127C-2
P.I. Sta = 1383+94.24
D = 15° 15' 50" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 511.83'
L = 1,017.59'
E = 34.14'
eMAX = 0.041

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 127 RAMP "C"
STA. 1381+00 TO STA. 1389+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

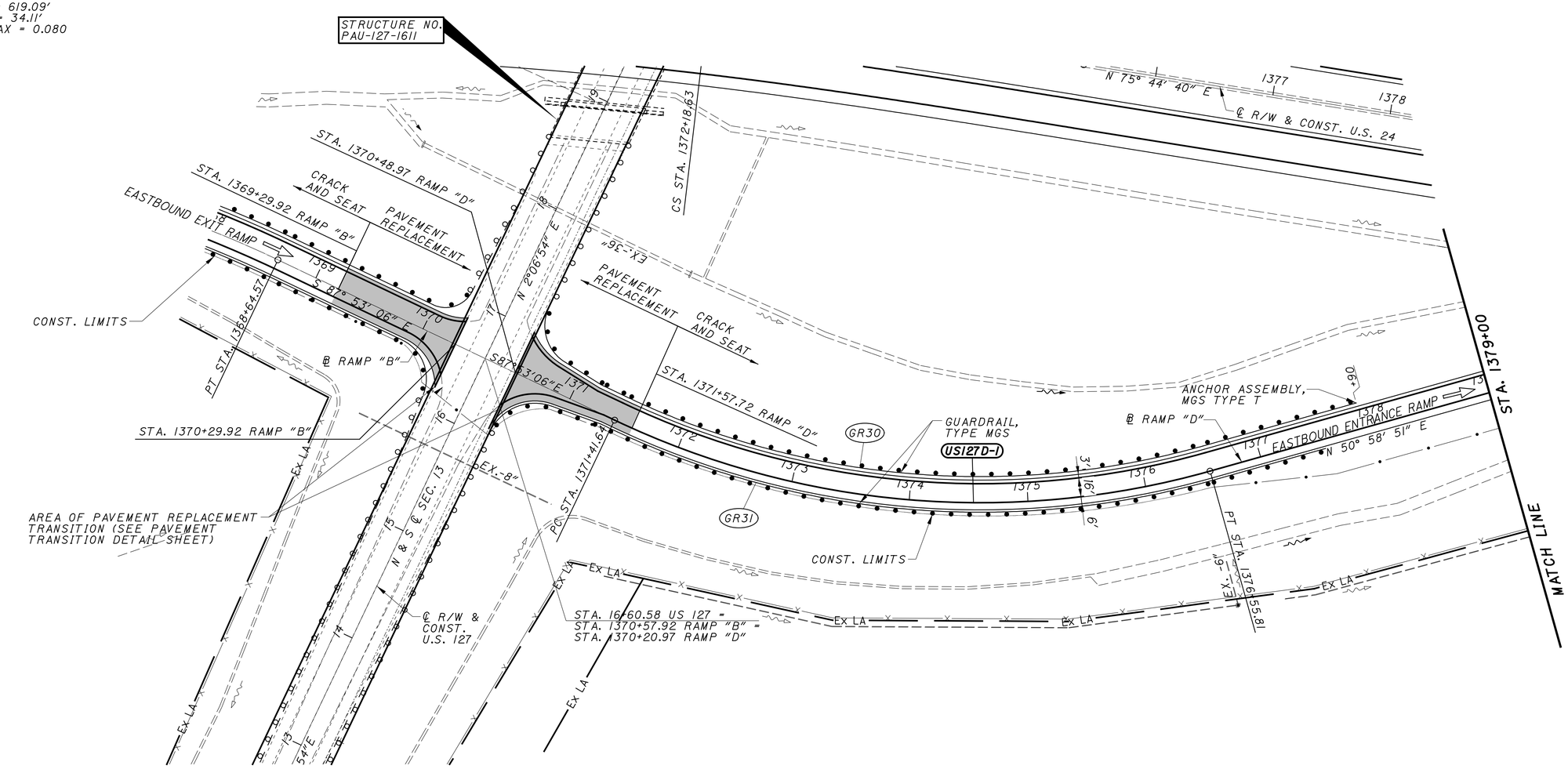
SHEET P.109 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 2:07:31 PM USER: mslefler
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP02_US127C.dgn

CURVE US127D-1
P.I. Sta = 1374+10.37
D = 41° 08′ 03″ (LT)
Dc = 8° 00′ 00″
R = 716.20′
T = 268.73′
L = 514.18′
E = 48.76′
eMAX = 0.074

CURVE US127D-2
P.I. Sta = 1382+18.89
D = 24° 45′ 49″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 314.46′
L = 619.09′
E = 34.11′
eMAX = 0.080



LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - U.S. 127 RAMP "D"
STA. 1370+20.97 TO STA. 1379+00

DESIGN AGENCY

DESIGNER MJS

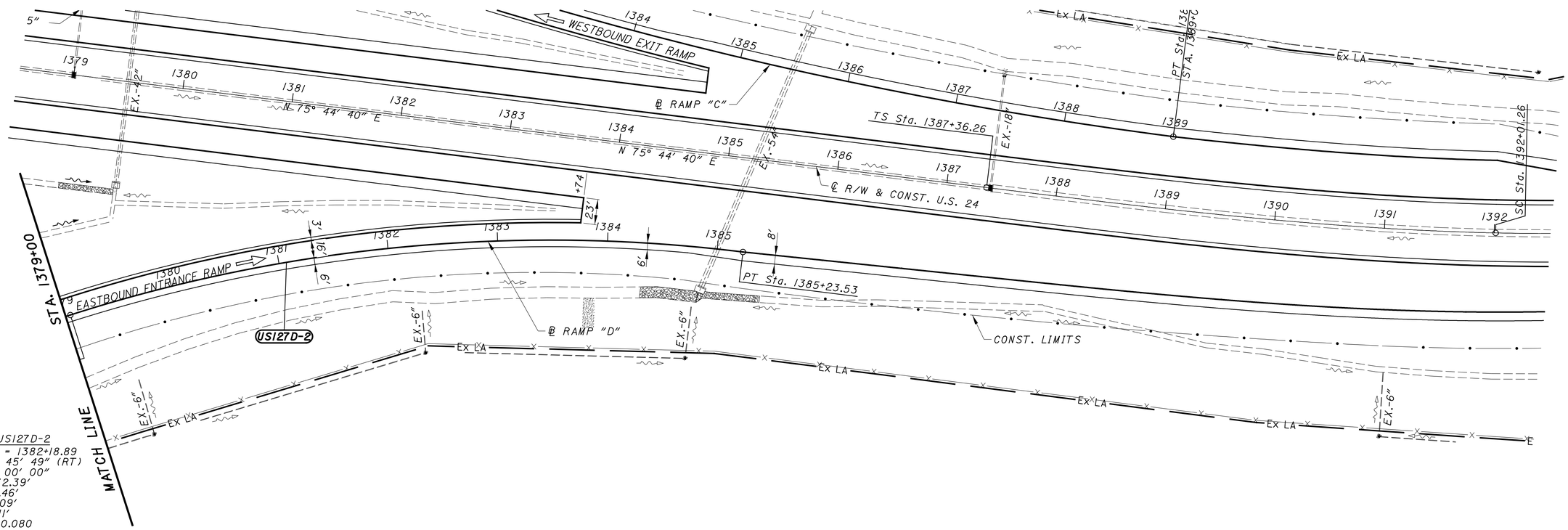
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.110 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:07:46 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP01_US127D.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET 0 25 50 100

PLAN - U.S. 127 RAMP "D"
STA. 1379+00 TO STA. 1385+23.53

DESIGN AGENCY

DESIGNER MJS

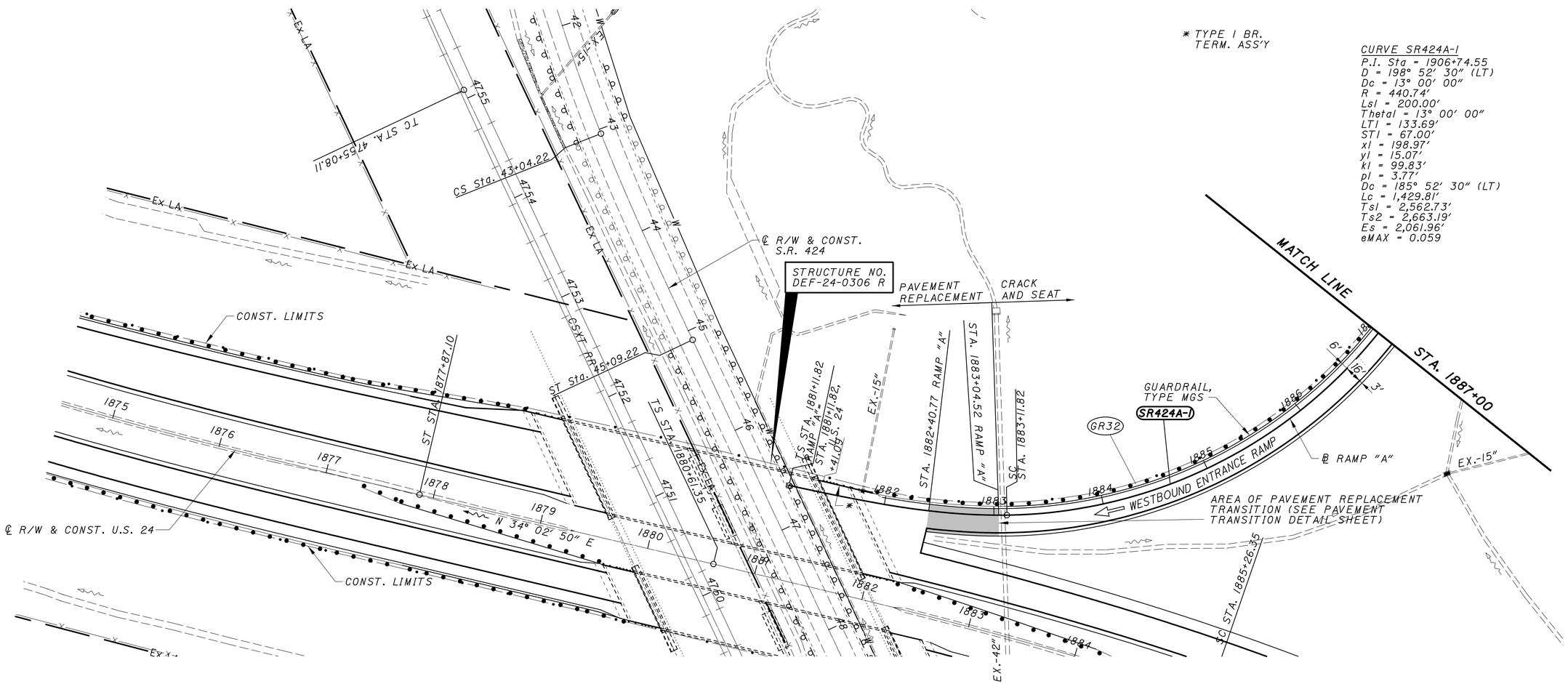
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.111 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:08:00 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP02_US127D.dgn



LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - BALTIMORE ST. RAMP "A"
STA. 1881+11.82 TO STA. 1887+00

DESIGN AGENCY

DESIGNER
MJS

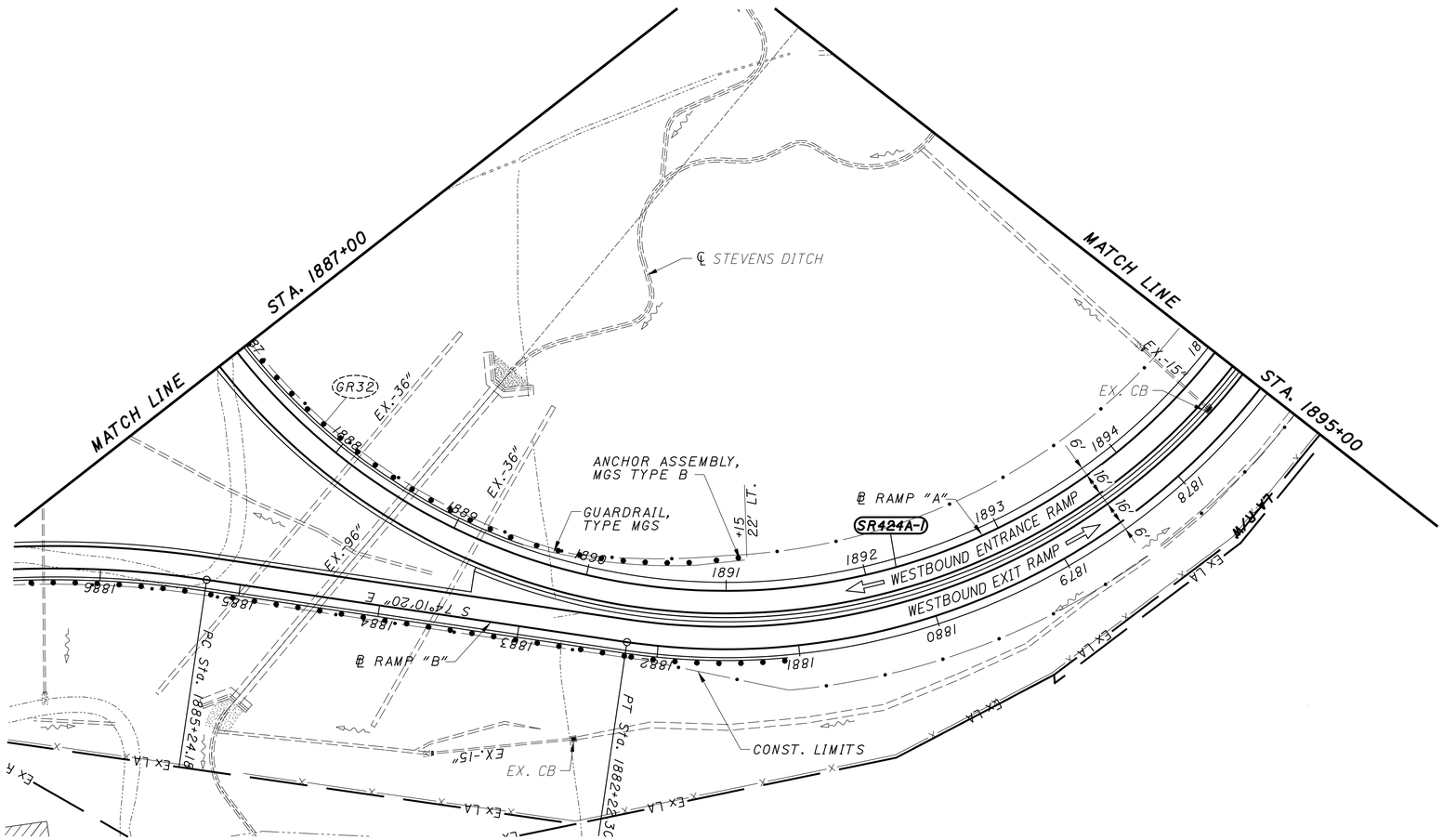
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.112 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:08:11 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP01_SR424A.dgn



CURVE SR424A-I
P.I. Sta = 1906+74.55
D = 198° 52' 30" (LT)
Dc = 13° 00' 00"
R = 440.74'
Lsl = 200.00'
Thetal = 13° 00' 00"
LTI = 133.69'
STI = 67.00'
xl = 198.97'
yl = 15.07'
kl = 99.83'
pl = 3.77'
Dc = 185° 52' 30" (LT)
Lc = 1,429.81'
Tsl = 2,562.73'
Ts2 = 2,663.19'
Es = 2,061.96'
eMAX = 0.059

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - BALTIMORE ST. RAMP "A"
STA. 1887+00 TO STA. 1895+00

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.113 TOTAL 258

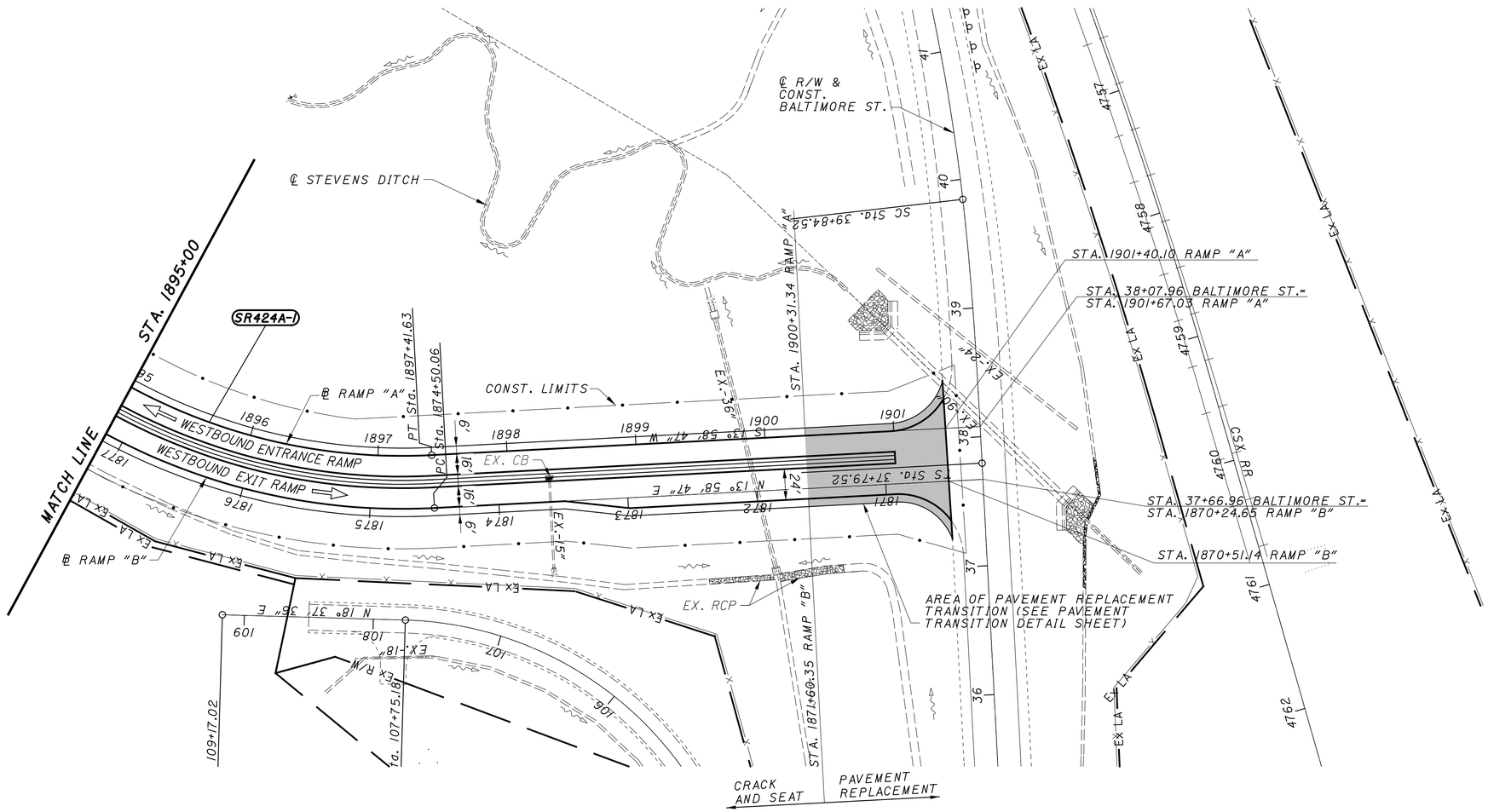
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:08:21 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP02_SR424A.dgn

CURVE SR424B-1
P.I. Sta = 1879+48.32
D = 91° 44′ 32″ (RT)
Dc = 11° 52′ 48″
R = 482.29′
T = 497.18′
L = 772.24′
E = 210.38′
eMAX = 0.059

CURVE SR424-2
P.I. Sta = 41+46.80
D = 18° 21′ 53″ (LT)
Dc = 3° 30′ 00″
R = 1,637.02′
Ls = 205.00′
Theta = 3° 35′ 15″
LT = 136.69′
ST = 68.36′
x = 204.92′
y = 4.28′
k = 102.49′
p = 1.07′
Dc = 11° 11′ 23″ (LT)
Lc = 319.70′
Ts = 367.28′
Es = 22.33′
eMAX = 0.076

CURVE SR424A-1
P.I. Sta = 1906+74.55
D = 198° 52′ 30″ (LT)
Dc = 13° 00′ 00″
R = 440.74′
Lsl = 200.00′
Thetal = 13° 00′ 00″
LTl = 133.69′
STl = 67.00′
xl = 198.97′
yl = 15.07′
kl = 99.83′
pl = 3.77′
Dc = 185° 52′ 30″ (LT)
Lc = 1,429.81′
Tsl = 2,562.73′
Ts2 = 2,663.19′
Es = 2,061.96′
eMAX = 0.059



LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

PLAN - BALTIMORE ST. RAMP "A"
STA. 1895+00 TO STA. 1901+67.03

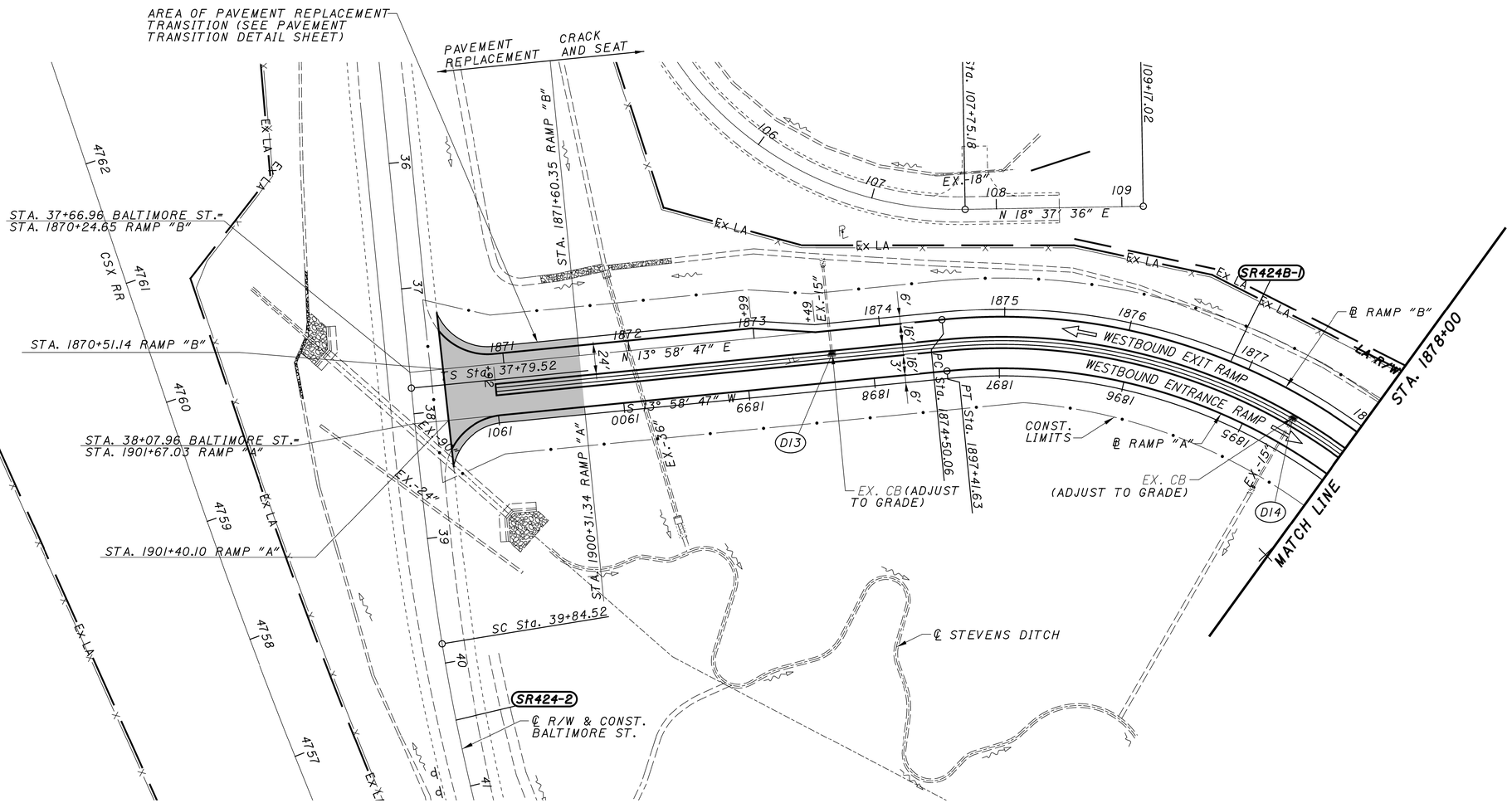
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.114 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:08:35 PM USER: mslefler
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Pauldin g\117367\400-Engineering\Roadway\Sheets\117367_GP03_SR424A.dgn

CURVE SR424B-1
P.I. Sta = 1879+47.24
D = 91° 44′ 32″ (RT)
Dc = 11° 52′ 48″
R = 482.29′
T = 497.18′
L = 772.24′
E = 210.38′
eMAX = 0.058



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

LEGEND:
- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

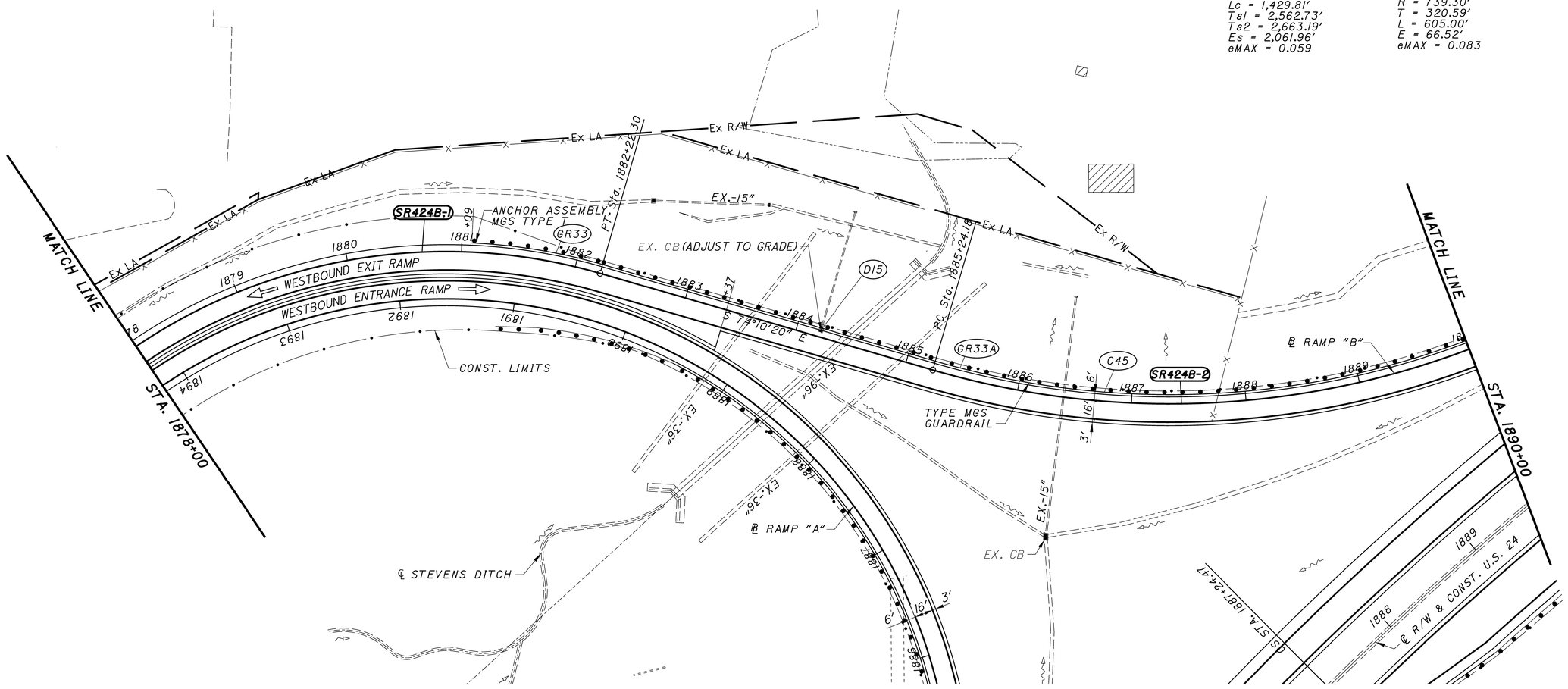
PLAN - BALTIMORE ST. RAMP "B"
STA. 1870+25.73 TO STA. 1878+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.115 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 1:17:48 PM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP01_SR424B.dgn



CURVE SR424A-1

P.I. Sta = 1906+74.55
D = 198° 52′ 30″ (LT)
Dc = 13° 00′ 00″
R = 440.74′
Lsl = 200.00′
Thetal = 13° 00′ 00″
LTl = 133.69′
STl = 67.00′
xl = 198.97′
yl = 15.07′
kl = 99.83′
pl = 3.77′
Dc = 185° 52′ 30″ (LT)
Lc = 1,429.81′
Tsl = 2,562.73′
Ts2 = 2,663.19′
Es = 2,061.96′
eMAX = 0.059

CURVE SR424B-1

P.I. Sta = 1879+47.24
D = 91° 44′ 32″ (RT)
Dc = 11° 52′ 48″
R = 482.29′
T = 497.18′
L = 772.24′
E = 210.38′
eMAX = 0.058

CURVE SR424B-2

P.I. Sta = 1888+44.78
D = 46° 53′ 15″ (LT)
Dc = 7° 45′ 00″
R = 739.30′
T = 320.59′
L = 605.00′
E = 66.52′
eMAX = 0.083

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET 0 25 50 100

PLAN - BALTIMORE ST. RAMP "B"
STA. 1878+00 TO STA. 1890+00

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.116 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 11:01:20 AM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP02_SR424B.dgn

CURVE SR424C-1

P.I. Sta = 1895+79.78
D = 22° 48′ 47″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
Ls2 = 200.00′
Theta2 = 16° 00′ 00″
LT2 = 127.68′
ST2 = 73.46′
x2 = 198.29′
y2 = 20.25′
k2 = 99.74′
p2 = 3.77′
Dc = 6° 48′ 47″ (RT)
Lc = 454.21′
Tsl = 479.78′
Ts2 = 182.09′
Es = 30.01′
eMAX = 0.041

CURVE SR424C-2

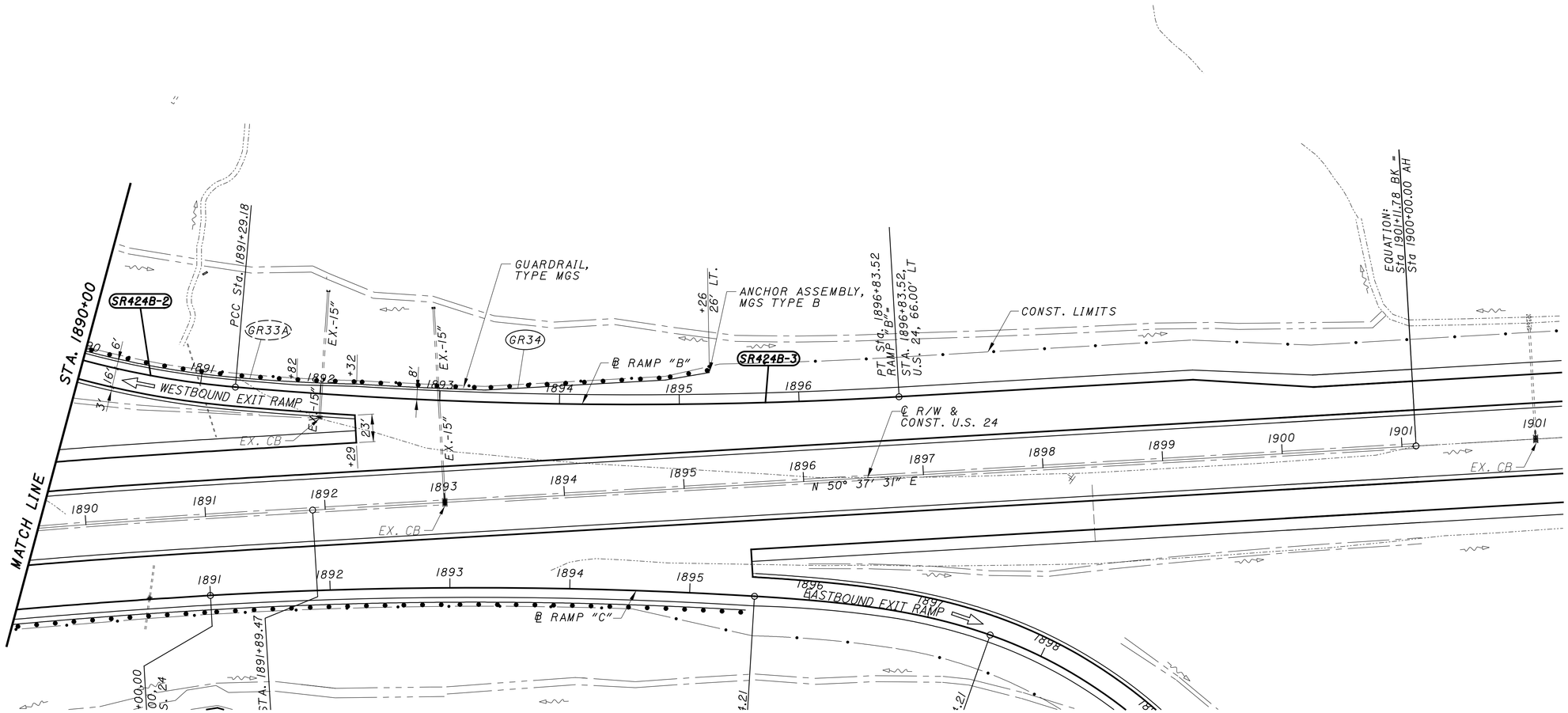
P.I. Sta = 1902+74.66
D = 105° 13′ 08″ (RT)
Dc = 14° 24′ 14″
R = 397.78′
T = 520.45′
L = 730.49′
E = 257.28′
eMAX = 0.060

CURVE SR424B-2

P.I. Sta = 1888+44.78
D = 46° 53′ 15″ (LT)
Dc = 7° 45′ 00″
R = 739.30′
T = 320.59′
L = 605.00′
E = 66.52′
eMAX = 0.083

CURVE SR424B-3

P.I. Sta = 1894+06.84
D = 8° 18′ 54″ (LT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 277.66′
L = 554.34′
E = 10.08′
eMAX = 0.041



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET 0 25 50 100

PLAN - BALTIMORE ST. RAMP "B" STA. 1890+00 TO STA. 1896+83.52

DESIGN AGENCY

DESIGNER MJS

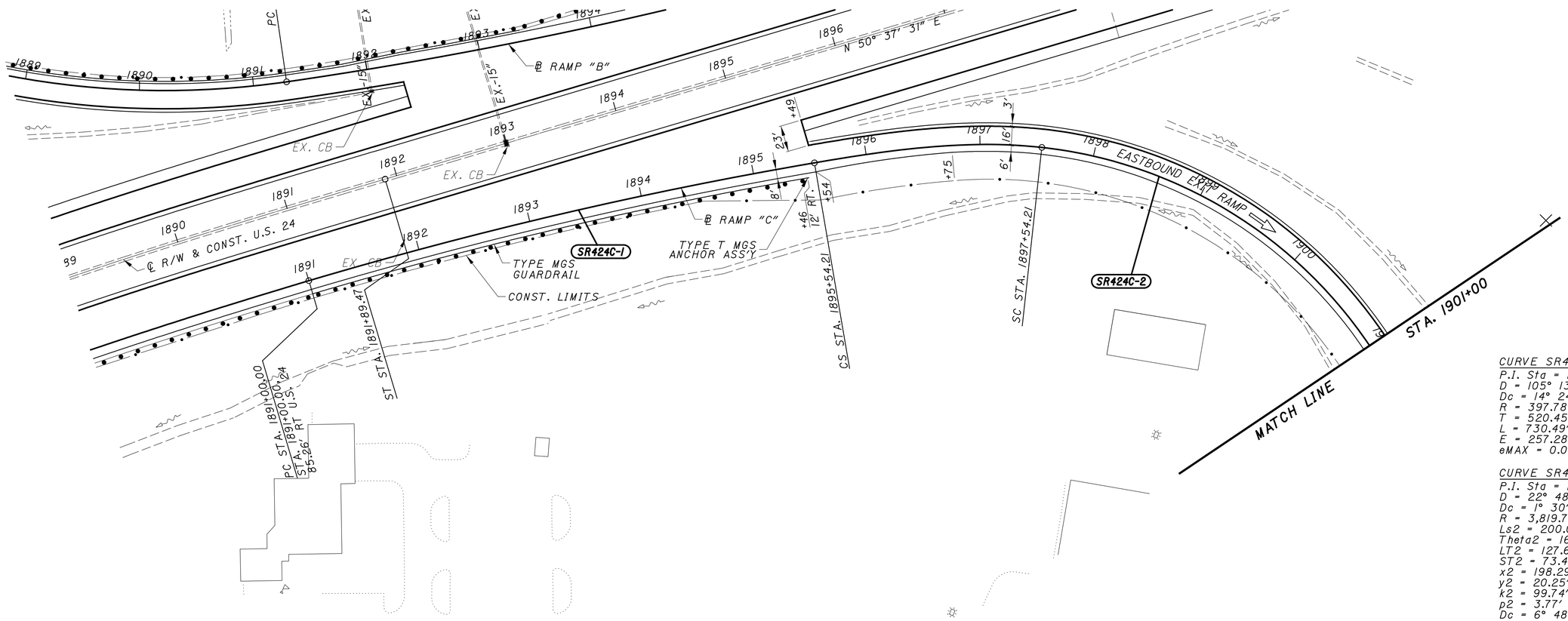
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.117 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:09:07 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP03_SR424B.dgn



CURVE SR424C-2
P.I. Sta = 1902+74.66
D = 105° 13' 08" (RT)
Dc = 14° 24' 14"
R = 397.78'
T = 520.45'
L = 730.49'
E = 257.28'
eMAX = 0.060

CURVE SR424C-1
P.I. Sta = 1895+79.78
D = 22° 48' 47" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
Ls2 = 200.00'
Theta2 = 16° 00' 00"
LT2 = 127.68'
ST2 = 73.46'
x2 = 198.29'
y2 = 20.25'
k2 = 99.74'
p2 = 3.77'
Dc = 6° 48' 47" (RT)
Lc = 454.21'
Ts1 = 479.78'
Ts2 = 182.09'
Es = 30.01'
eMAX = 0.041

LEGEND:

- PAVEMENT REPLACEMENT

- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - BALTIMORE ST. RAMP "C"
STA. 1891+00 RO STA. 1901+00

DESIGN AGENCY

DESIGNER MJS

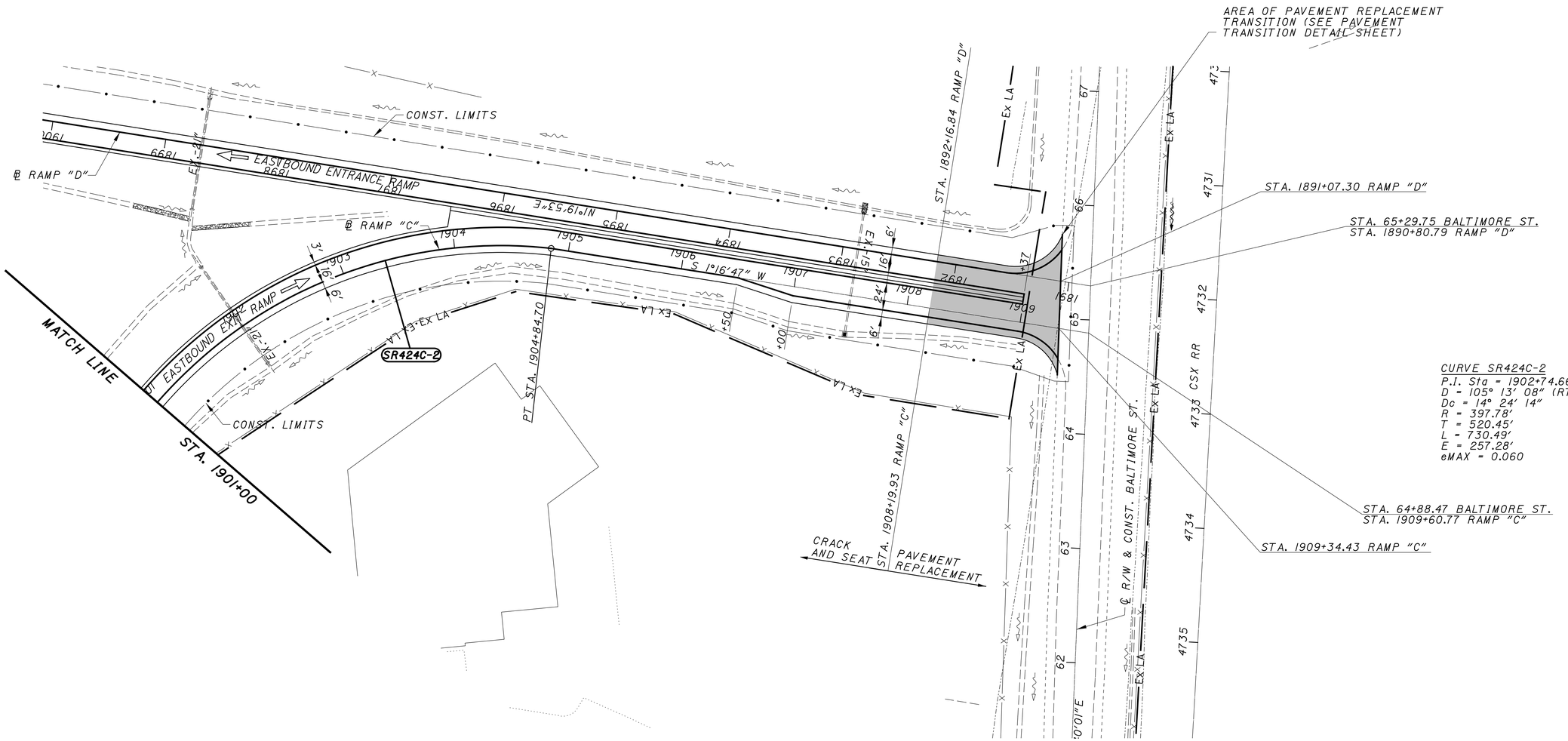
REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.118 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:09:19 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP01_SR424C.dgn



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET 0 25 50 100

PLAN - BALTIMORE ST. RAMP "C"
STA. 1901+00 TO STA. 1909+61.43

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

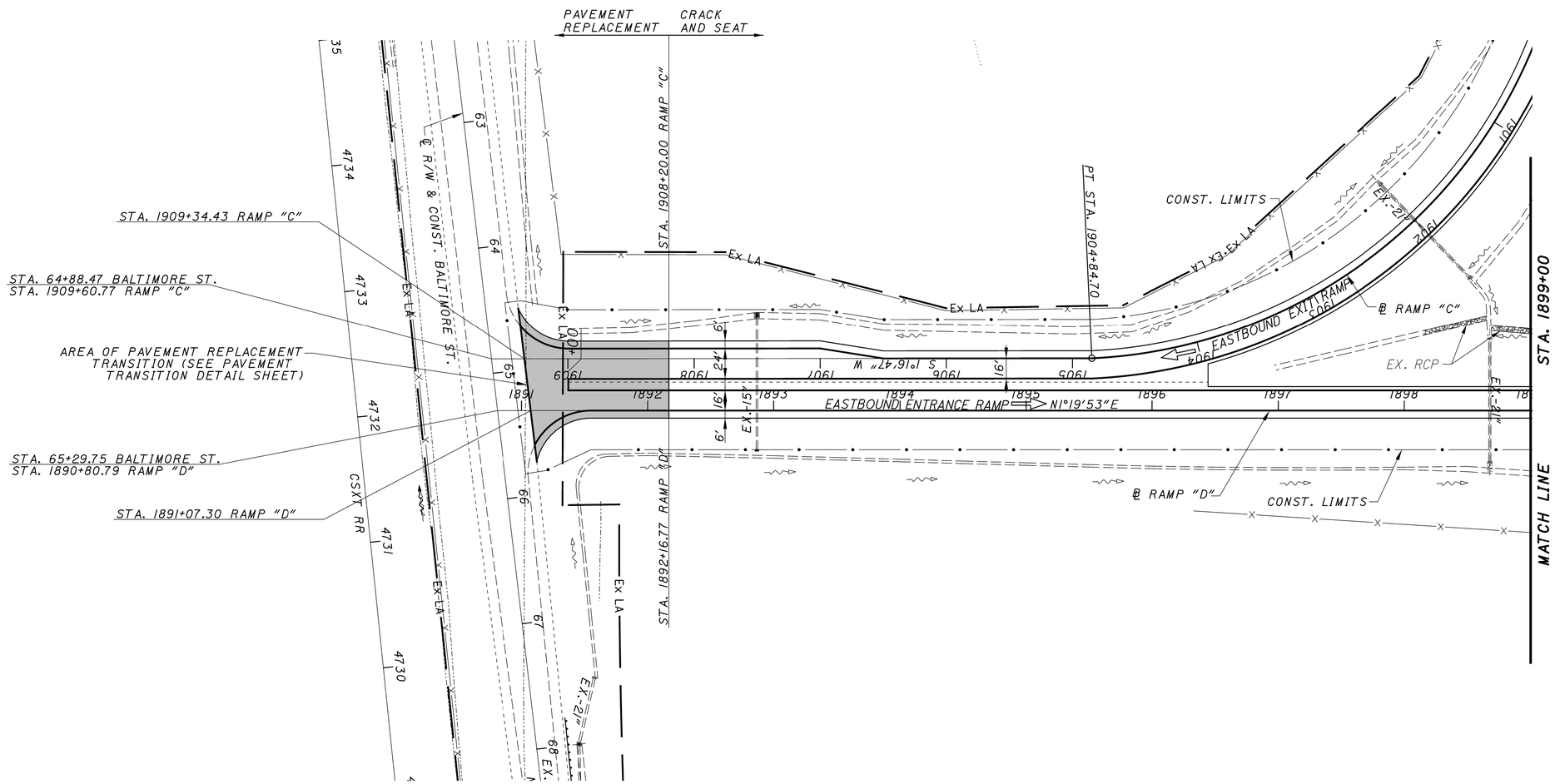
PROJECT ID 117367

SHEET P.119 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:09:31 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP02_SR424C.dgn

CURVE SR424C-2
P.I. Sta = 1902+74.66
D = 105° 13′ 08″ (RT)
Dc = 14° 24′ 14″
R = 397.78′
T = 520.45′
L = 730.49′
E = 257.28′
eMAX = 0.060



LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

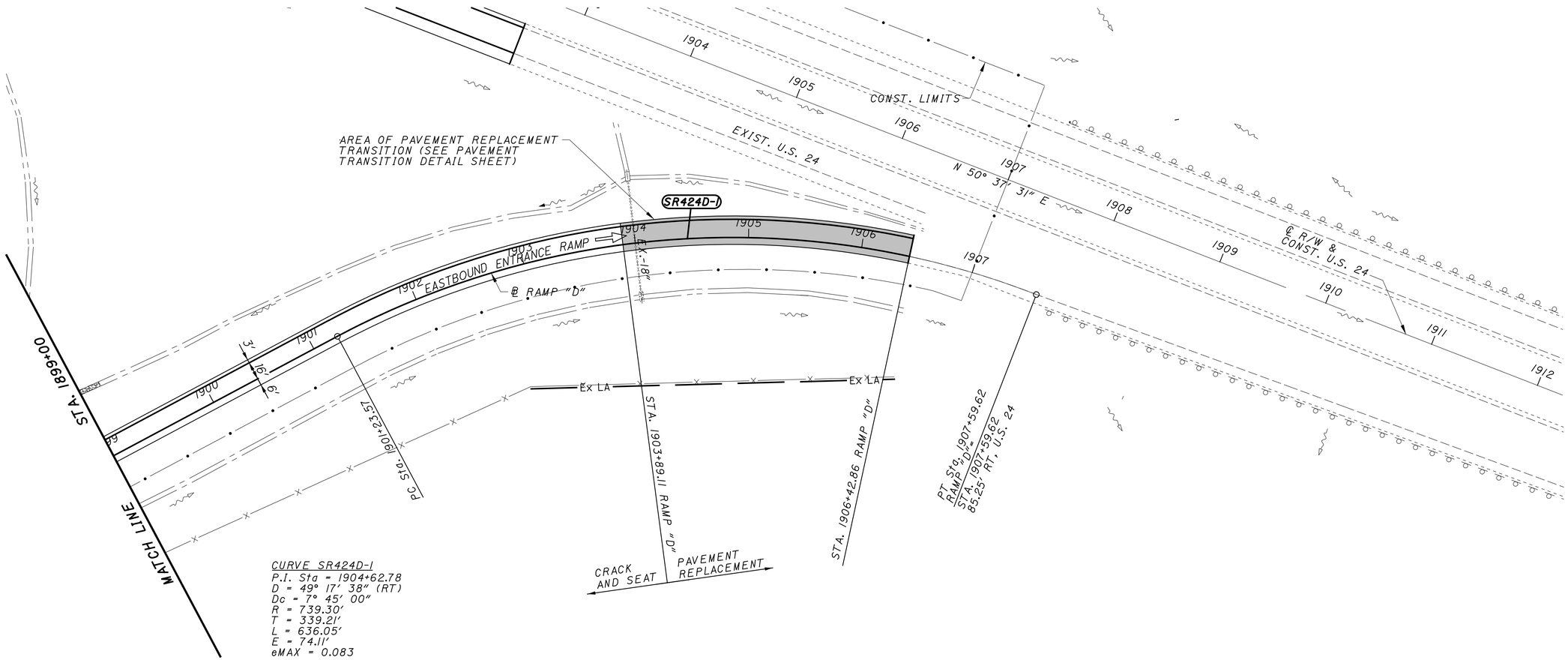
PLAN - BALTIMORE ST. RAMP "D"
STA. 1890+80.79 TO STA. 1899+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.120 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 1:12:11 PM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP01_SR424D.dgn



CURVE SR424D-I
P.I. Sta = 1904+62.78
D = 49° 17' 38" (RT)
Dc = 7° 45' 00"
R = 739.30'
T = 339.21'
L = 636.05'
E = 74.11'
eMAX = 0.083

LEGEND:

- PAVEMENT REPLACEMENT
- TOTAL CARRIED FROM ADJACENT SHEET

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
9-19	TYPICAL SECTIONS
170-173	SUPERELEVATION TABLE
41	ESTIMATED QUANTITY SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - BALTIMORE ST. RAMP "D"
STA. 1899+00 TO STA. 1907+59.62

DESIGN AGENCY

DESIGNER
MJS

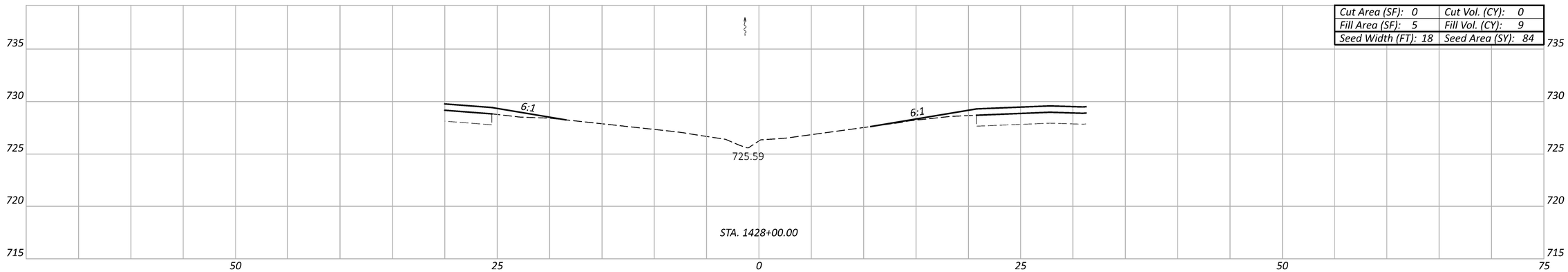
REVIEWER
MJM 10-13-23

PROJECT ID
117367

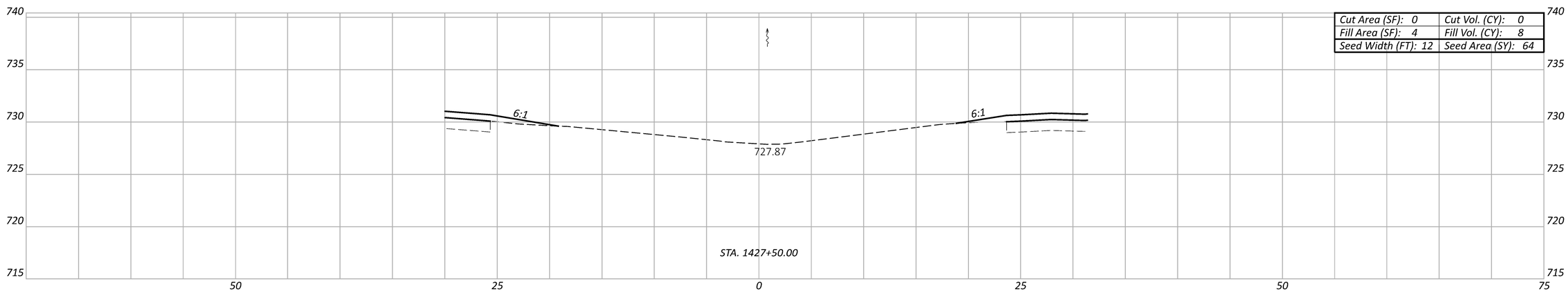
SHEET P.121 TOTAL 258

PAU/DEF-24-12.30/0.00

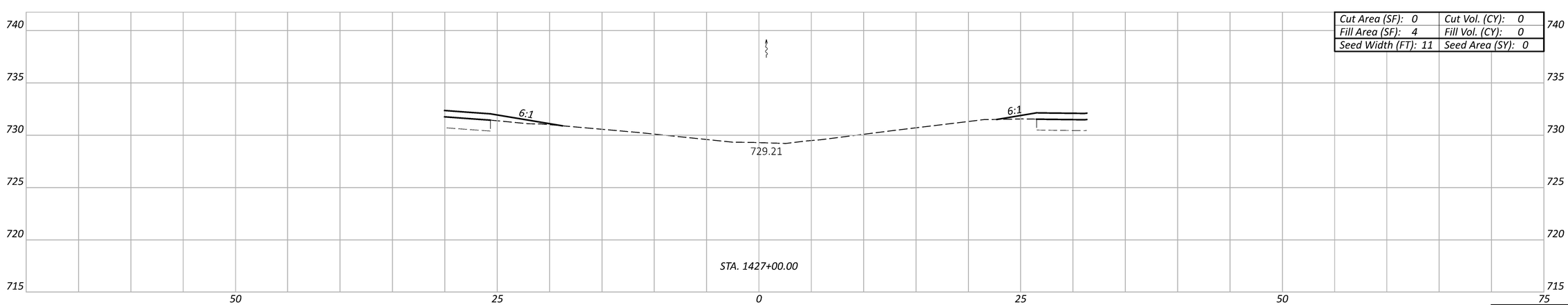
MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:09:53 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GP02_SR424D.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 9
Seed Width (FT): 18	Seed Area (SY): 84



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 12	Seed Area (SY): 64



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 0
Seed Width (FT): 11	Seed Area (SY): 0

Sheet Totals		
Seeding	Cut	Fill
148	0	17

U.S. 24 - CROSS SECTIONS (EMERGENCY TURNAROUND)
STA. 1427+00.00 TO STA. 1428+00.00

DESIGN AGENCY

DESIGNER
MJS

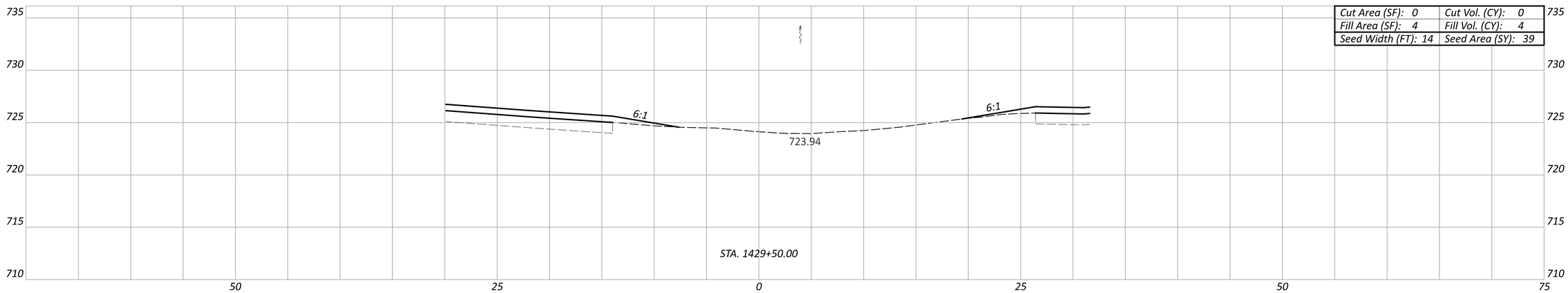
REVIEWER
MJM 10-13-23

PROJECT ID
117367

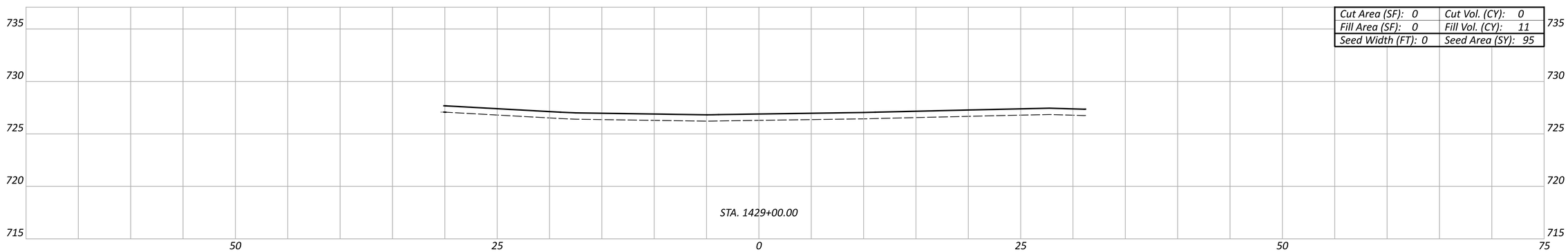
SHEET P.122 TOTAL 258

PAU/DEF-24-12.30/0.00

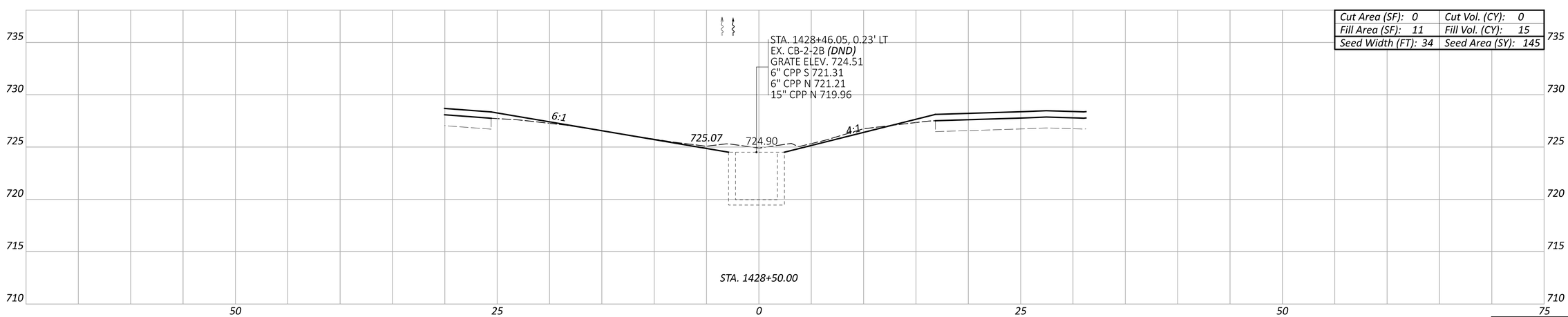
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1427+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:10:05 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS200.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 4
Seed Width (FT): 14	Seed Area (SY): 39



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 11
Seed Width (FT): 0	Seed Area (SY): 95



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 11	Fill Vol. (CY): 15
Seed Width (FT): 34	Seed Area (SY): 145

Sheet Totals		
Seeding	Cut	Fill
279	0	30

U.S. 24 - CROSS SECTIONS (EMERGENCY TURNAROUND) (MEDIAN AT C.R. 115)
STA. 1428+50.00 TO STA. 1429+50.00

DESIGN AGENCY

DESIGNER
MJS

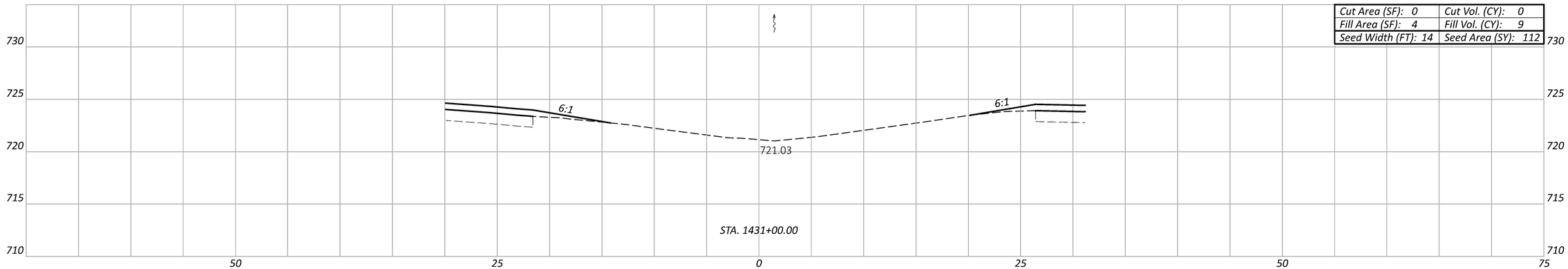
REVIEWER
MJM 10-13-23

PROJECT ID
117367

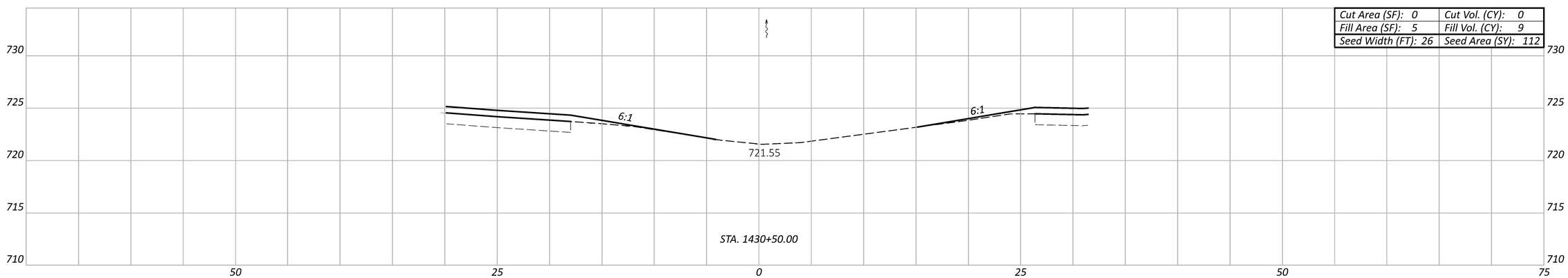
SHEET P.123 TOTAL 258

PAU/DEF-24-12.30/0.00

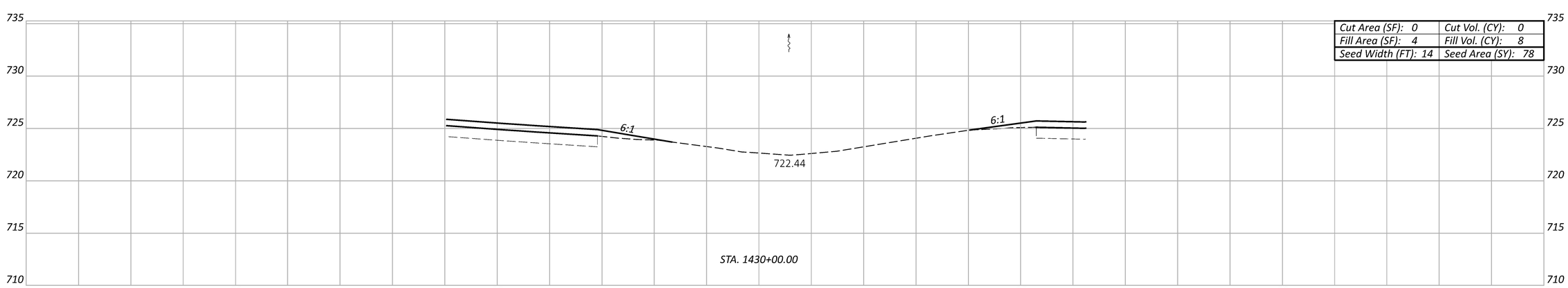
MODEL: CLK_RW_PAU-DEF_24_12.30-0.00 - 1428+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 1:43:43 PM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS200.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 9
Seed Width (FT): 14	Seed Area (SY): 112



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 9
Seed Width (FT): 26	Seed Area (SY): 112



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 14	Seed Area (SY): 78

Sheet Totals		
Seeding	Cut	Fill
302	0	26

U.S. 24 - CROSS SECTIONS (EMERGENCY TURNAROUND) (MEDIAN AT C.R. 115)
STA. 1430+00.00 TO STA. 1431+00.00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

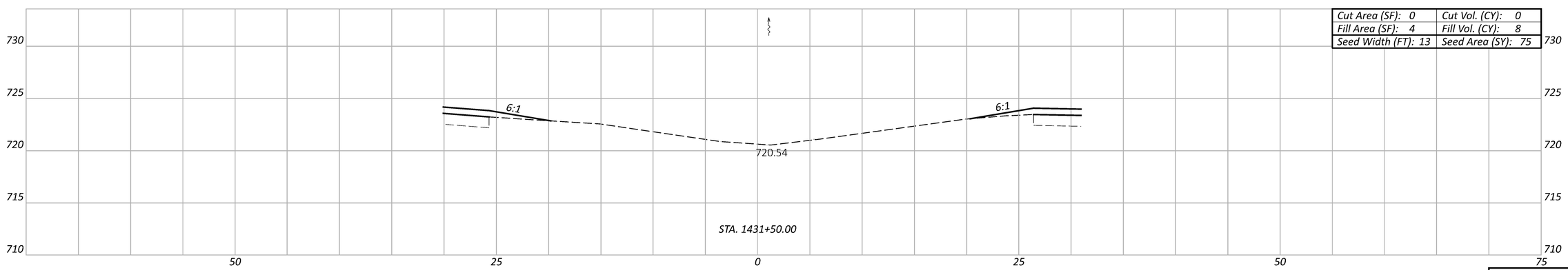
SHEET P.124 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1430+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:10:42 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS200.dgn

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1431+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:10:58 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS200.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 13	Seed Area (SY): 75

Sheet Totals		
Seeding	Cut	Fill
75	0	8

U.S. 24 - CROSS SECTIONS (EMERGENCY TURNAROUND) (MEDIAN AT C.R. 115)
STA. 1431+50.00

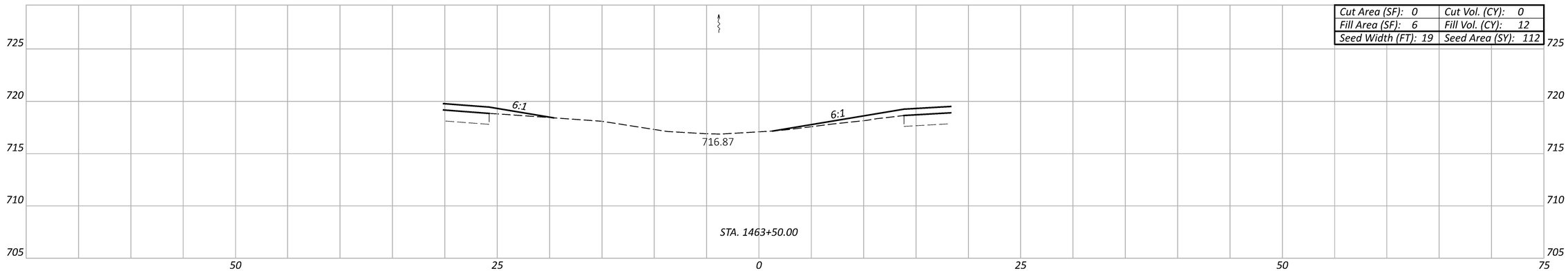
DESIGN AGENCY

DESIGNER
MJS

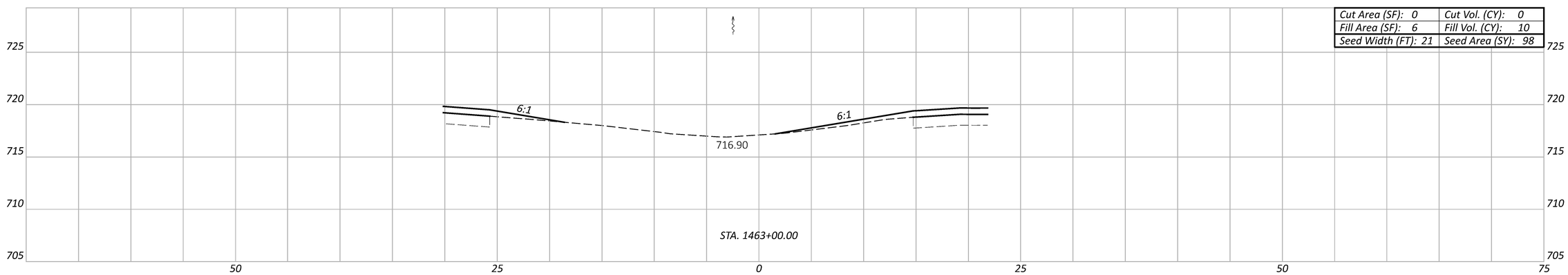
REVIEWER
MJM 10-13-23

PROJECT ID
117367

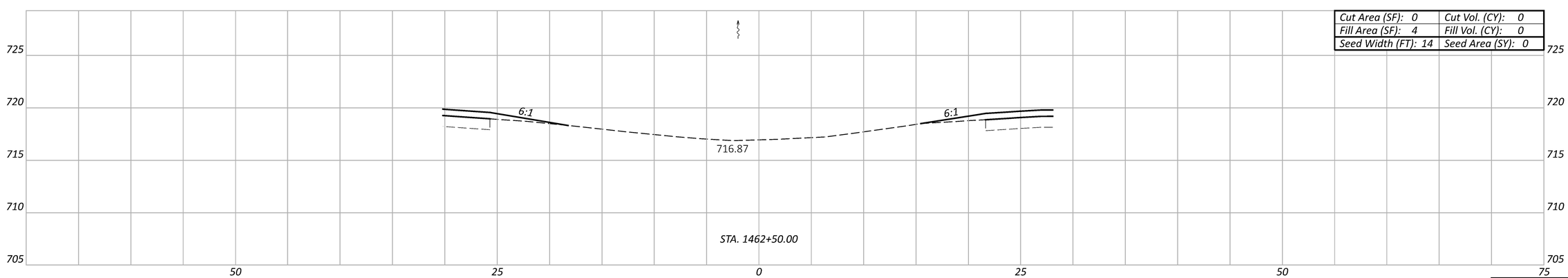
SHEET P.125 TOTAL 258



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 6	Fill Vol. (CY): 12
Seed Width (FT): 19	Seed Area (SY): 112



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 6	Fill Vol. (CY): 10
Seed Width (FT): 21	Seed Area (SY): 98



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 0
Seed Width (FT): 14	Seed Area (SY): 0

Sheet Totals		
Seeding	Cut	Fill
210	0	22

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1462+50.00 TO STA. 1463+50.00

DESIGN AGENCY

DESIGNER
MJS

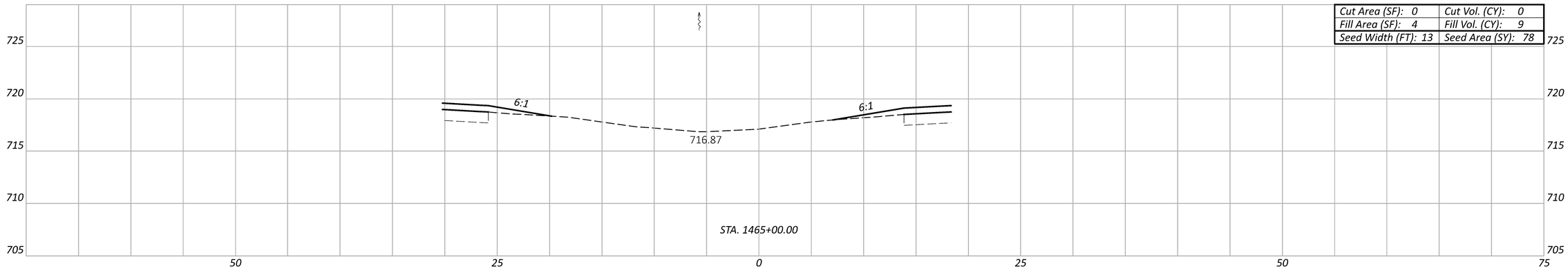
REVIEWER
MJM 10-13-23

PROJECT ID
117367

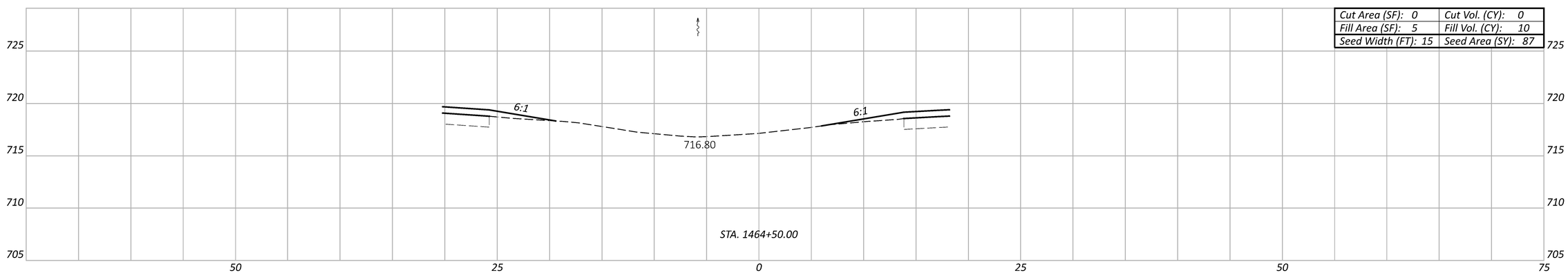
SHEET P.126 TOTAL 258

PAU/DEF-24-12.30/0.00

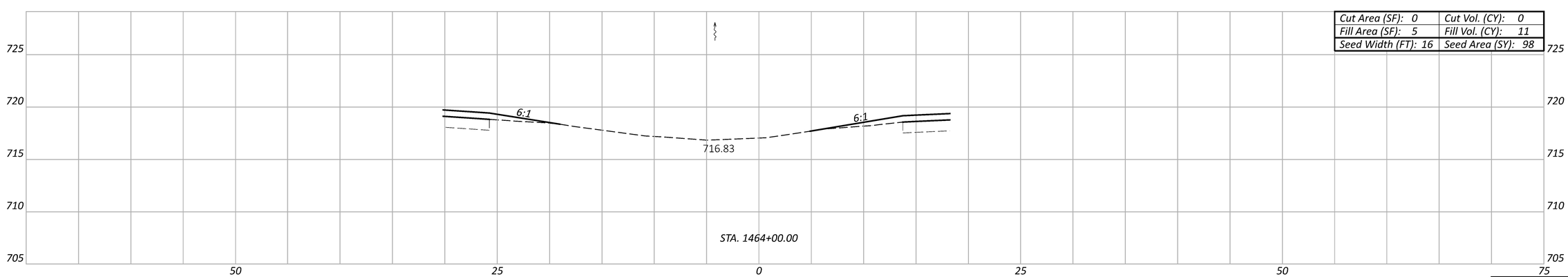
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1462+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:11:21 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 9
Seed Width (FT): 13	Seed Area (SY): 78



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 10
Seed Width (FT): 15	Seed Area (SY): 87



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 11
Seed Width (FT): 16	Seed Area (SY): 98

Sheet Totals		
Seeding	Cut	Fill
263	0	30

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1464+00.00 TO STA. 1465+00.00

DESIGN AGENCY

DESIGNER
MJS

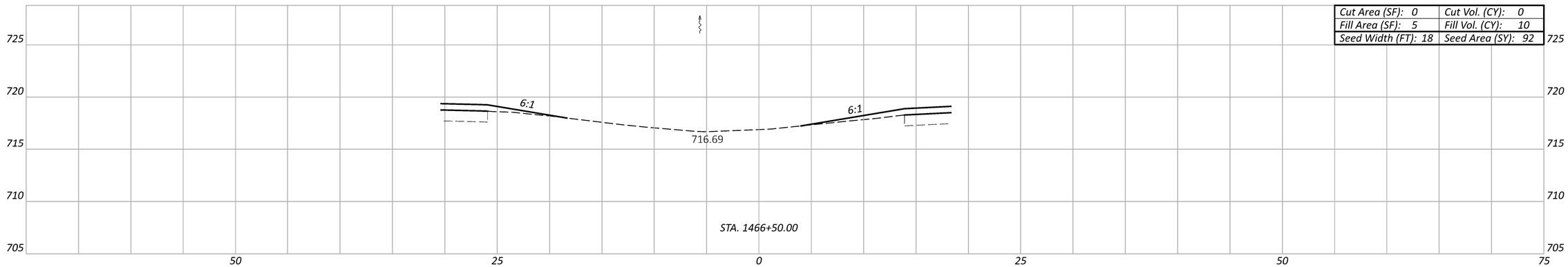
REVIEWER
MJM 10-13-23

PROJECT ID
117367

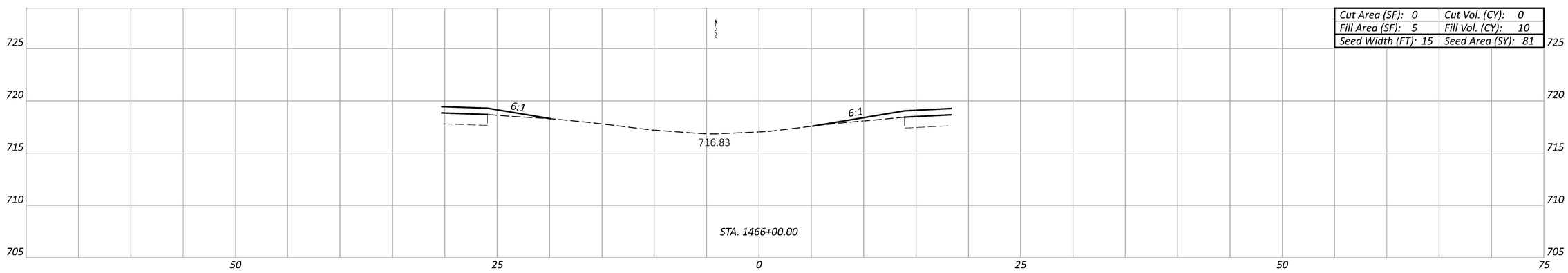
SHEET P.127 TOTAL 258

PAU/DEF-24-12.30/0.00

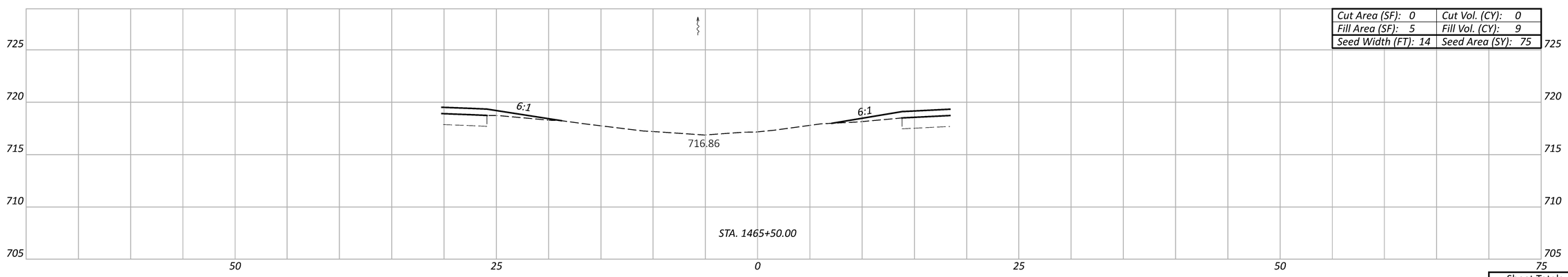
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1464+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:11:39 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 10
Seed Width (FT): 18	Seed Area (SY): 92



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 10
Seed Width (FT): 15	Seed Area (SY): 81



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 9
Seed Width (FT): 14	Seed Area (SY): 75

Sheet Totals		
Seeding	Cut	Fill
248	0	29

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1465+50.00 TO STA. 1466+50.00

DESIGN AGENCY

DESIGNER
MJS

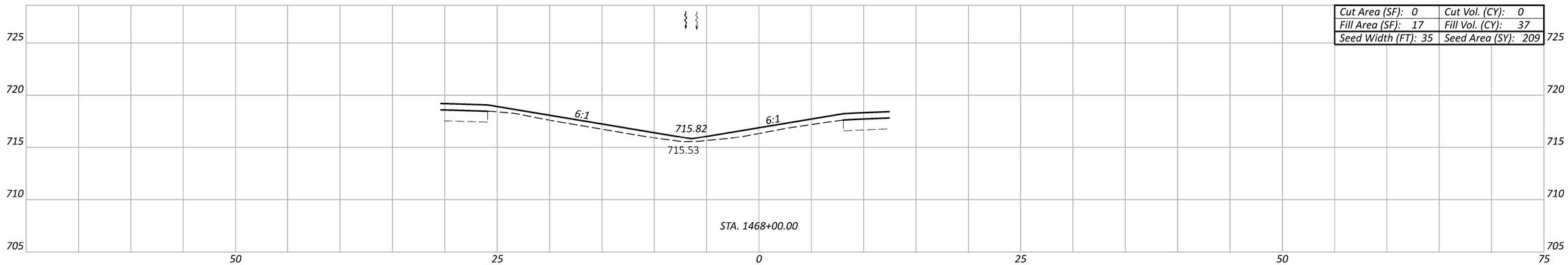
REVIEWER
MJM 10-13-23

PROJECT ID
117367

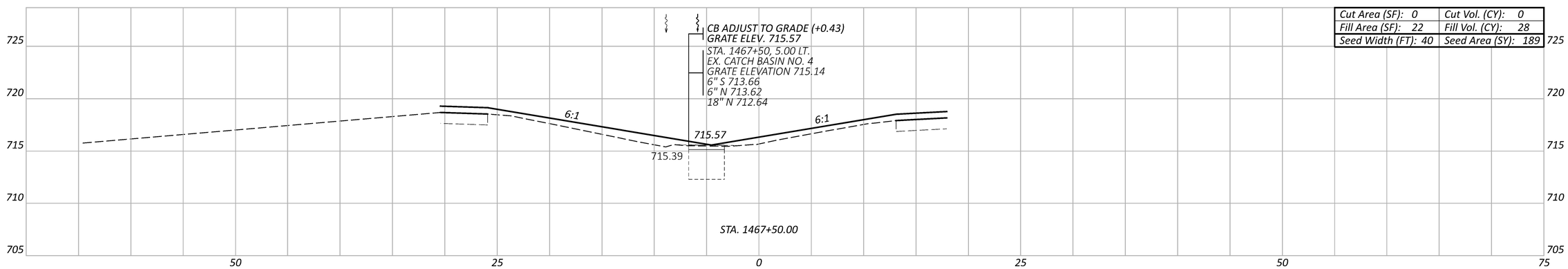
SHEET P.128 TOTAL 258

PAU/DEF-24-12.30/0.00

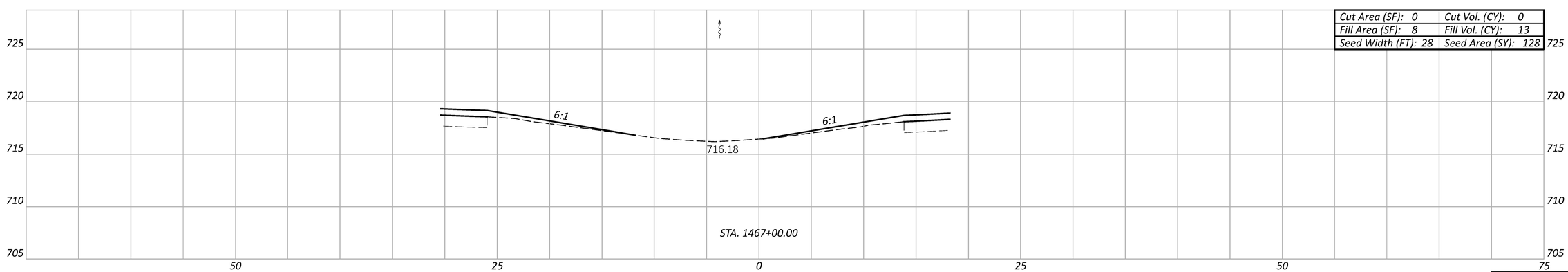
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1465+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:11:54 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 17	Fill Vol. (CY): 37
Seed Width (FT): 35	Seed Area (SY): 209



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 22	Fill Vol. (CY): 28
Seed Width (FT): 40	Seed Area (SY): 189



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 8	Fill Vol. (CY): 13
Seed Width (FT): 28	Seed Area (SY): 128

