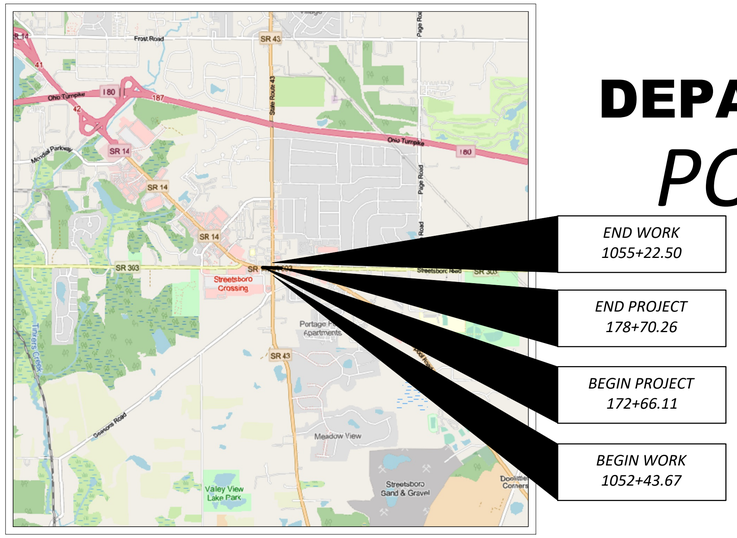
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
POR SR 14/43 3.80/18.16
PART 2

CITY OF STREETSBORO
PORTAGE COUNTY
PART 1 POR-14/VAR-1.74/VAR
PART 3 POR SR 303 2.72



LOCATION MAP

LATITUDE: 41° 14' 22" N LONGITUDE: 81° 20' 44" W

N

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

DESIGN DESIGNATION
SEE SHEET 2.

DESIGN EXCEPTIONS
NONE REQUIRED

ADA DESIGN WAIVERS
NONE REQUIRED

INDEX OF SHEETS:

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STANDARD CONSTRUCTION DRAWINGS					*SUPPLEMENTAL SPECIFICATIONS*	*SPECIAL PROVISIONS*
		SEE PART 1			*SEE PART 1*	*SEE PART 1*

FEDERAL PROJECT NUMBER
E250143

RAILROAD INVOLVEMENT
NONE

PROJECT DESCRIPTION
FULL DEPTH CONCRETE PAVEMENT REPLACEMENT AT THE INTERSECTION OF POR SR 14/SR 43.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*0.17 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*0.25 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*N/A (NOI NOT REQUIRED)**

2023 SPECIFICATIONS

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

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

Arthur G. Noirot Jr., P.E.
District 04 Deputy Director

Pamela Boratyn
Director, Department of Transportation

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

ENGINEER'S SEAL:

STATE OF OHIO
MATTHEW GLASS
E- 73756
REGISTERED
PROFESSIONAL ENGINEER

Digitally signed by Matthew Glass
Date: 2025.10.24 14:20:11-04'00'

PLAN PREPARED BY:

GPD GROUP®
Glaus, Pyle, Schomer, Burns & DeHaven, Inc.
520 South Main Street, Suite 2531
Akron, OH 44311
330.572.2100 Fax: 330.572.2101
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2025/10/24
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TITLE SHEET

DESIGN AGENCY
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DESIGNER ZRS
REVIEWER DEN 7/15/25
PROJECT ID 105213
SHEET P.1 TOTAL 112

DESIGN DESIGNATION

STATE ROUTE 14 - WEST OF STATE ROUTE 43

CURRENT ADT (2025)	33,500
DESIGN YEAR ADT (2045)	34,000
DESIGN HOURLY VOLUME (2045)	3,300
DIRECTIONAL DISTRIBUTION	56.6%
TRUCKS (24 HOUR B&C)	8%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 03 - PRINCIPAL ARTERIAL (ODOT TIMS)	
NHS PROJECT	NO

STATE ROUTE 14 - EAST OF STATE ROUTE 43

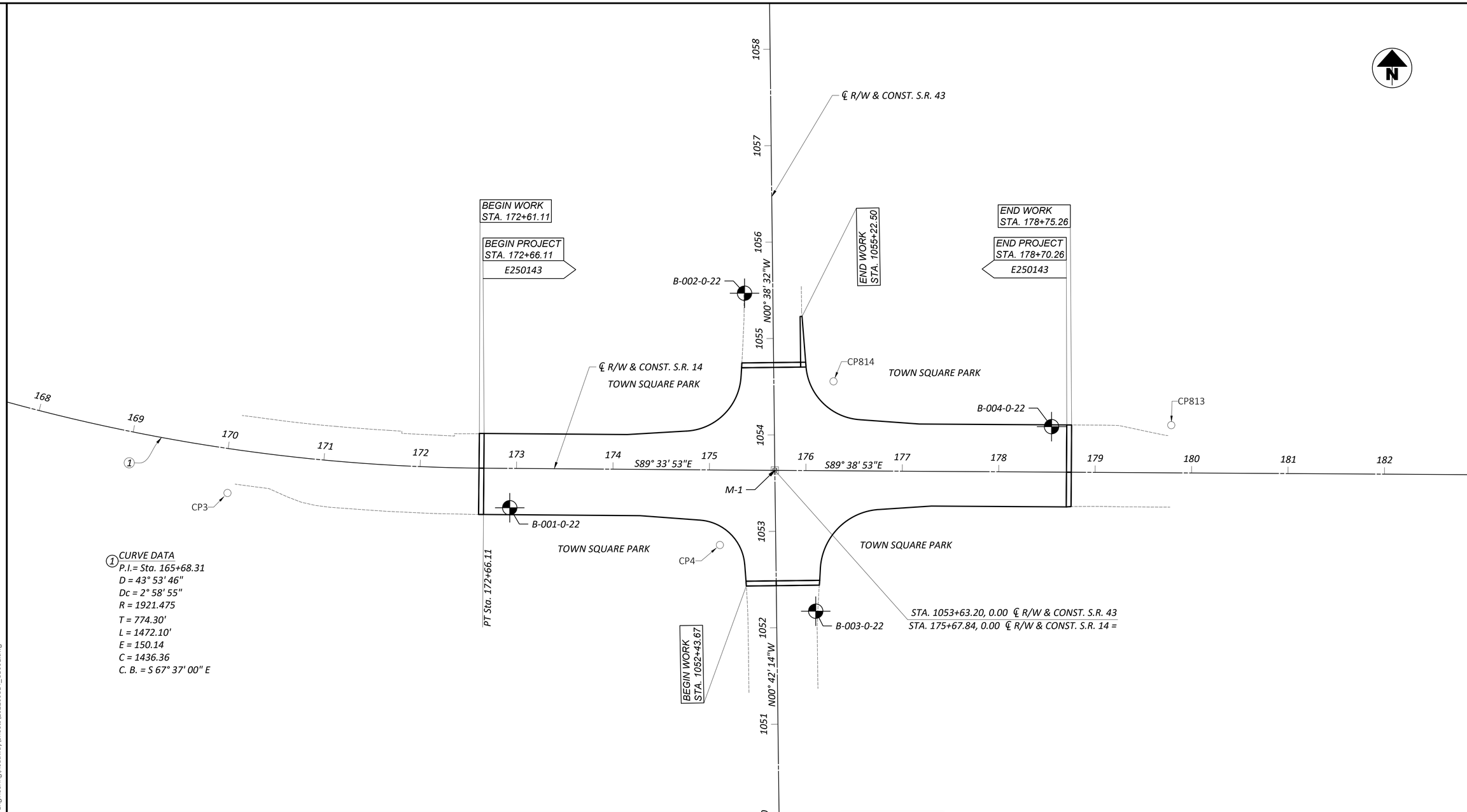
CURRENT ADT (2025)	28,000
DESIGN YEAR ADT (2045)	29,000
DESIGN HOURLY VOLUME (2045)	2,900
DIRECTIONAL DISTRIBUTION	57.9%
TRUCKS (24 HOUR B&C)	7%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 03 - PRINCIPAL ARTERIAL (ODOT TIMS)	
NHS PROJECT	NO

STATE ROUTE 43 - NORTH OF STATE ROUTE 14

CURRENT ADT (2025)	18,500
DESIGN YEAR ADT (2045)	19,500
DESIGN HOURLY VOLUME (2045)	2,400
DIRECTIONAL DISTRIBUTION	56.3%
TRUCKS (24 HOUR B&C)	3%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 03 - PRINCIPAL ARTERIAL (ODOT TIMS)	
NHS PROJECT	NO

STATE ROUTE 43 - SOUTH OF STATE ROUTE 14

CURRENT ADT (2025)	17,000
DESIGN YEAR ADT (2045)	18,000
DESIGN HOURLY VOLUME (2045)	1,800
DIRECTIONAL DISTRIBUTION	62.3%
TRUCKS (24 HOUR B&C)	4%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 03 - PRINCIPAL ARTERIAL (ODOT TIMS)	
NHS PROJECT	NO



CONTROL POINT TABLE

CONTROL POINT	GRID COORDINATES U.S. SURVEY FEET		ORTHOMETRIC HEIGHT (FT)	DESCRIPTION	CENTERLINE	STATION	OFFSET
	NORTHING	EASTING					
CP3	575093.2430'	2285676.5280'	1132.971'	CNPT -3/4X30 REBAR ALUM CAP	R/W & CONST. S.R. 14	170+05.90	45.75' RT
CP4	575039.3230'	2286187.1140'	1134.764'	CNPT -3/4X30 REBAR ALUM CAP	R/W & CONST. S.R. 14	175+11.49	77.77' RT
CP813	575163.5470'	2286655.1350'	1134.764'	CNPT -5/8 REBAR 30L WITH RED GPD CAP	R/W & CONST. S.R. 14	179+78.63	49.41' LT
CP814	2286304.8830'	2286304.8830'	1131.130'	CNPT -5/8 REBAR 30L WITH RED GPD CAP	R/W & CONST. S.R. 14	176+28.11	92.68' LT

MONUMENT ASSEMBLIES

CONTROL POINT	GRID COORDINATES U.S. SURVEY FEET		ORTHOMETRIC HEIGHT (FT)	DESCRIPTION	CENTERLINE	STATION	OFFSET
	NORTHING	EASTING					
M-1	575116.6662'	2286244.0485'	1130.594'	PROPOSED MONUMENT BOX	R/W & CONST. S.R. 14	175+67.84	C/L

PAVEMENT CORE TABLE

CORE NUMBER	STATION	OFFSET	SIDE	CONCRETE (INCHES)	ASPHALT (INCHES)	AGGREGATE BASE (INCHES)	TOTAL (INCHES)
B-001-0-022	172+93.27	40.83'	RT	11			11
B-002-0-022	1055+47.26	29.34'	LT		12		12
B-003-0-022	1052+16.70	40.62'	RT		12		12
B-004-0-022	178+54.51	47.12'	LT	9		11	20
AVERAGE:				10.00	12.00	11.00	13.75

SCHEMATIC PLAN & REFERENCE POINT TABLES

DESIGN AGENCY

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DESIGNER ZRS

REVIEWER DEN 9/19/25

PROJECT ID 105213

SHEET P.3 TOTAL 112

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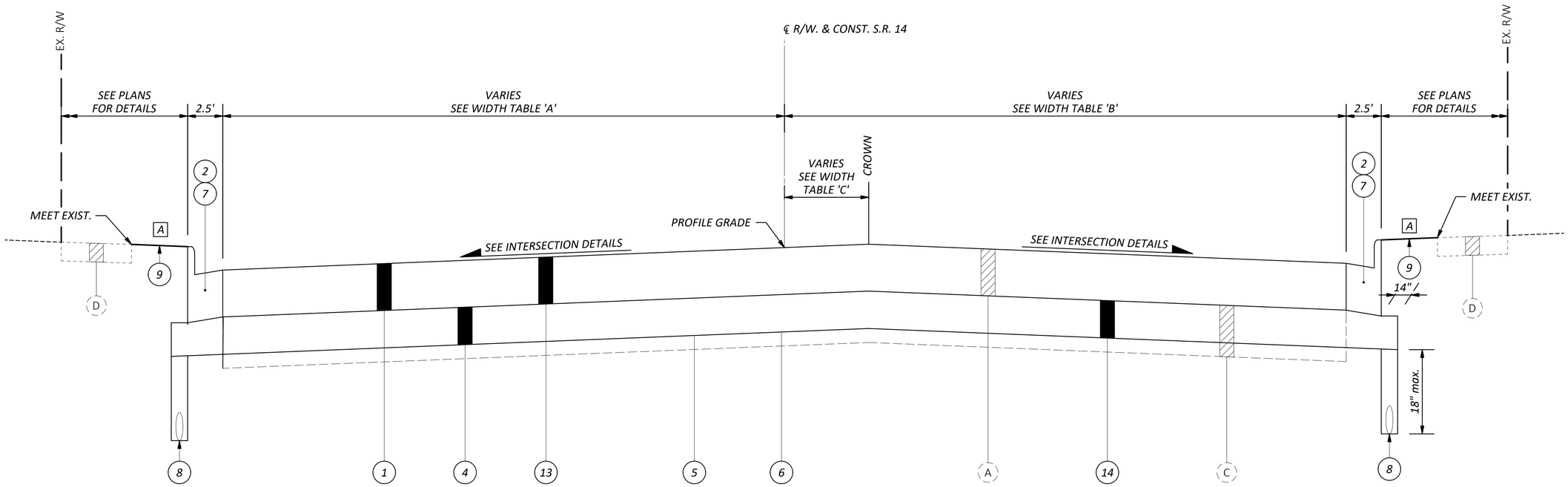

S.R. 14 - PROPOSED TYPICAL SECTION

STA. 172+66.11 TO STA. 178+70.26

NOTES:

A — VARIES, SEE CROSS SECTIONS ON SHEETS 81 - 96 FOR MORE DETAILS

EXISTING PAVEMENT THICKNESS IS BASED ON PAVEMENT CORES AS SHOWN ON SHEET 3.

REFERENCES:

FOR WIDTH TABLES, SEE SHEET 7
FOR ASPHALT TO CONCRETE TRANSITION DETAIL, SEE SHEET 10
FOR CONCRETE JOINT LAYOUT PLAN, SEE SHEET 98

EXISTING LEGEND

- A — CONCRETE PAVEMENT (DEPTH = 9" TO 11")
- B — ASPHALT CONCRETE PAVEMENT (DEPTH = 12")
- C — BASE COURSE MATERIAL (IF PRESENT)
- D — CONCRETE WALK

PROPOSED LEGEND

1. ITEM 202 - PAVEMENT REMOVED
2. ITEM 202 - CURB AND GUTTER REMOVED
3. ITEM 304 - 6" AGGREGATE BASE
4. ITEM 304 - 8" AGGREGATE BASE
5. ITEM 204 - SUBGRADE COMPACTION
6. ITEM 204 - PROOF ROLLING
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 659 - SEEDING AND MULCHING, AS PER PLAN
10. ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
11. ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
12. ITEM 301 - 9" ASPHALT CONCRETE BASE, PG64-28, (449)
13. ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
14. ITEM 203 - EXCAVATION (IF BASE NOT PRESENT)
15. ITEM 204 - 12" EXCAVATION OF SUBGRADE
16. ITEM 204 - 12" GRANULAR MATERIAL TYPE B
17. ITEM 204 - GEOTEXTILE FABRIC
18. ITEM 407 - NON-TRACKING TACK COAT (0.055 GAL/SY)

TYPICAL SECTIONS

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REVIEWER: DEN 9/19/25
PROJECT ID: 105213
SHEET: P.4 TOTAL: 112

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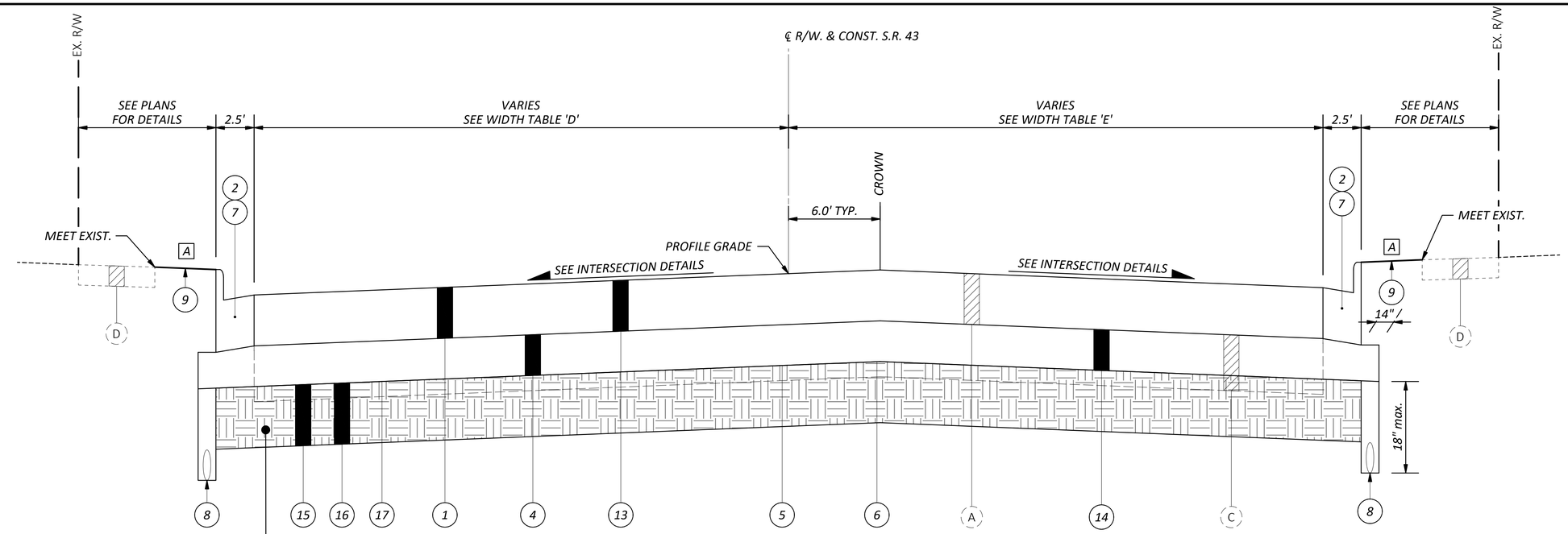
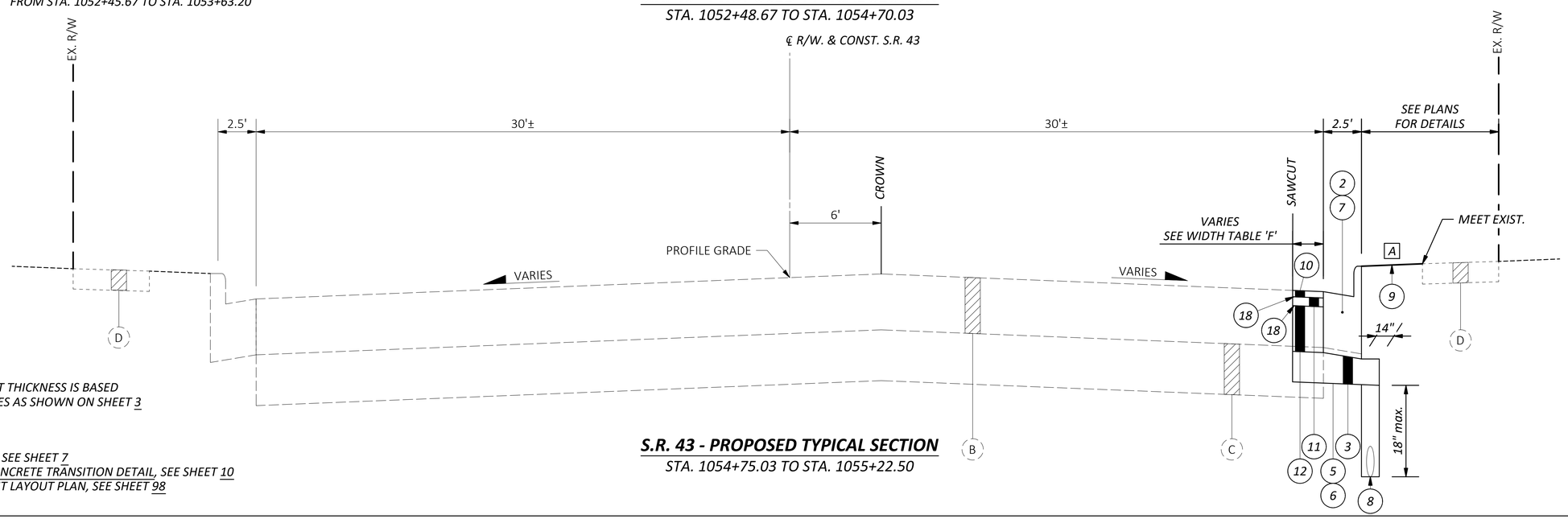


S.R. 43 - PROPOSED TYPICAL SECTION

STA. 1052+48.67 TO STA. 1054+70.03



S.R. 43 - PROPOSED TYPICAL SECTION

STA. 1054+75.03 TO STA. 1055+22.50

NOTES:

EXISTING PAVEMENT THICKNESS IS BASED ON PAVEMENT CORES AS SHOWN ON SHEET 3

REFERENCES:

FOR WIDTH TABLES, SEE SHEET 7
FOR ASPHALT TO CONCRETE TRANSITION DETAIL, SEE SHEET 10
FOR CONCRETE JOINT LAYOUT PLAN, SEE SHEET 98

EXISTING LEGEND

- (A) CONCRETE PAVEMENT (DEPTH = 9" TO 11")
- (B) ASPHALT CONCRETE PAVEMENT (DEPTH = 12")
- (C) BASE COURSE MATERIAL (IF PRESENT)
- (D) CONCRETE WALK

PROPOSED LEGEND

1. ITEM 202 - PAVEMENT REMOVED
2. ITEM 202 - CURB AND GUTTER REMOVED
3. ITEM 304 - 6" AGGREGATE BASE
4. ITEM 304 - 8" AGGREGATE BASE
5. ITEM 204 - SUBGRADE COMPACTION
6. ITEM 204 - PROOF ROLLING
7. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
9. ITEM 659 - SEEDING AND MULCHING, AS PER PLAN
10. ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
11. ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
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15. ITEM 204 - 12" EXCAVATION OF SUBGRADE
16. ITEM 204 - 12" GRANULAR MATERIAL TYPE B
17. ITEM 204 - GEOTEXTILE FABRIC
18. ITEM 407 - NON-TRACKING TACK COAT (0.055 GAL/SY)

TYPICAL SECTIONS

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SHEET P.5 TOTAL 112

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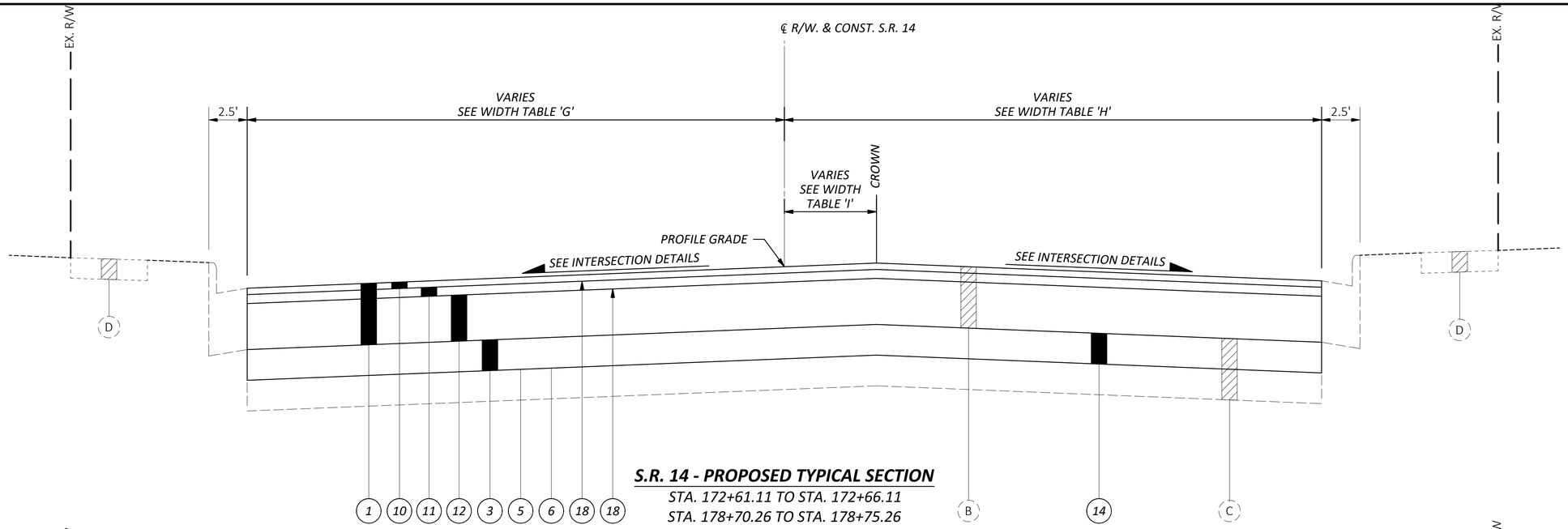
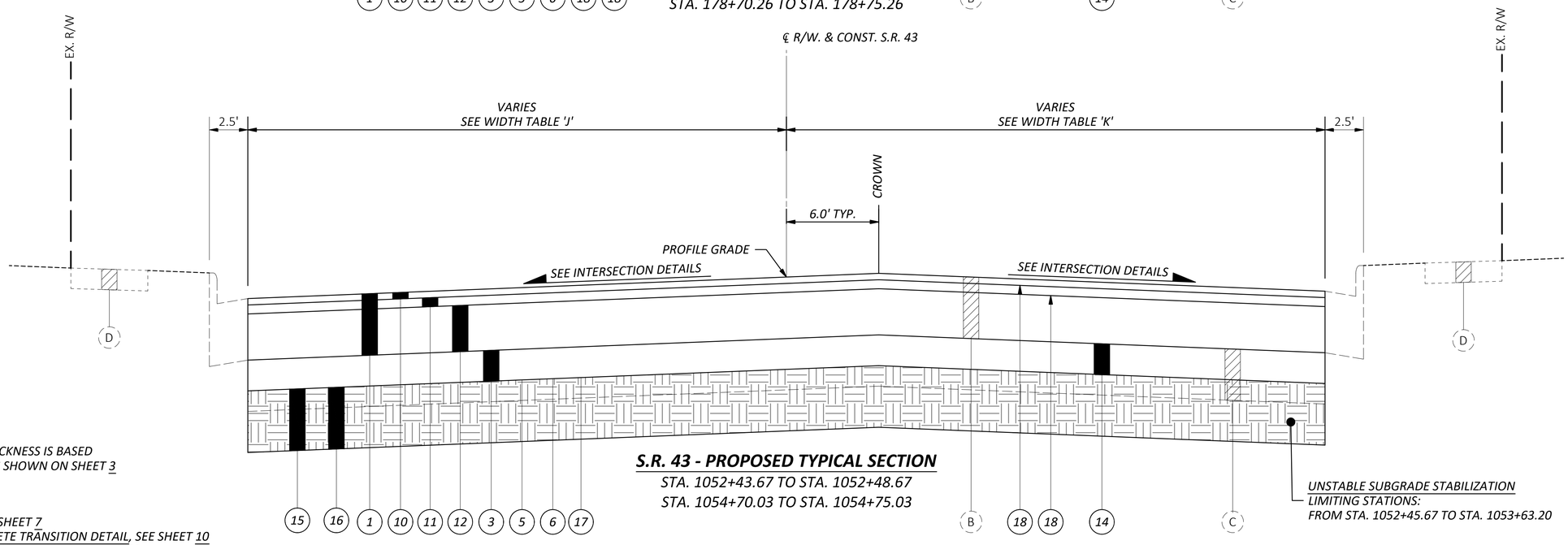


S.R. 14 - PROPOSED TYPICAL SECTION

STA. 172+61.11 TO STA. 172+66.11
STA. 178+70.26 TO STA. 178+75.26



S.R. 43 - PROPOSED TYPICAL SECTION

STA. 1052+43.67 TO STA. 1052+48.67
STA. 1054+70.03 TO STA. 1054+75.03

UNSTABLE SUBGRADE STABILIZATION
LIMITING STATIONS:
FROM STA. 1052+45.67 TO STA. 1053+63.20

NOTES:

EXISTING PAVEMENT THICKNESS IS BASED ON PAVEMENT CORES AS SHOWN ON SHEET 3

REFERENCES:

FOR WIDTH TABLES, SEE SHEET 7
FOR ASPHALT TO CONCRETE TRANSITION DETAIL, SEE SHEET 10
FOR CONCRETE JOINT LAYOUT PLAN, SEE SHEET 98

EXISTING LEGEND

- (A) CONCRETE PAVEMENT (DEPTH = 9" TO 11")
- (B) ASPHALT CONCRETE PAVEMENT (DEPTH = 12")
- (C) BASE COURSE MATERIAL (IF PRESENT)
- (D) CONCRETE WALK

PROPOSED LEGEND

- (1) ITEM 202 - PAVEMENT REMOVED
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- (3) ITEM 304 - 6" AGGREGATE BASE
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- (5) ITEM 204 - SUBGRADE COMPACTION
- (6) ITEM 204 - PROOF ROLLING
- (7) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- (8) ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
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- (11) ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
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- (14) ITEM 203 - EXCAVATION (IF BASE NOT PRESENT)
- (15) ITEM 204 - 12" EXCAVATION OF SUBGRADE
- (16) ITEM 204 - 12" GRANULAR MATERIAL TYPE B
- (17) ITEM 204 - GEOTEXTILE FABRIC
- (18) ITEM 407 - NON-TRACKING TACK COAT (0.055 GAL/SY)

TYPICAL SECTIONS

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DESIGNER
ZRS

REVIEWER
DEN 9/19/25

PROJECT ID
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SHEET P.6 TOTAL 112

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STATE ROUTE 14

WIDTH TABLE 'A'

STATION		WIDTH	
FROM	TO	FROM	TO
172+66.11	174+14.48	36'	36'
174+14.48	174+75.90	36'	40.09'
174+75.90	176+55.31	SEE INTERSECTION DETAIL	
176+55.31	177+17.37	53.14'	49'
177+17.37	178+70.26	49'	49'

WIDTH TABLE 'B'

STATION		WIDTH	
FROM	TO	FROM	TO
172+66.11	174+28.40	48'	48'
174+28.40	174+90.88	48'	52.17'
174+90.88	176+75.96	SEE INTERSECTION DETAIL	
176+75.96	177+30.33	39.88'	36'
177+30.33	178+70.26	36'	36'

WIDTH TABLE 'C'

STATION		WIDTH	
FROM	TO	FROM	TO
172+66.11	174+90.88	12.00'	12.00'
174+90.88	176+55.31	12.00'	0'
176+55.31	178+70.26	0'	0'

STATE ROUTE 43

WIDTH TABLE 'D'

STATION		WIDTH	
FROM	TO	FROM	TO
1052+48.67	1052+66.06	31.26'	32.41'
1052+66.06	1054+60.69	SEE INTERSECTION DETAIL	
1054+60.69	1054+70.03	33.95'	33.25'

WIDTH TABLE 'E'

STATION		WIDTH	
FROM	TO	FROM	TO
1052+48.67	1052+60.77	45.13'	45.94'
1052+60.77	1054+70.03	SEE INTERSECTION DETAIL	

WIDTH TABLE 'F'

STATION		WIDTH	
FROM	TO	FROM	TO
1054+75.03	1055+22.50	5.24'	2.00'

STATE ROUTE 14

WIDTH TABLE 'G'

STATION		WIDTH	
FROM	TO	FROM	TO
172+61.11	172+66.11	36'±	36'
178+70.26	178+75.26	49'	49'±

WIDTH TABLE 'H'

STATION		WIDTH	
FROM	TO	FROM	TO
172+61.11	172+66.11	48'±	48'
178+70.26	178+75.26	36'	36'±

WIDTH TABLE 'I'

STATION		WIDTH	
FROM	TO	FROM	TO
172+61.11	172+66.11	12'±	12'
178+70.26	178+75.26	0'	0'

STATE ROUTE 43

WIDTH TABLE 'J'

STATION		WIDTH	
FROM	TO	FROM	TO
1052+43.67	1052+48.67	31.0'±	31.26'
1054+70.03	1054+75.03	33.25'	32.9'±

WIDTH TABLE 'K'

STATION		WIDTH	
FROM	TO	FROM	TO
1052+43.67	1052+48.67	44.7'±	45.13'
1054+70.03	1054+75.03	33.58'	33.24'

TYPICAL SECTIONS

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DESIGNER ZRS

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PROJECT ID 105213

SHEET P.7 TOTAL 112

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2025/10/24

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GENERAL

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

OPTIMUM/ALTICE USA (FORMER: SUDDENLINK COMMUNICATIONS/USIC)
WILLIAM A. BROWN
OSP SUPERVISOR
1737 7TH STREET
PARKERSBURG, WV 26101
(304) 865-4067 OFFICE
(304) 588-7782 CELL
WILLIAM.BROWN@OPTIMUM.COM

OHIO EDISON
CHRISTOPHER BAUGHMAN
4238 NEWCOMER RD
STOW, OH 44224
330-844-4812
CBAUGHMAN@FIRSTENERGYCORP.COM

ENBRIDGE GAS OHIO
ADAM KEARNS
320 SPRINGSIDE DR
SUITE 320
AKRON, OH 44333
(330) 620-9127
RELOCATION@DOMINIONENERGY.COM

CITY OF STREETSBORO WATER
TOMMY WEIDELE
2094 SR 303
STREETSBORO, OH 44241
(330) 626-2856 EXT. 6104
TWEIDELE@CITYOFSTREETSBORO.COM

AT&T
STEVE HYLTON
208 PORTAGE TRAIL, FLOOR 3
CUYAHOGA FALLS, OH 44221
(330) 631-7485
SH1513@ATT.COM

PORTAGE COUNTY WATER RESOURCES
JOHN VENCE
8116 INFIRMARY RD
RAVENNA, OH 44266
(330) 297-3677
JVENCE@PORTAGECO.COM

CHARTER COMMUNICATIONS
RON ICKES
5520 WHIPPLE AVE NW
NORTH CANTON, OH 44720
330-494-9200

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETER
PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 3 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PRIMARY CONTROL
POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: 5/8" x 30" REBAR WITH RED "GPD" CAP

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 12B

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE 3401
COMBINED SCALE FACTOR: 1.00010593
METHOD OF OBTAINING SCALE FACTOR: OPUS SOLUTION
ORIGIN OF COORDINATE SYSTEM: 0,0

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

UNITS ARE IN U.S. SURVEY FEET.

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

CONSTRUCTION NOISE
ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS
THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

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

STATIONING AND LOCATIONS
STATIONING AND LOCATIONS OF MISCELLANEOUS OBJECTS AS INDICATED ON THESE PLANS ARE APPROXIMATE (IE, ENCROACHMENTS WITHIN EXISTING RIGHT-OF-WAY). ALL LOCATIONS AND ITEMS CALLED OUT BY STATION ARE SUBJECT TO ADJUSTMENT IN THE FIELD AS DIRECTED BY THE ENGINEER.

EXISTING TYPICAL SECTIONS
EXISTING TYPICAL SECTIONS HAVE BEEN DEVELOPED FROM SITE MEASUREMENTS AND PAVEMENT CORES AND ARE BELIEVED TO REPRESENT THE WIDTH AND COMPOSITION OF THE EXISTING PAVEMENT, BUT THE CITY DOES NOT GUARANTEE THE ACCURACY OF SAME.

SECTION 4(F) - AVOIDANCE OF IMPACTS TO TOWN SQUARE PARK
ALL FOUR CORNERS OF THE STATE ROUTE 14/STATE ROUTE 43 INTERSECTION ARE EXISTING PARKLAND DESIGNATED AS TOWN SQUARE PARK, A RECOGNIZED RECREATIONAL SECTION 4(F) PROPERTY. ACCESS TO THE TOWN SQUARE PROPERTIES SHALL BE MAINTAINED AT ALL TIMES DURING THE PROJECT CONSTRUCTION DURATION. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT THE PARK PROPERTIES AND THE PUBLIC. APPROPRIATE SIGNAGE AND PROTECTIVE BARRIERS SHALL BE INSTALLED TO ALERT USERS OF CONSTRUCTION ACTIVITIES AND PROTECT THE PUBLIC. STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT AND MATERIALS OUTSIDE PROPOSED CONSTRUCTION LIMITS WITHIN TOWN SQUARE PROPERTY BOUNDARIES IS PROHIBITED. THE CONTRACTOR IS REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT AND THE CITY OF STREETSBORO.

MONUMENT ASSEMBLIES
CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NO. 3.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING
CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS)
3. COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROFF ROLLING RESULTS AND VISUAL OBSERVATIONS.

   PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.
5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO C&MS 204.07 EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.
6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 - EXCAVATION OF SUBGRADE.

THE FOLLOWING ITEMS AND QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER TO ADDRESS UNSTABLE OR UNSUITABLE SOILS ENCOUNTERED IN THE AREAS OF PAVEMENT CONSTRUCTION AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

UNSTABLE SUBGRADE STABILIZATION LIMITS			
BEGIN STA.	END STA.	WIDTH	DEPTH
1052+45.67	1053+63.20	79.00'	1.00'

ITEM 204 - 12" EXCAVATION OF SUBGRADE	344 CY
ITEM 204 - 12" GRANULAR MATERIAL, TYPE B	344 CY
ITEM 204 - GEOTEXTILE FABRIC	1032 SY

GENERAL NOTES

DESIGN AGENCY
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DESIGNER ZRS
REVIEWER DEN 9/19/25
PROJECT ID 105213
SHEET P.8 TOTAL 112

ROADWAY

REVIEW OF CURB RAMPS

PRIOR TO THE START OF WORK, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT AND CONTRACTOR OF ALL CURB RAMPS INCLUDED IN THE PROJECT LIMITS. PRIOR TO THE INSPECTION, THE CONTRACTOR SHALL MARK THE WORK LIMITS OF ALL CURB RAMPS AND ASSOCIATED WORK TO IDENTIFY ANY CONDITIONS THE CONTRACTOR CANNOT BRING INTO ADA COMPLIANCE PER BP-7.1. THE DEPARTMENT SHALL HAVE TEN (10) BUSINESS DAYS TO RESOLVE ANY SUCH ANTICIPATED NON-COMPLIANCE WITH AN ADA WAIVER, QUANTITY CHANGE OR DESIGN REVISION PRIOR TO THE START OF WORK.

IMMEDIATELY FOLLOWING INSTALLATION OF FORMWORK FOR CURB RAMP CONCRETE PLACEMENT AND PRIOR TO PLACEMENT OF CONCRETE, THE CONTRACTOR SHALL VERIFY ADA COMPLIANCE BASED UPON MEASUREMENT OF THE FORMS. THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED OF ANY NON-COMPLIANT ADA CONDITIONS MEASURED BY THE CONTRACTOR WITHIN THE WORK LIMITS. THE ENGINEER SHALL HAVE THREE (3) BUSINESS DAYS TO RESOLVE ANY SUCH NONCOMPLIANCE WITH A CORRECTIVE FORM LAYOUT, ADA WAIVER, QUANTITY CHANGE OR DESIGN CHANGE PRIOR TO THE PLACEMENT OF CONCRETE.

THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY ADA NON-COMPLIANCE FOR ALL ISSUES NOT REPORTED TO THE ENGINEER IN THE INITIAL INSPECTION AND/OR THE FORM INSTALLATION MEASUREMENT. MODIFICATION OF FORMS INTO A COMPLIANT CONFIGURATION AND/OR REMOVAL AND RECONSTRUCTION OF FINISHED WORK SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 608 CURB RAMP ITEMS.

ITEM SPECIAL – SURVEY CONTROL VERIFICATION

THE CONTRACTOR SHALL PERFORM THIS WORK TO VERIFY THE PROVIDED SURVEY CONTROL. THE CONTRACTOR WILL PERFORM THE VERIFICATION USING ONE OF THE TWO METHODS BELOW DEPENDENT UPON THE CONTRACTOR'S CHOSEN MEANS OF SURVEY CONTROL TO BE USED ON THE PROJECT. THE WORK SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF AN OHIO LICENSED SURVEYOR.

1) IF USING GPS DEVICES TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL

A. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.

B. PERFORM A SITE CALIBRATION UTILIZING THE AVAILABLE HORIZONTAL AND VERTICAL CONTROL POINTS PROVIDED IN THE PLAN.

C. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.

2) IF USING CONVENTIONAL SURVEY INSTRUMENTATION TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL

A. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.

B. LOCATE AND OBSERVE ANGLE AND DISTANCE TO ALL AVAILABLE HORIZONTAL CONTROL POINTS PROVIDE IN THE PLAN

C. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID ITEM.

ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS

PRIOR TO FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT FORMAL AS-BUILT CONSTRUCTION PLANS. THE FORMAL AS-BUILT CONSTRUCTION PLANS SHALL INCLUDE ALL RED-LINED CHANGES. RED-LINE CHANGE SHALL BE DENOTED UTILIZING CLOUDING IN MICROSTATION (OR OTHER CAD SOFTWARE) OR CLOUDING IN PDF EDITING SOFTWARE. THE AS-BUILT CONSTRUCTION PLANS SHALL HAVE A SIGNED VERIFICATION ON THE TITLE SHEET FROM THE CONTRACTOR INDICATING THAT ALL RED-LINED AND FIELD CHANGES HAVE BEEN INCORPORATED INTO AS-BUILT CONSTRUCTION PLANS.

THE CONTRACTOR'S VERIFICATION STATEMENT INDICATES ALL KNOWN FIELD MODIFICATIONS MADE HAVE BEEN INCLUDED IN THE FORMAL AS-BUILT CONSTRUCTION PLANS. THE CONTRACTOR'S VERIFICATION STATEMENT SHALL BE SIGNED BY THE CONTRACTOR'S PROJECT MANAGER (OR ACCEPTABLE REPRESENTATIVE).

IN ADDITION TO THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS, THE AS-BUILT CONSTRUCTION PLANS SHALL SHOW THE FOLLOWING:

1. ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.

2. ANY UTILITIES, PIPES, WELLHEADS, ABANDONED PAVEMENTS, FOUNDATIONS OR OTHER MAJOR OBSTRUCTIONS DISCOVERED AND REMAINING IN PLACE WHICH ARE NOT SHOWN, OR DO NOT CONFORM TO LOCATIONS OR DEPTHS SHOWN IN THE PLANS. UNDERGROUND FEATURES SHALL BE SHOWN AND LABELED ON THE AS-BUILT CONSTRUCTION PLANS IN TERMS OF STATION, OFFSET AND ELEVATION.

3. THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).

4. CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.

5. ADDITIONAL PLAN SHEETS MAY BE NEEDED IF NECESSARY TO SHOW WORK NOT INCLUDED IN THE CONSTRUCTION PLANS. IF ADDITIONAL PLAN SHEETS ARE NEEDED, THEY ARE REQUIRED TO BE PREPARED IN CONFORMANCE WITH THE LOCATION AND DESIGN MANUAL, VOLUME 3, SECTION 1200 - PLAN PREPARATION.

NOTATION SHALL ALSO BE MADE OF LOCATIONS AND THE EXTENT OF USE OF MATERIALS, OTHER THAN SOIL, FOR EMBANKMENT CONSTRUCTION (ROCK, BROKEN CONCRETE WITHOUT REINFORCING STEEL, ETC.).

THE PLAN INDEX SHALL SHOW THE PLAN SHEETS WHICH HAVE CHANGES APPEARING ON THEM.

TWO COPIES OF THE AS-BUILT CONSTRUCTION PLANS SHALL BE DELIVERED TO THE PROJECT ENGINEER FOR APPROVAL UPON COMPLETION OF THE PHYSICAL WORK BUT PRIOR TO THE REQUEST FOR FINAL PAYMENT. AFTER THE DEPARTMENT HAS APPROVED THE AS-BUILT CONSTRUCTION PLANS, THE ASSOCIATED ELECTRONIC FILES SHALL BE DELIVERED TO THE DISTRICT CAPITAL PROGRAMS ADMINISTRATOR. ACCEPTANCE OF THESE PLANS AND DELIVERY OF THE ASSOCIATED ELECTRONIC FILES IS REQUIRED PRIOR TO THE WORK BEING ACCEPTED AND THE FINAL ESTIMATE APPROVED.

PAYMENT FOR ALL THE ABOVE SHALL BE LUMP SUM UPON PROPER EXECUTION OF ALL WORK OF THIS ITEM AS DETERMINED BY THE PROJECT ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS LS

ITEM 203 - ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO

THE CONTRACTOR SHALL SUBMIT A DVD RECORDING OF THE CONSTRUCTION LIMITS TO THE COUNTY PRIOR TO ANY WORK PERFORMED. THE RECORDING SHALL TAKE SPECIAL NOTE OF ALL SURFACE FEATURES INCLUDING BUT NOT LIMITED TO: DRIVEWAYS, TREES, FENCES, LANDSCAPING FEATURES, DECORATIVE LIGHTING, AND PLANTERS. THE RECORDING WILL BE USED TO ASSIST THE ENGINEER IN THE CASE THAT PROPERTY OWNERS CLAIM DAMAGE HAS BEEN DONE TO THE PROPERTY BY THE CONTRACTOR DURING CONSTRUCTION. AREAS THAT HAVE BEEN DAMAGED DUE TO CONTRACTOR NEGLIGENCE SHALL BE RESTORED TO IT'S ORIGINAL CONDITION BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE COUNTY OR TO THE PROPERTY OWNER.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE LUMP SUM PRICE FOR ITEM 203, ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO, WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY:

203, ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO LS

EARTHWORK

THE WORK SPECIFIED FOR THESE PAY ITEMS CONSIST OF THE EXCAVATION AND EMBANKMENT REQUIRED FOR THIS PROJECT. ALL EXCAVATION AND SHAPING NECESSARY FOR THE PREPARATION, CONSTRUCTION, AND COMPLETION OF ALL SUBGRADE AND SLOPES SHALL BE IN ACCORDANCE WITH THE REQUIRED ALIGNMENT, GRADES, AND ELEVATIONS SHOWN IN THE PLAN.

THE QUANTITY FOR ITEM 203, EXCAVATION AND ITEM 203, EMBANKMENT SHALL INCLUDE ALL EXCAVATION, UNDERCUT, FILL, BORROW, GRADE, AND ALL OTHER WORK SPECIFIED FOR THE COMPLETION OF THE PROPOSED WORK SPECIFIED IN THIS PROJECT.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 203 - EXCAVATION	2076 CY
ITEM 203 - EMBANKMENT	6 CY

(SEE CROSS SECTIONS ON SHEETS 81 - 96 FOR ADDITIONAL INFORMATION)

ITEM 608 - CURB RAMP, AS PER PLAN

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, INSTALLATION OF THE CURB RAMPS / DETECTABLE WARNINGS WILL BE PERFORMED PRIOR TO MAINLINE RESURFACING.

IN ADDITION TO THE CMS REQUIREMENTS OF ITEM 608 CURB RAMP, THIS ITEM SHALL INCLUDE THE RESTORATION OF THE ADJACENT AREAS DISTURBED FOR THE INSTALLATION OF CURB RAMPS AND IMMEDIATELY ADJACENT CONCRETE WALK. RESTORATION SHALL INCLUDE PLACEMENT OF ITEM 659 TOPSOIL, ITEM 659 COMMERCIAL FERTILIZER, ITEM 659 SEEDING AND MULCHING, AND ITEM 659 WATER, ALL PER CMS.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PID PRICE FOR ITEM 608 – CURB RAMP, AS PER PLAN.

EROSION CONTROL

SEEDING AND MULCHING, AS PER PLAN

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

ITEM 659, SOIL ANALYSIS TEST	2 EACH
ITEM 659, TOPSOIL	109 CU. YD.
ITEM 659, SEEDING AND MULCHING, AS PER PLAN	976 SQ. YD.
ITEM 659, COMMERCIAL FERTILIZER	0.14 TONS
ITEM 659, LIME	0.21 ACRES
ITEM 659, WATER	7.91 M. GAL.

APPLY SEEDING AND MULCHING 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.

LAWN AREAS DISTURBED AS A RESULT OF THE PROJECT SHALL BE RESTORED BY THE CONTRACTOR. THIS INCLUDES THE PLACEMENT OF FILL AND TOPSOIL REQUIRED IN AREAS OF DRIVE APRON REMOVAL. ALL DISTURBED LAWN AREAS SHALL RECEIVE A MINIMUM OF 4" TOPSOIL. TOPSOIL, SEEDING, AND MULCH SHALL CONFORM WITH THE REQUIREMENTS OF ODOT ITEM 659 EXCEPT THE SEED MIX SHALL BE: SEED MIXTURE AT 8 LBS PER 1,000 SF: 30.80% KENTUCKY BLUEGRASS, 14.75% FORTITUTE CREEPING RED FESCUE, 9.85% BROOKLAWN KENTUCKY BLUE, 9.85% PROTEGE GLR PERENNIAL RYEGRASS, 9.85% AMAZING GS PERENNIAL RYEGRASS, 9.85% HOMERUN PERENNIAL RYEGRASS, 9.85% FIESTA 5 PERENNIAL RYEGRASS. THE CITY REQUIRES HYDROSEEDING (NO STRAW MULCH).

PAYMENT FOR THIS WORK SHALL BE INCLUDED AND CONSIDERED INCIDENTAL TO THE ITEM 659 - SEEDING AND MULCHING, AS PER PLAN PAY ITEM.

(SEE CROSS SECTIONS ON SHEETS 81 - 96 FOR ADDITIONAL INFORMATION)

ITEM 832 - EROSION CONTROL

THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED FOR TEMPORARY SEDIMENT AND EROSION CONTROL (TSEC) IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATION 832:

ITEM 832 - EROSION CONTROL 17,500 EACH

UNLESS OTHERWISE APPROVED BY THE ENGINEER, DAMAGED FILTER FABRIC FENCE SHALL BE REPLACED IN LIEU OF ANY/ALL METHODS OF REPAIR.

DRAINAGE

REVIEW OF DRAINAGE FACILITIES

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

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

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

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

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

PIPE CONNECTIONS TO CORRUGATED METAL STRUCTURES

PROVIDE CONNECTIONS OF PROPOSED LONGITUDINAL DRAINAGE TO CORRUGATED METAL STRUCTURES BY MEANS OF A SHOP FABRICATED OR FIELD WELDED STUB ON THE STRUCTURE. FURNISH A STUB MEETING THE REQUIREMENTS OF 707 WITH MINIMUM LENGTH OF 2 FEET AND A MINIMUM WALL THICKNESS OF 0.064 INCHES.

THE LOCATION AND ELEVATION OF THE STUB ARE TO BE CONSIDERED APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER TO AVOID CUTTING THROUGH JOINTS IN THE STRUCTURE.

THOROUGHLY CLEAN AND REGALVANIZE OR OTHERWISE SUITABLY REPAIR THE FIELD WELDED JOINT, IF USED. MEET WELDING REQUIREMENTS IF 513.21.

PROVIDE A MASONRY COLLAR PER STANDARD CONSTRUCTION DRAWING DM-1.1, TO CONNECT THE LONGITUDINAL DRAINAGE TO THE STUB, WHEN PIPE OTHER THAN CORRUGATED METAL IS USED FOR THE LONGITUDINAL DRAINAGE.

PAYMENT FOR CUTTING INTO THE STRUCTURE AND PROVIDING THE CONNECTION DESCRIBED, IS INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 OR 522.

CATCH BASIN RECONSTRUCTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR RECONSTRUCTING CATCH BASINS TO GRADE. EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR’S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM SPECIAL – MISCELLANEOUS METAL,	400 LB

EXISTING SUBSURFACE DRAINAGE

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

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

THE FOLLOWING ESTIMATED QUANTITES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 611 - 6" CONDUIT, TYPE F	10 FT
ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS	40 FT

DRAINAGE DISCHARGE CONTINUANCE

FURNISH A DRAINAGE DISCHARGE CONTINUANCE FOR ANY DRAINAGE DISCHARGE DISTURBED BY THE WORK AND NOT SHOWN IN THE PLANS. THE LOCATION, TYPE (CONDUIT OR SWALE), SIZE AND GRADE OF THE DRAINAGE DISCHARGE CONTINUANCE WILL BE AGREED TO BY THE ENGINEER.

FURNISH AN INSPECTION WELL AT THE RIGHT OF WAY LINE IN PER STANDARD CONSTRUCTION DRAWING DM-3.1. FOR EACH DRAINAGE DISCHARGE THAT OUTLETS THROUGH A CURB OPENING OR INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST IS INCLUDED IN ITEM 611 - INSPECTION WELL.

FURNISH A WELL GRADED TRANSITION BETWEEN THE DITCH AND THE SWALE WHEN OUTLETTING A SWALE TO A DITCH. THE COST FOR THE GRADED TRANSITIONS IS INCLUDED IN ITEM 203 - EMBANKMENT, AS PER PLAN.

FURNISH AN EROSION CONTROL PAD AS SHOWN IN STANDARD CONSTRUCTION DRAWING DM-1.1 WHEN OUTLETTING A CONDUIT TO A DITCH. THE COST FOR THE EROSION CONTROL PAD IS INCLUDED IN ITEM 611 - CONDUIT, MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED HOLE OR A CURB SECTION WHEN OUTLETTING A CONDUIT THROUGH A CURB OPENING. THE COST OF DRILLING OR FURNISHING THE CURB SECTION WITH HOLE IS INCLUDED IN ITEM 611 - CONDUIT, MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED CORE HOLE WHEN OUTLETTING INTO A STORM SEWER OR DRAINGE STRUCTURE. THE CST OF THE DRILLED CORE HOLE IS INCLUDED IN ITEM 611 - CONDUIT, MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE.

DOCUMENTATION

PROVIDE WRITTEN DOCUMENTATION TO THE ENGINEER AND TO THE DISTRICT R/W PERMIT OFFICE. THE DOCUMENTATION INCLUDES THE CONSTRUCTION PROJECT NUMBER, PID, COUNTY, ROUTE, SECTION, LATITUDE AND LONGITUDE OF THE DRAINAGE DISCHARGE AT THE R/W, THE NAME OF PROPERTY OWNER WITH ADDRESS, THE DATE THE DRAINAGE DISCHARGE WAS LOCATED, THE DATE THE DRAINAGE DISCHARGE CONTINUANCE WAS FURNISHED, A DETAILED DESCRIPTION OF THE WORK AND PICTURES OF THE DRAINAGE DISCHARGE CONTINUANCE (IN PDF OR JPEG FORMAT). THE DOCUMENTATION IS INCLUDED IN ITEM 611 - CONDUIT MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE OR ITEM 203 - EMBANKMENT, AS PER PLAN.

DRAINAGE DISCHARGE CONTINUANCE REMOVAL

THE ENGINEER MAY REQUIRE THE NEWLY INSTALLED DRAINAGE DISCHARGE CONTINUANCE TO BE REMOVED.

REMOVE THE NEWLY INSTALLED CONDUIT AND ANY EXISTING CONDUIT TO THE RIGHT OF WAY LINE. FOR CONDUIT THAT OUTLETS THROUGH THE CURB, RESTORE THE CURB BY FILLING THE HOLE WITH CLASS QC 1 CONCRETE OR REPLACE THE CURB SECTION. FOR CONDUIT THAT OUTLETS TO A STORM SEWER OR DRAINAGE STRUCTURE LEAVE 6 INCHES PROTRUDING OUTSIDE OF THE CONDUIT. PLUG THE PROTRUDING CONDUIT WITH EITHER A MANUFACTURED CAP OR CLASS QC 1 CONCRETE. FOR CONDUIT THAT OUTLETS TO THE DITCH REMOVE THE EROSION CONTROL PAD. RESTORE ALL AREAS AS REQUIRED. PLUG THE EXISTING CONDUIT REGARDLESS OF SIZE AT THE RIGHT OF WAY LINE WITH CLASS QC 1 CONCRETE AND RESTORE ALL AREAS AS REQUIRED. ALL COSTS ARE INCLUDED IN ITEM 202 - REMOVAL MISC.: CONDUIT.

DAM THE SWALE THAT OUTLETS TO THE DITCH AT THE R/W AS DIRECTED BY THE ENGINEER. ALL COSTS ARE INCLUDED IN ITEM 203 - EMBANKMENT, AS PER PLAN.

REMOVE THE INSPECTION WELL AND RESTORE ALL AREAS AS REQUIRED. THE COST IS INCLUDED IN ITEM 202 - REMOVAL MISC.: INSPECTION WELL.

CONDUIT MATERIAL TYPES

THE FOLLOWING CONDUIT MATERIAL TYPES ARE PERMITTED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47 AND 707.51.

PAY ITEMS

EACH OF THE PAY ITEMS LISTED BELOW FOR CONDUIT MISCELLANEOUS TYPES B, C, E AND F FOR DRAINAGE DISCHARGE CONTINUANCE INCLUDE CONDUIT SIZES 2 INCH TO 10 INCH. THERE IS NO COST DIFFERENTIATION FOR SIZE IN THESE PAY ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER IN MAKING THE ABOVE DRAINAGE DISCHARGE CONTINUANCE:

ITEM 611 - INSPECTION WELL	2 EACH
ITEM 611 - CONDUIT MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	10 FT
ITEM 611 - CONDUIT MISC.: TYPE E FOR DRAINAGE DISCHARGE CONTINUANCE	10 FT
ITEM 611 - CONDUIT MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE	10 FT
ITEM 202 - REMOVAL MISC.: CONDUIT	10 FT
ITEM 202 - REMOVAL MISC.: INSPECTION WELL	2 EACH
ITEM 203 - EMBANKMENT, AS PER PLAN	50 CY

PAVEMENT

CONTRACTION AND/OR EXPANSION JOINTS

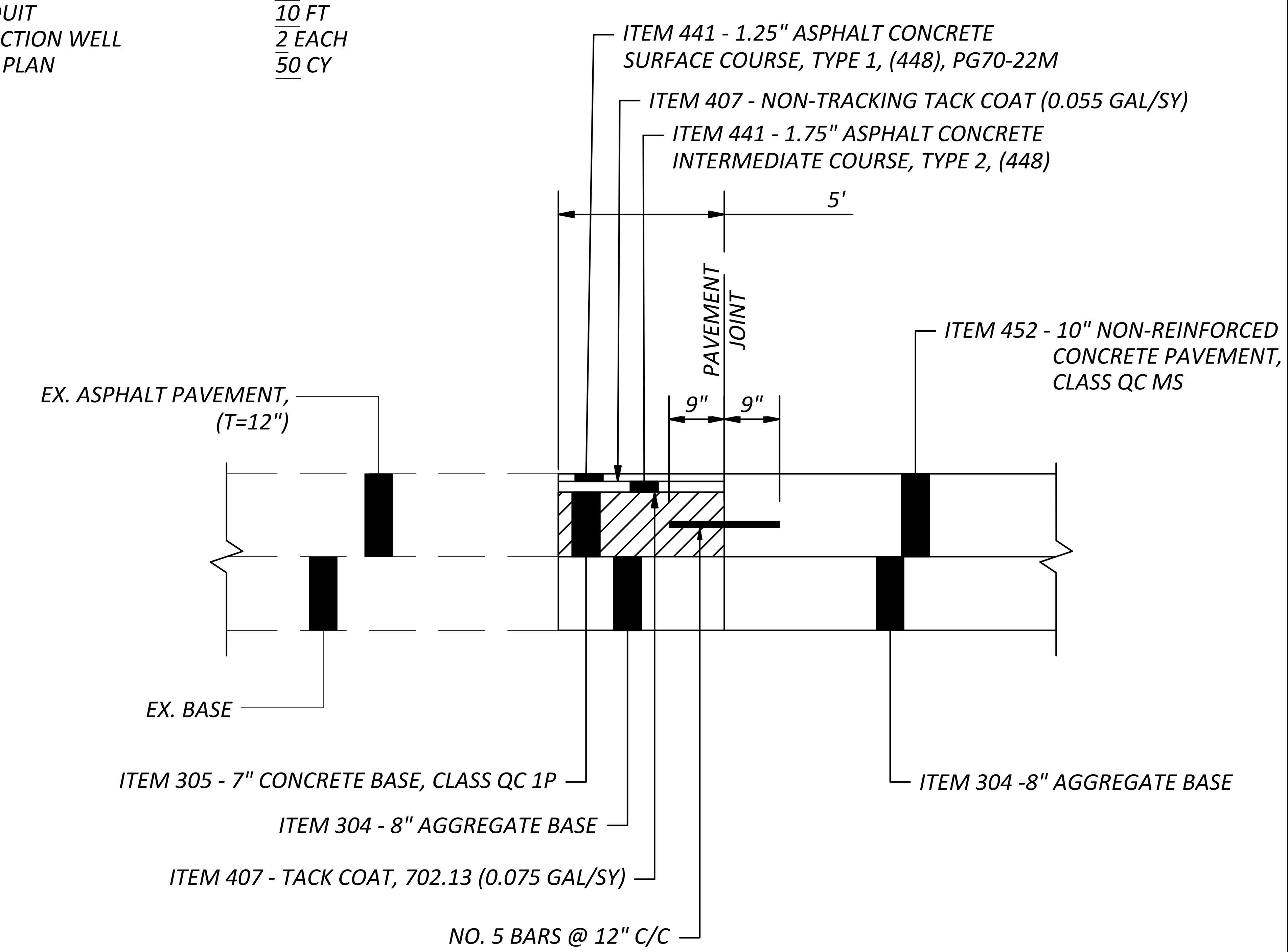
ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

ASPHALT TO CONCRETE TRANSITION

THIS ITEM IS INTENDED TO BE USED AT SLEEPER SLAB LOCATIONS AS SHOWN ON THE PLAN AND PROFILES.

