

STATE OF OHIO  
 DEPARTMENT OF TRANSPORTATION  
**LUC-475 / 23-9.54**  
**/ 9.63 NOISEWALL**

SYLVANIA TOWNSHIP  
 CITY OF SYLVANIA  
 LUCAS COUNTY

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PROJECT DESCRIPTION

CONSTRUCTION OF TYPE II NOISE BARRIER WALLS ALONG U.S. 23 FROM I-475 TO MONROE ST., ALONG I.R 475 RAMPS FROM US-23 TO RAILROAD,

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 7.99 ACRES  
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES  
 NOTICE OF INTENT EARTH DISTURBED AREA: 8.24 ACRES

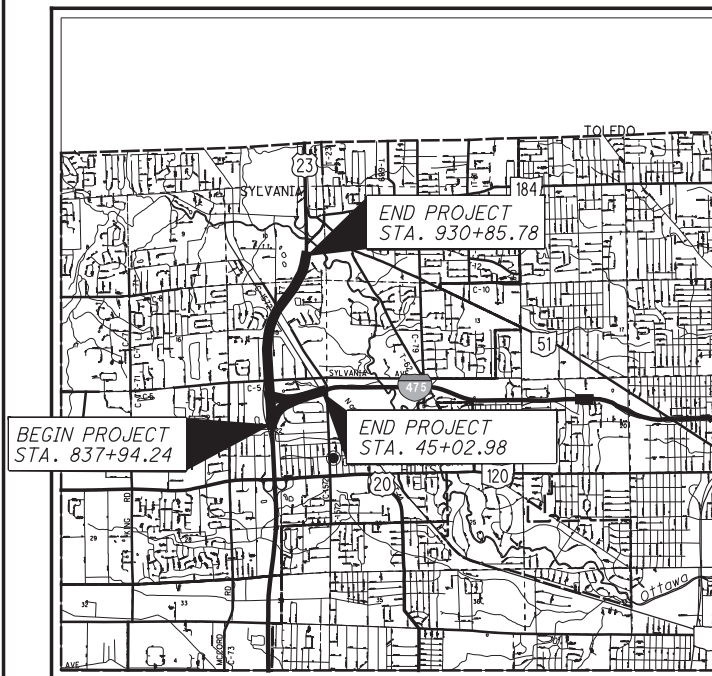
LIMITED ACCESS

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.

2019 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 OF THE HIGHWAY TO TRAFFIC.



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

DESIGN DESIGNATION

CURRENT ADT (2018)	60207
DESIGN YEAR ADT (2038)	67129
DESIGN HOURLY VOLUME (2038)	6713
DIRECTIONAL DISTRIBUTION	55%
TRUCKS (24 HOUR B&C)	27%
DESIGN SPEED	70 MPH
LEGAL SPEED	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN OTHER FREEWAY AND EXPRESSWAYS	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE

**UNDERGROUND UTILITIES**  
 Contact Two Working Days  
 Before You Dig

**OHIO811.org**  
 Before You Dig

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

PLAN PREPARED BY:  
**E.L. ROBINSON**  
 ENGINEERING  
 1801 Watermark Drive, Suite 310 • Columbus, Ohio 43215  
 www.elrobinsonengineering.com

ENGINEERS SEAL:  
 FOR SHEETS 106-112:

PETER ALAN NARSAVAGE  
 REGISTERED PROFESSIONAL ENGINEER  
 E-62277

SIGNED: Peter Narsavage  
 DATE: 6/15/20

ENGINEERS SEAL:  
 FOR THE REMAINDER OF THE PLANS:

BRENT B. DOWNING  
 REGISTERED PROFESSIONAL ENGINEER  
 E-62886

SIGNED: Brent Downing  
 DATE: 6/15/20

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-5.1	1/18/19	MGS-3.1	1/19/18	MT-101.90	7/21/17	800	7/17/20
HW-2.1	7/20/18	MGS-3.2	1/18/13	TC-12.30	1/19/18	832	10/19/18
I-2.3	1/15/16	MGS-4.3	1/18/13	TC-21.11	4/17/20		
		MGS-5.2	7/15/16	TC-21.21	4/17/20		
		MGS-5.3	7/15/16	TC-41.10	7/19/13		
DM-1.1	7/21/17	RM-4.2	1/17/20	TC-41.20	10/18/13		
DM-1.2	1/18/13	RM-4.5	7/21/17	TC-51.11	1/15/16		
DM-4.1	7/20/18	RM-4.6	7/19/13	TC-52.10	10/18/13		
DM-4.4	1/15/16			TC-52.20	7/20/18		
F-1.1	7/19/13	NBS-1-09	1/19/18				
F-3.2	7/18/14	MT-95.30	7/19/19				
		MT-95.45	1/17/20				
MGS-1.1	1/19/18	MT-101.70	1/17/20				
MGS-2.1	1/19/18	MT-101.75	1/17/20				

LUC-475 / 23-9.56 / 9.63 NOISEWALL		
1	9/10/20	REVISED SCD
ISSUE RECORD		
NO.	DATE	DESCRIPTION
APPROVED _____ DATE _____ DISTRICT DEPUTY DIRECTOR		
APPROVED _____ DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION		

FEDERAL PROJECT NO. E161138  
 CONSTRUCTION PROJECT NO. 103647  
 RAILROAD INVOLVEMENT NONE  
 LUC-475 / 23-9.54 / 9.63 NOISEWALL  
 1/121

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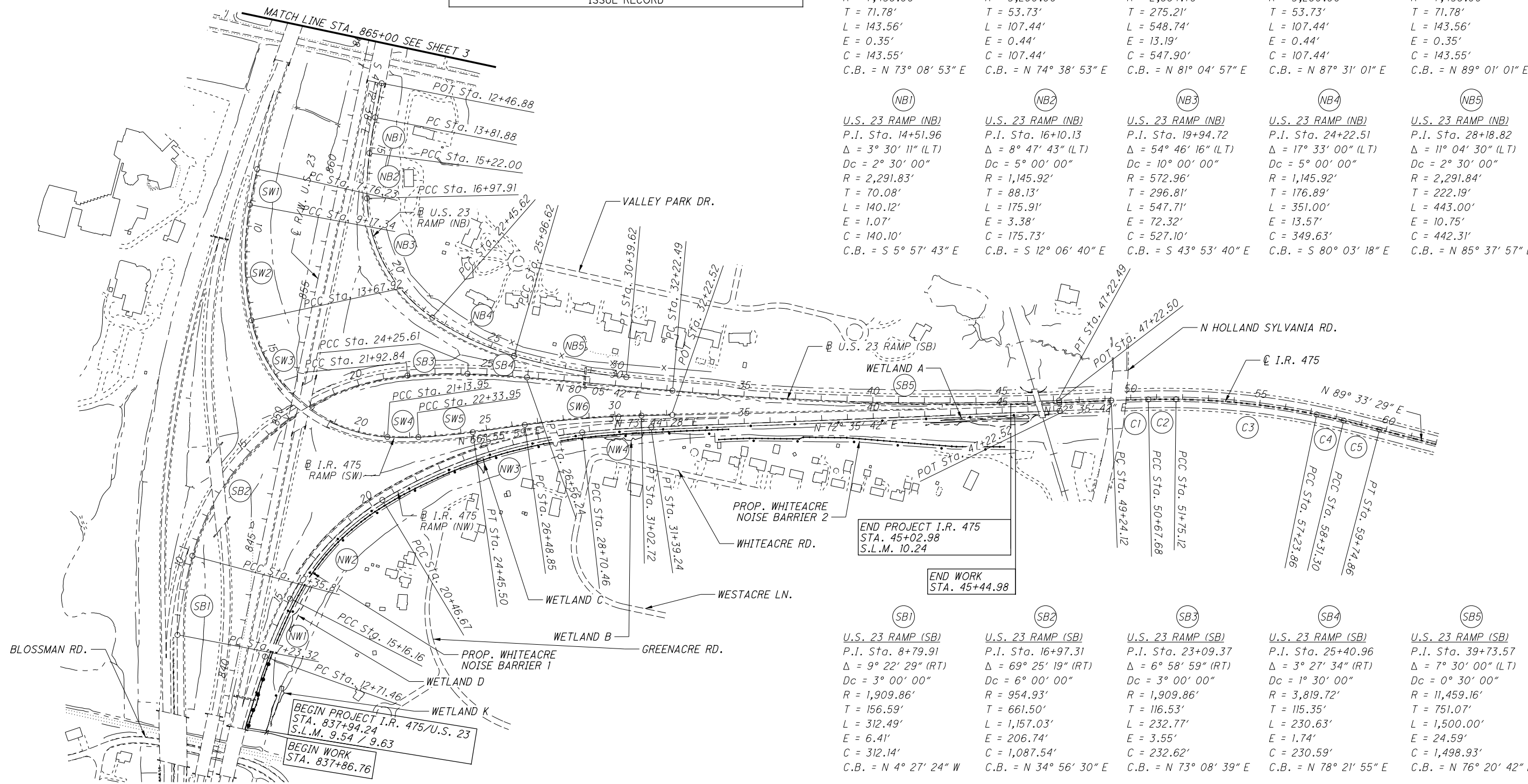
LUC-475 / 23-9.56 / 9.63 NOISEWALL		
1	9/10/20	ADDED PROP. GUARDRAIL
NO.	DATE	DESCRIPTION
ISSUE RECORD		

