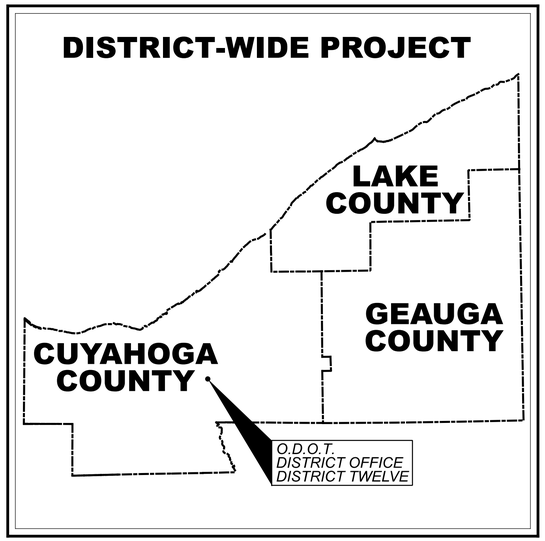

LOCATION MAP

LATITUDE: 41 °24'54" LONGITUDE: 81 °36'54"

SPECIFIC WORK LOCATIONS

SPECIFIC WORK LOCATION 1 - LAKE COUNTY
I.R.-90 (SLM 6.98 to SLM 21.43)
LATITUDE: 41 °38'09"± LONGITUDE: 81 °23'06"±

SPECIFIC WORK LOCATION 2 - CUYAHOGA COUNTY
S.R.- 8 (SLM 5.37 to SLM 5.91)
LATITUDE: 41 °25'39"± LONGITUDE: 81 °31'33"±

SPECIFIC WORK LOCATION 3 - CUYAHOGA COUNTY
S.R.- 21 (SLM 9.53 to SLM 10.03)
LATITUDE: 41°24'47"± LONGITUDE: 81°38'26"±

SPECIFIC WORK LOCATION 4 - CUYAHOGA COUNTY
S.R.- 87 (SLM 12.40 to SLM 12.77)
LATITUDE: 41°27'44"± LONGITUDE: 81°28'52"±

SPECIFIC WORK LOCATION 5 - CUYAHOGA COUNTY
I.R.- 271 (SLM 5.38 to SLM 5.55)
LATITUDE: 41°25'36"± LONGITUDE: 81°30'26"±

SPECIFIC WORK LOCATION 6 - CUYAHOGA COUNTY / LAKE COUNTY
CUYAHOGA COUNTY
I.R.- 77 (SLM 13.74) - (N.B. Ramp to Pershing Ave)
LATITUDE: 41°28'14"± LONGITUDE: 81°39'33"±
LAKE COUNTY
I.R.- 90 (SLM 26.85) - (W.B. Ramp to S.R.-528)
LATITUDE: 41°45'37"± LONGITUDE: 81°02'48"±

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

YES - CURB RAMP WAIVERS

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:
O.D.O.T. DISTRICT 12
PLANNING AND ENGINEERING
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OH 44125

ENGINEER'S SEAL

STATE OF OHIO · DRAKE A. BRAUER · E-83905 · REGISTERED PROFESSIONAL ENGINEER

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
D12-PPM-FY2026

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E250867

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

District Pavement Preventive Maintenance Contract For SFY 2026
WORK LOCATIONS 1 & 2 & 3 & 4 & 5 & 6
(See Sheets 2 & 3 for Work Descriptions and Locations)

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI not required)*

* Routine Maintenance Project

2023 SPECIFICATIONS

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

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.

John Picuri, P.E., P.S.
District 12 Deputy Director

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
BP-2.1	1/21/22		MT-95.30	7/18/25	MT-101.90	7/17/20	TC-41.20	10/18/13	800	7/18/25	
BP-2.2	1/15/21		MT-95.31	7/18/25			TC-41.30	4/21/23			
BP-2.5	7/19/24		MT-95.32	7/18/25			TC-41.40	10/18/13	821	4/20/12	
BP-3.1	1/19/24				MT-104.10	1/19/24	TC-42.20	10/18/13	832	7/18/25	
			MT-95.45	7/21/23			TC-52.10	10/18/13			
			MT-95.50	7/21/17	MT-105.10	1/17/20	TC-52.20	1/15/21	875	1/17/25	
BP-7.1	7/18/25						TC-61.10	4/21/23	897	1/16/15	
			MT-97.12	7/18/25			TC-65.10	1/17/14			
							TC-65.11	1/17/25	921	7/19/24	
RM-1.1	7/18/25		MT-98.10	1/17/20			TC-71.10	7/18/25			
			MT-98.11	1/17/20			TC-72.20	7/18/25			
			MT-98.20	4/19/19			TC-74.10	7/21/23			
			MT-98.22	1/17/20			TC-82.10	1/17/25			
			MT-98.28	1/17/20							
			MT-99.20	4/19/19							

TITLE SHEET

DESIGN AGENCY

DESIGNER JAG
REVIEWER DAB 10/10/25
PROJECT ID 113133
SHEET P.01 TOTAL 61

DRAINAGE

Castings Adjusted To Grade

The following estimated quantities shall be used, As Directed by the Engineer, to adjust castings to the finished roadway elevation.
If none are needed, these items are to be non-performed.

The time between adjusting the castings and resurfacing shall be kept to an absolute minimum. No adjusting rings shall be permitted. When performing this work, the pavement shall be sawcut prior to removal and hook bolts shall be used where practical to connect existing pavement to new concrete.

Castings adjusted to grade, reconstructed to grade or total replacement /reconstructed work shall, where required, include the removal and replacement of any existing concrete blockout, curb and/or pavement and sidewalk behind curb using Moderate-Setting concrete (Class QC MS) or, if Approved/Directed by the Engineer, Fast-Setting concrete (Class QC FS). To facilitate removal, the blockout pavements shall be sawed full depth along the limits of their removal unless otherwise Designated/Directed by the Engineer. All costs associated with the blockout removal/replacements shall be considered incidental to the per each bid items.

For estimating purposes,
(Location 2 - SR 8: Catch Basin Adjusted to Grade, As Per Plan: 2)
(Location 3 - SR 21: Catch Basin Adjusted to Grade, As Per Plan: 2)
(Location 4 - SR-87: Catch Basin Adjusted to Grade, As Per Plan: 2)

(Location 2 - SR 8: Manhole Adjusted to Grade, As Per Plan: 1)
(Location 3 - SR 21: Manhole Adjusted to Grade, As Per Plan: 1)
(Location 4 - SR-87: Manhole Adjusted to Grade, As Per Plan: 1)

(Location 2 - SR 8: Valve Box Adjusted to Grade, As Per Plan: 1)
(Location 3 - SR 21: Valve Box Adjusted to Grade, As Per Plan: 1)
(Location 4 - SR-87: Valve Box Adjusted to Grade, As Per Plan: 1)

(Location 2 - SR 8: Inlet Adjusted to Grade, As Per Plan: 1)
(Location 3 - SR 21: Inlet Adjusted to Grade, As Per Plan: 1)
(Location 4 - SR-87: Inlet Adjusted to Grade, As Per Plan: 1)

The following quantities have been carried to the General Summary:

Item 611 – Catch Basin Adjusted to Grade, As Per Plan ..... **6 Each**
Item 611 – Manhole Adjusted to Grade, As Per Plan ..... **3 Each**
Item 638 – Valve Box Adjusted to Grade, As Per Plan ..... **3 Each**
Item 611 – Inlet Adjusted to Grade, As Per Plan ..... **3 Each**

PAVEMENT

Alignment And Profile

Place the proposed pavement to follow the alignment and profile of the existing pavement. Place the proposed asphalt concrete overlay as shown on the typical sections. The intent of the plans is to maintain the existing profile while smoothing out ruts and bumps.

