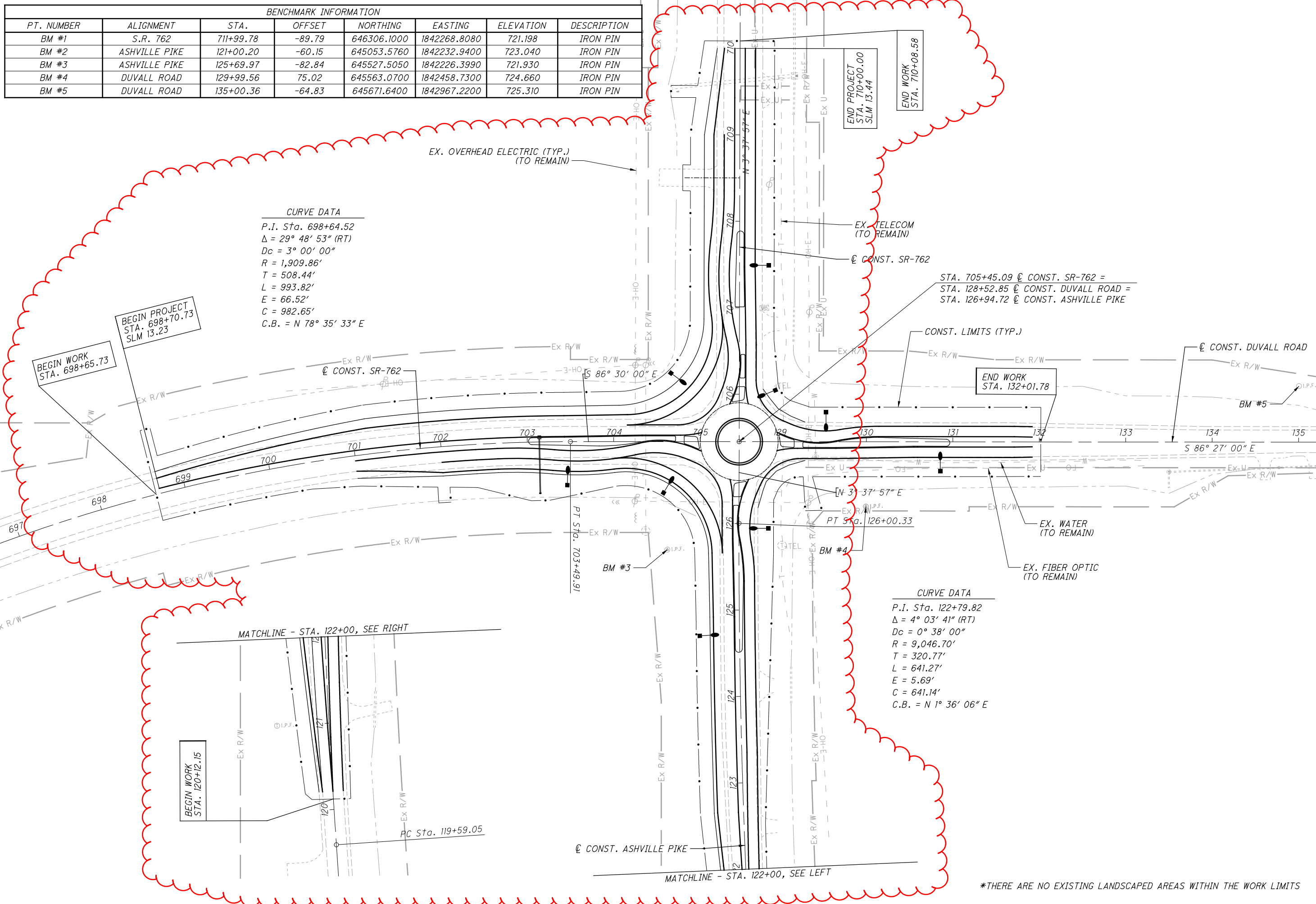


BENCHMARK INFORMATION							
PT. NUMBER	ALIGNMENT	STA.	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM #1	S.R. 762	711+99.78	-89.79	646306.1000	1842268.8080	721.198	IRON PIN
BM #2	ASHVILLE PIKE	121+00.20	-60.15	645053.5760	1842232.9400	723.040	IRON PIN
BM #3	ASHVILLE PIKE	125+69.97	-82.84	645527.5050	1842226.3990	721.930	IRON PIN
BM #4	DUVALL ROAD	129+99.56	75.02	645563.0700	1842458.7300	724.660	IRON PIN
BM #5	DUVALL ROAD	135+00.36	-64.83	645671.6400	1842967.2200	725.310	IRON PIN

CURVE DATA
 P.I. Sta. 698+64.52
 $\Delta = 29^\circ 48' 53''$ (RT)
 $Dc = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 508.44'$
 $L = 993.82'$
 $E = 66.52'$
 $C = 982.65'$
 C.B. = N $78^\circ 35' 33''$ E

CURVE DATA
 P.I. Sta. 122+79.82
 $\Delta = 4^\circ 03' 41''$ (RT)
 $Dc = 0^\circ 38' 00''$
 $R = 9,046.70'$
 $T = 320.77'$
 $L = 641.27'$
 $E = 5.69'$
 $C = 641.14'$
 C.B. = N $1^\circ 36' 06''$ E



BEGIN PROJECT
 STA. 698+70.73
 SLM 13.23

BEGIN WORK
 STA. 698+65.73

END WORK
 STA. 132+01.78

END PROJECT
 STA. 710+00.00
 SLM 13.44

END WORK
 STA. 710+08.58

BEGIN WORK
 STA. 120+12.15

MATCHLINE - STA. 122+00, SEE RIGHT

PC Sta. 119+59.05

CONST. ASHVILLE PIKE

MATCHLINE - STA. 122+00, SEE LEFT

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS



SCHEMATIC PLAN

PIC-SR762-13.37

P:\117389_PIC-ROUNDABOUT\Design\Roadway\Sheets\117389_GB001.dgn Sheet 3/15/2024 9:38:58 AM miles



CALCULATED
MJC
CHECKED
MJC

GEOMETRIC PLAN

PIC-SR762-13.37

REF. LINE	CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	Dc	Δ	TANGENT LENGTH (FT.)	LENGTH (FT.)	RADIUS (FT.)	BEGIN CURVE	END CURVE
WL	WL1	11+90.30	645657.9061	1842261.9734	57°17'45"	13°47'24"	12.09	24.07	100.00	11+78.21	12+02.28
NL	NL1	80+44.32	645730.9652	1842328.5962	57°17'45"	37°26'45"	33.89	65.36	100.00	80+10.43	80+75.79
	NL2	81+32.90	645820.3157	1842311.2910	19°05'55"	21°33'34"	57.12	112.89	300.00	80+75.79	81+88.67
	NL3	82+19.10	645906.3722	1842327.3934	11°27'33"	6°57'57"	30.43	60.79	500.00	81+88.67	82+49.46
NW	NW1	101+27.29	645668.4614	1842316.3580	51°09'25"	97°18'44"	127.29	190.22	112.00	100+00.00	101+90.22

REF. LINE	CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	Dc	Δ	TANGENT LENGTH (FT.)	LENGTH (FT.)	RADIUS (FT.)	BEGIN CURVE	END CURVE
NR	NR1	70+12.09	645701.9732	1842327.9447	57°17'45"	13°47'24"	12.09	24.07	100.00	70+00.00	70+24.07
EL	EL1	60+41.32	645636.8323	1842398.2028	57°17'45"	34°19'50"	30.89	59.92	100.00	60+10.43	60+70.35
	EL2	60+95.48	645644.5588	1842453.6821	22°55'06"	11°28'42"	25.13	50.08	250.00	60+70.35	61+20.43

* CENTER OF ROUNDABOUT
NORTHING = 645647.0302
EASTING = 1842316.9417
RADIUS = 45.00'

		NORTHING	EASTING
1	2+36.98 CC = 12+02.28 WL	645660.0662	1842273.8713
2	2+58.46 CC = 22+39.02 WR	645638.8158	1842272.6978
3	0+24.8 CC = 32+02.28 SL	645603.9900	1842303.8061
4	0+46.30 CC = 42+04.24 SR	645602.7674	1842325.0537
5	0+95.56 CC = 50+00.00 ER	645633.9566	1842360.0008
6	1+17.05 CC = 60+00.00 EL	645655.2059	1842361.1928
7	1+66.19 CC = 70+00.00 NR	645690.0704	1842330.0773
8	1+87.67 CC = 80+00.00 NL	645691.2930	1842308.8297

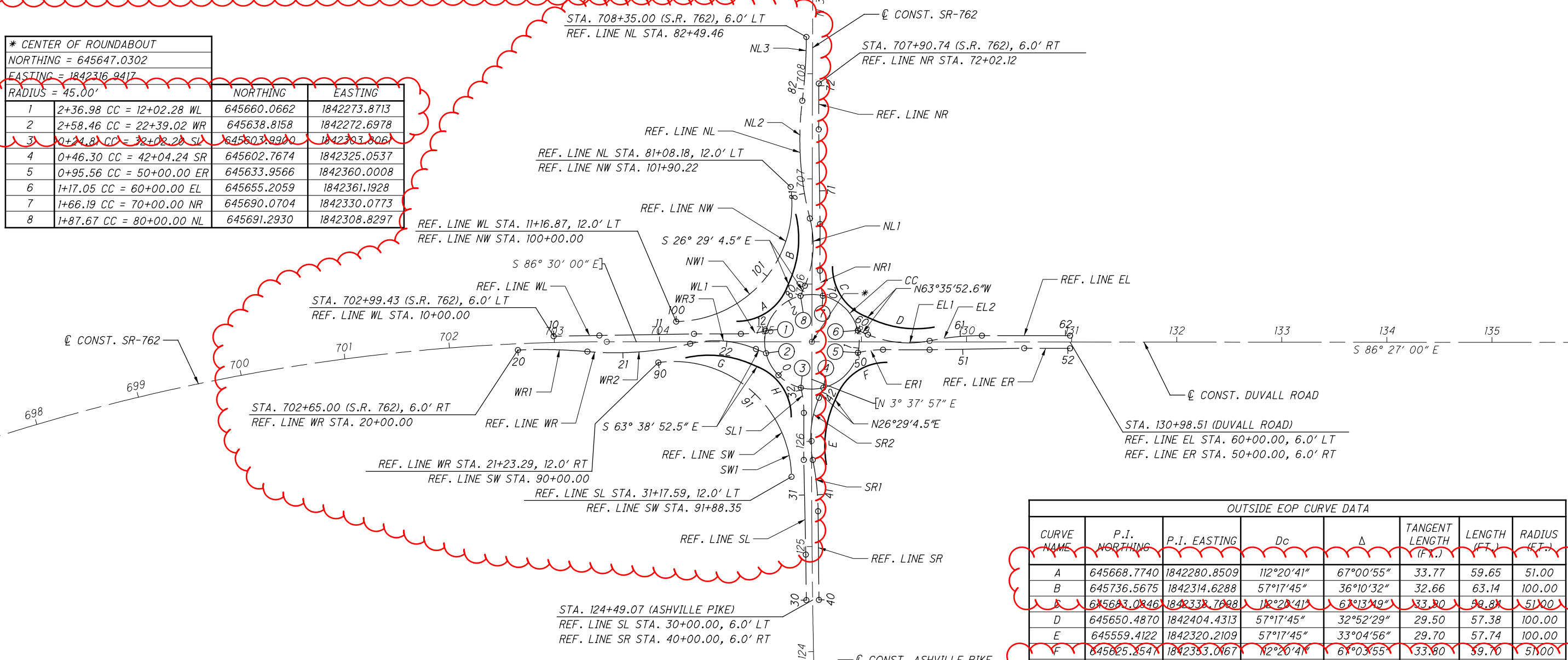
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REF. LINE	CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	Dc	Δ	TANGENT LENGTH (FT.)	LENGTH (FT.)	RADIUS (FT.)	BEGIN CURVE	END CURVE
SL	SL1	31+90.23	645592.0872	1842305.9387	57°17'45"	13°47'24"	12.09	24.07	100.00	31+78.14	32+02.20
WR	WR1	20+33.16	645655.6932	1842070.3452	11°27'33"	7°35'22"	33.16	66.23	500.00	20+00.00	20+66.23
	WR2	21+15.91	645643.3884	1842152.2658	19°05'55"	18°48'15"	49.68	98.46	300.00	20+66.23	21+64.69
	WR3	21+97.77	645658.1323	1842233.7033	57°17'45"	36°36'51"	33.09	63.90	100.00	21+64.69	22+28.59
SW	SW1	91+25.17	645645.1208	1842294.7200	51°09'25"	96°25'18"	125.17	188.35	112.00	90+00.00	91+88.35

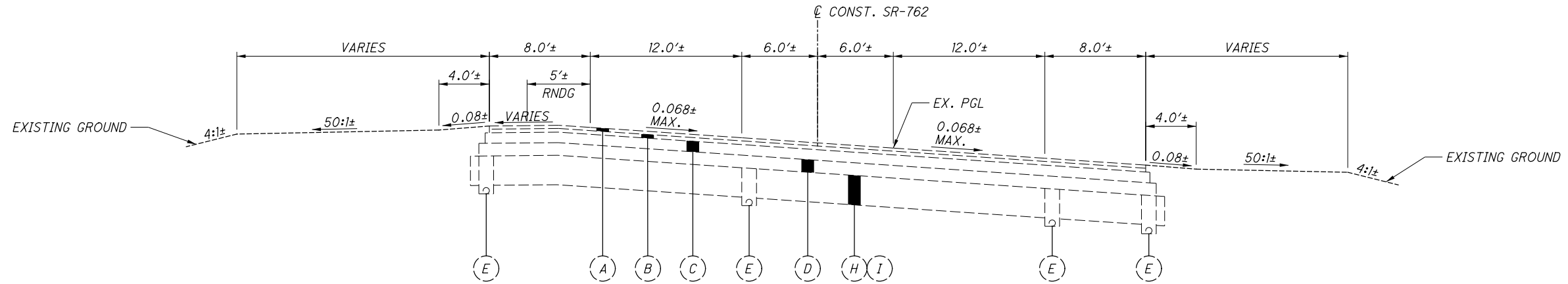
OUTSIDE EOP CURVE DATA

CURVE NAME	P.I. NORTHING	P.I. EASTING	Dc	Δ	TANGENT LENGTH (FT.)	LENGTH (FT.)	RADIUS (FT.)
A	645668.7740	1842280.8509	112°20'41"	67°00'55"	33.77	59.65	51.00
B	645736.5675	1842314.6288	57°17'45"	36°10'32"	32.66	63.14	100.00
C	645683.0846	1842332.7688	112°20'41"	67°13'19"	33.80	59.81	51.00
D	645650.4870	1842404.4313	57°17'45"	32°52'29"	29.50	57.38	100.00
E	645559.4122	1842320.2109	57°17'45"	33°04'56"	29.70	57.74	100.00
F	645625.2547	1842353.0167	112°20'41"	67°03'55"	33.80	59.70	51.00
G	645644.2521	1842227.9310	57°17'45"	35°20'36"	31.86	61.69	100.00
H	645610.9725	1842285.1134	112°20'41"	67°16'49"	33.94	59.89	51.00

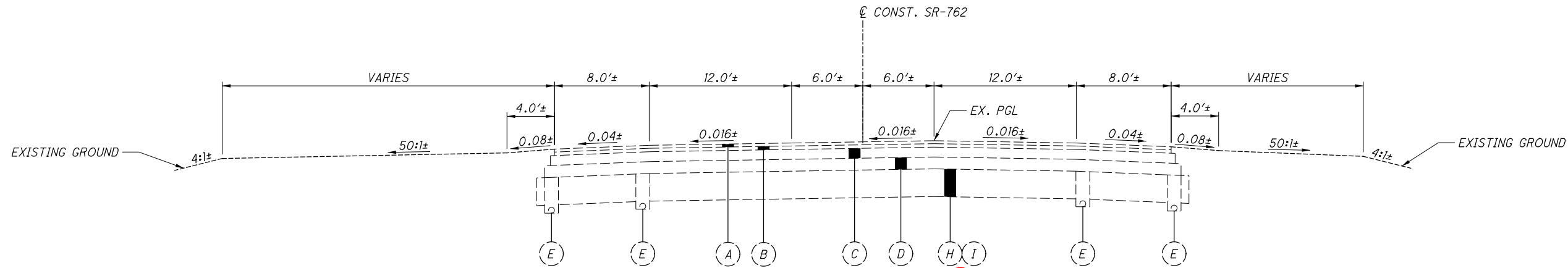
REF. LINE	CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	Dc	Δ	TANGENT LENGTH (FT.)	LENGTH (FT.)	RADIUS (FT.)	BEGIN CURVE	END CURVE
ER	ER1	50+12.09	645636.1063	1842371.9005	57°17'45"	13°47'24"	12.09	24.07	100.00	50+00.00	50+24.07
SR	SR1	41+09.04	645510.4215	1842314.3461	22°55'06"	11°15'43"	24.65	49.14	250.00	40+84.39	41+33.53
	SR2	41+64.61	645565.6070	1842306.5387	57°17'45"	34°32'13"	31.09	60.28	100.00	41+33.53	41+93.81



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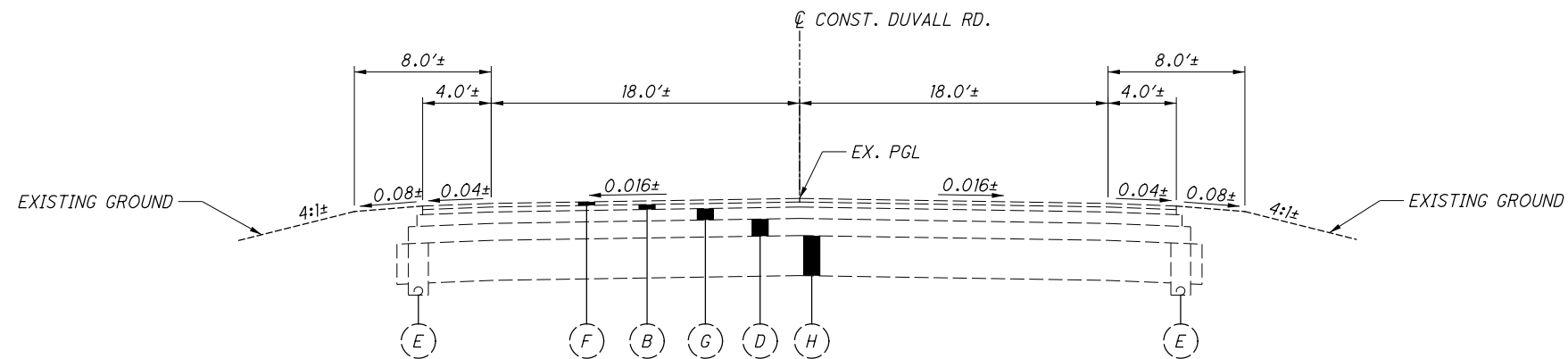
EXISTING SR-762 SUPERELEVATED SECTION
 STA. 698+70.73 TO STA. 705+45.09 = 674.36 FEET



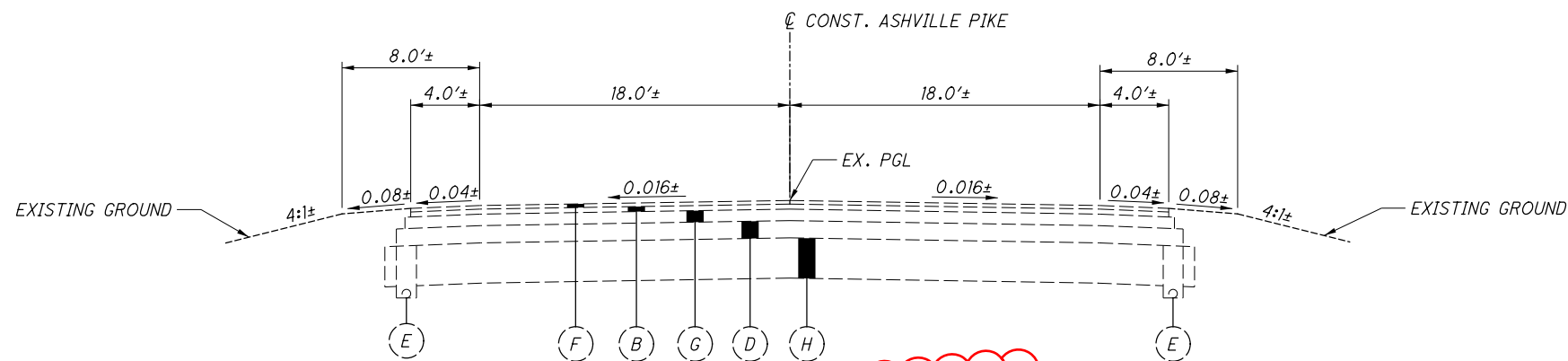
EXISTING SR-762 NORMAL SECTION
 STA. 705+45.09 TO STA. 710+00.00 = 454.91 FEET

LEGEND

- | | | | |
|--|---|--|--|
| (A) EX. 1.5"± ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 | (1) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) | (10) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE | (19) ITEM 659 - SEEDING AND MULCHING |
| (B) EX. 1.75"± ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22 | (2) ITEM 407 - NON-TRACKING TACK COAT (APPLICATION RATE PER CMS TABLE 407.06-1) | (11) ITEM 254 - 1.75" PAVEMENT PLANING, ASPHALT CONCRETE | (20) ITEM 605 - 6" BASE PIPE UNDERDRAINS |
| (C) EX. 5"± ASPHALT CONCRETE BASE, PG64-22 | (3) ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) | (12) ITEM 209 - LINEAR GRADING | (21) ITEM 202 - PAVEMENT REMOVED |
| (D) EX. 6"± AGGREGATE BASE | (4) ITEM 609 - CONCRETE MEDIAN, AS PER PLAN | (13) ITEM 304 - 6" AGGREGATE BASE | (22) ITEM 618 - RUMBLE STRIPS |
| (E) EX. 6"± PIPE UNDERDRAINS | (5) ITEM 202 - PAVEMENT REMOVED, AS PER PLAN | (14) ITEM 254 - VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE | |
| (F) EX. 1.25"± ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 | (6) ITEM 609 - CURB, TYPE 10, AS PER PLAN | (15) ITEM 204 - PROOF ROLLING & SUBGRADE COMPACTION | |
| (G) EX. 4"± ASPHALT CONCRETE BASE, PG64-22 | (7) ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN | (16) ITEM 304 - VARIABLE DEPTH AGGREGATE BASE, AS PER PLAN (SEE GENERAL NOTES) | |
| (H) EX. LIME STABILIZED EMBANKMENT, 14"± DEEP | (8) ITEM 304 - 4" AGGREGATE BASE, AS PER PLAN | (17) ITEM 203 - EMBANKMENT | |
| (I) EX. CEMENT STABILIZED SUBGRADE, 14"± DEEP | (9) ITEM 301 - 5" ASPHALT CONCRETE BASE, PG64-22, (449) | (18) ITEM 203 - EXCAVATION | |



EXISTING DUVALL ROAD NORMAL SECTION
STA. 129+28.95 TO STA. 131+91.78 = 262.83 FEET



EXISTING ASHVILLE PIKE NORMAL SECTION
STA. 120+21.11 TO STA. 126+18.45 = 597.34 FEET

- A** VARIES 8.0'± TO 11.0'
STA. 698+70.73 TO STA. 701+15.73
11.0'
- STA. 701+15.73 TO STA. 704+06.10
VARIES 11.0' TO 11.5'
- STA. 704+06.10 TO STA. 704+15.93
(SEE REF LINE NW TYPICAL)
- STA. 704+15.93 TO STA. 705+00.09
- B** VARIES 0.0' TO 12.0'
STA. 698+70.73 TO STA. 701+15.73
12.0'
- STA. 701+15.73 TO STA. 703+42.72
VARIES 12.0' TO 13.2'
- STA. 703+42.72 TO STA. 704+15.93
(SEE REF LINE NW TYPICAL)
- STA. 704+15.93 TO STA. 705+00.09

- C** ADDITIONAL 1.75" MILLING AND INT. COURSE
BEGINS AT STA. 702+99.43
6.0'
- STA. 702+99.43 TO STA. 703+42.88
VARIES 6.0' TO 7.5'
- STA. 703+42.88 TO STA. 704+32.88
7.5'
- STA. 704+32.88 TO STA. 704+77.47
VARIES 7.5' TO 10.4' (FOLLOWS REF WL)
- STA. 704+77.47 TO STA. 705+01.31
ENDS AT STA. 705+01.31

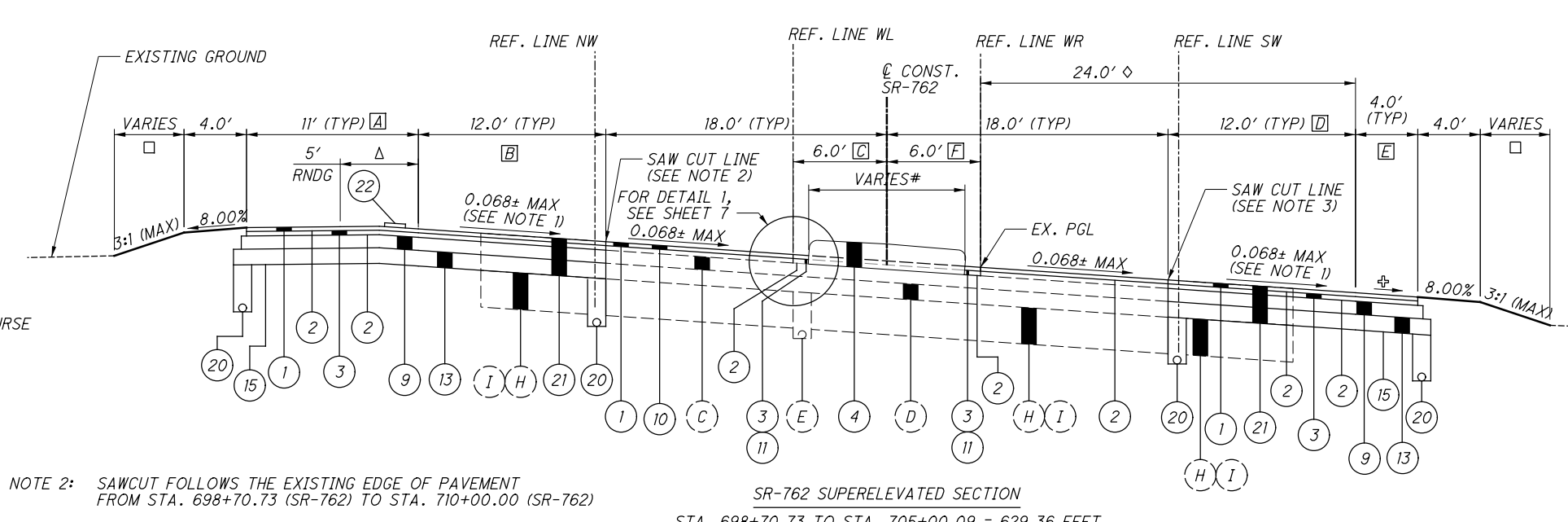
- G** (SEE REF LINE NW TYPICAL)
STA. 705+90.08 TO STA. 706+92.36
23.0'
- STA. 706+92.36 TO STA. 709+00.00
VARIES 23.0' TO 8.3'±
- STA. 709+00.00 TO STA. 710+00.00

- H** (SEE REF LINE NW TYPICAL)
STA. 705+90.08 TO STA. 706+92.36
(SEE REF LINE NL)
- STA. 706+92.36 TO STA. 708+35.00
12.0'
- STA. 708+35.00 TO STA. 709+00.00
VARIES 12.0' TO 0.0'
- STA. 709+00.00 TO STA. 710+00.00

- I** ADDITIONAL 1.75" MILLING AND INT. COURSE
BEGINS AT STA. 705+88.74
VARIES 10.9' TO 6.0' (FOLLOWS REF NL)
- STA. 705+88.74 TO STA. 706+00.43
6.0'
- STA. 706+00.43 TO STA. 707+90.74
ENDS AT STA. 707+90.74

- ◇ APPLIES FROM
STA. 706+92.36 TO STA. 708+35.00
- ⊗ SHOULDER SLOPE VARIES FROM: 0.016 TO 0.04
FROM STA. 709+00.00 TO STA. 710+00.00

- M** VARIES 11.5' TO 14.5'
STA. 100+00.00 TO STA. 100+79.45
VARIES 14.5' TO 8.3'
- STA. 100+79.45 TO STA. 101+90.20



NOTE 2: SAWCUT FOLLOWS THE EXISTING EDGE OF PAVEMENT FROM STA. 698+70.73 (SR-762) TO STA. 710+00.00 (SR-762)

SR-762 SUPERELEVATED SECTION
STA. 698+70.73 TO STA. 705+00.09 = 629.36 FEET

NOTE 1: MATCH EX. PAVEMENT CROSS SLOPE
NOTE 3: SAWCUT FOLLOWS THE EXISTING EDGE OF PAVEMENT FROM STA. 701+00.00 (SR-762) TO STA. 120+21.11 (ASHVILLE PIKE)

- D** VARIES 0.0' TO 12.0'
STA. 701+00.00 TO STA. 702+00.00
12.0'
- STA. 702+00.00 TO STA. 702+65.00
(SEE REF LINE WR)
- STA. 702+65.00 TO STA. 703+98.95
(SEE REF LINE SW TYPICAL)
- STA. 703+98.95 TO STA. 705+00.09
- E** VARIES 8.3'± TO 4.0'
STA. 701+00.00 TO STA. 702+00.00

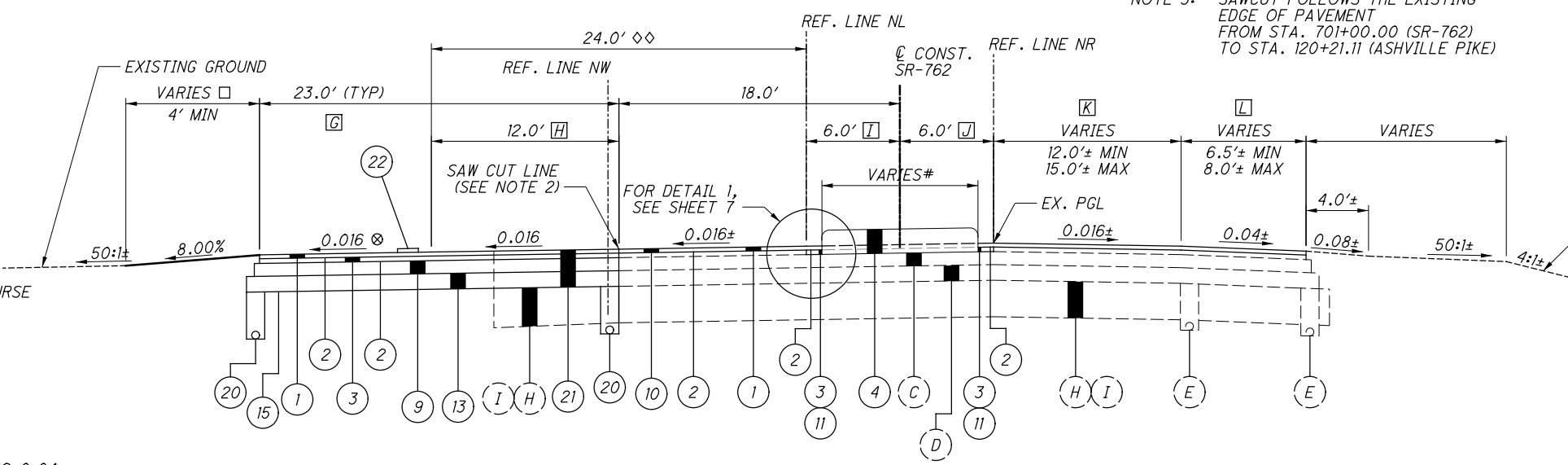
- ◇ APPLIES FROM
STA. 702+65 TO STA. 703+98.95

- F** ADDITIONAL 1.75" MILLING AND INT. COURSE
BEGINS AT STA. 702+99.43
6.0'
- STA. 702+99.43 TO STA. 704+89.74
6.0' TO 10.9' (FOLLOWS REF WR)
- STA. 704+89.74 TO STA. 705+01.43
ENDS AT STA. 705+01.43

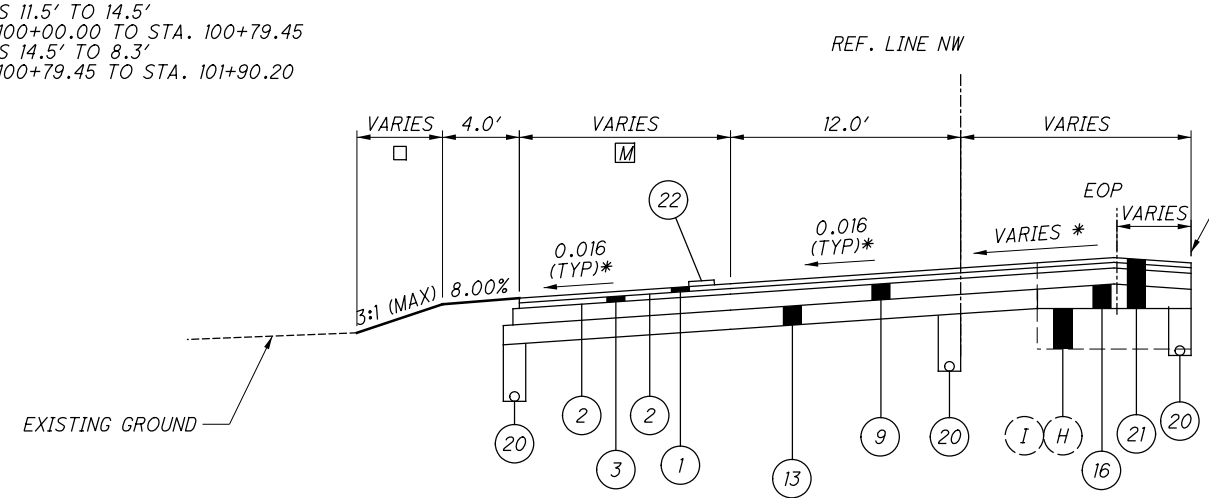
- J** ADDITIONAL 1.75" MILLING AND INT. COURSE
BEGINS AT STA. 705+88.87
10.4' TO 7.5' (FOLLOWS REF NR)
- STA. 705+88.87 TO STA. 706+12.71
7.5'
- STA. 706+12.71 TO STA. 706+57.09
7.5' TO 6.0'
- STA. 706+57.09 TO STA. 707+47.09
6.0'
- STA. 707+47.09 TO STA. 707+90.74
ENDS AT STA. 707+90.74