C1	C2	C3	C4	C5
<u>I.R. 475</u> P.I. Sta. 49+95.90 $\Delta = 1^\circ 06' 21''$ (RT) Dc = 0° 46' 13" R = 7,438.00' T = 71.78' L = 143.56' E = 0.35' C = 143.55' C.B. = N 73° 08' 53" E	<u>I.R. 475</u> P.I. Sta. 51+21.40 $\Delta = 1^\circ 53' 39''$ (RT) Dc = 1° 45' 47" R = 3,250.00' T = 53.73' L = 107.44' E = 0.44' C = 107.44' C.B. = N 74° 38' 53" E	<u>I.R. 475</u> P.I. Sta. 54+50.33 $\Delta = 10^\circ 58' 29''$ (RT) Dc = 2° 00' 00" R = 2,864.79' T = 275.21' L = 548.74' E = 13.19' C = 547.90' C.B. = N 81° 04' 57" E	<u>I.R. 475</u> P.I. Sta. 57+77.58 $\Delta = 1^\circ 53' 39''$ (RT) Dc = 1° 45' 47" R = 3,250.00' T = 53.73' L = 107.44' E = 0.44' C = 107.44' C.B. = N 87° 31' 01" E	<u>I.R. 475</u> P.I. Sta. 59+03.08 $\Delta = 1^\circ 06' 21''$ (RT) Dc = 0° 46' 13" R = 7,438.00' T = 71.78' L = 143.56' E = 0.35' C = 143.55' C.B. = N 89° 01' 01" E

NB1	NB2	NB3	NB4	NB5
<u>U.S. 23 RAMP (NB)</u> P.I. Sta. 14+51.96 $\Delta = 3^\circ 30' 11''$ (LT) Dc = 2° 30' 00" R = 2,291.83' T = 70.08' L = 140.12' E = 1.07' C = 140.10' C.B. = S 5° 57' 43" E	<u>U.S. 23 RAMP (NB)</u> P.I. Sta. 16+10.13 $\Delta = 8^\circ 47' 43''$ (LT) Dc = 5° 00' 00" R = 1,145.92' T = 88.13' L = 175.91' E = 3.38' C = 175.73' C.B. = S 12° 06' 40" E	<u>U.S. 23 RAMP (NB)</u> P.I. Sta. 19+94.72 $\Delta = 54^\circ 46' 16''$ (LT) Dc = 10° 00' 00" R = 572.96' T = 296.81' L = 547.71' E = 72.32' C = 527.10' C.B. = S 43° 53' 40" E	<u>U.S. 23 RAMP (NB)</u> P.I. Sta. 24+22.51 $\Delta = 17^\circ 33' 00''$ (LT) Dc = 5° 00' 00" R = 1,145.92' T = 176.89' L = 351.00' E = 13.57' C = 349.63' C.B. = S 80° 03' 18" E	<u>U.S. 23 RAMP (NB)</u> P.I. Sta. 28+18.82 $\Delta = 11^\circ 04' 30''$ (LT) Dc = 2° 30' 00" R = 2,291.84' T = 222.19' L = 443.00' E = 10.75' C = 442.31' C.B. = N 85° 37' 57" E

SB1	SB2	SB3	SB4	SB5
<u>U.S. 23 RAMP (SB)</u> P.I. Sta. 8+79.91 $\Delta = 9^\circ 22' 29''$ (RT) Dc = 3° 00' 00" R = 1,909.86' T = 156.59' L = 312.49' E = 6.41' C = 312.14' C.B. = N 4° 27' 24" W	<u>U.S. 23 RAMP (SB)</u> P.I. Sta. 16+97.31 $\Delta = 69^\circ 25' 19''$ (RT) Dc = 6° 00' 00" R = 954.93' T = 661.50' L = 1,157.03' E = 206.74' C = 1,087.54' C.B. = N 34° 56' 30" E	<u>U.S. 23 RAMP (SB)</u> P.I. Sta. 23+09.37 $\Delta = 6^\circ 58' 59''$ (RT) Dc = 3° 00' 00" R = 1,909.86' T = 116.53' L = 232.77' E = 3.55' C = 232.62' C.B. = N 73° 08' 39" E	<u>U.S. 23 RAMP (SB)</u> P.I. Sta. 25+40.96 $\Delta = 3^\circ 27' 34''$ (RT) Dc = 1° 30' 00" R = 3,819.72' T = 115.35' L = 230.63' E = 1.74' C = 230.59' C.B. = N 78° 21' 55" E	<u>U.S. 23 RAMP (SB)</u> P.I. Sta. 39+73.57 $\Delta = 7^\circ 30' 00''$ (LT) Dc = 0° 30' 00" R = 11,459.16' T = 751.07' L = 1,500.00' E = 24.59' C = 1,498.93' C.B. = N 76° 20' 42" E

NW1	NW2	NW3	NW4	SW1	SW2	SW3	SW4	SW5	SW6
<u>I.R. 475 RAMP (NW)</u> P.I. Sta. 13+93.98 $\Delta = 7^\circ 20' 28''$ (RT) Dc = 3° 00' 00" R = 1,909.86' T = 122.52' L = 244.70' E = 3.93' C = 244.54' C.B. = N 8° 20' 55" E	<u>I.R. 475 RAMP (NW)</u> P.I. Sta. 17+88.46 $\Delta = 31^\circ 49' 50''$ (RT) Dc = 6° 00' 00" R = 954.93' T = 272.29' L = 530.51' E = 38.06' C = 523.71' C.B. = N 27° 56' 04" E	<u>I.R. 475 RAMP (NW)</u> P.I. Sta. 24+65.07 $\Delta = 24^\circ 42' 49''$ (RT) Dc = 3° 00' 00" R = 1,909.86' T = 418.40' L = 823.79' E = 45.29' C = 817.42' C.B. = N 56° 12' 24" E	<u>I.R. 475 RAMP (NW)</u> P.I. Sta. 30+04.90 $\Delta = 4^\circ 01' 54''$ (RT) Dc = 1° 30' 00" R = 3,819.72' T = 134.44' L = 268.78' E = 2.37' C = 268.72' C.B. = N 70° 34' 45" E	<u>I.R. 475 RAMP (SW)</u> P.I. Sta. 8+46.79 $\Delta = 2^\circ 07' 00''$ (LT) Dc = 1° 30' 00" R = 3,819.72' T = 134.44' L = 141.11' E = 0.65' C = 141.10' C.B. = S 3° 35' 18" E	<u>I.R. 475 RAMP (SW)</u> P.I. Sta. 11+45.58 $\Delta = 22^\circ 31' 43''$ (LT) Dc = 5° 00' 00" R = 1,145.92' T = 228.24' L = 450.57' E = 22.51' C = 447.68' C.B. = S 15° 54' 39" E	<u>I.R. 475 RAMP (SW)</u> P.I. Sta. 18+04.42 $\Delta = 74^\circ 36' 10''$ (LT) Dc = 10° 00' 00" R = 572.96' T = 436.50' L = 746.03' E = 147.33' C = 694.44' C.B. = S 64° 28' 36" E	<u>I.R. 475 RAMP (SW)</u> P.I. Sta. 21+74.00 $\Delta = 6^\circ 00' 00''$ (LT) Dc = 5° 00' 00" R = 1,145.92' T = 60.06' L = 120.00' E = 1.57' C = 119.95' C.B. = N 75° 13' 19" E	<u>I.R. 475 RAMP (SW)</u> P.I. Sta. 23+39.80 $\Delta = 5^\circ 17' 20''$ (LT) Dc = 2° 30' 00" R = 2,291.83' T = 105.85' L = 211.56' E = 2.44' C = 211.48' C.B. = N 69° 34' 39" E	<u>I.R. 475 RAMP (SW)</u> P.I. Sta. 28+76.05 $\Delta = 6^\circ 48' 29''$ (RT) Dc = 1° 30' 00" R = 3,819.72' T = 227.20' L = 453.87' E = 6.75' C = 453.60' C.B. = N 70° 20' 14" E



