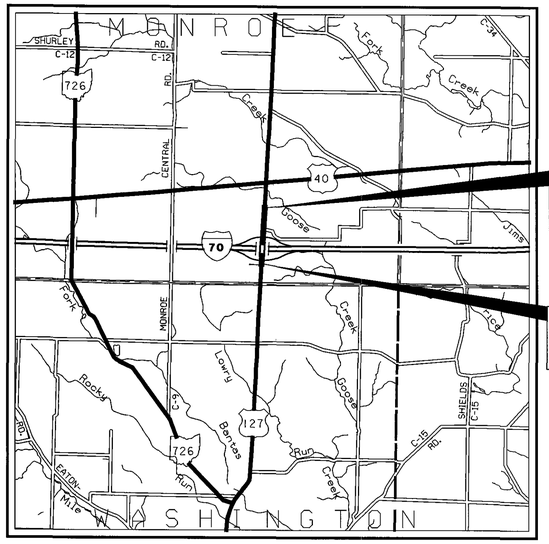
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

PRE-127-18.81

MONROE TOWNSHIP
WASHINGTON TOWNSHIP



LOCATION MAP

LATITUDE: 39°50'06" LONGITUDE: 84°37'42"

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED
INTERSTATE & DIVIDED HIGHWAY
UNDIVIDED STATE & FEDERAL ROUTES
OTHER ROADS

DESIGN DESIGNATION

CURRENT ADT (2008)	9290
DESIGN YEAR ADT (2028)	10770
DESIGN HOURLY VOLUME (2028)	108
DIRECTIONAL DISTRIBUTION	.55
TRUCKS (24 HOUR B&C)	.17
DESIGN SPEED	45MPH
LEGAL SPEED	45MPH

DESIGN FUNCTIONAL CLASSIFICATION - MINOR ARTERIAL

DESIGN EXCEPTIONS

None

INDEX OF SHEETS:

PROJECT DESCRIPTION

PROJECT INVOLVES THE FULL WIDTH AND DEPTH REMOVAL AND REPLACEMENT OF .828 MILES OF EX. US 127 CONCRETE AND ASPHALT PAVEMENT INCLUDING PORTIONS OF ADJACENT RAMPS AT THE I-70/US 127 INTERCHANGE. REPLACEMENT PAVEMENT SHALL BE CONCRETE AND INCLUDE CONCRETE SHOULDER WIDENING.

2005 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS 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 PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH IN THE PLANS AND ESTIMATES.

APPROVED _____
DATE 4/4/07 DISTRICT DEPUTY DIRECTOR

APPROVED James J. Barsky III
DATE 4-5-07 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E070 (068)

PID NO. 19389

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

PRE-127-18.81

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:

ENGINEERS SEAL:

SIGNED: _____
DATE: _____

STANDARD CONSTRUCTION DRAWINGS

BP-1.1	7/28/00	GR-6.1	4/18/03	TC-41.10	1/19/01	MT-101.20	10/18/02	
BP-2.1	7/16/04			TC-41.20	1/19/01	MT-101.70	10/18/02	
BP-2.2	7/16/04			TC41-30	1/19/07	MT-105.10	10/18/02	
BP-2.3	7/16/04	RM-1.1	4/21/06	TC-41.50	7/16/04	MT-105.11	10/18/02	
BP-3.1	7/16/04	RM-4.2	4/18/03	TC-42.10	1/19/01			
BP-4.1	7/16/04	RM-4.6	1/16/04	TC-42.20	7/16/04			
BP-5.1	7/28/00			TC-52.10	4/20/01			
BP-8.1	7/28/00			TC-52.20	4/20/01			
		CB-1.1	7/15/05	TC-61.10	1/19/01			
		CB-2.3	7/15/05			MT35.10	4/20/01	
GR-1.1	7/16/04	DM-1.1	1/21/05	TC-65.10	1/21/05	MT95.31	9/05/06	
GR-2.1	1/16/04	DM-1.2	1/21/05	TC-65.11	1/21/05	MT95.32	7/16/04	
GR-3.1	4/18/03	DM-4.3	7/19/02	TC-71.10	1/21/05	MT95.41	9/05/06	
GR-4.2	7/21/06	DM-4.4	7/19/02	TC-73.10	1/19/01	MT97.10	9/05/06	
GR-5.1	4/18/03							

SUPPLEMENTAL SPECIFICATIONS

800	1/19/07
802	4/15/05
832	4/25/06
888	1/03/02

SPECIAL PROVISIONS

PRE - USR 127 - 18.81
070231 PID - 19389
Dist 8 6/1/2007

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BEGIN WORK
STA. 18+65S
S.L.M. 18.77±

BEGIN PROJECT
STA. 15+73.59S
S.L.M. 18.83 ±

END FULL DEPTH PAVEMENT 15+73.59S

BEGIN EDGE TAPERS 14+35.34S

HAZELWOOD DRIVE

END RIGHT SHOULDER TAPER 11+93.49S

P.I. 9+59.47

16+35.36S
Begin Taper
Lt. Edge Pave.

Centerline Construction US 127

Crownline

END LEFT SHOULDER TAPER 12+35.36S

BEGIN LEFT & RIGHT SHOULDER TAPERS 11+00S

Removed by Others

building

Removed by Others

RGR1 GR1 RGR2 GR2 RGR3 GR3 RGR4 GR4 RGR5 GR5 RGR6 GR6 RGR8

Ramp A 15A

Ramp B 11B

Ramp C 11C

Ramp D 150'

CENTERLINE I-70

CALCULATED | CHECKED

SCHEMATIC PLAN

PRE-127-18.81

REVISED 02/03/07

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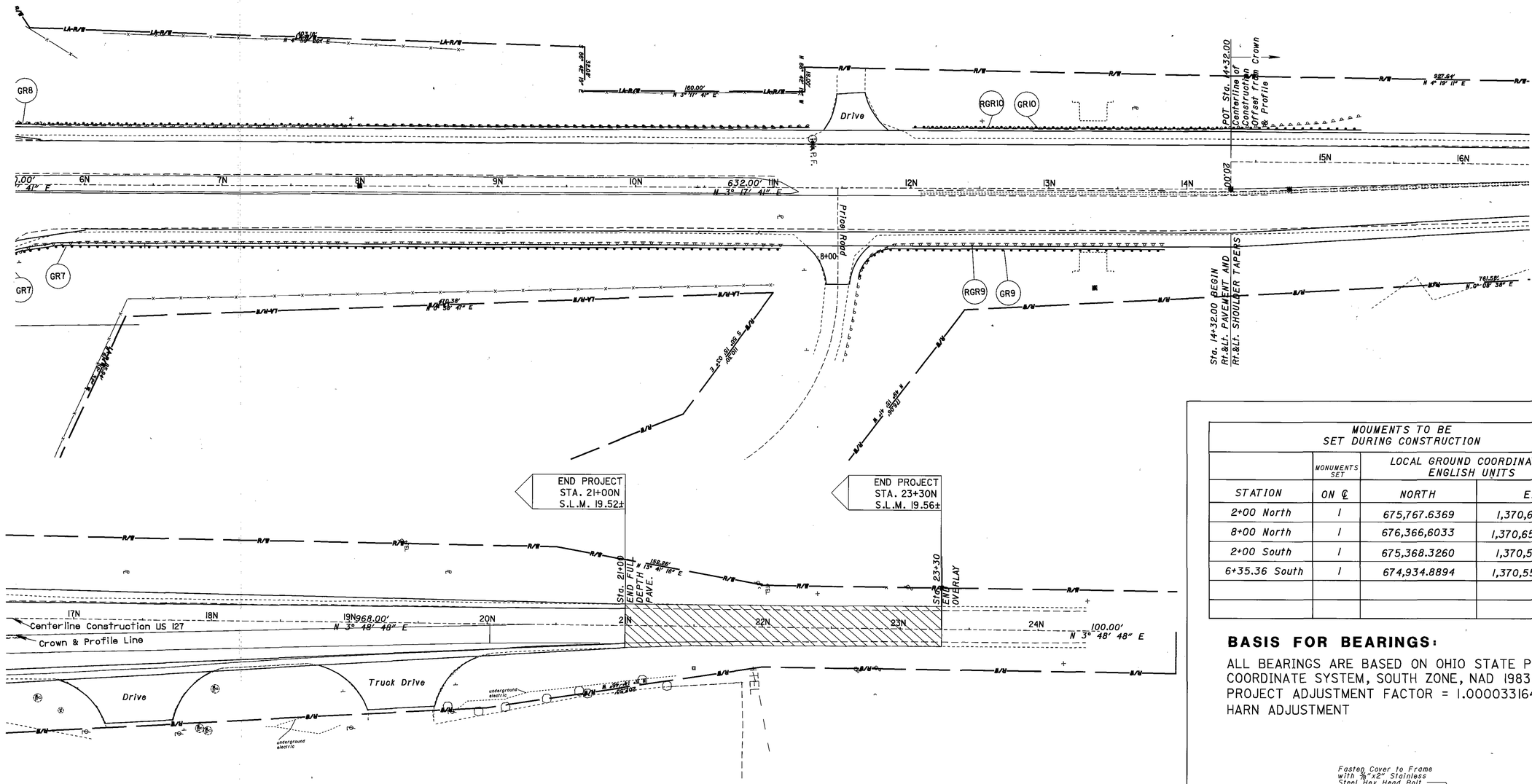
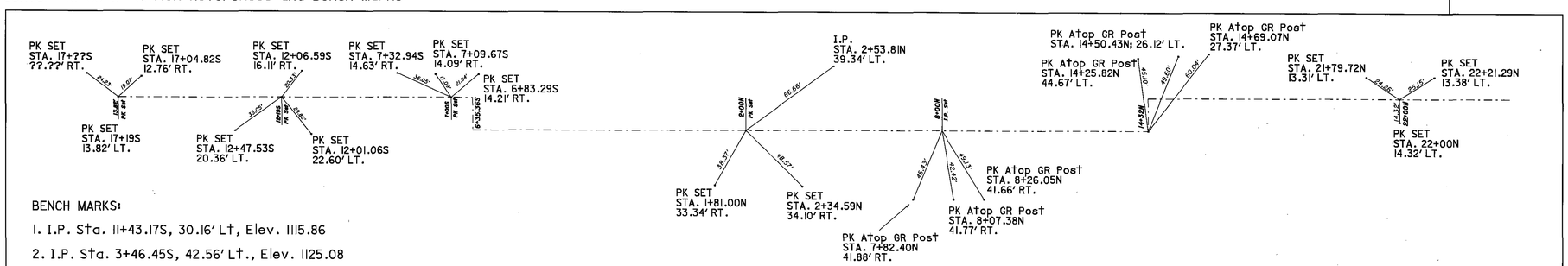


Centerline Construction References and Bench Marks



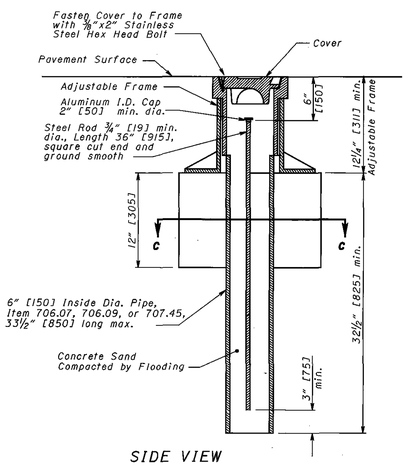
BENCH MARKS:

1. I.P. Sta. 11+43.17S, 30.16' Lt, Elev. 1115.86
2. I.P. Sta. 3+46.45S, 42.56' Lt., Elev. 1125.08
3. I.P. Sta. 2+53.81N, 39.34' Lt., Elev. 1126.32
4. I.P. Sta. 11+28.53N, 35.56' Lt., Elev. 1105.58

MOUMENTS TO BE SET DURING CONSTRUCTION			
	MONUMENTS SET	LOCAL GROUND COORDINATES ENGLISH UNITS	
STATION	ON ℄	NORTH	EAST
2+00 North	1	675,767.6369	1,370,621.5849
8+00 North	1	676,366,6033	1,370,656.7884
2+00 South	1	675,368.3260	1,370,598.1160
6+35.36 South	1	674,934.8894	1,370,552.6068

BASIS FOR BEARINGS:

ALL BEARINGS ARE BASED ON OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 1983.. PROJECT ADJUSTMENT FACTOR = 1.0000331648 HARN ADJUSTMENT



SIDE VIEW

REVISED 02/03/07

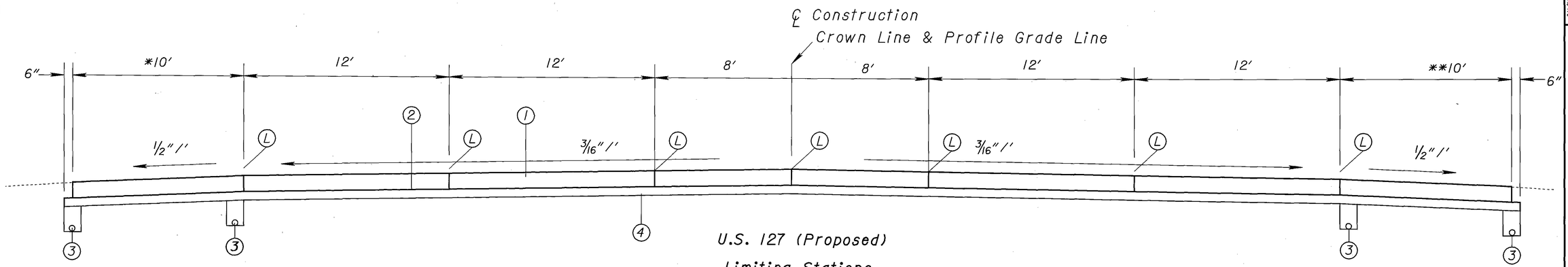
CALCULATED

CHECKED

SCHEMATIC PLAN

PRE-127-18.81

3
119



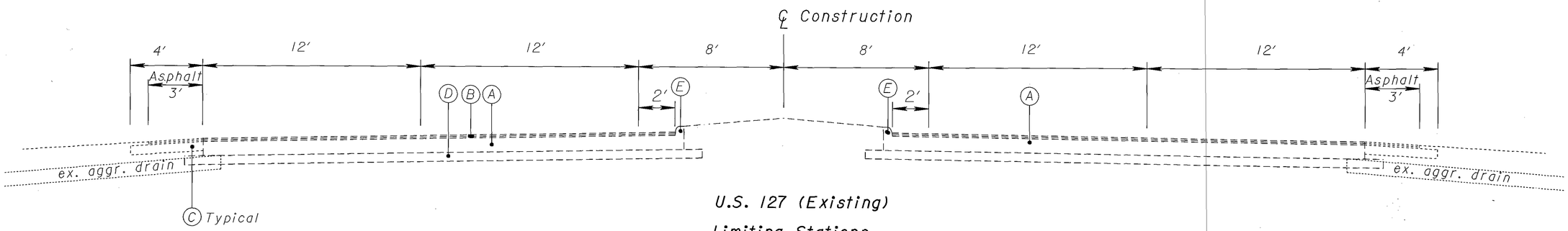
*4' Shldr. (Sta. 1+66.08S - 1+95.46S Lt.)
*4' - 10' Shldr. (Sta. 1+96.46S - 2+41.02S Lt.)
*4' Shldr. (Sta. 1+64.21N - 1+95.25N Lt.)
*4' - 10' Shldr. (Sta. 1+95.25N - 2+41.01N Lt.)

**4' Shldr. (Sta. 1+67.95S - 1+99.06S Rt.)
**4' - 10' Shldr. (Sta. 1+99.06S - 2+44.83S Rt.)
**4' Shldr. (Sta. 1+67.95N - 1+99.03N Rt.)
**4' - 10' Shldr. (Sta. 1+99.03N - 2+44.83N Rt.)

U.S. 127 (Proposed)

Limiting Stations

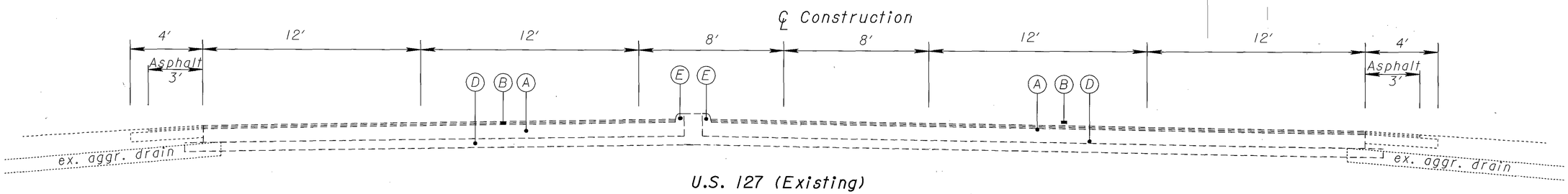
Sta. 6+35.36S - 14+32N = 796.64 LF
Sta. 1+66.08S - 1+66.08N = 332.16 LF
(Omit Appr. Slabs and Bridge)
464.48 LF



U.S. 127 (Existing)

Limiting Stations

Sta. 4+05S - 1+66.08S
Sta. 1+66.08S - 1+66.08N (Appr. Slabs and Bridge)
Sta. 1+66.08N - 4+15N
Sta. 12+06N - 14+32N (Opposite Hand)



U.S. 127 (Existing)

Limiting Stations

Sta. 13+35.36S - 7+78.81S
Sta. 16+65.77N - 22+00N

For PAVEMENT LEGEND see Sheet No. 6

REVISED 02/03/07

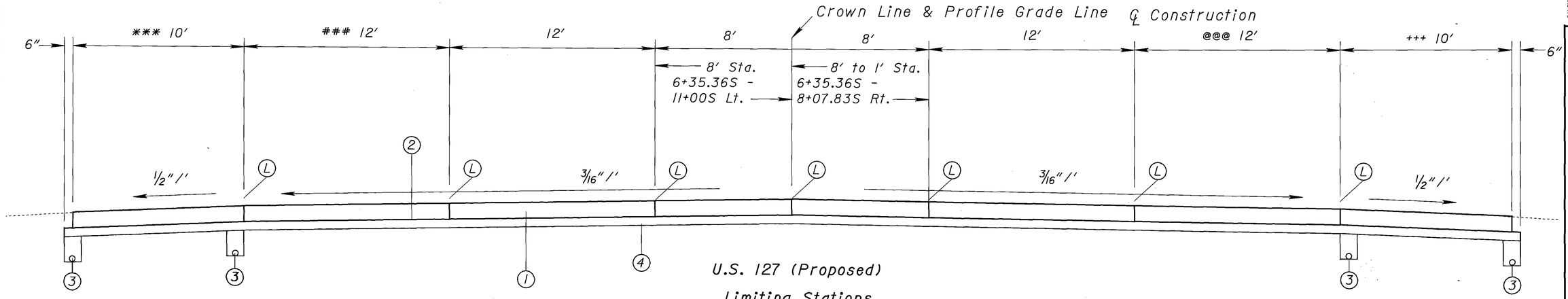
CALCULATED
CHECKED

TYPICAL SECTIONS

PRE-127-18.81

CALCULATED _____ CHECKED _____

TYPICAL SECTIONS



U.S. 127 (Proposed)

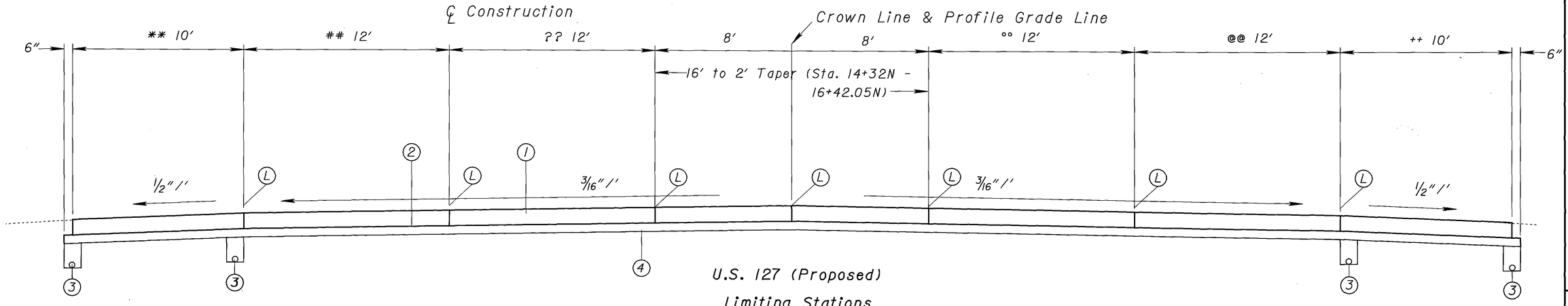
Limiting Stations

Sta. 6+35.36S - 15+73.59S = 938.23LF

938.23 LF

*** 10' to 3' Shldr. Taper (Sta. 11+00S - 12+35.36S Lt.)
*** 3' Shldr. (Sta. 12+35.36S - 15+73.59S Lt.)
12' to 4.10' Lane Taper (Sta. 6+35.36S - 11+00S Lt.)
12.14' to 9.37' (Sta. 11+00S - 12+35.36S Lt.)
9.37' (Sta. 12+35.36S - 14+35.94S Lt.)
9.37' to 1' Lane Taper (Sta. 14+35.94S - 15+61.93S Lt.)

+++ 10' to 3' Shldr. Taper (Sta. 11+00S - 11+93.49S Rt.)
+++ 3' Shldr. (Sta. 11+93.49S - 15+73.59S Lt.)
@@@ 12' (Sta. 6+35.36S - 11+00S Rt.)
@@@ 12' to 13.82' Lane Taper (Sta. 11+00S - 12+93.49S Rt.)
@@@ 13.82' to 14.63' Lane Taper (Sta. 12+93.49S - 13+24.50S Rt.)
@@@ 14.63' (Sta. 13+24.50S - 14+35.94S Rt.)
@@@ 14.63' - 12' Lane Taper (Sta. 13+24.50S to 15+73.59S Rt.)



U.S. 127 (Proposed)

Limiting Stations

Sta. 14+32N - 21+00N = 668.00 LF

600.00 LF

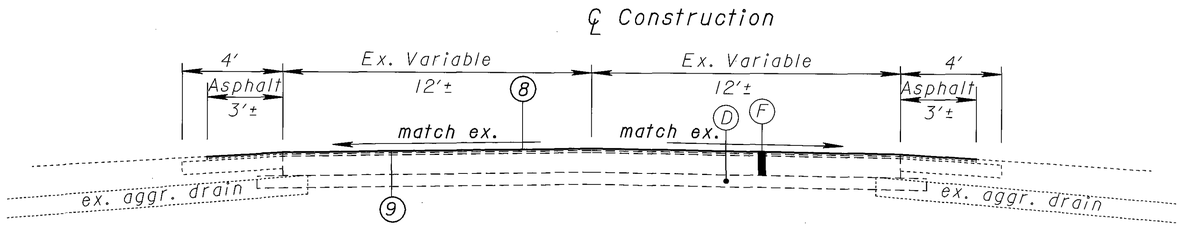
** 10' (Sta. 14+32N - 16+42.05N Lt.)
** 10' to 4.39' Shoulder Taper (Sta. 16+42.05N -20+32N Lt.)
12' (Sta. 14+32N - 16+42.05N Lt.)
13' to 12.26' Lane Taper (Sta. 16+42.05N - 20+02.01N Lt.)
12.26' (Sta. 20+02.01N - 21+00N Lt.)
?? 12' (Sta. 14+32N - 16+42.05N Lt.)
?? 13' to 1' Lane Taper (Sta. 16+42.05N - 20+02.01N Lt.)

++ 10' (Sta. 14+32N - 16+42.05N Rt.)
++ 10' to 4.29' Shoulder Taper (Sta. 16+42.05N -20+32N Rt.)
°° 12' (Sta. 14+32N - 16+42.05N Rt.)
°° 13' (Sta. 16+42.05N - 20+02.01N Rt.)
°° 14 to 13' Lane Taper (Sta. 20+02.01N - 20+32N Rt.)
°° 13' (Sta. 20+32N - 21+00N Rt.)
@@ 12' (Sta. 14+32N - 16+42.05N Rt.)
@@ 12' to 4.35' Lane Taper (Sta. 16+42.05N - 20+02.01N Rt.)
@@ 4.35' to 1'Lane Taper (Sta. 20+02.01N - 20+81.62N Rt.)

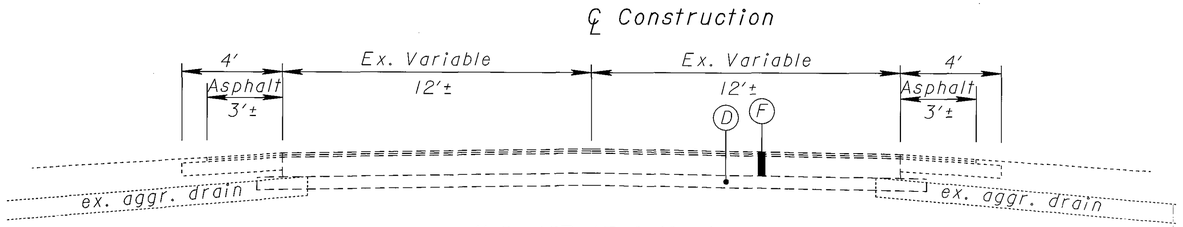
For PAVEMENT LEGEND see Sheet No. 6

REVISED 02/03/07

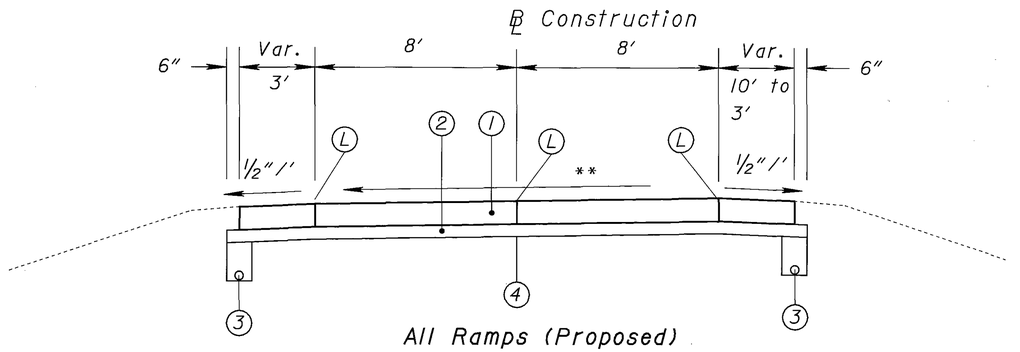
PRE-127-18.81



U.S. 127 (Proposed)
Limiting Stations
Sta. 15+73.59S - 18+65S
Sta. 21+00N - 23+30N



U.S. 127 (Existing)
Limiting Stations
Sta. 12+35.36S - 7+78.81S
Sta. 16+65.77N - 22+00N

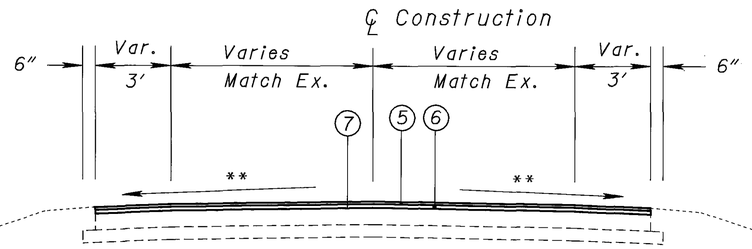


All Ramps (Proposed)

** 3/16″/′ except for areas in transition

LEGEND

1. 12″ - Item 888 - Reinforced Concrete Pavement, As Per Plan
2. 6″ - Item 304 - Aggregate Base
3. 6″ - Item 605 - Shallow Pipe Underdrains with Fabric Wrap
4. Item 204 - Subgrade Compaction
5. 1.25″ - Item 448 - Asphalt Surface Course, Type I, PG64-22
6. 1.75″ - Item 448 - Asphalt Intermediate Course, Type I, PG64-22
7. Item 407 - Tack Coat @ .075GAL/SY
8. 1.5″ - Item 448 - Asphalt Surface Course, Type IH
9. Item 254 - Pavement Planing, Asphalt Concrete, 1.5″
- L. Longitudinally Tired Joint
- A. 9″ - Ex. Reinforced PCCP
- B. Ex. Asphalt Overlays (7″ TO 8″+)
- C. Ex. Asphalt and Gravel Shoulders
- D. 6″ - Ex. Subbase
- E. Ex. Concrete Curbing, Type 2-A
- F. 15.5″+ Ex. Full Depth Asphalt Pavement



Price Road (Overlaid)

REVISED 02/03/07

CALCULATED
CHECKED

TYPICAL SECTIONS

PRE-127-18.81

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119

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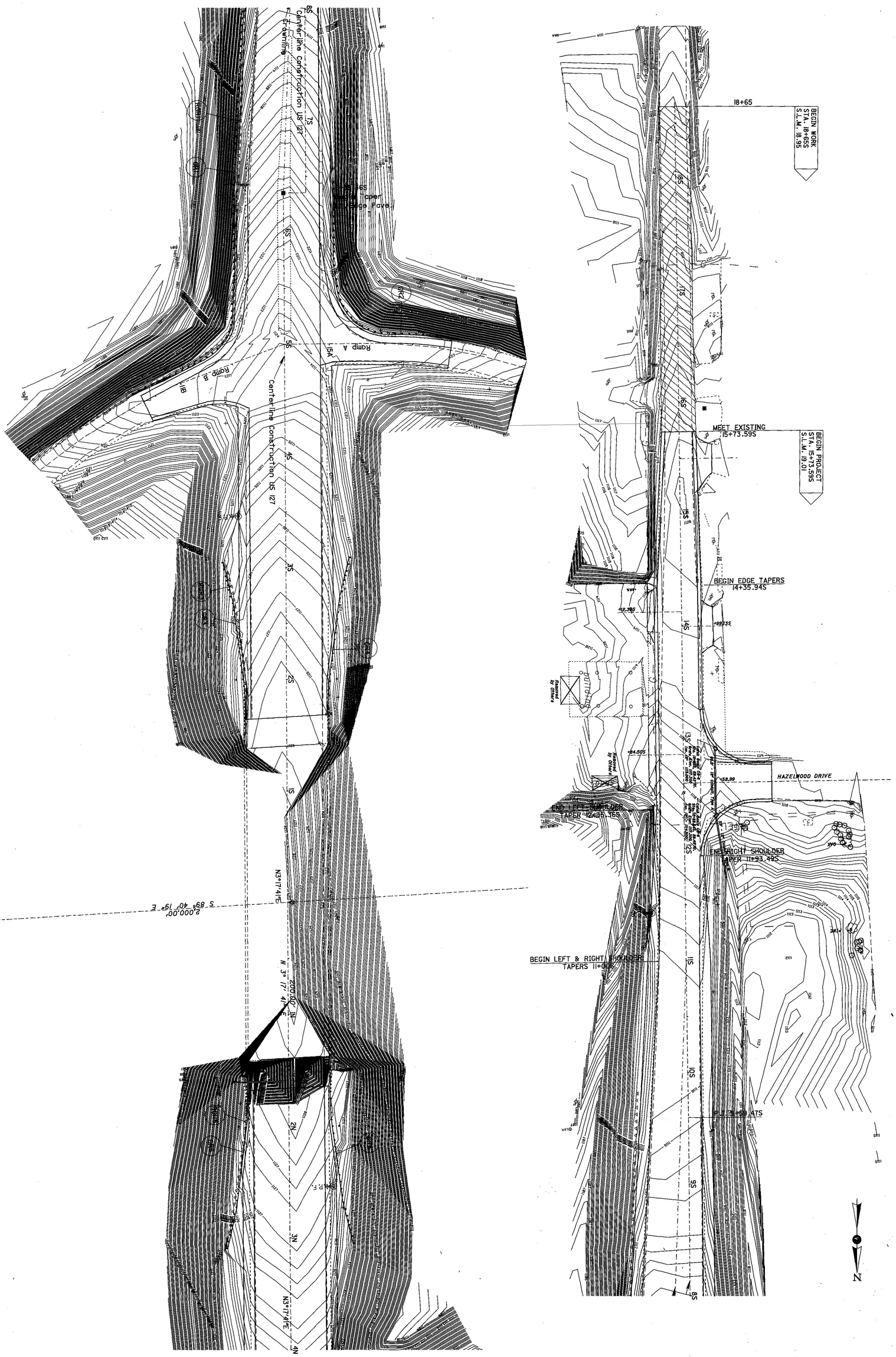
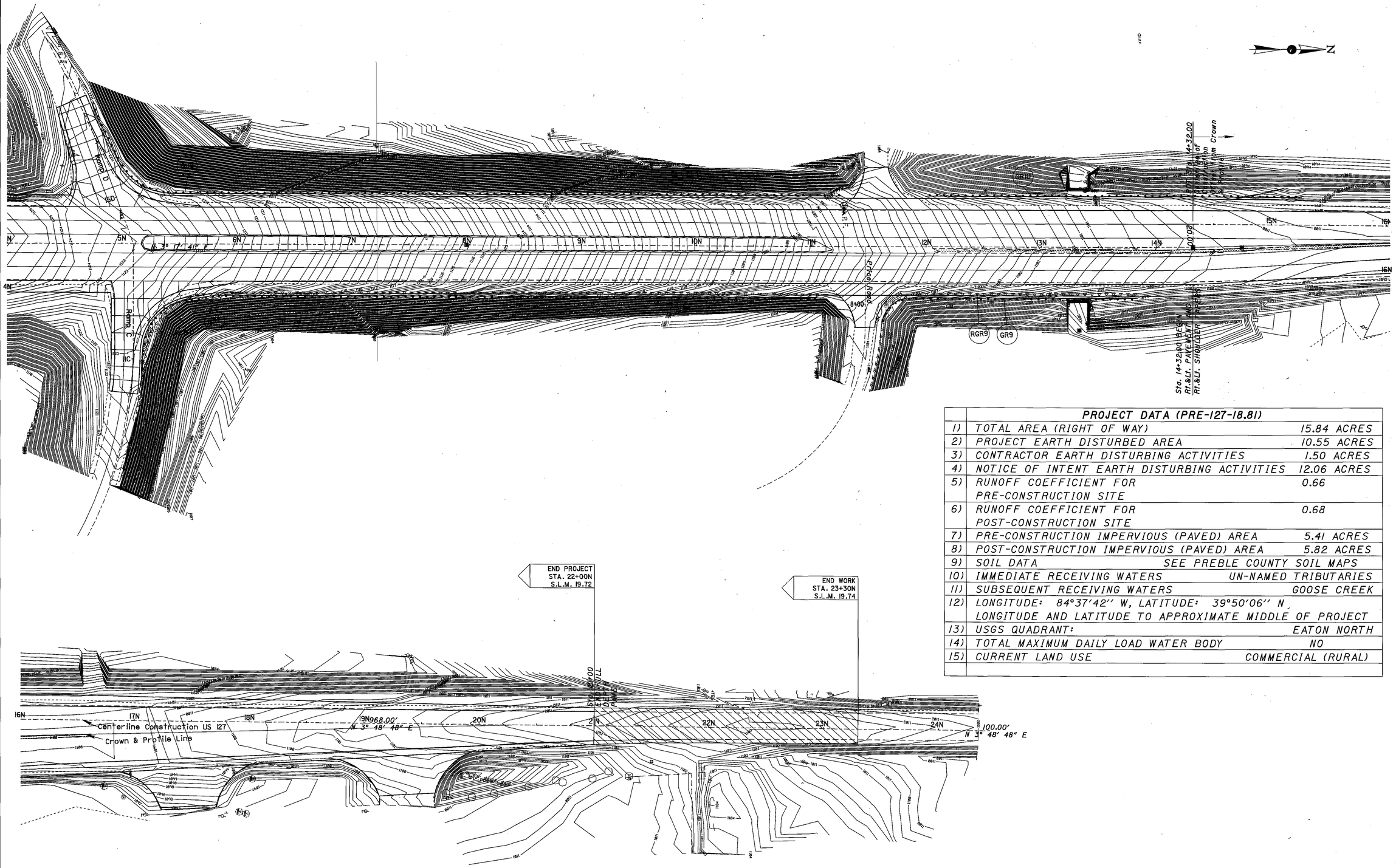


REVISED 02/20/07

7 / 119	PRE-127-18.81	PROJECT SITE PLAN	CALCULATED / CHECKED



	PROJECT DATA (PRE-127-18.81)	
1)	TOTAL AREA (RIGHT OF WAY)	15.84 ACRES
2)	PROJECT EARTH DISTURBED AREA	10.55 ACRES
3)	CONTRACTOR EARTH DISTURBING ACTIVITIES	1.50 ACRES
4)	NOTICE OF INTENT EARTH DISTURBING ACTIVITIES	12.06 ACRES
5)	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.66
6)	RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.68
7)	PRE-CONSTRUCTION IMPERVIOUS (PAVED) AREA	5.41 ACRES
8)	POST-CONSTRUCTION IMPERVIOUS (PAVED) AREA	5.82 ACRES
9)	SOIL DATA	SEE PREBLE COUNTY SOIL MAPS
10)	IMMEDIATE RECEIVING WATERS	UN-NAMED TRIBUTARIES
11)	SUBSEQUENT RECEIVING WATERS	GOOSE CREEK
12)	LONGITUDE: 84°37'42" W, LATITUDE: 39°50'06" N LONGITUDE AND LATITUDE TO APPROXIMATE MIDDLE OF PROJECT	
13)	USGS QUADRANT:	EATON NORTH
14)	TOTAL MAXIMUM DAILY LOAD WATER BODY	NO
15)	CURRENT LAND USE	COMMERCIAL (RURAL)

CALCULATED

CHECKED

PROJECT SITE PLAN

PRE-127-18.81

REVISED 02/20/07

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UTILITIES

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.

ALL UTILITY RELOCATIONS SHALL BE COORDINATED BETWEEN THE CONTRACTOR AND THE UTILITY OWNERS IN SUCH A WAY AS TO AVOID AND/OR MINIMIZE ANY INCONVENIENCE TO POTENTIALLY AFFECT CUSTOMERS. ALL UTILITY RELOCATIONS NOT INCLUDED WITH THIS CONTRACT WILL BE PERFORMED BY THE AFFECTED UTILITY OWNER OR ITS CONTRACTOR AND WILL BE COMPLIANT WITH ODOT ROADWAY DESIGN STANDARDS. UTILITY WORK WILL BE ONGOING DURING THE CONSTRUCTION PERIOD. UPON THE CONTRACT AWARD, THE COORDINATION OF ALL NECES-SARY RELOCATIONS WITH THE UTILITIES WILL BECOME THE RESPONSIBILITY OF THE CONTRACTOR

EMBARQ - TELEPHONE

803 E. 12TH STREET
GREENVILLE, OHIO 45331
MR. DAVE KAPLAN
(937) 547-4255

THE DAYTON POWER AND LIGHT - ELECTRIC

1900 DRYDEN ROAD
DAYTON, OHIO 45439
MR. JOHN KENTON
(937) 331-4132

VECTREN ENERGY DELIVERY OF OHIO - GAS

4285 NORTH JAMES McGEE BLVD.
DAYTON, OHIO 45427
MR. EDWARD HILL
(937) 440-1959

WASTING OF CONSTRUCTION MATERIAL DEBRIS

THE CONTRACTOR SHALL WASTE NO CONSTRUCTION MATERIAL DEBRIS WITHIN ODOT's RIGHT-OF-WAY.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS DO NOT INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. ALL OTHER SLOPED EMBANKMENT AREAS SHALL BE BENCHED AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

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. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL, IN ALL CASES, BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

LONGITUDINAL JOINTS

iT IS THE ITENT OF THE PLANS, THAT ALL LONGITUDINAL JOINTS AS INDICATED ON PLAN SHEETS 4 THROUGH 6 MARKED WITH AN 'L', BE TIED LONGITUDINAL JOINTS.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

CLEARING AND GRUBBING

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

MONUMENTS

MONUMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAILS AS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NO. 107 .

UNSUITABLE FOUNDATION SOILS

IF UNSUITABLE FOUNDATION SOILS ARE ENCOUNTERED IN THE AREAS OF THE PROPOSED ROADBED, THEY SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL MEETING THE REQUIREMENTS OF 203.02.R. THE LOCATIONS AND DIMENSIONS WILL BE AS DETERMINED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 203 200 CU. YDS. EMBANKMENT

ITEM 203 200 CU. YDS. EXCAVATION

SEEDING AND MULCHING

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

659, SEEDING AND MULCHING 21,843 SQ. YD.
659, COMMERCIAL FERTILIZER 2 TON
659, WATER 118 M. GAL.

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

ROUNDING

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

ITEM 204 - PROOF ROLLING

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE 2002 CONSTRUCTION AND MATERIAL SPECIFICATIONS. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND REERECTION, AS PER PLAN

THIS ITEM OF WORK SHALL ENCOMPASS THE CAREFUL REMOVAL OF BEAM SUPPORTS AND THE CONCRETE FOUNDATION. THE EXISTING CONCRETE SHALL BE BROKEN AWAY FROM THE SUPPORT BEAM AND DISCARDED. THE REMAINING BEAM SUPPORT SHALL BE REUSED BY ERECTING SAME WITH A NEWLY POURED CONCRETE FOUNDATION. WHERE THE SIGN AND FOUNDATION IS TO BE REMOVED TEMPORARILY DUE TO MAINTENANCE OF TRAFFIC PHASING OPERATIONS, THE POSTS SHALL BE TEMPORARILY EMBEDDED IN GRANULAR MATERIAL ALLOWING THEIR REUSAGE WHEN PERMANENTLY ERECTED. MINOR GRADING OF THE SURROUNDING GROUND TO FACILITATE THE BEAM SUPPORTS IS INCLUDED IN THIS ITEM OF WORK IF NEEDED. PAYMENT FOR THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE ALL WORK CALLED FOR HEREIN

REVISED 03/01/07

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GENERAL NOTES

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ITEM 606 - ANCHOR ASSEMBLY, TYPE E-98

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS.

1) THE ET-2000 (1997) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE ET-2000 (1997) SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF TWO 25'-0" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV. DATE	ODOT APPROVAL DATE
SSS265M	ET-2000 (1997) PLAN, ELEVATION AND SECTIONS	6/20/97	3/6/98
SS142	ET2000 PLUS 50'-0" PLAN, ELEVATION AND SECTION 25'-0" RAIL, SLEEVE W/PL POSTS 1-4	4/12/00	7/31/00
SS141	ET2000 PLUS PLAN, ELEVATION AND SECTION 25'-0" RAIL, HBA POSTS 1-4	2/29/00	7/31/00
SS158	ET2000 PLUS 50'-0" WITH 12'-6" PANELS AND HBA POSTS 1-4 PLAN, ELEVATION AND SECTION	5/22/00	7/31/00

2) THE SKT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 2516 MALLORY LANE, STOW, OHIO, 44224, (TELEPHONE: 330-346-0721).

THE LENGTH OF THE SKT-350 SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF FOUR 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV. DATE	ODOT APPROVAL DATE
SKT-4M	SEQUENTIAL KINKING TERMINAL (SKT-350) ASSEMBLY WITH 4 FOUNDATION TUBES	12/11/97	3/6/98

THE FACE OF THE TYPE E-98 IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APPROXIMATELY 18" X 18".

REFER TO THE MANUFACTURER'S INSTRUCTION REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4-INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27-3/4-INCHES FROM THE EDGE OF THE SHOULDER.

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

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E-98, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

INTERIM COMPLETION DATE

An Interim Date of Completion for this contract is set 30 days prior to the Final Completion Date. All contract items of work must be completed by the Interim Completion Date. The interim date will be subject to Liquidated Damages as indicated by Section 108.07 of the Construction and Material Specifications Book. Request for time extensions to the Interim Completion Date will be processed as per Section 108.06 of the Specifications Book. The period of time between the Interim Completion Date and the Final Completion Date is strictly to allow for completion of the "punch list" items and removal of the project field offices. Failure to complete the "punch list" and remove the field offices by the Final Completion Date will result in assessment of Liquidated Damages as per Section 108.07 of the Specifications Book.

A granted time extension to the Interim Completion Date will not include a corresponding extension to the Final Completion Date. Extensions of time to the Final Completion Date will only be granted if it can be justified that not enough time exist to complete the "punch list" items and remove the project field offices prior to the Final Completion Date.

NON-USE OF ASBESTOS CONTAINING MATERIALS

The Contractor shall at no time incorporate any materials which are composed of or contain any amounts of asbestos. The substitution of materials which contain any amounts of asbestos will in no circumstances be acceptable. Upon completion of the project, the Contractor shall submit a written statement of certification asserting that no asbestos containing materials were used in any portion of the construction.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE CLOSURES AND ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (513) 932-7651 OR AT (513) 932-7651 OR AT THE DISTRICT 8 NOTIFICATION WEBSITE, HTTP://WWW.DOT.STATE.OH.US/DIST8/CONTACT%20INFO/PLANNING PIO WEBFORM.HTM. THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES AFFECTED SCHOOLS AND BUSINESSES AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SERVICES.

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GENERAL NOTES

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ITEM SPECIAL MISC.: SOILS CONSULTANT FOR FIELD TESTING AND INSPECTION

All testing and inspection for the embankment, subgrade compaction, granular bases and subbases, and trench backfill shall be the responsibility of the Contractor. All compaction and/or density tests shall meet provisions of Item Nos. 202, 203, 304, 503, or 603. Inspection shall assure compliance to the appropriate bid item of work.

The Contractor shall provide a soils consultant pre-qualified by ODOT who shall, through the Contractor, be responsible for ensuring that the compaction or density of the embankment, backfill, or base materials are in compliance with the specifications. This work shall be in accordance with the specifications and ODOT Manual of Procedures for Earthwork.

The Soils Consultant shall provide a Soils Technician who has a background in embankment, base construction, structure backfill and pipe installation and is familiar with ODOT Specifications.

The soils consultant shall provide necessary trained operators and equipment and furnish the Project Engineer with two (2) copies of acceptable test results within 24 hours after the test is taken. The soils consultant technicians shall demonstrate their competence to the Engineer before work begins. The Engineer will order the Contractor to replace the soils consultant if they are not fully versed in the required testing procedures. The consultant's operator shall immediately notify the ODOT inspector or Engineer of any failing test, identify the remedial action proposed, and provide documentation of acceptable retest of the failed area. Compaction tests shall be taken for each 500 Cu. Yds. of embankment, every 1000 Sq. Yds. of subgrade prepared, and each 1000 Sq. Yds. of subbase placed. The Engineer may require more frequent testing if the conditions warrant. Upon completion of the item, the soils consultant shall also provide the Engineer with two (2) copies of an inspection report by a Registered Professional Engineer, which contains the testing results and the consultant's conclusions as to Specification compliance for all contract compaction or density work. The Soils consultant shall provide the Project Engineer with a daily inspection report which will include compaction/density test taken, items of work inspected, pay items completed and final pay quantities.

The Engineer will make unannounced quality control tests periodically to verify procedures used and results being obtained by the Contractor.

The soils consultant's field representative shall work under the direction of a Registered Professional Engineer who will monitor the embankment construction, base placement, and trench backfill The Registered Professional Engineer shall be available to discuss questions and problems which may arise relative to the embankment and base construction and shall also attend the monthly progress meetings for the project. The final inspection report shall be signed by a Professional Engineer, and certify that all compaction and density tests provided by the Contractor meets all applicable contract requirements.

Payment for this work shall be bid as a lump sum and paid for as follows:

Upon approval of consultant	-	20%
Upon completion of field tests	-	60%
Upon submission of final report	-	20%

A lump sum quantity of "Item Special 690 98400 Misc.: Soils Consultant For Field Testing And Inspection" has been carried to the general summary and the price bid shall be full compensation for all labor, materials, equipment, and incidentals necessary for proper performance of this work.

PETROLEUM CONTAMINATED SOILS

All excavated material greater than 3 feet encountered and noted within the project limits, which is determined either through the smell, color, and/or texture to be potentially contaminated with petroleum substances shall be stockpiled in an area provided by the Contractor and approved but the Engineer. The Contractor shall stockpile the material in a leak proof container provided by the Contractor or the suspect soils shall be temporarily stockpiled at a location determined by the Engineer and completely covered with an impermeable membrane, as directed by the Engineer. This operation shall be completed in such a manner as to prevent contamination to the human population or the environment, and shall meet with OEPA standards. The suspect soils shall be inspected and tested by a qualified Hazard Waste Inspector and then properly disposed of, in accordance with OEPA standards, as directed by the Engineer. A quantity of 10 tons has been provided for under Item Special - Work Involving Petroleum Contaminated Soils.

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GENERAL NOTES

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ITEM 614, MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)

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

ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF EITHER OR IN COMBINATION OF THE FOLLOWING: EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND/OR ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

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 5 M. GAL

WORK ZONE MARKINGS AND SIGNS

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

ITEM 622, PORTABLE CONCRETE BARRIER, 32", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, MAINTAINING, AND SUBSEQUENTLY REMOVING PORTABLE CONCRETE BARRIER, 32 INCHES HIGH.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE CONCRETE BARRIER, 32 INCH, AS PER PLAN.

EARTHWORK FOR MAINTAINING TRAFFIC

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

EXCAVATION FOR MAINTAINING TRAFFIC	1033	CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC	1896	CU. YD.

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

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. (SECTION 642-2).

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	50	CU. YD.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUB-BASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 1½" INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

ITEM 614 - BARRIER REFLECTORS

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL PROTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 25 FEET.

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MAINTENANCE OF TRAFFIC NOTES

PRE-127-18.81

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ONE OF THE FOLLOWING IMPACT ATTENUATORS:

1. THE QUADGUARD CZ, (24 INCHES WIDE SIX-BAY) WORK ZONE IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., 35 EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

   THE LENGTH OF THE SIX-BAY QUADGUARD CZ IS 20'-9". INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: QSCZCVR-T4
DRAWING NAME: QUADGUARD CZ SYSTEM FOR CONSTRUCTION ZONES
REVISION DATE: 5/13/99 REV. J
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-10
DRAWING NAME: QUADGUARD SYSTEM CONCRETE PAD, CZ, QG
REVISION DATE: 11/19/97 REV. D
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-16
DRAWING NAME: QUADGUARD SYSTEM BACKUP ASSEMBLY, CZ, QG
REVISION DATE: 7/30/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 354051Z
DRAWING NAME: QUADGUARD CZ SYSTEM NOSE ASSEMBLY, CZ, QG, 24, 30, 36
REVISION DATE: 5/17/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-18
DRAWING NAME: TRANSITION ASSEMBLY, 4 OFFSET, QG
REVISION DATE: 6/25/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35400260
DRAWING NAME: QUADGUARD SYSTEM PCMB ANCHOR ASSEMBLY
REVISION DATE: 11/19/97 REV. C
ODOT APPROVAL DATE: 8/27/99

2. THE TRACC (TRINITY ATTENUATING CRASH CUSHION) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

   THE TRACC IS 21'-0" LONG AND 2'-7" WIDE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: SS450
DRAWING NAME: CRASH-CUSHION ATTENUATING TERMINAL PLAN, ELEVATION & SECTIONS
REVISION DATE: 3/12/99 REV. 1
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS455
DRAWING NAME: TRACC TRANSITION TO W-BEAM MEDIAN BARRIER PLAN, ELEVATION & SECTIONS
REVISION DATE: 2/18/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS461
DRAWING NAME: TRACC TRANSITION TO CONCRETE SAFETY SHAPE BARRIER PLAN, ELEVATION & SECTIONS
REVISION DATE: 6/30/99 REV. 1
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS462
DRAWING NAME: TRACC TRANSITION TO CONCRETE BARRIER SINGLE SLOPE PLAN, ELEVATION & SECTIONS
REVISION DATE: 6/30/99
ODOT APPROVAL DATE: 8/27/99

3. THE BARRIER SYSTEMS, INC. TAU-II IMPACT ATTENUATOR, DISTRIBUTED BY ROAD SYSTEMS INC., SALES SUPPORT, 2183 ELM TRACE, AUSTINTOWN, OH 44515, (TELEPHONE 330-799-9291)

   THE TAU-II FOR THIS NOTE IS A PARALLEL 8-BAY UNIT (24' LONG AND 35" WIDE). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIEDIN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: A040416
DRAWING NAME: UNIVERSAL TAU-II PARTS LIST
REVISION DATE: 4/22/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040420
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, FLUSH MOUNT BACKSTOP
REVISION DATE: 4/28/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040105
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, PCB BACKSTOP (REFERENCED ON A04020)
REVISION DATE: 1/07/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: B040239
DRAWING NAME: APPLICATION, FLUSH MOUNT BACKSTOP (TYPICAL FOR PARALLEL 60 MPH UNIT)
REVISION DATE: 4/21/04
ODOT APPROVAL DATE: 10/16/04

THE CONTRACTOR SHALL PROVIDE A REPLACEMENT UNIT WHEN AN IMPACT IS SEVERE ENOUGH TO REQUIRE COMPLETE REPLACEMENT OF THE ATTENUATOR. THE CONTRACTOR SHALL HAVE A SPARE PARTS PACKAGE AVAILABLE ON THE PROJECT SITE AT ALL TIMES WHEN AN ATTENUATOR IS IN PLACE. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF ONE COMPLETE SPARE PARTS PACKAGE FOR EVERY ONE TO SIX UNITS INSTALLED ON THE PROJECT SITE. FOR EXAMPLE, FIVE INSTALLED UNITS REQUIRE ONE SPARE PARTS PACKAGE AND SEVEN INSTALLED UNITS REQUIRE TWO SPARE PARTS PACKAGES.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT, MAINTAIN, REPAIR, REPLACE OR RELOCATE A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

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MAINTENANCE OF TRAFFIC NOTES

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PHASE I MAINTENANCE OF TRAFFIC

CONSTRUCT TEMPORARY ROAD AND PAVEMENT FOR TEMPORARY ACCESS ROAD FOR HAZELWOOD DRIVE, RAMPS A AND D AND FOR THE EAST SIDE AREAS OUTSIDE US 127 TRAVELED PAVEMENT AT BOTH THE NORTH AND SOUTH ENDS OF THE PROJECT.

INSTALLATION OF THE TEMPORARY 12" CONDUITS AND 2-2B CATCH BASINS SHALL HAVE ADJACENT GROUND GRADED TO ASSURE POSITIVE DRAINAGE

INGRESS AND EGRESS FOR ALL DRIVES AND TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING THE ABOVE NOTED CONSTRUCTION THROUGH USAGE OF BARRELS, FLAGGERS AND SIGNING AS NEEDED TO DIRECT TRAFFIC PRIOR TO THE INSTALLATION OF ALL PHASE I BARRICADES, BARRELS AND TEMPORARY STRIPING.

FOLLOWING THE OPENING OF ALL TEMPORARY ROADS, RAMPS AND DRIVES NOTED ABOVE, CONSTRUCT PROPOSED HAZELWOOD DRIVE, RAMPS A AND D AND INDICATED US 127 PAVEMENT OF PHASE I. ALL PERMANENT PAVEMENT MARKINGS AND SIGNS SHALL BE IN PLACE AT THE TIME OF THE OPENING. (ONE DO NOT ENTER, STOP SIGN AND ONE WAY SIGN INSTALLTION SHALL BE ERECTED BEFORE OPENING THE RAMPS, AND THE OTHER SET INSTALLED IMMEDIATELY FOLLOWING THE OPENING OF EACH RAMP.

PHASE IA MAINTENANCE OF TRAFFIC

THIS PHASE WILL OPEN NEWLY CONSTRUCTED HAZELWOOD DRIVE AND RAMPS A AND C. THE DRIVE AT 13+99.13S RIGHT AND COMPLETION OF US 127 PAVEMENT USED FOR TEMPORARY HAZELWOOD ACCESS ROAD AND RAMPS A AND C IS TO BE FINISHED PRIOR TO PREPARATIONS FOR PHASE 2.

THE INTENT OF THIS PHASE IS TO OPEN, AS SOON AS PRACTICAL, NEWLY CONSTRUCTED RAMPS AND THE ACCESS DRIVE. ADDITIONALLY, THE DRIVE AT 13+00.13S Rt. IS TO BE CLOSED AND CONSTRUCTED FULL WIDTH WITH ACCESS TO THE BUSINESS VIA THE NEW HAZELWOOD DRIVE.

PHASE 2 MAINTENANCE OF TRAFFIC

CONSTRUCT TEMPORARY ROAD AND PAVEMENT FOR TEMPORARY RAMPS B AND D AND FOR THE WEST SIDE AREAS OUTSIDE US 127 TRAVELED PAVEMENT AT BOTH THE NORTH AND SOUTH ENDS OF THE PROJECT.

INSTALLATION OF THE TEMPORARY 12" CONDUITS AND 2-2B CATCH BASINS SHALL HAVE ADJACENT GROUND GRADED TO ASSURE POSITIVE DRAINAGE

INGRESS AND EGRESS FOR ALL DRIVES AND TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING THE ABOVE NOTED CONSTRUCTION THROUGH USAGE OF BARRELS, FLAGGERS AND SIGNING AS NEEDED TO DIRECT TRAFFIC PRIOR TO THE INSTALLATION OF ALL PHASE 2 BARRICADES, BARRELS AND TEMPORARY STRIPING.

PHASE 2A MAINTENANCE OF TRAFFIC

THIS PHASE WILL OPEN NEWLY CONSTRUCTED RAMPS B AND C. PERMANENT PAVEMENT MARKING AND SIGNAGE ARRANGEMENTS SHALL BE INPLACE AS IN THE CASE WITH RAMPS A AND C PREVIOUSLY OPENED. THE DRIVE AT 17+48.11N Rt. SHALL BE CONSTRUCTED PART WIDTH AND THE DRIVE AT 19+38.17N Rt. SHALL BE CONSTRUCTED FULL WIDTH UPON COMPLETION OF A TEMPORARY TRUCK ACCESS DRIVE AT 20+98.08N Rt.. COMPLETION OF US 127 PAVEMENT USED FOR TEMPORARY RAMPS B AND C IS TO BE FINISHED. THE TEMPORARY TRUCK ACCESS DRIVE AND ASSOCIATED DRAINAGE PIPE AND CATCH BASIN SHALL BE REMOVED FOLLOWING THE OPENING OF THE NEW TRUCK DRIVE.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH WORKING TOP-MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS (LEOS) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEOS ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH: (LIST LAW ENFORCEMENT AGENCY, ADDRESS AND TELEPHONE NUMBER).

LAW ENFORCEMENT OFFICERS (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). THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR	25	HOURS

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

IF CONTRACTORS WISH TO UTILIZE LEOS FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614, MAINTAINING TRAFFIC.

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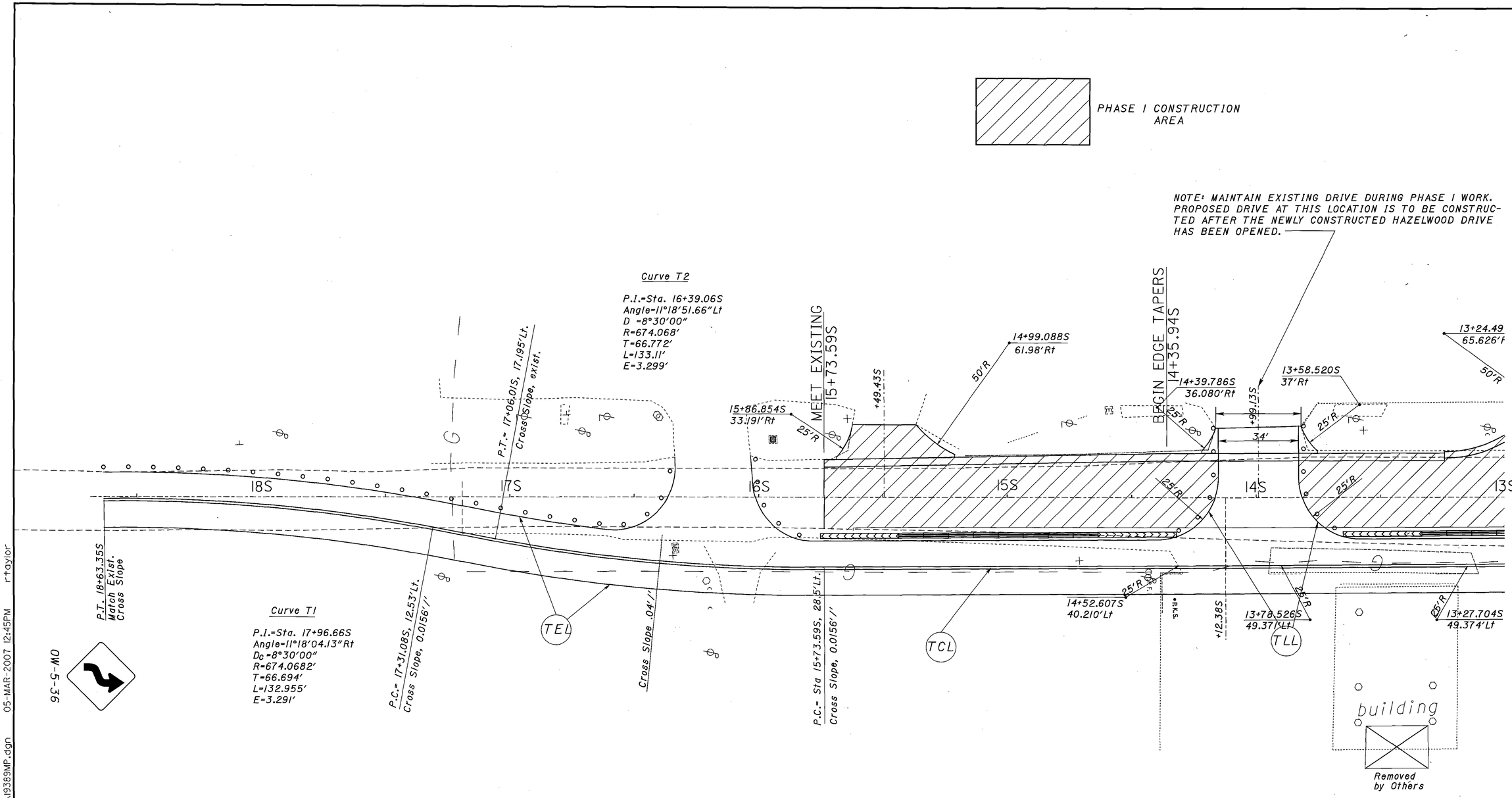
MAINTENANCE OF TRAFFIC NOTES

PRE-127-18.81



(TEL) Temporary Edge Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

(TCL) Temporary Center Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

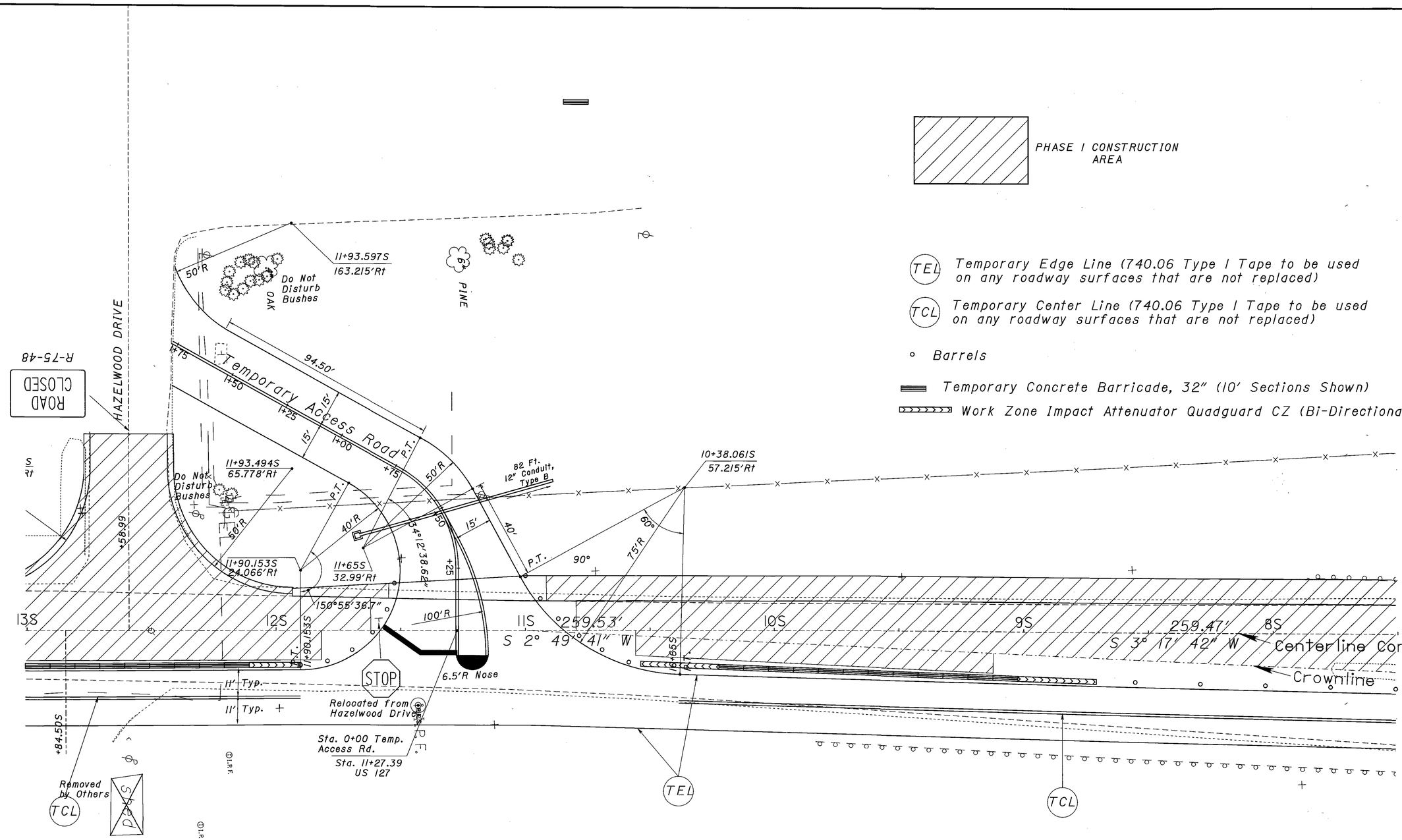
REVISED 02/20/07

HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC PHASE 1

PRE-127-18.81



HORIZONTAL SCALE IN FEET

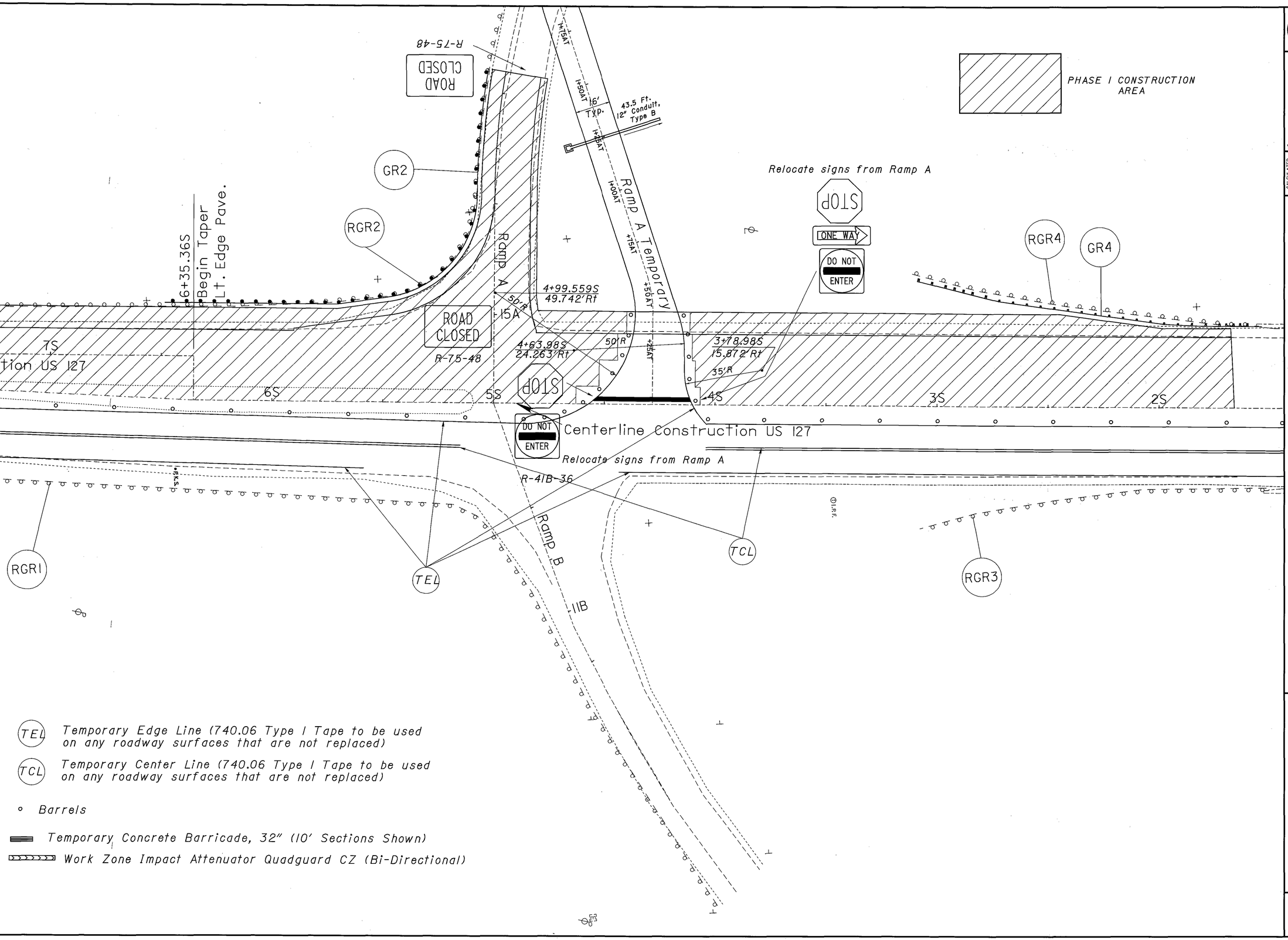
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC PHASE 1

PRE-127-18.81

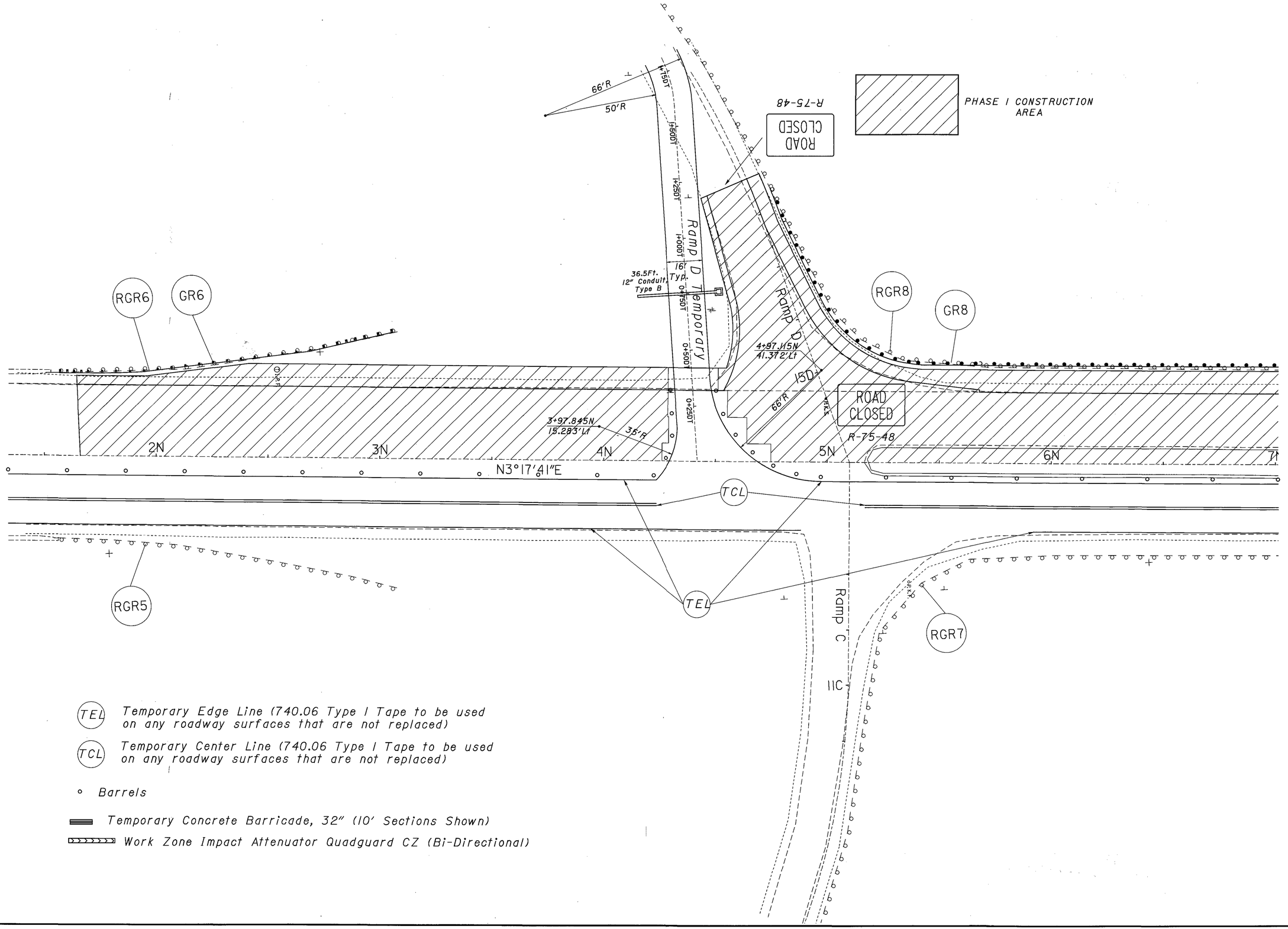
REVISED 02/03/07

16
119



MAINTENANCE OF TRAFFIC PHASE 1

PRE-127-18.81



HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 1

PRE-127-18.81

18
119

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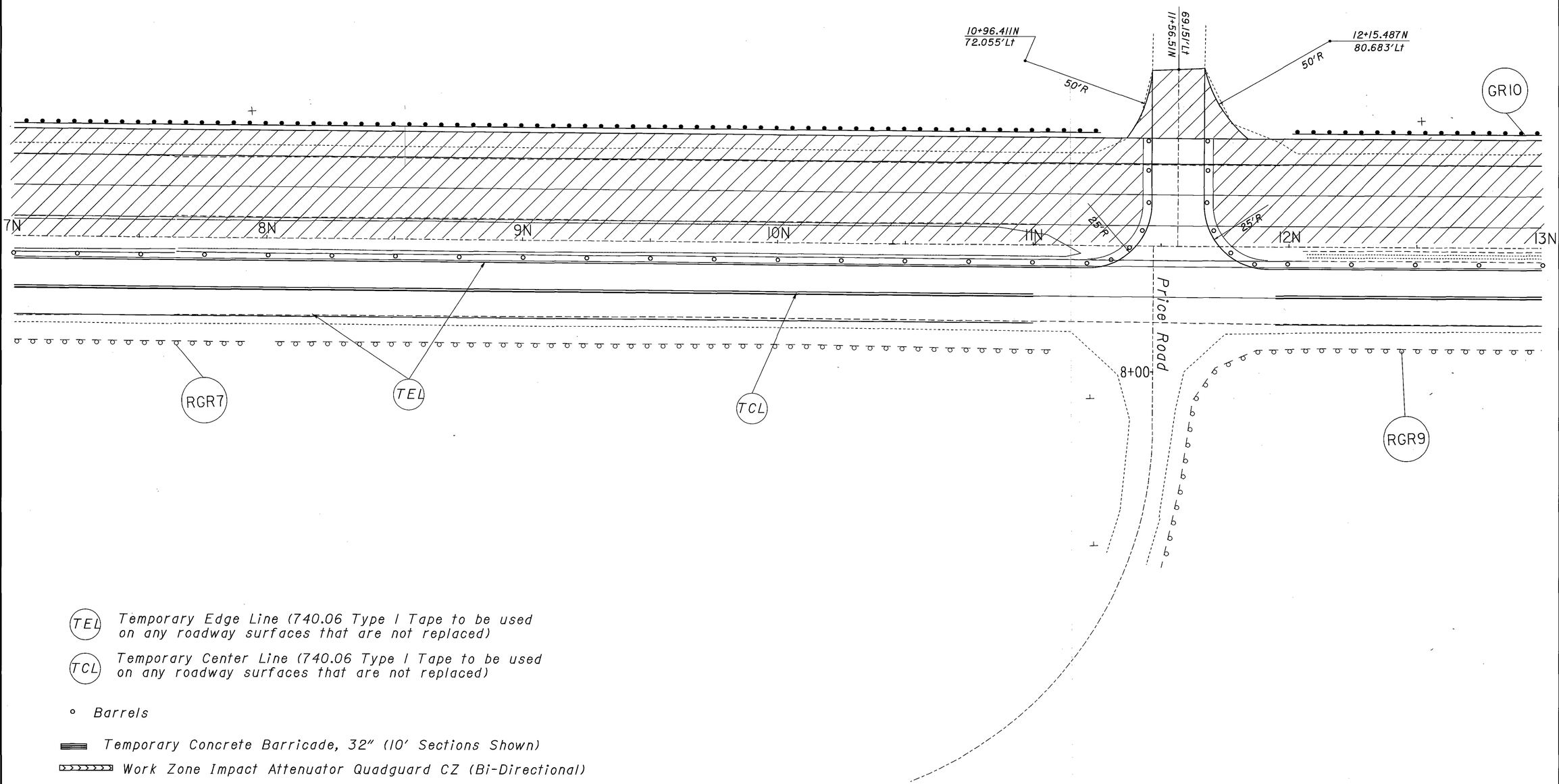
PHASE I CONSTRUCTION AREA

NOTE: THIS DRIVE IS TO BE CONSTRUCTED WITH ASPHALT. MAINTAIN ACCESS.



TEL Temporary Edge Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

TCL Temporary Center Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

REVISED 02/28/07

HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC PHASE 1

PRE-127-18.81

19 / 119

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POT Sta. 14+32.00
Centerline of
Construction
Offset from Crown
& Profile

14N
15N
16N
17N
18N

Centerline Construction US 127

Crown & Profile Line

TEL

TCL

Sta. 14+32.00 BEGIN
Rt.&Lt. PAVEMENT AND
Rt.&Lt. SHOULDER TAPERS

Curve T3

P.I.-Sta. 21+14.92N,
30.72'Rt.
Angle=11°00'31.6"Lt
D =8°30'00"
R=674.068'
T=64.957'
L=129.515'
E=3.123

Curve T4

P.I.-Sta. 22+52.04N,
US 127, 1.401'Lt.
Angle=12°50'37.67"Rt
D =8°30'00"
R=674.066'
T=75.870'
L=110.931'
E=4.256'

PHASE I CONSTRUCTION AREA

Sta. 21+00
END FULL
DEPTH
PAVE.

ROAD
CLOSED
R-75-48

19N
20N
21N
22N
23N
24N

underground
electric

Rocks
Rocks
Rocks

P.C. Sta. 20+50N,
US 127, 32.79'Rt.
Cross Slope
0.0156'/'

Cross Slope
0.03'/'

Temporary rock removal and
eventual replacement to be
included in bid Item 615 -
Temporary Road

P.T./P.C.
Sta. 21+78.26N
US 127, 16.29'Rt.
Cross Slope
Flat 0.0'/'

TEL

TCL

Cross Slope
0.03'/'

P.T. Sta. 23+27.91N
US 127, 2.18'Lt.
Meet Exist.
Cross Slope

OW-6-36

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

(TCL) Temporary Center Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

(TEL) Temporary Edge Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

REVISED 02/28/07

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC
PHASE 1

PRE-127-18.81

20
119

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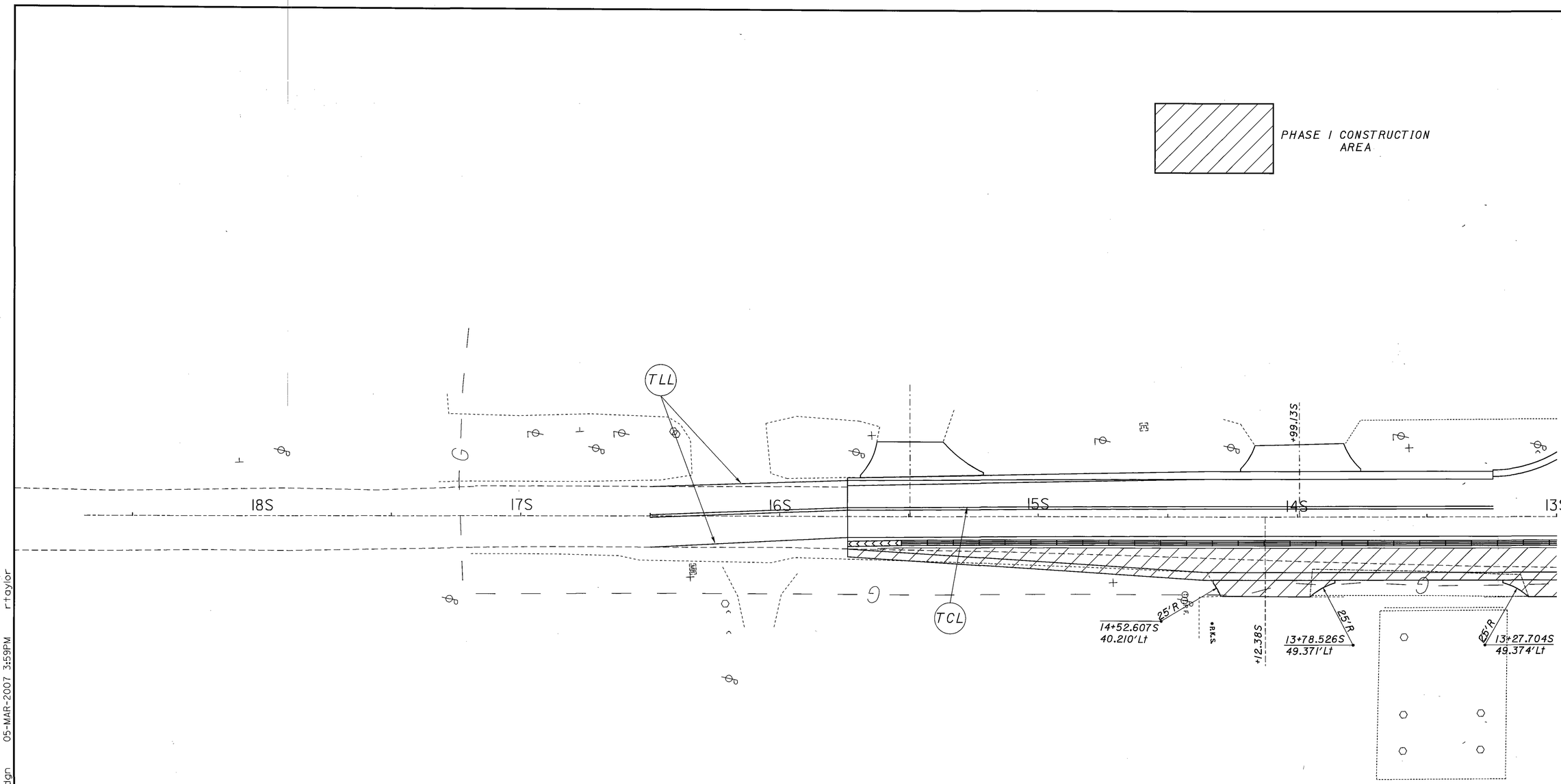

TLL Temporary Lane Line, 740.06 Type I Tape

TCL Temporary Center Line, 740.06 Type I Tape

Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

REVISED 02/08/07

HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81

22
119

REVISED 04/04/07

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PHASE I CONSTRUCTION AREA

HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81

GR2

TLL

6+35.36S
Begin Taper
Lt. Edge Pave.

Ramp A

15A

TCL

GR4

7S

nstruction US 127

6S

5S

4S

3S

2S

35'R

Center line Construction US 127

3+77.55S
15'Lt

R-75'48

ROAD CLOSED

50'R

4+78.55S
42'Lt

Ramp B

+25BT

+50BT

Ramp B
16'
Typ. Temporary

+75BT

+100BT

+125BT

+150BT

+175BT

37 Ft.
12" Conduit,
Type B

11B

3+62.55S
145.319'Lt

50'R

66'R

RGR1

GR1

RGR3

GR3

Edge P.F.

TLL Temporary Lane Line, 740.06 Type I Tape

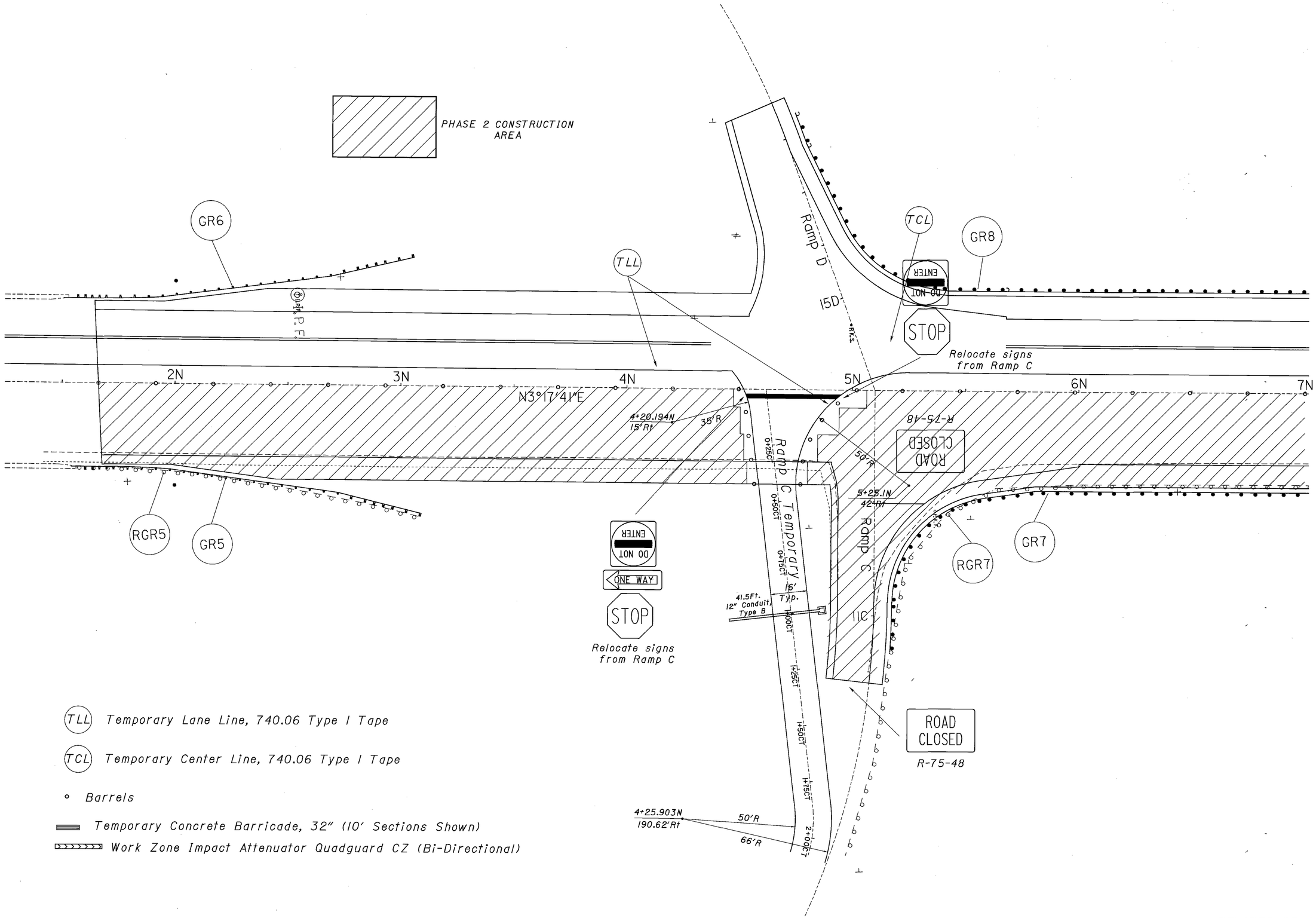
TCL Temporary Center Line, 740.06 Type I Tape

Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

REVISED 02/08/07



HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81

REVISED 02/08/07

PHASE 2 CONSTRUCTION AREA

TLL

TCL

GR10

7N 8N 9N 10N 11N 12N 13N

Price Road

8+00

RGR9

GR9

NOTE: PRICE ROAD IS TO BE ASPHALT OVERLAYED WITH ITEM 448 SURFACE COURSE, TYPE 1. SEE SHEET Nos. 34, 35, 90 & 91 FOR TEMPORARY ROADS @ PRICE ROAD TO FACILITATE SR 127 PAVEMENT CONSTRUCTION.

(TLL) Temporary Lane Line, 740.06 Type I Tape

(TCL) Temporary Center Line, 740.06 Type I Tape

Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

REVISED 02/09/07

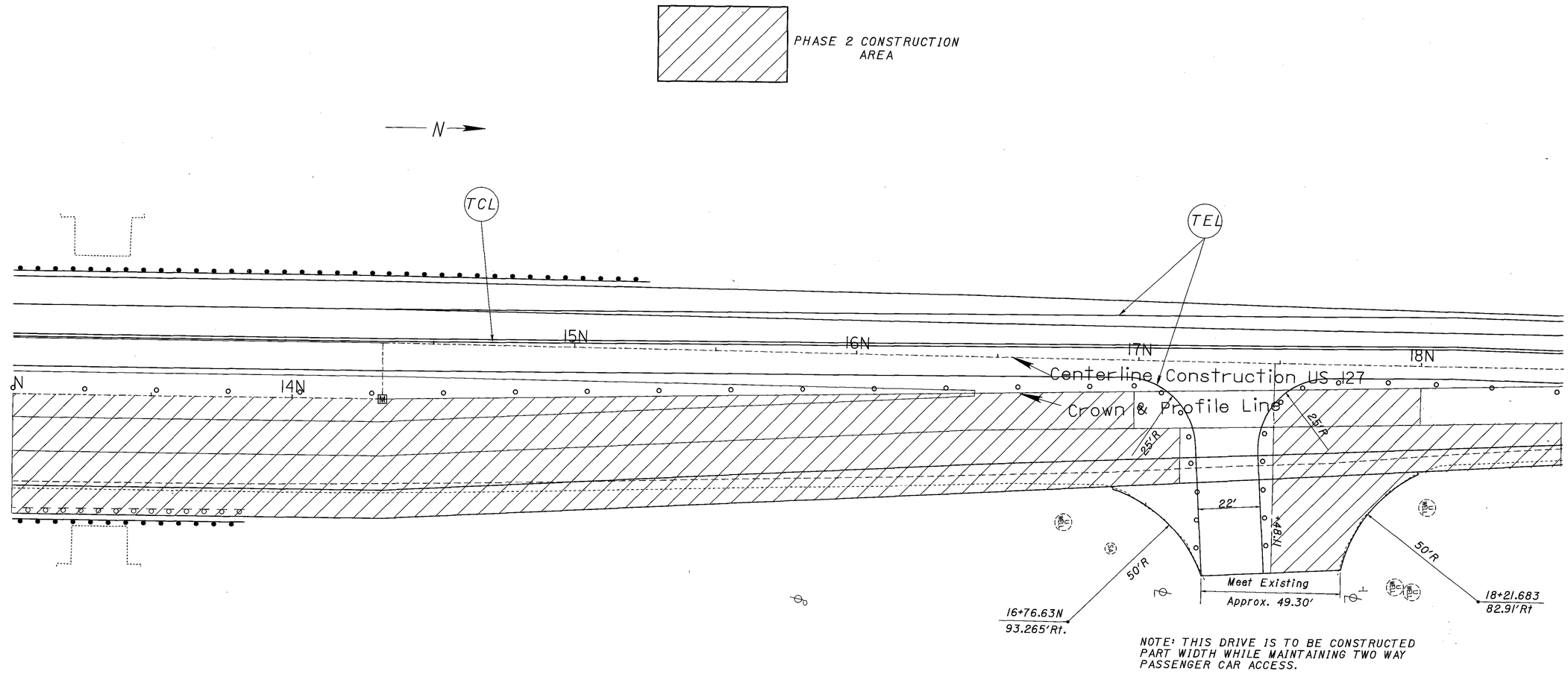
HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81



NOTE: THIS DRIVE IS TO BE CONSTRUCTED PART WIDTH WHILE MAINTAINING TWO WAY PASSENGER CAR ACCESS.

(TLL) Temporary Lane Line, 740.06 Type I Tape

(TCL) Temporary Center Line, 740.06 Type I Tape

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

REVISED 02/09/07

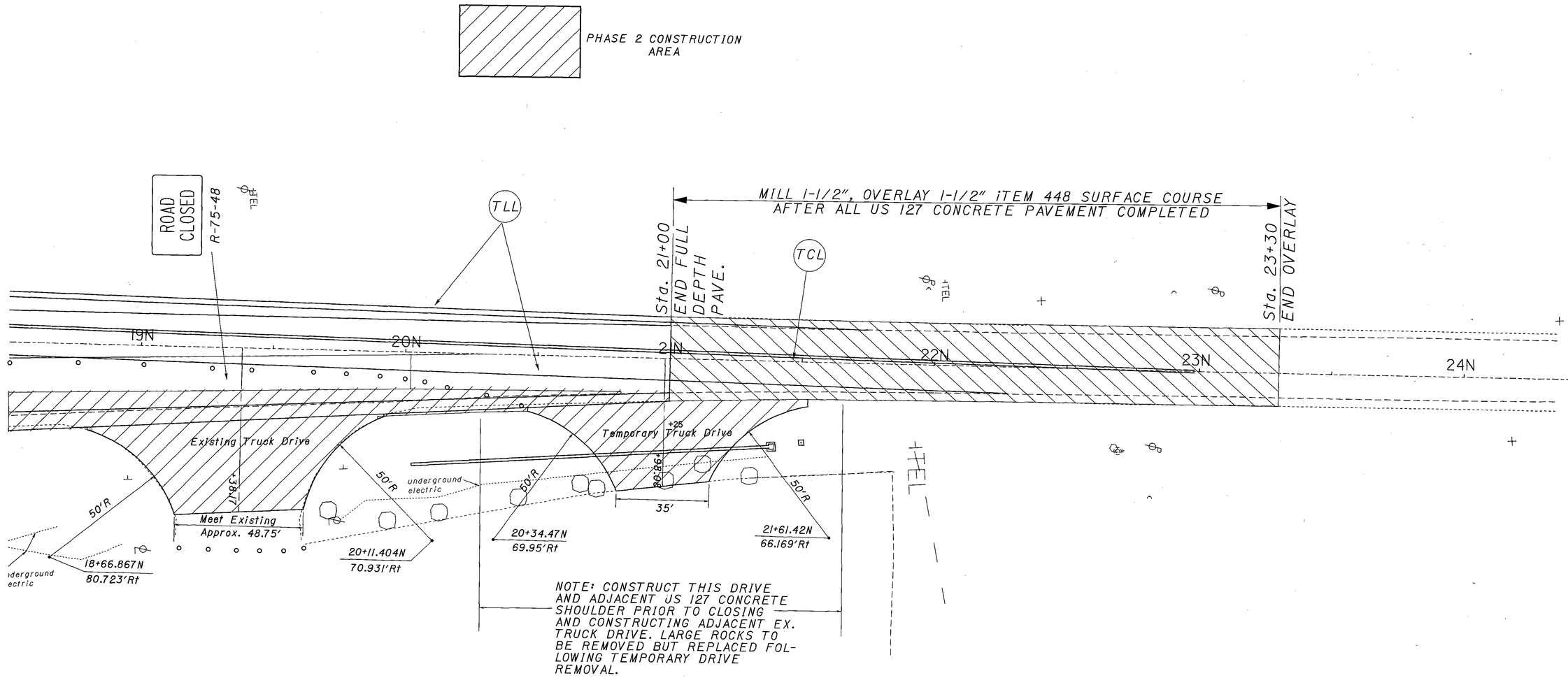
HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81



(TLL) Temporary Lane Line, 740.06 Type I Tape

(TCL) Temporary Center Line, 740.06 Type I Tape

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

N

HORIZONTAL SCALE IN FEET

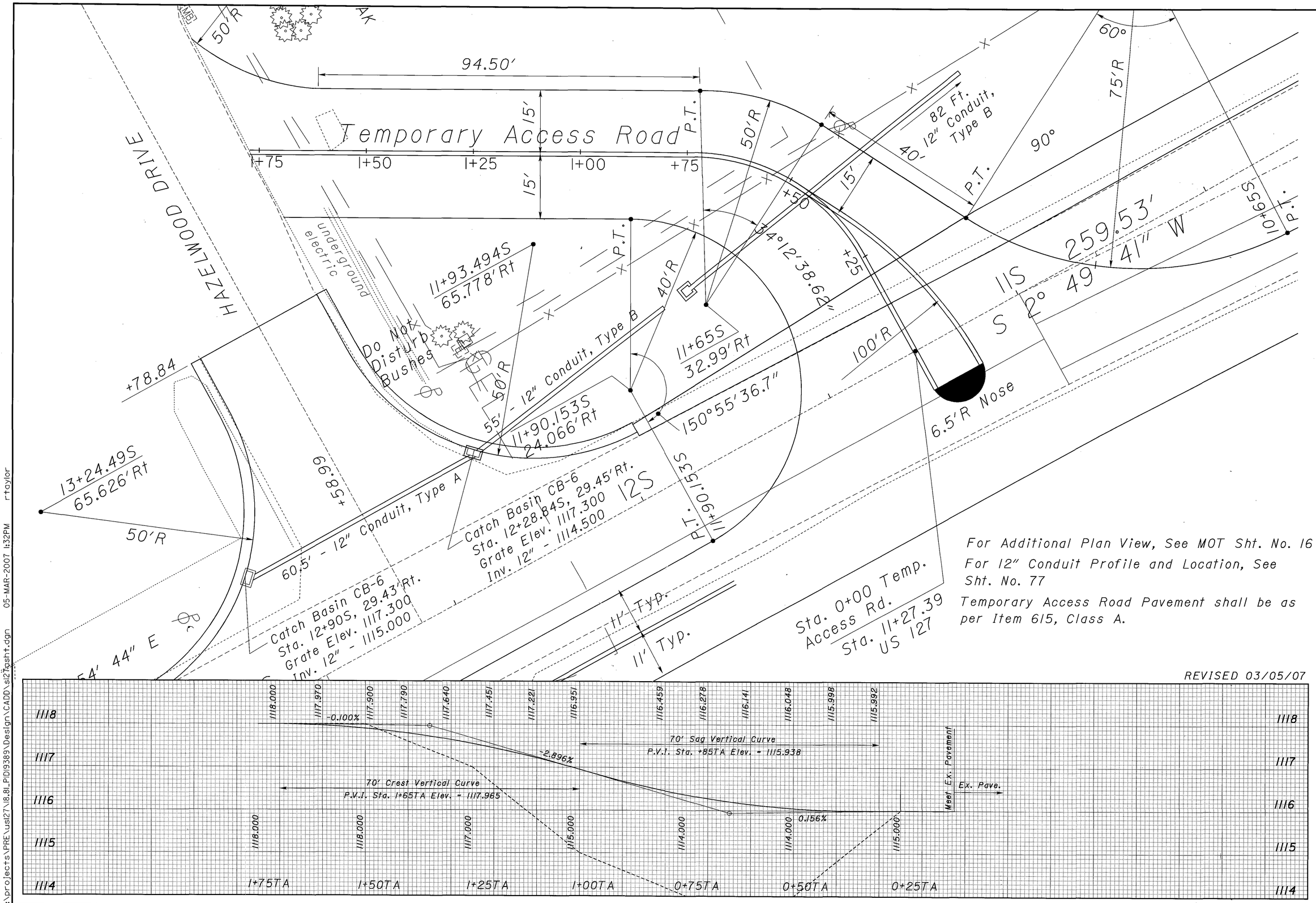
CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81

REVISED 02/09/07



For Additional Plan View, See MOT Sht. No. 16

For 12" Conduit Profile and Location, See Sht. No. 77

Temporary Access Road Pavement shall be as per Item 615, Class A.