- K** VARIES 15.0' TO 12.0'
STA. 705+88.87 TO STA. 706+16.35
12.0'
- STA. 706+16.35 TO STA. 710+00.00

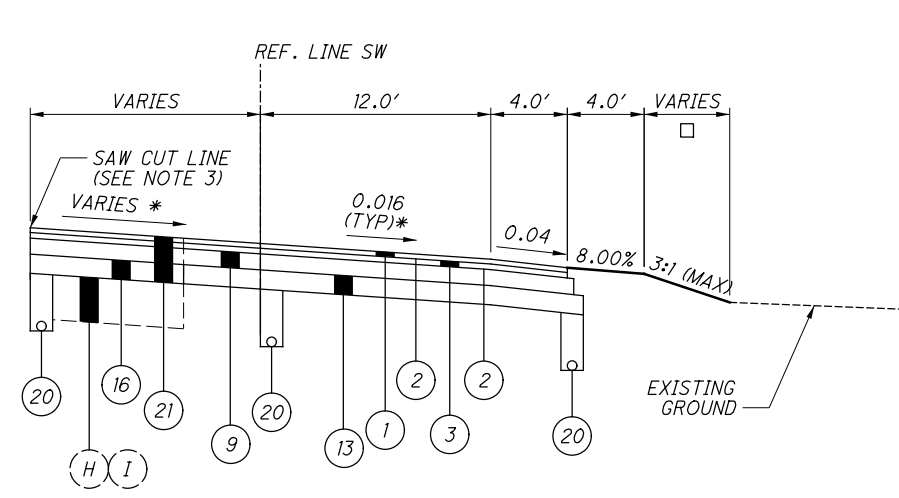
- L** (SEE SHOULDER WIDENING DETAIL #1)
STA. 705+90.08 TO STA. 706+06.00
6.5'±
- STA. 706+06.00 TO STA. 706+57.09
VARIES 6.5'± TO 8.0'±
- STA. 706+57.09 TO STA. 707+47.09
8.0'±
- STA. 707+47.09 TO STA. 710+00.00



SR-762 NORMAL SECTION
STA. 705+90.08 TO STA. 710+00.00 = 409.92 FEET



REF LINE NW SECTION
STA. 100+00.00 TO STA. 101+90.22 = 190.22 FEET



REF LINE SW SECTION
STA. 90+00.00 TO STA. 91+88.35 = 188.35 FEET

- SEE CROSS SECTIONS
- # SEE SPLITTER ISLAND DETAILS
- * SEE INTERSECTION DETAIL

- Δ 7.00% MAX BREAK
- ⊕ 0.04 OR RATE OF SUPER IF GREATER

FOR LEGEND, SEE SHEET 4

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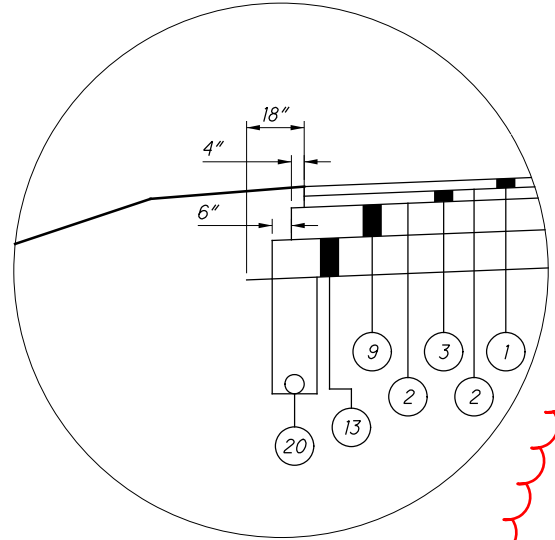
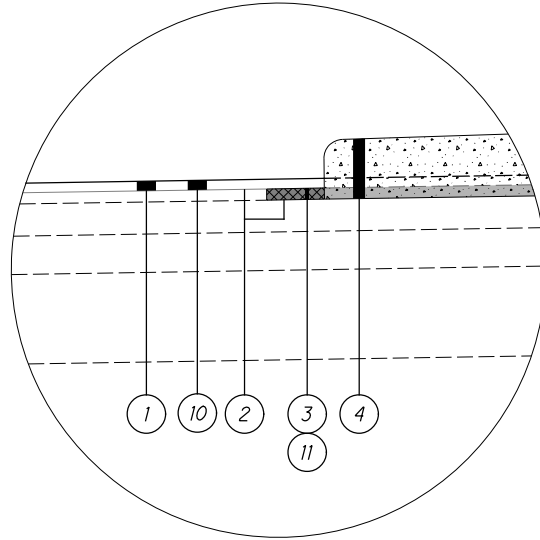
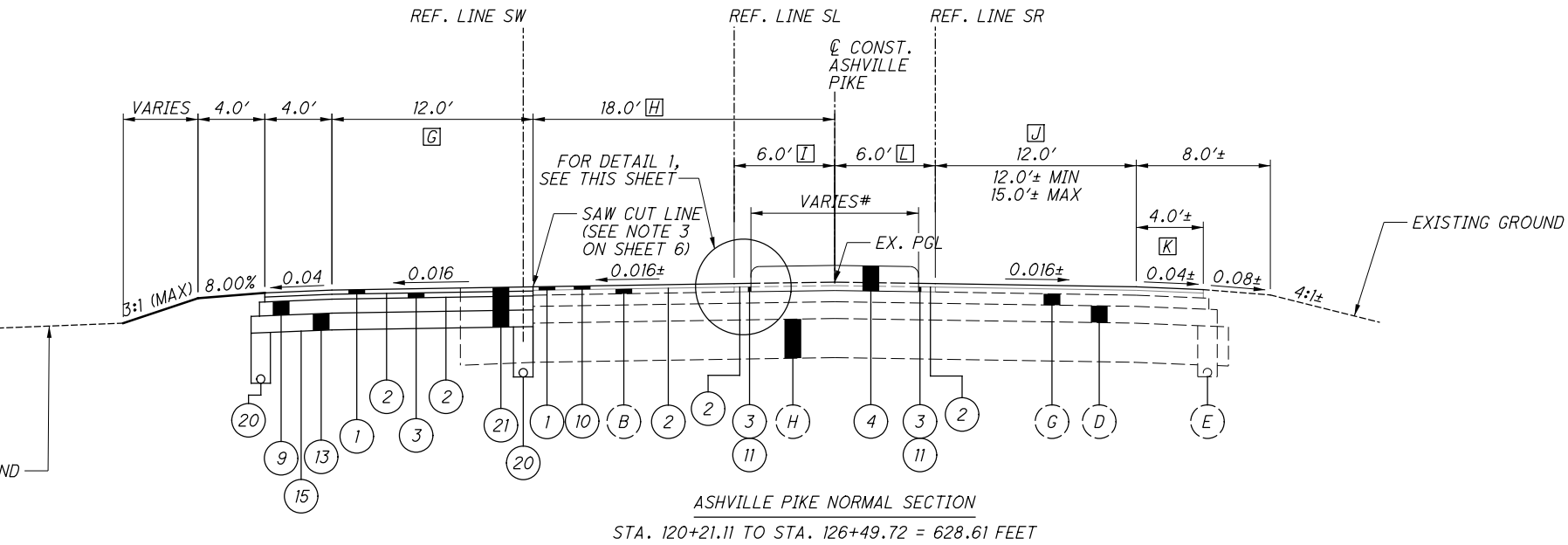
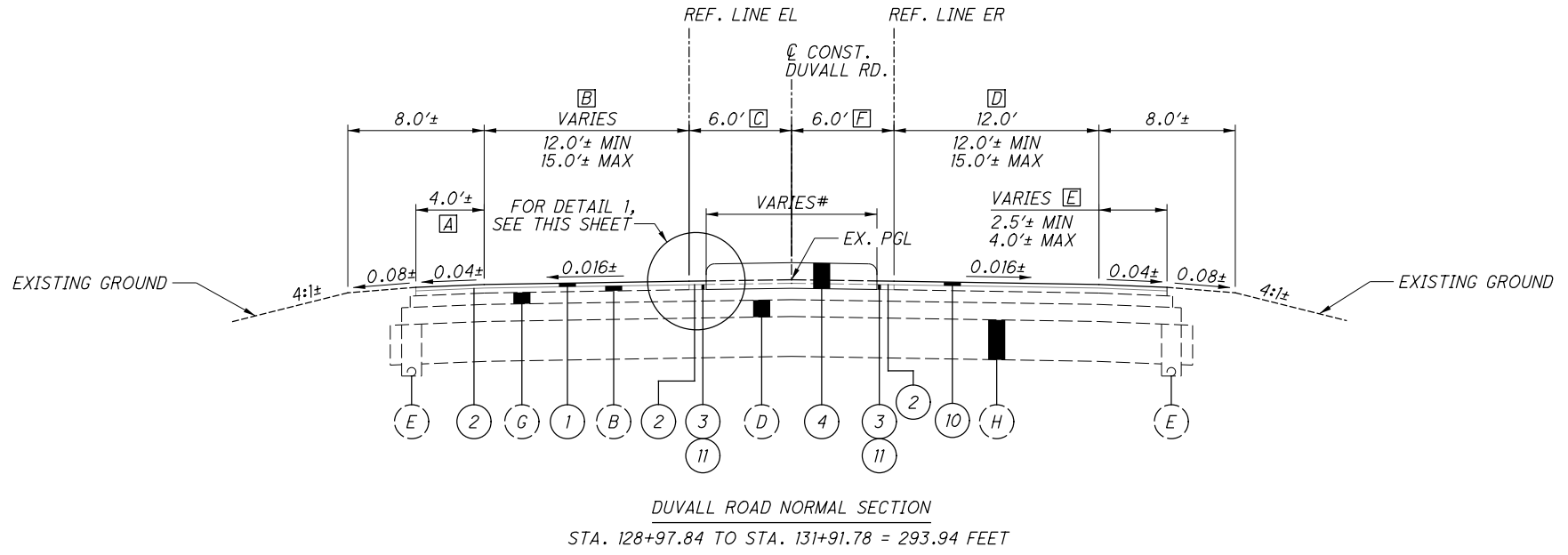
- [A] (SEE SHOULDER WIDENING DETAIL #1)
STA. 128+97.84 TO 129+28.95
- [B] 15.0'
STA. 128+96.51 TO STA. 129+06.12
VARIES 15.0' TO 12.0'
STA. 129+06.12 TO STA. 129+69.01
15.0'
STA. 129+69.01 TO STA. 131+91.78

- [C] ADDITIONAL 1.75" MILLING AND INT. COURSE
BEGINS AT STA. 128+96.51
VARIES 10.9' TO 6.0' (FOLLOWS REF EL)
STA. 128+96.51 TO STA. 129+08.20
6.0'
STA. 129+08.20 TO STA. 130+98.51
ENDS AT STA. 130+98.51

- [G] VARIES 0.0' TO 13.5'
STA. 120+21.11 TO STA. 122+66.11
VARIES 13.5' TO 12.0'
STA. 122+66.11 TO STA. 123+50.00
12.0'
STA. 123+50.00 TO STA. 124+92.35
VARIES 12.0' TO 13.2'
STA. 124+92.35 TO STA. 125+66.11
(SEE REF LINE SW TYPICAL)
STA. 125+66.11 TO STA. 126+94.72

- [H] VARIES 12.0' TO 18.0'
STA. 120+21.11 TO STA. 123+50.00
18.0'
STA. 123+50.00 TO STA. 126+94.72

- [I] ADDITIONAL 1.75" MILLING AND INT. COURSE
BEGINS AT STA. 124+49.06
6.0'
STA. 124+49.06 TO STA. 124+92.35
VARIES 6.0' TO 7.5'
STA. 124+92.35 TO STA. 125+82.35
7.5'
STA. 125+82.35 TO STA. 126+27.09
VARIES 7.5' TO 10.4' (FOLLOWS REF SL)
STA. 126+27.09 TO STA. 126+50.93
ENDS AT STA. 126+50.93



- ADDITIONAL 1.75" MILLING
- 1.75" INTERMEDIATE COURSE AROUND SPLITTER ISLANDS
- CONCRETE MEDIAN, AS PER PLAN

NOTE: SEE INTERSECTION AND PAVEMENT DETAIL SHEET FOR LIMITS OF ADDITIONAL MILLING AND SURFACE COURSE

- [D] VARIES 15.0' TO 12.0'
STA. 128+96.64 TO STA. 129+24.00
12.0'
STA. 129+24.00 TO STA. 131+91.78
- [E] (SEE SHOULDER WIDENING DETAIL #1)
STA. 128+97.84 TO 129+28.95
2.5'±
STA. 129+28.95 TO STA. 129+64.86
VARIES 2.5'± TO 4.0'±
STA. 129+64.86 TO STA. 130+54.86
4.0'±
STA. 130+54.86 TO STA. 131+91.78
- [F] ADDITIONAL 1.75" MILLING AND INT. COURSE
BEGINS AT STA. 128+96.64
VARIES 10.4' TO 7.5' (FOLLOWS REF ER)
STA. 128+96.64 TO STA. 129+20.47
7.5'
STA. 129+20.47 TO STA. 129+64.86
VARIES 7.5' TO 6.0'
STA. 129+64.86 TO STA. 130+54.86
6.0'
STA. 130+54.86 TO STA. 130+98.51
ENDS AT STA. 130+98.51

- [J] 12.0'
STA. 120+21.11 TO STA. 125+33.53
12.0' (FROM REF SR)
STA. 125+33.53 TO STA. 125+78.22
VARIES 12.0' TO 15.0' (FROM REF SR)
STA. 125+78.22 TO STA. 126+41.44
15.0' (FROM REF SR)
STA. 126+41.44 TO STA. 126+51.06
- [K] (SEE SHOULDER WIDENING DETAIL #1)
STA. 126+18.45 TO 126+49.72
- [L] ADDITIONAL 1.75" MILLING AND INT. COURSE
BEGINS AT STA. 124+49.06
6.0'
STA. 124+49.06 TO STA. 126+39.37
VARIES 6.0' TO 10.9' (FOLLOWS REF SR)
STA. 126+39.37 TO STA. 126+51.06
ENDS AT STA. 126+51.06

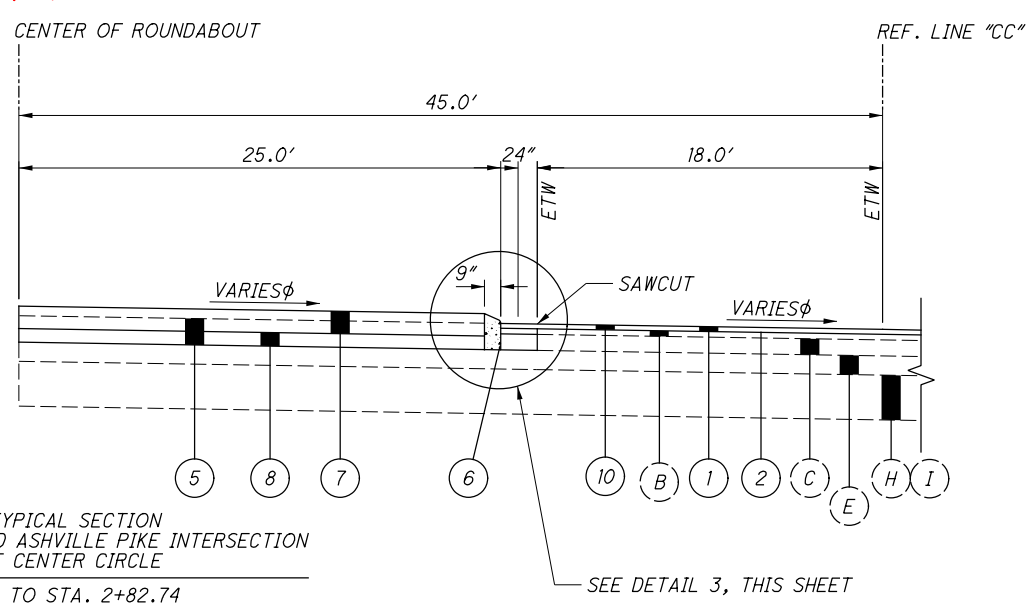
SEE SPLITTER ISLAND DETAILS

FOR LEGEND, SEE SHEET 4

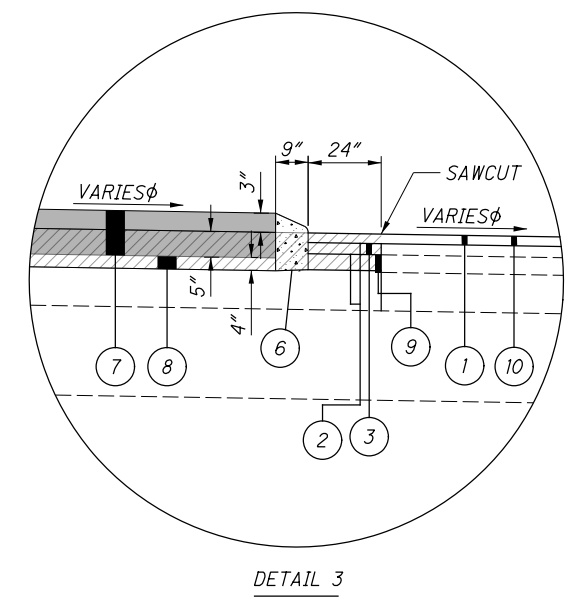
TYPICAL SECTIONS

PIC-SR762-13.37

φ MATCH EXISTING, SEE INTERSECTION AND PAVEMENT DETAILS
FOR LEGEND, SEE SHEET 4



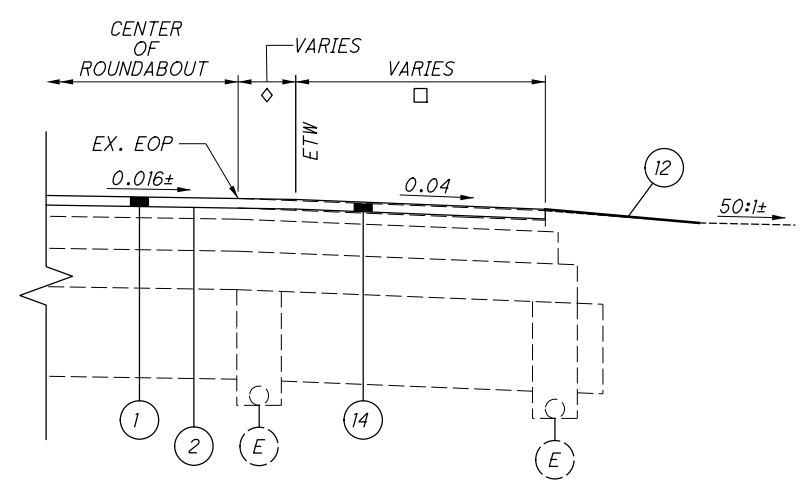
PROPOSED TYPICAL SECTION
SR-762, DUVALL ROAD, AND ASHVILLE PIKE INTERSECTION
ROUNDABOUT CENTER CIRCLE
STA. 0+00.00 TO STA. 2+82.74



- 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
- PAVEMENT REMOVED, AS PER PLAN
- CURB, TYPE 10, AS PER PLAN

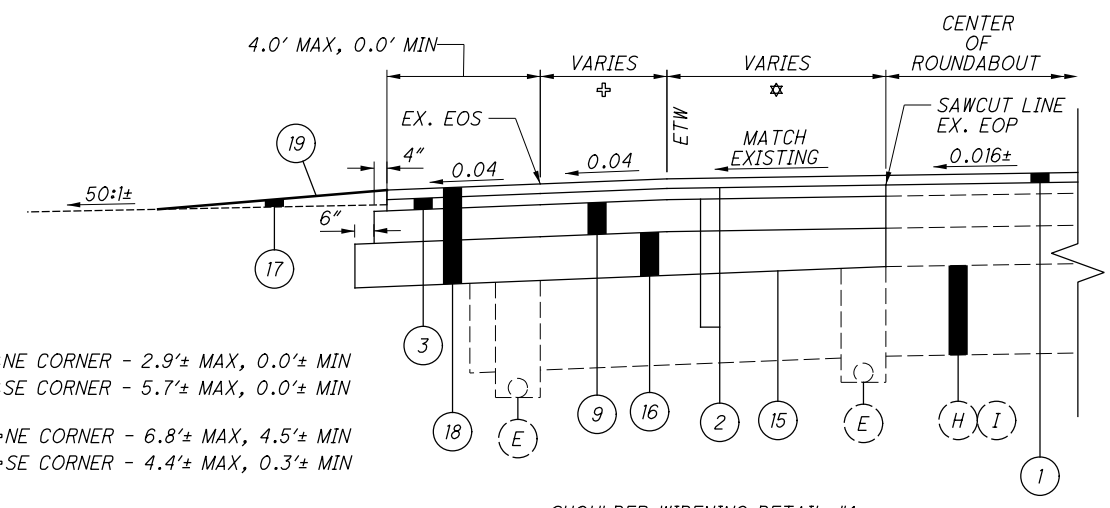
NOTE: SEE INTERSECTION AND PAVEMENT DETAIL SHEET FOR LIMITS OF PAVEMENT REMOVAL AND CONCRETE TRUCK APRON

DETAIL 3



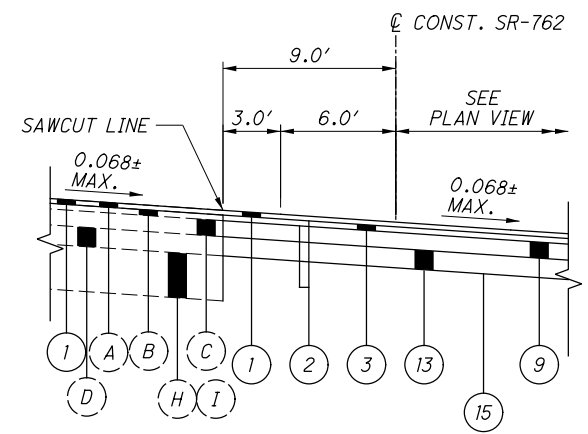
CROSS-SLOPE CORRECTION DETAIL #1
STA. 706+06.00 (S.R. 762) TO STA. 707+47.09 (S.R. 762)
STA. 129+28.95 (DUVALL ROAD) TO STA. 130+54.86 (DUVALL ROAD)

- S.R. 762 - 8.0'± MAX, 7.0'± MIN
- DUVALL ROAD - 4.0'± MAX, 2.4'± MIN
- ◇ S.R. 762 - 1.0'± MAX, 0.0'± MIN
- ◇ DUVALL ROAD - 1.6'± MAX, 0.0'± MIN



- ★ NE CORNER - 2.9'± MAX, 0.0'± MIN
- ★ SE CORNER - 5.7'± MAX, 0.0'± MIN
- ◇ NE CORNER - 6.8'± MAX, 4.5'± MIN
- ◇ SE CORNER - 4.4'± MAX, 0.3'± MIN

SHOULDER WIDENING DETAIL #1
STA. 706+06.00 (S.R. 762) TO STA. 129+28.95 (DUVALL ROAD) - NE CORNER
STA. 126+18.45 (ASHVILLE PIKE) TO STA. 129+28.95 (DUVALL ROAD) - SE CORNER



PAVEMENT REPAIR DETAIL
STA. 703+09.00 TO STA. 703+19.00 = 10.00 FEET

TYPICAL SECTIONS

PIC-SR762-13.37

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UTILITIES

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

AMERICAN ELECTRIC POWER
777 HOPEWELL DRIVE
HEATH, OHIO 43056
ATTN: PAUL PAXTON
OFFICE: 740-348-5322
PTPAXTON@AEP.COM
AEP SOLUTION CENTER:
800-277-2177

CHARTER COMMUNICATIONS
AKA SPECTRUM
3760 INTERCHANGE ROAD
COLUMBUS, OHIO 43204
ATTN: TRAVIS CONRAD
OFFICE: 614-481-5274
CELL: 740-656-7219
TRAVIS.CONRAD@CHARTER.COM

AMERICAN ELECTRIC POWER
TELECOM DIVISION
777 HOPEWELL DRIVE
HEATH, OHIO 43056
ATTN: UNA BLANUSA
OHFIBERRELOCATE@AEP.COM

EARNHART HILL REGIONAL WATER
2030 STONERIDGE DRIVE
P.O. BOX 151
CIRCLEVILLE, OHIO 43113
ATTN: NATHAN ANDERSON
PHONE: 740-474-3114
NANDERSON@EHRWSD.ORG

AT&T
111 NORTH 4TH STREET
COLUMBUS, OHIO 43215
ATTN: NICOLE WILSON
CELL: 614-483-1065
AT&T REPAIR SERVICE:
888-611-4466
DAMAGE PREVENTION:
937-296-3929
NW9565@ATT.COM

FRONTIER COMMUNICATIONS
2780 LIBERTY ROAD
DELAWARE, OHIO 43015
ATTN: ROBERT CHANDLER
PHONE: 740-369-0826
ROBERT.L.CHANDLER@FTR.COM

SOUTH CENTRAL POWER
720 MILL PARK DRIVE
LANCASTER, OHIO 43130
ATTN: ZAC REED
OFFICE: 740-689-6150
CELL: 740-415-4274
ZREED@SOUTHCENTRALPOWER.COM

DOMINION ENERGY OHIO
320 SPRINGSIDE DRIVE
AKRON, OHIO 44333
ATTN: JOSHUA MIS
PHONE: 330-571-9135
JOSHUA.J.MIS@DOMINIONENERGY.COM

HORIZON
1123 GOODALE BOULEVARD,
SUITE 550
COLUMBUS, OHIO 43212
ATTN: GARRY RAY
OFFICE: 740-701-3337
GARRY.RAY@HORIZONCONNECTS.COM

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.

ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, APP

THE TRUCK APRON SHALL BE STAMPED WITH SCOFIELD SYSTEMS "NEW BRICK HERRINGBONE PATTERN" ORDER NUMBER 2050 UTILIZING LITHOCHROME COLOR HARDENER A-29 TERRA COTTA AND LITHOCHROME ANTIQUING RELEASE 4388 RUSSET OR AN APPROVED EQUAL PATTERN AND COLOR SYSTEM. THE STAMPED CONCRETE SHALL CONFORM TO ODOT CMS 452 AND ALL APPLICABLE MANUFACTURER'S REQUIREMENTS. A SAMPLE OF THE PATTERN AND COLOR SHALL BE PROVIDED TO AND APPROVED BY THE ENGINEER 14 DAYS PRIOR TO CONSTRUCTION. ALL MATERIALS, LABOR, EQUIPMENT, AND OTHER EXPENSES ASSOCIATED WITH STAMPING AND COLORING THE CONCRETE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 452, 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL
POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 03

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (CORS96)
ELLIPSOID: WGS 84
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE SOUTH ZONE
COMBINED SCALE FACTOR: 0.99993388
ORIGIN OF COORDINATE
SYSTEM: 0,0,0

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 CMS623. UNITS ARE IN U.S. SURVEY FEET.

ITEM 609 - CONCRETE MEDIAN, AS PER PLAN

THIS ITEM SHALL CONFORM TO ALL SPECIFICATIONS OF ODOT SCD RM-3.1, EXCEPT THE HEIGHT OF THE MEDIAN SHALL TAPER DOWN TO 2" NEAR THE INTERSECTION. SEE SPLITTER ISLAND DETAILS FOR ADDITIONAL INFORMATION.

THE MEDIAN ISLANDS SHALL BE STAMPED WITH SCOFIELD SYSTEMS "NEW BRICK HERRINGBONE PATTERN" ORDER NUMBER 2050 UTILIZING LITHOCHROME COLOR HARDENER A-29 TERRA COTTA AND LITHOCHROME ANTIQUING RELEASE 4388 RUSSET OR AN APPROVED EQUAL PATTERN AND COLOR SYSTEM. THE STAMPED CONCRETE SHALL CONFORM TO ODOT CMS 609 AND ALL APPLICABLE MANUFACTURER'S REQUIREMENTS. A SAMPLE OF THE PATTERN AND COLOR SHALL BE PROVIDED TO AND APPROVED BY THE ENGINEER 14 DAYS PRIOR TO CONSTRUCTION. ALL MATERIALS, LABOR, EQUIPMENT, AND OTHER EXPENSES ASSOCIATED WITH STAMPING AND COLORING THE CONCRETE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 609, CONCRETE MEDIAN, AS PER PLAN.

ITEM 630 - SIGNING, MISC.: POST ANCHOR BASE

THIS ITEM SHALL CONSIST OF SUPPLYING AND INSTALLING A REUSABLE BREAKAWAY ANCHOR BASE CAPABLE OF INSTALLATION AND REMOVAL OF THE SIGN SUPPORT WITHOUT DAMAGE TO THE SURROUNDING ASPHALT OR CONCRETE OR SIGN SUPPORT. THE CONTRACTOR SHALL UTILIZE TAPCO V-LOC POST ANCHOR SYSTEM (200-VS) OR APPROVED EQUAL.

ONE SPACE V-LOC WEDGE (034-00004) OR APPROVED EQUAL SHALL BE PROVIDED TO THE ENGINEER FOR EACH ASSEMBLY. ONE TOTAL HEAVY-DUTY WEDGE PULLER WITH TIP AND NUT SHALL ALSO BE PROVIDED TO THE ENGINEER FOR USE FOLLOWING PROJECT COMPLETION.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL MATERIALS, LABOR AND EQUIPMENT TO PROVIDE A COMPLETE ANCHOR BASE SYSTEM.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 117 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP
10101 HILLWOOD PARKWAY
FORT WORTH, TX 76177
FAX: (817) 222-5920
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS, PROJECT NO. 92575, SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 6 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY WITH A UNIFORM THICKNESS OF 1.5" INCHES AS SHOWN ON THE TYPICAL SECTIONS TO MATCH THE EXISTING PAVEMENT ELEVATIONS, PROFILE, AND CROSS SLOPE, UNLESS OTHERWISE SPECIFIED IN THESE PLANS.

ENVIRONMENTAL COMMITMENTS

1. ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS.
2. NO TREE CLEARING IS REQUIRED OR PERMITTED.
3. NO STREAMS, DITCHES, OR WETLANDS SHALL BE IMPACTED.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

EXISTING PLANS

EXISTING PLANS ENTITLED PIC-762-13.17 MAY BE INSPECTED IN THE ODOT DISTRICT 6 OFFICE IN DELAWARE, OHIO.

ITEM 304 - 4" AGGREGATE BASE, AS PER PLAN

REMOVE EXISTING ASPHALT TO THE TOP OF EXISTING AGGREGATE BASE. PLACE PROPOSED AGGREGATE BASE ON TOP OF EXISTING SO THAT THE PROPOSED CONCRETE ELEVATIONS MATCH WHAT IS SHOWN ON THE INTERSECTION AND PAVEMENT DETAILS. DEPTH OF 4" USED FOR ESTIMATING PURPOSES.

ITEM 609 - CURB, TYPE 10, AS PER PLAN

THIS ITEM SHALL CONFORM TO THE SPECIFICATIONS OF ITEM 609 IN THE CMS, WITH THE FOLLOWING CONDITIONS:

CURB DEPTH BELOW THE PROPOSED PAVEMENT SURFACE SHALL BE 9" TO MATCH THE ASPHALT CONCRETE PAVEMENT THICKNESSES.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

THIS ITEM SHALL CONFORM TO THE SPECIFICATIONS OF ITEM 202 IN THE CMS, WITH THE FOLLOWING CONDITIONS:

THE EXISTING PAVEMENT SHALL BE REMOVED TO THE TOP OF THE EXISTING AGGREGATE BASE AT LOCATIONS SHOWN IN THE PLANS.

ITEM 304 - VARIABLE DEPTH AGGREGATE BASE, AS PER PLAN

REMOVE EXISTING ASPHALT TO THE TOP OF EXISTING AGGREGATE BASE. PLACE PROPOSED AGGREGATE BASE ON TOP OF EXISTING SO THAT THE PROPOSED ASPHALT ELEVATIONS MATCH WHAT IS SHOWN ON THE INTERSECTION AND PAVEMENT DETAILS. DEPTH OF PROPOSED AGGREGATE BASE AT EACH SHOULDER WIDENING LOCATION IS LISTED BELOW FOR ESTIMATING PURPOSES.

NW CORNER OF INTERSECTION - 6" MIN, 12" MAX
NE CORNER OF INTERSECTION - 6" MIN, 6.5" MAX
SW CORNER OF INTERSECTION - 6" MIN, 6.5" MAX
SE CORNER OF INTERSECTION - 6" MIN, 8.5" MAX

ITEM 630 - SIGN, FLAT SHEET, AS PER PLAN

THIS ITEM SHALL CONFORM TO ALL SPECIFICATIONS OF ODOT CMS 630 AND THE ODOTCD. W23 SIGNS SHALL BE INSTALLED FOR 14 CALENDAR DAY IMMEDIATELY FOLLOWING OPENING THE ROUNDABOUT. THIS ITEM SHALL INCLUDE THE INSTALLATION AND REMOVAL OF THE SIGNS AS SHOWN IN THE PLANS.

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	315 CU. YD.
659, SEEDING AND MULCHING	2837 SQ. YD.
659, REPAIR SEEDING AND MULCHING	142 SQ. YD.
659, INTER-SEEDING	142 SQ. YD.
659, COMMERCIAL FERTILIZER	0.41 TON
659, LIME	0.59 ACRES
659, WATER	15.7 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.

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GENERAL NOTES

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ITEM 614 - MAINTAINING TRAFFIC

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). COPIES ARE AVAILABLE FROM:

THE OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC,
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

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

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY ODOT PERSONNEL. THE CONSTRUCTION INSPECTOR SHALL APPROVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR CONDITION AND LOCATION BEFORE THE CONTRACTOR WILL BE ALLOWED TO BEGIN WORK. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, HIS PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED.

1. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 762, DUVALL ROAD, AND ASHVILLE PIKE, EXCEPT FOR A PERIOD NOT TO EXCEED 225 CONSECUTIVE HOURS (9 DAYS AND 9 HOURS), WHEN TRAFFIC MAY BE DETOURED AS SHOWN IN THESE PLANS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$9,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THE CLOSURE SHALL OCCUR BETWEEN FRIDAY 8PM AND MONDAY 5AM. THE PROPOSED SIGNING SHALL BE INSTALLED PRIOR TO THE CLOSURE, BUT ALL SIGNS IN CONFLICT WITH THE EXISTING TRAFFIC CONTROL SHALL BE COVERED.

2. PRIOR TO THE FULL CLOSURE OF THE ROADWAY THE CONTRACTOR SHOULD PREPARE THE SITE BY MILLING THE EXISTING PAVEMENT AND SAW CUT FOR THE PROPOSED SPLITTER ISLANDS AND COMPLETE THE ADDITIONAL PAVEMENT MILLING.

THE CONTRACTOR SHALL PLACE WORK ZONE PAVEMENT MARKINGS IN ORDER TO MAINTAIN TRAFFIC UNTIL THE ROADWAY IS CLOSED. THE FOLLOWING ITEMS AND QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT = 1.85 MILES

ITEM 614 - WORK ZONE STOP LINE, CLASS 1, 642 PAINT = 24 FEET

3. THE ROUNDABOUT SHALL NOT BE OPEN TO TRAFFIC WITHOUT THE COMPLETION OF THE PROPOSED SIGNING, PAVEMENT MARKINGS, AND LIGHTING. IN THE EVENT THAT THE PROPOSED LIGHTING CAN NOT BE COMPLETED PRIOR TO THE OPENING OF THE ROUNDABOUT THE CONTRACTOR SHALL INSTALL TEMPORARY LIGHTING UNTIL THE PROPOSED LIGHTING CAN BE INSTALLED.

4. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, ADVANCE SIGNING, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD SCD MT-101.60 AT THE PROJECT LIMITS AS SHOWN ON THE DETOUR MAP.

5. THE CONTRACTOR SHALL INFORM ODOT AND THE COUNTY TWENTY-ONE (21) DAYS PRIOR TO THE BEGINNING OF WORK AND SHALL WORK WITH ODOT AND THE COUNTY IN THE PUBLIC NOTIFICATION PROCESS.

6. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN IN THE DETOUR MAP.

7. DURING CONSTRUCTION, ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES ADJACENT TO AND WITHIN THE PROJECT AREA.

8. NOTICE OF CLOSURE SIGNS SHALL BE ERECTED BY THE CONTRACTOR FOURTEEN CALENDER DAYS IN ADVANCE OF THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD 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 THE POINT OF CLOSURE.

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

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

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

- NEW YEAR'S (OBSERVED)
- GENERAL/REGULAR ELECTION DAY (NOV)
- TOTAL SOLAR ECLIPSE (4/8/24)
- THANKSGIVING
- MEMORIAL DAY
- CHRISTMAS (OBSERVED)
- FOURTH OF JULY (OBSERVED)
- LABOR DAY

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY	(TOTAL SOLAR ECLIPSE)
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION)
TUESDAY	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	(THANKSGIVING ONLY)
FRIDAY	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

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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

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

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

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.

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.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE ODOT AND THE COUNTY, TWENTY-ONE (21) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE WILL BE IN EFFECT.

ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

SEQUENCE OF CONSTRUCTION

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TRAFFIC TO ALL DRIVES AND APPROACHES AS PER ODOT SPECIFICATION SECTION 614.02(a). ANY COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO MAINTAIN LOCAL ACCESS TO PROPERTIES.

THE SEQUENCE OF CONSTRUCTION STAGING IS AS FOLLOWS:

PHASE 1

SHIFT SR 762 TRAFFIC TO THE SOUTH AND EAST AND ELIMINATE ALL TURN LANES AT THE INTERSECTION. CONSTRUCT FULL DEPTH PAVEMENT WIDENING NORTH AND WEST OF SR 762 AS SHOWN IN THE PLANS. MAINTAIN ONE 11' LANE IN EACH DIRECTION AT ALL TIMES.

PHASE 2

SHIFT SR 762 TRAFFIC TO THE NORTH AND EAST AND ELIMINATE ALL TURN LANES AT THE INTERSECTION. CONSTRUCT FULL DEPTH PAVEMENT WIDENING SOUTH AND WEST OF SR 762 AND ASHVILLE PIKE AS SHOWN IN THE PLANS. MAINTAIN ONE 11' LANE IN EACH DIRECTION AT ALL TIMES UNLESS OTHERWISE NOTED.

PHASE 3 (NOT SHOWN IN PLANS)

IMMEDIATELY BEFORE CLOSURE OF THE INTERSECTION THE CONTRACTOR SHALL COMPLETE THE 1.5" MILLING OF THE EXISTING SURFACE COURSE, SAW CUT THE EXISTING PAVEMENT AND PERFORM THE ADDITIONAL MILLING IN PREPARATION FOR THE SPLITTER ISLANDS, AND INSTALL AND COVERT ALL PROPOSED SIGNAGE OUTSIDE THE SPLITTER ISLANDS. THE CONTRACTOR SHALL USE APPLICABLE STANDARD CONSTRUCTION DRAWINGS AND THE NOTES HEREIN TO MAINTAIN A SINGLE LANE IN EACH DIRECTION.

PHASE 4 (NOT SHOWN IN PLANS)

CLOSE THE INTERSECTION AND DETOUR TRAFFIC AS SHOWN IN THE DETOUR PLANS ACCORDING TO THE NOTES LISTED HEREIN. THE CONTRACTOR SHALL COMPLETE THE WORK NECESSARY FOR THE SPLITTER ISLANDS, TRUCK APRON, ADDITIONAL SIGNAGE, VARIABLE MILLING, REMAINING SHOULDER WIDENING, DRAINAGE, AND PROPOSED LIGHTING.

CONTRACTOR COORDINATION WITH SPECIAL HAULING PERMITTED LOADS

THE CONTRACTOR SHALL BE AWARE THAT THIS INTERSECTION IS USED BY LARGE VEHICLES UNDER APPROVAL AND COORDINATION WITH ODOT'S SPECIAL HAULING PERMIT PROCESS. THE CONTRACTOR WILL BE NOTIFIED BY THE ENGINEER IN ADVANCE OF APPROVED SPECIAL HAULING PERMITTED LOADS THAT MUST TRAVEL THROUGH THE INTERSECTION FROM THE WEST TO THE NORTH. THESE LOADS MAY OCCUR DURING ANY PHASE OF PROJECT CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND MAKE ACCOMMODATIONS TO ALLOW THE SPECIAL HAULING LOADS TO PASS THROUGH THE INTERSECTION. THIS SHALL INCLUDE BUT NOT BE LIMITED TO MOVING EQUIPMENT, MATERIALS, SIGNS IN CONFLICT WITH THE VEHICLE PATH, OR SUSPENDING WORK WHILE THE VEHICLE TRAVELS THROUGH THE INTERSECTION. ANY DELAYS THAT OCCUR AS DIRECT RESULT OF THESE LOADS SHALL BE COMPENSABLE, EXCUSABLE PER CMS 108.06.D. IF THE LOAD OCCURS DURING THE ALLOWABLE INTERSECTION CLOSURE PERIOD THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR SAFE PASSAGE OF THE VEHICLE AND ANY ACCOMPANYING VEHICLES THROUGH THE INTERSECTION. THE CLOSURE PERIOD WILL BE EXTENDED FOR LOST TIME THAT RESULTS FROM LOADS THAT TAKE PLACE DURING THE CLOSURE WINDOW.

SHEET NO.	REFERENCE NO.	ROADWAY/ ALIGNMENT	STATION		SIDE	614	614	614	614	614	614	614	614	622	
			FROM	TO		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, UNIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1, TWO-WAY	OBJECT MARKER, TWO-WAY	WORK ZONE CENTER LINE, CLASS 1, 642 PAINT	WORK ZONE CENTER LINE, CLASS 1, 740.06, TYPE 1	WORK ZONE EDGE LINE, WHITE, CLASS 1, 4", 642 PAINT	WORK ZONE EDGE LINE, WHITE, CLASS 1, 4", 740.06, TYPE 1	WORK ZONE STOP LINE, CLASS 1, 642 PAINT	PORTABLE BARRIER, UNANCHORED	
						EA	EA	EA	MILE	MILE	MILE	MILE	FT	FT	
PIC-SR762-13.37 - PHASE 1 MOT SUBSUMMARY															
13A	CL-1	SR-762	695+27	698+71	LT/RT				0.11	0.07					
			698+71	704+70											
13A	ELW-1	SR-762	695+27	698+71	LT						0.07				
			698+71	710+00							0.21				
			710+00	714+95							0.09				
13A	ELW-2	SR-762	698+71	705+25	RT/LT						0.12				
		ASHVILLE PIKE	120+20	126+62							0.12				
13A	SL-1	SR-762	698+71		RT								12		
13A	CL-2	ASHVILLE PIKE	120+20	126+18	CL/RT				0.11						
13A	ELW-3	ASHVILLE PIKE	120+20	126+63	RT						0.12				
		DUVALL ROAD	128+84	131+92							0.06				
13A	CL-3	DUVALL ROAD	129+21	131+92	RT				0.05						
13A	CL-4	DUVALL ROAD	129+21	131+92	RT/LT				0.05						
13A	SL-2	DUVALL ROAD	129+21		RT/LT								14		
13A	ELW-4	DUVALL ROAD	128+91	131+92	LT/RT						0.06				
		SR-762	705+68	710+00							0.08				
13A	CL-5	SR-762	706+13	710+00	RT/LT				0.07	0.09					
			710+00	714+95											
PIC-SR762-13.37 - PHASE 2 MOT SUBSUMMARY															
13B	CL-6	SR-762	695+26	698+71	RT/LT				0.11	0.07					
			698+71	704+70											
13B	ELW-5	SR-762	695+26	698+71	RT/LT						0.12	0.07			
		SR-762	698+71	705+25							0.12				
		ASHVILLE PIKE	126+18	126+75							0.01				
13B	ELW-6	ASHVILLE PIKE	118+75	120+21	LT						0.05	0.03			
			120+21	122+95							0.14				
13B	ELW-7	SR-762	698+71	706+13	LT										
13B	SL-3	SR-762	704+70		RT/LT								12		
13B	CL-7	DUVALL ROAD	129+21	131+92	LT/RT				0.05						
13B	CL-8	DUVALL ROAD	129+21	131+92	LT				0.05						
13B	ELW-8	DUVALL ROAD	128+88	131+92	LT/RT						0.06				
		SR-762	705+81	706+13							0.01				
13B	ELW-9	DUVALL ROAD	128+86	131+92	RT						0.06				
		ASHVILLE PIKE	126+18	126+75							0.01				
13B	SL-4	DUVALL ROAD	129+21		LT								13		
13B	CL-9	ASHVILLE PIKE	118+75	120+21	RT				0.04	0.04					
			120+21	122+40											
13B	ELW-10	ASHVILLE PIKE	118+75	120+21	RT						0.02	0.02			
			120+21	121+40							0.02				
13B	PB-1	ASHVILLE PIKE	120+00	123+50	LT	2	8	8						350	
TOTALS CARRIED TO GENERAL SUMMARY						2	8	8	0.66	0.27	1.26	0.27	51	350	

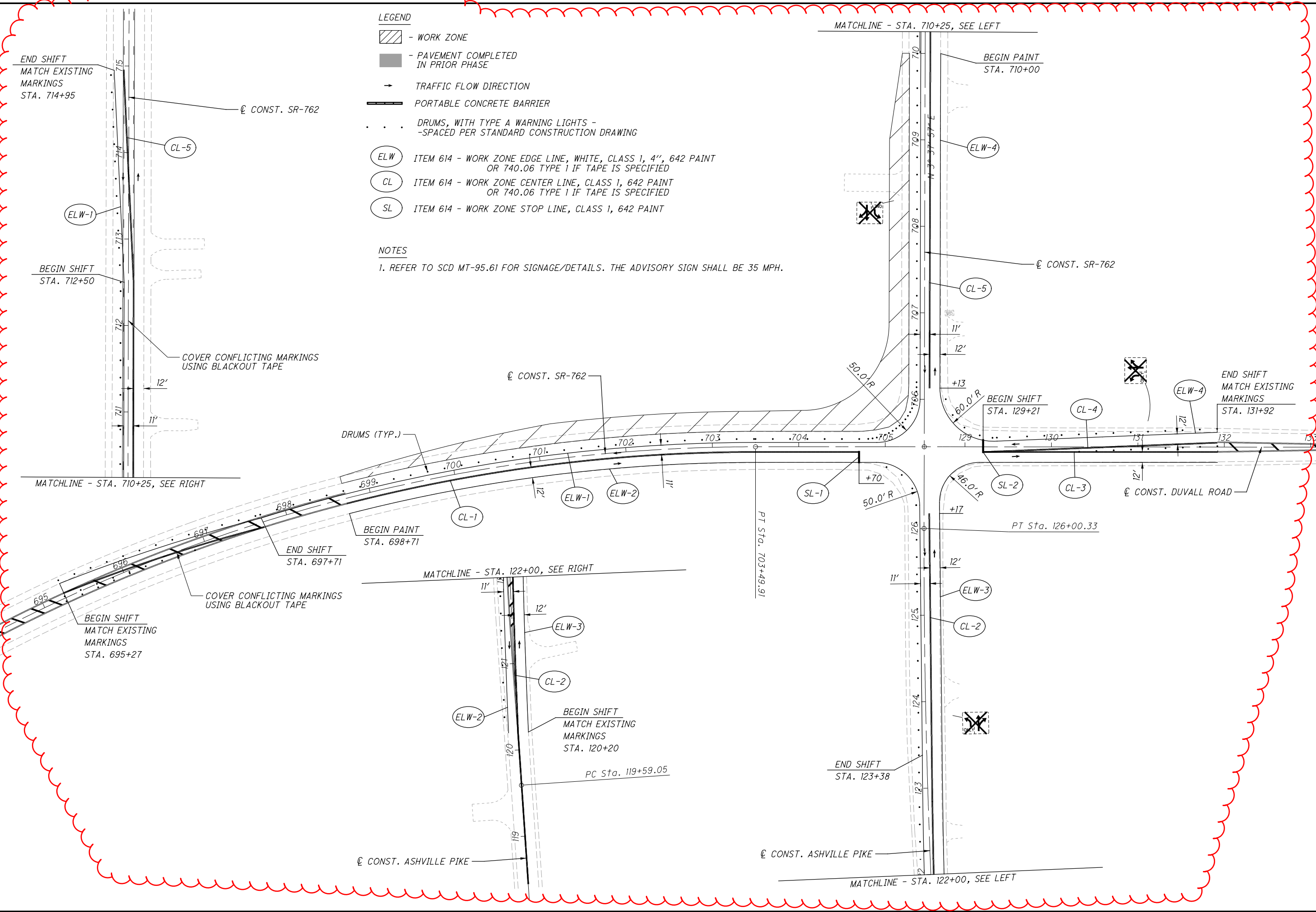
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MILL
CHECKED
MJC

MAINTENANCE OF TRAFFIC GENERAL NOTES

PIC-SR762-13.37

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LEGEND

- WORK ZONE
- PAVEMENT COMPLETED IN PRIOR PHASE
- TRAFFIC FLOW DIRECTION
- PORTABLE CONCRETE BARRIER
- DRUMS, WITH TYPE A WARNING LIGHTS - SPACED PER STANDARD CONSTRUCTION DRAWING

- (ELW) ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS 1, 4", 642 PAINT OR 740.06 TYPE 1 IF TAPE IS SPECIFIED
- (CL) ITEM 614 - WORK ZONE CENTER LINE, CLASS 1, 642 PAINT OR 740.06 TYPE 1 IF TAPE IS SPECIFIED
- (SL) ITEM 614 - WORK ZONE STOP LINE, CLASS 1, 642 PAINT

NOTES

1. REFER TO SCD MT-95.61 FOR SIGNAGE/DETAILS. THE ADVISORY SIGN SHALL BE 35 MPH.

CALCULATED
MJC
CHECKED
ACF

0 50 100
HORIZONTAL SCALE IN FEET






MAINTENANCE OF TRAFFIC PLAN - PHASE 1




PIC-SR762-13.37

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MATCHLINE - STA. 710+25, SEE LEFT

LEGEND

-  - WORK ZONE
-  - PAVEMENT COMPLETED IN PRIOR PHASE
-  - TRAFFIC FLOW DIRECTION
-  - PORTABLE CONCRETE BARRIER
-  - DRUMS, WITH TYPE A WARNING LIGHTS - SPACED PER STANDARD CONSTRUCTION DRAWING

-  (ELW) ITEM 614 - WORK ZONE EDGE LINE, WHITE, CLASS 1, 4", 642 PAINT OR 740.06 TYPE 1 IF TAPE IS SPECIFIED
-  (CL) ITEM 614 - WORK ZONE CENTER LINE, CLASS 1, 642 PAINT OR 740.06 TYPE 1 IF TAPE IS SPECIFIED
-  (SL) ITEM 614 - WORK ZONE STOP LINE, CLASS 1, 642 PAINT

NOTES

1. REFER TO SCD MT-95.61 FOR SIGNAGE/DETAILS. THE ADVISORY SIGN SHALL BE 35 MPH.
2. THE CONTRACTOR SHALL NOT UTILIZE THE RECENTLY COMPLETED PAVEMENT FOR EQUIPMENT OR MATERIAL STAGING OR STORAGE. THE PAVEMENT SHALL BE KEPT CLEAR FOR POTENTIAL SPECIAL HAULING PERMITTED LOADS. DRUMS SHALL BE PLACED AS SHOWN IN THE PLAN TO PREVENT NORMAL VEHICLE USE.

*MATCHES PHASE 1 STRIPING

END SHIFT
MATCH EXISTING
MARKINGS
STA. 714+95

CONST. SR-762

BEGIN PAINT
STA. 710+00

BEGIN SHIFT
STA. 712+50

11'
12'

COVER CONFLICTING MARKINGS
USING BLACKOUT TAPE

MATCHLINE - STA. 710+25, SEE RIGHT

CONST. SR-762

DRUMS (TYP.)

END SHIFT
BEGIN PAINT
STA. 698+71

COVER CONFLICTING MARKINGS
USING BLACKOUT TAPE

BEGIN SHIFT
MATCH EXISTING
MARKINGS
STA. 695+27

MATCHLINE - STA. 122+00, SEE RIGHT

BEGIN SHIFT NB
BEGIN TAPER NB
STA. 121+17

PB-1

ELW-6

CL-9

BEGIN PAINT
STA. 120+21

IMPACT ATTENUATOR

END SHIFT
STA. 120+00

ELW-10

BEGIN SHIFT
MATCH EXISTING
MARKINGS
STA. 118+75

CONST. ASHVILLE PIKE

PC Sta. 119+59.05

COVER CONFLICTING MARKINGS
USING BLACKOUT TAPE

50.0' R

50.0' R

50.0' R

CONST. ASHVILLE PIKE

IMPACT ATTENUATOR

PB-1

END SHIFT SB
END TAPER SB
STA. 122+95

ELW-6

BEGIN SHIFT SB
BEGIN TAPER SB
STA. 122+40

60.0' R

50.0' R

50.0' R

CONST. DUVALL ROAD

IMPACT ATTENUATOR

ELW-3

END SHIFT NB
END TAPER NB
STA. 122+40

CL-9

END SHIFT
MATCH EXISTING
MARKINGS
STA. 131+92



CALCULATED
MJC
CHECKED
ACF

MAINTENANCE OF TRAFFIC PLAN - PHASE 2

PIC-SR762-13.37

13B
38

P:\17389_PIC-ROUNDABOUT\Design\Roadway\Sheets\17389_GC001.dgn Sheet 3/16/2024 1:50:50 AM mlutes

SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	MLL	CHECKED	MJC
9	16	17	18	18A	21M						03/NFP/44	ITEM	EXT	TOTAL							
		1,801										1,801	202	23000	1,801	SY	PAVEMENT REMOVED				
		254										254	202	23001	254	SY	PAVEMENT REMOVED, AS PER PLAN			9	
		24			788							812	203	10000	812	CY	EXCAVATION				
			11		426							437	203	20000	437	CY	EMBANKMENT				
			5,198									5,198	204	10000	5,198	SY	SUBGRADE COMPACTION				
			3									3	204	45000	3	HOUR	PROOF ROLLING				
			2.67									2.67	209	60200	2.67	STA	LINEAR GRADING				
	6											6	601	21050	6	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT				
2												2	659	00100	2	EACH	SOIL ANALYSIS TEST				
315												315	659	00300	315	CY	TOPSOIL				
2,837												2,837	659	10000	2,837	SY	SEEDING AND MULCHING				
142												142	659	14000	142	SY	REPAIR SEEDING AND MULCHING				
142												142	659	15000	142	SY	INTER-SEEDING				
0.41												0.41	659	20000	0.41	TON	COMMERCIAL FERTILIZER				
0.59												0.59	659	31000	0.59	ACRE	LIME				
15.7												15.7	659	35000	15.7	MGAL	WATER				
				LS								LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN				
				LS								LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS				
				LS								LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE				
				2,500								2,500	832	30000	2,500	EACH	EROSION CONTROL				
	0.21											0.21	602	20000	0.21	CY	CONCRETE MASONRY				
	458											458	605	13410	458	FT	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC				
	4,020											4,020	605	14020	4,020	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC				
	159											159	611	00510	159	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS				
	64											64	611	04400	64	FT	12" CONDUIT, TYPE B				
	1											1	611	98180	1	EACH	CATCH BASIN, NO. 3A				
	3											3	611	99710	3	EACH	PRECAST REINFORCED CONCRETE OUTLET				
		7,892										7,892	254	01000	7,892	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" DEPTH				
		1,153										1,153	254	01000	1,153	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75" DEPTH				
		180										180	254	01000	180	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH				
			692									692	301	56000	692	CY	ASPHALT CONCRETE BASE, PG64-22, (449)				
			874									874	304	20000	874	CY	AGGREGATE BASE				
			110									110	304	20001	110	CY	AGGREGATE BASE, AS PER PLAN			9	
			1,405									1,405	407	20000	1,405	GAL	NON-TRACKING TACK COAT				
			561									561	442	10000	561	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)				
			263									263	442	10080	263	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)				
			205									205	452	12011	205	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC IP, AS PER PLAN			9	
	163											163	609	33001	163	FT	CURB, TYPE 10, AS PER PLAN			9	
	654											654	609	72001	654	SY	CONCRETE MEDIAN, AS PER PLAN			9	
			1,031									1,031	618	40100	1,031	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)				
	1											1	638	10800	1	EACH	VALVE BOX ADJUSTED TO GRADE				

GENERAL SUMMARY

PIC-SR762-13.37

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SHEET NO.	REFERENCE NO.	ROADWAY/ ALIGNMENT	STATION		SIDE	601	602	605	605	609	609	611	611	611	611	638				
			FROM	TO		TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	CONCRETE MASONRY	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	CURB, TYPE 10, AS PER PLAN	CONCRETE MEDIAN, AS PER PLAN	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	12" CONDUIT, TYPE B	CATCHBASIN, NO. 3A	PRECAST REINFORCED CONCRETE OUTLET	VALVE BOX ADJUSTED TO GRADE				
PIC-SR762-13.37 - ROADWAY & DRAINAGE SUBSUMMARY						SY	CY	FT	FT	FT	SY	FT	FT	EA	EACH	EA				
19	D-1	S.R. 762	703+14.00		RT/LT		0.21						64	1						
19	M-1	S.R. 762	703+01.43	704+71.43	RT/LT					157										
19	M-2	S.R. 762	704+81.43	704+98.13	RT/LT					20										
19	M-3	S.R. 762	705+92.04	706+08.74	RT/LT					20										
19	M-4	S.R. 762	706+18.74	706+46.00	RT					15										
19-20	M-5	S.R. 762	707+01.00	707+88.74	RT/LT					89										
19	M-6	DUVALL ROAD	128+99.81	129+16.51	RT/LT					20										
19	M-7	DUVALL ROAD	129+26.51	130+96.51	RT/LT					156										
19-20	M-8	ASHVILLE PIKE	124+51.06	126+21.06	RT/LT					156										
19	M-9	ASHVILLE PIKE	126+31.06	126+47.76	RT/LT					20										
19	C-1	REF. LINE "CC"	0+00.00	2+82.74	LT					163										
19	W-1	DUVALL ROAD	129+41.47		RT											1				
21A	UD-1	S.R. 762	698+70.73		LT	2						46			1					
21A	UD-2	S.R. 762	702+00.00	698+70.73	LT				336											
21A	UD-3	S.R. 762	702+00.00	698+70.73	LT				333											
19, 20, 21A	UD-4	S.R. 762	702+00.00	709+50.00	LT				628											
19, 20, 21A	UD-5	S.R. 762	702+00.00	709+50.00	LT				696											
19	UD-6	S.R. 762	704+15.71	706+90.46	LT				168			9								
20	UD-7	S.R. 762	709+50.00		LT	2						50			1					
20	UD-8	S.R. 762	710+00.00	709+50.00	LT			51												
20	UD-9	S.R. 762	710+00.00	709+50.00	LT			50												
19, 21A	UD-10	S.R. 762	705+00.04	701+00.00	RT				398			8								
21A	UD-11	S.R. 762	701+00.00	702+00.00	RT				100											
21A	UD-12	S.R. 762	702+00.00		RT	2						19			1					
19, 21A	UD-13	S.R. 762	704+78.68	702+00.00	RT				283											
19	UD-14	S.R. 762	704+89.62	703+98.85	RT			98												
19, 21	UD-15	ASHVILLE PIKE	126+69.68	121+50.00	LT				529											
19	UD-16	ASHVILLE PIKE	126+44.80	125+98.37	LT				56			16								
19, 21	UD-17	ASHVILLE PIKE	126+33.10	121+50.00	LT				494			12								
21	UD-18	ASHVILLE PIKE	120+21.11	121+50.00	LT			129												
21	UD-19	ASHVILLE PIKE	120+21.11	121+50.00	LT			129												
TOTALS CARRIED TO GENERAL SUMMARY						6	0.21	458	4020	163	654	159	64	1	3	1				

ROADWAY & DRAINAGE SUBSUMMARY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">CALCULATED</td> <td style="width: 50%; text-align: center;">MJC</td> </tr> <tr> <td style="width: 50%; text-align: center;">MLL</td> <td style="width: 50%; text-align: center;">MJC</td> </tr> <tr> <td style="width: 50%; text-align: center;">CHECKED</td> <td style="width: 50%; text-align: center;">MJC</td> </tr> </table>	CALCULATED	MJC	MLL	MJC	CHECKED	MJC
CALCULATED	MJC						
MLL	MJC						
CHECKED	MJC						
PIC-SR762-13.37							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">16</td> <td style="width: 50%; text-align: center;">38</td> </tr> </table>		16	38				
16	38						

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SHEET NO.	REFERENCE NO.	ROADWAY/ ALIGNMENT	STATION		SIDE	LENGTH FT	AVERAGE WIDTH FT	REMOVAL AREA SQ YD	202	202		203		254	254	254		621
			FROM	TO					PAVEMENT REMOVED SY	PAVEMENT REMOVED, AS PER PLAN SY	EXCAVATION CY	1.5" PAVEMENT PLANING, ASPHALT CONCRETE SY	1.75" PAVEMENT PLANING, ASPHALT CONCRETE SY	VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE SY	RAISED PAVEMENT MARKER REMOVED EA			
PIC-SR762-13.37 - REMOVAL SUBSUMMARY																		
22, 22A	R-1	S.R. 762 DUVALL ROAD ASHVILLE PIKE	698+70.73 129+28.95 120+21.11	710+00.00 131+91.78 126+18.45	RT/LT	CADD	CADD	7891.72						7892			35	
22	R-2	S.R. 762	702+99.43	705+00.09	RT/LT	200.66	CADD	278.44								278		
22, 22A	R-3	S.R. 762	705+90.08	707+90.74	RT/LT	200.66	CADD	291.79								292		
22	R-4	DUVALL ROAD	128+97.85	130+98.51	RT/LT	200.66	CADD	291.79								292		
22, 22A	R-5	ASHVILLE PIKE	124+49.06	126+49.72	RT/LT	200.66	CADD	291.11								291		
22	R-6	REF. LINE "CC"	0+00.00	2+82.74	CL	282.74	CADD	254.47		254								
22, 22A	R-7	NW CORNER	698+70.73 (S.R. 762)	710+00.00 (S.R. 762)	LT	CADD	CADD	982.03	982									
22	R-8	NE CORNER	706+06.00 (S.R. 762)	129+28.95 (DUVALL RD)	RT/LT	CADD	CADD	52.83	53		10							
22, 22A	R-9	SW CORNER	701+00.00 (S.R. 762)	120+21.11 (ASHVILLE PIKE)	RT/LT	CADD	CADD	679.61	680									
22	R-10	SE CORNER	126+18.45 (ASHVILLE PIKE)	129+28.95 (DUVALL RD)	RT	CADD	CADD	47.41	47		14							
22, 22A	R-11	S.R. 762	706+06.00	707+47.09	RT	141.09	CADD	124.31								124		
22	R-12	DUVALL ROAD	129+28.95	130+54.86	RT	125.91	CADD	55.21								55		
22	R-13	S.R. 762	703+09.00	703+19.00	RT/LT	10.00	CADD	39.53	40									
TOTALS CARRIED TO GENERAL SUMMARY									1801	254		24		7892	1153	180	35	

CALCULATED MLL CHECKED MJC
PIC-SR762-13.37
7/8

P:\17389_PIC-ROUNDABOUT\Design\Roadway\Sheets\17389_GS003.dgn Sheet 3/5/2024 9:39:58 AM miles

SHEET NO.	REFERENCE NO.	ROADWAY/ ALIGNMENT	STATION		SIDE	LENGTH FT	AVERAGE WIDTH FT	SURFACE AREA SQ YD	CONCRETE AREA SQ YD	CONCRETE BASE AREA SQ YD	AGGREGATE BASE AREA SQ YD	203	204	204	209	301	304	304	304	407	407	442	442	452	618
			EMBANKMENT CY	SUBGRADE COMPACTION SY								PROOF ROLLING HR	LINEAR GRADING STA.	5" ASPHALT CONCRETE BASE, PG64-22, (449) CY	6" AGGREGATE BASE CY	4" AGGREGATE BASE, AS PER PLAN CY	VARIABLE DEPTH AGGREGATE BASE, AS PER PLAN CY	NON-TRACKING TACK COAT GAL	NON-TRACKING TACK COAT GAL	1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) CY	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) CY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC IP, AS PER PLAN SY	RUMBLE STRIPS SHOULDER, (ASHPALT CONCRETE) FT		
PIC-SR762-13.37 - PAVEMENT SUBSUMMARY																									
23, 23A	P-1	S.R. 762 DUVALL ROAD ASHVILLE PIKE	698+70.73 129+28.95 120+21.11	710+00.00 131+91.78 126+18.45	RT/LT	CADD	CADD	7891.72													710.25	328.82			
23, 23A	P-2	S.R. 762	702+99.43	705+00.09	RT/LT	200.66	CADD	110.05													19.81	4.59	5.35		
23	P-3	S.R. 762	705+90.08	707+90.74	RT/LT	200.66	CADD	167.58													30.16	6.98	8.15		
23	P-4	DUVALL ROAD	128+97.85	130+98.51	RT/LT	200.66	CADD	115.49													20.79	4.81	5.61		
23, 23A	P-5	ASHVILLE PIKE	124+49.06	126+49.72	RT/LT	200.66	CADD	115.00													20.70	4.79	5.59		
23	P-6	REF. LINE "CC"	0+00.00	2+82.74	CL	170.00	CADD	36.31	205.27						5.04		22.81			4.36		1.51	1.77	205.27	
23, 23A	P-7	NW CORNER	698+70.73 (S.R. 762)	710+00.00 (S.R. 762)	LT	CADD	CADD	2704.50		2742.09	2798.48			2838.46	1.42	380.85	422.65			42.15	324.54	112.69	131.47		
23	P-8	NE CORNER	706+06.00 (S.R. 762)	129+28.95 (DUVALL RD)	RT/LT	CADD	CADD	76.02		78.36	81.86	4.81		86.37	0.04	10.88			14.21	9.12		3.17	3.70		
23, 23A	P-9	SW CORNER	701+00.00 (S.R. 762)	120+21.11 (ASHVILLE PIKE)	RT/LT	CADD	CADD	1931.15		1968.40	2024.29			2093.36	1.05	273.39	437.12			14.20	231.74	80.46	93.88		
23	P-10	SE CORNER	126+18.45 (ASHVILLE PIKE)	129+28.95 (DUVALL RD)	RT	CADD	CADD	77.17		80.27	84.93	6.30		90.94	0.05	11.15			17.10	9.26		3.22	3.75		
23, 23A	P-11	S.R. 762	706+06.00	707+47.09	RT	141.09	CADD	123.97													11.16	5.17			
23	P-12	DUVALL ROAD	129+28.95	130+54.86	RT	125.91	CADD	55.21													4.97	2.30			
23	P-13	S.R. 762	703+09.00	703+19.00	RT/LT	10.00	CADD	21.03		30.26	30.26			30.26	0.02	4.20	5.04			2.52		0.88	1.02		
23A	P-14	S.R. 762	708+50.16		LT	CADD	CADD	47.22		49.72	53.25			58.43	0.03	6.91	8.87			5.67		1.97	2.30		
30-32		S.R. 762	698+70.73	710+00.00	LT	1031.00																			1031.00
SUBTOTALS												11.11	5197.83	2.60	2.67	692.42	873.69	22.81	87.66	587.21	817.84	561.35	262.57	205.27	1031.00
TOTALS CARRIED TO GENERAL SUMMARY												11	5198	3	2.67	692	874	110		1405		561	263	205	1031