CALCULATED  
KRF  
CHECKED  
BBD

**SCHEMATIC PLAN**

**LUC-475 / 23-9.54 / 9.63 NOISEWALL**

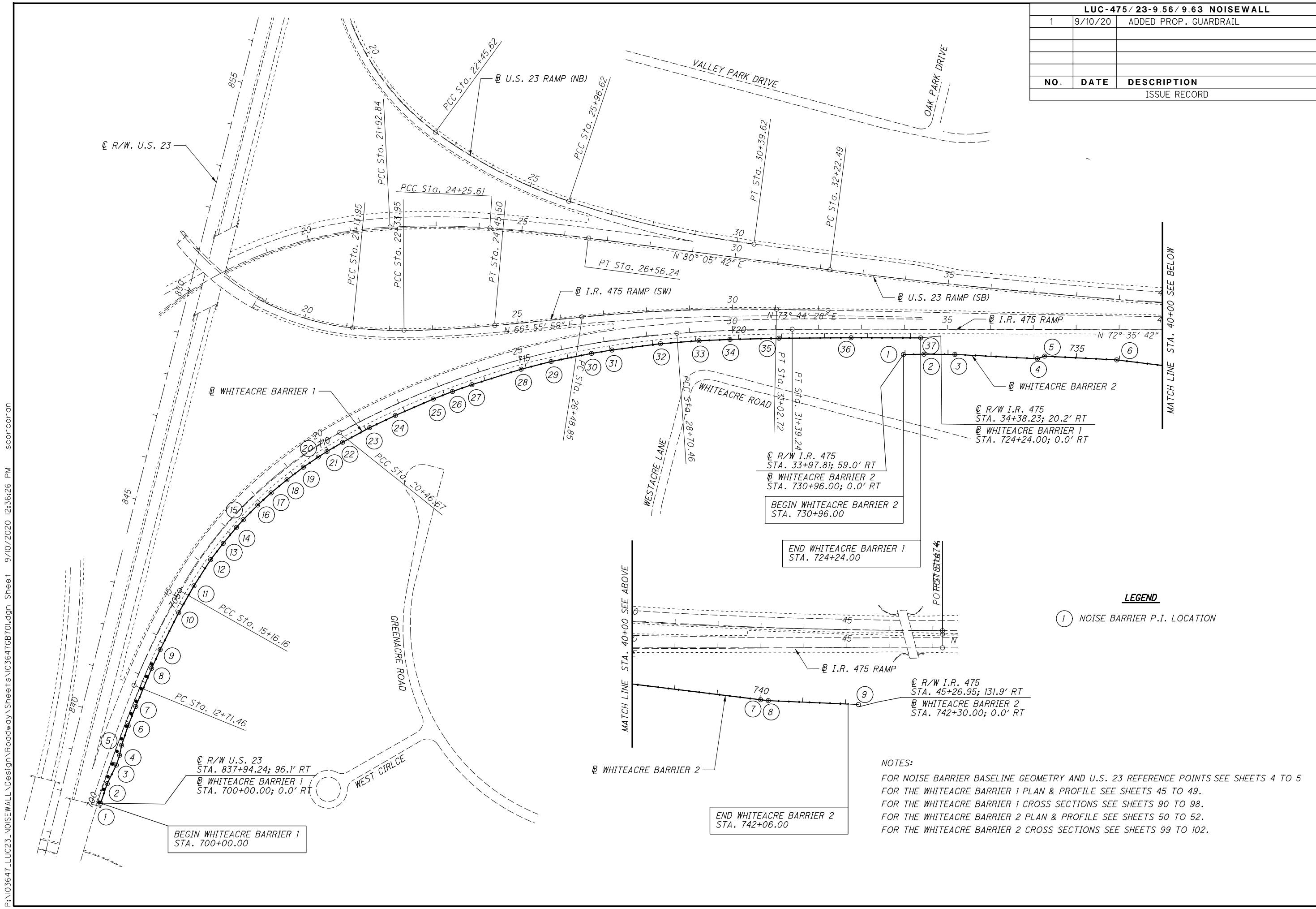
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LUC-475 / 23-9.56 / 9.63 NOISEWALL		
1	9/10/20	ADDED PROP. GUARDRAIL
NO.	DATE	DESCRIPTION
		ISSUE RECORD

  
 HORIZONTAL SCALE IN FEET

CALCULATED: MJT  
 CHECKED: BBD



**LEGEND**

① NOISE BARRIER P.I. LOCATION

**NOTES:**

FOR NOISE BARRIER BASELINE GEOMETRY AND U.S. 23 REFERENCE POINTS SEE SHEETS 4 TO 5

FOR THE WHITEACRE BARRIER 1 PLAN & PROFILE SEE SHEETS 45 TO 49.

FOR THE WHITEACRE BARRIER 1 CROSS SECTIONS SEE SHEETS 90 TO 98.

FOR THE WHITEACRE BARRIER 2 PLAN & PROFILE SEE SHEETS 50 TO 52.

FOR THE WHITEACRE BARRIER 2 CROSS SECTIONS SEE SHEETS 99 TO 102.

**SCHEMATIC PLAN**  
**WHITEACRE BARRIERS**

**LUC-475 / 23-9.54**  
**/ 9.63 NOISEWALL**

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**SEEDING AND MULCHING**

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

659, SOIL ANALYSIS TEST, 2 EACH

659, TOPSOIL, 1684 CU. YD.

659, SEEDING AND MULCHING, 15180 SQ. YD.

659, REPAIR SEEDING AND MULCHING, 579 SQ. YD

659, INTER-SEEDING, 579 SQ. YD.

659, COMMERCIAL FERTILIZER, 2.21 TON

659, LIME, 3.14 ACRES

659, WATER, 84 M. GAL.

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

**EARTHWORK**

BELOW IS A SUMMARY OF THE EARTHWORK/SEEDING FOR INDIVIDUAL NOISEWALL BARRIERS. SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION:

	EXCAVATION	EMBANKMENT	SEEDING
SYLVAN GREEN BARRIER =	177	140	1047
BOX LANE BARRIER =	754	1228	3028
EAGLEHURST BARRIER 1 =	484	541	764
EAGLEHURST BARRIER 2 =	12	8	217
EAGLEHURST BARRIER 3 =	1240	1301	1999
TEJON BARRIER =	1407	2004	2532
WHITEACRE BARRIER 1 =	2045	2764	4417
WHITEACRE BARRIER 2 =	224	13	1176

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 203 - EXCAVATION	6313 CY
ITEM 203 - EMBANKMENT	7999 CY

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SEEDING AND MULCHING NOTE:

ITEM 659 - SEEDING AND MULCHING	15180 SY
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**ITEM SPECIAL MISC.: NOISE BARRIER - REFLECTIVE**

**GENERAL**

1. NOISE BARRIER PANELS, POSTS, AND CAPS SHALL BE CONCRETE.

2. NOISE BARRIER POSTS AND CAPS SHALL HAVE A SMOOTH FINISH.

3. ALL CONCRETE POSTS SHALL USE AN ODOT-APPROVED CONCRETE WATERPROOFING ADMIXTURE. NO EXTERIOR SEALER WILL BE USED ON THE POSTS

4. ALL POSTS SHALL HAVE A 3/4" RUSTICATION GROOVE NOT THE 1/2" GROOVE PER STANDARD CONSTRUCTION DRAWING NBS-1-09. THE RUSTICATION GROOVE SHALL MEET THE TOP OF THE HIGHEST ADJACENT PANEL.

5. ALL NOISE BARRIER PANELS SHALL BE REFLECTIVE ON BOTH SIDES.

6. ALL NOISE BARRIER PANELS, SHALL BE PAINTED ON BOTH SIDES THE FOLLOWING COLORS:

**RESIDENTIAL SIDE:**

EAGLEHURST WALLS - LIGHT GREY #595B-16515

SYLVAN GREEN WALL - LIGHT GREY #595B-16515

BOX WALL - LIGHT GREY #595B-16515

WHITEACRE WALLS - DARK NEUTRAL (TAN) #595B-10324

TEJON WALLS - LIGHT NEUTRAL (BEIGE) #595B-17778

**HIGHWAY SIDE:**

ALL WALLS - LIGHT GREY #595B-16515

7. NOISE BARRIER PANEL TEXTURES SHALL BE ON BOTH SIDES FOR THE FOLLOWING WALLS:

**RESIDENTIAL SIDE:**

EAGLEHURST WALLS - DRY STACK, POLYMER ID, 9110 LARGE STONE OHIO DRY STACK.

