

DRAINAGE

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

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

REVIEW OF DRAINAGE FACILITIES

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

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

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

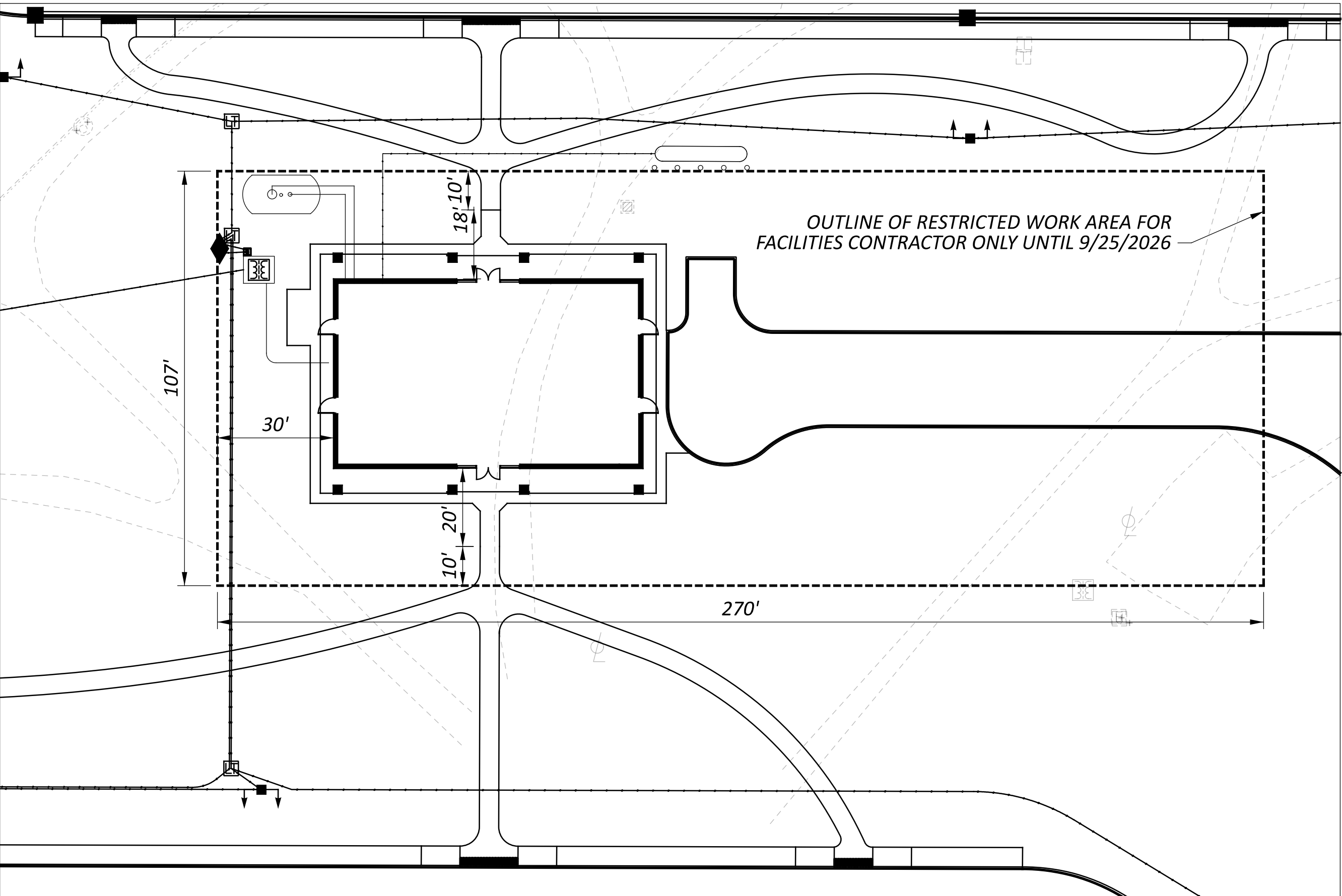
MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED CAREFULLY REMOVE AND STORE ALL CASTINGS WITHIN THE RIGHT OF WAY FOR SALVAGE BY (DEPARTMENT) (CITY) (VILLAGE) (COUNTY) FORCES. PAYMENT FOR ALL OF THE ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

RESTRICTED WORK AREA

CONTRACTOR IS NOT TO WORK IN AREA SHOWN BELOW WHILE FACILITIES CONTRACTOR IS WORKING ON BUILDING. AREA RESTRICTED UNTIL 9/25/2026

THE OFCC PROJECT WILL BE CONSTRUCTED WITHIN THE PROJECT LIMITS THROUGH APRIL 2027 AND COORDINATION BETWEEN THE PROJECTS WILL BE REQUIRED THROUGHOUT THE DURATION OF THE PROJECT PER CMS 105.08.

THE FINAL OFCC PLANS ARE PROVIDED AS A REFERENCE FILE.



GENERAL NOTES

DESIGN AGENCY	
AMERICAN STRUCTUREPOINT INC.	
DESIGNER	
CDP	
REVIEWER	
CML 05/29/26	
PROJECT ID	
122901	
SHEET	TOTAL
P.6	P.139

DELINEATION OF PORTABLE AND PERMANENT BARRIER

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

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

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permittted-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

LANE VALUE CONTRACT TABLE

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

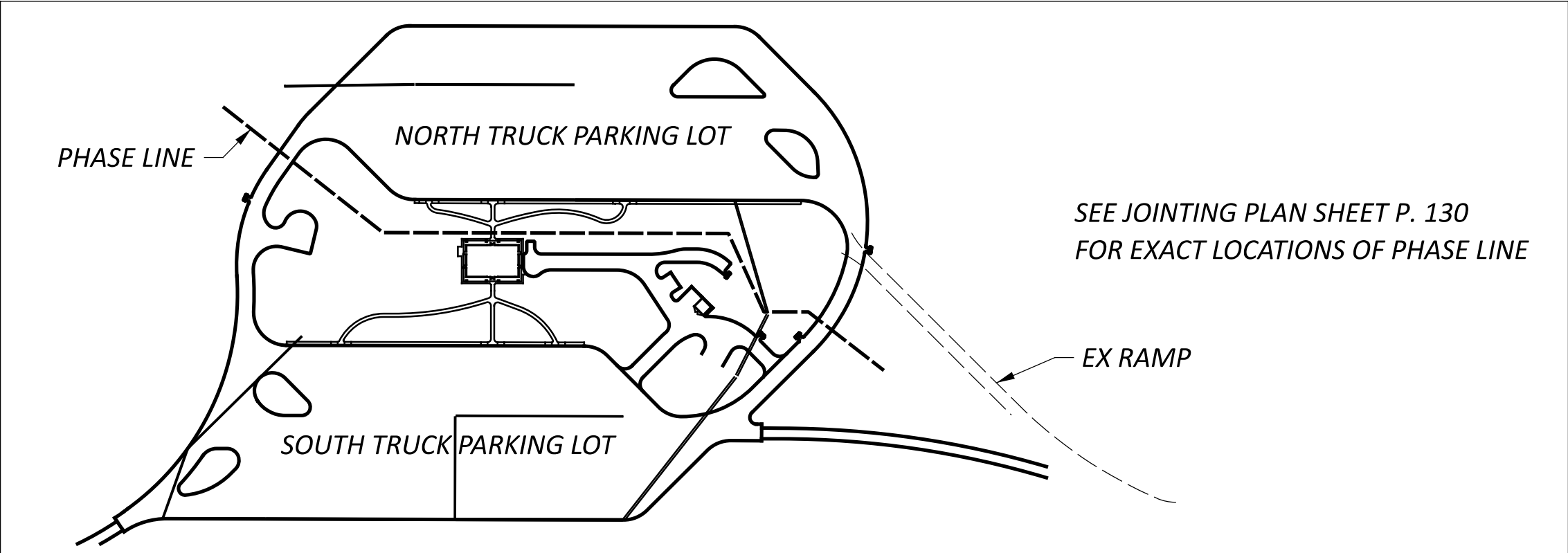
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
2 LANES OF PRE IR 70 FROM US 35 ENTRANCE RAMP TO ORANGEBURG RD	AS PER THE D8 PERMITTED LANE CLOSURE TIMES	EACH MINUTE	\$290

INTERIM COMPLETION REQUIREMENTS

THE PROJECT HAS AN INTERIM COMPLETION DATE OF 6/30/2027. ON OR BEFORE THE INTERIM COMPLETION DATE, THE ASPHALT ACCESS DRIVEWAYS, SOUTH TRUCK PARKING LOT, RAMP S AND RAMP T MUST BE COMPLETED AND OPEN TO TRAFFIC INCLUDING FINAL PAVEMENT MARKINGS, SIDEWALKS, LIGHTING, SIGNAGE, AND SEEDING IN THESE AREAS. SEE SCHEMATIC BELOW FOR PHASE LINE LOCATION.

THE CONTRACTOR SHALL BE ASSESSED A DAILY DISINCENTIVE IN THE AMOUNT SPECIFIED IN THE TABLE PER DAY FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK AND ASSOCIATED INCIDENTALS RELATED TO THE WORK. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACTOR IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.

DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
FOLLOWING ITEMS SHALL BE COMPLETED IN ITS ENTIRETY: - ASPHALT ACCESS DRIVEWAYS - SOUTH TRUCK PARKING LOT - RAMP S - RAMP T FOLLOWING ITEMS SHALL BE COMPLETED WITHIN PHASE LIMITS: - LIGHTING - PAVEMENT MARKINGS - SIGNAGE - SEEDING AND MULCHING	6/30/2027	DAY	\$5,000



WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

(THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.)

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE FOLLOWING LOCATION:
1. IR 70 WB - STA 210+00.00

ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE A OR B, AS PER PLAN

THIS ITEM IS PROVIDED FOR CONSTRUCTION ACCESS FOR VEHICLES ENTERING AND EXITING THE SITE AS SHOWN IN THE PLANS. THE THICKNESS SHALL BE A MINIMUM OF TEN INCHES. WHERE 410 IS PLACED ALONG THE EXISTING EDGE OF SHOULDER AND UNDER PORTABLE BARRIER, THE WIDTH SHALL BE A MINIMUM OF TWO FEET BEHIND THE PORTABLE BARRIER.

DURING PHASE 3, THE EXISTING RAMP BETWEEN RAMP S AND THE NORTH TRUCK PARKING LOT SHALL REMAIN AND BE USED FOR ALL CONSTRUCTION VEHICLE TRAFFIC ENTERING THE NORTH TRUCK PARKING LOT SITE. CONNECTIONS AT EITHER END WILL BE MADE WITH ITEM 410 TRAFFIC COMPACTED SURFACE, TYPE A OR B, AS PER PLAN.

