

ITEM 614, WORK ZONE TRAFFIC SIGNAL

THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL WOOD POLES, DOWN GUYS, CONDUIT RISER, WEATHERHEAD, METER BASE, DISCONNECT SWITCH, MESSENGER WIRE (WITH ACCESSORIES), SIGNAL HEADS, CONTROLLER, WIRING AND ALL OTHER NECESSARY ITEMS IN ACCORDANCE WITH PLAN DETAILS FOR A COMPLETE WORK ZONE INSTALLATION AT THE NORTH RAMP INTERSECTION. MAINTENANCE OF ALL WORK ZONE TRAFFIC CONTROL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE WORK ZONE SIGNALS ARE DESIGNED AND EXPECTED TO BE USED DURING EACH CONSTRUCTION STAGE.

DURING STAGE 1, THE CONTRACTOR SHALL:

INSTALL 45' TEMPORARY WOOD POLES AND APPURTENANCES AS SHOWN ON THE PLAN.

INSTALL 3/8" MESSENGER WIRE BETWEEN THE TEMPORARY WOOD POLES. MESSENGER WIRE ATTACHMENT HEIGHTS AT THE TEMPORARY WOOD POLES SHALL BE ADEQUATE TO PROVIDE A MINIMUM OF 16' CLEARANCE FOR SIGNAL HEADS WHEN INSTALLED.

INSTALL THE TEMPORARY CONTROLLER AND APPURTENANCES AT THE LOCATION SHOWN IN THE PLAN. REFER TO THE SCD TC-83.10 POWER SERVICE AND CONTROLLER MOUNTING ON WOOD POLES FOR MORE INFORMATION.

INSTALL THE TEMPORARY WORK ZONE SIGNAL HEADS AS SHOWN ON THE PLAN. COVER THE SIGNAL HEADS UNTIL NEEDED.

INSTALL THE SIGNAL CABLE FOR THE WORK ZONE SIGNAL HEADS IN ACCORDANCE WITH THE WIRING DIAGRAM. CABLE SHALL BE PROVIDED FROM THE HEAD TO THE CONTROLLER. COIL EXTRA WIRE FOR MOVING HEADS TO SERVE OTHER CONSTRUCTION STAGE PLACEMENTS.

PLACE THE WORK ZONE INSTALLATION INTO SERVICE.

THE CONTRACTOR IS RESPONSIBLE FOR REMOVING WORK ZONE INSTALLATION FROM SERVICE UPON COMPLETION OF THE PROJECT.

ALL MATERIALS FURNISHED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND REMOVED FROM THE PROJECT SITE.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, WORK ZONE TRAFFIC SIGNAL 4 EACH

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SHALL CONFORM TO C&MS 615 AND AS SPECIFIES HEREIN.

PAYMENT FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN INCLUDES THE INSTALLATION, MAINTENANCE AND REMOVAL OF ALL FENCING, EARTHWORK, GUARDRAIL, SIDEWALK, AND ALL OTHER ITEMS AS NECESSARY TO PROVIDE A COMPLETE, FUNCTIONAL, AND SAFE INSTALLATION FOR PUBLIC USE.

PHASE	ALIGNMENT	STATION LIMITS		AREA (SY)
PREPHASE 1	TECHNOLOGY DR.	5+61	9+55	694
	SPEEDWAY DR.	6+09	9+65	482
PHASE 1 STEP 1	CR 99	73+10	78+75	492
		81+60	82+50	1,139
		81+45	82+40	37
		87+40	88+55	501
	87+55	89+00	41	
IR 75	1022+60	1025+40	182	
PHASE 2	CR 99	82+10	82+40	294
		87+45	88+10	160
	IR 75	1042+70	1043+25	12
		1045+90	1046+90	32

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 615, PAVEMENT FOR MAINTANING TRAFFIC, CLASS A, AS PER PLAN
 4,350 SY

ITEM 614, MAINTAINING TRAFFIC, CR 99 WESTBOUND BRIDGE CONSTRUCTION

DURING THE CONSTRUCTION OF CR 99 WESTBOUND BRIDGE, LANES ON IR 75 MAY BE CLOSED FOR SHORT DURATIONS IN ACCORDANCE WITH THE FOLLOWING PHASING: THE CONSTRUCTION ACTIVITIES FOR THE ERECTION OF PROPOSED BRIDGE GIRDERS. THE CONTRACTOR IS REQUIRED TO GET APPROVAL FROM THE PROJECT ENGINEER FOR CLOSURES AND COORDINATE WITH THE ODOT DISTRICT, HANCOCK COUNTY AND THE CITY OF FINDLAY.