SYLVAN GREEN WALL - DRY STACK, POLYMER ID, 9110 LARGE STONE OHIO DRY STACK.

BOX WALL - ASHLAR, POLYMER ID, 905 SMALL AGED ASHLAR. WHITEACRE WALLS - ASHLAR, POLYMER ID, 905 SMALL AGED ASHLAR.

TEJON WALLS - ASHLAR, POLYMER ID, 905 SMALL AGED ASHLAR.

**HIGHWAY SIDE:**

ALL WALLS - ASHLAR, POLYMER ID, 905 SMALL AGED ASHLAR.

8. THE NOISE BARRIER SHOP DRAWING SUBMITTAL MUST INCLUDE THE ACOUSTICAL PROFILE AND LINE OF SIGHT SHOWN IN THESE PLANS ON EACH PROFILE VIEW.

9. FOR PANEL LENGTH DEDUCTIONS FOR NOISE BARRIERPOSTS SEE STANDARD CONSTRUCTION DRAWING NBS-1-09.

10. ALL NOISE WALLS SHALL HAVE A 1 1/4" FOAM BACKER ROD IN LIEU OF 3/4" FOAM BACKER ROD SHOWN ON PAGE 6/13 OF THE ODOT SCD NBS-1-09.

**SAMPLE BARRIER PANEL**

ONE SAMPLE OF A CONCRETE BARRIER PANEL AND POST WITH CAPS SHALL BE DELIVERED TO A LOCATION DESIGNATED BY THE ENGINEER FOR EVALUATION BY THE ENGINEER IN ACCORDANCE WITH THE ACCEPTANCE REQUIREMENTS OF THE NOISE BARRIER AS OUTLINED ON SHEET 2/13 IN THE STANDARD CONSTRUCTION DRAWING NBS-1-09.

**ITEM SPECIAL MISC.: NOISE BARRIER - REFLECTIVE**

**SITE GRADING**

THE CONTRACTOR SHALL PROVIDE THE FINISHED GRADES AS SHOWN IN THE PLANS. SPOILS GENERATED FROM THE DRILLED SHAFT CONSTRUCTION MAY BE WASTED ON SITE ONLY AS DIRECTED BY THE ENGINEER.

**PAYMENT**

IN ADDITION TO THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING NBS-1-09, ALL OF THE ABOVE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - NOISE BARRIER (REFLECTIVE).

**FOUNDATIONS FOR NOISE BARRIERS AND SIGNS**

NOTE THAT MANY OF THE FOUNDATIONS FOR THE NOISE BARRIERS AND SIGNS WILL BE INSTALLED IN FINE SAND OR COARSE AND FINE SAND. USE METHODS AND EQUIPMENT SUITABLE FOR INSTALLING FOUNDATIONS IN THE SUBSURFACE MATERIALS ENCOUNTERED.

**ITEM 253 - PAVEMENT REPAIR, MISC.: FULL DEPTH REPLACEMENT**

THE CONTRACTOR SHALL PERFORM PAVEMENT REPAIRS AS PER ITEM 253 IN THE CMS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03.

THE CONTRACTOR SHALL REPLACE THE PAVEMENT IN LAYERS THAT MATCH THE ADJACENT PAVEMENT AS CLOSE AS POSSIBLE. BASED ON AVAILABLE INFORMATION, THE PAVEMENT BUILDUP IS AS FOLLOWS:

1.5" OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (446)

2" OF ITEM 442 - ASPHALT CONCRETE INTERMEDIATE CY COURSE, 19 MM, TYPE B (448)

6" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22

6" OF ITEM 304 - AGGREGATE BASE

TACK COAT WILL BE APPLIES AT THE RATES SPECIFIED TABLE 407.06-1 IN THE CMS AND AS DIRECTED BY THE ENGINEER

THE REPLACEMENT MATERIAL SHALL BE FINISHED TO MATCH THE EXISTING PAVEMENT SURFACE. SEALING THE PERIMETER OF THE REPAIR AREA PER 251.03 IS INCLUDED IN THE PAYMENT OF ITEM 253.

ALL WORK TO REMOVE AND REPLACE THE PAVEMENT, INCLUDING ANY AND ALL MATERIALS SPECIFIED HEREIN SHALL BE INCLUDED IN THE UNIT BID PRICE OF ITEM 253 - PAVEMENT REPAIR, MISC.: FULL DEPTH REPLACEMENT

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 253 - PAVEMENT REPAIR, MISC.: FULL DEPTH REPLACEMENT = 55 SY

**TEMPORARY CONSTRUCTION FENCE**

EXISTING RIGHT OF WAY FENCE SHOULD BE LEFT IN PLACE UNTIL NOISEWALL CONSTRUCTION IS COMPLETE WHENEVER POSSIBLE. SHOULD THE CONTRACTOR NEED TO REMOVE THE EXISTING FENCE PRIOR TO THE CONSTRUCTION OF THE NOISEWALLS, A TEMPORARY CONSTRUCTION FENCE SHOULD BE ERECTED PRIOR TO THE REMOVAL OF THE EXISTING RIGHT OF WAY FENCE.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 607 - FENCE, MISC.: TEMPORARY FENCE - 650 FT

**WHITEACRE EXISTING LIGHTING**

BEFORE THE CONTRACTOR CONSTRUCTS THE PROPOSED DRILLED SHAFTS FOR WHITEACRE BARRIER 1 FOUNDATIONS, THE CONTRACTOR SHALL MARK THE EXISTING THE LIGHTING ALONG I.R. 475 NB RAMP TO I.R. 475 EB.

IF THE PROPOSED FOUNDATIONS ARE DETERMINED TO BE IN CONFLICT WITH THE EXISTING LIGHTING WIRING, THE CONTRACTOR SHALL EXPOSE THE WIRING AS NEEDED AND RELOCATE THE LIGHTING AS NEEDED TO INSTALL THE FOUNDATIONS.

THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IN THE FIELD TO POWER DOWN THE LIGHTS AND WILL BE RESPONSIBLE TO RELOCATE THE LINE AND RESTORE THE EXISTING LIGHTS TO A WORKING CONDITION.

THE FOLLOWING CONTINGENCY QUANTITIES HAS BEEN INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 625 - CONNECTION, FUSED PULL APART - 4 EACH  
 ITEM 625 - 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES - 200 FT  
 ITEM 625 - 3" CONDUIT, 725.04 - 25 FT  
 ITEM 625 - TRENCH, AS PER PLAN - 425 FT  
 ITEM 625 - PULL BOX, 725.08, 18" - 1 EACH

**ENDANGERED BAT HABITAT REMOVAL**

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

**ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN**

IN ADDITION TO THE SPECIFICATIONS OF ITEM 622 IN THE CMS AND ODOT SCD RM 4.5, THE CONCRETE BARRIER SHALL BE CONSTRUCTED PER THE CONCRETE BARRIER DETAIL SHOWN ON SHEET 14.

THIS ITEM WILL INCLUDE ALL MATERIALS LISTED IN THE CMS AND WILL INCLUDE ANY MATERIALS SPECIFIED ON SHEET 14 INCLUDING BUT NOT LIMITED TO THE CONCRETE FOOTING, SAW CUT, ASPHALT BINDER, 12" DOWELS, AND AGGREGATE BASE.

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CALCULATED  
 MJT  
 CHECKED  
 BBD

GENERAL NOTES

LUC-475 / 23-9.54  
 / 9.63 NOISEWALL

14  
 121

**LUC-475 / 23-9.56 / 9.63 NOISEWALL**

1	9/10/20	ADDED PAVEMENT REPAIR NOTE
<b>NO.</b>	<b>DATE</b>	<b>DESCRIPTION</b>
ISSUE RECORD		



**ITEM 614, MAINTAINING TRAFFIC**

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS, AND THE FOLLOWING:

- 1. ALL LANE(S) OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT UNLESS OTHERWISE SPECIFIED.
- 2. THE CONTRACTOR SHALL ONLY CLOSE THE EXISTING SHOULDERS ADJACENT TO THE PROPOSED WORK. THE CLOSING SHALL BE IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWING MT-95.45. SHORT TERM LANE CLOSURES WILL BE PERMITTED ONLY AS DESCRIBED BELOW.
- 3. PERMITTED LANE CLOSURES

LANE CLOSURES ON IR 475 & US-23 SHALL ONLY BE IMPLEMENTED AT THE TIMES LISTED ON THE OHIO DEPARTMENT OF TRANSPORTATION'S PERMITTED LANE CLOSURES WEB SITE WHICH IS LOCATED AT:

<http://plcm.dot.state.oh.us/>

THE PERMITTED CLOSURE TIMES LISTED ON THE WEBSITE, 14 CALENDER DAYS PRIOR TO THE BID LETTING DATE, SHALL BE IN EFFECT FOR THIS PROJECT.