PROVIDE ANY NECESSARY SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES TO PREVENT THE TRAVELING PUBLIC FROM USING CONSTRUCTION ENTRANCES. THE COST IS INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

IN ADDITION TO THE REQUIREMENTS OF 410, THIS ITEM INCLUDES THE FOLLOWING WORK ITEMS:

- EXCAVATION PER 203 PRIOR TO PLACEMENT OF 410
- EXCAVATION PER 203 FOR REMOVAL OF 410
- EMBANKMENT PER 203 FOR RESTORATION
- SEEDING AND MULCHING, TOPSOIL, COMMERCIAL FERTILIZER, WATER AND LIME PER 659

PAYMENT FOR THE WORK DESCRIBED ABOVE WILL BE MADE AT THE UNIT BID PRICE FOR ITEM 410 TRAFFIC COMPACTED SURFACE, TYPE A OR B, AS PER PLAN AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO PERFORM THE WORK.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED FOR THE WORK DESCRIBED ABOVE BASED ON THE LIMITS SHOWN IN THE PLAN:

ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE A OR B, AS PER PLAN
930 CY

SEQUENCE OF CONSTRUCTION

THE PROJECT WILL CONSTRUCT A NEW TRUCK PARKING FACILITY IN THE LOCATION OF THE FORMER WESTBOUND REST AREA ON IR 70

PHASE 1

- TRAFFIC:
- KEEP ALL TRAFFIC IN ITS EXISTING PATTERN
 - CLOSE WESTBOUND OUTSIDE SHOULDER
- CONSTRUCTION:
- RAMPS S & T
 - ACCELATION/DECELERATION LANES TO TOP OF ASPHALT CONCRETE BASE
 - SOUTH TRUCK PARKING LOT
 - ASPHALT ACCESS DRIVEWAYS

PHASE 2

- TRAFFIC:
- REMOVE PORTABLE BARRIER
 - CLOSE OUTSIDE LANE OF IR 70 WESTBOUND
- CONSTRUCTION:
- PLANE WESTBOUND SHOULDER BETWEEN EXISTING IR 70 WESTBOUND LANES AND PAVEMENT CONSTRUCTED DURING PHASE 1
 - PAVE INTERMEDIATE AND SURFACE COURSES

PHASE 3

- TRAFFIC:
- RESTORED TO NORMAL PATTERN
 - SOUTH TRUCK PARKING LOT IS OPEN
- CONSTRUCTION:
- NORTH TRUCK PARKING LOT

SHEET NUMBER													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
Office Calc	5	8	15	17	19	20	21	24	25	91			01/IMS						
										1,871			1,871	625	29010	1,871	FT	TRAFFIC SURVEILLANCE CONT.	
										4			4	625	30700	4	EACH	PULL BOX, 725.08, 18"	
										1			1	625	31507	1	EACH	PULL BOX REMOVED AND REPLACED, AS PER PLAN	P. 90
										9			9	625	32001	9	EACH	GROUND ROD, AS PER PLAN	P. 90
										1,871			1,871	625	36011	1,871	FT	UNDERGROUND WARNING/MARKING TAPE, AS PER PLAN	P. 90
										1			1	625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, LIGHTING CONTROL CENTER	
										2			2	633	67101	2	EACH	CABINET FOUNDATION, AS PER PLAN	P.90
										5			5	809	01900	5	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1	
										1,379			1,379	809	20020	1,379	FT	MICRO-DUCT PATHWAY, 4 CELL 14/10	
										412			412	809	22000	412	FT	MICRO-DUCT PATHWAY, JACKED OR DRILLED, 4 CELL, 14/10	
										1			1	809	51000	1	EACH	ITS POWER SERVICE, GROUND MOUNTED, 120/240V, 60 AMP	
										2			2	809	60040	2	EACH	CCTV IP-CAMERA SYSTEM, QUAD MULTI-VIEW FIXED WITH PTZ	
										2			2	809	61090	2	EACH	CCTV LOWERING UNIT	
										2			2	809	65000	2	EACH	ITS CABINET - GROUND MOUNTED	
										2			2	809	65990	2	EACH	ITS DEVICE, MISC.: CCTV POLE, 90 FEET TALL	P.90
										LS			LS	809	70050	LS		AS-BUILT CONSTRUCTION PLANS	
																		TRAFFIC CONTROL	
							18						18	620	00500	18	EACH	DELINEATOR, POST GROUND MOUNTED	
							141						141	621	00100	141	EACH	RPM	
						611.6							611.6	630	03100	611.6	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
						100.6							100.6	630	07000	100.6	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18	
						39.4							39.4	630	07600	39.4	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	
						52							52	630	08600	52	EACH	SIGN POST REFLECTOR	
						6							6	630	09000	6	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
						328							328	630	80100	328	SF	SIGN, FLAT SHEET	
						276							276	630	80200	276	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
						6							6	630	84500	6	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
						9							9	630	84900	9	EACH	REMOVAL OF GROUND MOUNTED SIGN	
						9							9	630	86002	9	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT	
							133						133	644	00720	133	FT	CHEVRON MARKING	
							11,830						11,830	646	20200	11,830	FT	PARKING LOT STALL MARKING	
							22						22	646	20300	22	EACH	LANE ARROW	
							2						2	646	20320	2	EACH	WRONG WAY ARROW	
							0.49						0.49	807	12010	0.49	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
							0.61						0.61	807	14010	0.61	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
							3,298						3,298	807	14310	3,298	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
							1,542						1,542	807	14410	1,542	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
							0.61						0.61	850	10010	0.61	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
							1,542						1,542	850	10110	1,542	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
							3,298						3,298	850	10130	3,298	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
							0.49						0.49	850	20010	0.49	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
																		MAINTENANCE OF TRAFFIC	
							930						930	410	12001	930	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B, AS PER PLAN	P. 8
							2						2	614	12380	2	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
							2						2	614	12484	2	EACH	WORK ZONE INCREASED PENALTIES SIGN	
							111						111	614	13310	111	EACH	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	
							111						111	614	13350	111	EACH	OBJECT MARKER, ONE WAY	
							5,490						5,490	622	41100	5,490	FT	PORTABLE BARRIER, UNANCHORED	
																		INCIDENTALS	
													LS	614	11000	LS		MAINTAINING TRAFFIC	
													9	619	16010	9	MNTH	FIELD OFFICE, TYPE B	
													LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
													LS	624	10000	LS		MOBILIZATION	

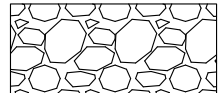
Line Table		
Line #	Length	Direction
L1	25.00	N34° 04' 51"W
L2	8.64	N53° 58' 50"E
L3	81.32	N35° 17' 01"E
L4	163.59	N45° 09' 15"E
L5	489.59	S89° 50' 45"E
L6	118.20	S44° 50' 45"E
L7	130.83	S45° 09' 15"W
L8	7.82	S89° 50' 45"E
L9	25.00	S00° 09' 15"W
L10	46.25	N89° 50' 45"W
L11	19.80	S45° 09' 15"W
L12	108.08	S45° 09' 15"W
L13	687.07	N89° 50' 45"W
L14	581.58	N89° 50' 45"W
L15	84.10	N44° 50' 45"W
L16	47.12	S35° 17' 01"W
L17	37.90	S13° 27' 10"W
L18	44.07	N76° 32' 50"W
L19	447.71	S89° 50' 45"E
L20	62.75	S44° 50' 45"E

Line Table		
Line #	Length	Direction
L21	45.32	S44° 50' 45"E
L22	98.29	N45° 09' 15"E
L23	10.00	N44° 52' 04"E

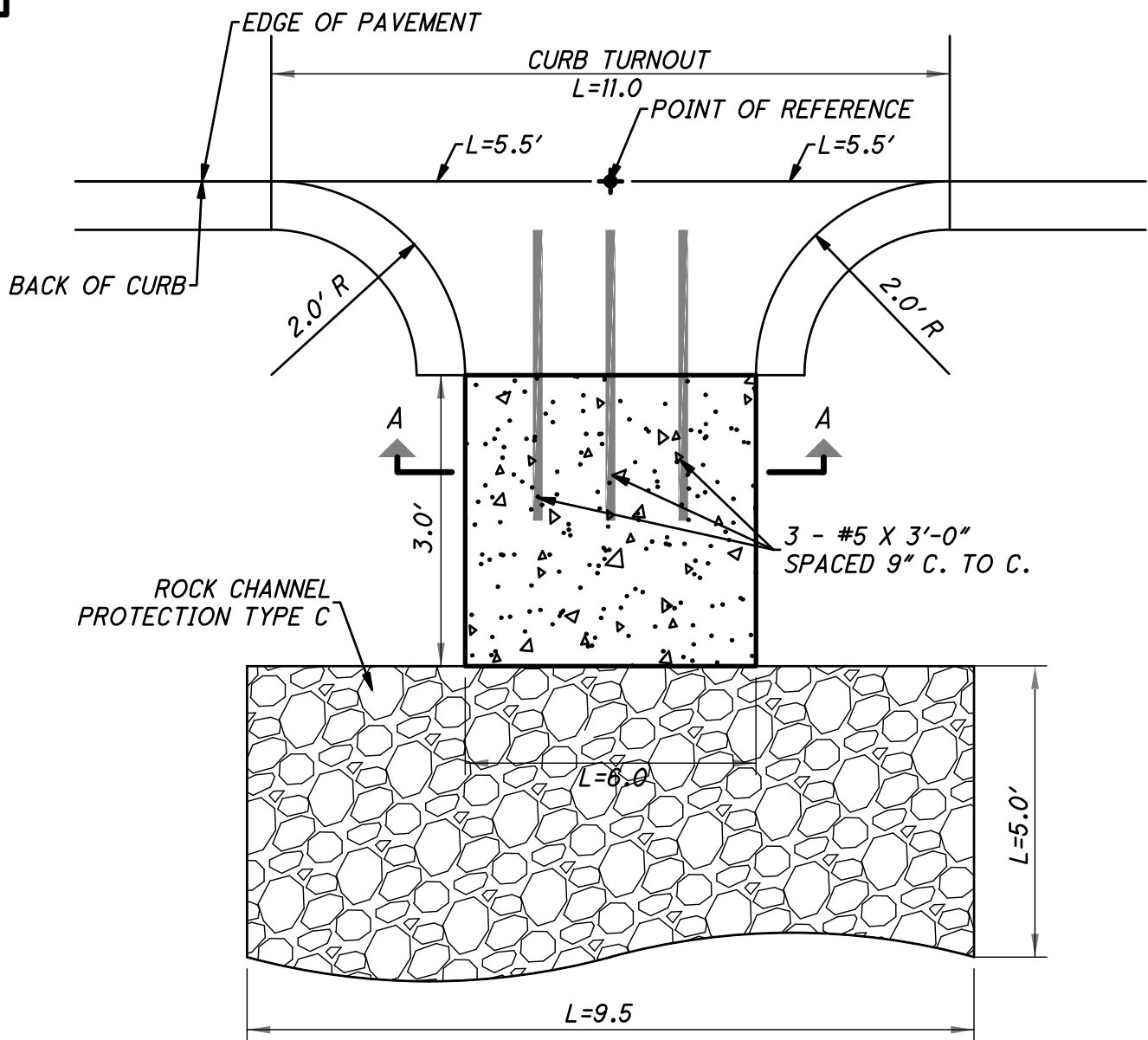
Curve Table			
Curve #	Length	Radius	Delta
C1	15.89	443.4	002° 03' 14"
C2	403.18	400.0	057° 45' 05"
C3	170.41	250.0	039° 03' 16"
C4	25.84	150.0	009° 52' 15"
C5	39.27	50.0	045° 00' 00"
C6	39.27	50.0	045° 00' 00"
C7	433.54	276.0	090° 00' 00"
C8	23.56	10.0	135° 00' 00"
C9	39.27	50.0	045° 00' 00"

