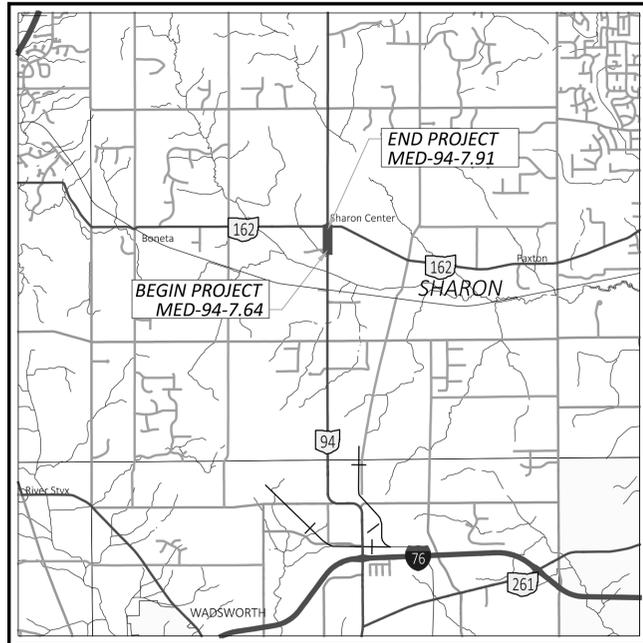


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

MED-94-7.64

SHARON TOWNSHIP
MEDINA COUNTY



LOCATION MAP

LATITUDE: 41°5'49" LONGITUDE: 81°44'8"



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

DESIGN DESIGNATION

CURRENT ADT (2024)	5,900
DESIGN YEAR ADT (2036)	6,100
DESIGN HOURLY VOLUME (2036)	550
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	6%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

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

ENGINEER'S SEAL

INDEX OF SHEETS:

TITLE SHEET	1
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SUB-SUMMARIES	12
PLAN AND PROFILE - SR 94	13-15
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PROJECT CONTROL INFORMATION	33

CONFORMED SET

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/21/22	MT-97.10	4/19/19	TC-41.20	10/18/13	800-2023 1/19/24	
BP-4.1	7/19/13	MT-97.12	1/20/17	TC-42.20	10/18/13	832 7/21/23	
BP-5.1	7/15/22	MT-99.20	4/19/19	TC-52.10	10/18/13	902 7/19/19	
CB-2-3, 2-4	1/20/23	MT-101.90	7/17/20	TC-52.20	1/15/21		
		MT-105.10	1/17/20	TC-65.10	1/17/14		
				TC-65.11	1/19/24		
DM-1.1	7/17/20			TC-71.10	4/21/23		
DM-2.1	1/18/13						
DM-4.3	1/15/16						
DM-4.4	1/15/16						

FEDERAL PROJECT NUMBER

E240331

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT WILL INCLUDE PAVEMENT REPAIRS, PAVEMENT EDGE RECONSTRUCTION, RESURFACING WITH ASPHALT CONCRETE, DRAINAGE SYSTEM REPLACEMENTS, CURB INSTALLATION AND PAVEMENT MARKINGS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A ACRES*

(* - MAINTENANCE PROJECT)

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

PLANS PREPARED BY:



MAINTENANCE OF TRAFFIC ENDORSEMENT

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

Robert Weaver
District 03 Deputy Director

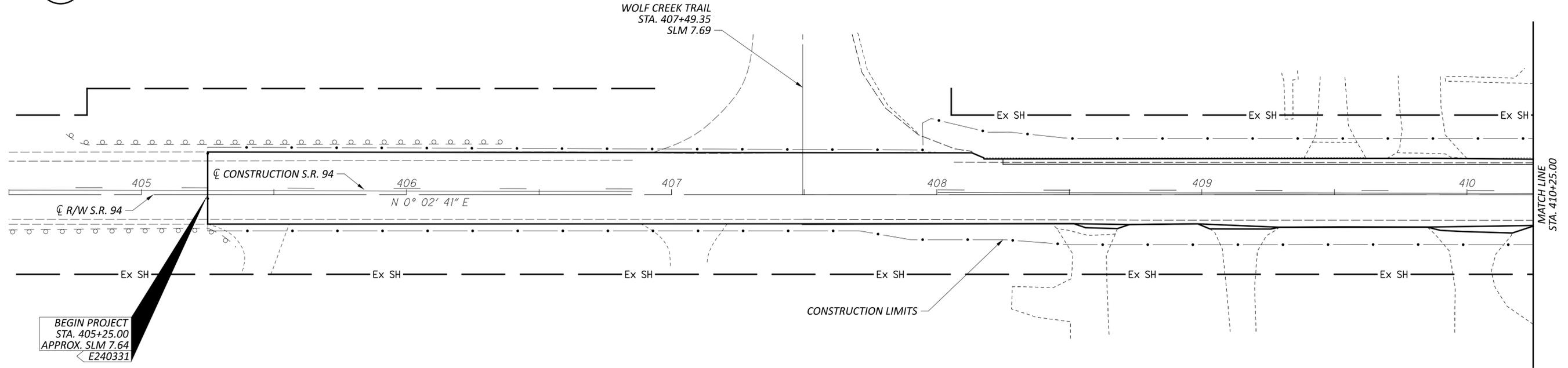
Jack Marchbanks, PhD
Director, Department of Transportation

TITLE SHEET

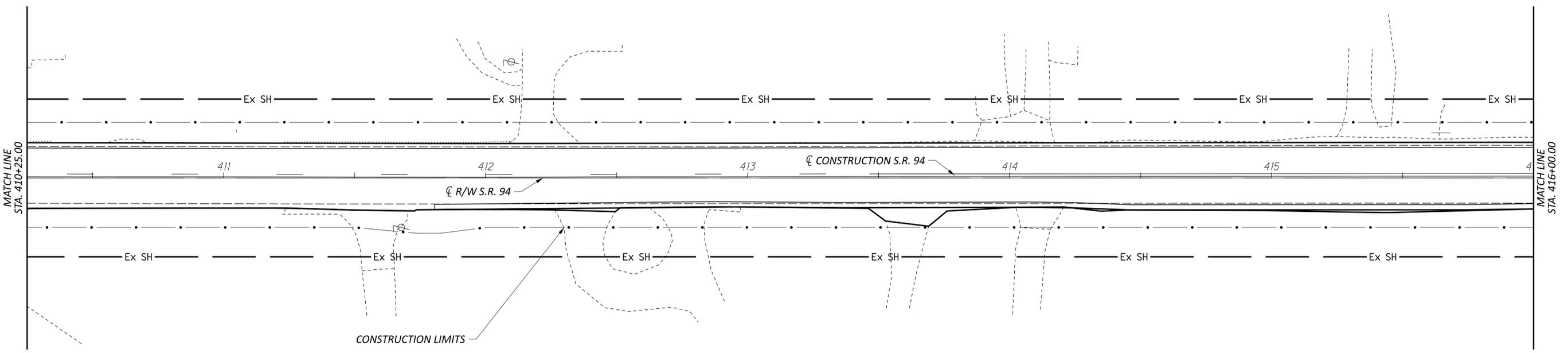
DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	JLL
REVIEWER	ACM 2-2024
PROJECT ID	120606
SHEET TOTAL	P.01 33

MED-94-7.64

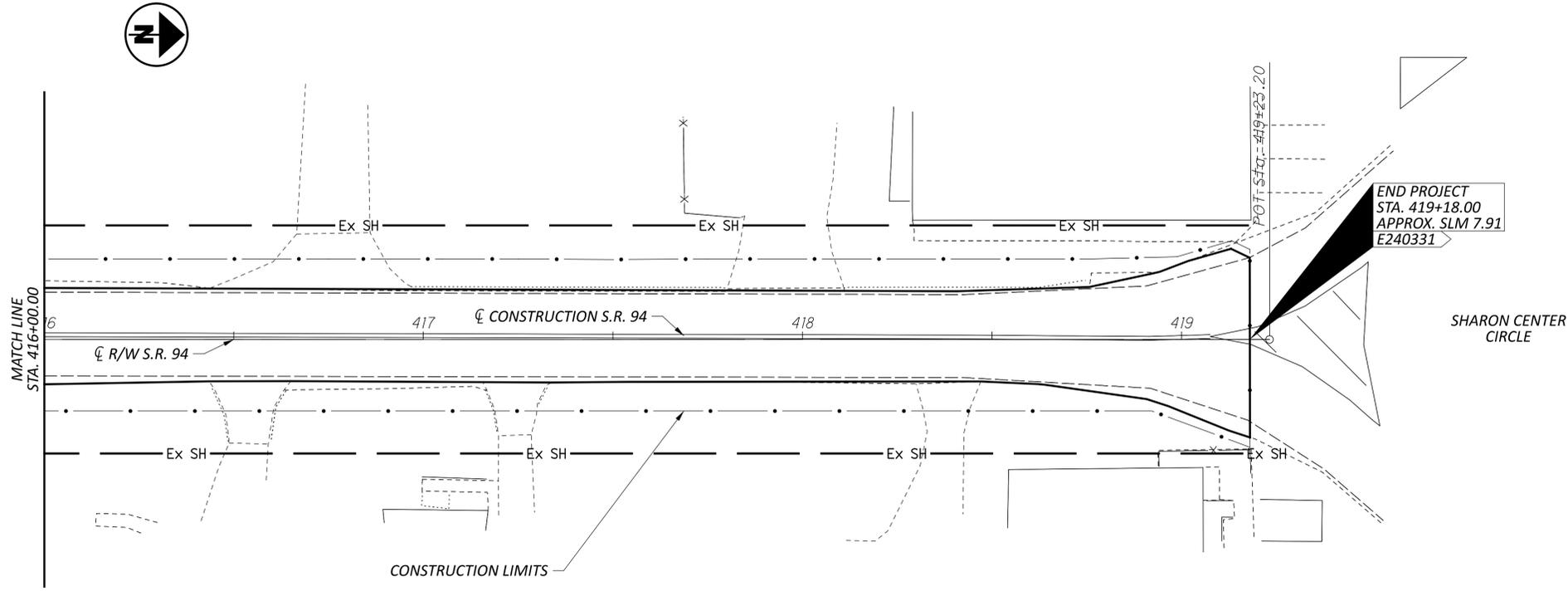
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SCHEMATIC PLAN - S.R. 94
STA. 405+25 TO STA. 416+00



