

Submittal: 076

Revision:

Date Submitted: 1/11/2021

Response Due By:



Project: 16096 - I-70 Madison County Design-Build
Description: As-Built Drawings for ODOT 183006

To: Jeffrey Vance
ODOT District 6

Email: Jeffrey.Vance@dot.ohio.gov

From: Marcus Durbin
Kokosing Construction

Email: mdd2@kokosing.biz

Submittal Type:	Submitted For:
<input checked="" type="checkbox"/> Engineered Drawings	<input type="checkbox"/> Approval
<input type="checkbox"/> Shop Drawings	<input checked="" type="checkbox"/> Record
<input type="checkbox"/> Working Drawings	<input type="checkbox"/> Other
<input type="checkbox"/> CPM Schedule	
<input type="checkbox"/> Material Certifications / Test Results	Sent Via:
<input type="checkbox"/> Reports	<input checked="" type="checkbox"/> Attached (Electronic)
<input type="checkbox"/> Product Data/Samples	<input type="checkbox"/> Attached (Hard Copy)
<input type="checkbox"/> Other:	

Submittal #	Copies	Spec #	Rev. #	Description
076	1			076 – As-Built Drawings for ODOT 183006

Comments:

Attached are as-built drawings for ODOT Project 183006, which also include all design files electronically.

If you have any questions or comments, please contact me at mdd2@kokosing.biz or 614-499-3944.

Thank you,

Signed: _____





December 31, 2020

Marcus Durbin
Kokosing Construction Company Inc.
6235 Westerville Road
Westerville, OH 43081

Re: MAD-70-8.62
ODOT Project 183006
PID 107109
Final As Built Submittal

Mr. Durbin:

Transmitted herewith for your use is the Final As Built Submittal for the referenced project.
This submission includes:

- (1) one pdf of the Final As Built Plans
- (1) one zip file of the Final CADD Files

Thank you for the opportunity to be a part of this project. I hope you feel it was a successful partnership, and I look forward to working with you on other projects in the future.

If you have questions or require additional information, please contact our office.

Respectfully,

Matt Cornett, P.E., PTOE
Transportation Group Manager

attachments (2)

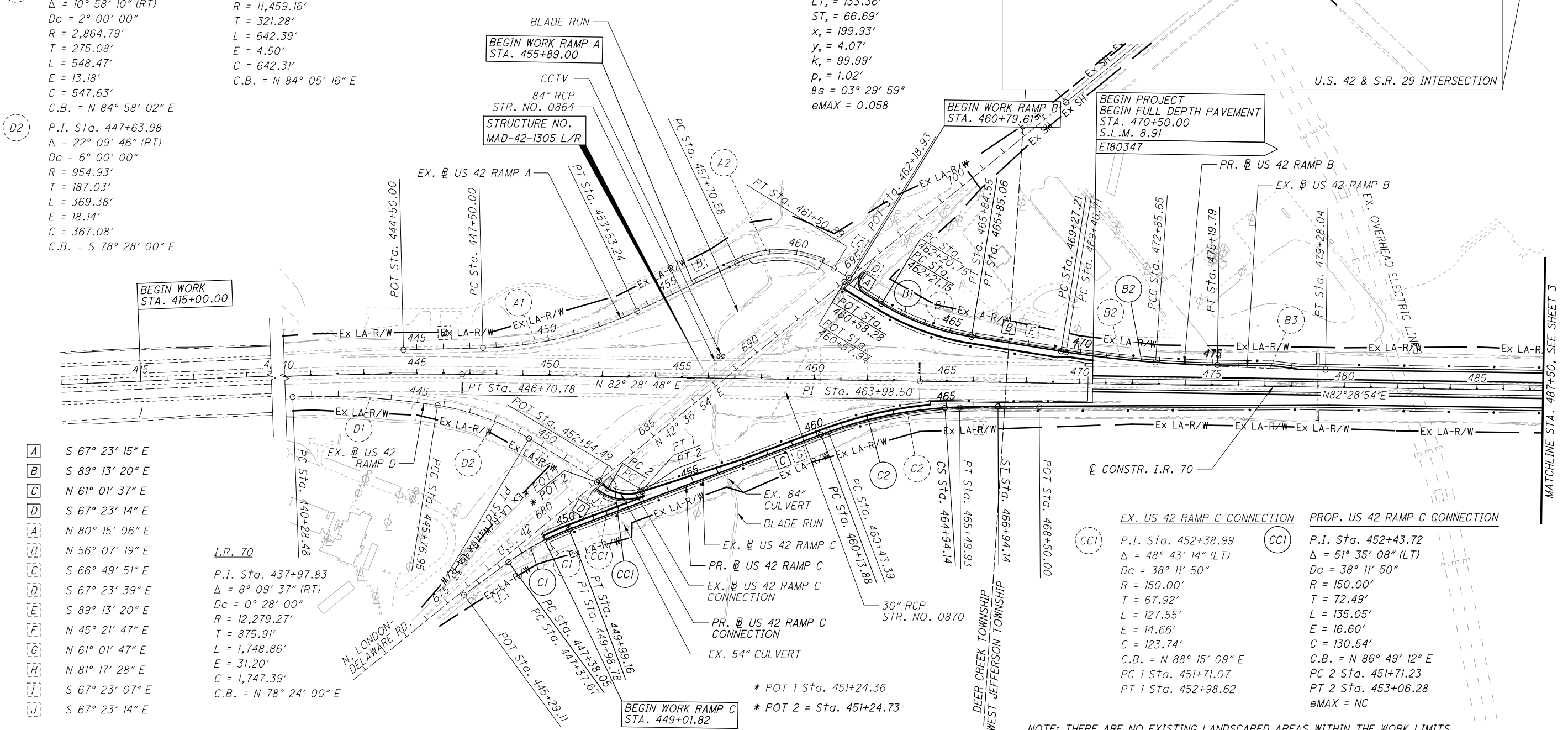
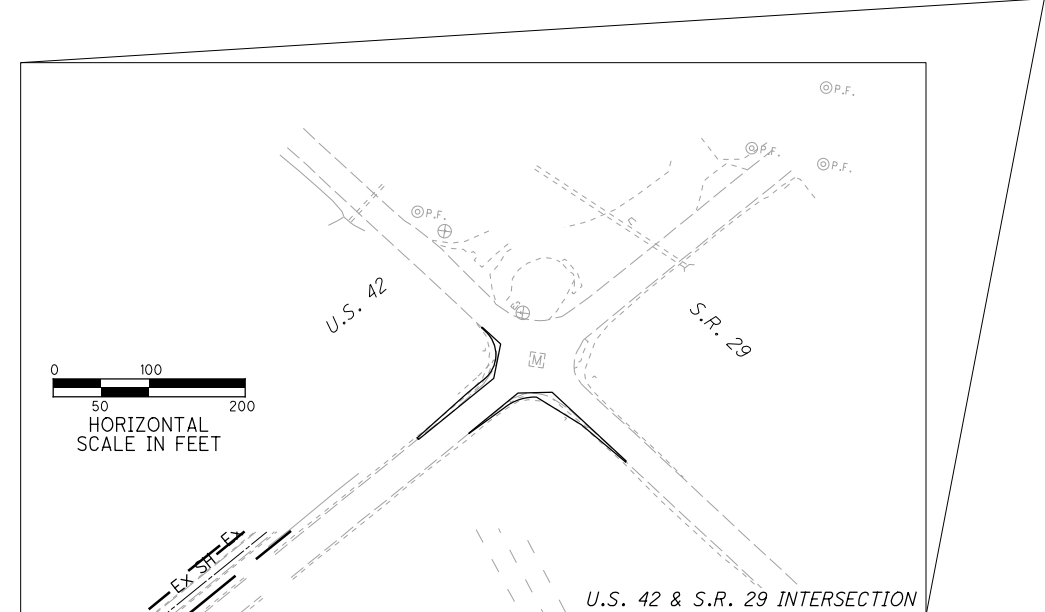
c: File (107109)
Reading File



0 200 400
 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED MJC

NO.	DATE	DESCRIPTION
ISSUE RECORD		

- EX. US 42 RAMP A**
 A1 P.I. Sta. 450+56.16
 $\Delta = 24^\circ 07' 47''$ (LT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 306.16'$
 $L = 603.24'$
 $E = 32.35'$
 $C = 598.79'$
 C.B. = N 68° 11' 13" E
- EX. US 42 RAMP B**
 B1 P.I. Sta. 464+04.88
 $\Delta = 21^\circ 49' 41''$ (LT)
 $Dc = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 184.13'$
 $L = 363.80'$
 $E = 17.59'$
 $C = 361.60'$
 C.B. = S 78° 18' 29" E
- PROP. US 42 RAMP B**
 B1 P.I. Sta. 464+05.34
 $\Delta = 21^\circ 50' 05''$ (LT)
 $Dc = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 184.19'$
 $L = 363.91'$
 $E = 17.60'$
 $C = 361.71'$
 C.B. = S 78° 18' 18" E
 $eMAX = 0.051$
- EX. US 42 RAMP C**
 C1 P.I. Sta. 448+69.05
 $\Delta = 15^\circ 40' 00''$ (RT)
 $Dc = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 131.37'$
 $L = 261.11'$
 $E = 8.99'$
 $C = 260.30'$
 C.B. = N 53° 11' 47" E
- PROP. US 42 RAMP C**
 C1 P.I. Sta. 448+69.42
 $\Delta = 15^\circ 40' 00''$ (RT)
 $Dc = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 131.37'$
 $L = 261.11'$
 $E = 8.99'$
 $C = 260.30'$
 C.B. = N 53° 11' 38" E
 $eMAX = 0.061$
- EX. US 42 RAMP D**
 D1 P.I. Sta. 443+03.56
 $\Delta = 10^\circ 58' 10''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 275.08'$
 $L = 548.47'$
 $E = 13.18'$
 $C = 547.63'$
 C.B. = N 84° 58' 02" E
- PROP. US 42 RAMP D**
 D1 P.I. Sta. 443+03.56
 $\Delta = 10^\circ 58' 10''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 275.08'$
 $L = 548.47'$
 $E = 13.18'$
 $C = 547.63'$
 C.B. = N 84° 58' 02" E
- EX. US 42 RAMP A**
 A2 P.I. Sta. 459+78.17
 $\Delta = 57^\circ 02' 50''$ (RT)
 $Dc = 15^\circ 00' 00''$
 $R = 381.97'$
 $T = 207.60'$
 $L = 380.31'$
 $E = 52.77'$
 $C = 364.80'$
 C.B. = N 84° 38' 44" E
- PROP. US 42 RAMP A**
 A2 P.I. Sta. 471+16.29
 $\Delta = 5^\circ 05' 03''$ (LT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 169.58'$
 $L = 338.94'$
 $E = 3.76'$
 $C = 338.83'$
 C.B. = N 88° 14' 09" E
- EX. US 42 RAMP B**
 B2 P.I. Sta. 472+24.02
 $\Delta = 8^\circ 17' 46''$ (LT)
 $Dc = 1^\circ 24' 00''$
 $R = 4,092.56'$
 $T = 296.81'$
 $L = 592.58'$
 $E = 10.75'$
 $C = 592.06'$
 C.B. = N 86° 37' 47" E
 $eMAX = 0.051$
- PROP. US 42 RAMP B**
 B2 P.I. Sta. 472+24.02
 $\Delta = 8^\circ 17' 46''$ (LT)
 $Dc = 1^\circ 24' 00''$
 $R = 4,092.56'$
 $T = 296.81'$
 $L = 592.58'$
 $E = 10.75'$
 $C = 592.06'$
 C.B. = N 86° 37' 47" E
 $eMAX = 0.051$
- EX. US 42 RAMP C**
 C2 P.I. Sta. 462+99.34
 $\Delta = 20^\circ 15' 41''$ (RT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 255.94'$
 $L = 506.53'$
 $E = 22.69'$
 $C = 503.90'$
 C.B. = N 71° 09' 38" E
- PROP. US 42 RAMP C**
 C2 P.I. Sta. 463+10.01
 $\Delta = 20^\circ 18' 31''$ (RT)
 $Dc = 3^\circ 30' 00''$
 $R = 1,637.02'$
 $T = 296.13'$
 $Lc = 480.26'$
 $C = 478.53'$
 C.B. = N 69° 25' 54" E
 $T_s = 390.44'$
 $L_s = 200.00'$
 $LT_s = 133.36'$
 $x_s = 199.93'$
 $y_s = 4.07'$
 $K_s = 99.99'$
 $p_s = 1.02'$
 $\theta_s = 03^\circ 29' 59''$
 $eMAX = 0.058$



- A S 67° 23' 15" E
- B S 89° 13' 20" E
- C N 61° 01' 37" E
- D S 67° 23' 14" E
- E N 80° 15' 06" E
- F N 56° 07' 19" E
- G S 66° 49' 51" E
- H S 67° 23' 39" E
- I S 89° 13' 20" E
- J N 45° 21' 47" E
- K N 61° 01' 47" E
- L N 81° 17' 28" E
- M S 67° 23' 07" E
- N S 67° 23' 14" E

L.R. 70
 P.I. Sta. 437+97.83
 $\Delta = 8^\circ 09' 37''$ (RT)
 $Dc = 0^\circ 28' 00''$
 $R = 12,279.27'$
 $T = 875.91'$
 $L = 1,748.86'$
 $E = 31.20'$
 $C = 1,747.39'$
 C.B. = N 78° 24' 00" E

EX. US 42 RAMP C CONNECTION
 CC1 P.I. Sta. 452+38.99
 $\Delta = 48^\circ 43' 14''$ (LT)
 $Dc = 38^\circ 11' 50''$
 $R = 150.00'$
 $T = 67.92'$
 $L = 127.55'$
 $E = 14.66'$
 $C = 123.74'$
 C.B. = N 88° 15' 09" E
 PC 1 Sta. 451+71.07
 PT 1 Sta. 452+98.62

PROP. US 42 RAMP C CONNECTION
 CC1 P.I. Sta. 452+43.72
 $\Delta = 51^\circ 35' 08''$ (LT)
 $Dc = 38^\circ 11' 50''$
 $R = 150.00'$
 $T = 72.49'$
 $L = 135.05'$
 $E = 16.60'$
 $C = 130.54'$
 C.B. = N 86° 49' 12" E
 PC 2 Sta. 451+71.23
 PT 2 Sta. 453+06.28
 $eMAX = NC$

* POT 1 Sta. 451+24.36
 * POT 2 = Sta. 451+24.73

NOTE: THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS.

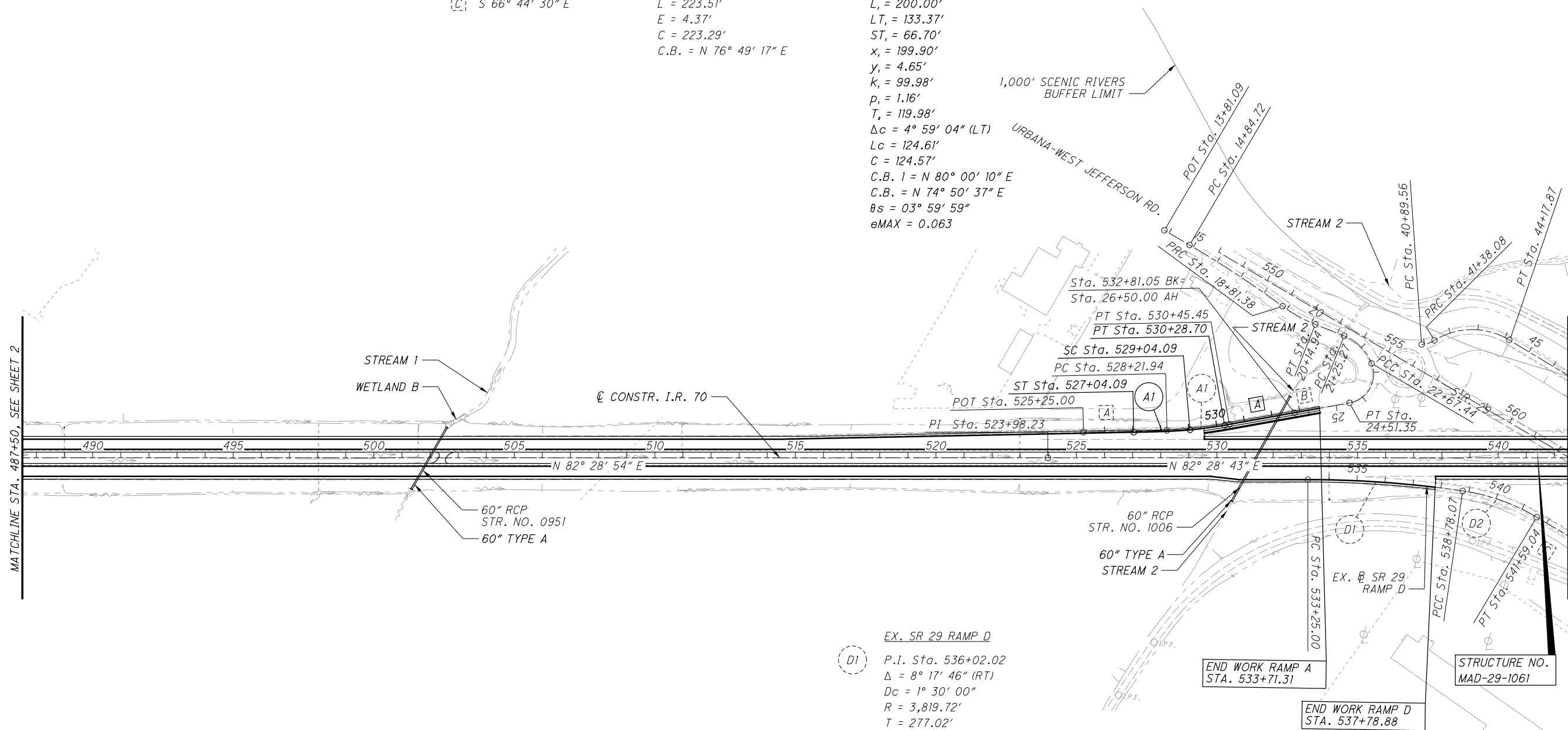
SCHEMATIC PLAN
 BEGIN PROJECT TO STA. 487+50.00

MAD-70-8.62

2
 470

P:\107109_MAD-70-8.62\Design\Roadway\Sheets\107109_GB001.dgn Sheet 11/23/2020 1:54:50 PM kmhnlceca

MATCHLINE STA. 487+50, SEE SHEET 2



- [A] N 72° 21' 05" E
- [A] N 81° 17' 28" E
- [B] N 72° 21' 05" E
- [C] S 66° 44' 30" E

EX. SR 29 RAMP A
 A1 P.I. Sta. 529+33.92
 $\Delta = 8^\circ 56' 23''$ (LT)
 $Dc = 3^\circ 59' 59''$
 $R = 1,432.54'$
 $T = 111.98'$
 $L = 223.51'$
 $E = 4.37'$
 $C = 223.29'$
 $C.B. = N 76^\circ 49' 17'' E$

PROP. SR 29 RAMP A
 A1 P.I. STA. 529+09.26
 $\Delta = 8^\circ 59' 03''$ (LT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T_1 = 205.17'$
 $L_1 = 200.00'$
 $LT_1 = 133.37'$
 $ST_1 = 66.70'$
 $x_1 = 199.90'$
 $y_1 = 4.65'$
 $K_1 = 99.98'$
 $p_1 = 1.16'$
 $T_2 = 119.98'$
 $\Delta c = 4^\circ 59' 04''$ (LT)
 $Lc = 124.61'$
 $C = 124.57'$
 $C.B. 1 = N 80^\circ 00' 10'' E$
 $C.B. = N 74^\circ 50' 37'' E$
 $\theta s = 03^\circ 59' 59''$
 $eMAX = 0.063$

EX. SR 29 RAMP D
 D1 P.I. Sta. 536+02.02
 $\Delta = 8^\circ 17' 46''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 277.02'$
 $L = 553.07'$
 $E = 10.03'$
 $C = 552.59'$
 $C.B. = N 86^\circ 37' 58'' E$
 $eMAX = MATCH EX.$

D2 P.I. Sta. 540+20.38
 $\Delta = 22^\circ 28' 39''$ (RT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 142.31'$
 $L = 280.97'$
 $E = 14.00'$
 $C = 279.17'$
 $C.B. = S 77^\circ 58' 50'' E$

NO.	DATE	DESCRIPTION
ISSUE RECORD		

CALCULATED TDP CHECKED MJC

0 200 400
 HORIZONTAL SCALE IN FEET

SCHEMATIC PLAN
STA. 487+50.00 TO STA. 542+50.00

MAD-70-8.62

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EX. SR 29 RAMP B

B1 P.I. Sta. 545+03.00
 $\Delta = 22^\circ 49' 33''$ (LT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 144.58'$
 $L = 285.32'$
 $E = 14.45'$
 $C = 283.44'$
 C.B. = $S 77^\circ 45' 32'' E$

A $S 66^\circ 20' 45'' E$
B $N 42^\circ 50' 03'' E$
C $N 74^\circ 53' 47'' E$
D $N 81^\circ 17' 30'' E$
E $S 66^\circ 44' 30'' E$
F $N 42^\circ 50' 03'' E$

B2 P.I. Sta. 549+22.36
 $\Delta = 8^\circ 20' 38''$ (LT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 278.62'$
 $L = 556.26'$
 $E = 10.15'$
 $C = 555.77'$
 C.B. = $N 86^\circ 39' 23'' E$
 eMAX = MATCH EX.

D1 P.I. Sta. 547+00.03
 $\Delta = 70^\circ 25' 27''$ (LT)
 $Dc = 23^\circ 00' 01''$
 $R = 249.11'$
 $T = 175.81'$
 $L = 306.19'$
 $E = 55.79'$
 $C = 287.28'$
 C.B. = $N 78^\circ 02' 46'' E$

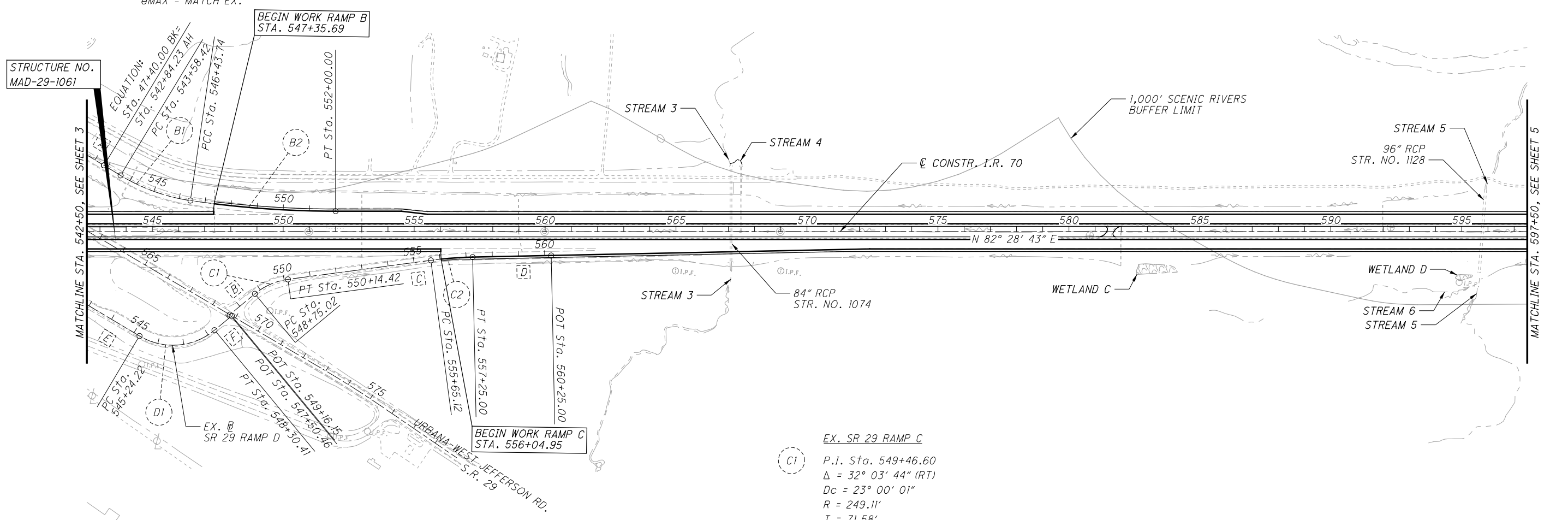
EX. SR 29 RAMP C
C1 P.I. Sta. 549+46.60
 $\Delta = 32^\circ 03' 44''$ (RT)
 $Dc = 23^\circ 00' 01''$
 $R = 249.11'$
 $T = 71.58'$
 $L = 139.40'$
 $E = 10.08'$
 $C = 137.59'$
 C.B. = $N 58^\circ 51' 55'' E$

C2 P.I. Sta. 556+45.14
 $\Delta = 6^\circ 23' 43''$ (RT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 80.02'$
 $L = 159.88'$
 $E = 2.23'$
 $C = 159.80'$
 C.B. = $N 78^\circ 05' 38'' E$
 eMAX = MATCH EX.

NO.	DATE	DESCRIPTION
ISSUE RECORD		



 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED MJC



SCHEMATIC PLAN
STA. 542+50.00 TO STA. 597+50.00

MAD-70-8.62

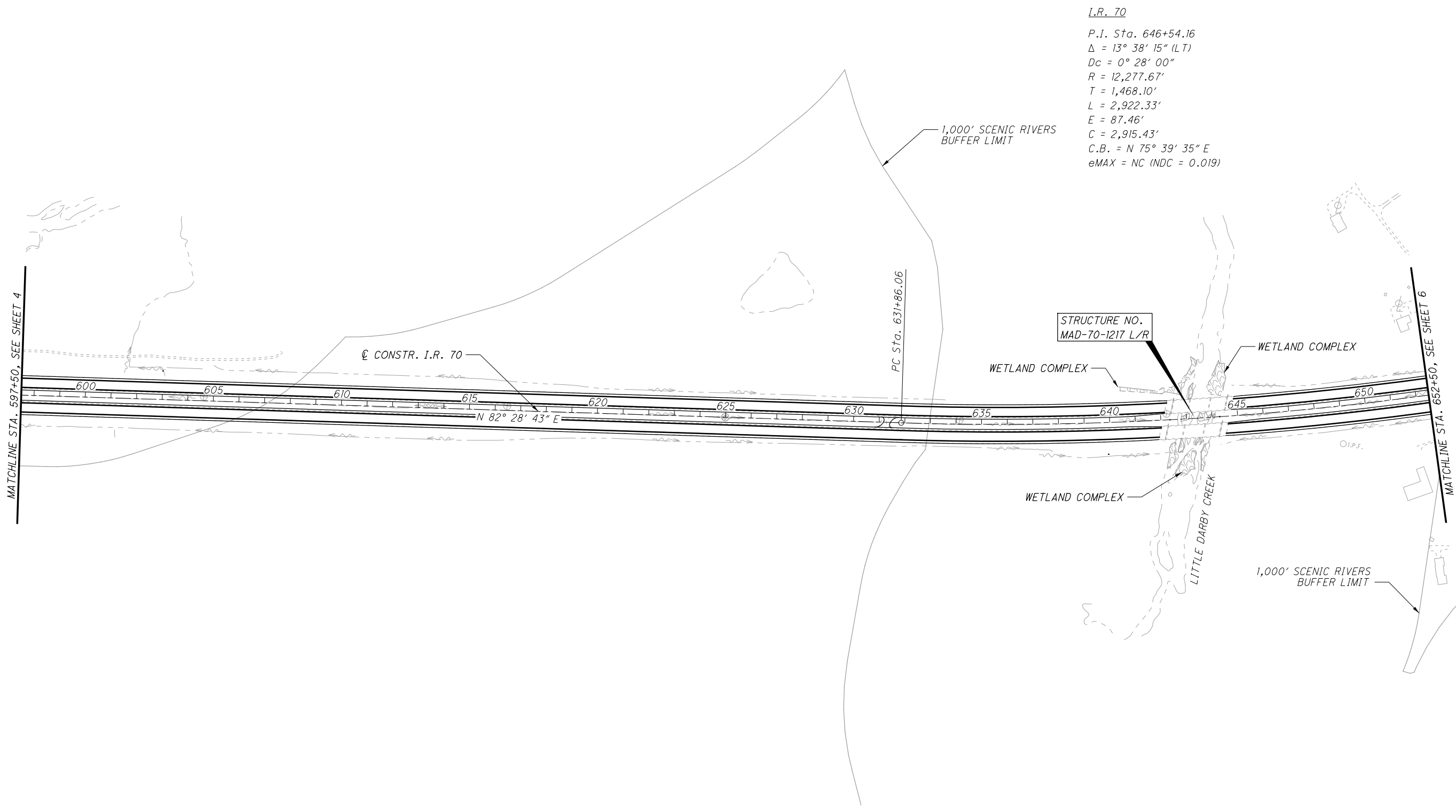
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NO.	DATE	DESCRIPTION
ISSUE RECORD		

N

0 200 400
HORIZONTAL
SCALE IN FEET

CALCULATED TDP CHECKED MJC

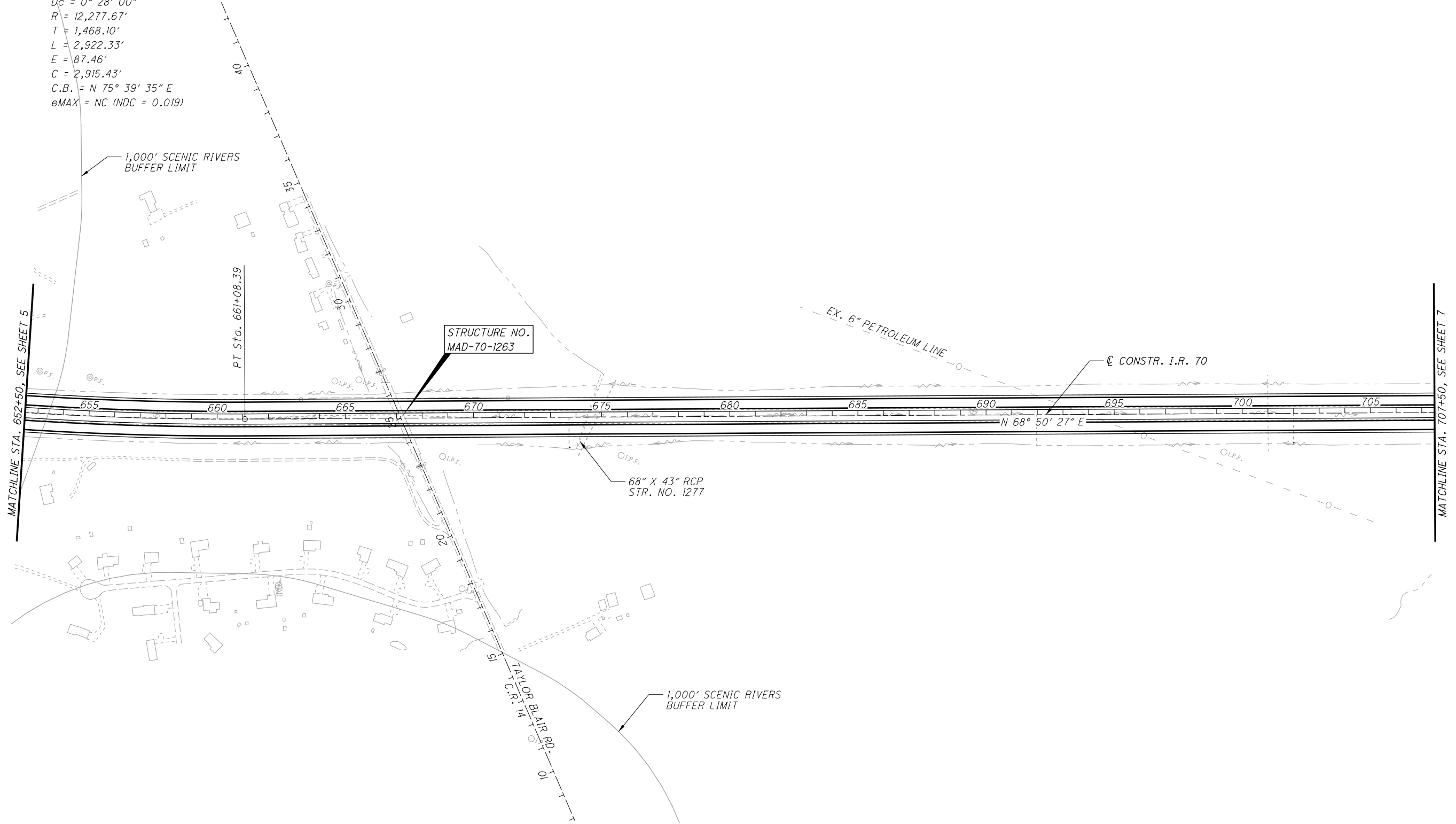


L.R. 70
P.I. Sta. 646+54.16
 $\Delta = 13^\circ 38' 15''$ (LT)
 $D_c = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 1,468.10'$
 $L = 2,922.33'$
 $E = 87.46'$
 $C = 2,915.43'$
C.B. = N $75^\circ 39' 35''$ E
eMAX = NC (NDC = 0.019)

SCHEMATIC PLAN
STA. 597+50.00 TO STA. 652+50.00

MAD-70-8.62

I.R. 70
 P.I. Sta. 646+54.16
 $\Delta = 13^\circ 38' 15''$ (LT)
 $D_c = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 1,468.10'$
 $L = 2,922.33'$
 $E = 87.46'$
 $C = 2,915.43'$
 $C.B. = N 75^\circ 39' 35'' E$
 $e_{MAX} = NC$ (NDC = 0.019)



NO.	DATE	DESCRIPTION
ISSUE RECORD		

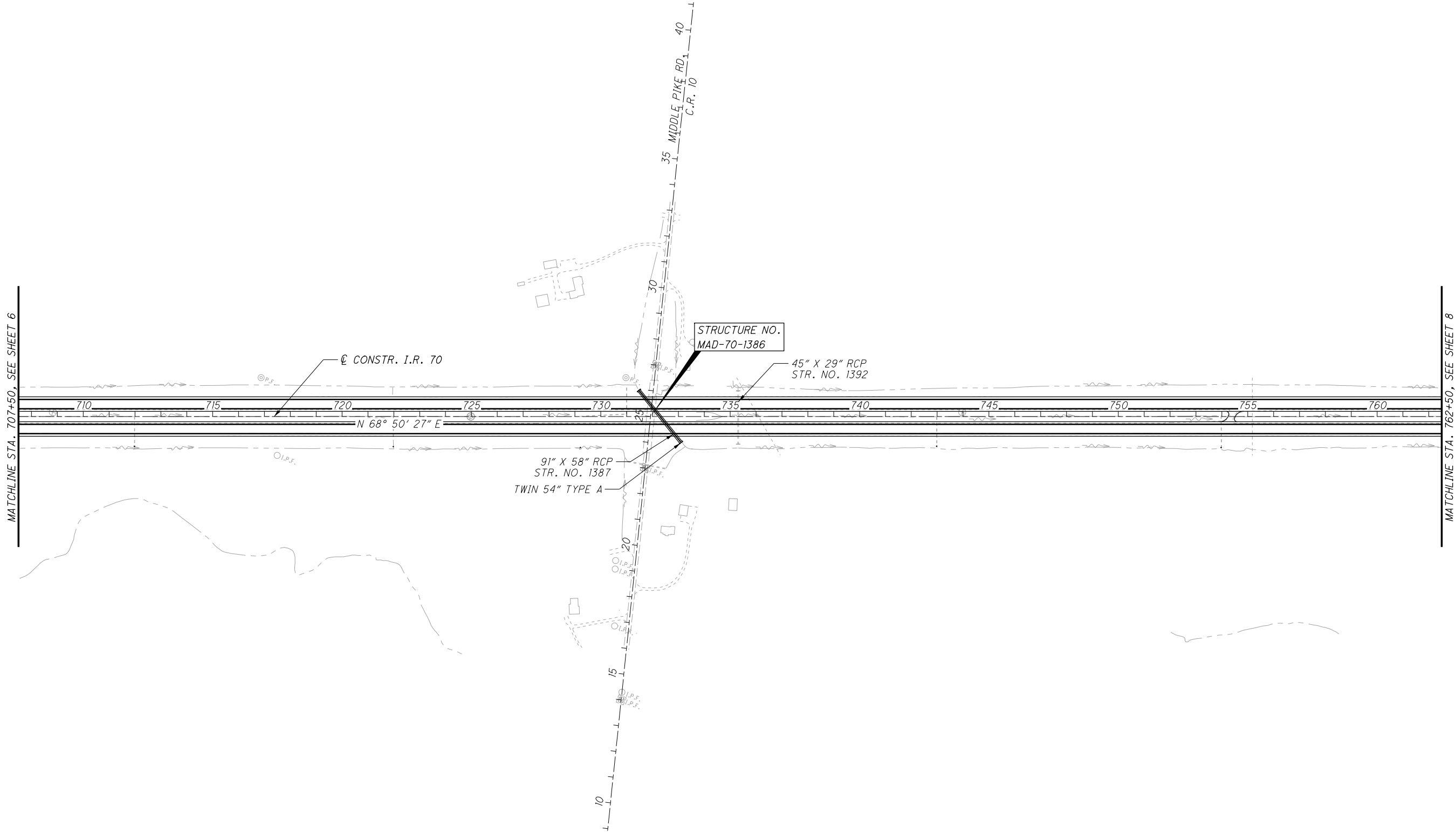
N

200
100
0
HORIZONTAL
SCALE IN FEET

CALCULATED
TDP
CHECKED
MJC

SCHEMATIC PLAN
STA. 652+50.00 TO STA. 707+50.00

MAD-70-8.62



NO.	DATE	DESCRIPTION
ISSUE RECORD		

CALCULATED TDP
 CHECKED MJC

0 200 400
 HORIZONTAL SCALE IN FEET

SCHEMATIC PLAN
STA. 707+50.00 TO STA. 762+50.00

MAD-70-8.62



SCALE IN FEET
 HORIZONTAL
 1" = 100'
 1" = 400'
 CALCULATED TDP CHECKED MJC

NO.	DATE	DESCRIPTION
ISSUE RECORD		

SCHEMATIC PLAN
 STA. 762+50.00 TO STA. 817+50.00

MAD-70-8.62

EX. SR 142 RAMP A PROP. SR 142 RAMP A

A1 P.I. Sta. 782+04.79
 $\Delta = 39^\circ 09' 59''$ (LT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 254.79'$
 $L = 489.58'$
 $E = 43.97'$
 $C = 480.11'$
 $C.B. = N 48^\circ 03' 51'' E$

A2 P.I. Sta. 787+83.12
 $\Delta = 29^\circ 02' 24''$ (RT)
 $Dc = 23^\circ 00' 01''$
 $R = 249.11'$
 $T = 64.52'$
 $L = 126.26'$
 $E = 8.22'$
 $C = 124.91'$
 $C.B. = N 43^\circ 00' 04'' E$

A2 P.I. Sta. 787+82.45
 $\Delta = 29^\circ 02' 26''$ (RT)
 $Dc = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 64.75'$
 $L = 126.71'$
 $E = 8.25'$
 $C = 125.36'$
 $C.B. = N 43^\circ 00' 04'' E$
 $eMAX = RC$

A N 67° 38' 51" E **A** N 28° 28' 52" E
B N 28° 28' 52" E **B** N 57° 31' 17" E
C N 57° 31' 17" E **C** N 77° 31' 18" E
D N 77° 31' 18" E **D** S 62° 40' 28" E
E S 62° 40' 28" E

EX. SR 142 RAMP B

B1 P.I. Sta. 789+07.91
 $\Delta = 39^\circ 48' 15''$ (RT)
 $Dc = 23^\circ 00' 01''$
 $R = 249.11'$
 $T = 90.19'$
 $L = 173.06'$
 $E = 15.82'$
 $C = 169.60'$
 $C.B. = S 82^\circ 34' 35'' E$

B2 P.I. Sta. 793+43.50
 $\Delta = 40^\circ 11' 22''$ (LT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 262.02'$
 $L = 502.37'$
 $E = 46.42'$
 $C = 492.13'$
 $C.B. = S 82^\circ 46' 08'' E$

B3 P.I. Sta. 798+60.87
 $\Delta = 8^\circ 17' 46''$ (LT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 277.02'$
 $L = 553.07'$
 $E = 10.03'$
 $C = 552.59'$
 $C.B. = N 72^\circ 59' 18'' E$

PROP. SR 142 RAMP B

B1 P.I. Sta. 789+09.41
 $\Delta = 39^\circ 48' 14''$ (RT)
 $Dc = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 90.51'$
 $L = 173.68'$
 $E = 15.88'$
 $C = 170.21'$
 $C.B. = S 82^\circ 34' 35'' E$
 $eMAX = RC$

B3 P.I. Sta. 798+80.75
 $\Delta = 7^\circ 34' 42''$ (LT)
 $Dc = 1^\circ 24' 00''$
 $R = 4,092.56'$
 $T = 271.05'$
 $L = 541.30'$
 $E = 8.97'$
 $C = 540.91'$
 $C.B. = N 72^\circ 42' 12'' E$
 $eMAX = 0.051$

B2 P.I. Sta. 793+49.62
 $\Delta = 40^\circ 49' 59''$ (LT)
 $Dc = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 284.36'$
 $L = 544.44'$
 $E = 51.21'$
 $C = 532.99'$
 $C.B. = S 83^\circ 05' 27'' E$
 $eMAX = 0.080$

MATCHLINE STA. 762+50.00 SEE SHEET 7

MATCHLINE STA. 817+50.00 SEE SHEET 9

EX. SR 142 RAMP D

D1 P.I. Sta. 777+52.02
 $\Delta = 8^\circ 17' 46''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 277.02'$
 $L = 553.07'$
 $E = 10.03'$
 $C = 552.59'$
 $C.B. = N 72^\circ 59' 20'' E$

D2 P.I. Sta. 782+83.31
 $\Delta = 39^\circ 13' 43''$ (RT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 255.23'$
 $L = 490.36'$
 $E = 44.12'$
 $C = 480.84'$
 $C.B. = S 83^\circ 14' 55'' E$

D3 P.I. Sta. 786+87.14
 $\Delta = 18^\circ 50' 38''$ (LT)
 $Dc = 23^\circ 00' 01''$
 $R = 249.11'$
 $T = 41.34'$
 $L = 81.93'$
 $E = 3.41'$
 $C = 81.56'$
 $C.B. = S 73^\circ 03' 23'' E$

PROP. SR 142 RAMP D

D1 P.I. Sta. 777+29.56
 $\Delta = 7^\circ 39' 31''$ (RT)
 $Dc = 1^\circ 24' 00''$
 $R = 4,092.56'$
 $T = 273.93'$
 $L = 547.04'$
 $E = 9.16'$
 $C = 546.63'$
 $C.B. = N 72^\circ 40' 13'' E$
 $eMAX = 0.051$

D2 P.I. Sta. 782+79.71
 $\Delta = 39^\circ 51' 59''$ (RT)
 $Dc = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 277.04'$
 $L = 531.55'$
 $E = 48.68'$
 $C = 520.89'$
 $C.B. = S 83^\circ 34' 02'' E$
 $eMAX = 0.080$

D3 P.I. Sta. 786+85.67
 $\Delta = 18^\circ 50' 39''$ (LT)
 $Dc = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 41.49'$
 $L = 82.22'$
 $E = 3.42'$
 $C = 81.85'$
 $C.B. = S 73^\circ 03' 22'' E$
 $eMAX = NC$

F N 67° 38' 44" E **E** N 67° 38' 44" E
G N 28° 36' 21" E **F** N 28° 36' 21" E
H N 57° 31' 18" E **G** S 63° 38' 03" E
I S 63° 38' 03" E **H** S 82° 28' 42" E
J S 82° 28' 42" E

EX. SR 142 RAMP C

C1 P.I. Sta. 787+57.09
 $\Delta = 28^\circ 54' 57''$ (LT)
 $Dc = 23^\circ 00' 01''$
 $R = 249.11'$
 $T = 64.23'$
 $L = 125.72'$
 $E = 8.15'$
 $C = 124.39'$
 $C.B. = N 43^\circ 03' 50'' E$

C2 P.I. Sta. 793+65.90
 $\Delta = 39^\circ 02' 23''$ (RT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 253.90'$
 $L = 488.00'$
 $E = 43.67'$
 $C = 478.61'$
 $C.B. = N 48^\circ 07' 33'' E$

PROP. SR 142 RAMP C

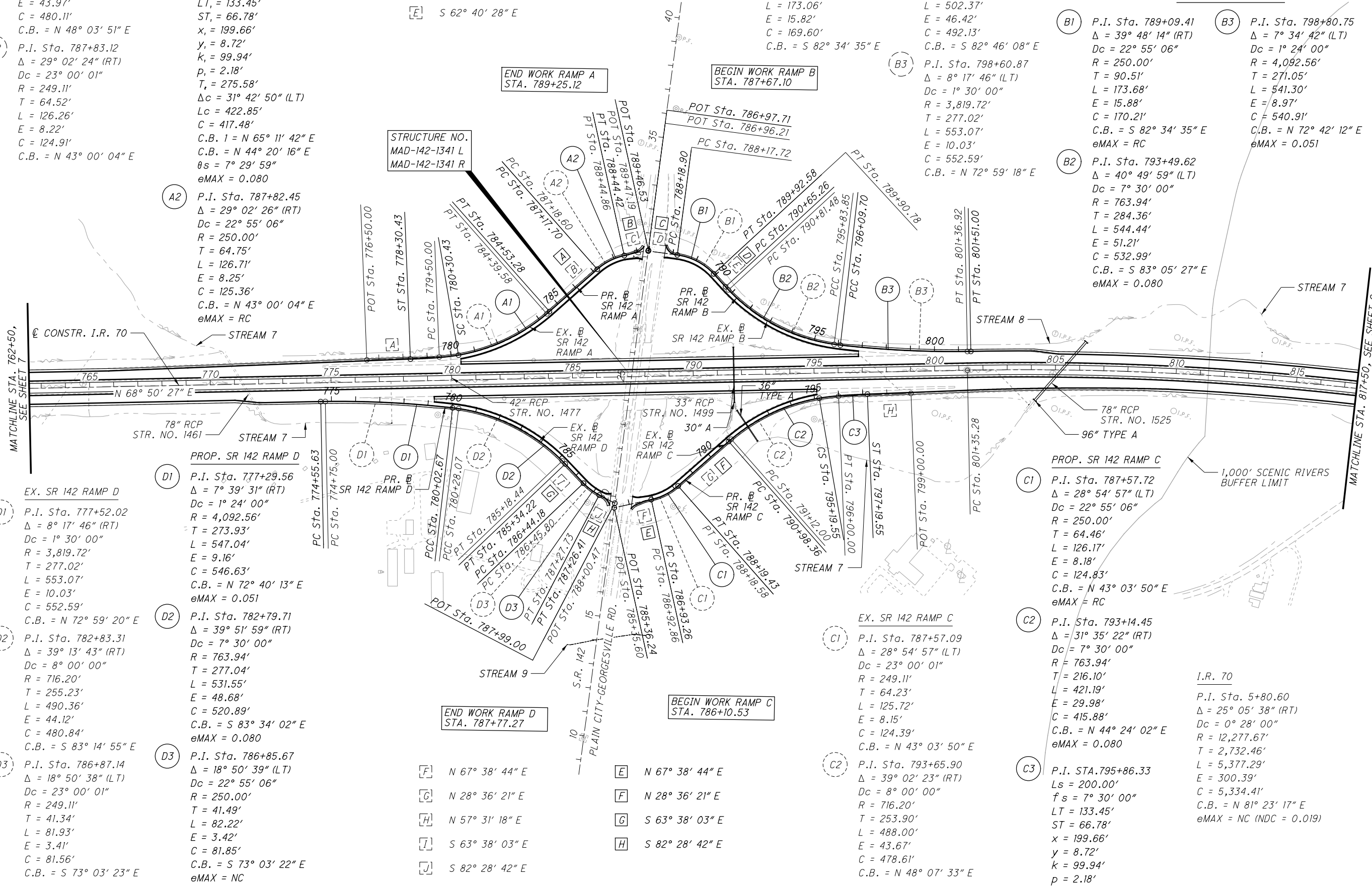
C1 P.I. Sta. 787+57.72
 $\Delta = 28^\circ 54' 57''$ (LT)
 $Dc = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 64.46'$
 $L = 126.17'$
 $E = 8.18'$
 $C = 124.83'$
 $C.B. = N 43^\circ 03' 50'' E$
 $eMAX = RC$

C2 P.I. Sta. 793+14.45
 $\Delta = 31^\circ 35' 22''$ (RT)
 $Dc = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 216.10'$
 $L = 421.19'$
 $E = 29.98'$
 $C = 415.88'$
 $C.B. = N 44^\circ 24' 02'' E$
 $eMAX = 0.080$

C3 P.I. STA. 795+86.33
 $Ls = 200.00'$
 $f_s = 7^\circ 30' 00''$
 $LT = 133.45'$
 $ST = 66.78'$
 $x = 199.66'$
 $y = 8.72'$
 $k = 99.94'$
 $p = 2.18'$

I.R. 70

P.I. Sta. 5+80.60
 $\Delta = 25^\circ 05' 38''$ (RT)
 $Dc = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 2,732.46'$
 $L = 5,377.29'$
 $E = 300.39'$
 $C = 5,334.41'$
 $C.B. = N 81^\circ 23' 17'' E$
 $eMAX = NC$ (NDC = 0.019)



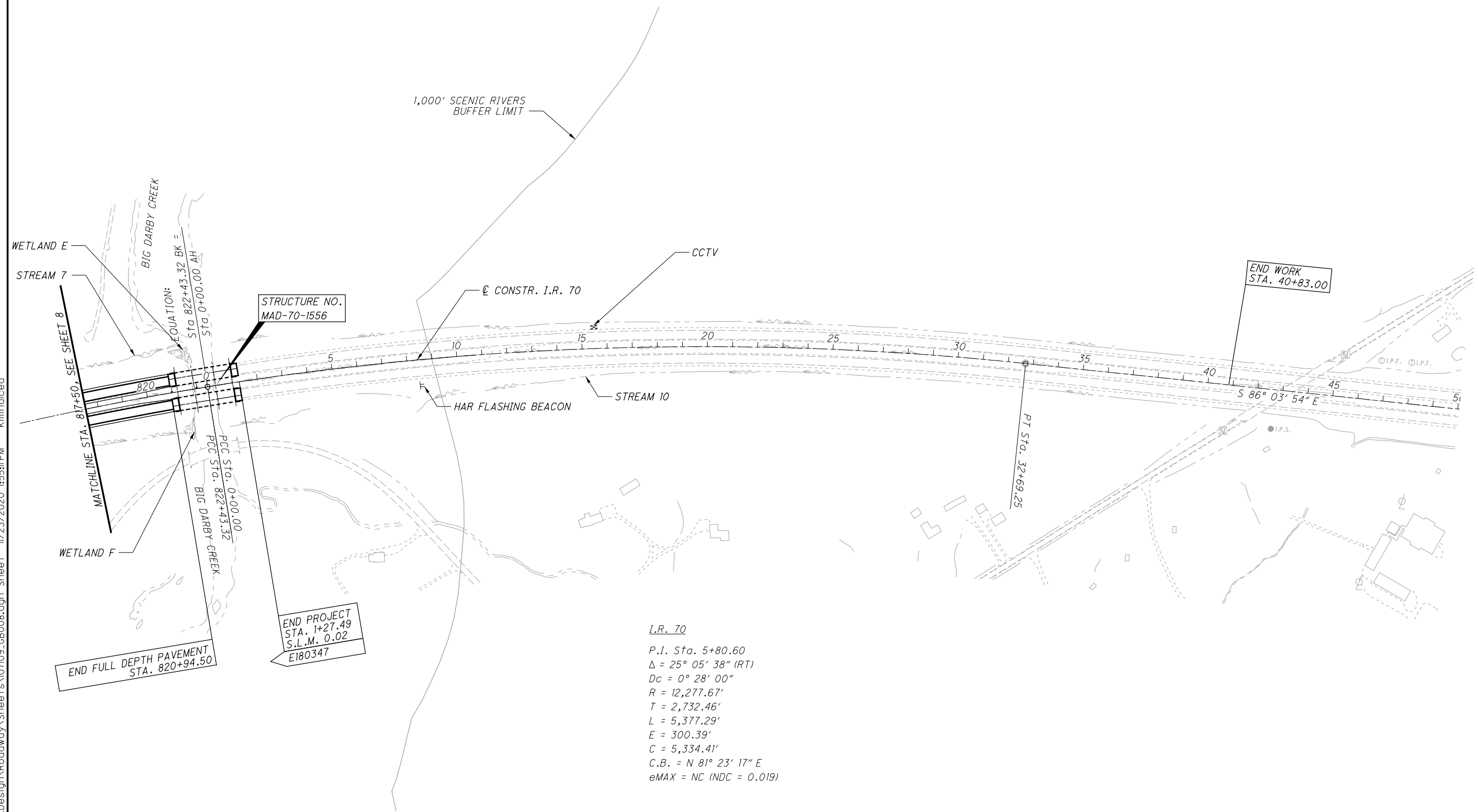
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P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_GB008.dgn Sheet 11/23/2020 1:55:11PM kmh/ace

NO.	DATE	DESCRIPTION
ISSUE RECORD		



 HORIZONTAL SCALE IN FEET
 CALCULATED TDP
 CHECKED MJC

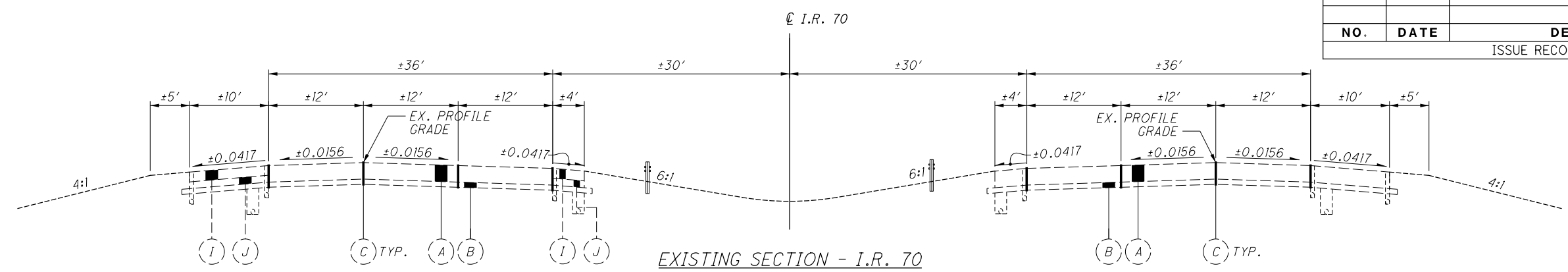


I.R. 70
 P.I. Sta. 5+80.60
 $\Delta = 25^\circ 05' 38''$ (RT)
 $D_c = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 2,732.46'$
 $L = 5,377.29'$
 $E = 300.39'$
 $C = 5,334.41'$
 $C.B. = N 81^\circ 23' 17'' E$
 $e_{MAX} = NC$ (NDC = 0.019)