FOR LANE CLOSURES ON THE I.R. 475 N TO I.R. 475 E RAMP, THE TIMES LISTED FOR I.R. 475 FROM SALISBURY ROAD TO US-23 SHALL APPLY.

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
EASTER	MICHIGAN SPEEDWAY RACES
MARATHON LPGA CLASSIC	(OTHER HOLIDAY OR EVENT)

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$125 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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

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

NOTICE OF CLOSURE SIGN TIME TABLE:

DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
>= 2 WEEKS	14 CALENDER DAYS PRIOR TO CLOSURE
> 12 HOURS & < 2 WEEKS	7 CALENDER DAYS PRIOR TO CLOSURE
< 12 HOURS	2 CALENDER 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. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

5. 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.

**PORTABLE BARRIER FOR SHOULDER CLOSURE**

SHOULDER CLOSURE BY USE OF PORTABLE CONCRETE BARRIER IS ANTICIPATED TO CONSTRUCT NOISE BARRIERS ADJACENT TO THE EXISTING SHOULDER AND SHALL BE IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWING MT-95.45.

ANY PROPOSED FOUNDATIONS WITHIN THE CLEAR ZONE MUST BE PROTECTED BY EXISTING GUARDRAIL OR PCB PRIOR TO INSTALLATION.

PORTABLE CONCRETE BARRIER IS ANTICIPATED AT THE FOLLOWING LOCATIONS AND REFERENCE US 23 STATIONING:

- SLYVAN GREEN BARRIER (STA. 908+50 TO STA. 929+00)
- BOX LANE BARRIER (STA. 905+55 TO STA. 931+25)
- EAGLHURST BARRIERS (STA. 865+25 TO STA. 900+40)
- TEJON BARRIER (STA. 873+35 TO STA. 899+00)
- WHITEACRE BARRIER 1 (STA. 837+36 TO STA. 841+44)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO PERFORM THE CLOSURES:

ITEM 614 - WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)  
5 EACH

ITEM 622 - PORTABLE BARRIER, UNANCHORED 10,300 FT

**ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)**

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

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

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.

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.

**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, 29 M. GAL

**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.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND CONCRETE PERMANENT BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS AND ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.]

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.]

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.]

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.]

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

ITEM 614, BARRIER REFLECTOR, TYPE I - 206 EACH  
ITEM 614, OBJECT MARKER, ONE-WAY - 206 EACH

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

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

LUC-475 / 23-9.56 / 9.63 NOISEWALL		
NO.	DATE	DESCRIPTION
1	9/10/20	REVISED NOTES; ADDED PB
ISSUE RECORD		

**MAINTENANCE OF TRAFFIC GENERAL NOTES**  
**LUC-475 / 23-9.54**  
**/ 9.63 NOISEWALL**  
 15  
 121

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SHEET NO.	REFERENCE NO.	STATION		SIDE	202																			
		FROM	TO		CURB AND GUTTER REMOVED FT	PIPE REMOVED, 24" AND UNDER FT	GUARDRAIL REMOVED FT	ANCHOR ASSEMBLY REMOVED, TYPE E EA	ANCHOR ASSEMBLY REMOVED, TYPE T EA	BRIDGE TERMINAL ASSEMBLY REMOVED, TYPE 1 EA	BRIDGE TERMINAL ASSEMBLY REMOVED, TYPE 2 EA	CATCH BASIN REMOVED EACH	FENCE REMOVED FT											
<b>SYLVAN GREEN BARRIER</b>																								
103; 24-25	R-1	906+58.74 (U.S. 23)	917+88.83 (U.S. 23)	LT			1109	1		1														
<b>BOX LANE BARRIER</b>																								
103; 28-30	R-2	905+93.47 (U.S. 23)	917+82.56 (U.S. 23)	RT			1169		1		1													
103; 28-29	R-3	905+93.47 (U.S. 23)	914+93.00 (U.S. 23)	RT	878																			
29	R-4	914+98.00 (U.S. 23)	914+98.00 (U.S. 23)	RT		50							1											
30	R-5	920+81.85 (U.S. 23)	922+57.25 (U.S. 23)	RT			113	1	1															
<b>EAGLEHURST BARRIER 1</b>																								
33-34	R-6	865+41.59 (U.S. 23)	871+95.17 (U.S. 23)	LT			579	1		1														
<b>EAGLEHURST BARRIER 2</b>																								
35	R-7	875+00.00 (U.S. 23)	877+24.69 (U.S. 23)	LT													225							
<b>EAGLEHURST BARRIER 3</b>																								
36	R-8	875+60.12 (U.S. 23)	877+24.28 (U.S. 23)	LT			102	1	1															
38-40	R-9	886+78.98 (U.S. 23)	899+73.55 (U.S. 23)	LT			1303		1		1													
<b>TEJON BARRIER</b>																								
43-44	R-10	884+72.55 (U.S. 23)	898+75.61 (U.S. 23)	RT			929	1																
<b>WHITEACRE BARRIER 1</b>																								
45	R-11	837+87.00 (U.S. 23)	703+50.00	RT			350				1													
<b>LANCELOT</b>																								
105	R-12	542+34.11 (EAGLE 3)	542+61.07 (EAGLE 3)	LT			26																	
105	R-13	542+30.27 (EAGLE 3)	542+68.95 (EAGLE 3)	LT													40							
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>					878	50	5679	5	4	2	3	1	265											

CALCULATED  
SWC  
CHECKED  
MLL

**REMOVAL SUBSUMMARY**

<b>LUC-475 / 23-9.56 / 9.63 NOISEWALL</b>		
1	9/10/20	ADDED REMOVAL QUANTITIES
<b>NO.</b>	<b>DATE</b>	<b>DESCRIPTION</b>
		ISSUE RECORD