DESIGN AGENCY	
DISTRICT 3	
ENGINEERING TEAM ONE	
DESIGNER	JLL
REVIEWER	SBD
PROJECT ID	2-2024
SHEET	120606
TOTAL	33
P.02	



SCHEMATIC PLAN - S.R. 94
STA. 416+00 TO STA. 419+18

DESIGN AGENCY
DISTRICT 3



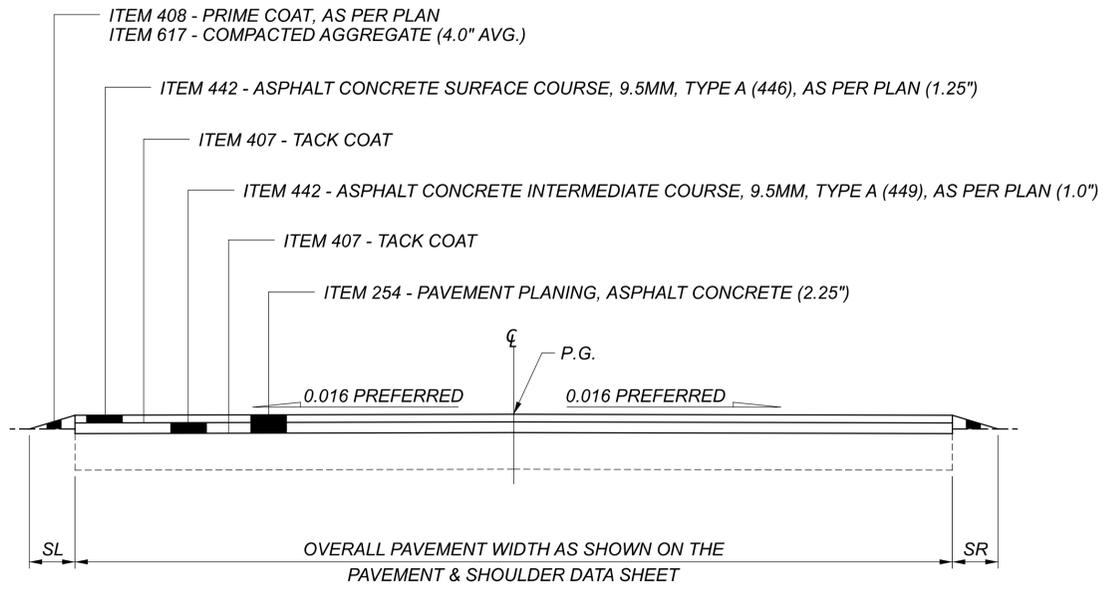
ENGINEERING TEAM ONE

DESIGNER
JLL

REVIEWER
SBD 2-2024

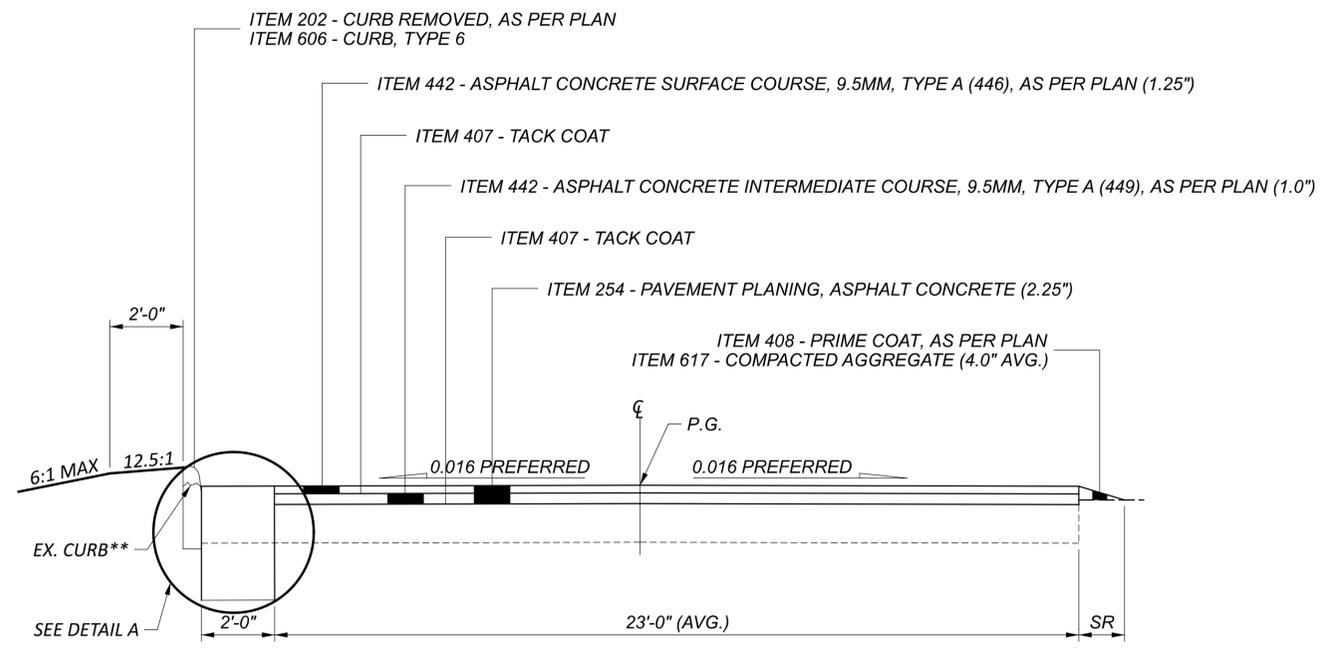
PROJECT ID
120606

SHEET	TOTAL
P.03	33



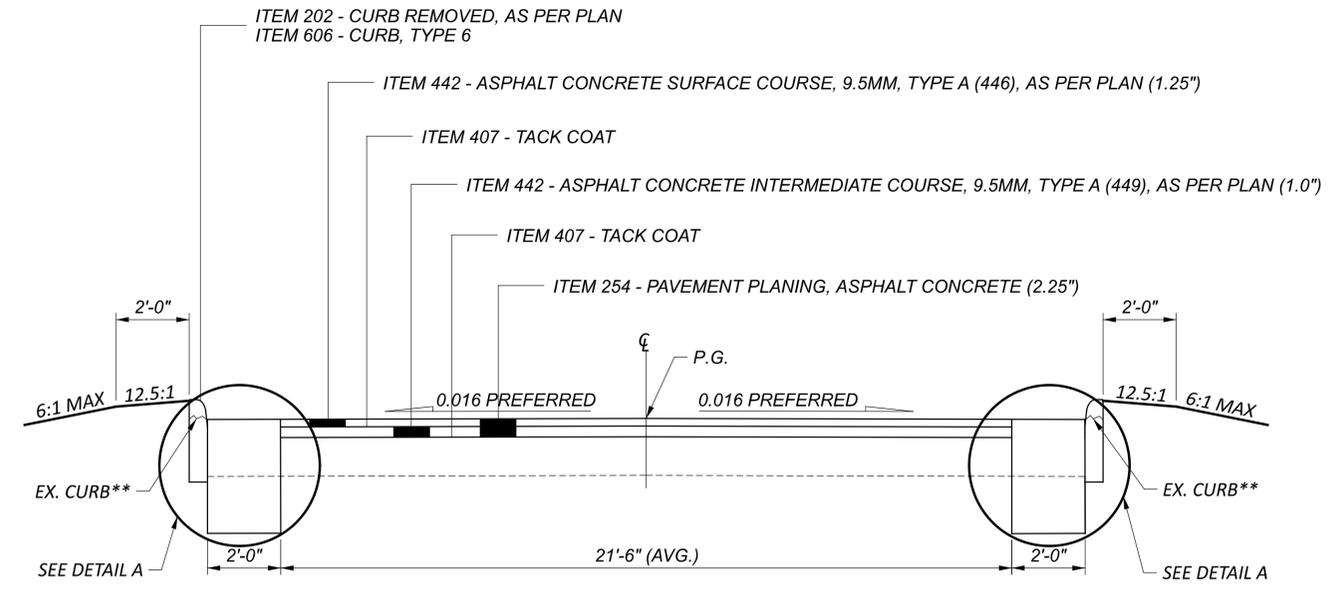
TYPICAL 1

STA. 405+25.00 TO 408+25.00



TYPICAL 2

STA. 408+25.00 TO 411+80.00

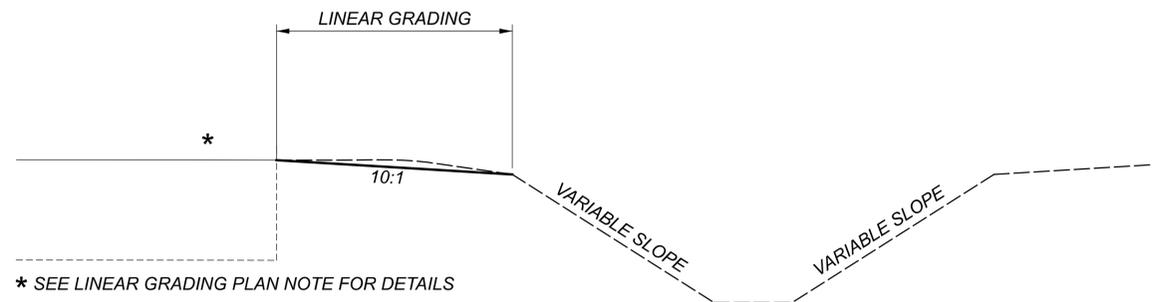
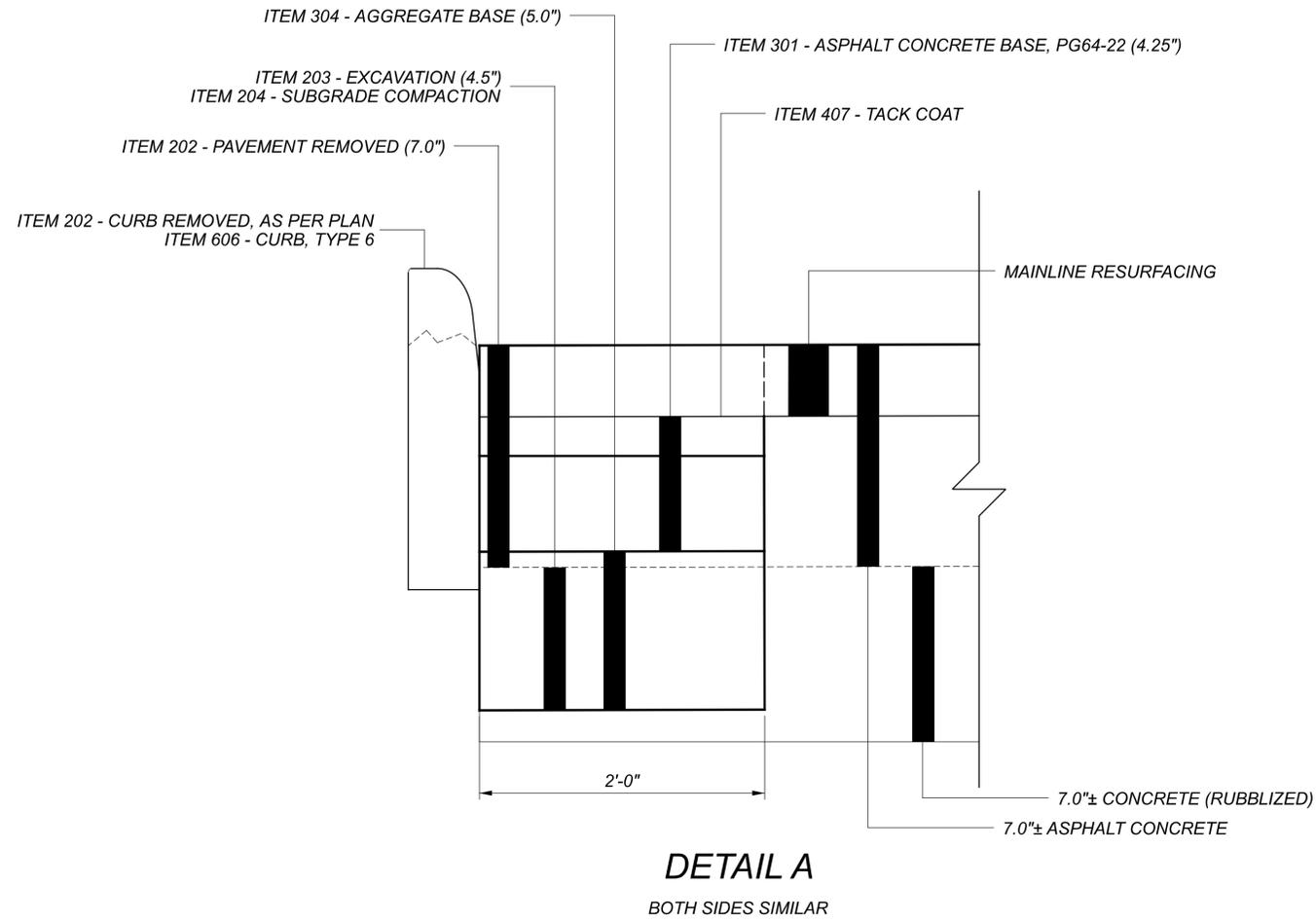


TYPICAL 3

STA. 411+80.00 TO 419+18.00

****EXISTING CURB BROKEN DOWN OR NO LONGER PRESENT. REMOVE ANY EXISTING CURB PRESENT AND REPLACE WITH TYPE 6 CURB AS SHOWN ON SHEET 5.**

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	JLL
REVIEWER	SBD
PROJECT ID	120606
SHEET TOTAL	P.04 33



LINEAR GRADING DETAIL



UTILITIES

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

CABLE
CHARTER COMMUNICATIONS
5520 WHIPPLE AVENUE NW
NORTH CANTON, OH 44720
330.494.9200

COMMUNICATION
EVERSTREAM SOLUTIONS
800 W ST CLAIR, 2ND FLOOR
CLEVELAND, OH 44113
216.581.7972

COMMUNICATION
FRONTIER COM
83 TOWNSEND AVENUE
NORWALK, OH 44857
419.744.3613

COMMUNICATION
MEDINA COUNTY FIBER NETWORKS
144 NORTH BROADWAY ST
MEDINA, OH 44256
216.832.7059

GAS
COLUMBIA GAS OF OHIO
7080 FRY ROAD
MIDDLEBURG HEIGHTS, OH 44130
440.891.2428

COUNTY
MEDINA COUNTY ENGINEER
790 W SMITH RD
MEDINA, OH 44256
330.764.8331

CITY
CITY OF WADSWORTH
120 MAPLE STREET
WADSWORTH, OH 44281
330.335.2827

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS

EXISTING PLANS ENTITLED D03-SMOOTH-FY2016, DATED 2015 AND MED-18-0.00, DATED 2004 MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 33 FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID12B

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011 ADJ, 2010.0)
ELLIPSOID: GRS 80

MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE – NORTH ZONE (3401) SCALED BY A COMBINED GRID SCALE AND ELEVATION PROJECT ADJUSTMENT FACTOR ABOUT THE GRID ORIGIN N=0, E=0
COORDINATE
COMBINED SCALE FACTOR: UNITLESS GRID TO PROJECT GROUND ADJUSTMENT FACTOR (PAF)
MULTIPLIER = 0.99989518.

PROJECT COORDINATE UNITS ARE IN U.S. SURVEY FEET, GRID COORDINATE UNITS ARE IN METERS. USE THE FOLLOWING CONVERSION FACTOR:
1 METER = 39.37 INCHES = 3.280833333 U.S. SURVEY FEET

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

ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 623 WILL GOVERN CONSTRUCTION SURVEYING ACTIVITY.

THE FOLLOWING MONUMENT VERIFICATION REPORT(S) WILL BE REQUIRED AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

01/STR/05
623.04a – PRECONSTRUCTION MONUMENT VERIFICATION AND REPORT - LS

WORK LIMITS

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

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. LOR/MED-162-0.00/24.17 IS A RESURFACING CONTRACT AND IS SCHEDULED TO BEGIN WORK IN THE 2024 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 201 – CLEARING AND GRUBBING

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

ITEM 202 – CURB REMOVED, AS PER PLAN

A MAJORITY OF THE EXISTING CURB WITHIN THE PROJECT LIMITS IS BROKEN DOWN OR NO LONGER PRESENT. THE CONTRACTOR SHALL REMOVE ALL EXISTING CURB PRESENT AND REPLACE WITH TYPE 6 CURB AS SHOWN IN THE TYPICAL SECTIONS.

ITEM 209 – LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 4". THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT.

REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE, OR ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE BASE CAN BE USED WHEN THE DEPTH OF REPAIR IS BETWEEN 3" AND 4" WITH A MAXIMUM PAVEMENT LIFT THICKNESS OF 4". ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN CAN BE USED WHEN THE DEPTH OF REPAIR IS BETWEEN 1.5" AND 3".

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTERLINE THAN THE MEASUREMENT PARALLEL TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR IS TO BE A MAXIMUM OF 4" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

01/STR/05:
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) 25 CY

ITEM 253 - PAVEMENT REPAIR

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 14" AND A MINIMUM WIDTH OF 4FT. FOR FULL DEPTH REPAIRS WHERE CONCRETE IS UNDERLYING ASPHALT BUT CONCRETE IS NOT BEING REPLACED AS PART OF THE REPAIR, REMOVE ALL ASPHALT TO THE TOP OF CONCRETE THEN COMPLETE FLEXIBLE REPAIR ON TOP OF EXISTING CONCRETE.

REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE BASE CAN BE USED WHEN THE DEPTH OF REPAIR IS ABOVE 3" WITH A MAXIMUM PAVEMENT LIFT THICKNESS OF 6".

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTERLINE THAN THE MEASUREMENT PARALLEL TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 253 PAVEMENT REPAIR IS TO BE A MAXIMUM OF 14" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

01/STR/05:
ITEM 253 – PAVEMENT REPAIR 5 CY

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

GENERAL NOTES

MED-94-7.64

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pvc:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 03\Medina\120606\400-Engineering\Roadway\Sheets\120606_GN001.dgn

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	JLL
REVIEWER	SBD 2-2024
PROJECT ID	120606
SHEET	TOTAL
P.06	33

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

NON-CURBED SECTIONS:

THE INTENT OF THE PLANING IS TO MILL 2.25 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

CURBED SECTIONS:

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANNED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANNED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$800 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.
MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.
USE A PG 64-22 BINDER.

WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5MM, TYPE A (449), AS PER PLAN

THIS ITEM SHALL BE USED FOR CORRECTION OF CROWN, PROFILE AND ANY OTHER IRREGULARITIES.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.
MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.
USE A PG 64-22 BINDER.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

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

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL 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, THE ENGINEER SHALL BE NOTIFIED 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, THE ENGINEER SHALL BE NOTIFIED 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 SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

ITEM 611 - RESIDENTIAL AND COMMERCIAL DRAINAGE CONNECTIONS

EXISTING ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEW CONDUIT REQUIRED TO REPLACE OR EXTEND THE EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35.

PAYMENT FOR ALL LABOR AND MATERIALS WILL BE PERFORMED BY CHANGE ORDER.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 10-15 INCH DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH LEAN GROUT, ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED.

THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT.

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

SPECIAL - MISCELLANEOUS METAL

02/STR/66 - 1,000 LB

THE CONTRACTOR IS CAUTIONED TO USED EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

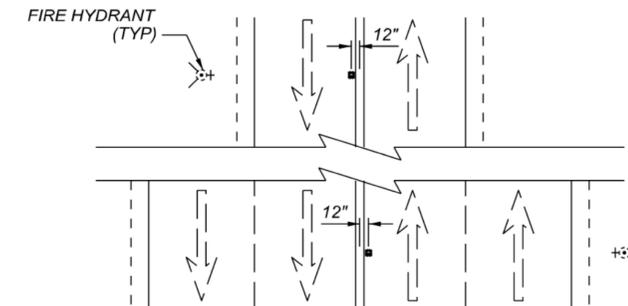
PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

RPMs FOR FIRE HYDRANTS (TWO- AND FOUR-LANE UNDIVIDED)

INSTALL ONE BLUE/BLEU RAISED PAVEMENT MARKER ALONG THE CENTERLINE OF THE ROADWAY IN FRONT OF ALL FIRE HYDRANTS WITHIN THE PROJECT LIMITS AS LISTED ON THE RPM SUBSUMMARY. OFFSET THESE RPMS A DISTANCE OF 12 INCHES, MEASURED FROM THE CENTER OF THE CENTERLINE TO THE CENTER OF THE RPM, LATERALLY FROM THE CENTERLINE OF THE ROADWAY, TOWARD THE MARKED FIRE HYDRANT. SEE THE DETAIL BELOW AS INFORMATION. THESE RPMS SHOULD BE ADDED IN ADDITION TO THE STANDARD LONG LINE MARKING PLAN; THEY SHOULD NOT REPLACE ANY YELLOW, RED, OR WHITE MARKINGS.



DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM ONE

DESIGNER

JLL

REVIEWER

SBD 2-2024

PROJECT ID

120606

SHEET TOTAL

P.07 33

ITEM 614 – MAINTAINING TRAFFIC

MAINTAIN ONE 10' LANE OF TRAFFIC AT ALL TIMES.

ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&M 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. 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.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

NEW YEAR'S (OBSERVED)	GENERAL ELECTION DAY (NOVEMBER)
TOTAL SOLAR ECLIPSE (4/8/2024)	THANKSGIVING
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	
LABOR DAY	

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

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE IS VIOLATED.

ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)

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

ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 410 – TRAFFIC COMPACTED SURFACE, TYPE C	01/STR/05 – 40 CU YD
ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	01/STR/05 - 10 CU YD

TEMPORARY PAVEMENT WEDGES

PROVIDE TEMPORARY PAVEMENT WEDGES AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A SURFACE OF A DIFFERENT ELEVATION IN THE DIRECTION OF TRAVEL (JOINTS, MANHOLES, CATCH BASINS, VALVE BOXES, MONUMENT BOXES, ETC.). THE TAPER RATE OF THE TEMPORARY PAVEMENT WEDGES SHALL BE AS PER THE REQUIREMENTS IN THE CHART BELOW. REMOVE THE TEMPORARY PAVEMENT WEDGES PRIOR TO PLACING EACH PROPOSED PAVEMENT COURSE. CONSIDER PAYMENT FOR THIS WORK, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK, AS INCIDENTAL TO ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

SPEED		DURATION	
		7 DAYS OR LESS	MORE THAN 7 DAYS
45 MPH OR GREATER	LESS THAN 45 MPH	36H:1V	60H:1V
	45 MPH OR GREATER	60H:1V	120H:1V

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR EDGE RECONSTRUCTION AND DRAINAGE WORK

TRENCH EXCAVATION FOR EDGE RECONSTRUCTION AND DRAINAGE WORK 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 EXPOSED SUBBASE 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.

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 C&M 614.04 AND 614.11. MARKING QUANTITIES ARE AS LISTED ON THE RPM AND PAVEMENT MARKING SUBSUMMARY.