Curve Table			
Curve #	Length	Radius	Delta
C10	39.27	50.0	045° 00' 00"
C11	68.71	115.0	034° 14' 07"
C12	138.13	250.0	031° 39' 22"
C13	124.86	70.0	102° 11' 54"
C14	43.20	55.0	045° 00' 00"
C15	87.15	50.0	099° 52' 15"
C16	47.94	225.0	012° 12' 29"
C17	29.52	25.0	067° 39' 19"
C18	29.74	15.0	113° 34' 58"

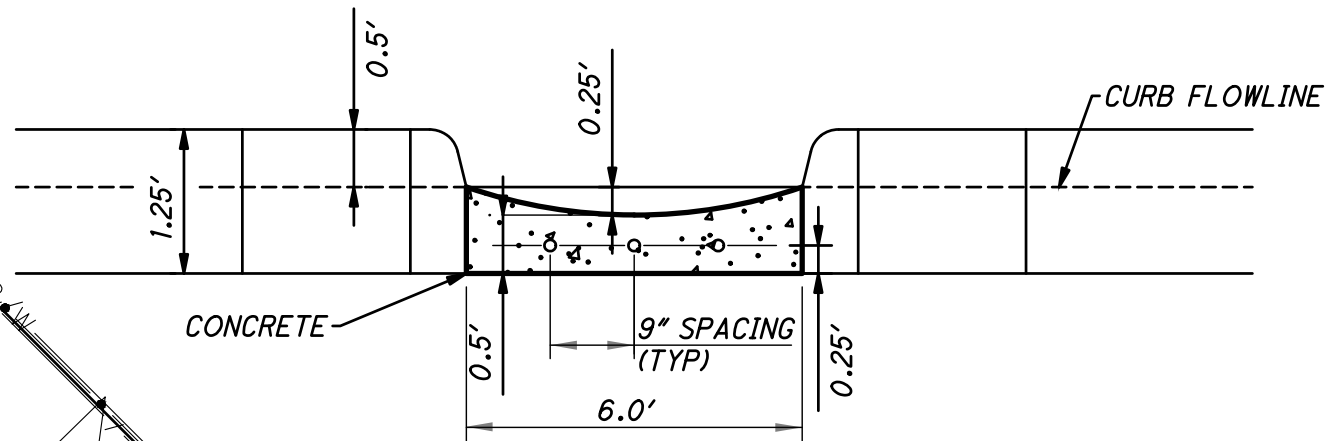
Curve Table			
Curve #	Length	Radius	Delta
C19	57.43	25.0	131° 36' 52"
C20	13.96	20.0	040° 00' 04"
C21	64.41	35.0	105° 26' 07"
C22	7.02	225.0	001° 47' 18"
C23	52.83	425.0	007° 07' 20"
C24	81.33	50.0	093° 11' 49"
C25	39.27	50.0	045° 00' 00"
C26	39.08	50.0	044° 46' 39"
C27	118.39	150.0	045° 13' 21"

LEGEND	
	- ASPHALT PAVEMENT
	- CONCRETE PAVEMENT
	- 601 DUMPED ROCK FILL, TYPE D

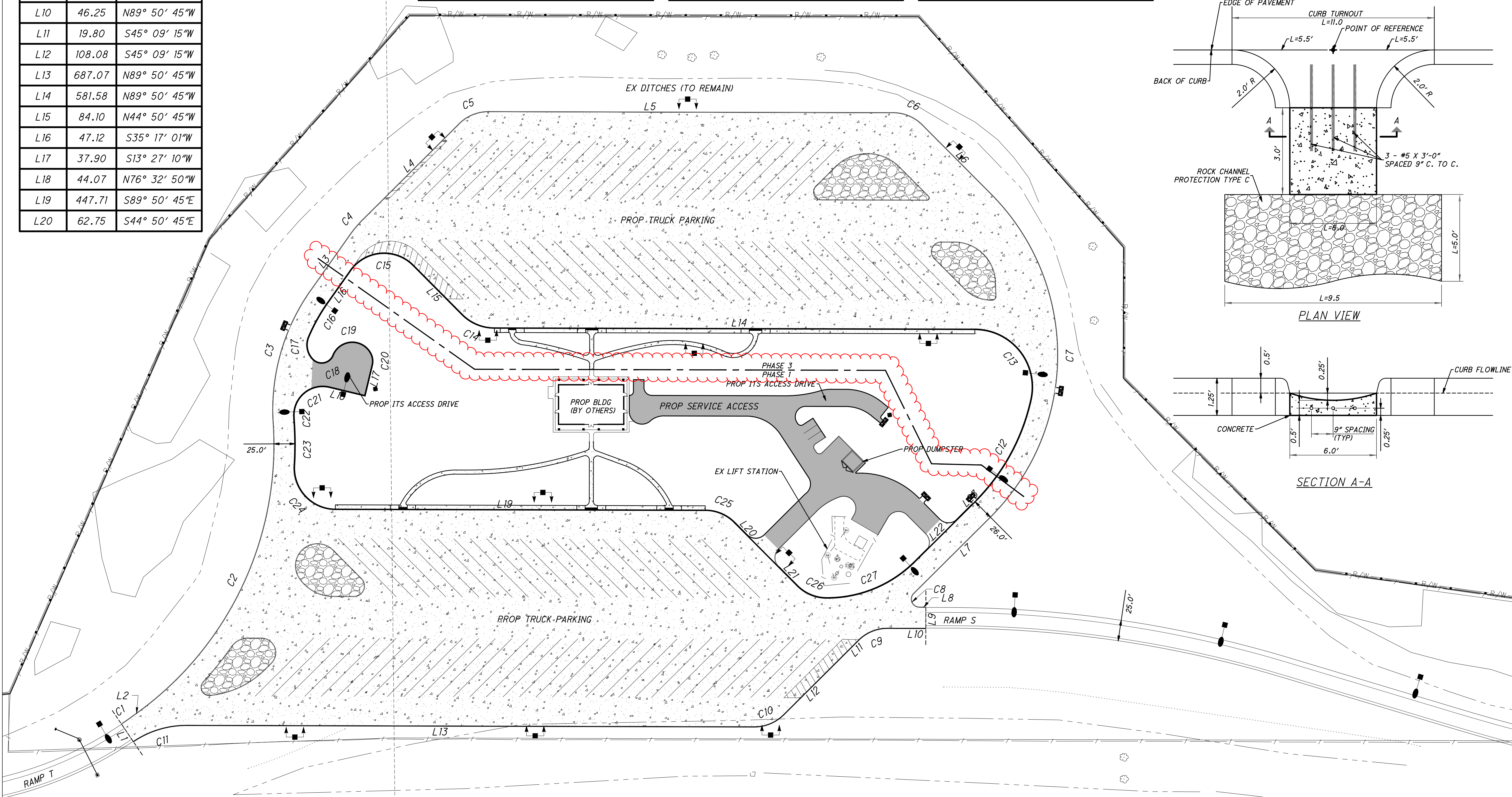
ITEM 609 - CURB MISC.: CURB TURNOUT
THIS ITEM SHALL BE CONSTRUCTED AS PER DETAILS SHOWN BELOW. THE ROCK CHANNEL PROTECTION SHALL EXTEND TO THE DITCH BOTTOM. WHEN THE TURNOUT IS AT THE END OF THE CURB LINE, CONSTRUCT 2.0' RADIUS AT END OF PAVEMENT. ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT A COMPLETE TURNOUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 609 - CURB MISC.: CURB TURNOUT.