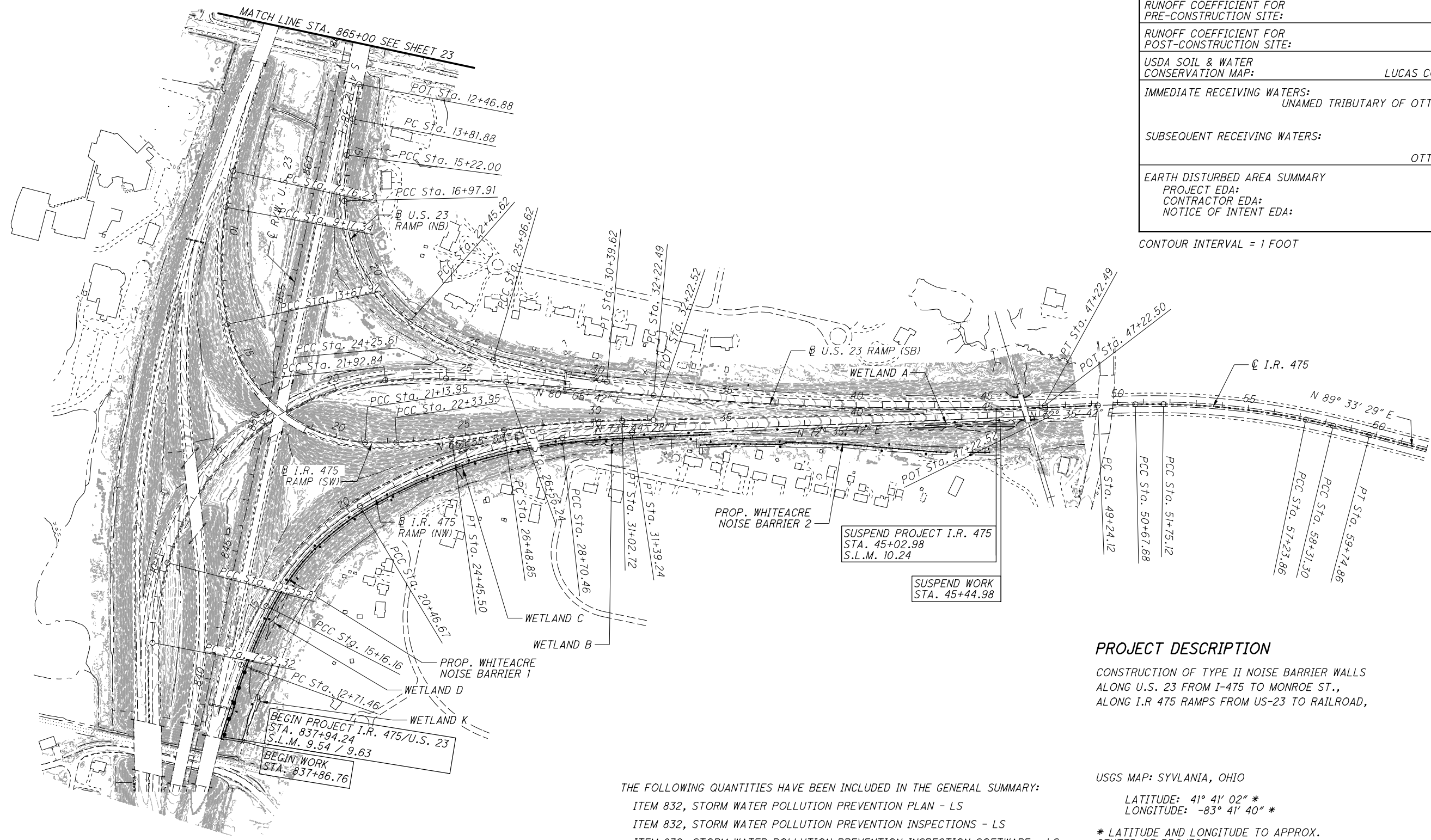
**LUC-475 / 23-9.60 / 9.63 NOISEWALL**



CALCULATED  
KRF  
CHECKED  
BDD

TOTAL AREA:	128.42 AC
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE:	0.0 AC
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE:	1.28 AC
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE:	0.70
RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE:	0.77
USDA SOIL & WATER CONSERVATION MAP:	LUCAS COUNTY, OH
IMMEDIATE RECEIVING WATERS:	UNAMED TRIBUTARY OF OTTAWA RIVER
SUBSEQUENT RECEIVING WATERS:	OTTAWA RIVER
<b>EARTH DISTURBED AREA SUMMARY</b>	
PROJECT EDA:	7.99 ACRES
CONTRACTOR EDA:	0.25 ACRES
NOTICE OF INTENT EDA:	8.24 ACRES

CONTOUR INTERVAL = 1 FOOT



SUSPEND PROJECT I.R. 475  
STA. 45+02.98  
S.L.M. 10.24

SUSPEND WORK  
STA. 45+44.98

BEGIN PROJECT I.R. 475/U.S. 23  
STA. 837+94.24  
S.L.M. 9.54 / 9.63

BEGIN WORK  
STA. 837+86.76

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY:

- ITEM 832, STORM WATER POLLUTION PREVENTION PLAN - LS
- ITEM 832, STORM WATER POLLUTION PREVENTION INSPECTIONS - LS
- ITEM 832, STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE - LS
- ITEM 832, EROSION CONTROL - 76,000 EACH

**PROJECT DESCRIPTION**

CONSTRUCTION OF TYPE II NOISE BARRIER WALLS ALONG U.S. 23 FROM I-475 TO MONROE ST., ALONG I.R. 475 RAMPS FROM US-23 TO RAILROAD,

USGS MAP: SYVLANIA, OHIO  
 LATITUDE: 41° 41' 02" \*  
 LONGITUDE: -83° 41' 40" \*  
 \* LATITUDE AND LONGITUDE TO APPROX. CENTER OF PROJECT

LUC-475 / 23-9.56 / 9.63 NOISEWALL		
NO.	DATE	DESCRIPTION
1	9/10/20	ADDED PROP. GUARDRAIL

ISSUE RECORD

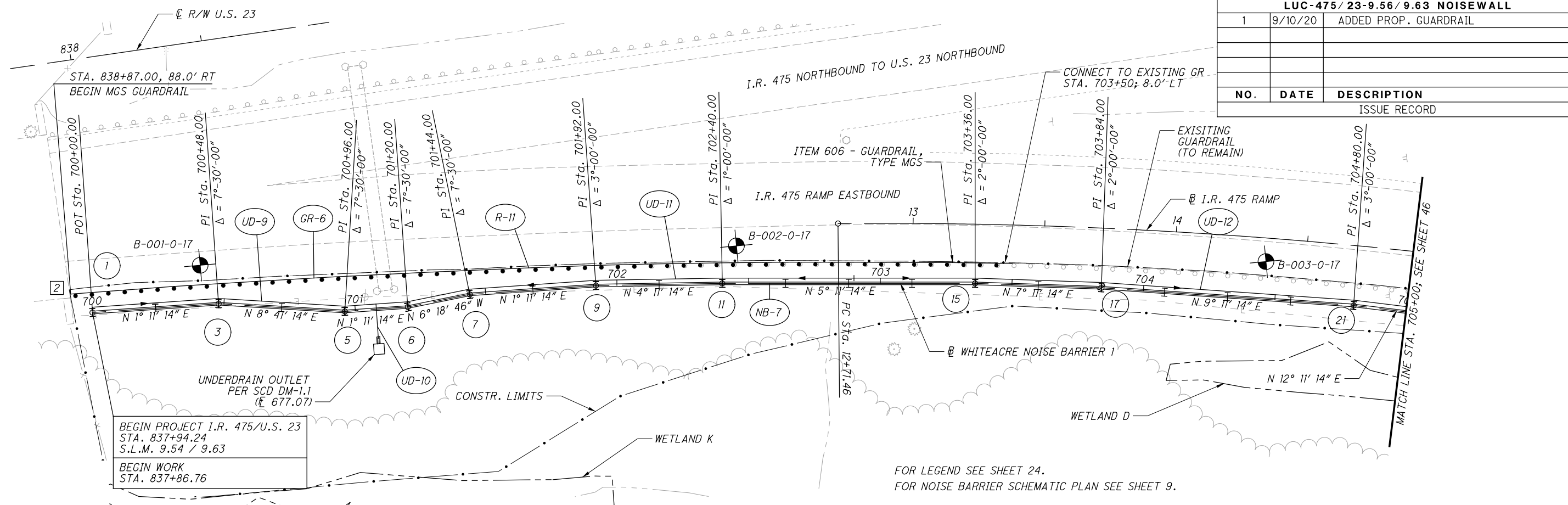
**PROJECT SITE PLAN**

**LUC-475 / 23-9.62 / 9.63 NOISEWALL**

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LUC-475 / 23-9.56 / 9.63 NOISEWALL		
1	9/10/20	ADDED PROP. GUARDRAIL
ISSUE RECORD		
NO.	DATE	DESCRIPTION


  
 CALCULATED SWC  
 CHECKED BBD  
 HORIZONTAL SCALE IN FEET  
 0 20 40

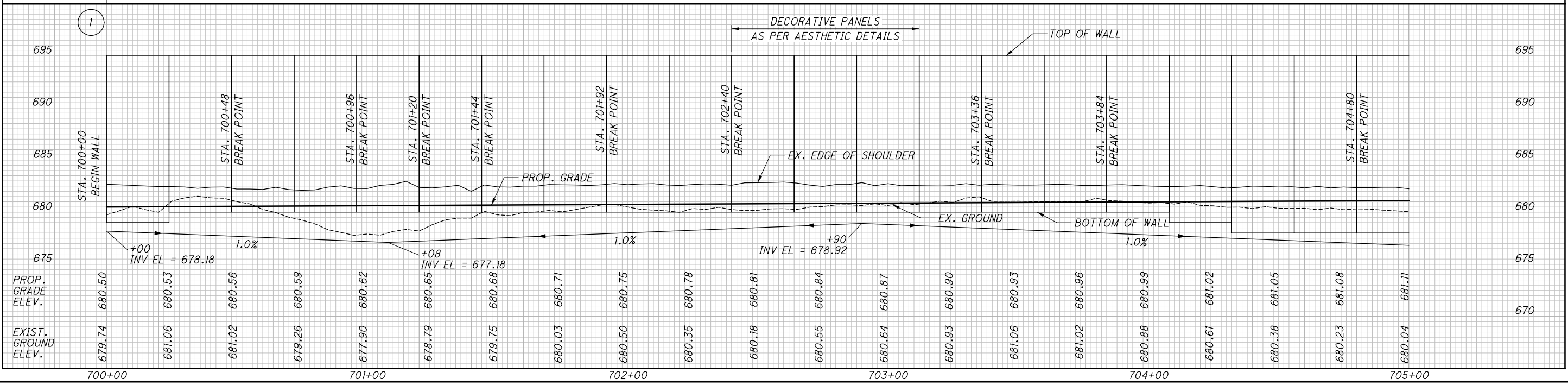


BEGIN PROJECT I.R. 475/U.S. 23  
 STA. 837+94.24  
 S.L.M. 9.54 / 9.63  
 BEGIN WORK  
 STA. 837+86.76

FOR LEGEND SEE SHEET 24.  
 FOR NOISE BARRIER SCHEMATIC PLAN SEE SHEET 9.

