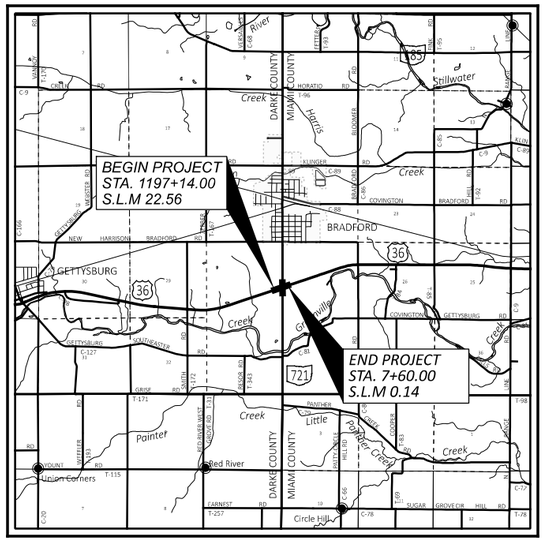
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MIA/DAR-36/721-22.56

ADAMS AND NEWBERRY TOWNSHIPS
MIAMI AND DARKE COUNTIES

STAGE 3 - APRIL 1, 2026



LOCATION MAP

LATITUDE: 40°06'53.5" LONGITUDE: 84°25'49.7"

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

DESIGN DESIGNATION

	U.S. 36	S.R. 721
CURRENT ADT (2025)	5,250	2,500
DESIGN YEAR ADT (2045)	5,510	2,880
DESIGN HOURLY VOLUME (2045)	640	420
DIRECTIONAL DISTRIBUTION	50%	50%
TRUCKS (24 HOUR B&C)	10%	8%
DESIGN SPEED	60 MPH	60 MPH
LEGAL SPEED	55 MPH	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	RURAL MINOR ARTERIAL	RURAL MAJOR COLLECTOR
NHS PROJECT	NO	NO

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

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)

PLAN PREPARED BY:
BURGESS & NIPLE, INC.
330 RUSH ALLEY, SUITE 700
COLUMBUS, OH 43215

ENGINEER'S SEAL

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PAVEMENT PLAN	P.59
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RIGHT OF WAY	

FEDERAL PROJECT NUMBER

E230151

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

CONSTRUCT SINGLE-LANE ROUNDABOUT SAFETY IMPROVEMENTS AT THE INTERSECTION OF US ROUTE 36 AND STATE ROUTE 721 IN MIAMI AND DARKE COUNTIES.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	3.65 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	3.90 ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

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

TRAFFIC REROUTED FOR SIDE ROAD CLOSURE

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET P.23 AND FOR THE SIDE ROADS AS DESCRIBED ON SHEETS P.21 - P.22. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

John W. O'Brien
District 07 Deputy Director

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	1/19/24	HL-10.11	7/21/23	MT-095.45	7/21/23	TC-22.20	7/18/25		800	1/16/26	
BP-4.1	7/19/13	HL-10.12	7/21/23	MT-099.20	4/19/19	TC-41.20	10/18/13		812	7/21/23	
BP-5.1	7/18/25	HL-10.13	1/20/23	MT-101.60	1/17/25	TC-41.30	4/21/23		825	7/19/24	
BP-7.1	7/18/25	HL-30.11	7/21/23	MT-101.70	7/19/24	TC-41.50	10/18/13		832	7/18/25	
		HL-30.21	4/17/20	MT-101.75	7/21/23	TC-42.20	10/18/13		913	4/16/21	
RM-1.1	1/20/23	HL-30.22	1/17/25	MT-101.90	7/17/20	TC-52.10	10/18/13				
RM-3.1	7/20/18	HL-40.10	7/19/24	MT-102.10	7/21/23	TC-52.20	1/15/21				
RM-4.1	1/17/20	HL-60.11	7/21/17	MT-102.20	4/19/19	TC-65.10	1/17/14				
		HL-60.31	7/19/24	MT-105.10	1/17/20	TC-65.11	1/17/25				
HW-2.1	7/15/22					TC-71.10	1/16/26				
CB-2-2A, 2B, 2C	7/19/24										
CB-2-3, 2-4	7/19/24										
DM-1.1	1/17/25										
DM-2.2	1/17/25										
DM-4.1	7/17/20										
MH-3	7/19/24										

SUPPLEMENTAL SPECIFICATIONS

SPECIAL PROVISIONS

TITLE SHEET

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.1 TOTAL P.142

MIA/DAR-36/721-22.56

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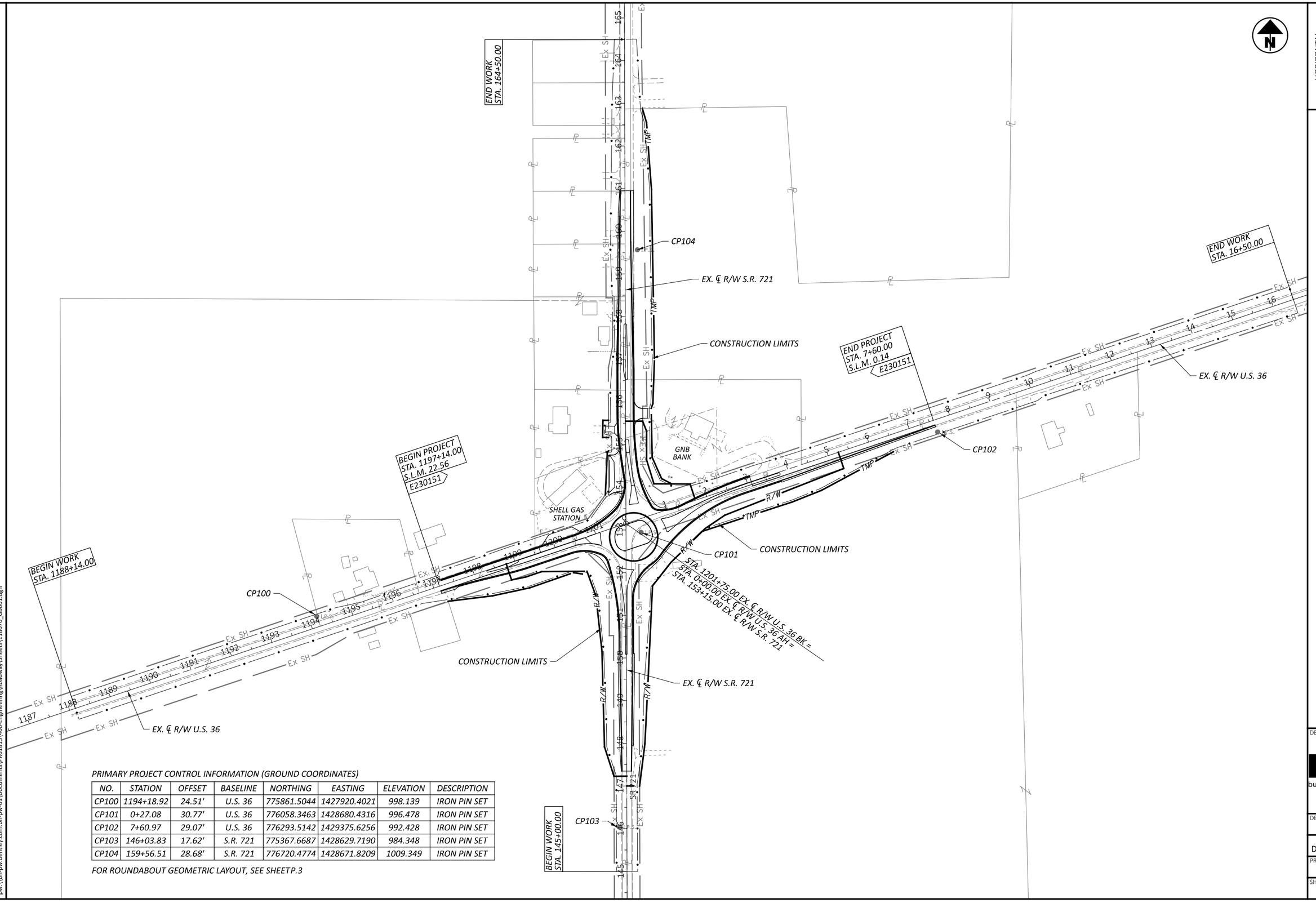

PRIMARY PROJECT CONTROL INFORMATION (GROUND COORDINATES)

NO.	STATION	OFFSET	BASELINE	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP100	1194+18.92	24.51'	U.S. 36	775861.5044	1427920.4021	998.139	IRON PIN SET
CP101	0+27.08	30.77'	U.S. 36	776058.3463	1428680.4316	996.478	IRON PIN SET
CP102	7+60.97	29.07'	U.S. 36	776293.5142	1429375.6256	992.428	IRON PIN SET
CP103	146+03.83	17.62'	S.R. 721	775367.6687	1428629.7190	984.348	IRON PIN SET
CP104	159+56.51	28.68'	S.R. 721	776720.4774	1428671.8209	1009.349	IRON PIN SET

FOR ROUNDABOUT GEOMETRIC LAYOUT, SEE SHEETP.3

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN

MIA/DAR-36/721-22.56

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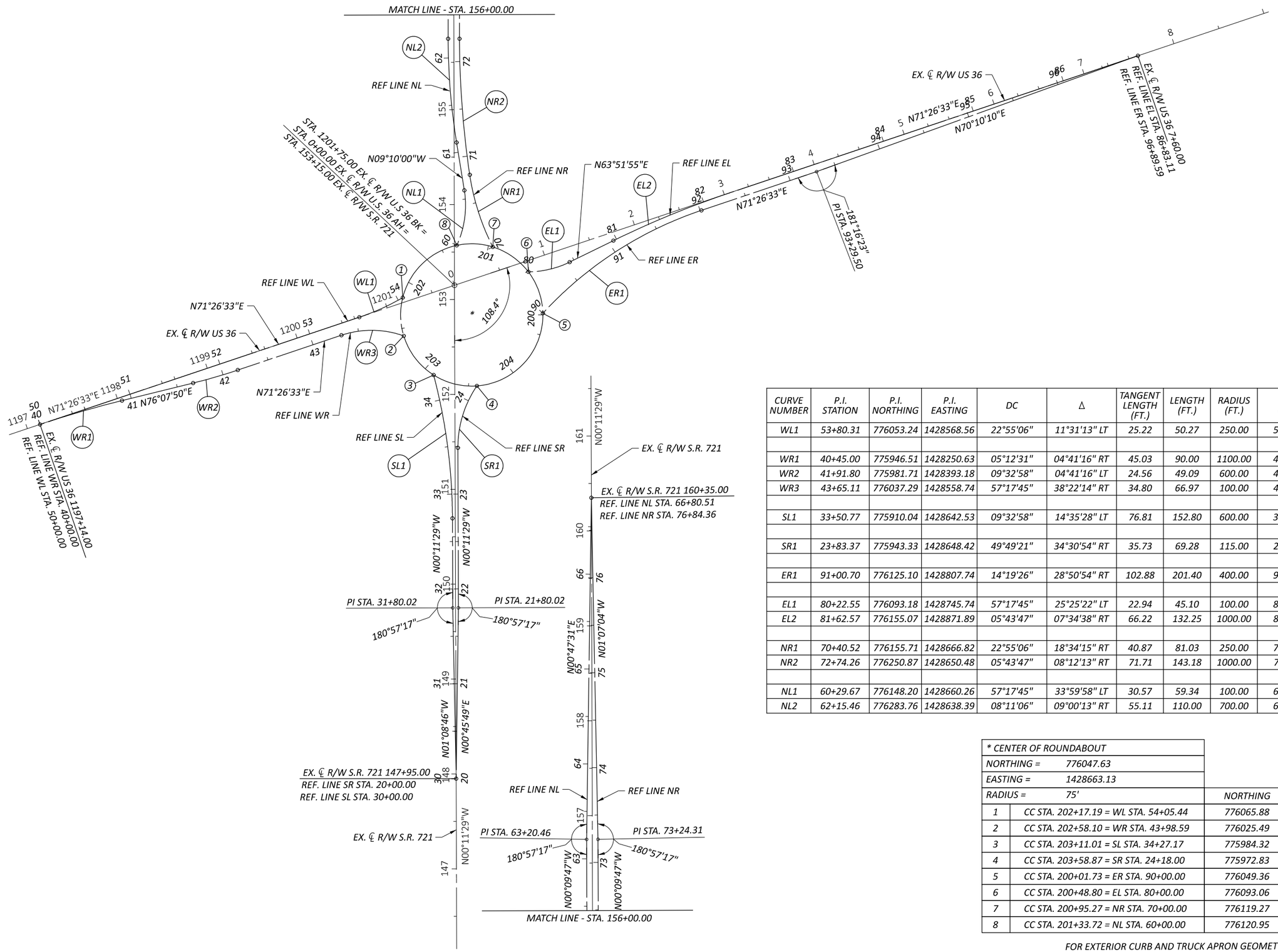
DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.2 TOTAL P.142



CURVE NUMBER	P.I. STATION	P.I. NORTHING	P.I. EASTING	DC	Δ	TANGENT LENGTH (FT.)	LENGTH (FT.)	RADIUS (FT.)	BEGIN CURVE	END CURVE
WL1	53+80.31	776053.24	1428568.56	22°55'06"	11°31'13" LT	25.22	50.27	250.00	53+55.18	54+05.44
WR1	40+45.00	775946.51	1428250.63	05°12'31"	04°41'16" RT	45.03	90.00	1100.00	40+00.00	40+90.00
WR2	41+91.80	775981.71	1428393.18	09°32'58"	04°41'16" LT	24.56	49.09	600.00	41+67.25	42+16.34
WR3	43+65.11	776037.29	1428558.74	57°17'45"	38°22'14" RT	34.80	66.97	100.00	43+31.62	43+98.59
SL1	33+50.77	775910.04	1428642.53	09°32'58"	14°35'28" LT	76.81	152.80	600.00	32+74.37	34+27.17
SR1	23+83.37	775943.33	1428648.42	49°49'21"	34°30'54" RT	35.73	69.28	115.00	23+48.73	24+18.00
ER1	91+00.70	776125.10	1428807.74	14°19'26"	28°50'54" RT	102.88	201.40	400.00	90+00.00	92+01.40
EL1	80+22.55	776093.18	1428745.74	57°17'45"	25°25'22" LT	22.94	45.10	100.00	80+00.00	80+45.10
EL2	81+62.57	776155.07	1428871.89	05°43'47"	07°34'38" RT	66.22	132.25	1000.00	80+96.45	82+28.69
NR1	70+40.52	776155.71	1428666.82	22°55'06"	18°34'15" RT	40.87	81.03	250.00	70+00.00	70+81.03
NR2	72+74.26	776250.87	1428650.48	05°43'47"	08°12'13" RT	71.71	143.18	1000.00	72+24.21	73+24.31
NL1	60+29.67	776148.20	1428660.26	57°17'45"	33°59'58" LT	30.57	59.34	100.00	60+00.00	60+59.34
NL2	62+15.46	776283.76	1428638.39	08°11'06"	09°00'13" RT	55.11	110.00	700.00	61+10.46	63+20.46

* CENTER OF ROUNDABOUT			
NORTHING =	776047.63		
EASTING =	1428663.13		
RADIUS =	75'	NORTHING	EASTING
1	CC STA. 202+17.19 = WL STA. 54+05.44	776065.88	1428590.38
2	CC STA. 202+58.10 = WR STA. 43+98.59	776025.49	1428591.47
3	CC STA. 203+11.01 = SL STA. 34+27.17	775984.32	1428622.93
4	CC STA. 203+58.87 = SR STA. 24+18.00	775972.83	1428668.57
5	CC STA. 200+01.73 = ER STA. 90+00.00	776049.36	1428738.11
6	CC STA. 200+48.80 = EL STA. 80+00.00	776093.06	1428722.80
7	CC STA. 200+95.27 = NR STA. 70+00.00	776119.27	1428685.33
8	CC STA. 201+33.72 = NL STA. 60+00.00	776120.95	1428647.34

FOR EXTERIOR CURB AND TRUCK APRON GEOMETRIC, SEE SHEET P.106

HORIZONTAL SCALE IN FEET
0 25 50 100

ROUNDABOUT GEOMETRIC LAYOUT

MIA/DAR-36/721-22.56

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DESIGN AGENCY
B&N
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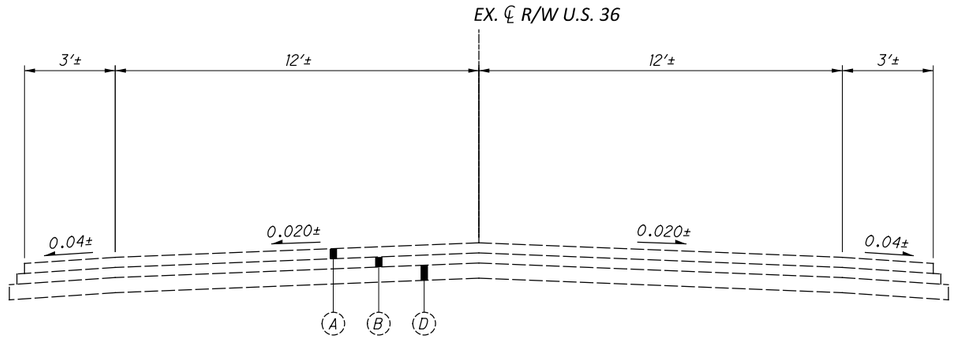
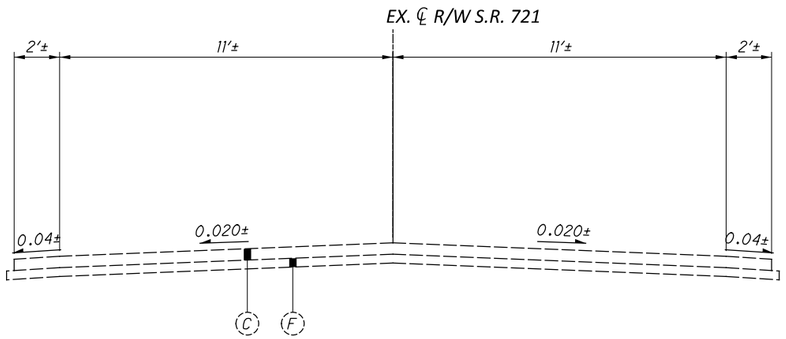
DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.3 TOTAL P.142

REFERENCE LINE LEGEND

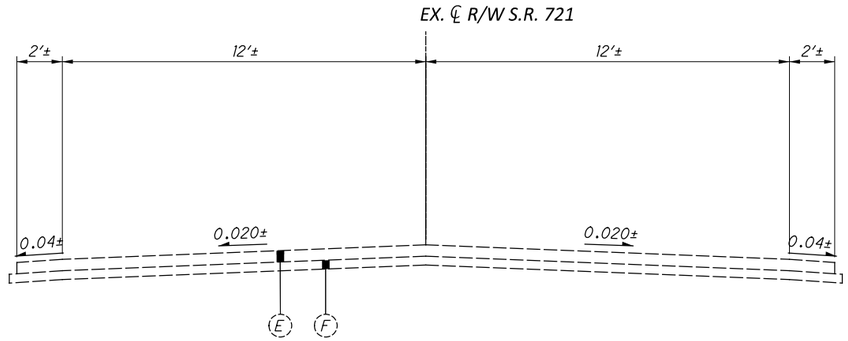
"CC" = CENTER CIRCLE
"WR" = WEST RIGHT (US-36)
"WL" = WEST LEFT (US-36)
"ER" = EAST RIGHT (US-36)
"EL" = EAST LEFT (US-36)
"SR" = SOUTH RIGHT (S.R. 721)
"SL" = SOUTH LEFT (S.R. 721)
"NR" = NORTH RIGHT (S.R. 721)
"NL" = NORTH LEFT (S.R. 721)



EXISTING TYPICAL SECTION - U.S. 36
STA. 1195+00.00 TO STA. 10+00.00



EXISTING TYPICAL SECTION - SOUTH LEG S.R. 721
STA. 145+00.00 TO U.S. 36



EXISTING TYPICAL SECTION - NORTH LEG S.R. 721
U.S. 36 TO STA. 163+00.00

NOTE:
EXISTING SR-721 PAVEMENT HAS 9" CONCRETE BASE
FROM APPROX. STA. 151+90 TO STA. 155+00 PER RECORD PLANS

PROPOSED LEGEND

(1) ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, PG70-22M
(2) ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN, PG64-28
(3) ITEM 301 - 7" ASPHALT CONCRETE BASE, (449), PG64-22 (PLACED IN TWO LIFTS)
(4) ITEM 304 - 6" AGGREGATE BASE
(5) ITEM 204 - EXCAVATION OF SUBGRADE (12" OR 15")
ITEM 204 - GEOTEXTILE FABRIC
ITEM 204 - GRANULAR MATERIAL, TYPE C
(6) NOT USED
(7) ITEM 407 - TACK COAT
(8) ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN
(9) ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: CONCRETE STAINED, 8" THICK
(10) ITEM 204 - SUBGRADE COMPACTION
(11) ITEM 605 - 6" BASE PIPE UNDERDRAINS
(12) ITEM 659 - SEEDING AND MULCHING, CLASS 1
(13) ITEM 609 - CURB, TYPE 6
(14) ITEM 609 - CONCRETE MEDIAN
(15) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 9
(16) ITEM 204 - PROOF ROLLING
(17) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"
(18) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 3
(19) ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA

EXISTING LEGEND

(A) 9"± ASPHALT CONCRETE PAVEMENT
(B) 8"± REINFORCED CONCRETE PAVEMENT
(C) 16"± ASPHALT CONCRETE PAVEMENT
(D) 3"± AGGREGATE BASE
(E) 8"± ASPHALT CONCRETE PAVEMENT
(F) 11.5"± AGGREGATE BASE

EXISTING TYPICAL SECTIONS

DESIGN AGENCY
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DESIGNER RNK
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.4 TOTAL P.142

MIA/DAR-36/721-22.56

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λ SEE SPLITTER ISLAND DETAIL, SHEET P.107 FOR WIDTH

ϕ 2′ MIN. GRADED SHOULDER. SEE CROSS SECTIONS AND GRADING PLAN FOR SHOULDER WIDENING LIMITS.

△A VARIES FROM 4.00′ TO 7.76′

± MATCH EXISTING

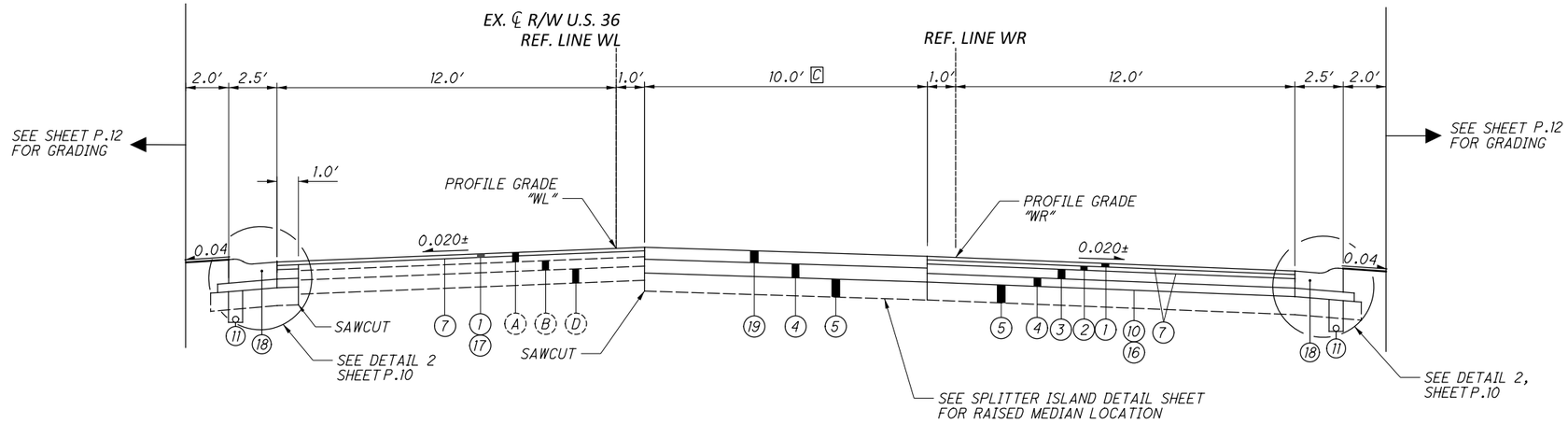
SEE SHEET P.4 FOR LEGEND

ETW = EDGE OF TRAVELLED WAY

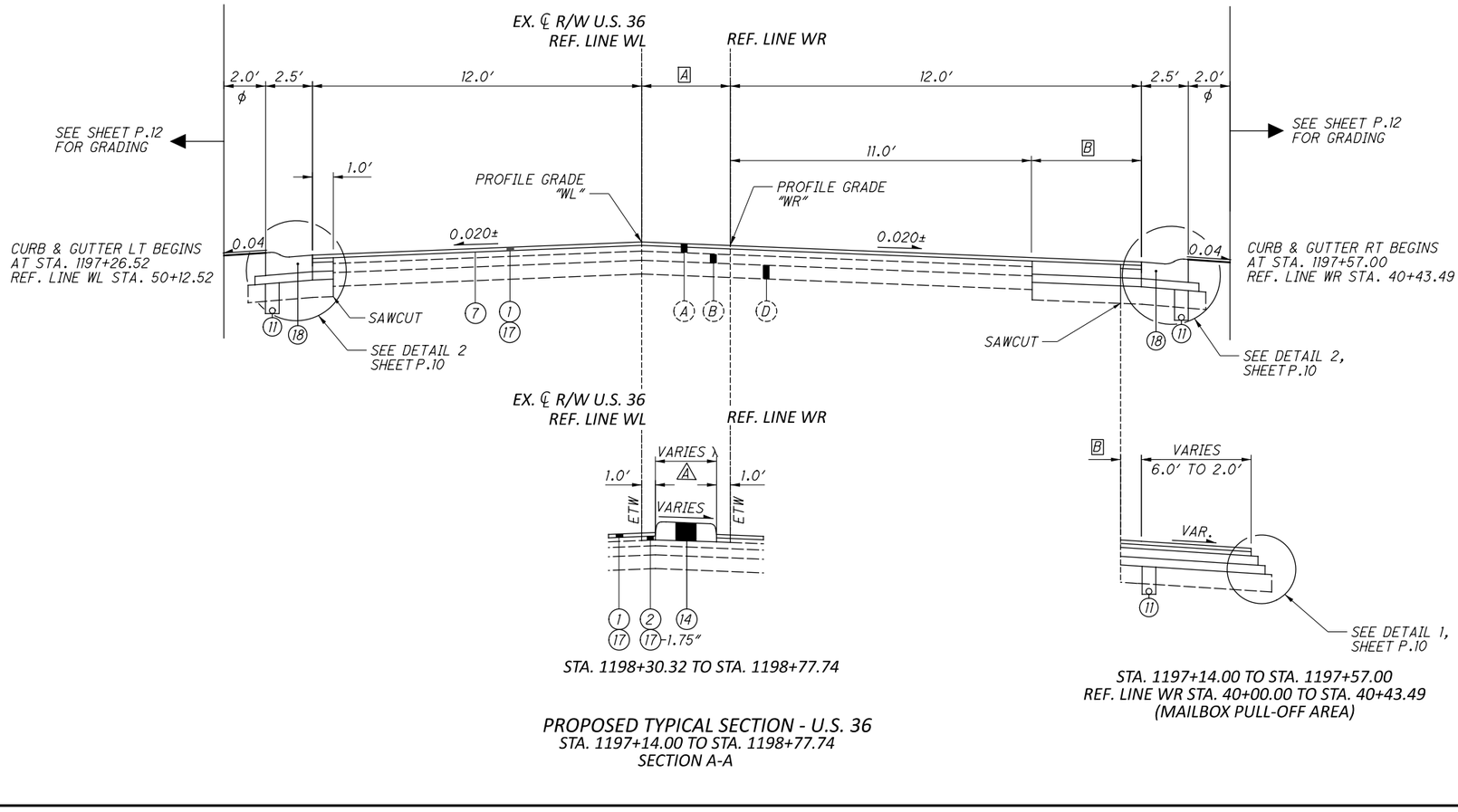
A VARIES FROM 0.00′ AT STA. 1197+14.00 TO 9.74′ AT STA. 1198+77.74

B VARIES FROM 1.0′ AT STA. 1197+14.00 TO 10.74′ AT STA. 1198+77.74

C VARIES FROM 9.74′ AT STA. 1198+77.74 TO 10.0′ AT STA. 1199+29.92



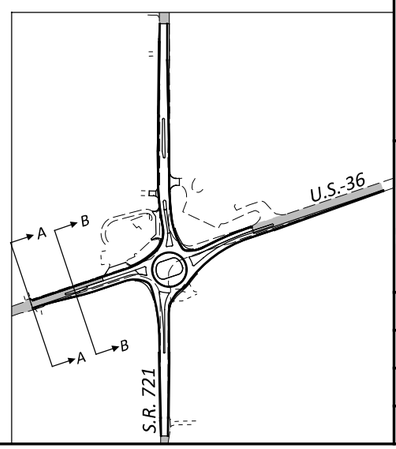
PROPOSED TYPICAL SECTION - U.S. 36
STA. 1198+77.74 TO STA. 1199+64.00
SECTION B-B



STA. 1198+30.32 TO STA. 1198+77.74

STA. 1197+14.00 TO STA. 1197+57.00
REF. LINE WR STA. 40+00.00 TO STA. 40+43.49
(MAILBOX PULL-OFF AREA)

PROPOSED TYPICAL SECTION - U.S. 36
STA. 1197+14.00 TO STA. 1198+77.74
SECTION A-A



PROPOSED TYPICAL SECTIONS - U.S. 36

DESIGN AGENCY
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DESIGNER RNK
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.5 TOTAL P.142

MIA/DAR-36/721-22.56

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λ SEE SPLITTER ISLAND DETAIL, SHEET P.107 FOR WIDTH

ϕ 2′ MIN. GRADED SHOULDER. SEE CROSS SECTIONS AND GRADING PLAN FOR SHOULDER WIDENING LIMITS.

± MATCH EXISTING

A VARIES FROM 4.00′ TO 30.34′

B VARIES FROM 6.00′ TO 36.08′

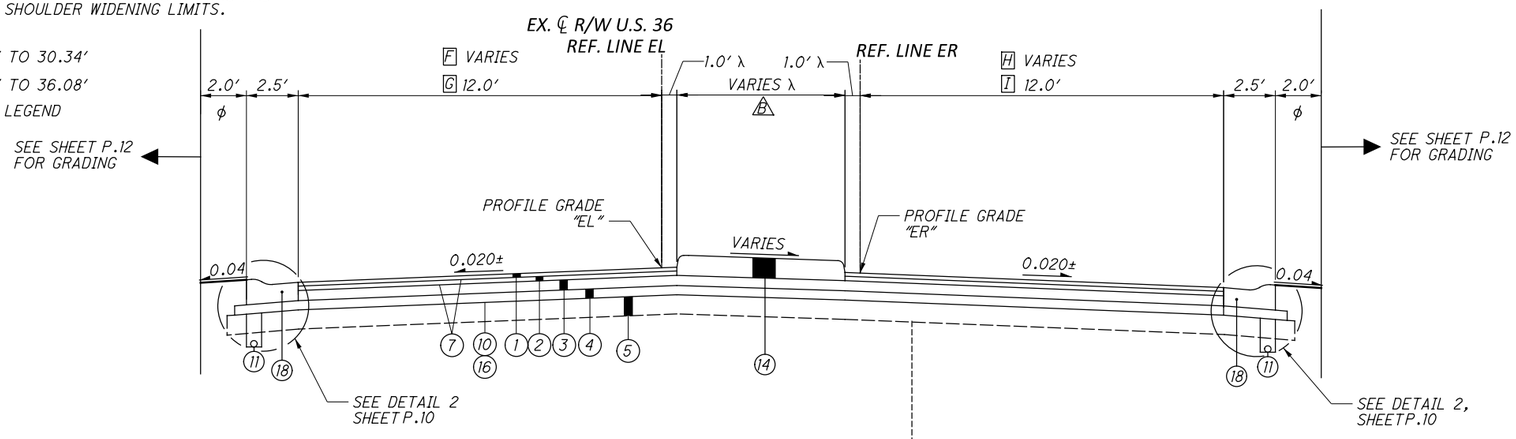
SEE SHEET P.4 FOR LEGEND

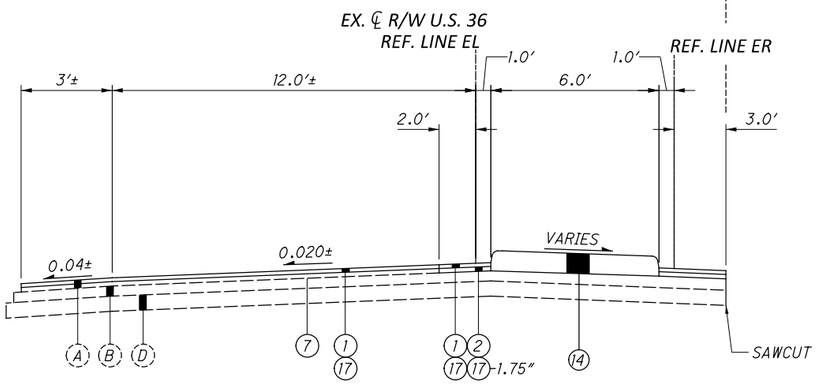
F VARIES FROM 16.84′ AT STA. 0+78.30 (EL STA. 80+00.00) TO 12.00′ AT STA. 1+34.54 (ER STA. 80+58.51)

G 12.00′ FROM STA. 1+34.54 TO STA. 3+76.89

H VARIES FROM 17.39′ AT STA. 0+78.90 (ER STA. 90+00.00) TO 12.00′ AT STA. 2+86.05 (ER STA. 92+15.55)

I 12.00′ FROM STA. 2+86.05 TO STA. 3+76.89





STA. 3+09.89 TO STA. 3+79.89

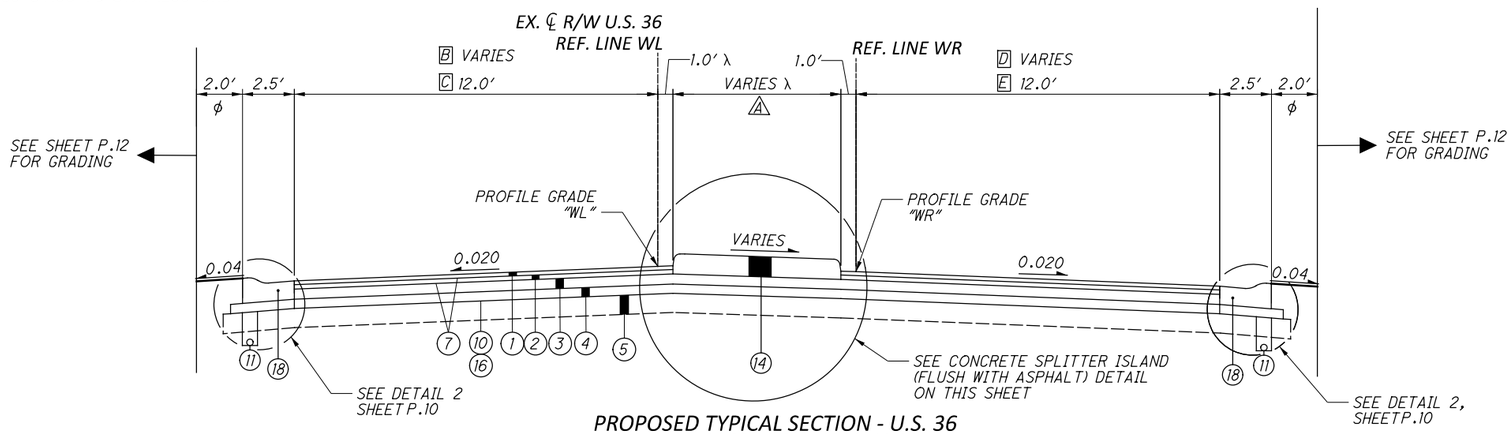
PROPOSED TYPICAL SECTION - U.S. 36
STA. 0+78.90 TO STA. 3+76.89
SECTION D-D

B VARIES FROM 12.00′ AT STA. 1200+51.23 (WL STA. 53+37.23) TO 15.78′ AT STA. 1201+19.11 (WL STA. 54+05.44)

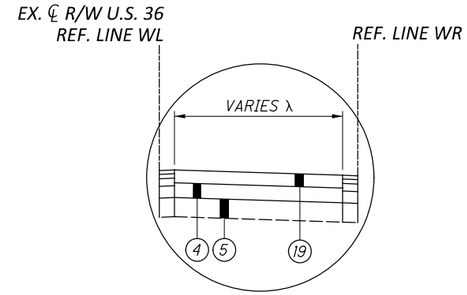
C 12.00′ FROM STA. 1199+64.00 TO STA. 1200+51.23

D VARIES FROM 12.00′ AT STA. 1200+31.34 (WR STA. 43+17.75) TO 18.07′ AT STA. 1201+07.28 (WR STA. 43+98.59)

E 12.00′ FROM STA. 1199+64.00 TO STA. 1200+31.34



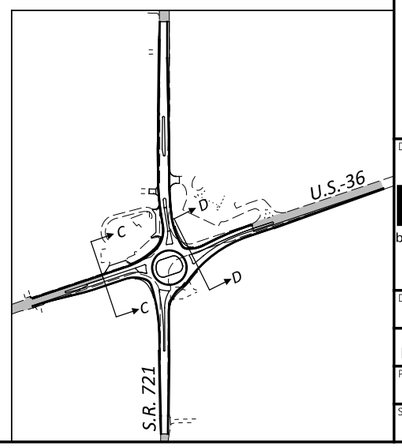
PROPOSED TYPICAL SECTION - U.S. 36
STA. 1199+64.00 TO STA. 1201+19.11
SECTION C-C



CONCRETE SPLITTER ISLAND (FLUSH WITH ASPHALT)
APPLIES TO STA. 1199+08.38 TO STA. 1200+74.62

NOTE:

ITEM 452 CONCRETE THAT IS FLUSH WITH ASPHALT SHALL BE POURED SEPARATE FROM THE RAISED CONCRETE MEDIANS. INSTALL ½" PEJF FOR ANY ABUTTING CONCRETE SURFACES.



PROPOSED TYPICAL SECTIONS - U.S. 36

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER RNK

REVIEWER DSS 04-01-26

PROJECT ID 118070

SHEET P.6 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:12:33 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813400-Engineering\Roadway\Sheets\118070_GY001.dgn

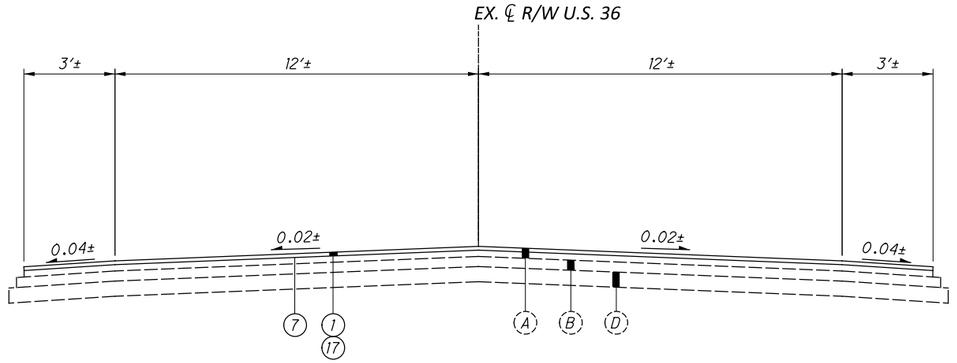
SEE SHEET P.4 FOR LEGEND

± MATCH EXISTING

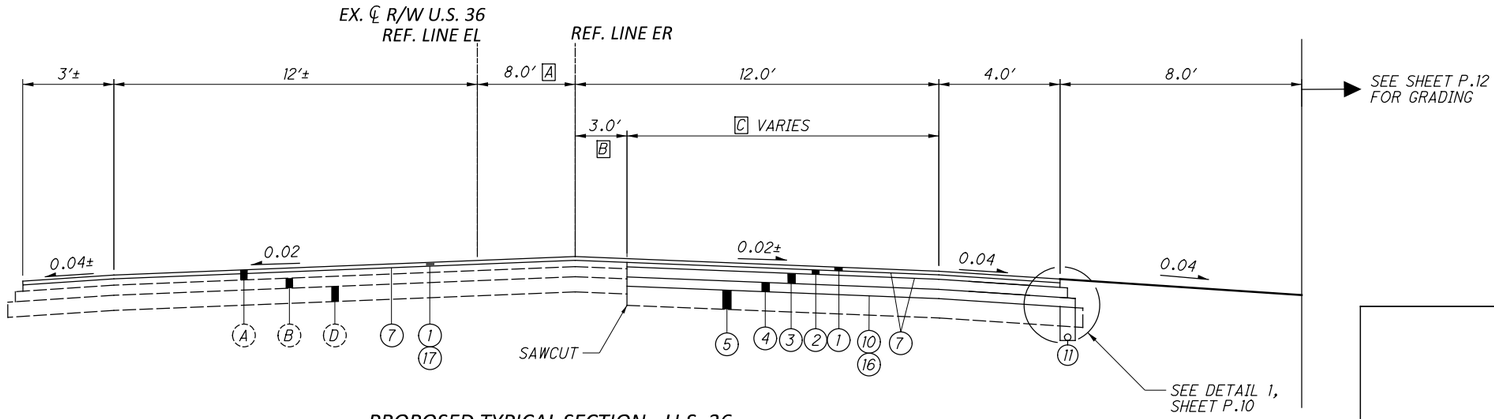
[A] VARIES FROM 8.00′ AT STA. 4+00.00 TO 0.00′ AT STA. 7+60.00

[B] VARIES FROM 3.00′ AT STA. 4+00.00 TO 11.00′ AT STA. 7+60.00
SAWCUT REMAINS 11.00′ FROM EX. ℄ R/W U.S. 36

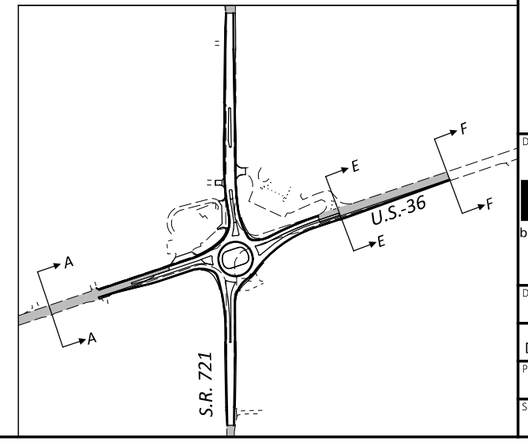
[C] 9.00′ FROM STA. 3+76.89 TO STA. 4+00.00
VARIES FROM 9.00′ AT STA. 4+00.00 TO 1.00′ AT STA. 7+60.00



RESURFACING TYPICAL SECTION - U.S. 36
STA. 1188+14.00 TO STA. 1197+14.00
SECTION A-A
STA. 7+60.00 TO STA. 15+53.00
SECTION F-F



PROPOSED TYPICAL SECTION - U.S. 36
STA. 3+76.89 TO STA. 7+60.00
SECTION E-E



PROPOSED TYPICAL SECTIONS - U.S. 36

MIA/DAR-36/721-22.56

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pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134\00-Engineering\Roadway\Sheets\118070_GY001.dgn

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	RNK
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.7
TOTAL	P.142

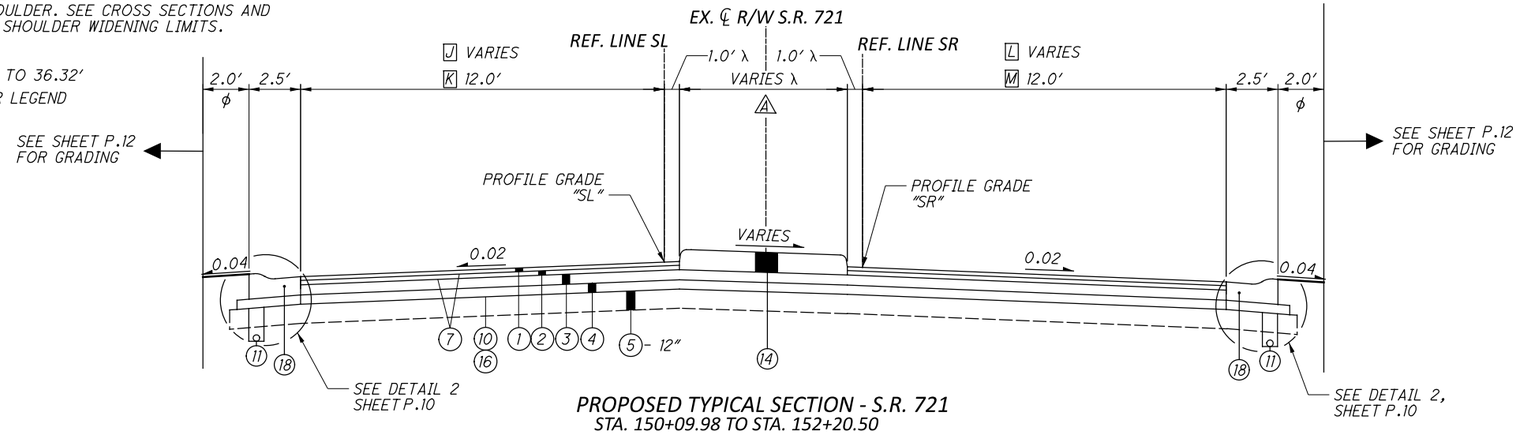
λ SEE SPLITTER ISLAND DETAIL, SHEET P.108 FOR WIDTH

ϕ 2′ MIN. GRADED SHOULDER. SEE CROSS SECTIONS AND GRADING PLAN FOR SHOULDER WIDENING LIMITS.

± MATCH EXISTING

[A] VARIES FROM 4.00′ TO 36.32′

SEE SHEET P.4 FOR LEGEND



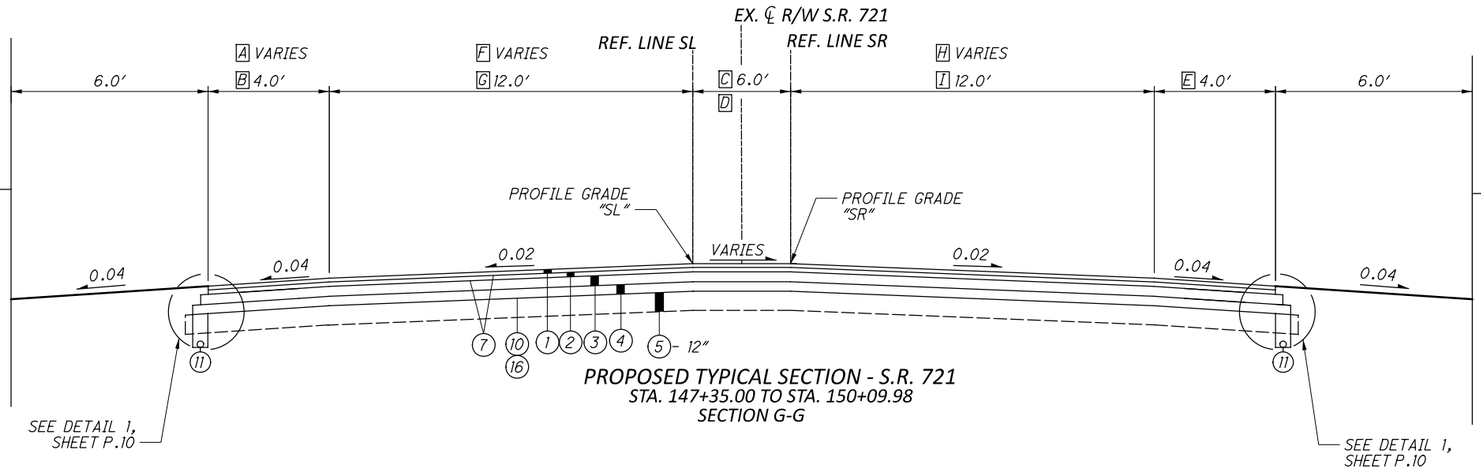
PROPOSED TYPICAL SECTION - S.R. 721
STA. 150+09.98 TO STA. 152+20.50
SECTION H-H

[J] VARIES FROM 12.00′ AT STA. 150+49.45 (SL STA. 32+54.47) TO 16.84′ AT CENTER CIRCLE (SL STA. 34+27.17)

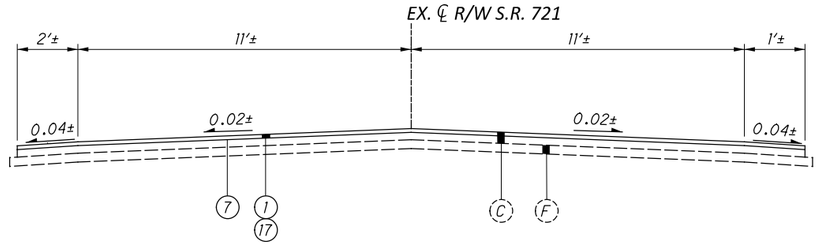
[K] 12.00′ FROM STA. 150+09.98 TO STA. 150+49.45

[L] VARIES FROM 12.00′ AT STA. 151+37.99 (SR STA. 23+43.01) TO 15.94′ AT CENTER CIRCLE (SR STA. 24+18.00)

[M] 12.00′ FROM STA. 150+09.98 TO STA. 151+37.99



PROPOSED TYPICAL SECTION - S.R. 721
STA. 147+35.00 TO STA. 150+09.98
SECTION G-G



RESURFACING TYPICAL SECTION - S.R. 721
STA. 145+00.00 TO STA. 147+35.00
SECTION N-N

[A] VARIES FROM 2.00′ AT STA. 147+35.00 TO 4.00′ AT STA. 149+84.73

[B] 4.00′ FROM STA. 147+84.73 TO STA. 150+09.98

[C] VARIES FROM 0.00′ AT STA. 147+95.00 TO 6.00′ AT STA. 149+74.90

[D] 0.00′ FROM STA. 147+34.80 TO STA. 147+95.00

[E] FULL DEPTH SHOULDER BEGINS AT STA. 147+95.00

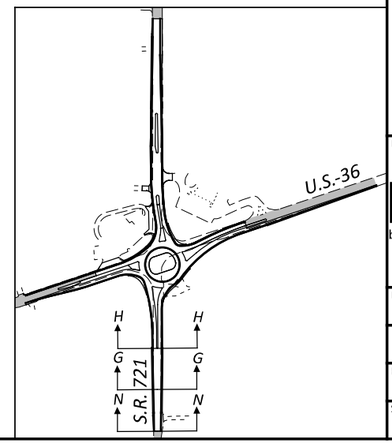
[F] VARIES FROM 11.00′ AT STA. 147+35.00 TO 12.00′ AT STA. 147+95.00

[G] 12.00′ FROM STA. 147+95.00 TO STA. 150+09.98

[H] VARIES FROM 11.00′ AT STA. 147+35.00 TO 12.00′ AT STA. 147+95.00

[I] 12.00′ FROM STA. 147+95.00 TO STA. 150+09.98

FROM STA. 147+35.00 TO STA. 147+95.00
USE PROFILE GRADE OF EX. ℄ R/W U.S. 36



PROPOSED TYPICAL SECTIONS - S.R. 721

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER RNK
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.8 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:12:35 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134\00-Engineering\Roadway\Sheets\118070_GY001.dgn

λ SEE SPLITTER ISLAND DETAIL, SHEET P.108 FOR WIDTH

ϕ 2' MIN. GRADED SHOULDER. SEE CROSS SECTIONS AND GRADING PLAN FOR SHOULDER WIDENING LIMITS.

A VARIES FROM 6.24' TO 23.58'

B VARIES FROM 6.50' TO 10.00'

SEE SHEET P.4 FOR LEGEND

A VARIES FROM 16.42' AT STA. 153+57.06 (NL STA. 60+00.00) TO 12.00' AT STA. 154+21.22 (NL STA. 60+67.58)

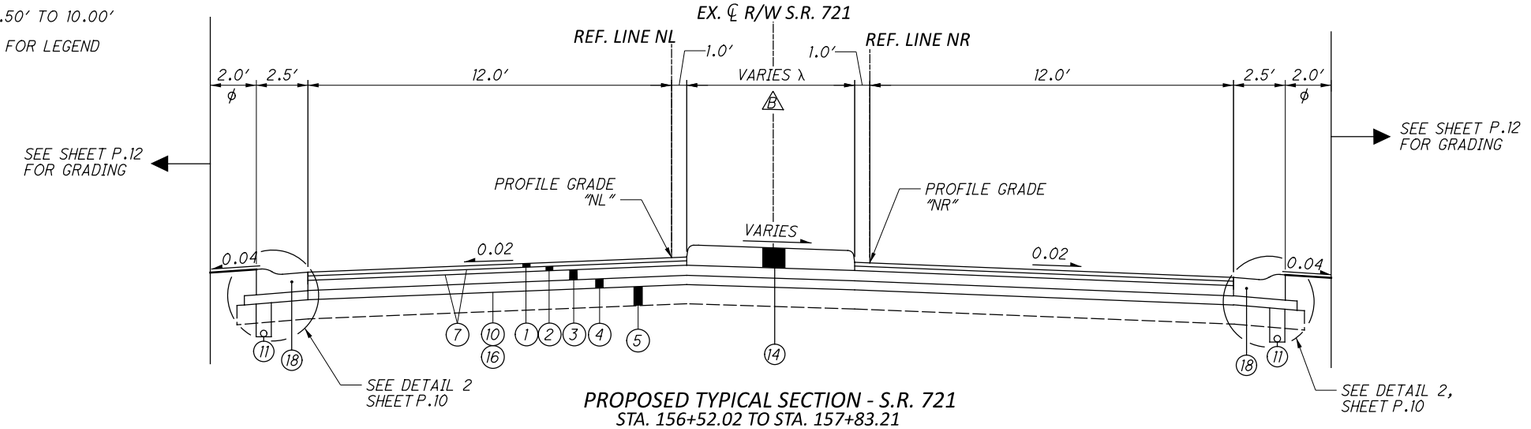
B 12.00' FROM STA. 154+21.22 TO STA. 155+12.80

C VARIES FROM 16.54' AT STA. 153+55.27 (NR STA. 70+00.00) TO 12.00' AT STA. 154+53.98 (NR STA. 71+01.51)

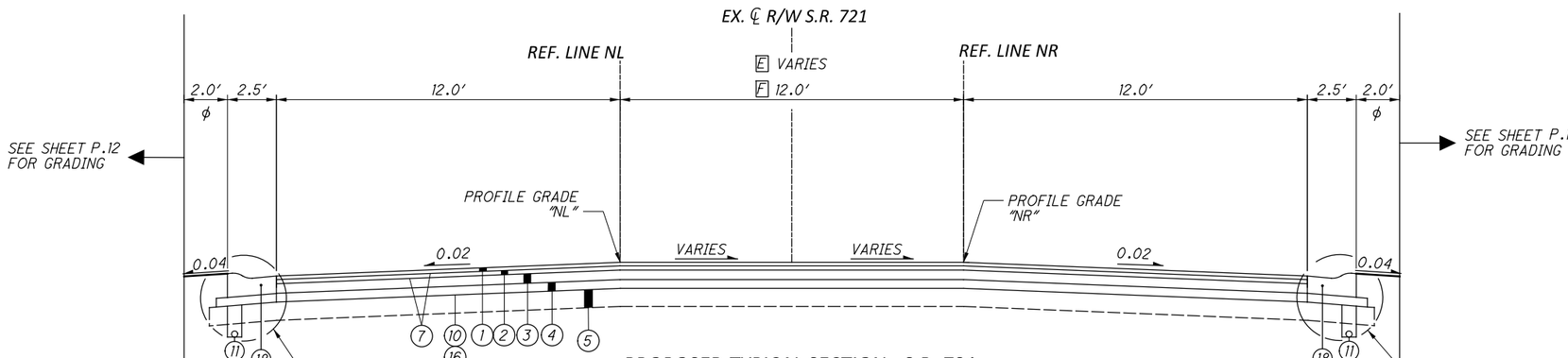
D 12.00' FROM STA. 154+53.98 TO 155+12.80

E VARIES FROM 8.39' AT STA. 157+83.21 TO 7.83' AT STA. 158+00.91
VARIES FROM 11.13' AT STA. 155+12.80 TO 12.00' FROM 155+75.00

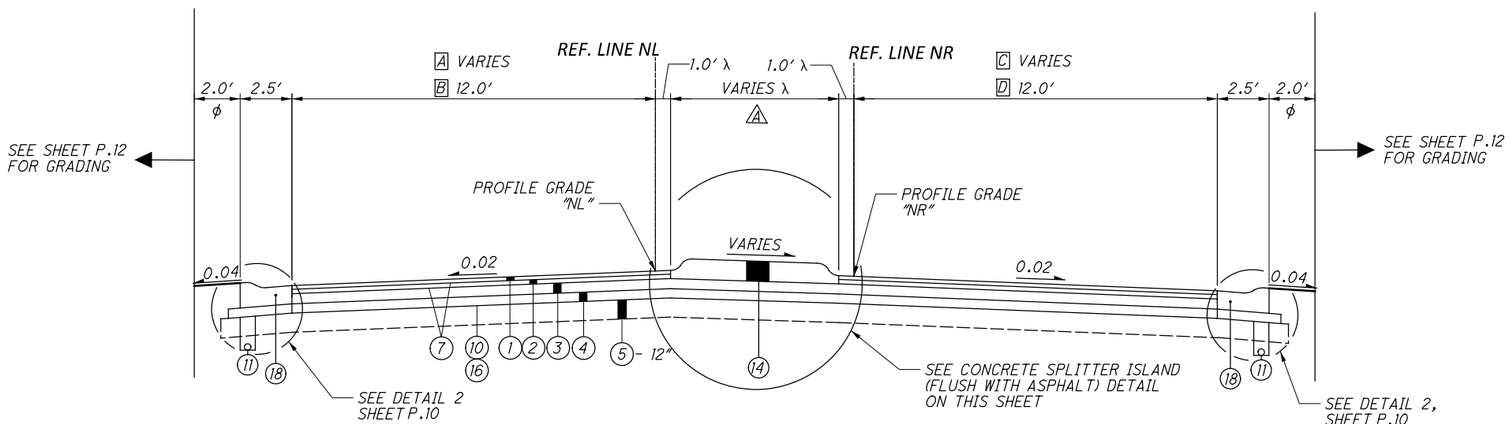
F 12.00' FROM STA. 155+75.00 TO STA. 156+52.02



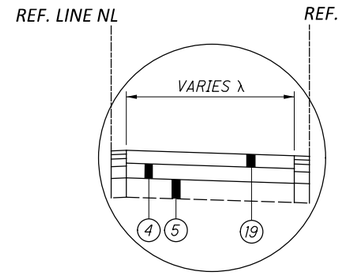
PROPOSED TYPICAL SECTION - S.R. 721
STA. 156+52.02 TO STA. 157+83.21
SECTION K-K



PROPOSED TYPICAL SECTION - S.R. 721
STA. 155+12.80 TO STA. 156+52.02
STA. 157+83.21 TO STA. 158+00.91
SECTION J-J



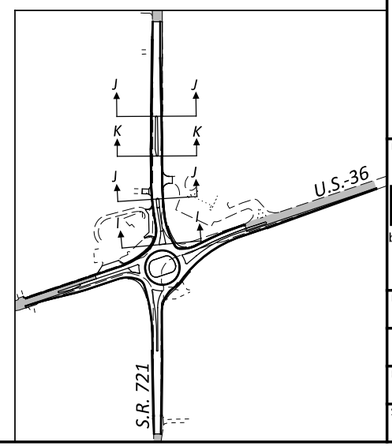
PROPOSED TYPICAL SECTION - S.R. 721
STA. 153+55.27 TO STA. 155+12.80
SECTION I-I



CONCRETE SPLITTER ISLAND
(FLUSH WITH ASPHALT)
APPLIES TO STA. 154+05.31 TO STA. 154+80.99

NOTE:

ITEM 452 CONCRETE THAT IS FLUSH WITH ASPHALT SHALL BE POURED SEPARATE FROM THE RAISED CONCRETE MEDIANS. INSTALL ½" PEJF FOR ANY ABUTTING CONCRETE SURFACES.



PROPOSED TYPICAL SECTIONS - S.R. 721

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER RNK
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.9 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 2:51:04 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134400-Engineering\Roadway\Sheets\118070_GY001.dgn

SEE SHEET P.4 FOR LEGEND

± MATCH EXISTING

[A] VARIES FROM 4.00′ AT STA. 160+45.27 TO 1.50′ AT STA. 160+95.00

[B] 4.00′ FROM STA. 158+00.91 TO 160+45.27

[C] VARIES FROM 7.83′ AT STA. 158+00.91 TO 0.00′ AT STA. 160+35.00

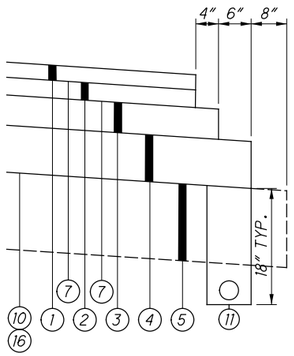
[D] 0.00′ FROM STA. 160+35.00 TO 160+95.00

[E] 7.00′ FROM STA. 159+75.22 TO STA. 160+95.00

[F] VARIES FROM 4.00′ AT STA. 159+25.24 TO 7.00′ AT STA. 159+75.22

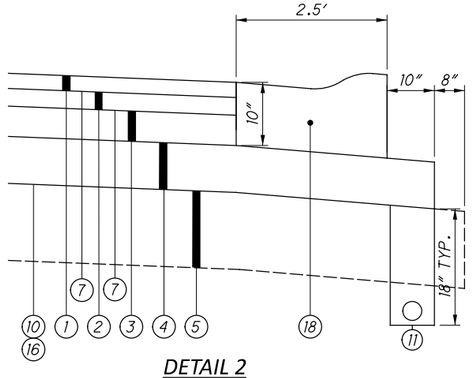
[G] 4.00′ FROM STA. 158+00.91 TO STA. 159+25.24

[H] 13.00′ FROM EX. ℄ R/W S.R. 721 FROM STA. 159+75.22 TO STA. 160+95.00



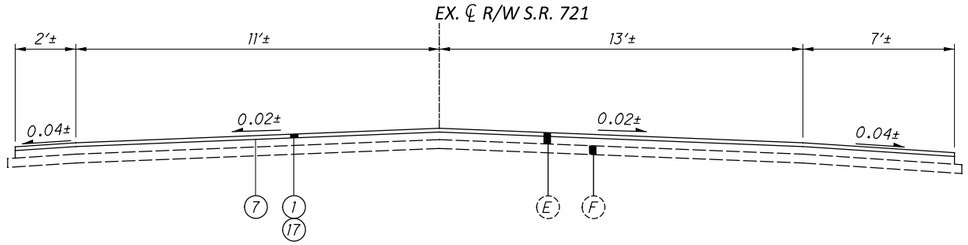
DETAIL 1

UNCURBED ASPHALT PAVEMENT EDGE



DETAIL 2

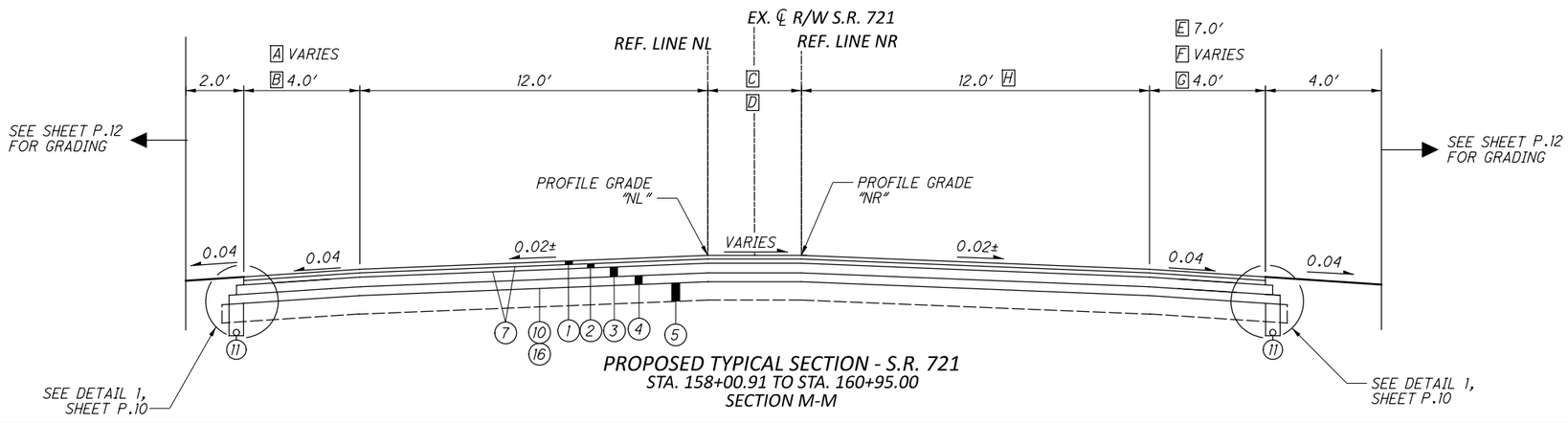
CURBED ASPHALT PAVEMENT EDGE



RESURFACING TYPICAL SECTION - S.R. 721

STA. 160+95.00 TO STA. 164+06.00

SECTION O-O

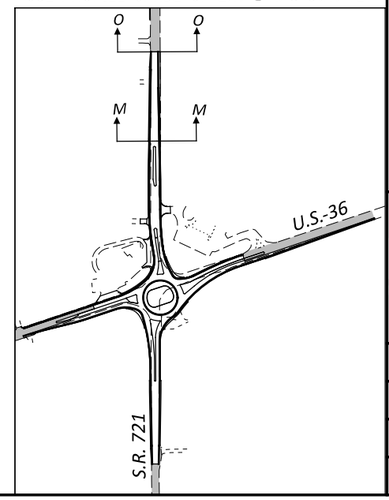


PROPOSED TYPICAL SECTION - S.R. 721

STA. 158+00.91 TO STA. 160+95.00

SECTION M-M

FROM STA. 160+35.00 TO STA. 160+95.00
USE PROFILE GRADE OF EX. ℄ R/W S.R. 721



PROPOSED TYPICAL SECTIONS - S.R. 721

MIA/DAR-36/721-22.56

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pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134\00-Engineering\Roadway\Sheets\118070_GY001.dgn

DESIGN AGENCY
B&N
burgessniple.com

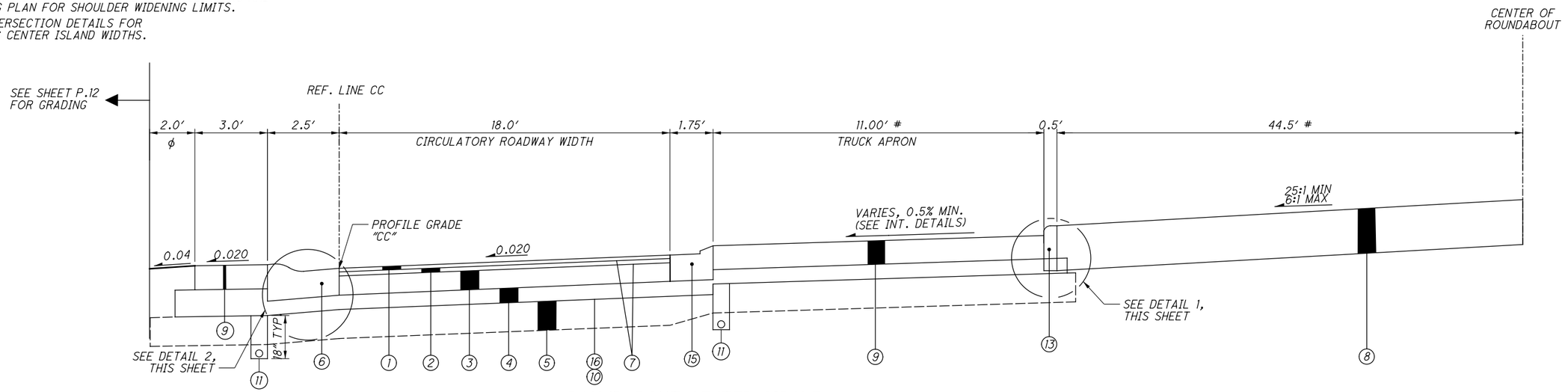
DESIGNER RNK

REVIEWER DSS 04-01-26

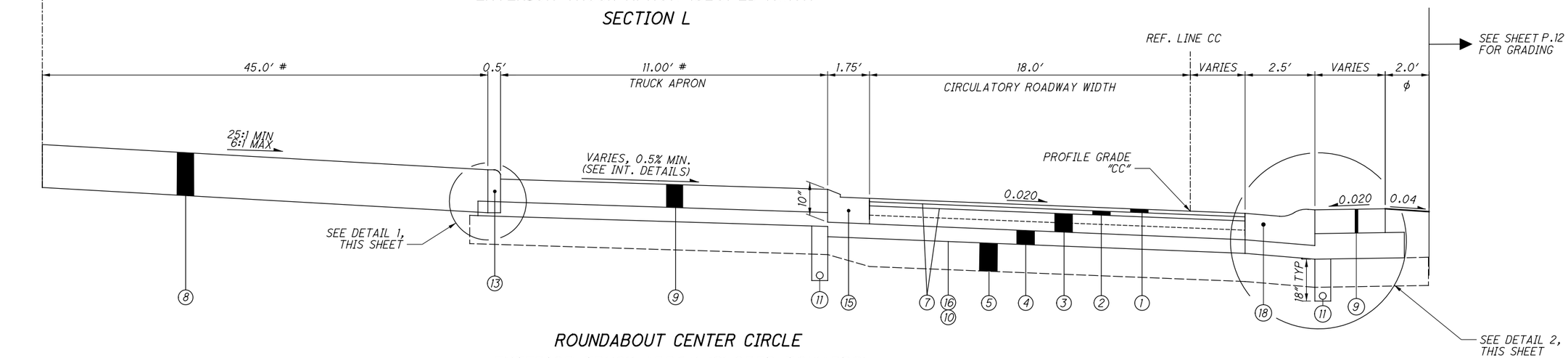
PROJECT ID 118070

SHEET P.10 TOTAL P.142

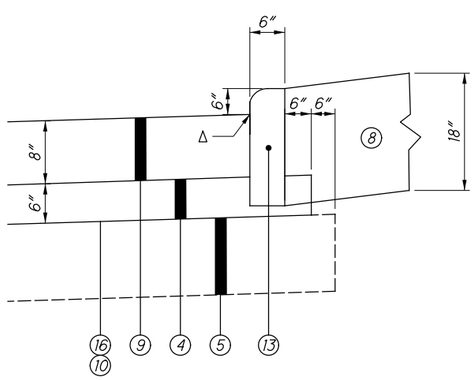
Δ PREFORM EXPANSION JOINT WITH JOINT SEAL PER BP-2.2
ϕ 2′ MIN. GRADED SHOULDER. SEE CROSS SECTIONS AND GRADING PLAN FOR SHOULDER WIDENING LIMITS.
SEE INTERSECTION DETAILS FOR VARYING CENTER ISLAND WIDTHS.



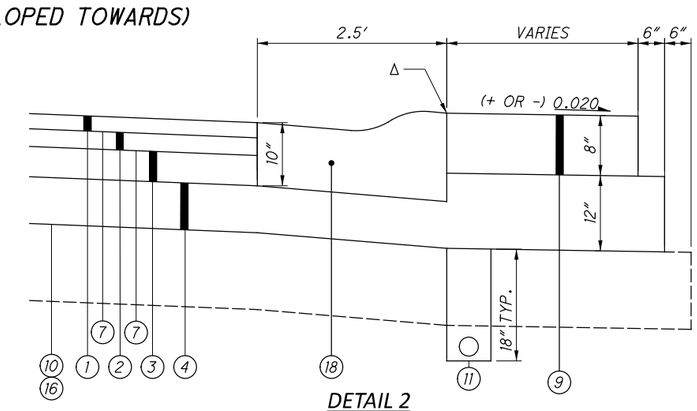
ROUNDABOUT CENTER CIRCLE
EXTERIOR TRUCK APRON (SLOPED AWAY)
SECTION L



ROUNDABOUT CENTER CIRCLE
EXTERIOR TRUCK APRON (SLOPED TOWARDS)
SECTION M

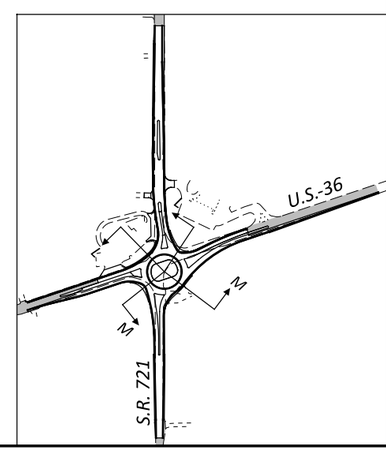


DETAIL 1
INTERIOR TRUCK APRON



DETAIL 2
EXTERIOR TRUCK APRON

NOTE:
TRUCK APRONS WITH CURB CUTS SHALL BE SLOPE AWAY FROM THE CURB. SLOPE TRUCK APRONS WITHOUT CURB CUTS TOWARDS THE CURB. SEE SHEET P.106 FOR CURB CUT DETAILS



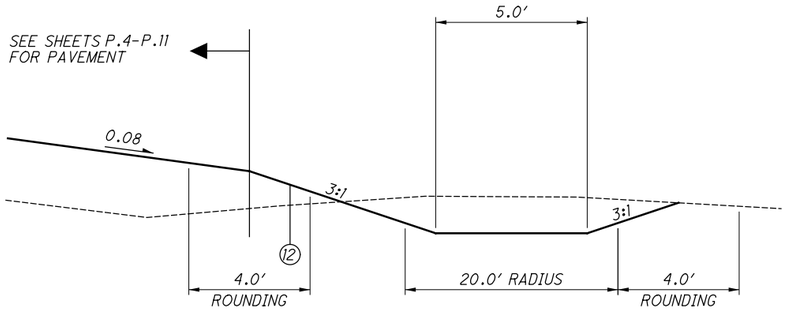
TYPICAL SECTIONS - ROUNDABOUT

DESIGN AGENCY
B&N
burgessniple.com
DESIGNER RNK
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.11 TOTAL P.142

MIA/DAR-36/721-22.56
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:12:37 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134\00-Engineering\Roadway\Sheets\118070_GY001.dgn

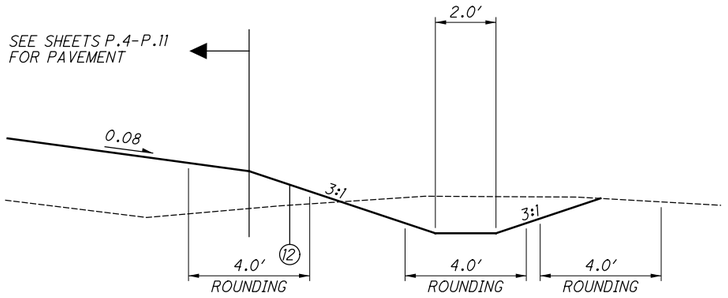
SEE SHEET P.4 FOR LEGEND

FOR GRADING AND DITCH LOCATIONS SEE CROSS SECTIONS



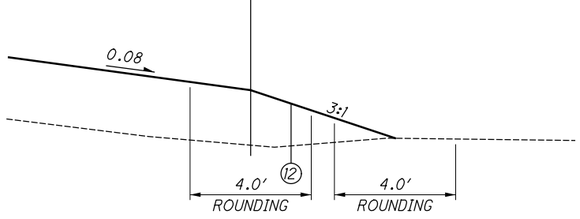
GRADING DETAIL 1 - 5' DITCH FOR BMP'S

STA. 150+00.00 RT TO STA. 151+47.00 RT
STA. 1199+75.00 RT TO STA. 1200+80.00 RT
STA. 154+60.00 RT TO STA. 155+41.00



GRADING DETAIL 2 - 2' DITCH

STA. 148+00.00 RT TO STA. 150+00.00 RT
STA. 147+94.39 LT TO STA. 1200+80.00 RT



GRADING DETAIL 3 - 3:1 SLOPE

STA. 1197+14.00 RT TO STA. 1199+75.00 RT
STA. 1197+14.00 LT TO STA. 160+95.00 LT
STA. 147+34.97 RT TO STA. 148+00.00 RT
STA. 151+47.00 RT TO STA. 7+60.00 RT
STA. 154+60.00 RT TO STA. 7+60.00 LT
STA. 155+41.00 RT TO STA. 160+95.00 RT

PROPOSED TYPICAL SECTIONS - GRADING

MIA/DAR-36/721-22.56

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:12:38 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR\61813400-Engineering\Roadway\Sheets\118070_GY001.dgn

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
RNK

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.12 TOTAL P.142

UTILITIES

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

ELECTRIC
AES OHIO
AARON HUFFMAN
(937)475-1915
Ahuffman@Trccompanies.com

COMMUNICATIONS
CHARTER
EIN WHATLEY
(937)425-6854
Ein.Whatley@Charter.com

LUMEN TECHNOLOGIES
TERRY SPAW
WEST CHESTER, OH
(513)615-2282
terry.spaw@Lumen.com

BRIGHTSPEED
RICK KROGMAN
GREENVILLE, OH
(937) 547-4250
Rick.A.Krogman@brightspeed.com
GARY DEBO
GREENVILLE, OH
Gary.Debo@brightspeed.com

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

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.20 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION. USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD:	ODOT V.R.S
MONUMENT TYPE:	TYPE A

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM:	NAVD88
GEOID:	GEOID 18

HORIZONTAL POSITIONING

REFERENCE FRAME:	NAD83 (2011)
ELLIPSOID:	GRS80
MAP PROJECTION:	LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM:	OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR:	0.99997467
ORIGIN OF COORDINATE SYSTEM:	(0,0)

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

UNITS ARE IN U.S. SURVEY FEET.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 8 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS

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

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN IN THE RIGHT OF WAY PLANS.

ROADWAY NOTES

ROUNDING

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

EXISTING PLANS

EXISTING PLANS ENTITLED DAR-36-20.88-22.60 & MIA-36-0.00-0.02 MAY BE INSPECTED IN THE ODOT DISTRICT 7 OFFICE AT:

1001 SAINT MARYS AVENUE
SIDNEY, OH 45365

CLEARING AND GRUBBING

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

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN, PG70-22M &
ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN, PG64-28

THIS WORK SHALL FOLLOW C&MS 442 AND 448 EXCEPT FOR SECTION 448.02 DENSITY. THE CONTRACTOR SHALL CONDUCT DENSITY GAUGE TESTING REGARDLESS OF THE PROJECT LENGTH REQUIREMENTS.

ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE WORK ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN, PG70-22M AND ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN, PG64-28.

PLAN ABBREVIATIONS

THE FOLLOWING LIST OF ABBREVIATION DEFINITIONS IS USED FOR THIS PLAN SET:

ABBREVIATION	DESCRIPTION
ATG	ADJUSTED TO GRADE
AA	ANCHOR ASSEMBLY
APP	AS PER PLAN
ASPH.	ASPHALT
AVE.	AVENUE
BM	BENCH MARK
BLVD.	BOULEVARD
BTA	BRIDGE TERMINAL ASSEMBLY
CB	CATCH BASIN
COM.	COMMUNICATIONS
COMM.	COMMERCIAL
CONC.	CONCRETE
CONST.	CONSTRUCTION
CONT'D	CONTINUED
CORP.	CORPORATION
CMP	CORRUGATED METAL PIPE
CU YD	CUBIC YARD
CI	CURB INLET
CS	COMBINED SEWER
DIST.	DISTANCE
DND	DO NOT DISTURB
DR.	DRIVE/DRIVEWAY
EA.	EACH
EDA	EARTH DISTURBED AREA
EB	EASTBOUND
EL	EDGE LINE
EOI	END OF INFORMATION
EORI	END OF RECORDED INFORMATION
EOP	EDGE OF PAVEMENT
EOS	EDGE OF SHOULDER
ELEC.	ELECTRIC
ELEV.	ELEVATION
EST.	ESTIMATE/ESTIMATED
EXC.	EXCAVATION
EX.	EXISTING
FT.	FEET
FH	FIRE HYDRANT
FM	FORCE MAIN
FSAN	FORCE MAIN SANITARY
GR	GUARDRAIL
HSS	HOUSE SIDE SHIELD
HW	HEADWALL
HWY.	HIGHWAY
IN.	INCHES
INT.	INTERSECTION
INV.	INVERT
IR	INTERSTATE ROUTE
ITS	INTELLIGENT TRANSPORTATION
LON	LENGTH OF NEED
LIN.	LINEAR
MOT	MAINTENANCE OF TRAFFIC
MH	MANHOLE
MAX.	MAXIMUM
MGS	MIDWEST GUARDRAIL SYSTEM
MI.	MILE(S)
MIN.	MINIMUM
MO.	MONTH(S)
N	NORTH
NB	NORTHBOUND
NE	NORTHEAST
NW	NORTHWEST
NO.	NUMBER
N.T.S.	NOT TO SCALE
OH	OVERHEAD
PVMT	PAVEMENT

EARTHWORK SUBSUMMARY

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

	ITEM 203 - EXCAVATION	ITEM 203 - EMBANKMENT	ITEM 659 - SEEDING AND MULCHING
U.S. 36	351 CY	1,034 CY	2,593 SY
S.R. 721	1,238 CY	1,772 CY	4,356 SY
REF LINE CC	208 CY	4,103 CY	1,621 SY
TOTAL	1,797 CY	6,909 CY	8,570 SY

PLAN ABBREVIATIONS (CONTD.)