Longitudinal Joints (Flexible Pavement)

Longitudinal joints between a pavement lane and adjoining shoulder or speed change lane, and between a speed change lane and the adjoining shoulder shall be made the same day. All longitudinal joints shall be hot with the exception of one cold joint per roadway. Locate the cold joint along the centerline or a lane line. Longitudinal joint locations shall be as approved by the Engineer. Each ramp shall have a maximum of one longitudinal cold joint located approximately halfway across the ramp.

Asphalt Concrete Surface Course Sealing Requirements

In addition to the gutter sealing requirements specified in SCD BP-3.1 and C&MS 401.08 (D), after completion of the surface course, the Contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings including but not limited to monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs/inlays are not overlaid with an asphalt concrete surface course.
- All cold longitudinal joints between paved shoulders and guardrail asphalt.

The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A (449), As Per Plan, PG76-22M

(Location 1 - Lake County – IR-90 (Spot Resurfacing)
(Location 5 - Cuyahoga County – IR-271 (Lane S-E and Ramp H-1)

The coarse virgin aggregate for this item shall be limited to a blend of air cooled blast furnace slag (ACBFS) or Trap Rock from Ontario and limestone.

The Contractor shall use a minimum 60% of ACBFS or Trap Rock from Ontario with limestone comprising the remaining percentage. At least 50% of the fine virgin aggregate for this item shall be limited to ACBFS or Trap Rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve, do not exceed 63 in production.

When ACBFS is used for a fraction of the coarse aggregate, provide a total asphalt binder content greater than or equal to 6.2 percent. If ACBFS makes up 100% of the coarse aggregate, apply the binder content requirements of CMS 442.

Item 251 – Partial Depth Pavement Repair (441), As Per Plan

Use this item to repair unsound, cold-patch, or pop-out areas of longitudinal and transverse joints As Directed By The Engineer.

(Location 2 – CUY SR 8 -)
(Location 3 – CUY SR 21)
(Location 4 – CUY SR 87)
Perform repairs before planing
Make standard repairs at a depth of 3" and at a minimum width of 24".
Center the repair over the existing joint.

(Location 5 – IR-271)
Perform repairs before planing
Make standard repairs at a depth of 5.5" and at a minimum width of 24".
Center the repair over the existing joint.

Use Type 2 material for this item.

The estimated quantity in the General Summary shall be used As Directed by the Engineer.

TRAFFIC CONTROL

Raised Pavement Markers

Install raised pavement markers for lane lines at a spacing of eighty feet (80') center-to-center.

Item 621 – Raised Pavement Marker Removed

This item shall include the removal and disposal of existing RPMs.

Item Special – Misc.: Inventory Existing Pavement Markings

Prior to planing and paving operations, the Contractor is responsible for conducting a field survey of the existing permanent markings excluding center line markings. This inventory shall be used for the placement of temporary markings and proposed final pavement markings. It is the intent of this plan to replace the pavement markings in the same location as the existing pavement markings excluding center line markings. Any staking or marking required to establish control points to ensure that markings are accurately placed is the responsibility of the Contractor.

The field survey shall be provided to the Engineer at least two weeks prior to the disturbance of the existing pavement markings for verification and approval. The Engineer will provide written concurrence once the inventory has been approved. The Engineer will also verify all permanent marking locations prior to the actual installation.

The Contractor must lay out all center lines using the most recent copy of the No Passing Zone log. Copies of the No Passing Zone log can be obtained from the District 12 Roadway Services Department or can be found on the web at: http://www.dot.state.oh.us/districts/D12/HighwayManagement/Pages/NoPassingZones.aspx

For estimating purposes,
(Location 2 – CUY SR 8 – Lump Sum)
(Location 3 – CUY SR 21 - Lump Sum)
(Location 4 – CUY SR 87 - Lump Sum)
(Location 5 – CUY IR 271 - Lump Sum)

The following quantity has been carried to the General Summary to be used as directed by the Engineer:

Item Special – Misc.: Inventory Existing Pavement Markings ..... **Lump Sum**

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/4/2025 TIME: 10:30:35 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: John.Ormovsek@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 113133 PRODUCT: OpenRoadsDesigner 24.00.00.205
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DESIGN AGENCY

DESIGNER JAG
REVIEWER DAB 10/10/25
PROJECT ID 113133
SHEET P.06 TOTAL 61

SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5-11	17-18	29	30	31	37	38	42	45	55	59	60-61	01/IMS	02/NHS	03/S>2	04/IMS						
																				ROADWAY	
								2,639						2,639		202	30000	2,639	SF	WALK REMOVED	
								385			60			385	60	202	32000	445	FT	CURB REMOVED	
	15									10		15			10	203	10000	25	CY	EXCAVATION	
									62			62				209	60201	62	STA	LINEAR GRADING, AS PER PLAN	5
								107						107		608	10000	107	SF	4" CONCRETE WALK	
								2,473						2,473		608	52001	2,473	SF	CURB RAMP, AS PER PLAN	45
6													2	4		623	39501	6	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN	5
3													1	2		623	39601	3	EACH	MONUMENT ASSEMBLY RECONSTRUCTED TO GRADE, AS PER PLAN	5
																				EROSION CONTROL	
												870	60	60	10	832	30000	1,000	EACH	EROSION CONTROL	
																				DRAINAGE	
											1				1	611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE	
6													2	4		611	98631	6	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	6
3													1	2		611	98634	3	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
3													1	2		611	99151	3	EACH	INLET ADJUSTED TO GRADE, AS PER PLAN	6
3													1	2		611	99154	3	EACH	INLET RECONSTRUCTED TO GRADE	
3													1	2		611	99655	3	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	6
3,500												500	1,000	2,000		SPECIAL	61199820	3,500	LB	MISCELLANEOUS METAL	5
26													10	15	1	611	99900	26	EACH	DRAINAGE STRUCTURE, MISC.: CLEANOUT	5
																				PAVEMENT	
		210			115		101		100			100	210	216		251	01001	526	SY	PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN	6
	100											100				252	01001	100	SY	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN, "A"	17
	50											50				252	01001	50	SY	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN, "B"	17
	100											100				252	01001	100	SY	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN, "C"	17
	150											150				253	02001	150	CY	PAVEMENT REPAIR, AS PER PLAN	17
									10,125			10,125				254	01000	10,125	SY	PAVEMENT PLANING, ASPHALT CONCRETE, (1.5")	
	6,937											6,937				254	01010	6,937	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, (1.5")	
											177				177	255	12001	177	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC1, AS PER PLAN	59
											104				104	255	20000	104	FT	FULL DEPTH PAVEMENT SAWING	
	15									10		15			10	304	20000	25	CY	AGGREGATE BASE	
	555											555				407	13900	555	GAL	TACK COAT, 702.13	
		2,201			1,033		929		912			912	2,201	1,962		407	20000	5,075	GAL	NON-TRACKING TACK COAT	
		680			319		287						680	606		424	14100	1,286	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449), (1.0")	
	288								422			710				442	22101	710	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN,PG76-22M, (1.5")	6
								17			60			17	60	609	26000	77	FT	CURB, TYPE 6	
									40			40				617	10101	40	CY	COMPACTED AGGREGATE, AS PER PLAN	53
		936			343		337		867			868	936	680		875	10000	2,483	LB	LONGITUDINAL JOINT ADHESIVE	
		24,452			11,471		10,320						24,452	21,791		897	01010	46,243	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, (1.0")	
																				WATER WORK	
3													1	2		638	10801	3	EACH	VALVE BOX ADJUSTED TO GRADE, AS PER PLAN	6
																				TRAFFIC CONTROL	
									35			35				620	00500	35	EACH	DELINEATOR, POST GROUND MOUNTED	
	42								60	4		102			4	621	00100	106	EACH	RPM	
	32								60			92				621	54000	92	EACH	RAISED PAVEMENT MARKER REMOVED	
										4					4	630	84900	4	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
										8					8	630	86002	8	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
	0.95											0.95				642	00104	0.95	MILE	EDGE LINE, 6", TYPE 1	
	0.95											0.95				642	00204	0.95	MILE	LANE LINE, 6", TYPE 1	
	620											620				642	00404	620	FT	CHANNELIZING LINE, 12", TYPE 1	
			0.04		0.23								0.04	0.23		646	10000	0.27	MILE	EDGE LINE, 4"	
									1.32		0.02	1.32			0.02	646	10010	1.34	MILE	EDGE LINE, 6"	
			1.74		0.88		0.29						1.74	1.17		646	10100	2.91	MILE	LANE LINE, 4"	
			0.83		0.43		0.62						0.83	1.05		646	10200	1.88	MILE	CENTER LINE	
			1,214		357		174						1,214	531		646	10300	1,745	FT	CHANNELIZING LINE, 8"	
									395			395				646	10310	395	FT	CHANNELIZING LINE, 12"	
			193		56		182						193	238		646	10400	431	FT	STOP LINE	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER JAG