FOR GIRDER ERECTION WORK OVER THE IR 75 SB LANES, ALL IR 75 SB LANES MAY BE CLOSED. SB TRAFFIC WILL BE REDUCED TO ONE LANE IN ACCORDANCE WITH ODOT STANDARD DRAWINGS AND BE DIVERTED TO THE IR 75 SB EXIT RAMP TO CR 99 AND TO THE IR 75 SB ENTRANCE RAMP FROM CR 99. CR 99 WILL BE CLOSED TO THROUGH TRAFFIC IN EACH DIRECTION. TYPE III BARRICADES WILL BE INSTALLED, SIGNAL ADJUSTED TO AN ALL-GREEN PHASE FOR IR 75 TRAFFIC. IR 75 NB LANES MAY BE REDUCED TO TWO LANES IN ACCORDANCE WITH ODOT STANDARD DRAWINGS AND SHIFTED TO THE EXISTING I-75 NB DRIVE LANE AND PAVED SHOULDER.

FOR GIRDER ERECTION WORK OVER THE IR 75 NB LANES, ALL IR 75 NB LANES MAY BE CLOSED. NB TRAFFIC WILL BE REDUCED TO ONE LANE IN ACCORDANCE WITH ODOT STANDARD DRAWINGS AND BE DIVERTED TO THE IR 75 NB EXIT RAMP TO CR 99, THEN PROCEED THROUGH THE INTERSECTION WITH CR 99 AND TO THE IR 75 NB ENTRANCE RAMP FROM CR 99. CR 99 WILL BE CLOSED TO THROUGH TRAFFIC IN EACH DIRECTION. TYPE III BARRICADES WILL BE INSTALLED, SIGNAL ADJUSTED TO AN ALL-GREEN PHASE FOR IR 75 TRAFFIC. IR 75 SB LANES MAY BE REDUCED TO TWO LANES IN ACCORDANCE WITH ODOT STANDARD DRAWINGS AND SHIFTED TO THE EXISTING IR 75 SB DRIVING LANE AND PAVED SHOULDER.

THE LIMITATIONS FOR THIS SHORT DURATION CLOSURE SHALL BE IN THE STIPULATIONS IN THE "APPROVED MAINTENANCE OF TRAFFIC (mot) POLICY EXCEPTION" NOTE: 6 OCCURRENCES IN TOTAL. CLOSURES OF IR 75 TRAFFIC TO RAMPS PERMITTED FROM 12 PM TO 6 PM. THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH MINUTE THAT IR 75 REMAINS CLOSED TO TRAFFIC (DIVERTED TO CR 99 RAMPS) BEYOND THE SPECIFIED PERIOD.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION INCLUDE:



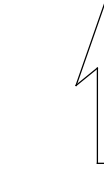


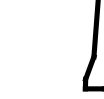
- CLOSING IR 75 AT CR 99
- 6 OCCURRENCES IN TOTAL FROM 12 PM TO 6 AM
- CR 99 WILL BE CLOSED TO MAINTAIN RAMPS FOR THROUGH MOVEMENT OF IR 75

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HEALD A MINIMUM OF 30 CALENDER DAYS PRIOR TO IMPLEMENTATION ON EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND CITY OF FINDLAY AND HANCOCK COUNTY ENGINEER, AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 2/5/2024 FOR PID 102375" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

MAINTENANCE OF TRAFFIC TYPICAL PLANS LEGEND

-  TEMPORARY PAVEMENT
-  TEMPORARY PAVEMENT CONST. IN PREVIOUS PHASE
-  DIRECTION OF EXISTING TRAFFIC
-  DIRECTION OF PROPOSED TRAFFIC
-  DRUMS
-  PORTABLE BARRIER

RUMBLE STRIPS

TRAFFIC IS NOT PERMITTED TO RUN ON OR CROSS OVER ANY RUMBLE STRIPS AT ANY TIME. RUMBLE STRIPS WILL BE REMOVED TO A DEPTH OF 1 1/2" AND REPLACED WITH ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG 64-22, 1 1/2" THICK. RUMBLE STRIPS MUST BE REMOVED AND FILLED WHEN THEY ARE IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC LANE CONFIGURATION. THIS INCLUDES LOCATIONS OF THE LANE SHIFTS ENTERING AND EXITING A WORK ZONE, AS WELL AS, CONFLICTING RUMBLE STRIPS AT THE EXIT AND ENTRANCE RAMPS. THE RUMBLE STRIPS SHALL BE FILLED OR ELIMINATED BY PLANING AND PAVING TO PROVIDE A SMOOTH RIDE TO THE SATISFACTION OF THE PROJECT ENGINEER. ONCE TRAFFIC IS IN ITS FINAL POSITION, RUMBLE STRIPS SHALL BE RETURNED TO THE PRE-CONSTRUCTION CONDITION. REPLACEMENT WITH ASPHALT PAVEMENT IS NOT ACCEPTABLE. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

THE FOLLOWING ARE ESTIMATED LOCATIONS OF RUMBLE STRIP REMOVAL AND REPLACEMENT. THE ACTUAL LIMITS MAY VARY.

