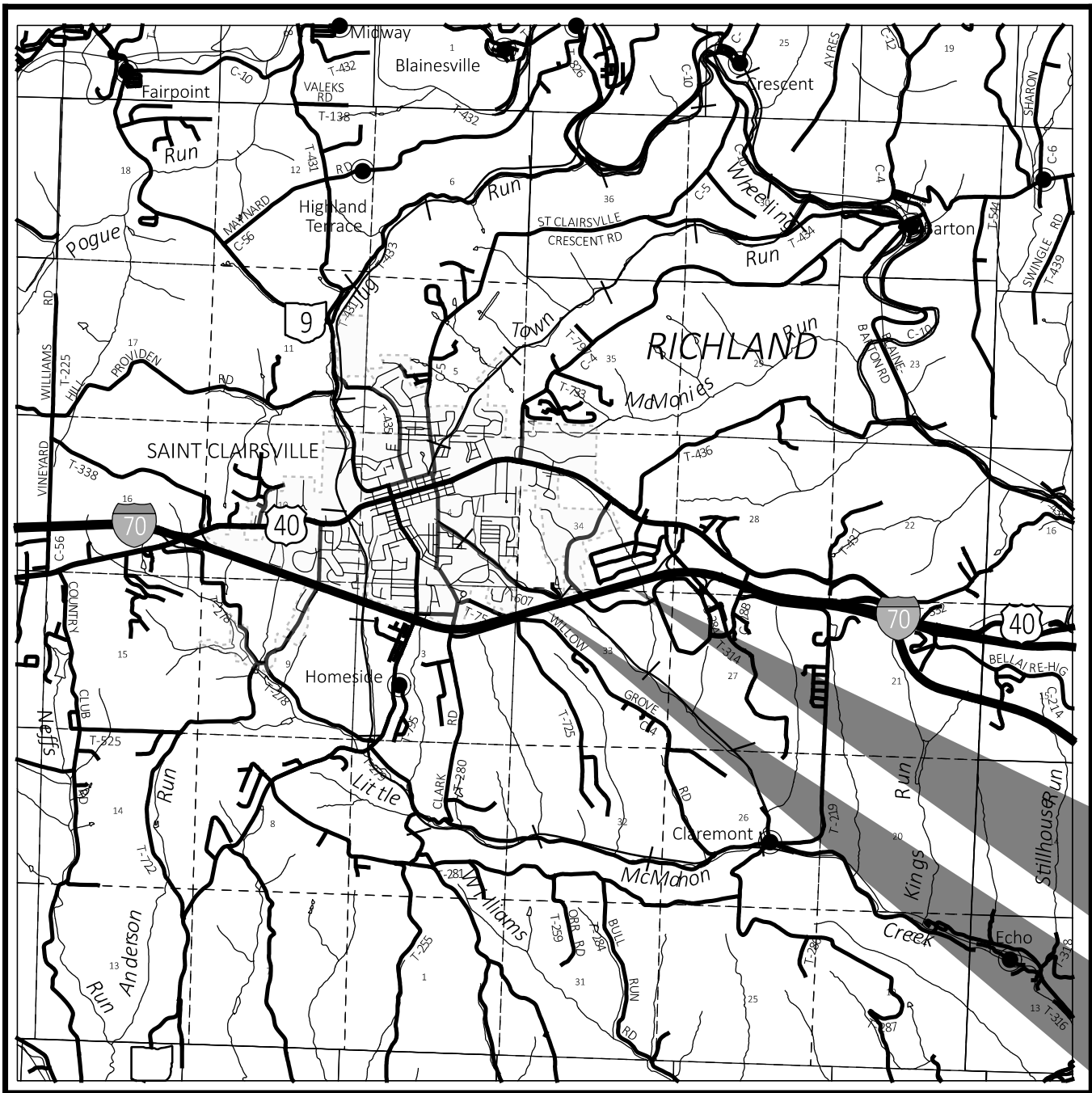




LOCATION MAP

LATITUDE: 40°04'09.9" N LONGITUDE: 80°52'55.9" W



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

DESIGN DESIGNATION

CURRENT ADT (2027)	50,000
DESIGN YEAR ADT (2047)	53,500
DESIGN HOURLY VOLUME (2047)	5,000
DIRECTIONAL DISTRIBUTION	56%
TRUCKS (24 HOUR B&C)	19%
DESIGN SPEED	65 MPH
LEGAL SPEED	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
1 PRINCIPLE ARTERIAL INTERSTATE/RURAL	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE REQUIRED

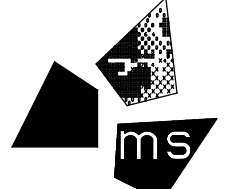
UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


Before You Dig

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

PLAN PREPARED BY:


ms consultants, inc.
ENGINEERS, ARCHITECTS & PLANNERS
333 E. FEDERAL STREET
YOUNGSTOWN, OHIO 44503
PHONE (330) 744-5321

ENGINEER'S SEAL

MOT, TRAFFIC CONTROL,
& LIGHTING



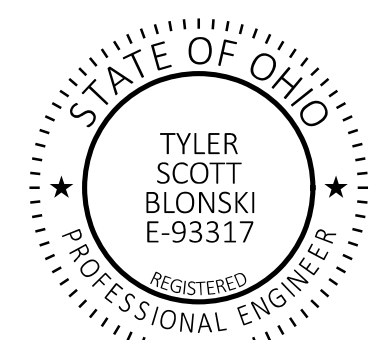
STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
HL-10.11	7/17/26	MT-104.10	7/17/26	BP-2.1	1/21/22	CB-8	7/19/24	800	7/17/26	ENVIRONMENTAL COMMITMENTS 10/1/2026	
HL-10.12	1/16/26	MT-105.10	1/17/20	BP-2.2	1/16/26			807	1/17/25		
HL-10.13	7/17/26			BP-2.5	1/16/26	DM-1.1	7/17/26	808	7/17/26		
HL-10.31	1/16/26	TC-41.10	7/17/26	BP-3.1	1/19/24	DM-1.2	1/17/25	813	7/21/23		
HL-20.11	1/16/26	TC-41.20	10/18/13	BP-6.1	7/19/13	DM-4.3	1/15/16	821	4/20/12		
HL-20.21	1/16/26	TC-41.30	4/21/23			DM-4.4	1/15/16	825	7/19/24		
HL-30.11	7/17/26	TC-42.10	10/18/13	MGS-2.1	7/17/26			832	7/17/26		
HL-30.21	4/17/20	TC-42.20	10/18/13	MGS-4.2	7/17/26	I-2A	7/19/24	836	1/19/24		
HL-40.10	1/16/26	TC-51.11	7/17/26	MGS-5.2	7/17/26			850	7/21/23		
HL-60.11	7/21/17	TC-52.10	10/18/13	MGS-5.3	7/17/26	MH-3	7/19/24	872	7/17/26		
HL-60.21	7/20/18	TC-52.20	7/17/26					895	4/18/14		
HL-60.31	1/16/26	TC-61.30	7/19/24	F-1.1	7/18/25	RM-5.1	7/18/14	902	1/16/26		
MT-95.30	7/17/26	TC-65.10	1/16/26	F-3.3	7/19/13			908	1/17/25		
MT-95.45	7/21/23	TC-72.20	1/16/26	F-3.4	7/17/26	RD-5.1	7/17/26	913	4/16/21		
MT-101.90	7/17/20	TC-73.20	1/16/26	F-3.5	1/16/26			921	7/19/24		
								995	7/17/15		

R1

2026-10-02
REVISED SPECIAL
PROVISIONS

ENGINEER'S SEAL

ROADWAY



STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

BEL-IR 70 EB

WEIGH STATION TP

RICHLAND TOWNSHIP

BELMONT COUNTY, OHIO

INDEX OF SHEETS:

TITLE SHEET	P.1
SCHEMATIC PLAN	P.2
TYPICAL SECTIONS	P.3 - P.5
GENERAL NOTES	P.6 - P.7
MAINTENANCE OF TRAFFIC	P.8 - P.9
GENERAL SUMMARY	P.10 - P.12
SUB-SUMMARIES	P.13 - P.17
PROJECT SITE PLANS	P.18
PLAN AND PROFILE SHEETS - TRUCK PARKING	P.19 - P.28
CROSS SECTIONS	P.29 - P.72
PAVEMENT DETAILS	P.73 - P.78
CONCRETE JOINT LAYOUT DETAILS	P.79 - P.82
STORM SEWER PROFILES	P.83 - P.85
TRAFFIC CONTROL	P.86 - P.97
LIGHTING PLAN	P.98 - P.104
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FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE RECONSTRUCTION OF THE I.R. 70 EASTBOUND CLOSED WEIGH STATION, LOCATED APPROXIMATELY 1.0 MILE EAST OF S.R. 9 (WARNOCK ST/CLAIRSVILLE RD) AND 0.85 MILES WEST OF C.R. 28 (MALL RD). SITE DEVELOPMENT IMPROVEMENTS INCLUDE FULL DEPTH PAVEMENT FOR NEW ENTRANCE/EXIT RAMP AND PARKING AREA WHILE MAINTAINING A PORTION OF THE EXISTING CLOSED WEIGH STATION CONCRETE PAVEMENT. IMPROVEMENTS ALSO INCLUDE STORM SEWER, PAVEMENT MARKING AND SIGNING, LIGHTING AND OTHER MISCELLANEOUS ITEMS. ADDITION OF LATRINE FACILITIES WILL BE PERFORMED BY OTHERS UNDER A SEPARATE CONTRACT.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	6.47 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.86 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	8.33 ACRES

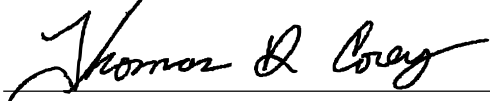
LIMITED ACCESS

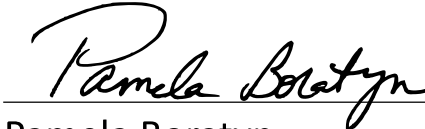
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

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.

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


Thomas D. Corey
District 11 Deputy Director


Pamela Boratyn
Director, Department of Transportation

SPECIAL PROVISIONS

Environmental Commitments

**C-R-S: BEL-IR 70 EB
Weigh Station TP**

PID: 122878

DATE: 10/1/2026

Notice: this project has been developed under the federal national environmental policy act. The following requirements on the work are mandated to be carried out by the contractor in order to remain compliant with applicable laws. Failure of the contractor to adhere to the requirements listed will result in work stoppage, penalties, project delay, and fines.

Environmental Commitments

1. The project is located within the known habitat ranges of the federally endangered Indiana bat and northern long-eared bat, and the state endangered little brown and tricolored bats. 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 and ORC 1531.25. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.
2. ODOT will acquire all necessary waterway permits prior to the start of construction. Conditions of these permits will be provided in the contract as Special Provisions. ODOT will provide the waterway permits to the Contractor at the pre-construction meeting. The Contractor is responsible for following all the Special Provisions of the waterway permits throughout the duration of the contract.

Project Inspection

1. Inspection of Work may include inspection by ODOT and representatives of other government agencies or railroad corporations that pay a portion of the cost of the Work or regulate the Work through State and Federal law. Comments from the representatives of these agencies shall be directed to the Engineer who will immediately contact the ODOT-District Environmental Coordinator.

Waterway Permits

1. Time Restrictions:

A Nationwide Permit #39 (Commercial and Institutional Developments) (NWP #39) is **pending** from the U.S. Army Corps of Engineers (USACE) for BEL-IR 70 EB Weigh Station TP, PID 122878. No impacts to aquatic resources shall occur until the NWP permit is authorized and acquired by ODOT.

Once the USACE NWP 39 is authorized and obtained, all work in streams and wetlands are to occur according to the plans, Special Provisions, and/or working drawings. A copy of the NWP shall be kept at the work site at all times and made available to all contractors and subcontractors, once authorized and obtained.

For authorized work in aquatic resources (including streams, wetlands, jurisdictional ditches, captured streams, lakes, ponds), the Department will consider the Contractor's submission of a reauthorization to the waterway permit expiration date based on project constraints. If more than one permit is authorized for the project, then all permits become invalid once the first permit expires. In order for the request to be considered, the Contractor must submit a justification to the Engineer at least 90 days prior to the waterway permit expiration date. The Engineer will submit the request for a time extension to the Ohio Department of Transportation, Office of Environmental Services, Waterway Permits Unit (ODOT-OES-WPU) for consideration and coordination with the U.S. Army Corps of Engineers (USACE), Ohio Environmental Protection Agency (OEPA), U.S. Coast Guard (USCG), U.S. Fish and Wildlife Service (USFWS), and Ohio Department of Natural Resources (ODNR) as appropriate.

2. Deviations From Permitted Construction Activities:

Once the NWP 39 is authorized and obtained no deviation from the requirements for work in aquatic resources depicted in the plans, Special Provisions, and/or Working Drawings may be made unless a modification has been submitted to ODOT-OES-WPU and approved by the appropriate agencies (i.e., USACE, OEPA, USCG, ODNR, and USFWS).

NOTE: Plan sheets submitted with the Pre-Construction Notification pending approval by the USACE in accordance with NWP and are included in these Special Provisions.

For emergency situations resulting in unanticipated impacts to aquatic resources, provide notification (verbal or written) to the Engineer as soon as possible following discovery of the situation. Written notification to the Engineer and notification to the ODOT-OES-WPU (614-466-2159) must be made within 24 hours.

For non-emergency situations, notify the Engineer in writing for submission to the ODOT-OES-WPU (614-466-2159) for consideration and coordination with the appropriate agencies. Notification must be made at least 90 days prior to planned, non-permitted activities. Consideration of the requested deviation is at the discretion of the Director and must be coordinated with the appropriate regulatory agencies.

3. In-Stream Work Restrictions:

Work in the following aquatic resources is further restricted as follows:

Stream Name /Description	Location	Work restriction dates (No in-stream work permitted)
UNT 1	STA 118+25 RT	None
UNT 1C	STA 115+50 RT	None
UNT 1D	STA 120+25 RT	None

UNT = unnamed tributary stream

In-stream work has been defined as the placement and/or removal of fill materials (temporary or permanent) below ordinary high water of a stream. Examples of “fill” include, but are not limited to: bridge piers, abutments, culverts, rock channel protection, scour protection, and temporary access fills.

Fills placed within a stream identified in the above table (outside of the work restriction dates) can continue to be worked from during the work restriction dates, but cannot be expanded, removed, or otherwise modified (below ordinary high water) until once again outside of the work restriction dates.

4. Materials

Materials utilized in or adjacent to aquatic resources for temporary or permanent fill or bank protection shall consist of suitable material free from toxic contaminants in other than trace quantities. Asphalt products are specifically excluded for use as fill. Chromated Copper Arsenate (CCA), creosote, and other pressure treated lumber shall not be used in structures that are placed in aquatic resources.

5. Aquatic Resource Demarcation:

The attached Tables 3 and 4 include detailed fill quantities **pending** authorization within the aquatic resources. Aquatic resources not authorized for impact by these Special Provisions shall be demarcated in the field as per SS 832 prior to site disturbance. The fence shall remain in place and be maintained throughout the construction process. Following the completion of the project, the fence and posts shall be removed.

6. Spill containment:

Provide and Maintain an Oil Spill Kit with a minimum capacity of 65 gallons. The Spill Kit shall contain:

- 6 - 3 in. X 8 ft. Oil only socks
- 4 - 18 in. X18 in. Oil only pillows
- 2 - 5 in. X 10ft. Booms
- 50 - 16in. X 20 in. Oil only pads
- 10- Disposable Bags
- 1 - 65 Gallon drum with lid
- 25 pounds of Granular Oil Absorbent

The Oil Spill Kit shall be located within 150 feet of any equipment working in a stream or wetland. The oil Spill Kit shall be maintained for the life of the contract. Any materials utilized during the project will be replaced within 48 hours. All costs associated with furnishing and maintaining the above referenced spill containment kit is incidental to work.

7. Temporary Access Fills:

Special Provisions Notes:

Definitions:

Hydraulic Opening

The cross-sectional area allowing an unimpeded discharge equal to twice the highest monthly flow without producing a rise in the backwater above the Ordinary High Water Mark (OHWM).

Standard Temporary Discharge

Discharge equal to twice the *highest monthly flow* without producing a rise in the backwater above the OHWM. The U.S. Geologic Service publication "Techniques for estimating Selected Streamflow Characteristics of Rural Unregulated Streams in Ohio" provides equations that estimate monthly flow for Ohio Waterways These flows are also available in a web application by USGS StreamStats, (<https://water.usgs.gov/osw/streamstats/ohio.html>). The highest monthly flow is the highest monthly mean discharge occurring in a 12-month period from January to December.

Average Monthly Flow

The average monthly flow represents the estimated "normal" flow.

Temporary Access Fills (TAFs)

Include, but are not limited to, dewatering fills, causeways, cofferdams, access pads, temporary bridges, etc. below the OHWM.

Requirements

21 calendar days prior to the initiation of any in-stream work, provide the Engineer with Working Drawings that include:

- Plan view drawing (50 scale or less) showing the location of all TAFs proposed for use on the project

- Scaled cross section and profile drawing showing the OHWM and the proposed hydraulic opening.
- Identify the minimum diameter size, placement location and thickness of non-erodible Dumped Rock Fill material on the plan and profile.
- Calculations analyzing the hydraulic impacts of the TAF on the waterway. Include in the calculations an analysis of the hydraulic opening sized adequately to pass the Standard Temporary Discharge without producing a rise in backwater above the OHWM. Include, in the analysis, calculated channel velocities adjacent to the TAF, culvert exit velocities, calculated headwater and tailwater elevations, and any additional appropriate calculations to assess potential impacts to the waterway during normal and anticipated high flow (twice the highest monthly flow) events.
- A description of all temporary material to be placed below the OHWM elevation.
- A description of the installation and staging of all temporary fill over the life of the contract.
- Identify the protection methods and/or structural Best Management Practices for minimizing impacts to the waterway.
- Volume of temporary fill below the OHWM elevation.
- A description of the diversion ditches, equipment, conduits or means for maintaining normal flows in the waterway.
- A description of the removal of all temporary fill and restoration of the channel and all areas impacted by the TAFs.
- A schedule outlining the timing of the placement and removal of all temporary fill.
- Have competent individuals prepare and check the Working Drawings and hydraulic calculations. Provide a cover sheet containing the preparer(s) and checker(s): First Name, Last Name and Initials. The preparer(s) and checker(s) shall not be the same individual. Have an Ohio Registered Engineer review, approve, sign, seal and date the Working Drawings and hydraulic calculations according to ORC 4733 and OAC 4733-35. Include the following statement on the Working Drawings:
“These Working Drawings were prepared in compliance with the terms of these Special Provisions and all contract documents.”

Do not begin in-stream work until the Engineer has accepted the Working Drawings and hydraulic calculations.

The design and construction of the Contractor's TAF must minimize impacts to water bodies, stream banks, stream beds, and riparian zones to the maximum extent practicable.

Fording of waterways and other aquatic resources is prohibited.