REVIEWER DAB 10/10/25

PROJECT ID 113133

SHEET P.12 TOTAL 61

D12-PPM-FY2026

SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5-11	17-18	29	30	31	37	38	42	45	55	59	60-61	01/IMS	02/NHS	03/S>2	04/IMS						
																				TRAFFIC CONTROL	
			689				1,067						689	1,067		646	10510	1,756	FT	CROSSWALK LINE, 12"	
			511										511			646	10600	511	FT	TRANSVERSE/DIAGONAL LINE	
									70			70				646	10620	70	FT	CHEVRON MARKING	
					300									300		646	10800	300	SF	ISLAND MARKING	
			28		2		15		2			2	28	17		646	20300	47	EACH	LANE ARROW	
									1			1				646	20320	1	EACH	WRONG WAY ARROW	
			135										135			646	20502	135	FT	DOTTED LINE, 4"	
LS												LS	LS	LS		SPECIAL	69098400	LS		INVENTORY EXISTING PAVEMENT MARKINGS	6
																				MAINTENANCE OF TRAFFIC	
700												450	50	100	100	614	11110	700	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
10												10				614	12484	10	EACH	WORK ZONE INCREASED PENALTIES SIGN	
150													50	100		614	13000	150	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
24												8	4	8	4	614	18601	24	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	10
				1.74		0.88	0.29						1.74	1.17		614	20100	2.91	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
	0.95											0.95				614	20110	0.95	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
				1.74		0.88	0.29						1.74	1.17		614	20550	2.91	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
				0.83		0.43	0.62						0.83	1.05		614	21100	1.88	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
				0.83		0.43	0.62						0.83	1.05		614	21550	1.88	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
				0.04		0.23							0.04	0.23		614	22100	0.27	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	
	0.95								1.31			2.26				614	22110	2.26	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
				0.04		0.23							0.04	0.23		614	22350	0.27	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
									1.31			1.31				614	22360	1.31	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
				1,214		357	174						1,214	531		614	23200	1,745	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
	620								395			1,015				614	23210	1,015	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
				1,214		357	174						1,214	531		614	23680	1,745	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
									395			395				614	23690	395	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
				135									135			614	24200	135	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
				135									135			614	24610	135	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
				511					70			70	511			614	25200	581	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
				511					70			70	511			614	25620	581	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
				193		56	147						193	203		614	26200	396	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
				193		56	147						193	203		614	26610	396	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
				689			898						689	898		614	27050	1,587	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	
				689			898						689	898		614	27250	1,587	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	
				28		2	15		2			2	28	17		614	30200	47	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
				28		2	15		2			2	28	17		614	30650	47	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
1,400												400	200	400	400	630	97800	1,400	SF	SIGNING, MISC.:ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER	11
12												12				808	18700	12	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																				INCIDENTALS	
												LS	LS	LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
												LS	LS	LS	LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS	LS	LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER JAG

REVIEWER DAB 10/10/25

PROJECT ID 113133

SHEET P.13 TOTAL 61

D12-PPM-FY2026

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/17/2025 TIME: 9:41:09 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: John.Grmovsek@dot.ohio.gov
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12_D12\113133\400-Engineering\Roadway\Sheets\113133_GG002.dgn