Sheet Totals		
Seeding	Cut	Fill
526	0	78

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1467+00.00 TO STA. 1468+00.00

DESIGN AGENCY

DESIGNER
MJS

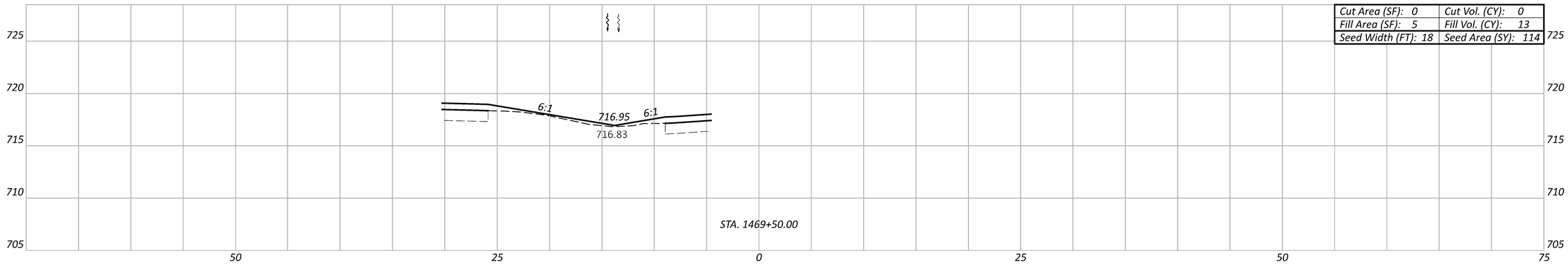
REVIEWER
MJM 10-13-23

PROJECT ID
117367

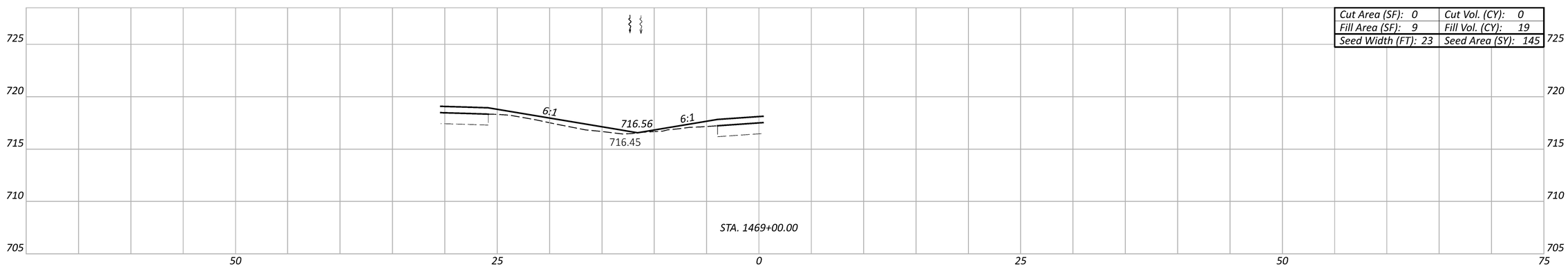
SHEET P.129 TOTAL 258

PAU/DEF-24-12.30/0.00

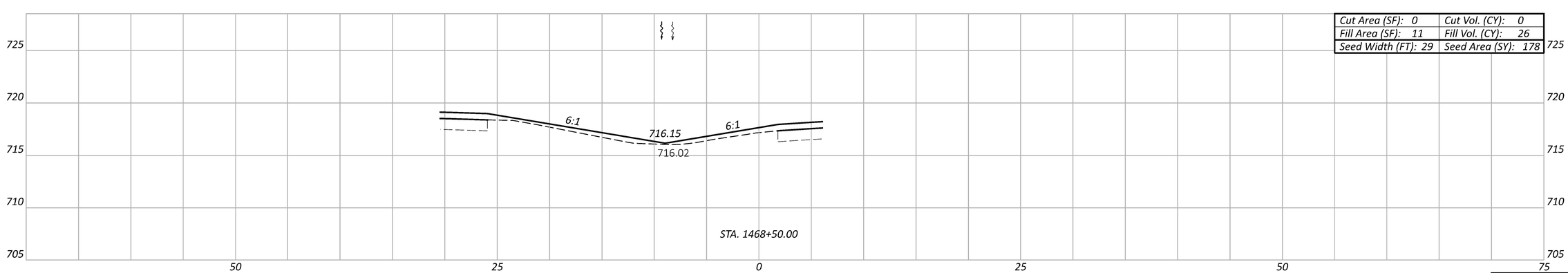
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1467+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:12:18 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 13
Seed Width (FT): 18	Seed Area (SY): 114



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 9	Fill Vol. (CY): 19
Seed Width (FT): 23	Seed Area (SY): 145



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 11	Fill Vol. (CY): 26
Seed Width (FT): 29	Seed Area (SY): 178

Sheet Totals		
Seeding	Cut	Fill
437	0	58

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1468+50.00 TO STA. 1469+50.00

DESIGN AGENCY

DESIGNER
MJS

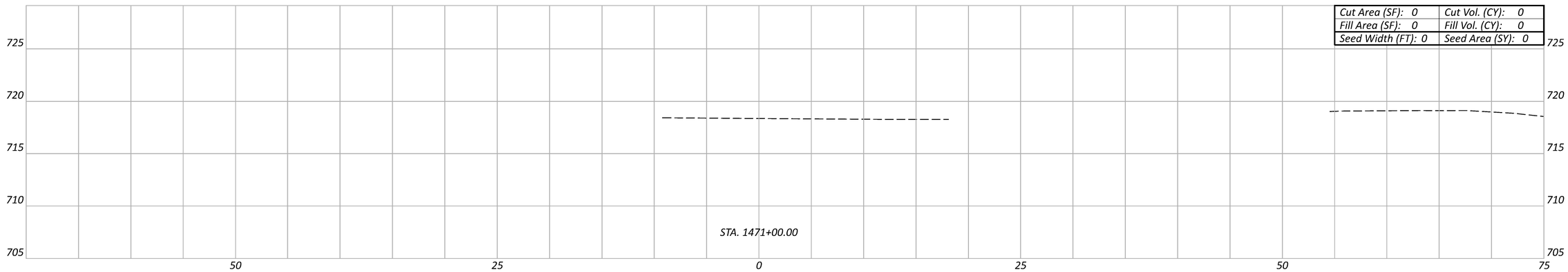
REVIEWER
MJM 10-13-23

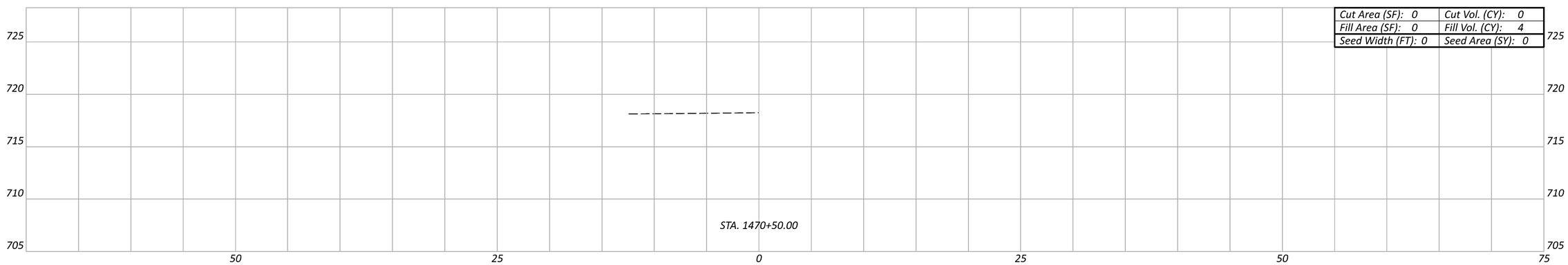
PROJECT ID
117367

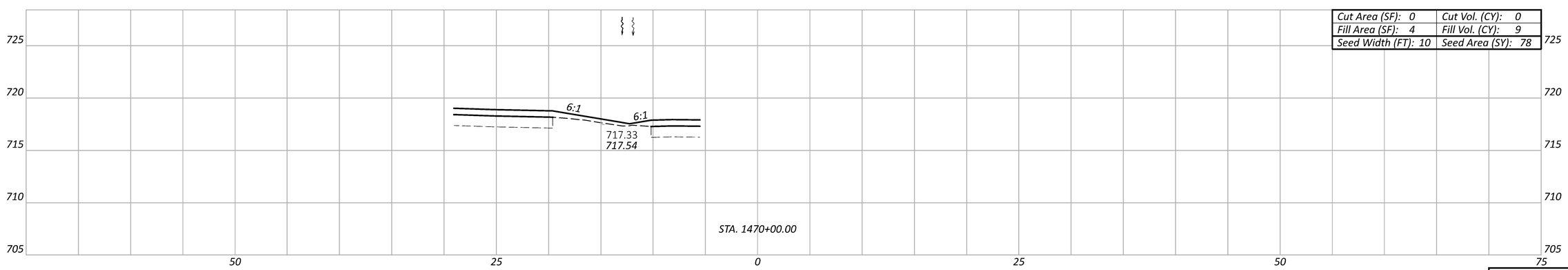
SHEET P.130 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1468+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:12:35 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn







Sheet Totals		
Seeding	Cut	Fill
78	0	13

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1470+00.00 TO STA. 1471+00.00

DESIGN AGENCY

DESIGNER
MJS

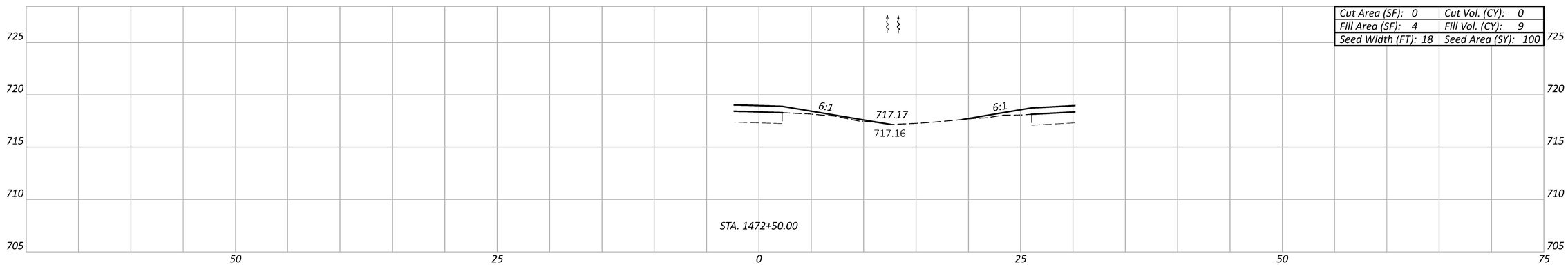
REVIEWER
MJM 10-13-23

PROJECT ID
117367

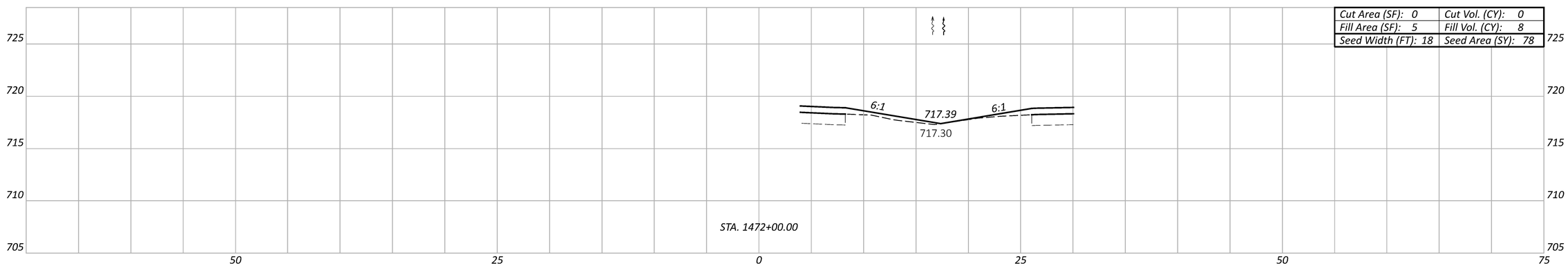
SHEET P.131 TOTAL 258

PAU/DEF-24-12.30/0.00

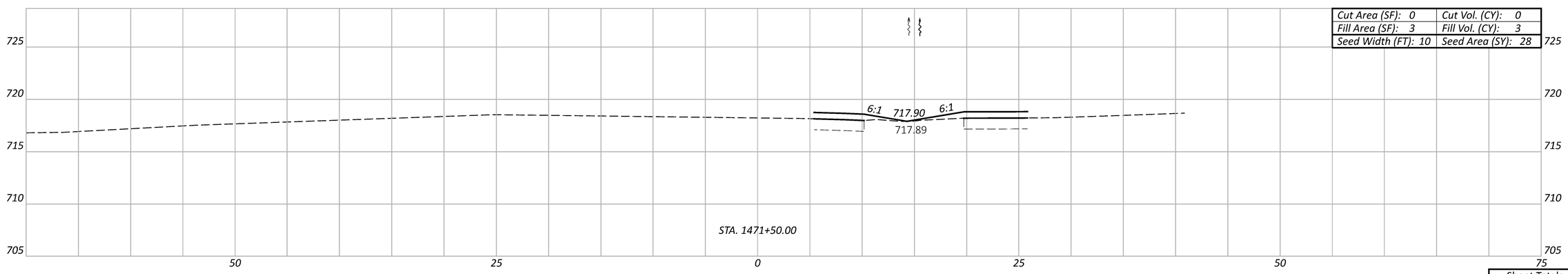
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1470+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:12:50 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 9
Seed Width (FT): 18	Seed Area (SY): 100



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 8
Seed Width (FT): 18	Seed Area (SY): 78



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 3	Fill Vol. (CY): 3
Seed Width (FT): 10	Seed Area (SY): 28

Sheet Totals		
Seeding	Cut	Fill
206	0	20

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1471+50.00 TO STA. 1472+50.00

DESIGN AGENCY

DESIGNER
MJS

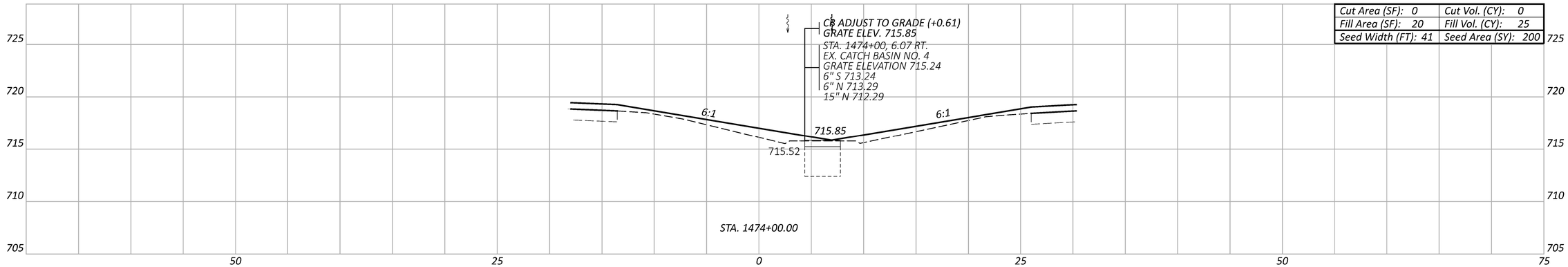
REVIEWER
MJM 10-13-23

PROJECT ID
117367

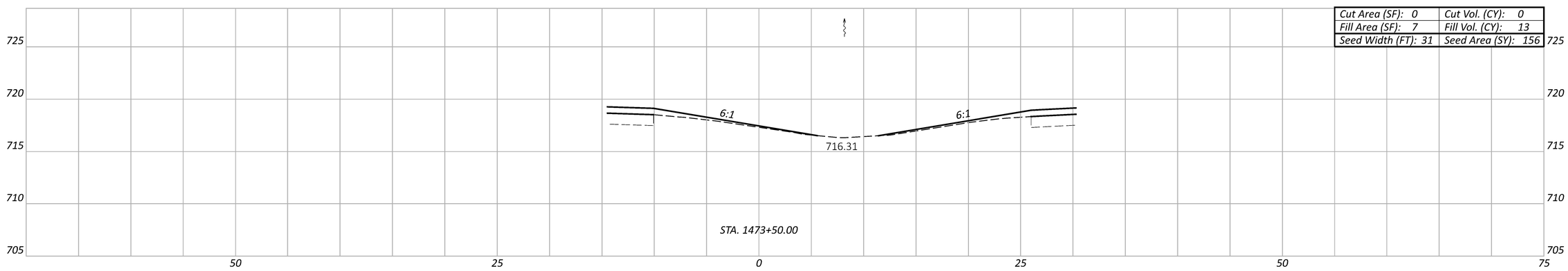
SHEET P.132 TOTAL 258

PAU/DEF-24-12.30/0.00

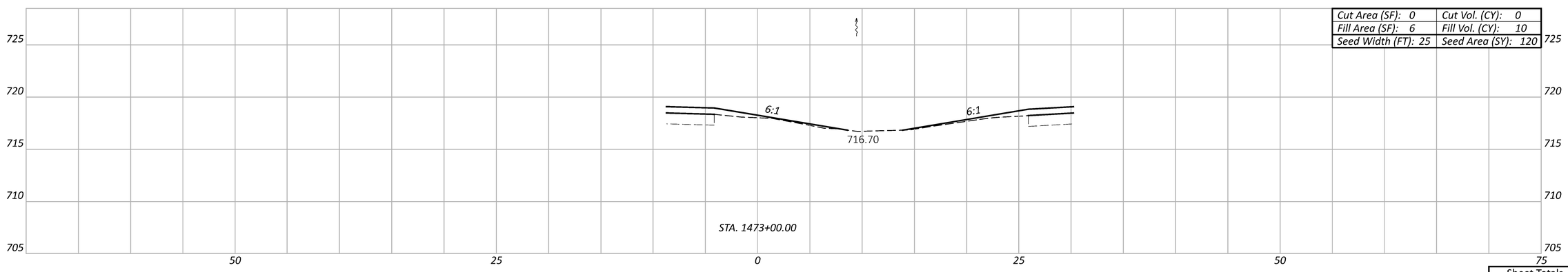
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1471+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:13:06 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 20	Fill Vol. (CY): 25
Seed Width (FT): 41	Seed Area (SY): 200



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 7	Fill Vol. (CY): 13
Seed Width (FT): 31	Seed Area (SY): 156



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 6	Fill Vol. (CY): 10
Seed Width (FT): 25	Seed Area (SY): 120

Sheet Totals		
Seeding	Cut	Fill
476	0	48

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1473+00.00 TO STA. 1474+00.00

DESIGN AGENCY

DESIGNER
MJS

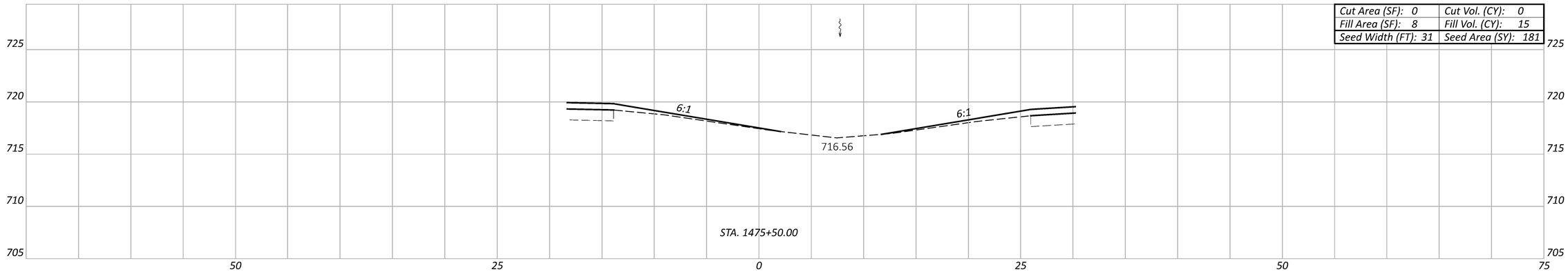
REVIEWER
MJM 10-13-23

PROJECT ID
117367

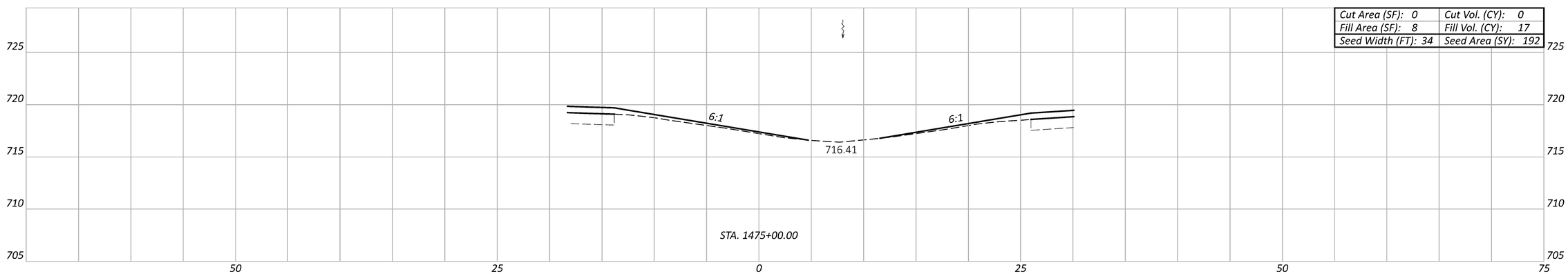
SHEET P.133 TOTAL 258

PAU/DEF-24-12.30/0.00

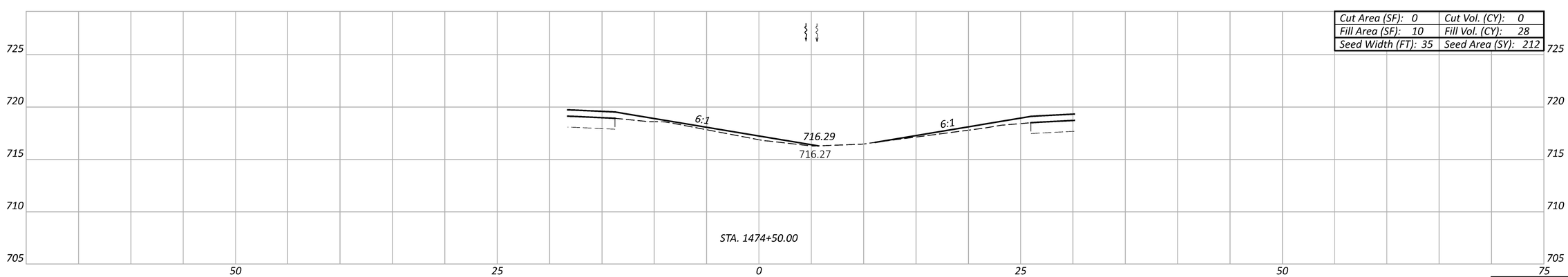
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1473+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:13:23 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 8	Fill Vol. (CY): 15
Seed Width (FT): 31	Seed Area (SY): 181



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 8	Fill Vol. (CY): 17
Seed Width (FT): 34	Seed Area (SY): 192



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 10	Fill Vol. (CY): 28
Seed Width (FT): 35	Seed Area (SY): 212

Sheet Totals		
Seeding	Cut	Fill
585	0	60

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1474+50.00 TO STA. 1475+50.00

DESIGN AGENCY

DESIGNER
MJS

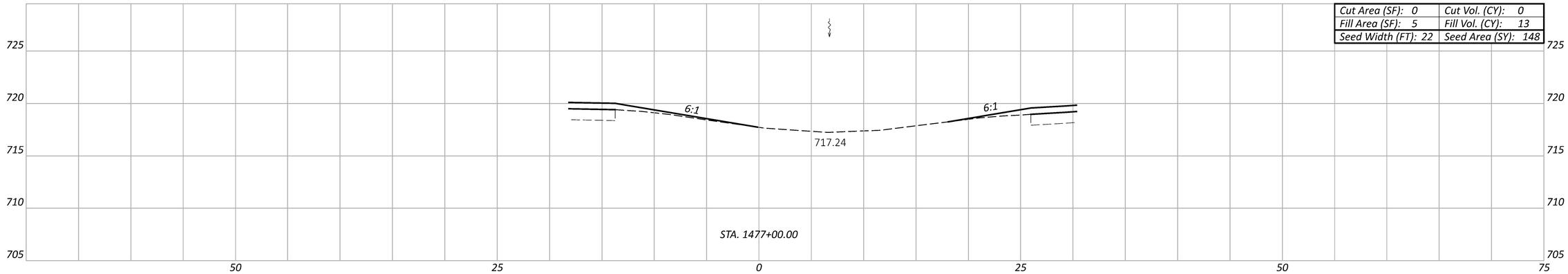
REVIEWER
MJM 10-13-23

PROJECT ID
117367

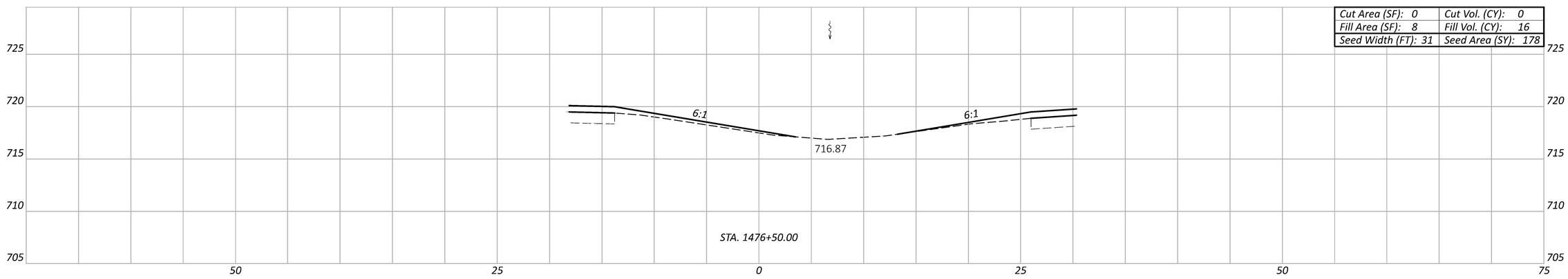
SHEET P.134 TOTAL 258

PAU/DEF-24-12.30/0.00

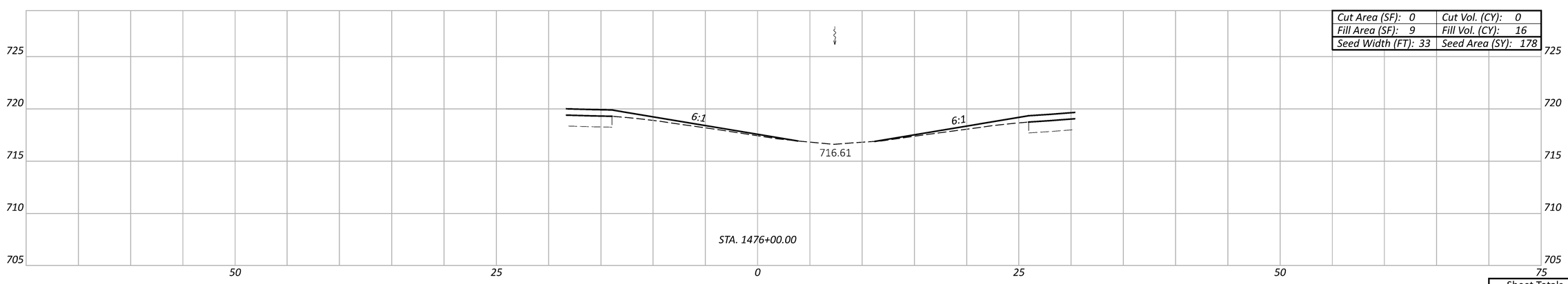
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1474+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:13:39 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 13
Seed Width (FT): 22	Seed Area (SY): 148



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 8	Fill Vol. (CY): 16
Seed Width (FT): 31	Seed Area (SY): 178



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 9	Fill Vol. (CY): 16
Seed Width (FT): 33	Seed Area (SY): 178

Sheet Totals		
Seeding	Cut	Fill
504	0	45

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1476+00.00 TO STA. 1477+00.00

DESIGN AGENCY

DESIGNER
MJS

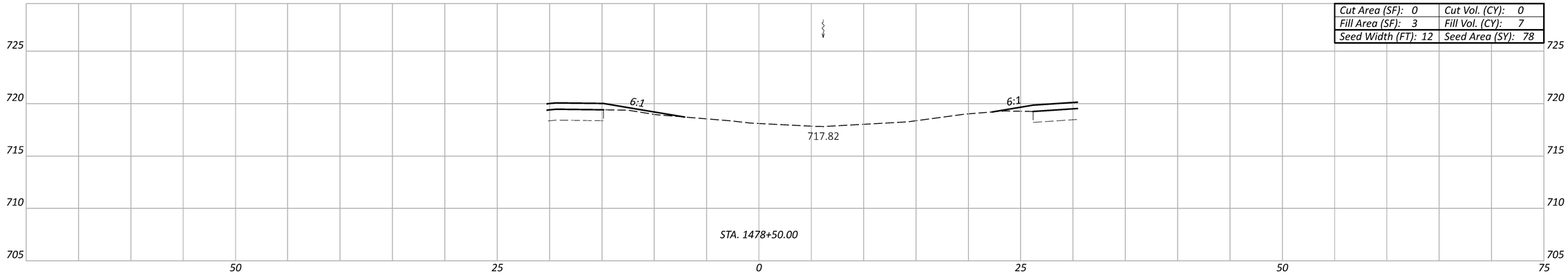
REVIEWER
MJM 10-13-23

PROJECT ID
117367

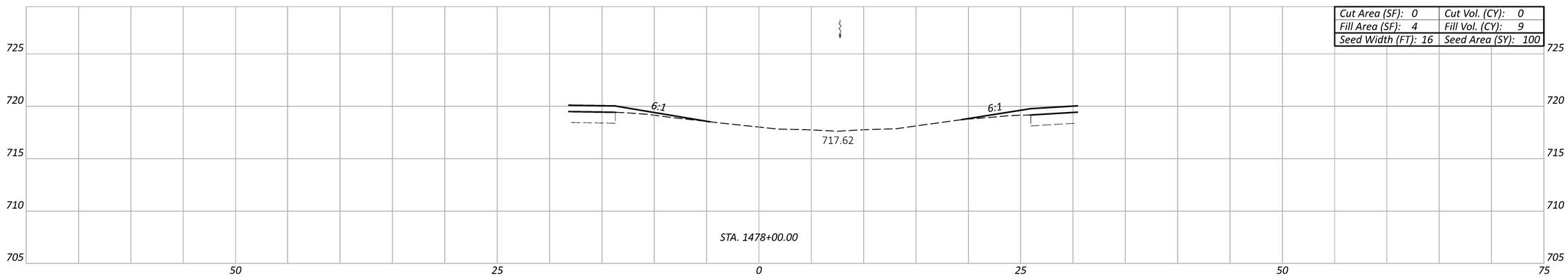
SHEET P.135 TOTAL 258

PAU/DEF-24-12.30/0.00

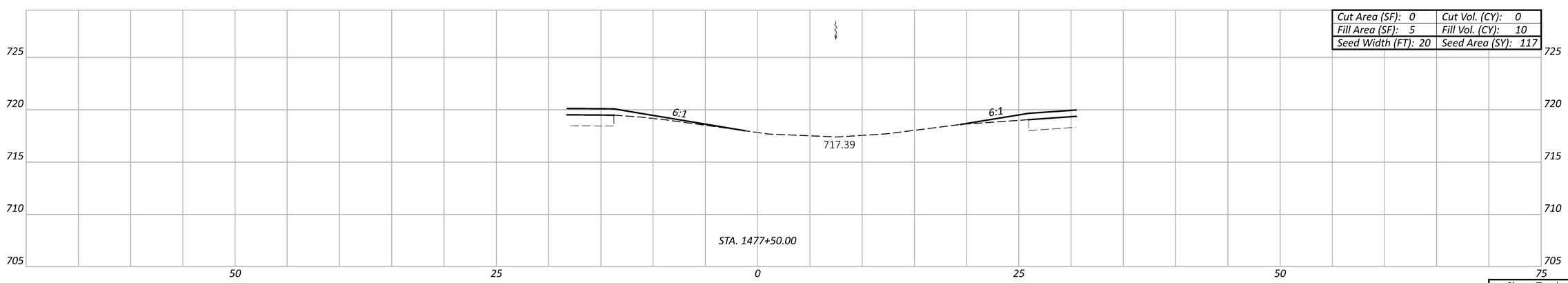
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1476+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:13:54 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 3	Fill Vol. (CY): 7
Seed Width (FT): 12	Seed Area (SY): 78



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 9
Seed Width (FT): 16	Seed Area (SY): 100



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 10
Seed Width (FT): 20	Seed Area (SY): 117

Sheet Totals		
Seeding	Cut	Fill
295	0	26

U.S. 24 - CROSS SECTIONS (MEIDAN AT C.R. 115)
STA. 1477+50.00 TO STA. 1478+50.00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

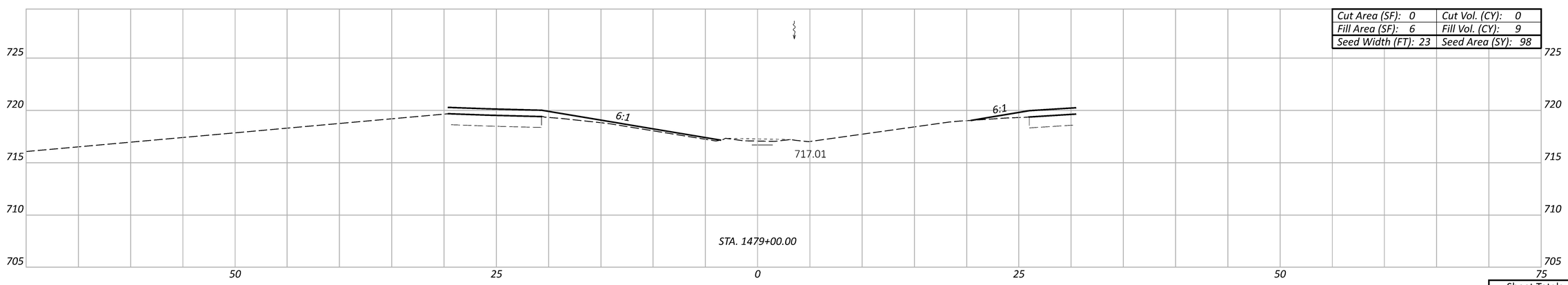
SHEET P.136 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1477+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:10 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1479+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:25 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS300.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 6	Fill Vol. (CY): 9
Seed Width (FT): 23	Seed Area (SY): 98

Sheet Totals		
Seeding	Cut	Fill
98	0	9

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 115)
STA. 1479+00.00

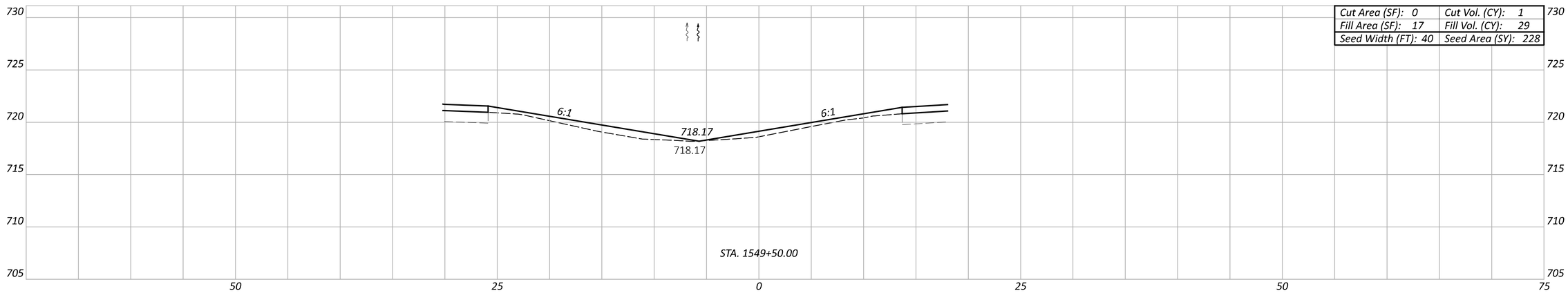
DESIGN AGENCY

DESIGNER
MJS

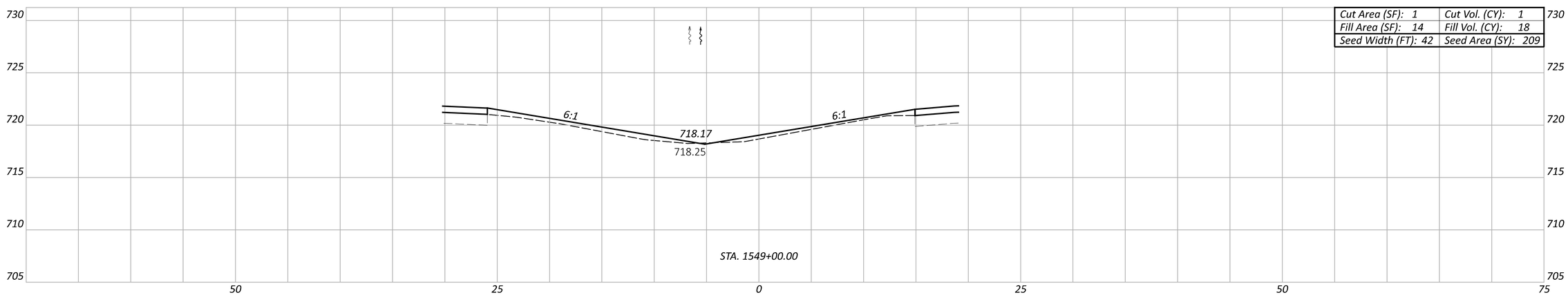
REVIEWER
MJM 10-13-23

PROJECT ID
117367

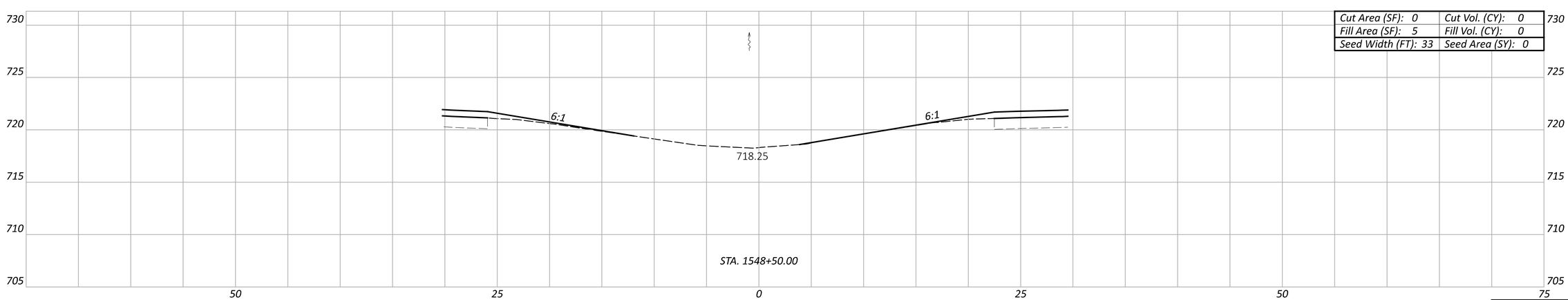
SHEET P.137 TOTAL 258



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 17	Fill Vol. (CY): 29
Seed Width (FT): 40	Seed Area (SY): 228



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 14	Fill Vol. (CY): 18
Seed Width (FT): 42	Seed Area (SY): 209



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 0
Seed Width (FT): 33	Seed Area (SY): 0

Sheet Totals		
Seeding	Cut	Fill
437	2	47

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1548+50.00 TO STA. 1549+50.00

DESIGN AGENCY

DESIGNER
MJS

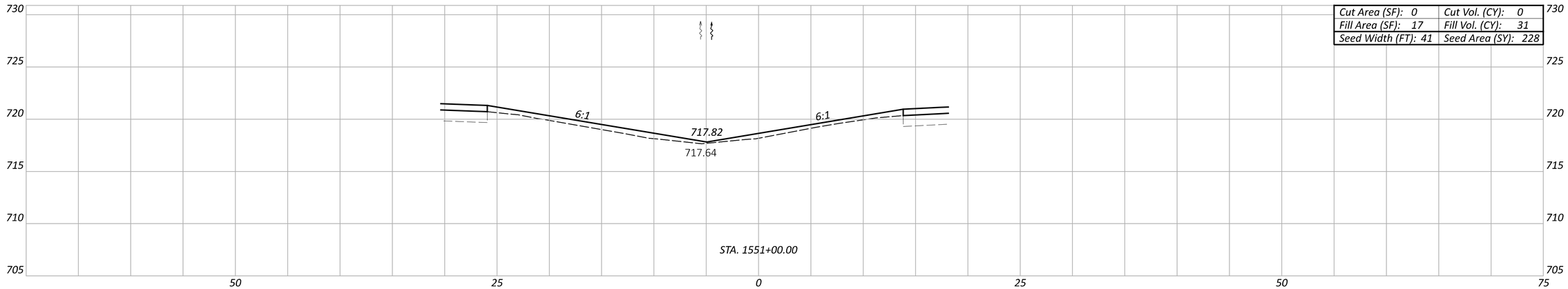
REVIEWER
MJM 10-13-23

PROJECT ID
117367

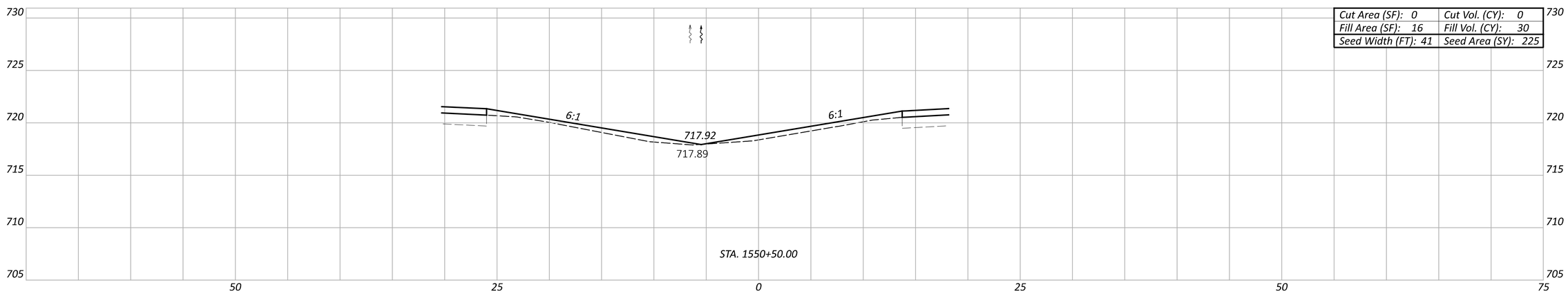
SHEET P.138 TOTAL 258

PAU/DEF-24-12.30/0.00

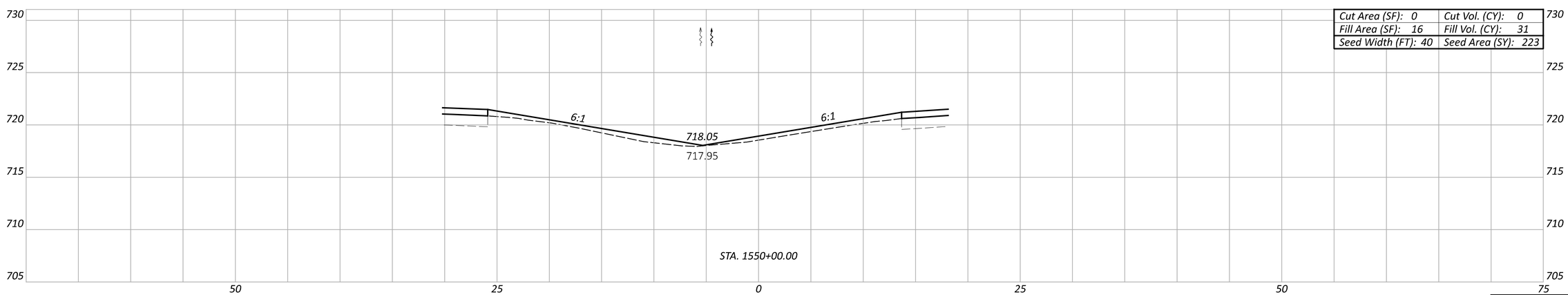
MODEL: CLX_RW_1 - 1548+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:47 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 17	Fill Vol. (CY): 31
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 16	Fill Vol. (CY): 30
Seed Width (FT): 41	Seed Area (SY): 225



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 16	Fill Vol. (CY): 31
Seed Width (FT): 40	Seed Area (SY): 223

Sheet Totals		
Seeding	Cut	Fill
676	0	92

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1550+00.00 TO STA. 1551+00.00

DESIGN AGENCY

DESIGNER
MJS

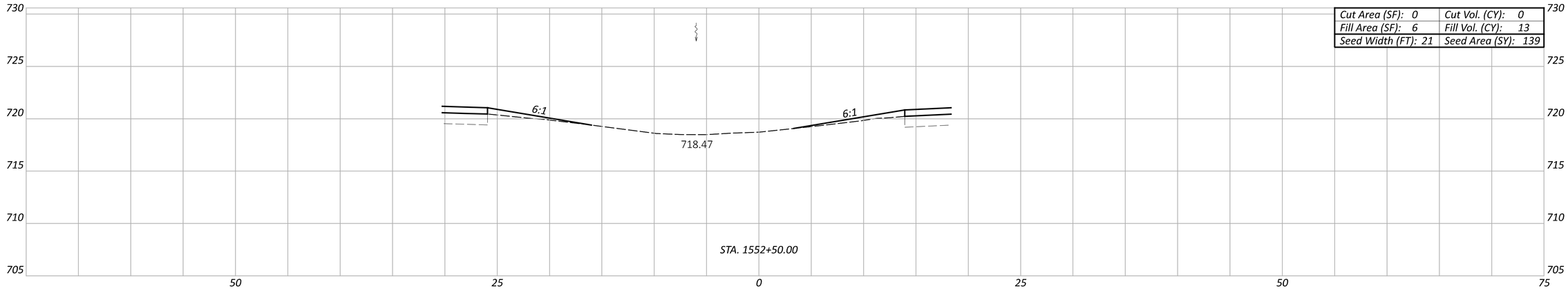
REVIEWER
MJM 10-13-23

PROJECT ID
117367

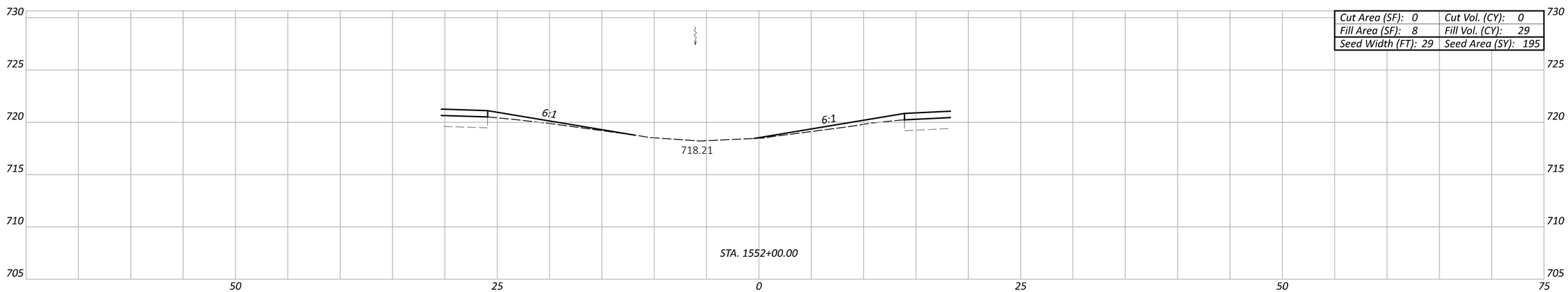
SHEET P.139 TOTAL 258

PAU/DEF-24-12.30/0.00

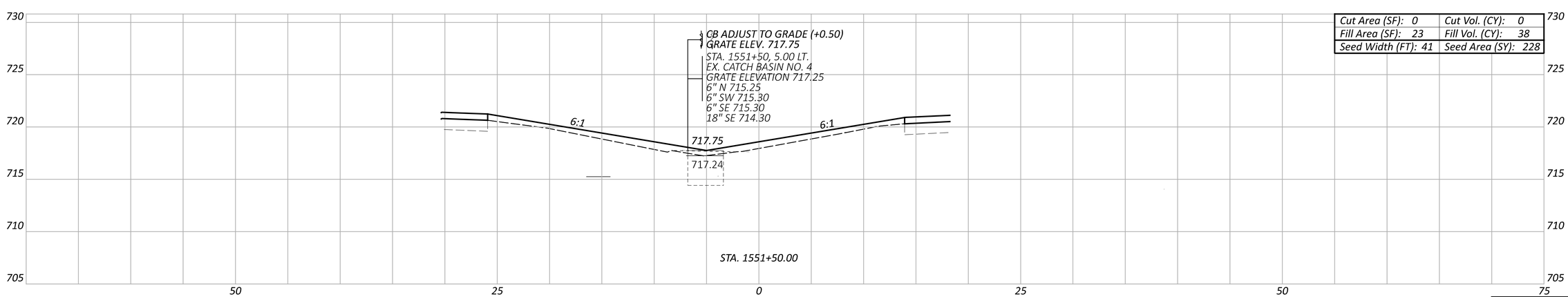
MODEL: CLX_RW_1 - 1550+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:50 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 6	Fill Vol. (CY): 13
Seed Width (FT): 21	Seed Area (SY): 139



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 8	Fill Vol. (CY): 29
Seed Width (FT): 29	Seed Area (SY): 195



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 23	Fill Vol. (CY): 38
Seed Width (FT): 41	Seed Area (SY): 228

Sheet Totals		
Seeding	Cut	Fill
562	0	80

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1551+50.00 TO STA. 1552+50.00

DESIGN AGENCY

DESIGNER
MJS

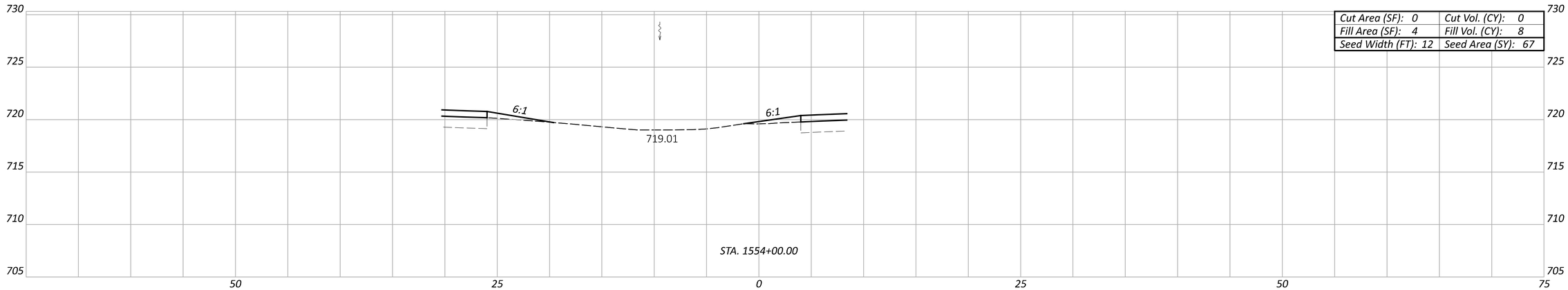
REVIEWER
MJM 10-13-23

PROJECT ID
117367

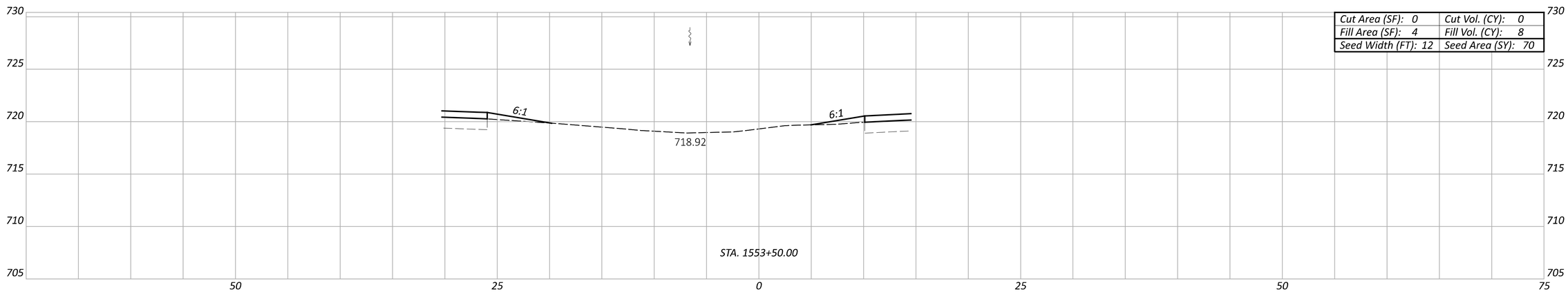
SHEET P.140 TOTAL 258

PAU/DEF-24-12.30/0.00

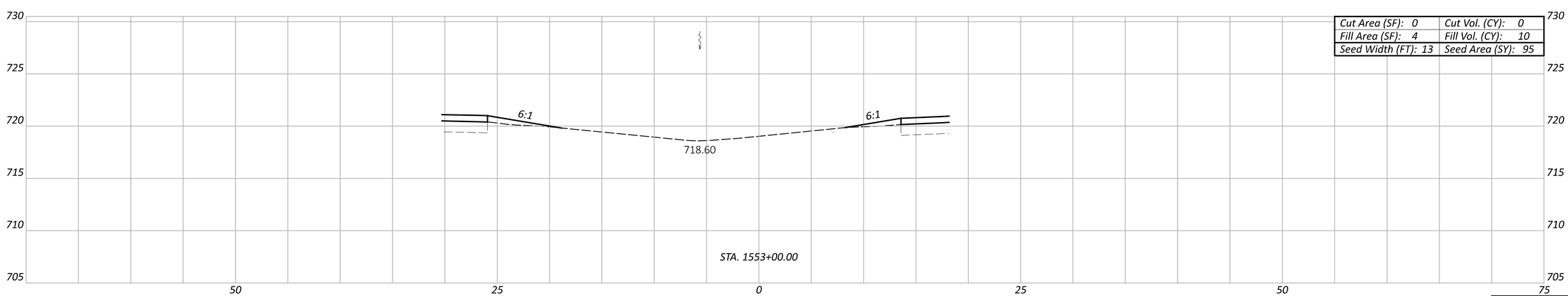
MODEL: CLX_RW_1 - 1551+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:52 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 12	Seed Area (SY): 67



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 12	Seed Area (SY): 70



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 10
Seed Width (FT): 13	Seed Area (SY): 95

Sheet Totals		
Seeding	Cut	Fill
232	0	26

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1553+00.00 TO STA. 1554+00.00

DESIGN AGENCY

DESIGNER
MJS

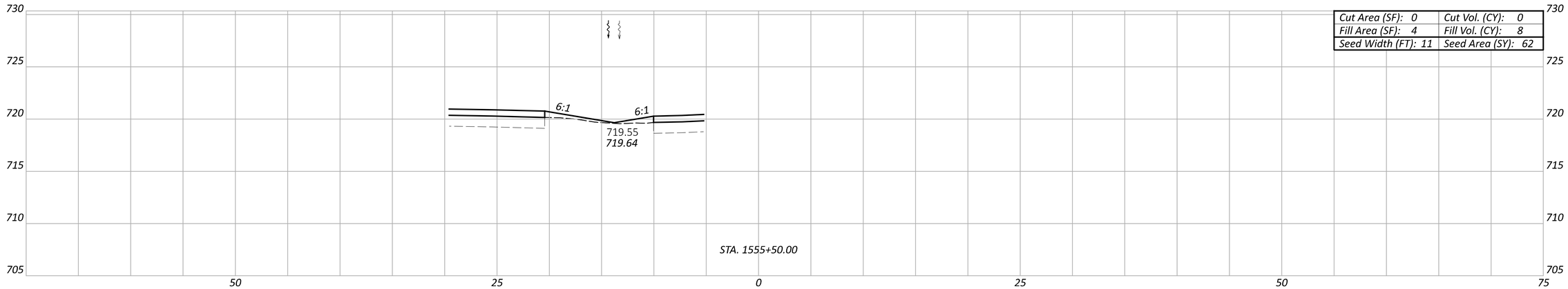
REVIEWER
MJM 10-13-23

PROJECT ID
117367

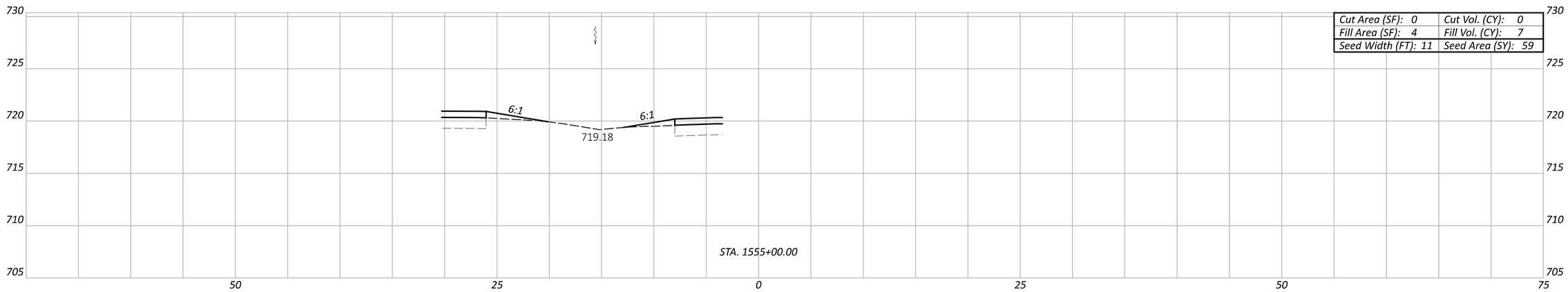
SHEET P.141 TOTAL 258

PAU/DEF-24-12.30/0.00

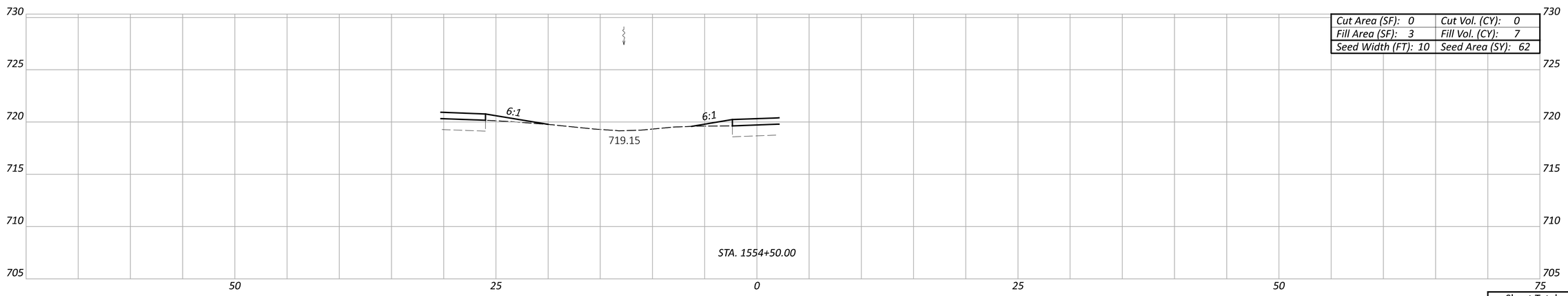
MODEL: CLX_RW_1 - 1553+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 3:37:53 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 11	Seed Area (SY): 62



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 7
Seed Width (FT): 11	Seed Area (SY): 59



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 3	Fill Vol. (CY): 7
Seed Width (FT): 10	Seed Area (SY): 62

Sheet Totals		
Seeding	Cut	Fill
183	0	22

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1554+50.00 TO STA. 1555+50.00

DESIGN AGENCY

DESIGNER
MJS

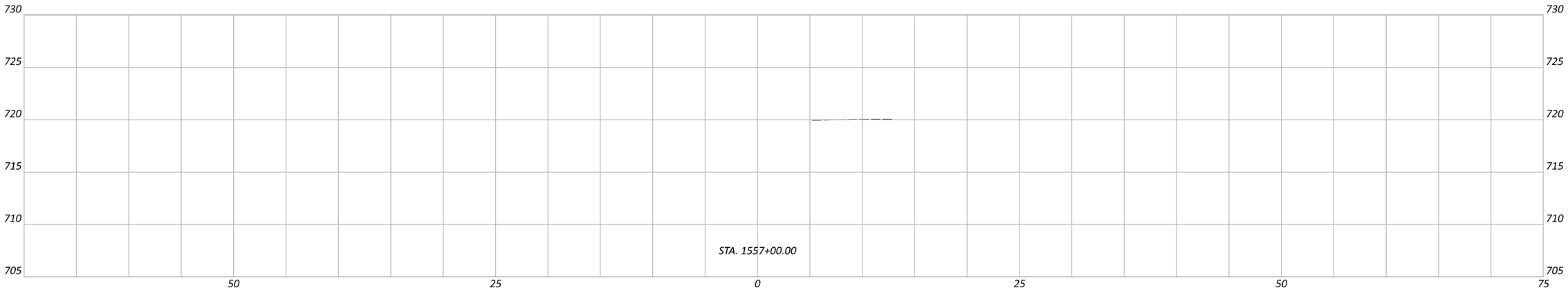
REVIEWER
MJM 10-13-23

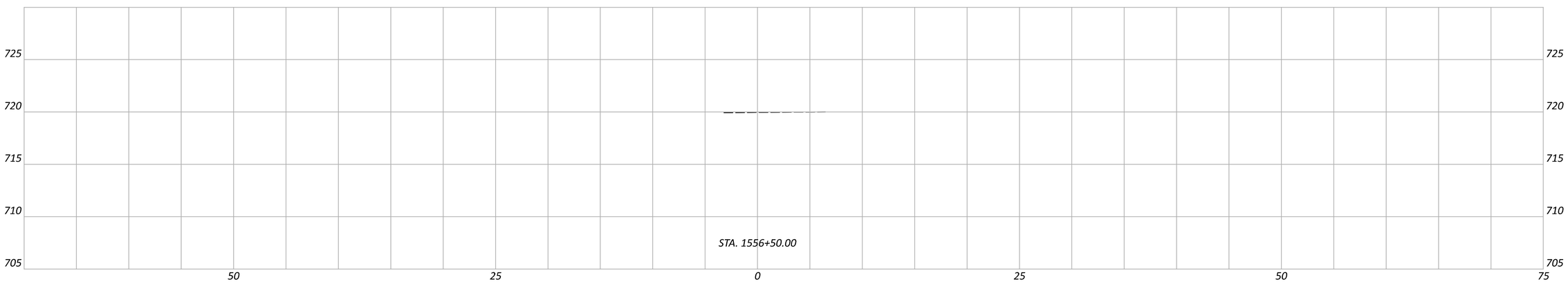
PROJECT ID
117367

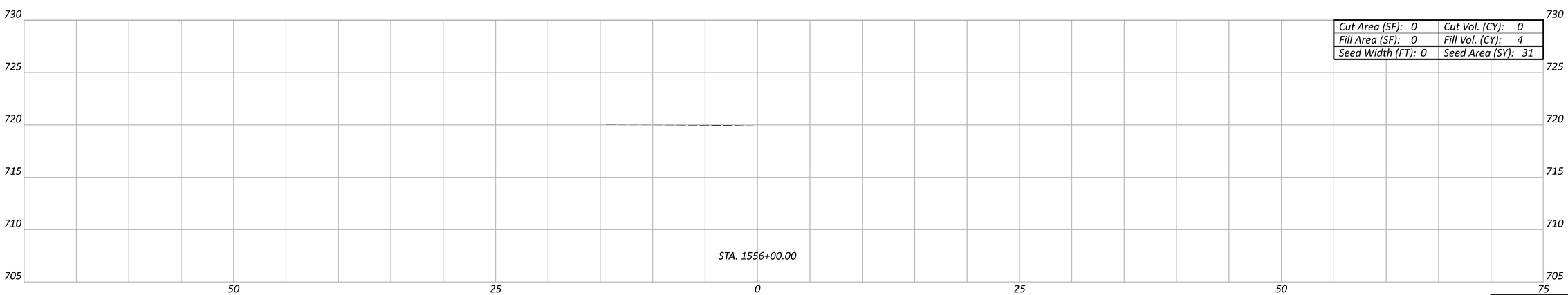
SHEET P.142 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_1 - 1554+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:53 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn







Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 4
Seed Width (FT): 0	Seed Area (SY): 31

Sheet Totals		
Seeding	Cut	Fill
31	0	4

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1556+00.00 TO STA. 1557+00.00

DESIGN AGENCY

DESIGNER
MJS

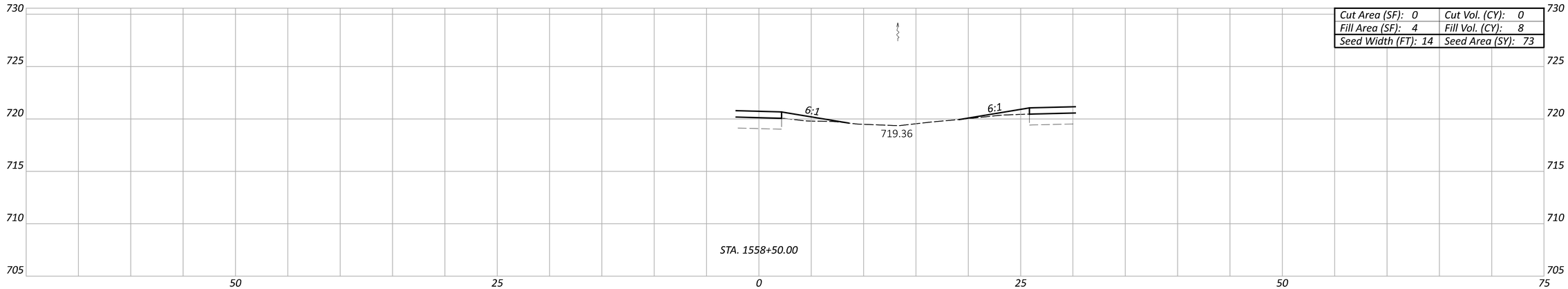
REVIEWER
MJM 10-13-23

PROJECT ID
117367

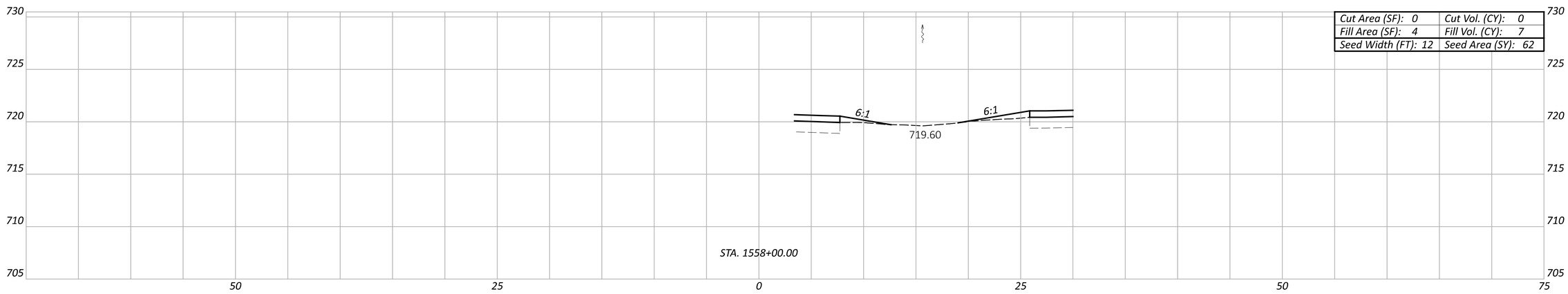
SHEET P.143 TOTAL 258

PAU/DEF-24-12.30/0.00

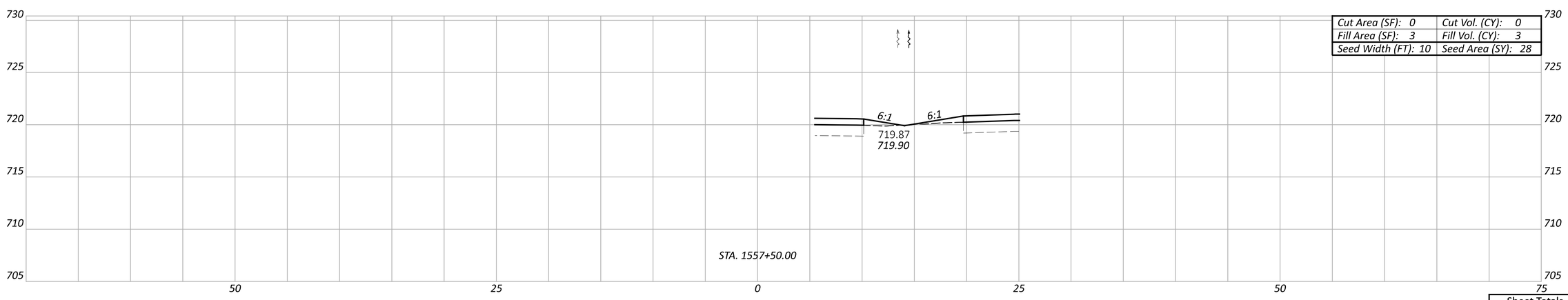
MODEL: CLX_RW_1 - 1556+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:54 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 14	Seed Area (SY): 73



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 7
Seed Width (FT): 12	Seed Area (SY): 62



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 3	Fill Vol. (CY): 3
Seed Width (FT): 10	Seed Area (SY): 28

Sheet Totals		
Seeding	Cut	Fill
163	0	18

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1557+50.00 TO STA. 1558+50.00

DESIGN AGENCY

DESIGNER
MJS

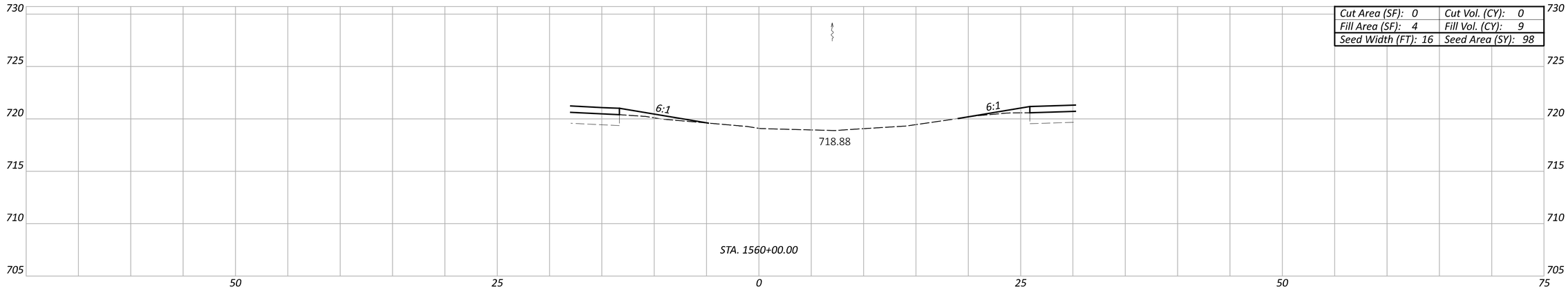
REVIEWER
MJM 10-13-23

PROJECT ID
117367

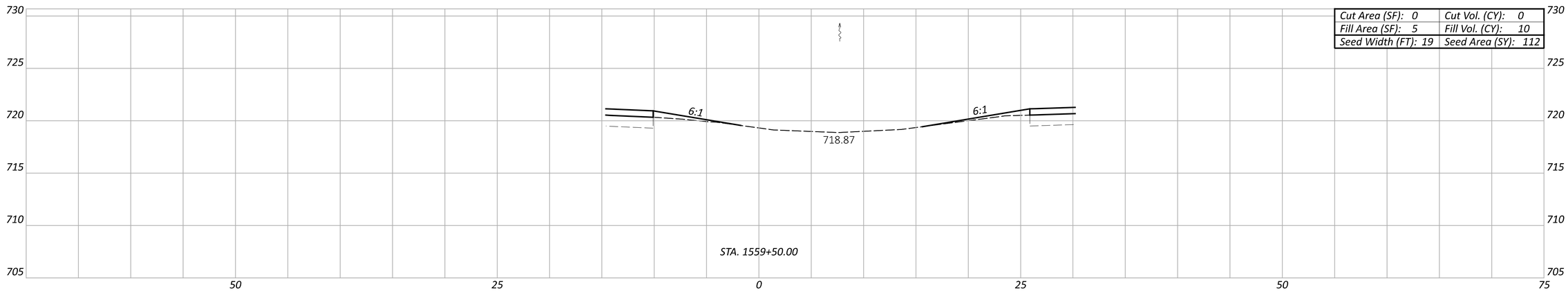
SHEET P.144 TOTAL 258

PAU/DEF-24-12.30/0.00

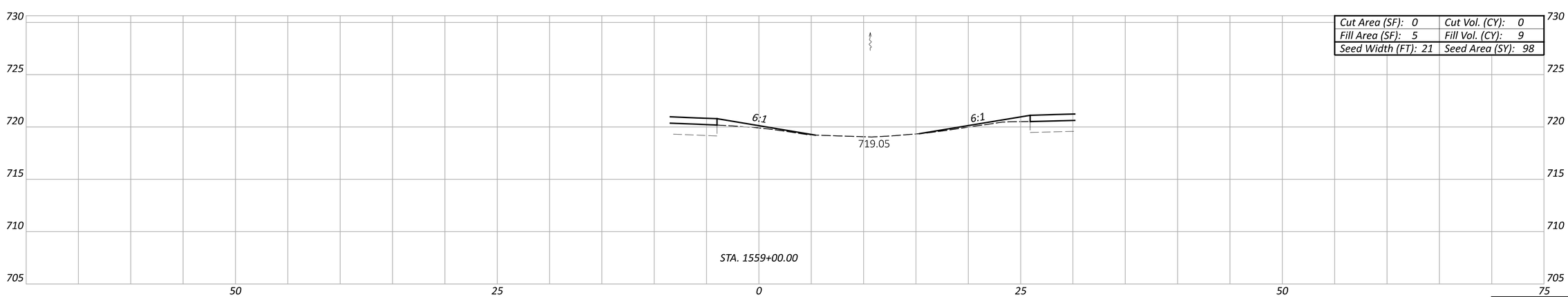
MODEL: CLX_RW_1 - 1557+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:55 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 9
Seed Width (FT): 16	Seed Area (SY): 98



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 10
Seed Width (FT): 19	Seed Area (SY): 112



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 9
Seed Width (FT): 21	Seed Area (SY): 98

Sheet Totals		
Seeding	Cut	Fill
308	0	28

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1559+00.00 TO STA. 1560+00.00

DESIGN AGENCY

DESIGNER
MJS

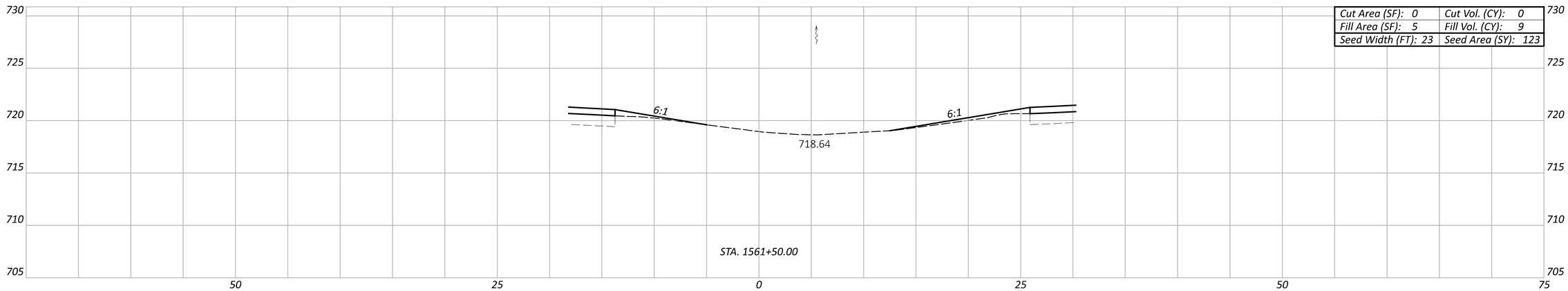
REVIEWER
MJM 10-13-23

PROJECT ID
117367

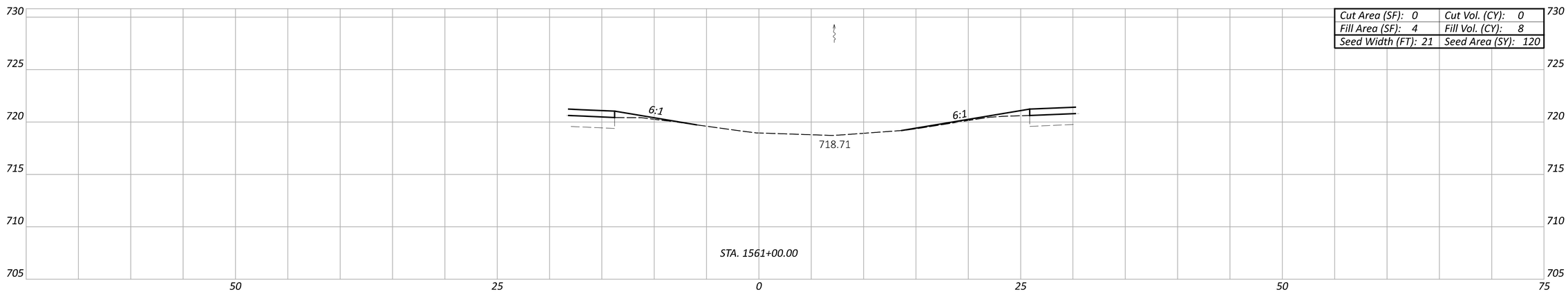
SHEET P.145 TOTAL 258

PAU/DEF-24-12.30/0.00

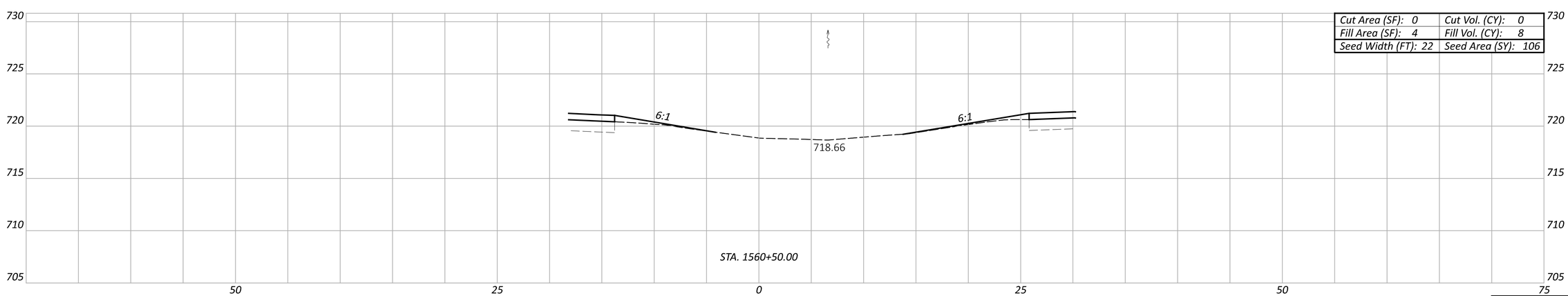
MODEL: CLX_RW_1 - 1559+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:56 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 9
Seed Width (FT): 23	Seed Area (SY): 123



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 21	Seed Area (SY): 120



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 8
Seed Width (FT): 22	Seed Area (SY): 106

Sheet Totals		
Seeding	Cut	Fill
349	0	25

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1560+50.00 TO STA. 1561+50.00

DESIGN AGENCY

DESIGNER
MJS

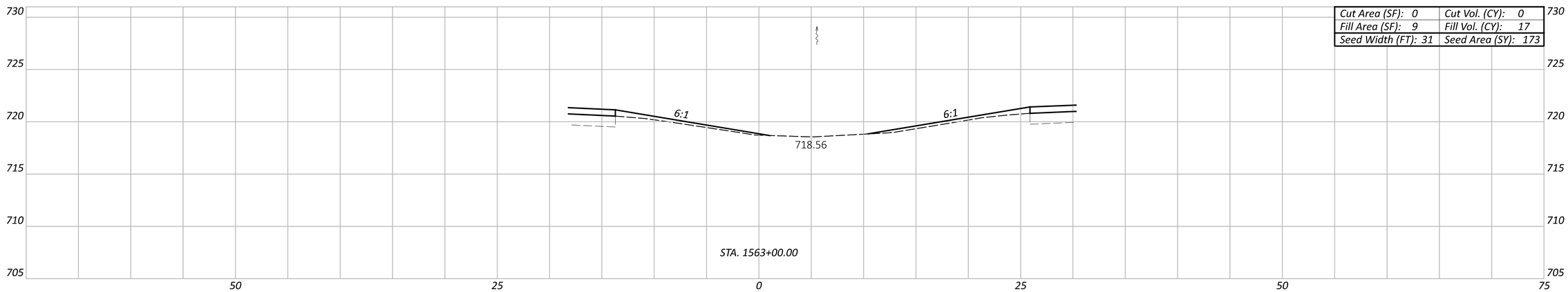
REVIEWER
MJM 10-13-23

PROJECT ID
117367

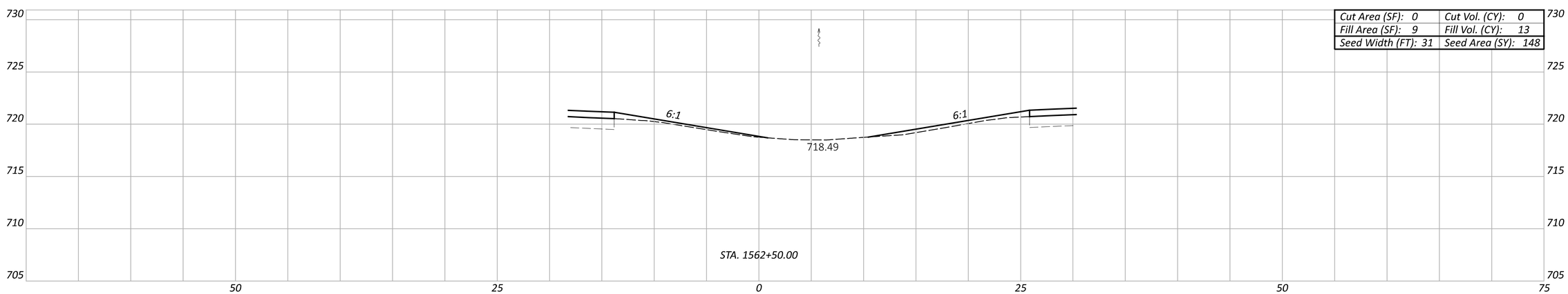
SHEET P.146 TOTAL 258

PAU/DEF-24-12.30/0.00

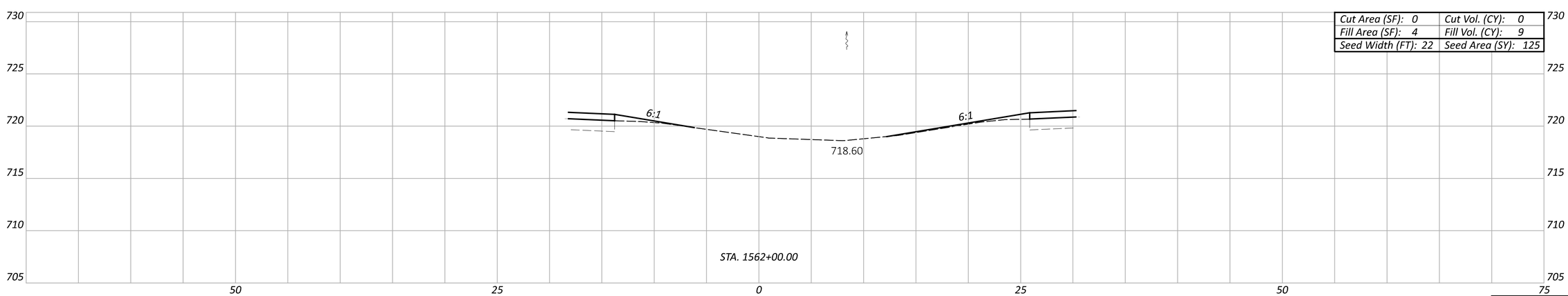
MODEL: CLX_RW_1 - 1560+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:57 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Pauding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 9	Fill Vol. (CY): 17
Seed Width (FT): 31	Seed Area (SY): 173



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 9	Fill Vol. (CY): 13
Seed Width (FT): 31	Seed Area (SY): 148



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 9
Seed Width (FT): 22	Seed Area (SY): 125

Sheet Totals		
Seeding	Cut	Fill
446	0	39

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1562+00.00 TO STA. 1563+00.00