ABBREVIATION	DESCRIPTION
PL.	PLACE
PCB	PORTABLE CONCRETE BARRIER
PG	PROFILE GRADE
PGL	PROFILE GRADE LINE
PL OR ℄	PROPERTY LINE
PROP.	PROPOSED
QL	(SUE) QUALITY LEVEL
RAD.	RADIUS
REF.	REFERENCE
REINF.	REINFORCED
RMVD.	REMOVED
RES.	RESIDENTIAL
RD.	ROAD
RCP	ROCK CHANNEL PROTECTION
RNDG.	ROUNDING
RTG	RECONSTRUCTED TO GRADE
SAN.	SANITARY
SEC.	SECTION
SHT.	SHEET
SHLDR.	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SE	SOUTHEAST
SR	STATE ROUTE
SW	SOUTHWEST
SQ FT	SQUARE FEET
SQ YD	SQUARE YARD
STD.	STANDARD
STA.	STATION
ST.	STREET
STM	STORM
STRUCT.	STRUCTURE
TELE.	TELEPHONE
TEMP.	TEMPORARY
TBR	TO BE REMOVED
TBRR	TO BE REMOVED AND RELOCATED
TR	TO REMAIN
TOT.	TOTAL
TWP.	TOWNSHIP
TYP.	TYPICAL
US	UNITED STATES ROUTE
VAR.	VARIABLE/VARIES
VC	VERTICAL CURVE
V.C.	VERTICAL CLEARANCE
Vdes	DESIGN SPEED
WM	WATER MAIN
WV	WATER VALVE
WB	WESTBOUND

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	892 CY
659, REPAIR SEEDING AND MULCHING	416 SY
659, INTER-SEEDING	416 SY
659, COMMERCIAL FERTILIZER	2 TONS
659, LIME	2 ACRES
659, WATER	45 MGAL
659, MOWING	19 MSF

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

GENERAL NOTES

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.13 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: GN001 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:12:51 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR\618134\00-Engineering\Roadway\Sheets\118070_GN001.dgn

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE).

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS).

   IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.

4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

   PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO C&MS 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

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

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS CARRIED TO THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING 5 HOURS

ADJACENT PROJECT COORDINATION

THE FOLLOWING PROJECTS ARE WITHIN OR ADJACENT TO THE WORK LIMITS OR DETOUR ROUTES OF THIS PROJECT. CONTRACTOR TO COORDINATE WITH ODOT DISTRICT 7 PRIOR TO PERFORMING ADJACENT WORK OR DETOURS TO CONFIRM TIMING AND SCOPE OF ADJACENT PROJECT WORK.

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT MISC: CONCRETE STAINED

THIS ITEM IS TO BE USED FOR THE BLISTER ISLANDS AND TRUCK APRONS AND TO BE CONSTRUCTED ACCORDING TO THE DETAILS SHEET P.106

THIS WORK SHALL CONSIST OF COLORING AND JOINTING OF CONCRETE FOR THE ROUNDABOUT INTERIOR AND EXTERIOR TRUCK APRONS.

MATERIALS:
A. CONCRETE SHALL BE IN ACCORDANCE WITH THE PLANS AND SECTION 450 OF THE ODOT STANDARD SPECIFICATIONS
B. THE CONCRETE COLOR SHALL BE EITHER "AUTUMN BROWN" AS MANUFACTURED BY BOMANITE: PHONE 303-369-1115, E-MAIL INFO@BOMANITE.COM, INTERNET WWW.BOMANITE.COM OR "MOCHA" AS MANUFACTURED BY BRICKFORM: PHONE 833-452-8567, INTERNET WWW.SOLOMONCOLORS.COM/BRICKFORM.PHP#GSC.TAB=0 OR APPROVED EQUAL.
C. COLORED CONCRETE WILL BE AN INTEGRAL COLORING APPLICATIONS, WITH COLORING ADDITIVES MIXED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. MIX UNTIL COLOR ADDITIVES ARE UNIFORMLY DISPERSED THROUGHOUT MIXTURE
D. CURING COMPOUND FOR COLORED CONCRETE: CURING COMPOUND SHALL COMPLY WITH ASTM C309 AND BE APPROVED BY COLOR ADDITIVE MANUFACTURER FOR USE WITH COLORED CONCRETE. PROVIDE A CLEAR COAT SEALER AS APPROVED BY THE ENGINEER AND AS DESCRIBED BELOW.
E. ADMIXTURES: DO NOT USE CALCIUM CHLORIDE ADMIXTURES.

CONSTRUCTION REQUIREMENTS:
A. PREPARE SUBGRADE AND INSTALL COLORED CONCRETE IN ACCORDANCE WITH THE PLANS AND SECTION 450 OF THE ODOT STANDARD SPECIFICATIONS, EXCEPT AS NOTED HEREIN.

B. SCREED CONCRETE TO THE FINISHED GRADE AND APPLY APPROVED RELEASE AGENT USING METHODS AS RECOMMENDED BY THE MANUFACTURER. TOOL THE PERIMETER EDGES FOR A CLEAN AND NEAT APPEARANCE. REMOVE THE AGENT WITH PRESSURE WASH WITHIN 24 HOURS.

C. TOOL JOINTS: FORM JOINTS AFTER INITIAL FLOATING BY GROOVING AND FINISHING EACH EDGE OF JOINT WITH GROOVING TOOL TO A 1/4-INCH RADIUS. THE TOOLED JOINTS SHOULD BE PLACED AT THE LOCATIONS THE CONTRACTION JOINTS WILL BE. REPEAT GROOVING OF TOOLED JOINTS AFTER APPLYING SURFACE FINISHES.

D. CURING: APPLY CLEAR CURING COMPOUND FOR COLORED CONCRETE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. APPLY CURING COMPOUND AT CONSISTENT TIMES FOR EACH POUR TO MAINTAIN CLOSE COLOR CONSISTENCY.

E. SAWCUT CONTRACTION JOINTS AFTER THE CONCRETE HAS CURED PER DETAILS AND LOCATIONS SHOWN IN SCD BP-2.2. SAWCUTS WILL BE MADE ALONG THE TOOLED JOINTS.

F. SEALER: SEAL THE CONCRETE PER C&MS 512.03 AND AS DESCRIBED AS FOLLOWS. SEAL THE CONCRETE AFTER THE CONCRETE CURES WITH A CLEAR SEALER APPROVED BY THE ENGINEER. THE SEALER SHALL PROVIDE A SKID RESISTANT SURFACE.

THE CONTRACTOR SHALL PROVIDE AT LEAST ONE FIELD SAMPLE OF THE SPECIFIED COLOR, PATTERN, TEXTURE AND SEALANT TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF THIS WORK. THE TEST PANEL(S) SHALL BE CONSTRUCTED IN A LOCATION SELECTED BY THE PROJECT ENGINEER. AS MANY TEST PANELS WILL BE CONSTRUCTED AS ARE NECESSARY TO PRODUCE SAMPLE PANELS THAT MEET THE APPROVAL OF THE ENGINEER. THE SAMPLE WORK SHALL BE 5' BY 5' IN SIZE AND SHALL BE CONSTRUCTED USING THE SAME TECHNIQUES AND MATERIALS THAT WILL BE USED FOR THE FINAL CONSTRUCTION OF THE FINAL SURFACE. THE TEST PANEL(S) CANNOT BE INCORPORATED INTO THE FINAL WORK AND SHALL BE DISPOSED OF AT THE DIRECTION OF THE ENGINEER.

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT MISC: CONCRETE STAINED (CONTD.)

ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS STATED ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT MISC.: CONCRETE STAINED.

ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN

THIS WORK SHALL CONSIST OF PLACING ROCK IN THE ROUNDABOUT CENTER CIRCLE IN ACCORDANCE WITH C&MS 601.09 AND AS DESCRIBED BELOW.

THE CONTRACTOR SHALL PLACE THE MATERIAL TO ENSURE A UNIFORM SURFACE. PLACE OR CHOKE MATERIAL TO ELIMINATE ANY PROJECTIONS GREATER THAN 4 INCHES ABOVE THE SURFACE. THE MATERIAL SHALL BE PLACED AT A DEPTH OF 18 INCHES.

THE ROCK MATERIAL SHALL BE TAN AND GRAY BLENDED COLOR AS PROVIDED BY THE COMPANIES BELOW OR APPROVED EQUAL. PROVIDE SAMPLES OF THE ROCK TO THE ENGINEER FOR APPROVAL PRIOR TO PLACING IN THE CENTER CIRCLE.

CF POEPPLEMAN, INC.
4755 OH-721
BRADFORD, OH 45308
937-448-2191, INFO@CFPOEPPELMAN.COM

WALLS MATERIALS, A JURGENSEN COMPANY
3495 HOLLANSBURG-SAMPSON RD
GREENVILLE, OH 45331
937-996-0007

ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE WORK ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN.

ITEM 202 - REMOVAL MISC.: LICENSE PLATE READER

CONTRACTOR SHALL TEMPORARILY REMOVE EXISTING LICENSE PLATE READER AND RELOCATE TO A LOCATION TO BE DETERMINED BY THE ENGINEER AND MIAMI COUNTY SHERIFF'S OFFICE. CONTRACTOR SHALL CONTACT MIAMI COUNTY SHERIFF'S OFFICE A MINIMUM OF 72 HOURS PRIOR TO THE PLANNED REMOVAL OF THE LICENSE PLATE READER TO COORDINATE A FIELD MEETING TO DETERMINE THE TEMPORARY LOCATION. AFTER WORK IS COMPLETED, LICENSE PLATE READER SHALL BE REINSTALLED WITHIN 25-FEET OF EXISTING LOCATION, AS APPROVED BY THE ENGINEER AND MIAMI COUNTY SHERIFF'S OFFICE. ALL MATERIALS, LABOR, AND EQUIPMENT REQUIRED TO COMPLETE THE WORK AS DESCRIBED IN THIS NOTE SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 202 REMOVAL MISC.: LICENSE PLATE READER.

MIAMI COUNTY SHERIFF'S OFFICE
(937) 440-3524

GENERAL NOTES

MIA/DAR-36/721-22.56
MODEL: GN001 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:12:52 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070_GN001.dgn

DESIGN AGENCY
B&N
burgessniple.com
DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.14 TOTAL P.142

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS DO NOT INDICATE SPECIFIC LOCATIONS AND DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05.

PROTECTION OF DRINKING WATER RESOURCES

BEST CONSTRUCTION PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. IDLE EQUIPMENT, PETROCHEMICALS, AND TOXIC/HAZARDOUS MATERIALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES OR STREAMS. REFUELING SHALL NOT BE UNDERTAKEN NEAR DRAINAGE WAYS, DITCHES OR STREAMS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE LOCAL FIRE DEPARTMENT (911), LOCAL EMERGENCY COORDINATOR (DARKE: 937-548-2020; MIAMI: 937-339-6400) AND THE OEPA (1-800-282-9378) MUST BE CONTACTED WITHIN 30 MINUTES OF KNOWLEDGE OF THE RELEASE.

COORDINATION WITH BRADFORD EXEMPTED VILLAGE SCHOOL DISTRICT

AT LEAST TWO WEEKS PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY BRADFORD EXEMPTED VILLAGE SCHOOL DISTRICT (JOE HURST AT 937-4448-2770, EXTENSION 1115 AND JHURST@BRADFORD.K12.OH.US) OF THE ANTICIPATED SCHEDULE AND DURATION OF ROAD CLOSURES. IF SIGNIFICANT CHANGES TO MAINTENANCE OF TRAFFIC OCCUR DURING CONSTRUCTION, THE CONTRACTOR SHALL INFORM BRADFORD EXEMPTED VILLAGE SCHOOL DISTRICT OF THE NECESSARY CHANGES, SO THAT APPROPRIATE NOTIFICATIONS CAN BE MADE.

IF POSSIBLE, THE CONTRACTOR SHALL LIMIT THE CLOSURE OF THE SOUTH LEG OF THE INTERSECTION TO THE SUMMER MONTHS (JUNE THROUGH EARLY AUGUST), WHEN SCHOOL IS NOT IN SESSION.

ORPHAN UNDERGROUND STORAGE TANKS

ENVIRONMENTAL STUDIES HAVE INDICATED THE POTENTIAL PRESENCE OF ORPHAN UNDERGROUND STORAGE TANKS (USTS) WITHIN THE PROPOSED CONSTRUCTION LIMITS ADJACENT TO THE GREENVILLE NATIONAL BANK PROPERTY AT 11929 US-36. THE TANKS ARE ASSUMED TO BE TWO 500-GALLON TANKS.

THE CONTRACTOR SHALL REMOVE ANY ORPHAN USTS IN ACCORDANCE WITH ODOT CMS 202.08 AND PROVIDE AT LEAST TWO (2) COPIES OF THE CLOSURE REPORT TO THE ENGINEER, ONE FOR SUBMITTAL TO THE BUREAU OF UNDERGROUND STORAGE TANKS REGULATIONS (BUSTR) AND THE SECOND FOR ODOT'S RECORDS.

ALL COSTS AND WORK ASSOCIATED WITH THE COMPLIANCE OF THE AFOREMENTIONED RULES OR REGULATIONS SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM SPECIAL - REGULATED UNDERGROUND STORAGE TANK REMOVAL. UNDERGROUND STORAGE TANKS AND CONTENTS SHALL BE REMOVED IN THEIR ENTIRETY, AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF BY HIM. IF ANY CONTAMINATED WATER OR SOIL DISPOSAL OR REMEDIATION IS REQUIRED AS A RESULT OF THE UNDERGROUND STORAGE TANK REMOVAL, THEN THESE ITEMS OR WORK SHALL BE HANDLED UNDER OTHER ITEMS IN THE CONTRACT.

ITEM SPECIAL - REGULATED UNDERGROUND STORAGE TANK REMOVAL 2 EACH

REVIEWER NOTES:
GEOTECH ENGINEER HAD LATE COMMENT TO ADD SPECIAL BENCHING ANYWHERE EXISTING SLOPES ARE STEEPER THAN 8:1 PER ODOT GDM SECTION 108. THIS WILL BE CHECKED AND ADDED AT FINAL TRACINGS.

ENVIRONMENTAL COMMITMENT NOTES WERE ADDED AFTER FINAL REVIEW. QUANTITIES WILL BE ADDED/VERIFIED AND CARRIED TO THE GENERAL SUMMARY PRIOR TO FINAL TRACINGS.

PETROLEUM CONTAMINATED SOILS

BASED ON THE HISTORY OF AUTOMOTIVE FILLING IN THE PROJECT AREA AND THE FACT THAT DEEP EXCAVATION FOR PIPE REPLACEMENT WILL BE REQUIRED, PETROLEUM CONTAMINATED SOILS MAY BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES ADJACENT TO THE GREENVILLE NATIONAL BANK PROPERTY AT 11929 US-36.

THE CONTRACTOR SHALL MANAGE THIS MATERIAL ACCORDING TO THE FOLLOWING NOTES:

ALL MATERIAL EXCAVATED BY THE CONTRACTOR MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL IN A LINED AND COVERED ROLL-OFF BOX. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL ON AN IMPERMEABLE MEMBRANE. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOILS FROM COMING IN CONTACT WITH THE ORIGINAL SOILS. AN IMPERMEABLE MEMBRANE SHALL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR SURFACE RUN-OFF. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED CONTAMINATED MATERIAL INTO TRUCKS.

THIS MATERIAL SHALL BE PROPERLY TESTED, TRANSPORTED, AND DISPOSED OF IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) SOLID WASTE FACILITY. IF REQUIRED BY THE SOLID WASTE FACILITY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING SAMPLING AND ANALYSIS OF THIS MATERIAL.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY HANDLE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT, AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS, APPROVALS, OR FEES WITHIN THE LIMITS IDENTIFIED ABOVE. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID PER TON. THE BASIS FOR CONVERSION FROM TONS TO CUBIC YARDS IS 1.5 TON/CUBIC YARD. THE FOLLOWING ESTIMATED CONTINGENCY QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM SPECIAL 690E65016 - WORK INVOLVING PETROLEUM CONTAMINATED SOIL ### TON

GENERAL NOTES

MIA/DAR-36/721-22.56
MODEL: GN001 PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 8:02:28 PM USER: soroka
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DESIGN AGENCY
B&N
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DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.15 TOTAL P.142

REF NO.	SHEET NO.	STATION TO STATION			614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) EACH	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I, 6", WHITE MILE	614 WORK ZONE STOP LINE, CLASS I FT	615 ROADS FOR MAINTAINING TRAFFIC LS	622 PORTABLE BARRIER, 50" FT
ELW-1	P.24	1188+14.00	TO	1197+00.00				0.17			
CL-1	P.24	1188+14.00	TO	1197+00.00			0.17				
ELW-2	P.24	1188+14.00	TO	1197+00.00				0.17			
IA	P.24	1195+94.00			1						
PCB-1	P.24	1194+94.00	TO	1197+00.00							206
ELW-1	P.25	1197+00.00	TO	1201+27.00				0.09			
CL-1	P.25	1197+00.00	TO	1201+31.00			0.09				
ELW-2	P.25	1197+00.00	TO	5+25.00				0.19			
IA	P.25	1197+00.00			1						
IA	P.25	1197+68.00			1						
PCB-2	P.25	1197+68.00	TO	5+25.00							1172
ELW-3	P.25	1+00.00	TO	5+25.00				0.09			
CL-2	P.25	0+79.00	TO	5+25.00			0.09				
ELW-2	P.26	5+25.00	TO	15+25.00				0.19			
CL-2	P.26	5+25.00	TO	15+25.00			0.19				
ELW-3	P.26	5+25.00	TO	15+25.00				0.19			
PCB-2	P.26	5+25.00	TO	7+60.00							235
IA	P.26	7+60.00									
ELW-2	P.27	15+25.00	TO	15+53.00				0.01			
CL-2	P.27	15+25.00	TO	15+53.00			0.01				
ELW-3	P.27	15+25.00	TO	15+53.00				0.01			
ELW-1	P.30	1195+40.00	TO	1197+00.00				0.04			
CL-1	P.30	1195+40.00	TO	1197+00.00			0.04				
ELW-2	P.30	1196+43.00	TO	1197+00.00				0.02			
ELW-1	P.31	1197+00.00	TO	5+25.00				0.19			
CL-1	P.31	1197+00.00	TO	5+25.00			0.19				
ELW-2	P.31	1197+00.00	TO	5+25.00				0.19			
IA	P.31	1197+59.00			1						
PCB-1	P.31	1197+59.00	TO	1199+64.00							205
IA	P.31	1199+64.00			1						
IA	P.31	1197+79.00			1						
PCB-3	P.31	1197+59.00	TO	1+30.00							546
IA	P.31	1200+63.00			1						
PCB-2	P.31	1200+73.00	TO	3+03.00							418
IA	P.31	1+30.00			1						
IA	P.31	3+03.00			1						
PCB-4	P.31	153+94.00	TO	154+33.00							50
IA	P.31	154+33.00			1						
CL-2	P.31	154+87.00	TO	157+00.00			0.05				
ELW-4	P.31	154+87.00	TO	157+00.00				0.05			
ELW-3	P.31	154+51.00	TO	157+00.00				0.05			
ELW-2	P.32	5+25.00	TO	8+00.00				0.06			
ELW-3	P.32	5+25.00	TO	8+00.00				0.06			
CL-1	P.32	5+25.00	TO	8+00.00			0.05				
ELW-3	P.35	157+00.00	TO	164+78.00				0.15			
ELW-4	P.35	157+00.00	TO	160+97.00				0.08			
CL-2	P.35	157+00.00	TO	160+97.00			0.08				
TOTALS CARRIED TO GENERAL SUMMARY					10		0.96	2.00			2832

MAINTENANCE OF TRAFFIC SUBSUMMARY

MIA/DAR-36/721-22.56

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DESIGNER RML
REVIEWER HLM 04-01-26
PROJECT ID 118070
SHEET P.16 TOTAL P.142

MAINTENANCE OF TRAFFIC SUBSUMMARY

REF NO.	SHEET NO.	STATION TO STATION			614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) EACH	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I, 6", WHITE MILE	614 WORK ZONE STOP LINE, CLASS I FT	615 ROADS FOR MAINTAINING TRAFFIC LS	622 PORTABLE BARRIER, 50" FT
ELW-1	P.36	1197+00.00	TO	157+00.00				0.27			
CL-1	P.36	1197+00.00	TO	1201+59.00			0.09				
CL-1	P.36	0+41.00	TO	5+25.00			0.09				
ELW-2	P.36	1197+00.00	TO	5+25.00				0.19			
IA	P.36	1197+38.00			1						
PCB-1	P.36	1197+38.00	TO	1199+47.00							209
IA	P.36	1199+47.00			1						
IA	P.36	1197+60.00			1						
PCB-3	P.36	1197+60.00	TO	1+30.00							545
ELW-3	P.36	157+00.00	TO	5+25.00				0.28			
IA	P.36	1+21.00			1						
PCB-4	P.36	1+21.00	TO	3+19.00							300
IA	P.36	1+30.00			1						
IA	P.36	3+19.00			1						
SL-1	P.36	153+10.00							16.00		
CL-2	P.36	153+10.00	TO	157+00.00			0.07				
ELW-1	P.37	157+00.00	TO	164+06.00				0.13			
CL-2	P.37	157+00.00	TO	164+06.00			0.13				
ELW-3	P.37	157+00.00	TO	164+06.00				0.13			
ELW-1	P.38	1197+00.00	TO	157+00.00				0.19			
ELW-2	P.38	1197+00.00	TO	5+25.00				0.19			
CL-1	P.38	1197+00.00	TO	1201+36.00			0.08				
CL-1	P.38	0+84.00	TO	5+25.00			0.08				
IA	P.38	1197+38.00			1						
PCB-1	P.38	1197+38.00	TO	1199+66.00							234
IA	P.38	1199+66.00			1						
IA	P.38	1197+60.00			1						
PCB-2	P.38	1197+60.00	TO	1+30.00							545
IA	P.38	1+30.00			1						
IA	P.38	1200+64.00			1						
PCB-5	P.38	1200+64.00	TO	153+81.00							175
IA	P.38	153+81.00			1						
ELW-3	P.38	157+00.00	TO	5+25.00				0.16			
IA	P.38	1+40.00			1						
PCB-3	P.38	1+40.00	TO	3+15.00							174
IA	P.38	3+15.00			1						
SL-1	P.38	153+10.00							55.00		
CL-2	P.38	153+10.00	TO	157+00.00							390
CL-2	P.39	157+00.00	TO	163+12.00			0.12				
ELW-3	P.39	157+00.00	TO	163+12.00				0.12			
	PHASE 1	1190+19.00	TO	14+13.00		532.00				LS	
	PHASE 2A	1196+50.00	TO	7+60.00		3559				LS	
	PHASE 2B	153+58.00	TO	154+05.00		72.00				LS	
	PHASE 3	BEGIN PROJECT	TO	END PROJECT							
TOTALS CARRIED TO GENERAL SUMMARY					14	4163	0.67	1.67	71	LS	2572

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DESIGNER
RML

REVIEWER
HLM 04-01-26

PROJECT ID
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SHEET P.17 | TOTAL P.142

MIA/DAR-36/721-22.56

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MAINTENANCE OF TRAFFIC NOTES

ITEM 614, MAINTAINING TRAFFIC - SEQUENCE OF CONSTRUCTION

PHASE 1

PHASE 1 SHALL CONSTRUCT THE SOUTHERN HALF OF THE ROUNDABOUT. DURING THIS PHASE, US 36 SHALL BE SHIFTED NORTH FROM STA. 1188 +14 THROUGH STA. 16 +46 TO ALLOW THE CONSTRUCTION OF SOUTHERN HALF OF ROUNDABOUT FROM STA. 1196 +12 THROUGH STA. 7 +60. US 36 SHALL MAINTAIN ONE-LANE ACCESS EACH WAY THROUGH INTERSECTION, HOWEVER, LANES SHALL BE RESTRICTED TO 11'. THIS PHASE WILL ELIMINATE THE USE OF SR 721 SOUTH OF THE INTERSECTION FROM STATION 147+23 TO STATION 153+15. TRAFFIC SHALL FOLLOW APPLICABLE DETOUR PLAN. SR 721 FROM THE NORTH WILL MAINTAIN ACCESS TO US 36 AND TRAFFIC SHALL MAINTAIN ACCESS TO SHELL GAS STATION AND GNB BANK.

PHASE 2

PHASE 2A SHALL CONSTRUCT THE EAST SIDE OF THE NORTHERN STRETCH OF SR 721. PHASE 2A SHALL ALSO CONSTRUCT THE DRIVEWAY TO SHELL FROM SR 721. US 36 SHALL BE SHIFTED TO THE SOUTH MAINTAINING ONE LANE ACCESS BOTH DIRECTIONS WITH 11' LANES FROM STA. 1195+39 THROUGH STA. 8+00. THIS PHASE SHALL PROHIBIT THE USE OF SR 721 FROM BOTH DIRECTIONS IN THIS PROJECT AREA. TRAFFIC SHALL FOLLOW APPLICABLE DETOUR PLAN. SR 721 SHALL REMAIN OPEN NORTH OF STA. 155+20. TRAFFIC SHALL MAINTAIN ACCESS TO GNB BANK FROM BOTH SR 721 AND US 36. TRAFFIC FROM US 36 SHALL MAINTAIN ACCESS TO SHELL. TRAFFIC FROM SR 721 SHALL HAVE ACCESS TO SHELL THROUGH A PART WIDTH CONSTRUCTION AND ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TIME RESTRICTION
SR-721 N SHALL BE CLOSED AND DETOURED FOR NO MORE THAN 30 DAYS FOR PHASE 2A. THE CONTRACTOR SHALL COMPLETE THIS PHASE OF WORK WITHIN THE 30-DAY CLOSURE PERIOD.

PHASE 2B SHALL CONSTRUCT THE WEST SIDE OF SR 721 FROM STA. 155+20 THROUGH STA. 160+95. SR 721 NORTH OF THE INTERSECTION SHALL BE SHIFTED TO THE EAST FROM US 36 THROUGH STA. 164+06. SR 721 TRAFFIC SHALL HAVE ACCESS TO GNB BANK AND SHELL GAS STATION. US 36 SHALL MAINTAIN SAME ACCESS TO THE SHELL GAS STATION AS PHASE 2A. SR 721 WILL BE CLOSED FROM STA. 147+23 TO STATION 153+15. ACCESS TO SR 721 SOUTH OF THE INTERSECTION WILL BE VIA DETOUR ONLY.

PHASE 2C SHALL CONSTRUCT THE NORTHERN HALF OF US 36 FROM STA. 1197+38 THROUGH SR 721. PHASE 2C SHALL ALSO CONSTRUCT THE EAST SIDE OF SR 721 NORTH OF US 36 THROUGH STA. 160+92. NB SR 721 SHALL BE SHIFTED WEST FROM US 36 THROUGH STA. 167+00. TRAFFIC SHALL ACCESS GNB BANK THROUGH US 36 ENTRANCE AS ACCESS TO GNB BANK FROM SR 721 WILL BE CLOSED THROUGH THIS PHASE. ACCESS TO SHELL THROUGH SR 721 ENTRANCE WILL BE MAINTAINED. TRAFFIC FROM US 36 SHALL HAVE ACCESS TO SHELL THROUGH A PART WIDTH CONSTRUCTION AND ACCESS SHALL BE MAINTAINED AT ALL TIMES. SR 721 WILL REMAIN CLOSED FROM STATION 147+23 TO STATION 153+15. ACCESS TO SR 721 SOUTH OF THE INTERSECTION WILL BE VIA DETOUR ONLY.

PHASE 3

PHASE 3 SHALL CONSTRUCT THE NORTHERN HALF OF THE CENTER ROUNDABOUT MEDIAN, LAY DOWN THE FINAL ASPHALT SURFACE COURSE, AND CONSTRUCT CURBS AND PAVEMENT MARKINGS THROUGHOUT ROUNDABOUT. THE INTERSECTION OF US 36 AND SR 721 SHALL BE FULLY CLOSED AND DETOURED FOR THE DURATION OF PHASE 3.

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

ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)

EXCEPT AS NOTED IN SEQUENCE OF CONSTRUCTION ABOVE, A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC.

DUST CONTROL

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

ITEM 616,	WATER	2 M. GAL.

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 (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
ROAD	> 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

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

ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN TRAFFIC SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

- SR 721 JUST SOUTH OF US 36
- SR 721 JUST NORTH OF STA. 147+00
- SR 721 JUST NORTH OF US 36
- SR 721 JUST NORTH OF STA. 154+00

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN IN THE MOT PLANS OR AT THE REQUEST OF THE ENGINEER

ITEM 614, DETOUR PLAN

THE PAYMENT FOR ALL DETOUR SIGNS SHOWN IN DETOUR PLAN SHEETS AND WITHIN THE MAINTENANCE OF TRAFFIC PLAN SHEETS SHALL BE MADE AT THE LUMP SUM AMOUNT OF ITEM 614, DETOUR SIGNING, AND SHALL INCLUDE THE COST OF PLACING THE SIGNS, HARDWARE, AND SUPPORTS, COVERING, IF NEEDED, AND REMOVAL. THE CONTRACTOR SHALL COVER ALL CONFLICTING EXISTING WAYFINDING SIGNS DURING THE RESPECTIVE DETOURS.

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATION SHOW ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING. PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING SITE.

PADDLE OF INTERMITTENT TYPE GLARE SCREEN SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER. FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 6 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED 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.

EARTHWORK FOR MAINTAINING TRAFFIC

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

EXCAVATION FOR MAINTAINING TRAFFIC	1030 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC	2305 CU. YD.

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

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

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

PROPOSAL NOTE 124, A+B BIDDING CONTRACT TABLE

ALL WORK (WITH THE EXCEPTION OF FINAL LIGHT POLE INSTALLATION) SHALL BE COMPLETED BY THE INTERIM COMPLETION DATE OF 9/15/27. THE INTENT IS TO INSTALL THE LIGHTING AS SOON AS FEASIBLE. A DISINCENTIVE PER CMS TABLE 108.07-1 SHALL BE ASSESSED FOR EACH DAY OF WORK BEYOND THE INTERIM COMPLETION DAY.

CONTRACT SEGMENT - LOCATION OF CRITICAL WORK	MINIMUM DAYS	MAXIMUM DAYS	INCENTIVE/ DISINCENTIVE $ PER DAY	MAXIMUM INCENTIVE
ALL WORK REQUIRING DETOUR - PLAN PHASES 1-3	85	100	$5,000	$60,000

PHASE 3 CLOSURE:
MAXIMUM OF 7 DAYS TO COMPLETE SPLITTER & CENTER ISLAND INCLUDING FINAL PAVING & SAFETY ITEMS INSTALLED (WITHIN A+B DAYS BID).

DISINCENTIVE OF $7,500 FOR CLOSURE THAT EXTENDS BEYOND 7 DAYS.

SEEDING & MULCHING MAY OCCUR OUTSIDE A+B TABLE TIMEFRAMES.

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WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.

6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
    A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
    B. DAILY TTC SETUP AND REMOVAL.
    C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
    D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
    E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
    F. ALL OTHER EMERGENCY TTC NEEDS.
12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

WORKSITE TRAFFIC SUPERVISOR (CONT)

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

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.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

DELINEATION OF PORTABLE AND PERMANENT BARRIER (CONT)

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

ITEM 614,	BARRIER REFLECTOR, TYPE 1 (TWO-WAY)	111 EACH
ITEM 614,	OBJECT MARKER, 2-WAY	111 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) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET P.23 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 8 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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

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

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

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

ITEM 614,	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN, ASSUMING 2 PCMS SIGN(S) FOR 1 MONTH(S)	2 SIGN MONTH

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER RML
REVIEWER HLM 04-01-26
PROJECT ID 118070
SHEET P.19 TOTAL P.142

MIA/DAR-36/721-22.56

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*IT**EM 614, BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN***

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH FLUORESCENT ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT-105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90° TO THE DIRECTION OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614-BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC SUBSUMMARY FOR THIS ITEM.

ITEM 614,	*BUSINESS ENTRANCE SIGN*	*2 EACH*

MAINTENANCE OF TRAFFIC NOTES

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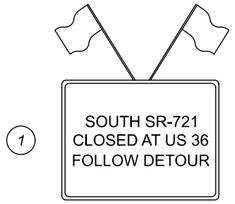
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
RML

REVIEWER
HLM 04-01-26

PROJECT ID
118070



1 — *SPECIAL 48" X 48"*

2 — *M3-3-36 M1-5-36-3 M4-9R-48-MOD*

3 — *M3-3-36 M1-5-36-3 M4-9R-48*

4 — *M3-3-36 M1-5-36-3 M4-9L-48-MOD*

5 — *M3-3-36 M1-5-36-3 M4-9L-48*

6 — *M4-8-30 M3-3-36 M1-5-36-3 M6-3-30*

7 — *M4-8a-24*

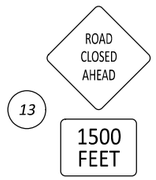
8 — *M3-3-36 M1-5-36-3 M4-9R-48-MOD*

9 — *M3-3-36 M1-5-36-3 M4-9R-48*

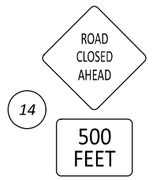
10 — *M3-3-36 M1-5-36-3 M4-9L-48-MOD*

11 — *M3-3-36 M1-5-36-3 M4-9L-48*

12 — *M4-8-30 M3-1-36 M1-5-36-3 M6-3-30*



13 — *W20-3-48 W16-2P-30*



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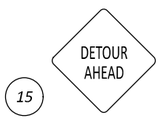
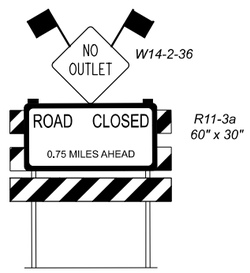


15 — *W20-2-36*



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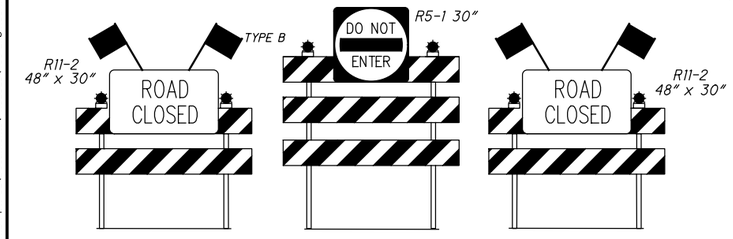
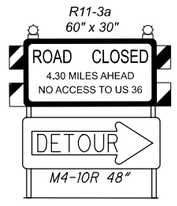


10' TYPE III BARRICADES (SOLID ACROSS STREET) PER MT-101.60

B

C



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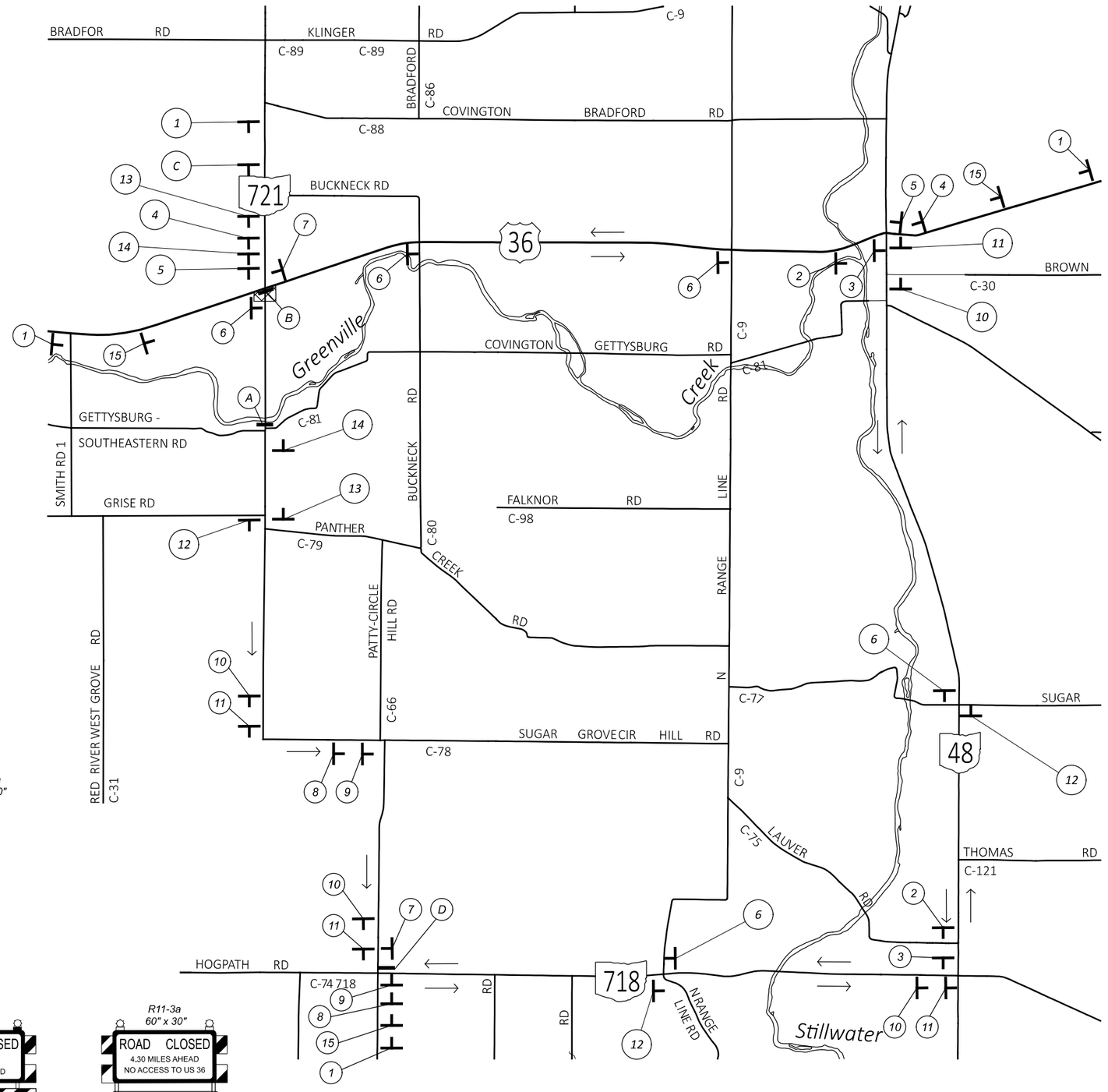

MAINTENANCE OF TRAFFIC
DETOUR PLAN PHASE 1, 2B, &2C

MIA/DAR-36/721-22.56

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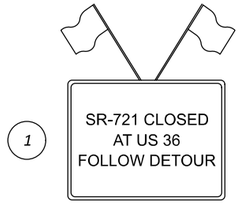
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER RML
REVIEWER DWO 04-01-26
PROJECT ID 118070
SHEET P.21 TOTAL P.142



1 — SPECIAL
48" X 48"

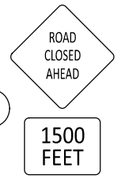
2 — M3-1-36
M1-5-36-3
M4-9R-48-MOD

3 — M3-1-36
M1-5-36-3
M4-9R-48

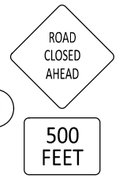
4 — M3-1-36
M1-5-36-3
M4-9L-48-MOD

5 — M3-1-36
M1-5-36-3
M4-9L-48

6 — M4-8-30
M3-1-36
M1-5-36-3
M6-3-30



7 — W20-3-48
W16-2P-30



8 — W20-3-48
W16-2P-30

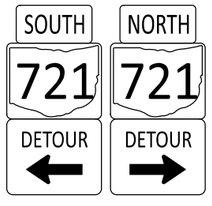
9 — M3-3-36
M1-5-36-3
M4-9L-48-MOD

10 — M3-3-36
M1-5-36-3
M4-9L-48

11 — M4-8-30
M3-3-36
M1-5-36-3
M6-3-30

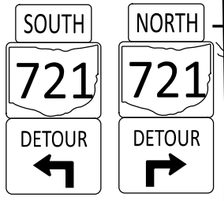
12 — M3-3-36
M1-5-36-3
M4-9R-48-MOD

13 — M3-3-36
M1-5-36-3
M4-9R-48

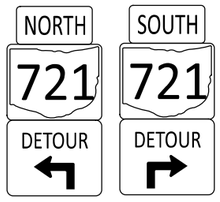


14 — M3-3-36
M1-5-36-3
M4-9L-48
M3-1-36
M1-5-36-3
M4-9R-48

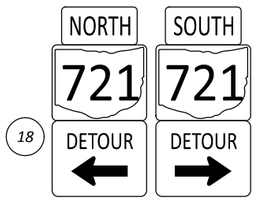
15 — M4-8-30
M1-5-36-3
M6-3-30



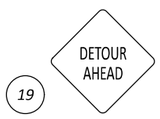
16 — M3-3-36
M1-5-36-3
M4-9L-48-MOD
M3-1-36
M1-5-36-3
M4-9R-48-MOD



17 — M3-1-36
M1-5-36-3
M4-9L-48-MOD
M3-3-36
M1-5-36-3
M4-9R-48-MOD



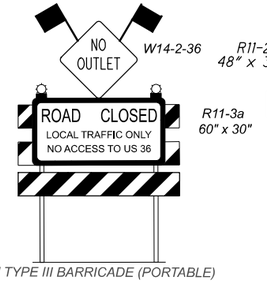
18 — M3-1-36
M1-5-36-3
M4-9L-48
M3-3-36
M1-5-36-3
M4-9R-48



19 — W20-2-36

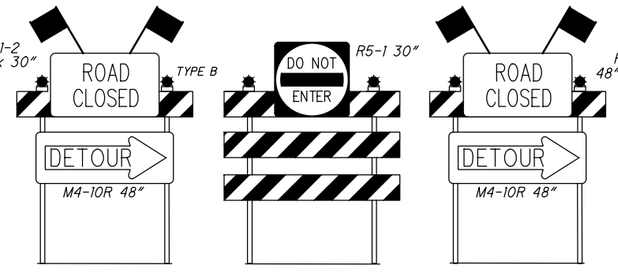
20 — M3-3-36
M1-5-36-3
M4-8a-24

21 — M3-1-36
M1-5-36-3
M4-8a-24



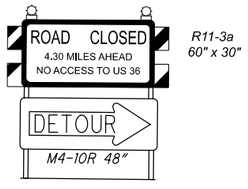
6' TYPE III BARRICADE (PORTABLE)

A



10' TYPE III BARRICADES (SOLID ACROSS STREET)
PER MT-101.60

B



6' TYPE III BARRICADE (PORTABLE)

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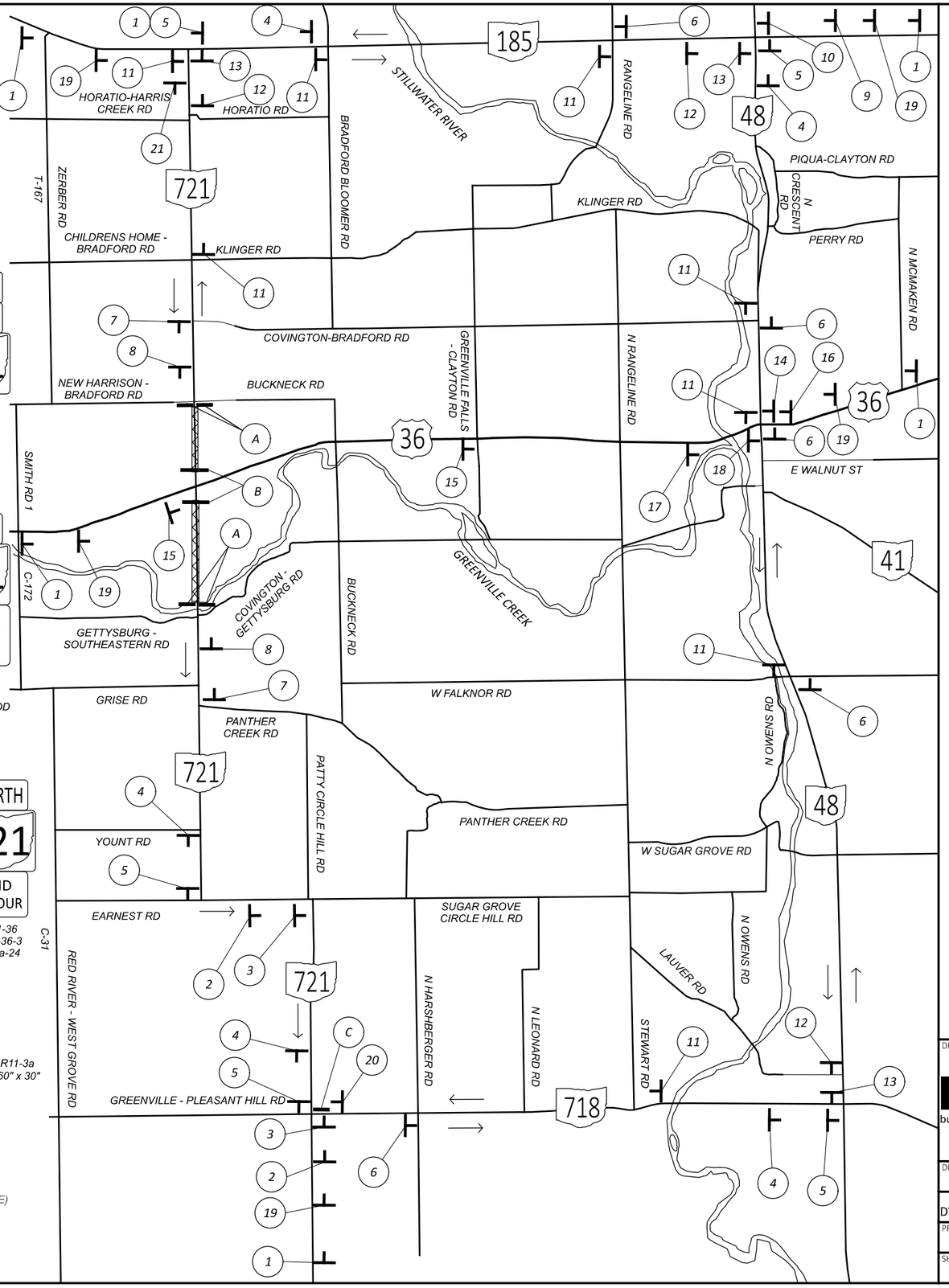

MAINTENANCE OF TRAFFIC
DETOUR PLAN - PHASE 2A

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
RML

REVIEWER
DWO 04-01-26

PROJECT ID
118070

SHEET P.22 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - Plan 8 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:13:46 AM USER: sosko
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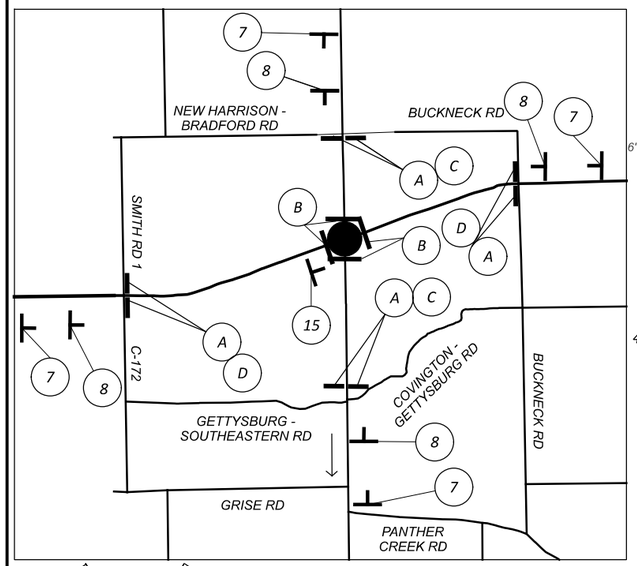
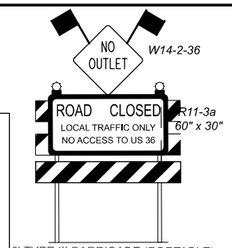
INSET A





6' TYPE III BARRICADE (PORTABLE)

A

PCMS

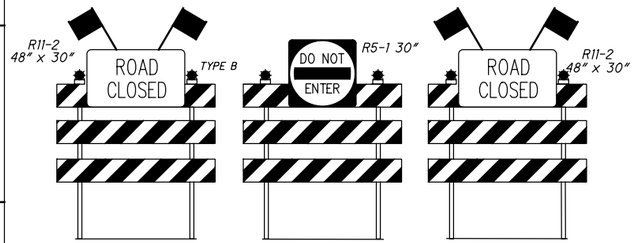
C

PLACE 2 WEEKS AHEAD OF CLOSURE

PCMS

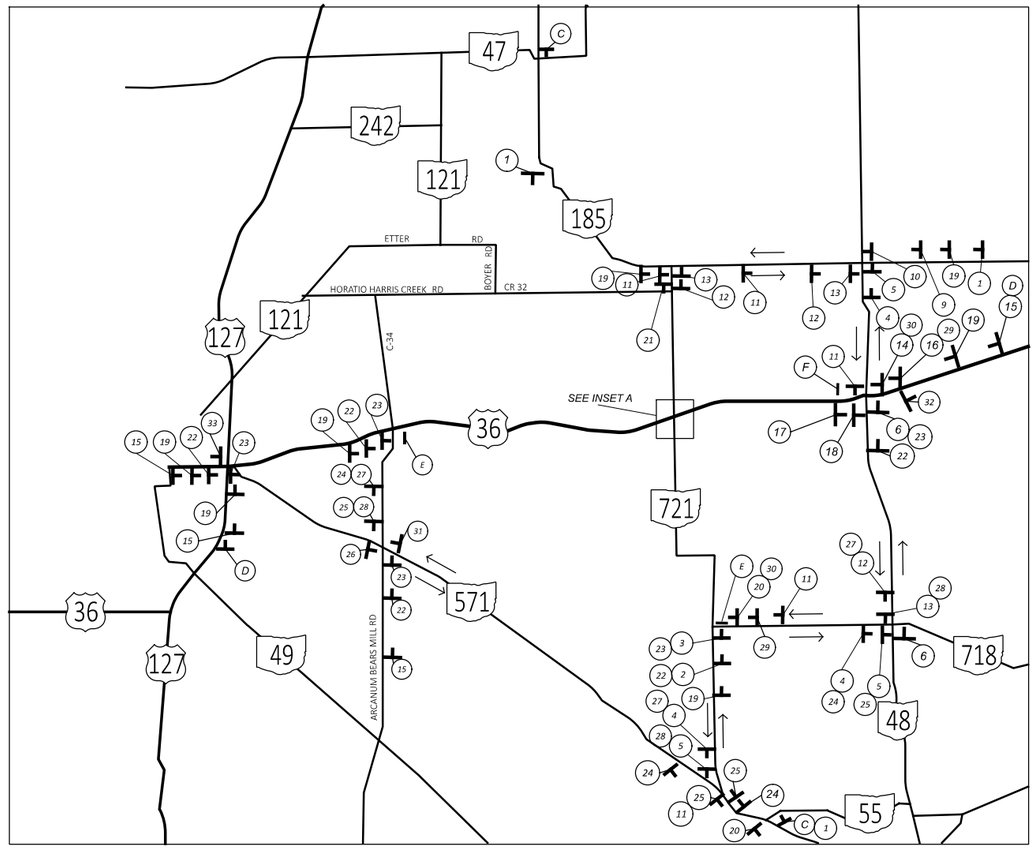
D

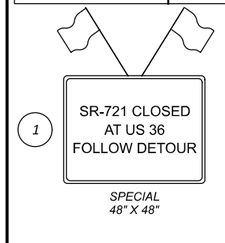
PLACE 2 WEEKS AHEAD OF CLOSURE



10' TYPE III BARRICADES (SOLID ACROSS STREET)
PER MT-101.60

B



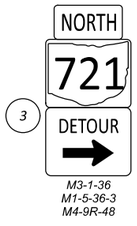


1

SPECIAL
48" X 48"

2

M3-1-36
M1-5-36-3
M4-9R-48-MOD



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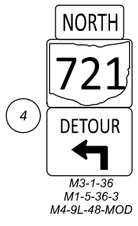
M3-1-36
M1-5-36-3
M4-9R-48



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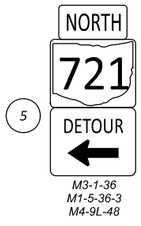
M3-1-36
M1-5-36-3
M4-9L-48-MOD



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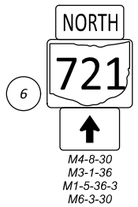
M3-1-36
M1-5-36-3
M4-9L-48



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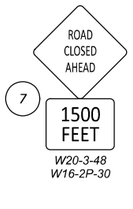
M4-8-30
M3-1-36
M1-5-36-3
M6-3-30



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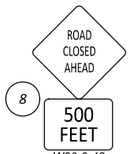
W20-3-48
W16-2P-30

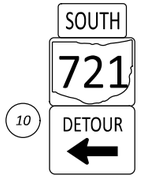


8

W20-3-48
W16-2P-30

9

M3-3-36
M1-5-36-3
M4-9L-48-MOD



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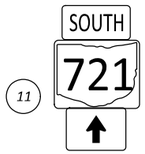
M3-3-36
M1-5-36-3
M4-9L-48



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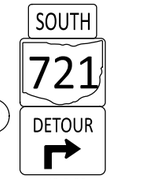
M4-8-30
M3-3-36
M1-5-36-3
M6-3-30



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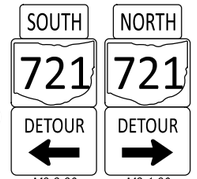
M3-3-36
M1-5-36-3
M4-9R-48-MOD

13

M3-3-36
M1-5-36-3
M4-9R-48



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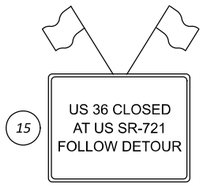
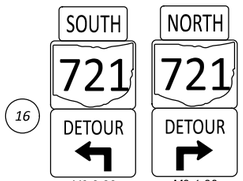
M3-3-36
M1-5-36-3
M4-9L-48

M3-1-36
M1-5-36-3
M4-9R-48



15

SPECIAL
48" X 48"



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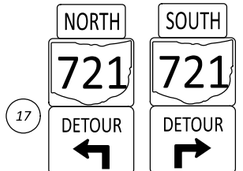
M3-3-36
M1-5-36-3
M4-9L-48-MOD

M3-1-36
M1-5-36-3
M4-9R-48-MOD



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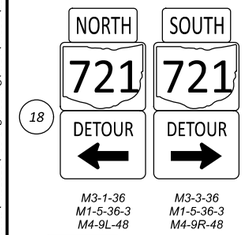
M3-1-36
M1-5-36-3
M4-9L-48-MOD

M3-3-36
M1-5-36-3
M4-9R-48-MOD



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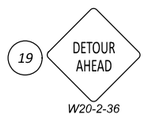
M3-1-36
M1-5-36-3
M4-9L-48

M3-3-36
M1-5-36-3
M4-9R-48



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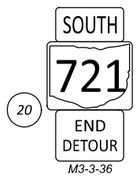
W20-2-36



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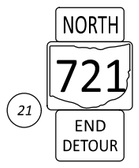
M3-3-36
M1-5-36-3
M4-8a-24



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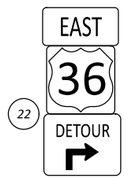
M3-1-36
M1-5-36-3
M4-8a-24



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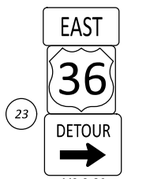
M3-2-36
M1-4-36-2
M4-9R-48-MOD



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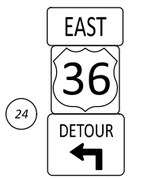
M3-2-36
M1-4-36-2
M4-9R-48



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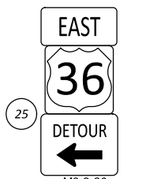
M3-2-36
M1-4-36-2
M4-9L-48-MOD



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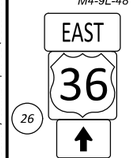
M3-2-36
M1-4-36-2
M4-9L-48



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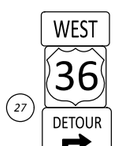
M3-2-36
M1-4-36-2
M6-3-30



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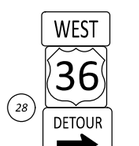
M3-4-36
M1-4-36-2
M4-9R-48-MOD



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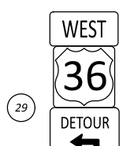
M3-4-36
M1-4-36-2
M4-9R-48



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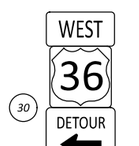
M3-4-36
M1-4-36-2
M4-9L-48-MOD



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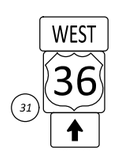
M3-4-36
M1-4-36-2
M4-9L-48



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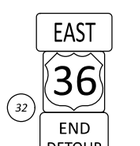
M3-4-36
M1-4-36-2
M6-3-30



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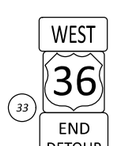
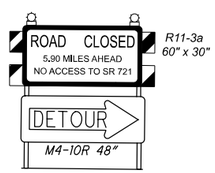
M3-2-36
M1-4-36-2
M4-8a-24



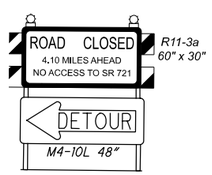
33

M3-4-36
M1-4-36-2
M4-8a-24



6' TYPE III BARRICADE (PORTABLE)

E



6' TYPE III BARRICADE (PORTABLE)

F

MAINTENANCE OF TRAFFIC
DETOUR PLAN - PHASE 3

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - Plan 8 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:14:01 AM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
RML

REVIEWER
DWO 04-01-26

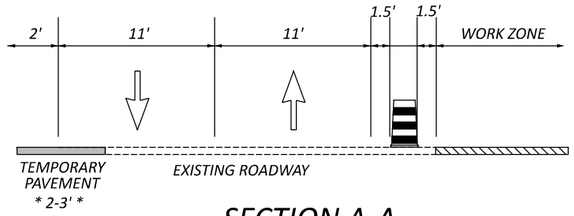
PROJECT ID
118070

SHEET P.23 | TOTAL P.142

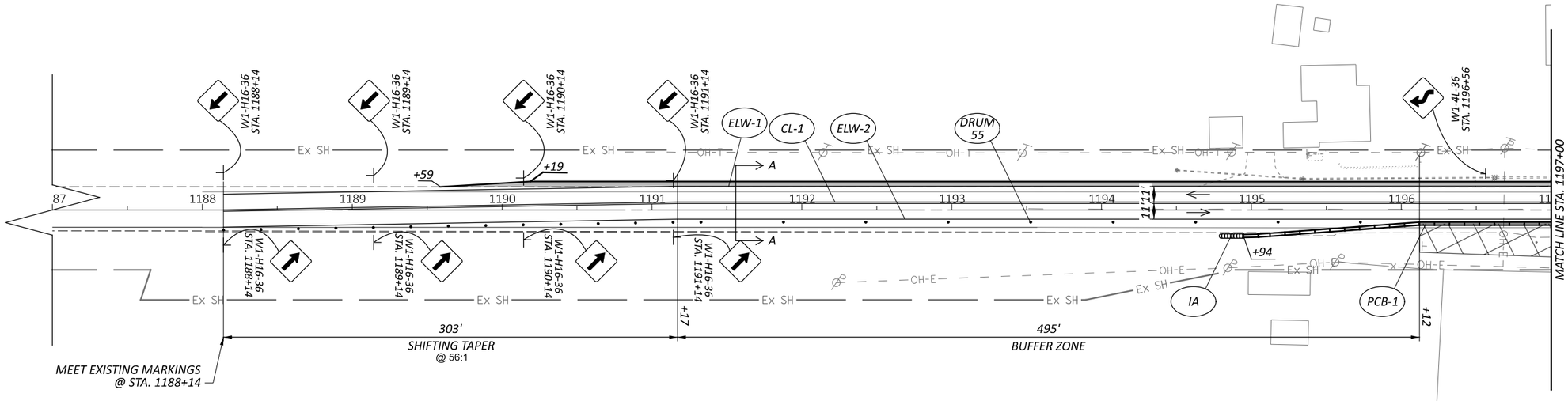
LEGEND

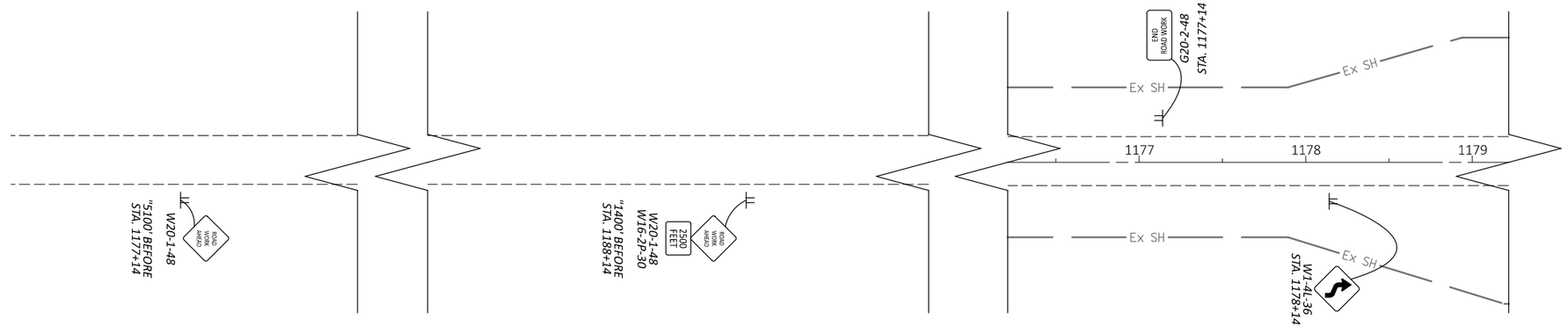
- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

CROSS REFERENCE	
SHEET NO.	**DESCRIPTION**
P.40	TEMP. US-36 PLAN & PROFILE
P.41 - P.45	TEMP. US-36 CROSS SECTIONS
P.46 - P.50	TEMP. SR-721 CROSS SECTIONS



SECTION A-A





HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 1 - U.S. 36
BEGIN WORK TO STA. 1197+00

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - Plan 1 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:14:16 AM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

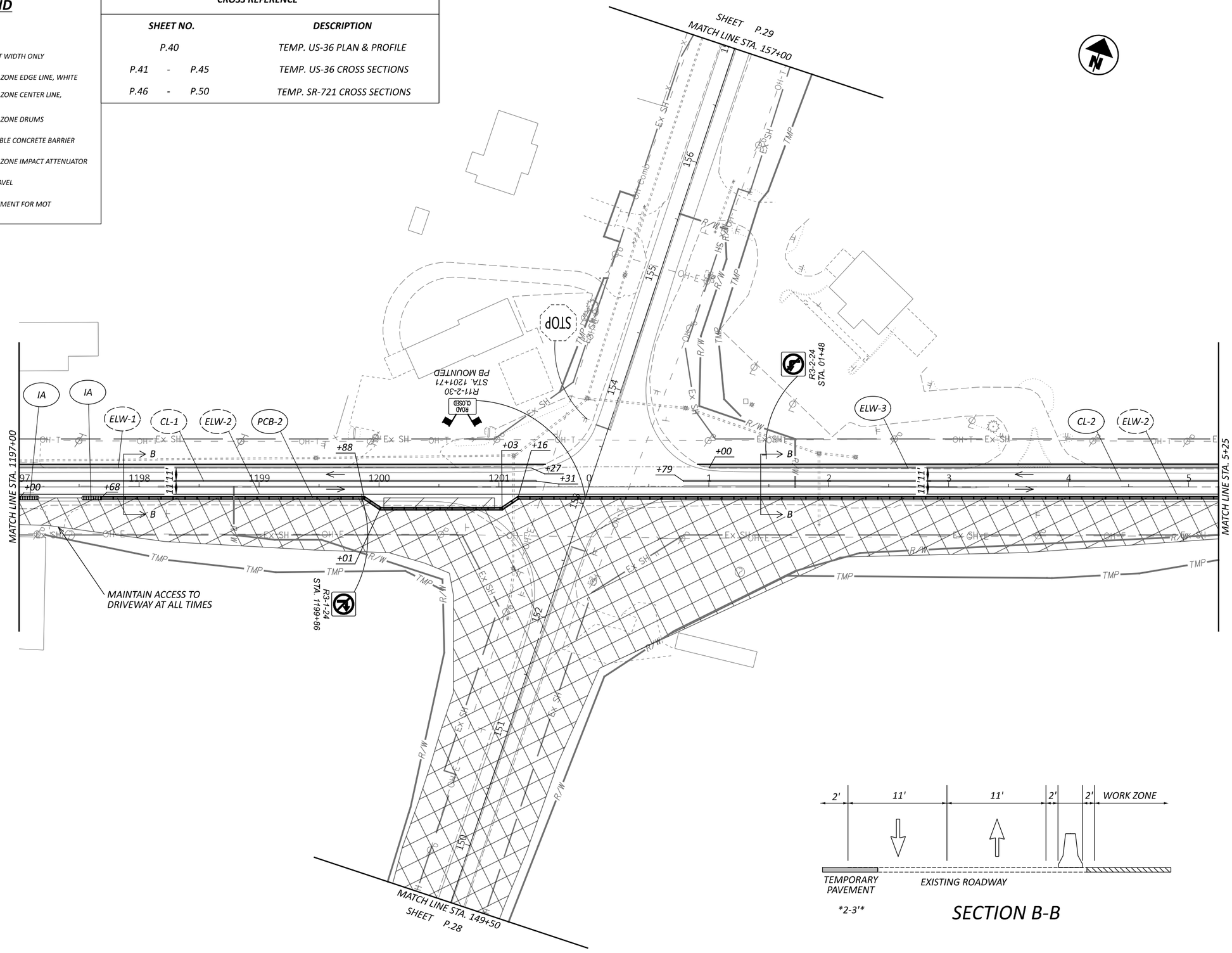
DESIGNER RML
REVIEWER DWO 04-01-26
PROJECT ID 118070
SHEET P.24 TOTAL P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

CROSS REFERENCE

SHEET NO.			DESCRIPTION
P.40			TEMP. US-36 PLAN & PROFILE
P.41	-	P.45	TEMP. US-36 CROSS SECTIONS
P.46	-	P.50	TEMP. SR-721 CROSS SECTIONS



SECTION B-B

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 1 - U.S. 36
STA. 1197+00 TO STA. 5+25

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - Plan 2 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:14:31 AM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.25
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

CROSS REFERENCE

SHEET NO.			DESCRIPTION
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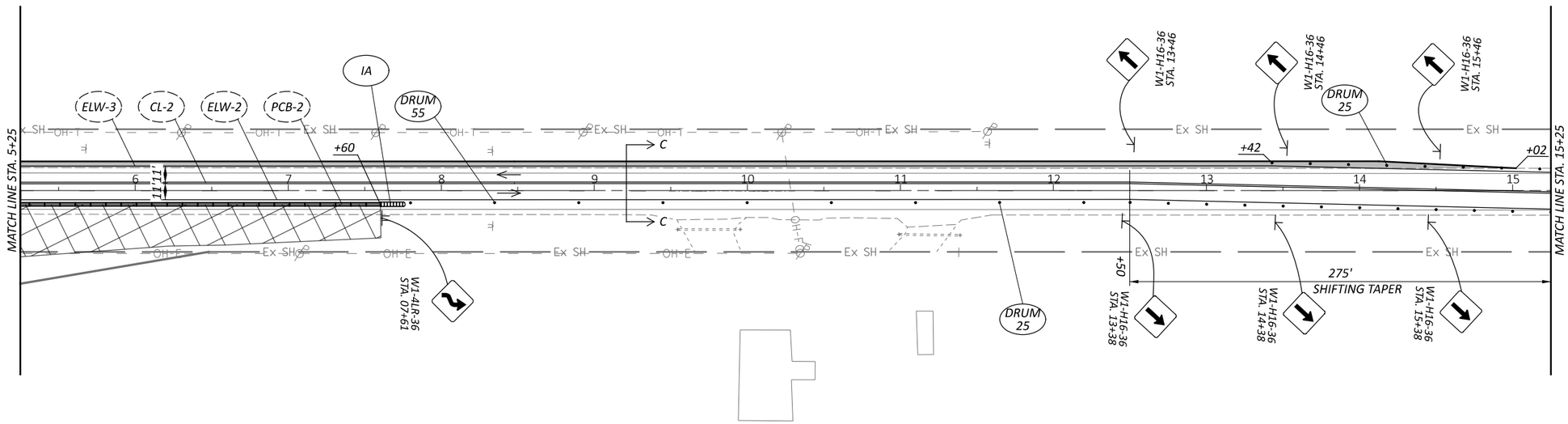
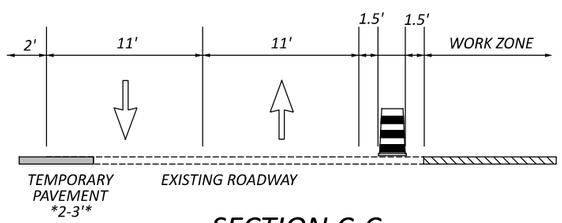
P.41	-	P.45	TEMP. US-36 CROSS SECTIONS
P.46	-	P.50	TEMP. SR-721 CROSS SECTIONS





SECTION C-C

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 1 - U.S. 36 STA. 5+25 TO STA. 15+25

DESIGN AGENCY
B&N
burgessniple.com

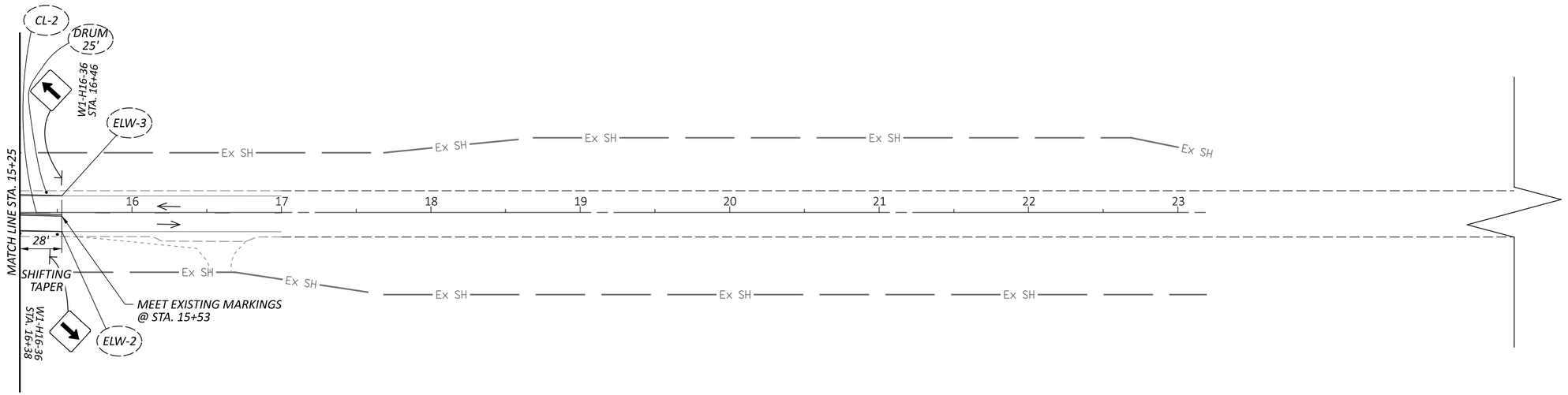
DESIGNER RML
REVIEWER DWO 04-01-26
PROJECT ID 118070
SHEET P.26 | TOTAL P.142

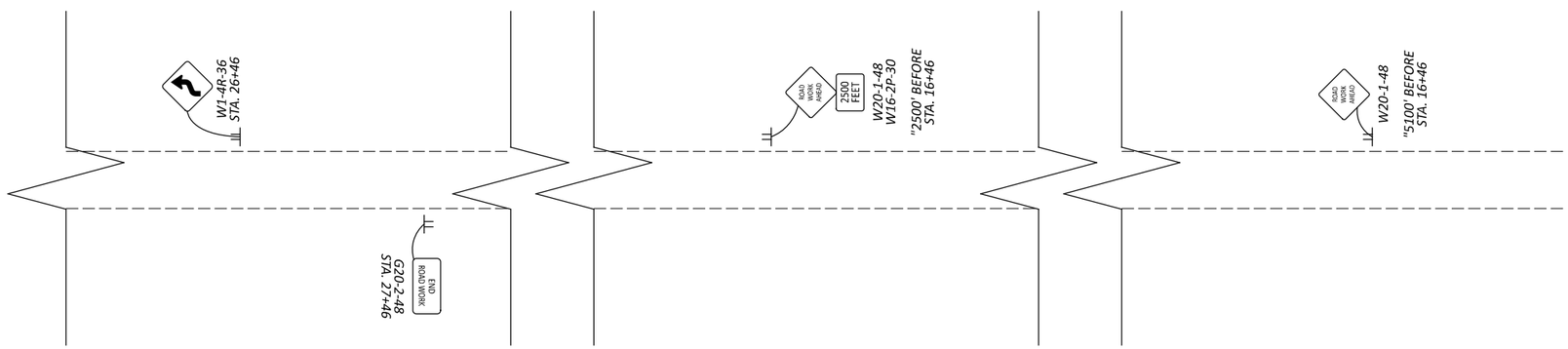
MIA-DAR-36/721-22.56

MODEL: CLX_RW_U536 - Plan 3 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:14:45 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\MOT\Sheets\118070_MP103.dgn

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT





HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 1 - US 36 STA. 15+25 TO END WORK

MIA/DAR-36/721-22.56

MODEL: CLX_RW_U536 - Plan 4 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:14:58 AM USER: sosko
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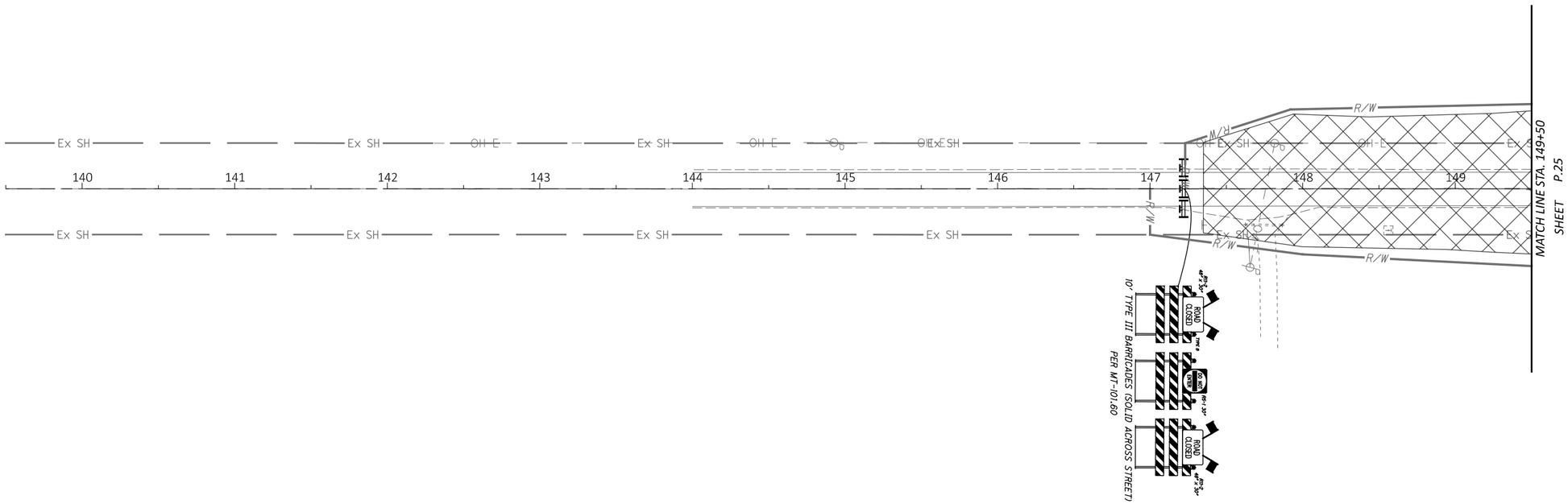
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.27
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT



HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 1 - S.R. 721
BEGIN WORK TO STA. 149+50

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - Plan 7 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:15:12 AM USER: sosko
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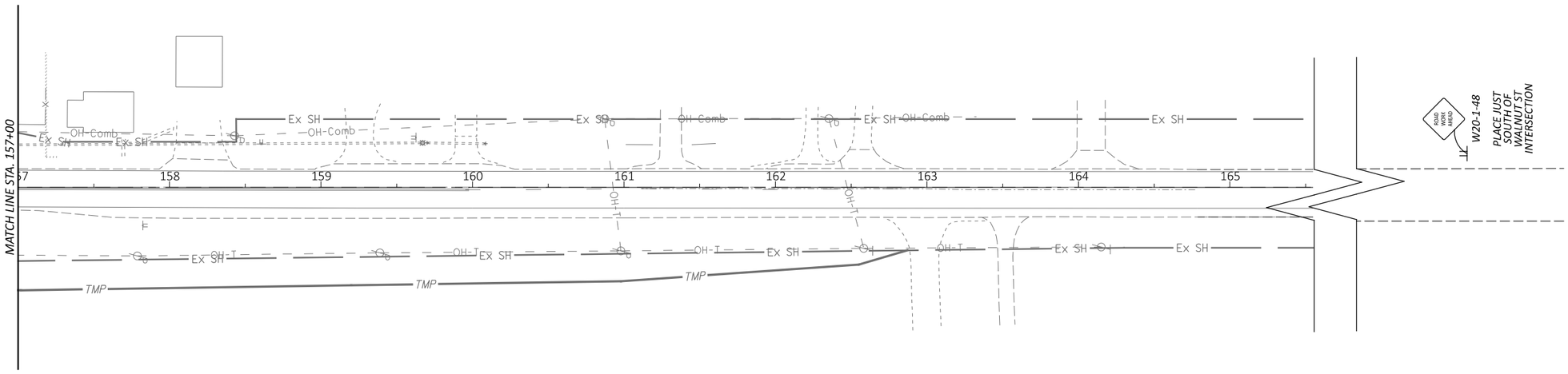
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.28
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT



HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 1 - S.R. 721 STA. 157+00 TO END WORK

DESIGN AGENCY
B&N burgessniple.com

DESIGNER: RML
REVIEWER: DWO 04-01-26
PROJECT ID: 118070
SHEET: P.29 | TOTAL: P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR722 - Plan 6 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:15:24 AM USER: sosko
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LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