D12-PPM-FY2026

HORIZONTAL SCALE IN FEET
0 200 400 800

LOCATION 1 - PLAN SHEET
LAKE COUNTY - I.R.-90

BRIDGE NO. LAK-90-0645L
NO WORK
EAST BRANCH CHAGRIN RIVER
PC Sta. 415+91.04
℄ IR-90, WB
PT Sta. 434+33.46
KIRTLAND RD
KIRKLAND RD - BRIDGE OVERPASS
WB 443+69.23 - SLM 7.108 - MM 193.171
EB 1443+35.18 - SLM 7.108 - MM 193.171
REF: S6-W.B.
SLM: 7.36-7.42
MM: 193.42-193.48
PC Sta. 457+12.43
MENTOR WILLOUGHBY
REYNOLDS RD SR-306
SLM-7.74
RAMP M
NO WORK
BRIDGE NO. LAK-90-0767
RAMP L
RAMP N
RAMP P
KIRTLAND HILLS WILLOUGHBY
MENTOR KIRTLAND HILLS
PT Sta. 504+62.42
PT Sta. 1503+40.59
REF: S2-E.B.
SLM: 8.03-8.21
MM: 194.09-194.27
MATCH LINE STA 1515+00, ℄ EB SEE BELOW
NO WORK
BRIDGE NO. LAK-90-0645R
WILLOUGHBY WAITE HILL
PC Sta. 1415+91.04
PT Sta. 1433+99.41
NO WORK
BRIDGE NO. LAK-90-0711
REF: S1-E.B.
SLM: 7.07-7.21
MM: 193.13-193.27
PC Sta. 1456+76.38
LOCATION 1 - I.R.-90
BEGIN WORK
STA 437+89, WB
STA 1437+55.50, EB
SLM 6.93
EXISTING TYPICALS
REFERENCE: PID 05774
SLM 8.78
STA 532+00, WB SIDE
STA 1530+78, EB SIDE
REF: S5-W.B.
SLM: 8.87-9.21
MM: 194.93-195.27
MATCH LINE STA 1515+00, ℄ EB SEE ABOVE
℄ IR-90, WB
NO WORK
BRIDGE NO. LAK-90-0946
RAMP A
RAMP B
CENTER ST SR-615
MENTOR KIRTLAND HILLS
PC Sta. 593+11.84
NO WORK
BRIDGE NO. LAK-90-1007
W.B. PT Sta. 620+23.23
NO WORK
BRIDGE NO. LAK-90-0877
GARFIELD RD
℄ IR-90, EB
RAMP C
RAMP D
SLM-9.59
PC Sta. 1591+90.02
CHILLICOTHE RD
NO WORK
BRIDGE NO. LAK-90-1031
LITTLE MOUNTAIN RD
PT Sta. 1618+51.30
REF: S3-E.B.
SLM: 10.28-10.42
MM: 196.34-196.49
HART RD
NO WORK
BRIDGE NO. LAK-90-1052
MATCH LINE STA 1627+00, ℄ EB SEE ABOVE
℄ IR-90, WB
PC Sta. 647+00.33
℄ IR-90, EB
PC Sta. 1645+28.40
REF: S4-E.B.
SLM: 10.78-10.92
MM: 196.84-196.98
KING MEMORIAL RD.
NO WORK
BRIDGE NO. LAK-90-1151
STA 1760+50±, EB
MileMarker 198.0 (EB)
MENTOR CONCORD TOWNSHIP
KIRTLAND HILLS MENTOR
SLM-11.86
SLM-11.72
PT Sta. 717+49.10
MATCH LINE STA 1720+00, ℄ EB SEE BELOW
RAMP Q EASTBOUND REST AREA
RAMP R
PT Sta. 1717+09.88
NO WORK
BRIDGE NO. LAK-90-1302
WESTBOUND REST AREA
RAMP S
RAMP T
MATCH LINE STA 1720+00, ℄ EB SEE ABOVE
℄ IR-90, WB
CONCORD TOWNSHIP
℄ IR-90, EB
MORLEY RD.
280+75.5, ℄ SLM 12.97
1755+05. (EB) =
SLM 13.10 (EB)
STA 1760+61.00, EB
NO WORK
BRIDGE NO. LAK-90-1370L
HERMITAGE ROAD
NO WORK
LAK-90-1370R BRIDGE NO.
CONCORD TOWNSHIP
MATCH LINE STA 360+00 SEE BELOW
EXISTING TYPICALS REFERENCE: PID 05774
EXISTING TYPICALS REFERENCE: PID 75479
NO WORK
BRIDGE NO. LAK-90-14.67
S.R.-44
MATCH LINE STA 360+00 SEE ABOVE
NO WORK
BRIDGE NO. LAK-90-14.87L
MILEPOST: 200.99
NO WORK
BRIDGE NO. LAK-90-14.69
AUBURN ROAD
NO WORK
LAK-90-14.87R BRIDGE NO.
MILEPOST: 200.99
CONCORD TOWNSHIP
CROSS-OVER LAK-90-15.27
NO WORK
BRIDGE NO. LAK-90-15.90
RAVENNA RD.
GREENWAY CORRIDOR BIKEPATH
NO WORK
LAK-90-15.98 BRIDGE NO.
MATCH LINE STA 440+00 END SHEET

PLAN SHEET INFORMATION
FROM RECORD PLANS:
PID 5774: LAK-090-06.71
SALE: 2005
PID 75479: LAK-090-13.10
SALE: 2011
FOR REFERENCE PURPOSES ONLY
(PERFORM ONLY PROPOSED WORK
FOR PID 113133)

DESIGN AGENCY

DESIGNER	JAG
REVIEWER	DAB 10/10/25
PROJECT ID	113133
SHEET	P.14
TOTAL	61

LOCATION 1 – ADDITIONAL NOTES

(IN ADDITION TO PROJECT GENERAL NOTES)

Project Location 1

This project Location 1 consists of flexible pavement repairs to a rigid concrete pavement on IR-90 in Lake County with the work section beginning just West of Kirtland Rd. (SLM 6.93) to approximately .3 miles pass the IR-90 bridges over Paine Rd. to the pavement transition from concrete to asphalt (SLM 21.42) on both the EB and WB sides.

The items of work will include:

1. Location 1 - Perform pavement repairs to the unbonded concrete overlay section and full depth concrete pavement section of I.R.-90 in Lake County, As Directed by the Engineer, using the asphalt quantities provided.
2. Location 1 – Perform spot resurfacing of specific locations, As Directed by the Engineer. No traffic shall be permitted on the planed surface. Work shall be scheduled to plane and install asphalt concrete surface course in the same shift.

Project – Location 1

Permitted Lane Closure Schedule (PLCS)

Lane closure(s) shall conform to the PLCS.
Published **PLCS** information can be found on the **ODOT** website.

(https://www.transportation.ohio.gov/working/data-tools/resources/permitted-lane-closure)

The monthly published schedules required to be used, for each **PLCS** segment within the project area, are those that comprise the consecutive 12-month period beginning 15 months prior to the month and year of sale and ending 4 months prior to the month and year of sale. These same 12 months apply for the life of the project and shall be applied to each respective month of construction (month of lane closure(s) shall match month of **PLCS** used). Lane closure(s) in place for multiple months shall always comply with the current respective month. (FOR EXAMPLE: If the sale date for the project was March of 2021, the monthly published schedules for each applicable **PLCS** segment would be December 2019 to November 2020. If this was a three-year project, year three would still be using the December 2019 to November 2020 monthly schedules. If the project desired to close two lanes in June 2021, reference would be made to the June 2020 schedule(s) for the respective **PLCS** segment(s). If the same two lanes were desired to be closed again in July 2021, reference would be made to the July 2020 schedule(s) for the respective **PLCS** segment(s).)
More restrictive changes to the allowable lane closure hours are at the discretion of the Engineer in order to comply with the Traffic Management in Work Zones Policy (21-008(P)) and Standard Procedure (123-001(SP)).
Less restrictive changes to the allowable lane closure hours are subject to the Traffic Management in Work Zones Policy (21-008(P)) and Standard Procedure (123-001(SP)) and shall not be implemented until, and unless, approved by the proper **ODOT** authority.

No lane or shoulder closures shall be in place when no work is being performed, unless directed by the Engineer.
Shoulder closures shall only be allowed at the times specified for lane closures.

Any roadway not listed shall not have any lane closures on weekdays from 6:30am to 9:00am and 3:00pm to 6:00pm. Contact Troy Onesti, District 12 Work Zone Traffic Manager, at (216) 379-5337 if there are any questions.

Item 253 - Pavement Repair, As Per Plan

This item shall be used to repair surface distresses in the existing concrete pavement as detailed on sheet "LOCATION 1 – PAVEMENT REPAIR DETAILS" and as outlined below.

The depth of the repairs shall be between 4-5 inches. The size and location of the repair areas shall be determined by the Engineer.

The contractor shall sawcut the edges of the repair to a minimum depth of 4 inches. Use replacement asphalt materials conforming to the requirements of Item 442 – Asphalt Concrete Surface Course, 12.5mm.
The repair shall be sealed with bituminous material per 702.01 .