DESIGN AGENCY

DESIGNER
MJS

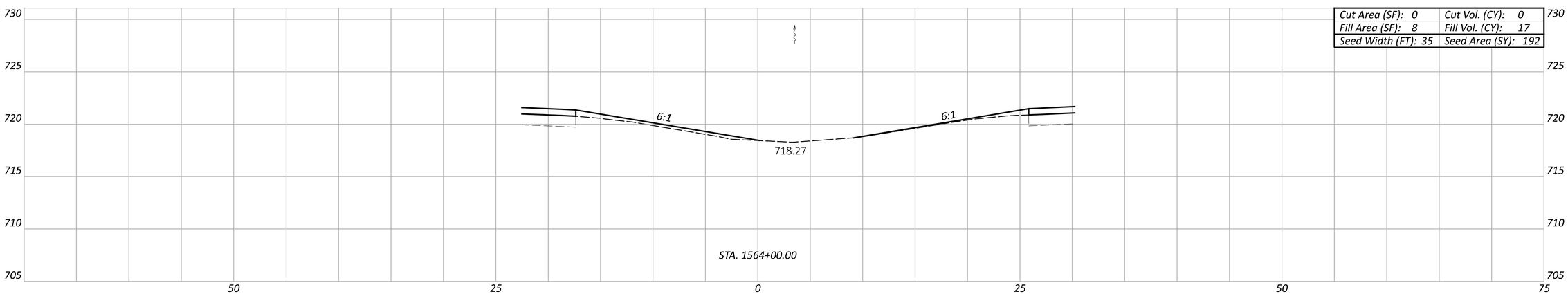
REVIEWER
MJM 10-13-23

PROJECT ID
117367

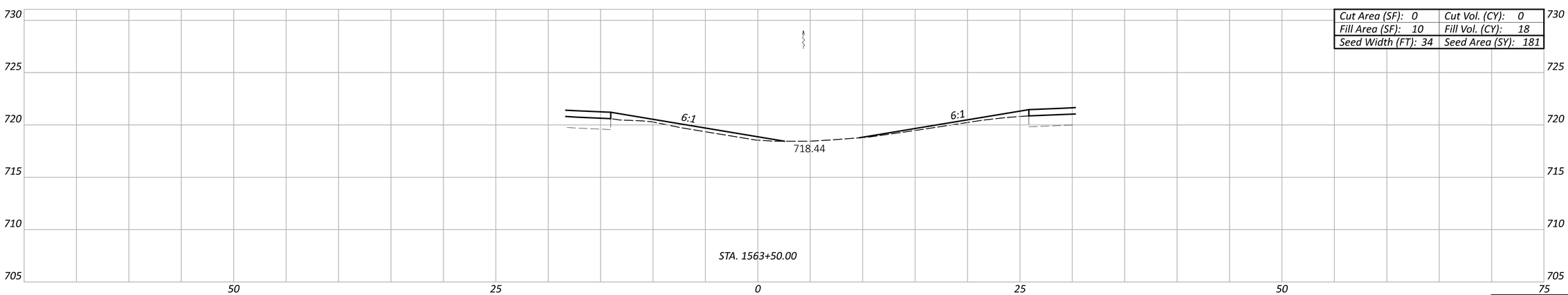
SHEET P.147 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_1 - 1562+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:58 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 8	Fill Vol. (CY): 17
Seed Width (FT): 35	Seed Area (SY): 192



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 10	Fill Vol. (CY): 18
Seed Width (FT): 34	Seed Area (SY): 181

Sheet Totals		
Seeding	Cut	Fill
373	0	35

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 232)
STA. 1563+50.00 TO STA. 1564+00.00

DESIGN AGENCY

DESIGNER
MJS

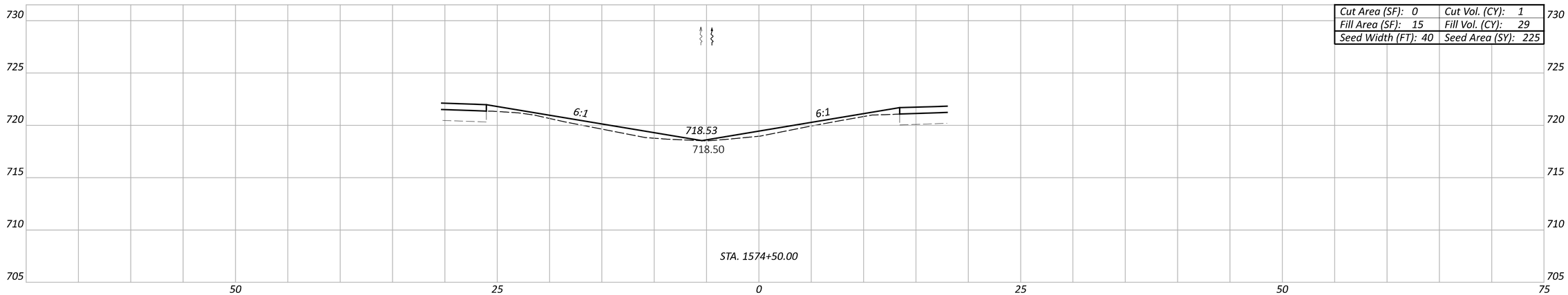
REVIEWER
MJM 10-13-23

PROJECT ID
117367

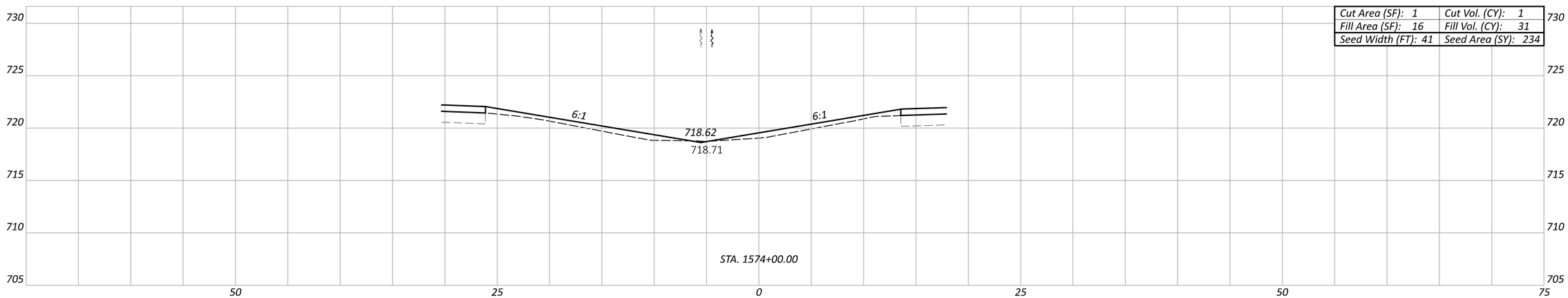
SHEET P.148 TOTAL 258

PAU/DEF-24-12.30/0.00

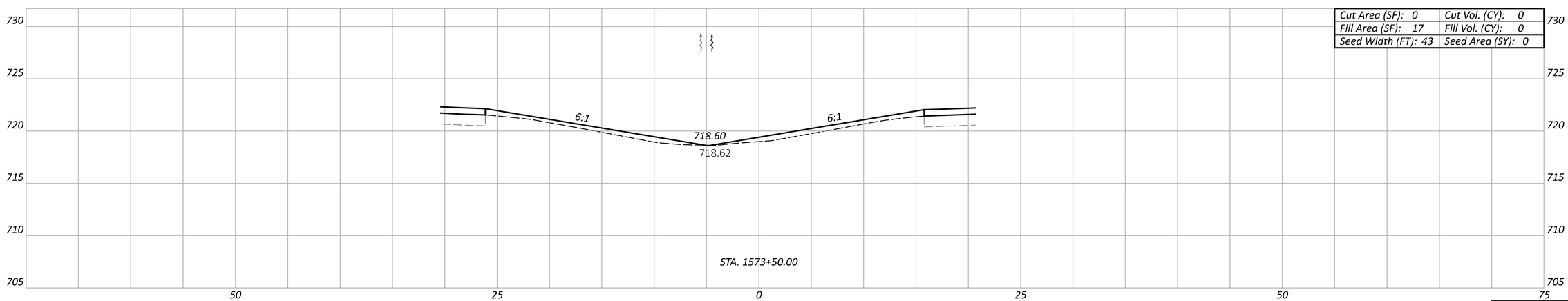
MODEL: CLX_RW_1 - 1563+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:14:59 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS400.dgn



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 15	Fill Vol. (CY): 29
Seed Width (FT): 40	Seed Area (SY): 225



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 16	Fill Vol. (CY): 31
Seed Width (FT): 41	Seed Area (SY): 234



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 17	Fill Vol. (CY): 0
Seed Width (FT): 43	Seed Area (SY): 0

Sheet Totals		
Seeding	Cut	Fill
459	2	60

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1573+50.00 TO STA. 1574+50.00

DESIGN AGENCY

DESIGNER
MJS

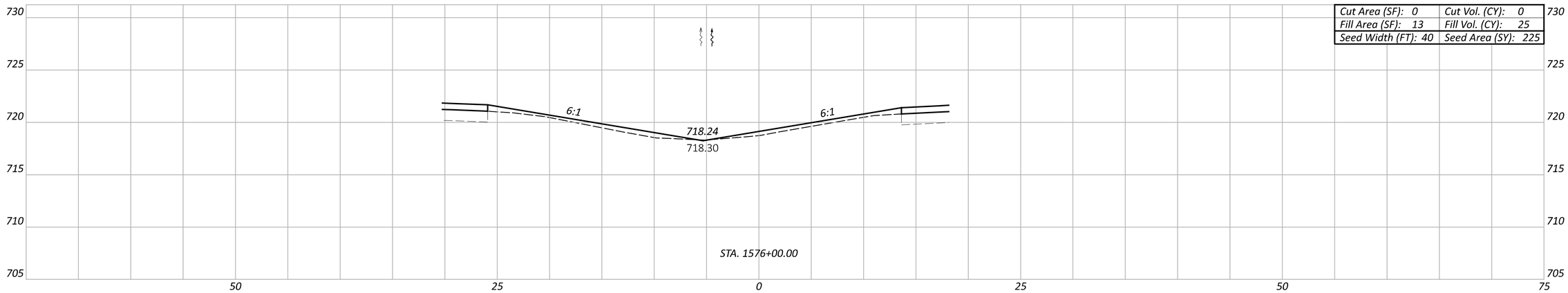
REVIEWER
MJM 10-13-23

PROJECT ID
117367

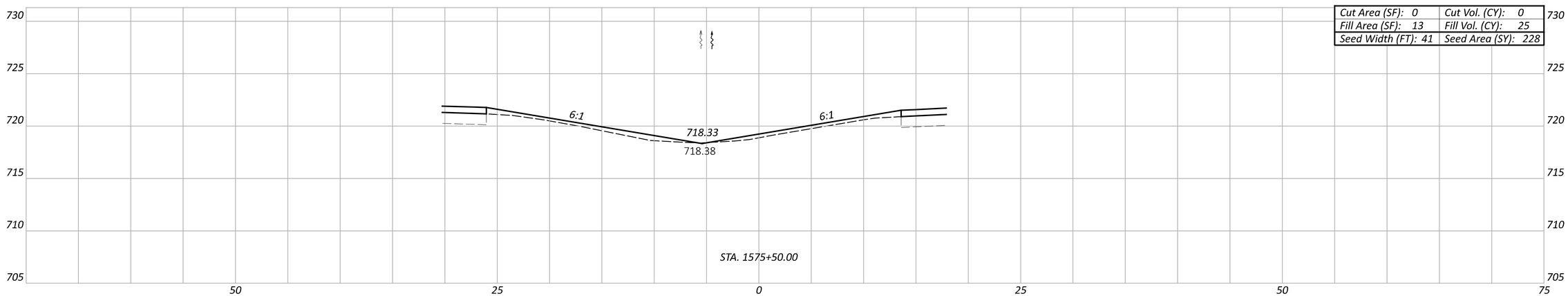
SHEET P.149 TOTAL 258

PAU/DEF-24-12.30/0.00

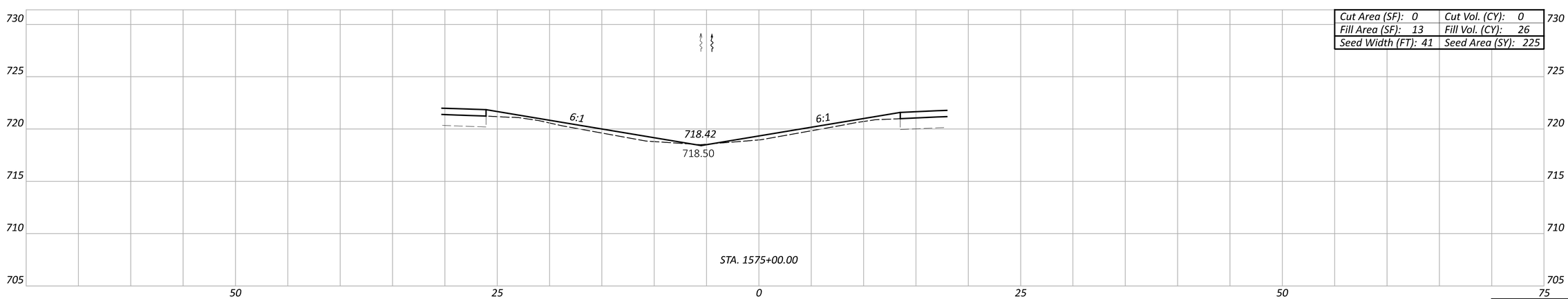
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1573+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:12 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XSS00.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 13	Fill Vol. (CY): 25
Seed Width (FT): 40	Seed Area (SY): 225



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 13	Fill Vol. (CY): 25
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 13	Fill Vol. (CY): 26
Seed Width (FT): 41	Seed Area (SY): 225

Sheet Totals		
Seeding	Cut	Fill
678	0	76

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1575+00.00 TO STA. 1576+00.00

DESIGN AGENCY

DESIGNER
MJS

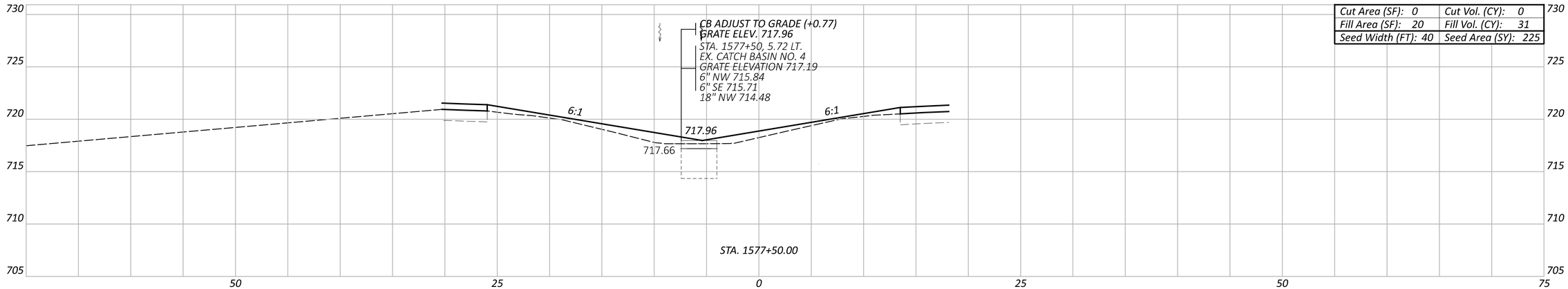
REVIEWER
MJM 10-13-23

PROJECT ID
117367

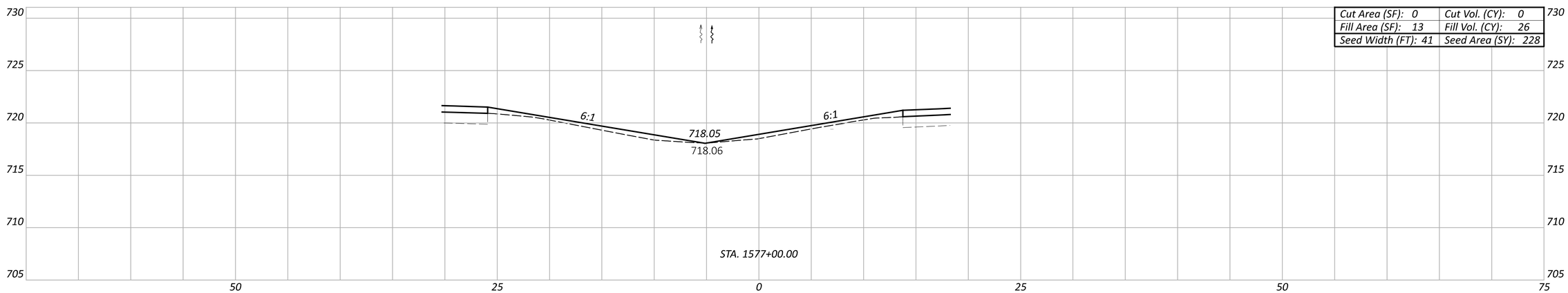
SHEET P.150 TOTAL 258

PAU/DEF-24-12.30/0.00

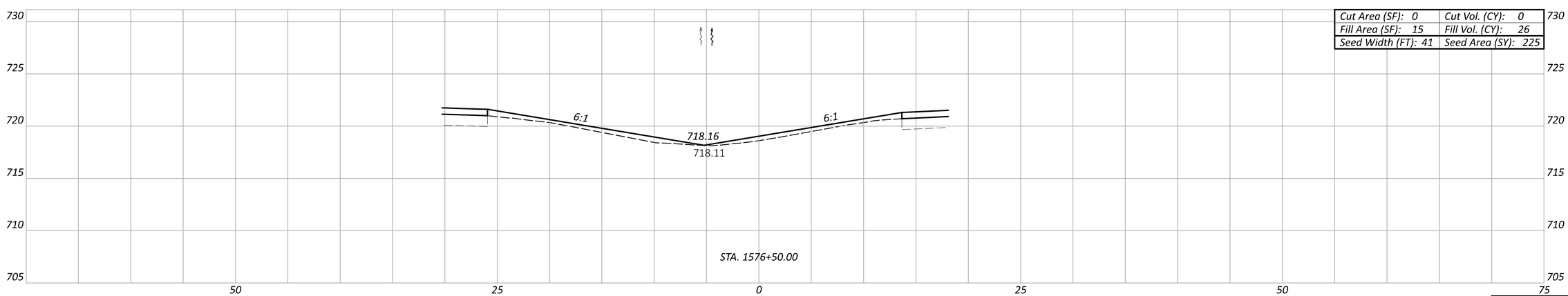
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1575+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:14 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XSS00.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 20	Fill Vol. (CY): 31
Seed Width (FT): 40	Seed Area (SY): 225



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 13	Fill Vol. (CY): 26
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 15	Fill Vol. (CY): 26
Seed Width (FT): 41	Seed Area (SY): 225

Sheet Totals		
Seeding	Cut	Fill
678	0	83

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1576+50.00 TO STA. 1577+50.00

DESIGN AGENCY

DESIGNER
MJS

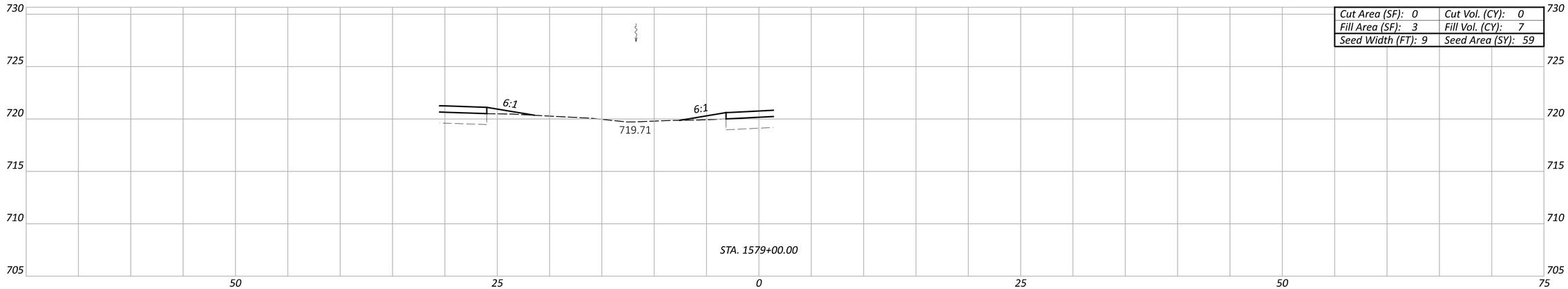
REVIEWER
MJM 10-13-23

PROJECT ID
117367

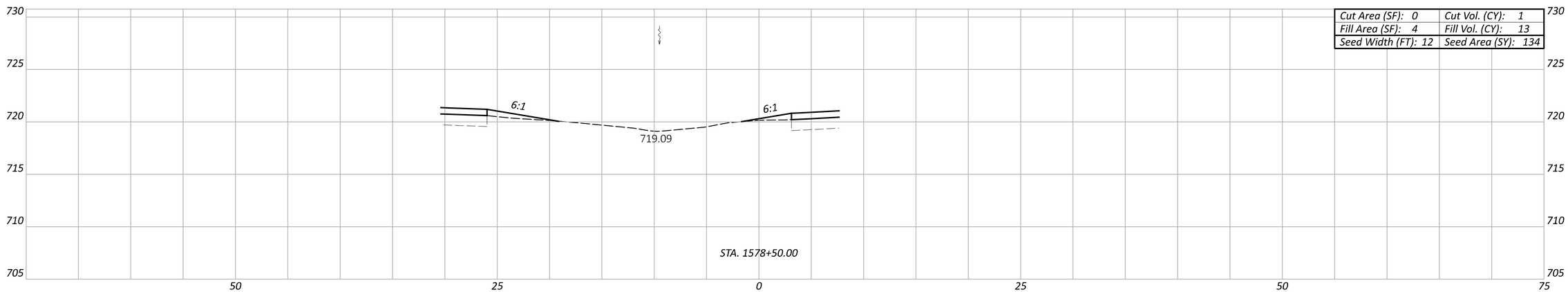
SHEET P.151 TOTAL 258

PAU/DEF-24-12.30/0.00

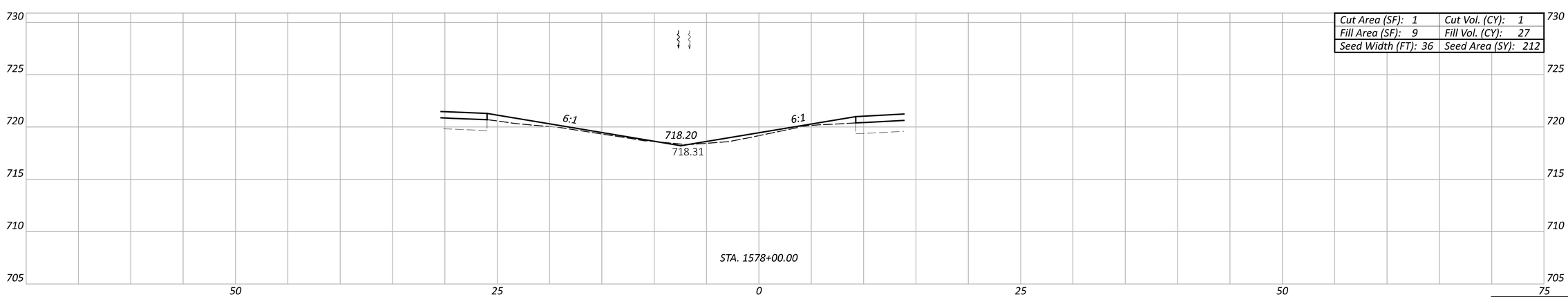
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1576+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:16 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS500.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 3	Fill Vol. (CY): 7
Seed Width (FT): 9	Seed Area (SY): 59



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 4	Fill Vol. (CY): 13
Seed Width (FT): 12	Seed Area (SY): 134



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 9	Fill Vol. (CY): 27
Seed Width (FT): 36	Seed Area (SY): 212

Sheet Totals		
Seeding	Cut	Fill
405	2	47

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1578+00.00 TO STA. 1579+00.00

DESIGN AGENCY

DESIGNER
MJS

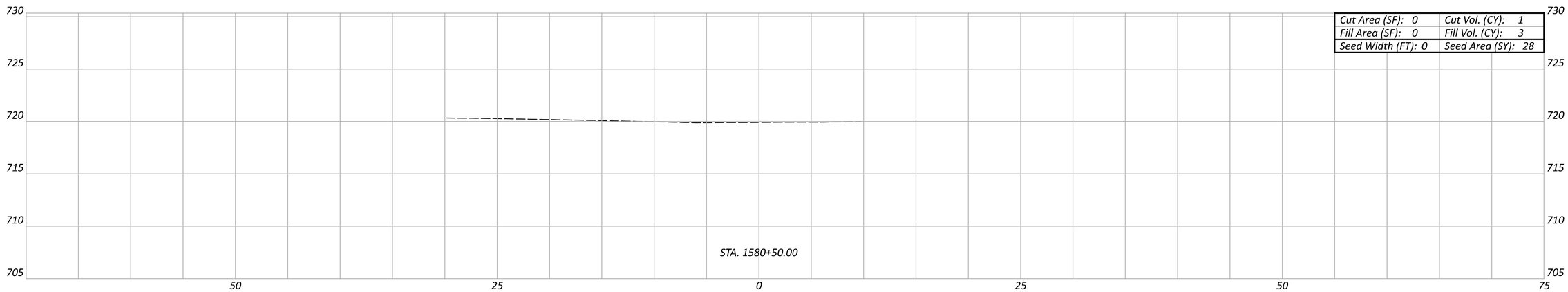
REVIEWER
MJM 10-13-23

PROJECT ID
117367

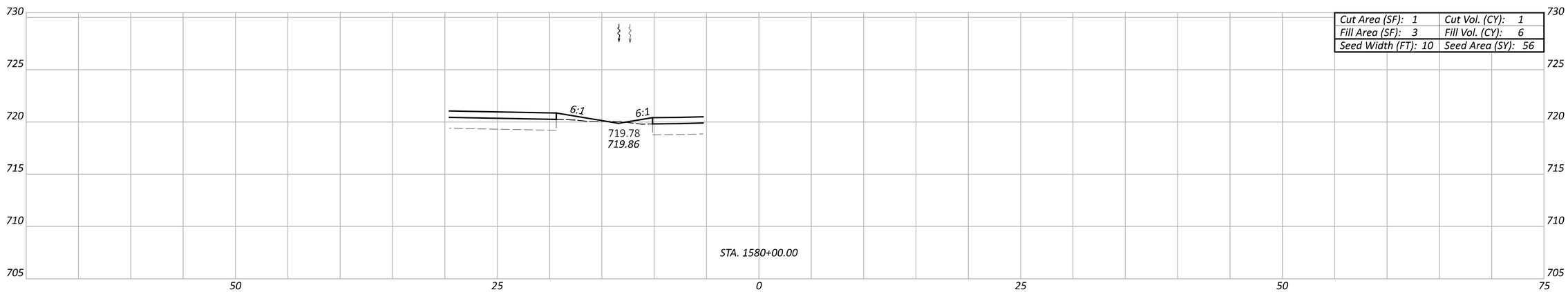
SHEET P.152 TOTAL 258

PAU/DEF-24-12.30/0.00

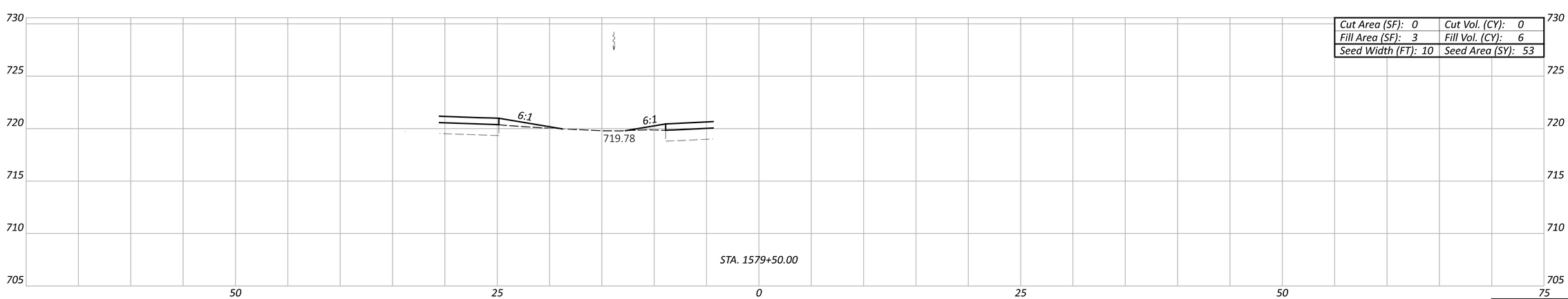
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1578+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:17 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS500.dgn



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 0	Fill Vol. (CY): 3
Seed Width (FT): 0	Seed Area (SY): 28



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 3	Fill Vol. (CY): 6
Seed Width (FT): 10	Seed Area (SY): 56



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 3	Fill Vol. (CY): 6
Seed Width (FT): 10	Seed Area (SY): 53

Sheet Totals		
Seeding	Cut	Fill
137	2	15

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1579+50.00 TO STA. 1580+50.00

DESIGN AGENCY

DESIGNER
MJS

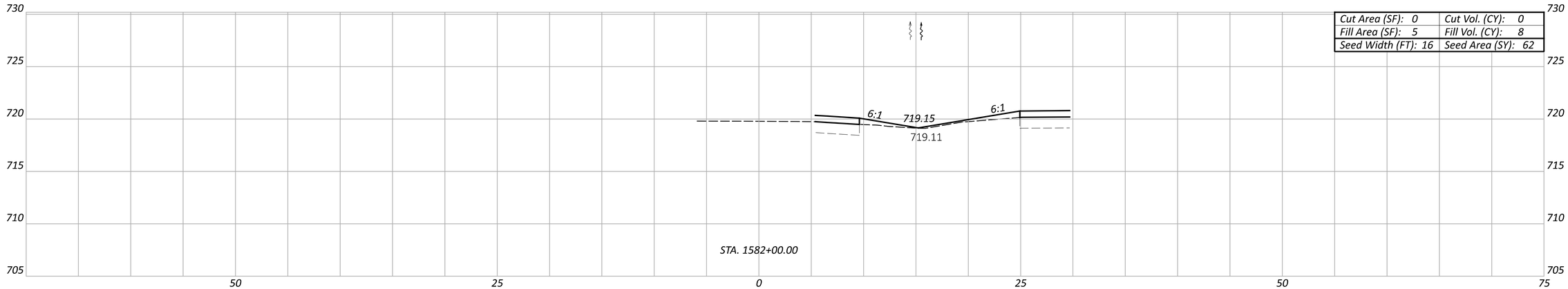
REVIEWER
MJM 10-13-23

PROJECT ID
117367

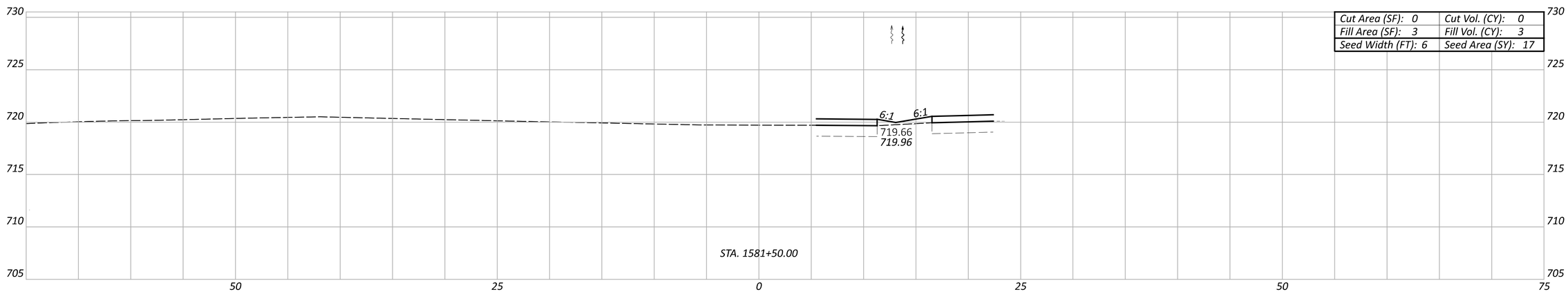
SHEET P.153 TOTAL 258

PAU/DEF-24-12.30/0.00

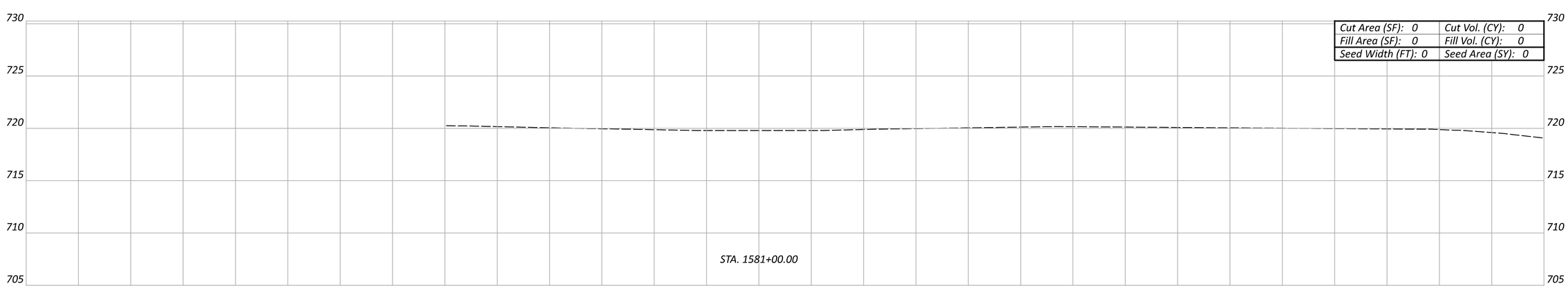
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1579+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:18 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS500.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 8
Seed Width (FT): 16	Seed Area (SY): 62



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 3	Fill Vol. (CY): 3
Seed Width (FT): 6	Seed Area (SY): 17



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

Sheet Totals		
Seeding	Cut	Fill
79	0	11

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1581+00.00 TO STA. 1582+00.00

DESIGN AGENCY

DESIGNER
MJS

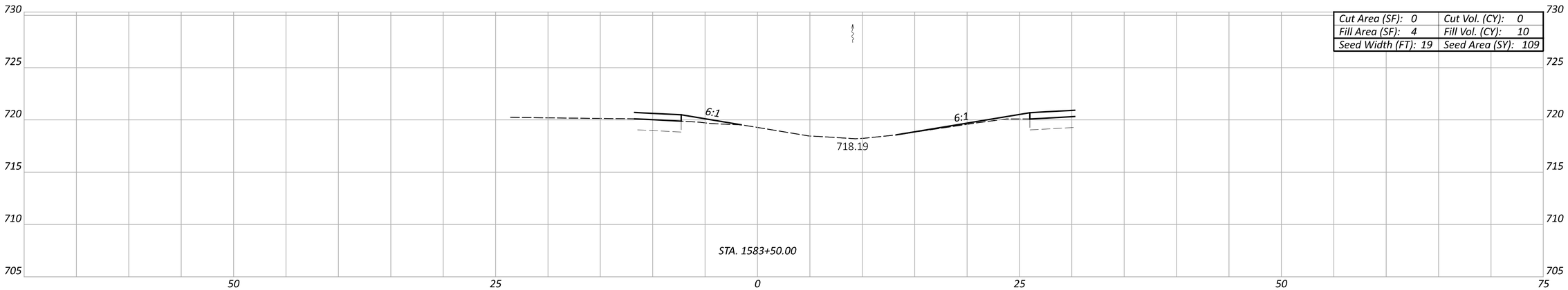
REVIEWER
MJM 10-13-23

PROJECT ID
117367

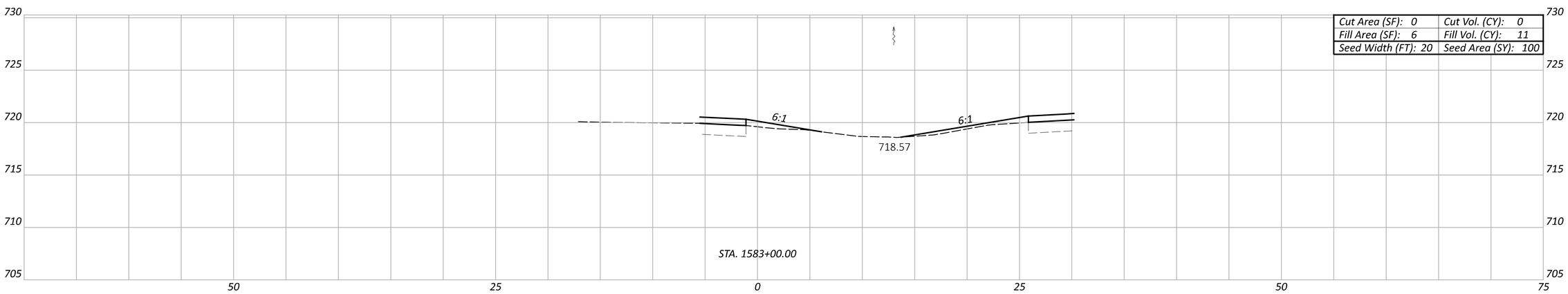
SHEET P.154 TOTAL 258

PAU/DEF-24-12.30/0.00

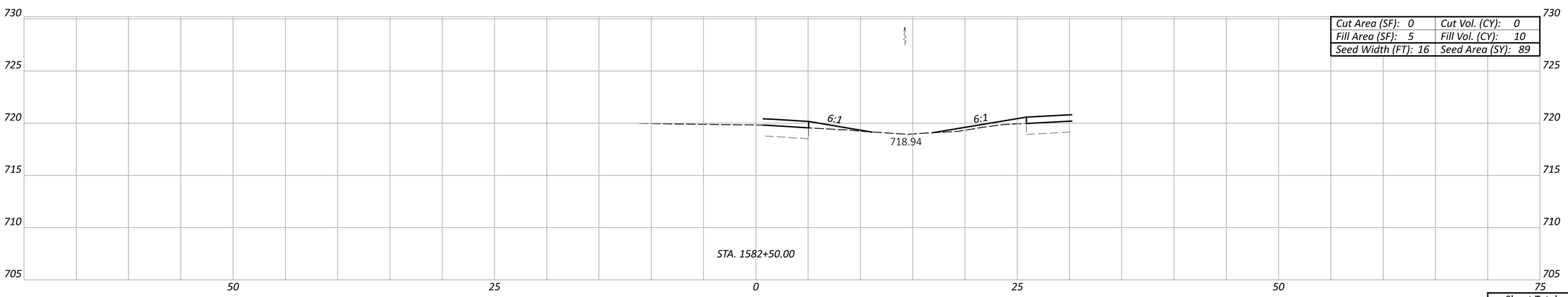
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1581+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:19 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS500.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 4	Fill Vol. (CY): 10
Seed Width (FT): 19	Seed Area (SY): 109



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 6	Fill Vol. (CY): 11
Seed Width (FT): 20	Seed Area (SY): 100



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 5	Fill Vol. (CY): 10
Seed Width (FT): 16	Seed Area (SY): 89

Sheet Totals		
Seeding	Cut	Fill
298	0	31

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1582+50.00 TO STA. 1583+50.00

DESIGN AGENCY

DESIGNER
MJS

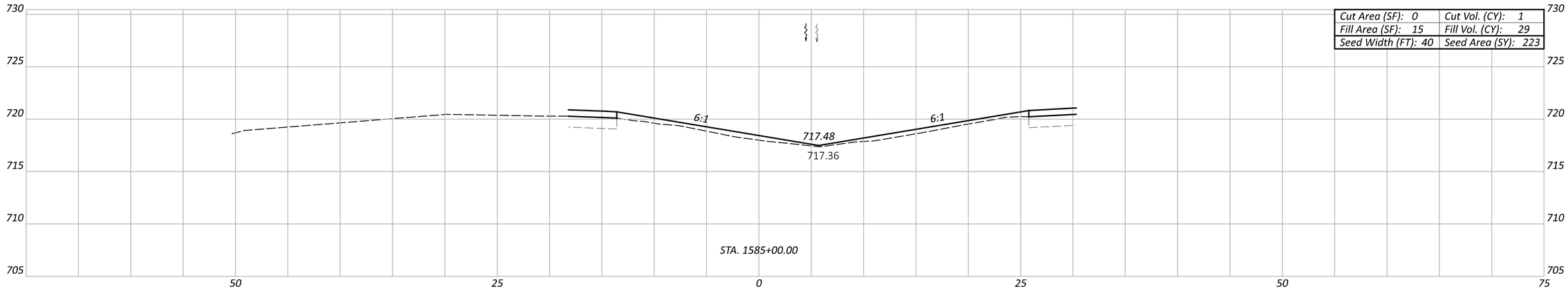
REVIEWER
MJM 10-13-23

PROJECT ID
117367

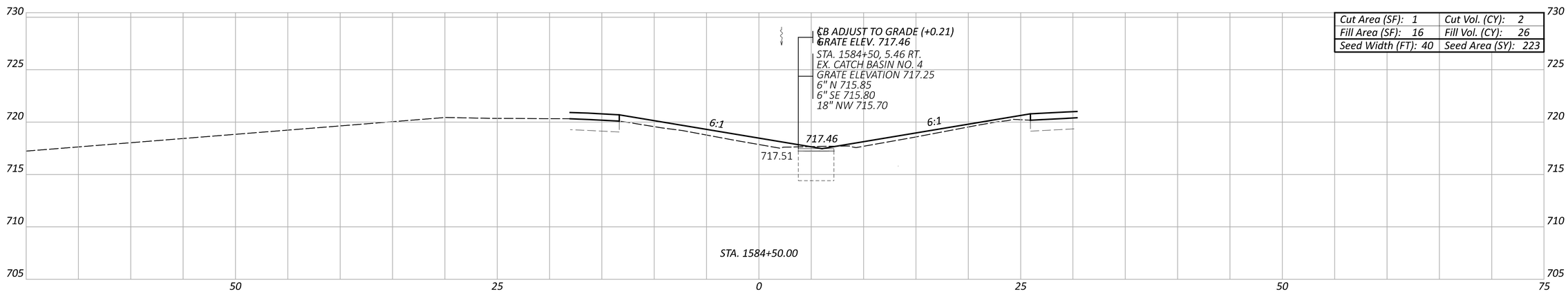
SHEET P.155 TOTAL 258

PAU/DEF-24-12.30/0.00

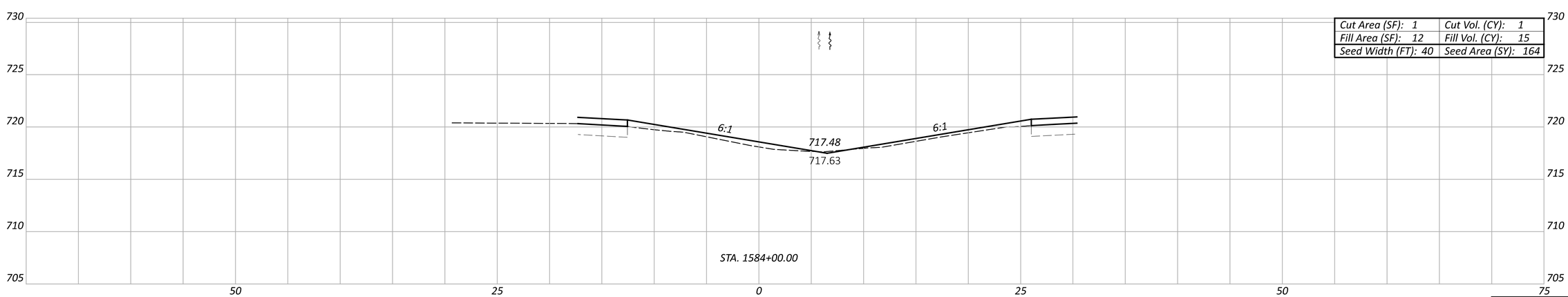
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1582+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:20 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS500.dgn



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 15	Fill Vol. (CY): 29
Seed Width (FT): 40	Seed Area (SY): 223



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 16	Fill Vol. (CY): 26
Seed Width (FT): 40	Seed Area (SY): 223



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 12	Fill Vol. (CY): 15
Seed Width (FT): 40	Seed Area (SY): 164

Sheet Totals		
Seeding	Cut	Fill
610	4	43

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1584+00.00 TO STA. 1585+00.00

DESIGN AGENCY

DESIGNER
MJS

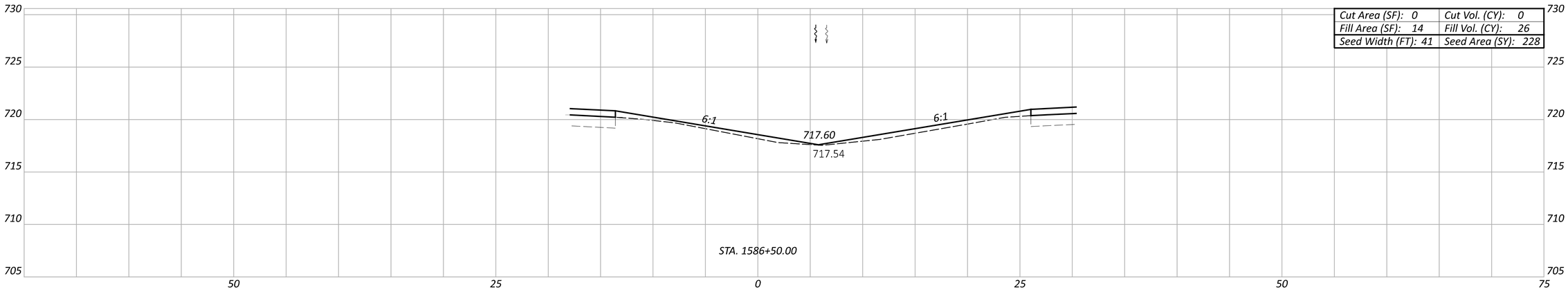
REVIEWER
MJM 10-13-23

PROJECT ID
117367

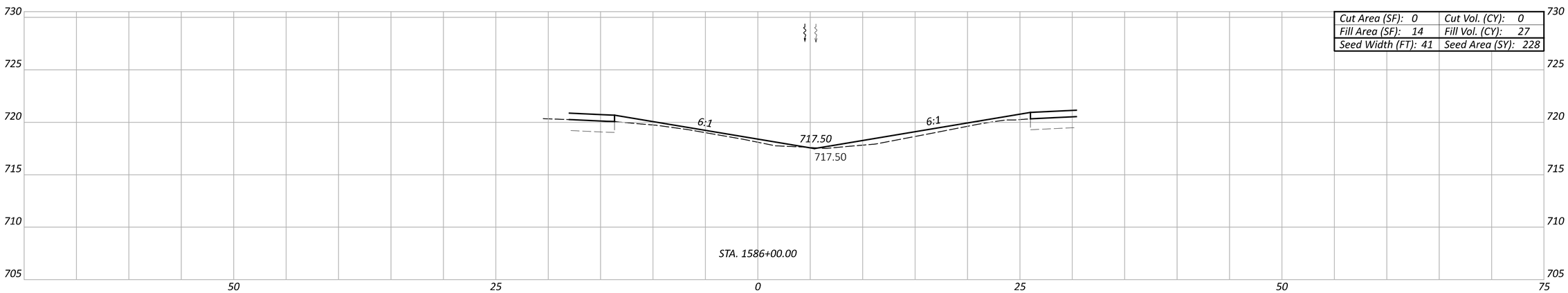
SHEET P.156 TOTAL 258

PAU/DEF-24-12.30/0.00

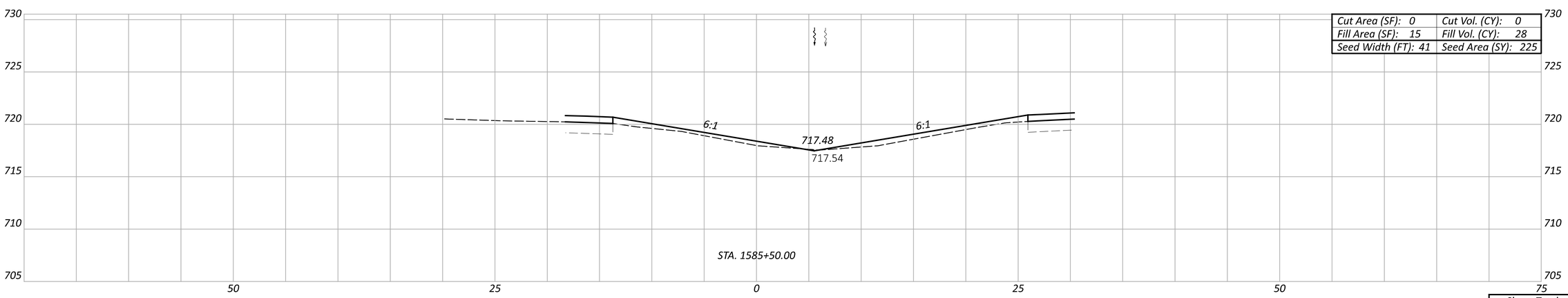
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1584+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:21 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS500.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 14	Fill Vol. (CY): 26
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 14	Fill Vol. (CY): 27
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 15	Fill Vol. (CY): 28
Seed Width (FT): 41	Seed Area (SY): 225

Sheet Totals		
Seeding	Cut	Fill
681	0	81

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1585+50 TO STA. 1586+50.00

DESIGN AGENCY

DESIGNER
MJS

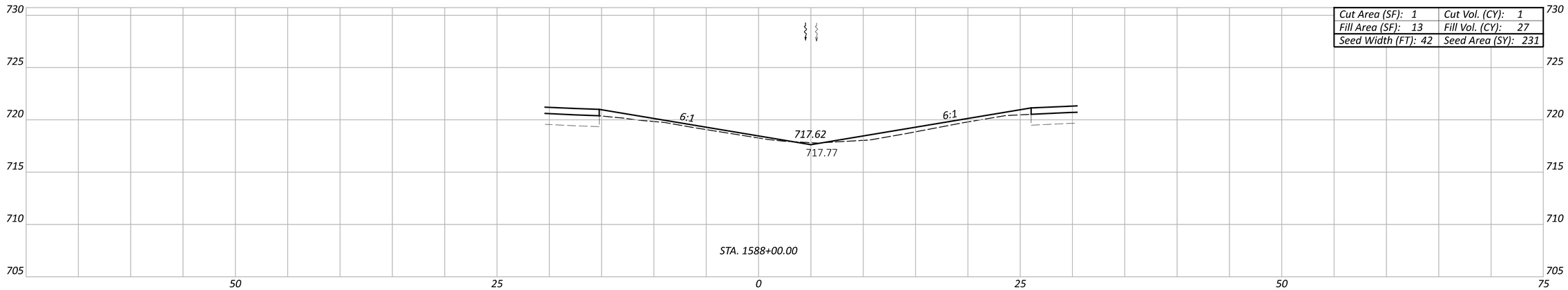
REVIEWER
MJM 10-13-23

PROJECT ID
117367

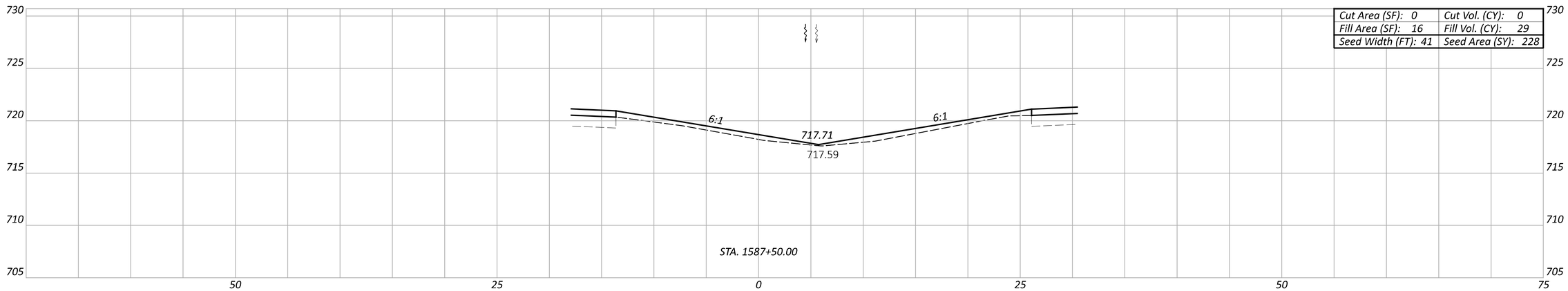
SHEET P.157 TOTAL 258

PAU/DEF-24-12.30/0.00

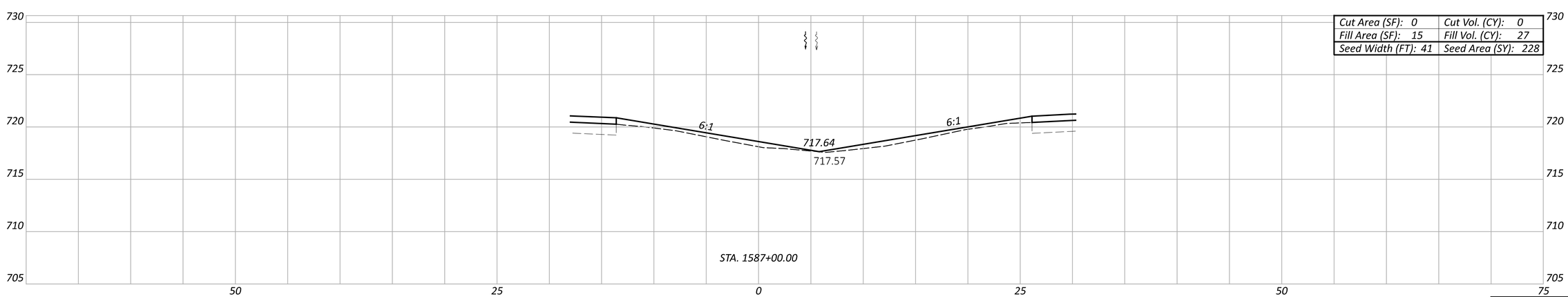
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1585+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:22 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS500.dgn



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 13	Fill Vol. (CY): 27
Seed Width (FT): 42	Seed Area (SY): 231



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 16	Fill Vol. (CY): 29
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 15	Fill Vol. (CY): 27
Seed Width (FT): 41	Seed Area (SY): 228

Sheet Totals		
Seeding	Cut	Fill
687	1	83

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 133)
STA. 1587+00.00 TO STA. 1588+00.00

DESIGN AGENCY

DESIGNER
MJS

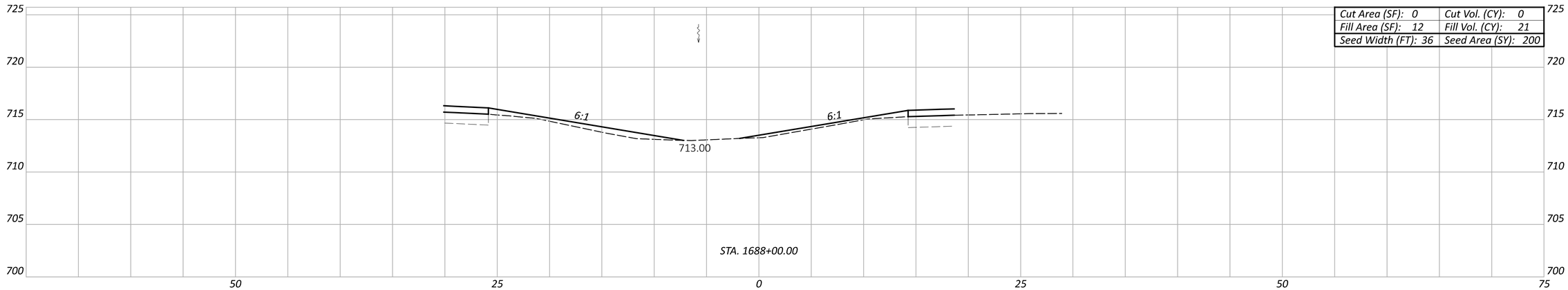
REVIEWER
MJM 10-13-23

PROJECT ID
117367

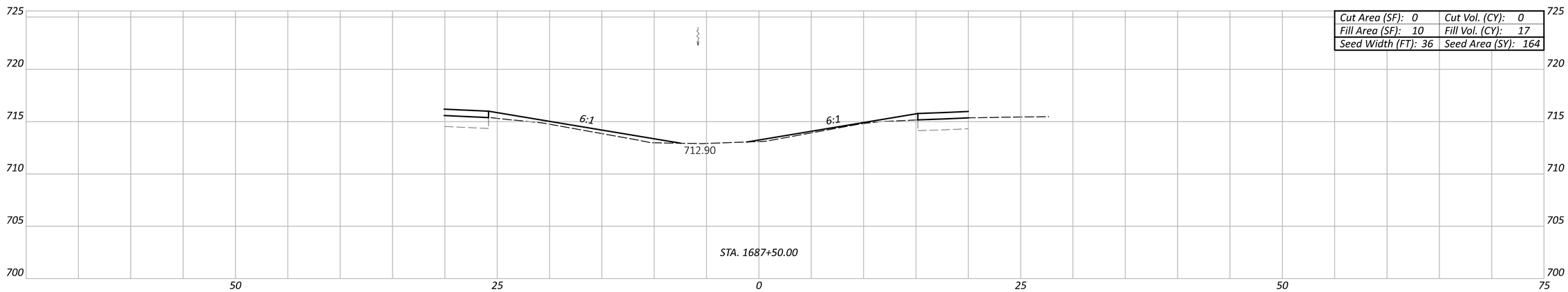
SHEET P.158 TOTAL 258

PAU/DEF-24-12.30/0.00

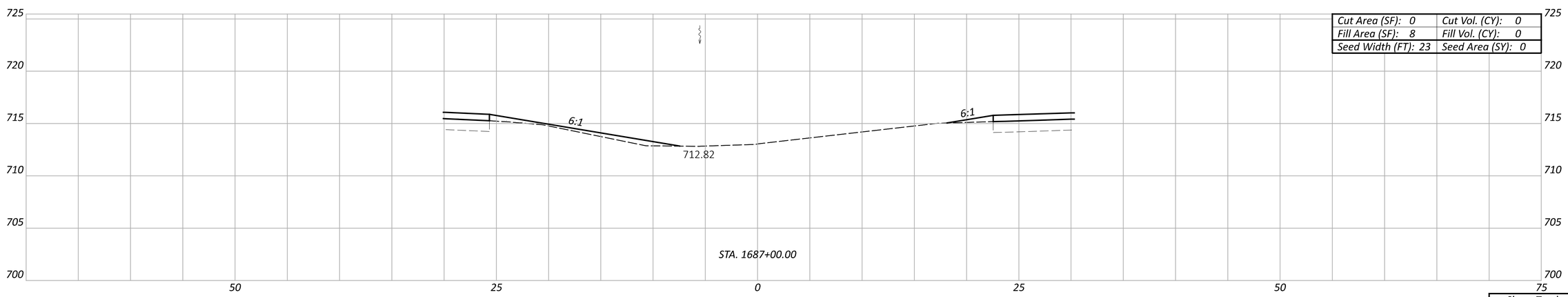
MODEL: CLX_RW_PAU-DEF_24_12.30-0.00 - 1587+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:23 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XSS00.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 12	Fill Vol. (CY): 21
Seed Width (FT): 36	Seed Area (SY): 200



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 10	Fill Vol. (CY): 17
Seed Width (FT): 36	Seed Area (SY): 164



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 8	Fill Vol. (CY): 0
Seed Width (FT): 23	Seed Area (SY): 0

Sheet Totals		
Seeding	Cut	Fill
364	0	38

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1687+00.00 TO STA. 1688+00.00

DESIGN AGENCY

DESIGNER
MJS

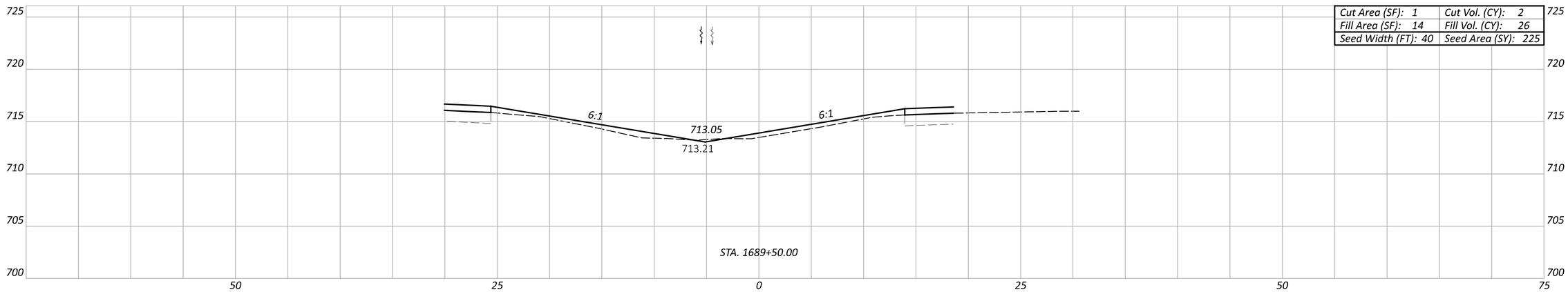
REVIEWER
MJM 10-13-23

PROJECT ID
117367

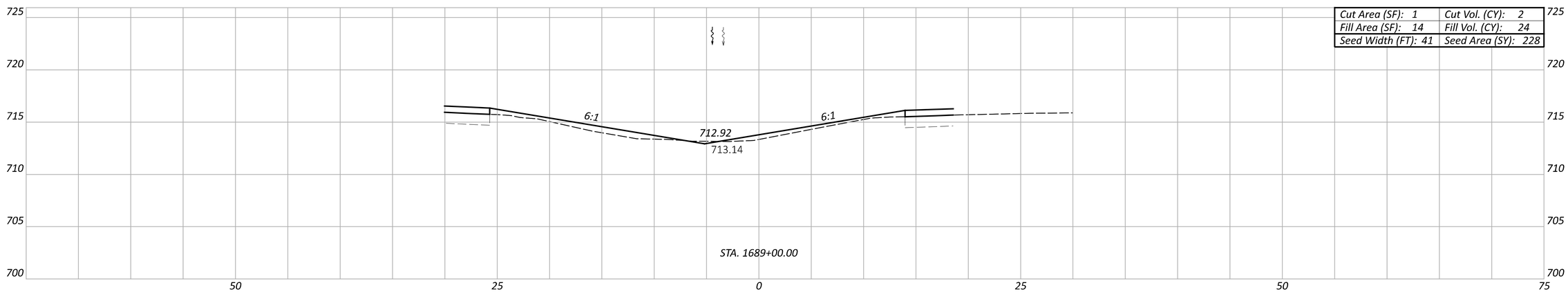
SHEET P.159 TOTAL 258

PAU/DEF-24-12.30/0.00

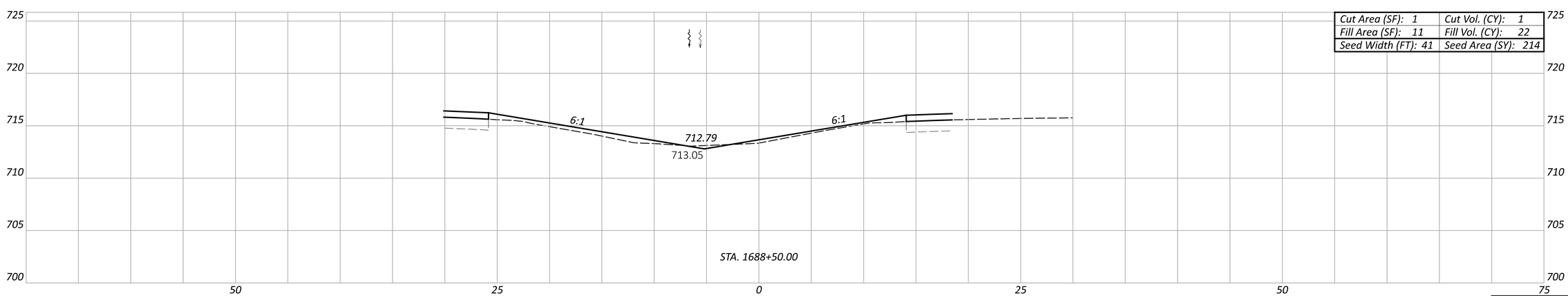
MODEL: CLX_RW_1 - 1687+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:35 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 14	Fill Vol. (CY): 26
Seed Width (FT): 40	Seed Area (SY): 225



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 14	Fill Vol. (CY): 24
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 11	Fill Vol. (CY): 22
Seed Width (FT): 41	Seed Area (SY): 214

Sheet Totals		
Seeding	Cut	Fill
667	5	72

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1688+50.00 TO STA. 1689+50.00

DESIGN AGENCY

DESIGNER
MJS

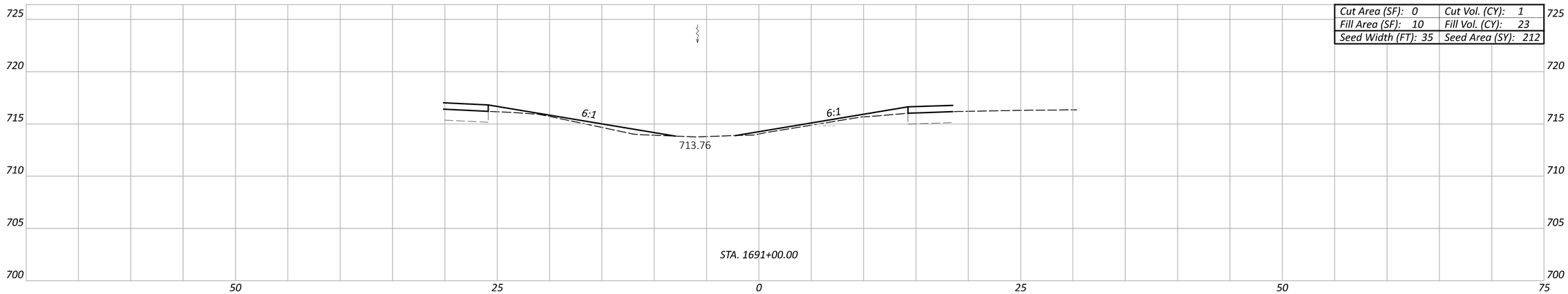
REVIEWER
MJM 10-13-23

PROJECT ID
117367

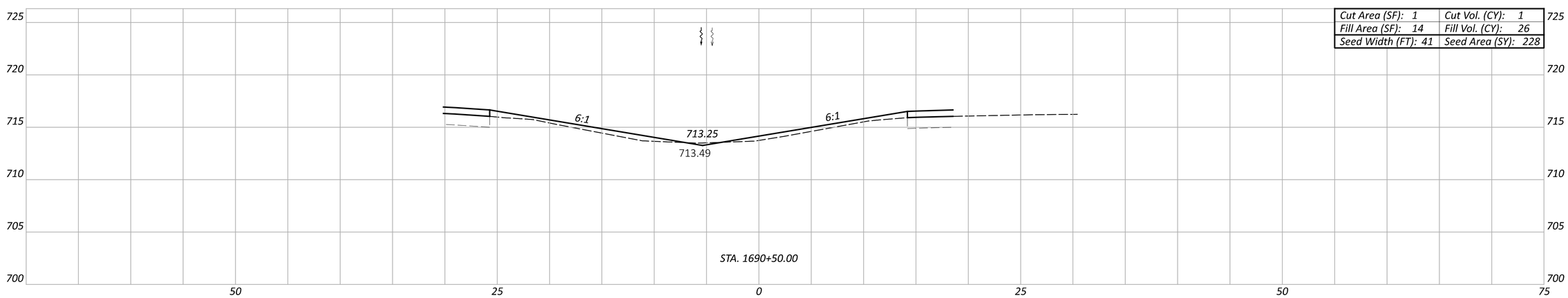
SHEET P.160 TOTAL 258

PAU/DEF-24-12.30/0.00

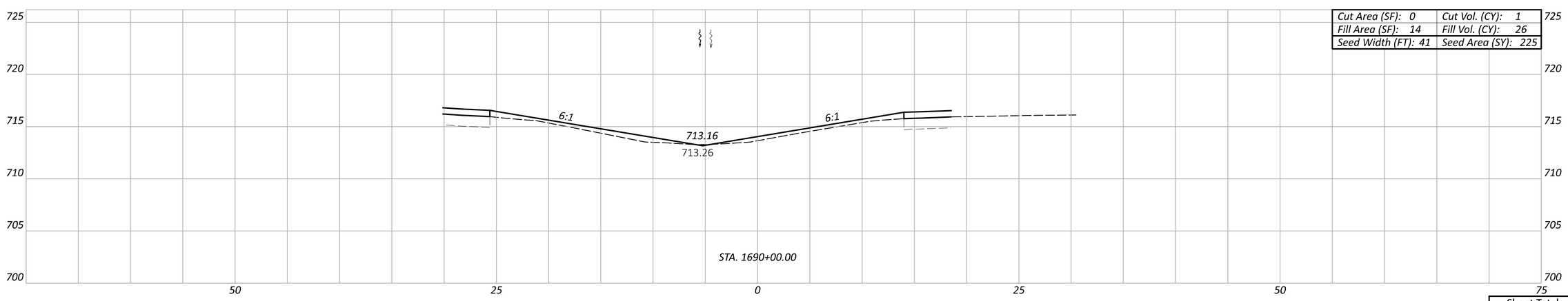
MODEL: CLX_RW_1 - 1688+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:38 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 10	Fill Vol. (CY): 23
Seed Width (FT): 35	Seed Area (SY): 212



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 14	Fill Vol. (CY): 26
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 14	Fill Vol. (CY): 26
Seed Width (FT): 41	Seed Area (SY): 225

Sheet Totals		
Seeding	Cut	Fill
665	3	75

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1690+00.00 TO STA. 1691+00.00

DESIGN AGENCY

DESIGNER
MJS

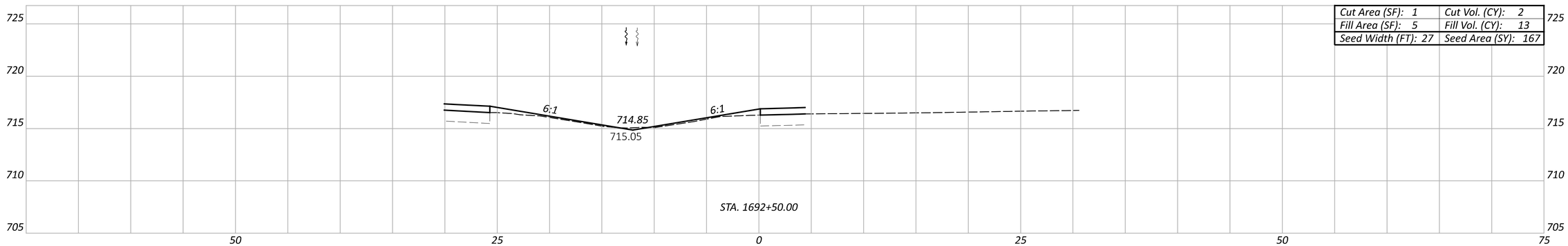
REVIEWER
MJM 10-13-23

PROJECT ID
117367

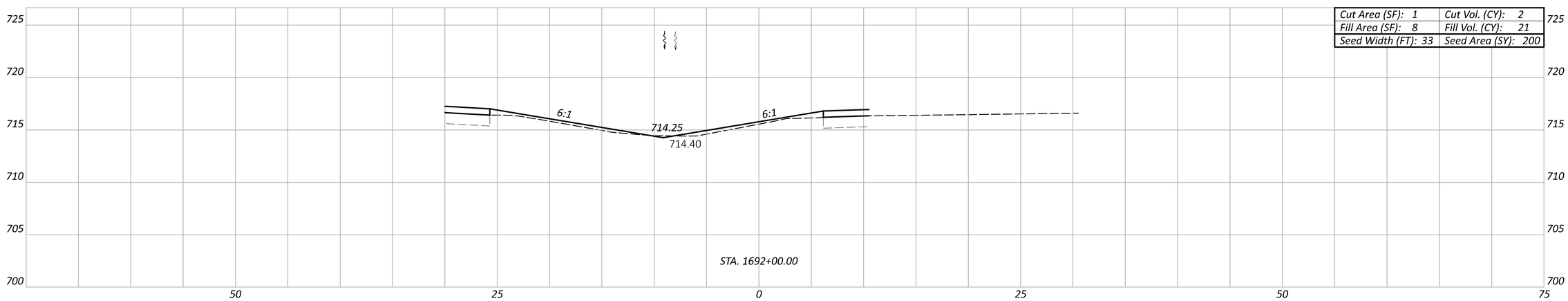
SHEET P.161 TOTAL 258

PAU/DEF-24-12.30/0.00

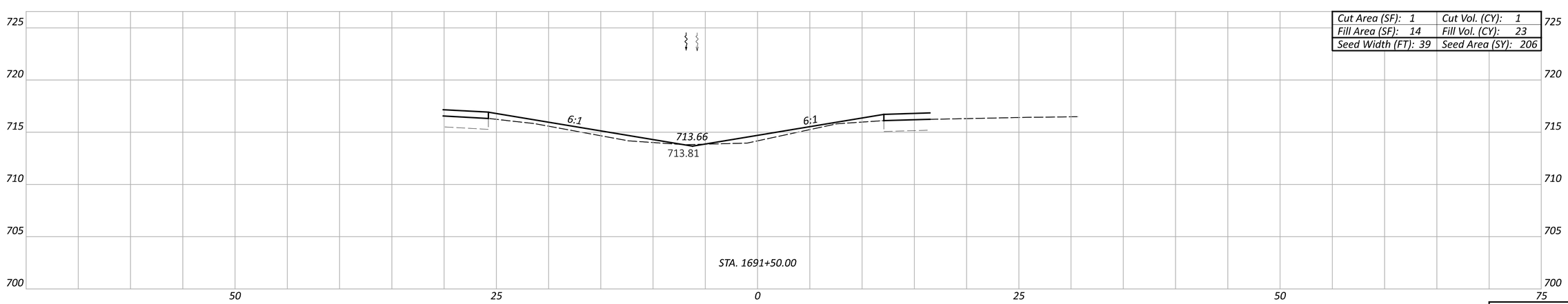
MODEL: CLX_RW_1 - 1690+00.00 [Sheet] PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 2:15:39 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 5	Fill Vol. (CY): 13
Seed Width (FT): 27	Seed Area (SY): 167



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 8	Fill Vol. (CY): 21
Seed Width (FT): 33	Seed Area (SY): 200



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 14	Fill Vol. (CY): 23
Seed Width (FT): 39	Seed Area (SY): 206

Sheet Totals		
Seeding	Cut	Fill
573	5	57

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1691+50.00 TO STA. 1692+50.00

DESIGN AGENCY

DESIGNER
MJS

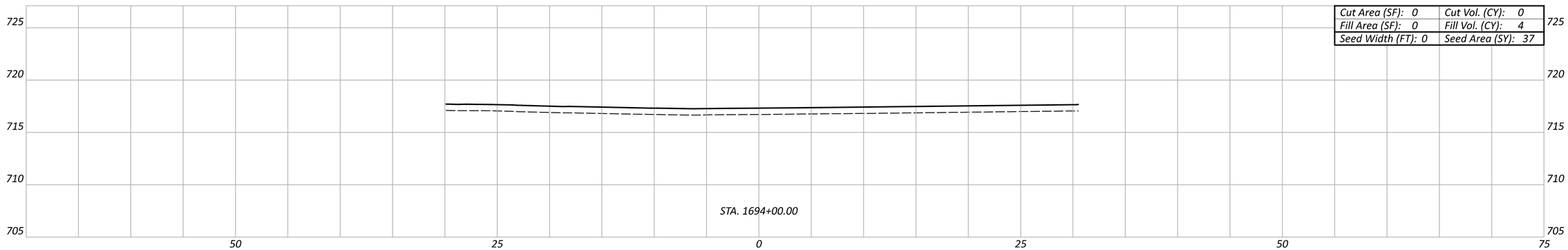
REVIEWER
MJM 10-13-23

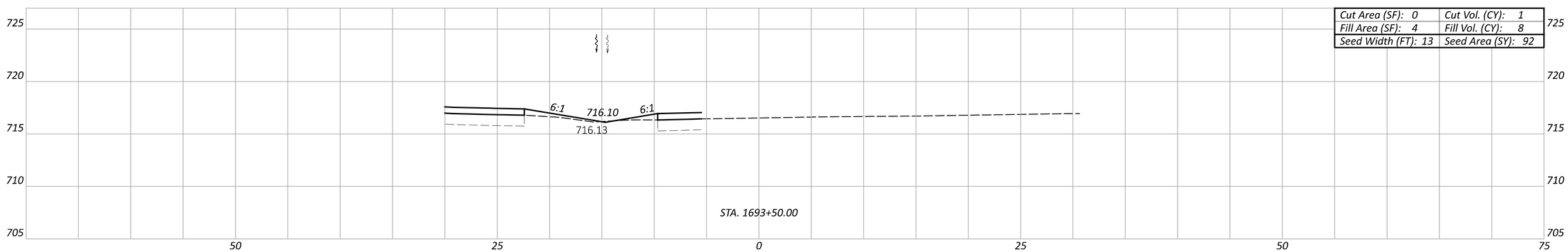
PROJECT ID
117367

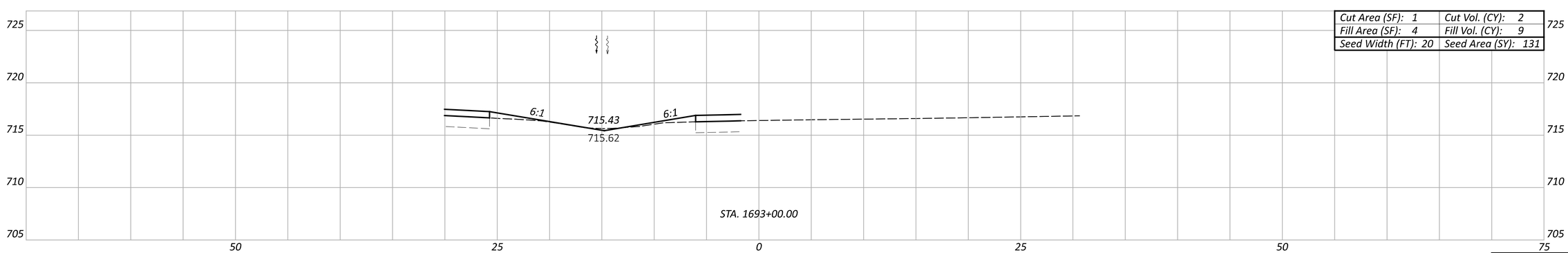
SHEET P.162 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_1 - 1691+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:40 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn







Sheet Totals		
Seeding	Cut	Fill
260	3	21

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1693+00.00 TO STA. 1694+00.00

DESIGN AGENCY

DESIGNER
MJS

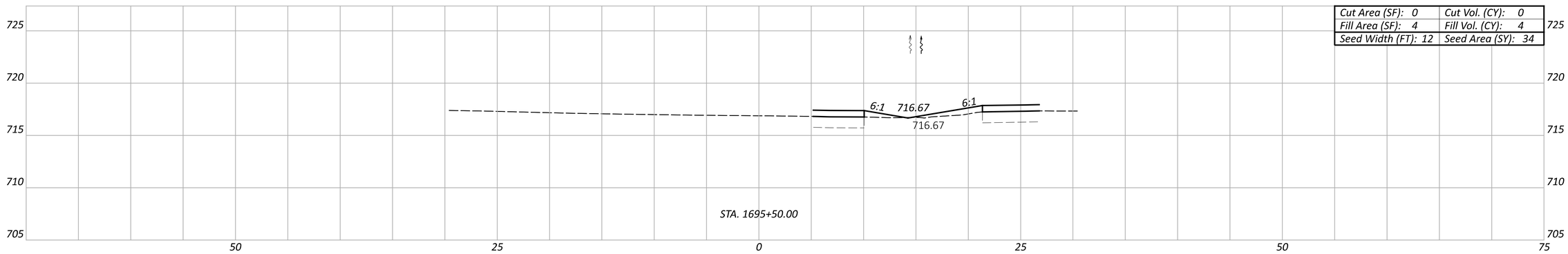
REVIEWER
MJM 10-13-23

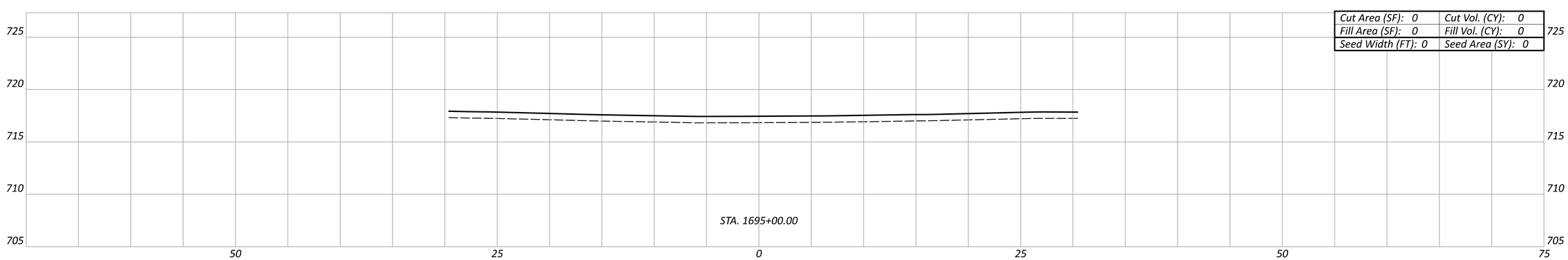
PROJECT ID
117367

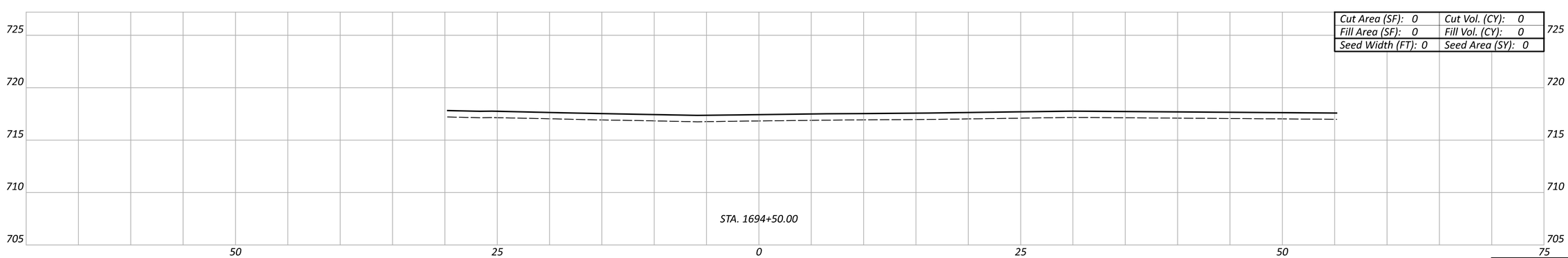
SHEET P.163 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_1 - 1693+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 3:43:18 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn







Sheet Totals		
Seeding	Cut	Fill
34	0	4

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1694+50.00 TO STA. 1695+50.00

DESIGN AGENCY

DESIGNER
MJS

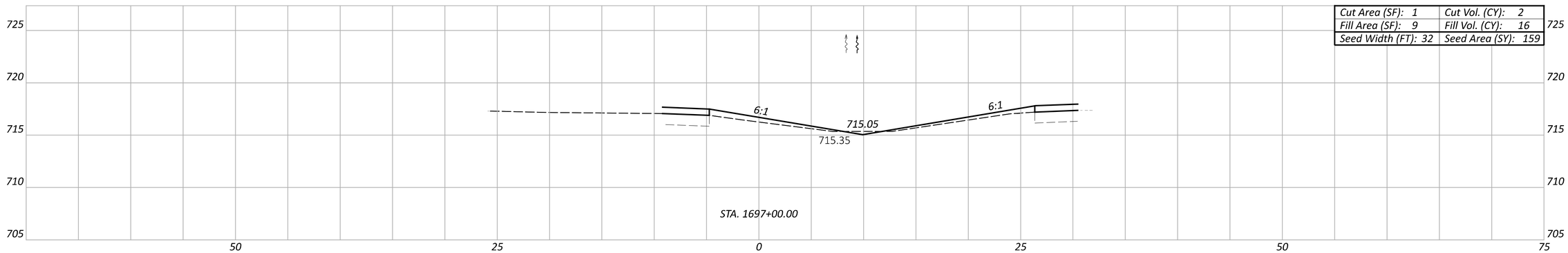
REVIEWER
MJM 10-13-23

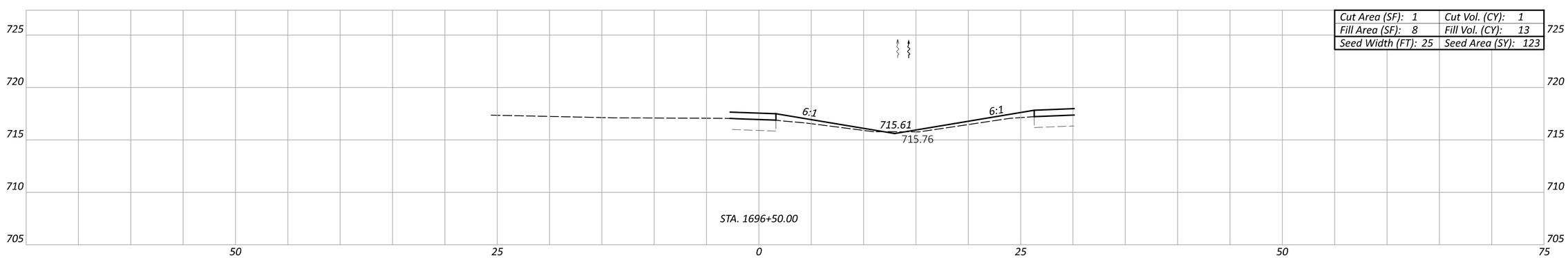
PROJECT ID
117367

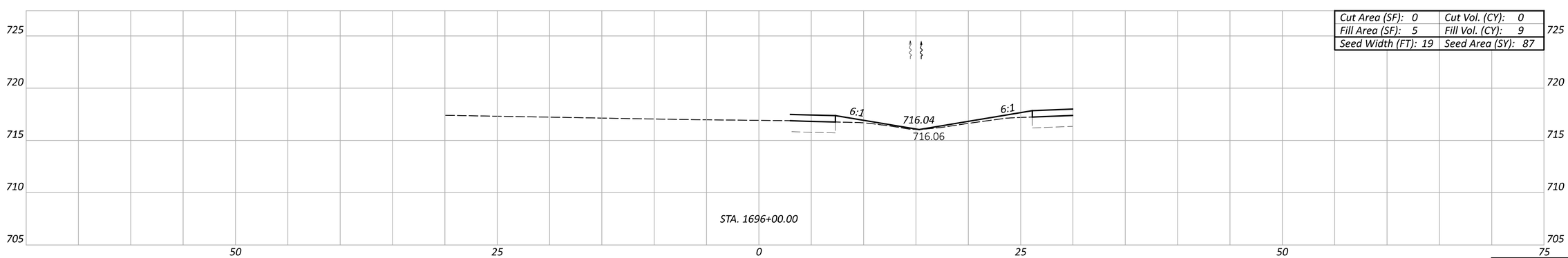
SHEET P.164 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_1 - 1694+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 3:45:01 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn







Sheet Totals		
Seeding	Cut	Fill
369	3	38

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1696+00.00 TO STA. 1697+00.00

DESIGN AGENCY

DESIGNER
MJS

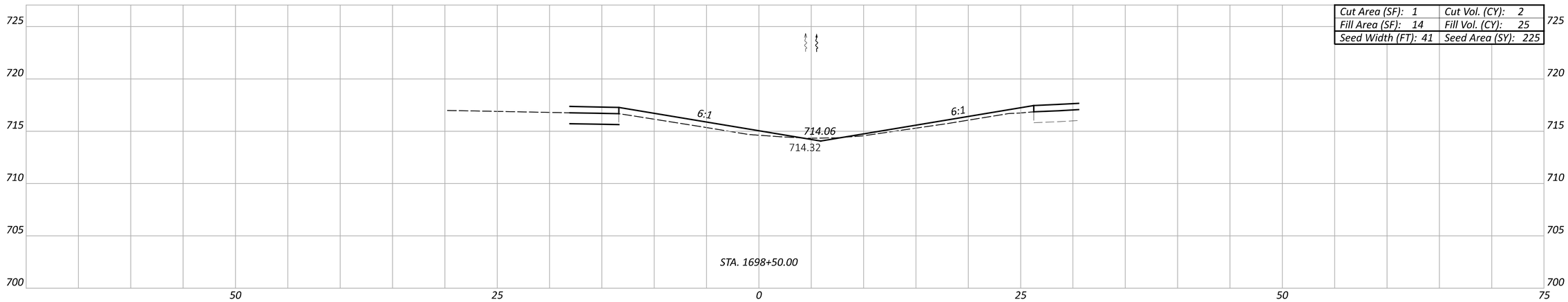
REVIEWER
MJM 10-13-23

PROJECT ID
117367

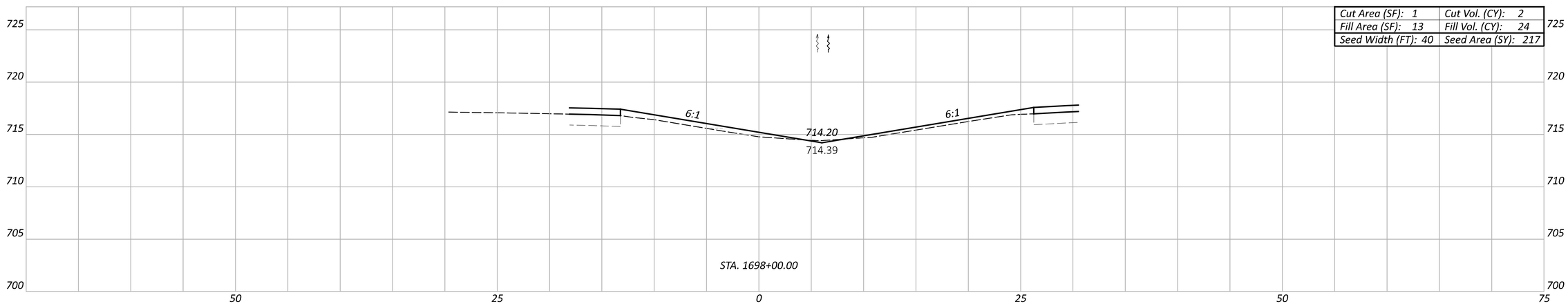
SHEET P.165 TOTAL 258

PAU/DEF-24-12.30/0.00

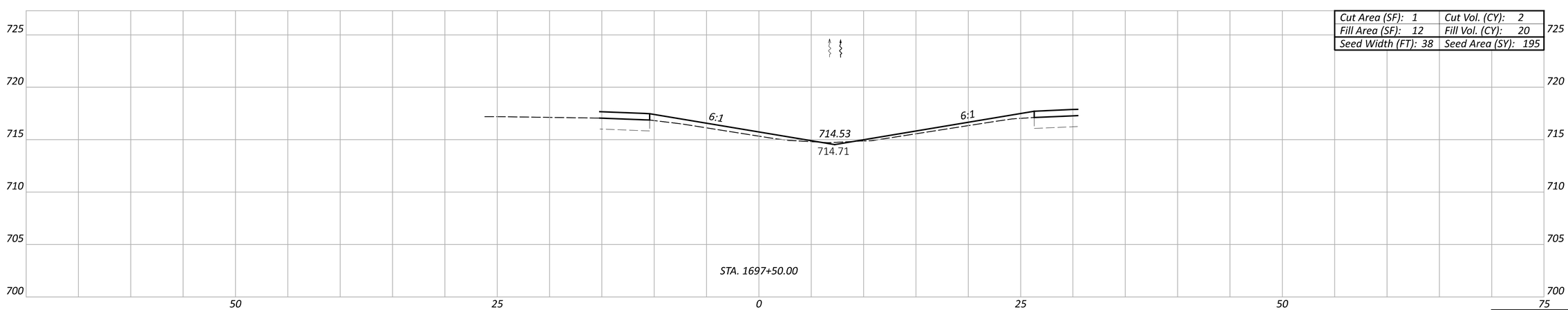
MODEL: CLX_RW_1 - 1696+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:43 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 14	Fill Vol. (CY): 25
Seed Width (FT): 41	Seed Area (SY): 225



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 13	Fill Vol. (CY): 24
Seed Width (FT): 40	Seed Area (SY): 217



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 12	Fill Vol. (CY): 20
Seed Width (FT): 38	Seed Area (SY): 195

Sheet Totals		
Seeding	Cut	Fill
637	6	69

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1697+50.00 TO STA. 1698+50.00

DESIGN AGENCY

DESIGNER
MJS

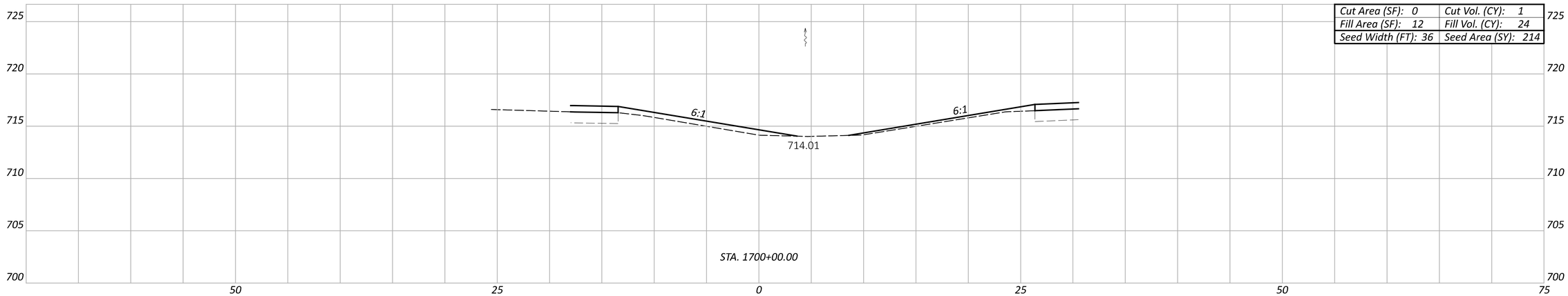
REVIEWER
MJM 10-13-23

PROJECT ID
117367

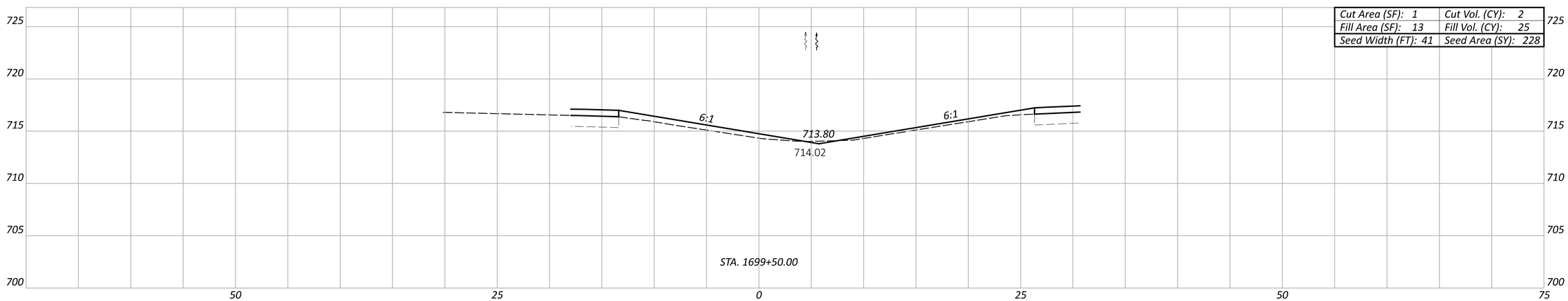
SHEET P.166 TOTAL 258

PAU/DEF-24-12.30/0.00

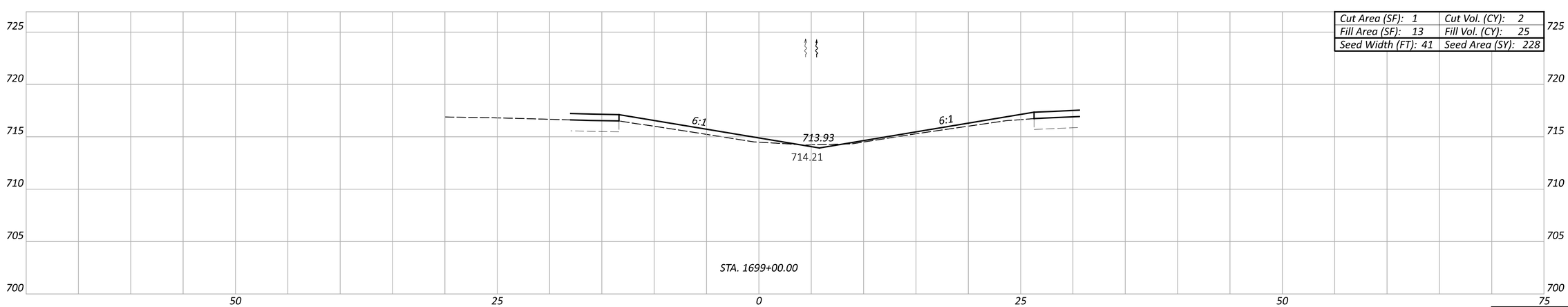
MODEL: CLX_RW_1 - 1697+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:44 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 12	Fill Vol. (CY): 24
Seed Width (FT): 36	Seed Area (SY): 214



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 13	Fill Vol. (CY): 25
Seed Width (FT): 41	Seed Area (SY): 228



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 13	Fill Vol. (CY): 25
Seed Width (FT): 41	Seed Area (SY): 228

Sheet Totals		
Seeding	Cut	Fill
670	5	74

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1699+00.00 TO STA. 1700+00.00

DESIGN AGENCY

DESIGNER
MJS

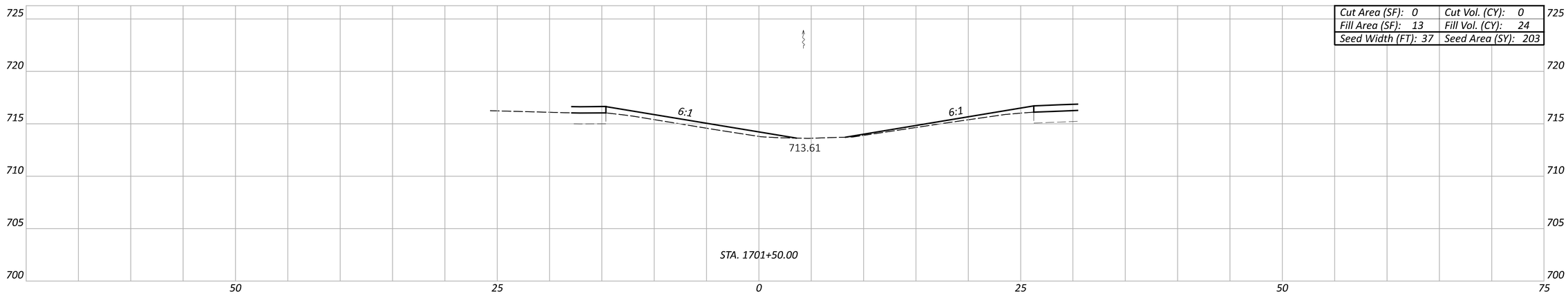
REVIEWER
MJM 10-13-23

PROJECT ID
117367

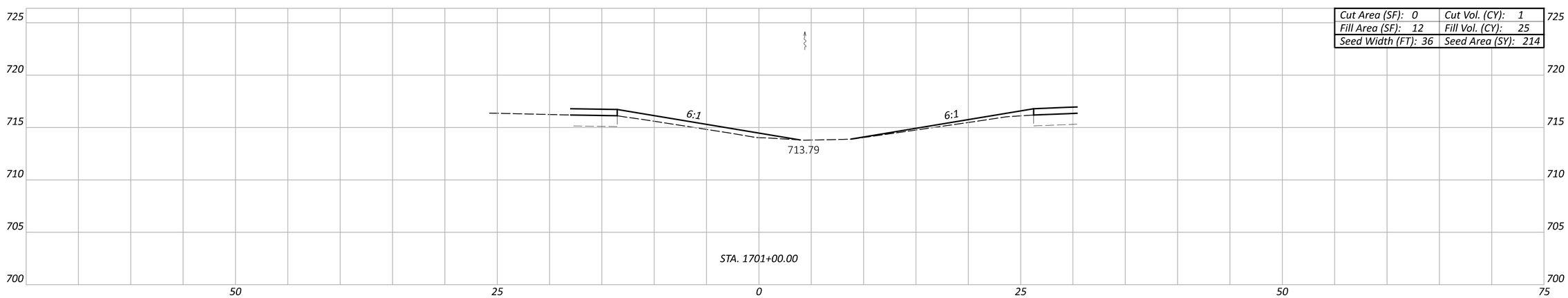
SHEET P.167 TOTAL 258

PAU/DEF-24-12.30/0.00

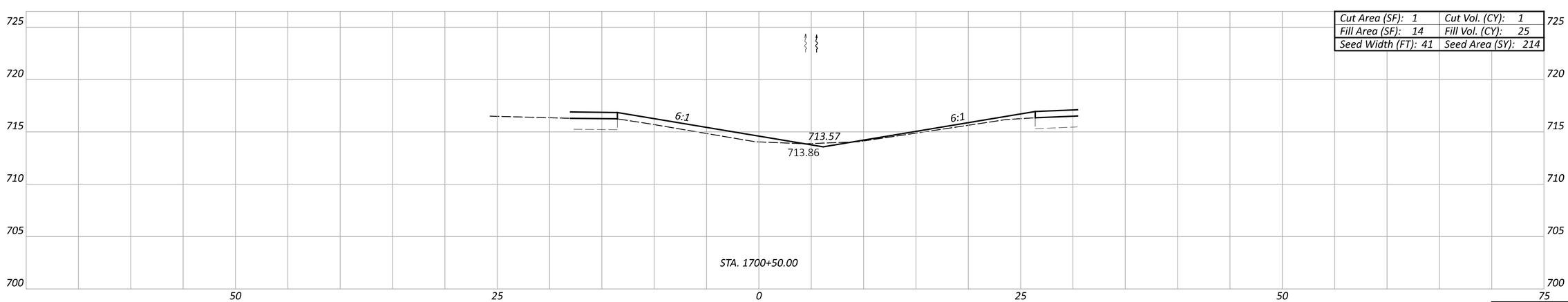
MODEL: CLX_RW_1 - 1699+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:46 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 13	Fill Vol. (CY): 24
Seed Width (FT): 37	Seed Area (SY): 203



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 12	Fill Vol. (CY): 25
Seed Width (FT): 36	Seed Area (SY): 214



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 14	Fill Vol. (CY): 25
Seed Width (FT): 41	Seed Area (SY): 214

Sheet Totals		
Seeding	Cut	Fill
631	2	74

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1700+50.00 TO STA. 1701+50.00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

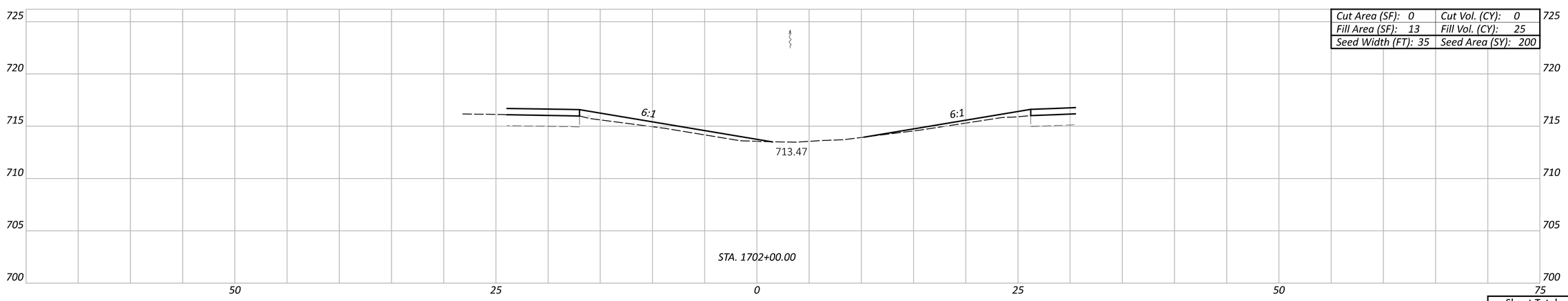
SHEET P.168 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_1 - 1700+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:47 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn

PAU/DEF-24-12.30/0.00

MODEL: CLX_RW_1 - 1702+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:15:48 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_XS600.dgn



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 13	Fill Vol. (CY): 25
Seed Width (FT): 35	Seed Area (SY): 200

Sheet Totals		
Seeding	Cut	Fill
200	0	25

U.S. 24 - CROSS SECTIONS (MEDIAN AT C.R. 143)
STA. 1702+00.00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.169 TOTAL 258

SUPERELEVATION TABLE

P.I. STA = 1369+44.12

Dc = 1° 30' 00"

REMARKS	WESTBOUND OUTSIDE EDGE OF OUTSIDE LANE					WESTBOUND CENTER LINE OF LANES					WEST PROFILE GRADE CONTROL	
	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE GRADE	STATION
	724.63		0.480	0.04	12	724.15		0.480	0.04	12	723.67	1365+90
	724.64		0.492	0.041	12	724.15		0.492	0.041	12	723.66	1366+00
	724.76		0.576	0.048	12	724.18		0.540	0.045	12	723.64	1366+25
	724.79		0.588	0.049	12	724.20		0.588	0.049	12	723.61	1366+50
S.C.	724.85		0.624	0.052	12	724.22		0.624	0.052	12	723.60	1366+65.56
	724.83		0.624	0.052	12	724.20		0.624	0.052	12	723.58	1366+75
	724.81		0.624	0.052	12	724.18		0.624	0.052	12	723.56	1367+00
	724.78		0.624	0.052	12	724.15		0.624	0.052	12	723.53	1367+25
	724.76		0.624	0.052	12	724.13		0.624	0.052	12	723.51	1367+50
	724.73		0.624	0.052	12	724.10		0.624	0.052	12	723.48	1367+75
	724.71		0.624	0.052	12	724.08		0.624	0.052	12	723.46	1368+00
	724.68		0.624	0.052	12	724.05		0.624	0.052	12	723.43	1368+25
	724.65		0.624	0.052	12	724.02		0.624	0.052	12	723.40	1368+50
	724.63		0.624	0.052	12	724.00		0.624	0.052	12	723.38	1368+75
	724.60		0.624	0.052	12	723.97		0.624	0.052	12	723.35	1369+00
	724.58		0.624	0.052	12	723.95		0.624	0.052	12	723.33	1369+25
	724.55		0.624	0.052	12	723.92		0.624	0.052	12	723.30	1369+50
	724.53		0.624	0.052	12	723.90		0.624	0.052	12	723.28	1369+75
	724.50		0.624	0.052	12	723.87		0.624	0.052	12	723.25	1370+00
	724.48		0.624	0.052	12	723.85		0.624	0.052	12	723.23	1370+25
	724.45		0.624	0.052	12	723.82		0.624	0.052	12	723.20	1370+50
	724.42		0.624	0.052	12	723.79		0.624	0.052	12	723.17	1370+75
	724.39		0.624	0.052	12	723.76		0.624	0.052	12	723.14	1371+00
	724.33		0.624	0.052	12	723.70		0.624	0.052	12	723.08	1371+25
	724.27		0.624	0.052	12	723.64		0.624	0.052	12	723.02	1371+50
	724.21		0.624	0.052	12	723.58		0.624	0.052	12	722.96	1371+75
	724.15		0.624	0.052	12	723.52		0.624	0.052	12	722.90	1372+00
C.S.	724.11		0.624	0.052	12	723.48		0.624	0.052	12	722.86	1372+18.63
	724.07		0.612	0.051	12	723.46		0.612	0.051	12	722.85	1372+25
	723.97		0.564	0.047	12	723.40		0.564	0.047	12	722.84	1372+50
	723.86		0.516	0.043	12	723.35		0.516	0.043	12	722.83	1372+75
	723.76		0.468	0.039	12	723.29		0.468	0.039	12	722.82	1373+00
	723.65		0.420	0.035	12	723.23		0.420	0.035	12	722.81	1373+25
	73.54		0.372	0.031	12	73.17		0.372	0.031	12	72.80	1373+50
	723.45		0.324	0.027	12	723.12		0.324	0.027	12	722.80	1373+75
	723.34		0.276	0.023	12	723.07		0.276	0.023	12	722.79	1374+00
R.C.	723.21		0.216	0.018	12	723.00		0.216	0.018	12	722.78	1374+25
	723.15		0.192	0.016	12	722.96		0.192	0.016	12	722.77	1374+40.17
	723.13		0.168	0.014	12	722.96		0.192	0.016	12	722.77	1374+50
	723.08		0.120	0.010	12	722.96		0.192	0.016	12	722.77	1374+75
	723.02		0.072	0.006	12	722.95		0.192	0.016	12	722.76	1375+00
	722.97		0.024	0.002	12	722.94		0.192	0.016	12	722.75	1375+25
S.T.	722.94		0.000	0.000	12	722.94		0.192	0.016	12	722.75	1375+38.63
	722.91		-0.024	-0.002	12	722.93		0.192	0.016	12	722.74	1375+50
	722.85		-0.072	-0.006	12	722.92		0.192	0.016	12	722.73	1375+75
	722.81		-0.108	-0.009	12	722.92		0.192	0.016	12	722.73	1375+90

END PAVEMENT REPLACEMENT BEGIN CRACK AND SEAT OPERATION

EAST PROFILE GRADE CONTROL		EASTBOUND CENTER LINE OF LANES					EASTBOUND OUTSIDE EDGE OF OUTSIDE LANE					REMARKS
STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1365+90	723.64	12	-0.040	-0.480		723.16	12	-0.040	-0.480		722.68	
1366+00	723.63	12	-0.041	-0.492		723.14	12	-0.041	-0.492		722.65	
1366+25	723.59	12	-0.045	-0.540		723.05	12	-0.045	-0.540		722.51	
1366+50	723.55	12	-0.049	-0.588		722.96	12	-0.049	-0.588		722.37	
1366+65.56	723.54	12	-0.052	-0.624		722.92	12	-0.052	-0.624		722.29	S.C.
1366+75	723.52	12	-0.052	-0.624		722.90	12	-0.052	-0.624		722.27	
1367+00	723.48	12	-0.052	-0.624		722.86	12	-0.052	-0.624		722.23	
1367+25	723.44	12	-0.052	-0.624		722.82	12	-0.052	-0.624		722.19	
1367+50	723.40	12	-0.052	-0.624		722.78	12	-0.052	-0.624		722.15	
1367+75	723.36	12	-0.052	-0.624		722.74	12	-0.052	-0.624		722.11	
1368+00	723.33	12	-0.052	-0.624		722.71	12	-0.052	-0.624		722.08	
1368+25	723.29	12	-0.052	-0.624		722.67	12	-0.052	-0.624		722.04	
1368+50	723.25	12	-0.052	-0.624		722.63	12	-0.052	-0.624		722.00	
1368+75	723.21	12	-0.052	-0.624		722.59	12	-0.052	-0.624		721.96	
1369+00	723.17	12	-0.052	-0.624		722.55	12	-0.052	-0.624		721.92	
1369+25	723.14	12	-0.052	-0.624		722.52	12	-0.052	-0.624		721.89	
1369+50	723.10	12	-0.052	-0.624		722.48	12	-0.052	-0.624		721.85	
1369+75	723.06	12	-0.052	-0.624		722.44	12	-0.052	-0.624		721.81	
1370+00	723.02	12	-0.052	-0.624		722.40	12	-0.052	-0.624		721.77	
1370+25	722.99	12	-0.052	-0.624		722.37	12	-0.052	-0.624		721.74	
1370+50	722.95	12	-0.052	-0.624		722.33	12	-0.052	-0.624		721.70	
1370+75	722.91	12	-0.052	-0.624		722.29	12	-0.052	-0.624		721.66	
1371+00	722.87	12	-0.052	-0.624		722.25	12	-0.052	-0.624		721.62	
1371+25	722.81	12	-0.052	-0.624		722.19	12	-0.052	-0.624		721.56	
1371+50	722.76	12	-0.052	-0.624		722.14	12	-0.052	-0.624		721.51	
1371+75	722.71	12	-0.052	-0.624		722.09	12	-0.052	-0.624		721.46	
1372+00	722.66	12	-0.052	-0.624		722.04	12	-0.052	-0.624		721.41	
1372+18.63	722.62	12	-0.052	-0.624		722.00	12	-0.052	-0.624		721.37	C.S.
1372+25	722.61	12	-0.051	-0.612		722.00	12	-0.051	-0.612		721.39	
1372+50	722.58	12	-0.047	-0.564		722.02	12	-0.047	-0.564		721.45	
1372+75	722.58	12	-0.043	-0.516		722.06	12	-0.043	-0.516		721.55	
1373+00	722.59	12	-0.039	-0.468		722.12	12	-0.039	-0.468		721.65	
1373+25	722.59	12	-0.035	-0.420		722.17	12	-0.035	-0.420		721.75	
1373+50	722.60	12	-0.031	-0.372		722.23	12	-0.031	-0.372		721.86	
1373+75	722.60	12	-0.027	-0.324		722.28	12	-0.027	-0.324		721.95	
1374+00	722.61	12	-0.023	-0.276		722.33	12	-0.023	-0.276		722.06	
1374+25	722.61	12	-0.018	-0.216		722.39	12	-0.018	-0.216		722.18	
1374+40.17	722.61	12	-0.016	-0.192		722.42	12	-0.016	-0.192		722.23	R.C.
1374+50	722.61	12	-0.014	-0.168		722.44	12	-0.016	-0.192		722.25	
1374+75	722.62	12	-0.010	-0.120		722.50	12	-0.016	-0.192		722.31	
1375+00	722.62	12	-0.006	-0.072		722.55	12	-0.016	-0.192		722.36	
1375+25	722.63	12	-0.002	-0.024		722.61	12	-0.016	-0.192		722.41	
1375+38.63	722.63	12	0.000	0.000		722.63	12	-0.016	-0.192		722.44	S.T.
1375+50	722.63	12	0.002	0.024		722.65	12	-0.016	-0.192		722.46	
1375+75	722.64	12	0.006	0.072		722.71	12	-0.016	-0.192		722.52	
1375+90	722.64	12	0.009	0.108		722.75	12	-0.016	-0.192		722.56	

END PAVEMENT REPLACEMENT BEGIN CRACK AND SEAT OPERATION

U.S. 24 - SUPERELEVATION TABLE

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.170 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:16:00 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GC001.dgn

SUPERELEVATION TABLE

P.I. STA = 1400+82.29 | Dc = 2° 30' 00"

REMARKS	WESTBOUND OUTSIDE EDGE OF OUTSIDE LANE					WESTBOUND CENTER LINE OF LANES					WEST PROFILE GRADE CONTROL	
	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE GRADE	STATION
	748.79		-0.192	-0.016	12	748.98		-0.192	-0.016	12	749.17	1411+58.89
R.C.	749.03		-0.192	-0.016	12	749.22		-0.192	-0.016	12	749.41	1411+75
	749.42		-0.192	-0.016	12	749.62		-0.144	-0.012	12	749.76	1412+00
	749.78		-0.192	-0.016	12	749.97		-0.096	-0.008	12	750.07	1412+25
	750.11		-0.192	-0.016	12	750.30		-0.048	-0.004	12	750.35	1412+50
S.T	750.41		-0.192	-0.016	12	750.60		0.000	0.000	12	750.60	1412+71.4
	750.43		-0.192	-0.016	12	750.62		0.012	0.001	12	750.61	1412+75
	750.70		-0.192	-0.016	12	750.89		0.060	0.005	12	750.83	1413+00
	750.94		-0.192	-0.016	12	751.13		0.108	0.009	12	751.02	1413+25
	751.14		-0.192	-0.016	12	751.34		0.156	0.013	12	751.18	1413+50
N.C.	751.25		-0.192	-0.016	12	751.44		0.192	0.016	12	751.25	1413+68.02
	751.32		-0.192	-0.016	12	751.51		0.192	0.016	12	751.32	1413+75
	751.49		-0.192	-0.016	12	751.68		0.192	0.016	12	751.49	1414+00
					NORMAL CROWN							

EAST PROFILE GRADE CONTROL		EASTBOUND CENTER LINE OF LANES					EASTBOUND OUTSIDE EDGE OF OUTSIDE LANE					REMARKS
STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1412+49.09	750.36	12	0.016	0.192		750.55	12	0.004	0.048		750.60	
1412+50	750.37	12	0.016	0.192		750.56	12	0.004	0.048		750.61	
1412+71.4	750.64	12	0.016	0.192		750.83	12	0.000	0.000		750.83	
1412+75	750.65	12	0.016	0.192		750.84	12	-0.001	-0.012		750.83	
1413+00	750.91	12	0.016	0.192		751.10	12	-0.005	-0.060		751.04	
1413+25	751.13	12	0.016	0.192		751.32	12	-0.009	-0.108		751.21	
1413+50	751.33	12	0.016	0.192		751.52	12	-0.013	-0.156		751.37	
1413+68.02	751.47	12	0.016	0.192		751.66	12	-0.016	-0.192		751.47	N.C.
1413+75	751.49	12	0.016	0.192		751.68	12	-0.016	-0.192		751.49	
1414+00	751.63	12	0.016	0.192		751.82	12	-0.016	-0.192		751.63	
						NORMAL CROWN						

SUPERELEVATION TABLE

P.I. STA = 1434+78.62 | Dc = 2° 30' 00"

REMARKS	WESTBOUND OUTSIDE EDGE OF OUTSIDE LANE					WESTBOUND CENTER LINE OF LANES					WEST PROFILE GRADE CONTROL	
	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE GRADE	STATION
	751.96		-0.192	-0.016	12	752.15		0.192	0.016	12	751.96	1417+00
	751.87		-0.192	-0.016	12	752.06		0.192	0.016	12	751.87	1417+25
N.C.	751.82		-0.192	-0.016	12	752.01		0.192	0.016	12	751.82	1417+40.99
	751.79		-0.180	-0.015	12	751.97		0.192	0.016	12	751.78	1417+50
	751.75		-0.120	-0.010	12	751.87		0.192	0.016	12	751.68	1417+75
	751.68		-0.072	-0.006	12	751.75		0.192	0.016	12	751.56	1418+00
	751.57		-0.024	-0.002	12	751.59		0.192	0.016	12	751.40	1418+25
T.S.	751.49		0.000	0.000	12	751.49		0.192	0.016	12	751.30	1418+37.61
	751.43		0.024	0.002	12	751.40		0.192	0.016	12	751.21	1418+50
	751.25		0.072	0.006	12	751.18		0.192	0.016	12	750.99	1418+75
	751.05		0.120	0.010	12	750.93		0.192	0.016	12	750.74	1419+00
	750.82		0.168	0.014	12	750.65		0.192	0.016	12	750.46	1419+25
R.C.	750.70		0.192	0.016	12	750.51		0.192	0.016	12	750.32	1419+34.23
	750.56		0.192	0.016	12	750.37		0.192	0.016	12	750.18	1419+47.48
					END PAVEMENT REPLACEMENT BEGIN CRACK AND SEAT OPERATION							

EAST PROFILE GRADE CONTROL		EASTBOUND CENTER LINE OF LANES					EASTBOUND OUTSIDE EDGE OF OUTSIDE LANE					REMARKS
STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1417+00	751.91	12	0.016	0.192		752.10	12	-0.016	-0.192		751.91	
1417+25	751.80	12	0.016	0.192		751.99	12	-0.016	-0.192		751.80	
1417+40.99	751.72	12	0.016	0.192		751.91	12	-0.016	-0.192		751.72	N.C.
1417+50	751.67	12	0.015	0.180		751.85	12	-0.016	-0.192		751.66	
1417+75	751.52	12	0.010	0.120		751.64	12	-0.016	-0.192		751.45	
1418+00	751.35	12	0.006	0.072		751.42	12	-0.016	-0.192		751.23	
1418+25	751.15	12	0.002	0.024		751.17	12	-0.016	-0.192		750.98	
1418+37.61	751.05	12	0.000	0.000		751.05	12	-0.016	-0.192		750.86	T.S.
1418+50	750.95	12	-0.002	-0.024		750.93	12	-0.016	-0.192		750.73	
1418+75	750.77	12	-0.006	-0.072		750.70	12	-0.016	-0.192		750.51	
1419+00	750.55	12	-0.010	-0.120		750.43	12	-0.016	-0.192		750.24	
1419+25	750.31	12	-0.014	-0.168		750.14	12	-0.016	-0.192		749.95	
1419+34.23	750.17	12	-0.016	-0.192		749.98	12	-0.016	-0.192		749.79	R.C.
1419+50	750.03	12	-0.019	-0.228		749.80	12	-0.019	-0.228		749.57	
1419+75	749.73	12	-0.023	-0.276		749.45	12	-0.023	-0.276		749.18	
1420+00	749.40	12	-0.027	-0.324		749.08	12	-0.027	-0.324		748.75	
1420+25	749.04	12	-0.031	-0.372		748.67	12	-0.031	-0.372		748.30	
1420+50	748.64	12	-0.035	-0.420		748.22	12	-0.035	-0.420		747.80	
1420+54.19	748.57	12	-0.035	-0.420		748.15	12	-0.035	-0.420		747.73	
					END PAVEMENT REPLACEMENT BEGIN CRACK AND SEAT OPERATION							

U.S. 24 - SUPERELEVATION TABLE

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.171 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:16:12 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GC002.dgn

SUPERELEVATION TABLE

P.I. STA = 1813+84.53

Dc = 2° 00' 00"

REMARKS	WESTBOUND OUTSIDE EDGE OF OUTSIDE LANE					WESTBOUND CENTER LINE OF LANES					WEST PROFILE GRADE CONTROL	
	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE GRADE	STATION
	733.89		-0.264	-0.022	12	734.16		-0.264	-0.022	12	734.42	1802+77.61
	734.08		-0.312	-0.026	12	734.39		-0.312	-0.026	12	734.70	1803+00
	734.27		-0.360	-0.030	12	734.63		-0.360	-0.030	12	734.99	1803+25
	734.42		-0.408	-0.034	12	734.83		-0.408	-0.034	12	735.24	1803+50
	734.51		-0.468	-0.039	12	734.98		-0.468	-0.039	12	735.45	1803+75
	734.61		-0.516	-0.043	12	735.12		-0.516	-0.043	12	735.64	1804+00
	734.65		-0.564	-0.047	12	735.22		-0.564	-0.047	12	735.78	1804+25
	734.68		-0.612	-0.051	12	735.29		-0.612	-0.051	12	735.90	1804+50
	734.66		-0.660	-0.055	12	735.32		-0.660	-0.055	12	735.98	1804+75
	734.65		-0.708	-0.059	12	735.36		-0.708	-0.059	12	736.07	1805+00
	734.67		-0.756	-0.063	12	735.42		-0.756	-0.063	12	736.18	1805+25
S.C.	734.64		-0.792	-0.066	12	735.43		-0.792	-0.066	12	736.22	1805+41.46
	734.68		-0.792	-0.066	12	735.47		-0.792	-0.066	12	736.26	1805+50
	734.75		-0.792	-0.066	12	735.54		-0.792	-0.066	12	736.33	1805+75
	734.78		-0.792	-0.066	12	735.57		-0.792	-0.066	12	736.36	1806+00
	734.80		-0.792	-0.066	12	735.59		-0.792	-0.066	12	736.38	1806+25
	734.79		-0.792	-0.066	12	735.58		-0.792	-0.066	12	736.37	1806+50
	734.75		-0.792	-0.066	12	735.54		-0.792	-0.066	12	736.33	1806+75
	734.69		-0.792	-0.066	12	735.48		-0.792	-0.066	12	736.27	1807+00
	734.61		-0.792	-0.066	12	735.40		-0.792	-0.066	12	736.19	1807+25
	734.50		-0.792	-0.066	12	735.29		-0.792	-0.066	12	736.08	1807+50
	734.37		-0.792	-0.066	12	735.16		-0.792	-0.066	12	735.95	1807+75
	734.21		-0.792	-0.066	12	735.00		-0.792	-0.066	12	735.79	1808+00
	734.03		-0.792	-0.066	12	734.82		-0.792	-0.066	12	735.61	1808+25
	733.83		-0.792	-0.066	12	734.62		-0.792	-0.066	12	735.41	1808+50
	733.66		-0.792	-0.066	12	734.45		-0.792	-0.066	12	735.24	1808+75
	733.47		-0.792	-0.066	12	734.26		-0.792	-0.066	12	735.05	1809+00
	733.24		-0.792	-0.066	12	734.03		-0.792	-0.066	12	734.82	1809+25
	732.97		-0.792	-0.066	12	733.76		-0.792	-0.066	12	734.55	1809+50
	732.68		-0.792	-0.066	12	733.47		-0.792	-0.066	12	734.26	1809+75
	732.34		-0.792	-0.066	12	733.13		-0.792	-0.066	12	733.92	1810+00
	731.97		-0.792	-0.066	12	732.76		-0.792	-0.066	12	733.55	1810+25
	731.56		-0.792	-0.066	12	732.35		-0.792	-0.066	12	733.14	1810+50
	731.32		-0.792	-0.066	12	732.11		-0.792	-0.066	12	732.90	1810+64.01
	END PAVEMENT REPLACEMENT BEGIN CRACK AND SEAT OPERATION											

EAST PROFILE GRADE CONTROL		EASTBOUND CENTER LINE OF LANES					EASTBOUND OUTSIDE EDGE OF OUTSIDE LANE					REMARKS
STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1802+51.03	734.09	12	0.018	0.216		734.31	12	0.018	0.216		734.52	
1802+75	734.42	12	0.022	0.264		734.68	12	0.022	0.264		734.95	
1803+00	734.73	12	0.026	0.312		735.04	12	0.026	0.312		735.35	
1803+25	735.01	12	0.030	0.360		735.37	12	0.030	0.360		735.73	
1803+50	735.26	12	0.034	0.408		735.67	12	0.034	0.408		736.08	
1803+75	735.48	12	0.039	0.468		735.95	12	0.039	0.468		736.42	
1804+00	735.66	12	0.043	0.516		736.18	12	0.043	0.516		736.69	
1804+25	735.81	12	0.047	0.564		736.37	12	0.047	0.564		736.94	
1804+50	735.92	12	0.051	0.612		736.53	12	0.051	0.612		737.14	
1804+75	736.04	12	0.055	0.660		736.70	12	0.055	0.660		737.36	
1805+00	736.15	12	0.059	0.708		736.86	12	0.059	0.708		737.57	
1805+25	736.24	12	0.063	0.756		737.00	12	0.063	0.756		737.75	
1805+41.46	736.28	12	0.066	0.792		737.07	12	0.066	0.792		737.86	S.C.
1805+50	736.31	12	0.066	0.792		737.10	12	0.066	0.792		737.89	
1805+75	736.35	12	0.066	0.792		737.14	12	0.066	0.792		737.93	
1806+00	736.38	12	0.066	0.792		737.17	12	0.066	0.792		737.96	
1806+25	736.39	12	0.066	0.792		737.18	12	0.066	0.792		737.97	
1806+50	736.38	12	0.066	0.792		737.17	12	0.066	0.792		737.96	
1806+75	736.34	12	0.066	0.792		737.13	12	0.066	0.792		737.92	
1807+00	736.29	12	0.066	0.792		737.08	12	0.066	0.792		737.87	
1807+25	736.21	12	0.066	0.792		737.00	12	0.066	0.792		737.79	
1807+50	736.11	12	0.066	0.792		736.90	12	0.066	0.792		737.69	
1807+75	736.00	12	0.066	0.792		736.79	12	0.066	0.792		737.58	
1808+00	735.86	12	0.066	0.792		736.65	12	0.066	0.792		737.44	
1808+25	735.73	12	0.066	0.792		736.52	12	0.066	0.792		737.31	
1808+50	735.58	12	0.066	0.792		736.37	12	0.066	0.792		737.16	
1808+75	735.41	12	0.066	0.792		736.20	12	0.066	0.792		736.99	
1809+00	735.19	12	0.066	0.792		735.98	12	0.066	0.792		736.77	
1809+25	734.94	12	0.066	0.792		735.73	12	0.066	0.792		736.52	
1809+50	734.66	12	0.066	0.792		735.45	12	0.066	0.792		736.24	
1809+75	734.34	12	0.066	0.792		735.13	12	0.066	0.792		735.92	
1810+00	733.98	12	0.066	0.792		734.77	12	0.066	0.792		735.56	
1810+21.22	733.65	12	0.066	0.792		734.44	12	0.066	0.792		735.23	
END PAVEMENT REPLACEMENT BEGIN CRACK AND SEAT OPERATION												

U.S. 24 - SUPERELEVATION TABLE

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.172 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:16:24 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GC003.dgn

P.I. STA = 1868+77.95

Dc = 2° 30' 00"

REMARKS	WESTBOUND OUTSIDE EDGE OF OUTSIDE LANE					WESTBOUND CENTER LINE OF LANES					WEST PROFILE GRADE CONTROL	
	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE GRADE	STATION
	736.57		-0.492	-0.041	12	737.06		-0.492	-0.041	12	737.55	1875+31.16
	736.85		-0.456	-0.038	12	737.30		-0.456	-0.038	12	737.76	1875+50
	737.20		-0.408	-0.034	12	737.61		-0.408	-0.034	12	738.02	1875+75
	737.53		-0.360	-0.030	12	737.89		-0.360	-0.030	12	738.25	1876+00
	737.83		-0.312	-0.026	12	738.14		-0.312	-0.026	12	738.45	1876+25
	738.13		-0.252	-0.021	12	738.38		-0.252	-0.021	12	738.63	1876+50
	738.38		-0.204	-0.017	12	738.59		-0.204	-0.017	12	738.79	1876+75
R.C.	738.48		-0.192	-0.016	12	738.67		-0.192	-0.016	12	738.86	1876+90.48
	738.56		-0.192	-0.016	12	738.75		-0.168	-0.014	12	738.92	1877+00
	738.69		-0.192	-0.016	12	738.88		-0.120	-0.010	12	739.00	1877+25
	738.83		-0.192	-0.016	12	739.02		-0.072	-0.006	12	739.09	1877+50
	738.95		-0.192	-0.016	12	739.15		-0.024	-0.002	12	739.17	1877+75
S.T.	739.02		-0.192	-0.016	12	739.21		0.000	0.000	12	739.21	1877+87.10
	739.07		-0.192	-0.016	12	739.26		0.024	0.002	12	739.24	1878+00
	739.19		-0.192	-0.016	12	739.38		0.072	0.006	12	739.31	1878+25
	739.31		-0.192	-0.016	12	739.50		0.120	0.010	12	739.38	1878+50
	739.45		-0.192	-0.016	12	739.64		0.180	0.015	12	739.46	1878+75
N.C.	739.49		-0.192	-0.016	12	739.68		0.192	0.016	12	739.49	1878+83.72
	739.53		-0.192	-0.016	12	739.72		0.192	0.016	12	739.53	1879+00
	739.59		-0.192	-0.016	12	739.78		0.192	0.016	12	739.59	1879+25
	739.62		-0.192	-0.016	12	739.81		0.192	0.016	12	739.62	1879+50
	739.63		-0.192	-0.016	12	739.82		0.192	0.016	12	739.63	1879+64.73
N.C.	739.66		-0.168	-0.014	12	739.83		0.192	0.016	12	739.64	1879+75
	739.71		-0.120	-0.010	12	739.83		0.192	0.016	12	739.64	1880+00
	739.74		-0.072	-0.006	12	739.81		0.192	0.016	12	739.62	1880+25
	739.75		-0.024	-0.002	12	739.77		0.192	0.016	12	739.58	1880+50
T.S.	739.75		0.000	0.000	12	739.75		0.192	0.016	12	739.56	1880+61.35
	739.75		0.024	0.002	12	739.72		0.192	0.016	12	739.53	1880+75
	739.71		0.072	0.006	12	739.64		0.192	0.016	12	739.45	1881+00
	739.68		0.132	0.011	12	739.55		0.192	0.016	12	739.36	1881+25
	739.62		0.180	0.015	12	739.44		0.192	0.016	12	739.25	1881+50
R.C.	739.60		0.192	0.016	12	739.41		0.192	0.016	12	739.22	1881+57.97
	739.58		0.228	0.019	12	739.35		0.228	0.019	12	739.12	1881+75
	739.52		0.276	0.023	12	739.25		0.276	0.023	12	738.97	1882+00
	739.46		0.324	0.027	12	739.13		0.324	0.027	12	738.81	1882+25
	739.38		0.372	0.031	12	739.01		0.372	0.031	12	738.64	1882+50
	739.31		0.420	0.035	12	738.89		0.420	0.035	12	738.47	1882+75
	739.26		0.480	0.040	12	738.78		0.480	0.040	12	738.30	1883+00
	739.19		0.528	0.044	12	738.66		0.528	0.044	12	738.13	1883+25
	739.09		0.576	0.048	12	738.52		0.576	0.048	12	737.94	1883+50
	738.97		0.624	0.052	12	738.34		0.624	0.052	12	737.72	1883+75
	738.82		0.672	0.056	12	738.15		0.672	0.056	12	737.48	1884+00
	738.66		0.720	0.060	12	737.94		0.720	0.060	12	737.22	1884+25
	738.47		0.768	0.064	12	737.70		0.768	0.064	12	736.93	1884+50
	738.25		0.816	0.068	12	737.44		0.816	0.068	12	736.62	1884+75
	738.04		0.876	0.073	12	737.17		0.876	0.073	12	736.29	1885+00
	737.83		0.924	0.077	12	736.90		0.924	0.077	12	735.98	1885+21.56

EAST PROFILE GRADE CONTROL	EASTBOUND CENTER LINE OF LANES						EASTBOUND OUTSIDE EDGE OF OUTSIDE LANE					REMARKS
STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1876+13.35	738.57	12	0.029	0.348		738.92	12	0.029	0.348		739.27	
1876+25	738.68	12	0.027	0.324		739.00	12	0.027	0.324		739.33	
1876+50	738.89	12	0.023	0.276		739.17	12	0.023	0.276		739.44	
1876+75	739.08	12	0.019	0.228		739.31	12	0.019	0.228		739.54	
1876+90.48	739.18	12	0.016	0.192		739.37	12	0.016	0.192		739.56	R.C.
1877+00	739.24	12	0.016	0.192		739.43	12	0.014	0.168		739.60	
1877+25	739.36	12	0.016	0.192		739.55	12	0.010	0.120		739.67	
1877+50	739.47	12	0.016	0.192		739.66	12	0.006	0.072		739.73	
1877+75	739.54	12	0.016	0.192		739.73	12	0.002	0.024		739.76	
1877+87.10	739.58	12	0.016	0.192		739.77	12	0.000	0.000		739.77	S.T.
1878+00	739.60	12	0.016	0.192		739.79	12	-0.002	-0.024		739.77	
1878+25	739.62	12	0.016	0.192		739.81	12	-0.006	-0.072		739.74	
1878+50	739.63	12	0.016	0.192		739.82	12	-0.010	-0.120		739.70	
1878+75	739.65	12	0.016	0.192		739.84	12	-0.015	-0.180		739.66	
1878+83.72	739.65	12	0.016	0.192		739.84	12	-0.016	-0.192		739.65	N.C.
1879+00	739.66	12	0.016	0.192		739.85	12	-0.016	-0.192		739.66	
1879+25	739.67	12	0.016	0.192		739.86	12	-0.016	-0.192		739.67	
1879+50	739.68	12	0.016	0.192		739.87	12	-0.016	-0.192		739.68	
1879+64.73	739.69	12	0.016	0.192		739.88	12	-0.016	-0.192		739.69	N.C.
1879+75	739.69	12	0.014	0.168		739.86	12	-0.016	-0.192		739.67	
1880+00	739.67	12	0.100	1.200		740.87	12	-0.016	-0.192		740.68	
1880+25	739.64	12	0.006	0.072		739.71	12	-0.016	-0.192		739.52	
1880+50	739.59	12	0.002	0.024		739.61	12	-0.016	-0.192		739.42	
1880+61.35	739.55	12	0.000	0.000		739.55	12	-0.016	-0.192		739.36	T.S.
1880+75	739.52	12	-0.002	-0.024		739.50	12	-0.016	-0.192		739.30	
1881+00	739.44	12	-0.006	-0.072		739.37	12	-0.016	-0.192		739.18	
1881+25	739.33	12	-0.011	-0.132		739.20	12	-0.016	-0.192		739.01	
1881+50	739.21	12	-0.015	-0.180		739.03	12	-0.016	-0.192		738.84	
1881+57.97	739.18	12	-0.016	-0.192		738.99	12	-0.016	-0.192		738.80	R.C.
1881+75	739.07	12	-0.019	-0.228		738.84	12	-0.019	-0.228		738.61	
1882+00	738.91	12	-0.023	-0.276		738.63	12	-0.023	-0.276		738.36	
1882+25	738.73	12	-0.027	-0.324		738.41	12	-0.027	-0.324		738.08	
1882+50	738.54	12	-0.031	-0.372		738.17	12	-0.031	-0.372		737.80	
1882+75	738.32	12	-0.035	-0.420		737.90	12	-0.035	-0.420		737.48	
1883+00	738.09	12	-0.040	-0.480		737.61	12	-0.040	-0.480		737.13	
1883+25	737.86	12	-0.044	-0.528		737.33	12	-0.044	-0.528		736.80	
1883+50	737.63	12	-0.048	-0.576		737.05	12	-0.048	-0.576		736.48	
1883+75	737.40	12	-0.052	-0.624		736.78	12	-0.052	-0.624		736.15	
1884+00	737.17	12	-0.056	-0.672		736.50	12	-0.056	-0.672		735.83	
1884+25	736.95	12	-0.060	-0.720		736.23	12	-0.060	-0.720		735.51	
1884+50	736.72	12	-0.064	-0.768		735.95	12	-0.064	-0.768		735.18	
1884+75	736.47	12	-0.068	-0.816		735.65	12	-0.068	-0.816		734.84	
1885+00	736.19	12	-0.073	-0.876		735.31	12	-0.073	-0.876		734.44	
1885+25	735.89	12	-0.077	-0.924		734.97	12	-0.077	-0.924		734.04	
1885+26.35	735.89	12	-0.077	-0.924		734.97	12	-0.077	-0.924		734.04	S.C.
1885+50	735.56	12	-0.077	-0.924		734.64	12	-0.077	-0.924		733.71	
1885+75	735.20	12	-0.077	-0.924		734.28	12	-0.077	-0.924		733.35	
1886+00	734.81	12	-0.077	-0.924		733.89	12	-0.077	-0.924		732.96	
1886+25	734.40	12	-0.077	-0.924		733.48	12	-0.077	-0.924		732.55	
1886+50	733.96	12	-0.077	-0.924		733.04	12	-0.077	-0.924		732.11	
1886+53.88	733.88	12	-0.077	-0.924		732.96	12	-0.077	-0.924		732.03	

U.S. 24 - SUPERELEVATION TABLE

DESIGN AGENCY

DESIGNER
MJS

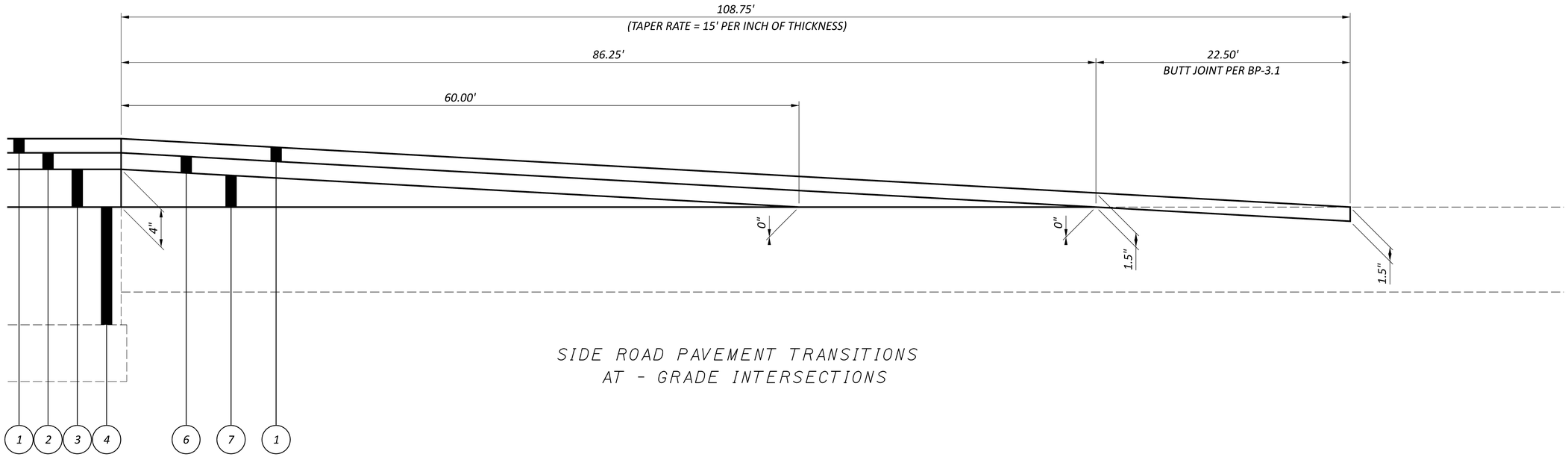
REVIEWER
MJM 10-13-23

PROJECT ID
117367

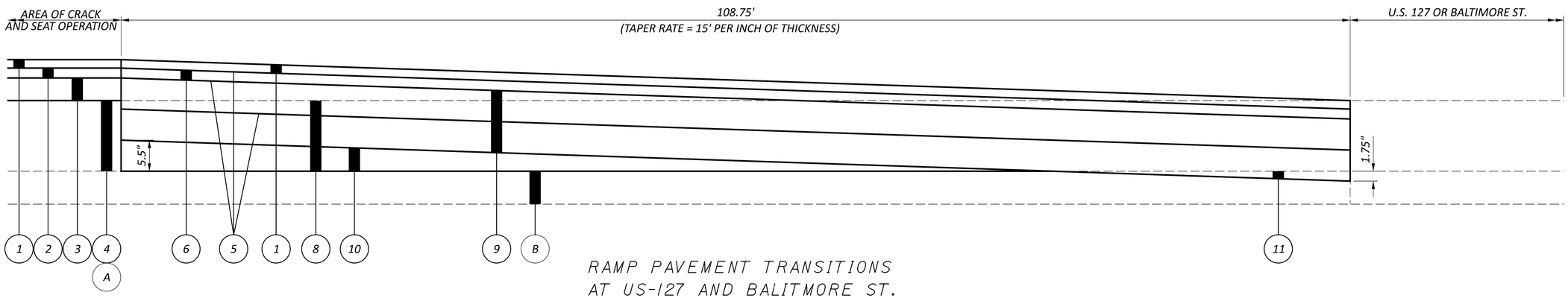
SHEET P.173 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:16:36 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GC004.dgn



SIDE ROAD PAVEMENT TRANSITIONS
AT - GRADE INTERSECTIONS



RAMP PAVEMENT TRANSITIONS
AT US-127 AND BALITMORE ST.

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
7. ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) (T = VARIES 4" TO 0")
8. ITEM 202 - PAVEMENT REMOVED
9. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
10. ITEM 304 - AGGREGATE BASE (T = VARIES 5.5" TO 0")
11. ITEM 202 - AGGREGATE BASE REMOVED (T = VARIES 0" TO 1.75")

EXISTING LEGEND

- A ± 12.5" NON-REINFORCED CONCRETE
- B ± 6" AGGREGATE BASE

PAVEMENT TRANSITION DETAILS

DESIGN AGENCY

DESIGNER
MJS

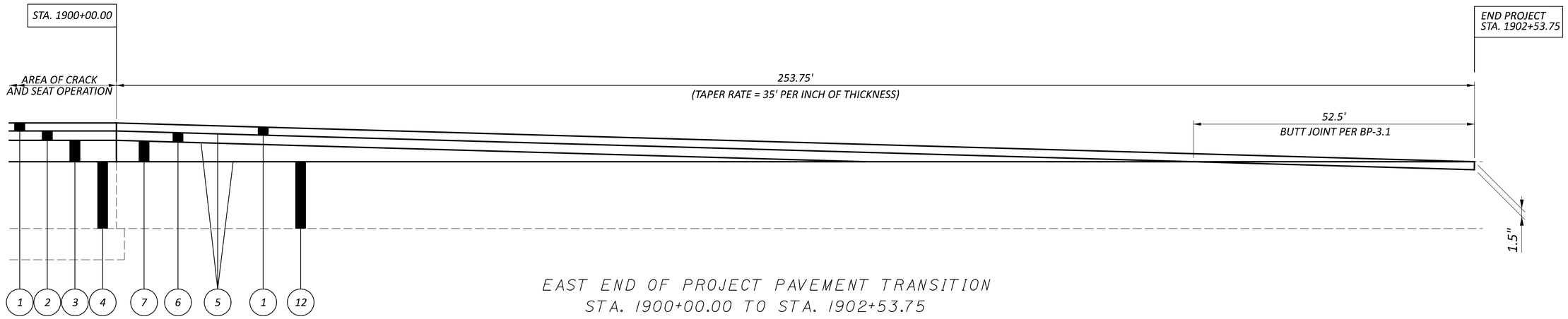
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.174 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 1:22:53 PM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GA001.dgn



EAST END OF PROJECT PAVEMENT TRANSITION
STA. 1900+00.00 TO STA. 1902+53.75

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
2. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
3. ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
4. ITEM 321 - 12.5" CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT
5. ITEM 407 - NON-TRACKING TACK COAT
6. ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
7. ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) (T = VARIES 4" TO 0")
15. ITEM 202 - 12.5" NON-REINFORCED CONCRETE PAVEMENT REMOVED
16. ITEM 302 - 11" ASPHALT CONCRETE BASE COURSE, PG64-22, (449)
17. ITEM 304 - AGGREGATE BASE (T = VARIES 5.5" TO 0")
18. ITEM 202 - AGGREGATE BASE REMOVED (T = VARIES 0" TO 1.75")
12. EXISTING ASPHALT

PAVEMENT TRANSITION DETAILS

DESIGN AGENCY

DESIGNER
MJS

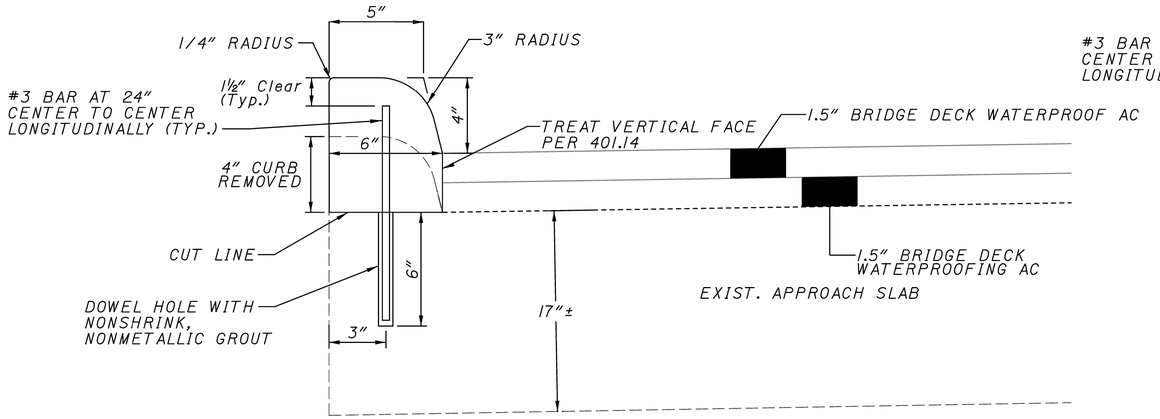
REVIEWER
MJM 10-13-23

PROJECT ID
117367

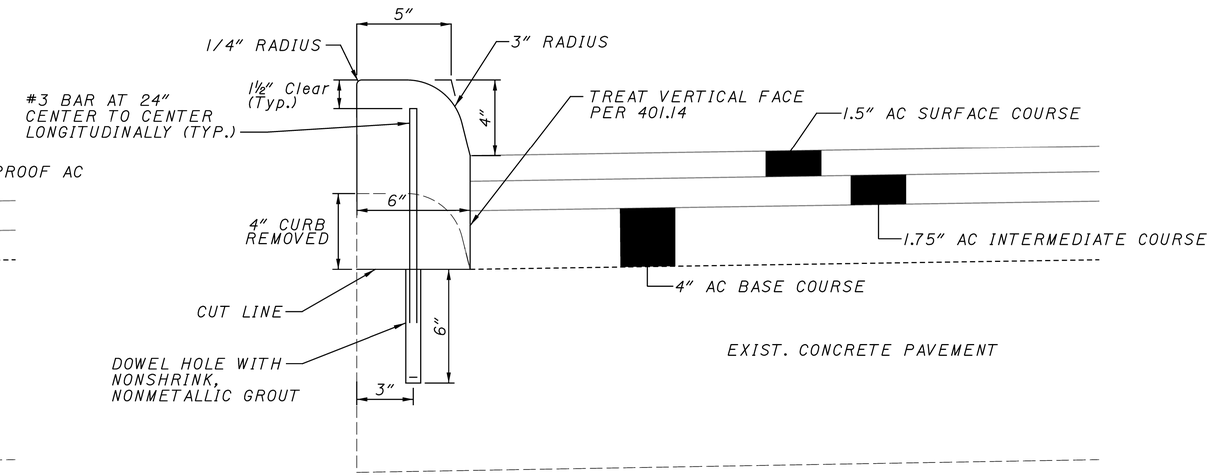
SHEET P.175 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:16:58 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GA002.dgn



ITEM 609 - CURB, MISC.: TYPE
4-A RETROFIT APPROACH SLABS



ITEM 609 - CURB, MISC.: TYPE
4-A RETROFIT CRACK AND SEAT

MISCELLANEOUS DETAILS

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.176 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 1:45:46 PM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Roadway\Sheets\117367_GM001.dgn

FIELD REVIEW AND SIGN VERIFICATION

PROSPECTIVE BIDDERS ARE EXPECTED TO FIELD REVIEW THE SIGN SUPPORT LOCATIONS PER CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS) 102.05. THIS WILL PROPERLY ORIENT THE BIDDERS TO THE PROJECT. THE AWARDED CONTRACTOR SHALL CONDUCT A FIELD REVIEW OF ALL THE SIGN SUPPORT LOCATIONS TO DOCUMENT THE WORK NECESSARY AND NEEDED AS NOTED IN THE PLANS.

VERIFICATION OF EXTRUSHEET SIGN SIZES, SIGN LOCATIONS SIGN POST, I-BEAMS, BREAKAWAY SUPPORTS AND ELEVATIONS SHALL BE DONE BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS.

SIGNS WERE DESIGNED USING DISTRICT ONE SURVEY DATA AND EXISTING PLANS LOCATED AT THE DISTRICT ONE OFFICE.

SIGN POSITION

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

GROUND MOUNTED SIGNS SHOULD HAVE THE CORRECT LATERAL AND VERTICAL CLEARANCE WITH REGARDS TO THE EDGE OF PAVEMENT IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWINGS AND OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OUMTCD) WHERE PHYSICAL CONDITIONS PERMIT.

SIGNS ERECTED OR RE-ERECTED ON NEW POST SUPPORTS SHALL BE LOCATED LONGITUDINALLY TO THE ROADWAY IN THE SAME POSITION AS THE EXISTING SIGNS.

THE PLANS ARE APPROXIMATED TO SHOW THE ORDER OF SIGNS IN RELATIONSHIP TO EACH OTHER AND ARE NOT TO BE CONSIDERED EXACT LOCATIONS.

IF THERE IS A CONFLICT WITH ANY OF THE PROPOSED LOCATIONS, THE CONTRACTOR SHOULD GET THE APPROVAL OF THE PROJECT ENGINEER FIRST BEFORE INSTALLING THE NEW SIGN(S) AND SUPPORT(S).

EXISTING SIGNS NOT SHOWN ON THE SUMMARY OF WORK LOCATIONS SHALL NOT BE DISTURBED, UNLESS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL USE A VEHICLE DISTANCE MEASURING DEVICE TO DETERMINE SIGN LOCATIONS ON THE PLAN.

AT-GRADE INTERSECTIONS AND MEDIANS

THERE ARE 4 AT-GRADE INTERSECTIONS WITHIN THIS PROJECT. QUANTITIES HAVE BEEN INCLUDED FOR REPLACEMENT OF FLAT SHEET SIGNS AND SIGN POST REFLECTORS IN THE SUBSUMMARY FOR A TYPICAL AT-GRADE INTERSECTION.

THERE ARE 2 MEDIAN CROSSOVERS WITHIN THIS PROJECT. QUANTITIES HAVE BEEN INCLUDED FOR REPLACEMENT OF FLAT SHEET SIGNS AND SIGN POST REFLECTORS IN THE SUBSUMMARY FOR A TYPICAL MEDIAN CROSSOVER.

ITEM 630 - GROUNDED MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN

WHERE GROUND MOUNTED POST SUPPORTS ARE T0 BE INSTALLED WITHIN THE LIMITS OF THE PROPOSED CONCRETE MEDIAN ISLANDS, THE CONTRACTOR SHALL CONSTRUCT A CORE HOLE AS DESCRIBED AN STANDARD CONSTRUCTION DRAWING TC-42.20. EXCEPT THE CORE HOLE SHALL BE 12" IN DIAMETER INSTEAD OF 8".

THE HOLE SHALL BE BACKFILLED WITH SAND AND ASPHALT AS DETAILED IN THE STANDARD CONSTRUCTION DRAWING.

ALL OTHER PERTINENT ASPECTS OF ITEM 630 - GROUND MOUNTED SUPPORT, NO. 3 POST, INCLUDING THE FURNISHMENT AND INSTALLATION OF THE GROUND POST SHALL APPLY.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK. PAYMENT FOR ALL WORK WILL BE INCLUDED IN THE PRICE BID PER ITEM 630 - GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN.

ITEM 630 - GROUND MOUNTED SUPPORT,
NO. 3 POST, AS PER PLAN. = 36 FT

ITEM 630 - SIGN ERECTED, FLAT SHEET, AS PER PLAN

THIS ITEM INCLUDES ERECTING SIGNS PER C&MS 630. THE SIGNS ARE FURNISHED BY ODOT AND WILL BE AVAILABLE FOR PICK UP AT THE ODOT DEFIANCE COUNTY GARAGE: 2340 BALTIMORE ROAD, DEFIANCE, OH 43512. THE CONTRACTOR SHALL LET THE PROJECT ENGINEER KNOW 7 DAYS PRIOR TO THE PROPOSED DATE OF PICKUP TO ALLOW FOR COORDINATION WITH THE DEFIANCE COUNTY GARAGE. ALL COSTS ASSOCIATED WITH PICKING UP THE SIGNS AND TRANSPORTING THE SIGNS TO THE PROJECT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 630 SIGN ERECTED, FLAT SHEET, AS PER PLAN.

TRAFFIC CONTROL GENERAL NOTES

DESIGN AGENCY

DESIGNER MJS

REVIEWER MJM 10-13-23

PROJECT ID 117367

SHEET P.177 TOTAL 258

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/2/2024 TIME: 3:33:58 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TN001.dgn

e	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW	621 RPM, WHITE/RED	621 RPM, YELLOW/RED	621 RAISED PAVEMENT MARKER REMOVED	642 EDGE LINE, 6", TYPE 1	642 CENTER LINE, TYPE 1	644 CHANNELIZING LINE, 12"	644 CHANNELIZING LINE, 8"	644 STOP LINE	644 TRANSVERSE/DIAGONAL LINE, YELLOW	644 TRANSVERSE/DIAGONAL LINE, WHITE	644 RAILROAD SYMBOL MARKING	644 LANE ARROW		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)
							EACH	EACH	EACH	EACH	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		MILE	MILE	MILE	FT	FT	MILE	MILE
															SL	YT	WT	RR	LA		YL	WL	LL	CL			
196	YL-1	US 24		1350+00	1356+00	LT															0.11					0.11	
	YL-2	US 24		1350+00	1356+00	RT															0.11					0.11	
	WL-1	US 127 RAMP A		1350+00	1356+00	LT																0.11				0.11	
	WL-3	US 24		1350+00	1356+00	RT																0.11				0.11	
	LL-1	US 24		1350+00	1356+00	LT		8		8													0.11			0.11	
	LL-2	US 24		1350+00	1356+00	RT		8		8													0.11			0.11	
	CL-1	US 127 RAMP A		1353+45	1356+00	RT		6		6														255			0.05
	CL-1A	US 24		1353+45	1356+00	LT																		255			0.05
	DO-1	US 127 RAMP A		1350+00	1353+45	LT																			345	0.07	
	DO-2	US 127 RAMP B		1354+28	1356+00	RT																			172	0.03	
197	YL-3	US 127 RAMP A		1359+23	1368+00	LT			15	15											0.17					0.17	
	YL-4	US 24		1356+00	1368+00	LT															0.23					0.23	
	YL-5	US 24		1356+00	1368+00	RT															0.23					0.23	
	YL-6	US 127 RAMP B		1362+28	1368+00	RT			14	14											0.11					0.11	
	WL-4	US 127 RAMP A		1356+00	1368+00	LT																0.23				0.23	
	WL-5	US 24		1359+23	1368+00	LT																0.17				0.17	
	WL-6	US 24		1362+28	1368+00	RT																0.11				0.11	
	WL-7	US 127 RAMP B		1356+00	1368+00	RT																0.23				0.23	
	LL-4	US 24		1356+00	1368+00	LT		15		15													0.23			0.23	
	LL-5	US 24		1356+00	1368+00	RT		15		15													0.23			0.23	
	CL-2	US 127 RAMP A		1356+00	1359+23	LT		8		8														323			0.06
	CL-2A	US 24		1356+00	1359+23	LT		8		8														323			0.06
	CL-3	US 24		1359+49	1362+28	RT		8		8														279			0.05
	CL-4	US 127 RAMP B		1359+49	1362+28	RT		7		7														279			0.05
	CL-5	US 127 RAMP B		1367+90	1368+00	RT		1		1														10			0.01
	DO-3	US 24		1356+00	1359+49	RT																			349	0.07	
198	YL-7	US 127 RAMP A		1368+00	1373+25	RT			13	13											0.11						
	YL-8	US 127 RAMP C		1372+96	1380+00	RT			18	18											0.12						
	YL-9	US 24		1368+00	1380+00	LT															0.23						
	YL-10	US 24		1368+00	1380+00	RT															0.23						
	YL-11	US 127 RAMP B		1368+00	1370+08	RT			11	11											0.05						
	YL-12	US 127 RAMP D		1370+80	1380+00	RT			23	23											0.18						
	WL-8	US 127 RAMP A		1368+00	1373+01	BL																0.09					
	WL-9	US 127		23+61	23+97	LT																0.01					
	WL-10	US 127		23+82	24+32	LT		1		1												0.13					
	WL-11	US 127 RAMP C		1373+28	1380+00	BL		10		10												0.12					
	WL-12	US 127		16+86	23+04	LT					0.12											0.12					
	WL-13	US127		16+86	23+34	RT					0.12											0.12					
	WL-14	US 24		1368+00	1380+00	LT																0.23					
	WL-15	US 24		1368+00	1380+00	RT																0.23					
	WL-16	US 127 RAMP B		1368+00	1369+9925	RT		10		10												0.04					
	WL-17	US 127		14+91	16+50	LT					0.03																
	WL-18	US 127		14+91	16+50	RT					0.03																
	WL-19	US 127 RAMP D		1370+88	1380+00	BL																0.18					
	LL-7	US 24		1368+00	1380+00	LT																	0.23				
	LL-8	US 24		1368+00	1380+00	RT																	0.23				
	DL-1	US 127		23+95	24+91	LT						0.02															
	DL-2	US 127		23+95	24+91	RT						0.02															
	DL-3	US 127		19+35	23+25	LT						0.07															
	DL-4	US 127		19+35	20+95	LT						0.07															
	DL-5	US 127		14+91	16+20	LT						0.02															
	DL-6	US 127		14+92	16+20	RT						0.02															
	CL-6	US 127 RAMP B		1368+00	1370+25	RT		6		6														225			
	CL-7	US 127		20+95	23+25	LT								238													
	CL-8	US 127		17+05	20+95	RT								220													
	CL-9	US 127 RAMP C		1372+82	1375+22	LT																		240			
	SL-1	US 127 RAMP C		1372+82		L/R									49												
	SL-2	US 127 RAMP B		1370+25		L/R									42												
TOTALS CARRIED TO SHEET 188								111	94	205	0.30	0.22		458	91						1.88	2.23	1.14	2189	866	2.77	0.33

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 1 TOTAL 17

SHEET P.179 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:43:37 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS001.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW	621 RPM, WHITE/RED	621 RPM, YELLOW/RED	621 RAISED PAVEMENT MARKER REMOVED	642 EDGE LINE, 6", TYPE 1	642 CENTER LINE, TYPE 1	644 CHANNELIZING LINE, 12"	644 CHANNELIZING LINE, 8"	644 STOP LINE	644 TRANSVERSE/DIAGONAL LINE, YELLOW	644 TRANSVERSE/DIAGONAL LINE, WHITE	644 RAILROAD SYMBOL MARKING	644 LANE ARROW		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)
							EACH	EACH	EACH	EACH	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		MILE	MILE	MILE	FT	FT	MILE	MILE
															SL	YT	WT	RR	LA		YL	WL	LL	CL			
	YT-1	US 127		23+95	24+91	L/R										102											
	YT-2	US 127		14+91	16+20	L/R										80											
	LA-1	US 127 RAMP B		1368+99		RT													1								
	LA-1A	US 127 RAMP B				RT													1								
	LA-2	US 127 RAMP B		1369+95		RT													1								
	LA-2A	US 127 RAMP B				RT													1								
	LA-3	US 127		22+94		CL													1								
	LA-4	US 127		21+98		CL													1								
	LA-5	US 127		18+30		CL													1								
	LA-6	US 127		17+35		CL													1								
	LA-7	US 127 RAMP C		1373+11		LT													1								
	LA-8	US 127 RAMP C		1374+07		LT													1								
199	YL-13	US 127 RAMP C		1380+00	1384+74	LT			11	11											0.09					0.09	
	YL-15	US 24		1380+00	1392+00	LT															0.23					0.23	
	YL-16	US 24		1380+00	1392+00	RT															0.23					0.23	
	YL-17	US 127 RAMP D		1380+00	1383+75	RT			9	9											0.07					0.07	
	WL-20	US 127 RAMP C		1380+00	1392+00	LT																0.23				0.23	
	WL-21	US 24		1380+00	1384+72	LT																0.09				0.09	
	WL-22	US 24		1380+00	1383+74	RT																0.07				0.07	
	WL-23	US 127 RAMP D		1380+00	1392+00	RT																0.23				0.23	
	LL-9	US 24		1380+00	1392+00	LT		16		16													0.23			0.23	
	LL-10	US 24		1380+00	1392+00	RT		16		16													0.23			0.23	
	CL-10	US 127 RAMP C		1384+74	1387+62	LT		8		8														288			0.05
	CL-11	US 24		1384+92	1387+62	LT		7		7														290			0.05
	CL-12	US 127 RAMP D		1383+75	1389+97	RT		16		16														622			0.12
	CL-12A	US 24		1383+75	1389+97	RT		16		16														622			0.12
	DO-4	US 24		1387+62	1392+00	LT																			438	0.08	
	DO-5	US 24		1389+97	1392+00	RT																			203	0.04	
200	YL-18	US 24		1392+00	1404+00	LT															0.23					0.23	
	YL-19	US 24		1392+00	1404+00	LT															0.23					0.23	
	YL-20	US 24		1392+00	1404+00	RT															0.23					0.23	
	WL-24	US 24		1392+00	1404+00	LT																0.23				0.23	
	WL-25	US 24		1392+00	1404+00	RT																0.23				0.23	
	LL-13	US 24		1392+00	1404+00	RT		15		15													0.23			0.23	
	DO-6	US 24		1392+00	1392+72	LT																		72	72	0.01	
	DO-7	US 24		1392+00	1401+20	RT																		920	920	0.17	
201	YL-21	US 24		1404+00	1408+00	LT															0.08					0.08	
	YL-22	US 24		1404+00	1416+00	RT															0.23					0.23	
	YL-23	US 24		1408+00	1416+00	LT															0.15					0.15	
	WL-26	US 24		1404+00	1416+00	LT																0.23				0.23	
	WL-27	US 24		1404+00	1416+00	RT																0.23				0.23	
	LL-14	US 24		1408+06	1416+00	LT		10		10													0.15			0.15	
	LL-15	US 24		1404+00	1416+00	RT		15		15													0.23			0.23	
202	YL-24	US 24		1416+00	1428+00	LT															0.23					0.23	
	YL-25	US 24		1416+00	1428+00	RT															0.23					0.23	
	WL-28	US 24		1416+00	1428+00	LT																0.23				0.23	
	WL-29	US 24		1416+00	1428+00	RT																0.23				0.23	
	LL-16	US 24		1416+00	1428+00	LT		15		15													0.23			0.23	
	LL-17	US 24		1416+00	1428+00	RT		15		15													0.23			0.23	
203	YL-26	US 24		1428+00	1440+00	LT															0.23					0.23	
	YL-27	US 24		1428+00	1440+00	RT															0.23					0.23	
	WL-30	US 24		1428+00	1440+00	LT																0.23				0.23	
	WL-31	US 24		1428+00	1440+00	RT																0.23				0.23	
	LL-18	US 24		1428+00	1440+00	LT		15		15													0.23			0.23	
	LL-19	US 24		1428+00	1440+00	RT		15		15													0.23			0.23	
204	YL-28	US 24		1440+00	1452+00	LT															0.23					0.23	
	YL-29	US 24		1440+00	1452+00	RT															0.23					0.23	
	WL-32	US 24		1440+00	1452+00	LT																0.23				0.23	
	WL-33	US 24		1440+00	1452+00	RT																0.23				0.23	
TOTALS CARRIED TO SHEET 188								179	20	199						182			10		3.15	2.92	1.99	2814	1633	8.36	0.34

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER
TAB

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SUBSET 2 | TOTAL 17

SHEET P.180 | TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:43:50 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS002.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW	621 RPM, WHITE/RED	621 RPM, YELLOW/RED	621 RAISED PAVEMENT MARKER REMOVED	642 EDGE LINE, 6", TYPE 1	642 CENTER LINE, TYPE 1	644 CHANNELIZING LINE, 12"	644 CHANNELIZING LINE, 8"	644 STOP LINE	644 TRANSVERSE/DIAGONAL LINE, YELLOW	644 TRANSVERSE/DIAGONAL LINE, WHITE	644 RAILROAD SYMBOL MARKING	644 LANE ARROW		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)
							EACH	EACH	EACH	EACH	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		MILE	MILE	MILE	FT	FT	MILE	MILE
															SL	YT	WT	RR	LA		YL	WL	LL	CL			
	LL-20	US 24		1440+00	1452+00	LT		15		15													0.23			0.23	
	LL-21	US 24		1440+00	1452+00	RT		14		14													0.23			0.23	
205	YL-30	US 24		1452+00	1464+00	LT															0.23					0.23	
	YL-31	US 24		1452+00	1464+00	RT															0.23					0.23	
	WL-34	US 24		1452+00	1464+00	LT																0.23				0.23	
	WL-35	US 24		1452+00	1464+00	RT																0.23				0.23	
	LL-22	US 24		1452+00	1464+00	LT		15		15													0.23			0.23	
	LL-23	US 24		1452+00	1464+00	RT		15		15													0.23			0.23	
206	YL-32	US 24		1464+00	1470+15	LT															0.12					0.12	
	YL-33	US 24		1464+00	1470+15	RT															0.12					0.12	
	YL-34	US 24		1471+31	1476+00	RT															0.09					0.09	
	YL-35	US 24		1471+31	1476+00	LT															0.09					0.09	
	WL-36	US 24		1464+00	1470+57	LT																0.12				0.12	
	WL-37	US 24		1464+00	1470+34	RT																0.12				0.12	
	WL-38	CR-115		8+14	11+50	LT																0.06				0.06	
	WL-41	CR-115		8+21	11+50	RT																0.06				0.06	
	WL-42	US 24		1471+87	1476+00	RT																0.01				0.01	
	WL-43	US 24		1471+13	1476+00	LT																0.09				0.09	
	WL-44	CR-115		12+50	15+50	RT																0.06				0.06	
	WL-45	CR-115		12+50	15+50	LT																0.06				0.06	
	LL-24	US 24		1464+00	1470+37	LT		9		9													0.12			0.12	
	LL-25	US 24		1464+00	1470+15	RT		9		9													0.12			0.12	
	LL-26	US 24		1471+39	1476+00	LT		6		6													0.09			0.09	
	LL-27	US 24		1471+07	1476+00	RT		6		6													0.09			0.09	
	DL-7	CR-115		12+80	15+50	CL						0.06															
	DL-8	CR-115		8+17	11+20	CL						0.06															
	CL-13	US 24		1465+35	1470+19	RT		7		7														484			0.09
	CL-14	US 24		1467+67	1470+19	RT		6		6														252			0.05
	CL-15	US 24		1471+27	1473+80	LT		6		6														253			0.05
	CL-16	US 24		1471+27	1476+00	LT		6		6														473			0.09
	SL-3	CR-115		12+83		LT									15												
	SL-4	CR-115		11+17		RT									15												
	WT-1	US 24		1467+67	1470+19	RT											152										
	WT-2	US 24		1471+27	1473+80	LT											146										
	WT-3	CR-115		10+01		LT											12										
	WT-4	CR-115		10+51		LT											12										
	RR-1	CR-115		10+26		LT												1									
	LA-9	US 24		1465+50		RT												1									
	LA-10	US 24		1468+50		RT												1									
	LA-11	US 24		1469+50		RT												1									
	LA-12	US 24		1471+75		LT												1									
	LA-13	US 24		1472+75		LT												1									
	LA-14	US 24		1475+75		LT												1									
207	YL-36	US 24		1476+00	1488+00	LT															0.23					0.23	
	YL-37	US 24		1476+00	1488+00	RT															0.23					0.23	
	WL-46	US 24		1476+00	1488+00	LT																0.23				0.23	
	WL-47	US 24		1476+00	1488+00	RT																0.23				0.23	
	LL-28	US 24		1476+00	1488+00	LT		16		16													0.23			0.23	
	LL-29	US 24		1476+00	1488+00	RT		16		16													0.23			0.23	
	CL-17	US 24		1476+00	1476+70	LT		2		2														70		0.01	
208	YL-38	US 24		1488+00	1500+00	LT															0.23					0.23	
	YL-39	US 24		1488+00	1500+00	RT															0.23					0.23	
	WL-48	US 24		1488+00	1500+00	LT																0.23				0.23	
	WL-49	US 24		1488+00	1500+00	RT																0.23				0.23	
	LL-30	US 24		1488+00	1500+00	LT		14		14													0.23			0.23	
	LL-31	US 24		1488+00	1500+00	RT		14		14													0.23			0.23	
209	YL-40	US 24		1500+00	1512+00	LT															0.23					0.23	
	YL-41	US 24		1500+00	1512+00	RT															0.23					0.23	
TOTALS CARRIED TO SHEET 188								176		176		0.12			30		322	7			2.26	1.96	2.26	1532		6.49	0.28