CROSS REFERENCE

SHEET NO.			DESCRIPTION
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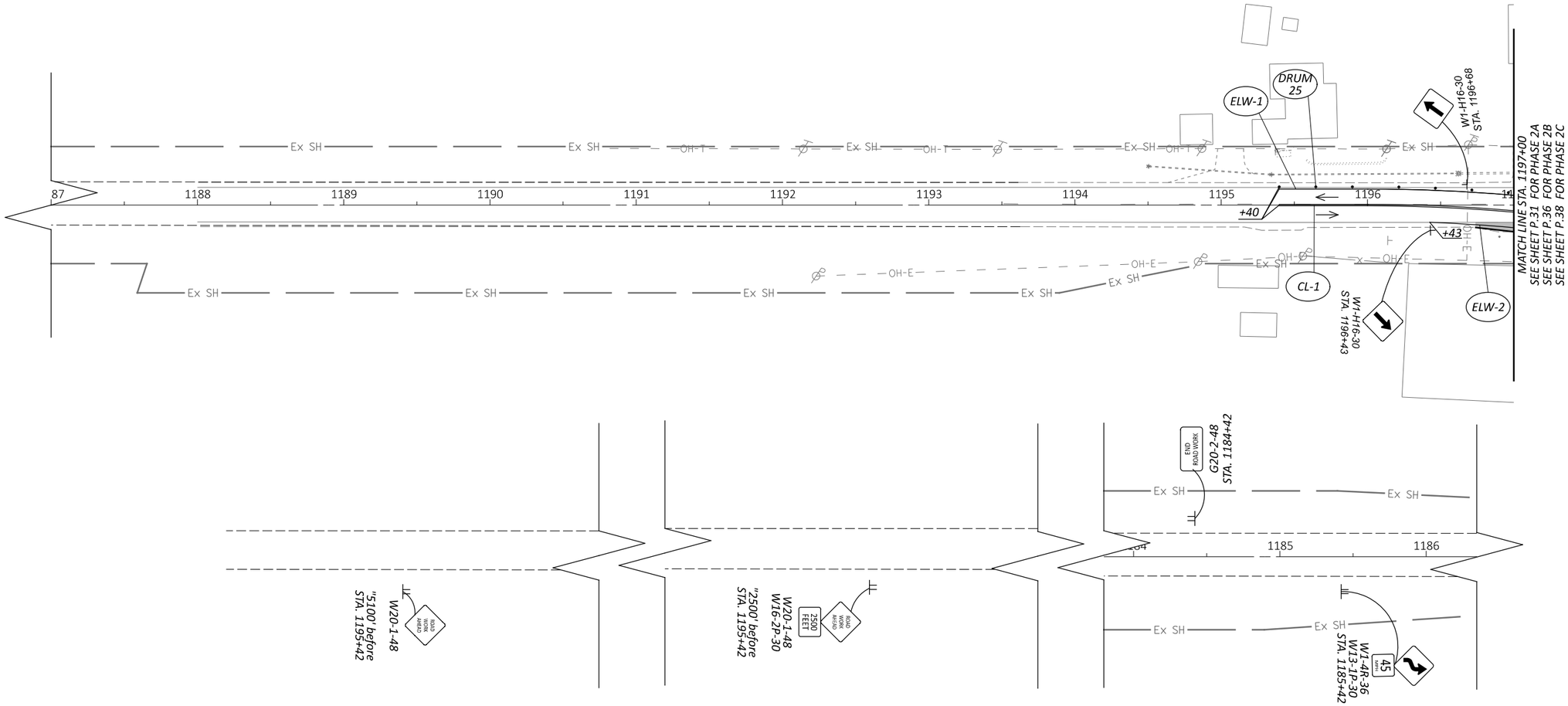
P.41	-	P.45	TEMP. US-36 CROSS SECTIONS
P.46	-	P.50	TEMP. SR-721 CROSS SECTIONS



HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2 - U.S. 36
BEGIN WORK TO STA. 1197+00

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - Plan 7 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:15:41 AM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

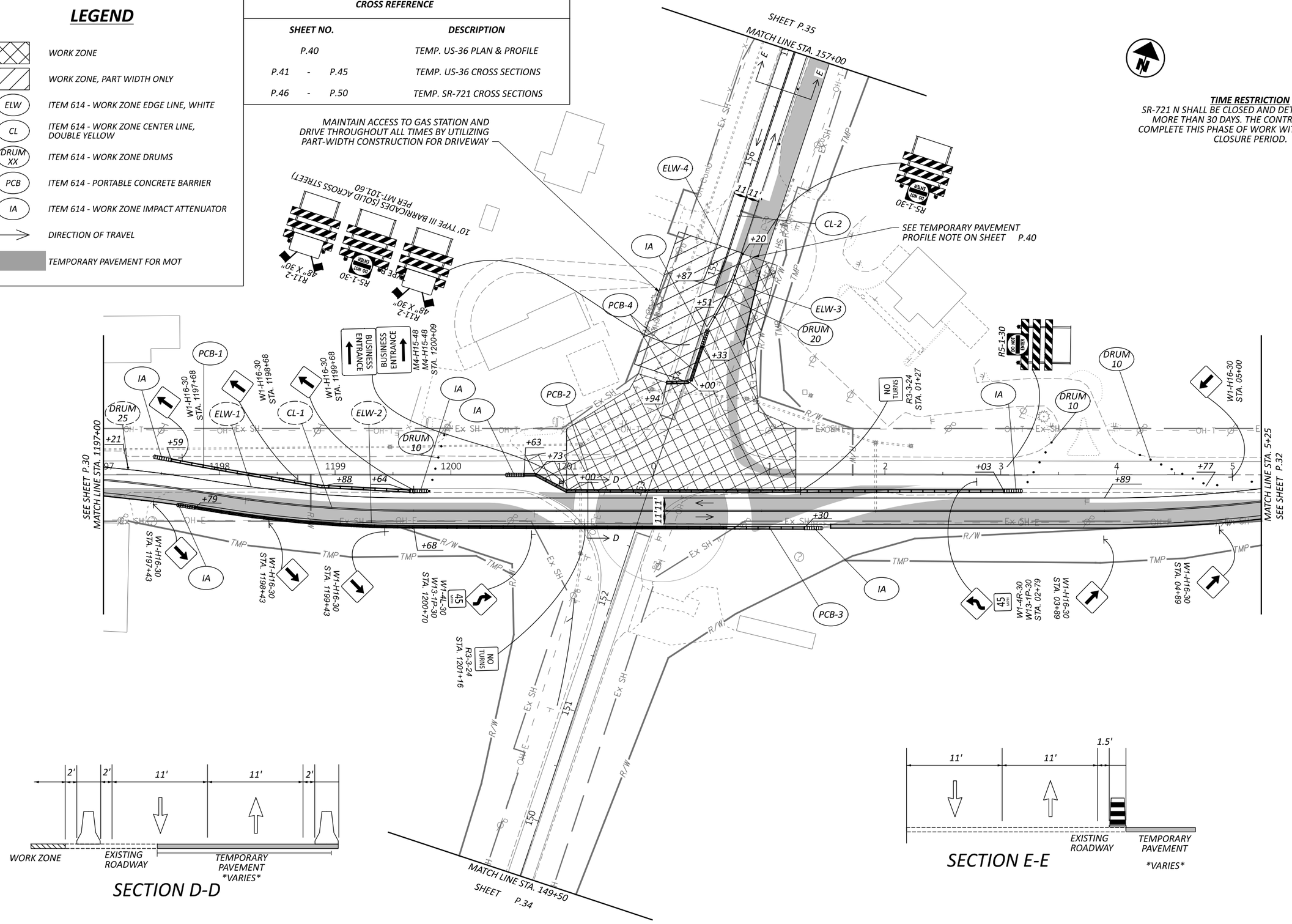
DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.30
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

CROSS REFERENCE

SHEET NO.	DESCRIPTION
P.40	TEMP. US-36 PLAN & PROFILE
P.41 - P.45	TEMP. US-36 CROSS SECTIONS
P.46 - P.50	TEMP. SR-721 CROSS SECTIONS



MAINTENANCE OF TRAFFIC PHASE 2A - U.S. 36
STA. 1197+00 TO STA. 5+25

MIA/DAR-36/721-22.56

MODEL: CLX_RW_U536 - Plan 8 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:15:56 AM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.31
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

CROSS REFERENCE

SHEET NO.			DESCRIPTION
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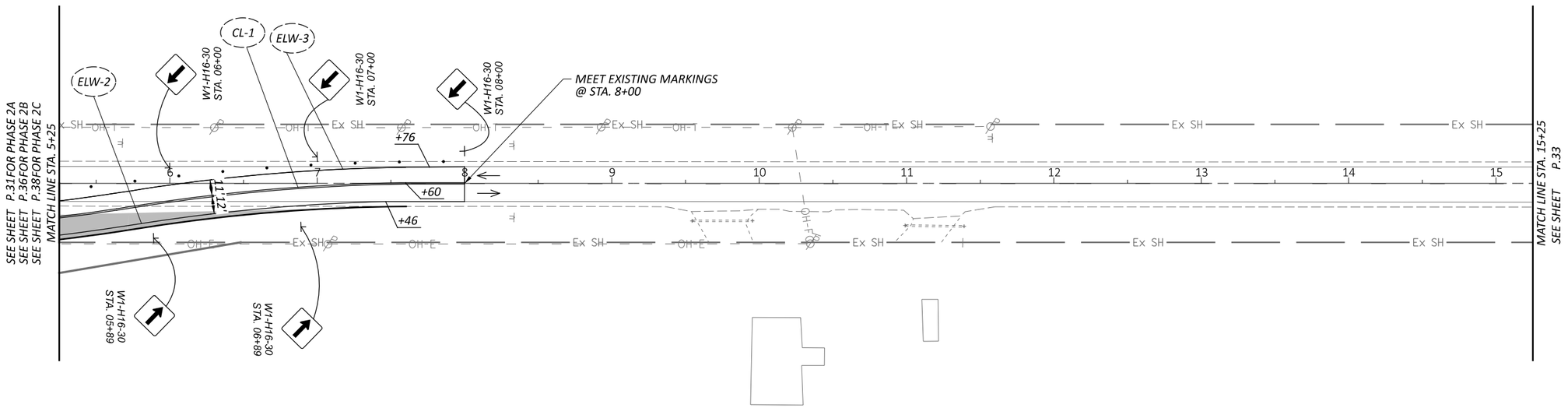
P.41	-	P.45	TEMP. US-36 CROSS SECTIONS
P.46	-	P.50	TEMP. SR-721 CROSS SECTIONS



HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2 - U.S. 36 STA. 5+25 TO STA. 15+25

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - Plan 9 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:16:10 AM USER: sosko
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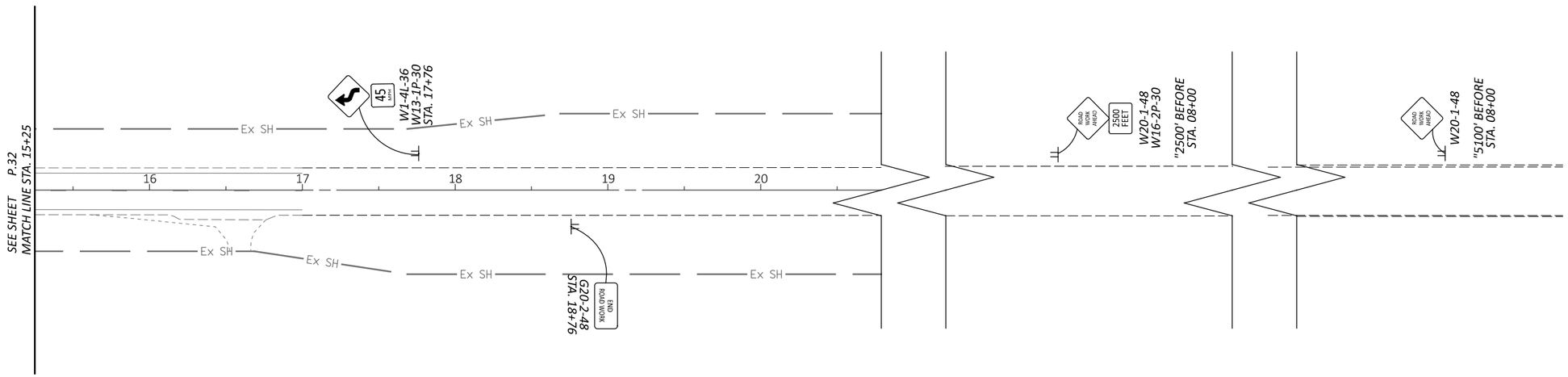
DESIGN AGENCY
B&N burgessniple.com

DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.32
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT



HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2 - U.S. 36
STA. 15+25 TO END WORK

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - Plan 10 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:16:23 AM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.33
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2 - S.R. 721
BEGIN WORK TO STA. 149+50

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - Plan 11 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:16:36 AM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

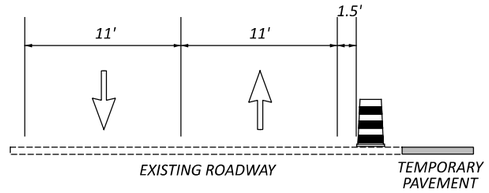
DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.34
TOTAL	P.142

LEGEND

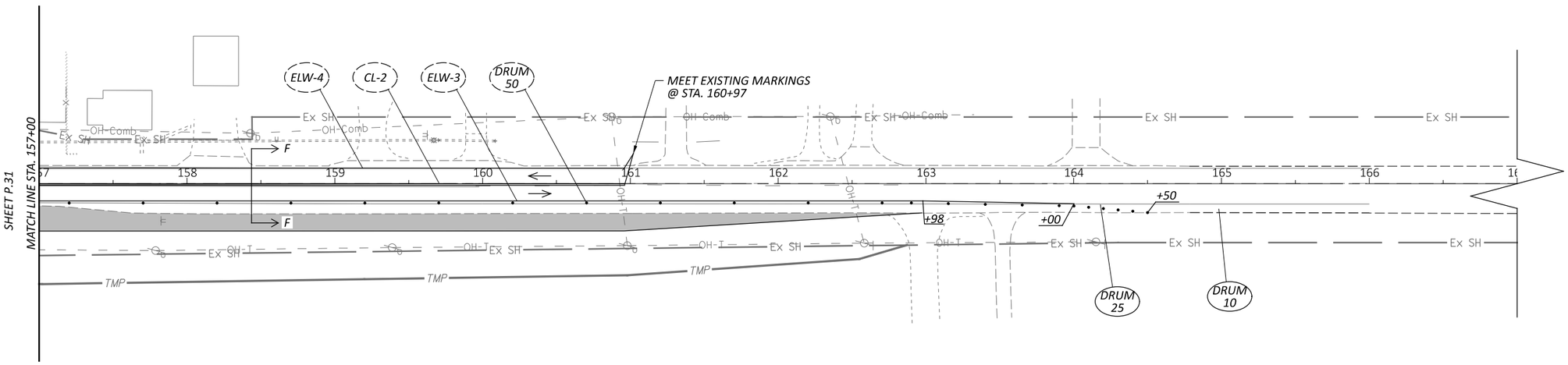
- WORK ZONE
- WORK ZONE, PART-WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

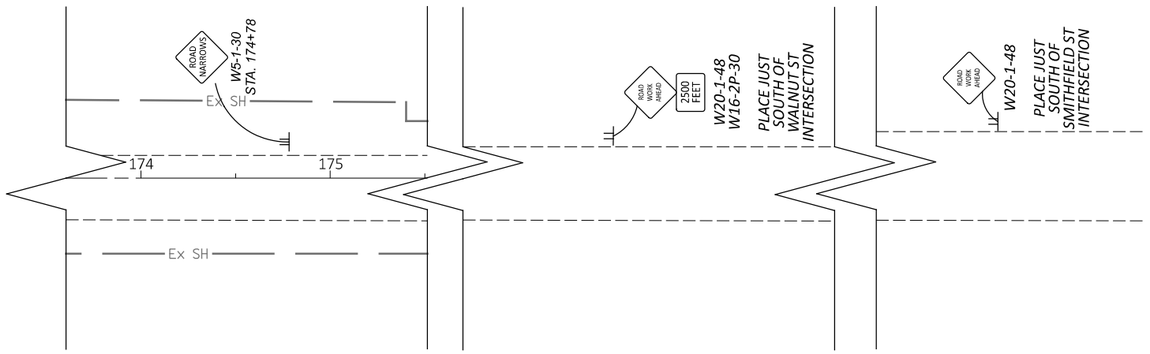
CROSS REFERENCE

SHEET NO.			DESCRIPTION
P.40			TEMP. US-36 PLAN & PROFILE
P.41	-	P.45	TEMP. US-36 CROSS SECTIONS
P.46	-	P.50	TEMP. SR-721 CROSS SECTIONS



SECTION F-F





HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2A - S.R. 721
STA. 157+00 TO STA. 167+00

DESIGN AGENCY
B&N burgessniple.com

DESIGNER RML
REVIEWER DWO 04-01-26
PROJECT ID 118070
SHEET P.35 TOTAL P.142

MIA/DAR-36/721-22.56

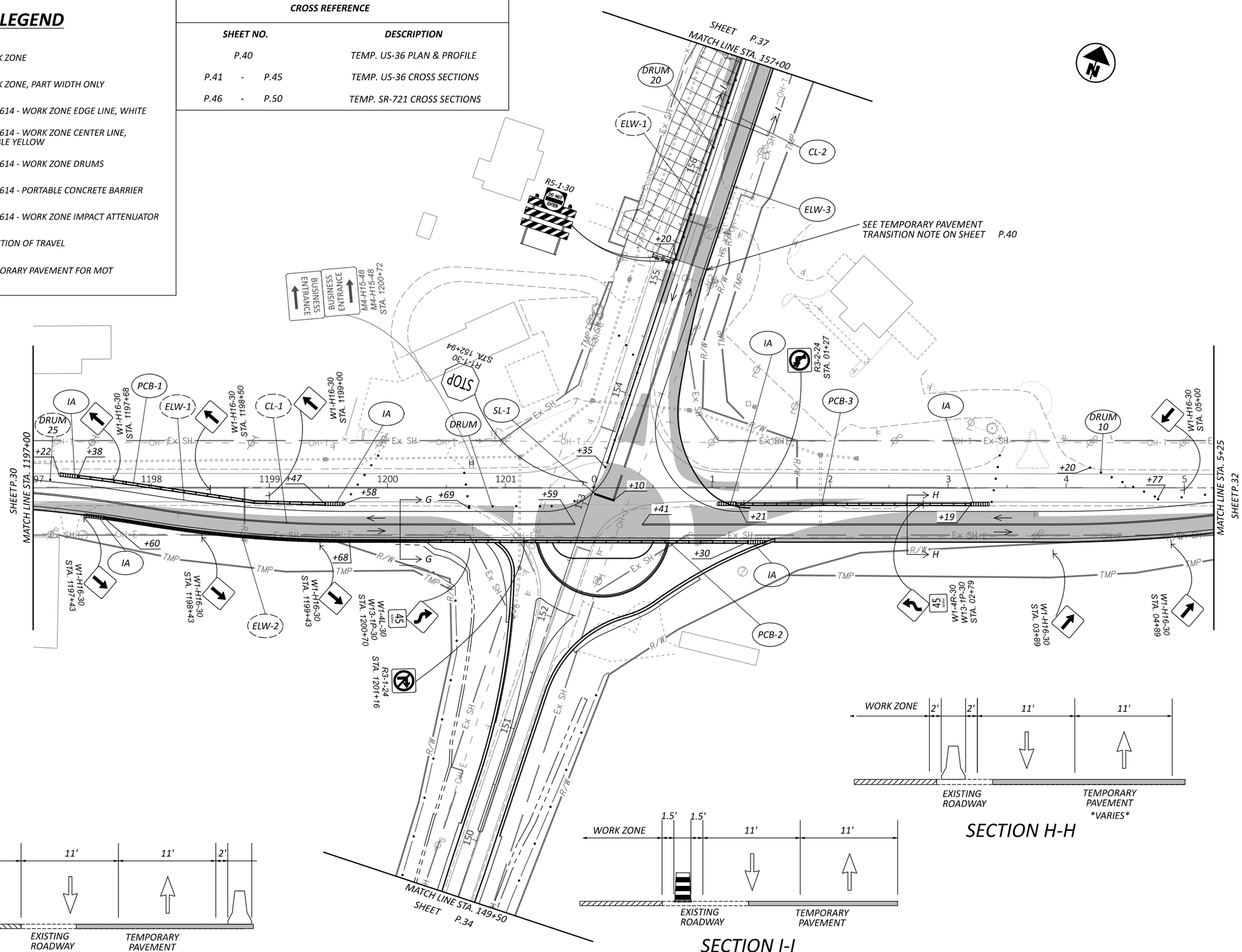
MODEL: CLX_RW_SR722 - Plan 12 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:16:49 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\MOT\Sheets\118070_MP211A.dgn

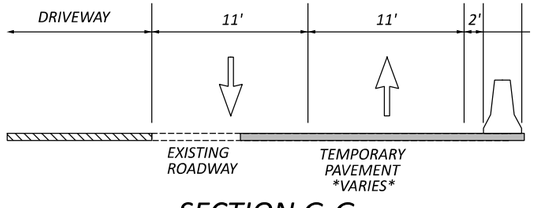
LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

CROSS REFERENCE

SHEET NO.			DESCRIPTION
P.40			TEMP. US-36 PLAN & PROFILE
P.41	-	P.45	TEMP. US-36 CROSS SECTIONS
P.46	-	P.50	TEMP. SR-721 CROSS SECTIONS





SECTION G-G

SECTION I-I

SECTION H-H

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2B - U.S. 36
STA. 1197+00 TO STA. 5+25

MIA/DAR-36/721-22.56

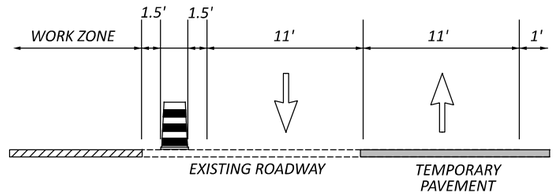
MODEL: CLX_RW_US36 - Plan 2 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:17:03 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\MOT\Sheets\118070_MP222B.dgn

DESIGN AGENCY
B&N burgessniple.com

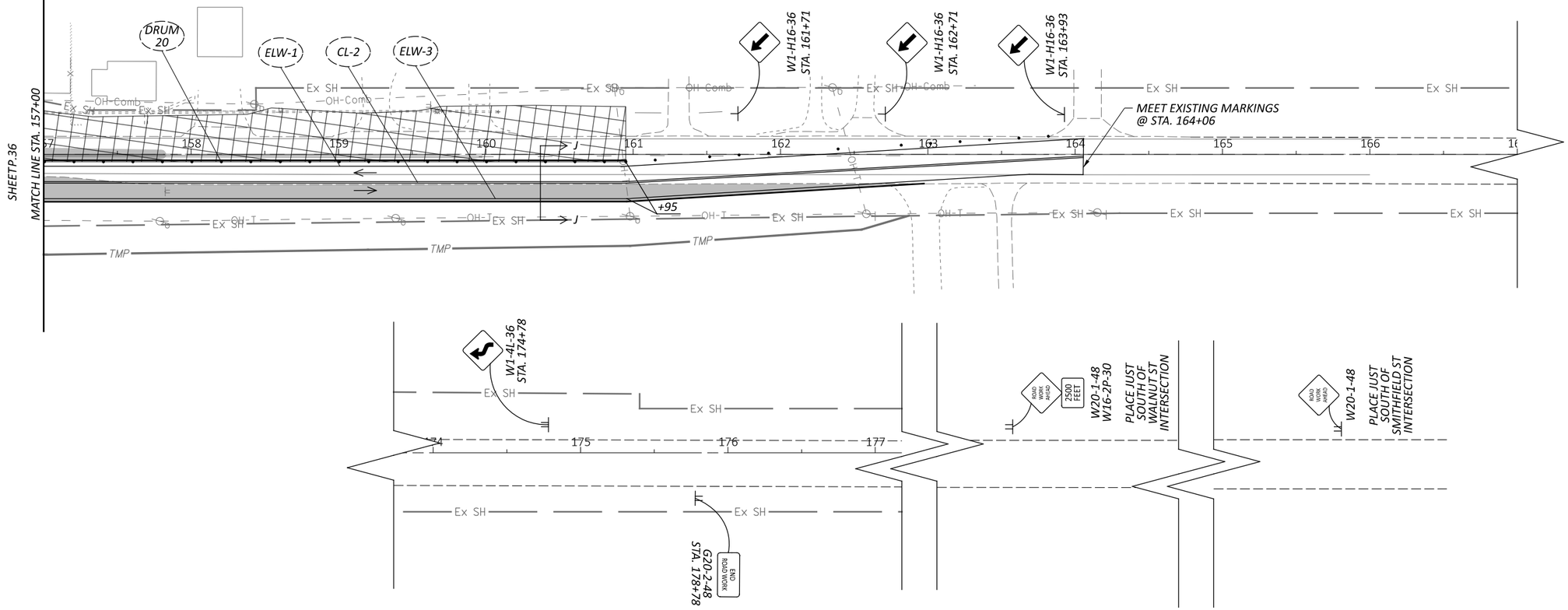
DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.36
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT



SECTION J-J



HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2B - S.R. 721
STA. 157+00 TO END WORK

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR722 - Plan 6 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:17:19 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\MOT\Sheets\118070_MP231B.dgn

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.37
TOTAL	P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT

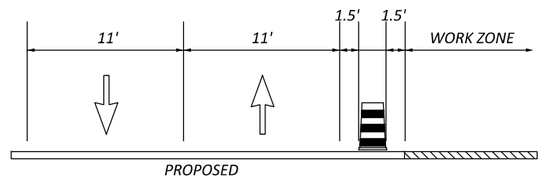
CROSS REFERENCE

SHEET NO.			DESCRIPTION
P.40			TEMP. US-36 PLAN & PROFILE
P.41	-	P.45	TEMP. US-36 CROSS SECTIONS
P.46	-	P.50	TEMP. SR-721 CROSS SECTIONS

HORIZONTAL SCALE IN FEET
0 20 40 80

SHEET P.35
MATCH LINE STA. 157+00

MAINTAIN ACCESS TO BANK AND DRIVE THROUGHAT ALL TIMES BY UTILIZING PART-WIDTH CONSTRUCTION FOR DRIVEWAY



SECTION M-M

MAINTAIN ACCESS TO GAS STATION AND DRIVE THROUGH AT ALL TIMES BY UTILIZING PART-WIDTH CONSTRUCTION FOR DRIVEWAY

MAINTAIN ACCESS TO DRIVEWAY AT ALL TIMES

BUSINESS ENTRANCE — M4-H15-48 STA. 1200+80

STOP — R1-1-30 STA. 152+94

R3-2-24 STA. 01+27

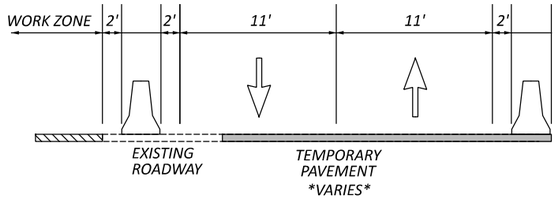
W1-H16-30 STA. 1197+68
W1-H16-30 STA. 1198+68
W1-H16-30 STA. 1199+68
W1-H16-30 STA. 05+00

W1-H16-30 STA. 1197+43
W1-H16-30 STA. 1198+43
W1-H16-30 STA. 1199+43
W1-4L-30 W13-1P-30 STA. 1200+70
R3-1-24 STA. 1201+16
W1-4R-30 W13-1P-30 STA. 02+79
W1-H16-30 STA. 03+89
W1-H16-30 STA. 04+89

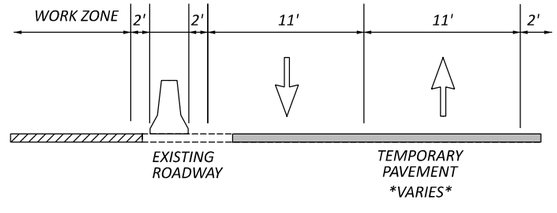
SHEET P.30
MATCH LINE STA. 1197+00

MATCH LINE STA. 5+25
SHEET Smp203a$

MATCH LINE STA. 149+50
SHEET Smp210a$



SECTION K-K



SECTION L-L

MAINTENANCE OF TRAFFIC PHASE 2C - U.S. 36
STA. 1197+00 TO STA. 5+25

MIA/DAR-36/721-22.56

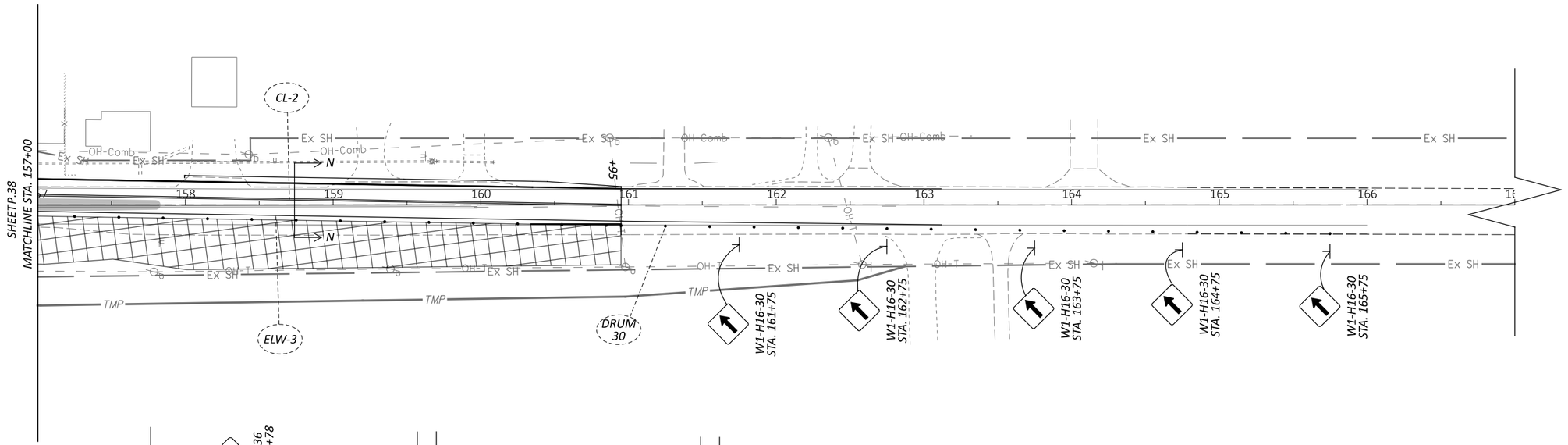
MODEL: CLX_RW_US36 - Plan 2 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:17:33 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\MOT\Sheets\118070_MP242C.dgn

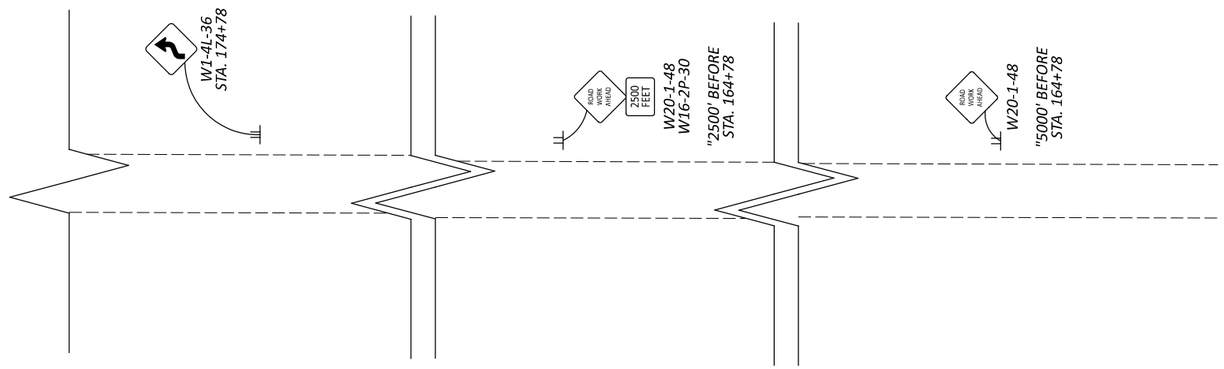
DESIGN AGENCY
B&N burgessniple.com

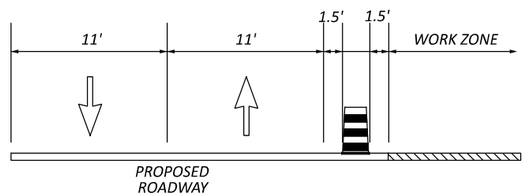
DESIGNER RML
REVIEWER DWO 04-01-26
PROJECT ID 118070
SHEET P.38 TOTAL P.142

LEGEND

- WORK ZONE
- WORK ZONE, PART WIDTH ONLY
- ELW — ITEM 614 - WORK ZONE EDGE LINE, WHITE
- CL — ITEM 614 - WORK ZONE CENTER LINE, DOUBLE YELLOW
- DRUM XX — ITEM 614 - WORK ZONE DRUMS
- PCB — ITEM 614 - PORTABLE CONCRETE BARRIER
- IA — ITEM 614 - WORK ZONE IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TEMPORARY PAVEMENT FOR MOT







SECTION N-N

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2C - S.R. 721
STA. 157+00 TO END WORK

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR722 - Plan 6 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:17:47 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\MOT\Sheets\118070_MP251C.dgn

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	RML
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.39
TOTAL	P.142

SEE SHEET P.30 - P.32FOR ADDITIONAL MOT DETAILS IN THIS PHASE

A STA. 1196+00.00 ℄ R/W U.S. 36 =
STA. 3+48.24 ℄ CONST. MOT TEMPORARY

B STA. 7+76.25 ℄ R/W S.R. 721 =
STA. 17+02.88 ℄ CONST. MOT TEMPORARY

C STA. 153+15.00 ℄ R/W S.R. 721 =
STA. 9+14.68 ℄ CONST. MOT TEMPORARY =

WORK ZONE

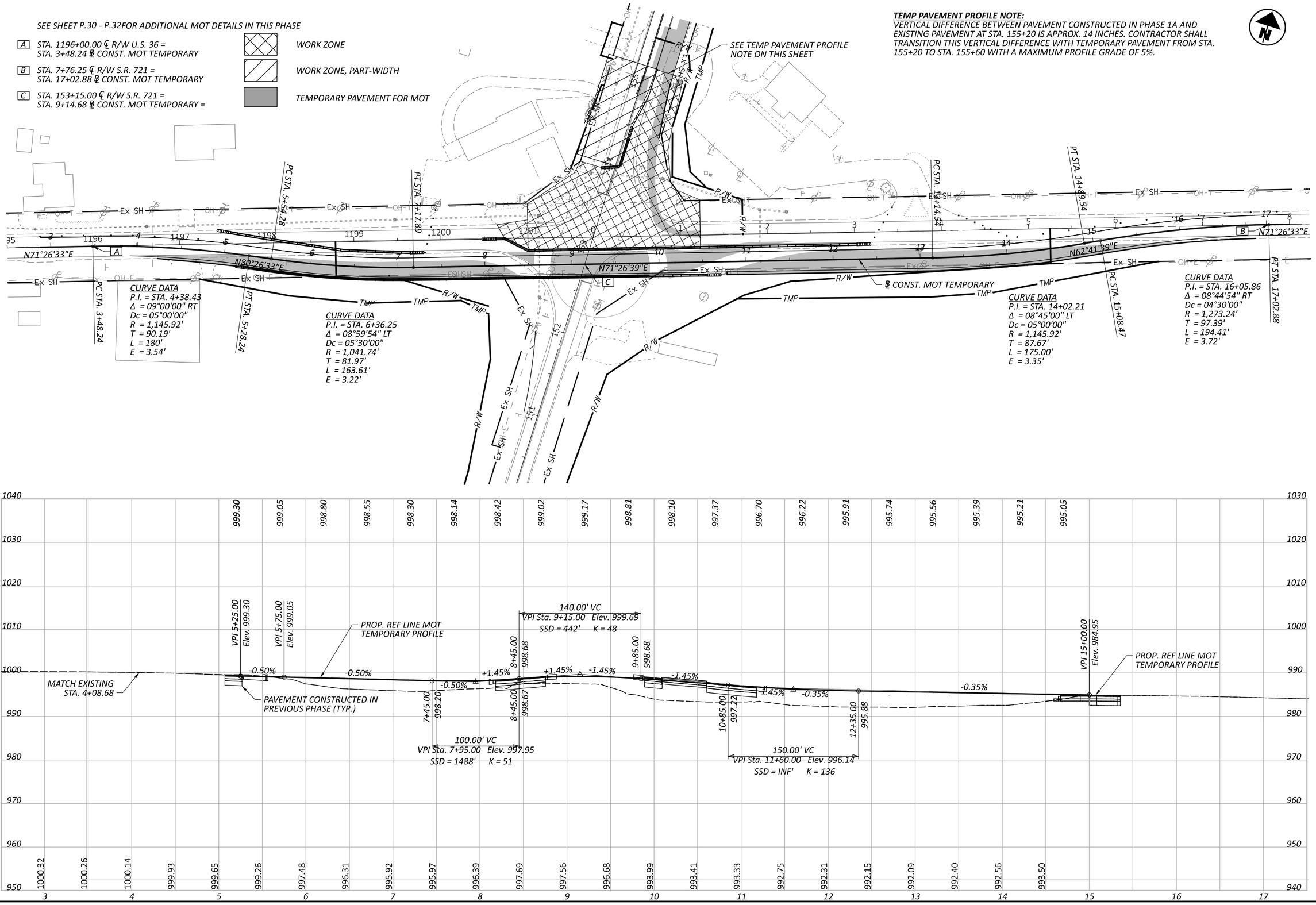
WORK ZONE, PART-WIDTH

TEMPORARY PAVEMENT FOR MOT

TEMP PAVEMENT PROFILE NOTE:
VERTICAL DIFFERENCE BETWEEN PAVEMENT CONSTRUCTED IN PHASE 1A AND EXISTING PAVEMENT AT STA. 155+20 IS APPROX. 14 INCHES. CONTRACTOR SHALL TRANSITION THIS VERTICAL DIFFERENCE WITH TEMPORARY PAVEMENT FROM STA. 155+20 TO STA. 155+60 WITH A MAXIMUM PROFILE GRADE OF 5%.

SEE TEMP PAVEMENT PROFILE NOTE ON THIS SHEET

HORIZONTAL SCALE IN FEET
0 25 50 100



MAINTENANCE OF TRAFFIC
TEMPORARY ALIGNMENT PLAN & PROFILE - STA. 2+50.00 TO STA. 17+50.00

MIA/DAR-36/721-22.56

MODEL: Alignment_MOT-1 - Plan 1-1 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:24:08 PM USER: sosko
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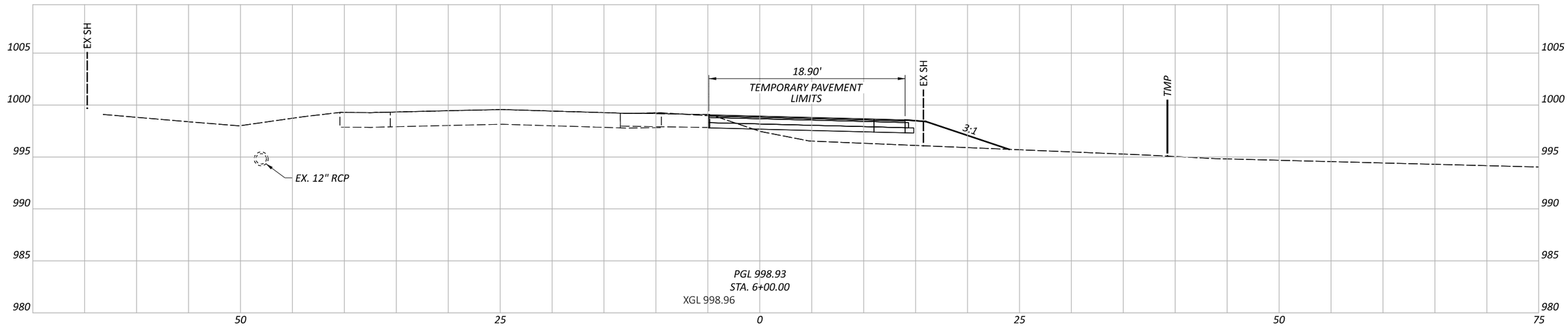
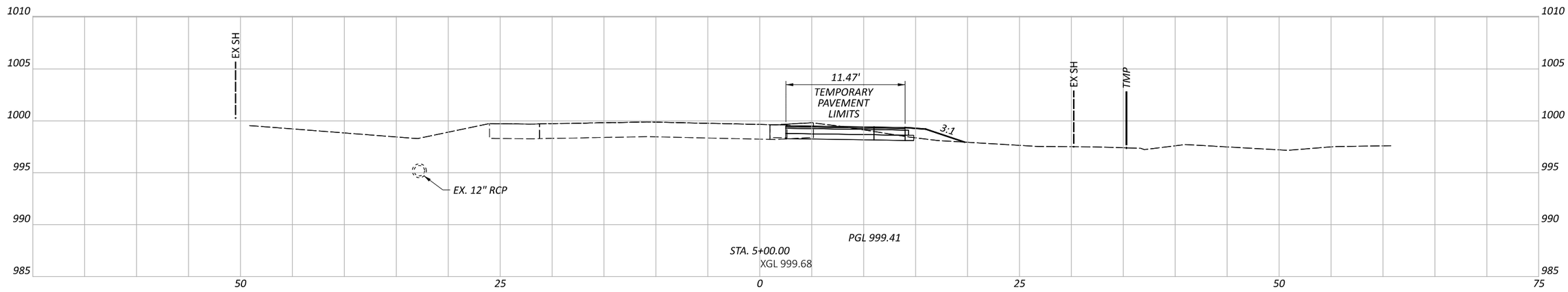
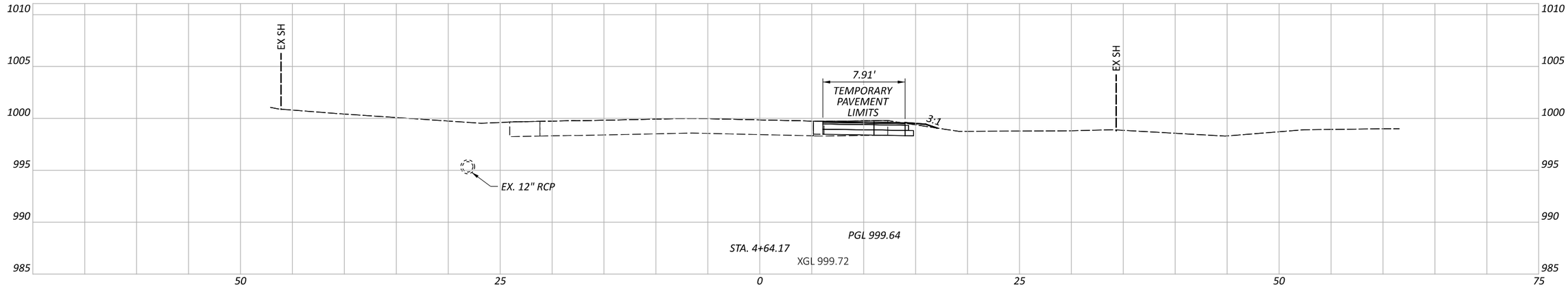
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	JND
REVIEWER	DSS 10-01-25
PROJECT ID	118070
SHEET	P.40
TOTAL	P.142







MAINTENANCE OF TRAFFIC - TEMP. U.S. 36
PHASE 2A CROSS SECTIONS - STA. 4+64.17 TO STA. 6+00.00

MIA/DAR-36/721-22.56

MODEL: Alignment_MOT - 4+64.17 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:05 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\v00-Engineering\MOT\Sheets\118070_XM100.dgn

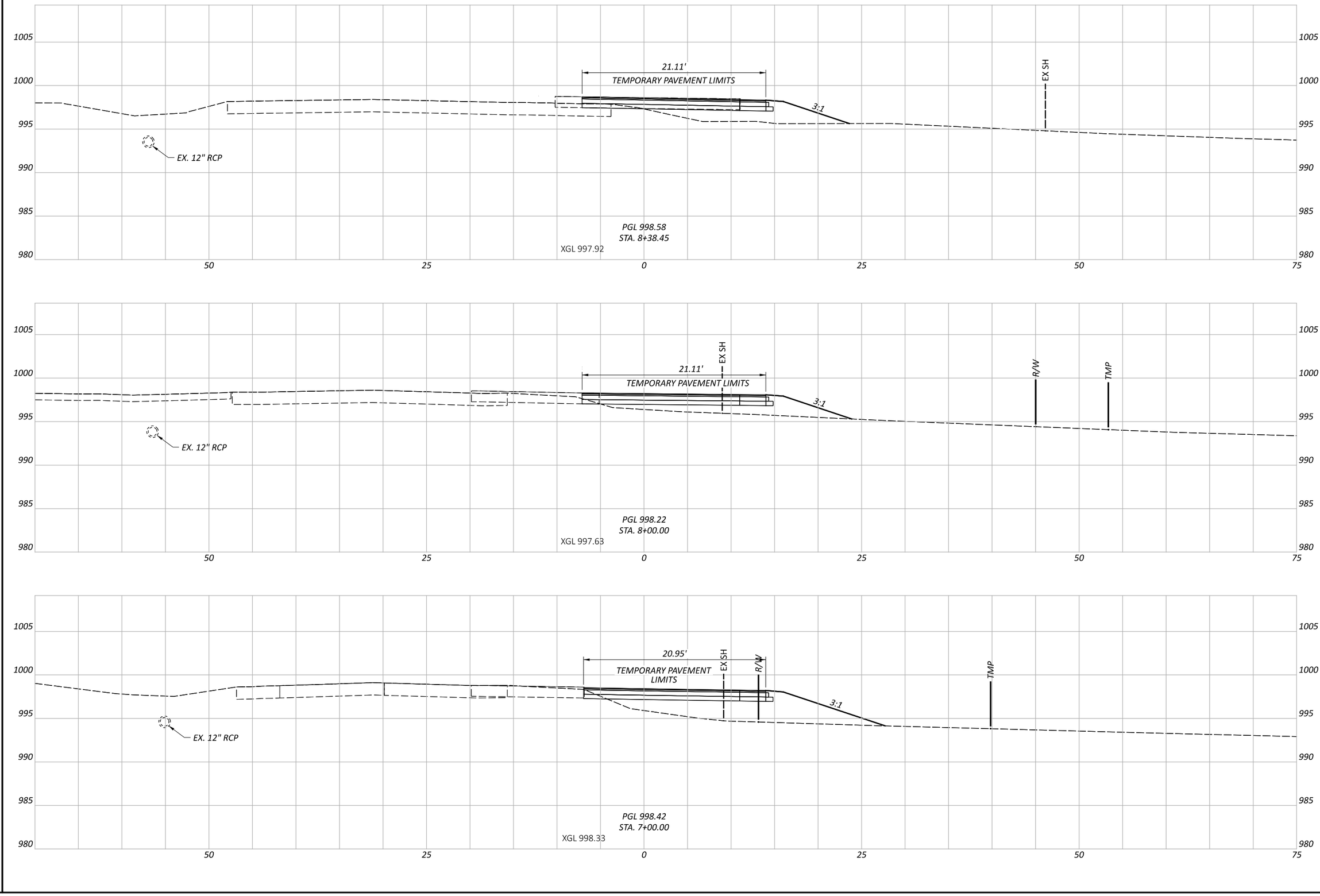
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.41 | TOTAL P.142



MIA/DAR-36/721-22.56

MODEL: Alignment_MOT - 7+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:08 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PRG1813\400-Engineering\MOT\Sheets\118070_XM100.dgn

MAINTENANCE OF TRAFFIC - TEMP. U.S. 36
PHASE 2A CROSS SECTIONS - STA. 7+00.00 TO STA. 8+38.45

DESIGN AGENCY

B&N
burgessniple.com

DESIGNER	JND
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.42
TOTAL	P.142

MIA/DAR-36/721-22.56

MODEL: Alignment_MOT - 10+83.81 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:10 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\MOT\Sheets\118070_XM100.dgn

MAINTENANCE OF TRAFFIC - TEMP. U.S. 36
PHASE 2A CROSS SECTIONS - STA. 10+83.81 TO STA. 12+00.00

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.43 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Alignment_MOT - 13+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:11 PM USER: sosko
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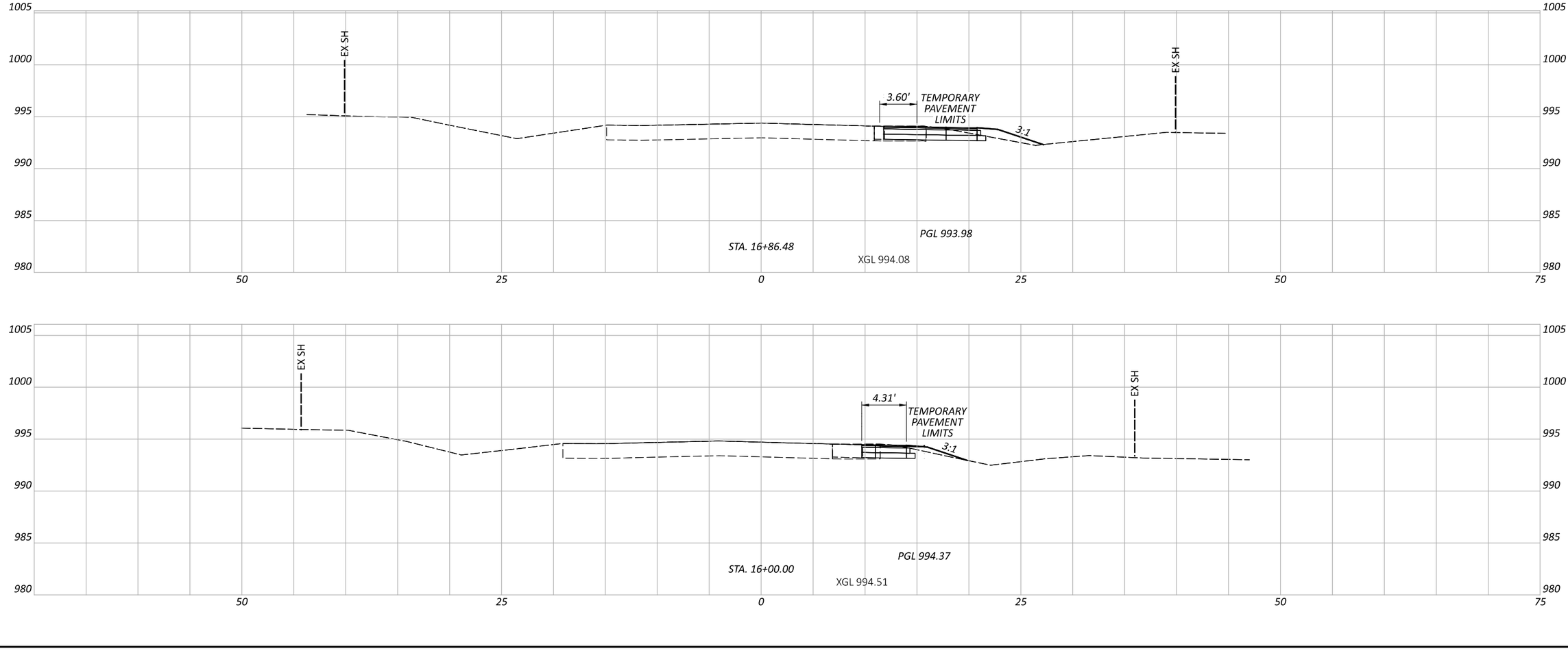
MAINTENANCE OF TRAFFIC - TEMP. U.S. 36
PHASE 2A CROSS SECTIONS - STA. 13+00.00 TO STA. 15+00.00

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	JND
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.44
TOTAL	P.142



MAINTENANCE OF TRAFFIC - TEMP U.S. 36
PHASE 2A CROSS SECTIONS - STA. 16+00.00 TO STA. 16+86.48

MIA/DAR-36/721-22.56

MODEL: Alignment_MOT - 16+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:12 PM USER: sosko
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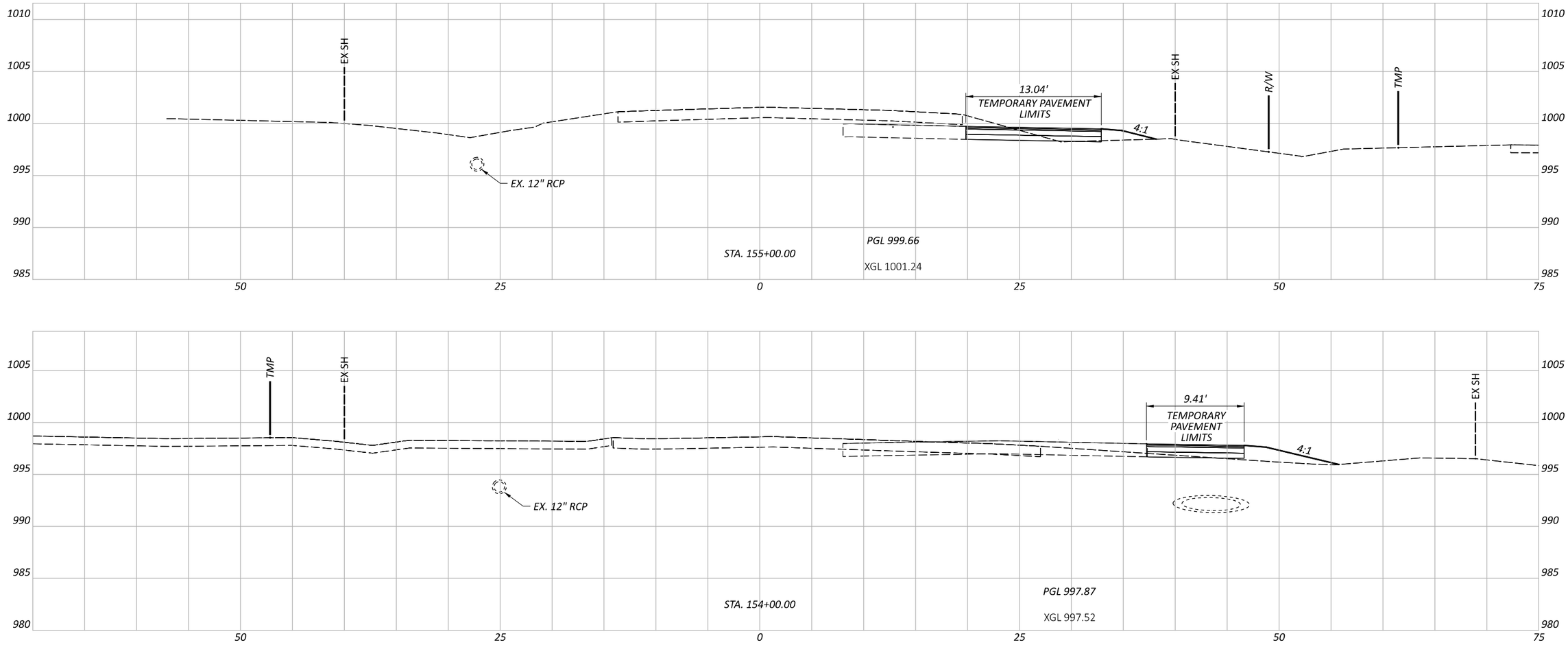
DESIGN AGENCY
B&N
burgessniple.com

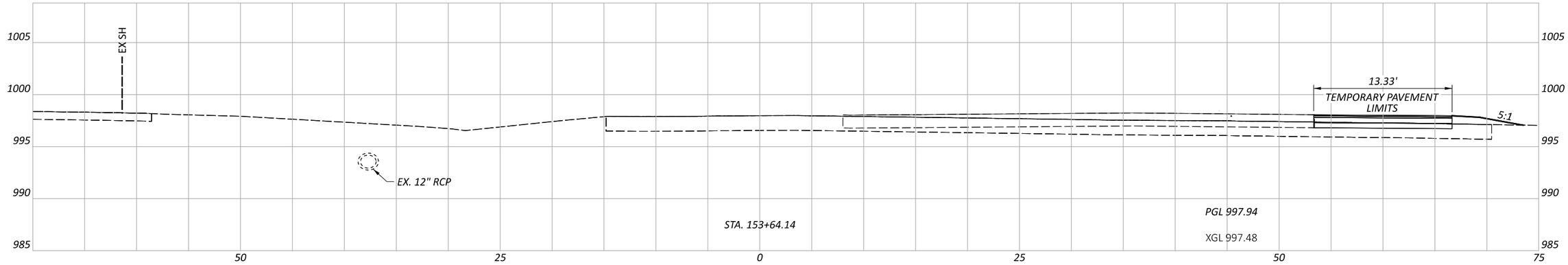
DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.45 | TOTAL P.142





MAINTENANCE OF TRAFFIC - S.R. 721
PHASE 2A CROSS SECTIONS - STA. 153+64.14 TO STA. 155+00.00

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.46 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 153+64.14 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:28 PM USER: sosko
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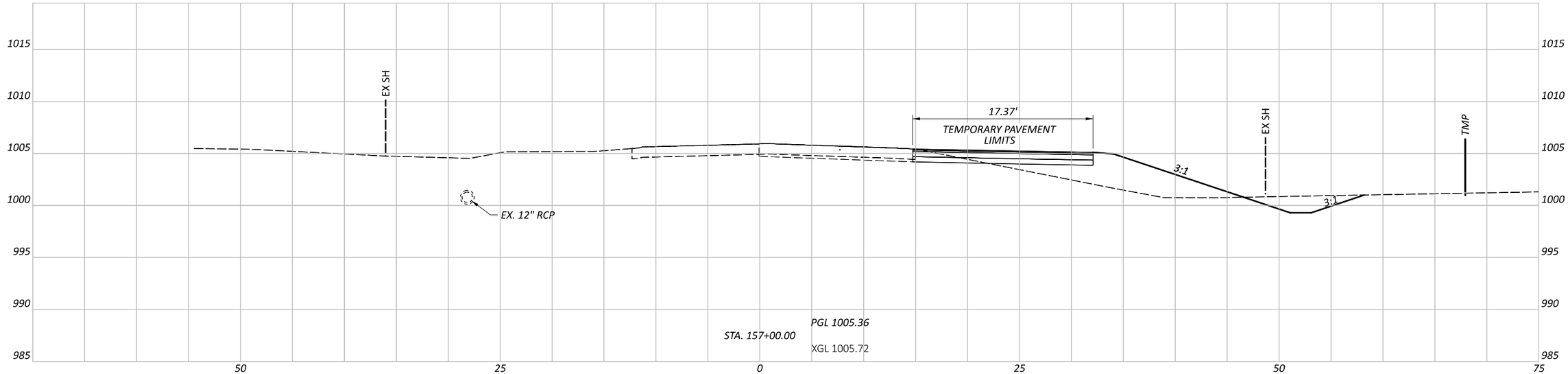

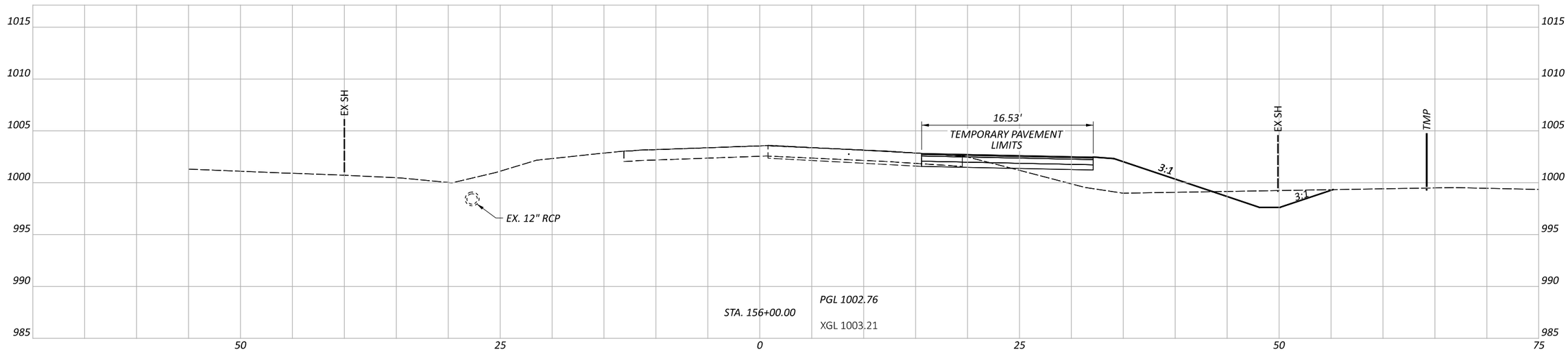

MAINTENANCE OF TRAFFIC - S.R. 721
PHASE 2A CROSS SECTIONS - STA. 156+00.00 TO STA. 157+00.00

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.47 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 156+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:30 PM USER: sosko
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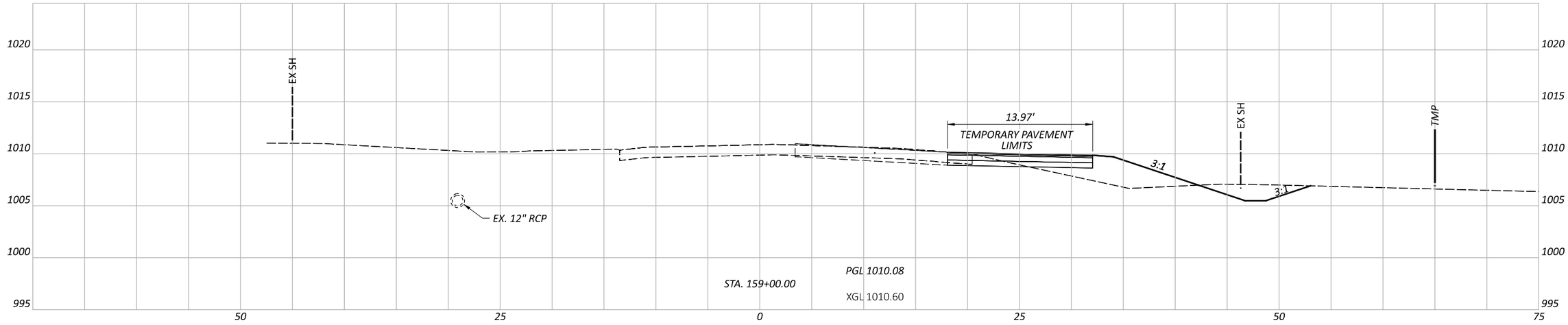

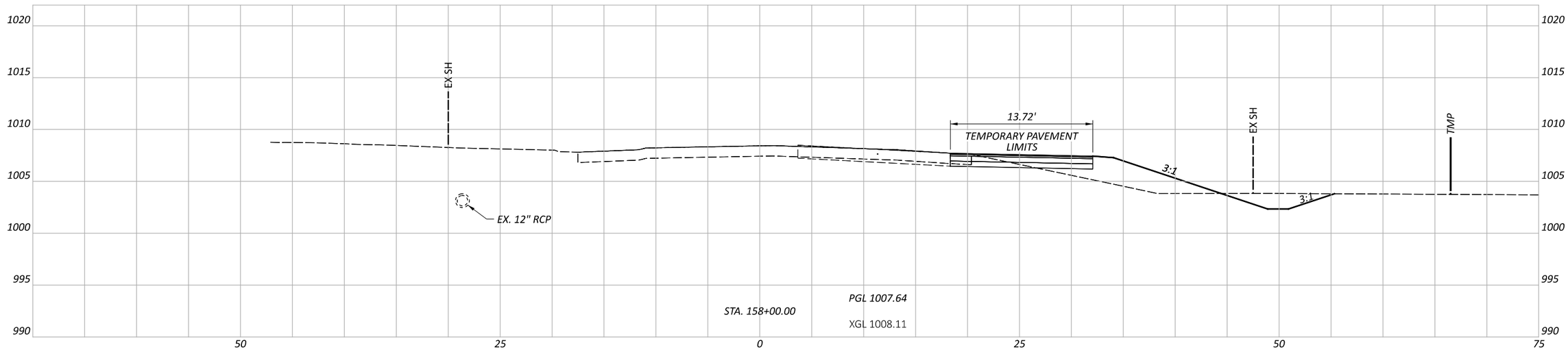

MAINTENANCE OF TRAFFIC - S.R. 721
PHASE 2A CROSS SECTIONS - STA. 158+00.00 TO STA. 159+00.00

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.48 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 158+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:32 PM USER: sosko
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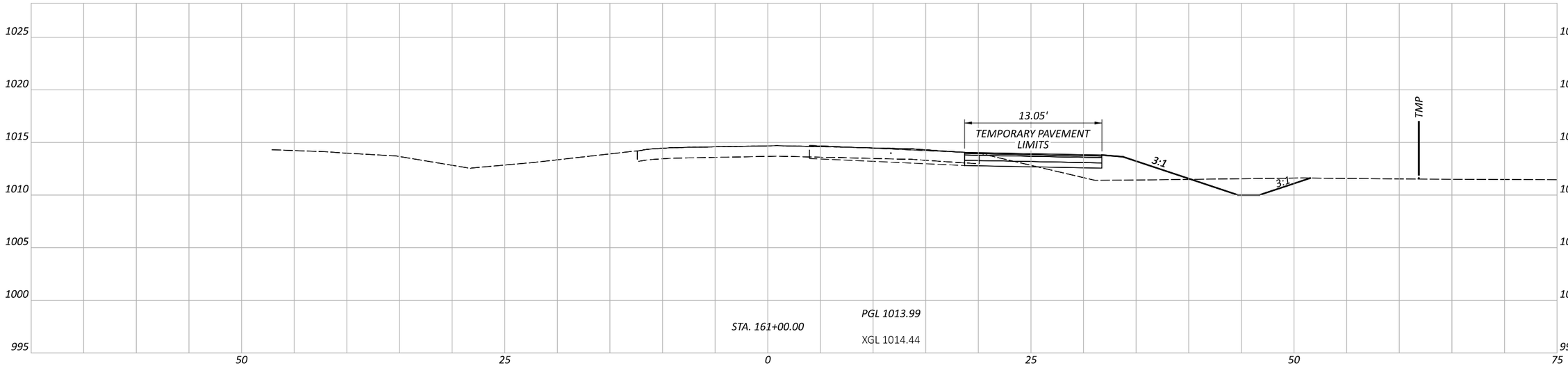
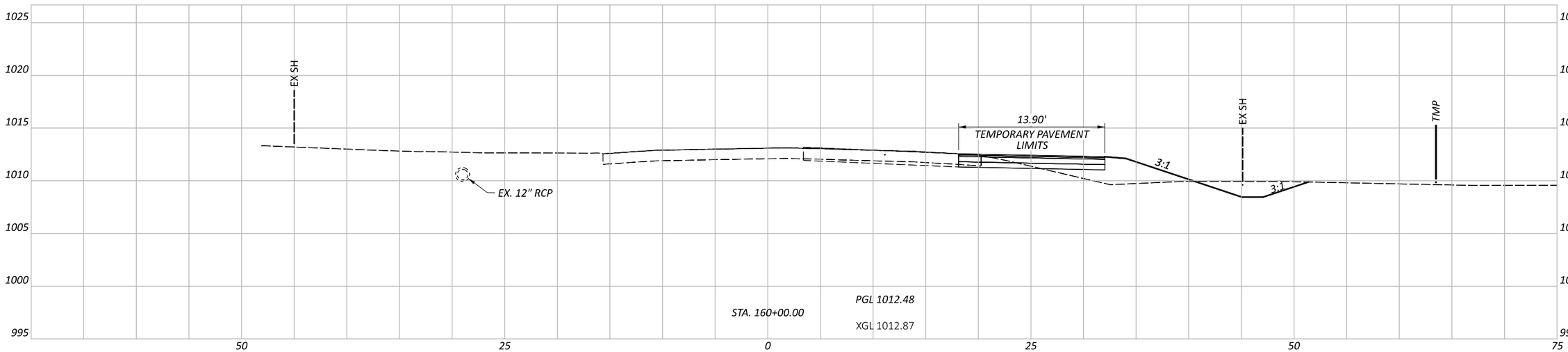




MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 160+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:33 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\MOT\Sheets\118070_XM101.dgn

MAINTENANCE OF TRAFFIC - S.R. 721
PHASE 2A CROSS SECTIONS - STA. 160+00.00 TO STA. 161+00.00

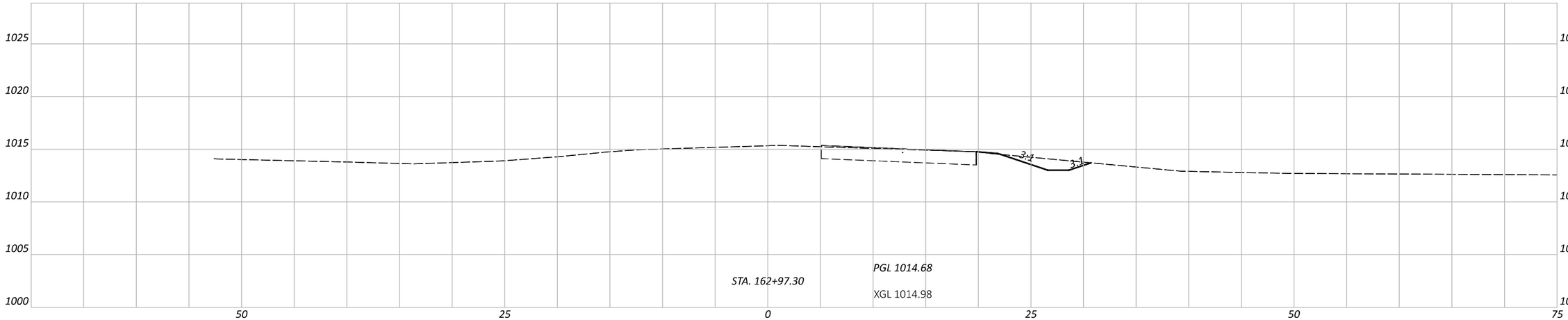
DESIGN AGENCY
B&N
burgessniple.com

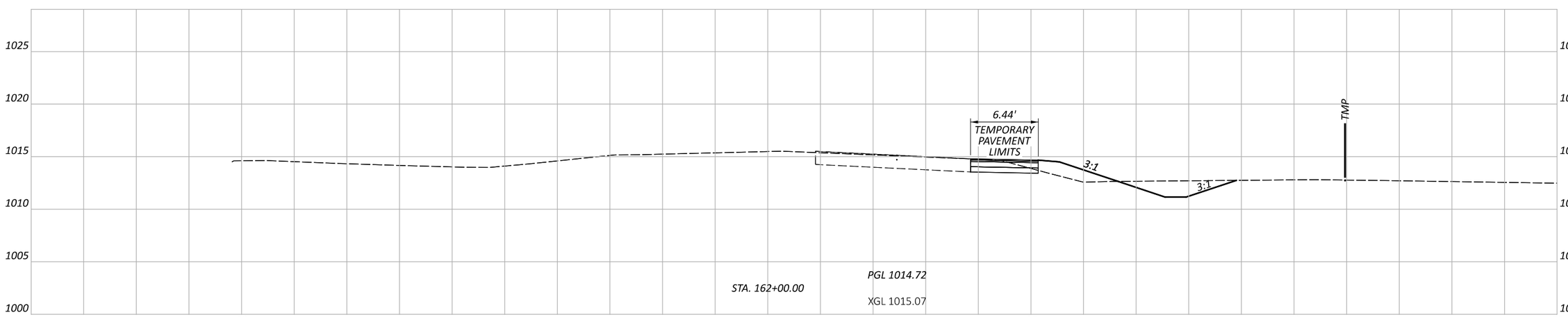
DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.49 | TOTAL P.142





MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 162+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:30:35 PM USER: sosko
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MAINTENANCE OF TRAFFIC - S.R. 721
PHASE 2A CROSS SECTIONS - STA. 162+00.00 TO STA. 162+97.30

DESIGN AGENCY
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DESIGNER	JND
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.50
TOTAL	P.142

SHEET NUMBER											PART.	ALT	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.13	P.14	P.54	P.55	P.56	P.57	P.111					01/SAF	(X)		EXT	TOTAL			
																	ROADWAY	
			2								2		202	20010	2	EACH	HEADWALL REMOVED	
		7,892									7,892		202	23000	7,892	SY	PAVEMENT REMOVED	
		32									32		202	23000	32	SY	PAVEMENT REMOVED EXISTING CONCRETE	
			486								486		202	34900	486	FT	PIPE REMOVED	
			3								3		202	58100	3	EACH	CATCH BASIN REMOVED	
1,797											1,797		203	10000	1,797	CY	EXCAVATION	
6,909											6,909		203	20000	6,909	CY	EMBANKMENT	
				5,553	5,070	527					11,150		204	10000	11,150	SY	SUBGRADE COMPACTION	P.14
				1,887	1,691						3,578		204	13000	3,578	CY	EXCAVATION OF SUBGRADE	
				1,887	1,691						3,578		204	30020	3,578	CY	GRANULAR MATERIAL, TYPE C	
	5										5		204	45000	5	HOUR	PROOF ROLLING	P.14
				5,553	5,070						10,623		204	50000	10,623	SY	GEOTEXTILE FABRIC	
		1									1		631	94490	1	EACH	REMOVAL, MISC.: LICENSE PLATE READER	P.14
		5									5		SPECIAL	69050350	5	EACH	MAILBOX REMOVED AND RESET	P.14
																	EROSION CONTROL	
			117								117		601	21060	117	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
					250						250		601	32305	250	CY	ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN	P.14
2											2		659	00100	2	EACH	SOIL ANALYSIS TEST	
892			32								924		659	00300	924	CY	TOPSOIL	
8,570											8,570		659	10000	8,570	SY	SEEDING AND MULCHING	
416											416		659	14000	416	SY	REPAIR SEEDING AND MULCHING	
416											416		659	15000	416	SY	INTER-SEEDING	
2											2		659	20000	2	TON	COMMERCIAL FERTILIZER	
2											2		659	31000	2	ACRE	LIME	
45											45		659	35000	45	MGAL	WATER	
19											19		659	40000	19	MSF	MOWING	
			275								275		670	00700	275	SY	DITCH EROSION PROTECTION	
											50,000		832	30000	50,000	EACH	EROSION CONTROL	
																	DRAINAGE	
			1								1		511	46610	1	CY	CLASS QC1 CONCRETE, HEADWALL	
			528								528		605	13300	528	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
			3,601								3,601		605	14000	3,601	FT	6" BASE PIPE UNDERDRAINS	
			91								91		611	00510	91	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
			13								13		611	04400	13	FT	12" CONDUIT, TYPE B	
			25								25		611	04600	25	FT	12" CONDUIT, TYPE C	
			81								81		611	05900	81	FT	15" CONDUIT, TYPE B	
			88								88		611	06100	88	FT	15" CONDUIT, TYPE C	
			223								223		611	07400	223	FT	18" CONDUIT, TYPE B	
			18								18		611	07600	18	FT	18" CONDUIT, TYPE C	
			2								2		611	98470	2	EACH	CATCH BASIN, NO. 2-2B	
			1								1		611	98510	1	EACH	CATCH BASIN, NO. 2-3	
			2								2		611	99574	2	EACH	MANHOLE, NO. 3	
			4								4		611	99710	4	EACH	PRECAST REINFORCED CONCRETE OUTLET	

GENERAL SUMMARY

MIA/DAR-36/721-22.56

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DESIGN AGENCY
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DESIGNER MAS
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.51 TOTAL P.142

SHEET NUMBER											PART.	ALT	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.56	P.57	P.111	P.115	P.116	P.117	P.125	P.126				01/SAF	(X)		EXT	TOTAL			
																	PAVEMENT	
9,489											9,489		254	01000	9,489	SY	PAVEMENT PLANING, ASPHALT CONCRETE	
862	754	66									1,682		301	56000	1,682	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
919	827	88									1,834		304	20000	1,834	CY	AGGREGATE BASE, 6"	
1,235	396	26									1,657		407	10000	1,657	GAL	TACK COAT	
	24										24		411	10000	24	CY	STABILIZED CRUSHED AGGREGATE	
		17									17		441	70500	17	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
560	150										710		442	20001	710	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN	P.13
189	176										365		442	20171	365	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN	P.13
		57									57		452	10010	57	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
	266										266		452	12020	266	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
	755										755		452	19200	755	SY	NON-REINFORCED CONCRETE PAVEMENT, MISC.: CONCRETE STAINED, 8" THICK	P.14
	2,779										2,779		609	18000	2,779	FT	COMBINATION CURB AND GUTTER, TYPE 3	
	251										251		609	26000	251	FT	CURB, TYPE 6	
	352										352		609	31000	352	FT	COMBINATION CURB AND GUTTER, TYPE 9	
	879										879		609	72000	879	SY	CONCRETE MEDIAN	
																	LIGHTING	
							38				38		625	00450	38	EACH	CONNECTION, FUSED PULL APART	
							19				19		625	00460	19	EACH	CONNECTION, UNFUSED PULL APART	
							18				18		625	00480	18	EACH	CONNECTION, UNFUSED PERMANENT	
							19				19		625	10490	19	EACH	LIGHT POLE, CONVENTIONAL	
							19				19		625	14000	19	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP	
							975				975		625	23000	975	FT	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	
							8,298				8,298		625	23200	8,298	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
							2,306				2,306		625	25302	2,306	FT	CONDUIT, 1-1/2", 725.05	
							245				245		625	25500	245	FT	CONDUIT, 3", 725.04	
							19				19		625	26253	19	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN	P.125
							2,551				2,551		625	29010	2,551	FT	TRENCH, 30" DEEP	
							6				6		625	29900	6	EACH	JUNCTION BOX	
							19				19		625	32000	19	EACH	GROUND ROD	
							1				1		625	34001	1	EACH	POWER SERVICE, AS PER PLAN	P.125
							1				1		625	34450	1	EACH	CONTROL CENTER CABINET, COMPLETE	
							2,551				2,551		625	36010	2,551	FT	UNDERGROUND WARNING/MARKING TAPE	
						1					1		625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL	P.125
							1				1		632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	
																	TRAFFIC CONTROL	
					184						184		621	00100	184	EACH	RPM, 2-WAY	
					107						107		621	54000	107	EACH	RAISED PAVEMENT MARKER REMOVED	
				276							276		630	02100	276	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
				16							16		630	08600	16	EACH	SIGN POST REFLECTOR	
				175							175		630	80100	175	SF	SIGN, FLAT SHEET	
			25								25		630	84900	25	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
			14								14		630	85100	14	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
			28								28		630	86002	28	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
					1.71						1.71		644	00104	1.71	MILE	EDGE LINE, 6"	
					0.64						0.64		644	00300	0.64	MILE	CENTER LINE	
					174						174		644	00404	174	FT	CHANNELIZING LINE, 12"	
					893						893		644	00700	893	FT	TRANSVERSE/DIAGONAL LINE	
					139						139		644	01514	139	FT	DOTTED LINE, 8"	
					72						72		644	20800	72	FT	YIELD LINE	

GENERAL SUMMARY

MIA/DAR-36/721-22.56

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DESIGN AGENCY
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DESIGNER
MAS

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.52 TOTAL P.142

SHEET NUMBER												PART.	ALT	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.16	P.17	P.18	P.19	P.20								01/SAF	(X)						
																		MAINTENANCE OF TRAFFIC	
10	14											24		614	12384	24	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	P.18
			111									111		614	13310	111	EACH	BARRIER REFLECTOR, TYPE 1, 2-WAY	P.19
			111									111		614	13360	111	EACH	OBJECT MARKER, TWO WAY	P.19
			2									2		614	18601	2	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.19
0.96	0.67											1.63		614	21000	1.63	MILE	WORK ZONE CENTER LINE, CLASS I	
2	1.67											3.67		614	22010	3.67	MILE	WORK ZONE EDGE LINE, CLASS I, 6", WHITE	
	71											71		614	26000	71	FT	WORK ZONE STOP LINE, CLASS I	
				2								2		614	40051	2	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN, (M4-H15)	P.20
	LS											LS		615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
	4,163											4,163		615	20000	4,163	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
		2										2		616	10000	2	MGAL	WATER	P.18
2,832	2,572											5,404		622	41011	5,404	FT	PORTABLE BARRIER, 50", AS PER PLAN	P.18
																		INCIDENTALS	
												1		614	11000	LS		MAINTAINING TRAFFIC	
												13		619	16010	13	MNTH	FIELD OFFICE, TYPE B	
												1		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												1		624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

MIA/DAR-36/721-22.56

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DESIGNER MAS
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.53 TOTAL P.142