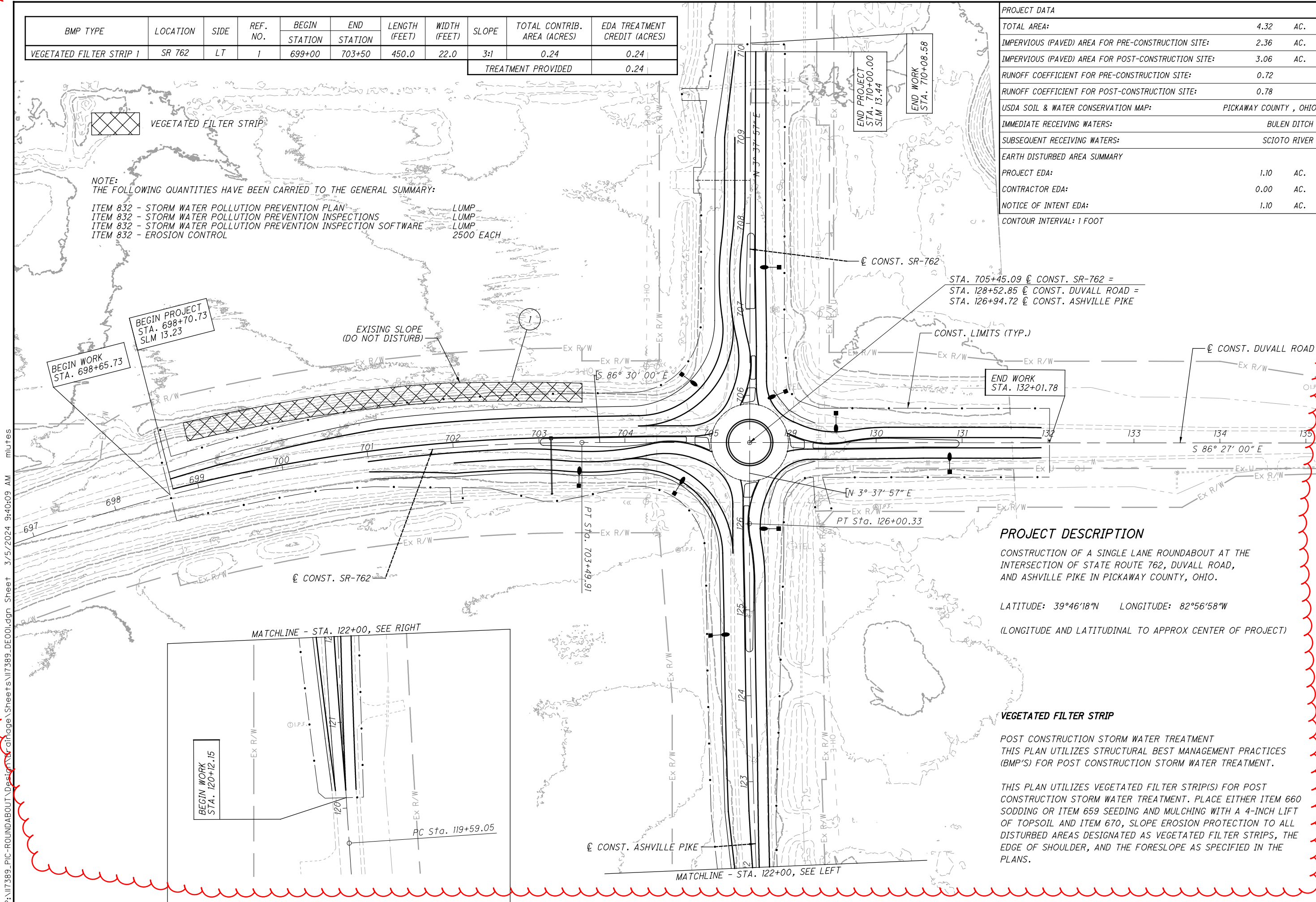
CALCULATED MLJ
 CHECKED MJC
PIC-SR762-13.37
 18
 18

BMP TYPE	LOCATION	SIDE	REF. NO.	BEGIN	END	LENGTH (FEET)	WIDTH (FEET)	SLOPE	TOTAL CONTRIB. AREA (ACRES)	EDA TREATMENT CREDIT (ACRES)
				STATION	STATION					
VEGETATED FILTER STRIP 1	SR 762	LT	1	699+00	703+50	450.0	22.0	3:1	0.24	0.24
TREATMENT PROVIDED										0.24

PROJECT DATA	
TOTAL AREA:	4.32 AC.
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE:	2.36 AC.
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE:	3.06 AC.
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE:	0.72
RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE:	0.78
USDA SOIL & WATER CONSERVATION MAP:	PICKAWAY COUNTY, OHIO
IMMEDIATE RECEIVING WATERS:	BULEN DITCH
SUBSEQUENT RECEIVING WATERS:	SCIOTO RIVER
EARTH DISTURBED AREA SUMMARY	
PROJECT EDA:	1.10 AC.
CONTRACTOR EDA:	0.00 AC.
NOTICE OF INTENT EDA:	1.10 AC.
CONTOUR INTERVAL: 1 FOOT	

NOTE:
THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

- ITEM 832 - STORM WATER POLLUTION PREVENTION PLAN LUMP
- ITEM 832 - STORM WATER POLLUTION PREVENTION INSPECTIONS LUMP
- ITEM 832 - STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE LUMP
- ITEM 832 - EROSION CONTROL 2500 EACH



PROJECT DESCRIPTION

CONSTRUCTION OF A SINGLE LANE ROUNDABOUT AT THE INTERSECTION OF STATE ROUTE 762, DUVALL ROAD, AND ASHVILLE PIKE IN PICKAWAY COUNTY, OHIO.

LATITUDE: 39°46'18"N LONGITUDE: 82°56'58"W

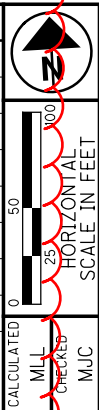
(LONGITUDE AND LATITUDINAL TO APPROX CENTER OF PROJECT)

VEGETATED FILTER STRIP

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

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) 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.

P:\117389_PIC-ROUNDABOUT\Design\Drawings\117389_DE001.dgn Sheet 3/5/2024 9:40:09 AM miles



PROJECT SITE PLAN

PIC-SR762-13.37



CALCULATED
MJC
CHECKED
MJC

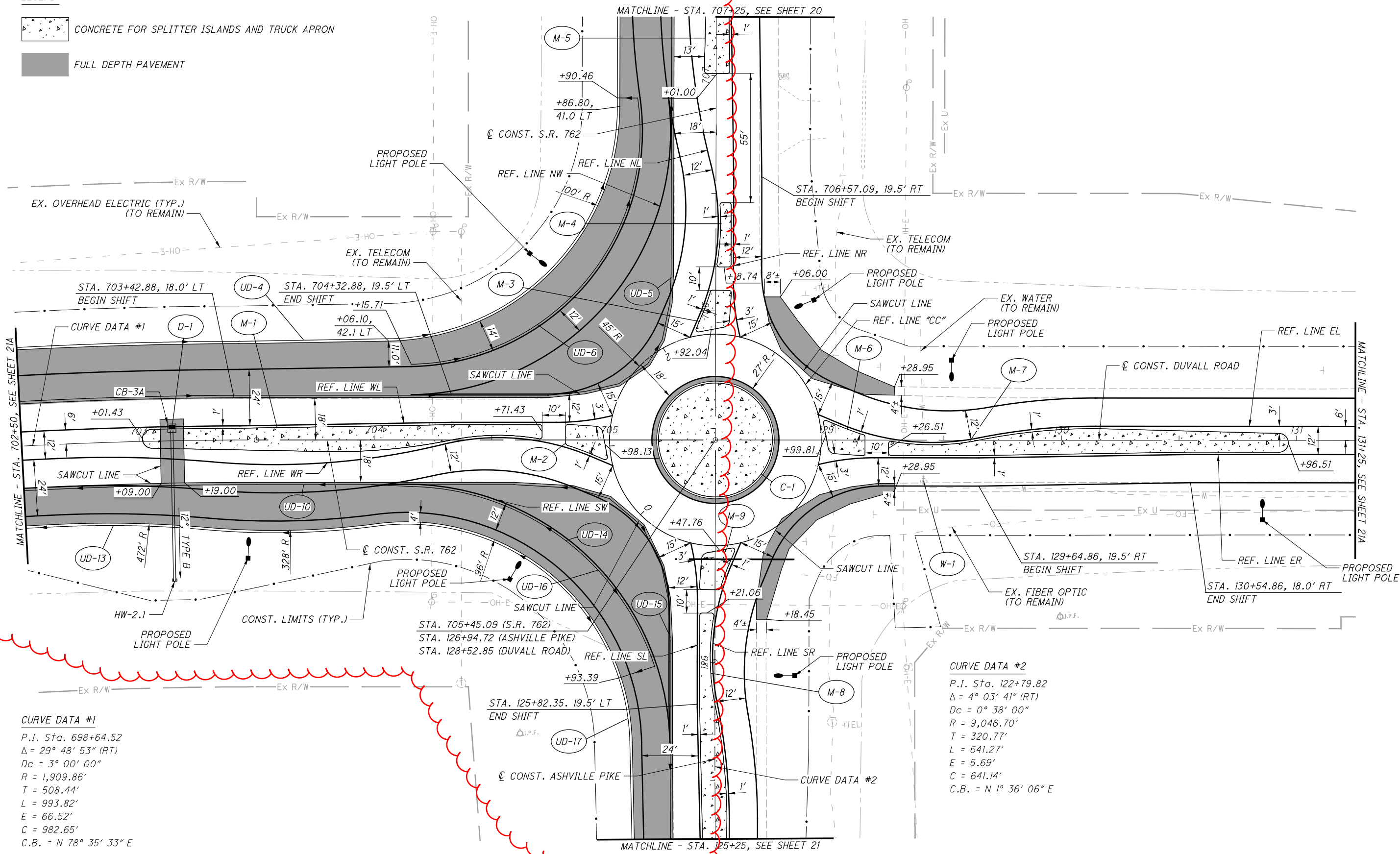
PLAN - RAB

PIC-SR762-13.37

LEGEND:

CONCRETE FOR SPLITTER ISLANDS AND TRUCK APRON

FULL DEPTH PAVEMENT



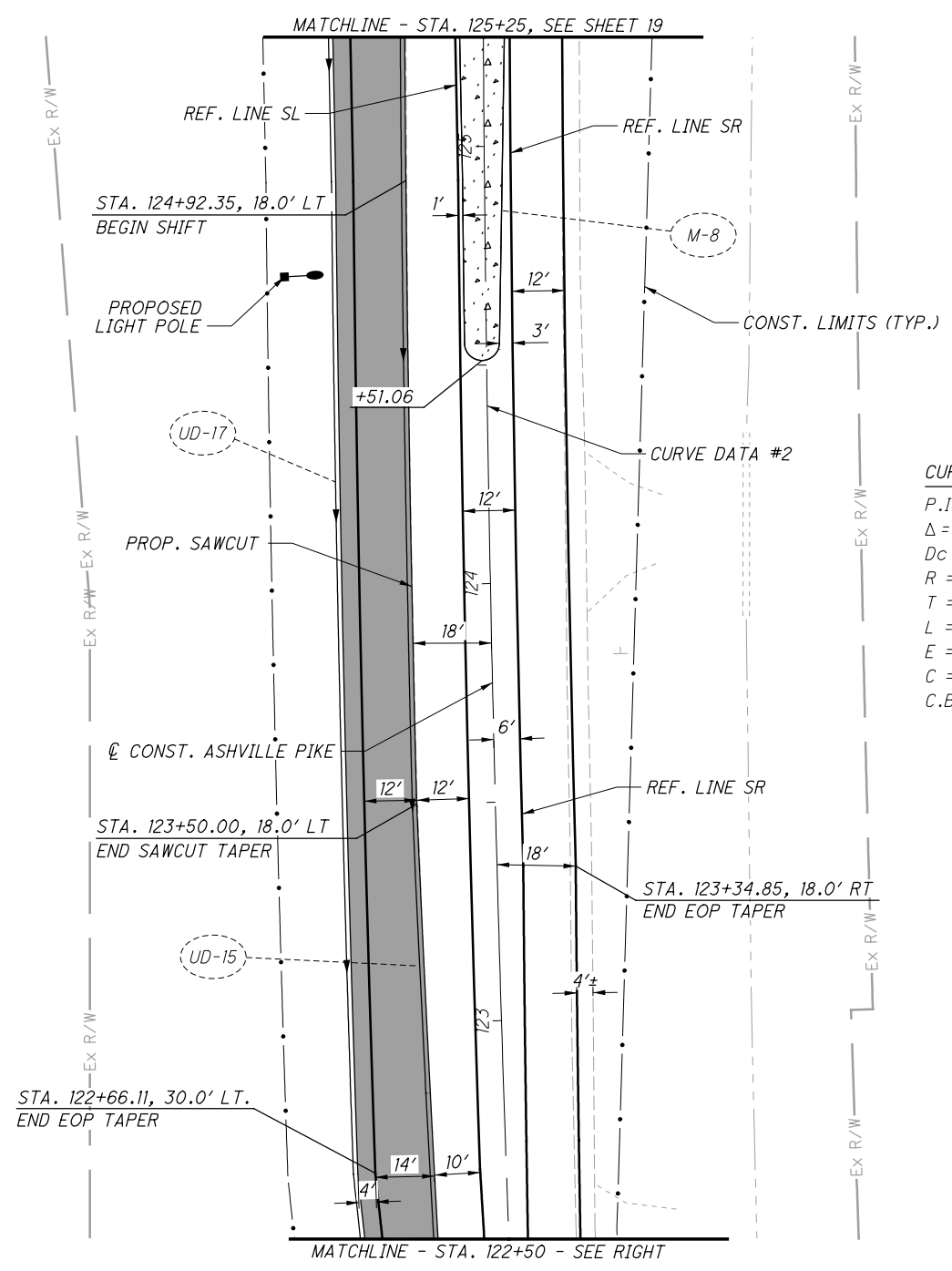
P:\17389_PIC-ROUNDABOUT\Design\Roadway\Sheets\17389_GP001.dgn Sheet 3/5/2024 9:40:13 AM mlufes



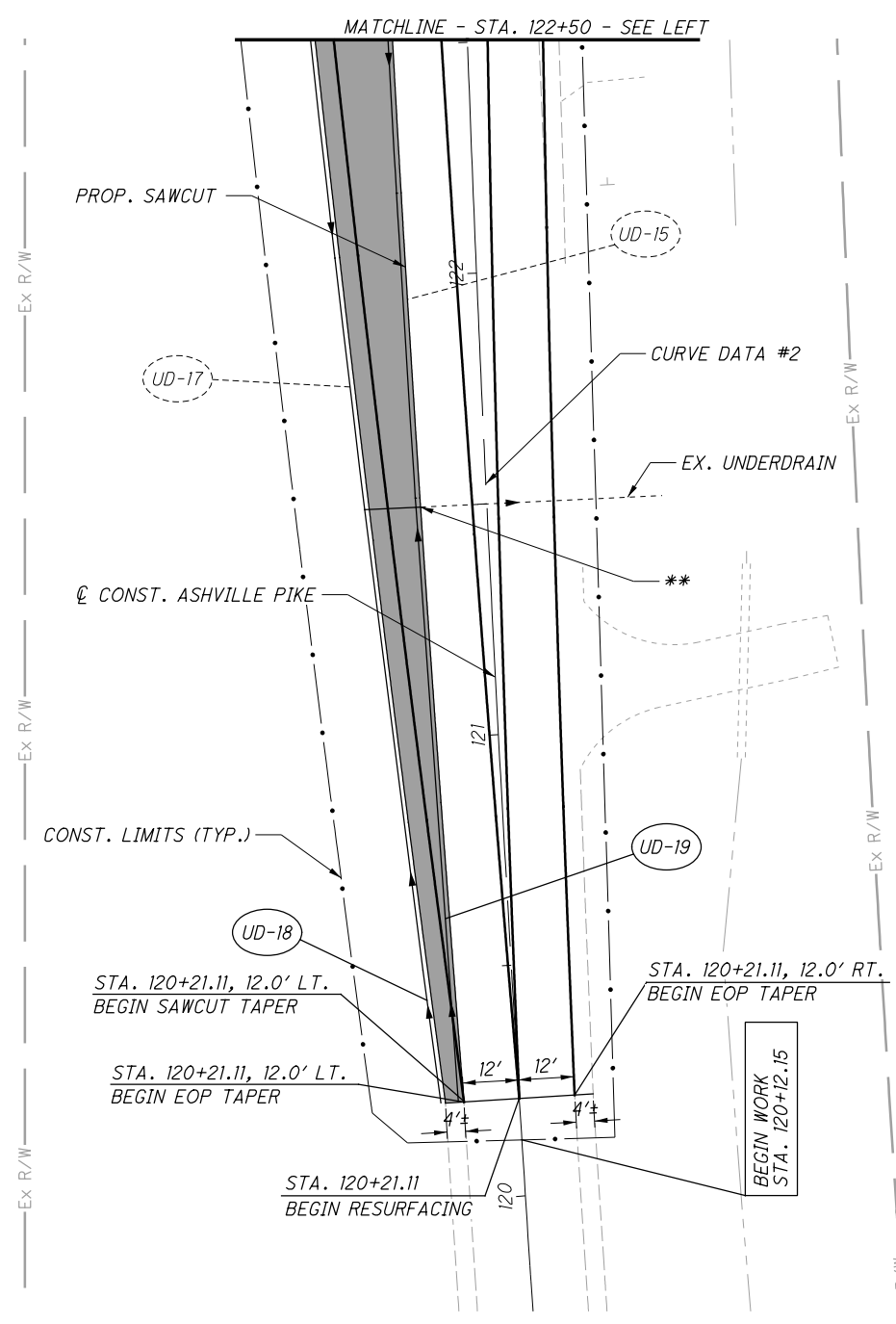
CALCULATED
MLL
CHECKED
MJC

PLAN - ASHVILLE PIKE

PIC-SR762-13.37



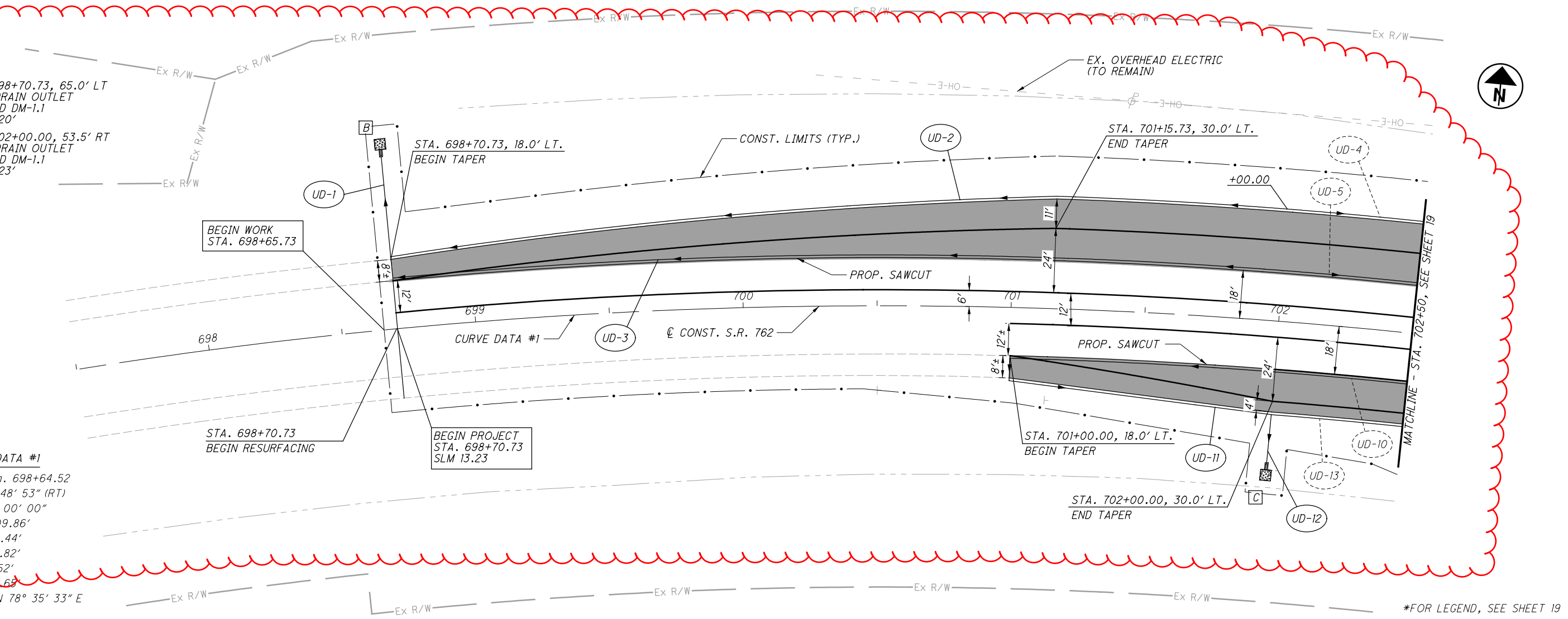
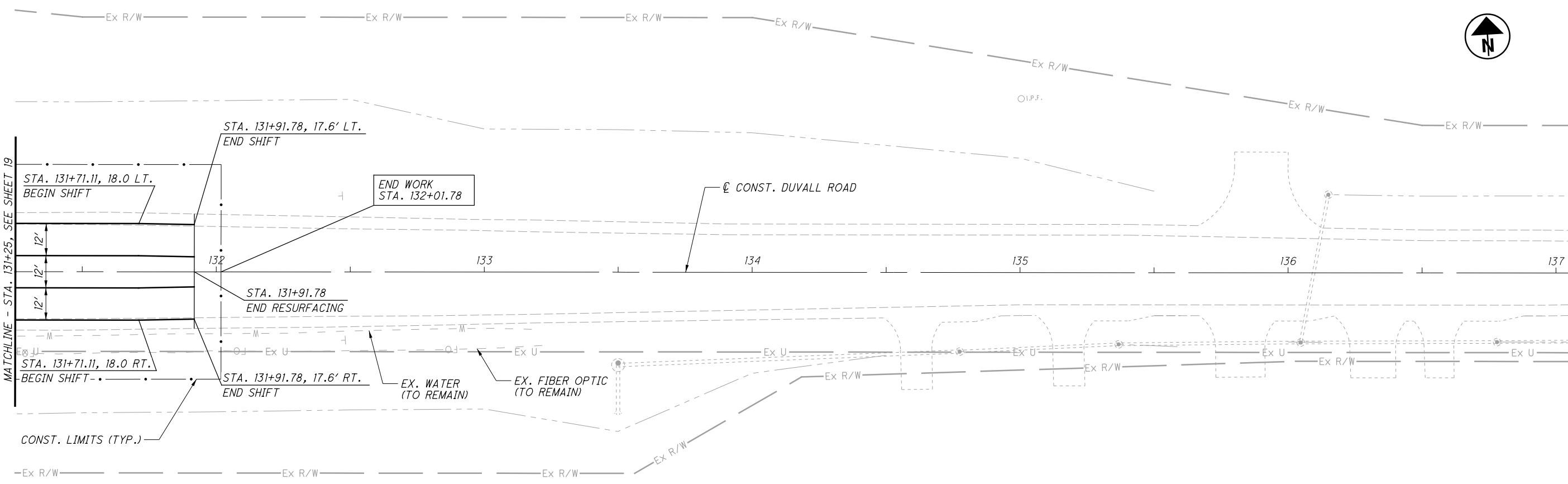
CURVE DATA #2
 P.I. Sta. 122+79.82
 $\Delta = 4^\circ 03' 41''$ (RT)
 $D_c = 0^\circ 38' 00''$
 $R = 9,046.70'$
 $T = 320.77'$
 $L = 641.27'$
 $E = 5.69'$
 $C = 641.14'$
 C.B. = N $1^\circ 36' 06''$ E



CURVE DATA #2
 P.I. Sta. 122+79.82
 $\Delta = 4^\circ 03' 41''$ (RT)
 $D_c = 0^\circ 38' 00''$
 $R = 9,046.70'$
 $T = 320.77'$
 $L = 641.27'$
 $E = 5.69'$
 $C = 641.14'$
 C.B. = N $1^\circ 36' 06''$ E

** PROP. UNDERDRAINS WILL TIE INTO EX. UNDERDRAIN OUTLET

P:\117389_PIC-ROUNDABOUT\Design\Roadway\Sheets\117389_GP003.dgn Sheet 3/5/2024 9:40:20 AM mlutes



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- [B] STA. 698+70.73, 65.0' LT UNDERDRAIN OUTLET PER SCD DM-1.1 $E=724.20'$
- [C] STA. 702+00.00, 53.5' RT UNDERDRAIN OUTLET PER SCD DM-1.1 $E=722.23'$

CURVE DATA #1
 P.I. Sta. 698+64.52
 $\Delta = 29^\circ 48' 53''$ (RT)
 $Dc = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 508.44'$
 $L = 993.82'$
 $E = 66.52'$
 $C = 982.65'$
 $C.B. = N 78^\circ 35' 33'' E$

CALCULATED
 MLL
 CHECKED
 MJC

0 20 40
 HORIZONTAL SCALE IN FEET

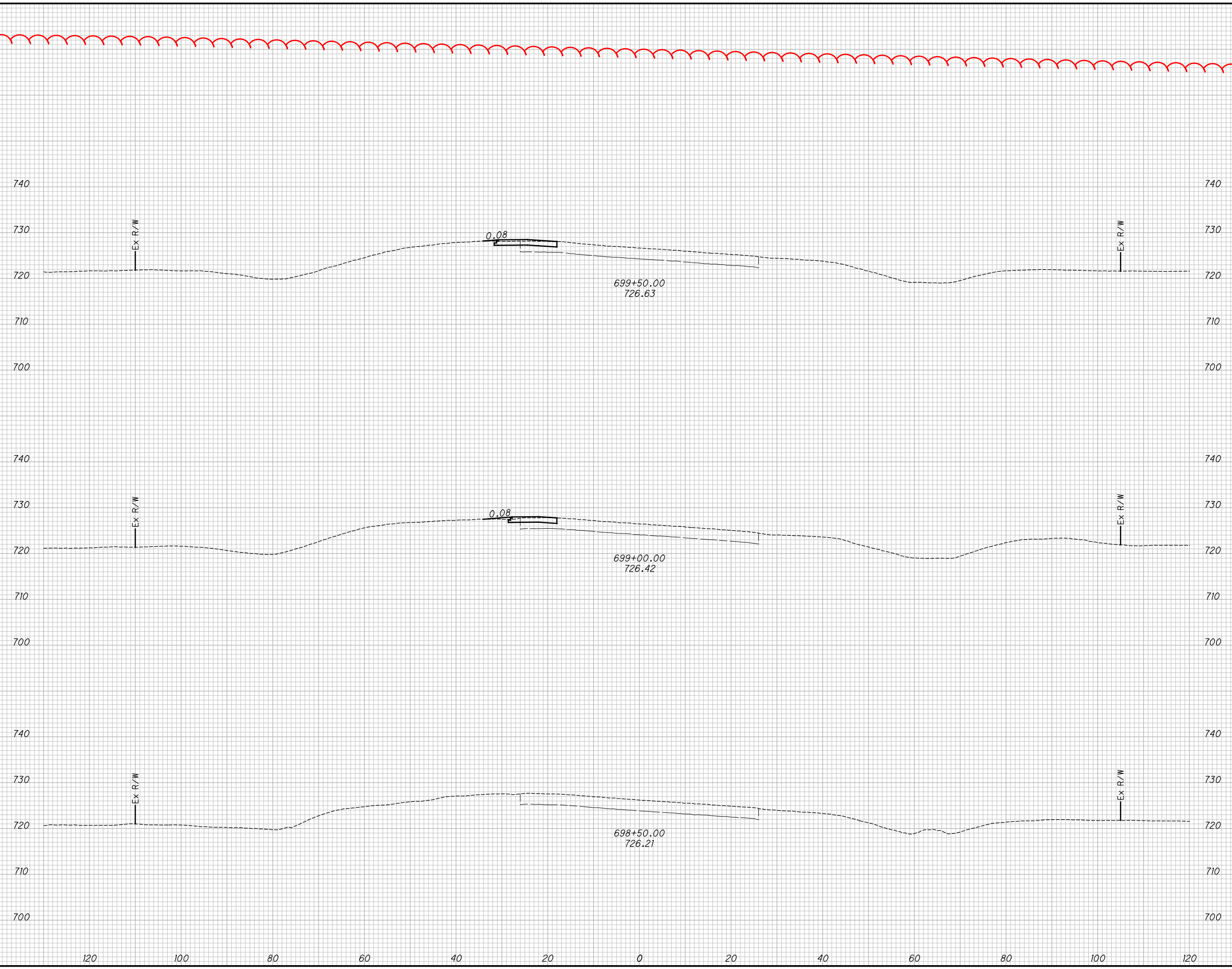
PLAN - DUVALL ROAD & S.R. 762

PIC-SR762-13.37

*FOR LEGEND, SEE SHEET 19

P:\17389_PIC-ROUNDABOUT\Design\Roadway\Sheets\17389_XS001.dgn Sheet 3/5/2024 9:40:28 AM mlrtes

SEEDING	
END WIDTH	SO. YDS.
42	
120	3
100	25
80	6
60	17
40	
20	
0	
20	
40	
60	
80	
100	
120	



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MLL	MJC
5	2				
		6	4		
2	2				
		2	2		
		8	6		

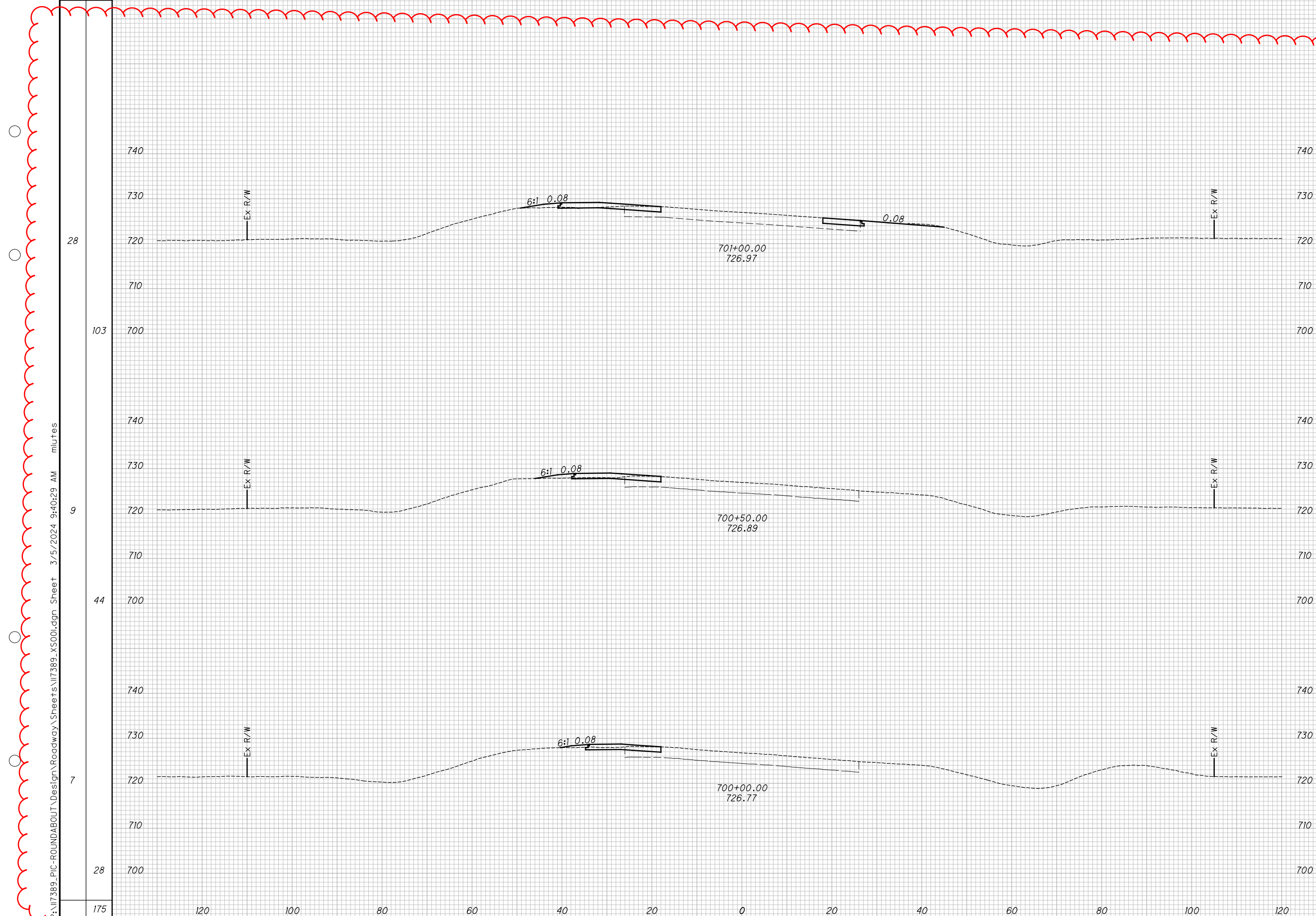
**CROSS SECTIONS - S.R. 762
STA. 698+50.00 TO STA. 699+50.00**

PIC-SR762-13.37

21B
38

SEEDING
 END SO.
 WIDTH YDS.
 175

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MLL	MJC
6	6	8	10		
3	5	7	7		
5	3	9	5		
		24	22		