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER
TAB

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SUBSET 3 | TOTAL 17

SHEET P.181 | TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:44:02 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS003.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW EACH	621 RPM, WHITE/RED EACH	621 RPM, YELLOW/RED EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	642 EDGE LINE, 6", TYPE 1 MILE	642 CENTER LINE, TYPE 1 MILE	644 CHANNELIZING LINE, 12" FT	644 CHANNELIZING LINE, 8" FT	644 STOP LINE FT	644 TRANSVERSE/DIAGONAL LINE, YELLOW FT	644 TRANSVERSE/DIAGONAL LINE, WHITE FT	644 RAILROAD SYMBOL MARKING EACH	644 LANE ARROW EACH		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" FT	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" FT	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) MILE
															SL	YT	WT	RR	LA		YL	WL	LL	CL			
	WL-50	US 24		1500+00	1512+00	LT																0.23				0.23	
	WL-51	US 24		1500+00	1512+00	RT																0.23				0.23	
	LL-32	US 24		1500+00	1512+00	LT		16		16													0.23			0.23	
	LL-33	US 24		1500+00	1512+00	RT		16		16													0.23			0.23	
210	YL-42	US 24		1512+00	1524+00	LT															0.23					0.23	
	YL-43	US 24		1512+00	1524+00	RT															0.23					0.23	
	WL-52	US 24		1512+00	1524+00	LT																0.23				0.23	
	WL-53	US 24		1512+00	1524+00	RT																0.23				0.23	
	LL-34	US 24		1512+00	1524+00	LT		15		15													0.23			0.23	
	LL-35	US 24		1512+00	1524+00	RT		15		15													0.23			0.23	
211	YL-44	US 24		1524+00	1536+00	LT															0.23					0.23	
	YL-45	US 24		1524+00	1536+00	RT															0.23					0.23	
	WL-54	US 24		1524+00	1536+00	LT																0.23				0.23	
	WL-55	US 24		1524+00	1536+00	RT																0.23				0.23	
	LL-36	US 24		1524+00	1536+00	LT		15		15													0.23			0.23	
	LL-37	US 24		1524+00	1536+00	RT		15		15													0.23			0.23	
212	YL-46	US 24		1536+00	1548+00	LT															0.23					0.23	
	YL-47	US 24		1536+00	1548+00	RT															0.23					0.23	
	WL-56	US 24		1536+00	1548+00	LT																0.23				0.23	
	WL-57	US 24		1536+00	1548+00	RT																0.23				0.23	
	LL-38	US 24		1536+00	1548+00	LT		15		15													0.23			0.23	
	LL-39	US 24		1536+00	1548+00	RT		15		15													0.23			0.23	
213	YL-48	US 24		1548+00	1555+70	LT															0.15					0.15	
	YL-49	US 24		1548+00	1555+70	RT															0.15					0.15	
	YL-50	US 24		1557+30	1560+00	RT															0.05					0.05	
	YL-51	US 24		1557+30	1560+00	LT															0.05					0.05	
	WL-62	CR-232		30+95	31+33	LT																0.01				0.01	
	WL-63	CR-233		30+95	34+50	RT																0.07				0.07	
	WL-64	CR-234		31+50	34+50	LT																0.06				0.06	
	WL-65	US 24		1548+00	1555+80	LT																0.15				0.15	
	WL-66	US 24/CR-232		1548+00	36+28	RT																0.17				0.17	
	WL-69	CR-232/US24		36+28	1560+00	RT																0.06				0.06	
	WL-70	US 24		1556+48	1560+00	LT																0.07				0.07	
	LL-40	US 24		1548+00	1555+37	LT		9		9													0.14			0.14	
	LL-41	US 24		1548+00	1556+23	RT		10		10													0.16			0.16	
	LL-42	US 24		1556+77	1560+00	LT		4		4													0.06			0.06	
	LL-43	US 24		1557+53	1560+00	RT		4		4													0.05			0.05	
	DL-12	CR-232		30+95	31+05	CL						0.01															
	DL-13	CR-232		31+80	34+21	CL						0.05															
	DL-14	CR-232		36+03	36+27	CL						0.01															
	CL-18	US 24		1551+10	1555+74	RT		7																464			0.09
	CL-19	US 24		1553+22	1555+74	RT		6																252			0.05
	CL-20	US 24		1557+26	1559+80	LT		4																252			0.05
	CL-21	US 24		1557+26	1559+78	LT		6																274			0.05
	SL-6	CR-232		34+21		RT									43												
	SL-7	CR-232		36+03		LT									38												
	WT-5	US 24		1553+22	1555+74	RT											146										
	WT-6	US 24		1557+26	1559+78	LT											148										
	WT-7	CR-232		36+20		RT											11										
	WT-8	CR-232		36+72		RT											11										
	RR-2	CR-232		36+46		RT												1									
	LA-15	US 24		1551+25		RT													1								
	LA-16	US 24		1554+25		RT													1								
	LA-17	US 24		1555+25		CL													1								
	LA-18	US 24		1557+70		CL													1								
	LA-19	US 24		1558+70		LT													1								
TOTALS CARRIED TO SHEET 188								172		149		0.07			81		316	1	5		1.78	2.43	2.25	1242		6.46	0.24

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 4 TOTAL 17

SHEET P.182 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:44:13 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS004.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW EACH	621 RPM, WHITE/RED EACH	621 RPM, YELLOW/RED EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	642 EDGE LINE, 6", TYPE 1 MILE	642 CENTER LINE, TYPE 1 MILE	644 CHANNELIZING LINE, 12" FT	644 CHANNELIZING LINE, 8" FT	644 STOP LINE FT SL	644 TRANSVERSE/DIAGONAL LINE, YELLOW FT YT	644 TRANSVERSE/DIAGONAL LINE, WHITE FT WT	644 RAILROAD SYMBOL MARKING EACH RR	644 LANE ARROW EACH LA		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW MILE YL	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE MILE WL	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" MILE LL	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" FT CL	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" FT	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) MILE
214	YL-52	US 24		1560+00	1572+00	LT															0.23					0.23	
	YL-53	US 24		1560+00	1572+00	RT															0.23					0.23	
	WL-71	US 24		1560+00	1572+00	LT																0.23				0.23	
	WL-72	US 24		1560+00	1572+00	RT																0.23				0.23	
	LL-44	US 24		1560+00	1572+00	LT		15		15													0.23			0.23	
	LL-45	US 24		1560+00	1572+00	RT		15		15													0.23			0.23	
	CL-22	US 24		1560+00	1561+90	LT		3		3														190		0.04	
	LA-20	US 24		1561+75		LT													1								
215	YL-54	US 24		1572+00	1580+14	LT															0.15						
	YL-55	US 24		1572+00	1580+14	RT															0.15						
	YL-56	US 24		1581+50	1584+00	LT															0.05						
	YL-57	US 24		1581+50	1584+00	RT															0.05						
	WL-73	US 24		1572+00	1580+82	LT																0.17					
	WL-74	US 24		1572+00	1580+23	RT																0.17					
	WL-75	CR-133		5+80	6+62	LT																0.02					
	WL-78	CR-133		5+81	6+90	RT																0.02					
	WL-79	US 24		1580+82	1584+00	RT																0.06					
	WL-80	US 24		1581+41	1584+00	LT																0.05					
	WL-81	CR-133		8+39	9+20	RT																0.02					
	WL-82	CR-133		8+10	9+19	LT																0.02					
	LL-46	US 24		1572+00	1580+64	LT		10		10													0.16				
	LL-47	US 24		1572+00	1580+04	RT		10		10													0.15				
	LL-48	US 24		1581+61	1584+00	LT		4		4													0.05				
	LL-49	US 24		1581+01	1584+00	RT		3		3													0.06				
	DL-16	CR-133		5+80	6+71	CL						0.02															
	DL-18	CR-133		8+28	9+29	CL						0.02															
	CL-23	US 24		1575+54	1580+18	RT		7		7														464			
	CL-24	US 24		1577+66	1580+18	RT		5		5														252			
	CL-25	US 24		1581+46	1584+00	LT		7		7														254			
	CL-26	US 24		1581+46	1584+00	LT		3		3														254			
	SL-10	CR-133		8+28		LT									12												
	SL-11	CR-133		6+71		RT									12												
	WT-9	US 24		1577+66	1581+18	RT							252				148										
	WT-10	US 24		1581+46	1584+00	LT							252				148										
	WT-11	CR-133		5+90		LT							11														
	WT-12	CR-133		6+40		LT							14														
	RR-3	CR-133		6+15		LT												1									
	LA-21	US 24		1575+62		RT													1								
	LA-22	US 24		1576+31		RT													1								
	LA-23	US 24		1577+19		RT													1								
	LA-24	US 24		1578+07		RT													1								
	LA-25	US 24		1578+95		RT													1								
	LA-26	US 24		1579+83		CL													1								
	LA-27	US 24		1581+76		CL													1								
	LA-28	US 24		1582+69		LT													1								
	LA-29	US 24		1583+52		LT													1								
216	YL-58	US 24		1584+00	1596+00	LT															0.23					0.23	
	YL-59	US 24		1584+00	1596+00	RT															0.23					0.23	
	WL-83	US 24		1584+00	1596+00	LT																0.23				0.23	
	WL-84	US 24		1584+00	1596+00	RT																0.23				0.23	
	LL-50	US 24		1584+00	1596+00	LT		15		15													0.23			0.23	
	LL-51	US 24		1584+00	1596+00	RT		15		15													0.23			0.23	
	CL-27	US 24		1584+00	1586+10	LT		4		4														210		0.04	
	LA-30	US 24		1584+40		LT													1								
	LA-31	US 24		1585+28		LT													1								
	LA-32	US 24		1568+16		LT													1								
TOTALS CARRIED TO SHEET 188								116		116		0.07	529		24		296	1	13		1.32	1.45	1.34	1624		2.84	

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER
TAB

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SUBSET 5 | TOTAL 17

SHEET P.183 | TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:44:23 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS005.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION		SIDE	621 RPM, YELLOW/YELLOW EACH	621 RPM, WHITE/RED EACH	621 RPM, YELLOW/RED EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	642 EDGE LINE, 6", TYPE 1 MILE	642 CENTER LINE, TYPE 1 MILE	644 CHANNELIZING LINE, 12" FT	644 CHANNELIZING LINE, 8" FT	644 STOP LINE FT	644 TRANSVERSE/DIAGONAL LINE, YELLOW FT	644 TRANSVERSE/DIAGONAL LINE, WHITE FT	644 RAILROAD SYMBOL MARKING EACH	644 LANE ARROW EACH		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" FT	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" FT	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) MILE
217	YL-60	US 24		1596+00	1608+00	LT															0.23					0.23	
	YL-61	US 24		1596+00	1608+00	RT															0.23					0.23	
	WL-85	US 24		1596+00	1608+00	LT																0.23				0.23	
	WL-86	US 24		1596+00	1608+00	RT																0.23				0.23	
	LL-52	US 24		1596+00	1608+00	LT		15		15													0.23			0.23	
	LL-53	US 24		1596+00	1608+00	RT		15		15													0.23			0.23	
218	YL-62	US 24		1608+00	1620+00	LT															0.23					0.23	
	YL-63	US 24		1608+00	1620+00	RT															0.23					0.23	
	WL-87	US 24		1608+00	1620+00	LT																0.23				0.23	
	WL-88	US 24		1608+00	1620+00	RT																0.23				0.23	
	LL-54	US 24		1608+00	1620+00	LT		15		15													0.23			0.23	
	LL-55	US 24		1608+00	1620+00	RT		15		15													0.23			0.23	
219	YL-64	US 24		1620+00	1632+00	LT															0.23					0.23	
	YL-65	US 24		1620+00	1632+00	RT															0.23					0.23	
	WL-89	US 24		1620+00	1632+00	LT																0.23				0.23	
	WL-90	US 24		1620+00	1632+00	RT																0.23				0.23	
	LL-56	US 24		1620+00	1632+00	LT		15		15													0.23			0.23	
	LL-57	US 24		1620+00	1632+00	RT		15		15													0.23			0.23	
220	YL-66	US 24		1632+00	1644+00	LT															0.23					0.23	
	YL-67	US 24		1632+00	1644+00	RT															0.23					0.23	
	WL-91	US 24		1632+00	1644+00	LT																0.23				0.23	
	WL-92	US 24		1632+00	1644+00	RT																0.23				0.23	
	LL-58	US 24		1632+00	1644+00	LT		15		15													0.23			0.23	
	LL-59	US 24		1632+00	1644+00	RT		15		15													0.23			0.23	
221	YL-68	US 24		1644+00	1656+00	RT															0.23					0.23	
	YL-69	US 24		1644+00	1656+00	LT															0.23					0.23	
	WL-95	US 24		1644+00	1656+00	LT																0.23				0.23	
	WL-96	US 24		1644+00	1656+00	RT																0.23				0.23	
	LL-60	US 24		1644+00	1656+00	LT		15		15													0.23			0.23	
	LL-61	US 24		1644+00	1656+00	RT		15		15													0.23			0.23	
222	YL-70	US 24		1656+00	1668+00	LT															0.23					0.23	
	YL-71	US 24		1656+00	1668+00	RT															0.23					0.23	
	WL-97	US 24		1656+00	1668+00	LT																0.23				0.23	
	WL-98	US 24		1656+00	1668+00	RT																0.23				0.23	
	LL-62	US 24		1656+00	1668+00	LT		15		15													0.23			0.23	
	LL-63	US 24		1656+00	1668+00	RT		15		15													0.23			0.23	
223	YL-72	US 24		1668+00	1680+00	LT															0.23					0.23	
	YL-73	US 24		1668+00	1680+00	RT															0.23					0.23	
	WL-99	US 24		1668+00	1680+00	LT																0.23				0.23	
	WL-100	US 24		1668+00	1680+00	RT																0.23				0.23	
	LL-64	US 24		1668+00	1680+00	LT		15		15													0.23			0.23	
	LL-65	US 24		1668+00	1680+00	RT		15		15													0.23			0.23	
224	YL-74	US 24		1680+00	1692+00	LT															0.23					0.23	
	YL-75	US 24		1680+00	1692+00	RT															0.23					0.23	
	WL-101	US 24		1680+00	1692+00	LT																0.23				0.23	
	WL-102	US 24		1680+00	1692+00	RT																0.23				0.23	
	LL-66	US 24		1680+00	1692+00	LT		15		15													0.23			0.23	
	LL-67	US 24		1680+00	1692+00	RT		15		15													0.23			0.23	
	CL-28	US 24		1689+28	1692+00	RT		4		4			272														
	CL-29	US 24		1691+40	1692+00	RT		1		1			60														
	WT-13	US 24		1691+40	1692+00	RT											24										
	LA-33	US 24		1689+30		RT												1									
	LA-34	US 24		1690+18		RT												1									
	LA-35	US 24		1691+06		RT												1									
	LA-36	US 24		1691+94		RT												1									
TOTALS CARRIED TO SHEET 188								245		245			332				24	4			3.68	3.68	3.68			11.04	

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER
TAB

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SUBSET 6 | TOTAL 17

SHEET P.184 | TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:44:34 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS006.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW	621 RPM, WHITE/RED	621 RPM, YELLOW/RED	621 RAISED PAVEMENT MARKER REMOVED	642 EDGE LINE, 6", TYPE 1	642 CENTER LINE, TYPE 1	644 CHANNELIZING LINE, 12"	644 CHANNELIZING LINE, 8"	644 STOP LINE	644 TRANSVERSE/DIAGONAL LINE, YELLOW	644 TRANSVERSE/DIAGONAL LINE, WHITE	644 RAILROAD SYMBOL MARKING	644 LANE ARROW		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)
							EACH	EACH	EACH	EACH	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		MILE	MILE	MILE	FT	FT	MILE	MILE
				FROM	TO										SL	YT	WT	RR	LA		YL	WL	LL	CL			
225	YL-76	US 24		1692+00	1693+88	LT															0.04					0.04	
	YL-77	US 24		1692+00	1693+88	RT															0.04					0.04	
	YL-78	US 24		1695+24	1704+00	LT															0.17					0.17	
	YL-79	US 24		1695+24	1704+00	RT															0.17					0.17	
	WL-103	US 24		1692+00	1694+55	LT																0.05				0.05	
	WL-104	US 24		1692+00	1693+97	RT																0.05				0.05	
	WL-105	CR-143		10+00	10+87	LT																0.02				0.02	
	WL-108	CR-143		10+00	10+87	RT																0.02				0.02	
	WL-111	US 24		1694+56	1704+00	RT																0.18				0.18	
	WL-112	US 24		1694+50	1704+00	LT																0.17				0.17	
	WL-113	CR-143		12+65	13+46	RT																0.02				0.02	
	WL-114	CR-143		12+35	13+46	LT																0.02				0.02	
	LL-68	US 24		1692+00	1694+37	LT		2		2													0.04			0.04	
	LL-69	US 24		1692+00	1693+78	RT		3		3													0.03			0.03	
	LL-70	US 24		1694+75	1704+00	RT		11		11													0.18			0.18	
	LL-71	US 24		1695+34	1704+00	LT		12		12													0.16			0.16	
	DL-20	CR-143		12+54	13+46	CL						0.02															
	DL-21	CR-143		10+00	10+97	CL						0.02															
	CL-30	US 24		1692+00	1693+92	RT		3		3														192			0.04
	CL-31	US 24		1692+00	1693+92	RT		5		5														192			0.04
	CL-32	US 24		1695+20	1699+84	LT		8		8														464			0.09
	CL-33	US 24		1695+20	1697+72	LT		5		5														252			0.05
	SL-13	CR-143		12+54		LT									12												
	SL-14	CR-143		10+97		RT									12												
	LA-37	US 24		1692+82		RT												1									
	LA-38	US 24		1693+70		CL												1									
	LA-39	US 24		1695+50		LT												1									
	LA-40	US 24		1696+38		LT												1									
	LA-41	US 24		1697+26		LT												1									
	LA-42	US 24		1698+14		LT												1									
	LA-43	US 24		1699+02		LT												1									
	LA-44	US 24		1699+83		LT												1									
226	YL-80	US 24		1704+00	1716+00	LT															0.23					0.23	
	YL-81	US 24		1704+00	1716+00	RT															0.23					0.23	
	WL-115	US 24		1704+00	1716+00	LT																0.23				0.23	
	WL-116	US 24		1704+00	1716+00	RT																0.23				0.23	
	LL-72	US 24		1704+00	1716+00	LT		15		15													0.23			0.23	
	LL-73	US 24		1704+00	1716+00	RT		15		15													0.23			0.23	
227	YL-82	US 24		1716+00	1728+00	LT															0.23					0.23	
	YL-83	US 24		1716+00	1728+00	RT															0.23					0.23	
	WL-119	US 24		1716+00	1728+00	LT																0.23				0.23	
	WL-120	US 24		1716+00	1728+00	RT																0.23				0.23	
	LL-74	US 24		1716+00	1728+00	LT		15		15													0.23			0.23	
	LL-75	US 24		1716+00	1728+00	RT		15		15													0.23			0.23	
228	YL-84	US 24		1728+00	1740+00	LT															0.23					0.23	
	YL-85	US 24		1728+00	1740+00	RT															0.23					0.23	
	WL-123	US 24		1728+00	1740+00	LT																0.23				0.23	
	WL-124	US 24		1728+00	1740+00	RT																0.23				0.23	
	LL-76	US 24		1728+00	1740+00	LT		15		15													0.23			0.23	
	LL-77	US 24		1728+00	1740+00	RT		15		15													0.23			0.23	
229	YL-86	US 24		1740+00	1752+00	LT															0.23					0.23	
	YL-87	US 24		1740+00	1752+00	RT															0.23					0.23	
	WL-127	US 24		1740+00	1752+00	LT																0.23				0.23	
	WL-128	US 24		1740+00	1752+00	RT																0.23				0.23	
	LL-78	US 24		1740+00	1752+00	LT		15		15													0.23			0.23	
	LL-79	US 24		1740+00	1752+00	RT		15		15													0.23			0.23	
TOTALS CARRIED TO SHEET 188								169		169		0.06			24			8			2.26	2.37	2.25	1100		6.88	0.22

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER
TAB

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SUBSET 7 | TOTAL 17

SHEET P.185 | TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:44:45 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS007.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW	621 RPM, WHITE/RED	621 RPM, YELLOW/RED	621 RAISED PAVEMENT MARKER REMOVED	642 EDGE LINE, 6", TYPE 1	642 CENTER LINE, TYPE 1	644 CHANNELIZING LINE, 12"	644 CHANNELIZING LINE, 8"	644 STOP LINE	644 TRANSVERSE/DIAGONAL LINE, YELLOW	644 TRANSVERSE/DIAGONAL LINE, WHITE	644 RAILROAD SYMBOL MARKING	644 LANE ARROW		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)
							EACH	EACH	EACH	EACH	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH		MILE	MILE	MILE	FT	FT	MILE	MILE
															SL	YT	WT	RR	LA		YL	WL	LL	CL			
230	YL-88	US 24		1752+00	1764+00	LT															0.23					0.23	
	YL-89	US 24		1752+00	1764+00	RT															0.23					0.23	
	WL-129	US 24		1752+00	1764+00	LT																0.23				0.23	
	WL-130	US 24		1752+00	1764+00	RT																0.23				0.23	
	LL-80	US 24		1752+00	1764+00	LT		15		15													0.23			0.23	
	LL-81	US 24		1752+00	1764+00	RT		15		15													0.23			0.23	
231	YL-90	US 24		1764+00	1776+00	LT															0.23					0.23	
	YL-91	US 24		1764+00	1776+00	RT															0.23					0.23	
	WL-131	US 24		1764+00	1776+00	LT																0.23				0.23	
	WL-132	US 24		1764+00	1776+00	RT																0.23				0.23	
	LL-82	US 24		1764+00	1776+00	LT		15		15													0.23			0.23	
	LL-83	US 24		1776+00	1788+00	RT		15		15													0.23			0.23	
232	YL-92	US 24		1776+00	1788+00	LT															0.23					0.23	
	YL-93	US 24		1776+00	1788+00	RT															0.23					0.23	
	WL-133	US 24		1776+00	1788+00	LT																0.23				0.23	
	WL-134	US 24		1776+00	1788+00	RT																0.23				0.23	
	LL-84	US 24		1776+00	1788+00	LT		15		15													0.23			0.23	
	LL-85	US 24		1776+00	1788+00	RT		15		15													0.23			0.23	
233	YL-94	US 24		1788+00	1800+00	LT															0.23					0.23	
	YL-95	US 24		1788+00	1800+00	RT															0.23					0.23	
	WL-135	US 24		1788+00	1800+00	LT																0.23				0.23	
	WL-136	US 24		1788+00	1800+00	RT																0.23				0.23	
	LL-86	US 24		1788+00	1800+00	LT		15		15													0.23			0.23	
	LL-87	US 24		1788+00	1800+00	RT		15		15													0.23			0.23	
234	YL-96	US 24		1800+00	1812+00	LT															0.23					0.23	
	YL-97	US 24		1800+00	1812+00	RT															0.23					0.23	
	WL-137	US 24		1800+00	1812+00	LT																0.23				0.23	
	WL-138	US 24		1800+00	1812+00	RT																0.23				0.23	
	LL-88	US 24		1800+00	1812+00	LT		15		15													0.23			0.23	
	LL-89	US 24		1800+00	1812+00	RT		15		15													0.23			0.23	
235	YL-98	US 24		1812+00	1824+00	LT															0.23					0.23	
	YL-99	US 24		1812+00	1824+00	RT															0.23					0.23	
	WL-139	US 24		1812+00	1824+00	LT																0.23				0.23	
	WL-140	US 24		1812+00	1824+00	RT																0.23				0.23	
	LL-90	US 24		1812+00	1824+00	LT		15		15													0.23			0.23	
	LL-91	US 24		1812+00	1824+00	RT		15		15													0.23			0.23	
236	YL-100	US 24		1824+00	1836+00	LT															0.23					0.23	
	YL-101	US 24		1824+00	1836+00	RT															0.23					0.23	
	WL-141	US 24		1824+00	1836+00	LT																0.23				0.23	
	WL-142	US 24		1824+00	1836+00	RT																0.23				0.23	
	LL-92	US 24		1824+00	1836+00	LT		15		15													0.23			0.23	
	LL-93	US 24		1824+00	1836+00	RT		15		15													0.23			0.23	
237	YL-102	US 24		1836+00	1848+00	LT															0.23					0.23	
	YL-103	US 24		1836+00	1848+00	RT															0.23					0.23	
	WL-143	US 24		1836+00	1848+00	LT																0.23				0.23	
	WL-144	US 24		1836+00	1848+00	RT																0.23				0.23	
	LL-94	US 24		1836+00	1848+00	LT		15		15													0.23			0.23	
	LL-95	US 24		1836+00	1848+00	RT		15		15													0.23			0.23	
238	YL-104	US 24		1848+00	1860+00	LT															0.23					0.23	
	YL-105	US 24		1848+00	1860+00	RT															0.23					0.23	
	WL-145	US 24		1848+00	1860+00	LT																0.23				0.23	
	WL-146	US 24		1848+00	1860+00	RT																0.23				0.23	
	LL-96	US 24		1848+00	1860+00	LT		15		15													0.23			0.23	
	LL-97	US 24		1848+00	1860+00	RT		15		15													0.23			0.23	
TOTALS CARRIED TO SHEET 188								270		270											4.14	4.14	4.14			12.42	

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER
TAB

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SUBSET 8 | TOTAL 17

SHEET P.186 | TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:44:57 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS008.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW EACH	621 RPM, WHITE/RED EACH	621 RPM, YELLOW/RED EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	642 EDGE LINE, 6", TYPE 1 MILE	642 CENTER LINE, TYPE 1 MILE	644 CHANNELIZING LINE, 12" FT	644 CHANNELIZING LINE, 8" FT	644 STOP LINE FT SL	644 TRANSVERSE/DIAGONAL LINE, YELLOW FT YT	644 TRANSVERSE/DIAGONAL LINE, WHITE FT WT	644 RAILROAD SYMBOL MARKING EACH RR	644 LANE ARROW EACH LA		807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW MILE YL	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE MILE WL	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" MILE LL	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" FT CL	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" FT	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) MILE
239	YL-106	US 24		1860+00	1872+00	LT															0.23					0.23	
	YL-107	US 24		1860+00	1872+00	RT															0.23					0.23	
	WL-147	US 24		1860+00	1872+00	LT																0.23				0.23	
	WL-148	US 24		1860+00	1872+00	RT																0.23				0.23	
	LL-98	US 24		1860+00	1872+00	LT		15		15													0.23			0.23	
	LL-99	US 24		1860+00	1872+00	RT		15		15													0.23			0.23	
	D0-6	US 24		1867+45	1872+00	LT																			455	0.09	
240	YL-108	US 24		1872+00	1884+00	LT															0.23					0.23	
	YL-109	US 24		1872+00	1884+00	RT															0.23					0.23	
	YL-114	US 24		1882+72	1884+00	LT			8	8											0.03					0.03	
	WL-149	US 24 / Baltimore St RAMP A		1872+00	1884+00	LT																0.23				0.23	
	WL-150	US 24		1872+00	1884+00	RT																0.23				0.23	
	WL-156	US 24		1882+42	1884+00	LT																0.03				0.03	
	LL-100	US 24		1872+00	1884+00	LT		15		15													0.23			0.23	
	LL-102	US 24		1872+00	1884+00	RT		15		15													0.23			0.23	
	CL-34	Baltimore St RAMP A		1877+23	1882+72	LT		14		14														549			0.1
	CL-35	US 24		1877+23	1882+72	LT																		549			0.1
	DO-7	US 24		1872+00	1877+23	LT																			523	0.1	
241	YL-115	US 24		1884+00	1886+00	LT			11	11											0.04					0.04	
	YL-116	US 24		1884+00	1896+00	LT															0.23					0.23	
	YL-117	US 24		1884+00	1896+00	RT															0.23					0.23	
	YL-118	Baltimore St RAMP C		1895+53	1896+00	LT			2	2											0.01					0.01	
	YL-119	Baltimore St RAMP B		1890+00	1892+29	LT			5	5											0.04					0.04	
	WL-157	Baltimore St RAMP A		1884+00	1886+00	LT																0.04				0.04	
	WL-158	US 24		1884+00	1892+29	LT																0.16				0.16	
	WL-159	US 24		1884+00	1896+00	RT																0.23				0.23	
	WL-160	US 24		1895+53	1896+00	RT																0.01				0.01	
	WL-161	Baltimore St RAMP B		1890+00	1896+00	LT																0.11				0.11	
	LL-107	US 24		1884+00	1896+00	LT		16		16													0.23			0.23	
	LL-108	US 24		1884+00	1896+00	RT		15		15													0.23			0.23	
	LL-109	US 24		1884+00	1892+60	RT																	0.04			0.04	
	CL-37	Baltimore St RAMP B		1892+30	1895+05	LT		7		7														275			0.05
	CL-38	US 24		1892+30	1895+05	LT		8		8														275			0.05
	CL-39	Baltimore St RAMP C		1892+72	1895+53	RT		7		7														281			0.05
	CL-40	US 24		1892+72	1895+53	RT		8		8														281			0.05
	DO-8	US 24		1887+52	1892+72	RT																			520	0.1	
	DO-9	US 24		1895+10	1896+00	LT																			92	0.02	
242	YL-120	US 24		1896+00	1907+00	LT															0.23					0.23	
	YL-121	US 24		1896+00	1907+00	RT															0.23					0.23	
	YL-122	Baltimore St RAMP C		1896+00	1900+00	RT	21			21											0.08					0.08	
	YL-123	Baltimore St RAMP D		1900+00	1907+00	RT	17			17											0.13					0.13	
	WL-162	Baltimore St/US 24		1896+00	1907+00	LT																0.23				0.23	
	WL-163	US 24		1896+00	1907+00	RT																0.23				0.23	
	WL-164	Baltimore St RAMP C		1896+00	1900+00	RT																0.08				0.08	
	WL-165	Baltimore St RAMP D		1900+00	1907+00	RT																0.13				0.13	
	LL-112	US 24		1896+00	1907+00	LT		15		15													0.23			0.23	
	LL-113	US 24		1896+00	1907+00	RT		15		15													0.23			0.23	
	DO-10	Baltimore St RAMP D		1896+00	1900+29	LT																		429			0.08
243	YL-124	US 24		1907+00	1914+35	LT															0.14					0.14	
	YL-125	US 24		1907+00	1914+51	RT															0.14					0.14	
	WL-166	US 24		1907+00	1914+28	LT																0.14				0.14	
	WL-167	Baltimore St RAMP D		1907+00	1914+62	RT																0.14				0.14	
	LL-114	US 24		1907+00	1914+31	LT		9		9													0.14			0.14	
	LL-115	US 24		1907+00	1914+54	RT		9		9													0.14			0.14	
	CL-41	US 24		1907+00	1912+00	RT		13		13														500			0.1
	CL-42	Baltimore St RAMP D		1907+00	1912+00	RT		13		13														500			0.1
	DO-11	Baltimore St RAMP D		1912+00	1914+57	RT																			257	0.05	
TOTALS CARRIED TO SHEET 188							38	209	26	273											2.45	2.45	2.16	3639	1847	7.42	0.68

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 9 TOTAL 17

SHEET P.187 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:45:08 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS009.dgn

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	621 RPM, YELLOW/YELLOW	621 RPM, WHITE/RED	621 RPM, YELLOW/RED	621 RAISED PAVEMENT MARKER REMOVED	642 EDGE LINE, 6", TYPE 1	642 CENTER LINE, TYPE 1	644 CHANNELIZING LINE, 12"	644 CHANNELIZING LINE, 8"	644 STOP LINE	644 TRANSVERSE/DIAGONAL LINE, YELLOW	644 TRANSVERSE/DIAGONAL LINE, WHITE	644 RAILROAD SYMBOL MARKING	644 LANE ARROW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)
						EACH	EACH	EACH	EACH	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	MILE	MILE	MILE	FT	FT	MILE	MILE
														SL	YT	WT	RR	LA	YL	WL	LL	CL			
244	YL-128	Baltimore St RAMP B	1870+50	1879+00	LT			10	10										0.1					0.1	
	YL-129	Baltimore St RAMP A	1893+30	1901+48	LT														0.15					0.15	
	WL-200	Baltimore St RAMP B	1870+50	1879+00	RT			11	11											0.1				0.1	
	WL-201	Baltimore St RAMP A	1893+30	1901+48	RT															0.15				0.15	
	CL-43	Baltimore St RAMP B	1872+79	1870+93	RT		6		6			186										186			0.03
	LA-45	Baltimore St RAMP B	1871+22		RT													1							
	LA-46	Baltimore St RAMP B	1871+22		RT													1							
	LA-47	Baltimore St RAMP B	1872+38		RT													1							
	LA-48	Baltimore St RAMP B	1872+38		RT													1							
	SL-15	Baltimore St RAMP B	1870+93	1870+93										24											
245	YL-130	Baltimore St RAMP C	1879+00	1886+00	LT			17	17										0.13					0.13	
	YL-131	Baltimore St RAMP D	1879+00	1890+00	LT			18	18										0.21					0.21	
	WL-204	Baltimore St RAMP C	1879+00	1886+00	RT															0.13				0.13	
	WL-205	Baltimore St RAMP D	1879+00	1890+00	RT															0.21				0.21	
246	YL-132	Baltimore St RAMP C	1900+00	1909+42	LT			41	41										0.18					0.18	
	YL-133	Baltimore St RAMP D	1900+00	1909+42	LT														0.18					0.18	
	WL-206	Baltimore St RAMP C	1900+00	1909+42	RT			11	11											0.18				0.18	
	WL-207	Baltimore St RAMP D	1900+00	1909+42	RT															0.18				0.18	
	CL-44	Baltimore St RAMP C	1907+20	1909+00	RT		6		6													180			0.03
	LA-49	Baltimore St RAMP C	1908+70		RT													1							
	LA-50	Baltimore St RAMP C	1908+70		RT													1							
	LA-51	Baltimore St RAMP C	1907+50		RT													1							
	LA-52	Baltimore St RAMP C	1907+50		RT													1							
	SL-16	Baltimore St RAMP C	1909+00		RT									24											
TOTALS CARRIED FROM SHEET 179							111	94	205	0.3	0.22		458	91					1.88	2.23	1.14	2189	866	2.77	0.33
TOTALS CARRIED FROM SHEET 180							179	20	199						182			10	3.15	2.92	1.99	2814	1633	8.36	0.34
TOTALS CARRIED FROM SHEET 181							176		176		0.12			30		322	7		2.26	1.96	2.26	1532		6.49	0.28
TOTALS CARRIED FROM SHEET 182							172		149		0.07			81		316	1	5	1.78	2.43	2.25	1242		6.46	0.24
TOTALS CARRIED FROM SHEET 183							116		116		0.07	529		24		296	1	13	1.32	1.45	1.34	1624		2.84	
TOTALS CARRIED FROM SHEET 184							245		245			332				24	4		3.68	3.68	3.68			11.04	
TOTALS CARRIED FROM SHEET 185							169		169		0.06			24			8		2.26	2.37	2.25	1100		6.88	0.22
TOTALS CARRIED FROM SHEET 186							270		270										4.14	4.14	4.14			12.42	
TOTALS CARRIED FROM SHEET 187						38	209	26	273										2.45	2.45	2.16	3639	1847	7.42	0.68
TOTALS CARRIED FROM SHEET 188							12	108	120			186		48				8	0.95	0.95		366		1.90	0.06
TOTALS CARRIED TO GENERAL SUMMARY						38	1659	248	1922	0.30	0.54	1047	458	298	182	958	21	36	23.87	24.58	21.21	14506	4346	66.58	2.15

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 10 TOTAL 17

SHEET P.188 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/14/2024 TIME: 1:37:19 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS010.dgn

SHEET NO.	REFERENCE NO.	LOCATION		STATION FROM	STATION TO	SIDE		620 DELINEATOR, POST GROUND MOUNTEDC EACH	620 DELINEATOR, POST GROUND MOUNTEDD EACH		620 REMOVAL OF DELINEATOR EACH
		U.S. 127 RAMP A		1351+50	1356+00	LT		3			3
		U.S. 127 RAMP B		1354+50	1356+00	RT		1			1
197		U.S. 127 RAMP A		1356+00	1359+50	LT		2			2
		U.S. 127 RAMP A		1359+50	1364+50	RT			4		4
		U.S. 127 RAMP A		1364+50	1368+00	LT		2			2
		U.S. 127 RAMP B		1356+00	1362+50	RT		4			4
		U.S. 127 RAMP B		1362+50	1368+00	LT			3		3
198		U.S. 127 RAMP A		1368+00	1372+50	LT		5			5
		U.S. 127 RAMP B		1368+00	1369+75	LT			2		2
		U.S. 127 RAMP C		1373+50	1378+50	LT		4			4
		U.S. 127 RAMP C		1378+50	1380+00	RT			1		1
		U.S. 127 RAMP D		1371+00	1378+50	RT		11			11
		U.S. 127 RAMP D		1378+50	1380+00	LT			2		2
199		U.S. 127 RAMP C		1380+00	1384+50	RT			3		3
		U.S. 127 RAMP C		1384+50	1392+00	LT		4			4
		U.S. 127 RAMP D		1380+00	1383+50	LT			4		4
		U.S. 127 RAMP D		1383+50	1392+00	RT		5			5
200		U.S. 127 RAMP C		1392+00	1393+00	LT		1			1
		U.S. 127 RAMP D		1392+00	1393+00	RT		1			1
240		Baltimore St RAMP A		1871+50	1872+00	LT		1			1
		Baltimore St RAMP A		1872+00	1882+50	LT		4			4
		Baltimore St RAMP A		1882+50	1884+00	RT			2		2
241		Baltimore St RAMP A		1884+00	1886+00	RT			3		3
		Baltimore St RAMP B		1890+00	1892+25	RT			3		3
		Baltimore St RAMP B		1892+25	1896+00	LT		2			2
		Baltimore St RAMP C		1887+50	1895+50	RT		5			5
		Baltimore St RAMP C		1895+50	1896+00	LT			1		1
242		Baltimore St RAMP B		1896+00	1900+25	LT		3			3
		Baltimore St RAMP C		1896+00	1900+00	LT			8		8
		Baltimore St RAMP D		1900+00	1907+00	LT			7		7
		Baltimore St RAMP D		1906+50	1907+00	RT		1			1
243		Baltimore St RAMP D		1907+00	1914+50	RT		4			4
242		Baltimore St RAMP A		1898+00	1901+00	LT		2			2
240		Baltimore St RAMP B		1871+00	1874+00	RT		2			2
241		Baltimore St RAMP A		1893+00	1898+00	LT		7			7
240		Baltimore St RAMP B		1874+00	1879+00	LT		6			6
241		Baltimore St RAMP A		1886+00	1889+00	RT			5		5
		Baltimore St RAMP A		1889+00	1894+00	LT		7			7
240		Baltimore St RAMP B		1879+00	1884+00	LT		6			6
241		Baltimore St RAMP B		1884+00	1890+00	RT			8		8
242		Baltimore St RAMP C		1900+00	1906+00	LT			8		8
		Baltimore St RAMP D		1894+00	1900+00	LT			2		2
TOTALS CARRIED TO GENERAL SUMMARY								93	66		159

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 11 TOTAL 17

SHEET P.189 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2023 TIME: 8:45:30 AM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS011a.dgn

SHEET NO.	REFERENCE NO.	OLD REFERENCE	LOGPOINT	STATION	CODE	SIZE	SIDE	630	630	630	630	630	630
								SIGN ERECTED, FLAT SHEET, AS PER PLAN	GROUND MOUNTED SUPPORT, NO. 3 POST	ONE WAY SUPPORT, NO. 3 POST	SIGN POST REFLECTOR	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
						INCHES		SF	FT	FT	EACH	EACH	EACH
196	8	448	12.33	1354+00		192x120	EB						
					E1-H5P	96x30							
197	9	743	12.46	1360+05	W4-1R-48	48x48	WB	16	15.6 16		2	1	2
	10	449	12.51	1363+00	E5-1A-72	72x60	EB						
	11	939		1364+00	W3-1-48	48x48	EBR	16	15.1		1	1	2
					W3-1-48	48x48		16	15.1		1	1	2
	12	940		1367+00	R5-1A-36	36x24	EBR	6	13		1	1	2
	13	940		1367+00	D1-H6A-120	120x48	EBR						
				1367+00	M1-4-30	30x24		5				1	2
				1367+00	M6-4-21	21x15		2.2				1	2
				1367+00	R5-1A-36	36x24		6				1	2
	14	941		1367+90	R3-H8bj-36	36x30	EBR	7.5	13.4 13.4			1	2
198	16	942		1369+83	R1-1-48	48x48	EBR	16	13 13.5		1	1	2
					R5-1-48	48x48		16				1	2
					R6-1L-54	54x18		6.8		3			
					R6-1R-54	54x18		6.8					
	16A	942		1369+83	R1-1-48	48x48	EBR	16	13 13.5		1	1	2
					R5-1-48	48x48		16				1	2
					R6-1L-54	54x18		6.8		3			
					R6-1R-54	54x18		6.8					
	16B	947		1373+14	R1-1-48	48x48	WBR	16	13 13.5		1	1	2
					R5-1-48	48x48		16				1	2
					R6-1L-54	54x18		6.8		3			
					R6-1R-54	54x18		6.8					
	16C	947		1373+14	R1-1-48	48x48	WBR	16	13 13.5		1	1	2
					R5-1-48	48x48		16				1	2
					R6-1L-54	54x18		6.8		3			
					R6-1R-54	54x18		6.8					
	31	946		1375+25	R3-H8bj-36	36x30	WBR	7.5	13.4 13.4			1	2
	32	945		1377+00	R5-1A-36	36x24	WBR	6	12.9			1	2
	33	945		1377+00	D1-H6a	120x48	WBR						
					M1-4-30	30x24		5				1	2
					M6-4-21	21x15		2.2				1	2
					R5-1A-36	36x24		6				1	2
199	34	944		1380+00	W3-1-48	48x48	WBR	16	15.1 15.1		1	1	2
					W3-1-48	48x48		16	15.1 15.1		1	1	2
	35	450		1383+00	W4-1R-48	48x48	WB	16	16.1 16.2		1	1	2
	36	742		1384+00	E5-1A-72	72x60	WB						
	37			1388+66	D10-2-12	12x36	EB	3	6.5			1	2
	38	741	13.00	1388+66	D10-2-12	12x36	WB	3	6.5			1	2
200	44	740	13.09	1393+00		192x120	EB						
					E1-H5P	96x30							
	50	451	13.25	1402+00	M3-2-36	36x18	EB	4.5	15.4 15.4			1	2
					M1-4-36-2	36x36		9				1	2
201	50A	739	13.30	1405+50		108x36	WB					1	2
	54	452	13.35	1407+00	R2-1-36	36x48	EB	12	15 15.4			1	2
	59	738	13.43	1412+00		144x144	WB						
					E1-H5P	96x30							
	60	453	13.44	1412+00	E7-H1-168	168x84	EB						
202													
203	62			1428+83	R3-4-36		MED	9	16 16		2	1	2
					R3-H4a-24			6				1	2
	63			1429+17	R3-4-36		MED	9	16 16		2	1	2
					R3-H4a-24			6				1	2
	66	736	13.95	1438+50		144x144	WB						
					E1-H5P	96x30							
									272.2 206				
TOTALS CARRIED TO SHEET 195								394	478.2	12	16	34	68

SIGNS SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 12 TOTAL 17

SHEET P.190 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/2/2024 TIME: 12:58:43 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS012.dgn

SHEET NO.	REFERENCE NO.	OLD REFERENCE	LOGPOINT	STATION	CODE	SIZE	SIDE	630			630		630	630				630		630							
									SIGN ERECTED, FLAT SHEET, AS PER PLAN			GROUND MOUNTED SUPPORT, NO. 3 POST		ONE WAY SUPPORT, NO. 3 POST	SIGN POST REFLECTOR			REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL		REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL							
						INCHES			SF			FT		FT	EACH			EACH		EACH							
204	67		14.00	1441+46	D10-2-12	12x36	EB		3			12.4						1		1							
	68	735	14.00	1441+46	D10-2-12	12x36	WB		3			12.4						1		1							
	69	455	14.03	1444+00	D3-H4-180	180x60	EB																				
205	72	456	14.30	1457+75	W2-1-48	48x48	EB		16			15.6	16		2			1		2							
	75	733	14.38	1461+00	R2-1-36	36x48	WB		12			14.8	15.2					1		2							
	76	457	14.40	1463+00	R3-H8CG-48	48x30	EB		10			13.3	13.7					1		2							
	77		14.40	1463+00	R3-H8CG-48	48x30	EB		10			13.3	13.7					1		2							
	78	458	14.45	1465+75	D3-H3-180	180x36	EB																				
	79	459	14.48	1467+00	R3-H8CG-48	48x30	EB		10			12.9	12.9					1		2							
					R5-1A-36	36x24			6									1									
	80	459	14.48	1467+00	R3-H8CG-48	48x30	EB		10			12.9	12.9					1		2							
					R5-1A-36	36x24			6									1									
	81	732	14.54	1469+50	M3-4-36	36x18	WB		4.5			15.3	15.3					1		2							
					M1-4-36-2	36x36			9									1									
	82			1469+90	R4-7-36	36x48	WB		12			14.8	15.2		2			1		2							
	83			1470+00	R6-1R-54	54x18	MED		6.8			12		15	2			1		1							
	84			1470+14	R5-1-36	36x36	EB		9			15	15		2			1		2							
					R6-1L-54	54x18			6.8					3				1									
	85			1470+28	R6-1R-54	54x18	WB		6.8			12		15	2			1		2							
					R6-1L-54	54x18			6.8									1									
	87			11+15	R1-1-36	36x36	EB		9			13.5	13.5		2			1		2							
					R6-3-24	24x18			3									1									
	87A	460	14.56	1470+92	D3-H2-108	108x24	EB																				
	88			12+80	R1-1-36	36x36	WB		9			13.5	13.5		2			1		2							
					R6-3-24	24x18			3									1									
	88A	731	14.55	1470+50	D3-H2-108	108x24	EB																				
	89			1471+20	R6-1R-54	54x18	WB		6.8			12		15	2			1		2							
					R6-1L-54	54x18			6.8									1									
	90			1471+12	R5-1-36	36x36	WB		9			15	15		2			1		2							
					R6-1L-54	54x18			6.8					3				1									
	92			1471+40	R4-7-36	36x48	MED		12			14.8	15.2		2			1		2							
	93			1471+50	R6-1R-54	54x18	MED		6.8			12		15	2			1		2							
	94	461	14.60	1472+00	M3-2-36	36x18	EB		4.5			15.3	15.3					1		2							
					M1-4-36-2	36x36			9									1									
	95	730	14.64	1475+00	R3-H8CG-48	48x30	MED		10			13	13					1		2							
					R5-1A-36	36x24			6									1									
	96	730	14.64	1475+00	R3-H8CG-48	48x30	WB		10			13	13					1		2							
					R5-1A-36	36x24			6									1									
	97	729	14.66	1475+75	D3-H3-180	180x36	WB																				
207	98	728	14.71	1478+50	R3-H8CG-48	48x30	MED		10			13.3	13.7					1		2							
	99	728	14.71	1478+50	R3-H8CG-48	48x30	WB		10			13.3	13.7					1		2							
	100	462	14.75	1481+00	R2-1-36	36x48	EB		12			14.8	15.2					1		2							
	101	727	14.81	1483+75	W2-1-48	48x48	WB		16			15.6	16		2			1		2							
208	102			1494+25	D10-2-12	12x36	EB		3			12						1		1							
	103	726	15.00	1494+25	D10-2-12	12x36	WB		3			12						1		1							
	104	725	15.06	1497+00	D3-H4-180	180x60	WB																				
209																											
210																											
211	110	464	15.85	1530+00	D3-H4-180	180x60	EB																				
212	111	465	15.94	1543+50	W2-1-48	48x48	EB		16			15.6	16		2			1		2							
	113	724	16.00	1547+06	D10-2-12	12x36	EB		3			12						1		1							
	114		16.00	1547+06	D10-2-12	12x36	WB		3			12						1		1							
213	116	723	16.02	1548+00	R2-1-36	36x48	WB		12			14.8	15.2					1		2							
	117	466	16.03	1549+00	R3-H8CG-48	48x30	EB		10			13.3	13.7					1		2							
	118	466	16.03	1549+00	R3-H8CG-48	48x30	EB		10			13.3	13.7					1		2							
	119	467	16.01	1551+60	D3-H3-180	180x36	EB																				
												460.8	346														
TOTALS CARRIED TO SHEET 195									374			806.4		66	26			46		61							

SIGNS SUBSUMMARY

DESIGN AGENCY

DESIGNER
TAB

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SUBSET 13 | TOTAL 17

SHEET P.191 | TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/2/2024 TIME: 12:59:16 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS013.dgn

SHEET NO.	REFERENCE NO.	OLD REFERENCE	LOGPOINT	STATION	CODE	SIZE (INCHES)	SIDE		630 SIGN ERECTED, FLAT SHEET, AS PER PLAN (SF)			630 GROUND MOUNTED SUPPORT, NO. 3 POST (FT)		630 ONE WAY SUPPORT, NO. 3 POST (FT)	630 SIGN POST REFLECTOR (EACH)				630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (EACH)		630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (EACH)							
213	121	468	16.11	1553+00	R3-H8CG-48	48x30	EB		10			12.9	12.9						1		2							
					R5-1A-36	36x24			6						2				1									
	122	468	16.11	1553+00	R3-H8CG-48	48x30	EB		10			12.9	12.9						1		2							
					R5-1A-36	36x24			6						2				1									
	123	422	16.13	1553+00	M3-4-36	36x18	WB		4.5			15.3	15.3						1		2							
					M1-4-36-2	36x36			9										1									
	128			1555+42	R6-1R-54	54x18	WB		6.8			12		12					1		2							
					R6-1L-54	54x18			6.8										1									
	129			1555+52	R6-1R-54	54x18	MED		6.8			12		12					1		2							
	130			1555+62	R4-7-36	36x48	MED		12			14.8	15.2		2				1		2							
	131			33+97	R1-1-36	36x36	WB		9			15.1	15.1		2				1		2							
					R6-3-24	24x18			3										1									
	131A	721	16.17	1555+60	D3-H6b-96	96x24	WB																					
	132			1556+43	R5-1-36	36x36	WB		9			13.8		13.8	2				2		2							
					R6-1L-54	54x18			6.8										1									
	133			36+34	W10x1-36	36x36			9			13.8	13.8		2				1		2							
	134			1556+56	R5-1-36	36x36	WB		9			13.8		13.8	2				1		2							
					R6-1L-54	54x18			6.8										1									
	135			36+25	R1-1-36	36x36	EB		9			15.1	15.1		2				1		2							
					R6-3-24	24x18	EB		3										1									
	135A	469	16.19	1557+25	D3-H6b-96	96x24	EB																					
	136			1557+40	R4-7-36	36x48	MED		12			14.8	15.2						1		2							
	137			1557+51	R6-1R-54	54x18	MED		6.8			12	12						1		2							
	138			1557+48	R6-1R-54	54x18	EB		6.8			12	12						1		2							
					R6-1L-54	54x18			6.8										1									
214	139	720	16.25	1560+00	R3-H8CG-48	48x30	WB		10			13	13						1		2							
					R5-1A-36	36x24			6						2				1									
	140	720	16.25	1560+00	R3-H8CG-48	48x30	WB		10			13	13						1		2							
					R5-1A-36	36x24			6						2				1									
	141	719	16.26	1561+50	D3-H3-180	180x36	WB																					
	142	718	16.33	1564+00	R3-H8CG-48	48x30	WB		10			13.3	13.7						1		2							
	143	718	16.33	1564+00	R3-H8CG-48	48x30	WB		10			13.3	13.7						1		2							
	144	470	16.40	1567+91	W2-1-48	48x48	EB		16			15.6	16		2				1		2							
	145	717	16.44	1569+50	W2-1-48	48x48	WB		16			15.6	16		2				1		2							
215	146	471	16.51	1573+50	R3-H8CG-48	48x30	EB		10			13.3	13.7						1		2							
	147	471	16.51	1573+50	R3-H8CG-48	48x30	EB		10			13.3	13.7						1		2							
	148	473	16.57	1577+00	R3-H8CG-48	48x30	EB		10			13.3	13.7						1		2							
					R5-1A-36	36x24			6										1									
	149	473			R3-H8CG-48	48x30	EB		10			13.3	13.3						1		2							
					R5-1A-36	36x24			6										1									
	150	474	16.58	1578+00	9	168x36	WB																					
	151			1579+90	R6-1R-54	54x18	MED		6.8			12	12						1		2							
	152			1580+06	R4-7-36	36x48	MED		12			14.8	15.2		2				1		2							
	153			1580+19	R5-1-36	36x36	EB		9			13.8		13.8	2				1		2							
					R6-1L-54	54X18			6.8										1									
	154			6+40	W10-1-36	36x36			9			13.8	14.2		2				1		2							
	155			6+67	R1-1-36	36x36	EB		9			15.1	15.1		2				1		2							
					R6-3-24	24x18			3										1									
	155A	475	16.65	1580+85	D3-H6b-96	96x24	EB																					
	156			1580+60	R6-1R-54	54x18	WB		6.8			12	12						1		2							
					R6-1L-54	54x18			6.8										1									
	157			1581+08	R6-1R-54	54x18	EB		6.8			12	12						1		2							
					R6-1L-54	54x18			6.8										1									
	158			8+28	R1-1-36	36x36	WB		9			15.1	15.1		2				1		2							
					R6-3-24	24x18			3										1									
	158A	716	16.65	1580+80	D3-H6b-96	96x24	WB																					
												435.9	375															
TOTALS CARRIED TO SHEET 195									406			811		66	34				51		64							

SIGNS SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 14 TOTAL 17

SHEET P.192 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/2/2024 TIME: 12:59:27 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS014.dgn

SHEET NO.	REFERENCE NO.	OLD REFERENCE	LOGPOINT	STATION	CODE	SIZE	SIDE		630			630		630	630				630		630							
									SIGN ERECTED, FLAT SHEET, AS PER PLAN			GROUND MOUNTED SUPPORT, NO. 3 POST		ONE WAY SUPPORT, NO. 3 POST	SIGN POST REFLECTOR				REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL		REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL							
						INCHES			SF			FT		FT	EACH				EACH		EACH							
215	159			1581+45	R5-1-36	36x36	WB		9			13.8		15.3	2				1		2							
					R6-1L-54	54x18	WB		6.8										1									
	160			1581+72	R6-1R-54	54x18	MED		6.8			14.8	15.2						1		2							
	161			1581+59	R4-7-36	36x48	MED		12			14.8	15.2		2				1		2							
216	163	715	16.73	1585+00	R3-H8CG-48	48x30	WB		10			12.9	12.9						1		2							
					R5-1A-36	36x24			6										1									
	164				R3-H8CG-48	48x30	WB		10			12.9	12.9						1		2							
					R5-1A-36	36x24			6										1									
	165	714	16.75	1585+90	D3-H3-180	180x36	WB																					
	166	476	16.74	1586+00	M3-2-36	36x18	EB		4.5			15.3	15.3						1		2							
					M1-4-36-2	36x36			9										1									
	167	713	16.79	1588+20	R3-H8CG-48	48x30	WB		10			13.3	13.7						1		2							
	168				R3-H8CG-48	48x30	WB		10			13.3	13.7						1		2							
	169	477	16.83	1591+00	R2-1-36	36x48	EB		12			14.8	15.2						1		2							
	170	712	16.90	1593+90	W2-1-48	48x48	WB		16			15.6	16		2				1		2							
217	171	711	17.00	1599+86	D10-2-12	12x36	WB		3			12							1		1							
	172		17.00	1599+86	D10-2-12	12x36	EB		3			12							1		1							
	173	710	17.17	1607+50	D3-H4-180	180x60	WB																					
218																												
219																												
220																												
221	181	709	18.00	1652+66	D10-2-12	12x36	WB		3			12							1		1							
	182		18.00	1652+66	D10-2-12	12x36	EB		3			12							1		1							
222	183	478	18.32	1667+90	D3-H3-168	168x60	EB																					
223																												
224	184	479	18.55	1681+60	W2-1-48	48x48	EB		16			15.6	16		2				1		2							
	185	708	18.62	1684+00	R2-1-36	36x48	WB		12			14.8	15.2						1		2							
	186	480	18.66	1687+20	R3-H8CG-48	48x30	EB		10			13.3	13.7						1		2							
	187	480	18.66	1687+20	R3-H8CG-48	48x30	EB		10			13.3	13.7						1		2							
	188	707	18.71	1689+00	M3-4-36	36x18	WB		4.5			15.3	15.3						1		2							
					M1-4-36-2	36x36			9										1		2							
	189	481	18.69	1689+60	D3-H3-168	168x60	EB																					
	189A	706	18.73	1690+05	D12-H15-48	48x30	WB		10			15.5	16						1		2							
	190	482	18.73	1691+00	R3-H8CG-48	48x30	EB		10			12.9	12.9						1		2							
					R5-1A-36	36x24			6										1									
	191	482	18.73	1691+00	R3-H8CG-48	48x30	EB		10			12.9	12.9						1		2							
					R5-1A-36	36x24			6										1									
225	192			1693+70	R6-1R-54	54x18	MED		6.8			12	12						1		2							
	193			1693+80	R4-7-36	36x48	MED		12			14.8	15.2		2				1		2							
	194			1693+93	R5-1-36	36x36	EB		9			13.8		15.3	2				1		2							
					R6-1L-54	54X18			6.8										1									
	196			10+66	W10-1-36	36x36			9			13.8	13.8		2				1		2							
	199			1694+36	R6-1R-54	54x18	WB		6.8			12	12						1		2							
					R6-1L-54	54x18			6.8										1									
	200			10+96	R1-1-36	36x36	EB		9			15.1	15.1		2				1		2							
					R6-3-24	24x18			3										1									
	200A	483	18.80	1694+64	D3-H6b-96	96x24	EB												1									
	201			12+57	R1-1-36	36x36	WB		9			15.1	15.1		2				1		2							
					R6-3-24	24x18			3										1									
	201A	705	18.80	1694+50	D3-H6b-96	96x24	WB												1									
	202			1694+80	R6-1R-54	54x18	EB		6.8			12	12						1		2							
					R6-1L-54	54x18			6.8										1									
	204			1695+19	R5-1-36	36x36	WB		9			13.8		15.3	2				1		2							
					R6-1L-54	54X18			6.8										1									
	205			1695+32	R4-7-36	36x48	WB		12			14.8	15.2		2				1		2							
	206			1695+43	R6-1R-54	54x18	WB		6.8			12	12						1		2							
												452.3	368															
TOTALS CARRIED TO SHEET 195									373			821		46	22				48		64							

SIGNS SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 15 TOTAL 17

SHEET P.193 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/2/2024 TIME: 12:59:39 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS015.dgn

SHEET NO.	REFERENCE NO.	OLD REFERENCE	LOGPOINT	STATION	CODE	SIZE	SIDE	630			630		630	630				630		630
									SIGN ERECTED, FLAT SHEET, AS PER PLAN			GROUND MOUNTED SUPPORT, NO. 3 POST		ONE WAY SUPPORT, NO. 3 POST	SIGN POST REFLECTOR			REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL		REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
						INCHES			SF			FT		FT	EACH			EACH		EACH
225	207	704	18.89	1698+00	R3-H8cg-48	48x30	WB		10			14.8	15.2					1		2
					R5-1A-36	36x24	WB		6						2			1		
	208				R3-H8cg-48	48x30	WB		10			14.8	15.2					1		2
					R5-1A-36	36x24	WB		6						2			1		
	209	703	18.90	1699+60	D3-H3-180	180x36	WB													
	210	484	18.90	1700+00	M3-2-36	36x18	EB		4.5			15.1	15.1					1		2
					M1-4-36-2	36x36			9									1		
	212	702	18.95	1702+00	R3-H8CG-48	48x30	WB		10			13.3	13.7					1		2
	213				R3-H8CG-48	48x30	WB		10			13.3	13.7					1		2
226	214	785	19.00	1705+46	R2-1-36	36x48	EB		12			14.8	15.2					1		2
					D10-2-12	12x36	EB		3									1		
	216	701	19.00	1705+46	D10-2-12	12x36	WB		3			12						1		1
	217	700	19.07	1707+60	W2-1-48	48x48	WB		16			15.6	16		2			1		2
227	219	486	19.22	1717+00	I-H2h-72	72x48	MED											1		
					I-H2h-72	72x48	MED											1		
	220	487	19.23	1717+50	D6-H5-108	108x24	EB											1		
	221	687	0.08	1721+25	D3-H4-168	168x36	WB													
228																				
229																				
230	223	686	0.77	1758+26	D10-2-12	12x36	WB		3			12						1		
	224			1758+26	D10-2-12	12x36	EB		3			12						1		
231																				
232																				
233	224A	500	1.53	1799+00	W8-13-48	48x48	EB		16			13.4	13.8		2			1		2
234	225	685	1.77	1811+06	D10-2-12	12x36	WB		3			12						1		1
	226			1811+06	D10-2-12	12x36	EB		3			12						1		1
235	226A	684	1.83	1814+16	W8-13-48	48x48	WB		16			13.4	13.8		2			1		2
	227	501	1.85	1816+00	E7-H4-144	144x60	EB													
236	228			1826+83	R3-4-36	36x36	MED		9			15	15		2			1		2
					R5-H11-24	24x36	MED		6									1		
	229			1827+17	R3-4-36	36x36	MED		9			15	15		2			1		2
					R5-H11-24	24x36	MED		6									1		
237	230	502	2.36	1842+50		192x72	EB													
					E1-H5P	96x30												1		1
238	230A	683	2.61	1855+18	WOOD POST	216x60	WB													
239	231	682	2.72	1861+00	M3-4-36	36x18	WBEB		4.5			15.5	15.5					1		1
					M1-4-36-2	36x36			9									1		1
	232	680	2.77	1863+64	R2-1-36	36x48	WB		12			15.5	15.5					1		1
					D10-2-12	12x36			3									1		1
	233		2.77	1863+64	D10-2-12	12x36	EB		3			12						1		1
	235	503	2.85	1869+00		192x72	EB													
					E1-H5P	96x30												1		
	235A	504	2.89	1871+11	W8-13-48	48x48	EB		16			15	15		2			1		2
240	235B	505	2.97	1875+33	D12-H16B-108	108x48	EB											1		
						108x24												1		
	236	679	3.13	1883+00	W4-1R-48	48x48	WB		16									1		
241	236A	506	3.20	1887+55		228x48	EB													
					E1-H5P	96x30												1		
	236B	678	3.25	1888+86	W8-13-48	48x48	WB		16			15	15		2			1		2
	237	507	3.26	1892+00	W13-2-36	36x48	EB		12			14.9	15.3		2			1		2
	239	677	3.30	1891+50	E5-H1-72	72x60	WB											1		
242	241	508	3.37	1896+25	E5-H1-72	72x60	EB											1		
	243	676	3.30	1896+00	W13-2-36	36x48	WB		12			14.9	15.1		2			1		2
	244	675	3.47	1900+50		228x48	EB													
					E1-H5P	96x30												1		
	247	509	3.56	1906+00	W4-1R-48	48x48	EB		16			15.6	16		2			1		2
												336.9	269.1							
TOTALS CARRIED TO SHEET 195									293			606.0			24			44		41

SIGNS SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 16 TOTAL 17

SHEET P.194 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/2/2024 TIME: 12:59:51 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS016.dgn

SHEET NO.	REFERENCE NO.	OLD REFERENCE	LOGPOINT	STATION	CODE	SIZE	SIDE	630	630	630	630	630	630
								SIGN ERECTED, FLAT SHEET, AS PER PLAN	GROUND MOUNTED SUPPORT, NO. 3 POST	ONE WAY SUPPORT, NO. 3 POST	SIGN POST REFLECTOR	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
						INCHES		SF	FT	FT	EACH	EACH	EACH
243													
244	278	999		37+30	R6-1R-54	54x18	RMP B	6.8	12	12		1	2
					R6-1L-54	54x18		6.8				1	
	279	998		1870+95	R1-1-36	36x36	RMP B	9	13.5 13.5		2	1	2
					R5-1-36	36x36		9			2	1	
	281	990		1870+95	R1-1-36	36x36	RMP AB	9	14.5		1	1	1
					M3-2-24	24x12		2				1	
					M1-4-24-2	24x24		4			1	1	
					M6-2a-21	21x15		2.2				1	
	281A	990		1870+95	M3-2-24	24x12	RMP A	2	14.5		1	1	1
					M1-4-24-2	24x24		4				1	
					M6-2a-21	21x15		2.2				1	
	282			38+50		144X108							
	284	991		1898+92	W1-11R-36	36x36	RMP B	9	15.1 15.1		2	1	2
					W13-1P-30	30x30		5				1	
	284A	997		1873+45	R3-H8bd-30	30x24	RMP B	5	15.1 15.1		2	1	2
					R5-1A-30	30x18		3.75			2	1	
	284B	997		1873+45	R3-H8bd-30	30x24	RMP AB	5	15.1 15.1		2	1	2
					R5-1A-30	30x18		3.75			2	1	
	314	996		1875+00	W3-1-36	36x36	RMP B	9	15 15		2	1	2
					R5-1A-36	36x24		6			2	1	
	315	995		1896+96	W13-3-36	36x48	RMP A	12	14.8 15.2		2	1	2
	316	996		1875+00	W3-1-36	36x36	RMP B	9	15 15		2	1	2
					R5-1A-36	36x24		6			2	1	
245	321	993		1888+00	W8-13-48	48x48	RMP A	9	13 13		2	1	2
	321A			1886+86	W8-13-48	48x48	RMP B	9	13 13		2	1	2
246	302	108		64+60	R6-1R-54	54x18		6.8	12 12			1	2
					R6-1L-54	54x19		6.8				1	
	303	107		1909+00	R1-1-36	36x36	RMP C	9	13.5 13.5		2	1	2
					R5-1-36	36x36		9			2	1	
	305	997		1909+00	R1-1-36	36x36	RMP CD	9	13.5		1	1	1
					M3-2-24	24x12		2				1	
					M1-4-24-2	24x24		4			1	1	
					M6-2a-21	21x15		2.2				1	
	305A			1891+60	M3-2-24	24x12	RMP D	2	13		1	1	1
					M1-4-24-2	24x24		4				1	
					M6-2a-21	21x15		2.2				1	
	305B	1006		1906+50	R3-H8bd-30	30x24	RMP C	5	13 13			1	2
					R5-1A-30	30x18		3.75			2	1	
	305C	1006			R3-H8bd-30	30x24	RMP CD	5	13 13			1	2
					R5-1A-30	30x18		3.75			2	1	
	324	1005		1903+00	W3-1-36	36x36	RMP C	9	15 15		2	1	2
					R5-1A-36	36x24		6			2	1	
	325	1005		1903+00	W3-1-36	36x36	RMP C	9	15 15		2	1	2
					R5-1A-36	36x24		6			2	1	
											50	43	36
TOTALS CARRIED FROM 190								394	272.2 206	12	16	34	68
TOTALS CARRIED FROM 191								374	460.8 346	66	26	46	61
TOTALS CARRIED FROM 192								406	435.9 375	66	34	51	64
TOTALS CARRIED FROM 193								373	452.3 368	46	22	48	64
TOTALS CARRIED FROM 194								293	336.9 269.1		24	44	41
TOTALS CARRIED FROM 195								253	278.5 211.5	12	50	43	36
TOTALS CARRIED TO GENERAL SUMMARY								2093	4012	202	172	266	334

SIGNS SUBSUMMARY

DESIGN AGENCY

DESIGNER TAB

REVIEWER MJM 10-13-23

PROJECT ID 117367

SUBSET 17 TOTAL 17

SHEET P.195 TOTAL 258

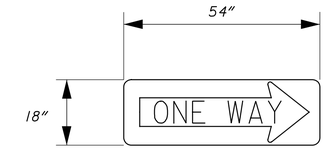
PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/2/2024 TIME: 1:00:02 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TS017.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

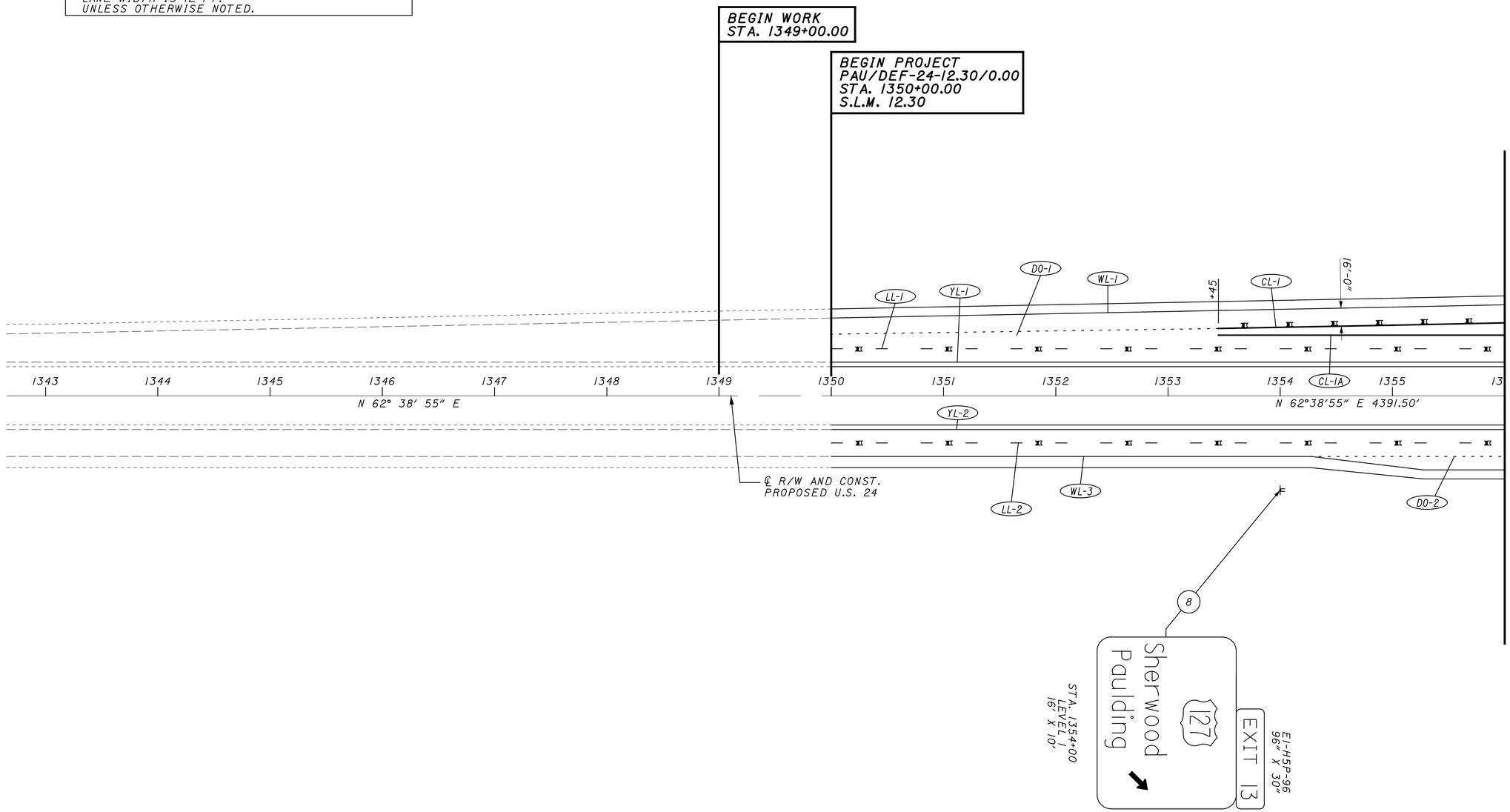
NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



SIGN FLATSHEET, AS PER PLAN

THIS ITEM WILL APPLY TO ALL R6-1 SIGNS WITHIN THE PROJECT LIMITS.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
BEGIN WORK TO STA. 1356+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.196 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:23:51 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP001.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

HORIZONTAL SCALE IN FEET 0 25 50 100

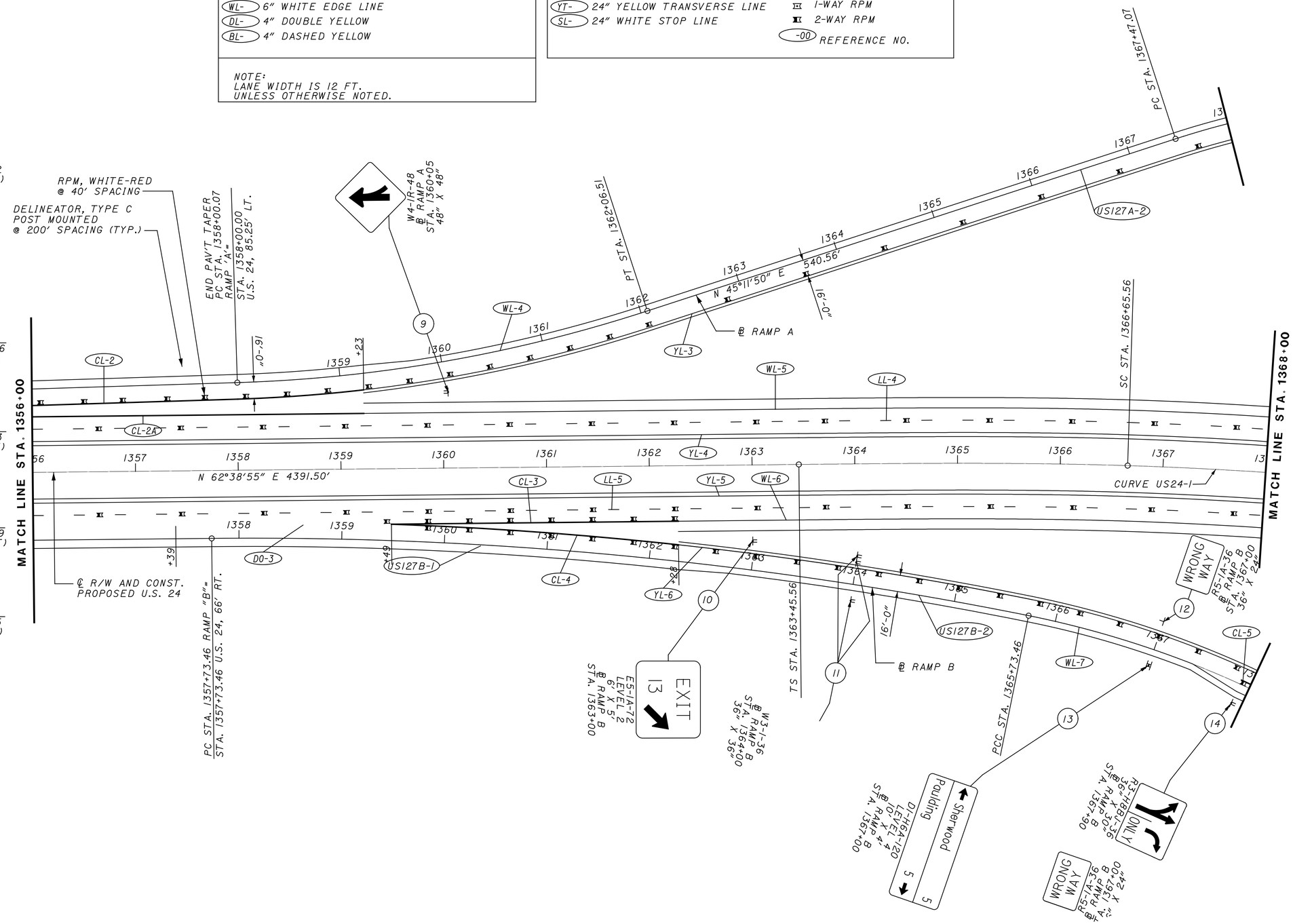
CURVE US24-1
P.I. Sta = 1369+44.12
D = 13° 05′ 46″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
Ls = 320.00′
Theta = 2° 24′ 00″
LT = 213.35′
ST = 106.68′
x = 319.94′
y = 4.47′
k = 159.99′
p = 1.12′
Dc = 8° 17′ 46″
Lc = 553.07′
Ts = 598.56′
Es = 26.21′

CURVE US27A-1
P.I. Sta = 1360+04.66
D = 16° 15′ 28″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 204.60′
L = 406.45′
E = 14.54′

CURVE US27B-1
P.I. Sta = 1361+74.93
D = 12° 00′ 00″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 401.47′
L = 800.00′
E = 21.04′

CURVE US27A-2
P.I. Sta = 1370+20.29
D = 36° 55′ 04″ (RT)
Dc = 7° 00′ 00″
R = 818.51′
T = 273.22′
L = 527.40′
E = 44.40′

CURVE US27B-2
P.I. Sta = 1367+20.15
D = 17° 27′ 59″ (RT)
Dc = 6° 00′ 00″
R = 954.93′
T = 146.69′
L = 291.11′
E = 11.20′



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

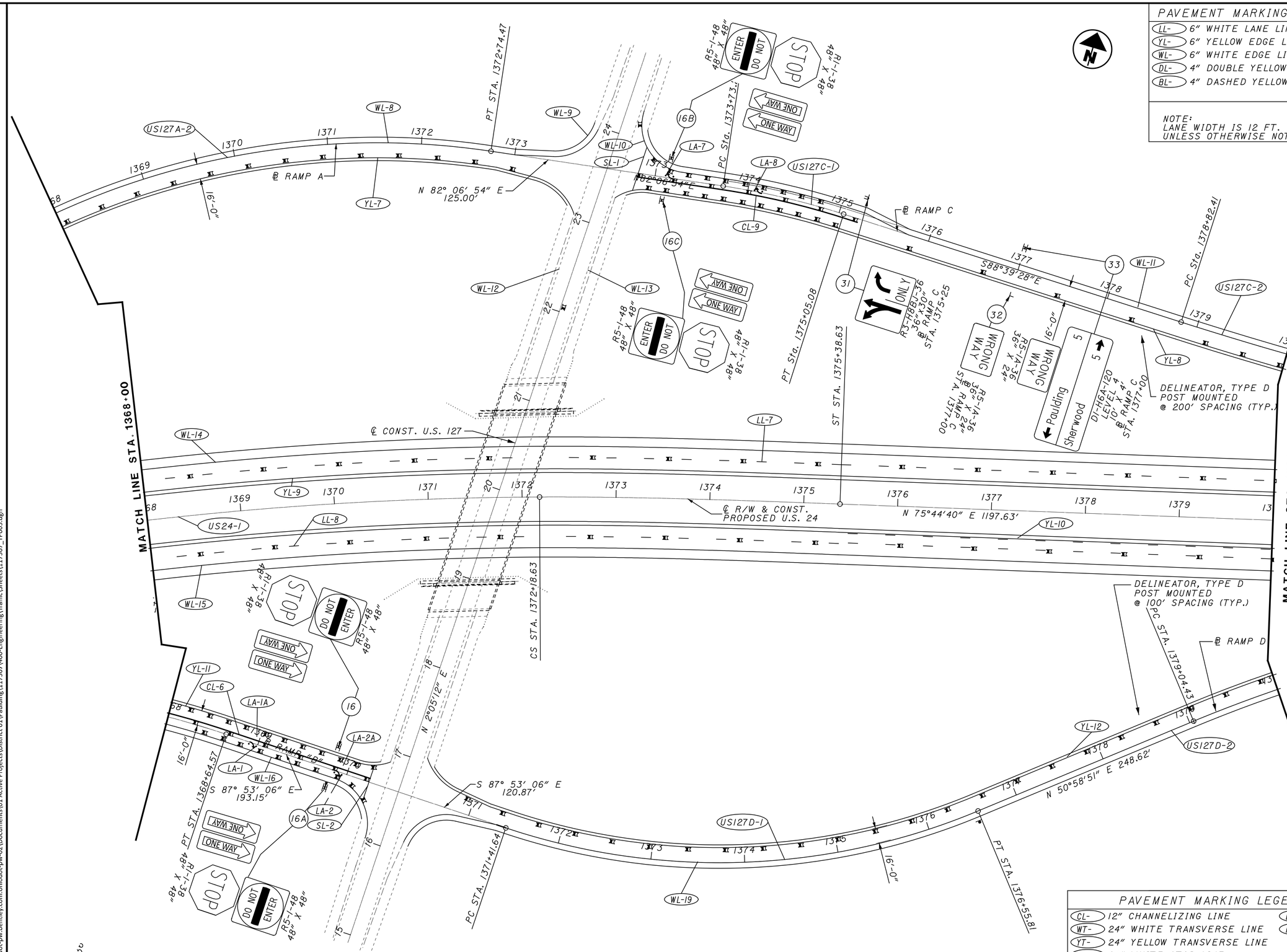
TRAFFIC CONTROL
STA. 1356+00 TO STA. 1368+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.197 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:24:04 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP002.dgn



PAVEMENT MARKING LEGEND - ITEM 807

- (LL-) 6" WHITE LANE LINE
- (YL-) 6" YELLOW EDGE LINE
- (WL-) 6" WHITE EDGE LINE
- (DL-) 4" DOUBLE YELLOW
- (BL-) 4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

CURVE US24-1
P.I. Sta = 1369+44.12
D = 13° 05' 46" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
Ls = 320.00'
Theta = 2° 24' 00"
LT = 213.35'
ST = 106.68'
x = 319.94'
y = 4.47'
k = 159.99'
p = 1.12'
Dc = 8° 17' 46"
Lc = 553.07'
Ts = 598.56'
Es = 26.21'

CURVE US127A-2
P.I. Sta = 1370+20.29
D = 36° 55' 04" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 273.22'
L = 527.40'
E = 44.40'

CURVE US127C-1
P.I. Sta = 1374+39.31
D = 9° 13' 38" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 66.05'
L = 131.82'
E = 2.65'

CURVE US127D-1
P.I. Sta = 1374+10.37
D = 41° 08' 03" (LT)
Dc = 8° 00' 00"
R = 716.20'
T = 268.73'
L = 514.18'
E = 48.76'

CURVE US127C-2
P.I. Sta = 1383+94.24
D = 9° 13' 38" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 511.83'
L = 1017.59'
E = 34.14'

CURVE US127D-2
P.I. Sta = 1382+18.89
D = 24° 45' 49" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 314.46'
L = 619.09'
E = 34.11'

PAVEMENT MARKING LEGEND - ITEM 644

- (CL-) 12" CHANNELIZING LINE
- (WT-) 24" WHITE TRANSVERSE LINE
- (YT-) 24" YELLOW TRANSVERSE LINE
- (SL-) 24" WHITE STOP LINE
- (LA-) LANE ARROW
- (RR-) RAILROAD SYMBOL
- I-WAY RPM
- 2-WAY RPM
- (-00) REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

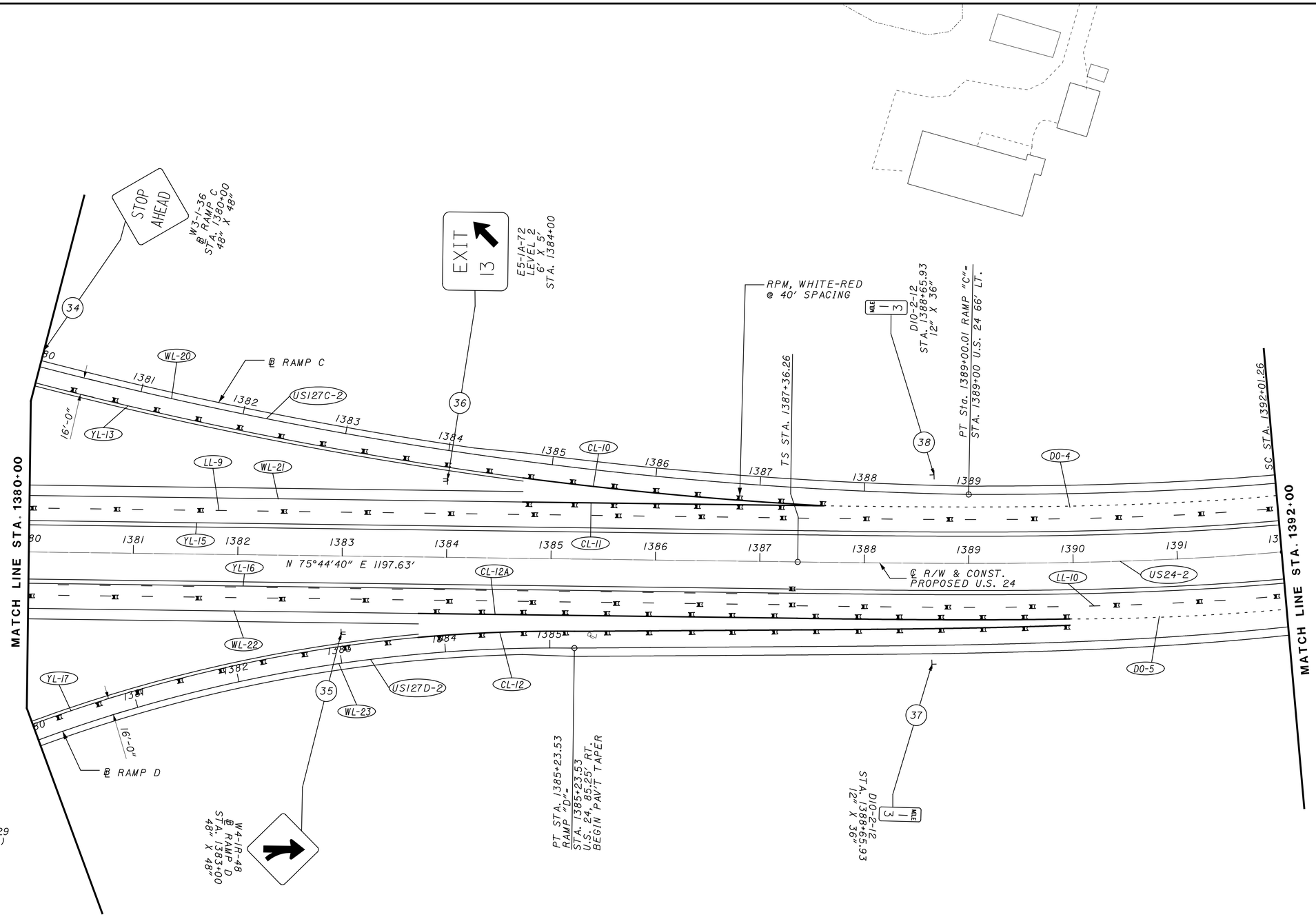
TRAFFIC CONTROL
STA. 1368+00 TO STA. 1380+00

DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.198 TOTAL: 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:24:19 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP003.dgn