REF NO.	SHEET NO.	STATION TO STATION					202 PAVEMENT REMOVED	202 PAVEMENT REMOVED EXISTING CONCRETE		631 REMOVAL, MISC.: LICENSE PLATE READER	SPECIAL MAILBOX REMOVED AND RESET
							SY	SY		EACH	EACH
R-1	P.61	1197+14.00	LT/RT	TO	0+00.00	LT/RT	1617				
R-2	P.62	0+00.00	LT/RT	TO	7+60.00	LT/RT	1652				
R-3	P.62	147+35.00	LT/RT	TO	152+50.00	LT/RT	1669				
R-4	P.62	153+75.00	LT/RT	TO	160+95.00	LT/RT	2954				
R-5	P.61	1197+05.00	RT								1
R-6	P.70	155+25.00	RT								1
R-7	P.70	157+63.00	RT								1
R-8	P.70	159+12.00	RT								1
R-9	P.70	159+90.00	RT								1
R-10	P.61	1198+29.00	RT							1	
R-11	P.70	157+18.00	LT	TO	157+70.00	LT		32			
TOTALS CARRIED TO GENERAL SUMMARY							7892	32		1	5

ROADWAY SUBSUMMARY

CTY-RTE-SECTION

MODEL: Sheet_Surv1 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:19:17 AM USER: sosko
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DESIGN AGENCY
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DESIGNER GIK

REVIEWER DSS 04-01-26

PROJECT ID 118070

SHEET P.54 TOTAL P.142

DRAINAGE SUBSUMMARY

REF NO.	SHEET NO.	STATION TO STATION	202 PIPE REMOVED	202 CATCH BASIN REMOVED	202 HEADWALL REMOVED	511 CLASS QC1 CONCRETE, HEADWALL	601 TIED CONCRETE BLOCK MAT, TYPE 2	605 6" UNCLASSIFIED PIPE UNDERDRAINS	605 6" BASE PIPE UNDERDRAINS	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	611 12" CONDUIT, TYPE B	611 12" CONDUIT, TYPE C	611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE C	611 18" CONDUIT, TYPE B	611 18" CONDUIT, TYPE C		611 CATCH BASIN, NO. 2-2B	611 CATCH BASIN, NO. 2-3	611 MANHOLE, NO. 3	611 PRECAST REINFORCED CONCRETE OUTLET	659 TOPSOIL	670 DITCH EROSION PROTECTION
			FT	EACH	EACH	CY	SY	FT	FT	FT	FT	FT	FT	FT	FT	FT		EACH	EACH	EACH	EACH	CY	SY
D1	P.67	147+35 LT TO 152+25 LT							490	10											1		
D2	P.67	148+00 RT TO 148+50 RT						50		10											1		
D3	P.67	150+10 LT TO					11																
D4	P.67	148+50 RT TO 152+12 RT							372														
D5		NOT USED																					
D6	P.67	150+10 RT					10																
D7	P.67	148+00 RT TO 151+35 RT																				21	183
D8	P.67	151+16 LT					14																
D9	P.67	151+16 RT					12																
D10		NOT USED																					
D11	P.60	151+80 LT				0.33										18				1			
D12	P.60	152+31 LT	134	1	1																		
D13	P.60	1199+75 RT TO 1200+67 RT																				6	51
D14	P.60	1201+05 RT TO 1200+28 RT							97	10											1		
D15		NOT USED																					
D16	P.59	1197+57 RT TO 1200+28 RT							271														
D17	P.60	1200+28 RT					5																
D18	P.60	0+16 RT TO 3+77 RT							723	10											1		
D19	P.59	1197+27 LT TO 1199+48 LT							219	10													
D20		NOT USED																					
D21	P.60	1199+67 LT					5																
D22	P.60	1201+15 LT TO 1199+48 LT						169															
D23	P.60	1201+00 LT										25			142				1				
D24	P.60	1201+00 LT					2																
D25		NOT USED																					
D26	P.60	1201+12 LT	129	1																			
D27	P.60	1201+15 LT TO 0+00 LT							105														
D28	P.60	0+79 LT TO 2+24 LT							147														
D29	P.60	1+78 LT					9																
D30	P.60	1+88 RT					12																
D31	P.60	1+92 LT TO 1+92 RT	59		1	0.33									81								
D32	P.61	3+10 LT TO 2+22 LT						86		12													
D33	P.61	3+12 LT					5																
D34	P.61	3+77 RT					8																
D35		NOT USED																					
D36	P.61	6+00 RT TO 3+77 RT						223															
D37	P.60	153+78 LT					8																
D38	P.60	153+84 LT									8			82						1			
D39	P.60	153+90 LT									5							1					
D40	P.60	153+84 LT	164	1																			
D41	P.60	153+49 RT TO 154+01 RT							43	29													
D42	P.60	153+83 RT					5																
D43	P.60	154+03 RT											81	6				1					
D44	P.60	160+96 LT TO 153+76 LT							712														
D45		NOT USED																					
D46	P.60	158+00 RT TO 153+83 RT							422														
D47	P.60	154+61 RT TO 155+35 RT																				5	41
D48	P.68	155+53 LT					3																
D49	P.68	156+07 RT					8																
TOTALS CARRIED TO GENERAL SUMMARY			486	3	2	1	117	528	3601	91	13	25	81	88	223	18		2	1	2	4	32	275

MIA/DAR-36/721-22.56

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DESIGN AGENCY

DESIGNER ASN

REVIEWER MAG 04-01-26

PROJECT ID 118070

SHEET P.55 TOTAL P.142

REF NO.	SHEET NO.	STATION TO STATION	CADD GENERATED AREA	204 SUBGRADE COMPACTION	204 EXCAVATION OF SUBGRADE	204 GRANULAR MATERIAL, TYPE C		204 GEOTEXTILE FABRIC	254 PAVEMENT PLANING, ASPHALT CONCRETE	301 ASPHALT CONCRETE BASE, PG64-22, (449)	304 AGGREGATE BASE, 6"	407 TACK COAT	411 STABILIZED CRUSHED AGGREGATE	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	452 NON-REINFORCED CONCRETE PAVEMENT, MISC.: CONCRETE STAINED, 8" THICK	601 ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN	609 COMBINATION CURB AND GUTTER, TYPE 3	609 CURB, TYPE 6	609 COMBINATION CURB AND GUTTER, TYPE 9	609 CONCRETE MEDIAN	
			SQ. YD	SY	CY	CY		SY	SY	CY	CY	GAL	CY	CY	CY	SY	SY	CY	FT	FT	FT	SY	
		WEST U.S. 36 RESURFACING																					
PV-1	P.59	1188+14.00 LT/RT TO 1199+64.00 LT/RT	3548						3548			302		148									
		WEST U.S. 36 FULL DEPTH																					
PV-2	P.59	1197+14.00 RT TO 1197+57.00 RT	33									4		2	2								
			35							7													
			38								7												
			41	41	18	18		41															
PV-3	P.59	1197+27.00 LT TO 1201+16.00 LT/RT	752									84		32	37								
			836							163													
			1318								220												
			62								11												
			357	357	149	149		357															
			950	950	317	317		950															
PV-4	P.59	1197+16.00 LT TO 1197+27.00 LT	3									2		1	1								
			4							1													
			5								1												
		SOUTH S.R. 721 RESURFACING																					
PV-5	P.59	145+00.00 LT/RT TO 147+96.00 RT	708						708			61		30									
		SOUTH S.R. 721 FULL DEPTH																					
PV-6	P.59	147+35.00 LT/RT TO 150+10.00 LT/RT	1021									114		43	50								
			1039							203													
			1067								178												
			1103	1103	368	368		1103															
PV-7	P.59	150+10.00 LT/RT TO 152+11.00 LT/RT	720									80		30	35								
			925							180													
			1090								182												
			69								12												
			1192	1192	398	398		1192															
		EAST U.S. 36 RESURFACING																					
PV-8	P.59	3+10.00 LT/RT TO 15+53.00 LT/RT	4055						4055			345		169									
		EAST U.S. 36 FULL DEPTH																					
PV-9	P.59	3+77.00 RT TO 7+60.00 RT	394									44		17	20								
			408							80													
			431								72												
			458	458	153	153		458															
PV-10	P.59	0+73.00 LT/RT TO 3+77.00 RT	889									98		38	44								
			1169							228													
			1378								230												
			33								6												
			1451	1451	484	484		1451															
		NORTH S.R. 721 RESURFACING																					
PV-11	P.59	160+95.00 LT/RT TO 164+06.00 LT/RT	1178						1178			101		50									
TOTALS CARRIED TO GENERAL SUMMARY				5553	1887	1887		5553	9489	862	919	1235		560	189								

PAVEMENT SUBSUMMARY

CTY-RTE-SECTION

MODEL: Sheet_Sum/Fl PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 4:28:09 PM USER: soskoo
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DESIGN AGENCY
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DESIGNER GIK

REVIEWER DSS 04-01-26

PROJECT ID 118070

SHEET P.56 TOTAL P.142

PAVEMENT SUBSUMMARY

REF NO.	SHEET NO.	STATION TO STATION					CADD GENERATED AREA	204 SUBGRADE COMPACTION	204 EXCAVATION OF SUBGRADE	204 GRANULAR MATERIAL, TYPE C		204 GEOTEXTILE FABRIC	254 PAVEMENT PLANING, ASPHALT CONCRETE	301 ASPHALT CONCRETE BASE, PG64-22, (449)	304 AGGREGATE BASE, 6"	407 TACK COAT	411 STABILIZED CRUSHED AGGREGATE	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	452 NON-REINFORCED CONCRETE PAVEMENT, MISC. : CONCRETE STAINED, 8" THICK	601 ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC, AS PER PLAN	609 COMBINATION CURB AND GUTTER, TYPE 3	609 CURB, TYPE 6	609 COMBINATION CURB AND GUTTER, TYPE 9	609 CONCRETE MEDIAN	
							SQ. YD	SY	CY	CY		SY	SY	CY	CY	GAL	CY	CY	CY	SY	SY	CY	FT	FT	FT	SY	
		NORTH S.R. 721 FULL DEPTH																									
PV-12	P.59	158+00.00	LT/RT	TO	160+95.00	LT/RT	1198									132		50	59								
							1210							236													
							1253								209												
							1297	1297	433	433		1297															
PV-13	P.59	153+57.00	LT/RT	TO	158+00.00	LT/RT	1559									172		65	76								
							1775							346													
							2158								360												
							63								11												
							2280	2280	760	760		2280															
		CENTER ISLAND																									
PV-14	P.59	200+00.00	LT	TO	204+71.00	LT	830									92		35	41								
							883							172													
							1480								247												
							1493	1493	498	498		1493															
							554															554					
							499																	250			
PV-15	P.59	1198+78.00	RT	TO	1200+86.00	RT	206													206							
PV-16	P.59	154+03.00	RT	TO	154+82.00	RT	60													60							
PV-17	P.59	1200+69.00	LT	TO	153+85.00	LT	46														46						
PV-18	P.59	1200+65.00	RT	TO	151+84.00	LT	52														52						
PV-19	P.59	151+79.00	RT	TO	0+88.00	RT	50														50						
PV-20	P.59	154+03.00	RT	TO	1+02.00	LT	53														53						
PV-21	P.61	1197+17.00	RT	TO	1197+47.00	RT	36										6										
PV-22	P.70	158+02.00	LT	TO	158+39.00	LT	25										5										
PV-23	P.70	159+11.00	LT	TO	159+48.00	LT	39										7										
PV-24	P.70	159+82.00	LT	TO	160+15.00	LT	32										6										
CG-1	P.59	1197+56.92	RT	TO	150+09.98	LT																	590				
CG-2	P.59	1197+26.52	LT	TO	157+99.56	LT																	897				
CG-3	P.59	150+09.98	RT	TO	3+76.89	RT																	699				
CG-4	P.59	158+00.92	RT	TO	3+09.89	LT																	593				
CG-5	P.59	200+00.00	LT	TO	204+71.24	LT																			352		
CG-6	P.59	200+00.00	LT	TO	204.71.24	LT																		251			
M-1	P.59	1198+30.32	RT	TO	1199+08.38	RT																				51	
M-2	P.59	1200+74.62	RT	TO	1201+11.00	RT																				77	
M-3	P.59	150+07.98	LT/RT	TO	152+12.00	LT/RT																				206	
M-4	P.59	0+81.80	RT	TO	3+79.89	RT																				327	
M-5	P.59	153+60.94	RT	TO	154+04.65	RT																				70	
M-6	P.59	154+81.26	RT	TO	155+12.80	LT/RT																				30	
M-7	P.59	156+52.02	LT/RT	TO	157+83.21	LT/RT																				118	
TOTALS CARRIED TO GENERAL SUMMARY								5070	1691	1691		5070		754	827	396	24	150	176	266	755	250	2779	251	352	879	

CTY-RTE-SECTION

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DESIGN AGENCY
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DESIGNER GIK
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.57 TOTAL P.142

LEGEND:

EXISTING STRUCTURES

PROPOSED STRUCTURES

BMPS (VEGETATED BIOFILTERS)

PROJECT DESCRIPTION:

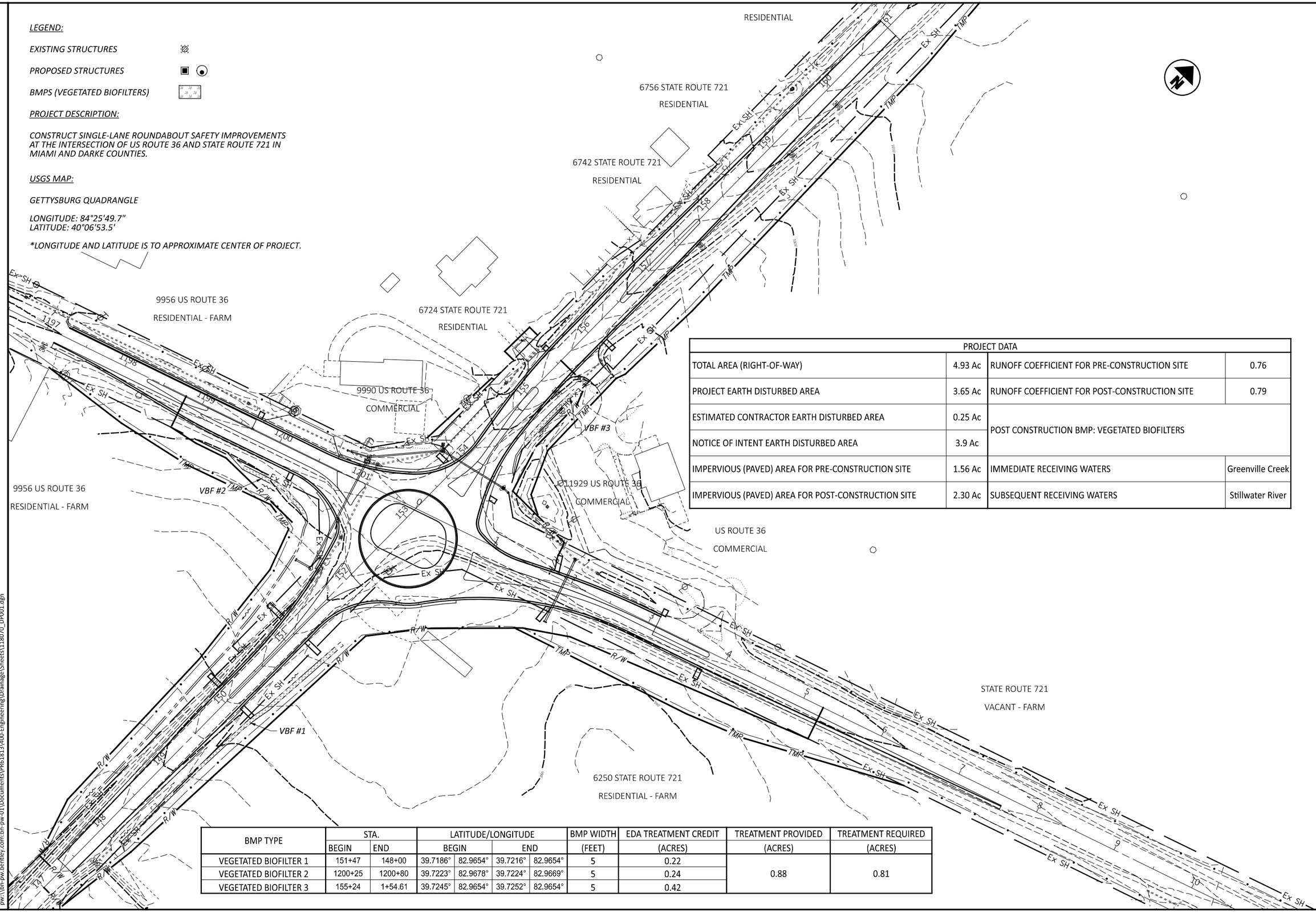
CONSTRUCT SINGLE-LANE ROUNDABOUT SAFETY IMPROVEMENTS AT THE INTERSECTION OF US ROUTE 36 AND STATE ROUTE 721 IN MIAMI AND DARKE COUNTIES.

USGS MAP:

GETTYSBURG QUADRANGLE

LONGITUDE: 84°25'49.7"
LATITUDE: 40°06'53.5'

**LONGITUDE AND LATITUDE IS TO APPROXIMATE CENTER OF PROJECT.*



PROJECT DATA			
TOTAL AREA (RIGHT-OF-WAY)	4.93 Ac	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.76
PROJECT EARTH DISTURBED AREA	3.65 Ac	RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.79
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	0.25 Ac	POST CONSTRUCTION BMP: VEGETATED BIOFILTERS	
NOTICE OF INTENT EARTH DISTURBED AREA	3.9 Ac		
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	1.56 Ac	IMMEDIATE RECEIVING WATERS	Greenville Creek
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE	2.30 Ac	SUBSEQUENT RECEIVING WATERS	Stillwater River

BMP TYPE	STA.		LATITUDE/LONGITUDE				BMP WIDTH	EDA TREATMENT CREDIT	TREATMENT PROVIDED	TREATMENT REQUIRED
	BEGIN	END	BEGIN		END		(FEET)	(ACRES)	(ACRES)	(ACRES)
VEGETATED BIOFILTER 1	151+47	148+00	39.7186°	82.9654°	39.7216°	82.9654°	5	0.22	0.88	0.81
VEGETATED BIOFILTER 2	1200+25	1200+80	39.7223°	82.9678°	39.7224°	82.9669°	5	0.24		
VEGETATED BIOFILTER 3	155+24	1+54.61	39.7245°	82.9654°	39.7252°	82.9654°	5	0.42		

HORIZONTAL SCALE IN FEET
0 25 50 100

PROJECT SITE PLAN

DESIGN AGENCY

DESIGNER ASN
REVIEWER MAG 04-01-26
PROJECT ID 118070
SHEET P.58 TOTAL P.142

MIA/DAR-36/721-22.56

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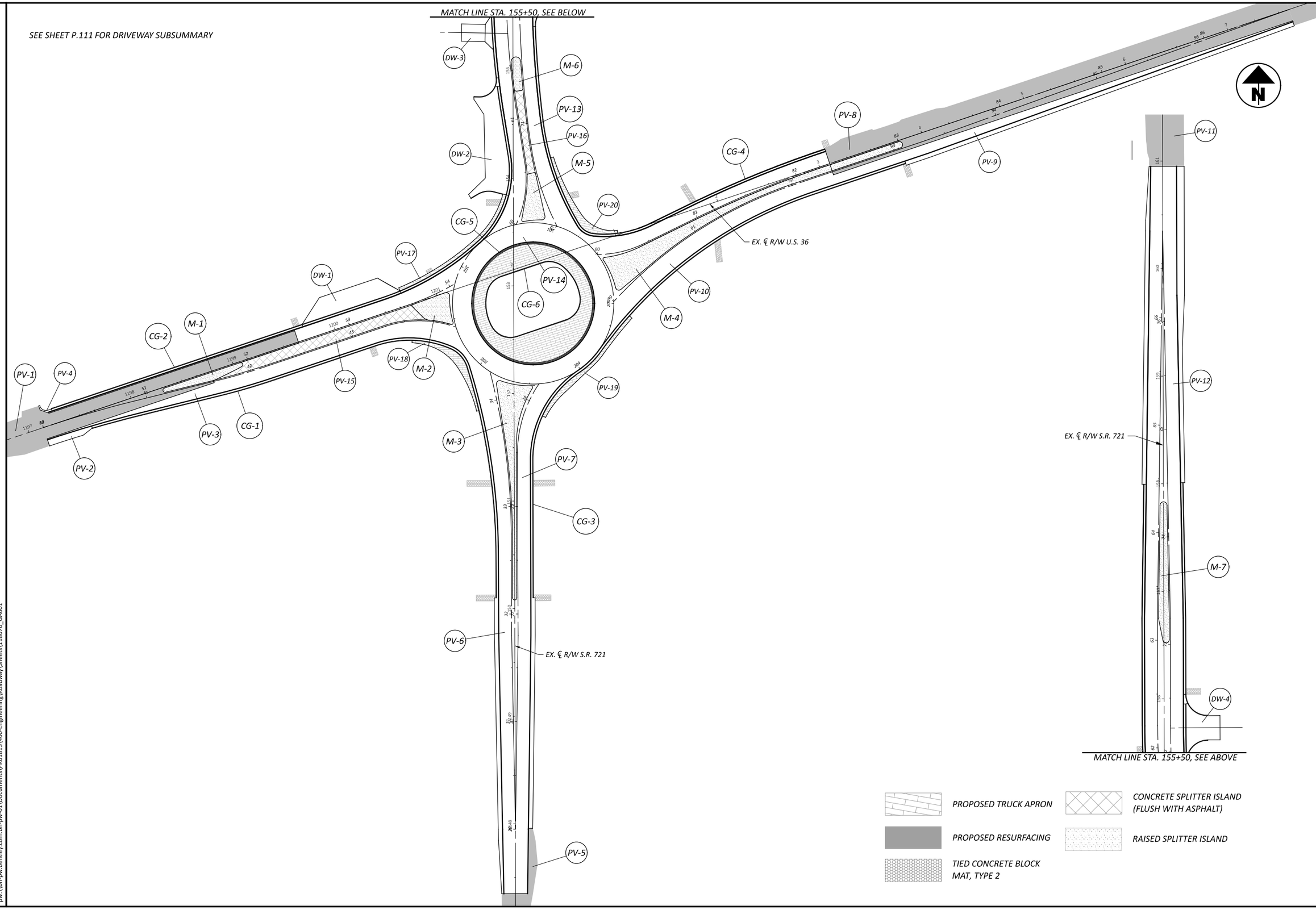
SEE SHEET P.111 FOR DRIVEWAY SUBSUMMARY

MATCH LINE STA. 155+50, SEE BELOW



PROPOSED TRUCK APRON

PROPOSED RESURFACING

TIED CONCRETE BLOCK MAT, TYPE 2

CONCRETE SPLITTER ISLAND (FLUSH WITH ASPHALT)

RAISED SPLITTER ISLAND

HORIZONTAL SCALE IN FEET

0 20 40 80

PAVEMENT PLAN

CTY-RTE-SECTION

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DESIGN AGENCY

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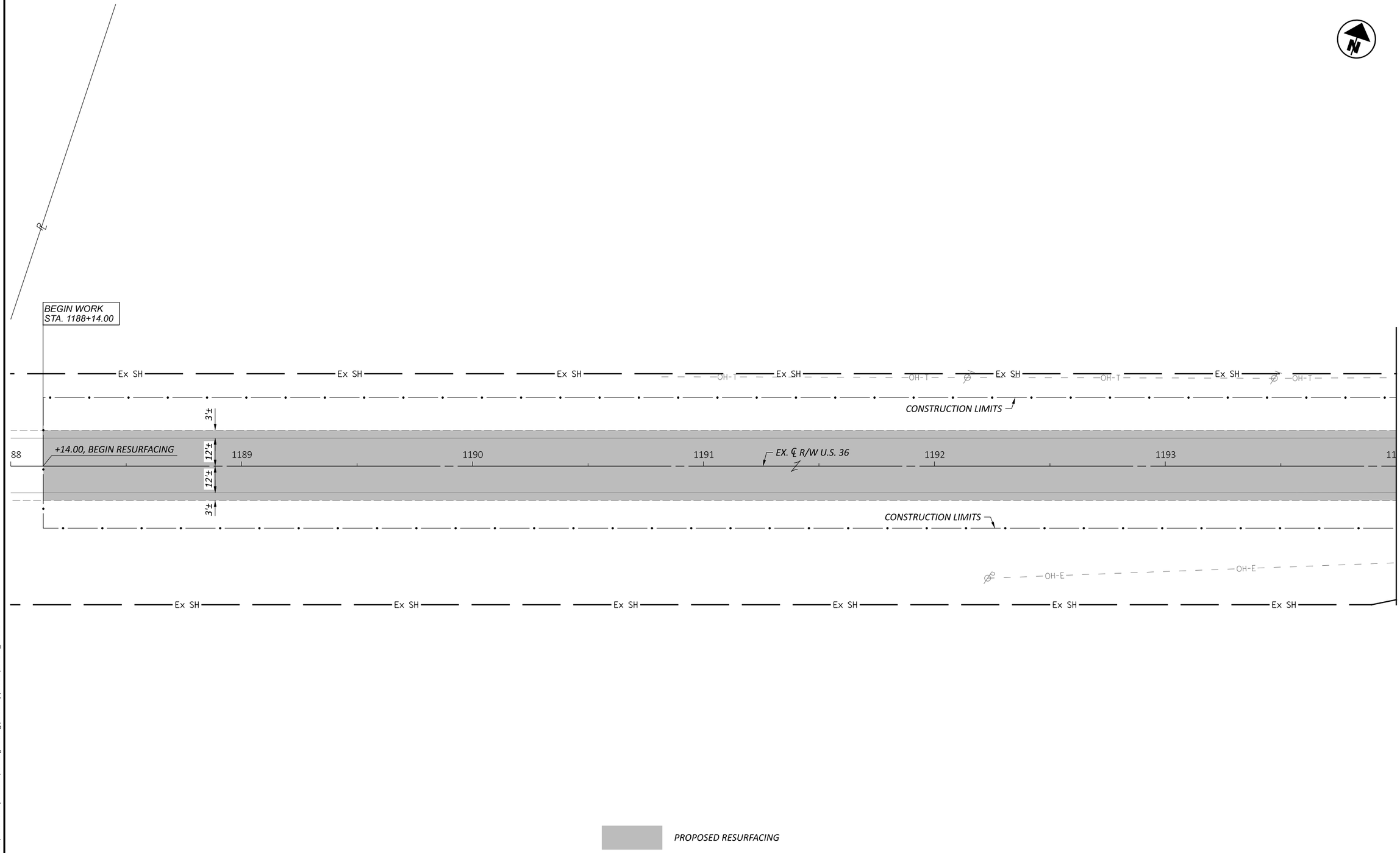
DESIGNER	GIK
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.59
TOTAL	P.142



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET - U.S. 36
STA. 1188+00 TO STA. 1194+00

DESIGN AGENCY
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DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.60 TOTAL P.142

MIA/DAR-36/721-22.56

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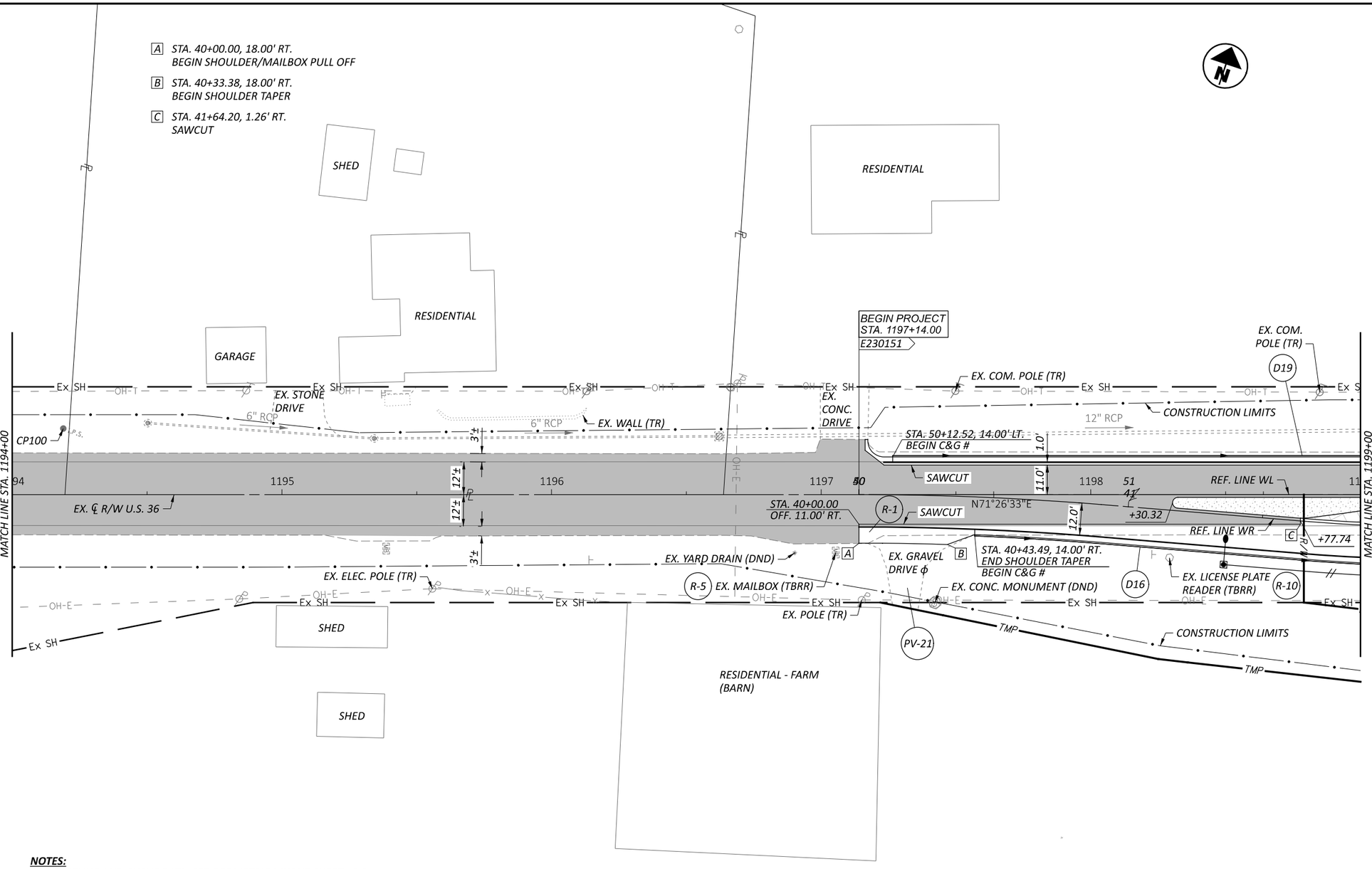

NOTES:

FOR BASELINE AND CURVE DATA, SEE GEOMETRIC LAYOUT SHEET P.3
FOR SPLITTER ISLAND DETAILS, SEE SHEETS P.107 TO P.108
ALL PARTIAL STATIONS PROVIDED RELATIVE TO EX. ℄ R/W U.S. 36

FOR INTERSECTION AND PAVEMENT DETAILS, SEE SHEETS P.106TO P.110

 # TAPER CURB & GUTTER HEIGHT TO ZERO OVER LAST 10-FEET

ϕ EXISTING GRAVEL DRIVE TO BE RESTORED TO ORIGINAL CONDITION AFTER TEMPORARY PAVEMENT IS REMOVED

CONCRETE SPLITTER ISLAND (FLUSH WITH ASPHALT)

PROPOSED RESURFACING

RAISED SPLITTER ISLAND

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET - U.S. 36
STA. 1194+00 TO STA. 1199+00

DESIGN AGENCY
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DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.61 TOTAL P.142

MIA/DAR-36/721-22.56

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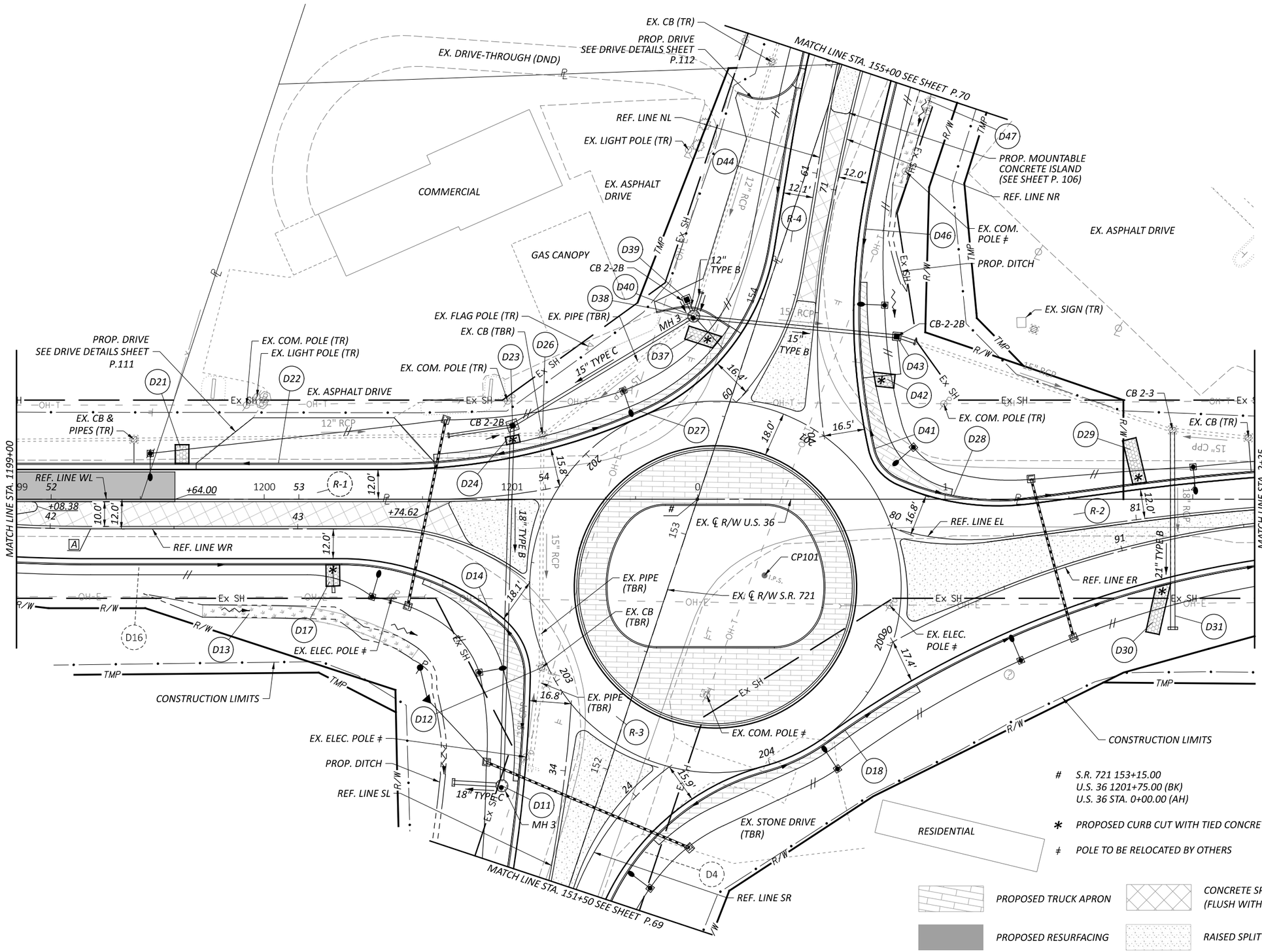

NOTES:

FOR BASELINE AND CURVE DATA, SEE GEOMETRIC LAYOUT SHEET P.3
FOR PAVEMENT TRANSITIONS AND INTERSECTION DETAILS, SEE SHEET P.106
FOR SPLITTER ISLAND DETAILS, SEE SHEETS P.107TO P.108
FOR STORM SEWER PROFILES, SEE SHEET P.113
ALL PARTIAL STATIONS PROVIDED RELATIVE TO EX. ℄ R/W U.S. 36

[A] *STA. 1199+29.92, 12.00' RT*
STA. 52+15.92, 12.00' RT
STA. 42+16.34, 0.00' LT/RT

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET - U.S. 36
STA. 1199+00 TO STA. 2+25

DESIGN AGENCY
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DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.62 TOTAL P.142

MIA/DAR-36/721-22.56

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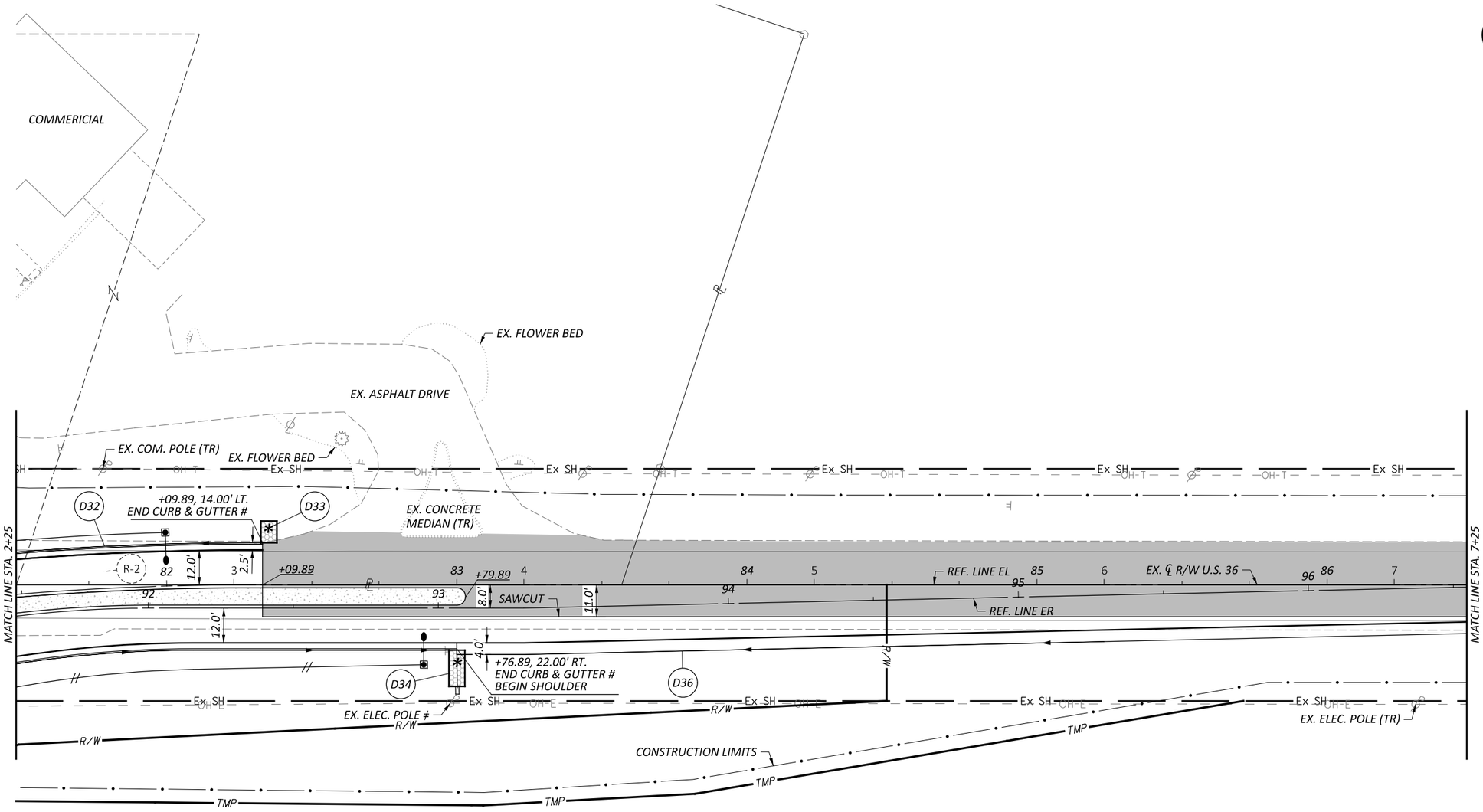

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET - U.S. 36
STA. 2+25 TO STA. 7+25

RAISED SPLITTER ISLAND

PROPOSED RESURFACING

TIED CONCRETE BLOCK MAT, TYPE 2

\# TAPER CURB & GUTTER HEIGHT TO ZERO OVER LAST 10-FEET

* PROPOSED TIED CONCRETE BLOCK MAT

≠ POLE TO BE RELOCATED BY OTHERS

NOTES:

FOR BASELINE AND CURVE DATA, SEE GEOMETRIC LAYOUT SHEET P.3
FOR SPLITTER ISLAND DETAILS, SEE SHEETS P.107 TO P.108

FOR INTERSECTION AND PAVEMENT DETAILS, SEE SHEETS P.106 TO P.110

ALL PARTIAL STATIONS PROVIDED RELATIVE TO EX. ℄ R/W U.S. 36

DESIGN AGENCY
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DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.63 TOTAL P.142

MIA/DAR-36/721-22.56

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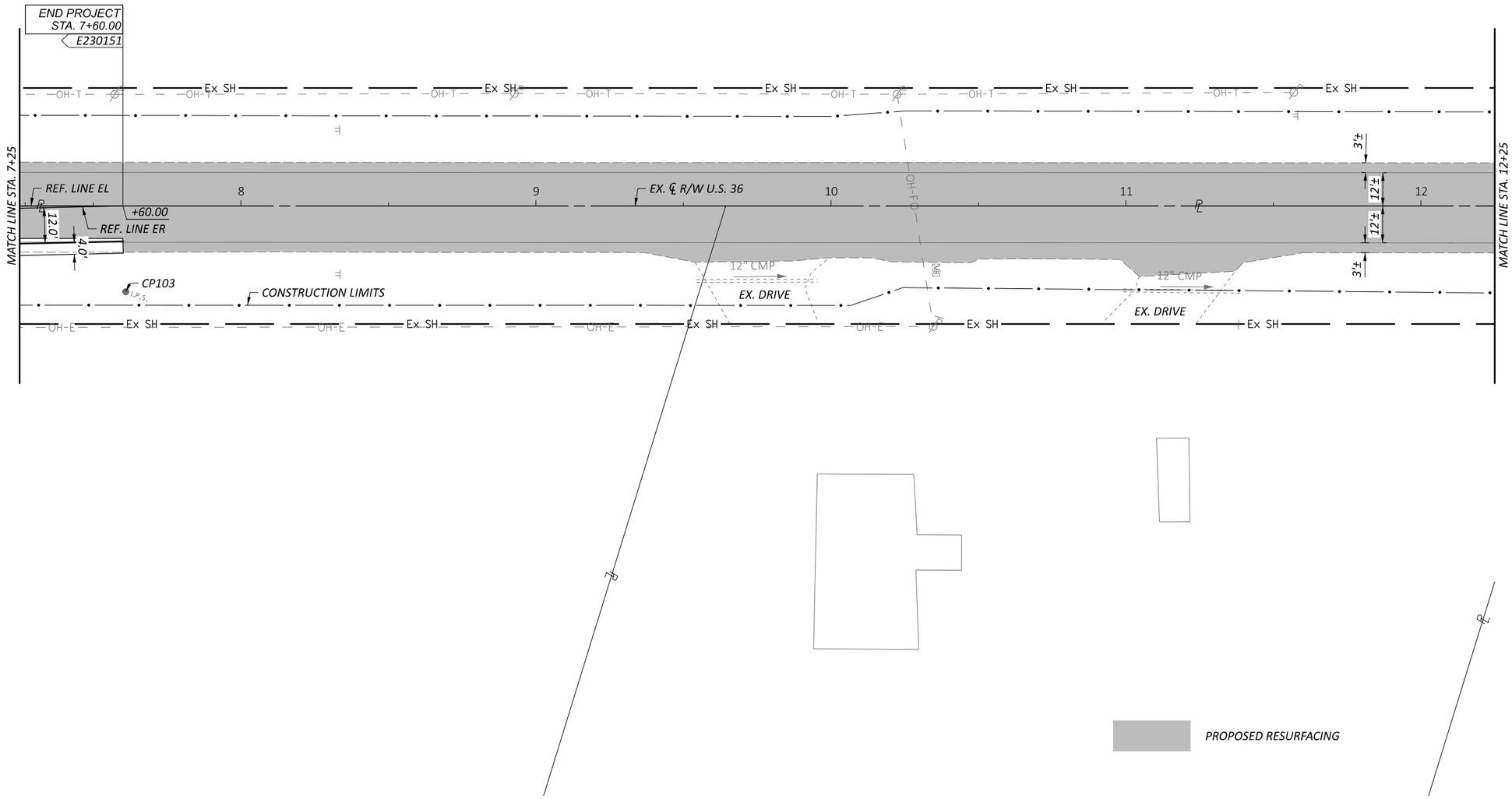

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET - U.S. 36
STA. 7+25 TO STA. 12+25

DESIGN AGENCY
B&N
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DESIGNER	JND
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.64
TOTAL	P.142

MIA/DAR-36/721-22.56

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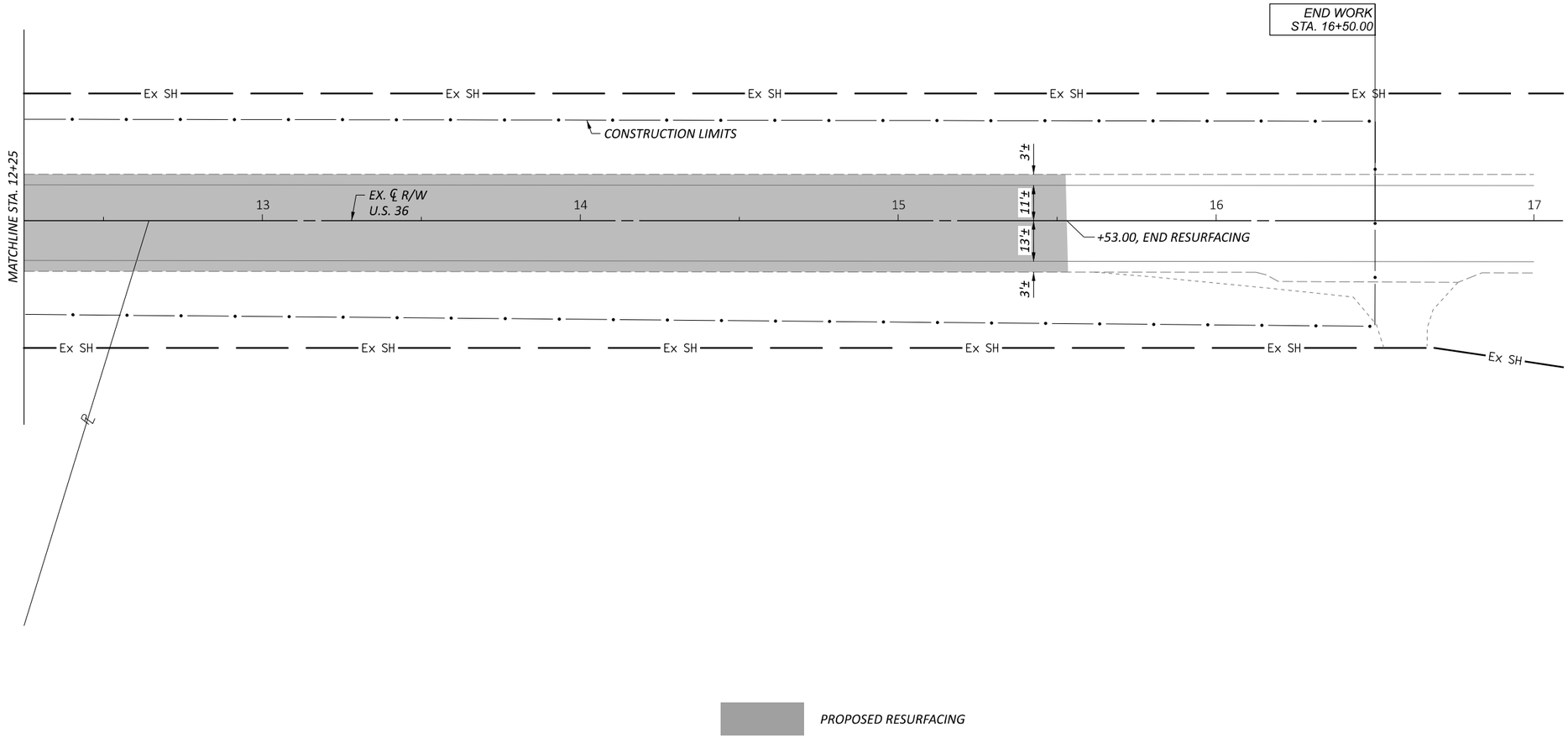

PROPOSED RESURFACING

HORIZONTAL
SCALE IN FEET
0 10 20 40

PLAN SHEET - U.S. 36
STA. 12+25 TO STA. 17+00

CTY-RTE-SECTION

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DESIGN AGENCY
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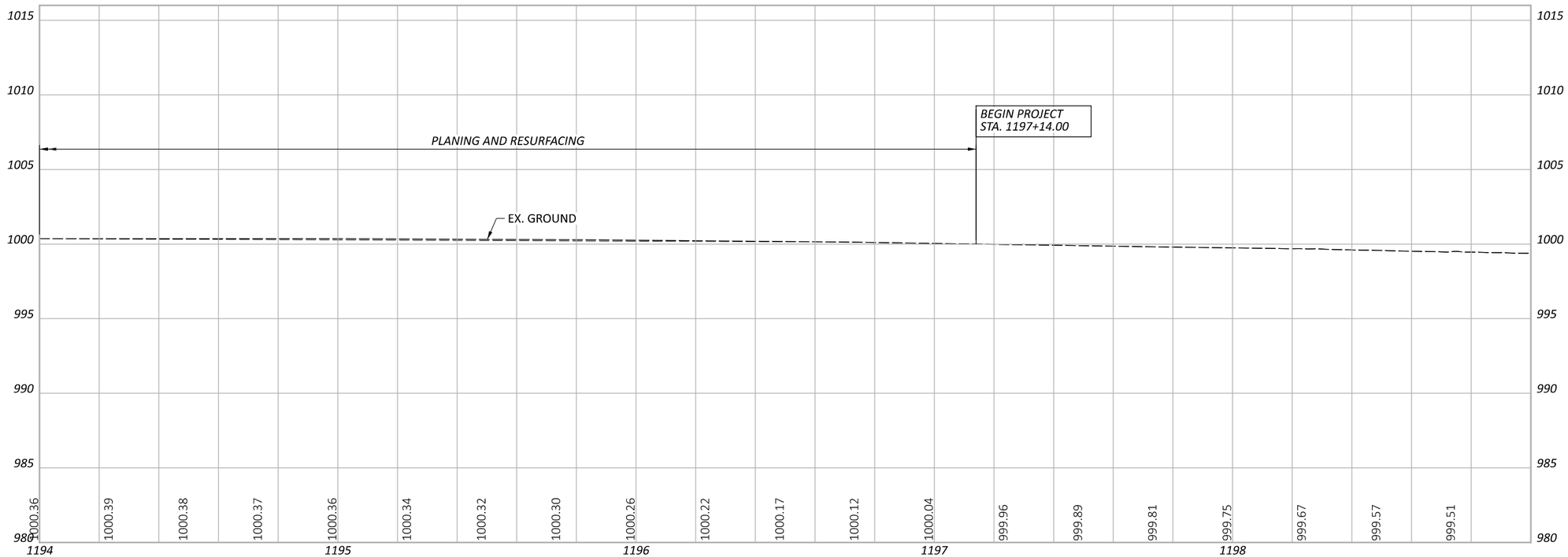
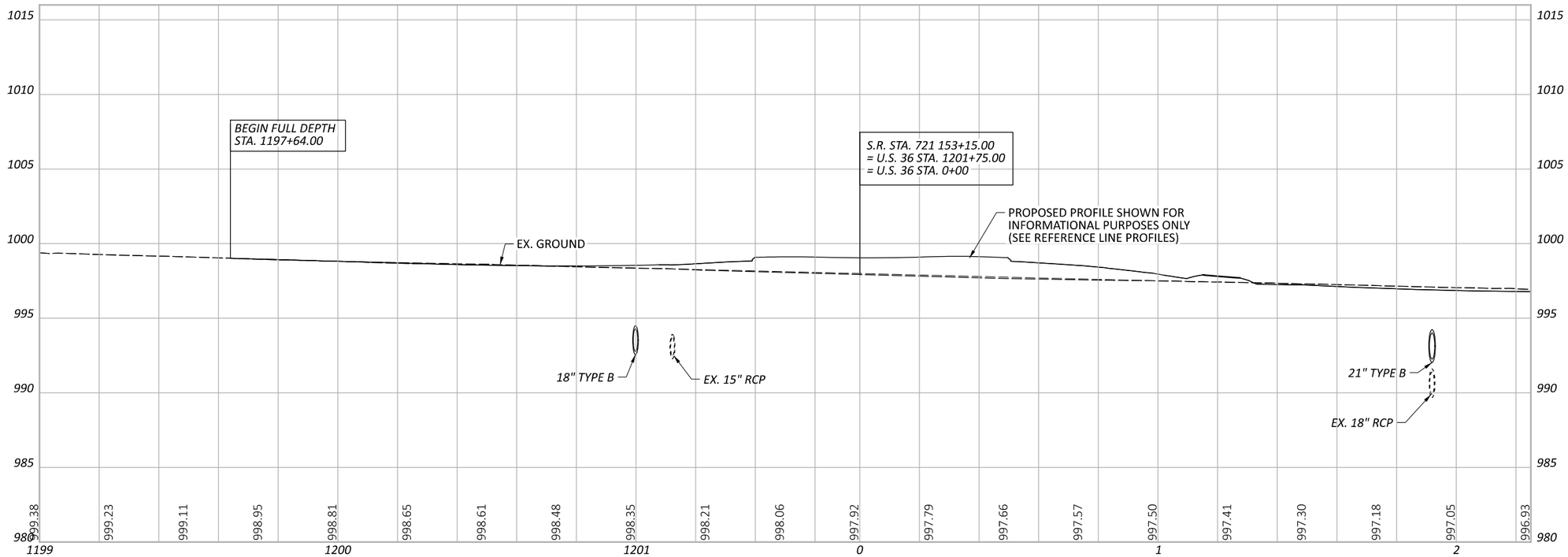
DESIGNER	JND
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.65
TOTAL	P.142

NOTE:
EXISTING GROUND AND PROPOSED PROFILE ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
THE PROPOSED PROFILES CAN BE FOUND IN THE PROFILE REF. LINE SHEETS P.75 & P.77





PROFILE SHEET - U.S. 36
STA. 1194+00 TO STA. 2+25

MIA/DAR-36/721-22.56

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DESIGN AGENCY
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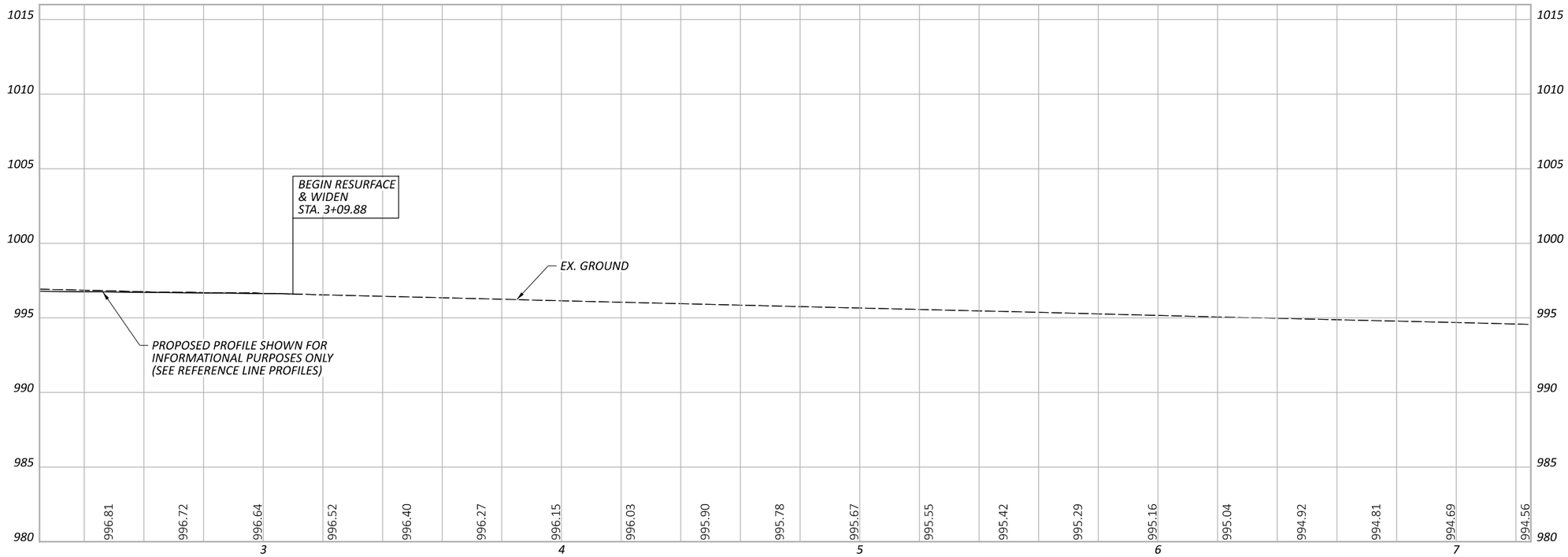
DESIGNER
JND

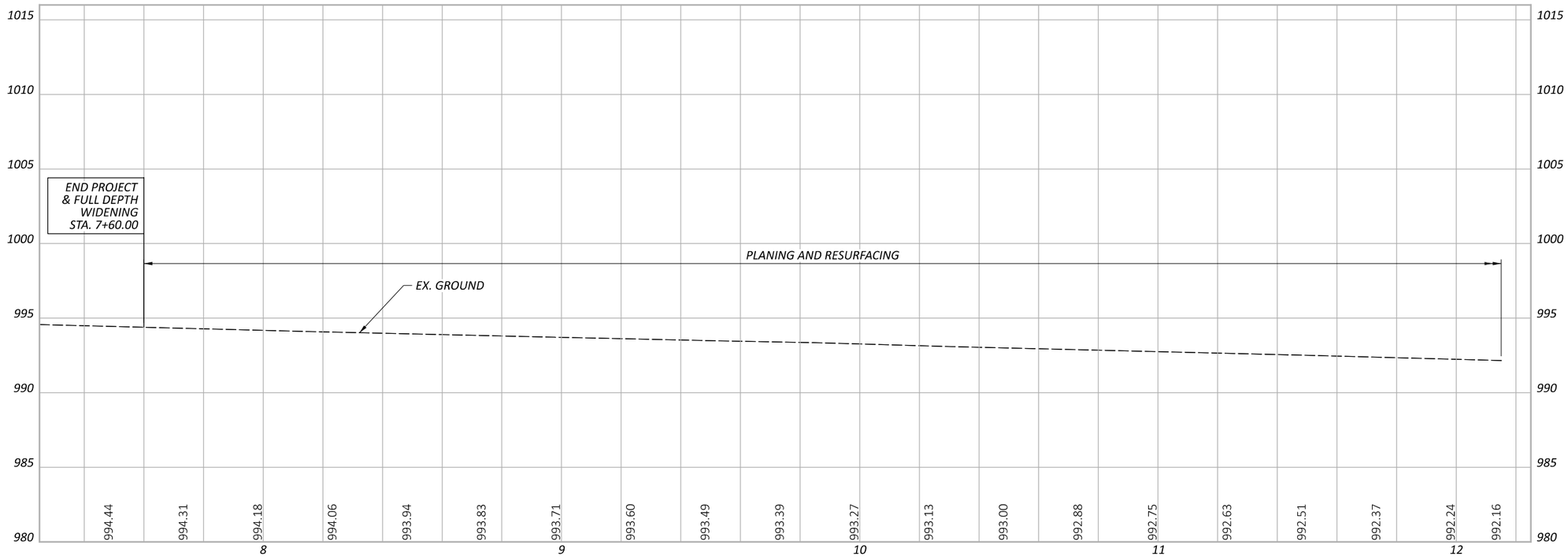
REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.66 TOTAL P.142

NOTE:
EXISTING GROUND AND PROPOSED PROFILES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
THE PROPOSED PROFILES CAN BE FOUND IN THE PROFILE REF. LINE SHEET P.77





PROFILE SHEET - U.S. 36
STA. 2+25 TO STA. 12+25

DESIGN AGENCY
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DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.67 | TOTAL P.142

MIA/DAR-36/721-22.56

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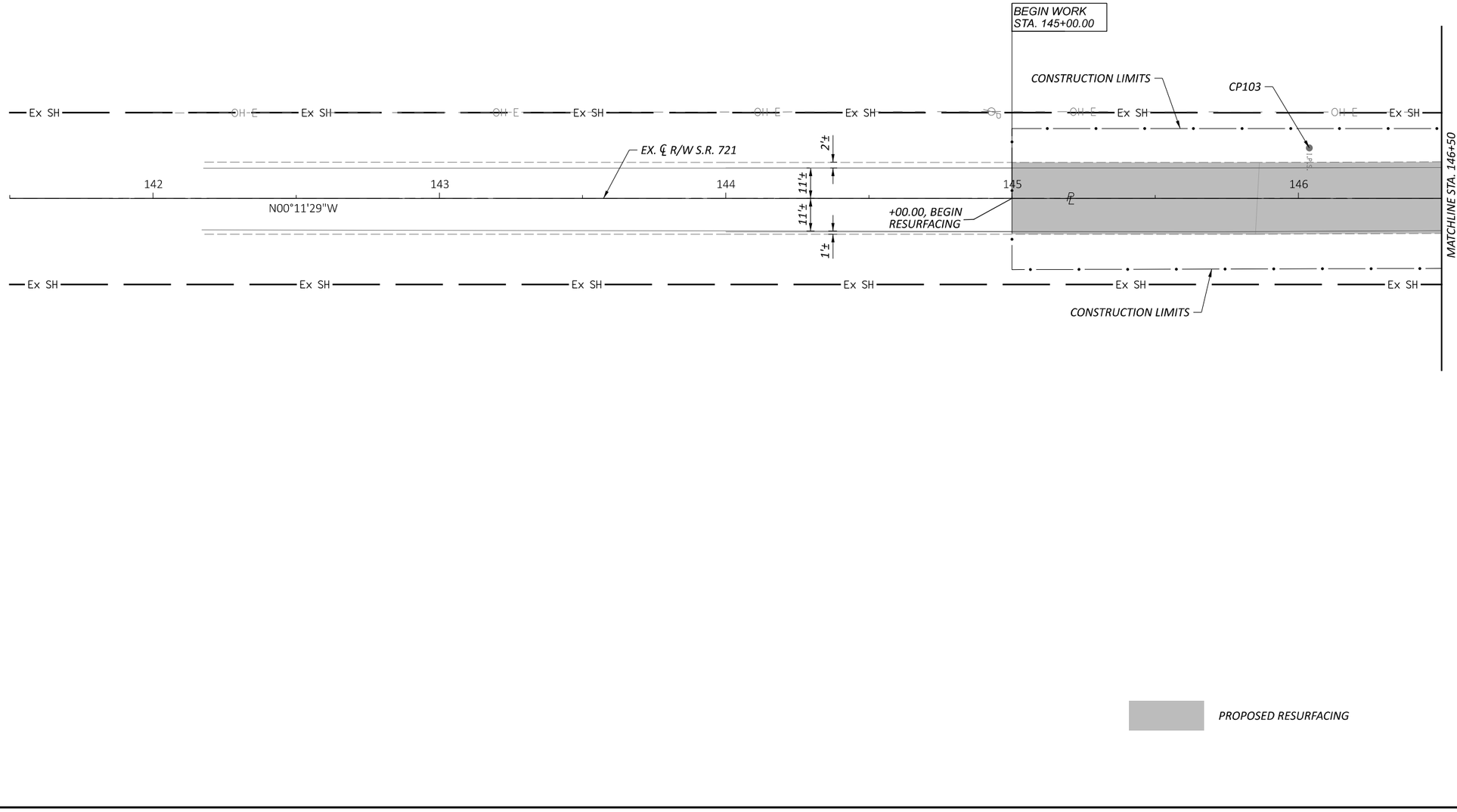

HORIZONTAL
SCALE IN FEET
0 10 20 40

PLAN SHEET - S.R. 721
STA. 141+50 TO STA. 146+50

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
JND
REVIEWER
DSS 04-01-26
PROJECT ID
118070
SHEET P.68 TOTAL P.142

MIA/DAR-36/721-22.56

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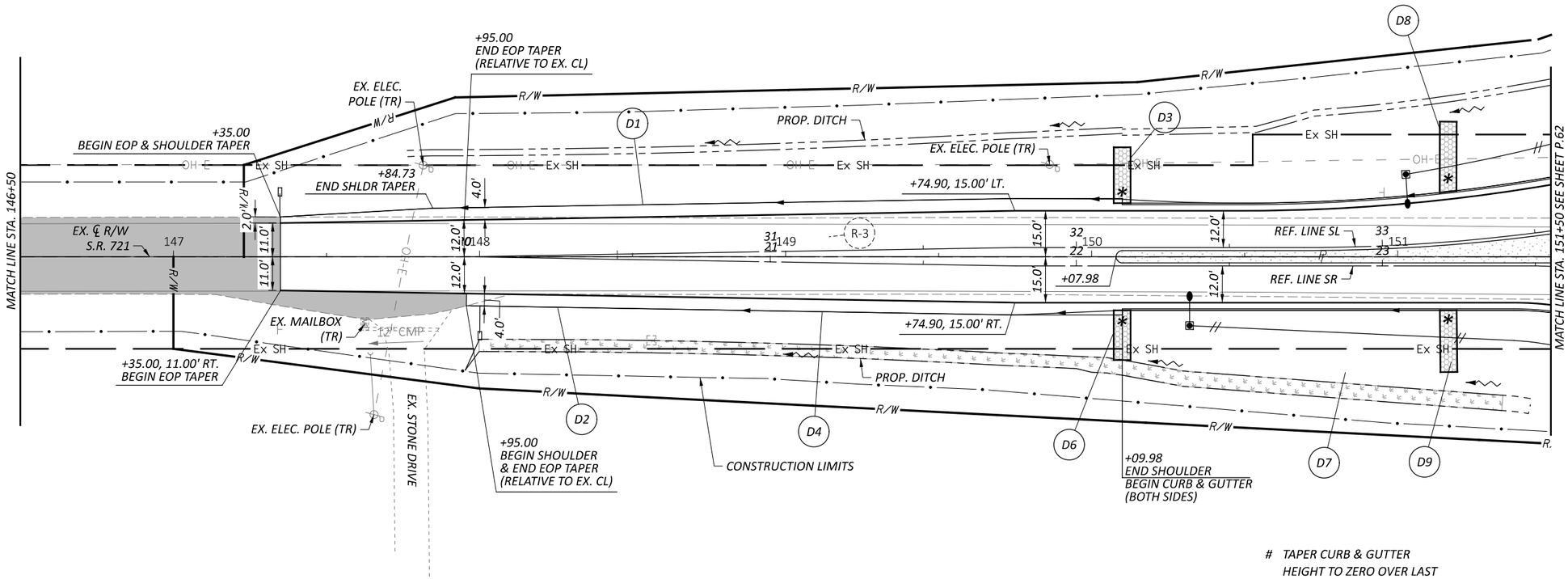

\# TAPER CURB & GUTTER HEIGHT TO ZERO OVER LAST 10-FEET

* PROPOSED CURB CUT WITH TIED CONCRETE MAT, TYPE 2

PROPOSED RESURFACING

RAISED SPLITTER ISLAND

TIED CONCRETE BLOCK MAT, TYPE 2

VEGETATED BIOFILTER

NOTES:

FOR BASELINE AND CURVE DATA, SEE GEOMETRIC LAYOUT SHEET P.3
FOR PAVEMENT TRANSITIONS AND INTERSECTION DETAILS, SEE SHEET P.106
FOR SPLITTER ISLAND DETAILS, SEE SHEETS P.107TO P.108
ALL PARTIAL STATIONS PROVIDED RELATIVE TO EX. ℄ R/W S.R. 721

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET - S.R. 721
STA. 146+50 TO STA. 151+50

MIA/DAR-36/721-22.56

MODEL: 118070_GP201 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:27:15 AM USER: sosko
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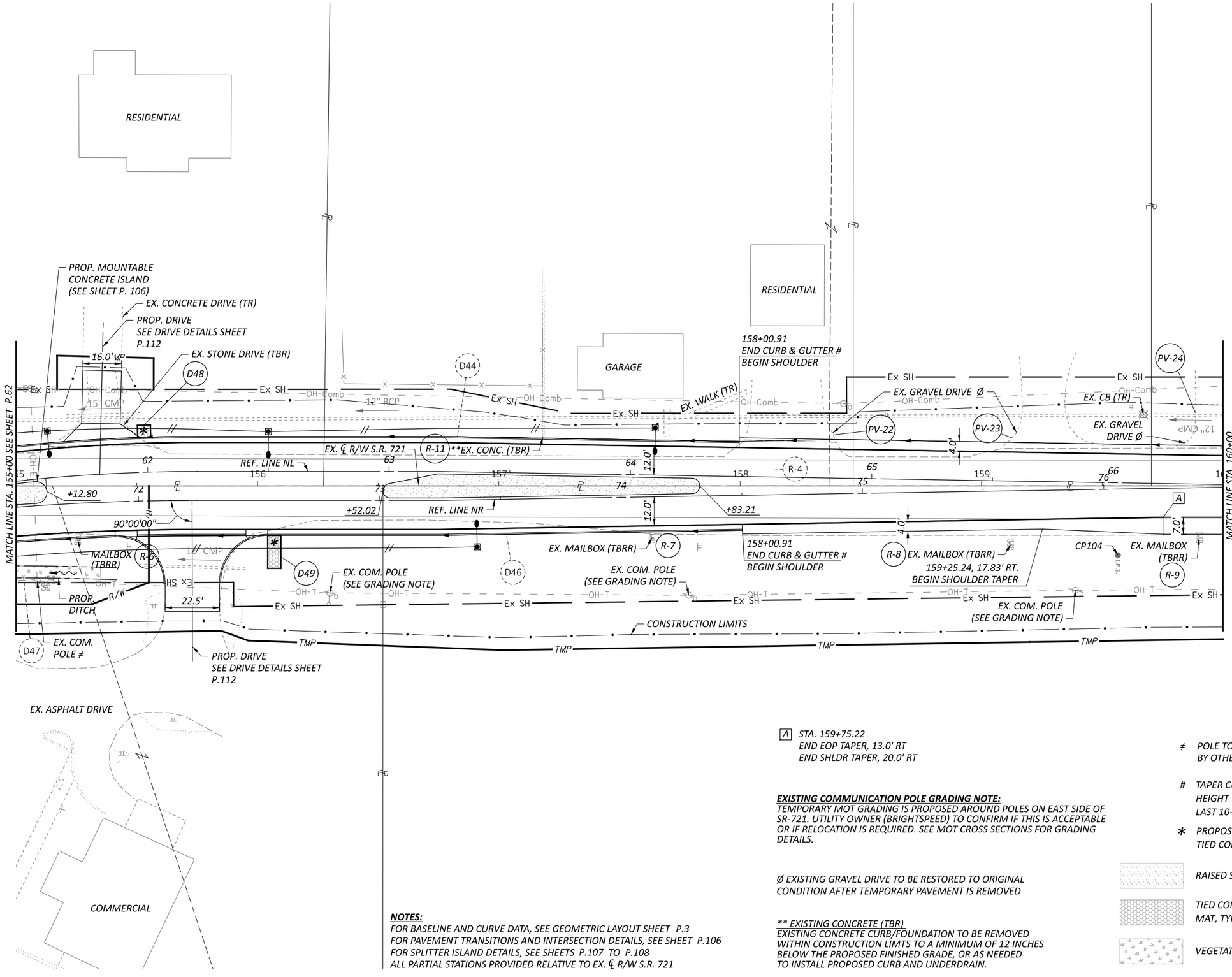
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.69 TOTAL P.142



A STA. 159+75.22
END EOP TAPER, 13.0' RT
END SHLDR TAPER, 20.0' RT

EXISTING COMMUNICATION POLE GRADING NOTE:
TEMPORARY MOT GRADING IS PROPOSED AROUND POLES ON EAST SIDE OF SR-721. UTILITY OWNER (BRIGHTSPEED) TO CONFIRM IF THIS IS ACCEPTABLE OR IF RELOCATION IS REQUIRED. SEE MOT CROSS SECTIONS FOR GRADING DETAILS.

Ø *EXISTING GRAVEL DRIVE TO BE RESTORED TO ORIGINAL CONDITION AFTER TEMPORARY PAVEMENT IS REMOVED*

** *EXISTING CONCRETE (TBR)*
EXISTING CONCRETE CURB/FOUNDATION TO BE REMOVED WITHIN CONSTRUCTION LIMTS TO A MINIMUM OF 12 INCHES BELOW THE PROPOSED FINISHED GRADE, OR AS NEEDED TO INSTALL PROPOSED CURB AND UNDERDRAIN.

≠ *POLE TO BE RELOCATED BY OTHERS*

\# *TAPER CURB & GUTTER HEIGHT TO ZERO OVER LAST 10-FEET*

✱ *PROPOSED CURB CUT WITH TIED CONCRETE MAT*

RAISED SPLITTER ISLAND

TIED CONCRETE BLOCK MAT, TYPE 2

VEGETATED BIOFILTER

NOTES:
FOR BASELINE AND CURVE DATA, SEE GEOMETRIC LAYOUT SHEET P.3
FOR PAVEMENT TRANSITIONS AND INTERSECTION DETAILS, SEE SHEET P.106
FOR SPLITTER ISLAND DETAILS, SEE SHEETS P.107 TO P.108
ALL PARTIAL STATIONS PROVIDED RELATIVE TO EX. ℄ R/W S.R. 721

HORIZONTAL SCALE IN FEET
0 10 20 40

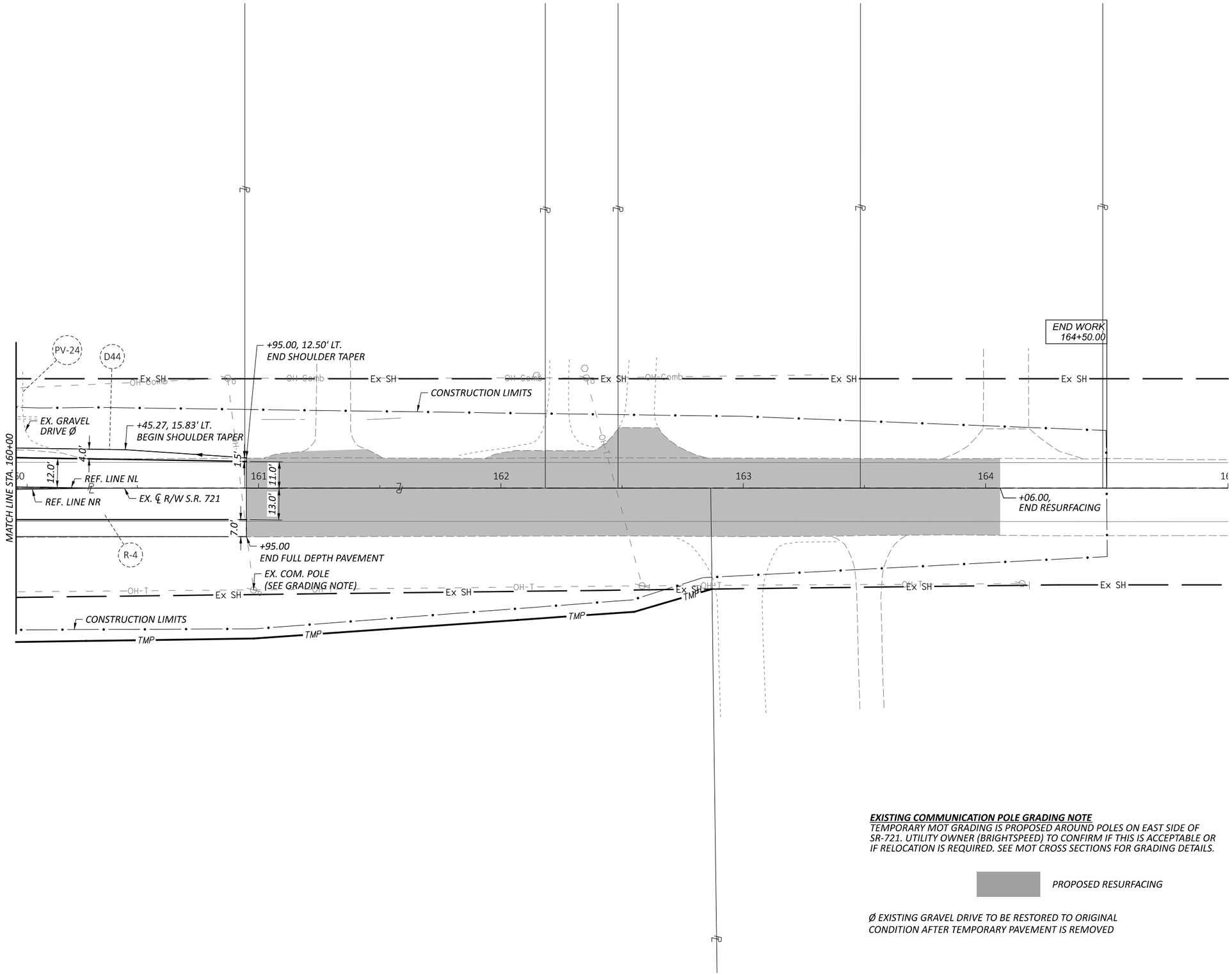
PLAN SHEET - S.R. 721
STA. 155+00 TO STA. 160+00

DESIGN AGENCY
B&N burgessniple.com

DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.70 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - SR721 North PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:27:30 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_GP202.dgn



EXISTING COMMUNICATION POLE GRADING NOTE
TEMPORARY MOT GRADING IS PROPOSED AROUND POLES ON EAST SIDE OF SR-721. UTILITY OWNER (BRIGHTSPEED) TO CONFIRM IF THIS IS ACCEPTABLE OR IF RELOCATION IS REQUIRED. SEE MOT CROSS SECTIONS FOR GRADING DETAILS.