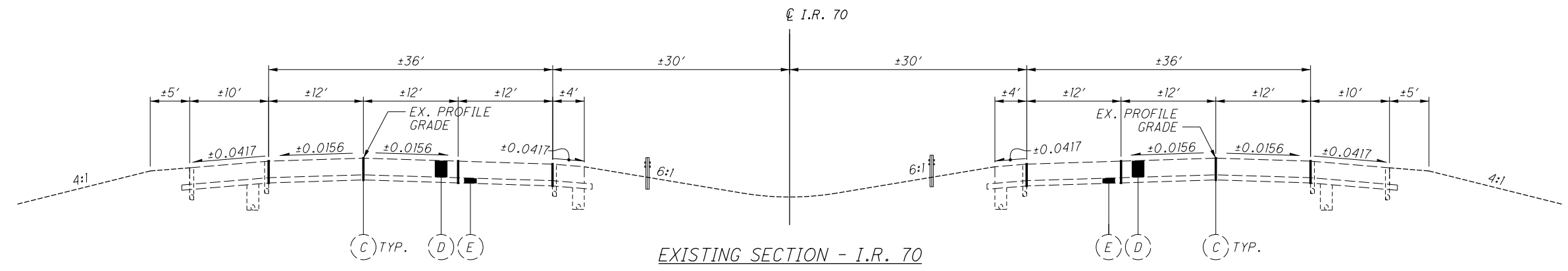
SCHEMATIC PLAN
STA. 817+50.00 TO END PROJECT

MAD-70-8.62

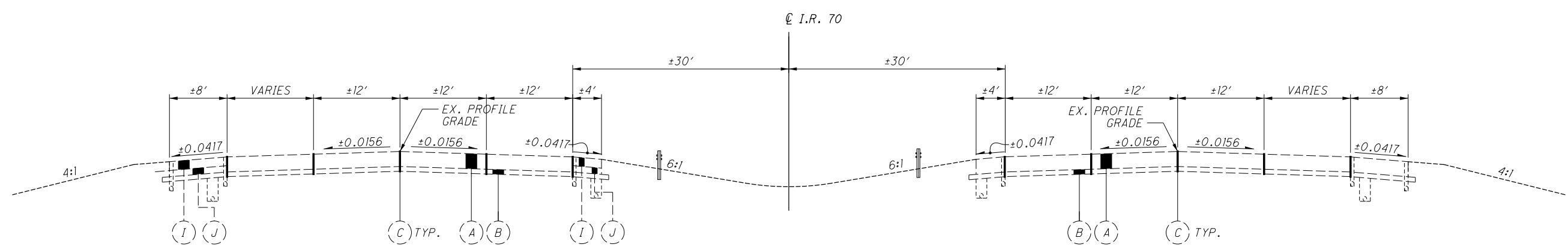
NO.	DATE	DESCRIPTION
ISSUE RECORD		



STA. 456+64.11 TO STA. 470+29.09	STA. 672+34.37 TO STA. 726+52.77	STA. 456+64.11 TO STA. 464+27.00	STA. 673+03.73 TO STA. 726+35.81
STA. 478+50.00 TO STA. 513+25.00	STA. 737+52.77 TO STA. 764+50.00	STA. 480+50.00 TO STA. 529+75.00	STA. 737+35.81 TO STA. 771+25.00
STA. 529+61.00 TO STA. 547+45.00	STA. 780+40.00 TO STA. 781+83.65	STA. 537+79.73 TO STA. 555+89.00	STA. 779+29.73 TO STA. 781+58.75
STA. 555+50.00 TO STA. 637+22.08	STA. 793+83.65 TO STA. 796+82.00	STA. 572+25.00 TO STA. 636+93.63	STA. 793+58.75 TO STA. 795+10.00
STA. 649+85.76 TO STA. 661+34.37	STA. 804+75.00 TO STA. 815+95.74	STA. 649+55.30 TO STA. 662+03.73	STA. 811+00.00 TO STA. 815+94.75



STA. 637+22.08 TO STA. 642+22.08	STA. 636+93.63 TO STA. 641+93.63
STA. 644+85.76 TO STA. 649+85.76	STA. 644+55.30 TO STA. 649+55.30
STA. 661+34.37 TO STA. 672+34.37	STA. 662+03.73 TO STA. 673+03.73
STA. 726+52.77 TO STA. 737+52.77	STA. 726+35.81 TO STA. 737+35.81
STA. 781+83.65 TO STA. 793+83.65	STA. 781+58.75 TO STA. 793+58.75
STA. 815+95.74 TO STA. 820+95.74	STA. 815+94.75 TO STA. 820+94.75



STA. 470+29.09 TO STA. 478+50.00	STA. 464+27.00 TO STA. 480+50.00
STA. 513+25.00 TO STA. 529+61.00	STA. 529+75.00 TO STA. 537+79.73
STA. 547+45.00 TO STA. 555+50.00	STA. 555+89.00 TO STA. 572+25.00
STA. 764+50.00 TO STA. 780+40.00	STA. 771+25.00 TO STA. 779+29.73
STA. 796+82.00 TO STA. 804+75.00	STA. 795+10.00 TO STA. 811+00.00

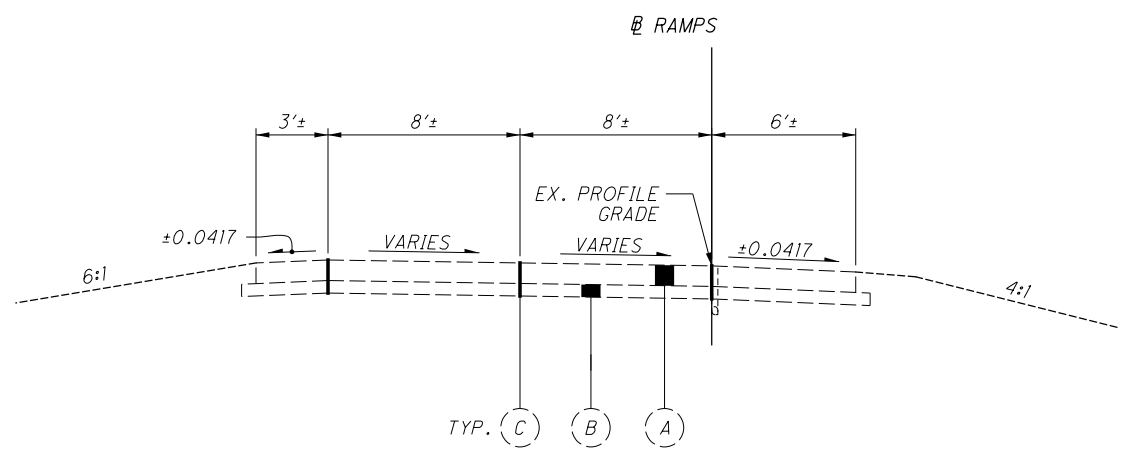
EXISTING LEGEND

- | | | | | | |
|---|----------------------------------|----------------------------|---------------------------|----------------------------------|--------------------------|
| (A) EXISTING ±9" CONCRETE, ±1" ASPHALT BOND BREAKER & ±9" CONCRETE PAVEMENT | (B) EXISTING ±6" AGGREGATE BASE | (D) EXISTING ±13" CONCRETE | (F) EXISTING ±10" ASPHALT | (H) EXISTING ±10" AGGREGATE BASE | (J) EXISTING ±8" ASPHALT |
| (C) EXISTING LONGITUDINAL PAVEMENT JOINT | (E) EXISTING ±12" AGGREGATE BASE | (G) EXISTING ±8" CONCRETE | (I) EXISTING ±9" CONCRETE | | |

TYPICAL SECTIONS

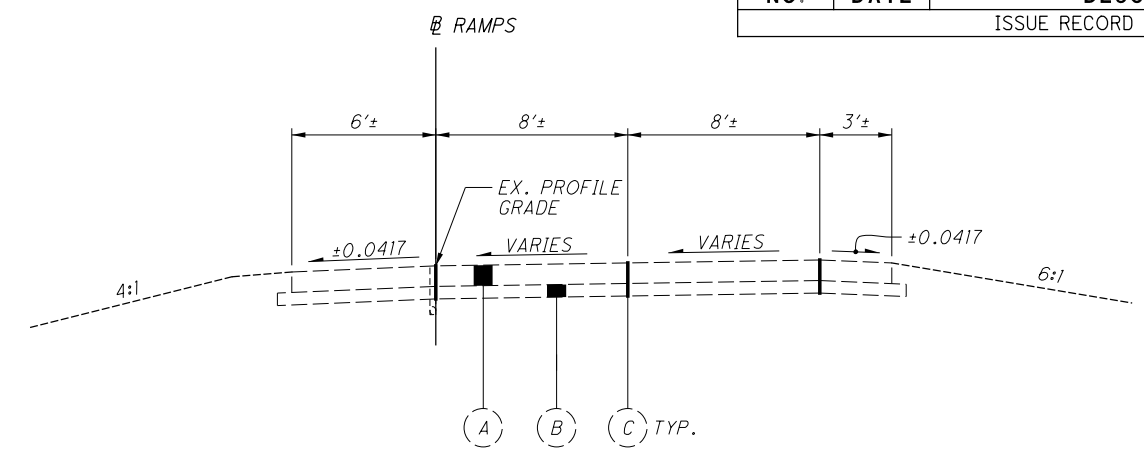
MAD-70-8.62

NO.	DATE	DESCRIPTION
ISSUE RECORD		



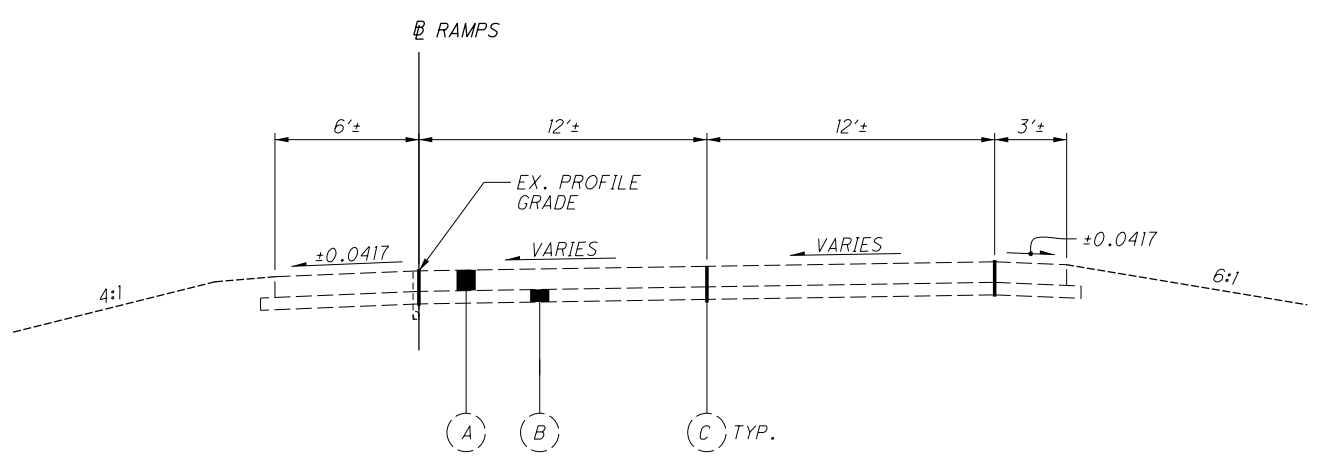
EXISTING RAMP SECTION

EXISTING RAMP SECTIONS TO ILLUSTRATE BUILDUPS ONLY
 WIDTHS AND SLOPES WILL VARY
 APPROXIMATE LIMITS:
 U.S. 42 - RAMP C
 S.R. 142 - RAMPS C & D



EXISTING RAMP SECTION

EXISTING RAMP SECTIONS TO ILLUSTRATE BUILDUPS ONLY
 WIDTHS AND SLOPES WILL VARY
 APPROXIMATE LIMITS:
 U.S. 42 - RAMP B
 S.R. 29 - RAMP A
 S.R. 142 - RAMPS A & B



EXISTING RAMP SECTION - U.S. 42 RAMP B

EXISTING RAMP SECTIONS TO ILLUSTRATE BUILDUPS ONLY
 WIDTHS AND SLOPES WILL VARY
 APPROXIMATE LIMITS:
 U.S. 42 - RAMP B

TYPICAL SECTIONS

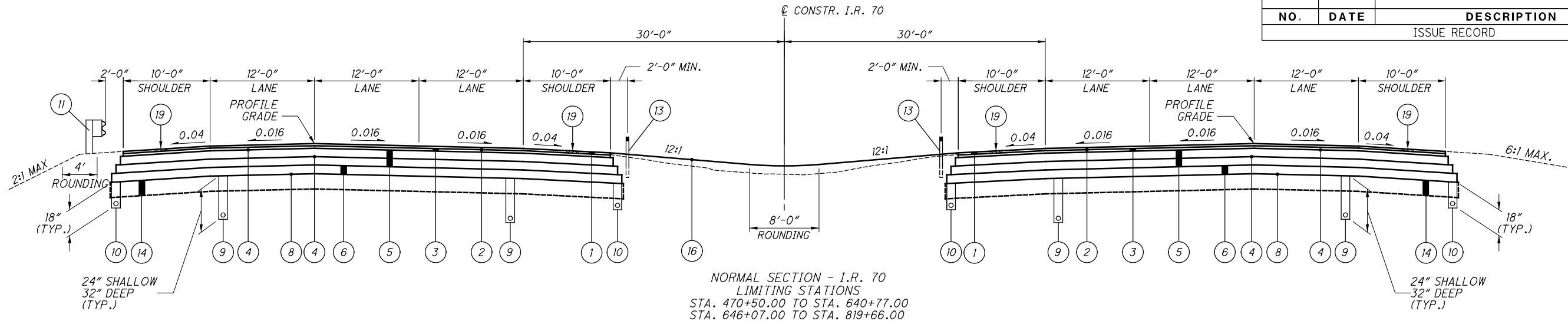
MAD-70-8.62

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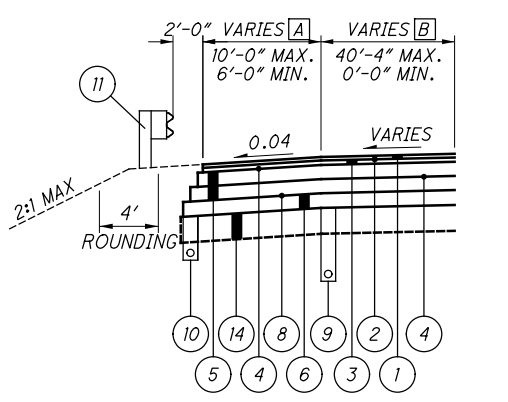
FOR LEGEND, SEE SHEET 10

NOTE: UTILIZE 4' OF ROUNDING FOR SLOPE TIE INS

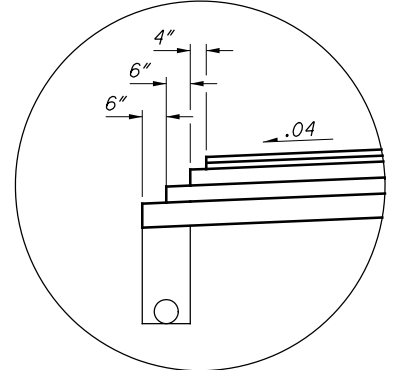
NO.	DATE	DESCRIPTION
ISSUE RECORD		



NORMAL SECTION - I.R. 70
LIMITING STATIONS
STA. 470+50.00 TO STA. 640+77.00
STA. 646+07.00 TO STA. 819+66.00

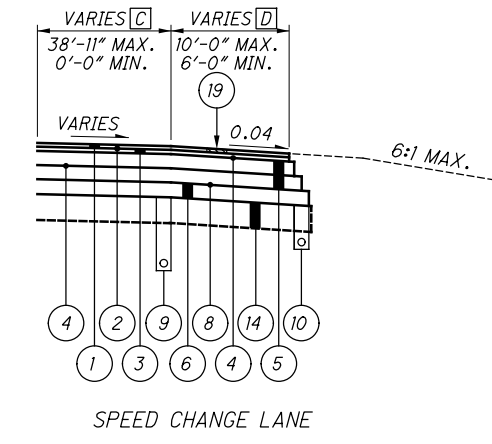


SPEED CHANGE LANE

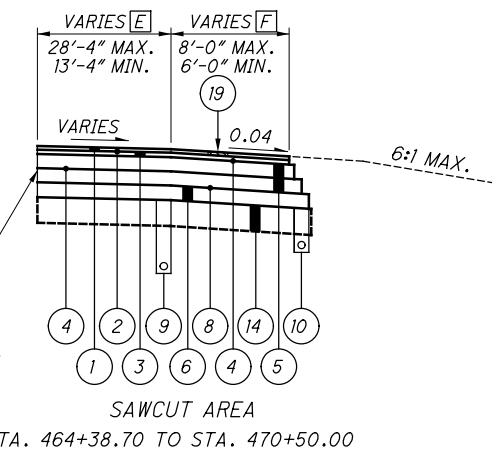


ASPHALT EDGE COURSE DETAIL

- A** 8'-0" STA. 470+49.20 TO STA. 477+29.28
VARIES 8'-0" TO 10'-0" STA. 477+29.28 TO STA. 478+29.28
VARIES 10'-0" TO 8'-0" STA. 514+54.08 TO STA. 515+54.08
8'-0" STA. 515+54.08 TO STA. 527+04.09
VARIES 8'-0" TO 6'-0" STA. 527+04.09 TO STA. 527+53.93
6'-0" STA. 527+53.93 TO STA. 529+55.16
8'-0" STA. 547+34.48 TO STA. 554+51.31
VARIES 8'-0" TO 10'-0" STA. 554+51.31 TO STA. 555+51.31
VARIES 10'-0" TO 8'-0" STA. 765+80.43 TO STA. 766+80.43
8'-0" STA. 766+80.43 TO STA. 778+30.43
VARIES 8'-0" TO 6'-0" STA. 778+30.43 TO STA. 778+80.25
6'-0" STA. 778+80.25 TO STA. 780+39.84
8'-0" STA. 796+85.63 TO STA. 804+11.42
VARIES 8'-0" TO 10'-0" STA. 804+11.42 TO STA. 805+11.42
- B** VARIES 38'-10" TO 12'-0" STA. 470+49.20 TO STA. 475+19.79
12'-0" STA. 475+19.79 TO STA. 477+29.28
VARIES 12'-0" TO 0'-0" STA. 477+29.28 TO STA. 478+29.28
VARIES 0'-0" TO 38'-10" STA. 514+54.08 TO STA. 529+55.16
VARIES 40'-4" TO 12'-0" STA. 547+34.48 TO STA. 552+00.00
12'-0" STA. 552+00.00 TO STA. 554+51.31
VARIES 12'-0" TO 0'-0" STA. 554+51.31 TO STA. 555+51.31
VARIES 0'-0" TO 38'-10" STA. 765+80.43 TO STA. 780+39.84
VARIES 38'-11" TO 12'-0" STA. 796+85.63 TO STA. 801+51.00
12'-0" STA. 801+51.00 TO STA. 804+11.42
VARIES 12'-0" TO 0'-0" STA. 804+11.42 TO STA. 805+11.18
- C** VARIES 17'-11" TO 0'-0" STA. 470+50.00 TO STA. 479+44.14
VARIES 0'-0" TO 12'-0" STA. 529+77.79 TO STA. 530+77.79
12'-0" STA. 530+77.79 TO STA. 533+25.00
VARIES 12'-0" TO 38'-11" STA. 533+25.00 TO STA. 537+77.95
VARIES 38'-11" TO 0'-0" STA. 556+01.85 TO STA. 572+38.90
VARIES 0'-0" TO 12'-0" STA. 771+01.04 TO STA. 772+01.04
12'-0" STA. 772+01.04 TO STA. 774+55.63
VARIES 12'-0" TO 38'-11" STA. 774+55.63 TO STA. 779+26.22
VARIES 38'-10" TO 0'-0" STA. 795+10.13 TO STA. 809+69.55
- D** 8'-0" STA. 470+50.00 TO STA. 478+44.14
VARIES 8'-0" TO 10'-0" STA. 478+44.14 TO STA. 479+44.14
VARIES 10'-0" TO 8'-0" STA. 529+77.79 TO STA. 530+77.79
8'-0" STA. 530+77.79 TO STA. 537+77.95
6'-0" STA. 556+01.85 TO STA. 556+73.67
VARIES 6'-0" TO 8'-0" STA. 556+73.67 TO STA. 557+23.47
8'-0" STA. 557+23.47 TO STA. 571+38.90
VARIES 8'-0" TO 10'-0" STA. 571+38.90 TO STA. 572+38.90
VARIES 10'-0" TO 8'-0" STA. 771+01.04 TO STA. 772+01.04
8'-0" STA. 772+01.04 TO STA. 779+26.22
6'-0" STA. 795+10.13 TO STA. 796+69.73
VARIES 6'-0" TO 8'-0" STA. 796+69.73 TO STA. 797+19.55
8'-0" STA. 797+19.55 TO STA. 808+69.55
VARIES 8'-0" TO 10'-0" STA. 808+69.55 TO STA. 809+69.55
- E** VARIES 28'-4" TO 13'-4" STA. 464+38.70 TO STA. 470+50.00
- F** 6'-0" STA. 464+38.70 TO STA. 466+44.30
VARIES 6'-0" TO 8'-0" STA. 466+44.30 TO STA. 466+94.14
8'-0" STA. 466+94.14 TO STA. 470+50.00



SPEED CHANGE LANE



SAWCUT AREA
STA. 464+38.70 TO STA. 470+50.00

- LEGEND**
- 1 ITEM 806 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, AS PER PLAN
 - 2 ITEM 407 - NON-TRACKING TACK COAT
 - 3 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)
 - 4 ITEM 407 - NON-TRACKING TACK COAT (2 LIFTS)
 - 5 ITEM 302 - 9.5" ASPHALT CONCRETE BASE, PG64-22 (2 LIFTS)
 - 6 ITEM 304 - 6" AGGREGATE BASE
 - 7 ITEM 452 - 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 WITH QC/QA
 - 8 ITEM 204 - PROOF ROLLING
 - 9 ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31 OR 6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31
 - 10 ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31
 - 11 ITEM 606 - GUARDRAIL, TYPE MGS
 - 12 ITEM 609 - CURB, TYPE 4-C
 - 13 ITEM 606 - GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POST (SOCKETED)
 - 14 ITEM 206 - CEMENT STABILIZED SUBGRADE 12" DEEP
 - 15 ITEM 622 - CONCRETE BARRIER, TYPE D
 - 16 ITEM 659 - SEEDING AND MULCHING
 - 17 ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (t = 15')
 - 18 ITEM 605 - AGGREGATE DRAINS
 - 19 ITEM 618 - RUMBLE STRIPS, (ASPHALT CONCRETE)
 - 20 ITEM 304 - AGGREGATE BASE (T=VARIABLE, 6" MIN)

* SAWCUT LINE 76'-0" RT. MAX. OR ALONG JOINT BETWEEN CONCRETE AND ASPHALT.

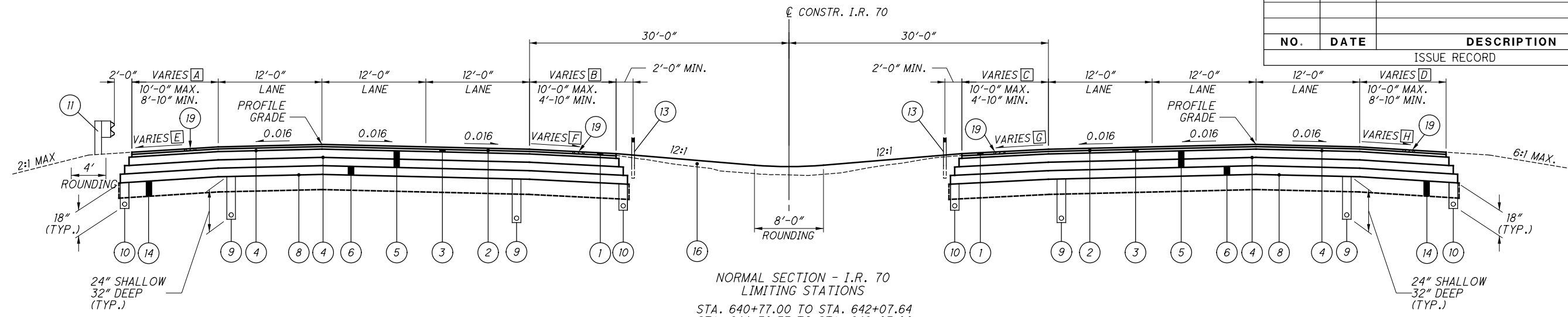
* SAWCUT LINE

TYPICAL SECTIONS

MAD-70-8.62

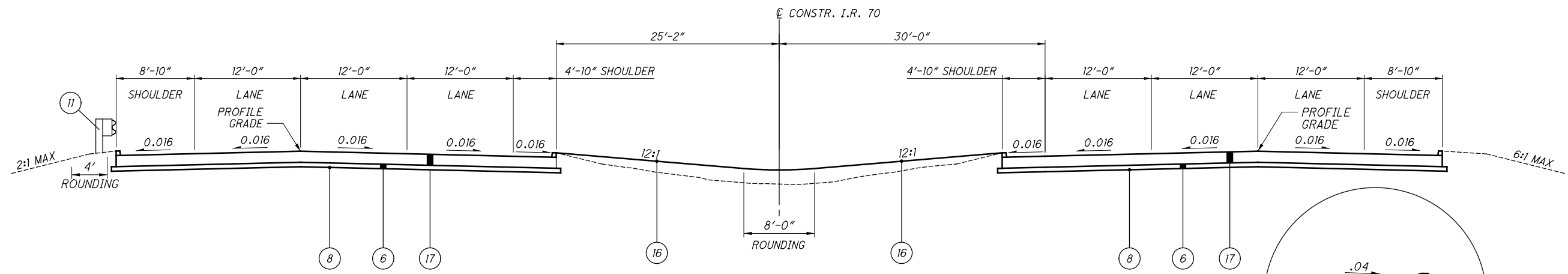
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NO.	DATE	DESCRIPTION
ISSUE RECORD		



NORMAL SECTION - I.R. 70
LIMITING STATIONS
STA. 640+77.00 TO STA. 642+07.64
STA. 644+70.37 TO STA. 646+07.00
STA. 819+66.00 TO STA. 820+95.23

- | | | | |
|---|---|---|---|
| A VARIES 10'-0" TO 8'-10" STA. 641+98.00 TO STA. 642+27.34
VARIES 8'-10" TO 10'-0" STA. 644+91.80 TO STA. 645+21.00
VARIES 10'-0" TO 8'-10" STA. 820+66.00 TO STA. 820+96.04 | B VARIES 10'-0" TO 4'-10" STA. 640+85.00 TO STA. 642+14.26
VARIES 4'-10" TO 10'-0" STA. 644+77.57 TO STA. 646+07.00
VARIES 10'-0" TO 4'-10" STA. 819+66.00 TO STA. 820+95.49 | C VARIES 10'-0" TO 4'-10" STA. 640+77.00 TO STA. 642+01.05
VARIES 4'-10" TO 10'-0" STA. 644+63.20 TO STA. 645+92.00
VARIES 10'-0" TO 4'-10" STA. 819+65.00 TO STA. 820+94.96 | D VARIES 10'-0" TO 8'-10" STA. 641+59.00 TO STA. 641+88.18
VARIES 8'-10" TO 10'-0" STA. 644+49.20 TO STA. 644+79.00
VARIES 10'-0" TO 8'-10" STA. 820+65.00 TO STA. 820+94.40 |
| E VARIES 0.04 TO 0.016 STA. 641+98.00 TO STA. 642+27.34
VARIES 0.016 TO 0.04 STA. 644+91.80 TO STA. 645+21.00
VARIES 0.04 TO 0.016 STA. 820+66.00 TO STA. 820+96.04 | F VARIES 0.04 TO 0.016 STA. 640+85.00 TO STA. 642+14.26
VARIES 0.016 TO 0.04 STA. 644+77.57 TO STA. 646+07.00
VARIES 0.016 TO 0.04 STA. 819+66.00 TO STA. 820+95.49 | G VARIES 0.04 TO 0.016 STA. 640+77.00 TO STA. 642+01.05
VARIES 0.016 TO 0.04 STA. 644+63.20 TO STA. 645+92.00
VARIES 0.04 TO 0.016 STA. 819+65.00 TO STA. 820+94.96 | H VARIES 0.04 TO 0.016 STA. 641+59.00 TO STA. 641+88.18
VARIES 0.016 TO 0.04 STA. 644+49.20 TO STA. 644+79.00
VARIES 0.04 TO 0.016 STA. 820+65.00 TO STA. 820+94.40 |



APPROACH SLAB SECTION - I.R. 70 OVER
LITTLE DARBY CREEK & BIG DARBY CREEK
LIMITING STATIONS
STA. 642+07.64 TO STA. 642+32.64
STA. 644+45.37 TO STA. 644+70.37
STA. 820+95.23 TO STA. 821+20.23
STA. 1+02.49 TO STA. 1+27.49

BARRIER DETAIL - I.R. 70
LIMITING STATIONS

SHOULDER DETAIL WITH CURB (TYP.)
LIMITING STATIONS

- | | |
|--|--|
| STA. 540+84.50, LT TO STA. 541+61.50, LT | STA. 543+48.00, RT TO STA. 544+26.00, RT |
| STA. 666+67.00, LT TO STA. 667+16.00, LT | STA. 667+20.00, RT TO STA. 667+69.00, RT |
| STA. 731+76.00, LT TO STA. 732+26.00, LT | STA. 731+60.00, RT TO STA. 732+10.00, RT |
| STA. 787+42.50, LT TO STA. 788+31.50, LT | STA. 787+06.00, RT TO STA. 797+95.00, RT |

- | | |
|--|--|
| STA. 541+61.50, LT TO STA. 541+79.50, LT | STA. 543+30.00, RT TO STA. 543+48.00, RT |
| STA. 644+77.57, LT TO STA. 644+85.18, LT | STA. 641+80.62, RT TO STA. 641+88.18, RT |
| STA. 644+91.80, LT TO STA. 644+99.45, LT | STA. 641+93.46, RT TO STA. 642+01.05, RT |
| STA. 667+16.00, LT TO STA. 667+34.00, LT | STA. 667+02.00, RT TO STA. 667+20.00, RT |
| STA. 732+26.00, LT TO STA. 732+44.00, LT | STA. 731+42.00, RT TO STA. 731+60.00, RT |
| STA. 788+31.50, LT TO STA. 788+49.50, LT | STA. 786+88.00, RT TO STA. 787+06.00, RT |
| STA. 1+16.22, LT TO STA. 1+34.11, LT | STA. 820+86.88, RT TO STA. 820+94.40, RT |
| STA. 1+16.74, LT TO STA. 1+30.70, LT | STA. 820+87.45, RT TO STA. 821+94.96, RT |

NOTE: UTILIZE 4' OF ROUNDING
FOR SLOPE TIE INS

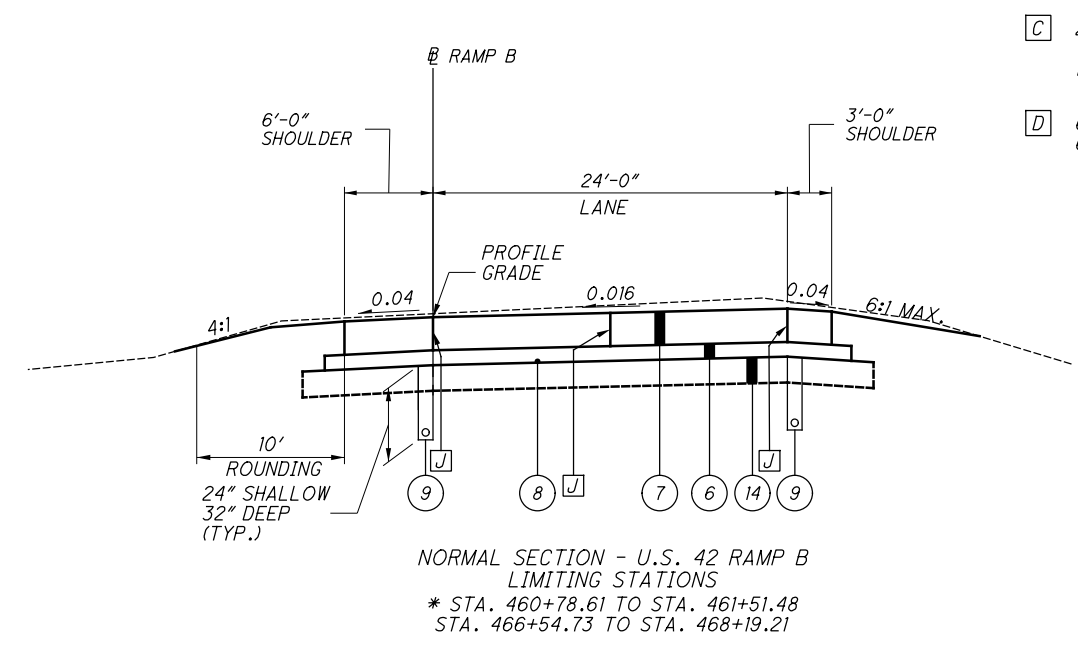
SEE APPROACH SLAB DETAILS FOR BARRIER/CURB TRANSITIONS
FOR LEGEND, SEE SHEET 12

TYPICAL SECTIONS

MAD-70-8.62

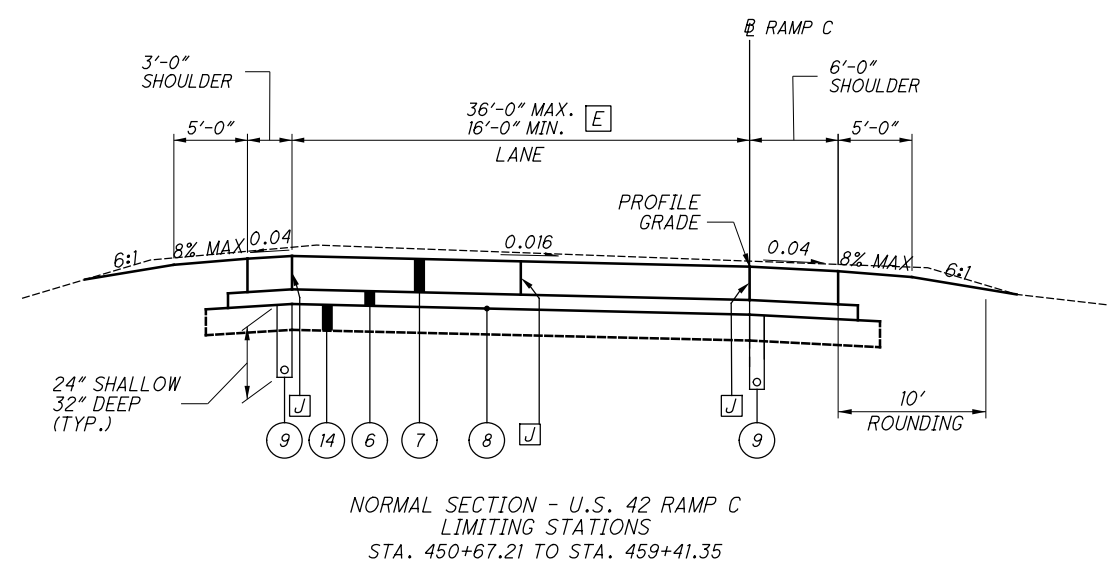
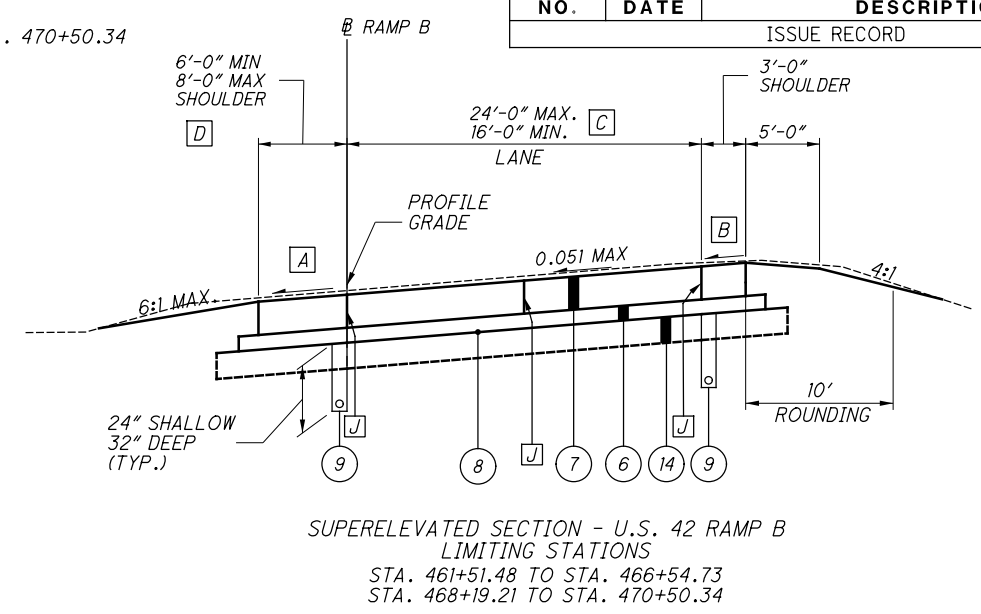
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NO.	DATE	DESCRIPTION
ISSUE RECORD		

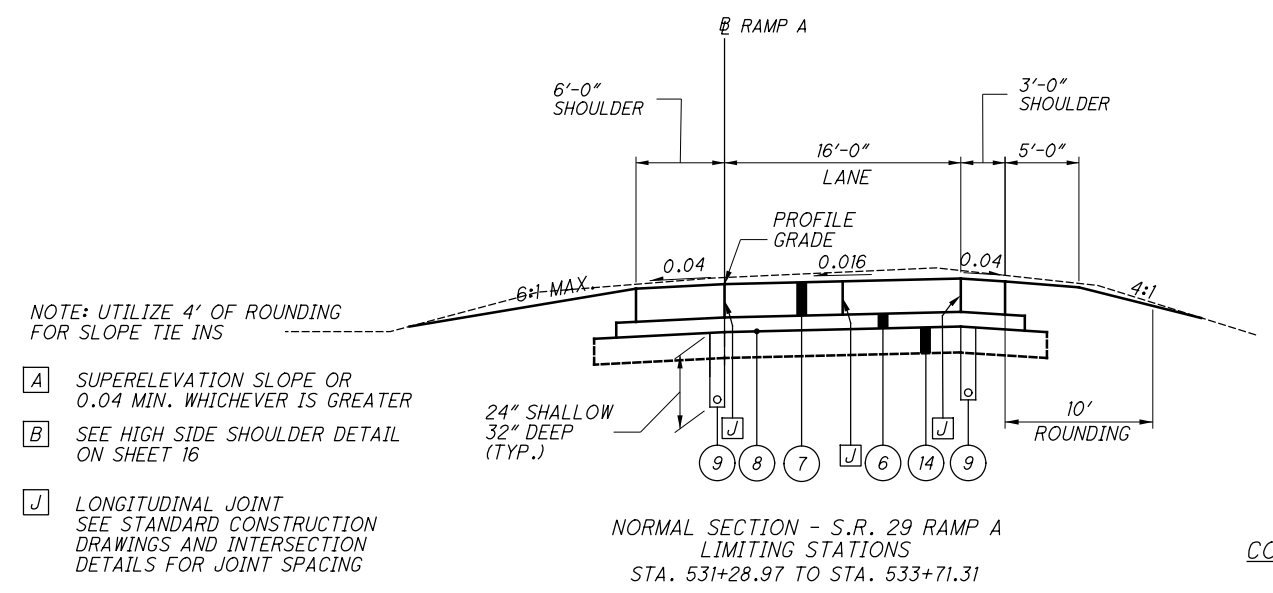
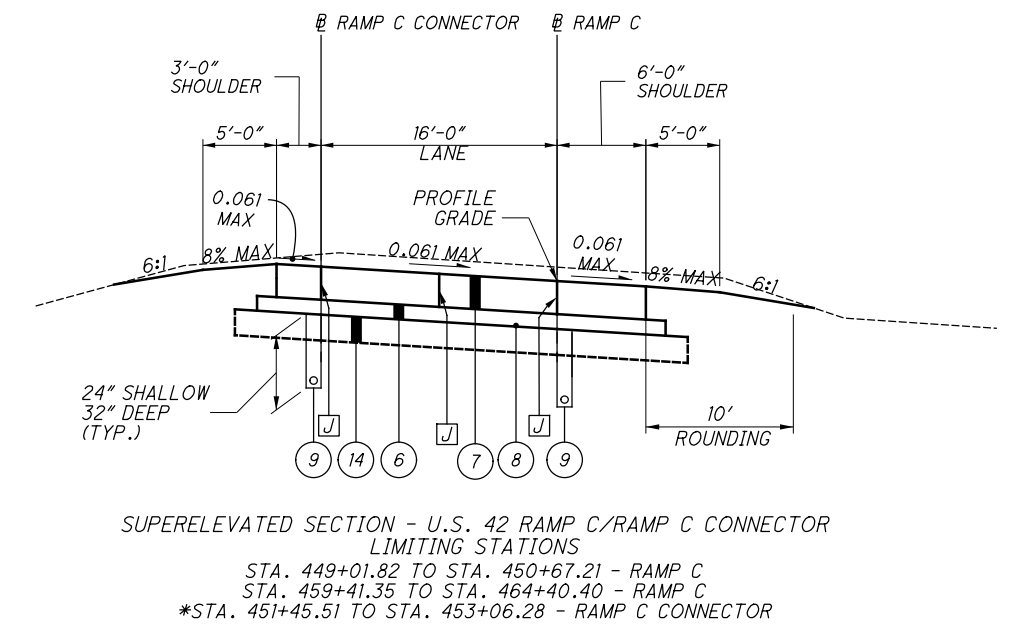


C 24'-0" STA. 461+51.48 TO STA. 466+54.73
 VARIES 24'-0" TO 16'-0" STA. 469+06.10 TO STA. 469+56.10
 16'-0" STA. 469+56.10 TO STA. 470+50.34

D 6'-0" STA. 461+51.48 TO STA. 466+54.73
 6'-0" STA. 468+19.21 TO STA. 470+00.34
 VARIES 6'-0" TO 8'-0" STA. 470+00.34 TO STA. 470+50.34



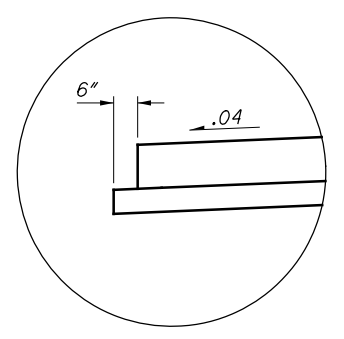
E 16'-0" STA. 450+67.21 TO STA. 453+06.28
 VARIES 36'-0" TO 16'-0" STA. 453+06.28 TO STA. 457+06.28
 16'-0" STA. 457+06.28 TO STA. 459+41.35



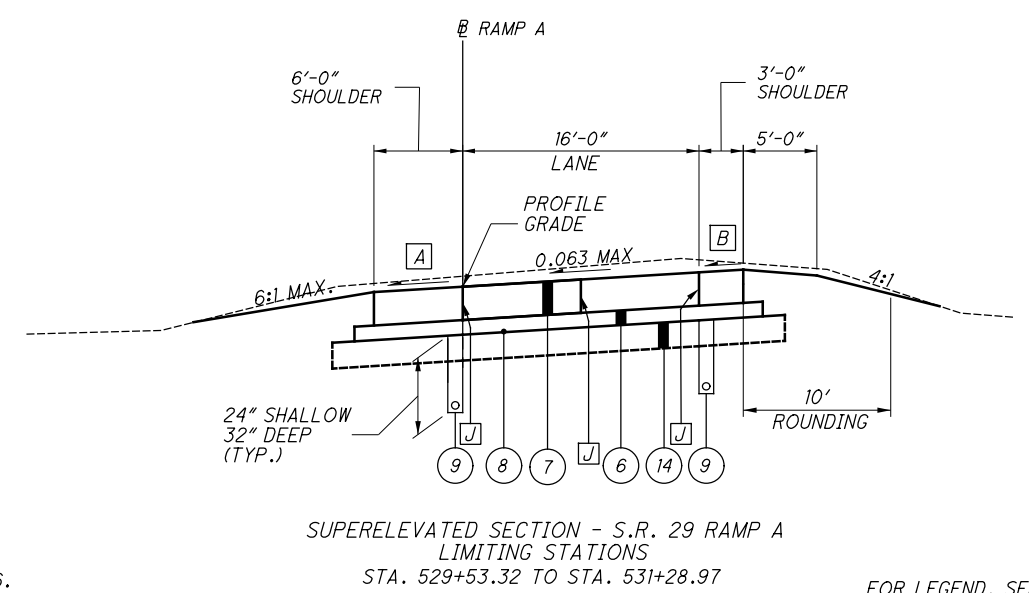
NOTE: UTILIZE 4' OF ROUNDING FOR SLOPE TIE INS

- A** SUPERELEVATION SLOPE OR 0.04 MIN. WHICHEVER IS GREATER
- B** SEE HIGH SIDE SHOULDER DETAIL ON SHEET 16
- J** LONGITUDINAL JOINT SEE STANDARD CONSTRUCTION DRAWINGS AND INTERSECTION DETAILS FOR JOINT SPACING

* SEE INTERSECTION DETAIL



FOR CONCRETE JOINT DETAILS SEE SHEETS 370 TO 376.



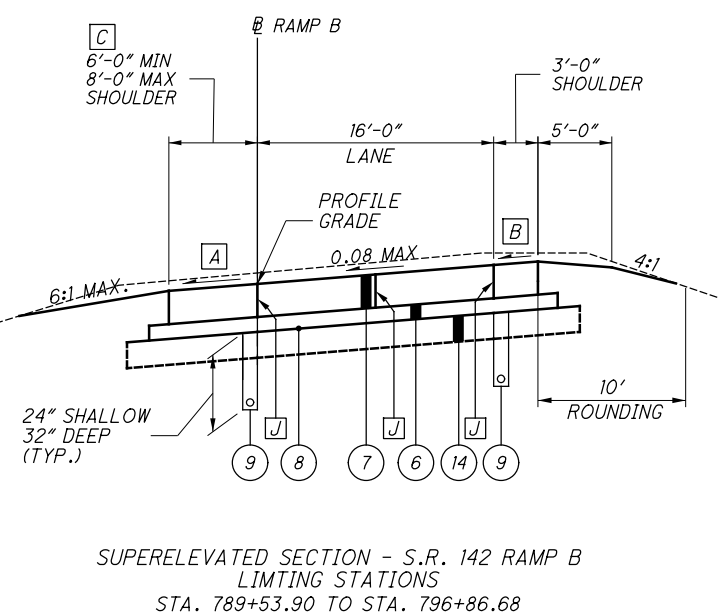
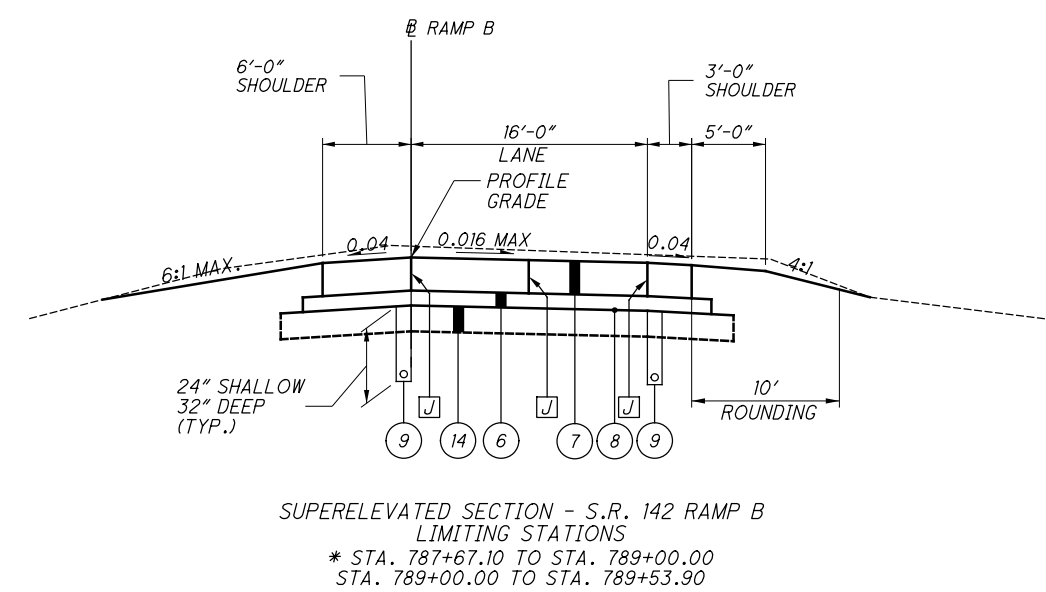
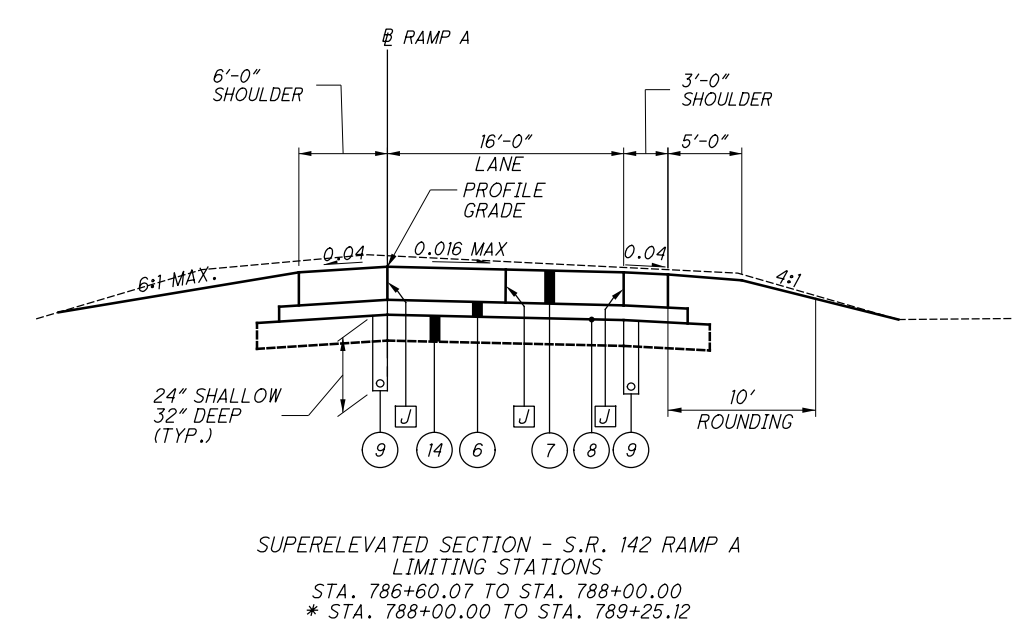
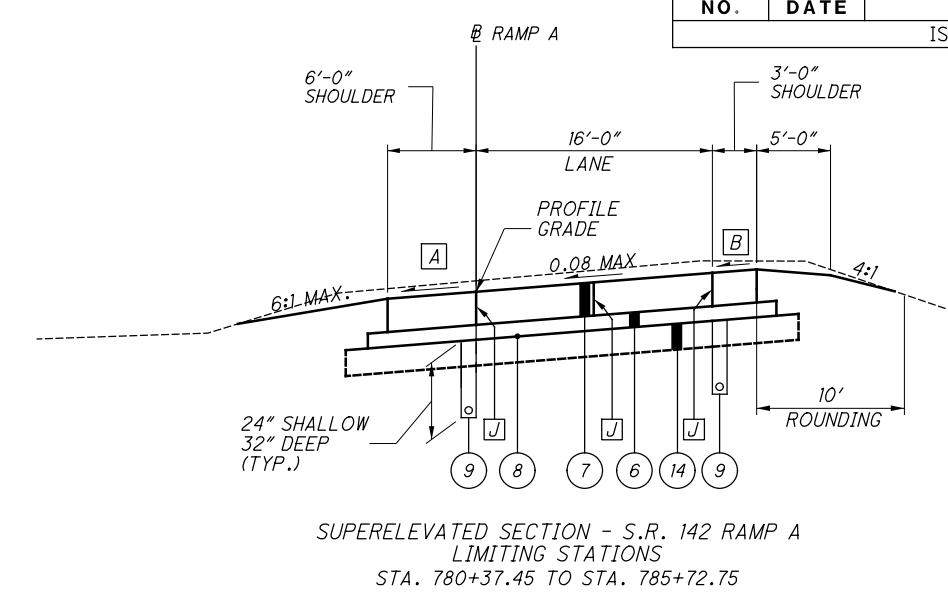
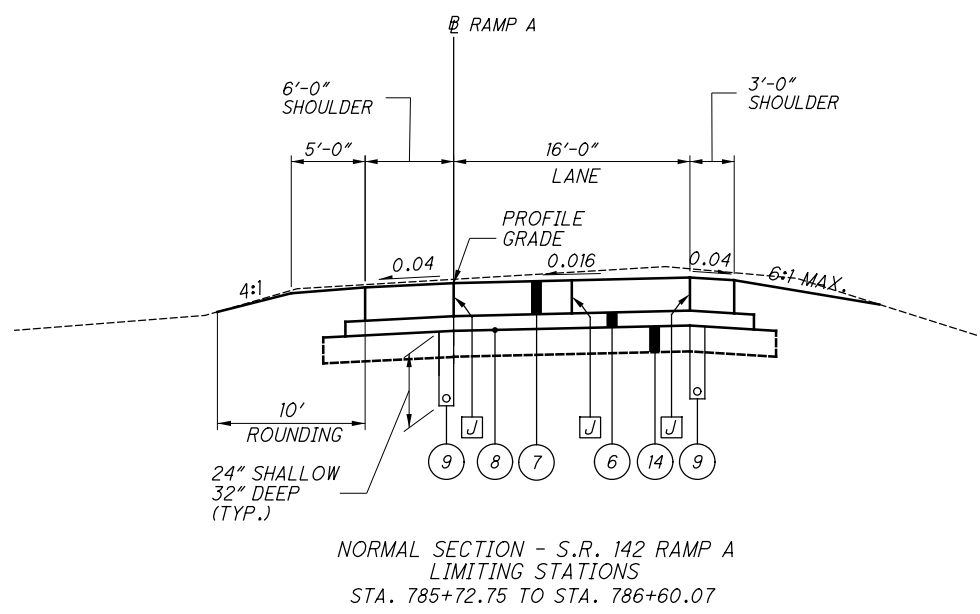
FOR LEGEND, SEE SHEET 12

TYPICAL SECTIONS

MAD-70-8.62

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ISSUE RECORD		



NOTE: UTILIZE 4' OF ROUNDING FOR SLOPE TIE INS

- [A] SUPERELEVATION SLOPE OR 0.04 MIN. WHICHEVER IS GREATER
- [B] SEE HIGH SIDE SHOULDER DETAIL ON SHEET 16
- [J] LONGITUDINAL JOINT SEE STANDARD CONSTRUCTION DRAWINGS AND INTERSECTION DETAILS FOR JOINT SPACING

* SEE INTERSECTION DETAIL

[C] 6'-0" STA. 789+53.90 TO STA. 796+36.68
VARIES 6'-0" TO 8'-0" STA. 796+36.68 TO STA. 796+86.68

FOR EDGE COURSE DETAIL, SEE SHEET 14
FOR LEGEND, SEE SHEET 12.