- PHASE 1
- RAMP B
- STA. 1020+99 TO STA. 1030+95
- IR 75 NORTHBOUND OUTSIDE SHOULDER
- STA. 1026+23 TO STA. 1044+50
- IR 75 SOUTHBOUND OUTSIDE SHOULDER
- STA. 1027+00 TO STA. 1045+69

- PHASE 1 STEP 1
- IR 75 NORTHBOUND INSIDE SHOULDER
- STA. 1007+68 TO STA. 1046+73
- IR 75 NORTHBOUND OUTSIDE SHOULDER
- STA. 1026+39 TO STA. 1046+73
- IR 75 SOUTHBOUND INSIDE SHOULDER
- STA. 1007+81 TO STA. 1053+65

- PHASE 1 STEP 2
- IR 75 NORTHBOUND OUTSIDE SHOULDER
- STA. 1016+00 TO STA. 1026+00

- PHASE 2
- IR 75 NORTHBOUND INSIDE SHOULDER
- STA. 1028+46 TO STA. 1055+32
- IR 75 SOUTHBOUND INSIDE SHOULDER
- STA. 1037+15 TO STA. 1060+48

DESIGN AGENCY



DESIGNER

CO

REVIEWER

KF 05/20/22

PROJECT ID

102375

SHEET

40

TOTAL

705

SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
492	551	552	553	554						01/SK5/03	02/IMS/08	03/IMS/13	04/SK5/04							
																	TRAFFIC SIGNALS CONT.			
	1,095	1,089		2,991						5,175					632	40500	5,175	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
	997	1,063		1,005						3,065					632	40700	3,065	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
	4	4		4						12					632	64011	12	EACH	SIGNAL SUPPORT FOUNDATION, AS PER PLAN	548
	3	4		3						10					632	64020	10	EACH	PEDESTAL FOUNDATION	
			168	107						275					632	69320	275	FT	POWER CABLE, 3 CONDUCTOR, NO. 2 AWG	
				570						570					632	69900	570	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG	
				2	1					3					632	70001	3	EACH	POWER SERVICE, AS PER PLAN	547
	2									2					632	72101	2	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 2, AS PER PLAN	549
	2									2					632	72111	2	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4, AS PER PLAN	549
	1	1								2					632	72131	2	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12, AS PER PLAN	549
	1	1								2					632	72141	2	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13, AS PER PLAN	549
				4						4					632	77233	4	EACH	SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.22 MAST ARM, AS PER PLAN	548
				1						1					632	79131	1	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12, AS PER PLAN	549
				2						2					632	79141	2	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13, AS PER PLAN	549
				1						1					632	79151	1	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 14, AS PER PLAN	549
				2						2					632	89601	2	EACH	PEDESTAL, 8', AS PER PLAN	548
	2	1								3					632	90000	3	EACH	PEDESTAL, 11', TRANSFORMER BASE	
	1	4								5					632	90008	5	EACH	PEDESTAL, 15', TRANSFORMER BASE	
				1						1					632	90010	1	EACH	PEDESTAL, MISC.: 15', TRANSFORMER BASE	548
	1	1		1						3					632	90101	3	EACH	REMOVAL OF TRAFFIC SIGN	548
			2	1						3					633	99000	3	EACH	CONTROLLER ITEM, MISC.: CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1, AS PER PLAN	549
				1						1					633	67100	1	EACH	CABINET FOUNDATION	
			2							2					633	67101	2	EACH	CABINET FOUNDATION, AS PER PLAN	549
			2	1						3					633	67201	3	EACH	CONTROLLER WORK PAD, AS PER PLAN	548
			2	1						3					633	75001	3	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	549
				2						2					809	69001	2	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	548
	4	4		4						12					809	69211	12	EACH	PREEMPT RECEIVING UNIT, AS PER PLAN	550
	1,172	1,144		945						3,261					809	69221	3,261	FT	PREEMPT DETECTOR CABLE, AS PER PLAN	550
	4	4		4						12					809	69231	12	EACH	PREEMPT PHASE SELECTOR, AS PER PLAN	550
	4	4		4						12					809	69241	12	EACH	PREEMPT CONFIRMATION LIGHT, AS PER PLAN	550
			1	1						2					815	30001	2	EACH	SPREAD SPECTRUM RADIO, AS PER PLAN	548
	1	1		1						3					816	30001	3	EACH	VIDEO DETECTION SYSTEM, AS PER PLAN	550
																			RETAINING WALLS (WALL 001)	
	530									530					503	21100	530	CY	UNCLASSIFIED EXCAVATION	
	38,687									38,687					509	10000	38,687	LB	EPOXY COATED STEEL REINFORCEMENT	
	4,738									4,738					509	30020	4,738	FT	NO. 4 DEFORMED GFRP REINFORCEMENT	
	330									330					511	46212	330	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL INCLUDING FOOTING	
	50									50					511	53012	50	CY	CLASS QC2 CONCRETE, MISC.: BRIDGE RAILING ON RETAINING WALL	492
	470									470					512	10100	470	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	35									35					512	33000	35	SY	TYPE 2 WATERPROOFING	
	50									50					516	13600	50	SF	1" PREFORMED EXPANSION JOINT FILLER	
	295									295					516	13900	295	SF	2" PREFORMED EXPANSION JOINT FILLER	
	180									180					518	21200	180	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
	312									312					518	40000	312	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
	10									10					518	40010	10	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
																			STRUCTURE OVER 20 FOOT SPAN (HAN-C0099-000)	587
																			STRUCTURE OVER 20 FOOT SPAN (HAN-00075-1962)	615