PROPOSED RESURFACING

Ø EXISTING GRAVEL DRIVE TO BE RESTORED TO ORIGINAL CONDITION AFTER TEMPORARY PAVEMENT IS REMOVED

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN SHEET - S.R. 721
STA. 160+00 TO STA. 165+00

DESIGN AGENCY
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DESIGNER	JND
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.71
TOTAL	P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - SR721 North-1 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:27:43 AM USER: sosko
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MODEL: 118070__GF201 PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 2:54:17 PM USER: sosko
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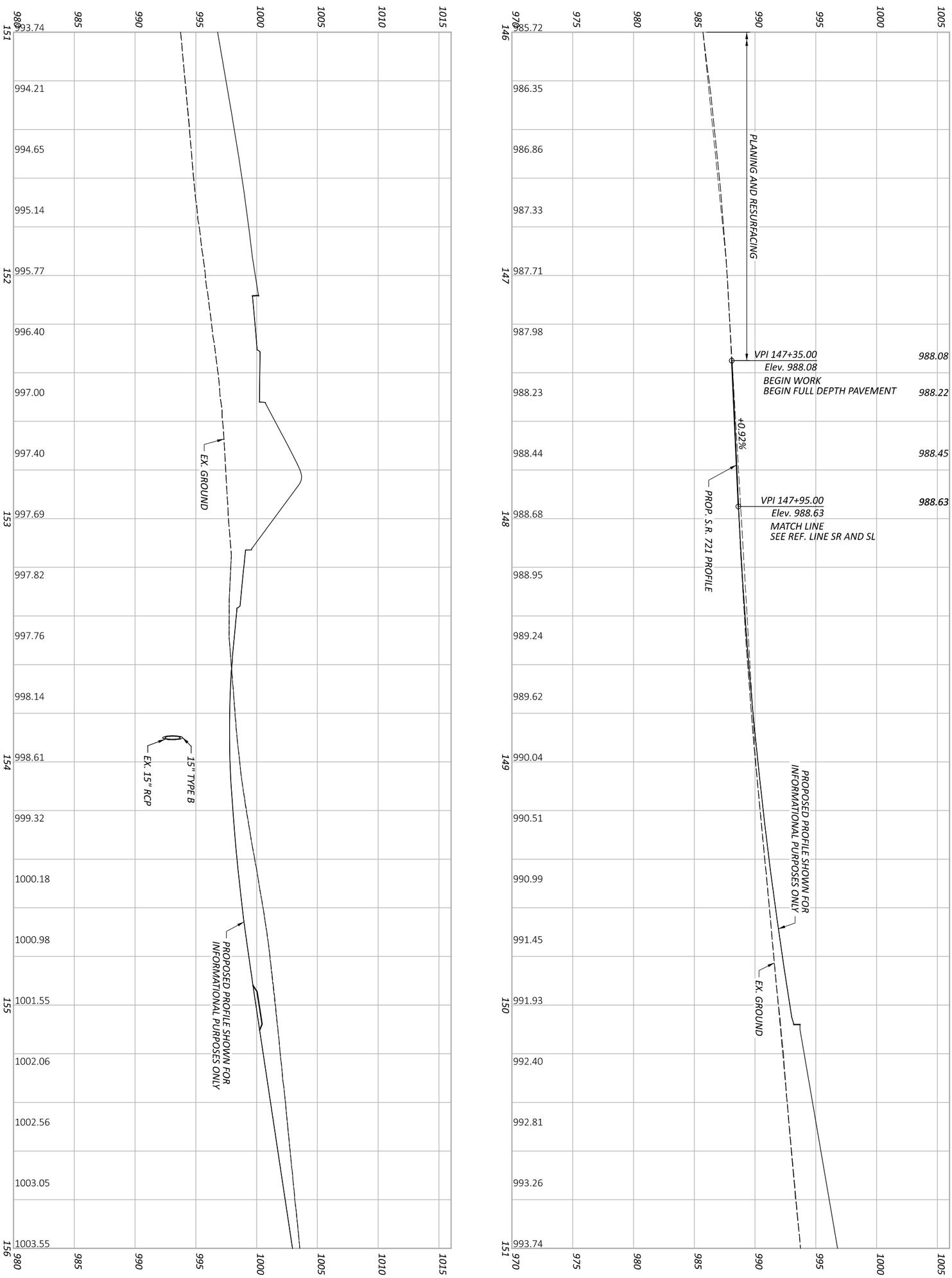
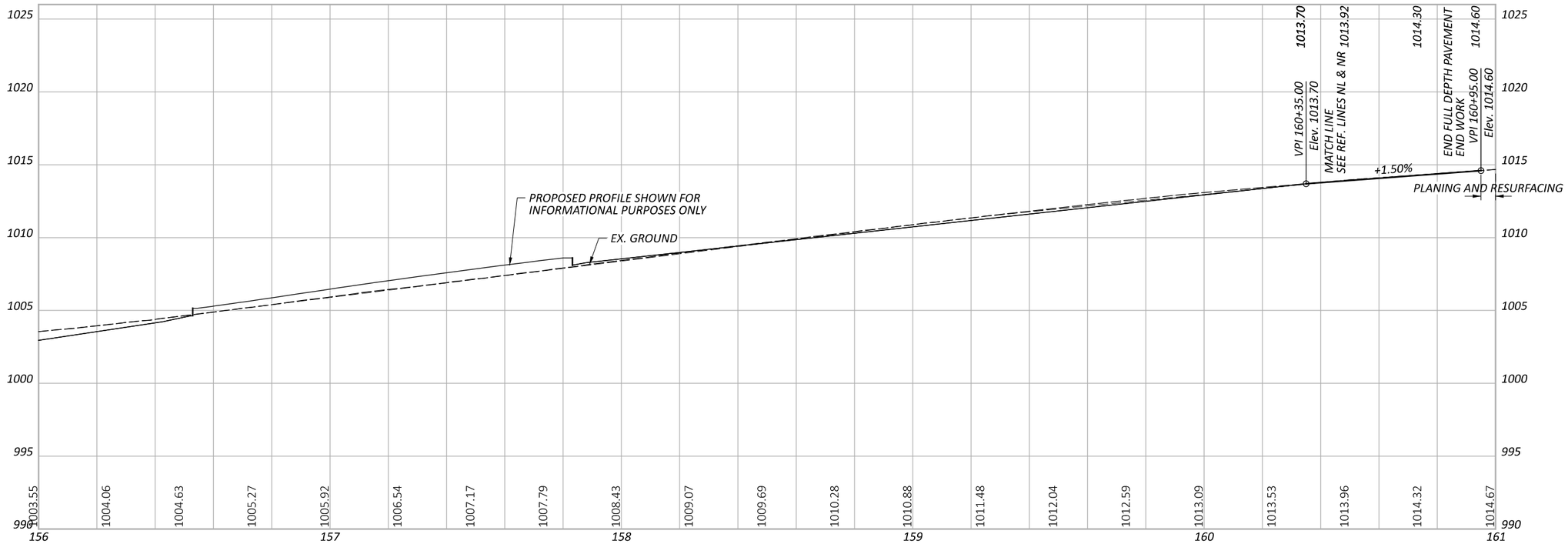
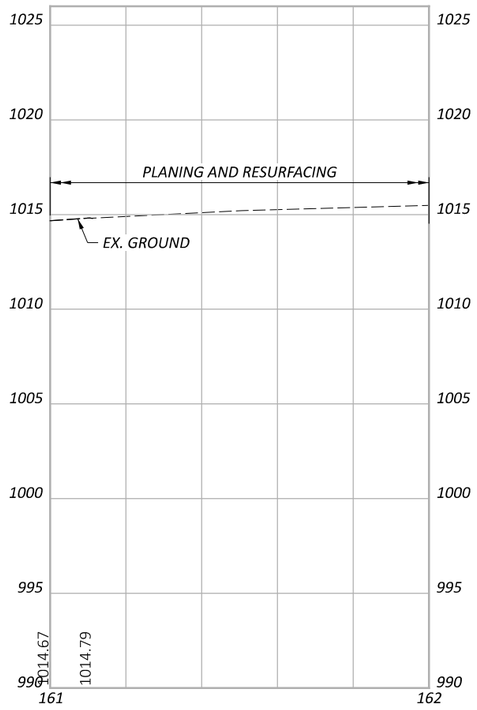


SHEET	P.72
TOTAL	P.142
PROJECT ID	118070
REVIEWER	DSS 04-01-26
DESIGNER	JND
DESIGN AGENCY	B&N burgessniple.com

PROFILE SHEET - S.R. 721
STA. 146+00.00 TO STA. 156+00.00





PROFILE SHEET - S.R. 721
STA. 156+00.00 TO STA. 162+00.00

MIA/DAR-36/721-22.56

MODEL: 118070__GF202 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:28:14 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\v00-Engineering\Roadway\Sheets\118070__GF202.dgn

DESIGN AGENCY
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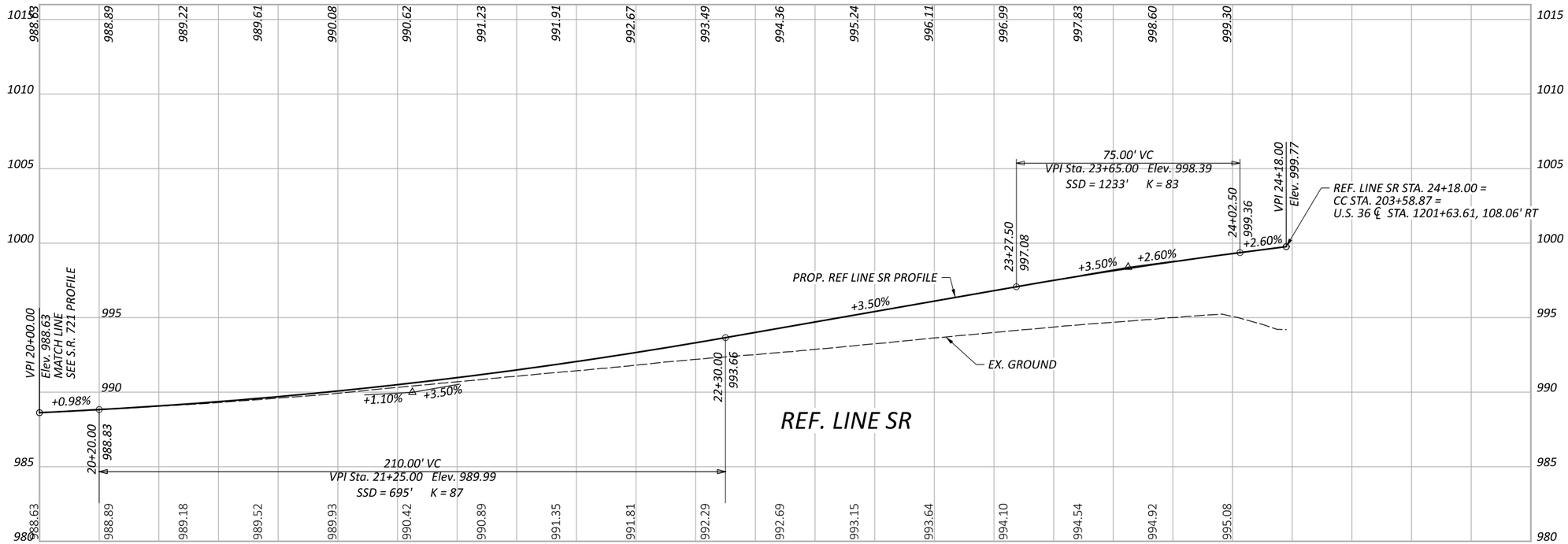
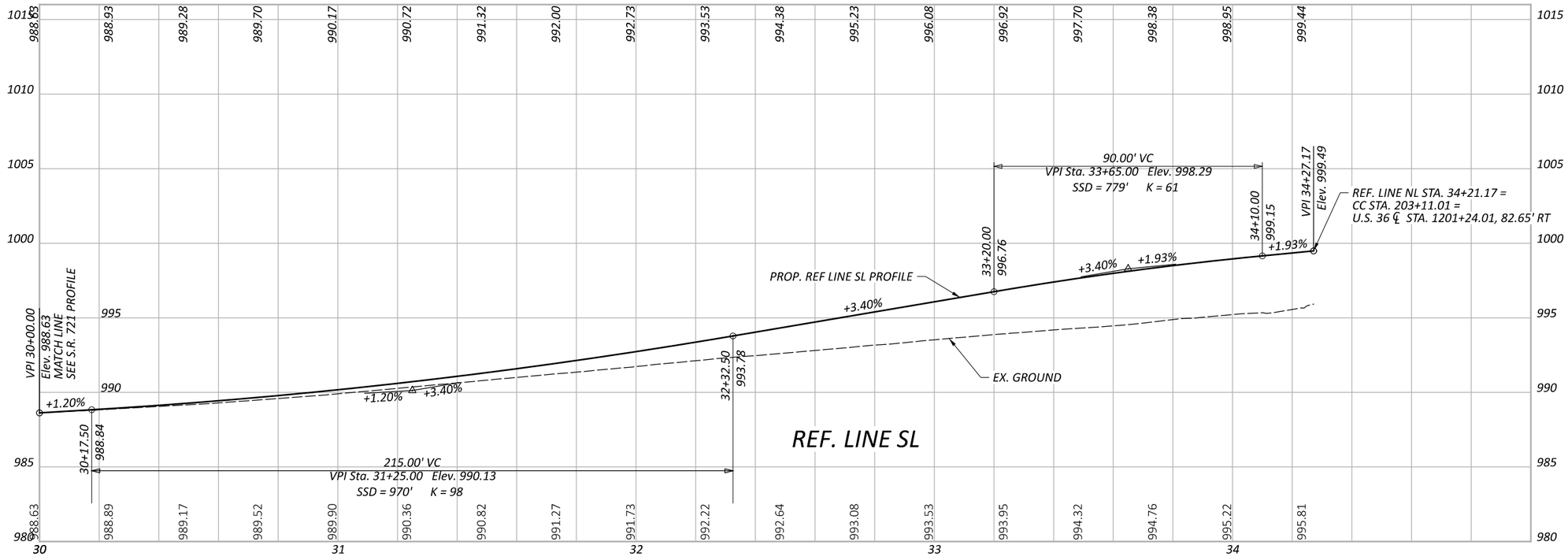
DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.73 | TOTAL P.142





MIA/DAR-36/721-22.56

MODEL: 118070_GF301 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:28:29 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070_GF301.dgn

PROFILE SHEET - REF. LINES
SL & SR

DESIGN AGENCY
B&N
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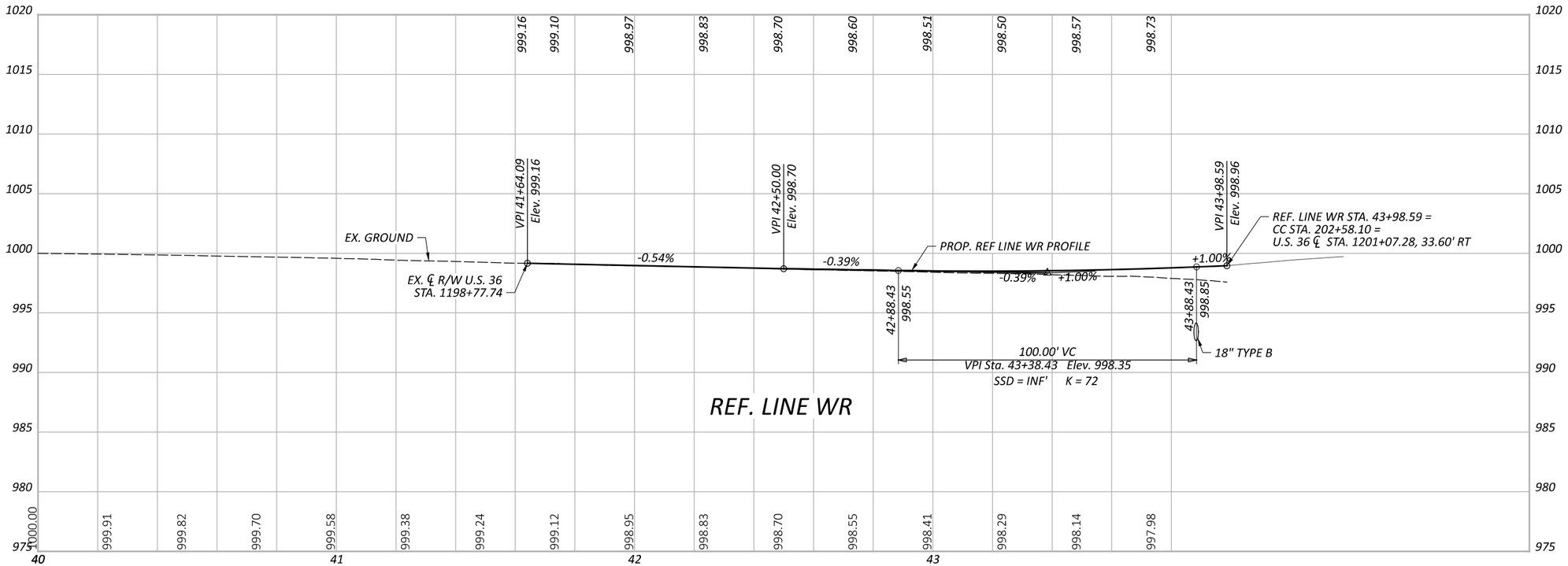
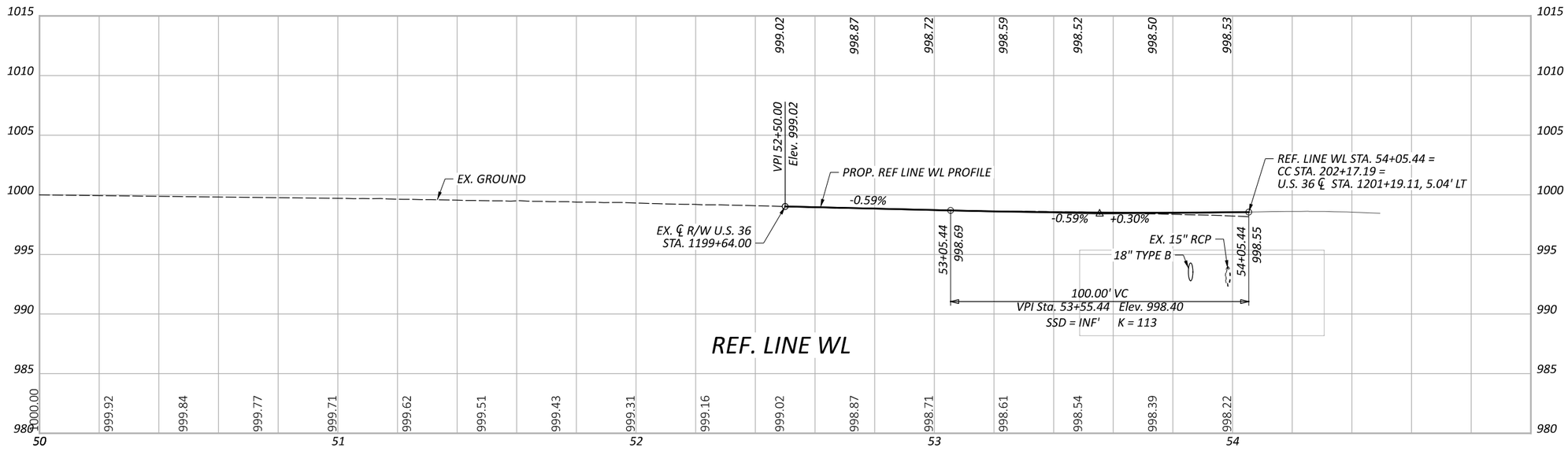
DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.74 TOTAL P.142





PROFILE SHEET - REF. LINES
WL & WR

MIA/DAR-36/721-22.56

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DESIGN AGENCY
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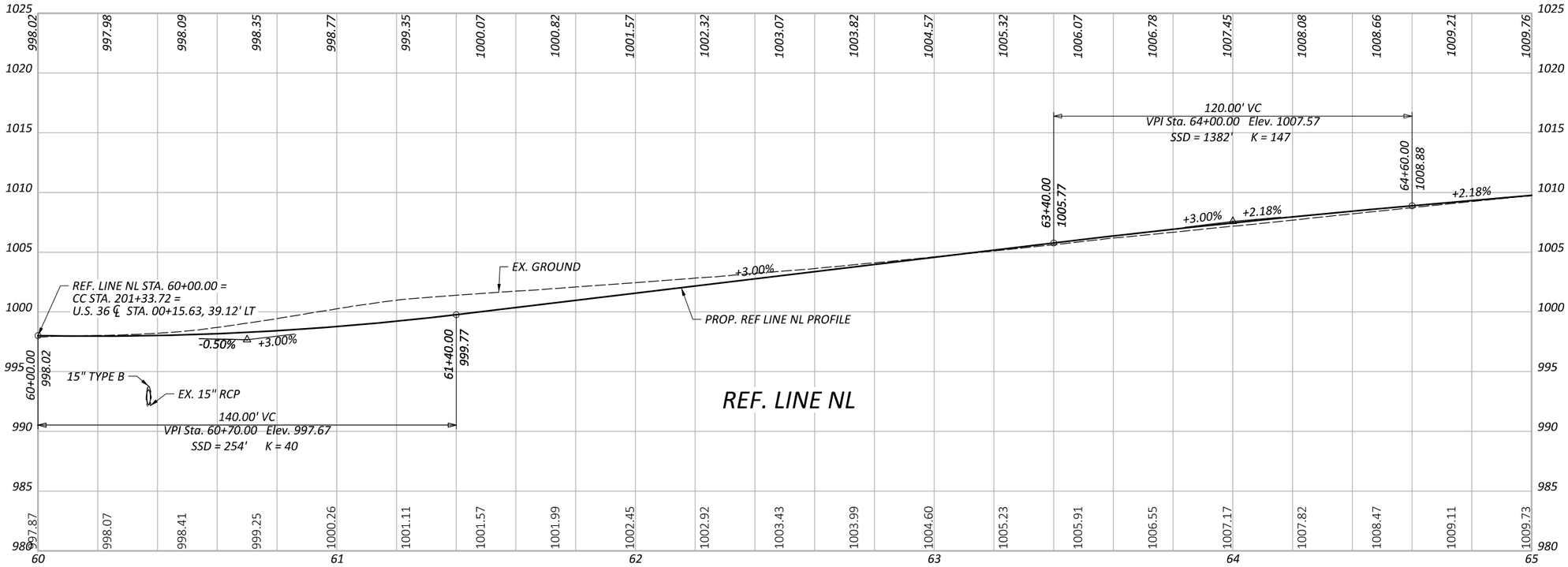
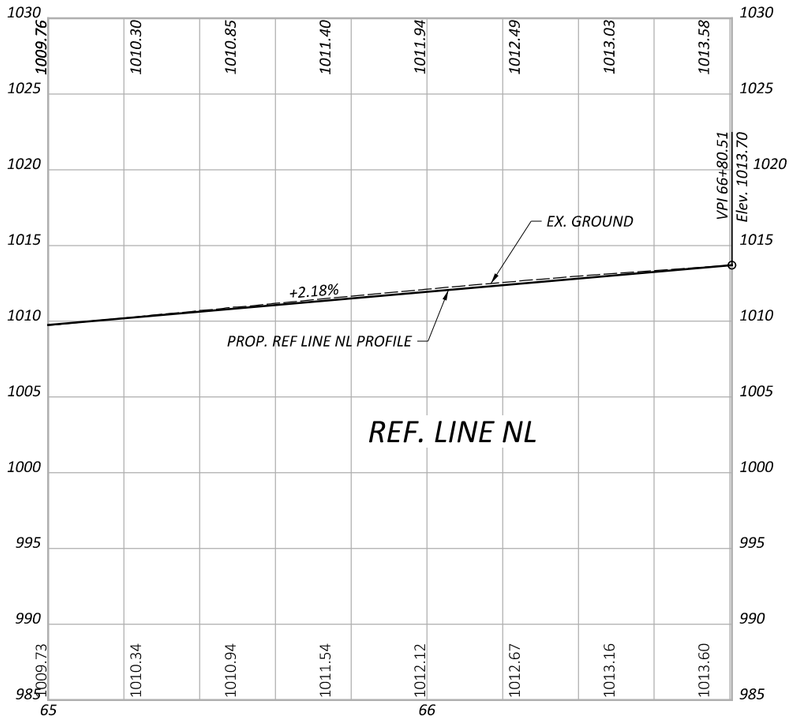
DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.75 TOTAL P.142





PROFILE SHEET
REF. LINE NL

MIA/DAR-36/71-22.56

MODEL: 118070__GF303A PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:28:53 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070__GF303A.dgn

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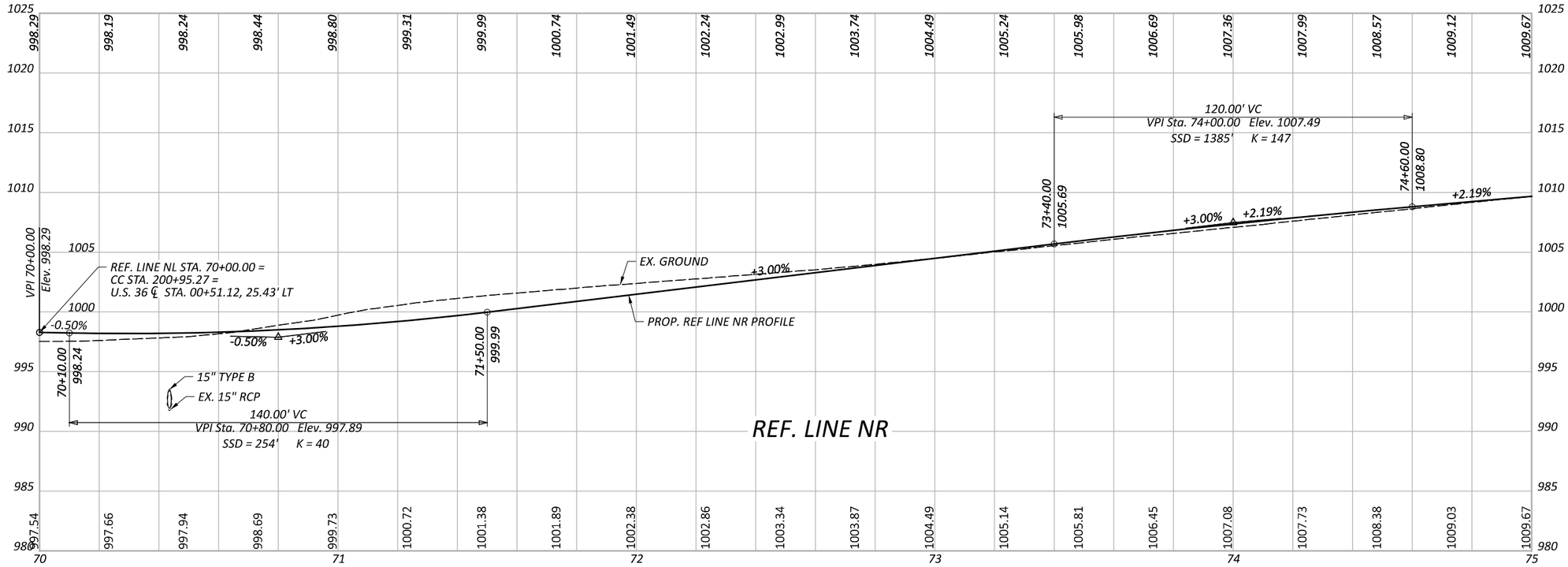
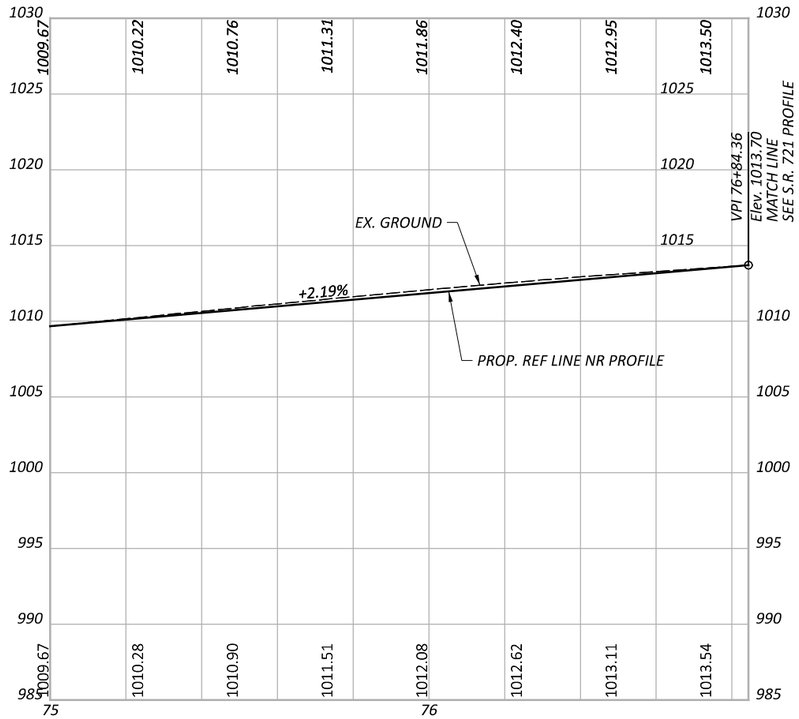
DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.76 | TOTAL P.142





PROFILE SHEET
REF. LINE NR

MIA/DAR-36/71-22.56

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pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070__GF304A.dgn

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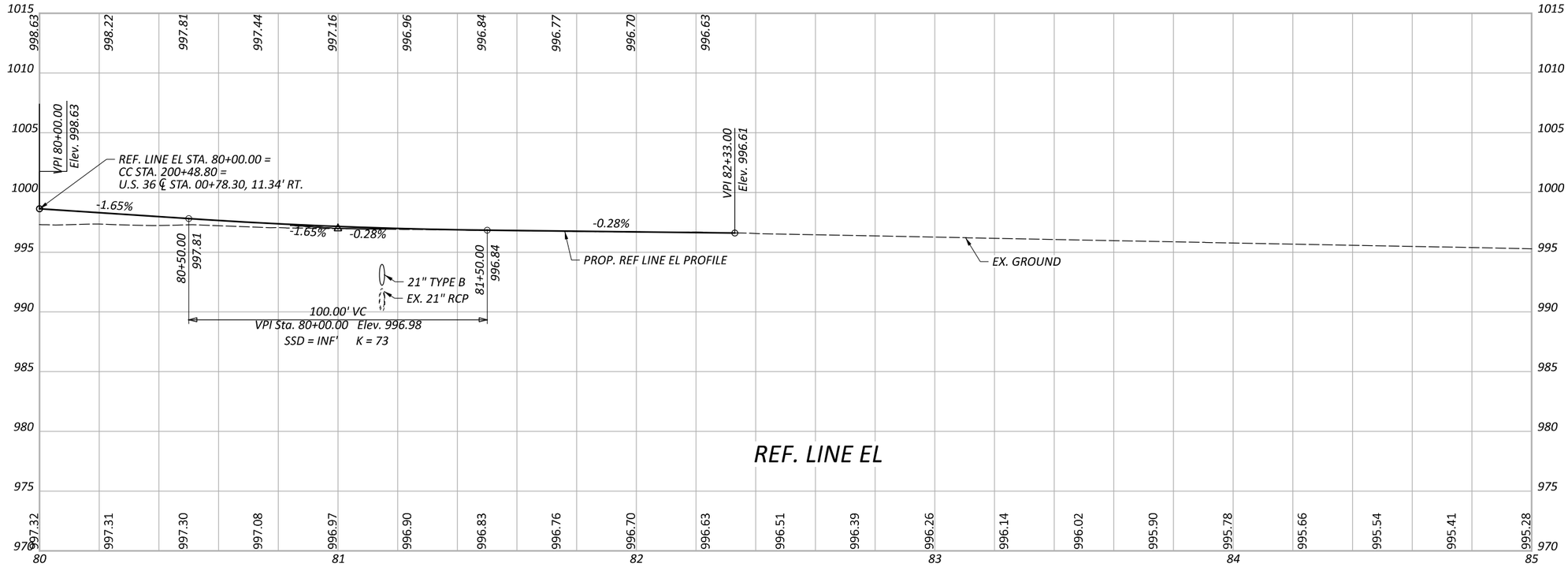
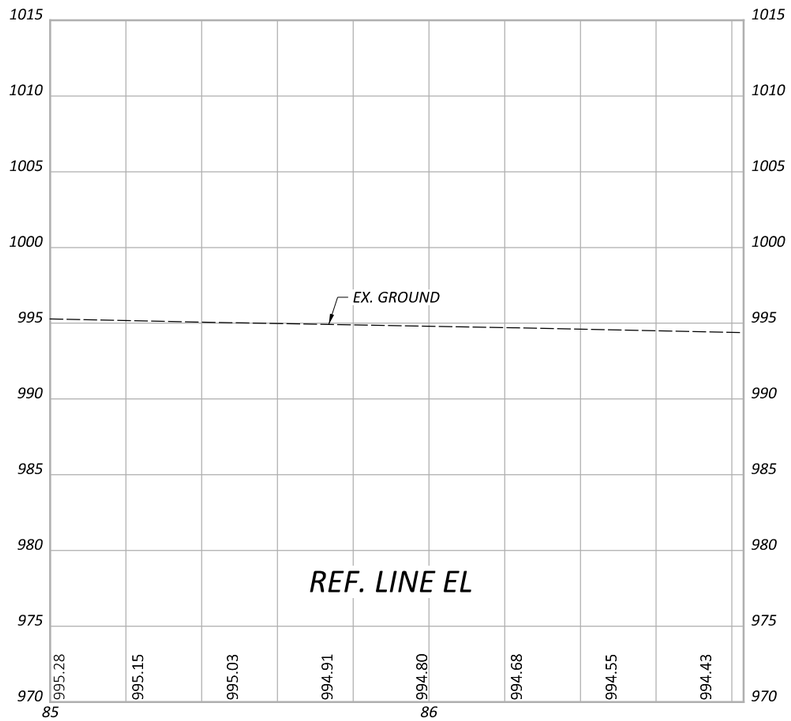
DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.77 | TOTAL P.142





PROFILE SHEET
REF. LINE EL

MIA/DAR-36/71-22.56

MODEL: 118070__GF305A PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 4:37:01 PM USER: sosko
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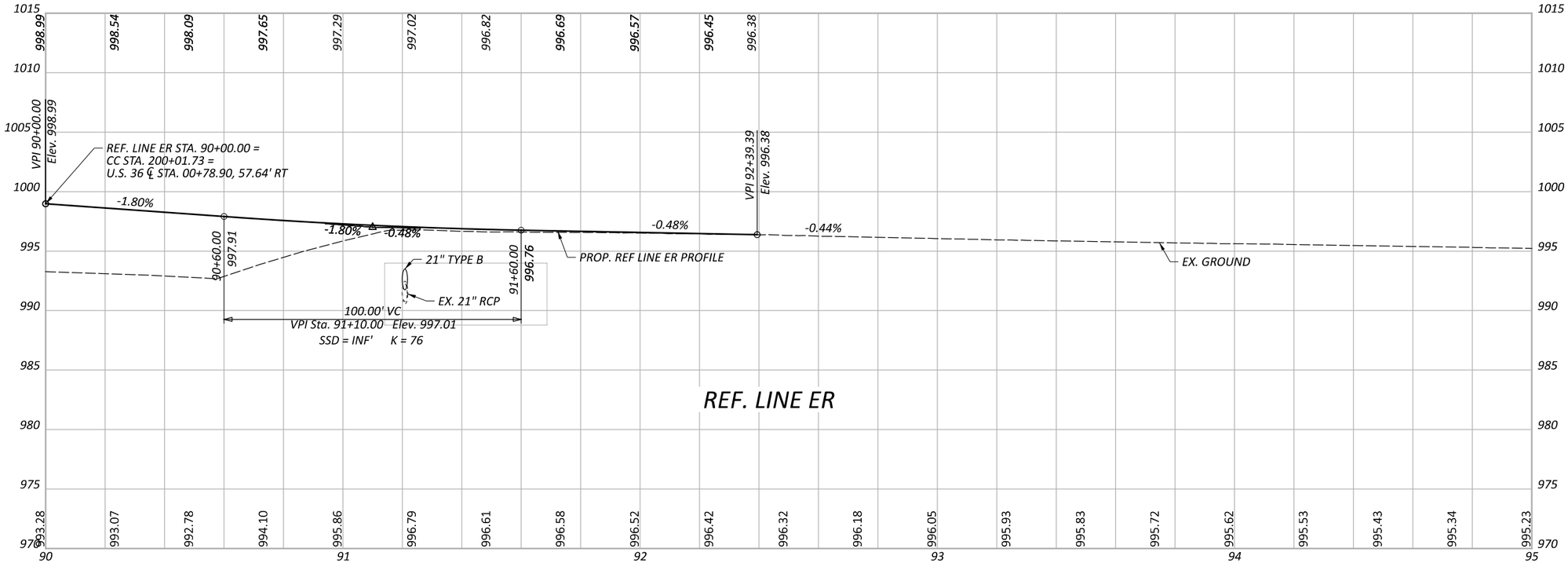
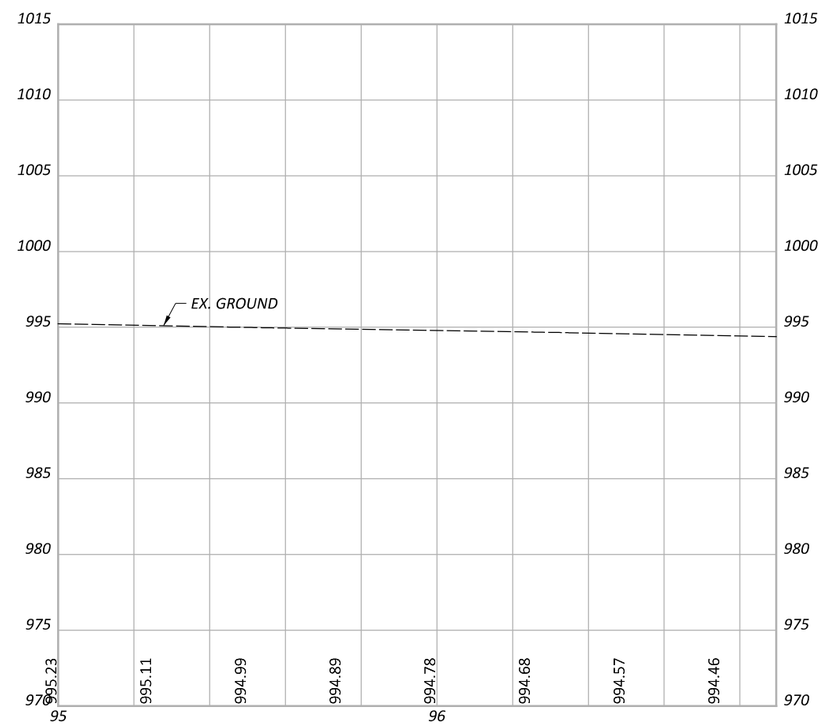
DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.78 | TOTAL P.142





PROFILE SHEET
REF. LINE ER

MIA/DAR-36/71-22.56

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pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070__GF306A.dgn

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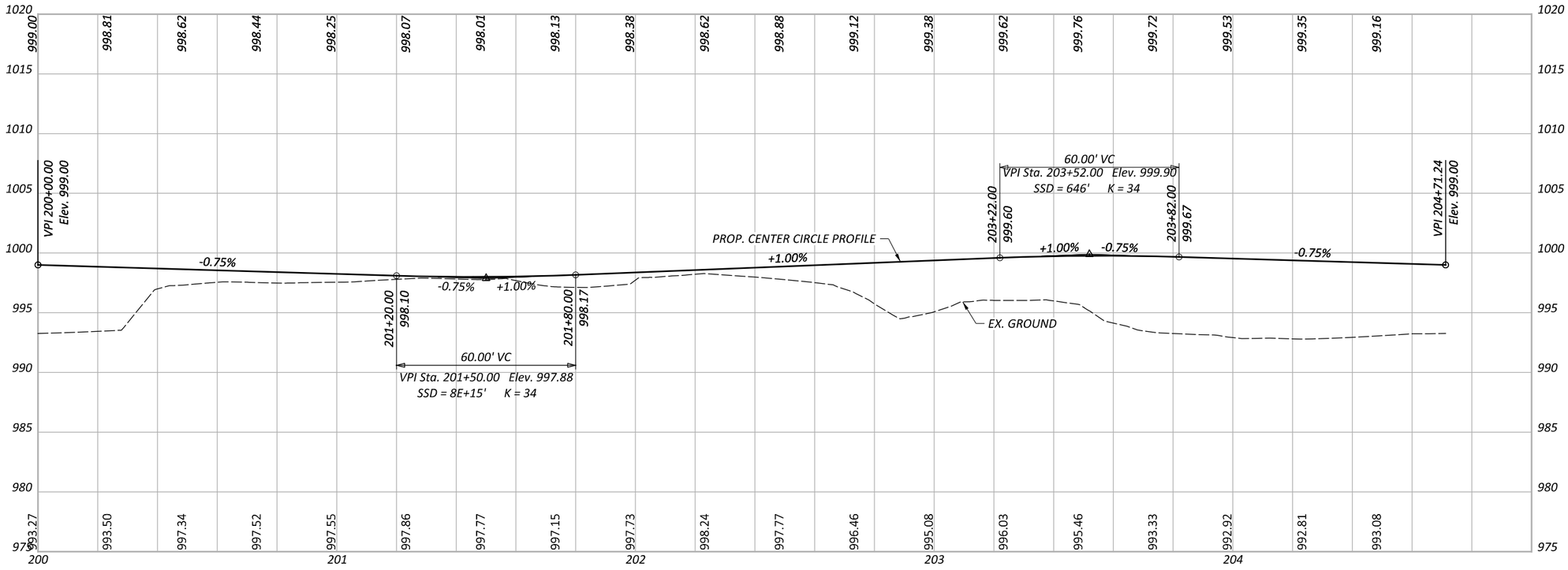
DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.79 | TOTAL P.142



PROFILE SHEET
CENTER CIRCLE

MIA/DAR-36/71-22.56

MODEL: 118070__GF306 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:29:44 AM USER: soskopw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070__GF307.dgn

DESIGN AGENCY
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DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.80 | TOTAL P.142

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:29:57 AM USER: sosko
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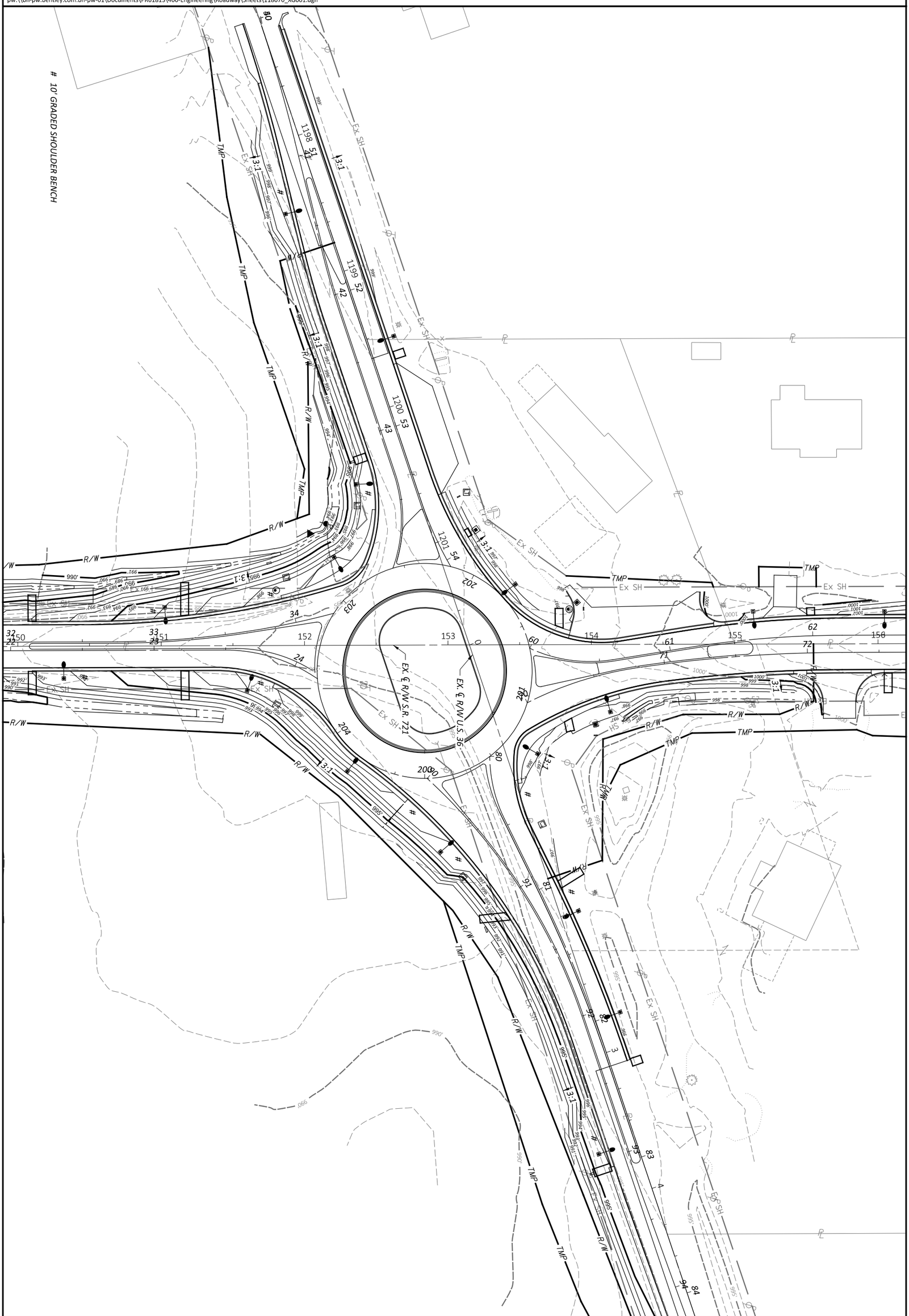

HORIZONTAL
SCALE IN FEET
0 50 100
25

CROSS SECTION LAYOUT

DESIGN AGENCY
B&N
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DESIGNER
MAS

REVIEWER
DSS 04-01-26

PROJECT ID
118070

SHEET P.82 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Sheet_SurvFt PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:30:17 AM USER: sosko
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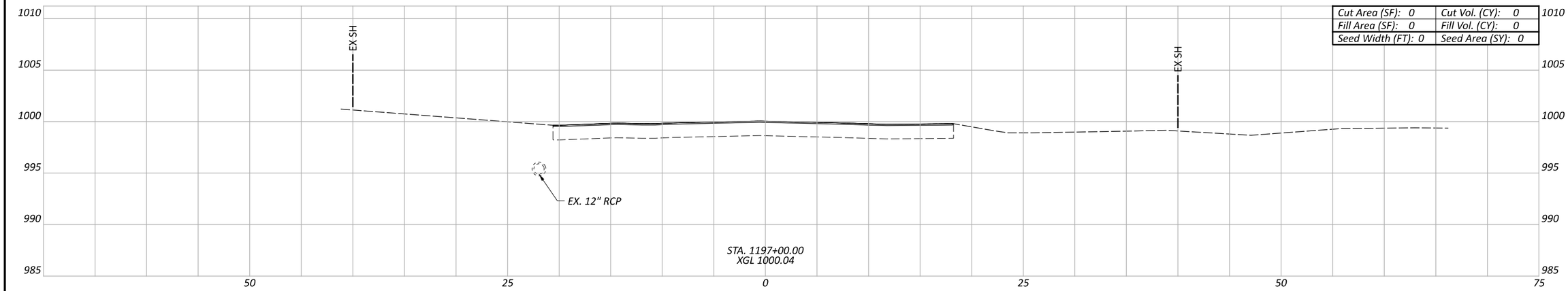

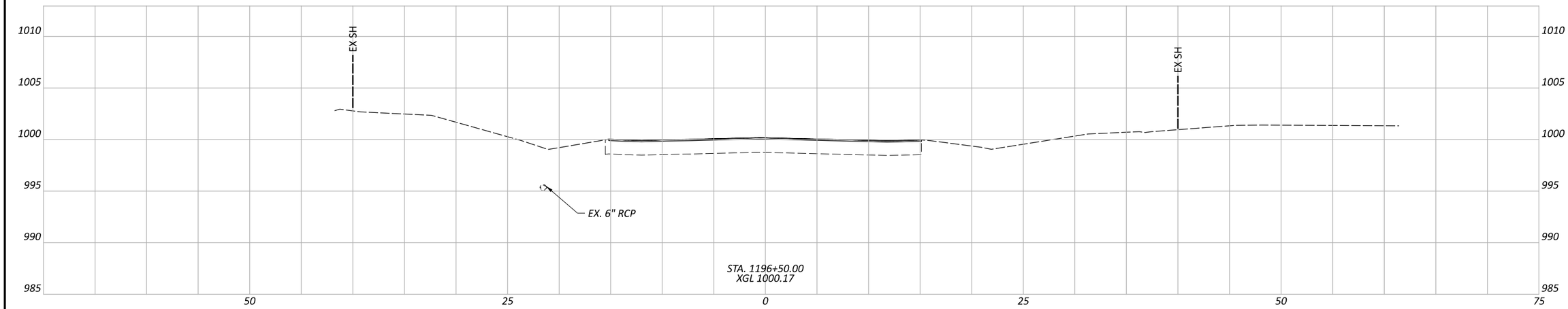

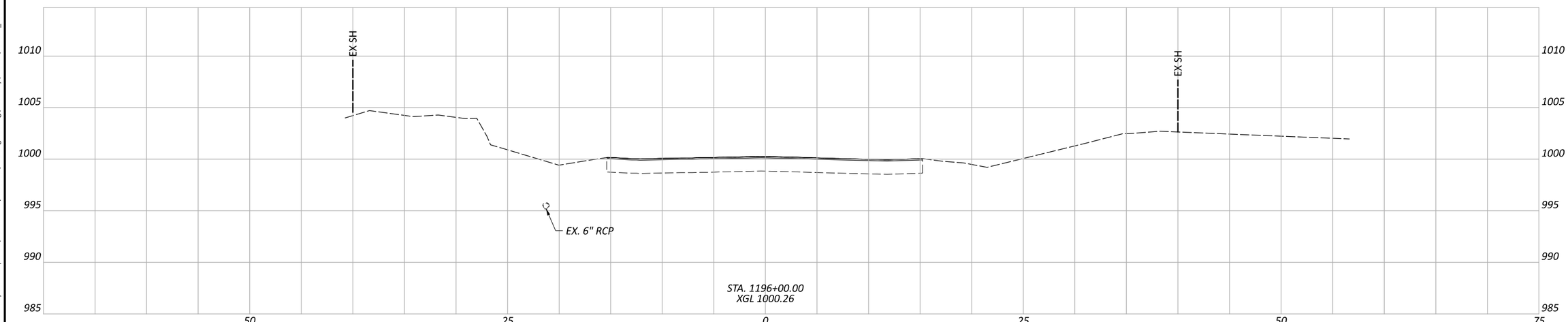

CROSS SECTION - U.S. 36
STA. 1196+00 TO STA. 1197+00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
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DESIGNER
JND

REVIEWER
DSS 04-01-26

PROJECT ID
118070

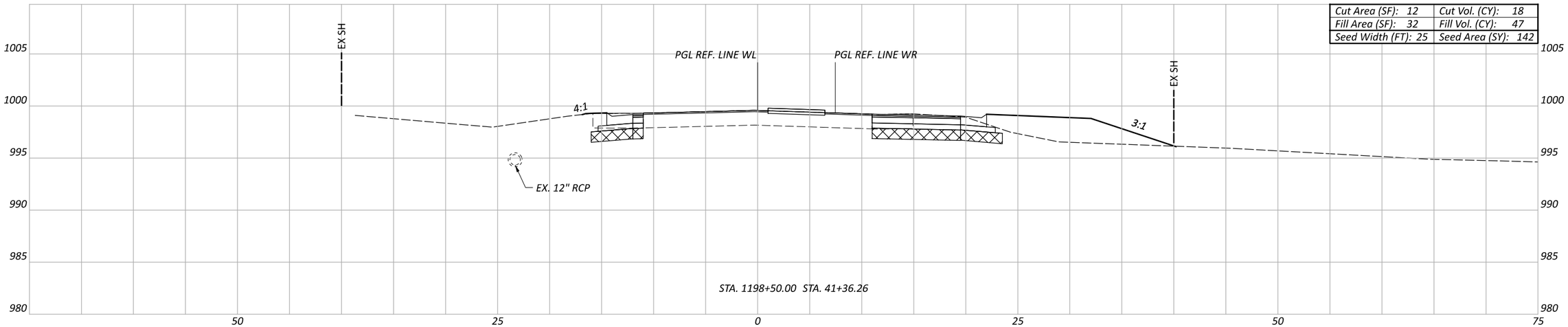
SHEET P.83 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - 1196+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:33:34 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_XS100.dgn

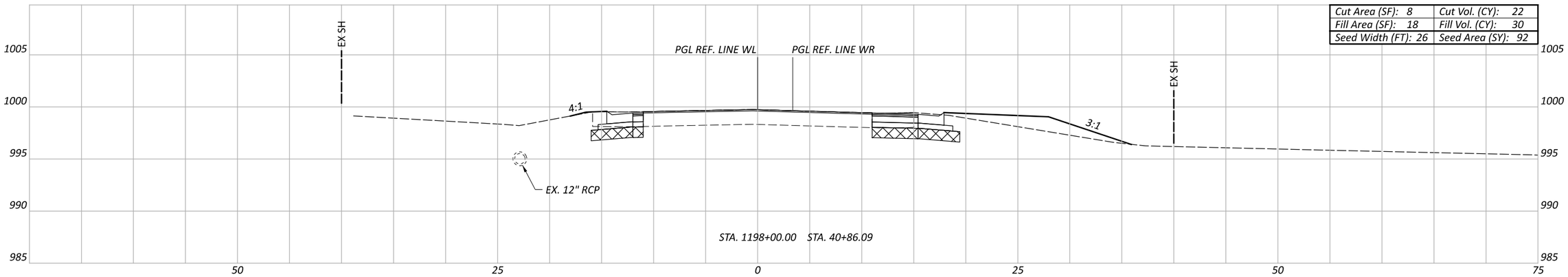
LEGEND

UNSTABLE SUBGRADE



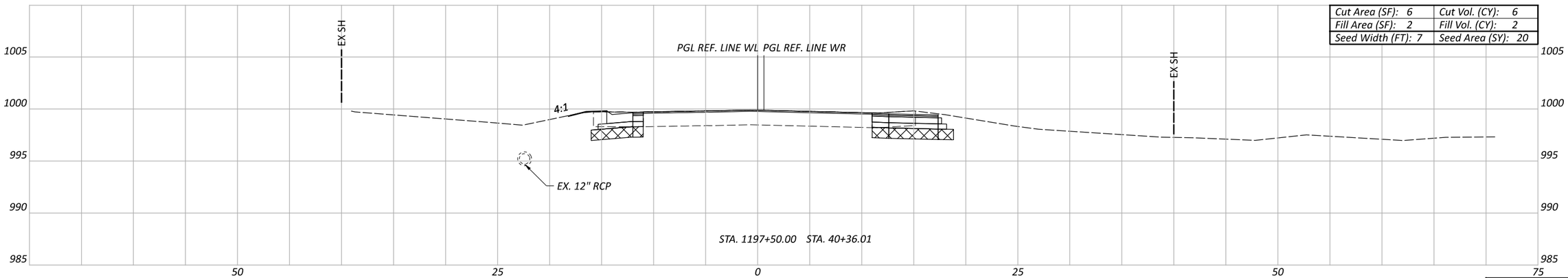
Cut Area (SF): 12	Cut Vol. (CY): 18
Fill Area (SF): 32	Fill Vol. (CY): 47
Seed Width (FT): 25	Seed Area (SY): 142

STA. 1198+50.00 STA. 41+36.26



Cut Area (SF): 8	Cut Vol. (CY): 22
Fill Area (SF): 18	Fill Vol. (CY): 30
Seed Width (FT): 26	Seed Area (SY): 92

STA. 1198+00.00 STA. 40+86.09



Cut Area (SF): 6	Cut Vol. (CY): 6
Fill Area (SF): 2	Fill Vol. (CY): 2
Seed Width (FT): 7	Seed Area (SY): 20

STA. 1197+50.00 STA. 40+36.01

Sheet Totals		
Seeding	Cut	Fill
254	46	79

CROSS SECTION - U.S. 36
STA. 1197+50 TO STA. 1198+50

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - 1197+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:33:42 PM USER: sosko
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DESIGN AGENCY

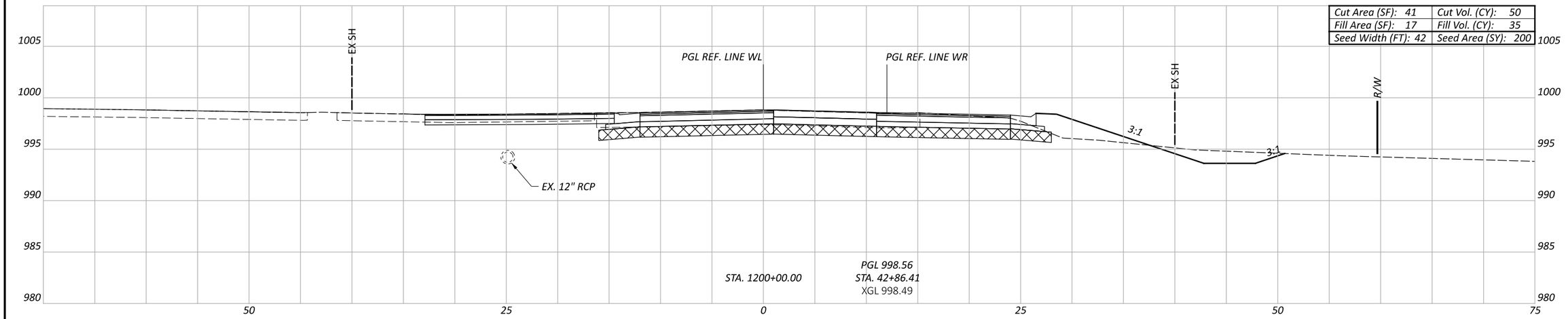
B&N burgessniple.com

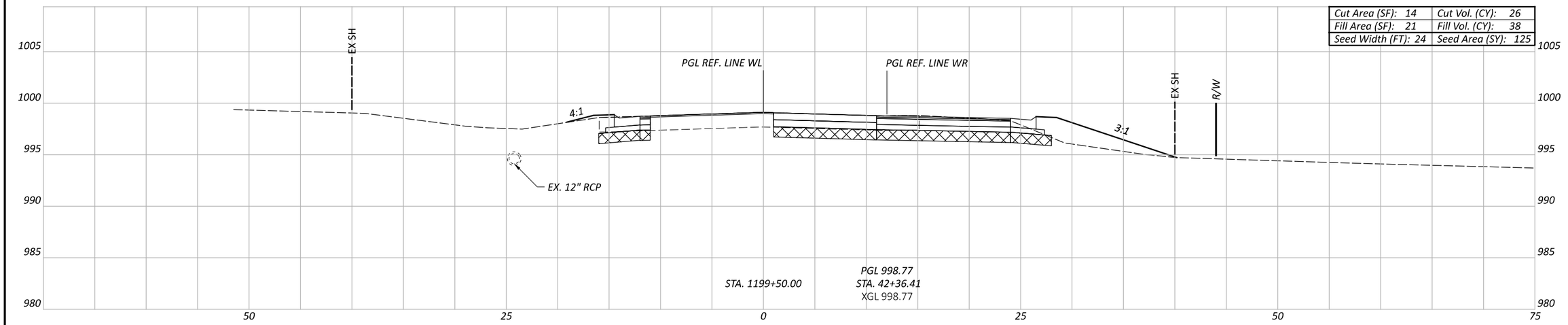
DESIGNER JND

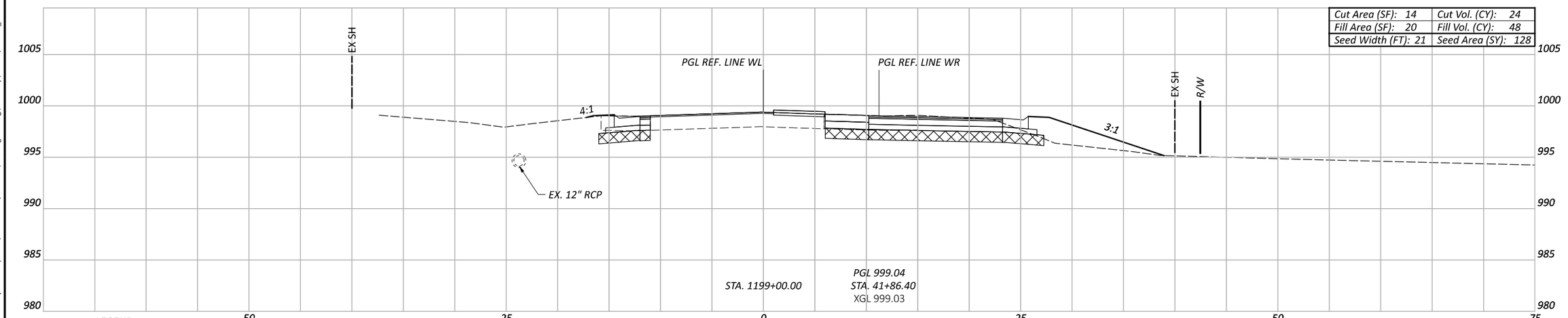
REVIEWER DSS 04-01-26

PROJECT ID 118070

SHEET P.84 TOTAL P.142







LEGEND

UNSTABLE SUBGRADE

Sheet Totals		
Seeding	Cut	Fill
453	100	121

CROSS SECTION - U.S. 36
STA. 1199+00 TO STA. 1200+00

DESIGN AGENCY

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DESIGNER JND

REVIEWER DSS 04-01-26

PROJECT ID 118070

SHEET P.85 | TOTAL P.142

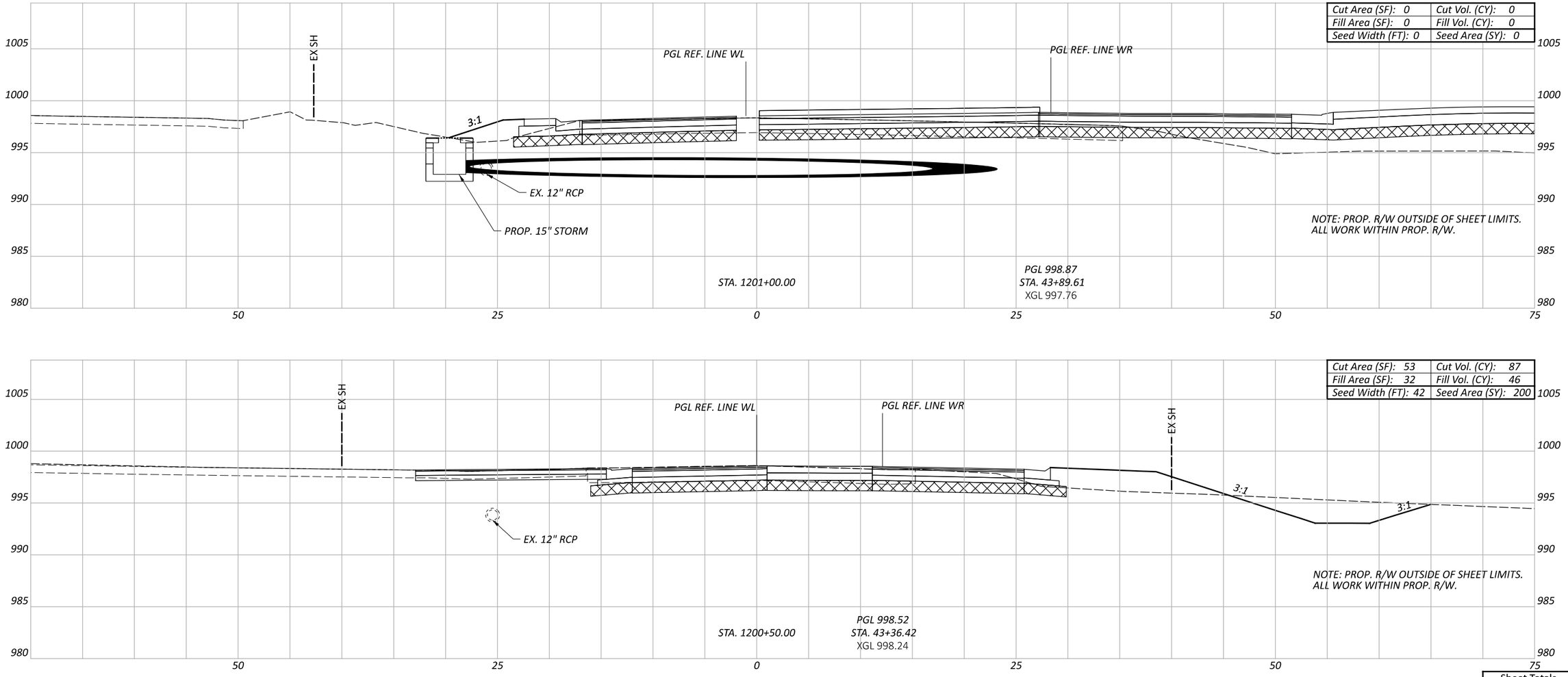
MIA/DAR-36/721-22.56

MODEL: C1X_RW_US36 - 1199+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:33:46 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\v00-Engineering\Roadway\Sheets\118070_XS100.dgn

CROSS SECTION - U.S. 36
STA. 1200+50 TO STA. 1201+00

LEGEND

UNSTABLE SUBGRADE



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Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT): 0	Seed Area (SY): 0

Cut Area (SF): 53	Cut Vol. (CY): 87
Fill Area (SF): 32	Fill Vol. (CY): 46
Seed Width (FT): 42	Seed Area (SY): 200

Sheet Totals		
Seeding	Cut	Fill
200	87	46

DESIGN AGENCY

B&N
burgessniple.com

DESIGNER JND

REVIEWER DSS 04-01-26

PROJECT ID 118070

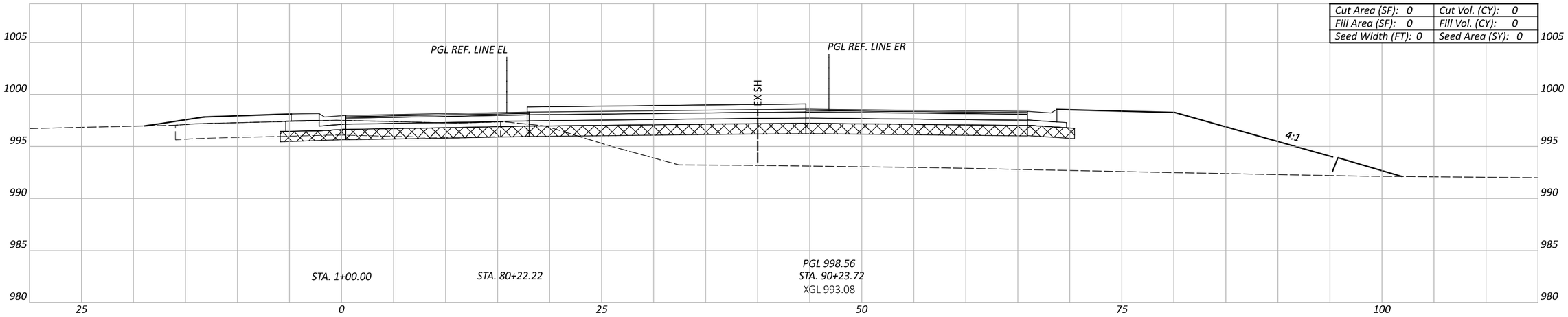
SHEET P.86 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - 1200+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:33:52 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_XS100.dgn

LEGEND

UNSTABLE SUBGRADE



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT): 0	Seed Area (SY): 0

CROSS SECTION - U.S. 36
STA. 1+00

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - 0+00.00 R2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:33:56 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_XS100.dgn

Sheet Totals		
Seeding	Cut	Fill
0	0	0

DESIGN AGENCY

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DESIGNER
JND

REVIEWER
DSS 04-01-26

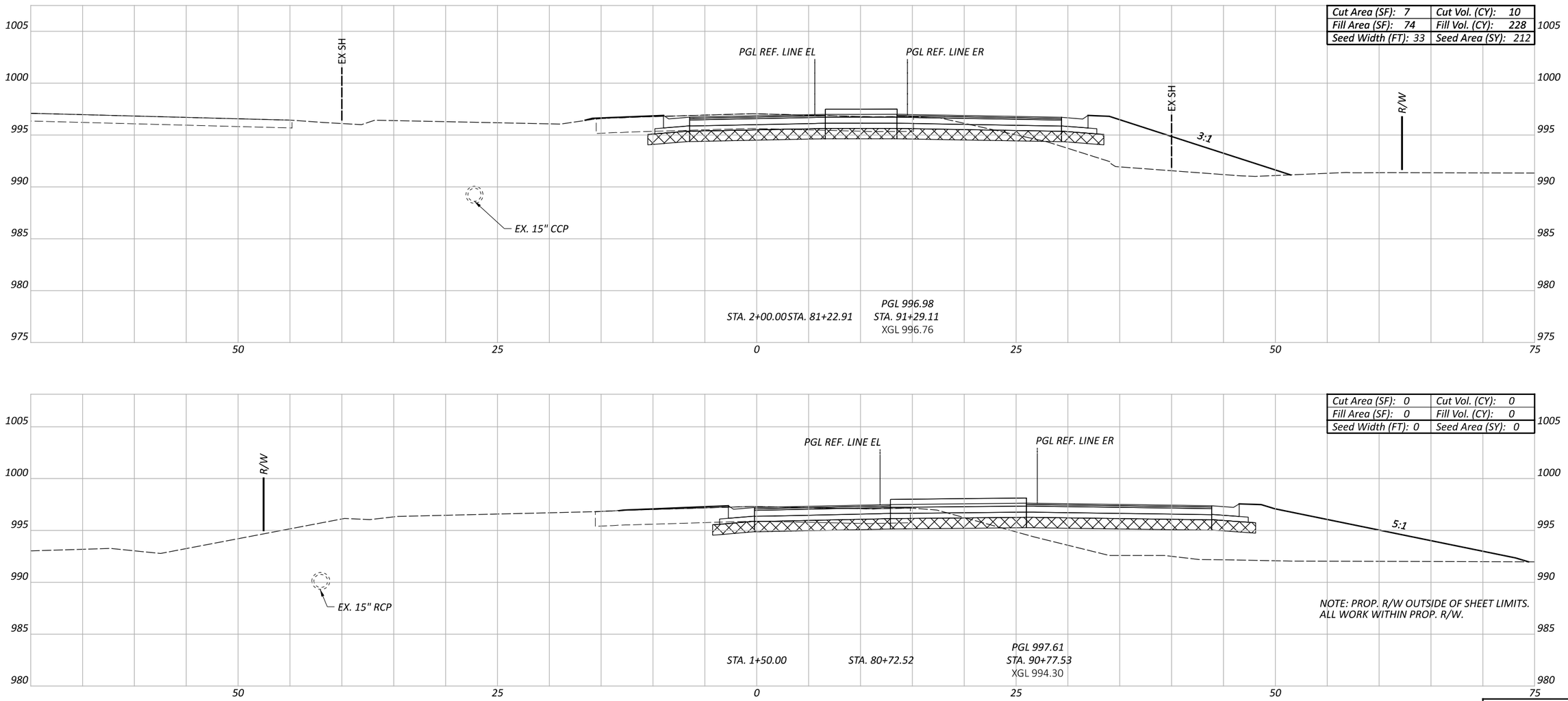
PROJECT ID
118070

SHEET P.87 TOTAL P.142

CROSS SECTION - U.S. 36
STA. 1+50 TO STA. 2+00

LEGEND

UNSTABLE SUBGRADE



Cut Area (SF): 7	Cut Vol. (CY): 10
Fill Area (SF): 74	Fill Vol. (CY): 228
Seed Width (FT): 33	Seed Area (SY): 212

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT): 0	Seed Area (SY): 0

NOTE: PROP. R/W OUTSIDE OF SHEET LIMITS.
ALL WORK WITHIN PROP. R/W.