All costs associated with this item including the sawcutting, labor, materials and equipment shall be included in Item 253, Pavement Repair, As Per Plan

All pavement repairs shall be completed prior to the spot resurfacing planing and paving.

The following estimated quantity shall be carried to the General Summary to be used as outlined above:

Item 253 - Pavement Repair, As Per Plan . . . . . **150 CY**

Item 304 – Aggregate Base

If, after removal of the rigid pavement the Engineer determines that the subbase or subgrade has failed or is pumping, the Engineer will direct the Contractor to excavate the unsuitable material and replace it with compacted 304 aggregate.
The quantities below of Item 203 - Excavation and Item 304 - Aggregate Base have been provided to repair said failed subbase or subgrade areas.
Item 203 – Excavation ..... **15 CY**
Item 304 – Aggregate Base ..... **15 CY**

Item 252 - Full Depth Rigid Pavement Removal and Flexible Replacement, As Per Plan "A"

This item shall be used to perform a full depth flexible pavement repair the existing concrete base pavement as detailed on sheet "LOCATION 1 – PAVEMENT REPAIR DETAILS" and as described below. The depth of the full depth repair shall be 13.5 inches.

The Engineer will locate and mark all areas for full depth repair before the start of full depth sawing. Saw the limits of the full depth repair at the limits of the area designated by the Engineer to be repaired.

After the existing concrete pavement has been removed, place Item 301 material up to 1-1/2 inches from the top of the repair. The last 1-1/2 inches shall be replaced with Item 442 - Asphalt Concrete Surface Course, 12.5mm material.
The repair shall be sealed with bituminous material per 702.01 during the same shift the repair was completed.
Complete all areas of full depth pavement removal and replacement at the end of each shift operation and open to the normal flow of traffic.

All costs associated with this item including the sawcutting, labor, materials and equipment shall be included in Item 252, Full Depth Rigid Pavement Removal and Flexible Replacement, As Per Plan "A"

The following estimated quantity shall be carried to the General Summary to be used as outlined above:

Item 252 - Full Depth Rigid Pavement Removal and Flexible Replacement,
As Per Plan "A" . . . **100 SY**

Item 252 - Full Depth Rigid Pavement Removal and Flexible Replacement, As Per Plan "B"

This item shall be used to perform a full depth flexible pavement repair of the existing unbonded concrete overlay pavement in a normal pavement section as detailed on sheet "LOCATION 1 – PAVEMENT REPAIR DETAILS" and as described below. The depth of the full depth repair shall be between 9.5-10.5 inches. The concrete base under the unbonded concrete overlay shall remain in place.

The Engineer will locate and mark all areas for full depth repair before the start of full depth sawing. Saw the limits of the full depth repair at the limits of the area designated by the Engineer to be repaired.

After the existing concrete pavement has been removed, place Item 301 material up to 1-1/2 inches from the top of the repair. The last 1-1/2 inches shall be replaced with Item 442 - Asphalt Concrete Surface Course, 12.5mm material.
The repair shall be sealed with bituminous material per 702.01 during the same shift the repair was completed.
Complete all areas of full depth pavement removal and replacement at the end of each shift operation and open to the normal flow of traffic.

All costs associated with this item including the sawcutting, labor, materials and equipment shall be included in Item 252, Full Depth Rigid Pavement Removal and Flexible Replacement, As Per Plan "B"

The following estimated quantity shall be carried to the General Summary to be used as outlined above:

Item 252 - Full Depth Rigid Pavement Removal and Flexible Replacement,
As Per Plan "B" . . . **50 SY**

Item 252 - Full Depth Rigid Pavement Removal and Flexible Replacement, As Per Plan "C"

This item shall be used to perform a full depth flexible pavement repair of the existing unbonded concrete overlay pavement in a superelevated pavement section as detailed on sheet "LOCATION 1 – PAVEMENT REPAIR DETAILS" and as described below. The depth of the full depth repair shall be varied between 9.5-15.5 inches. The concrete base under the unbonded concrete overlay shall remain in place.

The Engineer will locate and mark all areas for full depth repair before the start of full depth sawing. Saw the limits of the full depth repair at the limits of the area designated by the Engineer to be repaired.

After the existing concrete pavement has been removed, place Item 301 material up to 1-1/2 inches from the top of the repair. The last 1-1/2 inches shall be replaced with Item 442 - Asphalt Concrete Surface Course, 12.5mm material.
The repair shall be sealed with bituminous material per 702.01 during the same shift the repair was completed.
Complete all areas of full depth pavement removal and replacement at the end of each shift operation and open to the normal flow of traffic.

All costs associated with this item including the sawcutting, labor, materials and equipment shall be included in Item 252, Full Depth Rigid Pavement Removal and Flexible Replacement, As Per Plan "C"

The following estimated quantity shall be carried to the General Summary to be used as outlined above:

Item 252 - Full Depth Rigid Pavement Removal and Flexible Replacement,
As Per Plan "C" . . . **100 SY**

LOCATION 1 - GENERAL NOTES

DESIGN AGENCY

DESIGNER JAG
REVIEWER DAB 10/10/25
PROJECT ID 113133
SHEET P.17 TOTAL 61

D12-PPM-FY2026

MODEL: Sheet PAPERSIZE: 34x22 (in) DATE: 11/4/2025 TIME: 10:36:30 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: John.Ormovsek@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 113133 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12_D12_113133_400-Engineering\Roadway\Sheets\113133_GN01.dgn

REF. NO.	SHEET NO.	PLAN SPLIT NO.	IR-90 (LAKE COUNTY) STATION	SLM	MileMarker	STATION	SLM	MileMarker	LANE / RAMP	LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA		254 PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, (1.5")		407 TACK COAT, 702.13		442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN,PG76-22M, (1.5")	642 LANE LINE, 6" , TYPE 1	614 WORK ZONE LANE LINE, CLASS I, 6" , 642 PAINT	642 EDGE LINE, 6" , TYPE 1	614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	642 CHANNELIZING LINE, 12" , TYPE 1	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12" , 642 PAINT	621 RAISED PAVEMENT MARKER REMOVED	621 RPM	
										FT.	FT.	FT.	FT.	SQ. YD.		SY		GAL		CY	MILE	MILE	MILE	MILE	FT	FT	EACH	EACH	
			IR-90 - SPOT RESURFACING - E.B.																										
S1		1	1441+30	7.07	193.13	1448+80	7.21	193.27	LANE #3	750	12	12	12	1000		1000		80		42	750	750	750	750			5	6	
S2		1	1491+85	8.03	194.09	1501+45	8.21	194.27	LANE #3	960	12	12	12	1280		1280		102		53	960	960	960	960			6	8	
S3		1	1610+85	10.28	196.34	1618+65	10.42	196.49	LANE #3	780	12	12	12	1040		1040		83		43	780	780	780	780			5	7	
S4		1	1637+15	10.78	196.84	1644+90	10.92	196.98	LANE #2	775	12	12	12	1033		1033		83		43	775	775	775	775			5	6	
			IR-90 - SPOT RESURFACING - W.B.																										
S5		1	554+50	9.21	195.27	536+80	8.87	194.93	LANE #2	1770	12	12	12	2360		2360		189		98	1770	1770	1770	1770			11	15	
S6		1	460+14	7.42	193.48	457+04	7.36	193.42	RAMP "L" GORE	310	10	3	6.5	224		224		18		9					620	620			
SUBTOTALS																6937		555		288	5035	5035	5035	5035	620	620	32	42	
TOTALS CARRIED TO GENERAL SUMMARY																6937		555		288	0.95 MI	0.95 MI	0.95 MI	0.95 MI	620	620	32	42	