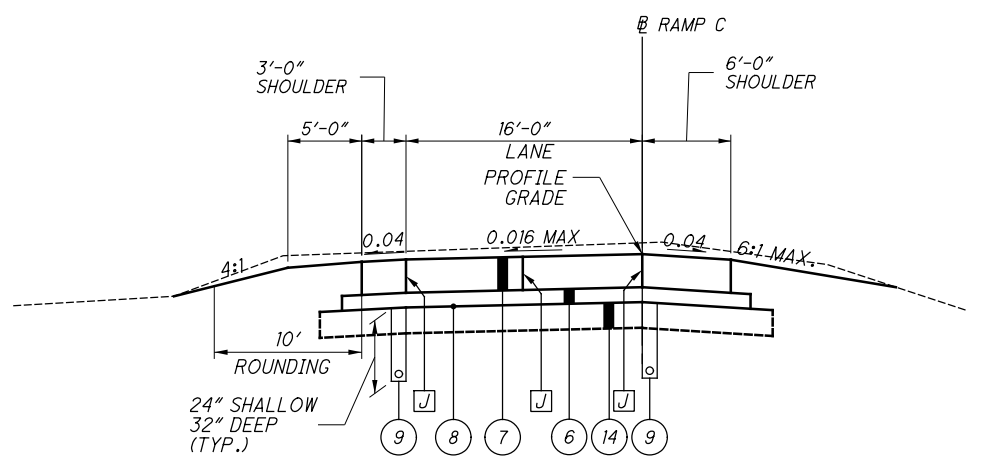
FOR CONCRETE JOINT DETAILS SEE SHEETS 370 TO 376.

TYPICAL SECTIONS

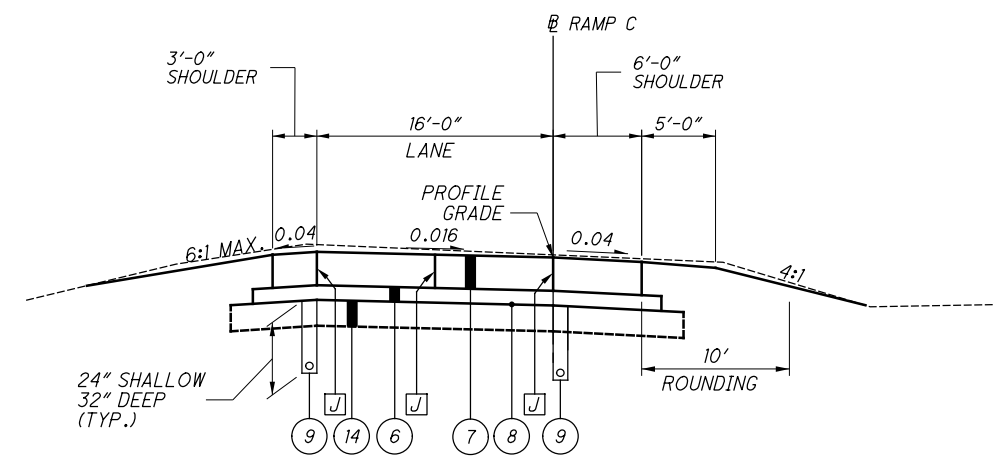
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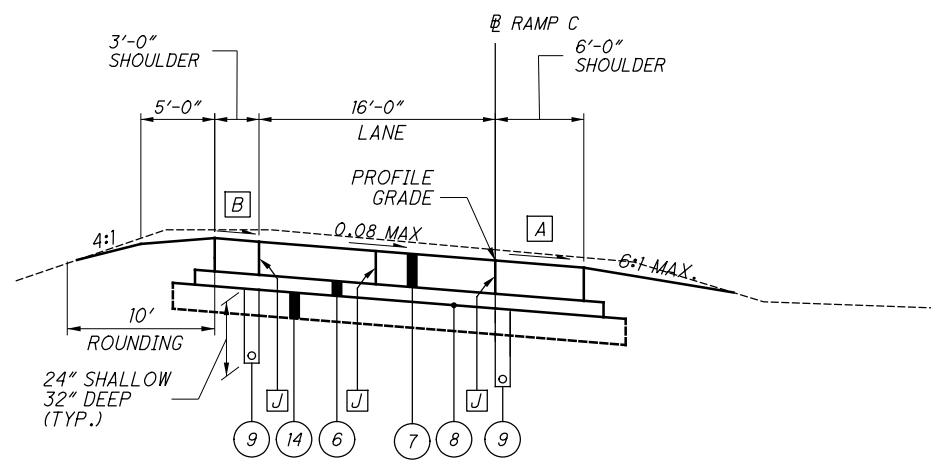
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ISSUE RECORD		



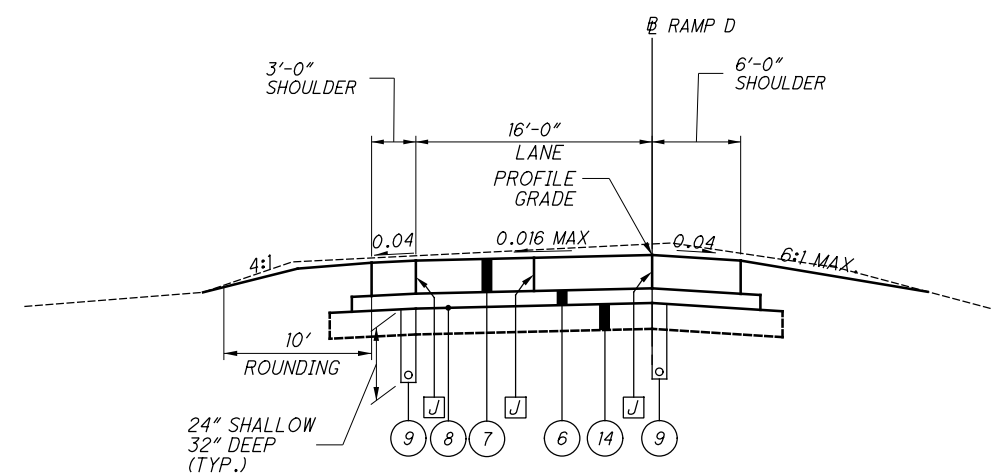
SUPERELEVATED SECTION - S.R. 142 RAMP C
 LIMITING STATIONS
 * STA. 786+10.53 TO STA. 786+93.26
 STA. 786+93.26 TO STA. 788+65.52



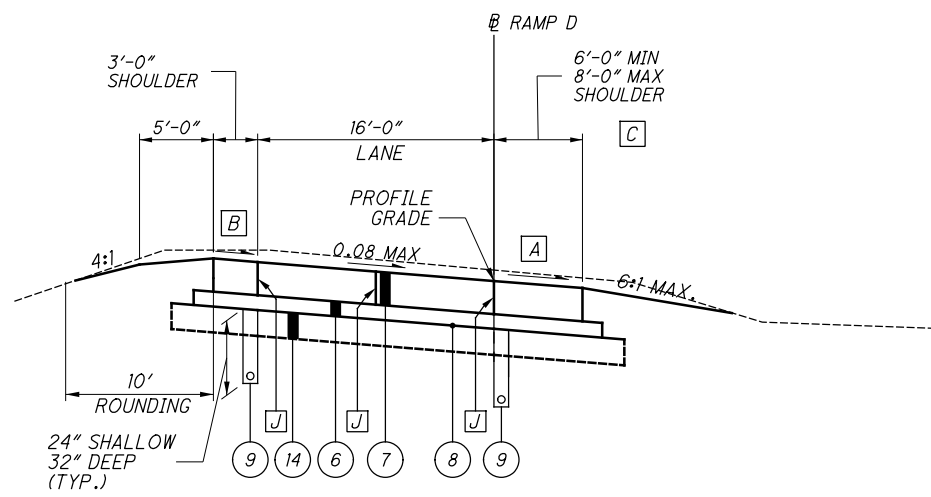
NORMAL SECTION - S.R. 142 RAMP C
 LIMITING STATIONS
 STA. 788+65.52 TO STA. 789+78.89



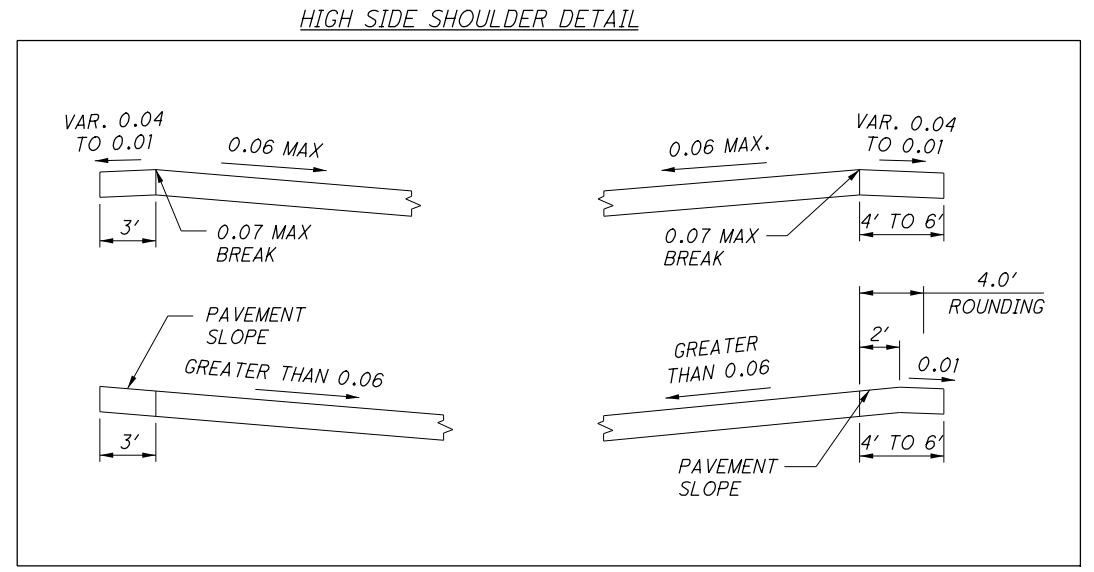
SUPERELEVATED SECTION - S.R. 142 RAMP C
 LIMITING STATIONS
 STA. 789+78.89 TO STA. 795+12.52



SUPERELEVATED SECTION - S.R. 142 RAMP D
 LIMITING STATIONS
 STA. 786+45.58 TO STA. 787+00.00
 * STA. 787+00.00 TO STA. 787+77.27



SUPERELEVATED SECTION - S.R. 142 RAMP D
 LIMITING STATIONS
 STA. 779+25.08 TO STA. 786+45.58



[C] VARIES 8'-0" TO 6'-0" STA. 779+25.08 TO STA. 779+75.08
 6'-0" STA. 779+75.08 TO STA. 786+45.58

- NOTE: UTILIZE 4' OF ROUNDING FOR SLOPE TIE INS
- [A]** SUPERELEVATION SLOPE OR 0.04 MIN. WHICHEVER IS GREATER
 - [B]** SEE HIGH SIDE SHOULDER DETAIL ON THIS SHEET
 - [J]** LONGITUDINAL JOINT SEE STANDARD CONSTRUCTION DRAWINGS AND INTERSECTION DETAILS FOR JOINT SPACING
- * SEE INTERSECTION DETAIL

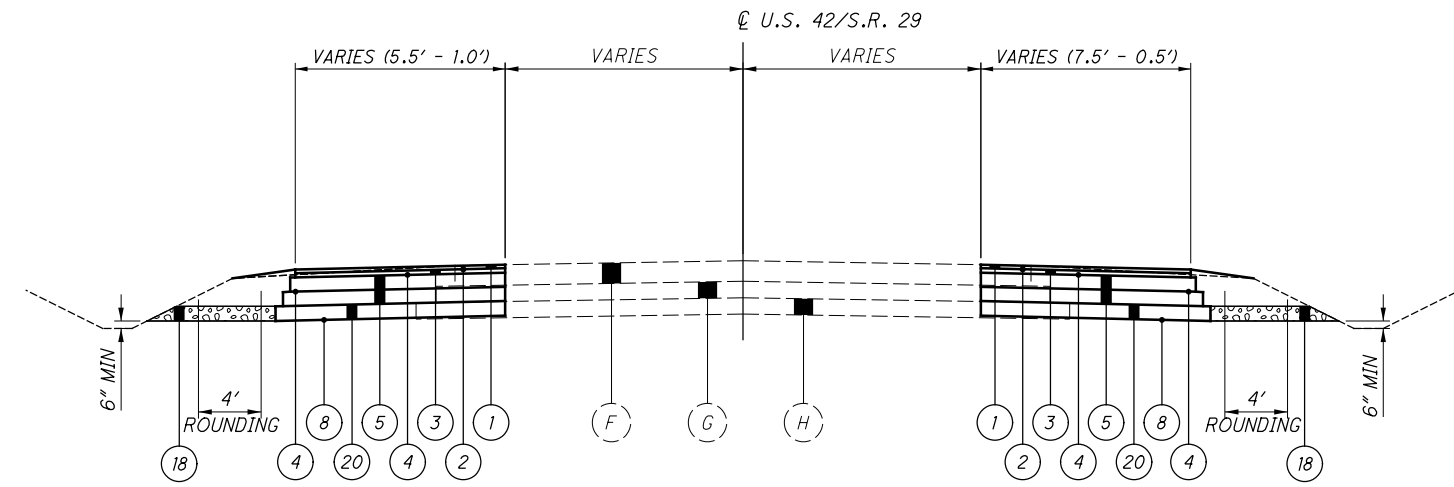
FOR LEGEND, SEE SHEET 12
 FOR CONCRETE JOINT DETAILS SEE SHEETS 370 TO 376.

TYPICAL SECTIONS

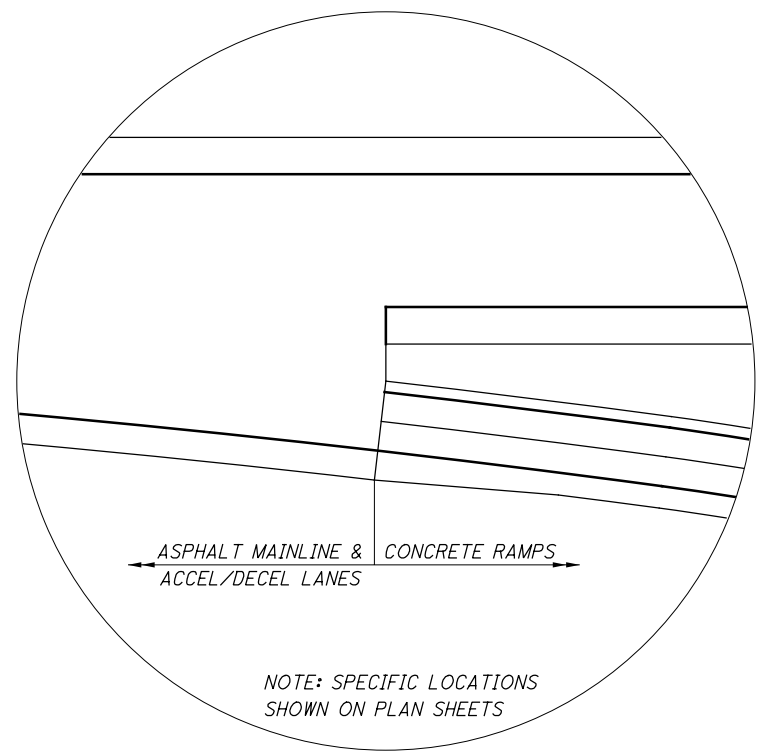
MAD-70-8.62

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NO.	DATE	DESCRIPTION
		ISSUE RECORD



PAVEMENT WIDENING SECTION - U.S. 42/S.R. 29 INTERSECTION
 EXISTING SECTION TO ILLUSTRATE APPROXIMATE BUILDUP ONLY
 WIDTHS AND SLOPES WILL VARY
 SEE INTERSECTION LIMITS



GORE DETAIL

- NOTES:
1. THE EXISTING PAVEMENT AND THE WIDENING SHOULD MEET AT THE SAME SUBGRADE ELEVATION. IF NECESSARY, THE BASE UNDER THE WIDENING SHOULD BE THICKENED SO THAT THE SUBGRADE ELEVATIONS WILL MATCH. IF THE WIDENING IS THICKER THAN THE EXISTING THE SUBGRADE SHOULD BE SLOPED AWAY FROM THE EXISTING AND DRAINAGE PROVIDED.

FOR LEGEND, SEE SHEETS 10 AND 12
 FOR CONCRETE JOINT DETAILS SEE SHEETS 370 TO 376.

TYPICAL SECTIONS

MAD-70-8.62

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UTILITIES

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

OHIO EDISON
CHRIS HARPER
420 SOUTH YORK STREET
SPRINGFIELD, OHIO 45505
937-327-1283

COLUMBUS GAS OF OHIO
ROBERT CALDWELL
3550 JOHNNY APPLESEED COURT
COLUMBUS, OHIO 43231
614-818-2108

MADISON ENERGY COOPERATIVE ASSOC.
UTILITY PIPELINE LTD.
KIRK SEELING
937-205-1788 (CELL)
330-498-9130 EXT. 405 (OFFICE)

CENTURYLINK
BOBBY WALTERS
4650 LAKEHURST COURT
3RD FLOOR
DUBLIN, OHIO 43016
440-244-8415

AMERICAN ELECTRIC POWER
PAUL PAXTON
700 MORRISON ROAD
GAHANNA, OHIO 43230
614-883-6831

ODOT, DISTRICT 6
UTILITIES COORDINATOR
SCOTT MEADOWS
400 EAST WILLIAM STREET
DELAWARE, OHIO 43015
740-833-8110

ODOT, DISTRICT 6
DAVID CARLIN, P.E.
400 EAST WILLIAM STREET
DELAWARE, OHIO 43015
740-833-8267

ODOT TRAFFIC MONITORING
SANDRA MAPEL (FIELD OPERATIONS)
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223
614-644-0291

ODOT ITS LAB
1606 WEST BROAD STREET
COLUMBUS, OHIO 43223
614-387-4113
EMAIL: CEN.ITS.LAB@DOT.OHIO.GOV
NON-OUPS MEMBER, EMAIL FOR LOCATES

AT&T OSPE
MIKE LEPLLEY
111 NORTH 4TH STREET
COLUMBUS, OHIO 43215
614-223-5872

CHARTER/SPECTRUM
SAMUEL LUTZ
3760 INTERCHANGE DRIVE
614-481-5047 (OFFICE)
614-348-2966 (CELL)
EMAIL: SAMUEL.LUTZ@CHARTER.COM

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

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.

SEEDING AND MULCHING

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.

4 INCHES OF TOPSOIL SHALL BE PLACED WHERE VEGETATED BIOFILTER BMPS ARE LOCATED.

ITEM 832 STORM WATER POLLUTION PREVENTION PLAN, AS PER PLAN

ALL REFERENCES TO THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION EFFLUENT GUIDELINES PERMIT NO. OHCO00004 IN SUPPLEMENTAL SPECIFICATION 832 (SS832) AND APPENDIX E WILL BE REPLACED WITH THE OEPA GENERAL PERMIT NO. OHCD00002, AUTHORIZATION FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY LOCATED WITHIN THE BIG DARBY CREEK WATERSHED (BIG DARBY PERMIT).

THE CONTRACTOR NEEDS TO FULLY UNDERSTAND ALL REQUIREMENTS OF THE BIG DARBY PERMIT BEFORE BEGINNING ANY WORK. FOR ANY DISCREPANCIES BETWEEN SS832 AND THIS PLAN NOTE, RESOLUTION SHOULD BE BASED ON THE BIG DARBY PERMIT.

ALL REQUIREMENTS OF SS832 WITH THE MODIFICATIONS NOTED IN THE SCOPE ARE REQUIRED TO BE MET.

ITEM 806 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A, AS PER PLAN

THE MAINLINE PAVEMENT SURFACE COURSE SHALL BE PLACED WITH A SINGLE COLD LONGITUDINAL JOINT. A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE SHOULDER AND MAINLINE PAVEMENT. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT.

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.

ANTI-SEGREGATION EQUIPMENT

ANTI-SEGREGATION SHALL BE USED FOR FLEXIBLE PAVEMENT AS PER SECTION 406.6 OF THE PAVEMENT DESIGN MANUAL.

COOPERATION BETWEEN CONTRACTORS:

THE DBT SHOULD BE AWARE OF THE FOLLOWING PROJECTS ADJACENT TO OR WITHIN THE PROJECT LIMITS THAT ARE EITHER UNDER CONTRACT OR PLANNED TO BE UNDER CONTRACT DURING THIS PROJECT. DBT IS REFERRED TO C&MS SECTION 105.08. SEE BELOW FOR PROJECT NAME, ESTIMATED SCHEDULED AND BRIEF DESCRIPTION. THIS SHOULD NOT BE CONSIDERED AN ALL-INCLUSIVE LIST.

A. MAD-42-0.00, PID 105547, FY 2019. RESURFACING PROJECT FROM THE CLARK COUNTY LINE TO THE SOUTH LONDON CORPORATION LIMIT AND FROM THE NORTH LONDON CORPORATION LIMIT TO THE UNION COUNTY LINE.

B. D06-SP-FY19 CONCRETE, FY 2018, PID 91146. CONCRETE SPOT REPAIR PROJECT TO BE PERFORMED ON FRA-70-0.00 TO 3.41.

C. MAD-142-13.41 L/R, PID 104240, FY 2021/2022. REPLACE BRIDGE DECKS, PARAPETS AND APPROACH SLABS. PAINT STRUCTURAL STEEL.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THIS SHEET 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: GPS (VRS)
MONUMENT TYPE: CONCRETE MONUMENTS

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88 GEOID: GEOID12A

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR: 1.000000000
ORIGIN OF COORDINATE
SYSTEM: 1 METER = OHIO STATE PLANE, SOUTH ZONE (0,0)

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 823.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

BENCHMARKS FOR PROJECT MAD-70-8.62			
BM-#	DESCRIPTION		
BM-1	NORTHING: 714844.27	EASTING: 1732586.10	ELEV: 964.41
	TOP OF IRON PIN IN CENTERLINE CONCRETE MONUMENT AT STATION 551+00 ±150 FT EAST OF OVERHEAD TRUSS SIGN SUPPORT OVER WEST BOUND I-70 EXIT 79/EXIT 80.		
BM-2	NORTHING: 714962.08	EASTING: 1733478.58	ELEV: 960.48
	TOP OF IRON PIN IN CENTERLINE CONCRETE MONUMENT IN MEDIAN AT STATION 560+00 ±1100 FT EAST OF OVERHEAD TRUSS SIGN SUPPORT OVER WEST BOUND I-70 EXIT 79/EXIT 80.		
BM-3	NORTHING: 715079.92	EASTING: 1734370.95	ELEV: 957.76
	TOP OF IRON PIN IN CENTERLINE CONCRETE MONUMENT IN MEDIAN AT STATION 569+00 ±1000 FT WEST OF OVERHEAD CANTILEVER SIGN SUPPORT OVER THE NORTH SIDE OF WEST BOUND I-70 EXIT 80.		
BM-4	NORTHING: 715219.77	EASTING: 1735544.56	ELEV: 964.18
	"I" CUT NORTH SIDE CONCRETE PAD FOR CABLE GUARDRAIL BARRIER ±100 FT WEST OF EMERGENCY TURN AROUND, ±1/2 MILE EAST OF SR-29 OVERPASS IN MEDIAN.		
BM-5	NORTHING: 715401.38	EASTING: 1736679.50	ELEV: 967.34
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±500 FT WEST OF OVERHEAD CANTILEVER SIGN SUPPORT OVER WEST BOUND I-70, SR-29 MECHANICSBURG/URBANA 1 MILE IN MEDIAN.		
BM-6	NORTHING: 715562.87	EASTING: 1737902.22	ELEV: 971.16
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±500 FT EAST OF OVERHEAD CANTILEVER SIGN SUPPORT OVER WEST BOUND I-70, SR-29 MECHANICSBURG/URBANA 1 MILE IN MEDIAN.		
BM-7	NORTHING: 715718.24	EASTING: 1739076.82	ELEV: 972.97
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±1800 FT EAST OF OVERHEAD CANTILEVER SIGN SUPPORT OVER WEST BOUND I-70, SR-29 MECHANICSBURG/URBANA 1 MILE IN MEDIAN.		
BM-8	NORTHING: 715813.13	EASTING: 1739923.70	ELEV: 957.04
	TOP OF IRON PIN IN CENTERLINE CONCRETE MONUMENT IN MEDIAN AT STATION 625+00 ±500 FT WEST OF EMERGENCY TURN AROUND, ±1.5 MILES EAST OF SR-29 IN MEDIAN.		
BM-9	NORTHING: 715950.94	EASTING: 1740828.45	ELEV: 941.58
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±300 FT EAST OF EMERGENCY TURN AROUND, ±500 FT WEST OF BRIDGES OVER LITTLE DARBY CREEK.		
BM-10	NORTHING: 716105.41	EASTING: 1741620.51	ELEV: 922.96
	"I" CUT SOUTHWEST CORNER TOP OF CONCRETE BARRIER WALL AT SOUTHWEST CORNER OF I-70 WESTBOUND BRIDGE OVER LITTLE DARBY CREEK.		
BM-11	NORTHING: 716520.67	EASTING: 1743100.21	ELEV: 945.24
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±800 FT EAST OF I-70 BRIDGES OVER LITTLE DARBY CREEK, IN MEDIAN ±500 FT WEST OF BRIDGE FOR CR-14 OVER I-70.		
BENCHMARKS NUMBERS 12 AND 13 NOT USED			
BM-14	NORTHING: 717666.69	EASTING: 1746074.52	ELEV: 958.50
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±1/2 MILE EAST OF CR-14 BRIDGE OVER I-70, ±1/2 MILE WEST OF MIDDLE PIKE OVER I-70, IN MEDIAN.		
BM-15	NORTHING: 718364.06	EASTING: 1747875.66	ELEV: 952.40
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±1000 FT WEST OF MIDDLE PIKE OVER I-70, IN MEDIAN.		
BM-16	NORTHING: 718931.43	EASTING: 1749387.89	ELEV: 944.79
	TOP OF IRON PIN IN CENTERLINE CONCRETE MONUMENT IN MEDIAN AT STATION 765+00 ±500 FT WEST OF MIDDLE PIKE OVER I-70, IN MEDIAN.		
BM-17	NORTHING: 719632.58	EASTING: 1751152.84	ELEV: 941.18
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±1000 FT EAST OF MIDDLE PIKE OVER I-70, IN MEDIAN ±800 FT WEST OF OVERHEAD CANTILEVER SIGN SUPPORT EXIT 85 PLAIN CITY/GEORGESVILLE ROAD 1/2 MILE.		
BM-18	NORTHING: 720382.27	EASTING: 1753089.39	ELEV: 929.99
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±900 FT WEST OF I-70 EASTBOUND EXIT RAMP TO SR-142 EXIT 85 PLAIN CITY/GEORGESVILLE ROAD.		
BM-19	NORTHING: 721125.13	EASTING: 1755013.38	ELEV: 908.54
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±200 FT WEST OF SR-142 OVER I-70, IN MEDIAN.		
BM-20	NORTHING: 721795.72	EASTING: 1756848.34	ELEV: 899.69
	"I" CUT SOUTH SIDE CONCRETE PAD FOR CABLE BARRIER ±1700 FT EAST OF SR-142 OVER I-70, IN MEDIAN ±1500 FT WEST OF BIG DARBY CREEK.		

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CALCULATED TDP CHECKED MJC
GENERAL NOTES
MAD-70-8.62
18
470

ITEM 606 - CABLE GUARDRAIL

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE HIGH TENSION FOUR CABLE GUARDRAIL SYSTEMS AS LISTED IN ATTACHMENT I . PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, GUARDRAIL, MISC., TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED) AND ITEM 606, GUARDRAIL, MISC. TENSIONED CABLE ANCHOR TERMINAL AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL HIGH TENSION CABLE GUARDRAIL SYSTEM NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

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

SYSTEMS SHALL HAVE A MAXIMUM DEFLECTION OF 8 FEET AND THE MAXIMUM LONGITUDINAL DISTANCE BETWEEN POSTS SHALL BE 15'.

INSTALLATION WILL BE A FOUR CABLE HIGH TENSION SYSTEM INSTALLED IN SOCKETED POSTS FOUNDATION.

CONTRACTOR SHALL PROVIDE DELINEATORS ON THE POSTS AT A MINIMUM INTERVAL OF 100' AND ON ALL ANCHOR TERMINALS.

TRANSITIONS TO W-BEAM GUARDRAIL ARE NOT ALLOWED.

REFER TO MANUFACTURER FOR MAXIMUM OFFSET FROM BREAK POINT.

TORPEDO OR BULLET SPLICES ARE NOT ALLOWED. ALL CABLE SPLICES SHALL BE A SWAGED OR OPEN BODY DESIGN THAT ALLOWS FOR ANNUAL INSPECTION BETWEEN THE WEDGE AND STRANDS OF CABLE.

POSTS ARE SET IN SOCKETED CONCRETE FOUNDATIONS AND SHALL NOT BE PERMANENTLY INSTALLED UNTIL THEIR RESPECTIVE RUNS OF TENSIONED CABLE GUARDRAIL ARE READY FOR FINAL CONNECTION TO THE END TERMINAL ASSEMBLY. THE CONTRACTOR SHALL REPLACE ANY POSTS DAMAGED DURING INSTALLATION AS DETERMINED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

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

BMP INFORMATION

BMP TYPE	BEGIN				END				LENGTH (FEET)	WIDTH (FEET)	TOTAL CONTRIB. AREA (ACRES)	EDA TREATMENT CREDIT (ACRES)
	STATION	OFFSET	LATITUDE	LONGITUDE	STATION	OFFSET	LATITUDE	LONGITUDE				
VEG. BIOFILTER DITCH 1	479+00	0.00	39.956853	-83.36701	470+37	0.00	39.956521	-83.370056	863	4	2.14	2.14
VEG. BIOFILTER DITCH 2	479+00	0.00	39.956853	-83.36701	489+00	0.00	39.957237	-83.363489	1000	4	2.49	2.49
VEG. BIOFILTER DITCH 3	489+00	0.00	39.957239	-83.363475	501+98	0.00	39.957737	-83.35891	1298	4	3.22	3.22
VEG. BIOFILTER DITCH 4	502+72	0.00	39.957767	-83.358631	513+50	0.00	39.958182	-83.354825	1078	4	2.74	2.74
VEG. BIOFILTER DITCH 5	513+50	0.00	39.958182	-83.354825	518+50	0.00	39.958374	-83.353059	500	5	3.98	1.24
VEG. BIOFILTER DITCH 6	518+50	0.00	39.958374	-83.353059	523+00	0.00	39.958547	-83.351477	450	6	5.10	1.12
VEG. BIOFILTER DITCH 7	523+00	0.00	39.958548	-83.351462	534+00	0.00	39.95897	-83.347591	1100	4	2.73	2.73
VEG. BIOFILTER DITCH 8	547+40	0.00	39.959487	-83.342844	559+00	0.00	39.959932	-83.338761	1160	4	2.88	2.88
VEG. BIOFILTER DITCH 9	559+00	0.00	39.959934	-83.338747	567+50	0.00	39.960258	-83.335766	850	4	2.10	2.10
VEG. BIOFILTER DITCH 10	581+50	0.00	39.96079	-83.330877	570+00	0.00	39.960356	-83.334869	1150	4	2.85	2.85
VEG. BIOFILTER DITCH 11	570+00	0.00	39.960356	-83.334869	567+50	0.00	39.96026	-83.335752	250	5	3.48	0.63
VEG. BIOFILTER DITCH 12	603+00	0.00	39.961623	-83.323219	590+00	0.00	39.961125	-83.327804	1300	4	3.22	3.22
VEG. BIOFILTER DITCH 13	590+00	0.00	39.961125	-83.327804	587+00	0.00	39.961009	-83.328864	300	5	3.96	0.74
VEG. BIOFILTER DITCH 14	587+00	0.00	39.961009	-83.328864	581+98	0.00	39.960817	-83.33063	502	7	5.20	1.24
VEG. BIOFILTER DITCH 15	608+00	0.00	39.961816	-83.321446	603+00	0.00	39.961625	-83.323205	500	4	3.53	1.24

TREATMENT PROVIDED	30.58
TREATMENT REQUIRED	30.54

REVIEW OF DRAINAGE FACILITIES

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

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

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

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

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.

POST CONSTRUCTION STORM WATER TREATMENT

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

THIS PLAN UTILIZES VEGETATED BIOFILTER(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AS SHOWN IN THE PLANS TO ANY DISTURBED AREA ON THE SHOULDER AND FORESLOPE DRAINING TO A VEGETATED BIOFILTER. THE DITCH FOR EACH VEGETATED BIOFILTER SHALL BE TRAPEZOIDAL, AS SHOWN IN THE PLAN CROSS SECTIONS.

MISC. DRAINAGE WORK, AS PER PLAN

SEE SCOPE SECTION 14.5 FOR DEFINITION OF PIPE CROSSING DRAINAGE WORK AT THE FOLLOWING LOCATIONS.

STATION	SIZE	REQUIRED TREATMENT
456+28	84"	REGRADE DITCH
459+20	30"	REGRADE DITCH
479+00	12"	CLEAN OUT PIPE
497+83	15"	CLEAN OUT PIPE
508+80	8"	CLEAN OUT PIPE
602+50	8"	CLEAN OUT PIPE
611+00	10"	CLEAN OUT PIPE
674+45	68X43 ELLIP	REGRADE DITCH
674+80	15"	CLEAN OUT PIPE
701+00	12"	CLEAN OUT PIPE
735+32	45x29 ELLIP	PATCH HEADWALL
		REGRADE DITCH
		CORRECT SCOUR HOLE
736+10	6"	CLEAN OUT PIPE
755+18	8"	CLEAN OUT PIPE
764+10	8"	CLEAN OUT PIPE
771+35	78"	REGRADE DITCH
780+00	42"	REPLACE RIPRAP SLABS
805+25	78"	REGRADE DITCH
792+00	36"	REGRADE DITCH

PAVEMENT REPAIR OUTSIDE OF PROJECT LIMITS

THE DBT SHALL MILL-AND-FILL ANY PAVEMENT OUTSIDE OF THE PROJECT LIMITS THAT HAS BEEN SCARRED DUE TO SHIFTING AND/OR REPLACEMENT OF EXISTING PAVEMENT MARKINGS. THIS SHALL OCCUR WHEN TRAFFIC CAN BE MOVED TO ITS FINAL PATTERN REGARDLESS OF COMPLETION OF THE REST OF THE PROJECT. TRANSITION AREAS INSIDE THE PROJECT LIMITS SHALL BE RESURFACED AS PER ITEM 642-48. UPON COMPLETION OF WORK ON A ROADWAY, PAVEMENT MARKINGS IN SUCH LOCATIONS ON ASPHALT SURFACES SHALL BE REPLACED WITH THERMOPLASTIC MARKINGS (C&MS 644). MARKINGS ON CONCRETE SURFACES SHALL BE REPLACED WITH EPOXY MARKINGS (C&MS 646). THE ACCEPTABLE TREATMENT TO REPAIR SCARRED PAVEMENT SHALL BE 1.5" MILL AND FILL - ITEM 254 - PAVEMENT PLANING AND ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446).

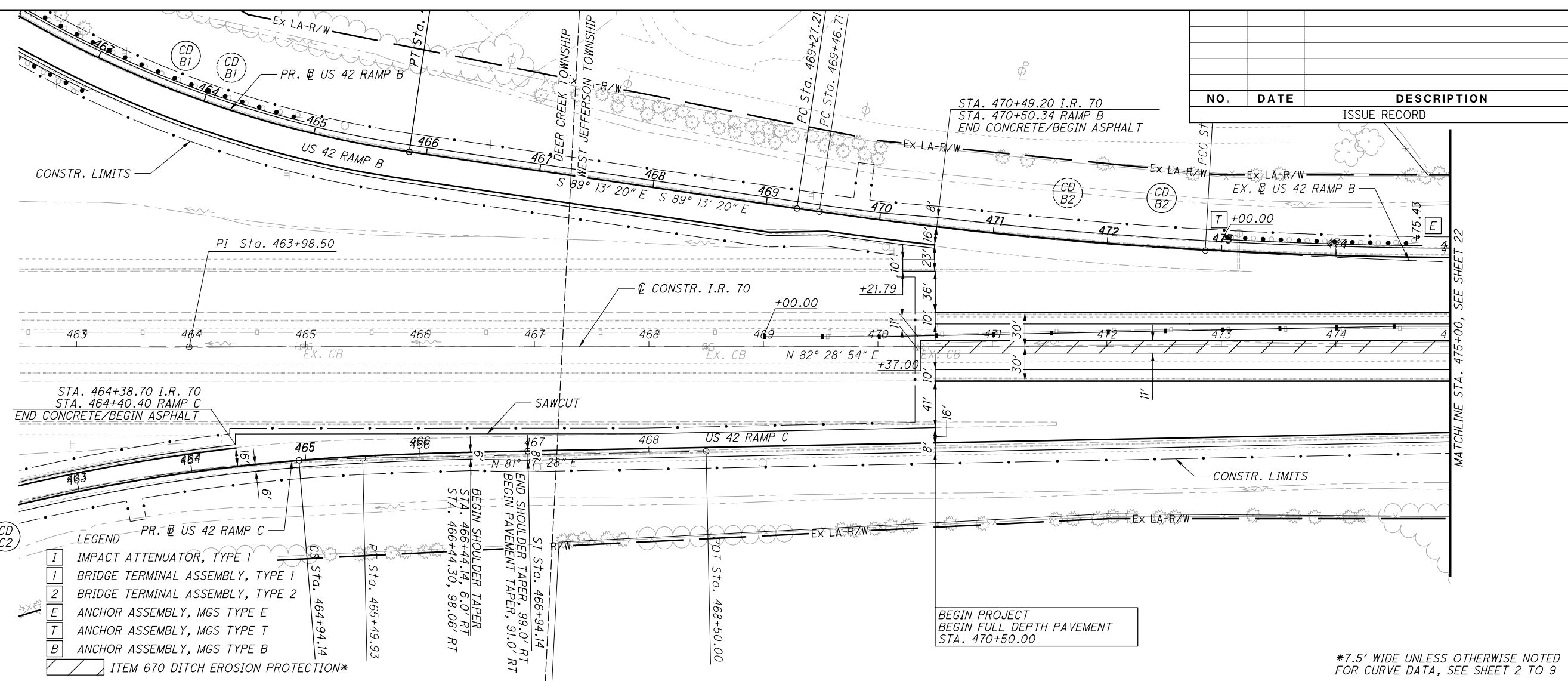
THE FOLLOWING AREAS HAVE BEEN RESURFACED AT THE COMPLETION OF THE PROJECT:

- EASTBOUND LEFT LANE ONLY - STA. 411+55 TO STA. 436+92
- EASTBOUND FULL WIDTH - STA. 436+92 TO STA. 470+50
- EASTBOUND FULL WIDTH - STA. 1+27.49 TO 19+74.00
- WESTBOUND FULL WIDTH - STA. 459+56 TO STA. 470+50
- WESTBOUND FULL WIDTH - STA. 1+27.49 TO STA. 37+22

NO.	DATE	DESCRIPTION
17	11/2/20	AS BUILT REVISION

P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_GN003.dgn Sheet 11/24/2020 9:34:16 AM kmhhaicea

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_GP00.dgn Sheet 11/23/2020 1:56:11PM kmhnlce



NO.	DATE	DESCRIPTION
ISSUE RECORD		

BEGIN WORK
STA. 415+00.00

- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

BEGIN PROJECT
BEGIN FULL DEPTH PAVEMENT
STA. 470+50.00

*7.5' WIDE UNLESS OTHERWISE NOTED
FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
BEGIN PROJECT TO STA. 475+00.00

MAD-70-8.62

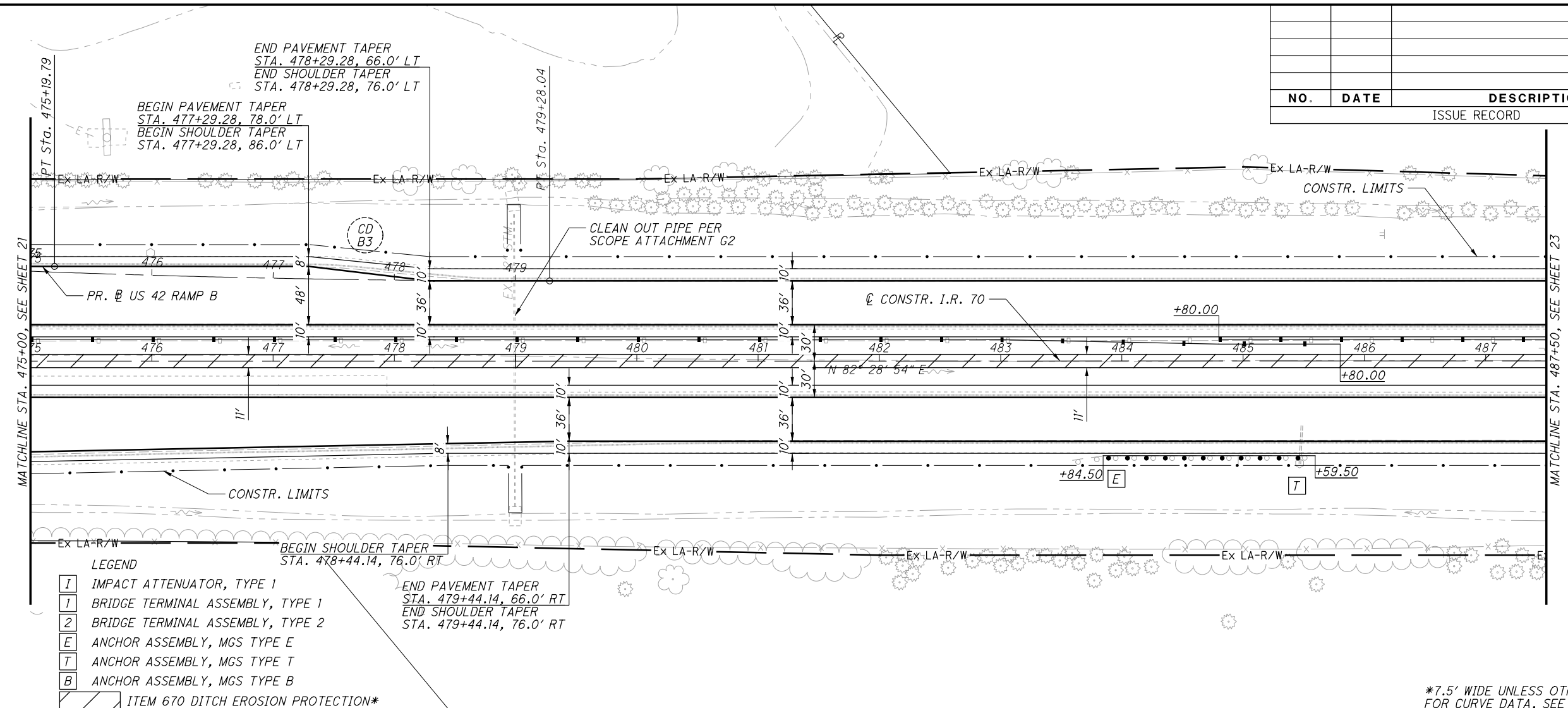
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NO.	DATE	DESCRIPTION
ISSUE RECORD		



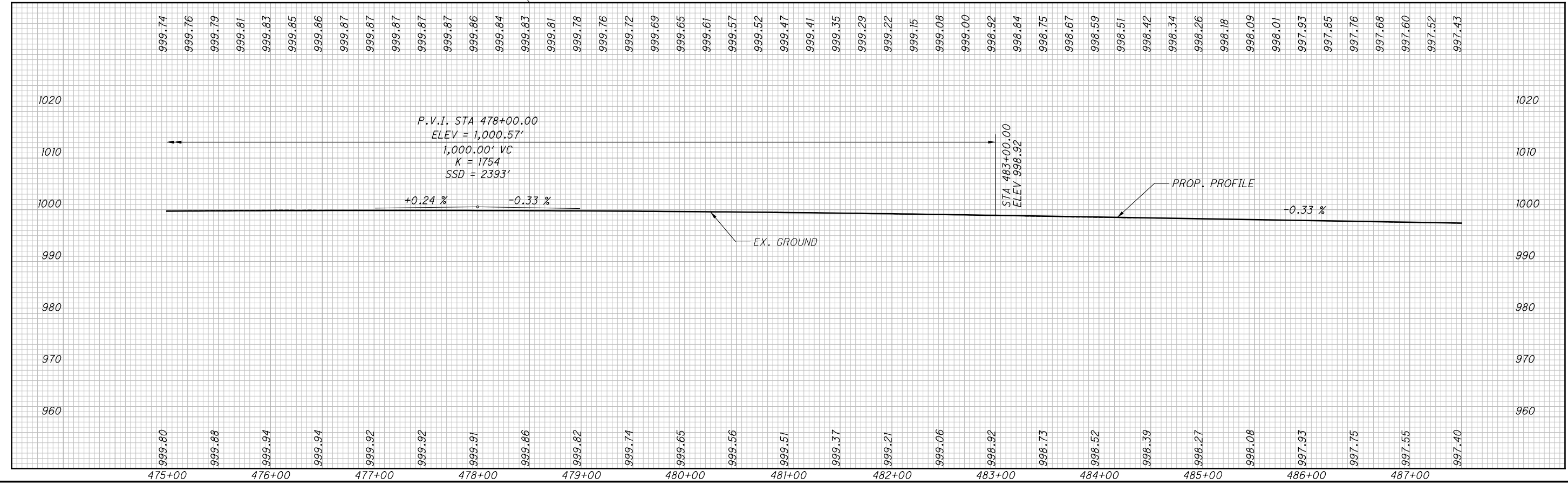


 HORIZONTAL SCALE IN FEET



- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - / / / ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 475+00.00 TO STA. 487+50.00

MAD-70-8.62

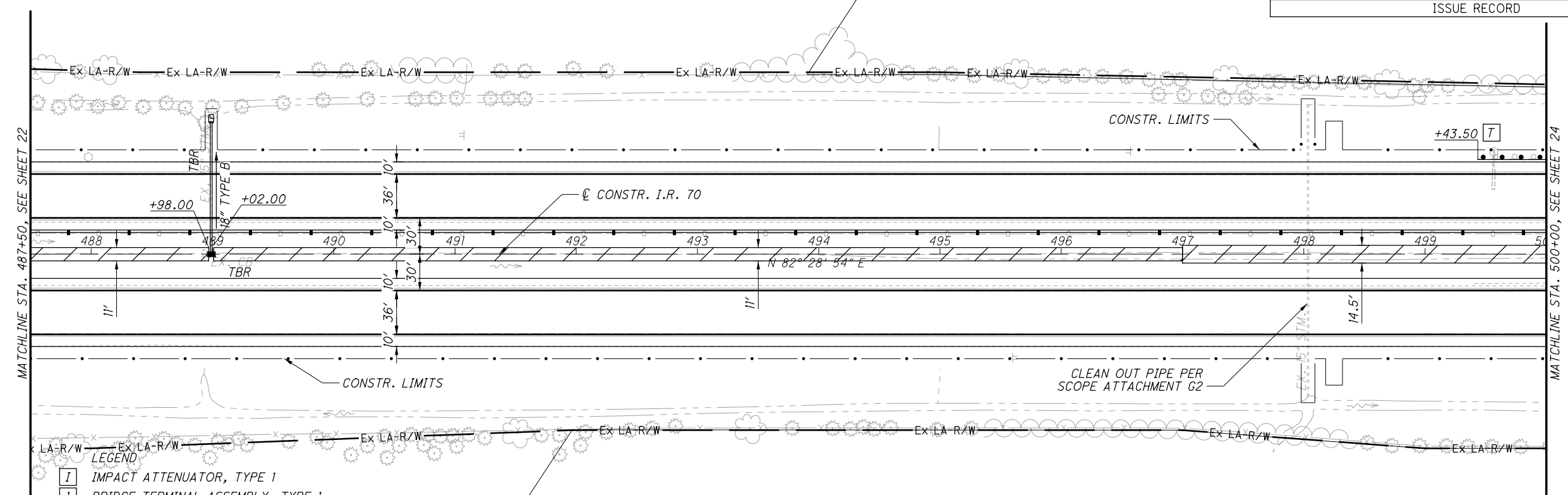
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NO.	DATE	DESCRIPTION
ISSUE RECORD		



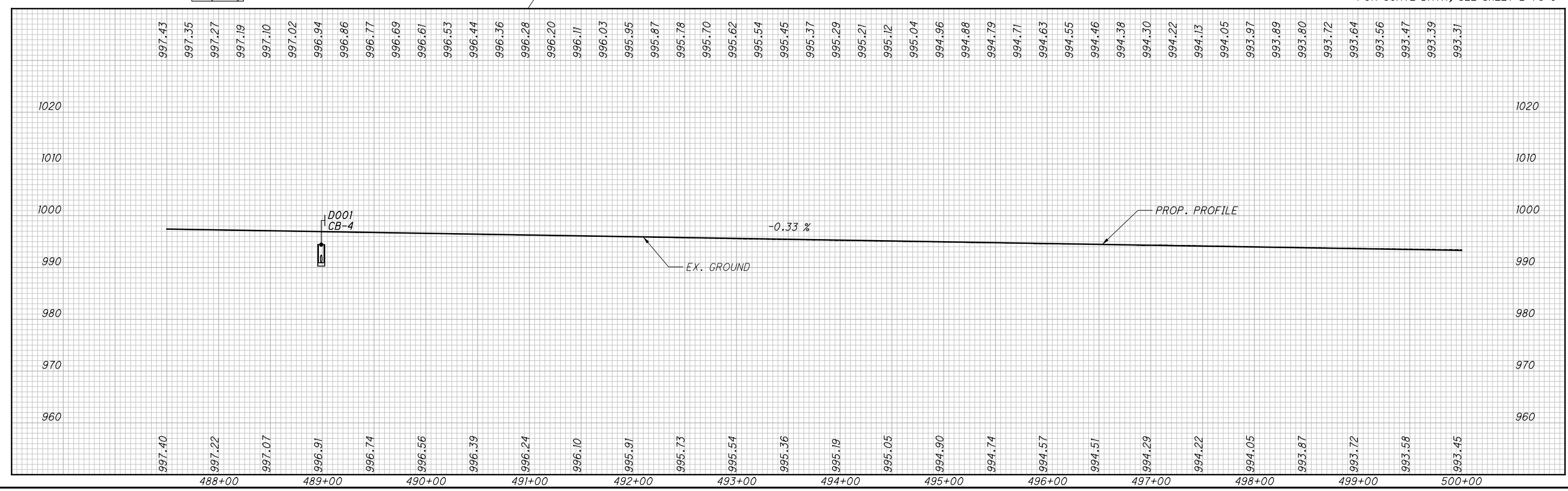


 HORIZONTAL SCALE IN FEET



- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 487+50.00 TO STA. 500+00.00

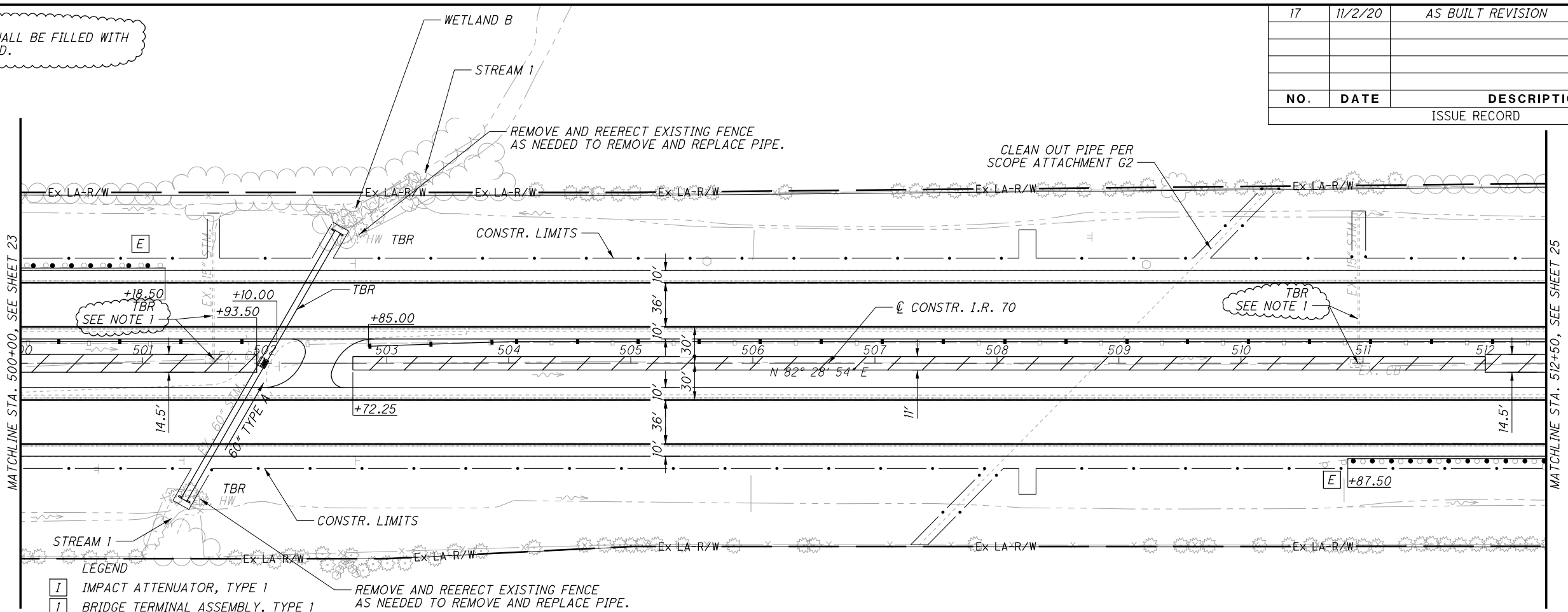
MAD-70-8.62

NOTE 1:
THE EXISTING CONDUIT SHALL BE FILLED WITH
CONCRETE AND ABANDONED.