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

MJL

REVIEWER

PHF 11/22/22

PROJECT ID

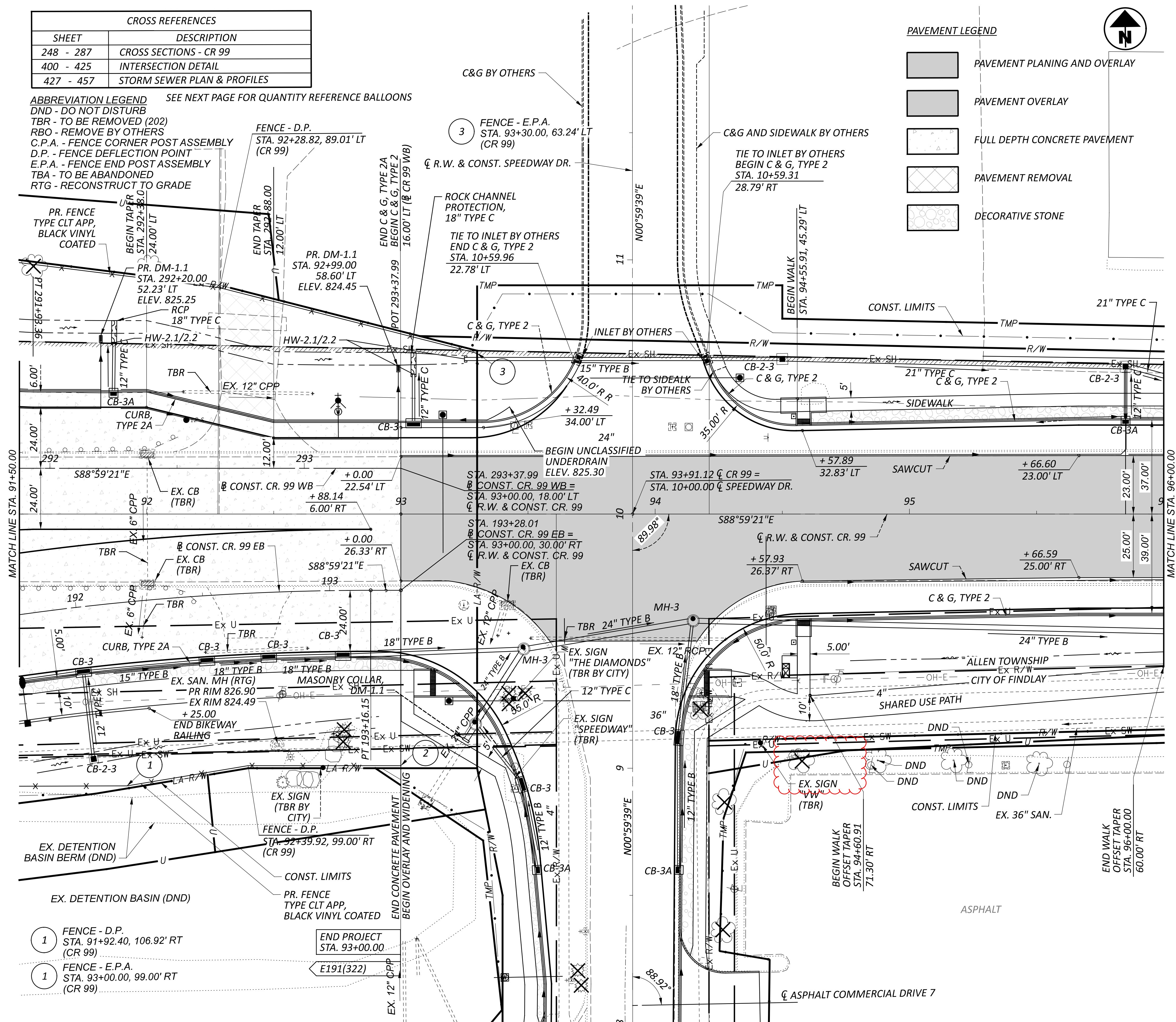
102375

SHEET TOTAL

124 | 705

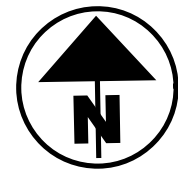
CROSS REFERENCES	
SHEET	DESCRIPTION
248 - 287	CROSS SECTIONS - CR 99
400 - 425	INTERSECTION DETAIL
427 - 457	STORM SEWER PLAN & PROFILES