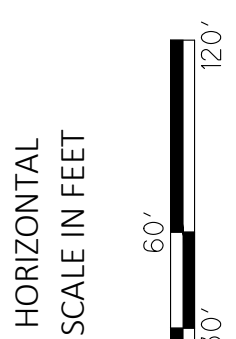
PLAN VIEW



SECTION A-A



OVERALL SITE PLAN



DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER

MTR

REVIEWER

JRP 05-29-26

PROJECT ID

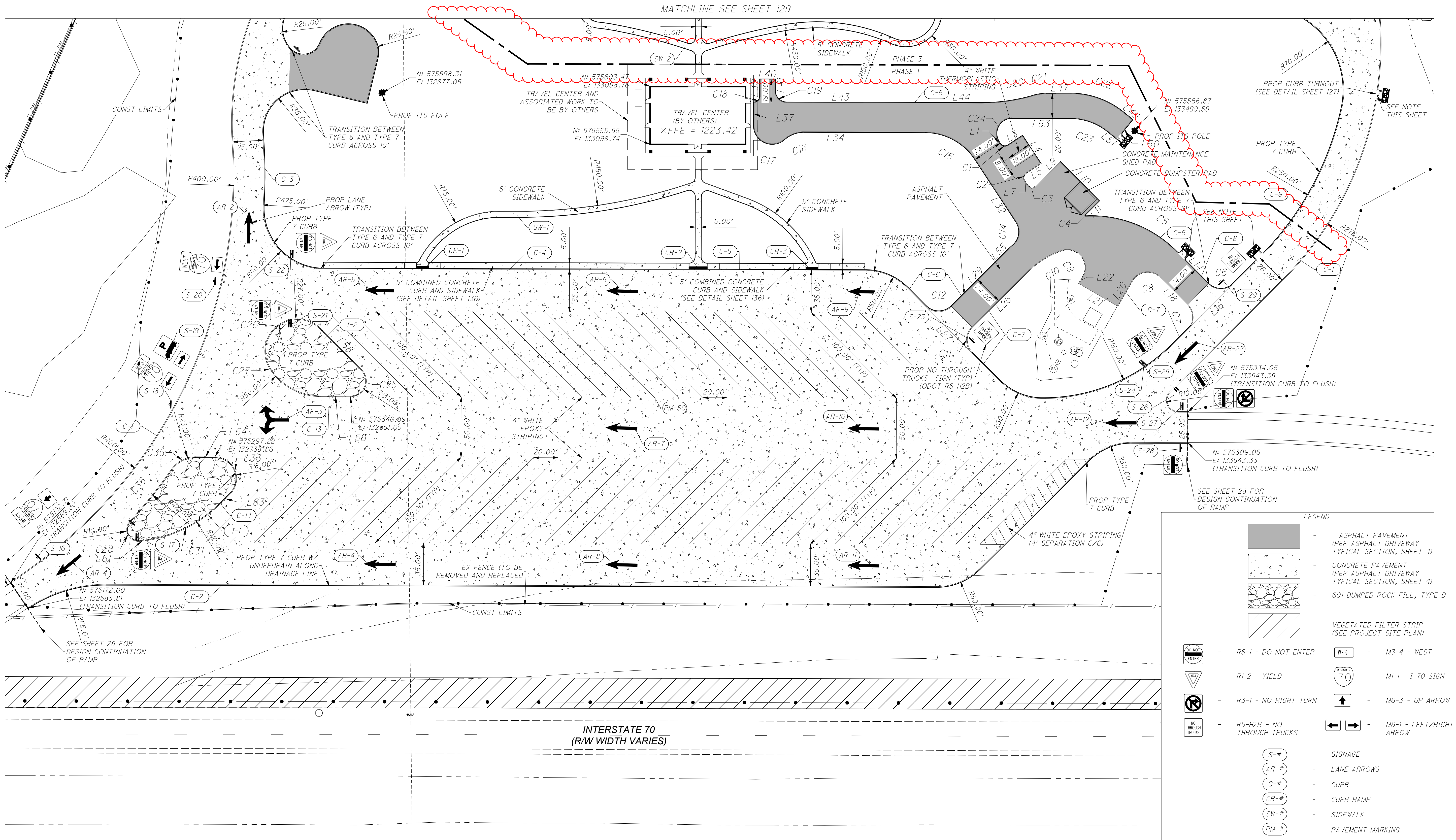
122901

SHEET

P.127

TOTAL

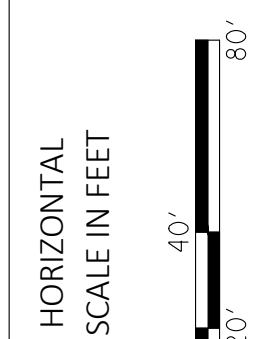
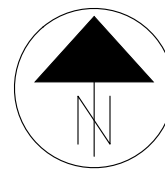
P.139



LEGEND

	- ASPHALT PAVEMENT (PER ASPHALT DRIVEWAY TYPICAL SECTION, SHEET 4)
	- CONCRETE PAVEMENT (PER ASPHALT DRIVEWAY TYPICAL SECTION, SHEET 4)
	- 601 DUMPED ROCK FILL, TYPE D
	- VEGETATED FILTER STRIP (SEE PROJECT SITE PLAN)
	- R5-1 - DO NOT ENTER
	- R1-2 - YIELD
	- R3-1 - NO RIGHT TURN
	- R5-H2B - NO THROUGH TRUCKS
	- M3-4 - WEST
	- M1-1 - I-70 SIGN
	- M6-3 - UP ARROW
	- M6-1 - LEFT/RIGHT ARROW
	- SIGNAGE
	- LANE ARROWS
	- CURB
	- CURB RAMP
	- SIDEWALK
	- PAVEMENT MARKING

NOTE: SEE CURB TURNOUT DETAIL PROVIDED ON SHEET 127



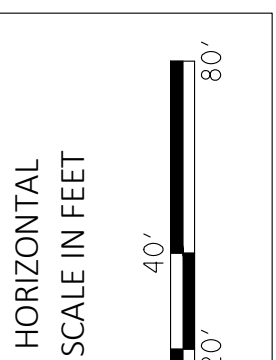
SITE PLAN

DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER
MTR
REVIEWER
JRP 05-29-26
PROJECT ID
122901
SHEET
P.128
TOTAL
P.139

MODEL: Sheet PAPER SIZE: 34x22 (in.) DATE: 7/23/2026 TIME: 9:10:50 AM USER: mroche
O:\2024\00625C_Design\122901-PRR-70_WB_Truck_Parking\400-Engineering\Civil\Construction Documents\Stage 1\Design\2024 00625 SITE PLAN.dwg





DESIGN AGENCY

DESIGNER

MTR

REVIEWER

JRP 05-29-26

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SHEET

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TOTAL

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SITE PLAN

Line Table		
Line #	Length	Direction
L1	1.56	S33° 15' 39"E
L3	14.00	N56° 44' 21"E
L4	27.00	S33° 15' 39"E
L5	14.00	S56° 44' 21"W
L7	4.00	S33° 15' 39"E
L9	28.00	N45° 09' 15"E
L10	45.00	S44° 50' 45"E
L11	15.97	S45° 09' 15"W
L14	37.37	S44° 50' 45"E
L16	50.82	S45° 09' 15"W
L18	32.12	N44° 50' 45"W
L20	24.19	S30° 10' 25"W
L21	36.66	N59° 49' 35"W
L22	6.76	N30° 10' 25"E
L25	64.82	S45° 09' 15"W
L27	54.00	N44° 50' 45"W

Line Table		
Line #	Length	Direction
L29	64.82	N45° 09' 15"E
L32	61.79	N33° 15' 39"W
L34	99.94	N89° 50' 45"W
L37	19.00	N00° 09' 15"E
L39	14.00	N00° 09' 15"E
L40	12.00	S89° 50' 45"E
L41	9.00	S00° 09' 15"W
L43	127.32	S89° 50' 45"E
L44	33.96	S89° 50' 45"E
L47	17.18	S89° 50' 45"E
L49	9.34	S51° 02' 28"E
L50	20.00	S38° 57' 32"W
L51	9.34	N51° 02' 28"W
L53	48.16	N89° 50' 45"W
L55	64.82	N45° 09' 15"E
L56	24.94	S89° 50' 45"E

Line Table		
Line #	Length	Direction
L58	48.43	N44° 50' 45"W
L61	3.47	N83° 33' 00"E
L63	10.98	N45° 09' 15"E
L64	15.68	N89° 50' 45"W
L65	33.28	N45° 09' 15"E
L67	50.18	S44° 50' 45"E
L69	127.61	N89° 50' 45"W
L71	1.46	N89° 50' 45"W
L73	52.39	N44° 50' 45"W
L75	16.12	S89° 50' 45"E
L77	17.68	S02° 19' 58"E