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE	2 EACH
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS	1 EACH
WORK ZONE MARKING SIGN: (R4-2-24) PASS WITH CARE	1 EACH
TOTAL:	01/STR/05 - 4 EACH

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANE.CLOSURE@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS

* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

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

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	01/STR/05 - 40 HOURS
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THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

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

SHEET NUM.					PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
6	7	8	11	12	01/STR/05	02/STR/66						
											MAINTENANCE OF TRAFFIC	
		40			40		410	13000	40	CY	TRAFFIC COMPACTED SURFACE, TYPE C	
		40			40		614	11110	40	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		4			4		614	12460	4	EACH	WORK ZONE MARKING SIGN	
		10			10		614	13000	10	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
				0.79	0.79		614	21550	0.79	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
											INCIDENTALS	
					LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
					4		619	16020	4	MNTH	FIELD OFFICE, TYPE C	
					LS	LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
					LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY	DISTRICT 3
	
ENGINEERING TEAM ONE	
DESIGNER	JLL
REVIEWER	SBD 2-2024
PROJECT ID	120606
SHEET	P.10
TOTAL	33

MED-94-7.64

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PLAN SPLIT	COUNTY	ROUTE	LOG POINT TO LOG POINT		LENGTH		LOCATION	AVERAGE WIDTH	TYPICAL	PAVEMENT AREA	202		203	204	254		301	304	407		442		609	AGGREGATE SHOULDER PROPOSED WIDTH		AGGREGATE SHOULDER AREA	209	408	617	617					
			STATION	STATION	MI	FEET					SY	FT	CY	SY	SY	SY	CY	CY	GAL	GAL	CY	CY		FT	FT		FT	SY	MILE	GAL	CY	SHOULDER PREPARATION			
			SL	SR	INCHES	SY					MILE	GAL	CY	SY																					
01/STR/05	MED	94	405+25.00	408+25.00	0.06	300	LT / RT	26.5	1	883					883	4			71	44	31	25		2.0	2.0	133	0.11	53	15	133					
01/STR/05	MED	94	408+25.00	411+80.00	0.07	355	LT / RT	23.0	2	907					907	5			73	45	31	25		2.0	79	0.07	32	9	79						
01/STR/05	MED	94	411+80.00	419+18.00	0.14	738	LT / RT	21.5	3	1,763					1,763	9			141	88	61	49													
01/STR/05	MED	94	408+25.00	411+80.00	0.07	355	LT	2.0	2	79	79		10	79			9	11		8	3	5													
02/STR/66																				355															
01/STR/05	MED	94	411+80.00	419+18.00	0.14	738	LT	2.0	3	164	164		21	164			19	23		16	6	10													
02/STR/66																				723															
01/STR/05	MED	94	411+80.00	419+18.00	0.14	738	RT	2.0	3	164	164		21	164			19	23		16	6	10													
02/STR/66																				740															
01/STR/05	EXTRA AREA FOR AGGREGATE DRIVES									45									4	2	2	1				45		18	5	45					
01/STR/05	EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES									50					50	1				4	3	2	1												
SUBTOTAL (01/STR/05)											407		51	407	3,603	19	48	57	293	223	141	126								0.18	103	29	257		
SUBTOTAL (02/STR/66)												1,818													1,818										
TOTALS CARRIED TO THE GENERAL SUMMARY											407	1,818	51	407	3,603	19	48	57	293	223	141	126					1,818				0.18	103	29	257	

PAVEMENT & SHOULDER DATA

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	JLL
REVIEWER	SBD
PROJECT ID	2-2024
SHEET	120606
TOTAL	33

PAVEMENT MARKING/RPM QUANTITIES

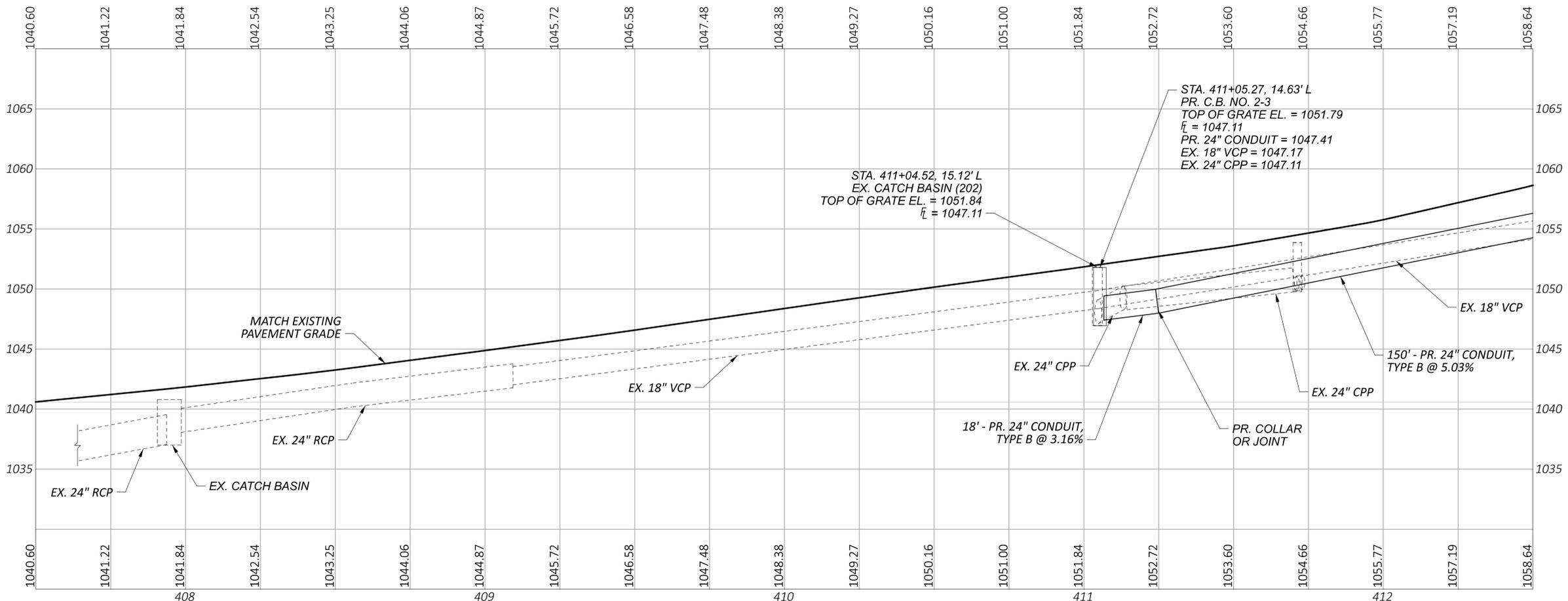
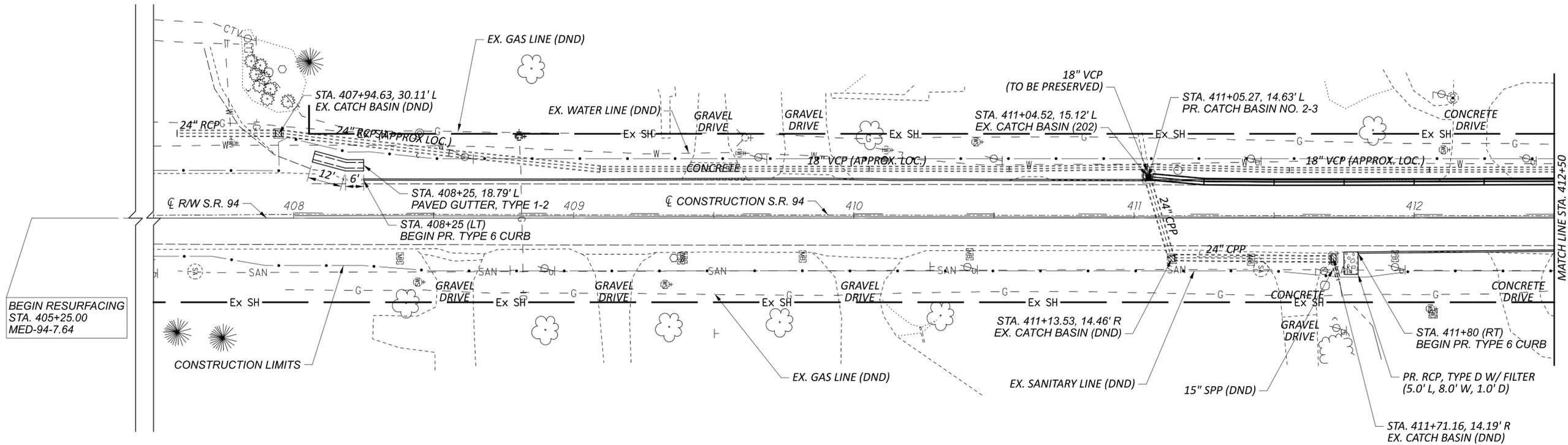
COUNTY	ROUTE	STATIONING		LENGTH		621			RAISED PAVEMENT MARKER REMOVED	614	642, TYPE 1		644		
						RPM					WORK ZONE CENTER LINE, CLASS II, 642 PAINT	EDGE LINE, 6" (WHITE)	CENTER LINE	CHANNELIZING LINE, 12" (YELLOW)	LANE ARROW
						YELLOW/YELLOW	WHITE	BLUE/BLUE							
		BEGIN	END	FT	MILE	EACH	EACH	EACH	EACH	MILE	MILE	MILE	FT	EACH	
MED	94	405+25.00	419+18.00	1,393.0	0.26					0.79		0.53	0.26	11	2
MED	94	405+25.00	410+53.00	528.0	0.10	6		1	6						
MED	94	410+53.00	419+18.00	865.0	0.16	11	16	1	27						
TOTALS CARRIED TO GENERAL SUMMARY (01/STR/05)						17	16	2	33	0.79		0.53	0.26	11	2

DRAINAGE QUANTITIES

PLAN SPLIT	ITEM	QUANTITY	UNIT	DESCRIPTION
02/STR/66	201	LS		CLEARING AND GRUBBING
	202	10	FT	PIPE REMOVED, 24" AND UNDER
	202	4	EACH	CATCH BASIN REMOVED
	202	19	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT
	601	18	SY	PAVED GUTTER, TYPE 1-2
02/STR/66	601	2	CY	ROCK CHANNEL PROTECTION, TYPE D WITH FILTER
	611	801	FT	24" CONDUIT, TYPE B
	611	5	EACH	CATCH BASIN, NO. 2-3

SEEDING & MULCHING QUANTITIES

PLAN SPLIT	REFERENCE SHEET NUMBER	203		659										
		EMBANKMENT	SEEDING AND MULCHING	SOIL ANALYSIS TEST	TOPSOIL	REPAIR SEEDING AND MULCHING	INTERSEEDING	COMMERCIAL FERTILIZER	LIME	WATER				
											CY	SY	EACH	CY
02/STR/66	16	1	12											
	17	3	36											
	18	2	34											
	19	3	33											
	20	2	27											
	21	3	31											
	22	4	46											
	23	4	39											
	24	3	30	2	64	29	29	0.08	0.12	3.17				
	25	4	43											
	26	5	49											
	27	6	54											
	28	2	26											
	29	2	24											
	30	4	41											
	31	3	43											
32		3												
TOTALS CARRIED TO GENERAL SUMMARY		51	571	2	64	29	29	0.08	0.12	3.17				

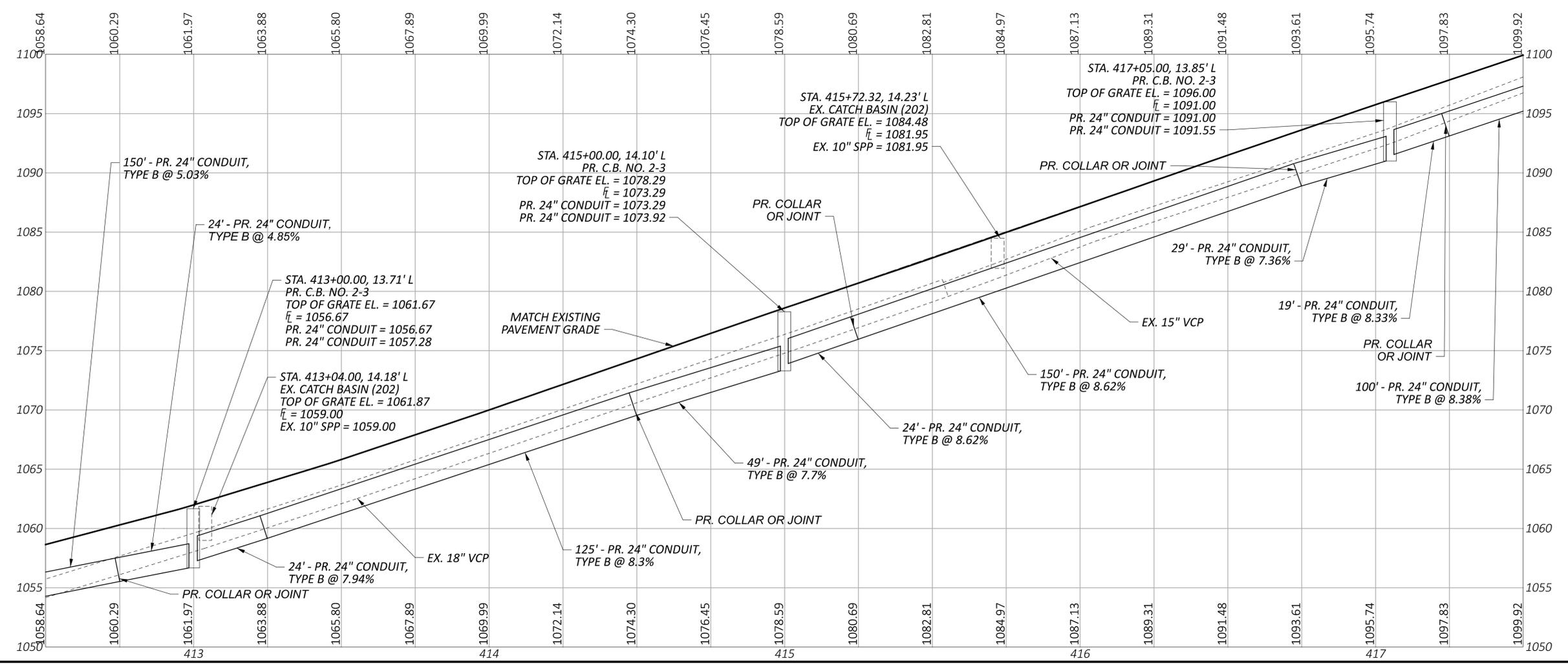
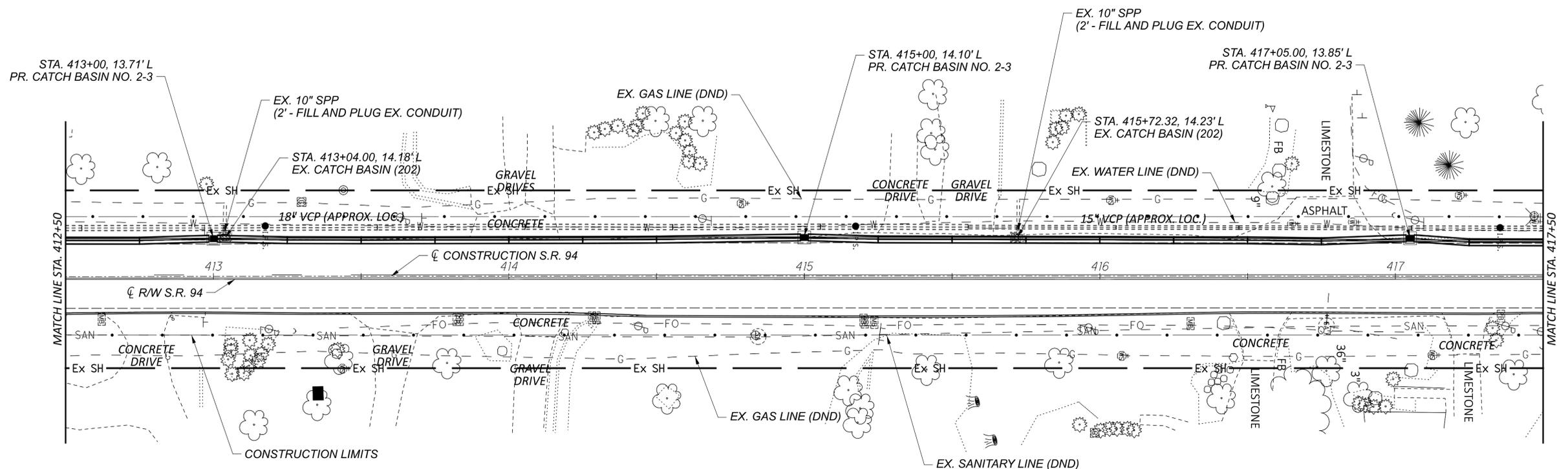
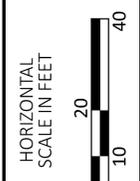


PLAN AND PROFILE - SR 94
STA. 407+50 TO STA. 412+50

MED-94-7.64

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DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	JLL
REVIEWER	ACM 2-2024
PROJECT ID	120606
SHEET	TOTAL
P.13	33



MED-94-7.64

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PLAN AND PROFILE - SR 94
STA. 412+50 TO STA. 417+50