ABBREVIATION LEGEND SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED (202)
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 TBA - TO BE ABANDONED
 RTG - RECONSTRUCT TO GRADE



PAVEMENT LEGEND

- PAVEMENT PLANING AND OVERLAY
- PAVEMENT OVERLAY
- FULL DEPTH CONCRETE PAVEMENT
- PAVEMENT REMOVAL
- DECORATIVE STONE



PLAN SHEET - CR 99
 STA. 91+50.00 TO STA. 96+00.00

- 1 FENCE - D.P.
STA. 91+92.40, 106.92' RT
(CR 99)
- 1 FENCE - E.P.A.
STA. 93+00.00, 99.00' RT
(CR 99)

END PROJECT
 STA. 93+00.00
 E191(322)

DESIGN AGENCY



DESIGNER
 MJL


REVIEWER
 KF 05/20/22

PROJECT ID
 102375

SHEET TOTAL
 189 705

REF NO.	SHEET NO.	STATION TO STATION				646	646	646	646	646	646	646	646	646	646	646	642	621	621	807	807	807	807	807	850	850	850
		MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	EACH	FT	FT	EACH	EACH	MILE	MILE	MILE	FT	FT	MILE	FT	FT		
A-60	518	289+10.00	RT																								
A-61	518	289+10.00	RT																								
CH-13	518	289+58.00	LT	292+38.00	LT			280																			
EW-19	518	189+72.00	RT	193+64.00	RT	0.13																					
A-62	518	289+76.00	LT																								
A-63	518	289+76.00	LT																								
A-64	518	289+76.00	RT																								
A-65	518	289+76.00	RT																								
A-66	518	290+42.00	LT																								
A-67	518	290+42.00	LT																								
A-68	518	290+42.00	RT																								
A-69	518	290+42.00	RT																								
CH-16	518	190+59.00	LT	193+48.00	LT			289																			
CH-17	518	190+59.00	RT	193+48.00	RT			289																			
A-70	518	190+74.00	LT																								
A-71	518	190+74.00	LT																								
A-72	518	190+74.00	RT																								
A-73	518	190+74.00	RT																								
L-7	518	290+91.00	C	293+55.00	C			0.05																			
L-8	518	290+91.00	RT	293+55.00	RT			0.05																			
A-74	518	291+08.00	LT																								
A-75	518	291+08.00	LT																								
A-76	518	291+08.00	RT																								
A-77	518	291+08.00	RT																								
CL-8	518	191+32.00	LT	193+48.00	LT			0.04																			
CL-7	518	291+38.00	RT	293+55.00	RT			0.04																			
A-78	518	191+40.00	LT																								
A-79	518	191+40.00	LT																								
A-80	518	191+40.00	RT																								
A-81	518	191+40.00	RT																								
A-82	518	291+74.00	LT																								
A-83	518	291+74.00	LT																								
A-84	518	291+74.00	RT																								
A-85	518	291+74.00	RT																								
A-86	518	192+06.00	LT																								
A-87	518	192+06.00	LT																								
A-88	518	192+06.00	RT																								
A-89	518	192+06.00	RT																								
A-90	518	192+72.00	LT																								
A-91	518	192+72.00	LT																								
A-92	518	192+72.00	RT																								
A-93	518	192+72.00	RT																								
EW-20	518	292+88.00	LT	93+65.00	LT	0.03																					
A-94	518	193+38.00	LT																								
A-95	518	193+38.00	LT																								
A-96	518	193+38.00	RT																								
A-97	518	193+38.00	RT																								
ST-11	518	193+48.00	C					54																			
EW-21	519	94+03.00	RT	101+94.00	RT	0.15																					
EW-22	519	94+10.00	LT	101+90.00	LT	0.15																					
CW-6	519	94+58.00	C																								
ST-14	519	94+70.00	LT					48																			
L-9	519	94+70.00	RT	101+70.00	RT																						
L-10	519	94+70.00	LT	101+70.00	LT																						
L-11	519	94+70.00	LT	101+70.00	LT																						
CL-11	519	94+70.00	RT	100+70.00	C																						
CH-21	519	94+70.00	C	97+20.00	C																						
A-106	519	94+80.00	RT																								
A-107	519	95+46.00	RT																								
TOTALS SHEET 3					0.46	0.00	0.50	0.20	1108	102	77	0	0	40	0	0	0	0	0.00	0.00	0.00	0	0	0.00	0	0	

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 CMS
 REVIEWER
 CML 11/29/22
 PROJECT ID
 102375
 SHEET TOTAL
 507 705

Main data table with columns: REF NO., SHEET NO., STATION TO STATION, and various material types (EDGE LINE, CENTER LINE, etc.) with associated quantities in MILE and FT.