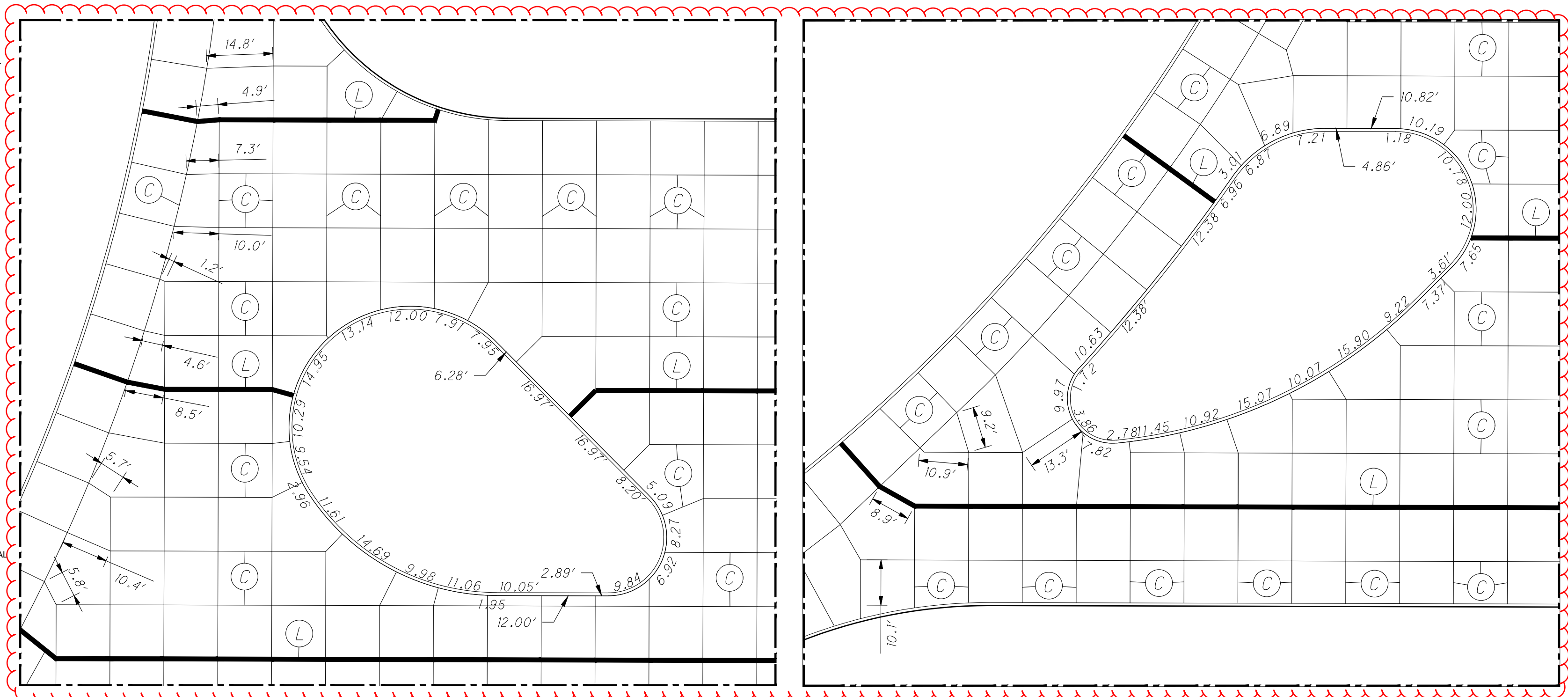
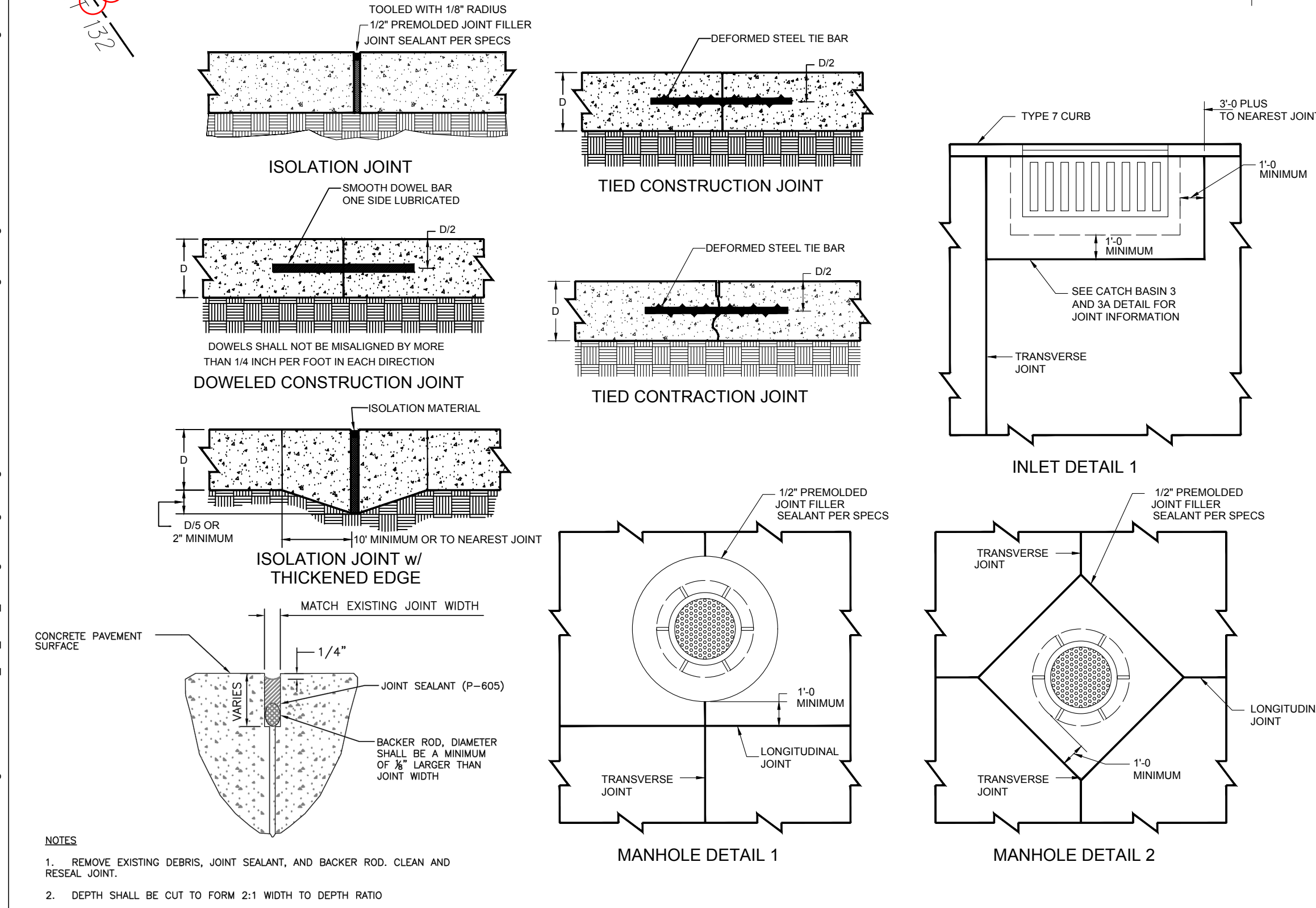
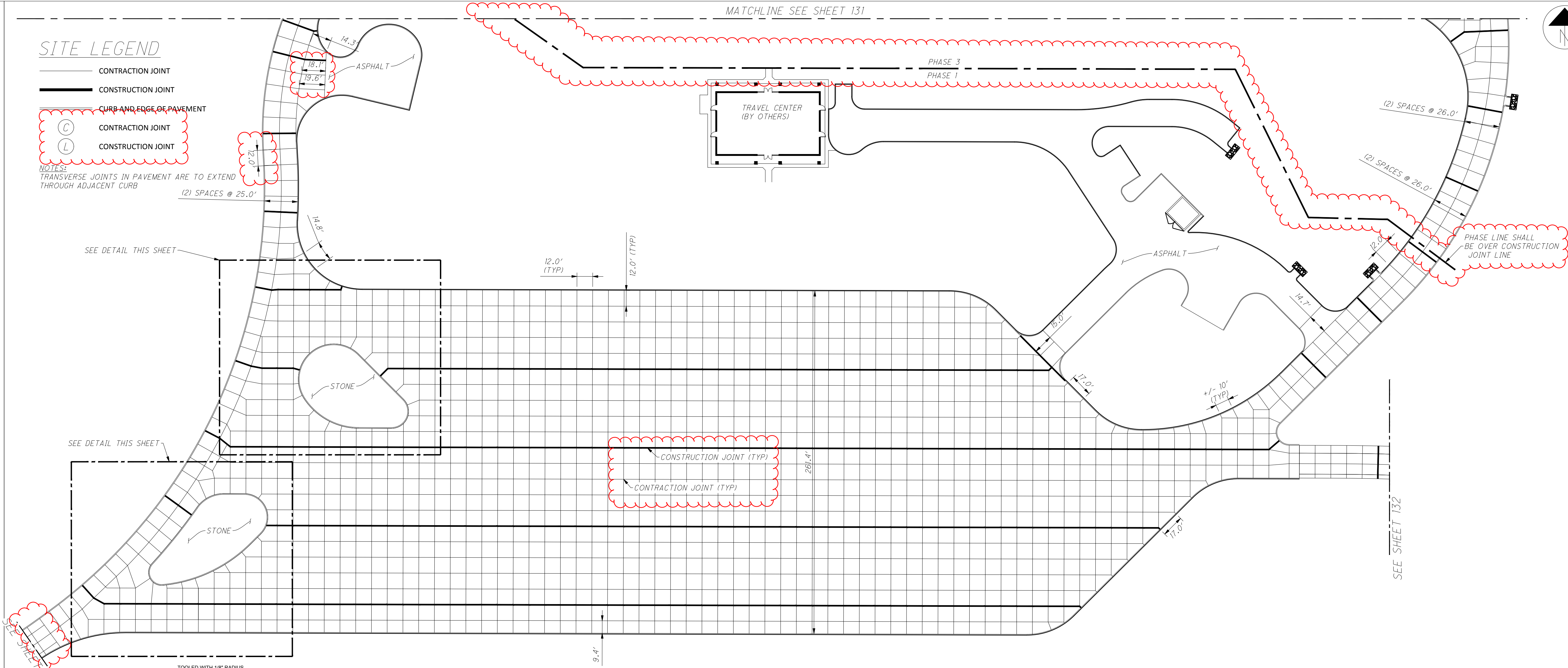
Curve Table			
Curve #	Length	Radius	Delta
C1	7.85	5.00	090° 00' 00"
C2	7.85	5.00	090° 00' 00"
C3	8.86	5.00	101° 35' 06"
C4	2.40	1.00	137° 43' 53"
C5	82.47	99.00	047° 43' 53"
C6	24.44	15.00	093° 22' 19"
C7	19.45	15.00	074° 16' 54"
C8	27.48	15.00	104° 58' 51"
C9	36.50	15.00	139° 24' 47"
C10	33.52	75.00	025° 36' 22"
C11	23.56	15.00	090° 00' 00"
C12	23.56	15.00	090° 00' 00"
C14	21.58	15.00	082° 26' 21"
C15	49.38	50.00	056° 35' 06"
C16	18.07	25.00	041° 24' 35"
C17	34.40	15.00	131° 24' 35"
C18	7.85	5.00	090° 00' 00"
C19	15.71	10.00	090° 00' 00"
C20	42.57	150.00	016° 15' 37"
C21	14.19	50.00	016° 15' 37"

Curve Table			
Curve #	Length	Radius	Delta
C22	47.41	70.00	038° 48' 17"
C23	33.86	50.00	038° 48' 17"
C24	28.00	13.00	123° 24' 54"
C25	30.63	13.00	134° 59' 59"
C26	79.35	27.00	168° 22' 51"
C27	79.35	27.00	168° 22' 51"
C28	24.07	10.00	137° 56' 22"
C31	71.98	110.00	037° 29' 31"
C33	42.41	18.00	135° 00' 00"
C35	24.06	25.00	055° 08' 25"
C36	54.74	425.00	007° 22' 48"
C38	86.39	55.00	090° 00' 00"
C39	7.07	3.00	135° 00' 00"
C40	23.56	10.00	134° 59' 58"
C41	35.34	45.00	045° 00' 00"
C42	28.27	12.00	135° 00' 00"
C43	76.37	50.00	087° 30' 46"
C44	8.07	5.00	092° 29' 14"

NOTE: SEE CURB TURNOUT DETAIL PROVIDED ON SHEET 127

PRE-IR 70-WB TRUCK PARKING

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/23/2026 TIME: 9:10:53 AM USER: mroche
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HORIZONTAL
SCALE IN FEET



A horizontal scale bar with alternating black and white segments. It is marked with '0' at the left end, '20'' at the first segment boundary, '40'' at the second segment boundary, and '80'' at the right end.