17	11/2/20	AS BUILT REVISION
NO.	DATE	DESCRIPTION
ISSUE RECORD		

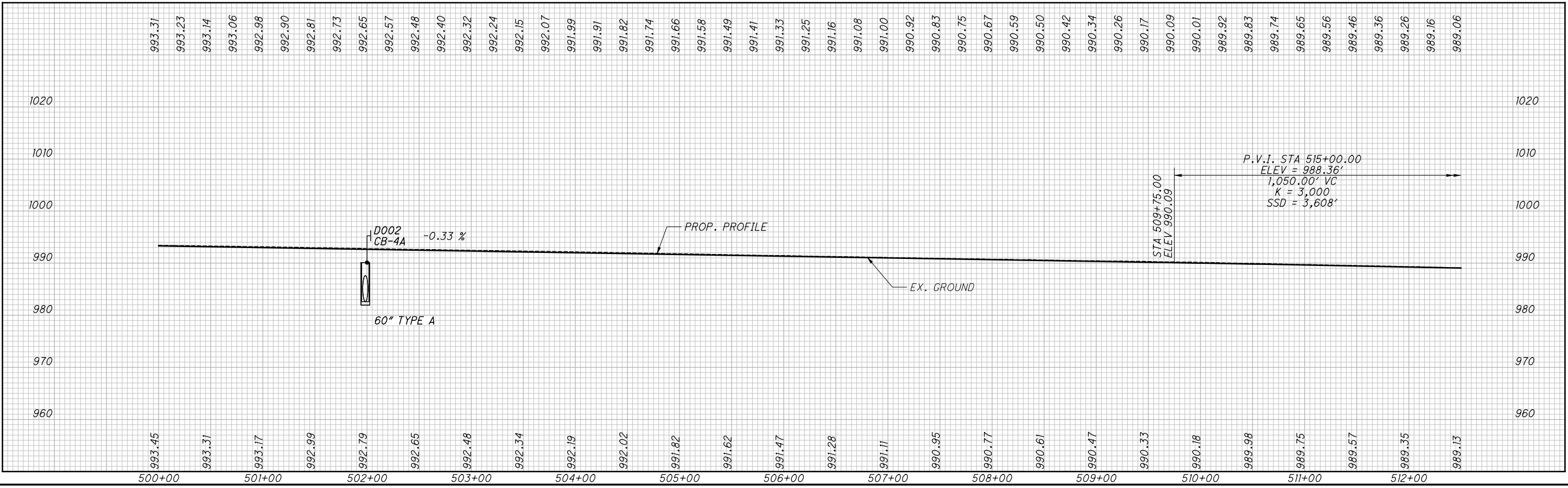


 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED MJC



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*
- REMOVE AND REERECT EXISTING FENCE AS NEEDED TO REMOVE AND REPLACE PIPE.

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



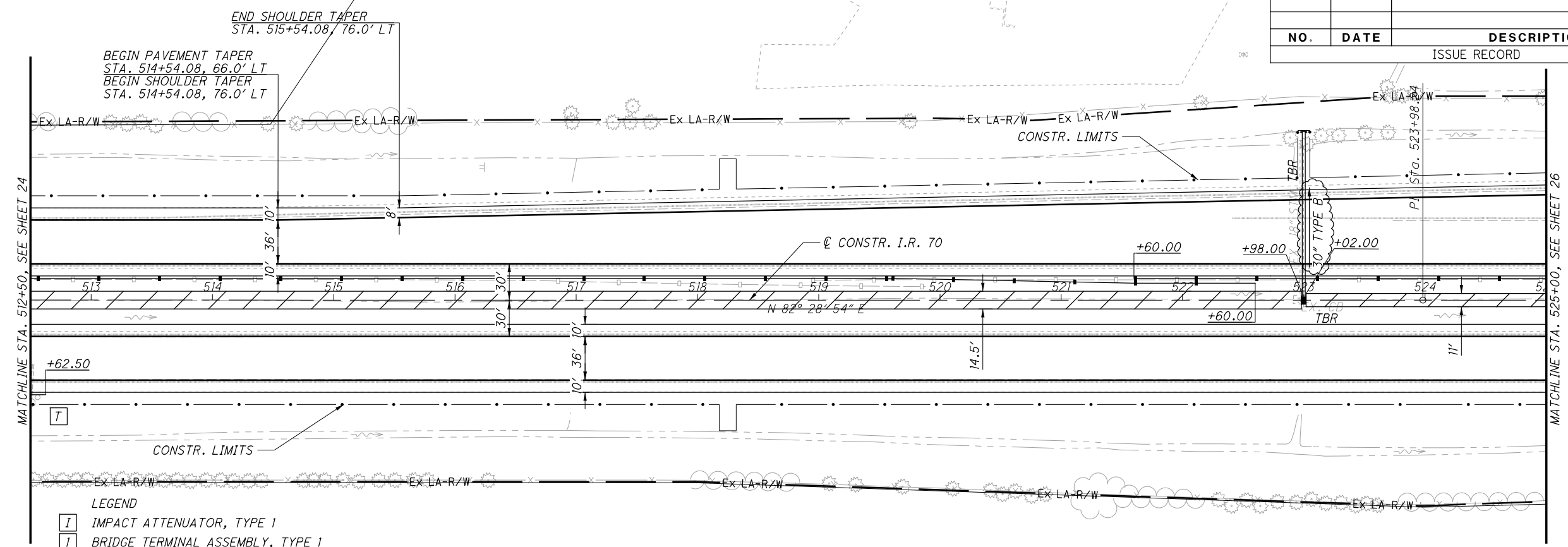
PLAN AND PROFILE
STA. 500+00.00 TO STA. 512+50.00

MAD-70-8.62

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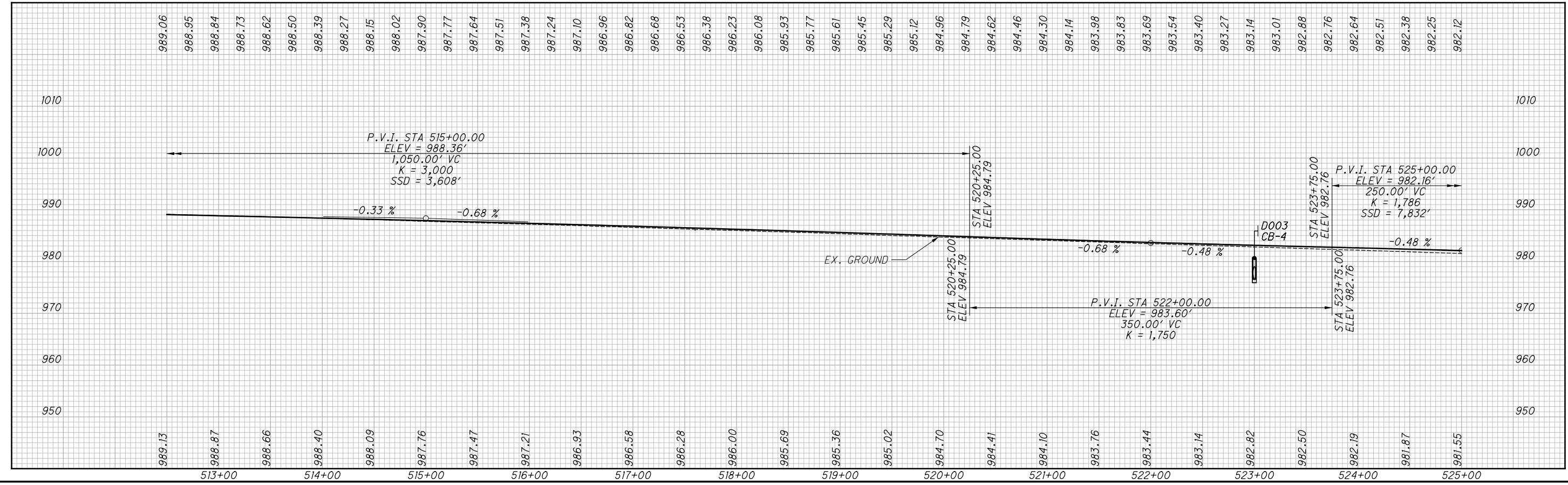
17	11/2/20	AS BUILT REVISION
ISSUE RECORD		
NO.	DATE	DESCRIPTION


 0 50 100
 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED MJC



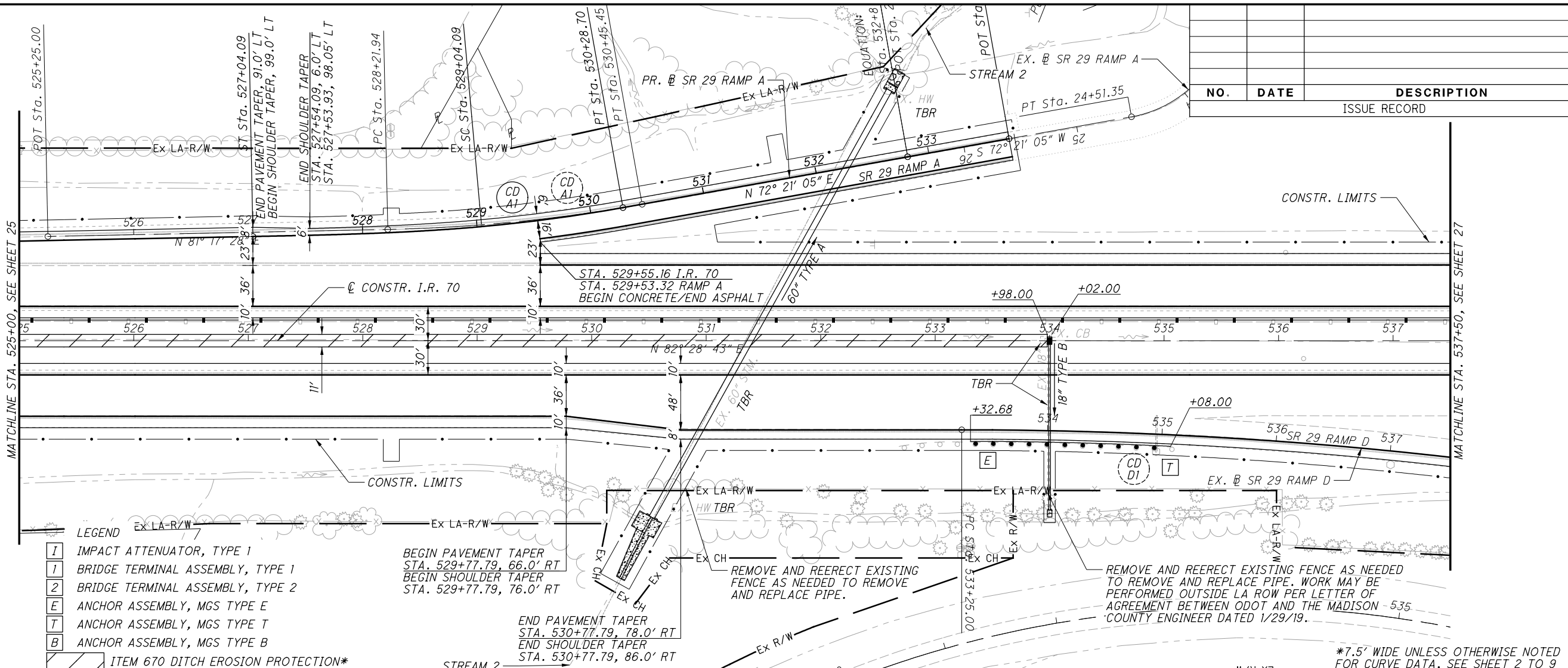
- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 512+50.00 TO STA. 525+00.00

MAD-70-8.62

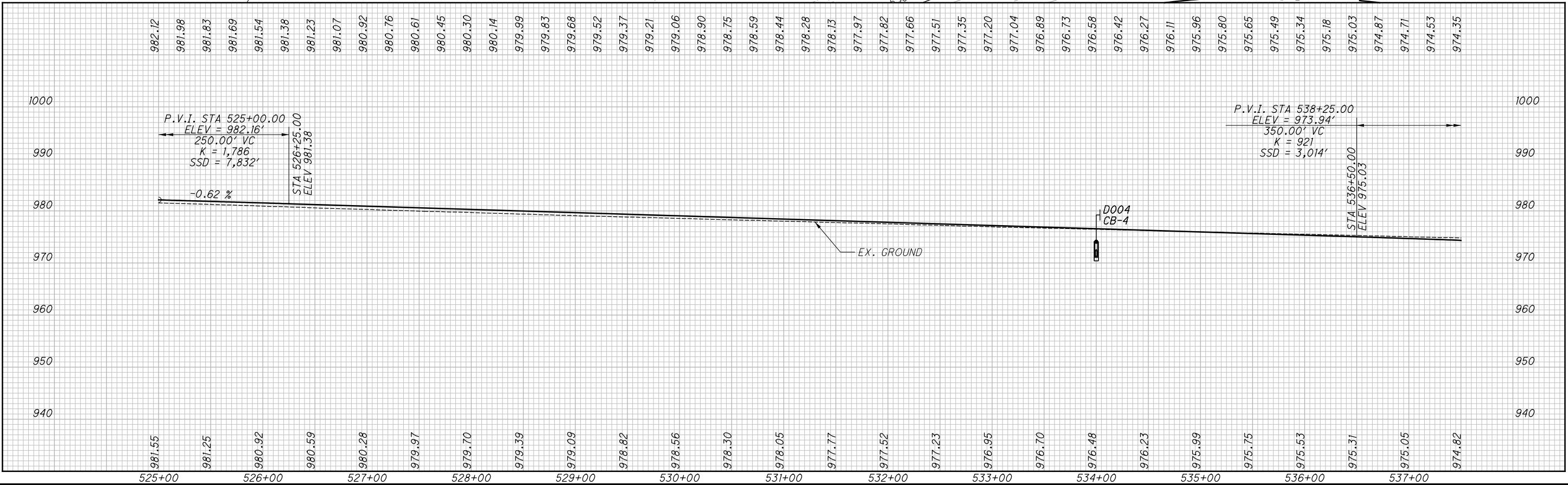


- LEGEND**
- I** IMPACT ATTENUATOR, TYPE 1
 - 1** BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2** BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E** ANCHOR ASSEMBLY, MGS TYPE E
 - T** ANCHOR ASSEMBLY, MGS TYPE T
 - B** ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

NO.	DATE	DESCRIPTION
ISSUE RECORD		



PLAN AND PROFILE
STA. 525+00.00 TO STA. 537+50.00



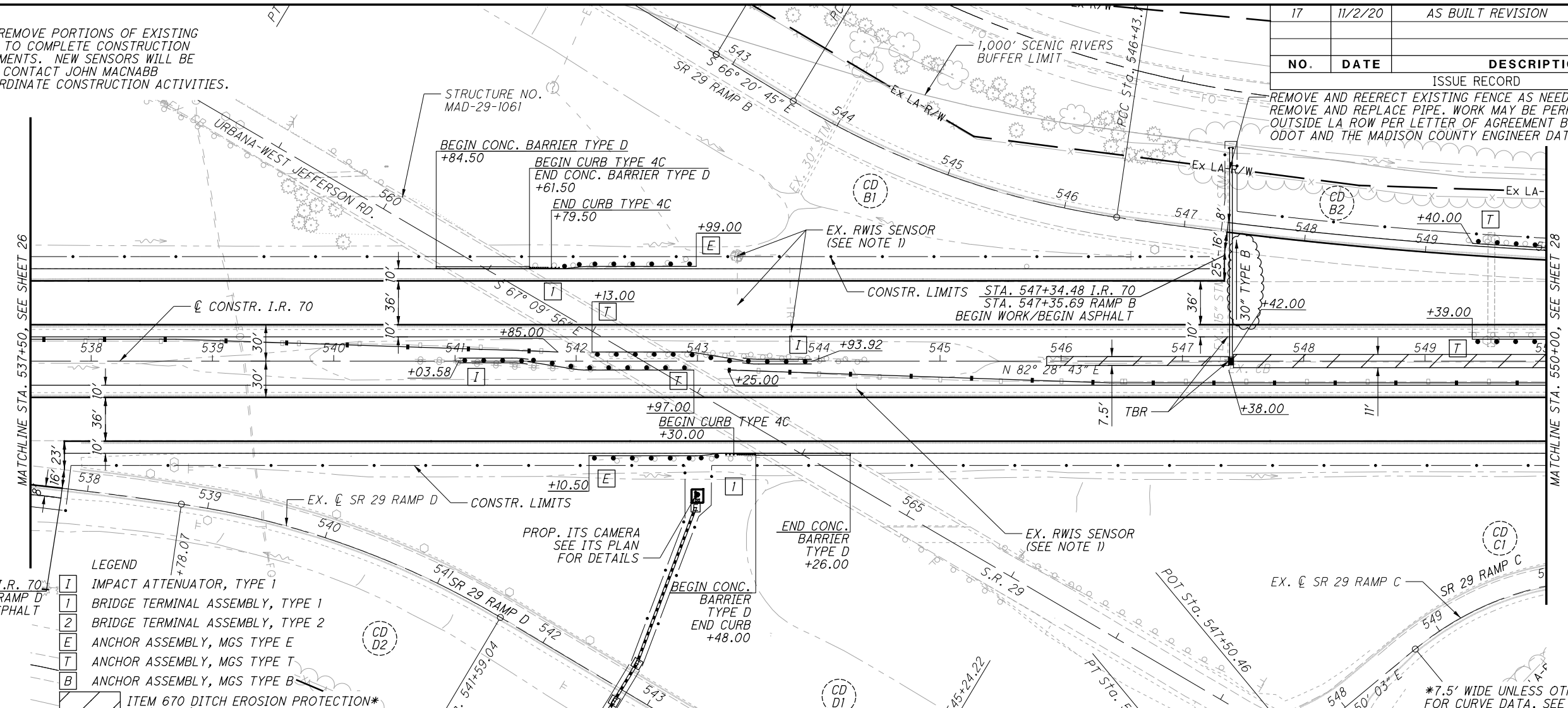
MAD-70-8.62

NOTE 1:
THE CONTRACTOR MAY REMOVE PORTIONS OF EXISTING RWIS SENSOR IN ORDER TO COMPLETE CONSTRUCTION OF PROPOSED IMPROVEMENTS. NEW SENSORS WILL BE INSTALLED BY OTHERS. CONTACT JOHN MACNABB (614-466-4224) TO COORDINATE CONSTRUCTION ACTIVITIES.

17	11/2/20	AS BUILT REVISION
NO.	DATE	DESCRIPTION
ISSUE RECORD		
REMOVE AND REERECT EXISTING FENCE AS NEEDED TO REMOVE AND REPLACE PIPE. WORK MAY BE PERFORMED OUTSIDE LA ROW PER LETTER OF AGREEMENT BETWEEN ODOT AND THE MADISON COUNTY ENGINEER DATED 1/29/19.		

CALCULATED TDP CHECKED MJC

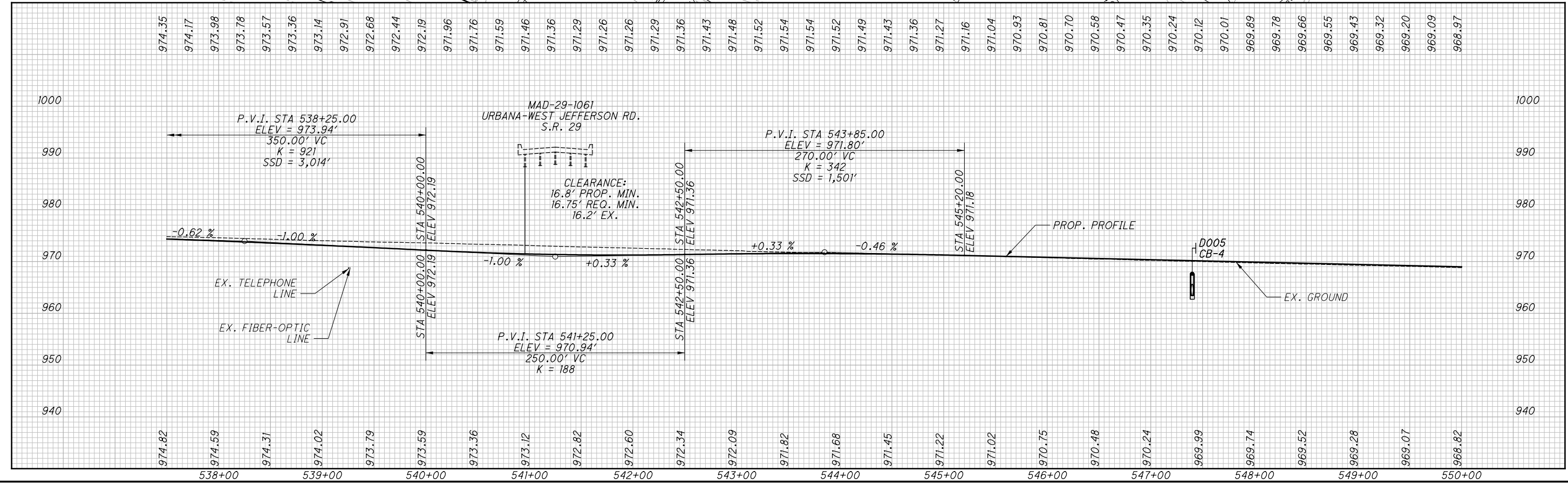
0 50 100
HORIZONTAL SCALE IN FEET



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

STA. 537+77.95 I.R. 70
STA. 537+78.88 RAMP D
END WORK/END ASPHALT

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 537+50.00 TO STA. 550+00.00

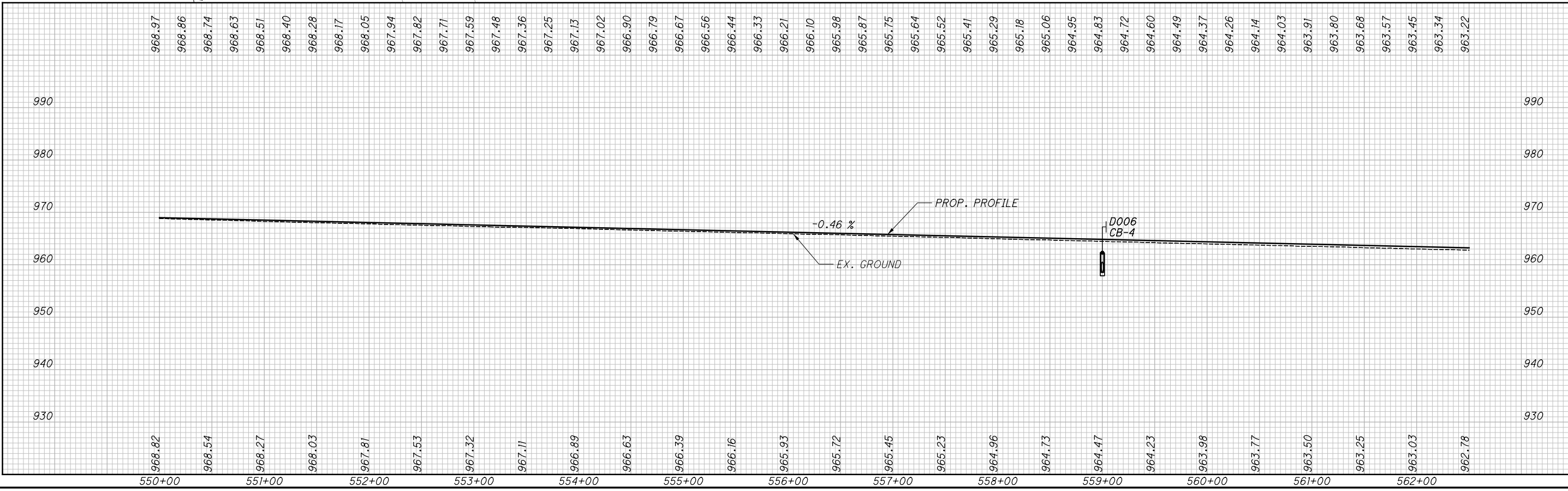
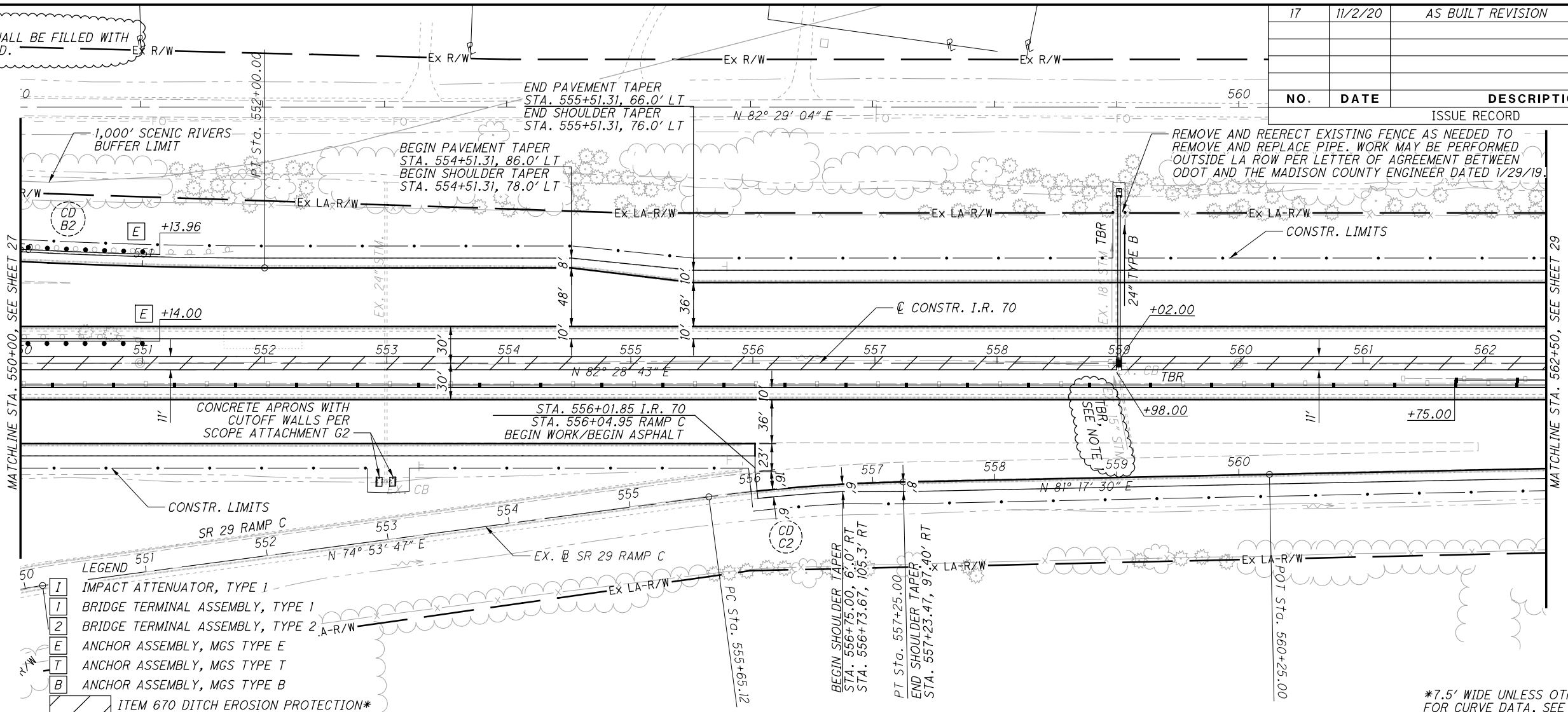
MAD-70-8.62

P:\107109_MAD-70-8.62\Design\Roadway\Sheets\107109_GP007.dgn Sheet 12/9/2020 11:54:50 AM kmhhaicea

NOTE 1:
THE EXISTING CONDUIT SHALL BE FILLED WITH
CONCRETE AND ABANDONED.

17	11/2/20	AS BUILT REVISION
ISSUE RECORD		
NO.	DATE	DESCRIPTION

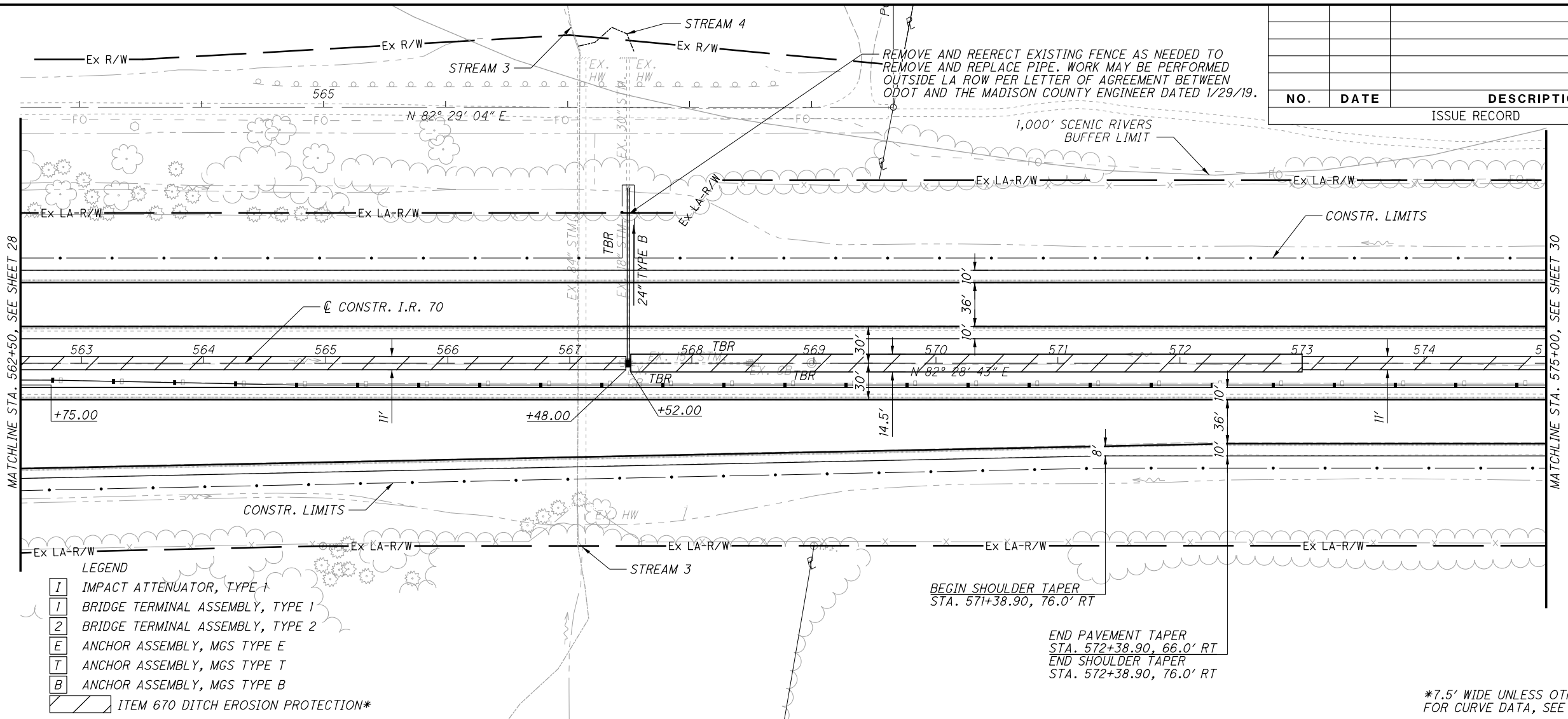

 0 50 100
 HORIZONTAL
 SCALE IN FEET
 CALCULATED TDP CHECKED MJC



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PLAN AND PROFILE
STA. 550+00.00 TO STA. 562+50.00

MAD-70-8.62



NO.	DATE	DESCRIPTION
ISSUE RECORD		

N

0 50 100
HORIZONTAL SCALE IN FEET

CALCULATED TDP CHECKED MJC

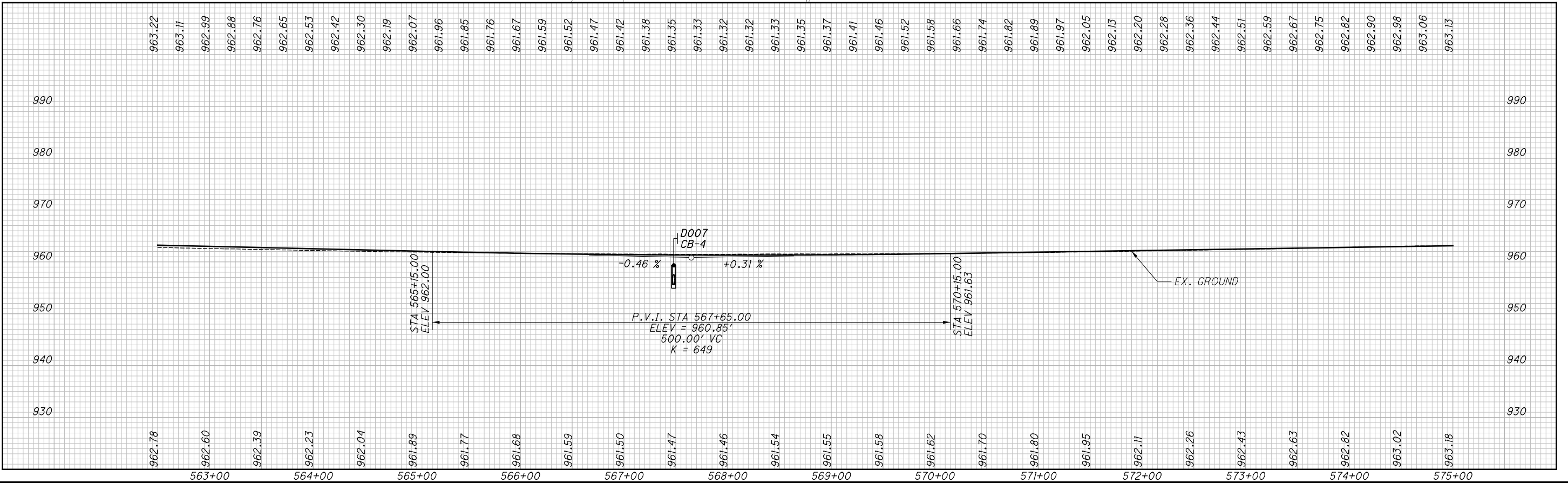
- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

BEGIN SHOULDER TAPER
STA. 571+38.90, 76.0' RT

END PAVEMENT TAPER
STA. 572+38.90, 66.0' RT

END SHOULDER TAPER
STA. 572+38.90, 76.0' RT

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE

STA. 562+50.00 TO STA. 575+00.00

MAD-70-8.62

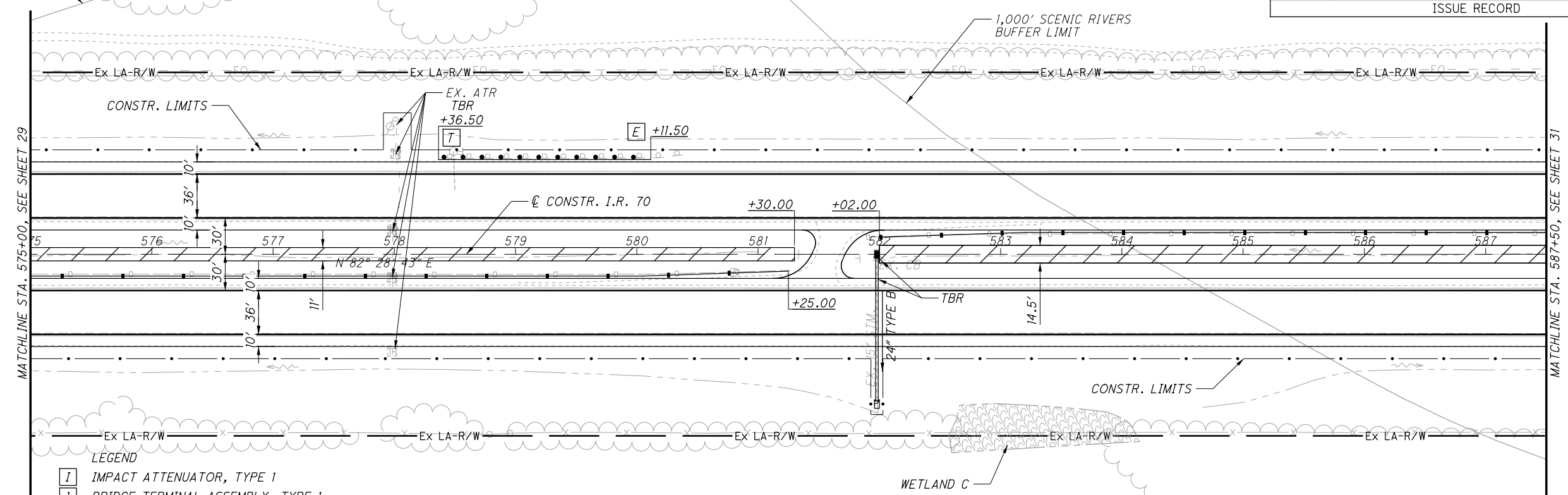
29 / 470

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NO.	DATE	DESCRIPTION
ISSUE RECORD		

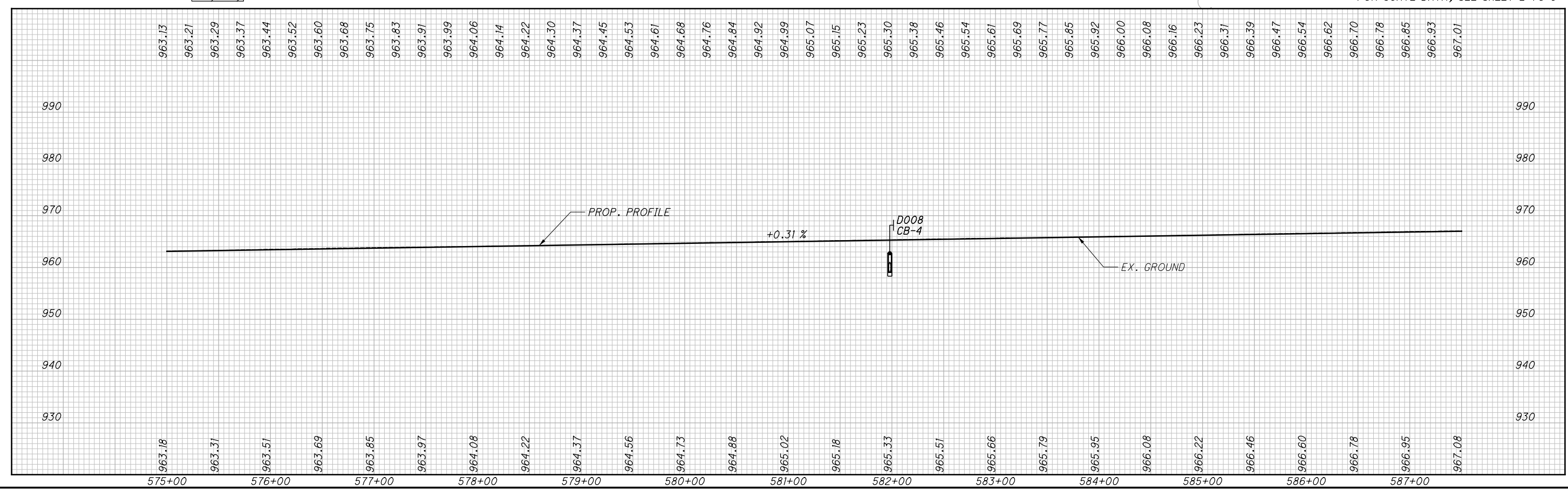

 0 50 100
 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED MJC

1,000' SCENIC RIVERS BUFFER LIMIT



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 575+00.00 TO STA. 587+50.00

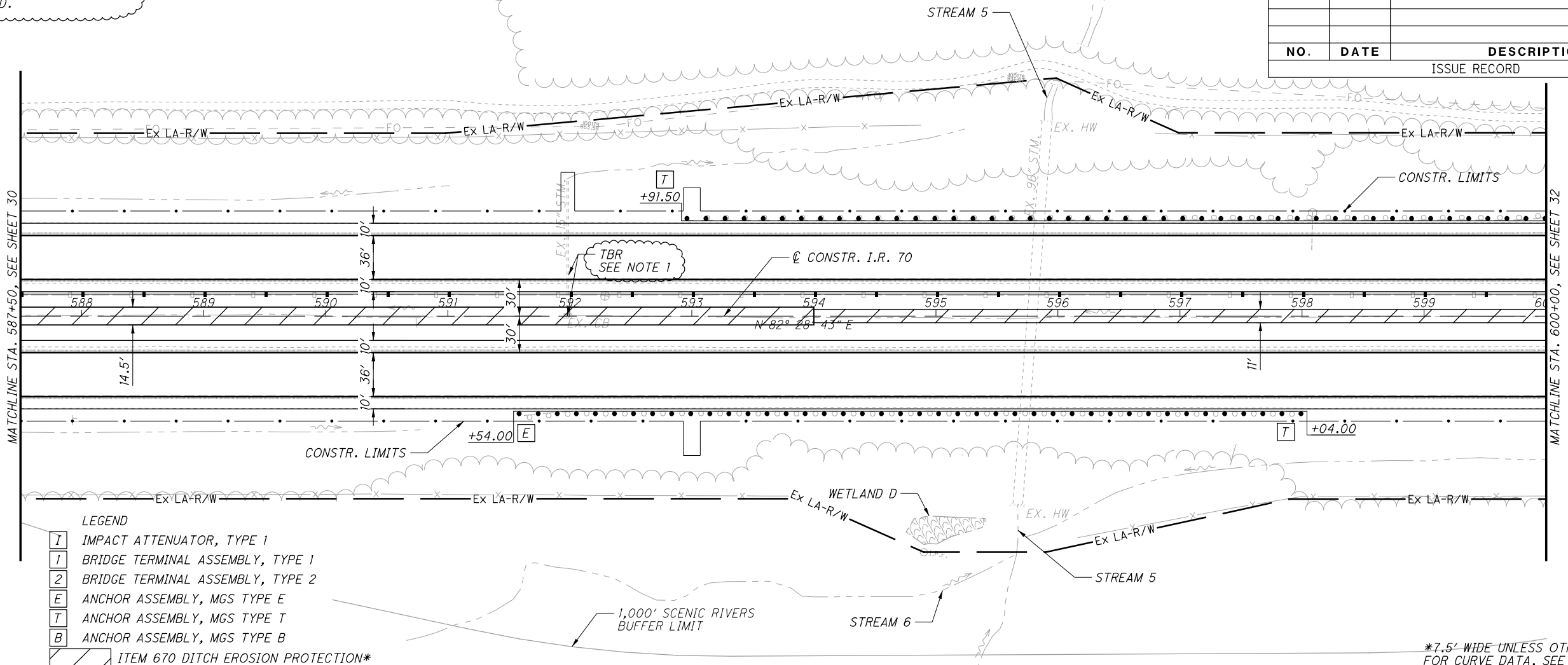
MAD-70-8.62

30
 470

NOTE 1:
THE EXISTING CONDUIT SHALL BE FILLED WITH
CONCRETE AND ABANDONED.

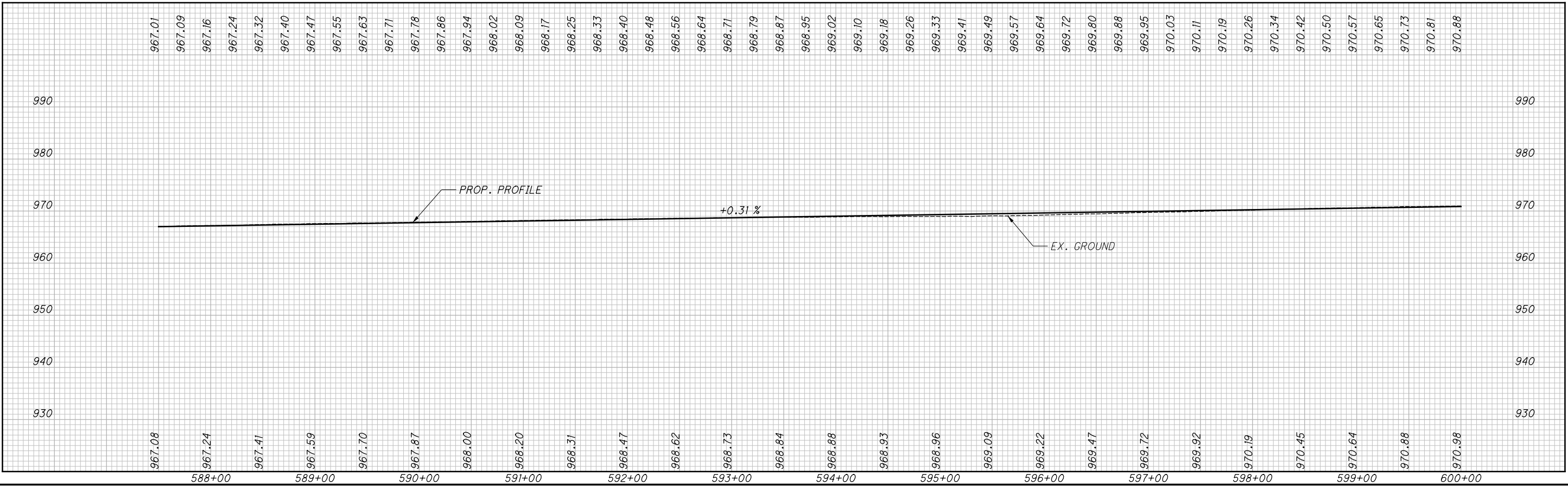
17	11/2/20	AS BUILT REVISION
NO.	DATE	DESCRIPTION
ISSUE RECORD		


 0 50 100
 HORIZONTAL
 SCALE IN FEET
 CALCULATED TDP CHECKED MJC



- LEGEND
- [I] IMPACT ATTENUATOR, TYPE 1
 - [1] BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - [2] BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - [E] ANCHOR ASSEMBLY, MGS TYPE E
 - [T] ANCHOR ASSEMBLY, MGS TYPE T
 - [B] ANCHOR ASSEMBLY, MGS TYPE B
 - [Hatched] ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED
FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
 STA. 587+50.00 TO STA. 600+00.00

MAD-70-8.62

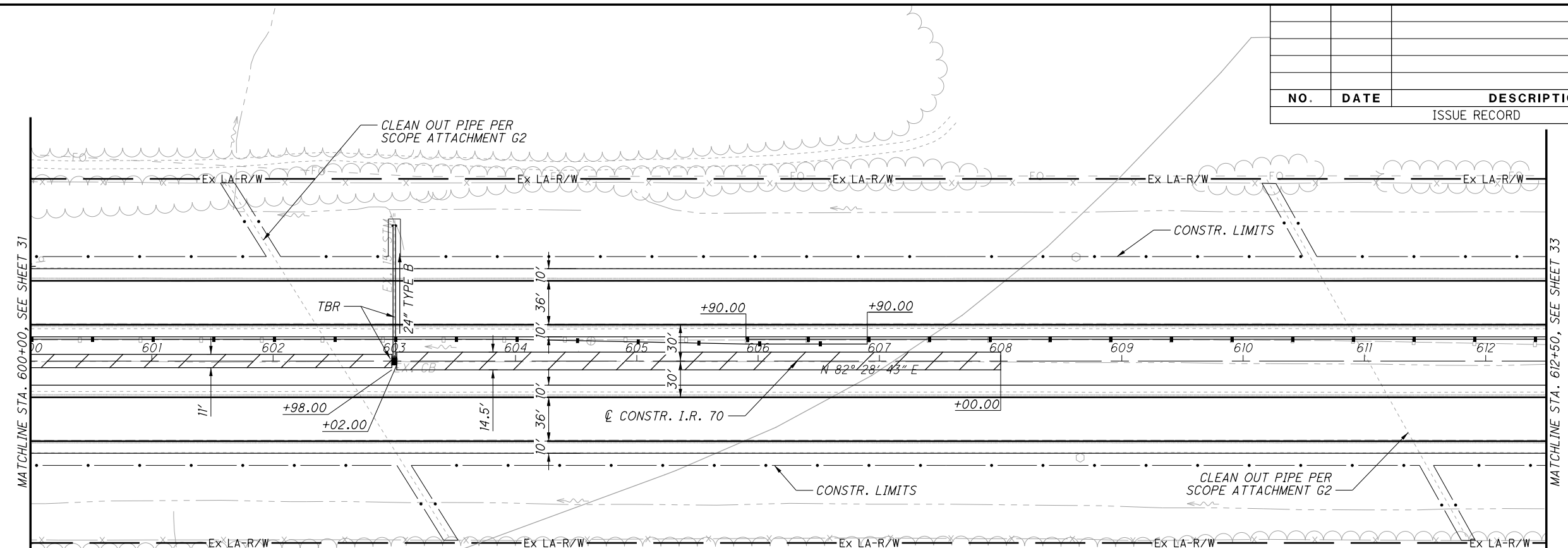
31
 470

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NO.	DATE	DESCRIPTION
ISSUE RECORD		

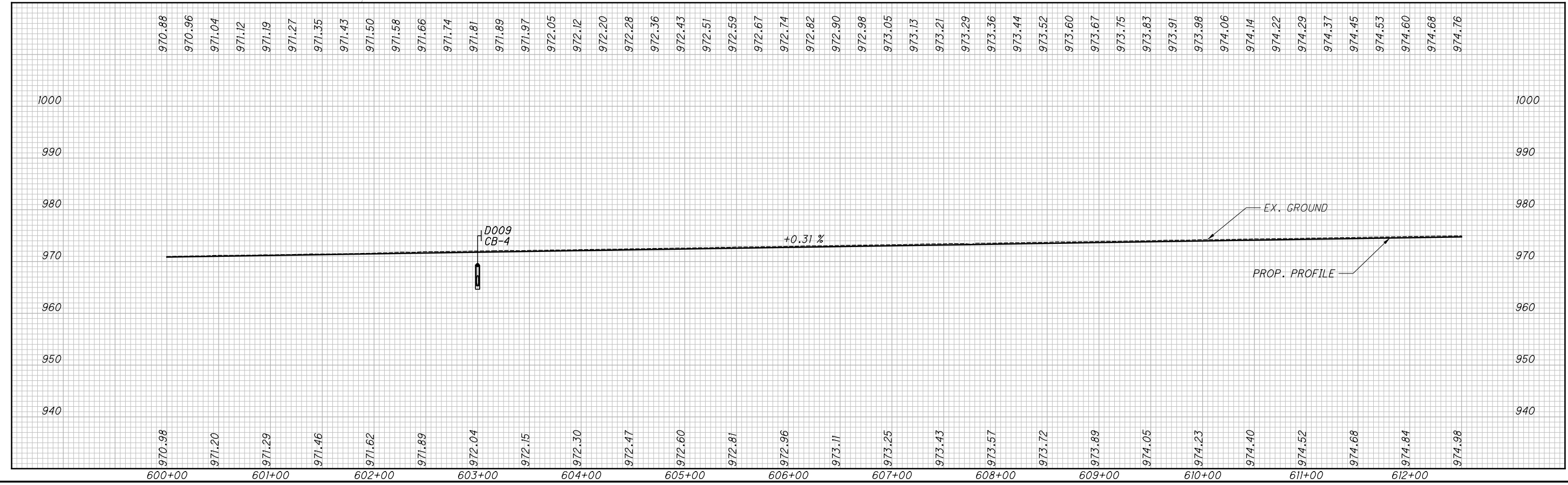
CALCULATED TDP CHECKED MJC

0 50 100
HORIZONTAL SCALE IN FEET



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*
- 1,000' SCENIC RIVERS BUFFER LIMIT

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9

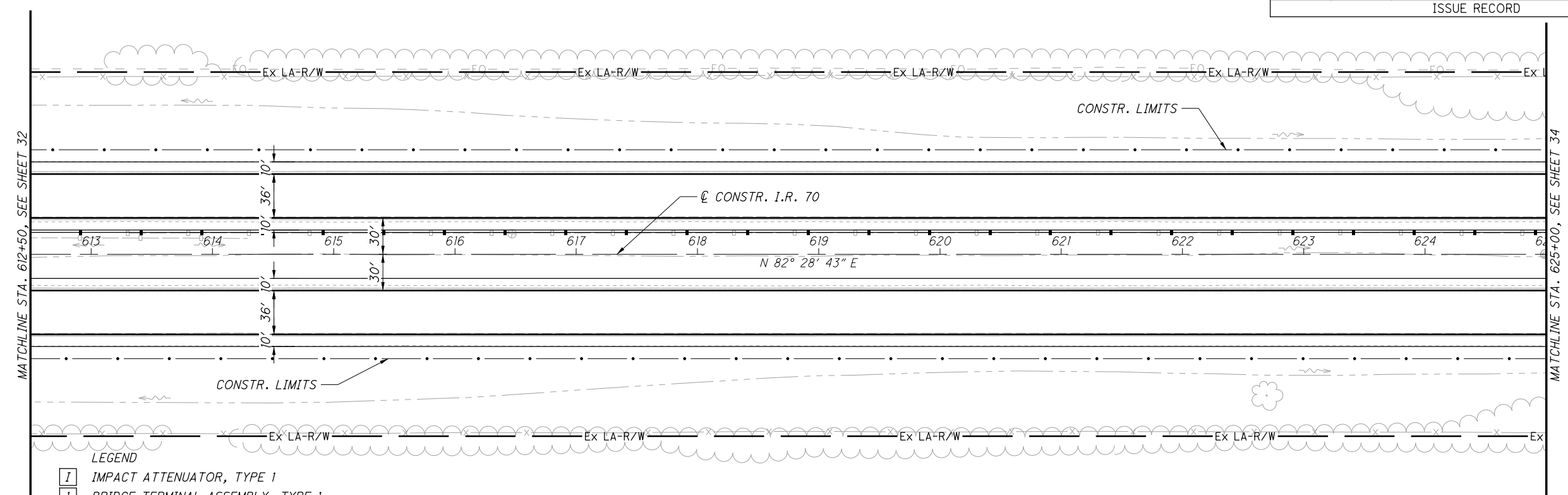


PLAN AND PROFILE
STA. 600+00.00 TO STA. 612+50.00
MAD-70-8.62
32 / 470

NO.	DATE	DESCRIPTION
ISSUE RECORD		

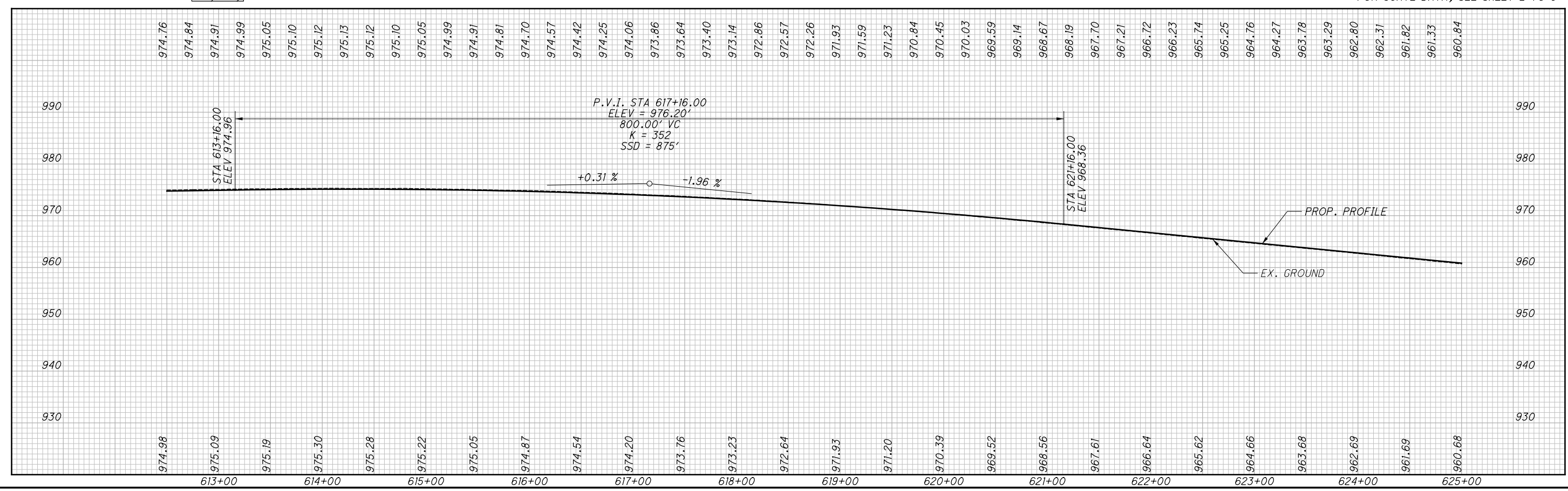
CALCULATED TDP CHECKED MJC

0 50 100
25
HORIZONTAL SCALE IN FEET



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE

STA. 612+50.00 TO STA. 625+00.00

MAD-70-8.62

33
470

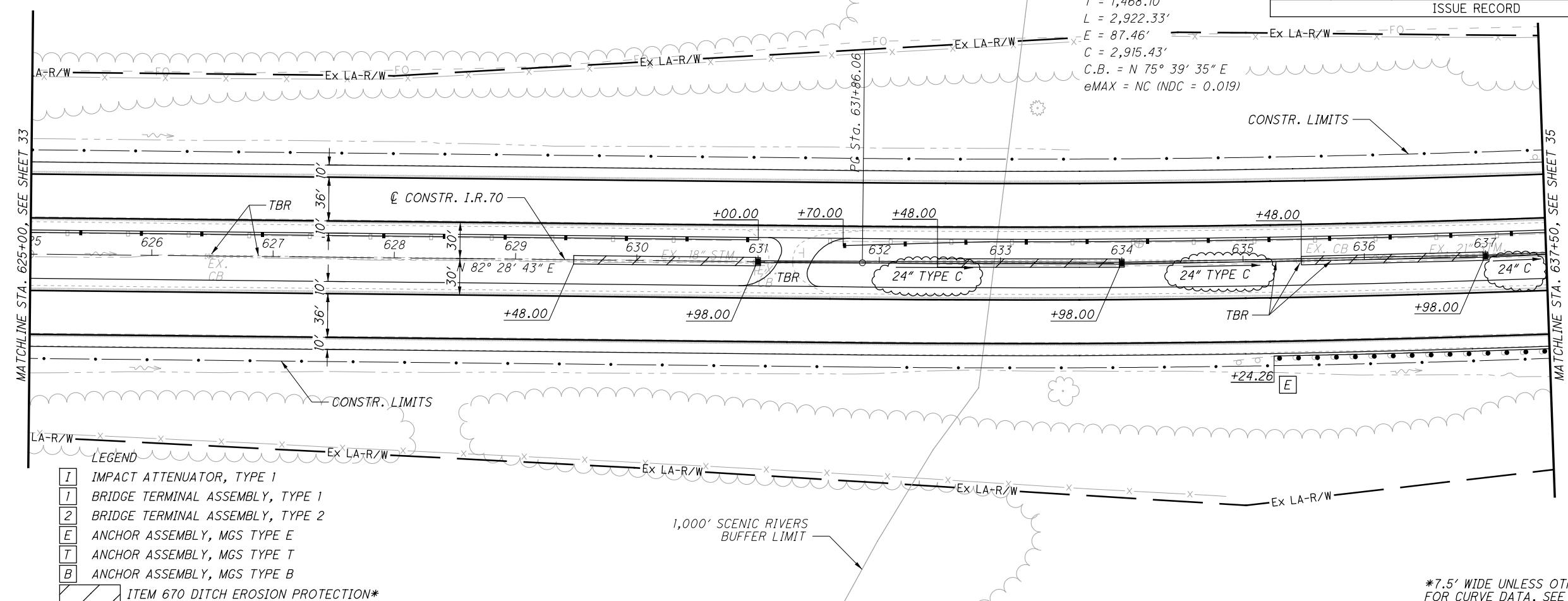
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I.R. 70
 P.I. Sta. 646+54.16
 $\Delta = 13^\circ 38' 15''$ (LT)
 $Dc = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 1,468.10'$
 $L = 2,922.33'$
 $E = 87.46'$
 $C = 2,915.43'$
 $C.B. = N 75^\circ 39' 35'' E$
 $\theta_{MAX} = NC$ (NDC = 0.019)