Sheet Totals		
Seeding	Cut	Fill
212	10	228

DESIGN AGENCY

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DESIGNER JND

REVIEWER DSS 04-01-26

PROJECT ID 118070

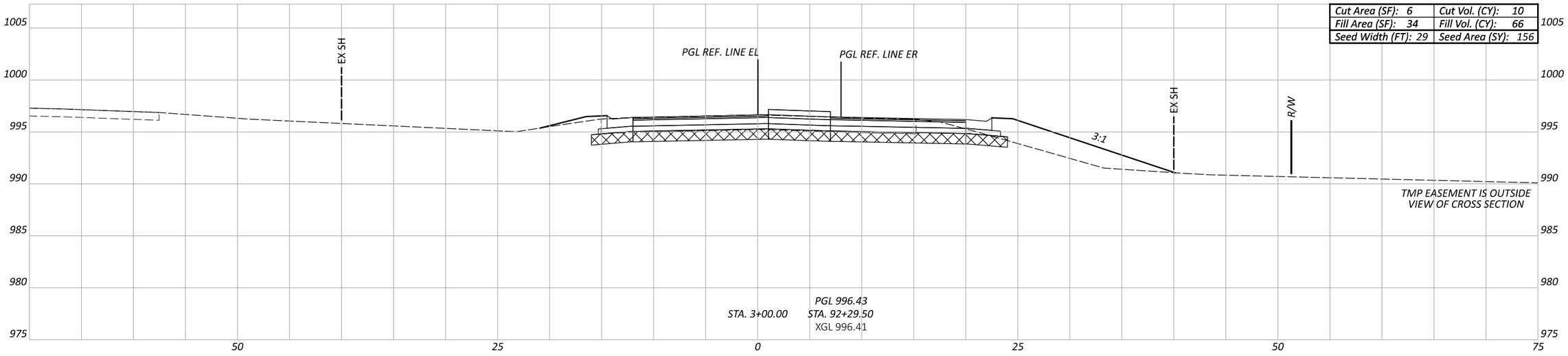
SHEET P.88 TOTAL P.142

MIA/DAR-36/721-22.56

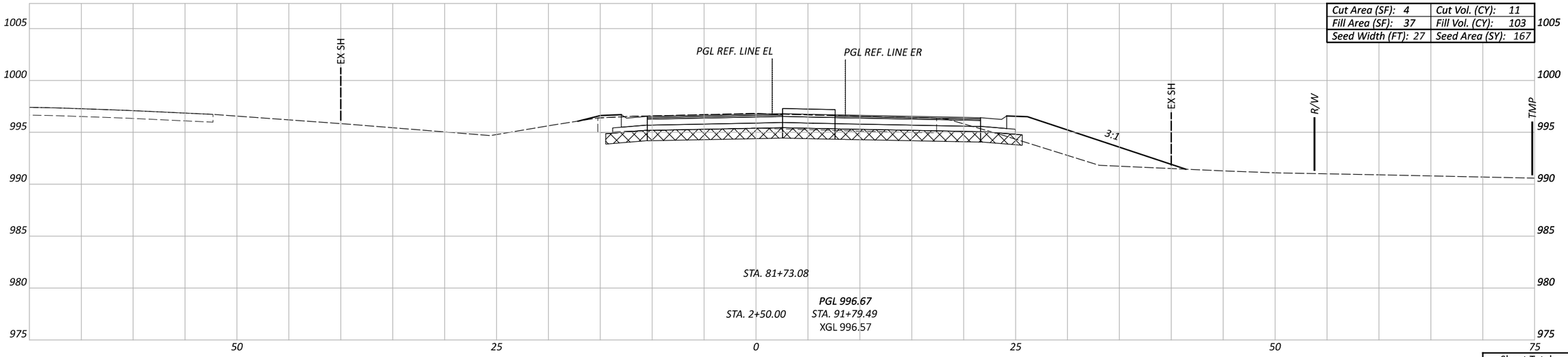
MODEL: CLX_RW_US36 - 1+50.00 R2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:33:59 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070_XS100.dgn

LEGEND

UNSTABLE SUBGRADE



Cut Area (SF): 6	Cut Vol. (CY): 10
Fill Area (SF): 34	Fill Vol. (CY): 66
Seed Width (FT): 29	Seed Area (SY): 156



Cut Area (SF): 4	Cut Vol. (CY): 11
Fill Area (SF): 37	Fill Vol. (CY): 103
Seed Width (FT): 27	Seed Area (SY): 167

Sheet Totals		
Seeding	Cut	Fill
323	21	169

CROSS SECTION - U.S. 36
STA. 2+50 TO STA. 3+00

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - 2+50.00 R2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:02 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\v00-Engineering\Roadway\Sheets\118070_XS100.dgn

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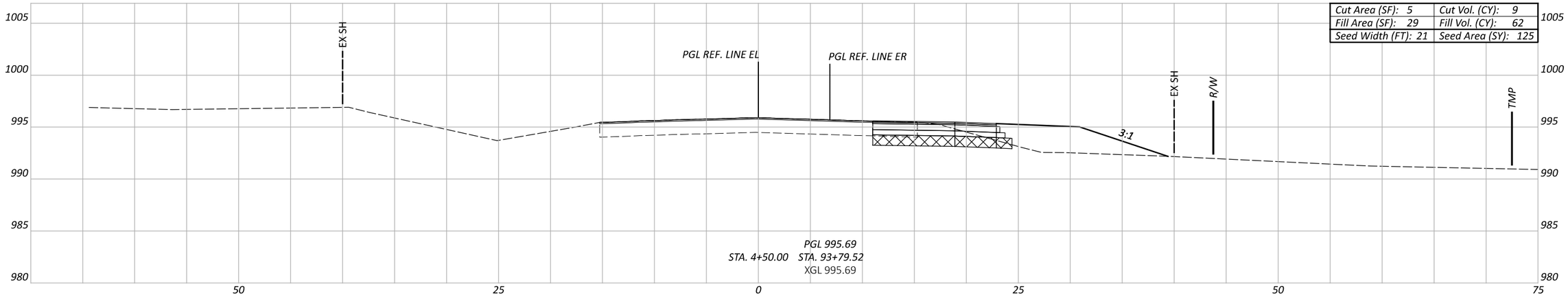
DSS 04-01-26

PROJECT ID
118070

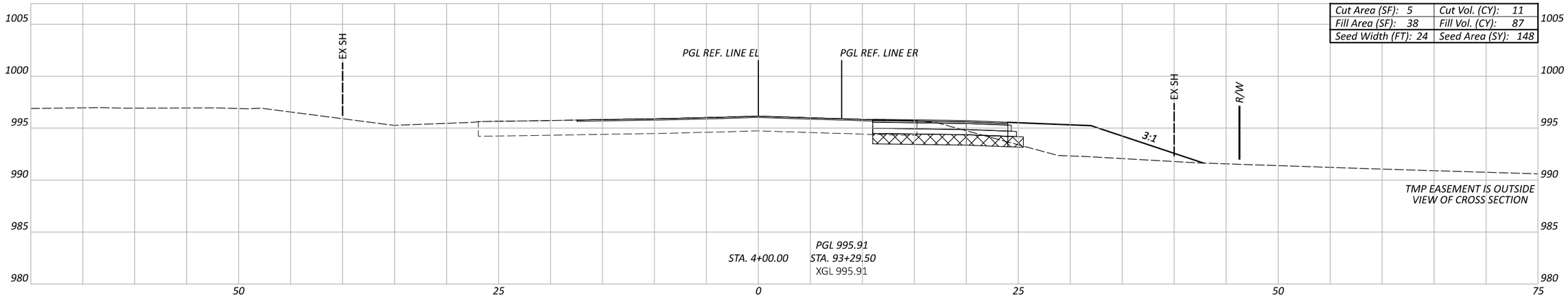
SHEET P.89 | TOTAL P.142

LEGEND

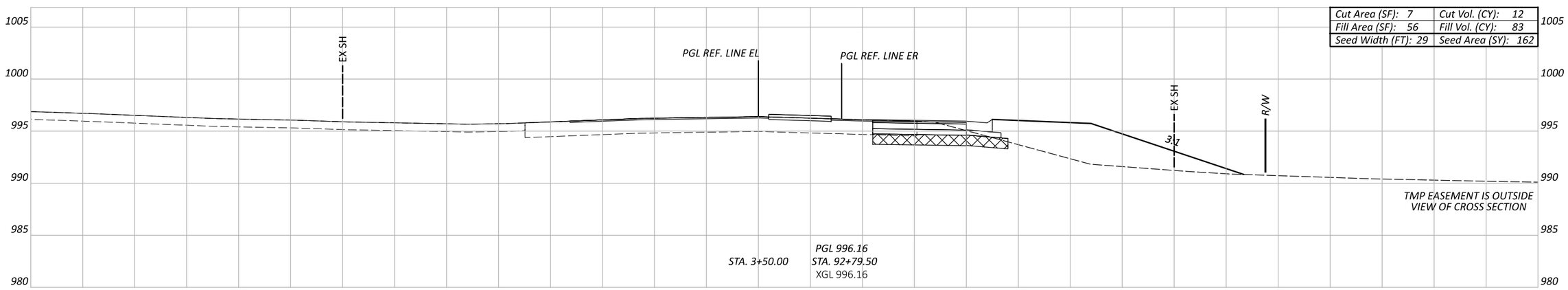
UNSTABLE SUBGRADE



Cut Area (SF): 5	Cut Vol. (CY): 9
Fill Area (SF): 29	Fill Vol. (CY): 62
Seed Width (FT): 21	Seed Area (SY): 125



Cut Area (SF): 5	Cut Vol. (CY): 11
Fill Area (SF): 38	Fill Vol. (CY): 87
Seed Width (FT): 24	Seed Area (SY): 148



Cut Area (SF): 7	Cut Vol. (CY): 12
Fill Area (SF): 56	Fill Vol. (CY): 83
Seed Width (FT): 29	Seed Area (SY): 162

Sheet Totals		
Seeding	Cut	Fill
435	32	232

CROSS SECTION - U.S. 36
STA. 3+50 TO STA. 4+50

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PROJECT ID 118070

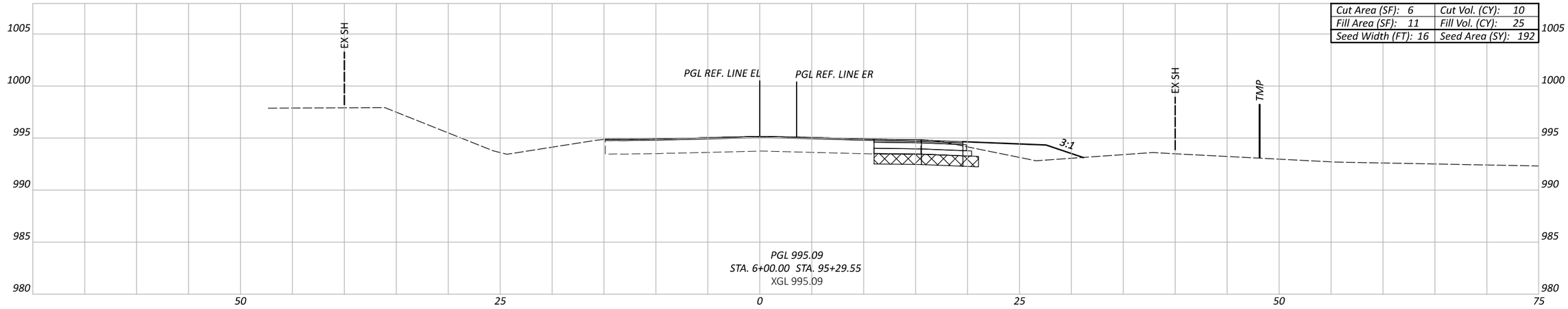
SHEET P.90 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - 3+50.00 R2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:06 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\000-Engineering\Roadway\Sheets\118070_XS100.dgn

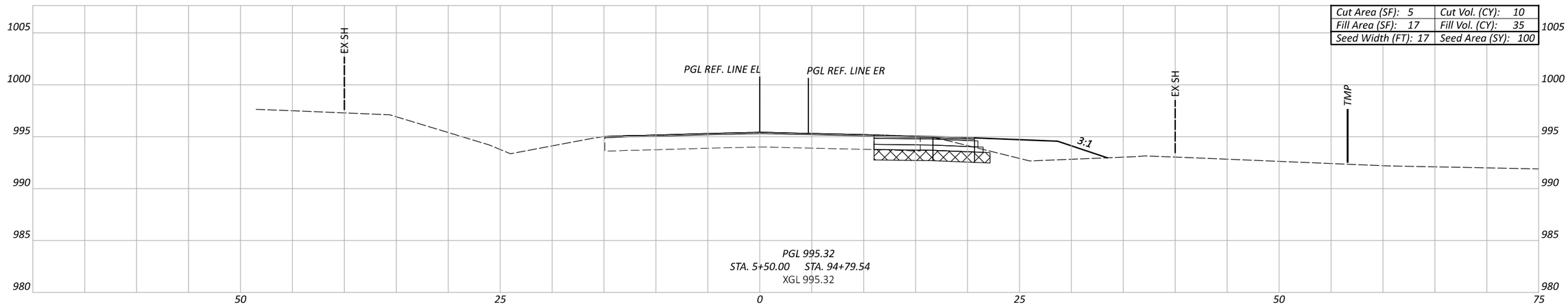
LEGEND

UNSTABLE SUBGRADE



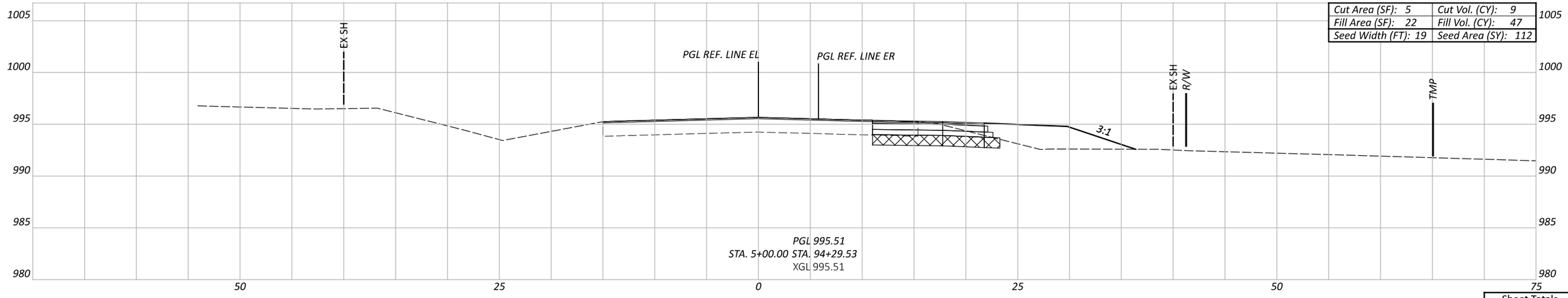
Cut Area (SF): 6	Cut Vol. (CY): 10
Fill Area (SF): 11	Fill Vol. (CY): 25
Seed Width (FT): 16	Seed Area (SY): 192

PGL 995.09
STA. 6+00.00 STA. 95+29.55
XGL 995.09



Cut Area (SF): 5	Cut Vol. (CY): 10
Fill Area (SF): 17	Fill Vol. (CY): 35
Seed Width (FT): 17	Seed Area (SY): 100

PGL 995.32
STA. 5+50.00 STA. 94+79.54
XGL 995.32



Cut Area (SF): 5	Cut Vol. (CY): 9
Fill Area (SF): 22	Fill Vol. (CY): 47
Seed Width (FT): 19	Seed Area (SY): 112

PGL 995.51
STA. 5+00.00 STA. 94+29.53
XGL 995.51

Sheet Totals		
Seeding	Cut	Fill
404	29	107

CROSS SECTION - U.S. 36
STA. 5+00 TO STA. 6+00

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DSS 04-01-26

PROJECT ID
118070

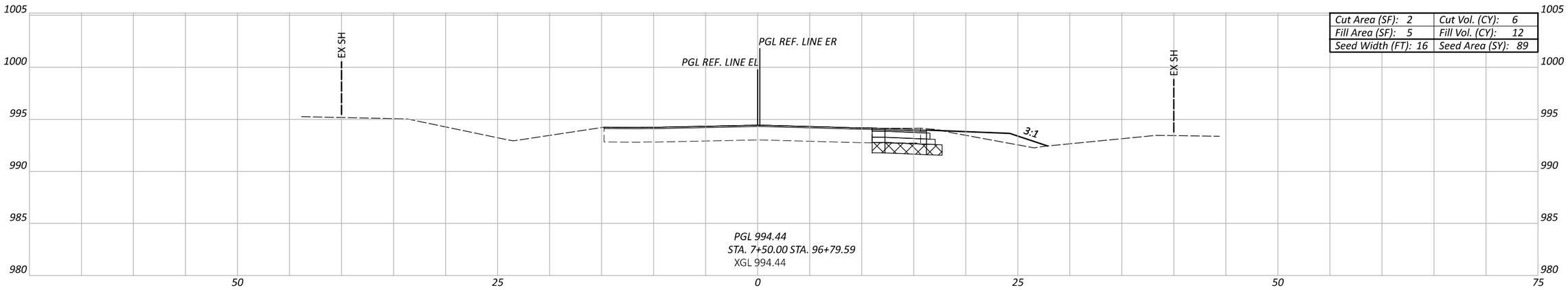
SHEET P.91 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_U536 - 5+00.00 R2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:11 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070_XS100.dgn

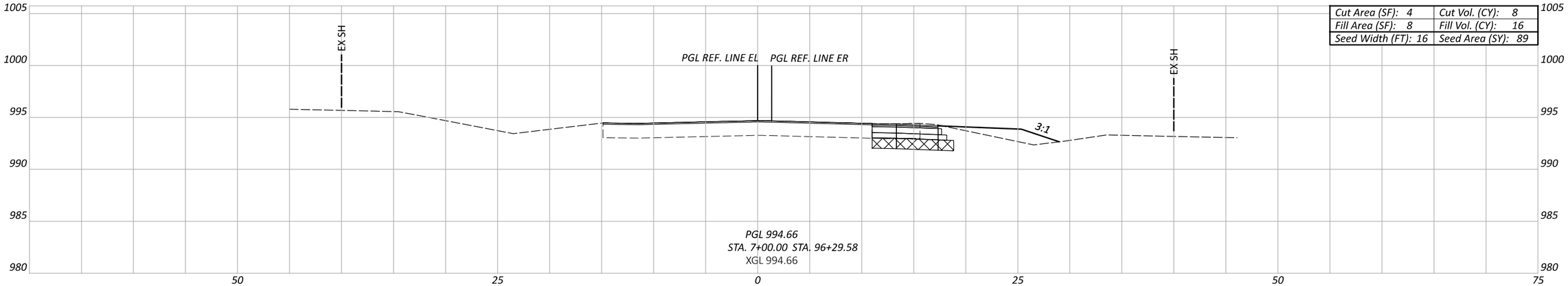
LEGEND

UNSTABLE SUBGRADE



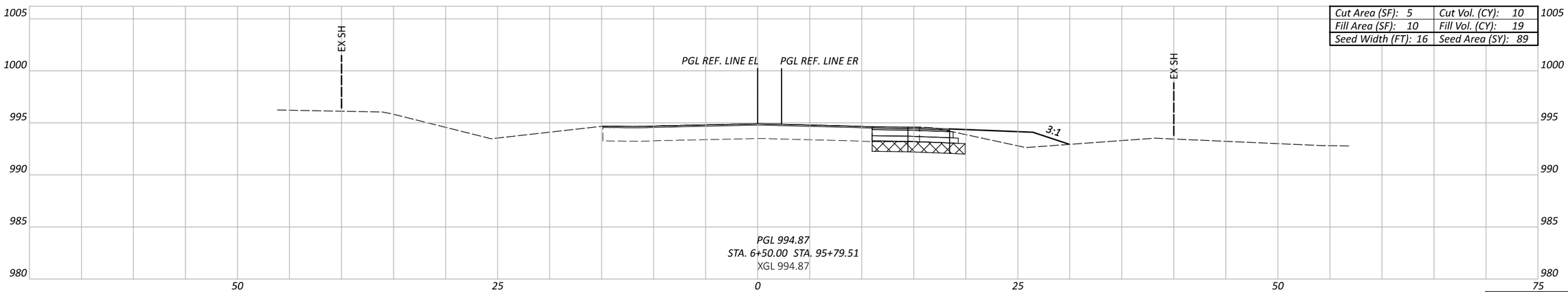
Cut Area (SF): 2	Cut Vol. (CY): 6
Fill Area (SF): 5	Fill Vol. (CY): 12
Seed Width (FT): 16	Seed Area (SY): 89

PGL 994.44
STA. 7+50.00 STA. 96+79.59
XGL 994.44



Cut Area (SF): 4	Cut Vol. (CY): 8
Fill Area (SF): 8	Fill Vol. (CY): 16
Seed Width (FT): 16	Seed Area (SY): 89

PGL 994.66
STA. 7+00.00 STA. 96+29.58
XGL 994.66



Cut Area (SF): 5	Cut Vol. (CY): 10
Fill Area (SF): 10	Fill Vol. (CY): 19
Seed Width (FT): 16	Seed Area (SY): 89

PGL 994.87
STA. 6+50.00 STA. 95+79.51
XGL 994.87

Sheet Totals		
Seeding	Cut	Fill
267	24	47

CROSS SECTION - U.S. 36
STA. 6+50 TO STA. 7+50

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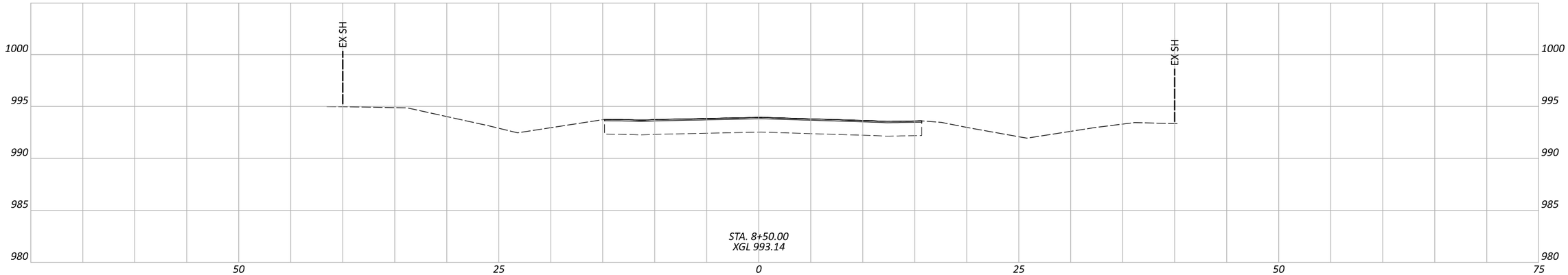
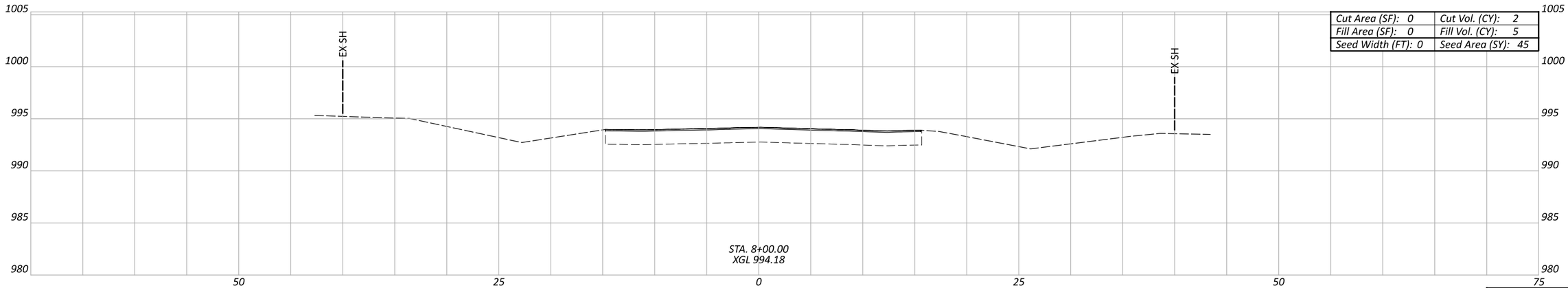
PROJECT ID 118070

SHEET P.92 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - 6+50.00 R2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:16 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134\00-Engineering\Roadway\Sheets\118070_XS100.dgn





Cut Area (SF): 0	Cut Vol. (CY): 2
Fill Area (SF): 0	Fill Vol. (CY): 5
Seed Width (FT): 0	Seed Area (SY): 45

Sheet Totals		
Seeding	Cut	Fill
45	2	5

CROSS SECTION - U.S. 36
STA. 8+00

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - 8+00.00 R2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:20 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618133\00-Engineering\Roadway\Sheets\118070_XS100.dgn

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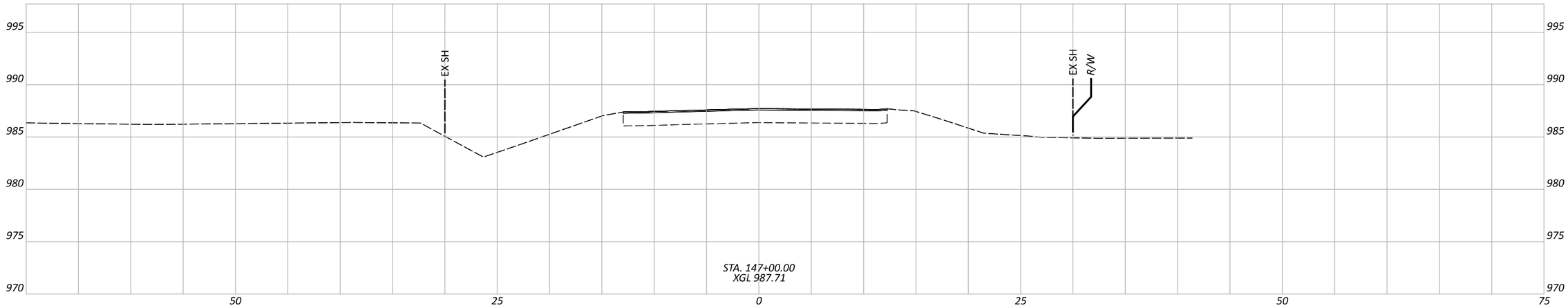
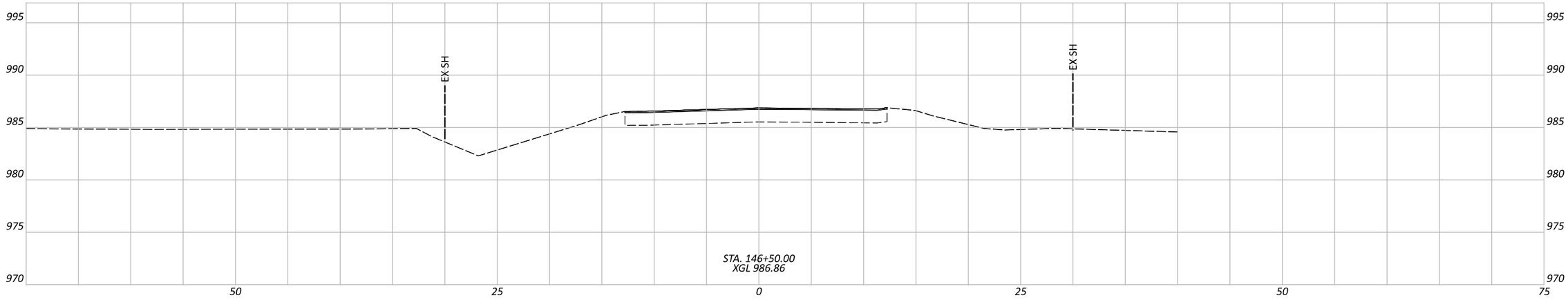
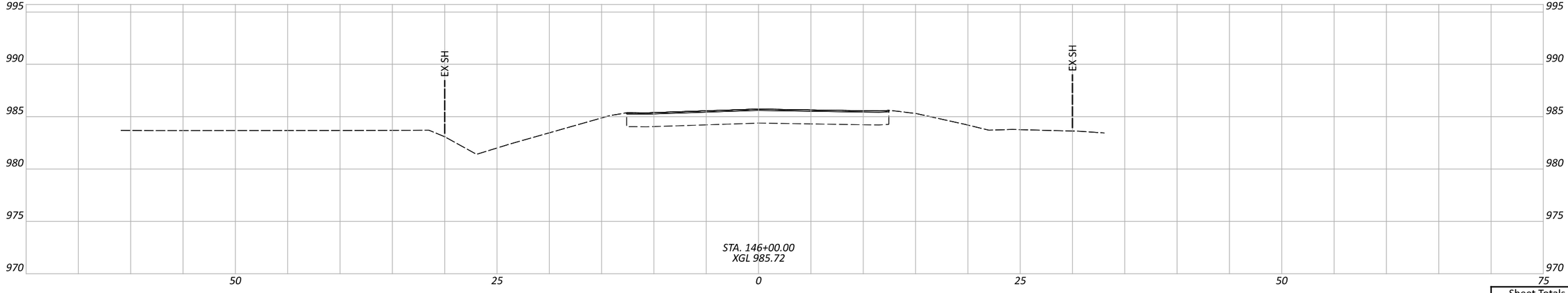
DSS 04-01-26

PROJECT ID
118070

SHEET	TOTAL
P.93	P.142







CROSS SECTION - S.R. 721
STA. 146+00 TO STA. 147+00

Sheet Totals		
Seeding	Cut	Fill

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DSS 04-01-26

PROJECT ID
118070

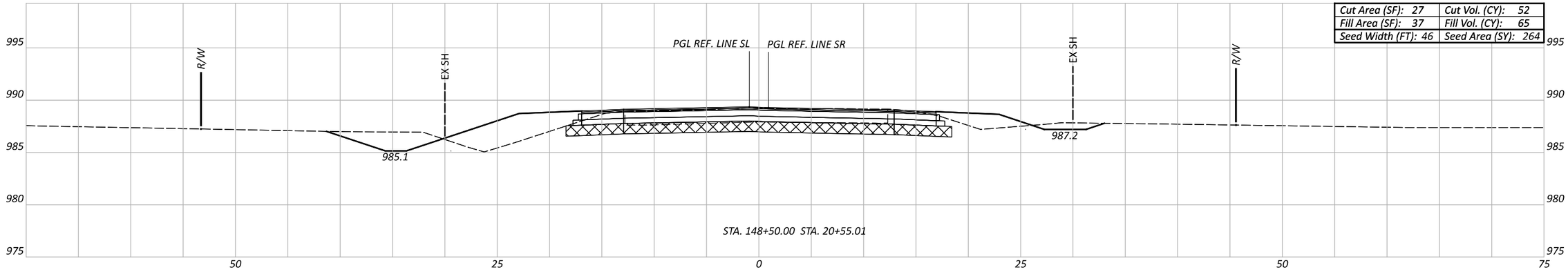
SHEET P.94 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 146+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:40 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_XS200.dgn

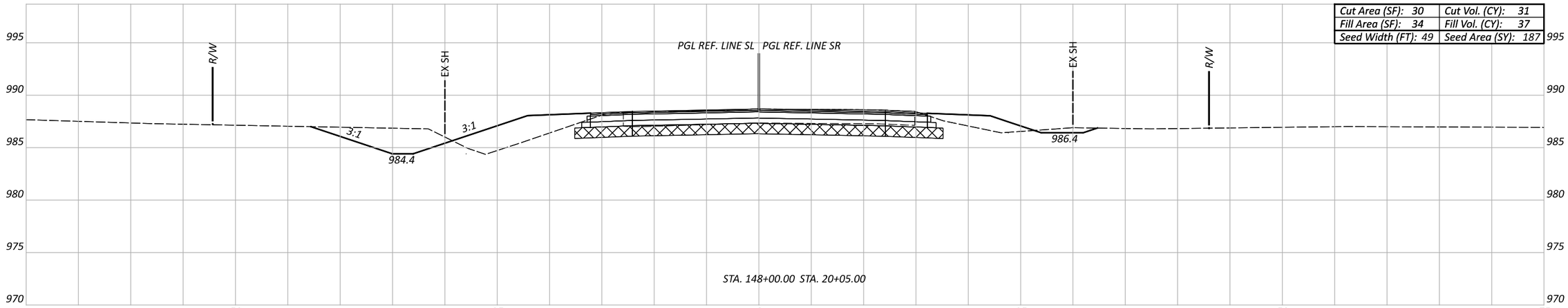
LEGEND

UNSTABLE SUBGRADE



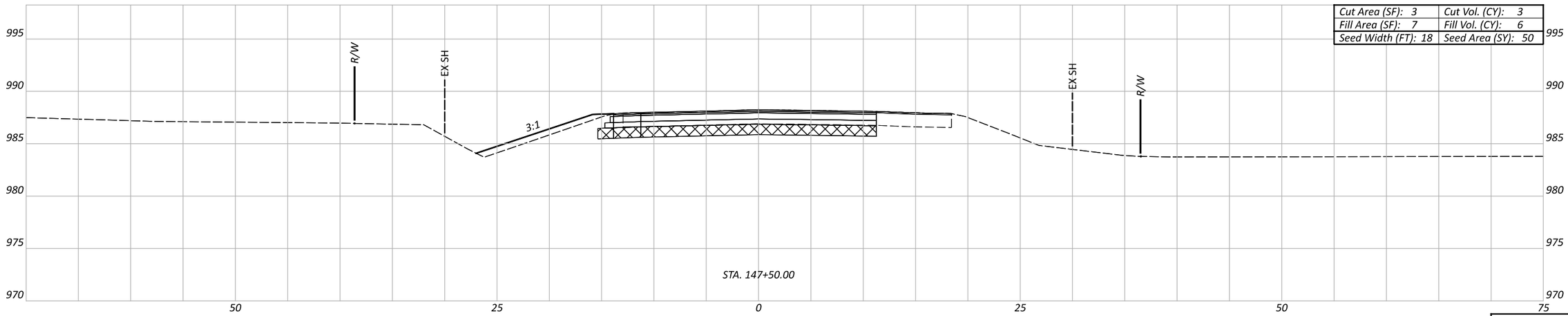
Cut Area (SF): 27	Cut Vol. (CY): 52
Fill Area (SF): 37	Fill Vol. (CY): 65
Seed Width (FT): 46	Seed Area (SY): 264

STA. 148+50.00 STA. 20+55.01



Cut Area (SF): 30	Cut Vol. (CY): 31
Fill Area (SF): 34	Fill Vol. (CY): 37
Seed Width (FT): 49	Seed Area (SY): 187

STA. 148+00.00 STA. 20+05.00



Cut Area (SF): 3	Cut Vol. (CY): 3
Fill Area (SF): 7	Fill Vol. (CY): 6
Seed Width (FT): 18	Seed Area (SY): 50

STA. 147+50.00

Sheet Totals		
Seeding	Cut	Fill
501	86	108

CROSS SECTION - S.R. 721
STA. 147+50 TO STA. 148+50

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 147+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:44 PM USER: sosko
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DESIGN AGENCY

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DESIGNER JND

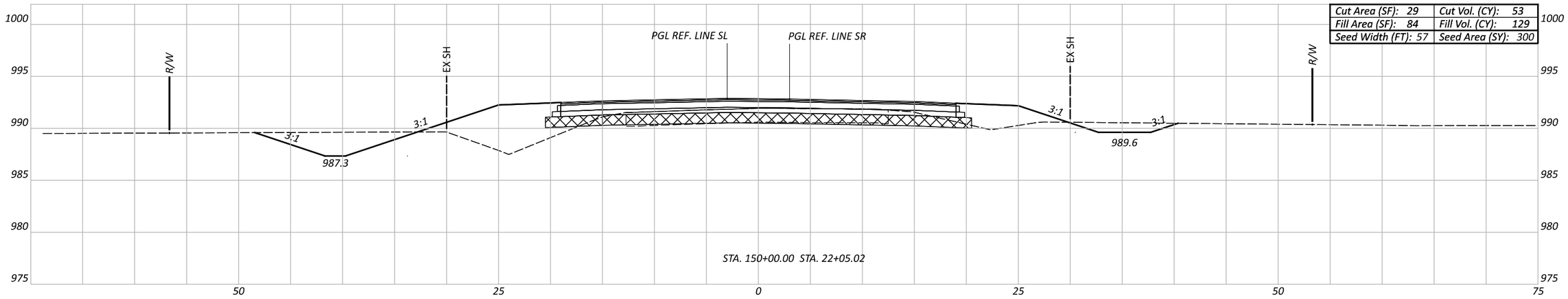
REVIEWER DSS 04-01-26

PROJECT ID 118070

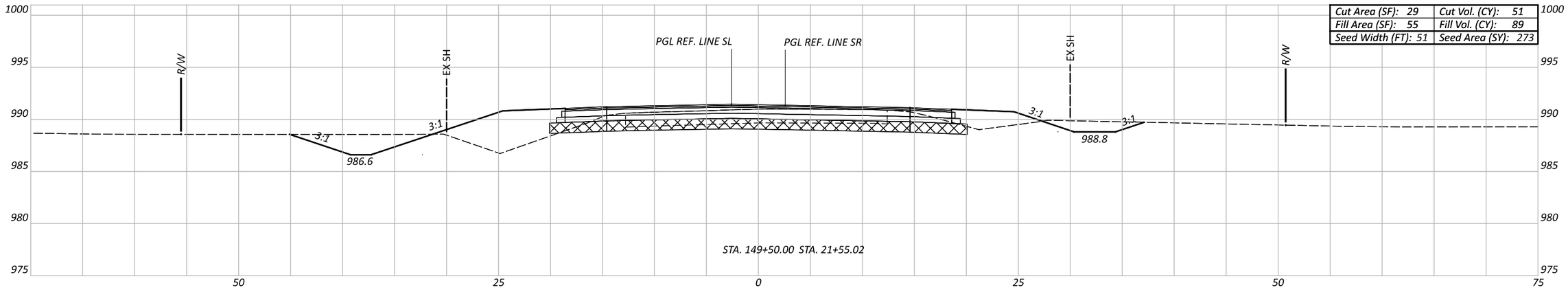
SHEET P.95 TOTAL P.142

LEGEND

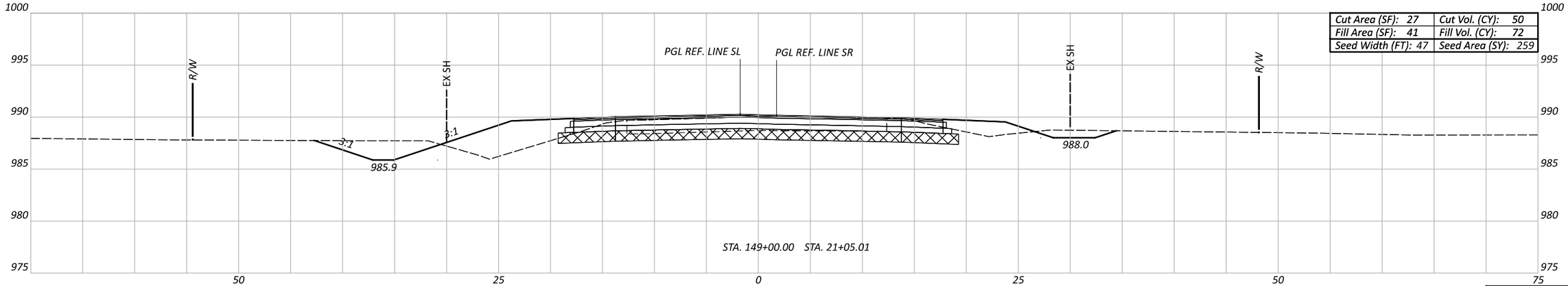
UNSTABLE SUBGRADE



Cut Area (SF): 29	Cut Vol. (CY): 53
Fill Area (SF): 84	Fill Vol. (CY): 129
Seed Width (FT): 57	Seed Area (SY): 300



Cut Area (SF): 29	Cut Vol. (CY): 51
Fill Area (SF): 55	Fill Vol. (CY): 89
Seed Width (FT): 51	Seed Area (SY): 273



Cut Area (SF): 27	Cut Vol. (CY): 50
Fill Area (SF): 41	Fill Vol. (CY): 72
Seed Width (FT): 47	Seed Area (SY): 259

Sheet Totals		
Seeding	Cut	Fill
832	154	290

CROSS SECTION - S.R. 721
STA. 149+00 TO STA. 150+00

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DESIGNER JND

REVIEWER DSS 04-01-26

PROJECT ID 118070

SHEET P.96 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 149+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:46 PM USER: sosko
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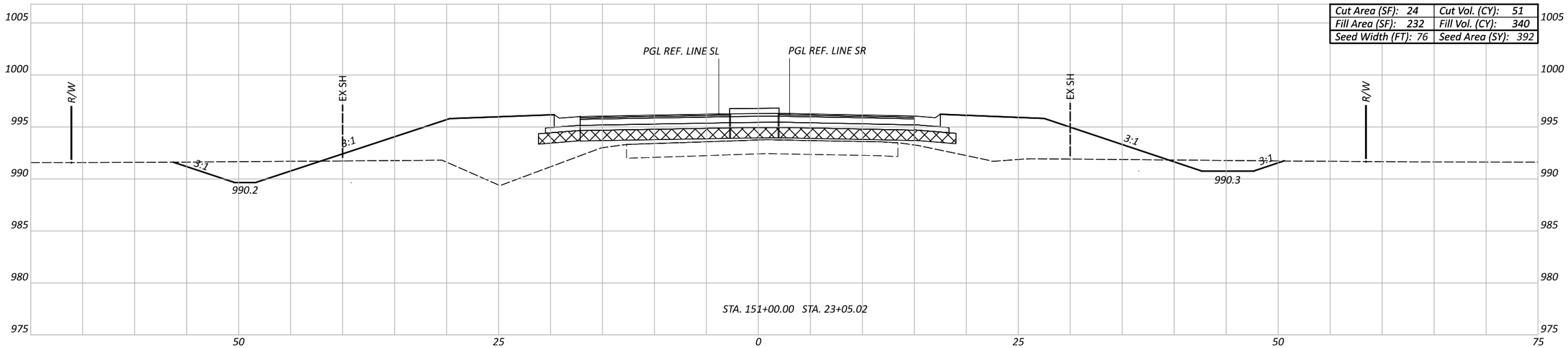
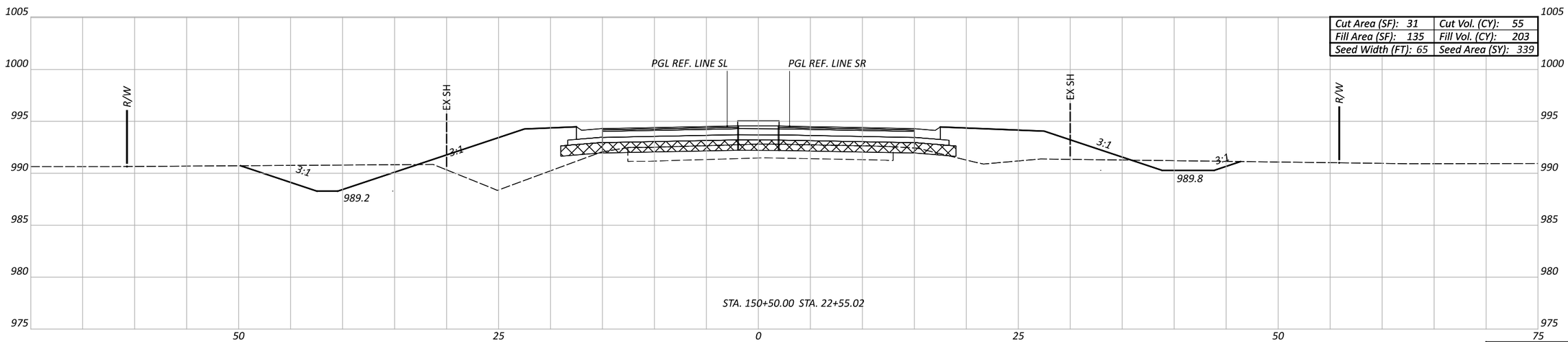
LEGEND

UNSTABLE SUBGRADE



Cut Area (SF): 24	Cut Vol. (CY): 51
Fill Area (SF): 232	Fill Vol. (CY): 340
Seed Width (FT): 76	Seed Area (SY): 392

STA. 151+00.00 STA. 23+05.02



Cut Area (SF): 31	Cut Vol. (CY): 55
Fill Area (SF): 135	Fill Vol. (CY): 203
Seed Width (FT): 65	Seed Area (SY): 339

STA. 150+50.00 STA. 22+55.02

Sheet Totals		
Seeding	Cut	Fill
731	106	543

CROSS SECTION - S.R. 721
STA. 150+50 TO STA. 151+00

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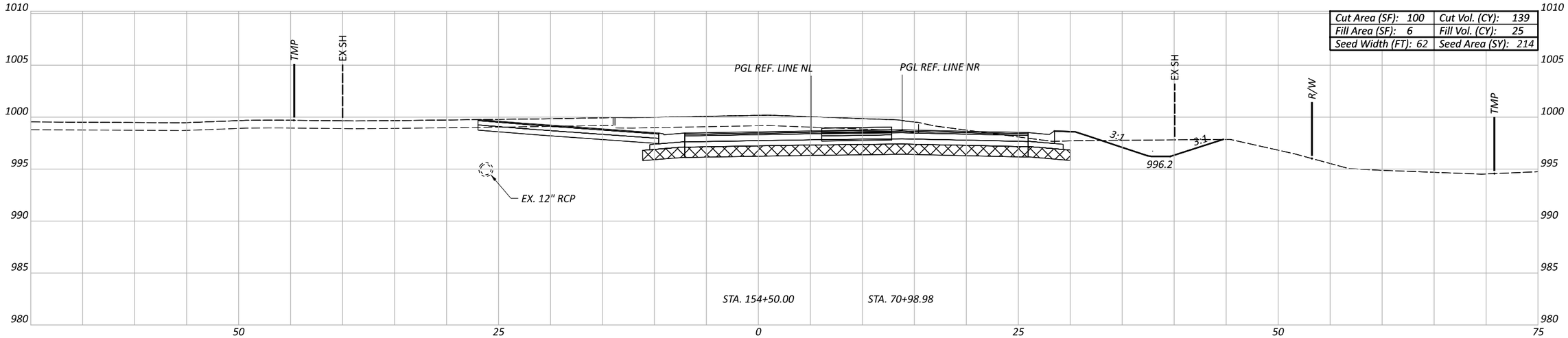
DSS 04-01-26

PROJECT ID
118070

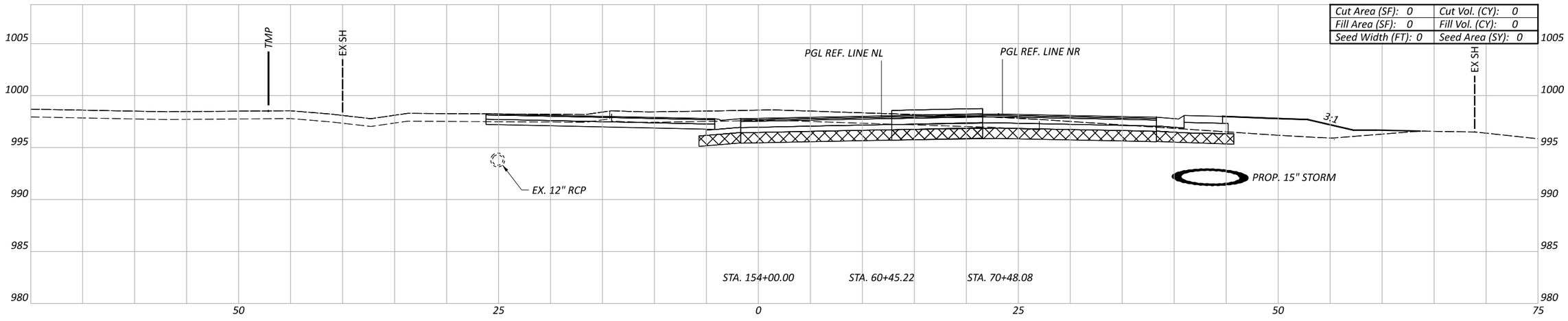
SHEET P.97 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 150+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:48 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_XS200.dgn

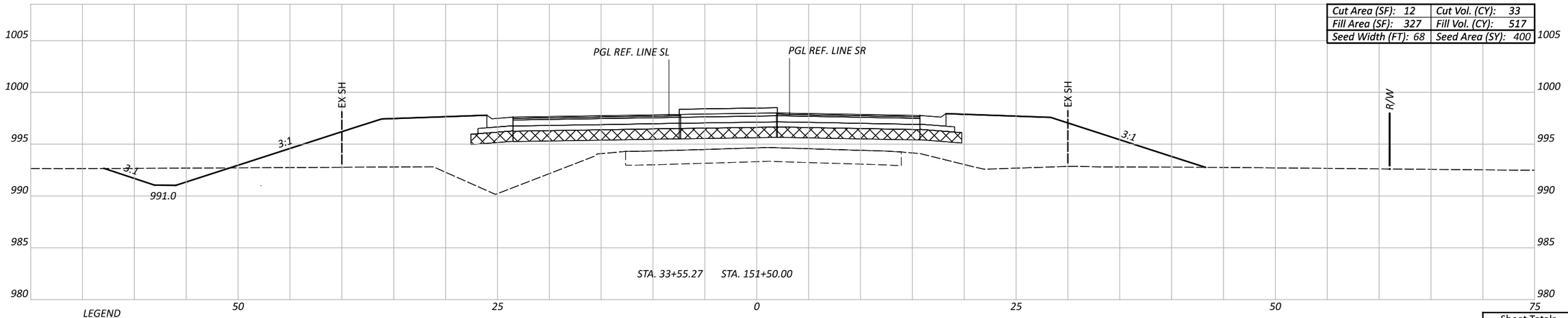


Cut Area (SF): 100	Cut Vol. (CY): 139
Fill Area (SF): 6	Fill Vol. (CY): 25
Seed Width (FT): 62	Seed Area (SY): 214



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT): 0	Seed Area (SY): 0

PROVIDE ITEM 204 SUBGRADE TREATMENT ITEMS THROUGH INTERSECTION,
AS NEEDED PER TYPICAL SECTIONS AND GEOTECHNICAL REPORT



Cut Area (SF): 12	Cut Vol. (CY): 33
Fill Area (SF): 327	Fill Vol. (CY): 517
Seed Width (FT): 68	Seed Area (SY): 400

LEGEND

UNSTABLE SUBGRADE

CROSS SECTION - S.R. 721
STA. 151+50 TO STA. 154+50

Sheet Totals		
Seeding	Cut	Fill
614	172	542

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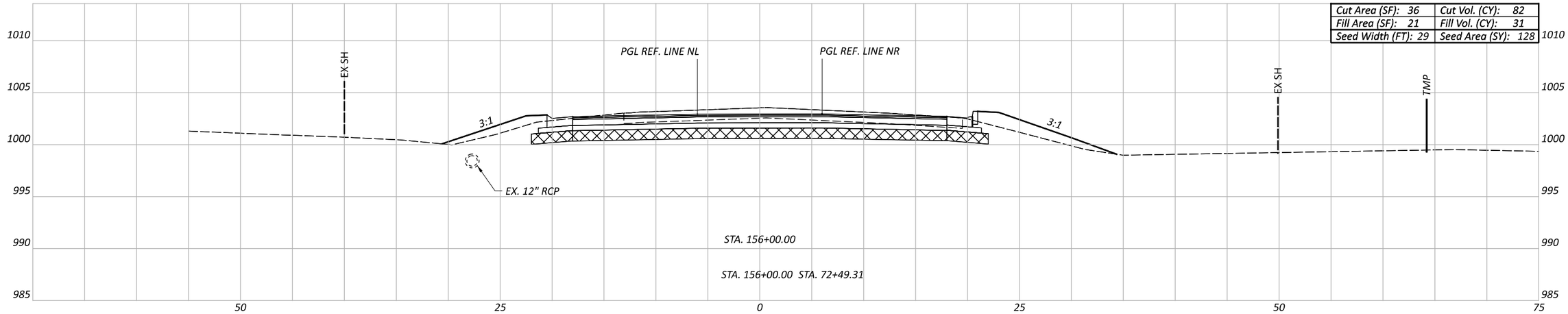
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.98 TOTAL P.142

MIA/DAR-36/721-22.56

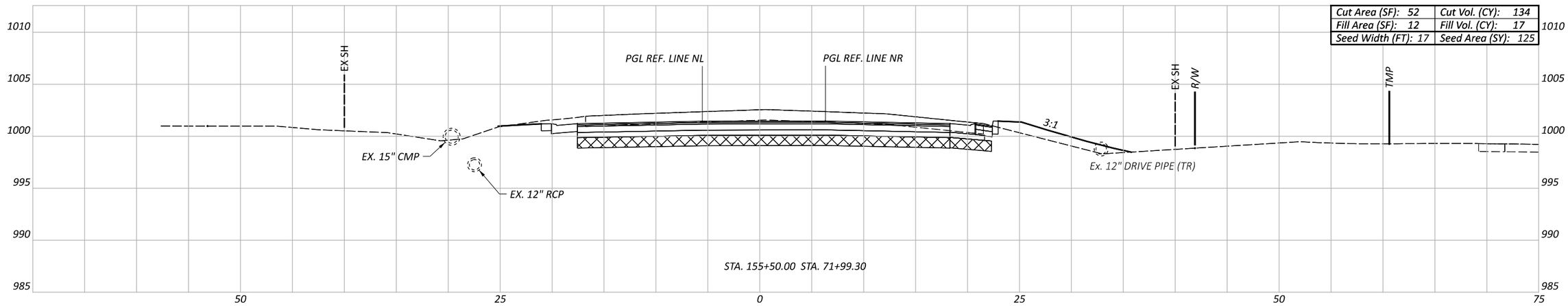
MODEL: CLX_RW_SR721 - 151+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 5:06:10 PM USER: soroka
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\ADO-Engineering\Roadway\Sheets\118070_XS200.dgn

LEGEND

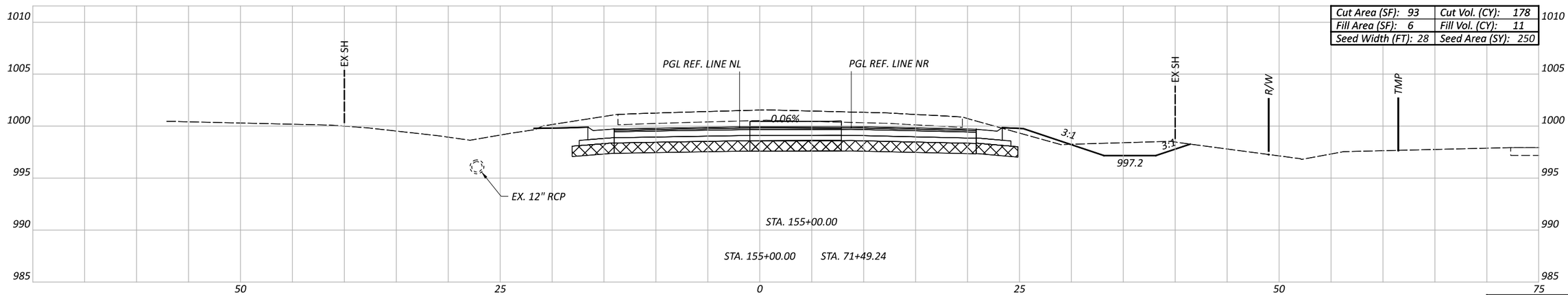
UNSTABLE SUBGRADE



Cut Area (SF): 36	Cut Vol. (CY): 82
Fill Area (SF): 21	Fill Vol. (CY): 31
Seed Width (FT): 29	Seed Area (SY): 128



Cut Area (SF): 52	Cut Vol. (CY): 134
Fill Area (SF): 12	Fill Vol. (CY): 17
Seed Width (FT): 17	Seed Area (SY): 125



Cut Area (SF): 93	Cut Vol. (CY): 178
Fill Area (SF): 6	Fill Vol. (CY): 11
Seed Width (FT): 28	Seed Area (SY): 250

CROSS SECTION - S.R. 721
STA. 155+00 TO STA. 156+00

Sheet Totals		
Seeding	Cut	Fill
503	394	59

DESIGN AGENCY
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DESIGNER JND

REVIEWER DSS 04-01-26

PROJECT ID 118070

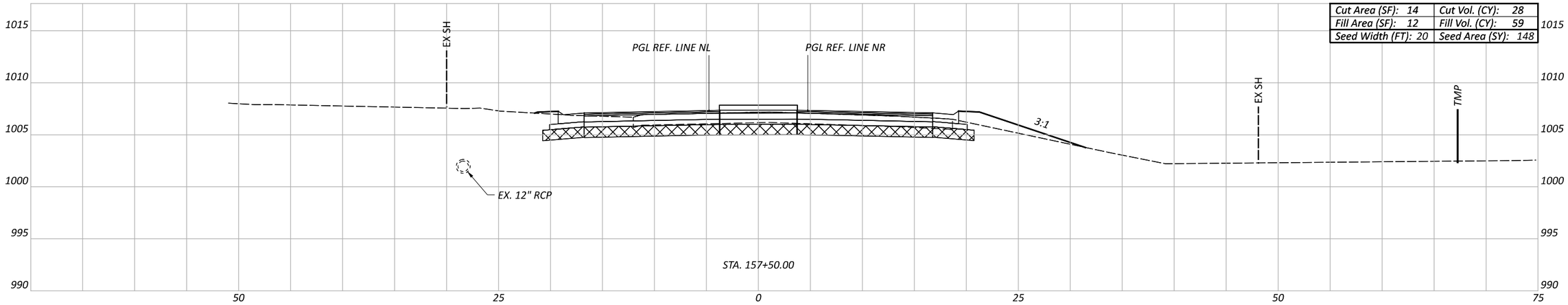
SHEET P.99 TOTAL P.142

MIA/DAR-36/721-22.56

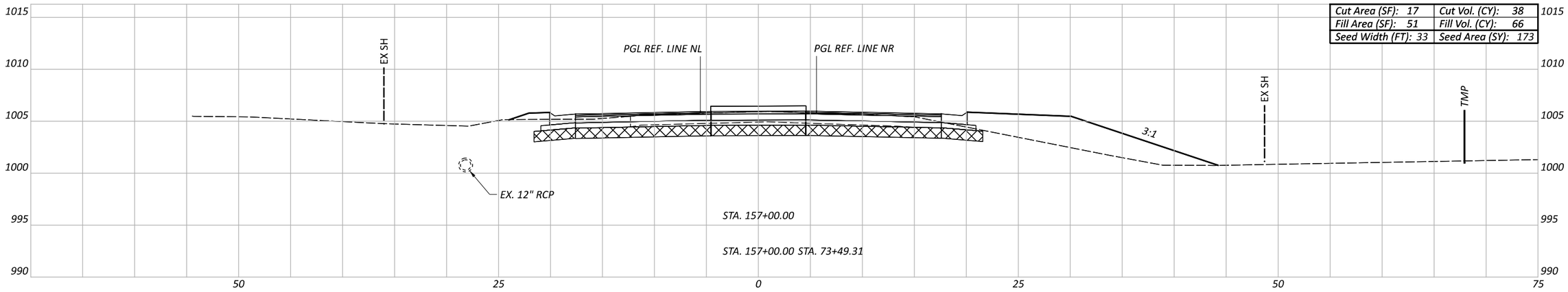
MODEL: CLX_RW_SR721 - 155+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:51 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070_XS200.dgn

LEGEND

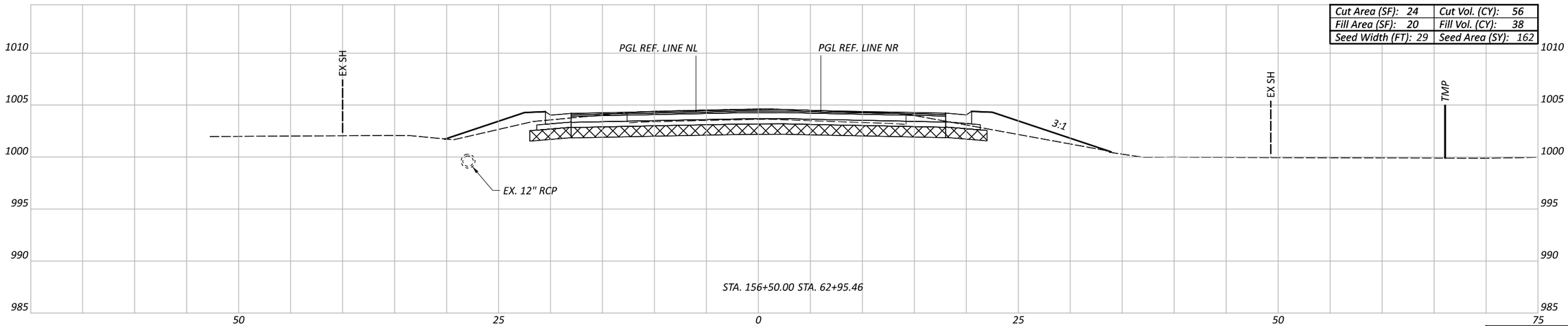
UNSTABLE SUBGRADE



Cut Area (SF): 14	Cut Vol. (CY): 28
Fill Area (SF): 12	Fill Vol. (CY): 59
Seed Width (FT): 20	Seed Area (SY): 148



Cut Area (SF): 17	Cut Vol. (CY): 38
Fill Area (SF): 51	Fill Vol. (CY): 66
Seed Width (FT): 33	Seed Area (SY): 173



Cut Area (SF): 24	Cut Vol. (CY): 56
Fill Area (SF): 20	Fill Vol. (CY): 38
Seed Width (FT): 29	Seed Area (SY): 162

Sheet Totals		
Seeding	Cut	Fill
483	122	163

CROSS SECTION - S.R. 721
STA. 156+50 TO STA. 157+50

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DESIGNER JND

REVIEWER DSS 04-01-26

PROJECT ID 118070

SHEET P.100 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 156+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:53 PM USER: sosko
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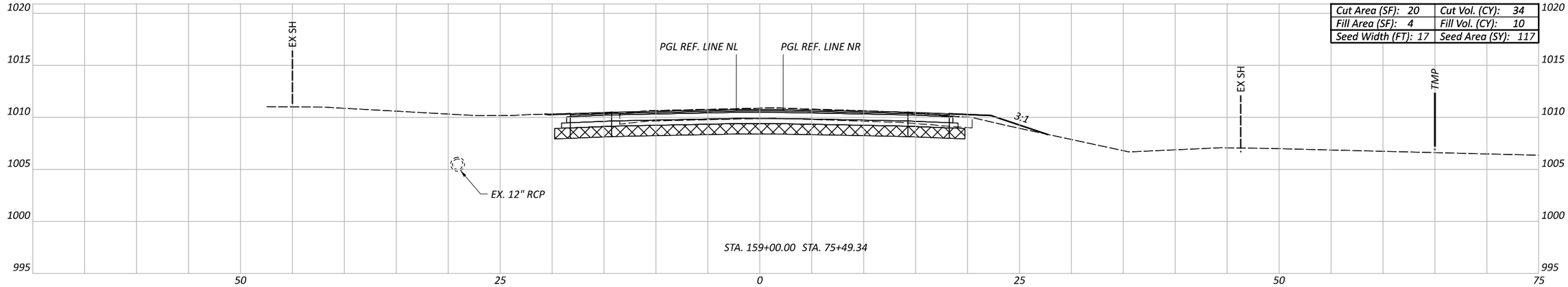
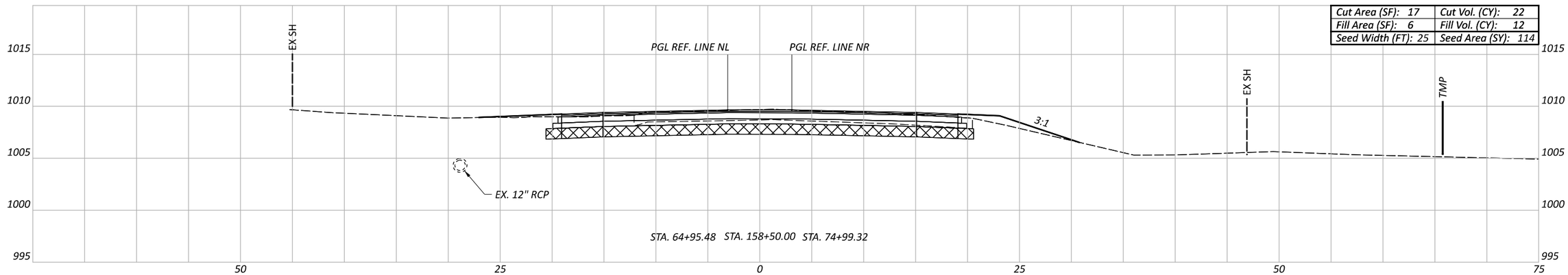
LEGEND

UNSTABLE SUBGRADE



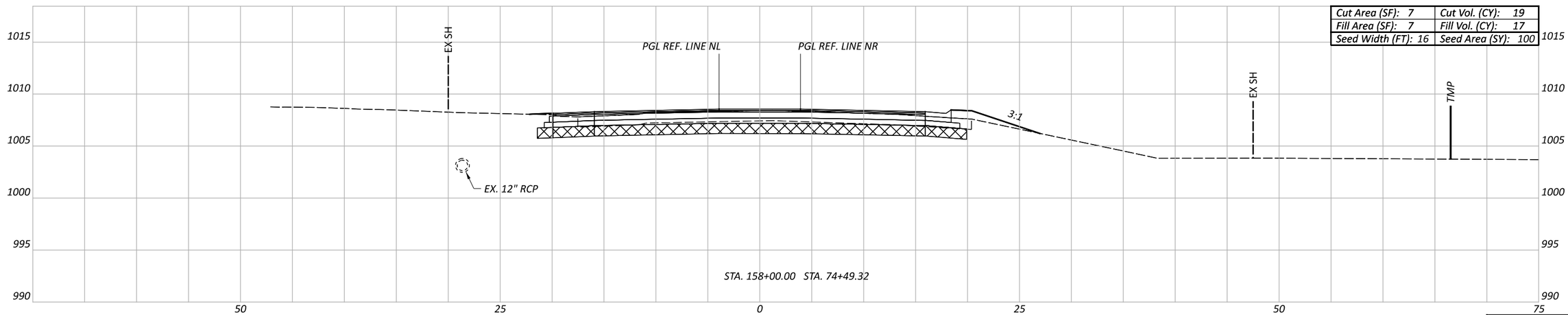
Cut Area (SF): 20	Cut Vol. (CY): 34
Fill Area (SF): 4	Fill Vol. (CY): 10
Seed Width (FT): 17	Seed Area (SY): 117

STA. 159+00.00 STA. 75+49.34



Cut Area (SF): 17	Cut Vol. (CY): 22
Fill Area (SF): 6	Fill Vol. (CY): 12
Seed Width (FT): 25	Seed Area (SY): 114

STA. 64+95.48 STA. 158+50.00 STA. 74+99.32



Cut Area (SF): 7	Cut Vol. (CY): 19
Fill Area (SF): 7	Fill Vol. (CY): 17
Seed Width (FT): 16	Seed Area (SY): 100

STA. 158+00.00 STA. 74+49.32

Sheet Totals		
Seeding	Cut	Fill
331	75	39

CROSS SECTION - S.R. 721
STA. 158+00 TO STA. 159+00

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DESIGNER: JND

REVIEWER: DSS 04-01-26

PROJECT ID: 118070

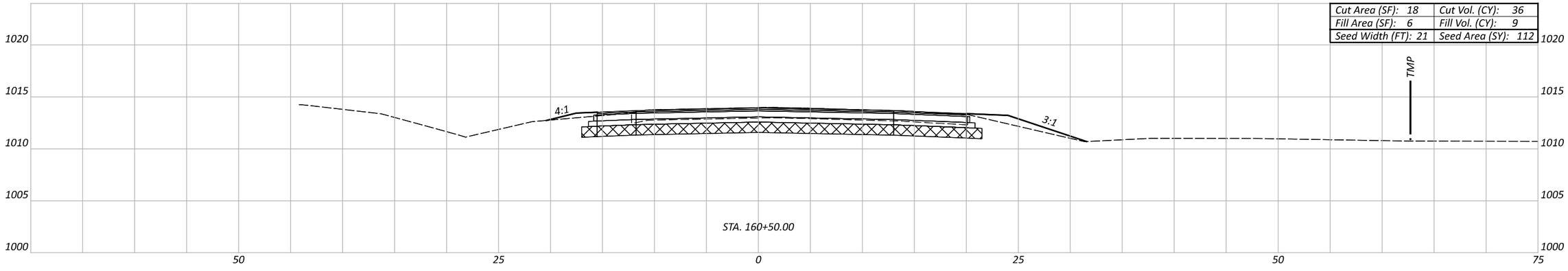
SHEET: P.101 TOTAL: P.142

MIA/DAR-36/721-22.56

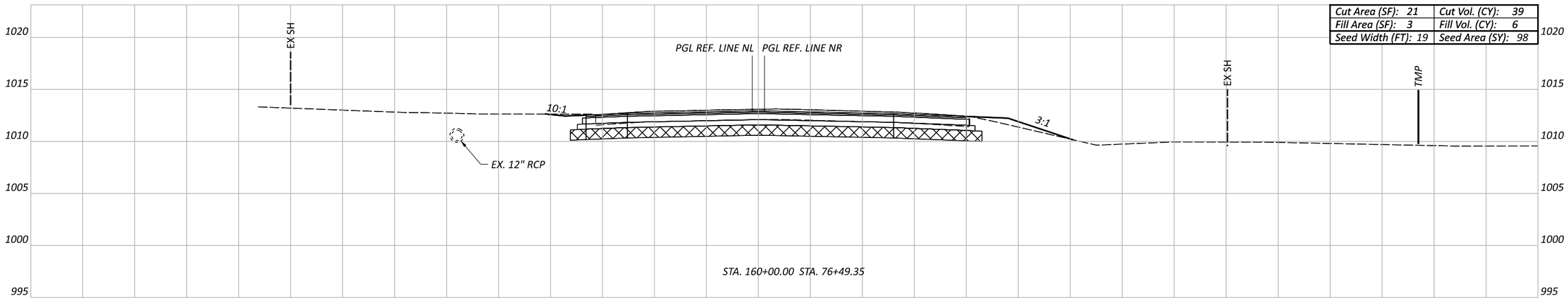
MODEL: CLX_RW_SR721 - 158+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:54 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_XS200.dgn

LEGEND

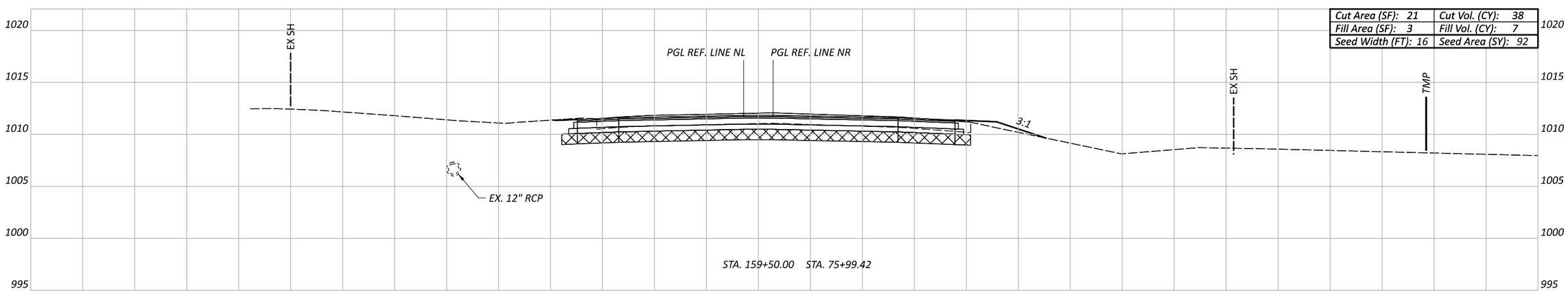
UNSTABLE SUBGRADE



Cut Area (SF): 18	Cut Vol. (CY): 36
Fill Area (SF): 6	Fill Vol. (CY): 9
Seed Width (FT): 21	Seed Area (SY): 112



Cut Area (SF): 21	Cut Vol. (CY): 39
Fill Area (SF): 3	Fill Vol. (CY): 6
Seed Width (FT): 19	Seed Area (SY): 98



Cut Area (SF): 21	Cut Vol. (CY): 38
Fill Area (SF): 3	Fill Vol. (CY): 7
Seed Width (FT): 16	Seed Area (SY): 92

Sheet Totals		
Seeding	Cut	Fill
302	113	22

CROSS SECTION - S.R. 721
STA. 159+50 TO STA. 160+50

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REVIEWER DSS 04-01-26

PROJECT ID 118070

SHEET P.102 TOTAL P.142

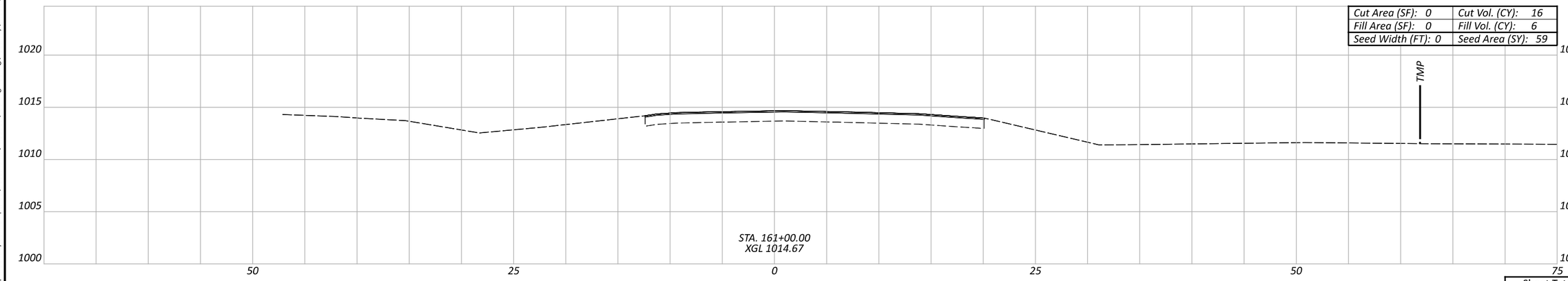
MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 159+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:56 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\i00-Engineering\Roadway\Sheets\118070_XS200.dgn

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - 161+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:34:58 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\v00-Engineering\Roadway\Sheets\118070_XS200.dgn

CROSS SECTION - S.R. 721
STA. 161+00.00



Sheet Totals		
Seeding	Cut	Fill
59	16	6

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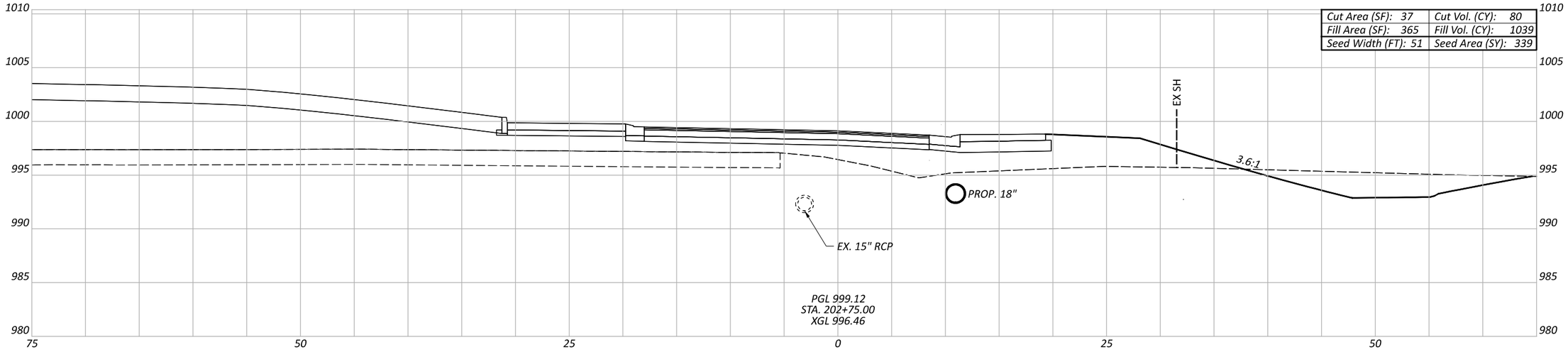
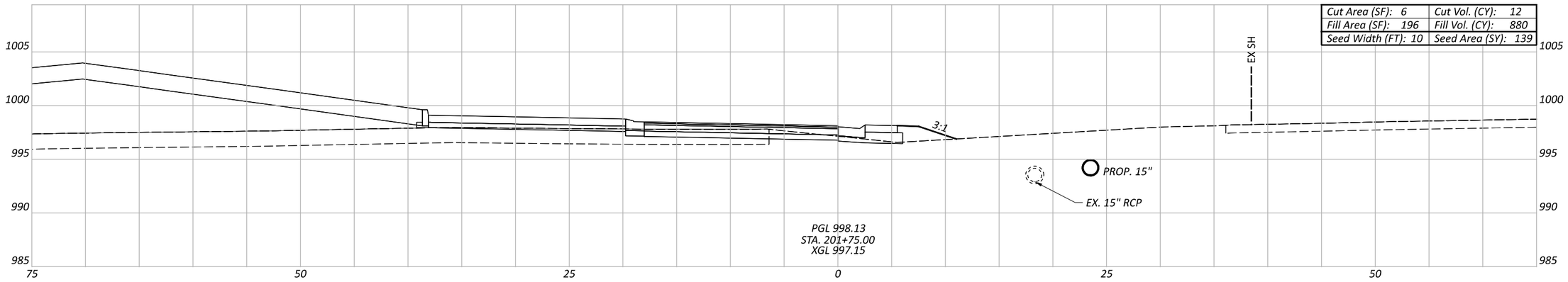
DSS 04-01-26

PROJECT ID
118070

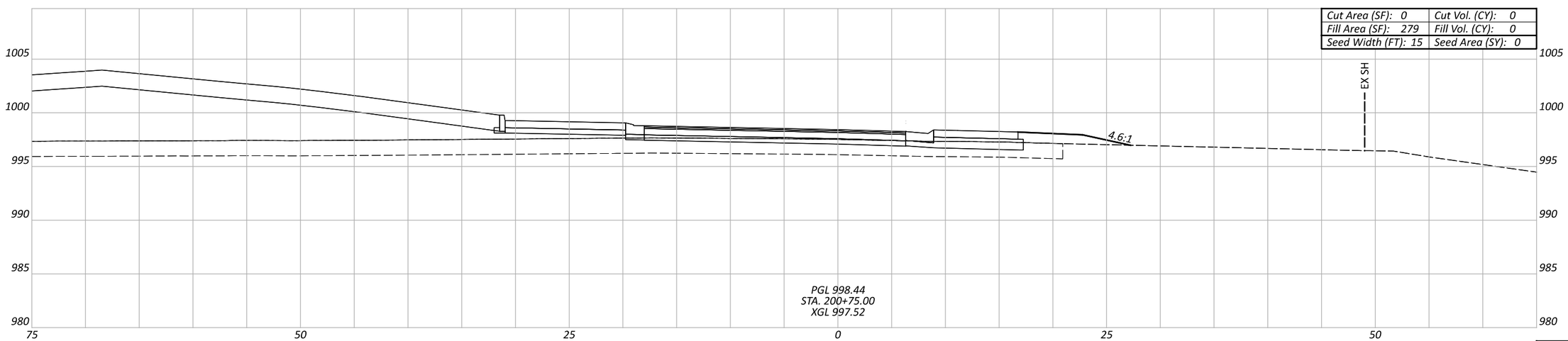
SHEET P.103 TOTAL P.142



Cut Area (SF): 37	Cut Vol. (CY): 80
Fill Area (SF): 365	Fill Vol. (CY): 1039
Seed Width (FT): 51	Seed Area (SY): 339



Cut Area (SF): 6	Cut Vol. (CY): 12
Fill Area (SF): 196	Fill Vol. (CY): 880
Seed Width (FT): 10	Seed Area (SY): 139



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 279	Fill Vol. (CY): 0
Seed Width (FT): 15	Seed Area (SY): 0

Sheet Totals		
Seeding	Cut	Fill
478	92	1919

CROSS SECTIONS - REF. LINE "CC"
STA. 200+75.00 TO STA. 202+75.00

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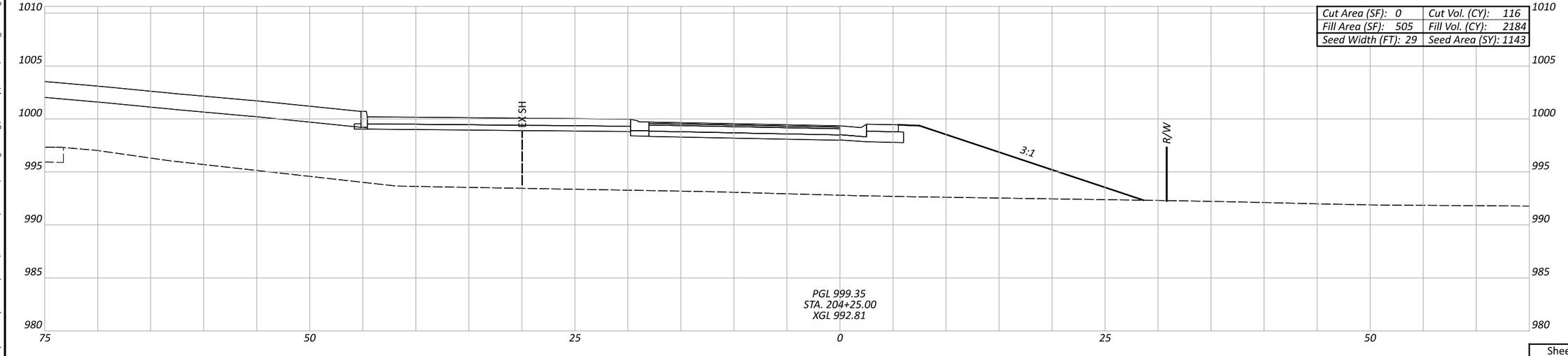
PROJECT ID
118070

SHEET P.104 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: REF. LINE CC - 200+75.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:35:13 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_XS400.dgn

CROSS SECTIONS - REF. LINE "CC"
STA. 204+25.00



Cut Area (SF): 0	Cut Vol. (CY): 116
Fill Area (SF): 505	Fill Vol. (CY): 2184
Seed Width (FT): 29	Seed Area (SY): 1143

Sheet Totals		
Seeding	Cut	Fill
1143	116	2184

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DESIGNER
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DSS 04-01-26

PROJECT ID
118070

SHEET P.105 TOTAL P.142

MIA/DAR-36/721-22.56

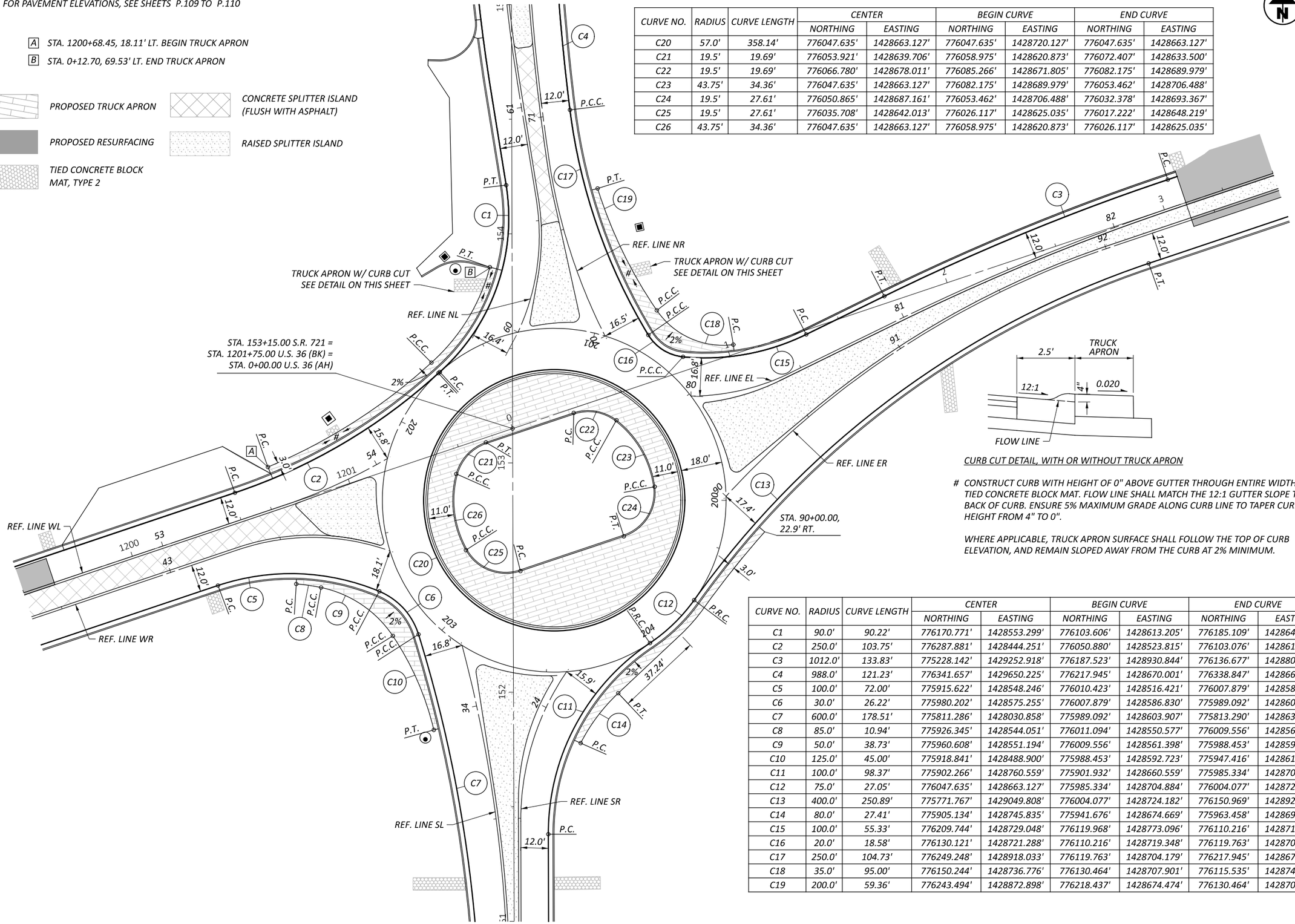
MODEL: REF. LINE CC - 204+25.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:35:16 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_XS400.dgn

FOR ROUNDABOUT REFERENCE LINE LAYOUT, SEE SHEET P.3
FOR SPLITTER ISLAND DETAILS, SEE SHEETS P.107 TO P.108
FOR PAVEMENT ELEVATIONS, SEE SHEETS P.109 TO P.110

A STA. 1200+68.45, 18.11' LT. BEGIN TRUCK APRON
B STA. 0+12.70, 69.53' LT. END TRUCK APRON

PROPOSED TRUCK APRON
PROPOSED RESURFACING
TIED CONCRETE BLOCK MAT, TYPE 2
CONCRETE SPLITTER ISLAND (FLUSH WITH ASPHALT)
RAISED SPLITTER ISLAND

CURVE NO.	RADIUS	CURVE LENGTH	CENTER		BEGIN CURVE		END CURVE	
			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
C20	57.0'	358.14'	776047.635'	1428663.127'	776047.635'	1428720.127'	776047.635'	1428663.127'
C21	19.5'	19.69'	776053.921'	1428639.706'	776058.975'	1428620.873'	776072.407'	1428633.500'
C22	19.5'	19.69'	776066.780'	1428678.011'	776085.266'	1428671.805'	776082.175'	1428689.979'
C23	43.75'	34.36'	776047.635'	1428663.127'	776082.175'	1428689.979'	776053.462'	1428706.488'
C24	19.5'	27.61'	776050.865'	1428687.161'	776053.462'	1428706.488'	776032.378'	1428693.367'
C25	19.5'	27.61'	776035.708'	1428642.013'	776026.117'	1428625.035'	776017.222'	1428648.219'
C26	43.75'	34.36'	776047.635'	1428663.127'	776058.975'	1428620.873'	776026.117'	1428625.035'



CURB CUT DETAIL, WITH OR WITHOUT TRUCK APRON

CONSTRUCT CURB WITH HEIGHT OF 0" ABOVE GUTTER THROUGH ENTIRE WIDTH OF TIED CONCRETE BLOCK MAT. FLOW LINE SHALL MATCH THE 12:1 GUTTER SLOPE TO BACK OF CURB. ENSURE 5% MAXIMUM GRADE ALONG CURB LINE TO TAPER CURB HEIGHT FROM 4" TO 0".

WHERE APPLICABLE, TRUCK APRON SURFACE SHALL FOLLOW THE TOP OF CURB ELEVATION, AND REMAIN SLOPED AWAY FROM THE CURB AT 2% MINIMUM.