JOINTING PLAN

DESIGN AGENCY

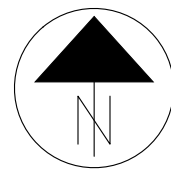
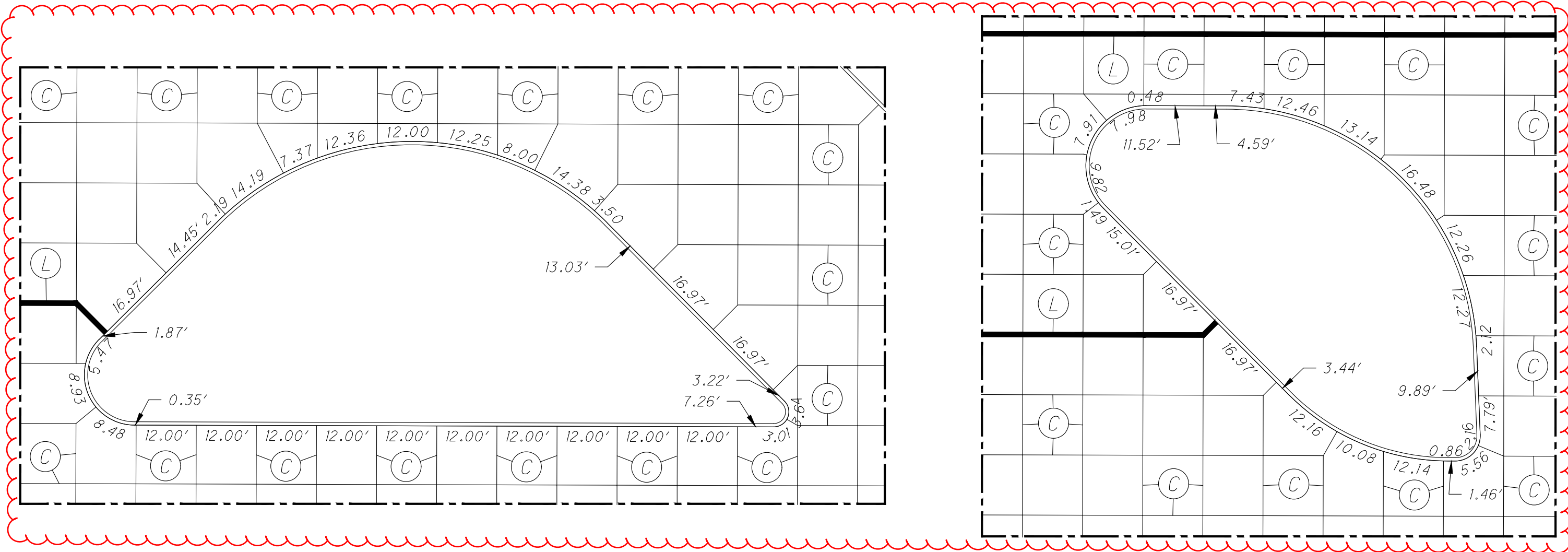
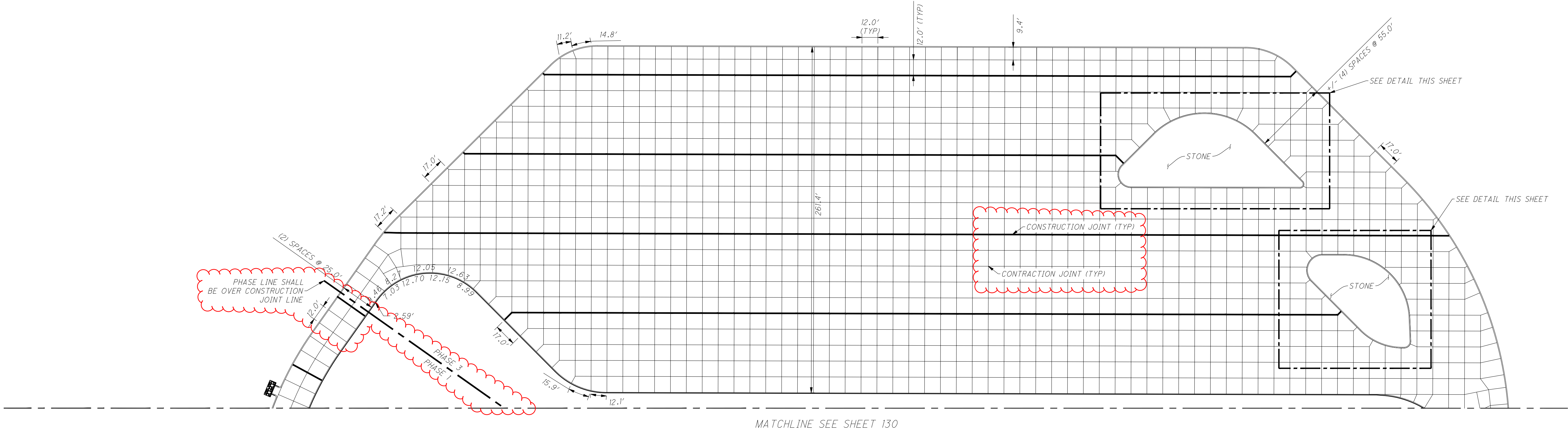
**AMERICAN
STRUCTUREPOINT
INC.**

DESIGNER	
MTR	
REVIEWER	
JRP	05-29-26
PROJECT ID	
122901	
SHEET	TOTAL
P.130	P.139

SITE LEGEND

- CONTRACTION JOINT
- CONSTRUCTION JOINT
- CURB AND EDGE OF PAVEMENT
- CONTRACTION JOINT
- CONSTRUCTION JOINT

NOTES:
TRANSVERSE JOINTS IN PAVEMENT ARE TO EXTEND THROUGH ADJACENT CURB



JOINTING PLAN

DESIGN AGENCY

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STRUCTUREPOINT
INC.

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MTR

REVIEWER

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SHEET

P.131

TOTAL

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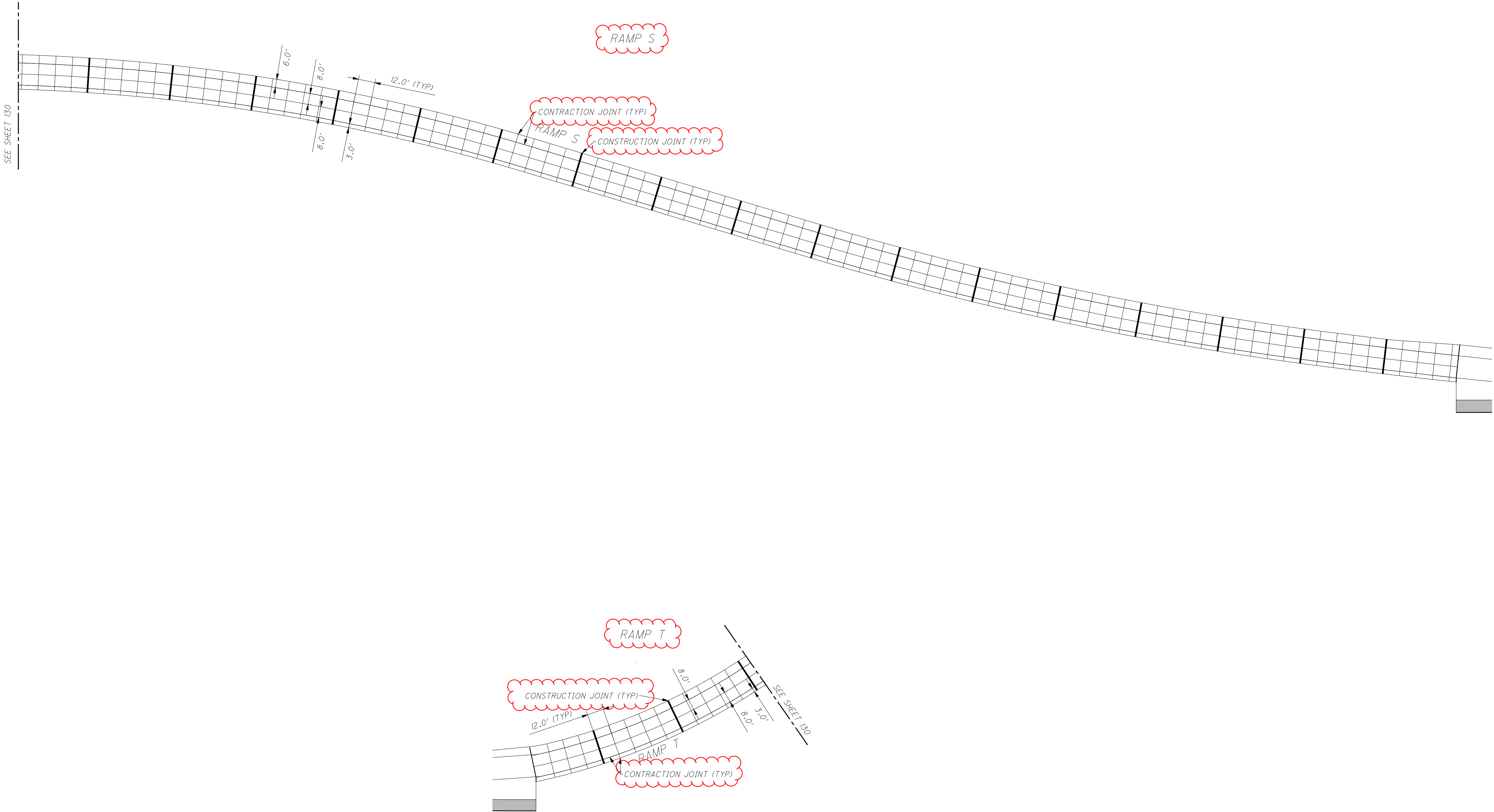
SITE LEGEND

- CONTRACTION JOINT
- CONSTRUCTION JOINT
- CURB AND EDGE OF PAVEMENT
- C

CONTRACTION JOINT
- L

CONSTRUCTION JOINT

NOTES:
TRANSVERSE JOINTS IN PAVEMENT ARE TO EXTEND
THROUGH ADJACENT CURB



JOINTING PLAN

HORIZONTAL
SCALE IN FEET
0 20' 40' 80'

DESIGN AGENCY

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STRUCTUREPOINT
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PROJECT ID