LOCATION 1 - I.R.-90 - PAVEMENT SUB-SUMMARY

DESIGN AGENCY

DESIGNER JAG

REVIEWER DAB 10/10/25

PROJECT ID 113133

SHEET P.18 TOTAL 61

D12-PPM-FY2026

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 11/17/2025 TIME: 9:41:17 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: John.Grmovsek@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 113133 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12_D12\113133\W00-Engineering\Roadway\Sheets\113133_GS101.dgn

EXISTING

- (A) 9.5" NON-REINFORCED CONCRETE
- (B) 12.5" NON-REINFORCED CONCRETE
- (C) 13.5" NON-REINFORCED CONCRETE
- (D) 9.5" TO 14.5 NON-REINFORCED CONCRETE PAVEMENT
- (E) 10" REINFORCED CONCRETE BASE
- (H) SUBBASE
- (J) UNDERDRAIN
- (K) ASPHALT CONCRETE BONDBREAKER, 1"

PROPOSED

(1) FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN "A"

(2) FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN "B"

(3) FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN "C"

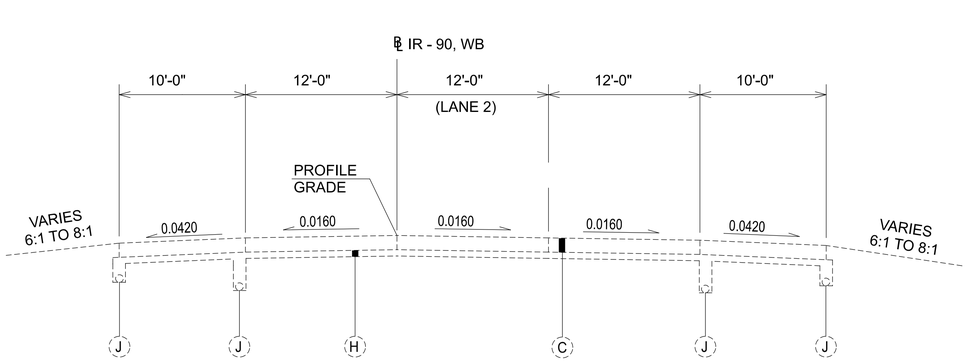
(4) PAVEMENT REPAIR, AS PER PLAN "A"

PROPOSED

(5) ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN, (1.5")

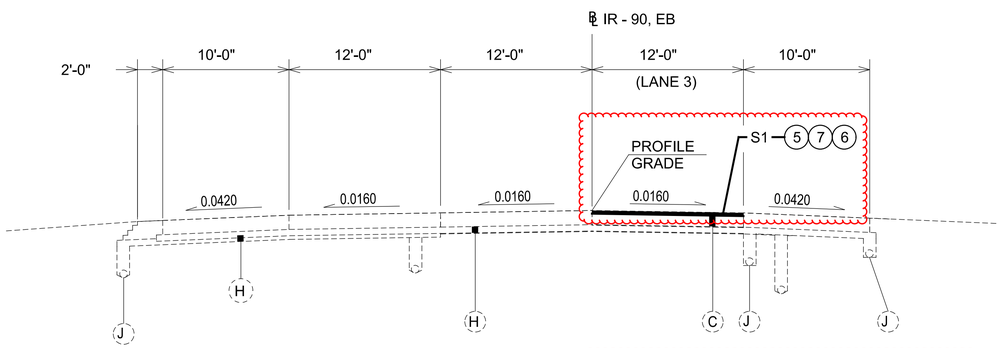
(6) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449), AS PER PLAN, PG76-22M (1.5")

(7) ITEM 407 - TACK COAT, 702.13



STA. 437+89.61 TO STA. 448+50.00, WB

℄ SURVEY

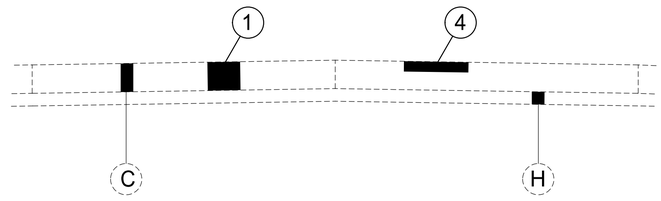


STA. 1437+55.56 TO STA. 1448+50.00, EB

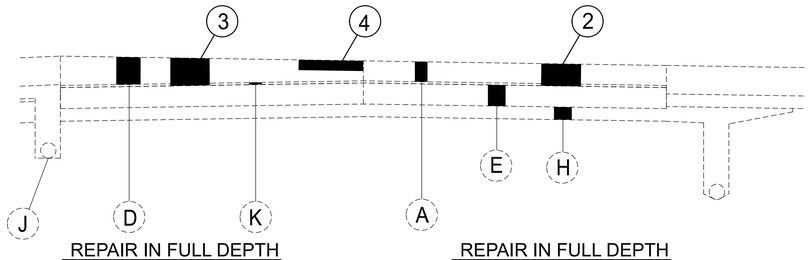
S1 - STA. 1441+30 TO STA. 1448+50, EB (LANE 3)

NORMAL SECTION IR-90

PAVEMENT REPAIR DETAILS



REPAIR IN FULL DEPTH CONCRETE PAVEMENT



REPAIR IN FULL DEPTH UNBONDED CONCRETE OVERLAY SUPERELEVATED - SECTION

REPAIR IN FULL DEPTH UNBONDED CONCRETE OVERLAY NORMAL - SECTION

SEE SHEET "LOCATION 1 - PAVEMENT REPAIR DETAILS" FOR ADDITIONAL DETAILS

TYPICAL SECTION INFORMATION
FROM RECORD PLANS:
PID 5774
LAK-090-6.71
SALE: 2005
(PERFORM ONLY PROPOSED WORK FOR PID 113133)

LOCATION 1 - I.R.-90 - EXISTING TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER JAG
REVIEWER DAB 10/10/25
PROJECT ID 113133
SHEET P.20 TOTAL 61

D12-PPM-FY2026

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/18/2025 TIME: 8:51:33 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: John.Grmovsek@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 113133 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12_D12\113133\400-Engineering\Roadway\Sheets\113133_GY101.dgn

℄ IR - 90, WB

10'-0" | 12'-0" | 12'-0" | 12'-0" | 10'-0"

PROFILE GRADE

VARIES 6:1 TO 8:1 — 0.0420 — 0.0160 — 0.0160 — 0.0160 — 0.0420 — VARIES 6:1 TO 8:1

J H C J K H E A H J C J

STA. 448+50.00 TO STA. 456+30.83, WB

460+14 (10' REPAIR WIDTH) | 10' SHLDR | 16' RAMP "L" | 8' GORE | 12'-0" (LANE 3)

VARIES 6:1 TO 8:1

S6 — 5 6 7

℄ IR - 90, WB

10' SHLDR | 12'-0" (LANE 3) | 12'-0" (LANE 2) | 12'-0" (LANE 1) | 10'-0"