REVISED 03/05/07

HORIZONTAL SCALE IN FEET

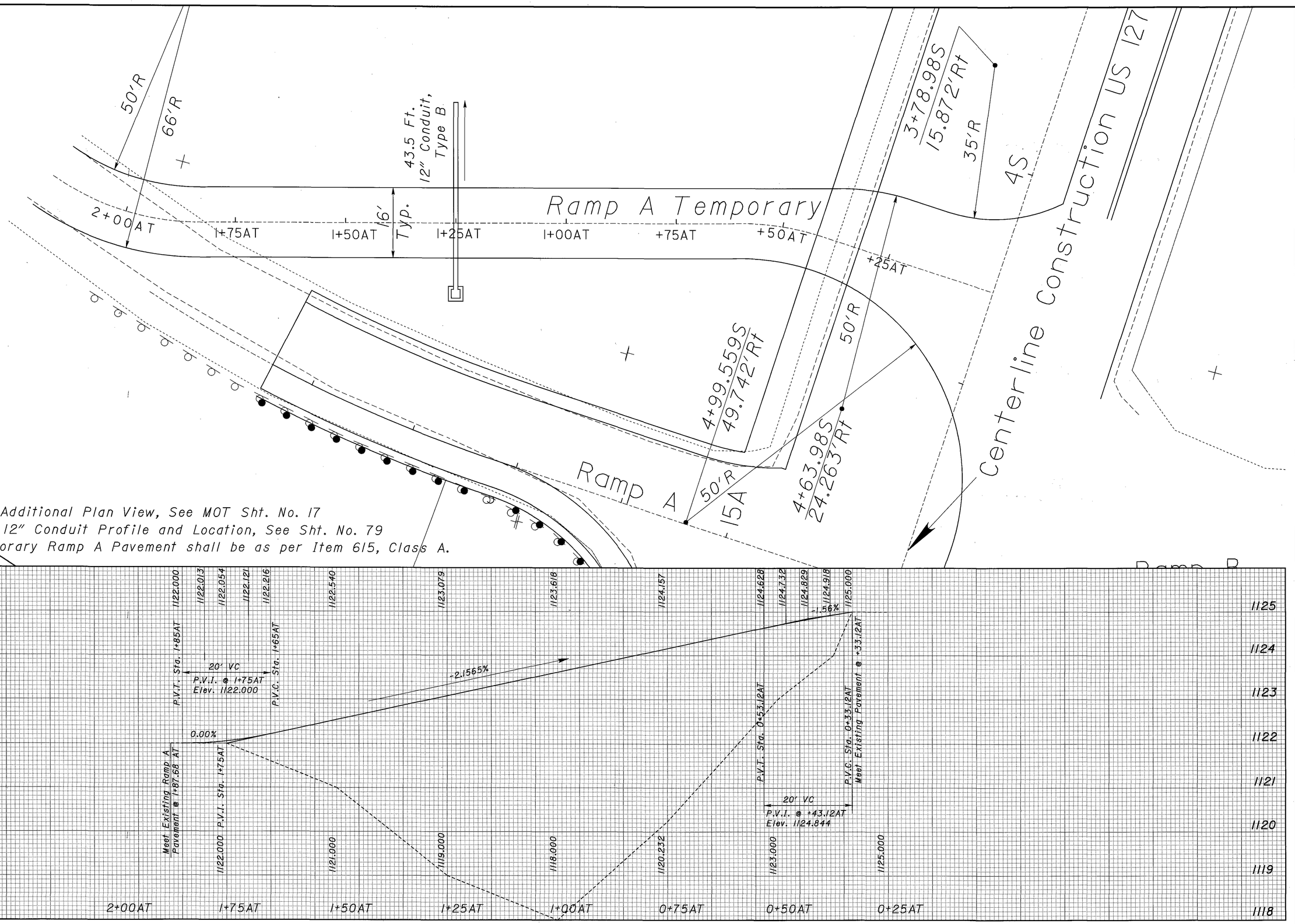
CALCULATED

CHECKED

PLAN AND PROFILE TEMPORARY ACCESS ROAD

PRE-127-18.81

28
119



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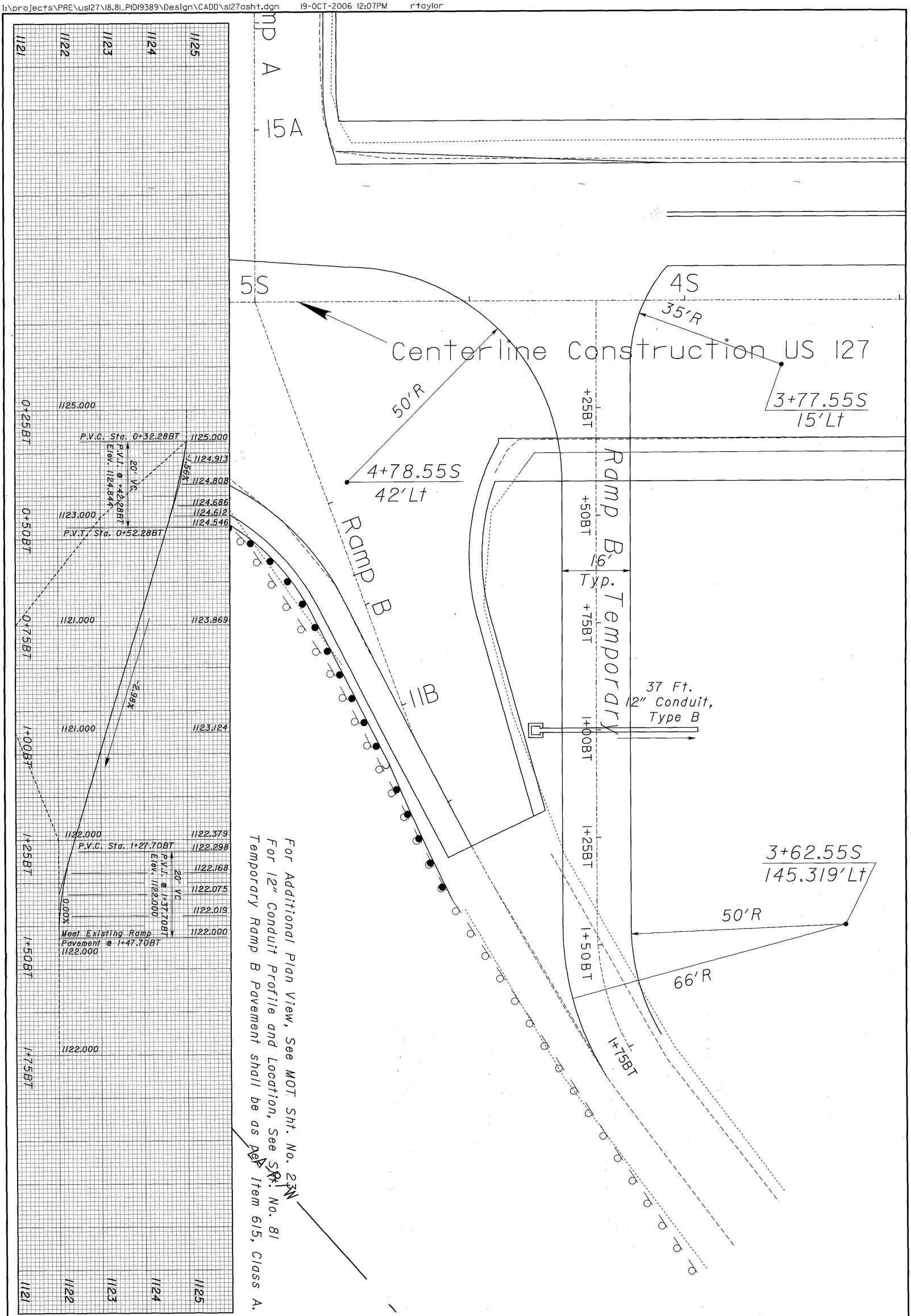
CALCULATED 0
CHECKED
HORIZONTAL
SCALE IN FEET

PLAN AND PROFILE
RAMP 'A' TEMPORARY

PRE-127-18.81



PRE-127-18.81

PLAN AND PROFILE
RAMP 'B' TEMPORARY

CALCULATED
CHECKED

0
HORIZONTAL
SCALE IN FEET

N

D
15D
5N
50'R
5+26.1N
42'Rt
Ramp C
11C
Ramp C Temporary
0+25CT
0+50CT
0+75CT
16' Typ.
1+00CT
1+25CT
1+50CT
1+75CT
2+00CT
41.5Ft.
12" Conduit,
Type B
35'R
4N
4+20.194N
15'Rt
50'R
66'R
4+25.903N
190.62'Rt

For Additional Plan View, See MOT Sht. No. 24
For 12" Conduit Profile and Location, See Sht. No. 82
Temporary Ramp C Pavement shall be as per Item 615, Class A.

HORIZONTAL SCALE IN FEET
0

CALCULATED
CHECKED

PLAN AND PROFILE
RAMP 'C' TEMPORARY

PRE-127-18.81

For Additional Plan View, See MOT Sht. No. 18
For 12" Conduit Profile and Location, See Sht. No. 84
Temporary Ramp D Pavement shall be as per Item 615, Class A.

+-R/W

RG

Ramp D

4+97.115N
41.372'Lt

15D

99'R

5N

Ramp C

Ramp D Temporary

1+75DT | 1+50DT | 1+25DT | 1+00DT | 0+75DT | 0+50DT | 0+25DT

16' Typ.

36.5Ft.
12" Conduit,
Type B

66'R

50'R

35'R

3+97.845N
15.283'Lt

4N

1124
1123
1122
1121

1122.000 | 1122.000 | 1122.012 | 1122.048 | 1122.107 | 1122.191 | 1122.286 | 1122.762 | 1123.238 | 1123.714 | 1124.046

P.V.C. Sta. 1+50DT
20' VC
P.V.I. @ 1+40DT
Elev. 1122.000
P.V.T. Sta. 1+30DT
0.00%
-1.905%
P.V.I. Sta. 0+32.59DT

1121.000 | 1121.000 | 1121.000 | 1122.000 | 1124.046

1+75DT | 1+50DT | 1+25DT | 1+00DT | 0+75DT | 0+50DT | 0+25DT

HORIZONTAL SCALE IN FEET
0

CALCULATED | CHECKED

PLAN AND PROFILE
RAMP 'D' TEMPORARY

PRE-127-18.81

32
119

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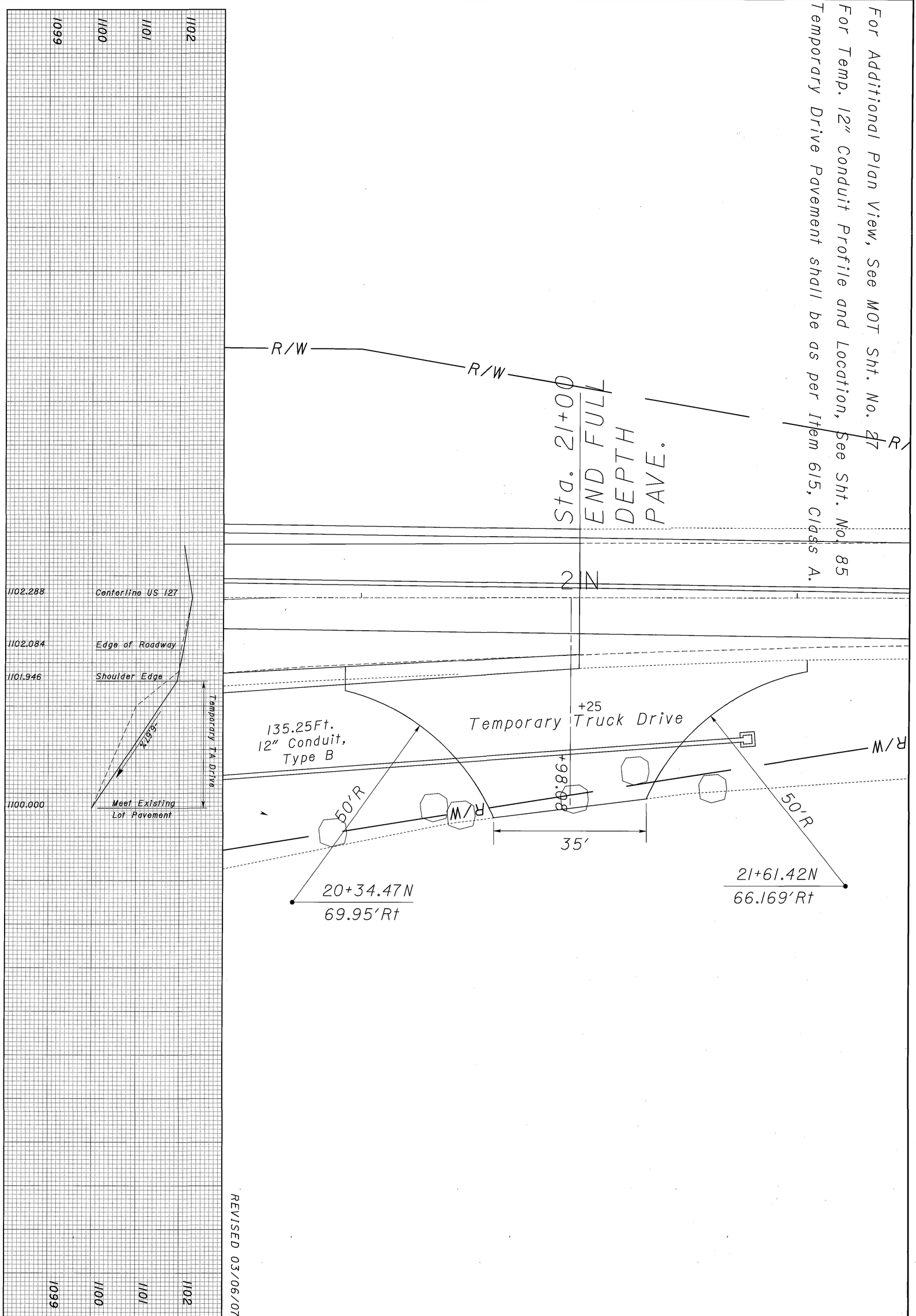
For Additional Plan View, See MOT Sht. No. 27
For Temp. 12" Conduit Profile and Location, See Sht. No. 85
Temporary Drive Pavement shall be as per Item 615, Class A.



33 of 191	PRE-127-18.81	PLAN AND PROFILE TEMPORARY TRUCK DRIVE	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET

R/W

12+16.24N, 26.99'Rt

35'R

12N

Baseline Temp. Price Rd. 1 @11+81.9N

Temporary Price Road 1 Pavement shall be as per Item 615, Class A.

R/W

Temporary Guardrail

16' Typ

Meet Ex.

Price Road

35'R

8+00

9+44.75N, 0'Rt.

1+00

Meet Existing Approx. @ 1+30 Price Rd.

238' Radius Point @ 9+44.75N, 26.99'Rt

11N

11+29.81N, 26.99'Rt

LA-R/W

R/W

REVISED 03/01/07

1104.932 1104.542 1104.433 1104.329 1104.184 1104.039 1104.00

US 127 Profile Baseline Temporary Price Road 1 (TPR1)

-0.058%

1106 1105 1104 1103

1105 1104 1103

0+00TPR1 0+25TPR1 0+50TPR1 0+75TPR1 1+00TPR1

HORIZONTAL SCALE IN FEET

CALCULATED CHECKED

PLAN AND PROFILE
TEMPORARY PRICE ROAD No. 1

PRE-127-18.81

34
119

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Temporary Price Road 2 Pavement
shall be as per Item 615, Class A.

Price Road

11+64.29N, 27' Rt.

35'R

8+00

16' Typ.

Meet Ex.

Temporary Guardrail

176.06'
N 49° 15' 41" W

R/W

18.00'
N 86° 42' 19" W

R/W

LA-R/W

632.00'
N 3° 17' 41" E

10+78.29N, 27' Rt.

35'R

122.21' Rt.

85'R @10+29.02, 122.21' Rt.

110.30'
S 50° 15' 03" E

R/W

LA-R/W

Meet Existing Approx.
@ 1+90 Price Rd.

REVISED 03/01/07

HORIZONTAL
SCALE IN FEET
0

CALCULATED
CHECKED

PLAN AND PROFILE
TEMPORARY PRICE ROAD No. 2

PRE-127-18.81

35
119

US 127

Meet Ex. Price Road Edge/Profile

Profile Baseline Temporary Price Road 2 (TPR2)

Match Ex. Price Road Profile

-3.38%

1106.80 1106.41 1106.30 1105.69 1104.84 1104.00

1106
1105
1104
1103

0+00TPR2 0+25TPR2 0+50TPR2 0+75TPR2 1+00TPR2

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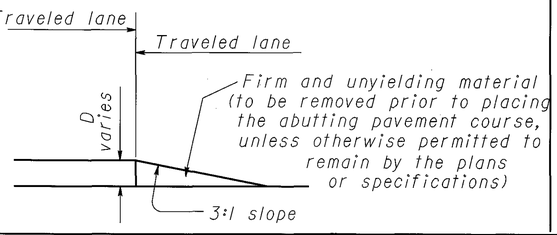
GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
2. While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
6. When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
7. When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 750' in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than one-half mile, additional signs should be erected at intervals of one mile or less.
8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10', drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5" and approval is granted by the Project Engineer.
10. Pavement Repairs (or similar work):
    a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
    b. Lengths of 60 feet or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.
2. OW-171 and OWP-171 signs required.



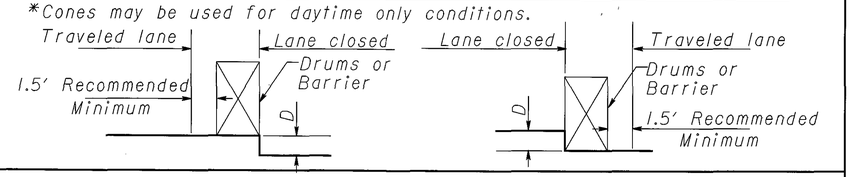
CONDITION I

DROPOFFS BETWEEN TRAVELED LANES

1. These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D (In.)	Treatment
≤1½	Erect OW-171 and OWP-171 signs.
>1½-3	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>3-5	Lane closure utilizing drums as shown below.
>5	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.



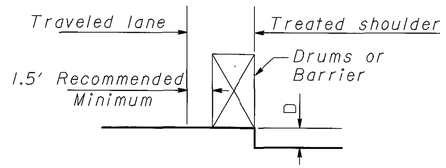
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA

1. The treatments indicated below are for use in conjunction with resurfacing, planing or excavations within the graded shoulder area.
2. The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials, or concreted). For the purposes herein, its maximum width shall be considered to be twelve (12) feet.

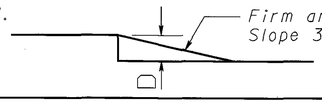
D (In.)	Treatment
≤1½	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>1½-5	1) If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>5-12 Daylight only	If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below.
>5-24	1) If min. lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums.
>24	Lane closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment may not be used within a bituminous shoulder where a hot longitudnal joint per 401.15 is required.
2. OW-151 signs required.



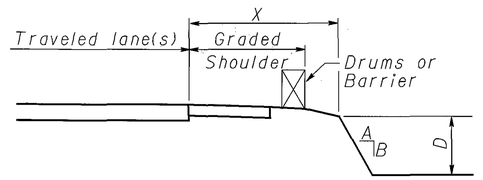
CONDITION III

DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

1. See Note 2 under Condition II.
2. Use Chart A or B below, as applicable.

CHART A

USE FOR:
1. Uncurbed Facilities.
2. Curbed Facilities, where:
   a. Curbs are less than 6" in height.
   b. Curbs are 6" or greater in height and the legal speed is greater than 40 mph.

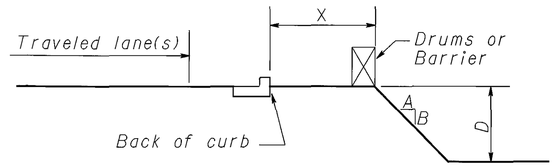


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	≤3	Steeper than 3:1	None	None
4-12	>3-≤12	Steeper than 3:1	Drums	Drums
4-12	>12	Steeper than 3:1	Drums	Barrier
>12-20	≤12	Steeper than 3:1	None	None
>12-20	>12-≤24	Steeper than 3:1	Drums	Drums
>12-20	>24	Steeper than 3:1	Drums	Barrier
>20-30	≤24	Steeper than 3:1	None	Drums
>20-30	>24	Steeper than 3:1	Drums	Barrier
>30	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

USE FOR: Curbed facilities, where the curb is 6" or greater in height and the legal speed is 40 mph or less.



X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	≤12	Any	None	Drums
0-10	>12	Any	Drums	Drums
>10	Any	Any	None	None

CALCULATED | CHECKED

DROPOFFS IN WORK ZONES

PRE-127-18.81

MAINTENANCE OF TRAFFIC SUBSUMMARY

CALCULATED | CHECKED

SHEET NO.	PHASE	603 12" CONDUIT, TYPE B EACH	604 CATCH BASIN, 2-2B EACH			614 WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, TYPE B2 EACH	614 WORK ZONE CENTER LINE, CLASS 1 MILE	614 WORK ZONE CENTER LINE, CLASS 1, 740.06 TYPE 1 MILE	614 WORK ZONE EDGE LINE, CLASS 1 MILE	614 WORK ZONE EDGE LINE, CLASS 1, 740.06 TYPE 1 MILE	614 WORK ZONE STOP LINE, CLASS 1 FT	615 ROADS FOR MAINTAINING TRAFFIC LS	615 PAVEMENT FOR MAINTAINING TRAFFIC, TYPE A SY	622 PORTABLE CONCRETE BARRIER, 32" FT
15	1					3	10	.08	.03	.16	.06				160
16	1					3	12	.12		.25		35			210
17	1							.09		.27	.01	42			
18	1							.09		.25	.02				
19	1							.09		.21					
20	1					2	16	.19	.02	.38	.04				340
US 127 SOUTH HALF - INCLUDES SHEETS 15 THROUGH 20													LS		
US 127 NORTH HALF - INCLUDES SHEETS 21 THROUGH 27													LS		
21	2					1	11		.06		.14				250
22	2					1	5		.08		.19				80
23	2								.08	.06	.15				
24	2											40			
25	2								.09		.10				
26	2								.10		.20				
27	2								.08		.15				
28		82	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS		
29		43.5	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS		
30		37	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS		
31		41.5	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS		
32		36.5	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS		
33		135.25	1										LS		
34							NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS		
35							NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS		
TOTALS CARRIED TO GENERAL SUMMARY		376	6			10	54	.66	.54	1.58	1.06	117	LS	5799	1040

SEE SHEET No. 51 FOR AREAS OF TEMPORARY PAVEMENT

REVISED 03/07/07

PRE-127-18.81

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SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
9	12	14	37	51	52	53	103	104	105	106						
															ROADWAY	
											201	11000		LS	CLEARING AND GRUBBING	
				14,507							202	23000	14,507	SY	PAVEMENT REMOVED	
				21,023							202	23010	21,023	SY	PAVEMENT REMOVED, ASPHALT	
				1,923							202	32000	1,923	FT	CURB REMOVED	
				225							202	32500	225	FT	CURB AND GUTTER REMOVED	
					3480						202	38100	3480	FT	GUARDRAIL REMOVED FOR STORAGE	
					8						202	42000	8	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A	
					3						202	42040	3	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
					4						202	47000	4	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
									125		202	54000	125	EACH	RAISED PAVEMENT MARKER REMOVED	
											202	58200	2	EACH	INLET REMOVED	
				5,028							203	10000	5,028	CY	EXCAVATION	
				980							203	20000	980	CY	EMBANKMENT	
				29,964							204	10000	29,964	SY	SUBGRADE COMPACTION	
										3	604	38500	3	EACH	MONUMENT ASSEMBLY	
										4	604	40500	4	EACH	REFERENCE MONUMENT	
					2875						606	13000	2875	FT	GUARDRAIL, TYPE 5	
					4						606	25000	4	EACH	ANCHOR ASSEMBLY, TYPE A	
					3						606	22010	3	EACH	ANCHOR ASSEMBLY, TYPE E-98	
					4						606	26500	4	EACH	ANCHOR ASSEMBLY, TYPE T	
					4						606	35000	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE I	
											SPECIAL	690E65016	10	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOILS (CARRIED FROM PLAN SHEET No. 11)	
											SPECIAL	690E98400		LS	SOILS CONSULTANT FOR FIELD TESTING AND INSPECTION (CARRIED FROM PLAN SHEET No. 11)	
															EROSION CONTROL	
21,843											659	10000	21,843	SY	SEEDING AND MULCHING	
2											659	20000	2	TON	COMMERCIAL FERTILIZER	
118											659	35000	118	MGAL	WATER	
											832	15000		LS	STORM WATER POLLUTION PREVENTION PLAN	
											832	30000	30,000	EACH	EROSION CONTROL	
															DRAINAGE	
						55					603	04600	55	FT	12" CONDUIT, TYPE C	
			376			60.5					603	04400	437	FT	12" CONDUIT, TYPE B	
			6								604	04500	6	EACH	CATCH BASIN, 2-2B	
						2					604	02000	2	EACH	CATCH BASIN, No. 6	
											605	11110	13750	FT	6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP	
															PAVEMENT	
				1,686							254	01000	1,686	SY	PAVEMENT PLANING, ASPHALT CONCRETE	
				5,524							304	20000	5,524	CY	AGGREGATE BASE	
				9							448	46050	9	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
				6							448	47020	6	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
				70							448	50000	70	CY	ASPHALT CONCRETE SURFACE COURSE, IH	
				140							407	10000	140	GAL	TACK COAT	
				1,047							452	13000	1,047	SY	PORTLAND CEMENT CONCRETE PAVEMENT, 9" THICK	
				27,721							888	01500	27,721	SY	PORTLAND CEMENT CONCRETE PAVEMENT, 12" THICK (REINFORCED PER 451)	
				160							45130000	SPECIAL	160	FT	PRESSURE RELIEF JOINT, TYPE A	
				180							609	12000	180	FT	COMBINATION CURB AND GUTTER, TYPE 2	
				83							609	14000	189	FT	CURB, TYPE 2-A	
											609	30000	83	FT	CURB, TYPE 8	
															REVISED 04/02/07	

CALCULATED | CHECKED

GENERAL SUMMARY

PRE-127-18.81

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SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
9	12	14	37	51	52	53	102	103	104	105						
															TRAFFIC CONTROL	
										174	621	00100	174	EACH	RPM	
					46						626	00100	46	EACH	BARRIER REFLECTOR, TYPE A	
								9.50			630	02100	9.50	FT	GROUND MOUNTED SUPPORT, No. 2 POST	
								300			630	03100	300	FT	GROUND MOUNTED SUPPORT, No. 3 POST	
								60.50			630	04100	60.50	FT	GROUND MOUNTED SUPPORT, No. 4 POST	
								97.50	28.00		630	08520	125.50	FT	STREET NAME SIGN SUPPORT, No. 3 POST	
								11	2		630	08600	13	EA	SIGN POST REFLECTOR	
								345.09	18.00		630	80100	363	SQ FT	SIGN, FLAT SHEET	
								8			630	84500	8	EACH	GROUND MOUNTED BEAM SUPPORT FOUNDATION	
								39	2		630	84900	41	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
								28			630	85100	28	EACH	REMOVAL OF GROUND MOUNTED SIGN AND RE-ERECTION	
								30			630	86002	30	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
								19			630	86010	19	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND RE-ERECTION	
								12			630	86251	12	EACH	REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND RE-ERECTION, AS PER PLAN	9
							1.56				645	00110	1.56	MILE	EDGE LINE, TYPE A3	
							.95				645	00210	.95	MILE	LANE LINE, TYPE A3	
							1.26				645	00310	1.26	MILE	CENTER LINE, TYPE A3	
							956				645	00410	956	FT	CHANNELIZING LINE, TYPE A3	
							110				645	00510	110	FT	STOP LINE, TYPE A3	
							1152				645	00710	1152	FT	TRANSVERSE/DIAGONAL LINE, TYPE A3	
							277				645	00910	277	SF	ISLAND MARKING, TYPE A3	
											645	01310	8	EACH	LANE ARROW, TYPE A3	
															MAINTENANCE OF TRAFFIC	
		25									614	11100	25	HRS	LAW ENFORCEMENT OFFICER WITH PATROL CAR	
			10								614	12338	10	EACH	WORK ZONE IMPACT ATTENUATOR (BI-DIRECTIONAL)	
											614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			54								614	13302	54	EACH	BARRIER REFLECTOR, TYPE B-2	
			.66								614	21000	.66	MILE	WORK ZONE CENTER LINE, CLASS I	
			.54								614	21200	.54	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06 TYPE I	
			1.58								614	22000	1.58	MILE	WORK ZONE EDGE LINE, CLASS I	
			1.06								614	22200	1.06	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06 TYPEI	
											614					
			117								614	26000	117	LF	WORK ZONE STOP LINE, CLASS I	
											615	10000		LS	ROADS FOR MAINTAINING TRAFFIC	
	5		5799								615	20000	5799	SY	PAVEMENT FOR MAINTAINING TRAFFIC, ~~CLASS~~ A	
											616	10000	5	MGAL	WATER	
			1040								622	40020	1040	LF	PORTABLE CONCRETE BARRIER, 32"	
											614	11000		LS	MAINTAINING TRAFFIC	
											619	16010	8	MNTH	FIELD OFFICE	
											623	10000		LS	CONSTRUCTION LAYOUT STAKES	
											624	10000		LS	MOBILIZATION	

REVISED 03/05/07

CALCULATED | CHECKED

GENERAL SUMMARY

PRE-127-18.81

BEGIN PROJECT
STA. 15+73.59S
S.L.M. 19.01

END FULL DEPTH PAVEMENT 15+73.59S

BEGIN EDGE TAPERS 14+35.94S

18+65 MATCH LINE

281.00′ S 2° 49′ 41″ W

P.T. 18+63.35S

18S 17S 16S 15S 14S 13S 12S

500.00′ S 2° 49′ 41″ W

299.95′ N 2° 54′ 44″ E

299.95′ N 2° 54′ 44″ E

300.04′ N 2° 54′ 43″ E

+12.38S

+84.50S

+58.99

HAZELWOOD

END RIGHT SHOULDER TAPER 11+93.49S

LA-R/W

38.14′ R/W

55′ - 12″ Conduit, Type B

60.5′ - 12″ Conduit, Type A

Catch Basin CB-6
Sta. 12+90S, 29.43′Rt.
Grate Elev. 1117.300
Inv. 12″ - 1115.000

Catch Basin CB-6
Sta. 12+28.84S, 29.45′Rt.
Grate Elev. 1117.300
Inv. 12″ - 1114.500

N 35° 28′ 08″ E 36.77′

LA-R/W

Removed by Others

END LEFT SHOULDER TAPER 12+35.36S

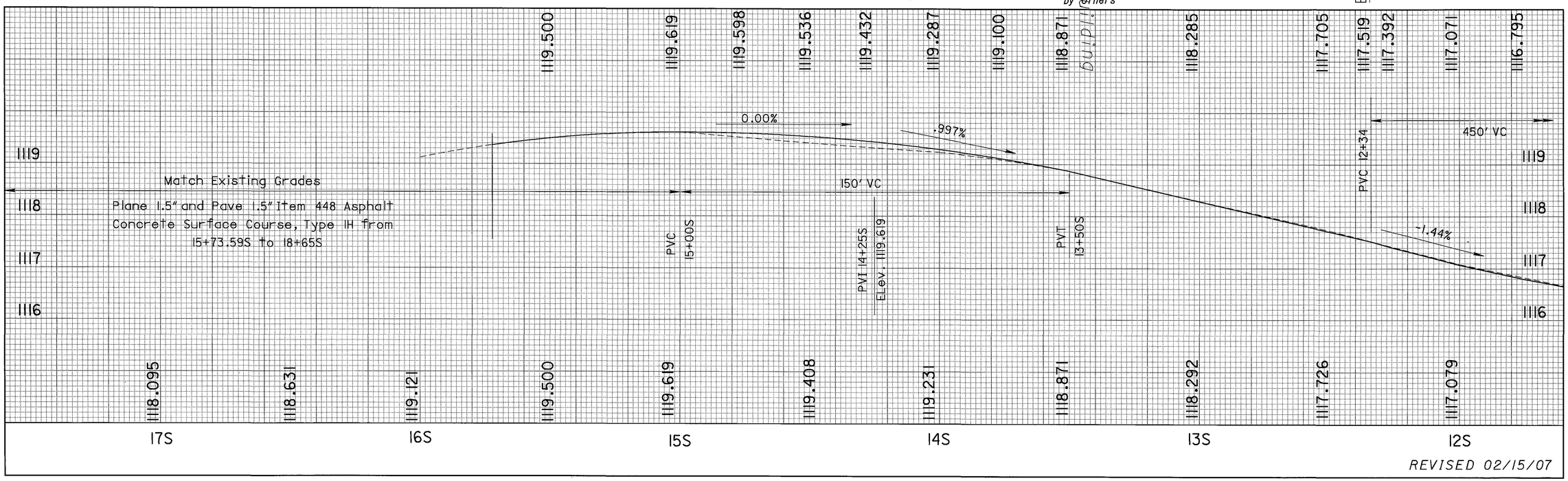
Existing curbing to be removed and replaced with Type 8 Curb

building

Removed by Others

Plane 1.5″ and Pave 1.5″
Item 448 Asphalt Concrete
Surface Course, Type IH

NOTE: Drive and Side Road Angles are 90° To US 127 Unless Otherwise Shown Throughout Plans



REVISED 02/15/07

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PLAN AND PROFILE
STA 12+40S TO 16+00S US 127

PRE-127-18.81

40
119

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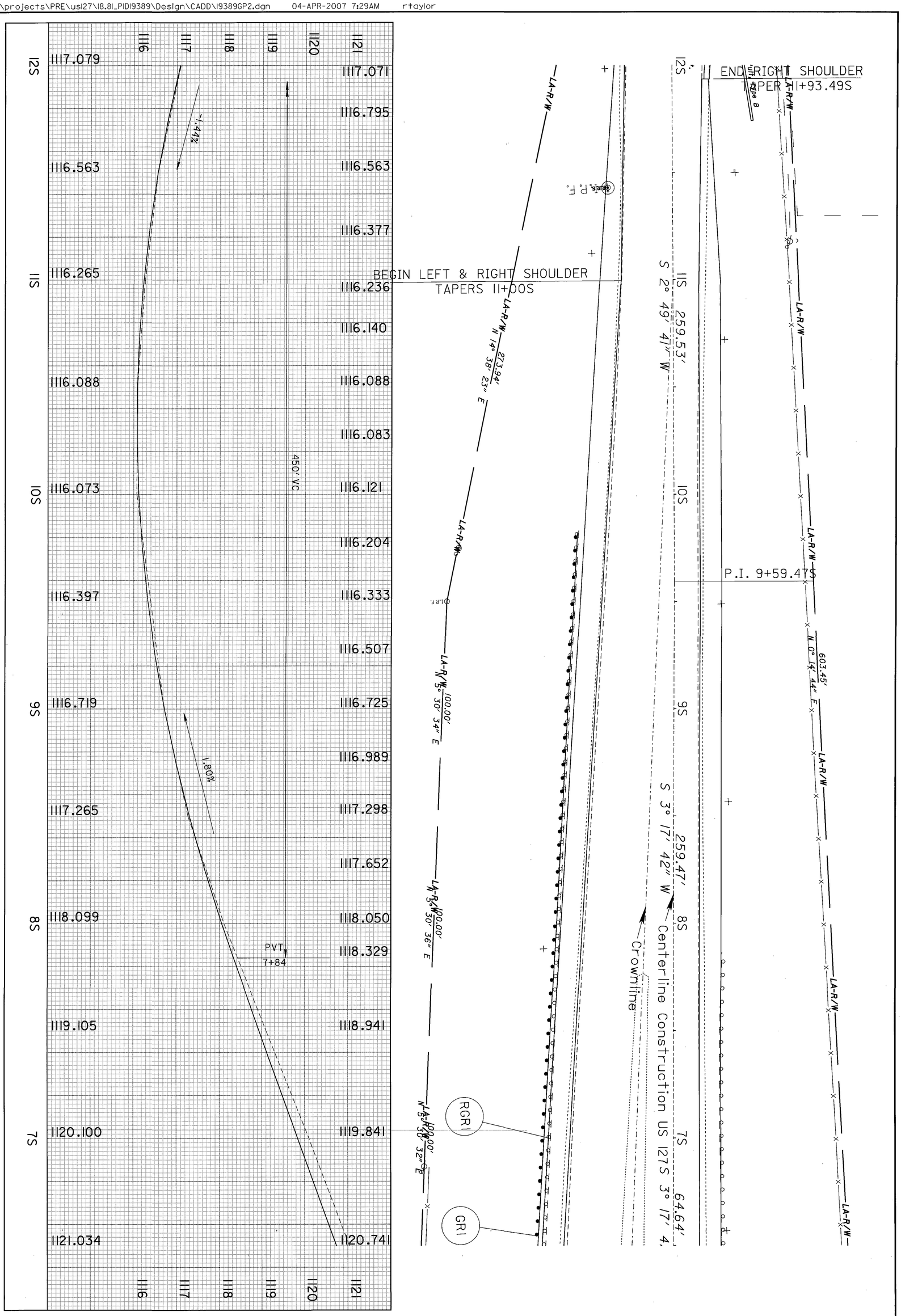

41/119	PRE-127-18.81	PLAN AND PROFILE STA. 7+50S TO 12+00S US 127	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET

37.88'
N 0° 14' 48" E
S06
GR2
RGR2
6+35.36S
Begin Taper
Lt. Edge Pave.
Ramp A
15A
P.T. 14+46.18A

RAMP A-3 CURVE DATA
P.I. = Sta. 13+45.24
Delta = 35°30'00"
Dc = 17°00'00"
R = 337.03'
T = 107.88'
L = 208.82'
E = 16.85'

RGR4
GR4

7S
64.64'
S 3° 17' 41" W
S 127
6S
5S
4S
635.36'
S 3° 17' 41" W
3S
2S

Sta. 5+00.00S ℄ US 127
Sta. 15+40.07 ℄ Ramp A
Sta. 10+00.00 ℄ Ramp B

Centerline Construction US 127

S14
GR1
Ramp B
11B
P.C. 10+89.23B

RAMP B-1 CURVE DATA
P.I. = Sta. 11+73.42
Delta = 20°00'00"
Dc = 12°00'00"
R = 477.46'
T = 84.19'
L = 166.67'
E = 7.37'

RGR3
GR3

.00'
' 32" E
62.27'
62.27'
N 5° 30' 38" E
S14

For Ramp Details See Sheet No. 82

1127 1126 1125 1124 1123 1122 1121 1120

1119.841 1120.741 1121.317 1121.953 1122.853 1123.753 1124.653 1125.081 1125.484 1125.863 1126.218 1126.548 1126.854 1127.136 1127.393 1127.626 1127.834 MEET EX. APPR. SLAB

1121.005

1120.100 1121.034 1122.443 1123.237 1123.799 1124.196 1125.437 1126.190 1126.862 1127.439 1127.888 1128.100

CENTERLINE OFFSET

PVC 4+50
1200' VC
1.76%
1.80%

7S 6S 5S 4S 3S 2S

N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PLAN AND PROFILE
STA. 1+66.08S TO 7+00S US 127

PRE-127-18.81

42
119

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RAMP D-3 CURVE DATA
P.I. = Sta. 13+75.34
Delta = 19°26'06"
Dc = 16°00'00"
R = 358.10'
T = 61.32'
L = 121.47'
E = 5.21'

P.T. 14+35.49D

Ramp D

15D

RGR6 GR6 RGR8 GR8

S2433

2N 3N 4N 5N 6N 7N

N3°17'41"E

600.00'
N 3° 17' 41" E

Sta. 5+10.00N ℄ US 127
Sta. 10+00.00 ℄ Ramp C
Sta. 15+42.98 ℄ Ramp D

RGR5 GR5

RAMP C-1 CURVE DATA
P.I. = Sta. 12+06.66
Delta = 37°00'00"
Dc = 17°00'00"
R = 337.03'
T = 112.77'
L = 217.65'
E = 18.37'

Ramp C

P.C. 10+93.89C

11C

RGR7 GR7

S411

S75

N 61°

For Ramp Details See Sheet No. 82

MEET EX. APPR. SLAB

1200' VC

2.92%

	2N	3N	4N	5N	6N	7N
	1128.035	1127.801	1127.397	1126.875	1126.191	1125.433
	1124.382	1123.531	1122.910	1121.745	1120.471	1119.229

	2N	3N	4N	5N	6N	7N
	1127.854	1127.648	1127.418	1127.163	1126.884	1126.581
	1126.253	1125.901	1125.524	1125.123	1124.698	1124.248
	1123.774	1123.276	1122.753	1122.206	1121.634	1121.038
	1120.418	1119.773	1119.104			

1127 1126 1125 1124 1123 1122 1121 1120

N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE
STA. 1+66.08N TO 7+25N US 127

PLAN
STA. 1+66.08N

PRE-127-18.81

43
119

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403.18'
LA-R/W
N 4° 59' 20" E
LA-R/W
S 86° 42' 19" E
32.08'
LA-R/W
160.00'
N 3° 17' 41" E
LA-R/W
N 86° 42' 19" W
18.00'
R/W
R/W
RGR10
GR10
P.I. Sta.
Sta. 11+47.00N US 127
Sta. 7+49.45 Price Road
8N
9N
10N
632.00'
N 3° 17' 41" E
11N
12N
13N
Price Road
8+00
RGR9
GR9
R/W
LA-R/W
470.38'
N 0° 58' 47" E
LA-R/W
R/W S 5
R/W
1118.411
1117.693
1116.193
1114.693
1113.193
1111.693
1110.193
1110
1109
1108.693
1107.193
1106.461
1105.766
1105.107
1104.485
1103.899
1103.349
1102.836
1102.360
1103
1102
1101
1117
1116
1115
1114
1113
1112
1111
1110
3.00%
1200' VC
7+50 P.V.T.
3.00%
11+00 P.V.C.
600' V.C.
1117.646
1116.266
1114.731
1113.193
1111.690
1110.148
1108.652
1107.185
1105.625
1104.313
1103.171
1102.157
1103
8N
9N
10N
11N
12N
13N
REVISED 02/09/07

N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PLAN AND PROFILE
STA. 7+25N TO 13+00N US 127

PRE-127-18.81

44
119

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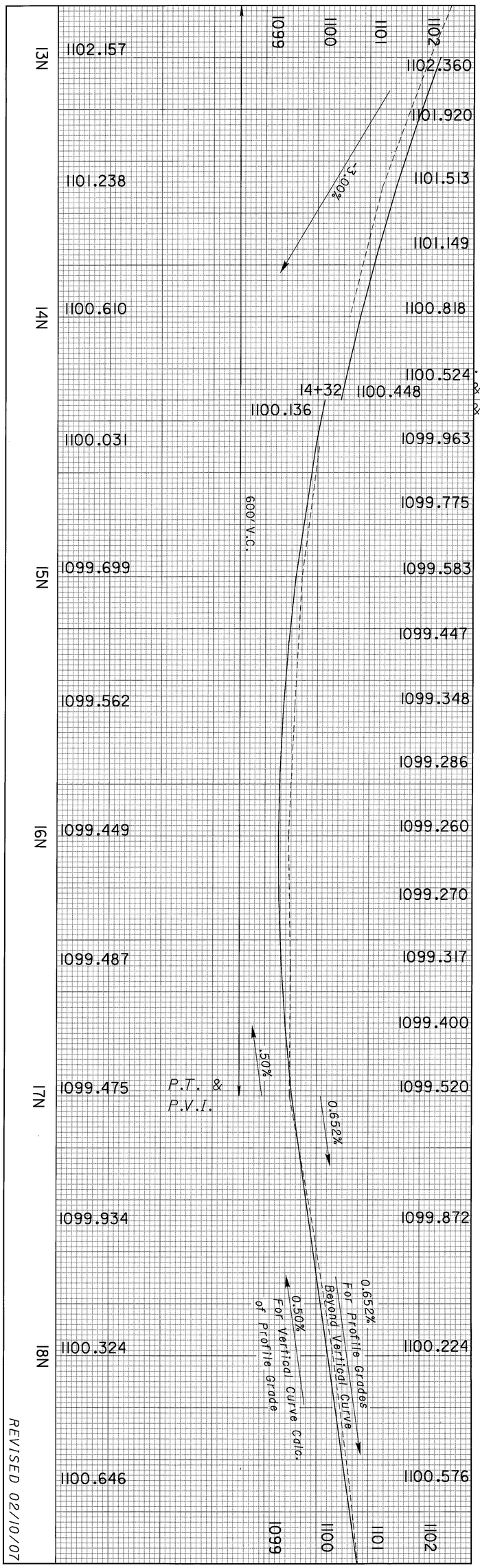
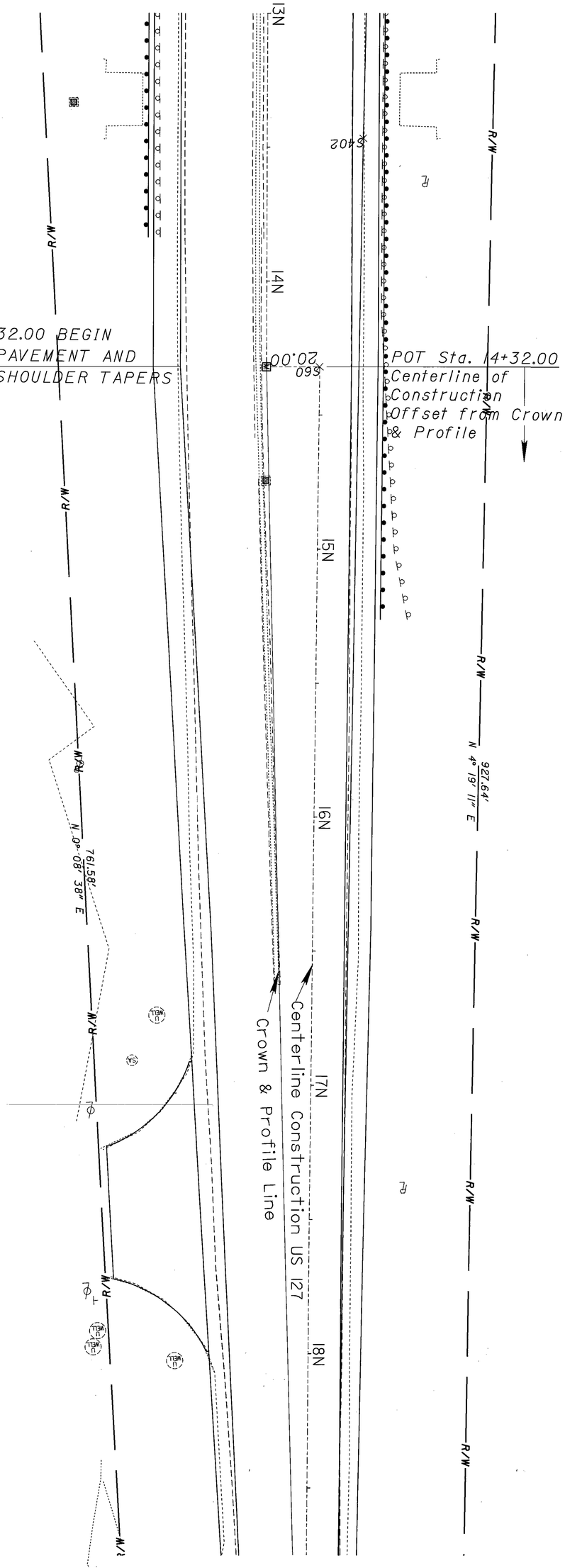
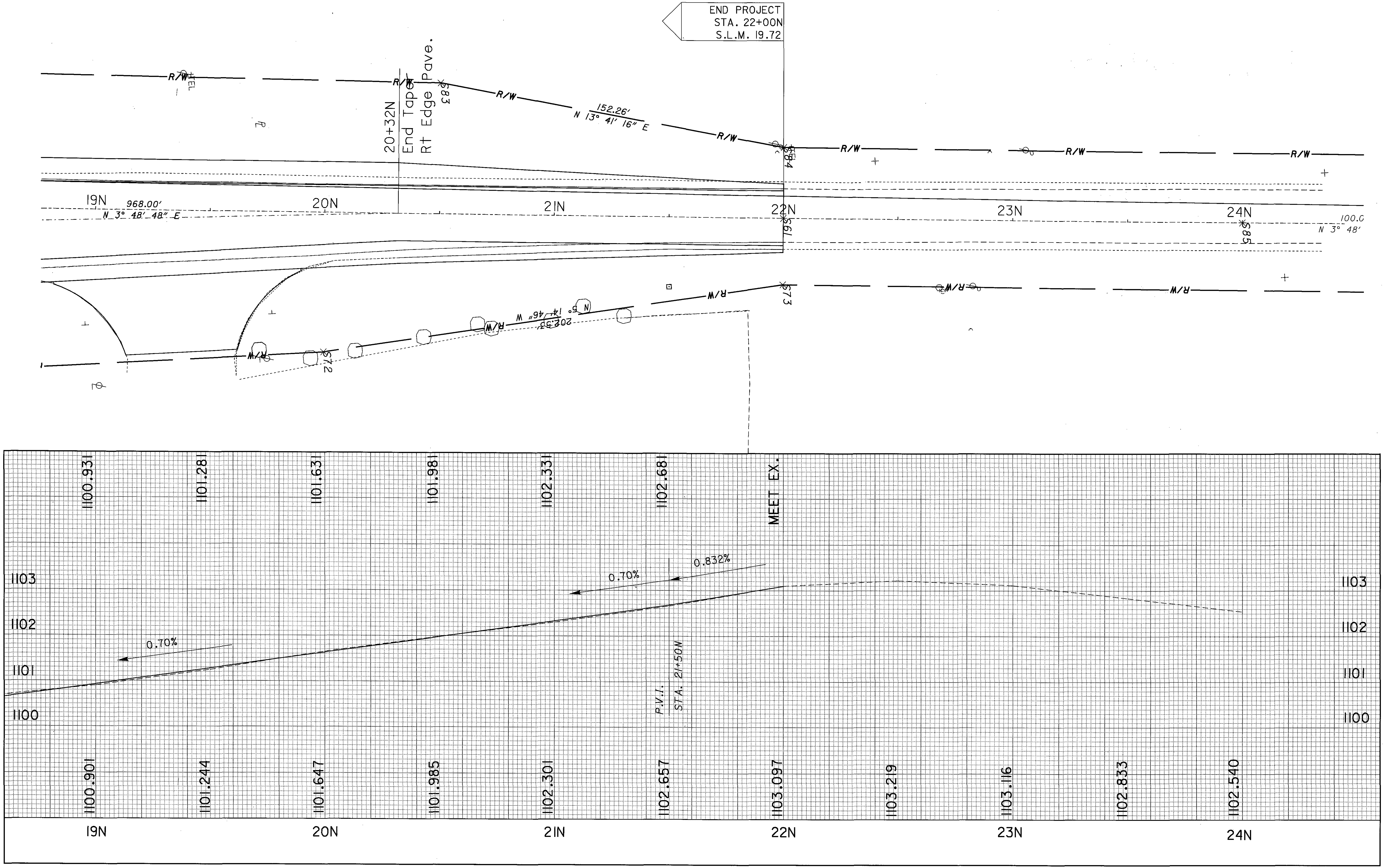




45 / 119	PRE-127-18.81	PLAN AND PROFILE STA. 13+00N TO 18+75N US 127	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



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N

0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
CHECKED

PLAN AND PROFILE
STA. 18+75N TO 24+00N US 127

PRE-127-18.81

Ramp A

15A

5S

Cen

Ramp B

GR2

RGR2

LA-R/W

6S

For Additional Plan View, See Sht. No. 96

RAMP A

+0.2144%

1123.000 Meet Existing Ramp A Pavement

Edge of Roadway

Centerline US 127

Edge of Roadway

RAMP B
SEE SHEET No.

1123.254

1123.753

1123.254

1123

1122

1121

13+90.07A

14+25A

14+50A

14+75A

15+00A

15+25A

15+40.07A

HORIZONTAL
SCALE IN FEET

CALCULATED

CHECKED

PLAN AND PROFILE
RAMP 'A'

PRE-127-18.81

47
119

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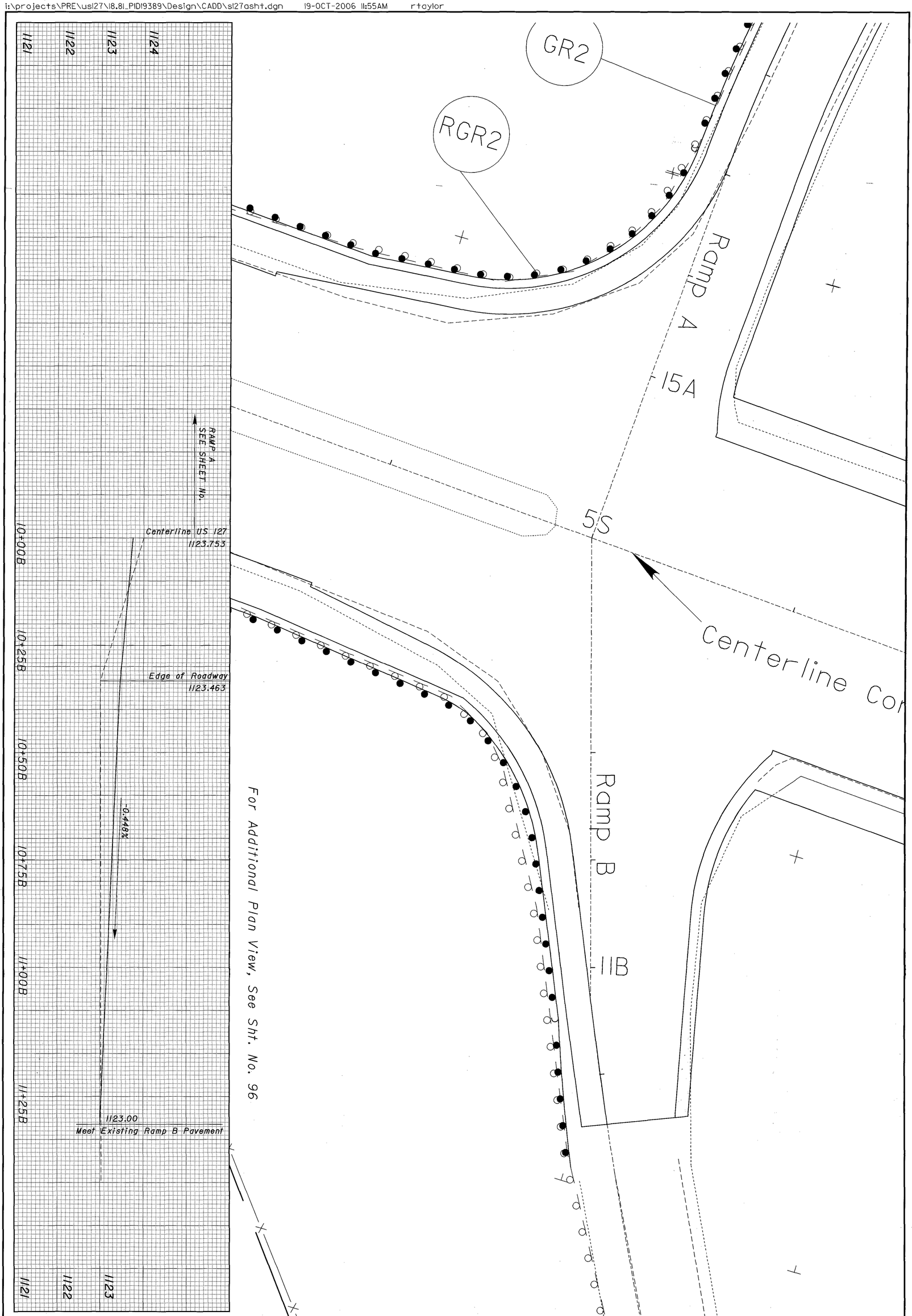

PRE-127-18.81

PLAN AND PROFILE
RAMP 'B' TEMPORARY

CALCULATED
CHECKED

0
HORIZONTAL
SCALE IN FEET

N

GR8

RGR8

Ramp D

15D

5N

600.00'
N 3° 17' 41" E

6N

GR7

RGR7

Ramp C

11C

616' 3.94'
52' 32" W

For Additional Plan View, See Sht. No. 96

Ramp D

US 127

Ramp C

1123.578

1123.079

1123.407

1122.00 Meet Existing Ramp C Pavement

-0.011%

1123
1122
1121

10+00C
10+25C
10+50C
10+75C
11+00C
11+25C

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

PLAN AND PROFILE
RAMP 'C'

PRE-127-18.81

49
119

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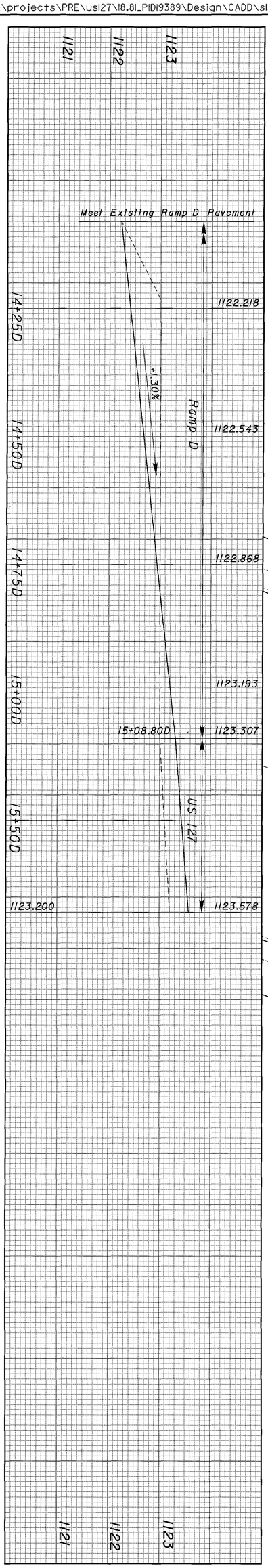
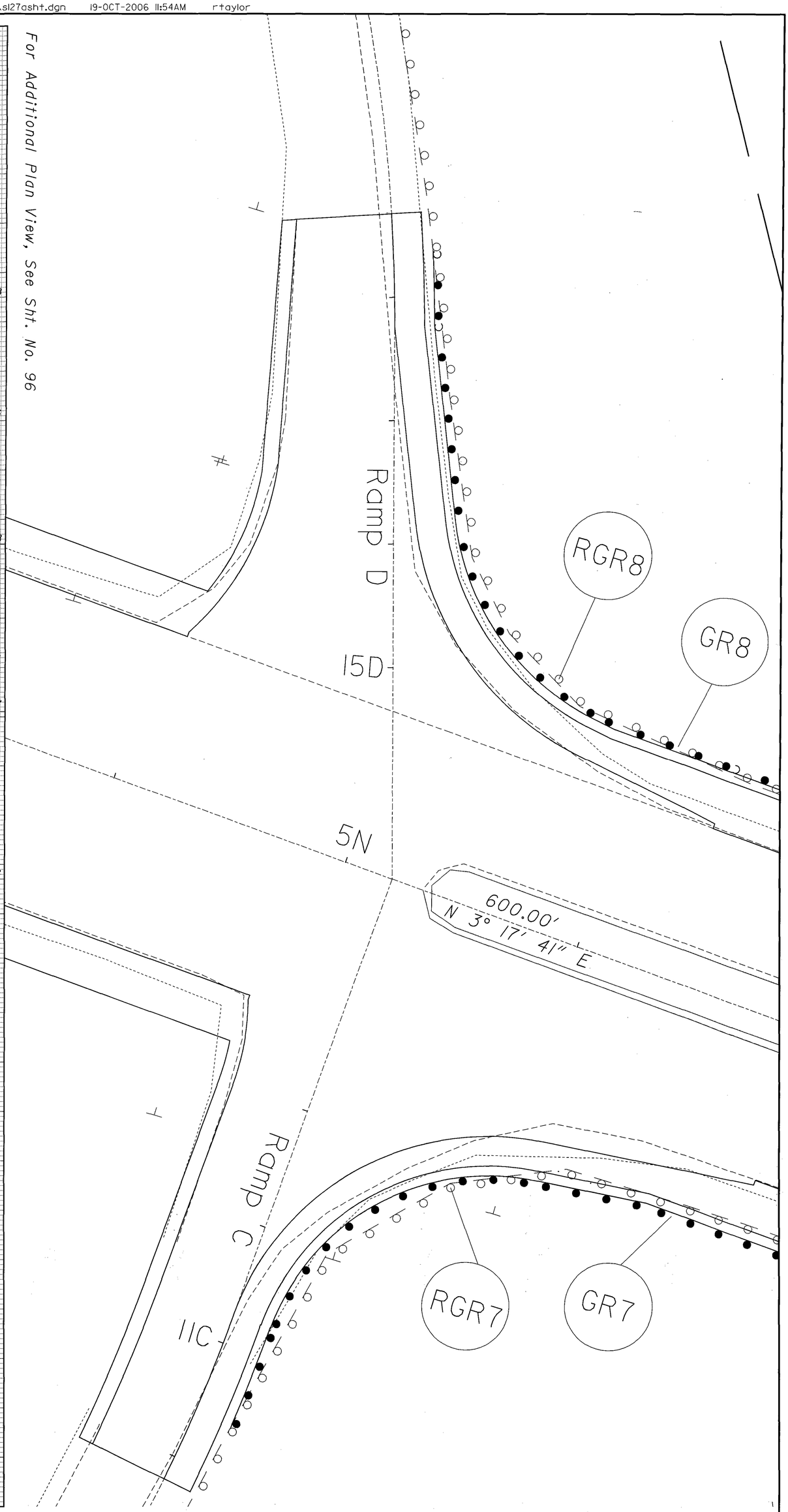


For Additional Plan View, See Sht. No. 96



50 / 119	PRE-127-18.81	PLAN AND PROFILE RAMP 'D'	CALCULATED / CHECKED	0 HORIZONTAL SCALE IN FEET

PAVEMENT AREAS

US 127 EXISTING PAVEMENT ITEM 202 - PAVE. REMOVAL:
(Ex. Conc. Pav. Limits 6+35.36S - 16+57N)

6+35.36 - 5+08S: 127.36' X 53' X 1/9 = 752.07SY
5+08S - 1+66.08S: 341.92' X 64' X 1/9 = 2,431.43SY
1+66.08N - 5+18N: 351.92' X 64' X 1/9 = 2,502.54SY
5+18N - 11+20N: 602' X 53' X 1/9 = 3,545.11SY
11+20N - 14+32N: 312' X 64 X 1/9 = 2,218.67SY
14+32N - 16+57N: 225' X 31.5'Avg. x 1/9 = 787.50SY
RAMP A (CADD GENERATED) = 334.48SY
RAMP B (CADD GENERATED) = 382.79SY
RAMP C (CADD GENERATED) = 312.23SY
RAMP D (CADD GENERATED) = 365.36SY
HAZELWOOD DRIVE 2,292.12SF x 1/9= 254.68SY
CLOSED SERVICE STATION DRIVES (365.64SF + 543.93SF) x 1/9 = 101.06SY
T/A STATION DRIVES (2300SF + 2360SF) x 1/9 = 517.77SY
14,506.70SY

US 127 EXISTING PAVEMENT ITEM 202 - PAVE. REMOVAL, ASPHALT:
6+35.36S - 16+57N (ATOP EX. CONC.) 12,237.32SY
6+35.36S - 15+73.59S (CADD GENERATED) 43,408.75SF x 1/9 = 4,823.19SY
16+57N - 21+00N (CADD GENERATED) 20,312.37SF x 1/9 = 2,256.93SY
RAMP A (CADD GENERATED) = 422.12SY
RAMP B (CADD GENERATED) = 460.14SY
RAMP C (CADD GENERATED) = 386.87SY
RAMP D (CADD GENERATED) = 436.11SY
21,022.68SY

US127 PAVEMENT AND SHOULDER (INCL RAMPS) SUBGRADE COMPACTION: (AREAS ALL CADD GENERATED)
15+73.59S - 1+66.08S = 11,413.44SY
1+66.08N - 21+00N = 17,502.91SY
= 28,916.36SY

US127 PAVEMENT AND SHOULDER 304 BASE:
(AREAS ALL CADD GENERATED)
15+73.59S - 1+66.08S = 99,597.09SF
1+66.08N - 21+00N = 153,419.67SF
= 253,016.76SF

US127 PAVEMENT AND SHOULDER 888:
(AREAS ALL CADD GENERATED)
15+73.59S - 1+66.08S = 10,899.87SY
1+66.08N - 21+00N = 16,821.14SY
= 27,721.01SY

ASPHALT CONCRETE DRIVE/ ROAD:
(AREAS ALL CADD GENERATED)
PRICE ROAD = 742.14SF
DRIVE @ 11+56.51N LT. = 824.58SF

CONCRETE DRIVE SUB-GRADE COMPACTION:
(AREAS ALL CADD GENERATED)
15+49.43S RT. = 53.18SY
14+12.38S LT. = 28.26SY
13+99.13S RT. = 46.40SY
12+84.50S LT. = 45.15SY
12+58.99S RT. (HAZELWOOD DR.) = 352.92SY
17+48.11N RT. = 259.01SY
19+38.17N RT. = 262.50SY
= 1,047.42SY

CONCRETE DRIVES 304 BASE AND 888 CONCRETE:
(AREAS ALL CADD GENERATED)
15+49.43S RT. = 479.00SF
14+12.38S LT. = 254.38SF
13+99.13S RT. = 418.00SF
12+84.50S LT. = 406.35SF
12+58.99S RT. (HAZELWOOD DR.) = 3,176.00SF
17+48.11N RT. = 2,331.06SF
19+38.17N RT. = 2,362.46SF
= 9,427.25SF

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
15+73.59S - 18+65S - 8,297.98SF
21+00N - 23+30N - 6,874.07SF
15,172.06SF
= 1,685.78SY

US 127 TEMPORARY PAVEMENT:
(AREAS ALL CADD GENERATED)
SOUTH HALF = 16,118.95SF
RAMP A TEMP. = 2,540.21SF
RAMP B TEMP. = 2,304.04SF
TEMP.ACCESS ROAD TO HAZELWOOD DR. = 5,570.88SF
NORTH HALF = 15,922.49SF
RAMP C TEMP. = 2,844.90SF
RAMP D TEMP. = 2,384.64SF
PRICE RD TEMP. 1 = 1,132.66SF
PRICE RD. TEMP 2 = 1,668.77SF
TEMP. TRUCK DR. = 1,705.68SF
52,193.22SF
= 5,799.25SY

202 - CONCRETE CURBING REMOVED
6+35.36S - 5+08S 260LF
5+18N - 11+20N 1211.05LF
14+32N - 16+57N 225LF
12+06N - 14+32N 226.57LF
1,922.62LF

202 - CURB & GUTTER REMOVED
14+32N - 16+57N 225.00LF

ITEM 452 CONCRETE PAVEMENT
CONCRETE DRIVES - 1047 SY

ITEM 407 TACK COAT @.075 gal/sy
(8,297.98 + 6,874.07 + 742.14 + 824.58)SF x 1/9 x 0.075 gal/sy = 140 GAL

ITEM 448 ASPHALT CONC. SURFACE COURSE, TYPE IH
15+73.59S - 18+65S
8,297.98SF x 1.5"/12 x 1/27 = 38CY
21+00N - 23+30N
6,874.07SF x 1.5"/12 x 1/27 = 32CY
70CY

ITEM 609 COMB. CURB AND GUTTER
HAZELWOOD DRIVE - 180LF

ITEM 609 CURB, TYPE 8
13+11S - 13+94S Lt. - 83LF

CALCULATIONS

ITEM 204 SUBGRADE COMPACTION:
28,916.36SY + 1,047.42SY = 29,963.78SY

ITEM 304 AGGREGATE BASE:
(253,016.76 + 9,427.25)SF X 6"/12 X 1/27 = 4,860.07CY
52,193.22SF X 4"/12 X 1/27 = 644.36CY
(742.14 + 824.58)SF X 4"/12 X 1/27 = 19.34CY
5,523.77CY

ITEM 888 PORTLAND CEMENT CONCRETE PAVEMENT, 12" THICK (AS PER 451):
27,721.01SY

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22
(742.14 + 824.58)SF X 1.25"/12 X 1/27 = 6.04CY

ITEM 448 ASPHALT CONCRETE INTERIM COURSE, TYPE 2, PG64-22
(742.14 + 824.58)SF X 1.75"/12 X 1/27 = 8.46CY

EARTHWORK QUANTITIES
EXCAVATION: US 127 - 13,511CY
RAMP A - 167CY
RAMP B - 197CY
RAMP C - 302CY
RAMP D - 245CY
14,422CY
EX. CONC. PAVE. - (-)3627CY
EX. ASPHALT PAVEMENT
12,237.32SY x 9 x 8"/12 x 1/27 = (-)2,719CY
(4,823.19SY + 2,256.93SY) x 9 x 15.5"/12 x 1/27 = (-)3,048CY
Net (+)5,028CY

EMBANKMENT: US 127 - 957CY
RAMP A - 7CY
RAMP B - 12CY
RAMP C - 0CY
RAMP D - 4CY
980CY

ITEM 451 - PRESSURE RELIEF JOINTS AT STRUCTURE
(80LF + 80LF) = 160LF

REVISED 03/15/07

CALCULATED | CHECKED

CALCULATIONS/COMPUTATIONS

PRE-127-18.81

REF NO.	SHEET NO.	STATION TO STATION		202 GUARDRAIL REMOVED FT	202 ANCHOR ASSEMBLY REMOVED, TYPE A EACH	ANCHOR ASSEMBLY REMOVED TYPE T EACH	BRIDGE TERMINAL ASSEMBLY REMOVED EACH		606 GUARDRAIL, TYPE 5 FT	606 BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 ANCHOR ASSEMBLY TYPE A EACH	606 ANCHOR ASSEMBLY TYPE T EACH	606 ANCHOR ASSEMBLY TYPE E-98 EACH			626 BARRIER REFLECTOR, TYPE A EACH			
RGR1	41	9+83.24S	11+45.57B	587.5	1														
RGR2	41	13+90.07A	7+86.53S	362.5	1														
RGR3	42	3+07.60S	1+50.51S	158	1		1												
RGR4	42	1+54.27S	3+11.59S	158	1		1												
RGR5	43	1+54.27N	3+07.95	156	1		1												
RGR6	43	3+08.41	1+50.51N	158	1		1												
RGR7	43 & 44	11+33.11C	11+05.05N	650		1													
RGR8	43 & 44	11+26.02N	14+08.25D	700	1														
RGR9	44 & 45	8+14.99 Price Rd.	13+83.53N	237.5		1													
RGR10	44 & 45	15+25.99N	12+11.57N	312.5	1	1													
GR1	41	9+87.87S	11+45.57B						550				1				7		
GR2	42	13+90.07A	6+48.53S						187.5			1					3		
GR3	42	3+05.10S	1+50.51S						118.75	1	1						3		
GR4	42	1+54.27S	3+08.86S						118.75	1	1						3		
GR5	43	1+54.27N	3+08.86N						118.75	1	1						3		
GR6	43	3+05.10N	1+50.51N						118.75	1	1						3		
GR7	43 & 44	11+33.11C	11+05.05N						650			1					8		
GR8	43 & 44	11+26.02N	14+08.25D						700				1				8		
RGR9	44 & 45	8+14.99 Price Rd.	13+83.53N						237.5			1					5		
RGR10	44 & 45	15+25.99N	12+11.57N						262.5			1	1				5		
TOTALS CARRIED TO GENERAL SUMMARY				3480	8	3	4		2875	4	4	4	3			48			

CALCULATED

CHECKED

SUBSUMMARY

PRE-127-18.81

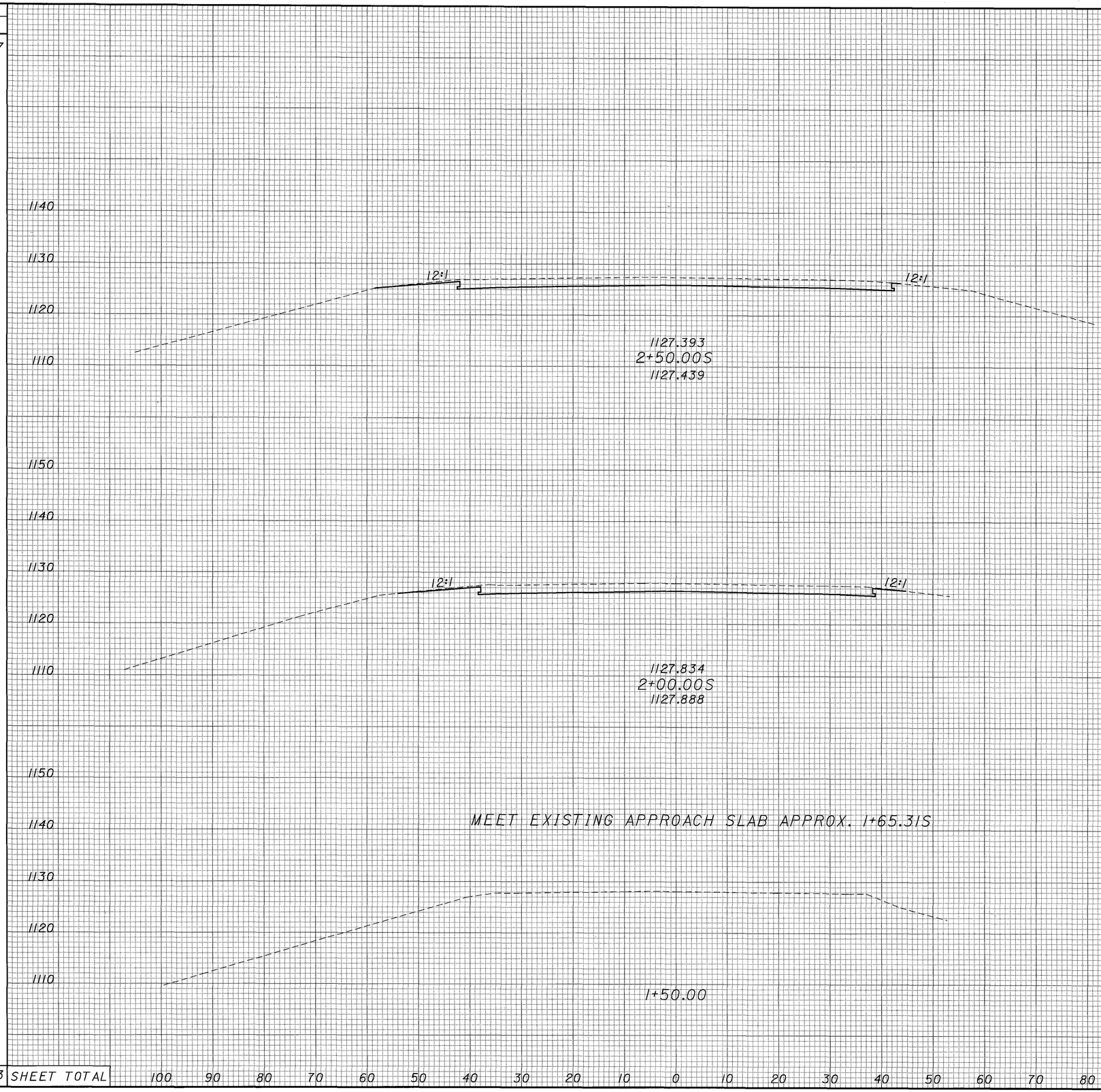
REVISED 04/02/07

REF NO.	SHEET NO.	STATION TO STATION	603 12" CONDUIT, TYPE B FT	603 12" CONDUIT, TYPE C FT	604 CATCH BASIN, No. 6 EACH														
	40	12+90S 12+28.84S	60.5	55	2														
TOTALS CARRIED TO GENERAL SUMMARY			60.5	55	2														

CALCULATED | CHECKED

SUBSUMMARY

SEEDING	
END WIDTH	SQ. YDS.
	147
18	
	111
22	85
22	
	343



END AREA		VOLUME	
CUT	FILL	CUT	FILL
136	0		
		240	
123	0		
		158	
123	0		
SHEET TOTAL		398	

REVISED 03/07/07

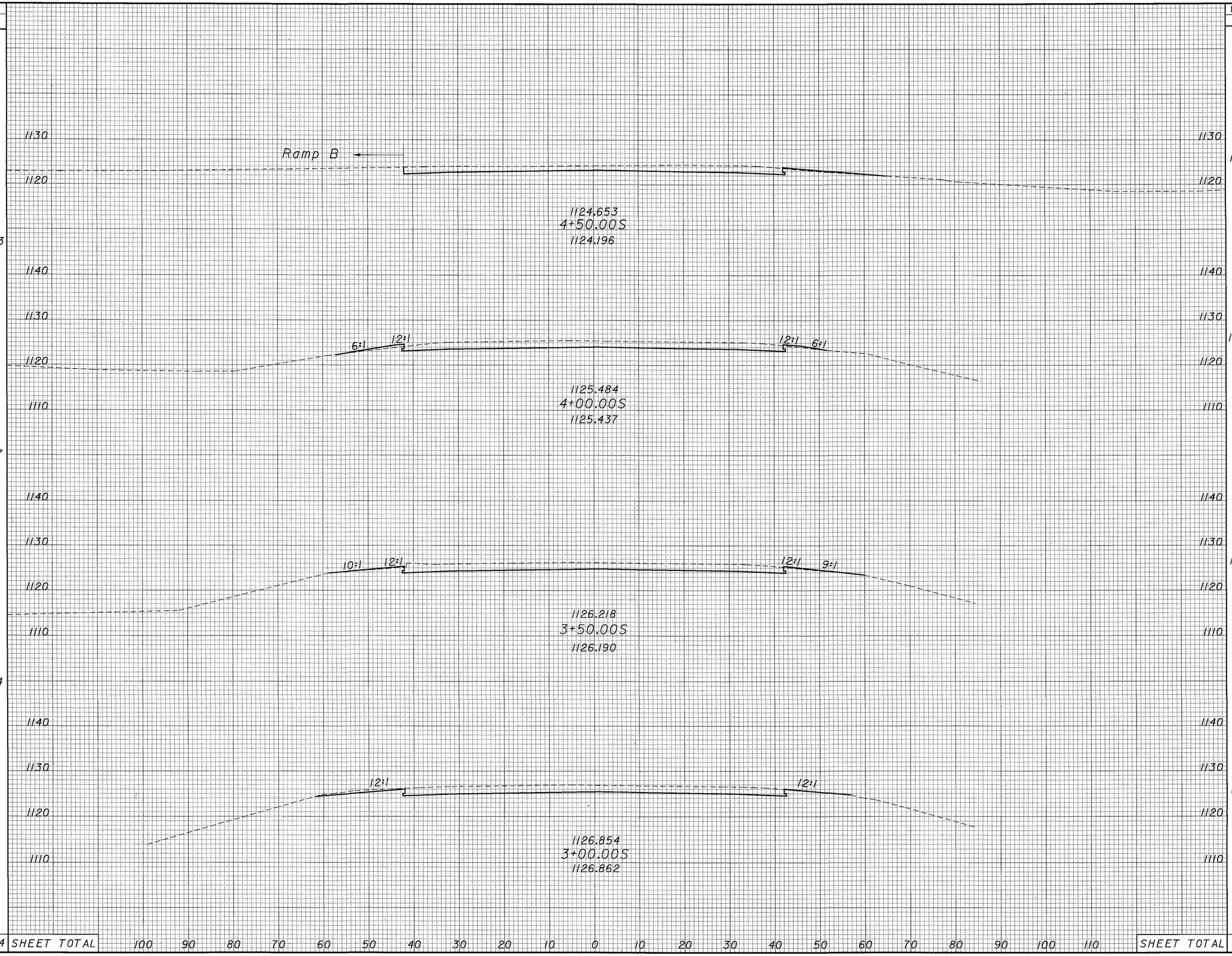
CALCULATED

CHECKED

CROSS SECTIONS
1+65.31S to 2+50.00S

PRE-127-18.81

SEEDING	
END WIDTH	SQ. YDS.
23	
	133
25	
	167
35	
	194
35	
	494



END AREA		VOLUME	
CUT	FILL	CUT	FILL
105	4		
		210	11
122	8		
		232	12
129	5		
		246	6
137	1		
		253	1
SHEET TOTAL		941	30

CALCULATED

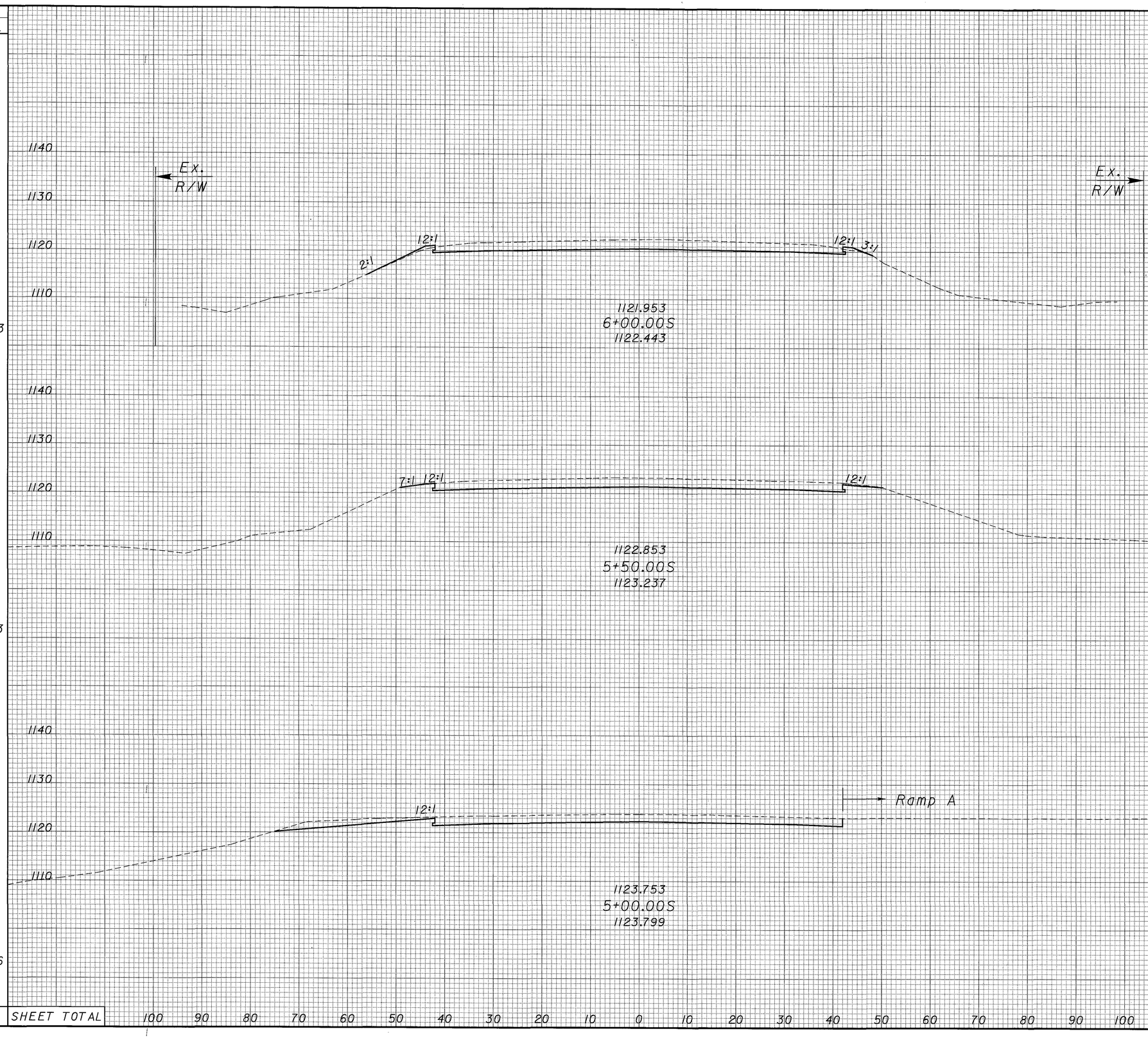
CHECKED

CROSS SECTIONS
3+00.00S to 4+50.00S

PRE-127-18.81

55
119

SEEDING	
END WIDTH	SQ. YDS.
22	103
15	133
33	156
	SHEET TOTAL



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		268	34
148	6		
		273	7
147	1		
		281	1
156	0		
		242	4
		1064	46
SHEET TOTAL			

CALCULATED

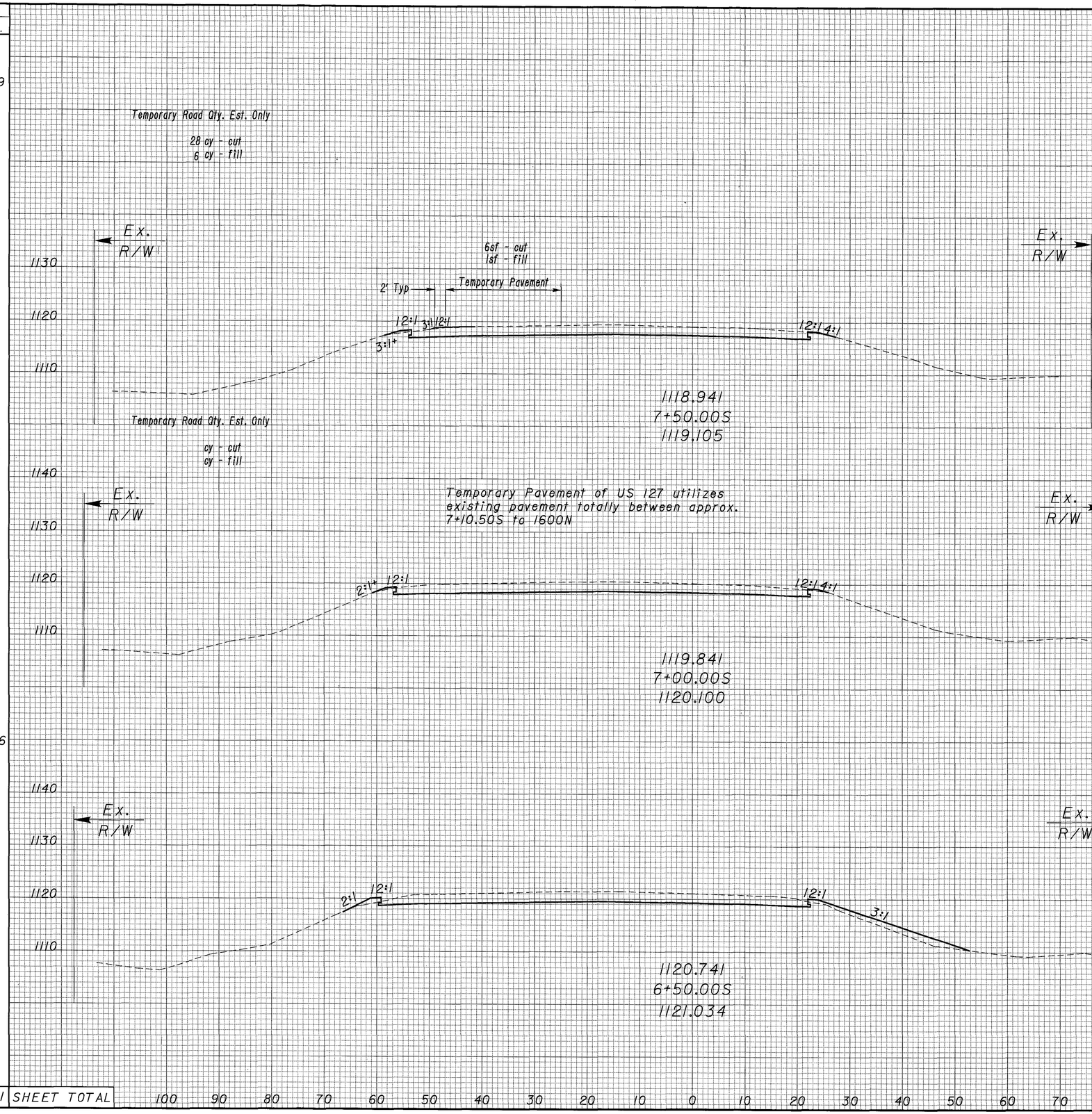
CHECKED

CROSS SECTIONS
5+00.00S to 6+00.00S

PRE-127-18.81

56
119

SEEDING END WIDTH	SEEDING SQ. YDS.
	139
11	
	56
9	
	136
40	
	331



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		222	11
127	2		
		243	4
135	2		
		256	31
141	31		
		268	34
		989	80

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

SHEET TOTAL

CALCULATED

CHECKED

CROSS SECTIONS

Sta. 6+50.00S to 7+50.00S

PRE-127-18.81

SEEDING END WIDTH	SEEDING SQ. YDS.
	106
26	
	136
23	
	139
27	
	183
39	
	564

Temporary Road Qty. Est. Only

50 cy - cut
8 cy - fill

8sf - cut
1sf - fill

Ex. R/W

2' Typ — Temporary Pavement

3:1 12:1 8:1 12:1 12:1 4:1

1116.333
9+50.00S
1116.397

Temporary Road Qty. Est. Only

36 cy - cut
2 cy - fill

7sf - cut
1sf - fill

Ex. R/W

2' Typ — Temporary Pavement

3:1 12:1 8:1 12:1 12:1 4:1

1116.725
9+00.00S
1116.719

Temporary Road Qty. Est. Only

36 cy - cut
2 cy - fill

6sf - cut
1sf - fill

Ex. R/W

2' Typ — Temporary Pavement

3:1 12:1 8:1 12:1 12:1 4:1

1117.298
8+50.00S
1117.265

Temporary Road Qty. Est. Only

28 cy - cut
6 cy - fill

4sf - cut
1sf - fill

Ex. R/W

2' Typ — Temporary Pavement

3:1 12:1 3:1 12:1 12:1 6:1

1118.050
8+00.00S
1118.099

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
100	7		
		186	13
101	7		
		190	16
104	10		
		201	19
113	10		
SHEET TOTAL		577	48

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

CALCULATED

CHECKED

CROSS SECTIONS
Sta. 8+00.00S to 9+50.00S

PRE-127-18.81

58
119

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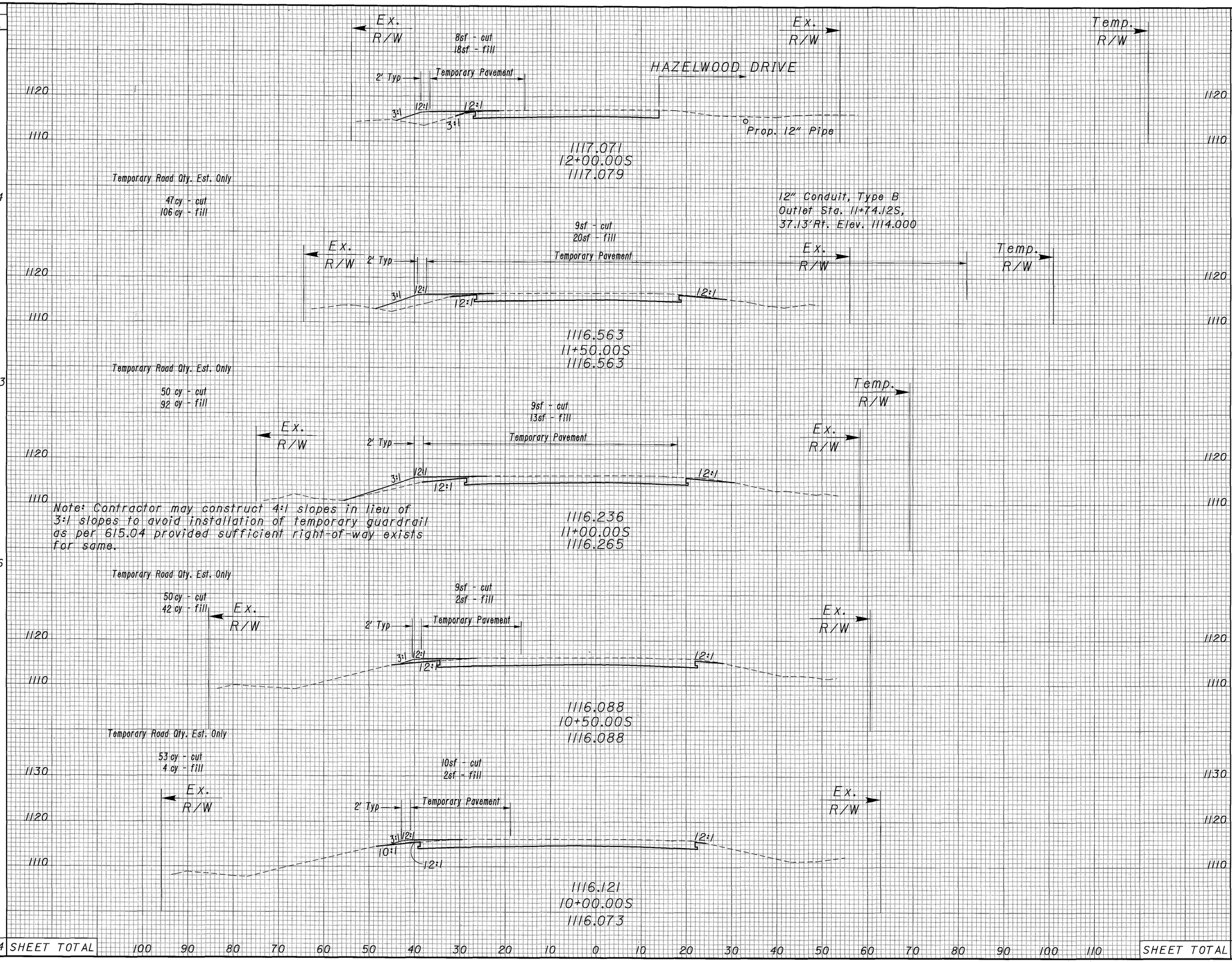
SEEDING END WIDTH	SEEDING SQ. YDS.
18	
	144
34	
	203
39	
	156
17	
	81
12	
	584



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
61	1		
		123	1
72	0		
		141	19
80	20		
		160	19
93	1		
		174	2
95	1		
		181	8
SHEET TOTAL		779	49

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

CALCULATED

CHECKED

CROSS SECTIONS
Sta. 10+00.00S to 12+00.00S

PRE-127-18.81

59
119

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SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	131				
23		66	0		
	94			123	0
11		67	0		
	61			119	0
11		61	0		
	69			111	0
14		59	0		
				111	1
	355 SHEET TOTAL		SHEET TOTAL	464	1

CALCULATED

CHECKED

Temporary Road Qty. Est. Only

9 cy - cut
24 cy - fill

Temp. R/W

1120

1110

Ex. R/W

10sf - cut
0sf - fill

DRIVE

Temporary Pavement

12:1

12:1

Ex. R/W

DRIVE

1119.287
14+00.00S
1119.231

Temporary Road Qty. Est. Only

12 cy - cut
0 cy - fill

Temp. R/W

1120

1110

Overhead Canopy

Ex. R/W

3sf - cut
0sf - fill

16' Approx Clearance

Temporary Pavement

Concrete Pad

Ex. R/W

1118.871
13+50.00S
1118.871

Temporary Road Qty. Est. Only

8 cy - cut
0 cy - fill

Temp. R/W

1120

1110

Ex. R/W

6sf - cut
0sf - fill

DRIVE

Temporary Pavement

HAZELWOOD DRIVE

Ex. R/W

1118.285
13+00.00S
1118.292

Sta. 12+90S, 29.42'Rt.
Catch Basin CB-6
Grate Elev. 1117.300
12" Pipe Inv. 1115.000

Temporary Road Qty. Est. Only

7 cy - cut
1 cy - fill

Temp. R/W

1120

1110

Ex. R/W

DRIVE

2sf - cut
1sf - fill

Temporary Pavement

12:1

Ex. R/W

HAZELWOOD DRIVE

Prop. 12" Pipe

1117.705
12+50.00S
1117.726

Temporary Road Qty. Est. Only

28 cy - cut
53 cy - fill

CROSS SECTIONS
Sta. 12+50.00S to 14+00.00S

PRE-127-18.81

60
119

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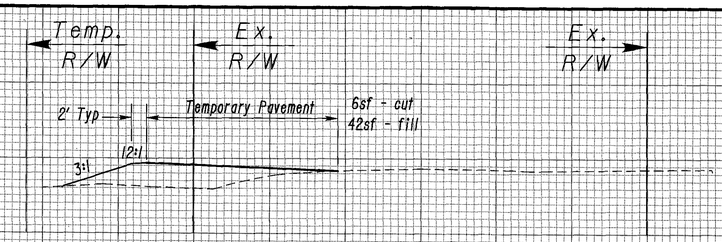
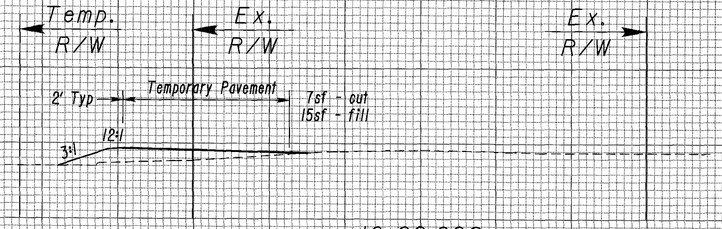
SEEDING	
END WIDTH	SQ. YDS.
37	194
33	208
42	192
27	142
24	
	736



16+50.00S

Temporary Road Qty. Est. Only

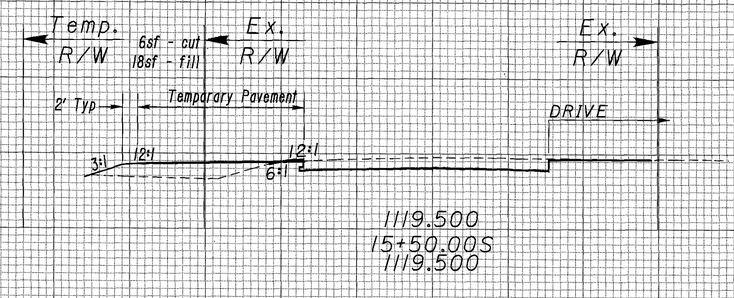
12 cy - cut
53 cy - fill



16+00.00S

Temporary Road Qty. Est. Only

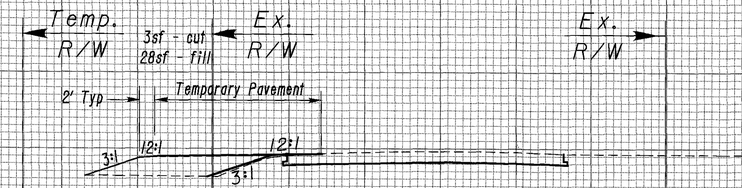
12 cy - cut
31 cy - fill



1119.500
15+50.00S
1119.500

Temporary Road Qty. Est. Only

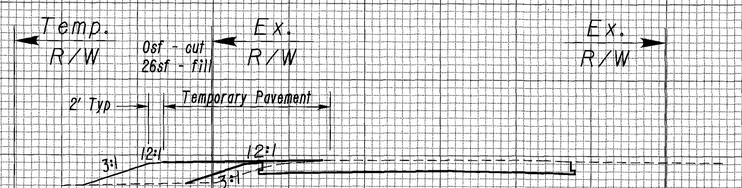
8 cy - cut
43 cy - fill



1119.619
15+00.00S
1119.619

Temporary Road Qty. Est. Only

3 cy - cut
50 cy - fill



1119.536
14+50.00S
1119.408

Meet Existing Sta. 15+73.59S

END AREA		VOLUME	
CUT	FILL	CUT	FILL
47	1		
		41	1
47	1		
		93	4
53	3		
		104	12
59	10		
		116	9
SHEET TOTAL		354	26

CALCULATED

CHECKED

CROSS SECTIONS
Sta. 14+50.00S to 16+50.00S

PRE-127-18.81

61
119

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SEEDING	
END WIDTH	SQ. YDS.
4	
56	
16	
119	
27	
178	
353	SHEET TOTAL