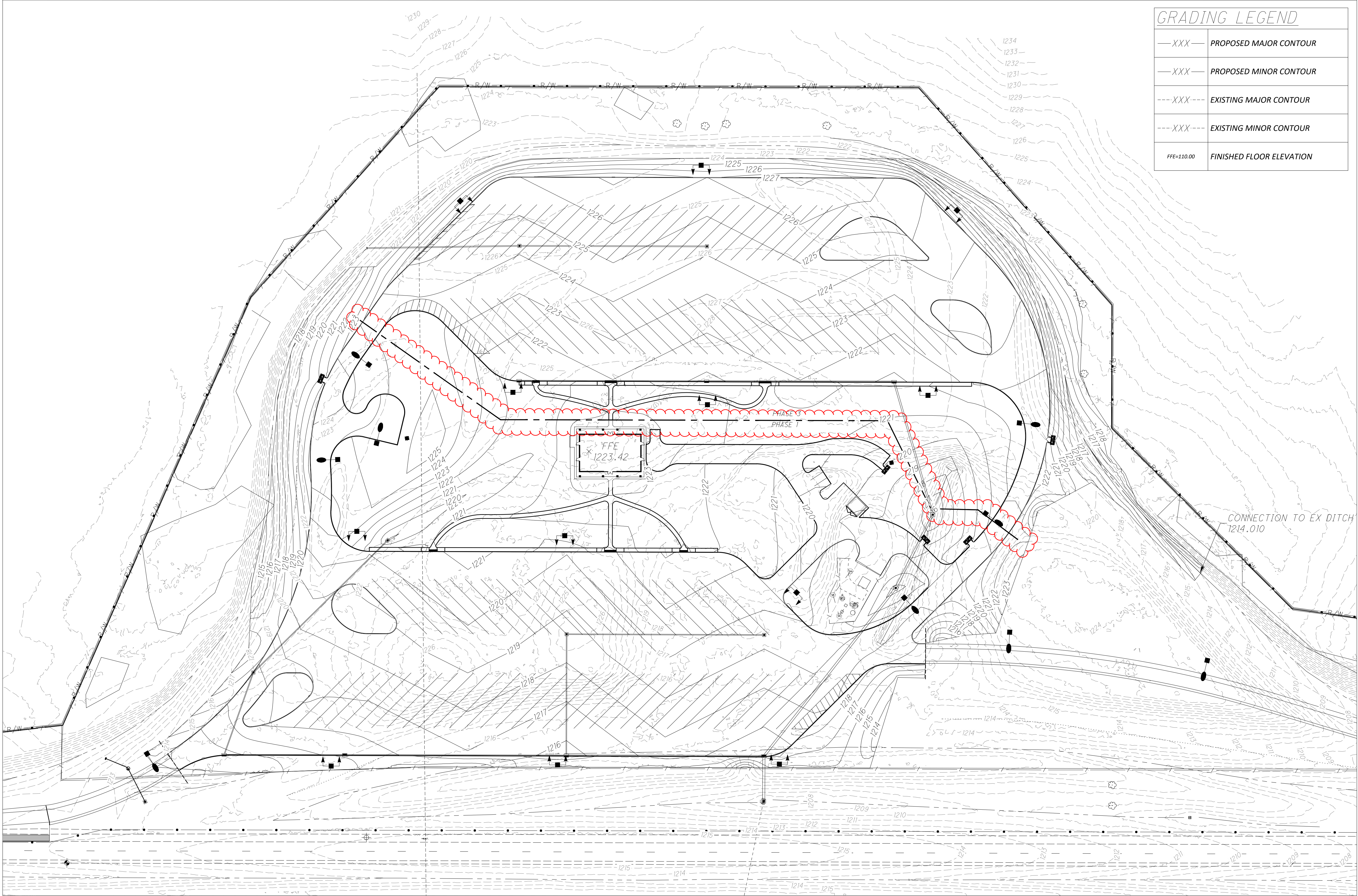
122901

SHEET

P.132

TOTAL

P.139



OVERALL GRADING PLAN

DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER

MTR

REVIEWER

JRP 05-29-26

PROJECT ID

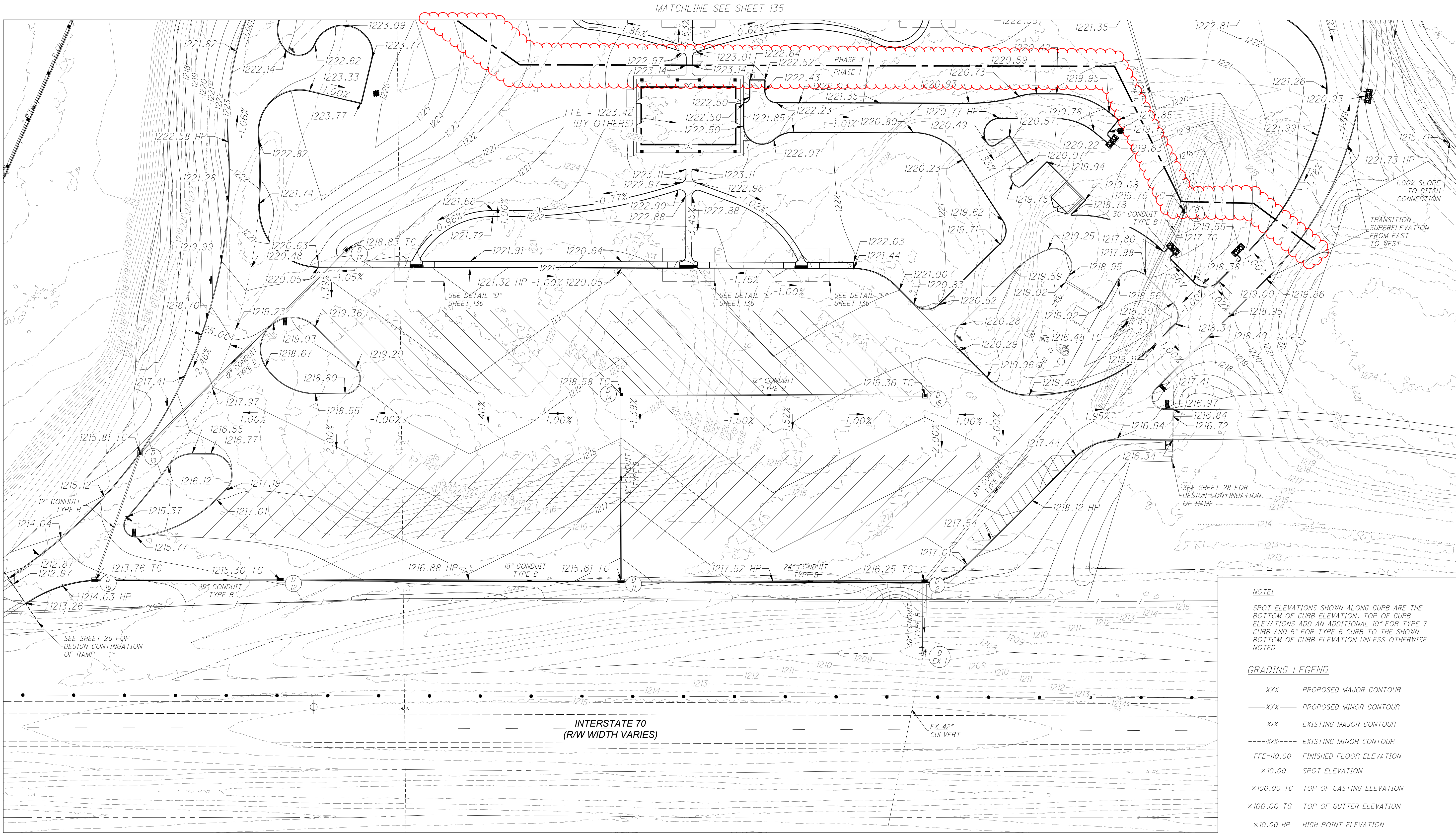
122901

SHEET

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TOTAL

P.139



NOTE:

SPOT ELEVATIONS SHOWN ALONG CURB ARE THE
BOTTOM OF CURB ELEVATION. TOP OF CURB
ELEVATIONS ADD AN ADDITIONAL 10" FOR TYPE 7
CURB AND 6" FOR TYPE 6 CURB TO THE SHOWN
BOTTOM OF CURB ELEVATION UNLESS OTHERWISE
NOTED

GRADING LEGEND

- XXX— PROPOSED MAJOR CONTOUR
- XXX— PROPOSED MINOR CONTOUR
- xxx— EXISTING MAJOR CONTOUR
- xxx--- EXISTING MINOR CONTOUR
- FFE=110.00 FINISHED FLOOR ELEVATION
- ×10.00 SPOT ELEVATION
- ×100.00 TC TOP OF CASTING ELEVATION
- ×100.00 TG TOP OF GUTTER ELEVATION
- ×10.00 HP HIGH POINT ELEVATION
- ×10.00 ME MATCH EXISTING ELEVATION
- ←x.xxx SLOPE ARROW
- ATG ADJUST TO GRADE
- CONSTRUCTION LIMIT

DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER

MTR

REVIEWER

JRP 05-29-26

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SHEET

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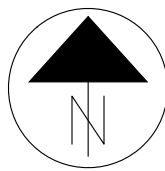
TOTAL

P.139

HORIZONTAL
SCALE IN FEET



GRADING PLAN



MODEL: Sheet PAPER SIZE: 34x22 (in) DATE: 7/23/2026 TIME: 9:11:42 AM USER: mroche
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	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	FINISHED FLOOR ELEVATION
	SPOT ELEVATION
	TOP OF CASTING ELEVATION
	TOP OF GUTTER ELEVATION
	HIGH POINT ELEVATION
	MATCH EXISTING ELEVATION
	SLOPE ARROW
	ADJUST TO GRADE
	CONSTRUCTION LIMIT

NOTE:

SPOT ELEVATIONS SHOWN ALONG CURB ARE THE BOTTOM OF CURB ELEVATION. TOP OF CURB ELEVATIONS ADD AN ADDITIONAL 10" FOR TYPE 7 CURB AND 6" FOR TYPE 6 CURB TO THE SHOWN BOTTOM OF CURB ELEVATION UNLESS OTHERWISE NOTED



GRADING PLAN

DESIGN AGENCY

**AMERICAN
STRUCTUREPOINT
INC.**

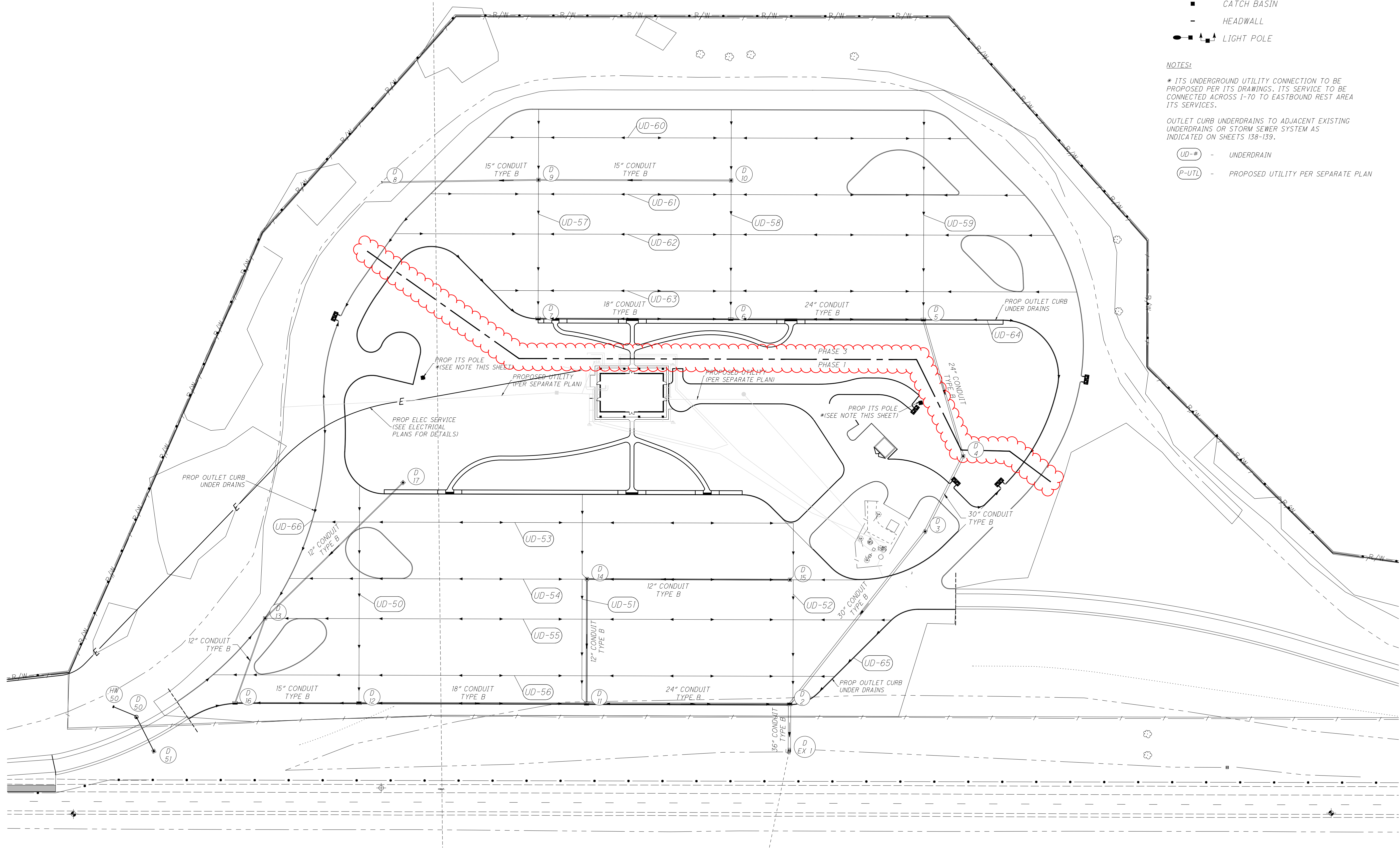
DESIGNER

MTR

JRP 05-29-26

122901

SHEET	TOTAL
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UTILITY LEGEND

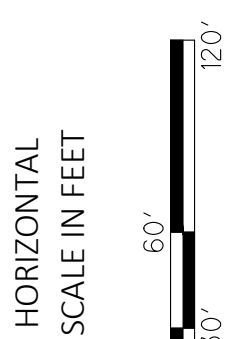
- STM STORM SEWER
- CATCH BASIN
- HEADWALL
- LIGHT POLE

NOTES:

* ITS UNDERGROUND UTILITY CONNECTION TO BE PROPOSED PER ITS DRAWINGS. ITS SERVICE TO BE CONNECTED ACROSS I-70 TO EASTBOUND REST AREA ITS SERVICES.