PROFILE GRADE

VARIES 6:1 TO 8:1 — 0.0420 — 0.0160 — 0.0160 — 0.0160 — 0.0420 — VARIES 6:1 TO 8:1

J H C J D K A E H H J C J

STA. 456+30.83 TO STA. 469+50.00, WB
STA. 479+00.00 TO STA. 491+39.50, WB

S6 - STA. 457+04 TO STA. 460+14, WB (ENTRANCE RAMP GORE)
(REPAIR TAPERS FROM 10' TO 3' - LENGTH=310')

NORMAL SECTION IR-90

SUPERELEVATED SECTION IR-90

℄ SURVEY

℄ IR - 90, EB

10'-0" | 12'-0" | 12'-0" | 12'-0" (LANE 3) | 10'-0"

PROFILE GRADE

S1 — 5 7 6

VARIES 6:1 TO 8:1 — 0.0420 — 0.0160 — 0.0160 — 0.0160 — 0.0420 — VARIES 6:1 TO 8:1

H C E H K A J H C H J

STA. 1448+50.00 TO STA. 1455+15.18, EB

S1 - STA. 1448+50 TO STA. 1448+80, EB (LANE 3)

℄ IR - 90, EB

10'-0" | 12'-0" | 12'-0" | 12'-0" | 10'-0"

PROFILE GRADE

VARIES 6:1 TO 8:1 — 0.0420 — 0.0160 — 0.0160 — 0.0160 — 0.0420 — VARIES 6:1 TO 8:1

G H K C D K A E H J H C H J

STA. 1455+15.18 TO STA. 1469+00.00, EB
STA. 1480+00.00 TO STA. 1490+60.32, EB

℄ RAMP

9'-0" | 16'-0" OR VARIES | 11'-0"

3'-0" | 8'-0"

7% MAX. BREAK

0.0420 NORM. 0.020 MIN. | 0.0160 NORM. 0.050 MAX | 0.0420 OR MATCH PAVE. SLOPE | 0.080

30" (TYP) | 30" (TYP)

J H B J

SR-306 RAMP

STA. 6+42.89 TO STA. 14+78.05 RAMP N
STA. 12+46.03 TO STA. 18+42.45 RAMP P

℄ IR - 90, WB

10'-0" | 12'-0" | 12'-0" | 0' * | 4'-0"

10'-0" | 12'-0" | 12'-0" | 12'-0" OR 0' * | 10'-0" OR 4'-0" #

(LANE 2)

PROFILE GRADE

VARIES 6:1 TO 8:1 — 0.0420 — 0.0160 — 0.0160 — 0.0160 — 0.0420 — VARIES 6:1 TO 8:1

J J H C J J

STA. 469+50.00 TO STA. 479+00.00, WB (* - 12'-0") (# - 10'-0")
STA. 598+21.40 TO STA. 621+04.83, WB (* - 0'-0") (# - 4'-0")

SUPERELEVATED SECTION IR-90

℄ SURVEY

℄ IR - 90, EB

10'-0" | VARIES 12'-0" TO 0'-0" STA. 1611+00.00 TO STA. 1619+40.00 | 12'-0" | 12'-0" (LANE 3) | 10'-0"

PROFILE GRADE

S3 — 5 7 6

VARIES 6:1 TO 8:1 — 0.0420 — 0.0160 — 0.0160 — 0.0160 — 0.0420 — VARIES 6:1 TO 8:1

J J H C J

STA. 1469+00.00 TO STA. 1480+00.00, EB
STA. 1593+50.00 TO STA. 1619+32.90, EB

S3 - STA. 1610+85 TO STA. 1618+65, EB (LANE 3)

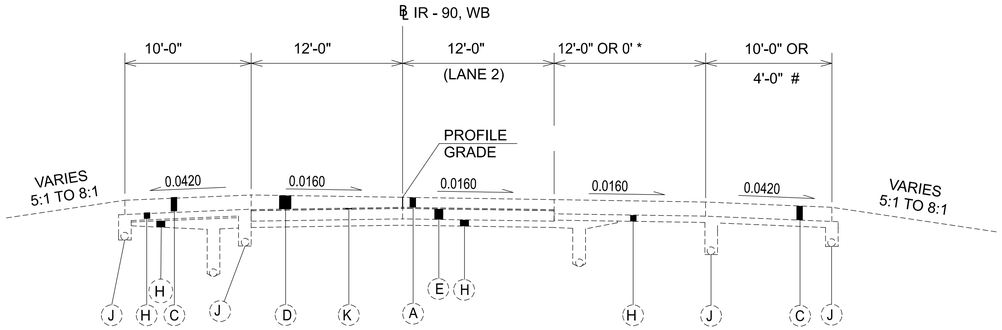
FOR LEGEND, SEE SHEET 20

TYPICAL SECTION INFORMATION
FROM RECORD PLANS:
PID 5774
LAK-090-6.71
SALE: 2005
(PERFORM ONLY PROPOSED WORK
FOR PID 113133)

LOCATION 1 - I.R.-90 - EXISTING TYPICAL SECTIONS

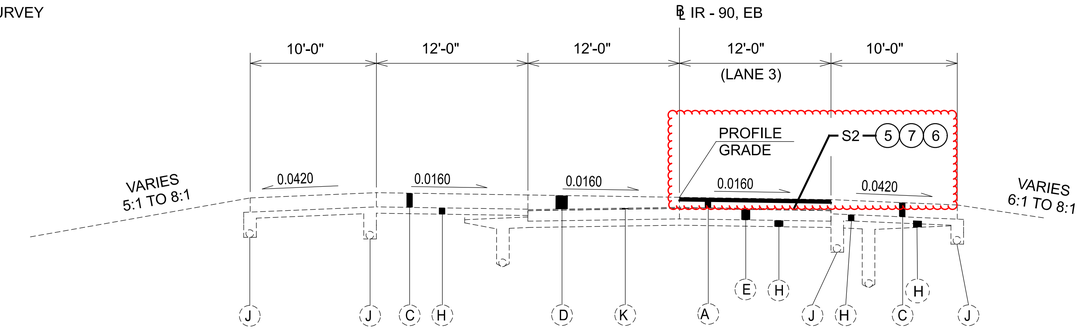
DESIGN AGENCY

DESIGNER JAG
REVIEWER DAB 10/10/25
PROJECT ID 113133
SHEET P.21 TOTAL 61



STA. 491+39.50 TO STA. 505+44.02, WB (* - 12'-0")
(# - 10'-0")
STA. 592+30.24 TO STA. 598+21.40, WB (* - 0'-0")
(# - 4'-0")

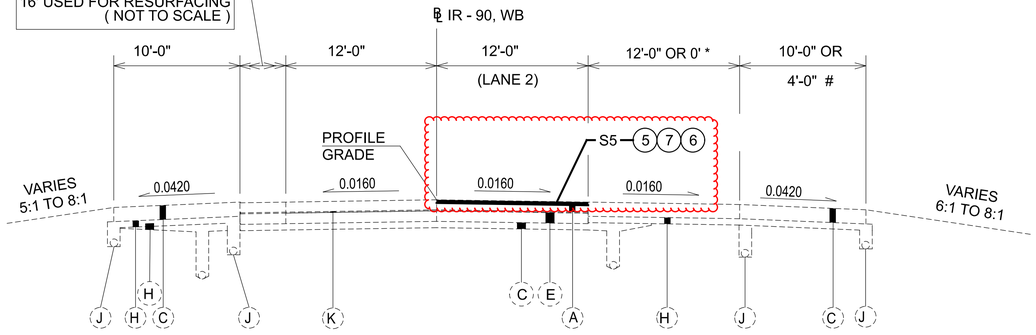
SUPERELEVATED SECTION IR-90



STA. 1490+60.32 TO STA. 1505+03.79, EB
STA. 1590+26.82 TO STA. 1593+50.00, EB

S2 - STA. 1491+85 TO STA. 1501+45, EB (LANE 3)