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY



DESIGNER

CMS

REVIEWER

CML 11/29/22

PROJECT ID

102375

SHEET

510

TOTAL

705

614 LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

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

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

1. DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
2. DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

1. FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
2. FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
 - A. ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND, AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

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

1. THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR OTHER LOCATION AS APPROVED BY THE ENGINEER. THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

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

614 LAW ENFORCEMENT OFFICER (WITH PATROL CAR), CON'T.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 24 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED. ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

632 PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 632 AND 732 THE FOLLOWING SHALL APPLY:

1. SIGNAL HEADS AND VISORS SHALL BE CONSTRUCTED OF BLACK POLYCARBONATE PLASTIC AND MEET ITE SPECIFICATIONS.
2. PROPER EXTERIOR COLORS SHALL BE OBTAINED BY USE OF COLORED PLASTIC MATERIAL RATHER THAN PAINTING.
3. PIPE, SPACERS AND FITTINGS CONSTRUCTED OF POLYCARBONATE PLASTIC MAY BE USED IN LIEU OF GALVANIZED STEEL OR ALUMINUM.
4. THE PEDESTRIAN SIGNAL HEAD SHALL BE OF THE LED COUNTDOWN TYPE.
5. NEW ATTACHMENT HARDWARE AND FITTINGS SHALL BE USED.
6. THE LIGHT EMITTING DIODE (LED) MODULES SHALL MEET THE REQUIREMENTS OF C&MS 732.04. THE CONTRACTOR SHALL PROVIDE ODOT, IN WRITING, WITH THE LED MANUFACTURER NAME, SERIAL NUMBER, PART NUMBER, DESCRIPTION OF LAMP, AND DATE OF MANUFACTURE FOR ALL LED UNITS THAT ARE TO BE USED IN THE SIGNAL HEAD PRIOR TO INSTALLATION, FOR ACCEPTANCE AND WARRANTY PURPOSES.

PAYMENT FOR ITEM 632 PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN SHALL BE MADE FOR THE NUMBER OF COMPLETE SIGNAL HEAD FURNISHED AND INSTALLED, INCLUDING ALL LABOR, EQUIPMENT, MATERIALS AND NEW ATTACHMENT HARDWARE.

632 SIGNAL SUPPORT FOUNDATION, AS PER PLAN

PRIOR TO ORDERING THE SIGNAL SUPPORTS, THE CONTRACTOR SHALL CONTACT OUPS TO HAVE ALL THE UTILITIES LOCATED IN THE FIELD. THEN THE CONTRACTOR SHALL MEET THE PROJECT ENGINEER TO LOCATE THE PROPOSED SUPPORT LOCATIONS TO INSURE THERE ARE NO CONFLICTS WITH UTILITIES. IF THERE ARE ISSUES, THE PROJECT ENGINEER SHALL PROVIDE GUIDANCE AS TO THE RELOCATION OF THE SUPPORTS.

DUE TO THE FURTHER POSSIBILITY OF CONFLICT WITH EXISTING OR PROPOSED UNDERGROUND OBSTRUCTIONS (INCLUDING THE POSSIBILITY OF UNRECORDED OBSTRUCTIONS) WHICH COULD AFFECT THE LOCATION OF THE FOUNDATION FOR THIS ITEM, AND CONSEQUENTLY, THE DESIGN OF THE SUPPORT AND/OR ARMS, THE CONTRACTOR SHALL NOT PLACE FINAL ORDERS FOR THE ITEM UNTIL THE FOUNDATIONS HAVE BEEN INSTALLED, AT FINAL GRADE, AND THE CONTRACTOR HAS RECEIVED, FROM ENGINEER, WRITTEN NOTICE TO PROCEED WITH THE ORDERS FOR THE ITEM.

IF ANY FOUNDATION LOCATIONS MUST BE ADJUSTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND MAINTAINING AGENCY, WHO WILL DETERMINE THE REVISED LOCATION AND IF NEEDED, THE SUPPORT DESIGN. THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR DETERMINING THE REVISED DESIGN. THE ENGINEER WILL INFORM THE CONTRACTOR OF ANY CHANGES NECESSARY AND AUTHORIZE THE CONTRACTOR TO ORDER THE SUPPORT.

THE CONTRACTOR SHALL, WHEN DEVELOPING THE PROGRESS SCHEDULE, AND THOSE OF SUBCONTRACTORS, ENSURE THAT THE FOUNDATIONS ARE INSTALLED AT THE EARLIEST TIME AS IS FEASIBLE AND PRACTICAL, AND SHALL INCLUDE SUFFICIENT TIME IN THE PROGRESS SCHEDULE FOR ORDERING, MANUFACTURING, DELIVERY, AND INSTALLATION OF THE SUPPORT ITEMS AFTER THE FOUNDATIONS ARE IN PLACE.