CURVE NO.	RADIUS	CURVE LENGTH	CENTER		BEGIN CURVE		END CURVE	
			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
C1	90.0'	90.22'	776170.771'	1428553.299'	776103.606'	1428613.205'	776185.109'	1428642.149'
C2	250.0'	103.75'	776287.881'	1428444.251'	776050.880'	1428523.815'	776103.076'	1428612.618'
C3	1012.0'	133.83'	775228.142'	1429252.918'	776187.523'	1428930.844'	776136.677'	1428807.151'
C4	988.0'	121.23'	776341.657'	1429650.225'	776217.945'	1428670.001'	776338.847'	1428662.229'
C5	100.0'	72.00'	775915.622'	1428548.246'	776010.423'	1428516.421'	776007.879'	1428586.830'
C6	30.0'	26.22'	775980.202'	1428575.255'	776007.879'	1428586.830'	775989.092'	1428603.907'
C7	600.0'	178.51'	775811.286'	1428030.858'	775989.092'	1428603.907'	775813.290'	1428630.855'
C8	85.0'	10.94'	775926.345'	1428544.051'	776011.094'	1428550.577'	776009.556'	1428561.398'
C9	50.0'	38.73'	775960.608'	1428551.194'	776009.556'	1428561.398'	775988.453'	1428592.723'
C10	125.0'	45.00'	775918.841'	1428488.900'	775988.453'	1428592.723'	775947.416'	1428610.590'
C11	100.0'	98.37'	775902.266'	1428760.559'	775901.932'	1428660.559'	775985.334'	1428704.884'
C12	75.0'	27.05'	776047.635'	1428663.127'	775985.334'	1428704.884'	776004.077'	1428724.182'
C13	400.0'	250.89'	775771.767'	1429049.808'	776004.077'	1428724.182'	776150.969'	1428922.506'
C14	80.0'	27.41'	775905.134'	1428745.835'	775941.676'	1428674.669'	775963.458'	1428691.078'
C15	100.0'	55.33'	776209.744'	1428729.048'	776119.968'	1428773.096'	776110.216'	1428719.348'
C16	20.0'	18.58'	776130.121'	1428721.288'	776110.216'	1428719.348'	776119.763'	1428704.179'
C17	250.0'	104.73'	776249.248'	1428918.033'	776119.763'	1428704.179'	776217.945'	1428670.001'
C18	35.0'	95.00'	776150.244'	1428736.776'	776130.464'	1428707.901'	776115.535'	1428741.284'
C19	200.0'	59.36'	776243.494'	1428872.898'	776218.437'	1428674.474'	776130.464'	1428707.901'

HORIZONTAL SCALE IN FEET
0 10 20 40

INTERSECTION DETAILS - EXTERIOR CURB AND TRUCK APRONS

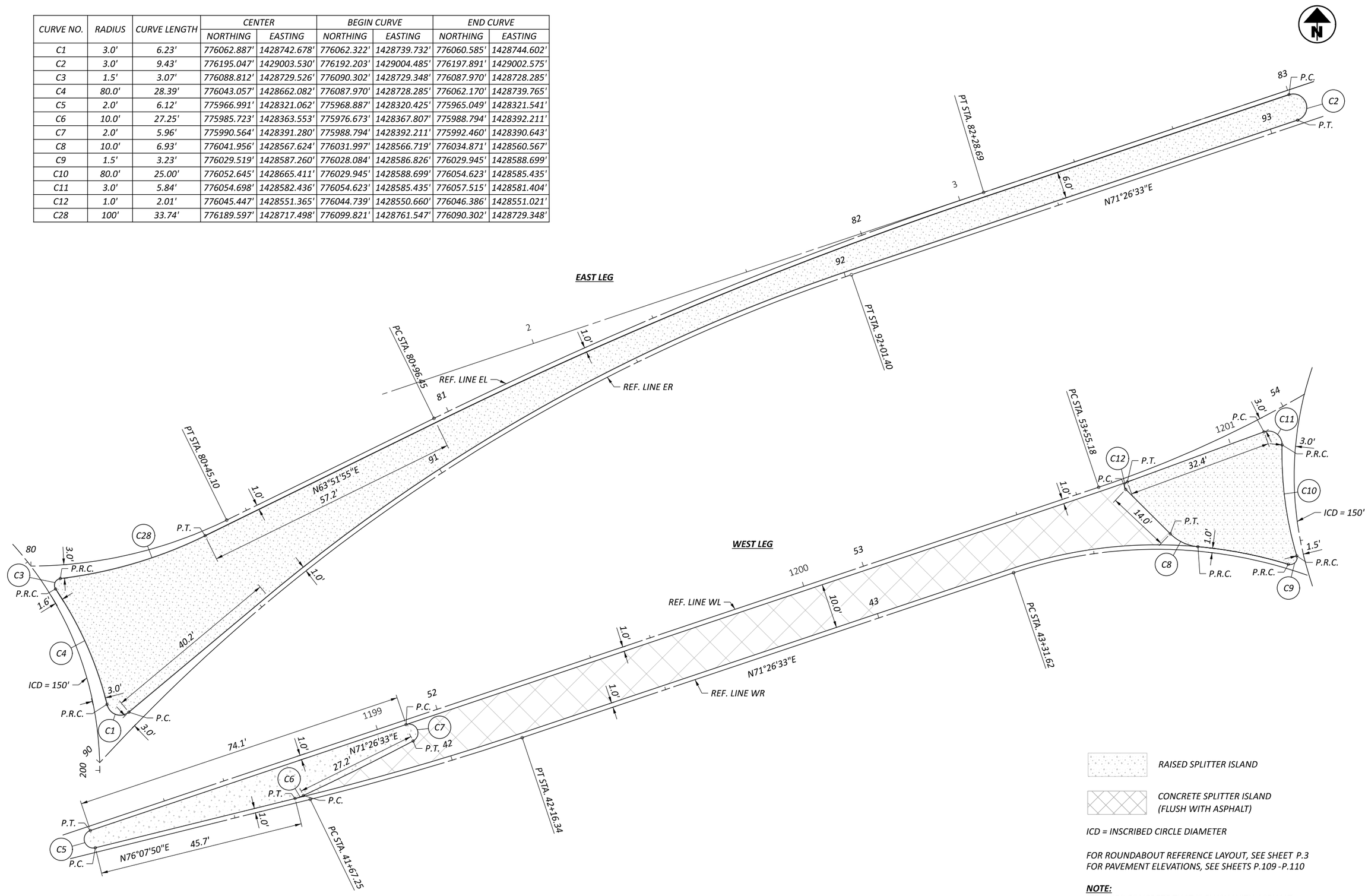
DESIGN AGENCY
B&N burgessniple.com

DESIGNER MAS
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.106 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Intersection PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 4:39:34 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070_GI001

CURVE NO.	RADIUS	CURVE LENGTH	CENTER		BEGIN CURVE		END CURVE	
			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
C1	3.0'	6.23'	776062.887'	1428742.678'	776062.322'	1428739.732'	776060.585'	1428744.602'
C2	3.0'	9.43'	776195.047'	1429003.530'	776192.203'	1429004.485'	776197.891'	1429002.575'
C3	1.5'	3.07'	776088.812'	1428729.526'	776090.302'	1428729.348'	776087.970'	1428728.285'
C4	80.0'	28.39'	776043.057'	1428662.082'	776087.970'	1428728.285'	776062.170'	1428739.765'
C5	2.0'	6.12'	775966.991'	1428321.062'	775968.887'	1428320.425'	775965.049'	1428321.541'
C6	10.0'	27.25'	775985.723'	1428363.553'	775976.673'	1428367.807'	775988.794'	1428392.211'
C7	2.0'	5.96'	775990.564'	1428391.280'	775988.794'	1428392.211'	775992.460'	1428390.643'
C8	10.0'	6.93'	776041.956'	1428567.624'	776031.997'	1428566.719'	776034.871'	1428560.567'
C9	1.5'	3.23'	776029.519'	1428587.260'	776028.084'	1428586.826'	776029.945'	1428588.699'
C10	80.0'	25.00'	776052.645'	1428665.411'	776029.945'	1428588.699'	776054.623'	1428585.435'
C11	3.0'	5.84'	776054.698'	1428582.436'	776054.623'	1428585.435'	776057.515'	1428581.404'
C12	1.0'	2.01'	776045.447'	1428551.365'	776044.739'	1428550.660'	776046.386'	1428551.021'
C28	100'	33.74'	776189.597'	1428717.498'	776099.821'	1428761.547'	776090.302'	1428729.348'



ICD = INSCRIBED CIRCLE DIAMETER

FOR ROUNDABOUT REFERENCE LAYOUT, SEE SHEET P.3
FOR PAVEMENT ELEVATIONS, SEE SHEETS P.109 -P.110

NOTE:
ITEM 452 CONCRETE THAT IS FLUSH WITH ASPHALT
SHALL BE POURED SEPARATE FROM THE RAISED CONCRETE MEDIANS.
INSTALL 1/2" PEJF FOR ANY ABUTTING CONCRETE SURFACES.

HORIZONTAL
SCALE IN FEET
0 5 10 20

SPLITTER ISLAND DETAILS - U.S. 36

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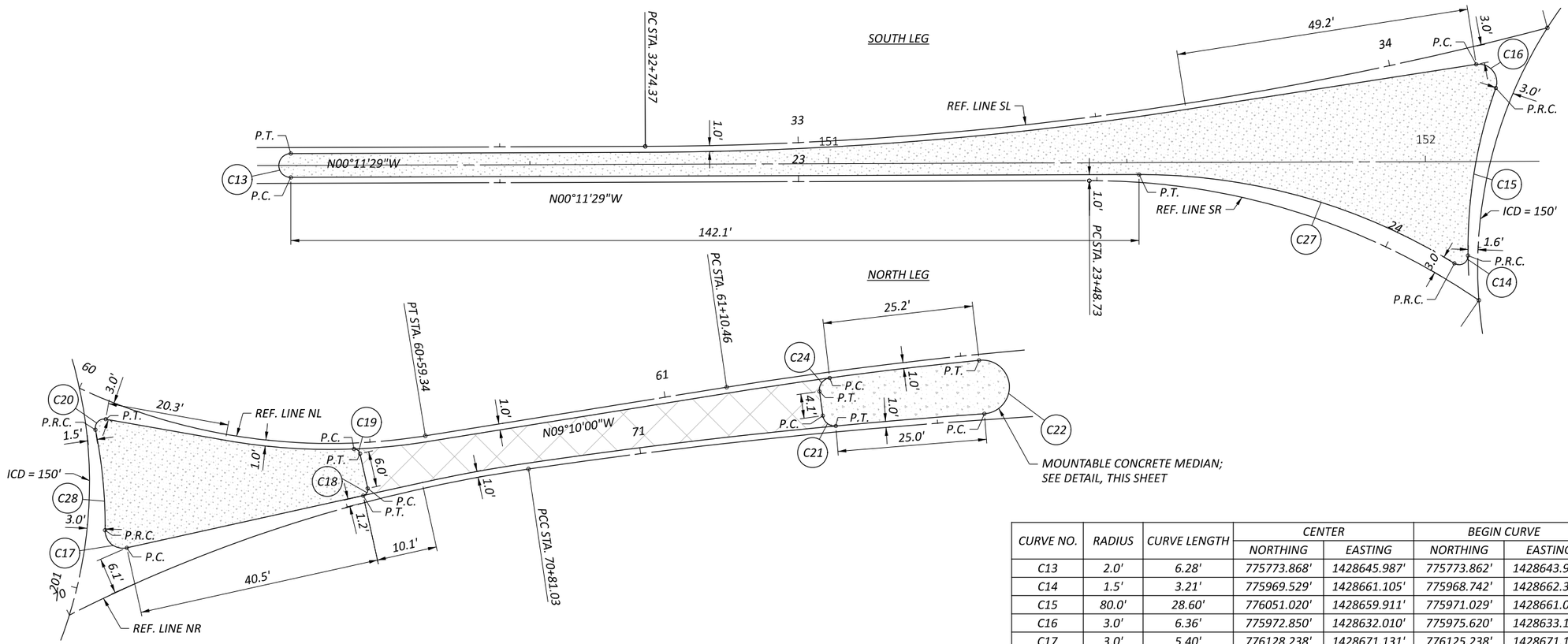
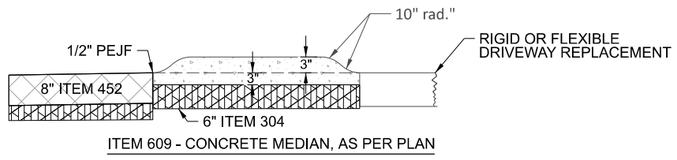
DESIGNER MAS
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.107 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Splitter Island PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 4:39:36 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\v00-Engineering\Roadway\Sheets\118070_GI001

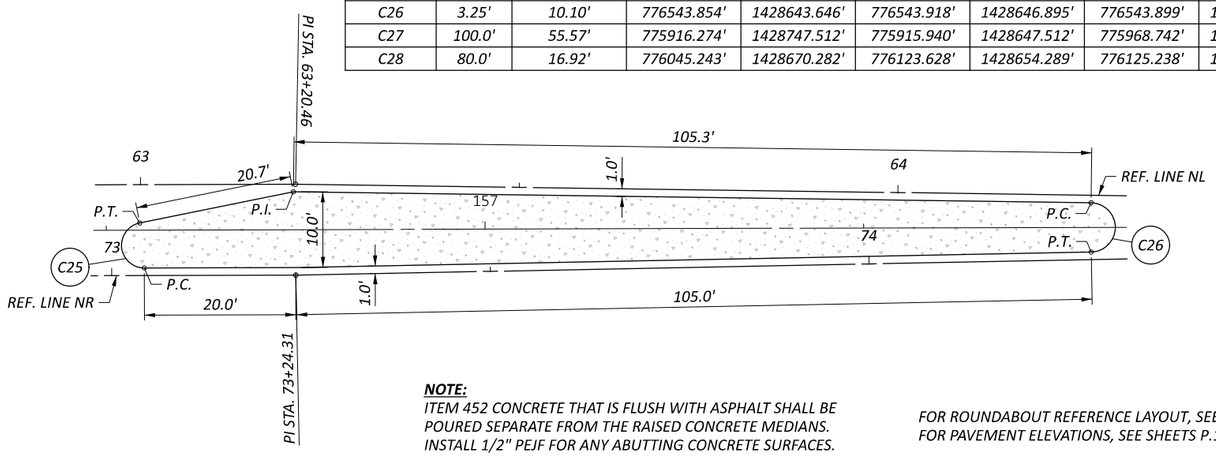


CURVE NO.	RADIUS	CURVE LENGTH	CENTER		BEGIN CURVE		END CURVE	
			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
C13	2.0'	6.28'	775773.868'	1428645.987'	775773.862'	1428643.987'	775773.875'	1428647.987'
C14	1.5'	3.21'	775969.529'	1428661.105'	775968.742'	1428662.382'	775971.029'	1428661.083'
C15	80.0'	28.60'	776051.020'	1428659.911'	775971.029'	1428661.083'	775975.620'	1428633.163'
C16	3.0'	6.36'	775972.850'	1428632.010'	775975.620'	1428633.163'	775972.388'	1428629.046'
C17	3.0'	5.40'	776128.238'	1428671.131'	776125.238'	1428671.100'	776128.886'	1428674.060'
C18	1.0'	1.57'	776168.254'	1428664.332'	776168.470'	1428665.308'	776169.231'	1428664.116'
C19	1.0'	1.39'	776166.966'	1428658.507'	776167.943'	1428658.291'	776166.927'	1428657.508'
C20	1.5'	2.92'	776125.098'	1428653.989'	776125.358'	1428652.512'	776123.628'	1428654.289'
C21	2.0'	3.05'	776247.435'	1428651.660'	776245.454'	1428651.936'	776247.622'	1428653.651'
C22	4.5'	14.41'	776272.197'	1428647.127'	776273.225'	1428651.567'	776274.155'	1428650.502'
C23	NOT USED							
C24	2.0'	3.15'	776246.869'	1428647.593'	776246.599'	1428645.611'	776244.888'	1428647.868'
C25	3.0'	8.83'	776418.900'	1428646.001'	776418.304'	1428643.061'	776418.909'	1428649.001'
C26	3.25'	10.10'	776543.854'	1428643.646'	776543.918'	1428646.895'	776543.899'	1428640.396'
C27	100.0'	55.57'	775916.274'	1428747.512'	775915.940'	1428647.512'	775968.742'	1428662.382'
C28	80.0'	16.92'	776045.243'	1428670.282'	776123.628'	1428654.289'	776125.238'	1428671.100'



ITEM 609 - CONCRETE MEDIAN, AS PER PLAN

CONSTRUCT MOUNTABLE CONCRETE MEDIAN AT LOCATION SPECIFIED IN THE PLANS. ALL REQUIREMENTS OF ITEM 609 - CONCRETE MEDIAN APPLY EXCEPT THAT THE SHAPE SHALL BE AS SHOWN ON THIS DETAIL.



RAISED SPLITTER ISLAND

CONCRETE SPLITTER ISLAND (FLUSH WITH ASPHALT)

ICD = INSCRIBED CIRCLE DIAMETER

NOTE:
ITEM 452 CONCRETE THAT IS FLUSH WITH ASPHALT SHALL BE POURED SEPARATE FROM THE RAISED CONCRETE MEDIANS. INSTALL 1/2" PEJF FOR ANY ABUTTING CONCRETE SURFACES.

FOR ROUNDABOUT REFERENCE LAYOUT, SEE SHEET P.3
FOR PAVEMENT ELEVATIONS, SEE SHEETS P.109 -P.110

HORIZONTAL SCALE IN FEET
0 5 10 20

SPLITTER ISLAND DETAILS - S.R. 721

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MAS
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.108 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Splitter Island 2 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 4:39:38 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_GI001

UNLESS OTHERWISE NOTED,
ELEVATIONS SHOWN AT 25' INCREMENTS

ALL ELEVATIONS SHOWN ON THIS
SHEET ARE FOR TOP OF PAVEMENT

FOR ROUNDABOUT REFERENCE LINE LAYOUT, SEE SHEET P.3
FOR EXTERIOR CURB AND TRUCK APRON GEOMETRY, SEE SHEET P.106
FOR SPLITTER ISLAND DETAILS, SEE SHEETS P.107 TO P.108

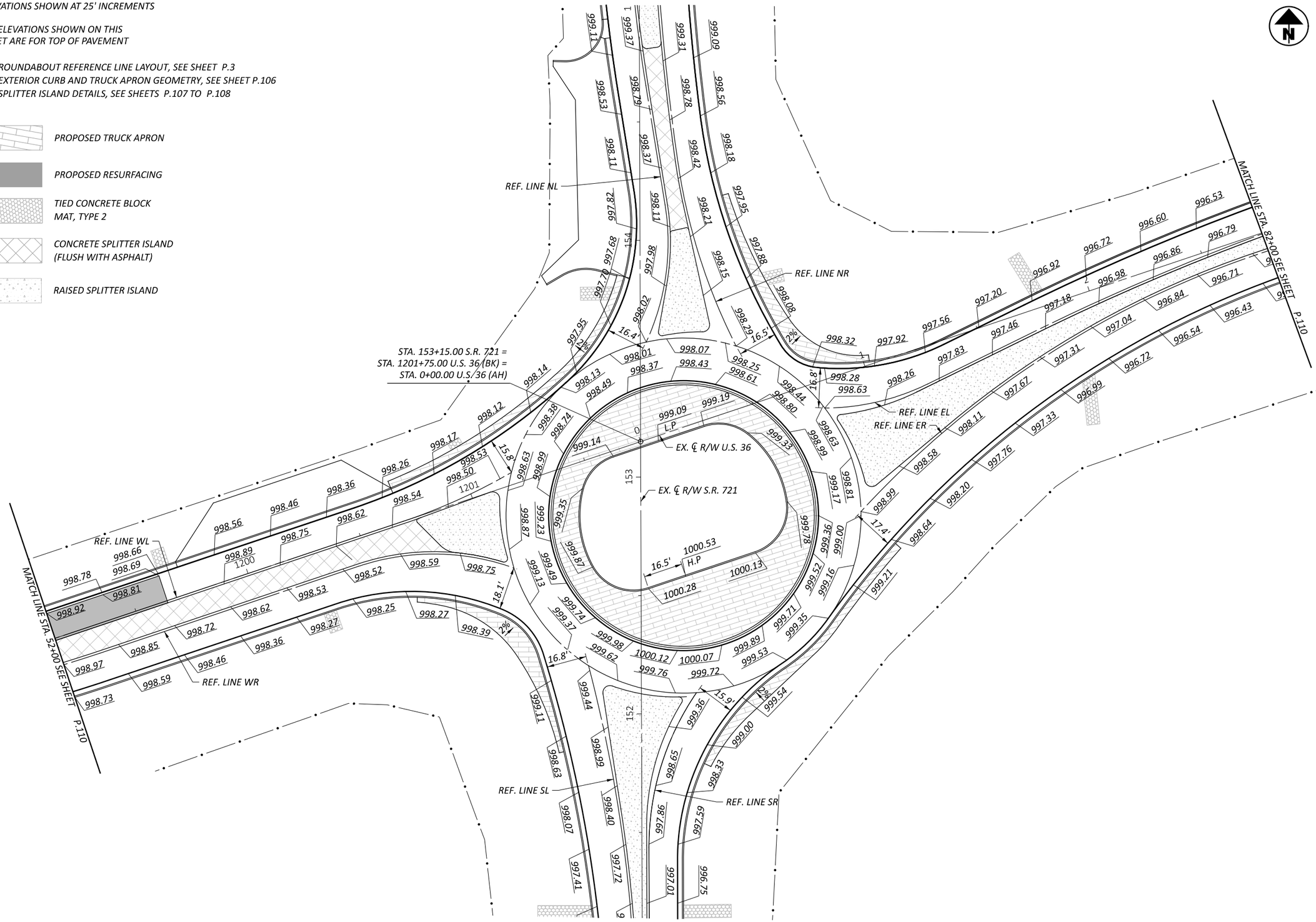
PROPOSED TRUCK APRON

PROPOSED RESURFACING

TIED CONCRETE BLOCK
MAT, TYPE 2

CONCRETE SPLITTER ISLAND
(FLUSH WITH ASPHALT)

RAISED SPLITTER ISLAND



HORIZONTAL
SCALE IN FEET
0 10 20 40

PAVEMENT DETAILS

MIA/DAR-36/721-22.56

MODEL: PavementDetail PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 4:39:52 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\v00-Engineering\Roadway\Sheets\118070_GI002

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	ITB
REVIEWER	DSS 04-01-26
PROJECT ID	118070
SHEET	P.109
TOTAL	P.142

UNLESS OTHERWISE NOTED,
ELEVATIONS SHOWN AT 25' INCREMENTS

ALL ELEVATIONS SHOWN ON THIS
SHEET ARE FOR TOP OF PAVEMENT

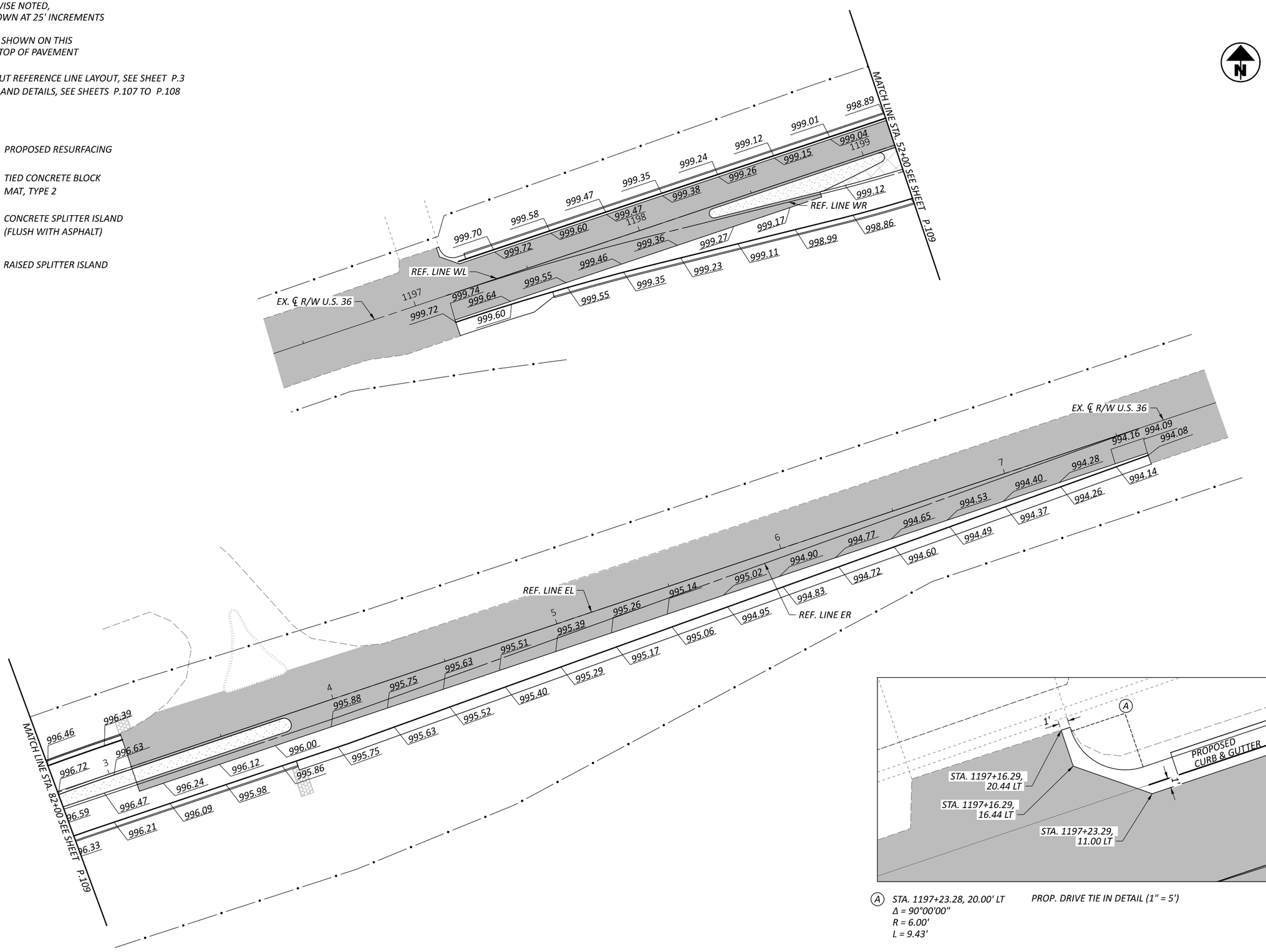
FOR ROUNDABOUT REFERENCE LINE LAYOUT, SEE SHEET P.3
FOR SPLITTER ISLAND DETAILS, SEE SHEETS P.107 TO P.108

PROPOSED RESURFACING

TIED CONCRETE BLOCK MAT, TYPE 2

CONCRETE SPLITTER ISLAND (FLUSH WITH ASPHALT)

RAISED SPLITTER ISLAND



Ⓐ STA. 1197+23.28, 20.00' LT
Δ = 90°00'00"
R = 6.00'
L = 9.43'

PROP. DRIVE TIE IN DETAIL (1" = 5')

HORIZONTAL SCALE IN FEET
0 10 20 40

PAVEMENT DETAILS

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER ITB
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.110 TOTAL P.142

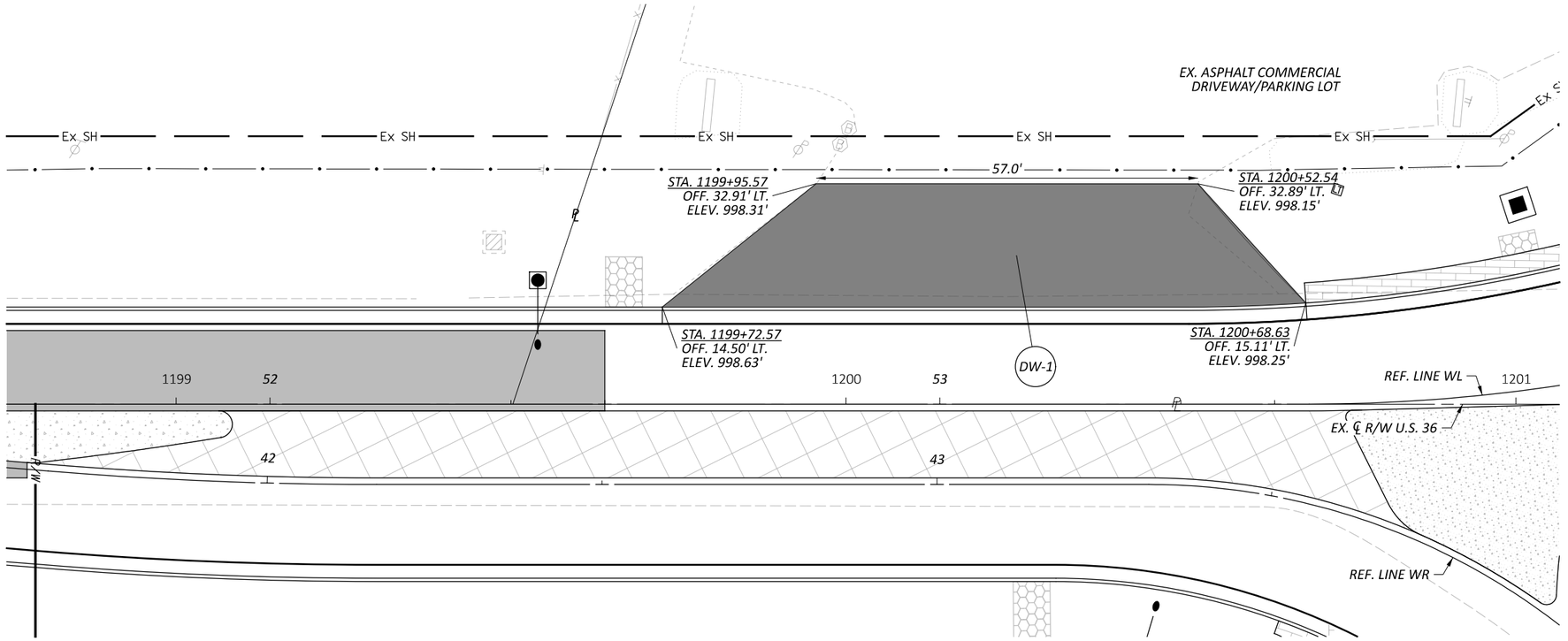
MIA/DAR-36/721-22.56

MODEL: PavementDetail 2 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:36:18 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\v00-Engineering\Roadway\Sheets\118070_GI002

DRIVEWAY SUBSUMMARY

STATION RANGE			SIDE	REF NO.	SHEET	CADD GENERATED AREA		204 SUBGRADE COMPACTION	304 ASPHALT CONCRETE BASE, PG64-22, (449)	304 AGGREGATE BASE, 6"	407 TACK COAT	449 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	452 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
						SQ YD		SY	CY	CY	GAL	CY	SY
1199+72.57	TO	1200+68.63	LT	DW-1	P.59	156.67		156.67	21.76	26.12	8.62	5.44	
153+84.71	TO	154+85.29	LT	DW-2	P.59	217.45		217.45	30.21	36.25	11.96	7.56	
155+19.62	TO	155+51.38	LT	DW-3	P.59	56.34		56.34		9.39			56.34
155+50.23	TO	155+95.20	RT	DW-4	P.59	95.78		95.78	13.31	15.97	5.27	3.33	
SUBTOTALS								526.24	65.28	87.73	25.85	16.33	56.34
TOTALS CARRIED TO GENERAL SUMMARY								527	66	88	26	17	57

NOTE:
WITHIN LIMITS OF DRIVE DRIVEWAYS, DROP ROADWAY CURB PER ODOT SCD BP-4.1



ASPHALT DRIVEWAY BUILDUP:
ITEM 441 - 1.25" AC SURFACE COURSE, TYPE 1, 449, (DRIVEWAYS)
ITEM 407 - TACK COAT
ITEM 301 - 5" ASPHALT CONCRETE BASE, PG64-22
ITEM 304 - 6" AGGREGATE BASE

PROPOSED TRUCK APRON
PROPOSED RESURFACING
TIED CONCRETE BLOCK MAT, TYPE 2
CONCRETE SPLITTER ISLAND (FLUSH WITH ASPHALT)
RAISED SPLITTER ISLAND

HORIZONTAL SCALE IN FEET
0 5 10 20

DRIVE DETAILS U.S. 36

DESIGN AGENCY
B&N burgessniple.com

DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.111 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Sheet_SurvFt PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 4:41:58 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400-Engineering\Roadway\Sheets\118070_GD001

SEE SHEET P.111 FOR DRIVEWAY SUBSUMMARY

NOTE:
WITHIN LIMITS OF DRIVEWAYS, DROP ROADWAY CURB PER ODOT SCD BP-4.1

CONCRETE DRIVEWAY BUILDUP:
ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT
ITEM 304 - 6" AGGREGATE BASE

ASPHALT DRIVEWAY BUILDUP:
ITEM 441 - 1.25" AC SURFACE COURSE, TYPE 1, 449, (DRIVEWAYS)
ITEM 407 - TACK COAT
ITEM 301 - 5" ASPHALT CONCRETE BASE, PG64-22
ITEM 304 - 6" AGGREGATE BASE

PROPOSED TRUCK APRON

CONCRETE SPLITTER ISLAND (FLUSH WITH ASPHALT)

RAISED SPLITTER ISLAND

TIED CONCRETE BLOCK MAT, TYPE 2

HORIZONTAL SCALE IN FEET
0 5 10 20

A STA. 153+82.96, 20.64' LT
Δ = 45°17'50.4"
R = 20.00'
L = 15.81'

B STA. 154+87.39, 28.71' LT
Δ = -98°17'57.7"
R = 16.00'
L = 26.59'

EX. CONCRETE RESIDENTIAL DRIVEWAY/PARKING LOT

S88°50'19"E

STA. 153+85.16
OFF. 41.65' LT.
ELEV. 998.04'

EX. ASPHALT COMMERCIAL DRIVEWAY/PARKING LOT

STA. 153+81.71
OFF. 39.63' LT.
ELEV. 997.97'

STA. 153+85.54
OFF. 33.10' LT.
ELEV. 997.41'
LOW POINT

STA. 153+87.63
OFF. 17.84' LT.
ELEV. 997.57'

STA. 153+84.71
OFF. 6.83' LT.
ELEV. 997.68'

STA. 154+00.23
OFF. 25.97' LT.
ELEV. 998.25'

STA. 154+20.83
OFF. 4.99' LT.
ELEV. 999.19'

STA. 154+59.42
OFF. 27.16' LT.
ELEV. 1000.07'

STA. 154+73.64
OFF. 36.49' LT.
ELEV. 999.74'

STA. 154+75.64
OFF. 36.43' LT.
ELEV. 999.73'

STA. 154+75.50
OFF. 31.69' LT.
ELEV. 999.67'

STA. 154+85.29
OFF. 14.85' LT.
ELEV. 1001.22'

STA. 154+85.82
OFF. 16.25' LT.
ELEV. 999.42'

STA. 155+27.64
OFF. 48.02' LT.
ELEV. 1000.88'

STA. 155+43.64
OFF. 47.65' LT.
ELEV. 1001.07'

STA. 155+27.13
OFF. 26.02' LT.
ELEV. 1000.69'

STA. 155+43.13
OFF. 25.65' LT.
ELEV. 1000.89'

STA. 155+51.38
OFF. 20.11' LT.
ELEV. 1001.25'

STA. 155+19.62
OFF. 18.35' LT.
ELEV. 1000.32'

STA. 61+80.08 REF LINE NL =
STA. 0+00.00 ℄ DRIVEWAY

STA. 72+22.25 REF LINE NR =
STA. 0+00.00 ℄ DRIVEWAY

EX. ℄ R/W S.R. 721

REF. LINE NL

REF. LINE NR

MOUNTABLE MEDIAN

STA. 155+50.23
OFF. 20.81' RT.
ELEV. 1002.56'

STA. 155+95.20
OFF. 20.50' RT.
ELEV. 1003.47'

STA. 155+41.07
OFF. 20.58' RT.
ELEV. 1000.78'

STA. 155+49.64
OFF. 22.19' RT.
ELEV. 1000.69'

STA. 156+04.26
OFF. 20.00' RT.
ELEV. 1002.69'

STA. 155+95.84
OFF. 21.86' RT.
ELEV. 1002.24'

CURB, TYPE 6

CURB, TYPE 6

N89°43'29"E

STA. 155+61.76
OFF. 40.53' RT.
ELEV. 1000.98'

STA. 155+61.78
OFF. 51.99' RT.
ELEV. 999.82'

STA. 155+84.26
OFF. 40.04' RT.
ELEV. 1000.86'

STA. 155+84.28
OFF. 51.94' RT.
ELEV. 1000.18'

EX. ASPHALT COMMERCIAL DRIVEWAY/PARKING LOT

C STA. 155+41.73, 40.57' RT
Δ = 91°51'13.8"
R = 20.00'
L = 32.06'

D STA. 156+04.23, 40.00' RT
Δ = -90°06'44.7"
R = 20.00'
L = 31.46'

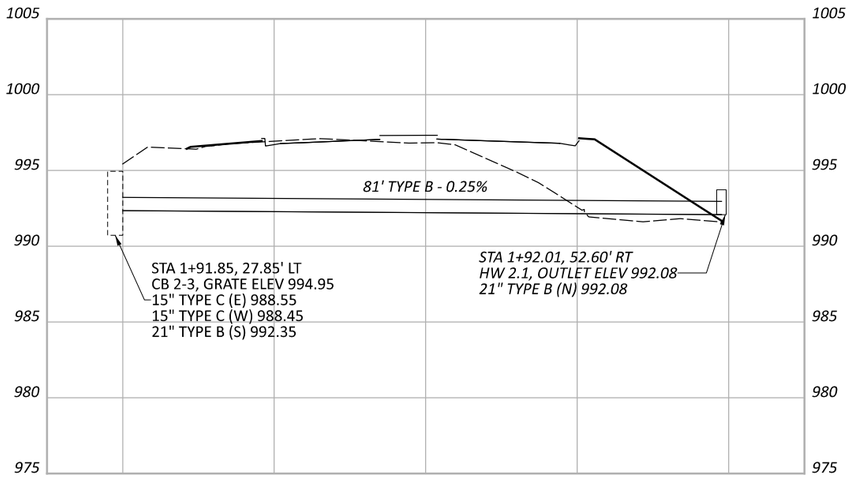
DRIVE DETAILS S.R. 721

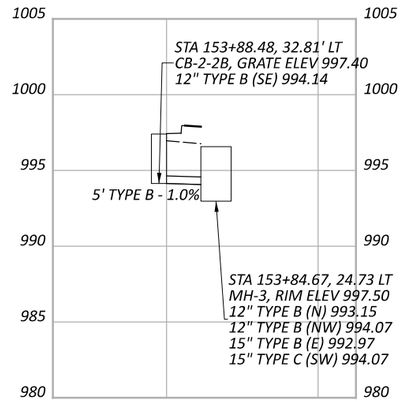
MIA/DAR-36/721-22.56

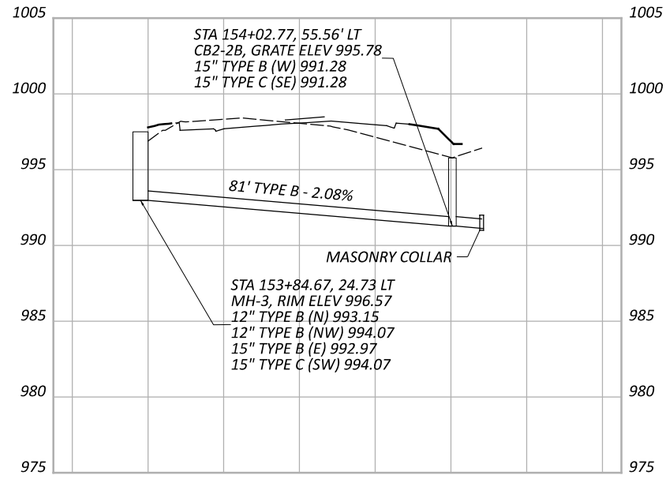
MODEL: Sheet_SurvFt PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 4:42:15 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\d00-Engineering\Roadway\Sheets\118070_GD004.dgn

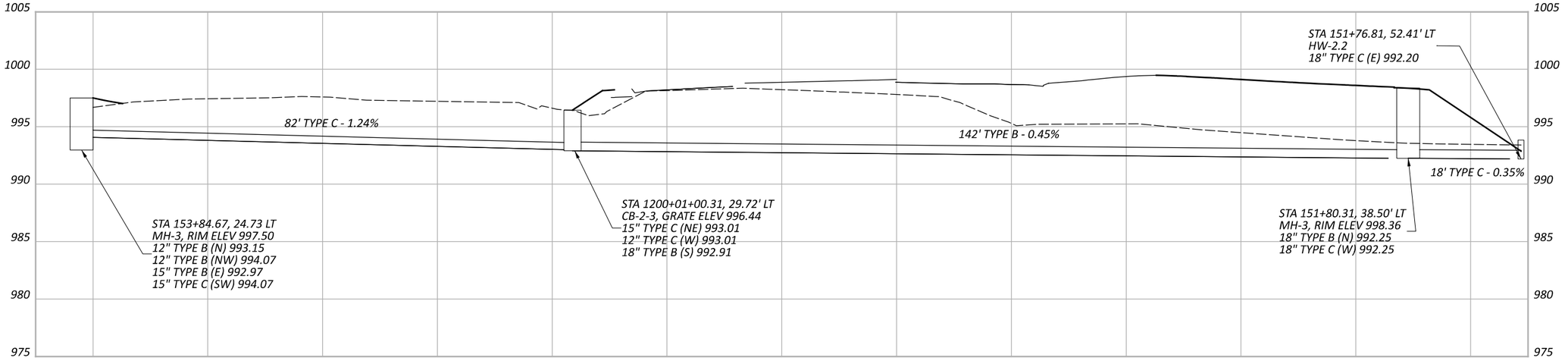
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER JND
REVIEWER DSS 04-01-26
PROJECT ID 118070
SHEET P.112 TOTAL P.142









STORM SEWER PROFILES

MIA/DAR-36/721-22.56

MODEL: Sheet_Sur/Ft PAPERSIZE: 17x11 (in.) DATE: 4/1/2026 TIME: 12:04:15 PM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134\400-Engineering\Drainage\Sheets\118070_DF001.dgn

DESIGN AGENCY

DESIGNER ASN

REVIEWER MAG 04-01-26

PROJECT ID 118070

SHEET P.113 TOTAL P.142

UNDERDRAIN DETAILS				
STATION	CL	OFFSET	ELEVATION	NOTE
1197+26	U.S. 36	14.50' LT	30" DEPTH	START
1197+57	U.S. 36	15.34' RT	18" DEPTH	START
1199+48	U.S. 36	14.50' LT	993.47	END UNCLASSIFIED/TEE
1199+48	U.S. 36	22.53' LT	993.41	OUTLET TO CB
1200+28	U.S. 36	26.50' RT	-	BEND
1200+28	U.S. 36	35.56' RT	995.51	OUTLET
1201+15	U.S. 36	22.87' LT	995.56	START UNCLASSIFIED E/W
0+78 R2	U.S. 36	9.70' LT	30" DEPTH	START E/NW
2+24 R2	U.S. 36	11.18' LT	993	END UNCLASSIFIED/TEE
2+23 R2	U.S. 36	23.20' LT	992.5	OUTLET TO CB
3+10 R2	U.S. 36	14.50' LT	994.63	START UNCLASSIFIED
3+77 R2	U.S. 36	22.50' RT	992.51	END UNCLASSIFIED/BEND
3+77 R2	U.S. 36	35.65' RT	992.46	OUTLET
6+00 R2	U.S. 36	19.56' RT	992.59	START UNCLASSIFIED
147+34	S.R. 721	13.00' LT	-	BEND
147+34	S.R. 721	20.74' LT	984.7	OUTLET
148+00	S.R. 721	16.00' RT	986.55	END UNCLASSIFIED/BEND
148+00	S.R. 721	25.00' RT	986.50	OUTLET
152+12	S.R. 721	51.60' RT	18" DEPTH	START S
152+12	S.R. 721	51.60' RT	30" DEPTH	START NE
152+22	S.R. 721	43.12' LT	18" DEPTH	START S/NW
153+76	S.R. 721	9.59' LT	-	TEE
153+83	S.R. 721	22.64' LT	994.07	OUTLET TO MH
153+82	S.R. 721	48.04' RT	-	TEE
153+88	S.R. 721	61.93' RT	-	BEND
154+01	S.R. 721	56.35' RT	993.28	OUTLET TO CB
159+75	S.R. 721	20.00' RT	30" DEPTH	START S
161+00	S.R. 721	12.50' LT	30" DEPTH	START S

UNDERDRAIN DETAILS

DESIGN AGENCY

DESIGNER
ASN

REVIEWER
MAG 04-01-26

PROJECT ID
118070

SHEET P.114 TOTAL P.142

CTY-RTE-SECTION

MODEL: Sheet_SurvFt PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:37:11 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61813\400>Engineering\Drainage\Sheets\118070_DD001.dgn

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 GROUND MOUNTED SUPPORT, NO. 4 POST FT	630 SIGN, FLAT SHEET SF	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 SIGN POST REFLECTOR EACH
R-1	P.118			RT							1		1	
R-14	P.118			LT							2		2	
R-15	P.118			RT							2		2	
R-2	P.119			RT							1		1	
R-3	P.119			LT							2		1	
R-4	P.119			LT							1		2	
R-5	P.119			LT							2		1	
R-6	P.119			LT							2		2	
R-7	P.119			RT							1		2	
R-8	P.119			RT							2		1	
R-9	P.119			RT							1		2	
R-10	P.119			RT							2		1	
R-11	P.119			RT							2		2	
R-16	P.122			LT							1		2	
R-17	P.122			RT							1		2	
R-12	P.124			RT							1		2	
R-13	P.124			LT							1		2	
L-1	P.118		1196+14.00	RT	M2-1-21	21x15						1		
			TO 1196+75	RT	M1-5-30-3	30x24						1		
L-2	P.119		1199+55.00	LT	M3-4-24	24x12						1		
			TO 1199+55	LT	M1-4-30-2	30x30						1		
					I-H2f-48	48x24						1		
L-3	P.120		3+76.00	RT	M3-2-24	24x12						1		
			TO 4+26	RT	M1-4-30-2	30x30						1		
					I-H2f-48	48x24						1		
L-4	P.122		147+34.00	RT	M2-1-21	21x15						1		
			TO 148+05	RT	M1-4-30-2	30x30						1		
L-5	P.122		150+95.00	LT	M3-3-24	24x12						1		
			TO 150+36	LT	M1-5-30-3	30x24						1		
L-6	P.123		155+46.00	RT	M3-1-24	24x12						1		
			TO 156+37	RT	M1-5-30-3	30x24						1		
TOTALS CARRIED TO GENERAL SUMMARY											25	14	28	

SIGNING SUB-SUMMARY

MIA/DAR-36/721-22.56

MODEL: Sub-Summary PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:37:21 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134\00-Engineering\Traffic\Sheets\118070_TS100.dgn

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MC
REVIEWER HLM 04-01-26
PROJECT ID 120103
SHEET P.115 TOTAL P.142

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 GROUND MOUNTED SUPPORT, NO. 4 POST FT	630 SIGN, FLAT SHEET SF	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 SIGN POST REFLECTOR, YELLOW EACH
S-1	P.118		1193+00	RT	W3-2-30	30x30	22.2			6.3				2
					W2-6-30	30x30				6.3				
S-2	P.118		1194+75.00	RT	D1-H1-72	72x12	8			6				
S-3	P.118		1192+29.00	RT	R4-7-24	24x30	8.3			5				
S-4	P.119		1200+09.00	RT	R1-2-36	36x36x36	9.1			3.9				1
					R6-5P-30	30x30				6.3				
S-5	P.119		1201+43.00	RT	R6-1R-36	36x12	8			3				1
S-6	P.119		152+04.00	LT	M3-3-24	24x12	16.6			2				
					M1-5-30-3	30x24				5				
					M6-2-21	21x15				2.2				
S-7	P.119		1201+02.00	LT	M3-4-24	24x12	17.6			2				
					M1-4-30-2	30x30				6.3				
					M6-2-21	21x15				2.2				
S-8	P.119		153+09.00	LT	R6-1R-36	36x12	8			3				1
S-9	P.119		153+65.00	LT	R1-2-36	36x36x36	9.1			3.9				1
					R6-5P-30	30x30				6.3				
S-10	P.119		153+68.00	RT	M3-1-24	24x12	16.6			2				
					M1-5-30-3	30x24				5				
					M6-2-21	21x15				2.2				
S-11	P.119		0+88.00	LT	R1-2-36	36x36x36	9.1			3.9				1
					R6-5P-30	30x30				6.3				
S-12	P.119		0+42.00	RT	R6-1R-36	36x12	8			3				1
S-13	P.119		152+66.00	RT	R6-1R-36	36x12	8			3				1
S-14	P.119		0+91.00	RT	M3-4-24	24x12	17.6			2.5				
					M1-4-30-2	30x30				6.3				
					M6-2-21	21x15				2.2				
S-15	P.119		152+00.00	RT	R1-2-36	36x36x36	9.1			3.9				1
					R6-5P-30	30x30				6.3				
S-16	P.120		3+76.00	RT	R4-7-24	24x30	8.3			5				
S-17	P.121		8+44.00	LT	W3-2-30	30x30	22.2			6.3				2
					W2-6-30	30x30				6.3				
S-18	P.122		146+90.00	RT	W3-2-30	30x30	22.2			6.3				2
					W2-6-30	30x30				6.3				
S-19	P.122		150+12.00	RT	R4-7-24	24x30	8.3			5				
S-20	P.123		155+07.00	LT	R4-7-24	24x30	8.3			5				
S-21	P.123		157+79.00	LT	R4-7-24	24x30	8.3			5				
S-22	P.123		159+62.00	LT	W3-2-30	30x30	22.2			6.3				2
					W2-6-30	30x30				6.3				
TOTALS CARRIED TO GENERAL SUMMARY							275.1			174.1				16

SIGNING SUB-SUMMARY

MIA/DAR-36/721-22.56

MODEL: Sub-Summary PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:37:22 AM USER: sosko
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR618134\00-Engineering\Traffic\Sheets\118070_TS100.dgn

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MC
REVIEWER HLM 04-01-26
PROJECT ID 120103
SHEET P.116 TOTAL P.142

REF NO.	SHEET NO.	STATION TO STATION			644 EDGE LINE, 6", WHITE	644 EDGE LINE, 6", YELLOW	644 CENTER LINE, SOLID-DASHED	644 CENTER LINE, DOUBLE SOLID	644 CHANNELIZING LINE, 12"	644 TRANSVERSE/DIAGONAL LINE, YELLOW	644 DOTTED LINE, 8"	644 YIELD LINE	621 RPM, 2-WAY (YELLOW/YELLOW)	621 RPM, 2-WAY (YELLOW/RED)	621 RPM, 2-WAY (WHITE/RED)	621 RAISED PAVEMENT MARKER REMOVED									
					MILE	MILE	MILE	MILE	FT	FT	FT	FT	EACH	EACH	EACH	EACH									
ELW-1	P.118	1197+23.00	TO	163+00.00	0.28																				
ELW-2	P.118	1197+14.00	TO	145+00.00	0.23																				
DS-1	P.118	1195+00.00	TO	1198+30.00				0.07																	
DS-2	P.118	1197+14.00	TO	1198+30.00				0.03																	
TLY-1	P.118	1197+14.00	TO	1198+30.00						116															
ELY-1	P.118	1198+30.00	TO	1199+00.00		0.02																			
ELY-2	P.118	1198+30.00	TO	1199+00.00		0.02																			
SD-1	P.119	1199+08.00	TO	1200+76.00			0.04																		
SD-2	P.119	1199+08.00	TO	1200+76.00			0.04																		
YL-1	P.119	1201+07.00	TO	1201+07.00								18													
CH-1	P.119	1200+07.00	TO	1200+19.00					41																
CH-2	P.119	153+55.00	TO	153+57.00					38																
CH-3	P.119	0+78.00	TO	0+79.00					47																
CH-4	P.119	152+09.00	TO	152+20.00					48																
YL-2	P.119	153+57.00	TO	153+57.00								18													
YL-3	P.119	0+78.00	TO	0+78.00								18													
YL-4	P.119	152+09.00	TO	152+09.00								18													
DL-1	P.119	1201+07.00	TO	1201+07.00							33														
DL-2	P.119	153+40.00	TO	153+57.00							39														
DL-3	P.119	0+72.00	TO	0+78.00							27														
DL-4	P.119	152+09.00	TO	152+20.00							40														
ELY-3	P.119	153+57.00	TO	154+04.00		0.01																			
ELY-4	P.119	153+55.00	TO	154+04.00		0.02																			
ELY-5	P.119	0+78.00	TO	3+80.00		0.06																			
ELY-6	P.119	0+79.00	TO	3+80.00		0.06																			
ELY-7	P.119	150+10.00	TO	152+20.00		0.05																			
ELY-8	P.119	150+10.00	TO	152+09.00		0.04																			
ELY-11	P.119	1200+76.00	TO	1201+19.00		0.01																			
ELY-12	P.119	1200+76.00	TO	1201+07.00		0.01																			
ELY-13	P.119	154+82.00	TO	155+11.00		0.01																			
ELY-14	P.119	154+82.00	TO	155+11.00		0.01																			
SD-5	P.119	154+04.00	TO	154+82.00			0.02																		
SD-6	P.119	154+04.00	TO	154+82.00			0.02																		
ELW-3	P.120	163+51.00	TO	10+00.00	0.37																				
ELW-4	P.120	145+00.00	TO	10+00.00	0.33																				
TLY-2	P.120	3+80.00	TO	7+25.00						345															
DS-3	P.120	3+80.00	TO	10+00.00				0.08																	
DS-4	P.120	3+80.00	TO	7+60.00				0.08																	
ELW-5	P.122	147+35.00	TO	150+10.00	0.06																				
ELW-6	P.122	147+35.00	TO	150+10.00	0.06																				
DS-5	P.122	147+95.00	TO	150+10.00				0.05																	
DS-6	P.122	147+95.00	TO	150+10.00				0.05																	
TLY-3	P.122	147+95.00	TO	150+10.00						215															
SD-3	P.123	155+11.00	TO	156+52.00			0.03																		
SD-4	P.123	155+11.00	TO	156+52.00			0.03																		
ELY-9	P.123	156+52.00	TO	157+83.00		0.03																			
ELY-10	P.123	156+52.00	TO	157+83.00		0.03																			
DS-7	P.123	157+83.00	TO	160+35.00				0.05																	
DS-8	P.123	157+83.00	TO	160+35.00				0.05																	
TLY-4	P.123	157+83.00	TO	160+00.00						217															
RPM													25	151	8	107									
TOTALS CARRIED TO GENERAL SUMMARY					1.33	0.38	0.18	0.46	174	893	139	72	25	151	8	107									

PAVEMENT MARKINGS SUB-SUMMARY

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MC
REVIEWER HLM 04-01-26
PROJECT ID 120103
SHEET P.117 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: Sub-Summary PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:17:33 PM USER: sosko
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PAVEMENT MARKING LEGEND

SD	CENTER LINE, SOLID-DASHED YELLOW
DS	CENTER LINE, DOUBLE SOLID YELLOW
ELY	EDGE LINE, YELLOW
ELW	EDGE LINE, WHITE
CH	CHANNELIZING LINE, WHITE
TLY	TRANSVERSE LINE, YELLOW
YL	YIELD LINE, WHITE
DL	DOTTED LINE, WHITE
W	WORD ON PAVEMENT

SIGNING LEGEND

S-#	PROPOSED SIGN
R-#	EXISTING SIGN TO BE REMOVED
	PROPOSED SIGN
	EXISTING SIGN
	EXISTING SIGN, TO BE REMOVED

NOTES:

1. PAVEMENT MARKING SPACING TO FOLLOW ODOT SCD TC-71.10

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC CONTROL - U.S. 36
BEGIN WORK STA. 119+00.00 TO STA. 1199+00.00

MIA/DAR-36/721-22.56

MODEL: CLX_RW_US36 - Plan 4 [Sheet] PAPERSIZE: 17X11 (in.) DATE: 4/3/2026 TIME: 4:17:55 PM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	MDA
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.118
TOTAL	P.142

MODEL: CLX_RW_US36 - Plan 5 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:18:17 PM USER: sosko
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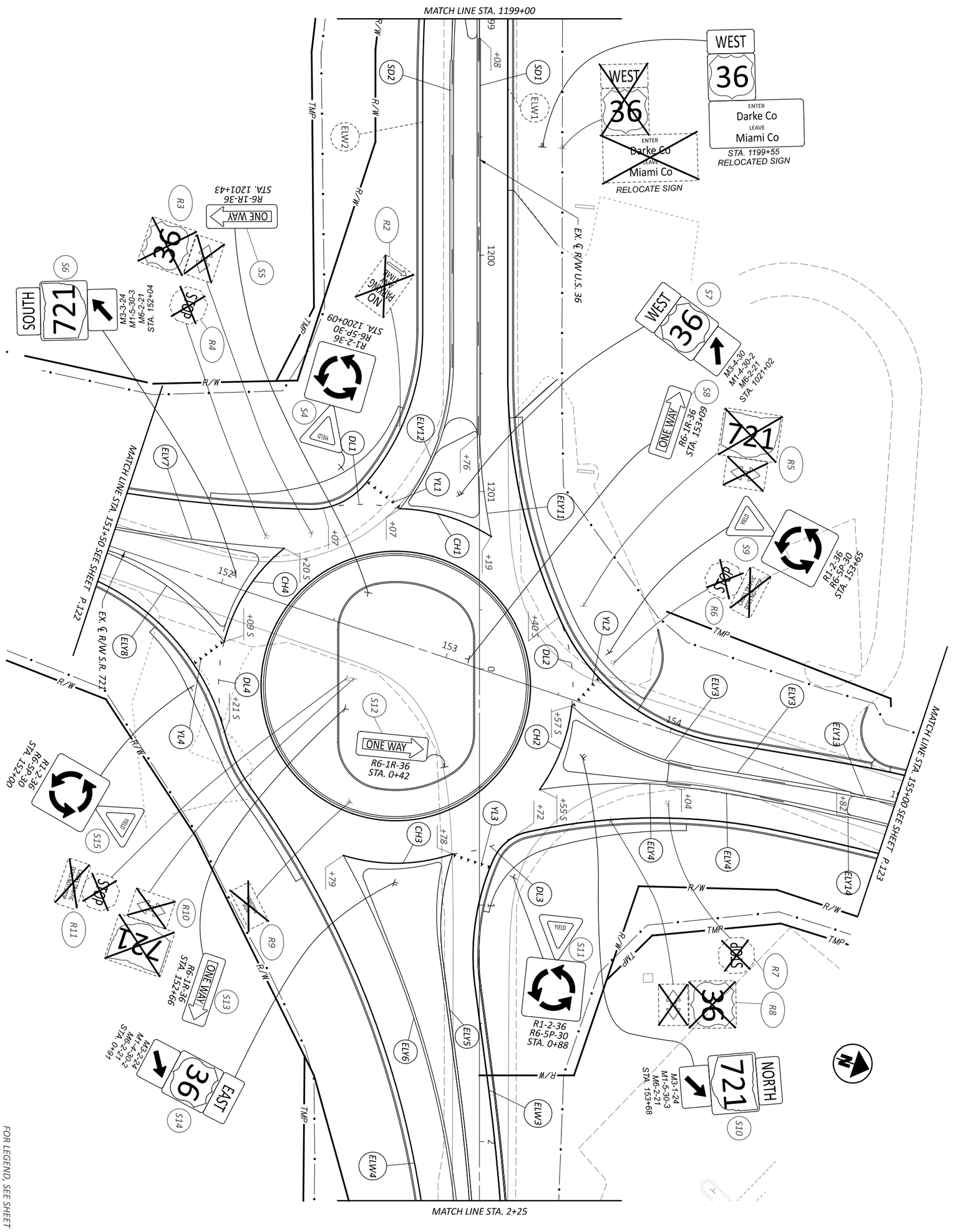

TRAFFIC CONTROL - U.S. 36
STA. 1199+00.00 TO STA. 2+25.00

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET	TOTAL
P.119	P.142

PROJECT ID: 118070
REVIEWER: DWO 04-01-26
DESIGNER: MDA
DESIGN AGENCY: B&N burgessniple.com

MODEL: CLX_RW_US36 - Plan 6 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:18:33 PM USER: sosko
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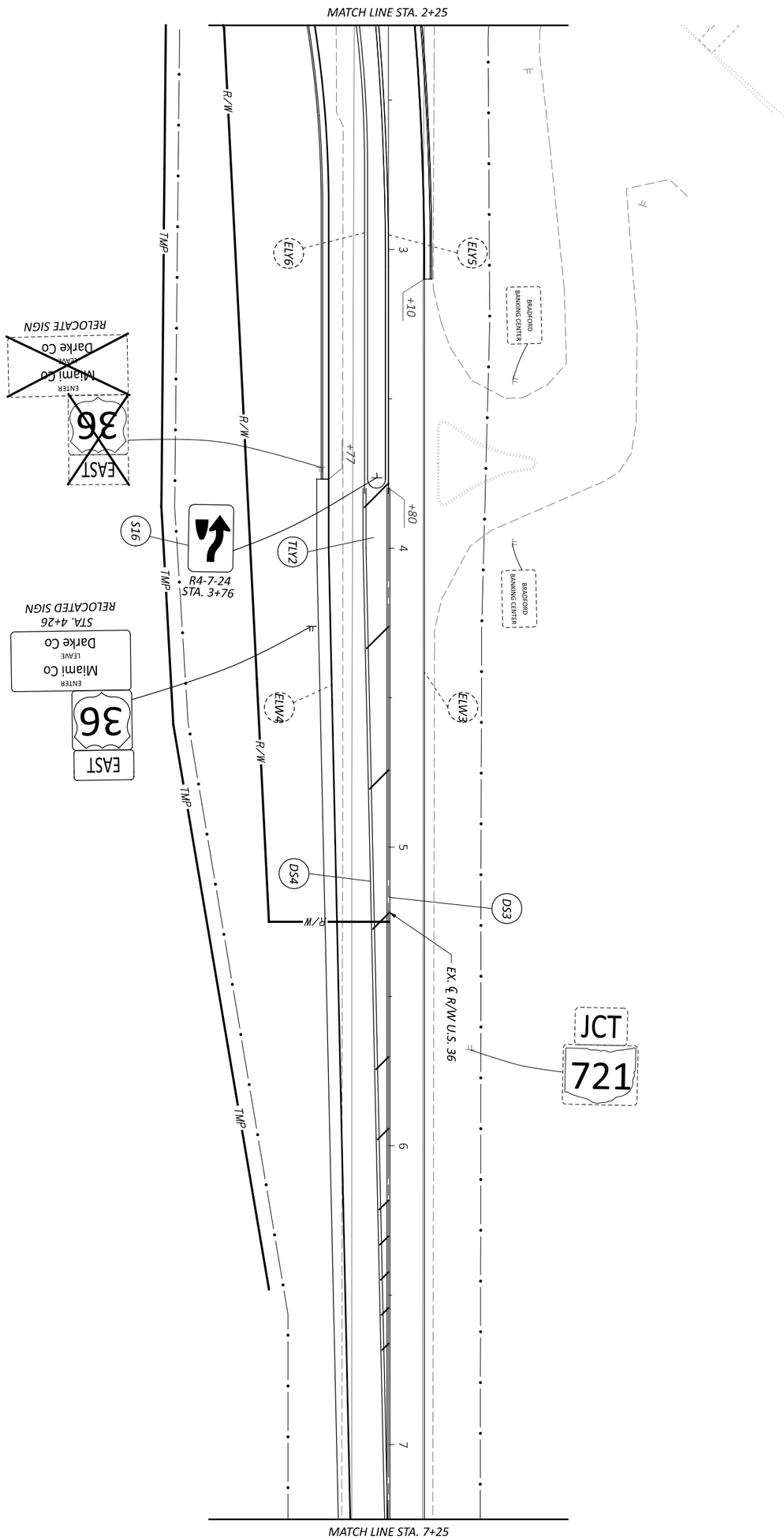
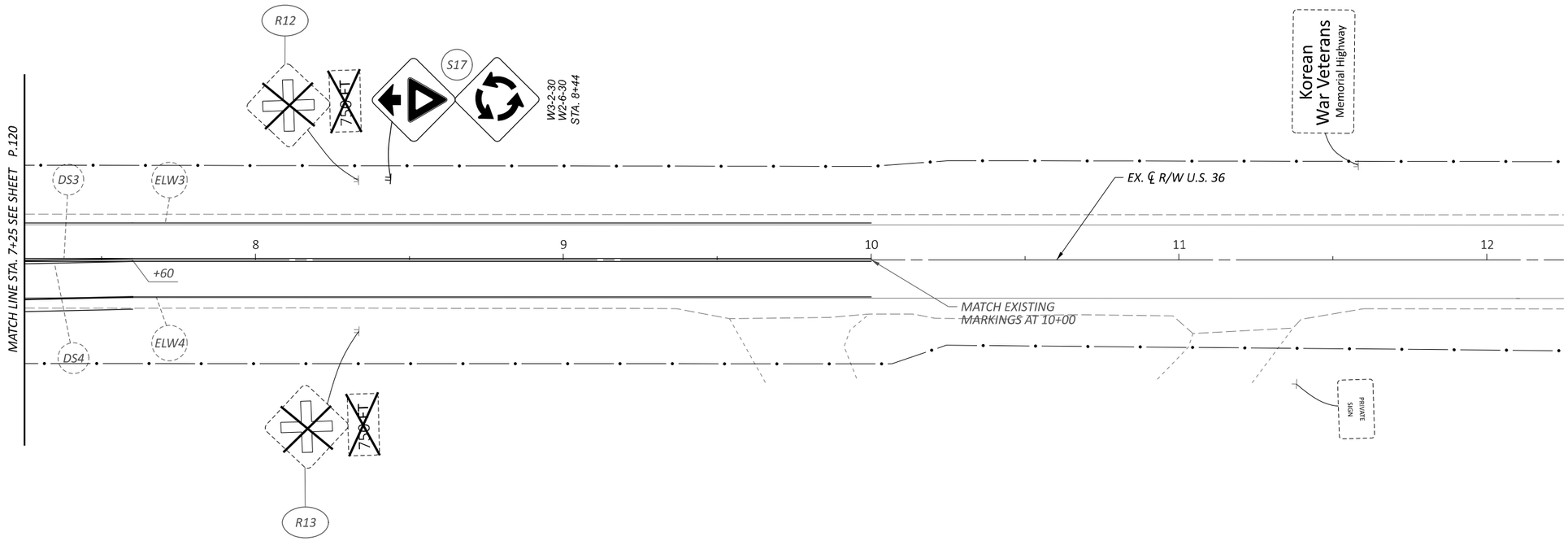


FOR LEGEND, SEE SHEET P.118

SHEET P.120 / TOTAL P.142	PROJECT ID 118070	DESIGNER MDA / REVIEWER DWO 04-01-26	B&N burgessniple.com	DESIGN AGENCY

TRAFFIC CONTROL - U.S. 36
STA. 2+25 TO STA. 7+25

HORIZONTAL SCALE IN FEET
0 20
10 40



FOR LEGEND, SEE SHEET P.118

HORIZONTAL
SCALE IN FEET
0 10 20 40

TRAFFIC CONTROL - U.S. 36
STA. 7+25 TO END WORK

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
MDA

REVIEWER
DWO 04-01-26

PROJECT ID
118070

SHEET P.121 | TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_U536 - Plan 7 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:18:47 PM USER: sosko
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MODEL: CLX_RW_SR721 - Plan 1-1 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:19:01 PM USER: sosko
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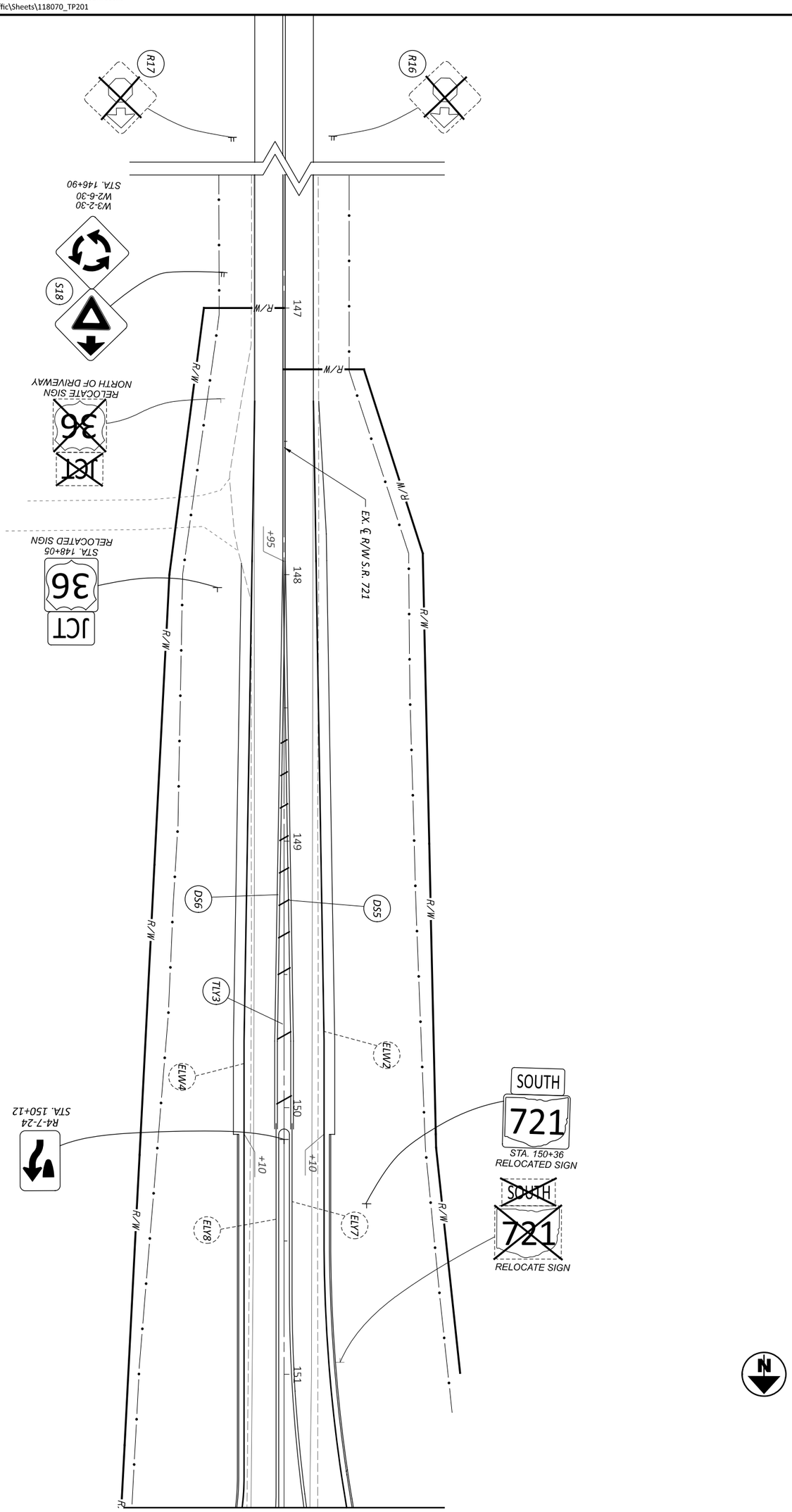

FOR LEGEND, SEE SHEET P.118

TRAFFIC CONTROL - S.R. 721
BEGIN WORK STA. 146+50 TO STA. 151+50

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET	TOTAL
P.122	P.142

PROJECT ID: 118070
REVIEWER: DWO 04-01-26
DESIGNER: MDA
DESIGN AGENCY: B&N burgessniple.com

NOTES:

1. REMOVE AND REPLACE SIGN AFTER CONSTRUCTION

FOR LEGEND, SEE SHEET P.118

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC CONTROL - S.R. 721
STA. 155+00 TO STA. 160+00

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 North - Plan 2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:19:14 PM USER: sosko
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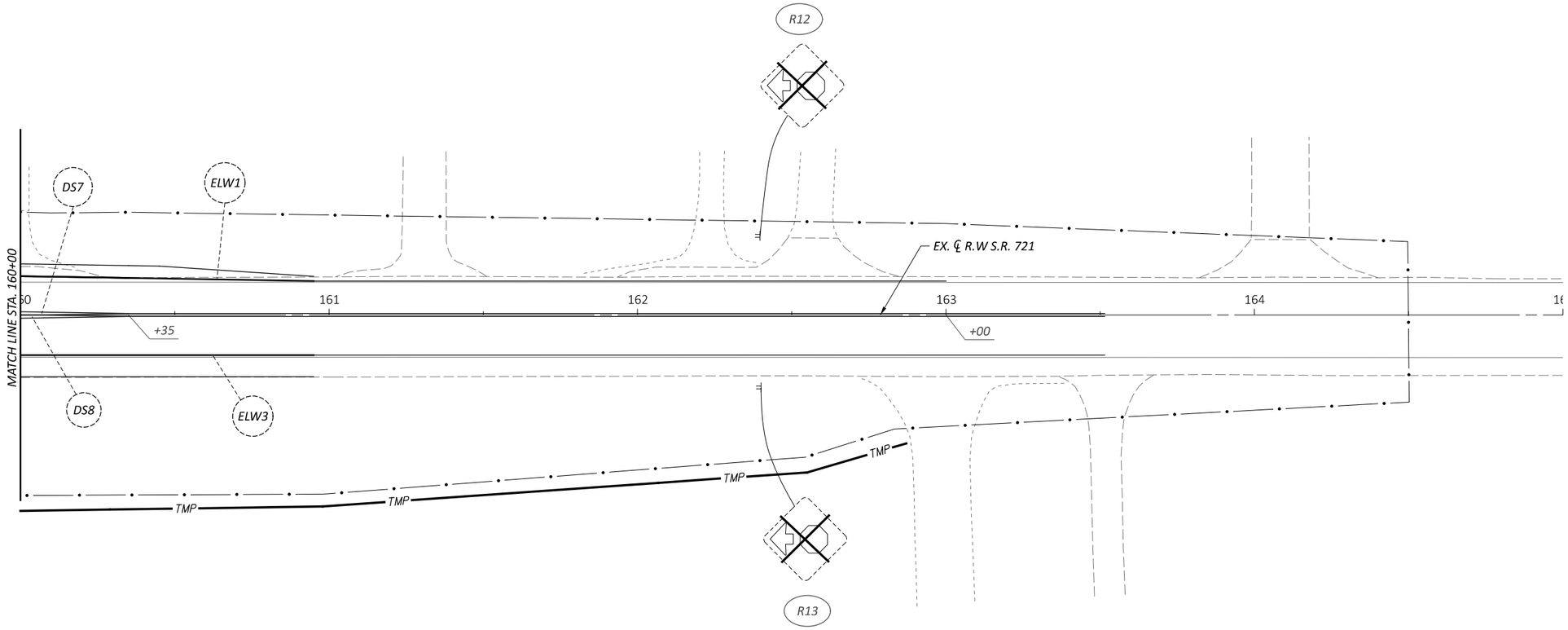
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	MDA
REVIEWER	DWO 04-01-26
PROJECT ID	118070
SHEET	P.123
TOTAL	P.142



FOR LEGEND, SEE SHEET P.118

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC CONTROL - S.R. 721
STA. 160+00 TO STA. 165+00 END WORK

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MDA
REVIEWER DWO 04-01-26
PROJECT ID 118070
SHEET P.124 TOTAL P.142

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 North - Plan 3 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:19:27 PM USER: sosko
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625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE AS FOLLOWS:

LUMINAIRES FOR CONVENTIONAL LIGHTING PROVIDE A SOLID STATE (LED) LUMINAIRE WITH A B-U-G UP-LIGHTING RATING OF U2 OR LESS. THE LUMINAIRE IS INTENDED FOR EXTERNAL ON/OFF CONTROL AND SHALL NOT INCLUDE A PHOTOCELL SOCKET. ASSURE THE LUMINAIRE HAS A NORMAL COLOR TEMPERATURE OF 3000K. UNITS SHALL HAVE AN IES TYPE III DISTRIBUTION AND BE 240 VOLTS.

SUPPLY THE FOLLOWING LUMINAIRES:

AMERICAN ELECTRIC "AUTOBAHN" SERIES WITH PHOTOMETRIC DISTRIBUTION:
ATBM P20 MVOLT240 R3 4B 3K, WITH INPUT WATTAGE OF 94W.
(HOUSE SIDE SHIELD FIXTURE AS NOTED IN PLANS)

GENERAL ELECTRIC "EVOLVE" SERIES WITH PHOTOMETRIC DISTRIBUTION:
ERL1 0 12 C7 30, WITH INPUT WATTAGE OF 91W.
(HOUSE SIDE SHIELD FIXTURE AS NOTED IN PLANS)

COOPER "ARCHEON CONTEMPORARY SIZE 3" SERIES WITH PHOTOMETRIC DISTRIBUTION:
ARCH3-90-730-U-T3, WITH INPUT WATTAGE OF 90W.
(HOUSE SIDE SHIELD FIXTURE AS NOTED IN PLANS)

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "LUMINAIRE, CONVENTIONAL, , SOLID STATE (LED), AS PER PLAN" FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ARC FLASH CALCULATIONS AND LABEL

THIS ITEM OF WORK SHALL CONSIST OF PERFORMING ARC FLASH CALCULATIONS AND APPLYING AN EXTERNAL LABEL AS DESCRIBED IN SUPPLEMENTAL SPECIFICATION 825. THIS WORK SHALL BE PERFORMED FOR EACH DISCONNECT SWITCH, SIGNAL CABINET, AND UPS ENCLOSURE. THE LABEL USED SHALL BE ODOT VERSION A (PREFERRED). THE FOLLOWING INTERSECTIONS SHALL HAVE THE CALCULATIONS PERFORMED AND LABELS APPLIED:

MIA/DAR-36/721-22.56

PAYMENT FOR ITEM 625 ARC FLASH CALCULATIONS AND LABEL, (MIA/DAR-36/721-22.56) SHALL BE MADE FOR EACH LOCATION AND SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK.

THE FOLLOWING ESTIMATED QUANTITY IS CARRIED TO THE GENERAL SUMMARY FOR THIS PURPOSE:

ITEM 625 - ARC FLASH CALCULATION AND LABEL (MIA/DAR-36/721-22.56)	1	EACH

625, POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

AES OHIO
AARON HUFFMAN
(937) 475-1915
AHUFFMAN@TRCCOMPANIES.COM

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS. THIS SHALL BE DONE NOT ONLY FOR EACH NEW POWER SERVICE ESTABLISHED BY THIS PROJECT BUT ALSO FOR EACH EXISTING POWER SERVICE, SINCE THERE MAY BE A REASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

LIGHT POLE CONVENTIONAL

THIS ITEM SHALL MEET ALL THE REQUIREMENTS OF ITEM 625, LIGHT POLE CONVENTIONAL.