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

End Temporary Pavement
Delineation Sta. 18+63.35S

Ex. R/W

Ex. R/W

1sf fill
Temporary Pavement

2' Typ

12' 3:1

1120

1110

18+00.00S

Temp. R/W

Temporary Road Qty. Est. Only

4 cy - cut
12 cy - fill

Ex. R/W

Ex. R/W

4sf - cut
12sf - fill

Temporary Pavement

2' Typ

12' 3:1

17+50.00S

Temporary Road Qty. Est. Only

14 cy - cut
22 cy - fill

Temp. R/W

Ex. R/W

Ex. R/W

2' Typ

Temporary Pavement

12' 3:1

11sf - cut
12sf - fill

17+00.00S

Temporary Road Qty. Est. Only

16 cy - cut
50 cy - fill

Temporary Road Qty. Est. Only

0 cy - cut
1 cy - fill

1120

1110

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

CROSS SECTIONS
Sta. 17+00.00S to 18+00.00S

PRE-127-18.81

62
119

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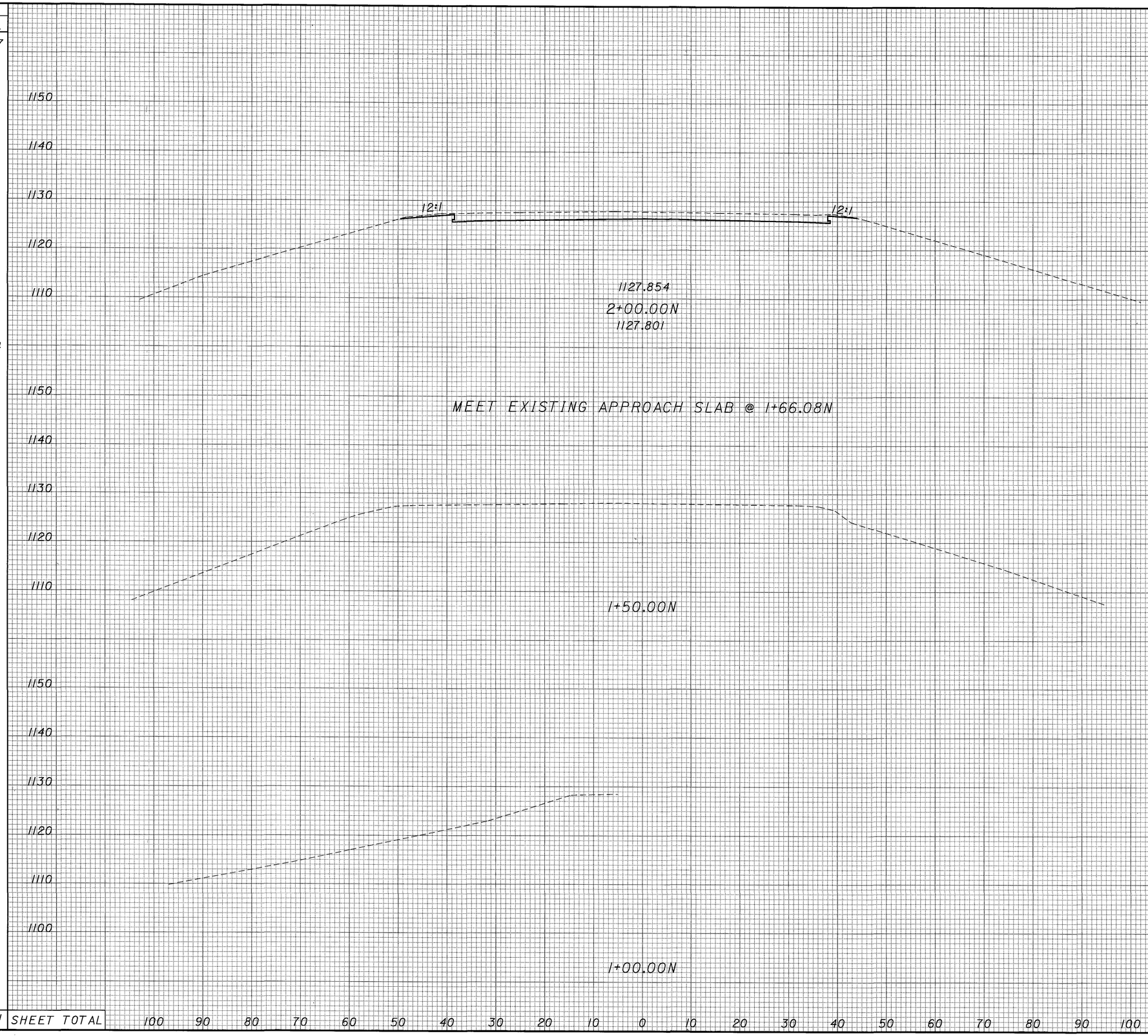
SEEDING	
END WIDTH	SQ. YDS.
	117
17	
	64
	181



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		225	10
118	0		
		148	0
118	0		
		373	10

CALCULATED

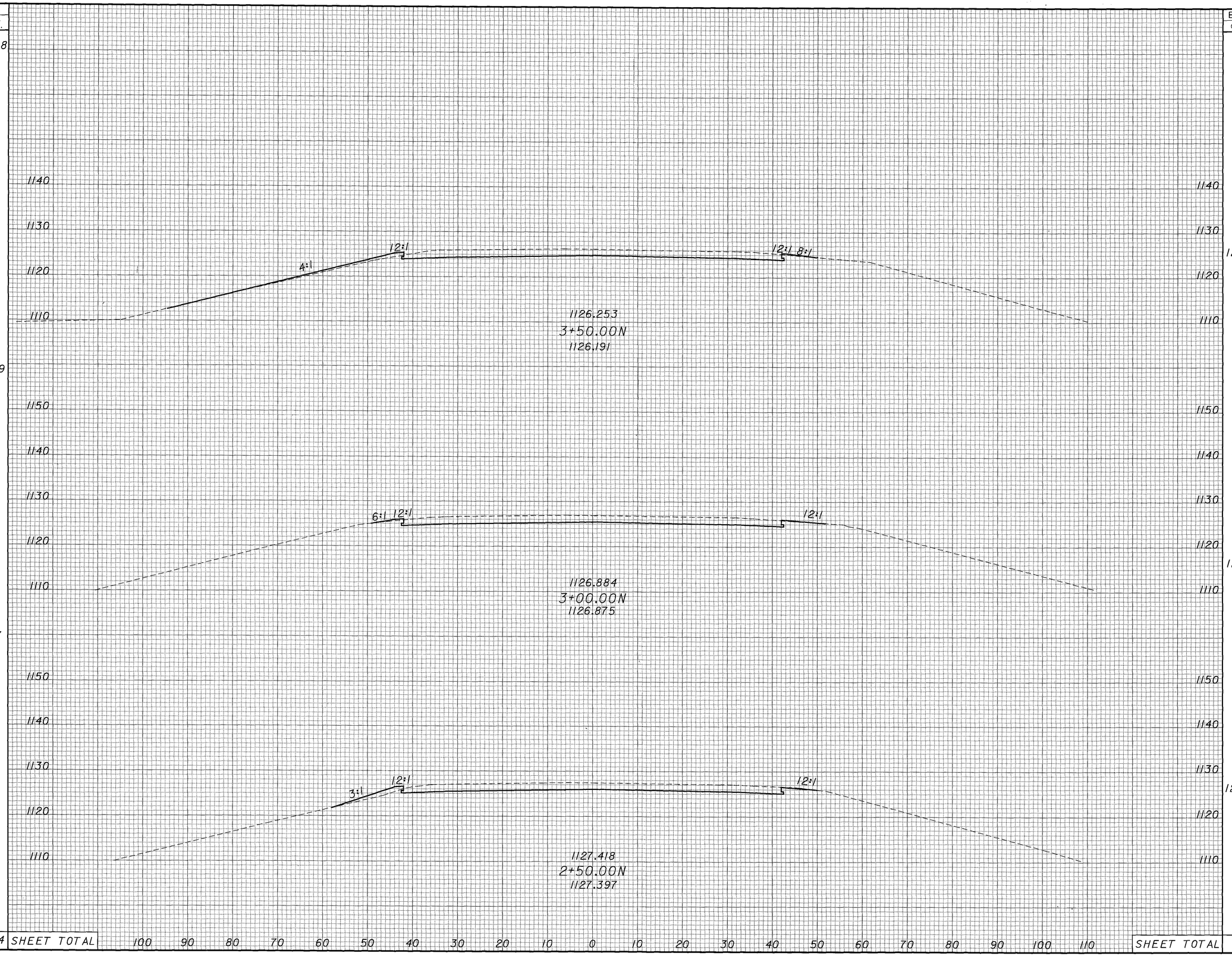
CHECKED

CROSS SECTIONS 1+00.00N TO 2+00.00N

PRE-127-18.81

63
119

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	308				
62		122	16		
	219			230	17
17					
	117	126	2	232	12
25		125	11		
	644 SHEET TOTAL			462	29



CALCULATED

CHECKED

CROSS SECTIONS 2+50.00N TO 3+50.00N

PRE-127-18.81

64
119

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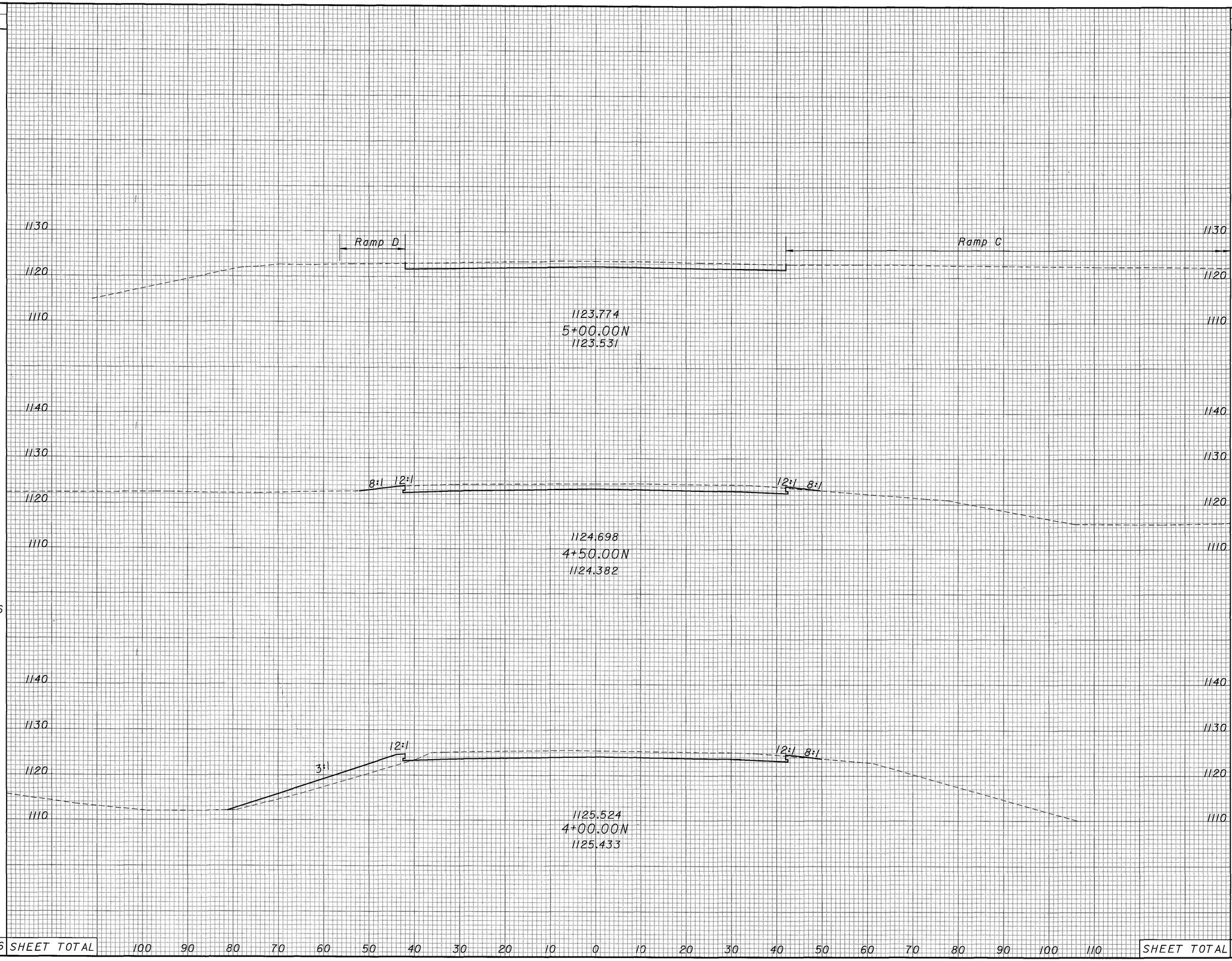
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
				207	1
	50	106	0	201	2
18	186	111	2	210	62
49		116	65	220	75
	236 SHEET TOTAL			838	140



CALCULATED

CHECKED

CROSS SECTIONS
4+00.00N TO 5+00.00N

PRE-127-18.81

65
119

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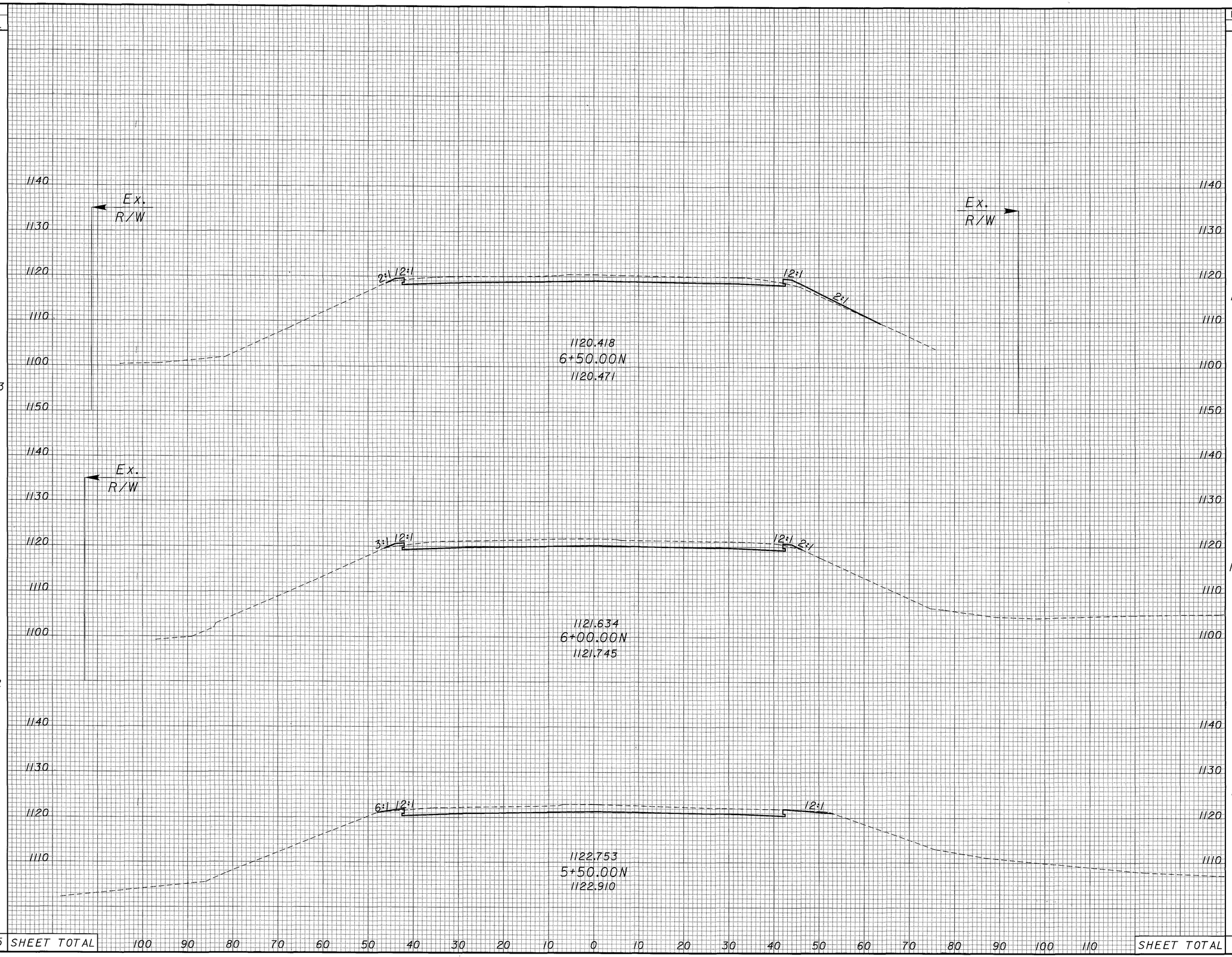
SEEDING		END AREA		VOLUME			
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL	CALCULATED	CHECKED
				207	19		
28		110	12				
	103						
				214	14		
9		121	3				
	72			221	4		
17		118	1				
	175			642	37		

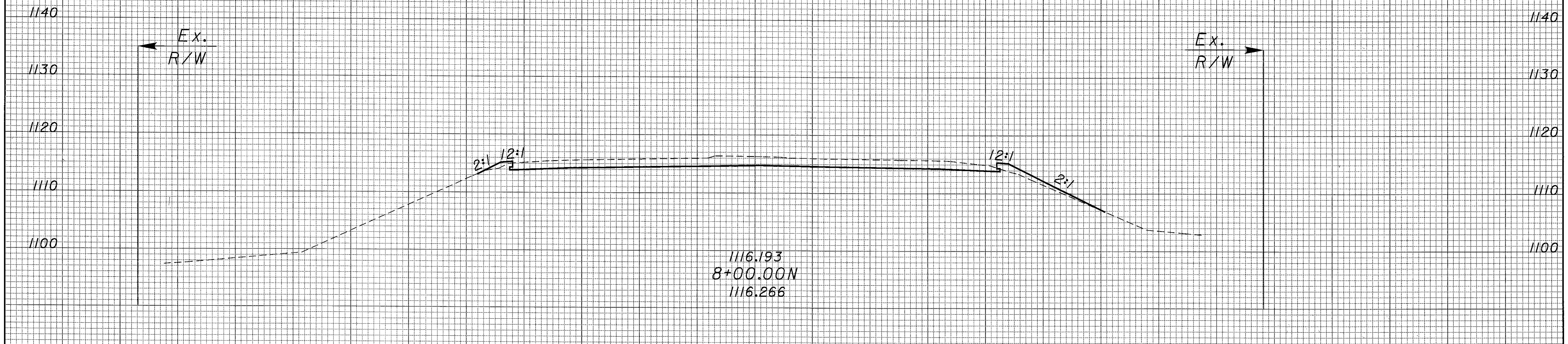


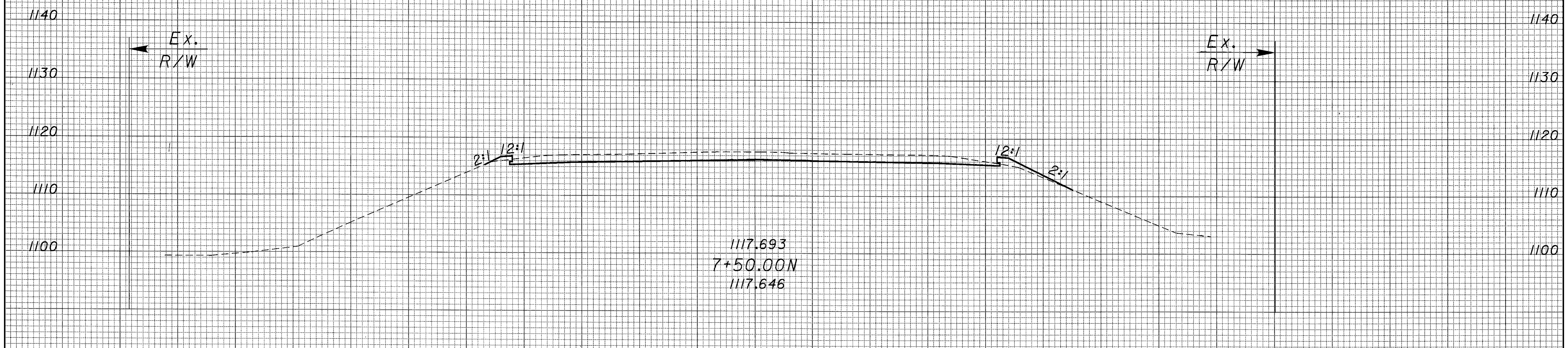
CROSS SECTIONS 5+50.00N TO 6+50.00N

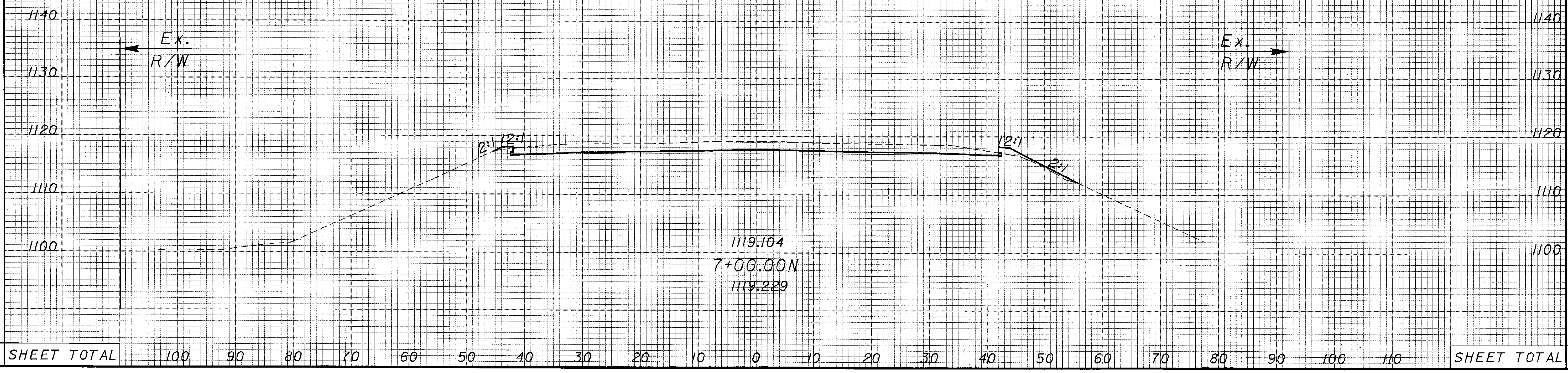
PRE-127-18.81

66
119

SEEDING	
END WIDTH	SQ. YDS.
27	128
19	106
19	130
	364 SHEET TOTAL







END AREA		VOLUME	
CUT	FILL	CUT	FILL
		209	30
114	14		
		205	22
107	10		
		204	17
113	8		
SHEET TOTAL		618	69

CALCULATED

CHECKED

CROSS SECTIONS
7+00.00N TO 8+00.00N

PRE-127-18.81

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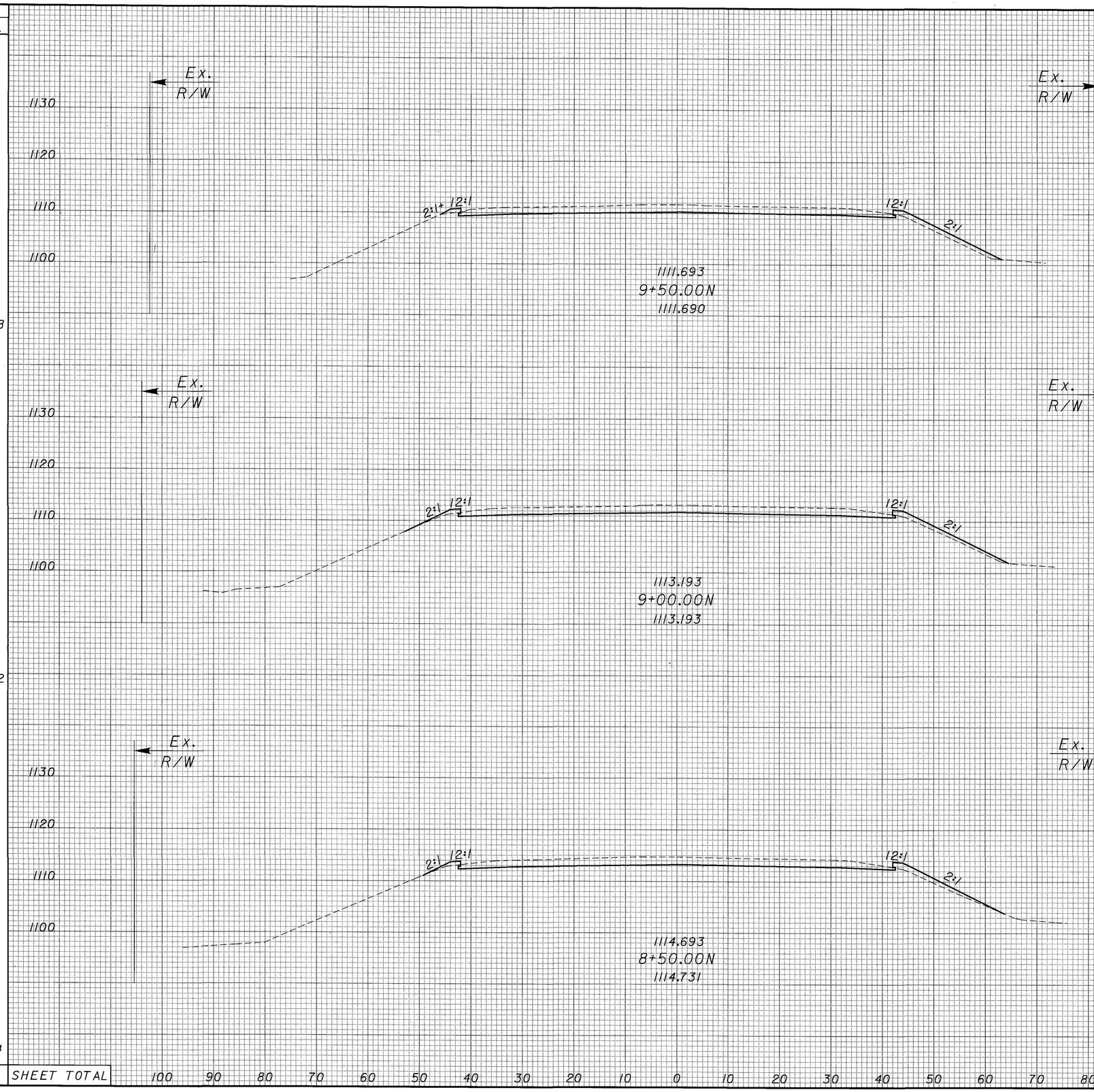
SEEDING	
END WIDTH	SQ. YDS.
27	
	178
37	
	192
32	
	164
	SHEET TOTAL



END AREA		VOLUME	
CUT	FILL	CUT	FILL
111	22		
		205	39
110	20		
		206	35
112	18		
		411	74
SHEET TOTAL			

CALCULATED

CHECKED

CROSS SECTIONS
8+50.00N TO 9+50.00N

PRE-127-18.81

SEEDING	
END WIDTH	SQ. YDS.
3	64
20	119
23	133
25	144
	460

Ex. R/W

Ex. R/W → See Price Road Area

1110
1100

Driveway

12:1

1105.766
11+50.00N
1105.625

1120
1110
1100

Ex. R/W

Ex. R/W

4:1 12:1

12:1

2:1

1107.193
11+00.00N
1107.185

Ex. R/W

Ex. R/W

1120
1110
1100

2:1 12:1

12:1

2:1

1108.693
10+50.00N
1108.652

Ex. R/W

Ex. R/W

2:1 12:1

12:1

2:1

1110.193
10+00.00N
1110.148

SHEET TOTAL 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 SHEET TOTAL

REVISED 02/11/07

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
125	1		
		226	5
119	4		
		212	16
110	13		
		201	22
107	15		
		202	34
		841	77

CALCULATED

CHECKED

CROSS SECTIONS
10+00.00N TO 11+50.00N

PRE-127-18.81

69
119

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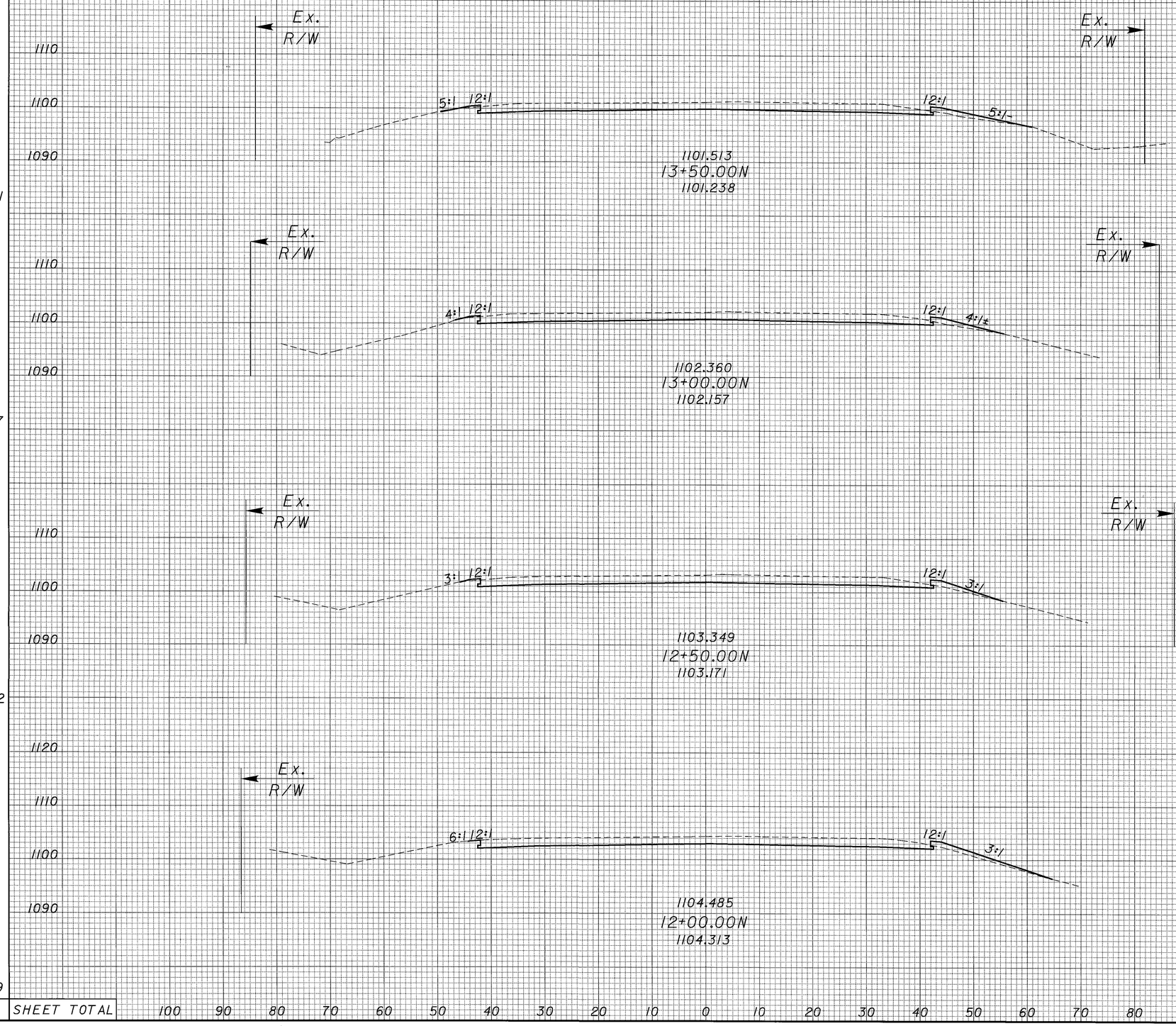
SEEDING		END AREA		VOLUME		
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL	
						CALCULATED
						CHECKED
27						
	131	117	11			
20				219	19	
	117	120	9			
22				221	17	
	142	119	9			
29				221	19	
	89	120	12	227	12	
SHEET TOTAL				888	67	



REVISED 02/11/07

CROSS SECTIONS
12+00.00N TO 13+50.00N

PRE-127-18.81

70
119

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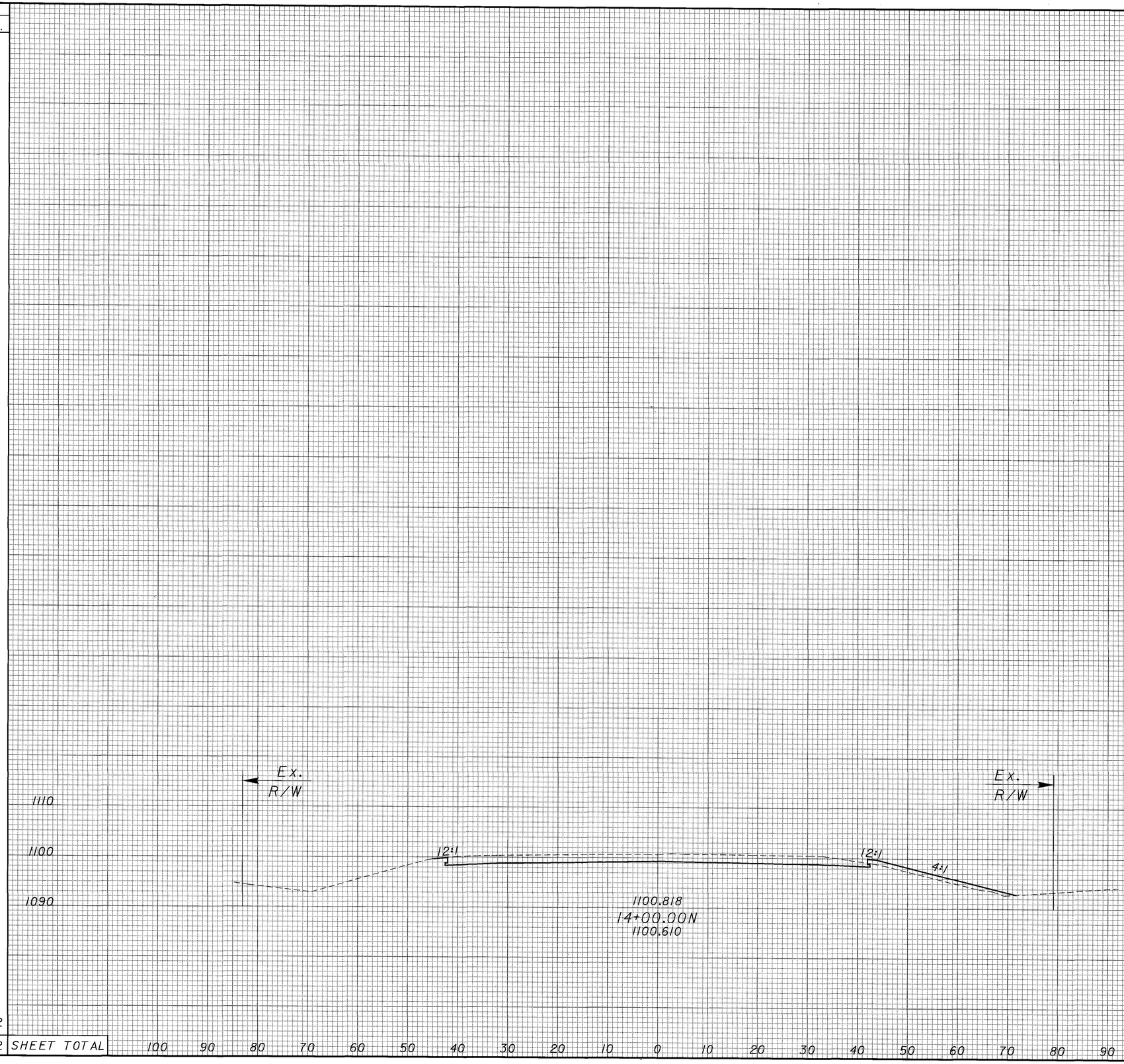
SEEDING	
END WIDTH	SQ. YDS.
35	
	172
172	SHEET TOTAL



END AREA		VOLUME	
CUT	FILL	CUT	FILL
125	22		
		224	31
SHEET TOTAL		224	31

REVISED 02/11/07

CALCULATED

CHECKED

CROSS SECTIONS
14+00.00N

PRE-127-18.81

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SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	17				
		121	5		
	97			233	8
		131	4		
	18				
	92			244	7
		133	3		
	15				
	136			237	19
		123	17		
	34				
	192				
	517			943	70

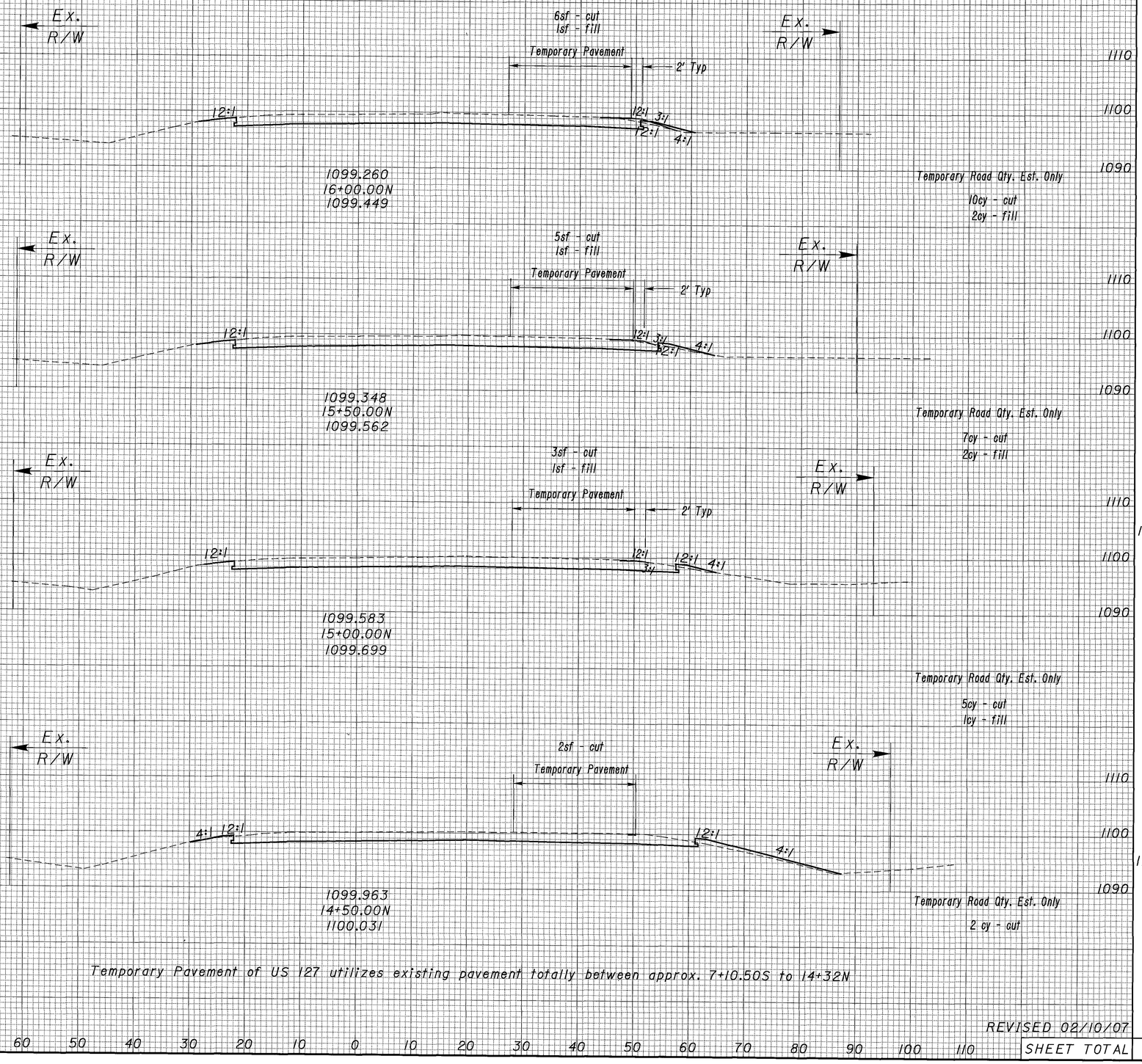
CALCULATED

CHECKED

CROSS SECTIONS 14+50.00N TO 16+00.00N

PRE-127-18.81

72
119

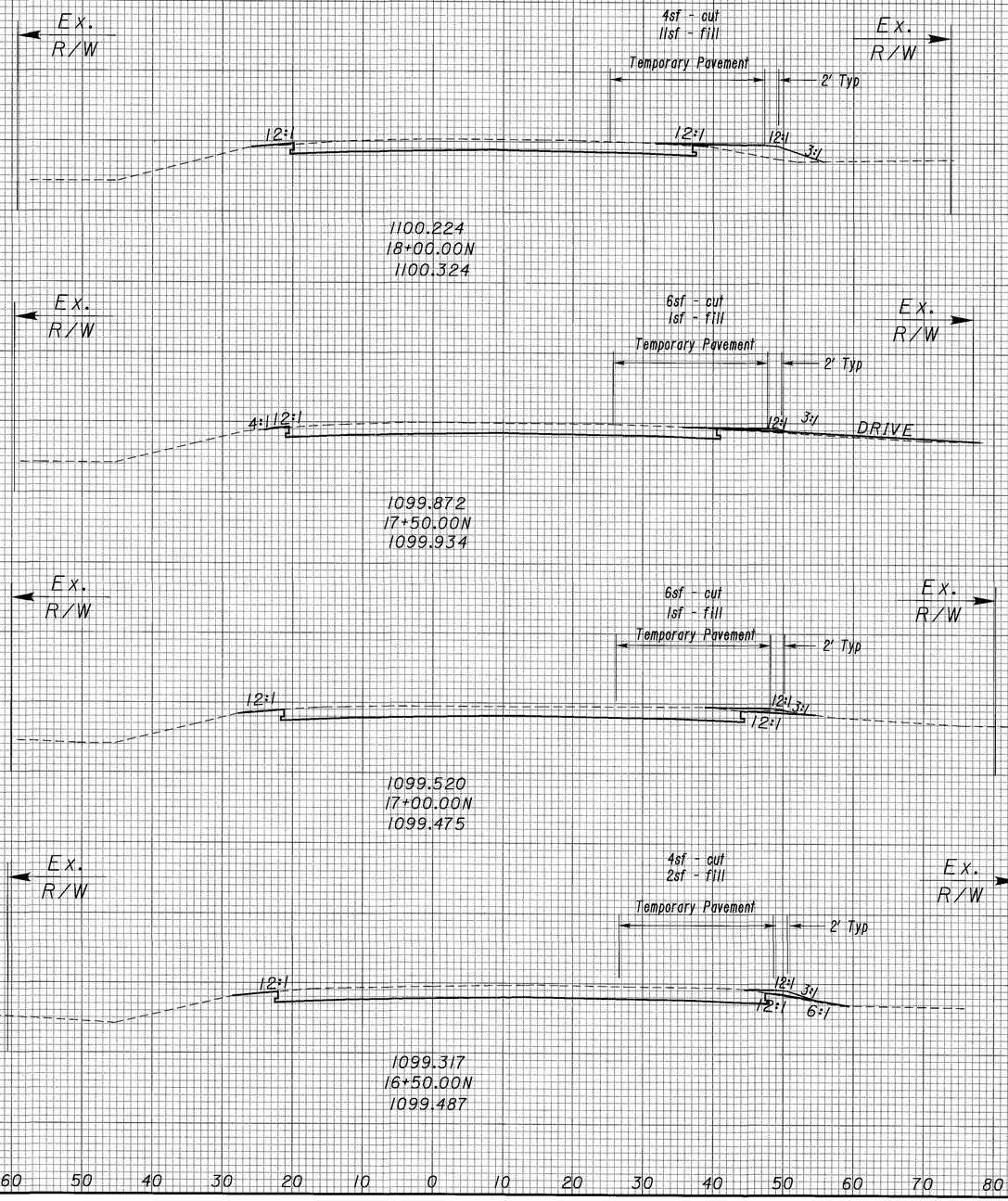


Temporary Pavement of US 127 utilizes existing pavement totally between approx. 7+10.50S to 14+32N

REVISED 02/10/07

SHEET TOTAL 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 SHEET TOTAL

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
7	33	86	1	163	9
5	53	90	9	178	8
14	92	102	0	206	3
19	100	120	3	223	2
	278 SHEET TOTAL			770	22



CALCULATED

CHECKED

CROSS SECTIONS 16+50.00N TO 18+00.00N

PRE-127-18.81

REVISED 02/12/07

73
119

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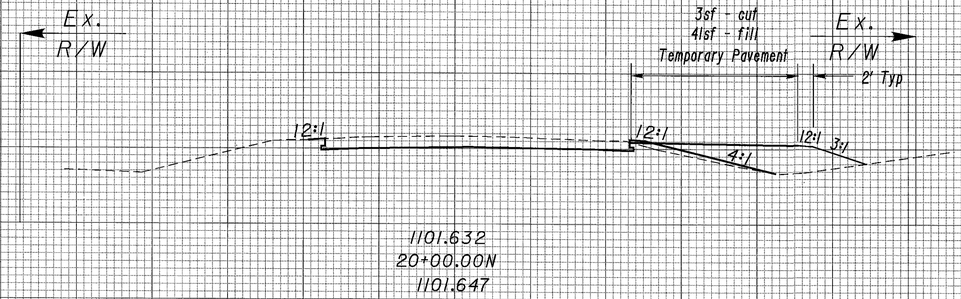
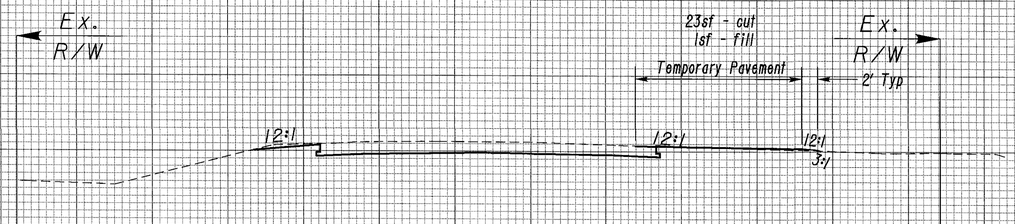
SEEDING	
END WIDTH	SQ. YDS.
61	
	181
4	
	81
25	
	111
15	
	61
	434



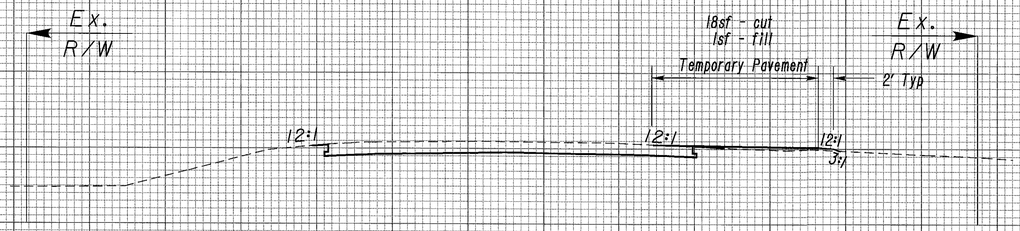
1101.632
20+00.00N
1101.647

Temporary Road Qty. Est. Only
24cy - cut
39cy - fill



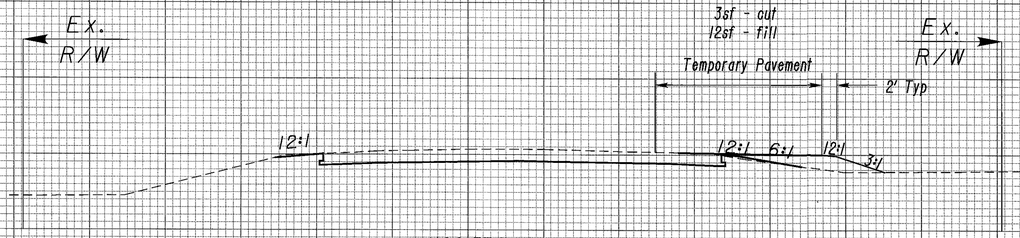
1101.280
19+50.00N
1101.244

Temporary Road Qty. Est. Only
38cy - cut
2cy - fill



1100.934
19+00.00N
1100.901

Temporary Road Qty. Est. Only
15cy - cut
12cy - fill



1100.576
18+50.00N
1100.646

Temporary Road Qty. Est. Only
7cy - cut
2cy - fill

END AREA		VOLUME	
CUT	FILL	CUT	FILL
56	9		
		118	9
71	1		
		136	2
76	1		
		144	3
80	2		
		154	3
		552	17

REVISED 02/20/07

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

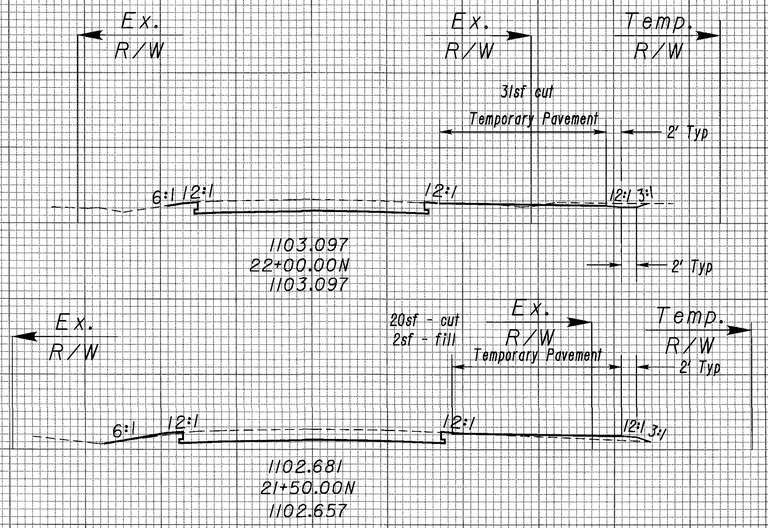
CALCULATED

CHECKED

CROSS SECTIONS
18+50.00N TO 20+00.00N

PRE-127-18.81

SEEDING	
END WIDTH	SQ. YDS.
6	47
11	56
9	86
22	231
	420



Temporary Road Qty. Est. Only

47 cy - cut
2 cy - fill

Temporary Road Qty. Est. Only

29 cy - cut
2 cy - fill

Temporary Road Qty. Est. Only

15 cy - cut
12 cy - fill

Temporary Road Qty. Est. Only

7 cy - cut
50 cy - fill

END AREA		VOLUME	
CUT	FILL	CUT	FILL
45	1	87	3
49	2	94	4
52	2	102	11
58	10	114	19
		397	37

CALCULATED

CHECKED

CROSS SECTIONS
20+50.00N TO 22+00.00N

PRE-127-18.81

75
119

SHEET TOTAL

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

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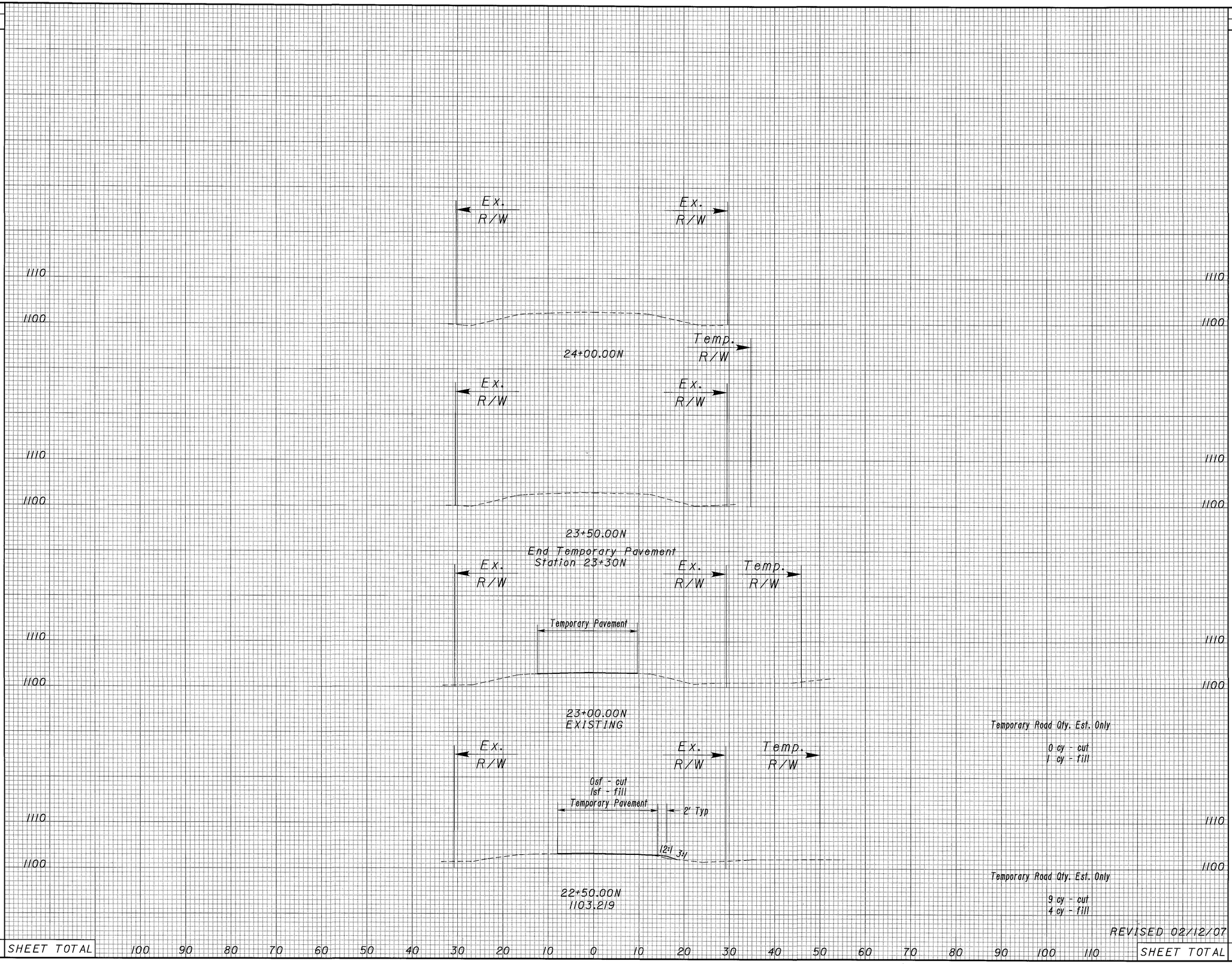
SEEDING	
END WIDTH	SQ. YDS.
0	
17	
17	SHEET TOTAL

END AREA		VOLUME	
CUT	FILL	CUT	FILL
SHEET TOTAL			

CALCULATED

CHECKED



CROSS SECTIONS
22+50.00N TO 24+00.00N

PRE-127-18.81

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
4		24	1		
	29			11	21
17		0	44		
	46			0	48
16		0	60		
	49				60
19		0	70		
	44			27	33
13		58	1		
	18			27	1
	186 SHEET TOTAL			65	163

1120
1110

1117.551
1+25 TA
1117.000

Grade to Drain

1120
1110

1116.951
1+00 TA
1115.000

Grade to Drain

CB 2-2B
+75, 29' Lt.
El. Grate 1114.00
El. 12" 1112.49

+38.84, 43.8' Rt.
El. 12" 1112.00

82 Ft. - 12" Conduit, Type B

1120
1110

1116.363
+75 TA
1114.00

Grade to Drain

1120
1110

1116.048
+50 TA
1114.00

Grade to Drain

1120
1110

1116.00
+25 TA
1116.00

Meet Existing US 127 Pavement @ Sta. 0+12.5TA

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

1120
1130
1120
1110

SHEET TOTAL

FOR INFOMATION ONLY

TEMPORARY ACCESS ROAD CROSS SECTIONS
Sta. +25 TA to 1+25 TA

CALCULATED

CHECKED

PRE-127-18.81

77
119

REVISED 03/05/07

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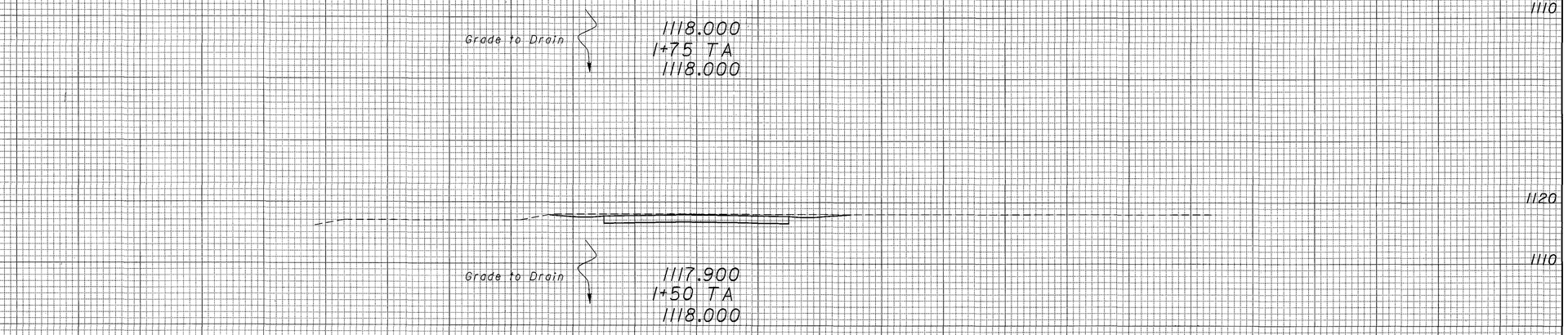
SEEDING		END AREA		VOLUME		
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL	
18		47	0			
	6			5	0	
18		47	0			
	51			44	0	
19		48	0			
	32			33	1	
	89 SHEET TOTAL			77	1	

Meet Existing Hazelwood Drive Pavement @ Sta. 1+77.80 TA



FOR INFOMATION ONLY

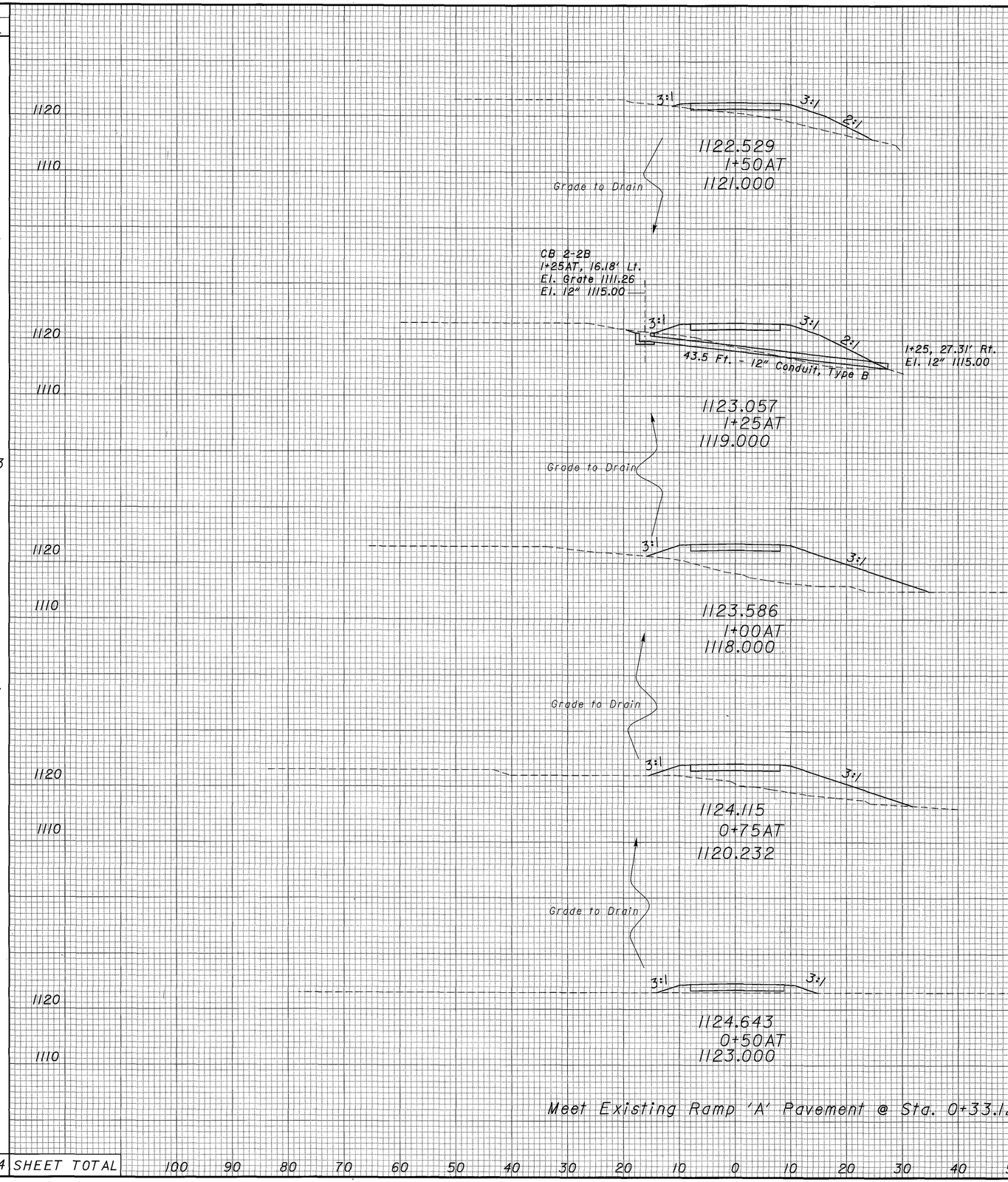
CALCULATED | CHECKED

TEMPORARY ACCESS ROAD CROSS SECTIONS
Sta. 1+50 TA to 1+75 TA

PRE-127-18.81

78
119

SEEDING	
END WIDTH	SQ. YDS.
21	
	71
30	
	93
37	
	97
33	
	21
13	
	12
	294



Note: Contractor may construct 4:1 slopes in lieu of 3:1 slopes to avoid installation of temporary guardrail as per 615.04 provided sufficient right-of-way exists for same.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	50		
		0	84
0	132		
		0	146
0	184		
		0	137
0	112		
		0	60
0	18		
		0	6
		0	433

SHEET TOTAL

FOR INFOMATION ONLY

CALCULATED

CHECKED

RAMP 'A' TEMPORARY CROSS SECTIONS
Sta. 0+33.12 AT to 1+50 AT

PRE-127-18.81

79
119

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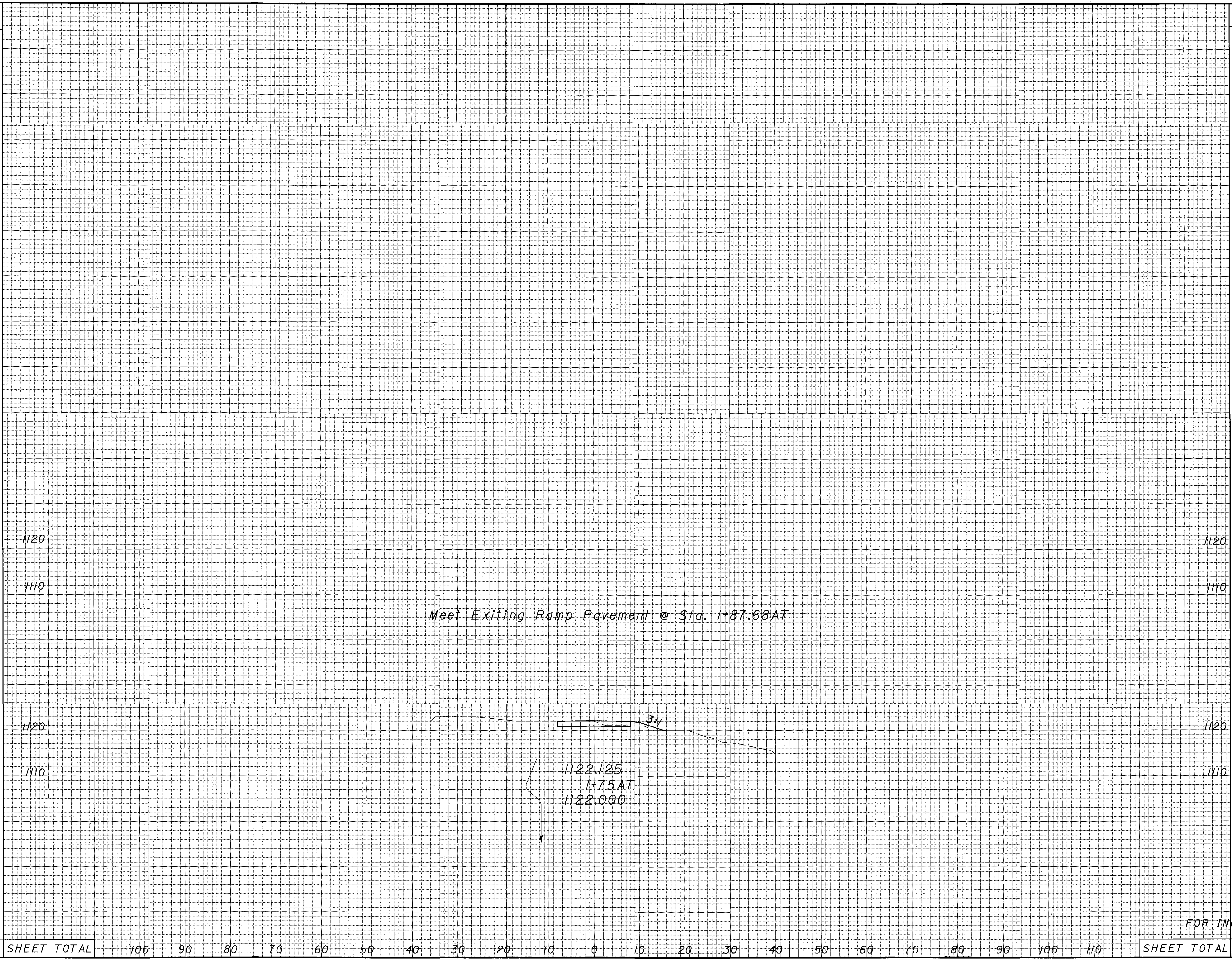
SEEDING	
END WIDTH	SQ. YDS.
6	
	10
8	
	11
	21



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		8	1
11	5		
		2	26
		10	27

FOR INFOMATION ONLY

CALCULATED

CHECKED

RAMP 'A' TEMPORARY CROSS SECTIONS
Sta. 1+75 AT

PRE-127-18.81

80
119

Meet Exiting Ramp Pavement @ Sta. 1+47.70BT

1120
1110

3:1

1122.000
1+50BT
1122.000

Grade to Drain

3:1

1122.379
1+25BT
1122.000

Grade to Drain

CB 2-2B
1+00BT, 14.16' Rt.
El. Grate 1122.00
El. 12" 1119.50

1+00BT, 23.63' Rt.
El. 12" 1118.30

3:1

37.79 Ft. - 12" Conduit, Type B

1123.124
1+00BT
1121.000

Grade to Drain

3:1

1123.869
0+75BT
1121.000

Grade to Drain

3:1

1124.612
0+50BT
1123.000

Meet Exiting Pavement @ Sta. +32.28BT

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
8	25	6	6	12	8
10	47	20	3	10	19
24	64	1	37	1	42
22	47	0	53	0	32
12	24	0	17	0	11
	207 SHEET TOTAL			23	112 SHEET TOTAL

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

CALCULATED
CHECKED

RAMP 'B' TEMPORARY CROSS SECTIONS
Sta. 0+50BT to 1+50BT

PRE-127-18.81

81
119

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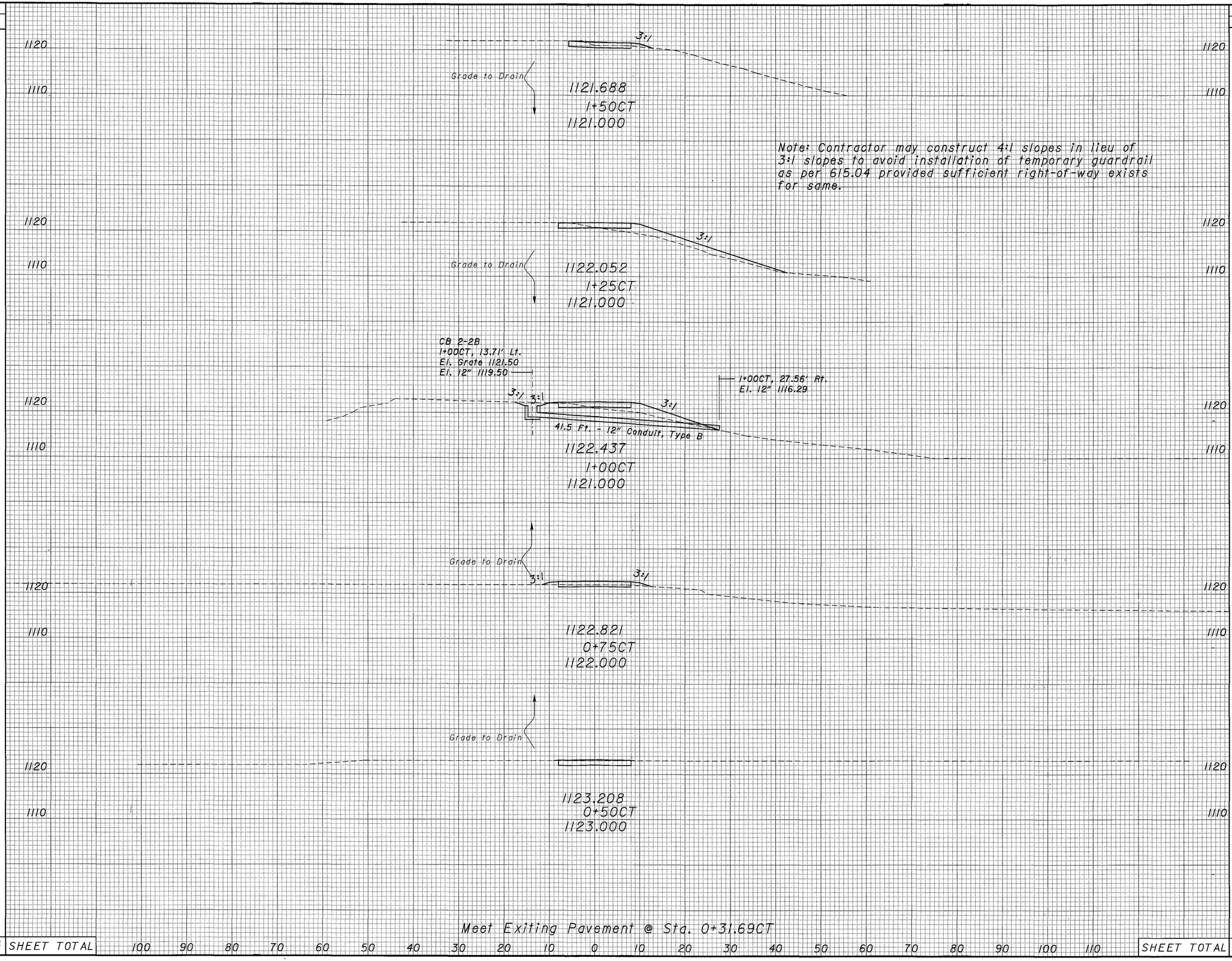
SEEDING END WIDTH	SEEDING SQ. YDS.
5	57
36	88
27	50
9	15
2	4
	214 SHEET TOTAL



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
10	3		
		8	22
7	45		
		7	33
7	27		
7	4	7	14
		11	2
16	0		
		11	1
		44	72
	SHEET TOTAL		

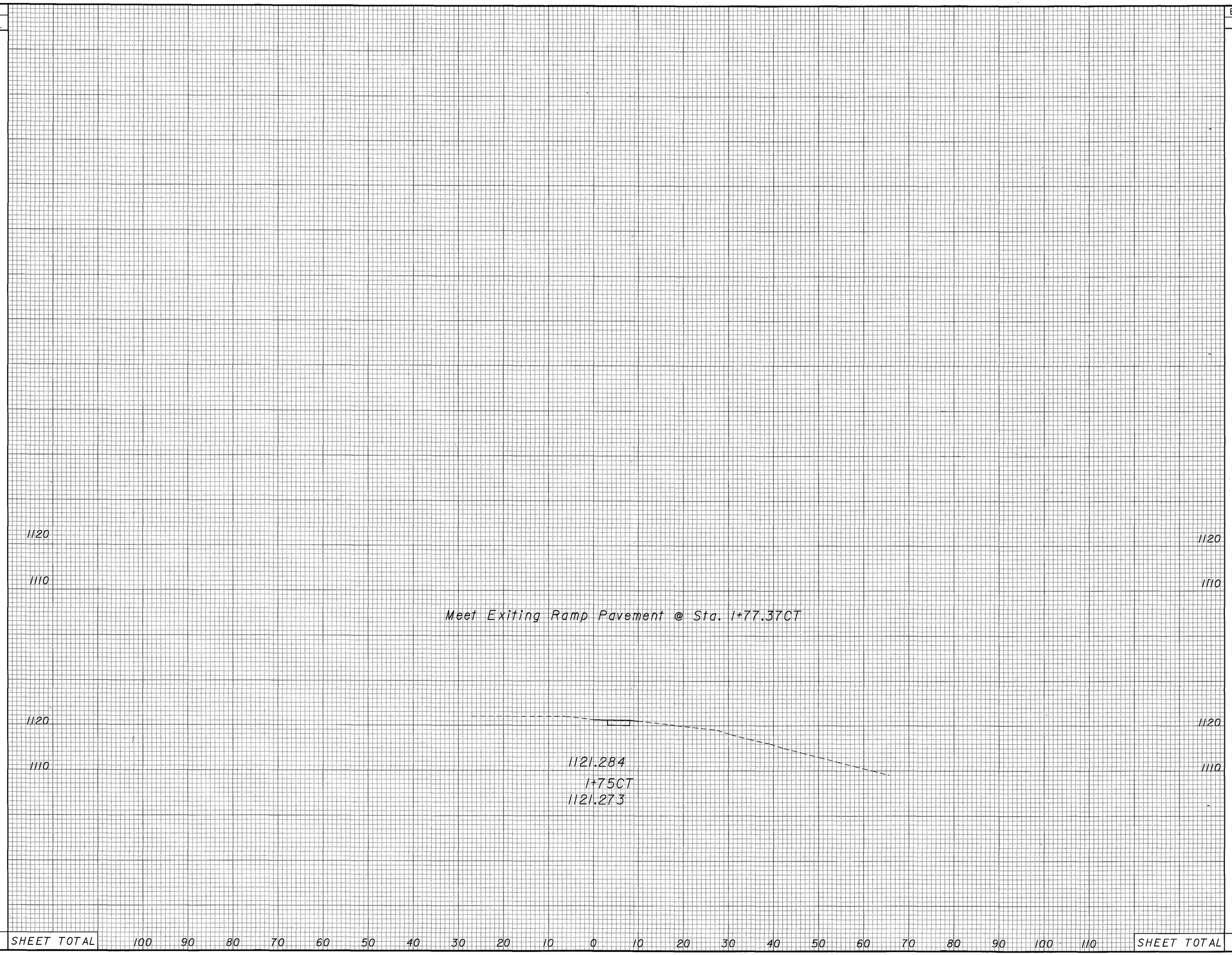
CALCULATED

CHECKED

RAMP 'C' TEMPORARY CROSS SECTIONS
Sta. 0+31.68 CT to 1+50 CT

PRE-127-18.81

SEEDING	
END WIDTH	SQ. YDS.
0	
	1
2	
	10
11	SHEET TOTAL



END AREA		VOLUME	
CUT	FILL	CUT	FILL
5		1	0
5	0		
		7	1
SHEET TOTAL		8	1

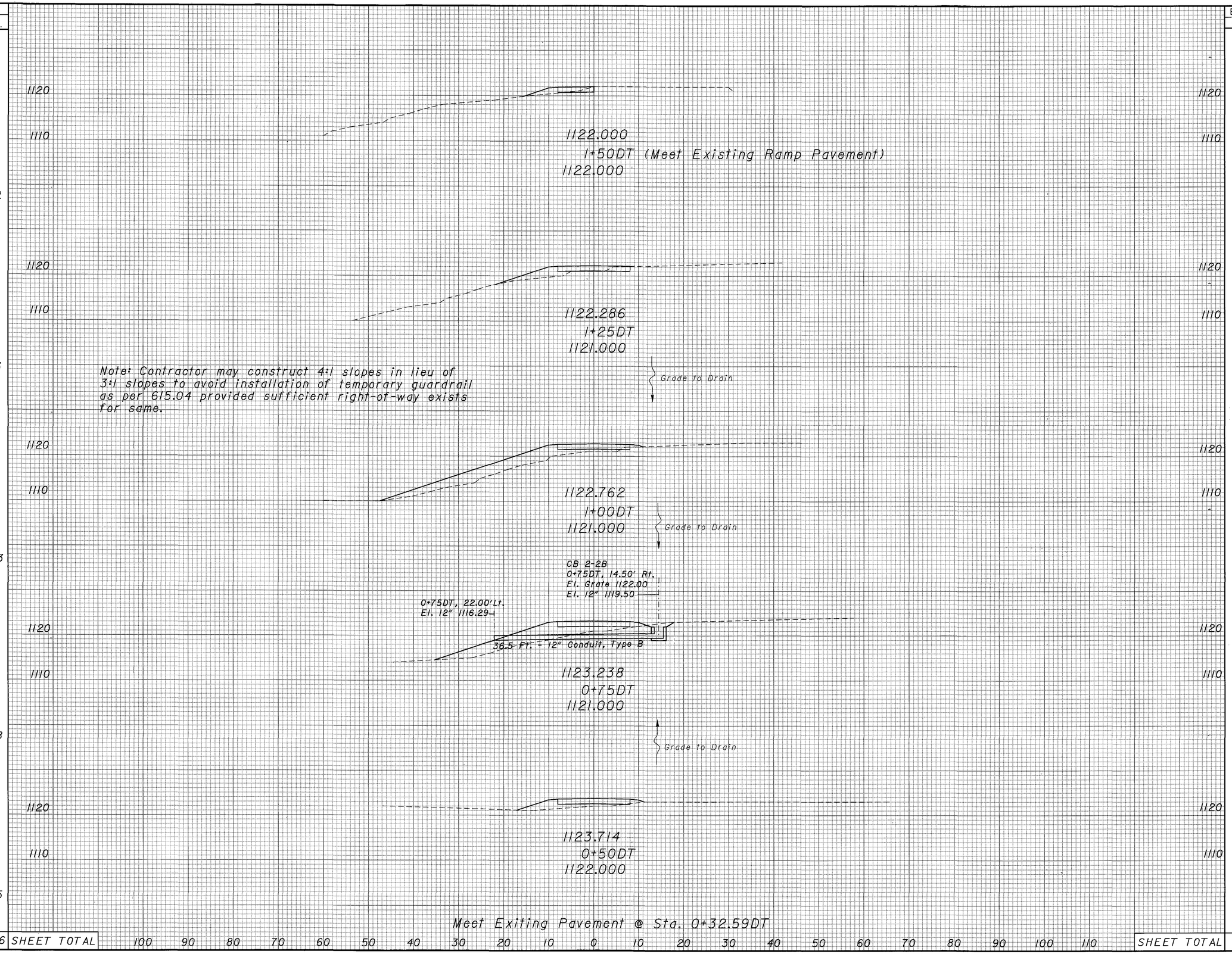
CALCULATED

CHECKED

RAMP 'C' TEMPORARY CROSS SECTIONS
Sta. 1+75 CT to 1+77.37 CT

PRE-127-18.81

SEEDING END WIDTH	SEEDING SQ. YDS.
8	32
15	83
45	113
36	68
13	25
	296 SHEET TOTAL



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
3	6		
		4	12
5	20		
		3	53
1	94		
		1	85
1	90		
		1	53
0	24		
		0	8
		9	211

SHEET TOTAL

CALCULATED

CHECKED

RAMP 'D' TEMPORARY CROSS SECTIONS
Sta. 0+32.59DT to 1+50DT

PRE-127-18.81

SEEDING			END AREA		VOLUME		
END WIDTH	SQ. YDS.		CUT	FILL	CUT	FILL	
		1110					1110
0		1100	22	0			1100
	23				15	3	
		1110					1110
	38	1100	53	15			1100
					26	3	
	30						
		1110					1110
	14	1100	80	1			1100
					22	1	
	5						
0			124	0			
	58	SHEET TOTAL			63	7	SHEET TOTAL

MEET EXISTING
0+46.207TAD
1100.000

CB 2-2B
21+38.74TA, 32.49' Rt.
El. Grate 1099.50
El. 12" 1097.00

20+02.87TA, 42.56'Rt.
El. 12" 1096.00

135 Ft. - 12" Conduit, Type B

1100.673
0+35.5TAD
1100.000

1101.373
0+25TAD
1101.000

Meet Proposed Shoulder @ Sta. 0+16.42TAD

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

REVISED 03/06/07

CALCULATED

CHECKED

TEMPORARY TRUCK DRIVE CROSS SECTIONS
Sta. 0+250TAD to 0+46.207TAD

PRE-127-18.81

SEEDING END WIDTH	SEEDING SQ. YDS.
0	2
4	15
7	17
5	15
6	3
0	
	52

Meet Roadway Pavement @ 15+08.07A

US 127 Grading

US 127 Grading

1130
1120

1123.24
15+00A
1123.00

1130
1120

1123.18
14+75A
1123.00

1130
1120

1123.13
14+50A
1123.00

1130
1120

1123.08
14+25A
1123.00

1130
1120

1123.02
14+00A
1123.00

Meet Existing Ramp Pavement @ 13+90.07

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
93	0	64	0
45	0	38	0
37	0	15	0
38	0	36	0
39	0	14	0
39	0		
		167	7

SHEET TOTAL

CALCULATED

CHECKED

RAMP A CROSS SECTIONS Sta. 14+00A to 15+00A

PRE-127-18.81

86
119

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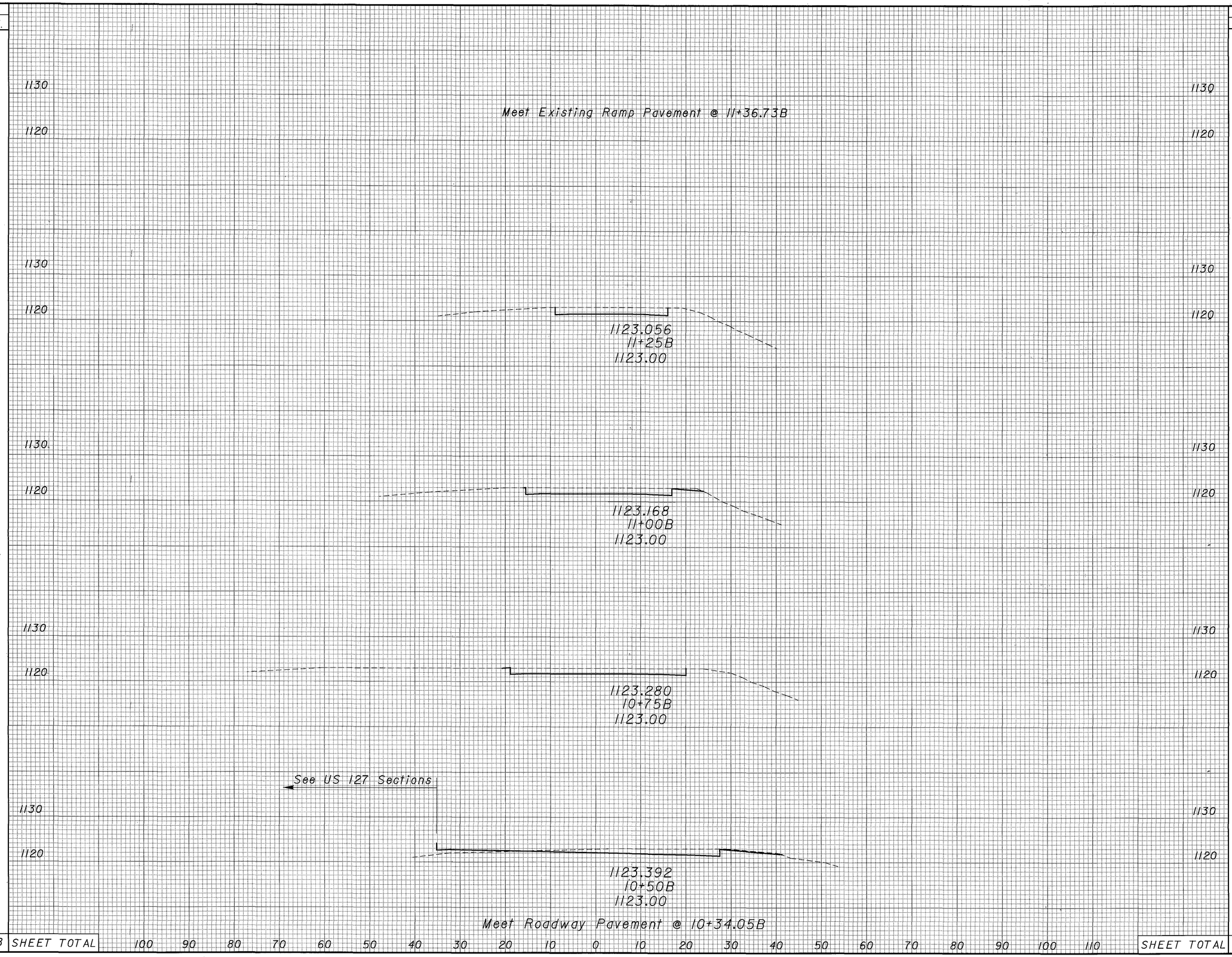
SEEDING	
END WIDTH	SQ. YDS.
0	
	5
7	
	19
7	
	13
2	
	22
14	
	12
0	
	58



END AREA		VOLUME	
CUT	FILL	CUT	FILL
37	0		
		50	0
37	0		
		38	1
46	1		
		44	1
48	1		
		41	5
41	9		
		24	5
41	9		
		197	12

CALCULATED

CHECKED

RAMP B CROSS SECTIONS
Sta. 10+50B to 11+25B

PRE-127-18.81

87
119

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SEEDING END WIDTH	SEEDING SQ. YDS.
0	
	10
21	
	82
38	
	164
80	
	125
10	
	10
0	
	391

Meet Ex. Ramp Pavement @ 11+30C

1130
1120

11122.055
11+25C
11122.88

1130
1120

11122.330
11+00C
11122.88

1130
1120

11122.605
10+75C
1123.00

1130
1120

11122.880
10+50C
1123.00

Meet Roadway Pavement @ 10+32C

100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
45	0		
		14	0
45	0		
		56	0
75	0		
		81	0
99	0		
		79	0
71	0		
		72	0
145	0		
SHEET TOTAL		302	0

CALCULATED

CHECKED

RAMP C CROSS SECTIONS
Sta. 10+50C to 11+25C

PRE-127-18.81

88
119

SEEDING	
END WIDTH	SQ. YDS.
0	
	4
8	
	25
10	
	63
35	
	97
12	
	11
0	
	200

Meet Roadway Pavement @ 15+08.93D

See US 127

1123.193
15+00D
1123.00

1122.868
14+75D
1123.00

1122.543
14+50D
1123.00

1122.218
14+25D
1123.00

Meet Ex. Ramp Pavement @ 14+08.05D

1130 1120 1130 1120 1130 1120 1130 1120 1130 1120

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

END AREA		VOLUME	
CUT	FILL	CUT	FILL
66	0		
		20	1
66	1		
		63	1
70	0		
		69	0
78	0		
		60	1
52	1		
		33	1
52			
SHEET TOTAL		245	4

CALCULATED

CHECKED

RAMP D CROSS SECTIONS
Sta. 14+250D to 15+00D

PRE-127-18.81

89
119

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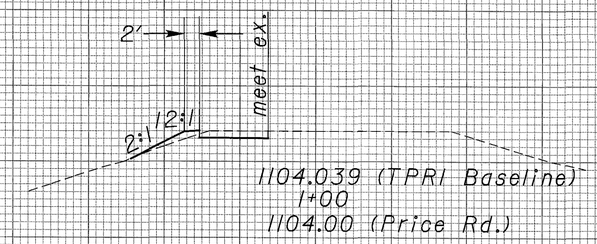
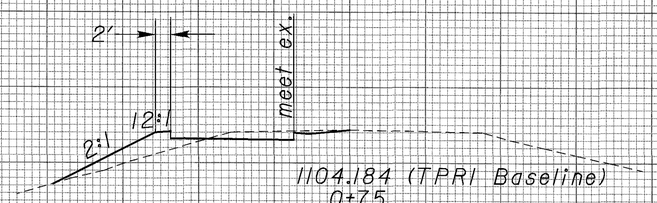
SEEDING END WIDTH	SEEDING SQ. YDS.
0	
	17
10	
	39
18	
	42
12	
	13
0	
	111 SHEET TOTAL

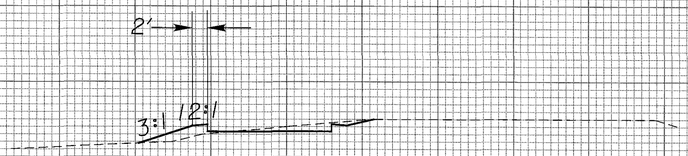
Meet Existing Approx.
@ 1+30 Price Rd.



1104.039 (TPRI Baseline)
1+00
1104.00 (Price Rd.)



1104.184 (TPRI Baseline)
0+75
1104.33 (Price Rd.)



1104.329 (TPRI Baseline)
0+50
1105.00 (Price Rd.)

Meet Existing Approx.
@ 0+30 Price Rd.

REVISED 3/07/07

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	0		
		4	3
5	8		
		8	17
12	29		
		10	18
9	10		
		3	4
0	0		
SHEET TOTAL		25	42

CALCULATED

CHECKED

TEMPORARY PRICE ROAD 1 CROSS SECTIONS
Sta. 0+30 to 1+30 TEMPORARY PRICE ROAD 1

PRE-127-18.81

90
119

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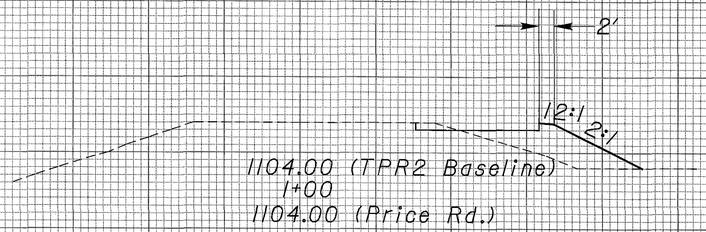
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0		0	0		
	75			7	97
15		4	58		
	51			3	58
22		3	68		
	51			3	41
15		3	20		
	17			1	7
0		0	0		
	194 SHEET TOTAL		SHEET TOTAL	14	203

Meet Existing Approx.
@ 1+90 Price Rd.



1104.00 (TPR2 Baseline)
1+00
1104.00 (Price Rd.)

1104.84 (TPR2 Baseline)
0+75
1104.33 (Price Rd.)

1105.69 (TPR2 Baseline)
0+50
1105.00 (Price Rd.)

Meet Existing Approx.
@ 0+30 Price Rd.

REVISED 3/07/07

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

CALCULATED

CHECKED

PRE-127-18.81

TEMPORARY PRICE ROAD 2 CROSS SECTIONS
Sta. 0+30 to 1+90 TEMPORARY PRICE ROAD 2

91
119

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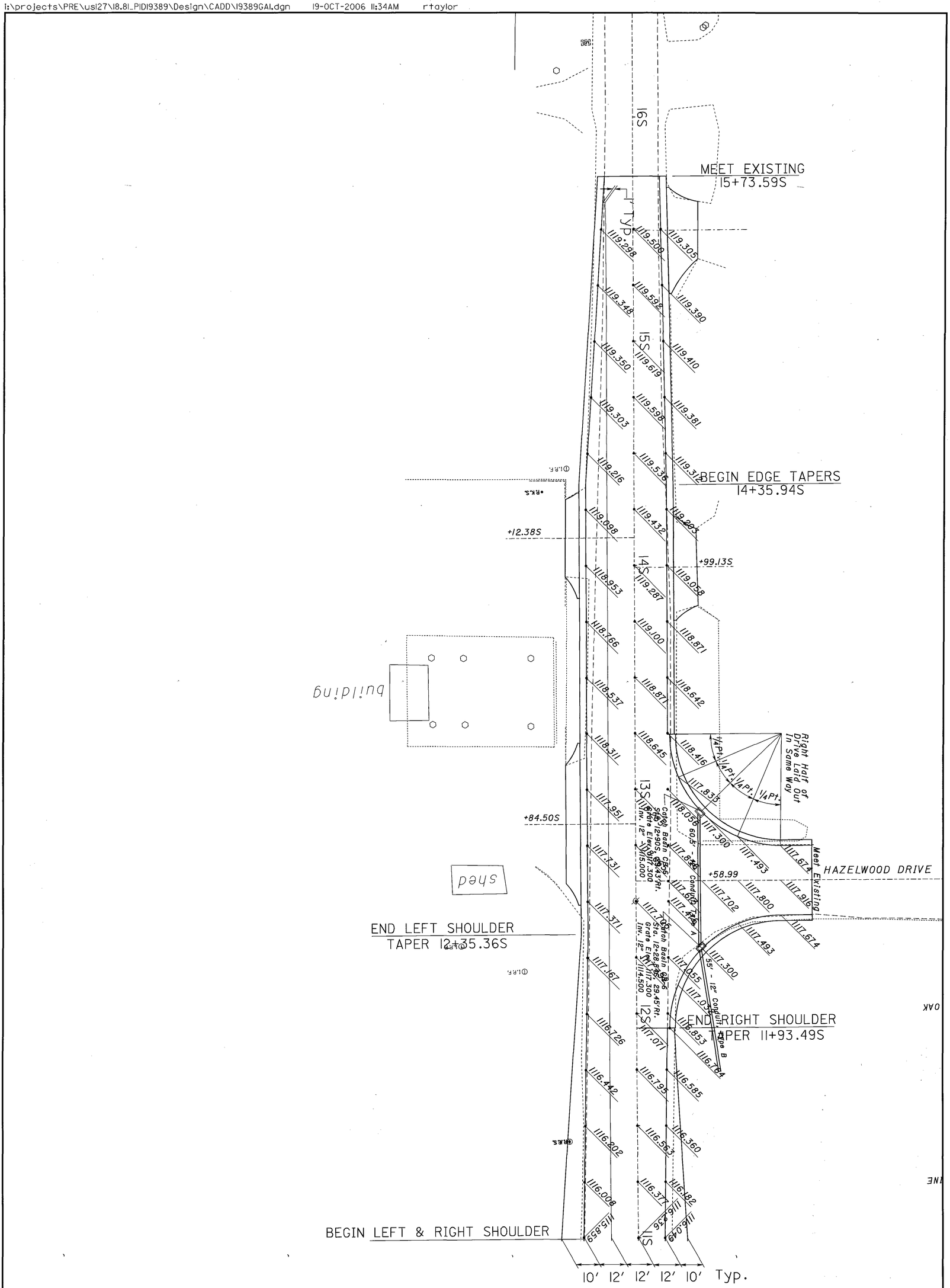

119 / 26	PRE-127-18.81	PAVEMENT JOINT DETAILS STA. 15+73.59S TO 11+00S US 127	CALCULATED / CHECKED	0 20 / 10 40 HORIZONTAL SCALE IN FEET

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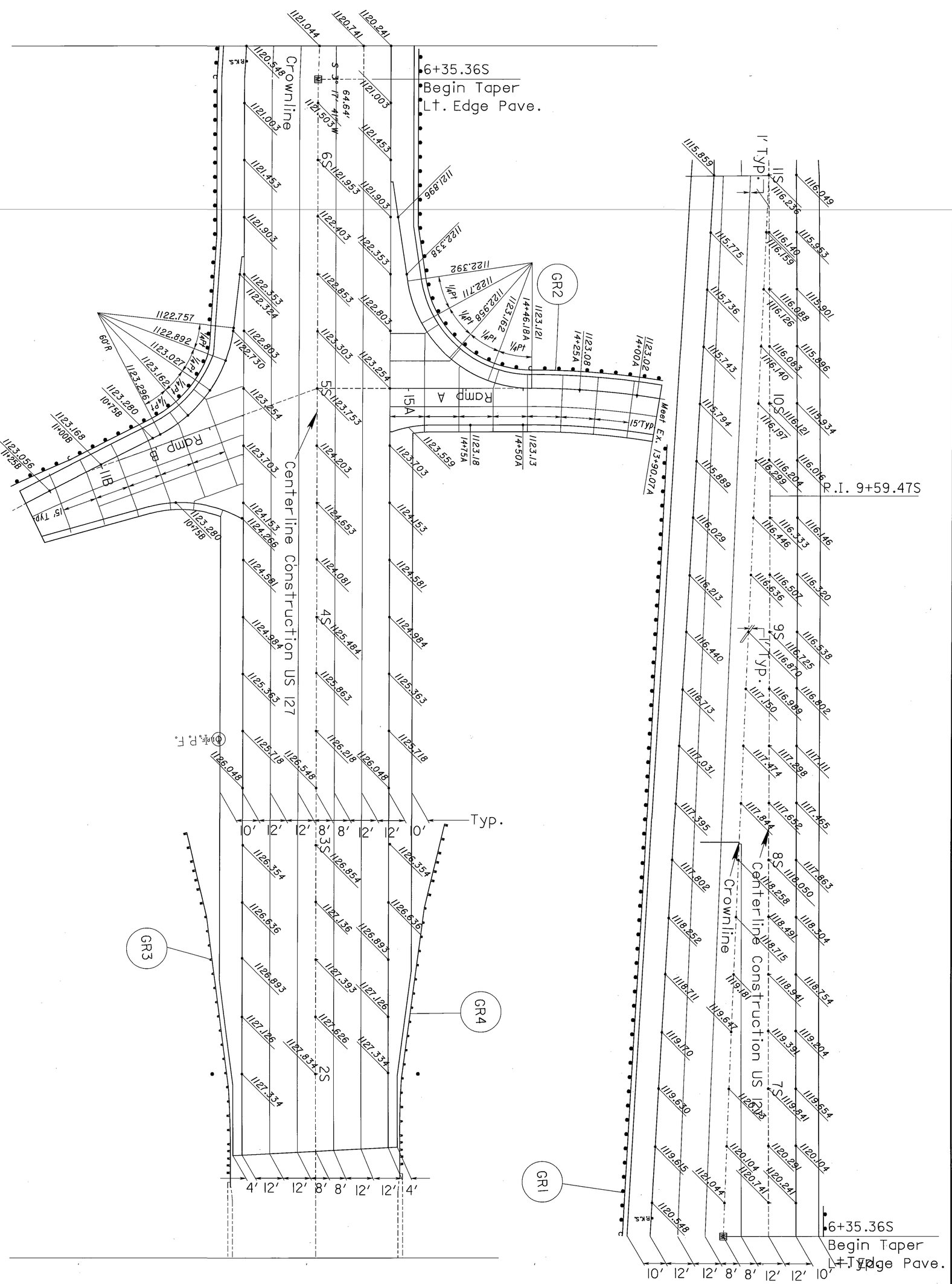


93/119	**PRE-127-18.81**	**PAVEMENT JOINT DETAILS** **STA. 1+66.08S TO 11+00S US 127**

HORIZONTAL SCALE IN FEET

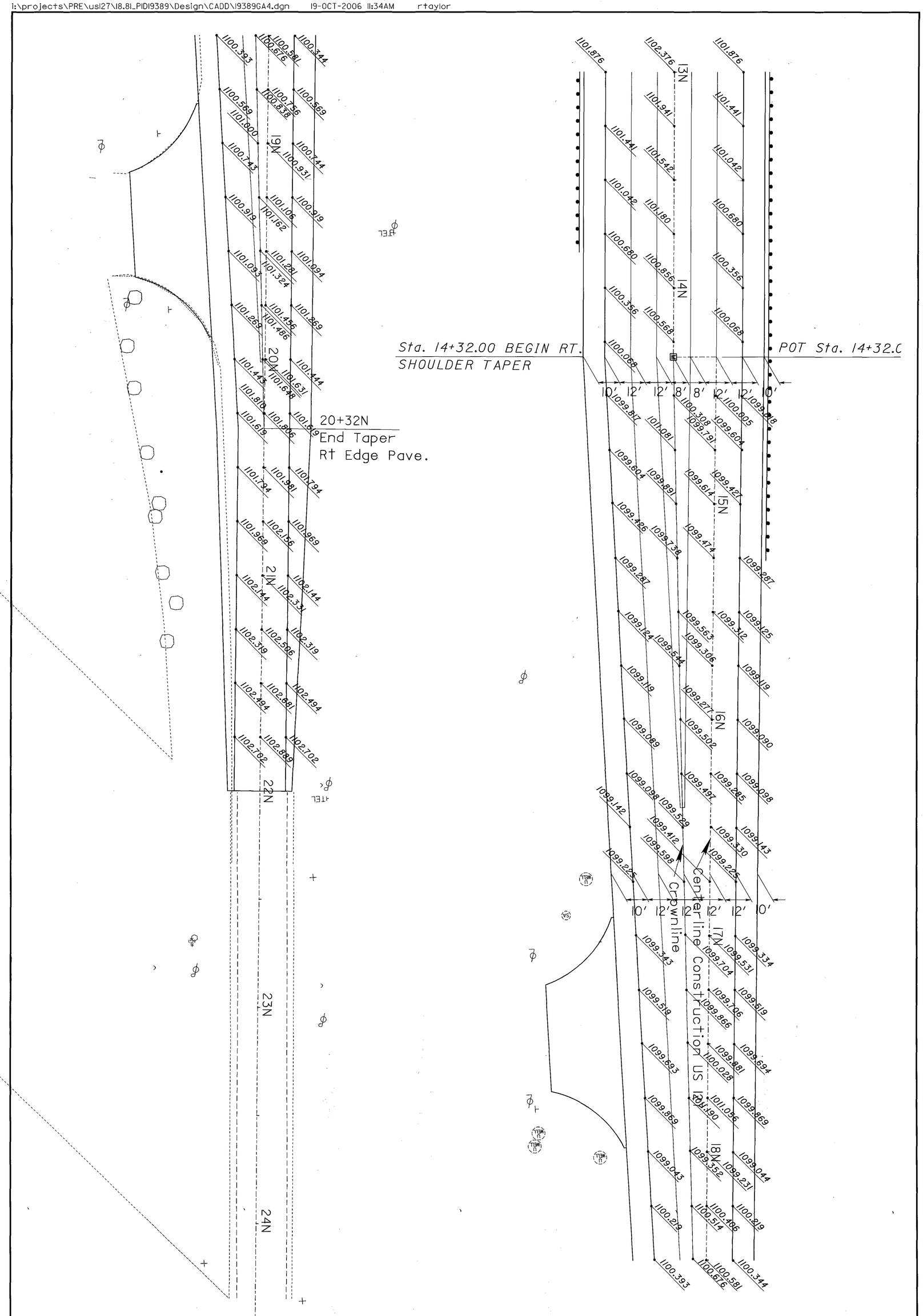
PAVEMENT JOINT DETAILS
STA 1+66.08N TO 13+00N US 127

PRE-127-18.81

HORIZONTAL SCALE IN FEET
0 10 20 40

N

Meet Existing Sta. 14+08.05D
Meet Existing Sta. 11+30C
Meet Existing Sta. 8+19.22
Ramp D
Ramp C
15' Typ.
GR5
GR6
GR7
GR8
GR9
GR10
Typ.
N3°17'41"E
2N
3N
4N
5N
6N
7N
8N
9N
10N
11N
12N
13N
8+00
Price Road
11C
1122.218
1122.543
1122.816
1123.002
1123.193
1122.727
1122.470
1122.868
1120.538
1122.880
1122.605
1122.330
1122.055
1122.524
1122.356
1122.021
1122.398
1122.345
1121.134
1110.623
1111.123
1127.911
1127.354
1127.148
1126.918
1126.663
1126.384
1126.081
1125.753
1125.401
1125.024
1124.623
1124.198
1123.748
1123.274
1122.776
1122.253
1121.706
1121.134
1119.918
1119.273
1118.604
1117.911
1125.901
1127.854
1127.648
1127.418
1127.163
1126.884
1126.581
1126.253
1125.524
1125.123
1124.698
1124.248
1123.774
1123.276
1122.753
1121.634
1121.038
1120.418
1119.773
1119.104
1118.411
1118.411
1117.693
1116.963
1116.193
1115.503
1114.731
1114.043
1113.193
1112.583
1111.693
1110.193
1109.663
1108.693
1108.203
1107.193
1106.461
1105.767
1105.109
1104.489
1103.905
1103.359
1102.849
1102.376
1117.911
1117.193
1116.463
1115.693
1115.003
1114.231
1113.543
1112.693
1112.083
1111.193
1110.623
1109.693
1109.163
1108.193
1107.703
1106.693
1105.961
1105.267
1104.609
1103.989
1103.405
1102.859
1102.349
1101.876
10'
12'
8'
12'
12'
10'
Typ.