DESIGN AGENCY
DISTRICT 3

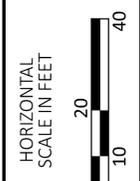
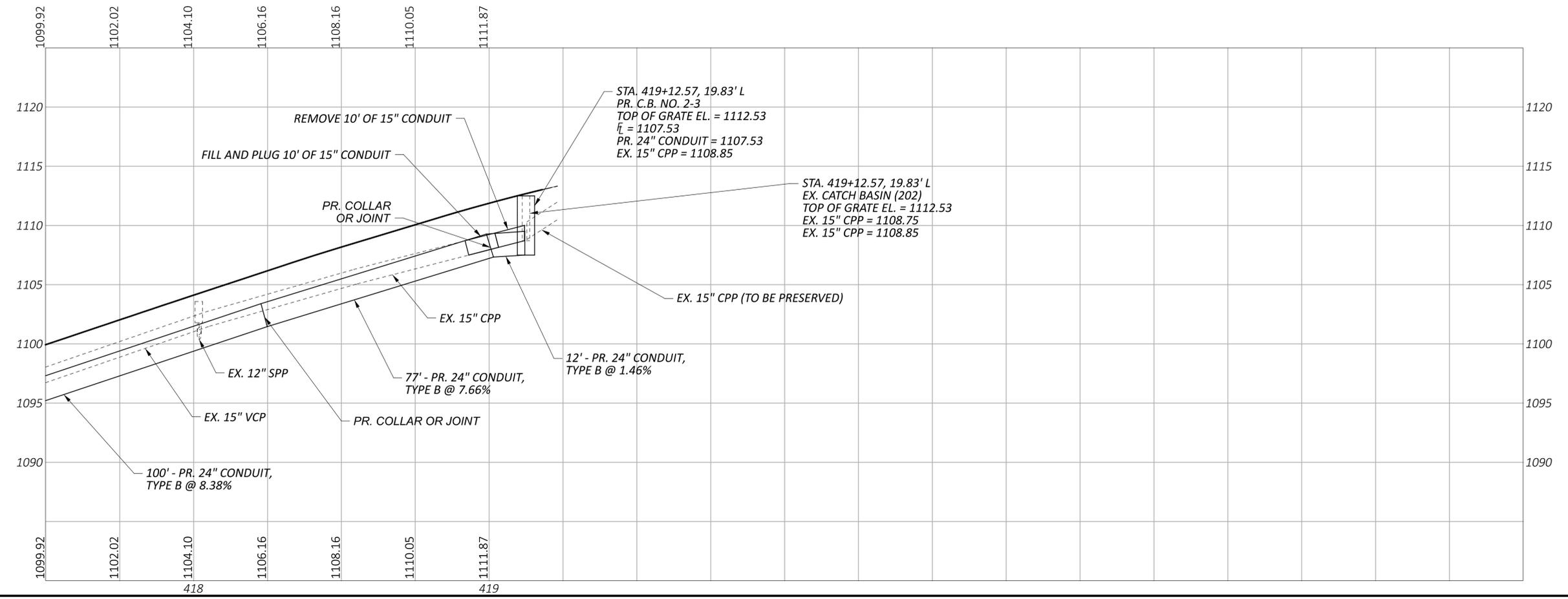
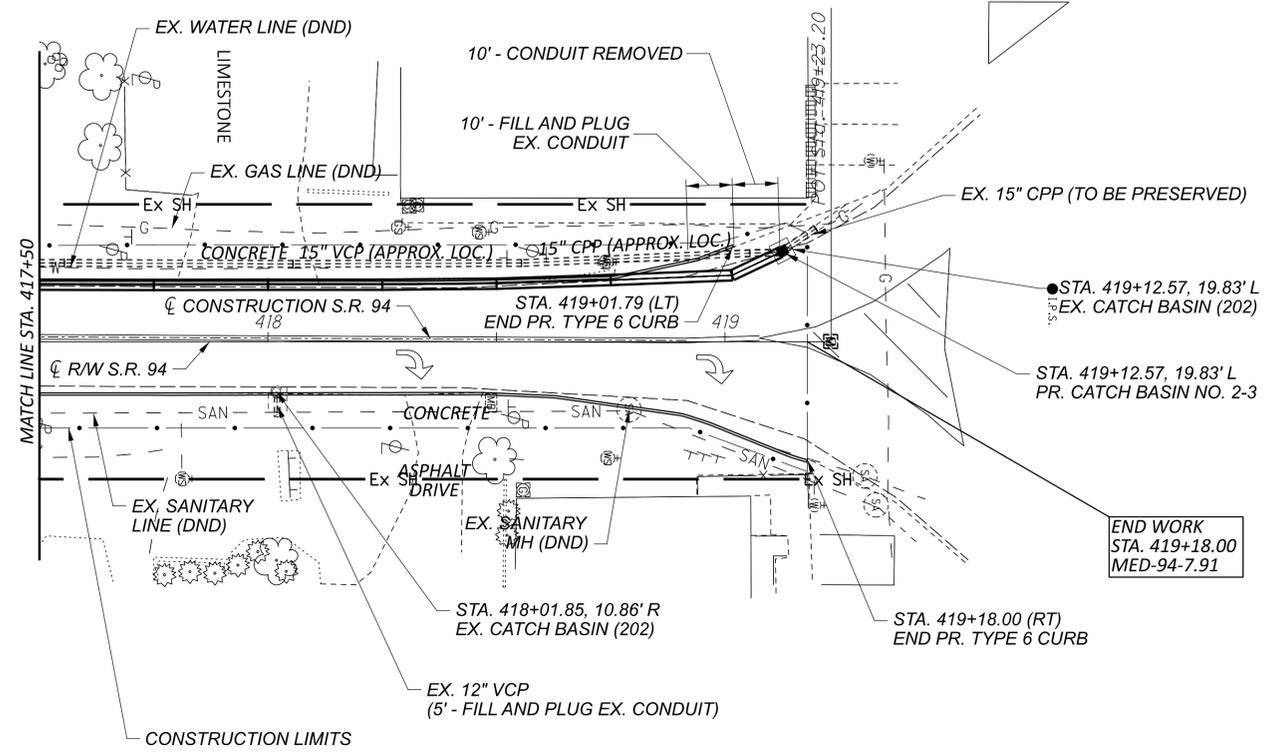
ENGINEERING TEAM ONE

DESIGNER
JLL

REVIEWER
ACM 2-2024

PROJECT ID
120606

SHEET TOTAL
P.14 33



PLAN AND PROFILE - SR 94
STA. 417+50 TO STA. 419+23.20

MED-94-7.64

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DESIGN AGENCY
DISTRICT 3

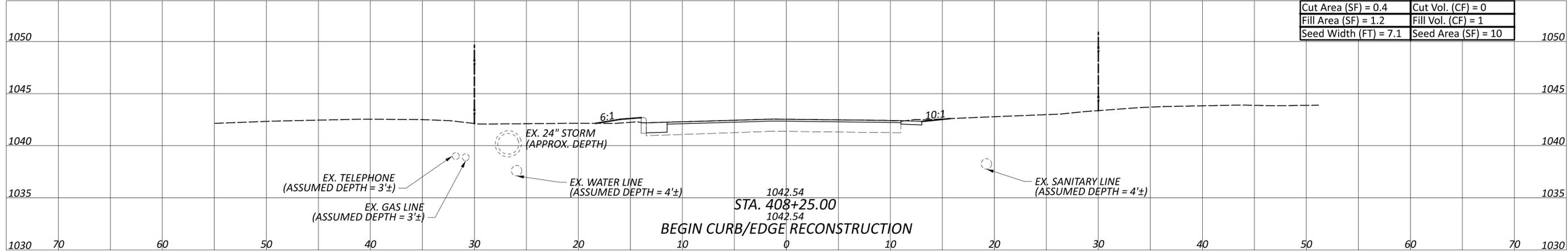
ENGINEERING
 TEAM ONE

DESIGNER
 JLL

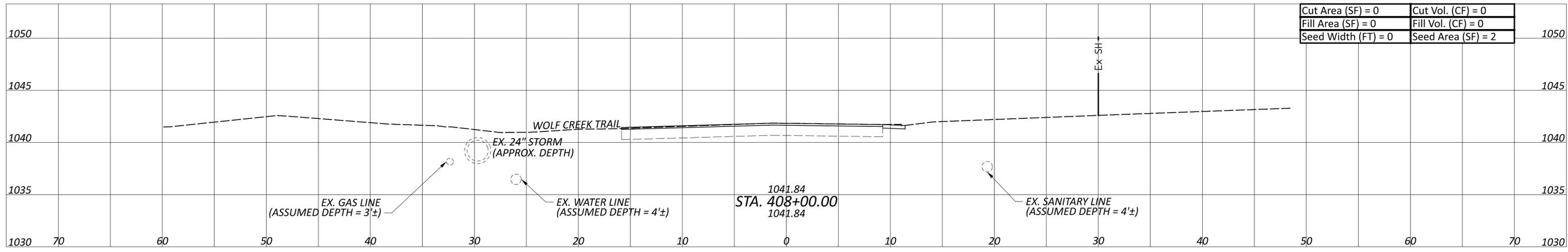
REVIEWER
 ACM 2-2024

PROJECT ID
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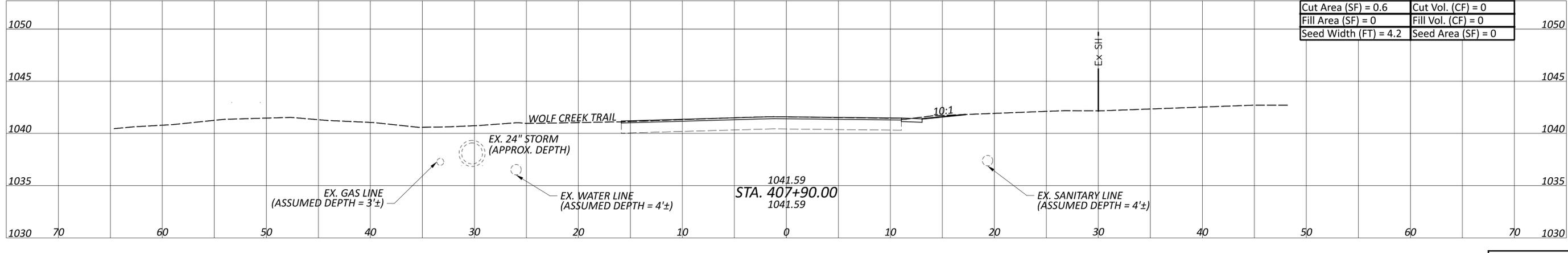
SHEET TOTAL
 P.15 | 33



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BEGIN WORK = STA. 405+25.00

CROSS SECTIONS - SR 94
 STA. 407+90 TO STA. 408+25

DESIGN AGENCY
 DISTRICT 3



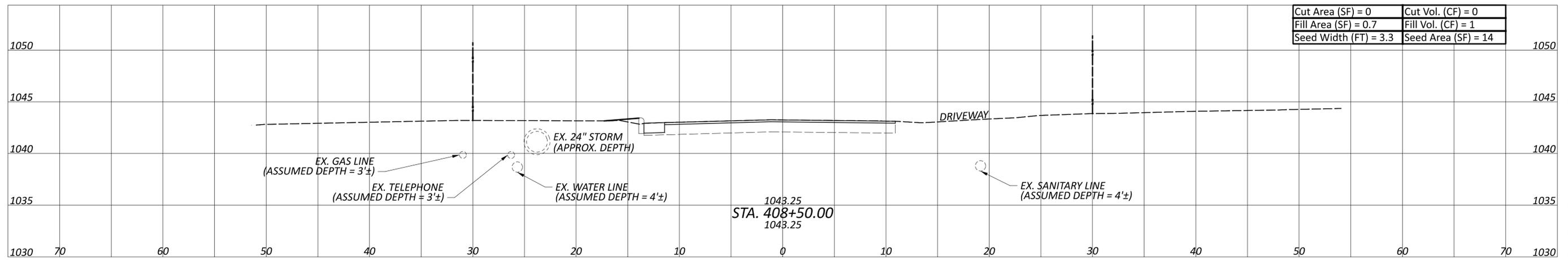
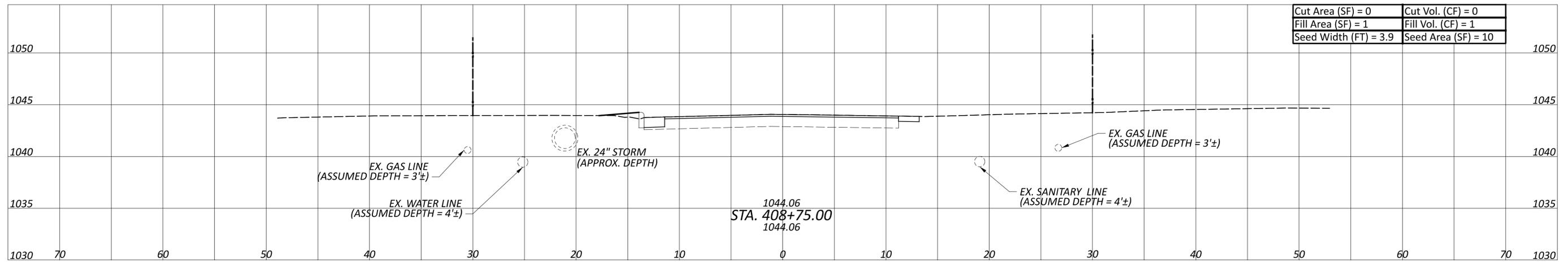
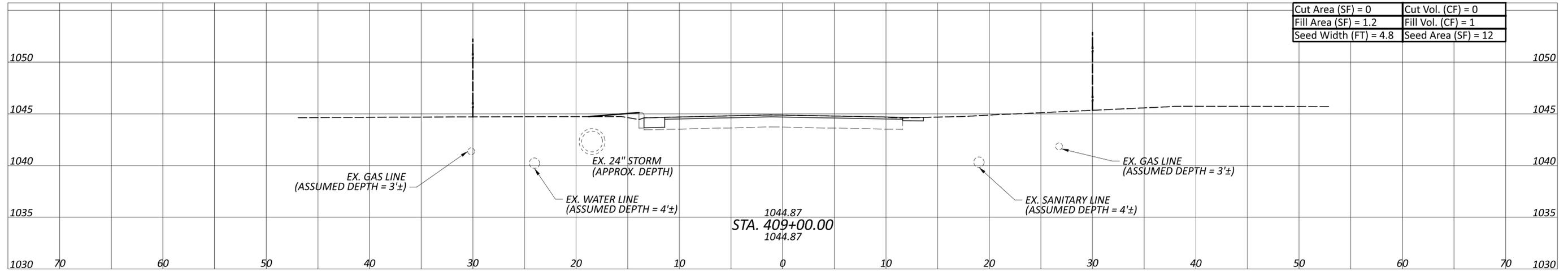
ENGINEERING
 TEAM ONE

DESIGNER
 JLL

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 ACM 2-2024

PROJECT ID
 120606

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.16	33
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CROSS SECTIONS - SR 94
 STA. 408+50 TO STA. 409+00

DESIGN AGENCY
 DISTRICT 3



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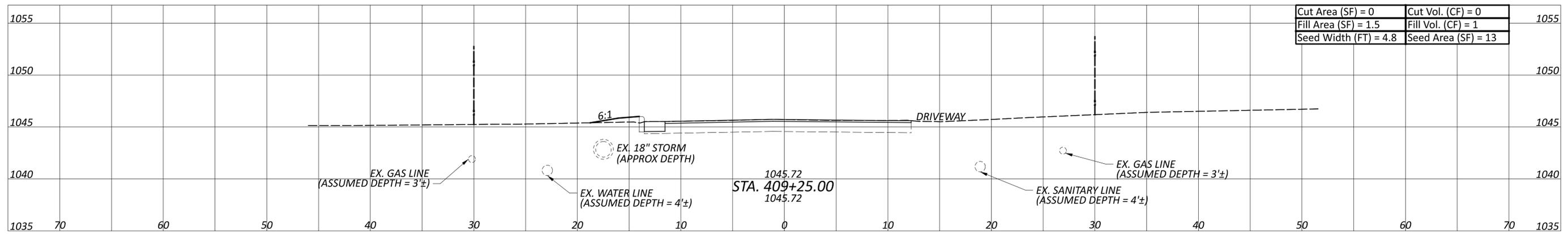
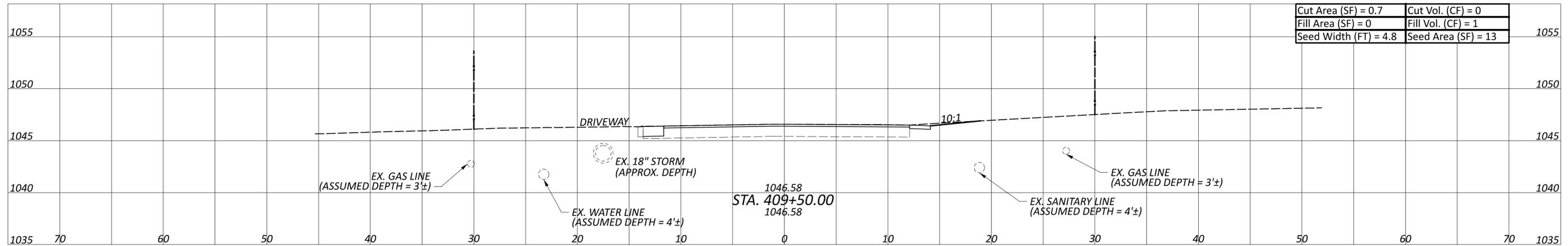
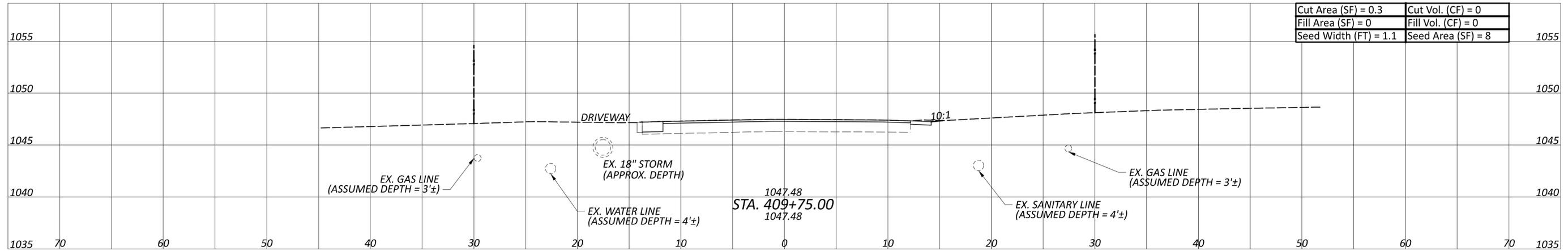
REVIEWER
 ACM

2-2024

PROJECT ID
 120606

Sheet Totals		
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SHEET	TOTAL
P.17	33