Construct TAFs in such a manner that will maintain flows, minimize upstream flooding, and avoid overtopping the TAF on a regular basis. ***TAFs shall be designed and constructed so that the hydraulic opening provides capacity for a discharge equal to twice the highest monthly flow without producing a rise in the backwater above the (OHWM).***

If the Contractor proposes a TAF which does not meet all the requirements of these Special Provisions, the Contractor must submit a request in writing for a modified TAF to the Engineer. The request must include all Working Drawings and hydraulic calculations required by these Special Provisions. The Department makes no guarantee to grant the request. The Contractor's proposed TAF request will be coordinated by OES with the USACE and the OEPA, as appropriate. The time frame allowed for the coordination of the contractor's proposed TAF will be a minimum of 60 days.

Installation of any temporary fill without appropriate authorization is strictly prohibited. All direct coordination with the USACE and/or OEPA will be performed through OES.

TAFs Construction and Payment

Begin planning and installing causeways and access fills as early in construction as possible to avoid conflicts with these Special Provisions or other environmental commitments that have been included in the construction plans.

TAFs in Streams and Rivers may include, but are not limited to, causeways, cofferdams, access pads, sheet piling, temporary bridges, etc. The Contractor must make every attempt to minimize disturbance to waterbodies, stream banks, stream beds and riparian zones during the construction, maintenance, and removal of the TAF. Construct the TAFs as narrow as practical. Install in-stream conduits parallel to the stream banks. Make the TAFs in shallow areas rather than deep pools where possible. Minimize clearing, grubbing, and excavation of stream banks, and approach sections. Construct the TAFs as to not cause erosion or allow sediment deposits in the waterway.

Prior to the initiation of any in-stream work, establish a monument upstream of the proposed TAF to visually monitor the water elevation in the waterway where the fill is permitted. Maintain the monument throughout the project. Provide a visual mark on the monument that identifies the elevation 1 foot above the OHWM. Ensure that the monument can be read from the bank of the waterway. Have this elevation set and certified by an Ohio Registered Surveyor. All costs associated with furnishing and maintaining the above referenced monument is incidental to the work.

Should the surface water elevation exceed the elevation 1 foot above OHWM, the Department will compensate the Contractor for repair of any resulting damage to the TAF up to the elevation of 1 foot above the OHWM, except as noted. The Department will recognize this event as an excusable, non-compensable delay in accordance with Section 108.06 B. of the Construction & Materials Specifications.

Follow the requirements in Item 502 for Structures for Maintaining Traffic and in Item 503 for Cofferdams and Excavation Bracing and any modifications to these items as shown in the plans. The Department will not pay for repair and maintenance of TAFs associated with Items 502 and 503 as a result of surface water elevation exceeding 1 foot above the OHWM. Compensation for damages associated with waterway flows will be provided as described in Items 502 and 503.

Construct the TAFs, not including Items 502 and 503, to a water elevation at least 1 foot (0.3 m) above the OHWM. If more than one-third the width of the stream is filled, then use culvert pipes to allow the movement of aquatic life. Ensure that any ponding of water behind the TAF will not damage property, flood roadways, or threaten human health and safety.

The following minimum requirements apply to TAFs where culverts are used.

- A. Furnish culverts on the existing stream bottom.
- B. Avoid a drop in water elevation at the downstream end of the culvert that would result in an adverse impact to the waterway.
- C. Furnish a sufficient number of culverts in addition to stream openings to provide a discharge equal to twice the highest monthly flow without producing a rise in the backwater above the OHWM.
- D. Furnish culverts with a minimum diameter of 18 inches (0.5 m).

All TAFs must be constructed of suitable materials. Causeways and access fills must be encapsulated with clean, non-erodible, nontoxic Dumped Rock Fill, Type A, B, C, or D, meeting the requirements of C&MS 703.19.B. Utilize appropriately sized Dumped Rock Fill determined by the Contractor's engineer for encapsulating the sides of the TAF. Encapsulate all sides of the TAF, adjacent to the waterways, with the non-erodible material. For causeways, contractors may use clean aggregate meeting C&MS 703.01 Size Number 1 and 2 for creating a working

surface above the OHWM. Extend the non-erodible encapsulating material to at least the elevation of the top of the working surface. Extend clean aggregate up the slope from the original stream bank for 50 feet (10 m) to remove erodible material and prevent tracking from equipment onto the TAF.

When the work requiring TAF is complete, all portions of the TAF (including all rock and culverts) will be removed in its entirety. Do not dispose of TAF material in other aquatic resources or where erosion into another aquatic resource is possible. The stream bottom affected by the TAFs will be restored to its pre-construction elevations. The TAFs will not be paid as a separate item but will be included by the Contractor as part of the total project cost.

Unless specific TAF compensation is included in the plans, all environmental protection and control associated with the authorized activities, are incidental to the work within the boundaries of the aquatic resources.

8. Excavation Activities:

Excavated material will be placed at an upland site and disposed of in such a manner that sediment and runoff to streams and other aquatic resources is controlled and minimized. Additionally, no more than incidental fallback into jurisdictional waters of the U.S. is permitted during the excavation process. If any changes to the proposed work are deemed necessary, notify the Engineer who will immediately contact the ODOT-District Environmental Coordinator and ODOT-OES-WPU at 614-466-2159

9. Demolition Debris:

The intentional discharge of demolition debris from any structure (including but not limited to bridges, culverts, abutments, wing walls, piers) is not authorized for this project. If any demolition debris inadvertently falls into aquatic resources, it must be removed immediately. Notify the Engineer immediately in writing of any inadvertent fill discharged into aquatic resources. The Engineer will immediately contact ODOT-OES-WPU at 614-466-2159 if any unintentional discharge occurs.

10. Construction Completion Certification:

Upon completion of the work, notify the Engineer. The USACE Construction Completion Certification must be completed and signed by the Engineer then provided via US mail or email to:

Waterway Permits Program Manager
ODOT - Office of Environmental Services
1980 West Broad Street, Mail Stop 4170
Columbus, Ohio 43223
Adrienne.Earley@dot.ohio.gov

A copy of the certification will be provided once the NWP 39 is obtained.

TABLE 3. STREAM DISCHARGE AND FILL QUANTITIES

Stream	Station	Description of Impacts	Length (LF)	Width (LF)	Depth (LF)	Permanent Fill Below OHWM									Total Permanent Fill			Total Temporary Fill (Cofferdam)			Total Impact Length
						Proposed Concrete (Includes Culvert, Piers, Walls, Abutments, etc.)			Proposed Earthen, Granular, or Embankment Fill			Proposed Other (Steel, Etc.)									
						Length (LF)	Area (AC)	Volume (CY)	Length (LF)	Area (AC)	Volume (CY)	Length (LF)	Area (AC)	Volume (CY)	Length (LF)	Area (AC)	Volume (CY)	Length (LF)	Area (AC)	Volume (CY)	Length (LF)
UNT 1	STA 118+25 RT	Erosion Control (Fill) Turf Reinforcement Mat Type 1	415	2	1	0	0	0	0	0	0	101	0.0046	10	101	0.0046	10	20	0.0009	2	121
	STA 119+13 RT	Erosion Control (Fill) Tied Concrete Block Mat W/ Type 2 Underlayment		2	1	132	0.0061	9.7	0	0	0	0	0	132	0.0061	9.7	0	0.000	0	132	
	STA 120+45 RT	Erosion Control (Fill) Articulating Concrete Block Revetment System, Type 1		2.5	1.5	182	0.0104	25.3	0	0	0	0	0	182	0.0104	25.3	0	0.000	0	182	
UNT 1 Totals:															415	0.0211	45	20	0.0009	2	435
UNT 1 C	STA 115+50 RT	Grading (Ramp Reconfiguration, Slope, Embankment)	45	2.5	1	0	0	0	7	0.0004	0.6	0	0	0	7	0.0004	0.6	20	0.0011	1.8	27
UNT 1 D	STA 120+25 RT	Erosion Control (Fill) TIED CONCRETE BLOCK MAT W/ TYPE 2 UNDERLAYMENT	755	2.5	1.5	23	0.0013	3.2	0	0	0	0	0	23	0.0013	3.2	20	0.0011	2.8	43	
SUM:						337	0.0178	38.2	7	0.0004	0.6	101	0.0046	10.000	445	0.0228	48.8	60.000	0.0031	6.6	505

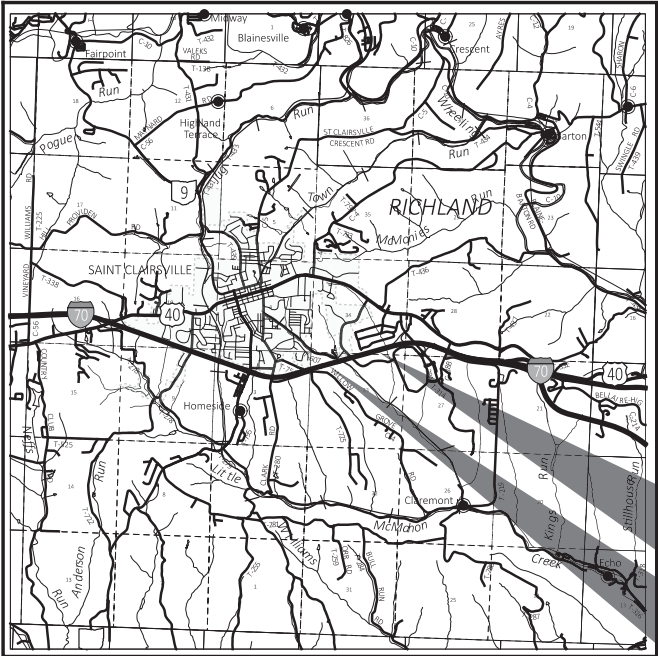
*UNT 1 assumes temporary impact at one location for construction at all 3 locations

LF = linear feet; AC = acres; CY = cubic yards; RCP = rock channel protection or the like (specify if different, i.e.. concrete block matting); NA = Not Applicable

TABLE 4. WETLAND DISCHARGE AND FILL QUANTITIES

Wetland	Station	Description of Impacts	Acreage (AC)	Depth (LF)	Permanent Fill Within Wetland Boundary		Total Permanent Fill		Total Temporary Fill		Total Impact Acreage
					Proposed Earthen, Granular, or Embankment Fill						
					Area (AC)	Volume (CY)	Area (AC)	Volume (CY)	Area (AC)	Volume (CY)	Area (AC)
Wetland A	STA 115+50 RT	Grading (Earthen Fill)	0.1	1	0.1	160	0.1	160	0	0	0.1
SUM:					0.1	160	0.1	160	0	0	0.1

LF = linear feet; AC = acres; CY = cubic yards; RCP = rock channel protection or the like (specify if different, i.e.. concrete block matting); NA = Not Applicable



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ADA DESIGN WAIVERS

NONE REQUIRED

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PHONE (330) 744-5321

ENGINEER'S SEAL

MOT, TRAFFIC CONTROL,
& LIGHTING


KEVIN
WILLIAM
RYAN
E-76915
REGISTERED
PROFESSIONAL ENGINEER

Kevin W. Ryan
Digitally signed by Kevin W. Ryan
DN: cn=Kevin W. Ryan, email=kr@msconsultants.com,
c=US, ou=ms consultants, inc., cn=Tyler Scott
Blonski

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
HL-10.11	7/17/26	MT-104.10	7/17/26	BP-2.1	1/21/22	CB-8	7/19/24	800	7/17/26	ENVIRONMENTAL COMMITMENTS 7/28/2026
HL-10.12	1/16/26	MT-105.10	1/17/20	BP-2.2	1/16/26			807	1/17/25	
HL-10.13	7/17/26			BP-2.5	1/16/26	DM-1.1	7/17/26	808	7/17/26	
HL-10.31	1/16/26	TC-41.10	7/17/26	BP-3.1	1/19/24	DM-1.2	1/17/25	813	7/21/23	WATERWAY PERMIT CONDITIONS PENDING
HL-20.11	1/16/26	TC-41.20	10/18/13	BP-6.1	7/19/13	DM-4.3	1/15/16	821	4/20/12	
HL-20.21	1/16/26	TC-41.30	4/21/23			DM-4.4	1/15/16	825	7/19/24	
HL-30.11	7/17/26	TC-42.10	10/18/13	MGS-2.1	7/17/26			832	7/17/26	
HL-30.21	4/17/20	TC-42.20	10/18/13	MGS-4.2	7/17/26	I-2A	7/19/24	836	1/19/24	
HL-40.10	1/16/26	TC-51.11	7/17/26	MGS-5.2	7/17/26			850	7/21/23	
HL-60.11	7/21/17	TC-52.10	10/18/13	MGS-5.3	7/17/26	MH-3	7/19/24	872	7/17/26	
HL-60.21	7/20/18	TC-52.20	7/17/26					895	4/18/14	
HL-60.31	1/16/26	TC-61.30	7/19/24	F-1.1	7/18/25	RM-5.1	7/18/14	902	1/16/26	
		TC-65.10	1/16/26	F-3.3	7/19/13			908	1/17/25	
MT-95.30	7/17/26	TC-65.11	7/17/26	F-3.4	7/19/13	RD-5.1	7/17/26	913	4/16/21	
MT-95.45	7/21/23	TC-72.20	1/16/26	F-3.5	1/16/26			921	7/19/24	
MT-101.90	7/17/20	TC-73.20	1/16/26					995	7/17/15	

ENGINEER'S SEAL

ROADWAY


TYLER
SCOTT
BLONSKI
E-93317
REGISTERED
PROFESSIONAL ENGINEER

Tyler Scott Blonski
Digitally signed by Tyler Scott Blonski
DN: cn=Tyler Scott Blonski, email=tyler@msconsultants.com,
c=US, ou=ms consultants, inc., cn=Tyler Scott
Blonski

FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE RECONSTRUCTION OF THE I.R. 70 EASTBOUND CLOSED WEIGH STATION, LOCATED APPROXIMATELY 1.0 MILE EAST OF S.R. 9 (WARNOCK ST/CLAIRSVILLE RD) AND 0.85 MILES WEST OF C.R. 28 (MALL RD). SITE DEVELOPMENT IMPROVEMENTS INCLUDE FULL DEPTH PAVEMENT FOR NEW ENTRANCE/EXIT RAMP AND PARKING AREA WHILE MAINTAINING A PORTION OF THE EXISTING CLOSED WEIGH STATION CONCRETE PAVEMENT. IMPROVEMENTS ALSO INCLUDE STORM SEWER, PAVEMENT MARKING AND SIGNING, LIGHTING AND OTHER MISCELLANEOUS ITEMS. ADDITION OF LATRINE FACILITIES WILL BE PERFORMED BY OTHERS UNDER A SEPARATE CONTRACT.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	6.47 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.86 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	8.33 ACRES

LIMITED ACCESS

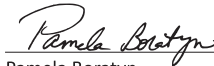
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

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.

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


Thomas D. Corey
District 11 Deputy Director


Pamela Boratyn
Director, Department of Transportation

DESIGN AGENCY


ms consultants, inc.

DESIGNER

JLM

REVIEWER

TSB

PROJECT ID

122878

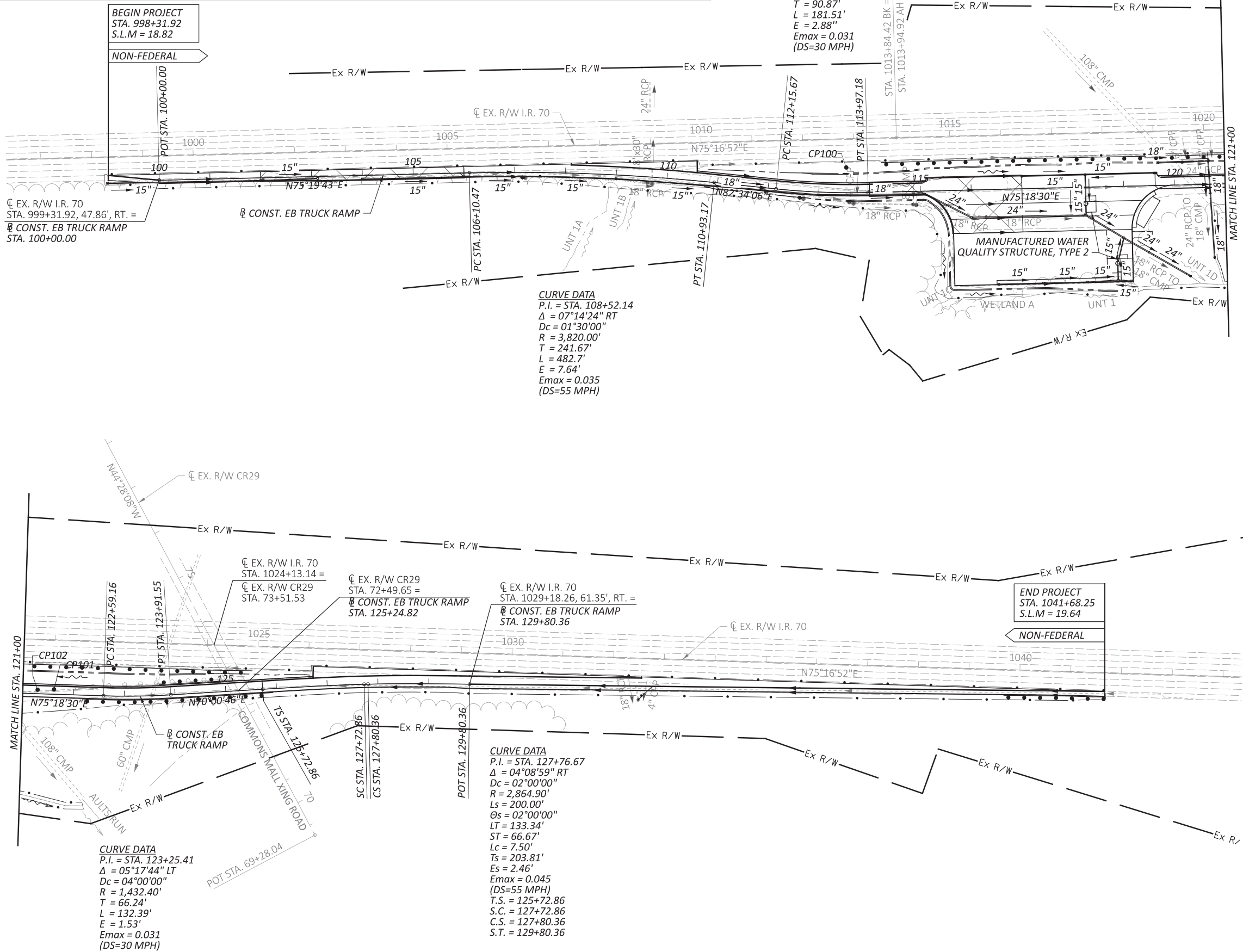
SHEET

P.1

TOTAL

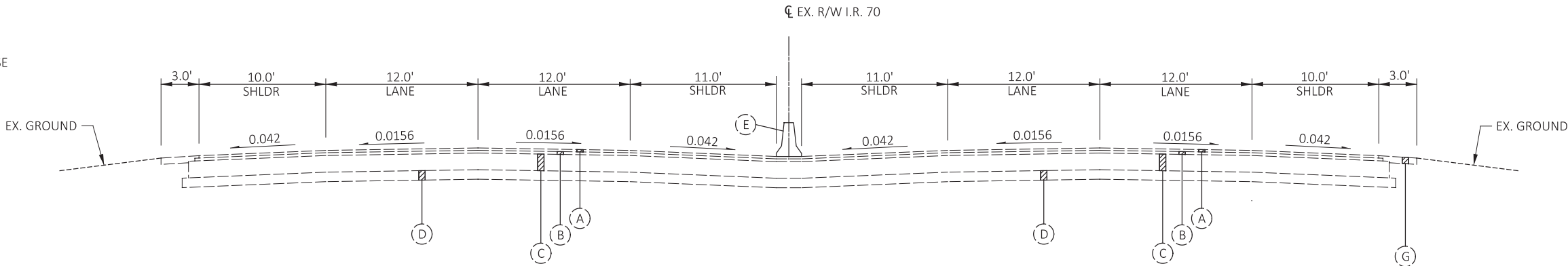
113

PRIMARY PROJECT CONTROL INFORMATION - COMBINED SCALE FACTOR: 1.000041							
POINT NUMBER	ALIGNMENT	STATION	OFFSET	GROUND COORDINATES		ELEVATION	DESCRIPTION
				U.S. SURVEY FEET			
				NORTHING	EASTING		
CP100	CONST. EB TRUCK RAMP	113+53.78	49.54' LT	571729.756	196611.969	1137.829	5/8" IR W/ODOT Type B Mon Cap
CP101	CONST. EB TRUCK RAMP	121+61.46	9.50' LT	571894.871	197402.095	1127.184	5/8" IR W/ODOT Type B Mon Cap
CP102	CONST. EB TRUCK RAMP	121+29.21	7.66' LT	571884.913	197371.368	1127.614	5/8" IR W/ODOT Type B Mon Cap