119 / 96	PRE-127-18.81	PAVEMENT JOINT DETAILS STA. 13+00N TO 22+00N US 127

HORIZONTAL SCALE IN FEET
0 10 20 40

RAMP A-3 CURVE DATA
P.I. = Sta. 13+45.24 Ramp A
Delta = 35°30'00"
Dc = 17°00'00"
R = 337.03'
T = 107.88'
L = 208.82'
E = 16.85'

Meet Ex.
Sta. 13+90.07A

Curve A-3

GR2

P.T. Sta. 14+46.18A

R=55'

6+35.36S
Begin Taper
Lt. Edge Pave.

Sta.5+97.00S

Ramp A

15A

Sta. 14+90.07A

R=50'

50'

7.5'

90°

4+80.65S

6S

5S

4S

Sta. 15+40.07 ℄ Ramp A
Sta. 5+00.00S ℄ US127
Sta. 10+00.00 ℄ Ramp B

70°

Centerline Construction US 12

40'

4.5'

Sta. 4+43.00S

R=55'

Sta. 5+66.50S

R=60'

Ramp B

GR1

11B

Meet Ex.
Sta. 11+36.73B

RAMP B-1 CURVE DATA
P.I. = Sta. 11+73.42
Delta = 20°00'00"
Dc = 12°00'00"
R = 477.46'
T = 84.19'
L = 166.67'
E = 7.37'

RAMP D-3 CURVE DATA
P.I. = Sta. 13+75.34
Delta = 19°26'06"
Dc = 16°00'00"
R = 358.10'
T = 61.32'
L = 121.47'
E = 5.21'

Curve D-3

Meet Ex.
Sta. 14+08.05D

Sta. 14+31.00D

R=60'

GR8

Sta. 5+76.50N

R=55'

Ramp D

15D

4.5'

39.5'

Sta. 15+42.98 ℄ Ramp D
Sta. 5+10.00N ℄ US127
Sta. 10+00.00 ℄ Ramp C

4+53.40N

70°

4N

5N

6N

4+90.65N

90°

7.5'

50'

R=50'
Sta. 10+50.00C

Ramp C

GR7

R=55'

Sta. 10+93.89C

11C

Sta. 6+07.00N

Meet Ex.
Sta. 11+33.11D

RAMP C-1 CURVE DATA
P.I. = Sta. 12+06.66
Delta = 37°00'00"
Dc = 17°00'00"
R = 337.03'
T = 112.77'
L = 217.65'
E = 18.37'

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

PAVEMENT JOINT DETAILS RAMPS A, B, C & D

PRE-127-18.81

96
119

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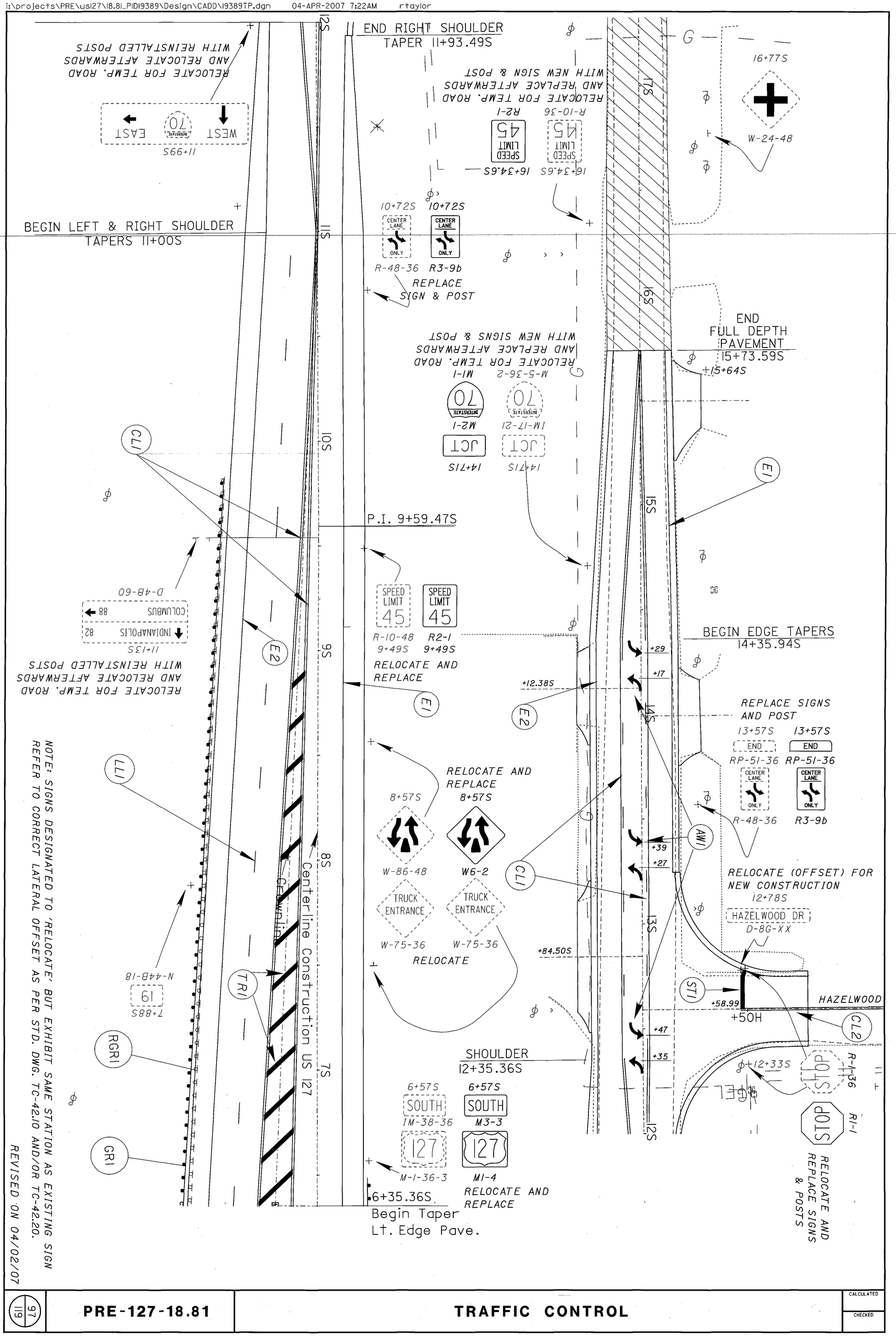
END RIGHT SHOULDER TAPER 11+93.49S
BEGIN LEFT & RIGHT SHOULDER TAPERS 11+00S
P.I. 9+59.47S
END FULL DEPTH PAVEMENT 15+73.59S
BEGIN EDGE TAPERS 14+35.94S
SHOULDER 12+35.36S
16+35.36S Begin Taper Lt. Edge Pave.
Centerline Construction US 127
HAZELWOOD DR D-8G-XX
HAZELWOOD
RELOCATE AND REPLACE SIGNS & POSTS
RELOCATE (OFFSET) FOR NEW CONSTRUCTION 12+78S
REPLACE SIGN & POST
RELOCATE AND REPLACE
REPLACE SIGNS AND POST
RELOCATE FOR TEMP. ROAD AND REPLACE AFTERWARDS WITH NEW SIGN & POST
RELOCATE FOR TEMP. ROAD AND RELOCATE AFTERWARDS WITH REINSTALLED POSTS
NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.
REVISED ON 04/02/07

RELOCATE FOR TEMPORARY RAMP A THEN REPLACE SIGNS AND POSTS FOR NEW RAMP A

RELOCATE FOR TEMPORARY RAMP A THEN REPLACE SIGNS AND POSTS FOR NEW RAMP A

6+35.36S Begin Taper Lt. Edge Pave.

R1-1 STOP DO NOT ENTER R5-1 14+66.07A

R1-1 STOP DO NOT ENTER R-41B-36 14+54.07B

R1-1 STOP DO NOT ENTER R-41B-36 14+66.07A

R-43L-72 ONE WAY

R6-2 ONE WAY

R1-1 STOP DO NOT ENTER R5-1 14+66.07A

R6-2 ONE WAY

5+53S EAST M3-2 INTERSTATE 70 M-5-36-2 N-15-30 COLUMBUS 88 D-1-72

REPLACE SIGNS

5+53S EAST M3-2 INTERSTATE 70 M1-1 M6-1 COLUMBUS 88 D-1-72

COLUMBUS SIGN & POSTS TO REMAIN

GR2 E5 E3 ST2 LL2 GR4 3+50S W-85-48 1+83S REMOVE AND RELOCATE R3-H8ca 1+90S NEW INSTALLATION

Ramp A 15A 5+07.5S

E3 IM2 4+41.8S 4+31S AW2 CH1

6S 5S 4S 3S 2S 1S

12' Lanes Typical

12' Lanes Typical

12' Lanes Typical

12' Lanes Typical

12' Lanes Typical

Centerline Construction US 127

Match Line a-a

TR2 IM1 CL2 E4 Ramp B 11B E6

WEST INTERSTATE 70 EAST M-52A-108 4+30S

RELOCATE FOR TEMP. RAMP B AND REPLACE AFTERWARDS WITH EX. SIGN & NEW POSTS

LL3 E4 GR3 CL2

Match Line a-a

CH1 +50 1S 0 N3°17'41"E +50 CH2

NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.

CALCULATED

CHECKED

TRAFFIC CONTROL

PRE-127-18.81

98
119

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TRAFFIC CONTROL

CALCULATED | CHECKED

Match Line b-b

Match Line c-c

12' Lanes Typical

N3°17'41"E

Ramp D

Ramp C

CL3 — 1+90N SOUTH M3-3 — 2+48N SOUTH 1M-38-36 — 127 M1-4 — 127 M-1-36-3 — REPLACE & RELOCATE SIGNS & POST

GR6 — 2+73N SPEED LIMIT 45 R2-1 — 2+73N SPEED LIMIT 45 R-10-48 — REPLACE SIGN & POST BEHIND GUARDRAIL

LL4 — E7 — 4+41N EAST INTERSTATE 70 WEST M-52A-108 — RELOCATE EX. SIGN & POSTS

E9 — CL3 — GR8 — E7 — TR3 — AW3

+50N — +50S — 0 — 1N — 2N — 3N — 4N — 5N — 6N — 7N — 15D — 5+26.5N — 4+45N — 4+50N

CH2 — LL5 — GR5 — E8 — E10 — GR7

1+90N NEW INSTALLATION R3-1(8)a ONLY ONLY ONLY

1+79N REPLACE SIGN & RELOCATE OW-60D-48

3+05N W4-2L

R5-1-36 DO NOT ENTER — R-41B-36 DO NOT ENTER — R-43L-48 ONE WAY — R-43L-48 ONE WAY — R1-1-48 STOP 10+53C — R-1-48 STOP 10+61C

RELOCATE FOR TEMP. RAMP C AND REPLACE SIGNS AFTER-WARDS WITH NEW POSTS

11C

R5-1-36 DO NOT ENTER — R-41B-36 DO NOT ENTER — R1-1-48 STOP 10+75C — R-1-48 STOP 10+76.5C

RELOCATE FOR TEMP. RAMP C AND REPLACE SIGNS AFTER-WARDS WITH NEW POSTS

5+53N WEST M-40-36 INTERSTATE 70 M3-4 — 5+53N WEST M-5-36-2 INTERSTATE 70 M1-1 — N-15-30 INDIANAPOLIS 82 D-1-72 — INDIANAPOLIS 82 D-1-72 M6-1

RELOCATE SIGNS & POST

NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.

PRE-127-18.81

99/119

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Match Line c-c

7+94N

COLUMBUS 88

INDIANAPOLIS 82

D-4B-72

SIGN & POSTS TO REMAIN INPLACE

E11

CL4

LL6

12' Lanes Typical

12' Lanes Typical

7N 8N 9N 10N 11N

50'R

11+27.67N

11+92.5N

12N

CH3

CL4

12' Lanes Typical

12' Lanes Typical

TR4

E13

Price Road

8+00

Match Line d-d

E12

LL7

REPLACE SIGNS & POSTS BEHIND GUARDRAIL

M-1C-36-3

IM-37-36

127

7+49N

NORTH

M3-1

M1-4

127

7+49N

NORTH

REPLACE SIGNS & POSTS BEHIND GUARDRAIL

R-10-48

R2-1

9+46N

SPEED LIMIT 45

9+46N

SPEED LIMIT 45

RELOCATE FOR TEMP. PRICE RD. No. 1 & 2 AND REPLACE AFTERWARDS WITH EX. SIGN & NEW POSTS

11+23N

PRICE RD

PRICE RD

D-8G-48

STOP

R-1-48

8+10 PRICE RD.

STOP

R-1-48

8+05 PRICE RD.

RELOCATE FOR TEMP. PRICE RD. No. 1 & 2 AND REPLACE AFTERWARDS WITH NEW SIGN & NEW POST

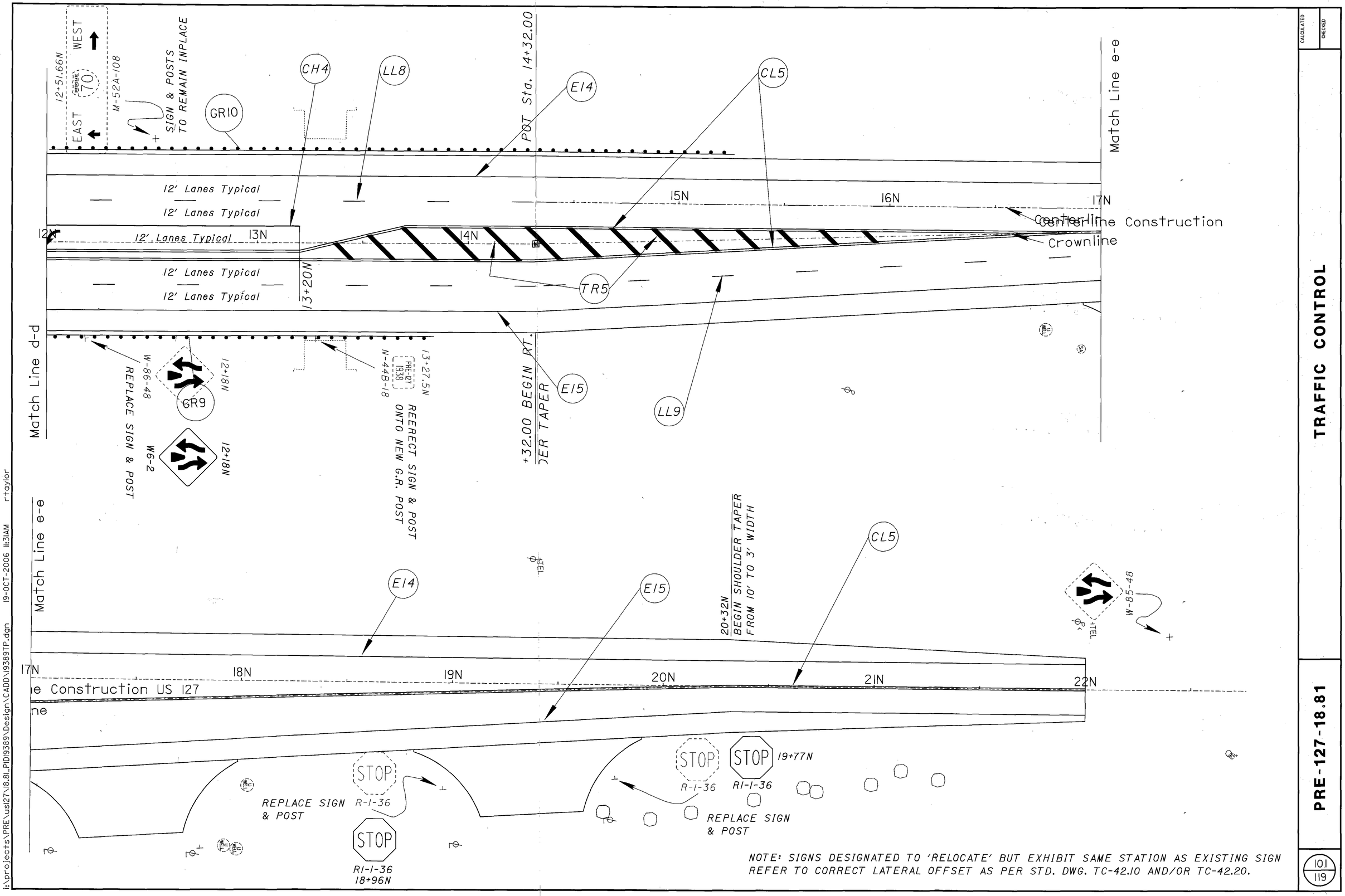
NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.

CALCULATED

CHECKED

TRAFFIC CONTROL

PRE-127-18.81



NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.

CALCULATED

CHECKED

TRAFFIC CONTROL

PRE-127-18.81

101
119

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SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	645 EDGE LINE, TYPE A3	645 LANE LINE, TYPE A3	645 CENTER LINE, TYPE A3	645 CHANNELIZING LINE, TYPE A3	645 STOP LINE, TYPE A3	645 TRANSVERSE/ DIAGONAL LINE, TYPE A3	645 ISLAND MARKING, TYPE A3	645 LANE ARROW, TYPE A3
						MILE	MILE	MILE	FEET	FEET	FEET	SQ FT	EACH
97	E1	US 127	6+35.36S	15+73.59S	RT	.18							
97	E2	US 127	6+35.36S	15+73.59S	LT	.18							
97	LL1	US 127	6+35.36S	11+00S	RT		.09						
97	CL1	US 127	6+35.36S	15+73.59S	RT			.18					
97	CL1	US 127	6+35.36S	15+73.59S	LT			.18					
97	ST1	HAZELWOOD DRIVE	0+47		LT					19			
97	AW1	US 127	12+35S	14+29S	LT								6
97	TR1	US 127	6+35.36S	9+00S	LT						200		
98	E3	US 127	0+00S	6+35.36S	RT	.11							
98	E4	US 127	0+00S	6+35.36S	LT	.11							
98	E5	RAMP A	15+08.07A	13+90.07	LT&RT	.06							
98	ST2	RAMP A	14+90.07A		LT&RT					37			
98	E6	RAMP B	10+33.99B	11+36.69B	LT&RT	.05							
98	LL2	US 127	0+00S	6+35.36S	RT		.13						
98	LL3	US 127	0+00S	6+35.36S	LT		.12						
98	CL2	US 127	0+00S	6+35.36S	LT&RT			.23					
98	CH1	US 127	0+50S	4+41.80S	RT				431				
98	TR2	US 127	5+07.50S	6+35.36S	LT&RT						124		
98	IM1	US 127	5+07.50S		LT&RT							112	
98	IM2	US 127	4+41.80S		LT							10	1
98	AW2	US 127	4+37S		RT								
99	E7	US 127	0+00N	7+00N	LT	.11							
99	E8	US 127	0+00N	7+00N	RT	.11							
99	E9	RAMP C	10+32C	11+33.11C	LT&RT	.05							
99	E10	RAMP D	14+08.04D	15+08.98D	LT&RT	.05							
99	LL4	US 127	0+00N	7+00N	LT		.12						
99	LL5	US 127	0+00N	7+00N	RT		.13						
99	CL3	US 127	0+00N	7+00N	LT&RT			.23					
99	CH2	US 127	0+50N	4+50N	RT				400				
99	ST3	US 127	10+52C		LT&RT					32			
99	TR3	US 127	5+35N	7+00N	LT&RT						170		
99	IM3	US 127	4+50N		LT							10	
99	IM4	US 127	5+26.5N		RT							113	
99	AW3	US 127	4+45N		RT								1
100	E11	US 127	7+00N	12+00N	LT	.09							
100	E12	US 127	7+00N	12+00N	RT	.08							
100	E13	PRICE ROAD	7+81.45P	8+19.22P	LT&RT	.02							
100	LL6	US 127	7+00N	12+00N	LT		.09						
100	LL7	US 127	7+00N	12+00N	RT		.08						
100	CL4	US 127	7+00N	12+00N	LT&RT			.16					
100	CH3	US 127	11+95N	12+00N	LT				5				
100	ST4	PRICE ROAD	7+91.45P		LT					22			
100	TR4	US 127	7+00N	11+27.67N	LT&RT						457		
100	AW4	US 127	11+27.67N		LT&RT							32	
101	E14	US 127	12+00N	22+00N	LT	.19							
101	E15	US 127	12+00N	22+00N	RT	.19							
101	LL8	US 127	12+00N	17+00N	LT		.09						
101	LL9	US 127	12+00N	17+00N	RT		.10						
101	CL5	US 127	12+00N	22+00N	LT&RT			.28					
101	CH4	US 127	12+00N	13+20N	LT				120				
101	TR5	US 127	13+20N	16+00N	LT&RT						201		
TOTALS CARRIED TO GENERAL SUMMARY						1.56	.95	1.26	956	110	1152	277	8

CALCULATED

CHECKED

PAVEMENT MARKING SUBSUMMARY

PRE-127-18.81

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)		630 GROUND MOUNTED SUPPORT No. 2 POST FT	630 GROUND MOUNTED SUPPORT No. 3 POST FT	630 GROUND MOUNTED SUPPORT No. 4 POST FT	630 STREET NAME SIGN SUPPORT, No. 3 POST FT	630 SIGN FLAT SHEET SF	630 GROUND MOUNTED BEAM SUPPORT FOUNDATION EA	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EA	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION EA	630 REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND REERECTION, AS PER PLAN EA	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EA	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EA	630 SIGN POST REFLECTOR EA	
97		US-127	16+34.6S	LT	R2-1	24"X30"			12.50			5.00		1	1		1	1		
97		US-127	14+71S	LT	M1-1	36"X36"			14.25			9.00		1	1		1	1		
97		US-127	14+71S	LT	M2-1	21"X15"						2.19					1			
97		US-127	13+57S	RT	R3-9b	24"X36"			12.75			6.00					1	1		
97		US-127	13+57S	RT	M4-6	24"X12"						2.00					1			
97		HAZELWOOD DRIVE	+50H	LT	R1-1	36"X36"			11			9.00		1	1		1	1	1	
97		HAZELWOOD DRIVE	+50H	RT	R1-1	36"X36"			11			9.00		1	1		1	1	1	
97		HAZELWOOD DRIVE	+50H	LT	STREET	EXISTING								2	2					
97		US-127	11+99S	LT	WEST I-70 EAST	EXISTING							2	2		4				
97		US-127	9+54S±	LT	CITIES GUIDE	EXISTING							2	2		4				
97		US-127	10+72S	RT	R3-9b	24"X36"			12.50			6.00					1	1		
97		US-127	9+49S	RT	R2-1	24"X30"			12.50			5.00					1	1		
97		US-127	8+57S	RT	W6-2	36"X36"			26.00			9.00					1	2		
97		US-127	7+88S	RT	TRUCK ENTRANCE	30"X30"						6.25								
97		US-127	7+50S	LT	MILE MARKER	8"X10"		9.50						1				1		
97		US-127	6+57S	RT	M1-4	45"X36"				29		11.25					1	1		
97		US-127	6+57S	RT	M3-3	30"X15"						3.13					1			
98		US-127	5+53S	RT	COLUMBUS 88	EXISTING		THIS SIGN AND POSTS TO REMAIN INPLACE												
98		US-127	5+53S	RT	M1-1	36"X36"			7.75			9.00					1	1		
98		US-127	5+53S	RT	M3-2	24"X12"						2.00					1			
98		US-127	5+53S	RT	M6-1	21"X15"						2.19					1			
98		RAMP B	14+66.07A	LT	R1-1	48"X48"					31.00	16.00					1	2	2	
98		RAMP B	14+66.07A	LT	R5-1	36"X36"						9.00					1			
98		RAMP B	14+66.07A	RT	R1-1	48"X48"					30.00	16.00		1	2		1	2	2	
98		RAMP B	14+66.07A	RT	R5-1	36"X36"						9.00		1			1			
98		RAMP B	14+66.07A	RT	R6-1R	36"X12"						3.00			1		1			
98		RAMP B	14+66.07A	RT	R6-1L	36"X12"						3.00			1		1			
98		US-127	4+30S	LT	WEST I-70 EAST	EXISTING							2	2		2				
98		US-127	3+50S	RT	W6-1	48"X48"			28.00			16.00					1	1		
98		US-127	1+90S	RT	R3-H8ca	30"X36"			24.00			7.50								
99		US-127	1+90N	RT	R3-H8ca	30"X36"			24.00			7.50								
99		US-127	1+90N	LT	M1-4	45"X36"			28.00			11.25					1	1		
99		US-127	1+90N	LT	M3-3	30"X15"						3.13					1			
99		US-127	2+73N	LT	R2-1	36"X48"			27.00			12.00					1	1		
99		US-127	3+05N	RT	W4-2L	48"X48"			29.00			16.00					1	1		
99		US-127	4+41N	LT	WEST I-70 EAST	EXISTING							2	2		2				
99		RAMP C	10+53C	RT	R1-1	48"X48"						16.00		1	2		1	2	2	
99		RAMP C	10+53C	RT	R5-1	36"X36"						9.00		1			1			
99		RAMP C	10+75C	LT	R1-1	48"X48"						16.00		1	2		1	2	2	
99		RAMP C	10+75C	LT	R5-1	36"X36"						9.00		1			1			
99		US-127	5+53N	RT	INDIANAPOLIS 82	EXISTING		THIS SIGN AND POSTS TO REMAIN INPLACE												
99		US-127	5+53N	RT	M6-1	21"X15"			7.75			2.19					1	1		
99		US-127	5+53N	RT	M1-1	36"X36"						9.00					1			
99		US-127	5+53N	RT	M3-4	24"X12"						2.00					1			
100		US-127	7+49N	RT	M1-4	45"X36"				31.50		11.25					1	1		
100		US-127	7+49N	RT	M3-1	30"X15"						3.13					1			
100		US-127	7+49N	RT	M1-1	36"X36"						9.00					1			
100		US-127	7+49N	RT	M4-1A	30"X15"						3.13					1			
100		US-127	7+94N	LT	CITIES GUIDE	EXISTING		THIS SIGN AND POSTS TO REMAIN INPLACE												
100		US-127	9+46N	RT	R2-1	36"X48"			27.00			12.00					1	1		
100		US-127	11+23N	RT	PRICE RD. SIGN	EXISTING					24.00			6	4			2		
100		PRICE ROAD	8+05	LT	R1-1	36"X36"					12.50	9.00							1	
101		US-127	12+18N	RT	W6-2	36"X36"			13.00			9.00					1	1		
101		US-127	13+27.5N	RT	CULVERT MARKER	10"X8"								1	1					
TOTALS CARRIED TO GENERAL SUMMARY								9.50	300.00	60.50	97.50	345.09	8	28.00	19.00	12.00	39.00	30.00	11	

CALCULATED | CHECKED

SIGNING SUBSUMMARY

PRE-127-18.81

103
119

REVISED 04/02/07

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SIGNING SUBSUMMARY

CALCULATED | CHECKED

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 TEMPORARY SIGN SUPPORT No. 3 POST	630 GROUND MOUNTED SUPPORT No. 2 POST	630 GROUND MOUNTED SUPPORT No. 3 POST	630 GROUND MOUNTED SUPPORT No. 4 POST	630 STREET NAME SIGN SUPPORT, No. 3 POST	630 SIGN FLAT SHEET	630 SIGN ERECTED FLAT SHEET		630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION	630 REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND REERECTION, AS PER PLAN	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 SIGN POST REFLECTOR	
								FT	FT	FT	FT	SF	SF		EA	EA	EA	EA	EA	
101		US-127	18+96N	RT	RI-1	36"X36"					14.00	9.00					1	1	1	
101		US-127	19+77N	RT	RI-1	36"X36"					14.00	9.00					1	1	1	
		TOTALS CARRIED TO GENERAL SUMMARY									28.00	18.00					2.00	2.00	2	

REVISED 04/02/07

PRE-127-18.81

104
119

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LOCATION SUB-SUMMARY

Detail	TC-65.10
1	CENTER LANE
	TYPICAL SPACING
2	LANE LINE TYPICAL
	SPACING
2a	CHANNELIZING LINE
	TYPICAL SPACING

Detail	TC-65.11
3	ACCELERATION LANE
4	DECELERATION LANE
5	MULTILANE DIVIDED-CONTROL ACCESS
6	4 LANE DIVIDED TO 2 LANE TRANSITION
7	4 LANE UNDIVIDED TO 2 LANE TRANSITION

Detail	TC-65.12
8	ONE LANE BRIDGE
9	STOP APPROACH
10	TWO WAY LEFT TURN
11	HORIZONTAL CURVE
12	APPROACH W/ LEFT TURN LANE

	LOCATION				DETAIL	621 RPM EACH	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
							ONE-WAY		TWO-WAY			
	COUNTY	ROUTE	STATIONING FROM	STATIONING TO			WHITE	YELLOW	WHITE/ WHITE	YELLOW/ YELLOW	WHITE/ RED	
LT&RT	PRE	US 127	1+40.15S	15+73.59S	1	37				37		
LT&RT	PRE	US 127	1+40.15S	15+73.59S	2	16					16	
RT	PRE	US 127	0+50S	4+41.80S	2a	11					11	
RT	PRE	US 127	1+40.15S	15+93.49S	7	18	6				12	RIGHT EDGE LINE TRANSITION AREA
LT&RT	PRE	US 127	12+35S	14+35.86S	10	6					6	
LT&RT	PRE	US 127	1+39.48N	22+00N	1	42				42		
LT&RT	PRE	US 127	1+39.48N	22+00N	2	15					15	
RT	PRE	US 127	0+50N	7+00N	2a	10					10	
RT	PRE	US 127	9+00N	24+32N	7	19	10				9	RIGHT EDGE LINE TRANSITION AREA
TOTAL THIS SHEET						174	16			79	79	

ITEM 202-RAISED PAVEMENT MARKERS REMOVED AN ESTIMATED QUANTITY OF 125 EACH ON US-127.

QUANTITIES CARRIED TO THE GENERAL SUMMARY

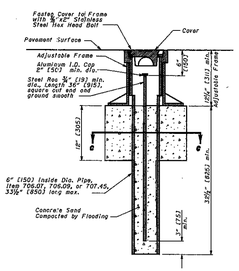
RAISED PAVEMENT MARKER

PRE-127-18.81

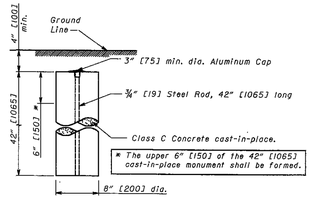
PRE-127-18.81
SECTION 35, TOWN 9, RANGE 2
MONROE TOWNSHIP
PREBLE COUNTY OHIO

MOUMENTS TO BE SET DURING CONSTRUCTION				
℄ of RIGHT OF WAY	DISTANCE FROM ℄ of RIGHT OF WAY		℄ MONUMENT ASSEMBLY	REFERENCE MONUMENT
S.R. 127	LEFT	RIGHT	ITEM 604E 38500	
6+35.36 S	0	0	1	
2+00.00 S	45.00'	45.00'		2
2+00.00 N	45.00'	45.00'		2
8+00.00 N	0	0	1	
14+32.00 N	0	0	1	
TOTAL TO GENERAL SUMMARY			3	4

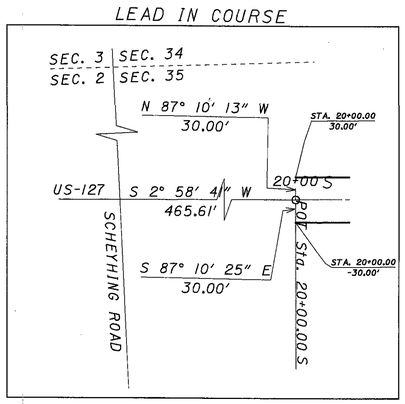
FOR MONUMENT DETAILS REFER TO ODOT STANDARD DRAWING RM 1.1

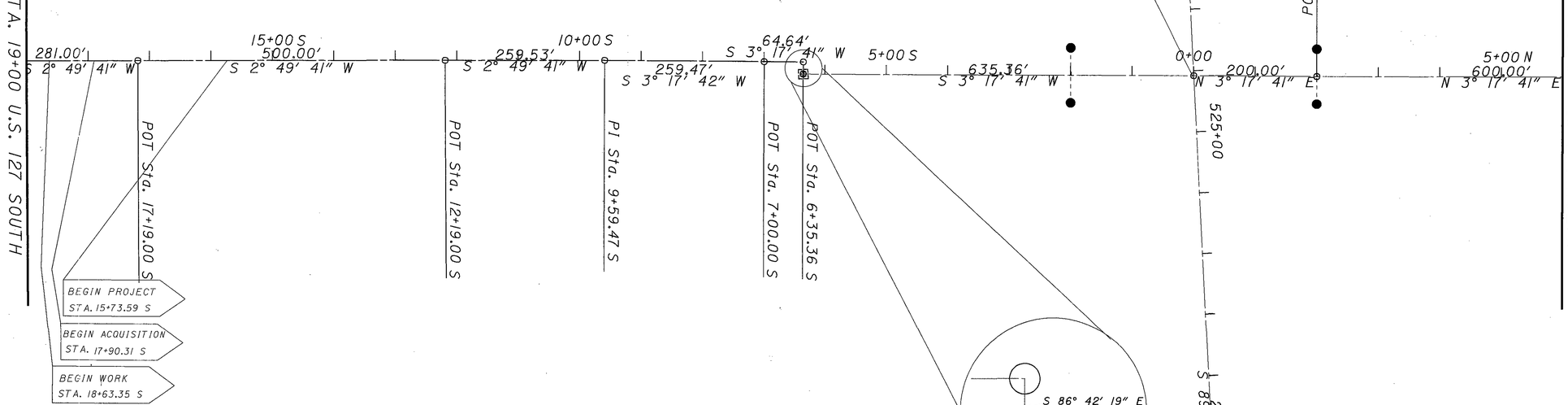


SIDE VIEW



REFERENCE MONUMENT DETAILS





MONUMENT LEGEND

- Ⓜ PROPOSED R/W MONUMENT BOX
- ● PROPOSED CONCRETE MONUMENT

STATE OF OHIO
HOWARD JOSEPH HARDIN
S-7381
REGISTERED PROFESSIONAL SURVEYOR

I, HOWARD J. HARDIN, P.S. HAVE CALCULATED THE PROPOSED PROPERTY LINES, GROSS TAKE, PRESENT ROAD OCCUPIED (PRO), NET TAKE, AND NET RESIDUE; AS WELL AS PREPARED THE LEGAL DESCRIPTIONS NECESSARY TO ACQUIRE THE PARCELS AS SHOWN HEREIN. AS A PART OF THIS PROJECT I HAVE DETERMINED THE LOCATIONS OF THE EXISTING PROPERTY LINES FOR THE PROPERTY TAKES CONTAINED HEREIN. THIS WORK WILL BE DONE IN ACCORDANCE WITH THE OHIO ADMINISTRATIVE CODE 4733-37 COMMONLY KNOWN AS THE MINIMUM STANDARDS FOR BOUNDARY SURVEY IN THE STATE OF OHIO UNLESS SO NOTED. THE WORDS I AND MY AS USED HEREIN ARE TO MEAN EITHER MYSELF OR SOMEONE WORKING FOR ME UNDER MY DIRECT CONTROL OR SUPERVISION.

9-1-05
HOWARD J. HARDIN, P.S., OHIO LIC# 7381

RECEIVED _____, 20___
RECORDED _____, 20___
BOOK _____ PAGE _____
COUNTY RECORDER

STATE OF OHIO
JEFF C. THOMPSON
S-7362
REGISTERED PROFESSIONAL SURVEYOR

I, JEFF C. THOMPSON, P.S. HAVE CONDUCTED A SURVEY OF THE EXISTING CONDITIONS FOR THE OHIO DEPARTMENT OF TRANSPORTATION ON , 200 . THE RESULTS OF THAT SURVEY ARE CONTAINED HEREIN. THE HORIZONTAL COORDINATES EXPRESSED HEREIN ARE BASED ON THE OHIO STATE PLANE COORDINATES SYSTEM, SOUTH ZONE BY TIES TO THE ODOT CORS NETWORKS USING STATIONS, LEBA.. THE PROJECT ADJUSTMENT FACTOR USED FOR THIS PROJECT IS

9-1-05
JEFF C. THOMPSON, P.S., OHIO LIC# 7362

THE PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY.

PLACEMENT OF THE MONUMENTS SHALL BE UNDER THE DIRECTION OF A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE CENTERLINE ADJUSTABLE MONUMENT ASSEMBLY BOX(S) WILL BE INSTALLED BY THE HIGHWAY CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN WITH CAP MARKING THE ACTUAL CENTERLINE STATION POINT AND ANY REFERENCE MONUMENTS ARE TO BE SET BY THE RIGHT OF WAY REVIEWER. CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN ON THIS PLAT, REQUIRES PRIOR APPROVAL OF THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND WITH THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR ADJUSTABLE CENTERLINE MONUMENTS, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1 OF THE OHIO DEPARTMENT OF TRANSPORTATION.

BASIS FOR BEARINGS:
ALL BEARINGS ARE BASED ON PRE-40-9.46

NOTE: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED USING PLANS ON FILE AT ODOT DIST. 8. PRE-40-9.46

N

SCALE IN FEET 0 50 100 200

PID NO. 19389

R/W DESIGNER HJH
R/W REVIEWER DME

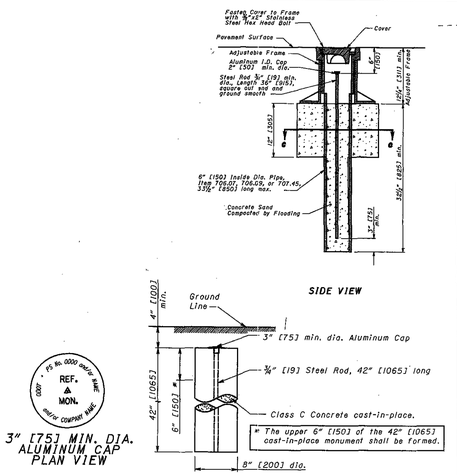
RIGHT OF WAY PLAN
CENTERLINE PLAT

PRE-127-18.81

1 / 14

106 / 119

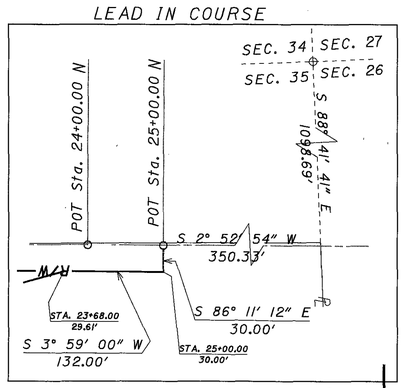
PRE-127-18.81
SECTION 35, TOWN 9, RANGE 2
MONROE TOWNSHIP
PREBLE COUNTY OHIO

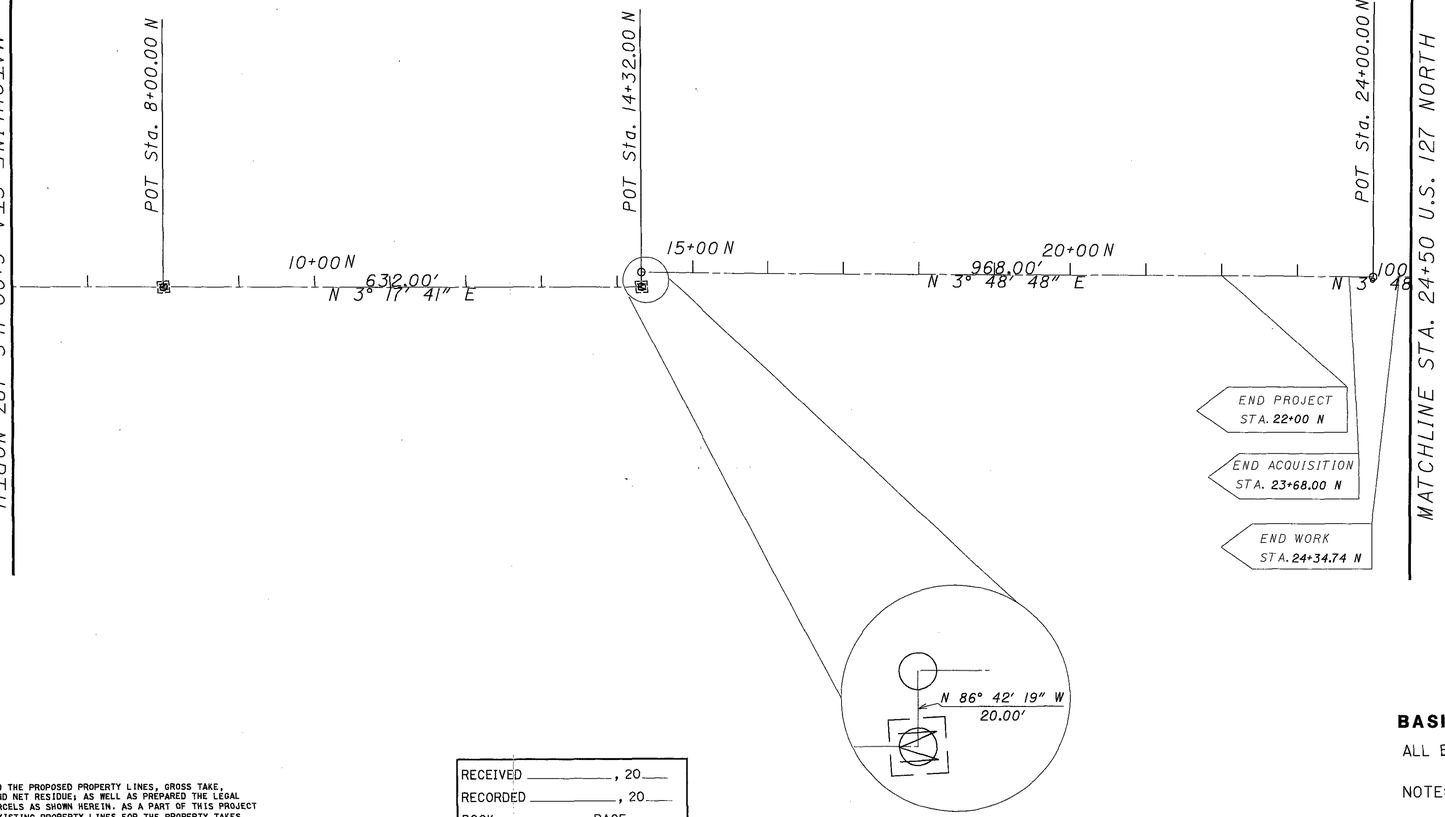


REFERENCE MONUMENT DETAILS

MOUMENTS TO BE SET DURING CONSTRUCTION				
℄ of RIGHT OF WAY	DISTANCE FROM ℄ of RIGHT OF WAY		℄ MONUMENT ASSEMBLY	REFERENCE MONUMENT
S.R. 127	LEFT	RIGHT	ITEM 604E 38500	
6+35.36 S	0	0	1	
2+00.00 S	45.00′	45.00′		2
2+00.00 N	45.00′	45.00′		2
8+00.00 N	0	0	1	
14+32.00 N	0	0	1	
TOTAL TO GENERAL SUMMARY			3	4

LEAD IN COURSE





BASIS FOR BEARINGS:

ALL BEARINGS ARE BASED ON PRE-40-9.46

NOTE: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED USING PLANS ON FILE AT ODOT DIST. 8. PRE-40-9.46

MONUMENT LEGEND

- ▣ PROPOSED R/W MONUMENT BOX
- ● PROPOSED CONCRETE MONUMENT

STATE OF OHIO — HOWARD JOSEPH HARDIN — S-7381 — REGISTERED PROFESSIONAL SURVEYOR

I, HOWARD J. HARDIN, P.S. HAVE CALCULATED THE PROPOSED PROPERTY LINES, GROSS TAKE, PRESENT ROAD OCCUPIED (PRO), NET TAKE, AND NET RESIDUE; AS WELL AS PREPARED THE LEGAL DESCRIPTIONS NECESSARY TO ACQUIRE THE PARCELS AS SHOWN HEREIN. AS A PART OF THIS PROJECT I HAVE DETERMINED THE LOCATIONS OF THE EXISTING PROPERTY LINES FOR THE PROPERTY TAKES CONTAINED HEREIN. THIS WORK WILL BE DONE IN ACCORDANCE WITH THE OHIO ADMINISTRATIVE CODE 4733-37 COMMONLY KNOWN AS THE MINIMUM STANDARDS FOR BOUNDARY SURVEY IN THE STATE OF OHIO UNLESS SO NOTED. THE WORDS I AND MY AS USED HEREIN ARE TO MEAN EITHER MYSELF OR SOMEONE WORKING FOR ME UNDER MY DIRECT CONTROL OR SUPERVISION.

9-1-05
HOWARD J. HARDIN, P.S., OHIO LIC# 7381

STATE OF OHIO — JEFF C. THOMPSON — S-7362 — REGISTERED PROFESSIONAL SURVEYOR

I, JEFF C. THOMPSON, P.S. HAVE CONDUCTED A SURVEY OF THE EXISTING CONDITIONS FOR THE OHIO DEPARTMENT OF TRANSPORTATION ON , 200 . THE RESULTS OF THAT SURVEY ARE CONTAINED HEREIN. THE HORIZONTAL COORDINATES EXPRESSED HEREIN ARE BASED ON THE OHIO STATE PLANE COORDINATES SYSTEM, SOUTH ZONE BY TIES TO THE ODOT CORS NETWORKS USING STATIONS, LEBA.. THE PROJECT ADJUSTMENT FACTOR USED FOR THIS PROJECT IS

9-1-05
JEFF C. THOMPSON, P.S., OHIO LIC# 7362

RECEIVED _____, 20___
RECORDED _____, 20___
BOOK _____ PAGE _____
_____
COUNTY RECORDER

THE PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY.

PLACEMENT OF THE MONUMENTS SHALL BE UNDER THE DIRECTION OF A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE CENTERLINE ADJUSTABLE MONUMENT ASSEMBLY BOX(S) WILL BE INSTALLED BY THE HIGHWAY CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN WITH CAP MARKING THE ACTUAL CENTERLINE STATION POINT AND ANY REFERENCE MONUMENTS ARE TO BE SET BY THE RIGHT OF WAY REVIEWER. CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN ON THIS PLAT, REQUIRES PRIOR APPROVAL OF THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND WITH THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR ADJUSTABLE CENTERLINE MONUMENTS, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1 OF THE OHIO DEPARTMENT OF TRANSPORTATION.

N

0 50 100 200 SCALE IN FEET

PID NO. 19389

R/W DESIGNER HJH
R/W REVIEWER DME

RIGHT OF WAY PLAN
CENTERLINE PLAT

PRE-127-18.81

2 / 14

107 / 119

I:\projects\PRE\us127\18.81_PID19389\RW\Plans\PROPERTYMAP\property2.dgn 01-SEP-2005 2:07PM dellioth

PRE-127-18.81
SECTION 35, TOWN 9, RANGE 2
MONROE TOWNSHIP
PREBLE COUNTY OHIO

UTILITY OWNERS

VECTREN ENERGY DELIVERY OF OHIO
1335 DAYTON YELLOW SPRINGS ROAD
FAIRBORN, OH 45324
MR. FRED WILLETTS
937-440-1918

VERIZON
760 12 TH STREET
GREENVILLE, OH 45331
MR. DAVE McDOLE
937-833-0456

TIME WARNER CABLE
275 LEO STREET
DAYTON OH 45404
MR. DENNIS RAPP
937-425-8858

DAYTON POWER & LIGHT CO.
1900 DRYDEN ROAD
DAYTON, OH 45439
MR JOHN KENTON
937-331-4132

LEAD IN COURSE

SECTION 34
SECTION 35

P.I. Sta = 514+24.57
D = 1° 09' 30" (LT)
Dc = 0° 08' 00"
R = 42,971.85'
L = 868.75'
E = 2.20'

515+00

LA-R/W

PT Sta. 518+58.93

S 89° 40' 19" E 141.07'

520+00

POT Sta. 520+00.00

0+00.00 US-127
524+08.03 IR-70

POT Sta. 2+00.00 N

U.S. 127 NORTH

MATCHLINE STA. 19+00 U.S. 127 SOUTH

MATCHLINE STA. 6+00 U.S. 127 NORTH

HAZELWOOD DRIVE

POND

BUILDING
CANOPY

3
NOT USED

4
NOT USED

1
KESHAV CORPORATION
127923530000002000
4.55 ACRES
6161 US-127 NORTH

10+00 S
64.64'
S 3° 17' 41" W
5+00 S
0+00
5+00 N
635.36'
S 3° 17' 41" W
200.00'
N 3° 17' 41" E
600.00'
N 3° 17' 41" E

15+00 S M/R
281.00'
500.00'
S 2° 49' 41" W
259.53'
S 2° 49' 41" W
259.47'
S 3° 17' 42" W

POT Sta. 17+19.00 S
POT Sta. 12+19.00 S
PI Sta. 9+59.47 S
POT Sta. 7+00.00 S
POT Sta. 6+35.36 S

525+00
530+00
S 89° 40' 19" E 600.00'

7

BEGIN PROJECT
STA. 15+73.59 S
BEGIN ACQUISITION
STA. 17+90.31 S
BEGIN WORK
STA. 18+63.35 S

6
CHARLES N. ARMACOST JR.
127923530000001000
10.65 ACRES
0 US-127 NORTH

OMEGA OIL CO.
127923530000005000
1.61 ACRES
6140 US-127 NORTH

2
MARY E. HARTSEL
#127923530000008000
53.18 ACRES
0 US-127 NORTH

2
INSET
NOT TO SCALE

5
TA OPERATING CORPORATION
127923510000001000
89.79 ACRES
6762 US-127 NORTH

CONVENTIONAL SIGNS

- County Line
- Township Line
- Section Line
- Corporation Line ——— or ———
- Fence Line (existing) -x-x-x- (proposed) -x-x-x-
- Center Line
- Trees, Stumps (to be removed)
- Utility Poles: Telephone, Power, Light
- Right of Way (only) R/W
- Standard Highway Ease. SH
- Temp. Right of Way T
- Exist. Right of Way Ex R/W
- Exist. Stand. High. Ease. Ex SH
- Exist. Channel Ease. Ex CH
- Exist. Utility Ease. Ex U
- Property Line ——— (in existing fence) -x-℄-x-
- Railroad ——— or ———
- Guardrail (existing) (proposed)
- Construction Limits

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

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

REFERENCE POINT INFORMATION IS CONTAINED IN THE CONSTRUCTION PLAN.

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

N

SCALE IN FEET: 0, 50, 100, 200

PID NO. 19389

R/W DESIGNER HJH
R/W REVIEWER DME

RIGHT OF WAY PLAN
PROPERTY MAP

PRE-127-18.81

3 / 14

108 / 119

PRE-127-18.81
SECTION 35, TOWN 9, RANGE 2
MONROE TOWNSHIP
PREBLE COUNTY OHIO

LEAD IN COURSE

UTILITY OWNERS

VECTREN ENERGY DELIVERY OF OHIO
1335 DAYTON YELLOW SPRINGS ROAD
FAIRBORN, OH 45324
MR. FRED WILLETTS
937-440-1918

VERIZON
760 12 TH STREET
GREENVILLE, OH 45331
MR. DAVE McDOLE
937-833-0456

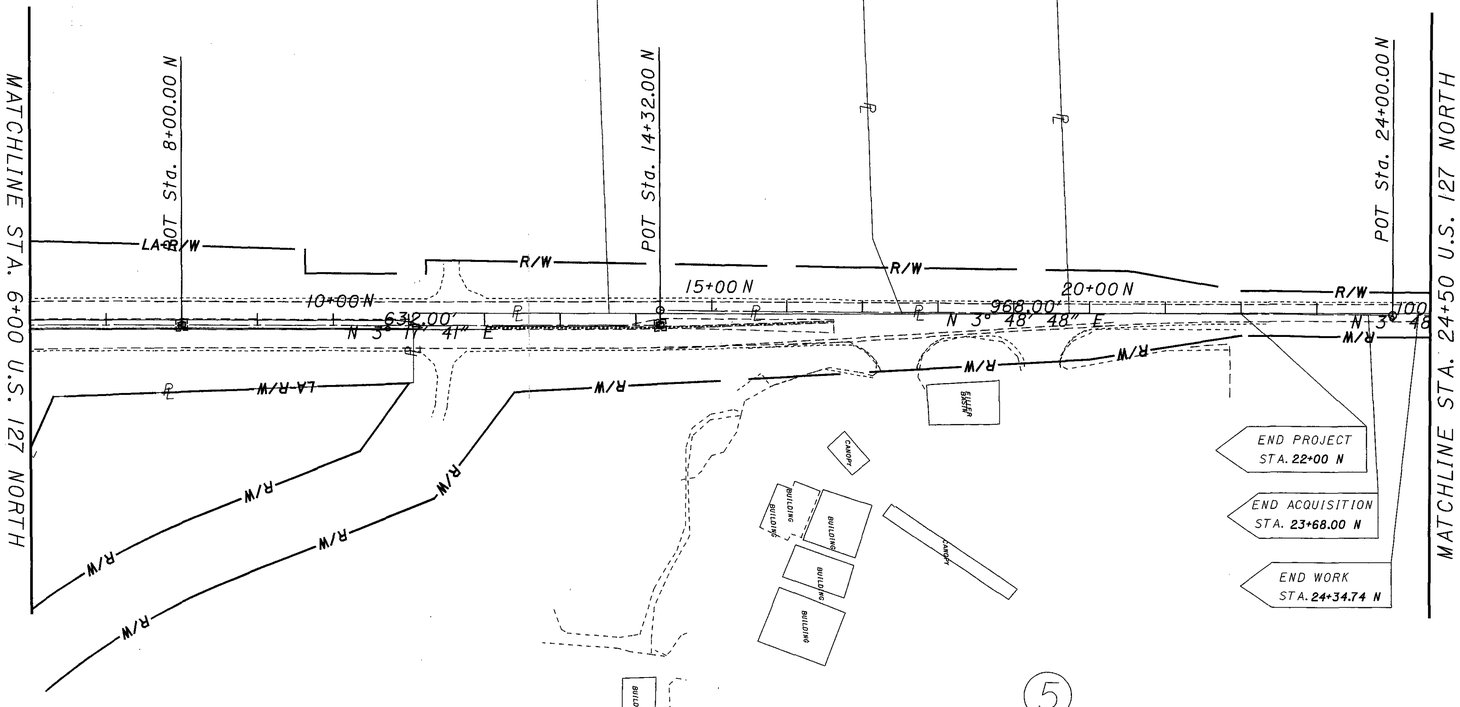
TIME WARNER CABLE
275 LEO STREET
DAYTON OH 45404
MR. DENNIS RAPP
937-425-8858

DAYTON POWER & LIGHT CO.
1900 DRYDEN ROAD
DAYTON, OH 45439
MR JOHN KENTON
937-331-4132

CONVENTIONAL SIGNS

- County Line
- Township Line
- Section Line
- Corporation Line ... or ...
- Fence Line (existing) ... (proposed)
- Center Line
- Trees, Stumps (to be removed)
- Utility Poles: Telephone, Power, Light
- Right of Way (only) — R/W
- Standard Highway Ease. — SH
- Temp. Right of Way — T
- Exist. Right of Way — Ex R/W
- Exist. Stand. High. Ease. — Ex SH
- Exist. Channel Ease. — Ex CH
- Exist. Utility Ease. — Ex U
- Property Line — ℄ — (in existing fence)
- Railroad ... or ...
- Guardrail (existing) ... (proposed)
- Construction Limits

SCALE IN FEET: 0, 100, 200



⑤

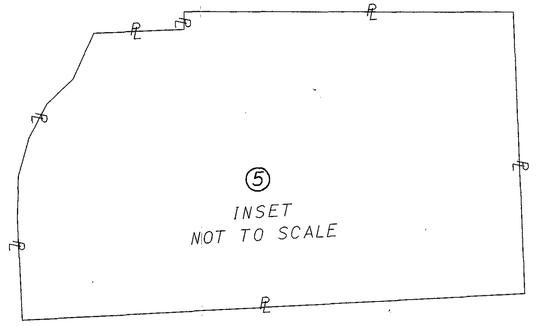
TA OPERATING CORPORATION
I27923510000001000
89.79 ACRES
6762 US-127 NORTH

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

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

REFERENCE POINT INFORMATION IS CONTAINED IN THE CONSTRUCTION PLAN.



⑤
INSET
NOT TO SCALE

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

R/W DESIGNER: HJH
R/W REVIEWER: DME

PID NO. 19389

RIGHT OF WAY PLAN
PROPERTY MAP

PRE-127-18.81

4 / 14

109 / 119

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

* DENOTES RIGHT OF WAY ENCROACHMENT

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS AND PERSONALTY	AS ACQUIRED BOOK	AS ACQUIRED PAGE
1T	KESHAV CORPORATION		400	635	127923530000002000	4.55	0	0.1507	0	0.1507		4.55			TEMPORARY ACCESS		
2T	MARY E. HARTSEL		403	473	127923530000008000	53.18	0	0.052	0	0.052			53.18		TEMPORARY ROAD		
3	NOT USED																
4	NOT USED																
5T-1	T/A OPERATING CORPORATION		377	343	127923510000001000	89.79	0	0.0119	0	0.0119			89.79		DRIVE RECONSTRUCTION		
5T-2								0.1484	0	0.1484					DRIVE RECONSTRUCTION		
6T	CHARLES N. ARMACOST JR.		308	157	127923530000001000	10.65	0	0.0998	0	0.0998			10.65		TEMPORARY ROAD		
7T	OMEGA OIL CO.		324	121	127923530000005000	1.61	0	0.4044	0	0.4044			1.61		TEMPORARY ROAD & CANOPY REMOVAL		

NOTES: (1) ALL TEMPORARY PARCELS TO BE OF 24 MONTHS DURATION

(2) UNDER NO CIRCUNSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

REV. BY	DATE	DESCRIPTION

FIELD REVIEW BY:

OWNERSHIP VERIFIED BY:

DATE COMPLETED:

FEDERAL PROJECT NO.

PID NO. 19389

STATE JOB NO. 481210

R/W DESIGNER HJH

R/W REVIEWER DME

SUMMARY OF ADDITIONAL RIGHT OF WAY

PRE-127-18.81

MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.R.F. IRON PIN FOUND
- I.R.F. IRON PIN FOUND W/ ID CAP
- I.R.S. IRON PIN SET W/ ID CAP
- P.F. IRON PIPE FOUND
- P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY

BUILDING

4

BEGIN WORK
STA. 18+63.35

BEGIN ACQUISITION
STA. 17+90.31

BEGIN PROJECT
STA. 15+73.59

MATCHLINE STA. 20+00 U.S. 127 SOUTH

STA. 20+00.00
30.00'

N 87° 10' 13" W
30.00'

N 2° 50' 42" E
750.00'

19S
00+61

281.00'
S 2° 49' 41" W

18S
00+81

17S
00+71

16S
00+91

15
00

MATCHLINE STA. 15+00 U.S. 127 SOUTH

POT STA. 20+00.00

S 87° 10' 25" E
30.00'

R/W

STA. 20+00.00
-30.00'

N 2° 50' 42" E
209.69'

STA. 17+90.31
-30.06'

S 12° 17' 20" W
133.81'

POT STA. 17+19.00

N 2° 50' 42" E
168.85'

T ESMT

S 87° 04' 50" E
22.37'

STA. 16+58.32
-52.06'

S 3° 29' 10" W
36.83'

STA. 16+21.46
-30.11'

STA. 16+21.46
-30.11'

N 2° 45' 55" E
178.06'

N 4° 05' 23" E
178.04'

STA. 16+21.49
-52.48'

2T

6T

2

6

RECEIVED _____, 20___
RECORDED _____, 20___
BOOK _____ PAGE _____
_____
COUNTY RECORDER

* DENOTES RIGHT OF WAY ENCROACHMENT

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

N

SCALE IN FEET 0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

6 / 14

111 / 119

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MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- P.F. IRON PIPE FOUND
- P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY

BUILDING

HAZELWOOD DRIVE

T ESMT

POT

PINE

STA. 12+27.05
141.33'

STA. 12+27.86
46.48'

N 38° 36' 02" E
52.78'

STA. 11+84.23
110.48'

N 15° 27' 35" E
26.46'

STA. 11+58.41
104.69'

N 45° 14' 45" E
38.68'

N 12° 24' 08" W
25.35'

N 86° 40' 49" W
94.85'

STA. 11+34.21
93.87'

STA. 10+81.20
74.44'

N 26° 54' 47" E
26.51'

N 73° 41' 49" E
15.87'

STA. 10+76.00
59.45'

N 0° 14' 44" E
143.15'

LA R/W

STA. 11+05.65
67.78'

S 2° 50' 42" W
750.00'

N 34° 11' 43" W
27.74'

STA. 12+50.00
29.78'

+99.13S

+58.39

R/W

N 33° 30' 55" W
11.00'

STA. 12+19.00
53.00'

MATCHLINE STA. 15+00 U.S. 127 SOUTH

MATCHLINE STA. 10+00 U.S. 127 SOUTH

S 500.00' S 2° 49' 41" W 15+00

14S 14+00

13S 13+00

12S 12+00

11S 259.53' S 2° 49' 41" W 00+11

10 00

POT Sta. 12+19.00

N 35° 22' 08" E
36.77'

N 2° 55' 06" E
193.42'

+84.36

N 86° 56' 06" W
26.48'

+12.36

STA. 14+43.40
-29.92'

STA. 14+43.49
-56.40'

STA. 12+66.06
-49.03'

T ESMT

shed

STA. 12+19.00
-50.00'

LA R/W

STA. 12+50.00
-30.22'

N 86° 58' 06" W
75.00'

CANOPY

DND building

S 1° 24' 26" W
162.70'

S 76° 17' 40" E
79.76'

T ESMT

STA. 14+43.76
-131.40'

STA. 12+81.11
-127.36'

N 4° 00' 07" E
47.06'

17

7T

7

* DENOTES RIGHT OF WAY ENCROACHMENT

RECEIVED _____, 20___
RECORDED _____, 20___
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

SCALE IN FEET 0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

7 / 14

112 / 119

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PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TWONSHIP
PREBLE COUNTY

MATCHLINE STA. 10+00 U.S. 127 SOUTH

MATCHLINE STA. 5+00 U.S. 127 SOUTH

LA-R/W

9S 00+6

8S 00+8

7S

6S 00+9

259.47'
S 3° 17' 42" W

64.64'
S 3° 17' 41" W

Centerline Construction US 127

Crowntine

20.00'

POT Sta. 9+59.47

POT Sta. 4+00.00

POT Sta. 2+35.36

RGR1

GR1

O.I.R.F.

MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- O I.R.F. IRON PIN FOUND
- O I.R.F. IRON PIN FOUND W/ ID CAP
- I.R.S. IRON PIN SET W/ ID CAP
- O P.F. IRON PIPE FOUND
- P.S. IRON PIPE SET
- O P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

* DENOTES RIGHT OF WAY ENCROACHMENT

RECEIVED _____, 20___
RECORDED _____, 20___
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

N

0 10 20 40 SCALE IN FEET

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

PID NO. 19389

RIGHT OF WAY PLAN
STA. 10+00S TO STA. 5+00S

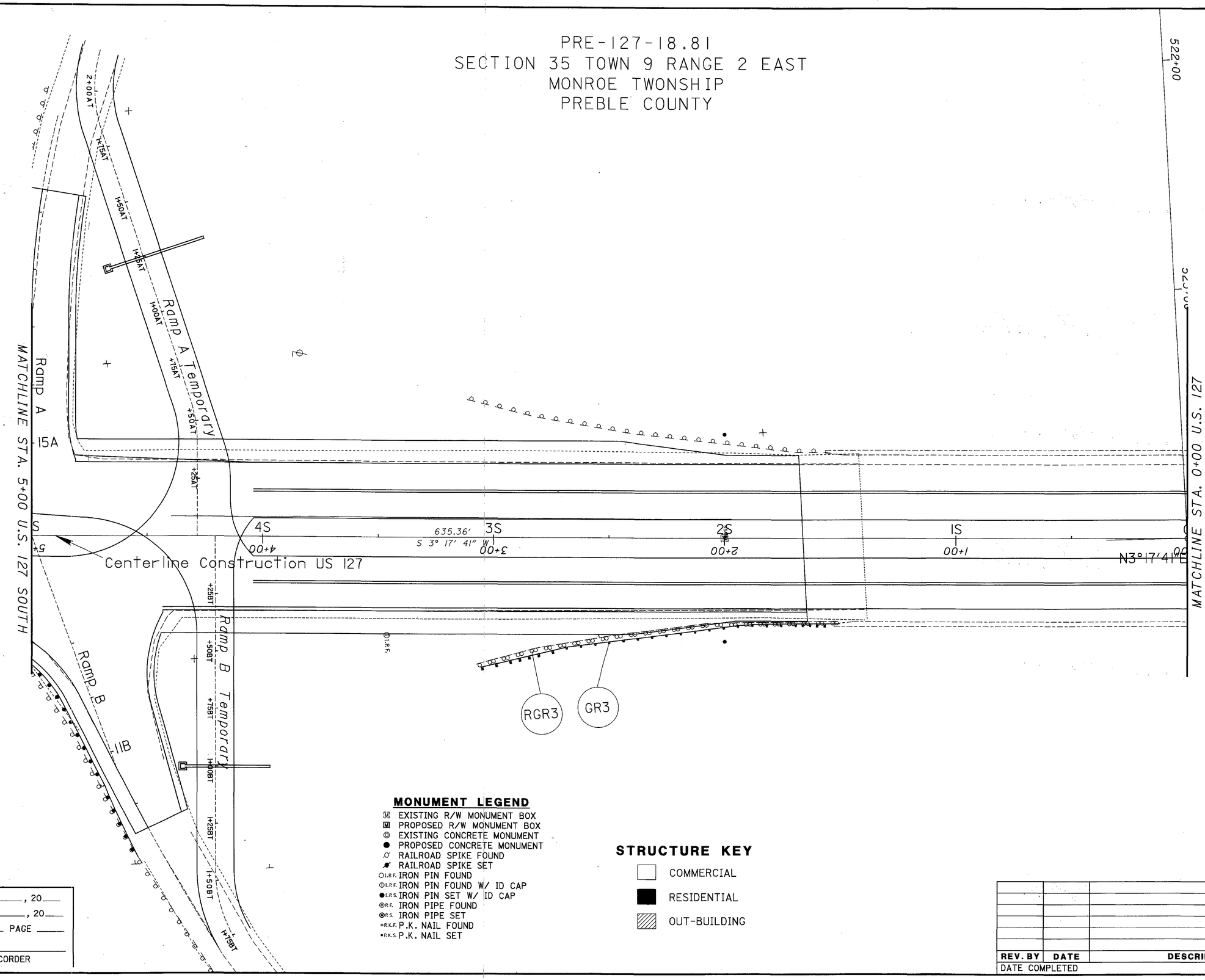
PRE-127-18.81

8 / 14

113 / 119

Sheet: 3
Angle: 86.9438

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TWONSHIP
PREBLE COUNTY



MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- I.P.F. IRON PIN FOUND W/ ID CAP
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- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

SCALE IN FEET: 0, 10, 20, 40

R/W DESIGNER: H.J.H.
R/W REVIEWER: D.M.E.
PID NO. 19389

RIGHT OF WAY PLAN

PRE-127-18.81

9 / 14

114 / 119

Sheet: 4
Angle: 86.7053

MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
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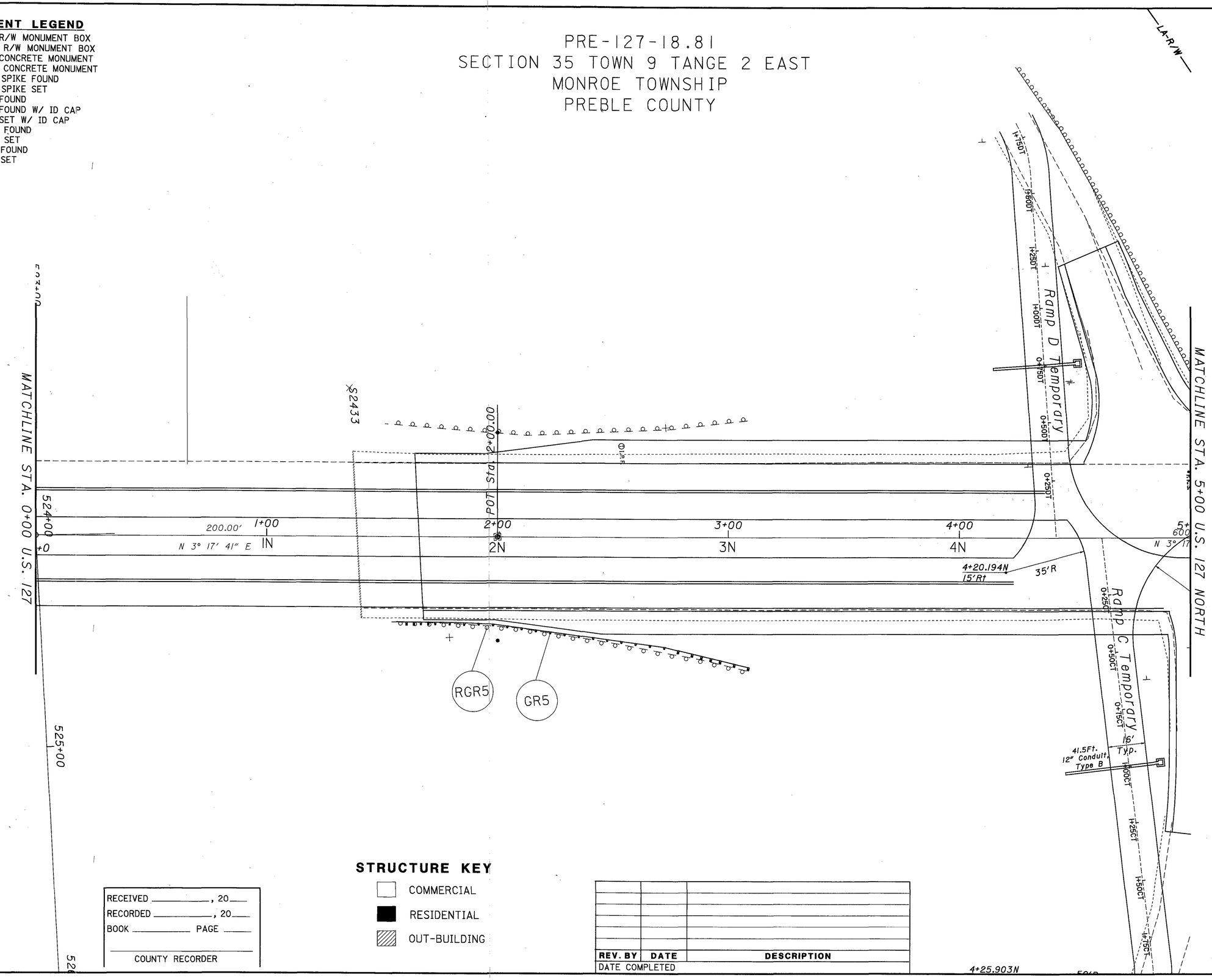
- P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

PRE-127-18.81
SECTION 35 TOWN 9 TANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY



STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

RECEIVED _____, 20___
RECORDED _____, 20___
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

SCALE IN FEET: 0, 10, 20, 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

10 / 14

115 / 119

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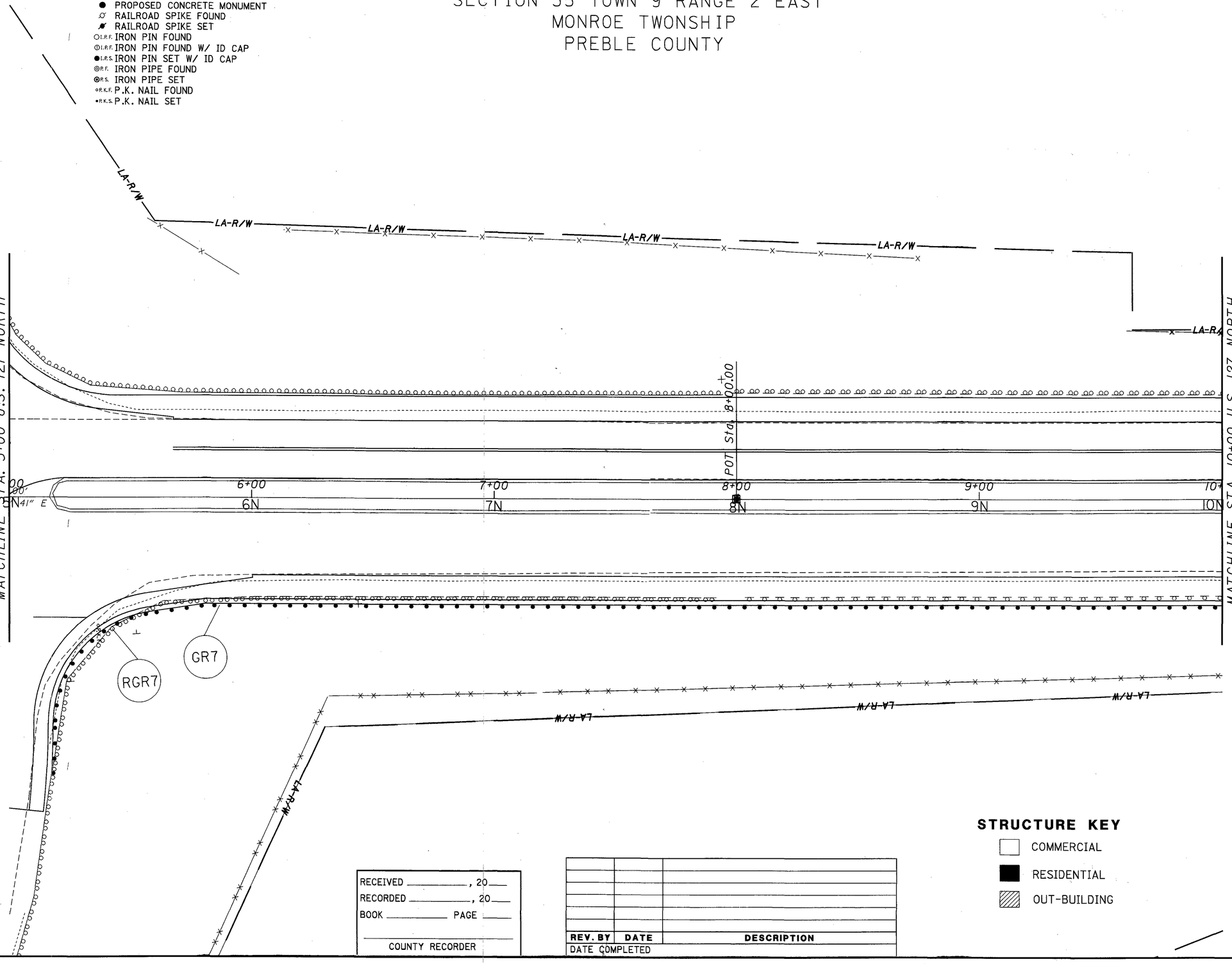
MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- P.F. IRON PIPE FOUND
- P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TWONSHIP
PREBLE COUNTY



STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

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BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

N

SCALE IN FEET 0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

11 / 14

116 / 119

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MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
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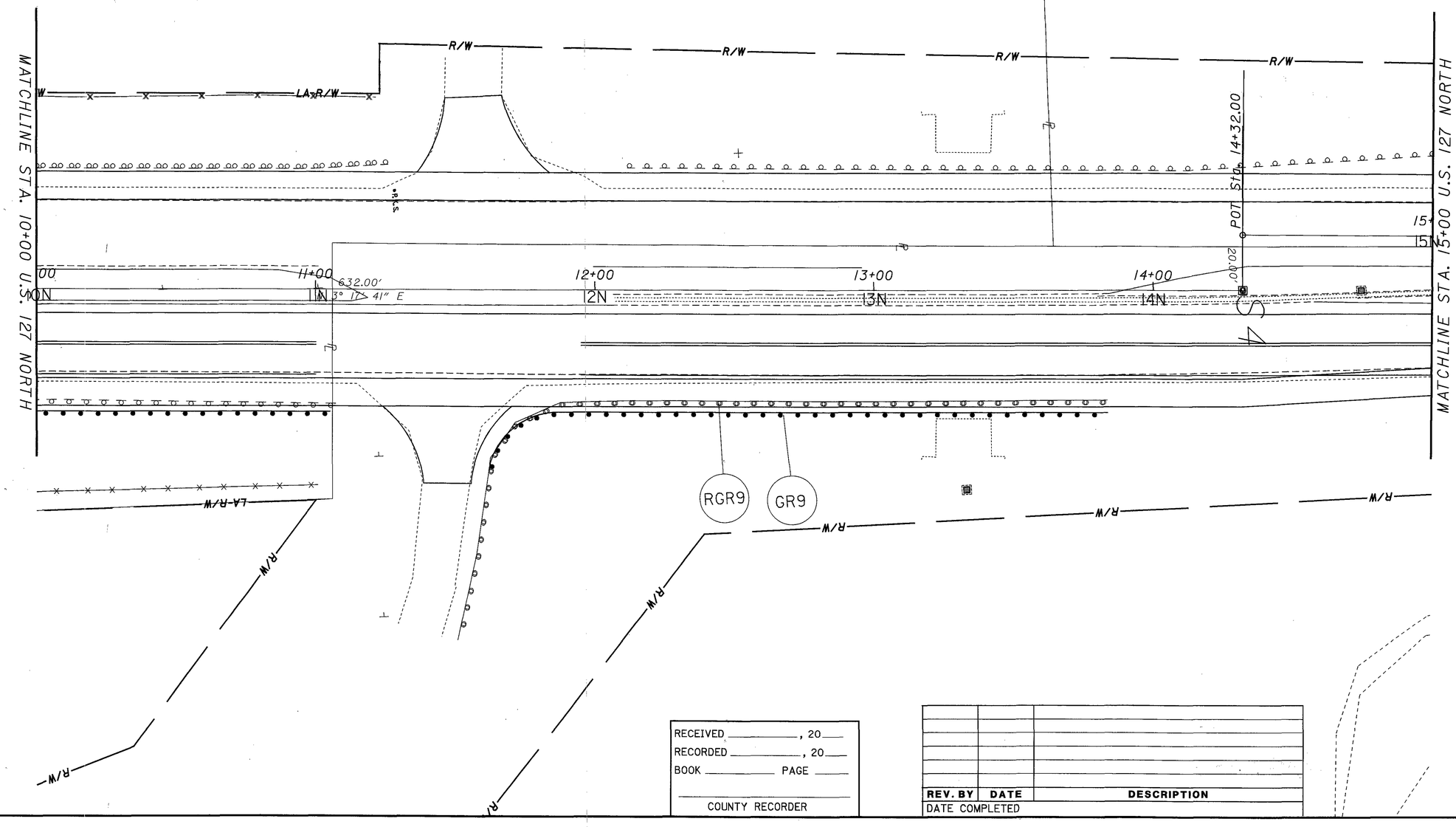
- P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TWONSHIP
PREBLE COUNTY



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RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

PID NO. 19389

SCALE IN FEET 0 10 20 40

RIGHT OF WAY PLAN

PRE-127-18.81

12 / 14

117 / 119

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MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
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- I.P.F. IRON PIN FOUND W/ ID CAP
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- P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY

MATCHLINE STA. 15+00 U.S. 127 NORTH

MATCHLINE STA. 20+00 U.S. 127 NORTH

16+00 16N

17+00 17N

18+00 18N

19+00

968.00'
N 3° 48' 48" E

R/W

R/W

R/W

R/W

R/W

TEL

N 0° 08' 38" E
78.53'

S 0° 31' 34" E
51.82'

S 26° 31' 20" W
18.50'

N 36° 46' 22" W
12.68'

S 0° 08' 38" W
117.47'

STA. 20+00.00
61.00'

N 0° 08' 38" E
98.00'

STA. 17+06.60
79.82'

STA. 17+23.67
86.96'

STA. 17+75.34
83.04'

STA. 17+84.97
74.79'

FILLER BASIN

5T1

5

CANOPY

S 0° 31' 17" W
61.43'

STA. 19+07.33
74.49'

STA. 19+68.66
70.96'

S 58° 26' 57" W
8.85'

S 4° 35' 10" E
84.76'

STA. 19+02.20
67.27'

* DENOTES RIGHT OF WAY ENCROACHMENT

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____

COUNTY RECORDER

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

SCALE IN FEET
0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

13 / 14

118
119

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MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
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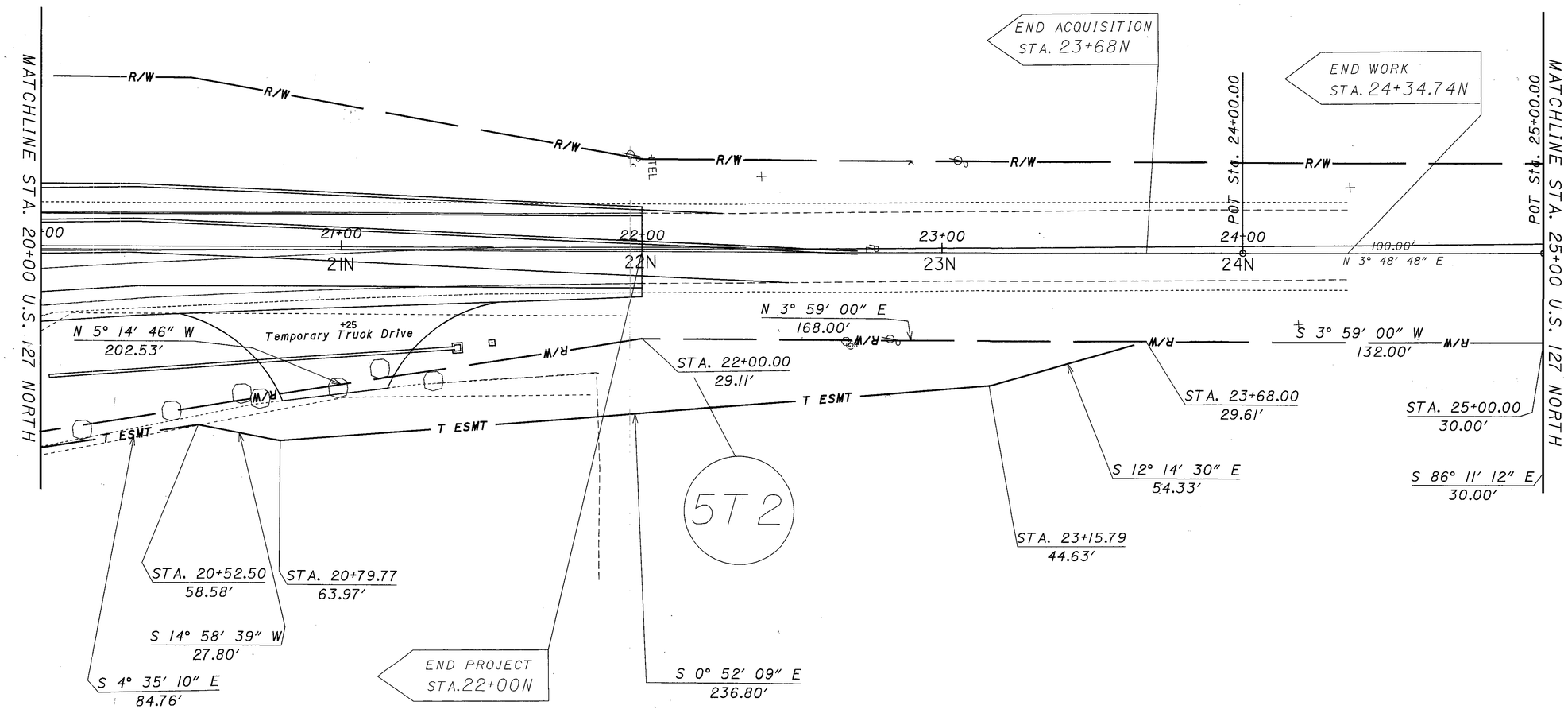
STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY



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BOOK _____ PAGE _____
COUNTY RECORDER

* DENOTES RIGHT OF WAY ENCROACHMENT

5

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

N

SCALE IN FEET 0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

14 / 14

119 / 119

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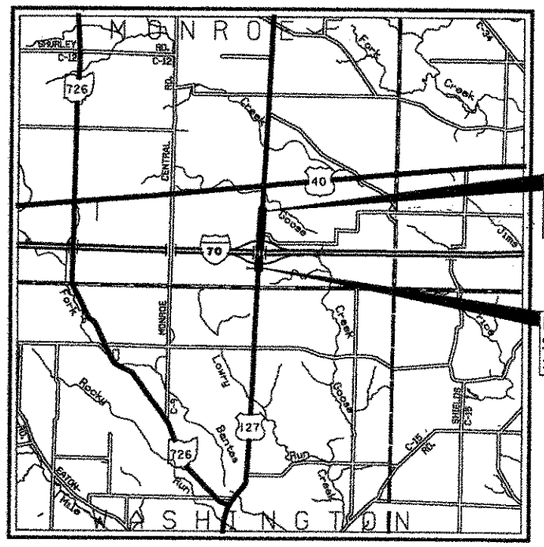

LOCATION MAP

LATITUDE: 39°50'06" LONGITUDE: 84°37'42"

SCALE IN MILES

0 1 2 3 4

PORTION TO BE IMPROVED _____

INTERSTATE & DIVIDED HIGHWAY _____

UNDIVIDED STATE & FEDERAL ROUTES _____

OTHER ROADS _____

DESIGN DESIGNATION

CURRENT ADT (2008)	9290
DESIGN YEAR ADT (2028)	10770
DESIGN HOURLY VOLUME (2028)	108
DIRECTIONAL DISTRIBUTION	55
TRUCKS (24 HOUR B&C)	17
DESIGN SPEED	45MPH
LEGAL SPEED	45MPH

DESIGN FUNCTIONAL CLASSIFICATION - MINOR ARTERIAL

DESIGN EXCEPTIONS

None

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

PRE-127-18.81

MONROE TOWNSHIP
WASHINGTON TOWNSHIP

INDEX OF SHEETS:

PROJECT DESCRIPTION

PROJECT INVOLVES THE FULL WIDTH AND DEPTH REMOVAL AND REPLACEMENT OF .828 MILES OF EX. US 127 CONCRETE AND ASPHALT PAVEMENT INCLUDING PORTIONS OF ADJACENT RAMPS AT THE I-70/US 127 INTERCHANGE. REPLACEMENT PAVEMENT SHALL BE CONCRETE AND INCLUDE CONCRETE SHOULDER WIDENING.

2005 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS 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 PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH IN THE PLANS AND ESTIMATES.

APPROVED _____
DATE 10/19/06 DISTRICT DEPUTY DIRECTOR

APPROVED Gordon Proctor Jr.
DATE 11-15-06 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E 070 (068)

PID NO. 19389

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

PRE-127-18.81

1 / 119

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:
DISTRICT 8 PRODUCTION
DEPARTMENT LEBANON, O.