CROSS SECTIONS - SR 94
 STA. 409+25 TO STA. 409+75

DESIGN AGENCY
 DISTRICT 3



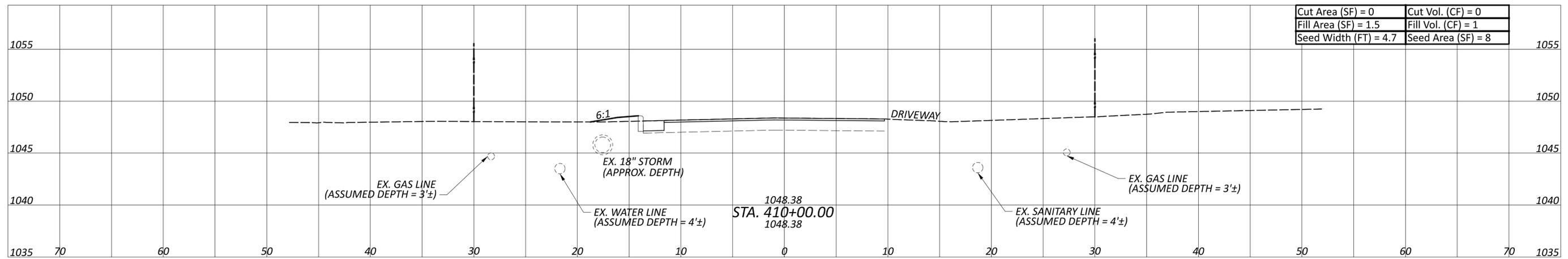
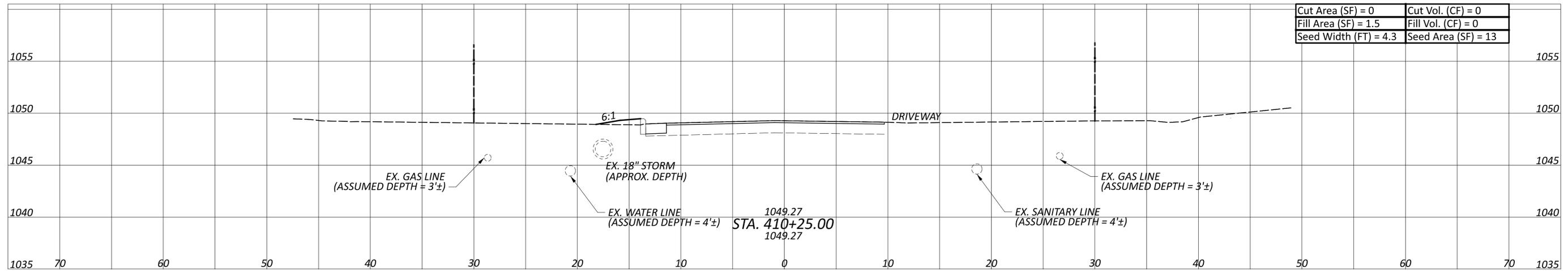
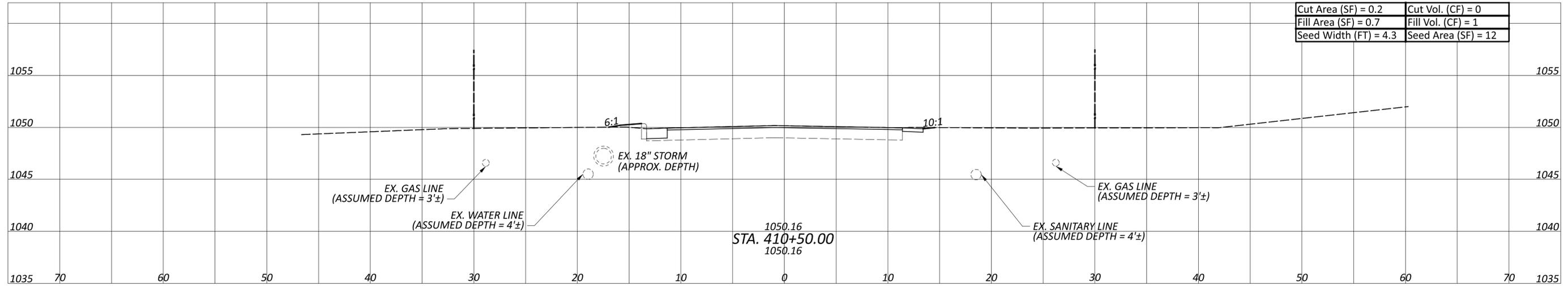
ENGINEERING
 TEAM ONE

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 JLL

REVIEWER
 ACM 2-2024

PROJECT ID
 120606

Sheet Totals			TOTAL	
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34	0	2		



Sheet Totals		
Seeding	Cut	Fill
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CROSS SECTIONS - SR 94
 STA. 410+00 TO STA. 410+50

DESIGN AGENCY
 DISTRICT 3

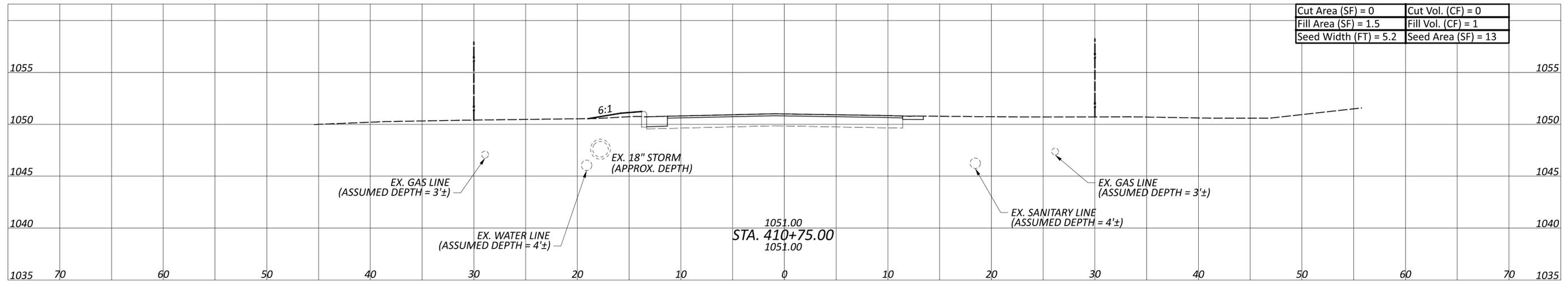
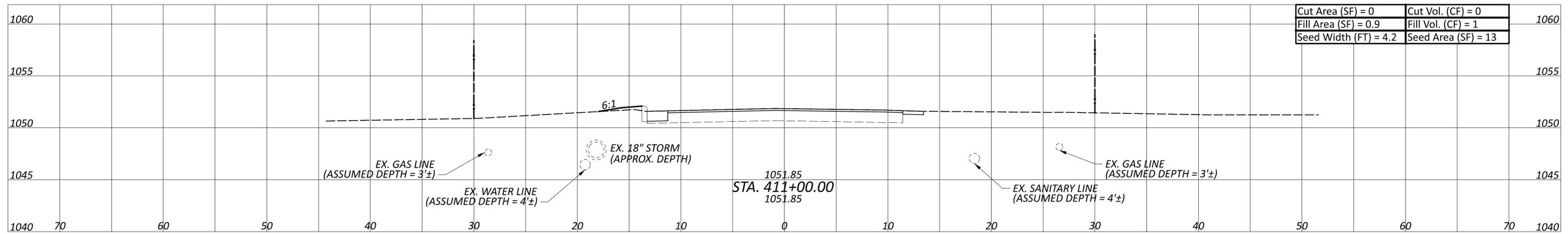
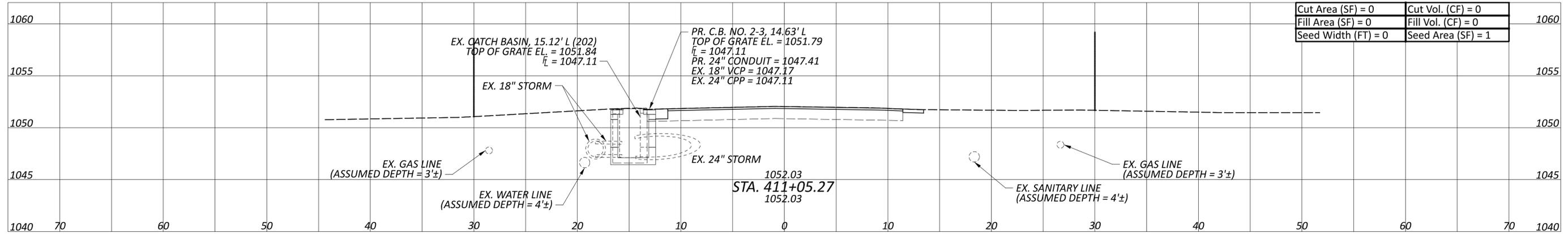
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 TEAM ONE

DESIGNER
 JLL

REVIEWER
 ACM 2-2024

PROJECT ID
 120606

SHEET	TOTAL
P.19	33



Sheet Totals			120606
Seeding	Cut	Fill	SHEET TOTAL
27	0	2	P.20 33

CROSS SECTIONS - SR 94
 STA. 410+75 TO STA. 411+05.38

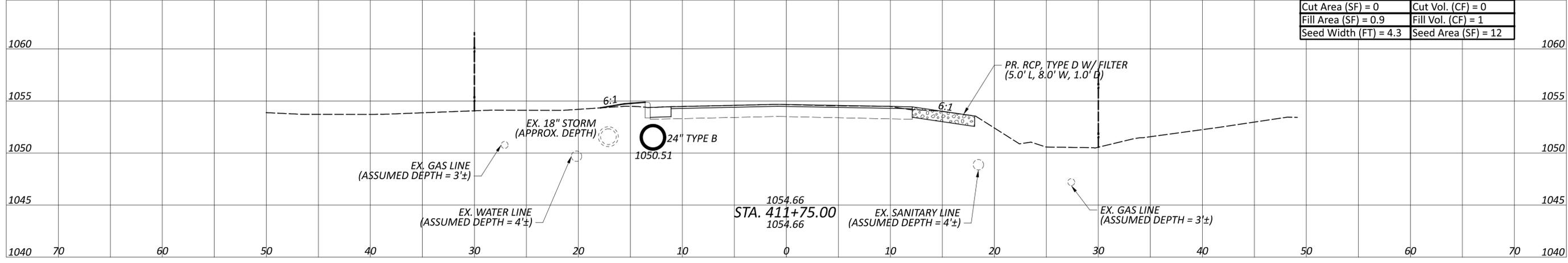
DESIGN AGENCY
 DISTRICT 3

ENGINEERING
 TEAM ONE

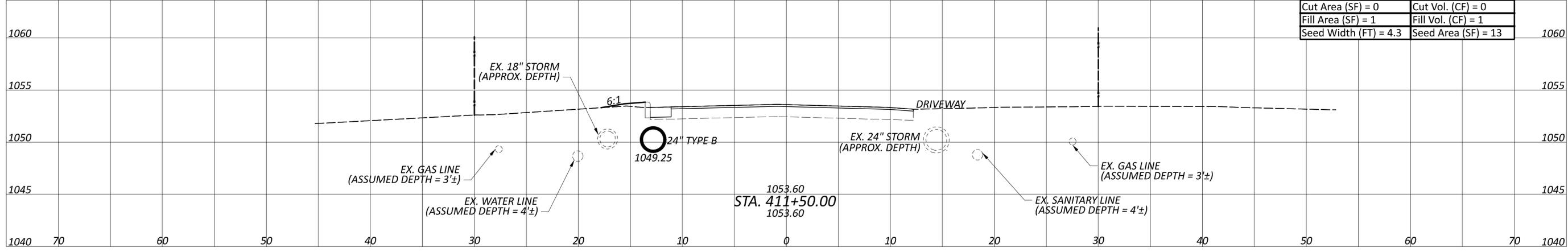
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REVIEWER
 ACM 2-2024

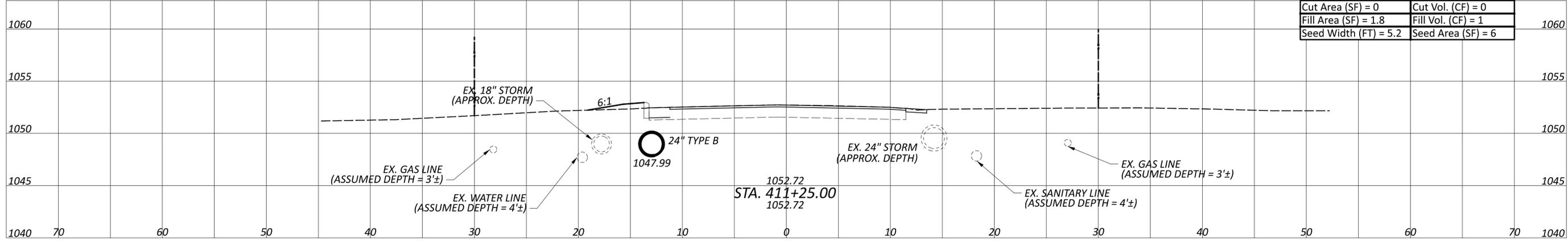
PROJECT ID
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Seed Width (FT) = 4.3	Seed Area (SF) = 12



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 1	Fill Vol. (CF) = 1
Seed Width (FT) = 4.3	Seed Area (SF) = 13



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 1.8	Fill Vol. (CF) = 1
Seed Width (FT) = 5.2	Seed Area (SF) = 6

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Seeding	Cut	Fill
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CROSS SECTIONS - SR 94
 STA. 411+25 TO STA. 411+75

DESIGN AGENCY
 DISTRICT 3



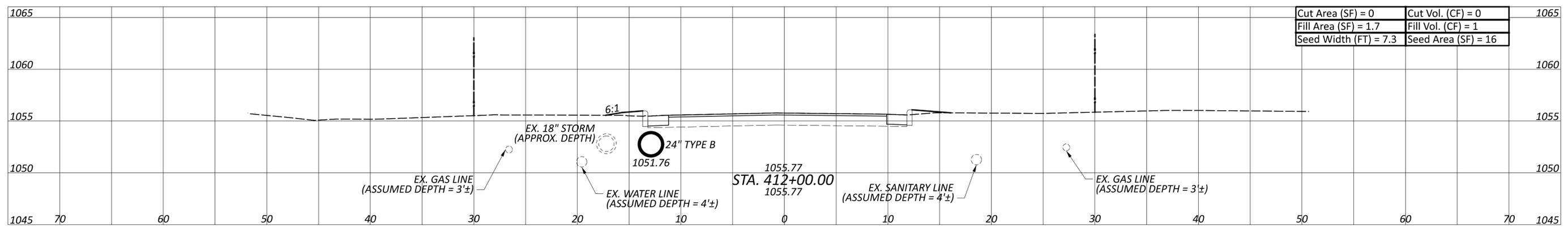
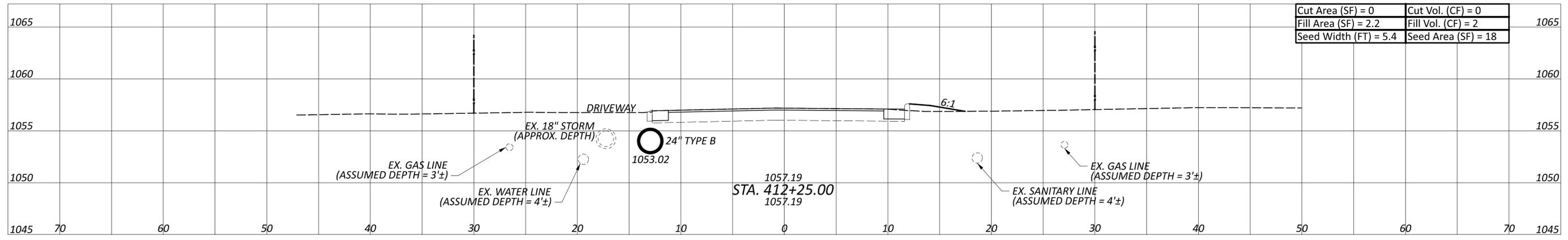
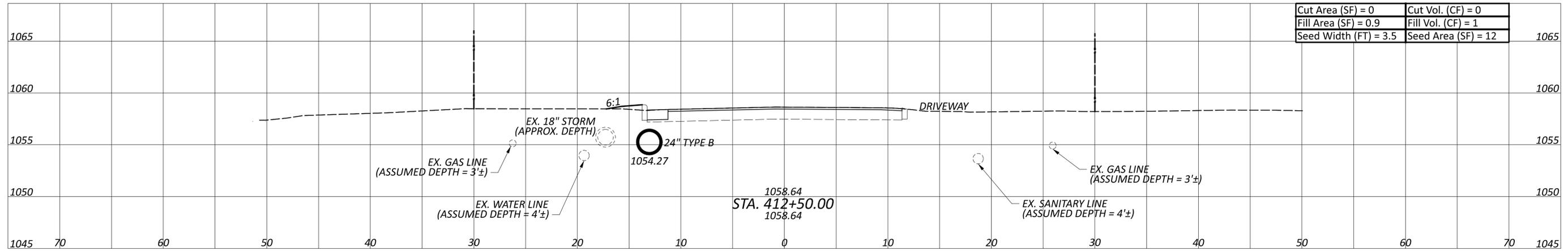
ENGINEERING
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 ACM 2-2024

PROJECT ID
 120606

SHEET	TOTAL
P.21	33



Sheet Totals		
Seeding	Cut	Fill
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CROSS SECTIONS - SR 94
 STA. 412+00 TO STA. 412+50