THIS ITEM SHALL CONSIST OF CONSTRUCTING THE TYPICAL ASPHALT AND CONCRETE PAVEMENT SECTIONS ON SHEETS 4-6 EXCEPT AS MODIFIED IN THE DETAIL BELOW. ITEM 305 - CONCRETE BASE IS TO BE USED WITHIN 5' OF THE PAVEMENT JOINT. THE CONTRACTOR SHALL USE NO.5 DOWEL'S @ 12" C/C TO CONNECT THE CONCRETE BASE TO THE CONCRETE PAVEMENT. DOWELS SHALL NOT BE DRILLED INTO THE NEW CONCRETE BASE OR CONCRETE PAVEMENT AND SHALL BE PLACED PRIOR TO BOTH SECTIONS BEING POURED.

ALL ITEMS WILL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS SHOWN AND WILL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS EXCEPT FOR THE NO. 5 DOWELS THAT WILL BE INCIDENTAL TO THIS PROJECT.



ASPHALT TO CONCRETE TRANSITION DETAIL
N.T.S.

GENERAL NOTES

POR SR 14/43 1.74/15.59 PART 2

2025/10/24

O:\Public\OH\Streetsboro\2022\2022008.14 SR 14-SR 43 Int\400-Engineering\Roadway\Sheets\20220814_GN001.dwg

DESIGN AGENCY

GPD GROUP
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DESIGNER	ZRS
REVIEWER	DEN 9/19/25
PROJECT ID	105213
SHEET	P.10
TOTAL	112

NOTIFICATION AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITING AND VIA TELEPHONE AT LEAST EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE THE PROJECTED DATES AND TIME FRAMES OF ANY ROAD CLOSURES.

1. OHIO DEPARTMENT OF TRANSPORTATION
   DISTRICT 4
   2088 SOUTH ARLINGTON ROAD
   AKRON, OHIO 44306
   (330) 786-2208

2. CITY OF STREETSBORO POLICE DEPARTMENT
   2080 STATE ROUTE 303
   STREETSBORO, OHIO 44241
   (330) 626-4976

3. CITY OF STREETSBORO FIRE DEPARTMENT
   9184 STATE ROUTE 43
   STREETSBORO, OHIO 44241
   (330) 626-4664

4. STREETSBORO CITY SCHOOLS
   9000 KIRBY LANE
   STREETSBORO, OHIO 44241
   (330) 626-4900

5. CITY OF STREETSBORO ENGINEERING DEPARTMENT
   9184 STATE ROUTE 43 (CITY HALL)
   STREETSBORO, OHIO 44241
   (330) 626-4942 EXT. 4106

SHOULD THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY OF SUCH CHANGES.

SEQUENCE OF CONSTRUCTION

SR 303 SHALL BE CLOSED AND DETOURED AS DETAILED IN PART 3.

PHASE 1

THE CONTRACTOR SHALL TRANSITION FROM EXISTING INTO PHASE 1 DURING NIGHTTIME OR WEEKEND HOURS.

THE CONTRACTOR SHALL ADJUST THE SIGNAL HEADS ON THE EXISTING MAST ARMS AS SHOWN IN THE DETAILED PLANS. TRAFFIC ON SR 14 SHALL BE REDUCED TO A SINGLE LANE IN EACH DIRECTION AND SHIFTED TO THE SOUTH SIDE OF THE ROAD. TRAFFIC ON SR 43 SHALL BE REDUCED TO A SINGLE LANE IN EACH DIRECTION AND SHIFTED TO THE WEST SIDE OF THE ROAD. AN EASTBOUND AND NORTHBOUND DEDICATED RIGHT TURN LANE SHALL BE PROVIDED AT THE SR 43 / SR 14 INTERSECTION.

THE EASTBOUND, WESTBOUND, AND SOUTHBOUND LEFT TURN MOVEMENTS SHALL BE RESTRICTED AND DETOURED AS SHOWN ON SHEETS 35 - 36 FOR THE DURATION OF THE PROJECT.

THE CONTRACTOR SHALL CONSTRUCT THE ROADWAY IMPROVEMENTS TO THE NORTH SIDE OF SR 14 INCLUDING THE NORTHEAST QUADRANT OF THE SR 14 / SR 43 INTERSECTION AS SHOWN IN THE DETAILED PLANS.

THE CONTRACTOR SHALL TRANSITION FROM PHASE 1 INTO PHASE 2 DURING NIGHTTIME OR WEEKEND HOURS.

PHASE 2

THE CONTRACTOR SHALL ADJUST THE SIGNAL HEADS ON THE EXISTING MAST ARMS AS SHOWN IN THE DETAILED PLANS. TRAFFIC ON SR 14 SHALL REMAIN IN THE PHASE 1 TRAFFIC PATTERN. A WESTBOUND DEDICATED RIGHT TURN LANE SHALL BE PROVIDED AT THE SR 14 / SR 43 INTERSECTION. TRAFFIC ON SR 43 SHALL REMAIN REDUCED TO A SINGLE LANE IN EACH DIRECTION. TRAFFIC SHALL BE SHIFTED TO THE EAST SIDE OF THE ROAD. A NORTHBOUND DEDICATED RIGHT TURN SHALL BE PROVIDED AT THE SR 43 / SR 14 INTERSECTION.

THE CONTRACTOR SHALL CONSTRUCT THE ROADWAY IMPROVEMENTS TO THE NORTHWEST QUADRANT OF THE S.R. 14 / S.R. 43 INTERSECTION AS SHOWN IN THE DETAILED PLANS.

THE CONTRACTOR SHALL TRANSITION FROM PHASE 2 INTO PHASE 3 DURING NIGHTTIME OR WEEKEND HOURS.

SEQUENCE OF CONSTRUCTION (CONT.)

PHASE 3

THE CONTRACTOR SHALL ADJUST THE SIGNAL HEADS ON THE EXISTING MAST ARMS AS SHOWN IN THE DETAILED PLANS. TRAFFIC ON SR 14 SHALL REMAIN A SINGLE LANE IN EACH DIRECTION. TRAFFIC SHALL BE SHIFTED TO THE NORTH SIDE OF THE ROAD. TRAFFIC ON SR 43 SHALL REMAIN IN THE PHASE 2 TRAFFIC PATTERN. A SOUTHBOUND DEDICATED RIGHT TURN LANE SHALL BE PROVIDED AT THE SR 43 / SR 14 INTERSECTION.

THE CONTRACTOR SHALL CONSTRUCT THE ROADWAY IMPROVEMENTS TO THE SOUTH SIDE OF SR 14 INCLUDING THE SOUTHWEST QUADRANT OF THE S.R. 14 / S.R. 43 INTERSECTION AS SHOWN IN THE DETAILED PLANS.

THE CONTRACTOR SHALL TRANSITION FROM PHASE 3 INTO PHASE 4 DURING NIGHTTIME OR WEEKEND HOURS.

PHASE 4

THE CONTRACTOR SHALL ADJUST THE SIGNAL HEADS ON THE EXISTING MAST ARMS AS SHOWN IN THE DETAILED PLANS. TRAFFIC ON SR 14 SHALL REMAIN IN THE PHASE 3 TRAFFIC PATTERN. AN EASTBOUND DEDICATED RIGHT TURN LANE SHALL BE PROVIDED AT THE SR 14 / 43 INTERSECTION. TRAFFIC ON SR 43 SHALL REMAIN A SINGLE LANE IN EACH DIRECTION. TRAFFIC SHALL BE SHIFTED TO THE WEST SIDE OF THE ROAD.

THE CONTRACTOR SHALL CONSTRUCT THE ROADWAY IMPROVEMENTS TO THE SOUTHEAST QUADRANT OF THE SR 14 / SR 43 INTERSECTION AS SHOWN IN THE DETAILED PLANS.

THE CONTRACTOR SHALL TRANSITION FROM PHASE 4 INTO PHASE 5 DURING NIGHTTIME OR WEEKEND HOURS.

PHASE 5

THE CONTRACTOR SHALL RESTORE THE SIGNAL HEADS AND MAST ARM SIGNAGE BACK TO EXISTING CONDITIONS. THE CONTRACTOR SHALL PLACE TEMPORARY PAVEMENT MARKINGS OUTSIDE THE PROJECT LIMITS DUE TO MAINTENANCE OF TRAFFIC RESTORATION AND FINAL PAVEMENT MARKINGS IN PROJECT LIMITS. DURING PLACEMENT OF THE PAVEMENT MARKINGS, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-99.20.

WORK HOUR DESCRIPTION

1. OFF PEAK HOURS ARE DEFINED AS ANY PERIOD OTHER THAN 6:00-8:00AM AND 3:00-6:00PM (MONDAY THRU FRIDAY) AND LEGAL HOLIDAYS.

2. NORMAL WORKING HOURS ARE DEFINED AS THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY PERFORMING WORK.

3. WEEKEND HOURS ARE DEFINED AS BETWEEN 6:00PM FRIDAY THRU 6:00AM MONDAY.

4. NIGHTTIME HOURS ARE DEFINED AS BETWEEN 8:00 PM AND 6:00 AM.

ITEM 614 - DETOUR SIGNING

ALL REQUIRED SIGNS AND SUPPORTS 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 FOR BID ITEM 614 - DETOUR SIGNING.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY:

ITEM 614 - DETOUR SIGNING LS

ITEM 614 - MAINTAINING TRAFFIC

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

1. A MINIMUM OF ONE TWELVE (12) FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.

4. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

5. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (IE ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

6. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

7. A QUANTITY OF 10 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.

8. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

9. 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.

10. PEDESTRIAN ACCESS SHALL BE ACCOMMODATED WITH A CLEAR AND SAFE WALK FOR PEDESTRIAN SHALL BE DETOURED PER ODOT STANDARD DRAWING MT-110.10. FAILURE TO COMPLY WILL RESULT IN CONSEQUENCES AS NOTED IN SECTION 105.01 OF THE ODOT C&MS.

11. IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS AND PROVISIONS OF THE OMUTCD AND THE FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ITEM 614 - MAINTAINING TRAFFIC (CONT.)

12. THE TEMPORARY TRAFFIC CONTROL SHALL BE MAINTAINED THROUGHOUT THIS PROJECT BY THE CONTRACTOR. PERMANENT TRAFFIC CONTROL MAY BE TEMPORARILY RELOCATED AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED, AND IMPROPERLY PLACED SIGNS. ANY WORK DONE BY THE CITY OF STREETSBORO OR THE OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING INSTALLATION, MODIFICATION, REMOVAL AND/OR REPLACEMENT OF PERMANENT TRAFFIC CONTROL DEVICES, AS A RESULT OF WORK DONE BY THE CONTRACTOR SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

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.

MAINTENANCE OF TRAFFIC COORDINATION AND SEQUENCE RESTRICTIONS:

THIS PROJECT PACKAGE IS COMPOSED OF MULTIPLE PARTS. REFER TO THE INDIVIDUAL PLAN PARTS FOR SPECIFIC DETAILS REGARDING WORK LIMITS, PROJECT DETAILS, AND THE MOT PHASING REGARDING EACH PART OF THE PROJECT PACKAGE. A SUMMARY OF THE INDIVIDUAL PROJECT PARTS AND RESTRICTIONS ARE LISTED BELOW:

- PART 1 WILL PERFORM CURB RAMP IMPROVEMENTS AND RESURFACE PORTIONS OF SR 14 AND SR 43. PART 1 WILL ALSO INCLUDE MINOR WORK AT THE POR-14-2.10 STRUCTURE. PLEASE NOTE THAT WORK AT THE POR-14-2.10 STRUCTURE MAY BE PERFORMED INDEPENDENTLY OF WORK AT PART 2 AND PART 3 LOCATIONS.
- PART 2 WILL RECONSTRUCT THE SR 14/SR 43 INTERSECTION TO REPLACE THE EXISTING ASPHALT PAVEMENT WITH CONCRETE PAVEMENT.
- PART 3 WILL REMOVE THE SLIP LANE AT THE SR 303/SR 14 INTERSECTION AND MODIFY THE SR 303/SR 14/RANCH ROAD INTERSECTION. THE SR 303/SR 14 INTERSECTION SHALL BE CLOSED AT THE BEGINNING OF PART 2 WORK AND SHALL REMAIN CLOSED UNTIL THE COMPLETION OF PART 2 AND PART 3.
- PART 1 RESURFACING BETWEEN MARKET SQUARE DRIVE AND THE EAST END OF THE PROJECT SHALL BE PERFORMED AFTER PART 2 COMPLETION.
- PART 1 RESURFACING OF SR43 BETWEEN MARKET SQUARE DRIVE AND SEASONS ROAD SHALL BE PERFORMED AFTER PART 2 COMPLETION.

DUST CONTROL

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

ITEM 616, WATER 50 M. GAL.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER AND THE CITY OF STREETSBORO (330-626-4942 EXT. 4106) (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD 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.

MAINTENANCE OF TRAFFIC NOTES

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DESIGNER SRT
REVIEWER AKF 9/19/25
PROJECT ID 105213
SHEET P.11 TOTAL 112

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

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

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN FOUR (4) HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT. THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT.)

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN — 30 SNMT

ASSUMING 5 PCMS SIGN(S) FOR 6 MONTH(S)

NOTE: 4 SIGNS ANTICIPATED FOR USE ON DETOUR ROUTES. ADDITIONAL SIGN PROVIDED FOR NORTHBOUND SR 43.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE CRASH THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT.)

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE CITY OF STREETSBORO FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED FOUR (4) HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00 AM TO 9:00 AM AND 3:00 PM TO 6:00 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY CITY OF STREETSBORO POLICE, HIRED BY THE CONTRACTOR:

1. SR 14 / SR 43
2. SR 14 / MARKET SQUARE DR
3. SR 43 / CITY CENTER DR
4. SR 43 / MARKET SQUARE DR / CECIL DR
5. SR 14 / SR 303

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

TIME OF NOTIFICATION OF MALFUNCTION;
TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.
A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

SIGNAL MODIFICATIONS

THE CONTRACTOR SHALL ADJUST THE LOCATIONS OF THE EXISTING TEMPORARY, OR TEMPORARY SIGNAL HEADS, AND THE TIMINGS AND DETECTION ZONES FOR EACH PHASE OF CONSTRUCTION IN ACCORDANCE WITH OMUTCD, AS DIRECTED BY THE ENGINEER. NO REDUCTION IN CLEARANCES SHALL BE PERMITTED.

THE COST FOR ALL LABOR, EQUIPMENT, TOOLS, AND MATERIALS REQUIRED TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLANS.

ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL

UNDER THIS ITEM OF WORK, THE CONTRACTOR SHALL FURNISH, INSTALL, RELOCATE, MODIFY AND SUBSEQUENTLY REMOVE: TEMPORARY SIGNAL SUPPORTS, DOWN GUYS, GROUND RODS, SIGNAL CABLE, POWER CABLE, SERVICE CABLE, CONDUIT RISERS, MESSENGER WIRE, SIGNAL HEADS, COVERING OF VEHICULAR SIGNAL HEADS AND A TEMPORARY CONTROLLER AS NEEDED TO RENDER A FULLY FUNCTIONAL TEMPORARY SIGNALIZED INTERSECTION.

ALL METHODS OF TRAFFIC CONTROL SHALL BE APPROVED BY THE ENGINEER AND SHALL BE IN PLACE AND OPERATION PRIOR TO THE DEACTIVATION AND REMOVAL AND/OR RELOCATION OF ANY EXISTING SIGNAL EQUIPMENT. REFERENCE IS MADE TO THE REQUIREMENTS OF ITEM 614. ALL MODIFICATIONS TO SIGNALIZATION SHALL BE DONE UNDER THE PROTECTION OF A LAW ENFORCEMENT OFFICER.

THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE POWER TO THE TRAFFIC SIGNAL CONTROLLER FROM THE PROPOSED OR EXISTING POWER SOURCES AS DETERMINED BY THE CONSTRUCTION SEQUENCING. IT SHALL ALSO INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO FURNISH, INSTALL, MODIFY, REMOVE, STORE, ERECT, RELOCATE, ADJUST AND REPAIR TEMPORARY TRAFFIC SIGNAL ITEMS AS DESCRIBED ABOVE.

ALL COSTS FOR THE ABOVE WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL SHALL BE PER EACH INTERSECTION.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL — 1 EACH

ACCESS TO PROPERTIES

ACCESS SHALL BE MAINTAINED TO ALL RESIDENTIAL AND COMMERCIAL PROPERTIES EXCEPT WHEN A DRIVEWAY MUST BE CLOSED FOR CONSTRUCTION. ALL RESIDENTS AND PROPERTY OWNERS SHALL BE PROVIDED WRITTEN NOTIFICATION BY THE CONTRACTOR A MINIMUM OF 24 HOURS PRIOR TO THE CLOSURE. THE NOTICE SHALL LIST THE TIME THE CLOSURE WILL BE IN EFFECT AND SHALL LIST 24-HOUR EMERGENCY PHONE NUMBERS OF THE CONTRACTOR RESPONSIBLE FOR THE CLOSURE. THE TIMES SHALL BE COORDINATED WITH EACH RESIDENT AND PROPERTY OWNER. INDIVIDUAL DRIVE CLOSURES SHALL BE KEPT TO THE MINIMUM TIME NEEDED FOR CONSTRUCTION ACTIVITIES. EVERY EFFORT MUST BE MADE TO ACCOMMODATE THE RESIDENT OR OWNER'S NEED FOR ACCESS. ACCESS MAY BE MAINTAINED WITH THE USE OF ASPHALT, AGGREGATE, OR STEEL PLATES.

WHERE A DRIVEWAY IS WIDE ENOUGH, THE CONTRACTOR SHALL CONSTRUCT THE DRIVEWAY PART-WIDTH WHILE MAINTAINING TWO-WAY TRAFFIC. WHERE A PROPERTY HAS MORE THAN ONE DRIVEWAY, DRIVES SHALL BE CONSTRUCTED ONE AT A TIME.

ALL LABOR AND MATERIALS REQUIRED FOR THE WORK DESCRIBED ABOVE SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

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.

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REVIEWER AKF 9/19/25
PROJECT ID 105213

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

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

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

MAINTENANCE OF TRAFFIC PAVEMENT MARKING RESTORATION

WHEN IT IS NECESSARY FOR MAINTENANCE OF TRAFFIC LIMITS TO EXCEED THE WORK LIMITS, THE CONTRACTOR SHALL BE RESPONSIBLE TO RESTORE PAVEMENT MARKINGS TO THEIR ORIGINAL STATE.

IN LIEU OF PAVEMENT MARKING PLAN, THE CONTRACTOR SHALL, PRIOR TO THE START OF CONSTRUCTION, PREPARE AN INVENTORY AND LOG ALL EXISTING PAVEMENT MARKINGS FOR USE IN RESTORING THE MARKINGS AT THE END OF CONSTRUCTION. THE CONTRACTOR SHALL DELIVER TWO (2) COPIES OF THE INVENTORY AND LOG TO THE ENGINEER BEFORE BEGINNING ANY PAVEMENT REMOVALS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT OF THE VARIOUS RESTORED PAVEMENT MARKINGS, INCLUDING LOCATION OF NO PASSING ZONES, CENTER LINES, EDGE LINES AND STOP LINES ON THE EXISTING PAVEMENT IN ACCORDANCE WITH SECTION 614.06.

UNLESS DIRECTED OTHERWISE BY THE ENGINEER, THE RESTORED PAVEMENT MARKINGS SHALL BE RESTORED IN THEIR ORIGINAL PATTERNS AND LOCATION. FINAL LOCATION OF ALL PAVEMENT MARKINGS (PRE-LINE LAYOUT) SHALL BE APPROVED BY THE CITY OF STREETSBORO IN THE FIELD.

THE COST OF LOGGING AND PREMARKING SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS PAVEMENT MARKINGS ITEMS. NO SEPARATE PAVEMENT WILL BE MADE.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 4"	1.04	MILE
ITEM 614 - WORK ZONE CENTER LINE, CLASS I	0.80	MILE
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 8"	3103	FT
ITEM 614 - WORK ZONE STOP LINE, CLASS I	84	FT
ITEM 614 - WORK ZONE ISLAND MARKING, CLASS I	104	SF
ITEM 644 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	125	FT
ITEM 614 - WORK ZONE ARROW, CLASS I	41	EACH
ITEM 614 - WORK ZONE WORD ON PAVEMENT, 72", CLASS I	10	EACH

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	40	HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

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

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC SUBSUMMARY SHEET 1 OF 5

SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE LANE LINE, CLASS I, 4" MILE	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (WHITE) MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (YELLOW) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8" FT	614 WORK ZONE DOTTED LINE, CLASS I (WHITE) FT	614 WORK ZONE DOTTED LINE, CLASS I (YELLOW) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (WHITE) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (YELLOW) FT	614 WORK ZONE STOP LINE, CLASS I FT	614 WORK ZONE ARROW, CLASS I EACH	614 WORK ZONE ISLAND MARKING, CLASS I SF	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I (WHITE) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 740.06, TYPE I FT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH
		PHASE 1																						
37	DW-1	SR-14	167+47	167+50	RT						3													
38	CDS-1	SR-14	167+96	173+00	RT		504																	
38	CDS-2	SR-14	168+80	172+56	CEN/RT		376																	
38	EW-1	SR-14	168+30	173+00	LT/RT			470																
38	CH-1	SR-14	169+50	171+73	RT					223														
38	DW-2	SR-14	167+50	169+00	RT						150													
38	TY-1	SR-14	167+96	172+56	RT									161										
38	LA-1	SR-14	170+14		RT											1								
38	LA-2	SR-14	170+80		RT											1								
38	LA-3	SR-14	171+46		RT											1								
38	LA-4	SR-14	172+12		RT											1								
39	CDS-3	SR-14	173+00	178+50	RT		550																	
39	CDS-4	SR-43	1052+00	1052+11	LT		11																	
39	CDS-5	SR-43	1055+32	1055+50	LT		18																	
39	CDS-5A	SR-43	1055+22	1055+50	LT		28																	
39	EW-2	SR-14 / SR-43	173+00	1054+39	RT/LT			281																
39	EW-3	SR-43 / SR-14	1055+50	178+50	LT/RT			483																
39	EW-4	SR-43 / SR-14	1052+00	176+76	RT/RT			193																
39	CH-2	SR-43	1052+00	1052+11	LT					11														
39	SL-1	SR-14	176+56		RT										12									
39	SL-2	SR-43	1052+13		RT/LT										24									
39	SL-3	SR-43	1055+20		LT										12									
40	CDS-6	SR-14	178+50	184+00	RT		550																	
40	EW-5	SR-14	178+50	184+00	RT/LT			550																
41	CDS-7	SR-14	184+00	186+74	RT		274																	
41	EW-6	SR-14	184+00	186+74	LT			274																
42	EW-7	SR-43	1045+77	1046+50	RT			73																
42	CH-3	SR-43	1045+77	1046+50	RT					73														
42	LA-5	SR-43	1046+07		RT											1								
43	CDS-8	SR-43	1046+97	1048+23	RT/LT		126																	
43	CDS-9	SR-43	1046+97	1052+00	RT/LT		503																	
43	EW-8	SR-43	1046+50	1052+00	RT			550																
43	CH-4	SR-43	1046+50	1052+00	RT/LT					550														
43	TY-2	SR-43	1046+97	1048+23	RT/LT									25										
43	LA-6	SR-43	1046+73		RT											1								
43	LA-7	SR-43	1047+39		RT											1								
43	LA-8	SR-43	1048+05		RT											1								
43	LA-9	SR-43	1048+71		RT											1								
43	LA-10	SR-43	1049+37		CEN											1								
43	LA-11	SR-43	1050+03		CEN											1								
43	LA-12	SR-43	1050+69		CEN											1								
43	LA-13	SR-43	1051+35		CEN											1								
TOTAL							2940	2874		857	153		186		48	13								
TOTAL MILES							0.56	0.55																
TOTALS CARRIED TO GENERAL SUMMARY							0.56	0.55		857	153		186		48	13								

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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SRT

REVIEWER
AKF 9/19/25

PROJECT ID
105213

SHEET P.14 TOTAL 112

SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE LANE LINE, CLASS I, 4" MILE	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (WHITE) MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (YELLOW) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8" FT	614 WORK ZONE DOTTED LINE, CLASS I (WHITE) FT	614 WORK ZONE DOTTED LINE, CLASS I (YELLOW) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (WHITE) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (YELLOW) FT	614 WORK ZONE STOP LINE, CLASS I FT	614 WORK ZONE ARROW, CLASS I EACH	614 WORK ZONE ISLAND MARKING, CLASS I SF	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I (WHITE) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 740.06, TYPE I FT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH		
		PHASE 1 (CONTINUED)																							
44	CDS-10	SR-43	1055+50	1058+24	LT		274																		
44	CDS-11	SR-43	1055+50	1057+85	LT/RT		235																		
44	EW-9	SR-43	1055+50	1058+24	LT/RT			274																	
44	CH-5	SR-43	1059+57	1061+00	LT					143															
44	CH-6	SR-43	1059+57	1061+00	LT					143															
44	TW-1	SR-43	1059+57	1061+00	LT								73												
44	TY-3	SR-43	1055+50	1058+24	LT/RT									206											
44	IY-1	SR-43	1058+36		LT/RT												227								
45	EY-1	SR-43	1061+20	1065+44	LT				424																
45	CH-7	SR-43	1061+00	1061+10	LT					10															
45	CH-8	SR-43	1061+00	1061+10	LT					10															
45	TW-2	SR-43	1061+00	1061+10	LT								3												
		PHASE 2																							
47	CDS-12	SR-43	1052+00	1052+39	RT		39																		
47	CDS-13	SR-43	1052+00	1052+43	RT		43																		
47	CDS-13A	SR-43	1055+25	1055+50	RT		25																		
47	EW-10	SR-43	1054+70	1055+50	RT			80																	
47	EW-10A	SR-43	1053+63	1054+70	RT														110						
47	EW-10B	SR-14	174+59	175+68	RT			111																	
47	EW-11	SR-14 / SR-43	174+91	1052+00	RT/LT			161																	
47	EW-12	SR-43 / SR-14	1054+71	178+50	RT/CEN														325						
47	CH-9	SR-14	176+58	178+50	RT					192															
47	CH-10	SR-43	1052+00	1052+43	RT					43															
47	CH-11	SR-43	1052+00	1052+71	RT					71															
47	DY-1	SR-43	1052+45	1053+55	RT							110													
47	DY-1A	SR-43	1053+55	1054+70	RT																115				
47	DY-1B	SR-43	1054+70	1055+21	RT							51													
47	SL-4	SR-14	174+30		RT										12										
47	SL-5	SR-14	176+56		LT/RT																	17			
47	SL-6	SR-14	177+28		RT										12										
47	SL-7	SR-43	1052+45		RT										24										
47	SL-8	SR-43	1055+21		RT										12										
47	LA-14	SR-14	176+66		RT											1									
47	LA-15	SR-14	177+32		RT											1									
47	LA-16	SR-14	177+98		RT											1									
47	LA-17	SR-43	1052+35		RT											1									
48	LL-1	SR-14	182+96	184+00	CEN/LT	104																			
48	EW-13	SR-14	178+50	178+70	CEN														20						
48	EW-13A	SR-14	178+70	184+00	CEN/LT			530																	
48	CH-12	SR-14	178+50	181+70	RT					320															
48	DW-3	SR-14	181+70	182+96	RT						126														
48	LA-18	SR-14	178+64		RT											1									
48	LA-19	SR-14	179+30		RT											1									
48	LA-20	SR-14	179+96		RT											1									
48	LA-21	SR-14	180+62		RT											1									
48	LA-22	SR-14	181+28		RT											1									
49	LL-2	SR-14	184+00	186+74	LT	274																			
49	EW-14	SR-14	184+00	186+74	LT			274																	
TOTAL						378	616	1854		932	287		282		60	9	227		455		115	17			
TOTAL MILES						0.08	0.12	0.36											0.09						
TOTALS CARRIED TO GENERAL SUMMARY						0.08	0.12	0.36		932	287		282		60	9	227		0.09		115	17			

MAINTENANCE OF TRAFFIC SUBSUMMARY SHEET 2 OF 5

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2025/10/24
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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE LANE LINE, CLASS I, 4" MILE	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (WHITE) MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (YELLOW) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8" FT	614 WORK ZONE DOTTED LINE, CLASS I (WHITE) FT	614 WORK ZONE DOTTED LINE, CLASS I (YELLOW) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (WHITE) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (YELLOW) FT	614 WORK ZONE STOP LINE, CLASS I FT	614 WORK ZONE ARROW, CLASS I EACH	614 WORK ZONE ISLAND MARKING, CLASS I SF	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I (WHITE) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 740.06, TYPE I FT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH
		PHASE 2 (CONTINUED)																					
50	CDS-14	SR-43	1045+77	1046+50	RT		73																
50	CH-13	SR-43	1045+77	1046+50	RT					73													
50	LA-23	SR-43	1046+41		RT											1							
51	CDS-15	SR-43	1046+50	1052+00	RT		550																
51	CDS-16	SR-43	1046+97	1052+00	RT/LT		503																
51	EW-15	SR-43	1049+87	1052+00	LT			213															
51	CH-14	SR-43	1046+50	1052+00	RT					550													
51	CH-15	SR-43	1049+87	1052+00	LT/RT					213													
51	TY-4	SR-43	1046+50	1052+00	LT/RT									213									
51	LA-24	SR-43	1047+07		RT											1							
51	LA-25	SR-43	1047+73		RT											1							
51	LA-26	SR-43	1048+39		RT											1							
51	LA-27	SR-43	1049+05		RT											1							
51	LA-28	SR-43	1049+71		RT											1							
51	LA-29	SR-43	1050+37		RT											1							
51	LA-30	SR-43	1051+03		RT											1							
51	LA-31	SR-43	1051+69		RT											1							
52	CDS-17	SR-43	1055+50	1061+00	RT		550																
52	EW-16	SR-43	1055+50	1061+00	RT			550															
52	SL-9	SR-43	1059+55		RT										12								
53	CDS-18	SR-43	1061+00	1063+77	RT/LT		277																
53	CDS-19	SR-43	1062+11	1063+77	RT		166																
53	EW-17	SR-43	1061+00	1066+50	RT/LT			550															
54	EW-18	SR-43	1066+50	1068+52	LT			202															
		PHASE 3																					
55	CH-16	SR-14	161+24	162+00	RT					76													
55	DW-4	SR-14	158+99	161+24	RT						225												
55	LA-32	SR-14	161+68		RT											1							
56	CDS-20	SR-14	166+36	167+50	RT/LT		114																
56	CDS-21	SR-14	166+36	167+50	RT		114																
56	EW-19	SR-14	165+11	167+50	RT			248															
56	CH-17	SR-14	162+00	163+74	RT					174													
56	TY-5	SR-14	166+36	167+50	RT									33									
56	LA-33	SR-14	162+34		RT											1							
56	LA-34	SR-14	163+00		RT											1							
56	LA-35	SR-14	163+66		RT											1							
57	LL-4	SR-14	168+11	169+10	LT	99																	
57	CDS-22	SR-14	167+50	172+61	RT/LT		511																
57	CDS-23	SR-14	167+50	168+25	LT		75																
57	CDS-23A	SR-14	172+61	173+00	LT													39					
57	EW-20	SR-14	167+50	172+61	RT/LT			511															
57	EW-20A	SR-14	172+61	173+00	LT														39				
57	TY-6	SR-14	167+50	168+25	RT/LT									8									
TOTAL						99	2933	2274		1086	225		254		12	13		39	39				
TOTAL MILES						0.02	0.56	0.44										0.01	0.01				
TOTALS CARRIED TO GENERAL SUMMARY						0.02	0.56	0.44		1086	225		254		12	13		0.01	0.01				

MAINTENANCE OF TRAFFIC SUBSUMMARY SHEET 3 OF 5

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PROJECT ID
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SHEET P.16 TOTAL 112

SHEET NO.	REF. NO.	SR-43	STATION FROM	STATION TO	SIDE	614 WORK ZONE LANE LINE, CLASS I, 4" MILE	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (WHITE) MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (YELLOW) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8" FT	614 WORK ZONE DOTTED LINE, CLASS I (WHITE) FT	614 WORK ZONE DOTTED LINE, CLASS I (YELLOW) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (WHITE) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (YELLOW) FT	614 WORK ZONE STOP LINE, CLASS I FT	614 WORK ZONE ARROW, CLASS I EACH	614 WORK ZONE ISLAND MARKING, CLASS I SF	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I (WHITE) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 740.06, TYPE I FT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH		
		PHASE 3 (CONTINUED)																							
58	CDS-24	SR-14	173+00	178+50	LT													550							
58	EW-21	SR-14	173+00	175+74	LT/RT														288						
58	EW-21A	SR-43	1052+00	1053+57	RT			157																	
58	EW-22	SR-14 / SR-43	174+76	1054+70	LT/LT														123						
58	EW-22A	SR-43	1054+70	1055+50	LT			80																	
58	EW-23	SR-43	1052+45	1053+62	RT			125																	
58	EW-23A	SR-14	176+41	178+50	LT														212						
58	CH-18	SR-14	176+58	178+50	LT															192					
58	CH-19	SR-43	1054+54	1054+70	RT															16					
58	CH-19A	SR-43	1054+70	1055+50	RT					80															
58	SL-10	SR-14	174+16		LT																	12			
58	SL-11	SR-14	176+56		LT																	15			
58	SL-12	SR-14	177+17		LT																	17			
58	SL-13	SR-43	1054+52		LT/RT																	12			
58	LA-36	SR-14	176+76		LT																		1		
58	LA-37	SR-14	177+42		LT																		1		
58	LA-38	SR-14	178+08		LT																		1		
58	LA-39	SR-43	1054+62		CEN																		1		
58	LA-40	SR-43	1055+28		CEN											1									
59	CDS-25	SR-14	178+50	178+70	LT													20							
59	CDS-25A	SR-14	178+70	182+96	LT/RT		426																		
59	EW-24	SR-14	178+50	178+70	LT														20						
59	EW-24A	SR-14	178+70	182+96	LT/RT			426																	
59	EW-24B	SR-14	178+75	182+96	LT			421																	
59	CH-19A	SR-14	178+50	178+70	LT															20					
59	CH-19B	SR-14	178+70	178+75	LT					5															
59	DW-8	SR-14	178+75	182+96	LT						421														
59	LL-3	SR-14	182+53	182+96	CEN	43																			
61	EW-25	SR-43	1049+37	1052+00	LT/RT			263																	
62	EW-26	SR-43	1055+50	1061+00	LT			550																	
62	CH-20	SR-43	1055+50	1056+38	RT					88															
62	CH-21	SR-43	1059+57	1061+00	RT					143															
62	DW-5	SR-43	1056+38	1058+24	RT						186														
62	SL-14	SR-43	1059+55		RT										12										
62	LA-42	SR-43	1055+96		CEN											1									
63	EW-27	SR-43	1061+00	1063+77	LT			277																	
63	CH-22	SR-43	1061+00	1063+77	RT/LT					277															
		PHASE 4																							
64	EW-28	SR-14	166+36	167+50	RT			114																	
64	DW-6	SR-14	165+67	167+50	RT						183														
TOTAL						43	426	2413		593	790				12	2		570	643	228		56	4		
TOTAL MILES						0.01	0.09	0.46										0.11	0.13						
TOTALS CARRIED TO GENERAL SUMMARY						0.01	0.09	0.46		593	790				12	2		0.11	0.13	228		56	4		

MAINTENANCE OF TRAFFIC SUBSUMMARY SHEET 4 OF 5

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PROJECT ID
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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE LANE LINE, CLASS I, 4" MILE	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (WHITE) MILE	614 WORK ZONE EDGE LINE, CLASS I, 4" (YELLOW) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8" FT	614 WORK ZONE DOTTED LINE, CLASS I (WHITE) FT	614 WORK ZONE DOTTED LINE, CLASS I (YELLOW) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (WHITE) FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (YELLOW) FT	614 WORK ZONE STOP LINE, CLASS I FT	614 WORK ZONE ARROW, CLASS I EACH	614 WORK ZONE ISLAND MARKING, CLASS I SF	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I MILE	614 WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I (WHITE) MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 740.06, TYPE I FT	614 WORK ZONE DOTTED LINE, CLASS I, 4", 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH
		PHASE 4 (CONTINUED)																					
65	EW-29	SR-14	167+50	172+61	RT/CEN			511															
65	EW-29A	SR-14	172+61	173+00	CEN														39				
65	CH-23	SR-14	170+14	172+61	LT					247													
65	CH-23A	SR-14	172+61	173+00	LT															39			
65	DW-7	SR-14	167+50	170+14	RT/LT						264												
65	LA-43	SR-14	170+80		LT											1							
65	LA-44	SR-14	171+46		LT											1							
65	LA-45	SR-14	172+12		LT											1							
65	LA-46	SR-14	172+78		LT																		1
66	CDS-26	SR-43	1052+00	1052+11	LT		11																
66	CDS-27	SR-43	1055+32	1055+50	LT		18																
66	CDS-27A	SR-43	1055+22	1055+50	LT		28																
66	EW-30	SR-14 / SR-43	173+00	1052+66	CEN/LT														306				
66	EW-31	SR-43	1052+00	1052+48	LT			48															
66	EW-31A	SR-43 / SR-14	1052+48	176+76	LT/LT														230				
66	EW-32	SR-43	1054+70	1055+50	RT			80															
66	EW-32A	SR-43 / SR-14	1054+70	176+24	RT/LT														57				
66	CH-24	SR-14	173+00	174+84	LT															184			
66	CH-25	SR-43	1054+60	1054+70	LT															10			
66	CH-25A	SR-43	1054+70	1055+50	LT					80													
66	SL-15	SR-14	174+86		LT/RT																	16	
66	SL-16	SR-43	1052+13		LT																	12	
66	SL-17	SR-43	1055+20		LT										12								1
66	LA-47	SR-14	173+44		LT																		1
66	LA-48	SR-14	174+10		LT																		1
66	LA-49	SR-14	174+76		LT																		
67	EW-33	SR-43	1045+64	1046+50	RT			100															
68	CDS-28	SR-43	1046+97	1048+23	RT/LT		126																
68	CDS-29	SR-43	1046+97	1052+00	RT/LT		503																
68	EW-34	SR-43	1046+50	1052+00	RT/LT			550															
68	TY-7	SR-43	1046+97	1048+23	RT/LT									25									
69	CDS-30	SR-43	1055+50	1058+24	LT		274																
69	CDS-31	SR-43	1055+50	1058+24	LT/RT		274																
69	EW-35	SR-43	1055+50	1057+85	RT			235															
69	CH-26	SR-43	1055+50	1058+24	LT/RT					274													
69	CH-27	SR-43	1059+57	1061+00	LT					143													
69	CH-28	SR-43	1059+57	1061+00	LT					143													
69	TW-3	SR-43	1059+57	1061+00	LT								73										
69	TY-8	SR-43	1055+50	1058+24	LT/RT									206									
69	IY-2	SR-43	1058+36		LT/RT												227						
70	EY-4	SR-43	1061+20	1065+44	LT				424														
70	CH-29	SR-43	1061+00	1061+10	LT					10													
70	CH-30	SR-43	1061+00	1061+10	LT					10													
70	TW-4	SR-43	1061+00	1061+10	LT								3										
TOTAL							1234	1948		907	264		307		12	3	227		632	233		28	4
TOTAL MILES							0.24	0.37											0.12				
TOTALS CARRIED TO GENERAL SUMMARY							0.24	0.37		907	264		307		12	3	227		0.12	233		28	4

MAINTENANCE OF TRAFFIC SUBSUMMARY SHEET 5 OF 5

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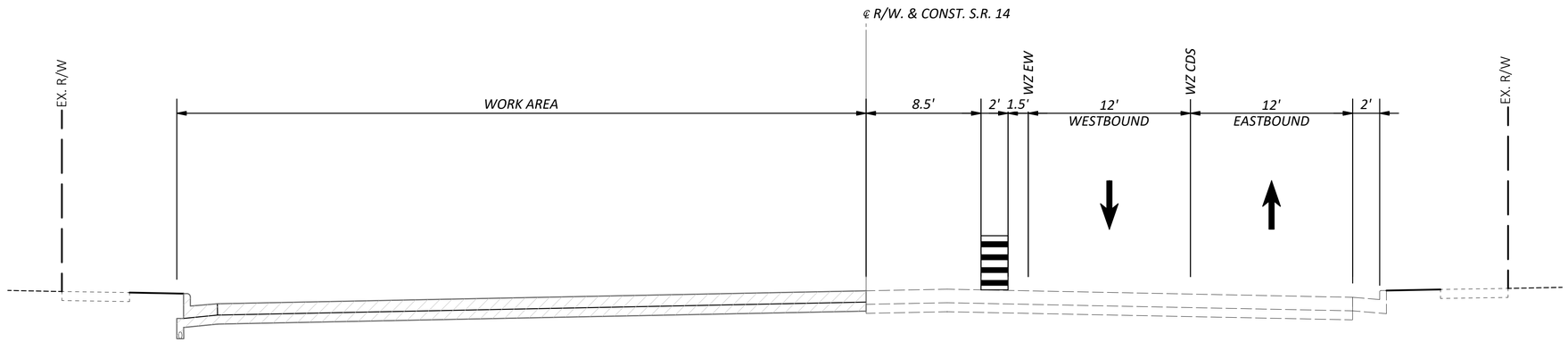
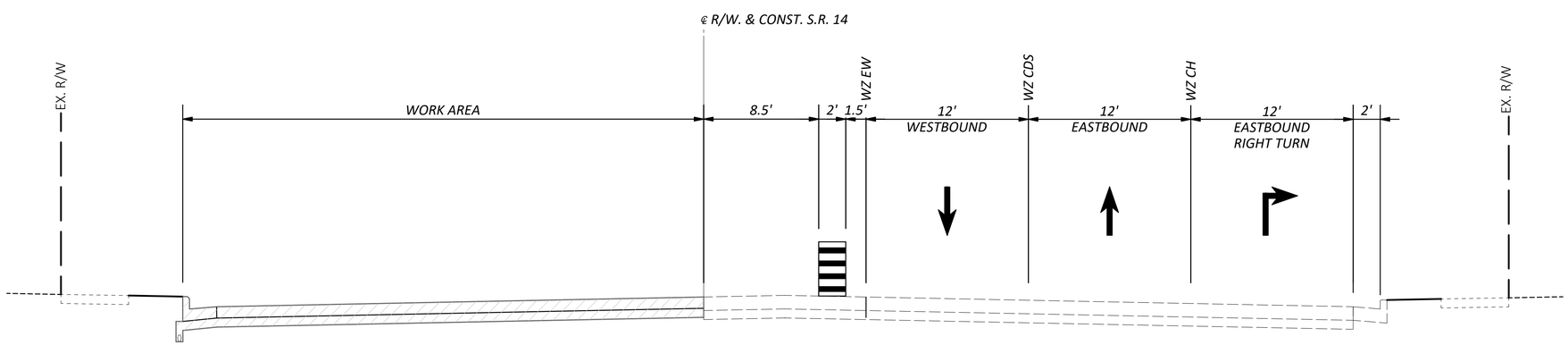


MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 14 - PHASE 1

FROM STA. 176+58 TO STA. 181+70



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 14 - PHASE 1

FROM STA. 172+56 TO STA. 174+84

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

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SHEET P.19 TOTAL 112

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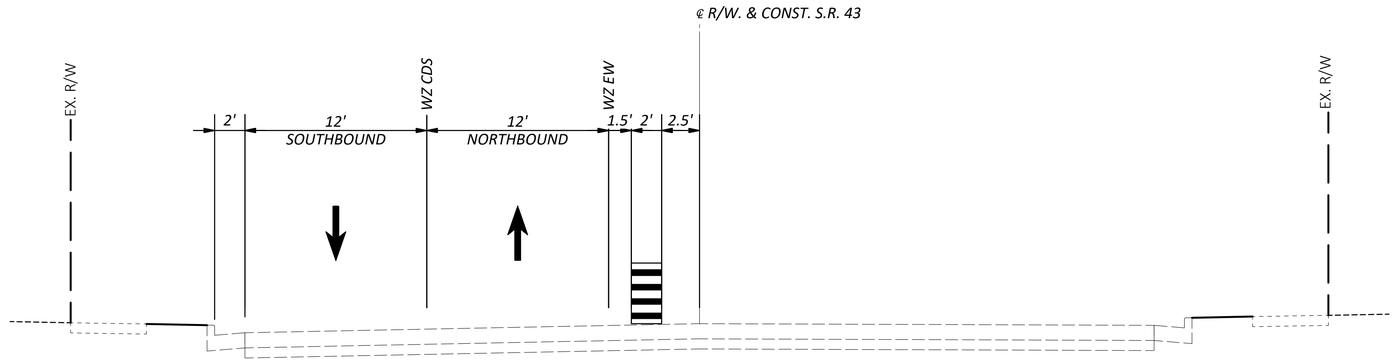
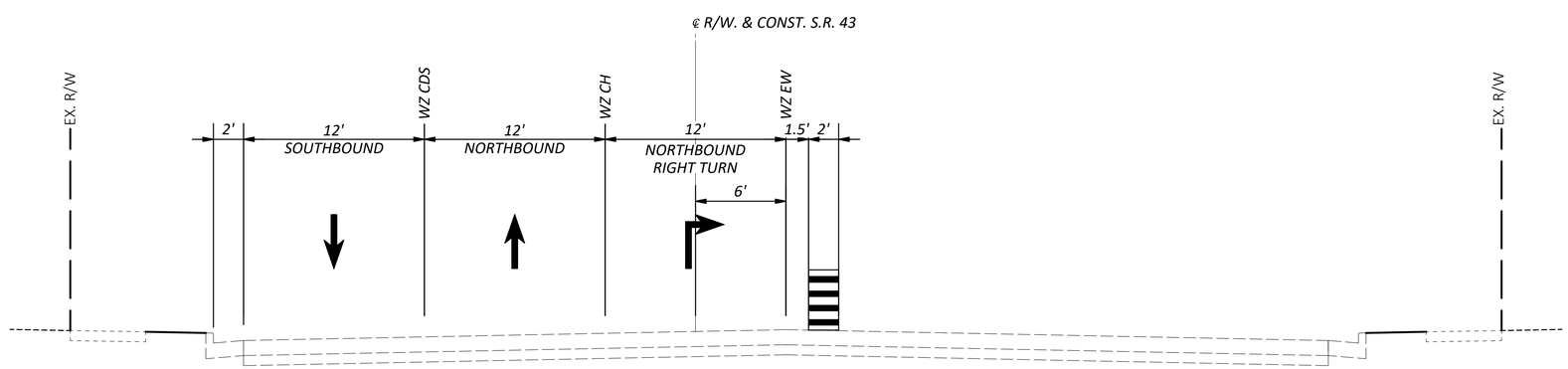


MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 43 - PHASE 1

FROM STA. 1054+23 TO STA. 1055+32



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 43 - PHASE 1

FROM STA. 1049+49 TO STA. 1052+11

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

POR SR 14/43 1.74/15.59 PART 2

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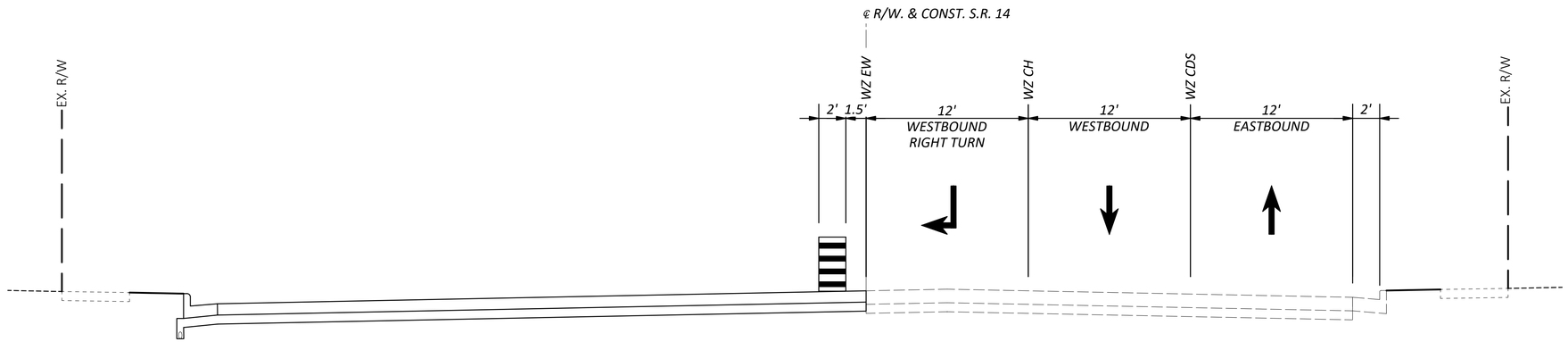
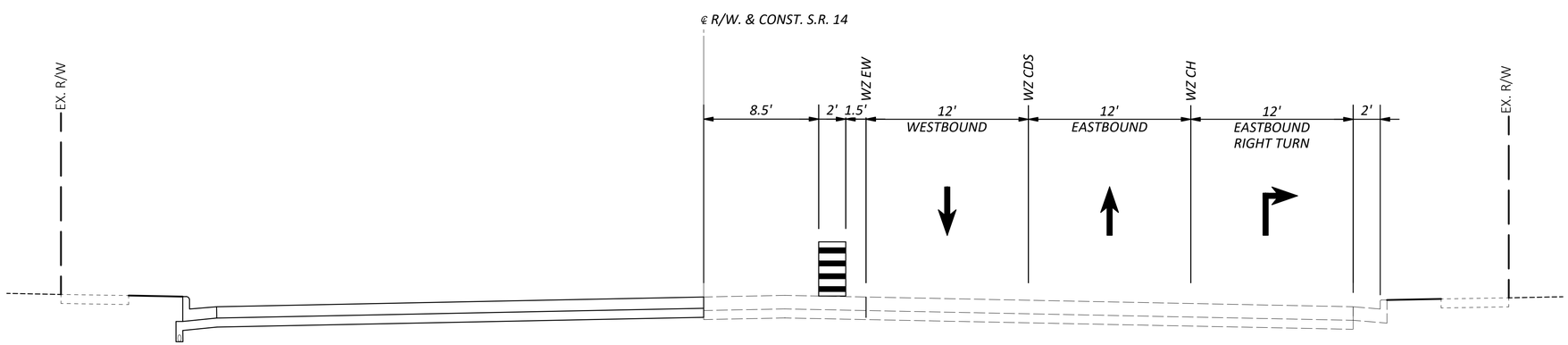
SHEET P.20 TOTAL 112



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 14 - PHASE 2

FROM STA. 177+22 TO STA. 181+70



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 14 - PHASE 2

FROM STA. 172+56 TO STA. 174+28

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

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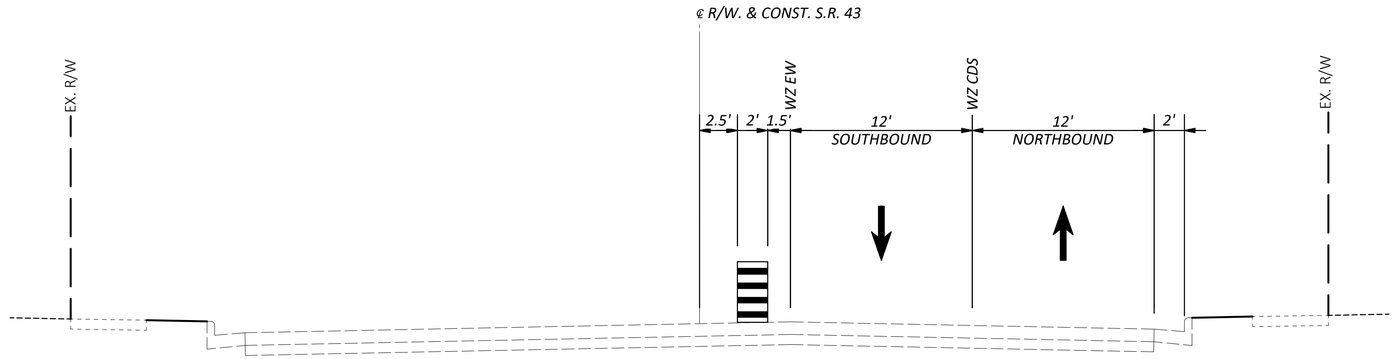
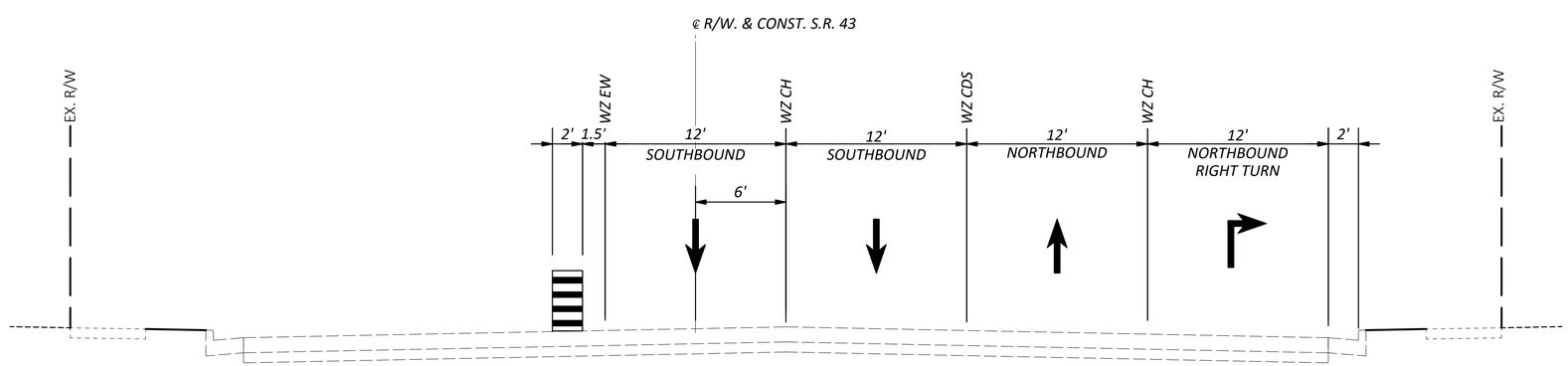
SHEET P.21 TOTAL 112



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 43 - PHASE 2

FROM STA. 1055+23 TO STA. 1060+48



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 43 - PHASE 2

FROM STA. 1052+39 TO STA. 1052+43

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

POR SR 14/43 1.74/15.59 PART 2

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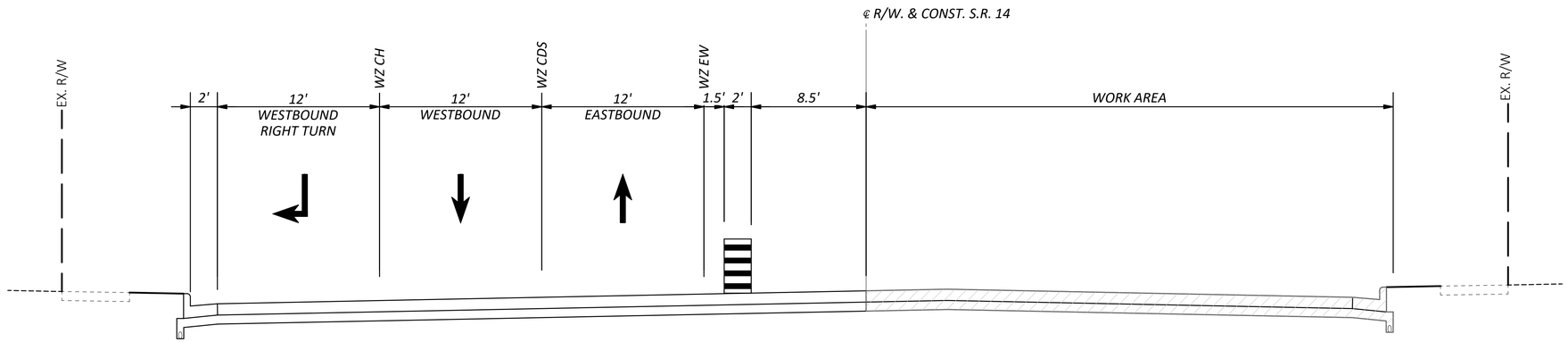
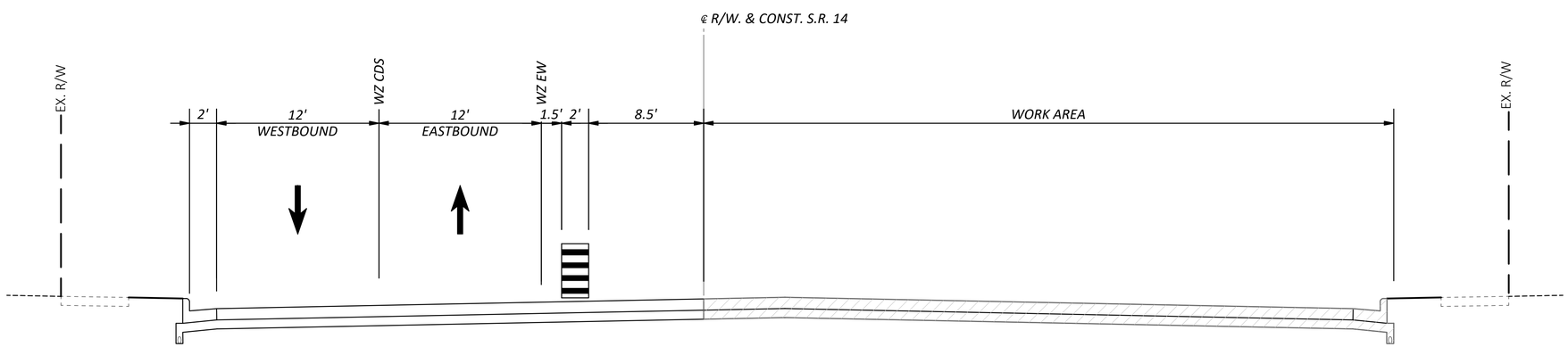
SHEET P.22 TOTAL 112



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 14 - PHASE 3

FROM STA. 176+79 TO STA. 178+75



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 14 - PHASE 3

FROM STA. 170+14 TO STA. 174+14

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

POR SR 14/43 1.74/15.59 PART 2

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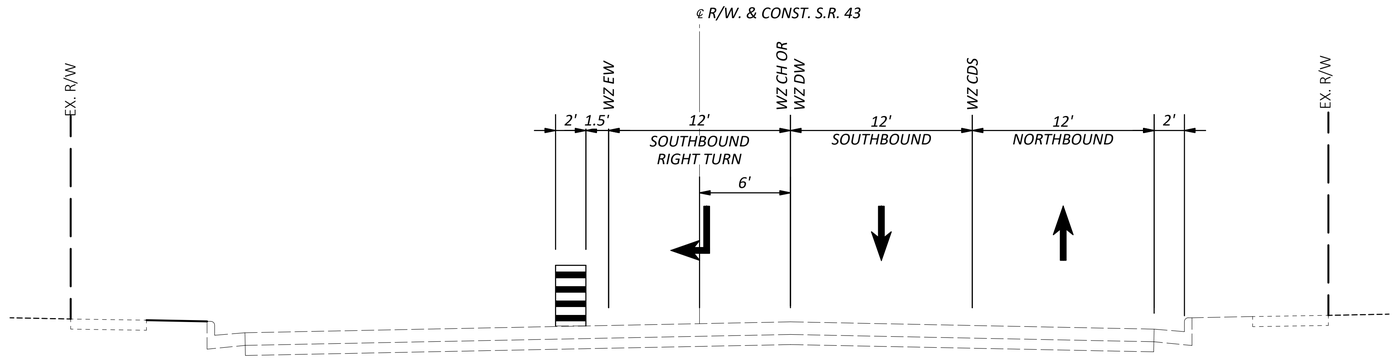
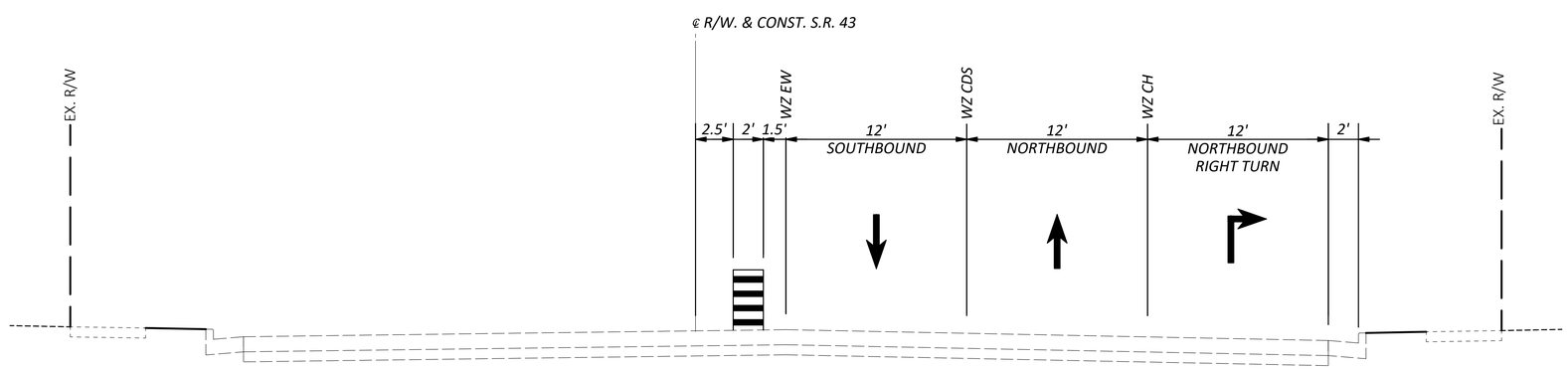
SHEET P.23 TOTAL 112