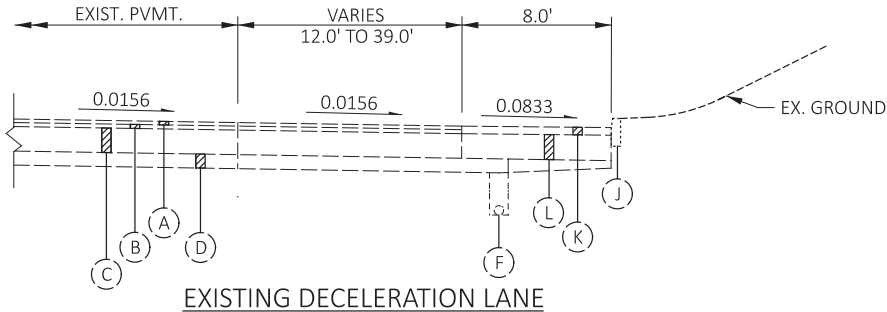


EXISTING LEGEND

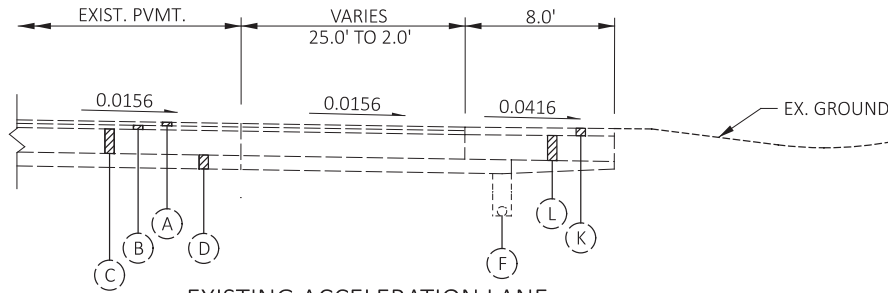
- (A) 1.25" ASPHALT CONCRETE SURFACE COURSE
- (B) 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE
- (C) 9" REINFORCED CONCRETE
- (D) 6" AGGREGATE BASE
- (E) CONCRETE BARRIER
- (F) 6" PIPE UNDERDRAINS
- (G) 4" COMPACTED AGGREGATE
- (H) 10" REINFORCED CONCRETE
- (I) GUARDRAIL, TYPE 5
- (J) CURB, TYPE 7
- (K) 3" BITUMINOUS AGGREGATE BASE
- (L) 7" AGGREGATE BASE



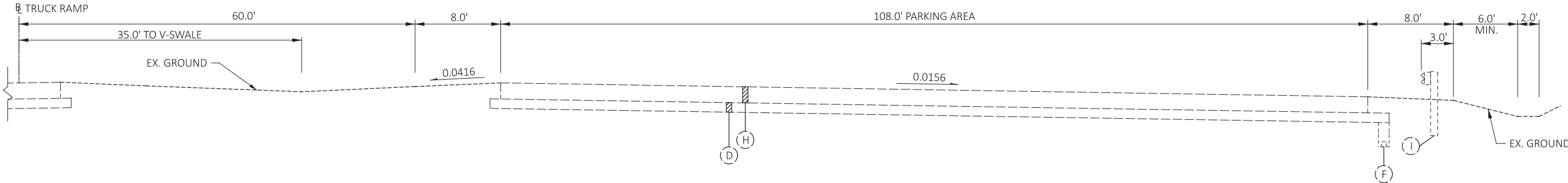
I.R. 70- EXISTING SECTION



EXISTING DECELERATION LANE



EXISTING ACCELERATION LANE



EXISTING PARKING AREA

PROPOSED LEGEND

- 1

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (T=1.25")
ITEM 407 - NON-TRACKING TACK COAT
ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (T=1.75")
- 2

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (T=1.25")
ITEM 407 - NON-TRACKING TACK COAT
ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (T=1.75")
ITEM 407 - NON-TRACKING TACK COAT
ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 (449) (T=6.00")
- 3

ITEM 304 - 6" AGGREGATE BASE
- 4

ITEM 204 - SUBGRADE COMPACTION
- 5

ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
- 6

ITEM 659 - SEEDING AND MULCHING
- 7

ITEM 304 - 10" AGGREGATE BASE
- 8

ITEM 305 - 10" CONCRETE BASE, CLASS QC 1P WITH QC/QA
- 9

ITEM 609 - CURB, TYPE 7
- 10

ITEM 606 - GUARDRAIL, TYPE MGS
- 11

ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS
- 12

ITEM 407 - TACK COAT, 702.13
- 13

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - GRANULAR MATERIAL, TYPE B
ITEM 204 - GEOTEXTILE FABRIC
- 14

ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA

EXISTING LEGEND

- A

1.25" ASPHALT CONCRETE SURFACE COURSE
- B

1.75" ASPHALT CONCRETE INTERMEDIATE COURSE
- C

9" REINFORCED CONCRETE
- D

6" AGGREGATE BASE
- E

CONCRETE BARRIER
- F

6" PIPE UNDERDRAINS
- G

4" COMPACTED AGGREGATE
- H

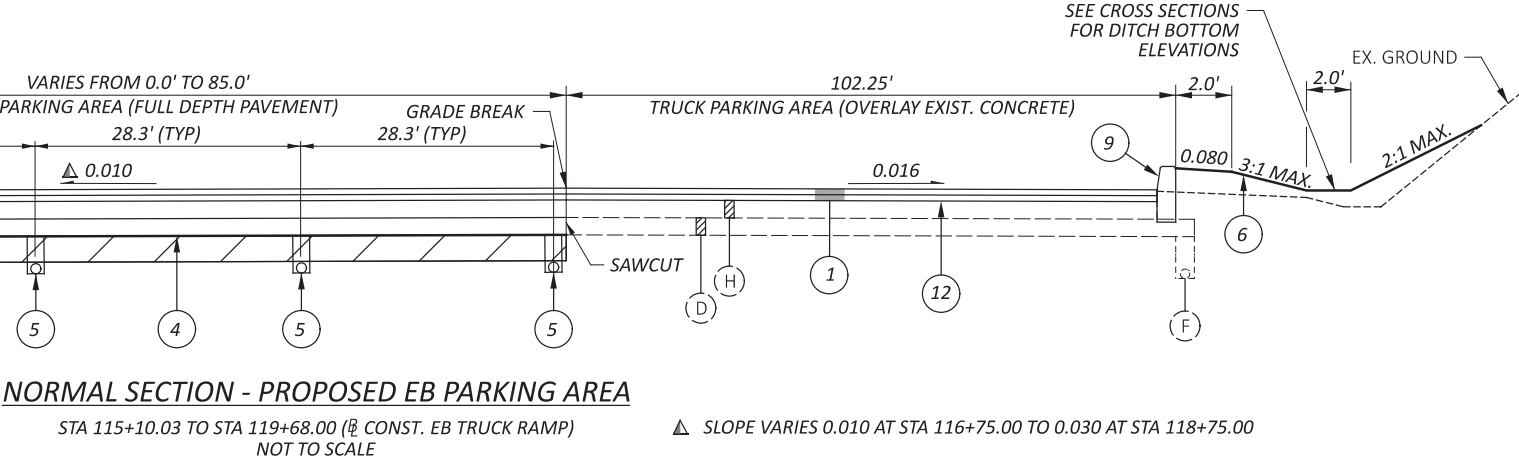
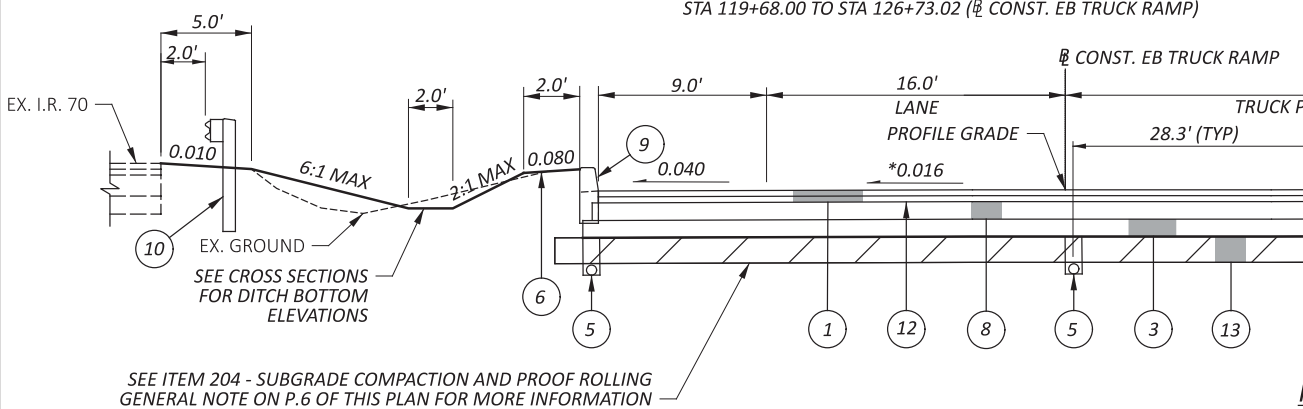
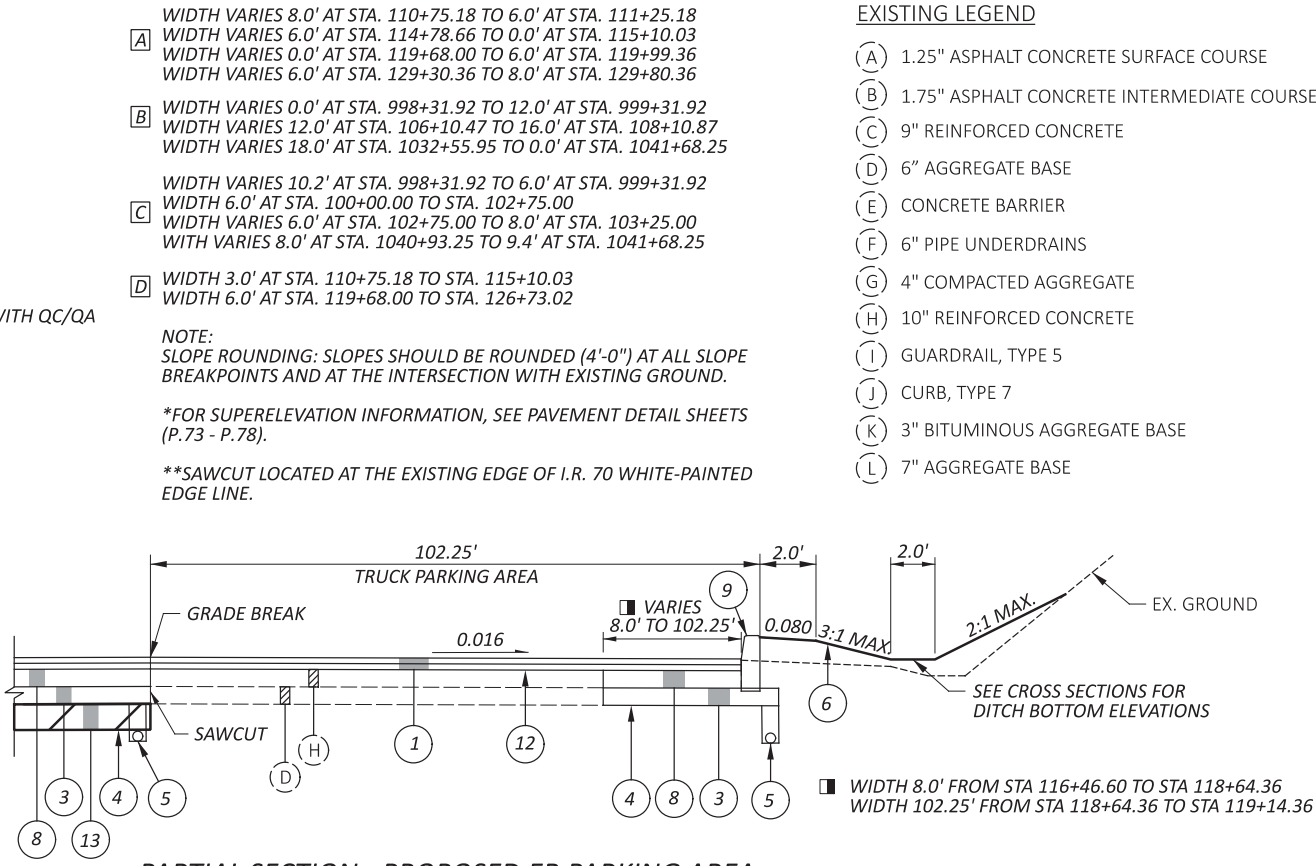
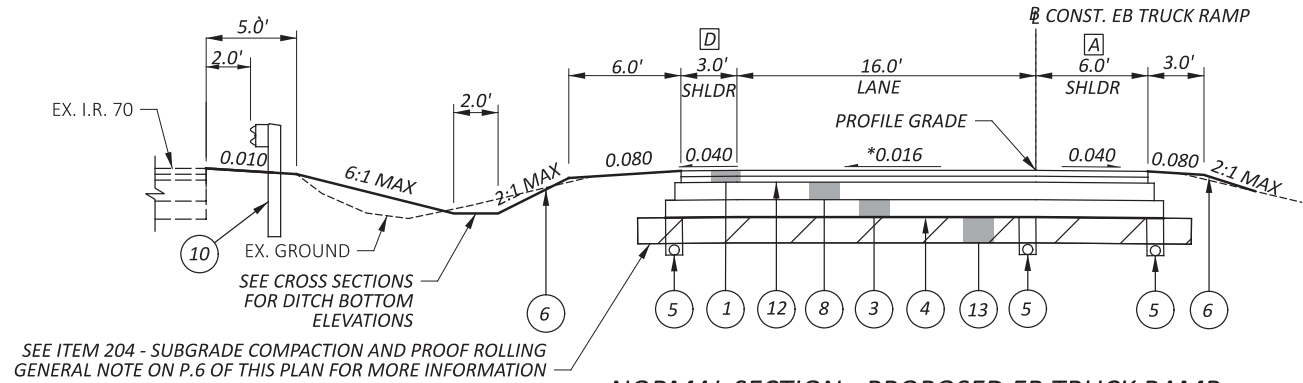
10" REINFORCED CONCRETE
- I

GUARDRAIL, TYPE 5
- J

CURB, TYPE 7
- K

3" BITUMINOUS AGGREGATE BASE
- L

7" AGGREGATE BASE

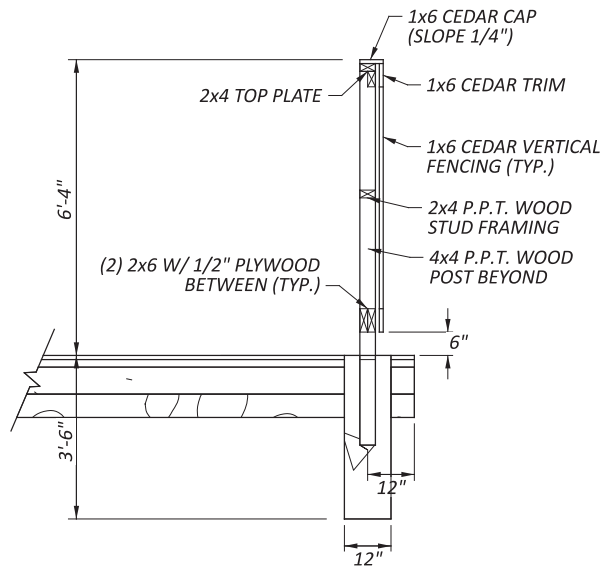


NORMAL SECTION - PROPOSED EB TRUCK RAMP TAPER

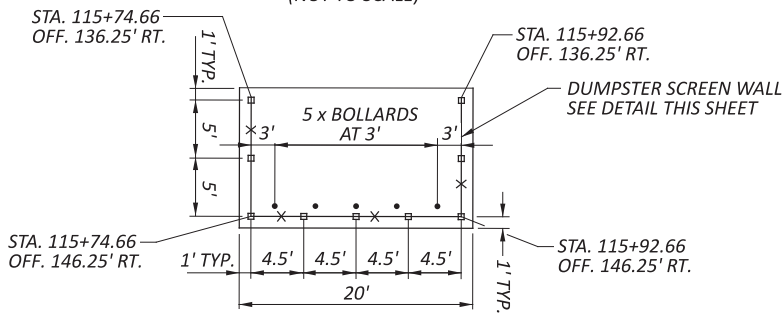
STA 998+31.92 TO STA 999+31.92 (EX. R/W I.R. 70)
STA 100+00.00 TO STA 108+10.87 (CONST. EB TRUCK RAMP)
STA 1032+55.95 TO STA 1041+68.25 (EX. R/W I.R. 70)

NORMAL SECTION - PROPOSED EB TRUCK RAMP GORE

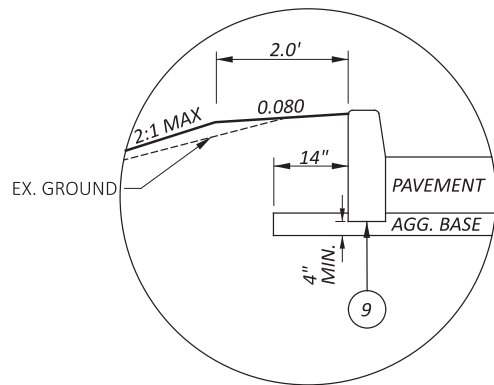
STA 108+10.87 TO STA 110+58.18 (CONST. EB TRUCK RAMP)
STA 126+73.02 TO STA 129+80.36 (CONST. EB TRUCK RAMP)
STA 1029+18.26 TO STA 1032+55.95 (EX. R/W I.R. 70)



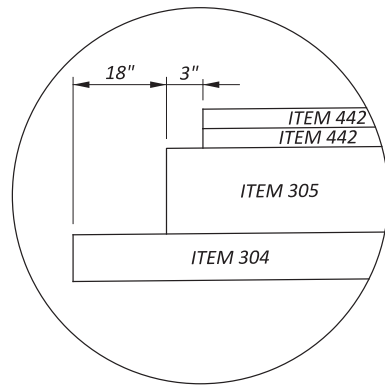
DUMPSTER SCREEN WALL DETAIL
(NOT TO SCALE)