DESIGN AGENCY
 DISTRICT 3



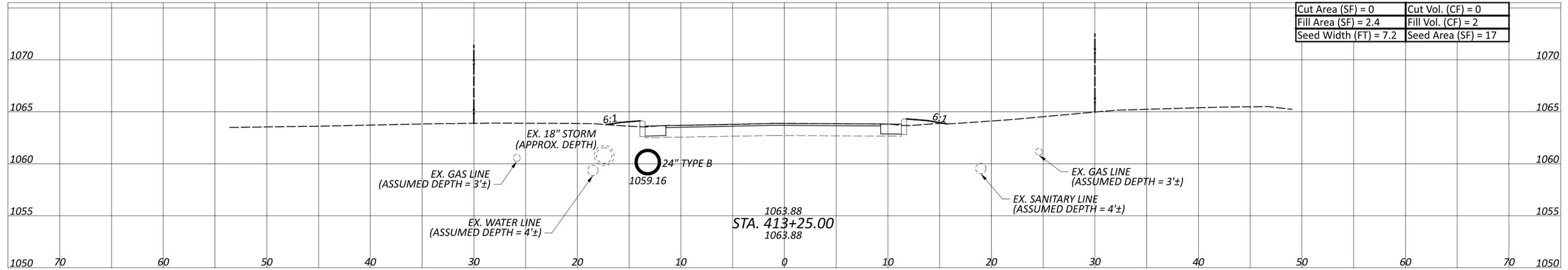
ENGINEERING
 TEAM ONE

DESIGNER
 JLL

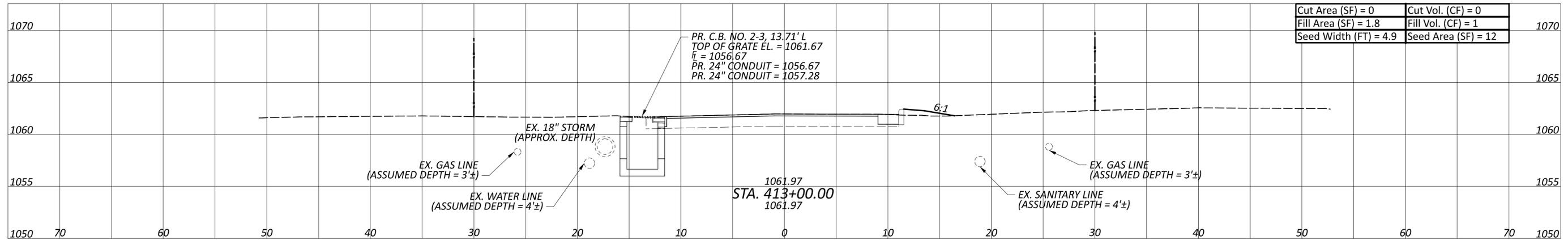
REVIEWER
 ACM 2-2024

PROJECT ID
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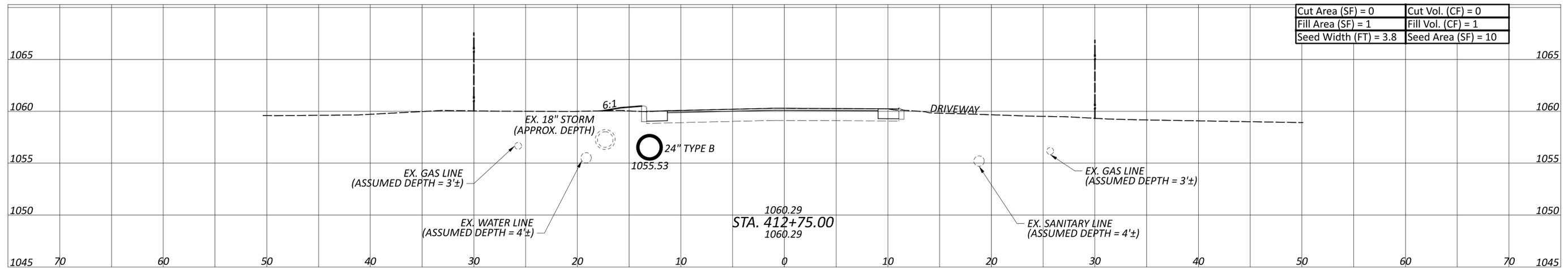
SHEET	TOTAL
P.22	33



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Seed Width (FT) = 7.2	Seed Area (SF) = 17



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 1.8	Fill Vol. (CF) = 1
Seed Width (FT) = 4.9	Seed Area (SF) = 12



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 1	Fill Vol. (CF) = 1
Seed Width (FT) = 3.8	Seed Area (SF) = 10

Sheet Totals		
Seeding	Cut	Fill
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CROSS SECTIONS - SR 94
 STA. 412+75 TO STA. 413+25

DESIGN AGENCY
 DISTRICT 3



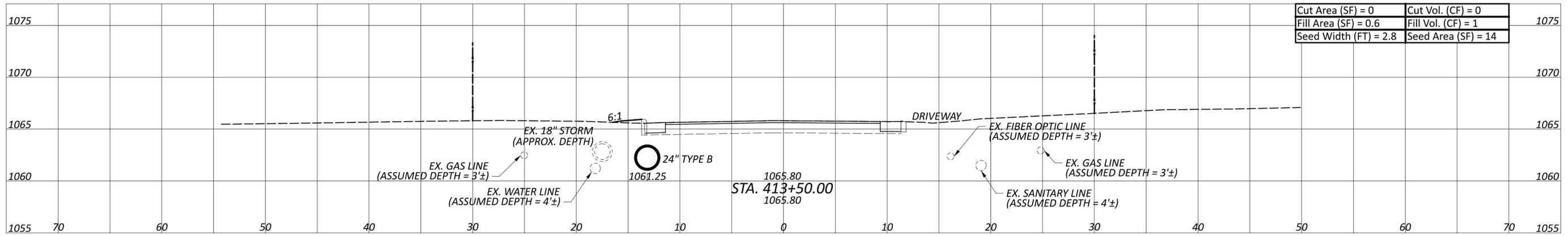
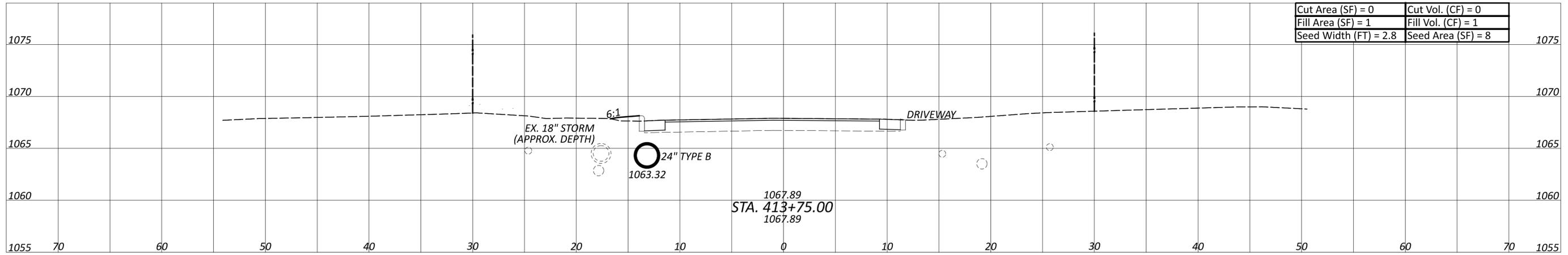
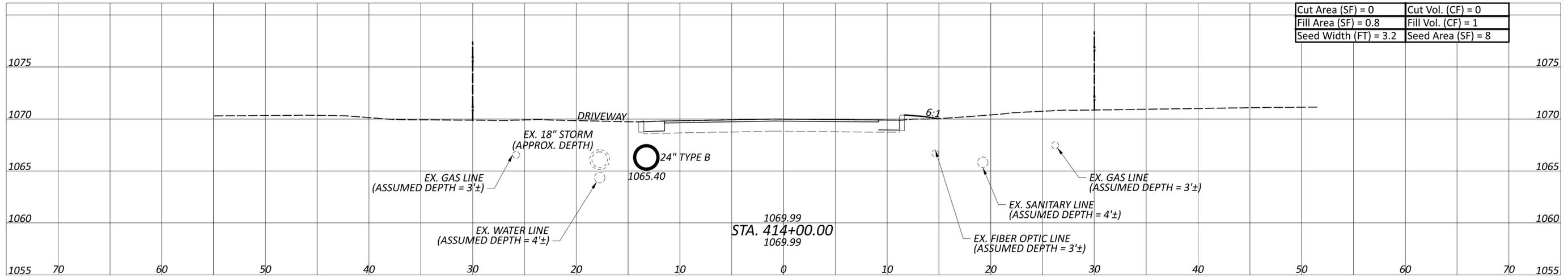
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 ACM 2-2024

PROJECT ID
 120606

SHEET	TOTAL
P.23	33



Sheet Totals		
Seeding	Cut	Fill
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CROSS SECTIONS - SR 94
 STA. 413+50 TO STA. 414+00

DESIGN AGENCY
 DISTRICT 3



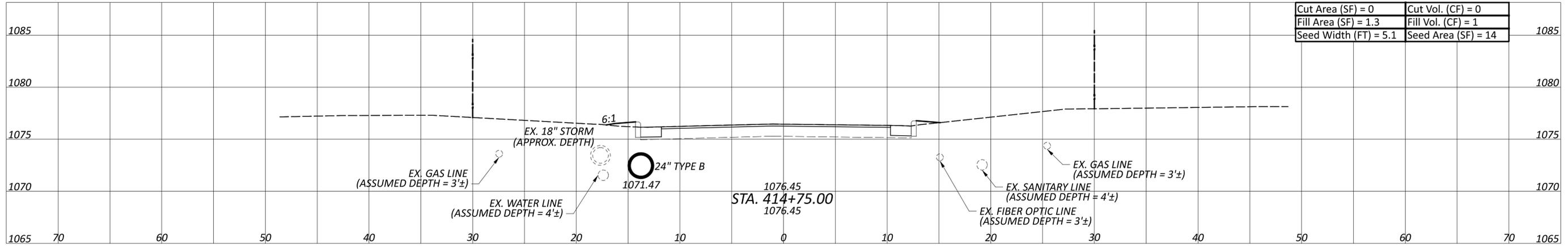
ENGINEERING
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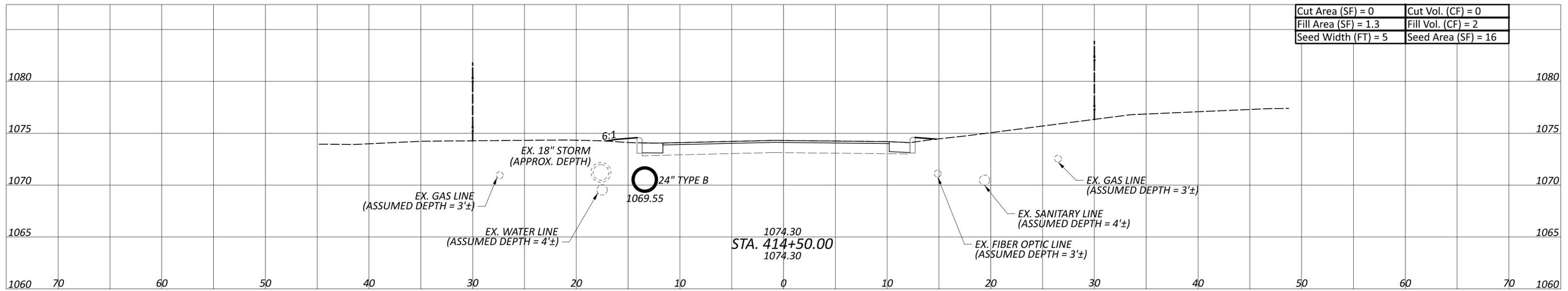
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PROJECT ID
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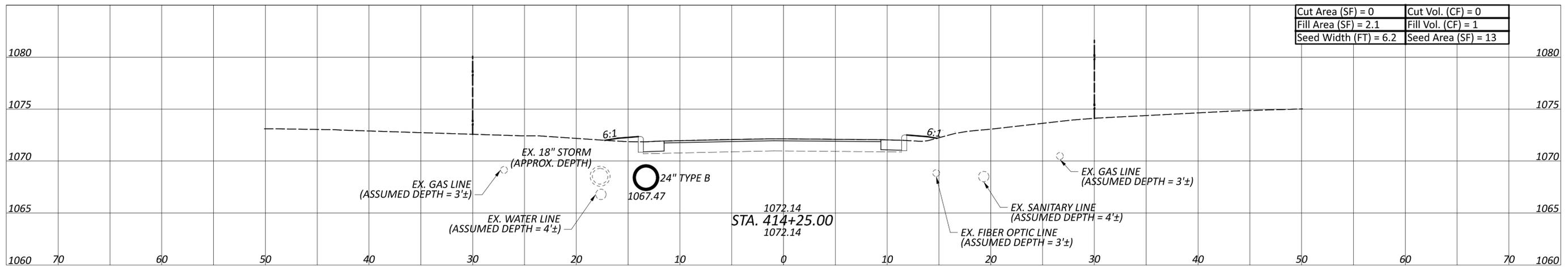
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P.24	33



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Fill Area (SF) = 1.3	Fill Vol. (CF) = 2
Seed Width (FT) = 5	Seed Area (SF) = 16



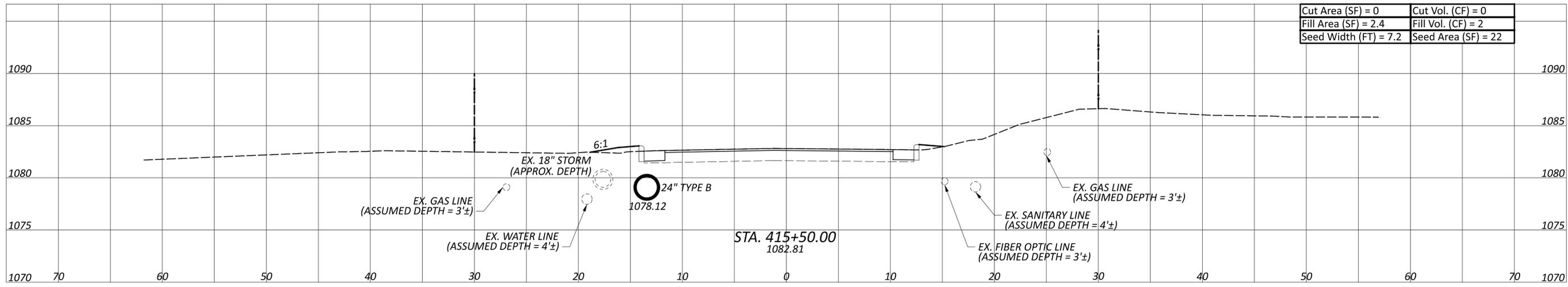
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Seed Width (FT) = 6.2	Seed Area (SF) = 13

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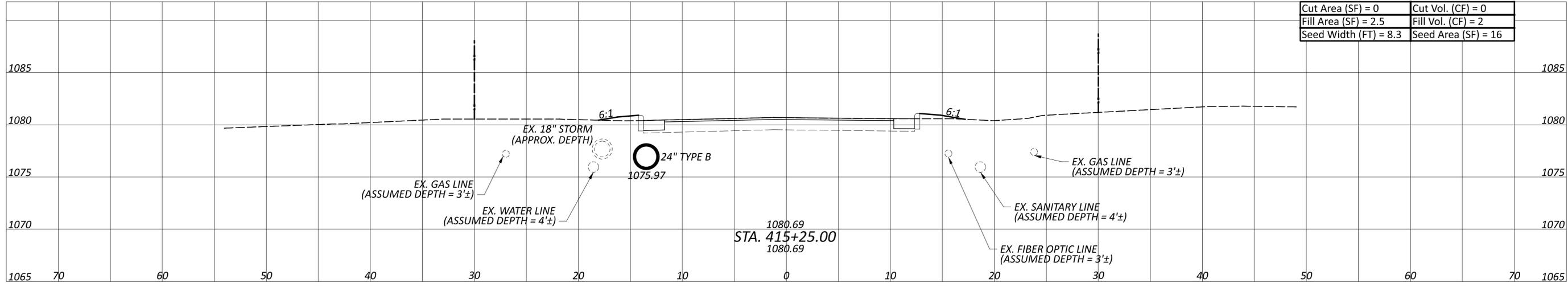
CROSS SECTIONS - SR 94
 STA. 414+25 TO STA. 414+75

DESIGN AGENCY
 DISTRICT 3

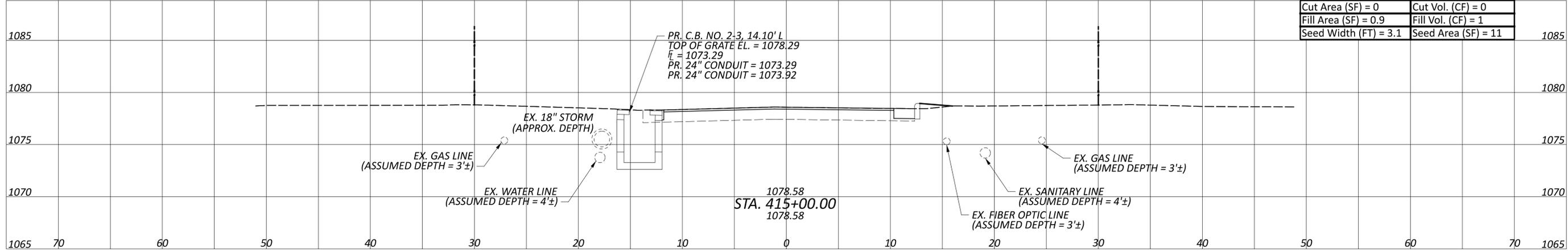
 ENGINEERING
 TEAM ONE
 DESIGNER
 JLL
 REVIEWER
 ACM 2-2024
 PROJECT ID
 120606
 SHEET TOTAL
 P.25 33