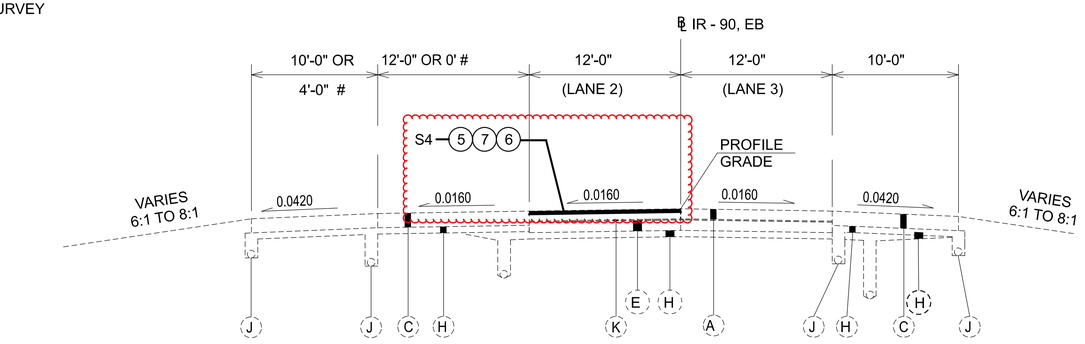
ENTRANCE RAMP
RAMP "B" PVT TAPER
16' USED FOR RESURFACING
(NOT TO SCALE)



STA. 505+44.02 TO STA. 528+00.00, WB (* - 12'-0")
(# - 10'-0")
STA. 537+00.00 TO STA. 564+35.08, WB (* - 12'-0")
(# - 10'-0")
STA. 573+35.08 TO STA. 592+30.24, WB (* - 0'-0")
(# - 4'-0")
STA. 630+50.00 TO STA. 646+18.73, WB (* - 0'-0")
(# - 4'-0")
STA. 718+30.70 TO STA. 748+50.00, WB (* - 0'-0")
(# - 4'-0")

S5 - STA. 554+50 TO STA. 536+80, WB (LANE 2)

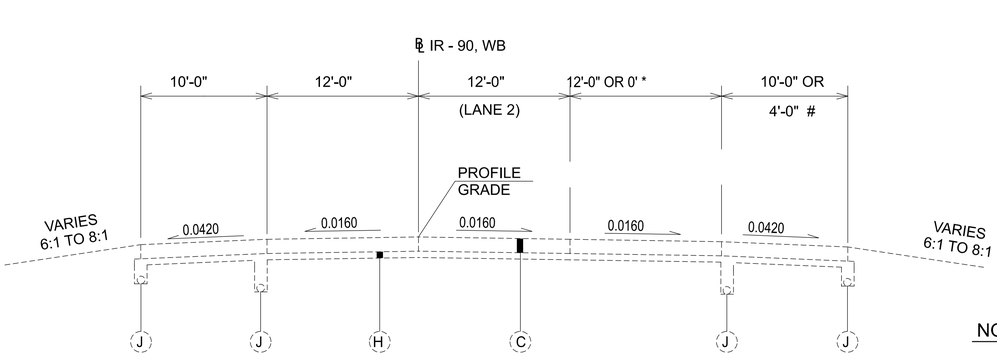
NORMAL SECTION IR-90



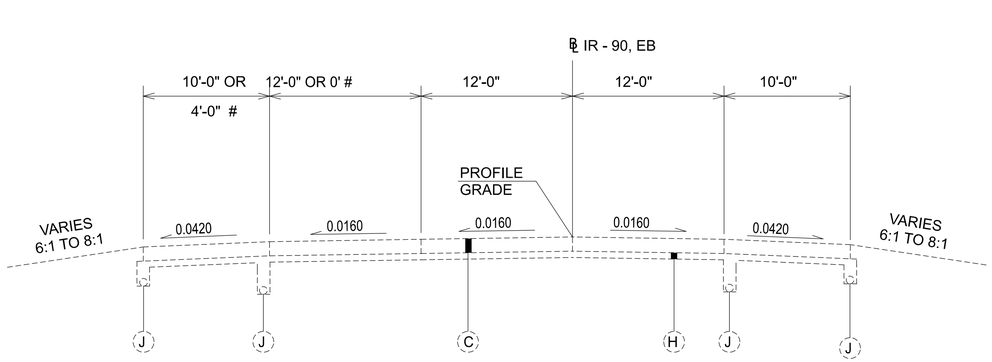
STA. 1505+03.79 TO STA. 1526+50.00, EB (# - 12'-0")
(# - 10'-0")
STA. 1535+50.00 TO STA. 1563+20.40, EB (# - 12'-0")
(# - 10'-0")
STA. 1572+20.40 TO STA. 1590+26.82, EB (# - 12'-0")
(# - 4'-0")

STA. 1629+00.00 TO STA. 1644+46.80, EB (# - 0'-0")
(# - 4'-0")
STA. 1717+91.48 TO STA. 1749+00.00, EB (# - 0'-0")
(# - 4'-0")

S4 - STA. 1637+15 TO STA. 1644+90, EB (LANE 2)



NORMAL SECTION IR-90



STA. 528+00.00 TO STA. 537+00.00, WB (* - 12'-0")
(# - 4'-0")
STA. 564+35.08 TO STA. 573+35.08, WB
STA. 621+04.83 TO STA. 630+50.00, WB (* - 0'-0")
(# - 4'-0")
STA. 748+50.00 TO STA. 761+00.00, WB (* - 0'-0")
(# - 4'-0")

* - VARIES 12'-0" TO 0'-0" FROM STA. 565+50.00 TO STA. 566+50.00
(# - 10'-0")
* - 0'-0" FROM STA. 566+50.00 TO STA. 573+35.08
# - VARIES 10'-0" TO 4'-0" FROM STA. 566+50.00 TO STA. 567+00.00

STA. 1526+50.00 TO STA. 1535+50.00, EB (# - 12'-0")
(# - 10'-0")
STA. 1563+20.40 TO STA. 1572+20.40, EB (# - 12'-0")
(# - 10'-0")
STA. 1619+32.90 TO STA. 1629+00.00, EB (# - 0'-0")
(# - 4'-0")
STA. 1749+00.00 TO STA. 1760+61.00, EB (# - 0'-0")
(# - 4'-0")

FOR LEGEND, SEE SHEET 20

TYPICAL SECTION INFORMATION
FROM RECORD PLANS:
PID 5774
LAK-090-6.71
SALE: 2005
(PERFORM ONLY PROPOSED WORK
FOR PID 113133)

LOCATION 1 - I.R.-90 - EXISTING TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER	JAG
REVIEWER	DAB 10/10/25
PROJECT ID	113133
SHEET	P.22
TOTAL	61

D12-PPM-FY2026