NO.	DATE	DESCRIPTION
17	11/2/20	AS BUILT REVISION
ISSUE RECORD		

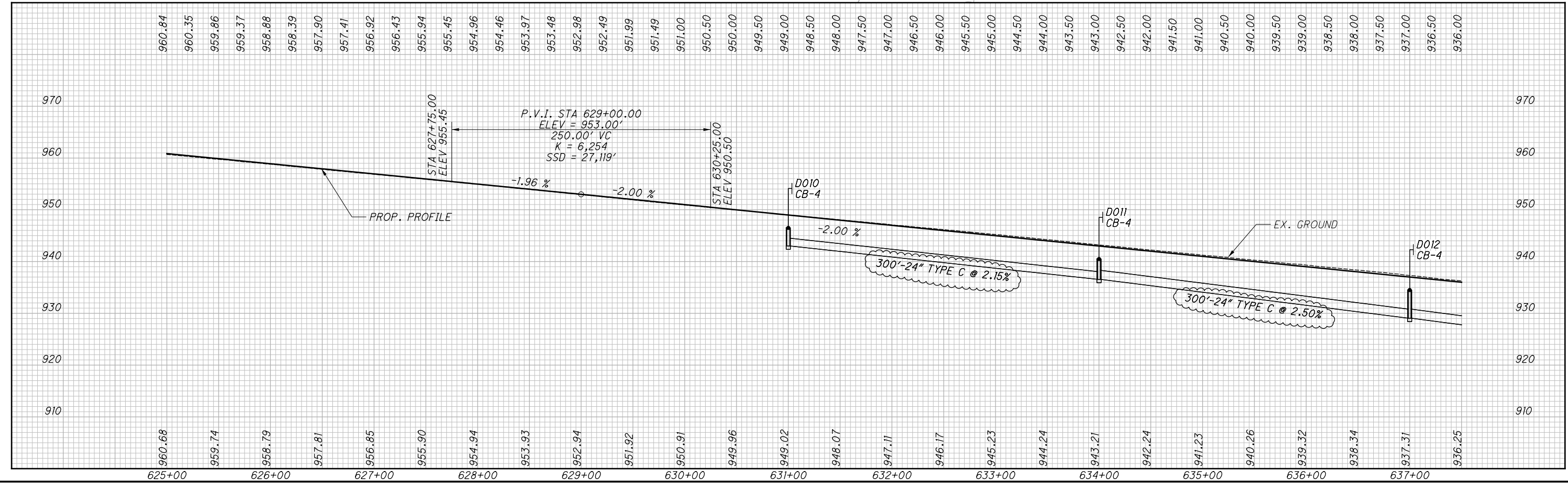


 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED MJC



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 625+00.00 TO STA. 637+50.00

MAD-70-8.62

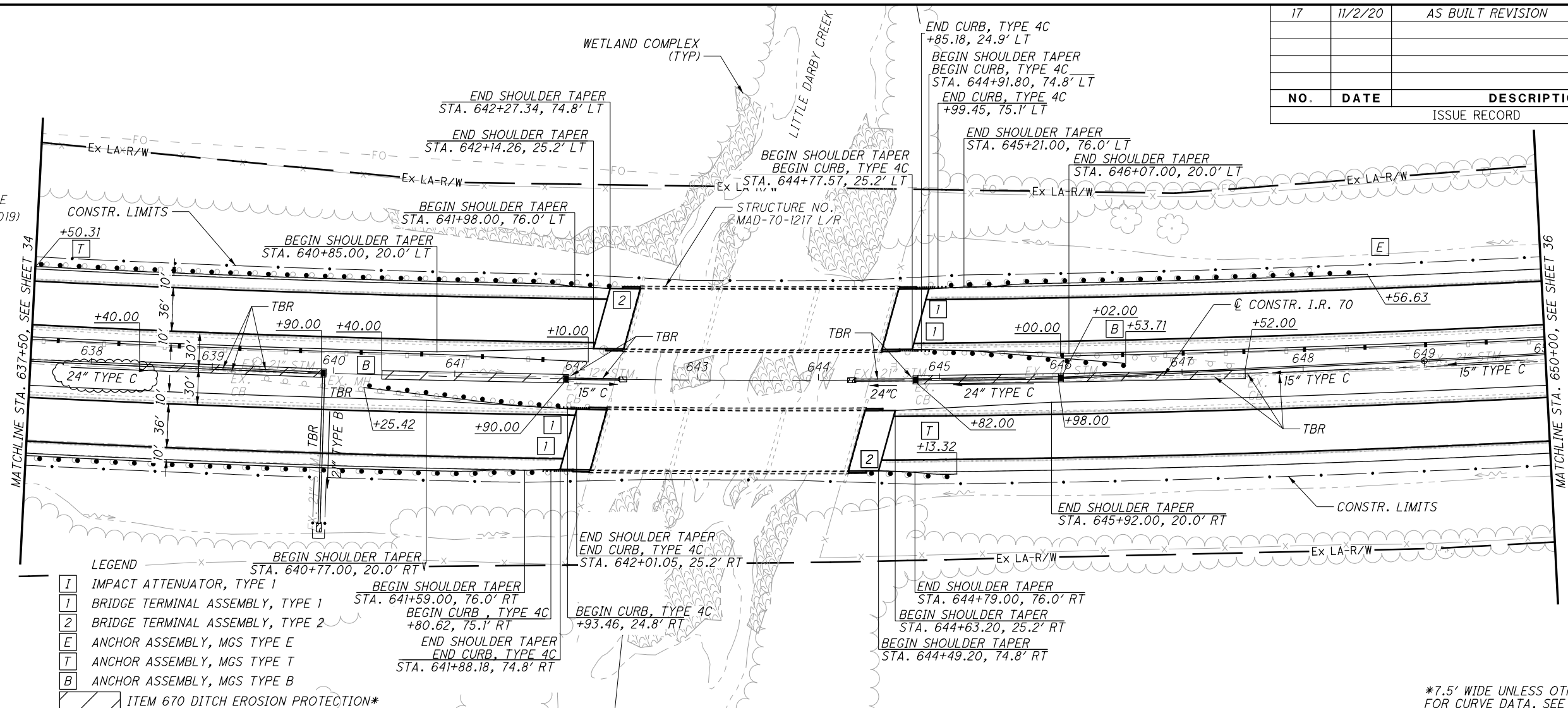
17	11/2/20	AS BUILT REVISION
ISSUE RECORD		
NO.	DATE	DESCRIPTION





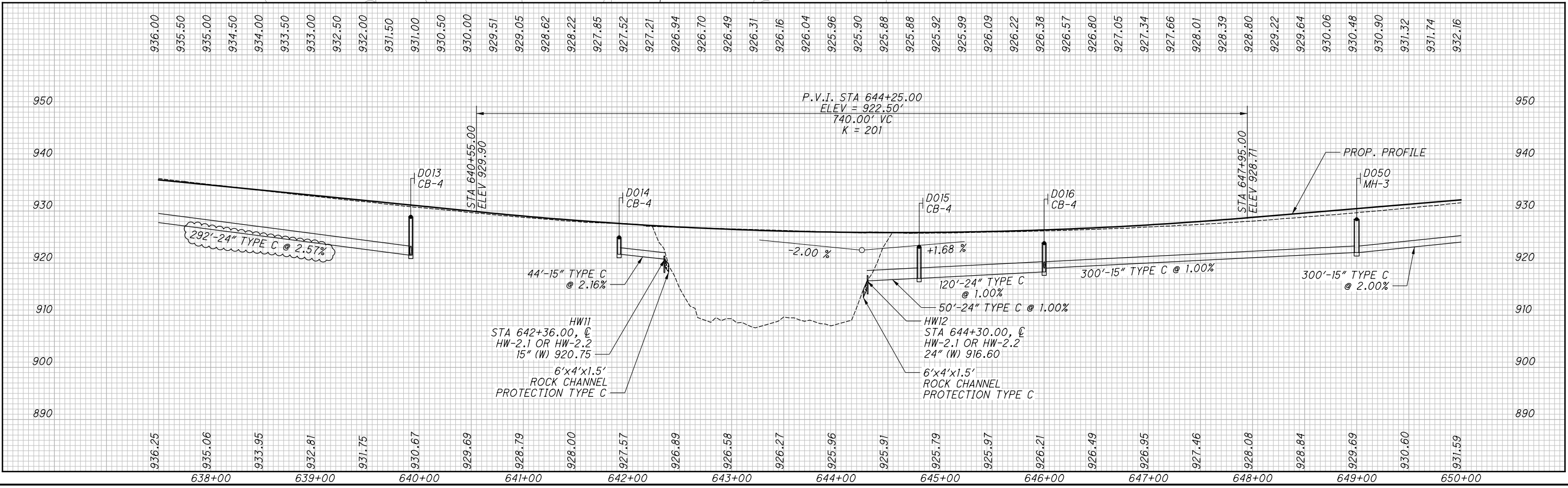
 CALCULATED TDP CHECKED MJC

I.R. 70
 P.I. Sta. 646+54.16
 $\Delta = 13^\circ 38' 15''$ (LT)
 $D_c = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 1,468.10'$
 $L = 2,922.33'$
 $E = 87.46'$
 $C = 2,915.43'$
 $C.B. = N 75^\circ 39' 35'' E$
 $e_{MAX} = NC$ (NDC = 0.019)



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
 STA. 637+50.00 TO STA. 650+00.00

MAD-70-8.62

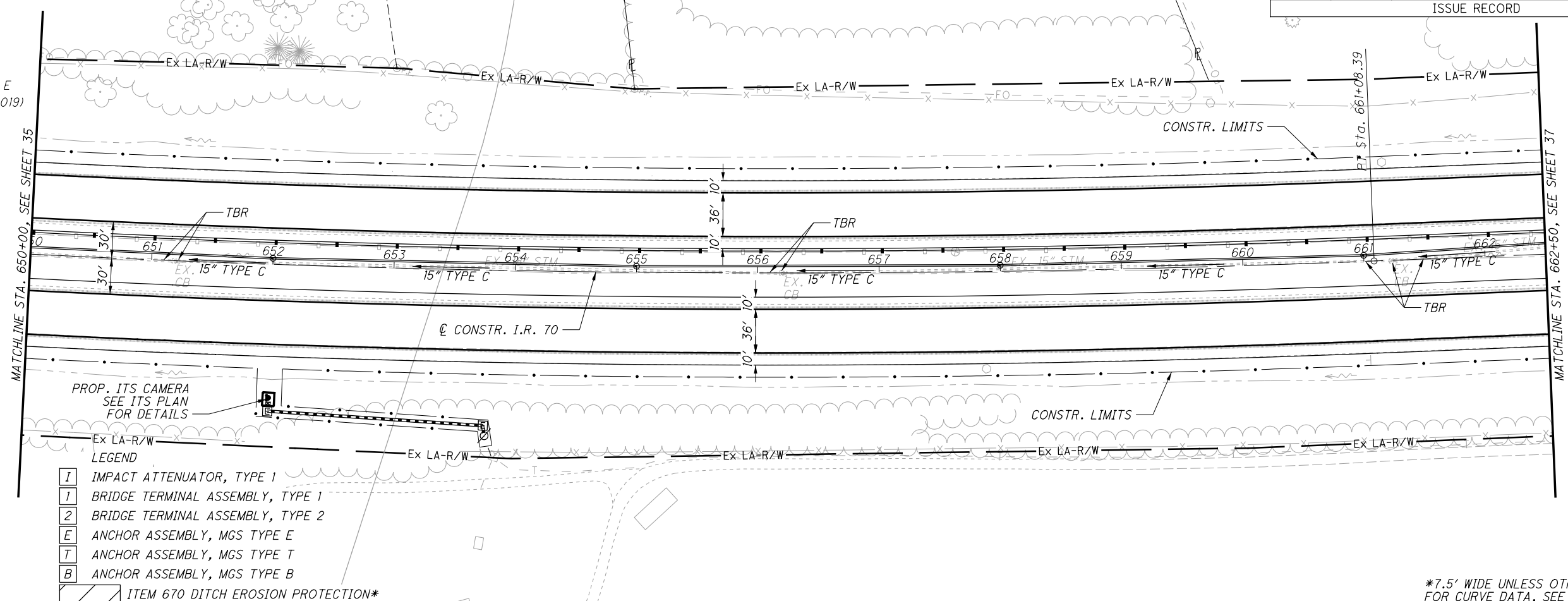
35
 470

I.R. 70
 P.I. Sta. 646+54.16
 $\Delta = 13^\circ 38' 15''$ (LT)
 $D_c = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 1,468.10'$
 $L = 2,922.33'$
 $E = 87.46'$
 $C = 2,915.43'$
 $C.B. = N 75^\circ 39' 35'' E$
 $e_{MAX} = NC$ (NDC = 0.019)

NO.	DATE	DESCRIPTION
ISSUE RECORD		

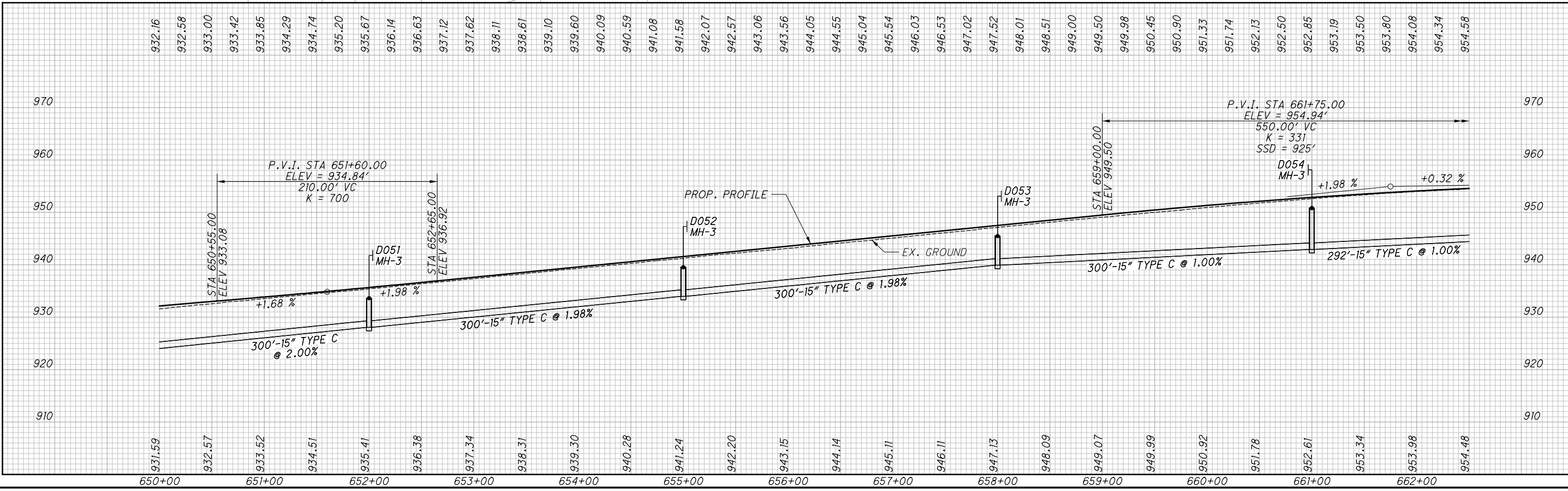
CALCULATED TDP CHECKED MJC

0 50 100
 HORIZONTAL SCALE IN FEET



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 650+00.00 TO STA. 662+50.00

MAD-70-8.62

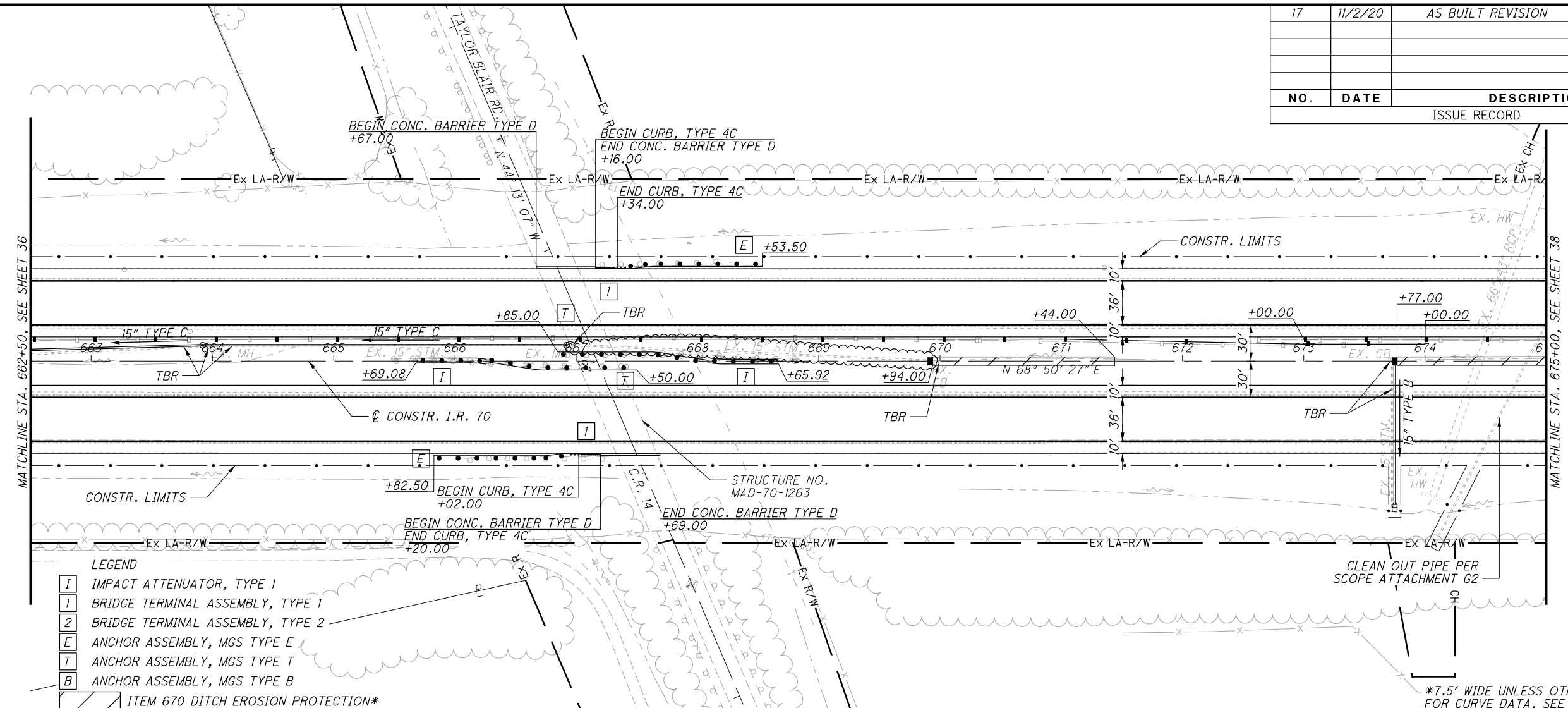
P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_GP016.dgn Sheet 11/23/2020 2:03:37 PM kmhncea

17	11/2/20	AS BUILT REVISION
ISSUE RECORD		
NO.	DATE	DESCRIPTION



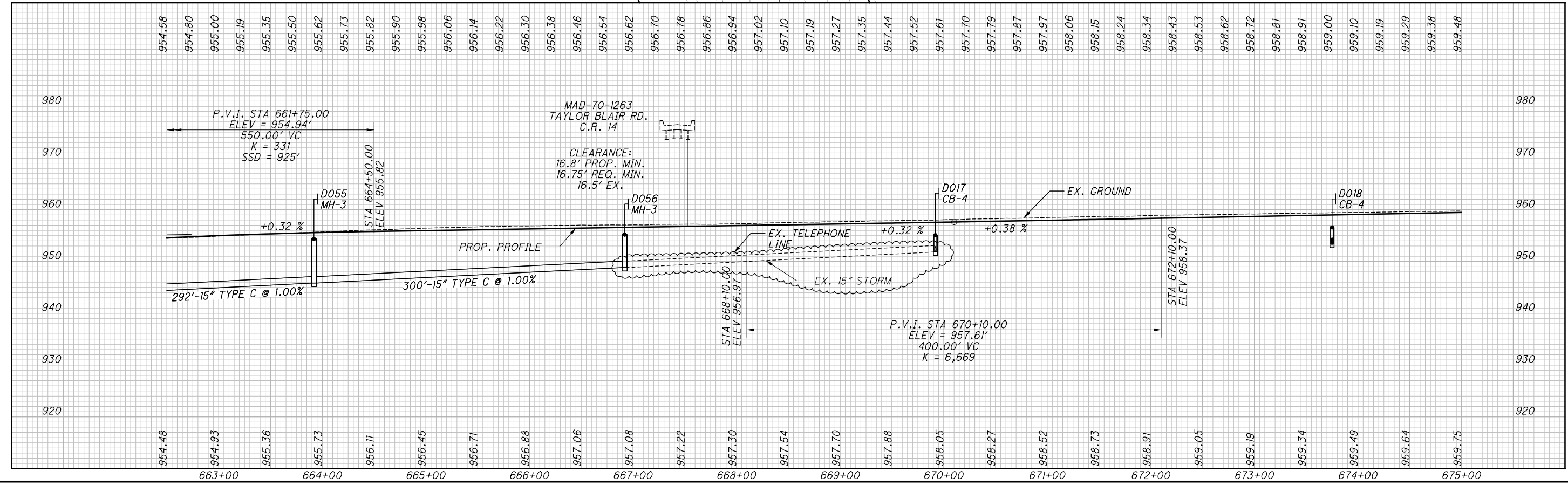


 HORIZONTAL SCALE IN FEET



- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - / ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 662+50.00 TO STA. 675+00.00

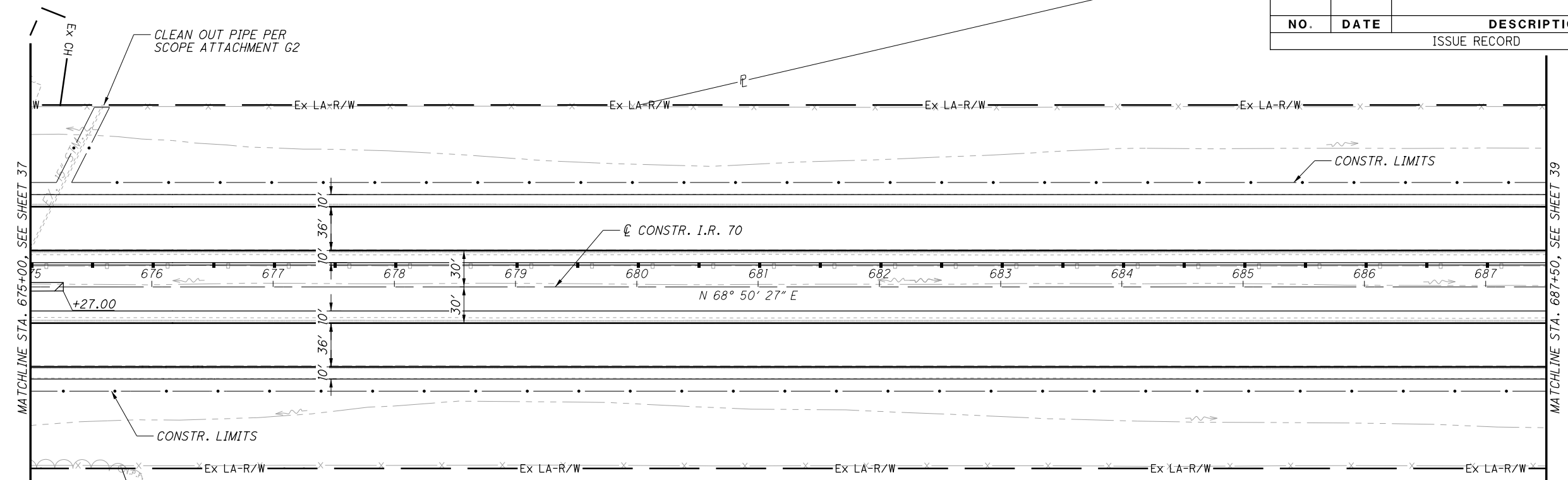
MAD-70-8.62

NO.	DATE	DESCRIPTION
ISSUE RECORD		



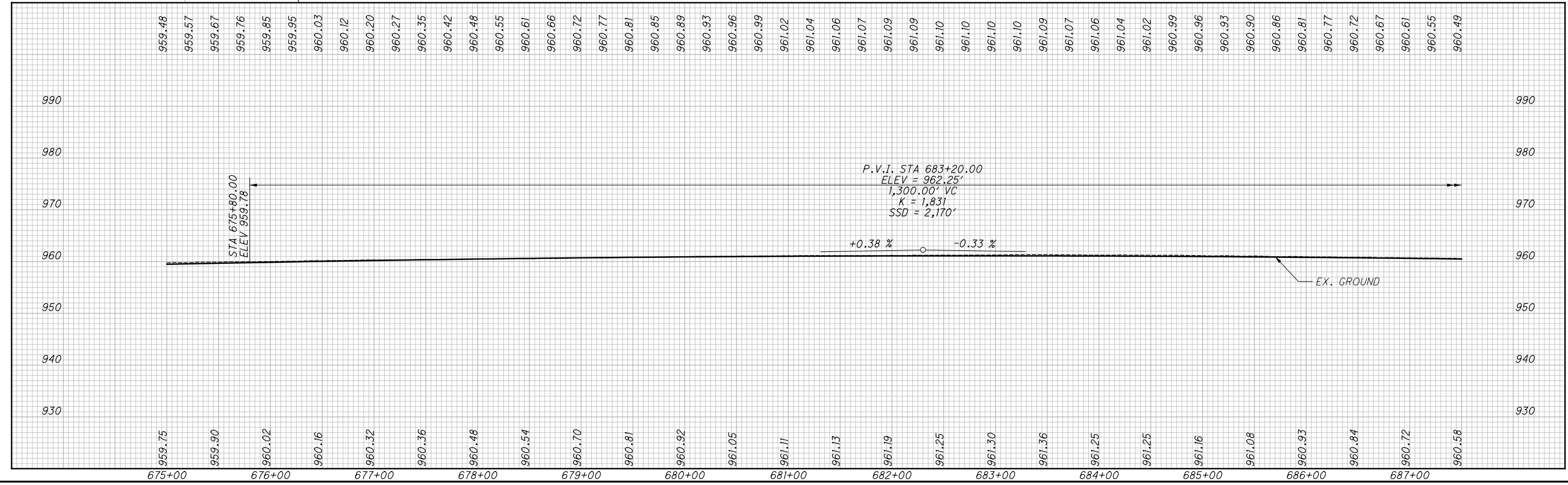


 HORIZONTAL SCALE IN FEET



- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 675+00.00 TO STA. 687+50.00

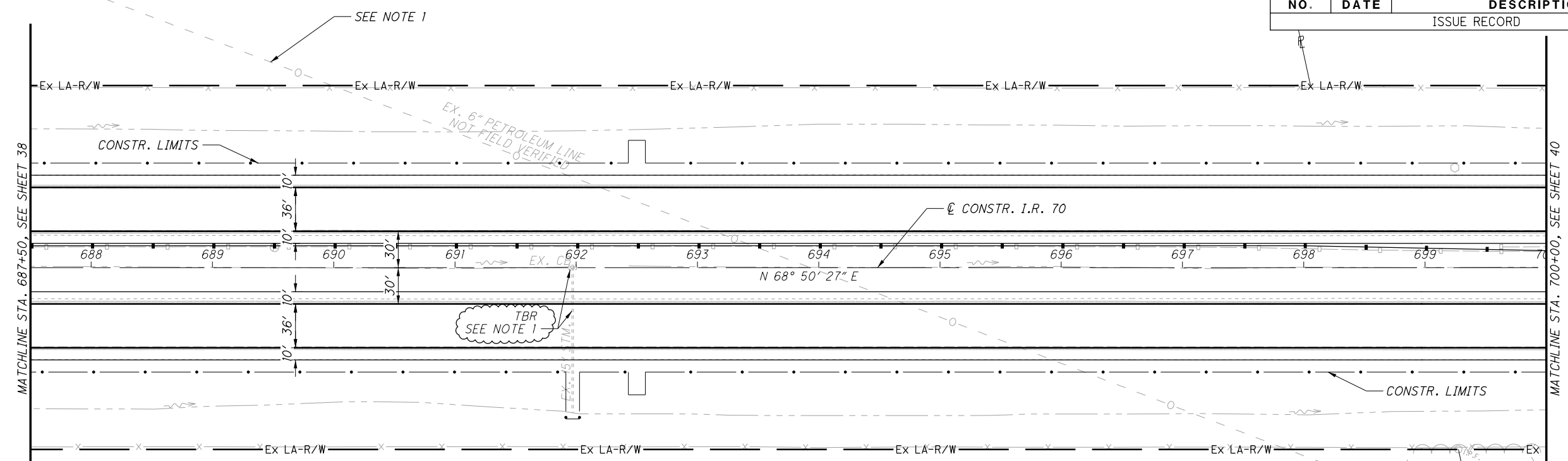
MAD-70-8.62

NOTE 1:
THE EXISTING CONDUIT SHALL BE FILLED WITH
CONCRETE AND ABANDONED.

17	11/2/20	AS BUILT REVISION
NO.	DATE	DESCRIPTION
ISSUE RECORD		

CALCULATED TDP CHECKED MJC

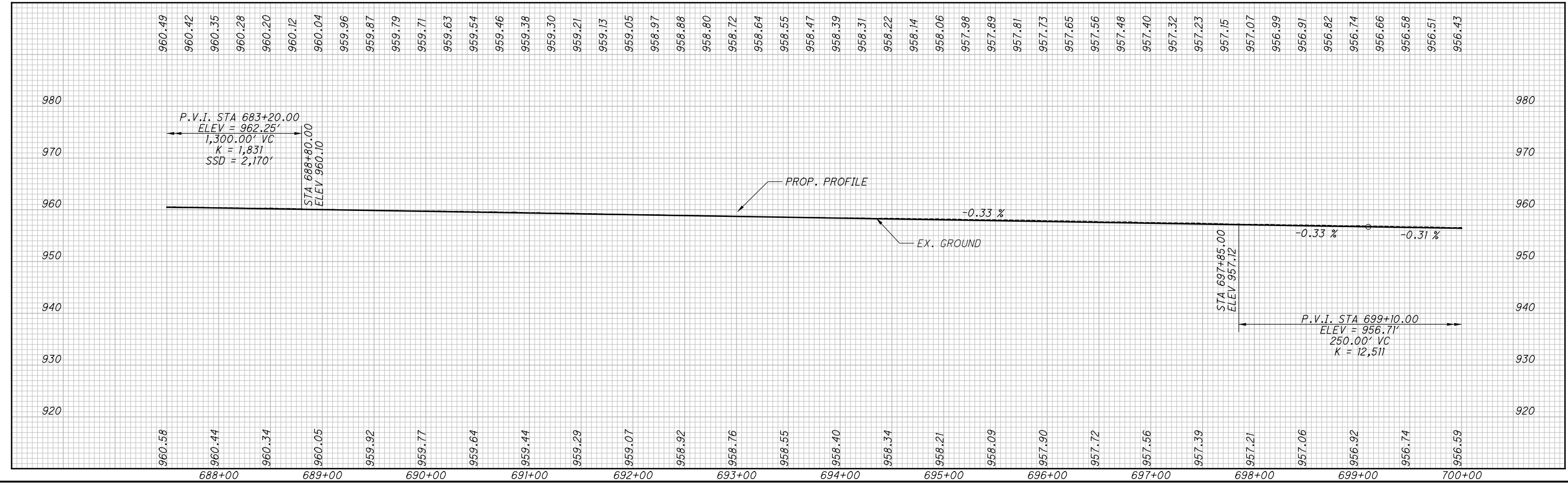
HORIZONTAL SCALE IN FEET



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

NOTE 1: EXISTENCE OF THE EXISTING PETROLEUM PIPELINE COULD NOT BE VERIFIED. THE CONTRACTOR SHALL USE CAUTION WHEN WORKING IN THE VICINITY

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 687+50.00 TO STA. 700+00.00

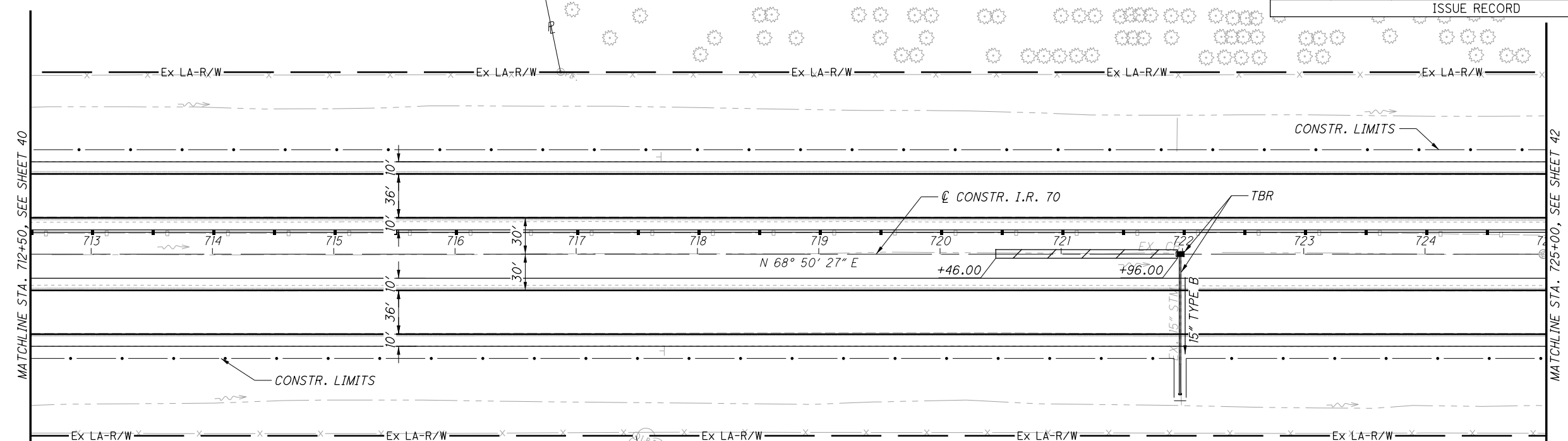
MAD-70-8.62

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NO.	DATE	DESCRIPTION
ISSUE RECORD		

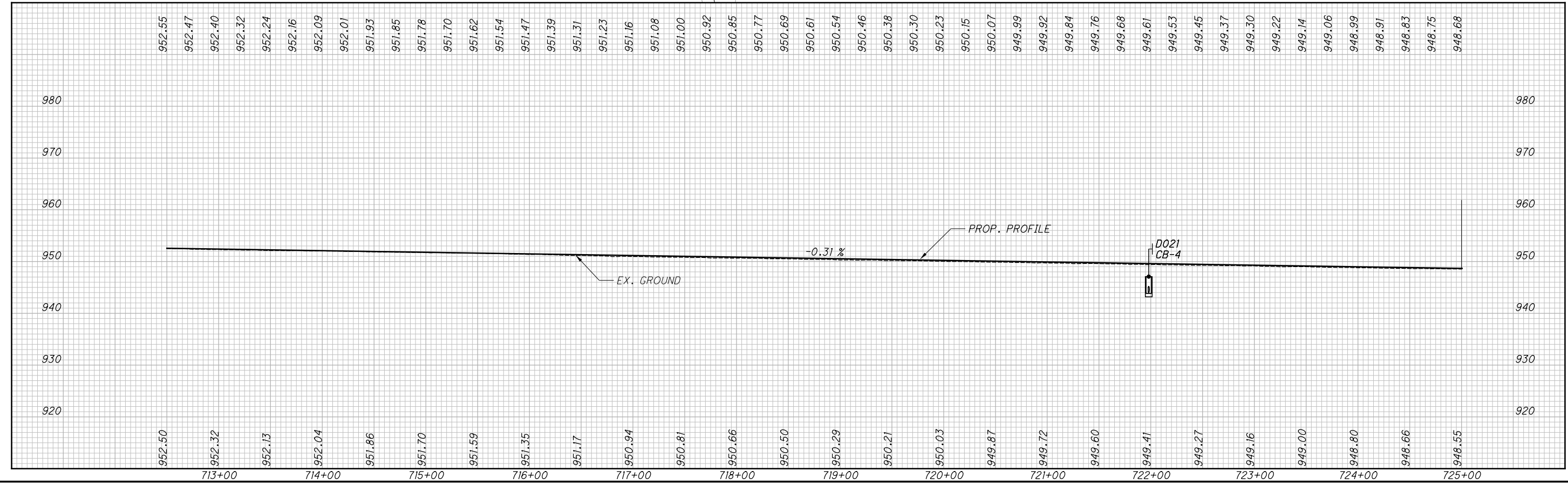
CALCULATED TDP CHECKED MJC

0 25 50 100
HORIZONTAL SCALE IN FEET



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - / ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE

STA. 712+50.00 TO STA. 725+00.00

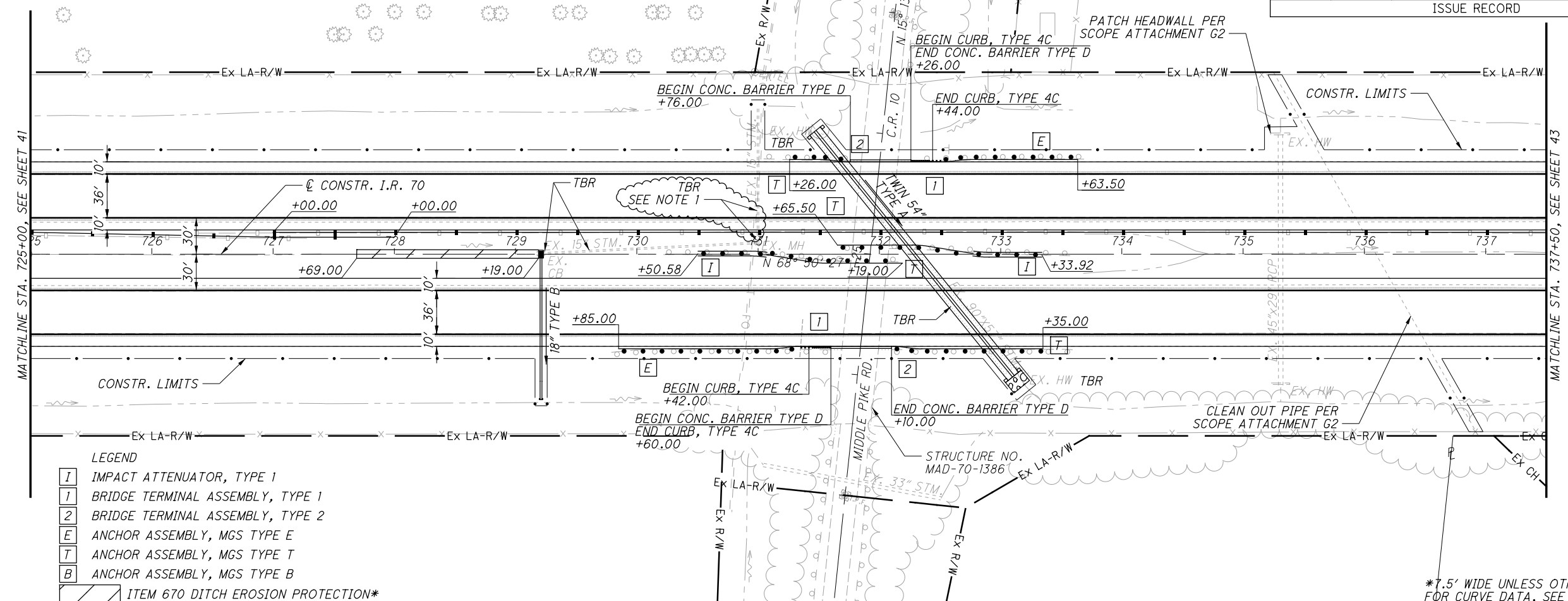
MAD-70-8.62

41 / 470

NOTE 1:
THE EXISTING CONDUIT SHALL BE FILLED WITH
CONCRETE AND ABANDONED.

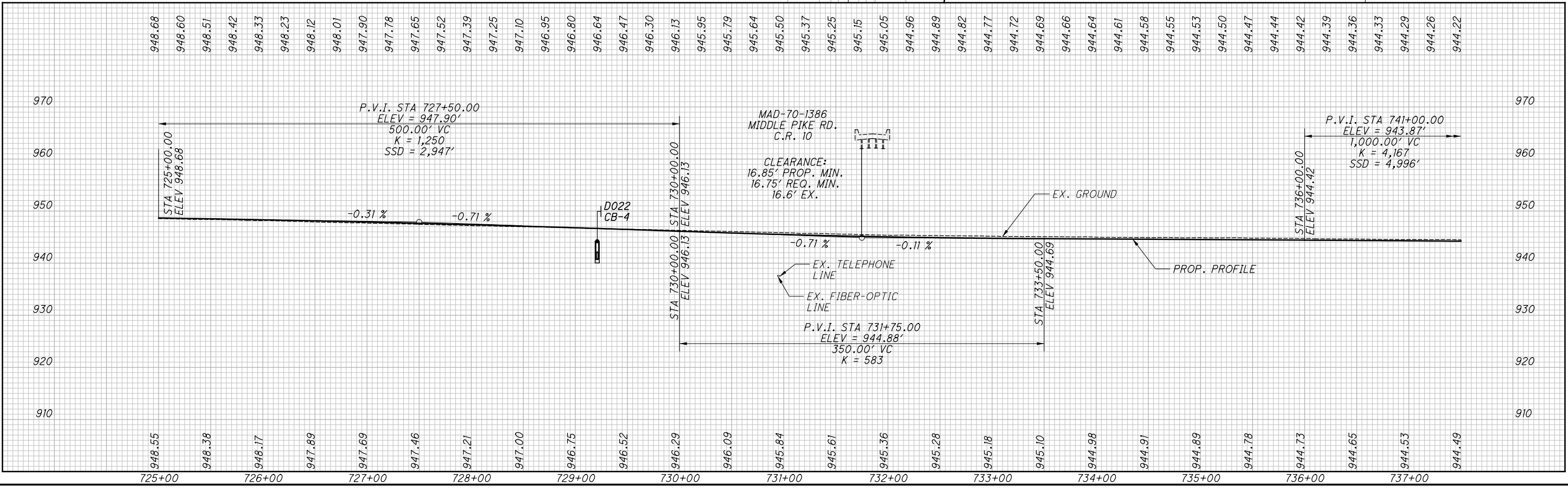
17	11/2/20	AS BUILT REVISION
ISSUE RECORD		
NO.	DATE	DESCRIPTION


 0 50 100
 HORIZONTAL
 SCALE IN FEET
 CALCULATED TDP CHECKED MJC



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED
FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 725+00.00 TO STA. 737+50.00

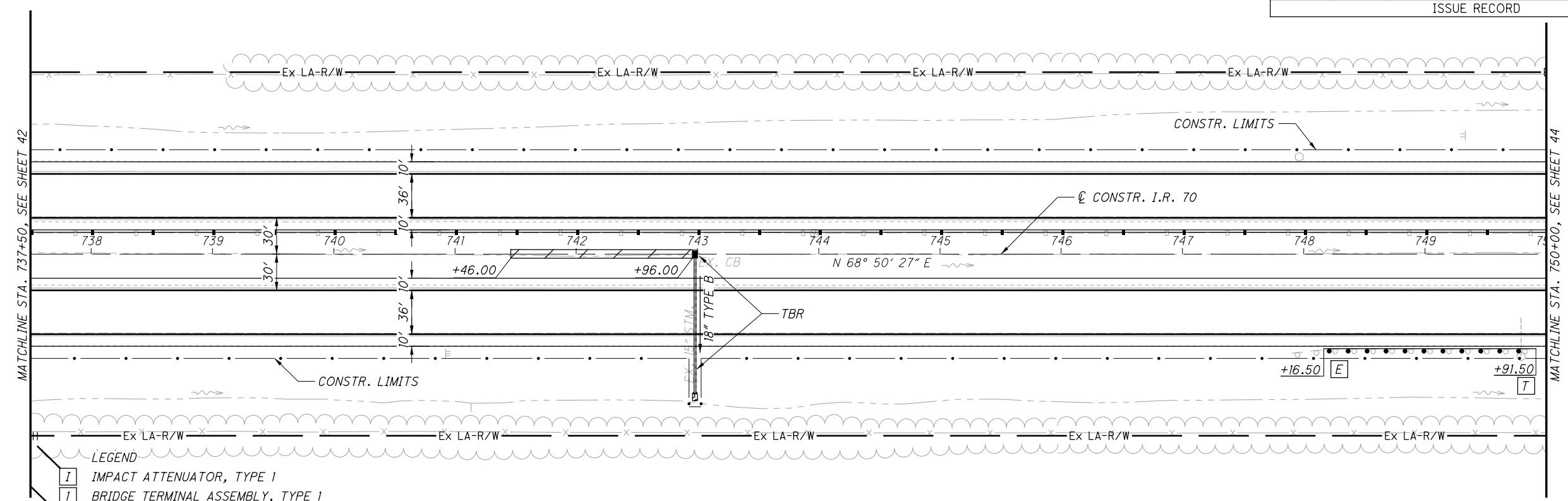
MAD-70-8.62

NO.	DATE	DESCRIPTION
ISSUE RECORD		

N

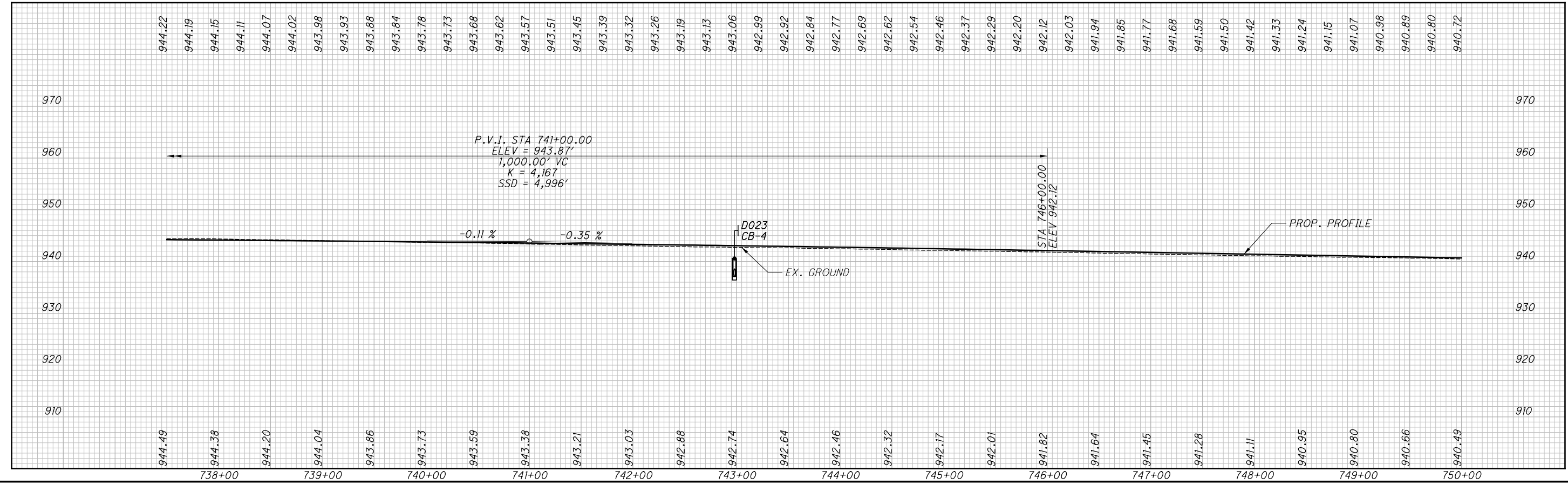
0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED TDP
CHECKED MJC



- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED
FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE
STA. 737+50.00 TO STA. 750+00.00

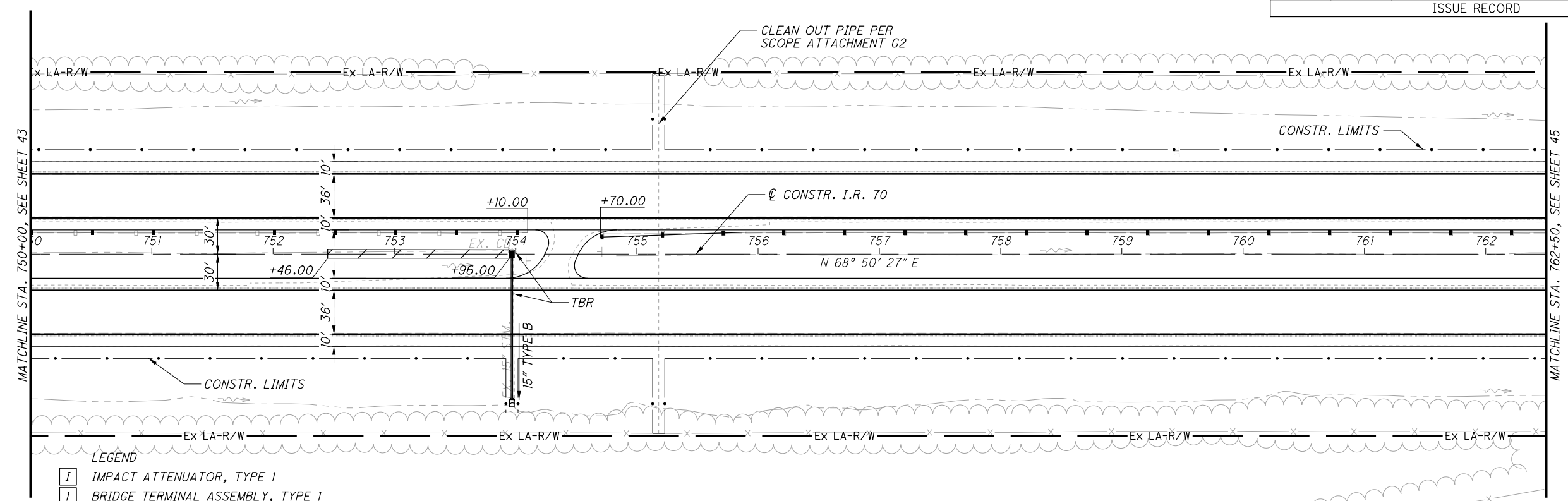
MAD-70-8.62

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NO.	DATE	DESCRIPTION
ISSUE RECORD		