ENGINEERS SEAL:

STATE OF OHIO — RICK M. HEVELY — E-68868 — REGISTERED PROFESSIONAL ENGINEER

SIGNED: RICK M. HEVELY
DATE: 10-19-06

STANDARD CONSTRUCTION DRAWINGS

BP-1.1	7/28/00	GR-6.1	4/18/03	TC-41.10	1/19/01	MT-101.20	10/18/02
BP-2.1	7/16/04			TC-41.20	1/19/01	MT-101.70	10/18/02
BP-2.2	7/16/04			TC-41.50	7/16/04	MT-105.10	10/18/02
BP-2.3	7/16/04	RM-1.1	4/21/06	TC-42.10	1/19/01	MT-105.11	10/18/02
BP-3.1	7/16/04	RM-4.2	4/18/03	TC-42.20	7/16/04		
BP-4.1	7/16/04	RM-4.6	1/16/04	TC-52.10	4/20/01		
BP-5.1	7/28/00			TC-52.20	4/20/01		
BP-8.1	7/28/00			TC-61.10	1/19/01		
		CB-1.1	7/15/05				
		CB-2.3	7/15/05	TC-65.10	1/21/05	MT35.10	4/20/01
GR-1.1	7/16/04	DM-1.1	1/21/05	TC-65.11	1/21/05	MT95.31	9/05/06
GR-2.1	1/16/04	DM-1.2	1/21/05	TC-71.10	1/21/05	MT95.32	7/16/04
GR-3.1	4/18/03	DM-4.3	7/19/02	TC-73.10	1/19/01	MT95.41	9/05/06
GR-4.2	7/21/06	DM-4.4	7/19/02			MT97.10	9/05/06
GR-5.1	4/18/03						

SUPPLEMENTAL SPECIFICATIONS

800	10-20-06
802	4/15/05
832	4/25/06
888	1/03/02

SPECIAL PROVISIONS

PRE-USR 127 - 18.81
070038 PID - 19389
Dist 8 1/24/2007

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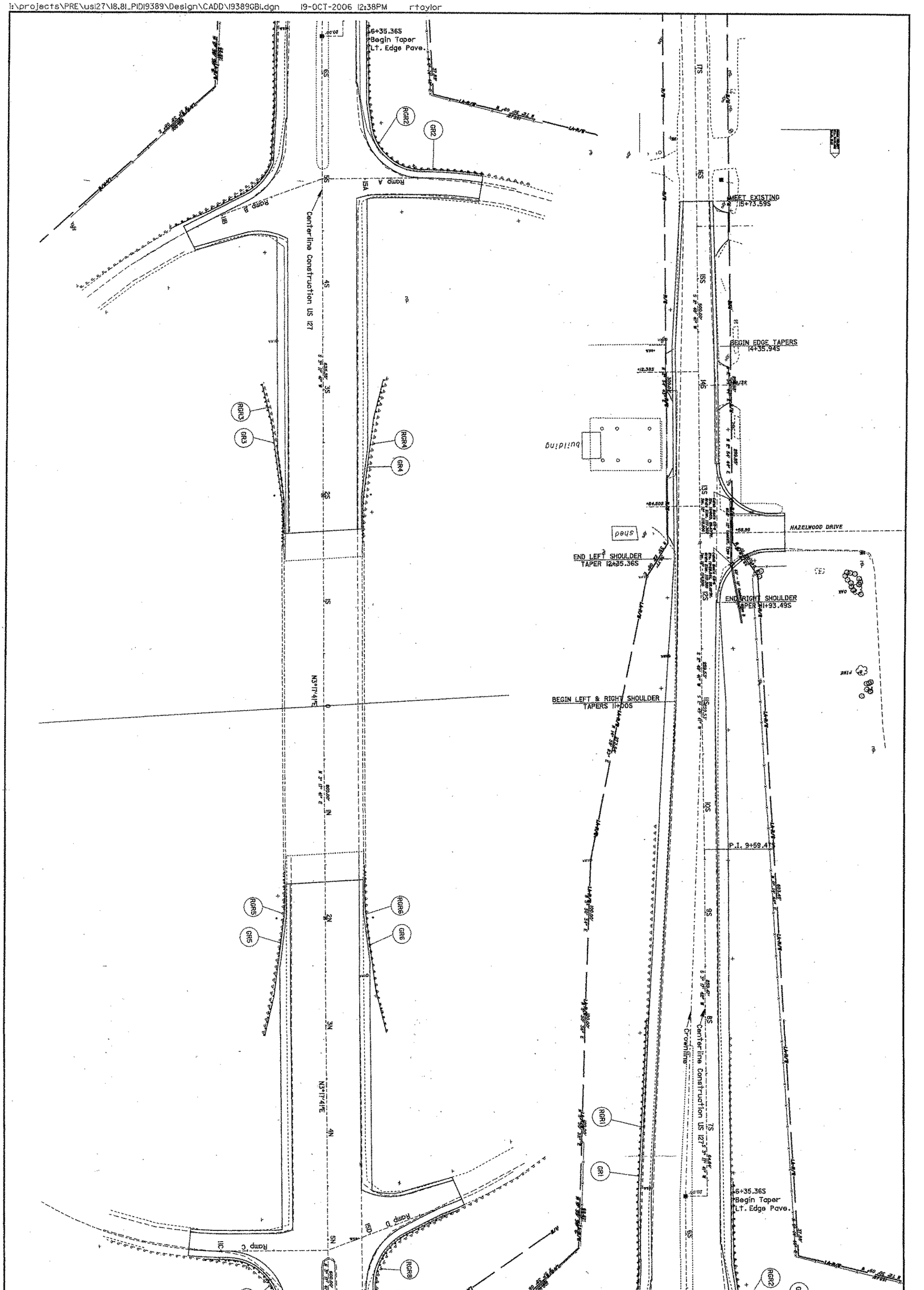

2 / 179	**PRE-127-18.81**	**SCHEMATIC PLAN**

CALCULATED

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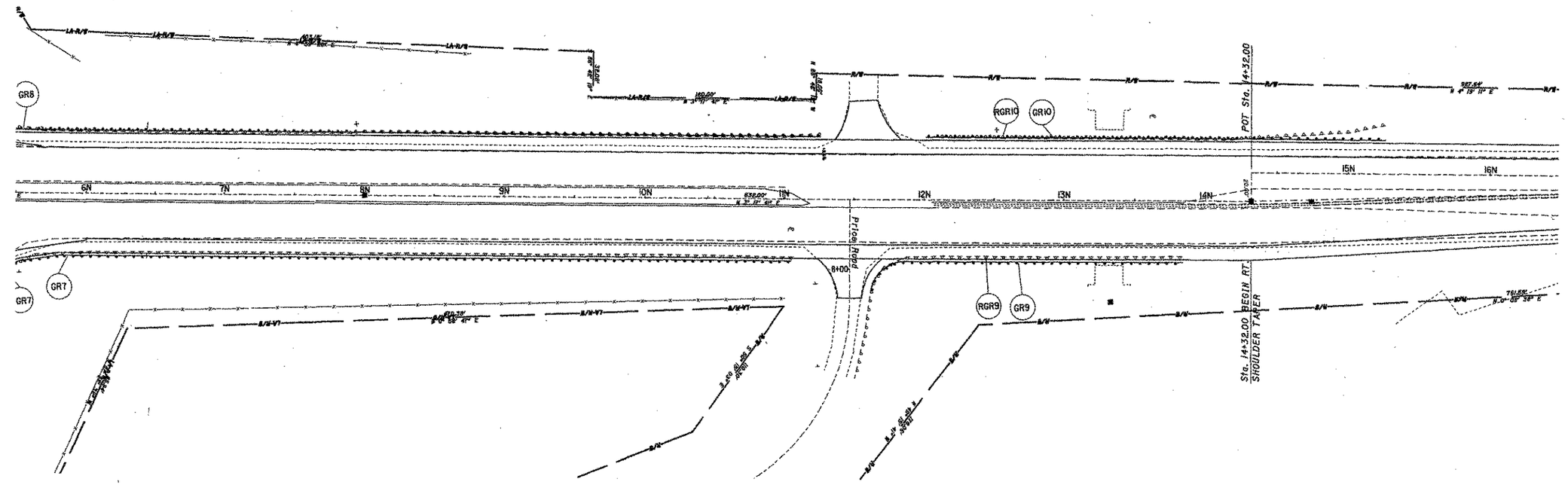
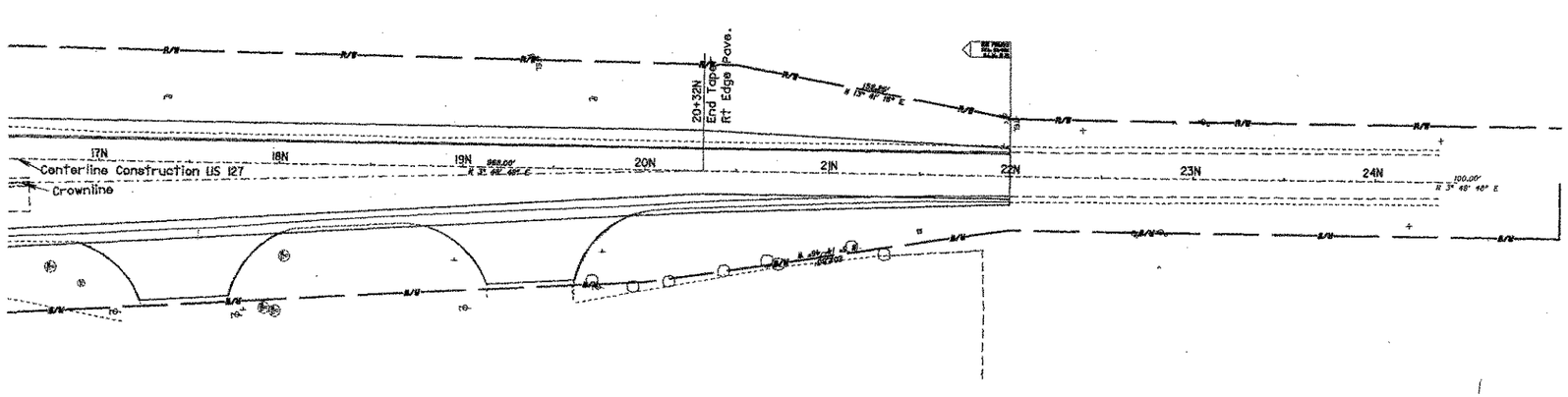
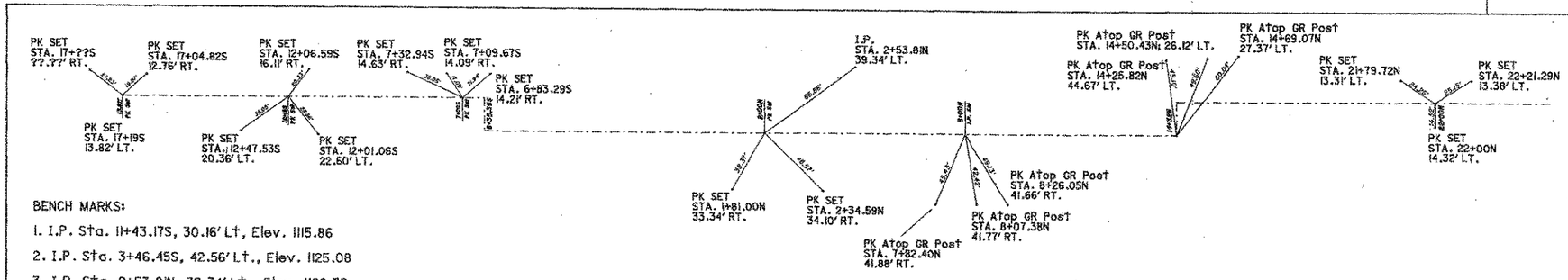




Centerline Construction References and Bench Marks



BENCH MARKS:

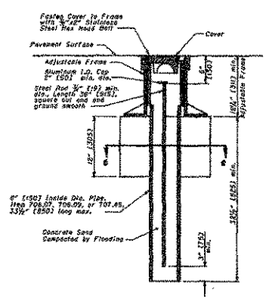
1. I.P. Sta. 11+43.17S, 30.16' Lt, Elev. 1115.86
2. I.P. Sta. 3+46.45S, 42.56' Lt., Elev. 1125.08
3. I.P. Sta. 2+53.81N, 39.34' Lt., Elev. 1126.32
4. I.P. Sta. 11+28.53N, 35.56' Lt., Elev. 1105.58

MOUMENTS TO BE SET DURING CONSTRUCTION

	MONUMENTS SET	LOCAL GROUND COORDINATES ENGLISH UNITS	
STATION	ON ℄	NORTH	EAST
2+00 North	I	675,767.6369	1,370,621.5849
8+00 North	I	676,366.6033	1,370,656.7884
2+00 South	I	675,368.3260	1,370,598.1160
6+35.36 South	I	674,934.8894	1,370,552.6068

BASIS FOR BEARINGS:

ALL BEARINGS ARE BASED ON OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 1983.. PROJECT ADJUSTMENT FACTOR = 1.0000331648 HARN ADJUSTMENT



SIDE VIEW

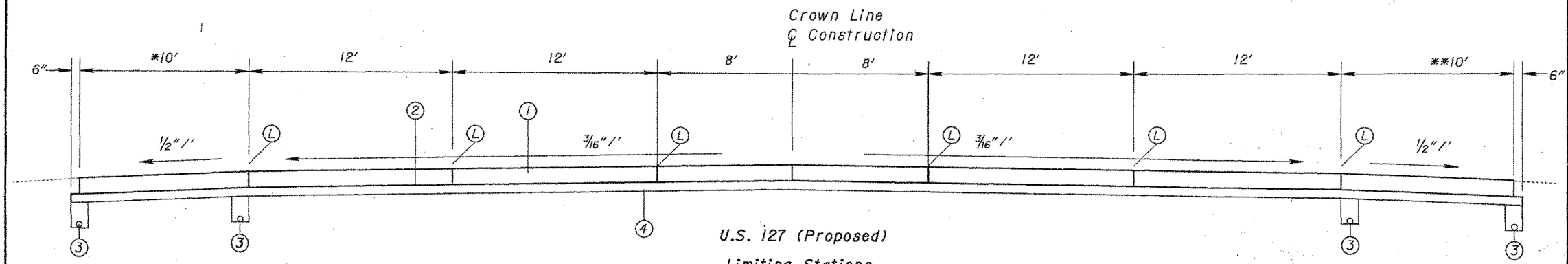
CALCULATED

CHECKED

SCHEMATIC PLAN

PRE-127-18.81

3
119



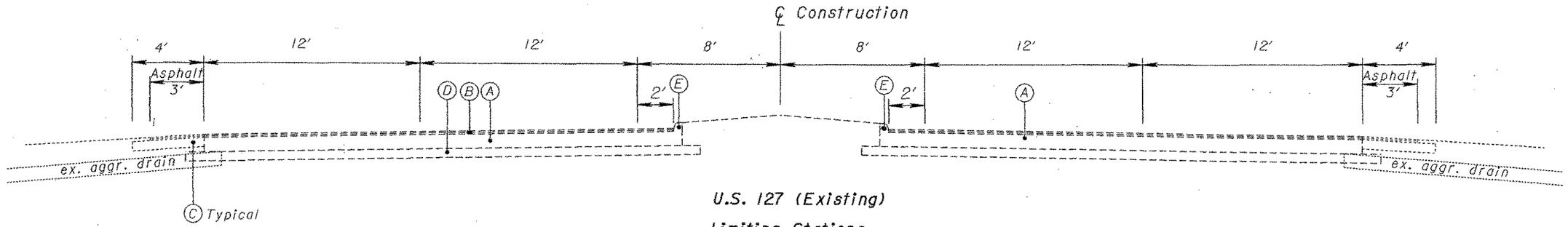
*4' Shldr. (Sta. 1+66.08S - 1+95.46S Lt.)
*4' - 10' Shldr. (Sta. 1+96.46S - 2+41.02S Lt.)
*4' Shldr. (Sta. 1+64.21N - 1+95.25N Lt.)
*4' - 10' Shldr. (Sta. 1+95.25N - 2+41.01N Lt.)

U.S. 127 (Proposed)

Limiting Stations

Sta. 6+35.36S - 14+32N = 796.64 LF
Sta. 1+66.08S - 1+66.08N = 332.16 LF
(Omit Appr. Slabs and Bridge)
464.48 LF

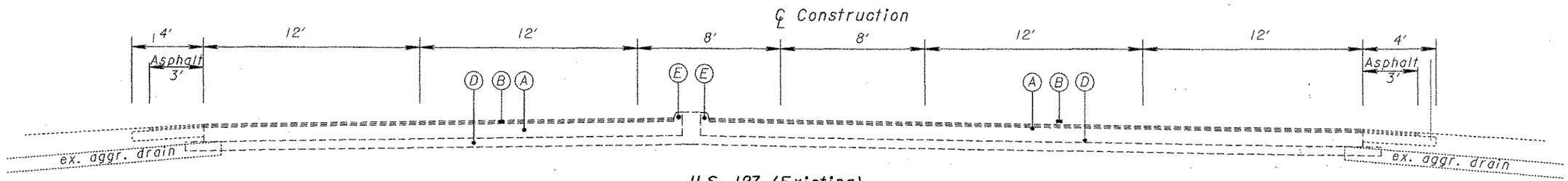
**4' Shldr. (Sta. 1+67.95S - 1+99.06S Rt.)
**4' - 10' Shldr. (Sta. 1+99.06S - 2+44.83S Rt.)
**4' Shldr. (Sta. 1+67.95N - 1+99.03N Rt.)
**4' - 10' Shldr. (Sta. 1+99.03N - 2+44.83N Rt.)



U.S. 127 (Existing)

Limiting Stations

Sta. 4+05S - 1+66.08S
Sta. 1+66.08S - 1+66.08N (Appr. Slabs and Bridge)
Sta. 1+66.08N - 4+15N
Sta. 12+06N - 14+32N (Opposite Hand)



U.S. 127 (Existing)
Limiting Stations

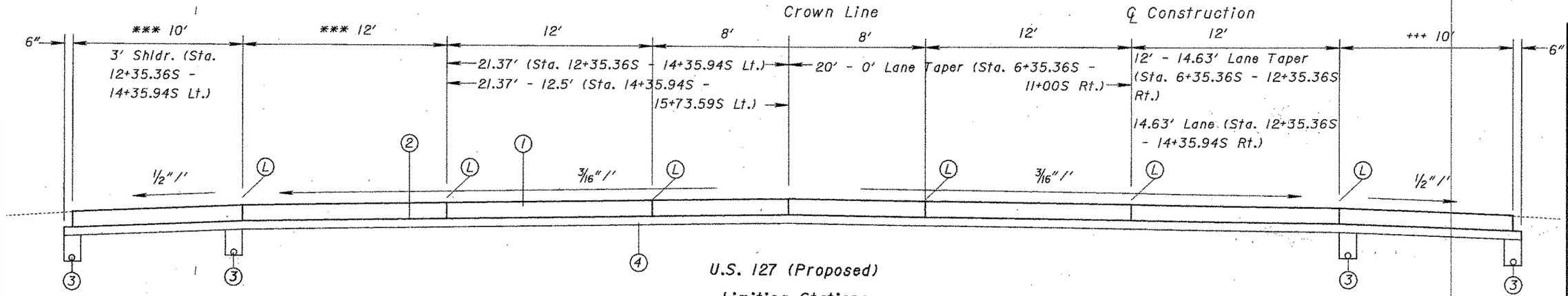
Sta. 13+35.36S - 7+78.81S
Sta. 16+65.77N - 22+00N

For PAVEMENT LEGEND see Sheet No. 6

CALCULATED
CHECKED

TYPICAL SECTIONS

PRE-127-18.81



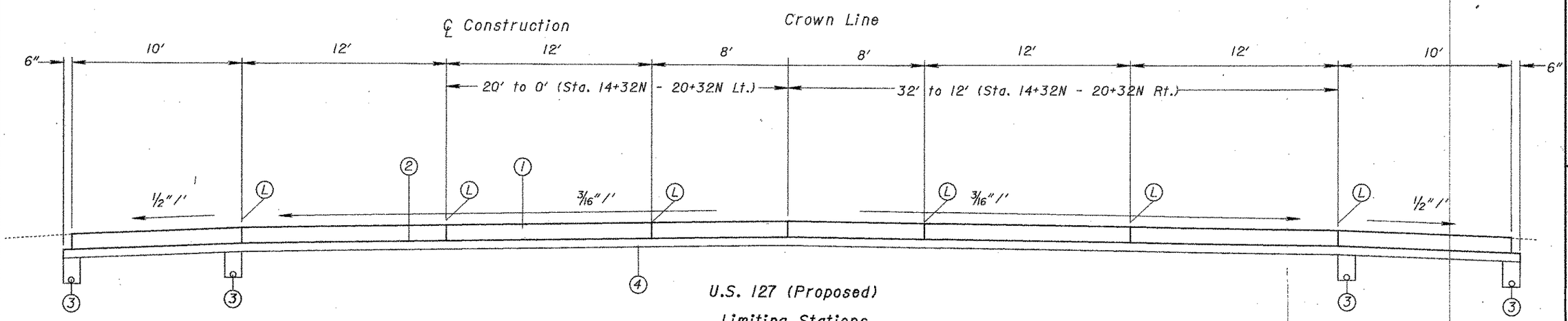
U.S. 127 (Proposed)
Limiting Stations

*** 10' - 3' Shldr. Taper (Sta. 6+35.36S - 12+35.36S Lt.)
*** 12' - 1.37' Lane Taper (Sta. 6+35.36S - 12+35.36S Lt.)

+++ 10' - 3' Shldr. Taper (Sta. 11+00S - 12+35.36S Rt.)

Sta. 6+35.36S - 15+73.59S = 938.23LF

938.23 LF



U.S. 127 (Proposed)
Limiting Stations

Sta. 14+32N - 20+32N = 600.00 LF

600.00 LF

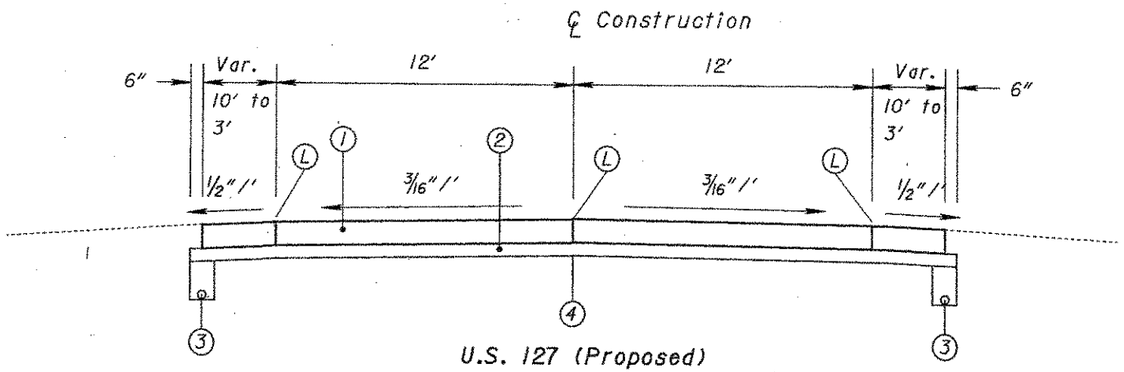
For PAVEMENT LEGEND see Sheet No. 6

CALCULATED
CHECKED

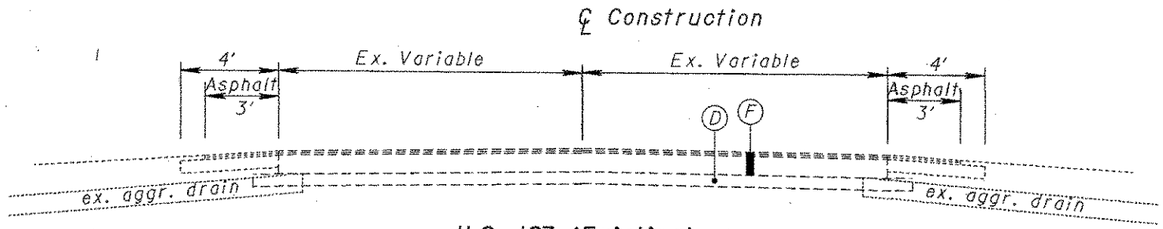
TYPICAL SECTIONS

PRE-127-18.81

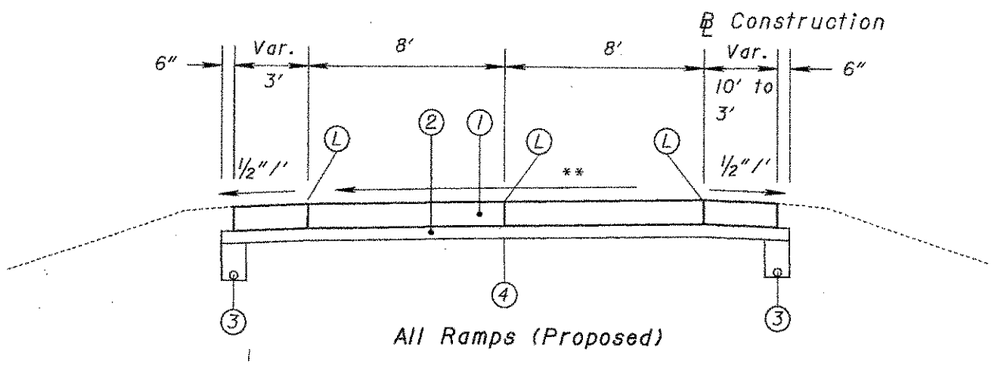
5
119



U.S. 127 (Proposed)
Limiting Stations
Sta. 20+32N - 22+00N = 168.00 LF



U.S. 127 (Existing)
Limiting Stations
Sta. 12+35.36S - 7+78.81S
Sta. 16+65.77N - 22+00N

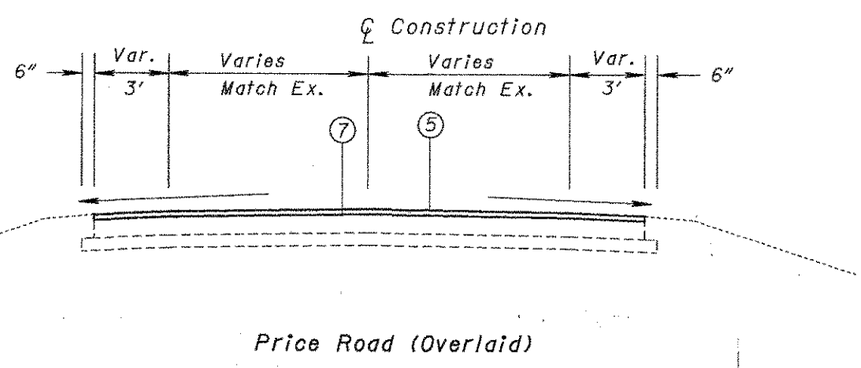


All Ramps (Proposed)

** 3/16"/' except for areas in transition

LEGEND

1. 12" - Item 888 - Reinforced Concrete Pavement, As Per Plan
2. 6" - Item 304 - Aggregate Base
3. 6" - Item 605 - Shallow Pipe Underdrains with Fabric Wrap
4. Item 204 - Subgrade Compaction
5. 1.5" - Item 448 - Asphalt Surface Course, Type I, PG64-22
6. 1.75" - Item 448 - Asphalt Intermediate Course, Type I, PG64-22
7. Item 407 - Tack Coat @ .075GAL/SY
- A. 9" - Ex. Reinforced PCCP
- B. Ex. Asphalt Overlays
- C. Ex. Asphalt and Gravel Shoulders
- D. 6" - Ex. Subbase
- E. Ex. Concrete Curbing, Type 2-A
- F. 15.5"+ Ex. Full Depth Asphalt Pavement



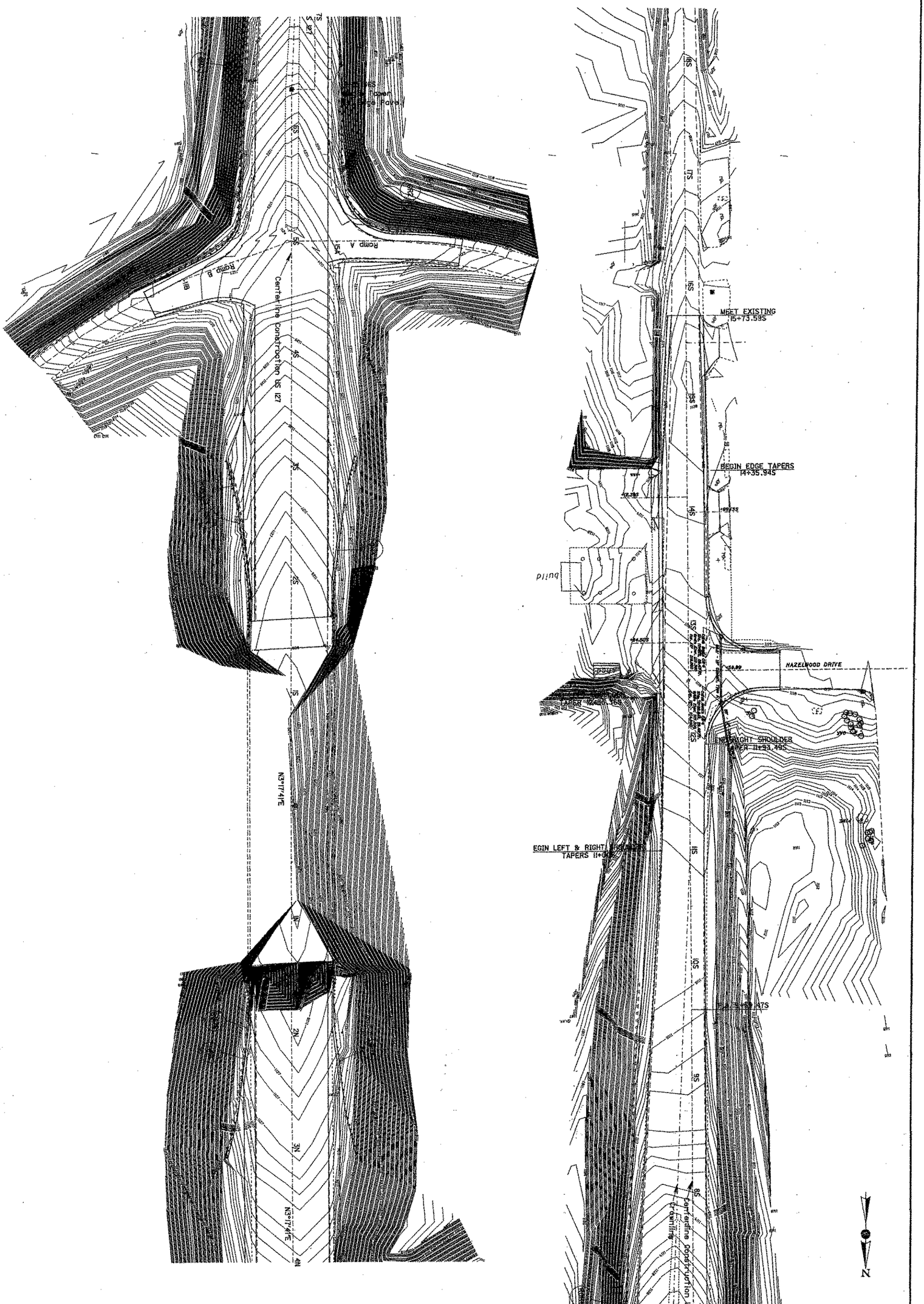
Price Road (Overlaid)

CALCULATED
CHECKED

TYPICAL SECTIONS

PRE-127-18.81

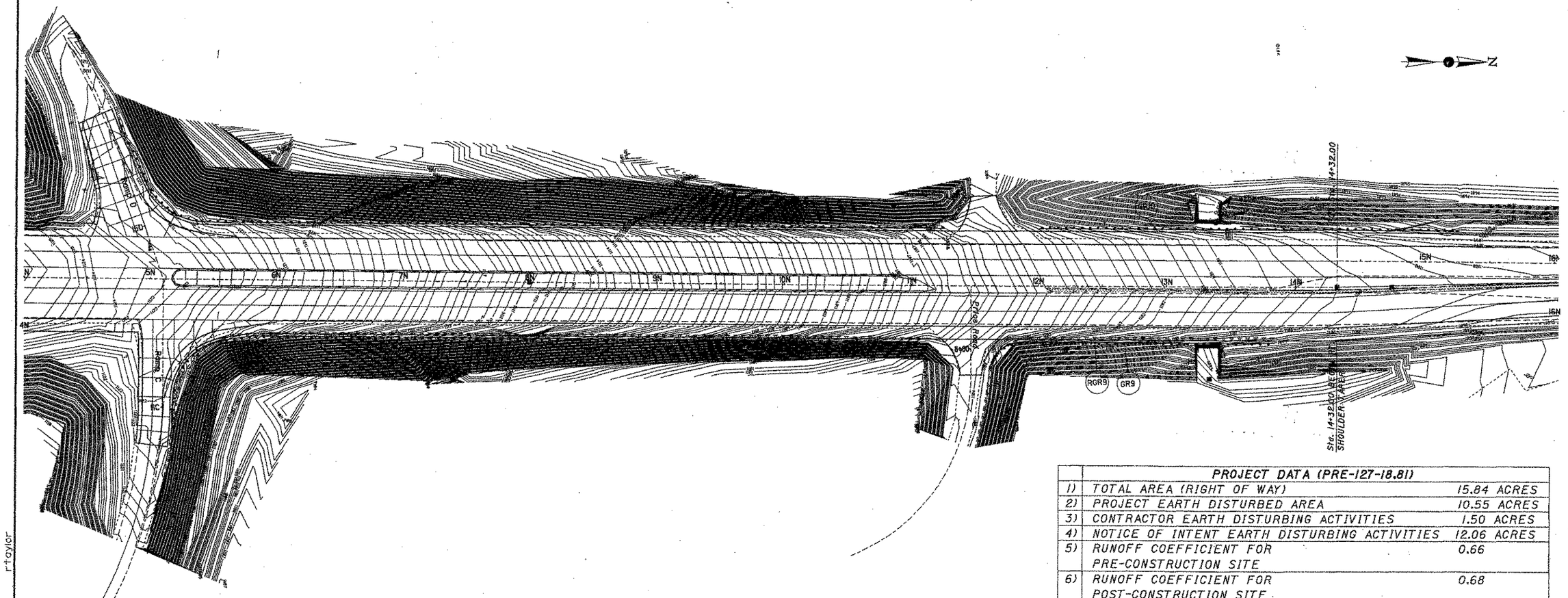
6
119

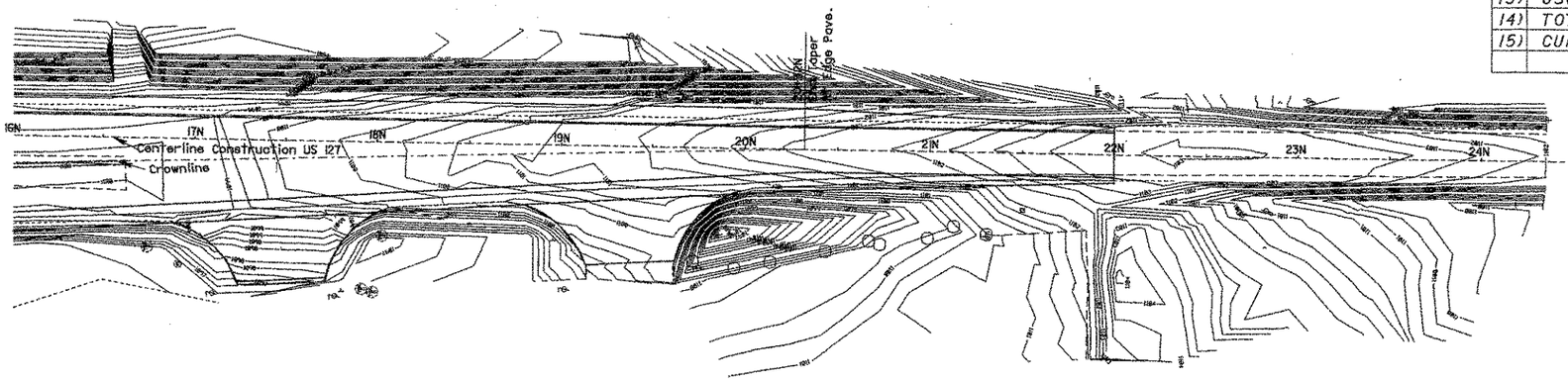


7 / 119	**PRE-127-18.81**	**PROJECT SITE PLAN**

CALCULATED

CHECKED





	PROJECT DATA (PRE-127-18.81)	
1)	TOTAL AREA (RIGHT OF WAY)	15.84 ACRES
2)	PROJECT EARTH DISTURBED AREA	10.55 ACRES
3)	CONTRACTOR EARTH DISTURBING ACTIVITIES	1.50 ACRES
4)	NOTICE OF INTENT EARTH DISTURBING ACTIVITIES	12.06 ACRES
5)	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.66
6)	RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.68
7)	PRE-CONSTRUCTION IMPERVIOUS (PAVED) AREA	5.41 ACRES
8)	POST-CONSTRUCTION IMPERVIOUS (PAVED) AREA	5.82 ACRES
9)	SOIL DATA	SEE PREBLE COUNTY SOIL MAPS
10)	IMMEDIATE RECEIVING WATERS	UN-NAMED TRIBUTARIES
11)	SUBSEQUENT RECEIVING WATERS	GOOSE CREEK
12)	LONGITUDE: 84°37'42" W, LATITUDE: 39°50'06" N LONGITUDE AND LATITUDE TO APPROXIMATE MIDDLE OF PROJECT	
13)	USGS QUADRANT:	EATON NORTH
14)	TOTAL MAXIMUM DAILY LOAD WATER BODY	NO
15)	CURRENT LAND USE	COMMERCIAL (RURAL)

CALCULATED

CHECKED

PROJECT SITE PLAN

PRE-127-18.81

UTILITIES

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.

ALL UTILITY RELOCATIONS SHALL BE COORDINATED BETWEEN THE CONTRACTOR AND THE UTILITY OWNERS IN SUCH A WAY AS TO AVOID AND/OR MINIMIZE ANY INCONVENIENCE TO POTENTIALLY AFFECT CUSTOMERS. ALL UTILITY RELOCATIONS NOT INCLUDED WITH THIS CONTRACT WILL BE PERFORMED BY THE AFFECTED UTILITY OWNER OR ITS CONTRACTOR AND WILL BE COMPLIANT WITH ODOT ROADWAY DESIGN STANDARDS. UTILITY WORK WILL BE ONGOING DURING THE CONSTRUCTION PERIOD. UPON THE CONTRACT AWARD, THE COORDINATION OF ALL NECES-SARY RELOCATIONS WITH THE UTILITIES WILL BECOME THE RESPONSIBILITY OF THE CONTRACTOR

EMBARQ - TELEPHONE

803 E. 12TH STREET
GREENVILLE, OHIO 45331
MR. DAVE KAPLAN
(937) 547-4255

THE DAYTON POWER AND LIGHT - ELECTRIC

1900 DRYDEN ROAD
DAYTON, OHIO 45439
MR. JOHN KENTON
(937) 331-4132

VECTREN ENERGY DELIVERY OF OHIO - GAS

4285 NORTH JAMES McGEE BLVD.
DAYTON, OHIO 45427
MR. EDWARD HILL
(937) 440-1959

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS DO NOT INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. ALL OTHER SLOPED EMBANKMENT AREAS SHALL BE BENCHED AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

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. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL, IN ALL CASES, BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

CLEARING AND GRUBBING

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

MONUMENTS

MONUMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAILS AS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NO. 107 .

UNSUITABLE FOUNDATION SOILS

IF UNSUITABLE FOUNDATION SOILS ARE ENCOUNTERED IN THE AREAS OF THE PROPOSED ROADBED, THEY SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL MEETING THE REQUIREMENTS OF 203.02.R. THE LOCATIONS AND DIMENSIONS WILL BE AS DETERMINED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 203 200 CU. YDS. EMBANKMENT

ITEM 203 200 CU. YDS. EXCAVATION

SEEDING AND MULCHING

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

659, SEEDING AND MULCHING 21,843 SQ. YD.
659, COMMERCIAL FERTILIZER 2 TON
659, WATER 118 M. GAL.

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

ROUNDING

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

ITEM 204 - PROOF ROLLING

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE 2002 CONSTRUCTION AND MATERIAL SPECIFICATIONS. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

CALCULATED | CHECKED

GENERAL NOTES

PRE-127-18.81

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ITEM 606 - ANCHOR ASSEMBLY, TYPE E-98

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS.

1) THE ET-2000 (1997) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE ET-2000 (1997) SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF TWO 25'-0" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV. DATE	ODOT APPROVAL DATE
SSS265M	ET-2000 (1997) PLAN, ELEVATION AND SECTIONS	6/20/97	3/6/98
SS142	ET2000 PLUS 50'-0" PLAN, ELEVATION AND SECTION 25'-0" RAIL, SLEEVE W/PL POSTS 1-4	4/12/00	7/31/00
SS141	ET2000 PLUS PLAN, ELEVATION AND SECTION 25'-0" RAIL, HBA POSTS 1-4	2/29/00	7/31/00
SS158	ET2000 PLUS 50'-0" WITH 12'-6" PANELS AND HBA POSTS 1-4 PLAN, ELEVATION AND SECTION	5/22/00	7/31/00

2) THE SKT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 2516 MALLORY LANE, STOW, OHIO, 44224, (TELEPHONE: 330-346-0721).

THE LENGTH OF THE SKT-350 SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF FOUR 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV. DATE	ODOT APPROVAL DATE
SKT-4M	SEQUENTIAL KINKING TERMINAL (SKT-350) ASSEMBLY WITH 4 FOUNDATION TUBES	12/11/97	3/6/98

THE FACE OF THE TYPE E-98 IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APPROXIMATELY 18" X 18".

REFER TO THE MANUFACTURER'S INSTRUCTION REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4-INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27-3/4-INCHES FROM THE EDGE OF THE SHOULDER.

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

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E-98, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

INTERIM COMPLETION DATE

An Interim Date of Completion for this contract is set 30 days prior to the Final Completion Date. All contract items of work must be completed by the Interim Completion Date. The interim date will be subject to Liquidated Damages as indicated by Section 108.07 of the Construction and Material Specifications Book. Request for time extensions to the Interim Completion Date will be processed as per Section 108.06 of the Specifications Book. The period of time between the Interim Completion Date and the Final Completion Date is strictly to allow for completion of the "punch list" items and removal of the project field offices. Failure to complete the "punch list" and remove the field offices by the Final Completion Date will result in assessment of Liquidated Damages as per Section 108.07 of the Specifications Book.

A granted time extension to the Interim Completion Date will not include a corresponding extension to the Final Completion Date. Extensions of time to the Final Completion Date will only be granted if it can be justified that not enough time exist to complete the "punch list" items and remove the project field offices prior to the Final Completion Date.

NON-USE OF ASBESTOS CONTAINING MATERIALS

The Contractor shall at no time incorporate any materials which are composed of or contain any amounts of asbestos. The substitution of materials which contain any amounts of asbestos will in no circumstances be acceptable. Upon completion of the project, the Contractor shall submit a written statement of certification asserting that no asbestos containing materials were used in any portion of the construction.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE CLOSURES AND ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (513) 932-7651 OR AT (513) 932-7651 OR AT THE DISTRICT 8 NOTIFICATION WEBSITE, HTTP://WWW.DOT.STATE.OH.US/DIST8/CONTACT%20INFO/PLANNING PIO WEBFORM.HTM. THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES AFFECTED SCHOOLS AND BUSINESSES AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SERVICES.

CALCULATED | CHECKED

GENERAL NOTES

PRE-127-18.81

ITEM SPECIAL MISC.: SOILS CONSULTANT FOR FIELD TESTING AND INSPECTION

All testing and inspection for the embankment, subgrade compaction, granular bases and subbases, and trench backfill shall be the responsibility of the Contractor. All compaction and/or density tests shall meet provisions of Item Nos. 202, 203, 304, 503, or 603. Inspection shall assure compliance to the appropriate bid item of work.

The Contractor shall provide a soils consultant pre-qualified by ODOT who shall, through the Contractor, be responsible for ensuring that the compaction or density of the embankment, backfill, or base materials are in compliance with the specifications. This work shall be in accordance with the specifications and ODOT Manual of Procedures for Earthwork.

The Soils Consultant shall provide a Soils Technician who has a background in embankment, base construction, structure backfill and pipe installation and is familiar with ODOT Specifications.

The soils consultant shall provide necessary trained operators and equipment and furnish the Project Engineer with two (2) copies of acceptable test results within 24 hours after the test is taken. The soils consultant technicians shall demonstrate their competence to the Engineer before work begins. The Engineer will order the Contractor to replace the soils consultant if they are not fully versed in the required testing procedures. The consultant's operator shall immediately notify the ODOT inspector or Engineer of any failing test, identify the remedial action proposed, and provide documentation of acceptable retest of the failed area. Compaction tests shall be taken for each 500 Cu. Yds. of embankment, every 1000 Sq. Yds. of subgrade prepared, and each 1000 Sq. Yds. of subbase placed. The Engineer may require more frequent testing if the conditions warrant. Upon completion of the item, the soils consultant shall also provide the Engineer with two (2) copies of an inspection report by a Registered Professional Engineer, which contains the testing results and the consultant's conclusions as to Specification compliance for all contract compaction or density work. The Soils consultant shall provide the Project Engineer with a daily inspection report which will include compaction/density test taken, items of work inspected, pay items completed and final pay quantities.

The Engineer will make unannounced quality control tests periodically to verify procedures used and results being obtained by the Contractor.

The soils consultant's field representative shall work under the direction of a Registered Professional Engineer who will monitor the embankment construction, base placement, and trench backfill The Registered Professional Engineer shall be available to discuss questions and problems which may arise relative to the embankment and base construction and shall also attend the monthly progress meetings for the project. The final inspection report shall be signed by a Professional Engineer, and certify that all compaction and density tests provided by the Contractor meets all applicable contract requirements.

Payment for this work shall be bid as a lump sum and paid for as follows:

Upon approval of consultant	-	20%
Upon completion of field tests	-	60%
Upon submission of final report	-	20%

A lump sum quantity of "Item Special 690 98400 Misc.: Soils Consultant For Field Testing And Inspection" has been carried to the general summary and the price bid shall be full compensation for all labor, materials, equipment, and incidentals necessary for proper performance of this work.

PETROLEUM CONTAMINATED SOILS

All excavated material greater than 3 feet encountered and noted within the project limits, which is determined either through the smell, color, and/or texture to be potentially contaminated with petroleum substances shall be stockpiled in an area provided by the Contractor and approved but the Engineer. The Contractor shall stockpile the material in a leak proof container provided by the Contractor or the suspect soils shall be temporarily stockpiled at a location determined by the Engineer and completely covered with an impermeable membrane, as directed by the Engineer. This operation shall be completed in such a manner as to prevent contamination to the human population or the environment, and shall meet with OEPA standards. The suspect soils shall be inspected and tested by a qualified Hazard Waste Inspector and then properly disposed of, in accordance with OEPA standards, as directed by the Engineer. A quantity of 10 tons has been provided for under Item Special - Work Involving Petroleum Contaminated Soils.

CALCULATED
CHECKED

GENERAL NOTES

PRE-127-18.81

ITEM 614, MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)

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

ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF EITHER OR IN COMBINATION OF THE FOLLOWING: EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND/OR ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

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 5 M. GAL

WORK ZONE MARKINGS AND SIGNS

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

ITEM 622, PORTABLE CONCRETE BARRIER, 32", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, MAINTAINING, AND SUBSEQUENTLY REMOVING PORTABLE CONCRETE BARRIER, 32 INCHES HIGH.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE CONCRETE BARRIER, 32 INCH, AS PER PLAN.

EARTHWORK FOR MAINTAINING TRAFFIC

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

EXCAVATION FOR MAINTAINING TRAFFIC	1033	CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC	1896	CU. YD.

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

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. (SECTION 642-2).

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	50	CU. YD.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUB-BASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 1½" INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

ITEM 614 - BARRIER REFLECTORS

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL PROTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 25 FEET.

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC NOTES

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ONE OF THE FOLLOWING IMPACT ATTENUATORS:

1. THE QUADGUARD CZ, (24 INCHES WIDE SIX-BAY) WORK ZONE IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., 35 EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

   THE LENGTH OF THE SIX-BAY QUADGUARD CZ IS 20'-9". INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: QSCZCVR-T4
DRAWING NAME: QUADGUARD CZ SYSTEM FOR CONSTRUCTION ZONES
REVISION DATE: 5/13/99 REV. J
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-10
DRAWING NAME: QUADGUARD SYSTEM CONCRETE PAD, CZ, QG
REVISION DATE: 11/19/97 REV. D
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-16
DRAWING NAME: QUADGUARD SYSTEM BACKUP ASSEMBLY, CZ, QG
REVISION DATE: 7/30/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35405IZ
DRAWING NAME: QUADGUARD CZ SYSTEM NOSE ASSEMBLY, CZ, QG, 24, 30, 36
REVISION DATE: 5/17/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-18
DRAWING NAME: TRANSITION ASSEMBLY, 4 OFFSET, QG
REVISION DATE: 6/25/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35400260
DRAWING NAME: QUADGUARD SYSTEM PCMB ANCHOR ASSEMBLY
REVISION DATE: 11/19/97 REV. C
ODOT APPROVAL DATE: 8/27/99

2. THE TRACC (TRINITY ATTENUATING CRASH CUSHION) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

   THE TRACC IS 21'-0" LONG AND 2'-7" WIDE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: SS450
DRAWING NAME: CRASH-CUSHION ATTENUATING TERMINAL PLAN, ELEVATION & SECTIONS
REVISION DATE: 3/12/99 REV. 1
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS455
DRAWING NAME: TRACC TRANSITION TO W-BEAM MEDIAN BARRIER PLAN, ELEVATION & SECTIONS
REVISION DATE: 2/18/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS461
DRAWING NAME: TRACC TRANSITION TO CONCRETE SAFETY SHAPE BARRIER PLAN, ELEVATION & SECTIONS
REVISION DATE: 6/30/99 REV. 1
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS462
DRAWING NAME: TRACC TRANSITION TO CONCRETE BARRIER SINGLE SLOPE PLAN, ELEVATION & SECTIONS
REVISION DATE: 6/30/99
ODOT APPROVAL DATE: 8/27/99

3. THE BARRIER SYSTEMS, INC. TAU-II IMPACT ATTENUATOR, DISTRIBUTED BY ROAD SYSTEMS INC., SALES SUPPORT, 2183 ELM TRACE, AUSTINTOWN, OH 44515, (TELEPHONE 330-799-9291)

   THE TAU-II FOR THIS NOTE IS A PARALLEL 8-BAY UNIT (24' LONG AND 35" WIDE). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIEDIN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: A040416
DRAWING NAME: UNIVERSAL TAU-II PARTS LIST
REVISION DATE: 4/22/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040420
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, FLUSH MOUNT BACKSTOP
REVISION DATE: 4/28/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040105
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, PCB BACKSTOP (REFERENCED ON A04020)
REVISION DATE: 1/07/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: B040239
DRAWING NAME: APPLICATION, FLUSH MOUNT BACKSTOP (TYPICAL FOR PARALLEL 60 MPH UNIT)
REVISION DATE: 4/21/04
ODOT APPROVAL DATE: 10/16/04

THE CONTRACTOR SHALL PROVIDE A REPLACEMENT UNIT WHEN AN IMPACT IS SEVERE ENOUGH TO REQUIRE COMPLETE REPLACEMENT OF THE ATTENUATOR. THE CONTRACTOR SHALL HAVE A SPARE PARTS PACKAGE AVAILABLE ON THE PROJECT SITE AT ALL TIMES WHEN AN ATTENUATOR IS IN PLACE. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF ONE COMPLETE SPARE PARTS PACKAGE FOR EVERY ONE TO SIX UNITS INSTALLED ON THE PROJECT SITE. FOR EXAMPLE, FIVE INSTALLED UNITS REQUIRE ONE SPARE PARTS PACKAGE AND SEVEN INSTALLED UNITS REQUIRE TWO SPARE PARTS PACKAGES.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT, MAINTAIN, REPAIR, REPLACE OR RELOCATE A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC NOTES

PRE-127-18.81

PHASE 1 MAINTENANCE OF TRAFFIC

CONSTRUCT TEMPORARY ROAD AND PAVEMENT FOR TEMPORARY ACCESS ROAD FOR HAZELWOOD DRIVE, RAMPS A AND D AND FOR THE EAST SIDE AREAS OUTSIDE US 127 TRAVELED PAVEMENT AT BOTH THE NORTH AND SOUTH ENDS OF THE PROJECT.

INSTALLATION OF THE TEMPORARY 12" CONDUITS AND 2-2B CATCH BASINS SHALL HAVE ADJACENT GROUND GRADED TO ASSURE POSITIVE DRAINAGE

INGRESS AND EGRESS FOR ALL DRIVES AND TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING THE ABOVE NOTED CONSTRUCTION THROUGH USAGE OF BARRELS, FLAGGERS AND SIGNING AS NEEDED TO DIRECT TRAFFIC PRIOR TO THE INSTALLATION OF ALL PHASE 1 BARRICADES, BARRELS AND TEMPORARY STRIPING.

FOLLOWING THE OPENING OF ALL TEMPORARY ROADS, RAMPS AND DRIVES NOTED ABOVE, CONSTRUCT PROPOSED HAZELWOOD DRIVE, RAMPS A AND D AND INDICATED US 127 PAVEMENT OF PHASE 1. ALL PERMANENT PAVEMENT MARKINGS AND SIGNS SHALL BE IN PLACE AT THE TIME OF THE OPENING. (ONE DO NOT ENTER, STOP SIGN AND ONE WAY SIGN INSTALLTION SHALL BE ERECTED BEFORE OPENING THE RAMPS, AND THE OTHER SET INSTALLED IMMEDIATELY FOLLOWING THE OPENING OF EACH RAMP.

PHASE 1A MAINTENANCE OF TRAFFIC

THIS PHASE WILL OPEN NEWLY CONSTRUCTED HAZELWOOD DRIVE AND RAMPS A AND C. THE DRIVE AT 13+99.13S RIGHT AND COMPLETION OF US 127 PAVEMENT USED FOR TEMPORARY HAZELWOOD ACCESS ROAD AND RAMPS A AND C IS TO BE FINISHED PRIOR TO PREPARATIONS FOR PHASE 2.

THE INTENT OF THIS PHASE IS TO OPEN, AS SOON AS PRACTICAL, NEWLY CONSTRUCTED RAMPS AND THE ACCESS DRIVE. ADDITIONALLY, THE DRIVE AT 13+00.13S Rt. IS TO BE CLOSED AND CONSTRUCTED FULL WIDTH WITH ACCESS TO THE BUSINESS VIA THE NEW HAZELWOOD DRIVE.

PHASE 2 MAINTENANCE OF TRAFFIC

CONSTRUCT TEMPORARY ROAD AND PAVEMENT FOR TEMPORARY RAMPS B AND D AND FOR THE WEST SIDE AREAS OUTSIDE US 127 TRAVELED PAVEMENT AT BOTH THE NORTH AND SOUTH ENDS OF THE PROJECT.

INSTALLATION OF THE TEMPORARY 12" CONDUITS AND 2-2B CATCH BASINS SHALL HAVE ADJACENT GROUND GRADED TO ASSURE POSITIVE DRAINAGE

INGRESS AND EGRESS FOR ALL DRIVES AND TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING THE ABOVE NOTED CONSTRUCTION THROUGH USAGE OF BARRELS, FLAGGERS AND SIGNING AS NEEDED TO DIRECT TRAFFIC PRIOR TO THE INSTALLATION OF ALL PHASE 2 BARRICADES, BARRELS AND TEMPORARY STRIPING.

PHASE 2A MAINTENANCE OF TRAFFIC

THIS PHASE WILL OPEN NEWLY CONSTRUCTED RAMPS B AND C. PERMANENT PAVEMENT MARKING AND SIGNAGE ARRANGEMENTS SHALL BE INPLACE AS IN THE CASE WITH RAMPS A AND C PREVIOUSLY OPENED. THE DRIVE AT 17+48.11N Rt. SHALL BE CONSTRUCTED PART WIDTH AND THE DRIVE AT 19+38.17N Rt. SHALL BE CONSTRUCTED FULL WIDTH UPON COMPLETION OF A TEMPORARY TRUCK ACCESS DRIVE AT 20+98.08N Rt.. COMPLETION OF US 127 PAVEMENT USED FOR TEMPORARY RAMPS B AND C IS TO BE FINISHED. THE TEMPORARY TRUCK ACCESS DRIVE AND ASSOCIATED DRAINAGE PIPE AND CATCH BASIN SHALL BE REMOVED FOLLOWING THE OPENING OF THE NEW TRUCK DRIVE.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH WORKING TOP-MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS (LEOS) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEOS ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH: (LIST LAW ENFORCEMENT AGENCY, ADDRESS AND TELEPHONE NUMBER).

LAW ENFORCEMENT OFFICERS (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). THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR	25 HOURS

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

IF CONTRACTORS WISH TO UTILIZE LEOS FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614, MAINTAINING TRAFFIC.

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC NOTES

PRE-127-18.81

PHASE I CONSTRUCTION AREA

NOTE: MAINTAIN EXISTING DRIVE DURING PHASE I WORK. PROPOSED DRIVE AT THIS LOCATION IS TO BE CONSTRUCTED AFTER THE NEWLY CONSTRUCTED HAZELWOOD DRIVE HAS BEEN OPENED.

Curve T2

P.I.-Sta. 16+39.06S
Angle-11°18'51.66"Lt
D =8°30'00"
R=674.068'
T=66.772'
L=133.11'
E=3.299'

P.T.= 17+06.01S, 17.19'Lt.
Cross Slope, exist.

MEET EXISTING 15+73.59S

15+86.854S
33.19'Rt

14+99.088S
61.98'Rt

BEGIN EDGE TAPERS 14+35.94S

14+39.786S
36.080'Rt

13+58.520S
37'Rt

13+24.49
65.626'R

50'R
25'R
+49.43S
+99.13S
34'

18S 17S 16S 15S 14S 13S

P.T. 18+63.35S
Match Exist. Cross Slope

Curve T1

P.I.-Sta. 17+96.66S
Angle-11°18'04.13"Rt
D_c=8°30'00"
R=674.0682'
T=66.694'
L=132.955'
E=3.291'

P.C.= 17+31.08S, 12.53'Lt.
Cross Slope, 0.0156'/'

Cross Slope .04'/'

P.C.= Sta 15+73.59S, 28.5'Lt.
Cross Slope, 0.0156'/'

+12.38S

TEL TCL TLL

OW-5-36

building

(TEL) Temporary Edge Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

(TCL) Temporary Center Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC
PHASE 1

PRE-127-18.81

15
119

PHASE I CONSTRUCTION AREA

(TEL) Temporary Edge Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

(TCL) Temporary Center Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

HAZELWOOD DRIVE

R-75-48 ROAD CLOSED

Temporary Access Road

94.50'

50'R

11+93.494S 65.778'Rt

Do Not Disturb Bushes

OAK

PINE

82 Ft. 12" Conduit, Type B

10+38.061S 57.215'Rt

11+90.153S 24.066'Rt

11+65S 32.99'Rt

150°55'36.7"

40'R

75'R

100'R

90°

60°

P.T.

P.C.

138 12S 11S 10S 9S 8S

STOP

6.5'R Nose

11' Typ.

Relocated from Hazelwood Drive

Sta. 0+00 Temp. Access Rd.

Sta. 11+27.39 US 127

12+41.216S 49.301'Rt

+84.50S

25'R

shed

TCL TEL TCL

Centerline Construction

Crownline

MAINTENANCE OF TRAFFIC PHASE 1

PRE-127-18.81

16/119

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PHASE I CONSTRUCTION AREA

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 1

PRE-127-18.81

ROAD CLOSED

R-75-48

GR2

RGR2

6+35.36S Begin Taper Lt. Edge Pave.

Ramp A

4+99.559S 49.742' Rt

50'R

15A

ROAD CLOSED

R-75-48

4+63.98S 24.263' Rt

50'R

STOP

DO NOT ENTER

Ramp A Temporary

14+00AT

14+15AT

14+50AT

16' TYP.

43.5 Ft. 12" Conduit, Type B

Relocate signs from Ramp A

STOP

ONE WAY

DO NOT ENTER

3+78.98S 15.872' Rt

35'R

RGR4

GR4

TS

Construction US 127

6S

5S

4S

3S

2S

Centerline Construction US 127

Relocate signs from Ramp A

R-41B-36

Ramp B

11B

RGR1

TEL

TCL

RGR3

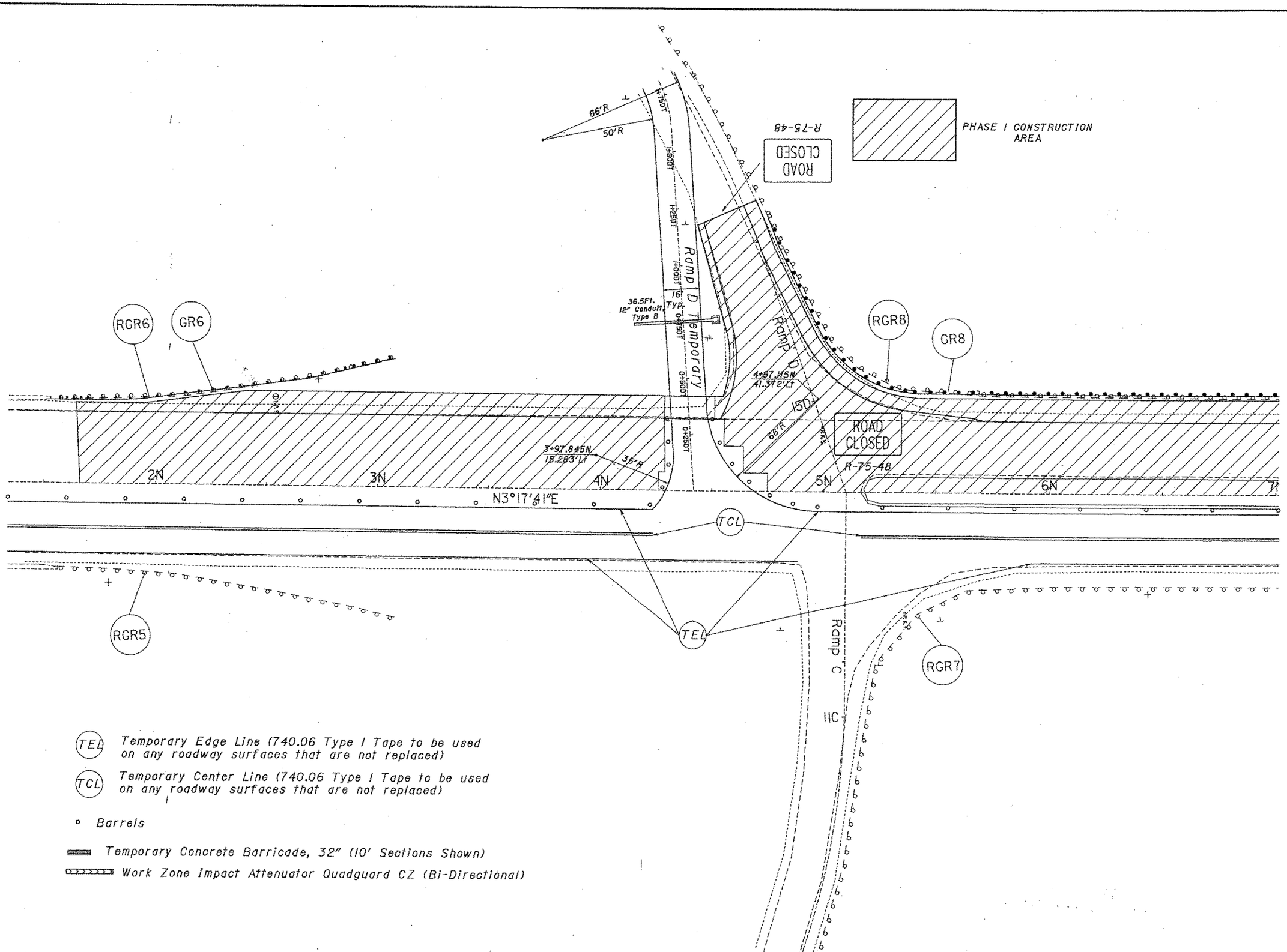
TEL Temporary Edge Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

TCL Temporary Center Line (740.06 Type I Tape to be used on any roadway surfaces that are not replaced)

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)



HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC
PHASE 1

PRE-127-18.81

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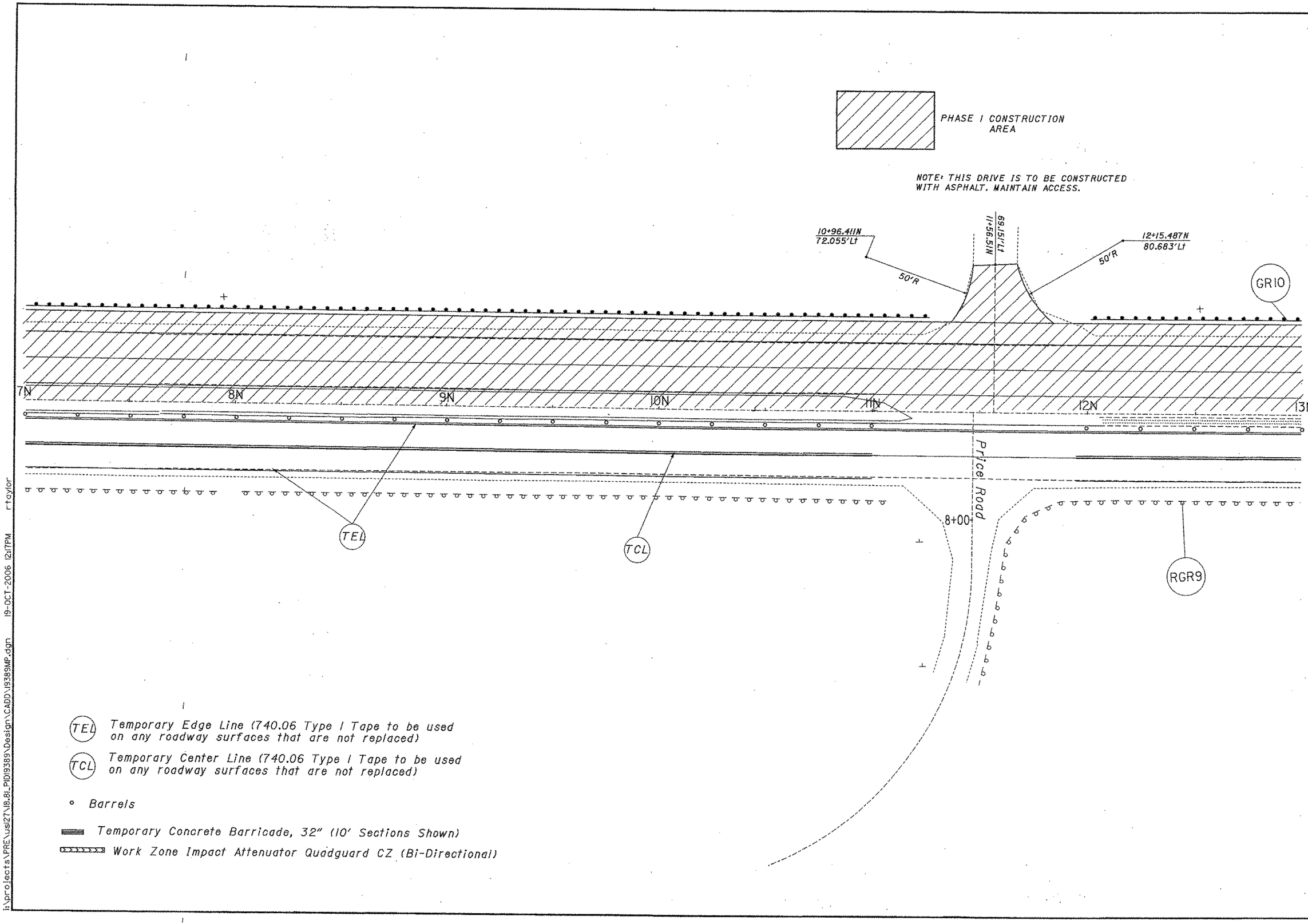


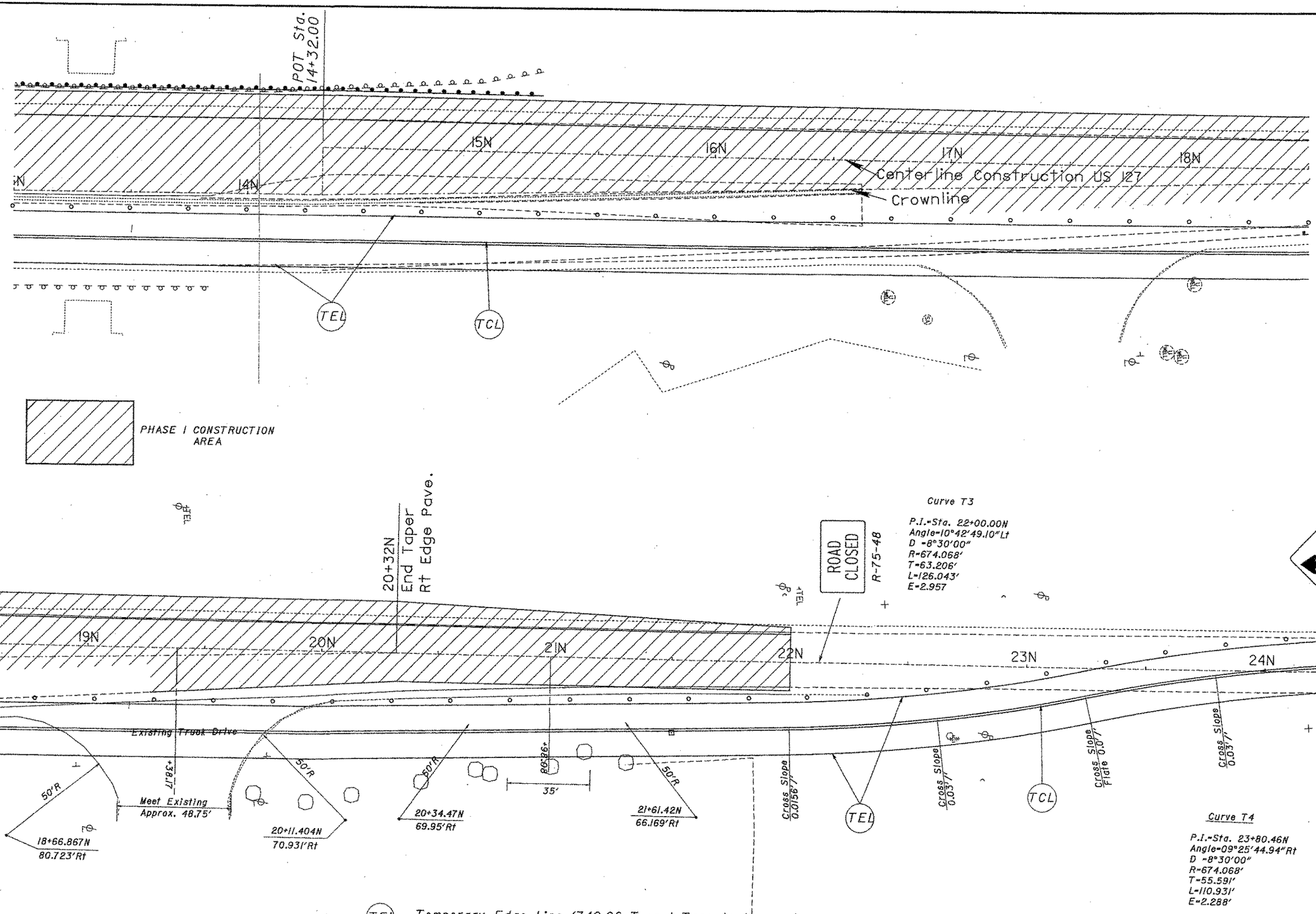
HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 1

PRE-127-18.81



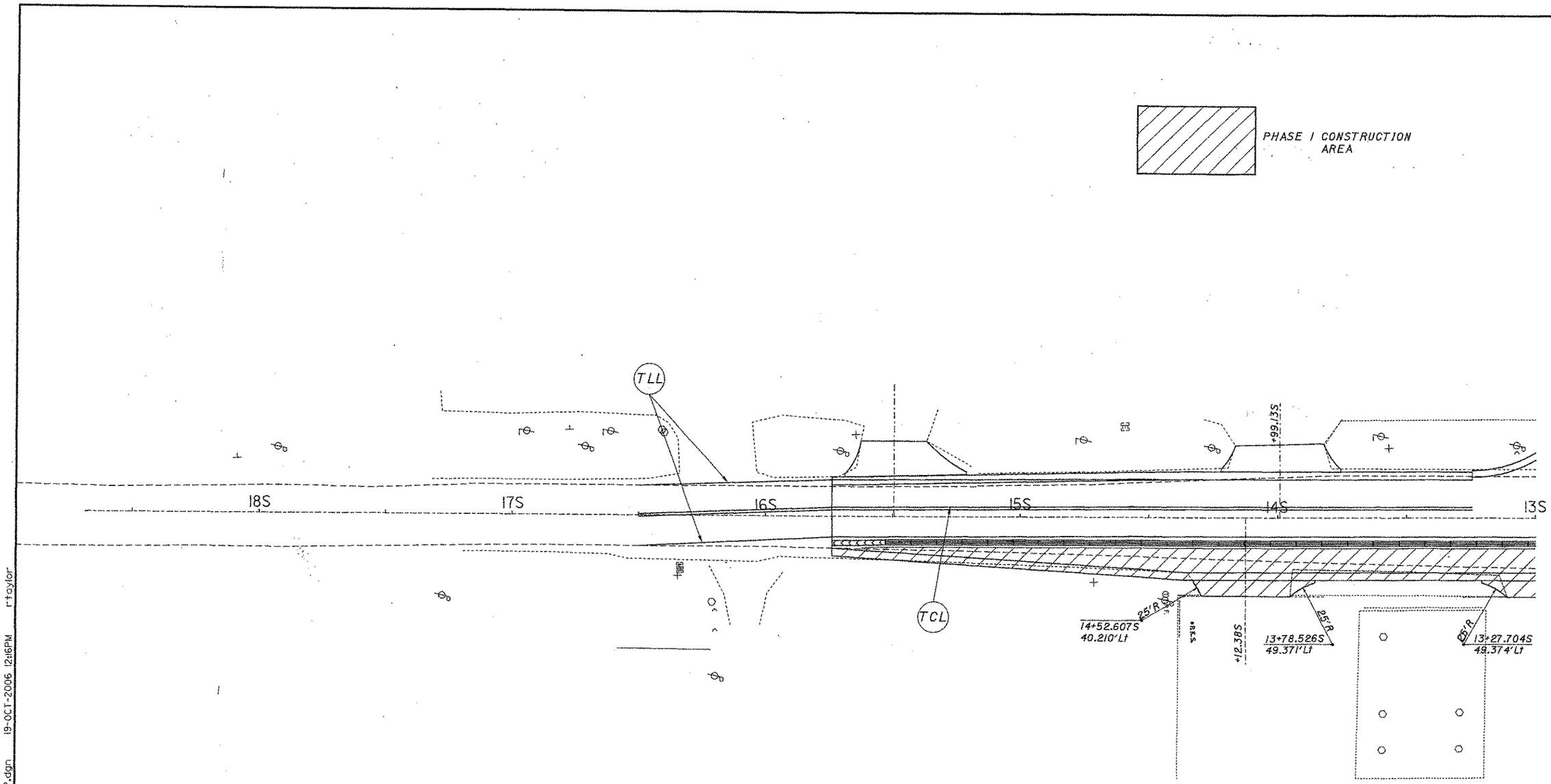
HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC
PHASE 1

PRE-127-18.81



TLL Temporary Lane Line, 740.06 Type I Tape

TCL Temporary Center Line, 740.06 Type I Tape

Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

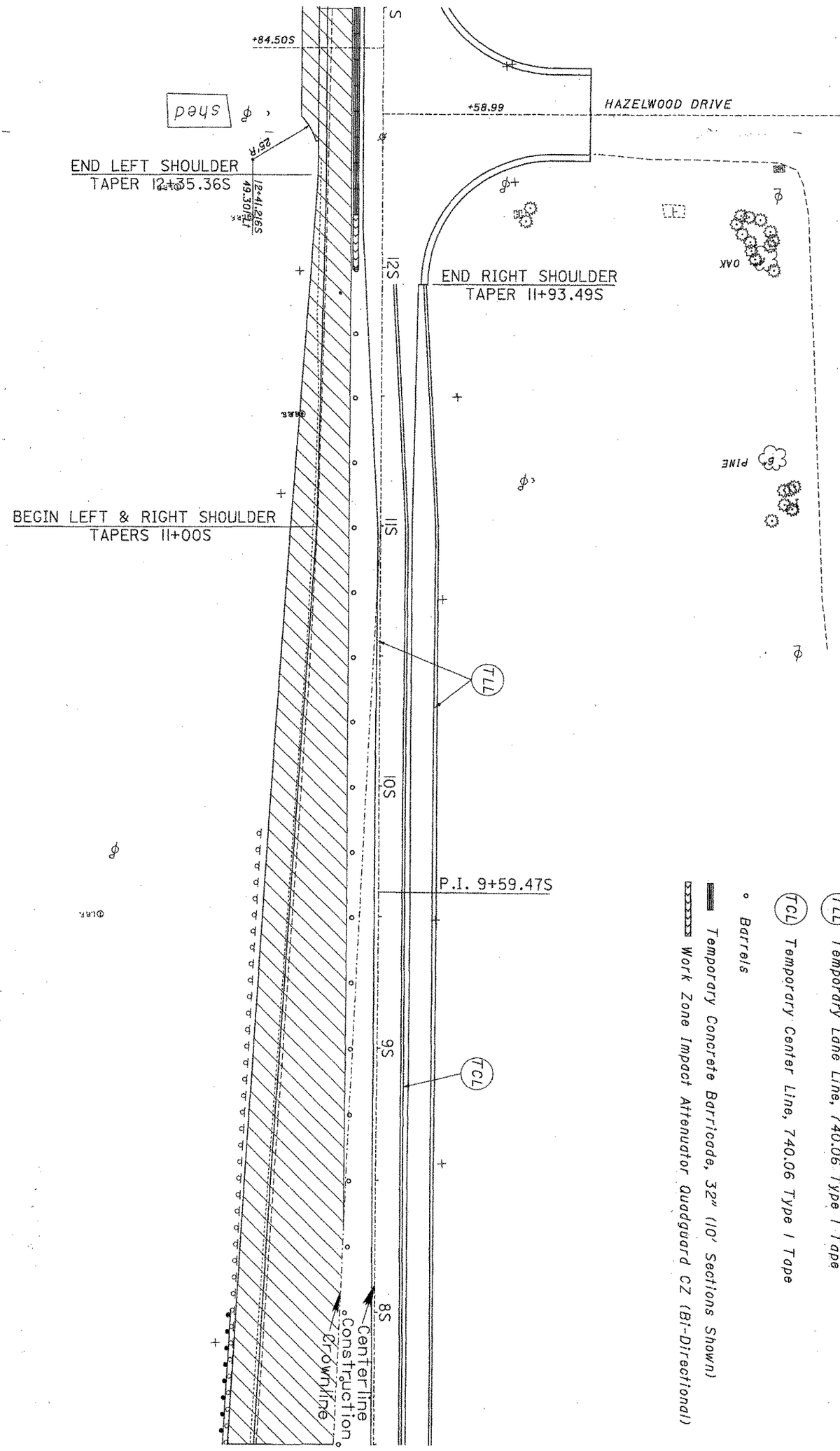
Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
PHASE 2

PRE-127-18.81



PHASE I CONSTRUCTION AREA

(TLL) Temporary Lane Line, 740.06 Type I Tape

(TCL) Temporary Center Line, 740.06 Type I Tape

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

22/119	PRE-127-18.81	MAINTENANCE OF TRAFFIC PHASE 2	CALCULATED / CHECKED	0 HORIZONTAL SCALE IN FEET	N

PHASE I CONSTRUCTION AREA

GR2

TLL

6+35.36S
Begin Taper
Lt. Edge Pave.

Ramp A

15A

TCL

GR4

7S

Construction US 127

6S

5S

4S

3S

2S

Center line Construction US 127

R-75×48

ROAD CLOSED

50'R

4+78.55S
42'Lt

3+77.55S
15'Lt

Ramp B

Typ. Temporary

37 Ft.
12" Conduit,
Type B

11B

3+62.55S
145.319'Lt

50'R

66'R

RGR1

GR1

RGR3

GR3

TLL Temporary Lane Line, 740.06 Type I Tape

TCL Temporary Center Line, 740.06 Type I Tape

Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC
PHASE 2

PRE-127-18.81

23
119

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PHASE I CONSTRUCTION AREA

GR6

TLL

Ramp D

15D

TCL

GR8

ENTER
DO NOT

STOP

Relocate signs from Ramp C

2N

3N

4N

N3°17'41"E

4+20.19 4N
15' Rt

35' R

5N

6N

7N

R-75-48

ROAD CLOSED

50' R

5+25.1N
42' Rt

Ramp C Temporary

0+50 CT

0+75 CT

16'
Typ.

41.5 Ft.
12" Conduit
Type B

1+00 CT

1+25 CT

1+50 CT

1+75 CT

2+00 CT

Ramp C

11e

RGR7

GR7

RGR5

GR5

DO NOT
ENTER

ONE WAY

STOP

Relocate signs from Ramp C

4+25.90 3N
190.62' Rt

50' R

66' R

ROAD CLOSED

R-75-48

TLL Temporary Lane Line, 740.06 Type I Tape

TCL Temporary Center Line, 740.06 Type I Tape

Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

N

HORIZONTAL SCALE IN FEET

0

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC
PHASE 2

PRE-127-18.81

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PHASE I CONSTRUCTION AREA

TLL

TCL

GR10

7N 8N 9N 10N 11N 12N 13N

Price Road

8+00

RGR9

GR9

NOTE: PRICE ROAD IS TO BE ASPHALT OVERLAYED WITH ITEM 448 SURFACE COURSE, TYPE I. SEE SHEET Nos. 34, 35, 90 & 91 FOR TEMPORARY ROADS @ PRICE ROAD TO FACILITATE SR 127 PAVEMENT CONSTRUCTION.

(TLL) Temporary Lane Line, 740.06 Type I Tape

(TCL) Temporary Center Line, 740.06 Type I Tape

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

N

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81

25 / 119

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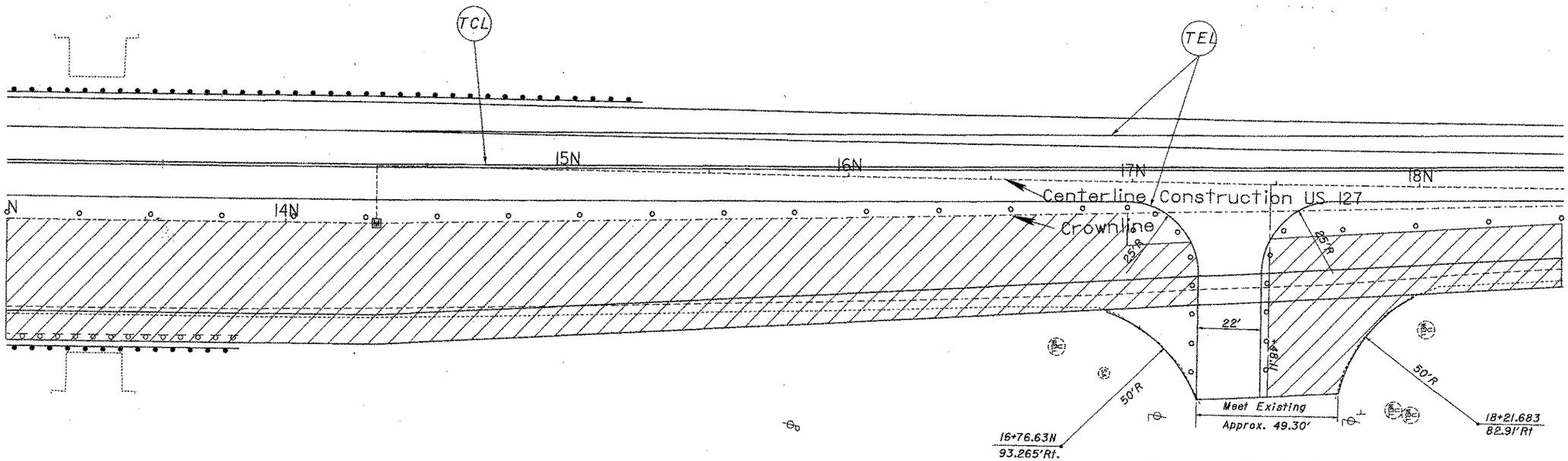
PHASE I CONSTRUCTION AREA



NOTE: THIS DRIVE IS TO BE CONSTRUCTED PART WIDTH WHILE MAINTAINING TWO WAY PASSENGER CAR ACCESS.

(TLL) Temporary Lane Line, 740.06 Type I Tape

(TCL) Temporary Center Line, 740.06 Type I Tape

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81

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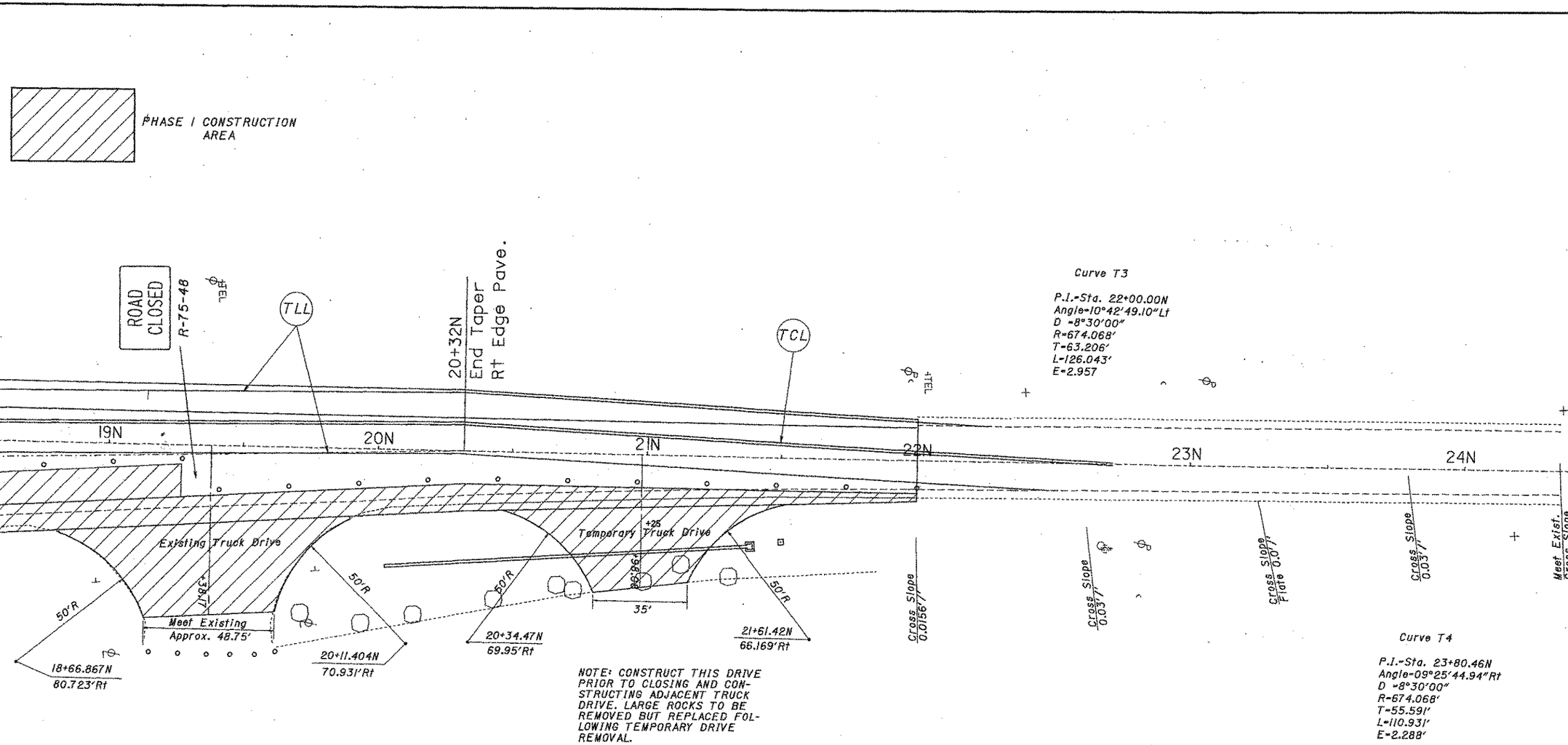


NOTE: CONSTRUCT THIS DRIVE PRIOR TO CLOSING AND CONSTRUCTING ADJACENT TRUCK DRIVE. LARGE ROCKS TO BE REMOVED BUT REPLACED FOLLOWING TEMPORARY DRIVE REMOVAL.

(TLL) Temporary Lane Line, 740.06 Type I Tape

(TCL) Temporary Center Line, 740.06 Type I Tape

° Barrels

Temporary Concrete Barricade, 32" (10' Sections Shown)

Work Zone Impact Attenuator Quadguard CZ (Bi-Directional)

N

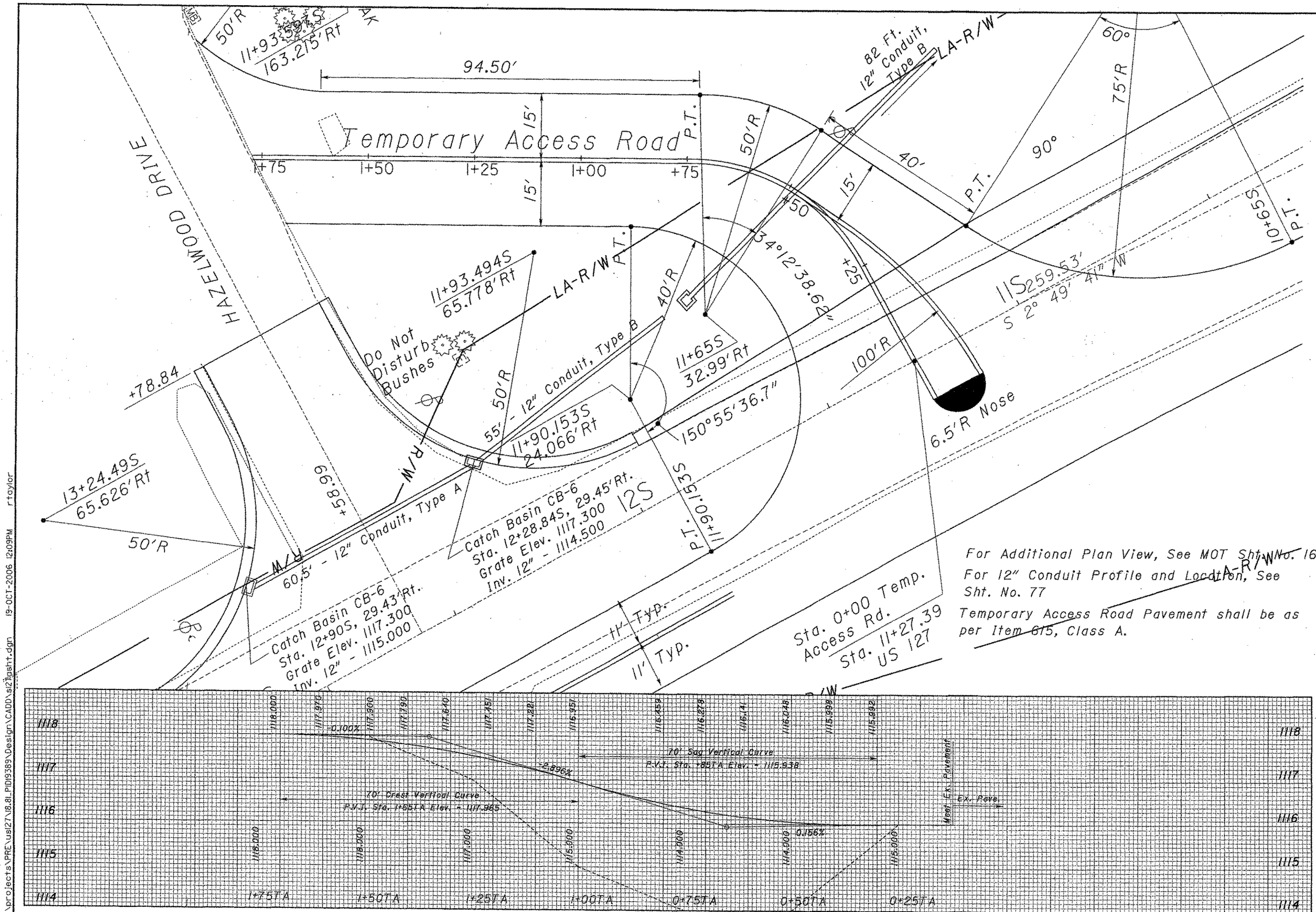
HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC PHASE 2

PRE-127-18.81



HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

PLAN AND PROFILE
TEMPORARY ACCESS ROAD

PRE-127-18.81

28
119

50'R
66'R
43.5 Ft. 12" Conduit, Type B.
16' Typ.
Ramp A Temporary
2+00AT
1+75AT
1+50AT
1+25AT
1+00AT
+75AT
+50AT
+25AT
3+78.98S
15.872'Rt
35'R
4S
4+99.559S
49.742'Rt
50'R
4+63.98S
24.263'Rt
50'R
15A
Ramp A
Centerline Construction US 127
Ramp B

For Additional Plan View, See MOT Sht. No. 17
For 12" Conduit Profile and Location, See Sht. No. 79
Temporary Ramp A Pavement shall be as per Item 615, Class A.

1125
1124
1123
1122
1121
1120
1119
1118
Meet Existing Ramp A Pavement @ 1+87.58 AT
1122.000
1122.013
1122.054
1122.121
1122.216
1122.540
1123.079
1123.618
1124.157
1124.628
1124.732
1124.889
1124.918
1125.000
P.V.I. Sta. 1+85AT
20' VC
P.V.I. @ 1+75AT
Elev. 1122.000
P.V.C. Sta. 1+65AT
-2.156%
0.00%
1122.000
P.V.I. Sta. 1+75AT
1121.900
1119.000
1118.000
1120.232
P.V.I. Sta. 0+53.12AT
Meet Existing Pavement @ +33.12AT
20' VC
P.V.I. @ +43.12AT
Elev. 1124.844
1123.000
1125.000
2+00AT
1+75AT
1+50AT
1+25AT
1+00AT
0+75AT
0+50AT
0+25AT

HORIZONTAL SCALE IN FEET
CALCULATED
CHECKED

PLAN AND PROFILE
RAMP 'A' TEMPORARY

PRE-127-18.81

29
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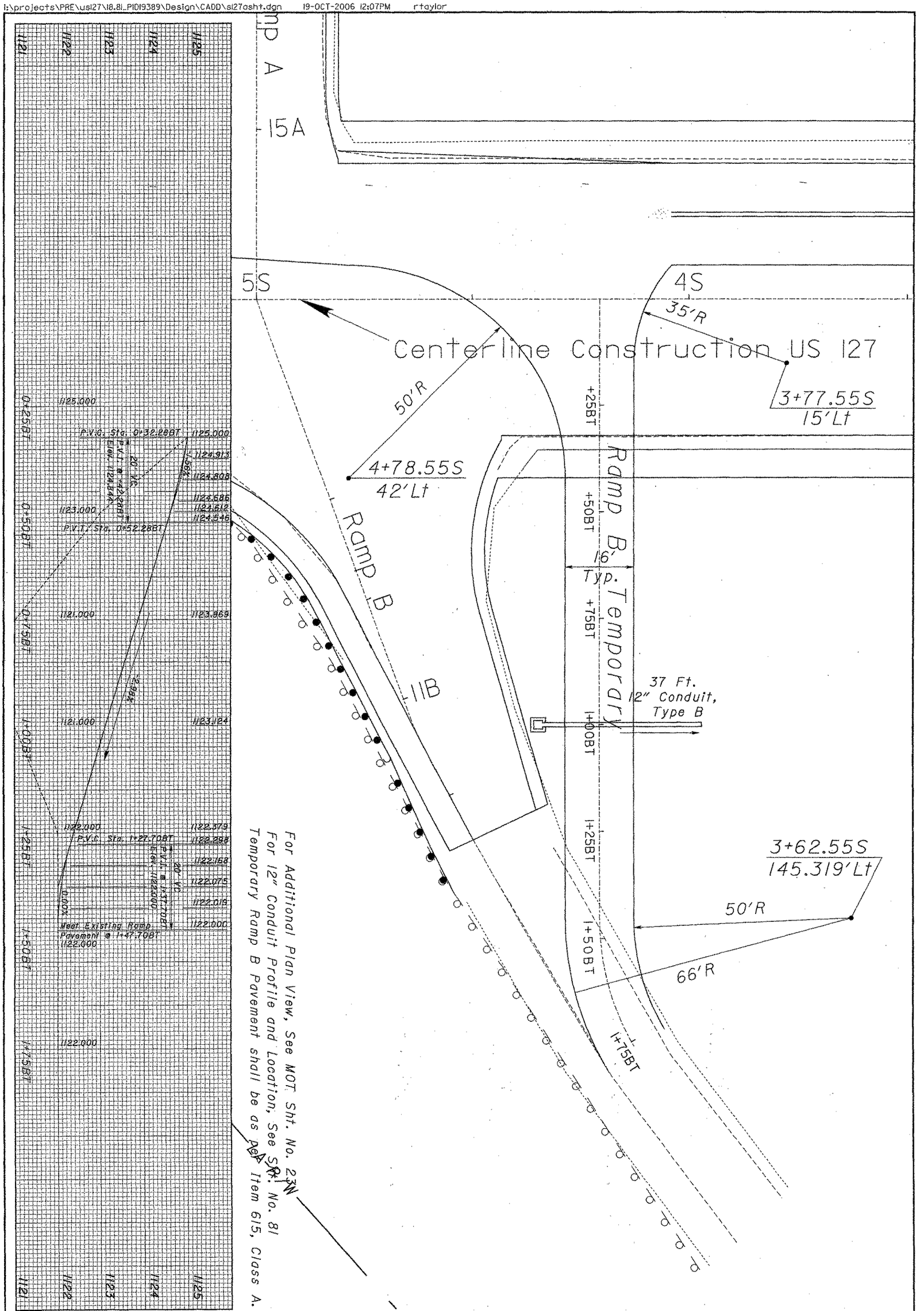

For Additional Plan View, See MOT Sht. No. 23
For 12" Conduit Profile and Location, See Sht. No. 81
Temporary Ramp B Pavement shall be as per Item 615, Class A.

PRE-127-18.81

PLAN AND PROFILE
RAMP 'B' TEMPORARY

CALCULATED
CHECKED

0
HORIZONTAL SCALE IN FEET

N

Ramp 'C'

Ramp 'C' Temporary

0+25CT 0+50CT 0+75CT 1+00CT 1+25CT 1+50CT 1+75CT 2+00CT

16' Typ.

41.5Ft. 12" Conduit, Type B

5+26.1N 42'Rt

50'R

66'R

35'R

4+20.194N 15'Rt

4+25.903N 190.62'Rt

15D

5N

4N

11C

For Additional Plan View, See MOT Sht. No. 24

For 12" Conduit Profile and Location, See Sht. No. 82

Temporary Ramp C Pavement shall be as per Item 615, Class A.

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

PLAN AND PROFILE
RAMP 'C' TEMPORARY

PRE-127-18.81

31
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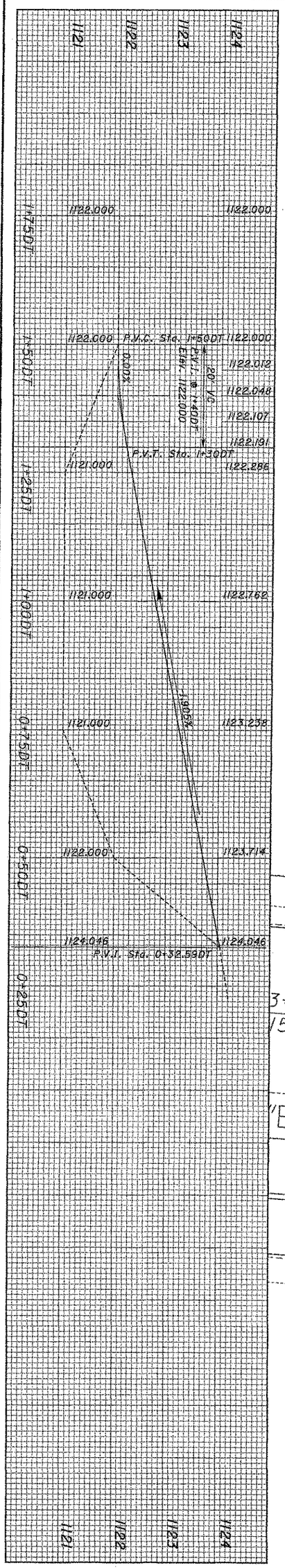
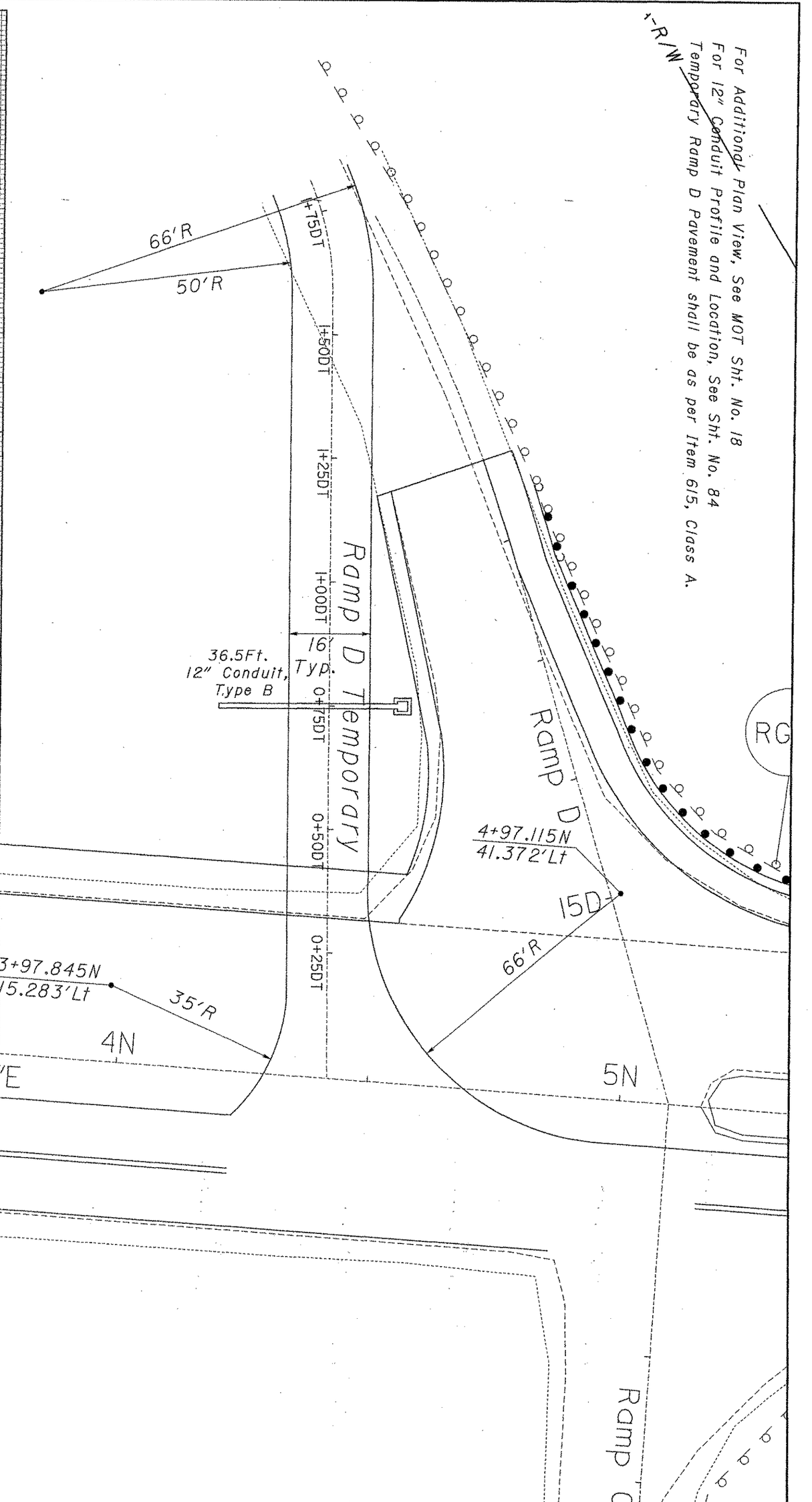
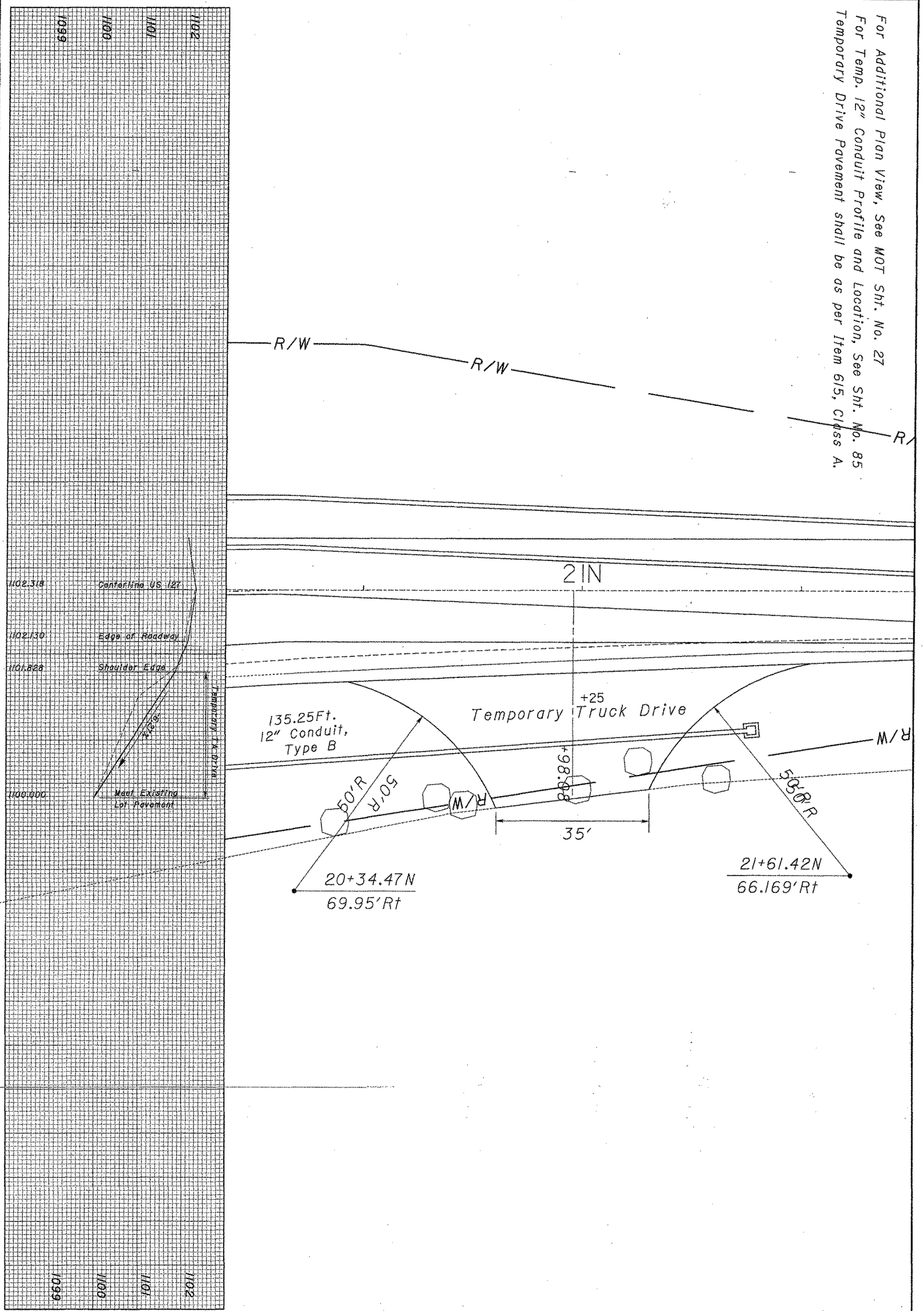




32/119	PRE-127-18.81	PLAN AND PROFILE RAMP 'D' TEMPORARY	CALCULATED CHECKED	0 HORIZONTAL SCALE IN FEET

For Additional Plan View, See MOT Sht. No. 27
For Temp. 12" Conduit Profile and Location, See Sht. No. 85
Temporary Drive Pavement shall be as per Item 615, Class A.