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 43 - PHASE 3

FROM STA. 1054+54 TO STA. 1058+24



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 43 - PHASE 3

FROM STA. 1052+39 TO STA. 1052+43

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

DESIGN AGENCY

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DESIGNER	SRT
REVIEWER	AKF 9/19/25
PROJECT ID	105213
SHEET	P.24
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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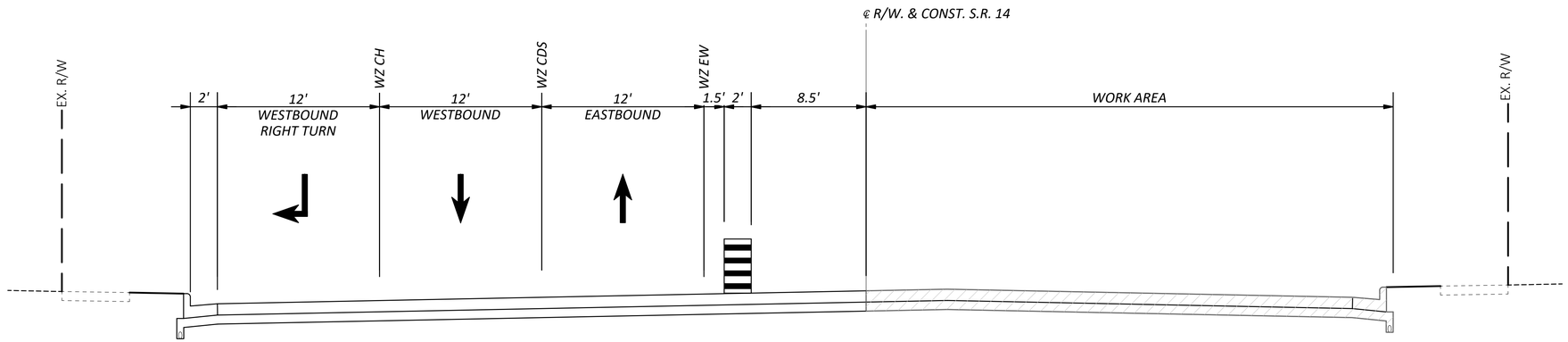
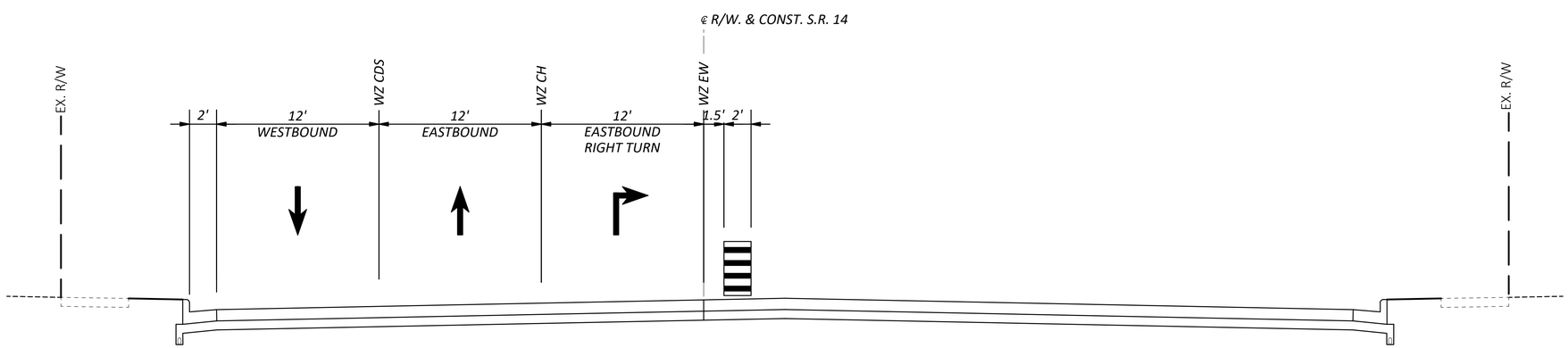


MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 14 - PHASE 4

FROM STA. 176+58 TO STA. 178+75



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 14 - PHASE 4

FROM STA. 170+14 TO STA. 174+84

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

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105213

SHEET P.25 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

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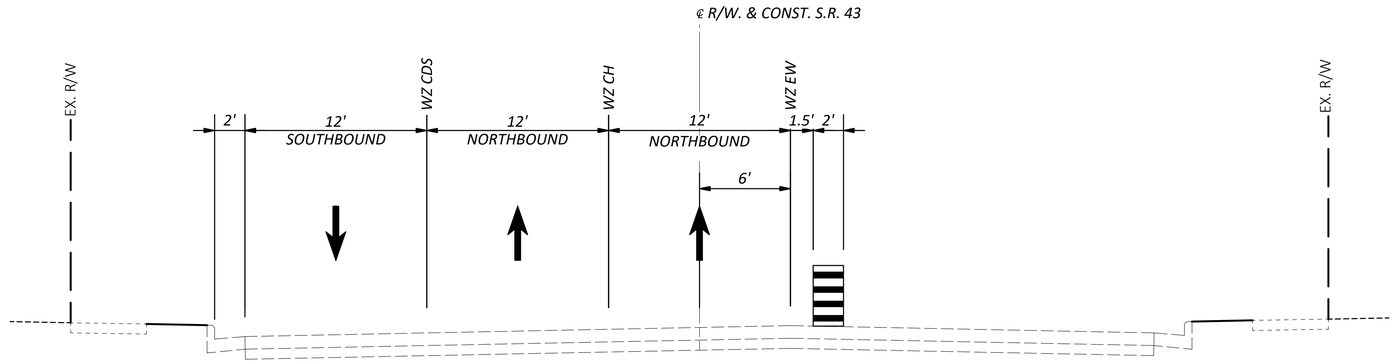
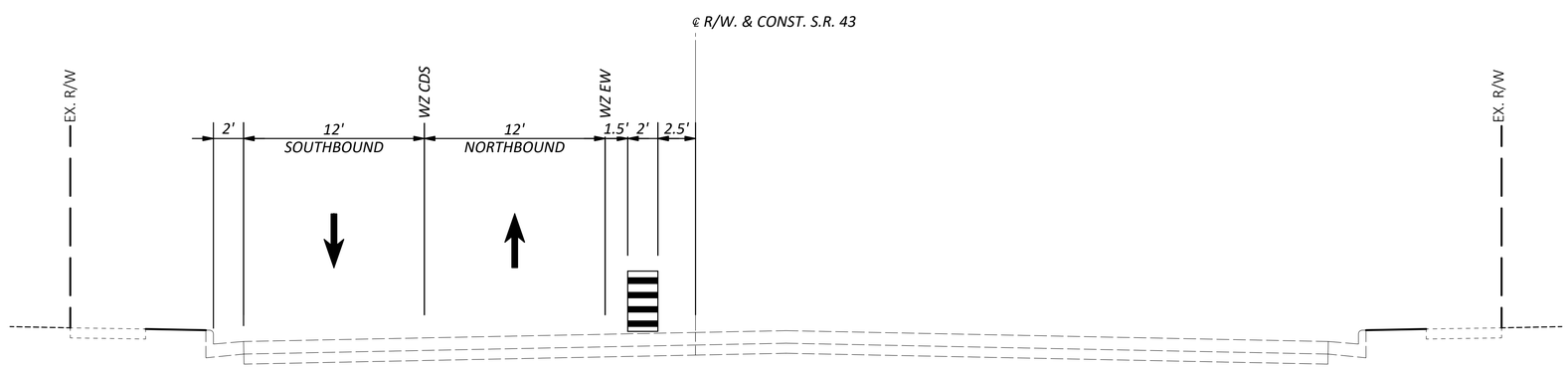


MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 43 - PHASE 4

FROM STA. 1055+22 TO STA. 1055+32



MAINTENANCE OF TRAFFIC TYPICAL SECTION - S.R. 43 - PHASE 4

FROM STA. 1049+49 TO STA. 1052+11

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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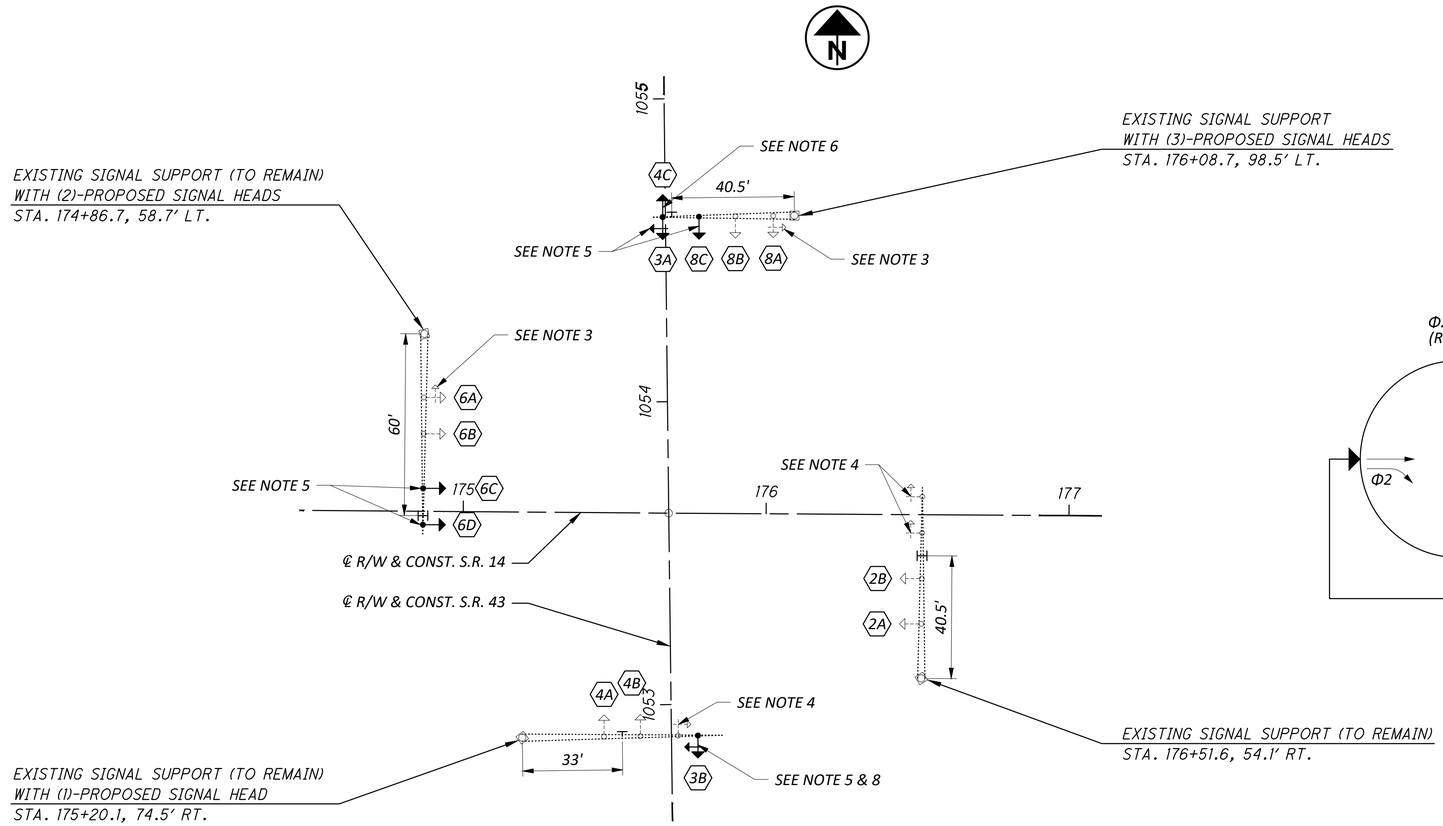
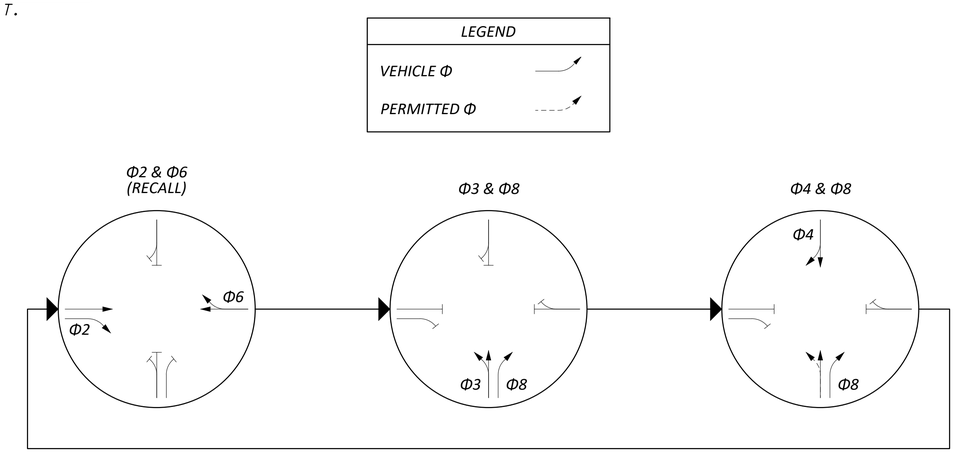
AKF 9/19/25

PROJECT ID
105213

SHEET P.26 TOTAL 112



PHASING DIAGRAM



SIGNAL TIMING CHART

INTERSECTION: S.R. 14 / S.R. 43
MAINTAINING AGENCY: CITY OF STREETSBORO

START UP									
START IN:	ALL-RED FLASH	DUAL ENTRY:	YES	PHASES:		2, 4, 6, 8			
		REST IN RED:		RING 1	-		RING 2	-	
TIME FOR: FLASH , ALL RED (SEC.):	9, 6	OVERLAP			A	B	C	D	
FIRST PHASE(S):	ϕ2 & ϕ6								
COLOR DISPLAYED:	GREEN	PHASES			-	-	-	-	

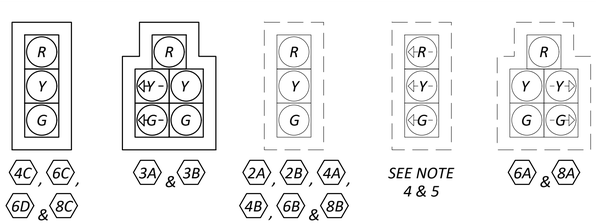
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	EB	NB LT	SB	-	WB	-	NB
MINIMUM GREEN (INITIAL)	(SEC.)	-	20	7	10	-	20	-	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	-	3.0	3.0	3.0	-	3.0	-	3.0
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	-	60	15	30	-	60	-	30
MAXIMUM GREEN II	(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE	(SEC.)	-	4.2	3.0	4.2	-	4.2	-	4.2
ALL RED CLEARANCE	(SEC.)	-	1.3	3.4	2.5	-	1.3	-	2.5
DELAYED GREEN (LPI) #	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE	(SEC.)	-	-	-	-	-	-	-	-
RECALL — MAXIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
RECALL — MINIMUM	(ON/OFF)	-	YES	-	-	-	YES	-	-
RECALL — PEDESTRIAN	(ON/OFF)	-	-	-	-	-	-	-	-
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

*VOLUME DENSITY CONTROLS

NOTES:

1. THE CONTRACTOR SHALL ENSURE THAT ALL SIGNAL FACES ARE CLEARLY VISIBLE TO ONCOMING VEHICLE; CLEAR OF ANY OBSTRUCTION ONCE MOUNTED ON THE MAST ARM.
2. FOR THE MAINTENANCE OF TRAFFIC PLAN, SEE SHEET 39.
3. THE CONTRACTOR SHALL BAG THE EXISTING RIGHT TURN SIGNAL INDICATIONS DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL BAG THE INDICATED LEFT TURN SIGNAL HEADS.
5. THE CONTRACTOR SHALL REMOVE THE EXISTING LEFT TURN 3-SECTION SIGNAL HEAD/HEADS AND INSTALL THE TEMPORARY 3-SECTION SIGNAL HEAD/HEADS OR 5-SECTION SIGNAL HEAD. THE CONTRACTOR SHALL STORE THE EXISTING LEFT TURN 3-SECTION SIGNAL HEAD/HEADS ON SITE DURING CONSTRUCTION AND REINSTALL THE EXISTING SIGNAL HEAD/HEADS ONCE CONSTRUCTION IS COMPLETED.
6. THE CONTRACTOR SHALL UTILIZE THE EXISTING PULL BOXES AND CONDUIT TO PROVIDE CABLE TO THE TEMPORARY SIGNAL HEAD. THE PROPOSED HEAD SHALL BE INSTALLED ON THE BACK SIDE OF SIGNAL HEAD 3A.
7. THE CONTRACTOR SHALL ENSURE THAT THE EXISTING GPS PREEMPTION SYSTEM SHALL REMAIN UNDISTURBED AND ACTIVE THROUGHOUT CONSTRUCTION.
8. THE CONTRACTOR SHALL BAG THE LEFT TURN SIGNAL INDICATIONS ON 3B DURING CONSTRUCTION PHASE 1.

SIGNAL TYPES



1. ALL SIGNAL HEADS SHALL HAVE 12" LED LENSES AND BE PROVIDED WITH BACKPLATES.

TEMPORARY SIGNAL - PHASE 1
S.R. 14 / S.R. 43

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DESIGNER JAH
REVIEWER KMG 9/19/25
PROJECT ID 105213
SHEET P.27 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2
14/12/2023
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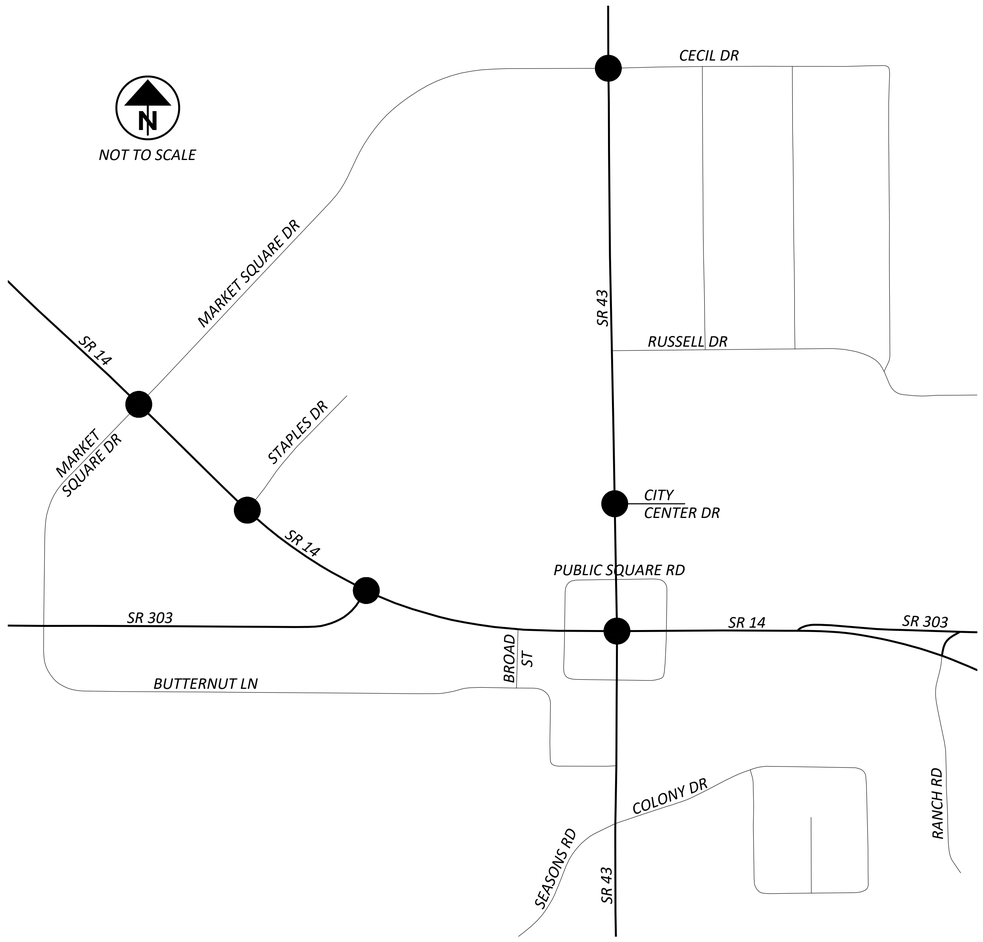

COORDINATION TIMING CHART

SR 14 / SR 43										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EB	NB LT	SB	-	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
11	-	85	35	30	-	85	-	65	0	-
12	-	80	30	35	-	80	-	65	0	-
13	-	75	27	38	-	75	-	65	0	-

SR 43 / CITY CENTER DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	SB LT	NB	-	-	-	SB	-	WB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
11	13	47	-	-	-	60	-	15	65	-
12	15	100	-	-	-	115	-	30	115	-
13	15	90	-	-	-	105	-	35	70	-

SR 43 / CECIL DR. / MARKET SQUARE DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	SB LT	NB	-	EB	NB LT	SB	EB LT	WB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
11	15	80	-	55	15	80	30	25	85	-
12	13	62	-	70	13	62	45	25	100	-
13	13	57	-	70	13	57	50	20	30	-

SR 14 / MARKET SQUARE DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WB LT	EB	NB LT	SB	EB LT	WB	SB LT	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
11	15	75	30	30	20	70	30	30	145	-
12	15	80	25	25	30	65	20	30	0	-
13	13	72	20	35	30	55	25	30	105	-

SR 14 / STAPLES DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EB	-	SB	EB LT	WB	-	-		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
11	-	130	-	20	12	118	-	-	65	-
12	-	120	-	25	15	105	-	-	65	-
13	-	115	-	25	15	100	-	-	30	-

SR 14 / SR 303										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WB LT	EB	-	SB	-	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
11	20	105	-	25	-	125	-	25	50	-
12	20	95	-	30	-	115	-	30	40	-
13	20	85	-	35	-	105	-	35	15	-

COORDINATION TIMING PLANS

DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)
MON - FRI	FREE	00:00 - 06:30	-	-
MON - FRI	PATTERN 1	06:30 - 10:30	11	150
MON - FRI	PATTERN 2	10:30 - 14:30	12	145
MON - FRI	PATTERN 3	14:30 - 18:30	13	140
MON - FRI	PATTERN 2	18:30 - 21:30	12	145
MON - FRI	FREE	21:30 - 24:00	-	-
SAT - SUN	FREE	00:00 - 08:00	-	-
SAT - SUN	PATTERN 2	08:00 - 20:00	12	145
SAT - SUN	FREE	20:00 - 24:00	-	-

TEMPORARY SIGNAL COORDINATION DETAILS - PHASE 1

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DESIGNER JAH
REVIEWER KMG 9/19/25
PROJECT ID 105213
SHEET P.28 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2
2025/10/24
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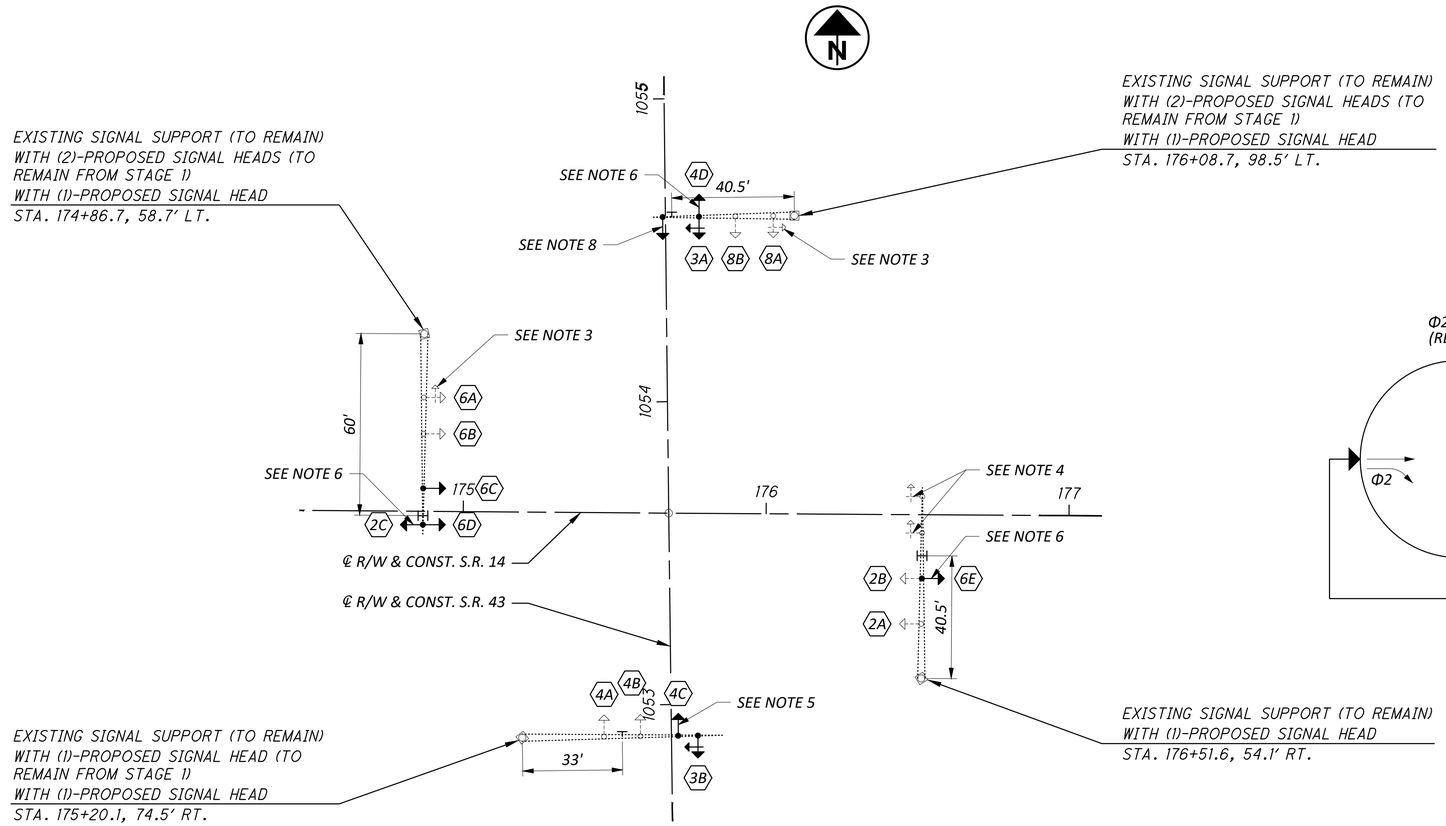
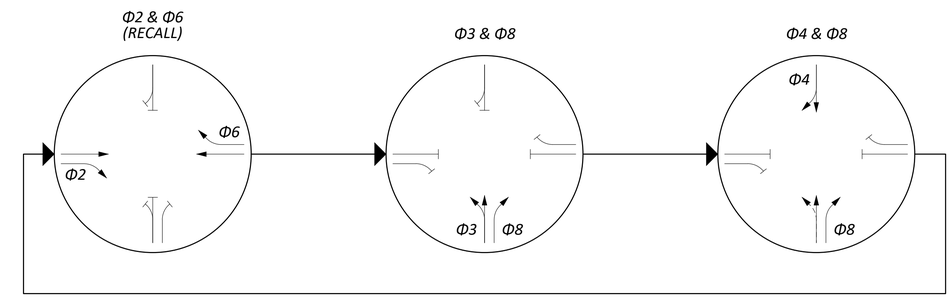


PHASING DIAGRAM

LEGEND	
VEHICLE Φ	
PERMITTED Φ	



SIGNAL TIMING CHART

INTERSECTION: S.R. 14 / S.R. 43
MAINTAINING AGENCY: CITY OF STREETSBORO

START UP

START IN: ALL-RED FLASH
TIME FOR: FLASH , ALL RED (SEC.): 9, 6
FIRST PHASE(S): ϕ2 & ϕ6
COLOR DISPLAYED: GREEN

DUAL ENTRY: YES PHASES: 2, 4, 6, 8
REST IN RED: RING 1 - RING 2 -

OVERLAP	A	B	C	D
PHASES	-	-	-	-

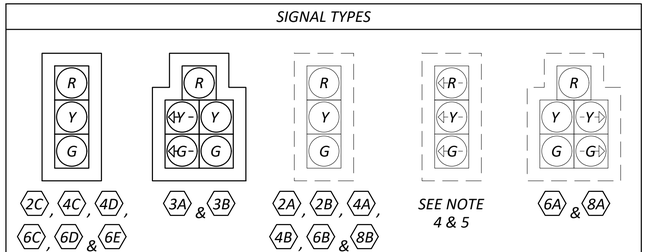
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	EB	NB LT	SB	-	WB	-	NB
MINIMUM GREEN (INITIAL)	(SEC.)	-	20	7	10	-	20	-	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	60	15	30	-	60	-	30
PASSAGE TIME (PRESET GAP)	(SEC.)	-	3.0	3.0	3.0	-	3.0	-	3.0
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN II	(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE	(SEC.)	-	4.2	3.0	4.2	-	4.2	-	4.2
ALL RED CLEARANCE	(SEC.)	-	2.1	2.3	2.5	-	2.1	-	2.5
DELAYED GREEN (LPI) #	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE	(SEC.)	-	-	-	-	-	-	-	-
RECALL — MAXIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
RECALL — MINIMUM	(ON/OFF)	-	YES	-	-	-	YES	-	-
RECALL — PEDESTRIAN	(ON/OFF)	-	-	-	-	-	-	-	-
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

*VOLUME DENSITY CONTROLS

NOTES:

1. THE CONTRACTOR SHALL ENSURE THAT ALL SIGNAL FACES ARE CLEARLY VISIBLE TO ONCOMING VEHICLE; CLEAR OF ANY OBSTRUCTION ONCE MOUNTED ON THE MAST ARM.
2. FOR THE MAINTENANCE OF TRAFFIC PLAN, SEE SHEET 47.
3. THE CONTRACTOR SHALL BAG THE EXISTING RIGHT TURN SIGNAL INDICATIONS DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL BAG THE INDICATED LEFT TURN SIGNAL HEADS.
5. THE CONTRACTOR SHALL REMOVE THE EXISTING LEFT TURN 3-SECTION SIGNAL HEAD/HEADS AND INSTALL THE TEMPORARY 3-SECTION SIGNAL HEAD/HEADS. THE CONTRACTOR SHALL STORE THE EXISTING LEFT TURN 3-SECTION SIGNAL HEAD/HEADS ON SITE DURING CONSTRUCTION AND REINSTALL THE EXISTING SIGNAL HEAD/HEADS ONCE CONSTRUCTION IS COMPLETED.
6. THE CONTRACTOR SHALL UTILIZE THE EXISTING PULL BOXES AND CONDUIT TO PROVIDE CABLE TO THE TEMPORARY SIGNAL HEAD. THE PROPOSED HEAD SHALL BE INSTALLED ON THE BACK SIDE OF SIGNAL HEADS 2B, 6D AND 3A.
7. THE CONTRACTOR SHALL ENSURE THAT THE EXISTING GPS PREEMPTION SYSTEM SHALL REMAIN UNDISTURBED AND ACTIVE THROUGHOUT CONSTRUCTION.
8. THE CONTRACTOR SHALL BAG THE 3-SECTION SIGNAL HEAD DURING CONSTRUCTION PHASE 2.

SIGNAL TYPES



1. ALL SIGNAL HEADS SHALL HAVE 12" LED LENSES AND BE PROVIDED WITH BACKPLATES.

TEMPORARY SIGNAL - PHASE 2
S.R. 14 / S.R. 43

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DESIGNER JAH
REVIEWER KMG 9/19/25
PROJECT ID 105213
SHEET P.29 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2
14/12/2023
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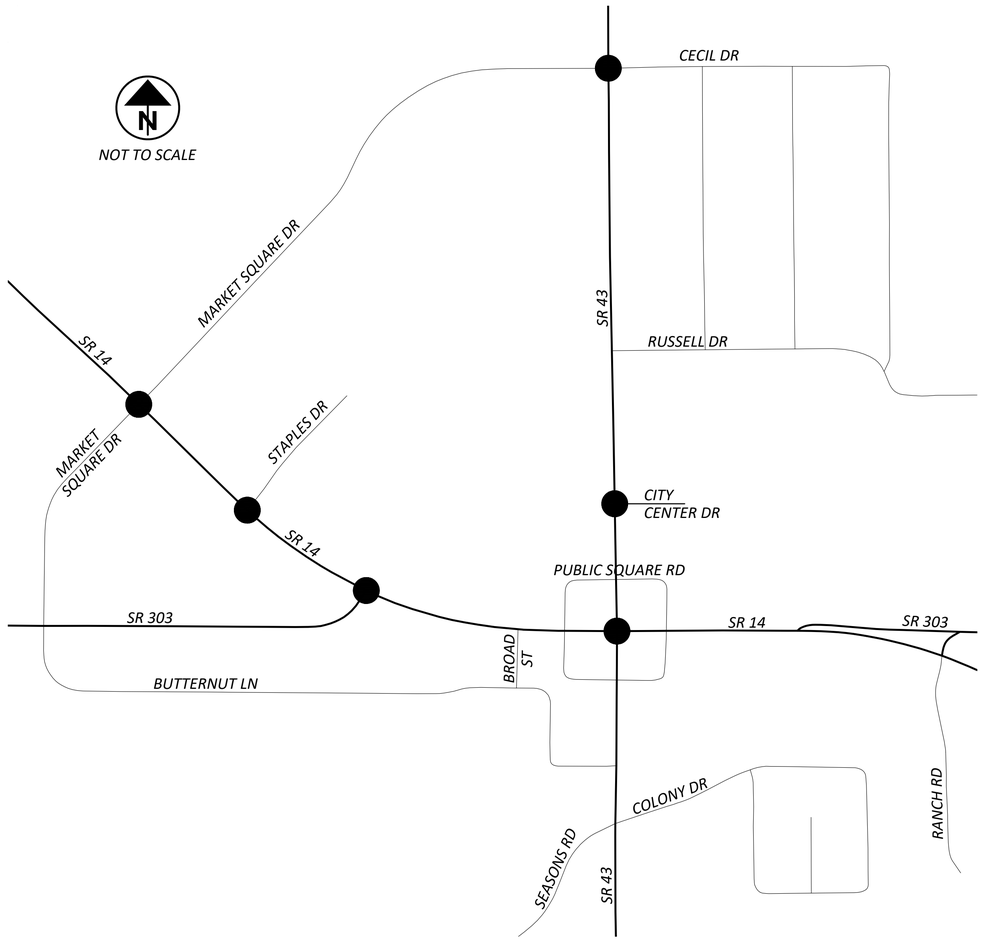

COORDINATION TIMING CHART

SR 14 / SR 43										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EB	NB LT	SB	-	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
21	-	80	35	35	-	80	-	70	0	-
22	-	80	30	35	-	80	-	65	0	-
23	-	90	25	45	-	90	-	70	0	-

SR 43 / CITY CENTER DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	SB LT	NB	-	-	-	SB	-	WB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
21	13	47	-	-	-	60	-	15	65	-
22	15	100	-	-	-	115	-	30	130	-
23	15	110	-	-	-	125	-	35	100	-

SR 43 / CECIL DR. / MARKET SQUARE DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	SB LT	NB	-	EB	NB LT	SB	EB LT	WB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
21	15	80	-	55	15	80	30	25	85	-
22	13	62	-	70	13	62	45	25	115	-
23	13	80	-	67	13	80	47	20	75	-

SR 14 / MARKET SQUARE DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WB LT	EB	NB LT	SB	EB LT	WB	SB LT	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
21	15	75	30	30	20	70	30	30	145	-
22	15	80	25	25	30	65	20	30	0	-
23	13	82	30	35	35	60	30	35	150	-

SR 14 / STAPLES DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EB	-	SB	EB LT	WB	-	-		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
21	-	130	-	20	12	118	-	-	70	-
22	-	120	-	25	15	105	-	-	60	-
23	-	135	-	25	15	120	-	-	35	-

SR 14 / SR 303										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WB LT	EB	-	SB	-	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
21	20	105	-	25	-	125	-	25	55	-
22	20	95	-	30	-	115	-	30	40	-
23	20	105	-	35	-	125	-	35	20	-

COORDINATION TIMING PLANS

DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)
MON - FRI	FREE	00:00 - 06:30	-	-
MON - FRI	PATTERN 1	06:30 - 10:30	21	150
MON - FRI	PATTERN 2	10:30 - 14:30	22	145
MON - FRI	PATTERN 3	14:30 - 18:30	23	160
MON - FRI	PATTERN 2	18:30 - 21:30	22	145
MON - FRI	FREE	21:30 - 24:00	-	-
SAT - SUN	FREE	00:00 - 08:00	-	-
SAT - SUN	PATTERN 2	08:00 - 20:00	22	145
SAT - SUN	FREE	20:00 - 24:00	-	-

TEMPORARY SIGNAL COORDINATION DETAILS - PHASE 2

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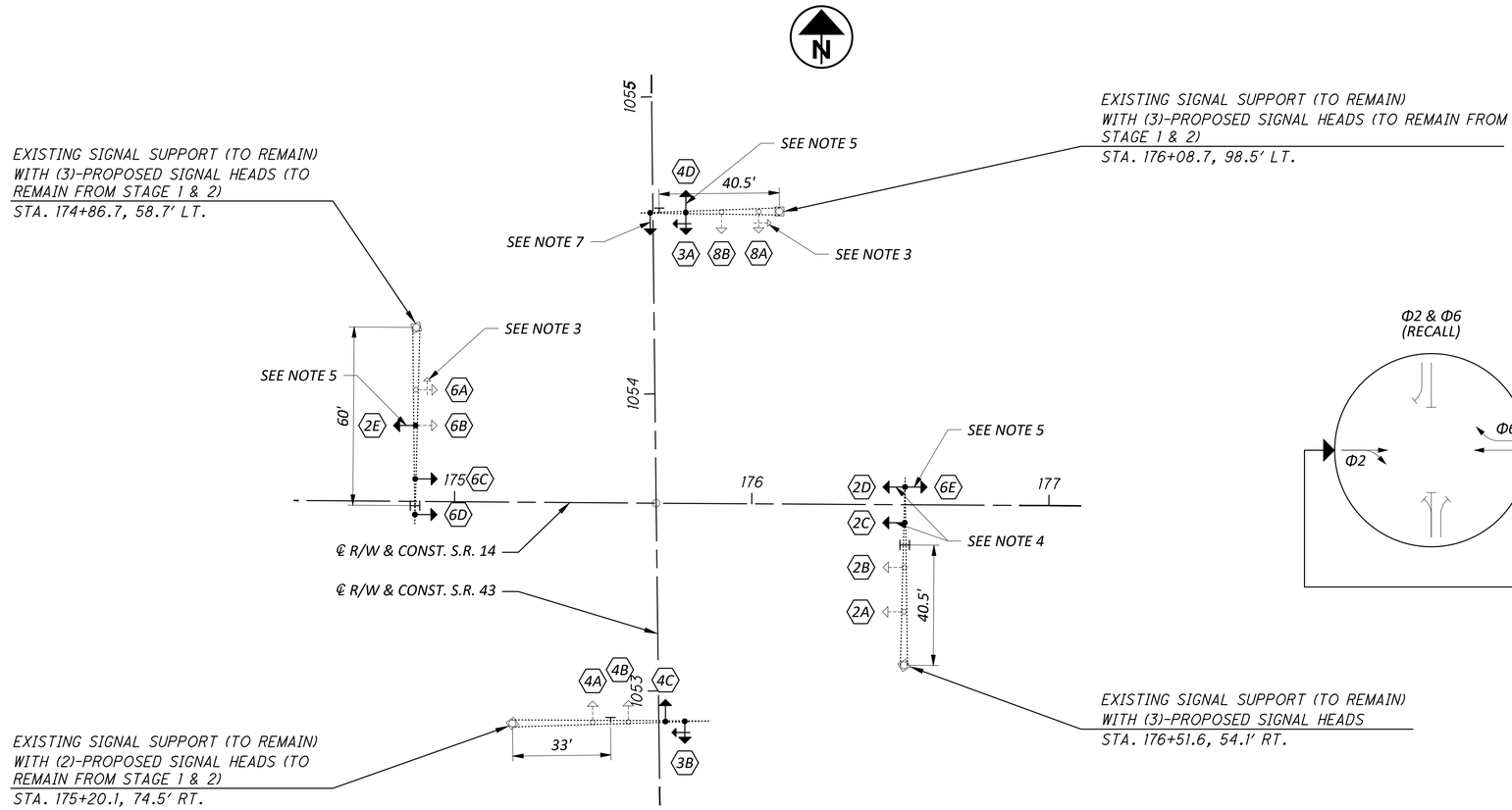
DESIGNER
JAH

REVIEWER
KMG 9/19/25

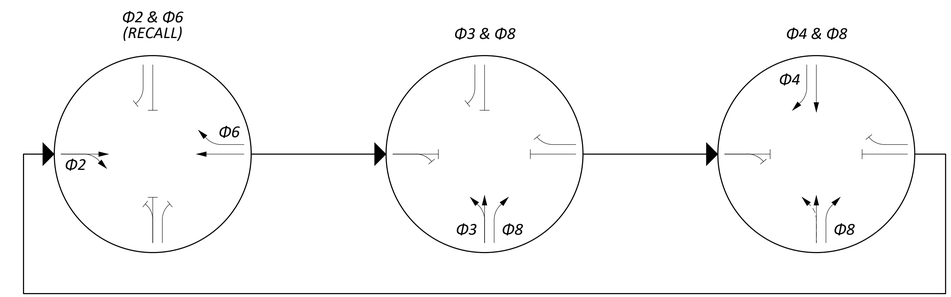
PROJECT ID
105213

SHEET P.30 TOTAL 112



PHASING DIAGRAM

LEGEND	
VEHICLE Φ	
PERMITTED Φ	



SIGNAL TIMING CHART

INTERSECTION: S.R. 14 / S.R. 43
MAINTAINING AGENCY: CITY OF STREETSBORO

START UP	
START IN:	ALL-RED FLASH
TIME FOR: FLASH , ALL RED (SEC.):	9, 6
FIRST PHASE(S):	ϕ2 & ϕ6
COLOR DISPLAYED:	GREEN

DUAL ENTRY: YES	PHASES: 2, 4, 6, 8			
REST IN RED:	RING 1 -		RING 2 -	
OVERLAP	A	B	C	D
PHASES	-	-	-	-

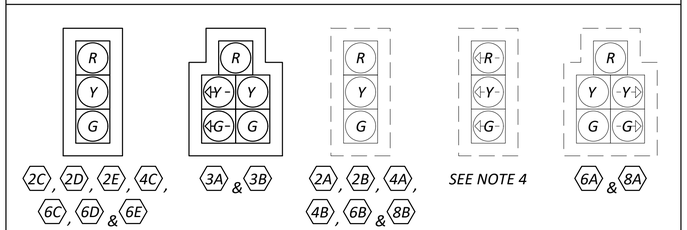
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	EB	NB LT	SB	-	WB	-	NB
MINIMUM GREEN (INITIAL)	(SEC.)	-	20	7	10	-	20	-	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	-	3.0	3.0	3.0	-	3.0	-	3.0
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN II	(SEC.)	-	60	15	30	-	60	-	30
YELLOW CHANGE	(SEC.)	-	4.2	3.0	4.2	-	4.2	-	4.2
ALL RED CLEARANCE	(SEC.)	-	2.3	3.6	1.9	-	2.3	-	1.9
DELAYED GREEN (LPI) #	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE	(SEC.)	-	-	-	-	-	-	-	-
RECALL — MAXIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
RECALL — MINIMUM	(ON/OFF)	-	YES	-	-	-	YES	-	-
RECALL — PEDESTRIAN	(ON/OFF)	-	-	-	-	-	-	-	-
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

*VOLUME DENSITY CONTROLS

NOTES:

1. THE CONTRACTOR SHALL ENSURE THAT ALL SIGNAL FACES ARE CLEARLY VISIBLE TO ONCOMING VEHICLE; CLEAR OF ANY OBSTRUCTION ONCE MOUNTED ON THE MAST ARM.
2. FOR THE MAINTENANCE OF TRAFFIC PLAN, SEE SHEET 58.
3. THE CONTRACTOR SHALL BAG THE EXISTING RIGHT TURN SIGNAL INDICATIONS DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL REMOVE THE EXISTING LEFT TURN 3-SECTION SIGNAL HEAD/HEADS AND INSTALL THE TEMPORARY 3-SECTION SIGNAL HEAD/HEADS. THE CONTRACTOR SHALL STORE THE EXISTING LEFT TURN 3-SECTION SIGNAL HEAD/HEADS ON SITE DURING CONSTRUCTION AND REINSTALL THE EXISTING SIGNAL HEAD/HEADS ONCE CONSTRUCTION IS COMPLETED.
5. THE CONTRACTOR SHALL UTILIZE THE EXISTING PULL BOXES AND CONDUIT TO PROVIDE CABLE TO THE TEMPORARY SIGNAL HEAD. THE PROPOSED HEAD SHALL BE INSTALLED ON THE BACK SIDE OF SIGNAL HEADS 2D, 6B AND 3A.
6. THE CONTRACTOR SHALL ENSURE THAT THE EXISTING GPS PREEMPTION SYSTEM SHALL REMAIN UNDISTURBED AND ACTIVE THROUGHOUT CONSTRUCTION.
7. THE CONTRACTOR SHALL BAG THE 3-SECTION SIGNAL HEAD DURING CONSTRUCTION PHASE 3.

SIGNAL TYPES



1. ALL SIGNAL HEADS SHALL HAVE 12" LED LENSES AND BE PROVIDED WITH BACKPLATES.

TEMPORARY SIGNAL - PHASE 3
S.R. 14 / S.R. 43

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PROJECT ID 105213
SHEET P.31 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2
13/03/2025
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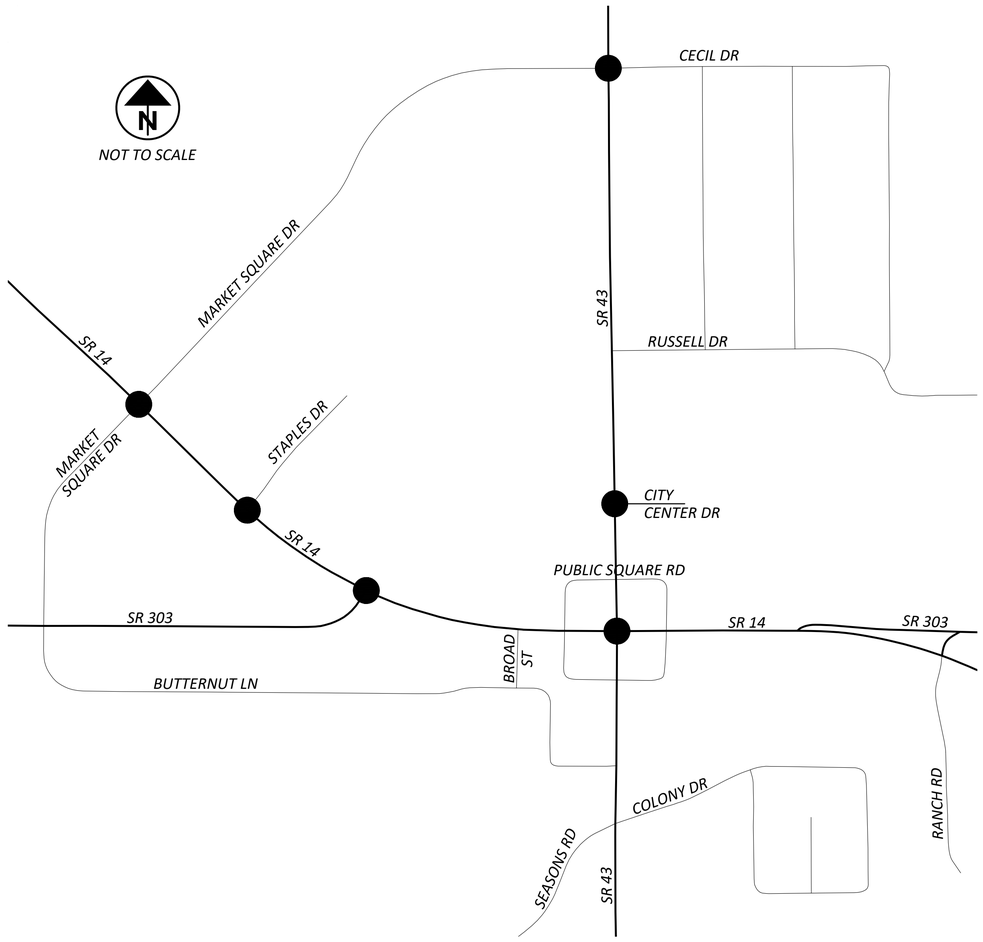

COORDINATION TIMING CHART

SR 14 / SR 43										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EB	NB LT	SB	-	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
31	-	80	40	30	-	80	-	70	0	-
32	-	90	30	30	-	90	-	60	0	-
33	-	80	25	35	-	80	-	60	0	-

SR 43 / CITY CENTER DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	SB LT	NB	-	-	-	SB	-	WB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
31	15	110	-	-	-	125	-	25	110	-
32	15	105	-	-	-	120	-	30	130	-
33	15	90	-	-	-	105	-	35	115	-

SR 43 / CECIL DR. / MARKET SQUARE DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	SB LT	NB	-	EB	NB LT	SB	EB LT	WB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
31	15	80	-	55	15	80	30	25	95	-
32	13	67	-	70	13	67	45	25	90	-
33	13	57	-	70	13	57	50	20	95	-

SR 14 / MARKET SQUARE DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WB LT	EB	NB LT	SB	EB LT	WB	SB LT	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
31	15	70	30	35	20	65	33	32	45	-
32	15	80	30	25	25	70	25	30	15	-
33	13	72	20	35	30	55	25	30	105	-

SR 14 / STAPLES DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EB	-	SB	EB LT	WB	-	-		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
31	-	130	-	20	12	118	-	-	45	-
32	-	130	-	20	12	118	-	-	70	-
33	-	115	-	25	12	103	-	-	25	-

SR 14 / SR 303										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WB LT	EB	-	SB	-	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
31	20	105	-	25	-	125	-	25	40	-
32	20	105	-	25	-	125	-	25	65	-
33	20	95	-	25	-	115	-	25	15	-

COORDINATION TIMING PLANS

DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)
MON - FRI	FREE	00:00 - 06:30	-	-
MON - FRI	PATTERN 1	06:30 - 10:30	31	150
MON - FRI	PATTERN 2	10:30 - 14:30	32	150
MON - FRI	PATTERN 3	14:30 - 18:30	33	140
MON - FRI	PATTERN 2	18:30 - 21:30	32	150
MON - FRI	FREE	21:30 - 24:00	-	-
SAT - SUN	FREE	00:00 - 08:00	-	-
SAT - SUN	PATTERN 2	08:00 - 20:00	32	150
SAT - SUN	FREE	20:00 - 24:00	-	-

TEMPORARY SIGNAL COORDINATION DETAILS - PHASE 3

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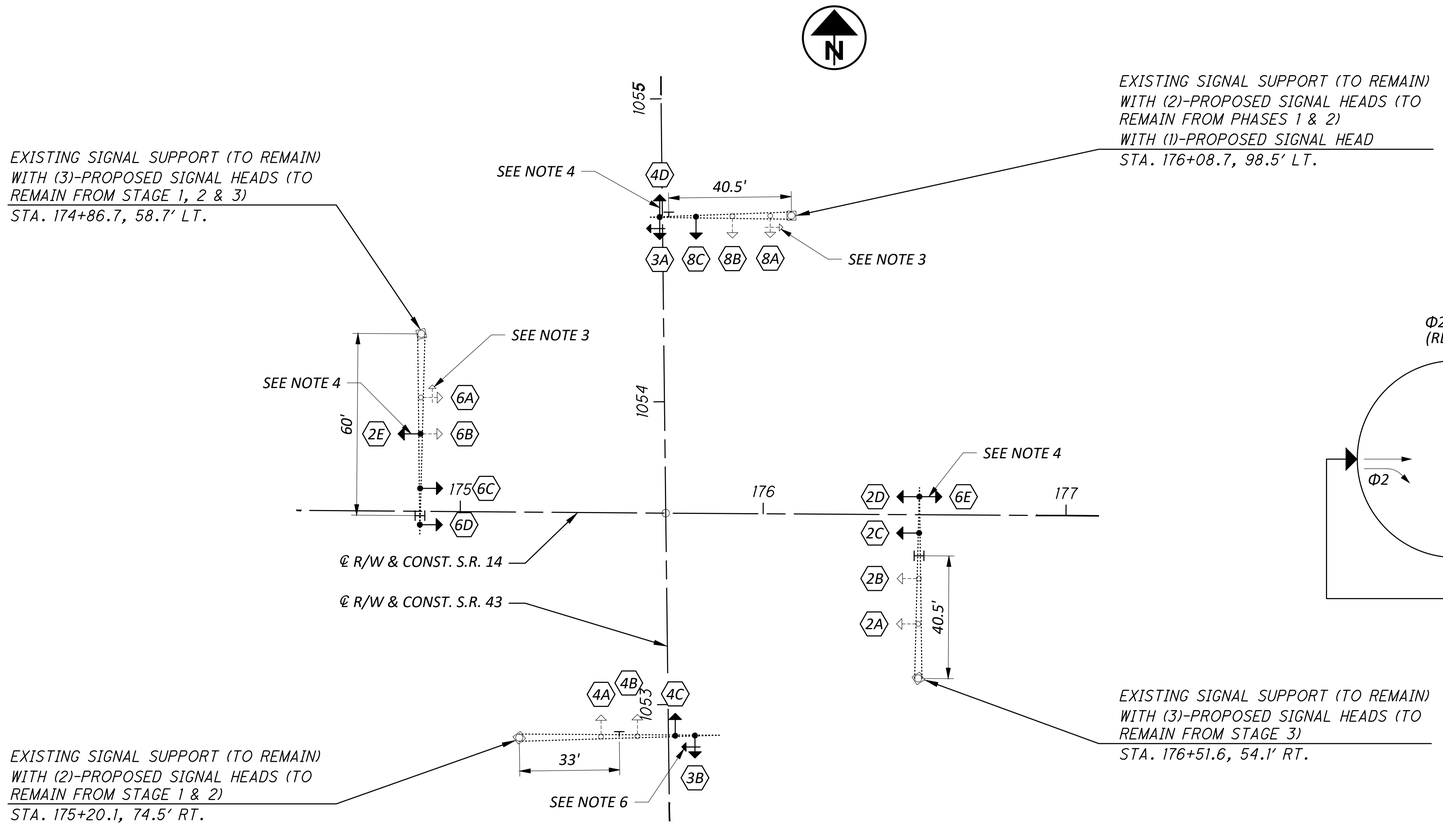
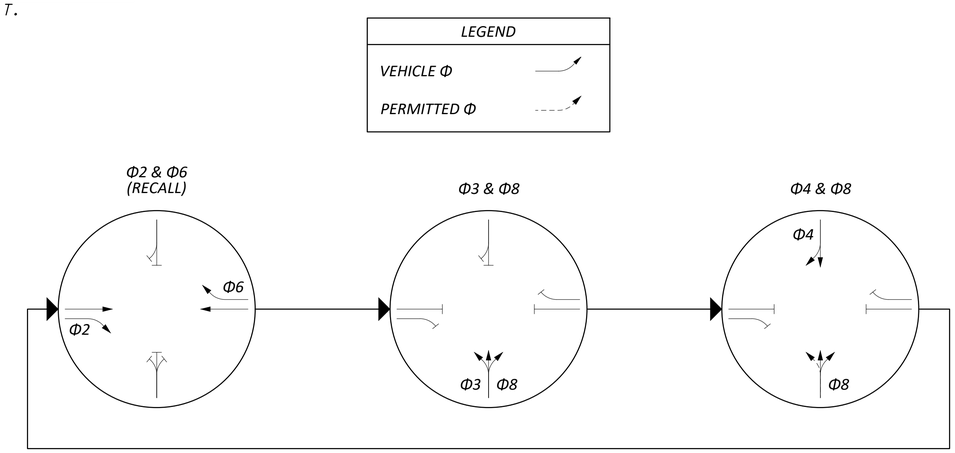
REVIEWER
KMG 9/19/25

PROJECT ID
105213



PHASING DIAGRAM



SIGNAL TIMING CHART

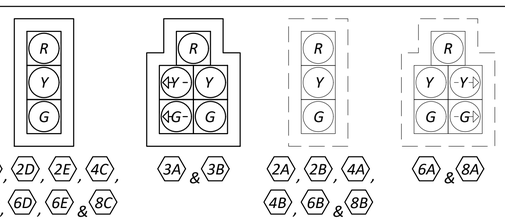
INTERSECTION: S.R. 14 / S.R. 43
MAINTAINING AGENCY: CITY OF STREETSBORO

START UP							
START IN:	ALL-RED FLASH	DUAL ENTRY: YES	PHASES: 2, 4, 6, 8				
TIME FOR: FLASH , ALL RED (SEC.):	9, 6	REST IN RED:	RING 1 -			RING 2 -	
FIRST PHASE(S):	ϕ2 & ϕ6	OVERLAP		A	B	C	D
COLOR DISPLAYED:	GREEN	PHASES		-	-	-	-

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	EB	NB LT	SB	-	WB	-	NB
MINIMUM GREEN (INITIAL)	(SEC.)	-	20	7	10	-	20	-	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	-	3.0	3.0	3.0	-	3.0	-	3.0
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	-	60	15	30	-	60	-	30
MAXIMUM GREEN II	(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE	(SEC.)	-	4.2	3.0	4.2	-	4.2	-	4.2
ALL RED CLEARANCE	(SEC.)	-	2.3	4.6	2.4	-	2.3	-	2.4
DELAYED GREEN (LPI) #	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE	(SEC.)	-	-	-	-	-	-	-	-
RECALL — MAXIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
RECALL — MINIMUM	(ON/OFF)	-	YES	-	-	-	YES	-	-
RECALL — PEDESTRIAN	(ON/OFF)	-	-	-	-	-	-	-	-
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

*VOLUME DENSITY CONTROLS

SIGNAL TYPES



1. ALL SIGNAL HEADS SHALL HAVE 12" LED LENSES AND BE PROVIDED WITH BACKPLATES.

NOTES:

1. THE CONTRACTOR SHALL ENSURE THAT ALL SIGNAL FACES ARE CLEARLY VISIBLE TO ONCOMING VEHICLE; CLEAR OF ANY OBSTRUCTION ONCE MOUNTED ON THE MAST ARM.
2. FOR THE MAINTENANCE OF TRAFFIC PLAN, SEE SHEET 66.
3. THE CONTRACTOR SHALL BAG THE EXISTING RIGHT TURN SIGNAL INDICATIONS DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL UTILIZE THE EXISTING PULL BOXES AND CONDUIT TO PROVIDE CABLE TO THE TEMPORARY SIGNAL HEAD. THE PROPOSED HEAD SHALL BE INSTALLED ON THE BACK SIDE OF SIGNAL HEAD 2D, 6B AND 3A.
5. THE CONTRACTOR SHALL ENSURE THAT THE EXISTING GPS PREEMPTION SYSTEM SHALL REMAIN UNDISTURBED AND ACTIVE THROUGHOUT CONSTRUCTION.
6. THE CONTRACTOR SHALL BAG THE LEFT TURN SIGNAL INDICATIONS ON 3B DURING CONSTRUCTION PHASE 4.