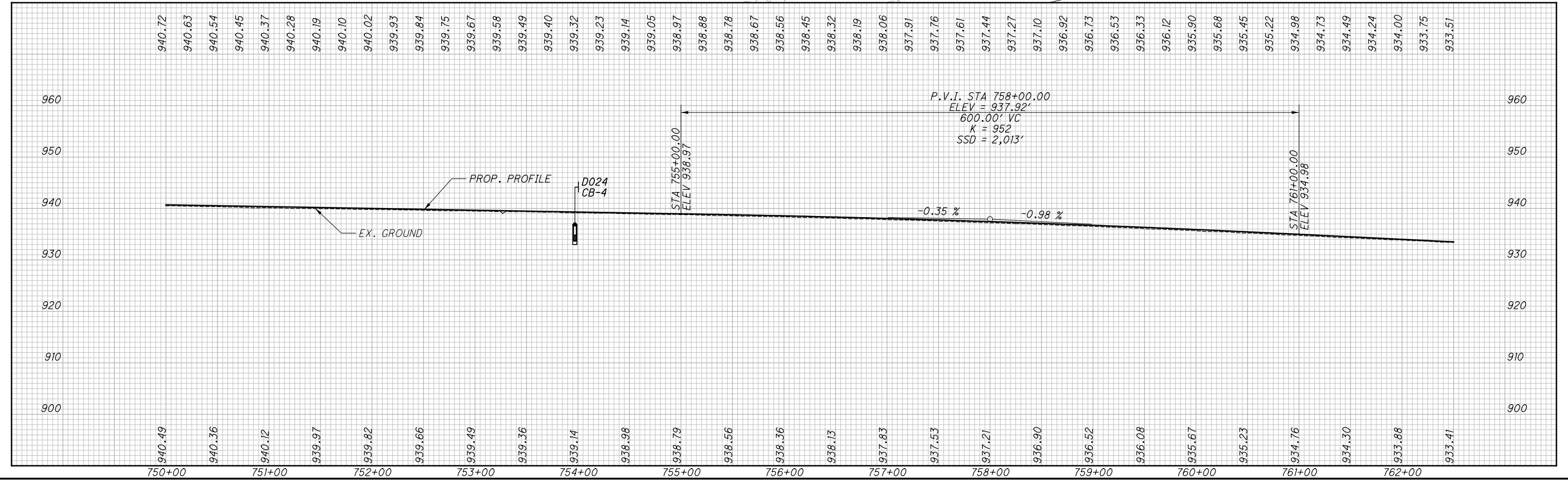
CALCULATED TDP CHECKED MJC

0 50 100
HORIZONTAL SCALE IN FEET



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE

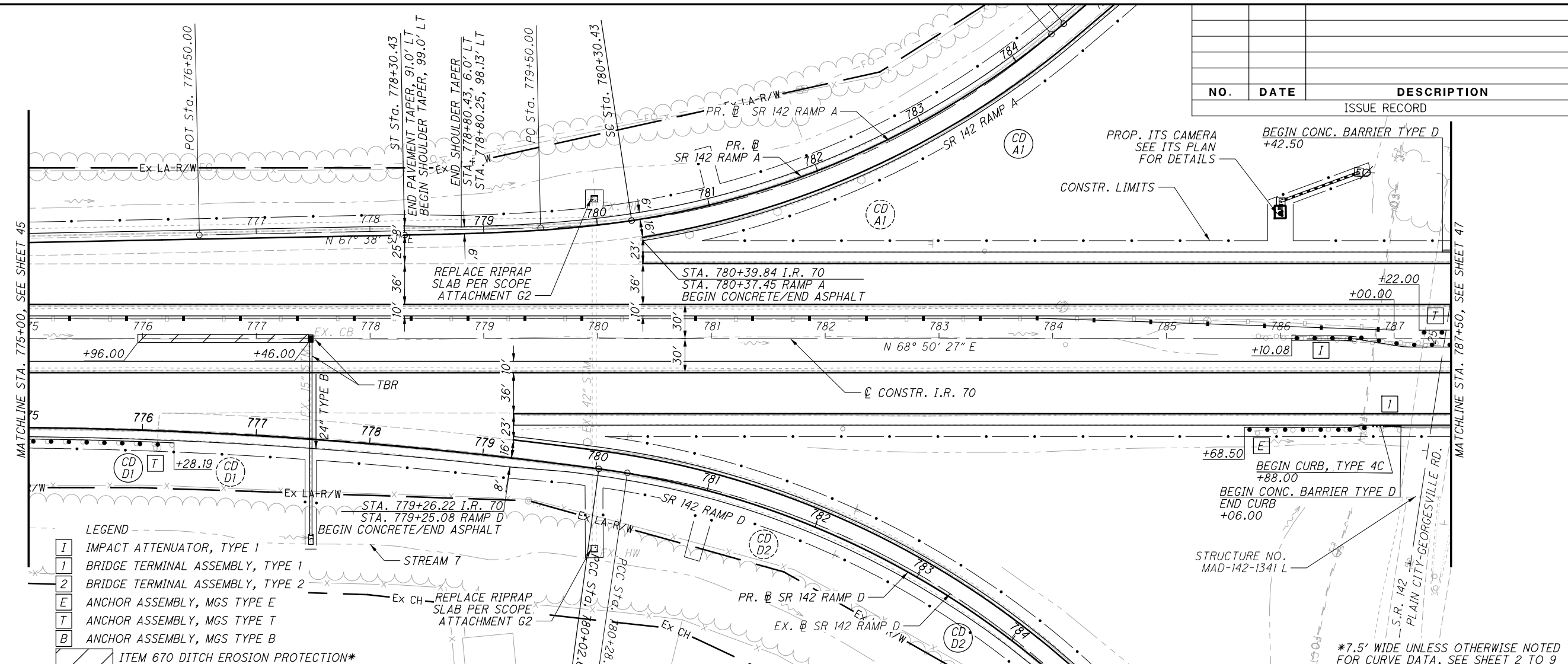
STA. 750+00.00 TO STA. 762+50.00

MAD-70-8.62

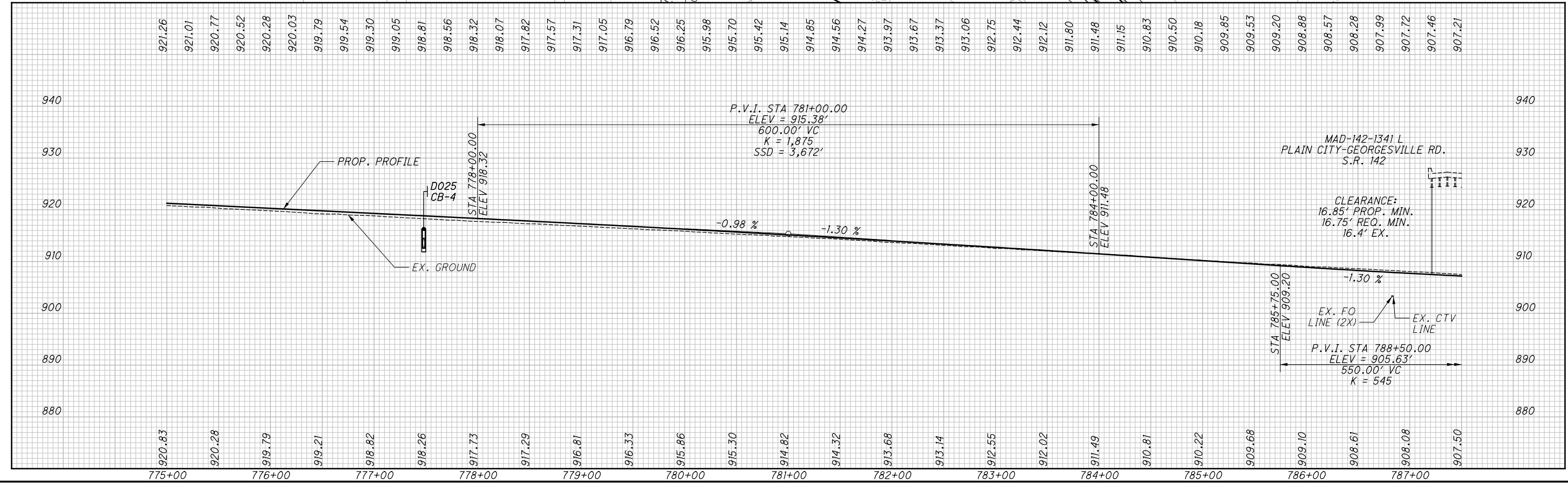
44 / 470



NO.	DATE	DESCRIPTION
ISSUE RECORD		



- LEGEND**
- [I] IMPACT ATTENUATOR, TYPE 1
 - [1] BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - [2] BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - [E] ANCHOR ASSEMBLY, MGS TYPE E
 - [T] ANCHOR ASSEMBLY, MGS TYPE T
 - [B] ANCHOR ASSEMBLY, MGS TYPE B
 - [Hatched Box] ITEM 670 DITCH EROSION PROTECTION*



PLAN AND PROFILE
STA. 775+00.00 TO STA. 787+50.00

MAD-70-8.62

46
 470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_GP026.dgn Sheet 11/23/2020 2:08:42 PM kmhnlced

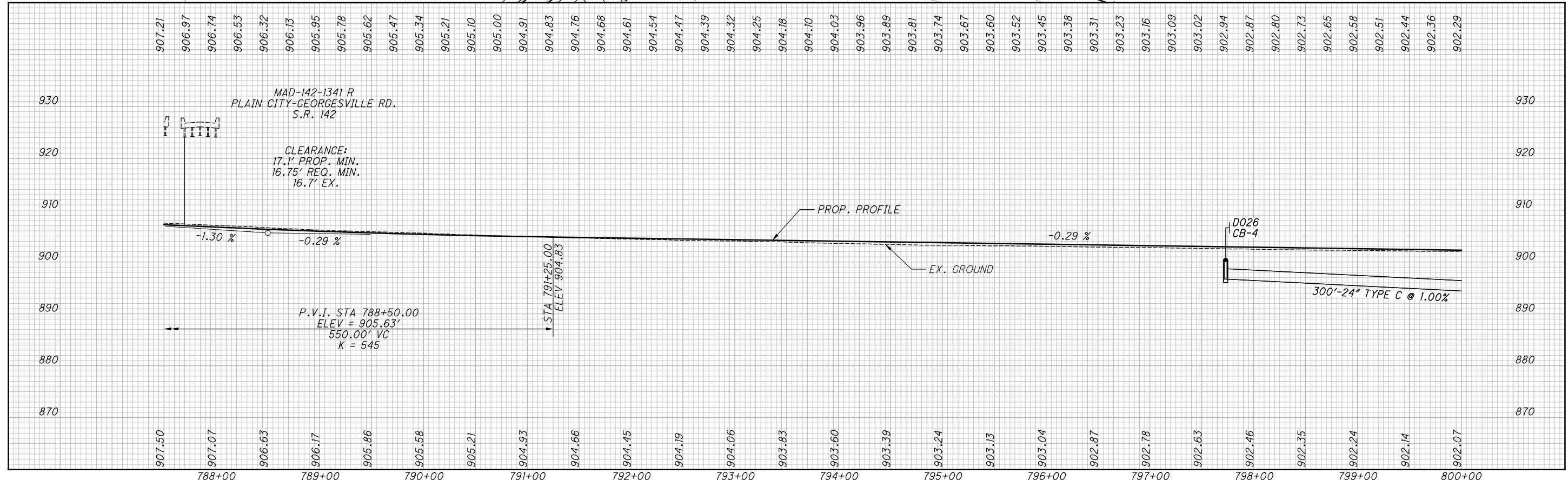
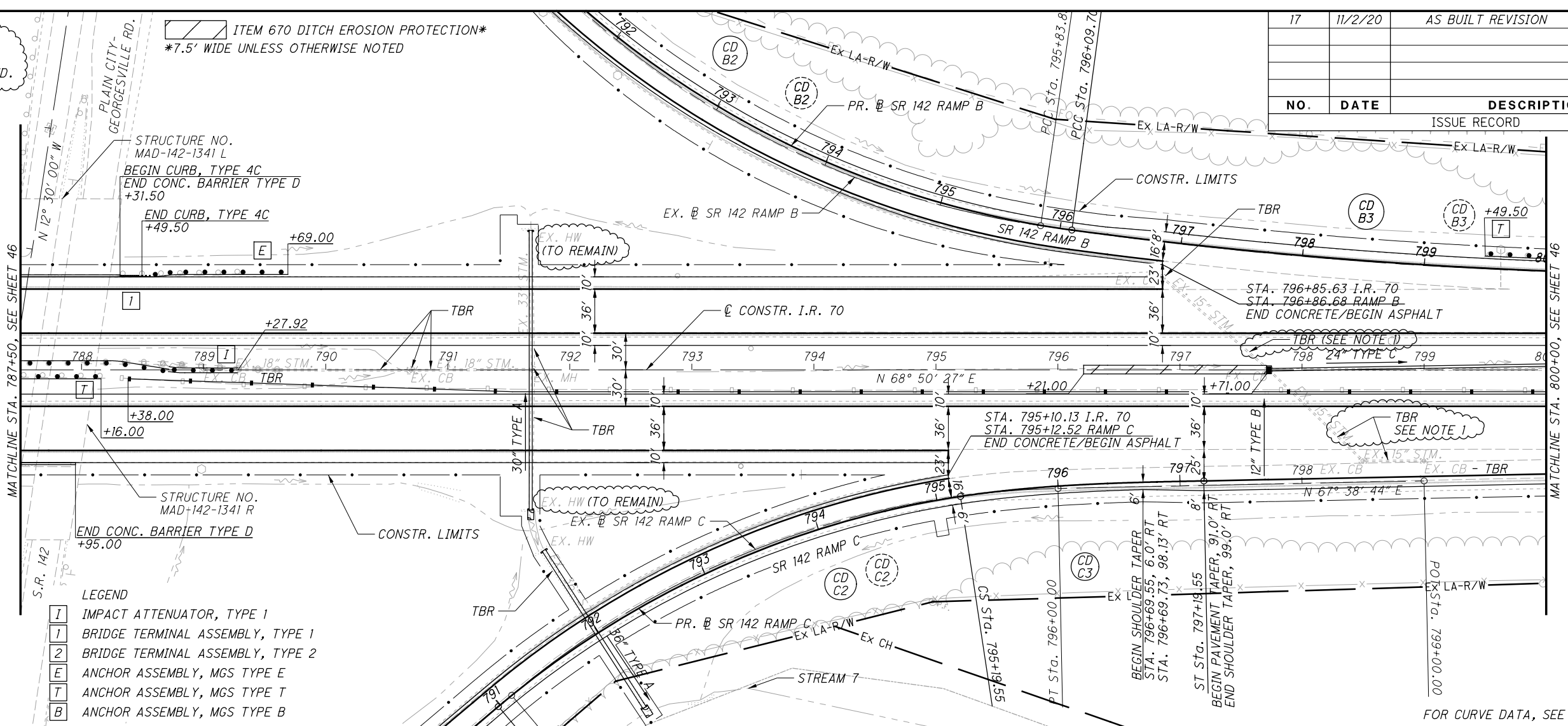
NOTE 1:
THE EXISTING CONDUIT
SHALL BE FILLED WITH
CONCRETE AND ABANDONED.

ITEM 670 DITCH EROSION PROTECTION*
*7.5' WIDE UNLESS OTHERWISE NOTED

17	11/2/20	AS BUILT REVISION
ISSUE RECORD		
NO.	DATE	DESCRIPTION

CALCULATED TDP CHECKED MJC

0 50 100
HORIZONTAL SCALE IN FEET



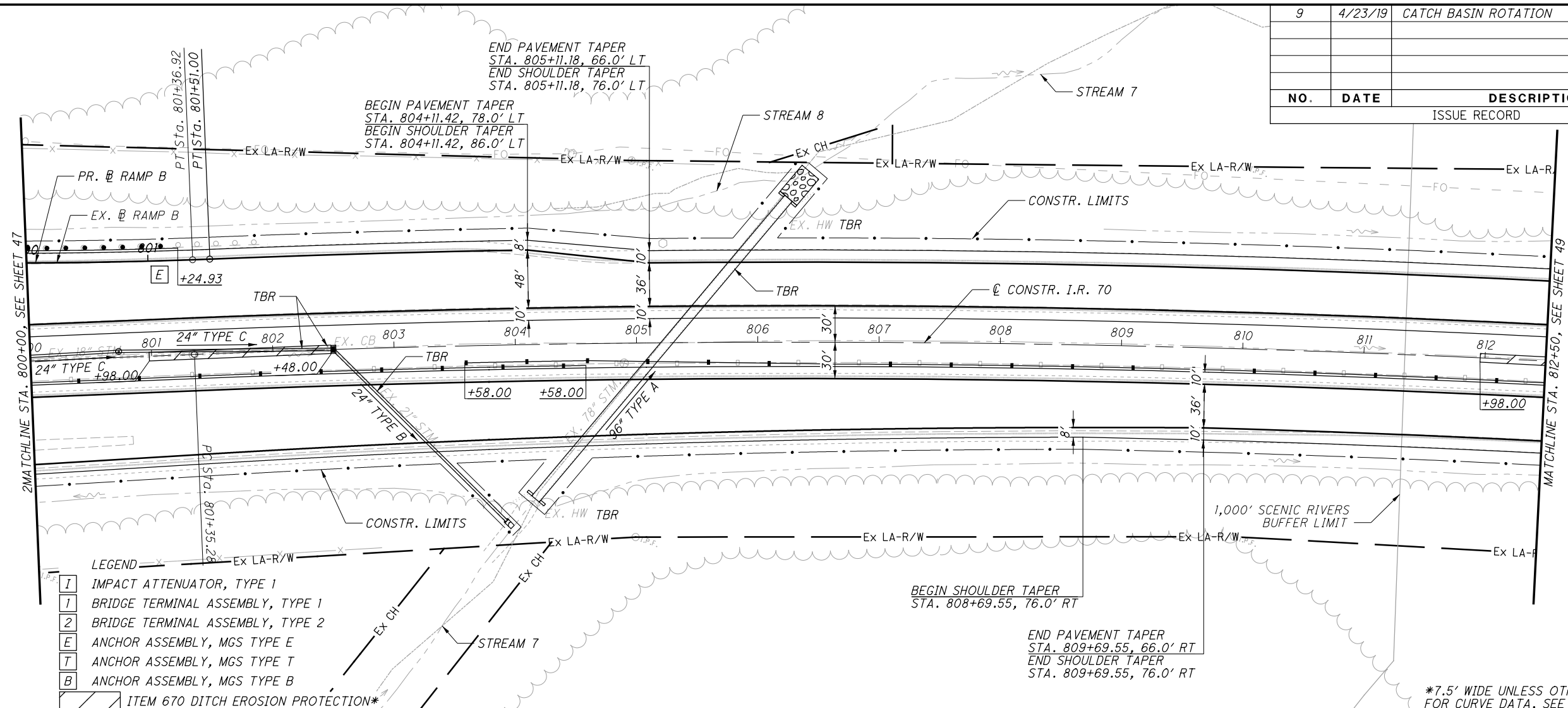
PLAN AND PROFILE
STA. 787+50.00 TO STA. 800+00.00

MAD-70-8.62

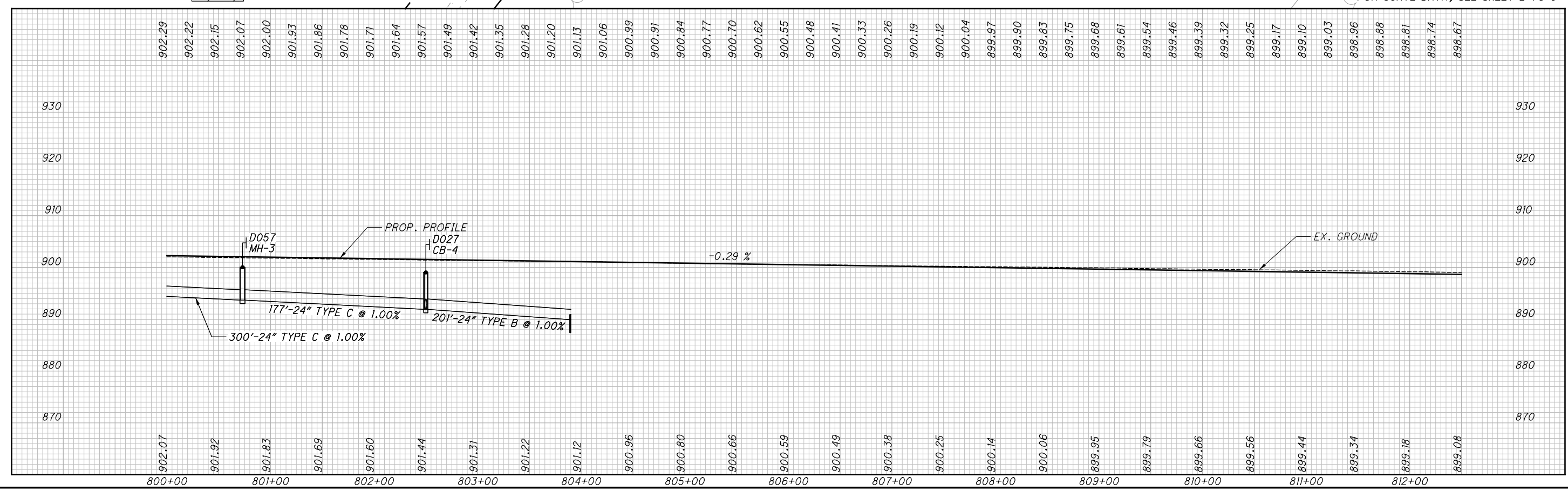
47
470

9	4/23/19	CATCH BASIN ROTATION
ISSUE RECORD		
NO.	DATE	DESCRIPTION


 0 50 100
 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED MJC



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*



PLAN AND PROFILE
STA. 800+00.00 TO STA. 812+50.00

MAD-70-8.62

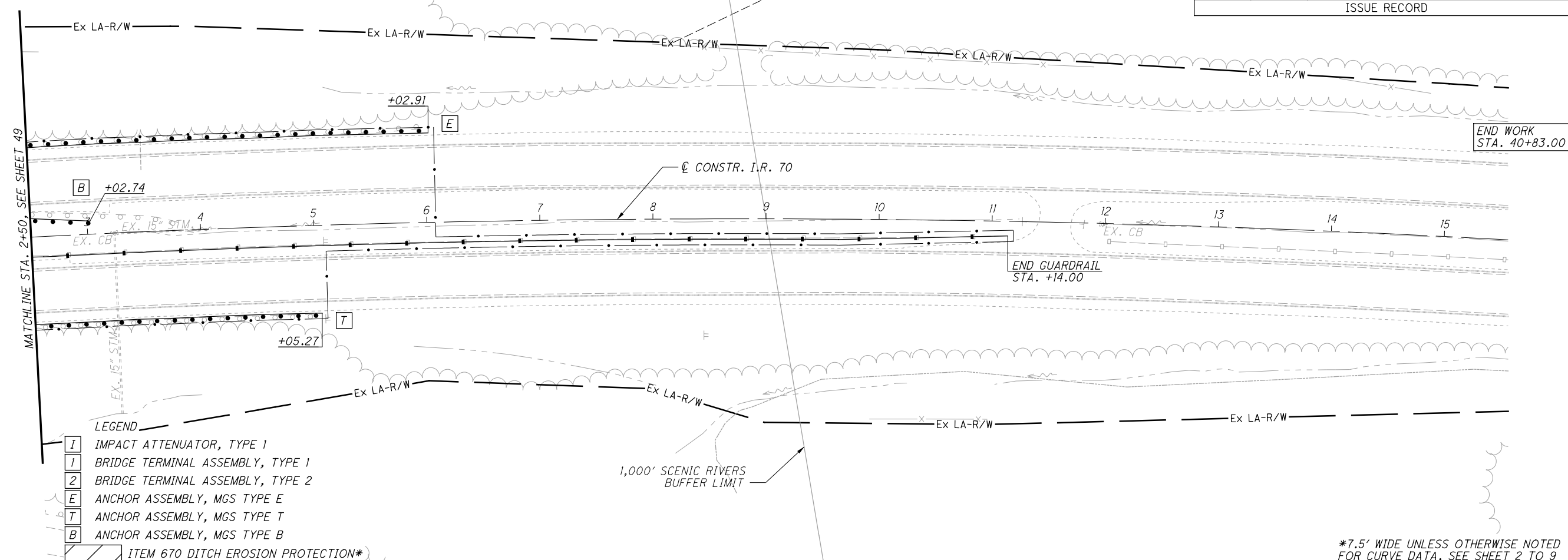
P:\107109_MAD-70-8.62\Design\Roadway\Sheets\107109_GP028.dgn Sheet 11/23/2020 2:09:03 PM kmhnlceca

NO.	DATE	DESCRIPTION
ISSUE RECORD		

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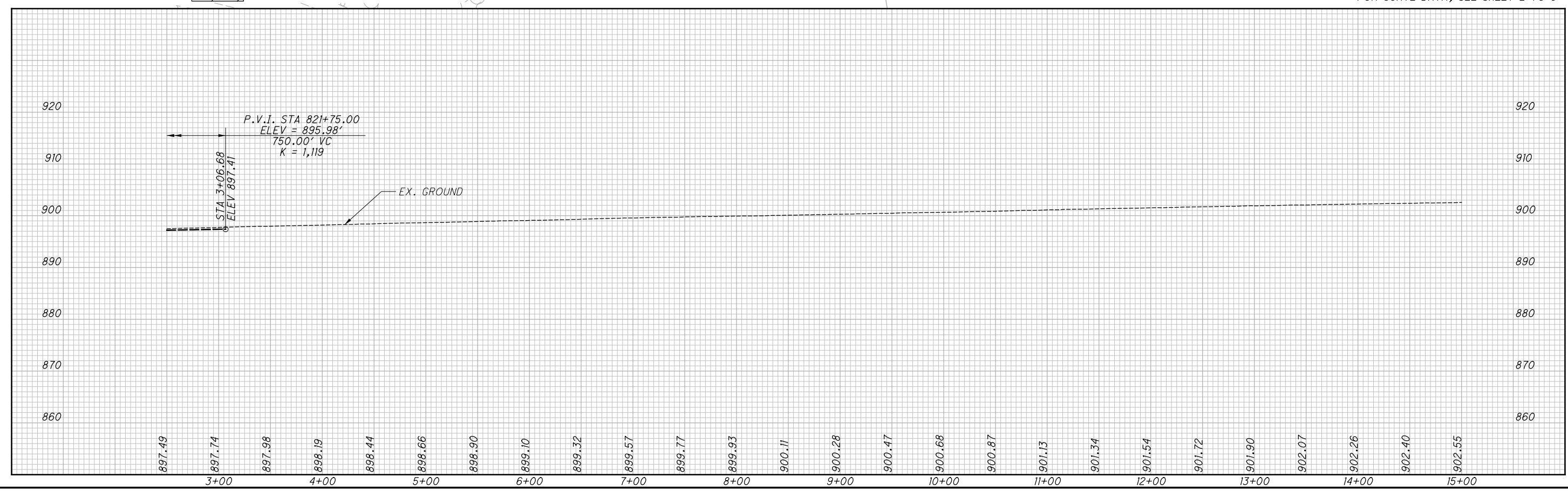
0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED TDP CHECKED MJC



- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



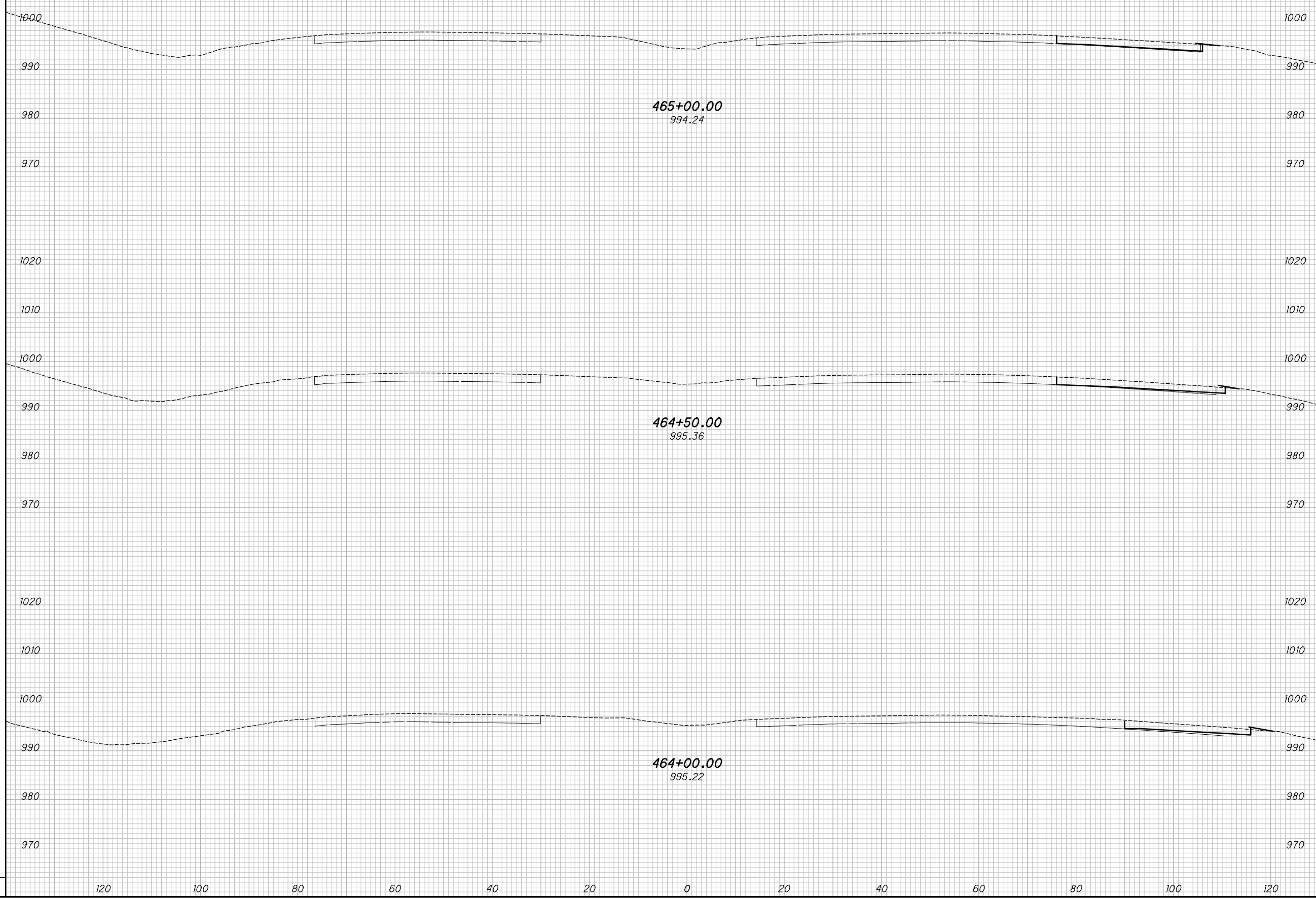
**PLAN AND PROFILE
STA. 2+50.00 TO END PROJECT**

MAD-70-8.62

50
470

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SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				



END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	KRF	CHECKED	MJC
CROSS SECTIONS - IR 70 BEGIN WORK TO STA. 465+00.00						
MAD-70-8.62						
				51		
				470		

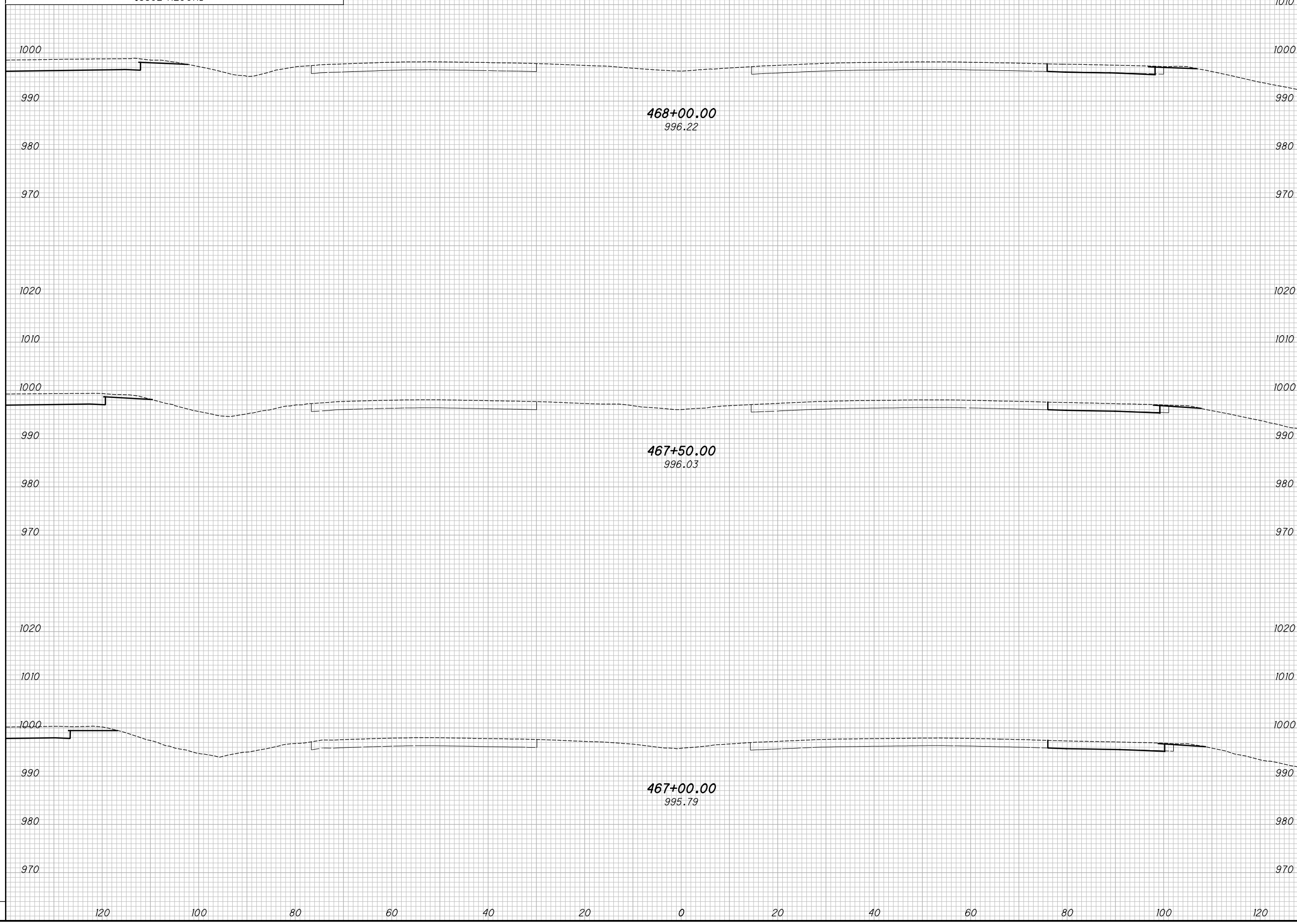
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 467+00.00 TO STA. 468+00.00

MAD-70-8.62

53
470

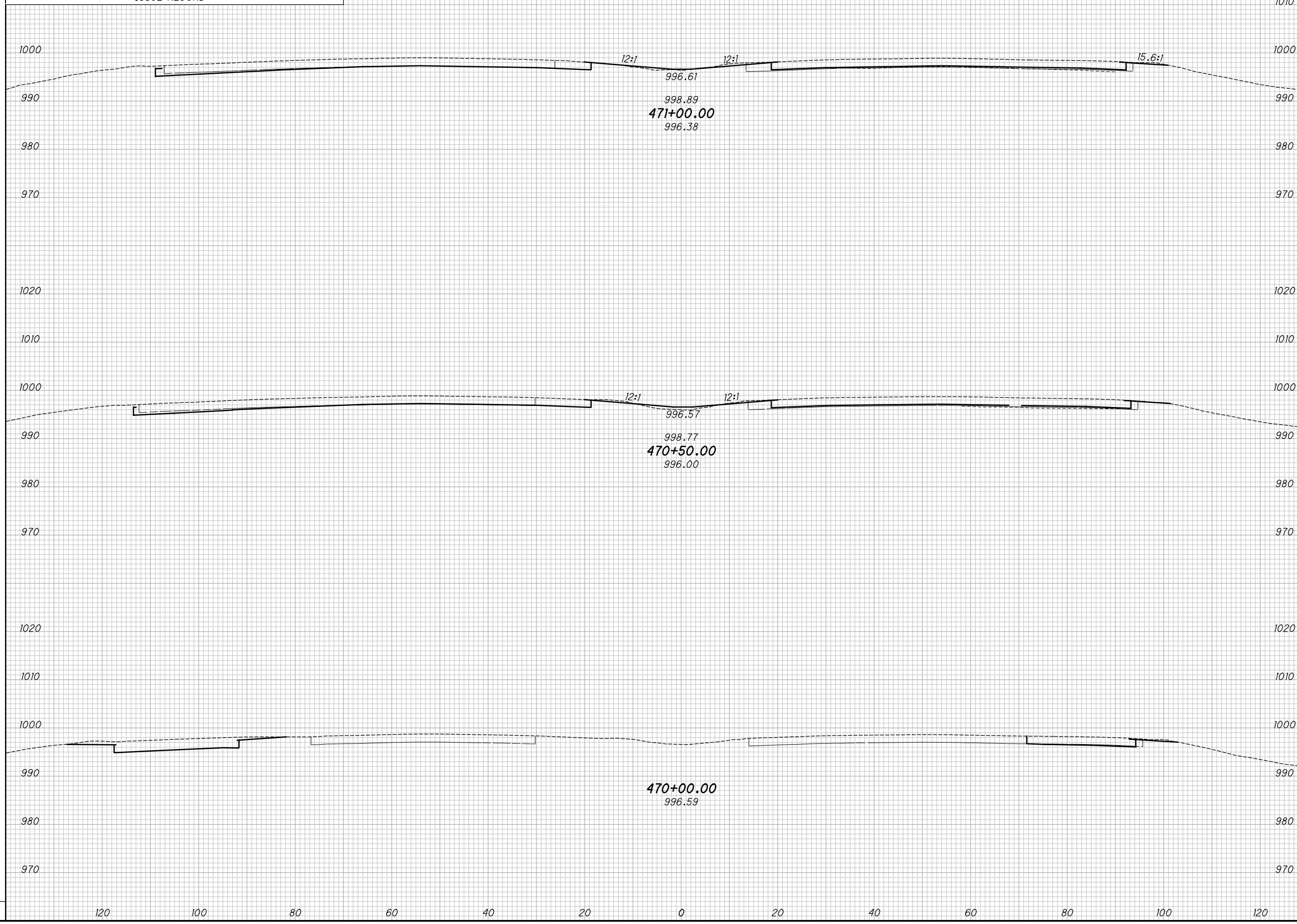
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 470+00.00 TO STA. 471+00.00

MAD-70-8.62

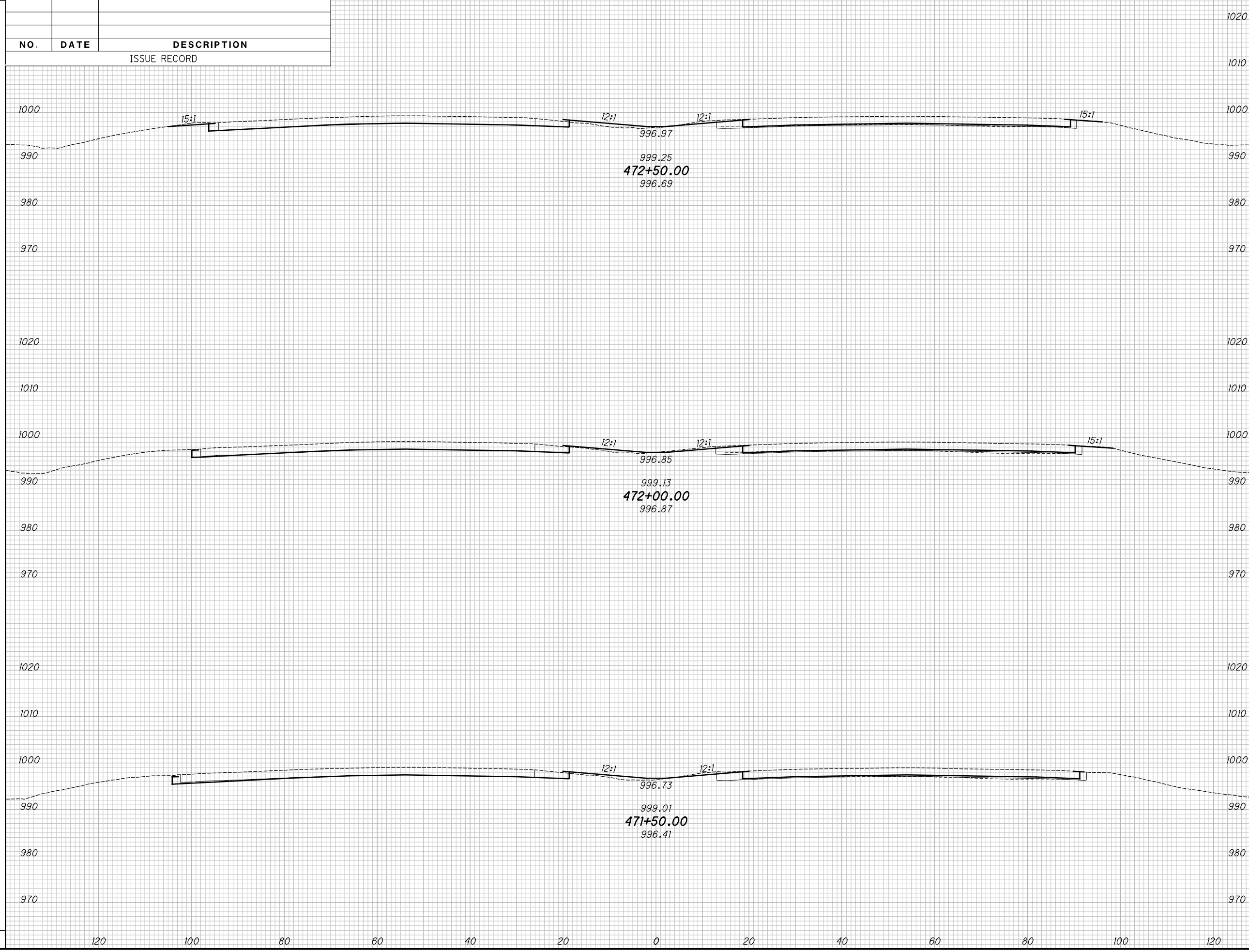
55
470

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SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 471+50.00 TO STA. 472+50.00

MAD-70-8.62

56
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_7 11/23/2020 2:10:03 PM kmihalcea

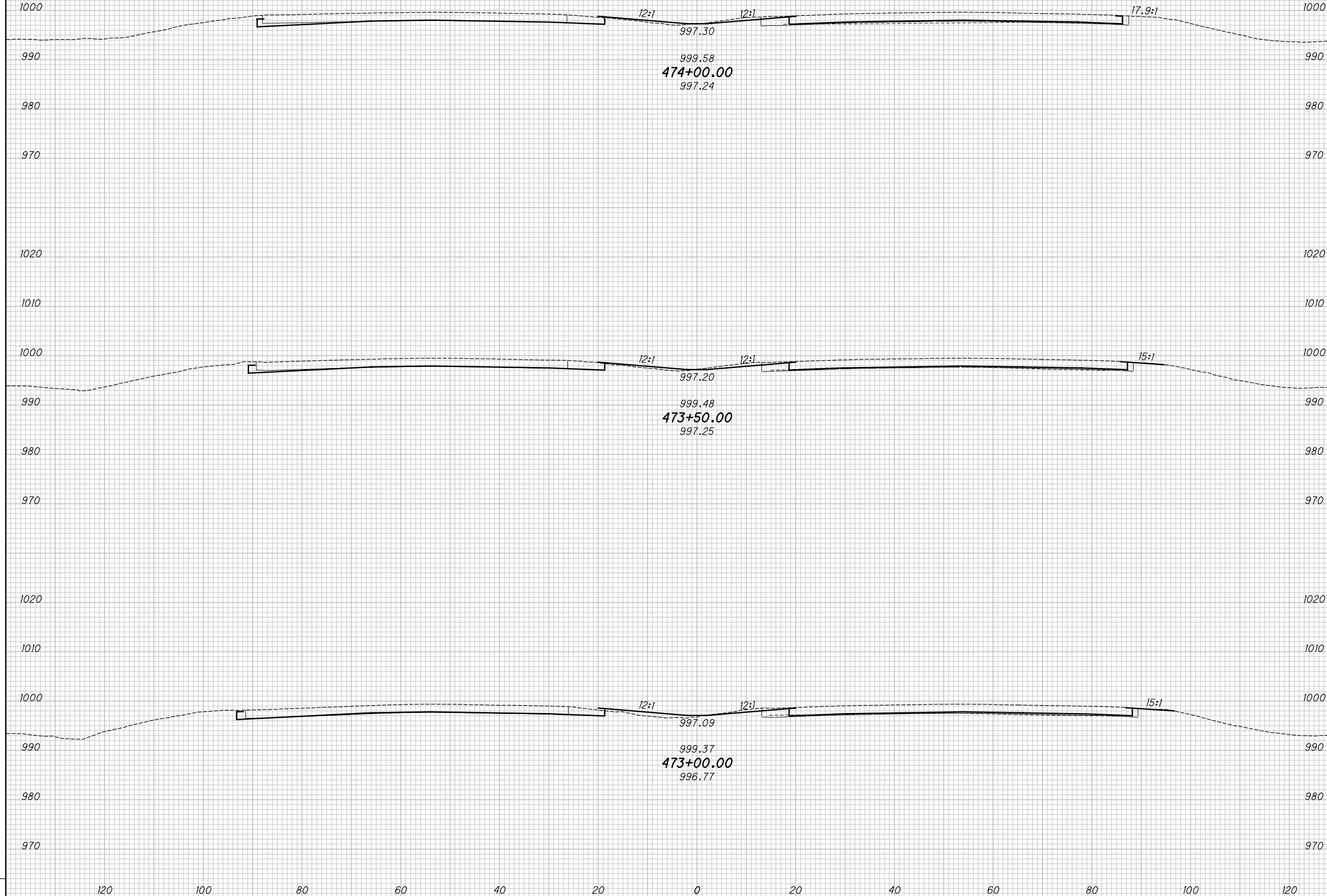
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
STA. 473+00.00 TO STA. 474+00.00

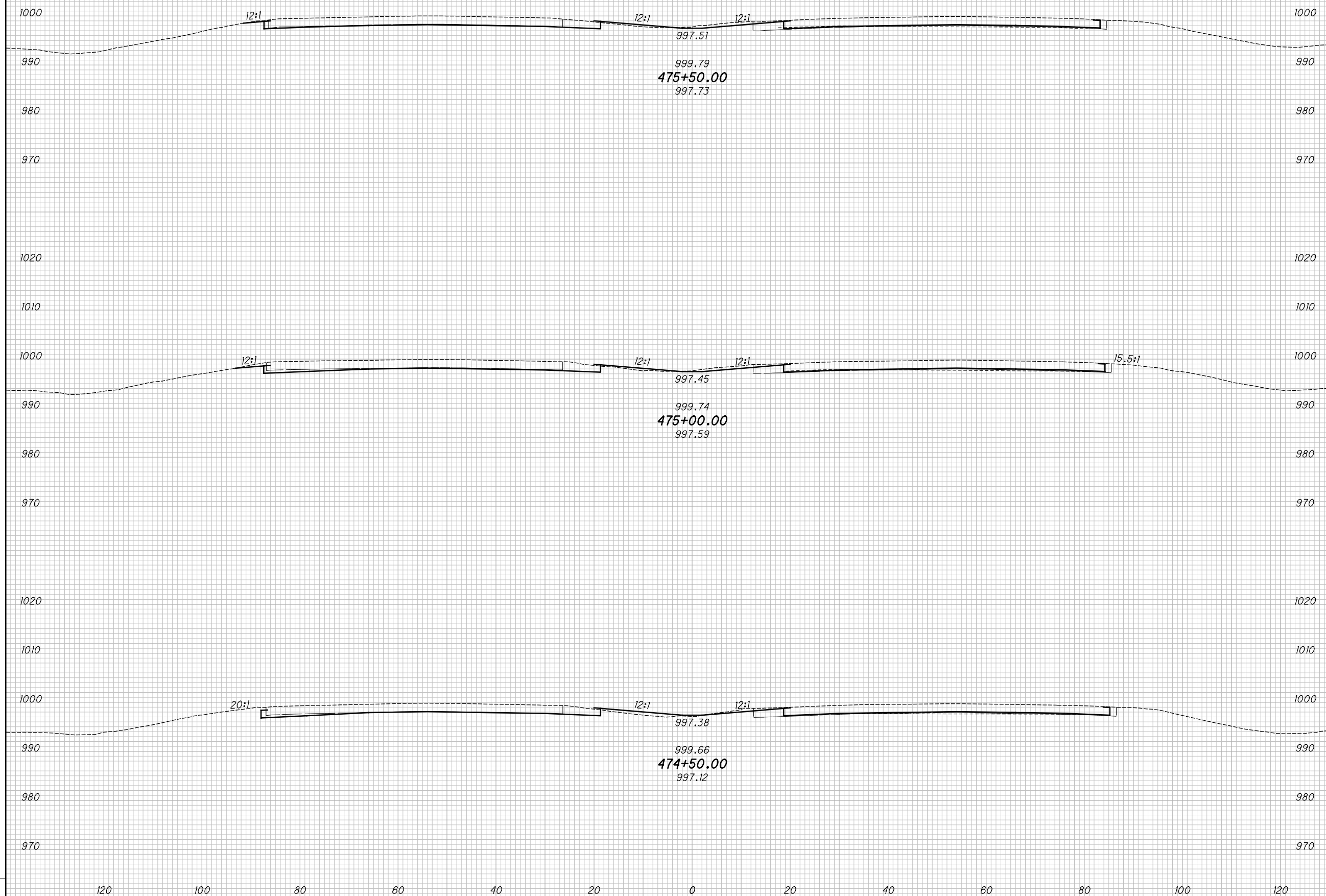
MAD-70-8.62

57
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_8 11/23/2020 2:10:05 PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 474+50.00 TO STA. 475+50.00

MAD-70-8.62

58
470

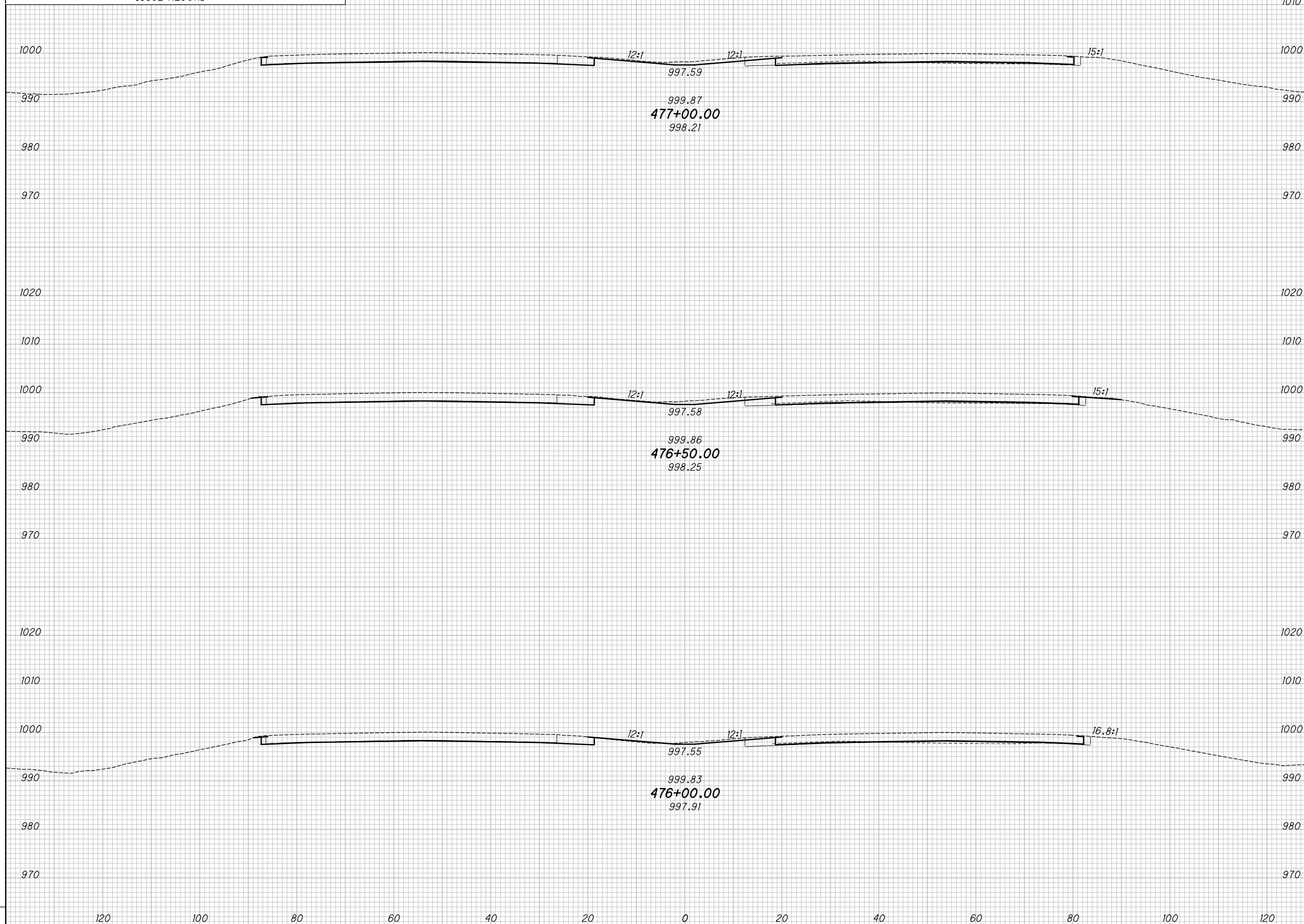
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 476+00.00 TO STA. 477+00.00