CURVE US24-2
P.I. Sta = 1400+82.29
D = 51° 45' 13" (LT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 40° 07' 43" (LT)
Lc = 1,605.14'
Ts = 1,346.03'
Es = 259.77'

CURVE US127C-2
P.I. Sta = 1383+94.24
D = 9° 13' 38" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 511.83'
L = 1,017.59'
E = 34.14'

CURVE 127D-2
P.I. Sta = 1382+18.89
D = 24° 45' 49" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 314.46'
L = 619.09'
E = 34.11'

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW
DO-	6" DOTTED WHITE

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1380+00 TO STA. 1392+00

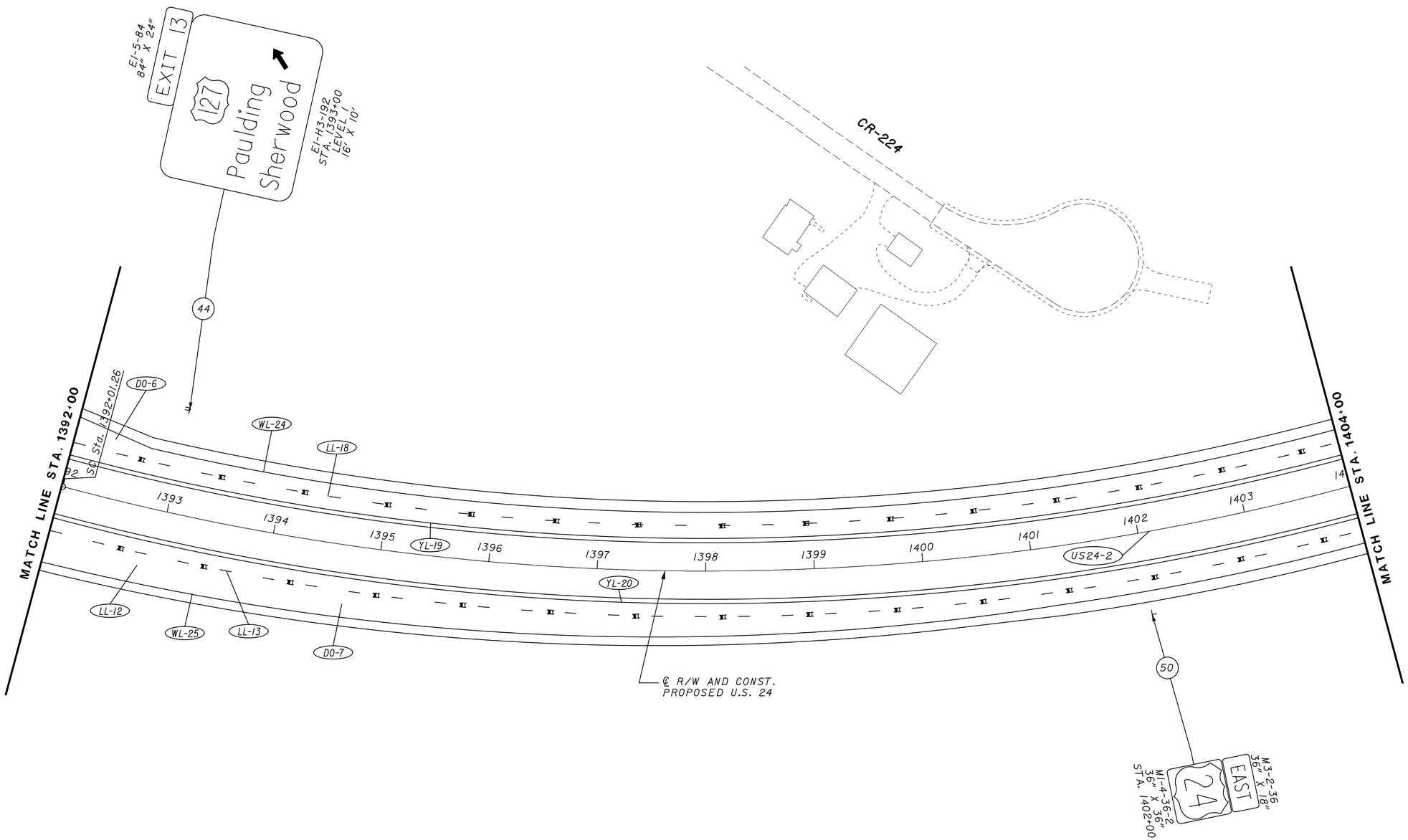
DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.199 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:24:32 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP004.dgn

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE



CURVE US24-2
P.I. Sta = 1400+82.29
D = 51° 45′ 13″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 40° 07′ 43″ (LT)
Lc = 1,605.14′
Ts = 1,346.03′
Es = 259.77′

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6″ WHITE LANE LINE
YL-	6″ YELLOW EDGE LINE
WL-	6″ WHITE EDGE LINE
DL-	4″ DOUBLE YELLOW
BL-	4″ DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12″ CHANNELIZING LINE	LA-	LANE ARROW
WT-	24″ WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24″ YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24″ WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1392+00 TO STA. 1404+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.200 TOTAL 258

PAU/DEF-24-12.30/0.00

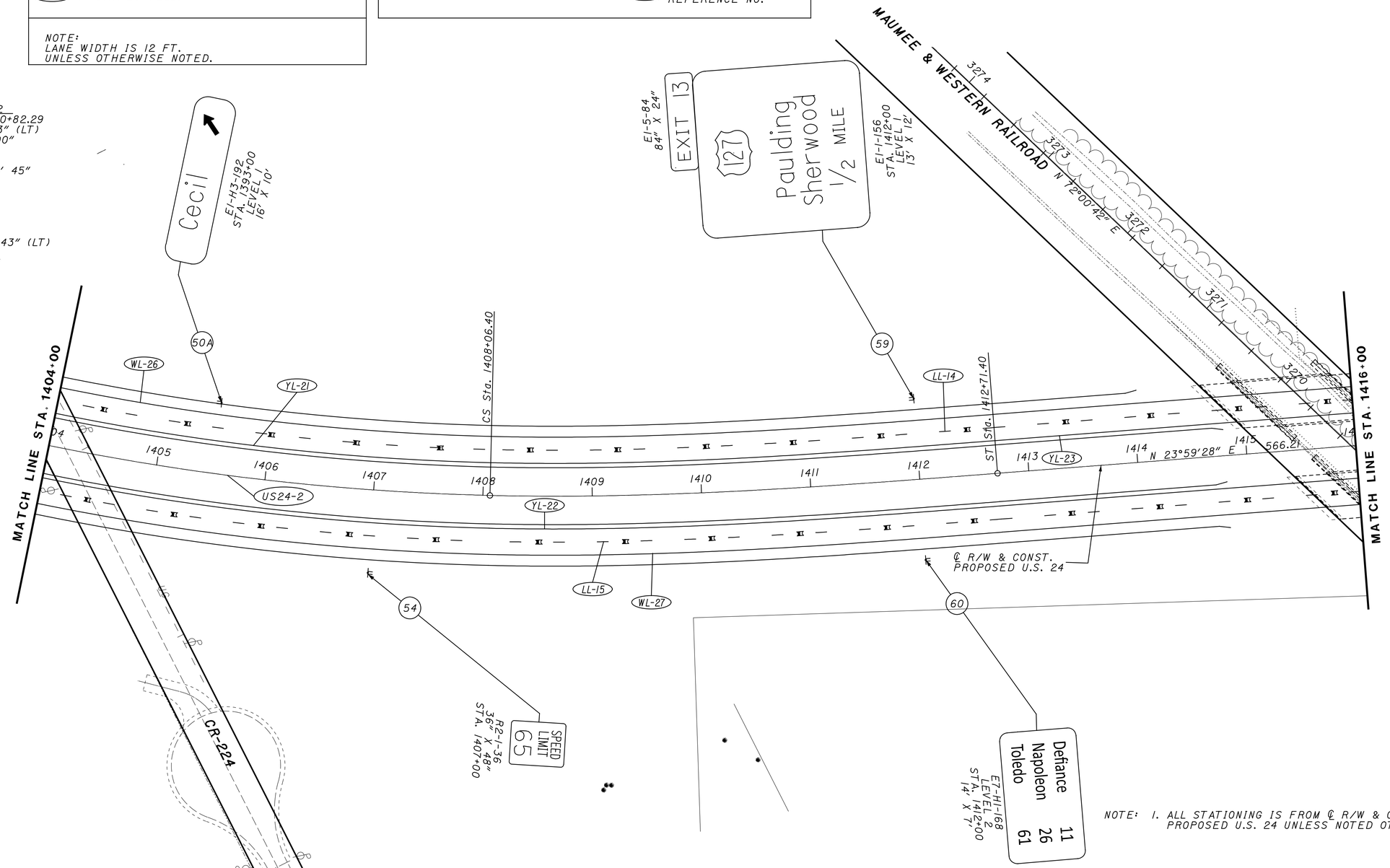
MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:24:54 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\V400-Engineering\Traffic\Sheets\117367_TP005.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

CURVE US24-2
P.I. Sta = 1400+82.29
D = 51° 45′ 13″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 40° 07′ 43″ (LT)
Lc = 1,605.14′
Ts = 1,346.03′
Es = 259.77′



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1404+00 TO STA. 1416+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.201 TOTAL 258

PAU/DEF-24-12.30/0.00

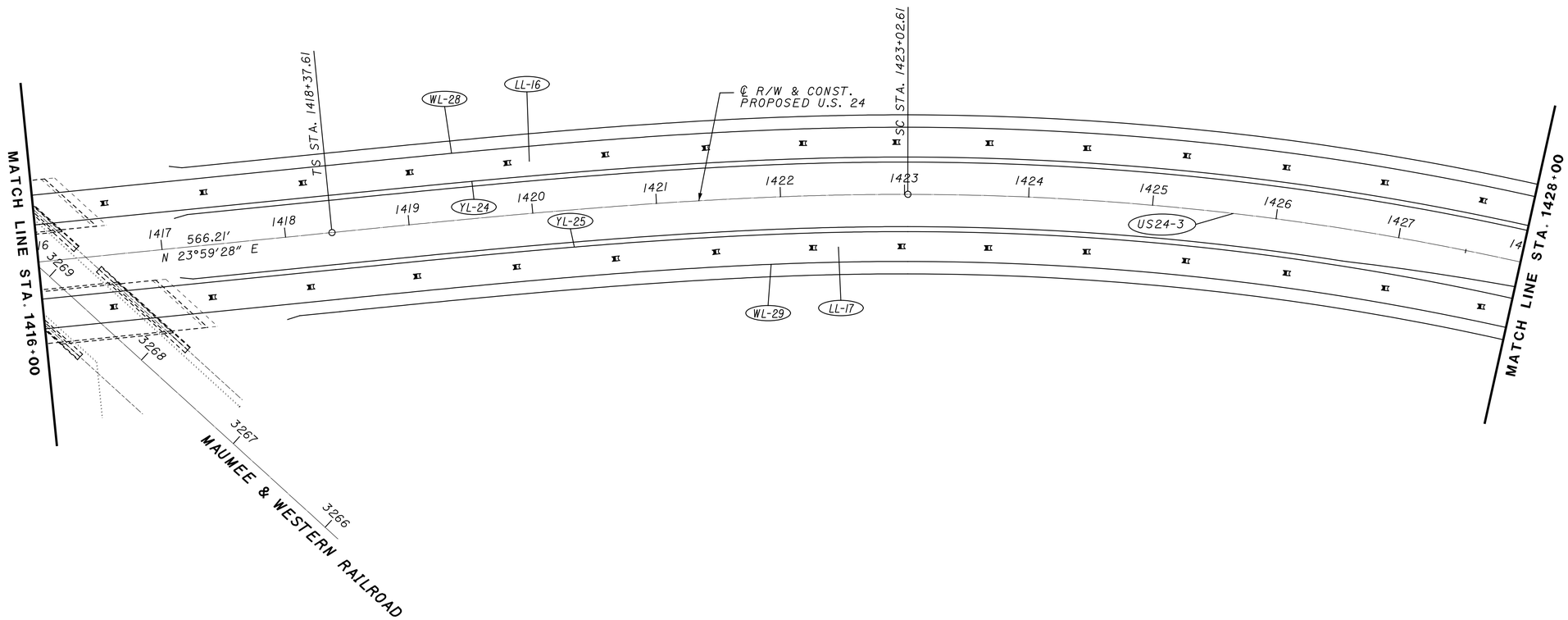
MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:25:09 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP006.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

HORIZONTAL SCALE IN FEET
0 25 50 100



CURVE US24-3
P.I. Sta = 1434+78.62
D = 63° 03' 48" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 51° 26' 18"
Lc = 2,057.53'
Ts = 1,641.01'
Es = 401.61'

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

TRAFFIC CONTROL
STA. 1416+00 TO STA. 1428+00

DESIGN AGENCY

DESIGNER
MJS

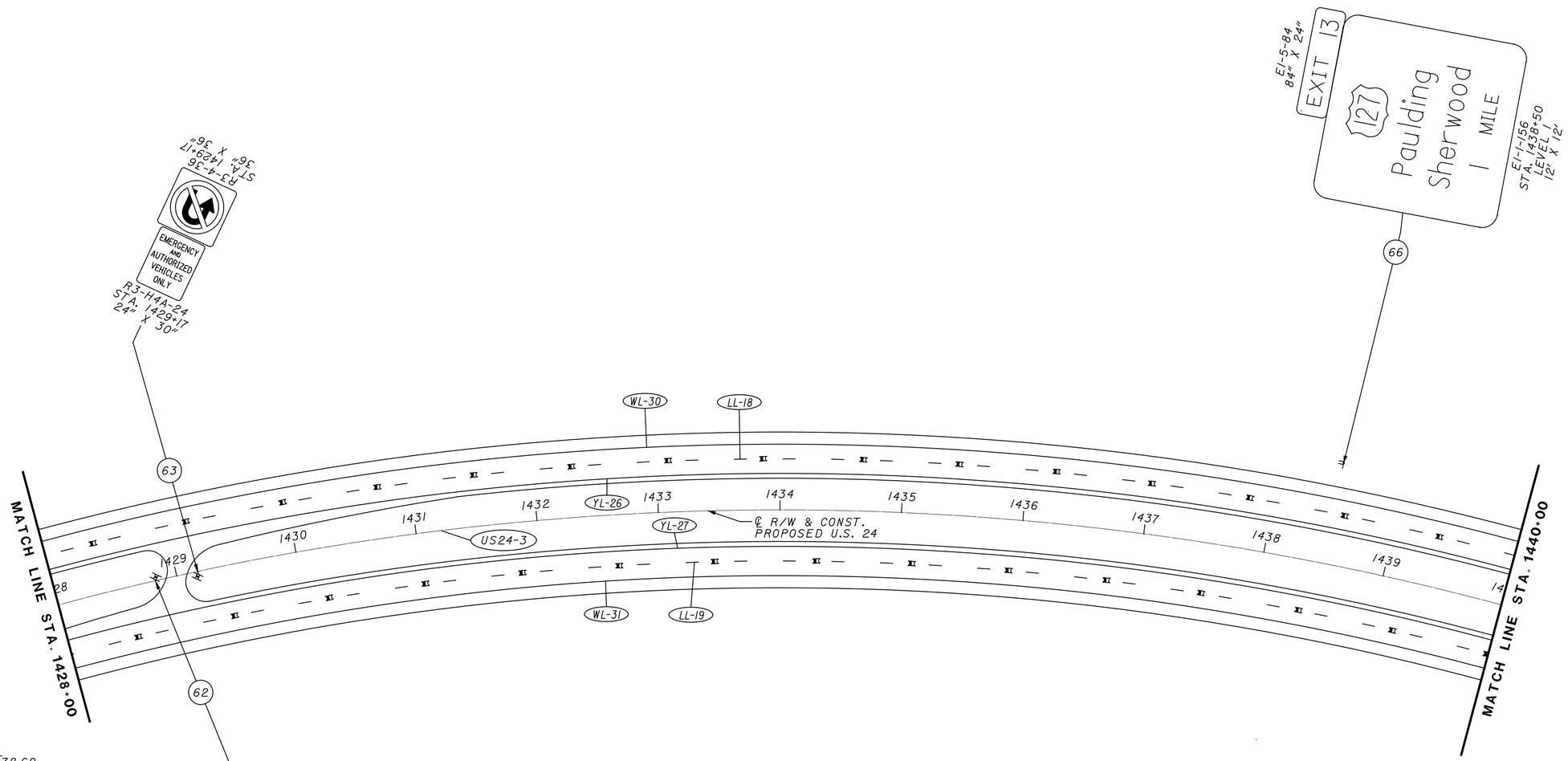
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.202 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:25:23 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP007.dgn



CURVE US24-3
P.I. Sta = 1434+78.62
D = 63° 03′ 48″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 51° 26′ 18″
Lc = 2,057.53′
Ts = 1,641.01′
Es = 401.61′

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6″ WHITE LANE LINE
YL-	6″ YELLOW EDGE LINE
WL-	6″ WHITE EDGE LINE
DL-	4″ DOUBLE YELLOW
BL-	4″ DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12″ CHANNELIZING LINE	LA-	LANE ARROW
WT-	24″ WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24″ YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24″ WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1428+00 TO STA. 1440+00

DESIGN AGENCY

DESIGNER
MJS

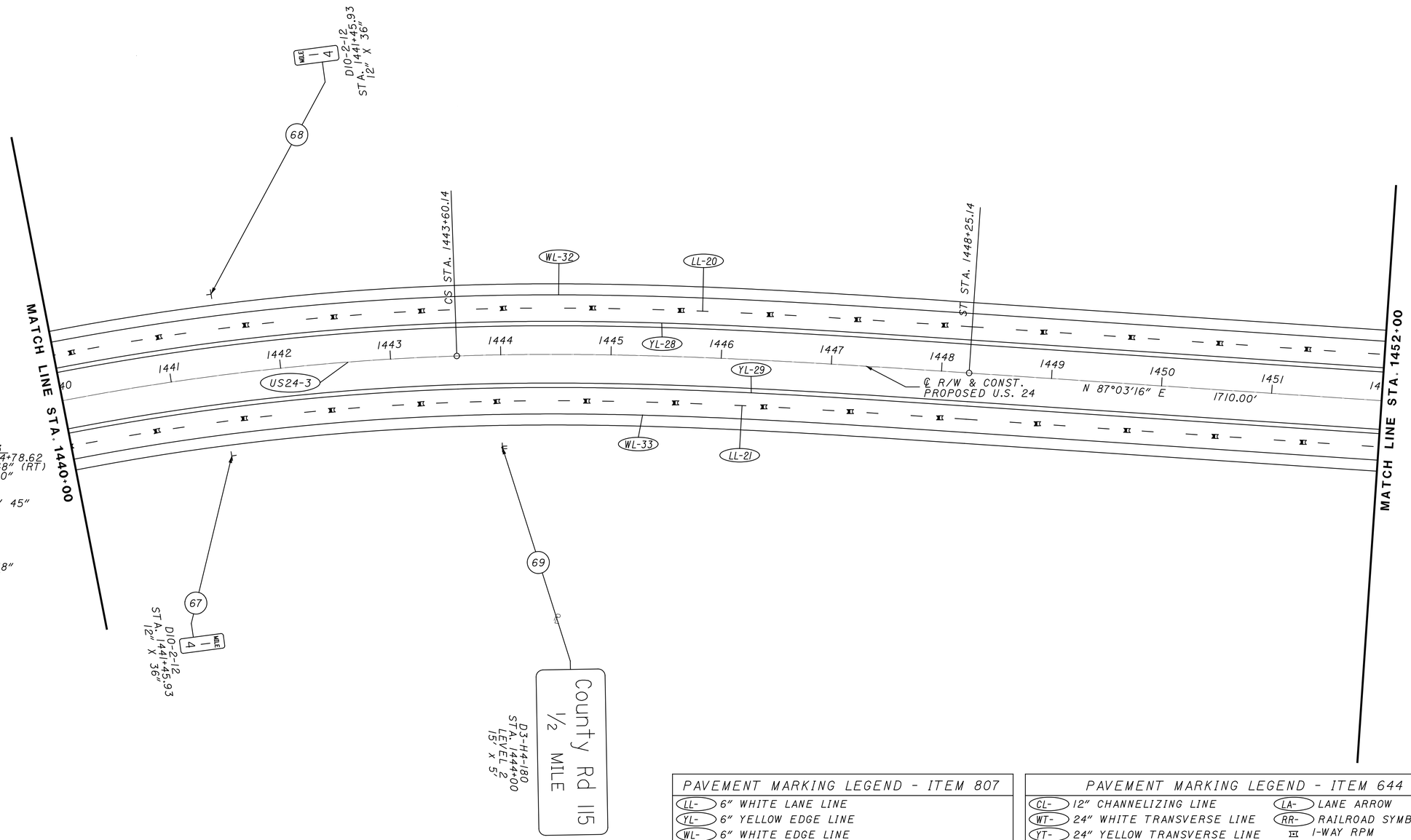
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.203 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:25:38 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP008.dgn



CURVE US24-3
P.I. Sta = 1434+78.62
D = 63° 03' 48" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 51° 26' 18"
Lc = 2,057.53'
Ts = 1,641.01'
Es = 401.61'

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1440+00 TO STA. 1452+00

DESIGN AGENCY

DESIGNER
MJS

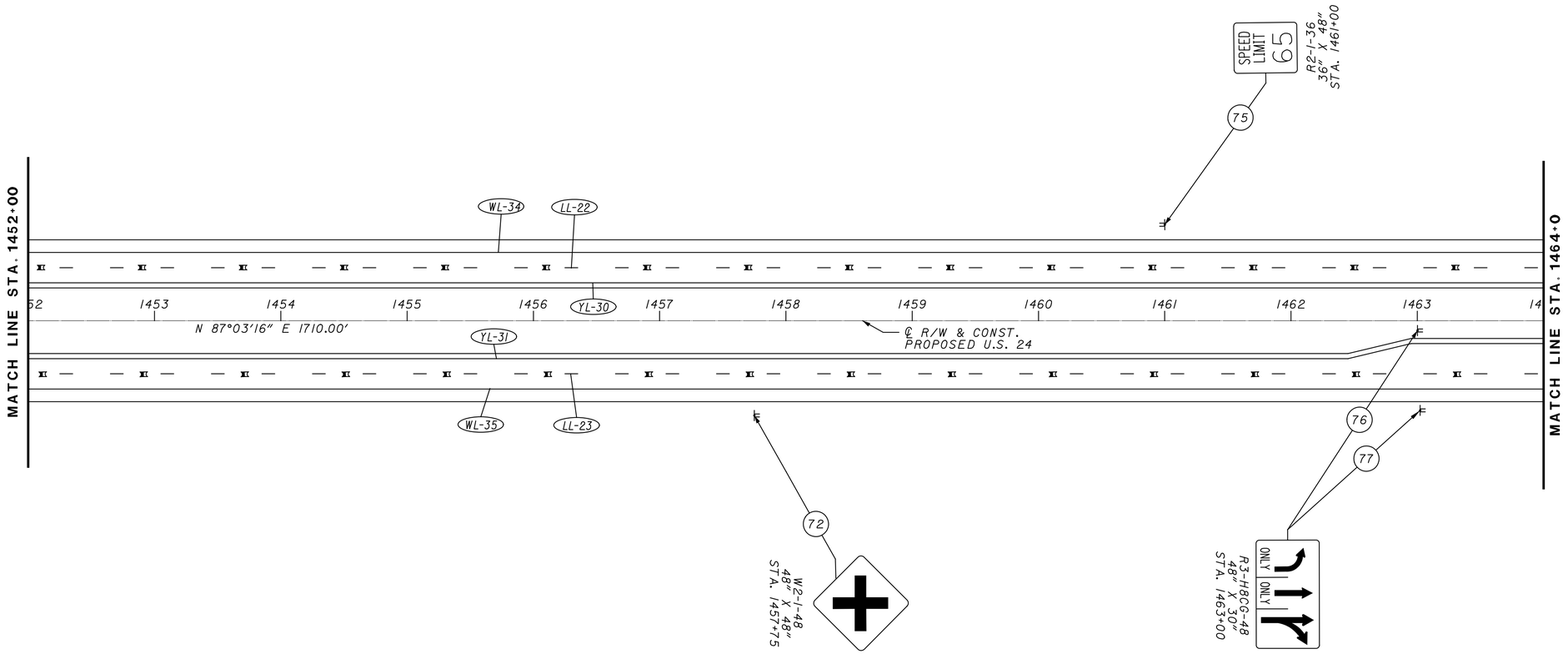
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.204 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:25:53 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP009.dgn



PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1452+00 TO STA. 1464+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.205 TOTAL 258

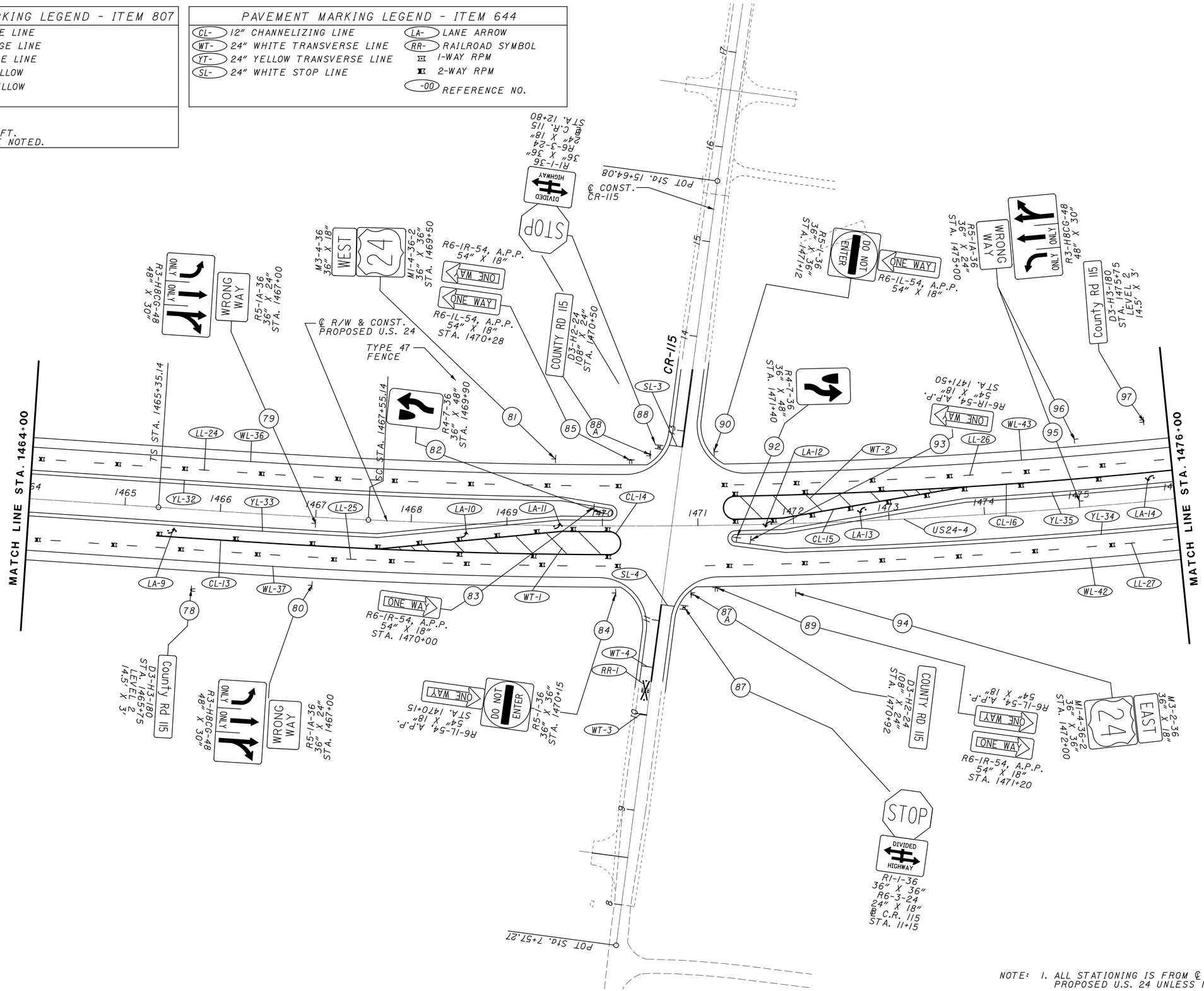
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:26:07 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP010.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



CURVE US24-4
P.I. Sta = 1472+14.86
D = 11° 21' 23" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
Ls = 220.00'
Theta = 1° 06' 00"
LT = 146.67'
ST = 73.34'
x = 219.99'
y = 1.41'
k = 110.00'
p = 0.35'
Dc = 9° 09' 23" (LT)
Lc = 915.63'
Ts = 679.72'
Es = 28.61'

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1464+00 TO STA. 1476+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.206 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:26:22 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP011.dgn

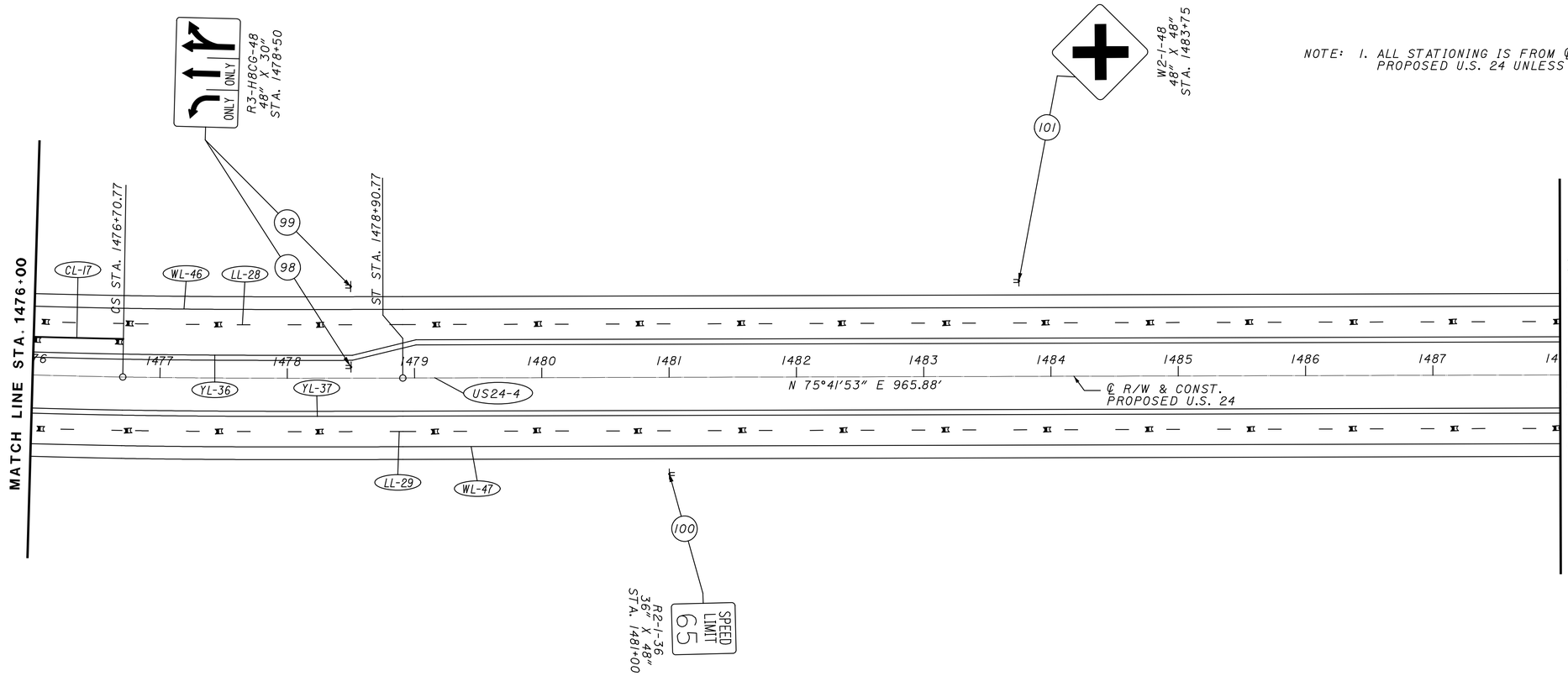
CURVE US24-4
P.I. Sta = 1472+14.86
D = 11° 21′ 23″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
Ls = 220.00′
Theta = 1° 06′ 00″
LT = 146.67′
ST = 73.34′
x = 219.99′
y = 1.41′
k = 110.00′
p = 0.35′
Dc = 9° 09′ 23″ (LT)
Lc = 915.63′
Ts = 679.72′
Es = 28.61′

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6″ WHITE LANE LINE
YL-	6″ YELLOW EDGE LINE
WL-	6″ WHITE EDGE LINE
DL-	4″ DOUBLE YELLOW
BL-	4″ DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12″ CHANNELIZING LINE	LA-	LANE ARROW
WT-	24″ WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24″ YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24″ WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE



HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1476+00 TO STA. 1488+00

DESIGN AGENCY

DESIGNER
MJS

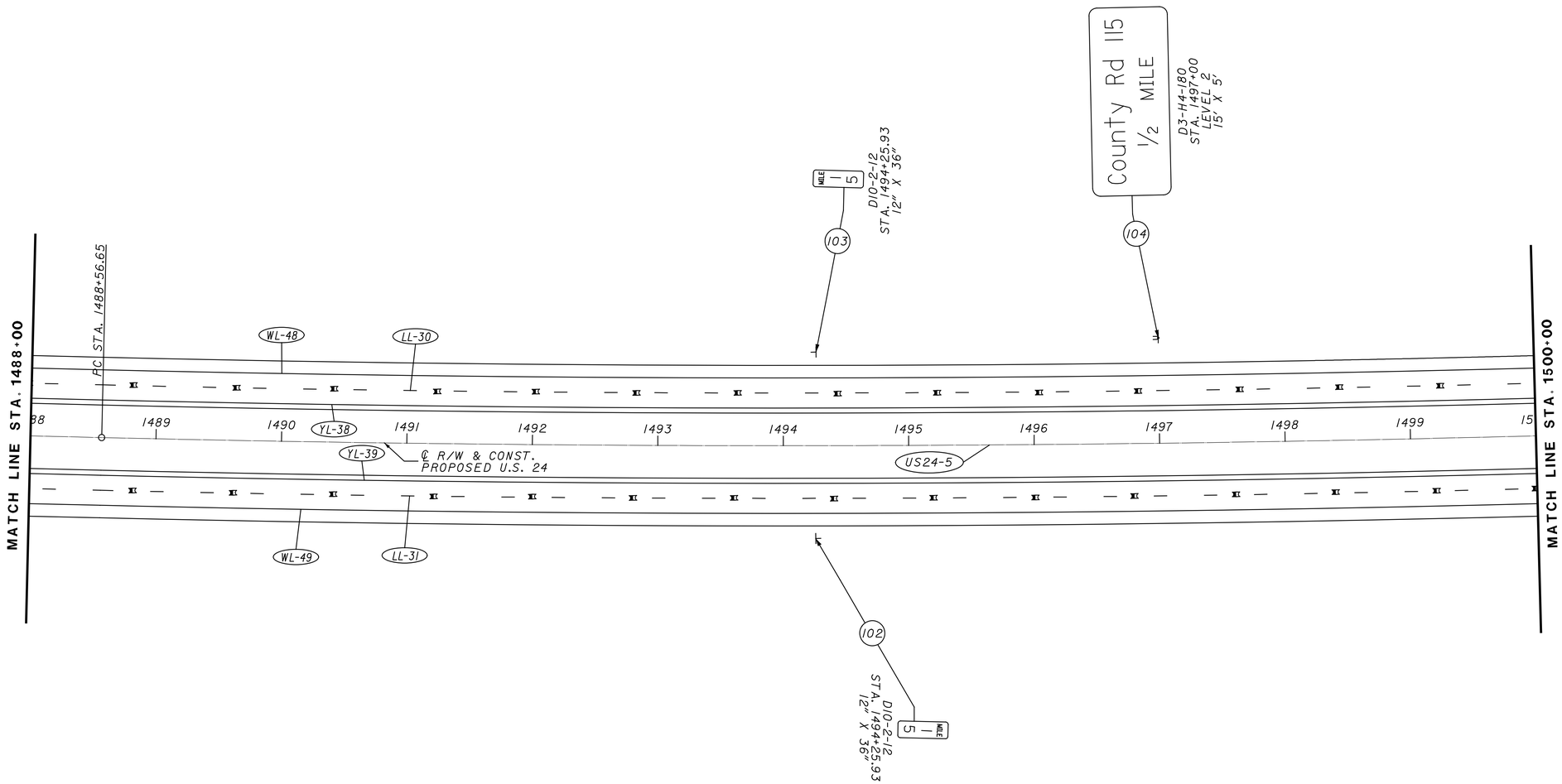
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.207 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:26:36 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP012.dgn



CURVE US24-5
P.I. Sta = 1495+93.79
D = 3° 41' 04" (LT)
Dc = 0° 15' 00"
R = 22,918.31'
T = 737.14'
L = 1,473.77'
E = 11.85'

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1488+00 TO STA. 1500+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.208 TOTAL 258

PAU/DEF-24-12.30/0.00

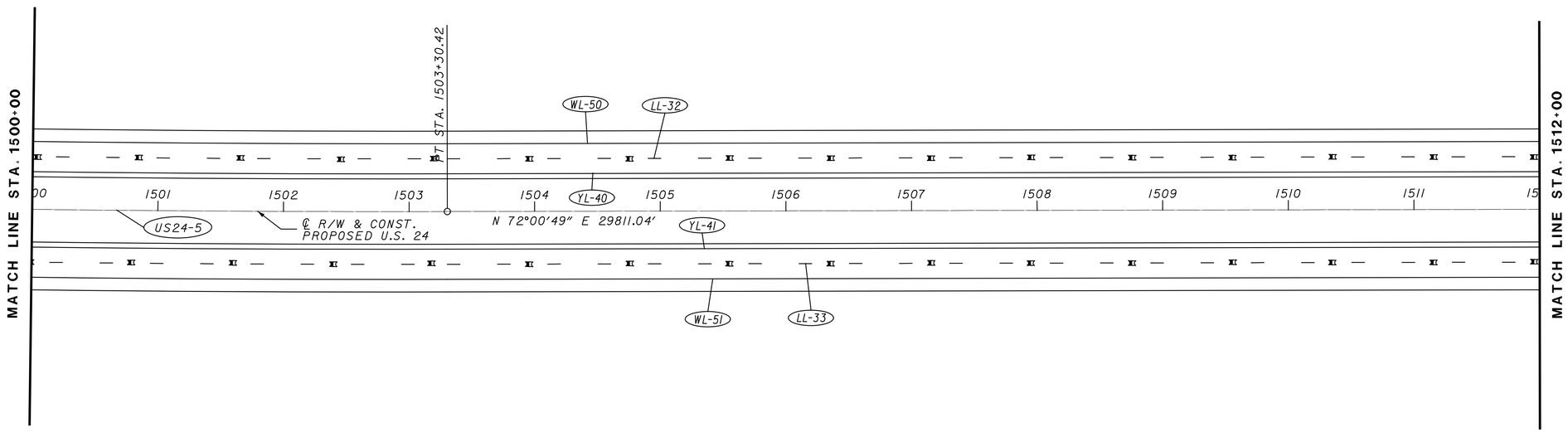
MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:26:50 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP013.dgn

CURVE US24-5
P.I. Sta = 1495+93.79
D = 3° 41′ 04″ (LT)
Dc = 0° 15′ 00″
R = 22,918.31′
T = 737.14′
L = 1,473.77′
E = 11.85′

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6″ WHITE LANE LINE
YL-	6″ YELLOW EDGE LINE
WL-	6″ WHITE EDGE LINE
DL-	4″ DOUBLE YELLOW
BL-	4″ DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12″ CHANNELIZING LINE	LA-	LANE ARROW
WT-	24″ WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24″ YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24″ WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1500+00 TO STA. 1512+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.209 TOTAL 258

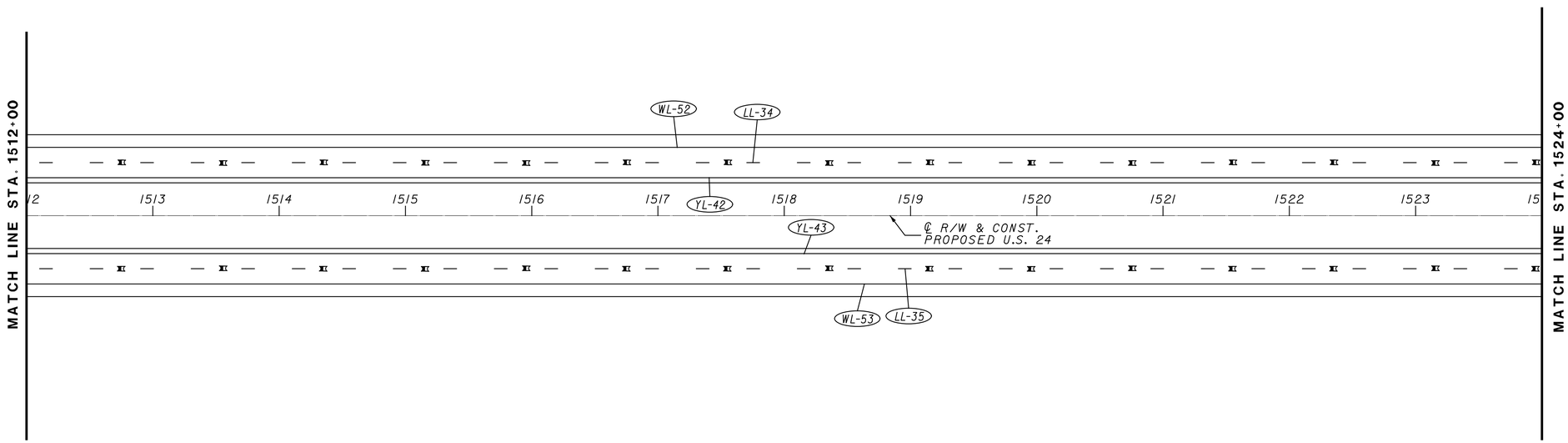
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:27:05 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP014.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1512+00 TO STA. 1524+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

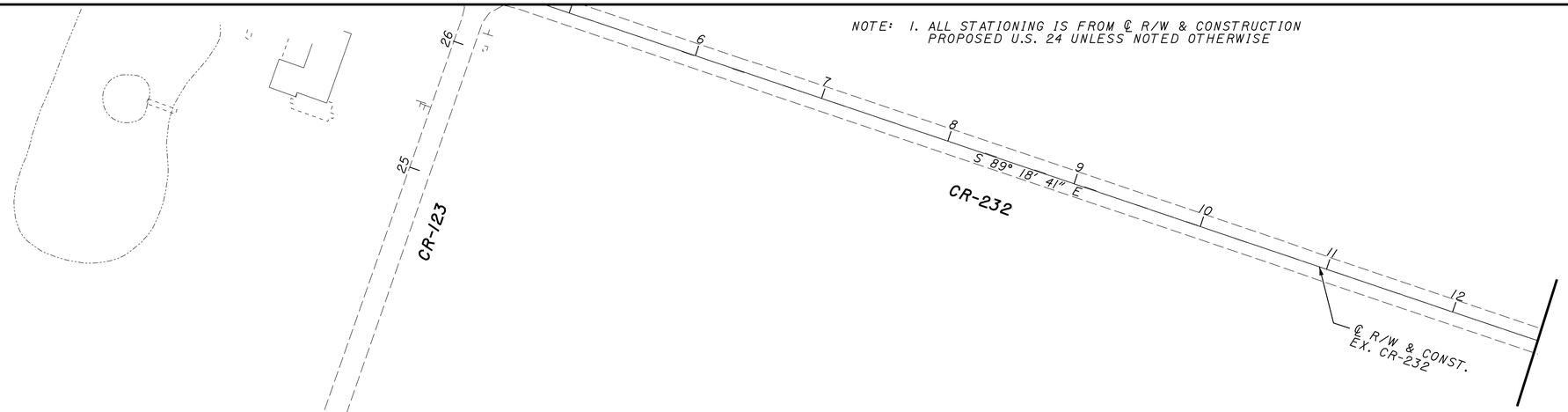
PROJECT ID
117367

SHEET P.210 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:27:20 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP015.dgn

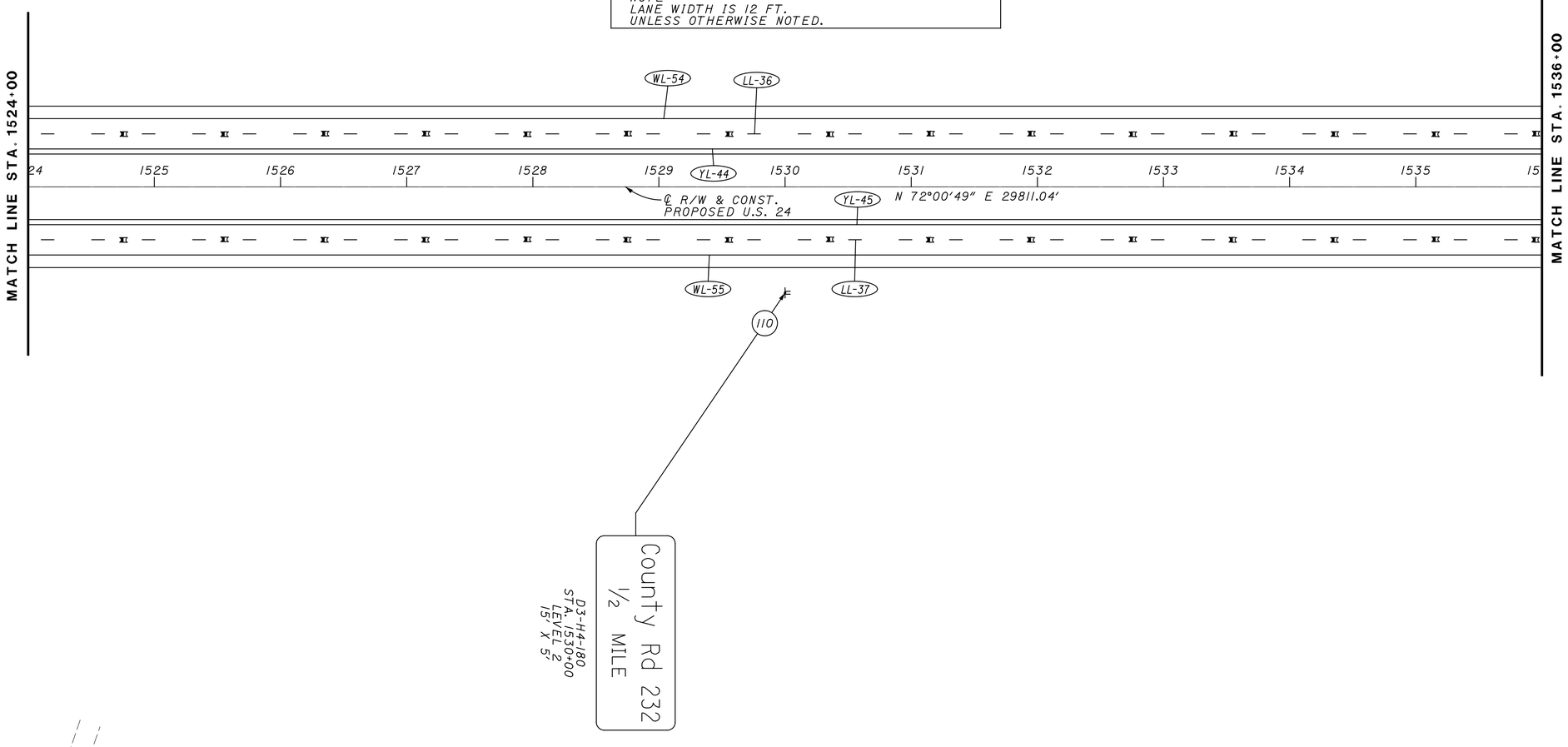
NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE



PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1524+00 TO STA. 1536+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.211 TOTAL 258

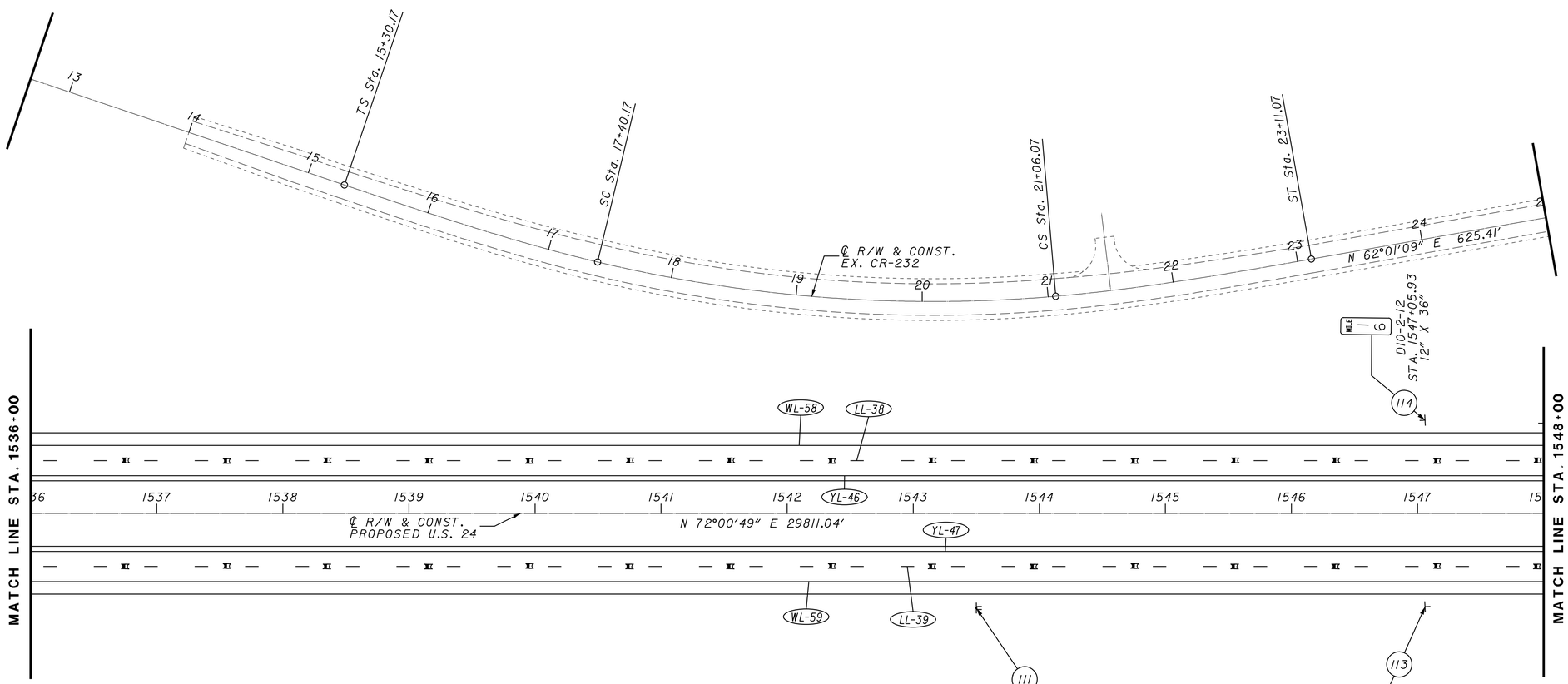
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:27:43 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP016.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



CURVE C232-1
P.I. Sta = 19+24.69
D = 18°17'41" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
Ls = 365.89'
Theta = 5°07'30" (LT)
LT = 136.72'
ST = 68.39
x = 204.84
y = 6.11
k = 102.47
p = 1.53
Dc = 18°17'41" (LT)
Lc = 204.93
Ts = 184.52'
Es = 14.76'

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

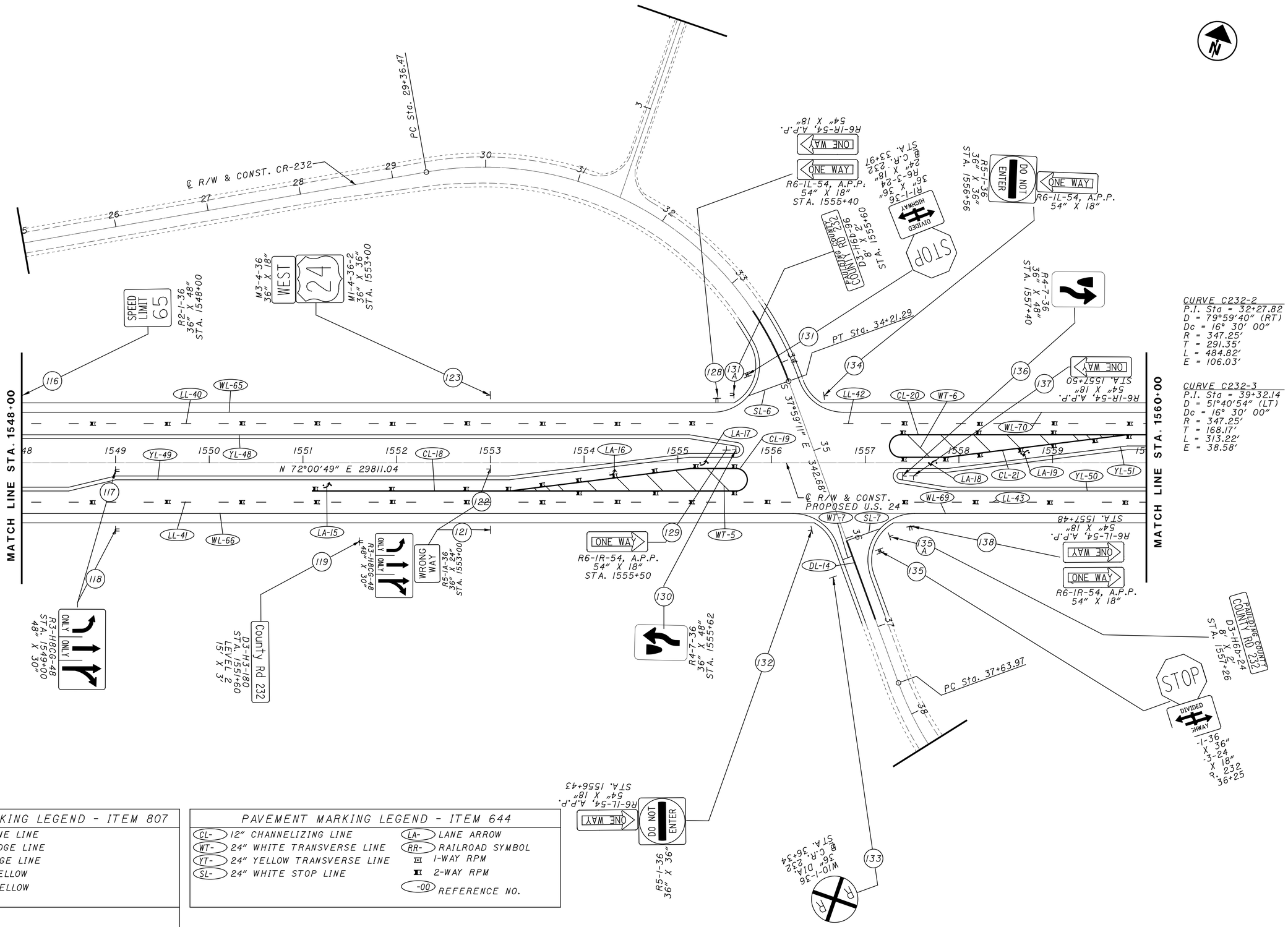
TRAFFIC CONTROL
STA. 1536+00 TO STA. 1548+00

DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.212 TOTAL: 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:27:57 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP017.dgn



PAVEMENT MARKING LEGEND - ITEM 807

LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644

CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

CURVE C232-2
P.I. Sta = 32+27.82
D = 79°59'40" (RT)
Dc = 16° 30' 00"
R = 347.25'
T = 291.35'
L = 484.82'
E = 106.03'

CURVE C232-3
P.I. Sta = 39+32.14
D = 51°40'54" (LT)
Dc = 16° 30' 00"
R = 347.25'
T = 168.17'
L = 313.22'
E = 38.58'

HORIZONTAL SCALE IN FEET
0 25 50 100

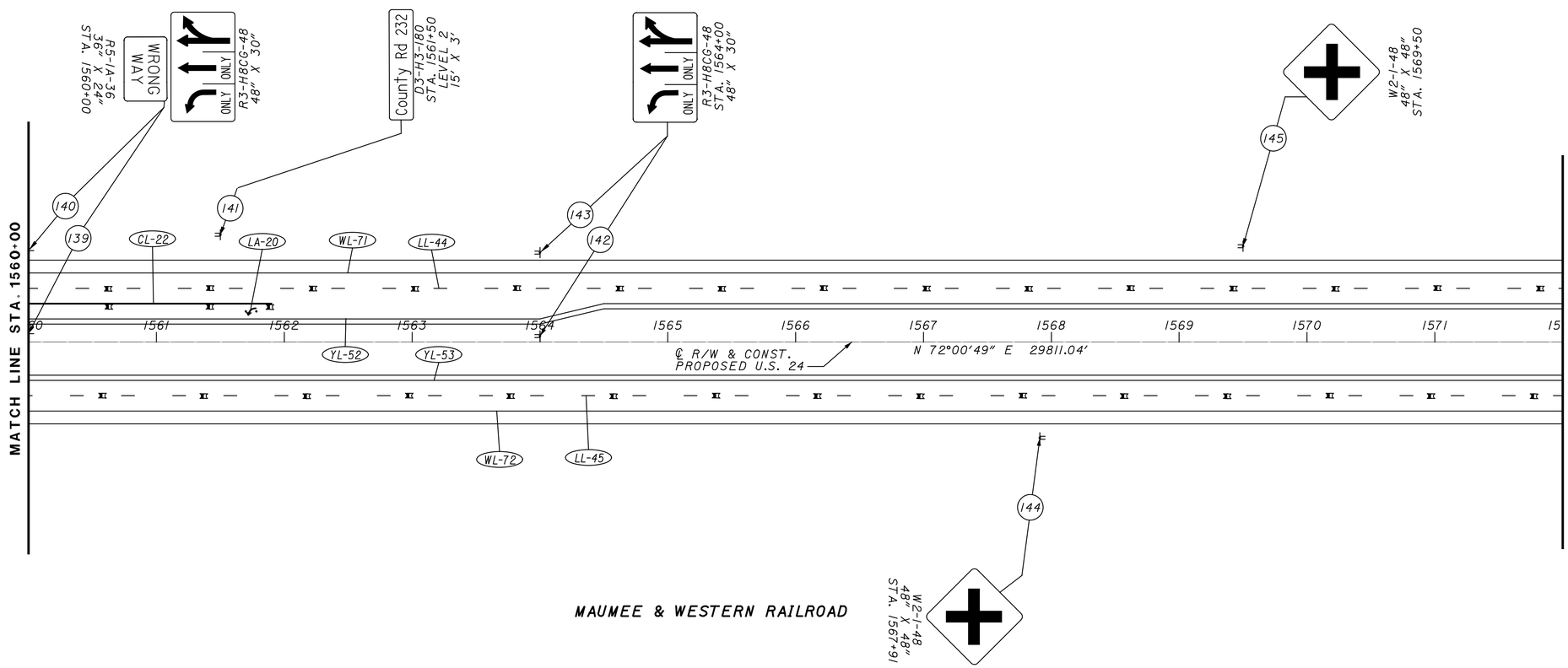
TRAFFIC CONTROL
STA. 1548+00 TO STA. 1560+00

DESIGN AGENCY

DESIGNER: MJS
REVIEWER: MJM 10-13-23
PROJECT ID: 117367
SHEET: P.213 TOTAL: 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 3:52:42 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP018.dgn



PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1560+00 TO STA. 1572+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.214 TOTAL 258

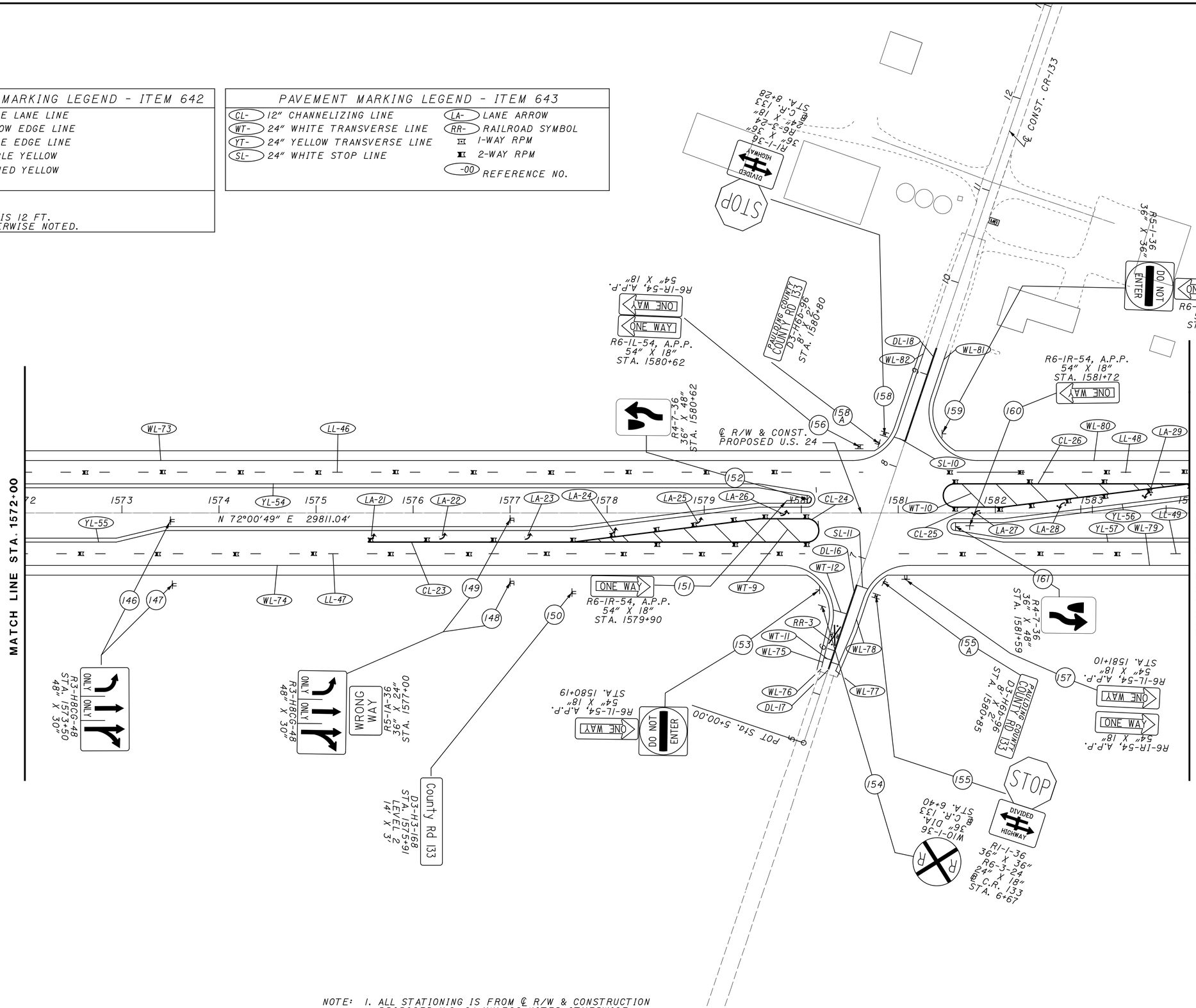
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:28:30 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP019.dgn

PAVEMENT MARKING LEGEND - ITEM 642
LL- 6" WHITE LANE LINE
YL- 6" YELLOW EDGE LINE
WL- 6" WHITE EDGE LINE
DL- 4" DOUBLE YELLOW
BL- 4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 643	
CL- 12" CHANNELIZING LINE	LA- LANE ARROW
WT- 24" WHITE TRANSVERSE LINE	RR- RAILROAD SYMBOL
YT- 24" YELLOW TRANSVERSE LINE	I-WAY RPM
SL- 24" WHITE STOP LINE	2-WAY RPM
	-00 REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1572+00 TO STA. 1584+00

DESIGN AGENCY

DESIGNER
MJS

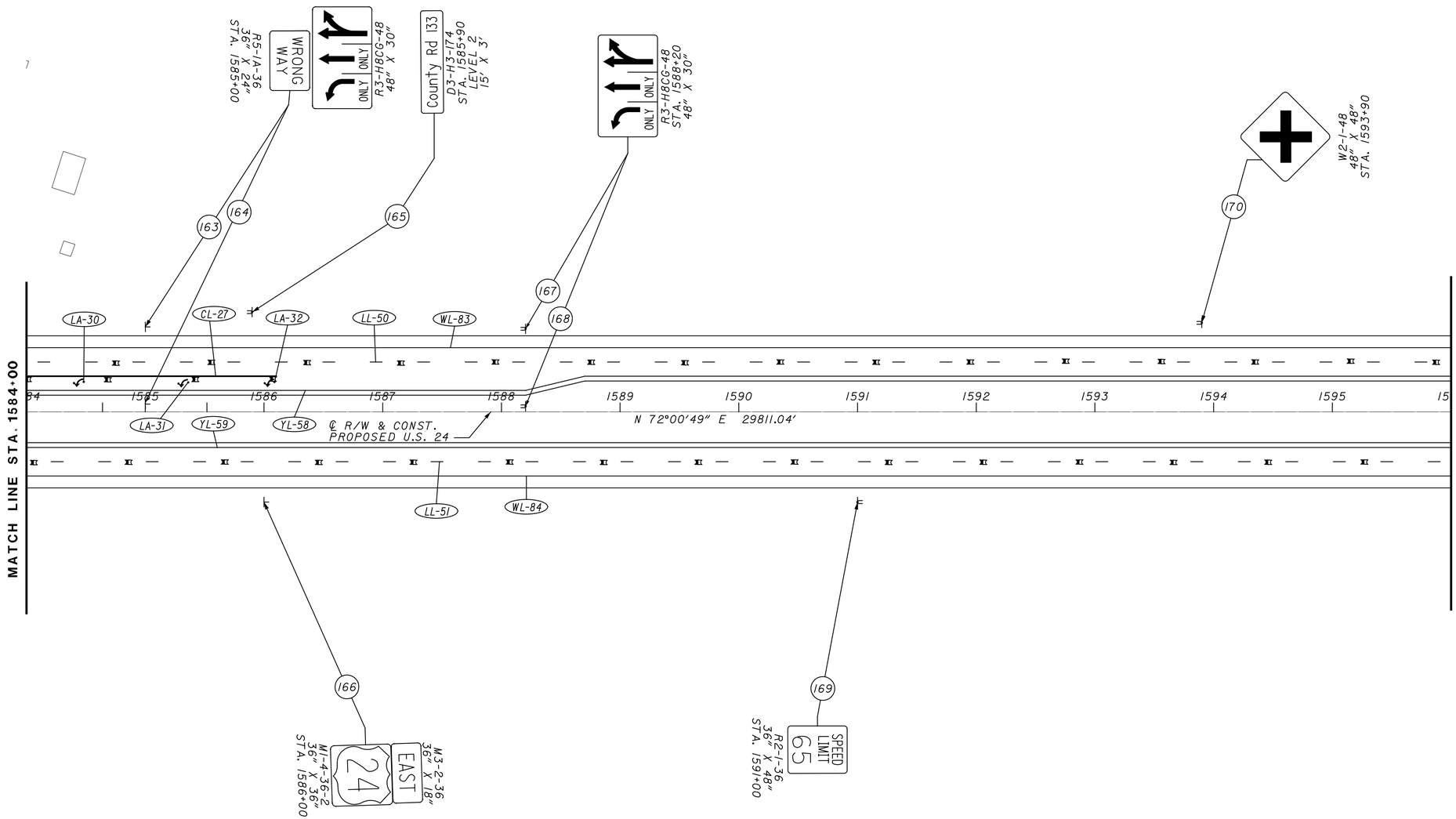
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.215 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:28:45 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP020.dgn



PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1584+00 TO STA. 1596+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.216 TOTAL 258

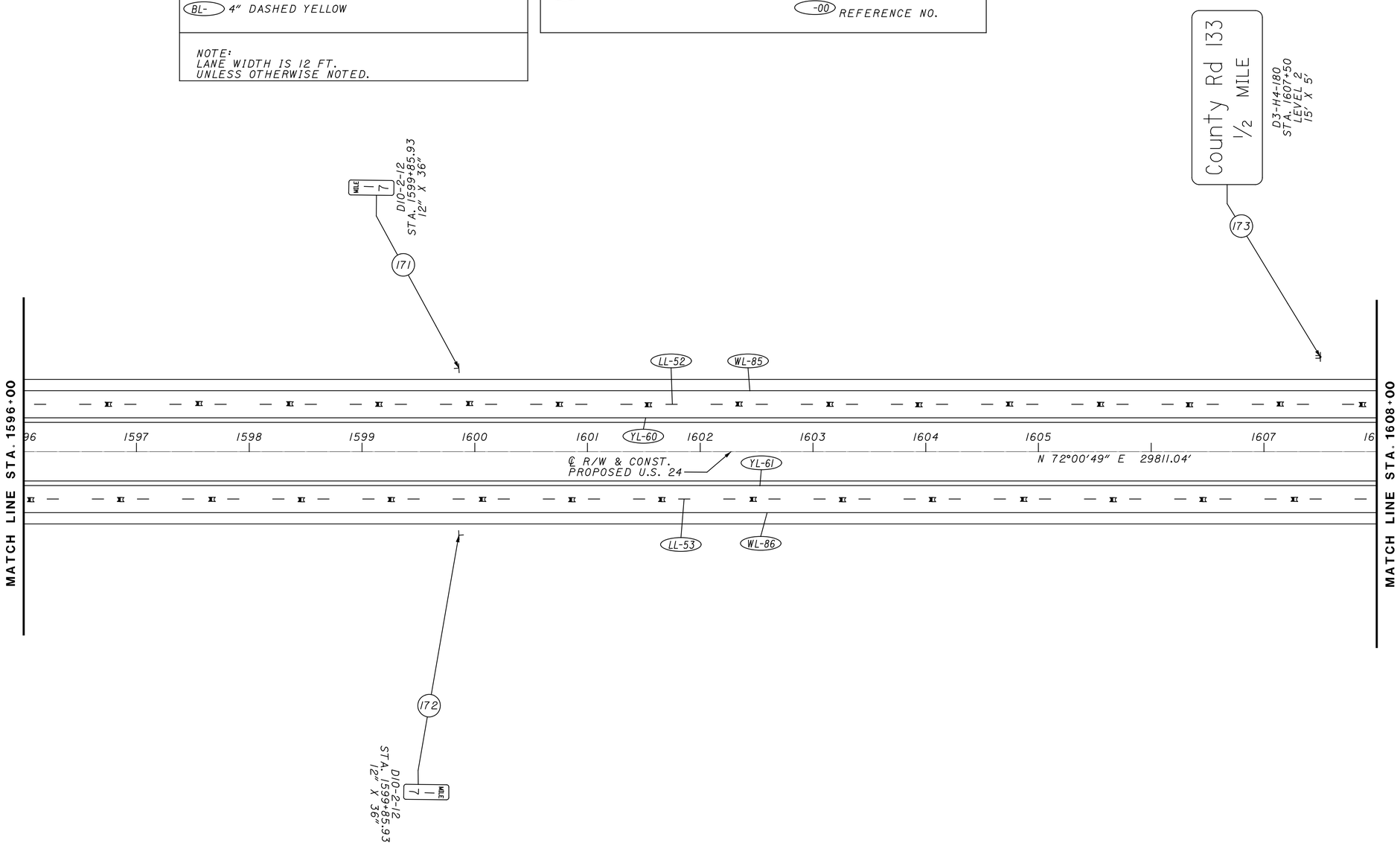
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:28:59 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP021.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1596+00 TO STA. 1608+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

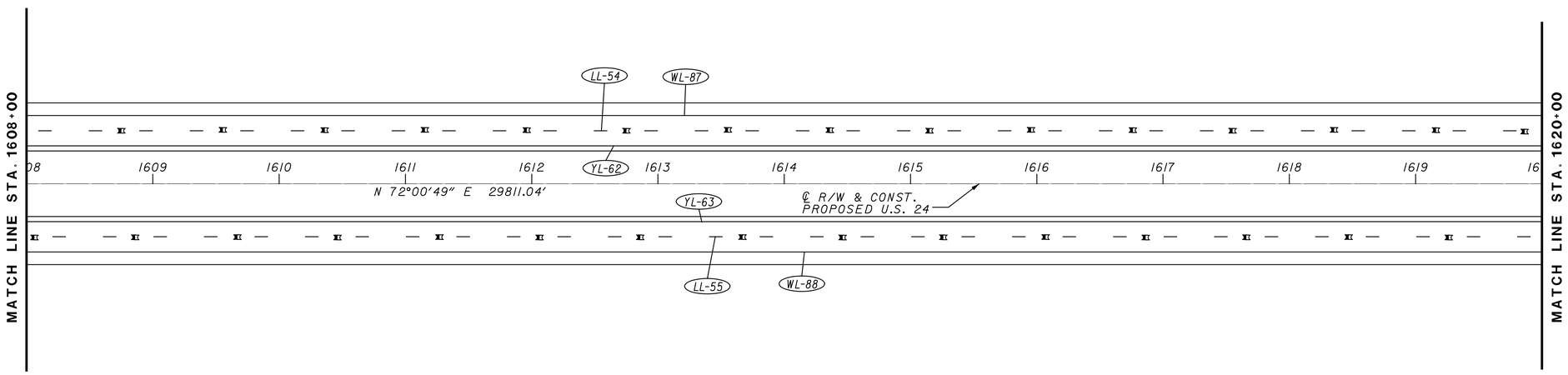
PROJECT ID
117367

SHEET P.217 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:29:14 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP022.dgn

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE



PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1608+00 TO STA. 1620+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.218 TOTAL 258

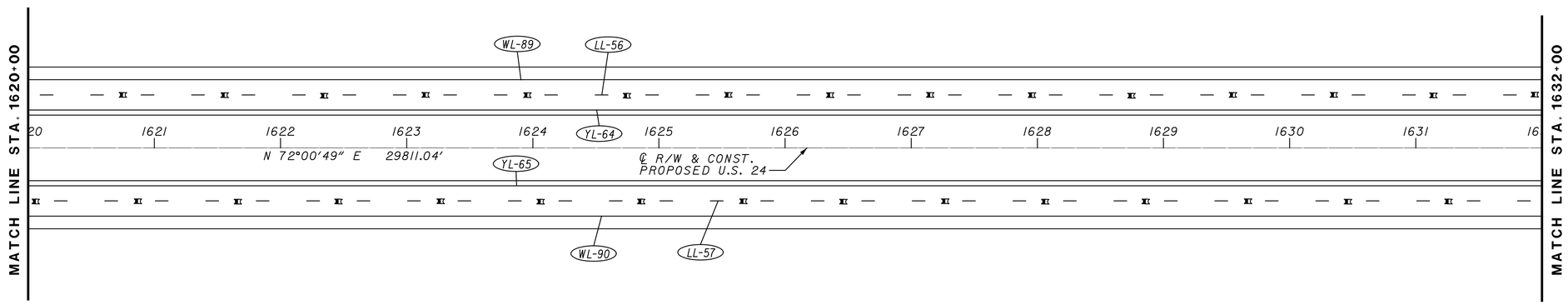
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:29:38 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP023.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1620+00 TO STA. 1632+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.219 TOTAL 258

PAU/DEF-24-12.30/0.00

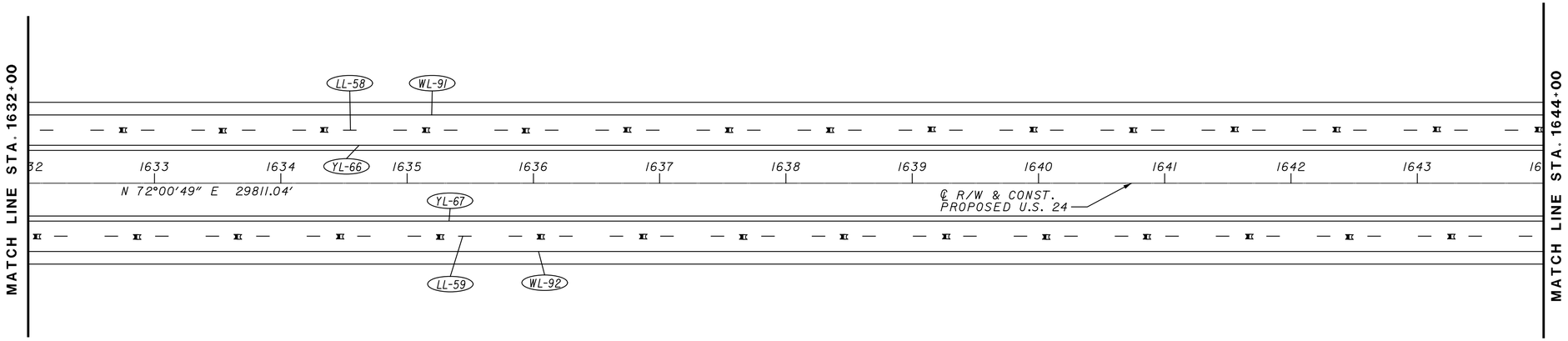
MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:29:52 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP024.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE



HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1632+00 TO STA. 1644+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.220 TOTAL 258

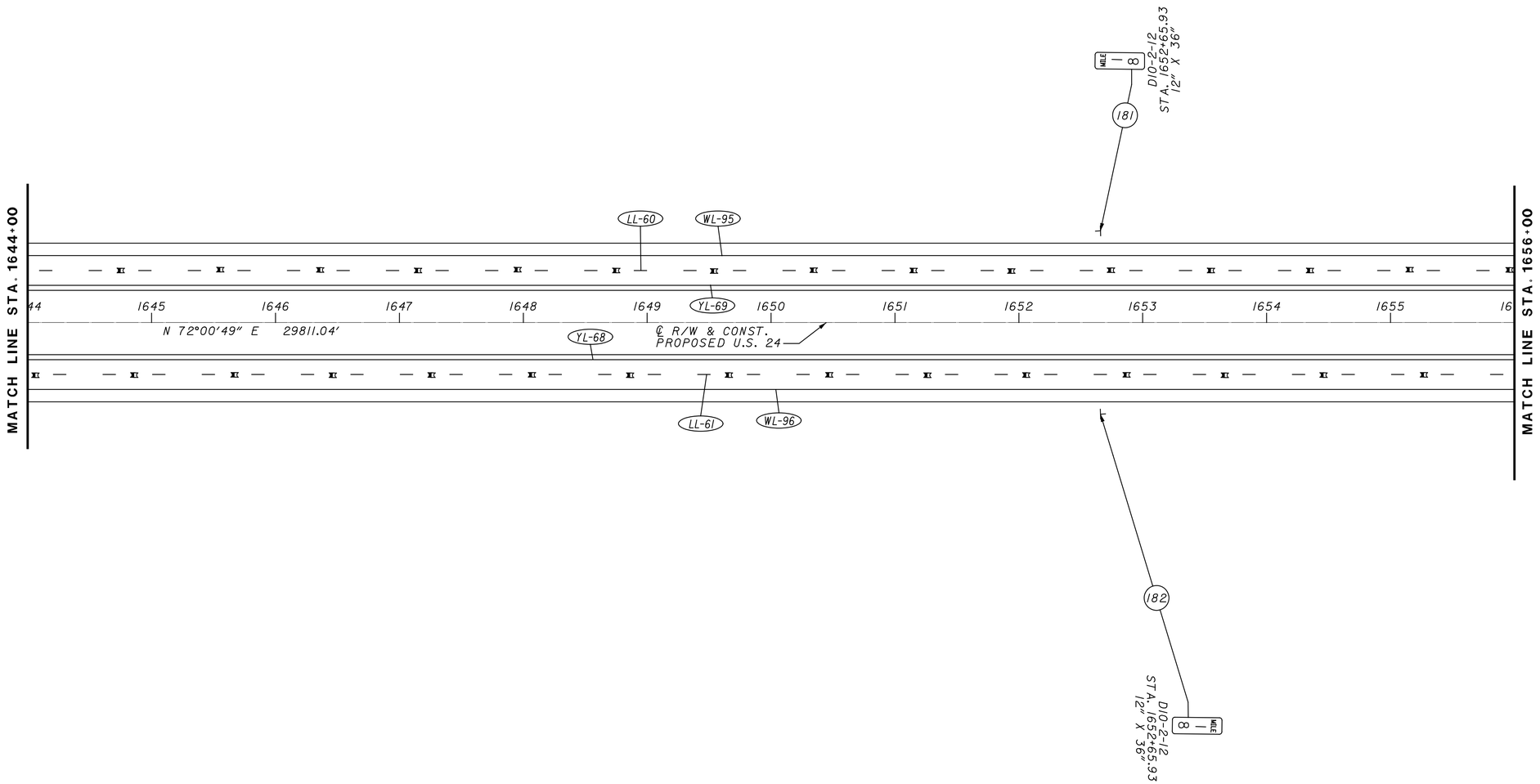
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:30:16 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP025.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1644+00 TO STA. 1656+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.221 TOTAL 258

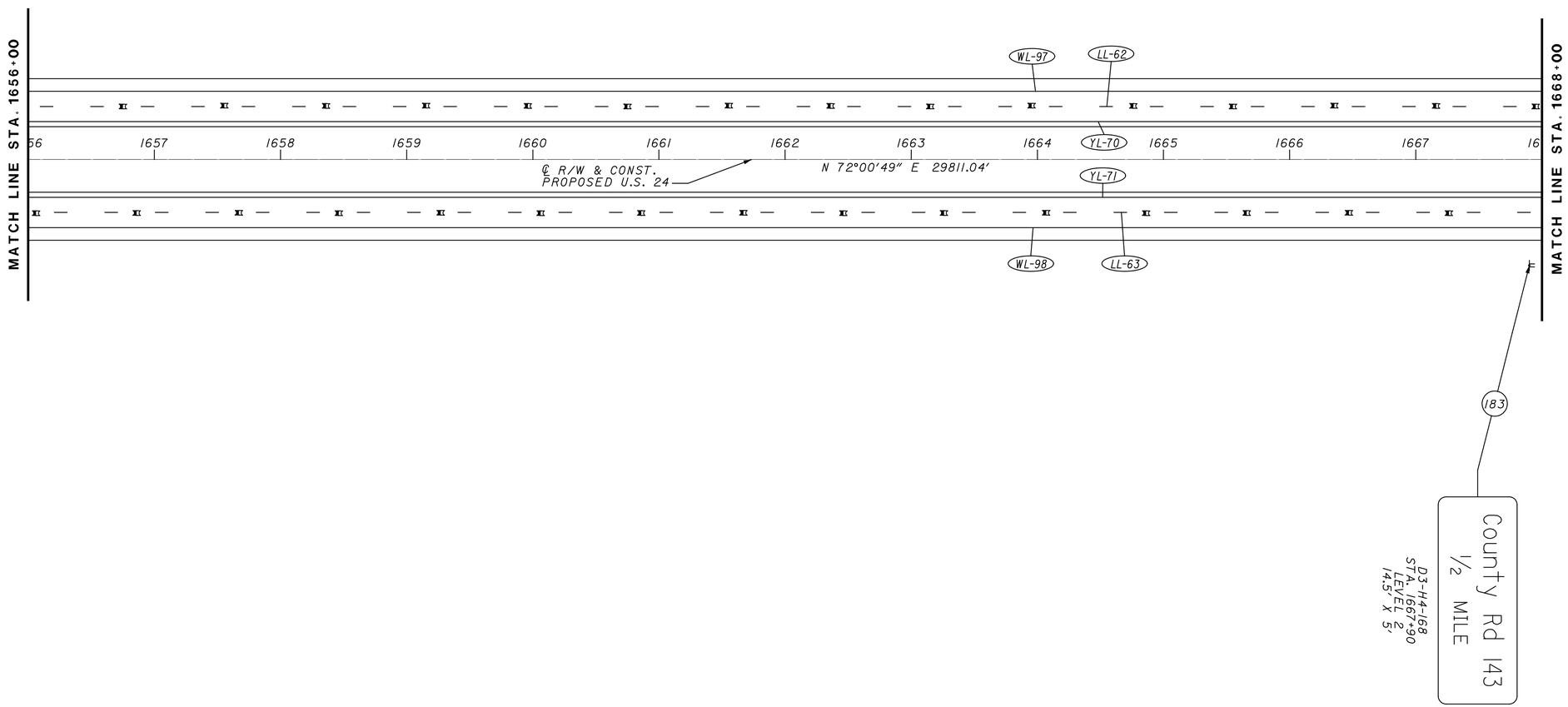
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:30:32 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP026.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1656+00 TO STA. 1668+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.222 TOTAL 258

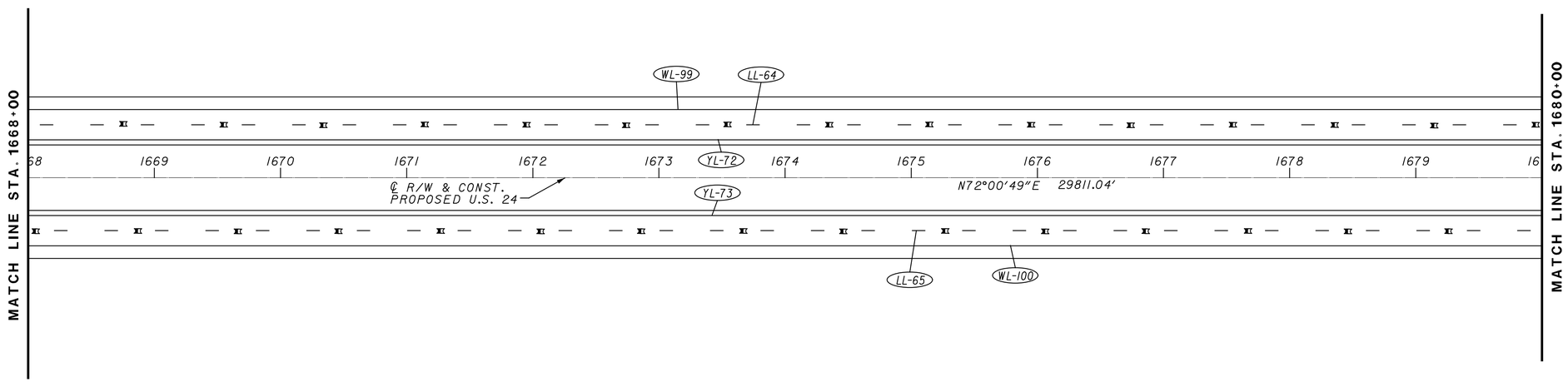
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:30:46 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP027.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1668+00 TO STA. 1680+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