TEMPORARY SIGNAL - PHASE 4
S.R. 14 / S.R. 43

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KMG 9/19/25

PROJECT ID
105213

SHEET P.33 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2
17/10/2024
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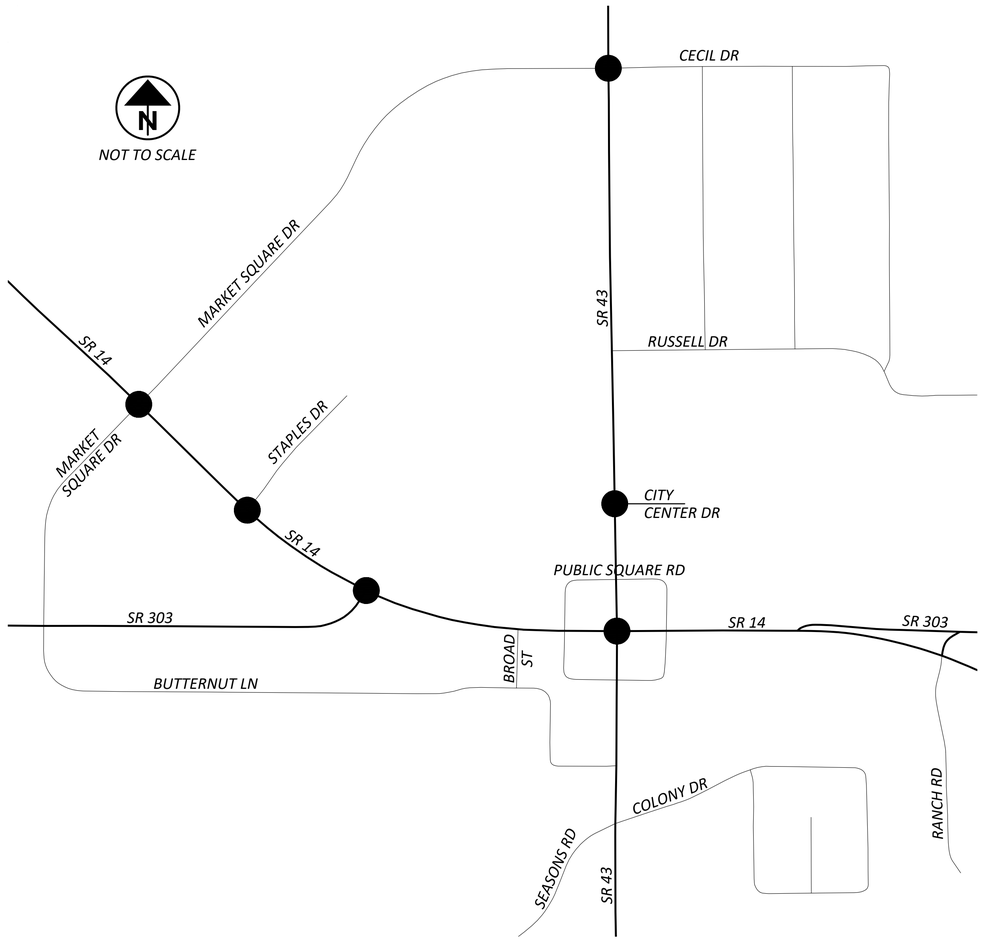

COORDINATION TIMING CHART

SR 14 / SR 43										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EB	NB LT	SB	-	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
41	-	75	45	35	-	75	-	80	0	-
42	-	70	35	35	-	70	-	70	0	-
43	-	80	32	38	-	80	-	70	0	-

SR 43 / CITY CENTER DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	SB LT	NB	-	-	-	SB	-	WB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
41	15	110	-	-	-	125	-	30	125	-
42	15	95	-	-	-	110	-	30	110	-
43	15	100	-	-	-	115	-	35	130	-

SR 43 / CECIL DR. / MARKET SQUARE DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	SB LT	NB	-	EB	NB LT	SB	EB LT	WB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
41	15	75	-	65	15	75	45	20	95	-
42	13	62	-	65	13	62	45	20	105	-
43	13	62	-	75	13	62	55	20	105	-

SR 14 / MARKET SQUARE DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WB LT	EB	NB LT	SB	EB LT	WB	SB LT	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
41	15	80	25	35	20	75	28	32	20	-
42	13	72	25	30	25	60	25	30	10	-
43	13	77	25	35	35	55	30	30	0	-

SR 14 / STAPLES DR.										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EB	-	SB	EB LT	WB	-	-		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
41	-	130	-	25	12	118	-	-	90	-
42	-	115	-	25	12	103	-	-	50	-
43	-	125	-	25	12	113	-	-	35	-

SR 14 / SR 303										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WB LT	EB	-	SB	-	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
41	20	110	-	25	-	130	-	25	75	-
42	25	85	-	30	-	110	-	30	40	-
43	30	90	-	30	-	120	-	30	20	-

COORDINATION TIMING PLANS

DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)
MON - FRI	FREE	00:00 - 06:30	-	-
MON - FRI	PATTERN 1	06:30 - 10:30	41	155
MON - FRI	PATTERN 2	10:30 - 14:30	42	140
MON - FRI	PATTERN 3	14:30 - 18:30	43	150
MON - FRI	PATTERN 2	18:30 - 21:30	42	140
MON - FRI	FREE	21:30 - 24:00	-	-
SAT - SUN	FREE	00:00 - 08:00	-	-
SAT - SUN	PATTERN 2	08:00 - 20:00	42	140
SAT - SUN	FREE	20:00 - 24:00	-	-

TEMPORARY SIGNAL COORDINATION DETAILS - PHASE 4

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DESIGNER JAH
REVIEWER KMG 9/19/25
PROJECT ID 105213
SHEET P.34 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2
2025/10/24
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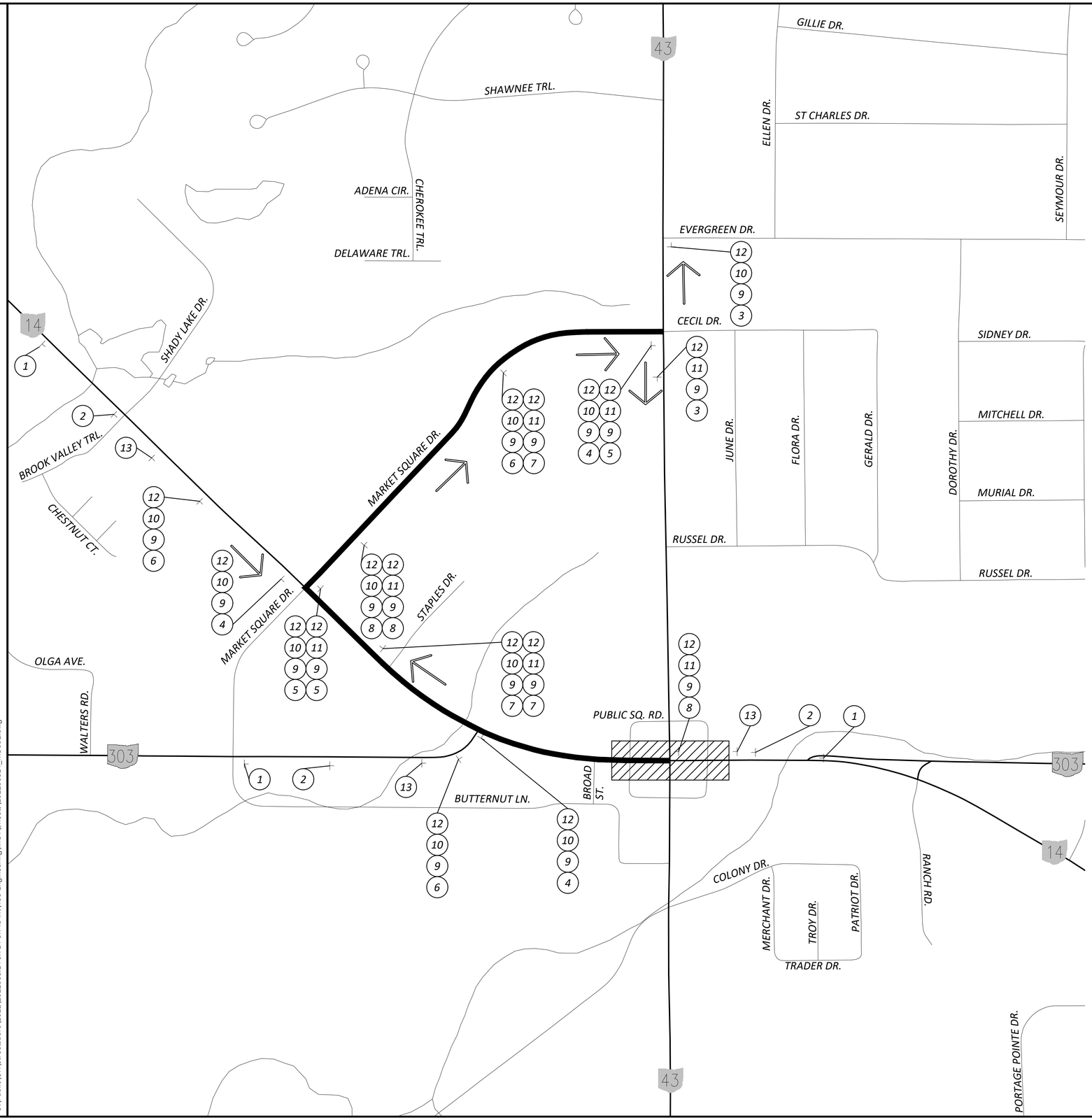

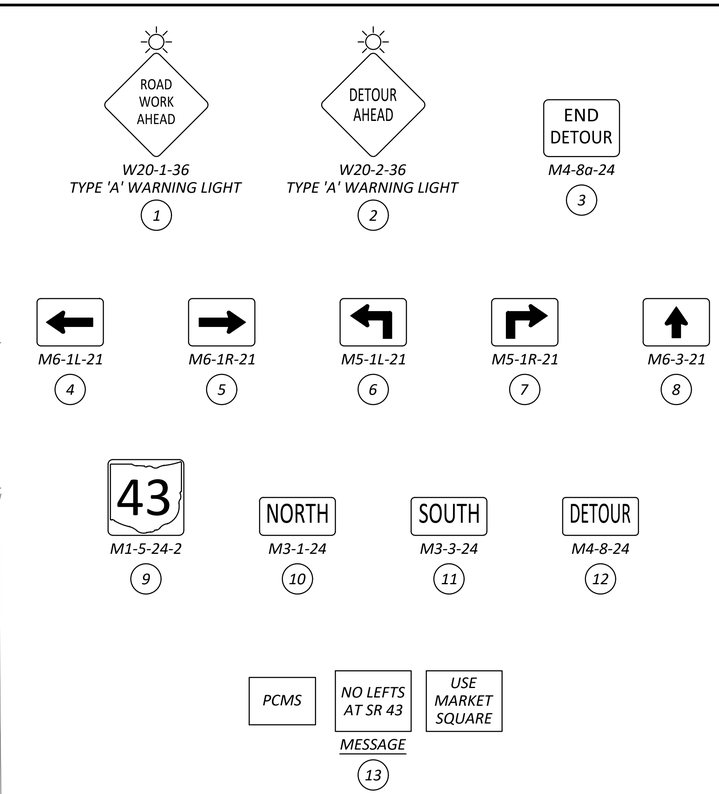

LEGEND	
⊤	SIGN
▬	DETOUR ROUTE
→	TRAFFIC FLOW ARROW
▨	WORK AREA

DETOUR PLAN - EB AND WB S.R. 14 LEFT TURN - PHASES 1 - 4

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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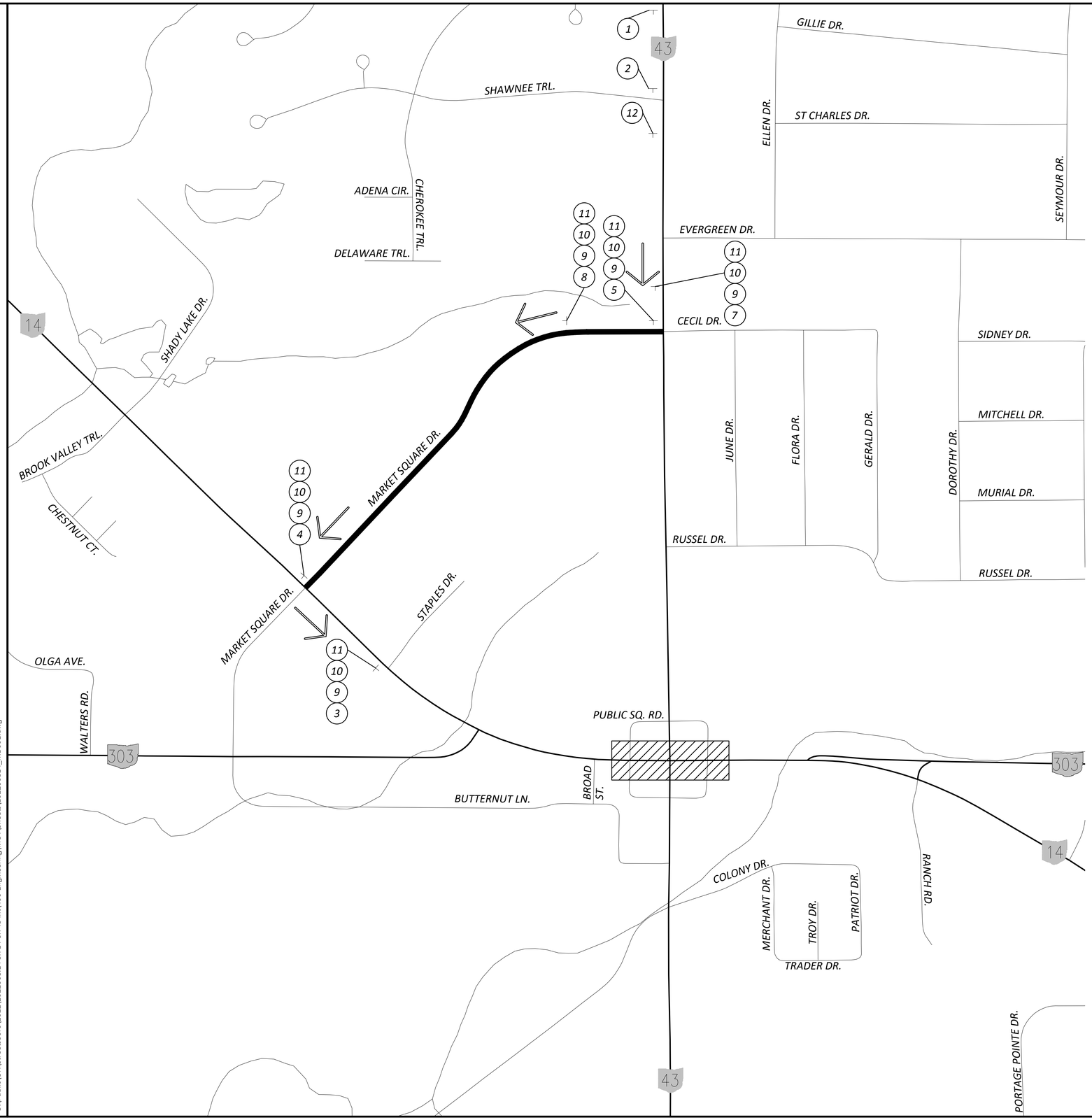
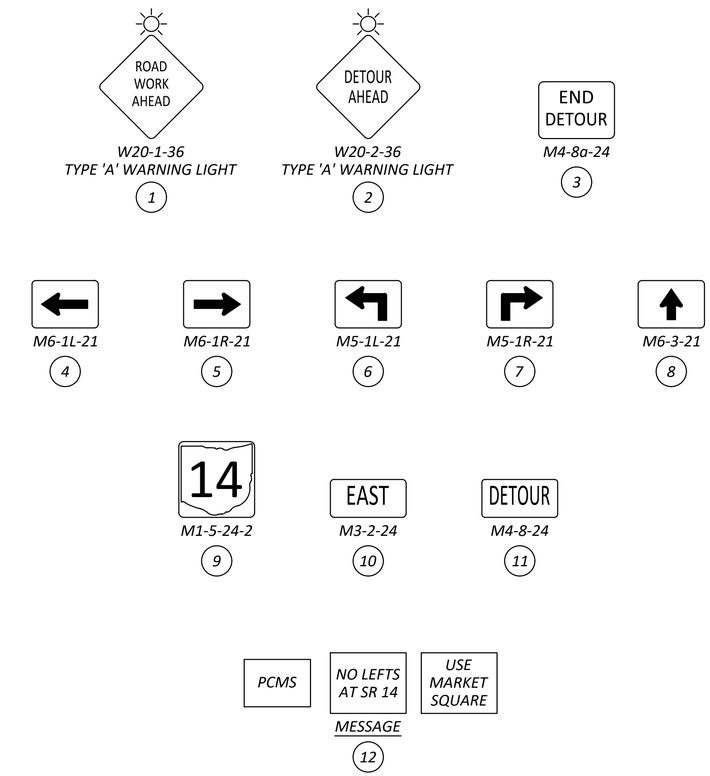
DESIGNER
SRT

REVIEWER
AKF 9/19/25

PROJECT ID
105213

SHEET P.35 TOTAL 112





LEGEND	
	SIGN
	DETOUR ROUTE
	TRAFFIC FLOW ARROW
	WORK AREA

DETOUR PLAN - SOUTHBOUND S.R. 43 LEFT TURN - PHASES 1 - 4

DESIGN AGENCY

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DESIGNER: SRT

REVIEWER: AKF 9/19/25

PROJECT ID: 105213

SHEET: P.36 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24

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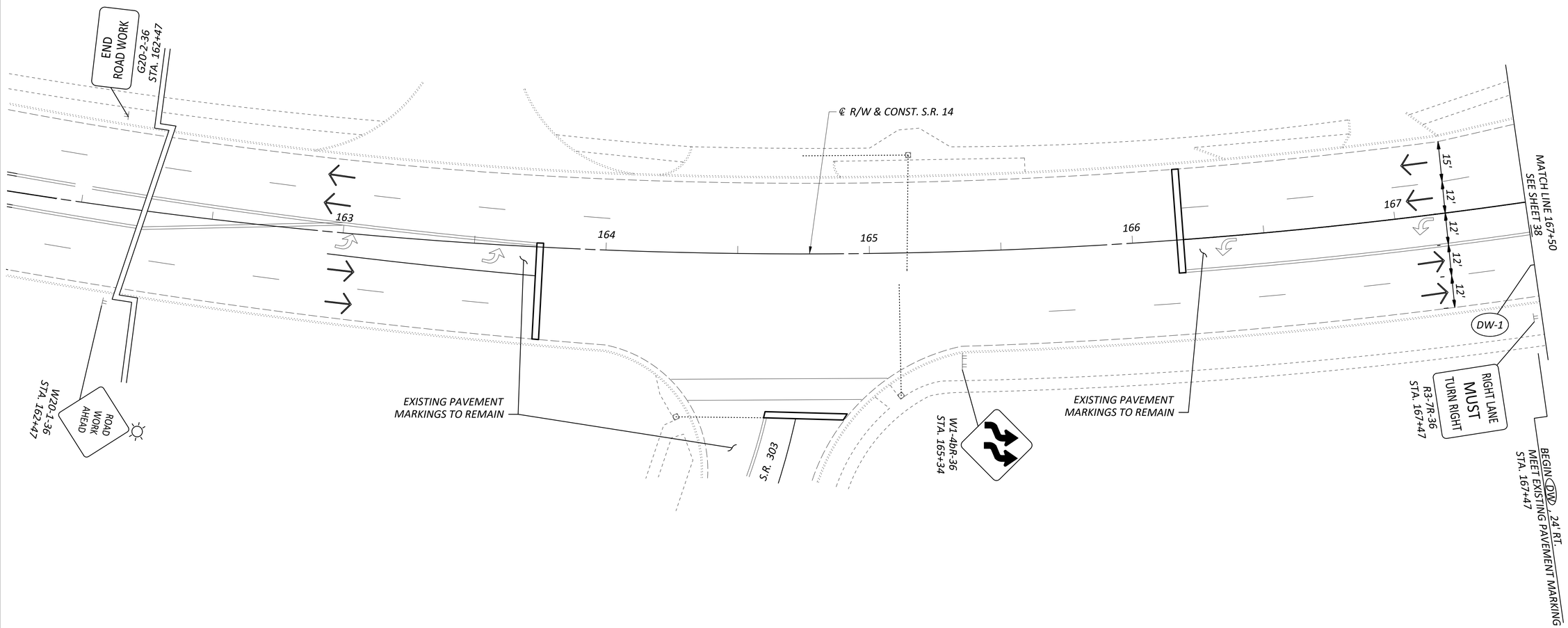
MAINTENANCE OF TRAFFIC LEGEND

	WORK AREA	CDS-#	WORK ZONE CENTER LINE, DOUBLE SOLID
→	TRAFFIC FLOW	CSB-#	WORK ZONE CENTER LINE, SOLID/BROKEN
•	CONSTRUCTION DRUMS SPACED AT 35' C/C AND 10' C/C AT INTERSECTION UNLESS NOTED OTHERWISE	SL-#	WORK ZONE STOP LINE
	EXISTING SIGN TO REMAIN	TW-#	WORK ZONE TRANSVERSE/DIAGONAL LINE, WHITE
	MAINTENANCE OF TRAFFIC SIGN	TY-#	WORK ZONE TRANSVERSE/DIAGONAL LINE, YELLOW
	ARROW BOARD	LA-#	WORK ZONE ARROW
DY-#	WORK ZONE DOTTED LINE, YELLOW	IY-#	WORK ZONE ISLAND MARKING, YELLOW
EW-#	WORK ZONE EDGE LINE, WHITE	DW-#	WORK ZONE DOTTED LINE, WHITE
EY-#	WORK ZONE EDGE LINE, YELLOW	XX	EXISTING PAVEMENT MARKINGS TO REMAIN FROM PREVIOUS PHASE
LL-#	WORK ZONE LANE LINE	XX*	PAVEMENT MARKINGS TO BE INSTALLED IN PART 3 (PID 111713)
CH-#	WORK ZONE CHANNELIZING LINE		



HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 14 - BEGIN TO STA. 167+50

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REVIEWER: AKF 9/19/25
PROJECT ID: 105213
SHEET: P.37 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2
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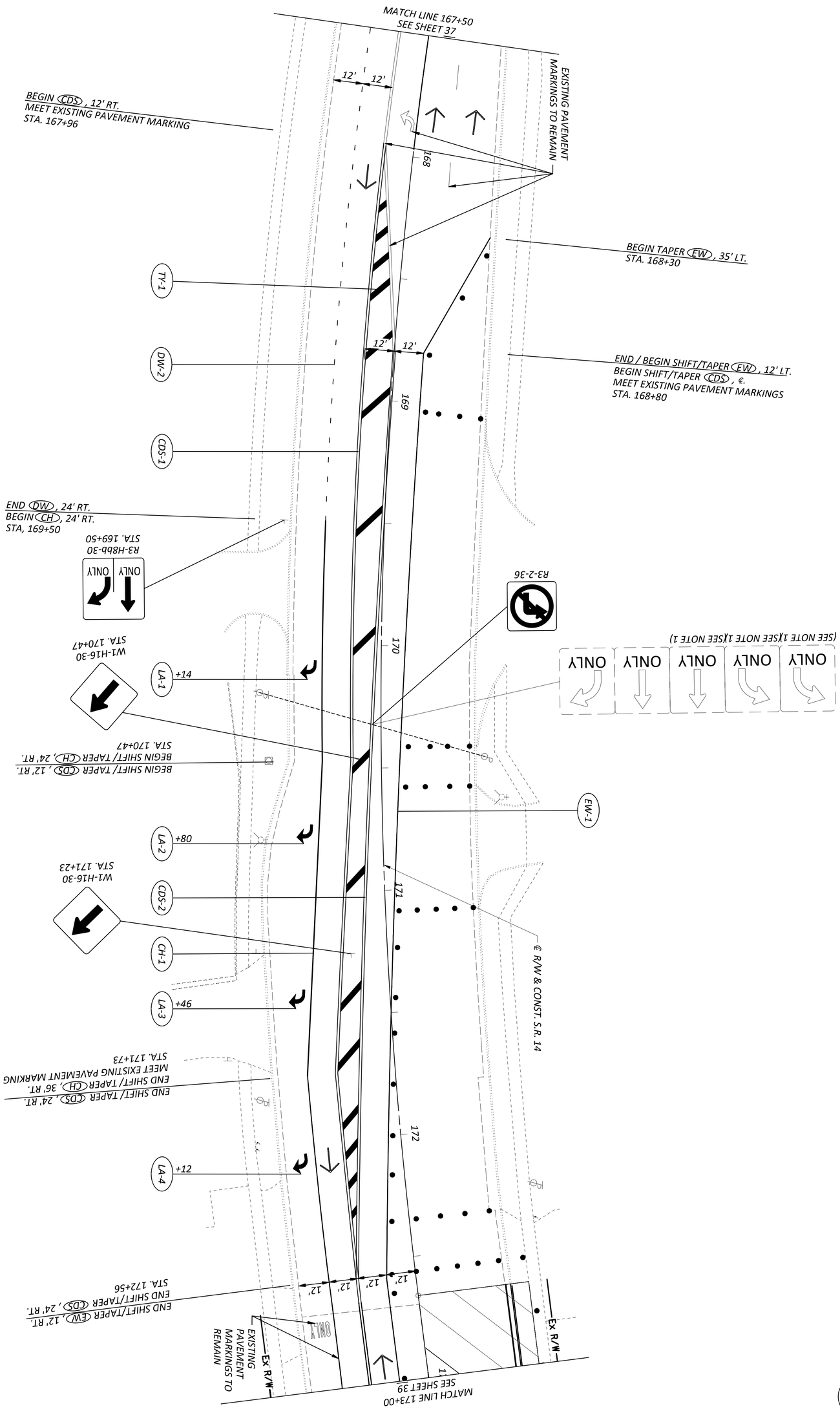

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
SRT	AKF 9/19/25	105213	P.38	112

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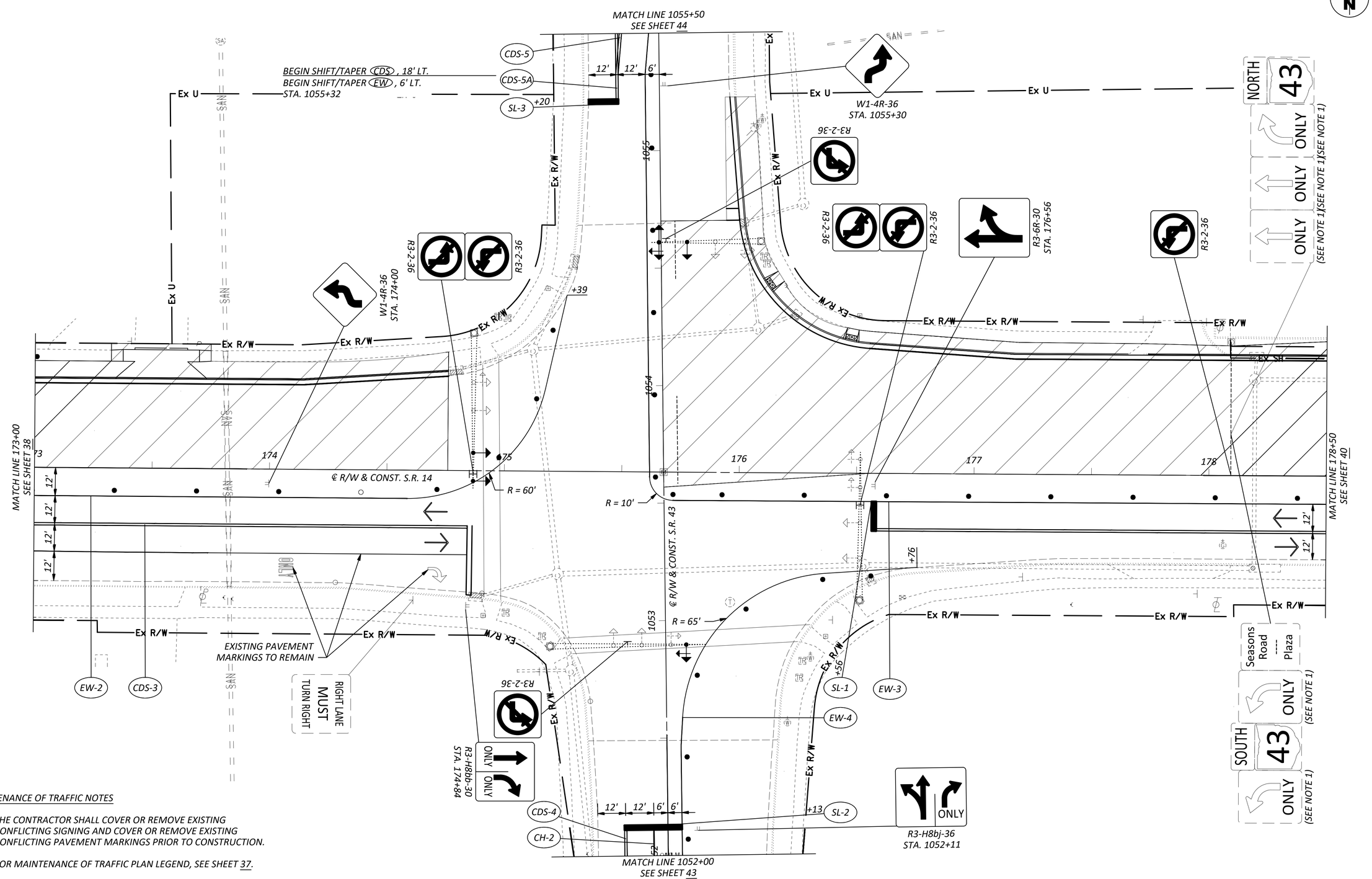
MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 14 - STA. 167+50 TO STA. 173+00

HORIZONTAL SCALE IN FEET
0 20
10 40



MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*
3. *FOR TEMPORARY SIGNAL DETAILS, SEE SHEETS 27 - 28.*
4. *THE CONTRACTOR SHALL REMOVE AND STORE ALL MAST ARM SIGNS EXCLUDING STREET NAME SIGNS FOR THE DURATION OF CONSTRUCTION.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 14 - STA. 173+00 TO STA. 178+50

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DESIGNER	SRT
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PROJECT ID	105213
SHEET	P.39
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

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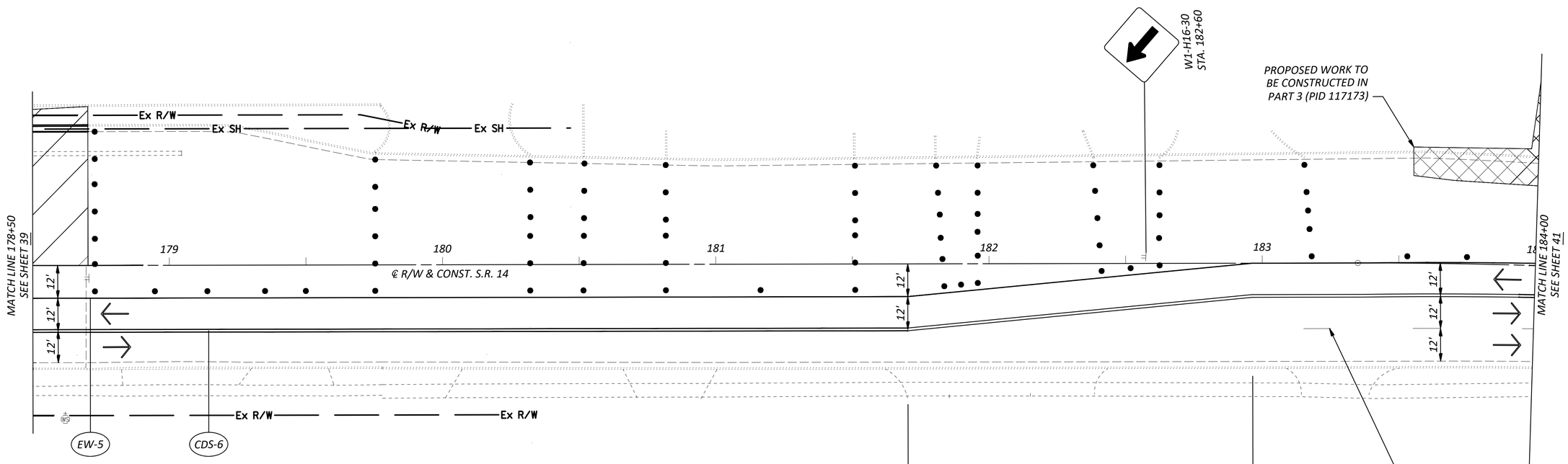

BEGIN SHIFT/TAPER (EW), 12' RT.
BEGIN SHIFT/TAPER (CDS), 24' RT.
STA. 181+70

END SHIFT/TAPER (EW), ℄.
END SHIFT/TAPER (CDS), 12' RT.
STA. 182+96

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.

2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 14 - STA. 178+50 TO STA. 184+00

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PROJECT ID
105213

SHEET P.40 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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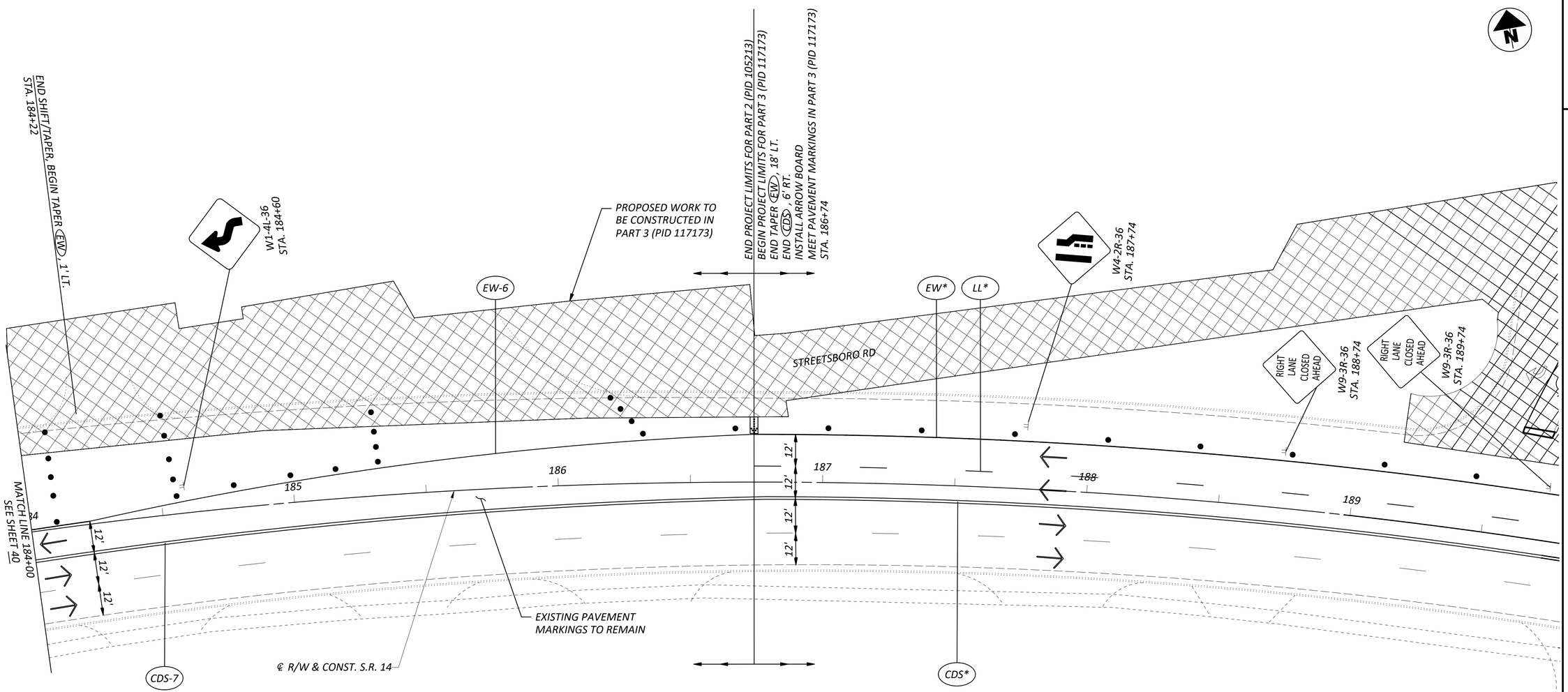

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 14 - STA. 184+00 TO END

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

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PROJECT ID 105213
SHEET P.41 TOTAL 112

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2025/10/24
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MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 43 - BEGIN TO STA. 1046+50

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PROJECT ID: 105213
SHEET: P.42 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2
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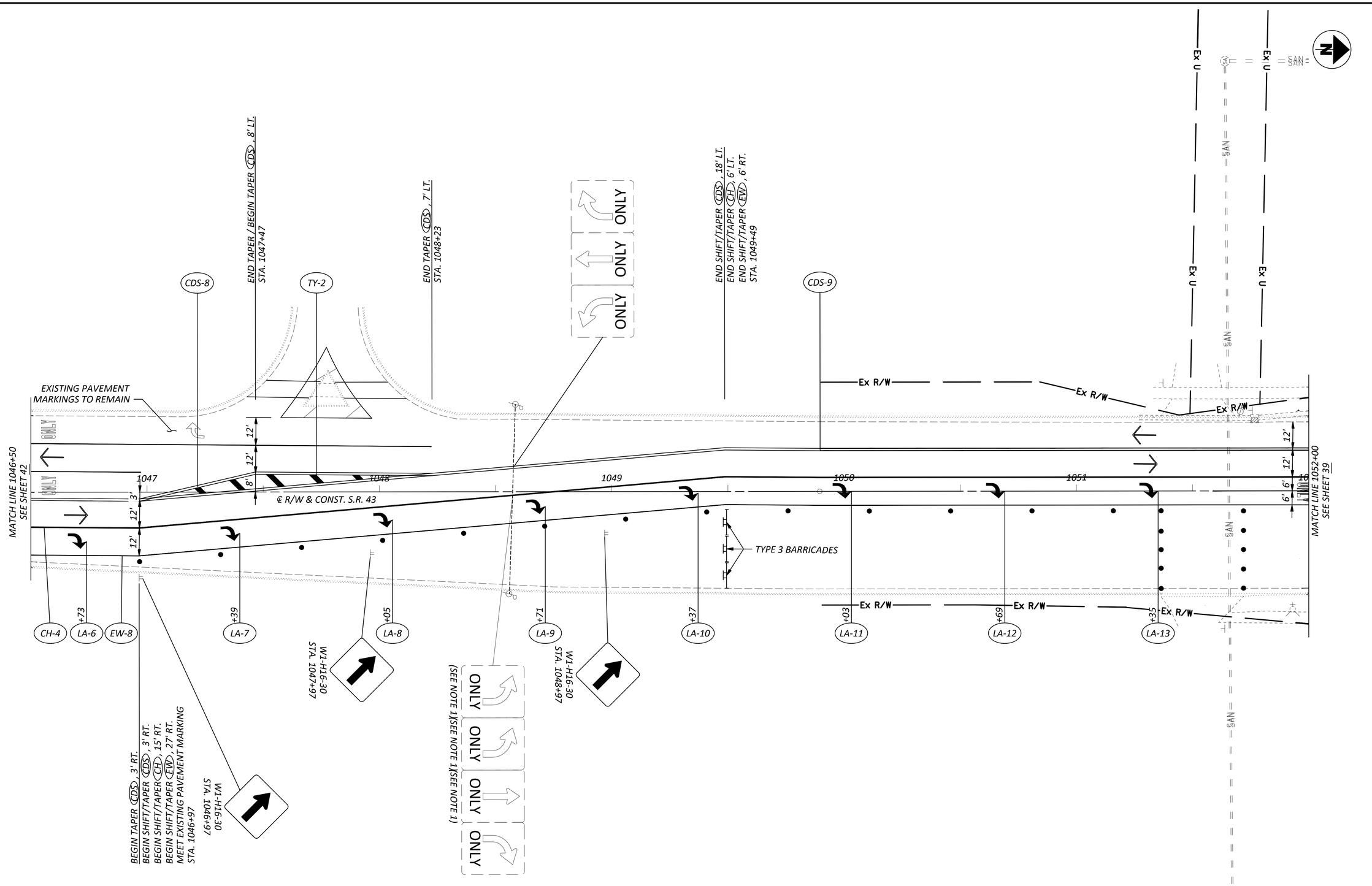

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 43 - STA. 1046+50 TO STA. 1052+00

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PROJECT ID	105213
SHEET	P.43
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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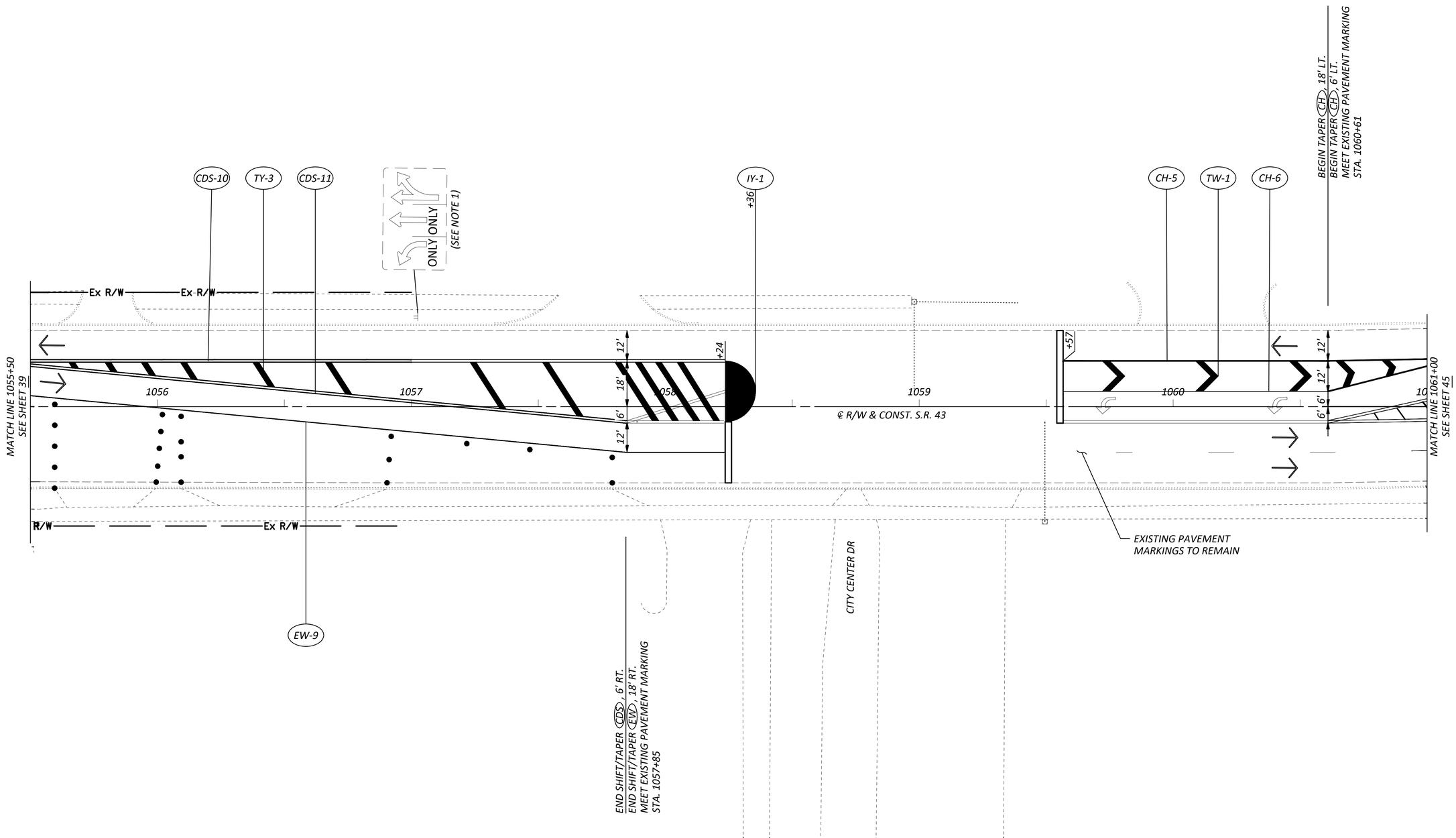

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 43 - STA. 1055+50 TO STA. 1061+00

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PROJECT ID	105213
SHEET	P.44
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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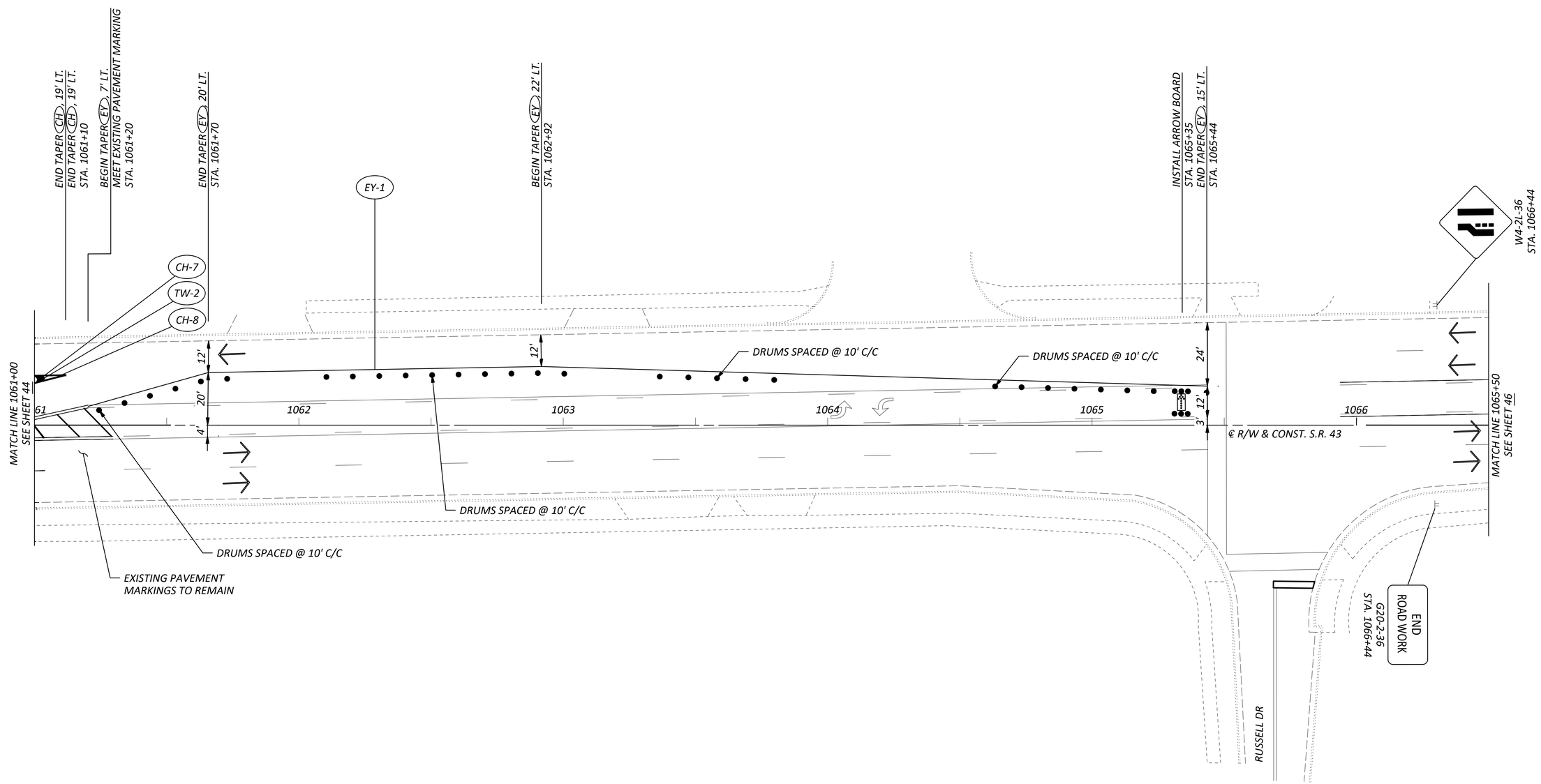

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*
3. *THE CONTRACTOR SHALL KEEP THE TWO-WAY LEFT-TURN LANE OPEN DURING PHASE 1.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 43 - STA. 1061+50 TO STA. 1066+00

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105213

SHEET P.45 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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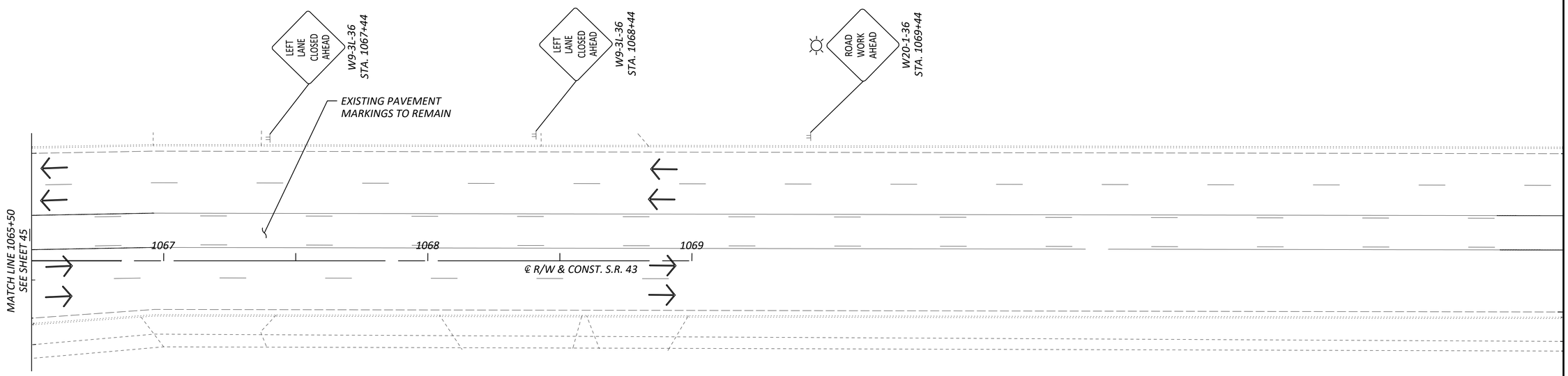

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R. 43 - STA. 1066+00 TO END

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

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PROJECT ID: 105213
SHEET: P.46 TOTAL: 112

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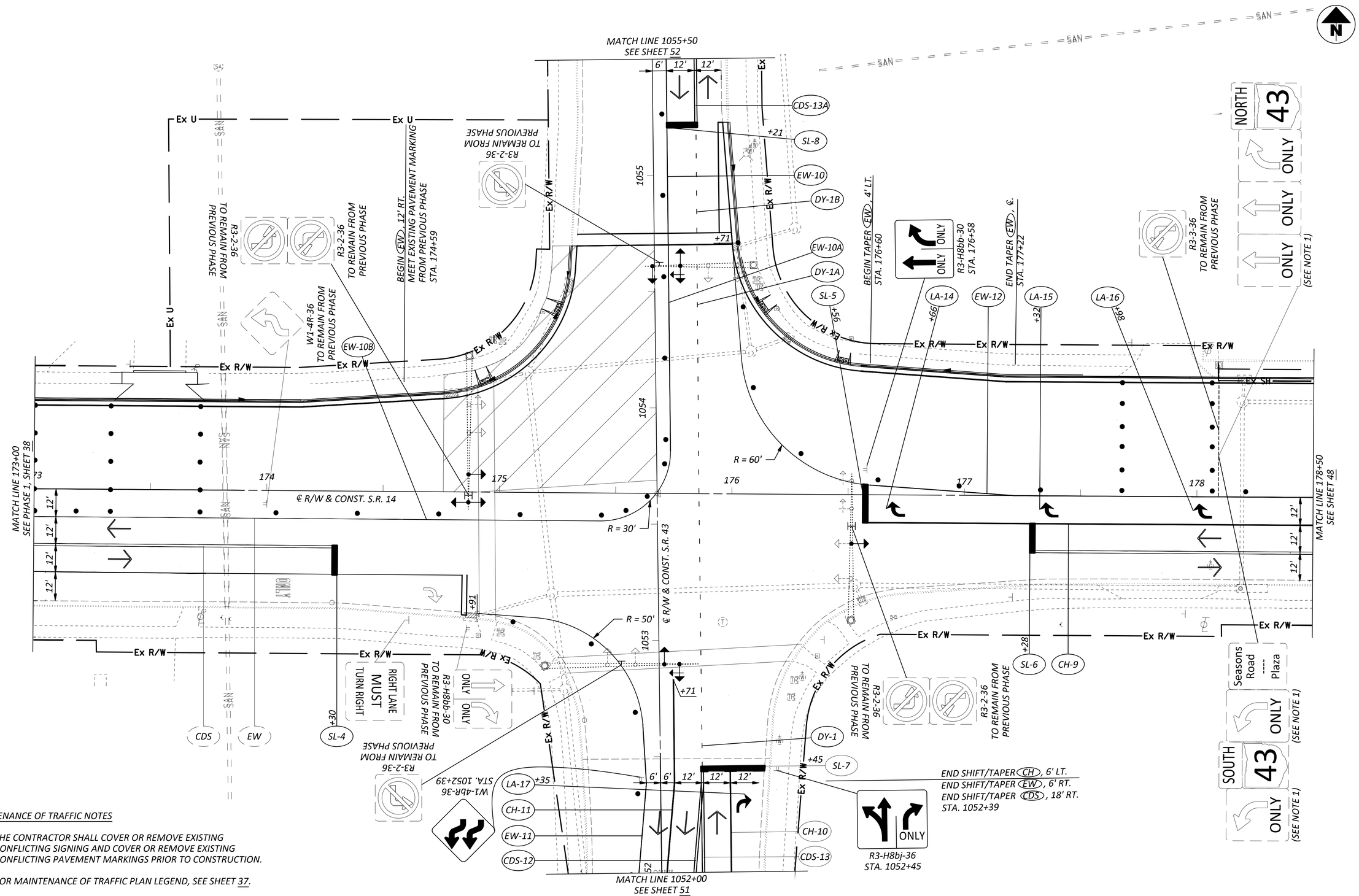

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*
3. *FOR TEMPORARY SIGNAL DETAILS, SEE SHEETS 33 - 34.*
4. *THE CONTRACTOR SHALL REMOVE AND STORE ALL MAST ARM SIGNS EXCLUDING STREET NAME SIGNS FOR THE DURATION OF CONSTRUCTION.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 14 - STA. 173+00 TO STA. 178+50

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PROJECT ID	105213
SHEET	P.47
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

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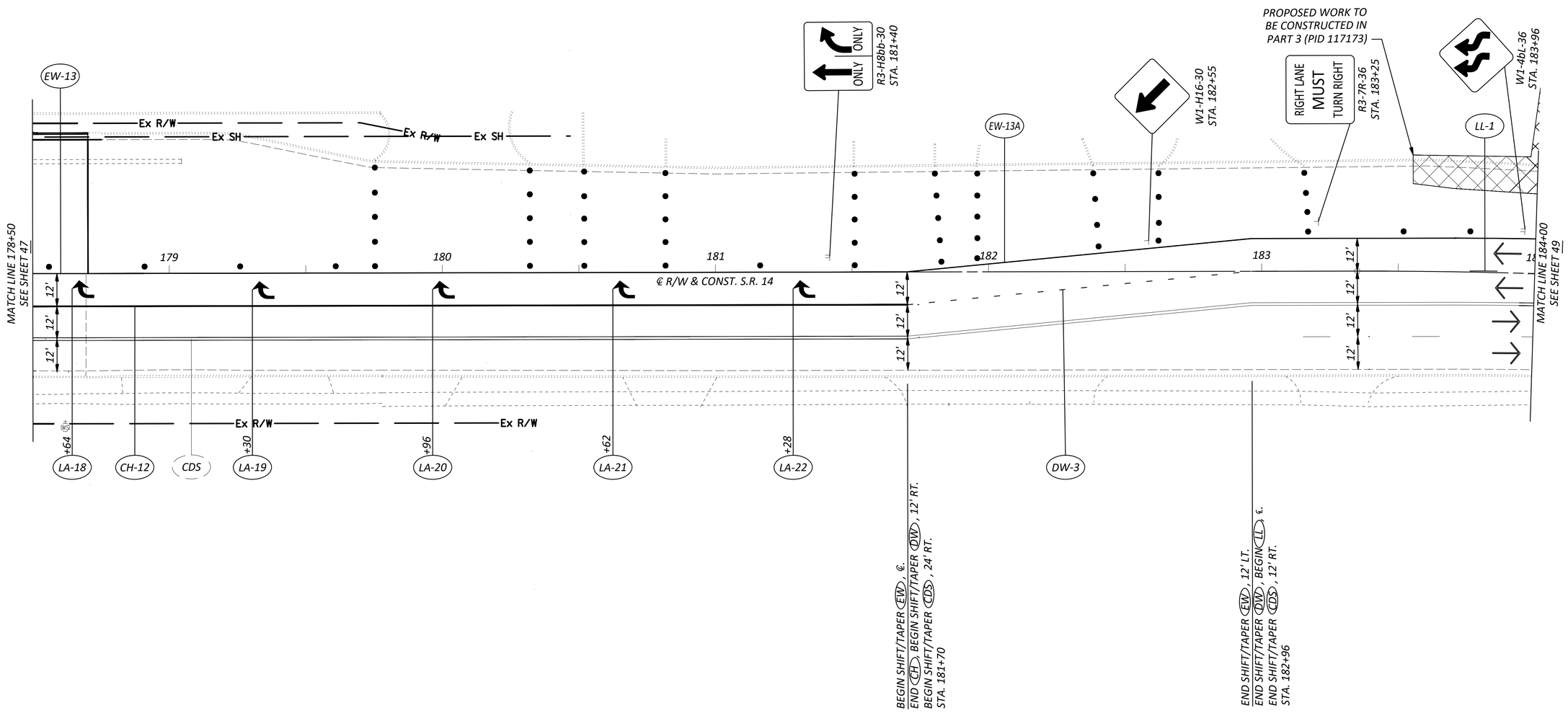

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*

2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 14 - STA. 178+50 TO STA. 184+00

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PROJECT ID: 105213
SHEET: P.48 TOTAL: 112

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2025/10/24
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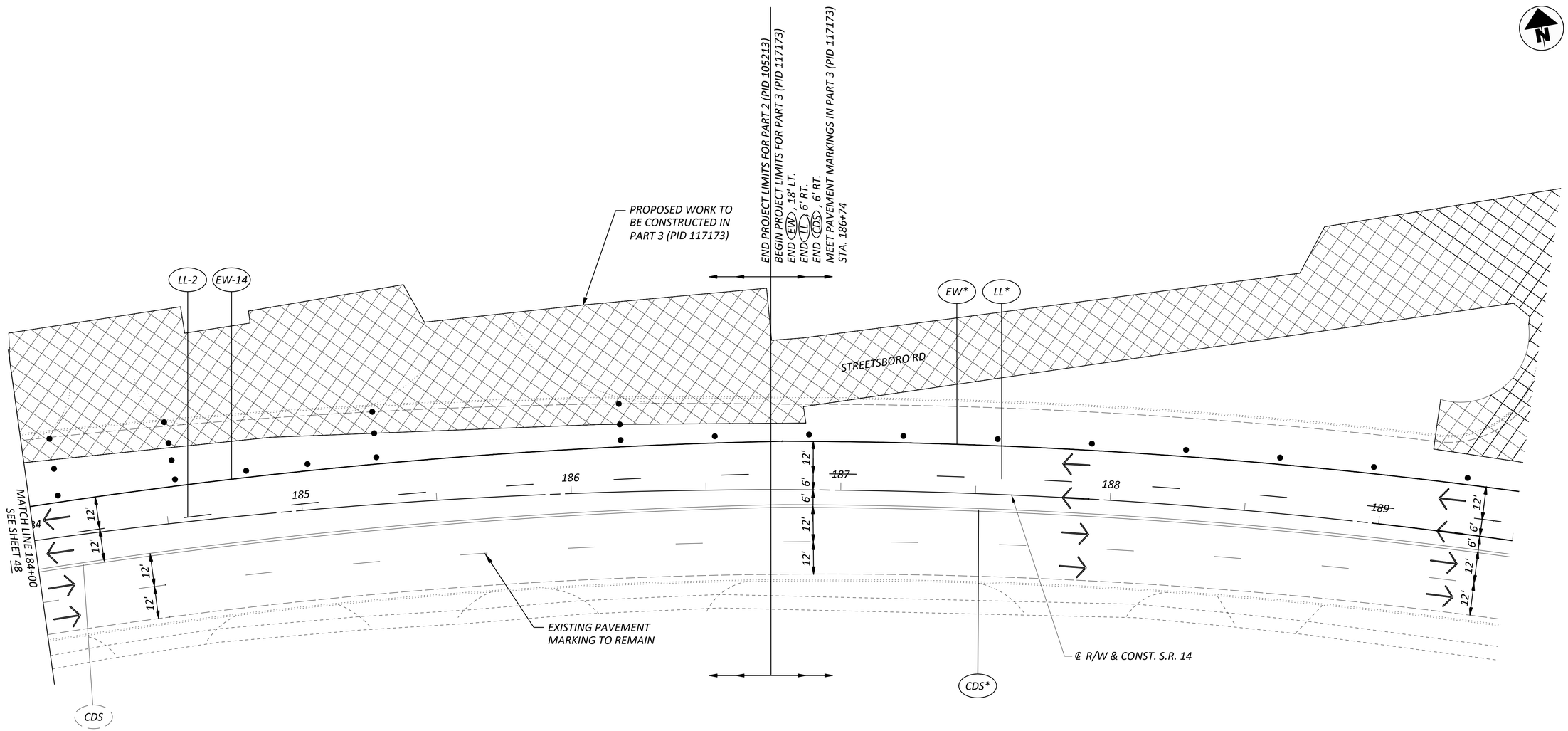

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 14 - STA. 184+00 TO END

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PROJECT ID: 105213
SHEET: P.49 TOTAL: 112

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2025/10/24
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MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 43 - BEGIN TO STA. 1046+50

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REVIEWER: AKF 9/19/25
PROJECT ID: 105213
SHEET: P.50 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2
2025/10/24
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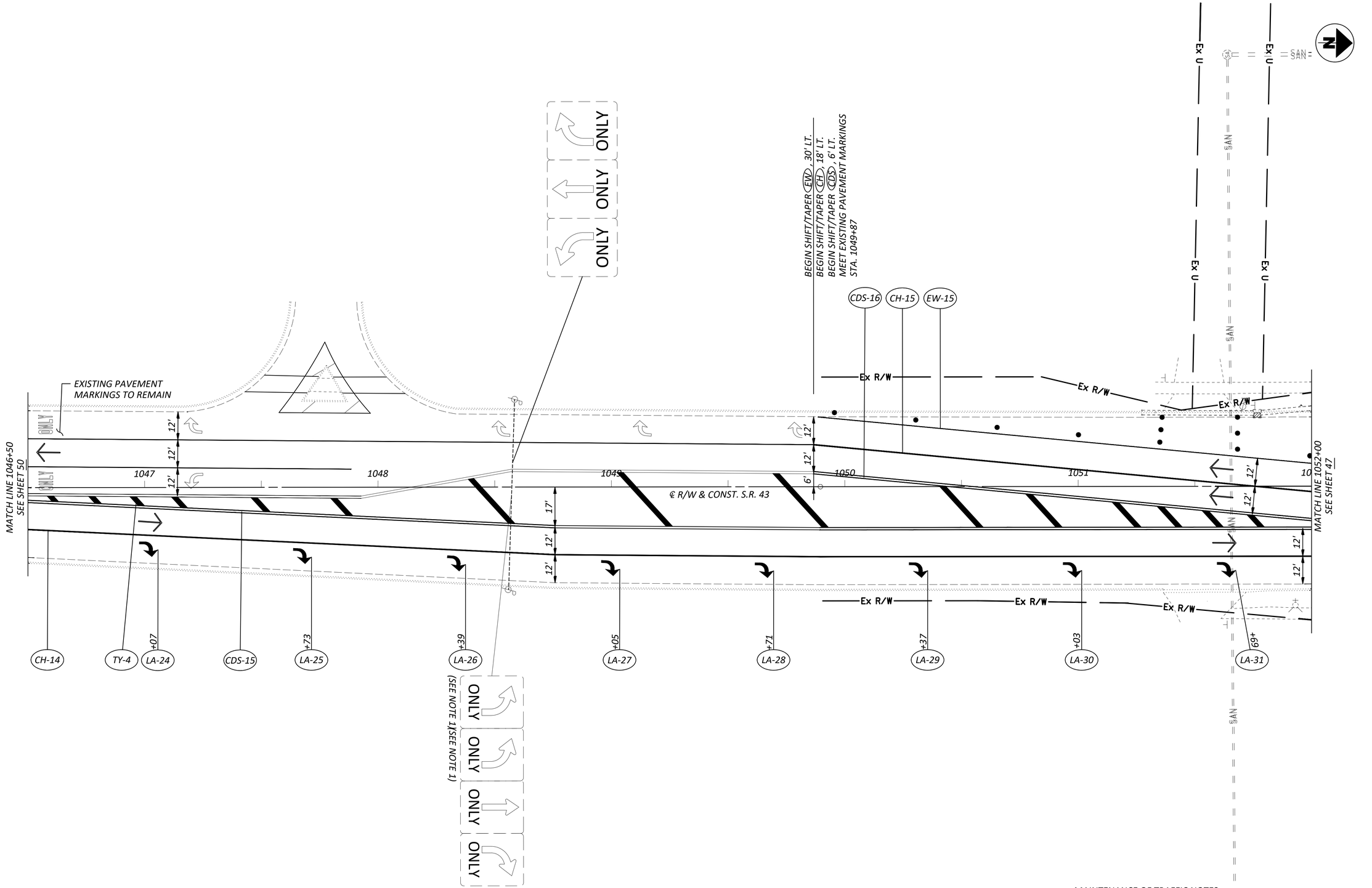

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 43 - STA. 1046+50 TO STA. 1052+00

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PROJECT ID: 105213
SHEET: P.51 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2
2025/10/24
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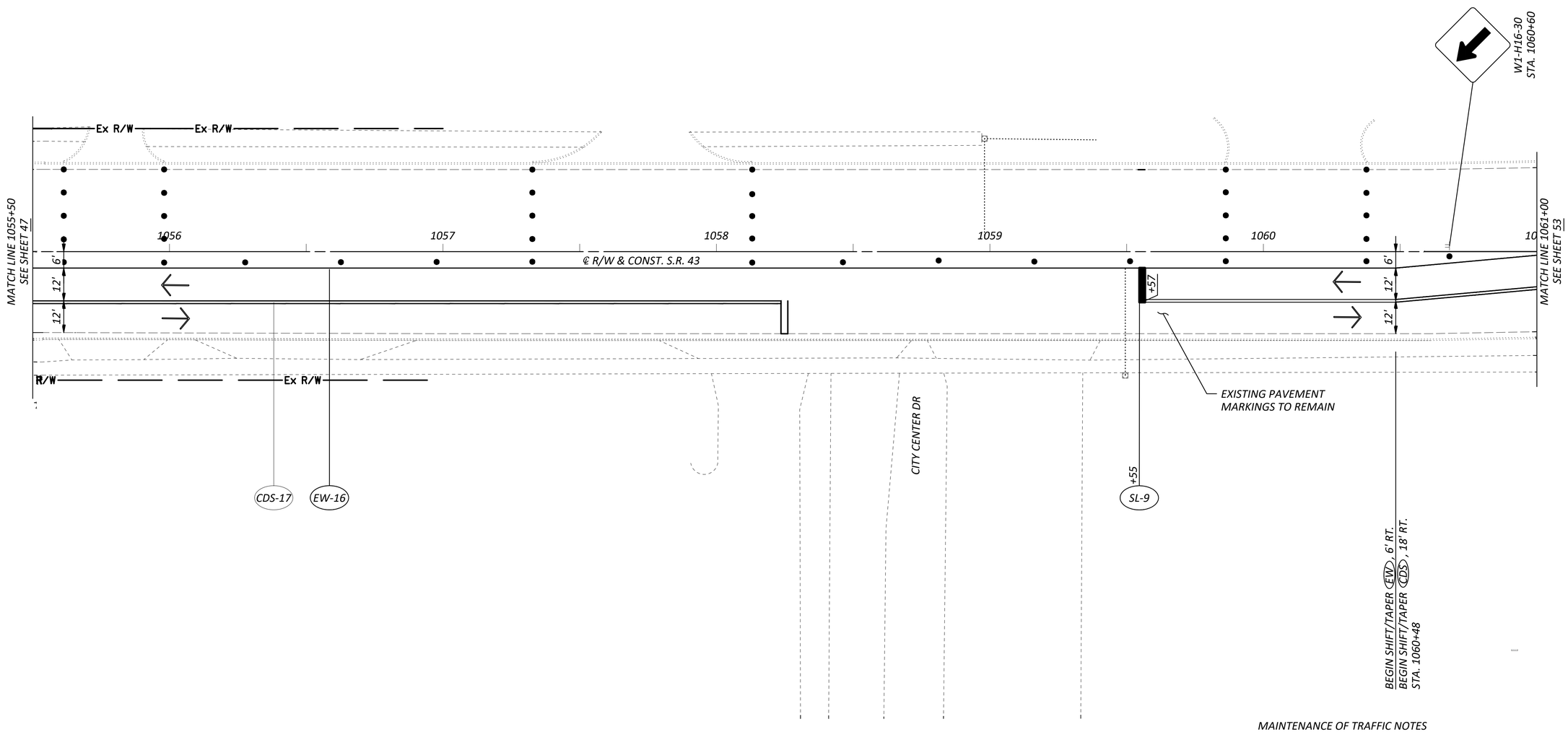

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.