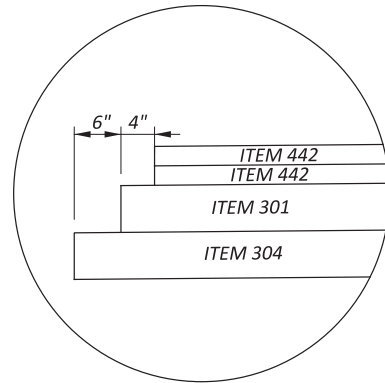
DUMPSTER ENCLOSURE DETAIL
STA. 115+83.66, RT. (E CONST. EB TRUCK RAMP)
(NOT TO SCALE)



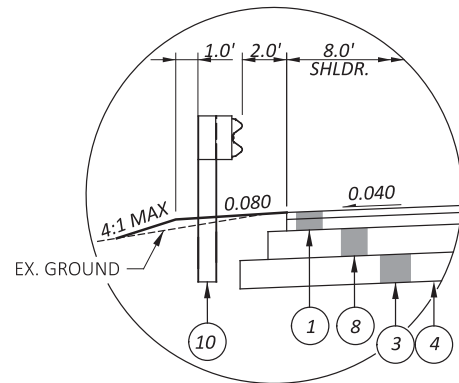
TYPICAL EDGE COURSE DETAIL WITH CURB
STA 100+00.00 TO STA 119+75.00 RT (E CONST. EB TRUCK RAMP)
STA 115+12.32 TO STA 119+65.70 LT (E CONST. EB TRUCK RAMP)



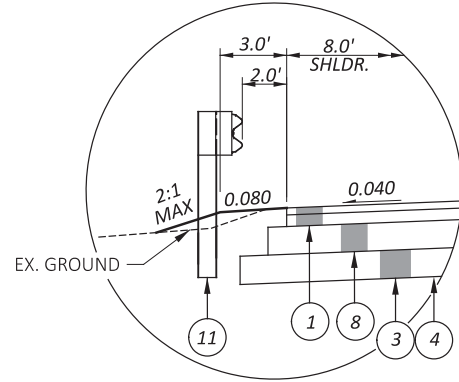
**TYPICAL COMPOSITE PAVEMENT
EDGE COURSE DETAIL**



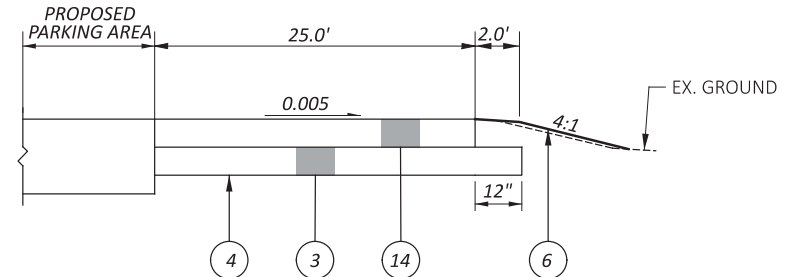
TYPICAL ASPHALT EDGE COURSE DETAIL



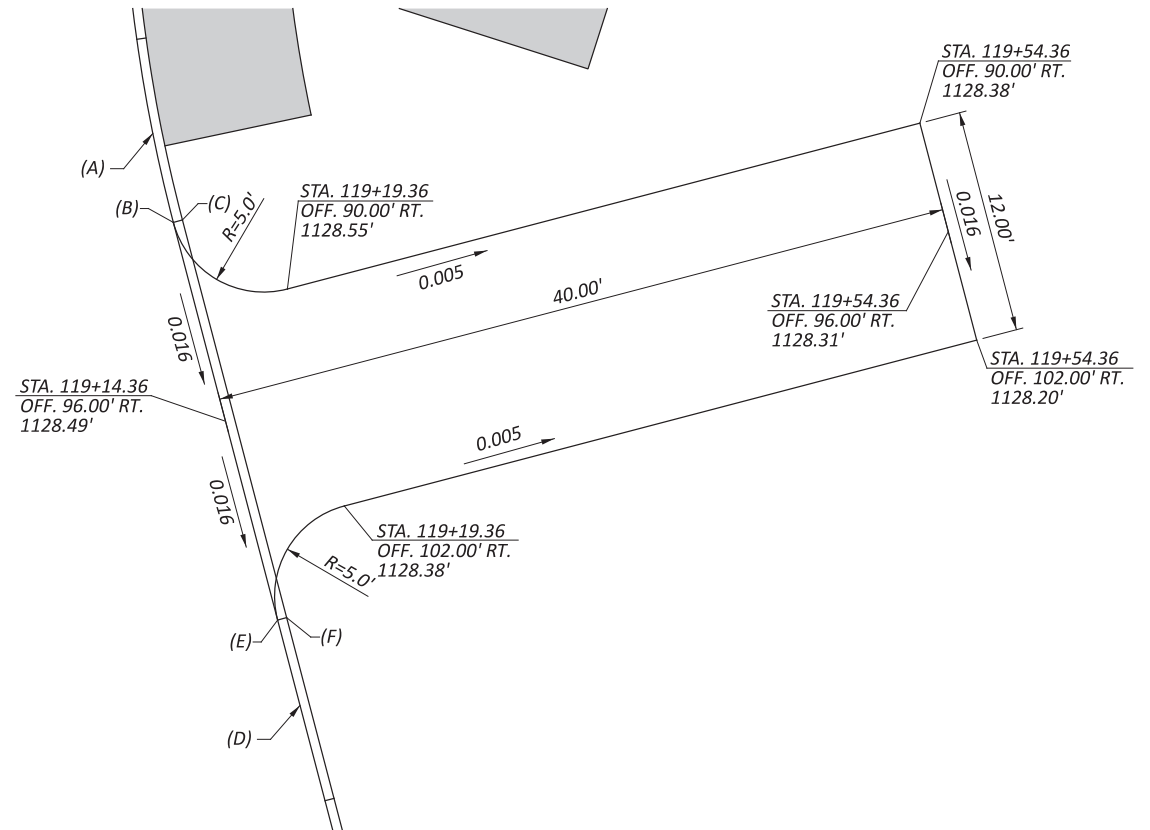
TYPICAL GUARDRAIL DETAIL
STA 1013+54.16 TO STA 1024+89.63 RT (E EX. R/W I.R. 70)
STA 123+70.09 TO STA 124+94.78 LT (E CONST. EB TRUCK RAMP)



TYPICAL GUARDRAIL DETAIL
STA 122+18.21 TO STA 125+92.47 RT (E CONST. EB TRUCK RAMP)



MAINTENANCE ACCESS DRIVE DETAIL
STA 119+14.36, 96.0' RT (E CONST. EB TRUCK RAMP)



MAINTENANCE ACCESS DRIVE DETAIL (PLAN VIEW)

STA 119+14.36, 96.0' RT (E CONST. EB TRUCK RAMP)
(A): TRANS. CURB HEIGHT FROM 10" TO 2"
(B): STA. 119+14.36, 85.00' RT., 1128.65
(C): STA. 119+14.86, 85.00' RT., 1128.82
(D): TRANS CURB HEIGHT FROM 2" TO 10"
(E): STA. 119+14.36, 107.00' RT., 1128.33
(F): STA. 119+14.85, 107.00' RT., 1128.50

ROUNDING

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

UTILITIES

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

SOUTH CENTRAL POWER
ATTN: GREG DETLING
37801 BARNESVILLE-BETHESDA RD
BARNESVILLE, OHIO 43713
740-918-9052
DETLING@SOUTHCENTRALPOWER.COM

EXISTING PLANS

EXISTING PLANS ENTITLED BEL-70-18.73 (1973) MAY BE INSPECTED IN THE ODOT DISTRICT 11 OFFICE IN TUSCARAWAS COUNTY.

IN ADDITION, THE EXISTING PLANS CAN BE FOUND ON THE DEPARTMENT'S WEBSITE AT THE FOLLOWING ADDRESS:
<https://ftp.dot.state.oh.us/pub/Contracts/Attach>

WORK LIMITS

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

CLEARING AND GRUBBING

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

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	1,473 CY
659, SEEDING AND MULCHING	13,273 SY
659, COMMERCIAL FERTILIZER	1.85 TON
659, LIME	2.74 ACRES
659, WATER	73 MGAL

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.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.2 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: Static GPS (OPUS)
MONUMENT TYPE: ODOT Type B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID18

HORIZONTAL POSITIONING (State Plane or OCCS)

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: TRANSVERSE MERCATOR
COORDINATE SYSTEM: ODOT LDP - Belmont
COMBINED SCALE FACTOR: 1.00004100

ORIGIN OF COORDINATE: 38°30'00.00000" N, 81°00'00.00000" W

FALSE NORTHING (m): 0
FALSE EASTING (m): 50000

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.

CONTRACTION AND/OR EXPANSION JOINTS

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

ITEM 204 - PROOF ROLLING

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

ITEM 204 - PROOF ROLLING 8 HOUR

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

- SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
- 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.
- COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
- 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.
- 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.
- PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
- 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.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER 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.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE E TANGENTIAL END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, AND PERMITTING SITE CONDITIONS EXIST: THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED AT A CONSISTENT FLARE RATE THROUGH THE FULL LENGTH OF THE SYSTEM. THE FLARE RATE SHALL BE A MAXIMUM OF 25:1 (RESULTING IN A 2' OFFSET). THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE SHOP DRAWINGS, PRODUCT INSTALLATION MANUAL/GUIDANCE, AND AS DIRECTED BY THE ENGINEER.

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

UNSTABLE OR UNSUITABLE SOILS FOR PAVEMENT STABILIZATION

THE FOLLOWING ITEMS AND QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER TO ADDRESS UNSTABLE OR UNSUITABLE SOILS ENCOUNTERED IN THE AREAS OF PAVEMENT CONSTRUCTION:

ITEM 204 - EXCAVATION OF SUBGRADE	508 CY
ITEM 204 - GRANULAR MATERIAL, TYPE B	508 CY
ITEM 204 - GEOTEXTILE FABRIC	1,524 SY

ROCK, SHALE OR COAL SUBGRADE EXCAVATION

THE FOLLOWING ITEMS AND QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER TO ADDRESS ROCK, SHALE, OR COAL ENCOUNTERED WITHIN 6 INCHES OF THE PLANNED SUBGRADE IN AREAS OF PAVEMENT CONSTRUCTION:

ITEM 204 - EXCAVATION OF SUBGRADE, ROCK OR SHALE	100 CY
ITEM 204 - GRANULAR MATERIAL, TYPE B	100 CY

DESIGN AGENCY



DESIGNER

JLM

REVIEWER

TSB 5/4/26

PROJECT ID

122878

SHEET

P.6

TOTAL

113

REVIEW OF DRAINAGE FACILITIES

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

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

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

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

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

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ITEM 202 - MANHOLE REMOVED, AS PER PLAN
ITEM 202 - CATCH BASIN REMOVED, AS PER PLAN
ITEM 202 - INLET REMOVED, AS PER PLAN

CAREFULLY REMOVE AND STORE ALL CASTINGS WITHIN THE RIGHT OF WAY FOR SALVAGE BY DEPARTMENT FORCES.

PAYMENT FOR ALL OF THE ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

ITEM 202 - REMOVAL MISC.: PORTABLE CONCRETE BARRIER

CAREFULLY REMOVE AND STORE THE PORTABLE CONCRETE BARRIER WITHIN THE RIGHT OF WAY FOR SALVAGE BY DEPARTMENT FORCES.

PAYMENT FOR ALL OF THE ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

CONDUIT VERIFICATION PRIOR TO FINAL ACCEPTANCE

IMMEDIATELY PRIOR TO FINAL INSPECTION PER C&MS 109.12.A, THE CONTRACTOR SHALL PERFORM A SECOND PERFORMANCE INSPECTION OF ALL CONDUITS AND DRAINAGE STRUCTURES PER THE REQUIREMENTS OF C&MS 611.12. AS PART OF THIS INSPECTION, THE CONTRACTOR SHALL IDENTIFY AND CLEAN ANY CONDUIT OR DRAINAGE STRUCTURES FOUND TO HAVE DIRT, DEBRIS OR ANY OTHER FOREIGN MATTER PRESENT. PROVIDE A REPORT DETAILING THE FINDINGS ALONG WITH THE VIDEO OF THE INSPECTION THAT DOCUMENTS THE CLEAN CONDITION. PAYMENT FOR THIS WORK IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 ITEMS.

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

MANUFACTURED WATER QUALITY STRUCTURE

THIS PLAN UTILIZES MANUFACTURED WATER QUALITY STRUCTURES FOR WATER QUALITY TREATMENT. AREAS ARE SHOWN IN THE PLANS FOR PLACEMENT OF AN OFF-LINE SYSTEM. PAYMENT FOR THESE DEVICES IS MADE AT THE CONTRACT UNIT PRICE FOR ITEM 895, MANUFACTURED WATER QUALITY STRUCTURE, TYPE 2.

EXISTING SUBSURFACE DRAINAGE

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

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

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

ITEM 611, 6" CONDUIT, TYPE F 10 FT

ENVIRONMENTAL REQUIREMENTS

THIS PROJECT HAS BEEN DEVELOPED UNDER THE FEDERAL NATIONAL ENVIRONMENTAL POLICY ACT. THE ENVIRONMENTAL COMMITMENTS SPECIAL PROVISIONS IN THIS PLAN PACKAGE INCLUDE ENVIRONMENTAL COMMITMENT REQUIREMENTS THAT ARE TO BE STRICTLY ADHERED TO DURING PROGRESS OF THE WORK.

PIT LATRINE FACILITIES

- PIT LATRINES, ASSOCIATED SIDEWALK AND CURB RAMPS WILL BE INSTALLED VIA SEPARATE CONTRACT.
- IT MAY BE NECESSARY FOR PIT LATRINE WORK TO TAKE PLACE SIMULTANEOUS TO PARKING LOT CONSTRUCTION. CONTRACTORS MUST COORDINATE SCHEDULES, SITE ACCESS, AND AREAS FOR STAGING AS NEEDED.
- PIT LATRINE FOOTPRINT SIZE, LOCATION AND ORIENTATION (SHOWN IN THESE PLANS AS BY OTHERS) SHOULD BE CONSIDERED APPROXIMATE. ACTUAL INSTALLATION MAY DIFFER. HOWEVER THE WORK WILL BE ENTIRELY BEHIND THE PARKING LOT CURB AND WILL NOT IMPACT THE PARKING LOT.
- PIT LATRINE PLANS WILL BE PROVIDED FOR REFERENCE WHEN AVAILABLE.

ITEM SPECIAL - BOLLARD

THIS ITEM INCLUDES THE CONSTRUCTION OF A PERMANENT STEEL BOLLARD IN ACCORDANCE WITH SCD RM-5.1.

PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR EACH ITEM SPECIAL - BOLLARD.

DESIGN AGENCY



ms consultants, Inc.

DESIGNER

JLM

REVIEWER

TSB 5/4/26

PROJECT ID

122878

SHEET

P.7

TOTAL

113

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE RECONSTRUCTION OF THE IR 70 EASTBOUND CLOSED WEIGH STATION INCLUDING THE CONSTRUCTION OF ENTRANCE/EXIT RAMP AND TRUCK PARKING AREAS WITH FULL DEPTH PAVEMENT. IMPROVEMENTS ALSO INCLUDE STORM SEWER, PAVEMENT MARKING AND SIGNING, LIGHTING AND OTHER MISCELLANEOUS ITEMS. ADDITION OF LATRINE FACILITIES WILL BE PERFORMED BY OTHERS UNDER A SEPARATE CONTRACT.

USGS Map: Saint Clairsville Quadrangle
Saint Clairsville, OH

Latitude: 40°04'09.9" N

Longitude: 80°52'55.9" W

*Latitude and Longitude to Eastbound

BMP SUMMARY

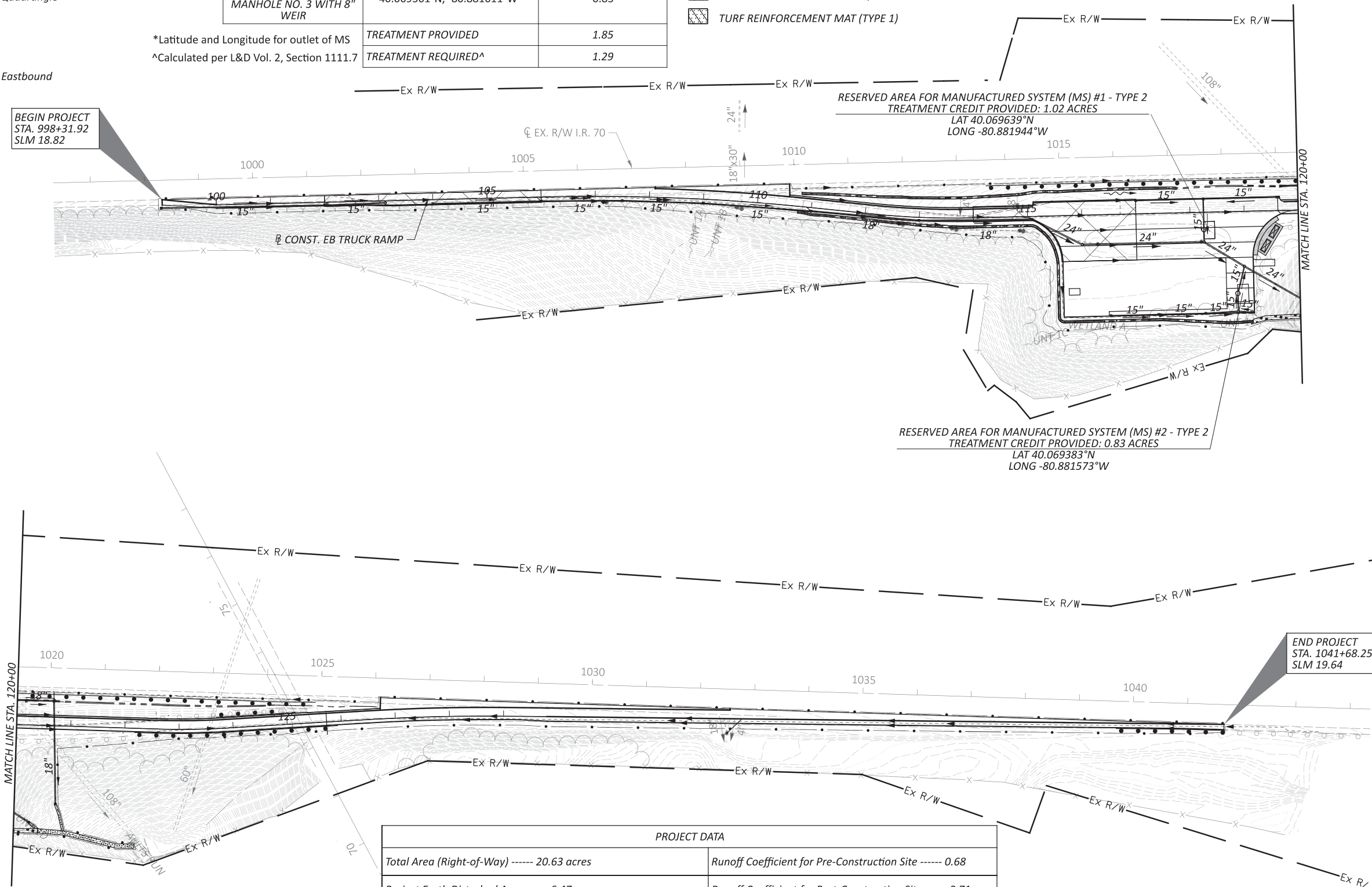
BMP	LAT/LONG	EDA TREATMENT CREDIT (AC)
MS 1 - TYPE 2 90" BASE DIAMETER MANHOLE NO. 3 WITH 8" WEIR	40.069639°N, -80.881944°W*	1.02
MS 2 - TYPE 2 90" BASE DIAMETER MANHOLE NO. 3 WITH 8" WEIR	40.069361°N, -80.881611°W*	0.83
TREATMENT PROVIDED		1.85
TREATMENT REQUIRED^		1.29