TOP OF WALL ELEV.	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	695.00	
ACOUSTIC PROFILE ELEV.																					
BOTTOM OF WALL ELEV.	679.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	680.00	679.00	678.00	678.00	678.00	
PANEL NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21

33 PANELS @ 24' = 792'

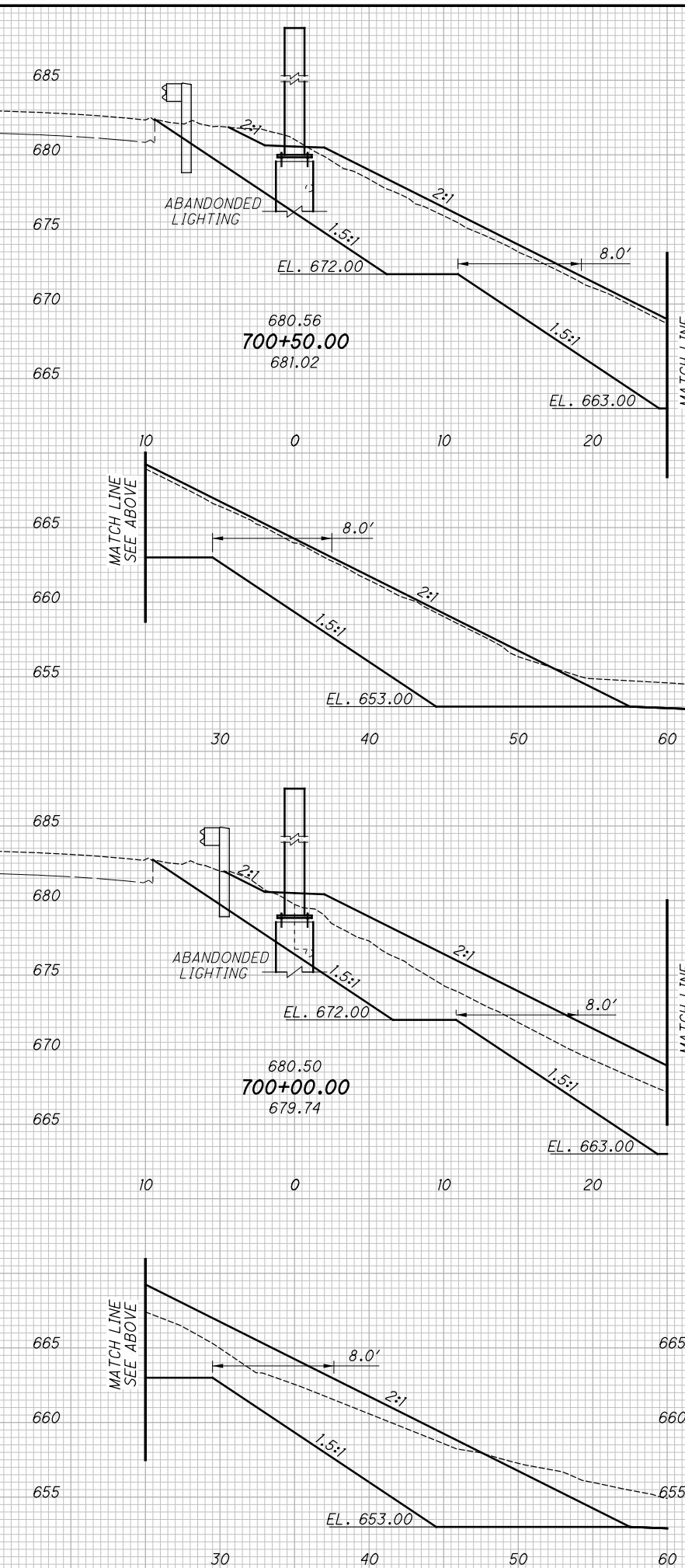


LUC-475 / 23-9.54 / 9.63 NOISEWALL  
 PLAN AND PROFILE WHITEACRE BARRIER 1  
 STA. 700+00.00 TO STA. 705+00.00  
 45  
 121

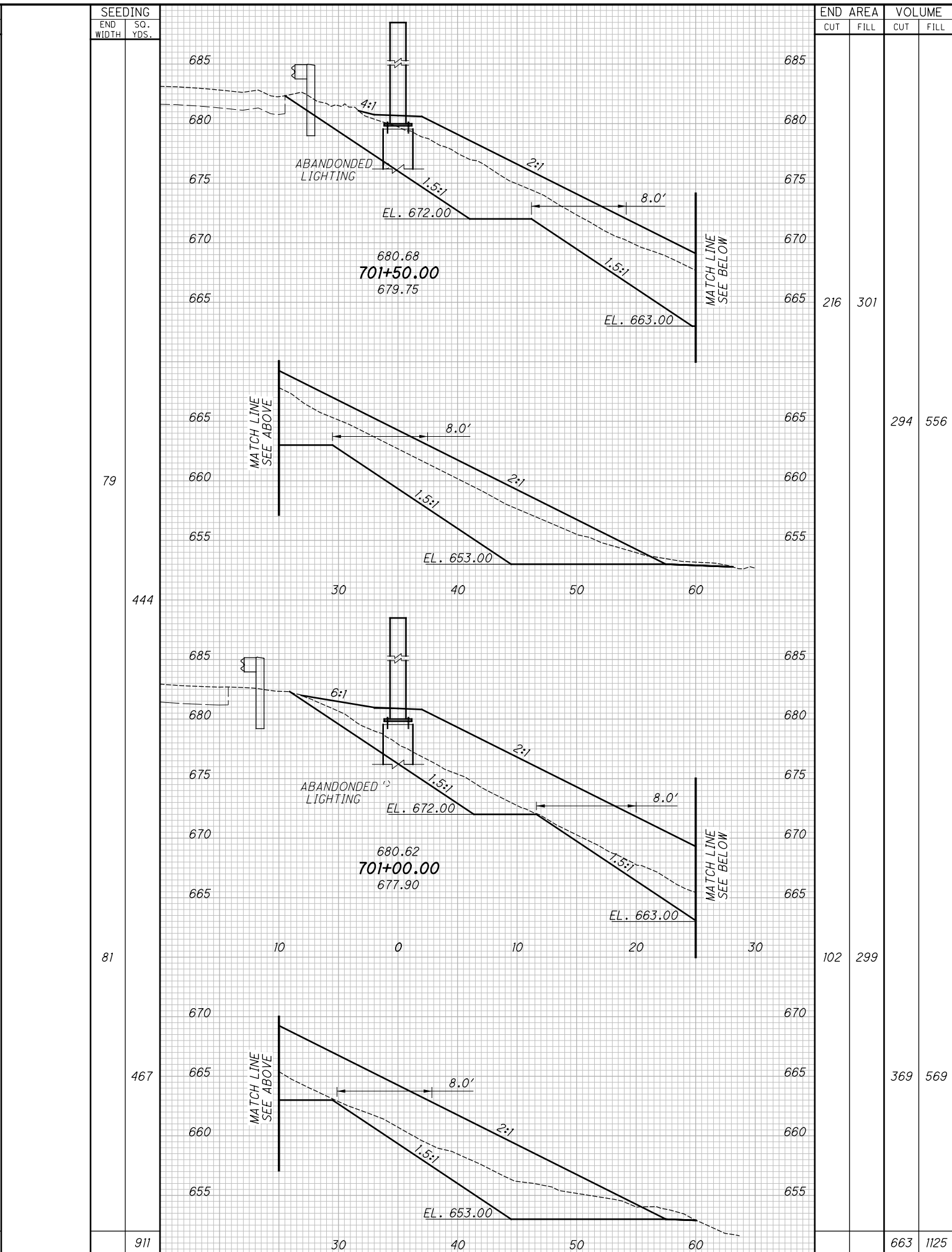
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STATION	SEEDING		END AREA		VOLUME	
	END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL
86			297	315		
478					498	586
85			241	318		
0					0	0
478					498	586



STATION	SEEDING		END AREA		VOLUME	
	END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL
86			297	315		
478					498	586
85			241	318		
0					0	0
478					498	586