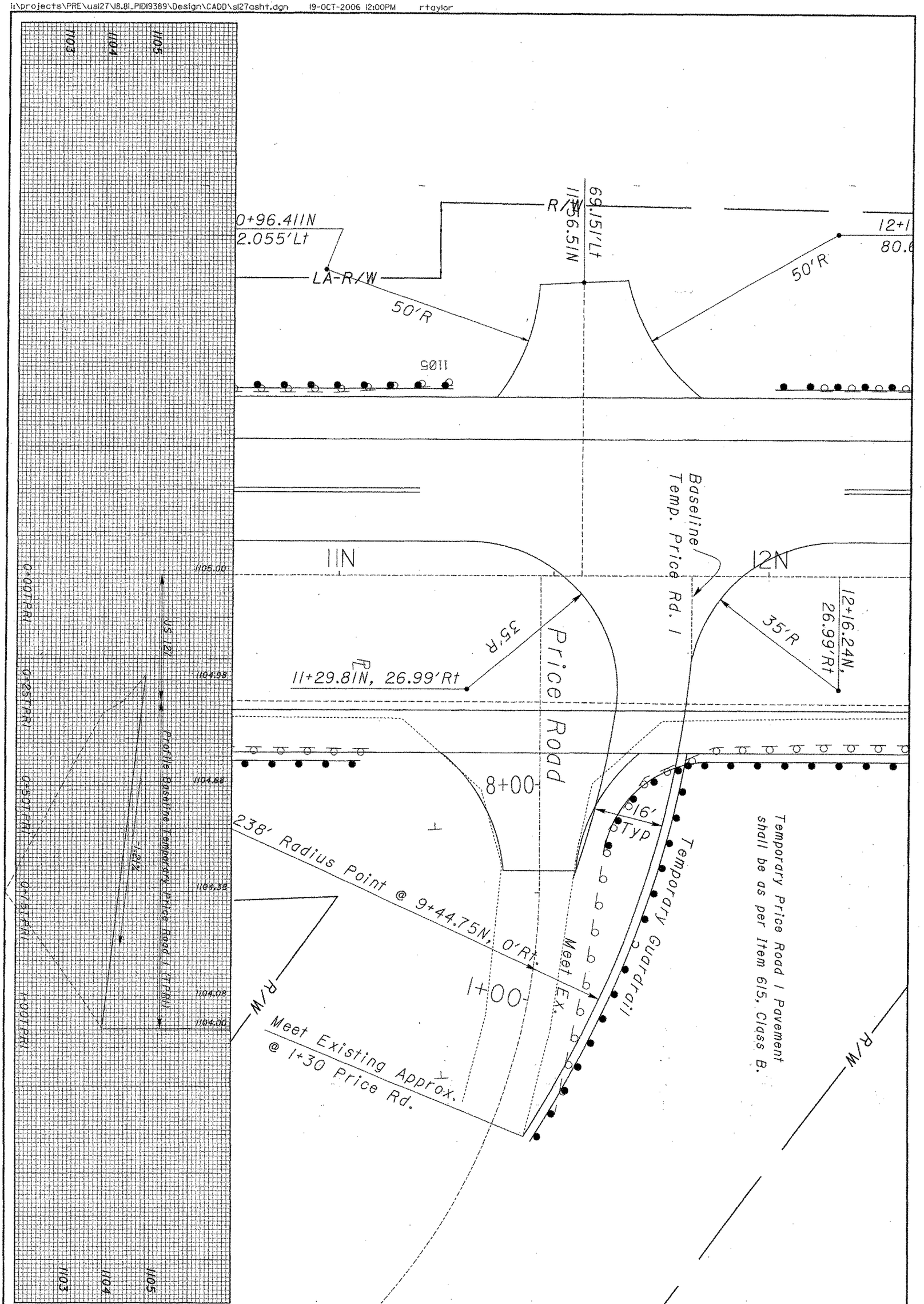
PRE-127-18.81

PLAN AND PROFILE
TEMPORARY TRUCK DRIVE

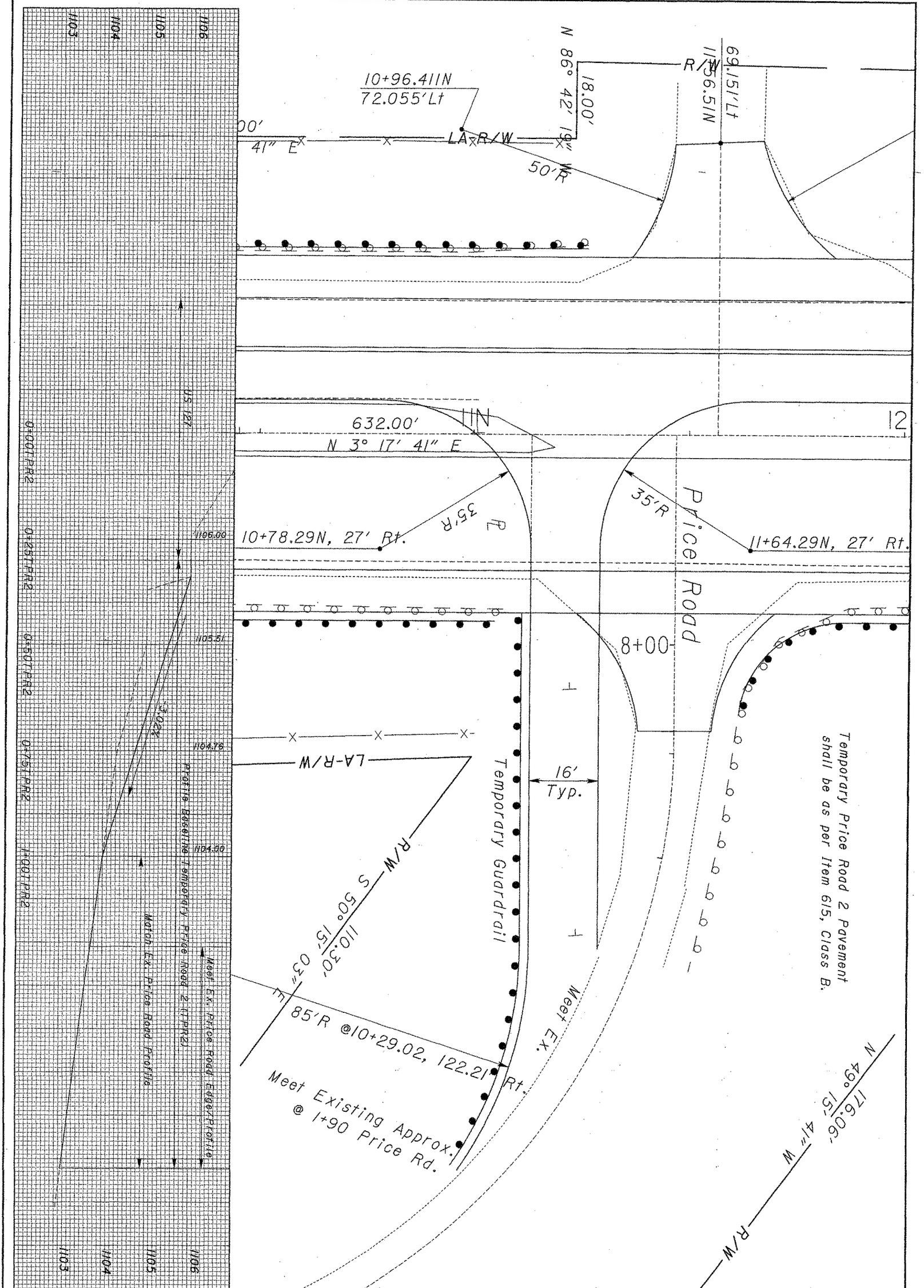
CALCULATED
CHECKED

0
HORIZONTAL
SCALE IN FEET

N



34/119	PRE-127-18.81	PLAN AND PROFILE TEMPORARY PRICE ROAD No. 1	CALCULATED CHECKED	HORIZONTAL SCALE IN FEET



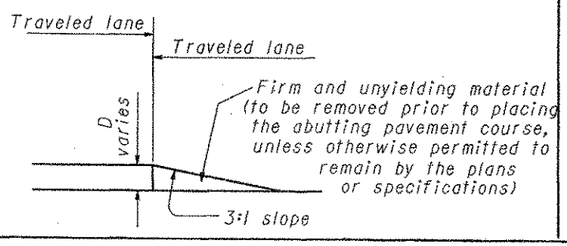
35 / 119	PRE-127-18.81	PLAN AND PROFILE TEMPORARY PRICE ROAD No. 2	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET

GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
2. While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
6. When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
7. When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 750' in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than one-half mile, additional signs should be erected at intervals of one mile or less.
8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10', drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5" and approval is granted by the Project Engineer.
10. Pavement Repairs (or similar work):
    a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
    b. Lengths of 60 feet or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT
(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.
2. OW-171 and OWP-171 signs required.

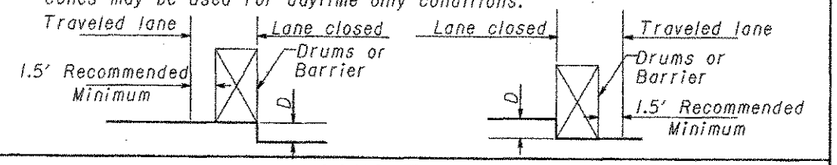


CONDITION I
DROPOFFS BETWEEN TRAVELED LANES

1. These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D (In.)	Treatment
≤1½	Erect OW-171 and OWP-171 signs.
>1½-3	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>3-5	Lane closure utilizing drums as shown below.
>5	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.

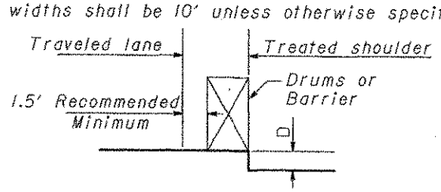


CONDITION II
DROPOFFS WITHIN GRADED SHOULDER AREA

1. The treatments indicated below are for use in conjunction with resurfacing, planing or excavations within the graded shoulder area.
2. The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials, or concreted). For the purposes herein, its maximum width shall be considered to be twelve (12) feet.

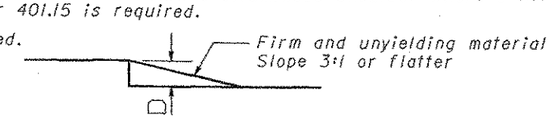
D (In.)	Treatment
≤1½	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>1½-5	1) If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>5-12 Daylight only	If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below.
>5-24	1) If min. lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums.
>24	Lane closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment may not be used within a bituminous shoulder where a hot longitudnal joint per 401.15 is required.
2. OW-151 signs required.

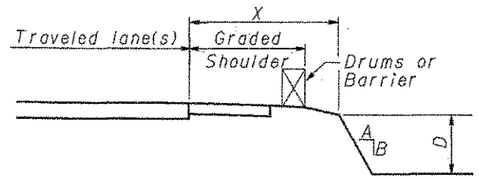


CONDITION III
DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

1. See Note 2 under Condition II.
2. Use Chart A or B below, as applicable.

CHART A

USE FOR:
1. Uncurbed Facilities.
2. Curbed Facilities, where:
   a. Curbs are less than 6" in height.
   b. Curbs are 6" or greater in height and the legal speed is greater than 40 mph.

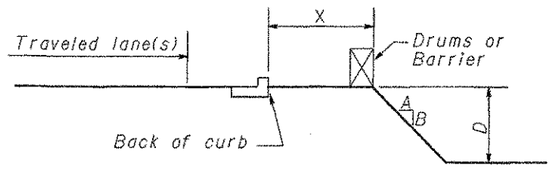


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	≤3	Steeper than 3:1	None	None
4-12	>3-≤12	Steeper than 3:1	Drums	Drums
4-12	>12	Steeper than 3:1	Drums	Barrier
>12-20	≤12	Steeper than 3:1	None	None
>12-20	>12-<24	Steeper than 3:1	Drums	Drums
>12-20	>24	Steeper than 3:1	Drums	Barrier
>20-30	<24	Steeper than 3:1	None	Drums
>20-30	>24	Steeper than 3:1	Drums	Barrier
>30	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

USE FOR: Curbed facilities, where the curb is 6" or greater in height and the legal speed is 40 mph or less.



X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	<12	Any	None	Drums
0-10	>12	Any	Drums	Drums
>10	Any	Any	None	None

CALCULATED | CHECKED

DROPOFFS IN WORK ZONES

PRE-127-18.81

SHEET NO.	PHASE	603	604			614	614	614	614	614	614	614	615	615	622									
		12" CONDUIT, TYPE B	CATCH BASIN, 2-2B			WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL)	BARRIER REFLECTOR, TYPE B2	WORK ZONE CENTER LINE, CLASS I	WORK ZONE CENTER LINE, CLASS I, 740.06 TYPE I	WORK ZONE EDGE LINE, CLASS I	WORK ZONE EDGE LINE, CLASS I, 740.06 TYPE I	WORK ZONE STOP LINE, CLASS I	ROADS FOR MAINTAINING TRAFFIC	PAVEMENT FOR MAINTAINING TRAFFIC, TYPE A	PORTABLE CONCRETE BARRIER, 32"								
		EACH	EACH			EACH	EACH	MILE	MILE	MILE	MILE	FT	LS	SY	FT									
15	1					3	8	.08	.03	.16	.06				160									
16	1					1	5	.12		.25		35			90									
17	1							.09		.27	.01	42												
18	1							.09		.25	.02													
19	1							.09		.21														
20	1							.19	.02	.38	.04													
US 127 SOUTH HALF - INCLUDES SHEETS 15 THROUGH 20													LS	1791										
US 127 NORTH HALF - INCLUDES SHEETS 21 THROUGH 27													LS	1769										
21	2					1	11		.06		.14				250									
22	2					1	4		.08		.19				80									
23	2	1							.08	.06	.15													
24	2											40												
25	2								.09		.10													
26	2								.10		.20													
27	2								.08		.15													
28		82	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS	619										
29		43.5	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS	282										
30		37	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS	265										
31		41.5	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS	256										
32		36.5	1				NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS	316										
33		135.25	1										LS	190										
34							NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS	126										
35							NOTE: TEMPORARY CENTER & EDGE LINES INCL. WITH US 127 QTY'S						LS	186										
TOTALS CARRIED TO GENERAL SUMMARY		376	6			6	28	.66	.54	1.58	1.06	117	LS	5800	580									

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC SUBSUMMARY

PRE-127-18.81

SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
9	11	14	37	51	52	53	103	104	105	106						
															ROADWAY	
											201	11000		LS	CLEARING AND GRUBBING	
											202	23000	12,172	SY	PAVEMENT REMOVED	
											202	32000	2981	FT	CURB REMOVED	
											202	32500	510	FT	CURB AND GUTTER REMOVED	
					3480						202	38100	3480	FT	GUARDRAIL REMOVED FOR STORAGE	
					8						202	42000	8	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A	
					3						202	42040	3	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
					4						202	47000	4	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
									125		202	54000	125	EACH	RAISED PAVEMENT MARKER REMOVED	
			1													
											202	58200	2	EACH	INLET REMOVED	
				11,355							203	10000	11,355	CY	EXCAVATION	
				1,236							203	20000	1,236	CY	EMBANKMENT	
				29,499							204	10000	29,499	SY	SUBGRADE COMPACTION	
										3	604	38500	3	EACH	MONUMENT ASSEMBLY	
										4	604	40500	4	EACH	REFERENCE MONUMENT	
					2875						606	13000	2875	FT	GUARDRAIL, TYPE 5	
					4						606	22000	4	EACH	ANCHOR ASSEMBLY, TYPE A	
					3						606	22010	3	EACH	ANCHOR ASSEMBLY, TYPE E-98	
					4						606	26500	4	EACH	ANCHOR ASSEMBLY, TYPE T	
					4						606	35000	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
	10										690	65016	10	TON	SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL	11
											690	98400		LS	SPECIAL - MISC.: SOIL CONSULTANT AND FIELD TESTING	11
															EROSION CONTROL	
21,843											659	10000	21,843	SY	SEEDING AND MULCHING	
2											659	20000	2	TON	COMMERCIAL FERTILIZER	
118											659	35000	118	MGAL	WATER	
											832	15000		LS	STORM WATER POLLUTION PREVENTION PLAN	
											832	30000		EACH	EROSION CONTROL	
															DRAINAGE	
						55					603	04600	55	FT	12" CONDUIT, TYPE C	
			376			60.5					603	04400	437	FT	12" CONDUIT, TYPE B	
			6								604	04500	6	EACH	CATCH BASIN, 2-28	
						2					604	02000	2	EACH	CATCH BASIN, No. 6	
											605	11110	13750	FT	8" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP	
															PAVEMENT	
				4,777							304	20000	4,777	CY	AGGREGATE BASE	
				5							448	46020	5	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, PG64-22	
				7							448	47020	7	CY	ASPHALT CONCRETE SURFACE COURSE, PG64-22	
				13							407	10000	13	GAL	TACK COAT	
				1,047							452	13000	1,047	SY	PORTLAND CEMENT CONCRETE PAVEMENT, 9" THICK	
				28,171							888	01500	28,171	SY	PORTLAND CEMENT CONCRETE PAVEMENT, 12" THICK (REINFORCED PER 451)	
				160							45130000	SPECIAL	160	FT	PRESSURE RELIEF JOINT, TYPE A	
				180							609	12000	180	FT	COMBINATION CURB AND GUTTER, TYPE 2	
											609	30000	92	FT	CURB, TYPE 8	
															TRAFFIC CONTROL	
			1						174		621	00100	174	EACH	RPM	

CALCULATED

CHECKED

GENERAL SUMMARY

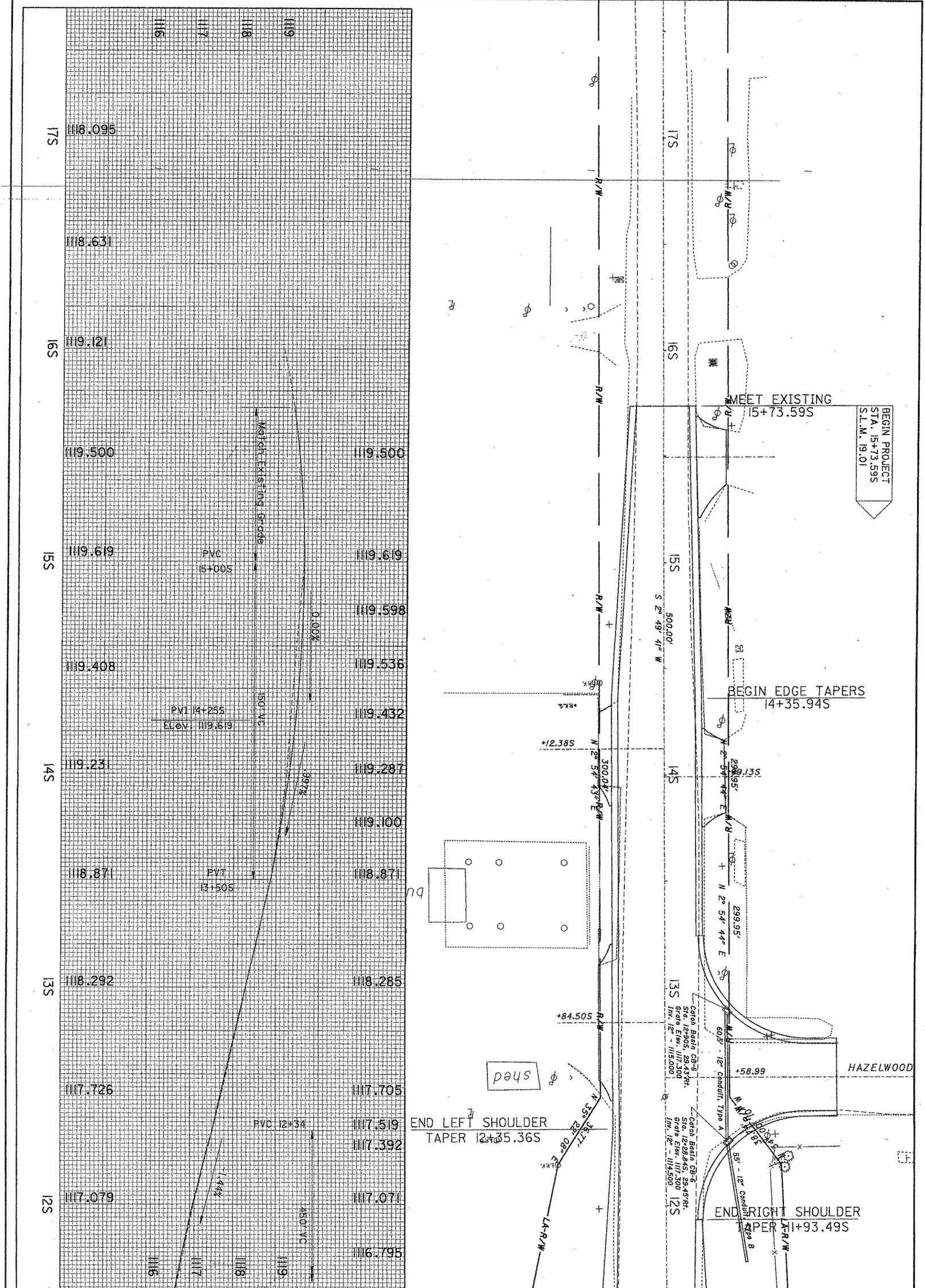
PRE-127-18.81

SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
9	12	14	37	51	52	53	102	103	104							
															TRAFFIC CONTROL con't.	
					45						626	00100	45	EACH	BARRIER REFLECTOR, TYPE A	
								9.50			630	02100	9.50	FT	GROUND MOUNTED SUPPORT, No. 2 POST	
								300			630	03100	300	FT	GROUND MOUNTED SUPPORT, No. 3 POST	
								60.50			630	04100	60.50	FT	GROUND MOUNTED SUPPORT, No. 4 POST	
								97.50	28.00		630	08520	125.50	FT	STREET NAME SIGN SUPPORT, No. 3 POST	
								345.09	18.00		630	80100	363	SQ FT	SIGN, FLAT SHEET	
			1					39	2		630	84900	41	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
								28	2		630	85100	28	EACH	REMOVAL OF GROUND MOUNTED SIGN AND RE-ERECTION	
								19			630	86010	19	EACH	REMOVAL OF GROUND MOUNTED POST AND RE-ERECTION	
								12			630	86250	12	EACH	REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND RE-ERECTION	
								30			630	86002	30	EACH	REMOVAL OF GROUND MOUNTED POST AND DISPOSAL	
							1.56				645	00110	1.56	MILE	EDGE LINE, TYPE A3	
							.95				645	00210	.95	MILE	LANE LINE, TYPE A3	
							1.26				645	00310	1.26	MILE	CENTER LINE, TYPE A3	
							956				645	00410	956	FT	CHANNELIZING LINE, TYPE A3	
							110				645	00510	110	FT	STOP LINE, TYPE A3	
							1152				645	00710	1152	FT	TRANSVERSE/DIAGONAL LINE, TYPE A3	
							277				645	00910	277	SF	ISLAND MARKING, TYPE A3	
											645	01310	8	EACH	LANE ARROW, TYPE A3	
															MAINTENANCE OF TRAFFIC	
		25									614	11100	25	HRS	LAW ENFORCEMENT OFFICER WITH PATROL CAR	
											614	12338	6	EACH	WORK ZONE IMPACT ATTENUATOR (BI-DIRECTIONAL)	
											614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			28								614	13302	28	EACH	BARRIER REFLECTOR, TYPE B-2	
			.66								614	21000	.66	MILE	WORK ZONE CENTER LINE, CLASS I	
			.54								614	21200	.54	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06 TYPE I	
			1.58								614	22000	1.58	MILE	WORK ZONE EDGE LINE, CLASS I	
			1.06								614	22200	1.06	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06 TYPEI	
											614					
			117								614	26000	117	LF	WORK ZONE STOP LINE, CLASS I	
											615	10000		LS	ROADS FOR MAINTAINING TRAFFIC	
			5800								615	20000	5800	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
	5										616	10000	5	MGAL	WATER	
			580								622	40020	580	LF	PORTABLE CONCRETE BARRIER, 32"	
											614	11000		LS	MAINTAINING TRAFFIC	
											619	16000	8	MNTH	FIELD OFFICE	
											623	10000		LS	CONSTRUCTION LAYOUT STAKES	
											624	10000		LS	MOBILIZATION	

CALCULATED | CHECKED

GENERAL SUMMARY

PRE-127-18.81



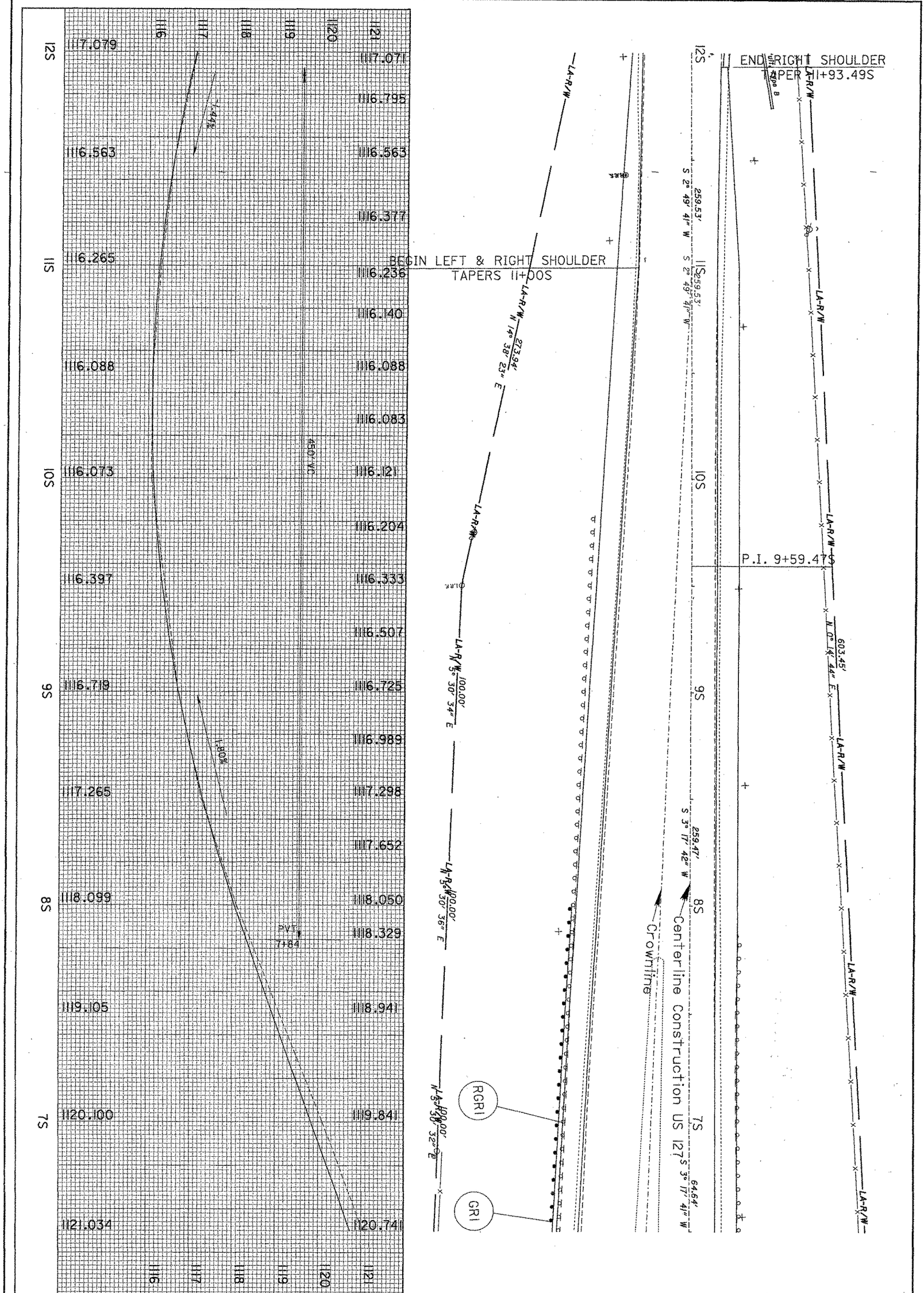
PRE-127-18.81

PLAN AND PROFILE
STA 12+40S TO 16+00S US 127

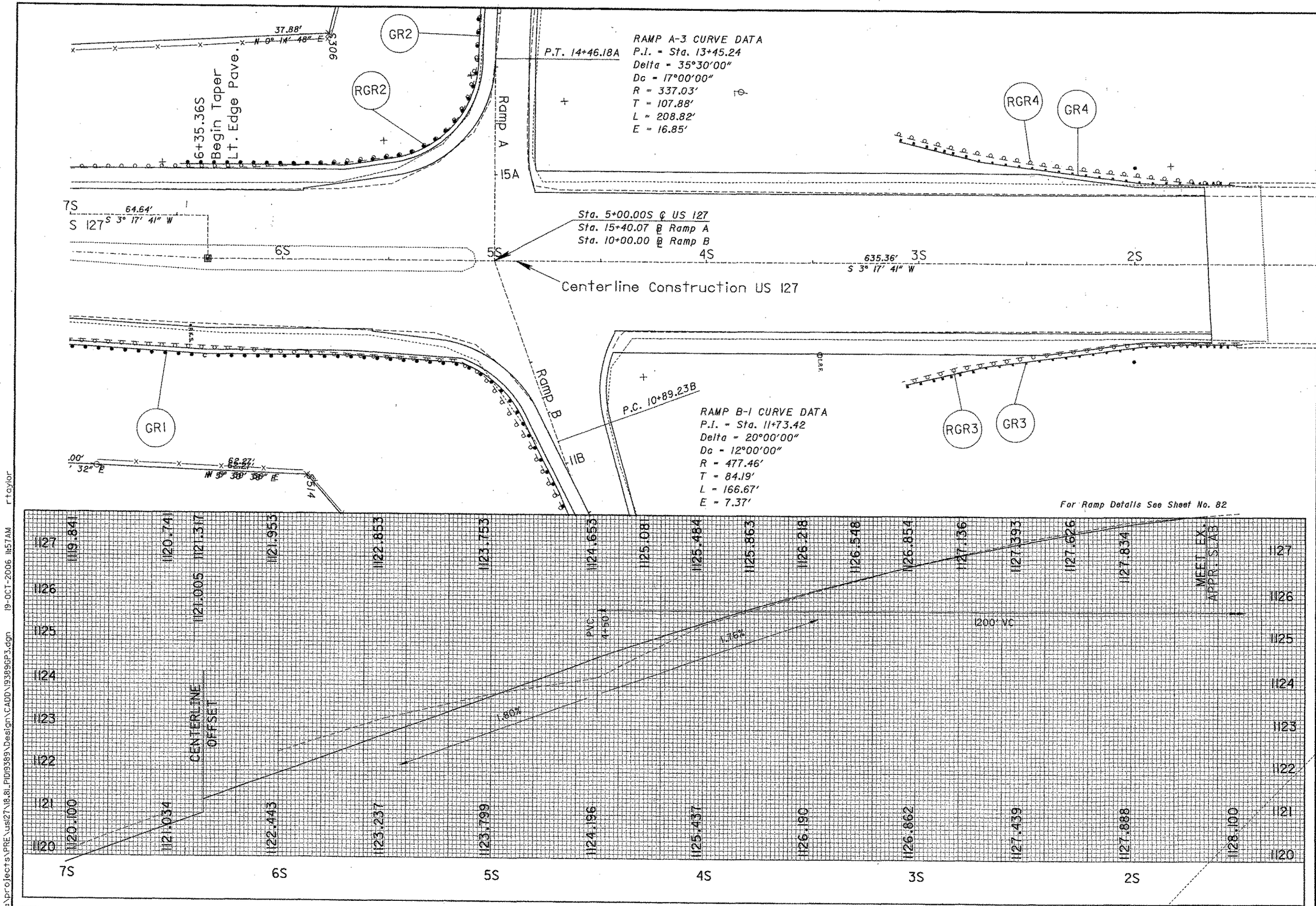
CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

N



41 / 119	PRE-127-18.81	PLAN AND PROFILE STA. 7+50S TO 12+00S US 127	CALCULATED / CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PLAN AND PROFILE
STA. 1+66.08S TO 7+00S US 127

PRE-127-18.81

42
119

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RAMP D-3 CURVE DATA
P.I. = Sta. 13+75.34
Delta = 19°26'06"
Dc = 16°00'00"
R = 358.10'
T = 61.32'
L = 121.47'
E = 5.21'

P.T. 14+35.49D

RGR6 GR6 RGR8 GR8

Ramp D

150'

2433

2N 3N 4N 5N 6N 7N

N3°17'41"E

600.00'
N 3° 17' 41" E

Sta. 5+10.00N ℄ US 127
Sta. 10+00.00 ℄ Ramp C
Sta. 15+42.98 ℄ Ramp D

RGR5 GR5

RAMP C-1 CURVE DATA
P.I. = Sta. 12+06.66
Delta = 37°00'00"
Dc = 17°00'00"
R = 337.03'
T = 112.77'
L = 217.65'
E = 18.37'

Ramp C

P.C. 10+93.89C

110

RGR7 GR7

2411

2375

N 60°

For Ramp Details See Sheet No. 82

MEET EX. APPR. SLAB

1200' VC

1128.035 1127.801 1127.854 1127.648 1127.418 1127.397 1127.163 1126.884 1126.875 1126.581 1126.253 1126.191 1125.901 1125.524 1125.433 1125.123 1124.698 1124.382 1124.248 1123.774 1123.531 1123.276 1122.753 1122.910 1122.206 1121.634 1121.745 1121.038 1120.418 1120.471 1119.773 1119.229 1119.104

1127 1126 1125 1124 1123 1122 1121 1120

2N 3N 4N 5N 6N 7N

N
HORIZONTAL SCALE IN FEET
0 20 40
CALCULATED
CHECKED

PLAN AND PROFILE
STA. 1+66.08N TO 7+25N US 127

PRE-127-18.81

43
119

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PLAN AND PROFILE
STA. 7+25N TO 13+00N US 127

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PRE-127-18.81

Sta. 11+47.00N US 127
Sta. 7+49.45 Price Road

Price Road

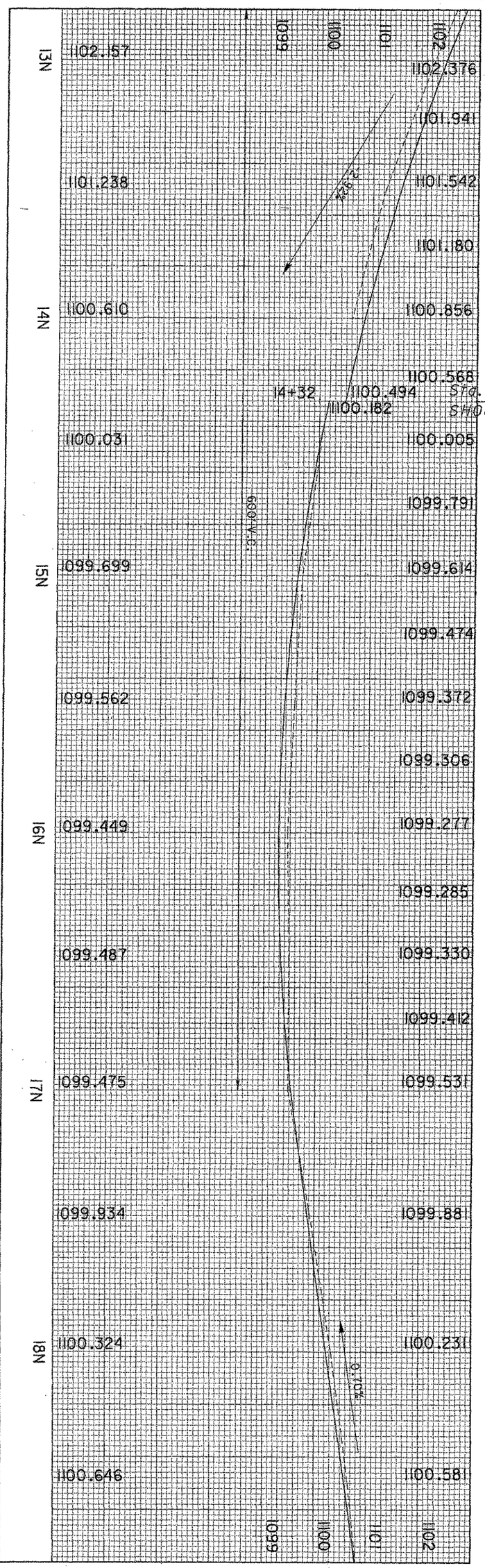
8N 9N 10N 11N 12N 13N

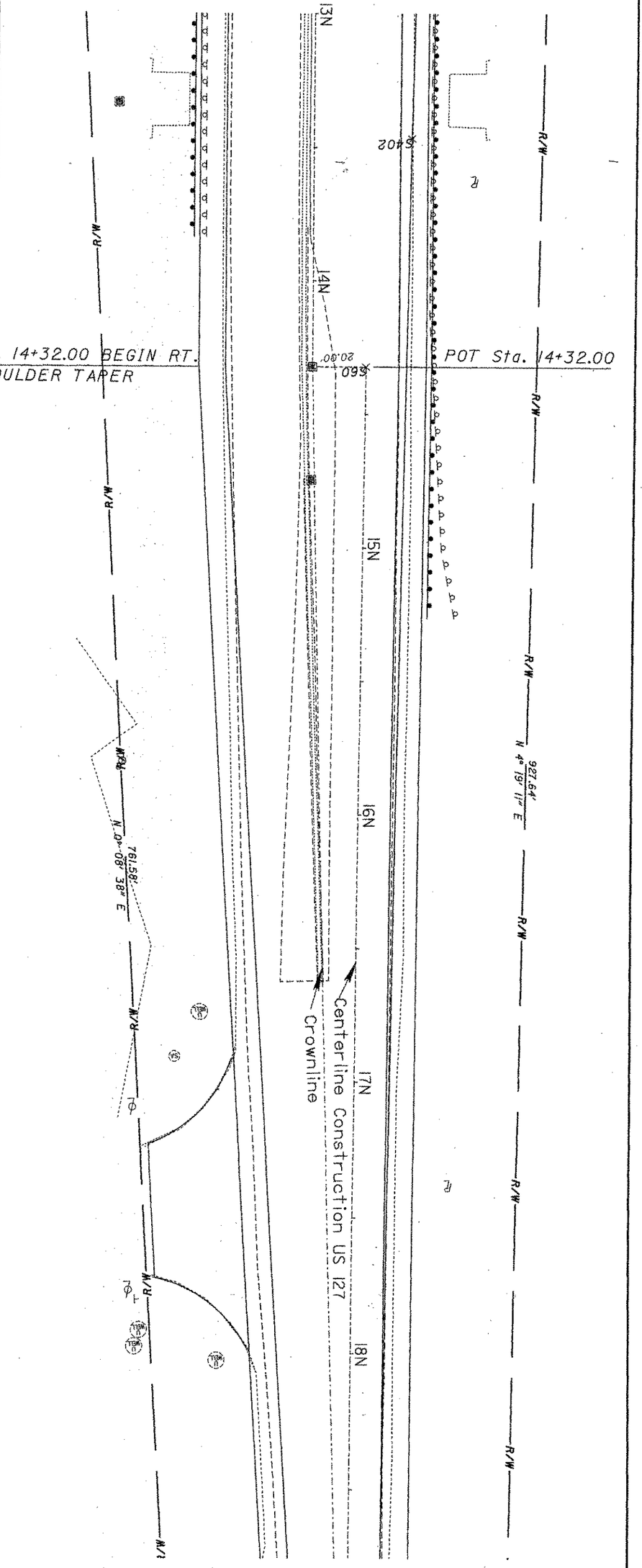
8+00

LA-R/W
R/W
S401
S400
S404
S76
S71
RGR10
GR10
RGR9
GR9
403.18' N 4° 59' 26" E
S793 2.08' N 86° 42' 19" E
160.00' N 3° 17' 41" E
S800' S81 N 86° 42' 19" W
632.00' N 3° 17' 41" E
470.38' N 0° 58' 47" E

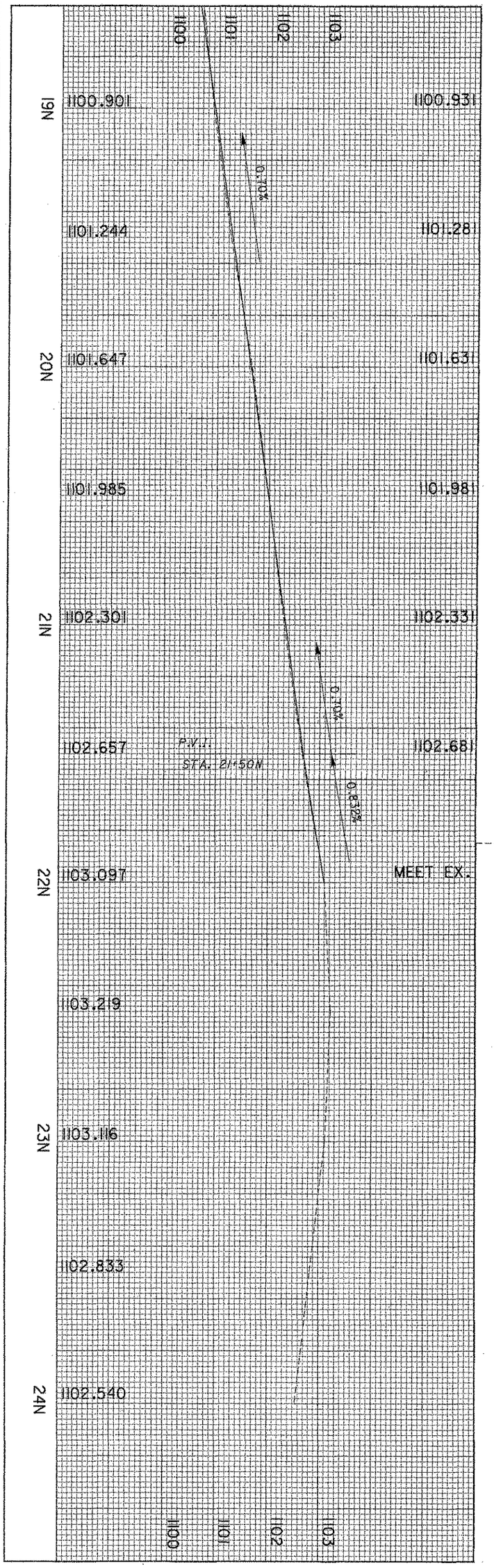
1200' V.C.
1190 P.V.I.
2.99%
1400 P.V.I.
4.98%
600' V.C.

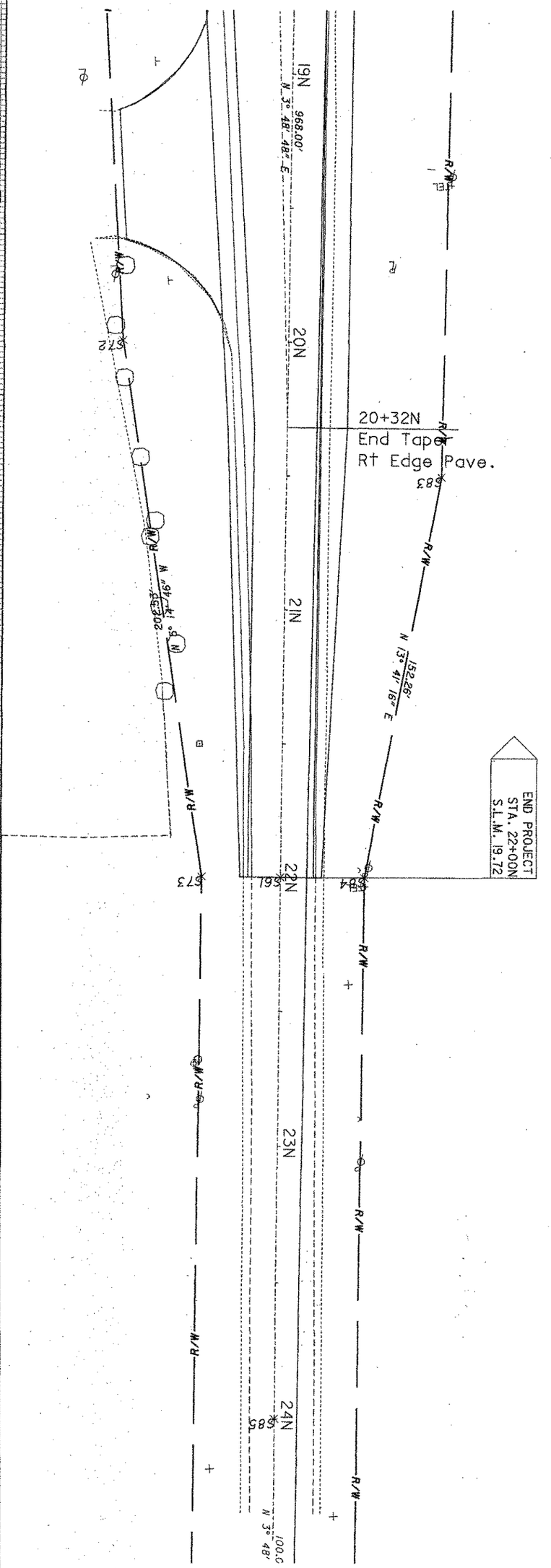
1118.411 1117.693 1117.646 1116.193 1116.266 1114.693 1114.731 1113.193 1113.193 1111.693 1111.690 1110.193 1110.148 1108.693 1108.652 1107.193 1107.185 1106.461 1105.767 1105.625 1105.109 1104.489 1104.313 1103.905 1103.359 1103.171 1102.849 1102.376 1102.157





45 / 191	PRE-127-18.81	PLAN AND PROFILE STA. 13+00N TO 18+75N US 127	CALCULATED CHECKED 0 20 10 40 HORIZONTAL SCALE IN FEET N





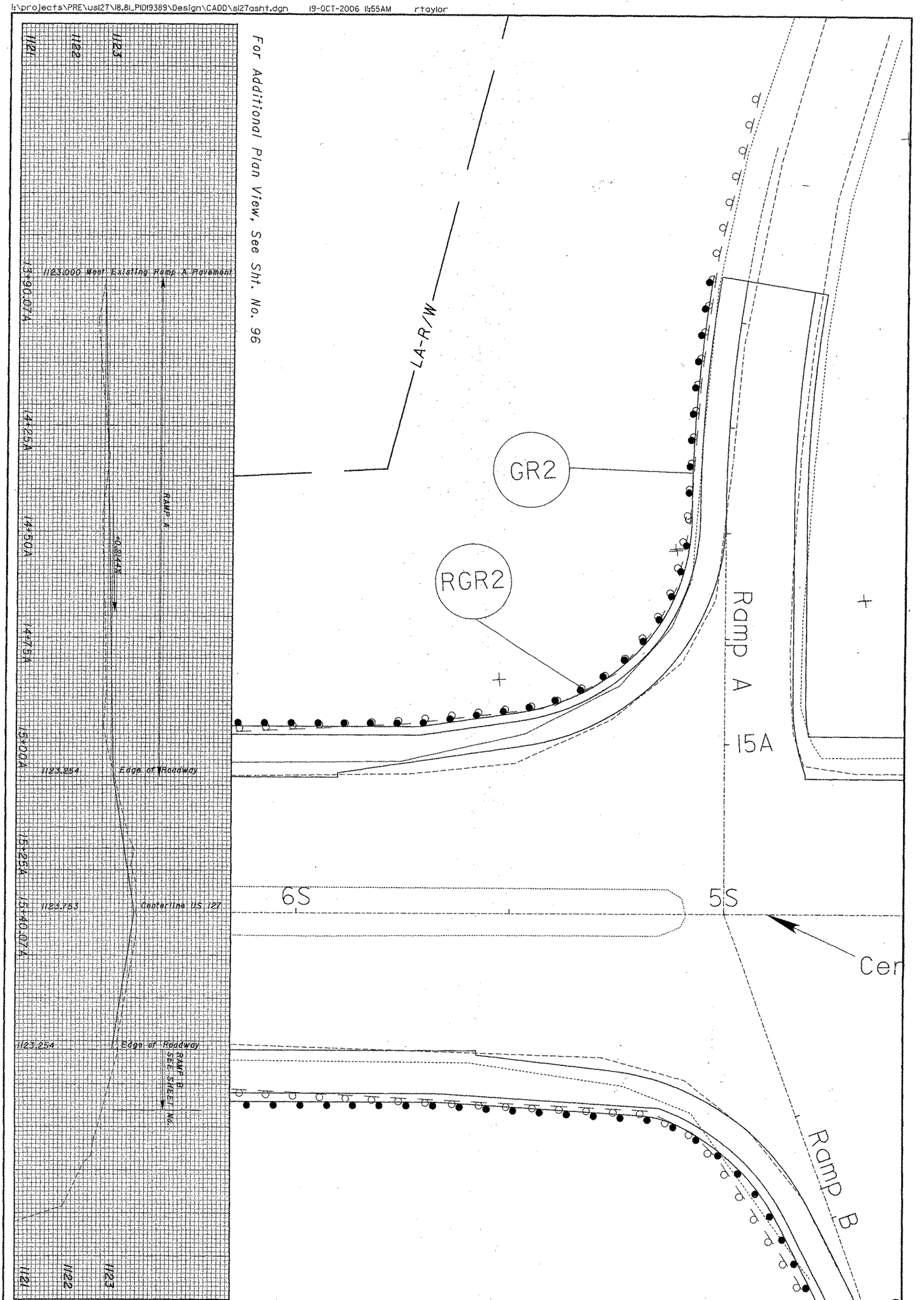
PRE-127-18.81

PLAN AND PROFILE
STA. 18+75N TO 24+00N US 127

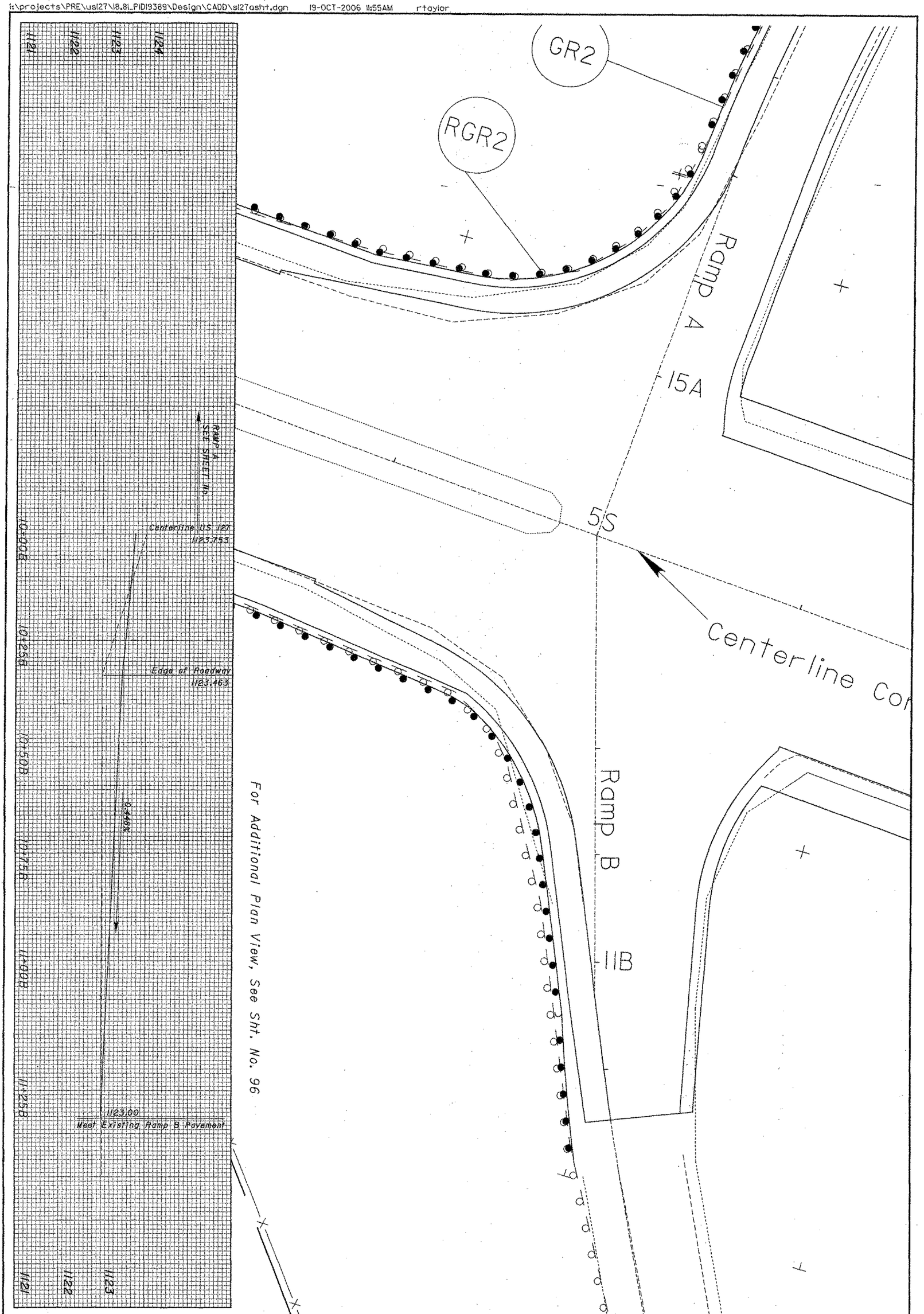
CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

N



47/119	PRE-127-18.81	PLAN AND PROFILE RAMP 'A'	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET



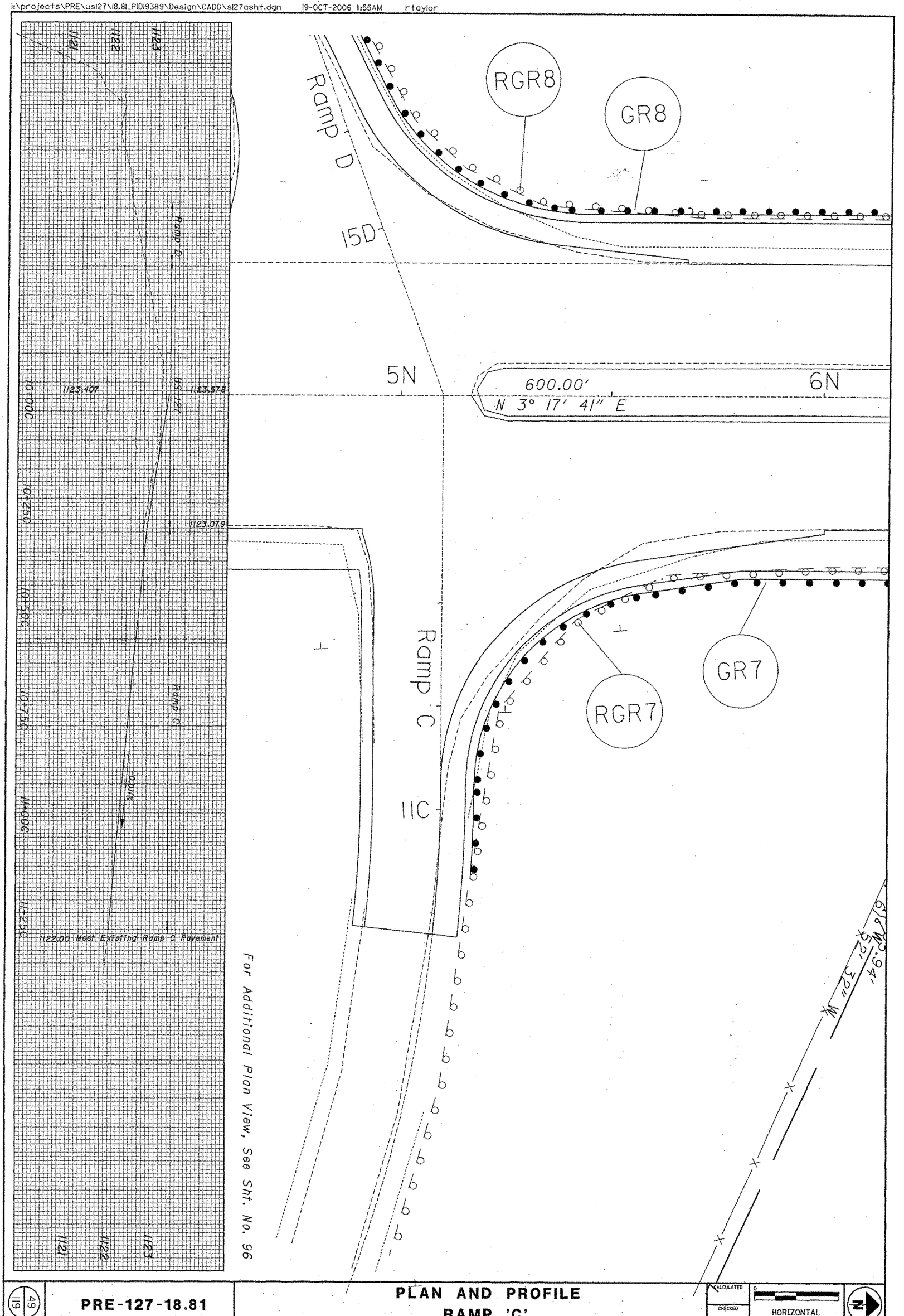
48
119

PRE-127-18.81

PLAN AND PROFILE
RAMP 'B' TEMPORARY

CALCULATED
CHECKED

0
HORIZONTAL SCALE IN FEET



49 / 191	PRE-127-18.81	PLAN AND PROFILE RAMP 'C'	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET

GR8

RGR8

Ramp D

15D

5N

600.00'
N 3° 17' 41" E

GR7

RGR7

Ramp C

11C

For Additional Plan View, See Sht. No. 96

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

PLAN AND PROFILE
RAMP 'D'

PRE-127-18.81

50
119

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CONCRETE PAVEMENT

A= 115,839.49SF

US 127N

A= 40257.4010 SF

A= 45487.0312 SF

US 127S

A= 52600.8984 SF

SUBGRADE AREA

120,689.26SF
13,409.92SY

41,866.18SF
4,651.80SY

47,521.87SF
5,280.21SY

55,417.32SF
6,157.48SY

304 AREA

117,499.88SF

40796.61 SF

46,097.99SF

53,539.72SF

ASPHALT DRIVE AND STREET

824.58sf

PRICE ROAD

742.14 sf

2362.46sf

2331.06sf

3176.24sf

CURB 80.8LF

CURB 99.9LF

406.35sf

254.38sf

417.60sf

478.60sf

TEMPORARY PAVEMENT

2844.90sf
Ramp C Temporary

Ramp B Temporary
2304.04sf

Ramp D Temporary
2384.64sf

Ramp A Temporary
2540.21sf

5570.88SF

Temporary Hazelwood

US 127N -
15922.49sf

US 127S -
16118.95sf

EARTHWORK QUANTITIES

EXCAVATION: US 127 - 13,501CY
RAMP A - 167CY
RAMP B - 197CY
RAMP C - 88CY
RAMP D - 245CY
14,198CY
EX. CONC. PAVE. - (-)3043CY
11,155CY

EMBANKMENT: US 127 - 1,013CY
RAMP A - 7CY
RAMP B - 12CY
RAMP C - 0CY
RAMP D - 4CY
1,036CY

CONCRETE DRIVE APRONS

US 127N — 6674.88 sq ft
P= 1208.14'
(CURBING)

EX. MEDIAN AREAS

US 127S — 2544.70 sq ft
P= 543.33'
(CURBING)

NOTE: ALL AREAS ON THIS SHEET ARE CADD AREA QUANTITIES

CALCULATED | CHECKED

CALCULATIONS

PRE-127-18.81

SUBSUMMARY

CALCULATED | CHECKED

REF NO.	SHEET NO.	STATION TO STATION		202 GUARDRAIL REMOVED	202 ANCHOR ASSEMBLY REMOVED, TYPE A	ANCHOR ASSEMBLY REMOVED TYPE T	BRIDGE TERMINAL ASSEMBLY REMOVED		606 GUARDRAIL, TYPE 5	606 BRIDGE TERMINAL ASSEMBLY, TYPE 1	606 ANCHOR ASSEMBLY TYPE A	606 ANCHOR ASSEMBLY TYPE T	606 ANCHOR ASSEMBLY TYPE E-98			626 BARRIER REFLECTOR, TYPE A				
				FT	EACH	EACH	EACH		FT	EACH	EACH	EACH	EACH			EACH				
RGR1	41	9+83.24S	11+45.57B	587.5	1															
RGR2	41	13+90.07A	7+86.53S	362.5	1															
RGR3	42	3+07.60S	1+50.51S	158	1		1													
RGR4	42	1+54.27S	3+11.59S	158	1		1													
RGR5	43	1+54.27N	3+07.95	156	1		1													
RGR6	43	3+08.41	1+50.51N	158	1		1													
RGR7	43 & 44	11+33.11C	11+05.05N	650		1														
RGR8	43 & 44	11+26.02N	14+08.25D	700	1															
RGR9	44 & 45	8+14.99 Price Rd.	13+83.53N	237.5		1														
RGR10	44 & 45	15+25.99N	12+11.57N	312.5	1	1														
GR1	41	8+00.37S	11+45.57B						362.5				1			5				
GR2	42	13+90.07A	6+48.53S						187.5			1				4				
GR3	42	3+05.10S	1+50.51S						118.75	1	1					3				
GR4	42	1+54.27S	3+08.86S						118.75	1	1					3				
GR5	43	1+54.27N	3+08.86N						118.75	1	1					3				
GR6	43	3+05.10N	1+50.51N						118.75	1	1					3				
GR7	43 & 44	11+33.11C	11+05.05N						650			1				8				
GR8	43 & 44	11+26.02N	14+08.25D						700				1			8				
RGR9	44 & 45	8+14.99 Price Rd.	13+83.53N						237.5			1				4				
RGR10	44 & 45	15+25.99N	12+11.57N						262.5			1	1			4				
TOTALS CARRIED TO GENERAL SUMMARY				3480	8	3	4		2875	4	4	4	3							

REF NO.	SHEET NO.	STATION TO STATION	603 12" CONDUIT, TYPE B FT	603 12" CONDUIT, TYPE C FT	604 CATCH BASIN, No. 6 EACH
	40	12+90S 12+28.84S	60.5	55	2
		TOTALS CARRIED TO GENERAL SUMMARY	60.5	55	2

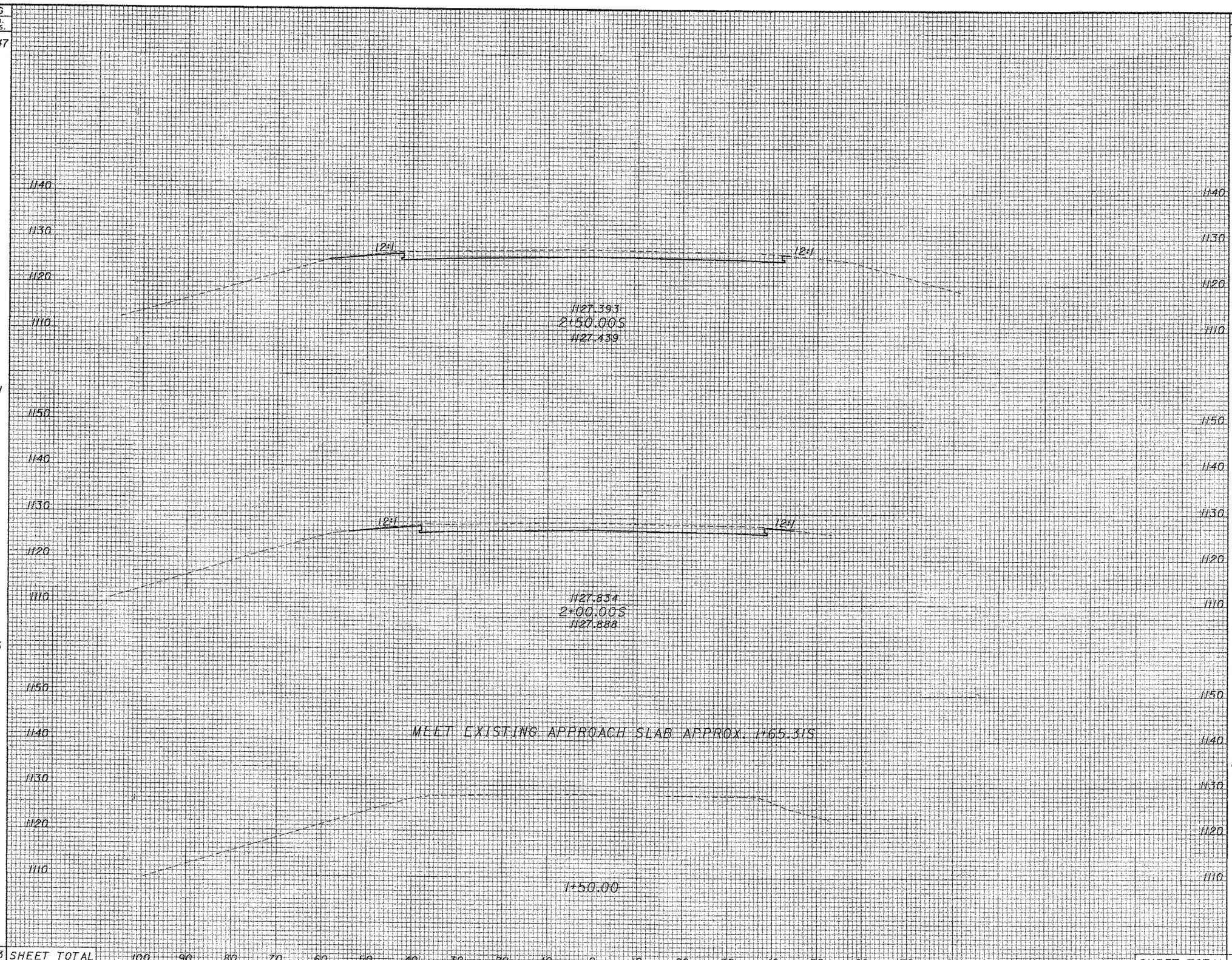
CALCULATED

CHECKED

SUBSUMMARY

SEEDING END WIDTH	SEEDING SQ. YDS.
	147
18	
	111
22	
	85
22	
	343

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
136	0		
		240	
123	0		
		158	
123	0		



SHEET TOTAL

SHEET TOTAL

CALCULATED

CHECKED

CROSS SECTIONS
1+65.31S to 2+50.00S

PRE-127-18.81

54
119

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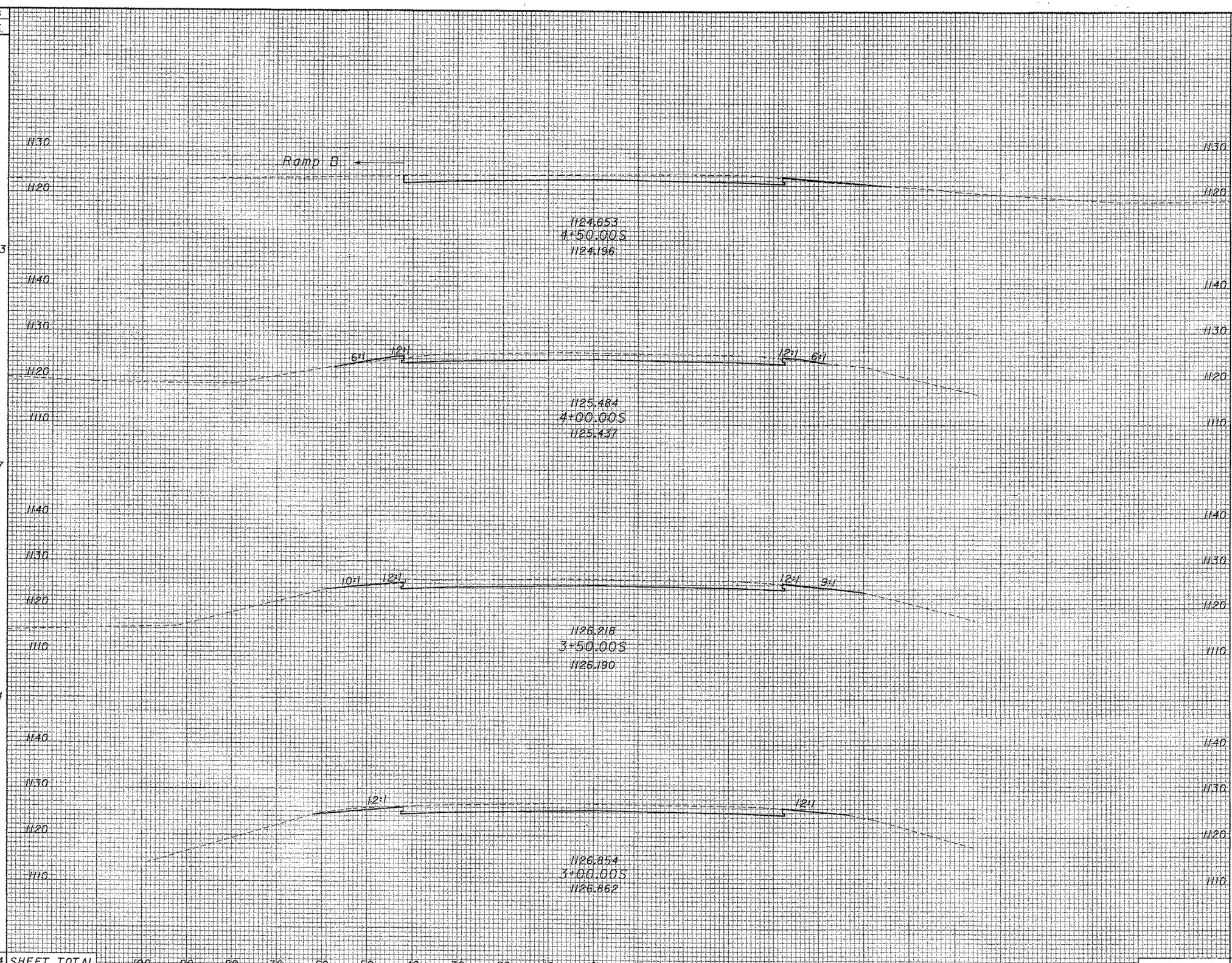
SEEDING END WIDTH	SEEDING SQ. YDS.
23	133
25	167
35	194
35	
	494



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
105	4		
		210	11
122	8		
		232	12
129	5		
		246	6
137	1		
		253	1
SHEET TOTAL		941	30

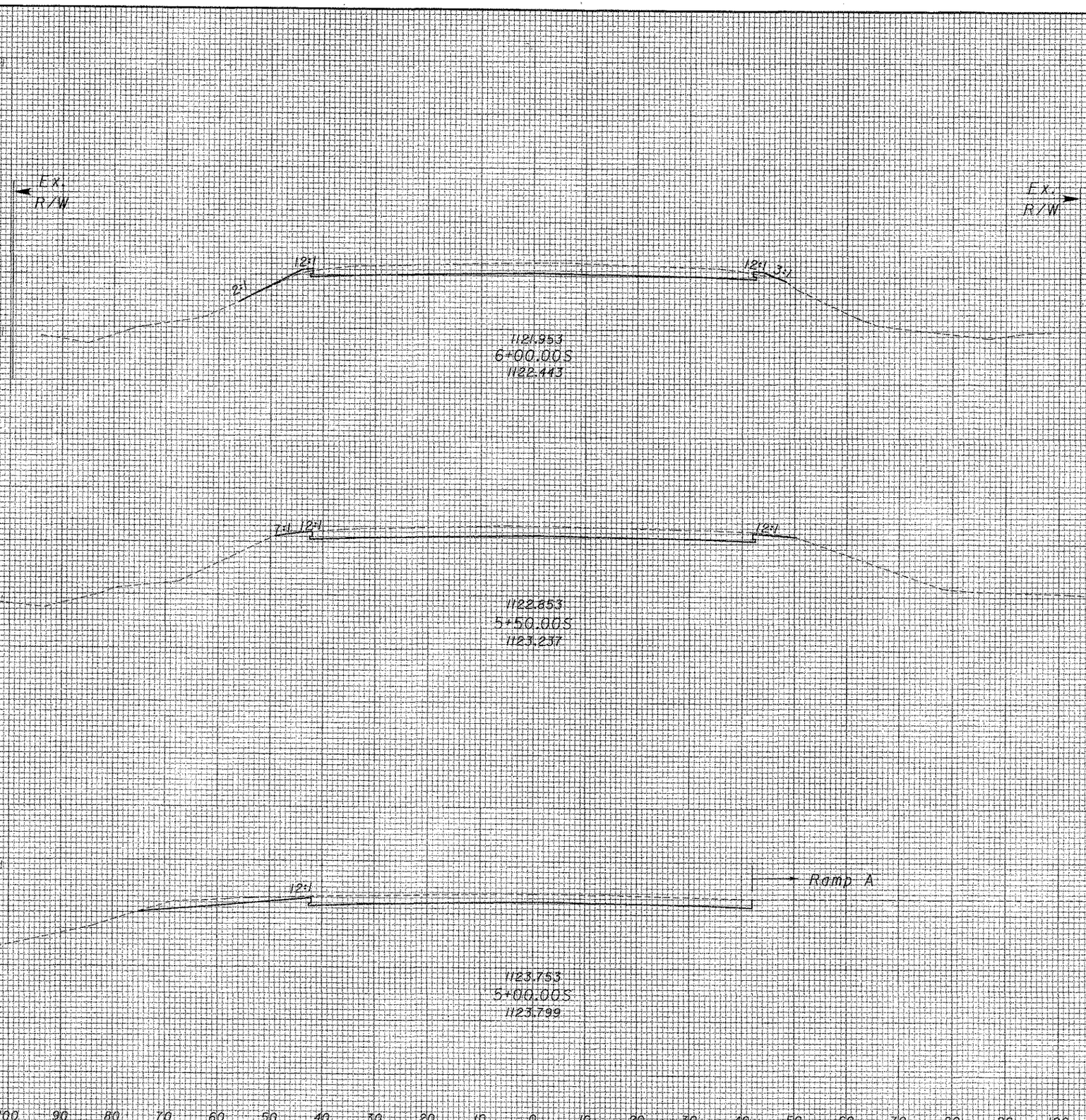
CALCULATED

CHECKED

CROSS SECTIONS
3+00.00S to 4+50.00S

PRE-127-18.81

SEEDING END WIDTH	SEEDING SQ. YDS.
	22
	103
	15
	133
	33
	156



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		268	34
148	6		
		273	7
147	1		
		281	1
156	0		
		242	4
SHEET TOTAL		1064	46

CALCULATED

CHECKED

CROSS SECTIONS
5+00.00S to 6+00.00S

PRE-127-18.81

56
119

SHEET TOTAL 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 SHEET TOTAL

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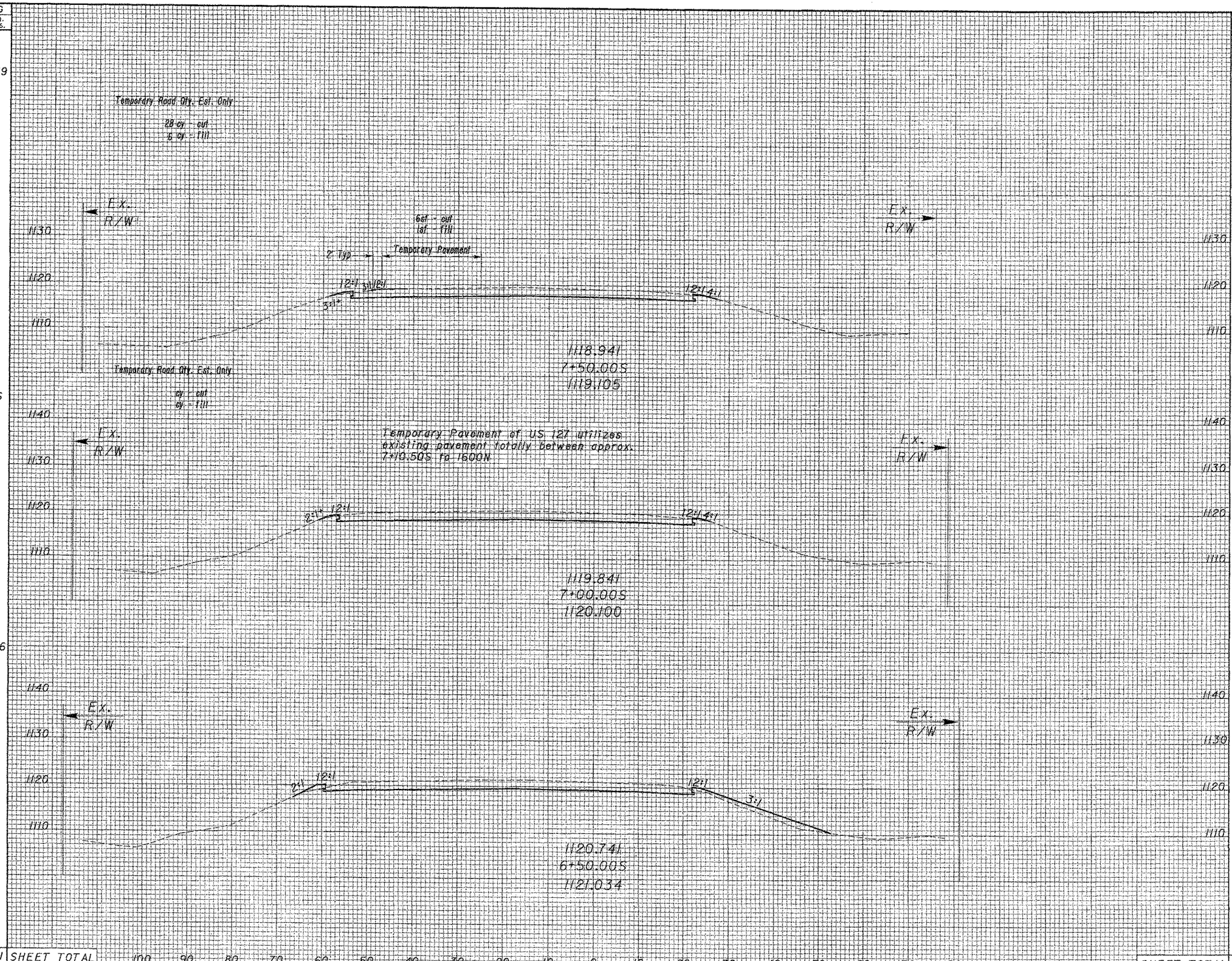
SEEDING END WIDTH	SEEDING SQ. YDS.
	139
11	
	56
	9
	136
40	
	331



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		222	11
127	2		
		243	4
135	2		
		256	31
141	31		
		268	34
SHEET TOTAL		989	80

CALCULATED

CHECKED

CROSS SECTIONS
Sta. 6+50.00S to 7+50.00S

PRE-127-18.81

57
119

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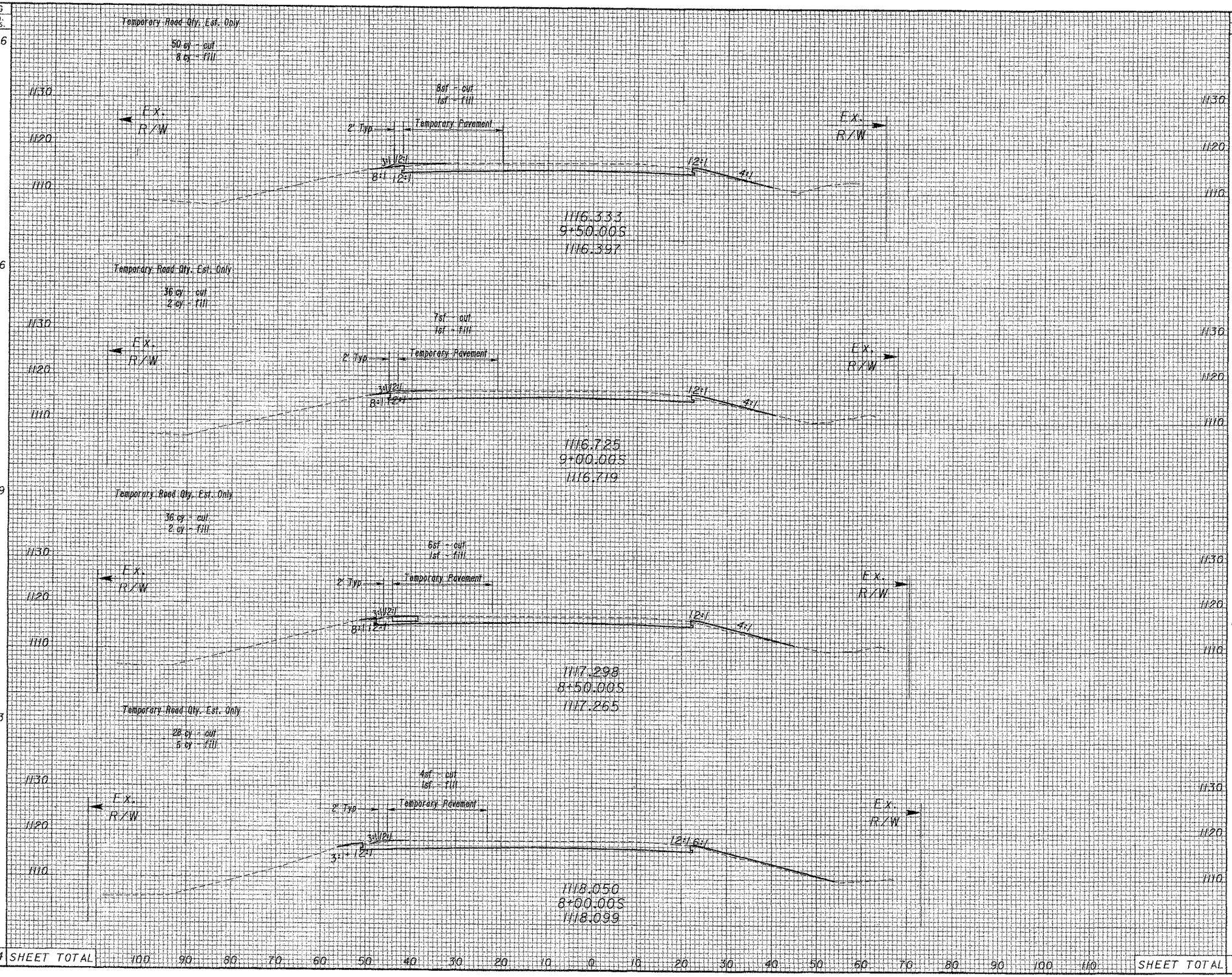
SEEDING END WIDTH	SEEDING SQ. YDS.
	106
	26
	136
	23
	139
	27
	183
	39
	564



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
100	7		
		186	13
101	7		
		190	16
104	10		
		201	19
113	10		
		577	48

SHEET TOTAL

CALCULATED

CHECKED

CROSS SECTIONS
Sta. 8+00.00S to 9+50.00S

PRE-127-18.81

58
119

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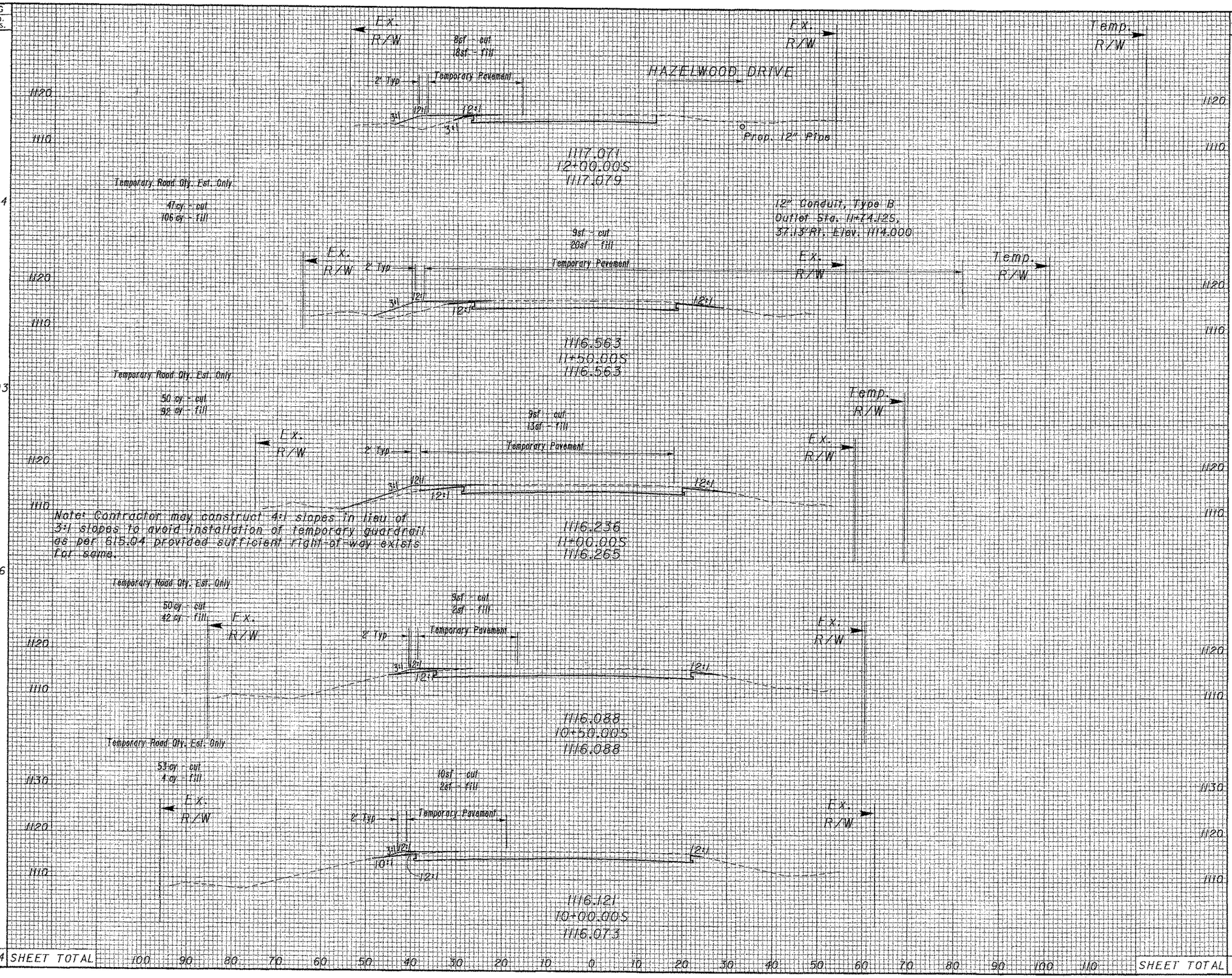
SEEDING END WIDTH	SEEDING SQ. YDS.
	18
	144
	34
	203
	39
	156
	17
	81
	12
	584



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
61	1		
72	0	123	1
80	20	141	19
93	1	160	19
95	1	174	2
SHEET TOTAL		779	49

CALCULATED

CHECKER

CROSS SECTIONS
10+00.00S to 12+00.00S
Sta.