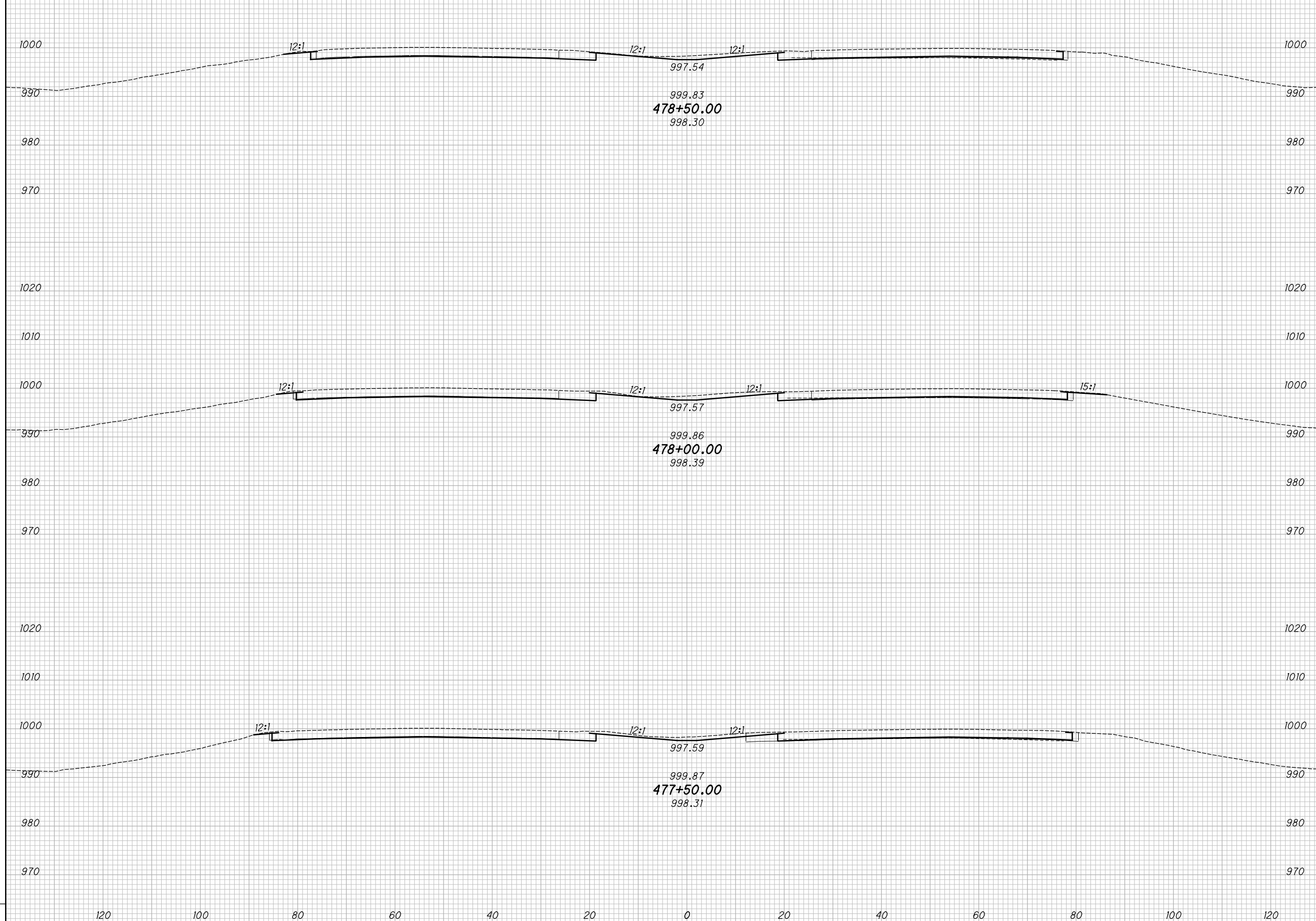
MAD-70-8.62

59
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_10 11/23/2020 2:00:10 PM kmhhdcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 477+50.00 TO STA. 478+50.00

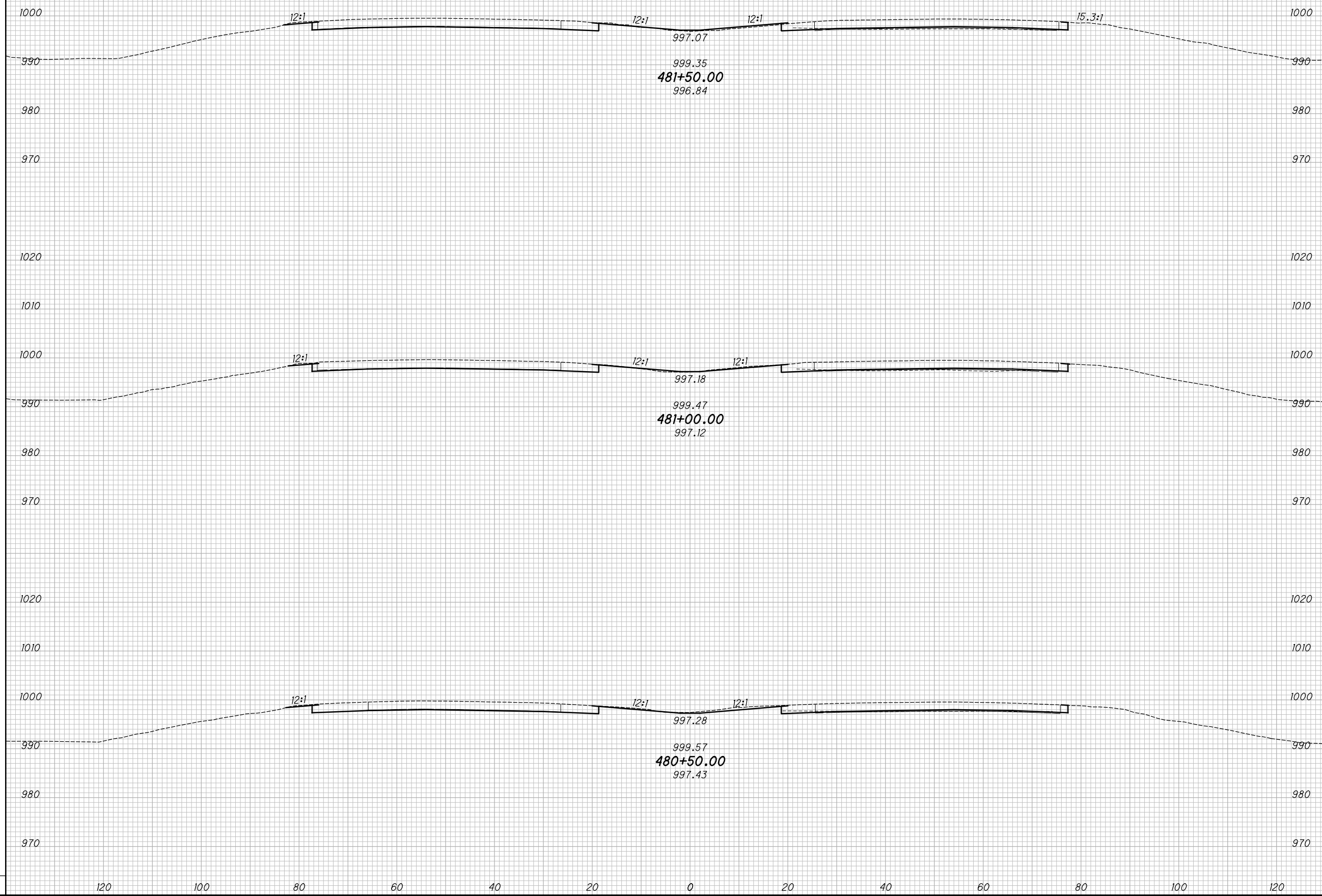
MAD-70-8.62

60
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_12 11/23/2020 2:10:14 PM kmhhalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 480+50.00 TO STA. 481+50.00

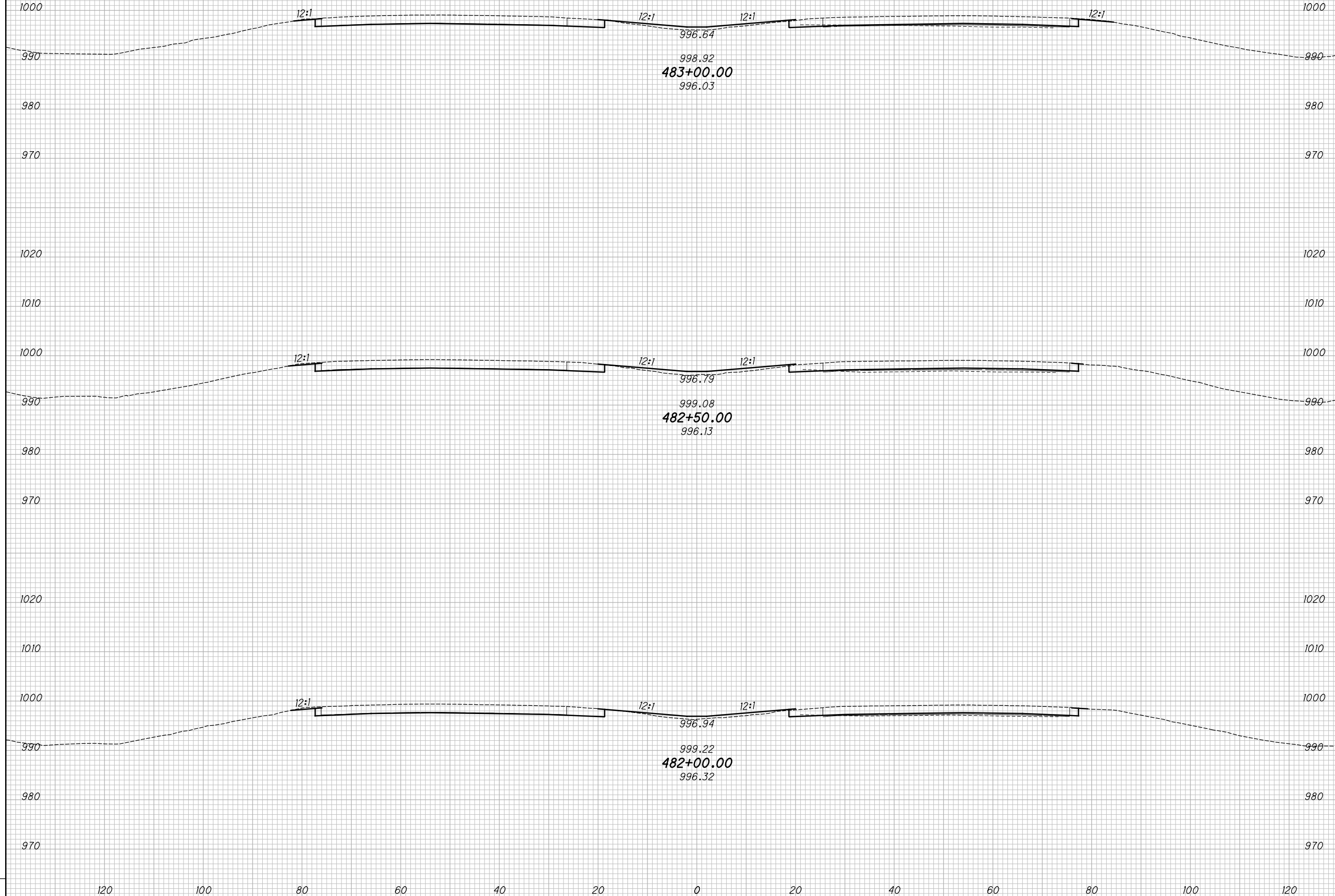
MAD-70-8.62

62
 470

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SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 482+00.00 TO STA. 483+00.00

MAD-70-8.62

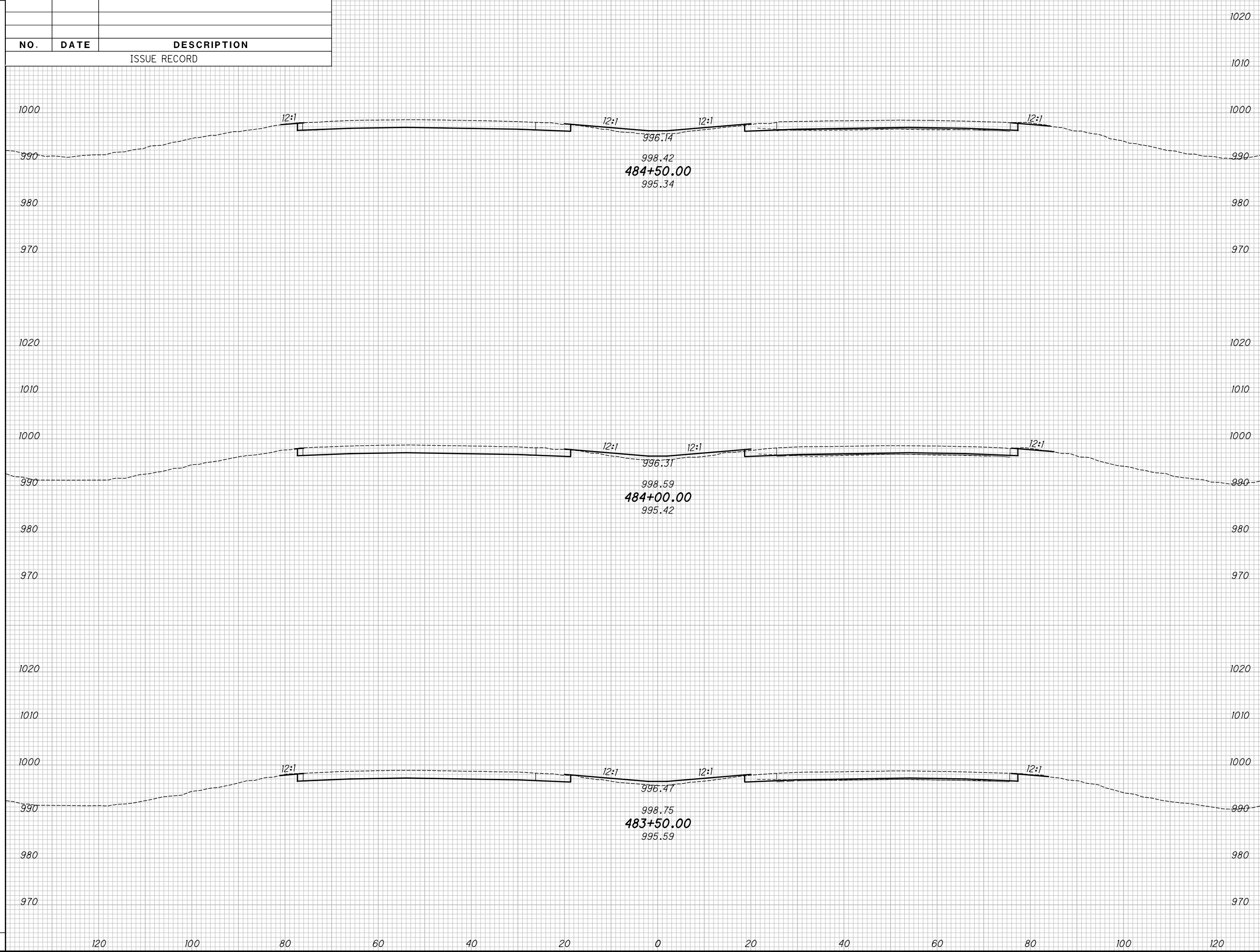
63
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_14 11/23/2020 2:10:19 PM kmhhalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 483+50.00 TO STA. 484+50.00

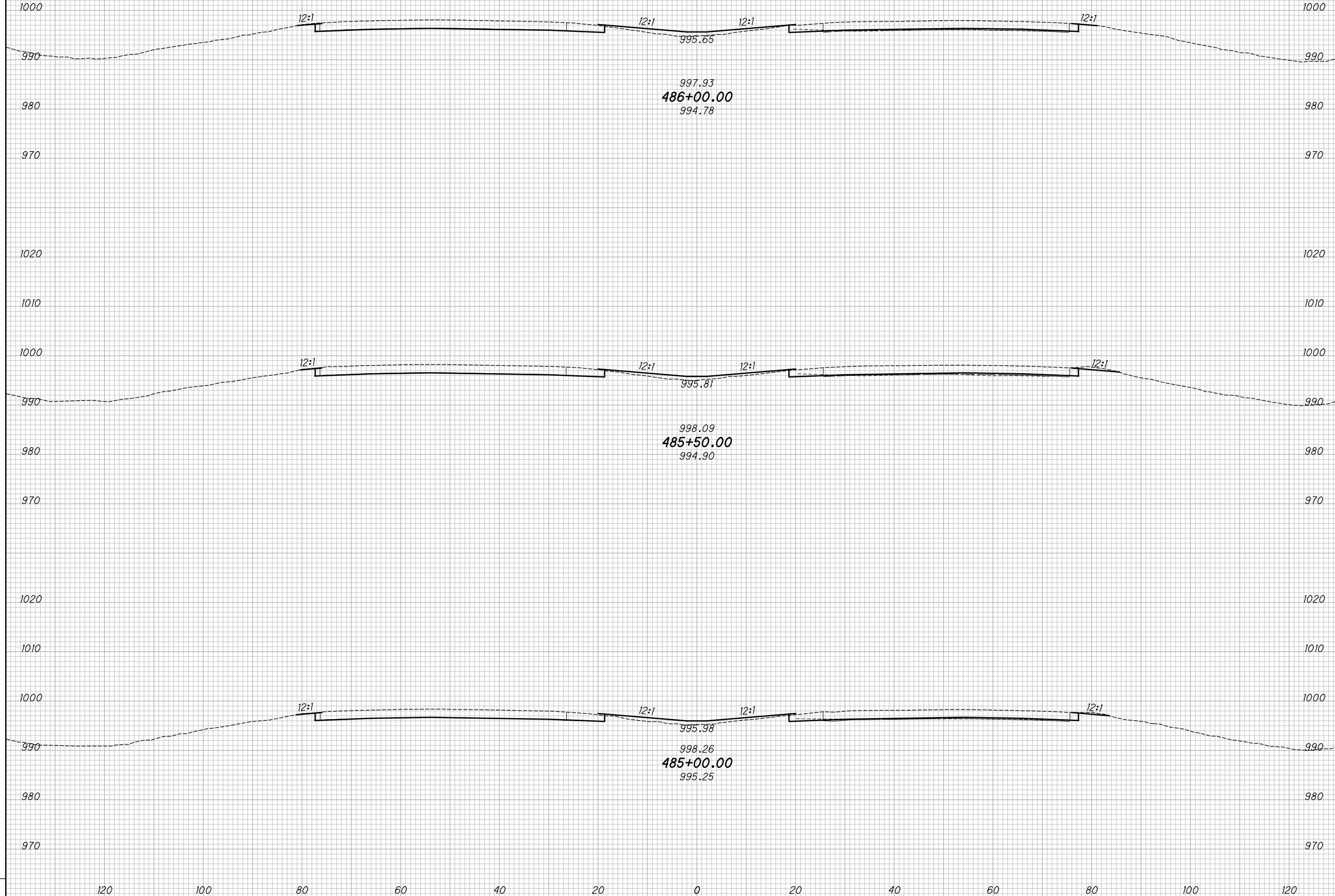
MAD-70-8.62

64
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_15 11/23/2020 2:10:21PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 485+00.00 TO STA. 486+00.00

MAD-70-8.62

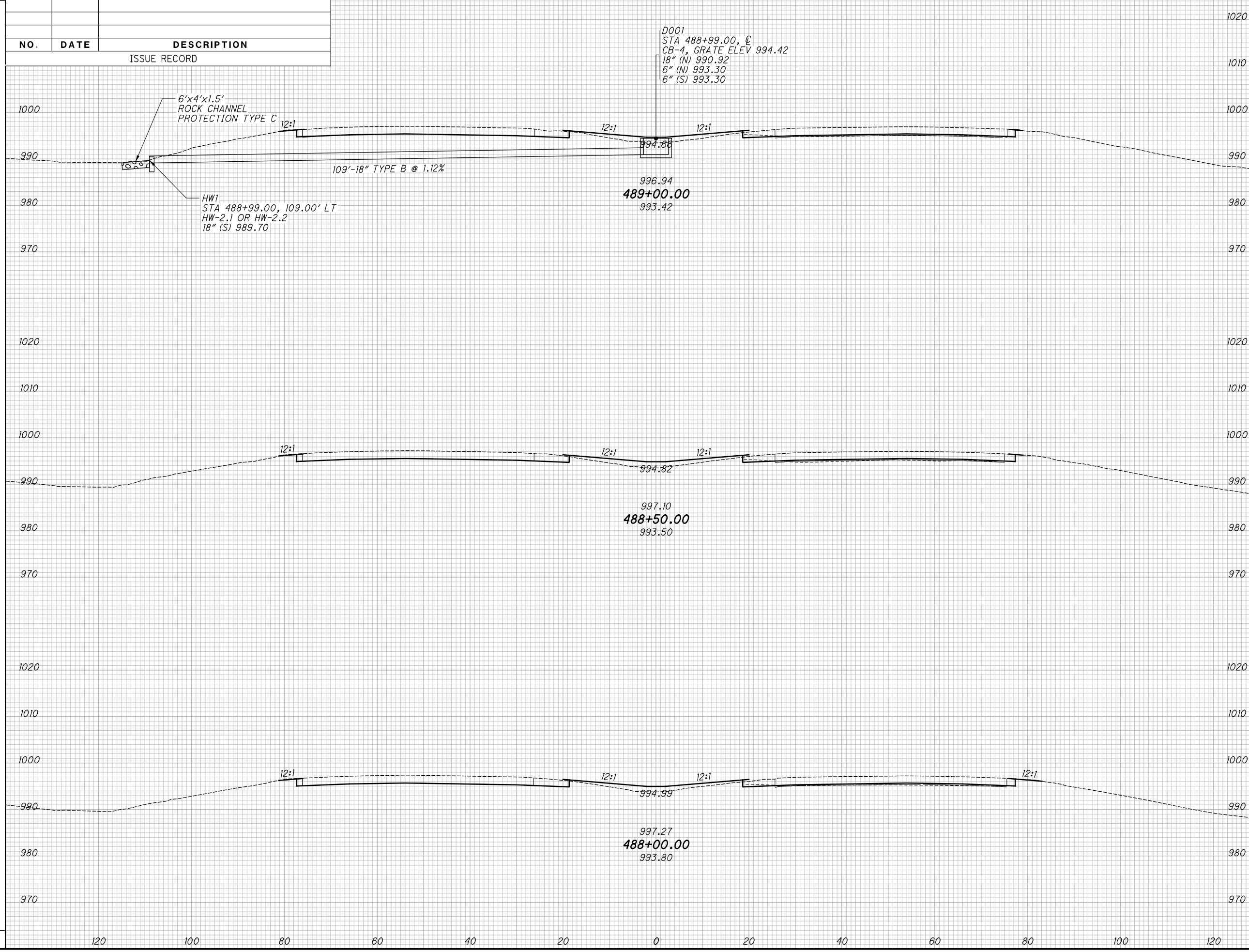
65
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_17 11/23/2020 2:10:25 PM kmihabea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 488+00.00 TO STA. 489+00.00

MAD-70-8.62

67
470

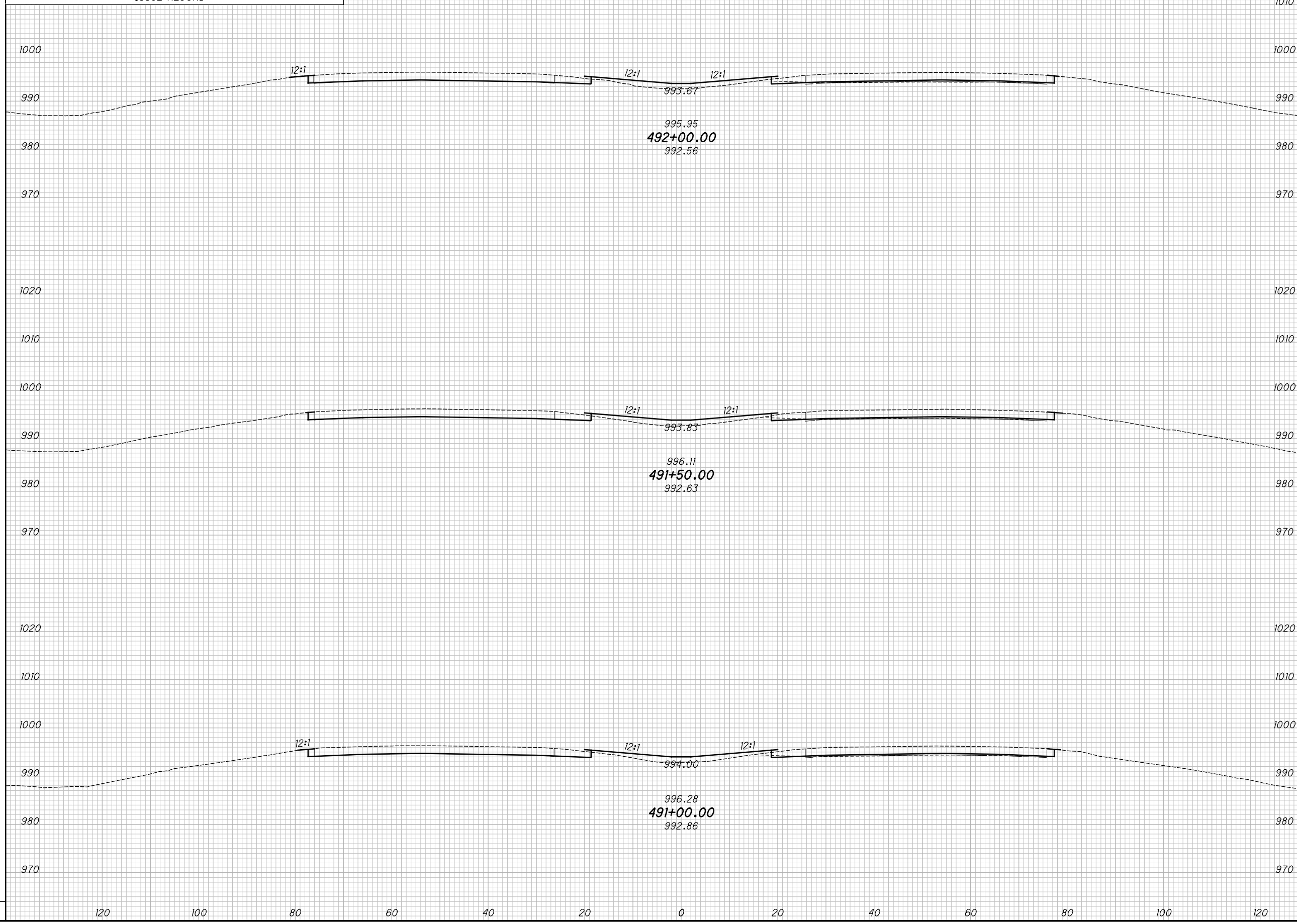
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_19 11/23/2020 2:10:30 PM kmhalicea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 491+00.00 TO STA. 492+00.00

MAD-70-8.62

69
470

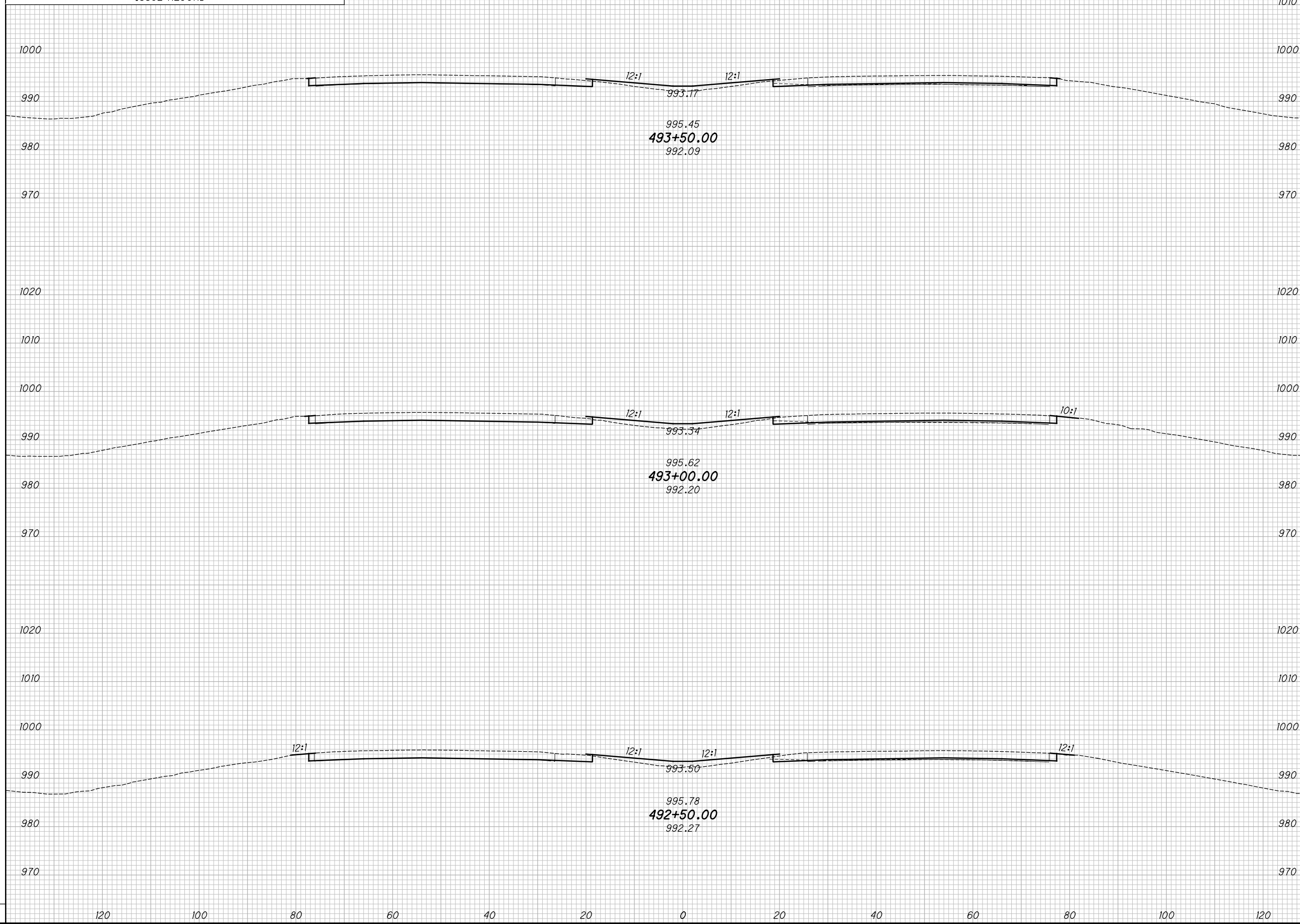
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_20 11/23/2020 2:10:32 PM kmhnlcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 492+50.00 TO STA. 493+50.00

MAD-70-8.62

70
470

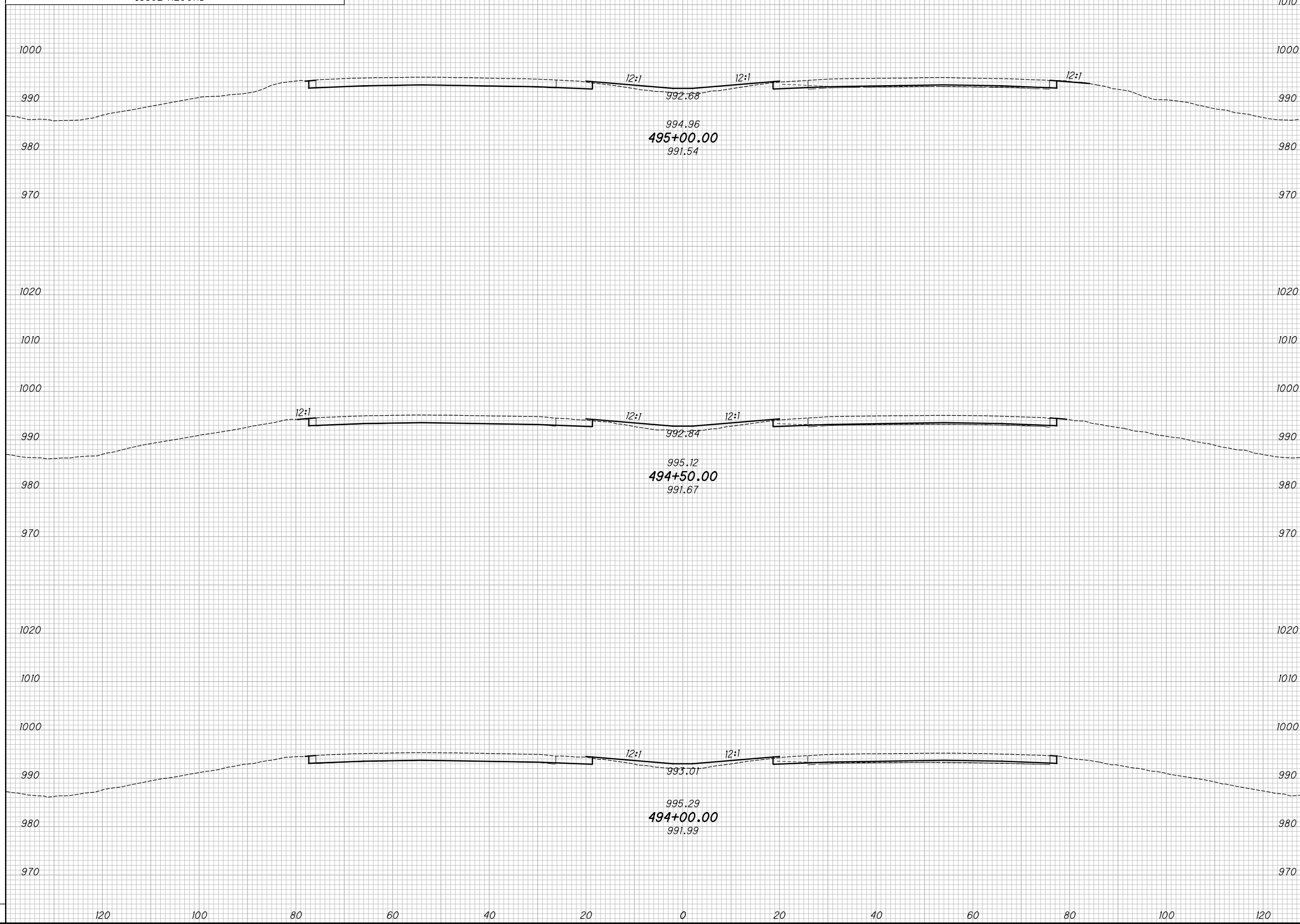
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_21/11/23/2020 2:0:34 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 494+00.00 TO STA. 495+00.00

MAD-70-8.62

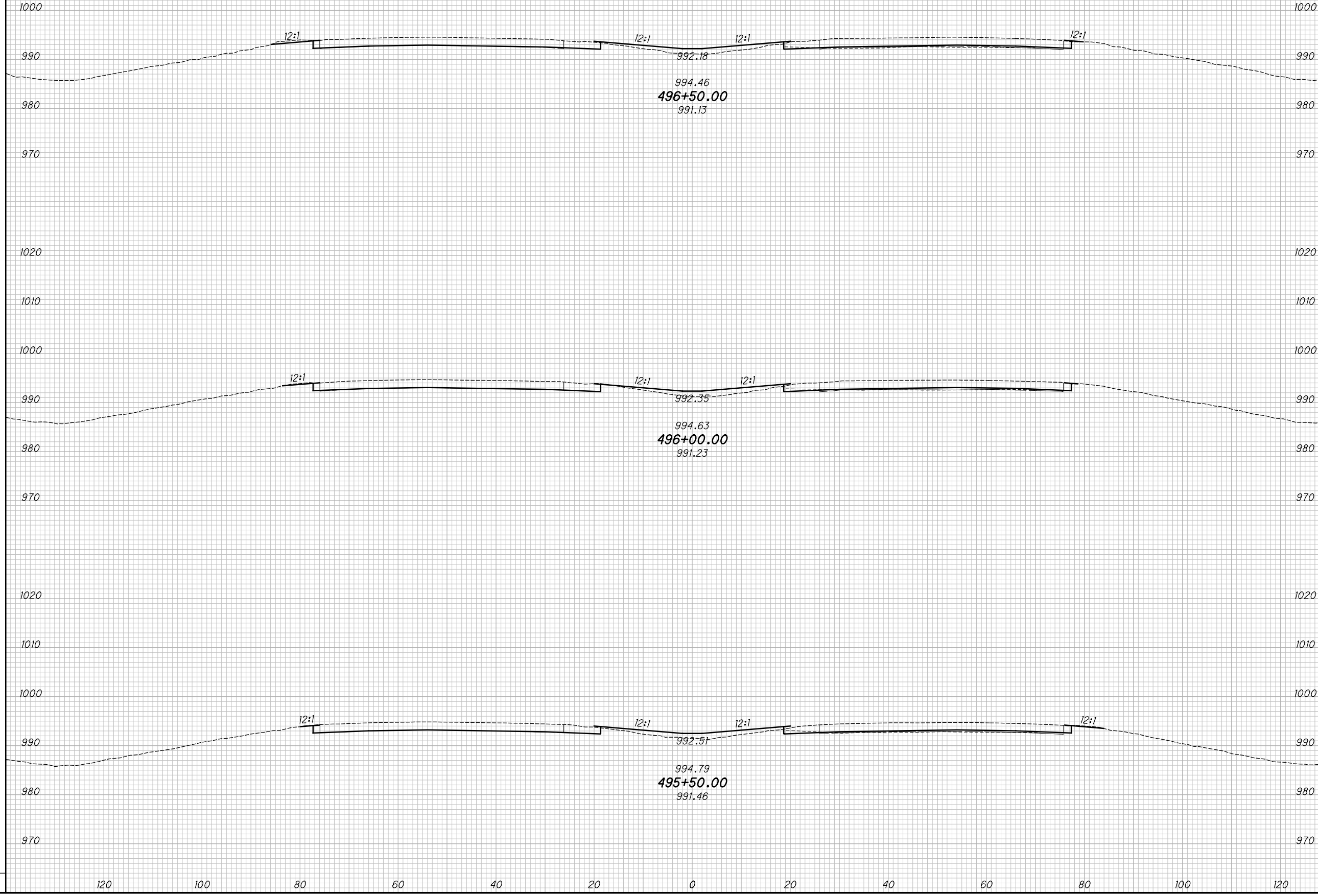
71
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_22 11/23/2020 2:03:37 PM kmhnlalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

NO.	DATE	DESCRIPTION

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 495+50.00 TO STA. 496+50.00

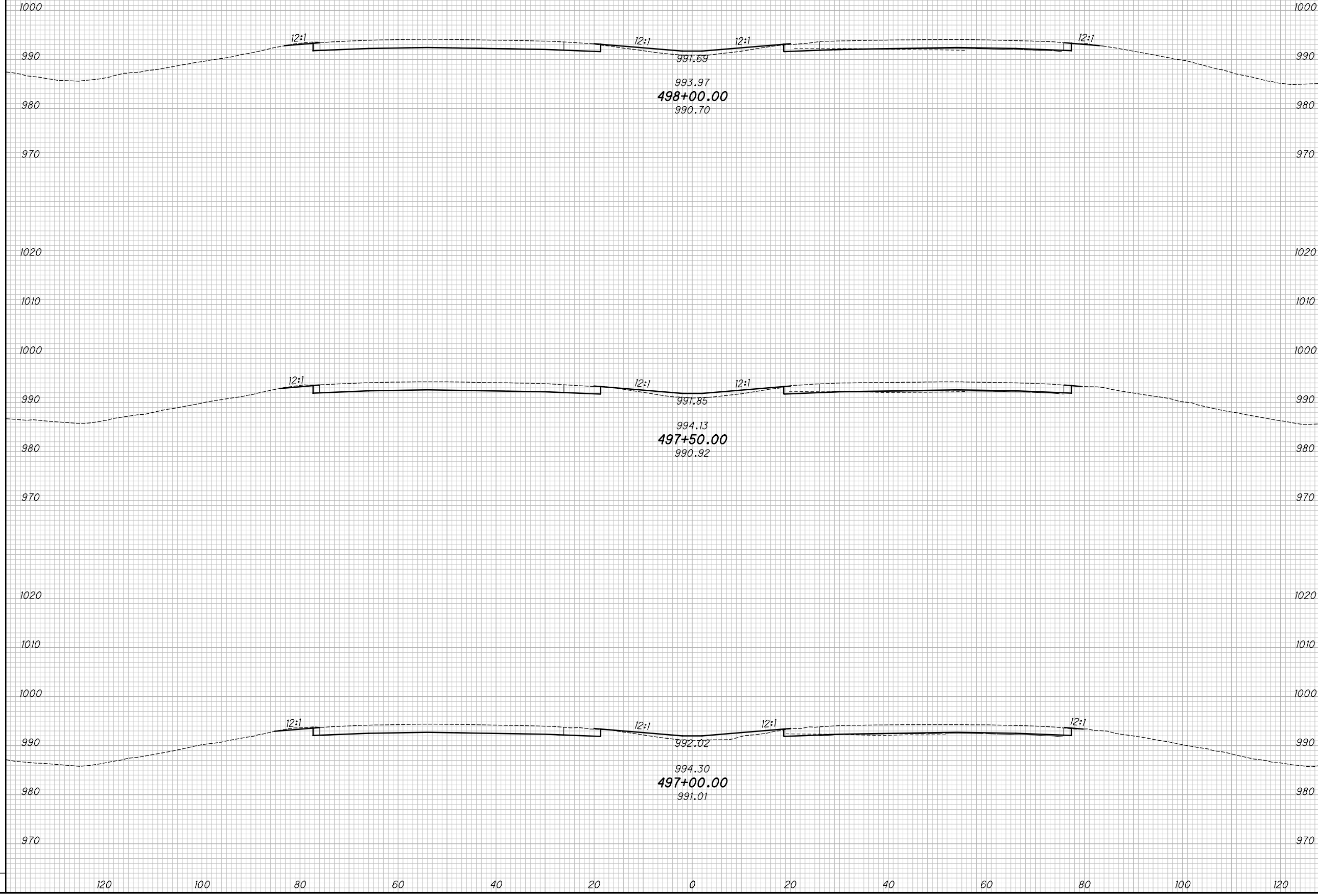
MAD-70-8.62

72
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_23 11/23/2020 2:03:39 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 497+00.00 TO STA. 498+00.00

MAD-70-8.62

73
470

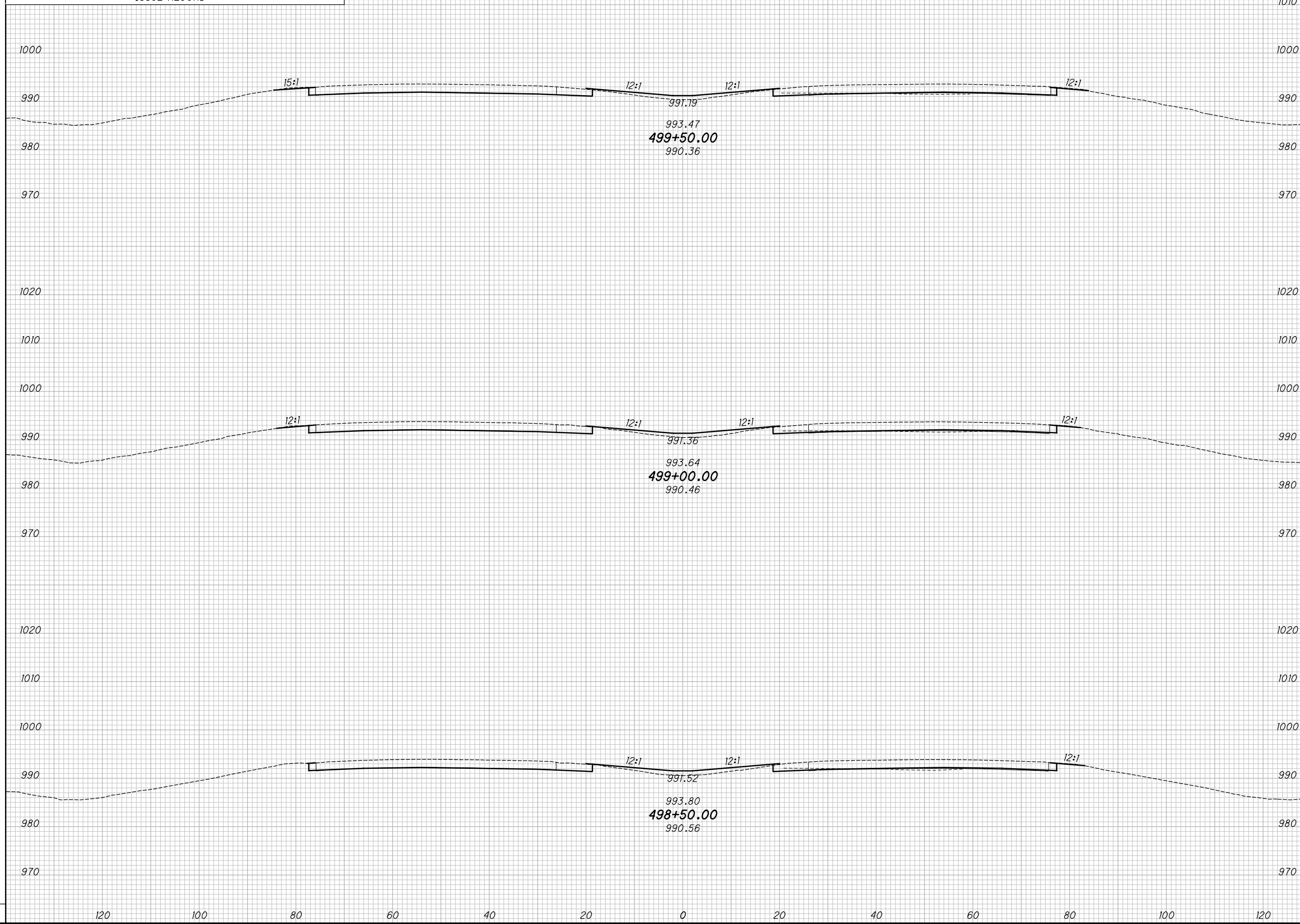
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_24 11/23/2020 2:04:41PM kmhnlceca

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 498+50.00 TO STA. 499+50.00

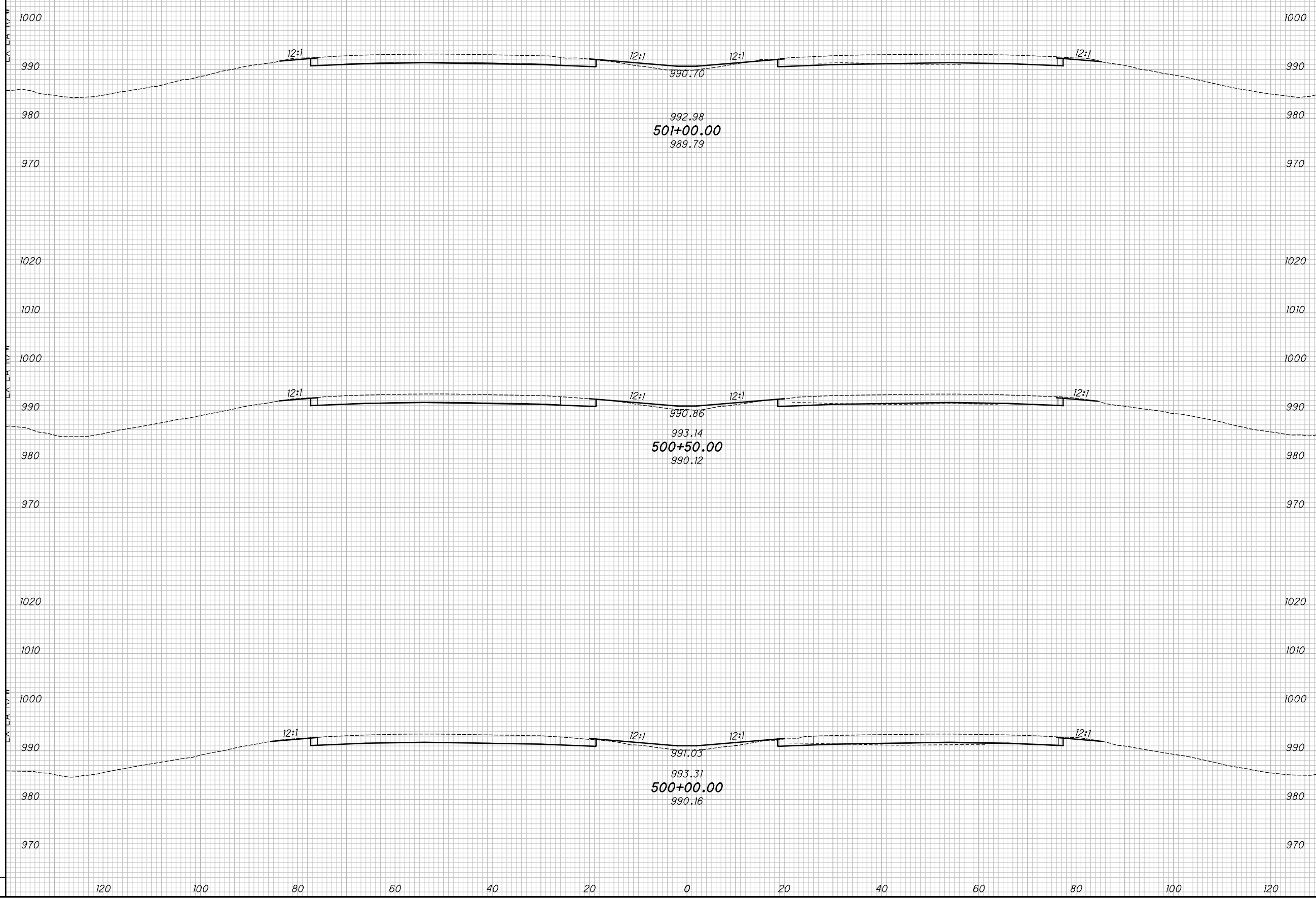
MAD-70-8.62

74
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_25 11/23/2020 2:0:44 PM kmhnlalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 500+00.00 TO STA. 501+00.00

MAD-70-8.62

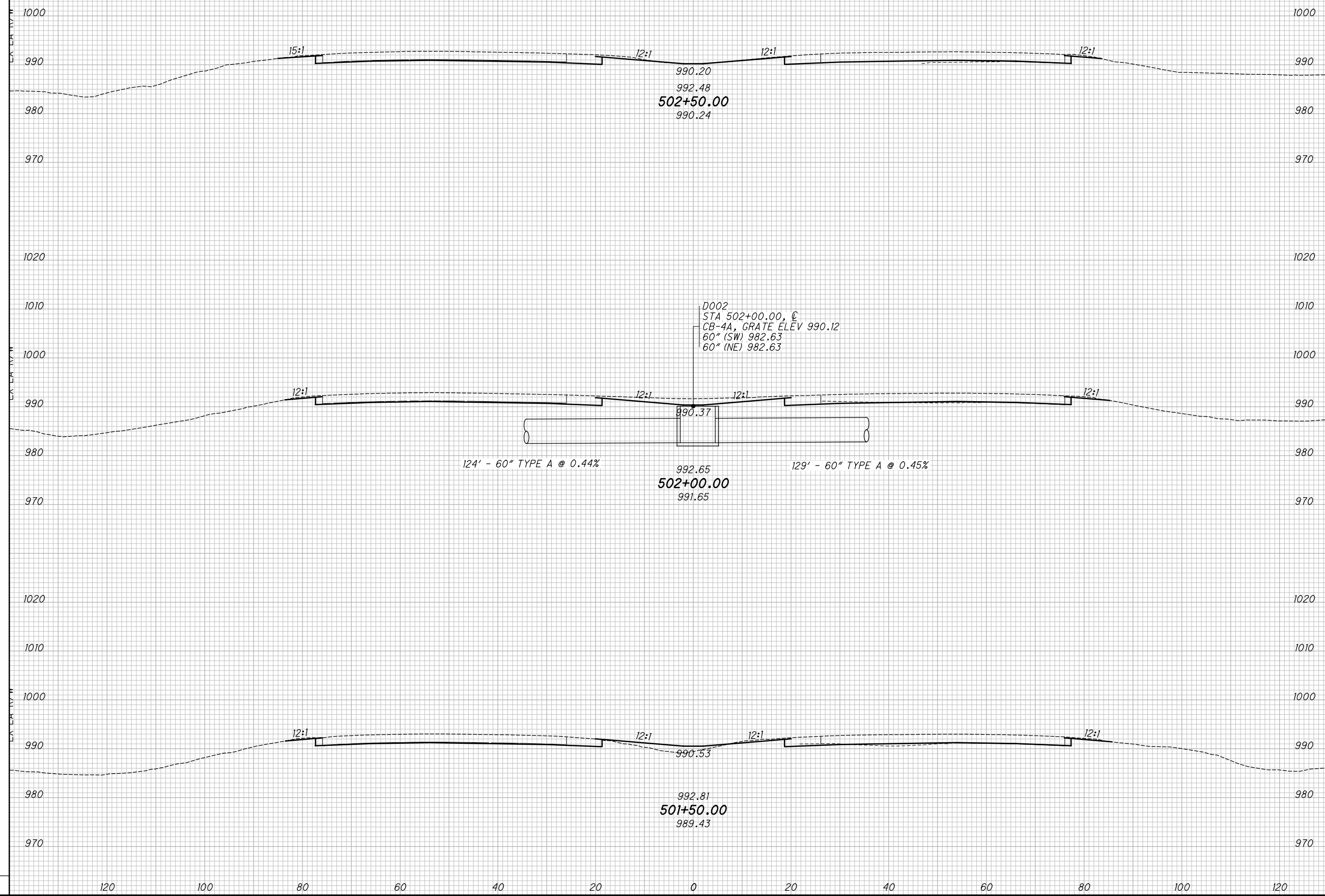
75
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_26 11/23/2020 2:10:46 PM kmhnlalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

NO.	DATE	DESCRIPTION

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 501+50.00 TO STA. 502+50.00

MAD-70-8.62

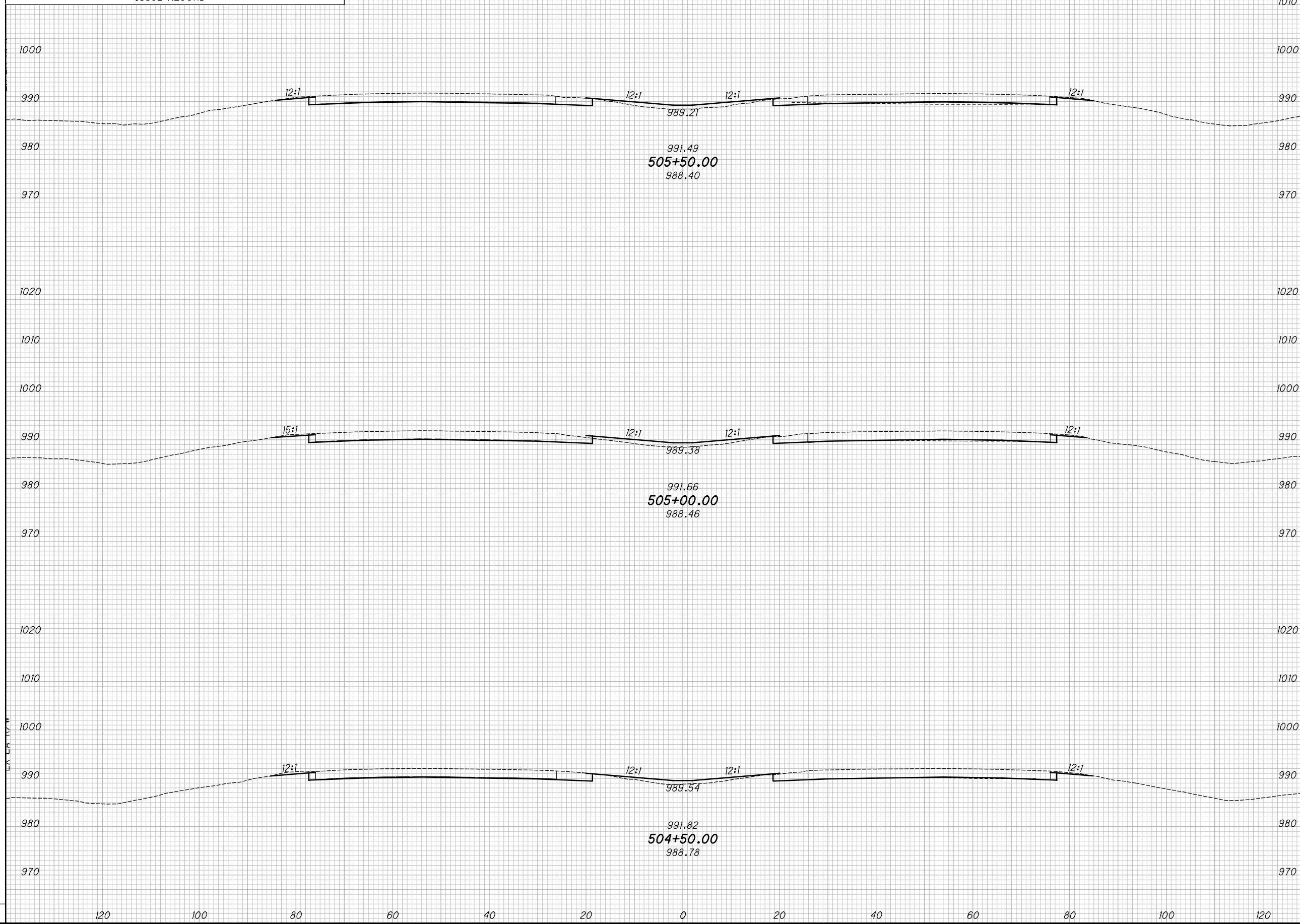
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_28 11/23/2020 2:05:51PM kmhnlceca