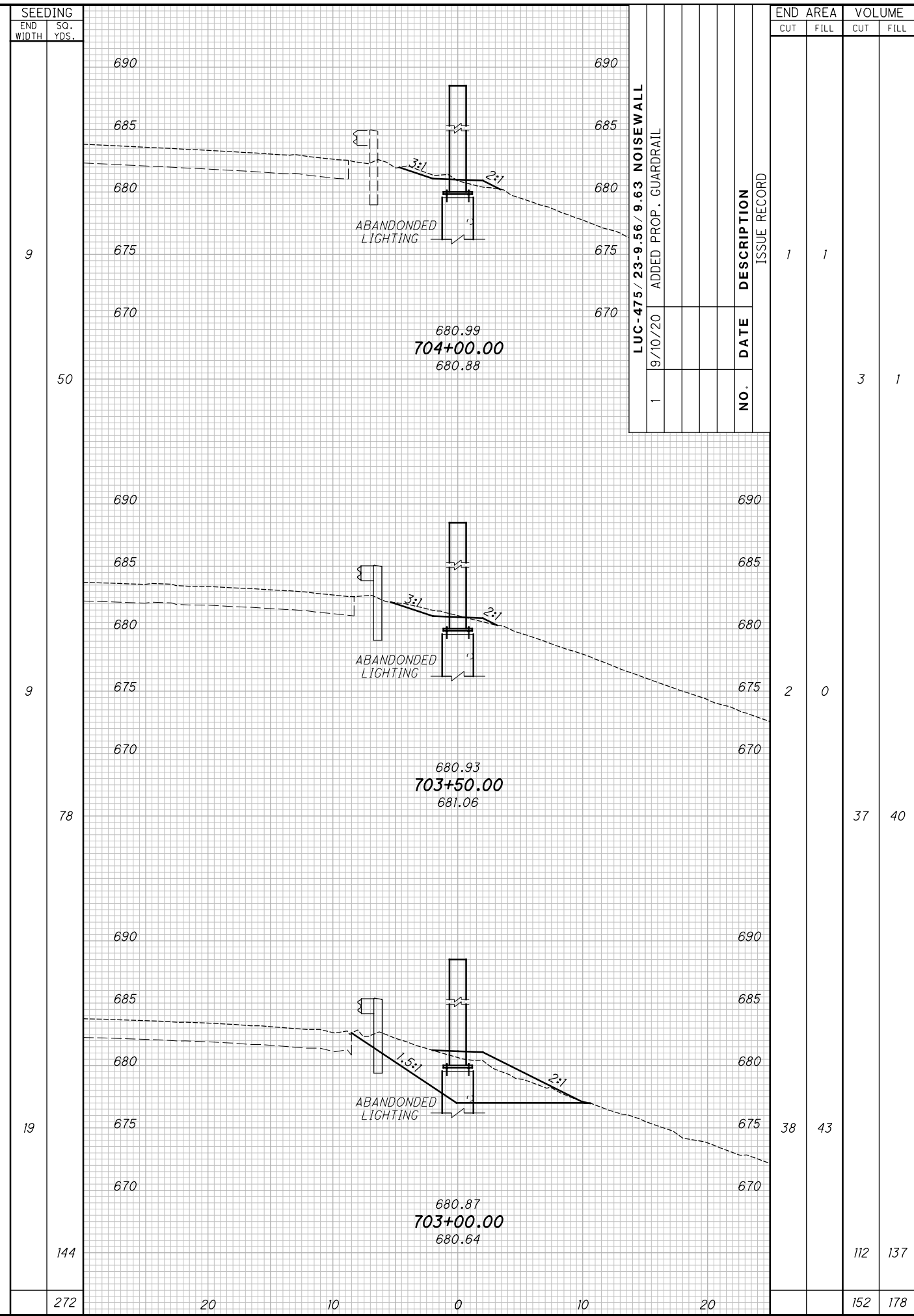
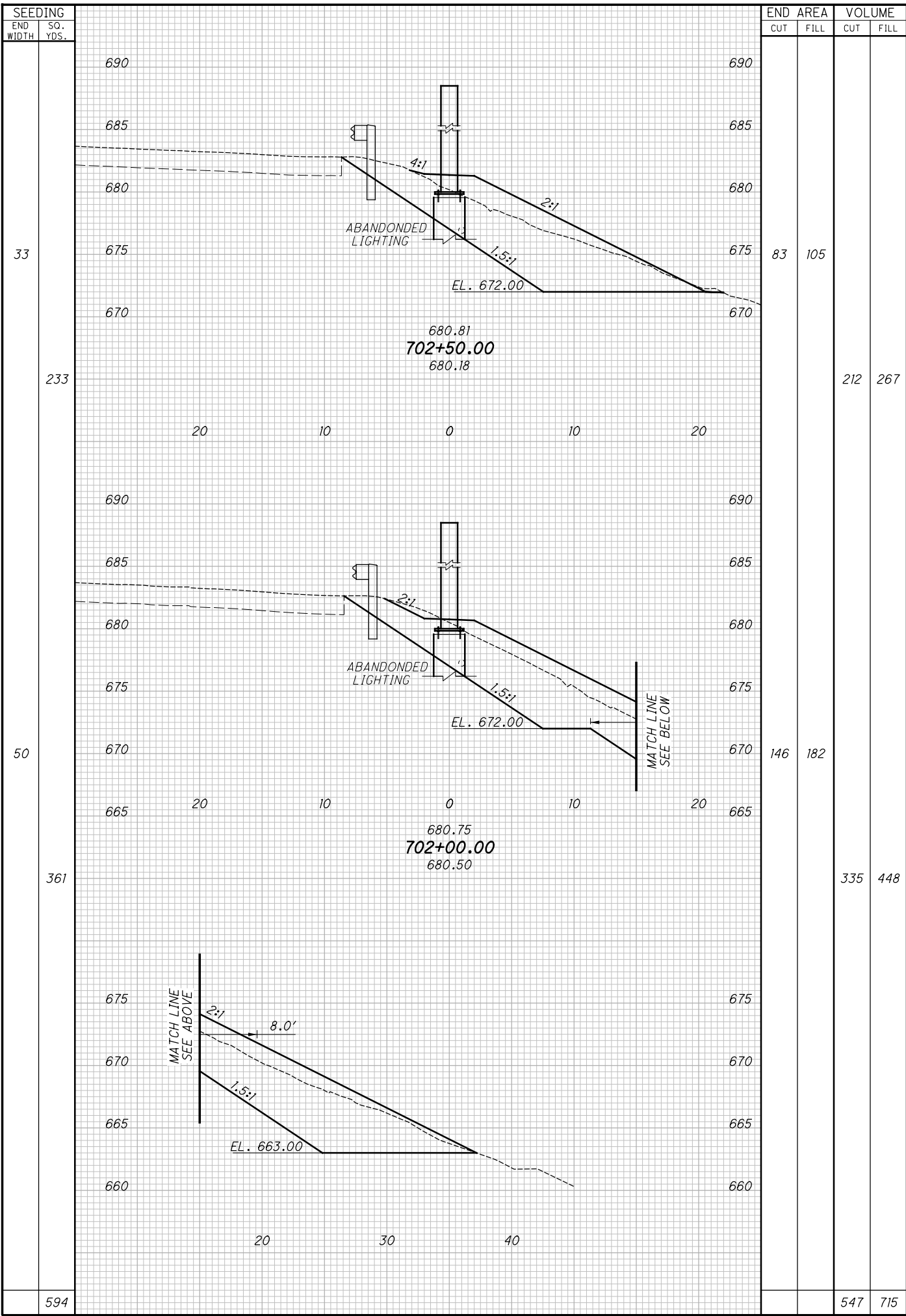


STATION	SEEDING		END AREA		VOLUME		CALCULATED KRM	CHECKED SWC
	END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		
86			297	315				
478					498	586		
85			241	318				
0					0	0		
478					498	586		

**CROSS SECTIONS WHITEACRE BARRIER 1  
STA. 700+00.00 TO STA. 701+50.00**

**LUC-475 / 23-9.54  
/ 9.63 NOISEWALL**

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LUC-475 / 23-9.56 / 9.63 NOISEWALL		NO.	DATE	DESCRIPTION
END	SO.			
9/10/20		1		ADDED PROP. GUARDRAIL

END	AREA		END	VOLUME		CALCULATED	CHECKED
	CUT	FILL		CUT	FILL		
1			1				
3			3				
2			2				
37			37				
38			38				
112			112				
152			152				

**CROSS SECTIONS WHITEACRE BARRIER 1  
STA. 702+00.00 TO STA. 704+00.00**

**LUC-475 / 23-9.54  
/ 9.63 NOISEWALL**