*Latitude and Longitude for outlet of MS

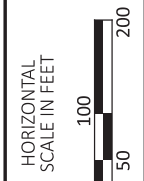
^Calculated per L&D Vol. 2, Section 1111.7

LEGEND

- CONSTRUCTION LIMITS
- RESERVED AREA FOR MANUFACTURED SYSTEM (MS)
- ARTICULATING CONCRETE BLOCK REVETMENT SYSTEM (TYPE 1)
- DITCH EROSION PROTECTION (TYPE B)
- TIED CONCRETE BLOCK MAT W/ TYPE 2 UNDERLAYMENT
- TURF REINFORCEMENT MAT (TYPE 1)



PROJECT DATA	
Total Area (Right-of-Way) ----- 20.63 acres	Runoff Coefficient for Pre-Construction Site ----- 0.68
Project Earth Disturbed Area ----- 6.47 acres	Runoff Coefficient for Post-Construction Site ----- 0.71
Estimated Contractor Earth Disturbed Area ----- 1.86 acres	Post-Construction BMP: Manufactured Systems were provided to meet NPDES post-construction requirements.
Notice of Intent Earth Disturbed Area ----- 8.33 acres	
Impervious (Paved) Area for Pre-Construction Site ----- 3.42 acres	Immediate Receiving Waters ----- Aults Run
Impervious (Paved) Area for Post-Construction Site ----- 4.17 acres	Subsequent Receiving Waters ----- Little McMahon Creek



PROJECT SITE PLAN
EASTBOUND TRUCK PARKING

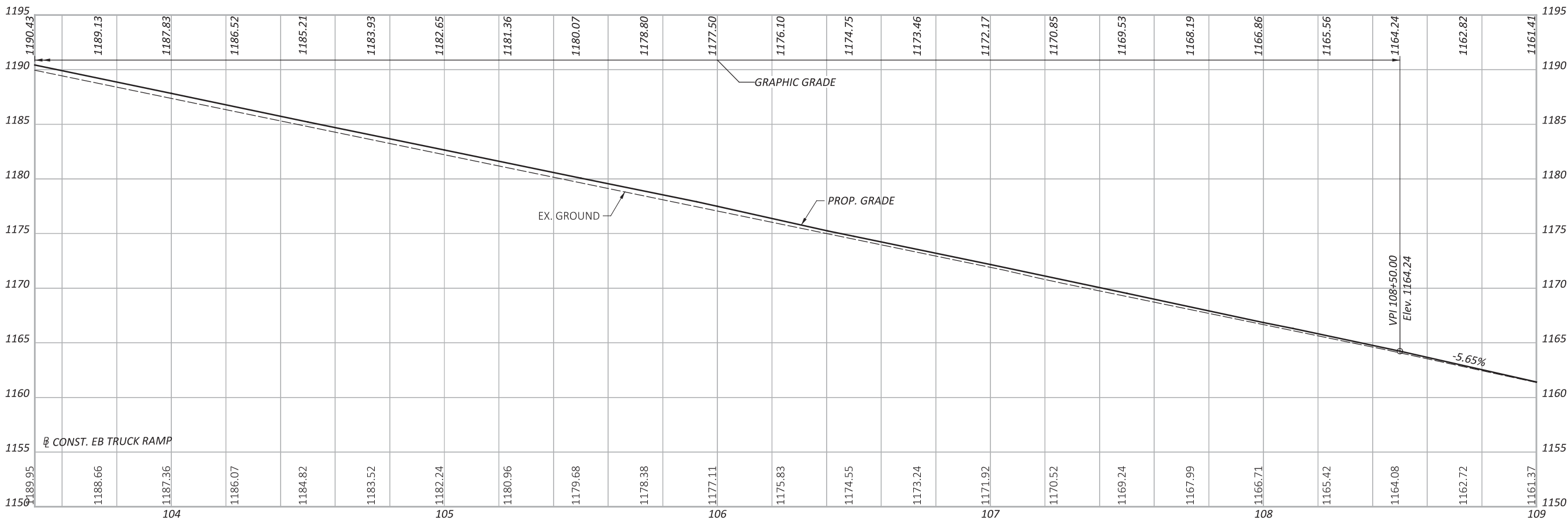
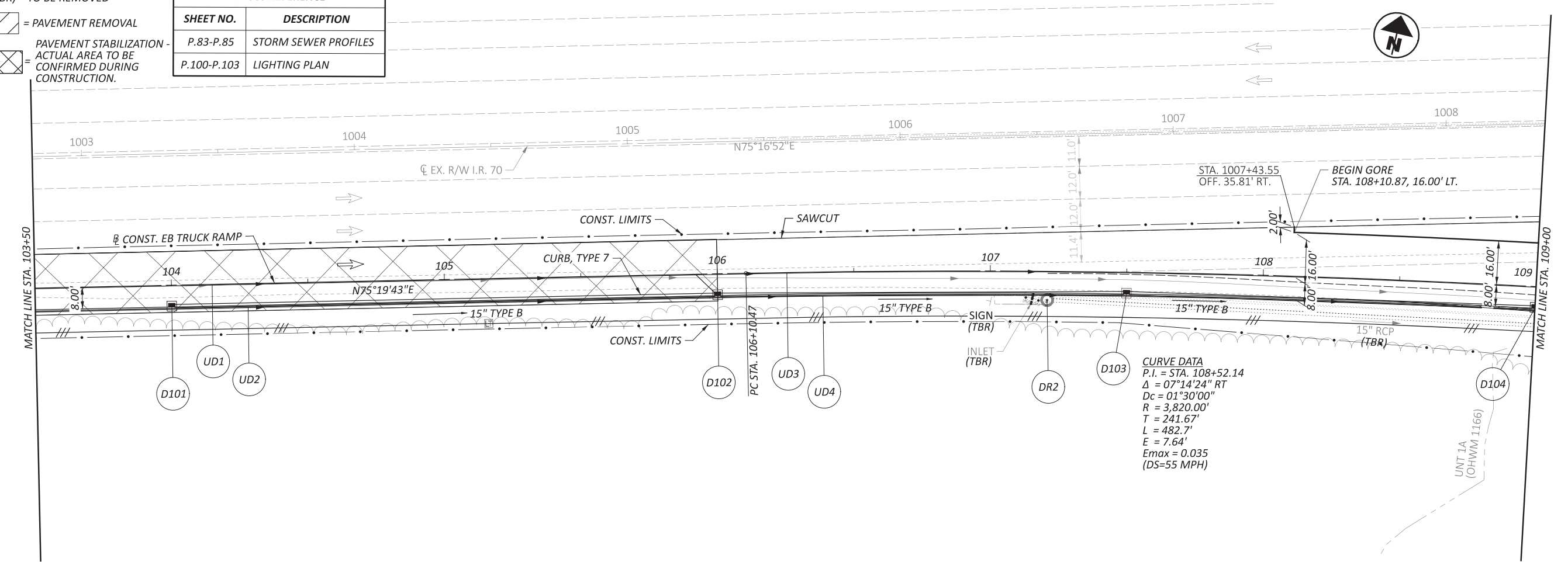
DESIGN AGENCY	ms consultants, Inc.
DESIGNER	AGG
REVIEWER	MRB
PROJECT ID	122878
SHEET	P.18
TOTAL	113

LEGEND:
(TBR) = TO BE REMOVED

= PAVEMENT REMOVAL

= PAVEMENT STABILIZATION - ACTUAL AREA TO BE CONFIRMED DURING CONSTRUCTION.

CROSS REFERENCE	
SHEET NO.	DESCRIPTION
P.83-P.85	STORM SEWER PROFILES
P.100-P.103	LIGHTING PLAN



HORIZONTAL SCALE IN FEET

0 10 20 40

PLAN AND PROFILE - EASTBOUND TRUCK PARKING

STA. 103+50.00 TO STA. 109+00.00

DESIGN AGENCY

ms consultants, Inc.

DESIGNER

CJR

REVIEWER

TSB 5/4/26

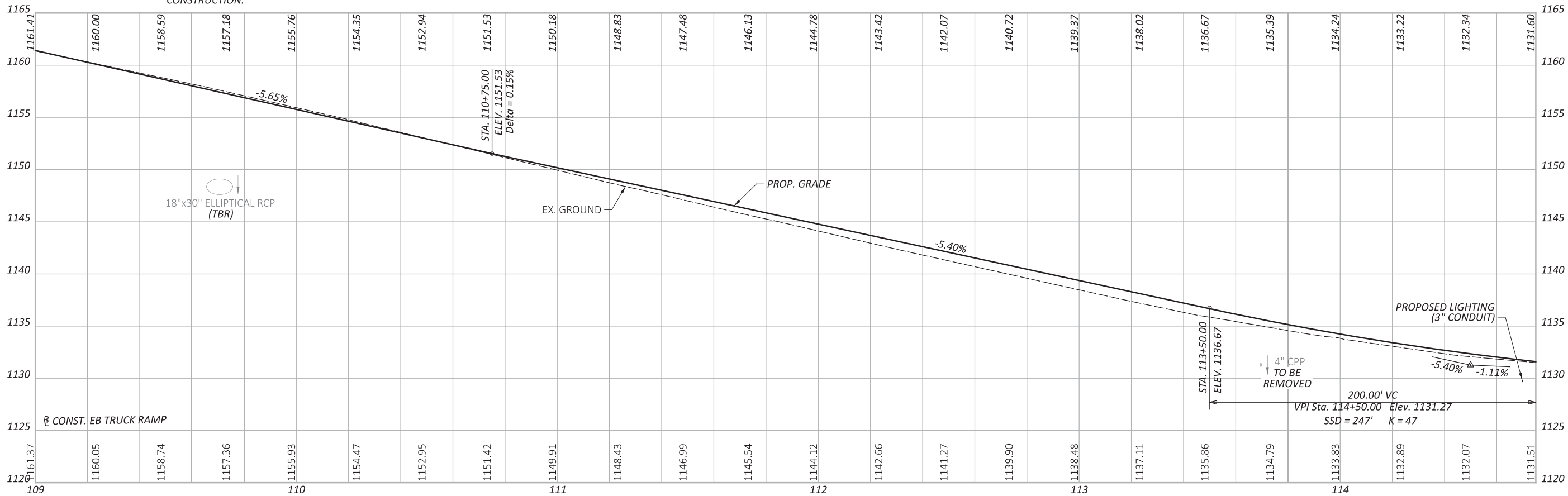
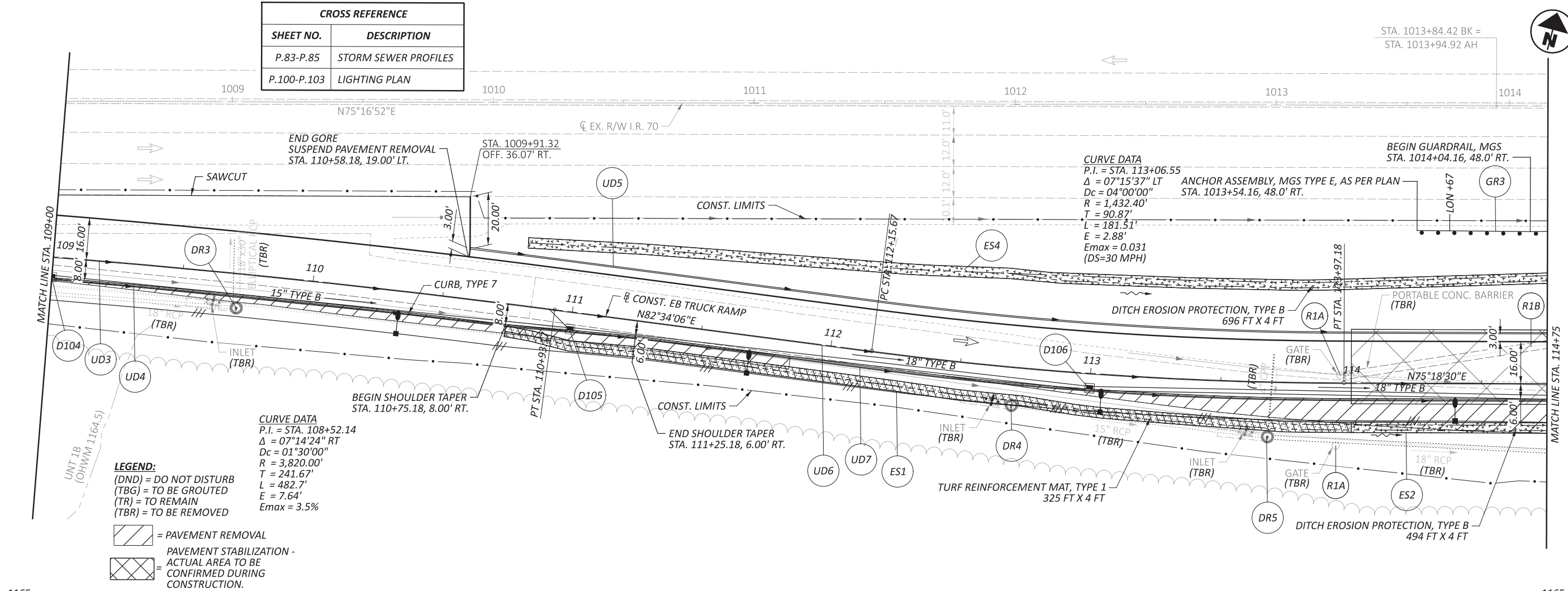
PROJECT ID

122878

SHEET TOTAL

P.20 113

CROSS REFERENCE	
SHEET NO.	DESCRIPTION
P.83-P.85	STORM SEWER PROFILES
P.100-P.103	LIGHTING PLAN



PLAN AND PROFILE - EASTBOUND TRUCK PARKING
STA. 109+00.00 TO STA. 114+75.00

DESIGN AGENCY	
DESIGNER	
CJR	
REVIEWER	
TSB 5/4/26	
PROJECT ID	
122878	
SHEET	TOTAL
P.21	113

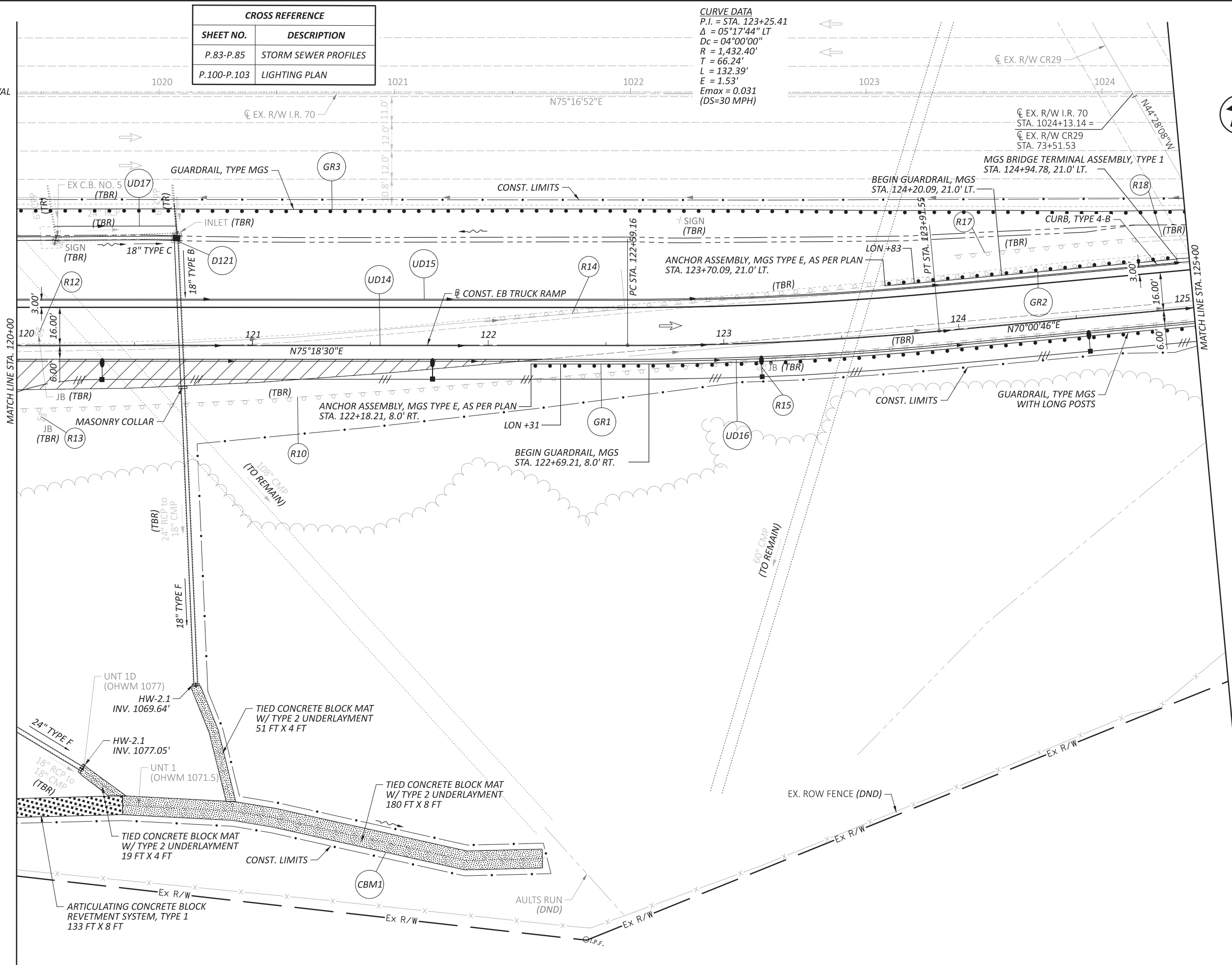


LEGEND:
(DND) = DO NOT DISTURB
(TBR) = TO BE REMOVED
(TR) = TO REMAIN

 = PAVEMENT REMOVAL

CROSS REFERENCE	
SHEET NO.	DESCRIPTION
P.83-P.85	STORM SEWER PROFILES
P.100-P.103	LIGHTING PLAN

CURVE DATA
P.I. = STA. 123+25.41
 $\Delta = 05^{\circ}17'44''$ LT
 $D_c = 04^{\circ}00'00''$
 $R = 1,432.40'$
 $T = 66.24'$
 $L = 132.39'$
 $E = 1.53'$
 $E_{max} = 0.031$
(DS=30 MPH)