NO PAYMENTS FOR DELIVERED MATERIALS FOR THE FOUNDATION OR SUPPORT ITEMS SHALL BE MADE UNTIL THE FOUNDATIONS ARE IN PLACE, AND IF CHANGES IN THE DESIGN OF THIS ITEM ARE REQUIRED, NO PAYMENT SHALL BE MADE FOR THE ITEMS MANUFACTURED TO THE ORIGINAL DESIGN.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE AND WILL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY FOR EACH SUPPORT FURNISHED, IN PLACE, COMPLETE AND ACCEPTED.

632 PEDESTRIAN PUSHBUTTON, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 632 AND 732, THE FOLLOWING REQUIREMENTS SHALL APPLY:

PUSHBUTTONS SHALL BE "ADA AUDIBLE" AT ALL LOCATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND ASSEMBLING ANY HARDWARE NECESSARY TO ACCOMPLISH THE CO-LOCATION AT NO ADDITIONAL COST TO THE PROJECT.

632 SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.22 MAST ARM (GREATER THAN 39' IN LENGTH), AS PER PLAN

THIS ITEM SHALL REVISE NOTE 18 ON SCD TC-81.22 SIGNAL ARM OVERHEAD SIGNAL SUPPORT TO READ "ON ARMS LONGER THAN 39 FEET,..." INSTEAD OF THE STATED "ON ARMS LONGER THAN 59 FEET,..."

PAYMENT FOR ITEM 632 "SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.22 MAST ARM (GREATER THAN 39' IN LENGTH), AS PER PLAN" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH COMPLETE AND IN PLACE, AND SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.

632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN

TRAFFIC SIGNAL INSTALLATIONS, INCLUDING SIGNAL HEADS, CABLE, MESSENGER WIRE, STRAIN POLES, CABINET, CONTROLLER, ETC., SHALL BE REMOVED IN ACCORDANCE WITH C&MS 632.26 AND AS INDICATED ON THE PLANS. REMOVED ITEMS SHALL BE REUSED AS PART OF A NEW INSTALLATION ON THE PROJECT OR STORED ON THE PROJECT FOR SALVAGE BY THE OHIO DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH THE LISTING GIVEN HEREIN.

ITEMS TO BE STORED: SIGNAL HEADS, STRAIN POLES, SIGNAL POLES, CABINETS, CONTROLLERS

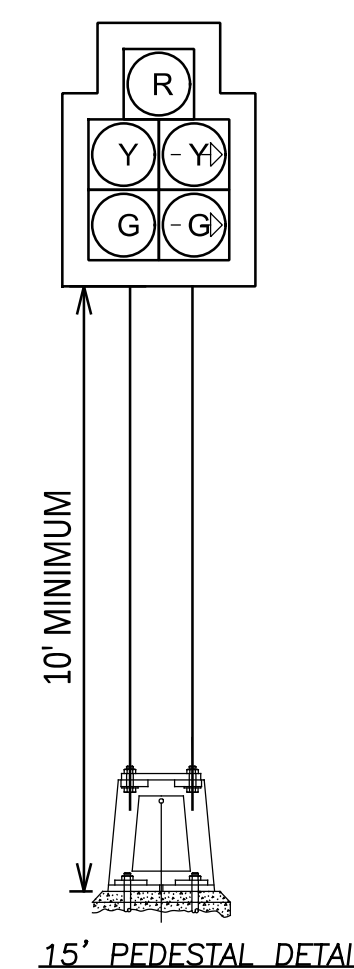
REMOVED ITEMS SHALL BE DELIVERED TO THE CITY OF FINDLAY FACILITY WHOSE ADDRESS IS LISTED BELOW:

CITY OF FINDLAY ATTN: JEREMY KALB (419-424-7121)
 318 DORNEY PLAZA
 FINDLAY, OHIO 45840

IN THE EVENT THE ITEMS STORED ON THE PROJECT FOR SALVAGE BY THE LOCAL AGENCY ARE NOT REMOVED, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

632 PEDESTAL, MISC.: 15', TRANSFORMER BASE

THE PEDESTAL SHALL BE IN ACCORDANCE WITH 632.19 WITH THE EXCEPTION THE HEIGHT ABOVE THE GROUND SHALL BE 15' THE POLE/BASE SHALL BE PER HL-10.13.