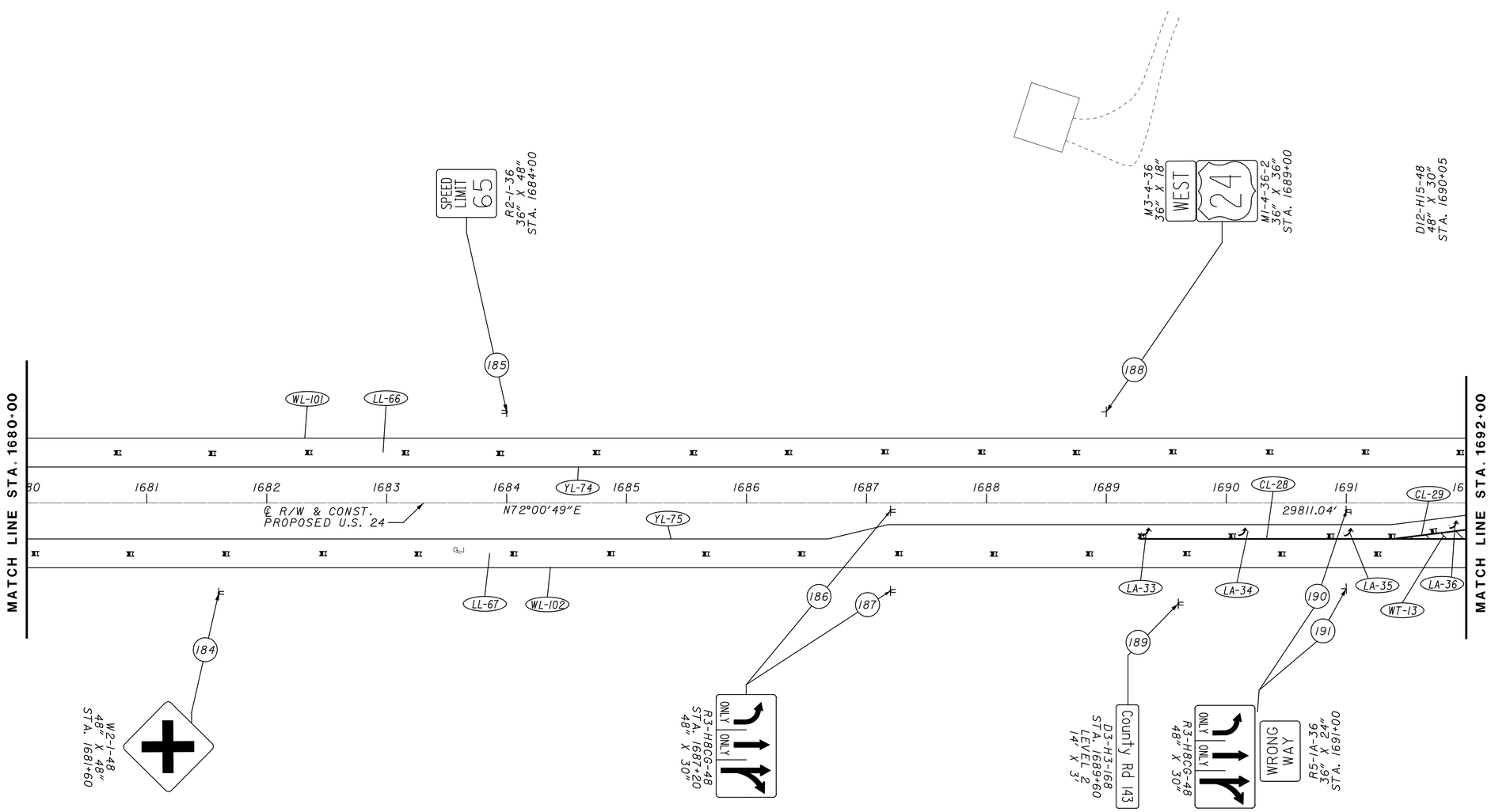
PROJECT ID
117367

SHEET P.223 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:31:01 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP028.dgn

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE



PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1680+00 TO STA. 1692+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.224 TOTAL 258

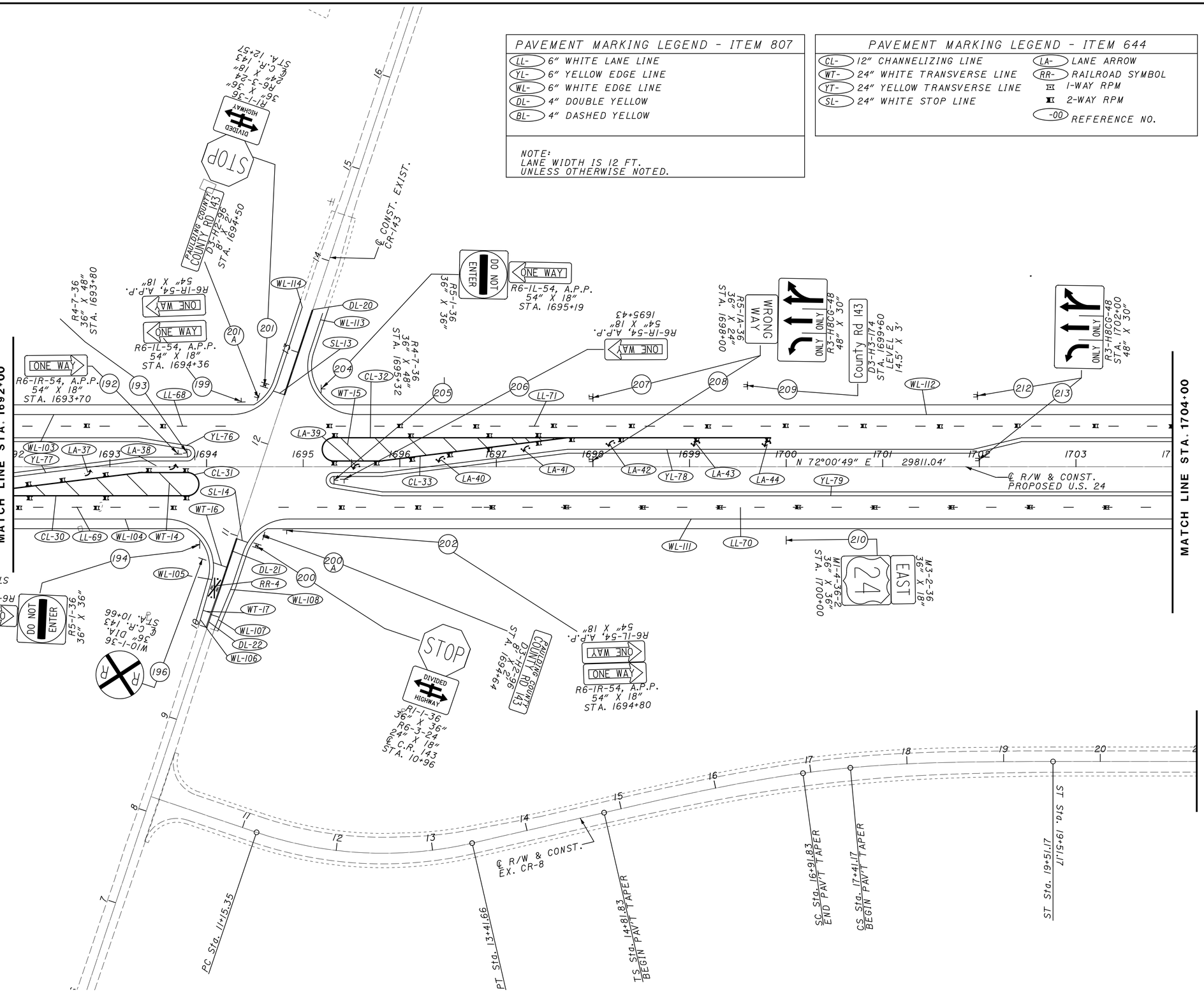
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:31:13 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP029.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



CURVE C8-1
P.I. Sta = 12+31.48
D = 31° 40' 59" (LT)
Dc = 14° 00' 00"
R = 409.26'
T = 116.13'
L = 226.31'
E = 16.16'

CURVE C8-2
P.I. Sta = 17+17.21
D = 12°58'02" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
Ls = 210.00'
Theta = 5° 15' 00"
LT = 140.06'
ST = 70.06'
x = 209.82'
y = 6.41'
k = 104.97'
p = 1.60'
Dc = 2°28'02" (RT)
Lc = 49.34'
Ts = 235.38'
Es = 8.99'
eMAX = 0.081

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET 0 25 50 100

TRAFFIC CONTROL STA. 1692+00 TO STA. 1704+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.225 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:31:29 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP030.dgn

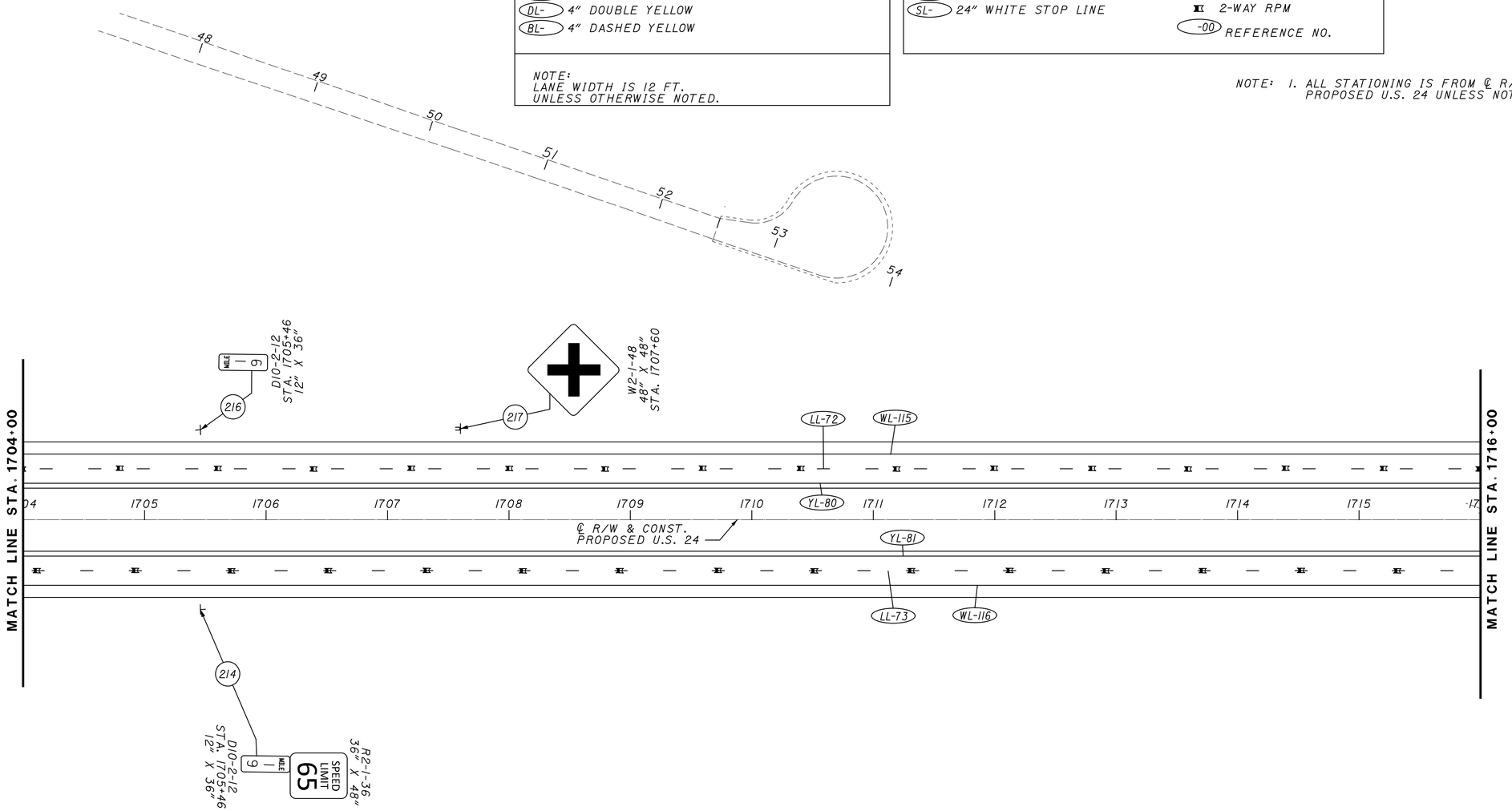
PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100



TRAFFIC CONTROL
STA. 1704+00 TO STA. 1716+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

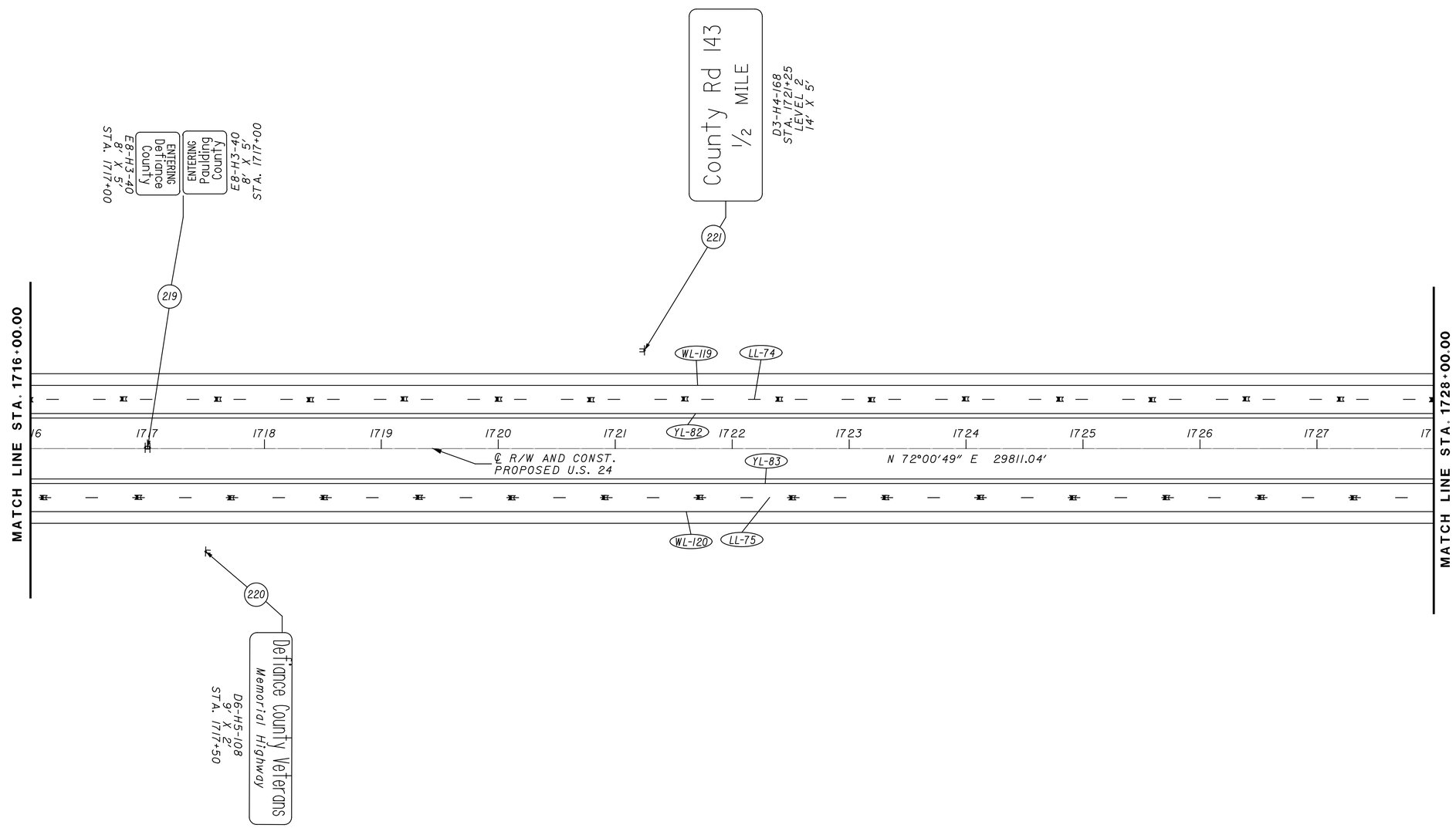
PROJECT ID
117367

SHEET P.226 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:31:44 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP031.dgn

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE



R/W CURVE C8-3

P.I. Sta = 42+45.94
= 18° 40' 16" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
Ls = 190.00'
Theta = 3° 48' 00"
LT = 126.70'
ST = 63.36'
x = 189.92'

k = 94.99'

c = 11° 04' 16" (RT)
Lc = 276.78'
Ts = 330.63'
Es = 20.29'

PAVEMENT MARKING LEGEND - ITEM 642
LL- 6" WHITE LANE LINE
YL- 6" YELLOW EDGE LINE
WL- 6" WHITE EDGE LINE
DL- 4" DOUBLE YELLOW
BL- 4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 643	
CL- 12" CHANNELIZING LINE	LA- LANE ARROW
WT- 24" WHITE TRANSVERSE LINE	RR- RAILROAD SYMBOL
YT- 24" YELLOW TRANSVERSE LINE	1-WAY RPM
SL- 24" WHITE STOP LINE	2-WAY RPM
PB- PORTABLE CONCRETE BARRIER	-00 REFERENCE NO.

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1716+00 TO STA. 1728+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.227 TOTAL 258

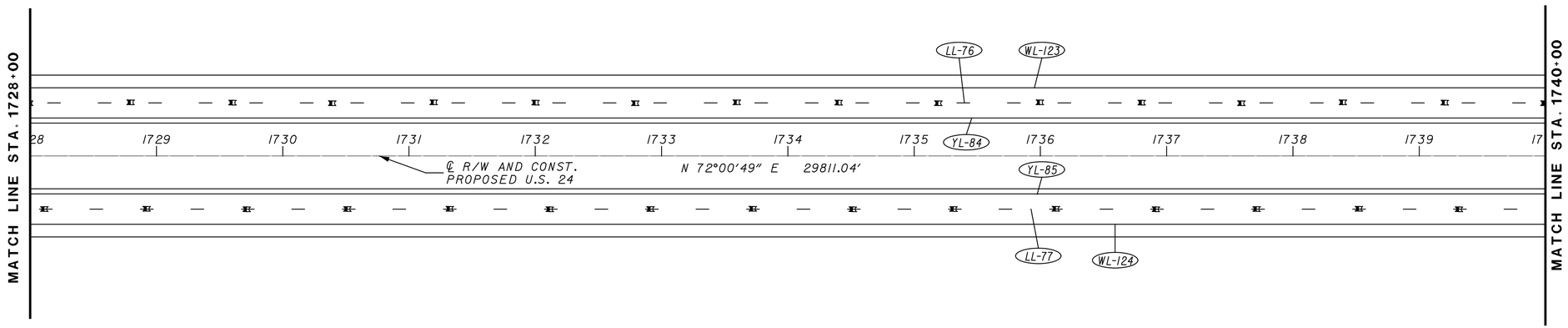
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:32:00 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP032.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



R/W CURVE C8-3

P.I. Sta = 42+45.94
= 18° 40' 16" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
Ls = 190.00'
Theta = 3° 48' 00"
LT = 126.70'
ST = 63.36'
x = 189.92'
y = 4.20'
k = 94.99'
p = 1.05'
c = 11° 04' 16" (RT)
Lc = 276.78'
Ts = 330.63'
Es = 20.29'

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1728+00 TO STA. 1740+00

DESIGN AGENCY

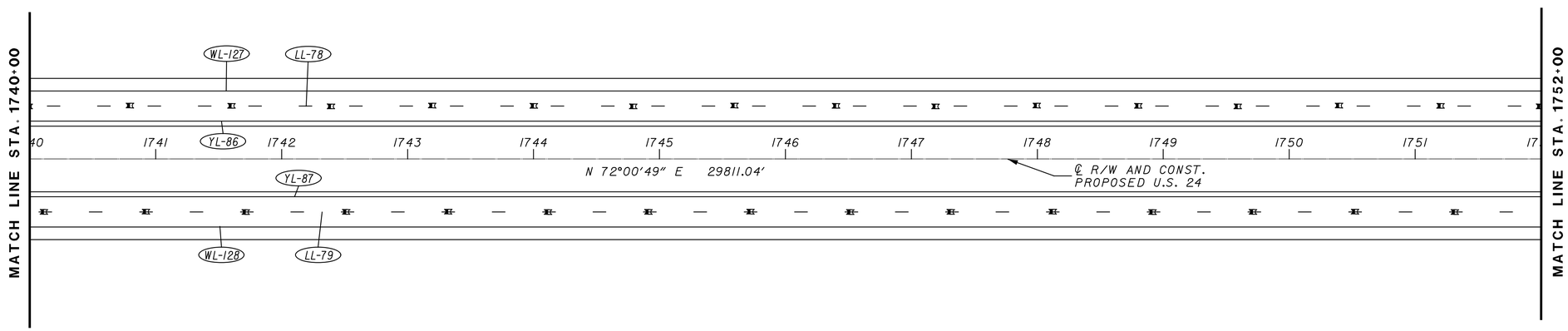
DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.228 TOTAL 258

PAU/DEF-24-12.30/0.00
MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:32:16 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP033.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1740+00 TO STA. 1752+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.229 TOTAL 258

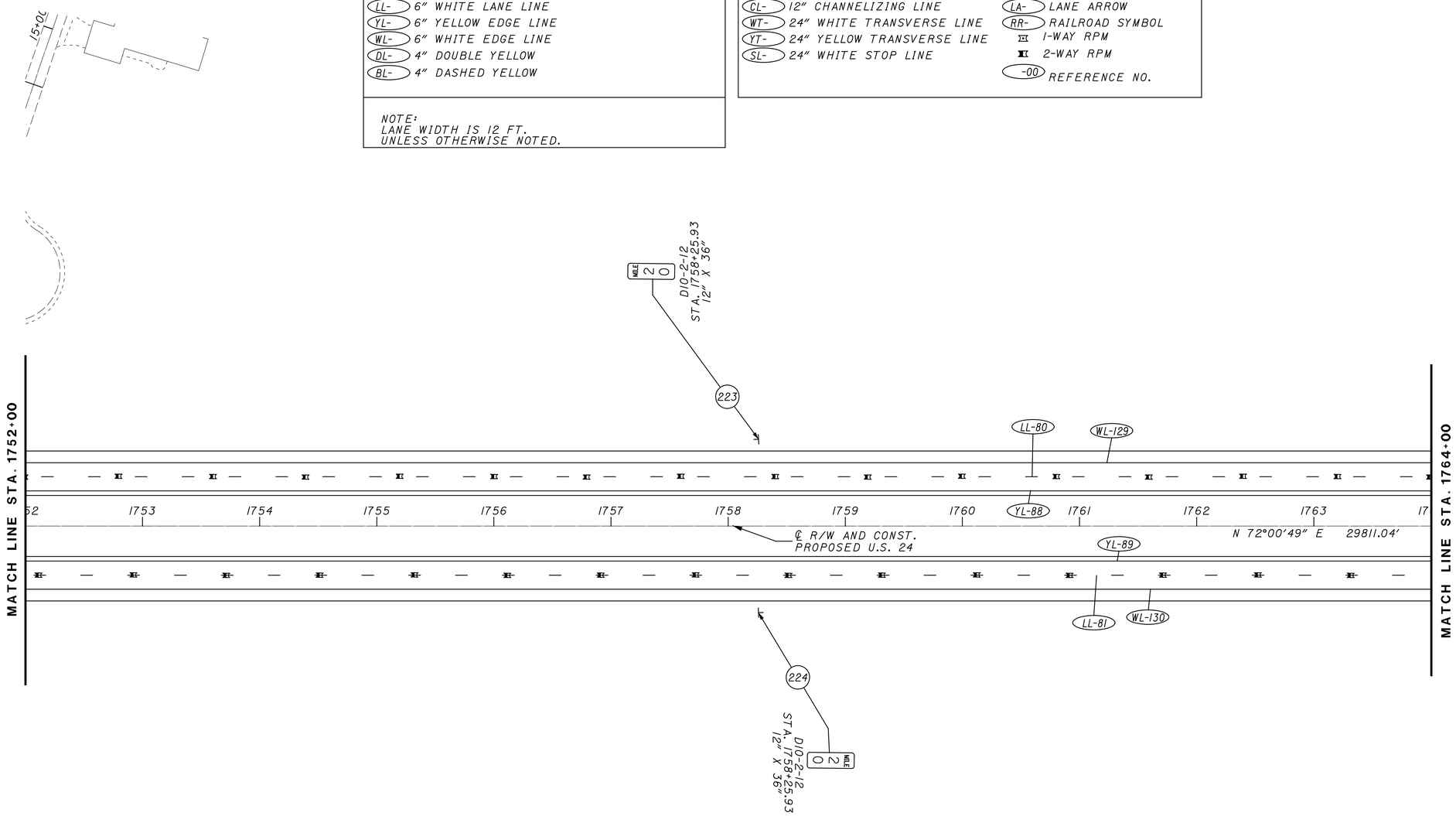
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:32:46 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP034.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1752+00 TO STA. 1764+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.230 TOTAL 258

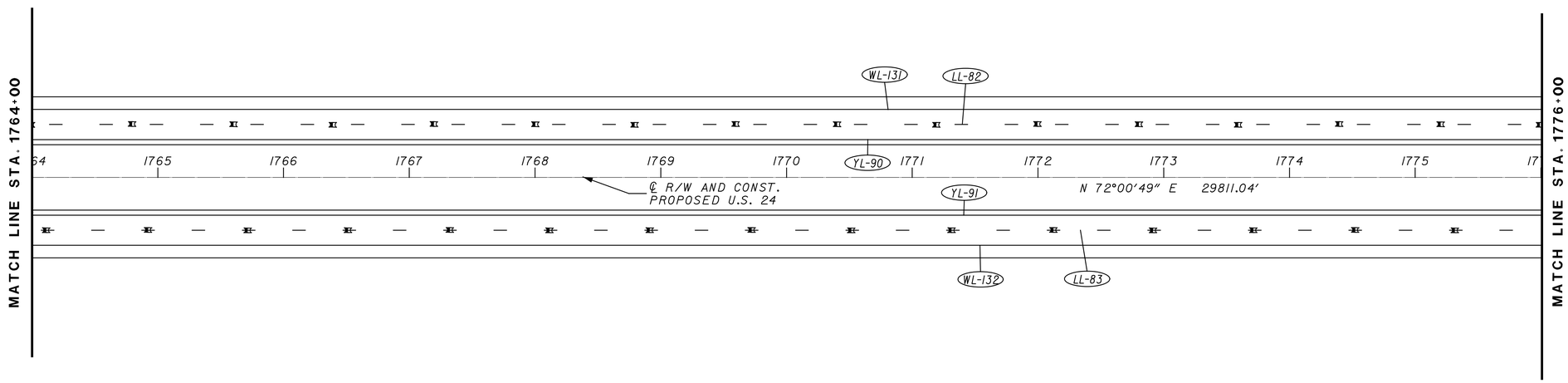
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:33:02 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP035.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1764+00 TO STA.1776+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.231 TOTAL 258

PAU/DEF-24-12.30/0.00

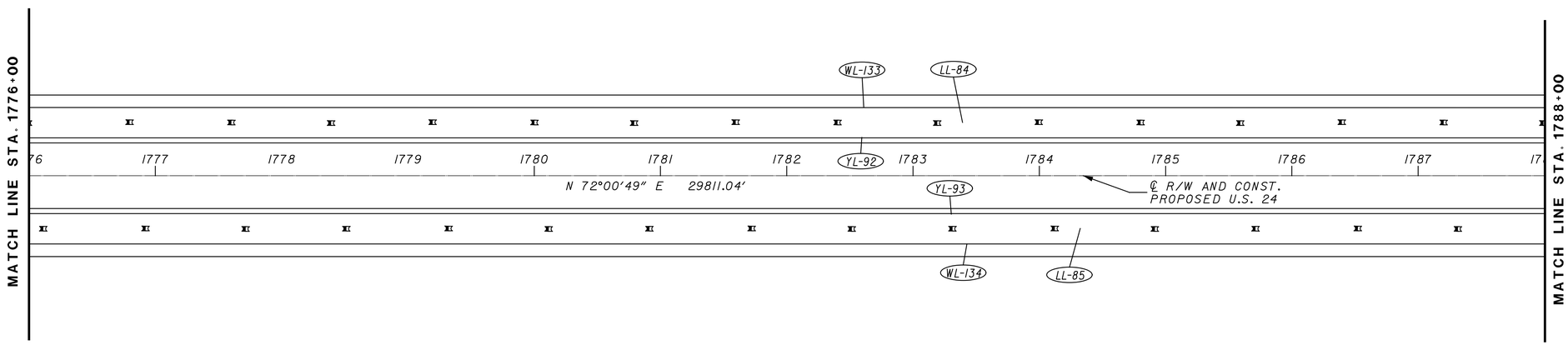
MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:33:18 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP036.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

HORIZONTAL SCALE IN FEET
0 25 50 100



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

TRAFFIC CONTROL
STA. 1776+00 TO STA. 1788+00

DESIGN AGENCY

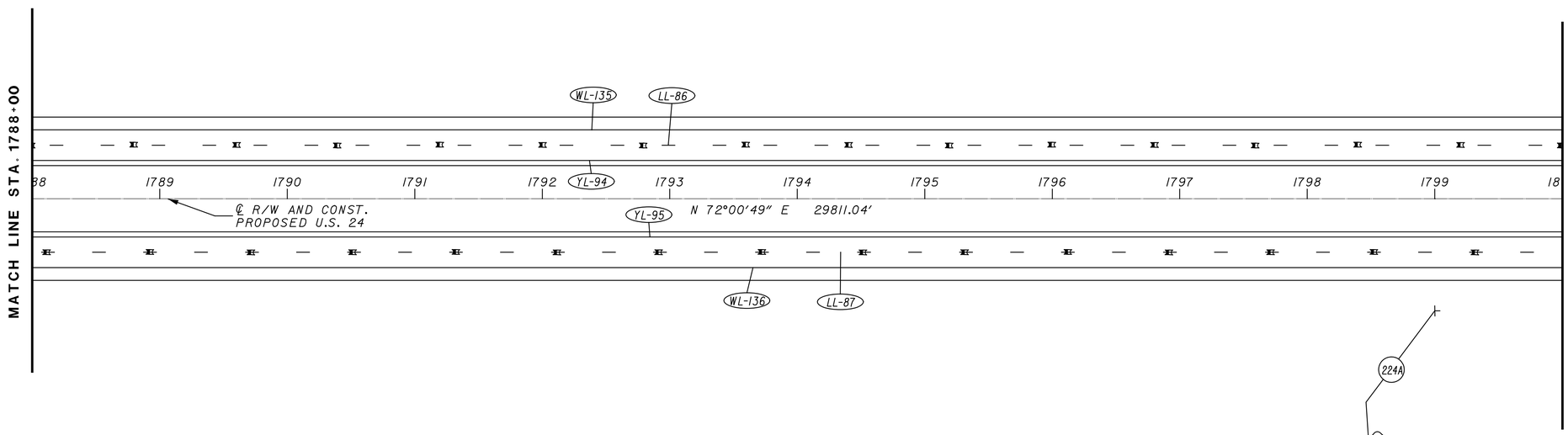
DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.232 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:33:43 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP037.dgn

PAVEMENT MARKING LEGEND - ITEM 807
LL- 6" WHITE LANE LINE
YL- 6" YELLOW EDGE LINE
WL- 6" WHITE EDGE LINE
DL- 4" DOUBLE YELLOW
BL- 4" DASHED YELLOW
NOTE: LANE WIDTH IS 12 FT. UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644	
CL- 12" CHANNELIZING LINE	LA- LANE ARROW
WT- 24" WHITE TRANSVERSE LINE	RR- RAILROAD SYMBOL
YT- 24" YELLOW TRANSVERSE LINE	1-WAY RPM
SL- 24" WHITE STOP LINE	2-WAY RPM
	-00 REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1788+00 TO STA. 1800+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.233 TOTAL 258

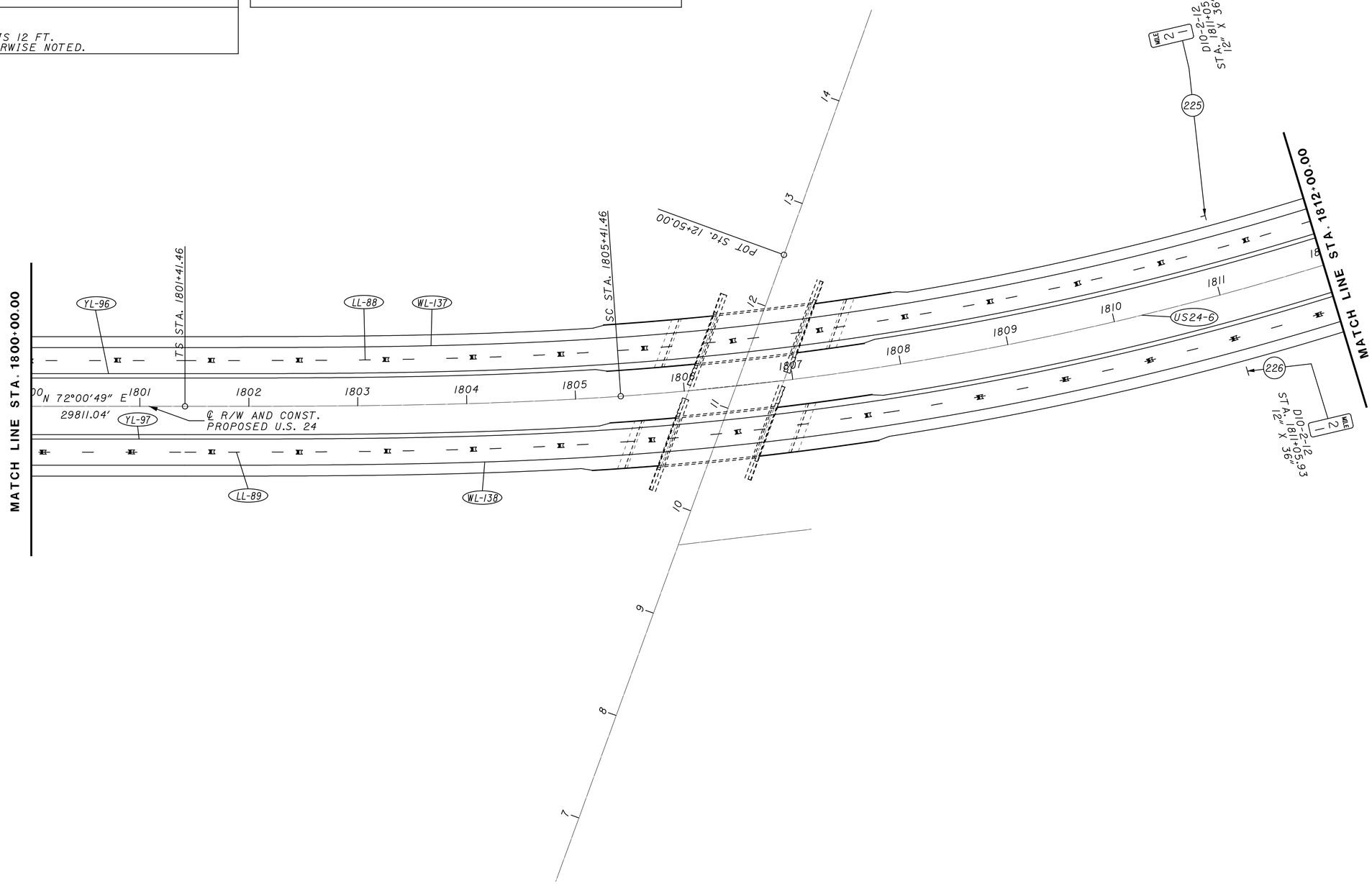
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:33:59 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP038.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



CURVE US24-6
P.I. Sta = 1813+84.53
D = 39° 59' 04" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 400.00'
Theta = 4° 00' 00"
LT = 266.73'
ST = 133.40'
x = 399.81'
y = 9.31'
k = 199.97'
p = 2.33'
Dc = 31° 59' 04" (LT)
Lc = 1,599.22'
Ts = 1,243.07'
Es = 186.18'
eMAX = 0.066

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1800+00 TO STA. 1812+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.234 TOTAL 258

PAU/DEF-24-12.30/0.00

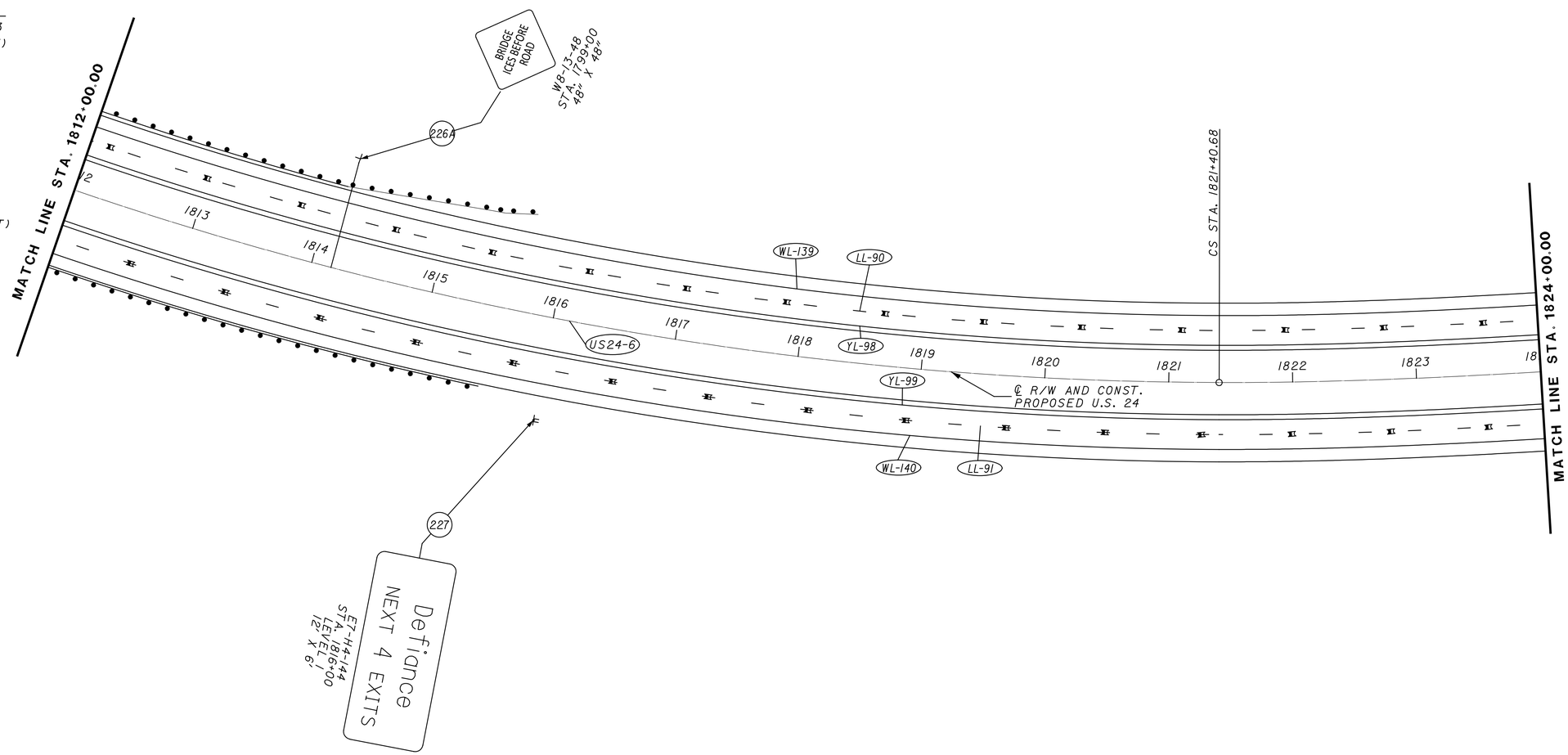
MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:34:17 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP039.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

CURVE US24-6
P.I. Sta = 1813+84.53
D = 39° 59′ 04″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 400.00′
Theta = 4° 00′ 00″
LT = 266.73′
ST = 133.40′
x = 399.81′
y = 9.31′
k = 199.97′
p = 2.33′
Dc = 31° 59′ 04″ (LT)
Lc = 1,599.22′
Ts = 1,243.07′
Es = 186.18′
eMAX = 0.066



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1812+00 TO STA. 1824+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.235 TOTAL 258

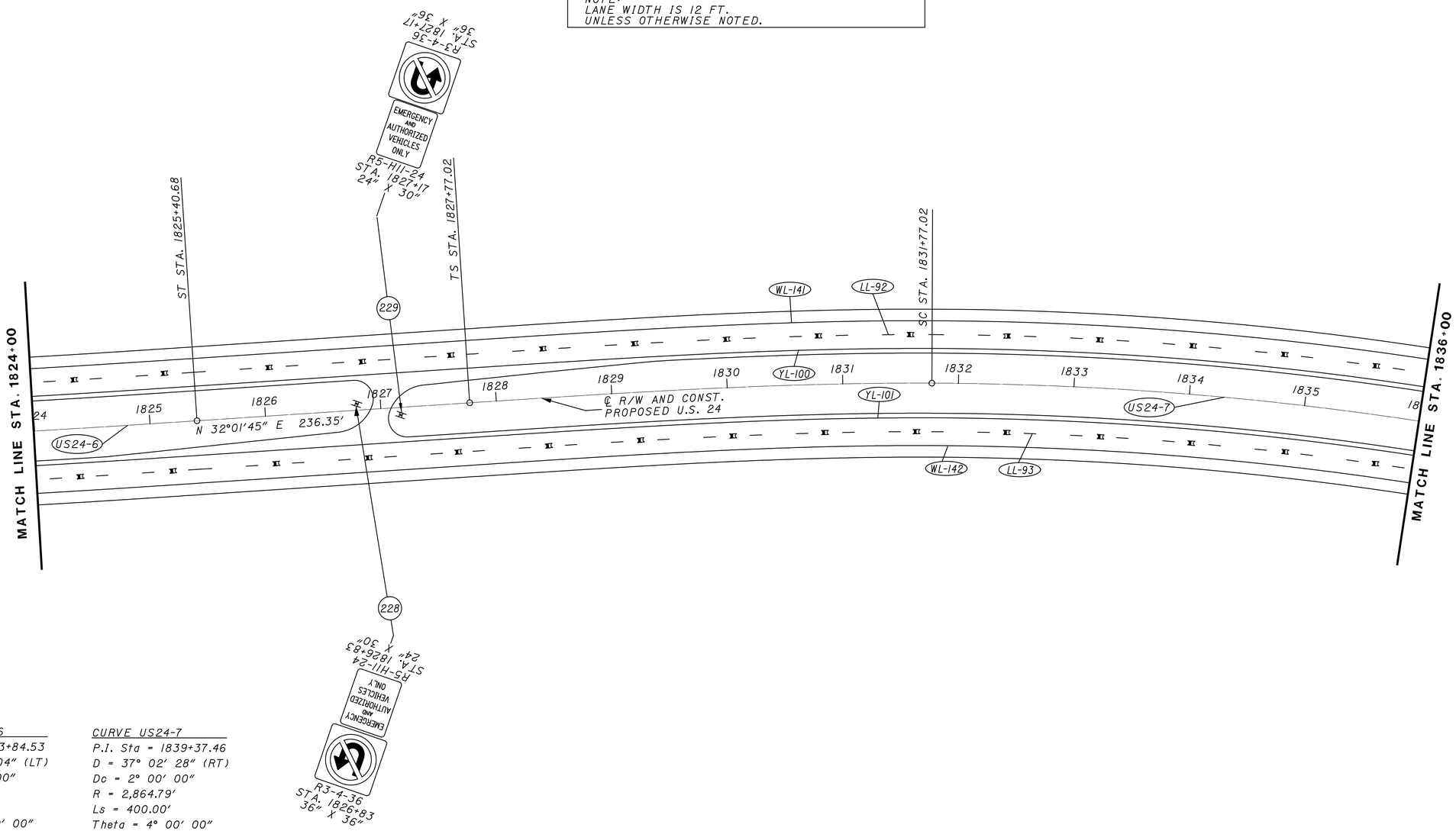
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:34:33 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP040.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



CURVE US24-6

P.I. Sta = 1813+84.53
D = 39° 59′ 04″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 400.00′
Theta = 4° 00′ 00″
LT = 266.73′
ST = 133.40′
x = 399.81′
y = 9.31′
k = 199.97′
p = 2.33′
Dc = 31° 59′ 04″ (LT)
Lc = 1,599.22′
Ts = 1,243.07′
Es = 186.18′
eMAX = 0.066

CURVE US24-7

P.I. Sta = 1839+37.46
D = 37° 02′ 28″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 400.00′
Theta = 4° 00′ 00″
LT = 266.73′
ST = 133.40′
x = 399.81′
y = 9.31′
k = 199.97′
p = 2.33′
Dc = 29° 02′ 28″ (RT)
Lc = 1,452.05′
Ts = 1,160.43′
Es = 158.92′
eMAX = 0.066

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1824+00 TO STA. 1836+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.236 TOTAL 258

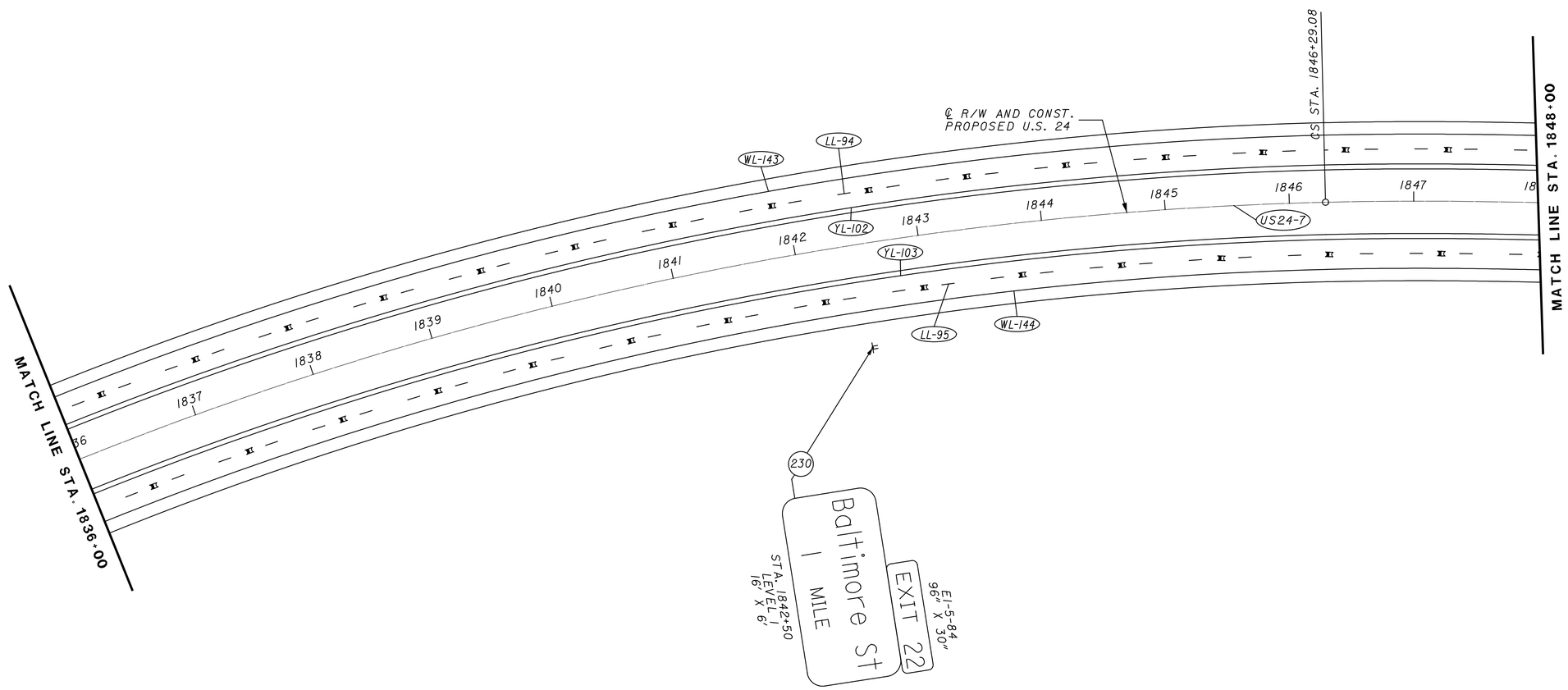
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17X11 (in.) DATE: 10/16/2023 TIME: 2:34:48 PM USER: mslefler
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP041.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



CURVE US24-7

P.I. Sta = 1839+37.46
D = 37° 02' 28" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 400.00'
Theta = 4° 00' 00"
LT = 266.73'
ST = 133.40'
x = 399.81'
y = 9.31'
k = 199.97'
p = 2.33'
Dc = 29° 02' 28" (RT)
Lc = 1,452.05'
Ts = 1,160.43'
Es = 158.92'
eMAX = 0.066

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1836+00 TO STA. 1848+00

DESIGN AGENCY

DESIGNER
MJS

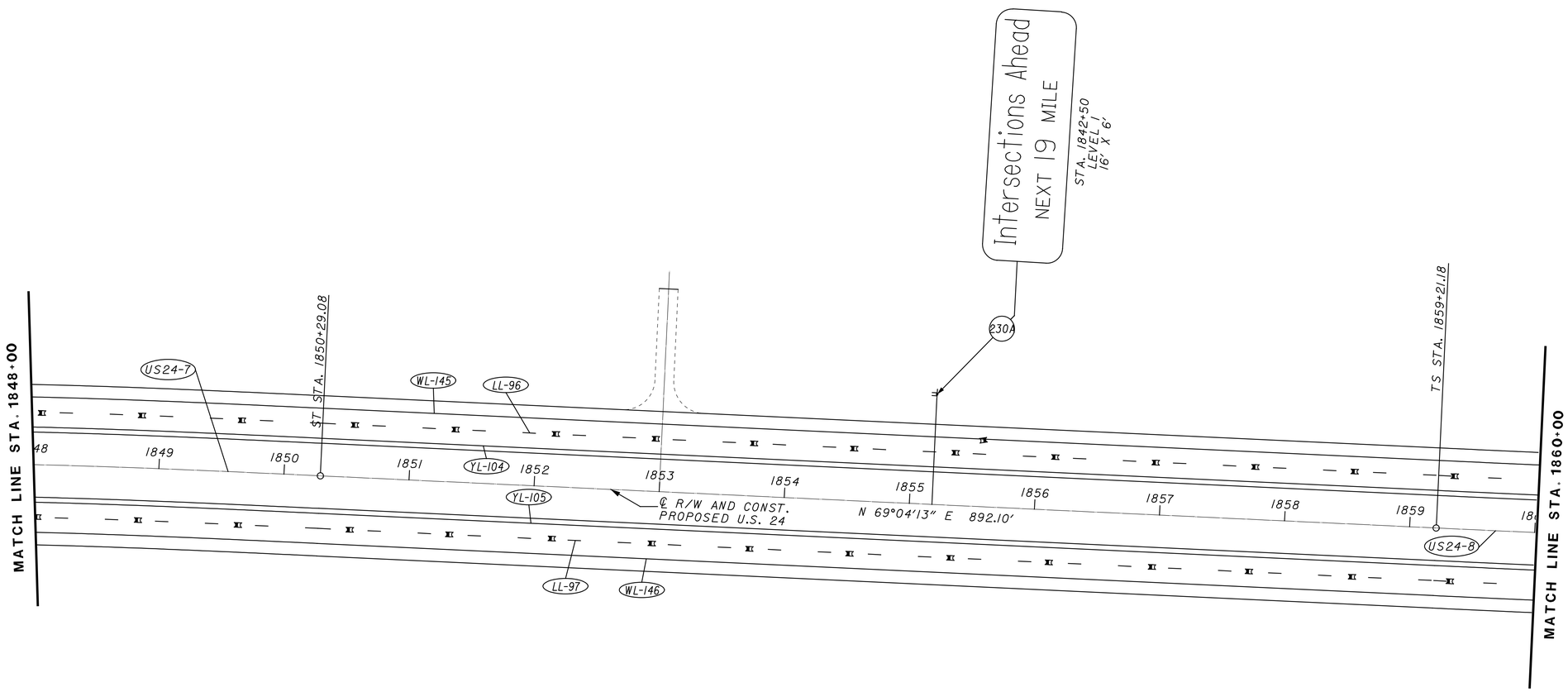
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.237 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:35:05 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP042.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1848+00 TO STA. 1860+00

CURVE US24-7	CURVE US24-8
P.I. Sta = 1839+37.46	P.I. Sta = 1868+77.95
D = 37° 02′ 28″ (RT)	D = 35° 01′ 23″ (LT)
Dc = 2° 00′ 00″	Dc = 2° 30′ 00″
R = 2,864.79′	R = 2,291.83′
Ls = 400.00′	Ls = 465.00′
Theta = 4° 00′ 00″	Theta = 5° 48′ 45″
LT = 266.73′	LT = 310.17′
ST = 133.40′	ST = 155.15′
x = 399.81′	x = 464.52′
y = 9.31′	y = 15.71′
k = 199.97′	k = 232.42′
p = 2.33′	p = 3.93′
Dc = 29° 02′ 28″ (RT)	Dc = 23° 23′ 53″ (LT)
Lc = 1,452.05′	Lc = 935.92′
Ts = 1,160.43′	Ts = 956.78′
Es = 158.92′	Es = 115.49′
eMAX = 0.066	eMAX = 0.077

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6″ WHITE LANE LINE
YL-	6″ YELLOW EDGE LINE
WL-	6″ WHITE EDGE LINE
DL-	4″ DOUBLE YELLOW
BL-	4″ DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12″ CHANNELIZING LINE	LA-	LANE ARROW
WT-	24″ WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24″ YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24″ WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

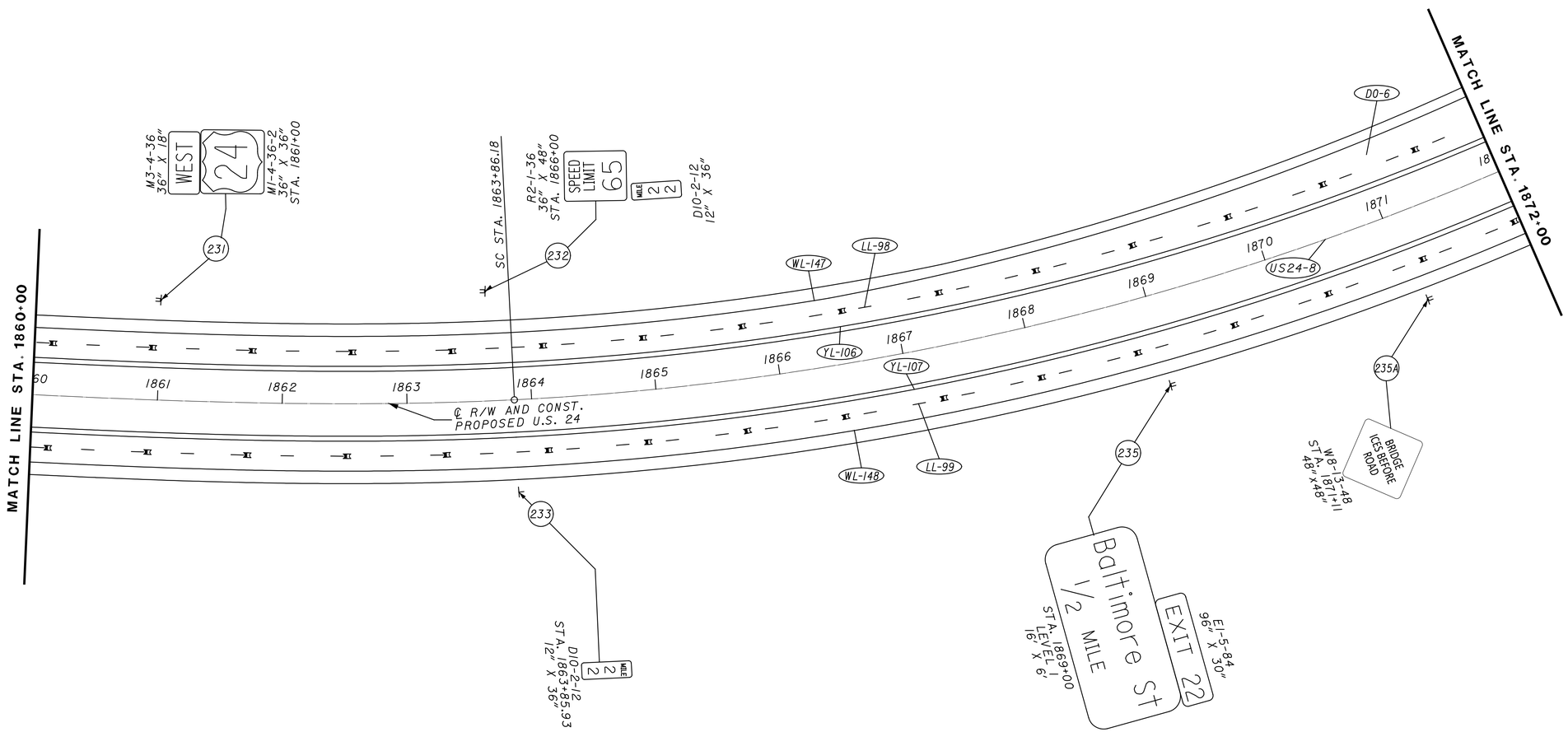
NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.238 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:35:21 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP043.dgn



CURVE US24-8

P.I. Sta = 1868+77.95
D = 35° 01′ 23″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 465.00′
Theta = 5° 48′ 45″
LT = 310.17′
ST = 155.15′
x = 464.52′
y = 15.71′
k = 232.42′
p = 3.93′
Dc = 23° 23′ 53″ (LT)
Lc = 935.92′
Ts = 956.78′
Es = 115.49′
eMAX = 0.077

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1860+00 TO STA. 1872+00

DESIGN AGENCY

DESIGNER
MJS

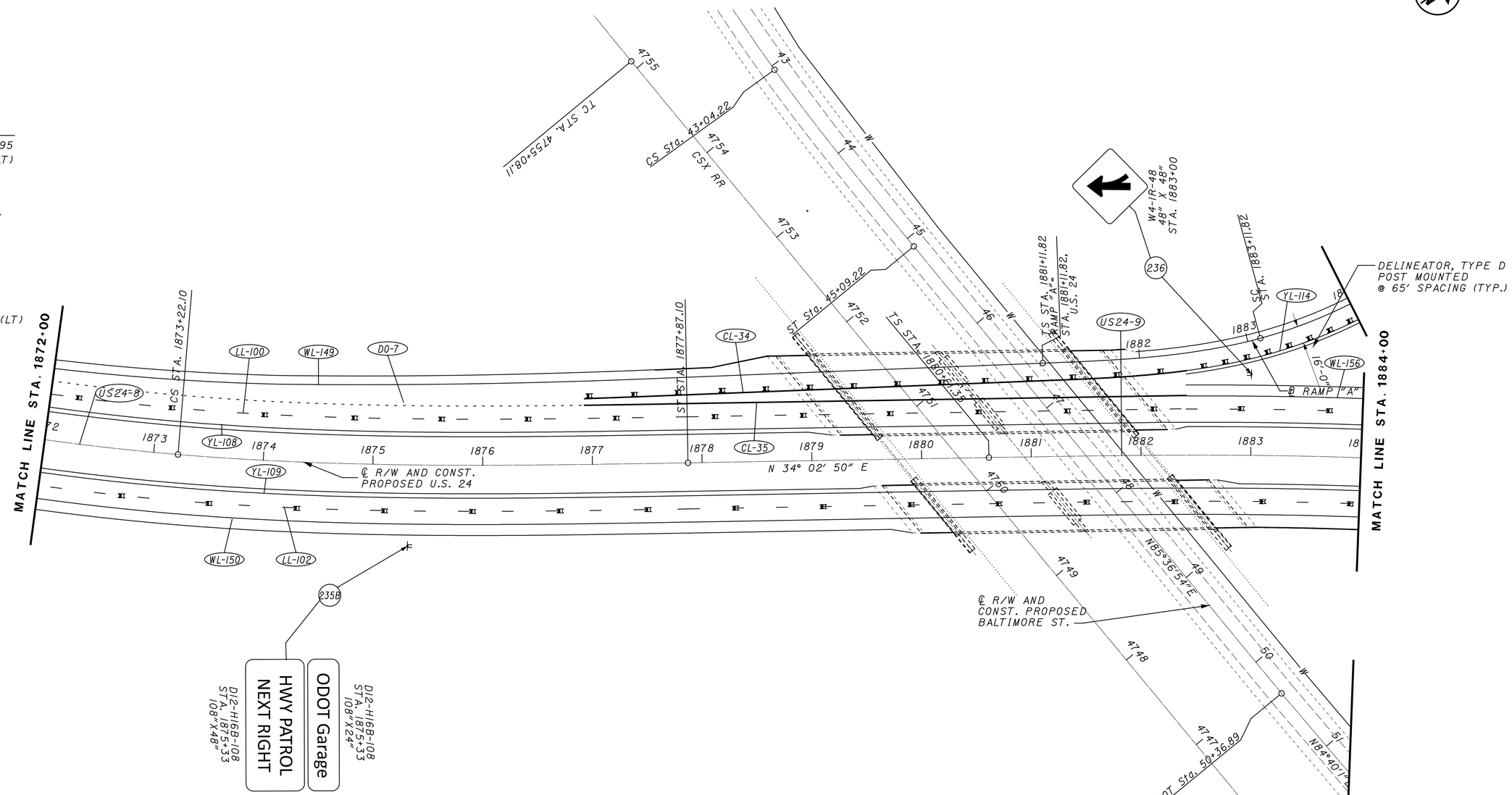
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.239 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:35:37 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP044.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

CURVE US24-8
P.I. Sta = 1868+77.95
D = 35° 01' 23" (LT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 23° 23' 53" (LT)
Lc = 935.92'
Ts = 956.78'
Es = 115.49'
eMAX = 0.077

CURVE US24-9
P.I. Sta = 1886+28.24
D = 16° 34' 41" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 4° 57' 11" (RT)
Lc = 198.12'
Ts = 566.89'
Es = 28.17'
eMAX = 0.077

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

TRAFFIC CONTROL
STA. 1872+00 TO STA. 1884+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.240 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:35:52 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP045.dgn

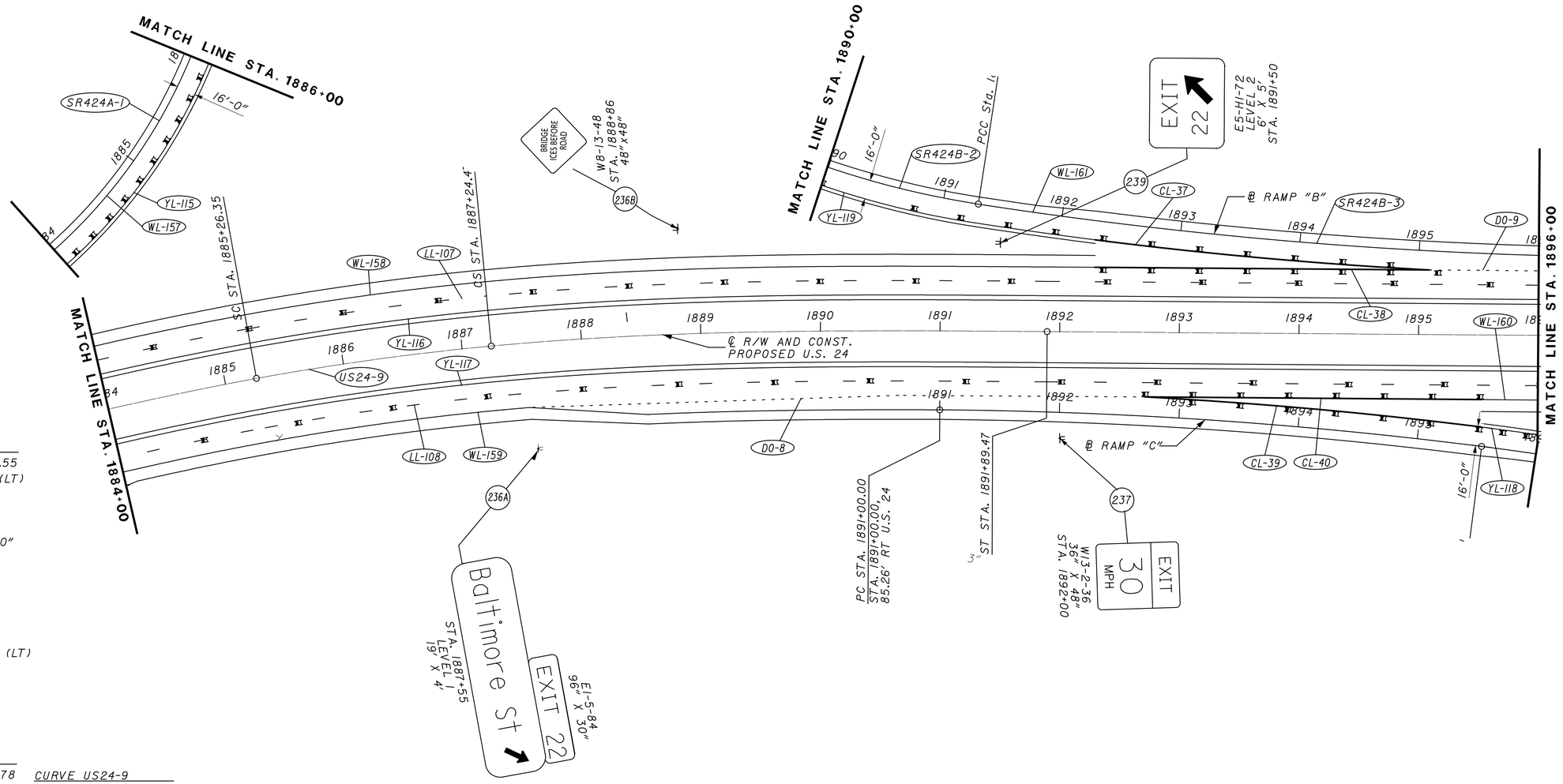
PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100



CURVE SR424A-1
P.I. Sta = 1906+74.55
D = 198° 52' 30" (LT)
Dc = 13° 00' 00"
R = 440.74'
Lsl = 200.00'
Theta1 = 13° 00' 00"
LT1 = 133.69'
ST1 = 67.00'
x1 = 198.97'
y1 = 15.01'
k1 = 99.83'
p1 = 3.77'
Dc = 185° 52' 30" (LT)
Lc = 1,429.81'
Ts1 = 2,562.73'
Ts2 = 2,663.19'
Es = 2,061.96'
eMAX = 0.059

CURVE SR424B-2
P.I. Sta = 1888+44.78
D = 46° 53' 15" (LT)
Dc = 7° 45' 00"
R = 739.30'
T = 320.59'
L = 605.00'
E = 66.52'
eMAX = 0.083

CURVE SR424B-3
P.I. Sta = 1894+06.84
D = 8° 18' 54" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 277.66'
L = 554.34'
E = 10.08'
eMAX = 0.041

CURVE US24-9
P.I. Sta = 1886+28.24
D = 16° 34' 41" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 465.00'
Theta = 5° 48' 45"
LT = 310.17'
ST = 155.15'
x = 464.52'
y = 15.71'
k = 232.42'
p = 3.93'
Dc = 4° 57' 11" (RT)
Lc = 198.12'
Ts = 566.89'
Es = 28.17'
eMAX = 0.077

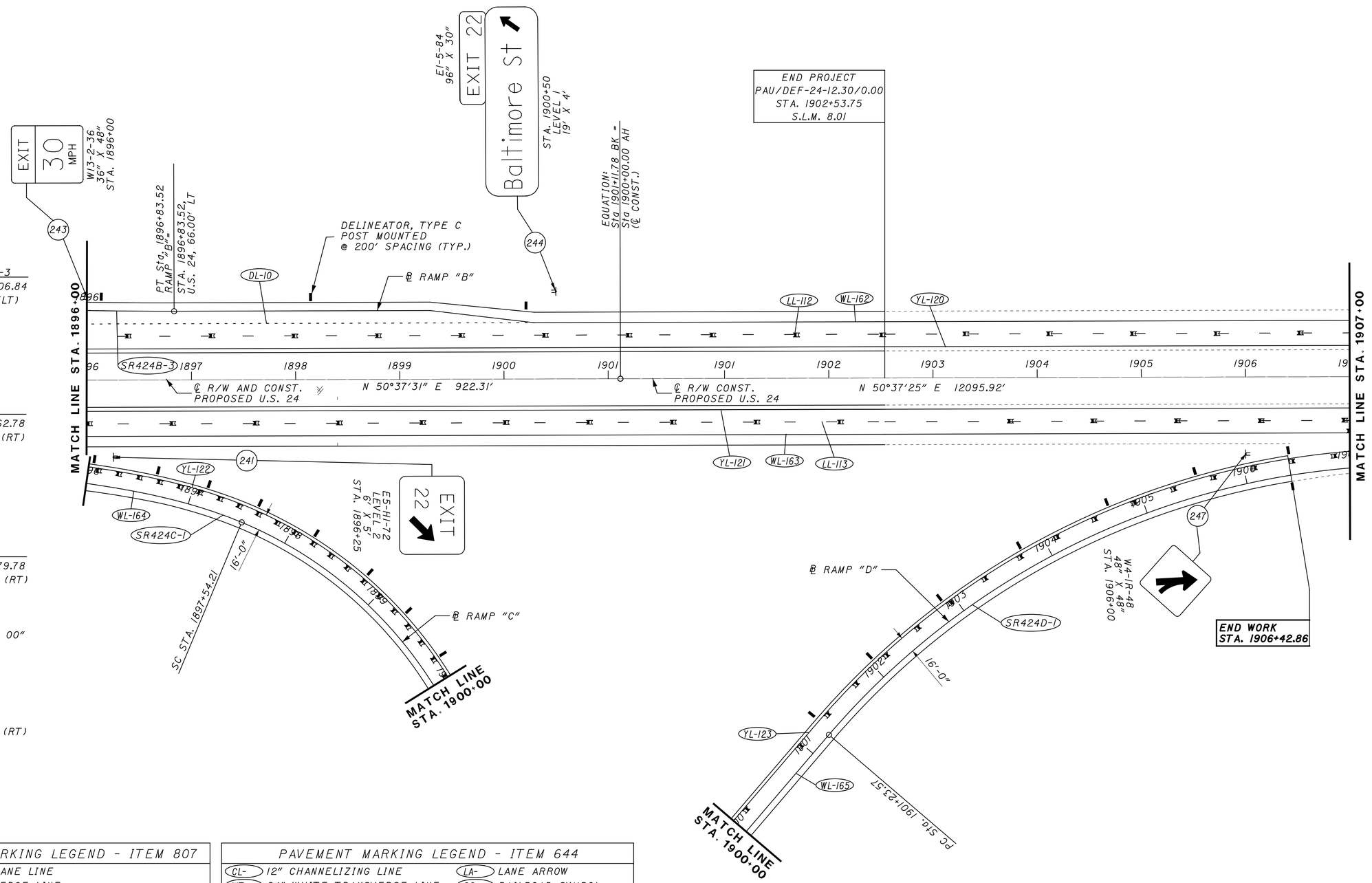
TRAFFIC CONTROL
STA. 1884+00 TO STA. 1896+00

DESIGN AGENCY

DESIGNER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SHEET P.241 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:36:19 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP046.dgn



CURVE SR4242B-3
P.I. Sta = 1894+06.84
D = 8° 18′ 54″ (LT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 277.66′
L = 554.34′
E = 10.08′
eMAX = 0.041

CURVE SR424D-1
P.I. Sta = 1904+62.78
D = 49° 17′ 38″ (RT)
Dc = 7° 45′ 00″
R = 739.30′
T = 339.41′
L = 636.05′
E = 74.11′
eMAX = 0.083

CURVE SR424C-1
P.I. Sta = 1895+79.78
D = 22° 48′ 47″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
Ls2 = 200.00′
Theta2 = 16° 00′ 00″
LT2 = 127.68′
ST2 = 73.46′
x2 = 198.29′
y2 = 20.25′
k2 = 99.74′
p2 = 3.77′
Dc = 6° 48′ 47″ (RT)
Lc = 454.21′
Tsl = 479.78′
Ts2 = 182.09′
Es = 30.01′
eMAX = 0.041

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6″ WHITE LANE LINE
YL-	6″ YELLOW EDGE LINE
WL-	6″ WHITE EDGE LINE
DL-	4″ DOUBLE YELLOW
BL-	4″ DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12″ CHANNELIZING LINE	LA-	LANE ARROW
WT-	24″ WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24″ YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24″ WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

NOTE: 1. ALL STATIONING IS FROM ℄ CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1896+00 TO STA. 1907+00

DESIGN AGENCY

DESIGNER
MJS

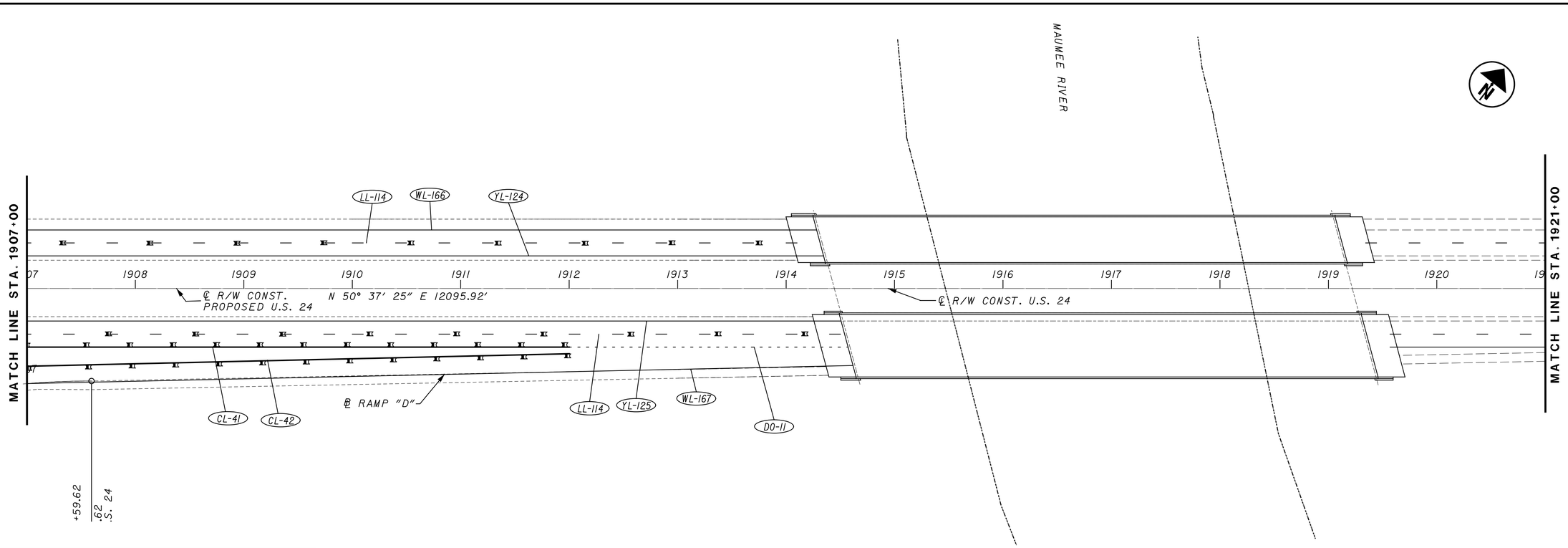
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.242 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:36:36 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP047.dgn

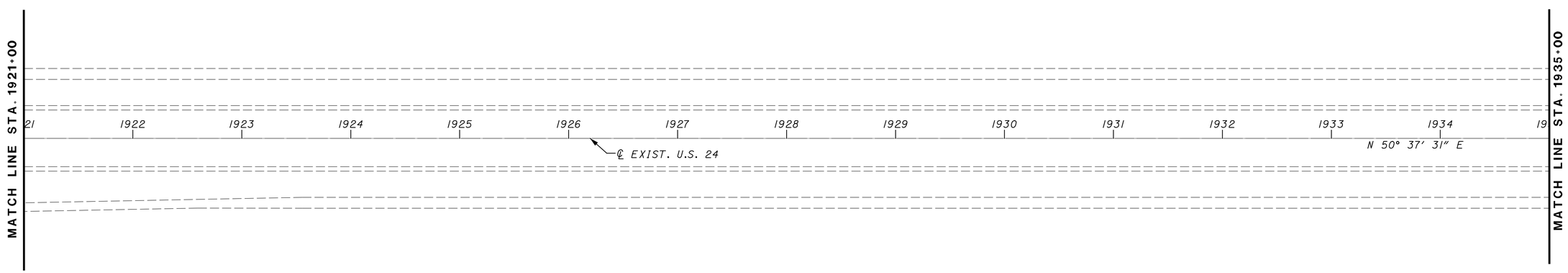


HORIZONTAL SCALE IN FEET
0 25 50 100

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6″ WHITE LANE LINE
YL-	6″ YELLOW EDGE LINE
WL-	6″ WHITE EDGE LINE
DL-	4″ DOUBLE YELLOW
BL-	4″ DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12″ CHANNELIZING LINE	LA-	LANE ARROW
WT-	24″ WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24″ YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24″ WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ CONSTRUCTION PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

TRAFFIC CONTROL
STA. 1907+00 TO 1935+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.243 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:36:52 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP048.dgn

NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION PROPOSED S.R. 424 UNLESS NOTED OTHERWISE

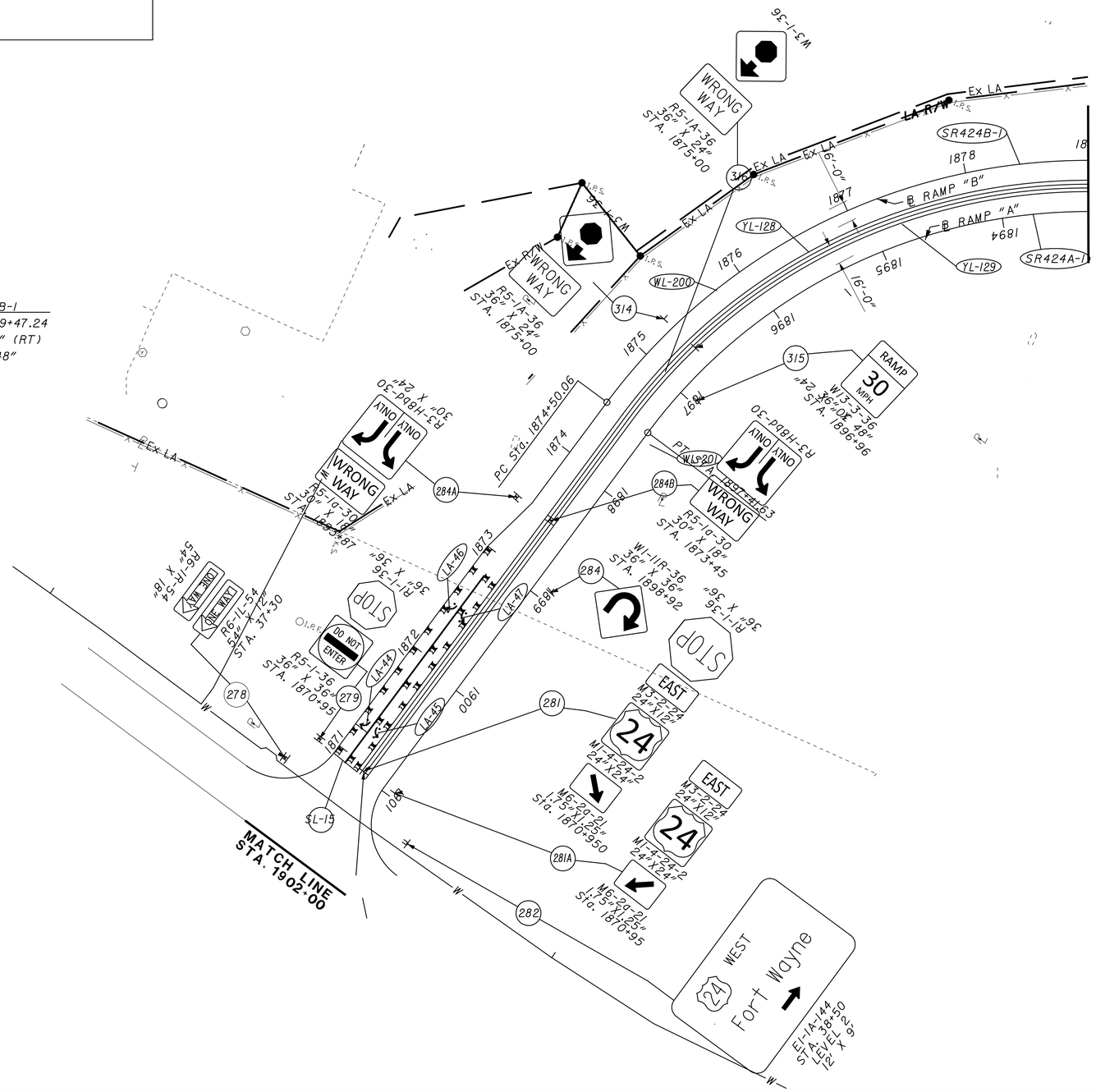
PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

CURVE SR424A-1
P.I. Sta = 1906+74.55
D = 198° 52' 30" (LT)
Dc = 13° 00' 00"
R = 440.74'
Lsl = 200.00'
Theta1 = 13° 00' 00"
LT1 = 133.69'
ST1 = 67.00'
x1 = 198.97'
y1 = 15.01'
k1 = 99.83'
p1 = 3.77'
Dc = 185° 52' 30" (LT)
Lc = 1,429.81'
Ts1 = 2,562.73'
Ts2 = 2,663.19'
Es = 2,061.96'
eMAX = 0.059

CURVE SR424B-1
P.I. Sta = 1879+47.24
D =91° 44' 32" (RT)
Dc = 11° 52' 48"
R = 482.29'
T = 497.18'
L = 772.24'
E = 210.38'
eMAX = 0.058



HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA.1898+00 TO 1879+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.244 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:37:10 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP049.dgn

PAVEMENT MARKING LEGEND - ITEM 807	
LL-	6" WHITE LANE LINE
YL-	6" YELLOW EDGE LINE
WL-	6" WHITE EDGE LINE
DL-	4" DOUBLE YELLOW
BL-	4" DASHED YELLOW

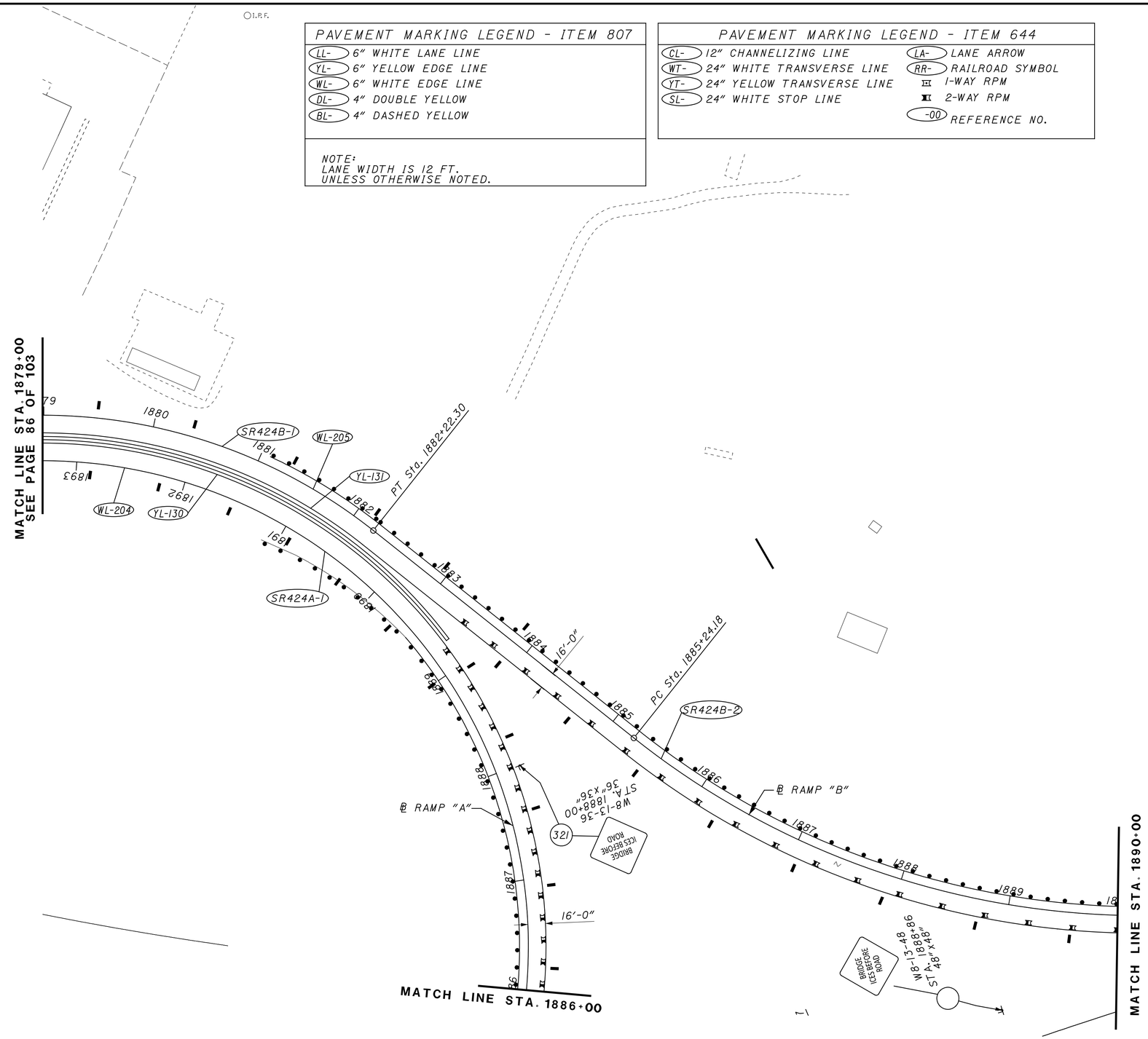
NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 644			
CL-	12" CHANNELIZING LINE	LA-	LANE ARROW
WT-	24" WHITE TRANSVERSE LINE	RR-	RAILROAD SYMBOL
YT-	24" YELLOW TRANSVERSE LINE		1-WAY RPM
SL-	24" WHITE STOP LINE		2-WAY RPM
		-00	REFERENCE NO.