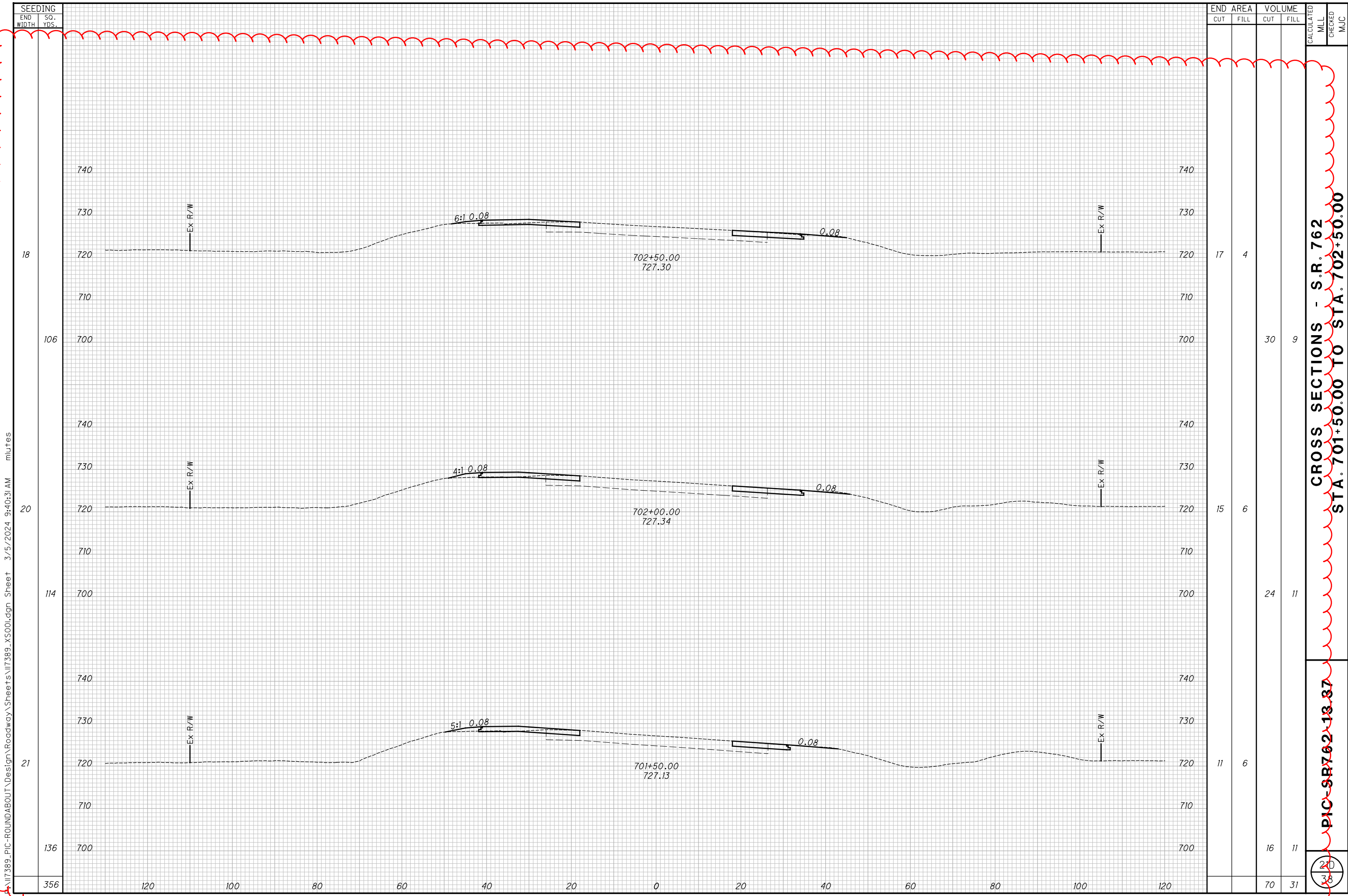


**CROSS SECTIONS - S.R. 762
 STA. 700+00.00 TO STA. 701+00.00**

PIC-SR762-13.37

21C
38

P:\17389_PIC-ROUNDABOUT\Design\Roadway\Sheets\17389_XS001.dgn Sheet 3/5/2024 9:40:29 AM mlutes

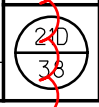


SEEDING	
END WIDTH	SO. YDS.
18	
106	
20	
114	
21	
136	
356	

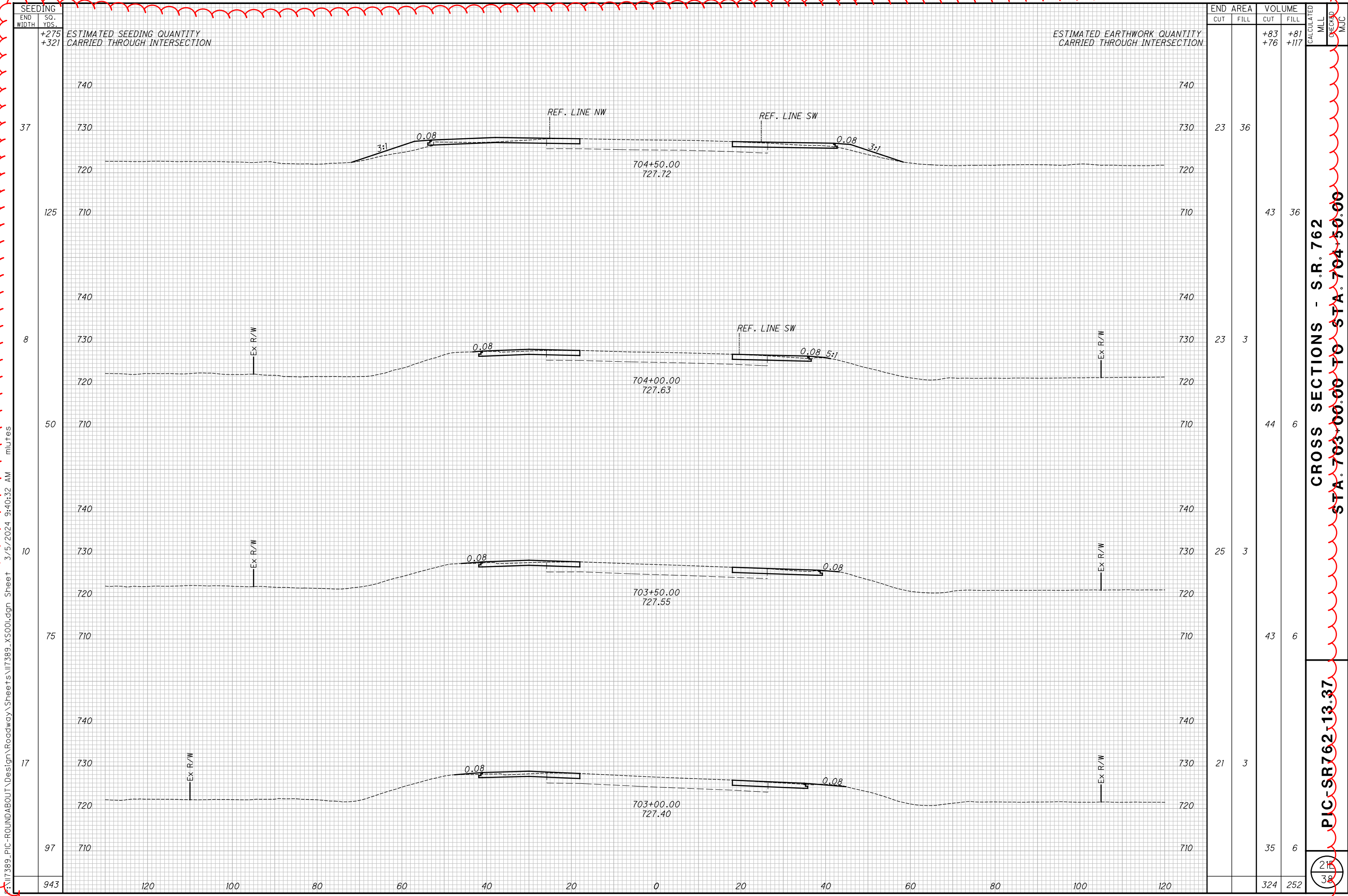
END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MLL	MJC
17	4				
		30	9		
15	6				
		24	11		
11	6				
		16	11		
		70	31		

CROSS SECTIONS - S.R. 762
 STA. 701+50.00 TO STA. 702+50.00

PIC - SR762-13.87



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SEEDING
 END WIDTH SO. YDS.
 +275
 +321

37
 125
 8
 50
 10
 75
 17
 97

120 100 80 60 40 20 0 20 40 60 80 100 120

740
730
720
710
740
730
720
710
740
730
720
710
740
730
720
710

REF. LINE NW
 REF. LINE SW
 REF. LINE SW

704+50.00
 727.72
 704+00.00
 727.63
 703+50.00
 727.55
 703+00.00
 727.40

3:1 0.08 0.08 3:1
 0.08 0.08 5:1
 0.08 0.08
 0.08 0.08

Ex R/W
 Ex R/W
 Ex R/W
 Ex R/W

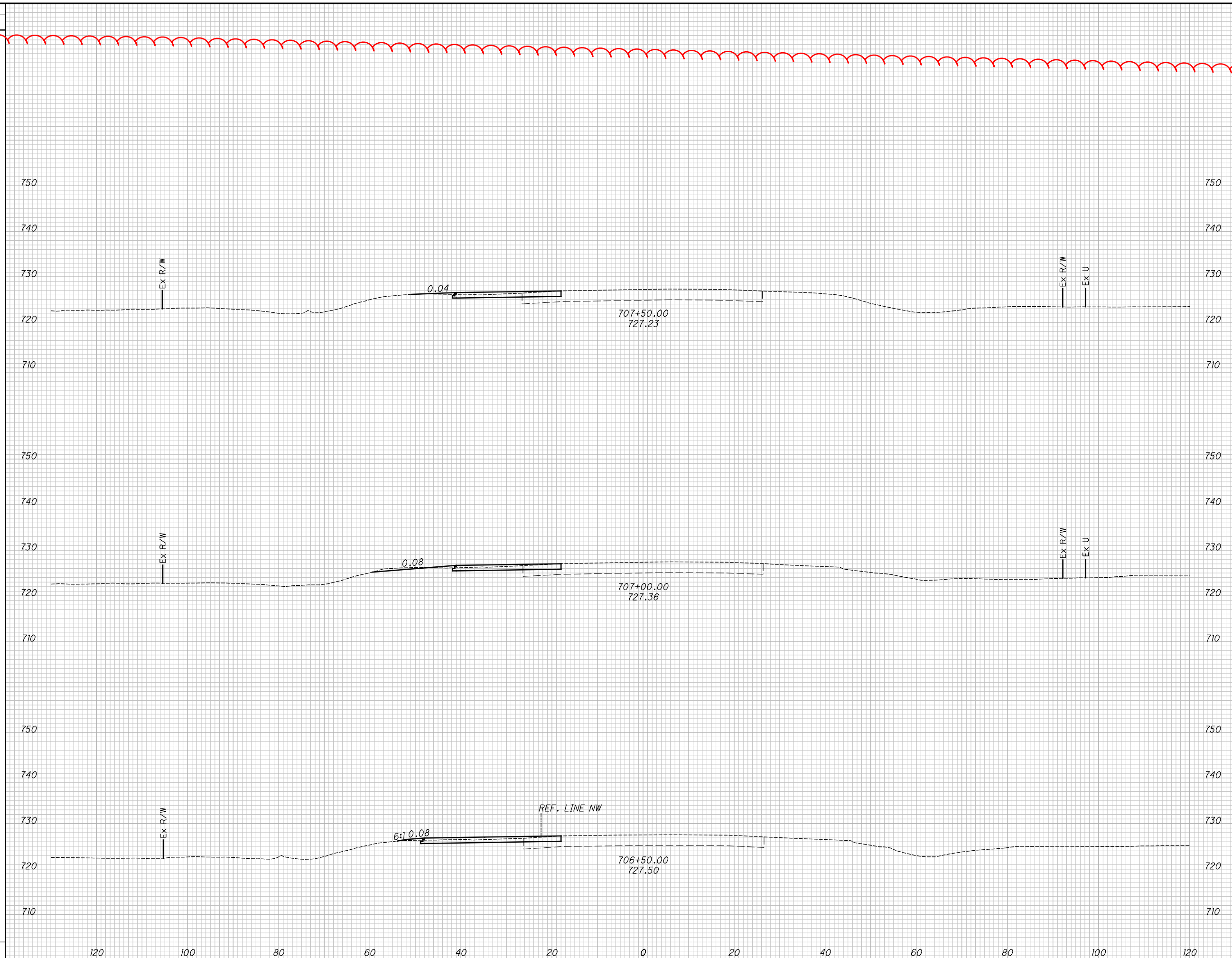
ESTIMATED EARTHWORK QUANTITY
 CARRIED THROUGH INTERSECTION

END AREA	VOLUME	CALCULATED		CHECKED	
		CUT	FILL	MLL	MJC
23	36	+83	+81		
		+76	+117		
23	3				
43	36				
23	3				
44	6				
25	3				
43	6				
21	3				
35	6				
324	252				

CROSS SECTIONS - S.R. 762
 STA. 703+00.00 TO STA. 704+50.00
 PIC-SR762-13.37

21
38

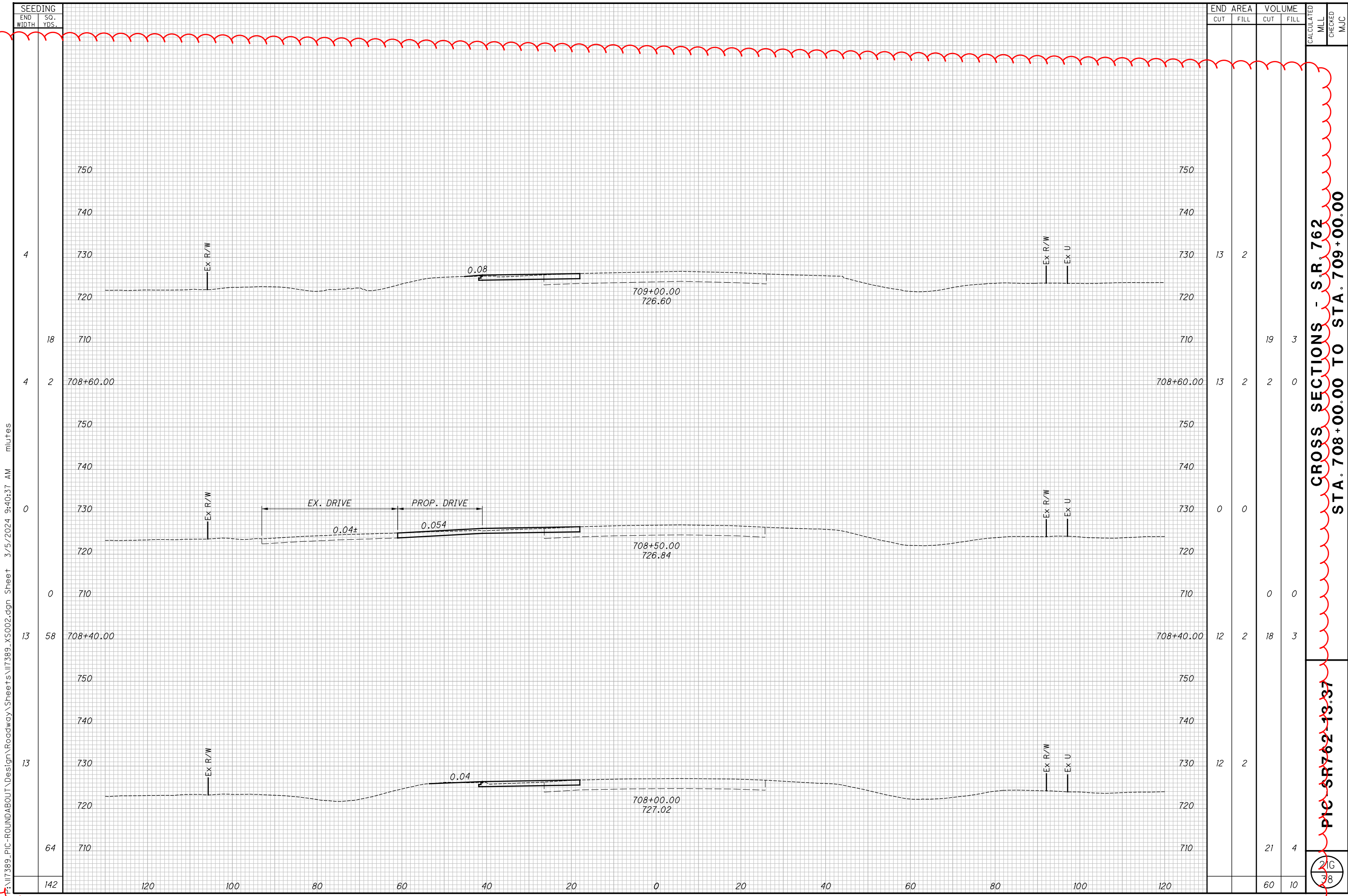
SEEDING
 END SO.
 WIDTH YDS.
 150
 120
 100
 80
 60
 40
 20
 0
 20
 40
 60
 80
 100
 120



END AREA	VOLUME		CALCULATED MLL	CHECKED MJC
	CUT	FILL		
11		2		
			24	5
15		3		
			29	5
16		2		
			0	0
			53	10

CROSS SECTIONS - S.R. 762
 STA. 706+50.00 TO STA. 707+50.00
 PIC - SR762-13.37
 2
 3
 8

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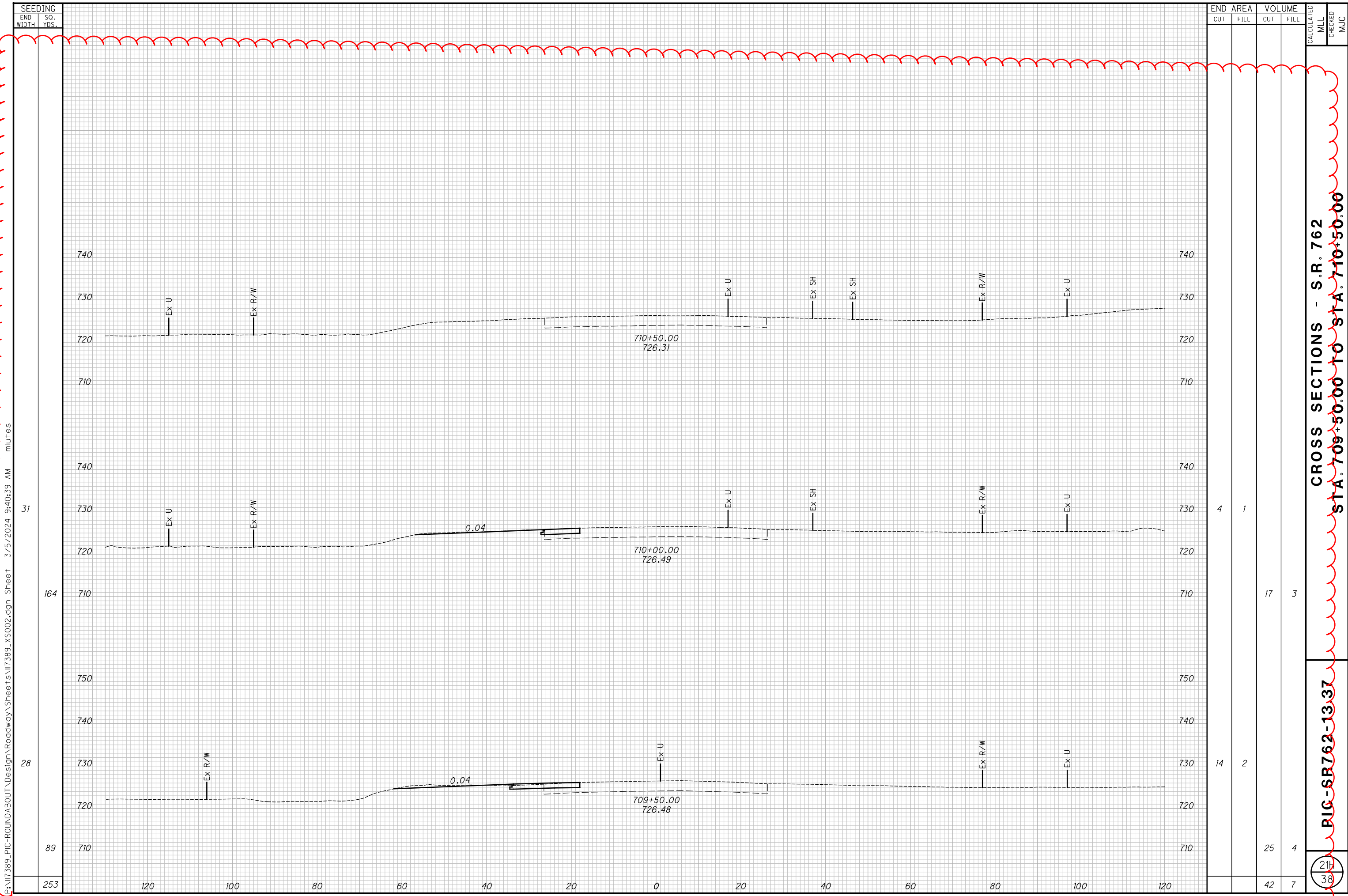
SEEDING	
END WIDTH	SO. YDS.
142	
64	
13	
0	
4	
18	
4	

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MLL	MJC
13	2				
		19	3		
13	2	2	0		
		0	0		
12	2	18	3		
12	2				
		21	4		
		60	10		

CROSS SECTIONS - S.R. 762
 STA. 708+00.00 TO STA. 709+00.00
 PIC SR762-13.37



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SEEDING	
END WIDTH	SO. YDS.
120	253
100	89
80	28
60	164
40	31
20	31

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MLL	MJC
4	1	17	3		
14	2	25	4		
		42	7		

PIC - SR762 - 13.37
CROSS SECTIONS - S.R. 762
STA. 709+50.00 TO STA. 710+50.00

21/38

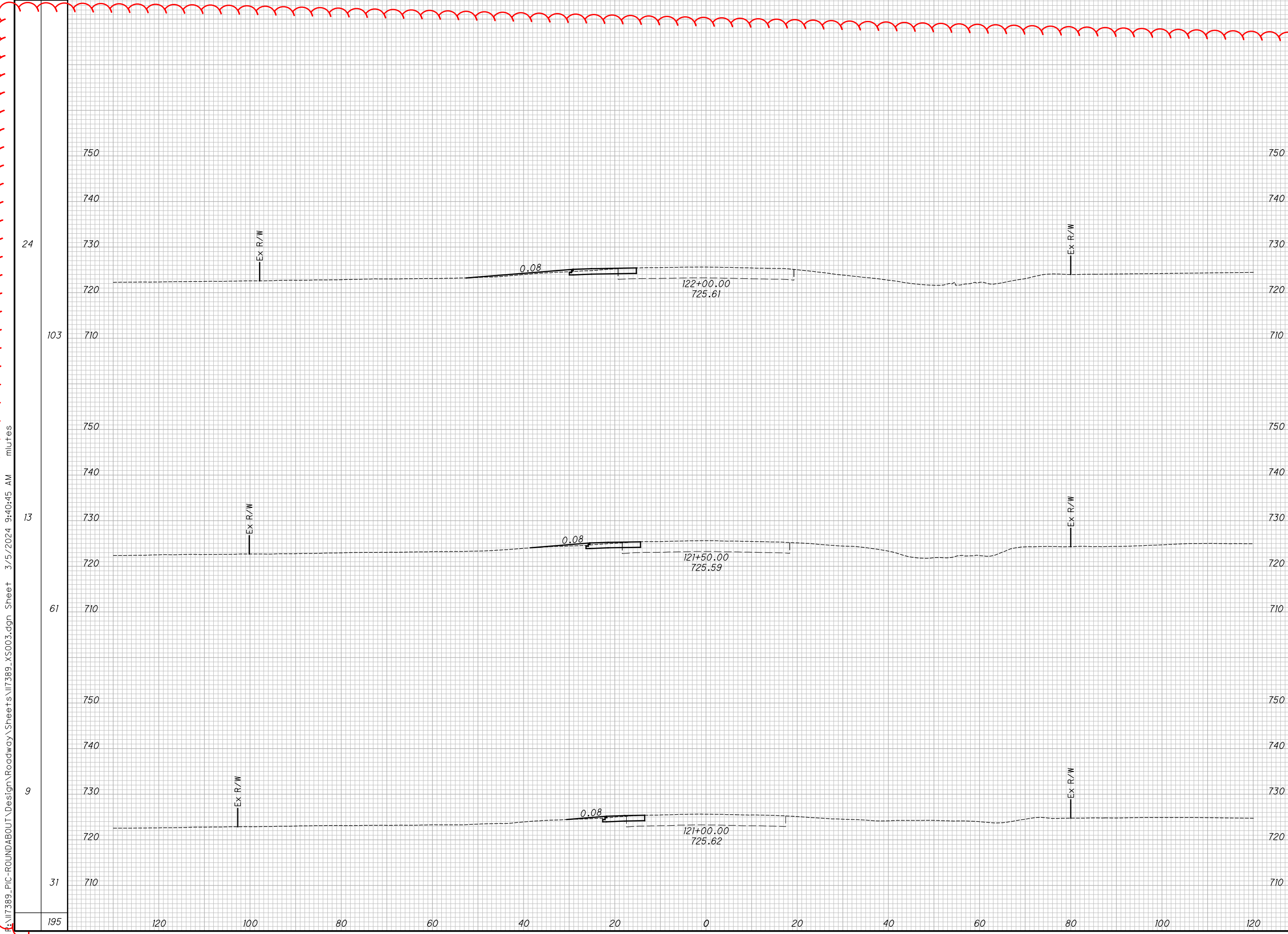
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SEEDING
 END SO.
 WIDTH YDS.
 24
 103
 13
 61
 9
 31
 195

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MLL	MJC
9	7				
		15	9		
7	4				
		11	6		
5	3				
		7	3		
		33	18		

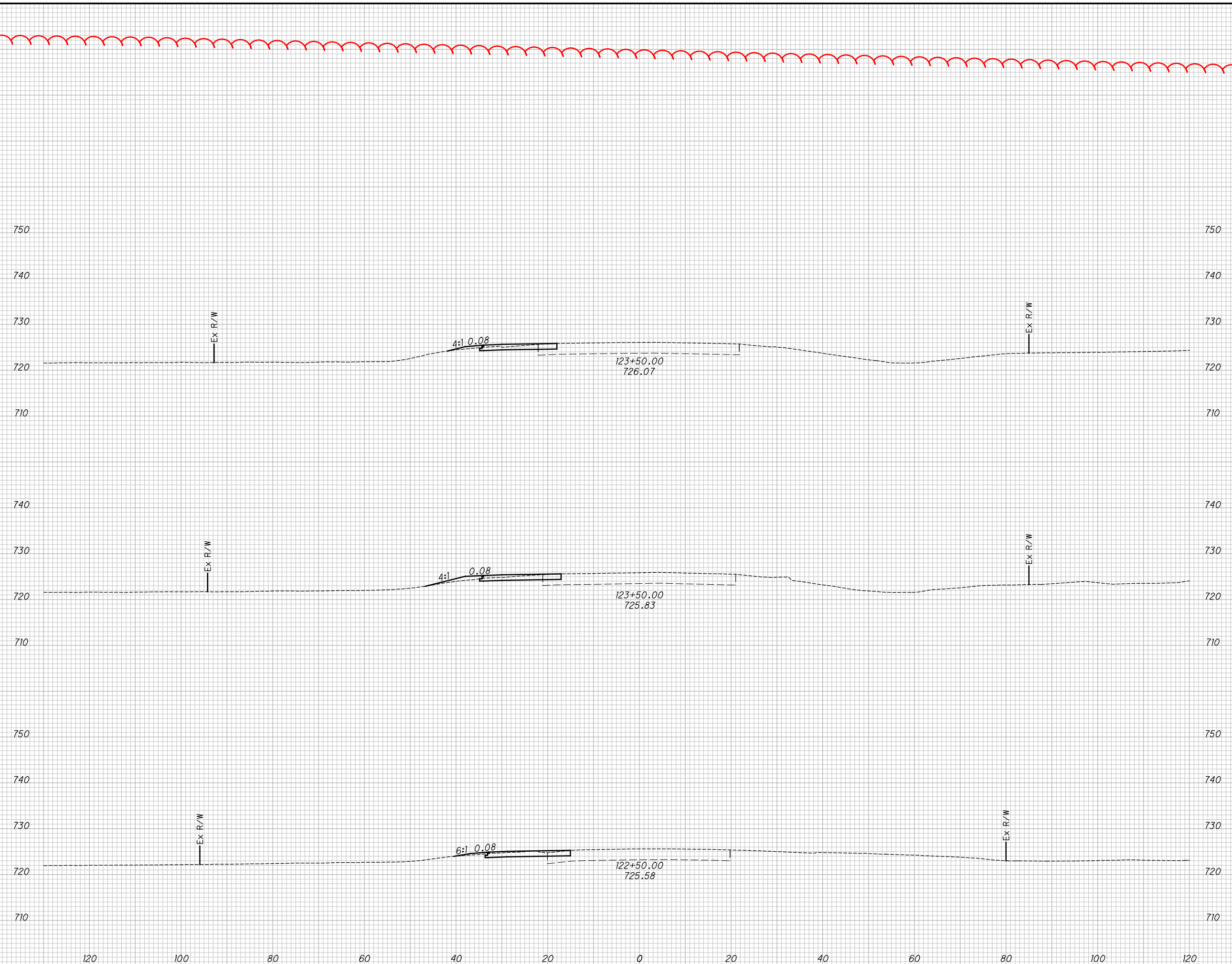
CROSS SECTIONS - ASHVILLE PIKE
 STA. 121+00.00 TO STA. 122+00.00
 PIC - SR762 - 13.37

21
38



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SEEDING	
END WIDTH	SO. YDS.
8	8
58	58
13	13
58	58
8	8
89	89

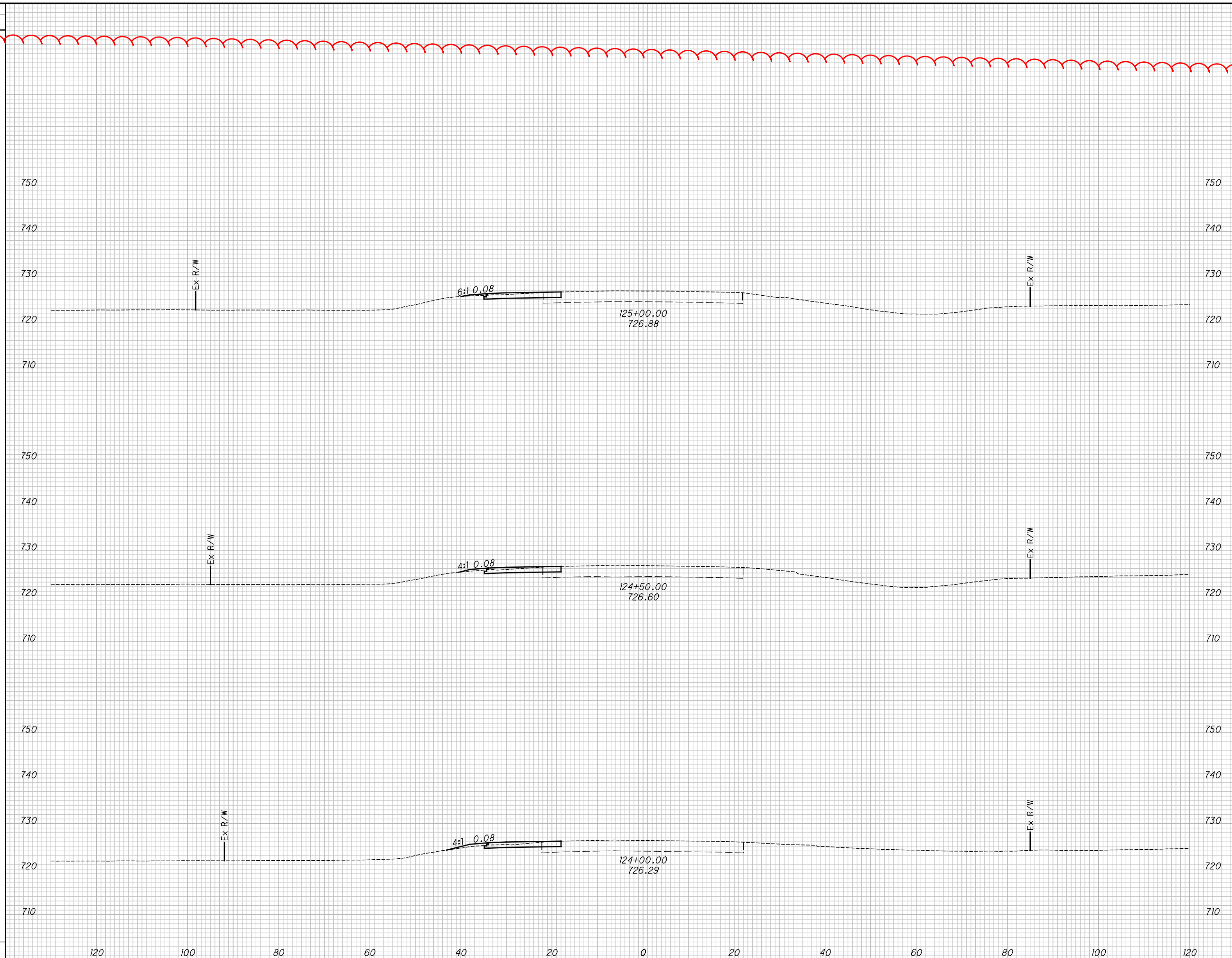


END AREA		VOLUME	
CUT	FILL	CUT	FILL
10	4	19	9
11	7	22	8
13	3	20	8
		61	25

CROSS SECTIONS - ASHVILLE PIKE
 STA. 122+50.00 TO STA. 123+50.00
 PIC-SR762-13.37
 CALCULATED MLL
 CHECKED MJC



SEEDING
 END SO.
 WIDTH YDS.
 6
 35
 7
 43
 9
 47
 125
 120
 100
 80
 60
 40
 20
 0
 20
 40
 60
 80
 100
 120



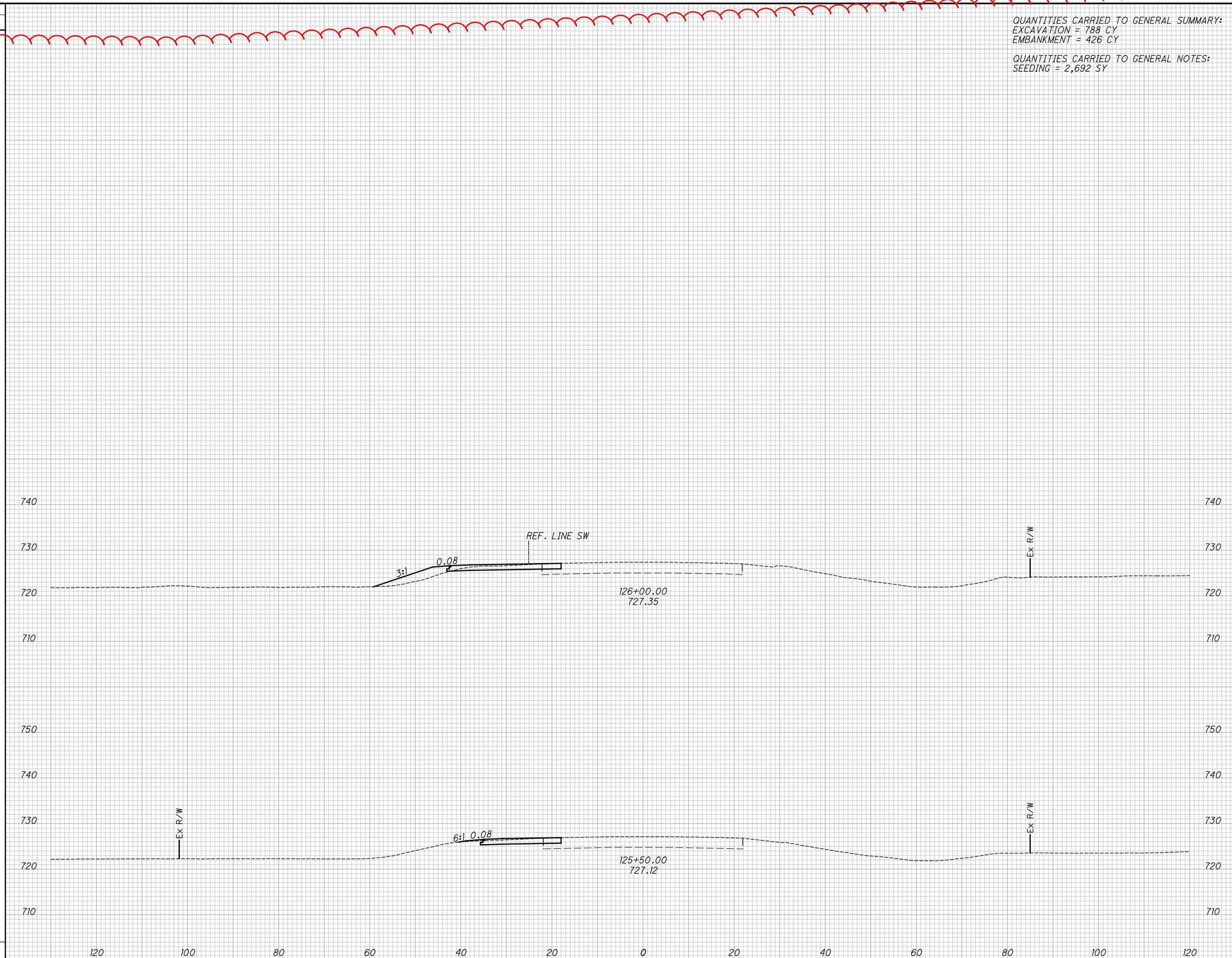
END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MLL	MJC
12	2				
		21	4		
11	3				
		19	6		
9	4				
		18	7		
		58	17		