OUTLET CURB UNDERDRAINS TO ADJACENT EXISTING UNDERDRAINS OR STORM SEWER SYSTEM AS INDICATED ON SHEETS 138-139.

- UD-# - UNDERDRAIN
- P-UTL - PROPOSED UTILITY PER SEPARATE PLAN



HORIZONTAL
SCALE IN FEET

OVERALL UTILITY PLAN

DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER

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JRP 05-29-26

PROJECT ID

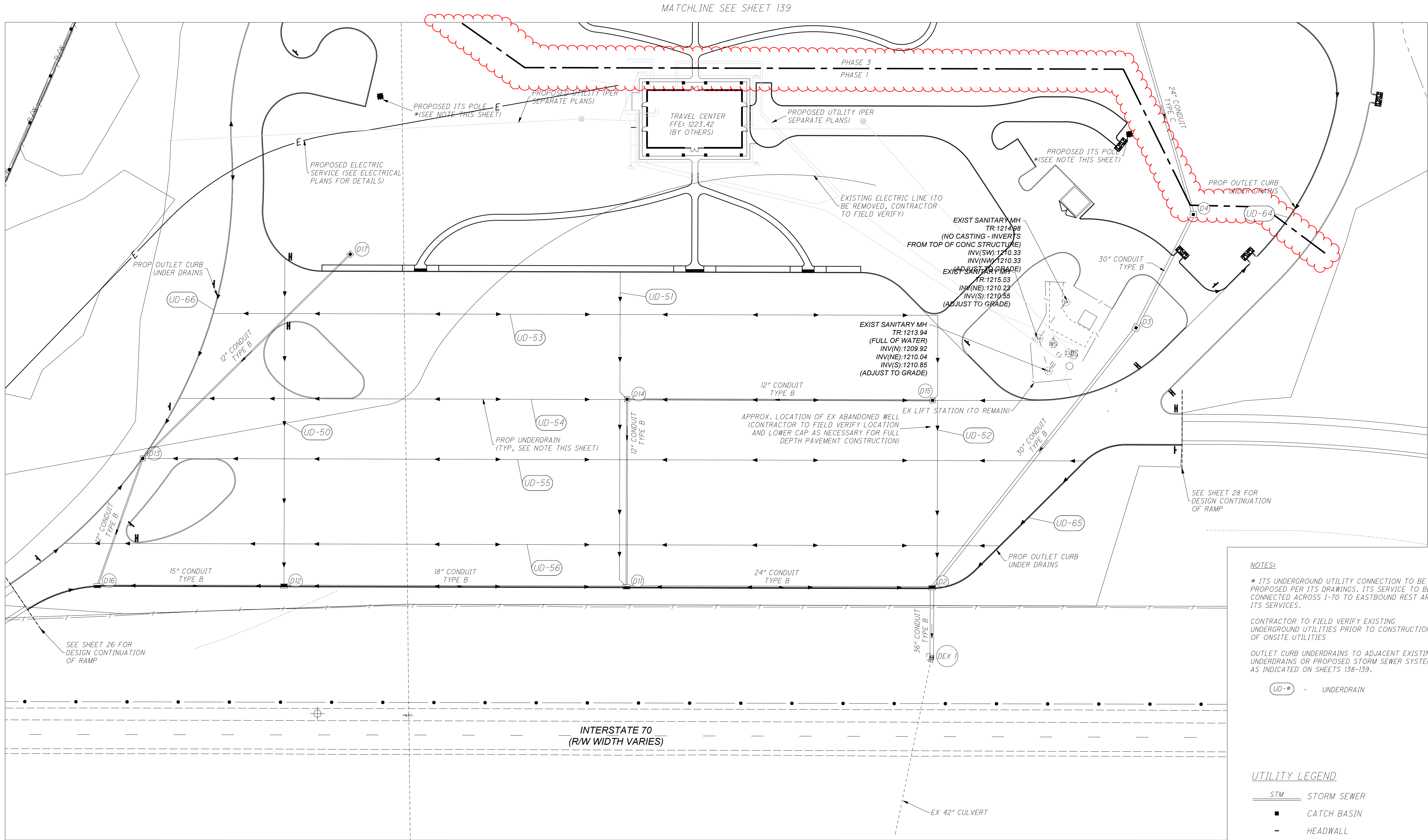
122901

SHEET

P.137

TOTAL

P.139



NOTES:

* ITS UNDERGROUND UTILITY CONNECTION TO BE PROPOSED PER ITS DRAWINGS. ITS SERVICE TO BE CONNECTED ACROSS I-70 TO EASTBOUND REST AREA ITS SERVICES.

CONTRACTOR TO FIELD VERIFY EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OF ONSITE UTILITIES

OUTLET CURB UNDERDRAINS TO ADJACENT EXISTING UNDERDRAINS OR PROPOSED STORM SEWER SYSTEM AS INDICATED ON SHEETS 138-139.

UD-# - UNDERDRAIN

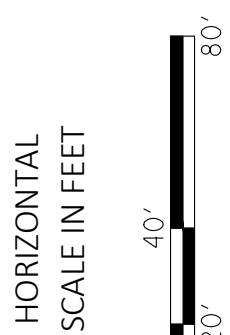
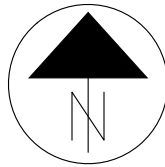
UTILITY LEGEND

STM STORM SEWER

CATCH BASIN

HEADWALL

LIGHT POLE



UTILITY PLAN

DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER

MTR

REVIEWER

JRP 05-29-26

PROJECT ID

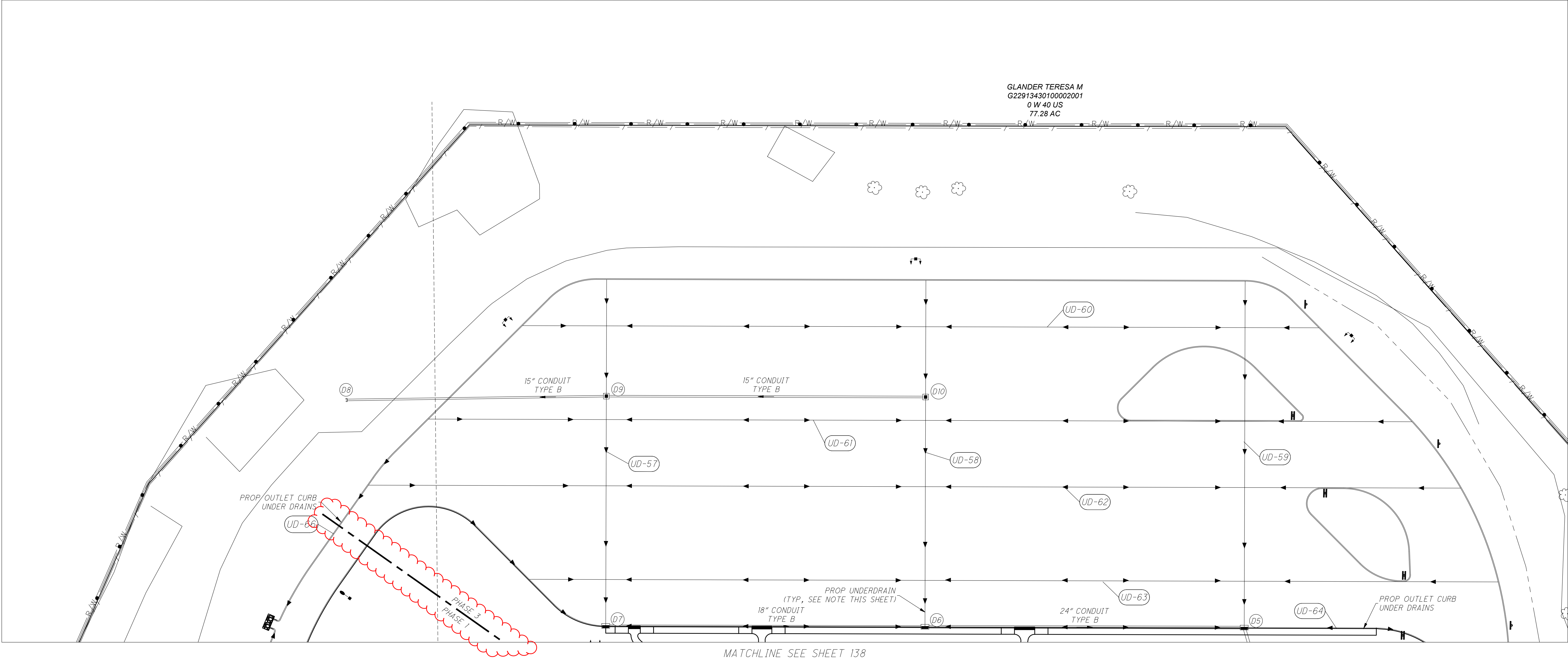
122901

SHEET

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- P-UTL - PROPOSED UTILITY PER SEPARATE PLAN
UD-# - UNDERDRAIN

NOTES:

* ITS UNDERGROUND UTILITY CONNECTION TO BE PROPOSED PER ITS DRAWINGS. ITS SERVICE TO BE CONNECTED ACROSS I-70 TO EASTBOUND REST AREA ITS SERVICES.

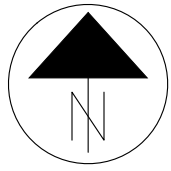
CONTRACTOR TO FIELD VERIFY EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OF ONSITE UTILITIES

PROVIDE 10' UNDERDRAINS IN FOUR DIRECTIONS AT ALL CATCH BASINS IN PAVEMENT AREAS, UNLESS OTHERWISE NOTED ON THE PLANS. UNDERDRAINS SHALL BE PLACED AT EACH STRUCTURE FACE EXTENDING IN A PERPENDICULAR DIRECTION.

OUTLET CURB UNDERDRAINS TO ADJACENT EXISTING UNDERDRAINS OR PROPOSED STORM SEWER SYSTEM.

UTILITY LEGEND

- STM STORM SEWER
- CATCH BASIN
- HEADWALL
- LIGHT POLE



UTILITY PLAN

DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER

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REVIEWER

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SHEET

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TOTAL

P.139