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Fill Area (SF) = 2.4	Fill Vol. (CF) = 2
Seed Width (FT) = 7.2	Seed Area (SF) = 22



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 2.5	Fill Vol. (CF) = 2
Seed Width (FT) = 8.3	Seed Area (SF) = 16



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 0.9	Fill Vol. (CF) = 1
Seed Width (FT) = 3.1	Seed Area (SF) = 11

CROSS SECTIONS - SR 94
 STA. 415+00 TO STA. 415+50

DESIGN AGENCY
DISTRICT 3



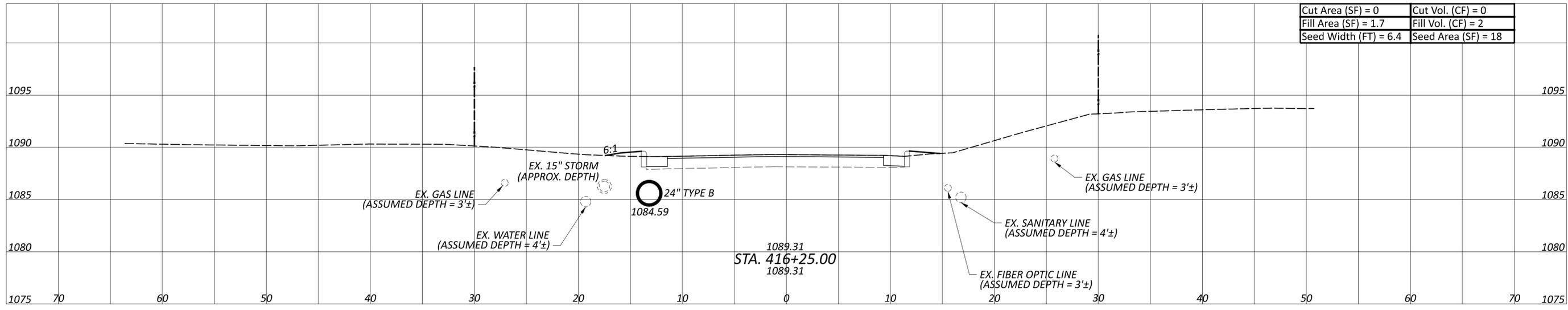
ENGINEERING
 TEAM ONE

DESIGNER
 JLL

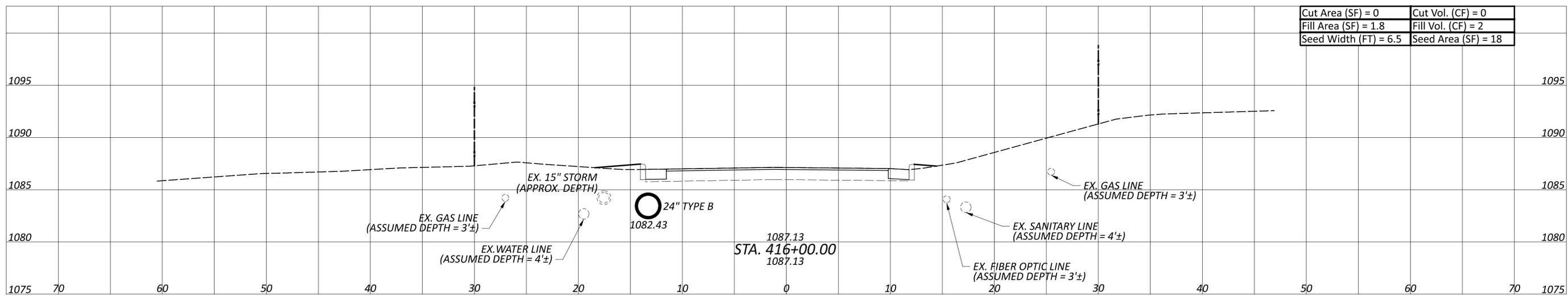
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PROJECT ID
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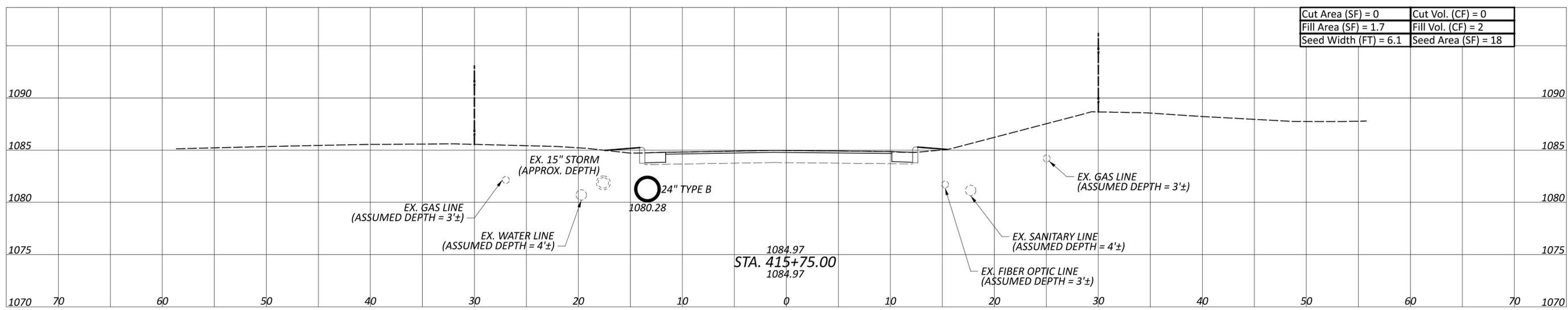
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Seeding	Cut	Fill	P.26	33
49	0	5		



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Seed Width (FT) = 6.4	Seed Area (SF) = 18



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 1.8	Fill Vol. (CF) = 2
Seed Width (FT) = 6.5	Seed Area (SF) = 18



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 1.7	Fill Vol. (CF) = 2
Seed Width (FT) = 6.1	Seed Area (SF) = 18

CROSS SECTIONS - SR 94
 STA. 415+75 TO STA. 416+25

DESIGN AGENCY
 DISTRICT 3

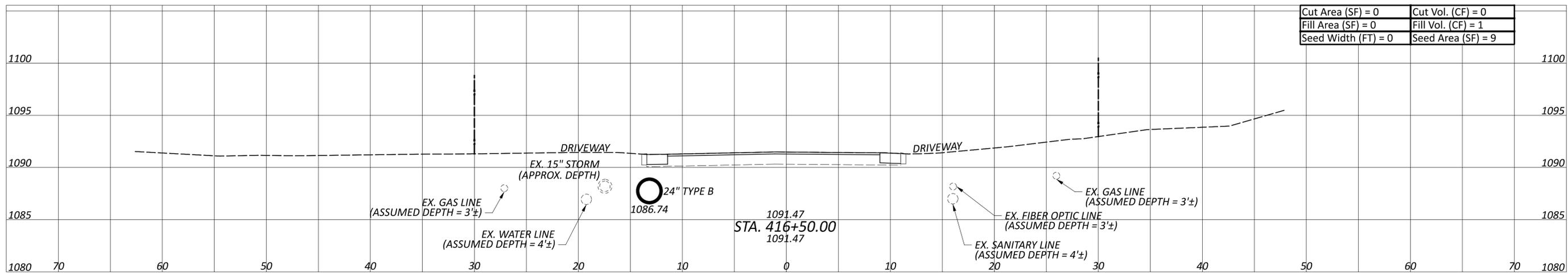
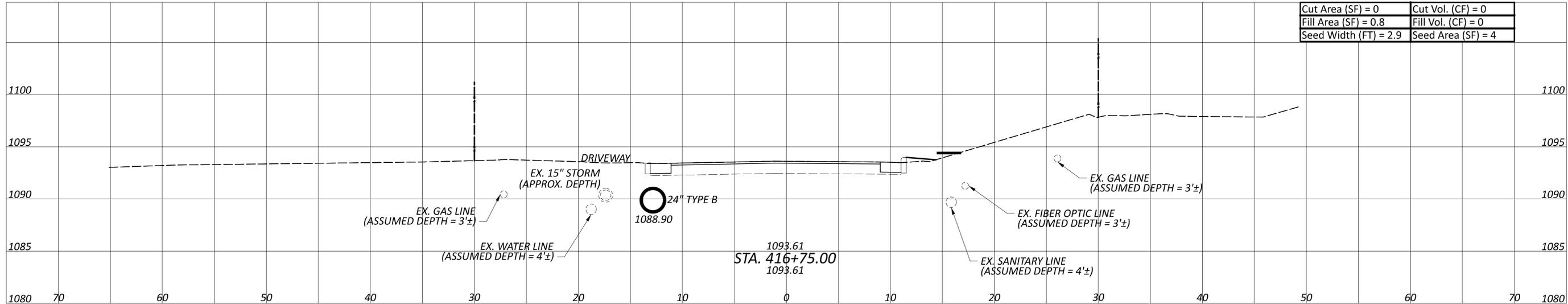
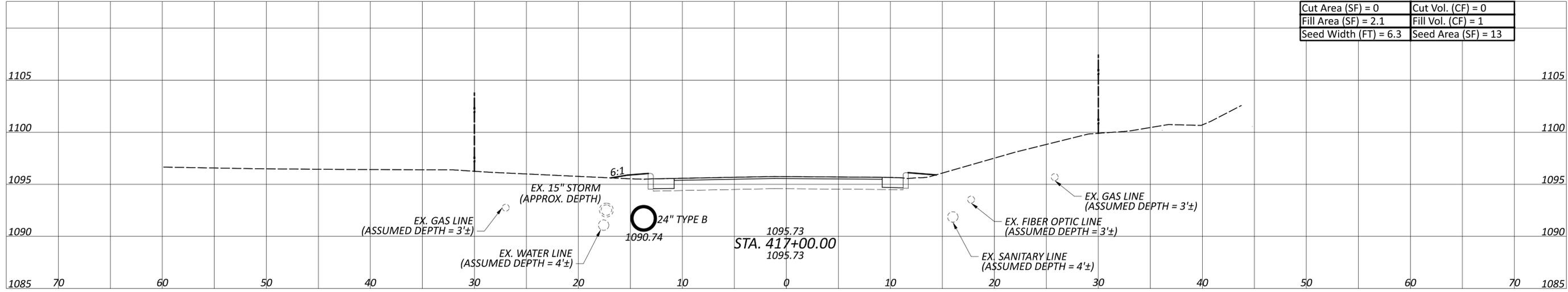


ENGINEERING
 TEAM ONE

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 ACM 2-2024

Sheet Totals			120606
Seeding	Cut	Fill	SHEET TOTAL
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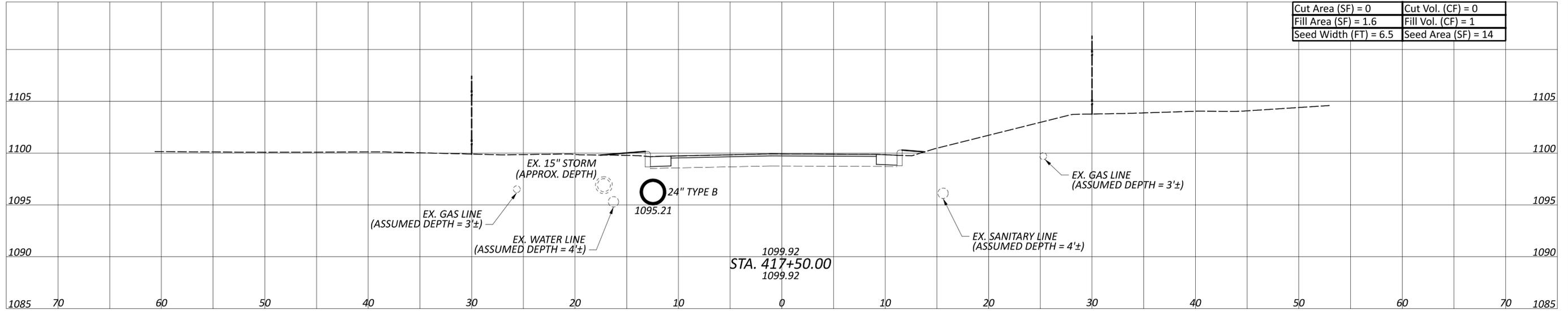


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Seeding	Cut	Fill
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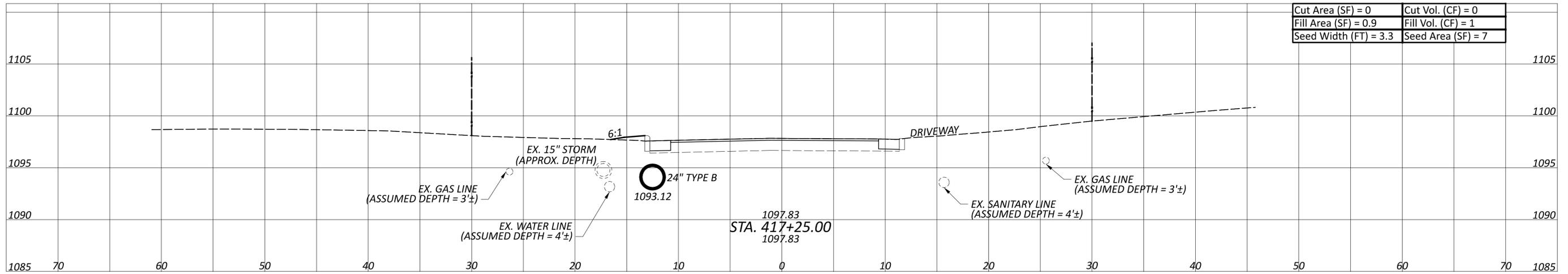
CROSS SECTIONS - SR 94
 STA. 416+50 TO STA. 417+00

DESIGN AGENCY
 DISTRICT 3

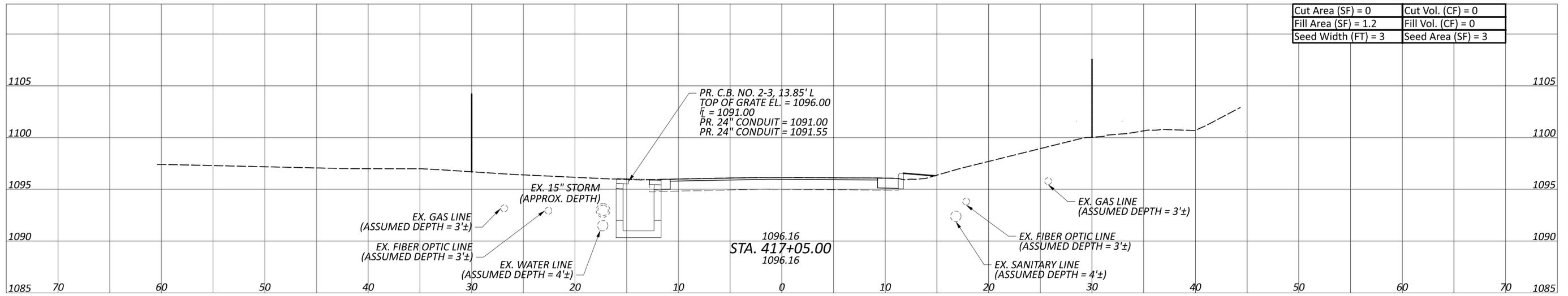
 ENGINEERING
 TEAM ONE
 DESIGNER
 JLL
 REVIEWER
 ACM 2-2024
 PROJECT ID
 120606
 SHEET TOTAL
 P.28 33



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Fill Area (SF) = 1.6	Fill Vol. (CF) = 1
Seed Width (FT) = 6.5	Seed Area (SF) = 14



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 0.9	Fill Vol. (CF) = 1
Seed Width (FT) = 3.3	Seed Area (SF) = 7



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 1.2	Fill Vol. (CF) = 0
Seed Width (FT) = 3	Seed Area (SF) = 3

CROSS SECTIONS - SR 94
 STA. 417+04.99 TO STA. 417+50

DESIGN AGENCY
 DISTRICT 3



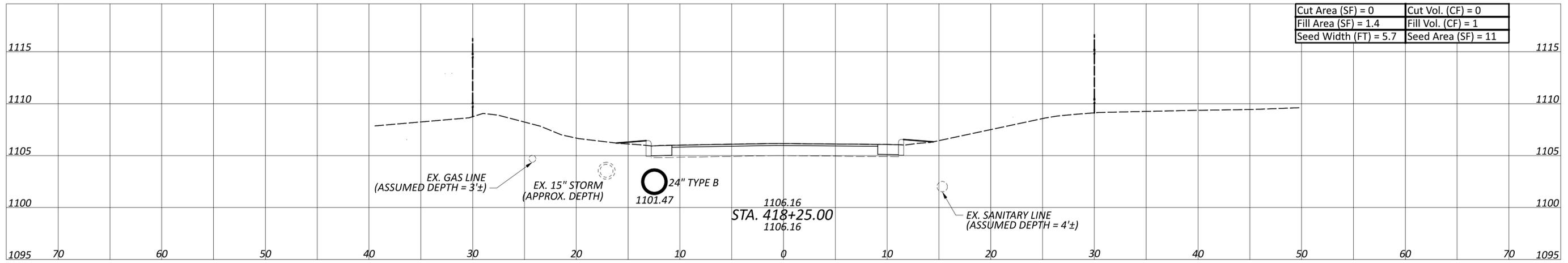
ENGINEERING
 TEAM ONE

DESIGNER
 JLL

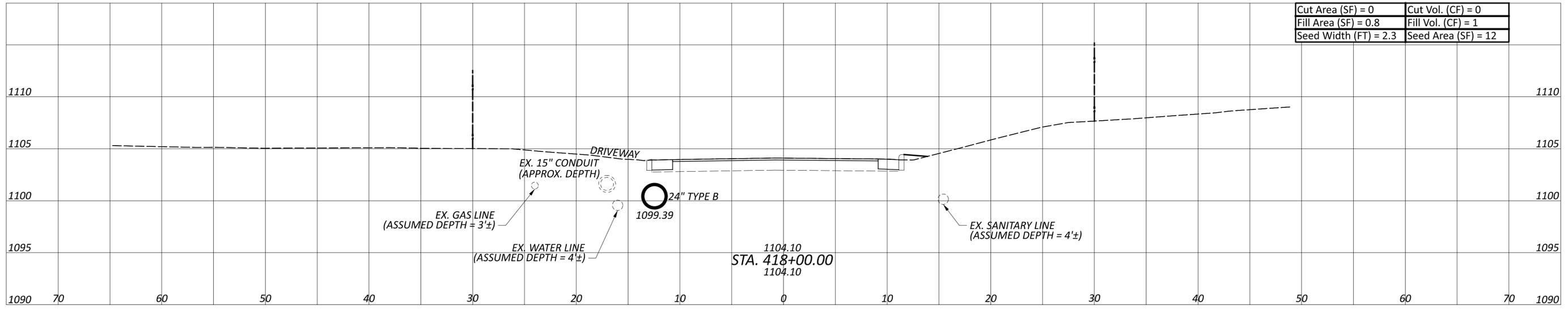
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 ACM 2-2024