CROSS SECTIONS - ASHVILLE PIKE
 STA. 124+00.00 TO STA. 125+00.00

PIC SR762-13.37

2
 1
 3
 8

18
67
6
33
100
120
100
80
60
40
20
0
20
40
60
80
100
120



QUANTITIES CARRIED TO GENERAL SUMMARY:
 EXCAVATION = 788 CY
 EMBANKMENT = 426 CY
 QUANTITIES CARRIED TO GENERAL NOTES:
 SEEDING = 2,692 SY

SEEDING		END AREA		VOLUME		CALCULATED		CHECKED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	MLL	MJC		
100									
120									
100									
80									
60									
40									
20									
0									
20									
40									
60									
80									
100									
120									
		16	24						
				28	24				
		14	2						
				24	3				
				52	27				

CROSS SECTIONS - ASHVILLE PIKE
STA. 125+50.00 TO STA. 126+00.00
PIC-SR762-13.37
 21
38








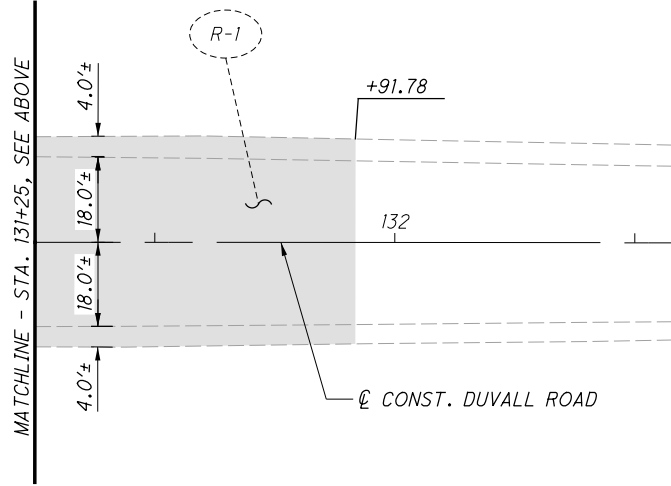
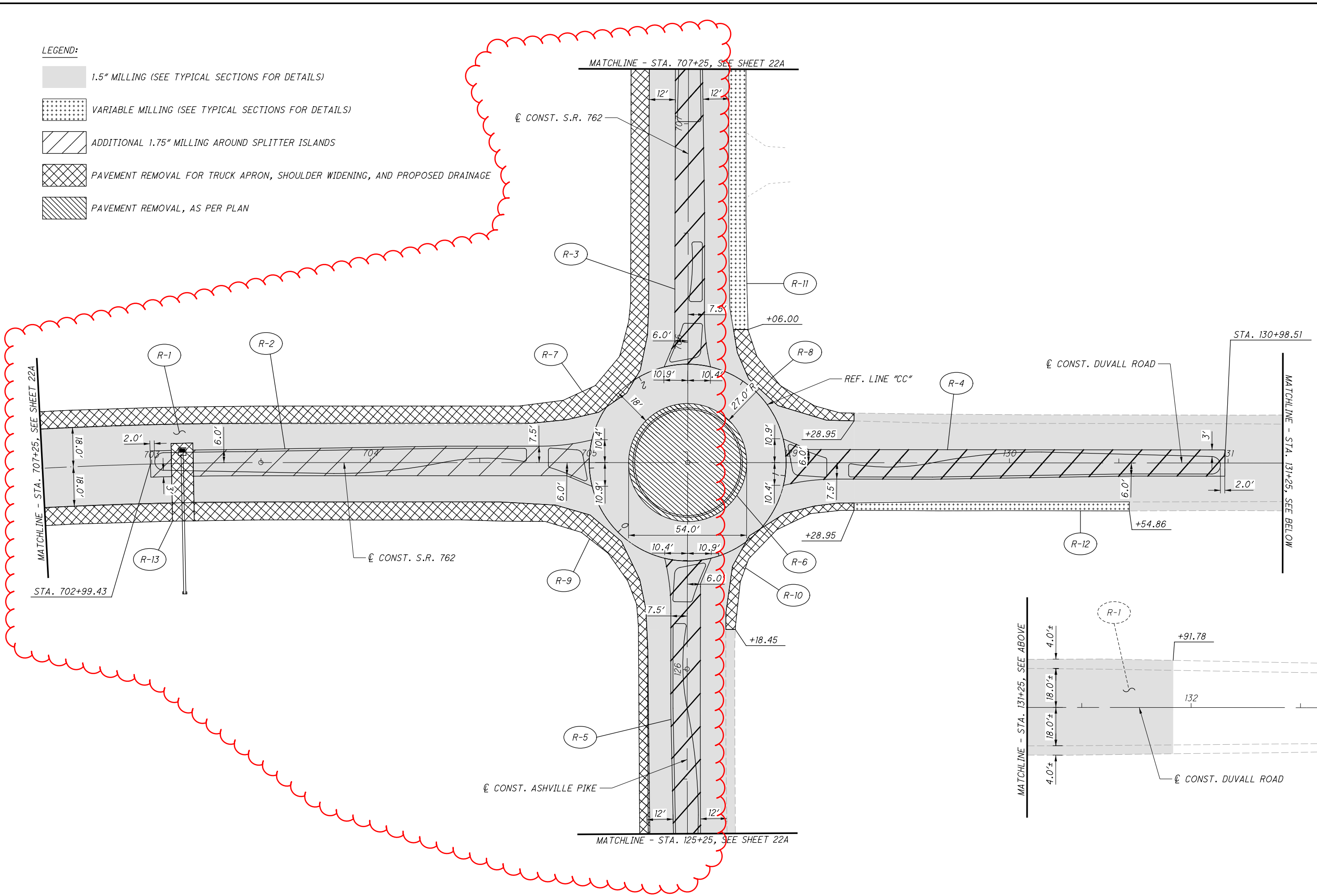
CALCULATED
MILL
CHECKED
MJC

PAVEMENT REMOVAL & MILLING PLAN

PIC-SR762-13.37

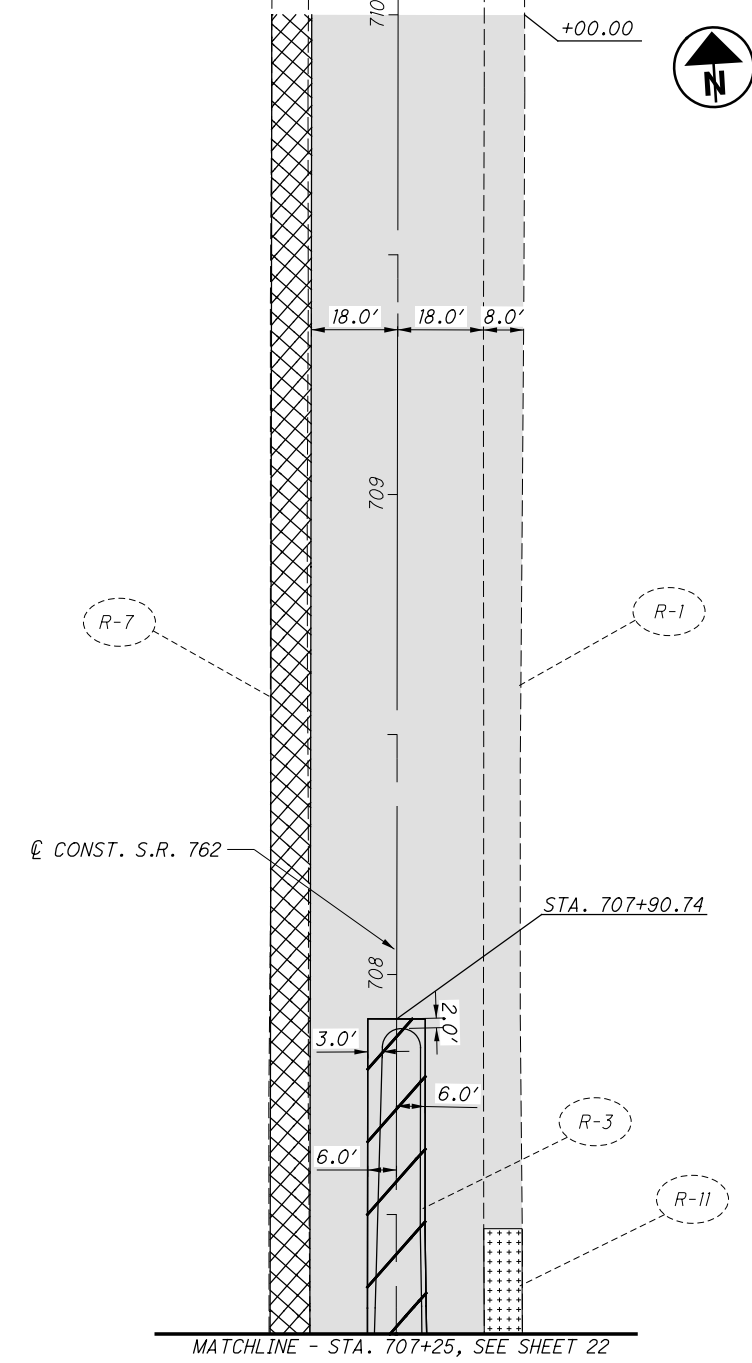
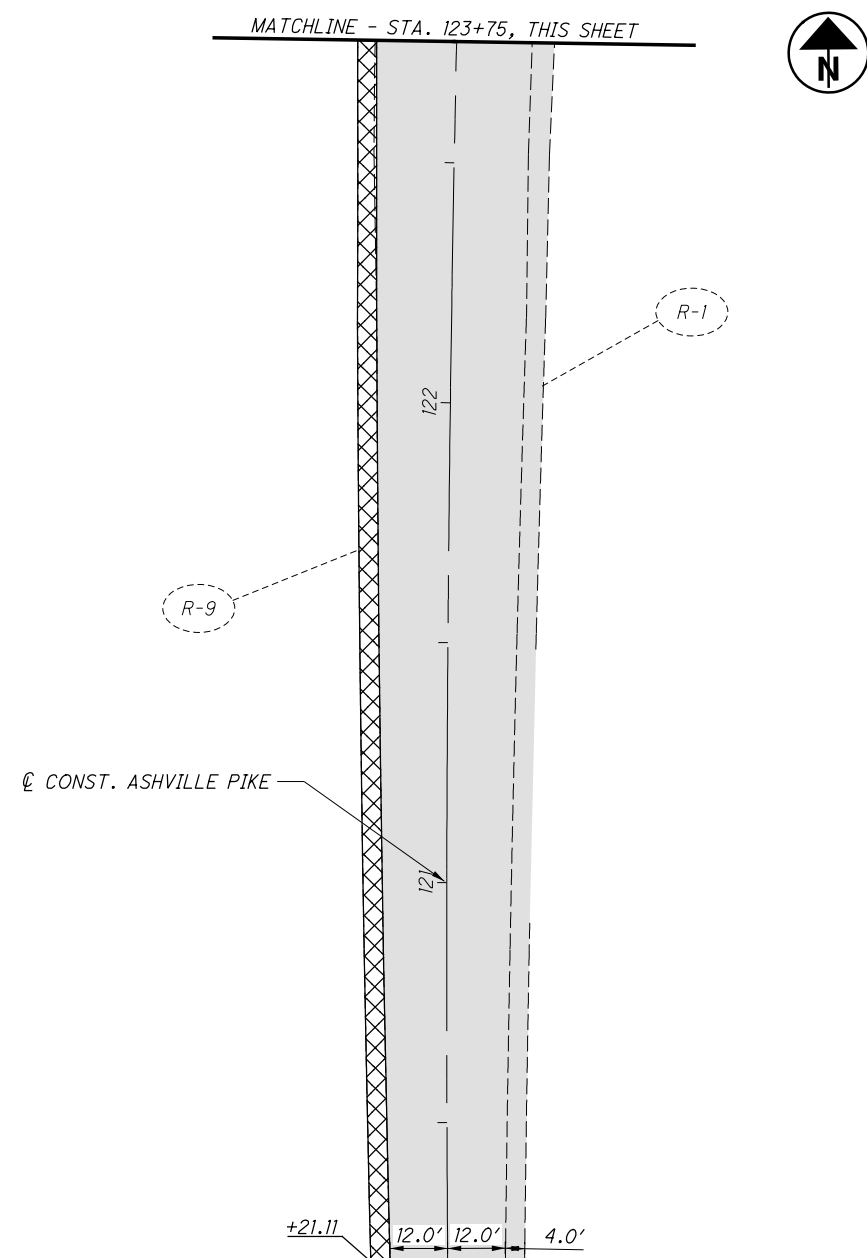
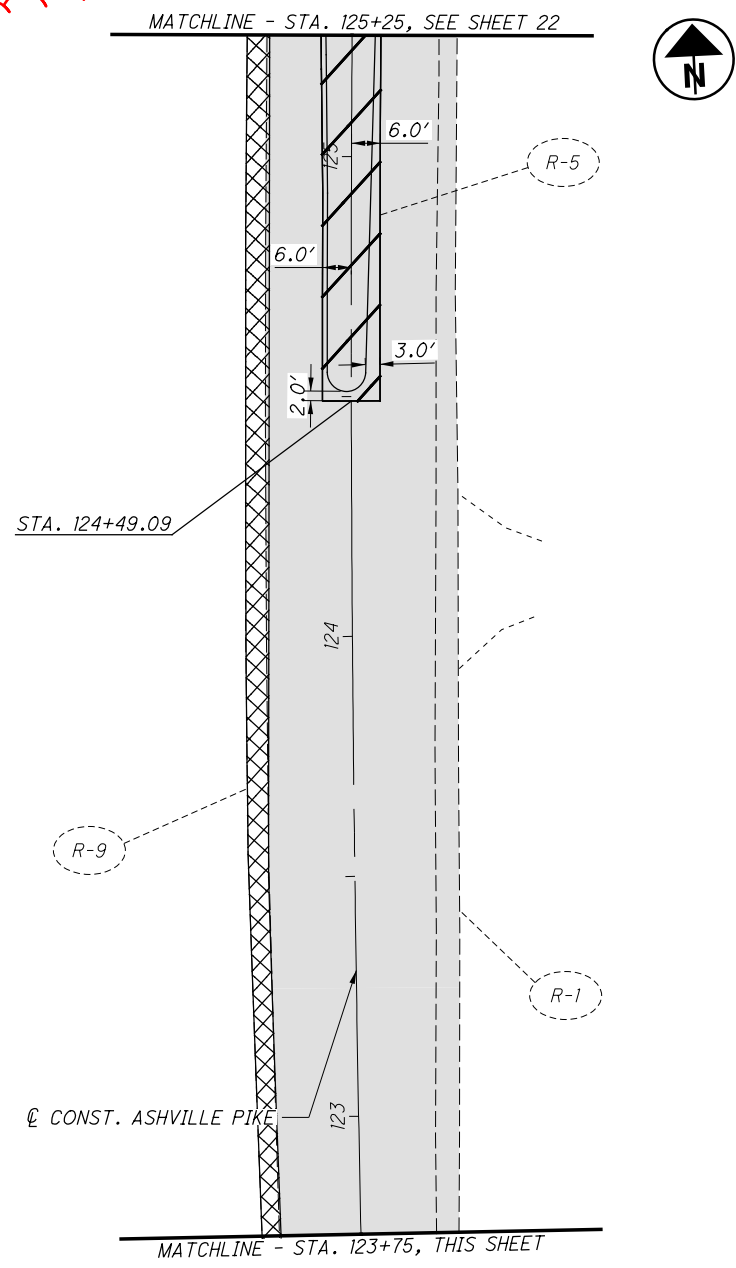
LEGEND:

-  1.5" MILLING (SEE TYPICAL SECTIONS FOR DETAILS)
-  VARIABLE MILLING (SEE TYPICAL SECTIONS FOR DETAILS)
-  ADDITIONAL 1.75" MILLING AROUND SPLITTER ISLANDS
-  PAVEMENT REMOVAL FOR TRUCK APRON, SHOULDER WIDENING, AND PROPOSED DRAINAGE
-  PAVEMENT REMOVAL, AS PER PLAN

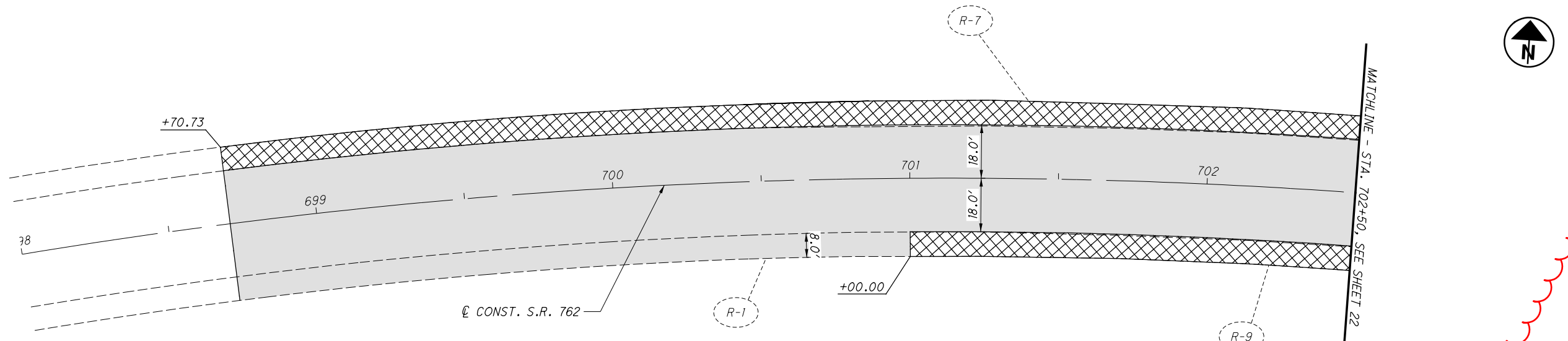


P:\17389_PIC-ROUNDABOUT\Design\Roadway\Sheets\17389_GI001.dgn Sheet 3/5/2024 9:40:54 AM mlutes

P:\117389_PIC-ROUNDABOUT\Design\Roadway\Sheets\117389_g1002.dgn Sheet 3/5/2024 9:40:58 AM milutes



*FOR LEGEND, SEE SHEET 22



CALCULATED	MLL	CHECKED	MJC

PAVEMENT REMOVAL & MILLING PLAN

PIC-SR762-13.37

NOTES:

1. ADJUST CURB ELEVATIONS AS NECESSARY TO ENSURE POSITIVE DRAINAGE AWAY FROM SPLITTER ISLANDS TO OUTSIDE OF ROADWAY ALONG THE NORTH, EAST, AND SOUTH LEGS.
2. ELEVATIONS ARE SHOWN EVERY 25' ALONG EACH CENTERLINE OF CONSTRUCTION UNLESS OTHERWISE NOTED. ELEVATIONS IN LOCATIONS OF SPLITTER ISLAND REPRESENT TOP OF PAVEMENT AT FACE CURB. ALL OTHER ELEVATIONS ARE SHOWN ALONG THE PROPOSED EDGE OF PAVEMENT, CENTER OF ROUNDABOUT, AND SAW CUT LINE.

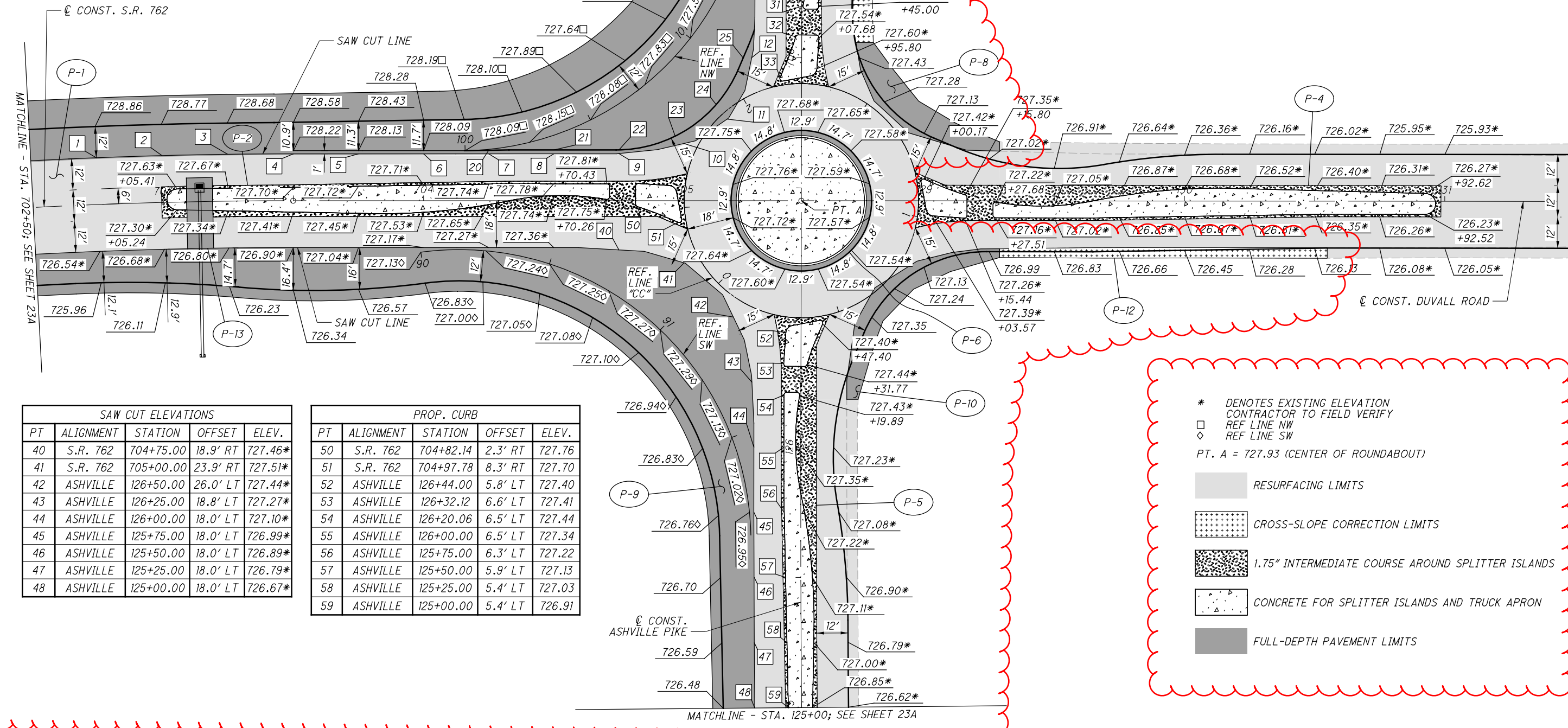
- * DENOTES EXISTING ELEVATION
CONTRACTOR TO FIELD VERIFY
- REF LINE NW
- ◇ REF LINE SW
- PT. A = 727.93 (CENTER OF ROUNDABOUT)
- RESURFACING LIMITS
- CROSS-SLOPE CORRECTION LIMITS
- 1.75" INTERMEDIATE COURSE AROUND SPLITTER ISLANDS
- CONCRETE FOR SPLITTER ISLANDS AND TRUCK APRON
- FULL-DEPTH PAVEMENT LIMITS

SAW CUT ELEVATIONS				
PT	ALIGNMENT	STATION	OFFSET	ELEV.
1	S.R. 762	702+75.00	18.0' LT	728.29*
2	S.R. 762	703+00.00	18.0' LT	728.25*
3	S.R. 762	703+25.00	18.0' LT	728.22*
4	S.R. 762	703+50.00	18.0' LT	728.18*
5	S.R. 762	703+75.00	18.0' LT	728.10*
6	S.R. 762	704+00.00	18.0' LT	728.06*
7	S.R. 762	704+25.00	18.0' LT	728.05*
8	S.R. 762	704+50.00	18.0' LT	728.02*
9	S.R. 762	704+75.00	18.0' LT	727.95*
10	S.R. 762	705+00.00	22.0' LT	727.88*
11	S.R. 762	705+76.38	28.6' LT	727.82*
12	S.R. 762	706+00.00	19.2' LT	727.56*
13	S.R. 762	706+25.00	18.0' LT	727.43*
14	S.R. 762	706+50.00	18.0' LT	727.28*
15	S.R. 762	706+75.00	18.0' LT	727.13*
16	S.R. 762	707+00.00	18.0' LT	727.03*

EOP ELEVATIONS - RAB				
PT	ALIGNMENT	STATION	OFFSET	ELEV.
20	S.R. 762	704+25.00	19.5' LT	728.08
21	S.R. 762	704+50.00	19.5' LT	728.04
22	S.R. 762	704+75.00	19.5' LT	727.96
23	S.R. 762	704+96.62	24.8' LT	727.90
24	S.R. 762	705+81.95	32.8' LT	727.85
25	S.R. 762	705+99.90	22.5' LT	727.55

EOP ELEVATIONS - REF NW				
PT	ALIGNMENT	STATION	OFFSET	ELEV.
26	S.R. 762	706+75.00	19.4' LT	727.10
27	S.R. 762	706+75.00	31.4' LT	726.91
28	S.R. 762	707+00.00	33.7' LT	726.78

PROP. CURB				
PT	ALIGNMENT	STATION	OFFSET	ELEV.
29	S.R. 762	707+01.98	5.0' LT	727.28
30	S.R. 762	706+44.92	1.7' RT	727.52
31	S.R. 762	706+19.91	0.5' RT	727.56
32	S.R. 762	706+08.03	2.3' LT	727.56
33	S.R. 762	705+92.40	8.3' LT	727.65



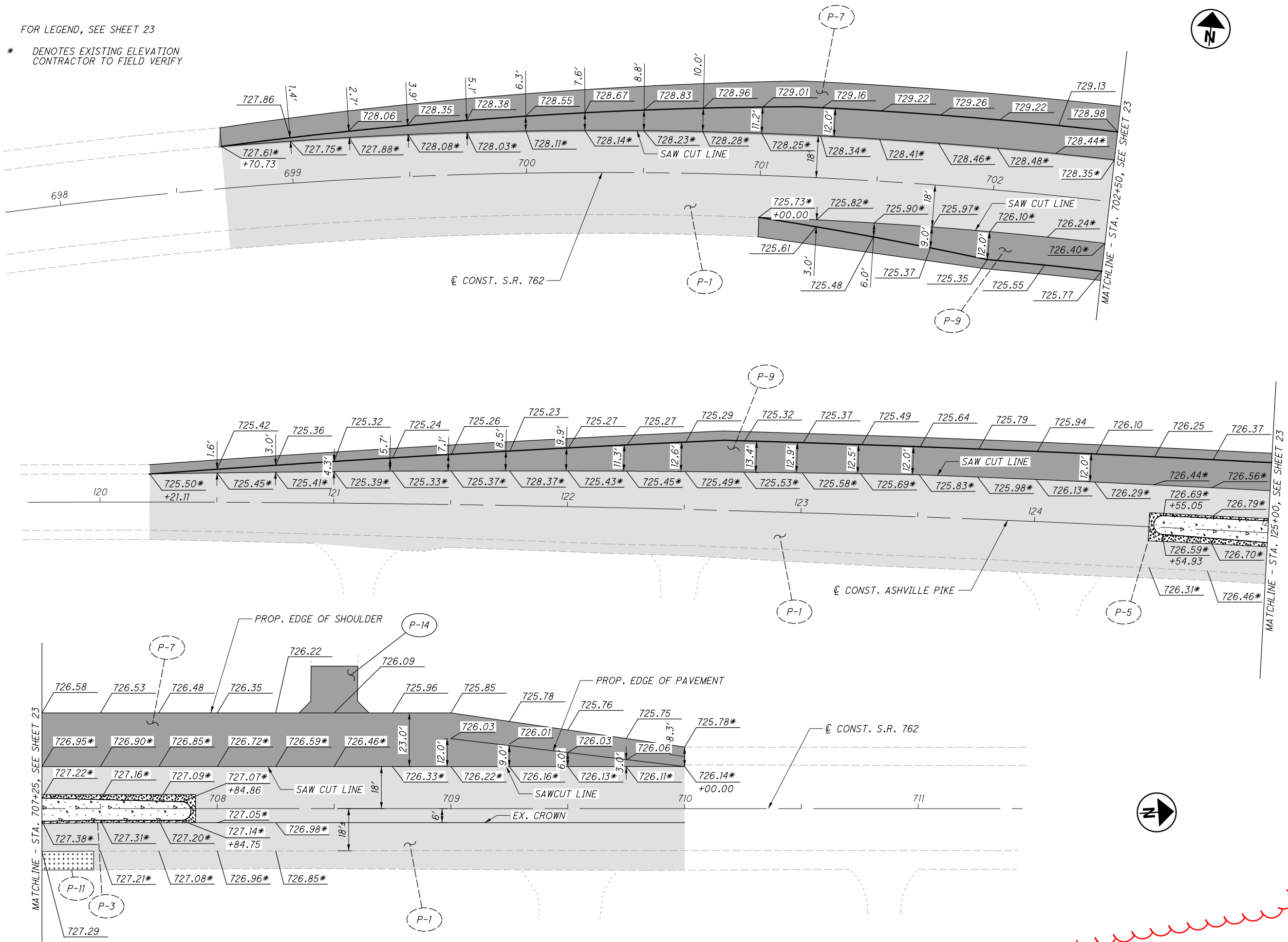
SAW CUT ELEVATIONS				
PT	ALIGNMENT	STATION	OFFSET	ELEV.
40	S.R. 762	704+75.00	18.9' RT	727.46*
41	S.R. 762	705+00.00	23.9' RT	727.51*
42	ASHVILLE	126+50.00	26.0' LT	727.44*
43	ASHVILLE	126+25.00	18.8' LT	727.27*
44	ASHVILLE	126+00.00	18.0' LT	727.10*
45	ASHVILLE	125+75.00	18.0' LT	726.99*
46	ASHVILLE	125+50.00	18.0' LT	726.89*
47	ASHVILLE	125+25.00	18.0' LT	726.79*
48	ASHVILLE	125+00.00	18.0' LT	726.67*

PROP. CURB				
PT	ALIGNMENT	STATION	OFFSET	ELEV.
50	S.R. 762	704+82.14	2.3' RT	727.76
51	S.R. 762	704+97.78	8.3' RT	727.70
52	ASHVILLE	126+44.00	5.8' LT	727.40
53	ASHVILLE	126+32.12	6.6' LT	727.41
54	ASHVILLE	126+20.06	6.5' LT	727.44
55	ASHVILLE	126+00.00	6.5' LT	727.34
56	ASHVILLE	125+75.00	6.3' LT	727.22
57	ASHVILLE	125+50.00	5.9' LT	727.13
58	ASHVILLE	125+25.00	5.4' LT	727.03
59	ASHVILLE	125+00.00	5.4' LT	726.91

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FOR LEGEND, SEE SHEET 23

* DENOTES EXISTING ELEVATION
CONTRACTOR TO FIELD VERIFY



CALCULATED
MLL
CHECKED
MJC

INTERSECTION & PAVEMENT DETAILS

PIC-SR762-13.37

23A
38

P:\117389_PIC-ROUNDABOUT\Design\Roadway\Sheets\117389_G1004.dgn Sheet 3/5/2024 9:41:06 AM mlutes

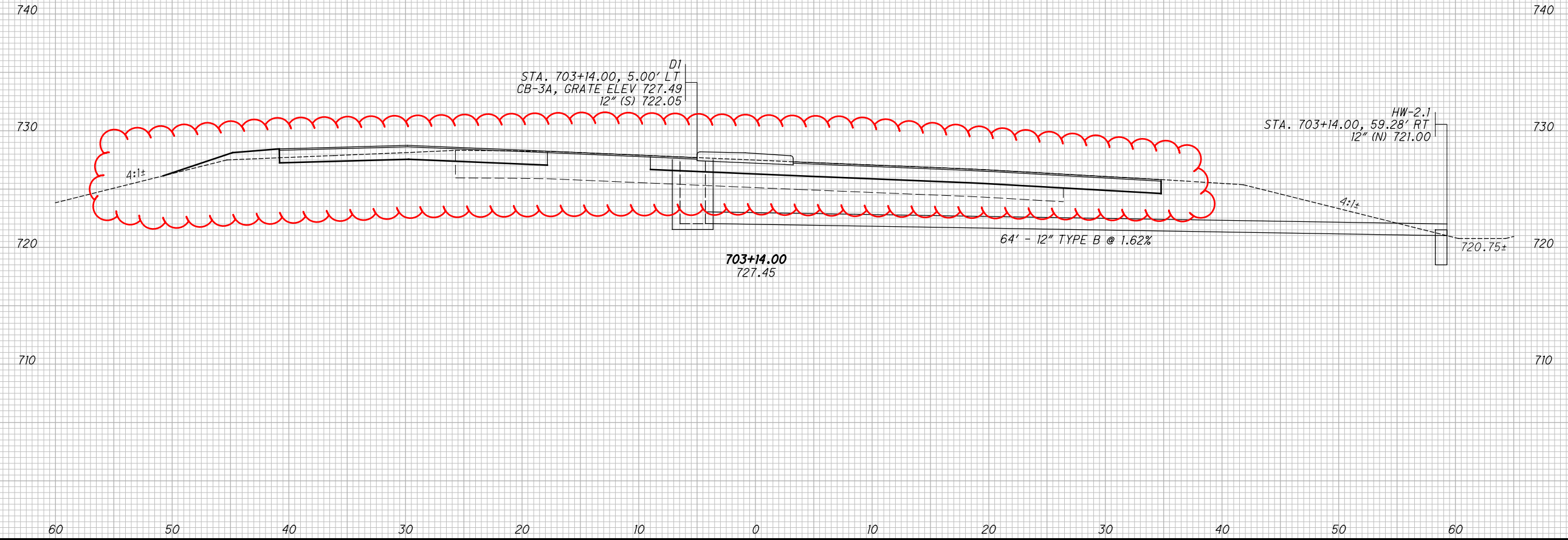
P:\17389_PIC-ROUNDABOUT\Design\Drainage\Sheets\17389_DF001.dgn Sheet 3/5/2024 9:4:09 AM mlutes

SEEDING

END WIDTH	SO. YDS.