PRE-127-18.81

59
119

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SEEDING END WIDTH	SEEDING SQ. YDS.
	131
	23
	94
	11
	61
	11
	69
	14
	355

Temporary Road Qty. Est. Only
9 cy - cut
24 cy - fill

Temp. R/W

1120
1110

Ex. R/W
10sf - cut
0sf - fill
DRIVE
Temporary Pavement
18ft
12ft

Ex. R/W
DRIVE

1119.287
14+00.00S
1119.231

Temporary Road Qty. Est. Only
12 cy - cut
0 cy - fill

Temp. R/W

1120
1110

Overhead Canopy
Ex. R/W
3sf - cut
0sf - fill
16' Approx Clearance
Temporary Pavement
Concrete Pad

Ex. R/W

1118.871
13+50.00S
1118.871

Temporary Road Qty. Est. Only
6 cy - cut
0 cy - fill

Temp. R/W

1120
1110

Ex. R/W
6sf - cut
0sf - fill
DRIVE
Temporary Pavement

Ex. R/W
HAZELWOOD DRIVE

1118.285
13+00.00S
1118.292

Sta. 12+90S, 29.42' Rt.
Catch Basin CB-6
Grate Elev. 1117.300
12" Pipe Inv. 1115.000

Temporary Road Qty. Est. Only
7 cy - cut
1 cy - fill

Temp. R/W

1120
1110

Ex. R/W
2sf - cut
1sf - fill
DRIVE
Temporary Pavement
12ft

Ex. R/W
HAZELWOOD DRIVE

Prop. 12" Pipe

1117.705
12+50.00S
1117.726

Temporary Road Qty. Est. Only
28 cy - cut
53 cy - fill

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
66	0		
		123	0
67	0		
		119	0
61	0		
		111	0
59	0		
		111	1
SHEET TOTAL		464	1

CALCULATED
CHECKED

CROSS SECTIONS
Sta. 12+50.00S to 14+00.00S

PRE-127-18.81

60
119

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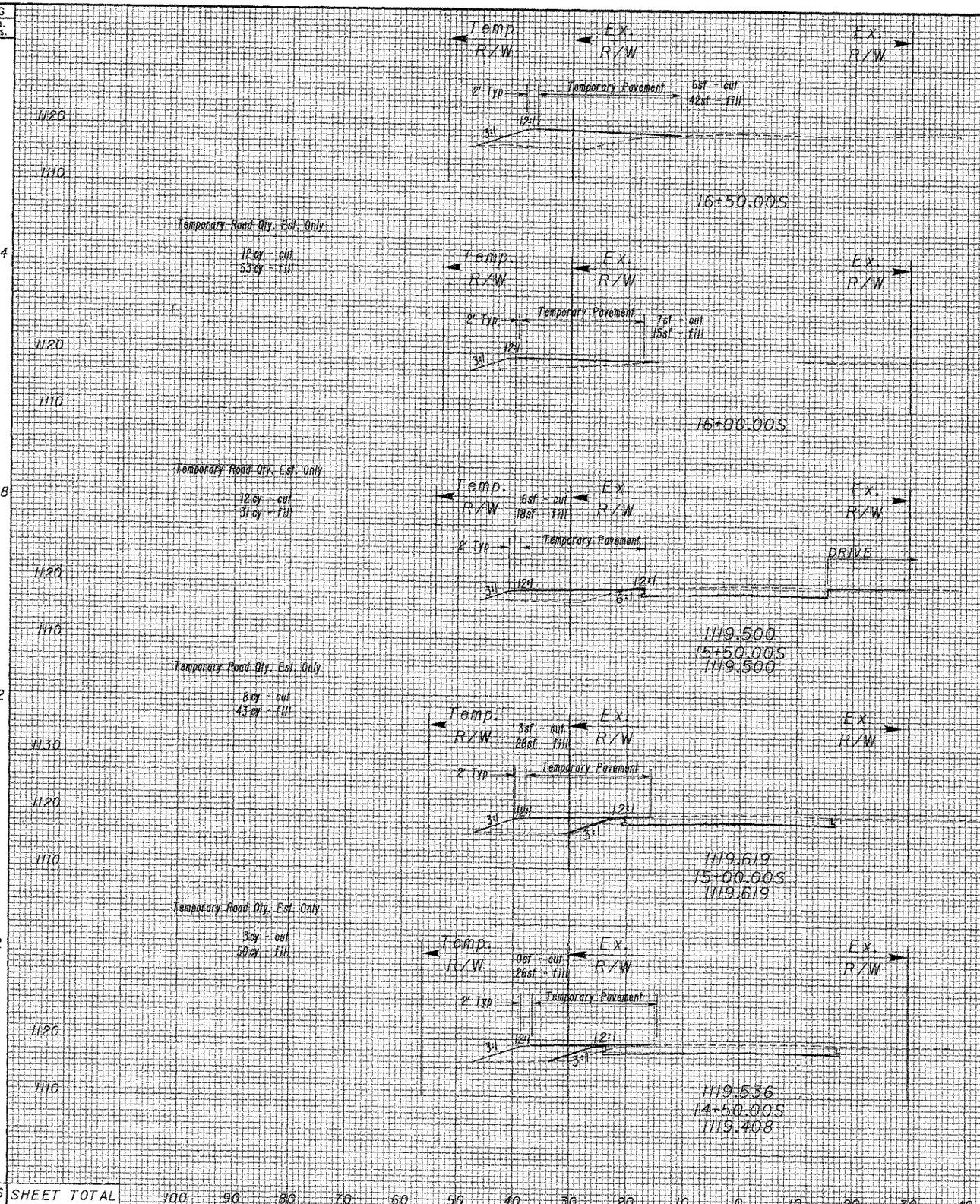
100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SEEDING	
END WIDTH	SQ. YDS.
1120	37
1110	
1120	33
1110	
1120	42
1110	
1130	27
1120	
1110	
1120	24
1110	
SHEET TOTAL	736



Meet Existing Sta. 15+73.59S

END AREA		VOLUME		
CUT	FILL	CUT	FILL	
47	1			
		41	1	
47	1			
		93	4	
53	3			
		104	12	
59	10			
		116	9	
SHEET TOTAL		354	26	

CALCULATED

CHECKED

CROSS SECTIONS
Sta. 14+50.00S to 16+50.00S

PRE-127-18.81

61
119

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SEEDING	
END WIDTH	SQ. YDS.
	4
	56
	16
	119
	27
	178
	353

SHEET TOTAL

End Temporary Pavement
Delineation Sta. 18+63.35S

Temporary Road Qty. Est. Only
0 cy - cut
1 cy - fill

Temporary Road Qty. Est. Only
4 cy - cut
12 cy - fill

Temporary Road Qty. Est. Only
14 cy - cut
22 cy - fill

Temporary Road Qty. Est. Only
16 cy - cut
30 cy - fill

Ex. R/W
1sf fill
Temporary Pavement
2' Typ.
12sf
3:1
18+00.00S

Temp. R/W
Ex. R/W
Ex. R/W
4sf - cut
12sf - fill
2' Typ
Temporary Pavement
12sf
3:1
17+50.00S

Temp. R/W
Ex. R/W
Ex. R/W
2' Typ
Temporary Pavement
3:1
12sf
11sf - cut
12sf - fill
17+00.00S

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS
Sta. 17+00.00S to 18+00.00S

PRE-127-18.81

62
119

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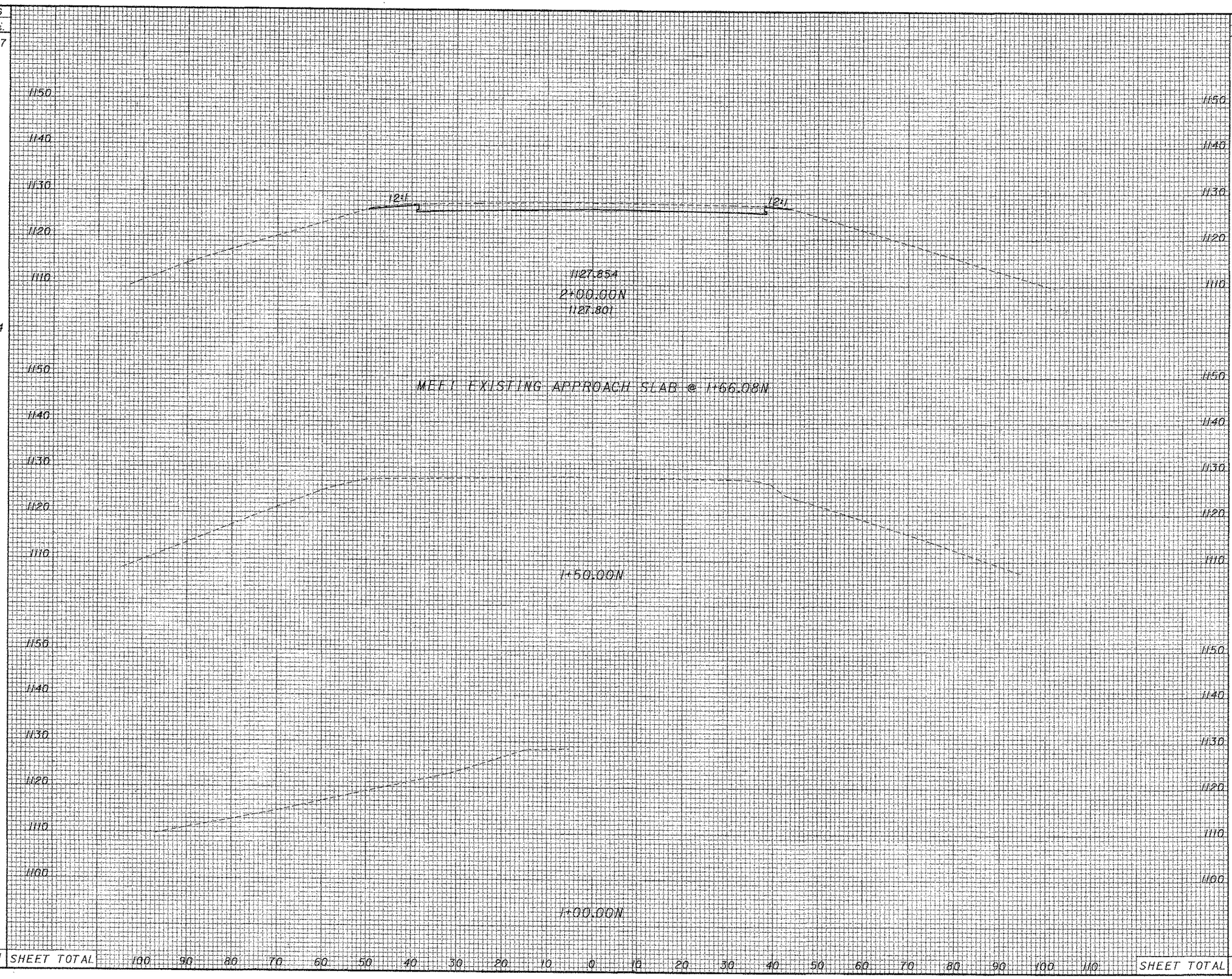
SEEDING END WIDTH	SEEDING SQ. YDS.
	117
17	
	64
	181



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		225	10
118	0		
		148	0
118	0		
		373	10

CALCULATED

CHECKED

CROSS SECTIONS 1+00.00N TO 2+00.00N

PRE-127-18.81

63
119

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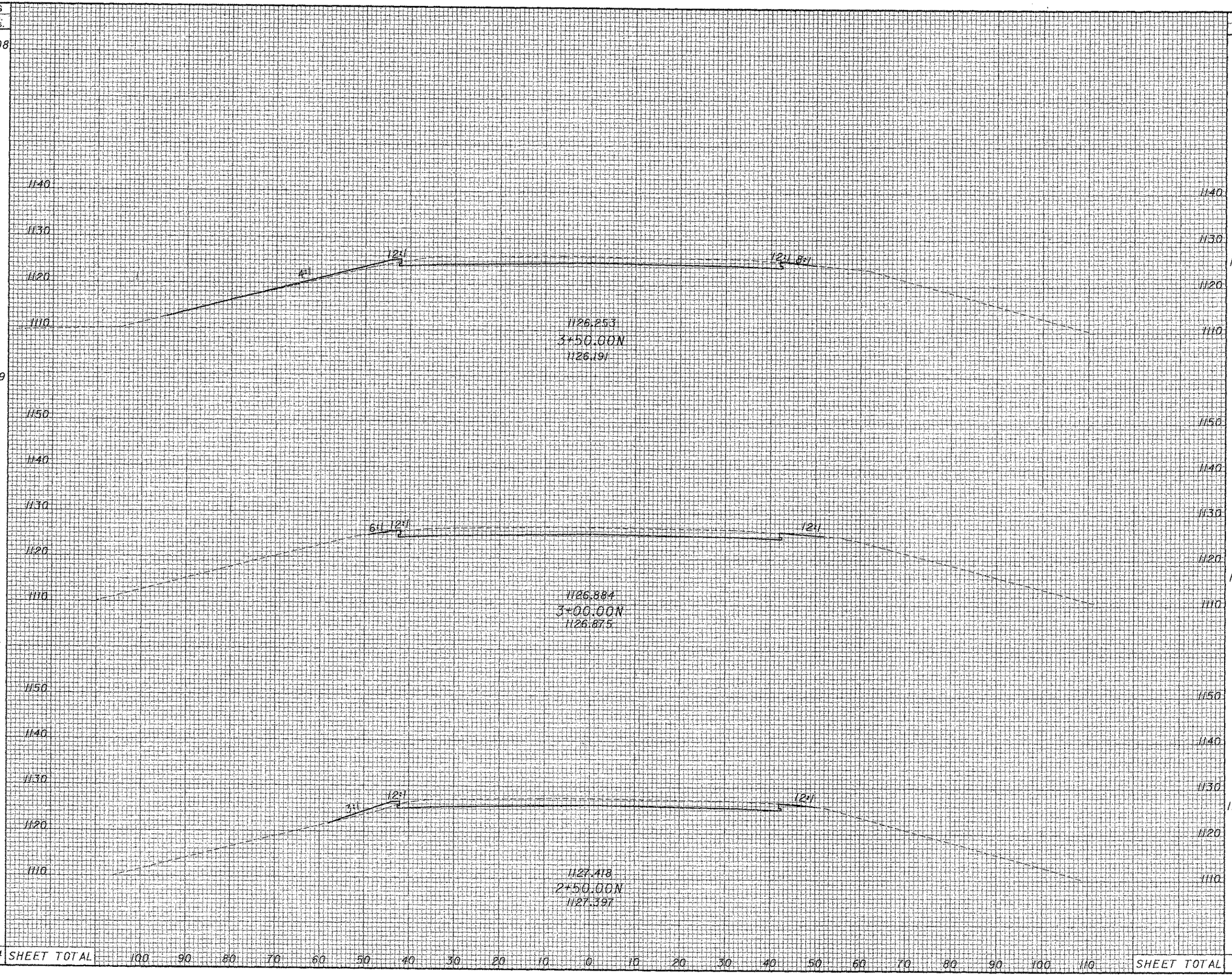
SEEDING	
END WIDTH	SQ. YDS.
	308
62	
	219
17	
	117
25	
	644



END AREA		VOLUME	
CUT	FILL	CUT	FILL
122	16		
		230	17
126	2		
		232	12
125	11		
		462	29

CALCULATED

CHECKED

CROSS SECTIONS
2+50.00N TO 3+50.00N

PRE-127-18.81

64
119

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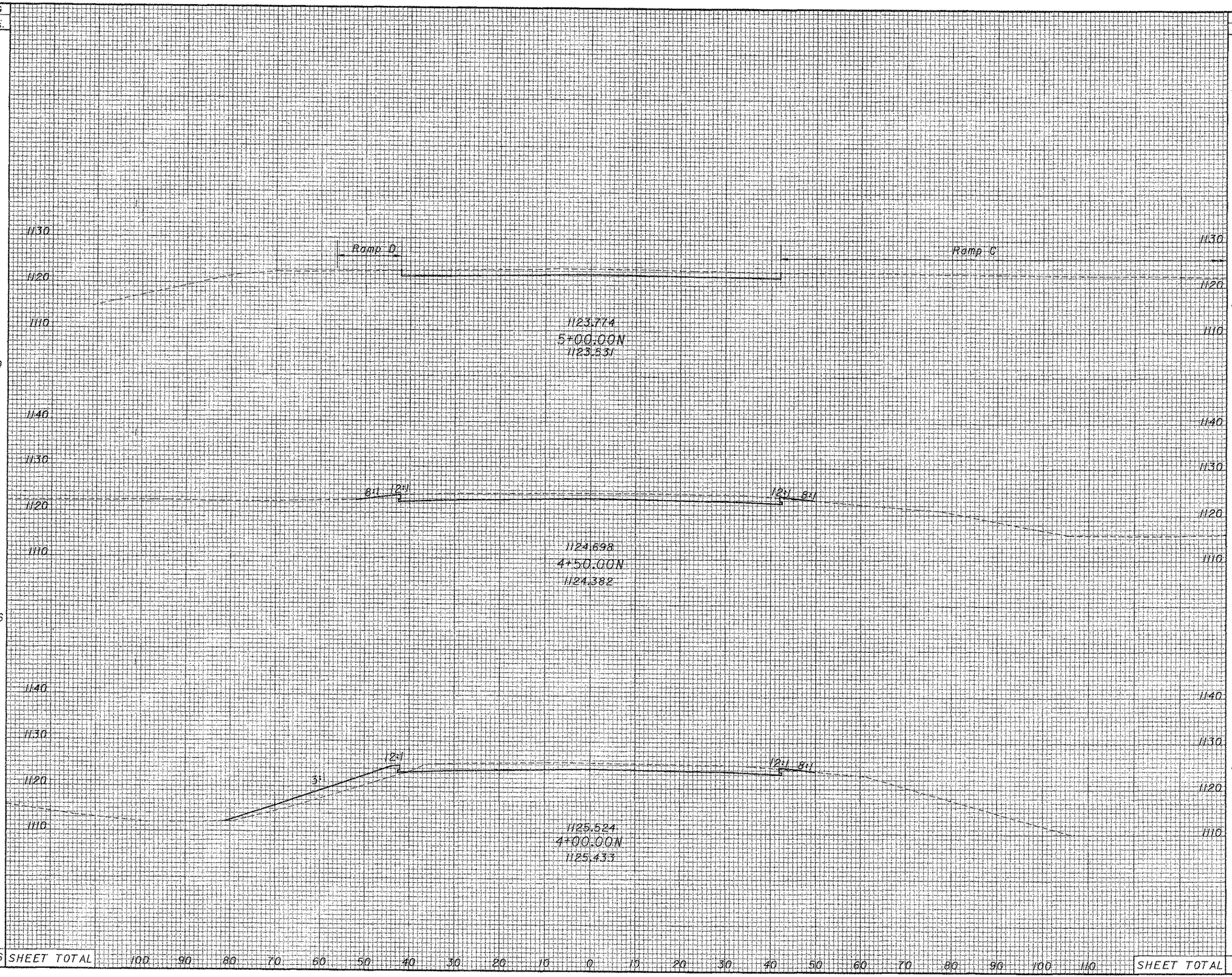
SEEDING	
END WIDTH	SQ. YDS.
	50
18	
	186
49	
236	SHEET TOTAL



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		207	1
106	0		
		201	2
111	2		
210	62		
116	65		
		220	75
SHEET TOTAL		838	140

CALCULATED

CHECKED

CROSS SECTIONS
4+00.00N TO 5+00.00N

PRE-127-18.81

65
119

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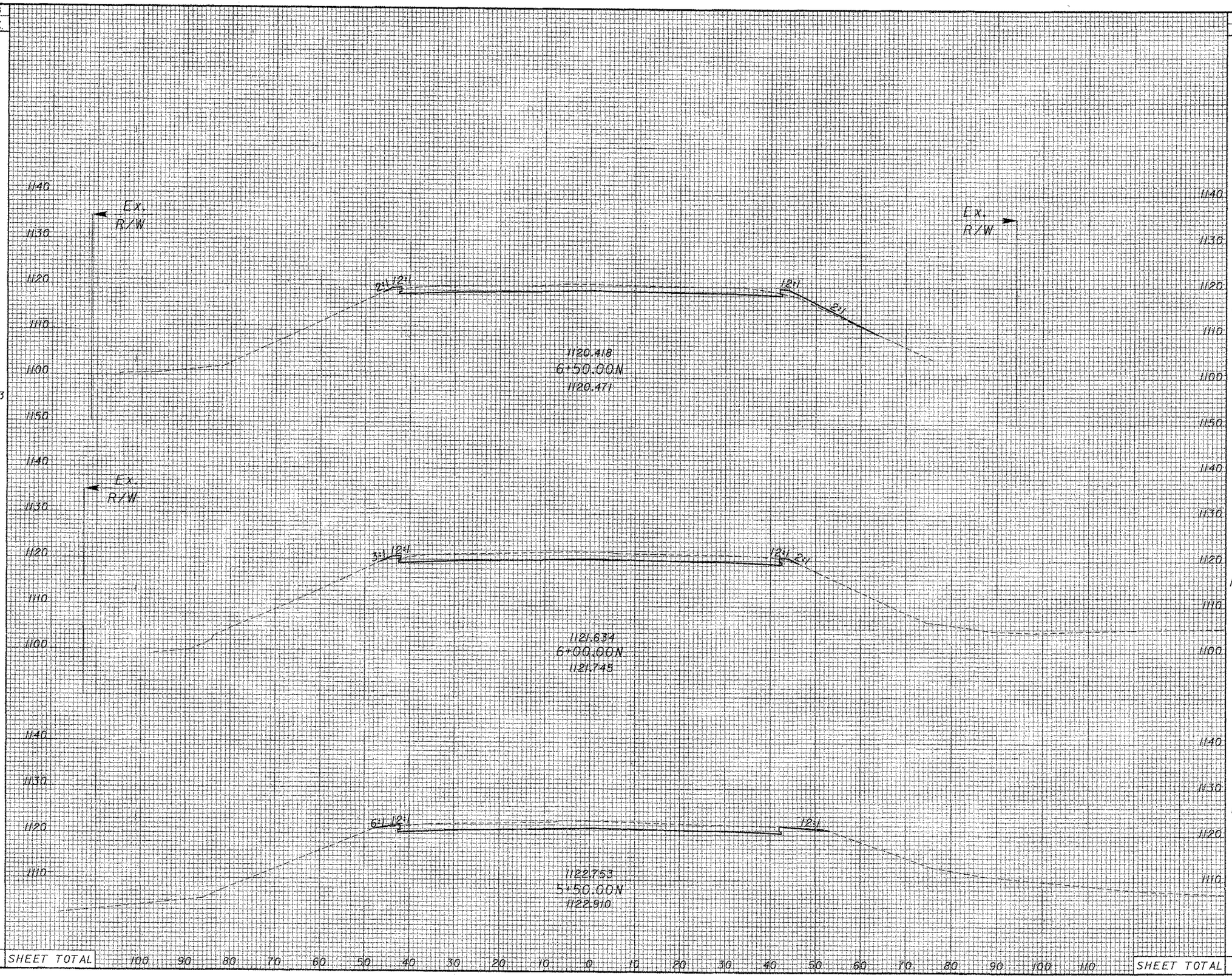
SEEDING	
END WIDTH	SQ. YDS.
28	103
9	72
17	
175	SHEET TOTAL



END AREA		VOLUME		
CUT	FILL	CUT	FILL	
		207	19	
110	12			
		214	14	
121	3			
		221	4	
118	1			
		642	37	SHEET TOTAL

CALCULATED

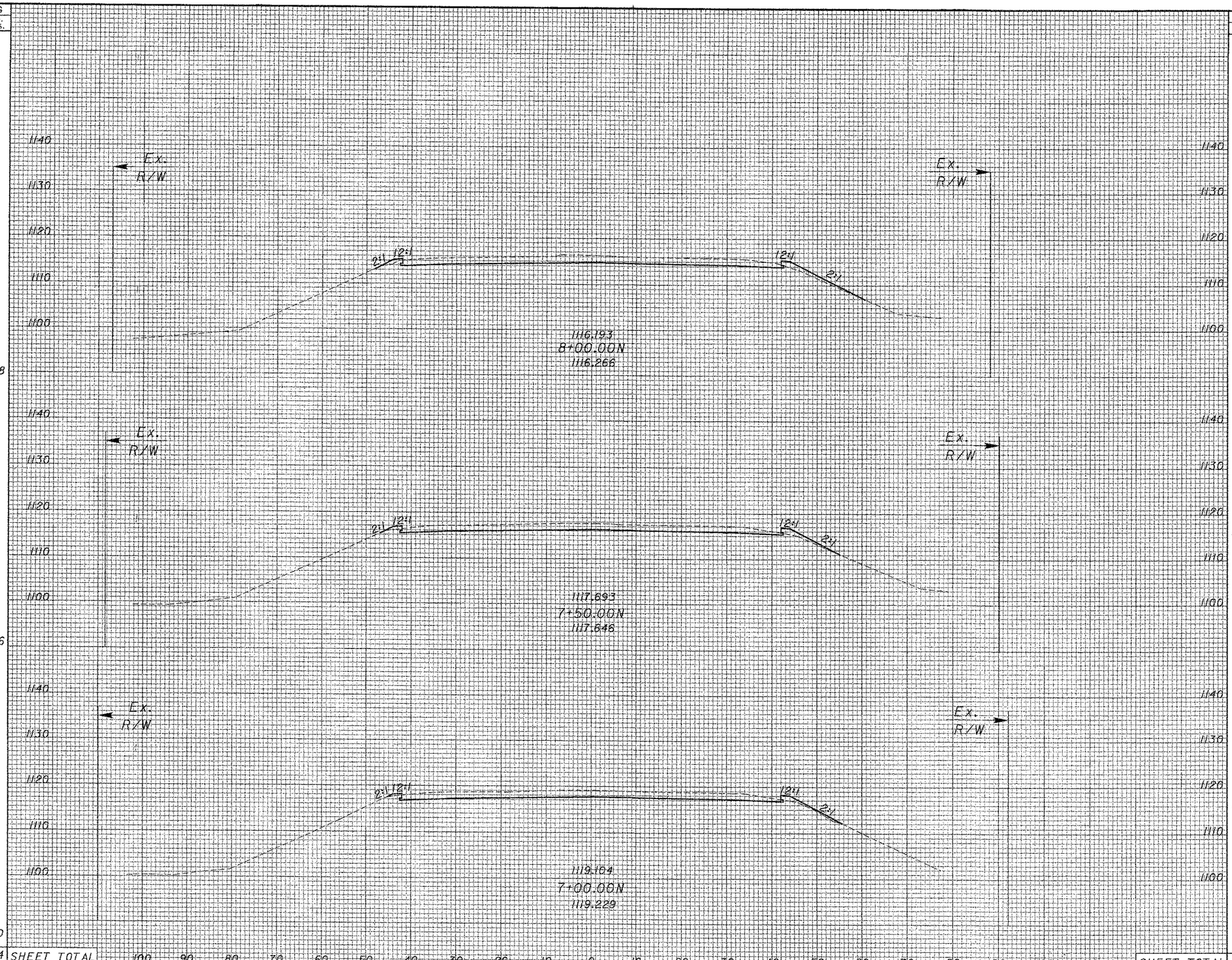
CHECKED

CROSS SECTIONS
5+50.00N TO 6+50.00N

PRE-127-18.81

66
119

SEEDING END WIDTH	SEEDING SQ. YDS.
27	
	128
19	
	106
19	
	130
	364



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		209	30
114	14		
		205	22
107	10		
		204	17
113	8		
SHEET TOTAL		618	69

CALCULATED

CHECKED

CROSS SECTIONS
7+00.00N TO 8+00.00N

PRE-127-18.81

67
119

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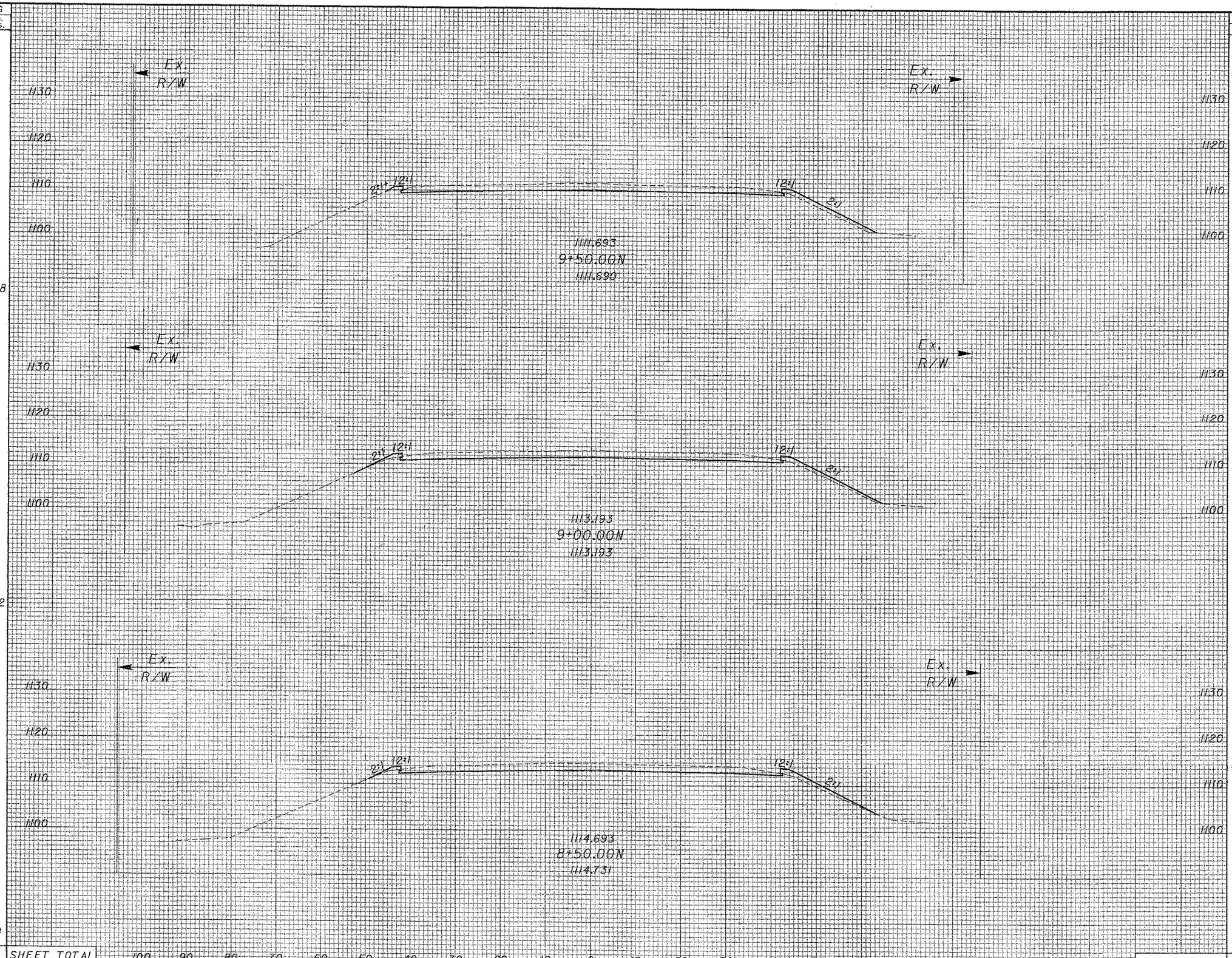


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	27	111	22		
	178			205	39
	37	110	20		
	192			206	35
	32	112	18		
	164				
SHEET TOTAL				411	74

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

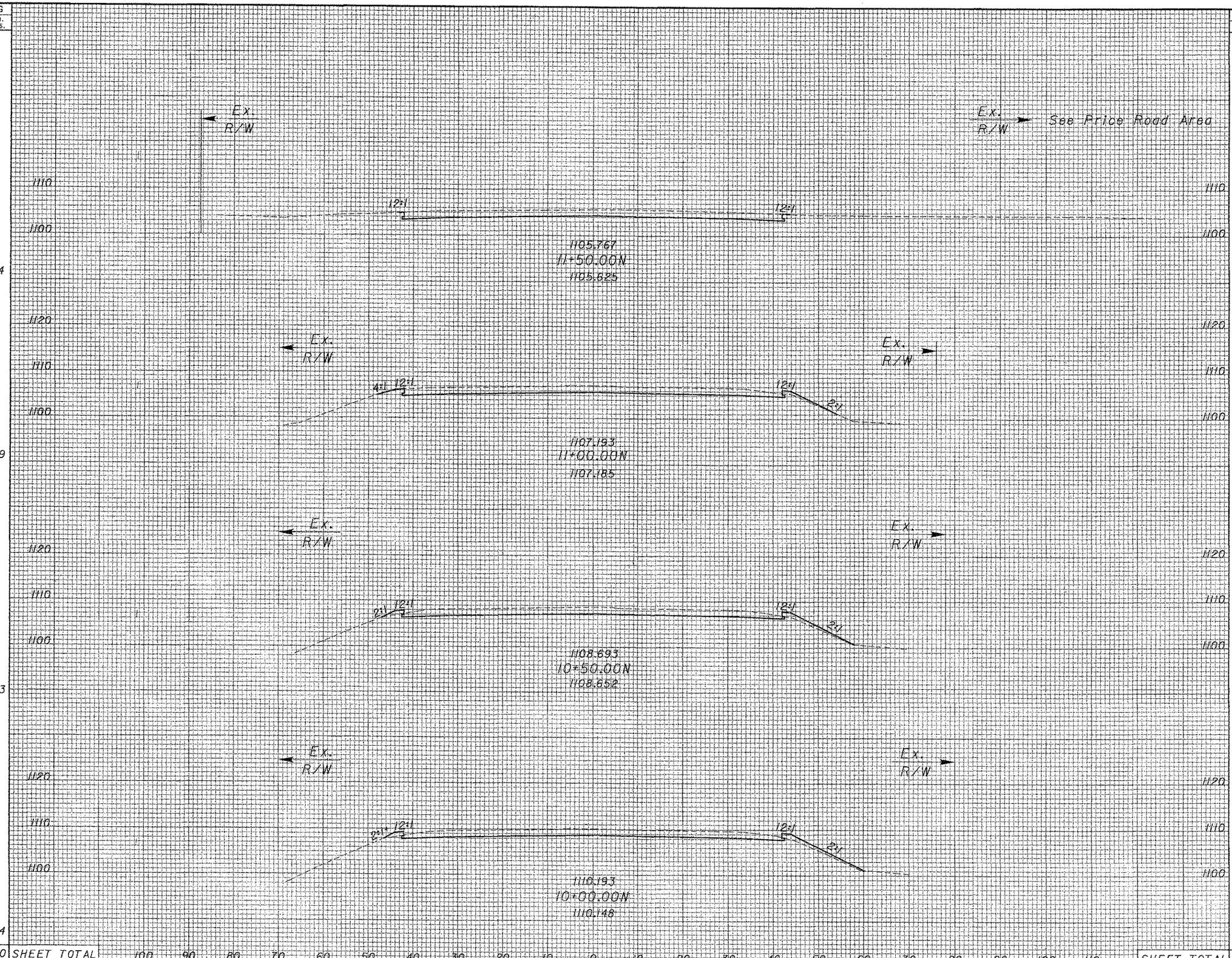
CALCULATED

CHECKED

CROSS SECTIONS
8+50.00N TO 9+50.00N

PRE-127-18.81

SEEDING END WIDTH	SEEDING SQ. YDS.
3	64
20	119
23	133
25	144
	460



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
117	1		
		213	6
113	6		
		207	18
110	13		
		201	22
107	15		
		202	34
SHEET TOTAL		823	80

CALCULATED

CHECKED

CROSS SECTIONS
10+00.00N TO 11+50.00N

PRE-127-18.81

69
119

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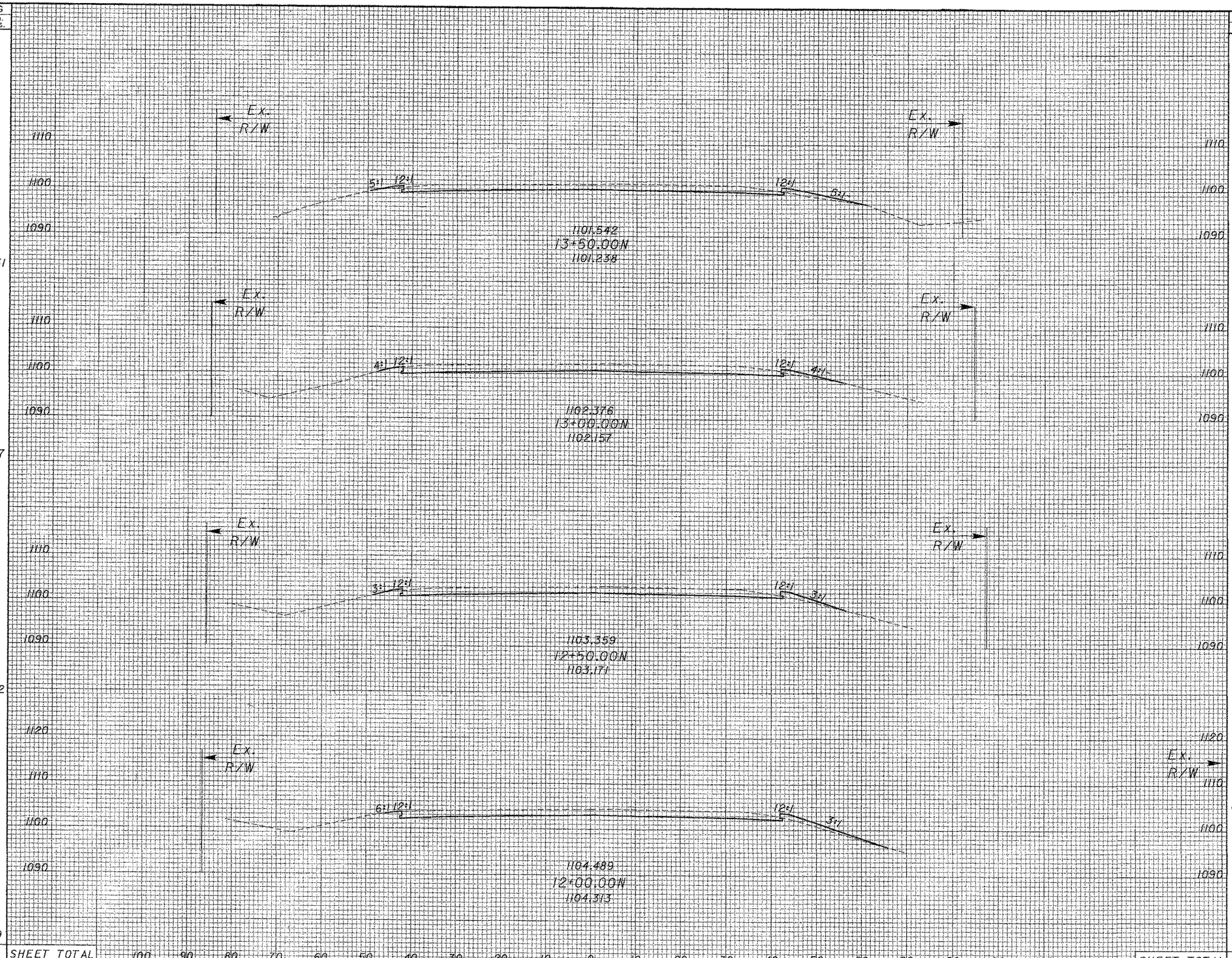
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	27				
	131	108	14		
	20			220	20
	117	130	8		
	22			223	18
	142	111	11		
	29			207	24
	89	113	15		
	SHEET TOTAL			213	15
				863	77



CALCULATED

CHECKED

CROSS SECTIONS
12+00.00N TO 13+50.00N

PRE-127-18.81

70
119

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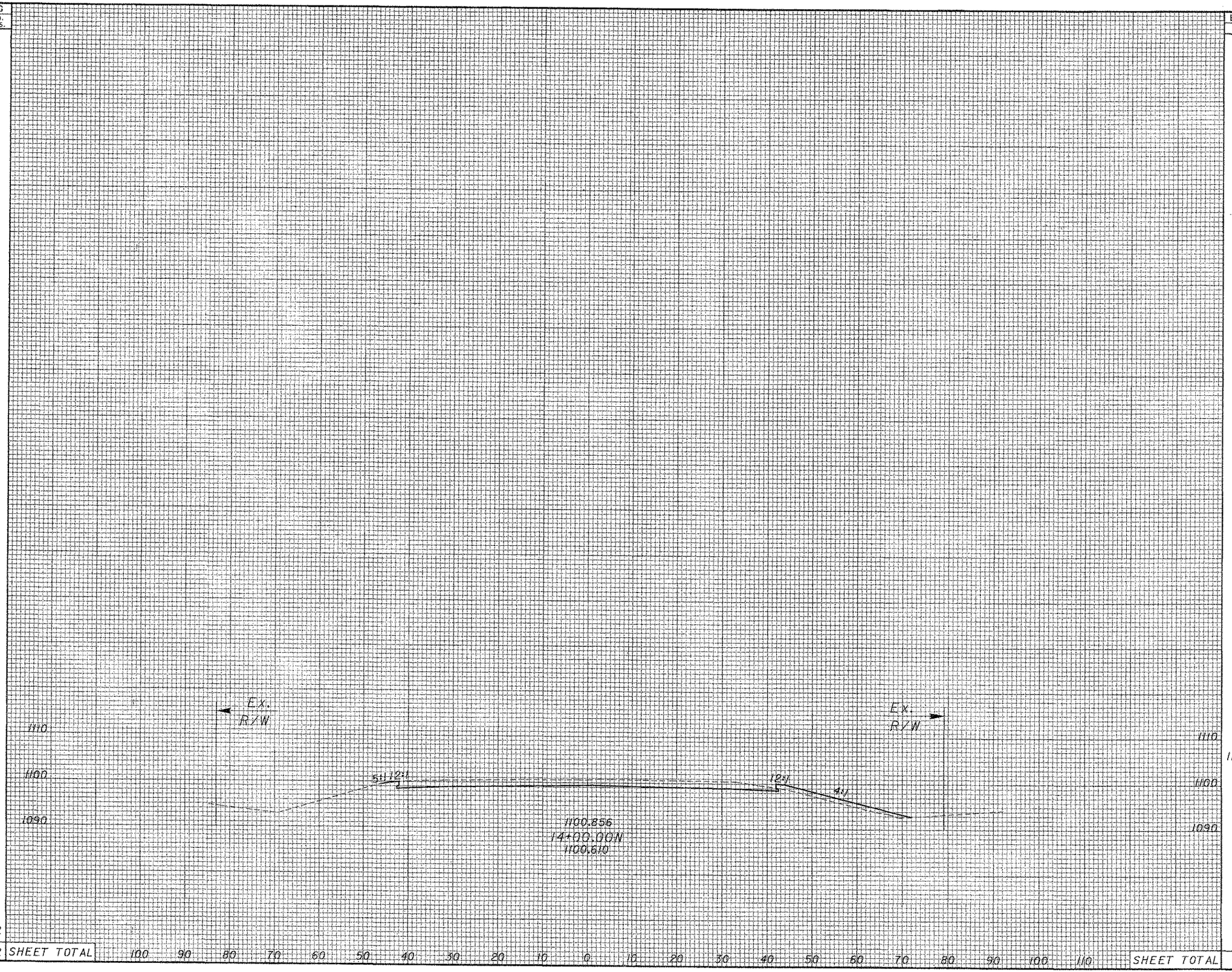
SEEDING	
END WIDTH	SQ. YDS.
35	
	172
172	SHEET TOTAL



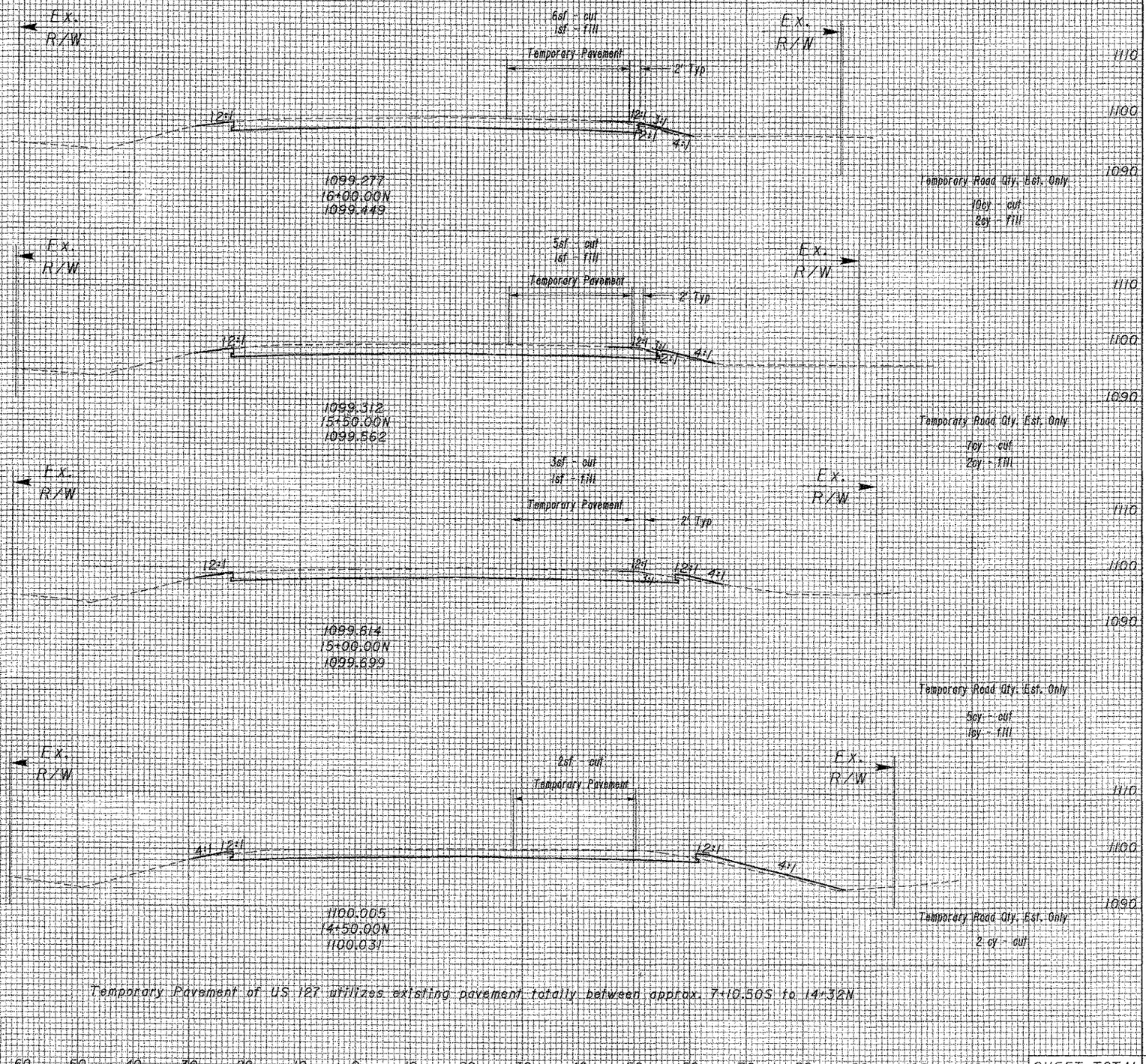
END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		
115	26				
		217	43		
SHEET TOTAL		217	43		

CROSS SECTIONS 14+00.00N

PRE-127-18.81

71
119

SEEDING END WIDTH	SEEDING SQ. YDS.
17	97
18	92
15	136
	34
	192
	517



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
121	5		
		231	17
128	4		
		233	7
124	4		
		225	20
119	18		
		217	41
SHEET TOTAL		906	85

CALCULATED

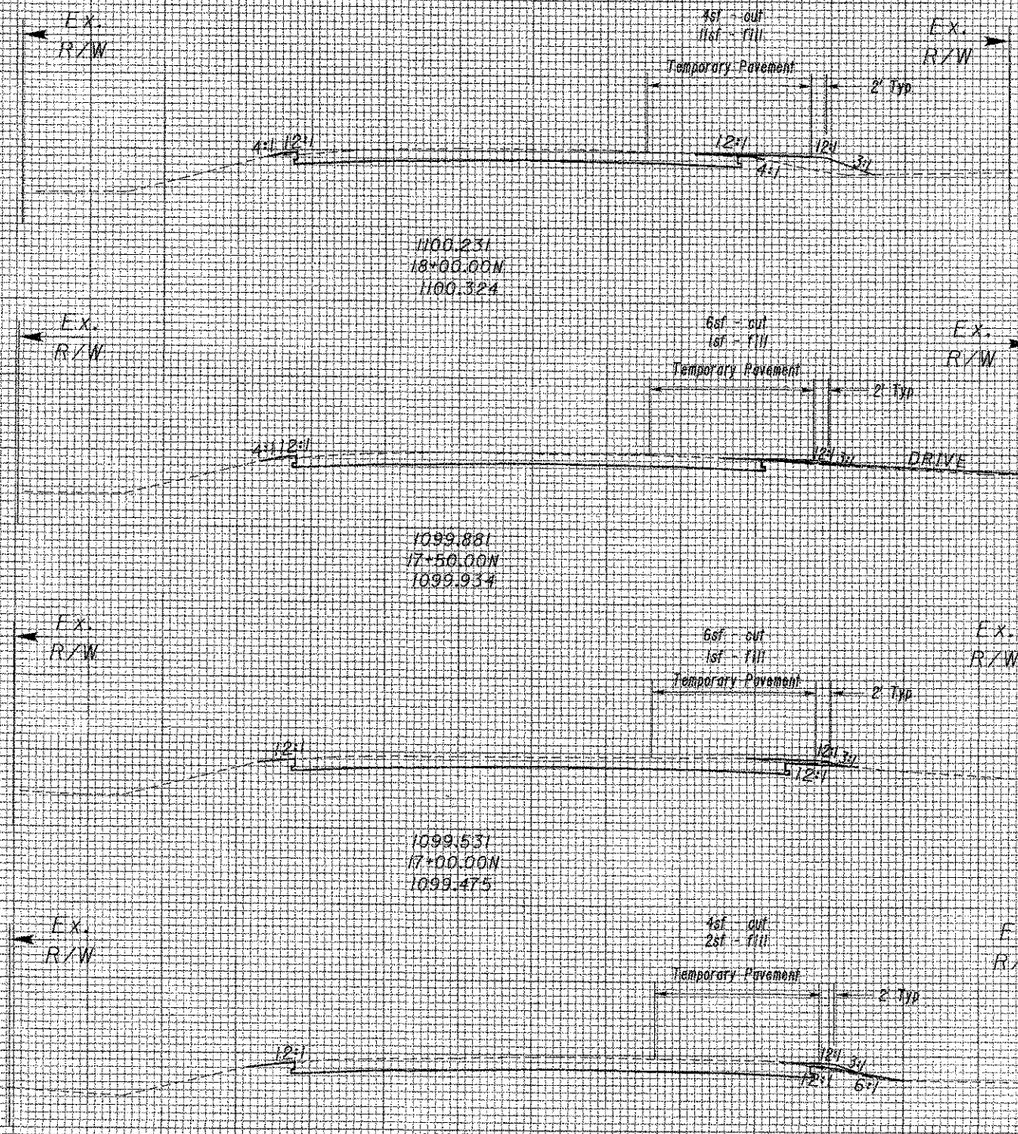
CHECKED

CROSS SECTIONS 14+50.00N TO 16+00.00N

PRE-127-18.81

72
119

SEEDING	
END WIDTH	SQ. YDS.
7	33
5	53
14	92
19	100
	278



END AREA		VOLUME		
CUT	FILL	CUT	FILL	
				Temporary Road Qty. Est. Only 9cy - cut 11cy - fill
85	1			
		160	10	
88	10			Temporary Road Qty. Est. Only 1cy - cut 2cy - fill
		171	10	
97	1			Temporary Road Qty. Est. Only 9cy - cut 3cy - fill
		195	4	
114	3			Temporary Road Qty. Est. Only 9cy - cut 3cy - fill
		218	7	
		744	31	SHEET TOTAL

CALCULATED

CHECKED

CROSS SECTIONS
16+50.00N TO 18+00.00N

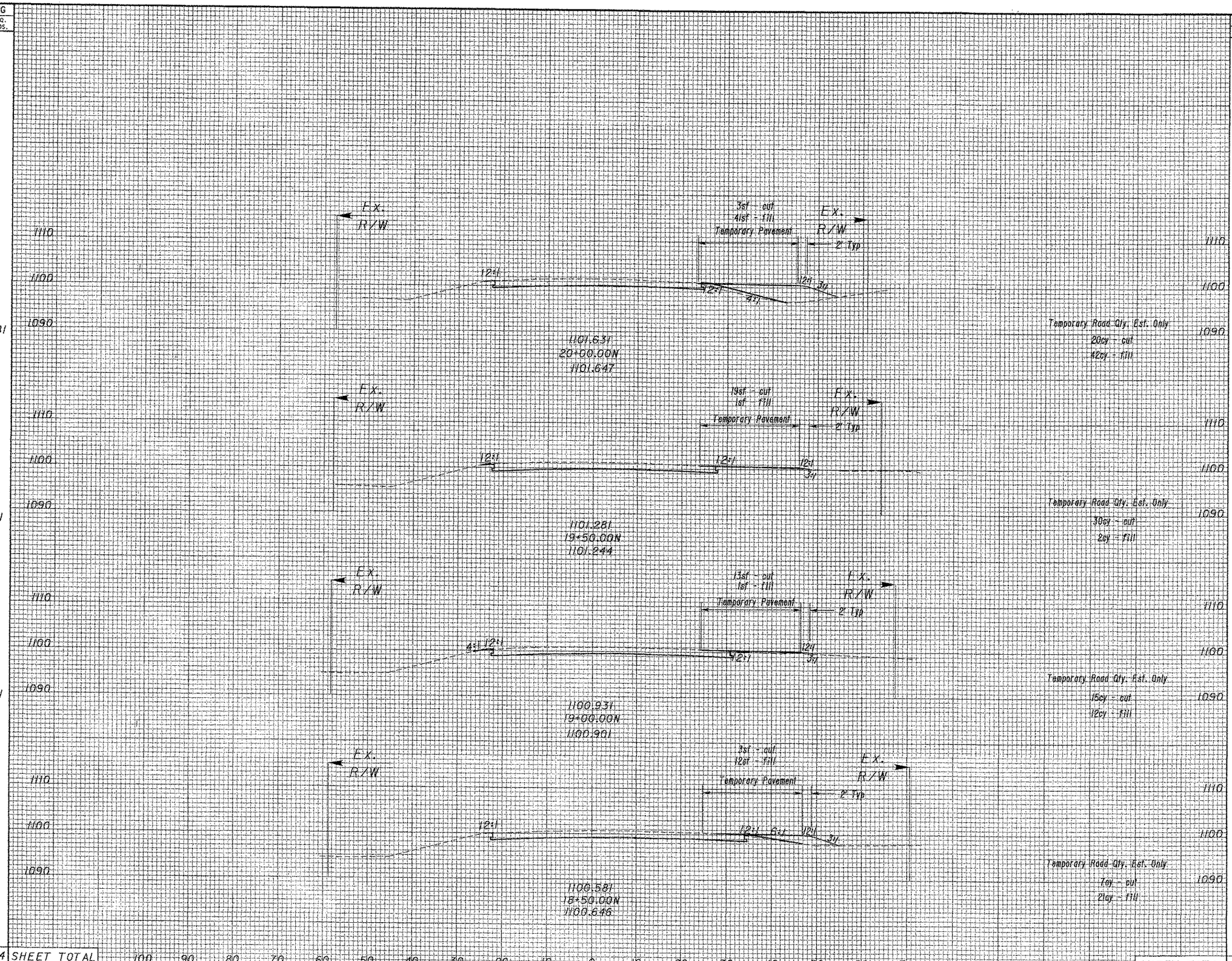
PRE-127-18.81

73/119

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
61					
	181	65	10	126	10
4		71	1		
	81			134	1
25		74	1		
	111			144	4
15		81	3		
61					
	434			154	4
SHEET TOTAL			SHEET TOTAL	558	19



CROSS SECTIONS
18+50.00N TO 20+00.00N

PRE-127-18.81

74
119

CALCULATED

CHECKED

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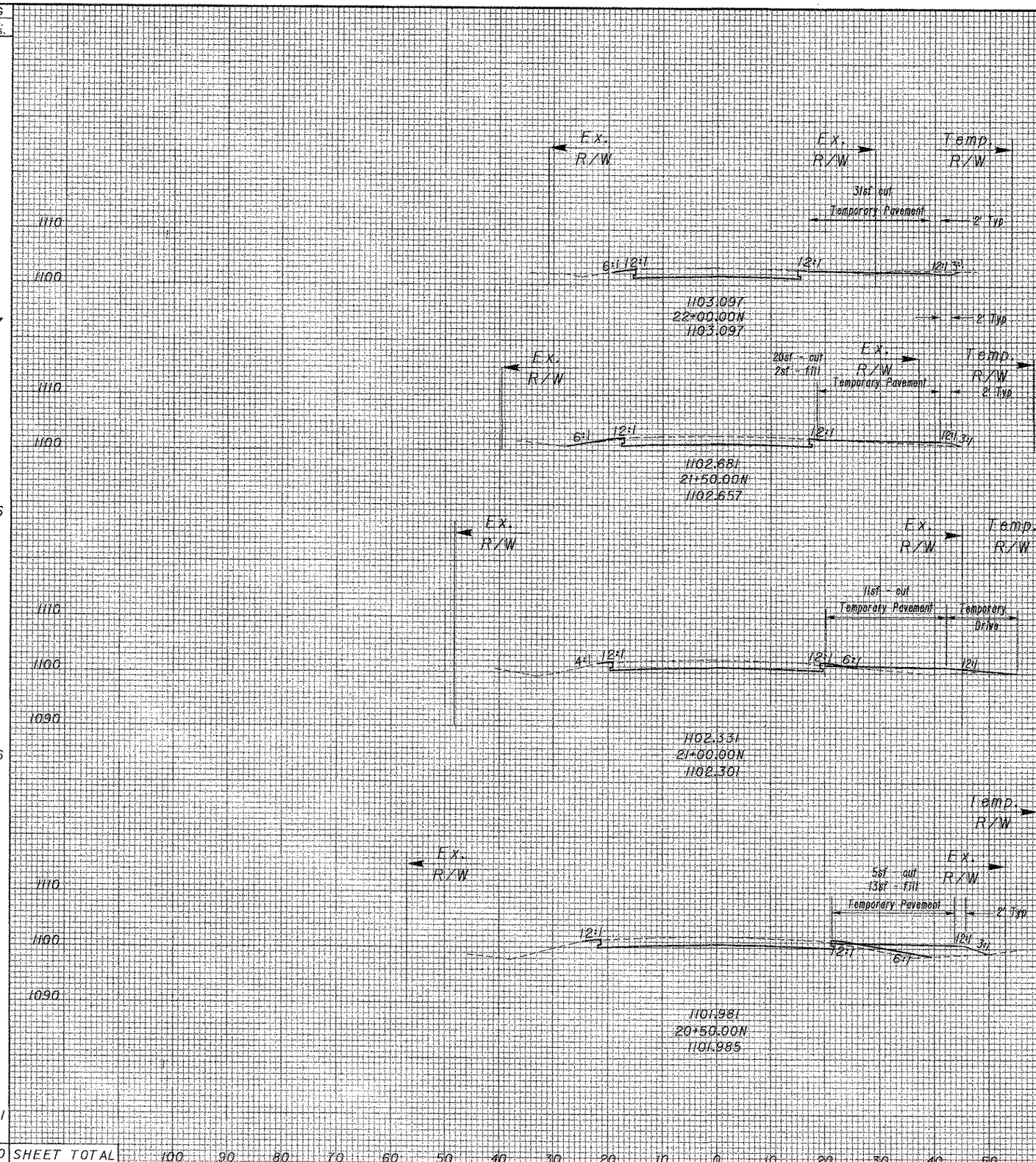
SEEDING	
END WIDTH	SQ. YDS.
6	47
11	56
9	86
22	231
	420



Temporary Road Qty. Est. Only
47 cy - cut
2 cy - fill

Temporary Road Qty. Est. Only
29 cy - cut
2 cy - fill

Temporary Road Qty. Est. Only
15 cy - cut
12 cy - fill

Temporary Road Qty. Est. Only
7 cy - cut
50 cy - fill

END AREA		VOLUME	
CUT	FILL	CUT	FILL
45	1		
		87	3
49	2		
		94	4
52	2		
		102	11
58	10		
		114	19
		397	37

SHEET TOTAL

CALCULATED

CHECKED

CROSS SECTIONS
20+50.00N TO 22+00.00N

PRE-127-18.81

75
119

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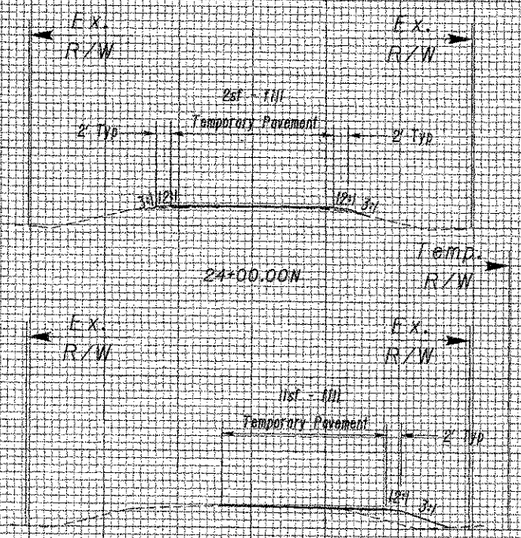
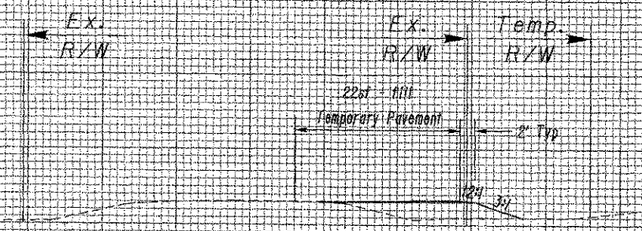
SEEDING	
END WIDTH	SQ. YDS.
17	
17	SHEET TOTAL

End Temporary Pavement
Station 24+34.78N

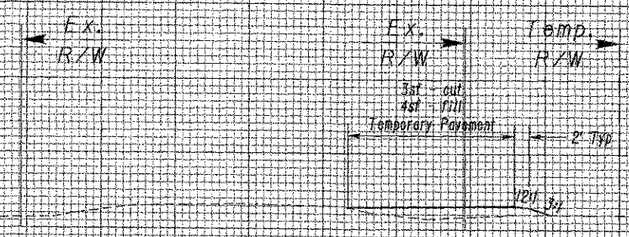


24+00.00N

23+50.00N



23+00.00N



MEET EXISTING
22+50.00N
1103.219

Temporary Road Qty. Est. Only
0 cy - cut
1 cy - fill

Temporary Road Qty. Est. Only
0 cy - cut
12 cy - fill

Temporary Road Qty. Est. Only
0 cy - cut
31 cy - fill

Temporary Road Qty. Est. Only
3 cy - cut
24 cy - fill

Temporary Road Qty. Est. Only
31 cy - cut
4 cy - fill

END AREA		VOLUME	
CUT	FILL	CUT	FILL
45	1		
		83	2
SHEET TOTAL		83	2

CALCULATED

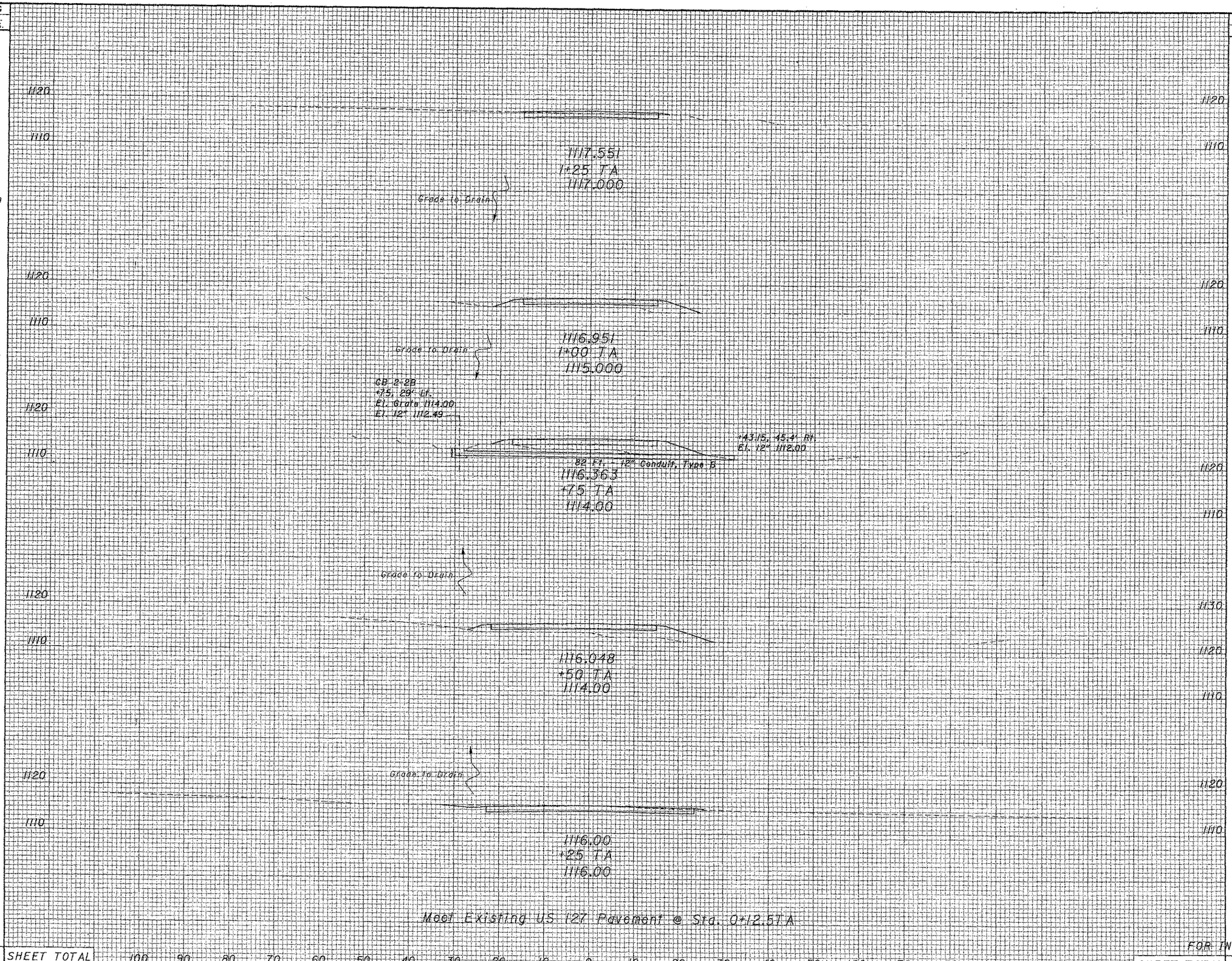
CHECKED

CROSS SECTIONS
22+50.00N TO 24+00.00N

PRE-127-18.81

76
119

SEEDING END WIDTH	SEEDING SQ. YDS.
	4
	29
	17
	46
	16
	49
	19
	44
	13
	18
	186



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
24	1		
		11	21
0	44		
		0	48
0	60		
			60
0	70		
		27	33
58	1		
		27	1
		SHEET TOTAL	
		65	163

CALCULATED

CHECKED

TEMPORARY ACCESS ROAD CROSS SECTIONS
Sta. +25 TA to 1+25 TA

PRE-127-18.81

FOR INFOMATION ONLY

77
119

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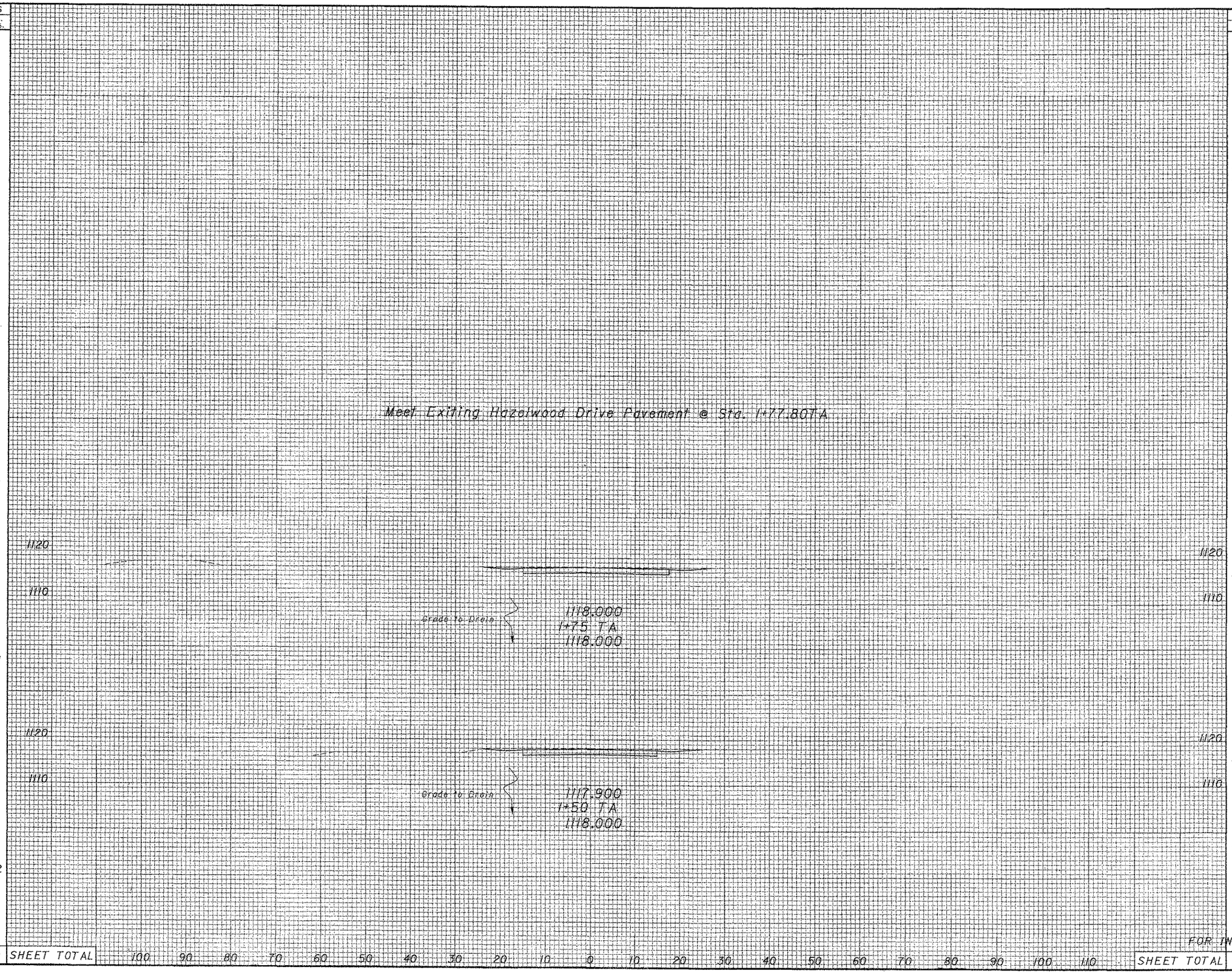
SEEDING	
END WIDTH	SQ. YDS.
18	
	6
18	
	51
19	
	32
SHEET TOTAL	89



END AREA		VOLUME	
CUT	FILL	CUT	FILL
47	0		
		5	0
47	0		
		44	0
48	0		
		33	1
		77	1

CALCULATED

CHECKED

TEMPORARY ACCESS ROAD CROSS SECTIONS
Sta. 1+50 TA to 1+75 TA

PRE-127-18.81

FOR INFOMATION ONLY

78
119

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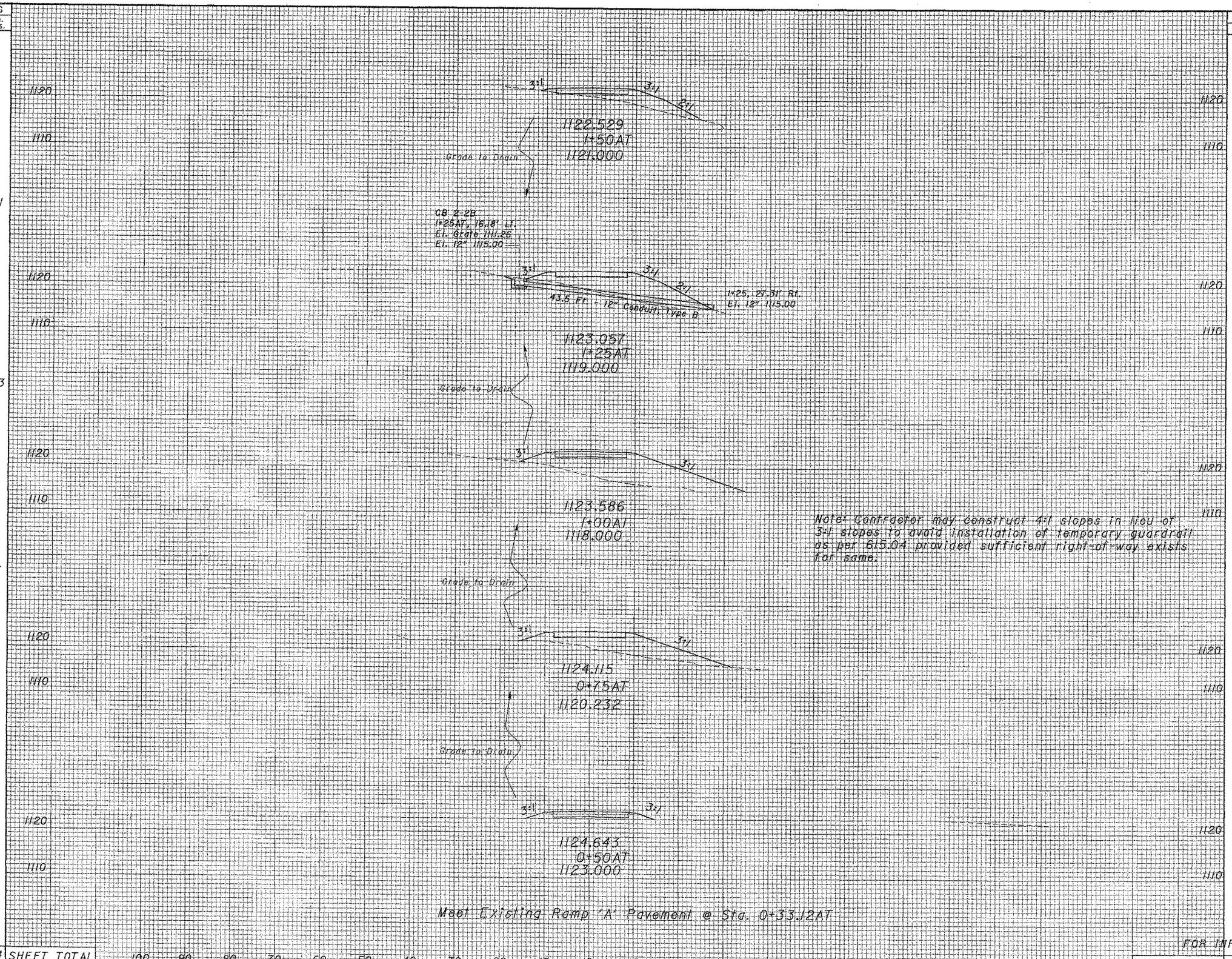
SEEDING END WIDTH	SEEDING SQ. YDS.
21	
	71
30	
	93
37	
	97
33	
	21
13	
	12
	294



Note: Contractor may construct 4:1 slopes in lieu of 3:1 slopes to avoid installation of temporary guardrail as per 615.04 provided sufficient right-of-way exists for same.

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	50		
		0	84
0	132		
		0	146
0	184		
		0	137
0	112		
		0	60
0	18		
		0	6
	SHEET TOTAL	0	433

CALCULATED

CHECKED

FOR INFOMATION ONLY

RAMP 'A' TEMPORARY CROSS SECTIONS
Sta. 0+33.12 AT to 1+50 AT

PRE-127-18.81

79
119

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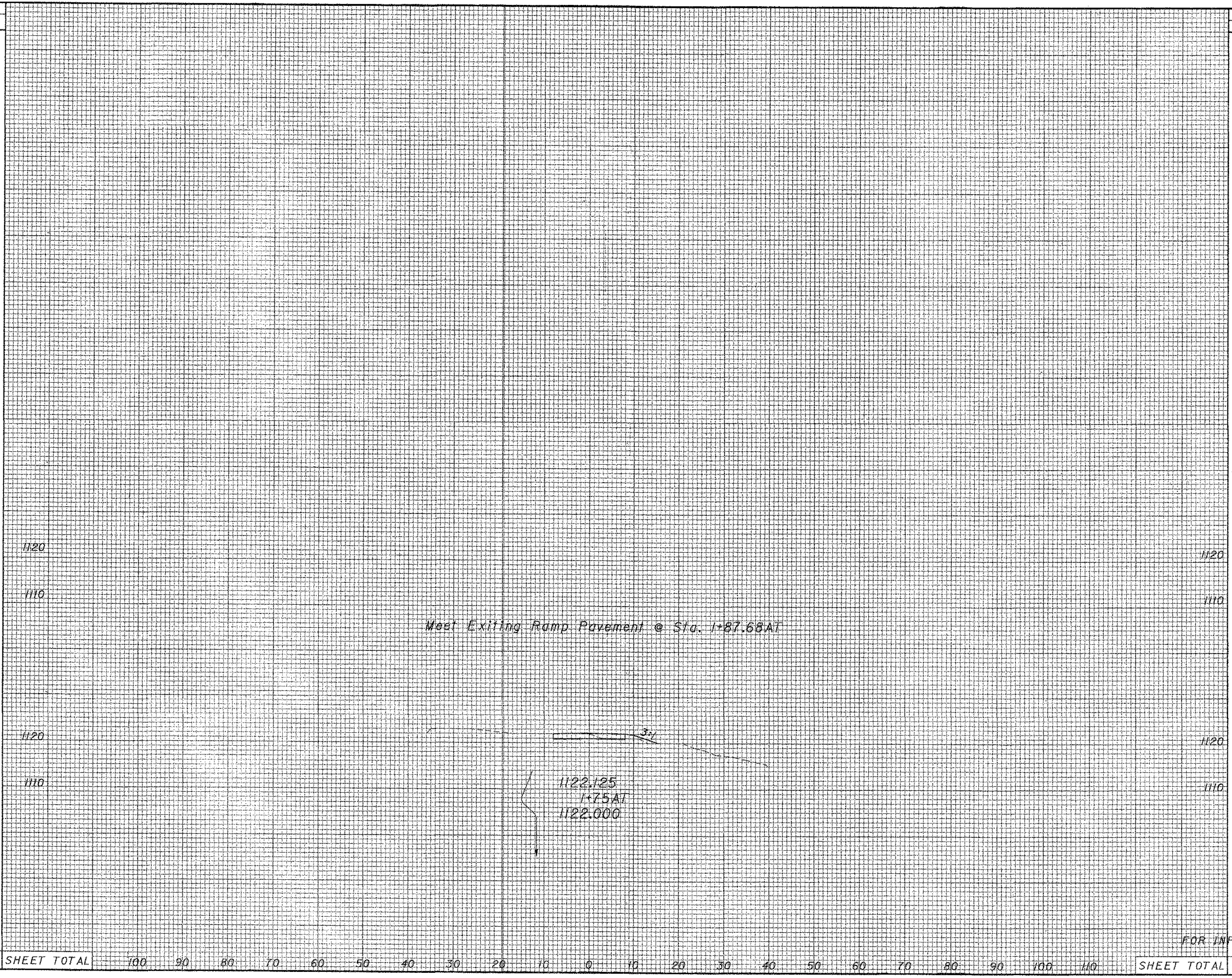
RAMP 'A' TEMPORARY CROSS SECTIONS
Sta. 1+75 AT

PRE-127-18.81

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
6		0	0		
	10			8	1
8		11	5		
	11			2	26
SHEET TOTAL	21			10	27

CALCULATED
CHECKED



FOR INFOMATION ONLY

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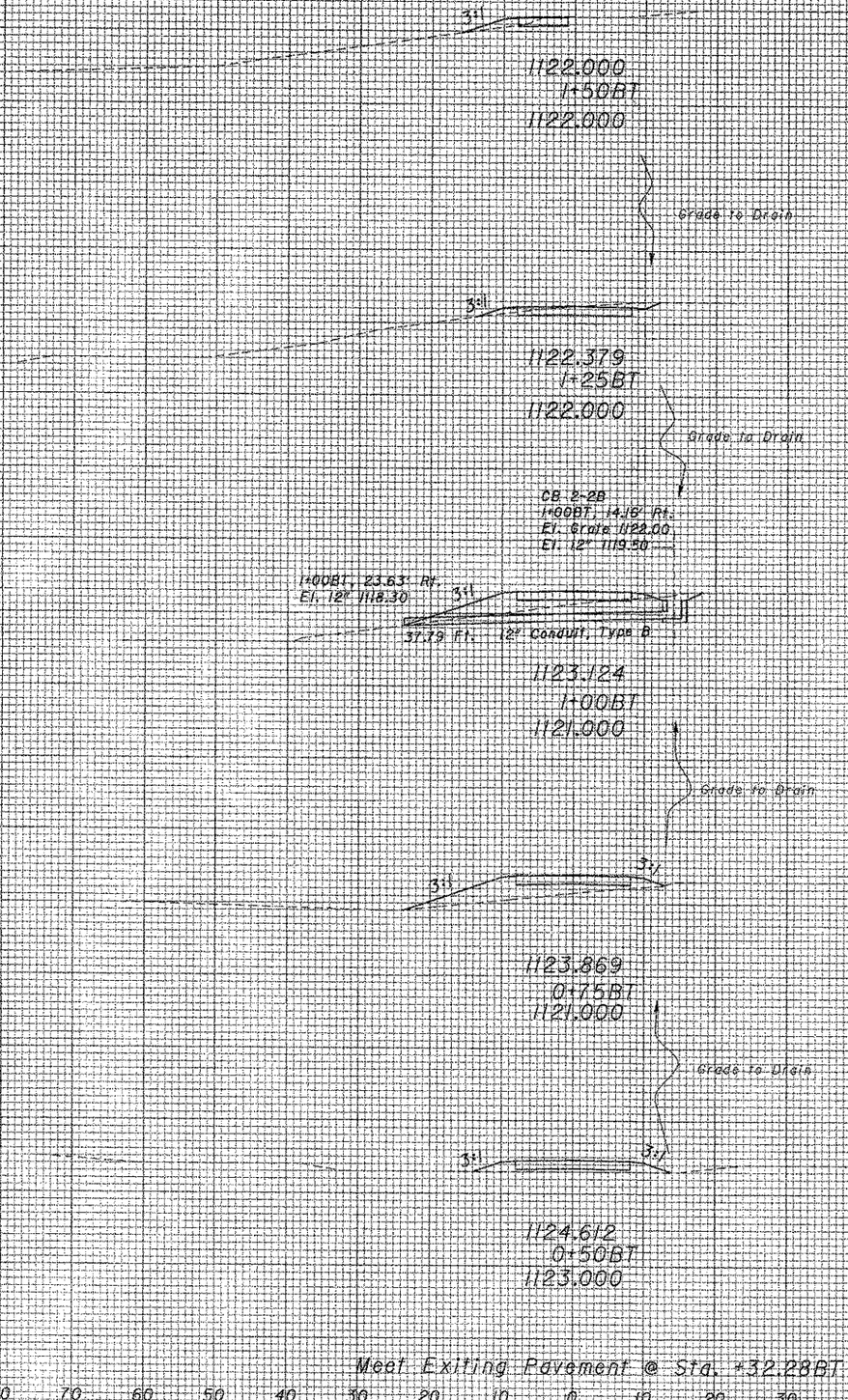
Meet Exiting Ramp Pavement @ Sta. 1+47.70BT



Meet Exiting Pavement @ Sta. *32.28BT

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
8	25	6	6	12	8
10	47	20	3	10	19
24	64	1	37	1	42
22	47	0	53	0	32
12	24	0	17	0	11
	207 SHEET TOTAL			23	112

SHEET TOTAL

CALCULATED

CHECKED

RAMP 'B' TEMPORARY CROSS SECTIONS
Sta. 0+50BT to 1+50BT

PRE-127-18.81

81
119

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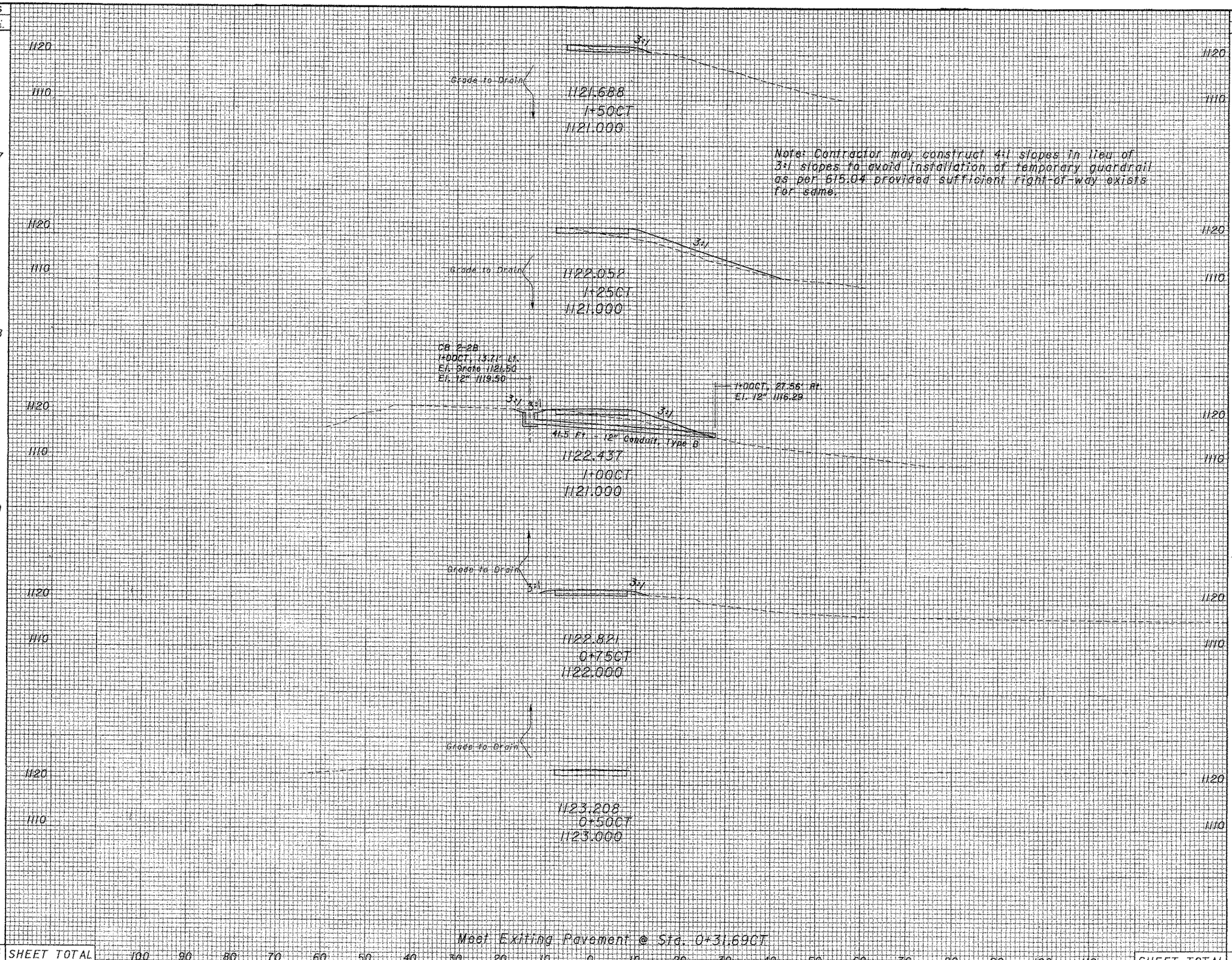
SEEDING END WIDTH	SEEDING SQ. YDS.
5	57
36	88
27	50
9	15
2	4
	214



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
10	3		
		8	22
7	45		
		7	33
7	27		
		7	14
7	4		
		11	2
16	0		
		11	1
SHEET TOTAL		44	72

CALCULATED

CHECKED

RAMP 'C' TEMPORARY CROSS SECTIONS
Sta. 0+31.68 CT to 1+50 CT

PRE-127-18.81

82
119

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SEEDING	
END WIDTH	SQ. YDS.
0	
1	
2	
10	
11	SHEET TOTAL

END AREA		VOLUME	
CUT	FILL	CUT	FILL
5		1	0
5	0		
		7	1
		8	1
SHEET TOTAL			

CALCULATED

CHECKED

Meet Existing Ramp Pavement @ Sta. 1+77.37CT

1121.284

1+75CT

1121.273

1120

1110

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

RAMP 'C' TEMPORARY CROSS SECTIONS
Sta. 1+75 CT to 1+77.37 CT

PRE-127-18.81

83
119

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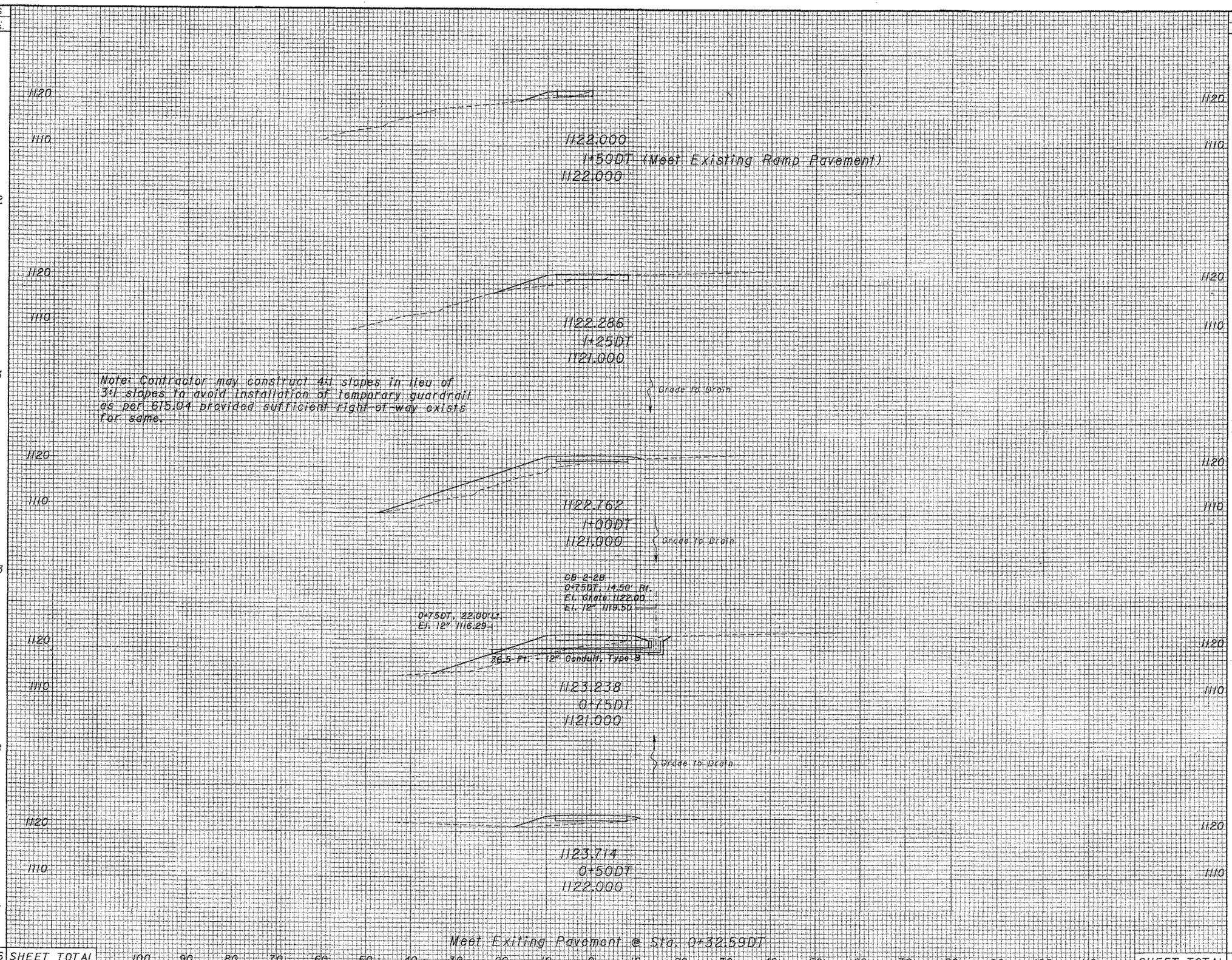
SEEDING	
END WIDTH	SQ. YDS.
8	32
15	83
45	113
36	68
13	25
	296



END AREA		VOLUME	
CUT	FILL	CUT	FILL
3	6		
		4	12
5	20		
		3	53
1	94		
		1	85
1	90		
		1	53
0	24		
		0	8
		9	211

SHEET TOTAL

CALCULATED

CHECKED

RAMP 'D' TEMPORARY CROSS SECTIONS
Sta. 0+32.59DT to 1+50DT

PRE-127-18.81

84
119

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SEEDING	
END WIDTH	SQ. YDS.
0	
	23
	38
	30
14	
	5
0	
	58

END AREA		VOLUME	
CUT	FILL	CUT	FILL
22	0		
		15	3
53	15		
		26	3
80	1		
		22	1
124	0		
		63	7

CALCULATED

CHECKED

TEMPORARY TRUCK DRIVE CROSS SECTIONS
Sta. 0+250TAD to 0+46.207TAD

PRE-127-18.81

85
119

1110
1100

MEET EXISTING
0+46.20TTAD
1100.000

CB 2-2B
21'38.741A, 32.49' RT.
El. Grate 1099.50
El. 12" 1097.00

20'02.871A, 42.56'RT.
El. 18" 1096.00

135 Ft. 12" Conduit, Type B

1100.500
0+35.5TAD
1100.000

1101.468
0+25TAD
1101.000

Meet Proposed Shoulder @ Sta. 0+19.25TAD

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

SHEET TOTAL

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SEEDING END WIDTH	SEEDING SQ. YDS.
0	2
4	15
7	17
5	15
6	3
0	
	52

Meet Roadway Pavement @ 15+08.07A

US 127 Grading

US 127 Grading

1130

1120

1123.24
15+00A
1123.00

1123.18
14+75A
1123.00

1123.13
14+50A
1123.00

1123.08
14+25A
1123.00

1123.02
14+00A
1123.00

Meet Existing Ramp Pavement @ 13+90.07

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
93	0		
		64	0
45	0		
		38	0
37	0		
		15	0
38	0		
		36	0
39	0		
		14	0
39	0		
SHEET TOTAL		167	7

CALCULATED

CHECKED

RAMP A CROSS SECTIONS
Sta. 14+00A to 15+00A

PRE-127-18.81

86
119

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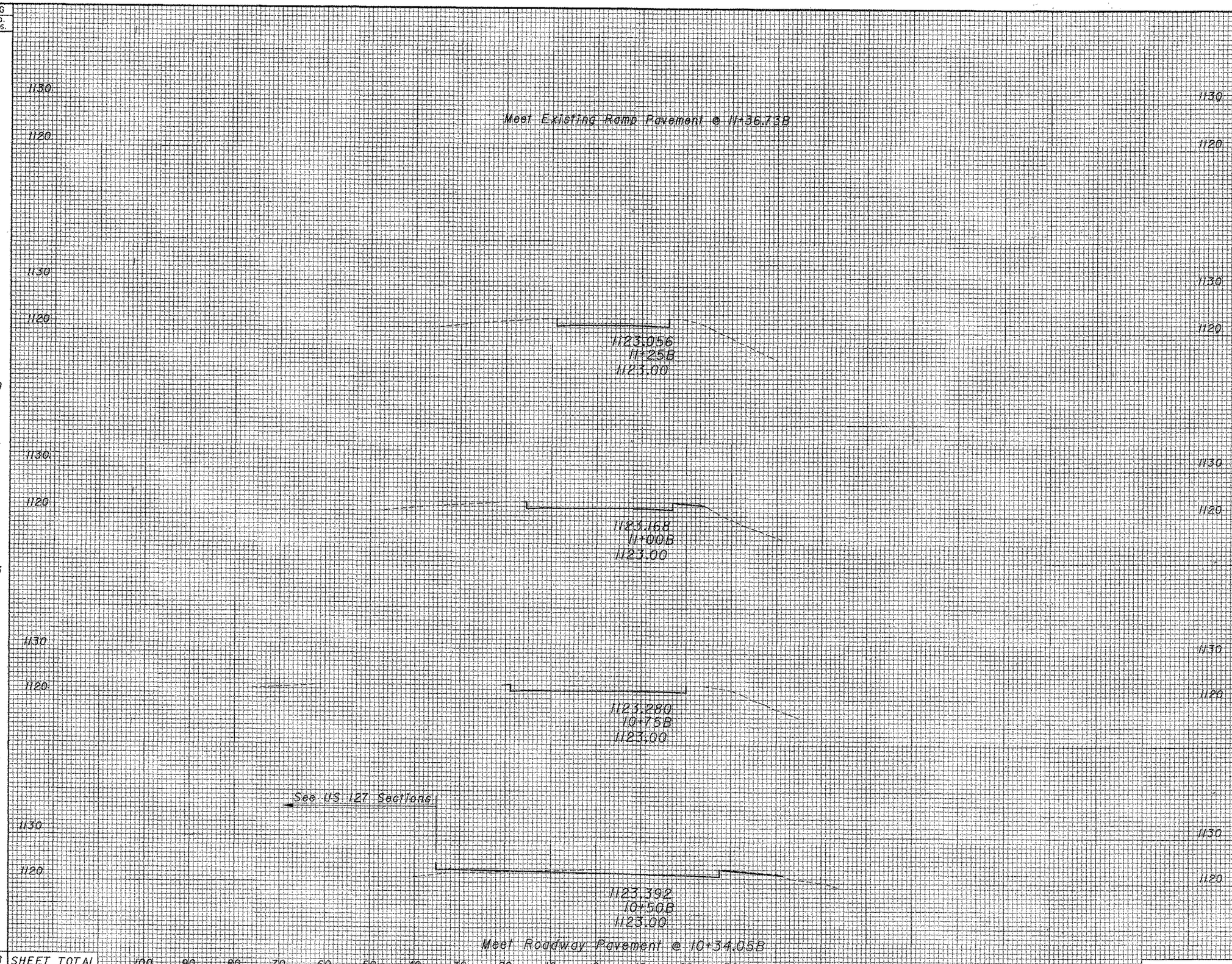
SEEDING END WIDTH	SEEDING SQ. YDS.
0	
	5
7	
	19
7	
	13
	2
	22
14	
	12
0	
	58



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
37	0		
		50	0
37	0		
		38	1
46	1		
		44	1
48	1		
		41	5
41	9		
		24	5
41	9		
SHEET TOTAL		197	12

CALCULATED

CHECKED

RAMP B CROSS SECTIONS
Sta. 10+50B to 11+25B

PRE-127-18.81

SEEDING	
END WIDTH	SQ. YDS.
0	
	10
21	
	82
38	
	164
80	
	125
10	
	10
0	
	391

Meet Ex. Ramp Pavement @ 11+30C

1122.055
11+25C
1122.88

1122.330
11+00C
1122.88

1122.605
10+75C
1123.00

1122.880
10+50C
1123.00

Meet Roadway Pavement @ 10+32C

END AREA		VOLUME	
CUT	FILL	CUT	FILL
45	0		
		14	0
45	0		
		56	0
75	0		
		81	0
99	0		
		79	0
71	0		
		72	0
145	0		
SHEET TOTAL		302	0

CALCULATED

CHECKED

RAMP C CROSS SECTIONS
Sta. 10+50C to 11+25C

PRE-127-18.81

88
119

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SEEDING	
END WIDTH	SQ. YDS.
0	
	4
8	
	25
10	
	63
	35
	97
	12
	11
0	
	200

Meet Roadway Pavement @ 15+08.93D

See US 127

1123.193
15+00D
1123.00

1122.868
14+75D
1123.00

1122.543
14+50D
1123.00

1122.218
14+25D
1123.00

Meet Ex. Ramp Pavement @ 14+08.05D

END AREA		VOLUME	
CUT	FILL	CUT	FILL
66	0		
		20	1
66	1		
		63	1
70	0		
		69	0
78	0		
		60	1
52	1		
		33	1
52			
SHEET TOTAL		245	4

CALCULATED

CHECKED

RAMP D CROSS SECTIONS
Sta. 14+25D to 15+00D

PRE-127-18.81

89
119

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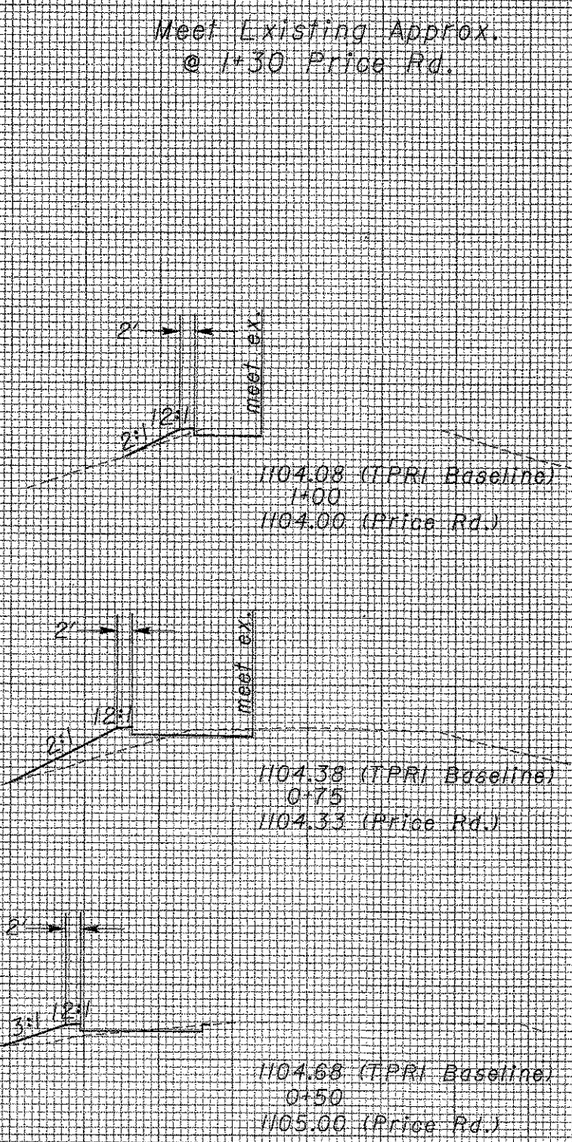
SEEDING	
END WIDTH	SQ. YDS.
0	
	17
10	
	39
18	
	42
12	
	13
0	
	111



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		4	3
5	8		
		8	18
8	33		
		6	22
4	15		
		2	11
0	15		
		20	54

CALCULATED

CHECKED

PRE-127-18.81

TEMPORARY PRICE ROAD 1 CROSS SECTIONS
Sta. 0+30 to 1+30 TEMPORARY PRICE ROAD 1

90
119

SHEET TOTAL

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

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SEEDING END WIDTH	SEEDING SQ. YDS.
0	
	75
15	
	51
22	
	51
15	
	17
0	
	194

Meet Existing Approx.
@ 1+90 Price Rd.

1110
1100

2'
12:1
2:1
1104.00 (TPR2 Baseline)
1+00
1104.00 (Price Rd.)

1110
1100

2'
12:1
2:1
1104.76 (TPR2 Baseline)
0+75
1104.33 (Price Rd.)

1110
1100

2'
12:1
3:1
1105.51 (TPR2 Baseline)
0+50
1105.00 (Price Rd.)

Meet Existing Approx.
@ 0+30 Price Rd.