PLAN AND PROFILE - EASTBOUND TRUCK PARKING
STA. 120+00.00 TO STA. 125+00.00

DESIGN AGENCY



DESIGNER

CJR

REVIEWER

TSB 5/4/26

PROJECT ID

122878

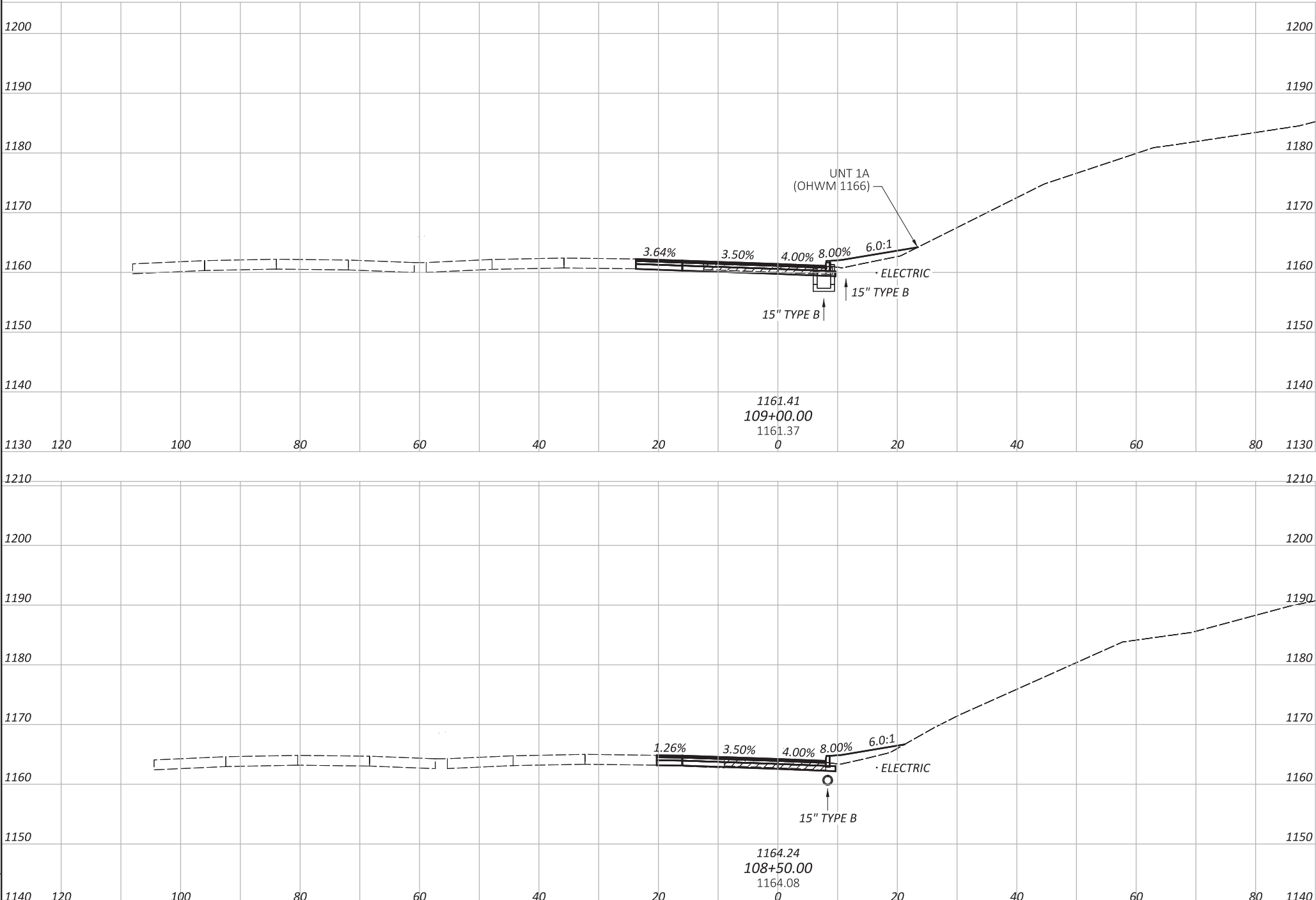
SHEET TOTAL

P.23 113

BEL-IR 70 EB WEIGH STATION TP

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SEEDING	END	
	WIDTH	SQ. YDS.
14.9		
77		
12.7		
65		
SHEET TOTAL	142	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
53	15		
		91	27
45	14		
		75	22
SHEET TOTALS	166	49	

CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 108+50.00 TO STA. 109+00.00

DESIGN AGENCY



ms consultants, Inc.

DESIGNER
SNP

REVIEWER
TSB 5/4/26

PROJECT ID
122878

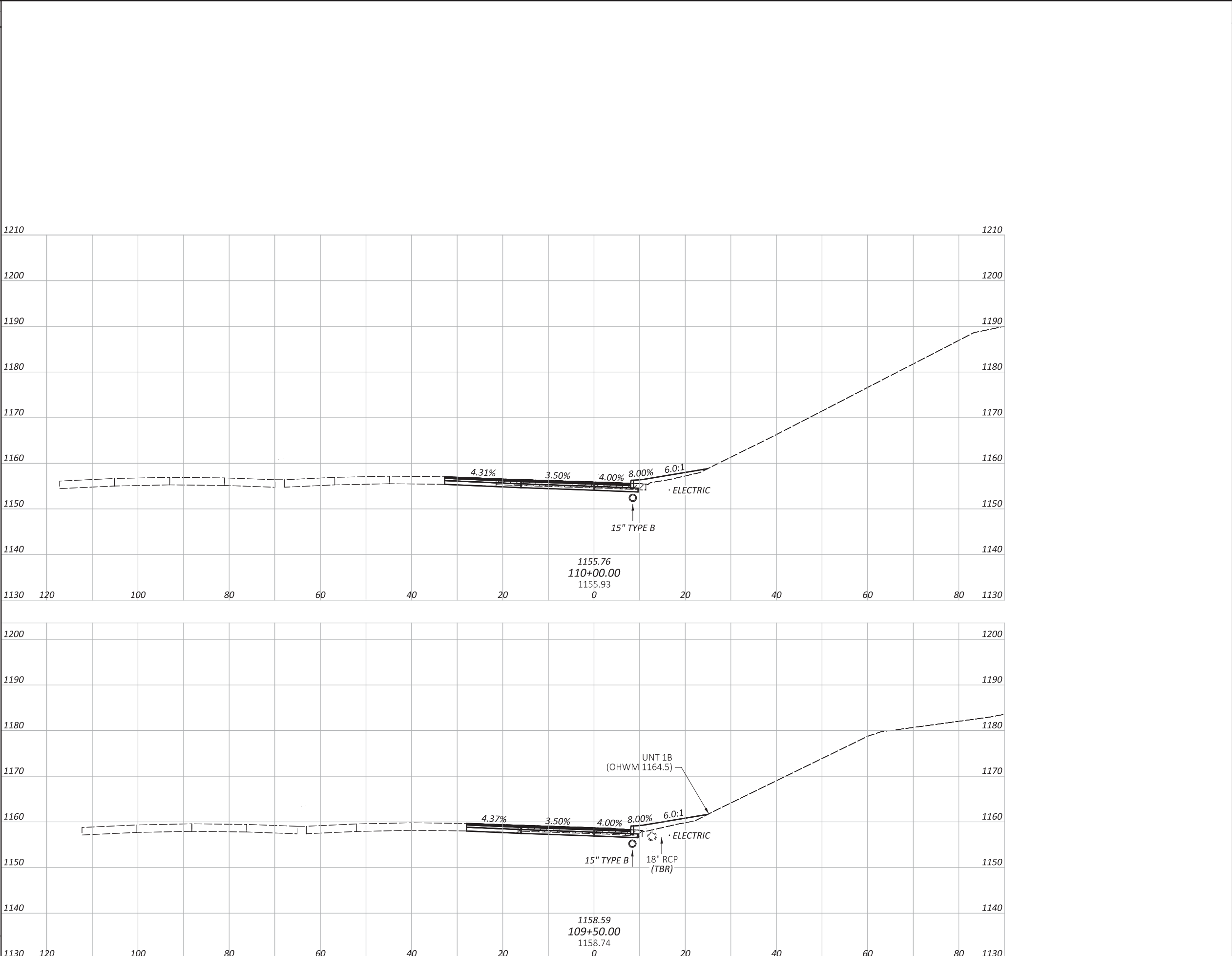
SHEET P.40

TOTAL 113

BEL-IR 70 EB WEIGH STATION TP

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SEEDING	END	
	WIDTH	SQ. YDS.
16.4		
91		
16.5		
87		
SHEET TOTAL	178	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
74	13		
		130	27
66	17		
		110	29
SHEET TOTALS	240	56	

CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 109+50.00 TO STA. 110+00.00

DESIGN AGENCY



ms consultants, Inc.

DESIGNER

SNP

REVIEWER

TSB 5/4/26

PROJECT ID

122878

SHEET

P.41

TOTAL

113

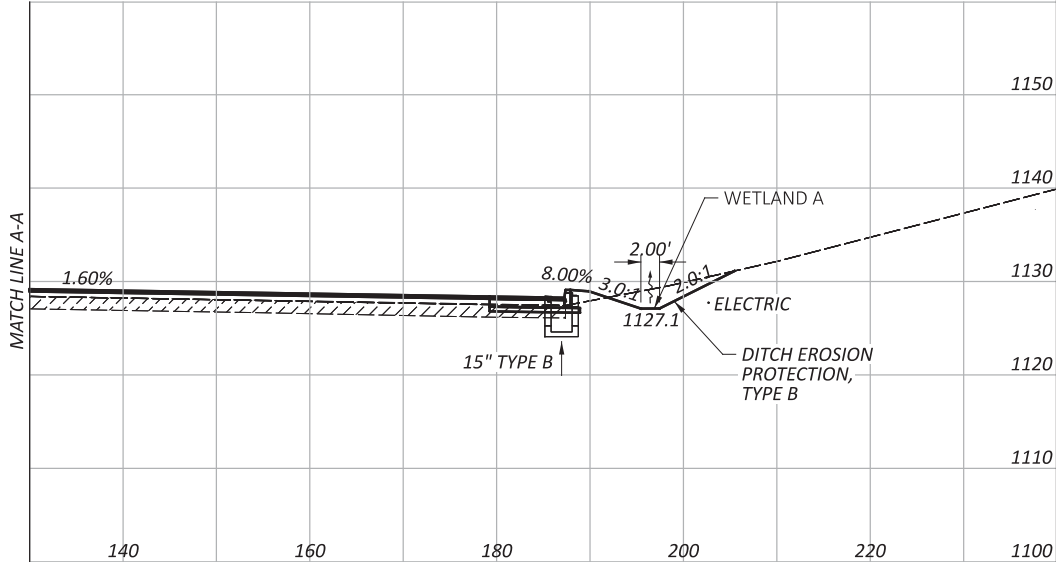
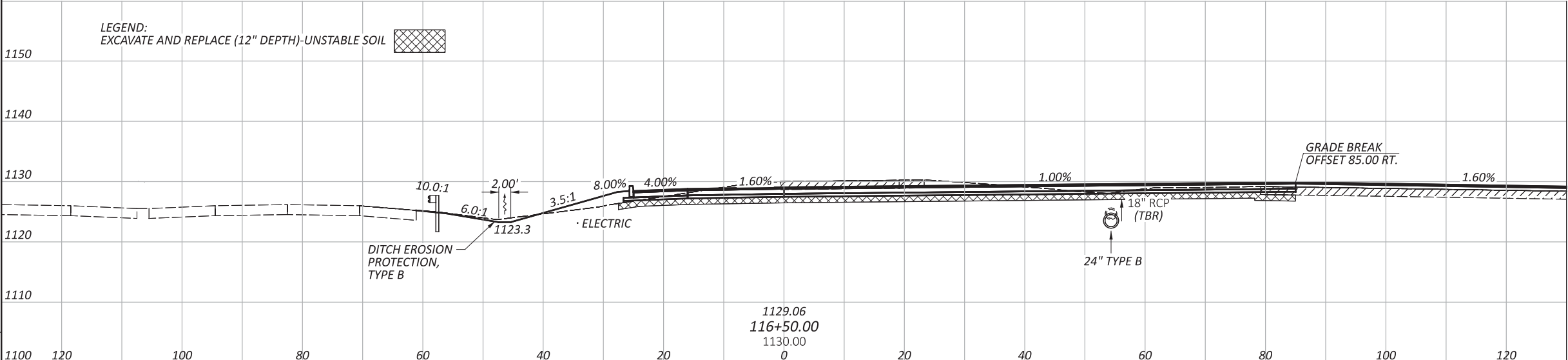
CROSS SECTIONS - EASTBOUND TRUCK PARKING STA. 115+50.00 TO STA. 116+00.00	
DESIGN AGENCY  ms consultants, Inc.	
DESIGNER	SNP
REVIEWER	TSB 5/4/26
PROJECT ID	122878
SHEET	TOTAL
P.47	113

BEL-IR 70 EB WEIGH STATION TP

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SEEDING	
END WIDTH	SQ. YDS.
55.1	
319	
SHEET TOTAL	319



END AREA		VOLUME	
CUT	FILL	CUT	FILL
194	77	330	189
SHEET TOTALS		330	189

DESIGN AGENCY

DESIGNER
SNP

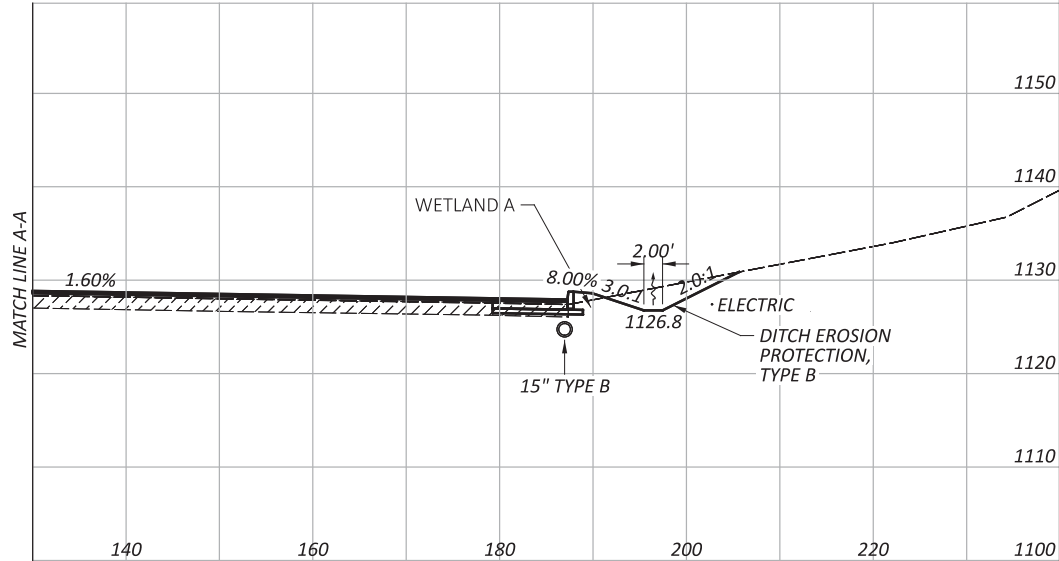
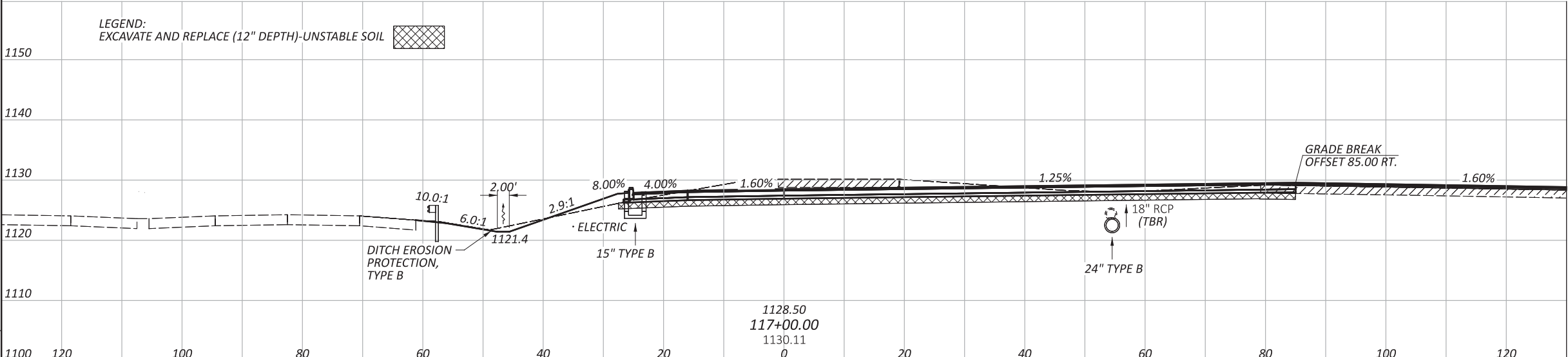
REVIEWER
TSB 5/4/26

PROJECT ID
122878

SHEET TOTAL
P.48 113

CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 116+50.00

SEEDING	
END WIDTH	SQ. YDS.
55.7	308
SHEET TOTAL	

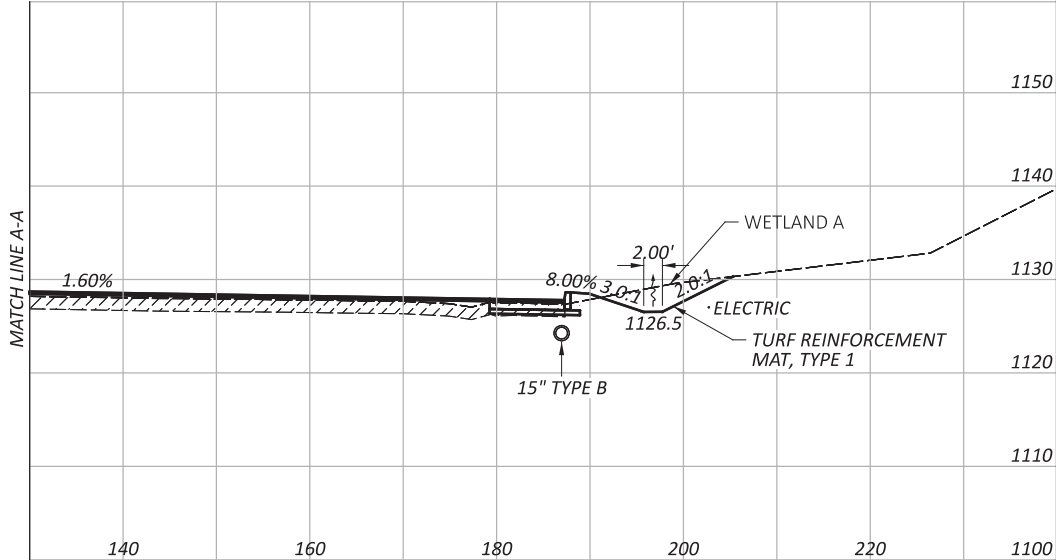
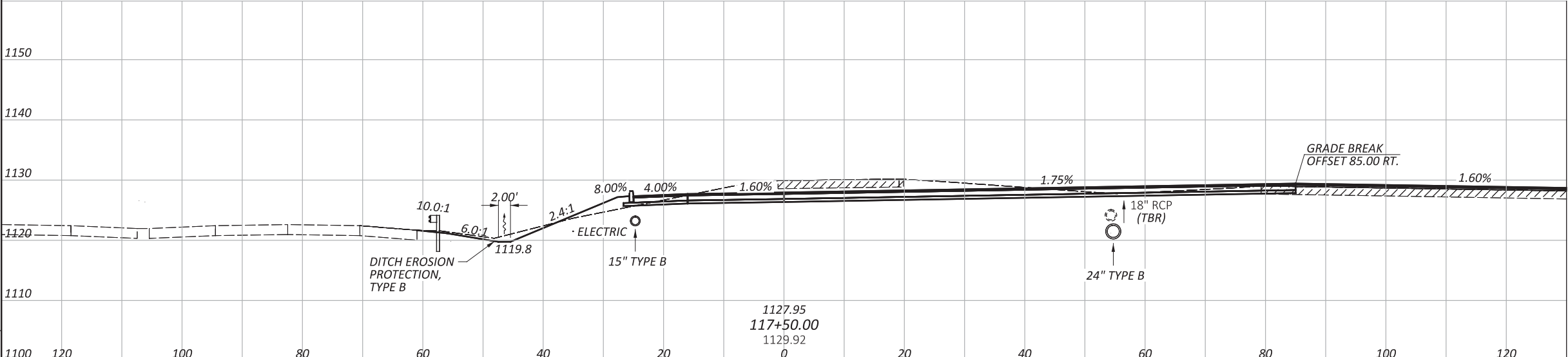


END AREA		VOLUME	
CUT	FILL	CUT	FILL
232	39	394	107
SHEET TOTALS		394	107

BEL-IR 70 EB WEIGH STATION TP

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SEEDING	
END WIDTH	SQ. YDS.
55.5	
309	
SHEET TOTAL	309



END AREA		VOLUME	
CUT	FILL	CUT	FILL
259	41	455	74
SHEET TOTALS		455	74

DESIGN AGENCY


ms consultants, Inc.