LIGHT POLES FOR THIS PROJECT SHALL HAVE A SUPPORT HEIGHT AND BRACKET ARM AS SHOWN IN THE LIGHTING PLAN SHEETS. THEY SHALL BE STEEL LIGHT POLES WITH STEEL BREAKAWAY TRANSFORMER BASES.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH, ITEM 625, LIGHT POLE CONVENTIONAL AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

LIGHTING NOTES

MIA/DAR-36/721-22.56

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DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MAS
REVIEWER RJC 04-01-26
PROJECT ID 118070
SHEET P.125 TOTAL P.142

LIGHTING SUBSUMMARY

REF NO.	SHEET NO.	STATION TO STATION					625 CONNECTION, FUSED PULL APART EACH	625 CONNECTION, UNFUSED PULL APART EACH	625 CONNECTION, UNFUSED PERMANENT EACH	625 LIGHT POLE, CONVENTIONAL EACH	625 LIGHT POLE FOUNDATION, 24" X 6' DEEP EACH	625 NO. 4 AWG 600 VOLT DISTRIBUTION CABLE FT	625 NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE FT	625 CONDUIT, 1-1/2", 725.05 FT		625 CONDUIT, 3", 725.04 FT	625 LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN EACH	625 TRENCH, 30" DEEP FT	625 JUNCTION BOX , 725.08 EACH	625 GROUND ROD EACH	625 POWER SERVICE, AS PER PLAN EACH	625 CONTROL CENTER CABINET, COMPLETE EACH	625 UNDERGROUND WARNING/MARKING TAPE FT	632 CONDUIT RISER, 2" DIAMETER EACH			
A-1	P.129	STA. 202+86	RT				2	1		1	1						1			1							
A-2	P.129	STA. 43+30	RT				2	1		1	1						1			1							
A-3	P.129	STA. 41+37	RT				2	1		1	1						1			1							
A-4	P.129	STA. 52+40	LT				2	1		1	1						1			1							
A-5	P.129	STA. 201+75	RT				2	1		1	1						1			1							
A-6	P.132	STA. 61+60	LT				2	1		1	1						1			1							
A-7	P.132	STA. 62+50	LT				2	1		1	1						1			1							
A-8	P.132	STA. 64+10	LT				2	1		1	1						1			1							
B-1	P.131	STA. 33+09	LT				2	1		1	1						1			1							
B-2	P.129	STA. 23+70	RT				2	1		1	1						1			1							
B-3	P.131	STA. 22+37	RT				2	1		1	1						1			1							
B-4	P.129	STA. 204+22	RT				2	1		1	1						1			1							
B-5	P.130	STA. 90+45	RT				2	1		1	1						1			1							
B-6	P.130	STA. 92+95	RT				2	1		1	1						1			1							
B-7	P.130	STA. 81+25	LT				2	1		1	1						1			1							
B-8	P.130	STA. 82+00	LT				2	1		1	1						1			1							
B-9	P.129	STA. 200+70	RT				2	1		1	1						1			1							
B-10	P.129	STA. 70+55	RT				2	1		1	1						1			1							
B-11	P.132	STA. 73+40	RT				2	1		1	1						1			1							
CC-1	P.129	STA. 34+25	LT																			1					
PS-1	P.129	STA. 43+70	RT																		1				1		
PB-1	P.129	STA. 53+60	LT						3											1							
PB-2	P.129	STA. 43+50.00	RT						3											1							
PB-3	P.130	STA. 80+60	LT						3											1							
PB-4	P.130	STA. 90+70	RT						3											1							
PB-5	P.129	STA. 34+00	LT						3											1							
PB-6	P.129	STA. 24+00	RT						3											1							
L-1	P.129	STA. 43+70	RT	TO	STA. 34+25	LT						99				13		13						13			
L-2	P.129	STA. 34+25	LT	TO	STA. 34+00	LT							330	70				70						70			
L-3	P.129	STA. 34+00	LT	TO	STA. 202+86	RT							171	37				37						37			
L-4	P.129	STA. 202+86	RT	TO	STA. 43+50.00	RT							183	41				41						41			
L-5	P.129	STA. 43+50.00	RT	TO	STA. 43+30	RT							105	15				15						15			
L-6	P.129	STA. 43+30	RT	TO	STA. 41+37	RT							648	196				196						196			
L-7	P.129	STA. 43+50.00	RT	TO	STA. 53+60	LT						291				77		77						77			
L-8	P.129	STA. 53+60	LT	TO	STA. 52+40	LT							420	120				120						120			
L-9	P.129	STA. 53+60	LT	TO	STA. 201+75	RT							279	73				73						73			
L-10	P.129	STA. 201+75	RT	TO	STA. 61+60	LT							591	177				177						177			
L-11	P.132	STA. 61+60	LT	TO	STA. 62+50	LT							336	92				92						92			
L-12	P.132	STA. 62+50	LT	TO	STA. 64+10	LT							1023	321				321						321			
L-13	P.129	STA. 34+00	LT	TO	STA. 33+09	LT							321	87				87						87			
L-14	P.129	STA. 34+00	LT	TO	STA. 24+00	RT						327				89		89						89			
L-15	P.129	STA. 24+00	RT	TO	STA. 23+70	RT							129	23				23						23			
L-16	P.129	STA. 23+70	RT	TO	STA. 22+37	RT							444	128				128						128			
L-17	P.129	STA. 24+00	RT	TO	STA. 204+22	RT							264	68				68						68			
L-18	P.129	STA. 204+22	RT	TO	STA. 90+45	RT							318	86				86						86			
L-19	P.130	STA. 90+45	RT	TO	STA. 90+70	RT							129	23				23						23			
L-20	P.130	STA. 90+70	RT	TO	STA. 92+95	RT							711	217				217						217			
L-21	P.130	STA. 90+70	RT	TO	STA. 80+60	LT						258				66		66						66			
L-22	P.130	STA. 80+60	LT	TO	STA. 81+25	LT							258	66				66						66			
L-23	P.130	STA. 81+25	LT	TO	STA. 82+00	LT							288	76				76						76			
L-24	P.129	STA. 80+60	LT	TO	STA. 200+70	RT							213	51				51						51			
L-25	P.129	STA. 200+70	RT	TO	STA. 70+55	RT							237	59				59						59			
L-26	P.129	STA. 70+55	RT	TO	STA. 73+40	RT							900	280				280						280			
				TO																							
TOTALS CARRIED TO GENERAL SUMMARY							38	19	18	19	19	975	8298	2306		245	19	2551	6	19	1	1	2551	1			

MIA/DAR-36/721-22.56

MODEL: Sheet_Surv1 PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:39:26 AM USER: sosko
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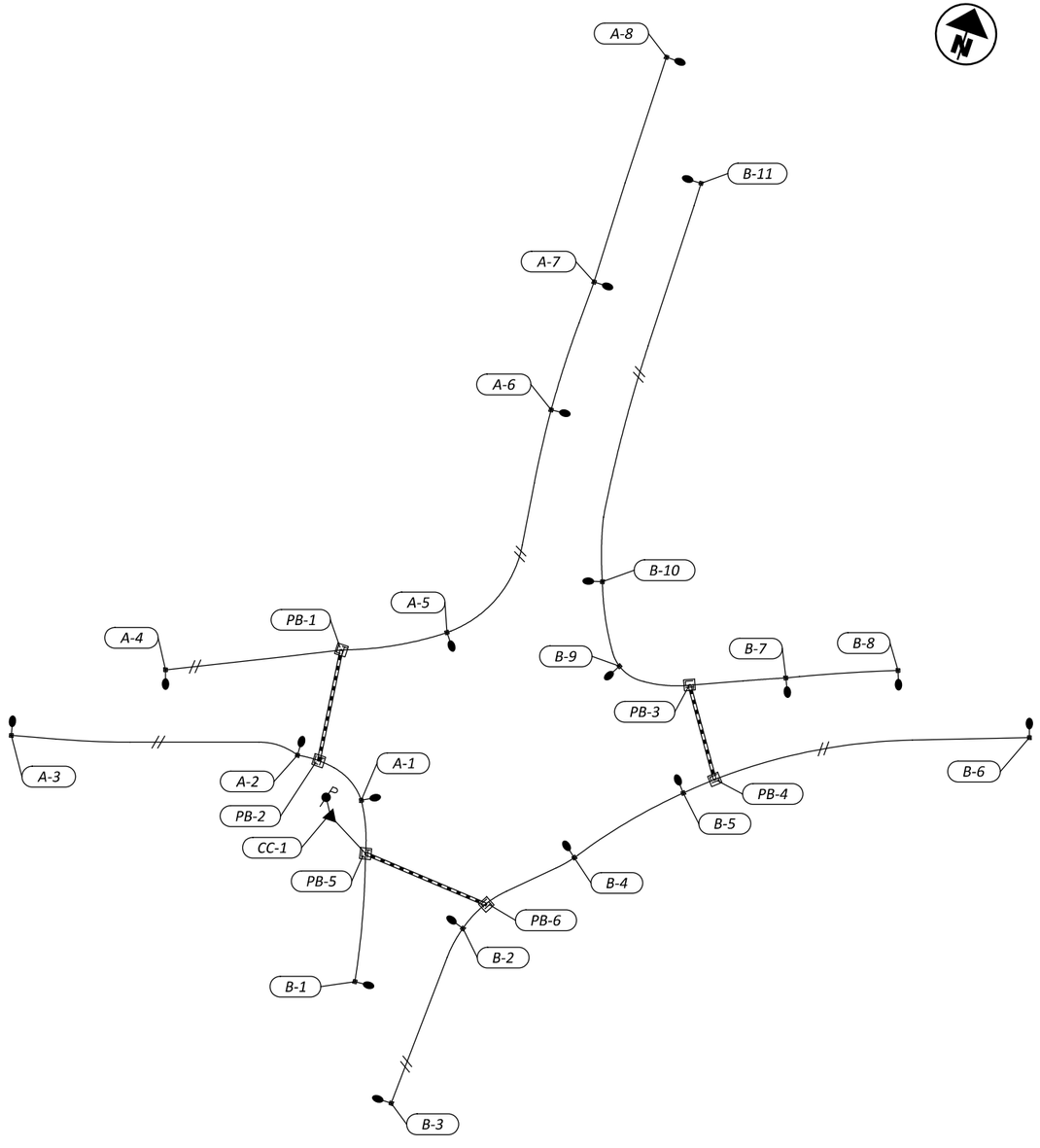
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MAS
REVIEWER RJC 04-01-26
PROJECT ID 118070
SHEET P.126 TOTAL P.142

CONTROL CENTER DATA										
CONTROL CENTER DESIGNATION	POWER SERVICE VOLTAGE AND CONFIGURATION	CONTROL CENTER TOTAL CONNECTED LOAD (kVA)	SERVICE ENTRANCE CONDUCTOR SIZE (AWG)	ENCLOSURE RATING (AMPS)	BRANCH CIRCUIT NO.	BRANCH CIRCUIT VOLTAGE (VOLTS)	BRANCH CIRCUIT LOAD (AMPS)	BRANCH CIRCUIT BREAKER SIZE (AMPS)	BRANCH CIRCUIT CABLE SIZE	MAINTAINING AGENCY
CC-1	240 VOLTS PS-1	2.4	4	60	A	240	3.20	20	4	ODOT
					B	240	4.40	20	4	

CIRCUIT DIAGRAM



VOLTAGE DROP CALCULATION
VOLTAGE: 240V
WIRE FACTOR USED (THREE - NO.4 AWG SERIES): 0.31 OHM/MFT/1000

Section			Amperes		Ampere-Feet	AWG	Voltage Drop		% Drop	At Point
From	To	Design Feet	At Point	Accum.			In Section	Accum.		
A-8	A-7	321	0.40	0.40	128	4	0.08	0.66	0.28	A-7
A-7	A-6	92	0.40	0.80	74	4	0.05	0.59	0.24	A-6
A-6	A-5	177	0.40	1.20	212	4	0.13	0.54	0.22	A-5
A-5	PB-1	73	0.40	1.60	117	4	0.07	0.41	0.17	PB-1
A-4	PB-1	120	0.40	0.40	48	4	0.03	0.37	0.15	PB-1
PB-1	PB-2	77	0.00	2.00	154	4	0.10	0.34	0.14	PB-2
A-3	A-2	196	0.40	0.40	78	4	0.05	0.30	0.12	A-2
A-2	PB-2	15	0.40	0.80	12	4	0.01	0.25	0.10	PB-2
PB-2	A-1	41	0.00	2.80	115	4	0.07	0.24	0.10	A-1
A-1	PB-5	37	0.40	3.20	118	4	0.07	0.17	0.07	PB-5
PB-5	CC-1	35	0.00	3.20	112	4	0.07	0.07	0.03	CC-1
B-11	B-10	280	0.40	0.40	112	4	0.07	0.85	0.35	B-10
B-10	B-9	59	0.40	0.80	47	4	0.03	0.78	0.33	B-9
B-9	PB-3	51	0.40	1.20	61	4	0.04	0.75	0.31	PB-3
B-8	B-7	76	0.40	0.40	30	4	0.02	0.77	0.32	B-7
B-7	PB-3	66	0.40	0.80	53	4	0.03	0.75	0.31	PB-3
PB-3	PB-4	66	0.00	2.00	132	4	0.08	0.71	0.30	PB-4
B-6	PB-4	217	0.40	0.40	87	4	0.05	0.69	0.29	PB-4
PB-4	B-5	23	0.00	2.40	55	4	0.03	0.63	0.26	B-5
B-5	B-4	86	0.40	2.80	241	4	0.15	0.60	0.25	B-4
B-4	PB-6	67	0.40	3.20	214	4	0.13	0.45	0.19	PB-6
B-3	B-2	128	0.40	0.40	51	4	0.03	0.36	0.15	B-2
B-2	PB-6	23	0.40	0.80	18	4	0.01	0.33	0.14	PB-6
PB-6	PB-5	89	0.00	4.00	356	4	0.22	0.32	0.13	PB-5
B-1	PB-5	87	0.40	0.40	35	4	0.02	0.12	0.05	PB-5
PB-5	CC-1	35	0.00	4.40	154	4	0.10	0.10	0.04	CC-1

HORIZONTAL SCALE IN FEET
0 25 50 100

CIRCUIT SCHEMATIC

DESIGN AGENCY
B&N
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DESIGNER MAS
REVIEWER RJC 04-01-26
PROJECT ID 118070
SHEET P.127 TOTAL P.142

MIA/DAR-36/721-22.56

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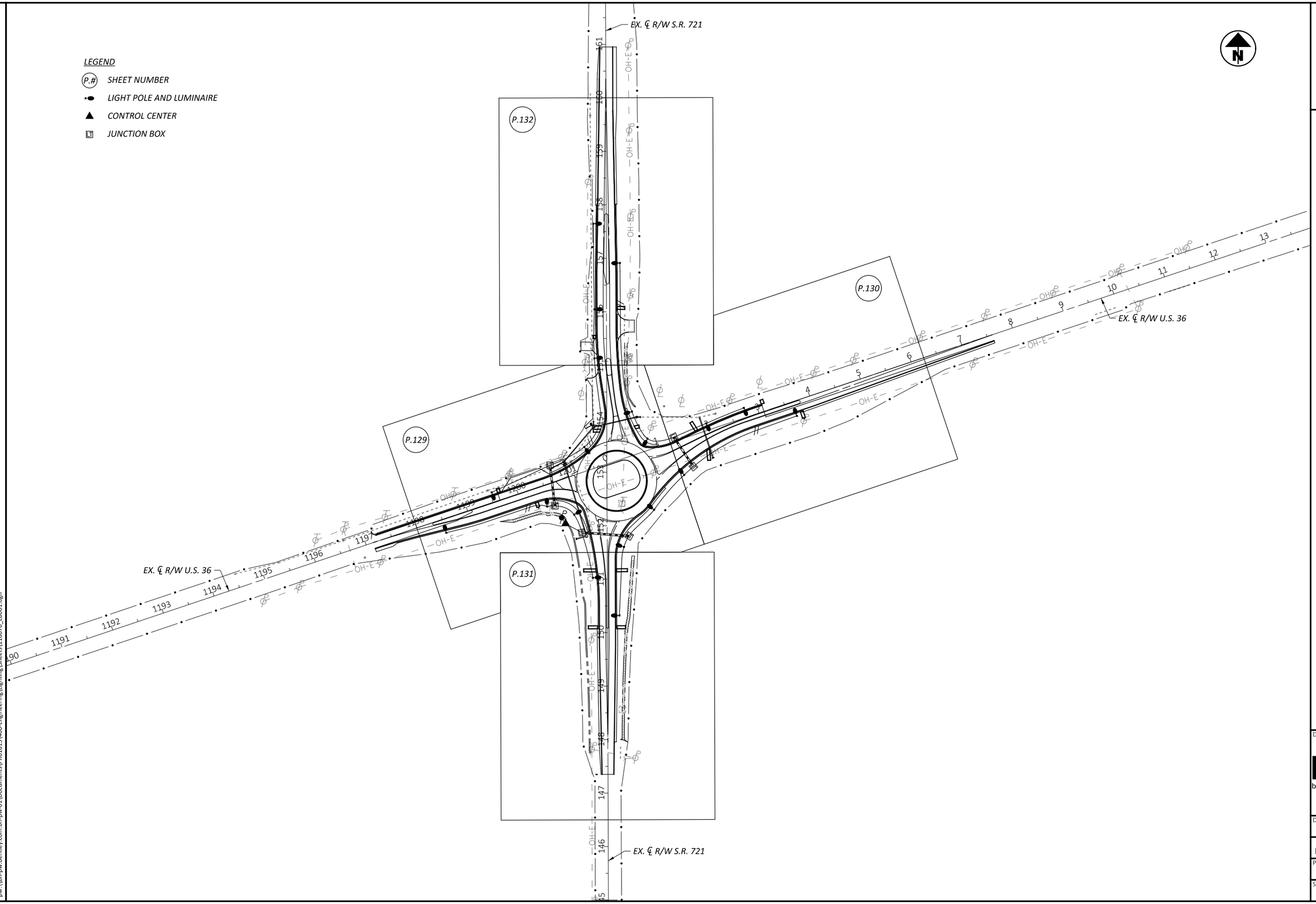
LEGEND

- (P.#) *SHEET NUMBER*
- *LIGHT POLE AND LUMINAIRE*
- *CONTROL CENTER*
- *JUNCTION BOX*



HORIZONTAL SCALE IN FEET
0 40 80 160

LIGHTING SCHEMATIC PLAN

MIA/DAR-36/721-22.56

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DESIGN AGENCY
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DESIGNER	MAS
REVIEWER	RJC 04-01-26
PROJECT ID	118070
SHEET	P.128
TOTAL	P.142

LEGEND

(#) LIGHTING SUBSUMMARY REFERENCE NUMBER

(1) PROVIDE 1-1/2" DUCT CABLE WITH (3) #4 AWG, 2400V

(2) PROVIDE (1) 3" RGS CONDUIT WITH (3) #4 AWG, 2400V

(3) PROVIDE (2) 1-1/2" DUCT CABLE WITH (3) #4 AWG, 2400V

(4) PROVIDE (1) 3" RGS CONDUIT WITH (3) #4 AWG, 600V

PULL BOX

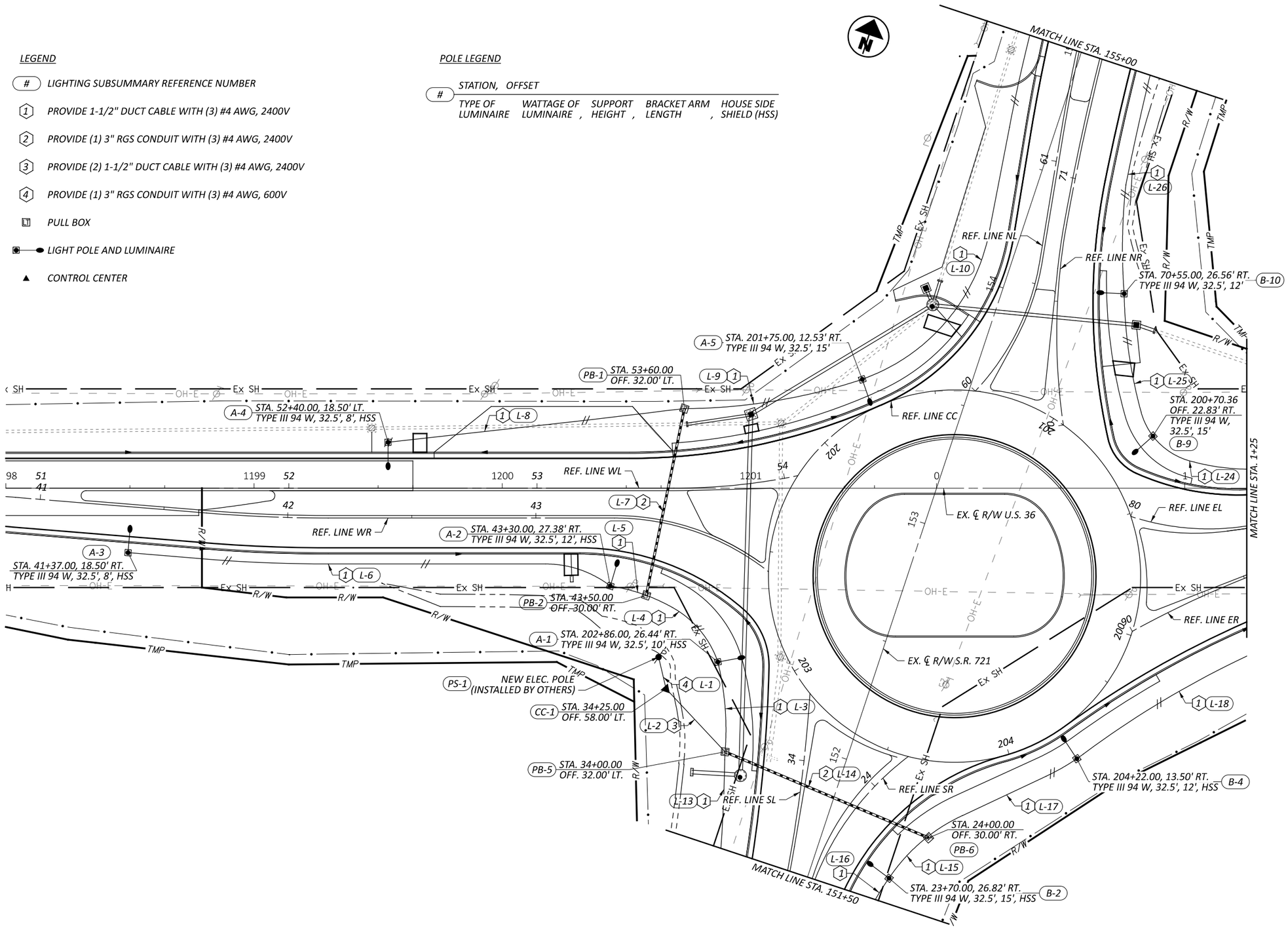
LIGHT POLE AND LUMINAIRE

CONTROL CENTER

POLE LEGEND

(#) STATION, OFFSET

TYPE OF LUMINAIRE | WATTAGE OF LUMINAIRE , | SUPPORT HEIGHT , | BRACKET ARM LENGTH , | HOUSE SIDE SHIELD (HSS)



HORIZONTAL SCALE IN FEET
0 10 20 40

LIGHTING PLAN - U.S. 36
STA. 1189+00 TO STA. 1+25

MIA/DAR-36/721-22.56

MODEL: US36 - Lighting Plan [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:40:08 AM USER: sosko
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DESIGN AGENCY
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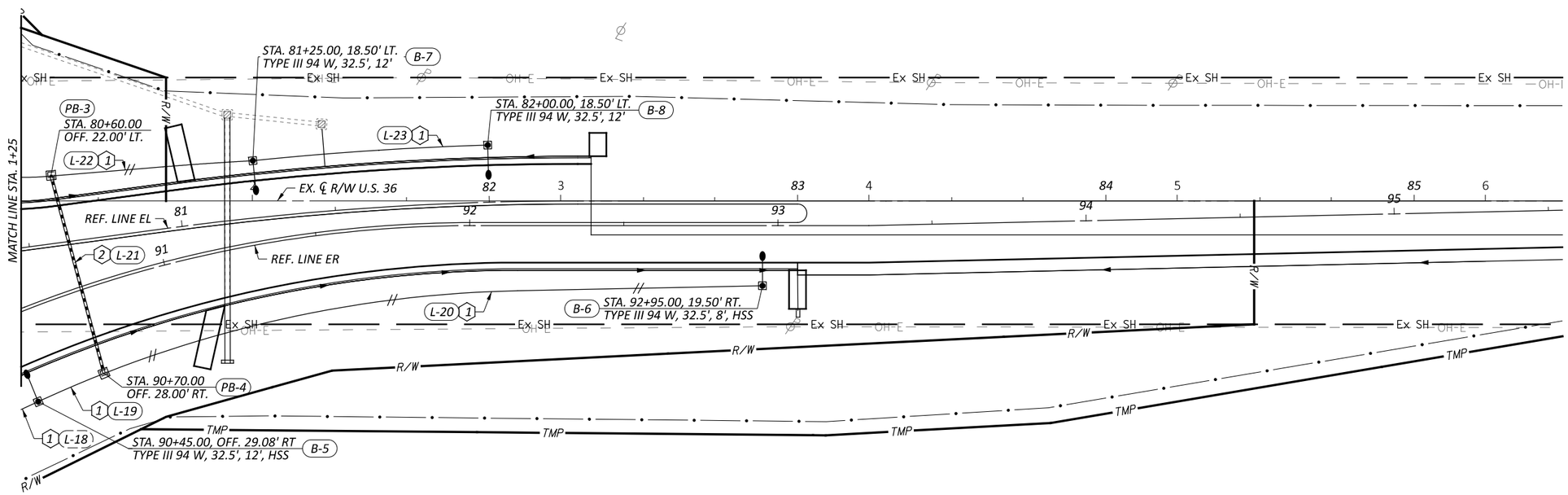
DESIGNER MAS
REVIEWER RJC 04-01-26
PROJECT ID 118070
SHEET P.129 TOTAL P.142

SEE P.129 FOR LEGEND



HORIZONTAL SCALE IN FEET
0 10 20 40

LIGHTING PLAN - U.S. 36
STA. 1+25 TO STA. 6+25

MIA/DAR-36/721-22.56

MODEL: US36 - Lighting Plan-1 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:40:09 AM USER: sosko
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DESIGN AGENCY
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DESIGNER	MAS
REVIEWER	RJC 04-01-26
PROJECT ID	118070
SHEET	P.130
TOTAL	P.142

SEE P.129 FOR LEGEND

HORIZONTAL SCALE IN FEET
0 10 20 40

LIGHTING PLAN - S.R. 721
STA. 146+50 TO STA. 151+50

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	MAS
REVIEWER	RJC 04-01-26
PROJECT ID	118070
SHEET	P.131
TOTAL	P.142

MIA/DAR-36/721-22.56

MODEL: SR721 - Lighting Plan-2 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/2/2026 TIME: 12:40:12 AM USER: sosko
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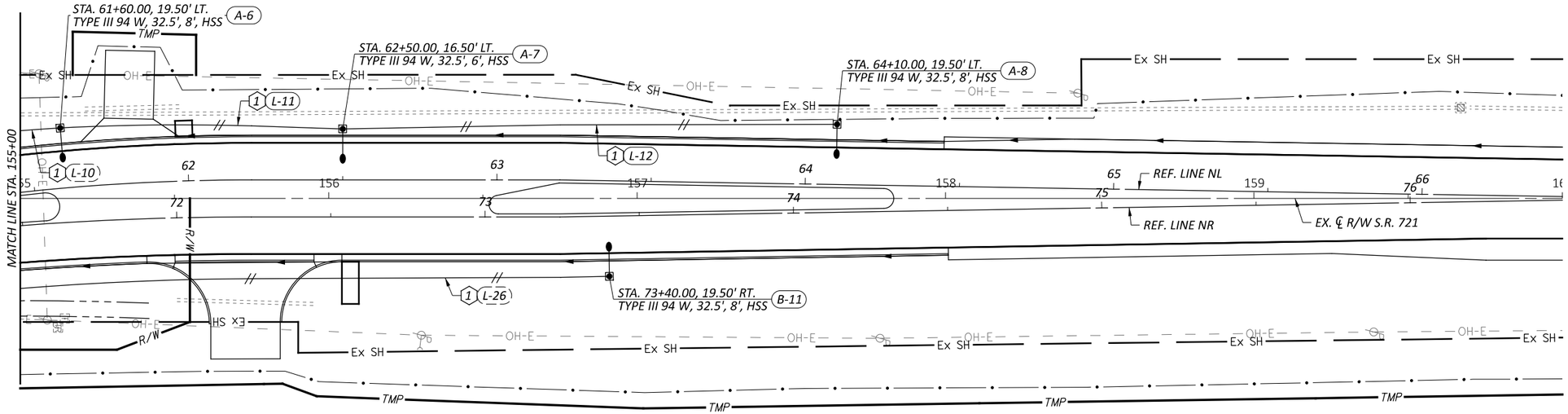
SEE P.129 FOR LEGEND



HORIZONTAL SCALE IN FEET
0 10 20 40

LIGHTING PLAN - S.R. 721
STA. 155+00 TO STA. 160+00

MIA/DAR-36/721-22.56

MODEL: SR721 - Lighting Plan-3 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 4/3/2026 TIME: 4:47:24 PM USER: sosko
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DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
MAS

REVIEWER
RJC 04-01-26

PROJECT ID
118070

SHEET P.132 | TOTAL P.142

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF IMPROVEMENTS TO THE EXISTING INTERSECTION BETWEEN US 36 AND STATE ROUTE (SR) 721 WITHIN THE LIMITS OF MIAMI AND DARKE COUNTIES, OHIO. THE TOTAL PROJECT WILL EXTEND FROM APPROXIMATELY 430 FEET WEST TO APPROXIMATELY 600 FEET EAST OF THE INTERSECTION ALONG US 36, AND APPROXIMATELY 500 FEET SOUTH TO 650 FEET NORTH ALONG SR 721. THE IMPROVEMENTS ARE UNDERSTOOD TO INCLUDE THE FOLLOWING:

- REPLACING THE EXISTING INTERSECTION WITH A SINGLE LANE ROUNDABOUT.
- WIDENING OF THE APPROACH ALONG SR 721

HISTORIC RECORDS

HISTORICAL GEOTECHNICAL RECORDS WERE OBTAINED FROM ODOT'S TRANSPORTATION INFORMATION MAPPING SYSTEM (TIMS) FOR MIA-36-0.0 (SUB-BATCH 13701) COMPLETED IN 1939, DAR-36-20.88 (SUB-BATCH 11112) COMPLETED IN 1940, AND DAR-721-2.93 (SUB-BATCH 11146) COMPLETED IN 1962, FOR THE CURRENT ROADWAY ALIGNMENTS. RESULTS OF THIS EXPLORATIONS INDICATED THAT PREDOMINANTLY COHESIVE SOILS ARE PRESENT AT THE SUBGRADE ELEVATION WITH SOME LAYER OF NON-COHESIVE SOILS. THESE RESULTS WERE NOT UTILIZED DURING THE CURRENT DESIGN.

GEOLOGY

PHYSIOGRAPHICALLY, THE SITES LIE WITHIN THE GLACIATED UNION CITY-BLOOMER TRANSITIONAL TERRAIN DISTRICT OF THE SOUTHERN OHIO LOAMY TILL PLAINS REGION. THIS DISTRICT IS CHARACTERIZED BY WELL-DEFINED GROUND AND END MORAINES WITH LOW RELIEF COMPRISED OF LOAMY, HIGH-LIME TILL WITH A THIN LOESS COVER. GROUND MORAINES ARE DEPOSITED DURING THE RETREAT OF A GLACIER, WHICH RESULTS IN AN UNDIFFERENTIATED MIXTURE OF CLAY, SILT, SAND AND GRAVEL. END MORAINES ARE NORMALLY ASSOCIATED WITH ICE MELTING THAT IS NEITHER ADVANCING NOR RETREATING FOR A PERIOD OF TIME.

BASED ON THE BEDROCK GEOLOGY AND TOPOGRAPHY MAPS OBTAINED FROM THE OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR), THE UNDERLYING BEDROCK IN THE VICINITY OF THE SITE CONSISTS OF THE LOWER SILURIAN-AGED LOCKPORT DOLOMITE FORMATION. THE LOCKPORT DOLOMITE CONSISTS OF VARIEGATED WHITE TO GRAY, FINELY TO COARSELY CRYSTALLINE DOLOMITE, FORMING MOSTLY IN MEDIUM TO MASSIVE BEDS. THE UNIT CONTAINS FOSSILS AND IS CHERTY IN THE LOWER PORTION OF THE UNIT. THE BEDROCK SURFACE APPEARS VERY CONVOLUTED WITH SOME PLATEAUS AND BROAD AND NARROW VALLEYS TRAVERSING THE AREA. THE BEDROCK BENEATH THE INTERSECTION SLOPES FROM THE SOUTHWEST FROM AN APPROXIMATE ELEVATION OF 940 FEET MEAN SEA LEVEL (MSL) TO THE NORTHEAST TO AN APPROXIMATE ELEVATION OF 910 FEET MSL. ACCORDING TO BEDROCK TOPOGRAPHY MAPPING, THE BEDROCK SURFACE RANGES BETWEEN APPROXIMATE ELEVATIONS OF 940 TO 910 FEET MEAN SEA LEVEL (MSL), FROM THE SOUTHWEST TO NORTHEAST. THIS CORRESPONDS TO APPROXIMATE DEPTHS OF 55 TO 100 FEET BELOW EXISTING GROUND SURFACE IN THE VICINITY OF THE INTERSECTION.

RECONNAISSANCE

THE PROJECT SITE IS LOCATED IN THE LIMITS BETWEEN MIAMI AND DARKE COUNTIES, ABOUT 3.5 MILES EAST FROM GETTYSBURG AND 4.1 MILES WEST FROM COVINGTON (SR 48), AND ONE MILE SOUTH FROM BRADFORD, OHIO. THE EXISTING US 36 AND SR 721 ARE TWO-WAY, BIDIRECTIONAL, ASPHALT PAVED ROADWAY WITH PARTIAL SHOULDERS (2.0 TO 6.0 FEET WIDE) WITHIN THE PROJECT LIMITS AND SPANS PREDOMINANTLY RURAL FARM LANDS. THE TOTAL LENGTH OF THE PROJECT AT EACH OF THE ALIGNMENT IS APPROXIMATELY 1,030 AND 1150 FEET AT US 36 AND SR 721, RESPECTIVELY. REGIONALLY, THE SITE DRAINS TO THE SOUTHEAST TOWARD GREENVILLE CREEK.

SUBSURFACE EXPLORATION

ON DECEMBER 7, 2023, A TOTAL OF SIX (6) ROADWAY BORINGS, DESIGNATED AS B001023 THROUGH B-006-0-23, WERE PERFROMED WITHIN THE LIMITS OF THIS PROJECT. FIVE (5) OF THE BORINGS WERE CONDUCTED ALONG THE EXISTING US 36 (B-001-0-23, B-002-0-23, AND B-004-0-23) AND SR 721 (B-005-0-23 AND B-006-0-23) ALIGNMENTS. THE REMAINING BORING (B-003-0-23) WAS CONDUCTED OFF OF THE ROADWAY, IN A GRASS AREA, WITHIN THE FOOTPRINT AREA OF THE PROPOSED ROUNDABOUT. THE BORINGS WERE ADVANCED TO DEPTHS RANGING FROM 7.0 TO 8.5 FEET BELOW THE EXISTING GROUND/PAVEMENT SURFACE. PRIOR TO DRILLING THE BORINGS, FOUR (4) PAVEMENT CORES WERE OBTAINED FROM BORINGS B-001-0-23 AND B-004-0-23 THROUGH B-006-0-23 TO DETERMINE THE EXISTING PAVEMENT COMPOSITION AND CONDITION OF THE PAVED SECTION.

THE BORINGS WERE DRILLED AND SAMPLED WITH MOBILE B53 TRUCK MOUNTED DRILL RIG UTILIZING 4.5-INCH CONTINUOUS FLIGHT AUGERS TO ADVANCE THE HOLES. STANDARD PENETRATION TEST (SPT) AND SPLIT SPOON SAMPLING WERE PERFORMED CONTINUOUSLY IN ALL BORINGS TO BORING TERMINATION DEPTHS.

THE HAMMER UTILIZED IN MOBILE B53 TRUCK RIG WAS CALIBRATED ON MARCH 21, 2022 AND HAD AN ENERGY RATIO OF 79.0 PERCENT. UPON COMPLETION OF DRILLING, THE BORINGS WERE BACKFILLED WITH A MIXTURE OF SOIL CUTTINGS AND BENTONITE CHIPS. WHERE BORINGS PENETRATED THE EXISTING PAVEMENT, THE PAVEMENT SURFACE WAS PATCHED WITH AN EQUIVALENT THICKNESS OF ASPHALT COLD PATCH.

EXPLORATION FINDINGS

BORINGS B001-0-21 AND B-004-0-23 PERFORMED WITHIN THE DRIVING LANES ALONG US 36 ENCOUNTERED 9.0 AND 9.5 INCHES OF ASPHALT, RESPECTIVELY, OVERLYING 7.0 INCHES OF CONCRETE. BORINGS B-005-0-23 AND B-006-0-23 PERFORMED WITHIN THE DRIVING LANES ALONG SR 721 ENCOUNTERED 16.0 AND 7.75 INCHES OF ASPHALT, RESPECTIVELY. BORING B-002-0-23 PERFORMED WITHIN THE SHOULDER CURVE AT THE NORTHWEST SIDE OF THE INTERSECTION ENCOUNTERED 9.75 INCHES OF ASPHALT. BORING B0030-23 PERFORMED IN A GRASS AREA SOUTHEAST FROM THE EXISTING INTERSECTION ENCOUNTERED 6.0 INCHES OF TOPSOIL AT THE GROUND SURFACE.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH./VISUAL	
SANDY SILT	A-4a	-	2
SILT AND CLAY	A-6a	4	4
SILTY CLAY	A-6b	4	5
CLAY	A-7-6	4	2
	TOTAL	12	13
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

HISTORIC BORING LOCATION - PLAN VIEW.

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

WC — INDICATES WATER CONTENT IN PERCENT.

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

X/Y/Z — NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT):
X= NUMBER OF BLOWS FOR FIRST 6 INCHES.
Y= NUMBER OF BLOWS FOR SECOND 6 INCHES.
Z= NUMBER OF BLOWS FOR THIRD 6 INCHES.

INDICATES FREE WATER ELEVATION.

● — INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.

⊖ — INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.

* — INDICATES A SAMPLE TAKEN WITHIN 3 FT OF PROPOSED GRADE.

SS — INDICATES A SPLIT SPOON SAMPLE.

NP — INDICATES A NON-PLASTIC SAMPLE.

EXPLORATION FINDINGS (CONT')

BENEATH THE SURFICIAL MATERIALS, ALL THE BORINGS ENCOUNTERED NATURAL COHESIVE SOILS TO THE BORING TERMINATION DEPTHS.

THE NATURAL COHESIVE SOILS WERE DESCRIBED AS GRAY TO BROWN TO BROWNISH GRAY SANDY SILT, SILT AND CLAY, SILTY CLAY, AND CLAY (ODOT A4A, A-6A, A-6B, A-7-6).

BEDROCK WAS NOT ENCOUNTERED IN THE BORINGS PERFORMED FOR THIS INVESTIGATION.

GROUNDWATER WAS NOT ENCOUNTERED DURING OR UPON COMPLETION OF DRILLING IN ANY OF THE BORINGS PERFORMED FOR THIS INVESTIGATION.

SPECIFICATIONS

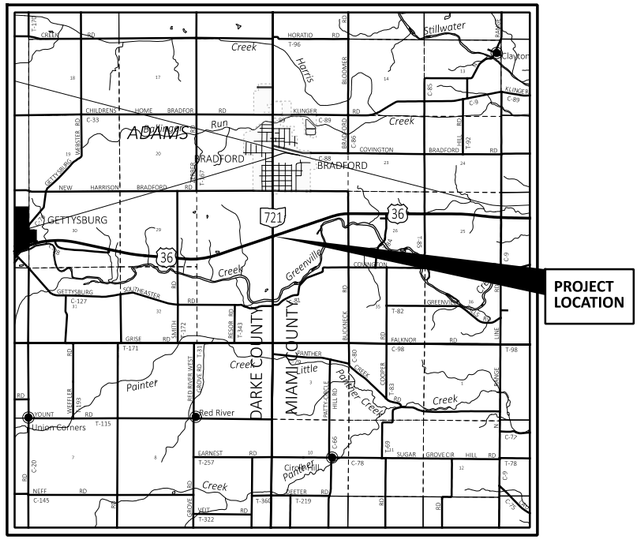
THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JULY 2023.

AVAILABLE INFORMATION

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

ORGANIC CONTENT BY LOSS ON IGNITION TEST

BORING ID	SAMPLE ID ID	SAMPLE ELEVATION	SAMPLE DEPTH	LOI (%)
B-003-0-23	SS-1	992.1'-990.6'	1.0'-2.5'	3.3



LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

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

INDEX OF SHEETS

SUMMARY OF SOIL TEST DATA, SHEET 2.

LOCATION FROM STA.	LOCATION TO STA.	PLAN VIEW SHEET	PROFILE SHEET	CROSS SECTION
U.S. 36				
1194+00	1199+00	3	8	-
1199+00	1201+75	4	8	-
0+00	2+25	4	8	-
2+25	7+25	5	9	-
S.R. 721				
146+50	151+50	6	10	-
151+50	155+00	4	-	-
155+00	160+00	7	10	-

RECON. - BKS 11/30/2023
DRILLING - IS/SD/PF (MOBILE B53) 12/07/2023
DRAWN - JAS 9/29/2025
REVIEWED - JGR 10/01/2025

GEOTECHNICAL PROFILE - ROADWAY
MIA/DAR-36/721-22.56

DESIGN AGENCY
RESOURCE INTERNATIONAL Rii
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNER JAS
REVIEWER JGR 10-01-25
PROJECT ID 118070
SUBSET 1 TOTAL 10
SHEET P.133 TOTAL P.142

MIA/DAR-36/721-22.56

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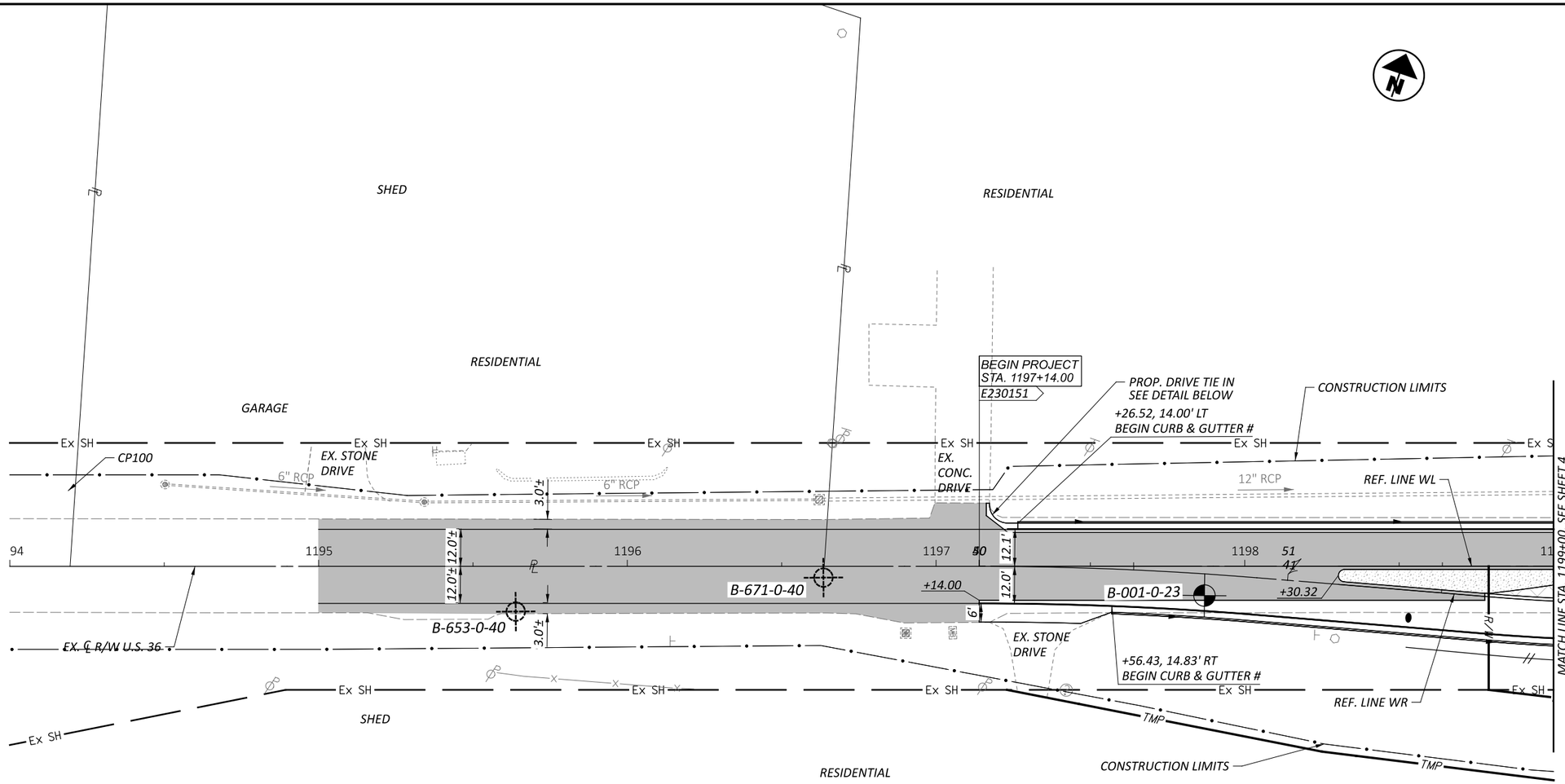
SUMMARY OF SOIL TEST DATA
MIA/DAR-36/721-22.56 IMPROVEMENTS

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	N_{60}	% REC	HP tsf	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	SO4 ppm
B-001-0-23	01.50	03.00	SS-1	7	56	1.25	3	2	6	53	36	42	21	21	31	A-7-6 (13)	100
STA. 1197+87, 9' RT.	03.00	04.50	SS-2	12	89	2.50	12	4	14	26	44	47	17	30	24	A-7-6 (16)	
LATITUDE = 40.114469	04.50	06.00	SS-3	18	100	4.50	BROWN SANDY SILT, LITTLE CLAY, TR. GRAVEL, DAMP								12	A-4a (V)	
LONGITUDE = -84.431751	06.00	07.50	SS-4	20	100	3.50	SAME AS SS-3								13	A-4a (V)	
B-002-0-23	01.00	02.50	SS-1	12	33	1.00	15	8	13	31	33	31	14	17	13	A-6b (9)	120
STA. 1201+36, 27' LT.	02.50	04.00	SS-2	13	100	1.00	8	10	14	33	35	32	15	17	18	A-6b (9)	
LATITUDE = 40.114903	04.00	05.50	SS-3	16	100	2.50	BROWN SILTY CLAY, SO. C-F SAND, TR. GRAVEL, MOIST								14	A-6b (V)	
LONGITUDE = -84.430555	05.50	07.00	SS-4	16	100	1.25	SAME AS SS-3								16	A-6b (V)	
	07.00	08.50	SS-5	30	100	4.00	SAME AS SS-3								15	A-6b (V)	
B-003-0-23	01.00	02.50	SS-1	14	50	3.50	13	4	9	34	40	45	17	28	23	A-7-6 (16)	160
STA. 0+51.6, 86' RT.	02.50	04.00	SS-2	26	100	4.50	7	6	12	38	37	30	15	15	12	A-6a (10)	
LATITUDE = 40.114702	04.00	05.50	SS-3	40	100	4.50	SAME AS SS-2								12	A-6a (V)	
LONGITUDE = -84.430147	05.50	07.00	SS-4	25	100	4.50	SAME AS SS-2								13	A-6a (V)	
B-004-0-23	01.50	03.00	SS-1	9	78	3.50	6	8	13	36	37	30	15	15	18	A-6a (10)	160
STA. 6+06, 9' RT.	03.00	04.50	SS-2	20	100	3.50	7	8	13	37	35	30	10	20	15	A-6b (11)	
LATITUDE = 40.115382	04.50	06.00	SS-3	25	100	4.50	SAME AS SS-2								13	A-6b (V)	
LONGITUDE = -84.428391	06.00	07.50	SS-4	24	100	3.00	SAME AS SS-2								14	A-6b (V)	
B-005-0-23	02.50	04.00	SS-1	13	100	2.00	7	3	12	43	35	30	17	13	19	A-6a (9)	100
STA. 148+39, 8' RT.	04.00	05.50	SS-2	13	100	1.25	5	8	17	40	30	30	16	14	18	A-6a (9)	
LATITUDE = 40.113559	05.50	07.00	SS-3	11	100	1.75	SAME AS SS-2								14	A-6a (V)	
LONGITUDE = -84.430344	07.00	08.50	SS-4	13	100	4.00	SAME AS SS-2								14	A-6a (V)	
B-006-0-23	01.50	03.00	SS-1	11	67	2.00	10	8	13	30	39	38	15	23	21	A-6b (12)	100
STA. 159+45, 10' RT.	03.00	04.50	SS-2	16	100	2.00	13	6	14	30	37	41	16	25	19	A-7-6 (13)	
LATITUDE = 40.116586	04.50	06.00	SS-3	26	100	4.00	BR. SILTY AND CLAY, LI. C-F SAND, TR. GRAVEL, DA. TO MO.								12	A-7-6 (V)	
LONGITUDE = -84.430446	06.00	07.50	SS-4	28	100	3.50	SAME AS SS-3								14	A-7-6 (V)	



NOTES:

FOR GEOTECHNICAL BORING B-001-0-23 PROFILE, SEE SHEET 8

HORIZONTAL SCALE IN FEET
0 10 20 40

GEOTECHNICAL PROFILE - ROADWAY
STA. 1194+00 TO STA. 1199+00 U.S. 36

MIA/DAR-36/721-22.56

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DESIGN AGENCY
RESOURCE INTERNATIONAL
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNER: JAS
REVIEWER: JGR 10-01-25
PROJECT ID: 118070
SUBSET: 3 | TOTAL: 10
SHEET: P.135 | TOTAL: P.142

GEOTECHNICAL PROFILE - ROADWAY
STA. 1199+00 TO STA. 2+25 U.S. 36

HORIZONTAL SCALE IN FEET
0 10 20 40

MIA/DAR-36/721-22.56

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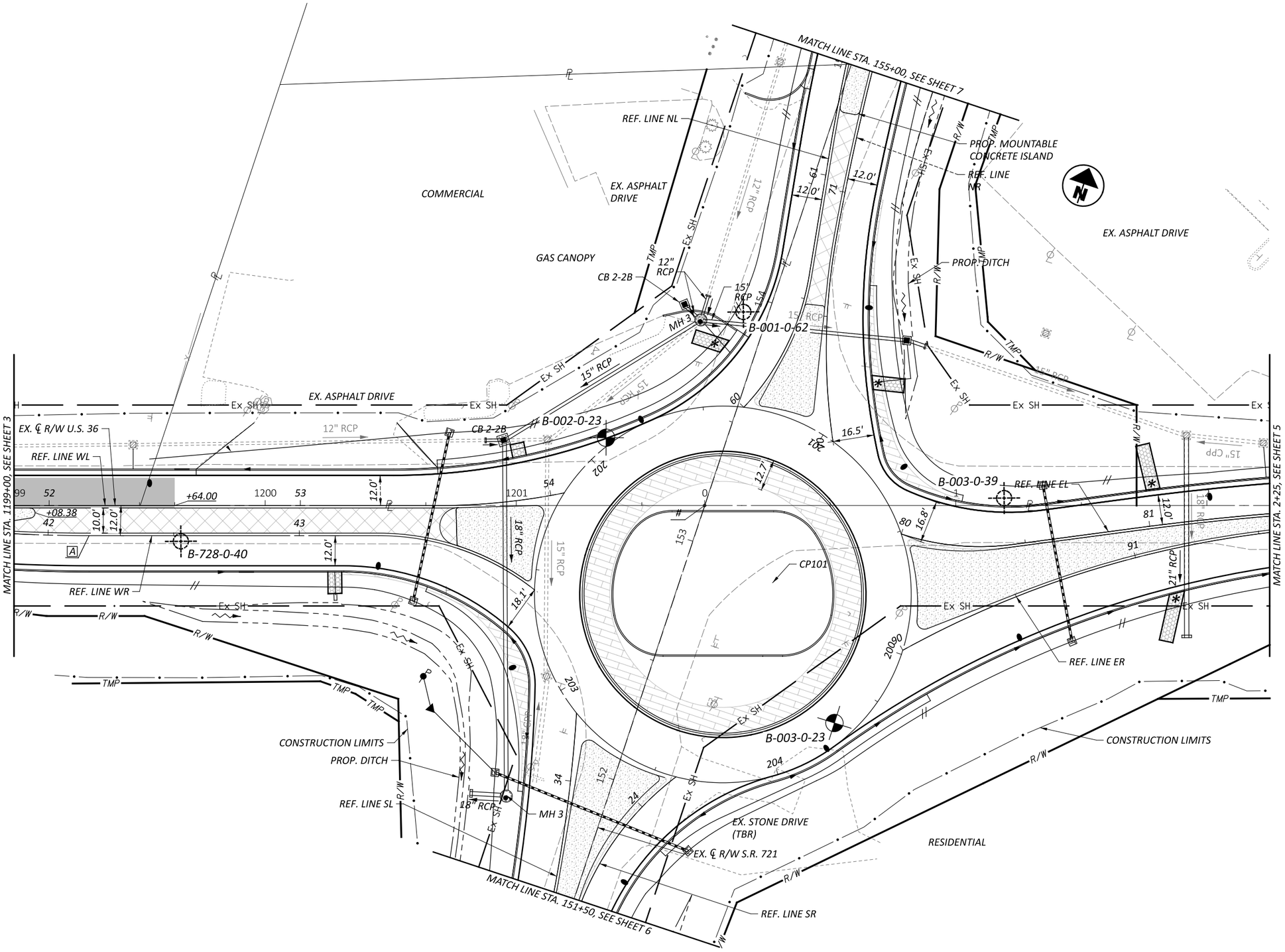
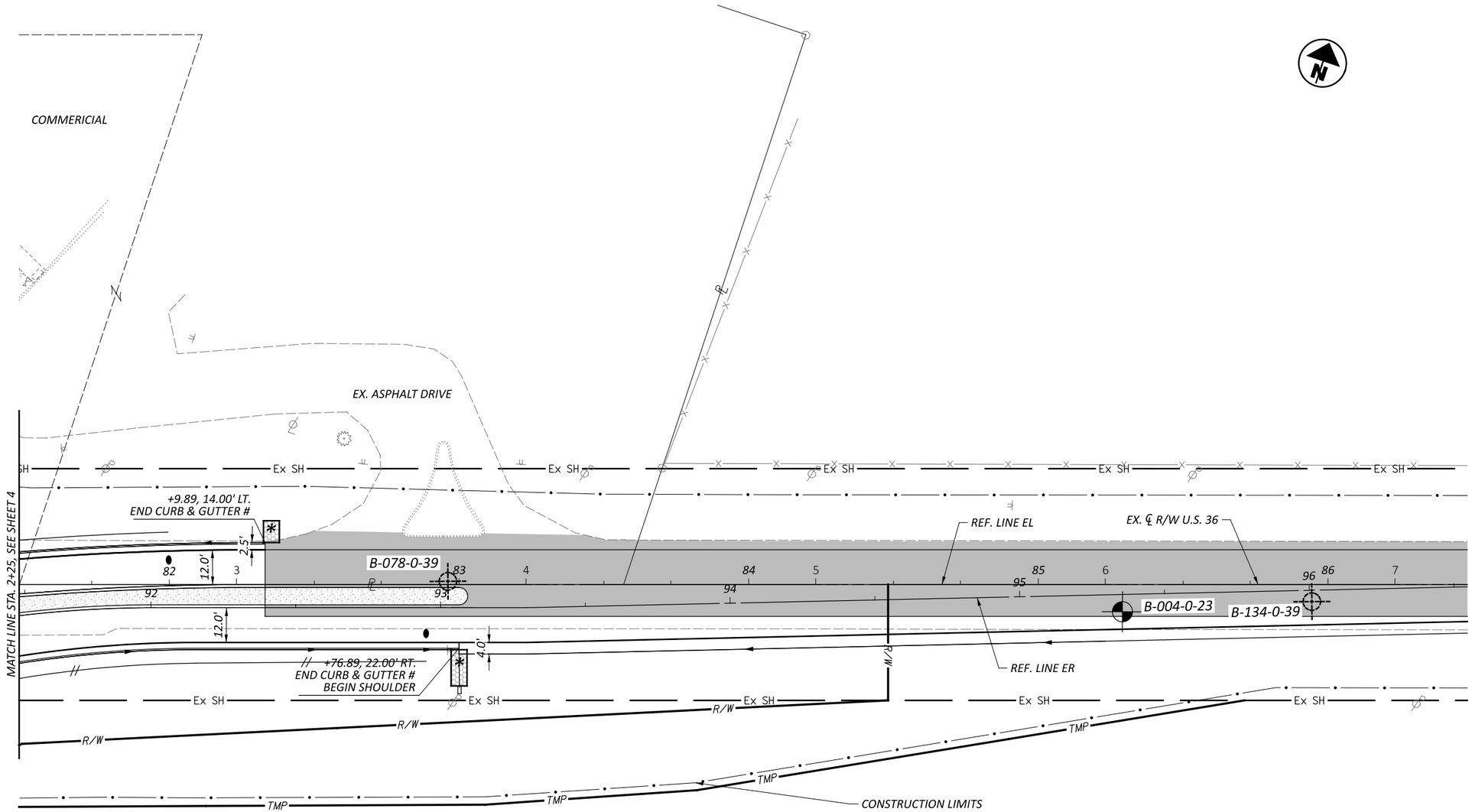


NOTES:
FOR GEOTECHNICAL BORINGS B-002-0-23 AND B-003-0-23 PROFILE, SEE SHEET 8

DESIGN AGENCY
RESOURCE INTERNATIONAL
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNER	JAS
REVIEWER	JGR 10-01-25
PROJECT ID	118070
SUBSET	4
TOTAL	10
SHEET	P.136
TOTAL	P.142



NOTES:

FOR GEOTECHNICAL BORING B-004-0-23 PROFILE, SEE SHEET 9

HORIZONTAL SCALE IN FEET
0 10 20 40

GEOTECHNICAL PROFILE - ROADWAY
STA. 2+25 TO STA. 7+25 U.S. 36

DESIGN AGENCY
RESOURCE INTERNATIONAL
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNER: JAS
REVIEWER: JGR 10-01-25
PROJECT ID: 118070
SUBSET: 5 TOTAL: 10
SHEET: P.137 TOTAL: P.142

MIA/DAR-36/721-22.56

MODEL: 118070_GP103 PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 4:02:57 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: juans@resourceinternational.com WORKSPACE: OHDOTCEv02_10.12 WORKSET: 118070 PRODUCT: MicroStation 10.17.02.61
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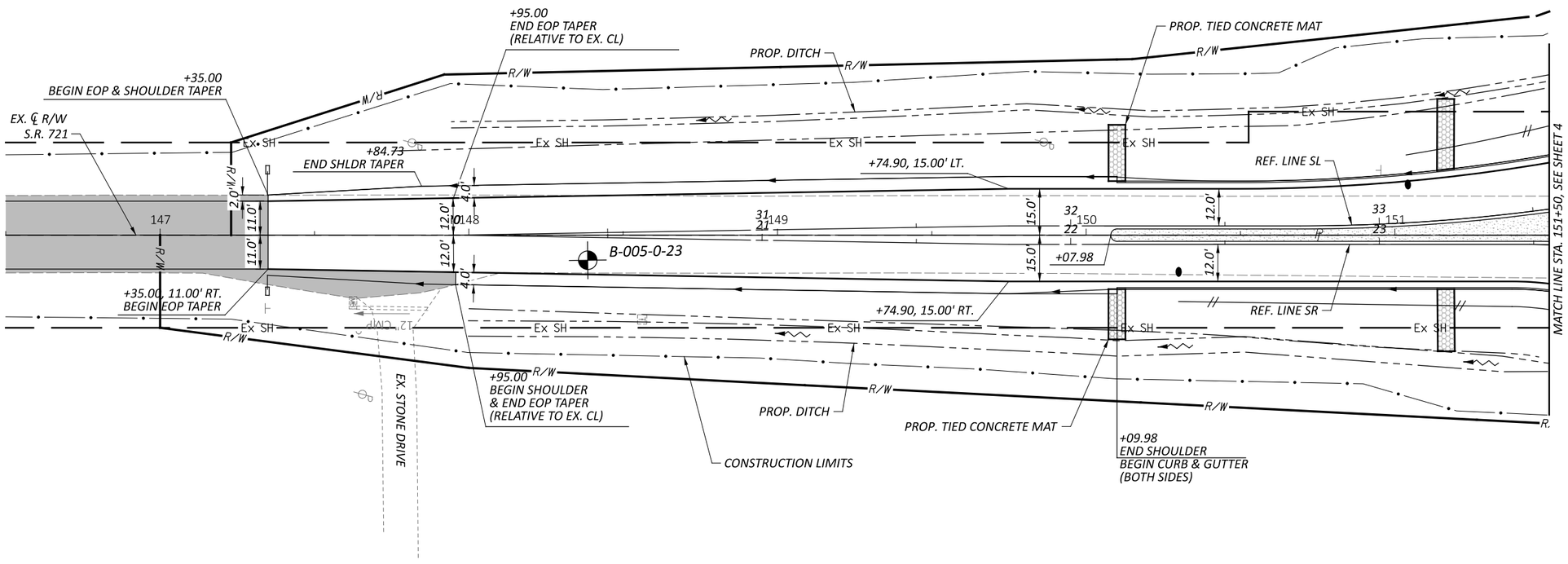

NOTES:

FOR GEOTECHNICAL BORING B-005-0-23 PROFILE, SEE SHEET 10

HORIZONTAL SCALE IN FEET
0 10 20 40

GEOTECHNICAL PROFILE - ROADWAY
STA. 146+50 TO STA. 151+50 S.R. 721

MIA/DAR-36/721-22.56

MODEL: 118070_GP201 PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 4:24:29 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: juans@resourceinternational.com WORKSPACE: OHDOTCEx02_10.12 WORKSET: 118070 PRODUCT: MicroStation 10.17.02.61
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DESIGN AGENCY
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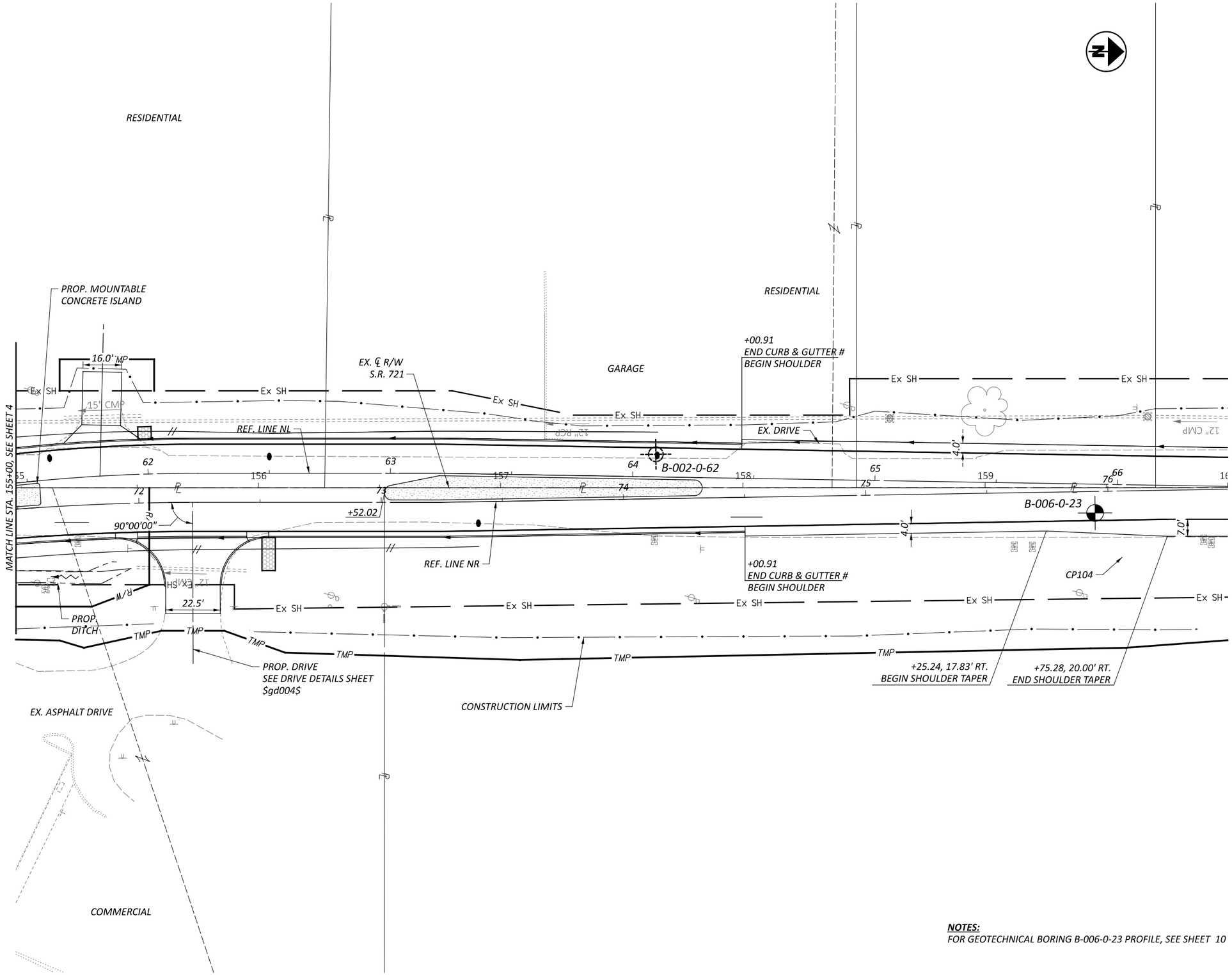
(614) 823-4949

DESIGNER	JAS
REVIEWER	JGR 10-01-25
PROJECT ID	118070
SUBSET / TOTAL	6 / 10
SHEET / TOTAL	P.138 / P.142



NOTES:
FOR GEOTECHNICAL BORING B-006-0-23 PROFILE, SEE SHEET 10

HORIZONTAL SCALE IN FEET
0 10 20 40

GEOTECHNICAL PROFILE - ROADWAY
STA. 155+00 TO STA. 160+00 S.R. 721

MIA/DAR-36/721-22.56

MODEL: CLX_RW_SR721 - SR721 North PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 4:30:34 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: juans@resourceinternational.com WORKSPACE: OHDOTCEv02_10.12 WORKSET: 118070 PRODUCT: MicroStation 10.17.02.61
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DESIGN AGENCY
RESOURCE INTERNATIONAL
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNER JAS
REVIEWER JGR 10-01-25
PROJECT ID 118070
SUBSET 7 | TOTAL 10
SHEET P.139 | TOTAL P.142

MODEL: 118070_GF101 PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 4:43:16 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: juans@resourceinternational.com WORKSPACE: OHDOTCEv02_10.12 WORKSET: 118070 PRODUCT: MicroStation 10.17.02.61
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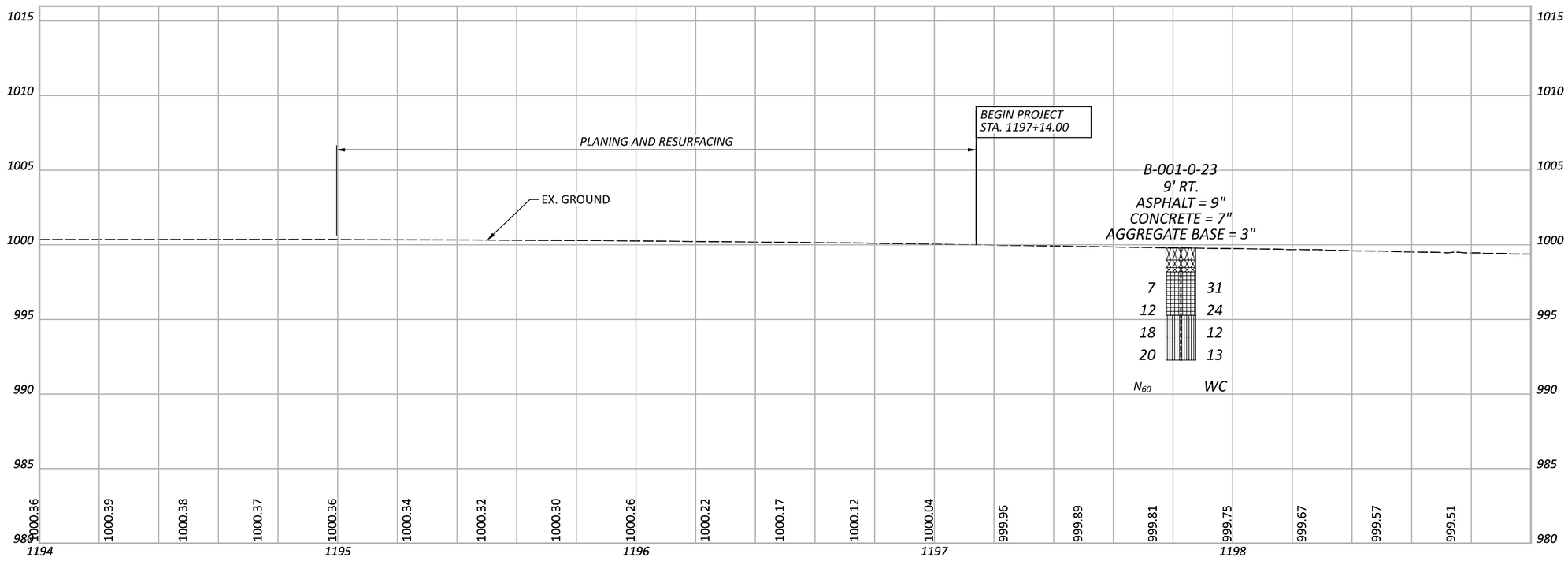
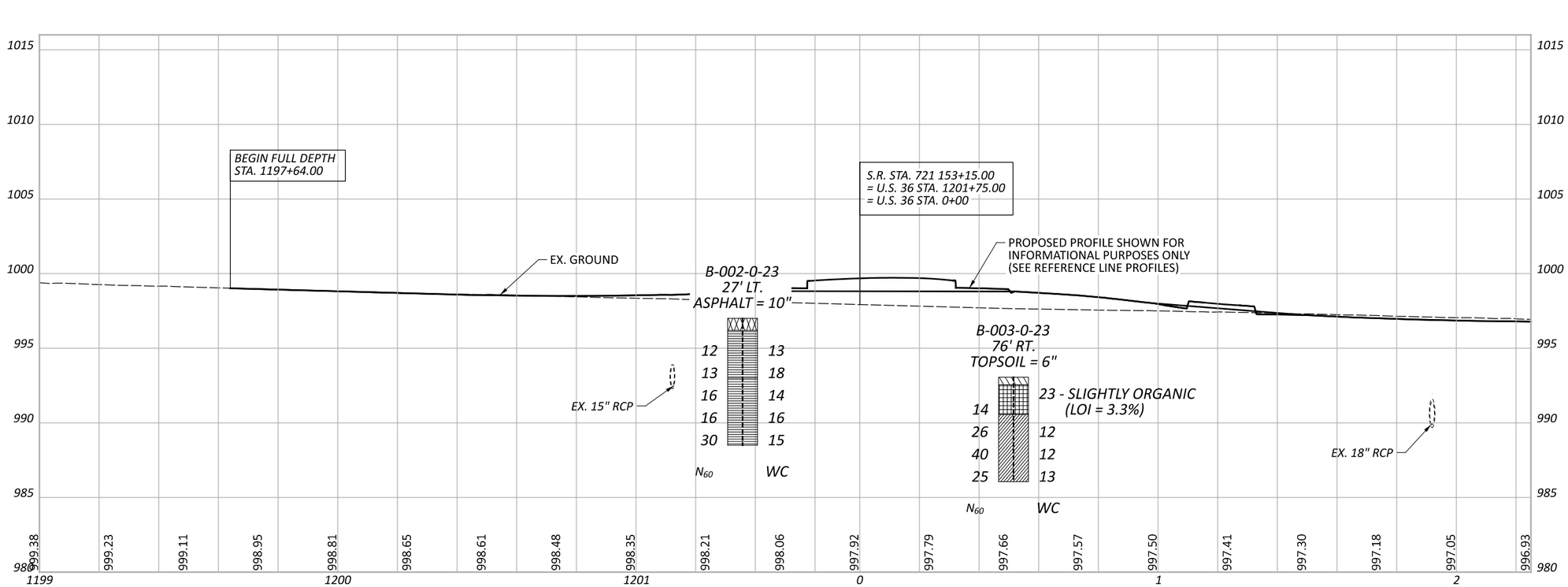
MIA/DAR-36/721-22.56





HORIZONTAL
SCALE IN FEET
0 10 20 40

GEOTECHNICAL PROFILE - ROADWAY
STA. 1194+00 TO STA. 1201+75 AND STA. 0+00 TO STA. 2+25 U.S. 36

DESIGN AGENCY
RESOURCE INTERNATIONAL
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNER	
JAS	
REVIEWER	
JGR	10-01-25
PROJECT ID	
118070	
SUBSET	TOTAL
8	10
SHEET	TOTAL
P.140	P.142

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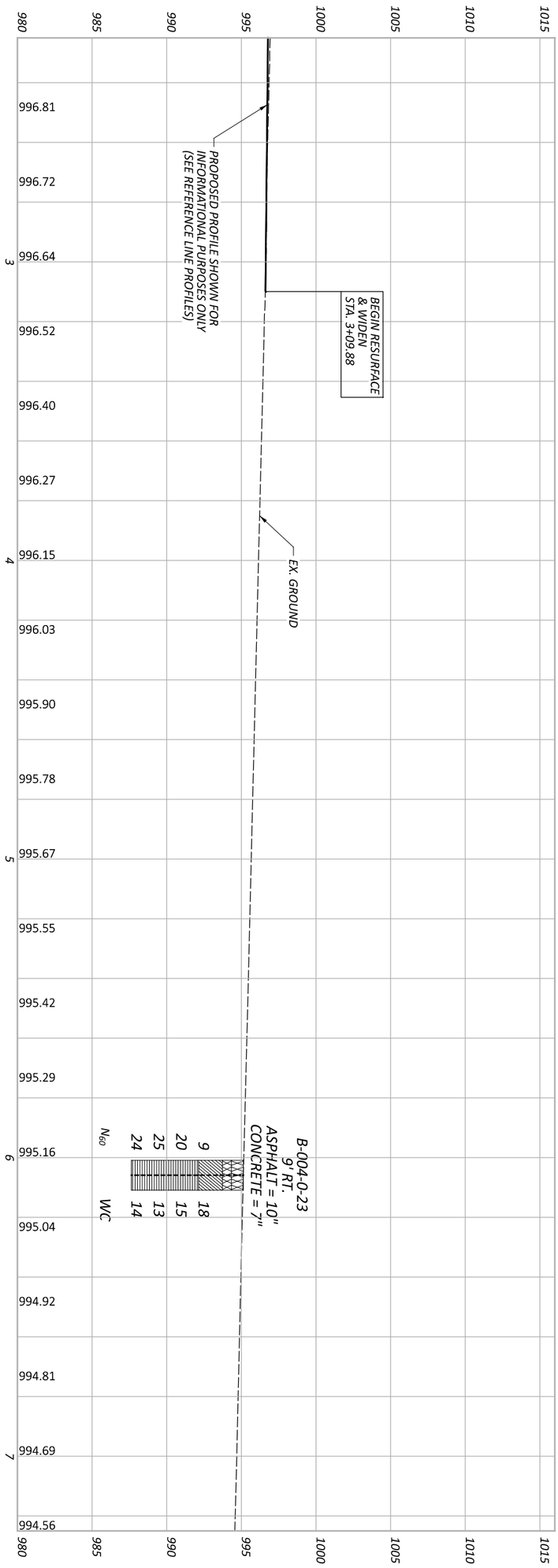
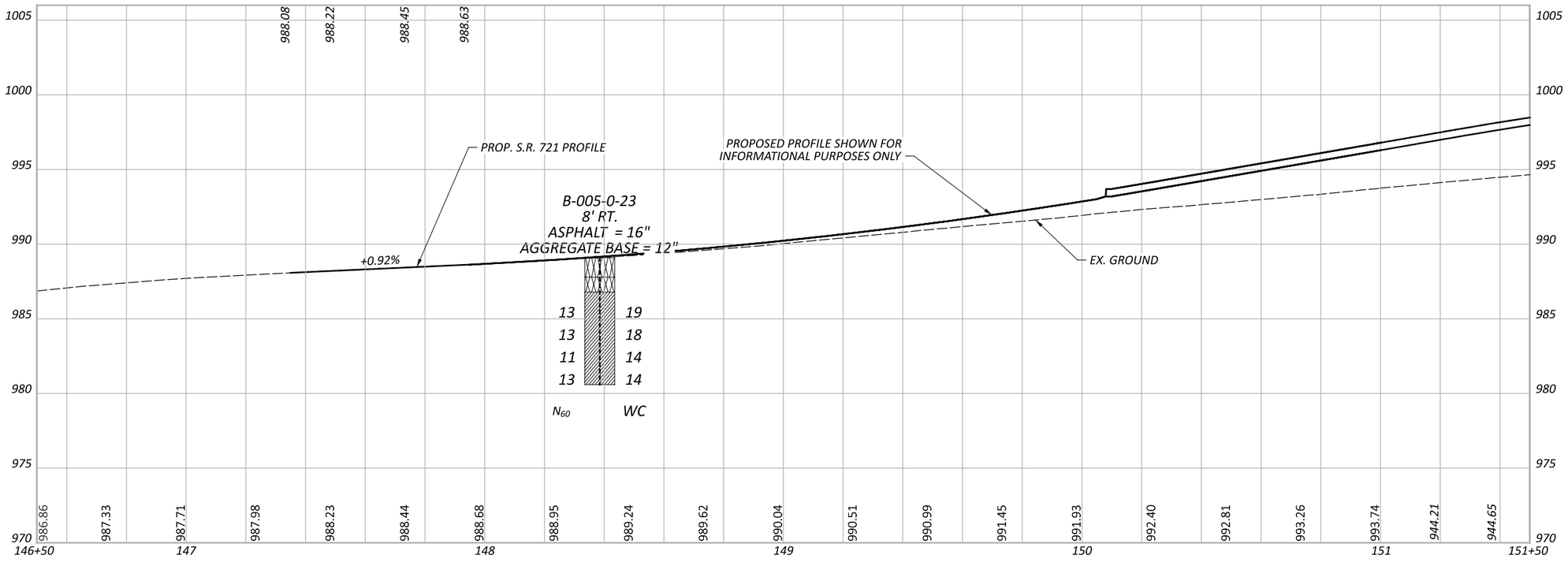
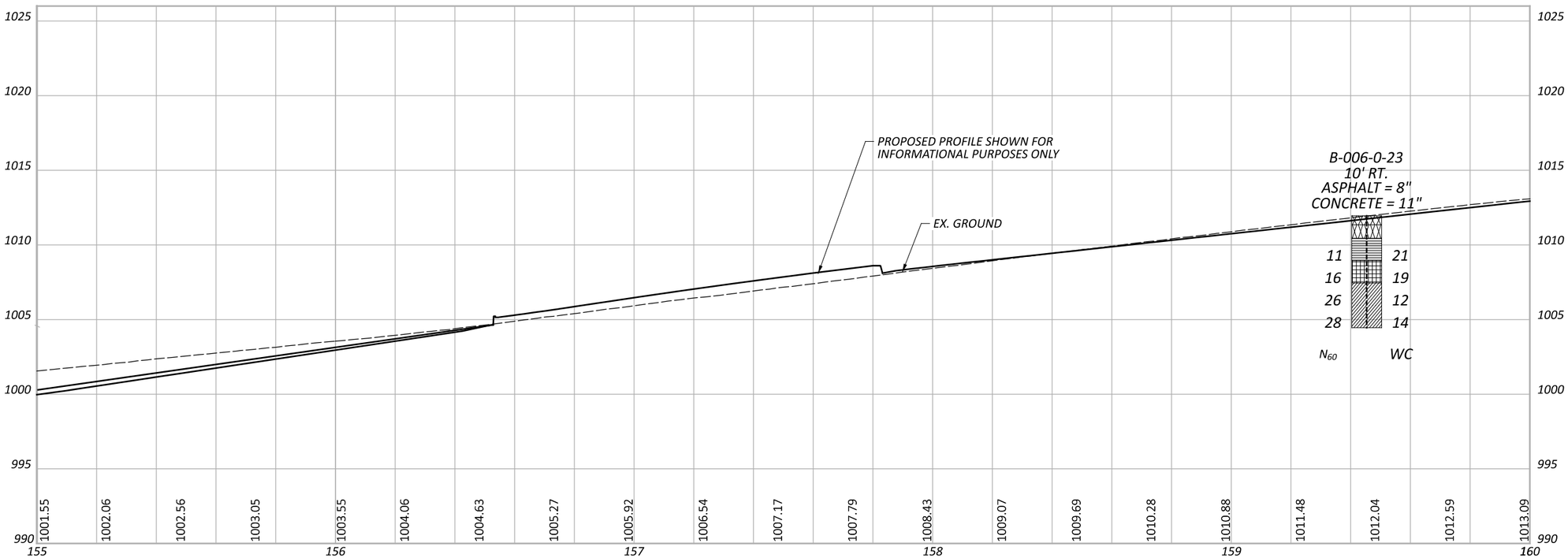


DESIGN AGENCY	RESOURCE INTERNATIONAL INNOVATIVE SOLUTIONS	GEOTECHNICAL PROFILE - ROADWAY STA. 2+25 TO STA. 7+25 U.S. 36	HORIZONTAL SCALE IN FEET 0 20 10 40
DESIGNER JAS	6500 PRESIDENTIAL GATEWAY COLUMBUS, OHIO 43231 (614) 823-4949		
REVIEWER JGR 10-01-25			
PROJECT ID 118070			
SUBSET 9 TOTAL 10			
SHEET P.141 TOTAL P.142			





HORIZONTAL SCALE IN FEET
0 10 20 40

GEOTECHNICAL PROFILE - ROADWAY
STA. 146+50 TO STA. 151+50 AND STA. 155+00 TO STA. 160+00 S.R. 721

DESIGN AGENCY
RESOURCE INTERNATIONAL
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNER	JAS
REVIEWER	JGR 10-01-25
PROJECT ID	118070
SUBSET	10
TOTAL	10
SHEET	P.142
TOTAL	P.142

MIA/DAR-36/721-22.56

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J:\GEOTECH\Geotech Connect Projects\2023\W-23-176 MIA DAR-36-721-22.56\118070\400-Engineering\Geotechnical\Sheets\118070__IF201.dgn