2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 43 - STA. 1055+50 TO STA. 1061+00

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PROJECT ID
105213

SHEET P.52 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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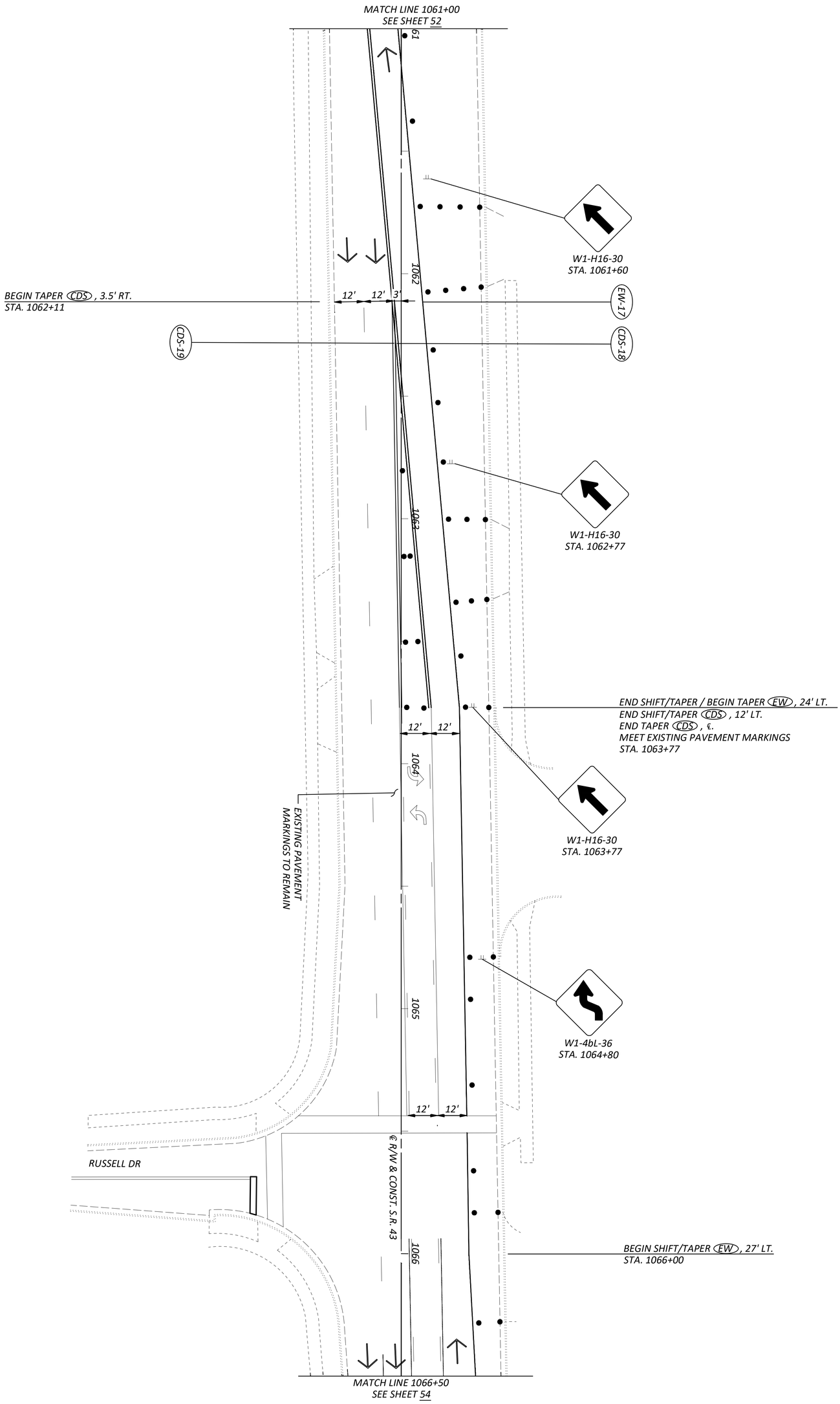

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

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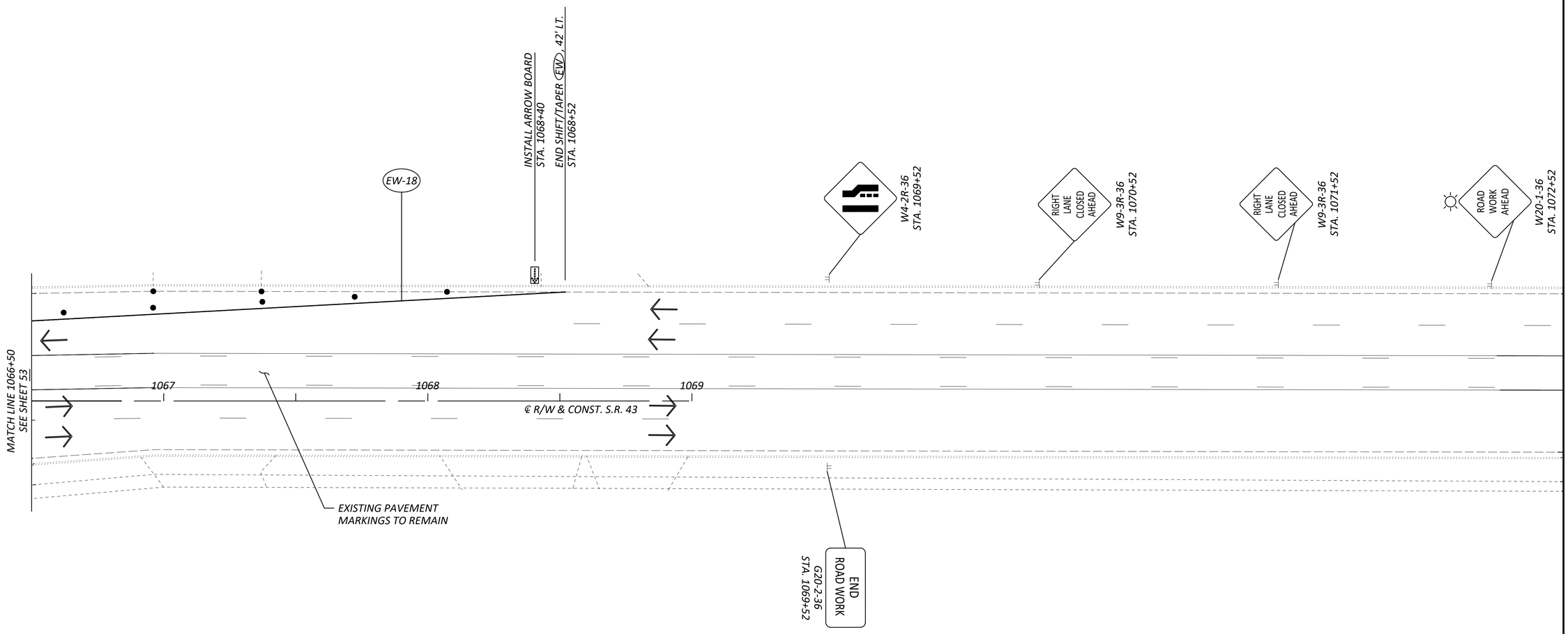
DESIGN AGENCY: GPD GROUP

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 43 - STA. 1061+00 TO STA. 1066+50

HORIZONTAL SCALE IN FEET
0 10 20 40



HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 43 - STA. 1066+00 TO END

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

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PROJECT ID: 105213
SHEET: P.54 TOTAL: 112

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2025/10/24
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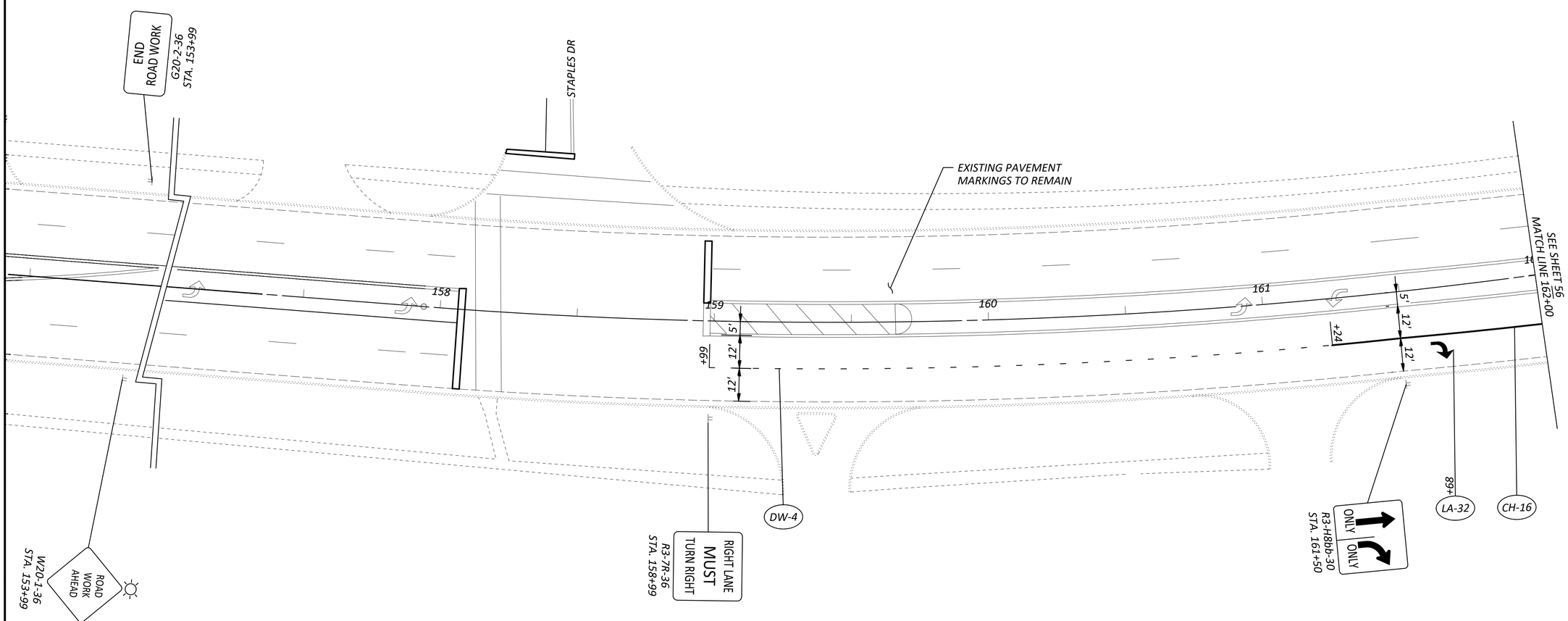

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*

2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 14 - BEGIN TO STA. 162+00

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REVIEWER	AKF 9/19/25
PROJECT ID	105213
SHEET	P.55
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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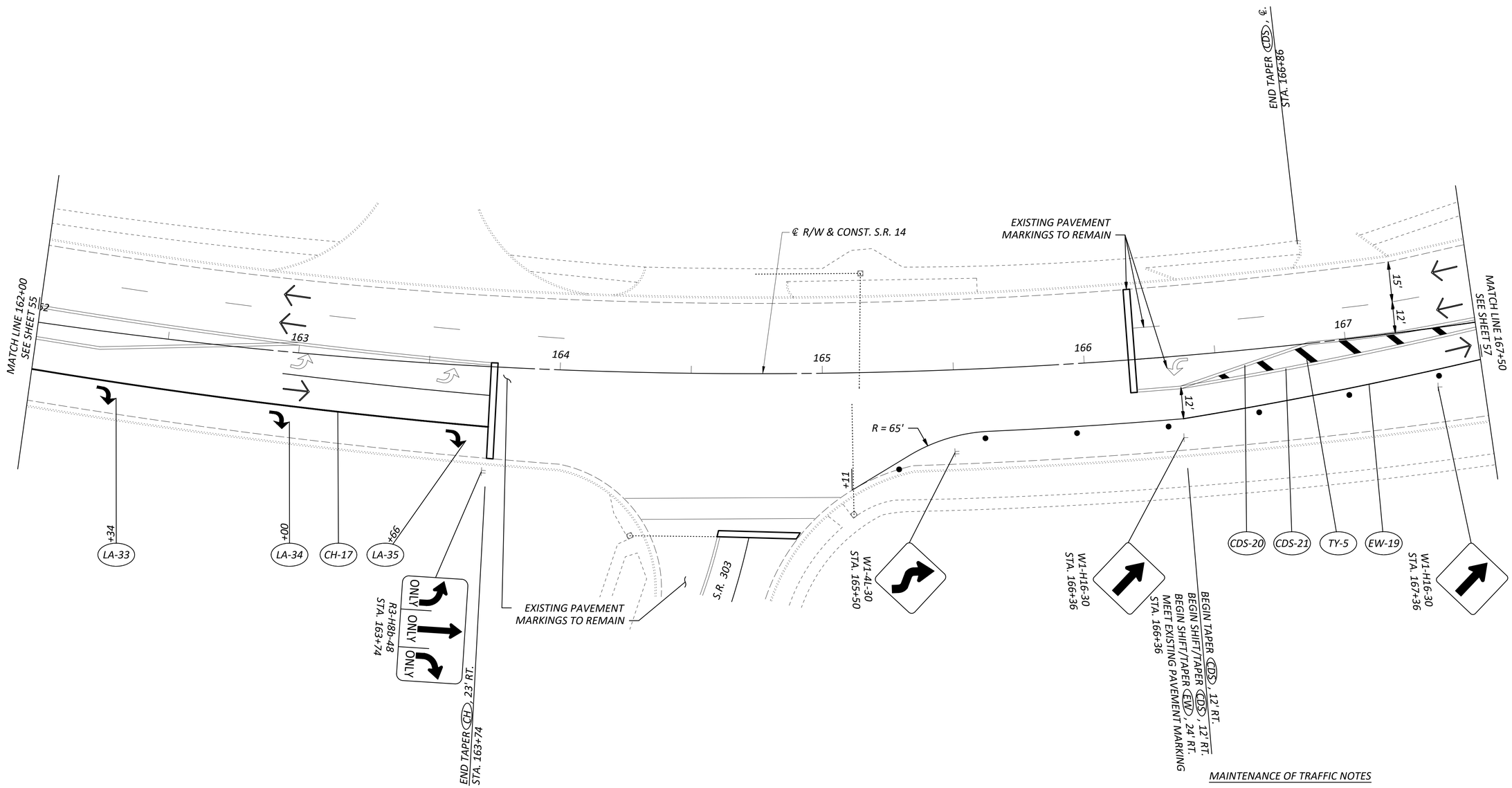

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.

2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 14 - STA. 162+00 TO STA. 167+50

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PROJECT ID: 105213
SHEET: P.56 TOTAL: 112

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HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 14 - STA. 167+50 TO STA. 173+00

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REVIEWER	AKF 9/19/25
PROJECT ID	105213
SHEET	P.57
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2
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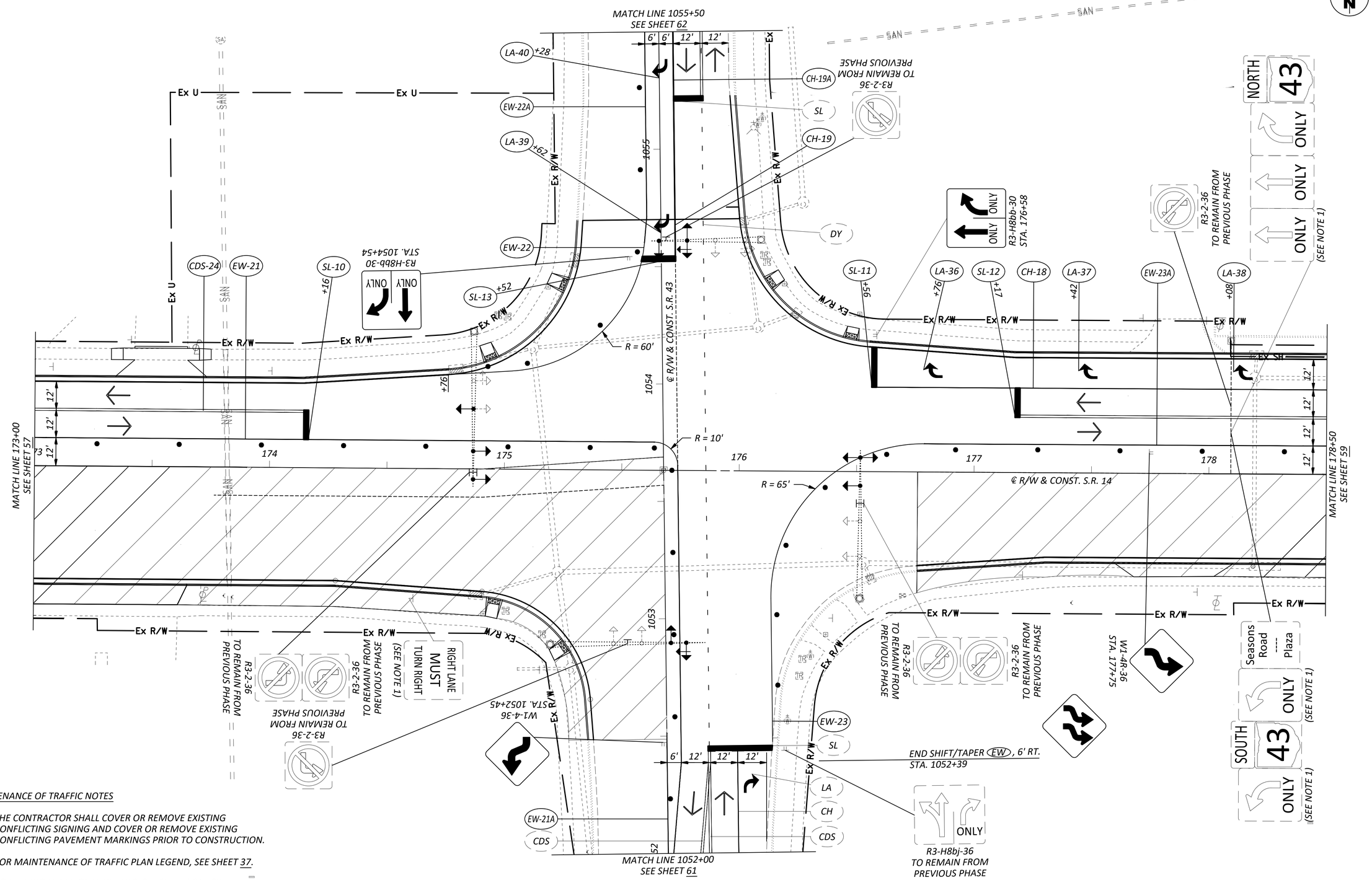

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.
3. FOR TEMPORARY SIGNAL DETAILS, SEE SHEETS 31 - 32.
4. THE CONTRACTOR SHALL REMOVE AND STORE ALL MAST ARM SIGNS EXCLUDING STREET NAME SIGNS FOR THE DURATION OF CONSTRUCTION.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 14 - STA. 173+00 TO STA. 178+50

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PROJECT ID	105213
SHEET	P.58
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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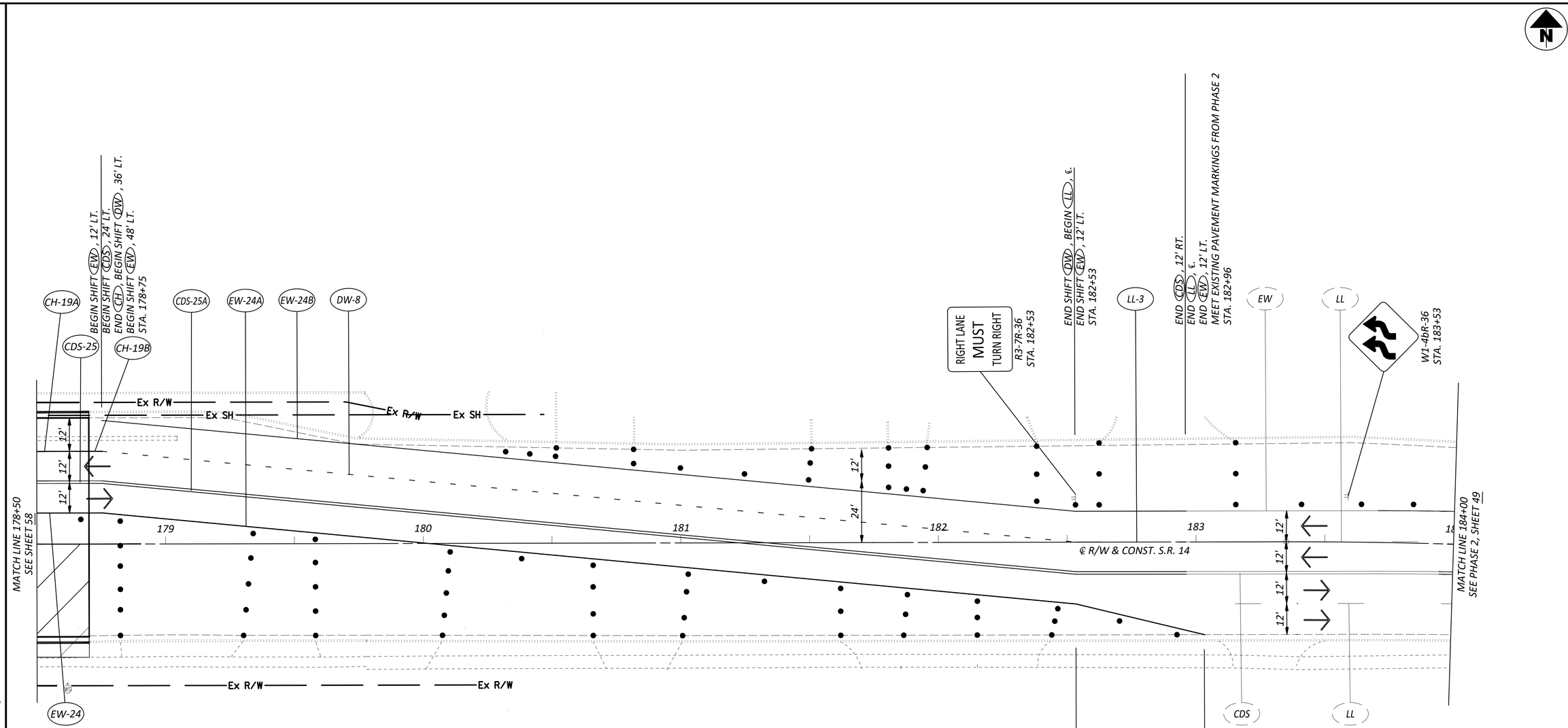

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 14 - STA. 178+50 TO END

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PROJECT ID	105213
SHEET	P.59
TOTAL	112

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HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 43 - BEGIN TO STA. 1046+50

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

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PROJECT ID: 105213
SHEET: P.60 TOTAL: 112

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2025/10/24
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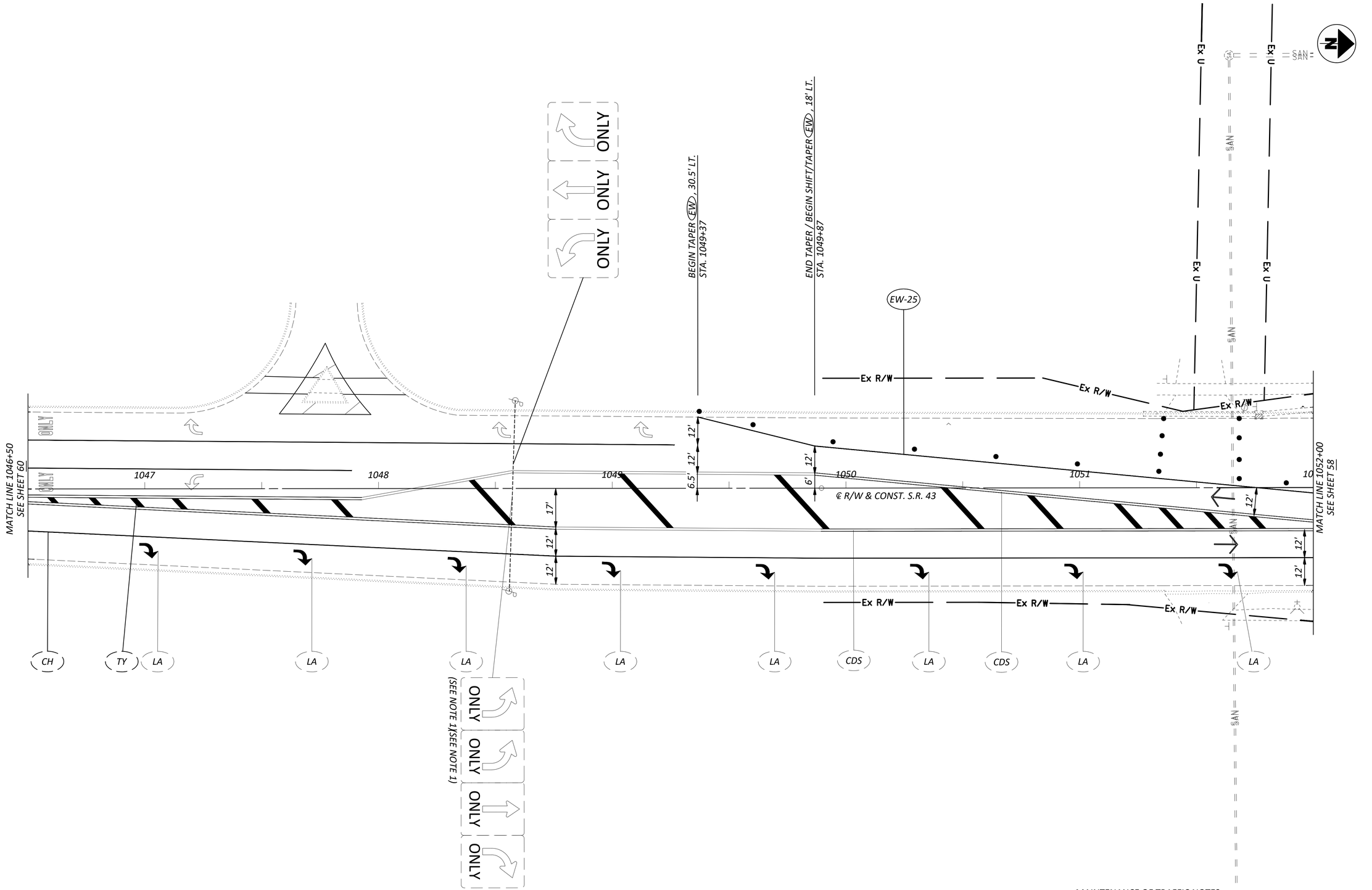

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 43 - STA. 1046+50 TO STA. 1052+00

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DESIGNER	SRT
REVIEWER	AKF 9/19/25
PROJECT ID	105213
SHEET	P.61
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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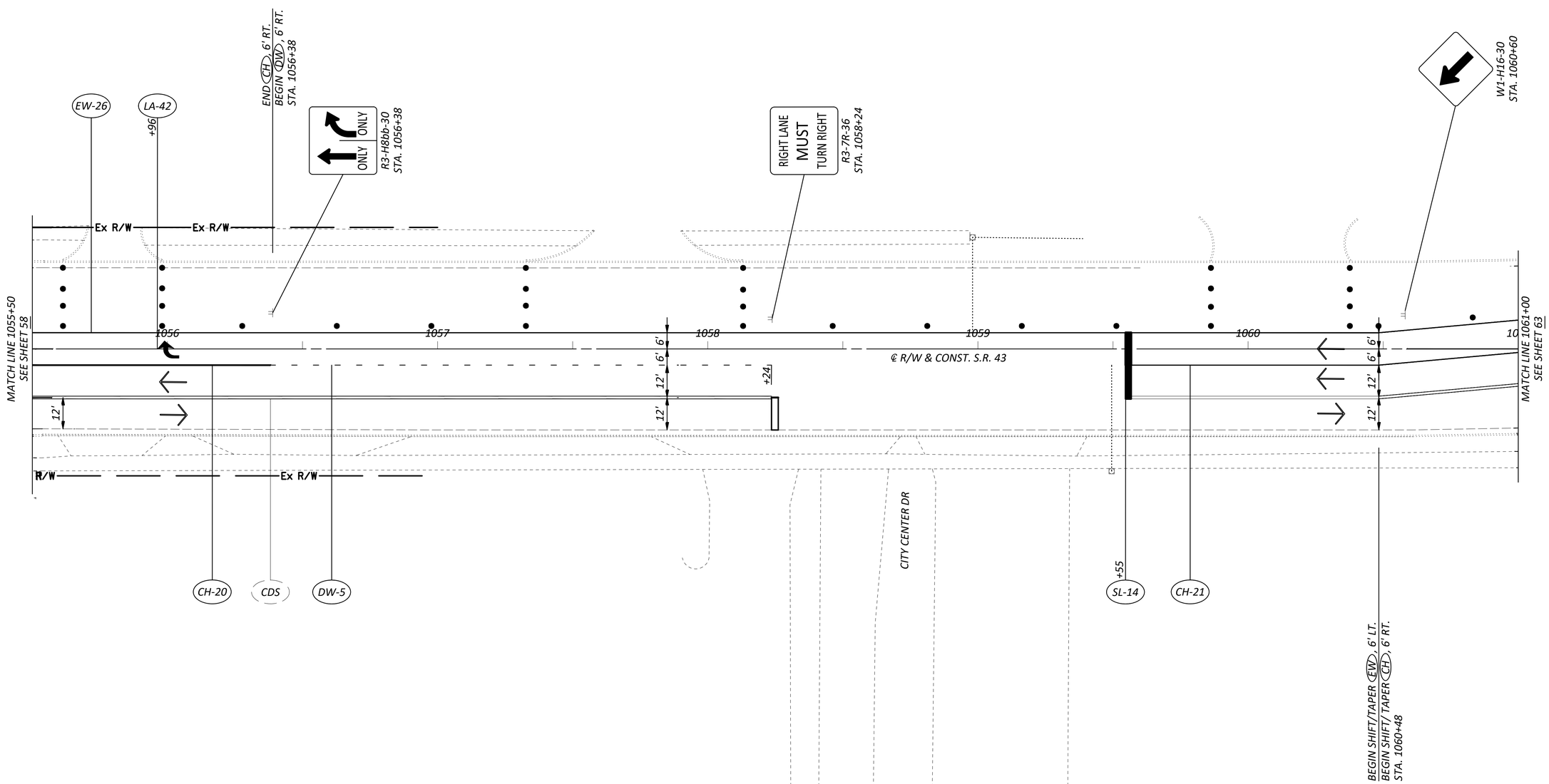

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*

2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 43 - STA. 1055+50 TO STA. 1061+00

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PROJECT ID
105213

SHEET P.62 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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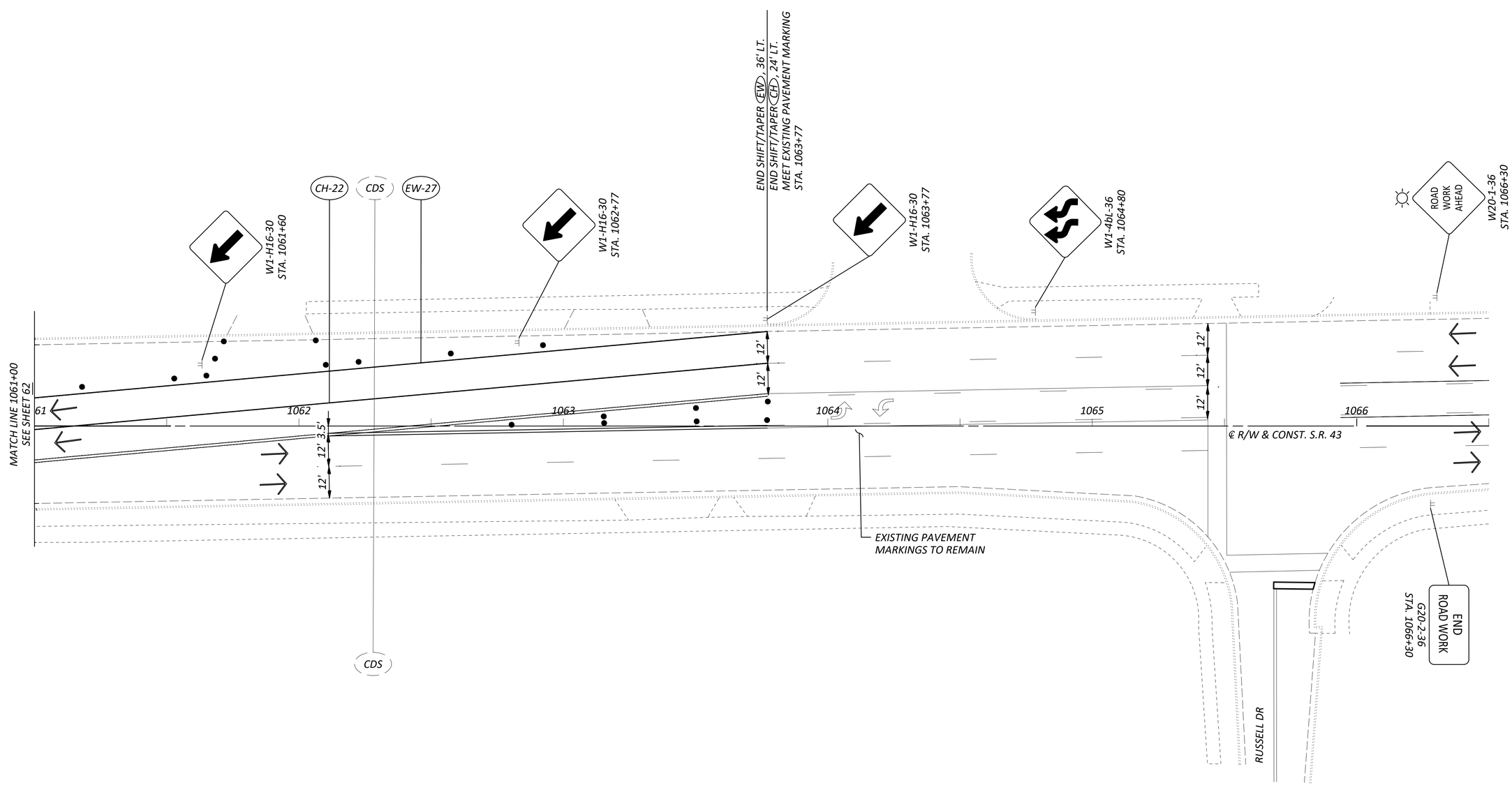

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*

2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 43 - STA. 1061+50 TO END

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PROJECT ID: 105213
SHEET: P.63 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2
2025/10/24
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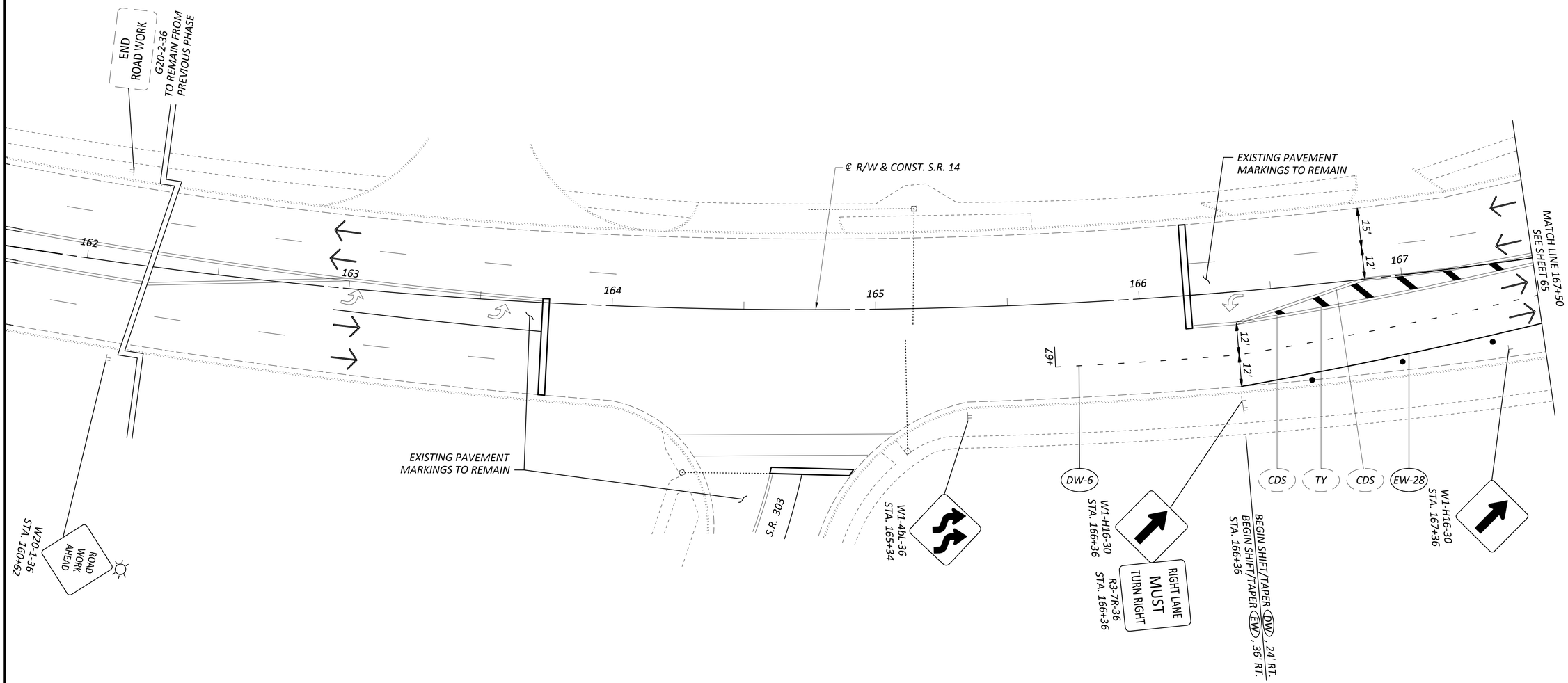

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.

2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
S.R. 14 - STA. 162+00 TO STA. 167+50

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PROJECT ID
105213

SHEET P.64 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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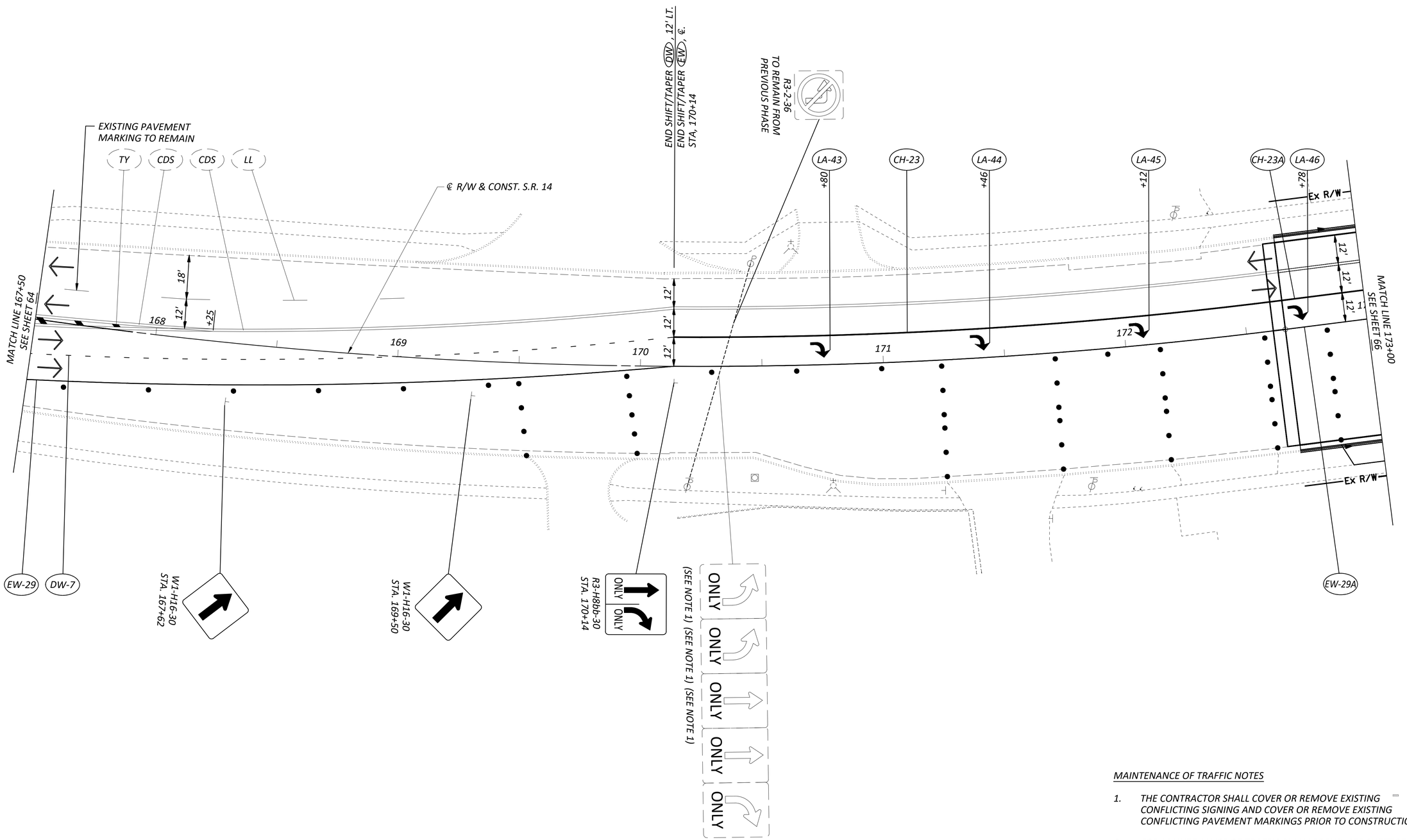

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
S.R. 14 - BEGIN TO STA. 173+00

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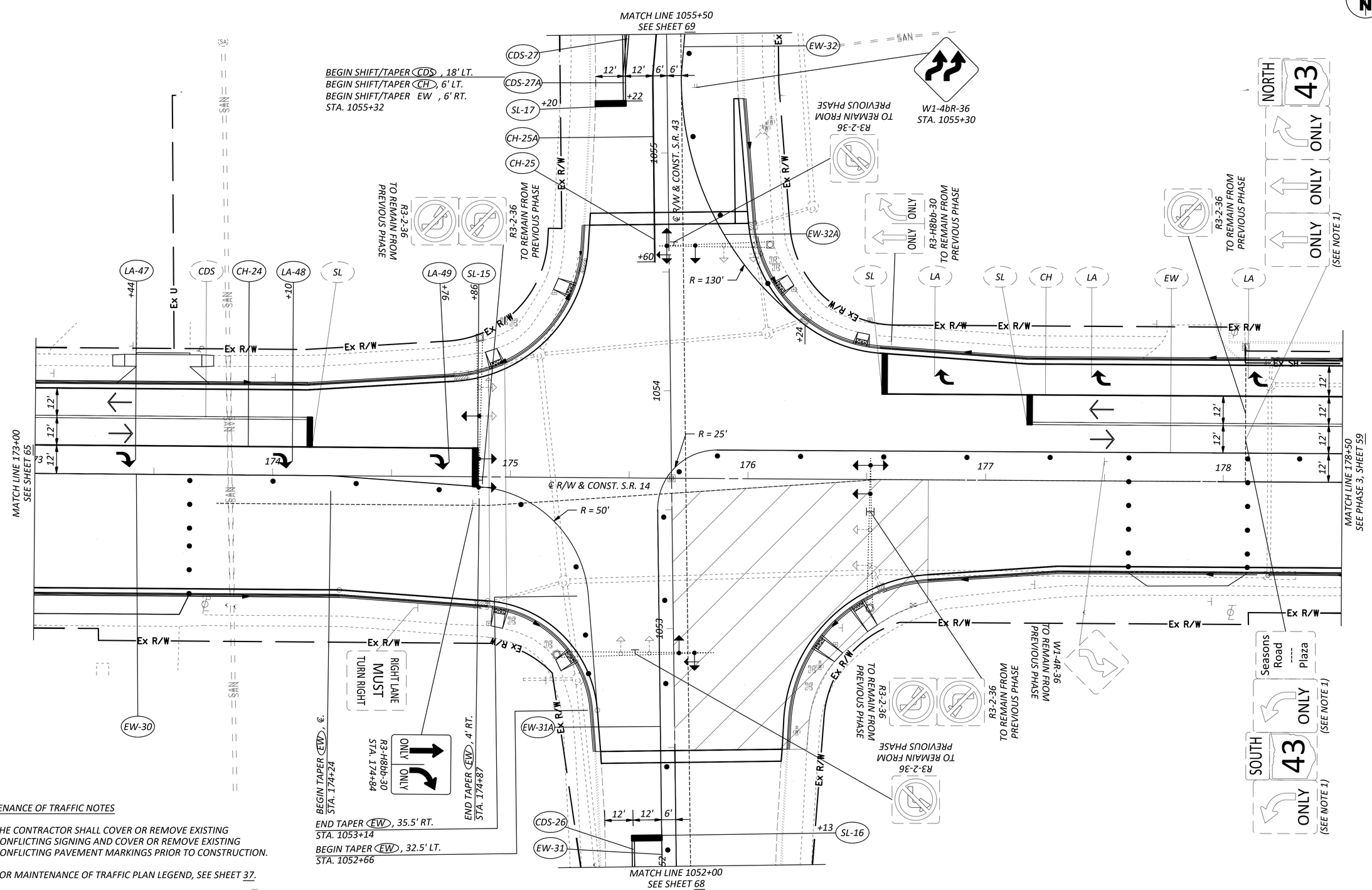
PROJECT ID: 105213
SHEET: P.65 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2
2025/10/24
O:\Public\OH\Streetsboro\2022\2022008.14 SR 14-SR 43 Int\400-Engineering\MOT\Sheets\20220081 4_MP040.dwg



HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
S.R. 14 - STA. 173+00 TO STA. 178+50

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*
3. *FOR TEMPORARY SIGNAL DETAILS, SEE SHEETS 29 - 30.*
4. *THE CONTRACTOR SHALL REMOVE AND STORE ALL MAST ARM SIGNS EXCLUDING STREET NAME SIGNS FOR THE DURATION OF CONSTRUCTION.*

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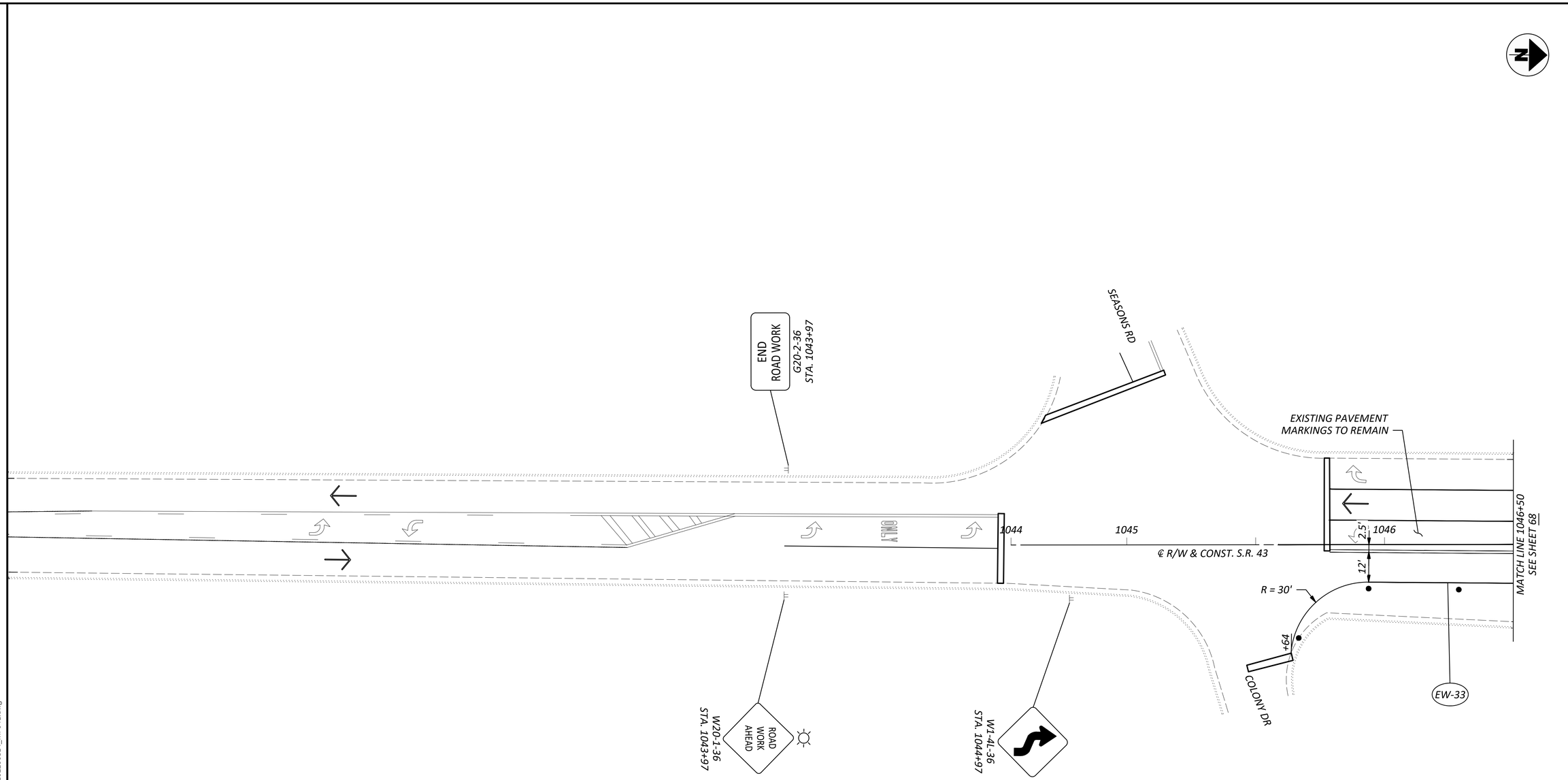
DESIGNER	SRT
REVIEWER	AKF 9/19/25
PROJECT ID	105213
SHEET	P.66
TOTAL	112



MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
S.R. 43 - BEGIN TO STA. 1046+50

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PROJECT ID: 105213
SHEET: P.67 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2