809 ADVANCE RADAR DETECTION, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR ADVANCE DETECTION UNIT (MODEL SS-200E). THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

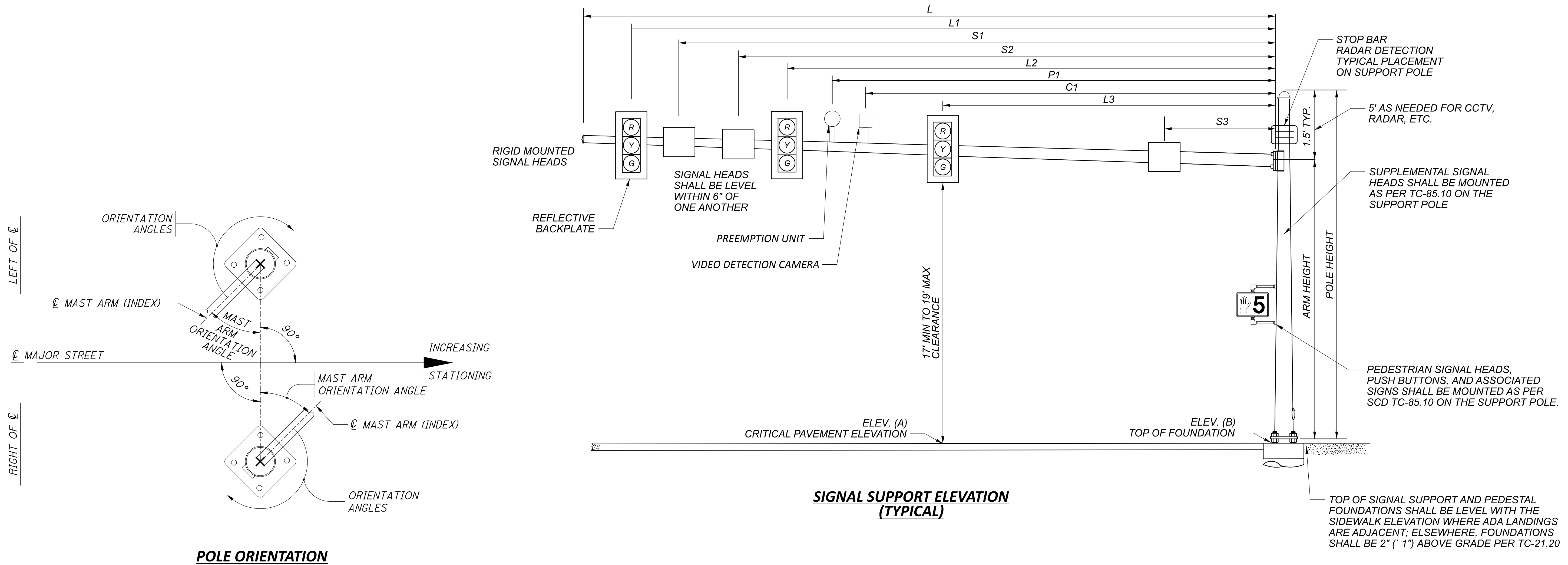
1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.
8. THE CONTRACTOR SHALL INSTALL THE RADAR DETECTION PRIOR TO MILLING/DISABLING EXISTING LOOPS.
9. THE INSTALLATION SHALL INCLUDE ALL CONTROLLER PROGRAMMING FOR COMPLETE INSTALLATION, WHICH INCLUDES MODIFICATIONS FOR REMOVAL OF EXISTING DETECTION. PAYMENT FOR ITEM 809 ADVANCE RADAR DETECTION, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

PAYMENT FOR ITEM 809 ADVANCE RADAR DETECTION, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

815 SPREAD SPECTRUM RADIO, AS PER PLAN

THE SPREAD SPECTRUM RADIO SHALL BE "MDS INET-II-AD/DG" BRAND, AS SUPPLIED BY BALDWIN & SOURS, OR APPROVED EQUAL, AND SHALL BE FURNISHED WITH APPLICABLE FEATURES AND ACCESSORIES, AS REQUIRED IN SUPPLEMENTAL SPECIFICATIONS 815.

PAYMENT FOR ITEM 815 SPREAD SPECTRUM RADIO, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT IN PLACE, COMPLETELY INSTALLED IN THE LOCAL CONTROLLER SHOWN IN THE PLANS, WIRED, TESTED AND ACCEPTED.



MAST ARM TABLE

SUPPORT NO.	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS											ORIENTATION ANGLES FROM MAST ARM A					
			A (Pavt. Elev.)	B (Top of Found.)	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	C1	P1	S1	S2	MAST ARM A ANGLE	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	VEHICULAR SIGNAL	HANDHOLE	
							FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG
SP-1	80+96.55	40.2' LT	840.28'	839.42'	TC-81.22	4	22.5	21	35	32	18	21	23	29	15	348			196	180	
SP-2	81+68.52	8.3' LT	842.04'	843.15'	TC-81.22	12	22.5	21	39	36	22	25	27	33	19	50			195	180	
SP-3	83+59.86	31.9' LT	847.58'	847.01'	TC-81.22	13	22.5	21	52	49	29	32	35	46	26	42				180	
SP-4	82+47.78	26.3' LT	845.59'	846.28'	TC-81.22	4	22.5	21	34	31	17	20	22	28	14	354				180	
PS-1	81+40.06	63.3' RT				PED	15												275	180	
PS-2	82+31.25	83.48' RT				PED	15										207	207	92	180	
PS-3	82+73.09	36.6' RT				PED	11										207	207		180	