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

SHEET TOTAL

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	0		
		7	97
4	58		
		3	58
3	68		
		4	39
6	16		
		5	12
6	16		
		20	209

SHEET TOTAL

CALCULATED

CHECKED

TEMPORARY PRICE ROAD 2 CROSS SECTIONS
Sta. 0+30 to 1+90 TEMPORARY PRICE ROAD 2

PRE-127-18.81

91
119

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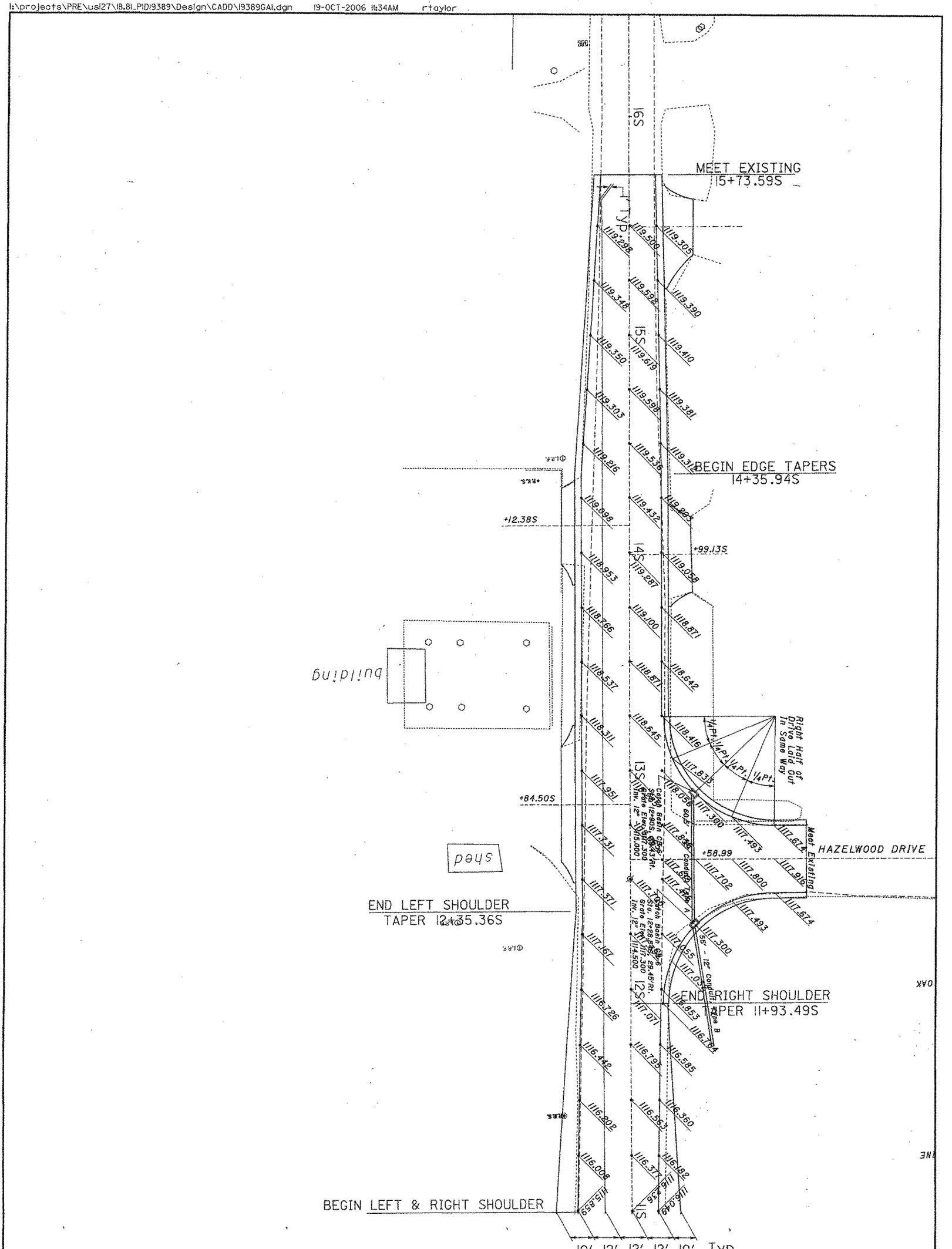
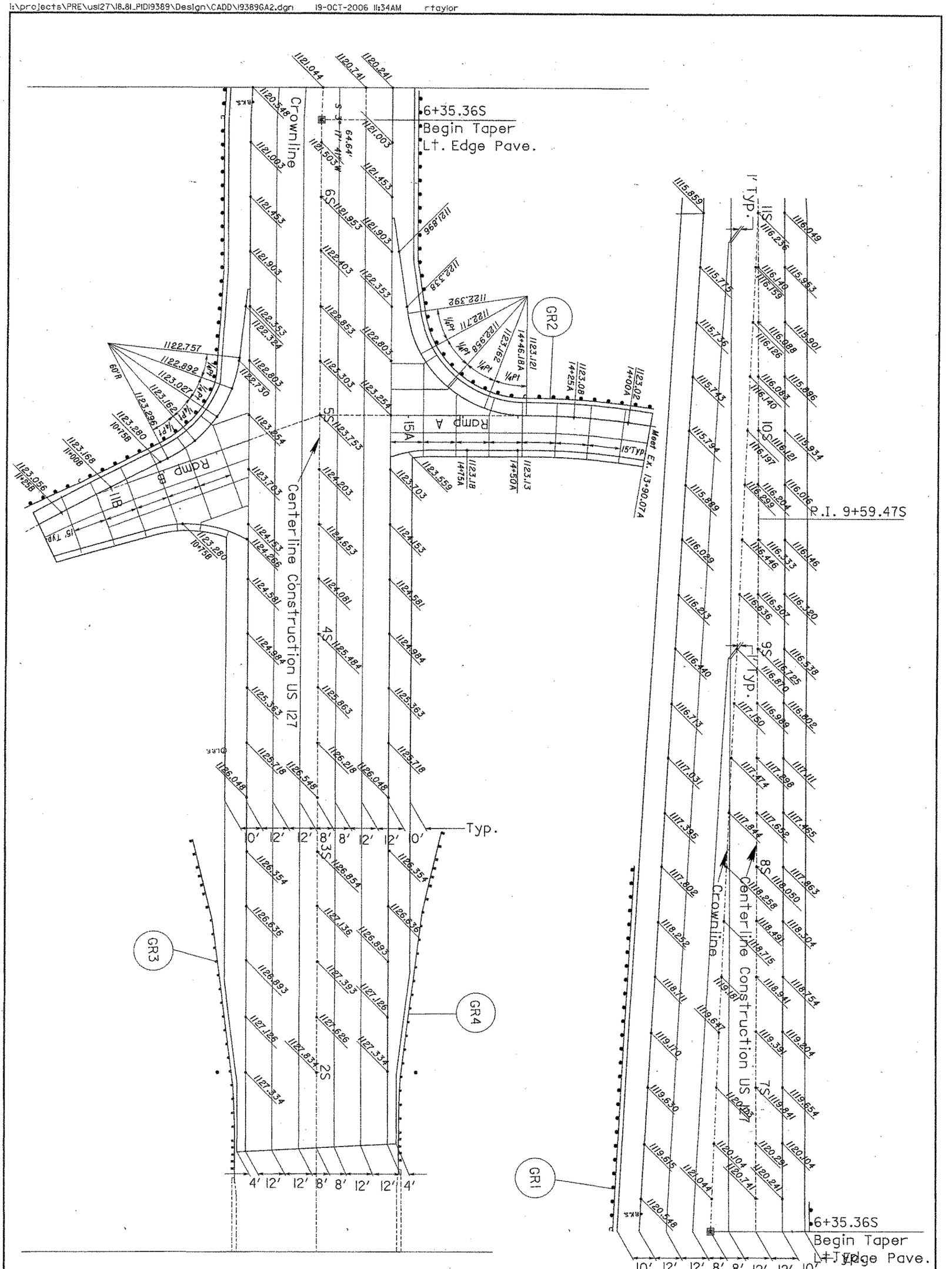


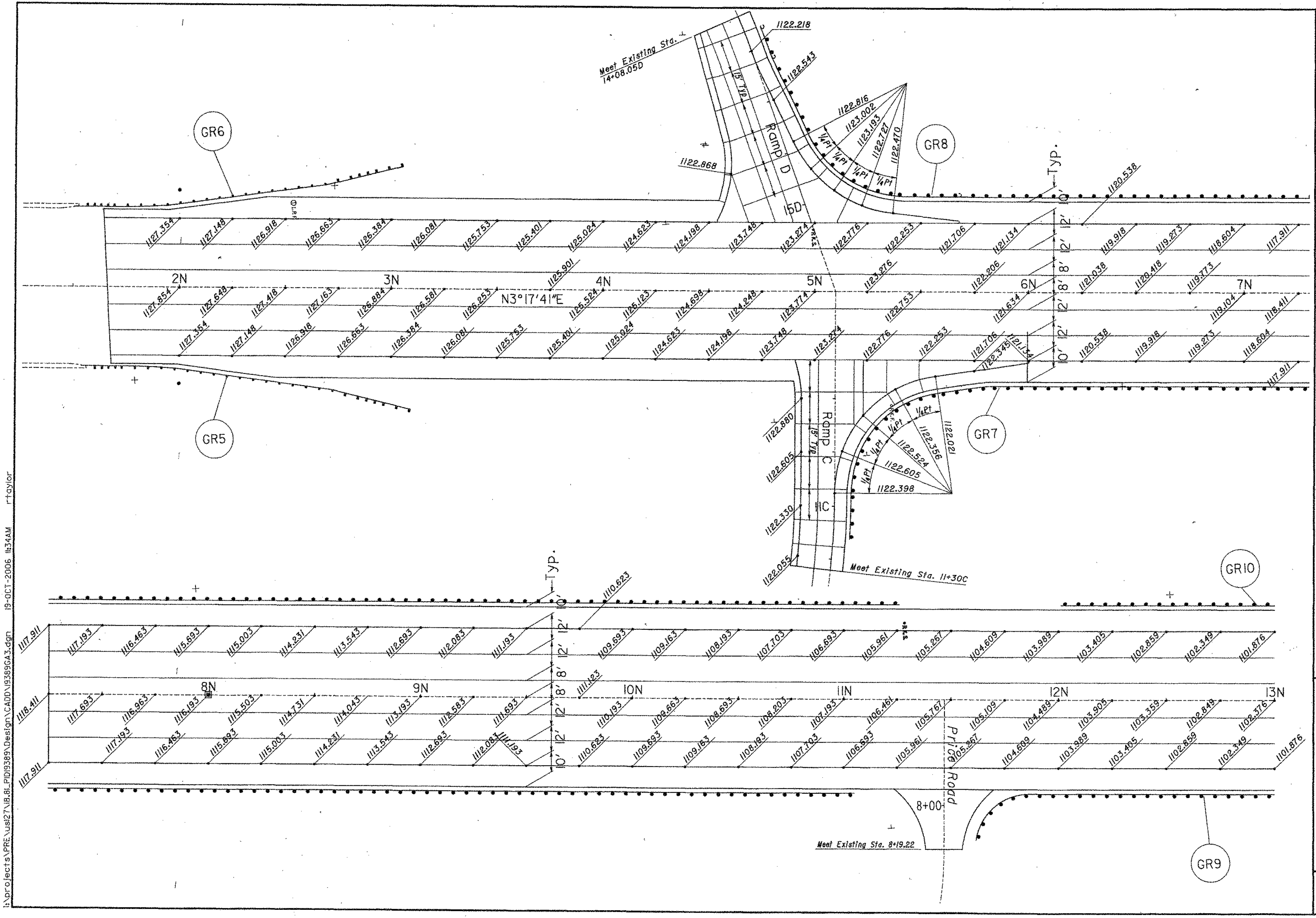
119 / 92	PRE-127-18.81	PAVEMENT JOINT DETAILS STA. 15+73.59S TO 11+00S US 127	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET (0, 10, 20, 40)



PRE-127-18.81

PAVEMENT JOINT DETAILS
STA. 1+66.08S TO 11+00S US 127

HORIZONTAL SCALE IN FEET



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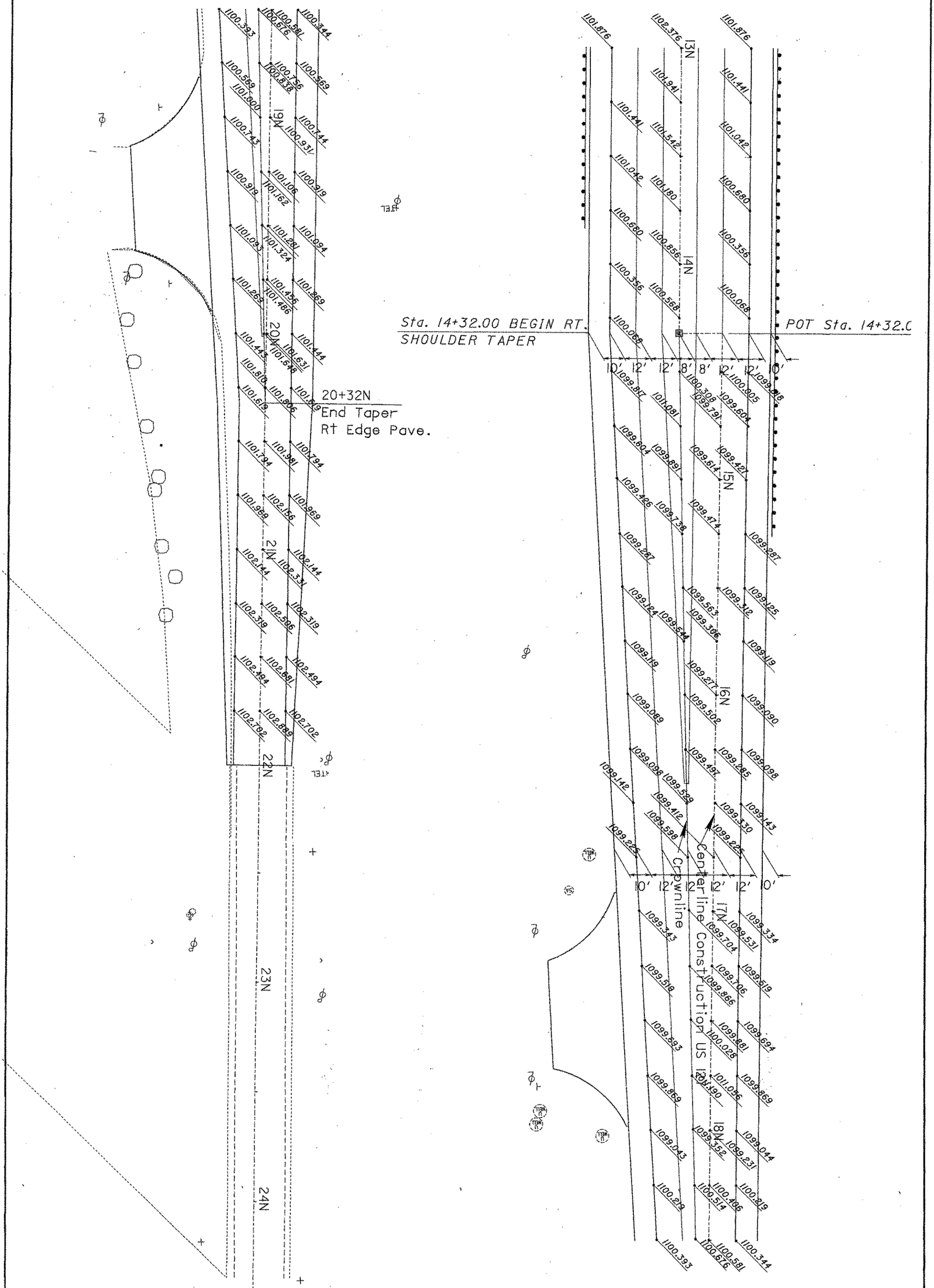
PAVEMENT JOINT DETAILS
STA 1+66.08N TO 13+00N US 127

PRE-127-18.81



191 / 95	**PRE-127-18.81**	**PAVEMENT JOINT DETAILS STA. 13+00N TO 22+00N US 127**

HORIZONTAL SCALE IN FEET (0, 20, 10, 40)

RAMP A-3 CURVE DATA
P.I. = Sta. 13+45.24 Ramp A
Delta = 35°30'00"
Dc = 17°00'00"
R = 337.03'
T = 107.88'
L = 208.82'
E = 16.85'

Meet Ex.
Sta. 13+90.07A

Curve A-3

GR2

R=55'

P.T. Sta. 14+46.18A

6+35.36S
Begin Taper
Lt. Edge Pave.

Sta.5+97.00S

Ramp A

Sta. 14+90.07A

15A

R=50'

50'

7.5'

4+80.65S

6S

5S

4S

Sta. 15+40.07 ℄ Ramp A
Sta. 5+00.00S ℄ US127
Sta. 10+00.00 ℄ Ramp B

Centerline Construction US 12

40'

4.5'

Sta. 4+43.00S

R=55'

R=60'

Sta. 5+66.50S

Ramp B

11B

GR1

Meet Ex.
Sta. 11+36.73B

RAMP B-1 CURVE DATA
P.I. = Sta. 11+73.42
Delta = 20°00'00"
Dc = 12°00'00"
R = 477.46'
T = 84.19'
L = 166.67'
E = 7.37'

RAMP D-3 CURVE DATA
P.I. = Sta. 13+75.34
Delta = 19°26'06"
Dc = 16°00'00"
R = 358.10'
T = 61.32'
L = 121.47'
E = 5.21'

Curve D-3

Meet Ex.
Sta. 14+08.05D

Sta. 14+31.00D

R=60'

GR8

Sta. 5+76.50N

R=55'

Ramp D

15D

4.5'

39.5'

Sta. 15+42.98 ℄ Ramp D
Sta. 5+10.00N ℄ US127
Sta. 10+00.00 ℄ Ramp C

4N

4+53.40N

5N

6N

4+90.65N

7.5'

50'

R=50'
Sta. 10+50.00C

Ramp C

GR7

R=55'

Sta. 10+93.89C

11C

Sta. 6+07.00N

Meet Ex.
Sta. 11+33.11D

RAMP C-1 CURVE DATA
P.I. = Sta. 12+06.66
Delta = 37°00'00"
Dc = 17°00'00"
R = 337.03'
T = 112.77'
L = 217.65'
E = 18.37'

N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PAVEMENT JOINT DETAILS RAMPS A, B, C & D

PRE-127-18.81

96
119

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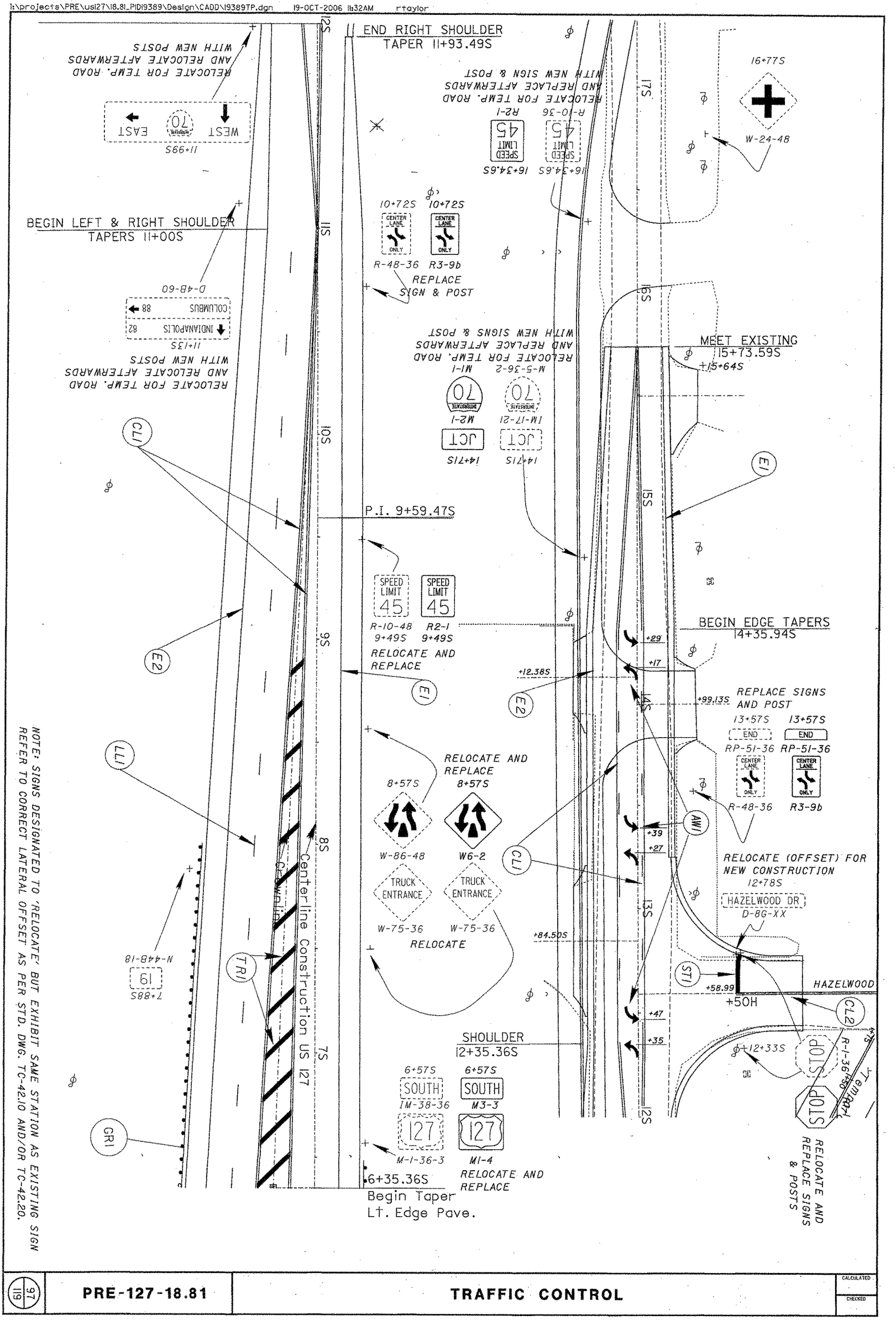

NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.

RELOCATE FOR TEMPORARY RAMP A THEN REPLACE SIGNS AND POSTS FOR NEW RAMP A

RELOCATE FOR TEMPORARY RAMP A THEN REPLACE SIGNS AND POSTS FOR NEW RAMP A

6+35.36S
Begin Taper
Lt. Edge Pave.

R1-1 STOP / DO NOT ENTER — R5-1 14+66.07A

R1-48 STOP / DO NOT ENTER — R-41B-36 14+54.07B

R-43L-72 ONE WAY

R6-2 ONE WAY

R1-1 STOP / DO NOT ENTER — R5-1 14+66.07A

R1-48 STOP / DO NOT ENTER — R-41B-36 14+66.07A

R6-2 ONE WAY

R-43L-72 ONE WAY

5+53S EAST IM-39-36

INTERSTATE 70 M-5-36-2

N-15-30

COLUMBUS D-1-72 88

GR2

E5

REPLACE SIGNS

5+53S EAST M3-2

INTERSTATE 70 M1-1

M6-1

COLUMBUS D-1-72 88

COLUMBUS SIGN & POSTS TO REMAIN

Ramp A

15A

ST2

LL2

E3

3+50S

GR4

W-85-48 1+83S REMOVE AND RELOCATE

R3-H8ca 1+90S NEW INSTALLATION

ONLY ONLY ONLY

5+07.5S

E3

6S

5S

4+41.8S

4+37S

IM2

AW2

4S

3S

2S

1S

CHI

12' Lanes Typical

12' Lanes Typical

12' Lanes Typical

12' Lanes Typical

12' Lanes Typical

Centerline Construction US 127

Match Line a-a

TR2

IM1

CL2

E4

Ramp B

11B

E6

M-524-108 4+30S WEST 70 EAST

RELOCATE FOR TEMP. RAMP B AND REPLACE AFTERWARDS WITH EX. SIGN & NEW POSTS

LL3

E4

GR3

CL2

CHI

+50

1S

0

N3°17'41"E

+50

CH2

Match Line a-a

NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.

D-D

CALCULATED

CHECKED

TRAFFIC CONTROL

PRE-127-18.81

98
119

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TRAFFIC CONTROL

CALCULATED
CHECKED

PRE-127-18.81

99
119

12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical

Match Line b-b
Match Line b-b
Match Line c-c

N3°17'41"E
N3°17'41"E

+50N
+50S
4+45N
4+50N
5+26.5N

0
1N
2N
3N
4N
5N
6N
7N

CH2
CL3
GR6
LL4
E7
E9
GR8
TR3
AW3
GR5
CH2
E8
LL5
E10
GR7
E8

1+90N
SOUTH
M3-3
M3-36
M1-4
M1-36-3
REPLACE & RELOCATE SIGNS & POST

2+48N
SOUTH

2+73N
SPEED LIMIT 45
R2-1
R1-10-48
REPLACE SIGN & POST BEHIND GUARDRAIL

2+73N
SPEED LIMIT 45

4+41N
EAST (70) WEST
M-52A-108
RELOCATE EX. SIGN & POSTS

Ramp D
15D
Ramp C
11C

1+90N
ONLY ONLY ONLY
R3-1Baa
NEW INSTALLATION

1+79N
OW-60D-48
REPLACE SIGN & RELOCATE

W4-2L
3+05N

R5-1-36
DO NOT ENTER
R1-1-48
STOP
10+53C

R-43L-48
ONE WAY

R-41B-36
DO NOT ENTER
R-1-48
STOP
10+61C

RELOCATE FOR TEMP. RAMP C AND REPLACE SIGNS AFTER-WARDS WITH NEW POSTS

R-41B-36
DO NOT ENTER
R-1-48
STOP
10+76.5C

R5-1-36
DO NOT ENTER
R1-1-48
STOP
10+75C

RELOCATE FOR TEMP. RAMP C AND REPLACE SIGNS AFTER-WARDS WITH NEW POSTS

INDIANAPOLIS 82
D-1-72

N-15-30
M-5-36-2
70 INTERSTATE

M1-1
M6-1

5+53N
WEST
M-40-36

5+53N
WEST
M3-4

RELOCATE SIGNS & POST

NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN
REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.

Match Line c-c

7+94N
COLUMBUS 88
INDIANAPOLIS 82
D-4B-72
SIGN & POSTS TO REMAIN INPLACE

E11
CL4
LL6

12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical

7N 8N 9N 10N 11N
50'R
11+27.67N
11+92.5N
12N
CH3
CL4

TR4
E13
E12
LL7

Price Road
8+00
Match Line d-d

REPLACE SIGNS & POSTS BEHIND GUARDRAIL
M-IC-36-3
IM-37-36
M1-4
7+49N NORTH
M3-1
7+49N NORTH
127
127

REPLACE SIGNS & POSTS BEHIND GUARDRAIL
R-10-48
R2-1
9+46N SPEED LIMIT 45
9+46N SPEED LIMIT 45

RELOCATE FOR TEMP. PRICE RD. No. 1 & 2 AND REPLACE AFTERWARDS WITH EX. SIGN & NEW POSTS

11+23N PRICE RD
PRICE RD
D-8G-48

STOP
R-1-48
8+10 PRICE RD.

STOP
R-1-48
8+05 PRICE RD.

RELOCATE FOR TEMP. PRICE RD. No. 1 & 2 AND REPLACE AFTERWARDS WITH NEW SIGN & NEW POST

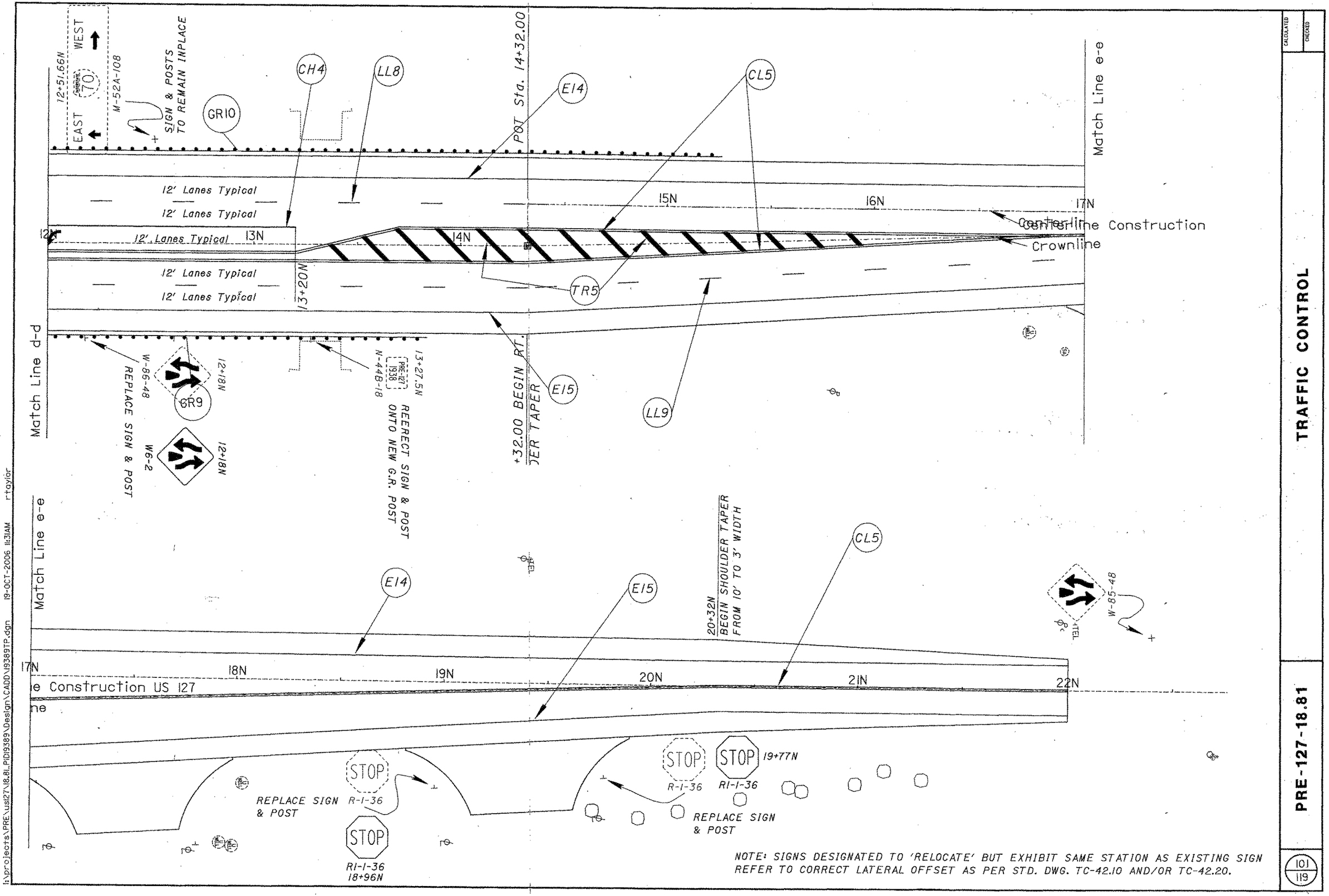
NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN
REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.

CALCULATED
CHECKED

TRAFFIC CONTROL

PRE-127-18.81

100
119


12+51.66N
EAST
WEST
70
M-52A-108
SIGN & POSTS TO REMAIN INPLACE
GR10
CH4
LL8
POT Sta. 14+32.00
E14
CL5
Match Line e-e
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12' Lanes Typical
12N
13N
14N
15N
16N
17N
Centerline Construction
Crownline
13+20N
TR5
LL9
Match Line d-d
W-86-48
REPLACE SIGN & POST
12+18N
GR9
W6-2
12+18N
N-44B-18
(PRE-127 1938)
13+27.5N
REERECT SIGN & POST ONTO NEW G.R. POST
+32.00 BEGIN RT. TER TAPER
E15
17N
18N
19N
20N
21N
22N
e Construction US 127
ne
E14
E15
CL5
20+32N
BEGIN SHOULDER TAPER FROM 10' TO 3' WIDTH
W-85-48
STOP
R-1-36
REPLACE SIGN & POST
STOP
R1-1-36
18+96N
STOP
R-1-36
STOP
R1-1-36
19+77N
REPLACE SIGN & POST
NOTE: SIGNS DESIGNATED TO 'RELOCATE' BUT EXHIBIT SAME STATION AS EXISTING SIGN
REFER TO CORRECT LATERAL OFFSET AS PER STD. DWG. TC-42.10 AND/OR TC-42.20.
CALCULATED
CHECKED
TRAFFIC CONTROL
PRE-127-18.81
101
119
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SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	645 EDGE LINE, TYPE A3	645 LANE LINE, TYPE A3	645 CENTER LINE, TYPE A3	645 CHANNELIZING LINE, TYPE A3	645 STOP LINE, TYPE A3	645 TRANSVERSE/ DIAGONAL LINE, TYPE A3	645 ISLAND MARKING, TYPE A3	645 LANE ARROW, TYPE A3
						MILE	MILE	MILE	FEET	FEET	FEET	SQ FT	EACH
97	E1	US 127	6+35.36S	15+73.59S	RT	.18							
97	E2	US 127	6+35.36S	15+73.59S	LT	.18							
97	LL1	US 127	6+35.36S	11+00S	RT		.09						
97	CL1	US 127	6+35.36S	15+73.59S	RT			.18					
97	CL1	US 127	6+35.36S	15+73.59S	LT			.18					
97	ST1	HAZELWOOD DRIVE	0+47		LT					19			
97	AW1	US 127	12+35S	14+29S	LT								6
97	TR1	US 127	6+35.36S	9+00S	LT						200		
98	E3	US 127	0+00S	6+35.36S	RT	.11							
98	E4	US 127	0+00S	6+35.36S	LT	.11							
98	E5	RAMP A	15+08.07A	13+90.07	LT&RT	.06							
98	ST2	RAMP A	14+90.07A		LT&RT					37			
98	E6	RAMP B	10+33.99B	11+36.69B	LT&RT	.05							
98	LL2	US 127	0+00S	6+35.36S	RT		.13						
98	LL3	US 127	0+00S	6+35.36S	LT		.12						
98	CL2	US 127	0+00S	6+35.36S	LT&RT			.23					
98	CH1	US 127	0+50S	4+41.80S	RT				431				
98	TR2	US 127	5+07.50S	6+35.36S	LT&RT						124		
98	IM1	US 127	5+07.50S		LT&RT							112	
98	IM2	US 127	4+41.80S		LT							10	1
98	AW2	US 127	4+37S		RT								
99	E7	US 127	0+00N	7+00N	LT	.11							
99	E8	US 127	0+00N	7+00N	RT	.11							
99	E9	RAMP C	10+32C	11+33.11C	LT&RT	.05							
99	E10	RAMP D	14+08.04D	15+08.98D	LT&RT	.05							
99	LL4	US 127	0+00N	7+00N	LT		.12						
99	LL5	US 127	0+00N	7+00N	RT		.13						
99	CL3	US 127	0+00N	7+00N	LT&RT			.23					
99	CH2	US 127	0+50N	4+50N	RT				400				
99	ST3	US 127	10+52C		LT&RT					32			
99	TR3	US 127	5+35N	7+00N	LT&RT						170		
99	IM3	US 127	4+50N		LT							10	
99	IM4	US 127	5+26.5N		RT							113	
99	AW3	US 127	4+45N		RT								1
100	E11	US 127	7+00N	12+00N	LT	.09							
100	E12	US 127	7+00N	12+00N	RT	.08							
100	E13	PRICE ROAD	7+81.45P	8+19.22P	LT&RT	.02							
100	LL6	US 127	7+00N	12+00N	LT		.09						
100	LL7	US 127	7+00N	12+00N	RT		.08						
100	CL4	US 127	7+00N	12+00N	LT&RT			.16					
100	CH3	US 127	11+95N	12+00N	LT				5				
100	ST4	PRICE ROAD	7+91.45P		LT					22			
100	TR4	US 127	7+00N	11+27.67N	LT&RT						457		
100	AW4	US 127	11+27.67N		LT&RT							32	
101	E14	US 127	12+00N	22+00N	LT	.19							
101	E15	US 127	12+00N	22+00N	RT	.19							
101	LL8	US 127	12+00N	17+00N	LT		.09						
101	LL9	US 127	12+00N	17+00N	RT		.10						
101	CL5	US 127	12+00N	22+00N	LT&RT			.28					
101	CH4	US 127	12+00N	13+20N	LT				120				
101	TR5	US 127	13+20N	16+00N	LT&RT						201		
TOTALS CARRIED TO GENERAL SUMMARY						1.56	.95	1.26	956	110	1152	277	8

CALCULATED

CHECKED

PAVEMENT MARKING SUBSUMMARY

PRE-127-18.81

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630		630	630	630	630		630	630	630	630	630		
								GROUND MOUNTED SUPPORT No. 2 POST	GROUND MOUNTED SUPPORT No. 3 POST	GROUND MOUNTED SUPPORT No. 4 POST	STREET NAME SIGN SUPPORT, No. 3 POST	SIGN FLAT SHEET		REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION	REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND REERECTION, AS PER PLAN	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL		
									FT	FT	FT	SF		EA	EA	EA	EA	EA		
97		US-127	16+34.6S	LT	R2-1	24"X30"			12.50			5.00		1	1		1	1		
97		US-127	14+71S	LT	M1-1	36"X36"			14.25			9.00		1	1		1	1		
97		US-127	14+71S	LT	M2-1	21"X15"						2.19					1			
97		US-127	13+57S	RT	R3-9b	24"X36"			12.75			6.00					1	1		
97		US-127	13+57S	RT	M4-6	24"X12"						2.00					1			
97		HAZELWOOD DRIVE	+50H	LT	R1-1	36"X36"			11			9.00		1	1		1	1		
97		HAZELWOOD DRIVE	+50H	RT	R1-1	36"X36"			11			9.00		1	1		1	1		
97		HAZELWOOD DRIVE	+50H	LT	STREET	EXISTING								2	2					
97		US-127	11+99S	LT	WEST I-70 EAST	EXISTING								2		4				
97		US-127	11+13S	LT	CITIES GUIDE	EXISTING								2		4				
97		US-127	10+72S	RT	R3-9b	24"X36"			12.50			6.00					1	1		
97		US-127	9+49S	RT	R2-1	24"X30"			12.50			5.00					1	1		
97		US-127	8+57S	RT	W6-2	36"X36"			26.00			9.00					1	2		
97		US-127	7+88S	RT	TRUCK ENTRANCE	30"X30"						6.25								
97		US-127	7+50S	LT	MILE MARKER	8"X10"		9.50						1				1		
97		US-127	6+57S	RT	M1-4	45"X36"				29		11.25					1	1		
97		US-127	6+57S	RT	M3-3	30"X15"						3.13					1			
98		US-127	5+53S	RT	COLUMBUS 88	EXISTING		THIS SIGN AND POSTS TO REMAIN INPLACE												
98		US-127	5+53S	RT	M1-1	36"X36"			7.75			9.00					1	1		
98		US-127	5+53S	RT	M3-2	24"X12"						2.00					1			
98		US-127	5+53S	RT	M6-1	21"X15"						2.19					1			
98		RAMP B	14+66.07A	LT	R1-1	48"X48"					31.00	16.00					1	2		
98		RAMP B	14+66.07A	LT	R5-1	36"X36"						9.00					1			
98		RAMP B	14+66.07A	RT	R1-1	48"X48"					30.00	16.00		1	2		1	2		
98		RAMP B	14+66.07A	RT	R5-1	36"X36"						9.00		1			1			
98		RAMP B	14+66.07A	RT	R6-1R	36"X12"						3.00			1		1			
98		RAMP B	14+66.07A	RT	R6-1L	36"X12"						3.00			1		1			
98		US-127	4+30S	LT	WEST I-70 EAST	EXISTING								2		2				
98		US-127	3+50S	RT	W6-1	48"X48"			28.00			16.00					1	1		
98		US-127	1+90S	RT	R3-H8ca	30"X36"			24.00			7.50								
99		US-127	1+90N	RT	R3-H8ca	30"X36"			24.00			7.50								
99		US-127	1+90N	LT	M1-4	45"X36"			28.00			11.25					1	1		
99		US-127	1+90N	LT	M3-3	30"X15"						3.13					1			
99		US-127	2+73N	LT	R2-1	36"X48"			27.00			12.00					1	1		
99		US-127	3+05N	RT	W4-2L	48"X48"			29.00			16.00					1	1		
99		US-127	4+41N	LT	WEST I-70 EAST	EXISTING								2		2				
99		RAMP C	10+53C	RT	R1-1	48"X48"						16.00		1	2		1	2		
99		RAMP C	10+53C	RT	R5-1	36"X36"						9.00		1			1			
99		RAMP C	10+75C	LT	R1-1	48"X48"						16.00		1	2		1	2		
99		RAMP C	10+75C	LT	R5-1	36"X36"						9.00		1			1			
99		US-127	5+53N	RT	INDIANAPOLIS 82	EXISTING		THIS SIGN AND POSTS TO REMAIN INPLACE												
99		US-127	5+53N	RT	M6-1	21"X15"			7.75			2.19					1	1		
99		US-127	5+53N	RT	M1-1	36"X36"						9.00					1			
99		US-127	5+53N	RT	M3-4	24"X12"						2.00					1			
100		US-127	7+49N	RT	M1-4	45"X36"				31.50		11.25					1	1		
100		US-127	7+49N	RT	M3-1	30"X15"						3.13					1			
100		US-127	7+49N	RT	M1-1	36"X36"						9.00					1			
100		US-127	7+49N	RT	M4-1A	30"X15"						3.13					1			
100		US-127	7+94N	LT	CITIES GUIDE	EXISTING		THIS SIGN AND POSTS TO REMAIN INPLACE												
100		US-127	9+46N	RT	R2-1	36"X48"			27.00			12.00					1	1		
100		US-127	11+23N	RT	PRICE RD. SIGN	EXISTING					24.00			6	4			2		
100		PRICE ROAD	8+05	LT	R1-1	36"X36"					12.50	9.00								
101		US-127	12+18N	RT	W6-2	36"X36"			13.00			9.00					1	1		
101		US-127	13+27.5N	RT	CULVERT MARKER	10"X8"								1	1					
TOTALS CARRIED TO GENERAL SUMMARY								9.50	300.00	60.50	97.50	345.09		28.00	19.00	12.00	39.00	30.00		

SIGNING SUBSUMMARY

CALCULATED

CHECKED

PRE-127-18.81

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 TEMPORARY SIGN SUPPORT No. 3 POST	630 GROUND MOUNTED SUPPORT No. 2 POST	630 GROUND MOUNTED SUPPORT No. 3 POST	630 GROUND MOUNTED SUPPORT No. 4 POST	630 STREET NAME SIGN SUPPORT, No. 3 POST	630 SIGN FLAT SHEET	630 SIGN ERECTED FLAT SHEET		630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION	630 REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND REERECTION, AS PER PLAN	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL		
101		US-127	18+96N	RT	RI-1	36"X36"					14.00	9.00								
101		US-127	19+77N	RT	RI-1	36"X36"					14.00	9.00					1	1		
																	1	1		
TOTALS CARRIED TO GENERAL SUMMARY											28.00	18.00					2.00	2.00		

CALCULATED

CHECKED

SIGNING SUBSUMMARY

PRE-127-18.81

104
119

LOCATION SUB-SUMMARY

Detail	TC-65.10
1	CENTER LANE
	TYPICAL SPACING
2	LANE LINE TYPICAL
	SPACING
2a	CHANNELIZING LINE
	TYPICAL SPACING

Detail	TC-65.11
3	ACCELERATION LANE
4	DECELERATION LANE
5	MULTILANE DIVIDED-CONTROL ACCESS
6	4 LANE DIVIDED TO 2 LANE TRANSITION
7	4 LANE UNDIVIDED TO 2 LANE TRANSITION

Detail	TC-65.12
8	ONE LANE BRIDGE
9	STOP APPROACH
10	TWO WAY LEFT TURN
11	HORIZONTAL CURVE
12	APPROACH W/ LEFT TURN LANE

	LOCATION				DETAIL	621 RPM EACH			PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
									ONE-WAY		TWO-WAY			
	COUNTY	ROUTE	STATIONING FROM	STATIONING TO					WHITE	YELLOW	WHITE/ WHITE	YELLOW/ YELLOW	WHITE/ RED	
LT&RT	PRE	US 127	1+40.15S	15+73.59S	1	37						37		
LT&RT	PRE	US 127	1+40.15S	15+73.59S	2	16							16	
RT	PRE	US 127	0+50S	4+41.80S	2a	11							11	
RT	PRE	US 127	1+40.15S	15+93.49S	7	18			6				12	RIGHT EDGE LINE TRANSITION AREA
LT&RT	PRE	US 127	12+35S	14+35.86S	10	6							6	
LT&RT	PRE	US 127	1+39.48N	22+00N	1	42						42		
LT&RT	PRE	US 127	1+39.48N	22+00N	2	15							15	
RT	PRE	US 127	0+50N	7+00N	2a	10							10	
RT	PRE	US 127	9+00N	24+32N	7	19			10				9	RIGHT EDGE LINE TRANSITION AREA
TOTAL THIS SHEET						174			16			79	79	

ITEM 202-RAISED PAVEMENT MARKERS REMOVED AN ESTIMATED QUANTITY OF 125 EACH ON US-127.

QUANTITIES CARRIED TO THE GENERAL SUMMARY

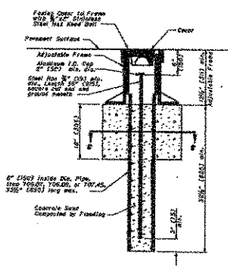
RAISED PAVEMENT MARKER

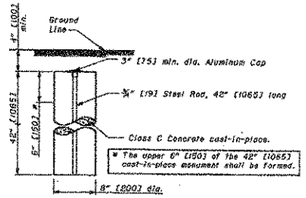
PRE-127-18.81

PRE-127-18.81
SECTION 35, TOWN 9, RANGE 2
MONROE TOWNSHIP
PREBLE COUNTY OHIO

MOUMENTS TO BE SET DURING CONSTRUCTION				
℄ of RIGHT OF WAY	DISTANCE FROM ℄ of RIGHT OF WAY		℄ MONUMENT ASSEMBLY	REFERENCE MONUMENT
S.R. 127	LEFT	RIGHT	ITEM 604E 38500	
6+35.36 S	0	0	1	
2+00.00 S	45.00'	45.00'		2
2+00.00 N	45.00'	45.00'		2
8+00.00 N	0	0	1	
14+32.00 N	0	0	1	
TOTAL TO GENERAL SUMMARY			3	4

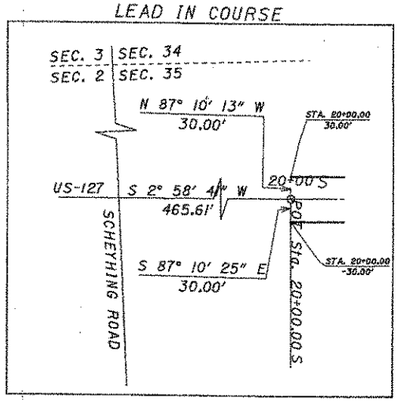
FOR MONUMENT DETAILS REFER TO ODOT STANDARD DRAWING RM 1.1

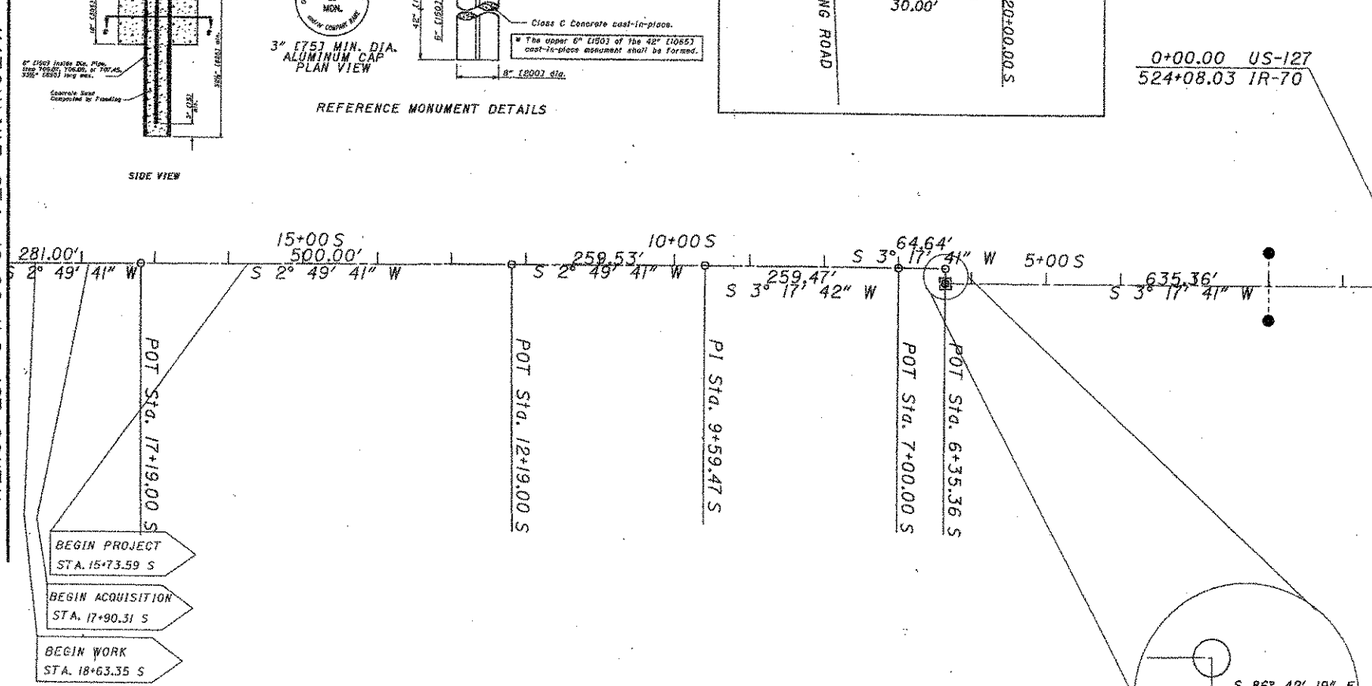




REFERENCE MONUMENT DETAILS

LEAD IN COURSE





MONUMENT LEGEND

- Ⓜ PROPOSED R/W MONUMENT BOX
- ● PROPOSED CONCRETE MONUMENT

STATE OF OHIO
HOWARD JOSEPH HARDIN
S-7361
REGISTERED PROFESSIONAL SURVEYOR

I, HOWARD J. HARDIN, P.S. HAVE CALCULATED THE PROPOSED PROPERTY LINES, GROSS TAKE, PRESENT ROAD OCCUPIED (PRO), NET TAKE, AND NET RESIDUE, AS WELL AS PREPARED THE LEGAL DESCRIPTIONS NECESSARY TO ACQUIRE THE PARCELS AS SHOWN HEREIN. AS A PART OF THIS PROJECT I HAVE DETERMINED THE LOCATIONS OF THE EXISTING PROPERTY LINES FOR THE PROPERTY TAKES CONTAINED HEREIN. THIS WORK WILL BE DONE IN ACCORDANCE WITH THE OHIO ADMINISTRATIVE CODE 4733-37 COMMONLY KNOWN AS THE MINIMUM STANDARDS FOR BOUNDARY SURVEY IN THE STATE OF OHIO UNLESS SO NOTED. THE WORDS I AND MY AS USED HEREIN ARE TO MEAN EITHER MYSELF OR SOMEONE WORKING FOR ME UNDER MY DIRECT CONTROL OR SUPERVISION.

9-1-05
HOWARD J. HARDIN, P.S., OHIO LIC# 7361

STATE OF OHIO
JEFF C. THOMPSON
S-7362
REGISTERED PROFESSIONAL SURVEYOR

I, JEFF C. THOMPSON, P.S. HAVE CONDUCTED A SURVEY OF THE EXISTING CONDITIONS FOR THE OHIO DEPARTMENT OF TRANSPORTATION ON , 20D . THE RESULTS OF THAT SURVEY ARE CONTAINED HEREIN. THE HORIZONTAL COORDINATES EXPRESSED HEREIN ARE BASED ON THE OHIO STATE PLANE COORDINATES SYSTEM, SOUTH ZONE BY TIES TO THE ODOT CORS NETWORKS USING STATIONS, LEBA.. THE PROJECT ADJUSTMENT FACTOR USED FOR THIS PROJECT IS

9-1-05
JEFF C. THOMPSON, P.S., OHIO LIC# 7362

RECEIVED _____, 20__
RECORDED _____, 20__
BOOK _____ PAGE _____
_____
COUNTY RECORDER

THE PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY.

PLACEMENT OF THE MONUMENTS SHALL BE UNDER THE DIRECTION OF A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE CENTERLINE ADJUSTABLE MONUMENT ASSEMBLY DOXIS) WILL BE INSTALLED BY THE HIGHWAY CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN WITH CAP MARKING THE ACTUAL CENTERLINE STATION POINT AND ANY REFERENCE MONUMENTS ARE TO BE SET BY THE RIGHT OF WAY REVIEWER. CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN ON THIS PLAT, REQUIRES PRIOR APPROVAL OF THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND WITH THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR ADJUSTABLE CENTERLINE MONUMENTS, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1 OF THE OHIO DEPARTMENT OF TRANSPORTATION.

BASIS FOR BEARINGS:
ALL BEARINGS ARE BASED ON PRE-40-9.46

NOTE: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED USING PLANS ON FILE AT ODOT DIST. 8. PRE-40-9.46

N
SCALE IN FEET 0 50 100 200
PID NO. 19389
R/W DESIGNER HJH
R/W REVIEWER DME

RIGHT OF WAY PLAN
CENTERLINE PLAT

PRE-127-18.81

1 / 14

106 / 119

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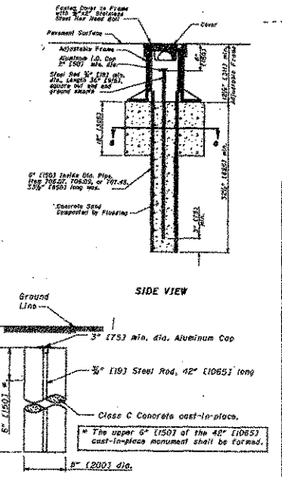
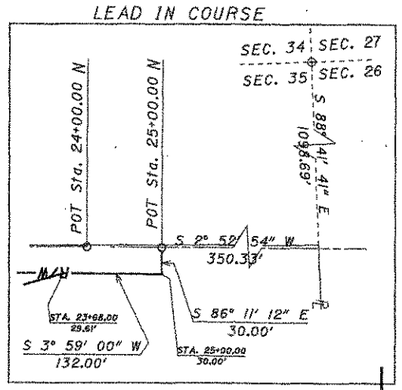
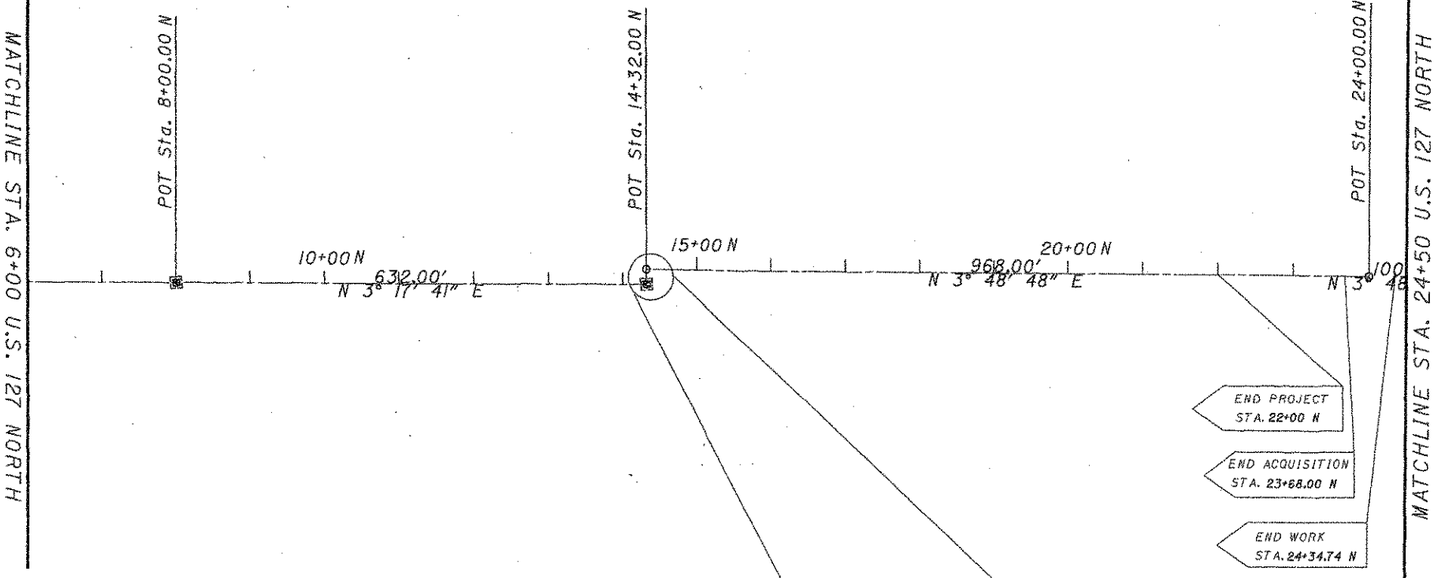
PRE-127-18.81
SECTION 35, TOWN 9, RANGE 2
MONROE TOWNSHIP
PREBLE COUNTY OHIO



MOUMENTS TO BE SET DURING CONSTRUCTION				
℄ of RIGHT OF WAY	DISTANCE FROM ℄ of RIGHT OF WAY		℄ MONUMENT ASSEMBLY	REFERENCE MONUMENT
S.R. 127	LEFT	RIGHT	ITEM 604E 38500	
6+35.36 S	0	0	1	
2+00.00 S	45.00'	45.00'		2
2+00.00 N	45.00'	45.00'		2
8+00.00 N	0	0	1	
14+32.00 N	0	0	1	
TOTAL TO GENERAL SUMMARY			3	4





I, HOWARD J. HARDIN, P.S. HAVE CALCULATED THE PROPOSED PROPERTY LINES, GROSS TAKE, PRESENT ROAD OCCUPIED (PRO), NET TAKE, AND NET RESIDUE, AS WELL AS PREPARED THE LEGAL DESCRIPTIONS NECESSARY TO ACQUIRE THE PARCELS AS SHOWN HEREIN. AS A PART OF THIS PROJECT I HAVE DETERMINED THE LOCATIONS OF THE EXISTING PROPERTY LINES FOR THE PROPERTY TAKES CONTAINED HEREIN. THIS WORK WILL BE DONE IN ACCORDANCE WITH THE OHIO ADMINISTRATIVE CODE 4733-37 COMMONLY KNOWN AS THE MINIMUM STANDARDS FOR BOUNDARY SURVEY IN THE STATE OF OHIO UNLESS SO NOTED. THE WORDS I AND MY AS USED HEREIN ARE TO MEAN EITHER MYSELF OR SOMEONE WORKING FOR ME UNDER MY DIRECT CONTROL OR SUPERVISION.

STATE OF OHIO — HOWARD JOSEPH HARDIN — S-7381 — REGISTERED PROFESSIONAL SURVEYOR

HOWARD J. HARDIN, P.S., OHIO LIC# 7381 — 9-1-05

I, JEFF C. THOMPSON, P.S. HAVE CONDUCTED A SURVEY OF THE EXISTING CONDITIONS FOR THE OHIO DEPARTMENT OF TRANSPORTATION ON , 200 . THE RESULTS OF THAT SURVEY ARE CONTAINED HEREIN. THE HORIZONTAL COORDINATES EXPRESSED HEREIN ARE BASED ON THE OHIO STATE PLANE COORDINATES SYSTEM, SOUTH ZONE BY TIES TO THE ODOT CORS NETWORKS USING STATIONS, LEBA.. THE PROJECT ADJUSTMENT FACTOR USED FOR THIS PROJECT IS

STATE OF OHIO — JEFF C. THOMPSON — S-7362 — REGISTERED PROFESSIONAL SURVEYOR

JEFF C. THOMPSON, P.S., OHIO LIC# 7362 — 9-1-05

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____
_____
COUNTY RECORDER

THE PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY.

PLACEMENT OF THE MONUMENTS SHALL BE UNDER THE DIRECTION OF A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE CENTERLINE ADJUSTABLE MONUMENT ASSEMBLY BOX(S) WILL BE INSTALLED BY THE HIGHWAY CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN WITH CAP MARKING THE ACTUAL CENTERLINE STATION POINT AND ANY REFERENCE MONUMENTS ARE TO BE SET BY THE RIGHT OF WAY REVIEWER. CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN ON THIS PLAT, REQUIRES PRIOR APPROVAL OF THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND WITH THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR ADJUSTABLE CENTERLINE MONUMENTS, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1 OF THE OHIO DEPARTMENT OF TRANSPORTATION.

BASIS FOR BEARINGS:

ALL BEARINGS ARE BASED ON PRE-40-9.46

NOTE: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED USING PLANS ON FILE AT ODOT DIST. 8. PRE-40-9.46

MONUMENT LEGEND

- ▣ PROPOSED R/W MONUMENT BOX
- ● PROPOSED CONCRETE MONUMENT

N

SCALE IN FEET: 0, 50, 100, 200

PID NO. 19389

R/W DESIGNER HJH
R/W REVIEWER DME

RIGHT OF WAY PLAN
CENTERLINE PLAT

PRE-127-18.81

2 / 14

(107/119)

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PRE-127-18.81
SECTION 35, TOWN 9, RANGE 2
MONROE TOWNSHIP
PREBLE COUNTY OHIO

UTILITY OWNERS

VECTREN ENERGY DELIVERY OF OHIO
1335 DAYTON YELLOW SPRINGS ROAD
FAIRBORN, OH 45324
MR. FRED WILLETTS
937-440-1918

VERIZON
760 12 TH STREET
GREENVILLE, OH 45331
MR. DAVE MoDOLE
937-833-0456

TIME WARNER CABLE
275 LEO STREET
DAYTON OH 45404
MR. DENNIS RAPP
937-425-8858

DAYTON POWER & LIGHT CO.
1900 DRYDEN ROAD
DAYTON, OH 45439
MR JOHN KENTON
937-331-4132

LEAD IN COURSE

SECTION 34
SECTION 35

A.I. Sta = 514+24.57
Δ = 1° 09' 30" (LT)
D = 0° 08' 00"
R = 42,971.85'
L = 868.75'
E = 2.20'

515+00

PT Sta. 518+58.93

S 89° 40' 19" E 1411.07'

520+00

POT Sta. 520+00.00

N 0°00'2

POT

LA-R/W

U.S. 127 NORTH

0+00.00 US-127
524+08.03 IR-70

MATCHLINE STA. 19+00 U.S. 127 SOUTH

MATCHLINE STA. 6+00 U.S.

HAZELWOOD DRIVE

POND

LA-R/W

(3) NOT USED

(4) NOT USED

(1) KESHAV CORPORATION
127923530000002000
4.55 ACRES
6161 US-127 NORTH

15+00 S R/W
281.00'
S 2° 49' 41" W
R/W
500.00'
S 2° 49' 41" W
R/W

10+00 S
259.53'
S 2° 49' 41" W
259.47'
S 3° 17' 42" W
64.64'
S 3° 17' 41" W

5+00 S
635.36'
S 3° 17' 41" W

0+00
200.00'
N 3° 17' 41" E

5+00 N
600.00'
N 3° 17' 41" E

525+00

530+00

S 89° 40' 19" E 2600.00'

POT Sta. 17+19.00 S

POT Sta. 12+19.00 S

POT Sta. 9+59.47 S

POT Sta. 7+00.00 S

POT Sta. 6+35.36 S

(7)

BEGIN PROJECT
STA. 15+73.59 S

BEGIN ACQUISITION
STA. 17+90.31 S

BEGIN WORK
STA. 18+63.35 S

(6) CHARLES N. ARMACOST JR.
127923530000001000
10.65 ACRES
0 US-127 NORTH

OMEGA OIL CO.
127923530000005000
1.61 ACRES
6140 US-127 WORTH

(2) MARY E. HARTSEL
#127923530000008000
53.18 ACRES
0 US-127 NORTH

(2) INSET
NOT TO SCALE

(5) TA OPERATING CORPORATION
127923510000001000
89.79 ACRES
6762 US-127 NORTH

CONVENTIONAL SIGNS

- County Line
- Township Line
- Section Line
- Corporation Line ——— or ———
- Fence Line (existing) ——x——x—— (proposed) ——w——w——
- Center Line
- Trees, Stumps (to be removed)
- Utility Poles: Telephone, Power, Light
- Right of Way (only) ——R/W——
- Standard Highway Ease. ——SH——
- Temp. Right of Way ——T——
- Exist. Right of Way ——Ex. R/W——
- Exist. Stand. High. Ease. ——Ex SH——
- Exist. Channel Ease. ——Ex CH——
- Exist. Utility Ease. ——Ex U——
- Property Line ——℄—— (in existing fence) ——℄——x——
- Railroad ——+——+—— or ———
- Guardrail (existing) ——o o o—— (proposed) ——o——o——
- Construction Limits ——

STRUCTURE KEY
- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

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

REFERENCE POINT INFORMATION IS CONTAINED IN THE CONSTRUCTION PLAN.

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

N

SCALE IN FEET: 0, 50, 100, 200

PID NO. 19389

R/W DESIGNER HJH
R/W REVIEWER DME

RIGHT OF WAY PLAN
PROPERTY MAP

PRE-127-18.81

3 / 14

108 / 119

PRE-127-18.81
SECTION 35, TOWN 9, RANGE 2
MONROE TOWNSHIP
PREBLE COUNTY OHIO

UTILITY OWNERS

VECTREN ENERGY DELIVERY OF OHIO
1335 DAYTON YELLOW SPRINGS ROAD
FAIRBORN, OH 45324
MR. FRED WILLETTS
937-440-1918

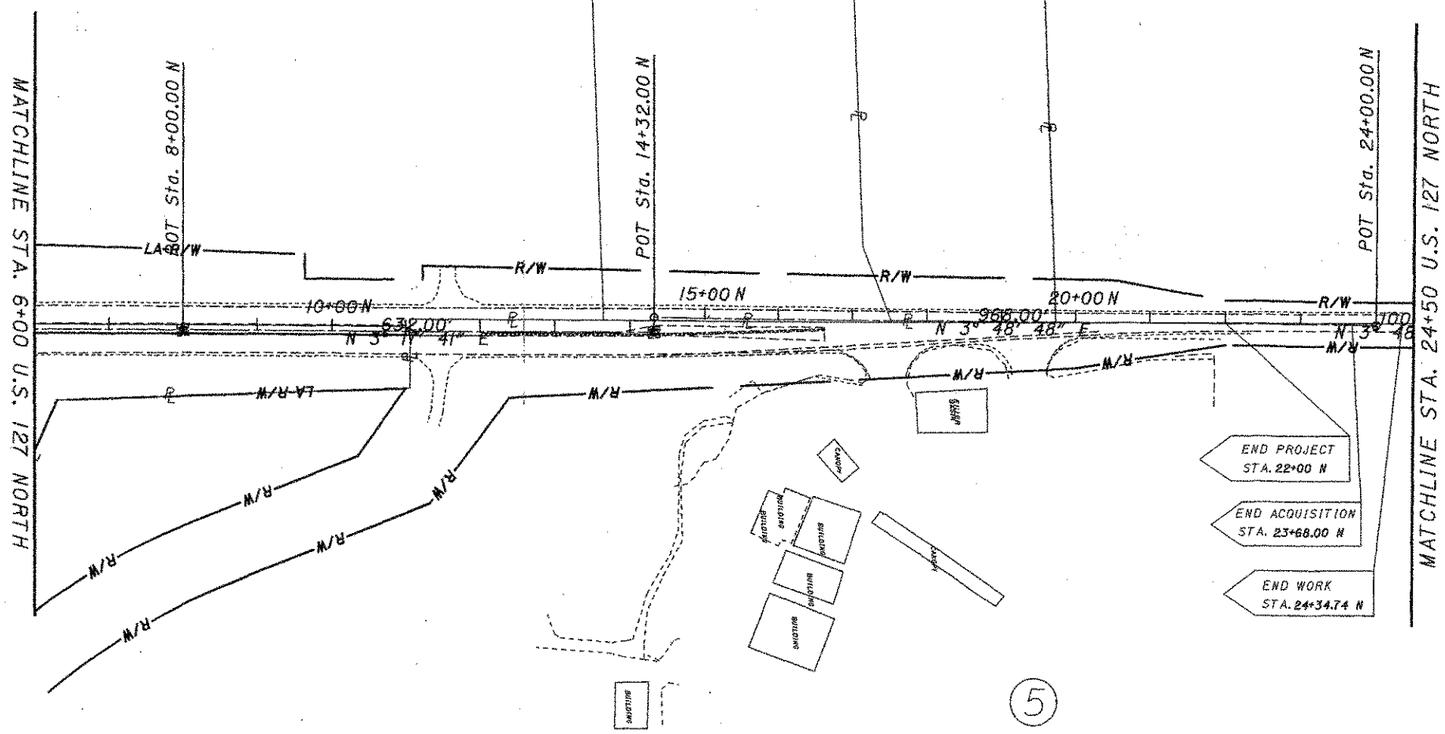
VERIZON
760 12 TH STREET
GREENVILLE, OH 45331
MR. DAVE McDOLE
937-833-0456

TIME WARNER CABLE
275 LEO STREET
DAYTON OH 45404
MR. DENNIS RAPP
937-425-8858

DAYTON POWER & LIGHT CO.
1900 DRYDEN ROAD
DAYTON, OH 45439
MR JOHN KENTON
937-331-4132

CONVENTIONAL SIGNS

County Line
Township Line
Section Line
Corporation Line or
Fence Line (existing) (proposed)
Center Line
Trees , Stumps (to be removed)
Utility Poles: Telephone , Power , Light
Right of Way (only) R/W
Standard Highway Ease. SH
Temp. Right of Way T
Exist. Right of Way Ex R/W
Exist. Stand. High. Ease. Ex SH
Exist. Channel Ease. Ex CH
Exist. Utility Ease. Ex U
Property Line (in existing fence)
Railroad or
Guardrail (existing) (proposed)
Construction Limits



⑤

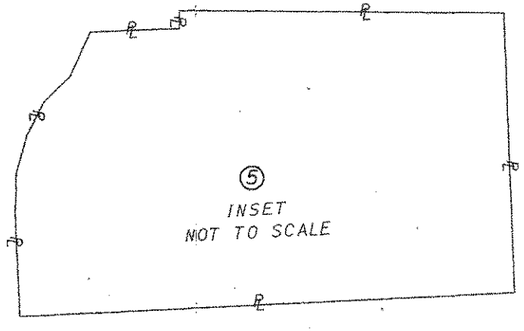
TA OPERATING CORPORATION
127923510000001000
89.79 ACRES
6762 US-127 NORTH

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

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

REFERENCE POINT INFORMATION IS CONTAINED IN THE CONSTRUCTION PLAN.



⑤
INSET
NOT TO SCALE

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

LEAD IN COURSE

SCALE IN FEET: 0, 50, 100, 200

R/W DESIGNER: HJH
R/W REVIEWER: DME
PID NO. 19389

RIGHT OF WAY PLAN
PROPERTY MAP

PRE-127-18.81

4 / 14

109
119

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

* DENOTES RIGHT OF WAY ENCROACHMENT

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS AND PERSONALTY	AS ACQUIRED BOOK	AS ACQUIRED PAGE
1T	KESHAV CORPORATION		400	635	127923530000002000	4.55	0	0.1507	0	0.1507		4.55			TEMPORARY ACCESS		
2T	MARY E. HARTSEL		403	473	127923530000008000	53.18	0	0.052	0	0.052			53.18		TEMPORARY ROAD		
3	NOT USED																
4	NOT USED																
5T-1	T/A OPERATING CORPORATION		377	343	127923510000001000	89.79	0	0.0119	0	0.0119			89.79		DRIVE RECONSTRUCTION		
5T-2								0.1484	0	0.1484					DRIVE RECONSTRUCTION		
6T	CHARLES N. ARMACOST JR.		308	157	127923530000001000	10.65	0	0.0998	0	0.0998			10.65		TEMPORARY ROAD		
7T	OMEGA OIL CO.		324	121	127923530000005000	1.61	0	0.4044	0	0.4044			1.61		TEMPORARY ROAD & CANOPY REMOVAL		

NOTES: (1) ALL TEMPORARY PARCELS TO BE OF 24 MONTHS DURATION

(2) UNDER NO CIRCUNSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

REV. BY	DATE	DESCRIPTION

FIELD REVIEW BY:

OWNERSHIP VERIFIED BY:

DATE COMPLETED:

FEDERAL PROJECT NO.

PID NO. 19389

STATE JOB NO. 481210

R/W DESIGNER HJH

R/W REVIEWER DME

SUMMARY OF ADDITIONAL RIGHT OF WAY

PRE-127-18.81

5 / 14

110 / 119

MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- IRON PIN FOUND
- IRON PIN FOUND W/ ID CAP
- IRON PIN SET W/ ID CAP
- IRON PIPE FOUND
- IRON PIPE SET
- P.K. NAIL FOUND
- P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY

BUILDING

BEGIN WORK
STA. 18+63.35

BEGIN ACQUISITION
STA. 17+90.31

BEGIN PROJECT
STA. 15+73.59

4

MATCHLINE STA. 20+00 U.S. 127 SOUTH

STA. 20+00.00
30.00'

N 87° 10' 13" W
30.00'

S 87° 10' 25" E
30.00'

POT STA. 20+00.00

STA. 20+00.00
-30.00'

N 2° 50' 42" E
209.69'

STA. 17+90.31
-30.06'

S 12° 17' 20" W
133.81'

2T

2

N 2° 50' 42" E
750.00'

N 2° 50' 42" E
168.85'

POT STA. 17+19.00

S 87° 04' 50" E
22.37'

STA. 16+58.32
-52.06'

S 3° 29' 10" W
36.83'

STA. 16+21.46
-30.11'

STA. 16+21.49
-52.48'

T ESMT

STA. 16+21.46
-30.11'

N 2° 45' 55" E
178.06'

6T

N 4° 05' 23" E
178.04'

6

MATCHLINE STA. 15+00 U.S. 127 SOUTH

19S 00+61 — 281.00' S 2° 49' 41" W — 18S 00+81 — 17S 00+17 — 16S 00+91 — 15 00

R/W

* DENOTES RIGHT OF WAY ENCROACHMENT

RECEIVED _____, 20___
RECORDED _____, 20___
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

SCALE IN FEET 0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

6 / 14

111 / 119

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MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.R.F. IRON PIN FOUND
- I.R.F. IRON PIN FOUND W/ ID CAP
- I.R.S. IRON PIN SET W/ ID CAP
- B.P.F. IRON PIPE FOUND
- B.P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY

BUILDING

HAZELWOOD DRIVE

STA. 12+27.05
141.33'

STA. 12+27.86
46.48'

S 2° 50' 42" W
750.00'

N 34° 11' 43" W
27.74'

STA. 12+50.00
29.78'

MATCHLINE STA. 15+00 U.S. 127 SOUTH

MATCHLINE STA. 10+00 U.S. 127 SOUTH

N 38° 36' 02" E
52.78'

STA. 11+84.23
110.48'

N 15° 27' 35" E
26.46'

STA. 11+58.41
104.69'

N 45° 14' 45" E
38.68'

N 12° 24' 08" W
25.35'

STA. 11+34.21
93.87'

STA. 10+81.20
74.44'

N 86° 40' 49" W
94.85'

N 26° 54' 47" E
26.51'

N 73° 41' 49" E
15.87'

STA. 10+76.00
59.45'

N 0° 14' 44" E
143.15'

STA. 11+05.65
67.78'

N 33° 30' 55" W
11.00'

STA. 12+19.00
53.00'

OAK

PINE

T ESMT

LA R/W

R/W

500.00'
S 2° 49' 41" W

14S 00+14

13S 00+13

12S 00+12

11S 259.53'
S 2° 49' 41" W
00+11

10 00

POT Sta. 12+19.00

N 2° 55' 06" E
193.45'

N 35° 22' 08" E
36.77'

N 8° 56' 06" W
26.48'

STA. 14+43.40
-29.92'

STA. 14+43.49
-56.40'

STA. 12+66.06
-49.03'

STA. 12+19.00
-50.00'

STA. 12+50.00
-30.22'

N 86° 58' 06" W
75.00'

S 1° 24' 26" W
162.70'

S 76° 17' 40" E
79.76'

ESMT

STA. 14+43.76
-131.40'

STA. 12+81.11
-127.36'

N 4° 00' 07" E
47.06'

CANOPY

DND building

Shed

IT

7T

7

* DENOTES RIGHT OF WAY ENCROACHMENT

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

SCALE IN FEET

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

7 / 14

112 / 119

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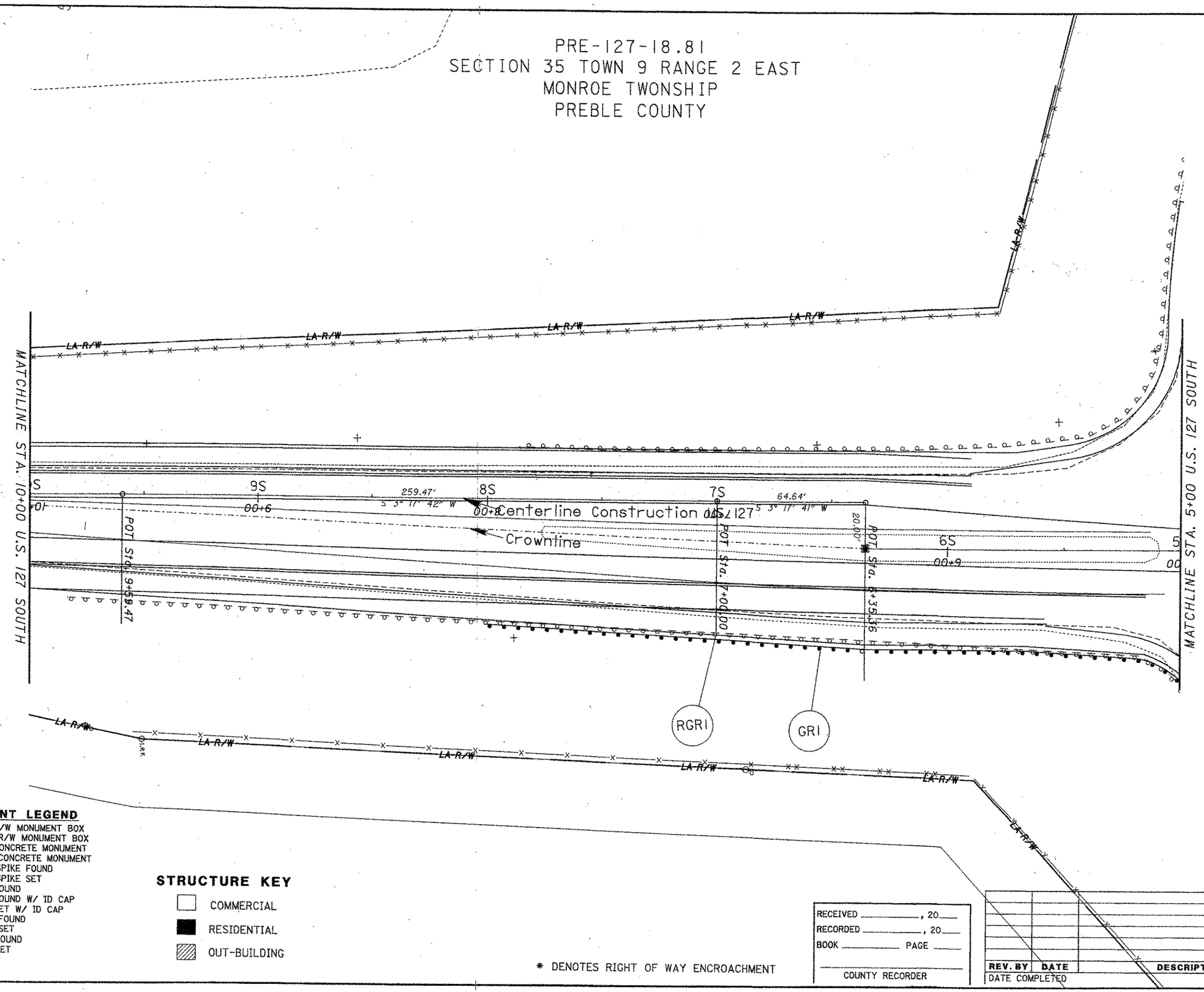
PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TWONSHIP
PREBLE COUNTY



MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.R.F. IRON PIN FOUND
- I.R.F. IRON PIN FOUND W/ ID CAP
- I.R.S. IRON PIN SET W/ ID CAP
- P.F. IRON PIPE FOUND
- P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

* DENOTES RIGHT OF WAY ENCROACHMENT

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

N

SCALE IN FEET 0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

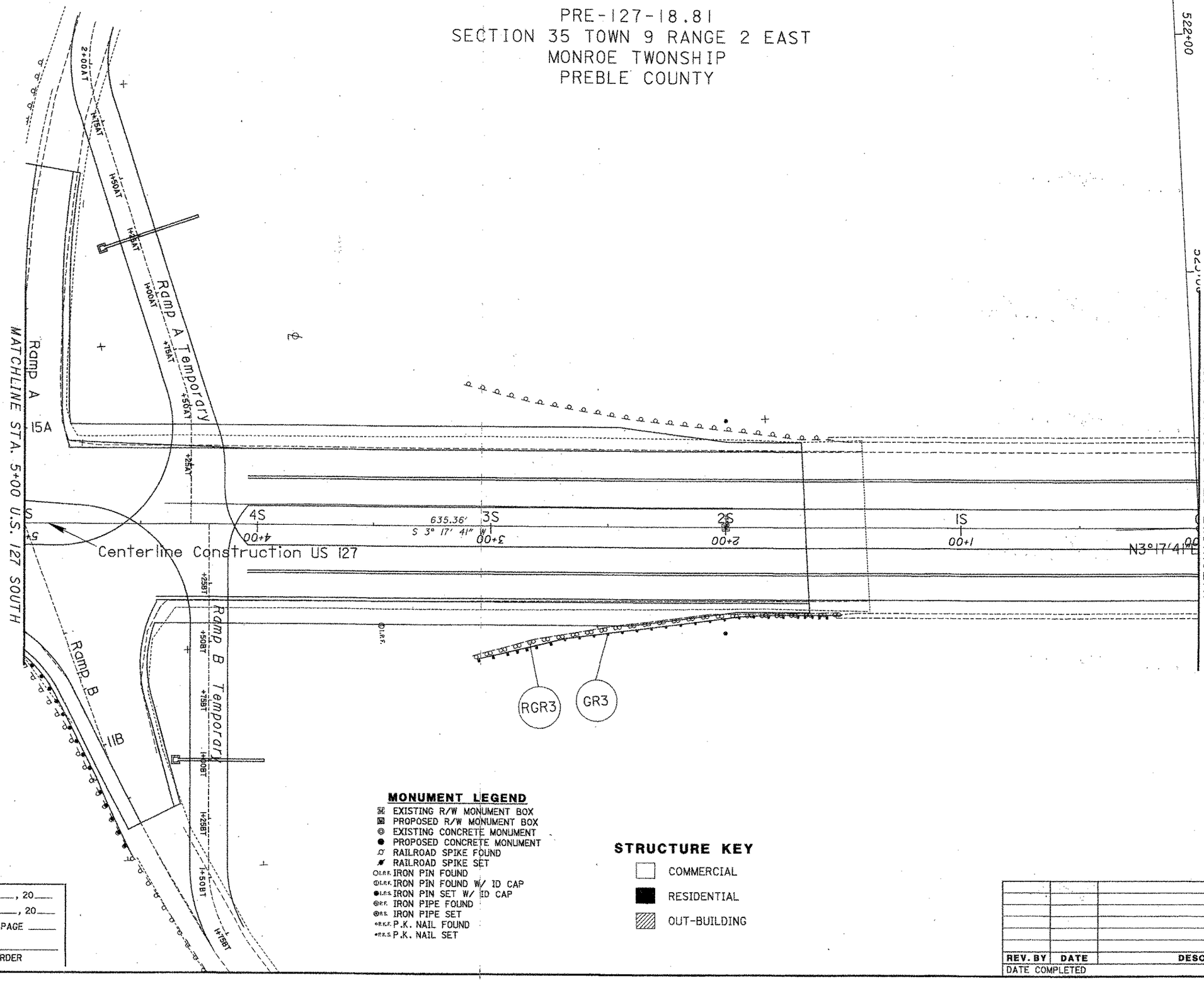
RIGHT OF WAY PLAN
STA. 10+00S TO STA. 5+00S

PRE-127-18.81

8 / 14

113 / 119

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TWONSHIP
PREBLE COUNTY



MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- IRON PIN FOUND
- IRON PIN FOUND W/ ID CAP
- IRON PIN SET W/ ID CAP
- IRON PIPE FOUND
- IRON PIPE SET
- P.K. NAIL FOUND
- P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

N

SCALE IN FEET

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

9 / 14

114 / 119

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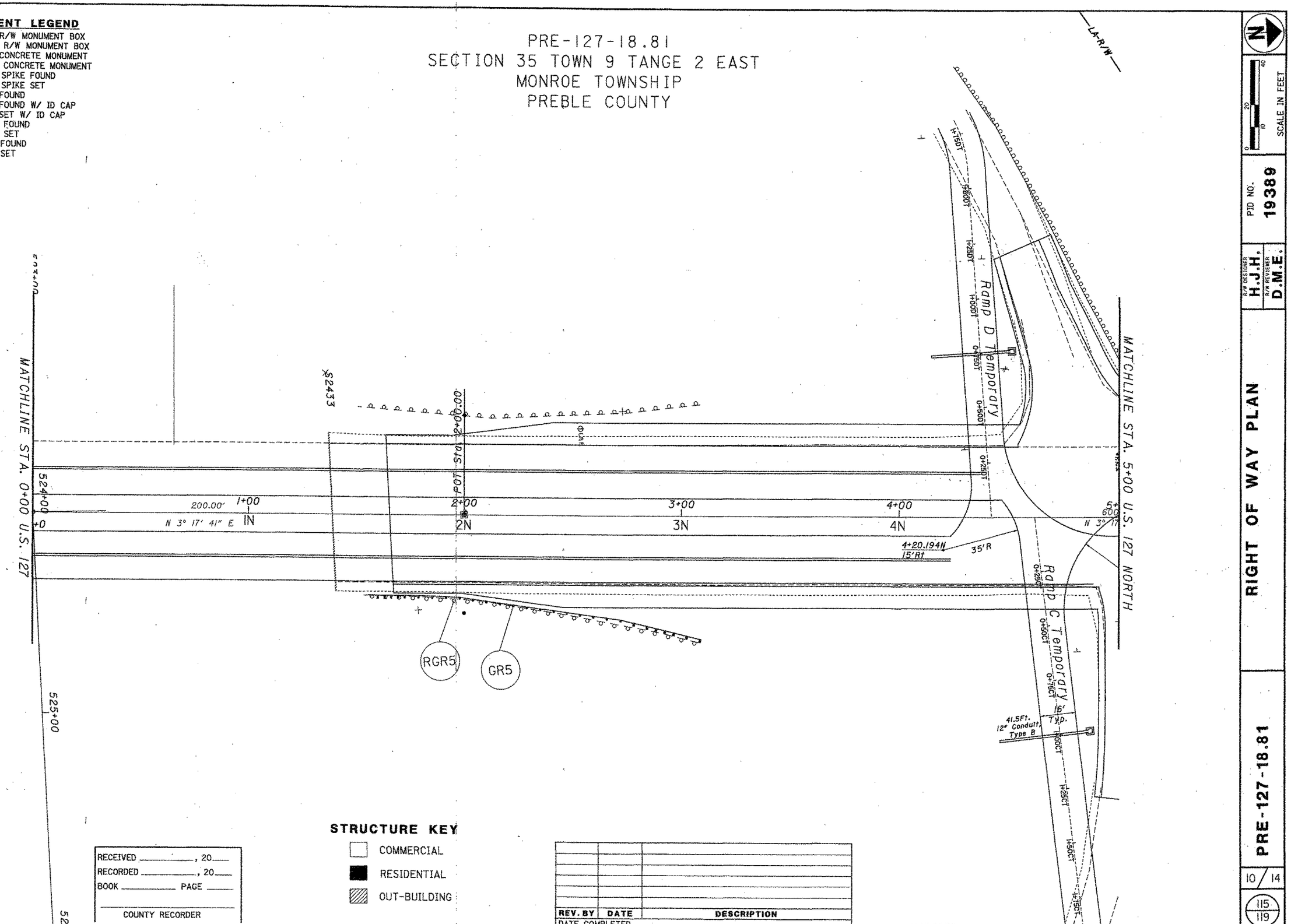
eet: 4
gle: 86.7053

MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- O I.P.F. IRON PIN FOUND
- ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
- ● I.P.S. IRON PIN SET W/ ID CAP
- ◎ P.F. IRON PIPE FOUND
- ◎ P.S. IRON PIPE SET
- ⌖ P.K.F. P.K. NAIL FOUND
- ⌖ P.K.S. P.K. NAIL SET

PRE-127-18.81
SECTION 35 TOWN 9 TANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY



STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

N

SCALE IN FEET (0, 10, 20, 40)

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

10 / 14

115 / 119

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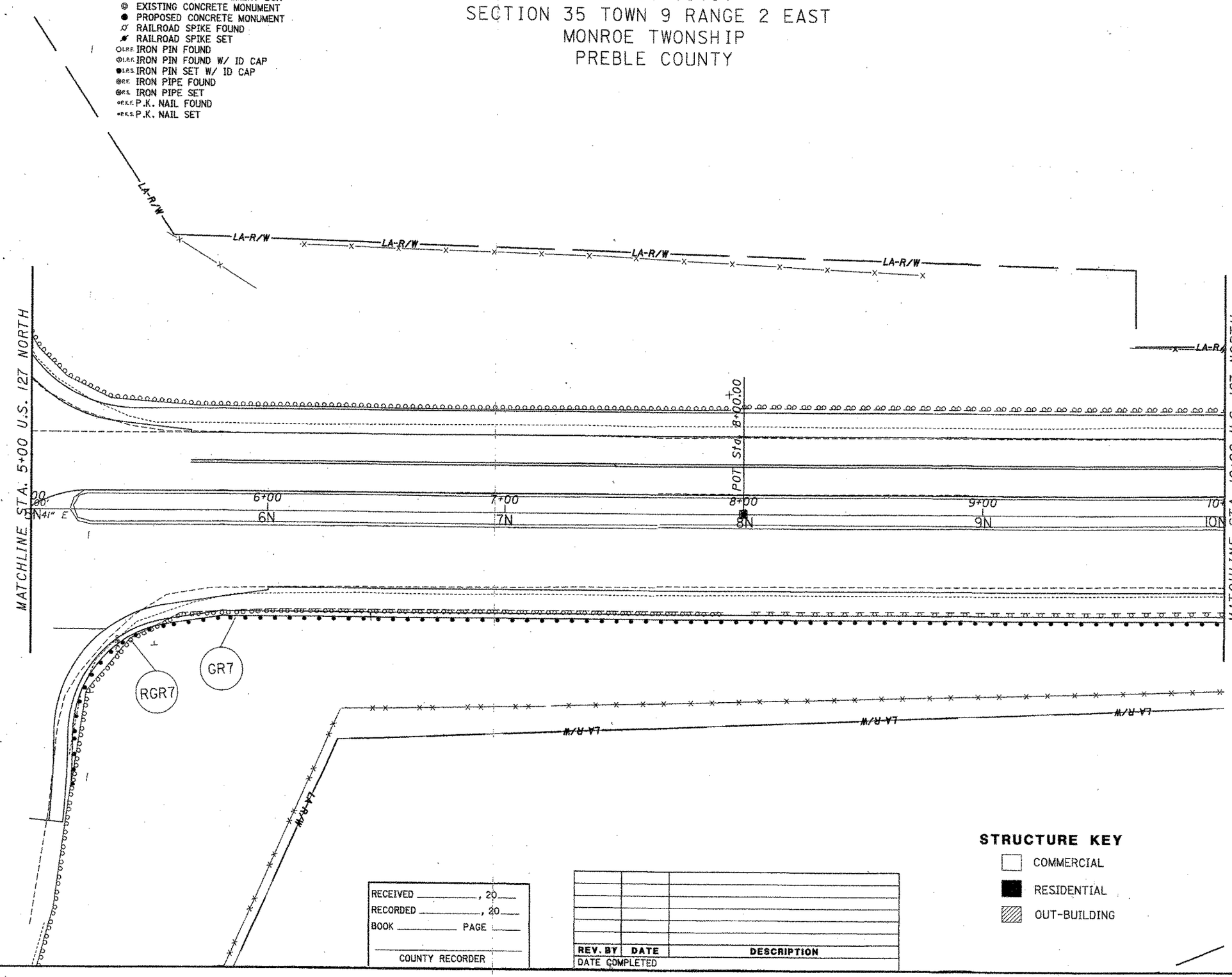
MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- IRON PIN FOUND
- IRON PIN FOUND W/ ID CAP
- IRON PIN SET W/ ID CAP
- IRON PIPE FOUND
- IRON PIPE SET
- P.K. NAIL FOUND
- P.K. NAIL SET

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TWONSHIP
PREBLE COUNTY



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BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

N

SCALE IN FEET: 0, 10, 20, 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

11 / 14

116 / 119

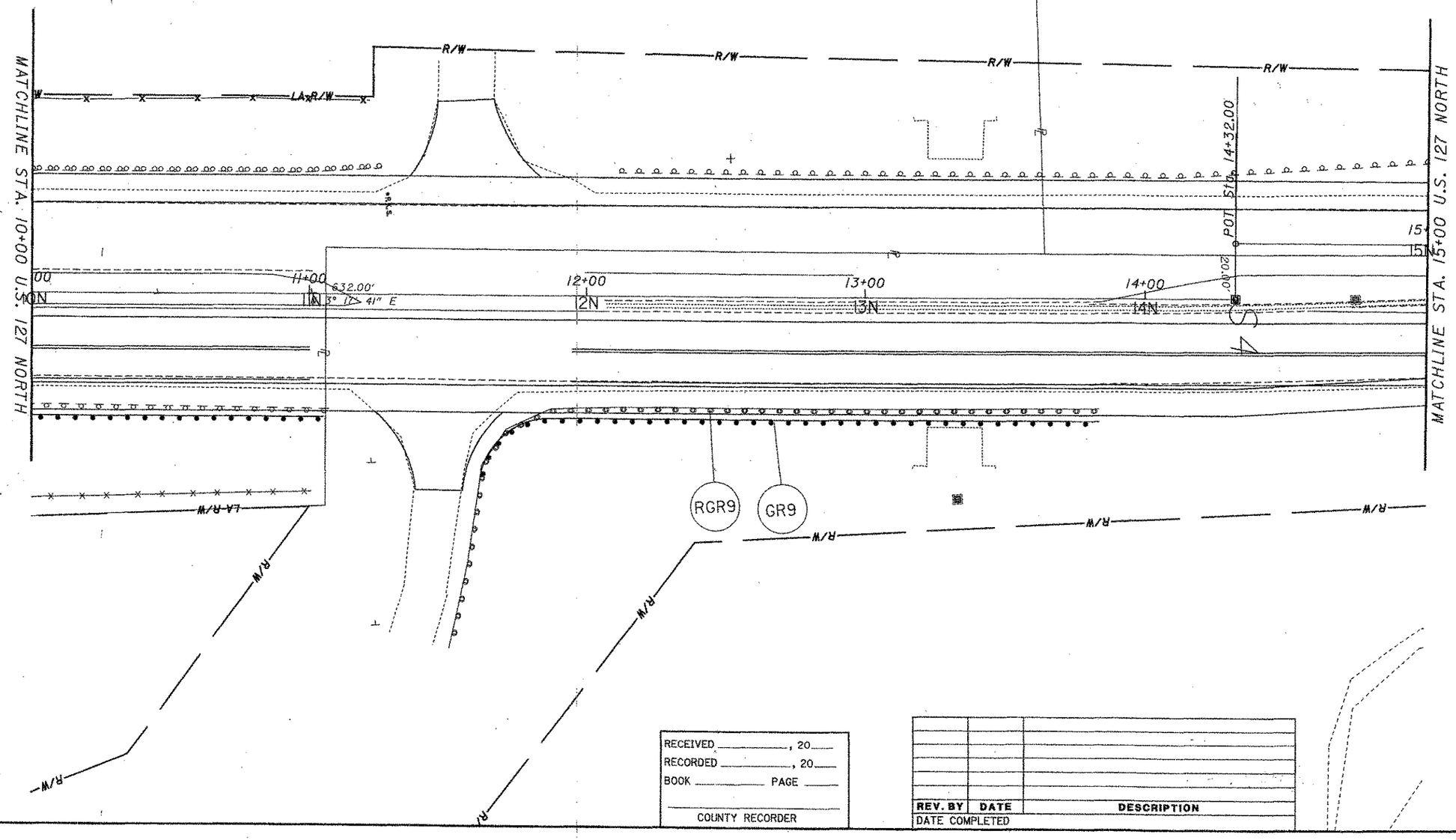
MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.R.F. IRON PIN FOUND
- I.R.F. IRON PIN FOUND W/ ID CAP
- I.R.S. IRON PIN SET W/ ID CAP
- I.P.F. IRON PIPE FOUND
- I.P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TWONSHIP
PREBLE COUNTY



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BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

N

SCALE IN FEET 0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

12 / 14

117 / 119

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MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
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- P.K.F. P.K. NAIL FOUND
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STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY

MATCHLINE STA. 15+00 U.S. 127 NORTH

MATCHLINE STA. 20+00 U.S. 127 NORTH

R/W

16+00 16N
17+00 17N
18+00 18N
19+00
968.00'
N 3° 48' 48" E

N 0° 08' 38" E
78.53'

S 0° 31' 34" E
51.82'

S 26° 31' 20" W
18.50'

N 36° 46' 22" W
12.68'

S 0° 08' 38" W
117.47'

STA. 20+00.00
61.00'

N 0° 08' 38" E
98.00'

STA. 17+84.97
74.79'

FILLER BASIN

S 0° 31' 17" W
61.43'

STA. 19+07.33
74.49'

STA. 19+68.66
70.96'

S 58° 26' 57" W
8.85'

S 4° 35' 10" E
84.76'

STA. 17+06.60
79.82'

5T1

STA. 17+23.67
86.96'

STA. 17+75.34
83.04'

STA. 19+02.20
67.27'

5

CANOPY

* DENOTES RIGHT OF WAY ENCROACHMENT

RECEIVED _____, 20__
RECORDED _____, 20__
BOOK _____ PAGE _____
COUNTY RECORDER

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

N

SCALE IN FEET
0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWER D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

13 / 14

118
119

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MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- I.R.F. IRON PIN FOUND
- I.R.F. IRON PIN FOUND W/ ID CAP
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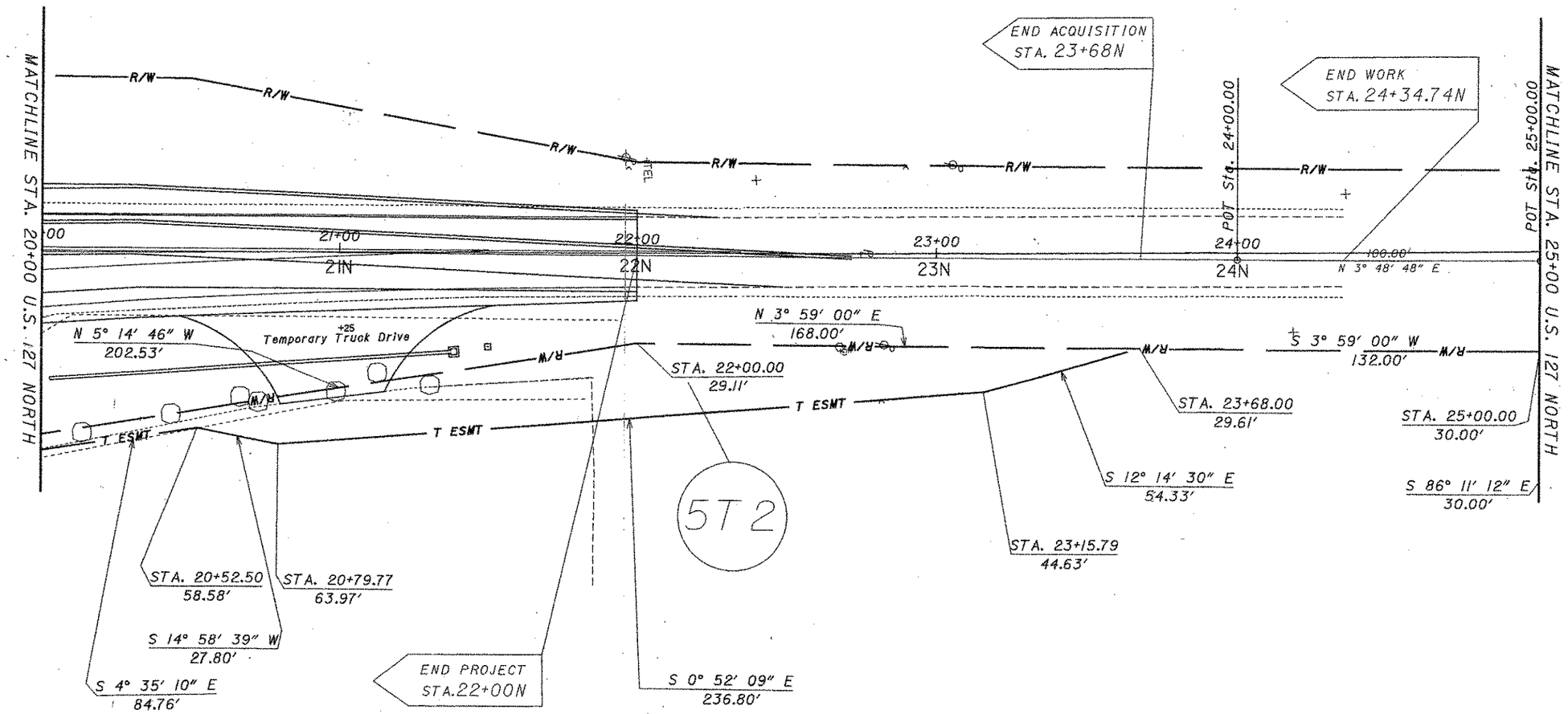
- I.P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

STRUCTURE KEY

- COMMERCIAL
- RESIDENTIAL
- OUT-BUILDING

PRE-127-18.81
SECTION 35 TOWN 9 RANGE 2 EAST
MONROE TOWNSHIP
PREBLE COUNTY



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RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER

* DENOTES RIGHT OF WAY ENCROACHMENT

5

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

N

SCALE IN FEET 0 10 20 40

PID NO. 19389

R/W DESIGNER H.J.H.
R/W REVIEWED D.M.E.

RIGHT OF WAY PLAN

PRE-127-18.81

14 / 14

119 / 119