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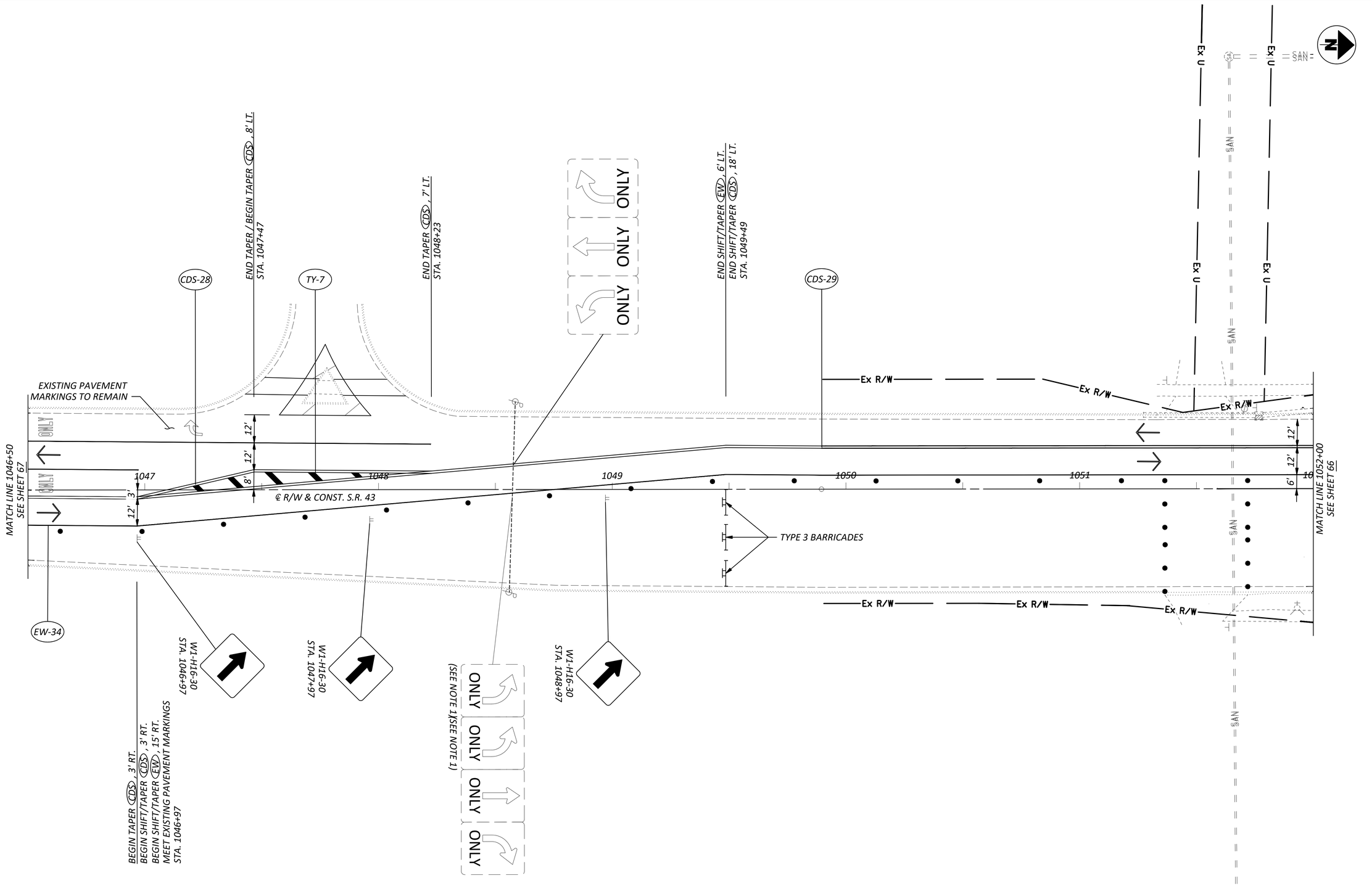

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
S.R. 43 - STA. 1046+50 TO STA. 1052+00

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DESIGNER	SRT
REVIEWER	AKF 9/19/25
PROJECT ID	105213
SHEET	P.68
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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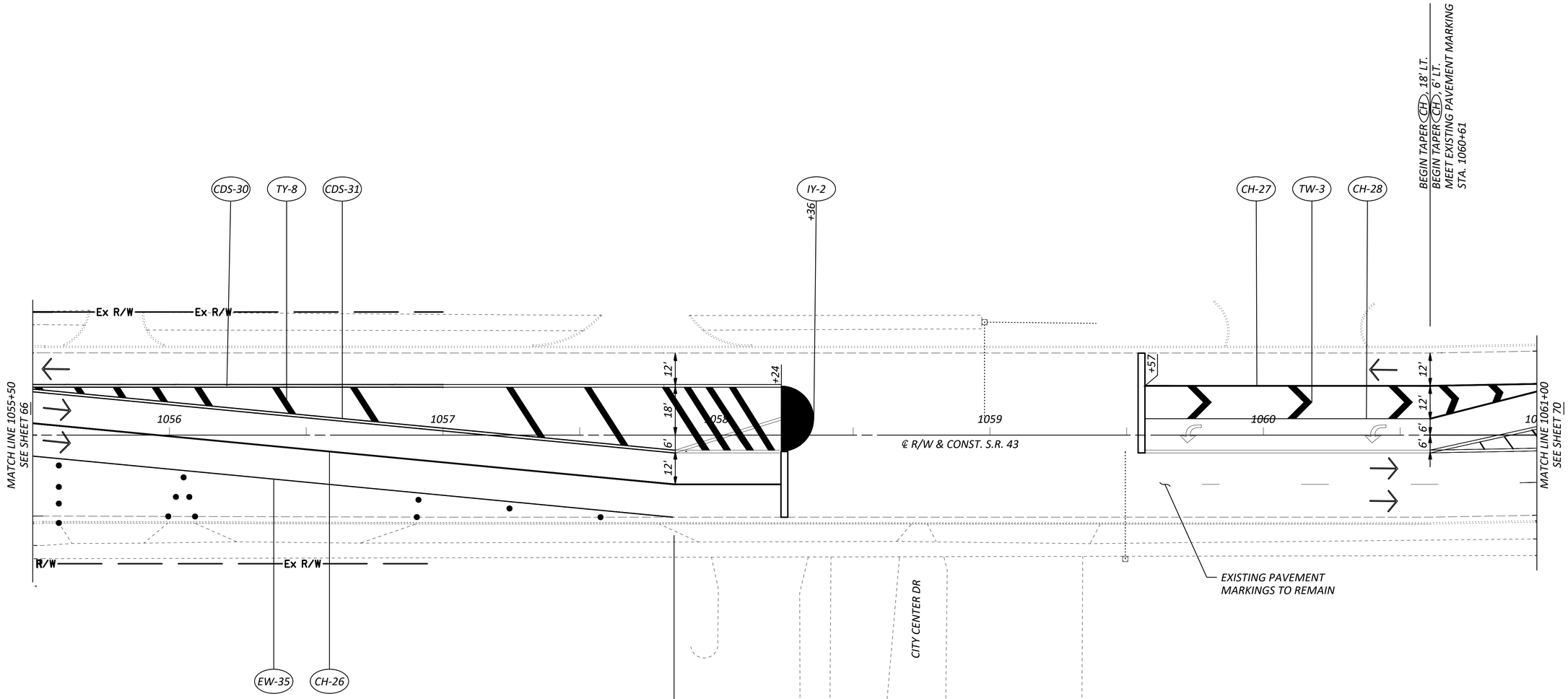

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
S.R. 43 - STA. 1055+50 TO STA. 1061+00

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

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PROJECT ID	105213
SHEET	P.69
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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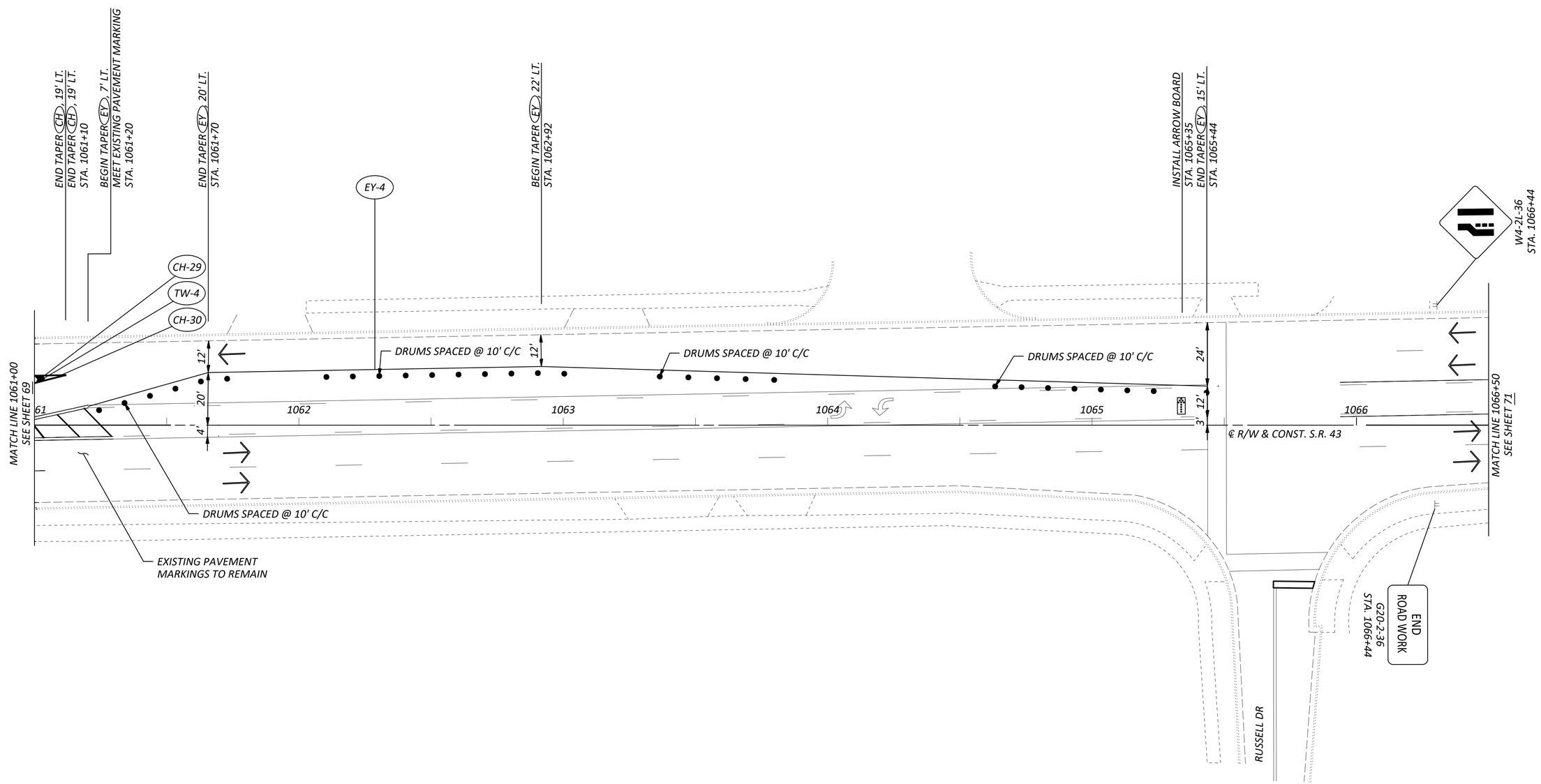

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.
2. FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.
3. THE CONTRACTOR SHALL KEEP THE TWO-WAY LEFT-TURN LANE OPEN DURING PHASE 4.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
S.R. 43 - STA. 1061+00 TO STA. 1066+50

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PROJECT ID
105213

SHEET P.70 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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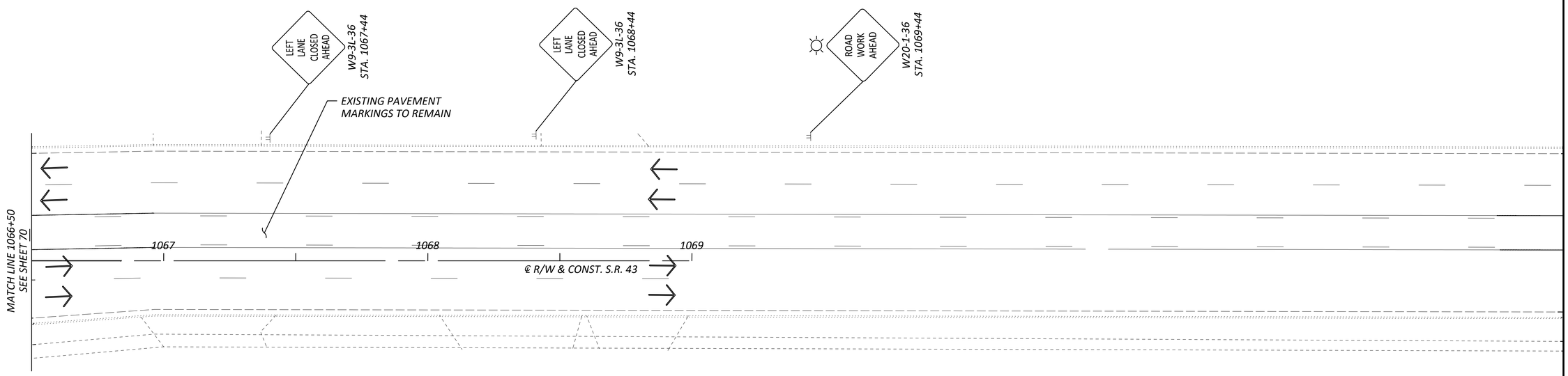

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
S.R. 43 - STA. 1066+50 TO END

MAINTENANCE OF TRAFFIC NOTES

1. *THE CONTRACTOR SHALL COVER OR REMOVE EXISTING CONFLICTING SIGNING AND COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO CONSTRUCTION.*
2. *FOR MAINTENANCE OF TRAFFIC PLAN LEGEND, SEE SHEET 37.*

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PROJECT ID: 105213
SHEET: P.71 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2
2025/10/24
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SHEET NUM. 8	9	10		75	76	77		101						PART. 03/MPO/STRE	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																			ROADWAY	
LS														LS	201	11000	LS		CLEARING AND GRUBBING	
						7,468		143						7,611	202	23000	7,611	SY	PAVEMENT REMOVED	
				451										451	202	30000	451	SF	WALK REMOVED	
						1,268								1,268	202	32500	1,268	FT	CURB AND GUTTER REMOVED	
					5									5	202	35100	5	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
					1									1	202	58100	1	EACH	CATCH BASIN REMOVED	
				1										1	202	60010	1	EACH	MONUMENT ASSEMBLY REMOVED	
		2												2	202	98100	2	EACH	REMOVAL MISC.: INSPECTION WELL	10
		10												10	202	98200	10	FT	REMOVAL MISC.: CONDUIT	10
	2,076													2,076	203	10000	2,076	CY	EXCAVATION	9
	6													6	203	20000	6	CY	EMBANKMENT	9
		50												50	203	20001	50	CY	EMBANKMENT, AS PER PLAN	10
	LS													LS	203	98500	LS		ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	9
						7,468		151						7,619	204	10000	7,619	SY	SUBGRADE COMPACTION	
344														344	204	13000	344	CY	EXCAVATION OF SUBGRADE	
344														344	204	30010	344	CY	GRANULAR MATERIAL, TYPE B	
						4								4	204	45000	4	HOUR	PROOF ROLLING	
1,032														1,032	204	50000	1,032	SY	GEOTEXTILE FABRIC	
				48										48	608	10000	48	SF	4" CONCRETE WALK	
				403										403	608	52001	403	SF	CURB RAMP, AS PER PLAN	9
				1										1	623	38500	1	EACH	MONUMENT ASSEMBLY, TYPE C	
	LS													LS	SPECIAL	69091000	LS		AS-BUILT CONSTRUCTION PLANS	9
	LS													LS	SPECIAL	69098400	LS		SURVEY CONTROL VERIFICATION	9
																			EROSION CONTROL	
	2													2	659	00100	2	EACH	SOIL ANALYSIS TEST	
	109													109	659	00300	109	CY	TOPSOIL	
	976													976	659	10001	976	SY	SEEDING AND MULCHING, AS PER PLAN	9
	0.14													0.14	659	20000	0.14	TON	COMMERCIAL FERTILIZER	
	0.21													0.21	659	31000	0.21	ACRE	LIME	
	7.91													7.91	659	35000	7.91	MGAL	WATER	
	17,500													17,500	832	30000	17,500	EACH	EROSION CONTROL	
																			DRAINAGE	
		40												40	605	13300	40	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
					1,119									1,119	605	14020	1,119	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
					110									110	611	00510	110	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
		10												10	611	01500	10	FT	6" CONDUIT, TYPE F	
					5									5	611	05900	5	FT	15" CONDUIT, TYPE B	
		10												10	611	97400	10	FT	CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	10
		10												10	611	97400	10	FT	CONDUIT, MISC.: TYPE E FOR DRAINAGE DISCHARGE CONTINUANCE	10
		10												10	611	97400	10	FT	CONDUIT, MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE	10
					1									1	611	98150	1	EACH	CATCH BASIN, NO. 3	
					6									6	611	98634	6	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	10
					1									1	611	99154	1	EACH	INLET RECONSTRUCTED TO GRADE	
					6									6	611	99660	6	EACH	MANHOLE RECONSTRUCTED TO GRADE	
		2												2	611	99720	2	EACH	INSPECTION WELL	
		400												400	SPECIAL	61199820	400	LB	MISCELLANEOUS METAL	10

GENERAL SUMMARY

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SHEET P.72 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

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SHEET NUM.														PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
77		101		104	105	106								03/MPO/STRE						
																			PAVEMENT	
5														5	301	56010	5	CY	ASPHALT CONCRETE BASE, PG64-28, (449)	
1,775		17												1,792	304	20000	1,792	CY	AGGREGATE BASE	
174														174	305	11010	174	SY	7" CONCRETE BASE, CLASS QC 1P	
14														14	407	13900	14	GAL	TACK COAT, 702.13	
12														12	407	20000	12	GAL	NON-TRACKING TACK COAT	
7														7	441	50100	7	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
10														10	441	50300	10	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	
		151												151	452	12050	151	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
7,276														7,276	452	14050	7,276	SY	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
1,268														1,268	609	12000	1,268	FT	COMBINATION CURB AND GUTTER, TYPE 2	
																			TRAFFIC CONTROL	
						150.1								150.1	630	03100	150.1	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
						75.5								75.5	630	80100	75.5	SF	SIGN, FLAT SHEET	
						11								11	630	84900	11	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
						10								10	630	86002	10	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
				0.01	0.01									0.02	644	00204	0.02	MILE	LANE LINE, 6"	
				0.01	0.01									0.02	644	00300	0.02	MILE	CENTER LINE	
				26	15									41	644	00404	41	FT	CHANNELIZING LINE, 12"	
				24										24	644	00500	24	FT	STOP LINE	
				1										1	644	01300	1	EACH	LANE ARROW	
				11										11	644	01510	11	FT	DOTTED LINE, 6"	
				0.19	0.05									0.24	646	10110	0.24	MILE	LANE LINE, 6"	
				0.1	0.03									0.13	646	10200	0.13	MILE	CENTER LINE	
				996	390									1,386	646	10310	1,386	FT	CHANNELIZING LINE, 12"	
				205										205	646	10400	205	FT	STOP LINE	
				450										450	646	10521	450	FT	CROSSWALK LINE, 24", AS PER PLAN	107
				9	3									12	646	20300	12	EACH	LANE ARROW	
				9	3									12	646	20400	12	EACH	WORD ON PAVEMENT, 72"	
				494										494	646	20504	494	FT	DOTTED LINE, 6"	

GENERAL SUMMARY

POR SR 14/43 1.74/15.59 PART 2

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SHEET NUM. 11	12	13	14	15	16	17	18	PART. 03/MPO/STRE	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
													MAINTENANCE OF TRAFFIC	
		40						40	614	11110	40	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	1							1	SPECIAL	61411300	1	EACH	WORK ZONE TRAFFIC SIGNAL	12
LS								LS	614	12420	LS		DETOUR SIGNING	
10								10	614	13000	10	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
	30							30	614	18601	30	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	12
		1.04		0.08	0.02	0.01		1.15	614	20000	1.15	MILE	WORK ZONE LANE LINE, CLASS I, 4"	
		0.8	0.56	0.12	0.56	0.09	0.24	2.37	614	21000	2.37	MILE	WORK ZONE CENTER LINE, CLASS I	
					0.01	0.11		0.12	614	21200	0.12	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I	
			0.55	0.36	0.44	0.46	0.37	2.18	614	22000	2.18	MILE	WORK ZONE EDGE LINE, CLASS I, 4"	
				0.09	0.01	0.13	0.12	0.35	614	22200	0.35	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I	
		3,103	857	932	1,086	593	907	7,478	614	23000	7,478	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8"	
						228	233	461	614	23400	461	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 740.06, TYPE I	
			153	287	225	790	264	1,719	614	24000	1,719	FT	WORK ZONE DOTTED LINE, CLASS I	
				115				115	614	24400	115	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 740.06, TYPE I	
		125	186	282	254		307	1,154	614	25000	1,154	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	
		84	48	60	12	12	12	228	614	26000	228	FT	WORK ZONE STOP LINE, CLASS I	
				17		56	28	101	614	26400	101	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
		41	13	9	13	2	3	81	614	30000	81	EACH	WORK ZONE ARROW, CLASS I	
						4	4	8	614	30400	8	EACH	WORK ZONE ARROW, CLASS I, 740.06, TYPE I	
		10						10	614	31000	10	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS I	
		104		227			227	558	614	32700	558	SF	WORK ZONE ISLAND MARKING, CLASS I	
50								50	616	10000	50	MGAL	WATER	
													INCIDENTALS	
LS								LS	614	11000	LS		MAINTAINING TRAFFIC	
								12	619	16010	12	MNTH	FIELD OFFICE, TYPE B	
								LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
								LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

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REF NO.	SHEET NO.	STATION TO STATION	SIDE	202 WALK REMOVED SF	202 PIPE REMOVED, 24" DIAMETER AND UNDER FT	202 CATCH BASIN REMOVED EACH	202 MONUMENT ASSEMBLY REMOVED EACH	605 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC FT	608 4" CONCRETE WALK SF	608 CURB RAMP, AS PER PLAN SF		611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 15" CONDUIT, TYPE B FT	611 CATCH BASIN, NO. 3 EACH	611 CATCH BASIN RECONSTRUCTED TO GRADE EACH	611 INLET RECONSTRUCTED TO GRADE EACH	611 MANHOLE RECONSTRUCTED TO GRADE EACH		623 MONUMENT ASSEMBLY, TYPE C EACH					
CR-1	78	174+92.80	LT	44.25						44.25															
CR-2	78	175+21.60	LT	47.52						47.52															
CR-3	78	174+95.50	RT	50.16						50.16															
CR-4	78	175+23.60	RT	44.97						44.97															
CR-5	78	176+15.60	LT	41.05						41.05															
CR-6	78	176+48.00	LT	31.29						31.29															
CR-7	78	176+35.00	RT	68.47						68.47															
CR-8	78	176+49.60	RT	74.52						74.52															
SW-1	78	173+32.35 TO 173+37.35	LT	24.29					24.29																
SW-2	78	173+69.82 TO 173+74.82	LT	23.68					23.68																
M-1	78	1053+63.20	LT/RT				1												1						
TOTALS CARRIED TO GENERAL SUMMARY				451			1		48	403									1						

ROADWAY SUBSUMMARY

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SHEET P.75 TOTAL 112

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REF NO.	SHEET NO.	STATION TO STATION				202 WALK REMOVED SF	202 PIPE REMOVED, 24" DIAMETER AND UNDER FT	202 CATCH BASIN REMOVED EACH	202 MONUMENT ASSEMBLY REMOVED EACH	605 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC FT	608 4" CONCRETE WALK SF	608 CURB RAMP, AS PER PLAN SF		611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 15" CONDUIT, TYPE B FT	611 CATCH BASIN, NO. 3 EACH	611 CATCH BASIN RECONSTRUCTED TO GRADE EACH	611 INLET RECONSTRUCTED TO GRADE EACH	611 MANHOLE RECONSTRUCTED TO GRADE EACH		623 MONUMENT ASSEMBLY, TYPE C EACH					
DJ-1	78	174+79.11			LT												1									
DJ-2	78	174+88.18			RT												1									
DJ-3	78	175+11.85			LT														1							
DJ-4	78	175+23.04			RT														1							
DJ-5	78	176+07.87			LT														1							
DJ-6	78	176+53.22			RT														1							
DJ-7	78	176+56.47			RT												1									
DJ-8	79	178+19.40			RT													1								
DJ-9	79	178+19.40			LT														1							
DJ-10	79	178+20.06			LT												1									
DJ-11	80	1052+79.35			LT														1							
DJ-12	80	1054+53.17			LT												1									
DJ-13	80	1054+69.08			RT												1									
DR-1	78	176+24.20			LT			1																		
PR-1	78	DR-1	TO	176+18.50	LT		5																			
D-1	78	176+23.17			LT											1										
P-1	78	D-1	TO	176+18.50	LT										5											
UD-1	78	172+66.11	TO	DJ-1	LT					203				10												
UD-2	78	175+12.60	TO	DJ-1	LT					28				10												
UD-3	78	175+12.60	TO	DJ-12	LT					24				10												
UD-4	80	1054+70.07	TO	DJ-12	LT					7				10												
UD-5	78	172+66.11	TO	DJ-2	RT					212				10												
UD-6	80	174+92.98	TO	1053+09.25	LT					82																
UD-7	80	1055+22.54	TO	DJ-13	RT					43				10												
UD-8	78	1054+64.42	TO	D-1	LT					31				10												
UD-9	78	178+15.19	TO	D-1	LT					193				10												
UD-10	79	178+70.26	TO	DJ-10	LT					40				10												
UD-11	80	176+52.80	TO	1053+12.25	RT					67																
UD-12	79	178+14.41	TO	DJ-7	RT					148				10												
UD-13	78	178+70.26	TO	DJ-8	RT					41				10												
TOTALS CARRIED TO GENERAL SUMMARY							5	1		1119				110	5	1	6	1	6							

ROADWAY SUBSUMMARY

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PAVEMENT CALCULATIONS

STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA		202 PAVEMENT REMOVED	202 CURB AND GUTTER REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING		304 AGGREGATE BASE (T=8")	304 AGGREGATE BASE (T=6")	452 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS		609 COMBINATION CURB AND GUTTER, TYPE 2		441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (T=1.25")	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (T=1.75")	407 NON-TRACKING TACK COAT (0.055 GAL/SY)	407 TACK COAT, 702.13 (0.075 GAL/SY)	301 ASPHALT CONCRETE BASE, PG64-28, (449) (T=9")	305 7" CONCRETE BASE, CLASS QC 1P
					FT	FT	SQ YD	SQ YD		SY	FT	SY	HOUR		CY	CY	SY		FT		CY	CY	GAL	GAL	CY	SY
STATE ROUTE 14																										
172+61.11	TO	172+66.11		LT	5.00	VARIES	CADD	19.81		19.81		19.81	0.01		4.41						0.69	0.97	1.09	1.49		19.81
172+66.11	TO	174+14.48		LT	148.37	36.00	593.48			593.48	148.37	593.48	0.30		131.89		593.48		148.37							
174+14.48	TO	174+75.90		LT	61.42	38.05	259.65			259.65	61.42	259.65	0.13		57.71		259.65		61.42							
176+55.31	TO	177+17.37		LT	62.06	51.07	352.15			352.15	62.06	352.15	0.18		78.26		352.15		62.06							
177+17.37	TO	178+70.26		LT	152.89	49.00	832.40			832.40	152.89	832.40	0.42		184.98		832.40		152.89							
178+70.26	TO	178+75.26		LT	5.00	VARIES	CADD	27.22		27.22		27.22	0.02		6.05						0.95	1.33	1.50	2.05		27.22
172+61.11	TO	172+66.11		RT	5.00	VARIES	CADD	27.00		27.00		27.00	0.02		6.00						0.94	1.32	1.49	2.03		27.00
172+66.11	TO	174+28.40		RT	162.29	48.00	865.55			865.55	162.29	865.55	0.44		192.35		865.55		162.29							
174+28.40	TO	174+90.88		RT	62.48	50.08	347.68			347.68	62.48	347.68	0.18		77.27		347.68		62.48							
176+75.96	TO	177+30.33		RT	54.37	37.94	229.21			229.21	54.37	229.21	0.12		50.94		229.21		54.37							
177+30.33	TO	178+70.26		RT	139.93	36.00	559.72			559.72	139.93	559.72	0.28		124.39		559.72		139.93							
178+70.26	TO	178+75.26		RT	5.00	VARIES	CADD	19.88		19.88		19.88	0.01		4.42						0.70	0.97	1.10	1.50		19.88
STATE ROUTE 43																										
1052+43.67	TO	1052+48.67		LT	5.00	VARIES	CADD	17.30		17.30		17.30	0.01		3.85						0.61	0.85	0.96	1.30		17.30
1052+48.67	TO	1052+66.06		LT	17.39	31.83	61.51			61.51	17.39	61.51	0.04		13.67		61.51		17.39							
1054+60.69	TO	1054+70.03		LT	9.34	33.60	34.87			34.87	9.34	34.87	0.02		7.75		34.87		9.34							
1054+70.03	TO	1054+75.03		LT	5.00	VARIES	CADD	18.38		18.38		18.38	0.01		4.09						0.64	0.90	1.02	1.38		18.38
1052+43.67	TO	1052+48.67		RT	5.00	VARIES	CADD	24.94		24.94		24.94	0.02		5.55						0.87	1.22	1.38	1.88		24.94
1052+48.67	TO	1052+60.77		RT	12.10	45.54	61.22			61.22	12.10	61.22	0.04		13.61		61.22		12.10							
1054+70.03	TO	1054+75.03		RT	5.00	VARIES	CADD	18.56		18.56		18.56	0.01		4.13						0.65	0.91	1.03	1.40		18.56
1054+75.03	TO	1055+22.50		RT	47.47	3.62	19.09			19.09	47.47	19.09				3.19			47.47		0.67	0.93	2.11		4.78	
NORTH WEST QUADRANT					VARIES	VARIES	CADD	711.11		711.11	87.35	711.11	0.36		158.03		711.11		87.35							
NORTH EAST QUADRANT					VARIES	VARIES	CADD	801.10		801.10	85.12	801.10	0.41		178.03		801.10		85.12							
SOUTH WEST QUADRANT					VARIES	VARIES	CADD	667.92		667.92	70.92	667.92	0.34		148.43		667.92		70.92							
SOUTH EAST QUADRANT					VARIES	VARIES	CADD	897.55		897.55	94.31	897.55	0.45		199.46		897.55		94.31							
AGG. UNDER CURB AND GUTTER				LT/RT	1267.81	3.67	516.52								114.79											
								SUBTOTALS		7467.31	1267.81	7467.31	3.82		1770.06	3.19	7275.12		1267.81		6.72	9.40	11.68	13.03	4.78	173.10
								TOTALS CARRIED TO GENERAL SUMMARY		7468	1268	7468	4		1771	4	7276		1268		7	10	12	14	5	174

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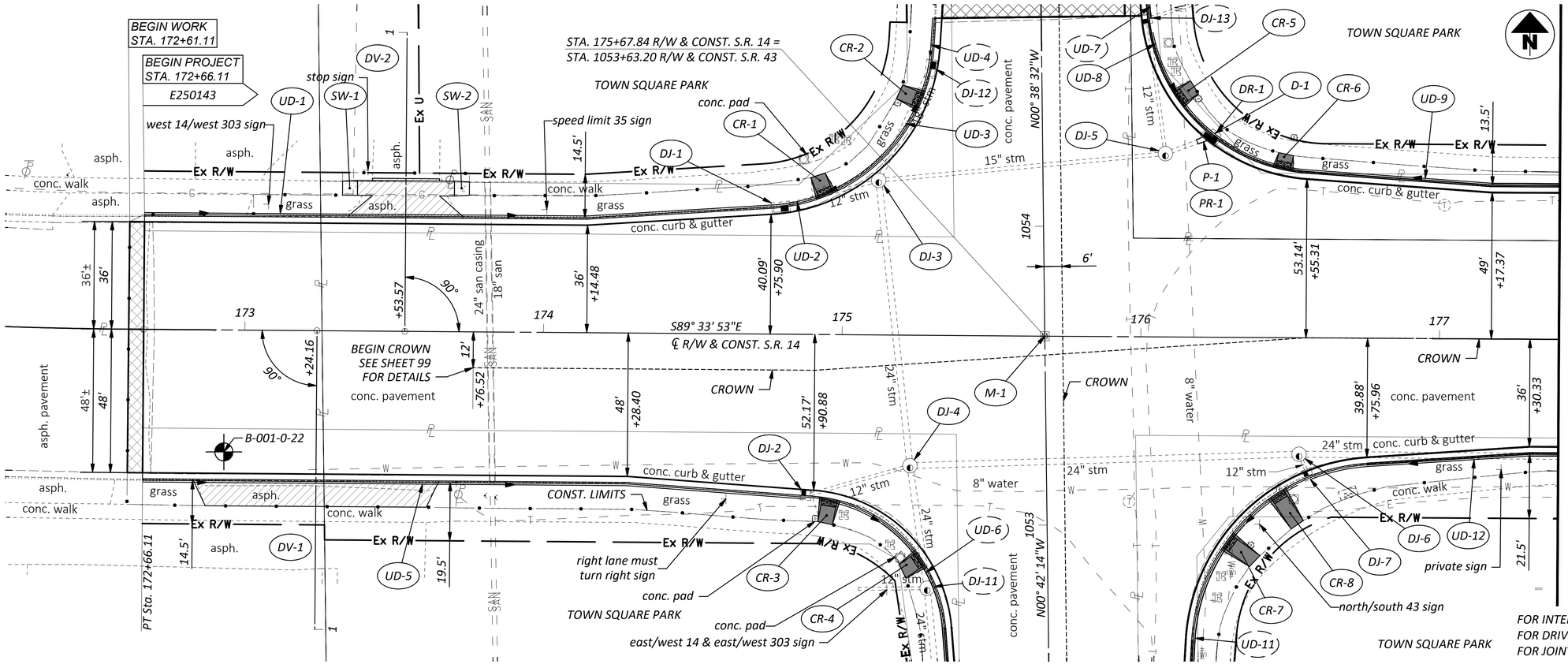
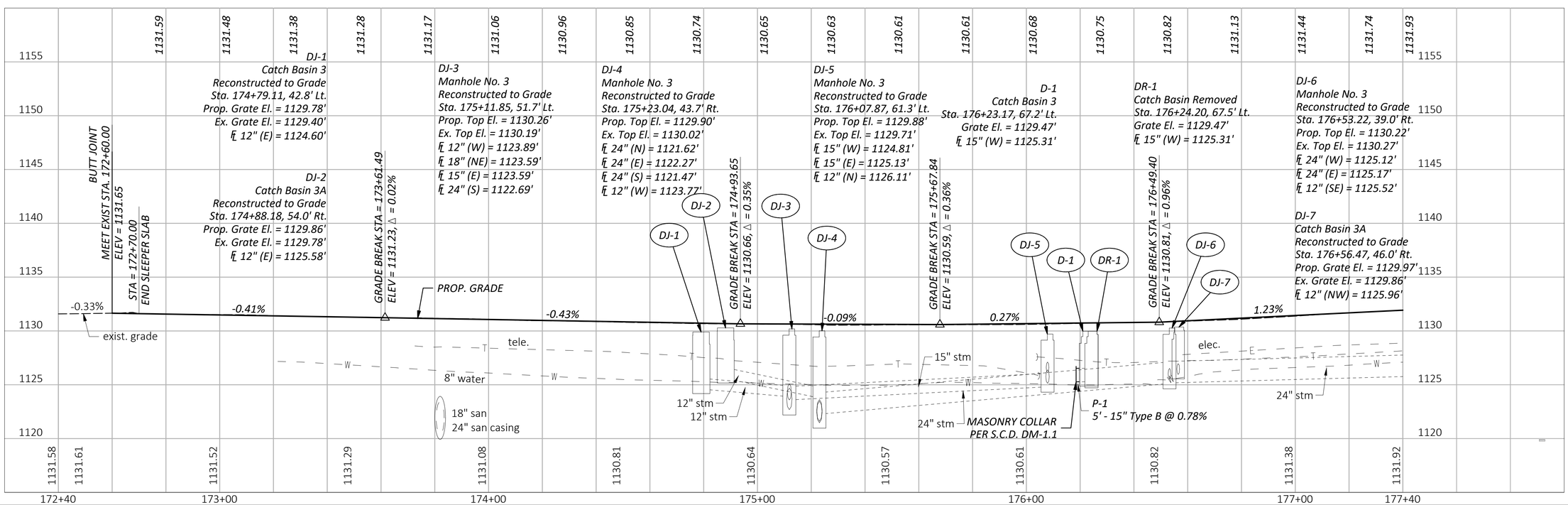
SHEET P.77 TOTAL 112





PLAN & PROFILE - S.R. 14
BEGIN WORK TO STA. 177+40

HORIZONTAL SCALE IN FEET 0 10 20 40

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SHEET P.78 TOTAL 112

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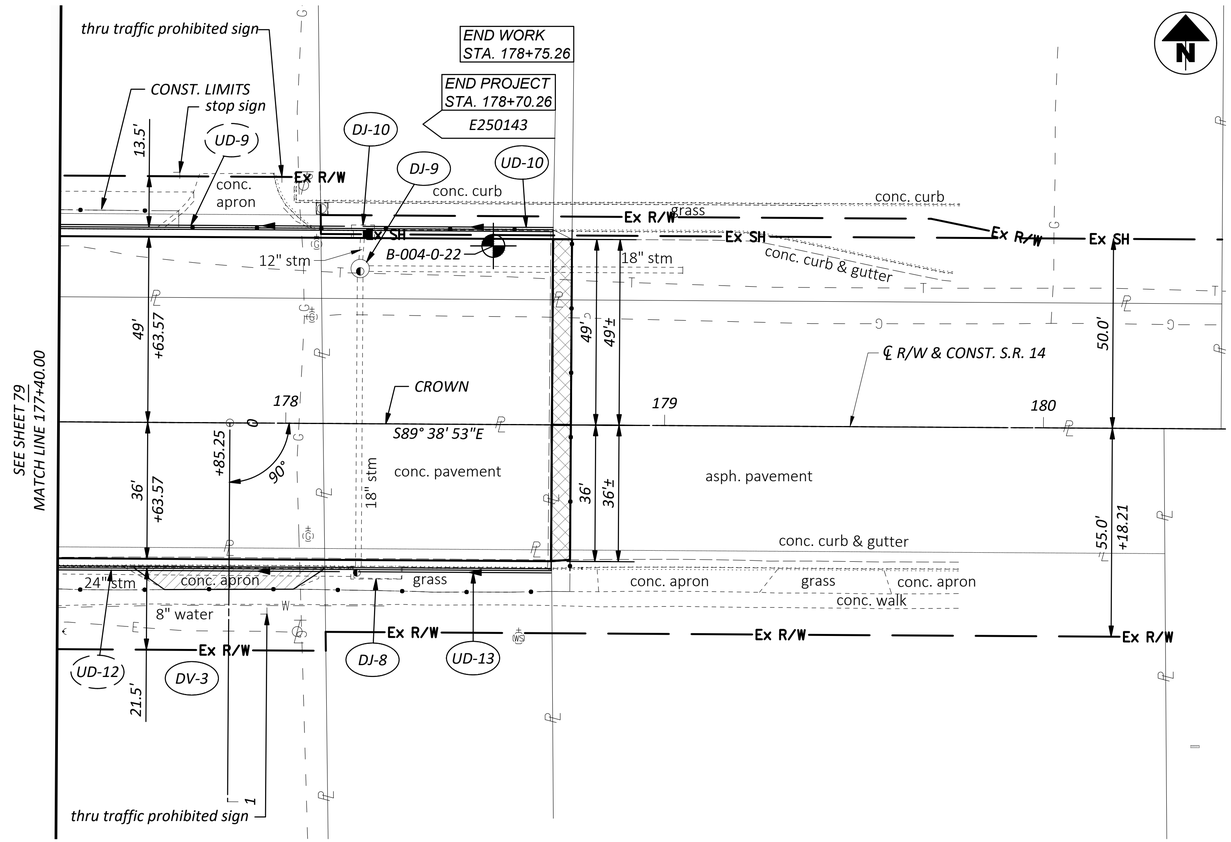
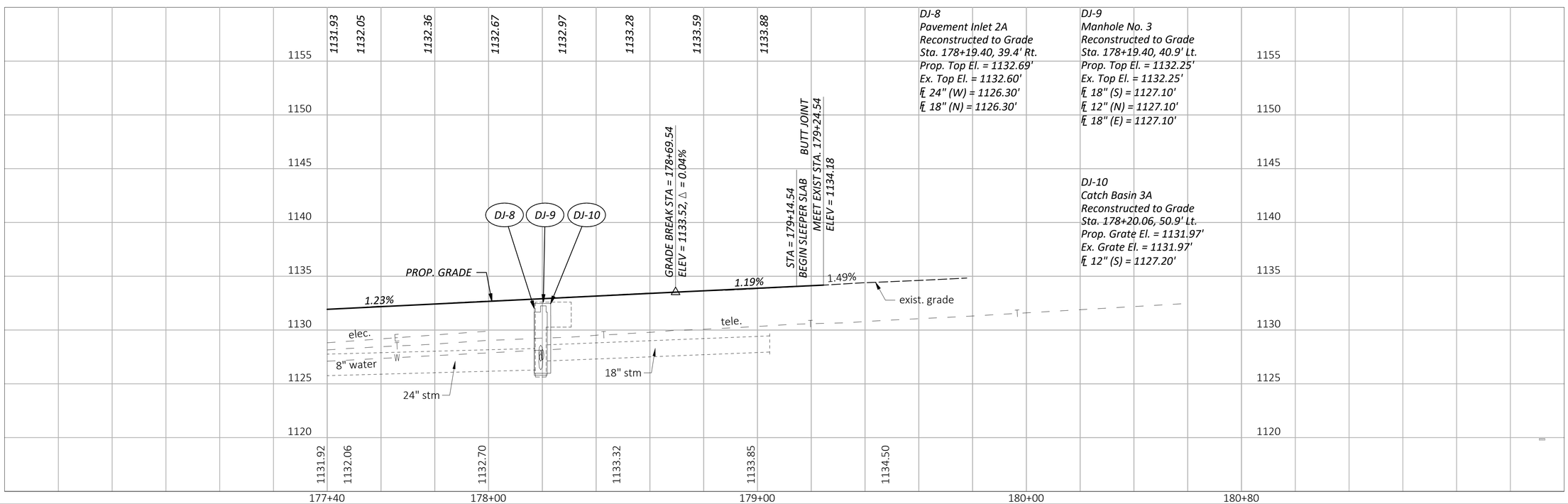


HATCH LEGEND

- CONCRETE WALK
- CONCRETE DRIVE
- CURB RAMP
- SLEEPER SLAB

HORIZONTAL SCALE IN FEET 0 10 20 40

FOR INTERSECTION DETAILS, SEE SHEET 99
FOR DRIVE DETAILS, SEE SHEETS 100 - 103
FOR JOINT LAYOUT PLAN, SEE SHEET 98



PLAN & PROFILE - S.R. 14
STA. 177+40.00 TO END WORK

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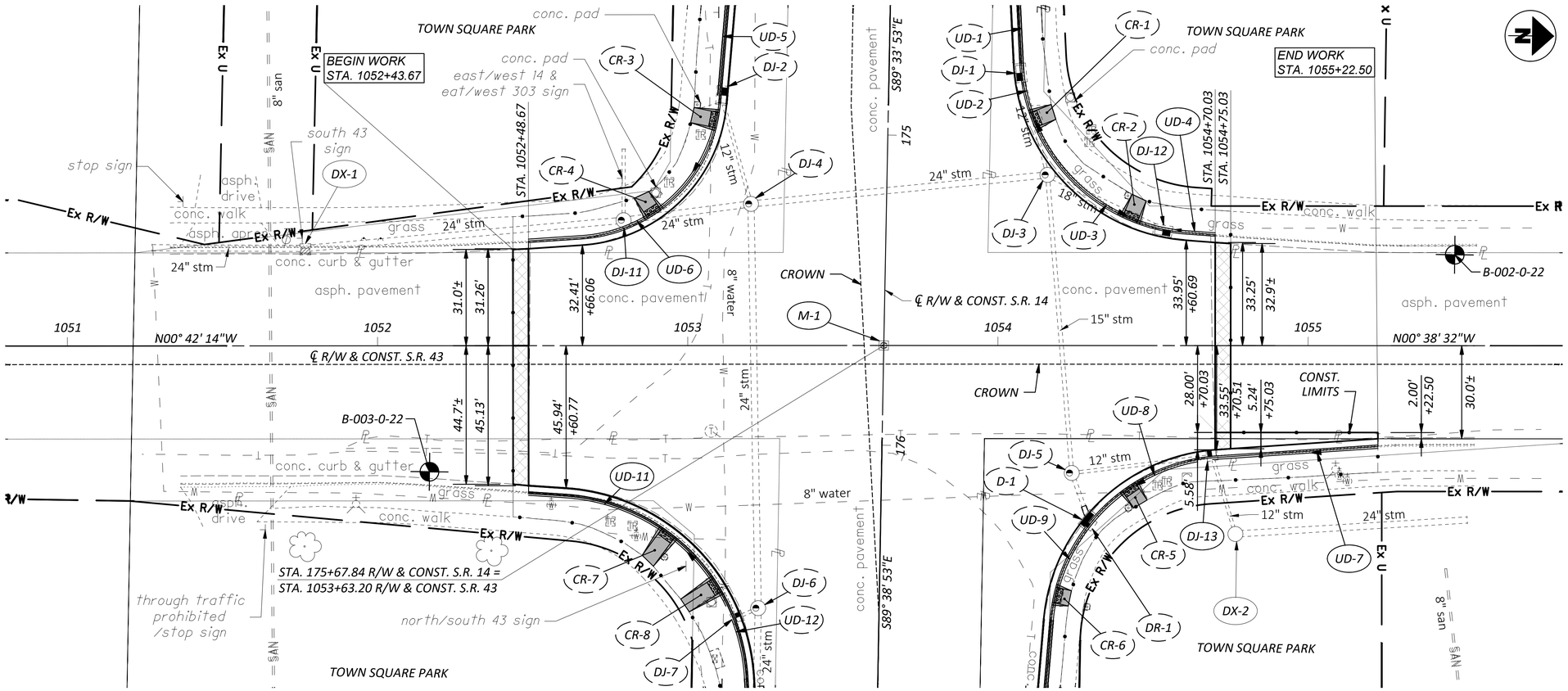
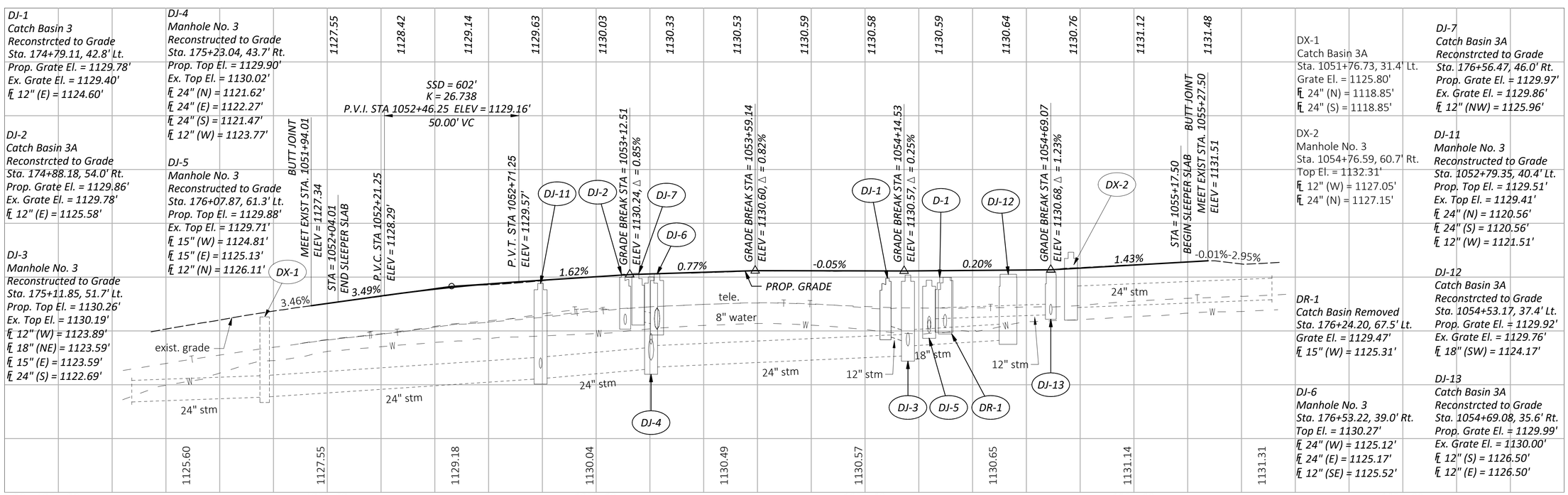
REVIEWER DEN 9/19/25
PROJECT ID 105213
SHEET P.79 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2
2025/10/24
O:\Public\OH\Streetsboro\2022\2022008.14 SR 14-SR 43 Int\400-Engineering\Roadway\Sheets\20220814_GP001.dwg





PLAN & PROFILE - S.R. 43
FROM BEGIN WORK TO END WORK

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REVIEWER	DEN 9/19/25
PROJECT ID	105213
SHEET	P.80
TOTAL	112

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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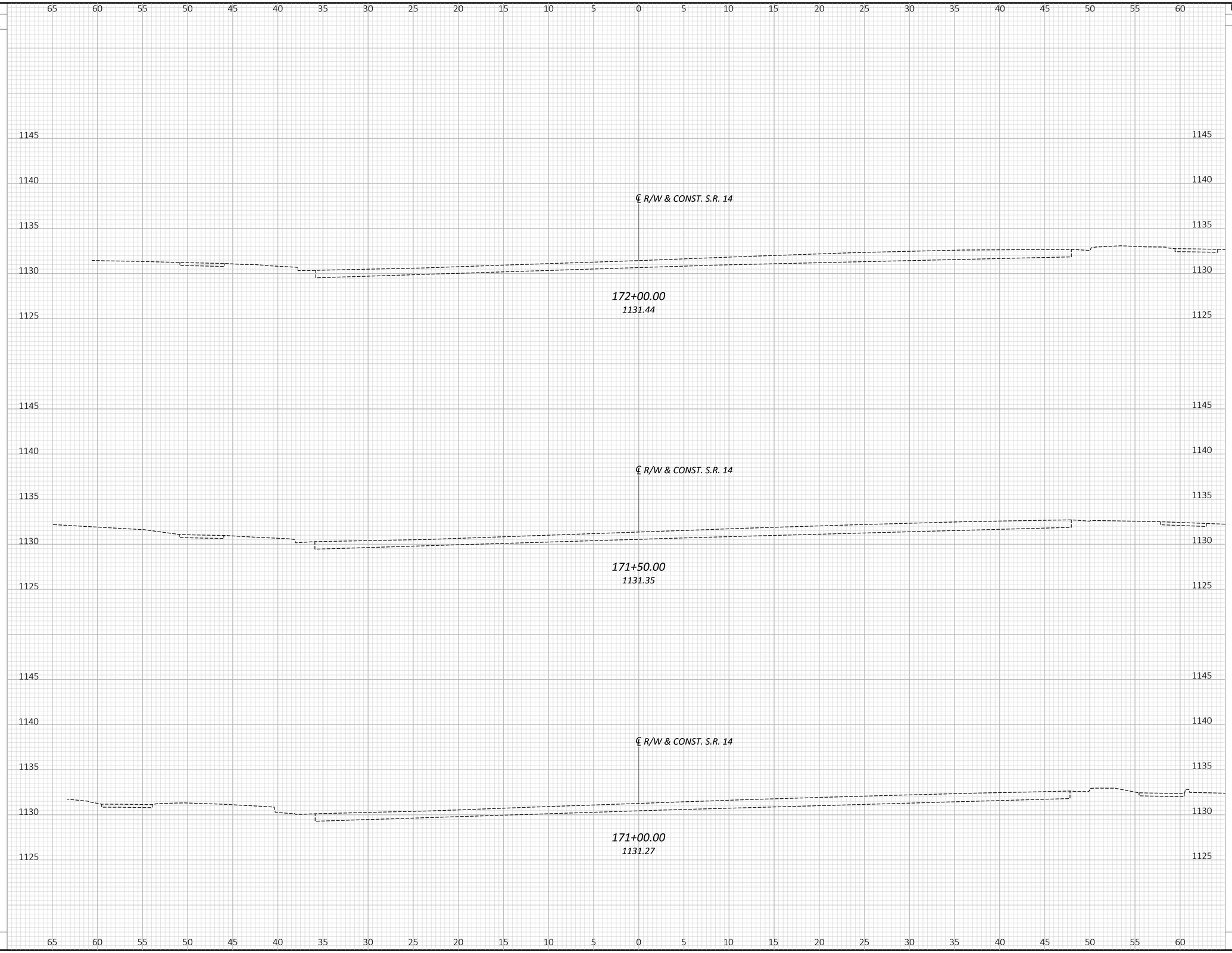
SEEDING END WIDTH	SEEDING SQ. YDS.	STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	0	172+00.00 (1131.44)	0	0	0	0
0	0	171+50.00 (1131.35)	0	0	0	0
0	0	171+00.00 (1131.27)	0	0	0	0
	0				0	0



CROSS SECTIONS - S.R. 14
FROM STA. 171+00.00 TO STA. 172+00.00

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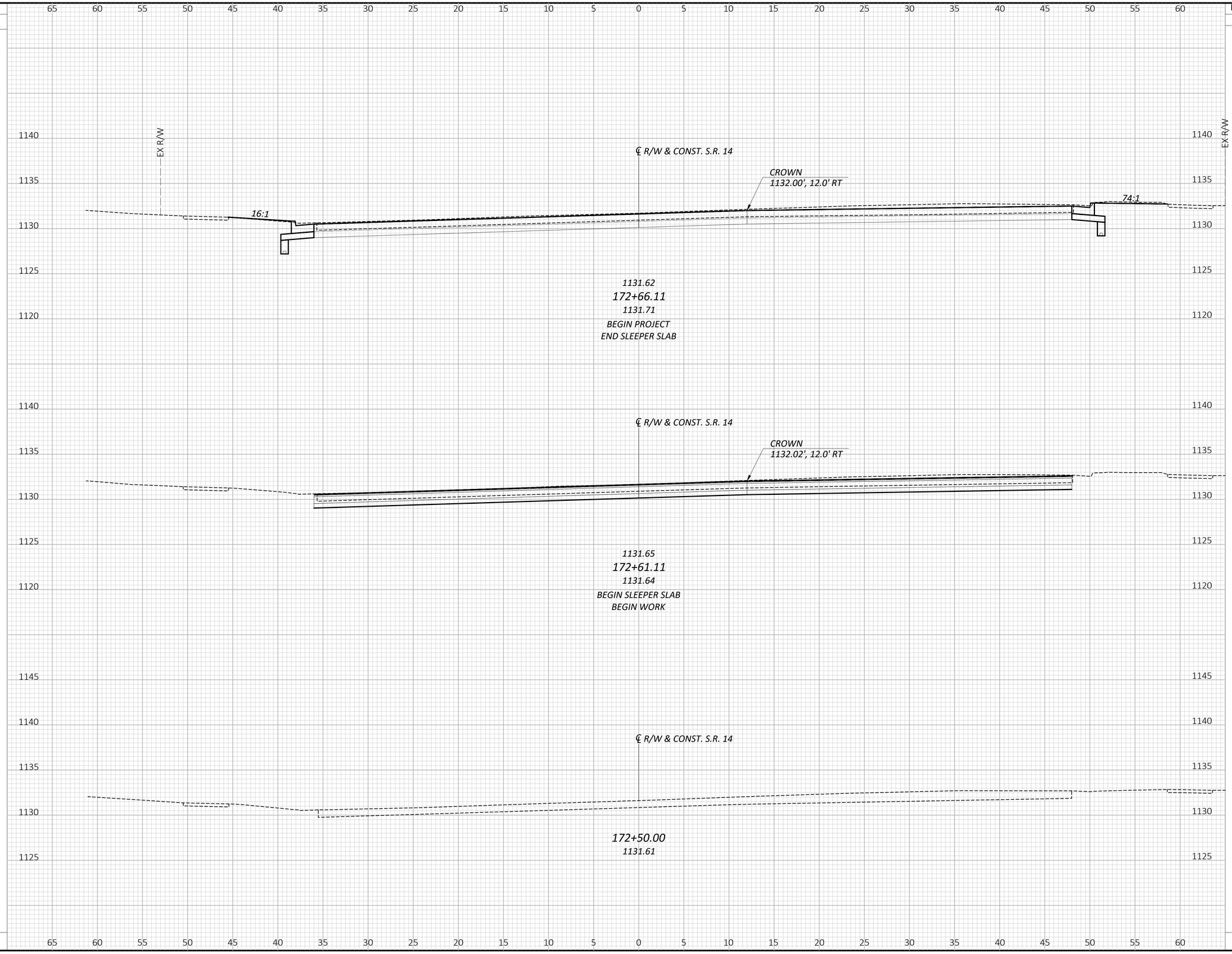
PROJECT ID: 105213

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16	4	84	0	14	0
0	0	63	0	13	0
0	0	0	0	0	0
	4			27	0



POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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CROSS SECTIONS - S.R. 14
FROM STA. 172+50.00 TO STA. 172+66.11

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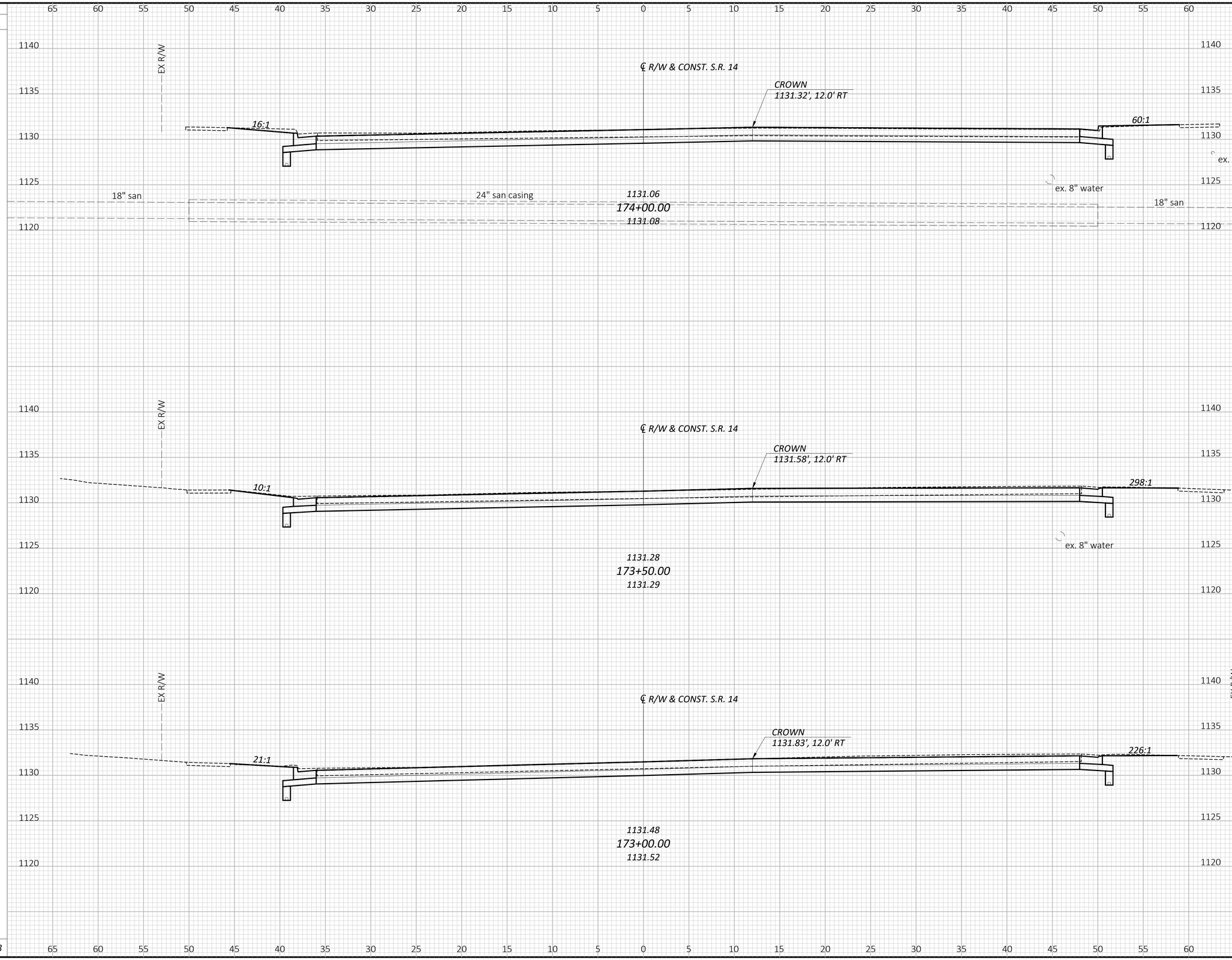
PROJECT ID
105213

SHEET P.82 TOTAL 112

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16	89	78	0	143	0
16	89	77	0	148	0
16	60	83	0	105	0
	238			396	0