CURVE SR424A-1
P.I. Sta = 1906+74.55
D = 198° 52′ 30″ (LT)
Dc = 13° 00′ 00″
R = 440.74′
Lsl = 200.00′
Theta1 = 13° 00′ 00″
LT1 = 133.69′
ST1 = 67.00′
x1 = 198.97′
y1 = 15.01′
k1 = 99.83′
p1 = 3.77′
Dc = 185° 52′ 30″ (LT)
Lc = 1,429.81′
Ts1 = 2,562.73′
Ts2 = 2,663.19′
Es = 2,061.96′
eMAX = 0.059

CURVE SR424B-1
P.I. Sta = 1879+47.24
D = 91° 44′ 32″ (RT)
Dc = 11° 52′ 48″
R = 482.29′
T = 497.18′
L = 772.24′
E = 210.38′
eMAX = 0.058

CURVE SR424B-2
P.I. Sta = 1888+44.78
D = 46° 53′ 15″ (LT)
Dc = 7° 45′ 00″
R = 739.30′
T = 320.59′
L = 605.00′
E = 66.52′
eMAX = 0.083



NOTE: 1. ALL STATIONING IS FROM ℄ R/W & CONSTRUCTION
PROPOSED U.S. 24 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1879+00 TO STA. 1890+00

DESIGN AGENCY

DESIGNER
MJS

REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.245 TOTAL 258

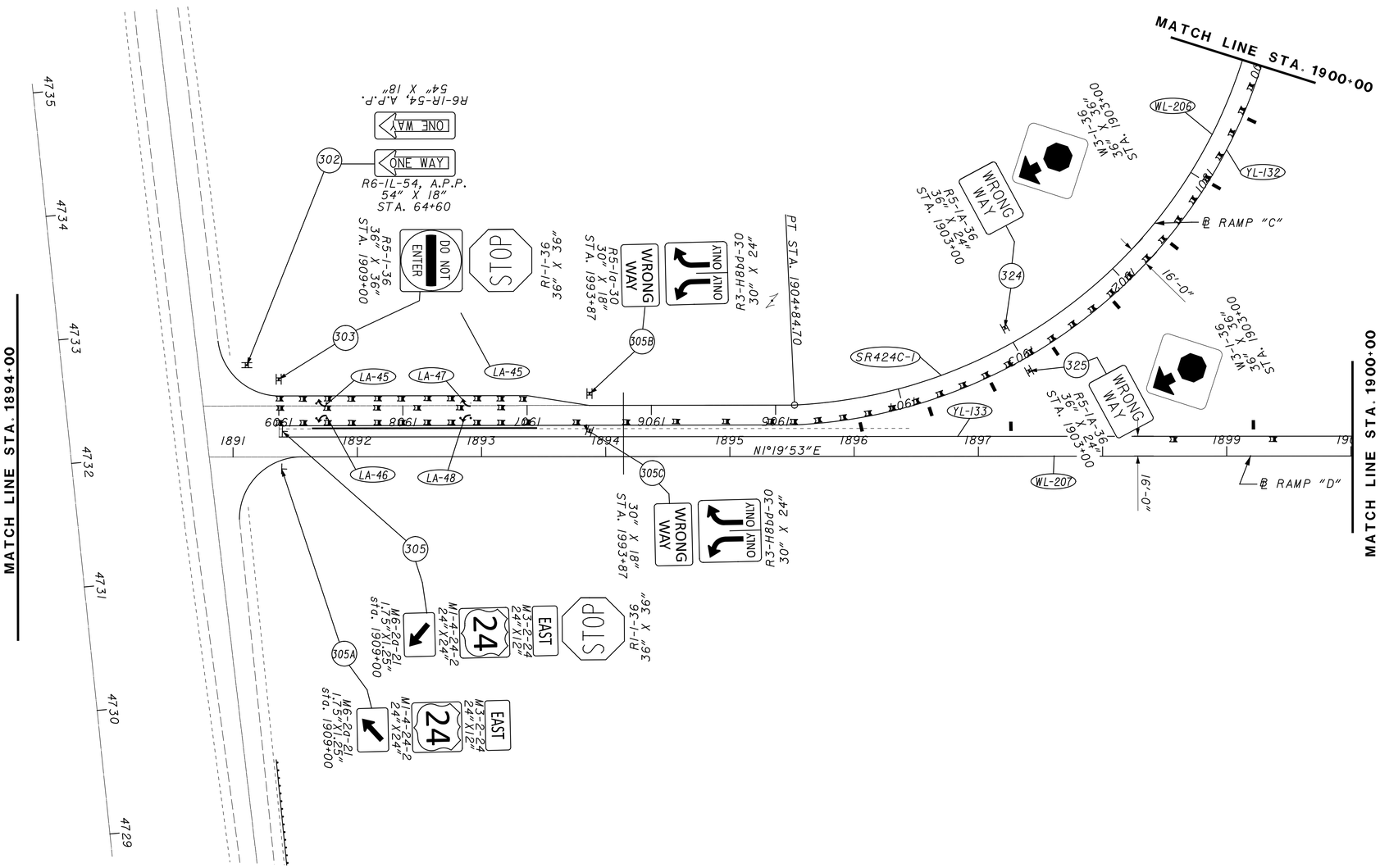
PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:37:27 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP050.dgn

PAVEMENT MARKING LEGEND - ITEM 642
LL- 6" WHITE LANE LINE
YL- 6" YELLOW EDGE LINE
WL- 6" WHITE EDGE LINE
DL- 4" DOUBLE YELLOW
BL- 4" DASHED YELLOW

NOTE:
LANE WIDTH IS 12 FT.
UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND - ITEM 643	
CL- 12" CHANNELIZING LINE	LA- LANE ARROW
WT- 24" WHITE TRANSVERSE LINE	RR- RAILROAD SYMBOL
YT- 24" YELLOW TRANSVERSE LINE	1-WAY RPM
SL- 24" WHITE STOP LINE	2-WAY RPM
	-00 REFERENCE NO.



NOTE: 1. ALL STATIONING IS FROM ℄ SURVEY & CONSTRUCTION PROPOSED S.R. 424 UNLESS NOTED OTHERWISE

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL
STA. 1894+00 TO STA. 1900+00

DESIGN AGENCY

DESIGNER
MJS

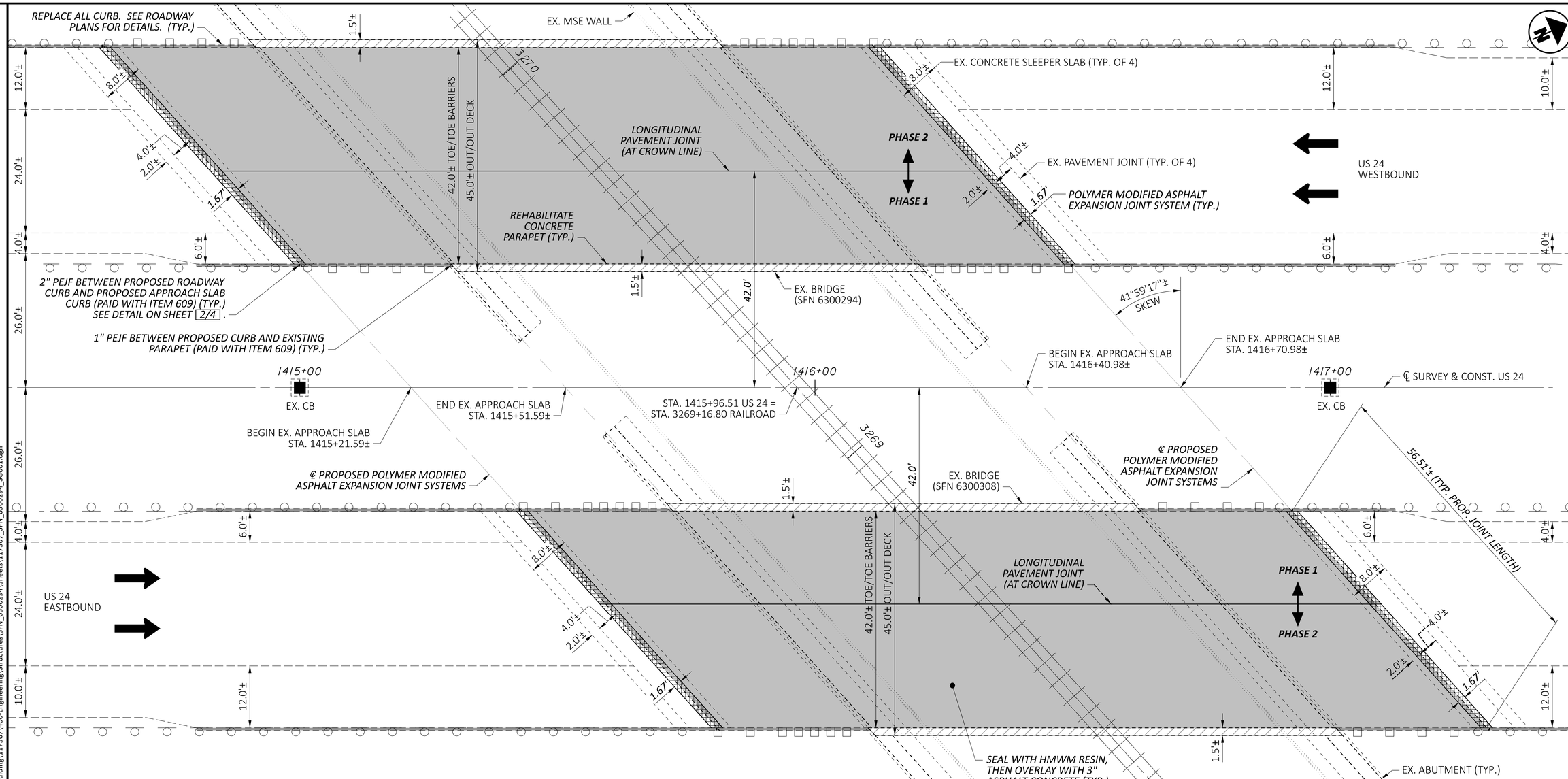
REVIEWER
MJM 10-13-23

PROJECT ID
117367

SHEET P.246 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Default PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:37:42 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Traffic\Sheets\117367_TP051.dgn



EXISTING STRUCTURES

TYPE: SINGLE-SPAN COMPOSITE PRESTRESSED CONCRETE I-BEAMS WITH REINFORCED CONCRETE DECK, MODIFIED SEMI-INTEGRAL ABUTMENTS, AND MSE WALLS

SPAN: 84.0'± C/C BEARINGS ALONG ℄ US 24

ROADWAY: 42.0'± TOE/TOE BARRIERS

LOADING: HS-25 AND ALTERNATE MILITARY LOADING
FUTURE WEARING SURFACE = 60 PSF

SKEW: 41°59'17"± RF

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: MODIFIED AS-1-81, 30.0'± LONG

ALIGNMENT: TANGENT

CROWN: 0.016±

STRUCTURE FILE NUMBERS: LEFT: 6300294 RIGHT: 6300308

DATE BUILT: 2009

DISPOSITION: TO BE REHABILITATED

PROPOSED REHABILITATION OF STRUCTURES

EXISTING STRUCTURES TO BE REHABILITATED AS FOLLOWS:

LEGEND	DESCRIPTION
	- CONCRETE PARAPETS: REMOVE EXISTING COATING AS DETAILED, PATCH AND/OR REPAIR WITH EPOXY INJECTION PER PLAN NOTE, RECOAT WITH EPOXY-URETHANE SEALER AS DETAILED
	- RECONSTRUCT CURBS ON APPROACH SLABS (AND ALONG ROADWAY) AS DETAILED IN ROADWAY PLANS
	- PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK, SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN
	- CONSTRUCT 3" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE, IN TWO 1.5" LIFTS, OVER THE APPROACH SLABS AND BRIDGE DECK
	- CONSTRUCT A POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM WHERE EACH APPROACH SLAB AND THE ADJACENT ASPHALT ROADWAY PAVEMENT JOIN

GENERAL PLAN
BRIDGE NO. PAU-00024-13.510 L & R
US 24 OVER RAILROAD

SFN 6300294 (LT)
SFN 6300308 (RT)
DESIGN AGENCY

DESIGNER	CHECKER
RTH	MJS

REVIEWER MJM 10-13-23
PROJECT ID 117367
SUBSET 1 TOTAL 4
SHEET P.247 TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:41:16 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_6300294\Sheets\117367_SFN_6300294_SG001.dgn

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING:

PCB-91 REVISED 7-17-20

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

843 DATED 10-18-19
846 DATED 4-17-15
856 DATED 7-21-23

MAINTENANCE OF TRAFFIC

REHABILITATION WORK ON STRUCTURES SHALL BE PERFORMED IN TWO PHASES AS SHOWN ON SHEET 1/4. TRAFFIC WILL BE REDUCED TO ONE LANE IN EACH DIRECTION. MAINTENANCE OF TRAFFIC ON STRUCTURES SHALL CONFORM TO THE OVERALL MAINTENANCE OF TRAFFIC PLANS FOR THIS PROJECT.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05 AND 105.02. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

GENERAL DESCRIPTION OF WORK ON STRUCTURES

CONCRETE PARAPETS: REMOVE EXISTING COATING AS DETAILED, PATCH AND/OR REPAIR WITH EPOXY INJECTION AS DESCRIBED IN PLAN NOTES, AND RECOAT WITH EPOXY-URETHANE SEALER AS DETAILED.

RECONSTRUCT CURBS ON APPROACH SLABS AS DETAILED IN ROADWAY PLANS. SEE CURB JOINT DETAIL ON THIS SHEET.

REMOVE EXISTING PAVEMENT MARKINGS.

PER CMS 512.04: PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK, SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN. ALLOW HMWM RESIN TO CURE PER MANUFACTURER'S RECOMMENDATIONS PRIOR TO CONSTRUCTING OVERLAY.

CONSTRUCT TWO LIFTS OF 1.5" THICK BRIDGE DECK WATERPROOFING ASPHALT APPLY TACK COAT 702.13 TO BRIDGE DECK BEFORE FIRST 1.5" LIFT OF BRIDGE DECK WATERPROOFING ASPHALT CONCRETE, APPLY NON-TRACKING TACK COAT BETWEEN LIFTS OF BRIDGE DECK WATERPROOFING ASPHALT CONCRETE.

CONSTRUCT A POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM WHERE EACH APPROACH SLAB AND THE ADJACENT ASPHALT ROADWAY PAVEMENT JOIN.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES

THIS WORK SHALL CONFORM TO CMS 512.03.

REMOVE ALL EXISTING COATING FROM US 24 TRAFFIC SIDE, TOP, AND ENDS OF EACH CONCRETE PARAPET BARRIER. AFTER ANY PATCHING AND INJECTION WORK IS COMPLETED, APPLY THE NEW SEALER OVER THE REMOVAL AREAS. QUANTITIES ARE BASED ON THESE AREAS.

COMPLETE WORK IN ANY ADDITIONAL AREAS AS DIRECTED BY ENGINEER.

ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

THIS WORK SHALL CONFORM TO CMS 512.04.

PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK. SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN.

IN ADDITION TO THE REQUIREMENTS OF CMS 512.04:
1. APPLY HMWM RESIN APPROXIMATELY ONE INCH UP THE VERTICAL TRAFFIC-SIDE FACE OF CURBS AND PARAPETS TO ENSURE THE HMWM RESIN IS THOROUGHLY APPLIED TO THE HORIZONTAL CONSTRUCTION JOINT LINES BETWEEN THE TOP OF DECK AND PARAPETS AND BETWEEN THE TOP OF APPROACH SLABS AND PROPOSED CURBS.
2. EXTEND THE HMWM RESIN 6" BEYOND THE EDGE OF ASPHALT TO BE CONSTRUCTED IN PHASE 1. OVERLAP THIS RESIN WITH THE HMWM RESIN APPLIED DURING PHASE 2.

NO ADDITIONAL MEASUREMENT OF HMWM RESIN WILL BE MADE FOR VERTICAL SURFACES NOR FOR THE OVERLAP AREAS. THIS ITEM WILL BE MEASURED BY THE TOTAL HORIZONTAL SURFACE AREA OF THE DECK PLUS APPROACH SLABS WHERE THE RESIN IS APPLIED.

ALLOW HMWM RESIN TO CURE PER MANUFACTURER'S RECOMMENDATIONS PRIOR TO APPLYING TACK COAT AND CONSTRUCTING THE ASPHALT CONCRETE OVERLAY.

ABBREVIATIONS

C/C - CENTER TO CENTER
CLR. - CLEARANCE
CMS - ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONST. - CONSTRUCTION
EX. - EXISTING
HMWM - HIGH MOLECULAR WEIGHT METHACRYLATE
LT - LEFT
MSE - MECHANICALLY STABILIZED EARTH
PEJF - PREFORMED EXPANSION JOINT FILLER
PROP. - PROPOSED
RT - RIGHT
SFN - STRUCTURE FILE NUMBER
SP - SPACE
SPS - SPACES
STA. - STATION
TYP. - TYPICAL

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION

NO CRACK LOCATIONS HAVE BEEN SHOWN IN THE PLANS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED FOR THIS WORK:

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION 40 FT

PERFORM THIS WORK ON EACH EXISTING CONCRETE PARAPET BARRIER AS DIRECTED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE THIS ITEM BY THE ACTUAL NUMBER OF FEET ACCEPTED IN PLACE.

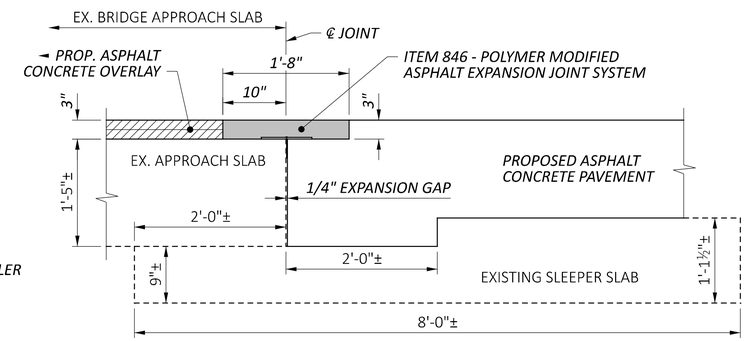
ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

NO PATCHING LOCATIONS HAVE BEEN SHOWN IN THE PLANS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED FOR THIS WORK:

ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR 20 SF

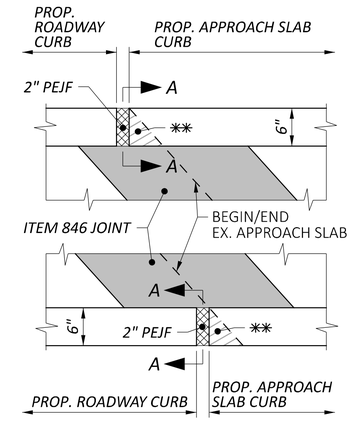
PERFORM THIS WORK ON EACH EXISTING CONCRETE PARAPET BARRIER AS DIRECTED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE THIS ITEM BY THE ACTUAL NUMBER OF SQUARE FEET ACCEPTED IN PLACE.

ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

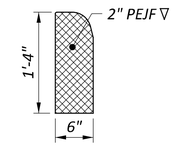


TYPICAL CROSS SECTION
(PERPENDICULAR TO ℄ JOINT)

CURB JOINT DETAIL:



PLAN



SECTION A-A

∇ PAID WITH ITEM 609

✱✱ EXTEND PROP. APPROACH SLAB CURB CONCRETE BELOW TOP OF SLAB TO BOTTOM OF PROP. ROADWAY CURB IN THIS AREA.

STRUCTURE ESTIMATED QUANTITIES (CARRIED TO GENERAL SUMMARY)

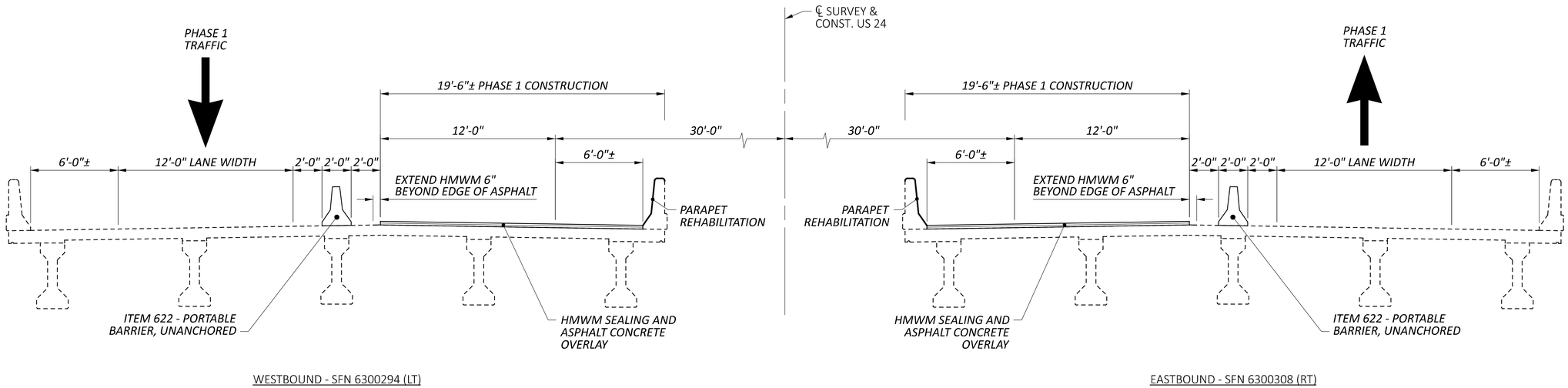
ITEM	EXTENSION	QUANTITIES SFN 6300294 (LT)	QUANTITIES SFN 6300308 (RT)	QUANTITIES TOTAL	UNIT	DESCRIPTION	SUPER. (LT)	SUPER. (RT)	BARRIER (LT)	BARRIER (RT)	APPROACH SLAB (LT)	APPROACH SLAB (RT)	SEE STRUCTURE SHEET NO.
407	13900	42	42	84	GAL	TACK COAT, 702.13	25	25			17	17	2
407	20000	42	42	84	GAL	NON-TRACKING TACK COAT	25	25			17	17	2
512	10100	84	84	168	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			84	84			2
512	10301	697	697	1,394	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	417	417			280	280	2
512	10600	20	20	40	FT	CONCRETE REPAIR BY EPOXY INJECTION			20	20			2
512	74000	84	84	168	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			84	84			2
512	74500	448	448	896	FT	REMOVAL OF EXISTING PAVEMENT MARKING	268	268			180	180	
843	50000	10	10	20	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR			10	10			2
846	00110	47	47	94	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM					47	47	2
856	10000	58	58	116	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE	35	35			23	23	2

GENERAL NOTES AND ESTIMATED QUANTITIES
BRIDGE NO. PAU-00024-13.510 L & R
US 24 OVER RAILROAD

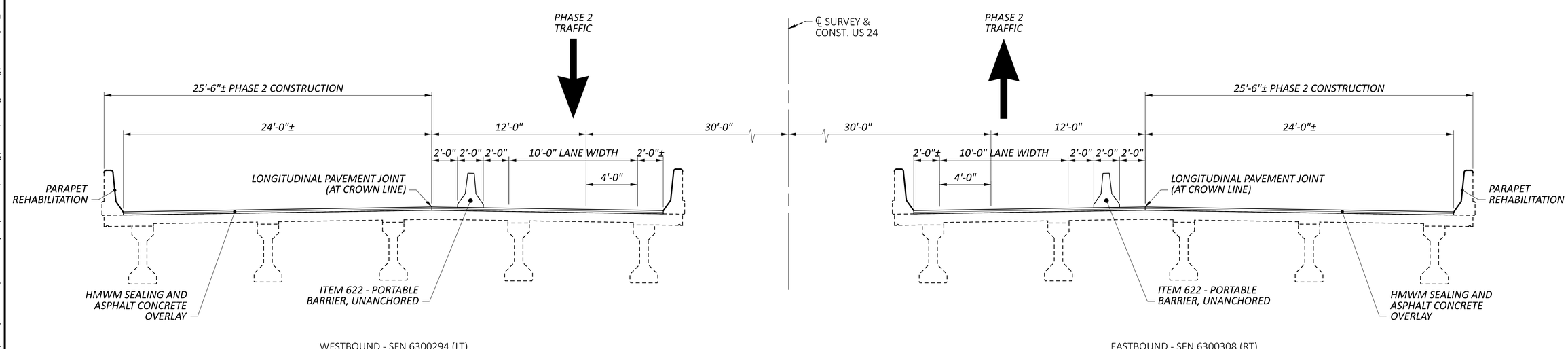
SFN 6300294 (LT)
SFN 6300308 (RT)
DESIGN AGENCY
DESIGNER RTH
CHECKER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SUBSET 2
TOTAL 4
SHEET P.248
TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:41:29 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_6300294\Sheets\117367_SFN_6300294_SN001.dgn



PHASE 1 CONSTRUCTION DETAILS



PHASE 2 CONSTRUCTION DETAILS

NOTE:

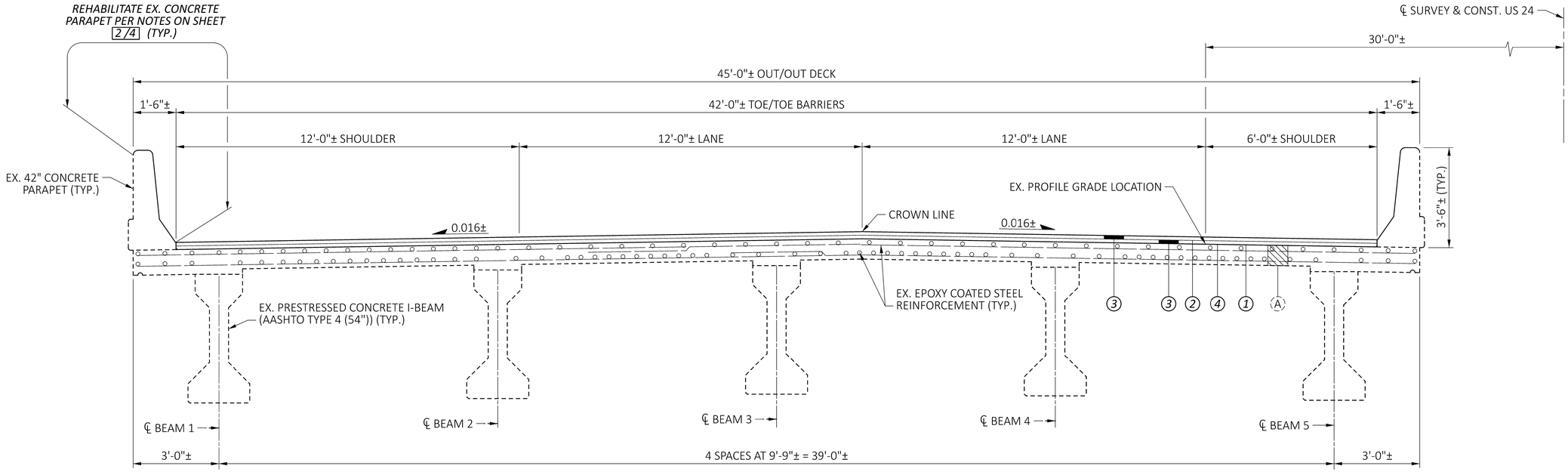
SEE SHEET 4/4 FOR CONSTRUCTION DETAILS.

PHASE CONSTRUCTION DETAILS
BRIDGE NO. PAU-00024-13.510 L & R
US 24 OVER RAILROAD

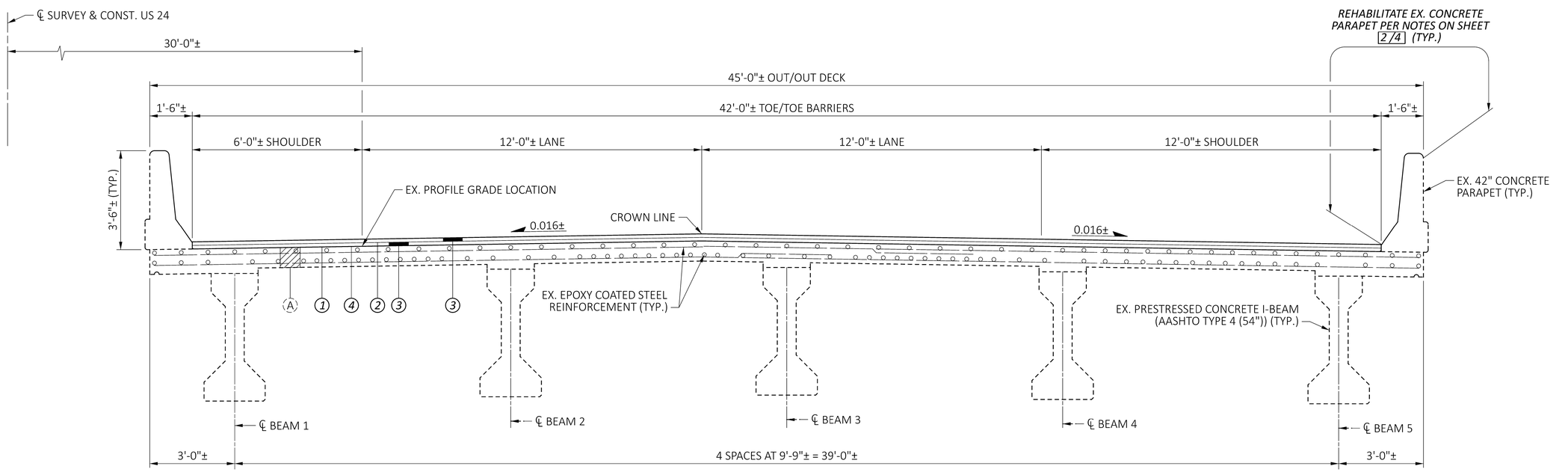
SFN 6300294 (LT)	
SFN 6300308 (RT)	
DESIGN AGENCY	
DESIGNER RTH	CHECKER MJS
REVIEWER MJM 10-13-23	
PROJECT ID 117367	
SUBSET 3	TOTAL 4
SHEET P.249	TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:40:58 PM USER: mslefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_6300294\Sheets\117367_SFN_6300294_SC001.dgn



TRANSVERSE SECTION - WESTBOUND - SFN 6300294 (LT)



TRANSVERSE SECTION - EASTBOUND - SFN 6300308 (RT)

LEGEND:

(A) 8 1/2"± EXISTING CONCRETE DECK THICKNESS

(1) *ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN*

(2) *ITEM 407 - NON-TRACKING TACK COAT*

(3) *ITEM 856 - 1 1/2" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE*

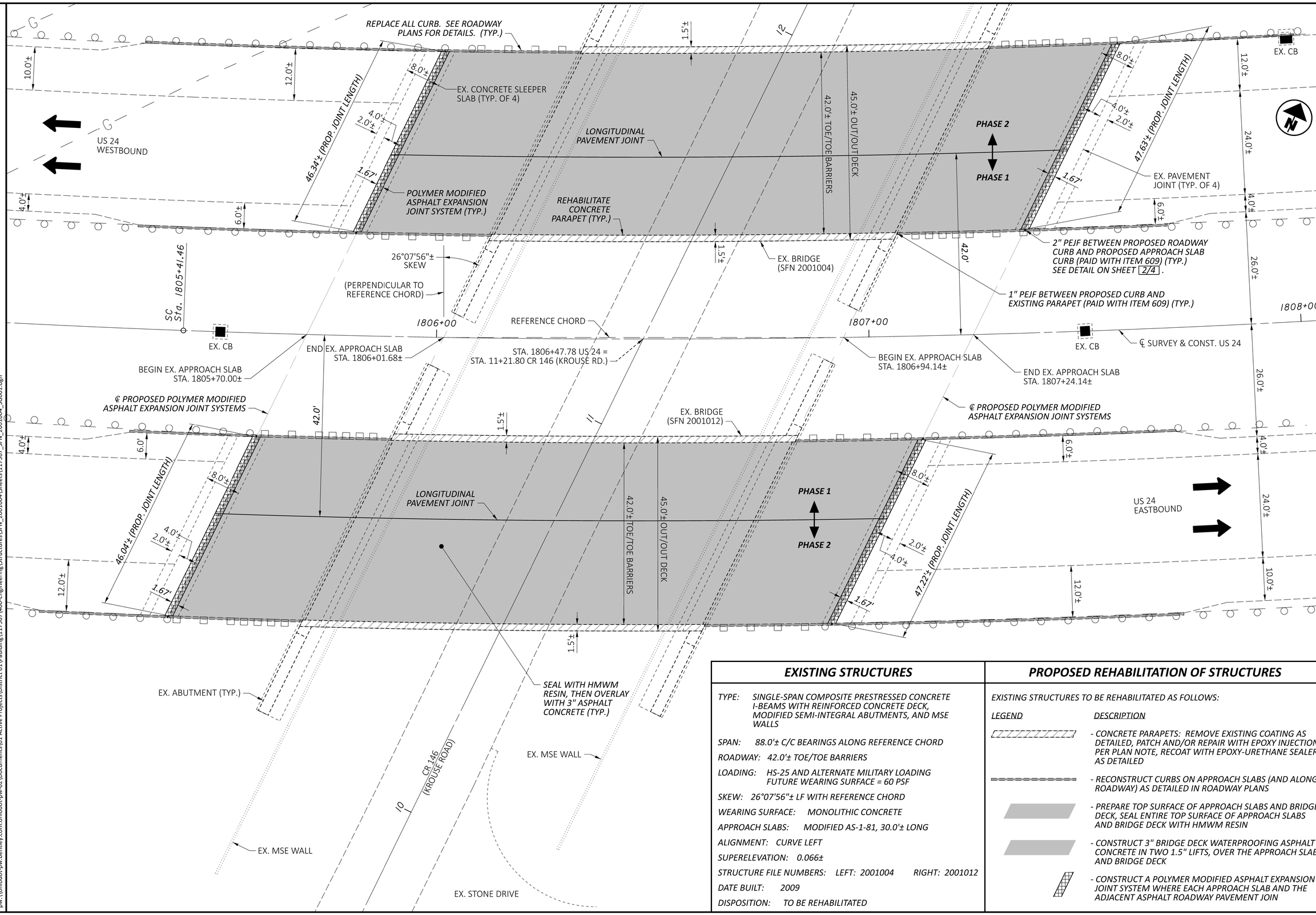
(4) *ITEM 407 - TACK COAT, 702.13*

SUPERSTRUCTURE DETAILS (TRANSVERSE SECTIONS)
BRIDGE NO. PAU-00024-13.510 L & R
US 24 OVER RAILROAD

SFN 6300294 (LT)	
SFN 6300308 (RT)	
DESIGN AGENCY	
DESIGNER RTH	CHECKER MJS
REVIEWER MJM 10-13-23	
PROJECT ID 117367	
SUBSET 4	TOTAL 4
SHEET P.250	TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/5/2024 TIME: 1:48:15 PM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_6300294\Sheets\117367_SFN_6300294_ST001.dgn



EXISTING STRUCTURES

TYPE: SINGLE-SPAN COMPOSITE PRESTRESSED CONCRETE I-BEAMS WITH REINFORCED CONCRETE DECK, MODIFIED SEMI-INTEGRAL ABUTMENTS, AND MSE WALLS

SPAN: 88.0'± C/C BEARINGS ALONG REFERENCE CHORD

ROADWAY: 42.0'± TOE/TOE BARRIERS

LOADING: HS-25 AND ALTERNATE MILITARY LOADING
FUTURE WEARING SURFACE = 60 PSF

SKEW: 26°07'56"± LF WITH REFERENCE CHORD

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: MODIFIED AS-1-81, 30.0'± LONG

ALIGNMENT: CURVE LEFT

SUPERELEVATION: 0.066±

STRUCTURE FILE NUMBERS: LEFT: 2001004 RIGHT: 2001012

DATE BUILT: 2009

DISPOSITION: TO BE REHABILITATED

PROPOSED REHABILITATION OF STRUCTURES

EXISTING STRUCTURES TO BE REHABILITATED AS FOLLOWS:

LEGEND	DESCRIPTION
	- CONCRETE PARAPETS: REMOVE EXISTING COATING AS DETAILED, PATCH AND/OR REPAIR WITH EPOXY INJECTION PER PLAN NOTE, RECOAT WITH EPOXY-URETHANE SEALER AS DETAILED
	- RECONSTRUCT CURBS ON APPROACH SLABS (AND ALONG ROADWAY) AS DETAILED IN ROADWAY PLANS
	- PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK, SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN
	- CONSTRUCT 3" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE IN TWO 1.5" LIFTS, OVER THE APPROACH SLABS AND BRIDGE DECK
	- CONSTRUCT A POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM WHERE EACH APPROACH SLAB AND THE ADJACENT ASPHALT ROADWAY PAVEMENT JOIN

GENERAL PLAN
BRIDGE NO. DEF-00024-01.680 L & R
US 24 OVER CR 146 (KROUSE ROAD)

SFN	2001004 (LT)
SFN	2001012 (RT)
DESIGN AGENCY	
DESIGNER	RTH
CHECKER	MJS
REVIEWER	MJM 10-13-23
PROJECT ID	117367
SUBSET	1
TOTAL	4
SHEET	P.251
TOTAL	258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/8/2024 TIME: 7:13:03 AM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_2001004\Sheets\117367_SFN_2001004_SG001.dgn

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING:

PCB-91 REVISED 7-17-20

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

843 DATED 10-18-19
846 DATED 4-17-15
856 DATED 7-21-23

MAINTENANCE OF TRAFFIC

REHABILITATION WORK ON STRUCTURES SHALL BE PERFORMED IN TWO PHASES AS SHOWN ON SHEET 1/4. TRAFFIC WILL BE REDUCED TO ONE LANE IN EACH DIRECTION. MAINTENANCE OF TRAFFIC ON STRUCTURES SHALL CONFORM TO THE OVERALL MAINTENANCE OF TRAFFIC PLANS FOR THIS PROJECT.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05 AND 105.02. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

GENERAL DESCRIPTION OF WORK ON STRUCTURES

CONCRETE PARAPETS: REMOVE EXISTING COATING AS DETAILED, PATCH AND/OR REPAIR WITH EPOXY INJECTION AS DESCRIBED IN PLAN NOTES, AND RECOAT WITH EPOXY-URETHANE SEALER AS DETAILED.

RECONSTRUCT CURBS ON APPROACH SLABS AS DETAILED IN ROADWAY PLANS. SEE CURB JOINT DETAIL ON THIS SHEET.

REMOVE EXISTING PAVEMENT MARKINGS.

PER CMS 512.04: PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK, SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN. ALLOW HMWM RESIN TO CURE PER MANUFACTURER'S RECOMMENDATIONS PRIOR TO CONSTRUCTING OVERLAY.

CONSTRUCT TWO LIFTS OF 1.5" THICK BRIDGE DECK WATERPROOFING ASPHALT APPLY TACK COAT 702.13 TO BRIDGE DECK BEFORE FIRST 1.5" LIFT OF BRIDGE DECK WATERPROOFING ASPHALT CONCRETE, APPLY NON-TRACKING TACK COAT BETWEEN LIFTS OF BRIDGE DECK WATERPROOFING ASPHALT CONCRETE.

CONSTRUCT A POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM WHERE EACH APPROACH SLAB AND THE ADJACENT ASPHALT ROADWAY PAVEMENT JOIN.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES

THIS WORK SHALL CONFORM TO CMS 512.03.

REMOVE ALL EXISTING COATING FROM US 24 TRAFFIC SIDE, TOP, AND ENDS OF EACH CONCRETE PARAPET BARRIER. AFTER ANY PATCHING AND INJECTION WORK IS COMPLETED, APPLY THE NEW SEALER OVER THE REMOVAL AREAS. QUANTITIES ARE BASED ON THESE AREAS.

COMPLETE WORK IN ANY ADDITIONAL AREAS AS DIRECTED BY ENGINEER.

ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

THIS WORK SHALL CONFORM TO CMS 512.04.

PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK. SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN.

IN ADDITION TO THE REQUIREMENTS OF CMS 512.04:
1. APPLY HMWM RESIN APPROXIMATELY ONE INCH UP THE VERTICAL TRAFFIC-SIDE FACE OF CURBS AND PARAPETS TO ENSURE THE HMWM RESIN IS THOROUGHLY APPLIED TO THE HORIZONTAL CONSTRUCTION JOINT LINES BETWEEN THE TOP OF DECK AND PARAPETS AND BETWEEN THE TOP OF APPROACH SLABS AND PROPOSED CURBS.
2. EXTEND THE HMWM RESIN 6" BEYOND THE EDGE OF ASPHALT TO BE CONSTRUCTED IN PHASE 1. OVERLAP THIS RESIN WITH THE HMWM RESIN APPLIED DURING PHASE 2.

NO ADDITIONAL MEASUREMENT OF HMWM RESIN WILL BE MADE FOR VERTICAL SURFACES NOR FOR THE OVERLAP AREAS. THIS ITEM WILL BE MEASURED BY THE TOTAL HORIZONTAL SURFACE AREA OF THE DECK PLUS APPROACH SLABS WHERE THE RESIN IS APPLIED.

ALLOW HMWM RESIN TO CURE PER MANUFACTURER'S RECOMMENDATIONS PRIOR TO APPLYING TACK COAT AND CONSTRUCTING THE ASPHALT CONCRETE OVERLAY.

ABBREVIATIONS

C/C - CENTER TO CENTER
CLR. - CLEARANCE
CMS - ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONST. - CONSTRUCTION
EX. - EXISTING
HMWM - HIGH MOLECULAR WEIGHT METHACRYLATE
LT - LEFT
MSE - MECHANICALLY STABILIZED EARTH
PEJF - PREFORMED EXPANSION JOINT FILLER
PROP. - PROPOSED
RT - RIGHT
SFN - STRUCTURE FILE NUMBER
SP - SPACE
SPS - SPACES
STA. - STATION
TYP. - TYPICAL

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION

NO CRACK LOCATIONS HAVE BEEN SHOWN IN THE PLANS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED FOR THIS WORK:

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION 40 FT

PERFORM THIS WORK ON EACH EXISTING CONCRETE PARAPET BARRIER AS DIRECTED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE THIS ITEM BY THE ACTUAL NUMBER OF FEET ACCEPTED IN PLACE.

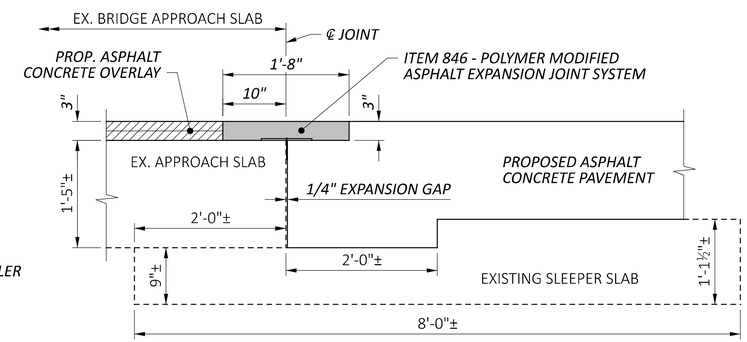
ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

NO PATCHING LOCATIONS HAVE BEEN SHOWN IN THE PLANS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED FOR THIS WORK:

ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR 20 SF

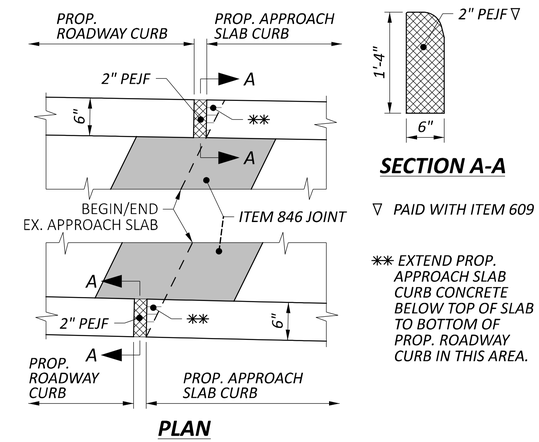
PERFORM THIS WORK ON EACH EXISTING CONCRETE PARAPET BARRIER AS DIRECTED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE THIS ITEM BY THE ACTUAL NUMBER OF SQUARE FEET ACCEPTED IN PLACE.

ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM



TYPICAL CROSS SECTION
(PERPENDICULAR TO ℄ JOINT)

CURB JOINT DETAIL:



STRUCTURE ESTIMATED QUANTITIES (CARRIED TO GENERAL SUMMARY)

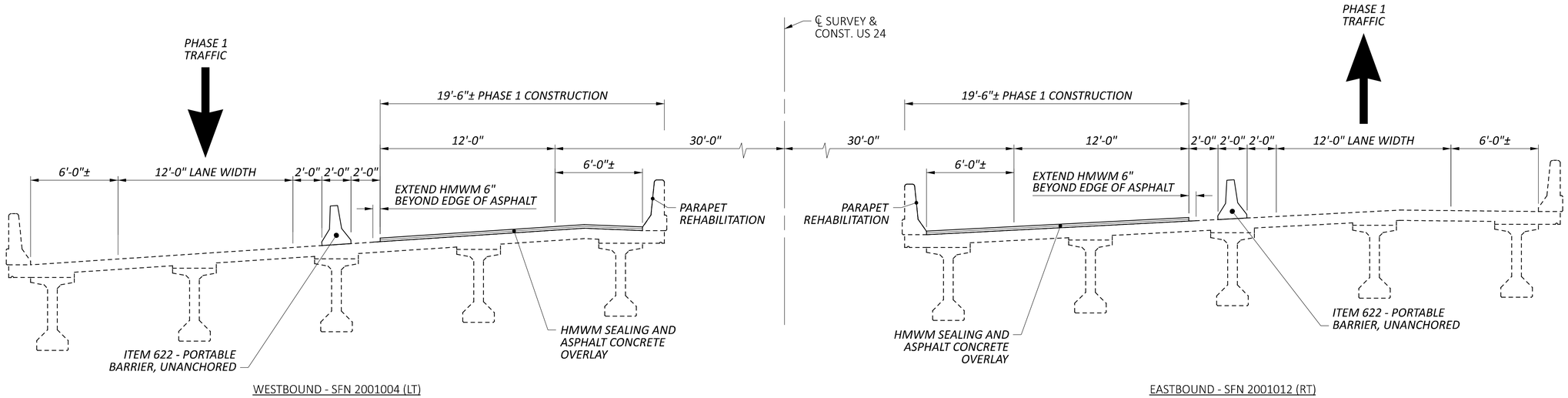
ITEM	EXTENSION	QUANTITIES SFN 2001004 (LT)	QUANTITIES SFN 2001012 (RT)	QUANTITIES TOTAL	UNIT	DESCRIPTION	SUPER. (LT)	SUPER. (RT)	BARRIER (LT)	BARRIER (RT)	APPROACH SLAB (LT)	APPROACH SLAB (RT)	SEE STRUCTURE SHEET NO.
407	13900	43	43	86	GAL	TACK COAT, 702.13	26	26			17	17	2
407	20000	43	43	86	GAL	NON-TRACKING TACK COAT	26	26			17	17	2
512	10100	87	87	174	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			87	87			2
512	10301	722	717	1,439	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	433	430			289	287	2
512	10600	20	20	40	FT	CONCRETE REPAIR BY EPOXY INJECTION			20	20			2
512	74000	87	87	174	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			87	87			2
512	74500	464	460	924	FT	REMOVAL OF EXISTING PAVEMENT MARKING	278	276			186	184	
843	50000	10	10	20	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR			10	10			2
846	00110	39	39	78	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM					39	39	2
856	10000	60	60	120	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE	36	36			24	24	2

GENERAL NOTES AND ESTIMATED QUANTITIES
BRIDGE NO. DEF-00024-01.680 L & R
US 24 OVER CR 146 (KROUSE ROAD)

SFN 2001004 (LT)
SFN 2001012 (RT)
DESIGN AGENCY
DESIGNER RTH
CHECKER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SUBSET 2 TOTAL 4
SHEET P.252 TOTAL 258

PAU/DEF-24-12.30/0.00

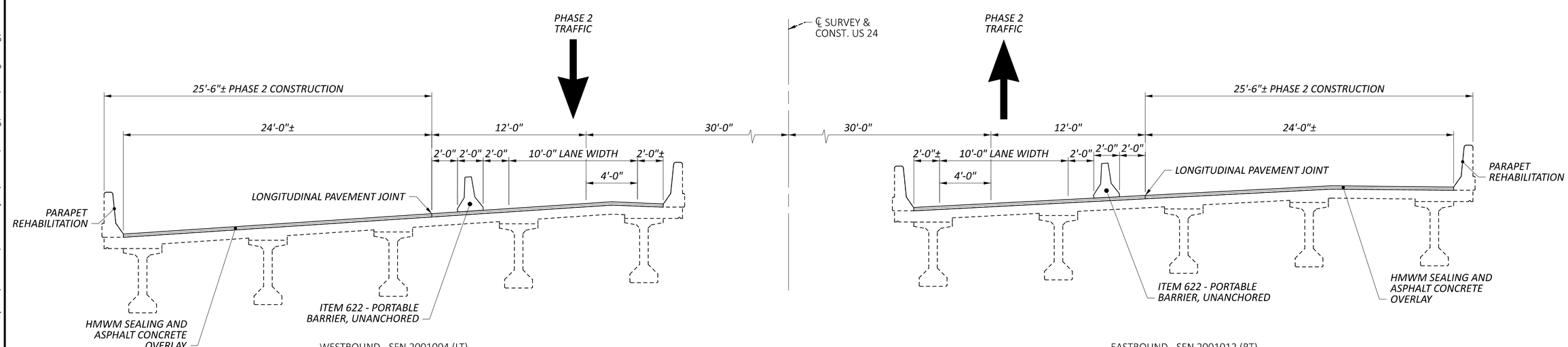
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:38:42 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_2001004\Sheets\117367_SFN_2001004_SN001.dgn



WESTBOUND - SFN 2001004 (LT)

EASTBOUND - SFN 2001012 (RT)

PHASE 1 CONSTRUCTION DETAILS



WESTBOUND - SFN 2001004 (LT)

EASTBOUND - SFN 2001012 (RT)

PHASE 2 CONSTRUCTION DETAILS

NOTE:

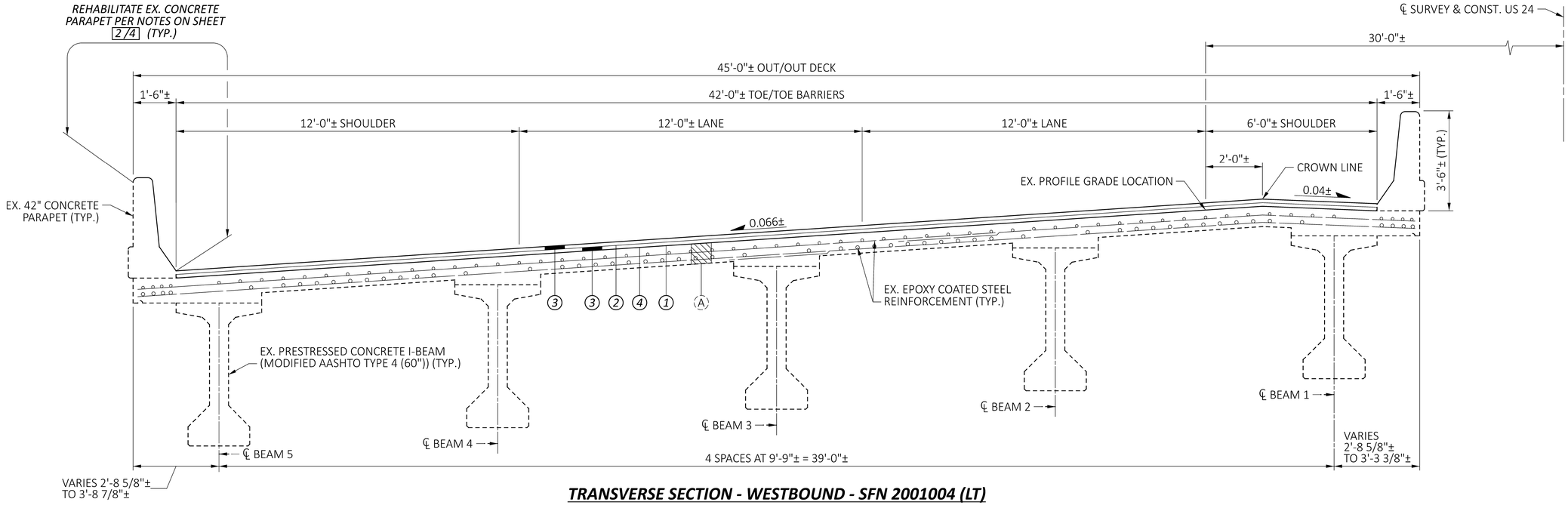
SEE SHEET 4/4 FOR CONSTRUCTION DETAILS.

PHASE CONSTRUCTION DETAILS
BRIDGE NO. DEF-00024-01.680 L & R
US 24 OVER CR 146 (KROUSE ROAD)

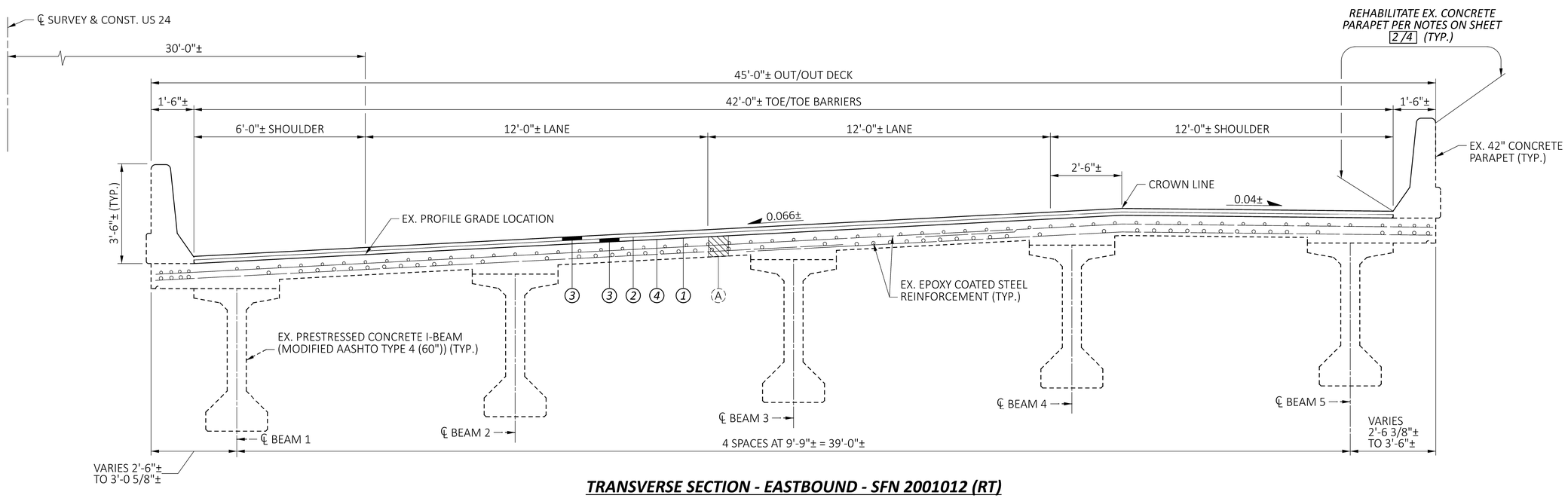
SFN	2001004 (LT)
SFN	2001012 (RT)
DESIGN AGENCY	
DESIGNER	RTH
CHECKER	MJS
REVIEWER	MJM 10-13-23
PROJECT ID	117367
SUBSET	3
TOTAL	4
SHEET	P.253
TOTAL	258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:37:59 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_2001004\Sheets\117367_SFN_2001004_SC001.dgn



TRANSVERSE SECTION - WESTBOUND - SFN 2001004 (LT)



TRANSVERSE SECTION - EASTBOUND - SFN 2001012 (RT)

LEGEND:

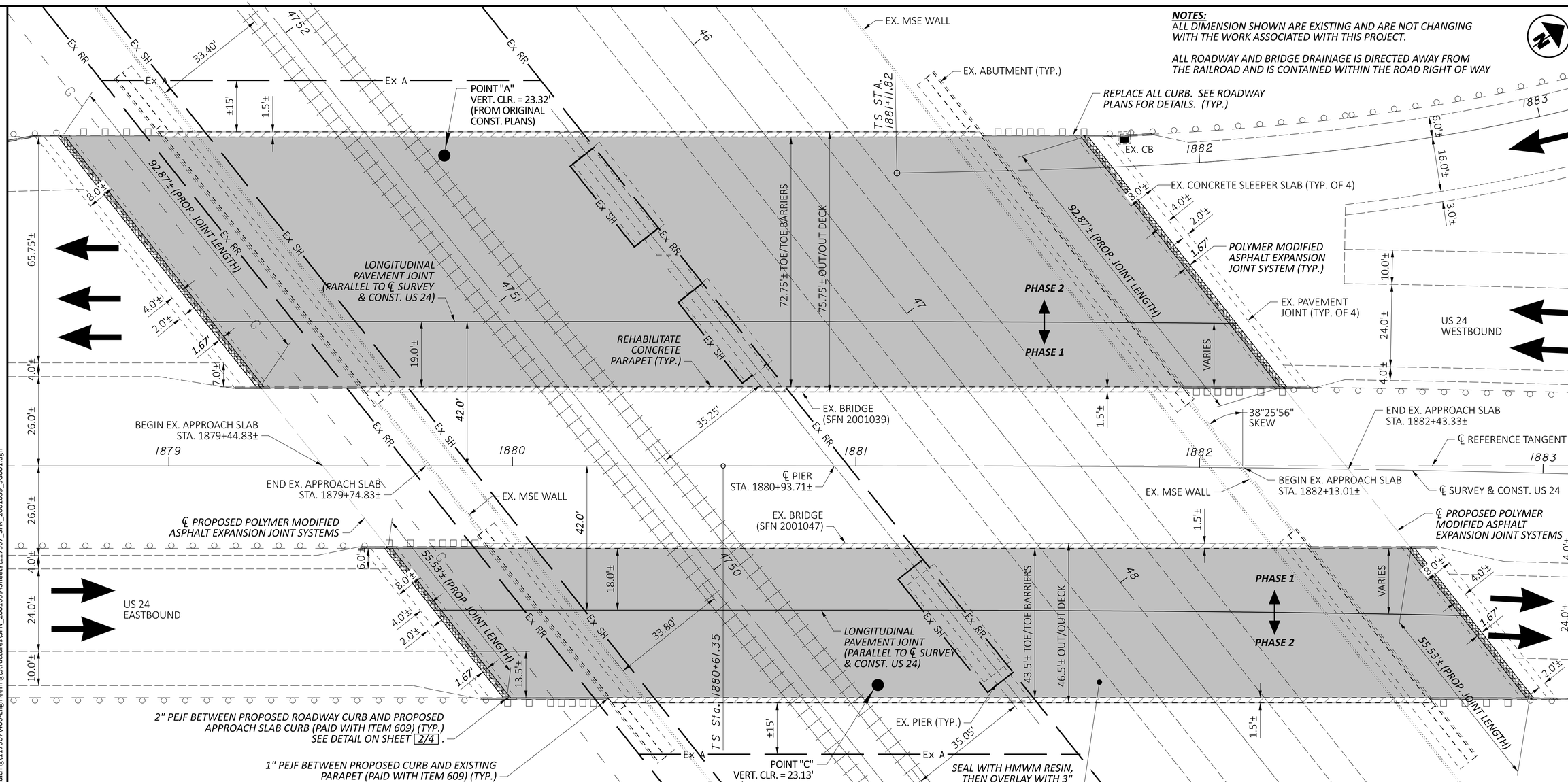
- (A) 8 1/2"± EXISTING CONCRETE DECK THICKNESS
- (1) *ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN*
- (2) *ITEM 407 - NON-TRACKING TACK COAT*
- (3) *ITEM 856 - 1 1/2" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE*
- (4) *ITEM 407 - TACK COAT, 702.13*

SUPERSTRUCTURE DETAILS (TRANSVERSE SECTIONS)
BRIDGE NO. DEF-00024-01.680 L & R
US 24 OVER CR 146 (KROUSE ROAD)

SFN 2001004 (LT)	
SFN 2001012 (RT)	
DESIGN AGENCY	
DESIGNER RTH	CHECKER MJS
REVIEWER MJM 10-13-23	
PROJECT ID 117367	
SUBSET 4	TOTAL 4
SHEET P.254	TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/8/2024 TIME: 7:24:28 AM USER: rmooney
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_2001004\Sheets\117367_SFN_2001004_ST001.dgn



NOTES:
ALL DIMENSION SHOWN ARE EXISTING AND ARE NOT CHANGING WITH THE WORK ASSOCIATED WITH THIS PROJECT.

ALL ROADWAY AND BRIDGE DRAINAGE IS DIRECTED AWAY FROM THE RAILROAD AND IS CONTAINED WITHIN THE ROAD RIGHT OF WAY

HORIZONTAL SCALE IN FEET 0 7.5 15 30

EXISTING STRUCTURES

TYPE: TWO-SPAN COMPOSITE PRESTRESSED CONCRETE I-BEAMS WITH REINFORCED CONCRETE DECK, MODIFIED SEMI-INTEGRAL ABUTMENTS, AND MSE WALLS

SPANS: 116.0'± - 116.0'± ℄ BEARINGS TO ℄ PIER ALONG REFERENCE TANGENT

ROADWAY: 72.75'± (WB), 43.5'± (EB) TOE/TOE BARRIERS

LOADING: HS-25 AND ALTERNATE MILITARY LOADING FUTURE WEARING SURFACE = 60 PSF

SKEW: 38°25'56"± RF WITH ℄ REFERENCE TANGENT

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: MODIFIED AS-1-81, 30.0'± LONG

ALIGNMENT: TANGENT/SPIRAL

SUPERELEVATION: VARIES (NORMAL CROWN TO TRANSITION)

STRUCTURE FILE NUMBERS: LEFT: 2001039 RIGHT: 2001047

DATE BUILT: 2009

DISPOSITION: TO BE REHABILITATED

PROPOSED REHABILITATION OF STRUCTURES

EXISTING STRUCTURES TO BE REHABILITATED AS FOLLOWS:

LEGEND	DESCRIPTION
	- CONCRETE PARAPETS: REMOVE EXISTING COATING AS DETAILED, PATCH AND/OR REPAIR WITH EPOXY INJECTION PER PLAN NOTE, RECOAT WITH EPOXY-URETHANE SEALER AS DETAILED
	- RECONSTRUCT CURBS ON APPROACH SLABS (AND ALONG ROADWAY) AS DETAILED IN ROADWAY PLANS
	- PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK, SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN
	- CONSTRUCT 3" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE, IN TWO 1.5" LIFTS, OVER THE APPROACH SLABS AND BRIDGE DECK
	- CONSTRUCT A POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM WHERE EACH APPROACH SLAB AND THE ADJACENT ASPHALT ROADWAY PAVEMENT JOIN

GENERAL PLAN
BRIDGE NO. DEF-00024-03.090 L & R
US 24 OVER RAILROAD AND CR 424 (BALTIMORE STREET)

SFN	2001039 (LT)
SFN	2001047 (RT)
DESIGN AGENCY	
DESIGNER	RTH
CHECKER	MJS
REVIEWER	MJM 10-13-23
PROJECT ID	117367
SUBSET	1
TOTAL	4
SHEET	P.255
TOTAL	258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/14/2024 TIME: 1:12:36 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_2001039\Sheets\117367_SFN_2001039_SG001.dgn

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING:

PCB-91 REVISED 7-17-20

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

843 DATED 10-18-19
846 DATED 4-17-15
856 DATED 7-21-23

MAINTENANCE OF TRAFFIC

REHABILITATION WORK ON STRUCTURES SHALL BE PERFORMED IN TWO PHASES AS SHOWN ON SHEET 1/4. TRAFFIC WILL BE REDUCED TO ONE LANE IN EACH DIRECTION. MAINTENANCE OF TRAFFIC ON STRUCTURES SHALL CONFORM TO THE OVERALL MAINTENANCE OF TRAFFIC PLANS FOR THIS PROJECT.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05 AND 105.02. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

GENERAL DESCRIPTION OF WORK ON STRUCTURES

CONCRETE PARAPETS: REMOVE EXISTING COATING AS DETAILED, PATCH AND/OR REPAIR WITH EPOXY INJECTION AS DESCRIBED IN PLAN NOTES, AND RECOAT WITH EPOXY-URETHANE SEALER AS DETAILED.

RECONSTRUCT CURBS ON APPROACH SLABS AS DETAILED IN ROADWAY PLANS. SEE CURB JOINT DETAIL ON THIS SHEET.

REMOVE EXISTING PAVEMENT MARKINGS.

PER CMS 512.04: PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK, SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN. ALLOW HMWM RESIN TO CURE PER MANUFACTURER'S RECOMMENDATIONS PRIOR TO CONSTRUCTING OVERLAY.

CONSTRUCT TWO LIFTS OF 1.5" THICK BRIDGE DECK WATERPROOFING ASPHALT APPLY TACK COAT 702.13 TO BRIDGE DECK BEFORE FIRST 1.5" LIFT OF BRIDGE DECK WATERPROOFING ASPHALT CONCRETE, APPLY NON-TRACKING TACK COAT BETWEEN LIFTS OF BRIDGE DECK WATERPROOFING ASPHALT CONCRETE.

CONSTRUCT A POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM WHERE EACH APPROACH SLAB AND THE ADJACENT ASPHALT ROADWAY PAVEMENT JOIN.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES

THIS WORK SHALL CONFORM TO CMS 512.03.

REMOVE ALL EXISTING COATING FROM US 24 TRAFFIC SIDE, TOP, AND ENDS OF EACH CONCRETE PARAPET BARRIER. AFTER ANY PATCHING AND INJECTION WORK IS COMPLETED, APPLY THE NEW SEALER OVER THE REMOVAL AREAS. QUANTITIES ARE BASED ON THESE AREAS.

COMPLETE WORK IN ANY ADDITIONAL AREAS AS DIRECTED BY ENGINEER.

ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

THIS WORK SHALL CONFORM TO CMS 512.04.

PREPARE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK. SEAL ENTIRE TOP SURFACE OF APPROACH SLABS AND BRIDGE DECK WITH HMWM RESIN.

IN ADDITION TO THE REQUIREMENTS OF CMS 512.04:
1. APPLY HMWM RESIN APPROXIMATELY ONE INCH UP THE VERTICAL TRAFFIC-SIDE FACE OF CURBS AND PARAPETS TO ENSURE THE HMWM RESIN IS THOROUGHLY APPLIED TO THE HORIZONTAL CONSTRUCTION JOINT LINES BETWEEN THE TOP OF DECK AND PARAPETS AND BETWEEN THE TOP OF APPROACH SLABS AND PROPOSED CURBS.
2. EXTEND THE HMWM RESIN 6" BEYOND THE EDGE OF ASPHALT TO BE CONSTRUCTED IN PHASE 1. OVERLAP THIS RESIN WITH THE HMWM RESIN APPLIED DURING PHASE 2.

NO ADDITIONAL MEASUREMENT OF HMWM RESIN WILL BE MADE FOR VERTICAL SURFACES NOR FOR THE OVERLAP AREAS. THIS ITEM WILL BE MEASURED BY THE TOTAL HORIZONTAL SURFACE AREA OF THE DECK PLUS APPROACH SLABS WHERE THE RESIN IS APPLIED.

ALLOW HMWM RESIN TO CURE PER MANUFACTURER'S RECOMMENDATIONS PRIOR TO APPLYING TACK COAT AND CONSTRUCTING THE ASPHALT CONCRETE OVERLAY.

ABBREVIATIONS

C/C - CENTER TO CENTER
CLR. - CLEARANCE
CMS - ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONST. - CONSTRUCTION
EX. - EXISTING
HMWM - HIGH MOLECULAR WEIGHT METHACRYLATE
LT - LEFT
MSE - MECHANICALLY STABILIZED EARTH
PEJF - PREFORMED EXPANSION JOINT FILLER
PROP. - PROPOSED
RT - RIGHT
SFN - STRUCTURE FILE NUMBER
SP - SPACE
SPS - SPACES
STA. - STATION
TYP. - TYPICAL

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION

NO CRACK LOCATIONS HAVE BEEN SHOWN IN THE PLANS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED FOR THIS WORK:

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION 40 FT

PERFORM THIS WORK ON EACH EXISTING CONCRETE PARAPET BARRIER AS DIRECTED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE THIS ITEM BY THE ACTUAL NUMBER OF FEET ACCEPTED IN PLACE.

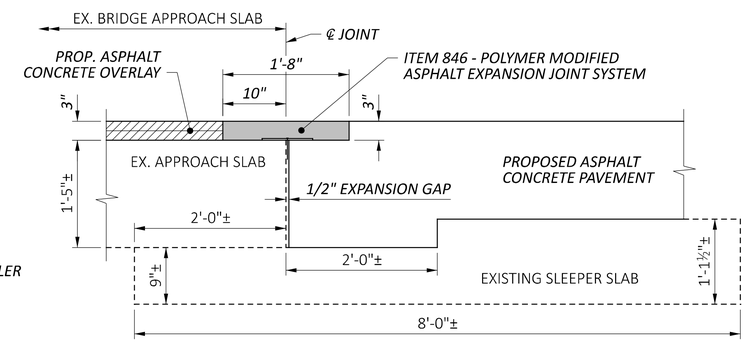
ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

NO PATCHING LOCATIONS HAVE BEEN SHOWN IN THE PLANS. A CONTINGENCY QUANTITY HAS BEEN INCLUDED FOR THIS WORK:

ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR 20 SF

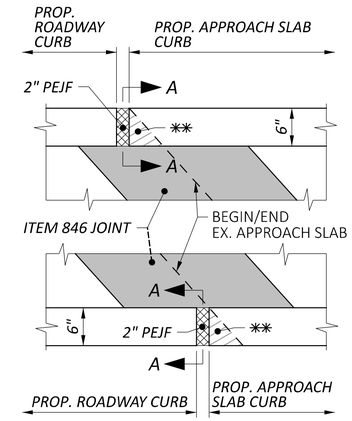
PERFORM THIS WORK ON EACH EXISTING CONCRETE PARAPET BARRIER AS DIRECTED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE THIS ITEM BY THE ACTUAL NUMBER OF SQUARE FEET ACCEPTED IN PLACE.

ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

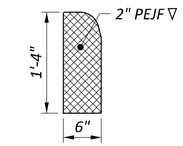


TYPICAL CROSS SECTION
(PERPENDICULAR TO ℄ JOINT)

CURB JOINT DETAIL:



PLAN



SECTION A-A

∇ PAID WITH ITEM 609

✱✱ EXTEND PROP. APPROACH SLAB CURB CONCRETE BELOW TOP OF SLAB TO BOTTOM OF PROP. ROADWAY CURB IN THIS AREA.

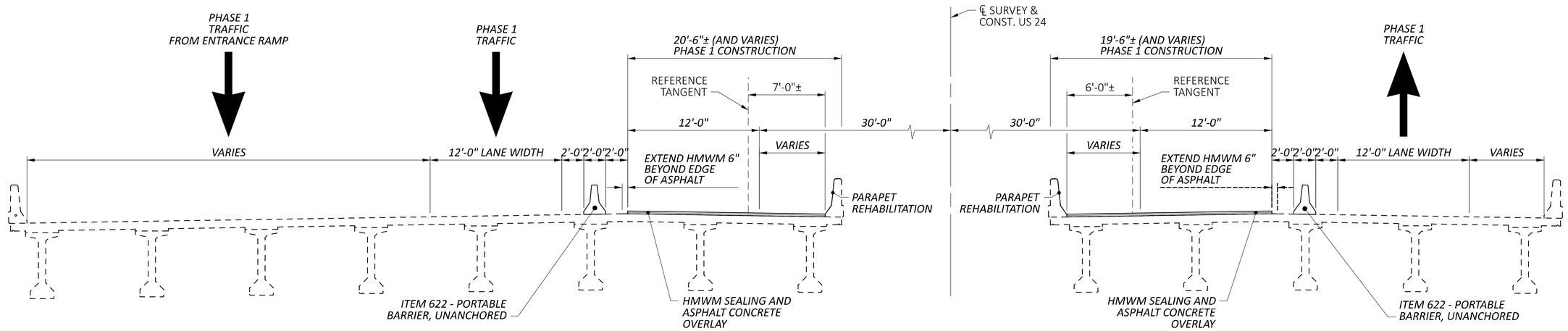
STRUCTURE ESTIMATED QUANTITIES (CARRIED TO GENERAL SUMMARY)

ITEM	EXTENSION	QUANTITIES SFN 2001039 (LT)	QUANTITIES SFN 2001047 (RT)	QUANTITIES TOTAL	UNIT	DESCRIPTION	SUPER. (LT)	SUPER. (RT)	BARRIER (LT)	BARRIER (RT)	APPROACH SLAB (LT)	APPROACH SLAB (RT)	SEE STRUCTURE SHEET NO.
407	13900	144	86	230	GAL	TACK COAT, 702.13	115	69			29	17	2
407	20000	144	86	230	GAL	NON-TRACKING TACK COAT	115	69			29	17	2
512	10100	220	220	440	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			220	220			2
512	10301	2,407	1,439	3,846	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	1,922	1,149			485	290	2
512	10600	20	20	40	FT	CONCRETE REPAIR BY EPOXY INJECTION			20	20			2
512	74000	220	220	440	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			220	220			2
512	74500	1,491	897	2,388	FT	REMOVAL OF EXISTING PAVEMENT MARKING	1,190	716			301	181	
843	50000	10	10	20	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR			10	10			2
846	00110	78	46	124	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM					78	46	2
856	10000	200	120	320	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE	160	96			40	24	2

GENERAL NOTES AND ESTIMATED QUANTITIES
BRIDGE NO. DEF-00024-03.090 L & R
US 24 OVER RAILROAD AND CR 424 (BALTIMORE STREET)

SFN 2001039 (LT)
SFN 2001047 (RT)
DESIGN AGENCY
DESIGNER RTH
CHECKER MJS
REVIEWER MJM 10-13-23
PROJECT ID 117367
SUBSET 2
TOTAL 4
SHEET P.256
TOTAL 258

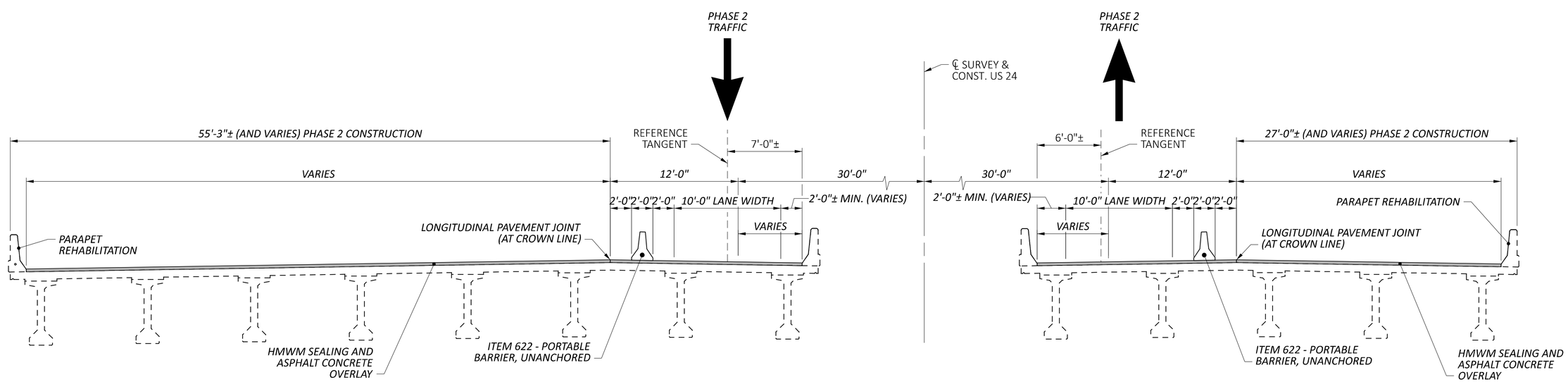
PAU/DEF-24-12.30/0.00
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:40:05 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_2001039\Sheets\117367_SFN_2001039_SN001.dgn



WESTBOUND - SFN 2001039 (LT)

EASTBOUND - SFN 2001047 (RT)

PHASE 1 CONSTRUCTION DETAILS



WESTBOUND - SFN 2001039 (LT)

EASTBOUND - SFN 2001047 (RT)

PHASE 2 CONSTRUCTION DETAILS

NOTE:

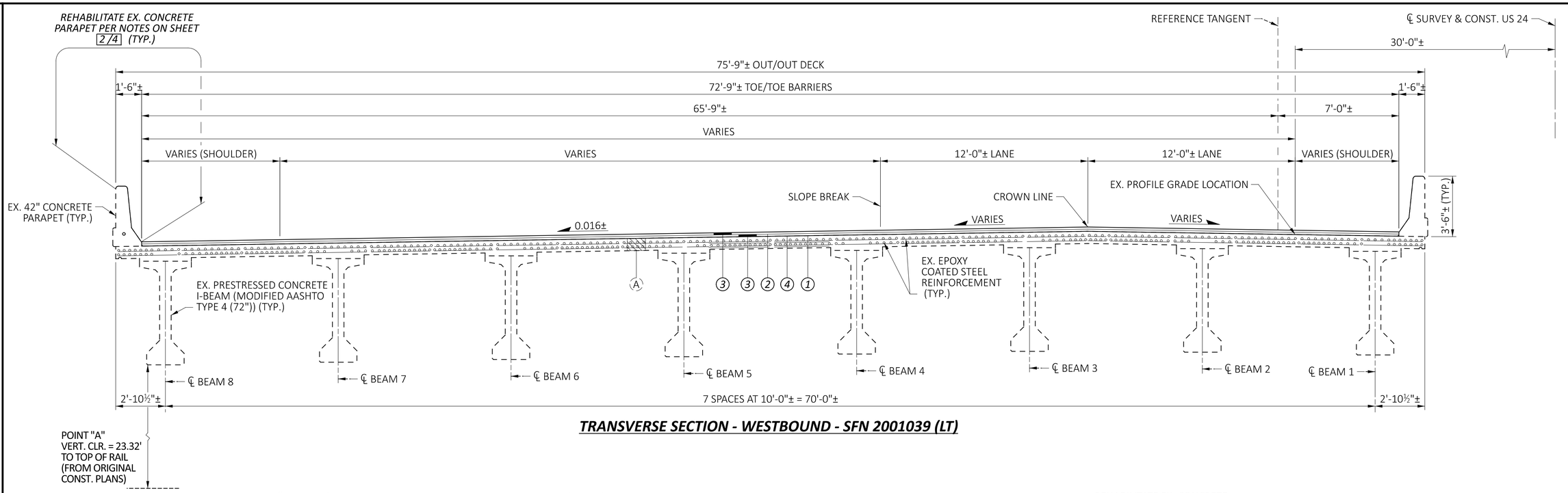
SEE SHEET 4/4 FOR CONSTRUCTION DETAILS.

PHASE CONSTRUCTION DETAILS
BRIDGE NO. DEF-00024-03.090 L & R
US 24 OVER RAILROAD AND CR 424 (BALTIMORE STREET)

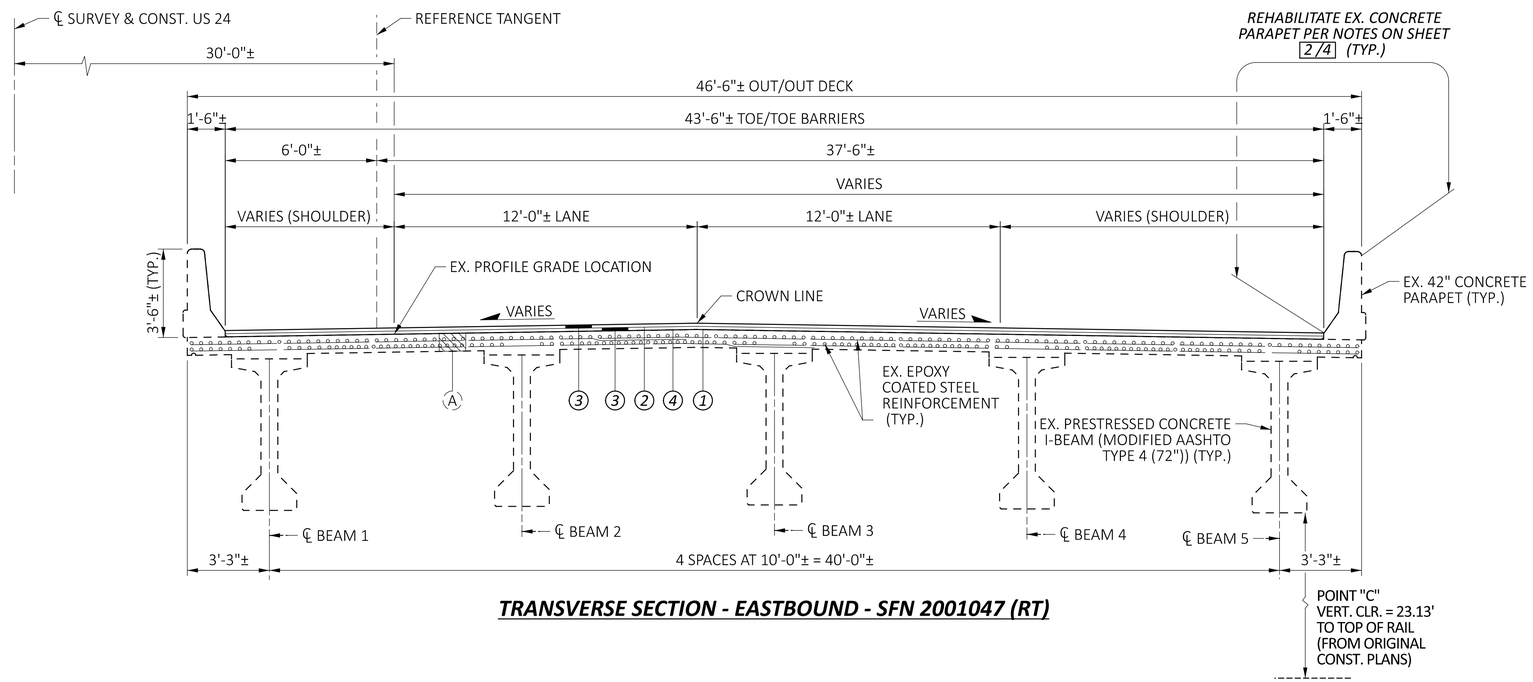
SFN 2001039 (LT)	
SFN 2001047 (RT)	
DESIGN AGENCY	
DESIGNER RTH	CHECKER MJS
REVIEWER MJM 10-13-23	
PROJECT ID 117367	
SUBSET 3	TOTAL 4
SHEET P.257	TOTAL 258

PAU/DEF-24-12.30/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/16/2023 TIME: 2:39:25 PM USER: msiefker
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_2001039\Sheets\117367_SFN_2001039_SC001.dgn



TRANSVERSE SECTION - WESTBOUND - SFN 2001039 (LT)



TRANSVERSE SECTION - EASTBOUND - SFN 2001047 (RT)

NOTE:

ALL DIMENSION SHOWN ARE EXISTING AND ARE NOT CHANGING WITH THE WORK ASSOCIATED WITH THIS PROJECT.

LEGEND:

- (A) 8 1/2"± EXISTING CONCRETE DECK THICKNESS
- (1) *ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN*
- (2) *ITEM 407 - NON-TRACKING TACK COAT*
- (3) *ITEM 856 - 1 1/2" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE*
- (4) *ITEM 407 - TACK COAT, 702.13*

SUPERSTRUCTURE DETAILS (TRANSVERSE SECTIONS)
BRIDGE NO. DEF-00024-03.090 L & R
US 24 OVER RAILROAD AND CR 424 (BALTIMORE STREET)

SFN 2001039 (LT)	
SFN 2001047 (RT)	
DESIGN AGENCY	
DESIGNER RTH	CHECKER MJS
REVIEWER MJM 10-13-23	
PROJECT ID 117367	
SUBSET 4	TOTAL 4
SHEET P.258	TOTAL 258

PAU/DEF-24-12.30/0.00
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/13/2024 TIME: 2:45:50 PM USER: mmueller
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Paulding\117367\400-Engineering\Structures\SFN_2001039\Sheets\117367_SFN_2001039_ST001.dgn