PROJECT ID
 120606

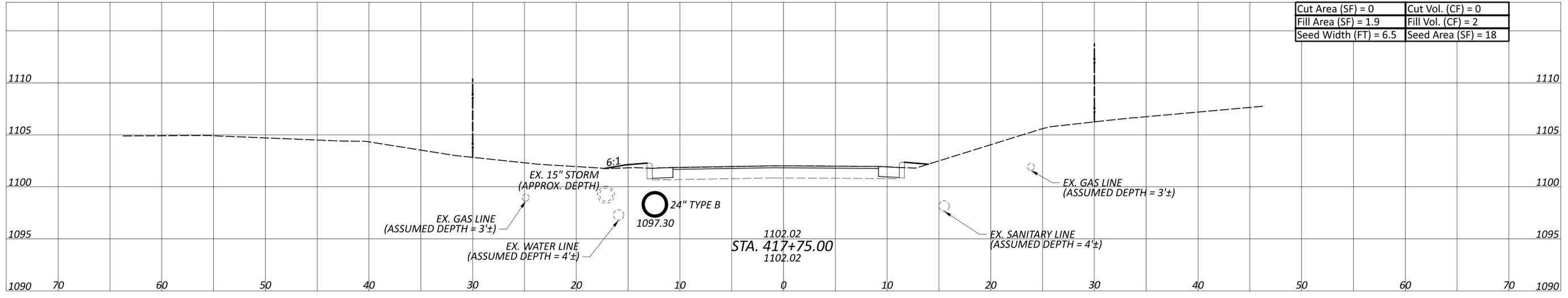
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Seed Width (FT) = 5.7	Seed Area (SF) = 11



Cut Area (SF) = 0	Cut Vol. (CF) = 0
Fill Area (SF) = 0.8	Fill Vol. (CF) = 1
Seed Width (FT) = 2.3	Seed Area (SF) = 12



Cut Area (SF) = 0	Cut Vol. (CF) = 0
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CROSS SECTIONS - SR 94
 STA. 417+75 TO STA. 418+25

DESIGN AGENCY
 DISTRICT 3



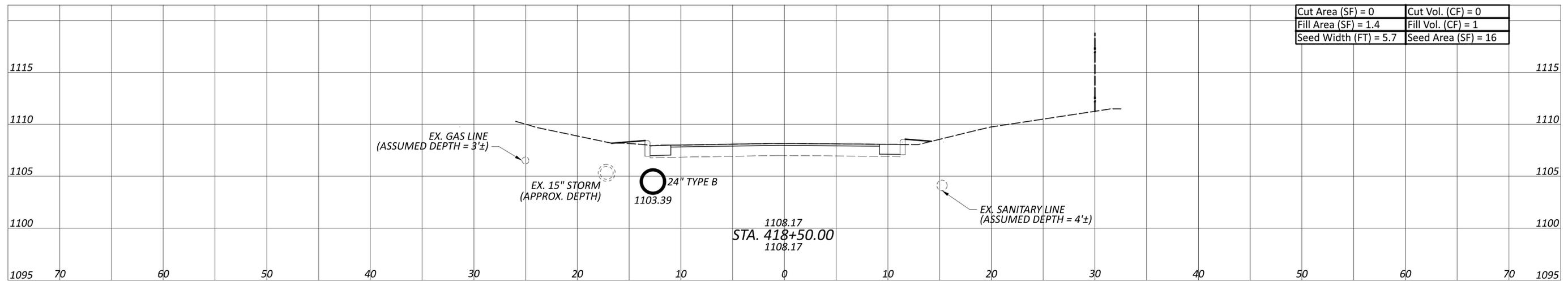
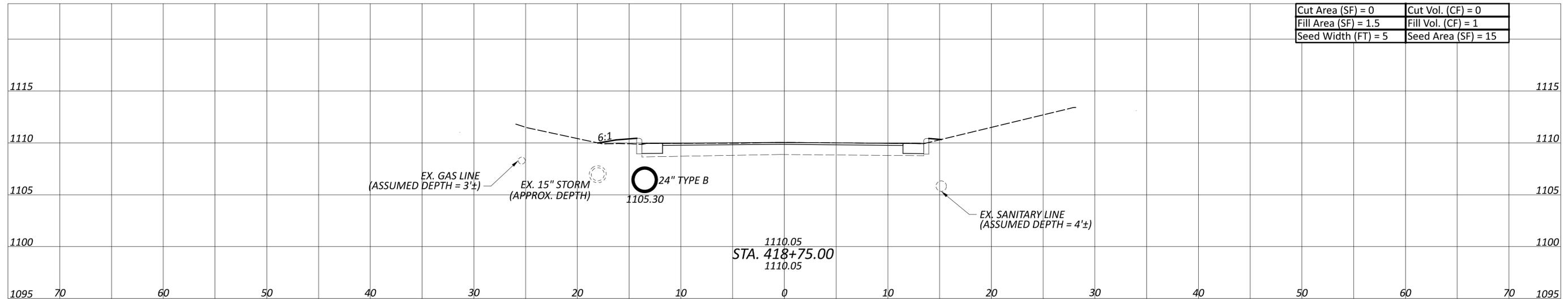
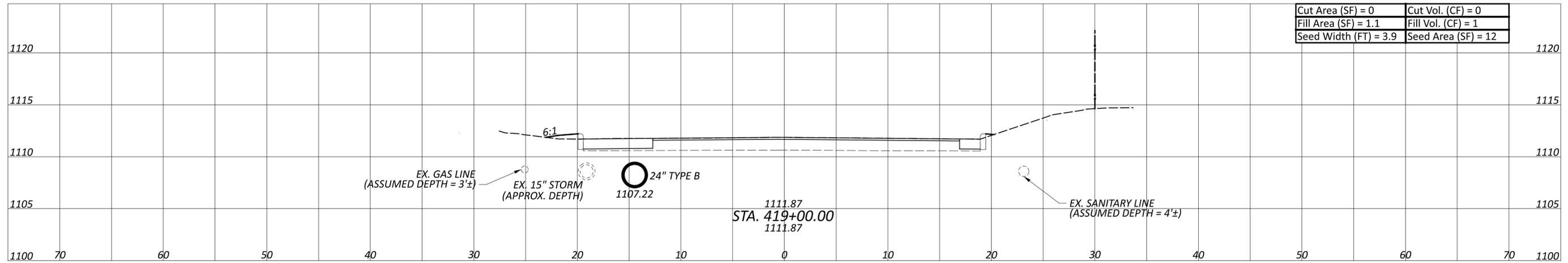
ENGINEERING
 TEAM ONE

DESIGNER
 JLL

REVIEWER
 ACM

DATE
 2-2024

Sheet Totals			120606
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CROSS SECTIONS - SR 94
 STA. 418+50 TO STA. 419+00

DESIGN AGENCY
 DISTRICT 3



ENGINEERING
 TEAM ONE

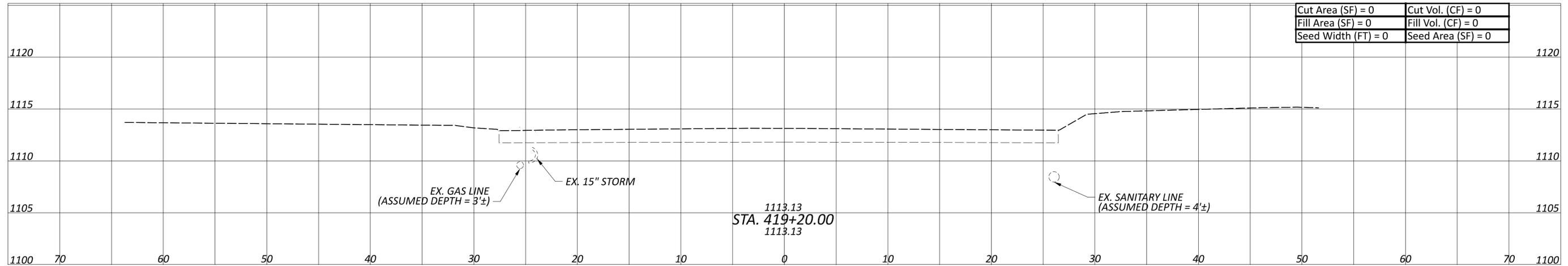
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 JLL

REVIEWER
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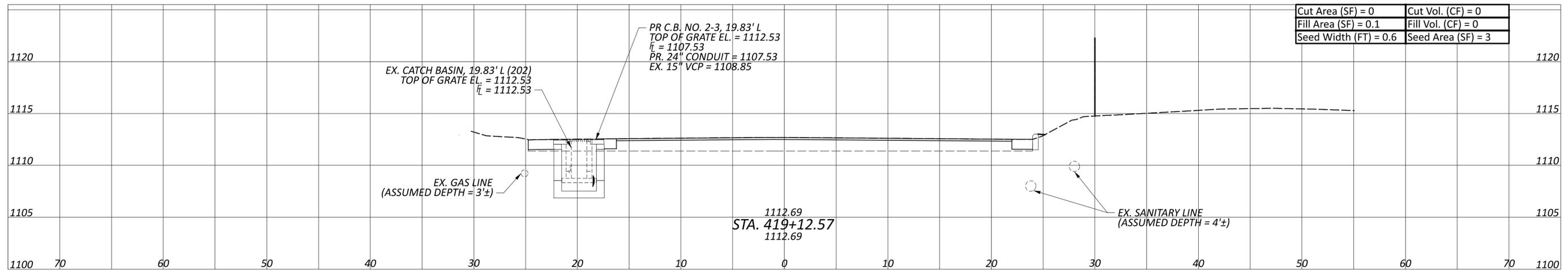
2-2024

PROJECT ID
 120606

Sheet Totals			120606
Seeding	Cut	Fill	SHEET TOTAL
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END WORK = STA. 419+18.00
 END CURB/EDGE RECONSTRUCTION = STA. 419+18.00



Sheet Totals		
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PROJECT ID	
120606	
SHEET	TOTAL
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CROSS SECTIONS - SR 94
 STA. 419+12.57 TO STA. 419+20

DESIGN AGENCY
 DISTRICT 3



ENGINEERING
 TEAM ONE

DESIGNER
 JLL

REVIEWER
 ACM 2-2024

PROJECT ID
 120606

GROUND COORDINATES - U.S. Survey FT										STATE PLANE GRID COORDINATES					MONUMENTS TO BE SET DURING CONSTRUCTION		
PROJECT coordinates are scaled from GRID coordinates about the Ohio South Zone grid point N=0, E=0 (N 37° 47' 45.30621", W 89° 19' 00.02517")										Horiz. Datum: NAD83 (2011) Ohio State Plane, South Zone Vert. Datum: NAVD88 defined by GPS from CORS using NAVD88. All other elevations are established by leveling from .					ITEM 623.05	ITEM 623.05	
NAME	STATION	OFFSET (sft)	RT/LT	NORTH (sft)	EAST (sft)	ELEVATION (sft)	FEATURE	POINT TYPE	DESCRIPTION	NAME	NORTH (m)	EAST (m)	ORTHO HT (m)	NORTH (sft)	EAST (sft)	MONUMENT ASSEMBLY	REFERENCE MONUMENT
1	396+59.73	18.48	LT	520427.702	2179400.464	1032.93	CNPT-CP01	Existing Project Control PID 90938	3/4" REBAR WITH 3" ALUMINUM CAP ODOT CONTROL DISK	1	158610.0538	664212.9605	314.804	520373.1515	2179172.0214		
2	403+20.47	16.75	LT	521088.436	2179402.596	1036.71	CNPT-CP02	Existing Project Control PID 90938	5/8" REBAR WITH YELLOW PLASTIC ODOT REFERENCE CAP	2	158811.4248	664213.6103	315.955	521033.8162	2179174.1532		
3	406+86.65	22.69	LT	521454.619	2179396.885	1038.70	CNPT-CP03	Existing Project Control PID 90938	5/8" REBAR WITH YELLOW PLASTIC ODOT REFERENCE CAP	3	158923.0259	664211.8698	316.563	521399.9608	2179168.4428		
4	OFF CHAIN			521883.690	2179404.078	1051.98	CNPT-CP04	Existing Project Control PID 90938	5/8" REBAR WITH YELLOW PLASTIC ODOT REFERENCE CAP	4	159053.7932	664214.0620	320.611	521828.9865	2179175.6350		
5	403+09.11	26.23	LT	521077.083	2179393.109	1038.88	BM-BM01	Existing Project Control PID 90938	CHISLED "X" ON EAST FLANGE BOLT OF FIRE HYDRANT	5	158807.9646	664210.7190	316.619	521022.4637	2179164.6672		
6	406+20.63	19.49	RT	521388.582	2179439.024	1040.29	BM-BM02	Existing Project Control PID 90938	R.R. SPIKE IN TPP	6	158902.8998	664224.7124	317.048	521333.9303	2179210.5774		
7	413+17.56	18.02	LT	522085.527	2179403.243	1063.29	IPINS	Project Control Points	3/4" REBAR WITH 3" ALUMINUM CAP "PRIMARY CONTROL / ENGINEERING ASSOCIATES"	7	159115.3070	664213.8075	324.057	522030.8029	2179174.8001		
8	415+17.34	17.93	LT	522285.315	2179403.482	1079.91	IPINS	Project Control Points	3/4" REBAR WITH 3" ALUMINUM CAP "PRIMARY CONTROL / ENGINEERING ASSOCIATES"	8	159176.1958	664213.8803	329.123	522230.5692	2179175.0391		
9	417+35.44	17.41	LT	522503.410	2179404.171	1098.58	IPINS	Project Control Points	3/4" REBAR WITH 3" ALUMINUM CAP "PRIMARY CONTROL / ENGINEERING ASSOCIATES"	9	159242.6644	664214.0903	334.813	522448.6416	2179175.7280		
10	419+71.66	49.82	LT	522739.625	2179410.230	1115.93	IPINS	Project Control Points	3/4" REBAR WITH 3" ALUMINUM CAP "PRIMARY CONTROL / ENGINEERING ASSOCIATES"	10	159314.6554	664215.9369	340.100	522684.8319	2179181.7864		
11	414+83.46	18.84	RT	522251.404	2179440.232	1077.76	BM-SSMH.RIM	Project Control Points	CHISLED "X" ON SANITARY SEWER MANHOLE RIM	11	159165.8610	664225.0806	328.467	522196.6623	2179211.7852		
12	417+46.97	21.41		522514.944	2179400.185	1101.57	BM-FIRE.HYDRANY	Project Control Points	WEST FLANGE BOLT BETWEEN "E" & "L" OF FIRE HYDRANT								
101	419+23.20	0.00	CL	522691.154	2179421.732	1112.90	MONBOX-MN01		FROM PID 90938	101	159299.8830	664219.4424	339.178	522636.3660	2179193.2872		
110	396+88.50	0.02	LT	520456.457	2179419.967	1033.91	MONBOX-MN10		FROM PID 90938	110	158618.8173	664218.9045	315.105	520401.9032	2179191.5224		
111	392+94.76	0.00	CL	520062.719	2179419.680	1034.26	MONBOX-MN11		FROM PID 90938	111	158498.8183	664218.8170	315.211	520008.2064	2179191.2354		
112	OFF CHAIN			519046.080	2179418.630	1035.44	MONBOX-MN12		FROM PID 90938	112	158188.9787	664218.4970	315.570	518991.6742	2179190.1855		
113	OFF CHAIN			519112.871	2179388.901	1034.38	CMON-MN13		FROM PID 90938	113	158209.3346	664209.4365	315.246	519058.4585	2179160.4596		
114	OFF CHAIN			519612.862	2179389.267	1033.03	CMON-MN14		FROM PID 90938	114	158361.7159	664209.5481	314.836	519558.3962	2179160.8256		
115	408+44.94	30.25	LT	521612.926	2179390.639	1043.03	CMON-MN15		FROM PID 90938	115	158971.2727	664209.9662	317.884	521558.2505	2179162.1974		
116	413+44.01	30.09	LT	522111.989	2179391.193	1064.85	CMON-MN16		FROM PID 90938	116	159123.3717	664210.1350	324.534	522057.2619	2179162.7514		