CROSS SECTIONS - S.R. 14
FROM STA. 173+00.00 TO STA. 174+00.00

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PROJECT ID
105213

SHEET P.83 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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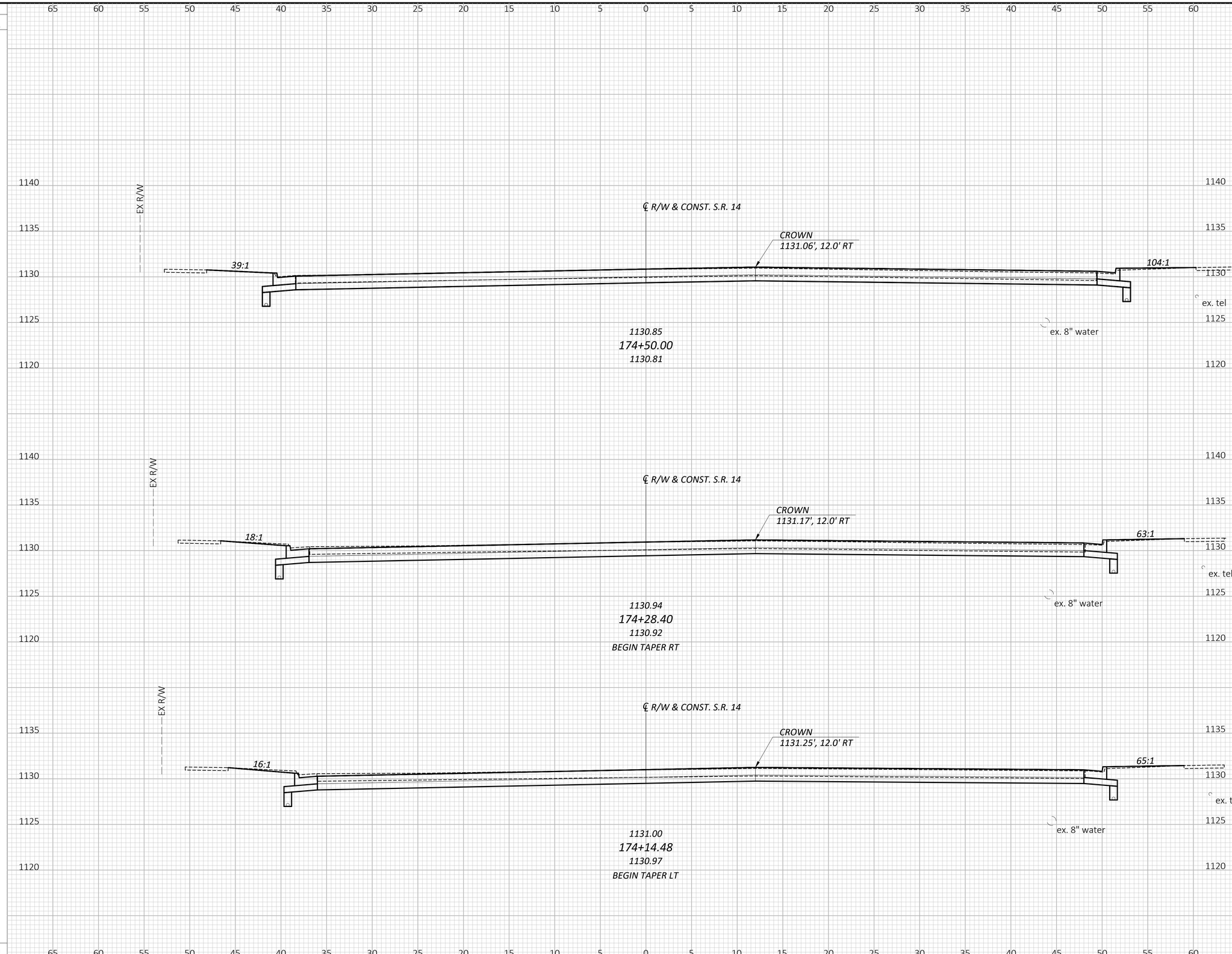
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16	38	67	1	55	1
16	25	71	1	37	0
16	26	73	1	40	0
	89			132	1



CROSS SECTIONS - S.R. 14
FROM STA. 174+14.48 TO STA. 174+50.00

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PROJECT ID: 105213

SHEET: P.84 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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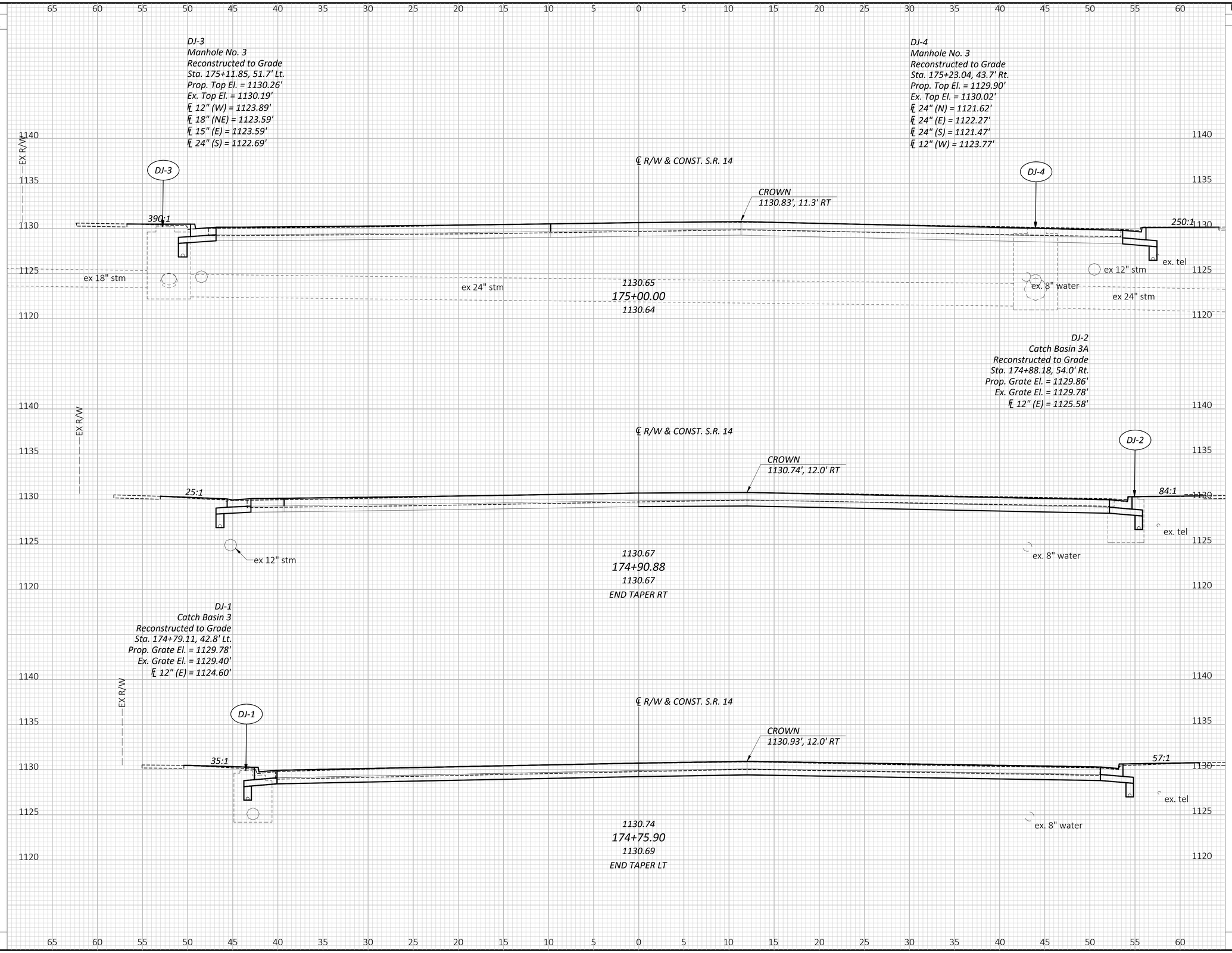
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16	16	76	0	25	0
16	27	72	1	38	1
17	47	65	1	64	1
	90			127	2



CROSS SECTIONS - S.R. 14
FROM STA. 174+75.90 TO STA. 175+00.00

POR SR 14/43 1.74/15.59 PART 2

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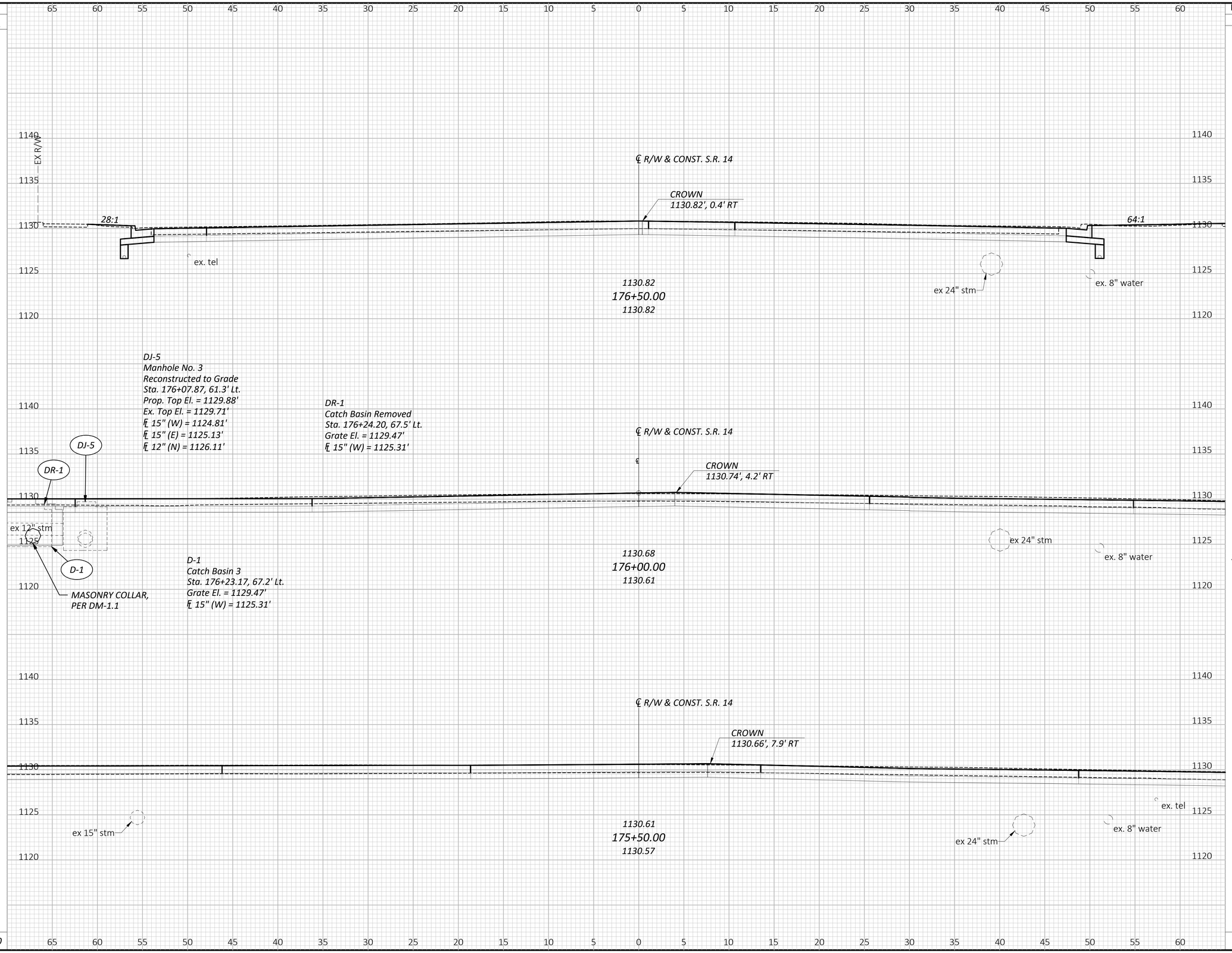
REVIEWER: DEN 9/19/25
PROJECT ID: 105213
SHEET: P.85
TOTAL: 112



CROSS SECTIONS - S.R. 14
FROM STA. 175+50.00 TO STA. 176+50.00

POR SR 14/43 1.74/15.59 PART 2

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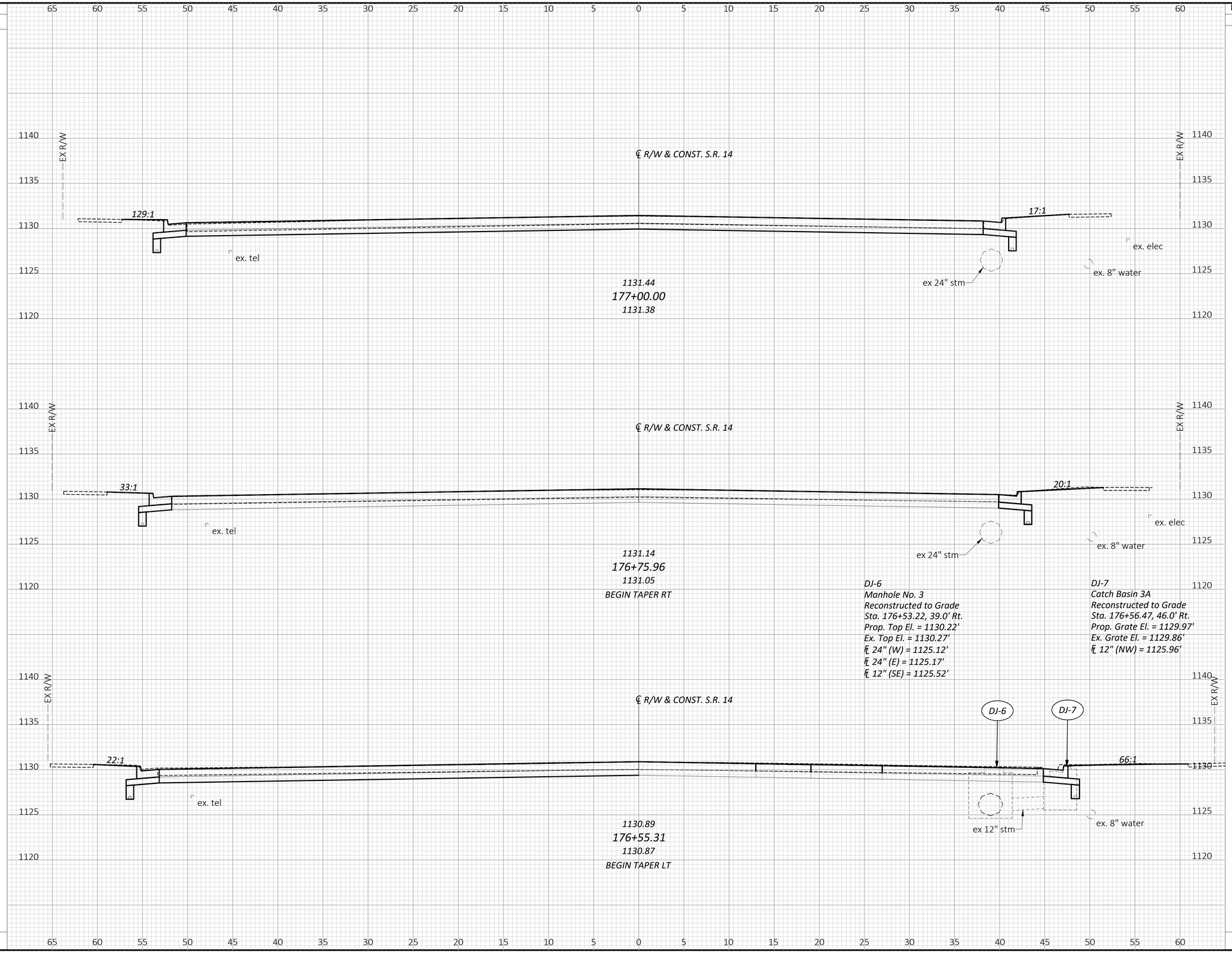
DEN 9/19/25

PROJECT ID
105213

SHEET P.86 TOTAL 112

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
12	35	67	0	62	0
14	38	72	0	62	0
19	12	90	0	18	0
	85			142	0



CROSS SECTIONS - S.R. 14
STA 176+55.31 TO STA. 177+00.00

POR SR 14/43 1.74/15.59 PART 2

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SHEET P.87 TOTAL 112

POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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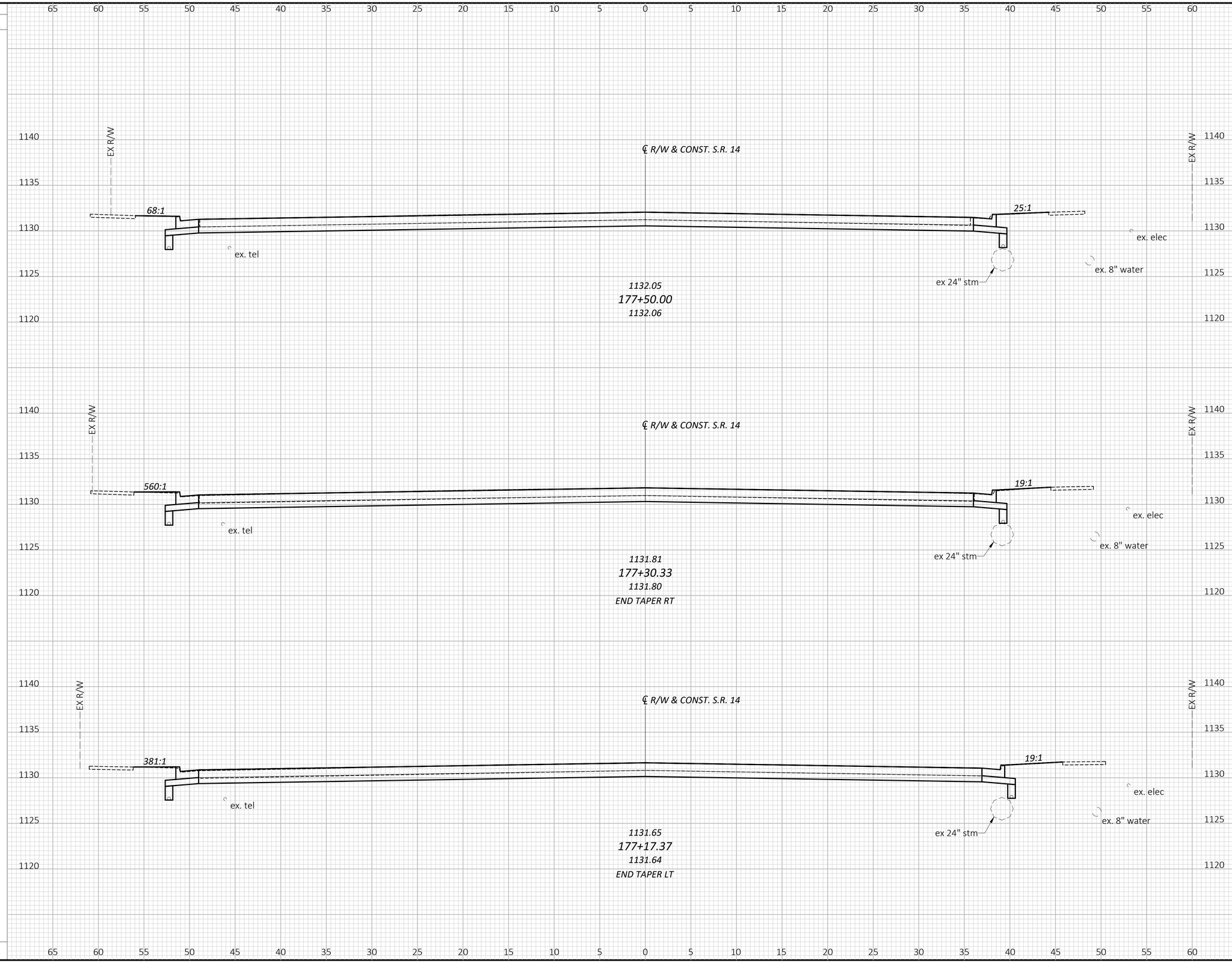
CROSS SECTIONS - S.R. 14
FROM STA. 177+17.37 TO STA. 177+50.00

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
11	24	72	0	51	0
11	17	68	0	33	0
12	23	69	0	44	0
	64			128	0



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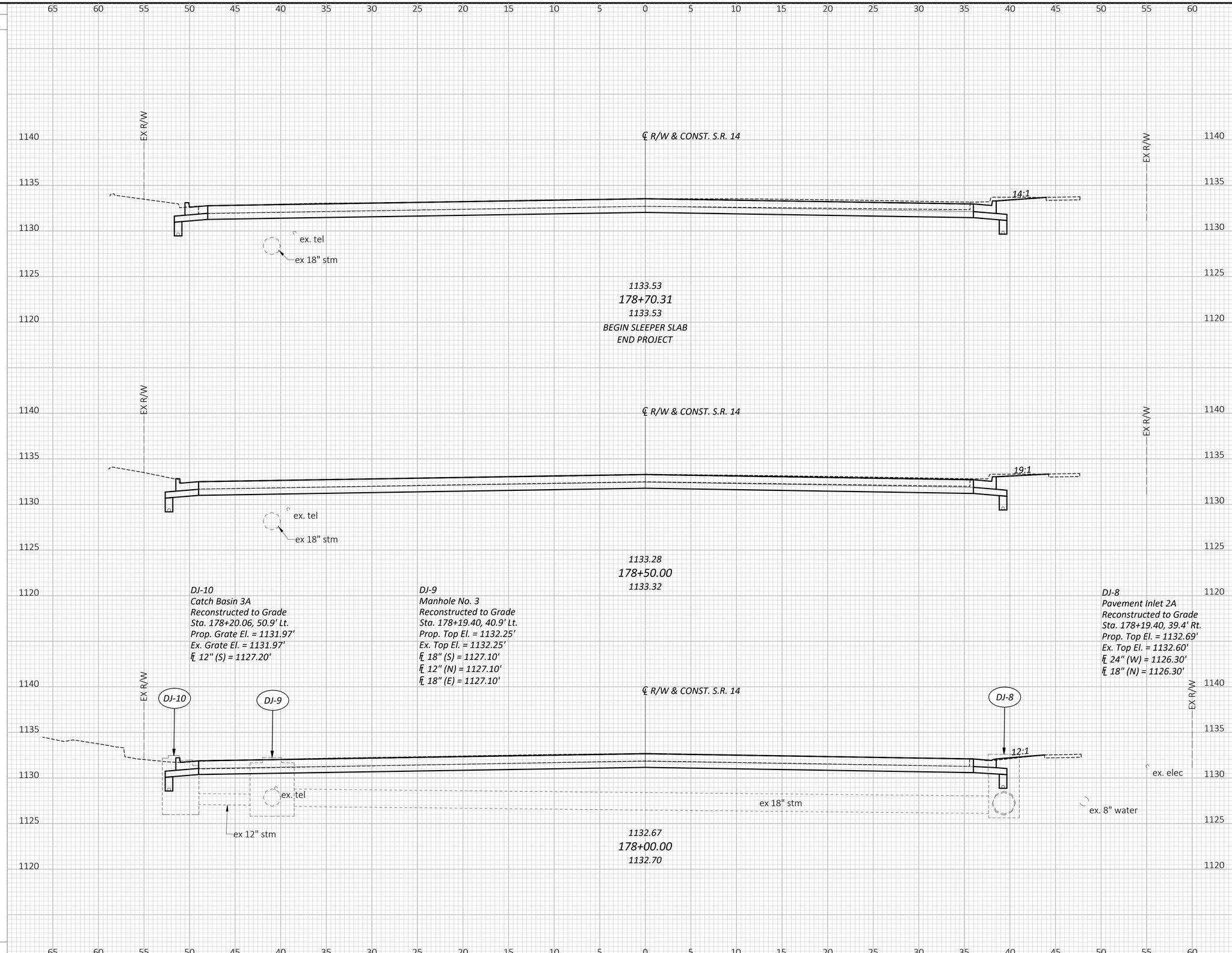
PROJECT ID
105213

SHEET P.88 TOTAL 112

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
6	14	76	0	58	0
6	33	78	0	138	0
6	47	71	0	132	0
	94			328	0



CROSS SECTIONS - S.R. 14
FROM STA. 178+00.00 TO STA. 178+70.31

POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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PROJECT ID: 105213
SHEET: P.89 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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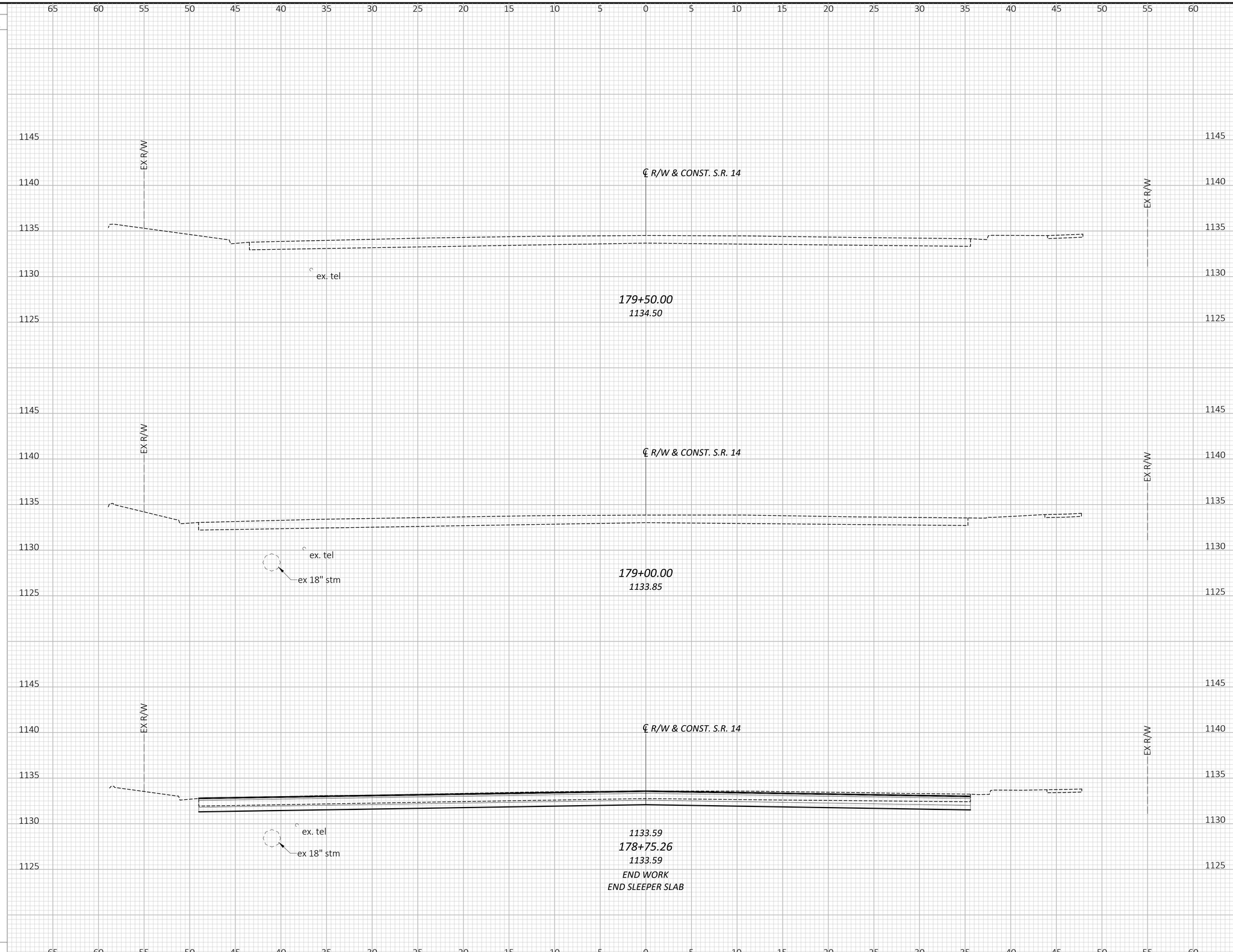
CROSS SECTIONS - S.R. 14
FROM STA. 178+75.26 TO STA. 179+50.00

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	0	0	0	0	0
0	0	0	0	27	0
0	2	60	0	12	0
	2			39	0



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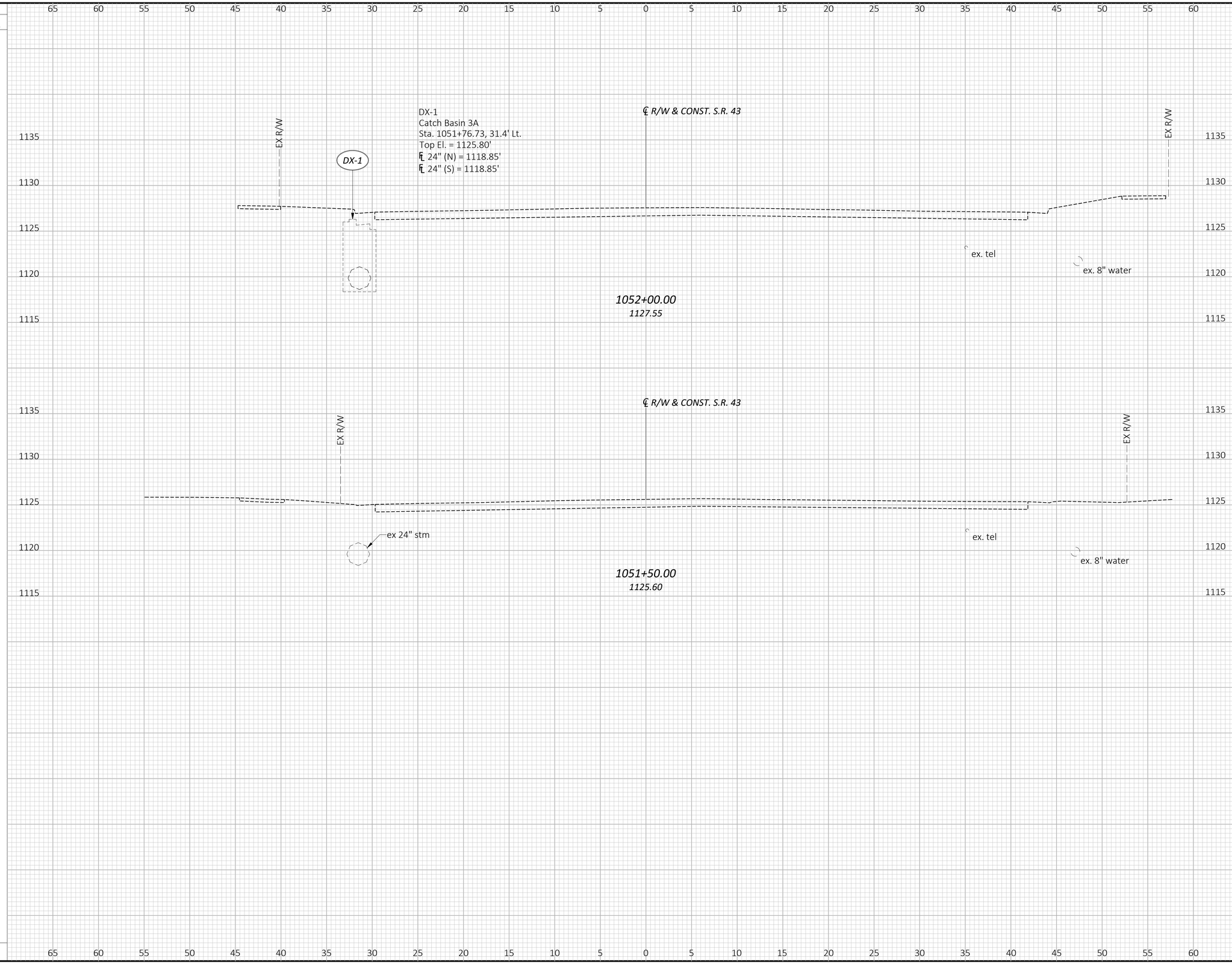
DEN 9/19/25

PROJECT ID
105213

SHEET P.90 TOTAL 112

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	0	0	0	0	0
0	0	0	0	0	0
0	0				



CROSS SECTIONS - S.R. 43
FROM STA. 1051+50.00 TO STA. 1052+00.00

POR SR 14/43 1.74/15.59 PART 2

14/12/2023

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REVIEWER: DEN 9/19/25

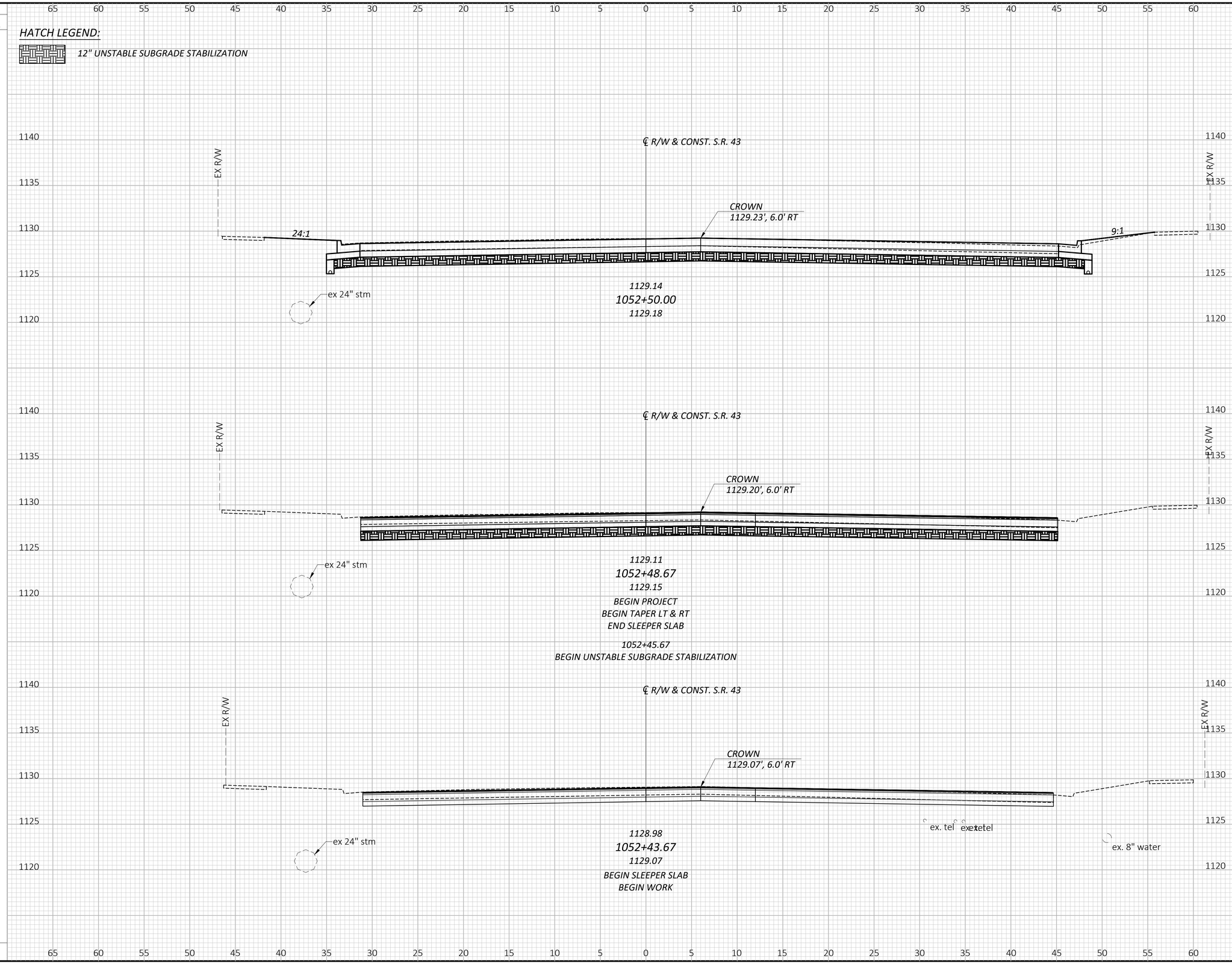
PROJECT ID: 105213

SHEET: P.91 TOTAL: 112

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
17	1	62	1	3	0
0	0	62	1	10	0
0	0	49	0	39	0
				52	0

HATCH LEGEND:

12" UNSTABLE SUBGRADE STABILIZATION



CROSS SECTIONS - S.R. 43
FROM STA. 1052+43.67 TO STA. 1052+50.00

POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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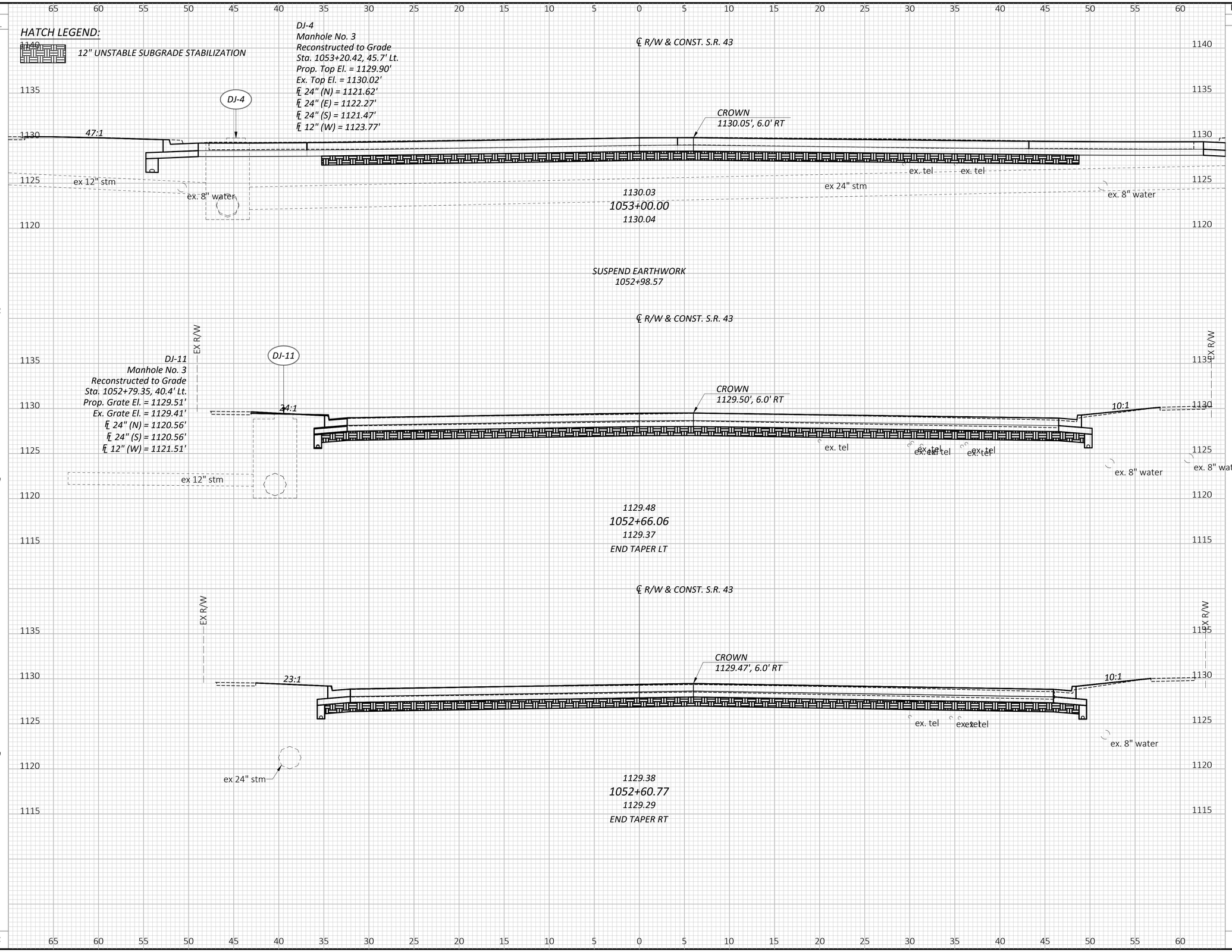
PROJECT ID: 105213
SHEET: P.92 TOTAL: 112



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0		0	0		
	0			0	0
13		73	0		
	54			83	1
17					
	10	59	1		
				11	0
17					
	20	56	1		
				23	0
	84			117	1

CROSS SECTIONS - S.R. 43
FROM STA. 1052+60.77 TO STA. 1053+00.00

POR SR 14/43 1.74/15.59 PART 2

14/12/2023

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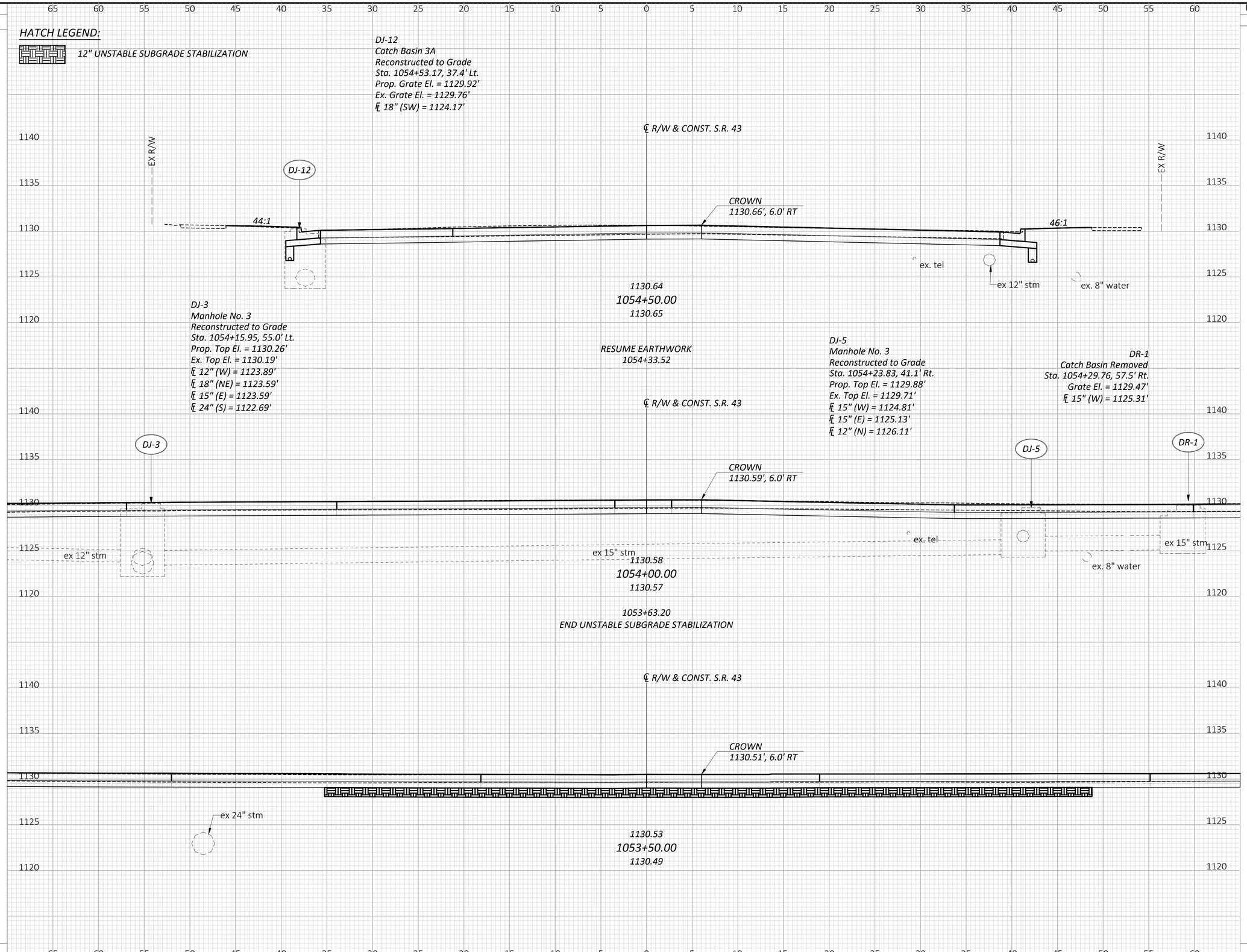
PROJECT ID: 105213

SHEET: P.93 TOTAL: 112

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
16	29	63	0	38	0
16	0	61	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
	29			38	0



CROSS SECTIONS - S.R. 43
FROM STA. 1053+50.00 TO STA. 1054+50.00

POR SR 14/43 1.74/15.59 PART 2

14/12/2023

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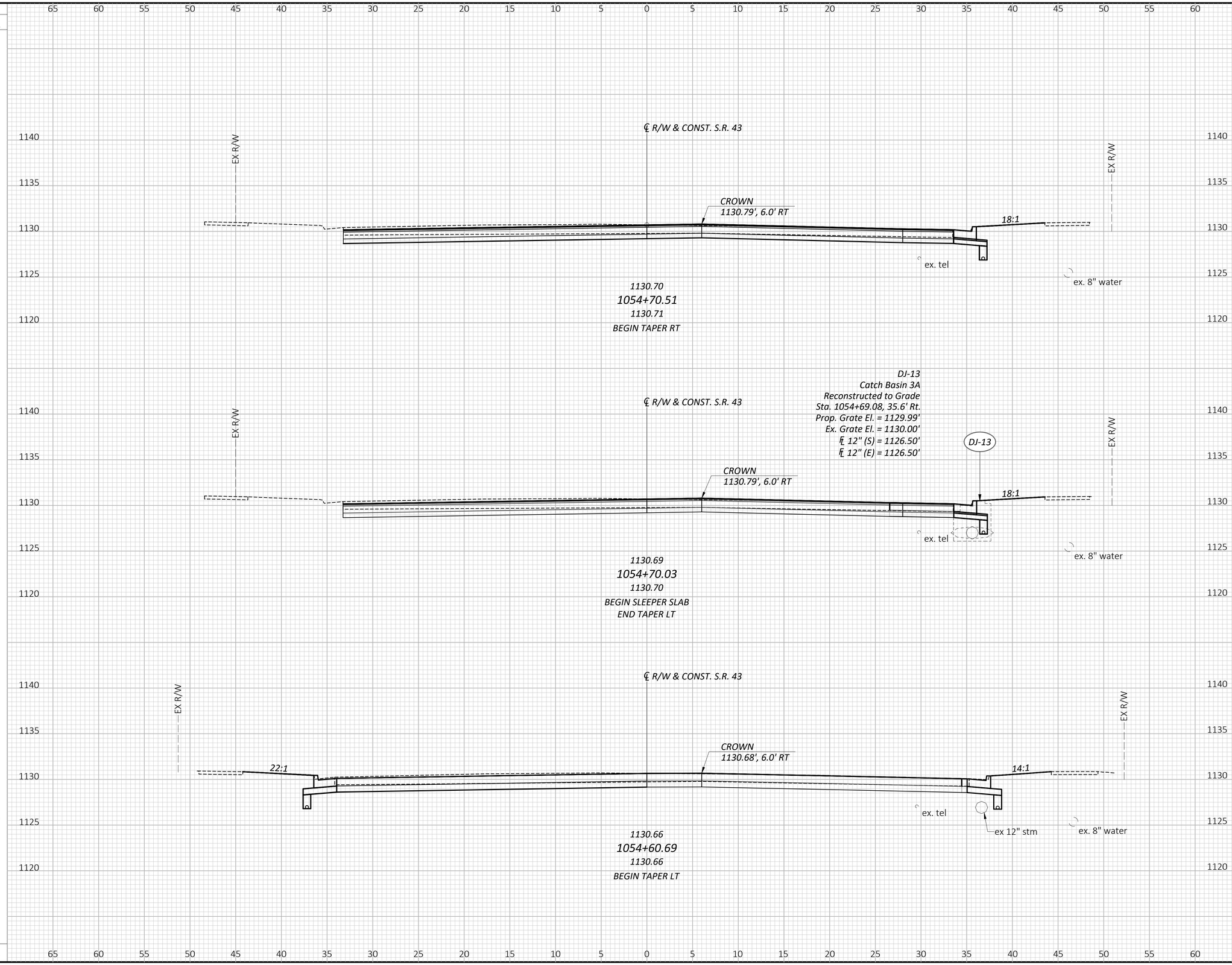
REVIEWER: DEN 9/19/25

PROJECT ID: 105213

SHEET: P.94 TOTAL: 112

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
8	1	52	0		
				1	0
8	12	52	0		
				20	0
15	18	61	0		
				24	0
	31			45	0



CROSS SECTIONS - S.R. 43
FROM STA. 1054+60.69 TO STA. 1054+70.51

POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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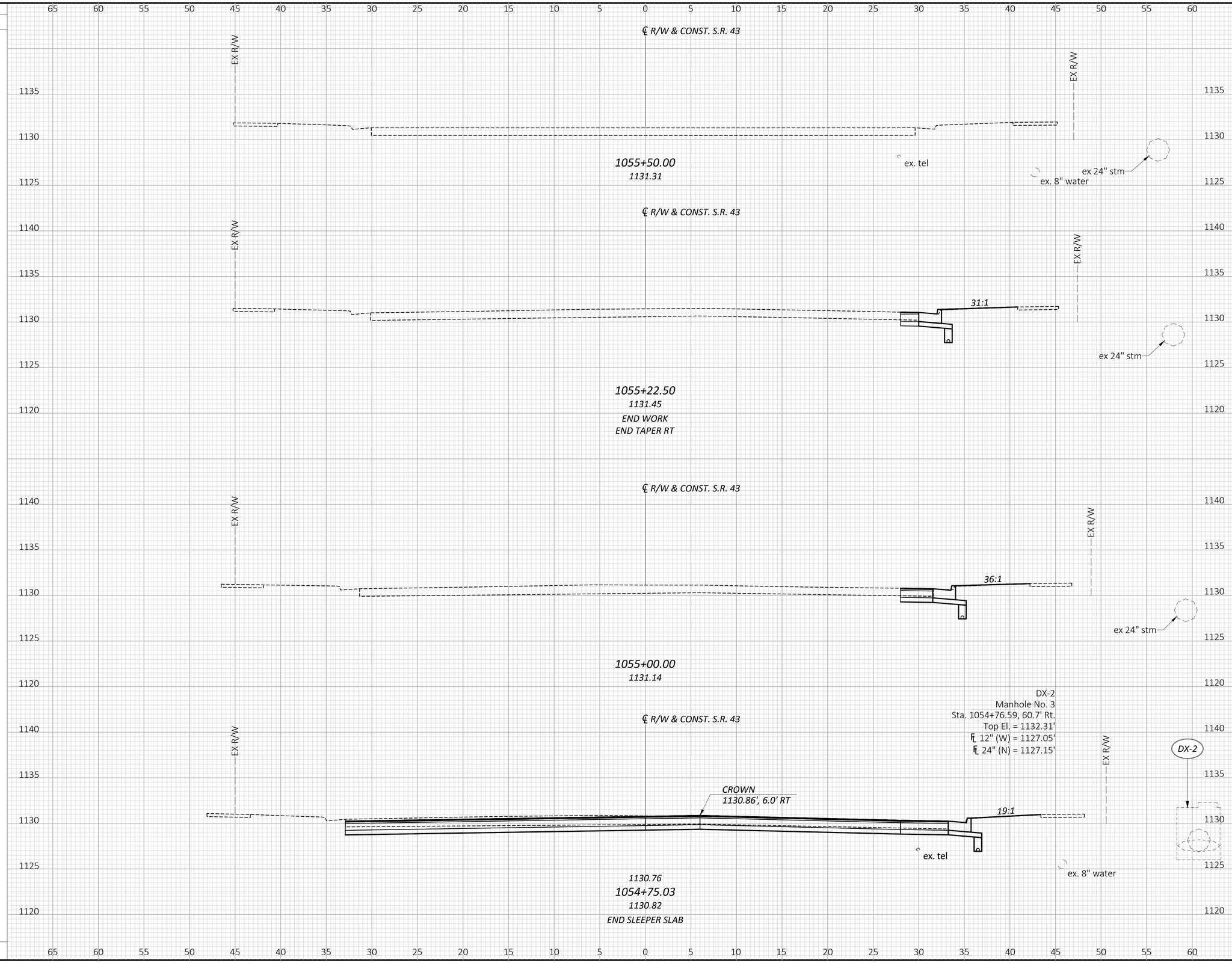
DEN 9/19/25

PROJECT ID
105213

SHEET P.95 TOTAL 112



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0					
	14				
9		0	0		
	23			4	0
		9	0		
				8	0
9					
	24				
		10	0		
				29	0
8					
	4				
		53	0		
	65			0	0

CROSS SECTIONS - S.R. 43
FROM STA. 1054+75.30 TO STA. 1055+50.00

POR SR 14/43 1.74/15.59 PART 2

14/12/2023
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DESIGNER: ZRS
REVIEWER: DEN 9/19/25
PROJECT ID: 105213
SHEET: P.96 TOTAL: 112

SUPERELEVATION TABLE - CURVE 1

P.I. Station 165+68.31 Dc = 02° 58 55" R = 1921.48

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	CROWN GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1132.50	195.4	0.50	0.0138	36.00	172+66.11	1132.00	48.00	-0.0315	-1.51		1130.49	BEGIN
1132.41	195.4	0.45	0.0125	36.00	172+75.00	1131.96	48.00	-0.0301	-1.45		1130.51	
1132.15	195.4	0.32	0.0090	36.00	173+00.00	1131.83	48.00	-0.0265	-1.27		1130.56	
1131.90	195.4	0.20	0.0054	36.00	173+25.00	1131.71	48.00	-0.0230	-1.11		1130.60	
1131.65	195.4	0.07	0.0019	36.00	173+50.00	1131.58	48.00	-0.0213	-1.02		1130.56	
1131.39	195.4	-0.06	-0.0017	36.00	173+75.00	1131.45	48.00	-0.0209	-1.00		1130.45	
1131.14	195.4	-0.19	-0.0052	36.00	174+00.00	1131.32	48.00	-0.0204	-0.98		1130.34	
1130.88	195.4	-0.32	-0.0088	36.00	174+25.00	1131.19	48.00	-0.0202	-0.97		1130.22	
1130.60	195.4	-0.46	-0.0123	37.40	174+50.00	1131.06	48.00	-0.0205	-0.98		1130.08	
1130.35	195.4	-0.60	-0.0155	38.90	174+72.11	1130.95	48.00	-0.0207	-0.99		1129.96	END

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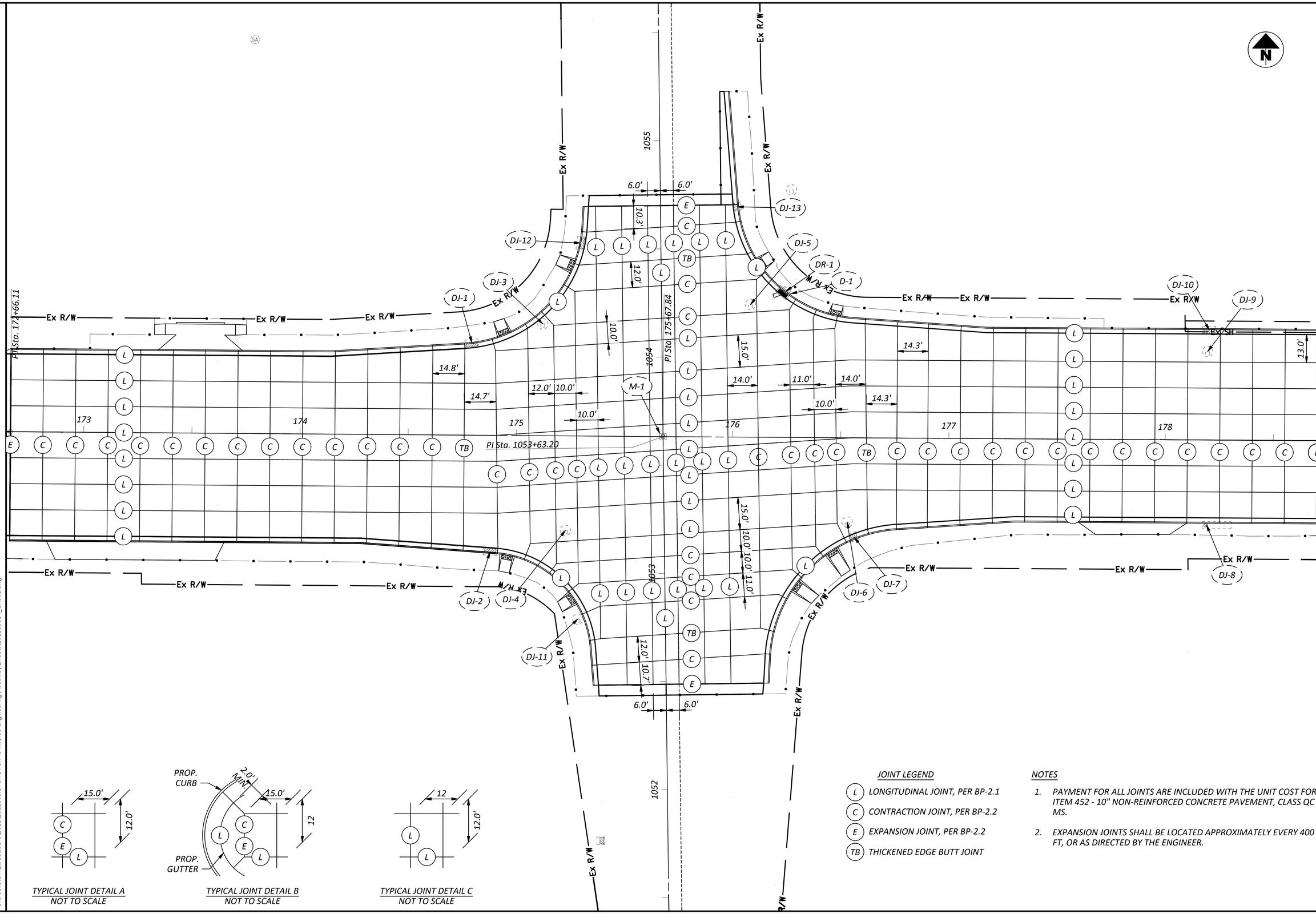
PROJECT ID
105213

SHEET P.97 TOTAL 112



TYPICAL JOINT DETAIL A
NOT TO SCALE

TYPICAL JOINT DETAIL B
NOT TO SCALE

TYPICAL JOINT DETAIL C
NOT TO SCALE

JOINT LEGEND

- (L) LONGITUDINAL JOINT, PER BP-2.1
- (C) CONTRACTION JOINT, PER BP-2.2
- (E) EXPANSION JOINT, PER BP-2.2
- (TB) THICKENED EDGE BUTT JOINT

NOTES

1. PAYMENT FOR ALL JOINTS ARE INCLUDED WITH THE UNIT COST FOR ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS.
2. EXPANSION JOINTS SHALL BE LOCATED APPROXIMATELY EVERY 400 FT, OR AS DIRECTED BY THE ENGINEER.

HORIZONTAL SCALE IN FEET
0 10 20 40

JOINT LAYOUT PLAN
S.R. 14 & S.R. 43

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SHEET: P.98 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2

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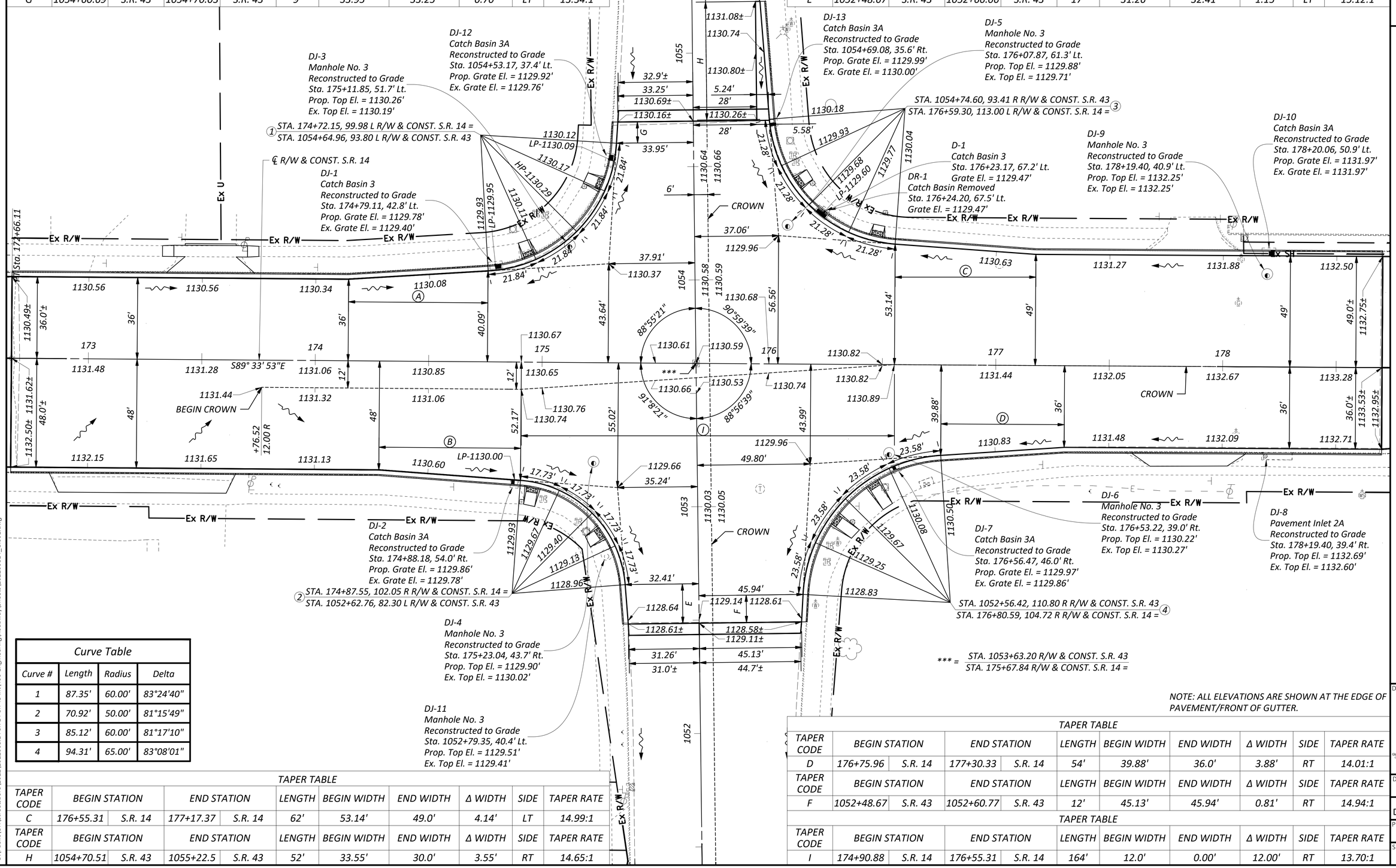
TAPER TABLE									
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
A	174+14.48	S.R. 14	174+75.9	S.R. 14	61'	36.0'	40.09'	4.09'	LT	15.02:1
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
G	1054+60.69	S.R. 43	1054+70.03	S.R. 43	9'	33.95'	33.25'	0.70'	LT	13.34:1

TAPER TABLE									
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
B	174+28.4	S.R. 14	174+90.88	S.R. 14	62'	48.00'	52.17'	4.17'	RT	14.98:1
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
E	1052+48.67	S.R. 43	1052+66.06	S.R. 43	17'	31.26'	32.41'	1.15'	LT	15.12:1

HORIZONTAL SCALE IN FEET 0 10 20 40



Curve Table			
Curve #	Length	Radius	Delta
1	87.35'	60.00'	83°24'40"
2	70.92'	50.00'	81°15'49"
3	85.12'	60.00'	81°17'10"
4	94.31'	65.00'	83°08'01"

NOTE: ALL ELEVATIONS ARE SHOWN AT THE EDGE OF PAVEMENT/FRONT OF GUTTER.