DESIGNER
SNP

REVIEWER
TSB 5/4/26

PROJECT ID
122878

SHEET TOTAL
P.50 113

CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 117+50.00

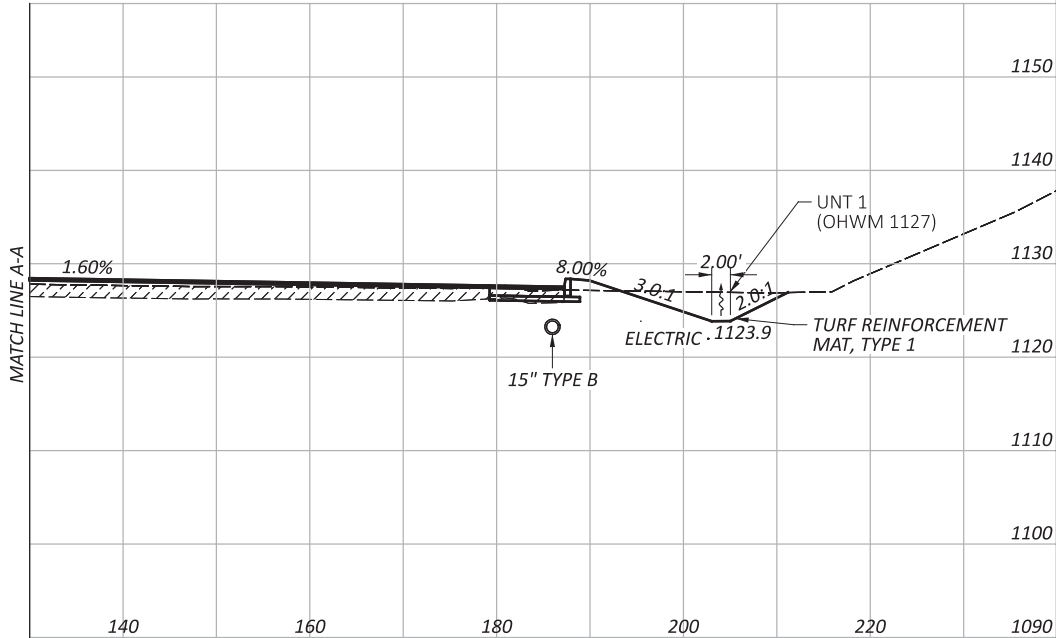
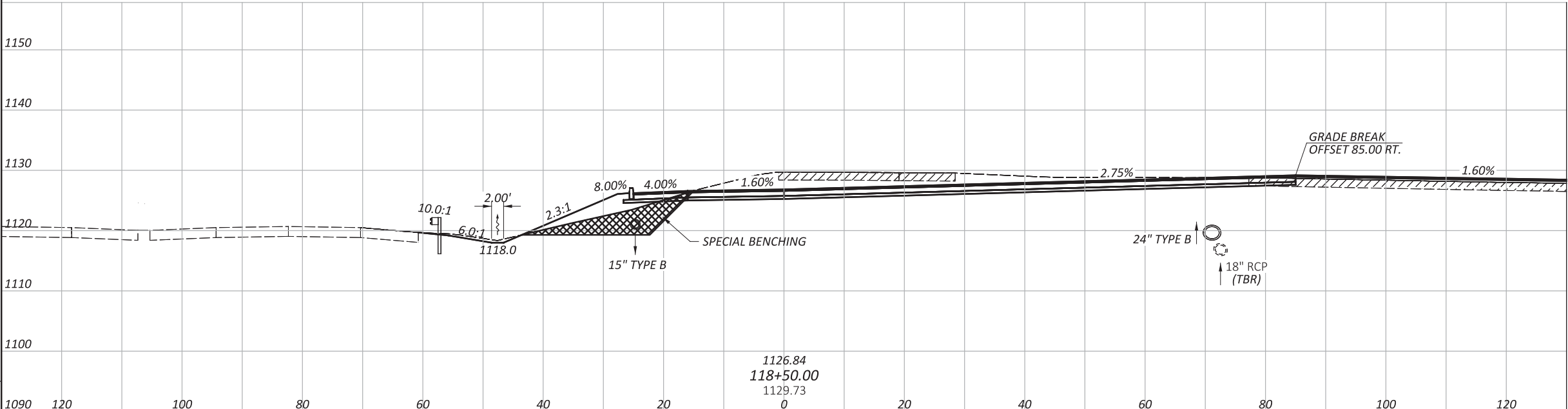
BEL-IR 70 EB WEIGH STATION TP

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BEL-IR 70 EB WEIGH STATION TP

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SEEDING	
END WIDTH	SQ. YDS.
61.5	331
SHEET TOTAL	331



END AREA		VOLUME	
CUT	FILL	CUT	FILL
336	66	545	114
SHEET TOTALS		545	114

CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 118+50.00

DESIGN AGENCY

ms consultants, Inc.

DESIGNER
SNP

REVIEWER
TSB 5/4/26

PROJECT ID
122878

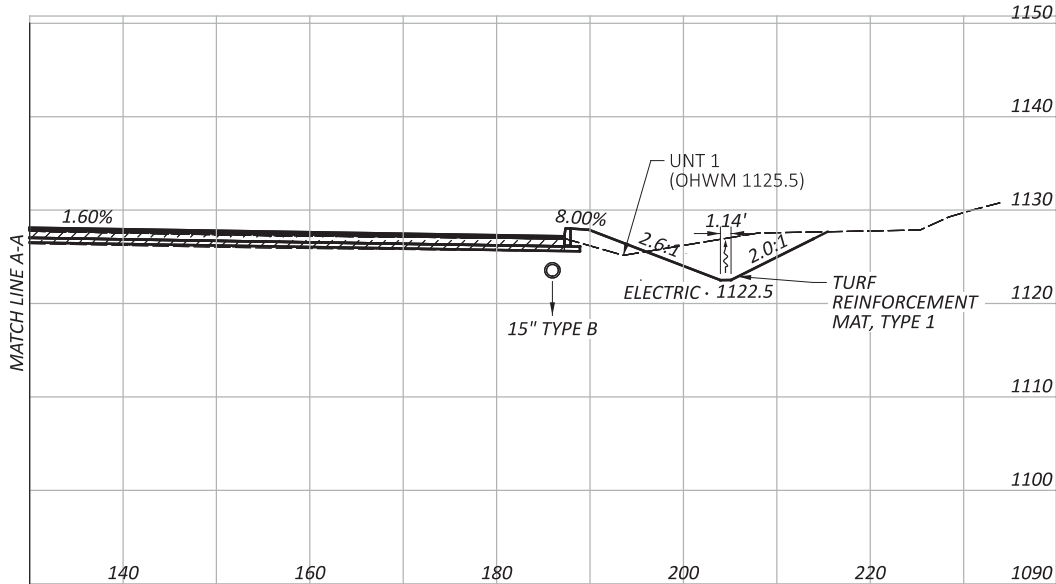
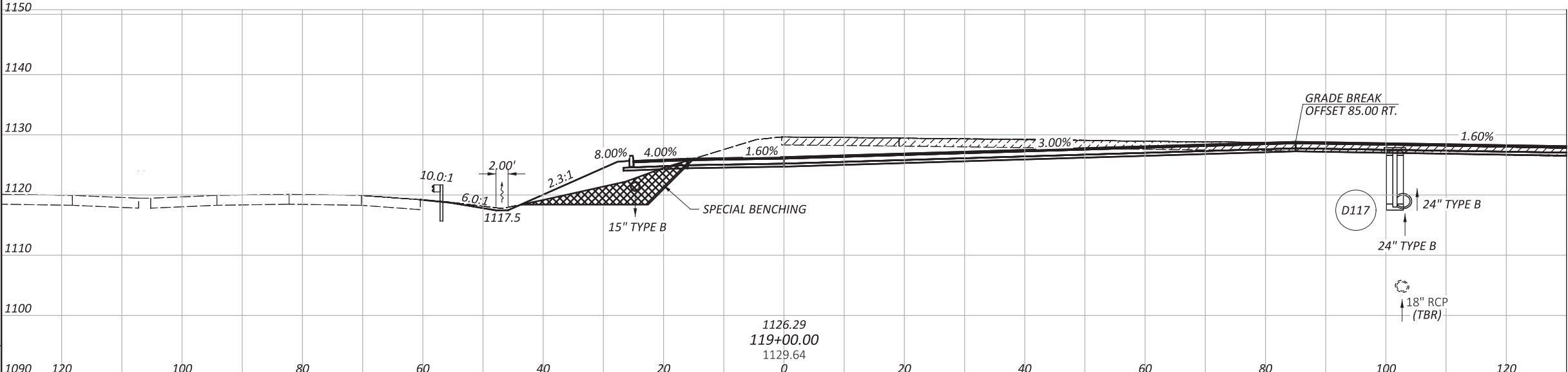
SHEET TOTAL
P.52 113

BEL-IR 70 EB WEIGH STATION TP

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SEEDING	
END WIDTH	SQ. YDS.
66.3	355
SHEET TOTAL	355



END AREA		VOLUME	
CUT	FILL	CUT	FILL
518	60	791	117
SHEET TOTALS	791	117	113

CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 119+00.00

DESIGN AGENCY

ms consultants, Inc.

DESIGNER
SNP

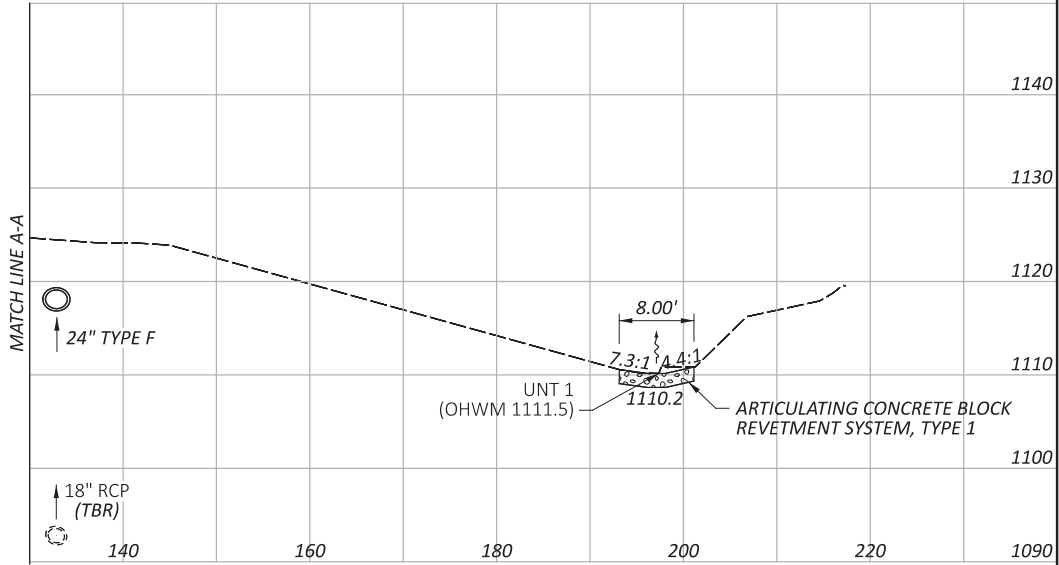
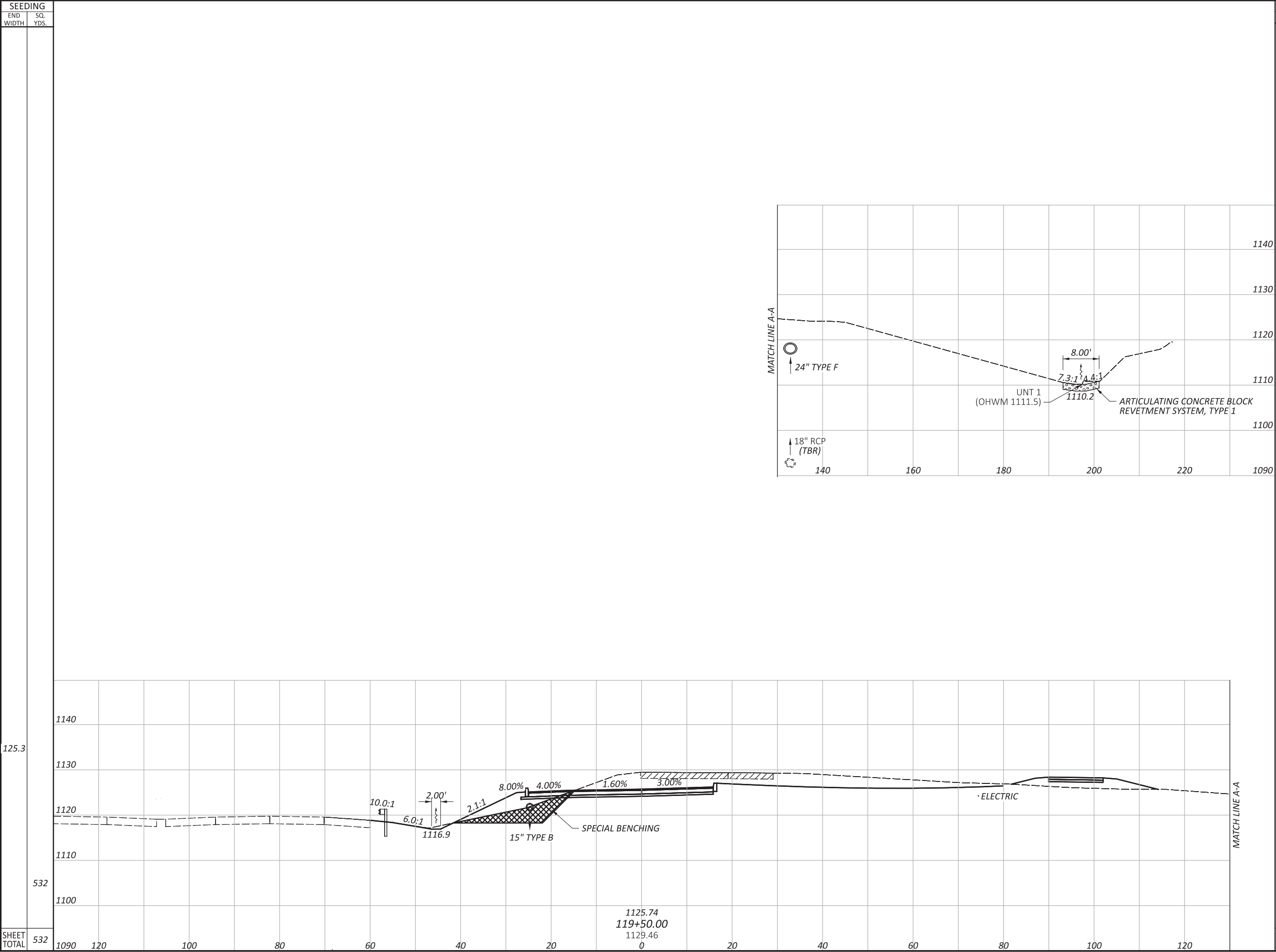
REVIEWER
TSB 5/4/26

PROJECT ID
122878

SHEET TOTAL
P.53 113

BEL-IR 70 EB WEIGH STATION TP

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CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 119+50.00

DESIGN AGENCY

ms consultants, Inc.