END AREA VOLUME

CUT	FILL	CUT	FILL	CALCULATED	MLL	CHECKED	MJC



DRAINAGE PROFILE

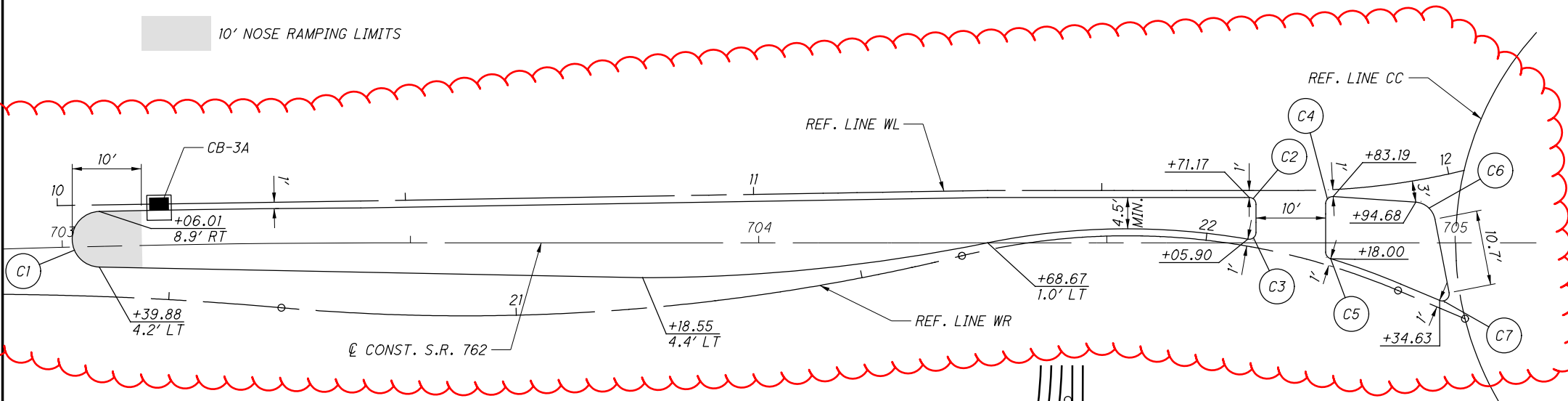
PIC-SR762-13.37

24
38

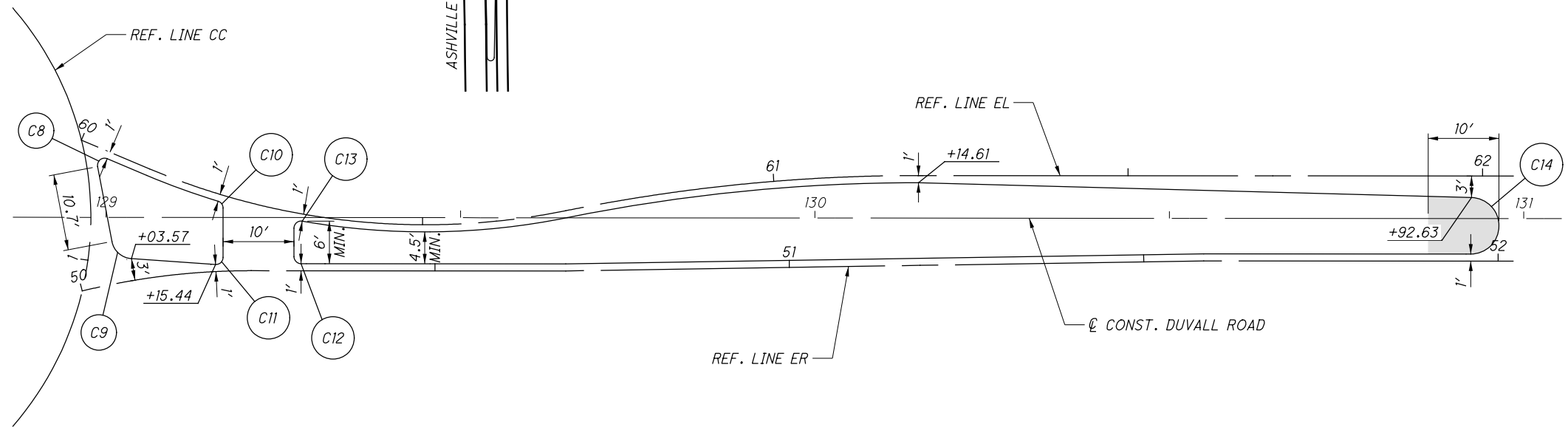
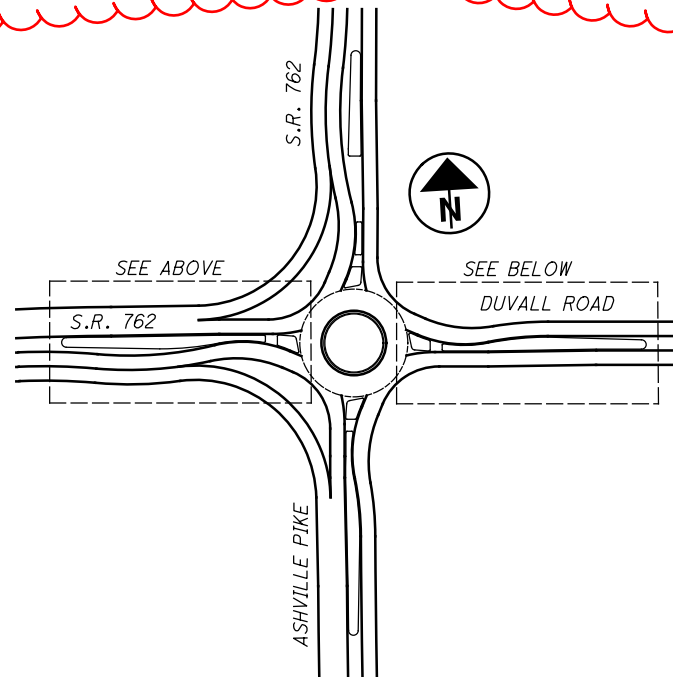
NOTES:

1. FOR ADDITIONAL DETAILS, SEE SCD RM-3.1

10' NOSE RAMPING LIMITS



CURVE NO.	RADIUS (FT.)
C1	4.0
C2	1.0
C3	1.0
C4	1.0
C5	1.0
C6	3.0
C7	1.0
C8	1.0
C9	3.0
C10	1.0
C11	1.0
C12	1.0
C13	1.0
C14	4.0



CALCULATED
MJC
CHECKED
MJC

0 5 10 20
HORIZONTAL SCALE IN FEET

SPLITTER ISLAND DETAILS
S.R. 762 & DUVALL ROAD

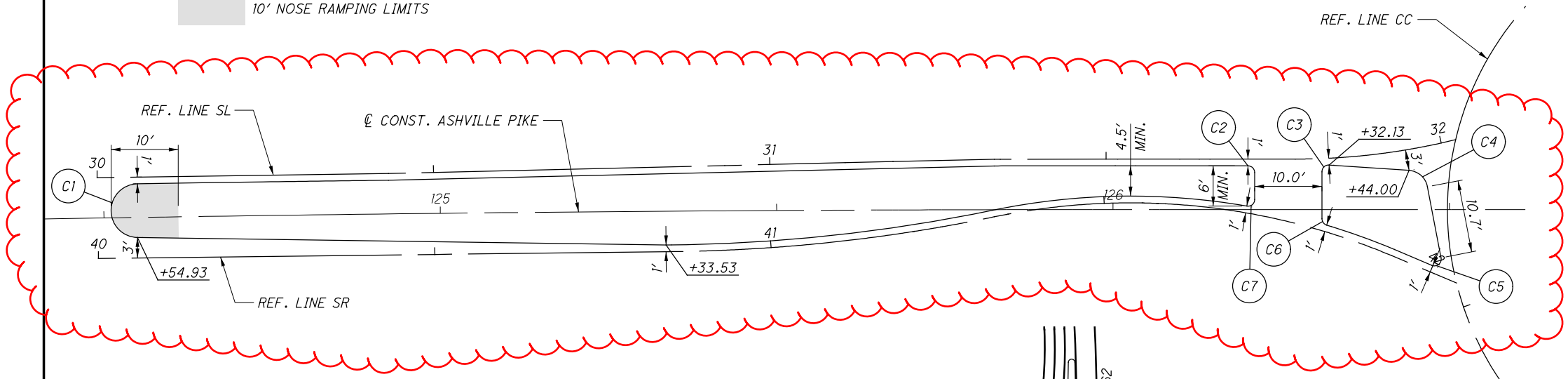
PIC-SR762-13.37

P:\17389_PIC-ROUNDABOUT\Design\Roadway\Sheets\17389_GA001.dgn Sheet 3/5/2024 9:41:13 AM mlutes

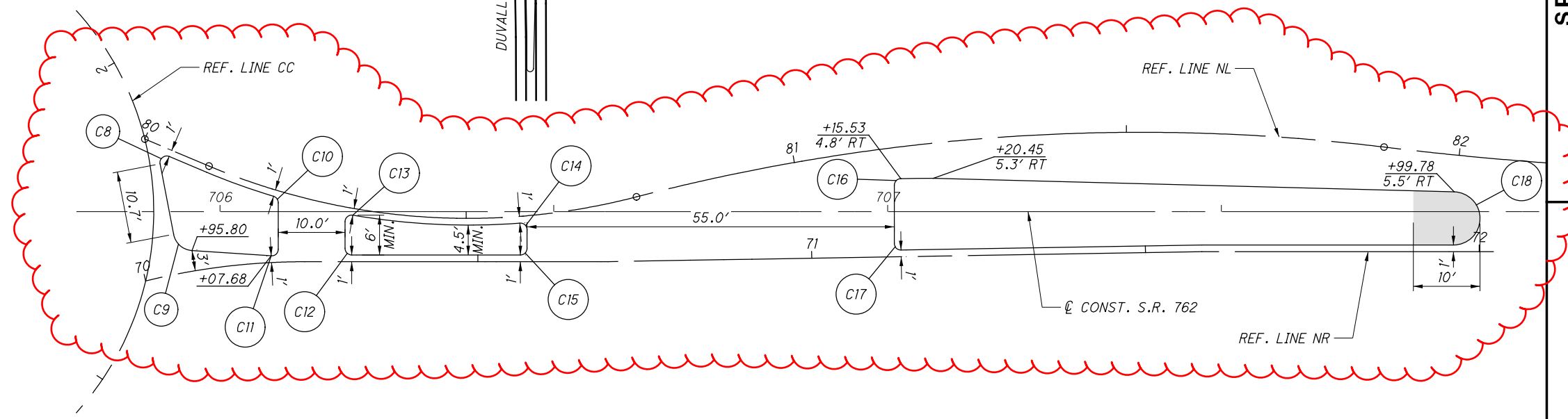
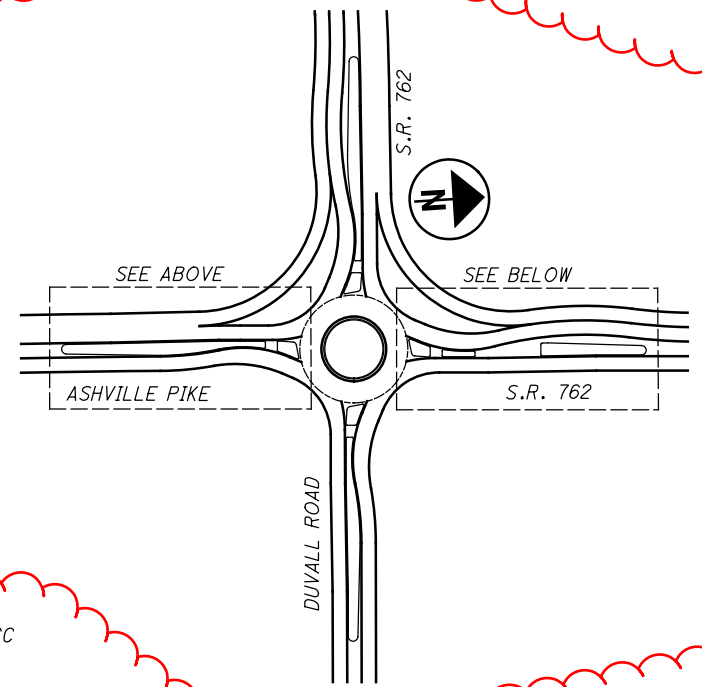
NOTES:

1. FOR ADDITIONAL DETAILS, SEE SCD RM-3.1

10' NOSE RAMPING LIMITS



CURVE NO.	RADIUS (FT.)
C1	4.0
C2	1.0
C3	1.0
C4	3.0
C5	1.0
C6	1.0
C7	1.0
C8	1.0
C9	3.0
C10	1.0
C11	1.0
C12	1.0
C13	1.0
C14	1.0
C15	1.0
C16	1.0
C17	1.0
C18	4.0



CALCULATED
M.L.L.
CHECKED
M.J.C.

SPLITTER ISLAND DETAILS
S.R. 762 & ASHVILLE PIKE

PIC-SR762-13.37

P:\17389_PIC-ROUNDABOUT\Design\Roadway\Sheets\17389_GA002.dgn Sheet 3/5/2024 9:41:16 AM mlufes

P:\17389_PIC-ROUNDABOUT\Design\Traffic\Sheets\17389_IS001.dgn Sheet 3/5/2024 9:41:20 AM minutes

SHEET NO.	REFERENCE NO.	ROADWAY/ ALIGNMENT	STATION		SIDE	621	621	621	644	644	644	644	644	644	644	644	644	644	
			FROM	TO		RPM, 2-WAY (YELLOW/YELLOW)	RPM, 2-WAY (WHITE/RED)	RPM, 2-WAY (YELLOW/RED)	EDGE LINE, 4", WHITE	EDGE LINE, 4", YELLOW	EDGE LINE, 6", WHITE	EDGE LINE, 6", YELLOW	CENTER LINE (DOUBLE SOLID)	TRANSVERSE/DIAGONAL LINE	LANE ARROW	DOTTED LINE, 12"	YIELD LINE	WORD ON PAVEMENT, 96"	CHANNELIZING LINE, 12"
PIC-SR762-13.37 - PAVEMENT MARKING SUBSUMMARY						EA	EA	EA	MILE	MILE	MILE	MILE	MILE	FT	EA	FT	FT	EA	FT
30-32	EW-1	S.R. 762	698+70.73	710+00.00	LT						0.20								
30-31	EW-2	S.R. 762	698+70.73	705+13.69	RT						0.13								
30, 34	ELW-1	ASHVILLE PIKE	120+21.11	125+66.11	LT				0.10										
30, 32	EW-3	S.R. 762	705+95.15	710+00.00	RT						0.08								
30, 33	ELW-2	DUVALL ROAD	128+77.04	131+91.78	LT				0.06										
30, 33-34	ELW-3	ASHVILLE PIKE & DUVALL ROAD	120+21.11	131+91.78	RT				0.18										
30	EW-4	REF. LINE "CC"	0+24.81	0+46.30	CL		2				0.004								
30	EW-5	REF. LINE "CC"	0+95.56	1+17.05	CL		2				0.004								
30	EW-6	REF. LINE "CC"	1+66.19	1+87.67	CL		2				0.004								
30	EW-7	REF. LINE "CC"	2+36.98	2+58.46	CL		2				0.004								
30	EY-1	S.R. 762	703+01.43	705+01.31	LT			11			0.04								
30	EY-2	S.R. 762	703+01.43	705+01.43	RT			11			0.04								
30, 32	EY-3	S.R. 762	705+88.74	707+88.74	LT			11			0.04								
30, 32	EY-4	S.R. 762	705+88.87	707+88.74	RT			11			0.04								
30	ELY-1	DUVALL ROAD	128+96.51	130+96.51	LT			11	0.04										
30	ELY-2	DUVALL ROAD	128+96.64	130+96.51	RT			11	0.04										
30, 34	ELY-3	ASHVILLE PIKE	124+51.06	126+51.06	RT			11	0.04										
30, 34	ELY-4	ASHVILLE PIKE	124+51.06	126+50.93	LT			11	0.04										
30	EY-5	REF. LINE "CC"	0+00.00	2+82.74	CL			14			0.03								
30	YL-1	S.R. 762	704+94.23	705+00.06	RT												15		
30	YL-2	S.R. 762	705+89.79	705+95.61	LT												15		
30	YL-3	DUVALL ROAD	128+97.82	129+03.65	LT												15		
30	YL-4	ASHVILLE PIKE	126+44.13	126+49.95	RT												15		
30	DL-1	REF. LINE "CC"	0+46.30	0+77.80	CL/RT												33		
30	DL-2	REF. LINE "CC"	1+17.05	1+48.60	CL/RT												33		
30	DL-3	REF. LINE "CC"	1+87.67	2+19.15	CL/RT												33		
30	DL-4	REF. LINE "CC"	2+58.46	0+07.28	CL/RT												33		
30, 31	DL-5	S.R. 762	698+70.73	704+15.73	LT												550		
31	DL-6	S.R. 762	701+00.00	702+00.00	RT												100		
30, 34	DL-7	ASHVILLE PIKE	120+21.11	125+66.11	LT												546		
32	DL-8	S.R. 762	709+00.00	710+00.00	LT												100		
30-31	CL-1	S.R. 762	698+70.73	703+01.43	LT	6					0.08								
30-31	CL-2	S.R. 762	698+70.73	703+01.43	RT	6					0.08								
30, 33	CL-3	DUVALL ROAD	130+96.51	131+91.78	LT						0.02								
30, 33	CL-4	DUVALL ROAD	130+96.51	131+91.78	RT						0.02								
32	CL-5	S.R. 762	707+88.74	710+00.00	LT	4					0.04								
32	CL-6	S.R. 762	707+88.74	710+00.00	RT	4					0.04								
34	CL-7	ASHVILLE PIKE	120+21.11	124+51.06	LT						0.08								
34	CL-8	ASHVILLE PIKE	120+21.11	124+51.06	RT						0.08								
30-31	TL-1	S.R. 762	698+70.73	702+89.56	RT/LT								206						
30, 33	TL-2	DUVALL ROAD	131+08.49	131+86.79	RT/LT								96						
32	TL-3	S.R. 762	708+00.73	710+00.00	RT/LT								126						
34	TL-4	ASHVILLE PIKE	120+21.11	124+39.06	RT/LT								203						
30	TL-5	S.R. 762	704+15.73	706+92.36	LT								175						
30	TL-6	S.R. 762	703+98.95	705+25.70	RT								190						
30	A-1	REF. LINE "CC"		0+46.30	LT												1		
30	A-2	REF. LINE "CC"		1+17.05	LT												1		
30	A-3	REF. LINE "CC"		1+87.67	LT												1		
30	A-4	REF. LINE "CC"		2+58.46	LT												1		
SUBTOTAL						20	8	102	0.35	0.15	0.40	0.20							
TOTALS CARRIED TO GENERAL SUMMARY									130	0.50	0.60	0.44	998	4	1427	60			

CALCULATED MLL CHECKED MJC
PIC-SR762-13.37
2/38

P:\17389_PIC-ROUNDABOUT\Design\Traffic\Sheets\17389_IS002.dgn Sheet 3/5/2024 9:41:23 AM mlufes

SHEET NO.	REFERENCE NO.	ROADWAY/ ALIGNMENT	STATION		SIDE	621	621	621	644	644	644	644	644	644	644	644	644	644	644
			FROM	TO		RPM, 2-WAY (YELLOW/YELLOW)	RPM, 2-WAY (WHITE/RED)	RPM, 2-WAY (YELLOW/RED)	EDGE LINE, 4", WHITE	EDGE LINE, 4", YELLOW	EDGE LINE, 6", WHITE	EDGE LINE, 6", YELLOW	CENTER LINE (DOUBLE SOLID)	TRANSVERSE/DIAGONAL LINE	LANE ARROW	DOTTED LINE, 12"	YIELD LINE	WORD ON PAVEMENT, 96"	CHANNELIZING LINE, 12"
PIC-SR762-13.37 - PAVEMENT MARKING SUBSUMMARY						EA	EA	EA	MILE	MILE	MILE	MILE	MILE	FT	EA	FT	FT	EA	FT
30	A-5	S.R. 762		703+98.16	RT										1				
30	A-6	S.R. 762		703+99.74	RT										1				
30	A-7	S.R. 762		706+91.48	LT										1				
30	A-8	S.R. 762		706+93.23	LT										1				
30	W-1	S.R. 762		704+92.28	RT													1	
30	W-2	ASHVILLE PIKE		126+41.70	RT													1	
30	W-3	DUVALL ROAD		129+06.36	LT													1	
30	W-4	S.R. 762		705+98.17	LT													1	
30, 31	CH-1	S.R. 762	702+00.00	705+25.70	RT														413
30	CH-2	S.R. 762	703+98.95	705+25.69	RT														188
30	CH-3	S.R. 762	704+15.73	705+24.88	LT														190
30, 32	CH-4	S.R. 762	704+15.73	709+00.00	LT														425
SUBTOTAL																			
TOTALS CARRIED TO GENERAL SUMMARY															4			4	1217

CALCULATED MLL
 CHECKED MJC
PIC-SR762-13.37
 PAVEMENT MARKING SUBSUMMARY

P:\17389_PIC-ROUNDABOUT\Design\Traffic\Sheets\17389_IS004.dgn Sheet 3/5/2024 9:41:28 AM mlufes

SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	CODE	SIZE (INCHES)	630	630	630	630	630	630	630	630	630	630	630	630	
							GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	GROUND MOUNTED SUPPORT, NO. 3 POST (SQUARE)	TEMPORARY SIGN SUPPORT, NO. 3 POST	SIGN POST REFLECTOR	SIGN, FLAT SHEET	SIGN, FLAT SHEET, AS PER PLAN	SIGNING, MISC.: POST ANCHOR BASE					
							FT	FT	FT	EA	EA	SQ FT	SQ FT	EA					
30	SN-1	S.R. 762	703+05	RT	R4-7-24	24x30			12.1			5.0		1					
					OMI-1-18	18x18						2.3							
30	SN-2	S.R. 762	704+95	RT	R1-2-36	36x36			10.4		1	3.9		1					
					R6-5P-30	30x30						6.3							
30	SN-3	S.R. 762	704+86	RT	R1-2-36	36x36			10.4		1	3.9		1					
					R6-5P-30	30x30						6.3							
30	SN-4	ASHVILLE PIKE	126+44	LT	D1-HI-48	48x12			8.0			4.0		1					
30	SN-5A	S.R. 762	703+40	LT	W4-2R-36	36x36		14.8				9.0							
					M3-4-24	24x12						2.0							
30	SN-5	S.R. 762	704+94	LT	M1-5-24-3	30x24			11.8			5.0		1					
					M6-2-21	21x15						2.2							
30	SN-6	S.R. 762	706+07	LT	R1-2-36	36x36			10.4		1	3.9		1					
					R6-5P-30	30x30						6.3							
30	SN-7	S.R. 762	705+95	LT	R1-2-36	36x36			10.4		1	3.9		1					
					R6-5P-30	30x30						6.3							
30	SN-8	S.R. 762	705+96	LT	M3-2-24	24x12			11.8			2.0		1					
					M6-2-21	21x15						2.2							
					M1-5-24-3	30x24						5.0							
30	SN-9	DUVALL ROAD	129+18	LT	R1-2-36	36x36		13.7			1	3.9							
					R6-5P-30	30x30						6.3							
30	SN-10	DUVALL ROAD	129+04	LT	R1-2-36	36x36		13.6			1	3.9							
30	SN-11	DUVALL ROAD	130+93	RT	R4-7-24	24x30		14.5				5.0							
					OMI-1-18	18x18						2.3							
30	SN-12	ASHVILLE PIKE	126+44	RT	R1-2-36	36x36			10.4		1	3.9		1					
					R1-2-36	36x36						3.9							
30	SN-13	ASHVILLE PIKE	126+32	RT	R6-5P-30	30x30			13.7		1	6.3							
30	SN-14	DUVALL ROAD	129+04	RT	D1-HI-48	48x12	11.5					4.0							
31	SN-15	S.R. 762	695+50	RT	M5-3-21	21x15			13.9			2.2							
31	SN-16	S.R. 762	697+00	RT	W3-2-36	36x36			14.9			9.0							
					W2-6-30	30x30						6.3							
31	SN-17	S.R. 762	699+94	RT	W13-1P-18	18x18			15.0			2.3							
					R3-8LTR-36	36x36						9.0							
31	SN-17A	S.R. 762	702+00	RT	R2-1-36	30x36			14.2			7.5							
31	SN-17B	S.R. 762	699+00	LT	R2-1-36	30x36			13.7			7.5							
					M3-4-24	24x12						2.0							
31	SN-17C	S.R. 762	701+40	LT	M1-5-24-3	30x24			13.8			5.0							
32	SN-18	S.R. 762	707+85	RT	R4-7-24	24x30			12.1			5.0		1					
					OMI-1-18	18x18						2.3							
					W2-6-30	30x30						6.3							
32	SN-19	S.R. 762	710+46	LT	W13-1P-18	18x18			15.0			2.3							
32	SN-20	S.R. 762	713+96	LT	W3-2-36	36x36			14.8			9.0							
32	SN-20A	S.R. 762	709+00	LT	R3-8LTR-36	36x36			14.7			9.0							
33	SN-21	DUVALL ROAD	132+54	LT	W2-6-30	30x30			14.5			6.3							
					W13-1P-18	18x18						2.3							
33	SN-22	DUVALL ROAD	136+24	LT	W3-2-36	36x36			14.9			9.0							
34	SN-23	ASHVILLE PIKE	124+55	LT	R4-7-24	24x30			14.5			5.0							
					OMI-1-18	18x18						2.3							
					W2-6-30	30x30						6.3							
34	SN-24	ASHVILLE PIKE	122+94	RT	W13-1P-18	18x18			14.6			2.3							
					W3-2-36	36x36						9.0							
34	SN-25	ASHVILLE PIKE	119+44	RT	W4-2R-36	36x36			14.8			9.0							
34	SN-25A	ASHVILLE PIKE	124+90	LT	W4-2R-36	36x36			14.8			9.0							
31	SN-26	S.R. 762	E. OF OLD DUVALL CT	RT	W23-2-36	36x36				1		9.0							
32	SN-27	S.R. 762	1000' N OF ROUNDABOUT	LT	W23-2-36	36x36				1		9.0							
33	SN-28	DUVALL ROAD	1000' E OF ROUNDABOUT	RT	W23-2-36	36x36				1		9.0							
34	SN-29	ASHVILLE PIKE	1000' S OF ROUNDABOUT	RT	W23-2-36	36x36				1		9.0							
SUBTOTAL								288.4	107.8										
TOTALS CARRIED TO GENERAL SUMMARY							11.5		396.2	4	8	246.8	36.0	10					

CALCULATED MLLJ
 CHECKED MJC
PIC-SR762-13.37
 28
 38

I:\7389_PIC-ROUNDABOUT\Design\Traffic\Sheets\7389_IS003.dgn Sheet 3/5/2024 9:41:42 AM mlufes

SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	630	630	630													
					REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL													
					EA	EA	EA													
<i>PIC-SR762-13.37 SIGN REMOVAL SUBSUMMARY</i>																				
30	SR-1A	S.R. 762	702+91	LT	1		1													
30	SR-1B	S.R. 762	703+93	RT	2		1													
30	SR-1	S.R. 762	704+06	LT	2		1													
30	SR-2	S.R. 762	704+68	RT	2		2													
30	SR-3	S.R. 762	705+11	RT	3		1													
30	SR-4	S.R. 762	706+07	RT	2		1													
30	SR-5	DUVALL ROAD	129+23	LT	2		1													
30	SR-6	DUVALL ROAD	131+12	LT	1		1													
30	SR-7	DUVALL ROAD	129+20	RT	3		1													
30	SR-8	DUVALL ROAD	128+91	RT	2		1													
31	SR-9	S.R. 762	700+50	RT	1	1	1													
31	SR-10	S.R. 762	701+13	RT	1		1													
31	SR-11	S.R. 762	701+13	LT	1		1													
32	SR-12	S.R. 762	708+30	LT	1		1													
32	SR-13	S.R. 762	710+13	LT	1		1													
33	SR-14	DUVALL ROAD	132+47	LT	1		1													
33	SR-15	DUVALL ROAD	132+48	RT	1		1													
34	SR-16	ASHVILLE PIKE	123+83	RT	1		1													
34	SR-17	ASHVILLE PIKE	122+18	RT	1		1													
TOTALS CARRIED TO GENERAL SUMMARY					29	1	21													

SIGN REMOVAL SUBSUMMARY	CALCULATED MLL CHECKED MJC
PIC-SR762-13.37	29 38

P:\17389_PIC-ROUNDABOUT\Design\Traffic\Sheets\17389_IP001.dgn Sheet 3/5/2024 9:41:57 AM miles

LEGEND:

- ELW ITEM 644 - EDGE LINE, 4", WHITE
- ELY ITEM 644 - EDGE LINE, 4", YELLOW
- EW ITEM 644 - EDGE LINE, 6", WHITE
- EY ITEM 644 - EDGE LINE, 6", YELLOW
- CL ITEM 644 - CENTER LINE (DOUBLE SOLID)
- DL ITEM 644 - DOTTED LINE, 12"
- CH ITEM 644 - CHANNELIZING LINE, 12"
- W ITEM 644 - WORD ON PAVEMENT, 96"
- TL ITEM 644 - TRANSVERSE/DIAGONAL LINE
- YL ITEM 644 - YIELD LINE
- A ITEM 644 - LANE ARROW
- SN GROUND MOUNTED SIGN
- SR SIGN REMOVED

NOTES:

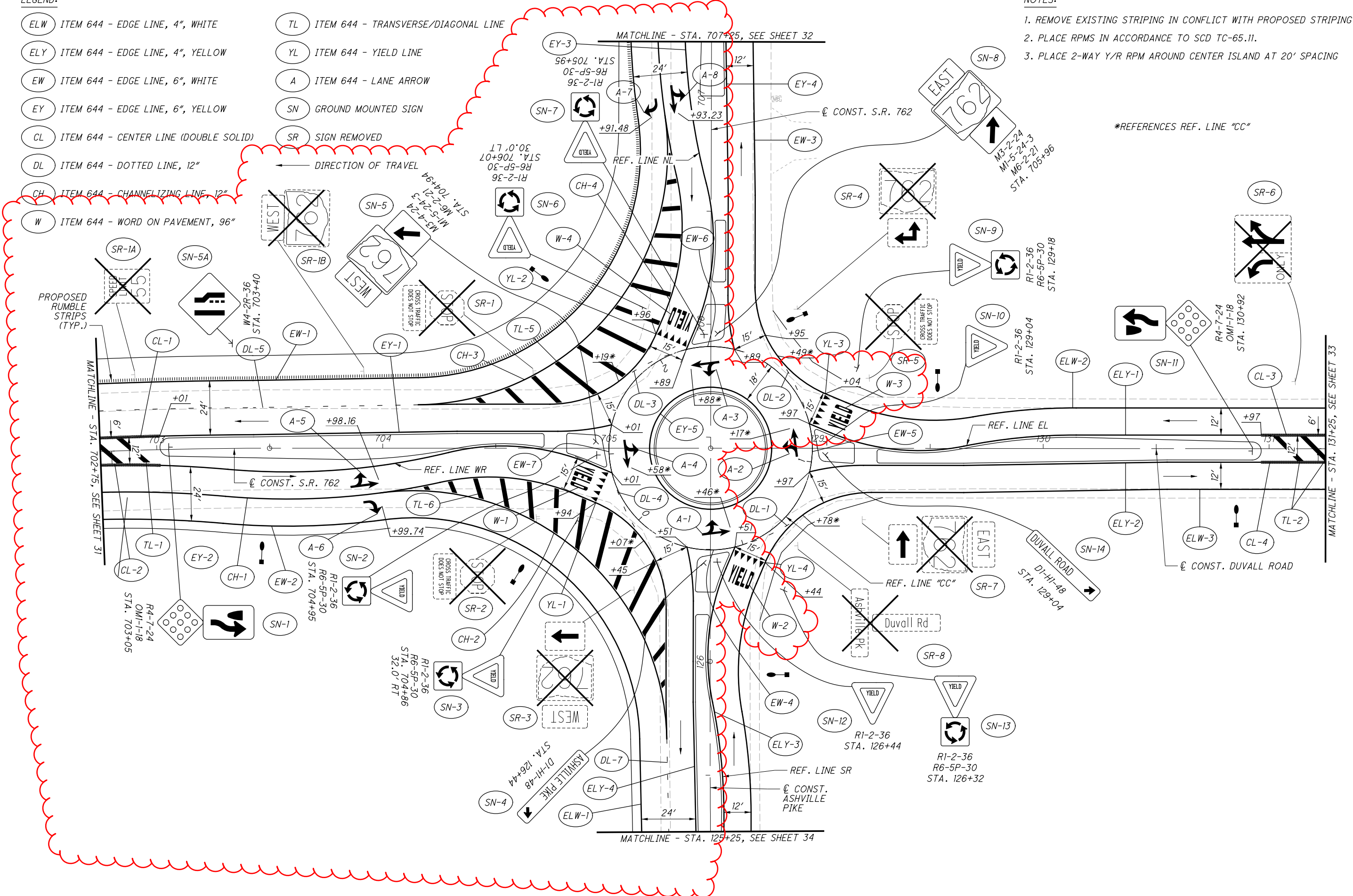
1. REMOVE EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING.
2. PLACE RPMS IN ACCORDANCE TO SCD TC-65.11.
3. PLACE 2-WAY Y/R RPM AROUND CENTER ISLAND AT 20' SPACING

CALCULATED
MLL
CHECKED
MJC

0 20 100
HORIZONTAL
SCALE IN FEET

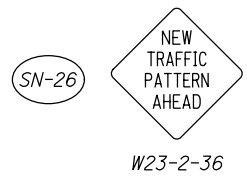
TRAFFIC CONTROL PLAN - RAB

PIC-SR762-13.37

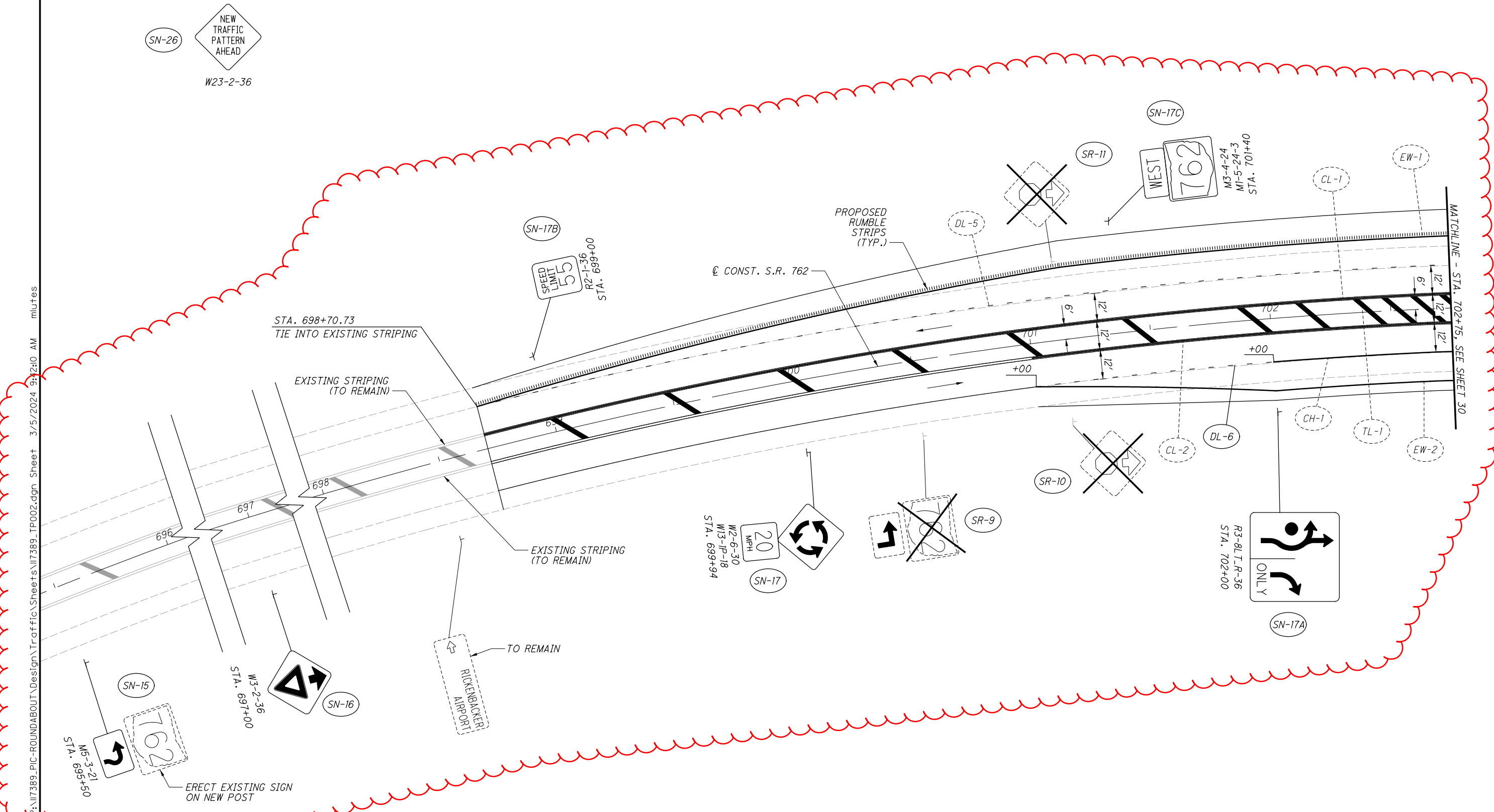


NOTES:

1. REMOVE EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING.
2. PLACE RPMS IN ACCORDANCE TO SCD TC-65.11.
3. FOR LEGEND, SEE SHEET 30
4. THE CONTRACTOR SHALL ERRECT A W23-2-36 SIGN PRIOR TO OPENING TRAFFIC TO THE COMPLETED ROUNDABOUT. THE CONTRACTOR SHALL SUBSEQUENTLY REMOVE THE SIGN 14 CALENDAR DAYS AFTER OPENING THE ROUNDABOUT TO TRAFFIC. THE SIGN SHALL BE INSTALLED ON THE SOUTH SIDE OF SR-762, 150' EAST OF OLD DUVAL CT.



W23-2-36



F:\17389_PIC-ROUNDABOUT\Design\TrafficSheets\17389_IP002.dgn Sheet 3/5/2024 9:42:0 AM mlufes



TRAFFIC CONTROL PLAN - S.R. 762
BEGIN WORK TO STA. 702+75

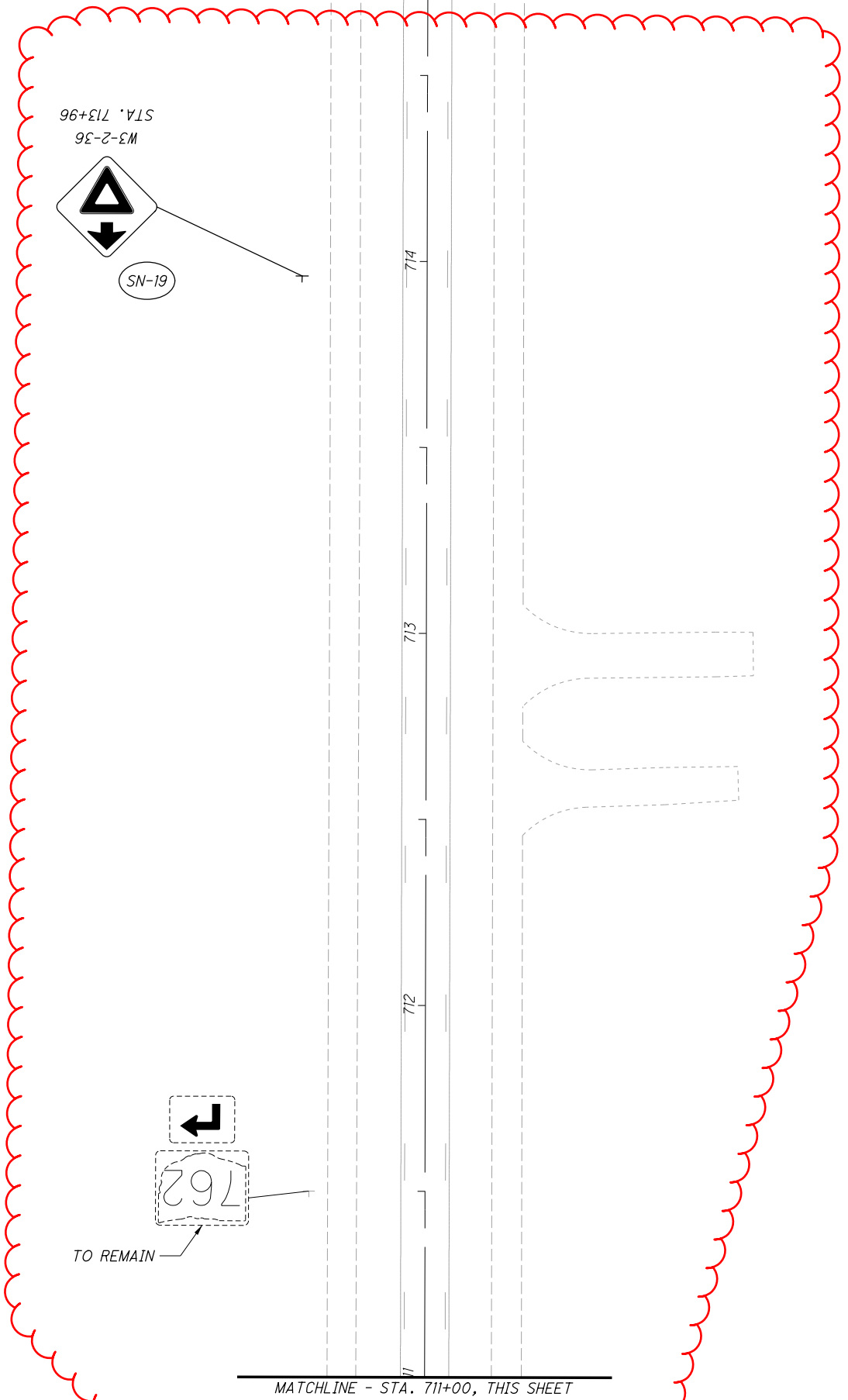
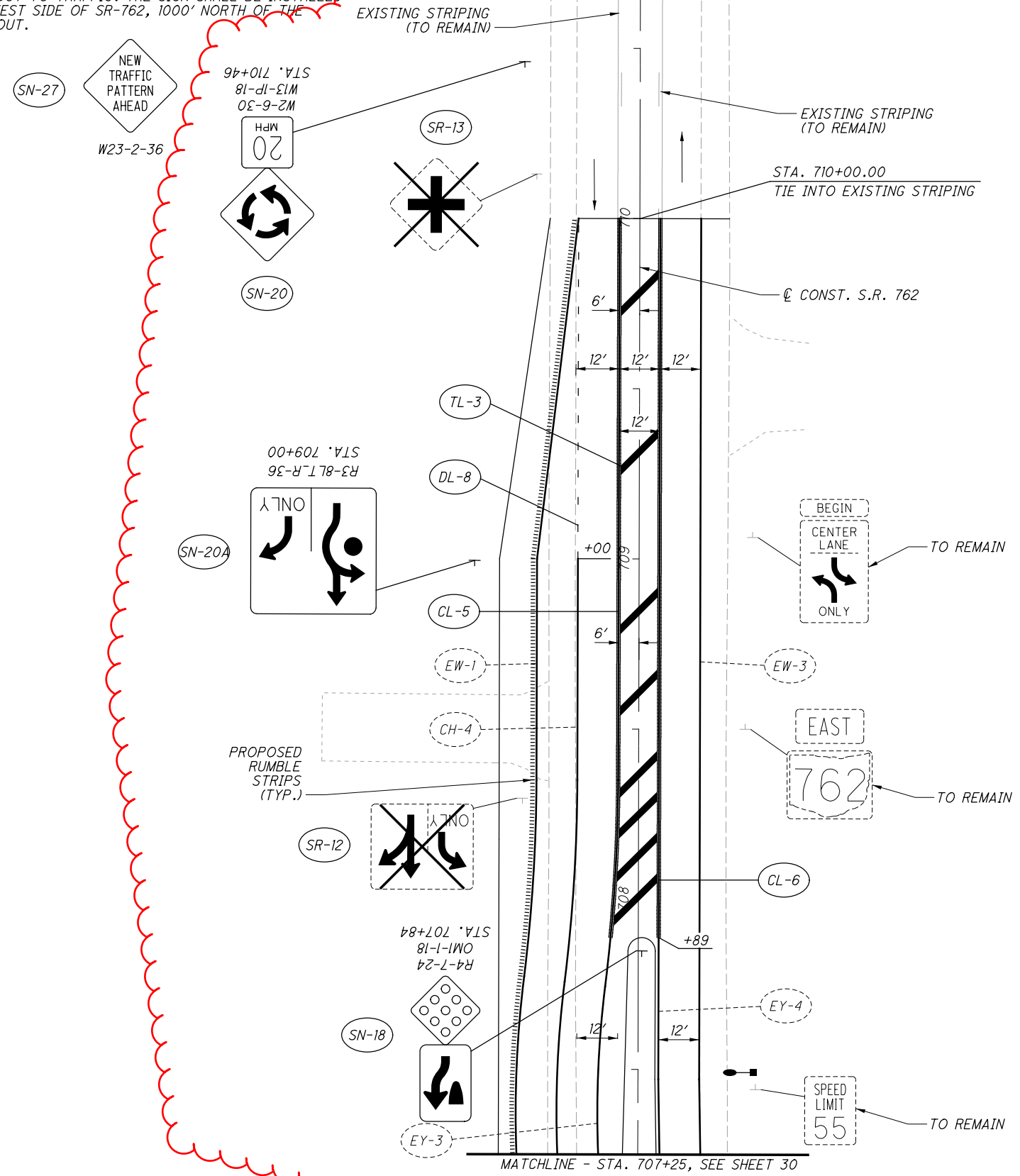
PIC-SR762-13.37

31
38

CALCULATED
M.L.L.
CHECKED
M.J.C.

NOTES:

1. REMOVE EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING.
2. PLACE RPMS IN ACCORDANCE TO SCD TC-65.II.
3. FOR LEGEND, SEE SHEET 30
4. THE CONTRACTOR SHALL ERRECT A W23-2-36 SIGN PRIOR TO OPENING TRAFFIC TO THE COMPLETED ROUNDABOUT. THE CONTRACTOR SHALL SUBSEQUENTLY REMOVE THE SIGN 14 CALENDAR DAYS AFTER OPENING THE ROUNDABOUT TO TRAFFIC. THE SIGN SHALL BE INSTALLED ON THE WEST SIDE OF SR-762, 1000' NORTH OF THE ROUNDABOUT.



P:\17389_PIC-ROUNDABOUT\Design\Traffic\Sheets\17389_IP003.dgn Sheet 3/5/2024 9:42:23 AM mlutes

CALCULATED
MJC
CHECKED
MJC

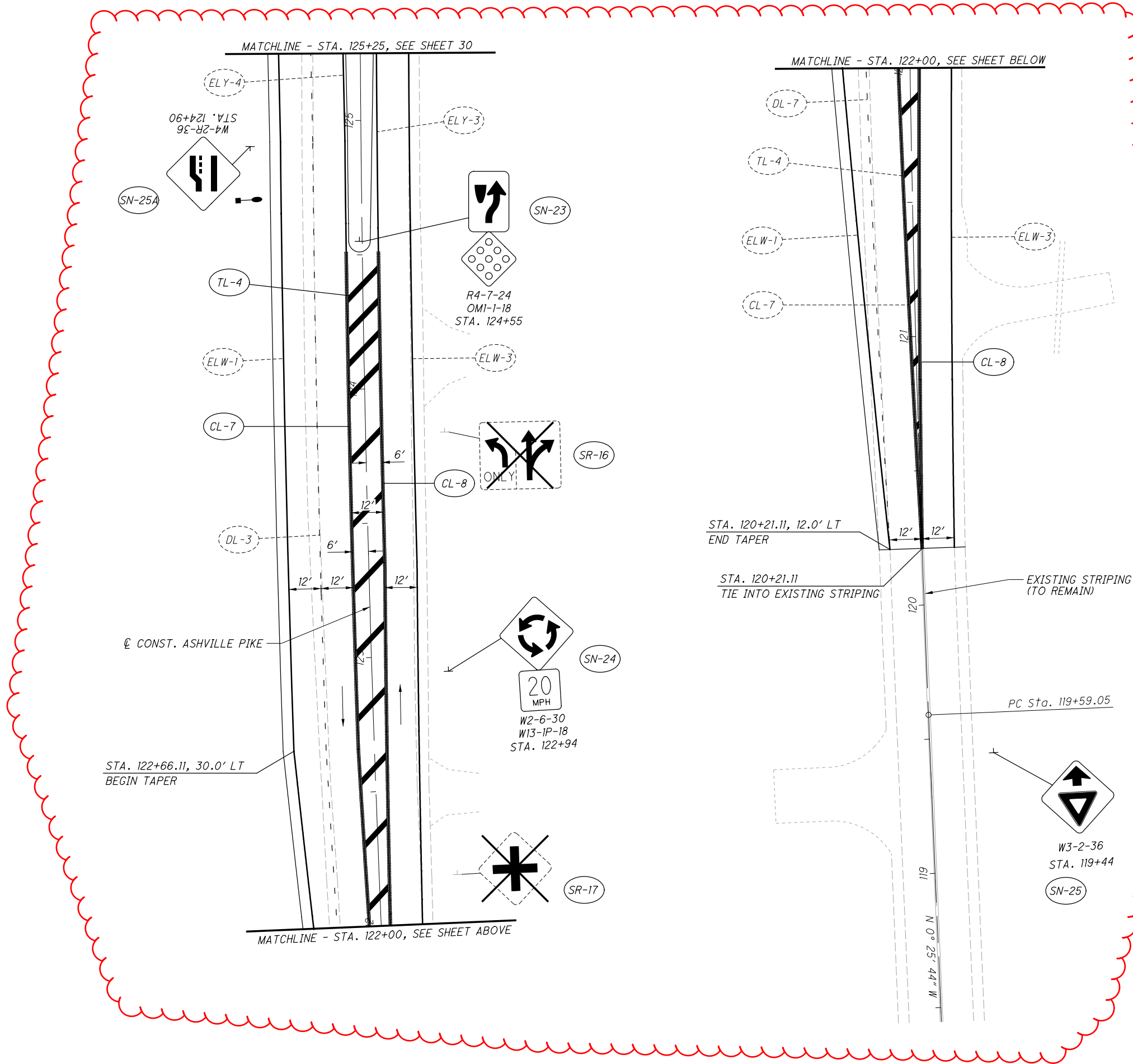
0 20 40
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - S.R. 762
STA. 707+25 TO END WORK

PIC-SR762-13.37

NOTES:

1. REMOVE EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING.
2. PLACE RPMS IN ACCORDANCE TO SCD TC-65.11.
3. FOR LEGEND, SEE SHEET 30
4. THE CONTRACTOR SHALL ERRECT A W23-2-36 SIGN PRIOR TO OPENING TRAFFIC TO THE COMPLETED ROUNDABOUT. THE CONTRACTOR SHALL SUBSEQUENTLY REMOVE THE SIGN 14 CALENDAR DAYS AFTER OPENING THE ROUNDABOUT TO TRAFFIC. THE SIGN SHALL BE INSTALLED ON THE EAST SIDE OF ASHVILLE PK, 1000' SOUTH OF THE ROUNDABOUT.



TRAFFIC CONTROL PLAN - ASHVILLE PIKE
STA. 125+25 TO END WORK

PIC-SR762-13.37

P:\17389_PIC-ROUNDABOUT\Design\Traffic\Sheets\17389_IP005.dgn Sheet 3/5/2024 9:42:50 AM mlutes

P:\17389_PIC-ROUNDABOUT\Design\Lighting\Sheets\17389_LSO01.dgn Sheet 3/5/2024 9:43:5 AM mlufes

REFERENCE NO.	SHEET NO.	SIDE	ROADWAY	STATION TO STATION	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625		
					CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, CONVENTIONAL, DESIGN AT15B40	LIGHT POLE, CONVENTIONAL, DESIGN AT25B40	LIGHT POLE FOUNDATION, 24" X 6" DEEP	NO. 6 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	1-1/2" DUCT CABLE WITH THREE NO. 6 AWG 2400 VOLT CABLES	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILL, 725.04, 3"	LUMINAIRE, CONVENTIONAL, SOLID-STATE (LED), AS PER PLAN, IES-II/III, 14637-15802 LUMENS	TRENCH	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	GROUND ROD	POWER SERVICE, AS PER PLAN	UNDERGROUND WARNING/MARKING TAPE
PIC-SR762-13.37 - LIGHTING SUBSUMMARY					EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	EACH	FT	EACH	EACH	EACH	EACH	FT
A1	37	RT	S.R. 762	703+46.24	2			1	1		195				1				1		
A1-A2	37	RT	S.R. 762	703+46.24 704+57.64											114						114
A2	37	RT	S.R. 762	704+57.64	2		1		1		165				1				1		
A2-PB1	37	RT/LT	S.R. 762/ASHVILLE PIKE	704+57.64 125+87.14											63						63
A3	37	LT	ASHVILLE PIKE	124+70.69	2		1		1		165				1				1		
A3-PB1	37	LT	ASHVILLE PIKE	124+70.69 125+87.14											118						118
PB1	37	LT	ASHVILLE PIKE	125+87.14		3										1					
PB1-PB2	37	LT/RT	ASHVILLE PIKE	125+87.14 125+87.57						276				82							
PB2	37	RT	ASHVILLE PIKE	125+87.57											1						
PB2-A4	37	RT	ASHVILLE PIKE	125+87.57 125+94.54											7						7
A4	37	RT	ASHVILLE PIKE	125+94.54	2		1		1		165				1				1		
A4-PB4	37	RT	ASHVILLE PIKE/DUVALL	125+94.54 129+29.87											91						91
A5	37	RT	S.R. 762	707+49.14	2		1		1		165				1				1		
A5-PB6	37	RT	S.R. 762	707+49.14 706+16.35											134						134
A9	37	LT	S.R. 762	706+24.21	2		1		1		195				1				1		
A9-PB5	37	LT	S.R. 762	706+24.21 706+27.52											9						9
PB5	37	LT	S.R. 762	706+27.52												1					
PB5-PB6	37	LT/RT	S.R. 762	706+27.52 706+16.35						363				111							
PB6	37	RT	S.R. 762	706+16.35		3									1						
PB6-A6	37	RT	S.R. 762	706+16.35 706+04.73											12						12
A6	37	RT	S.R. 762	706+04.73	2		1		1		165				1				1		
A6-PB3	37	RT/LT	S.R. 762/DUVALL	706+04.73 129+30.24											44						44
A7	37	LT	DUVALL	129+53.25	2		1		1		165				1				1		
A7-PB3	37	LT	DUVALL	129+53.25 129+30.24											23						23
PB3	37	LT	DUVALL	129+30.24												1					
PB3-PB4	37	LT/RT	DUVALL	129+30.24 129+29.87						246				72							
A8	37	RT	DUVALL	130+85.50	2		1		1		165				1				1		
A8-PB4	37	RT	DUVALL	130+85.50 129+29.87											155						155
PB4	37	RT	DUVALL	129+29.87															1		
PB4-CCA	37	RT	DUVALL/ASHVILLE PIKE	129+29.87 126+20.23						150			40		40						40
CCA	37	RT	ASHVILLE PIKE	126+20.23																	1
TOTALS CARRIED TO GENERAL SUMMARY					18	12	7	2	9	1035	1545	880	40	265	9	810	5	1	9	1	810

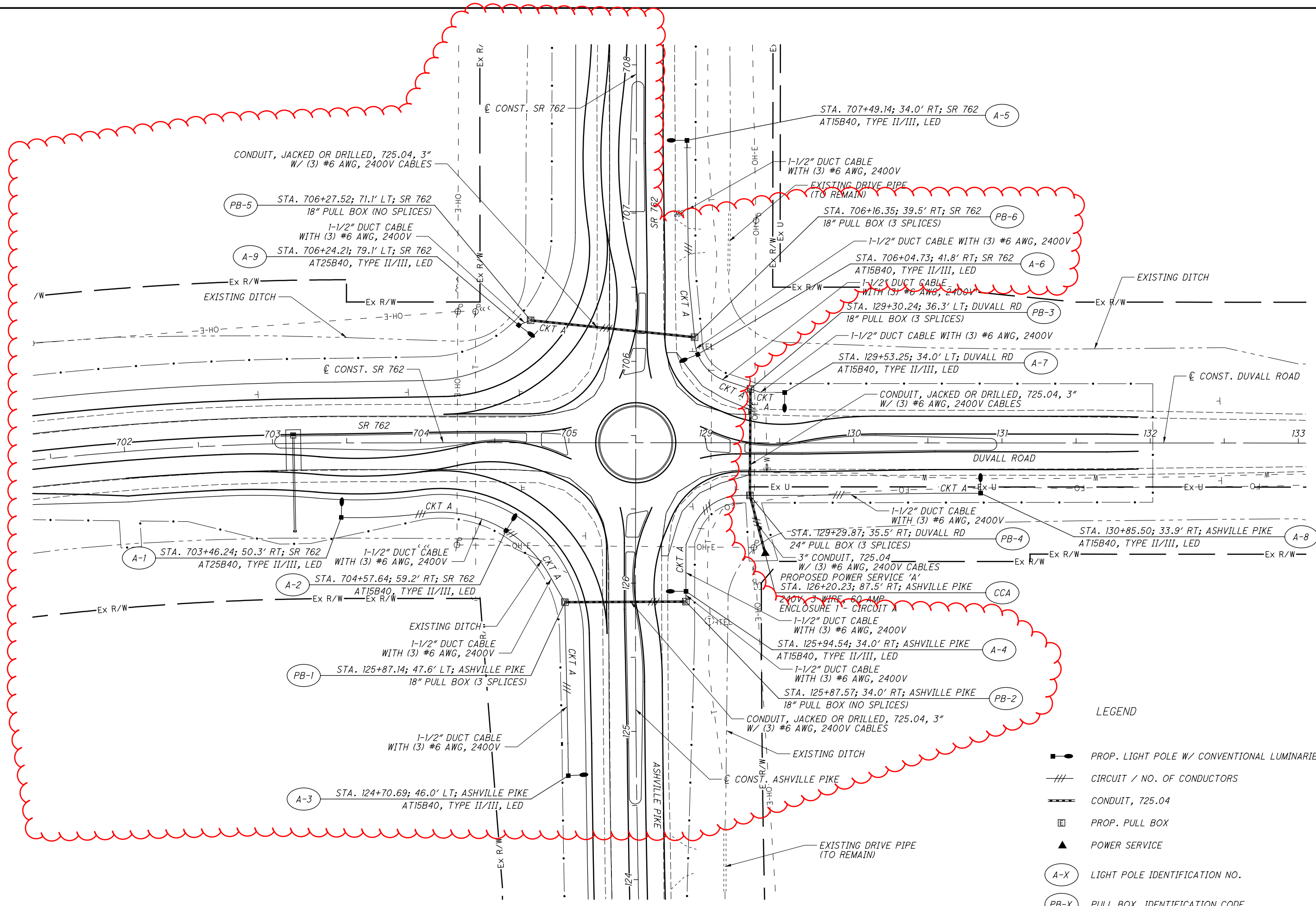
CALCULATED BY: SWC
 CHECKED BY: MJC
PIC-SR762-13.37
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 18



LIGHTING PLAN
SR 762 / ASHVILLE PIKE / DUVALL ROAD

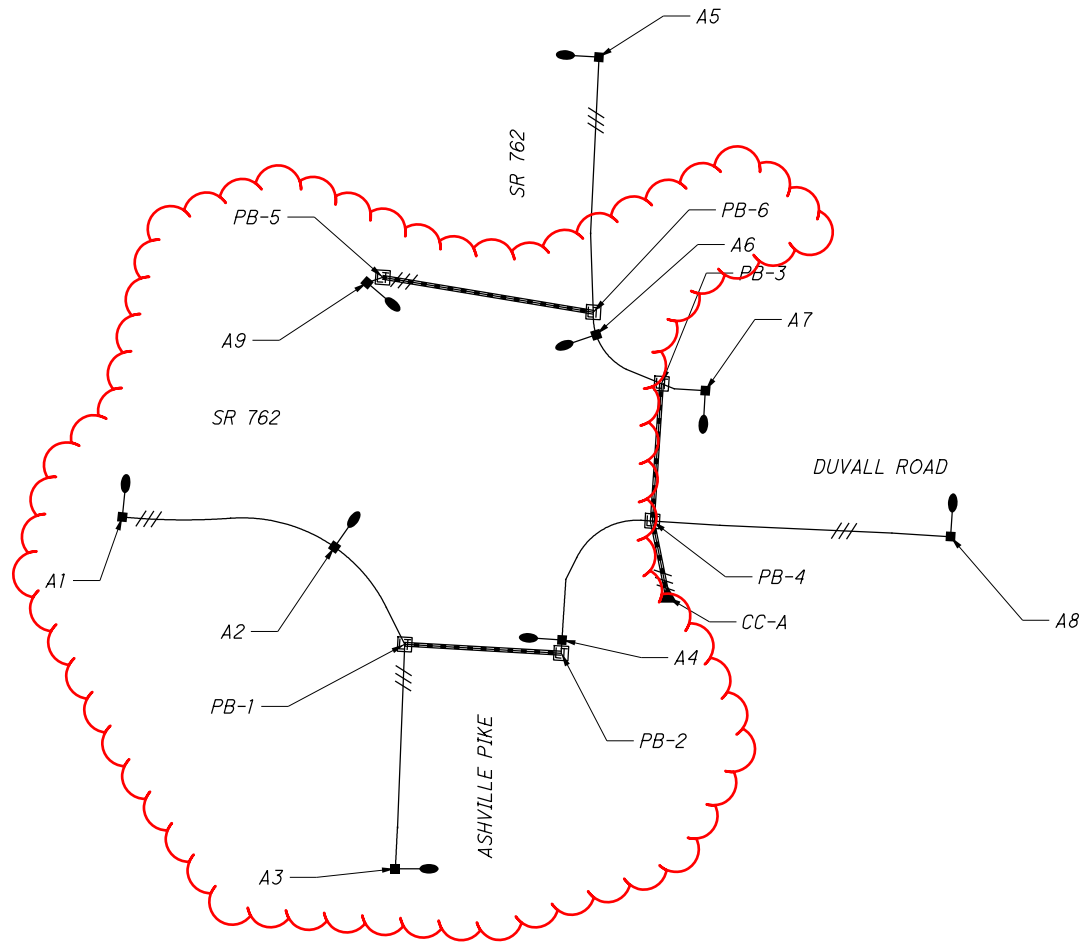
PIC-SR762-13.37

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- LEGEND
- PROP. LIGHT POLE W/ CONVENTIONAL LUMINARIE
 - CIRCUIT / NO. OF CONDUCTORS
 - CONDUIT, 725.04
 - PROP. PULL BOX
 - POWER SERVICE
 - LIGHT POLE IDENTIFICATION NO.
 - PULL BOX, IDENTIFICATION CODE

VOLTAGE DROP CALCULATIONS										
Section			Amperes		Ampere-Feet	AWG	Voltage Drop		% Drop	At Point
From	To	Design Feet	At Point	Accum.			In Section	Accum.		
A1	A2	124	0.55	0.55	68	6	0.07	0.75	0.31	A1
A2	PB-1	73	0.55	1.10	80	6	0.08	0.68	0.28	A2
PB-1	A-4	89	0.55	1.65	147	6	0.14	0.60	0.25	PB-1
A-4	PB-4	101	0.55	2.20	222	6	0.22	0.46	0.19	A-4
PB-4	CC-A	50	2.75	4.95	248	6	0.24	0.24	0.10	PB-4



CONTROL CENTER DATA									
CONTROL CENTER	LINE VOLTAGE (VOLTS)	CONNECTED LOAD (KVA)	SERVICE ENTRANCE CONDUCTOR SIZE-AWG	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT LOAD (AMPS)	CIRCUIT FUSE SIZE (AMPS)	CIRCUIT CABLE SIZE (AWG)	MAINTAINING AGENCY
PROPOSED CC-A (ASHVILLE PIKE)	240	1.19	4	60	A	4.95	15	6	ODOT

CALCULATED SWC CHECKED MJC

25 HORIZONTAL SCALE IN FEET

CIRCUIT DIAGRAM
CIRCUIT A