TAPER TABLE									
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
C	176+55.31	S.R. 14	177+17.37	S.R. 14	62'	53.14'	49.0'	4.14'	LT	14.99:1
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
H	1054+70.51	S.R. 43	1055+22.5	S.R. 43	52'	33.55'	30.0'	3.55'	RT	14.65:1

TAPER TABLE									
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
D	176+75.96	S.R. 14	177+30.33	S.R. 14	54'	39.88'	36.0'	3.88'	RT	14.01:1
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
F	1052+48.67	S.R. 43	1052+60.77	S.R. 43	12'	45.13'	45.94'	0.81'	RT	14.94:1

TAPER TABLE									
TAPER CODE	BEGIN STATION		END STATION		LENGTH	BEGIN WIDTH	END WIDTH	Δ WIDTH	SIDE	TAPER RATE
I	174+90.88	S.R. 14	176+55.31	S.R. 14	164'	12.0'	0.00'	12.00'	RT	13.70:1

INTERSECTION DETAIL S.R. 14 & S.R. 43

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SHEET P.99 TOTAL 112

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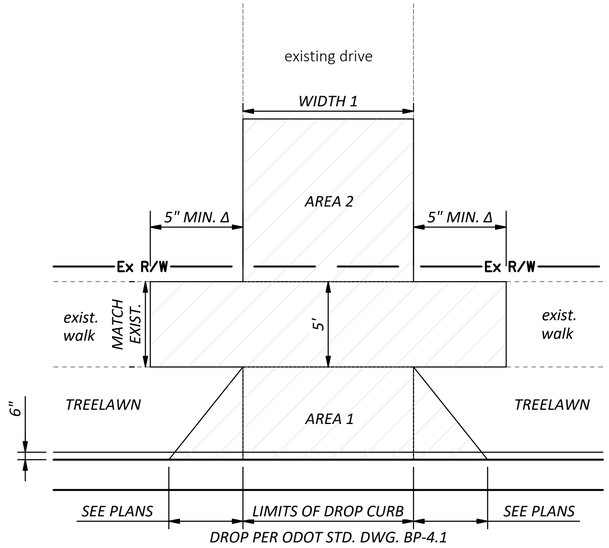
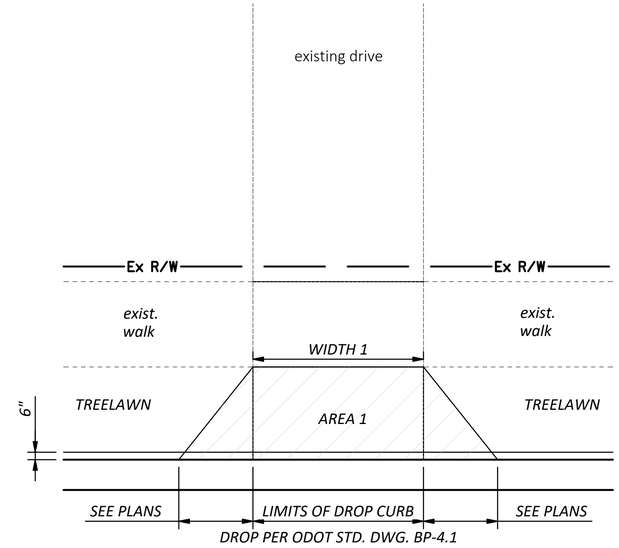


DRIVE DETAIL - TYPE B
N.T.S.



DRIVE DETAIL - TYPE B
N.T.S.

EXISTING MATERIALS	USAGE	INSIDE LIMITS OF APRON (AREA 1)	OUTSIDE LIMITS OF APRON (AREA 2)
CONCRETE	COMMERCIAL	8" ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS 4" ITEM 304 AGGREGATE BASE	SAME COMPOSITION AS AREA 1

HATCH LEGEND:

DRIVE REPLACEMENT AREA

NOTES:

1. CONCRETE DRIVE RECONSTRUCTION SHALL EXTEND TO THE NEAREST JOINT FOUND BEYOND THE PROPOSED TIE DOWN POINT IF FOUND TO BE DIFFERENT THAT SHOWN ON THE PLANS.
2. Δ = 5' SHALL BE MEASURED FROM WIDTH W1.

FOR DRIVE SUBSUMMARY, SEE SHEET 101
FOR DRIVE PLANS, SEE SHEETS 102
FOR DRIVE PROFILES, SEE SHEETS 103

DRIVE DETAILS

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SHEET P.100 TOTAL 112

STATION RANGE	SHEET	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA		202 PAVEMENT REMOVED		204 SUBGRADE COMPACTION			304 AGGREGATE BASE (T=4")		452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
			FT	FT	SQ YD	SQ YD		SY		SY			CY		SY
DV-1	102	RT	CADD	CADD	CADD	76.88		71.14		76.88			8.55		76.88
DV-2	102	LT	CADD	CADD	CADD	45.38		43.08		45.38			5.05		45.38
DV-3	102	RT	CADD	CADD	CADD	28.21		28.68		28.21			3.14		28.21
						SUBTOTALS		142.89		150.47			16.74		150.47
						TOTALS CARRIED TO GENERAL SUMMARY		143		151			17		151

DRIVE SUBSUMMARY

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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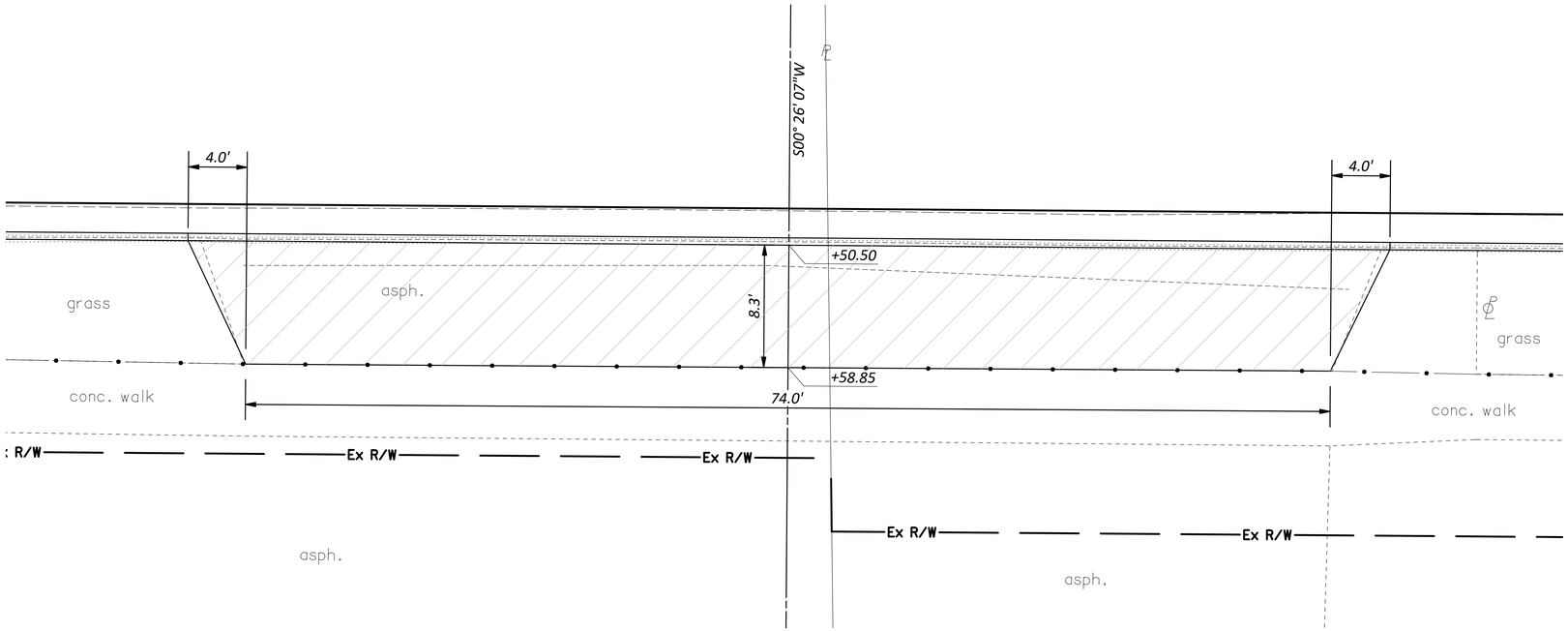
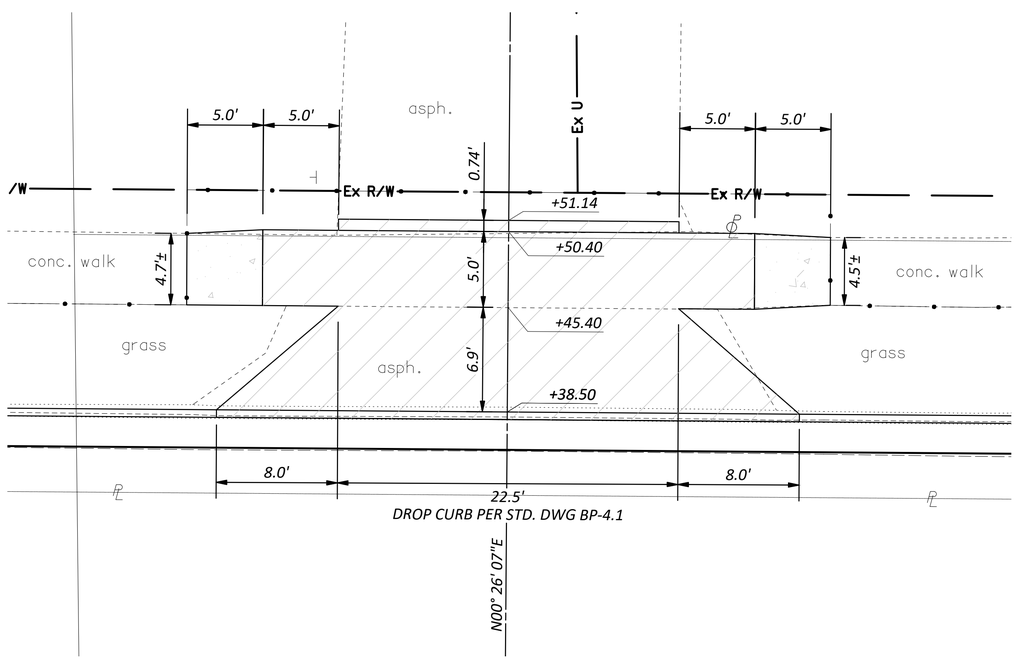
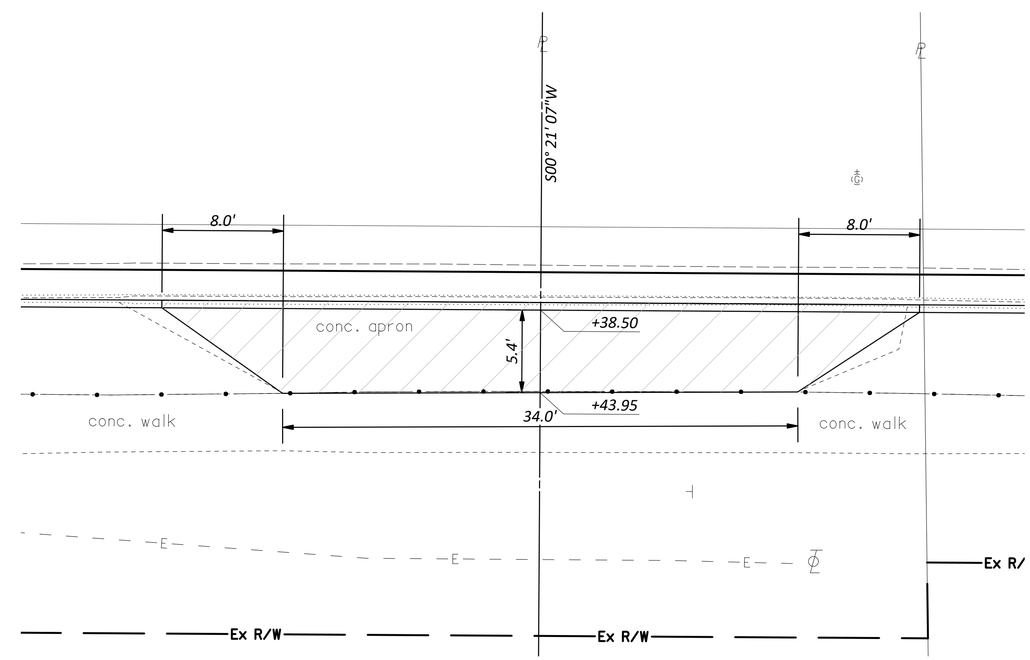
SHEET P.101 TOTAL 112

HATCH LEGEND:

- *CONCRETE WALK*
- *CONCRETE DRIVE*







HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVE PLANS
DV-1 TO DV-3

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SHEET	P.102
TOTAL	112

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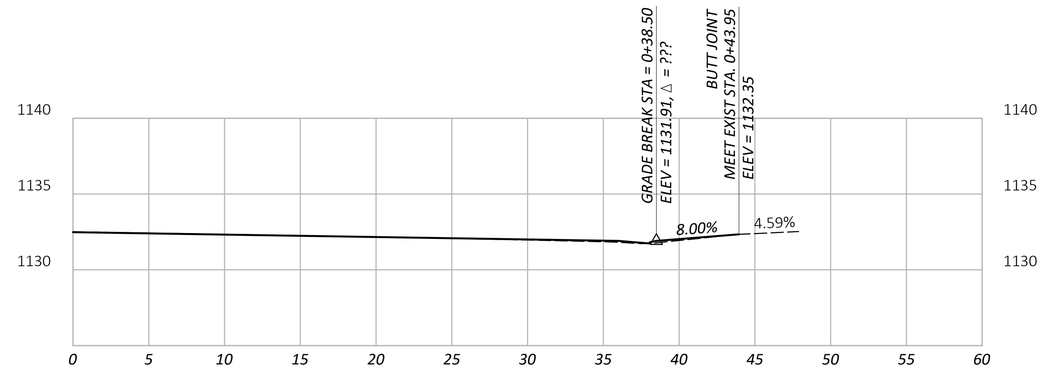
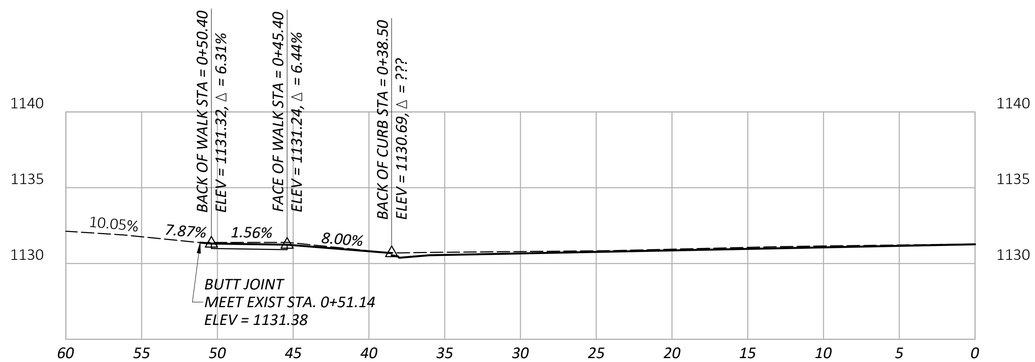
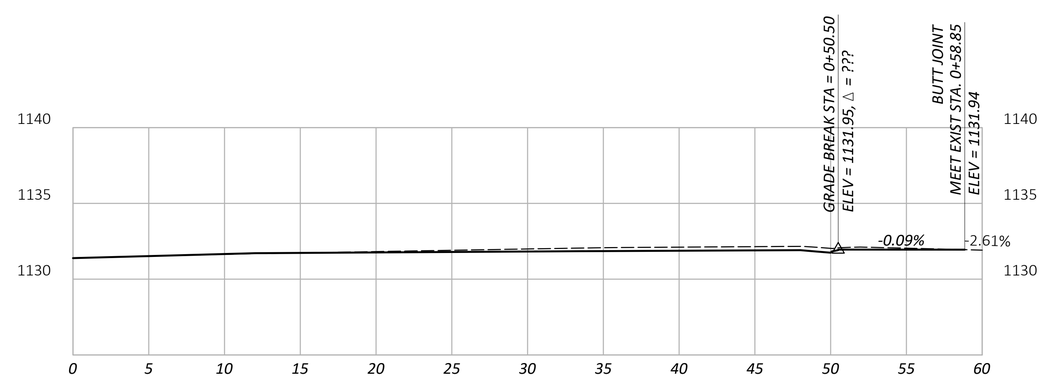
DV-3
COMMERCIAL CONCRETE
STA. 173+85.25





DV-2
COMMERCIAL CONCRETE
STA. 173+53.72

DV-1
COMMERCIAL CONCRETE
STA. 173+24.16



DRIVE PROFILES
DV-1 TO DV-3

POR SR 14/43 1.74/15.59 PART 2

26/09/2024
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105213
SHEET P.103 TOTAL 112

PAVEMENT MARKING SUBSUMMARY SHEET 1 OF 2

REF NO.	SHEET NO.	LOCATION	STATION TO STATION			SIDE	644 LANE LINE, 6"	644 CENTER LINE	644 CHANNELIZING LINE, 12"	644 STOP LINE	644 LANE ARROW	644 DOTTED LINE, 6"	646 LANE LINE, 6"	646 CENTER LINE	646 CHANNELIZING LINE, 12"	646 STOP LINE	646 CROSSWALK LINE, 24", AS PER PLAN	646 LANE ARROW	646 WORD ON PAVEMENT, 72"	646 DOTTED LINE, 6"
							MILE	MILE	FT	FT	EACH	FT	MILE	MILE	FT	FT	FT	EACH	EACH	FT
				TO																
LL	107	SR 14	172+61		172+66	LT	5													
LL	107	SR 14	172+66		177+40	LT							474							
CDS	107	SR 14	172+61		172+66	LT		5												
CDS	107	SR 14	172+66		177+40	LT/RT								474						
CH	107	SR 14	172+61		172+66	CEN			5											
CH	107	SR 14	172+66		174+85	CEN									219					
CH	107	SR 14	172+61		172+66	RT			5											
CH	107	SR 14	172+66		174+85	RT									219					
LL	107	SR 14	172+61		172+66	RT	5													
LL	107	SR 14	172+66		177+40	RT							474							
CH	107	SR 14	172+61		172+66	RT			5											
CH	107	SR 14	172+66		174+85	RT									219					
W	107	SR 14	172+79			LT													1	
W	107	SR 14	172+79			RT													1	
W	107	SR 14	172+79			RT													1	
LA	107	SR 14	173+45			LT												1		
LA	107	SR 14	173+45			RT												1		
LA	107	SR 14	173+45			RT												1		
W	107	SR 14	174+11			LT													1	
W	107	SR 14	174+11			RT													1	
W	107	SR 14	174+11			RT													1	
LA	107	SR 14	174+77			LT												1		
LA	107	SR 14	174+77			RT												1		
LA	107	SR 14	174+77			RT												1		
SL	107	SR 14	174+87			LT/RT										64				
CW	107	SR 14	175+00			LT/RT											114			
CW	107	SR 14	176+41			RT/LT											126			
SL	107	SR 14	176+56			LT/RT										65				
CH	107	SR 14	176+58		177+40	LT									82					
CH	107	SR 14	176+58		177+40	LT									82					
CH	107	SR 14	176+58		177+40	CEN									82					
LA	107	SR 14	176+66			LT												1		
LA	107	SR 14	176+66			LT												1		
LA	107	SR 14	176+66			RT												1		
W	107	SR 14	177+32			LT													1	
W	107	SR 14	177+32			LT													1	
W	107	SR 14	177+32			RT													1	
DW	107	SR 14 / SR 43	175+00		1052+48	LT/RT														177
DW	107	SR 14 / SR 43	175+00		1054+70	CEN/RT														153
DW	107	SR 43 / SR 14	1052+48		176+41	LT/CEN														164
DW	107	SR 43 / SR 14	1052+45		1052+48	RT						3								
DW	107	SR 43	1054+70		1054+75	RT						5								
DW	107	SR 43	1052+45		1052+48	LT						3								
SL	107	SR 43	1052+45			LT/RT				24										
CH	107	SR 43	1052+45		1052+48	RT			3											
CH	107	SR 43	1052+45		1052+48	RT			3											
CH	107	SR 43	1052+45		1052+83	RT									38					
CH	107	SR 43	1052+45		1052+83	RT									38					
SL	107	SR 43	1052+85			RT										34				
CW	107	SR 43	1052+97			LT/RT											114			
CW	107	SR 43	1054+37			LT/RT											96			
SL	107	SR 43	1054+51			LT/RT										42				
LL	107	SR 43	1054+53		1054+70	LT							17							
CH	107	SR 43	1054+53		1054+70	LT									17					
LA	107	SR 43	1054+72			CEN					1									
CDS	107	SR 43	1054+53		1054+70	RT								17						
LL	107	SR 43	1054+70		1054+75	LT	5													
CH	107	SR 43	1054+70		1054+75	LT			5											
CDS	107	SR 43	1054+70		1054+75	RT		5												
TOTALS THIS SHEET							15	10	26	24	1	11	965	491	996	205	450	9	9	494
TOTAL MILES							0.01	0.01					0.19	0.10						
TOTALS CARRIED TO GENERAL SUMMARY							0.01	0.01	26	24	1	11	0.19	0.10	996	205	450	9	9	494

POR SR 14/43 1.74/15.59 PART 2

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PAVEMENT MARKING SUBSUMMARY SHEET 2 OF 2

REF NO.	SHEET NO.	LOCATION	STATION TO STATION			SIDE	644 LANE LINE, 6"	644 CENTER LINE	644 CHANNELIZING LINE, 12"	644 STOP LINE	644 LANE ARROW	644 DOTTED LINE, 6"	646 LANE LINE, 6"	646 CENTER LINE	646 CHANNELIZING LINE, 12"	646 STOP LINE	646 CROSSWALK LINE, 24", AS PER PLAN	646 LANE ARROW	646 WORD ON PAVEMENT, 72"	646 DOTTED LINE, 6"
				TO			MILE	MILE	FT	FT	EACH	FT	MILE	MILE	FT	FT	FT	EACH	EACH	FT
LA	108	SR 14	177+98			LT												1		
LA	108	SR 14	177+98			LT												1		
LA	108	SR 14	177+98			RT												1		
W	108	SR 14	178+64			LT													1	
W	108	SR 14	178+64			LT													1	
W	108	SR 14	178+64			RT													1	
CH	108	SR 14	177+40		178+70	LT									130					
CH	108	SR 14	178+70		178+75	LT			5											
LL	108	SR 14	177+40		178+70	LT							130							
LL	108	SR 14	178+70		178+75	LT	5													
CH	108	SR 14	177+40		178+70	LT									130					
CH	108	SR 14	178+70		178+75	LT			5											
CH	108	SR 14	177+40		178+70	CEN									130					
CH	108	SR 14	178+70		178+75	CEN			5											
CDS	108	SR 14	177+40		178+70	RT								130						
CDS	108	SR 14	178+70		178+75	RT		5												
LL	108	SR 14	177+40		178+70	RT							130							
LL	108	SR 14	178+70		178+75	RT	5													
TOTALS THIS SHEET							10	5	15				260	130	390			3	3	
TOTAL MILES							0.01	0.01					0.05	0.03						
TOTALS CARRIED TO GENERAL SUMMARY							0.01	0.01	15				0.05	0.03	390			3	3	

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SHEET P.105 TOTAL 112

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 3 POST	630 SIGN, FLAT SHEET	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
							FT	SF	EACH	EACH
R-1	107	SR 14		LT	M3-4				1	1
					M1-5-2				1	
					M3-4				1	1
					M1-5-3				1	
R-2	107	SR 14		LT	R2-1				1	1
R-3	107	SR 14		LT	M2-H7				1	2
R-4	107	SR 14		RT	R3-7R				1	1
R-5	107	SR 43		LT	M1-H5c				1	2
					M2-H7				1	
					M2-H7				1	
R-6	107	SR 14		RT	M2-H7				1	2
S-1	107	SR 14	173+08	LT	M3-4-24	24 X 12	13.6	2.0		
					M1-5-24-2	24 X 24		4.0		
					M3-4-24	24 X 12	13.6	2.0		
					M1-5-30-3	30 X 24		5.0		
S-2	107	SR 14	174+01	LT	R2-1-30	30 X 36	13.5	7.5		
S-3	107	SR 14	174+90	LT	M2-H7-66	66 X 24	12.5/12.5	11.0		
S-4	107	SR 14	174+62	RT	R3-7R-36	36 X 36	13.5	9.0		
S-5	107	SR 43	1052+78	LT	M1-H5c-24	24 X 24		2.0		
					M2-H7-66	66 X 24	16.7/14.6/14.6	11.0		
					M2-H7-66	66 X 24		11.0		
S-6	107	SR 14	176+40	RT	M2-H7-66	66 X 24	12.5/12.5	11.0		
TOTALS CARRIED TO GENERAL SUMMARY							150.1	75.5	11	10

SIGNING SUBSUMMARY

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DLS

REVIEWER
AKF 9/19/25

PROJECT ID
105213

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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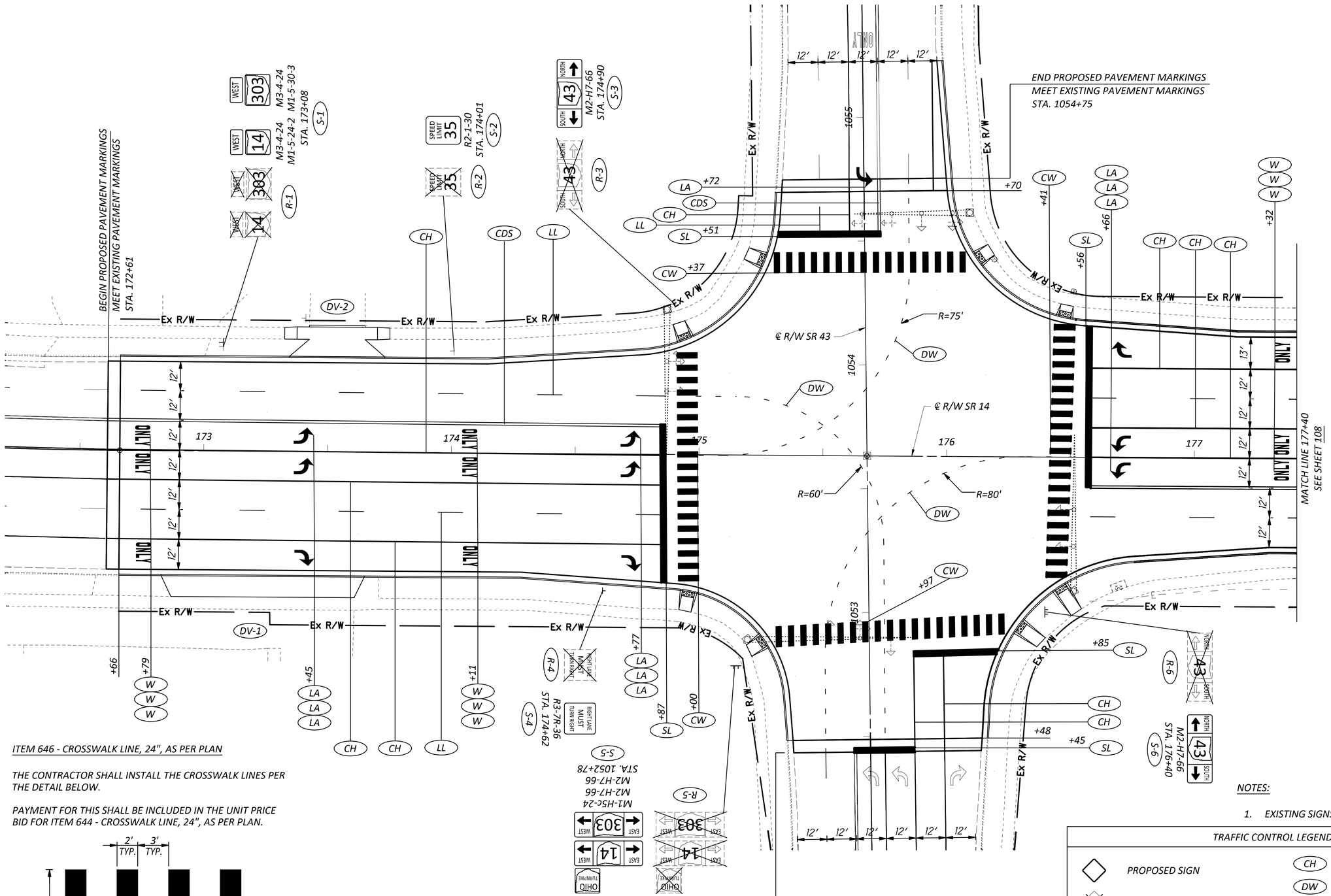
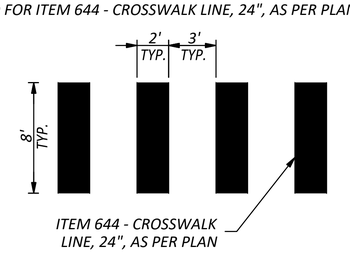


ITEM 646 - CROSSWALK LINE, 24", AS PER PLAN

THE CONTRACTOR SHALL INSTALL THE CROSSWALK LINES PER THE DETAIL BELOW.

PAYMENT FOR THIS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 644 - CROSSWALK LINE, 24", AS PER PLAN.



CROSSWALK DETAIL

NOTES:

1. EXISTING SIGNS NOT SHOWN SHALL REMAIN.

TRAFFIC CONTROL LEGEND

◇	PROPOSED SIGN	CH	CHANNELIZING LINE
	EXISTING SIGN TO BE REMOVED	DW	DOTTED LINE, WHITE
⊤	SIGN SUPPORT	SL	STOP LINE
R-#	EXISTING SIGN TO BE REMOVED	LA	LANE ARROW
S-#	PROPOSED SIGN	LL	LANE LINE
CDS	CENTER LINE, DOUBLE SOLID	CW	CROSSWALK LINE
		W	WORD ON PAVEMENT, 72"

HORIZONTAL SCALE IN FEET 0 10 20 40

TRAFFIC CONTROL PLAN - S.R. 14
BEGIN TO STA. 177+40

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SHEET P.107 TOTAL 112

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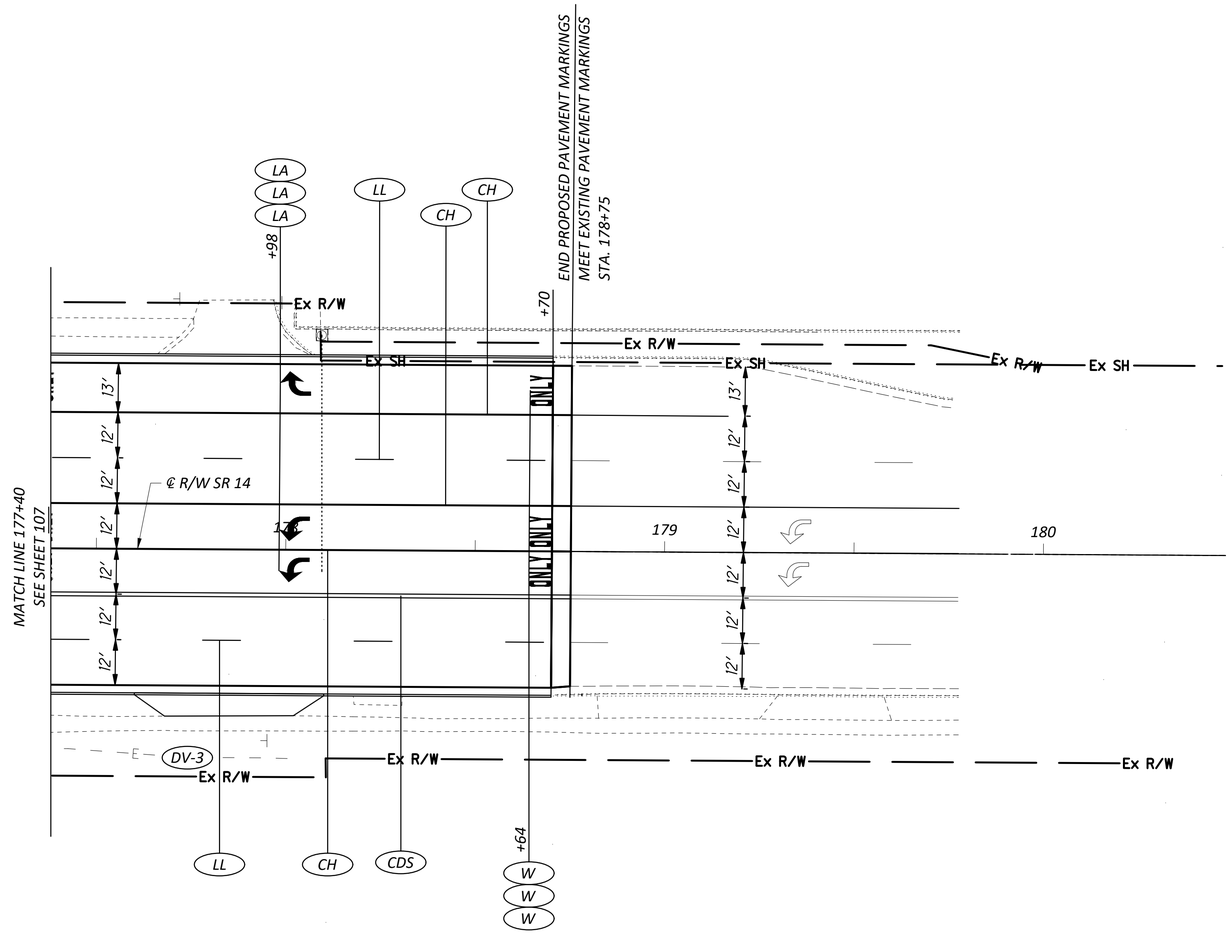

NOTES:

1. *EXISTING SIGNS NOT SHOWN SHALL REMAIN.*
2. *FOR TRAFFIC CONTROL LEGEND, SEE SHEET 107.*

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC CONTROL PLAN - S.R. 14
STA. 177+40 TO END

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PROJECT ID	105213
SHEET	P.108
TOTAL	112

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2025/10/24
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PROJECT DESCRIPTION

THE PROJECT INVOLVES FIELD EXPLORATION AND PAVEMENT RECOMMENDATIONS FOR THE PROPOSED RECONSTRUCTION AT THE INTERSECTION OF STATE ROUTE 14 AND STATE ROUTE 43 IN STREETSBORO, OHIO. THE WORK WILL CONSIST OF FULL DEPTH REMOVAL OF THE EXISTING CONCRETE AND ASPHALT PAVEMENT AND RECONSTRUCTION WITH A CONCRETE PAVEMENT SECTION. THE PROPOSED PAVEMENT SECTION WILL CONSIST OF A CONCRETE SECTION DUE TO THE HEAVY TRUCK AND TURNING MOVEMENT VOLUMES AT THIS INTERSECTION. THIS PROJECT WILL UTILIZE THE EXISTING HORIZONTAL AND VERTICAL ALIGNMENTS AND WILL NOT INVOLVE ANY PAVEMENT WIDENING.

HISTORIC RECORDS

NO HISTORICAL BORING INFORMATION WAS AVAILABLE WITHIN THE PROJECT LIMITS.

GEOLOGY

THE PROJECT IS LOCATED WITHIN THE KILLBUCK-GLACIATED PITTSBURGH PLATEAU PHYSIOGRAPHIC REGION WHICH IS CHARACTERIZED BY MODERATE RELIEF RIDGES AND FLAT UPLANDS WITH THIN DRIFT AND DISSECTED STEEP VALLEYS. THICK TO THIN WISCONSINAN AGE CLAY TO LOAM TILL OVER MISSISSIPPIAN AND PENNYSLVANIAN AGE SHALES, SANDSTONES AND CONGLOMERATES, WHICH CONTAIN SILT, CLAY OR TILL PRESENT WITH VARIALBEL SIZES. THE CURRENT PROJECT AREA IS CHARACTERIZED BY LOW RELIEF WITH MODERATE OVERBURDEN SOILS. THE OVERBURNED SOILS ARE PREDOMINATELY NON-COHESIVE TO COHESIVE.

RECONNAISSANCE

SITE RECONNAISSANCE WAS PERFORMED BY AMANDA IDRI AND ZACHARY SCHOPFER ON NOVEMBER 17TH AND NOVEMBER 22, 2022, RESPECTIVELY. THE SITE IS LOCATED AT THE INTERSECTION OF STATE ROUTE 14 AND STATE ROUTE 43 IN STREETSBORO, OHIO. THE EXISTING PAVEMENT IS COMPOSED OF PORTIONS OF ASPHALT AND CONCRETE PAVEMENT AT THE SURFACE UNDERLAIN BY A COMBINATION OF GRANULAR AGGREGATE BASE AND FILL CONSISTING OF A-6a SILT AND CLAY, A-4a SANDY SILT, AND A-1b GRAVEL AND/OR STONE FRAGMENTS WITH SAND. THE PAVEMENT IS IN A FAIR TO GOOD CONDITION, WITH STORMWATER CONTROLLED WITH A CURB AND GUTTER SYSTEM. THE SURROUNDING SITE TOPOGRAPHY IS RELATIVELY LEVEL, GRADUALLY SLOPING DOWN FROM NORTHEAST TO SOUTHWEST. THE ADJACENT LAND USE IS MOSTLY AS A CITY PARK, WITH COMMERCIAL PROPERTIES NEAR THE PROJECT LIMITS ALONG SR 14.

SUBSURFACE EXPLORATION

SUBSURFACE EXPLORATION WAS PERFORMED BY GPD GEOTECHNICAL SERVICES UNDER THE DIRECTION OF GPD GROUP ON NOVEMBER 23, 2022. DURING THIS INVESTIGATION, FOUR (4) SOIL BORINGS, IDENTIFIED AS B-001-0-22 THROUGH B-004-0-22 WERE DRILLED TO A DEPTH OF ABOUT SEVEN (7) FEET BELOW GROUND SURFACE. THE BORINGS WERE PERFORMED USING A TRUCK-MOUNTED CME-55 ROTARY DRILL RIG USING 2.25-INCH HOLLOW-STEM AUGERS AND AN AUTOMATIC SPT HAMMER TO ADVANCE THE BOREHOLES. DISTURBED SAMPLES WERE COLLECTED IN ACCORDANCE WITH THE STANDARD PENTRATION TEST (AASHTO T206) AT CONTINOUS INTERVALS WITHIN THE OVERBURNED SOILS. THE HAMMER SYSTEM USED WAS LAST CALIBRATED ON JANUARY 26, 2022, WITH AN AVERAGE DRILL ROD ENERGY RATIO (ER) OF 67.6%.

EXPLORATION FINDINGS

BORING B-001-0-22, DRILLED WEST OF THE INTERSECTION ALONG STATE ROUTE 14, ENCOUNTERED A CONCRETE LAYER THICKNESS ON THE ORDER OF 11.0-INCHES. BELOW THE CONCRETE, BROWN AND GRAY SILT AND CLAY (ODOT CLASS: A-6a) WAS ENCOUNTERED TO BORING TERMINATION AT ELEVATION (EL) 1125.5. N_{60}-VALUES RANGED FROM 12 TO 28 BLOWS PER FOOT INDICATIVE OF STIFF TO VERY STIFF CONSISTENCY. THE WATER CONTENT RANGED FROM 10 TO 16 PERCENT WITH LIQUID AND PLASTIC LIMITS ON THE ORDER OF 24 TO 31 AND 11 TO 15 PERCENT, RESPECTIVELY.

BORING B-002-0-22, DRILLED NORTH OF THE INTERSECTION ALONG STATE ROUTE 43, ENCOUNTERED 12-INCHES OF ASPHALT PAVEMENT. BELOW THE ASPHALT, BROWN GRAVEL AND/OR STONE FRAGMENTS WITH SAND (ODOT CLASS: A-1-b) WAS ENCOUNTERED TO ELEVATION (EL) 1127.1. N_{60}-VALUES IN THIS STRATUM RANGED FROM 25 TO 10 BLOWS PER FOOT INDICATIVE OF A MEDIUM DENSE COMPACTNESS. THE WATER CONTENT IN THIS UPPER STRATUM WAS 8 PERCENT. BELOW THE UPPER STRATUM, BROWN AND GRAY SILT AND CLAY (ODOT CLASS: A-6a) EXTENDING TO BORING TERMINATION AT EL 1124.1. N_{60}-VALUES RANGED FROM 16 TO 20 BLOWS PER FOOT INDICATIVE OF VERY STIFF CONSISTENCY. THE WATER CONTENT OF THIS LAYER WAS 16 PERCENT.

BORING B-003-0-22, DRILLED SOUTH OF THE INTERSECTION ALONG STATE ROUTE 43, ENCOUNTERED AN ASPHALT THICKNESS ON THE ORDER OF ABOUT 12-INCHES. BELOW THE ASPHALT, BROWN SANDY SILT (ODOT CLASS: A-4a) WAS ENCOUNTERED TO ELEVATION (EL) 1123.8. N_{60}-VALUES IN THIS STRATUM RANGED FROM 15 TO 16 BLOWS PER FOOT INDICATIVE OF A STIFF TO VERY STIFF CONSISTENCY. THE WATER CONTENT IN THIS UPPER STRATUM WAS 14 TO 15 PERCENT. BELOW THE UPPER STRATUM, BROWN SILT AND CLAY (ODOT CLASS: A-6a) EXTENDING TO BORING TERMINATION AT EL 1120.8. N_{60}-VALUES WERE ON THE ORDER OF ABOUT 25 BLOWS PER FOOT INDICATIVE OF VERY STIFF CONSISTENCY. THE WATER CONTENT OF THIS LAYER WAS 15 TO 18 PERCENT.

BORING B-004-0-22, DRILLED EAST OF THE INTERSECTION ALONG STATE ROUTE 14, ENCOUNTERED A CONCRETE LAYER THICKNESS ON THE ORDER OF 9.0-INCHES UNDERLAIN BY 11.0-INCHES OF GRANULAR BASE. BELOW THE CONCRETE/GRANULAR BASE, BROWN AND GRAY SILT AND CLAY (ODOT CLASS: A-6a) WAS ENCOUNTERED TO BORING TERMINATION AT ELEVATION (EL) 1125.6. N_{60}-VALUES RANGED FROM 15 TO 23 BLOWS PER FOOT INDICATIVE OF STIFF TO VERY STIFF CONSISTENCY. THE WATER CONTENT WAS ON THE ORDER OF ABOUT 15 PERCENT WITH LIQUID AND PLASTIC LIMITS ON THE ORDER OF 28 TO 32 AND 13 TO 15 PERCENT, RESPECTIVELY.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JULY 2022.

AVAILABLE INFORMATION

THE SOIL, BEDROCK, AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE GEOTECHNICAL PROFILE SHEETS HAS BEEN PRESENTED. GEOTECHNICAL REPORTS, IF PREPARED, ARE AVAILABLE FOR REVIEW ON THE OFFICE OF CONTRACT SALES WEBSITE.

LEGEND

	DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
	GRAVEL WITH SAND	A-1-B	2	0
	SANDY SILT	A-4A	1	1
	SILT AND CLAY	A-6A	5	7
		TOTAL	8	8

PAVEMENT OR BASE = X = APPROXIMATE THICKNESS ___VISUAL__

SOD AND TOPSOIL = X = APPROXIMATE THICKNESS ___VISUAL__

BORING LOCATION - PLAN VIEW.

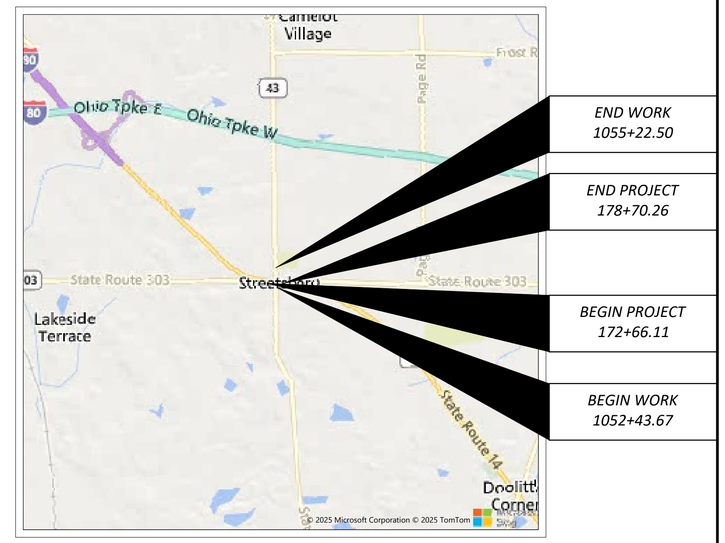
DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N_{60} INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.

SS INDICATES A SPLIT SPOON SAMPLE.

NP INDICATES A NON-PLASTIC SAMPLE.



LOCATION MAP

SCALE IN MILES

0 0.5 1 1.5 2

N

PARTICLE SIZE DEFINITIONS

BOULDERS	12"	COBBLES	3"	GRAVEL	2.0 mm (No. 10 SIEVE)	COARSE SAND	0.42 mm (No. 40 SIEVE)	FINE SAND	0.074 mm (No. 200 SIEVE)	SILT	0.005 mm	CLAY

INDEX OF SHEETS		
LOCATION FROM STA. TO STA.	PLAN	PROFILE
COVER SHEET 1		
SUMMARY OF SOIL TEST DATA SHEET 2		
STATE ROUTE 14 BEGIN TO END	3	4
STATE ROUTE 43 BEGIN TO END	4	4

RECON. - AI 11-17-2022 & ZRS 11-22-2022

DRILLING - RT & DC 11-23-2022

DRAWN - JRT 07-09-2025

REVIEWED - DC 07-18-2025

GEOTECHNICAL PROFILE - ROADWAY

DESIGN AGENCY

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DESIGNER ZRS

REVIEWER DJC 9/19/25

PROJECT ID 105213

SUBSET 1 TOTAL 4

SHEET P.109 TOTAL 112

SUMMARY OF SOIL TEST DATA
POR - S.R. 14 & S.R. 43 INTERSECTION

S.R. 14

EXPLOR. ID	FROM	-	TO	SAMPLE ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-001-0-22	1.00	-	2.50	1	12	75	-	32	9	16	26	17	24	13	11	10	A-6a (VISUAL)	<100
STA. 172+93, 41' RT.	2.50	-	4.00	2	12	81	-	5	7	12	39	37	31	16	15	16	A-6a (VISUAL)	-
LATITUDE = 575017.017	4.00	-	5.50	3	19	100	-				SAME AS SOIL SAMPLE 2					13	A-6a (VISUAL)	-
LONGITUDE = 2285727.047	5.50	-	7.00	4	28	100	-				SAME AS SOIL SAMPLE 2					14	A-6a (VISUAL)	-
B-004-0-22	1.00	-	2.50	1	15	72	-				SAME AS SOIL SAMPLE 2					-	A-6a (VISUAL)	<100
STA. 178+55, 47' LT.	2.50	-	4.00	2	23	89	-	3	4	8	43	42	32	17	15	15	A-6a (VISUAL)	-
LATITUDE = 575101.103	4.00	-	5.50	3	19	100	-	5	4	9	45	37	28	15	13	15	A-6a (VISUAL)	-
LONGITUDE = 2286288.811	5.50	-	7.00	4	18	100	-				SAME AS SOIL SAMPLE 3					15	A-6a (VISUAL)	-

S.R. 43

EXPLOR. ID	FROM	-	TO	SAMPLE ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-002-0-22	1.00	-	2.50	1	25	89	-	48	14	20	10	8	NP	NP	NP	8	A-1-b (0)	<100
STA. 1055+46, 29' LT.	2.50	-	4.00	2	10	28	-	54	13	17	11	5	NP	NP	NP	8	A-1-b (VISUAL)	-
LATITUDE = 575239.447	4.00	-	5.50	3	16	94	-				BROWN & GRAY, SILT & CLAY, TRACE SAND, TRACE GRAVEL, FILL, DAMP					-	A-6a (VISUAL)	-
LONGITUDE = 2285970.496	5.50	-	7.00	4	20	94	-				SAME AS SOIL SAMPLE 3					16	A-6a (VISUAL)	-
B-003-0-22	1.00	-	2.50	1	16	44	-	11	5	13	46	25	24	14	10	14	A-4a (VISUAL)	<100
STA. 1052+17, 41' RT.	2.50	-	4.00	2	15	56	-				SAME AS SOIL SAMPLE 1					15	A-4a (VISUAL)	-
LATITUDE = 574909.781	4.00	-	5.50	3	25	89	-	8	4	10	47	31	26	15	11	15	A-6a (VISUAL)	-
LONGITUDE = 2286044.302	5.50	-	7.00	4	25	100	-				SAME AS SOIL SAMPLE 3					18	A-6a (VISUAL)	-

GEOTECHNICAL PROFILE - SUMMARY OF SOIL TEST DATA

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PROJECT ID: 105213
SUBSET: 2 TOTAL: 4
SHEET: P.110 TOTAL: 112

POR SR 14/43 1.74/15.59 PART 2
25/02/2025
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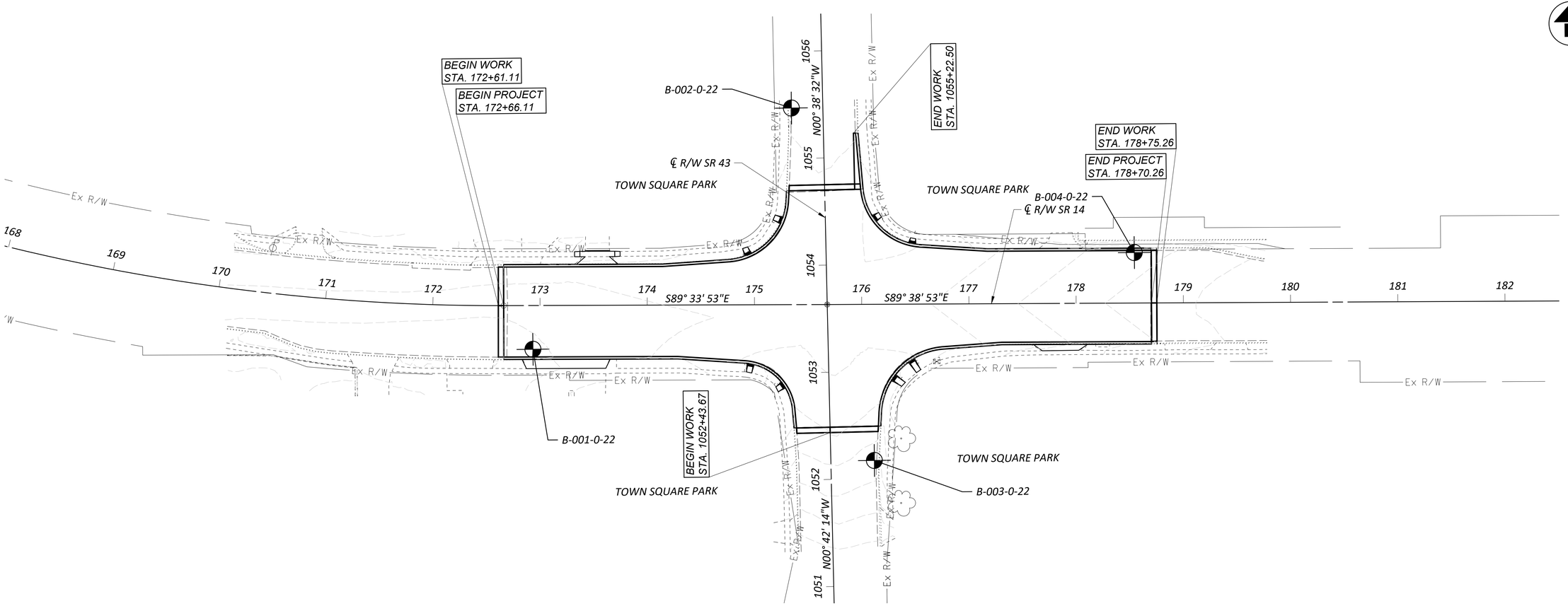

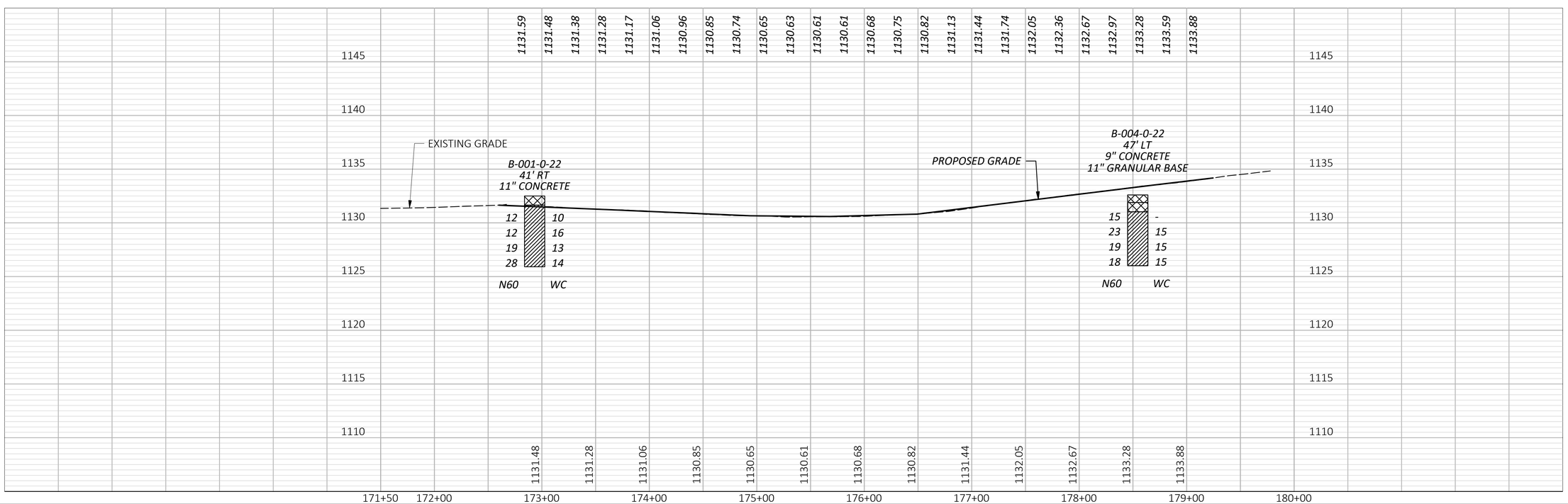

HORIZONTAL SCALE IN FEET
0 25 50 100

GEOTECHNICAL PROFILE - S.R. 14
BEGIN PROJECT TO END PROJECT

POR SR 14/43 1.74/15.59 PART 2

03/03/2025
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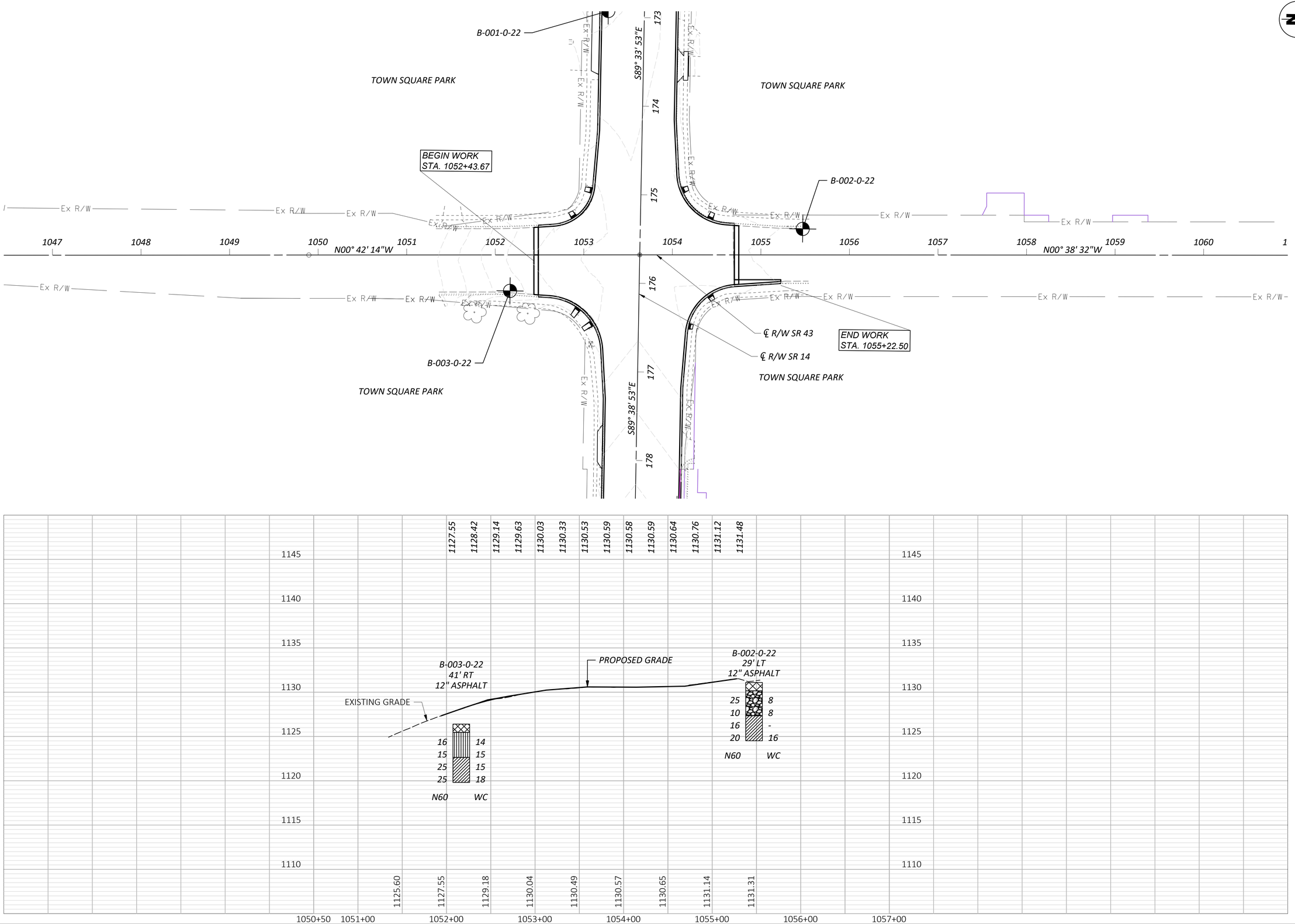
DESIGNER	ZRS
REVIEWER	DJC 9/19/25
PROJECT ID	105213
SUBSET	3
TOTAL	4
SHEET	P.111
TOTAL	112



HORIZONTAL SCALE IN FEET
0 25 50 100

GEOTECHNICAL PROFILE - S.R. 43
BEGIN WORK TO END WORK

POR SR 14/43 1.74/15.59 PART 2

2025/10/24
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DJC 9/19/25

PROJECT ID
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SHEET P.112 TOTAL 112