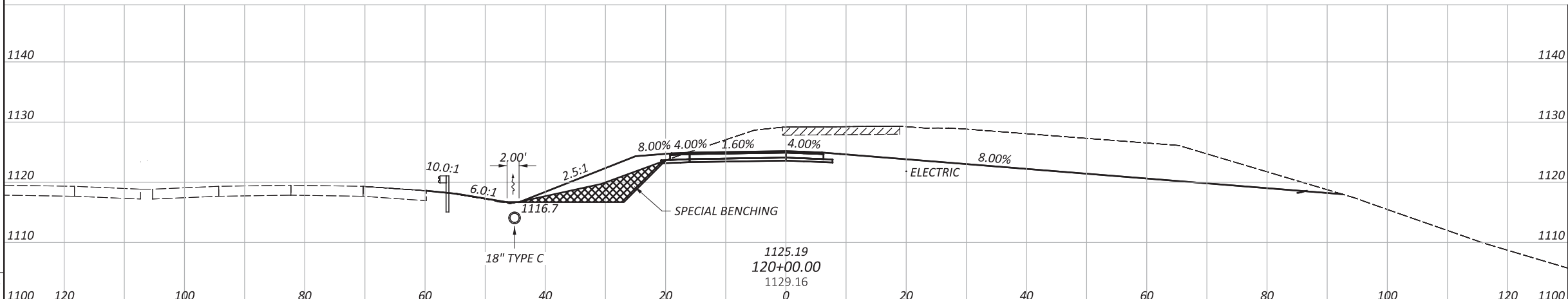
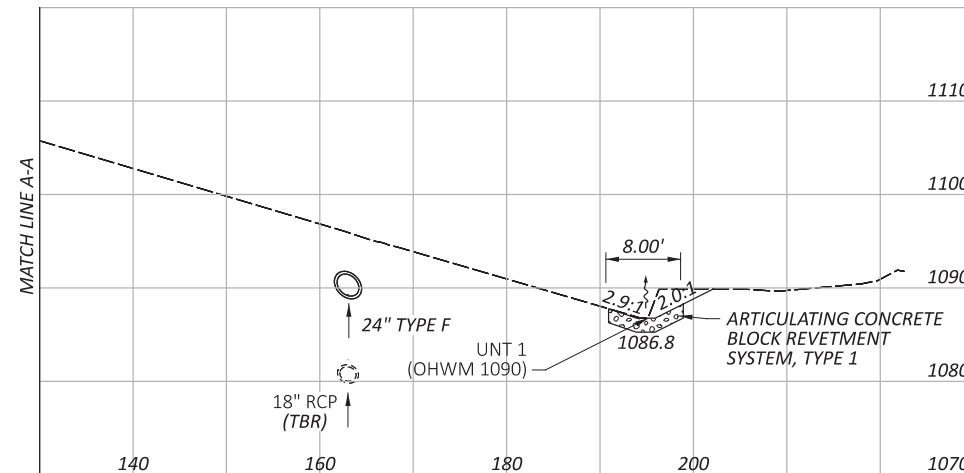
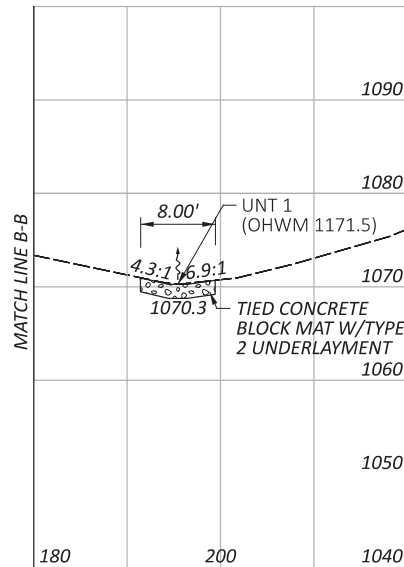
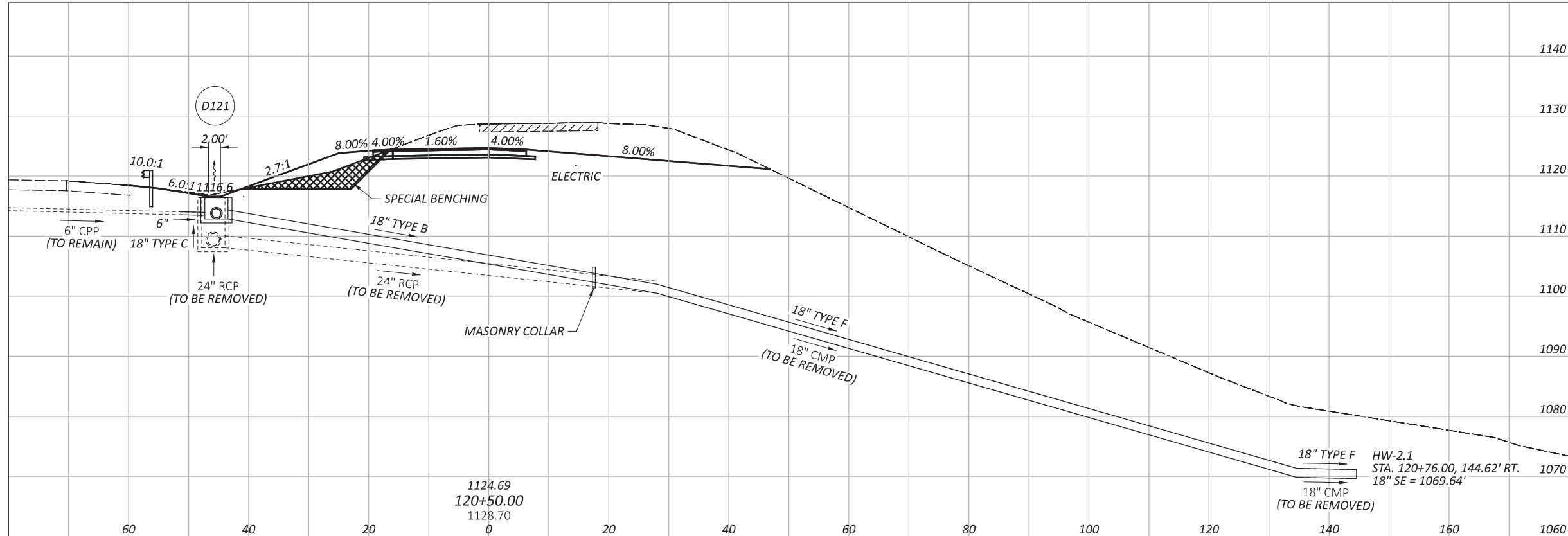
DESIGNER
SNP

REVIEWER
TSB 5/4/26

PROJECT ID
122878

SHEET TOTAL
P.54 113

SEEDING	
END WIDTH	SQ. YDS.
83.2	590
129.2	707
SHEET TOTAL	1297

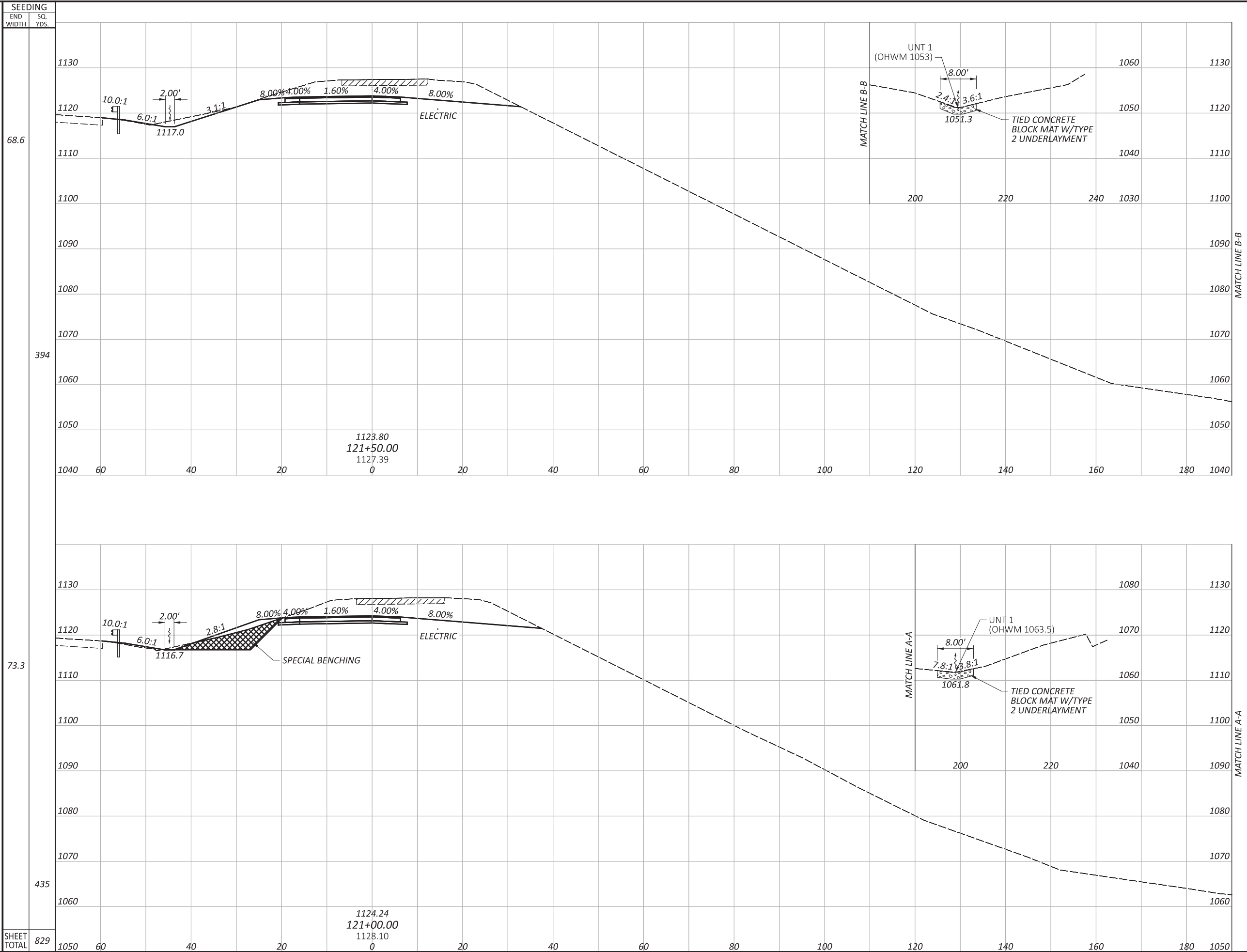


END AREA		VOLUME	
CUT	FILL	CUT	FILL
287	33		
		744	67
517	39		
		748	75
SHEET TOTALS		1492	142

SHEET	TOTAL
P.55	11

BEL-IR 70 EB WEIGH STATION TP

MODEL: Sheet A70 - 121+00.00 PAPER SIZE: 34x22 (in.) DATE: 8/3/2026 TIME: 2:59:47 PM PLTDRW: OHDOT PDF PLTGR: PENBTL: OHDOT Pen.tbl USER: crubino@msnconsultants.com WORKSPACE: OHDOTCesv02 WORKSET: 122878 PRODUCT: OpenRoadsDesigner 24.00.02.25
pww:\ohiodot-pw-bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Belmont\122878\401-Engineering_MSC\Consultants\Roadway\Sheets\122878_XS001.dgn



END AREA		VOLUME	
CUT	FILL	CUT	FILL
238	1		
		448	18
246	18		
		494	47
SHEET TOTALS		942	65

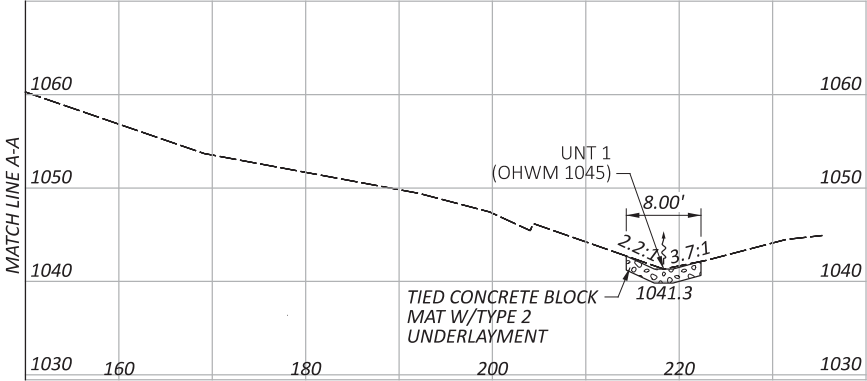
CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 121+00.00 TO STA. 121+50.00



DESIGNER	SNP
REVIEWER	TSB 5/4/26
PROJECT ID	122878

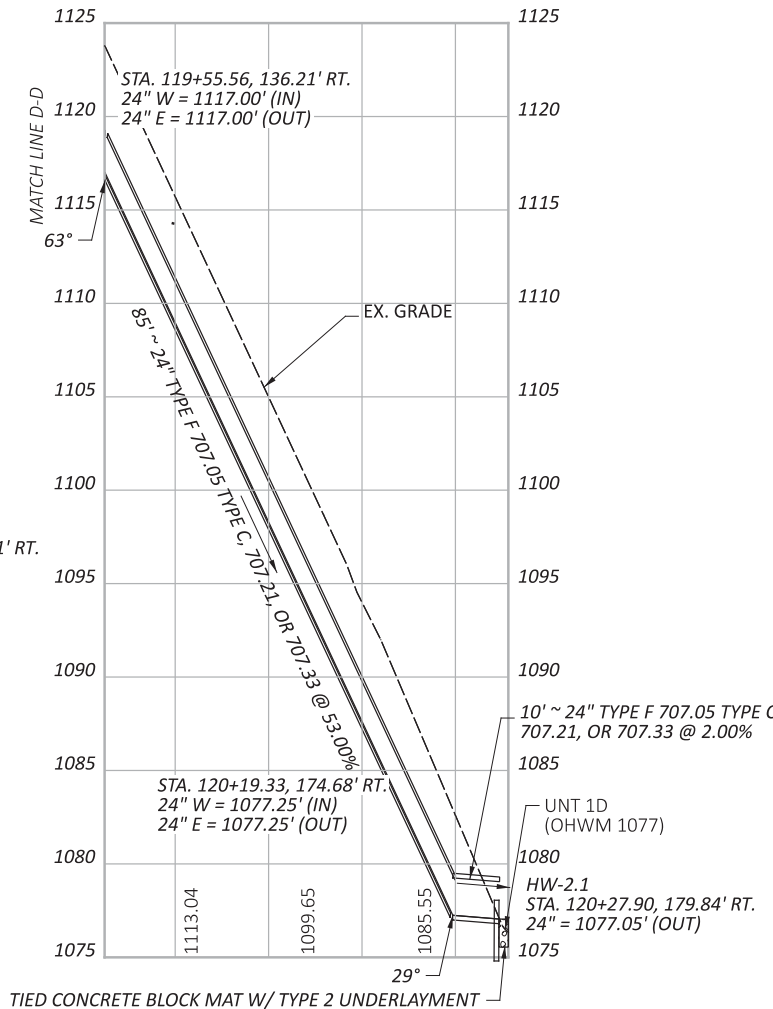
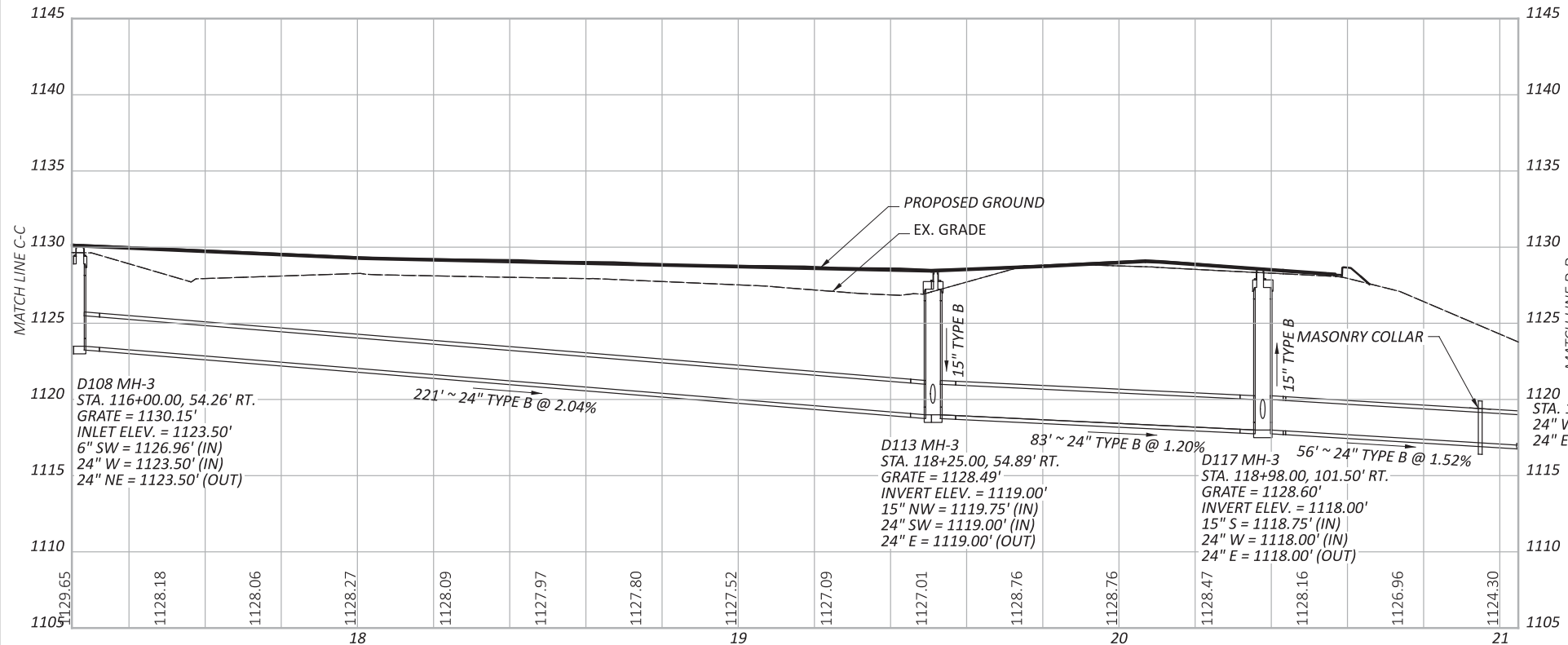
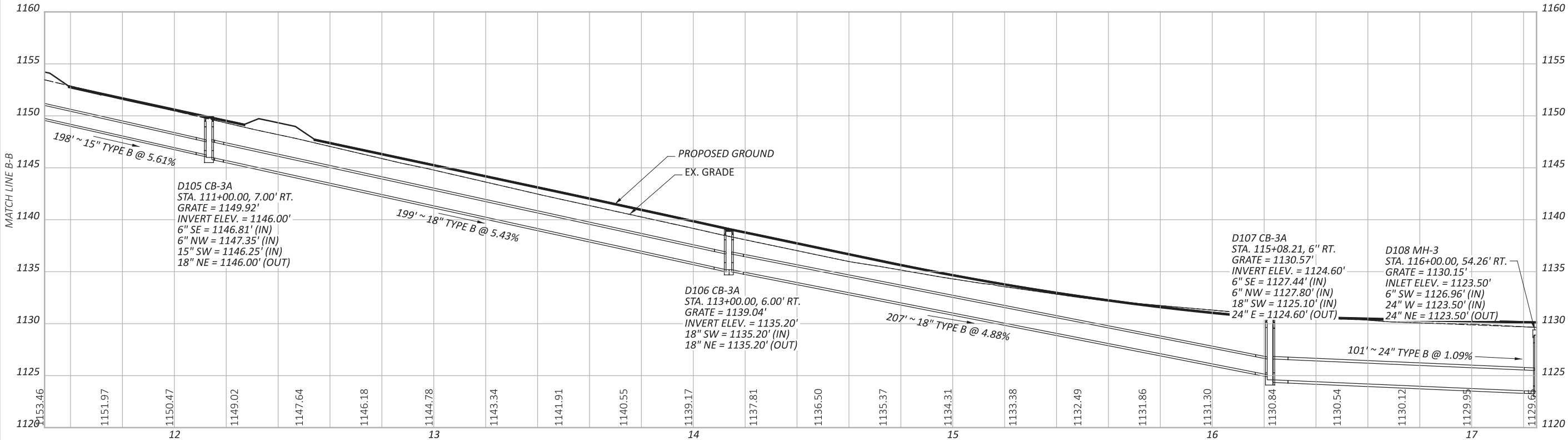
SHEET	TOTAL
P.56	113

BEL-IR 70 EB WEIGH STATION TP



CROSS SECTIONS - EASTBOUND TRUCK PARKING STA. 122+00.00 TO STA. 122+50.00	
 ms consultants, Inc.	
DESIGNER SNP	
REVIEWER TSB 5/4/26	
PROJECT ID 122878	
SHEET P.57	TOTAL 113

CROSS SECTIONS - EASTBOUND TRUCK PARKING
STA. 122+00.00 TO STA. 122+50.00



TIED CONCRETE BLOCK MAT W/ TYPE 2 UNDERLAYMENT



STORM SEWER PROFILE
EASTBOUND TRUCK PARKING

DESIGN AGENCY



DESIGNER

MRB

REVIEWER

DNB 5/4/26

PROJECT ID

122878

SHEET

P.84

TOTAL

113