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 504+50.00 TO STA. 505+50.00

MAD-70-8.62

78
470

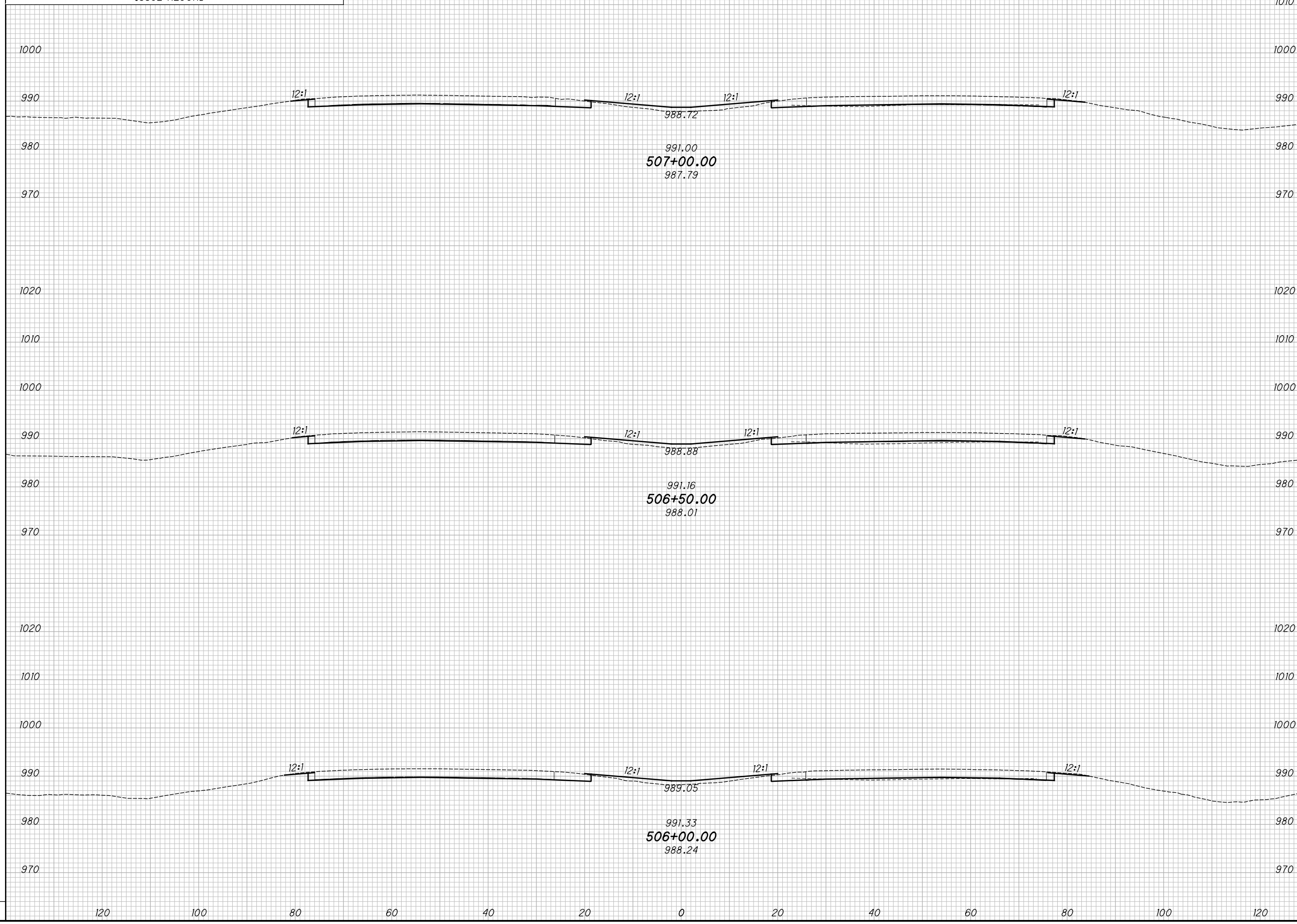
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_29 11/23/2020 2:05:53 PM kmhnlalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
 STA. 506+00.00 TO STA. 507+00.00

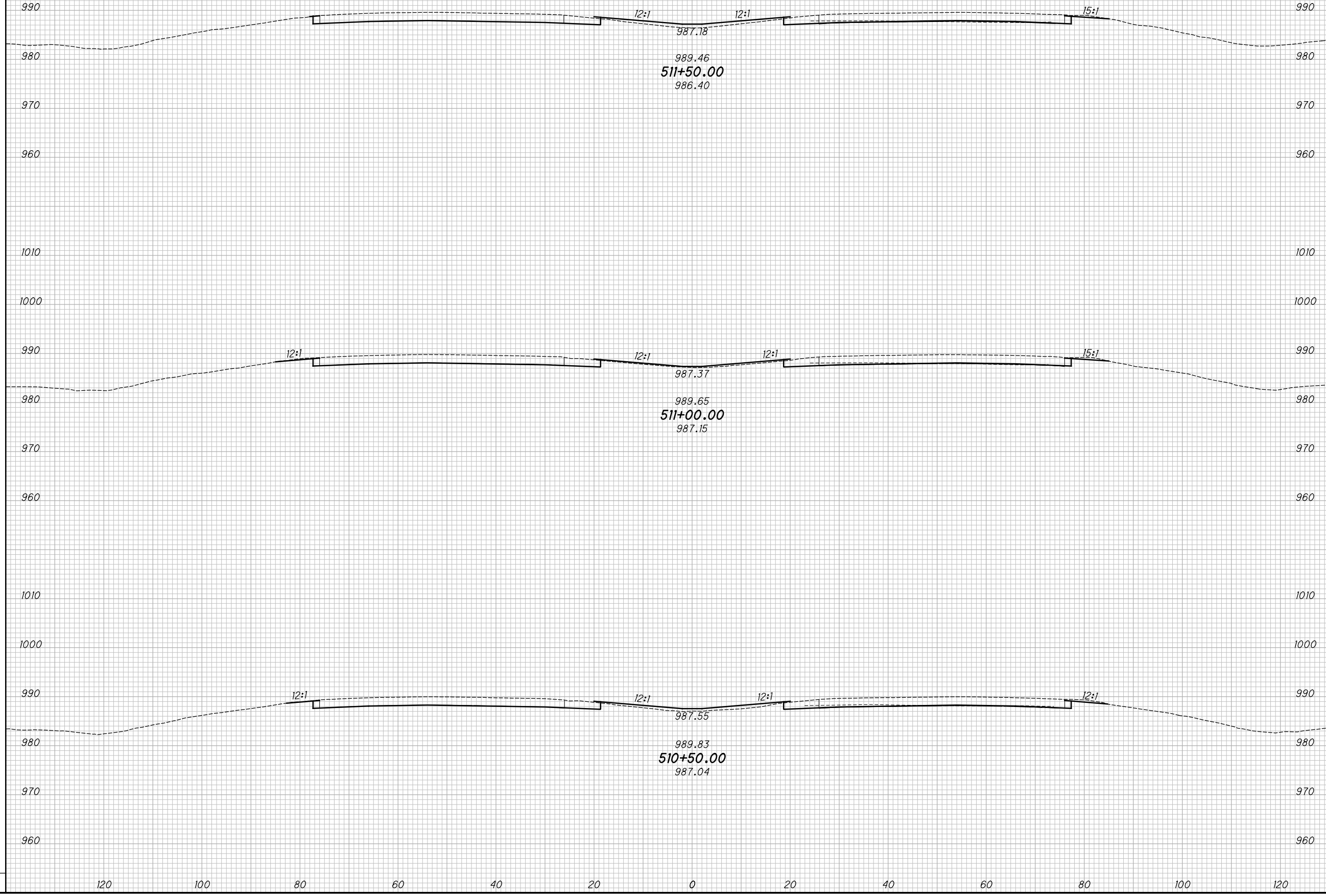
MAD-70-8.62

79
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_32 11/23/2020 2:11:00 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 510+50.00 TO STA. 511+50.00

MAD-70-8.62

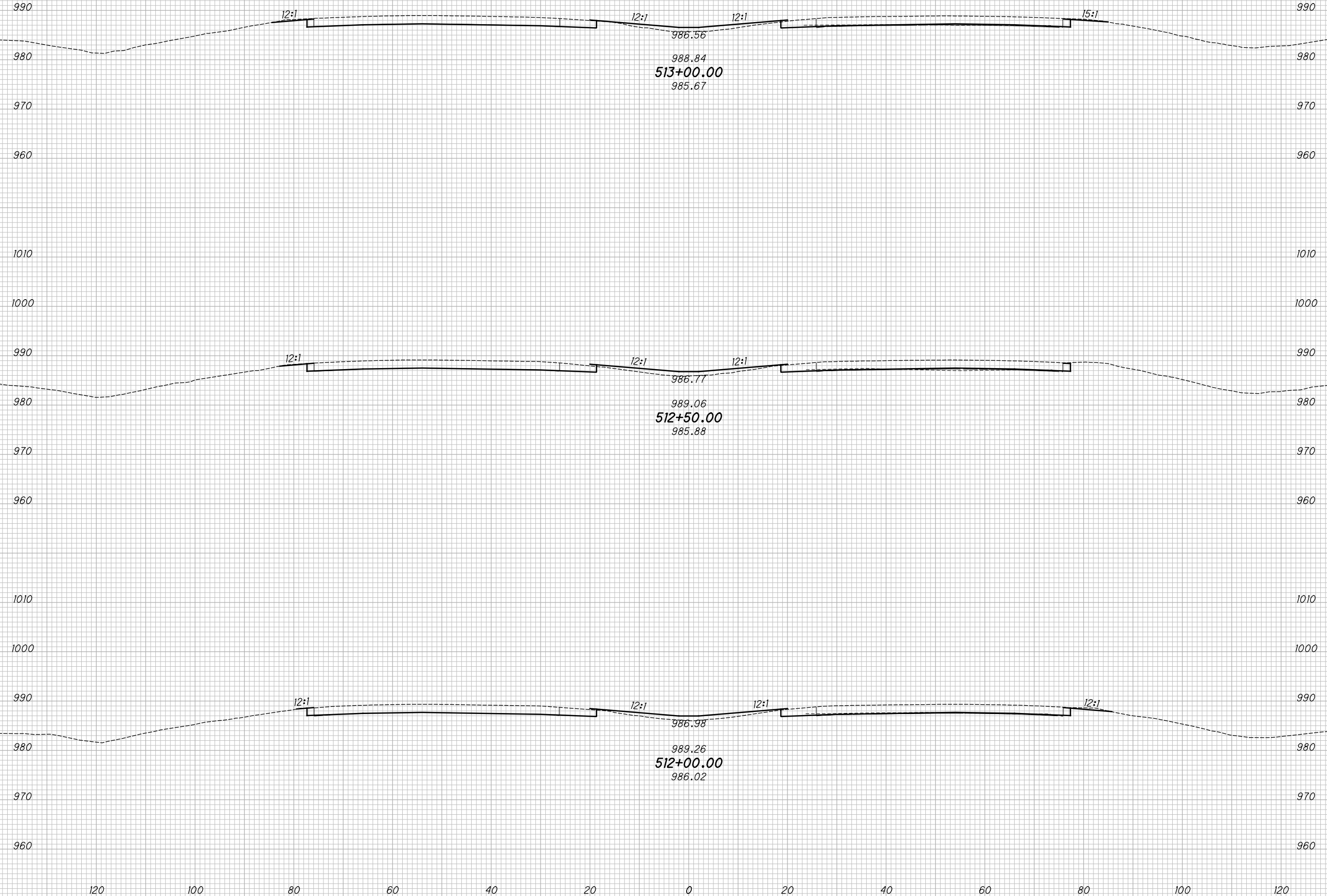
82
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_33 11/23/2020 2:11:02 PM kmihabea

SEEDING	
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 512+00.00 TO STA. 513+00.00

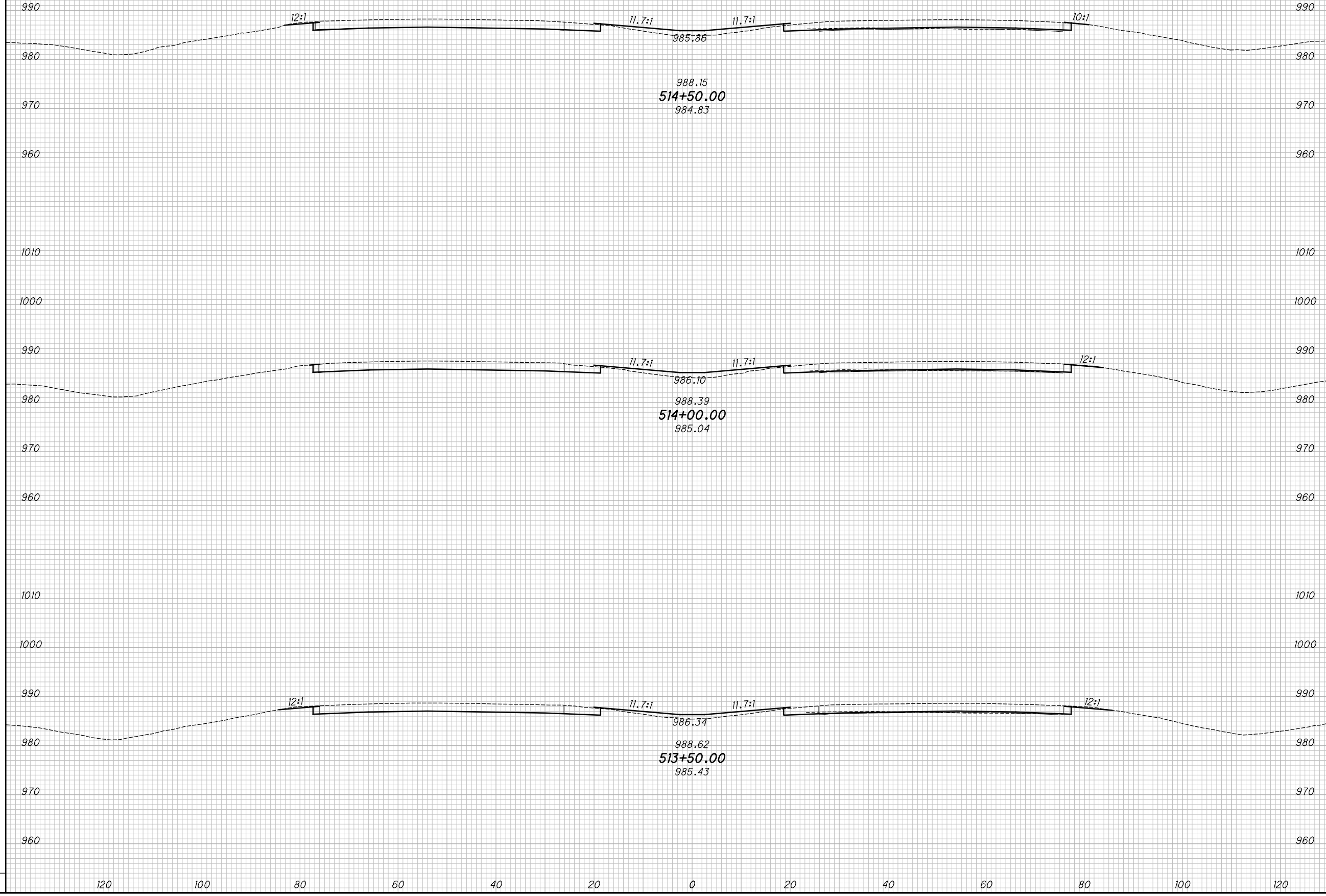
MAD-70-8.62

83
 470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_34 11/23/2020 2:11:04 PM kmihabea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 513+50.00 TO STA. 514+50.00

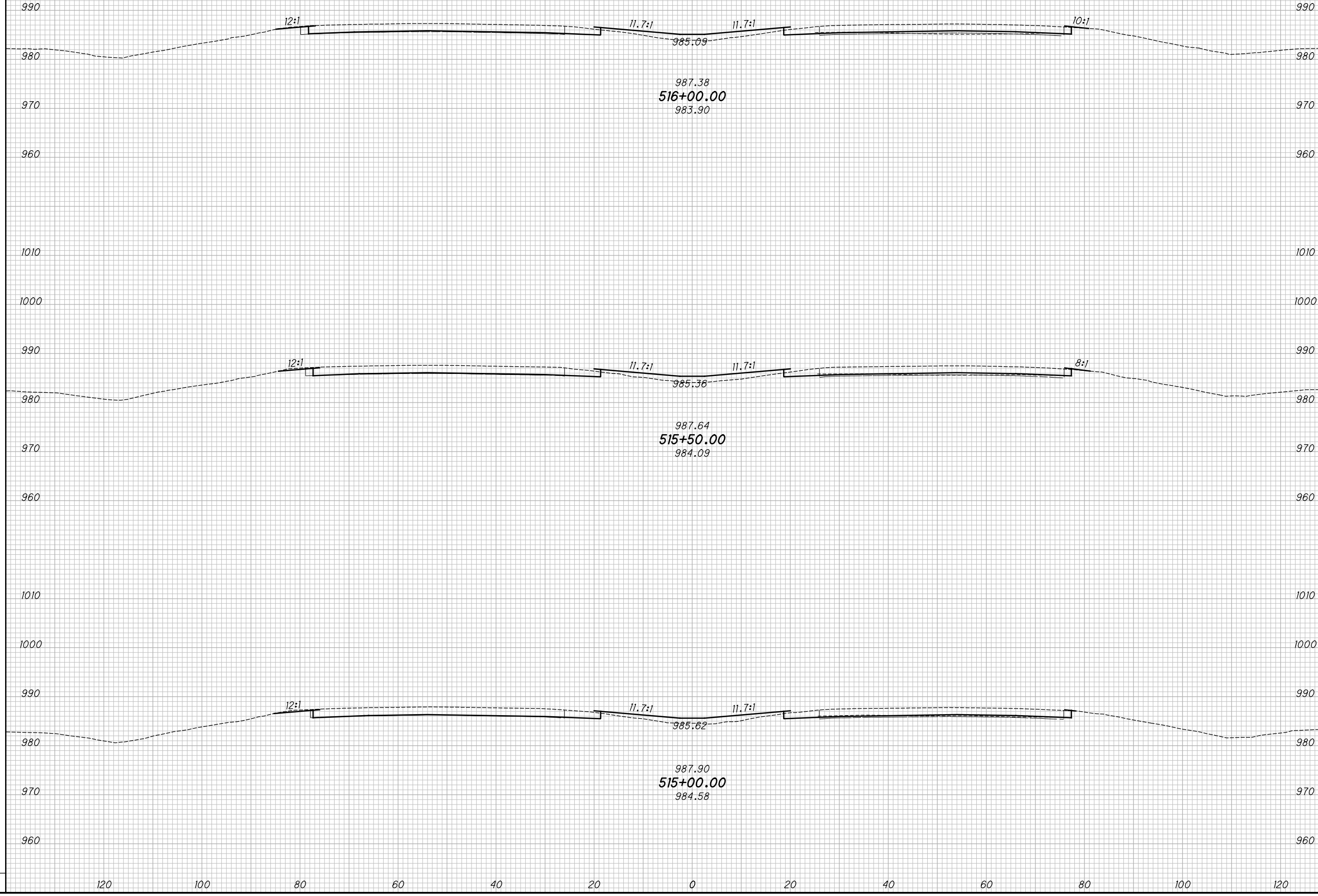
MAD-70-8.62

84
 470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_35 11/23/2020 2:11:07 PM kmihabea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 515+00.00 TO STA. 516+00.00

MAD-70-8.62

85
470

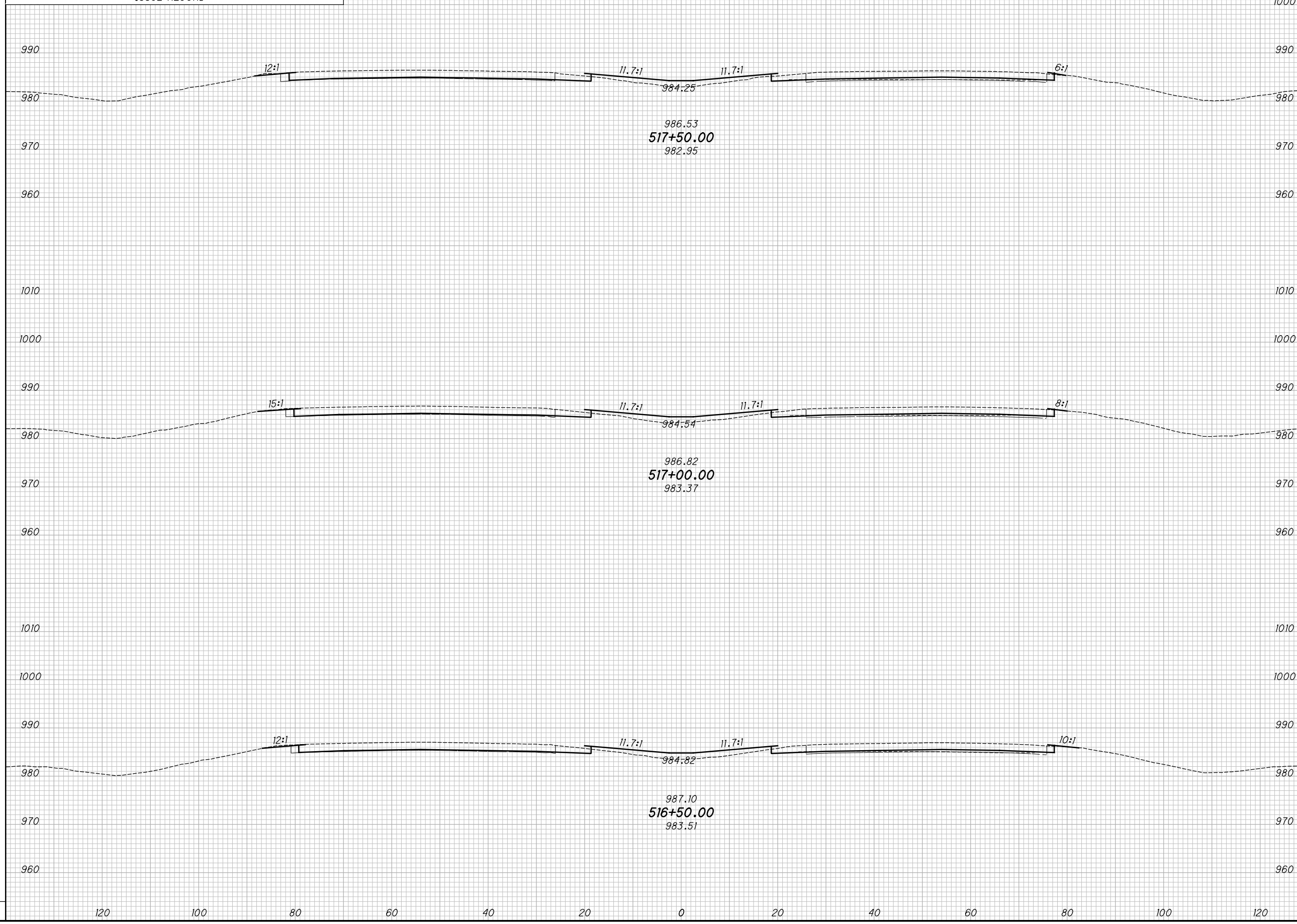
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_36 11/23/2020 2:11:09 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 516+50.00 TO STA. 517+50.00

MAD-70-8.62

86
470

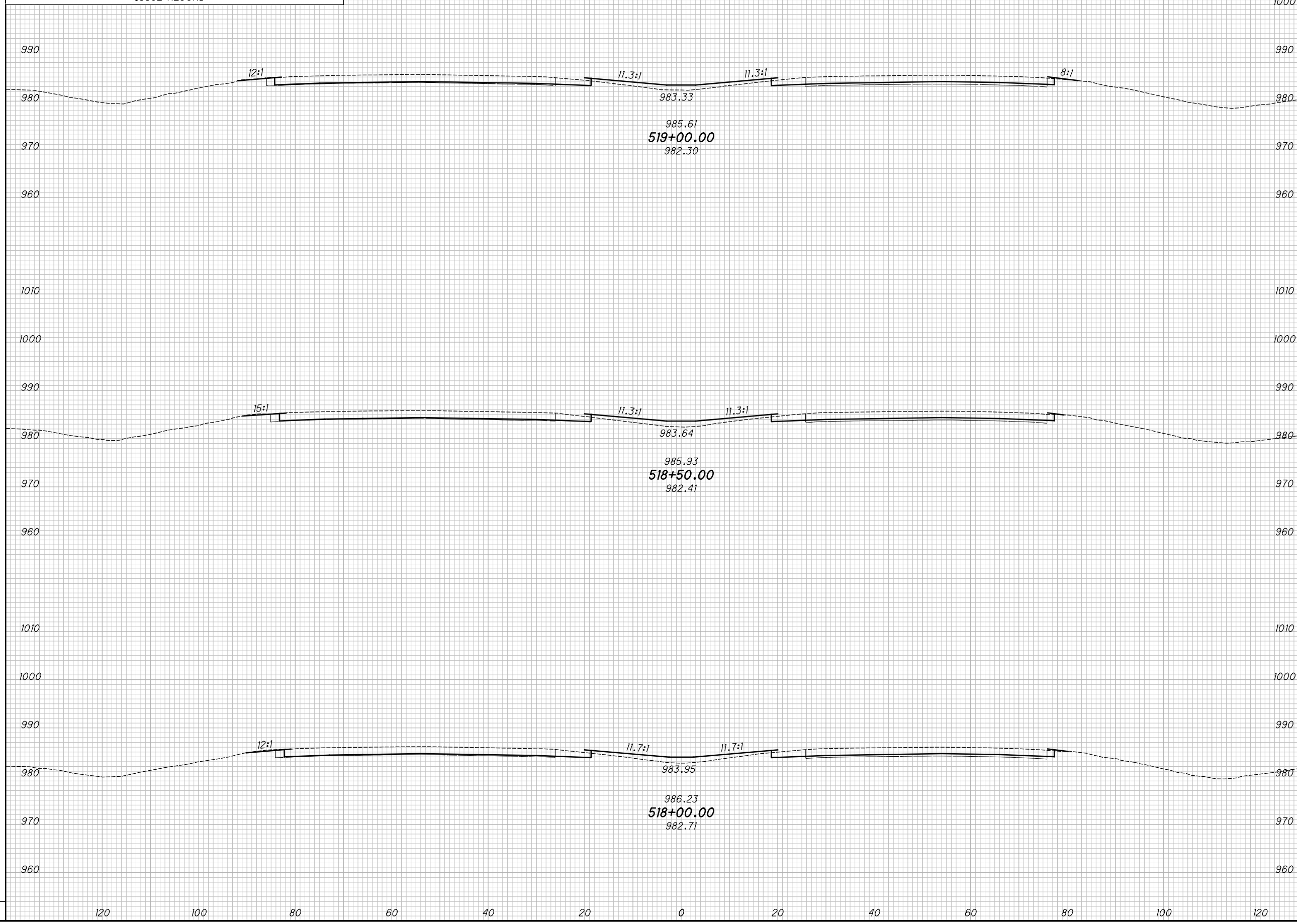
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_37 11/23/2020 2:11:11 PM kmhnlalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 518+00.00 TO STA. 519+00.00

MAD-70-8.62

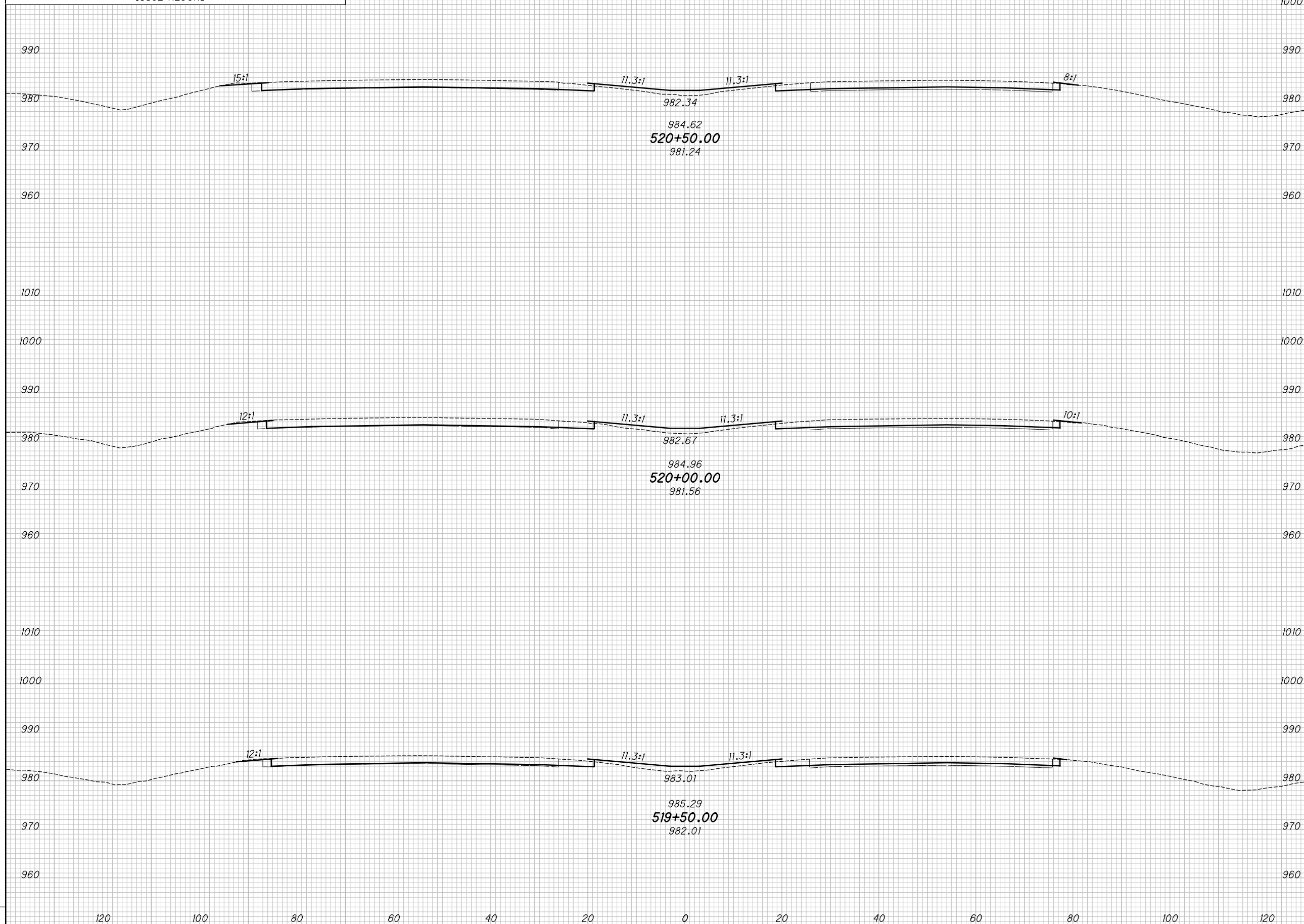
87
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_38 11/23/2020 2:11:14 PM kmhnlcea

SEEDING	
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



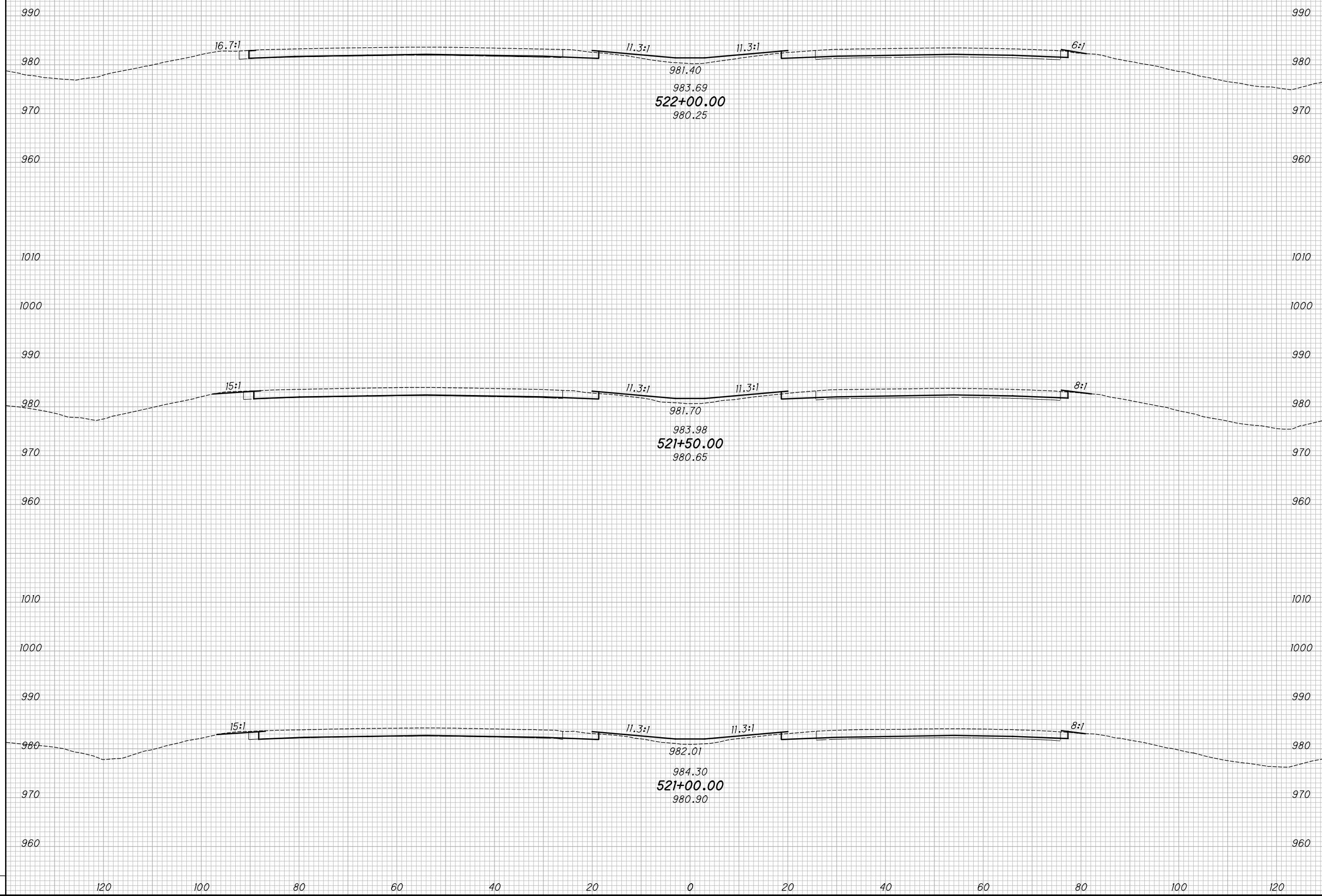
CROSS SECTIONS - IR 70
STA. 519+50.00 TO STA. 520+50.00

MAD-70-8.62

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_39 11/23/2020 2:11:16 PM kmhnlcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 521+00.00 TO STA. 522+00.00

MAD-70-8.62

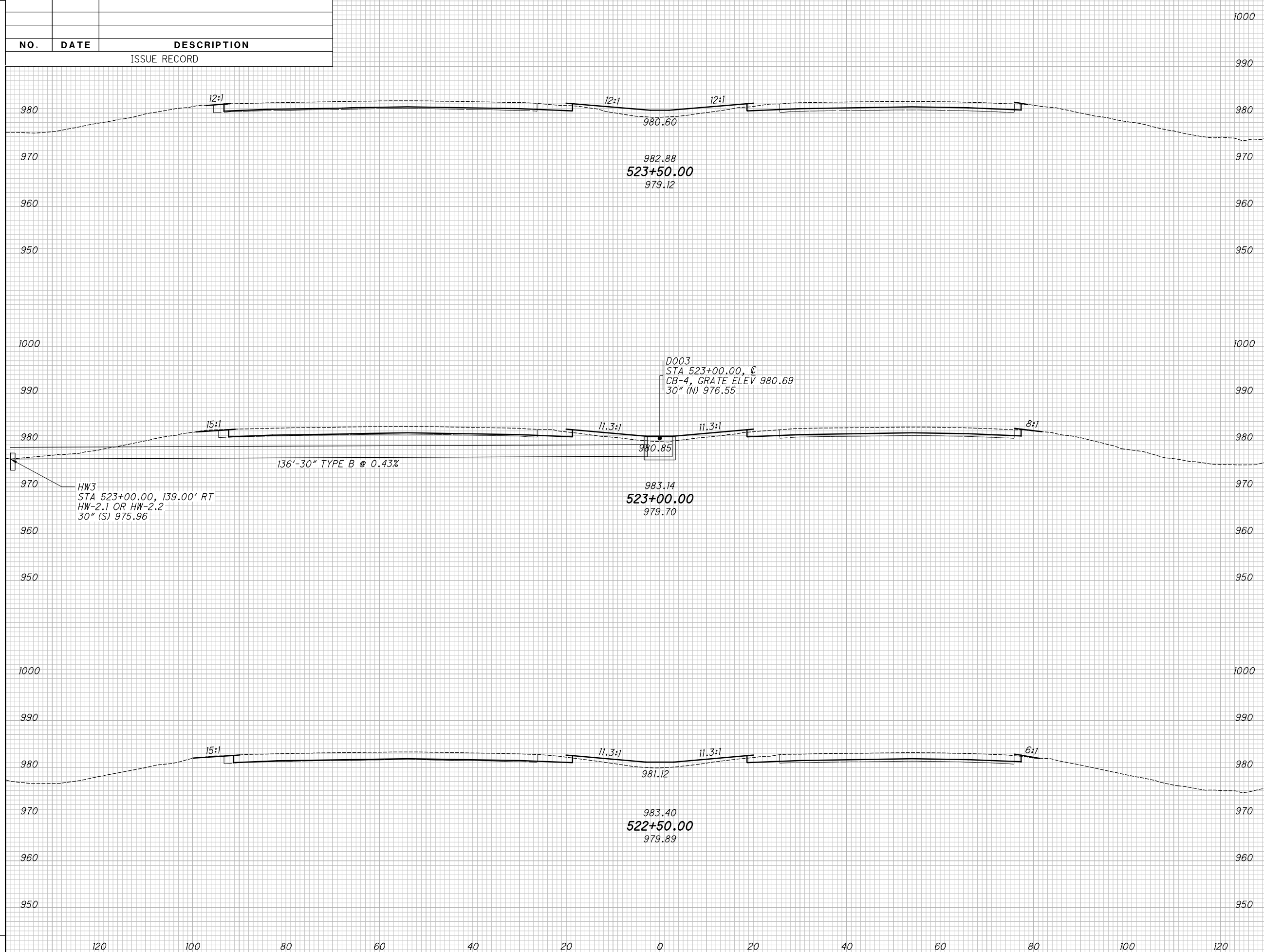
89
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_40 11/23/2020 2:11:18 PM kmhnlceca

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 522+50.00 TO STA. 523+50.00

MAD-70-8.62

90
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_41 11/23/2020 2:11:21 PM kmhnlace

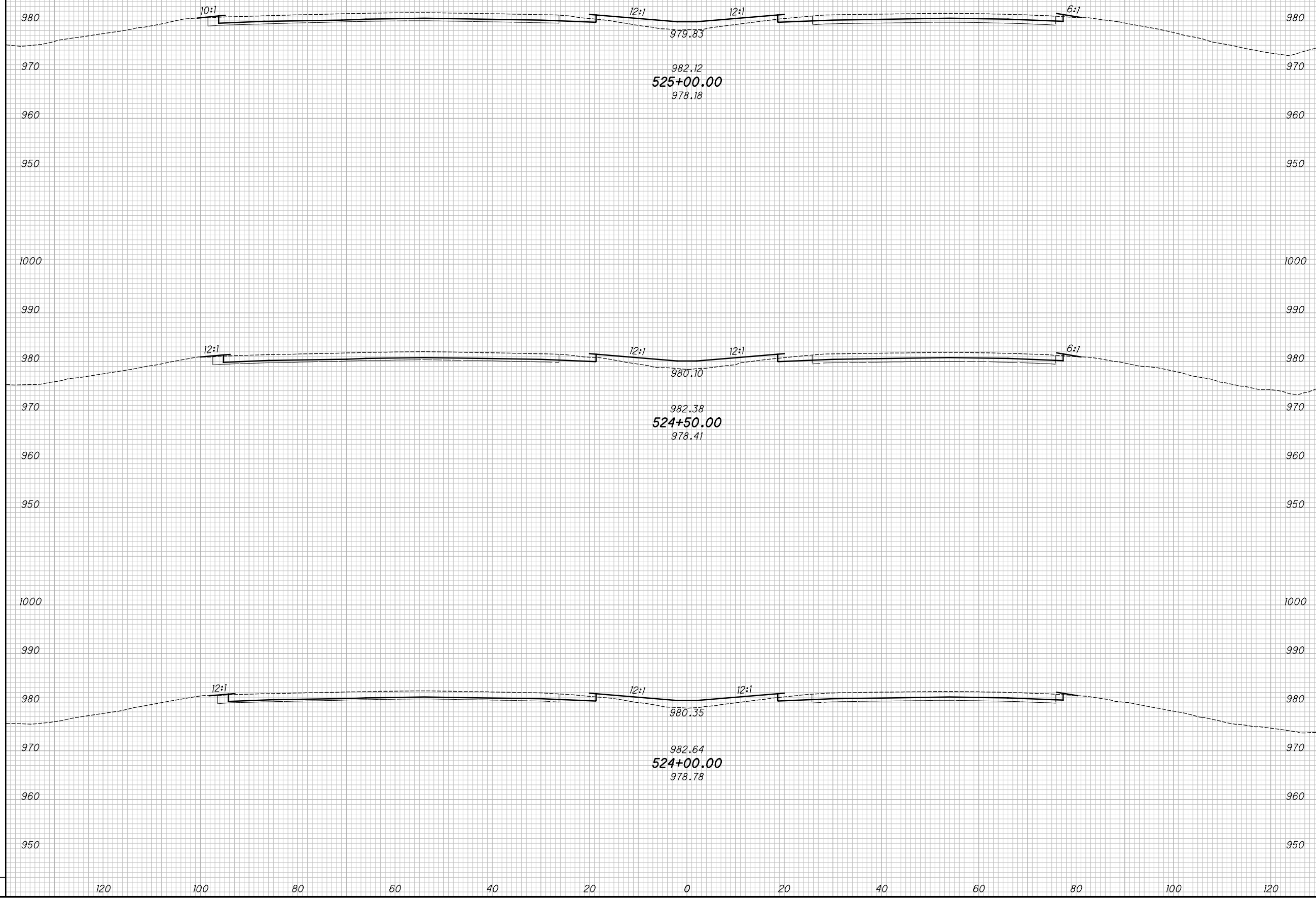
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
 STA. 524+00.00 TO STA. 525+00.00

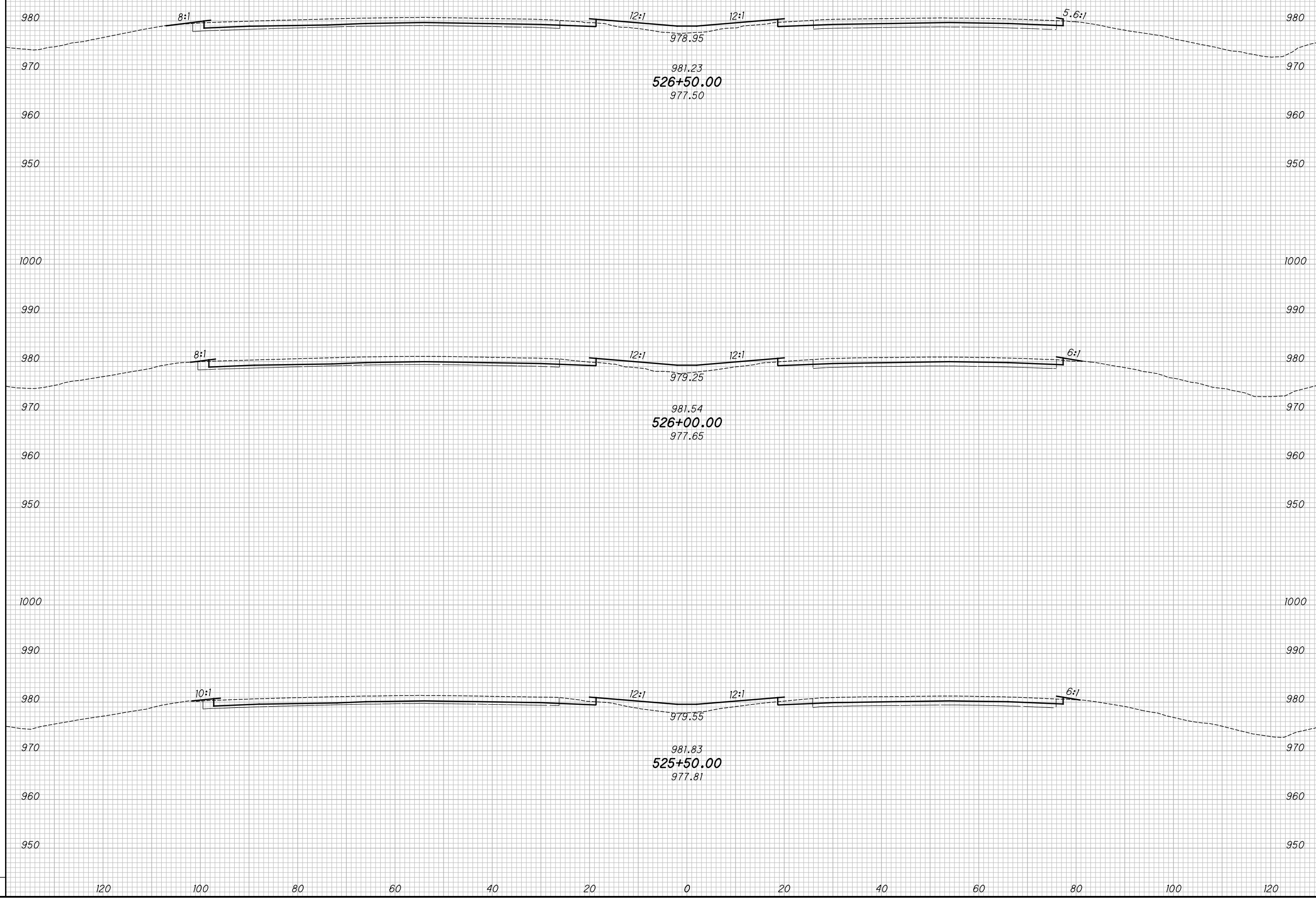
MAD-70-8.62

91
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_42 11/23/2020 2:11:23 PM kmhhaicea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 525+50.00 TO STA. 526+50.00

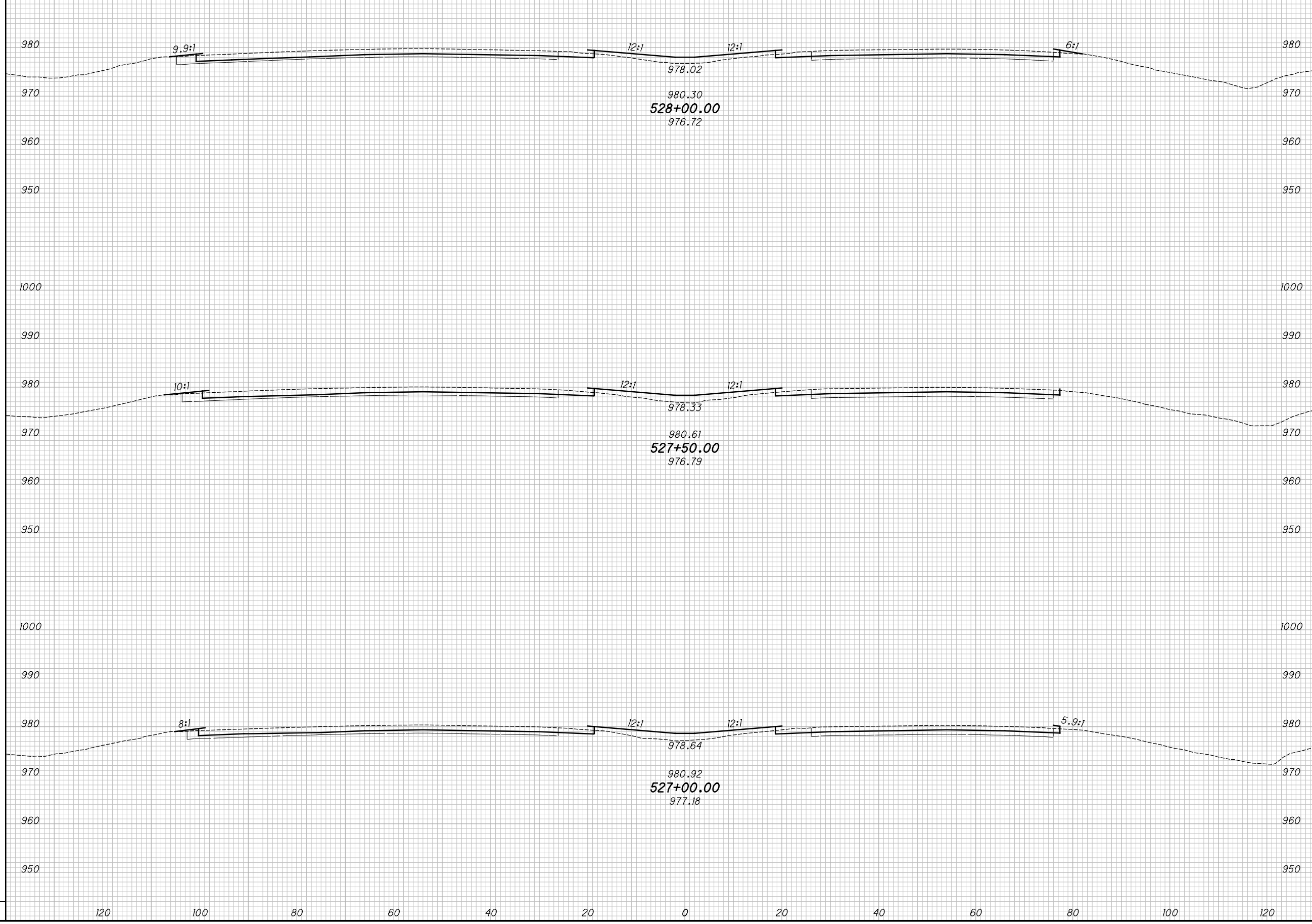
MAD-70-8.62

92
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_43 11/23/2020 2:11:25 PM kmhnlbca

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 527+00.00 TO STA. 528+00.00

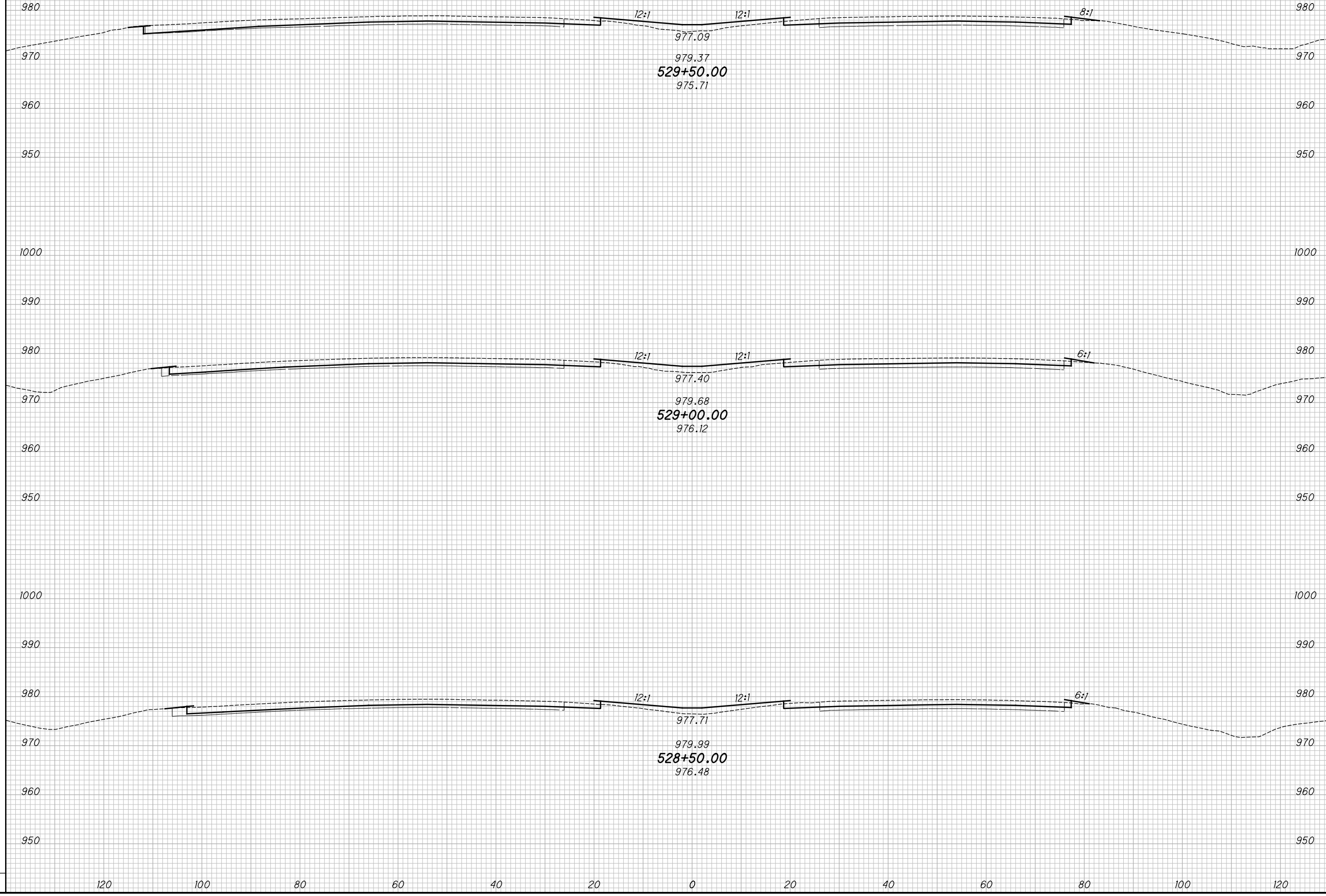
MAD-70-8.62

93
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_44 11/23/2020 2:11:28 PM kmhnlbca

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 528+50.00 TO STA. 529+50.00

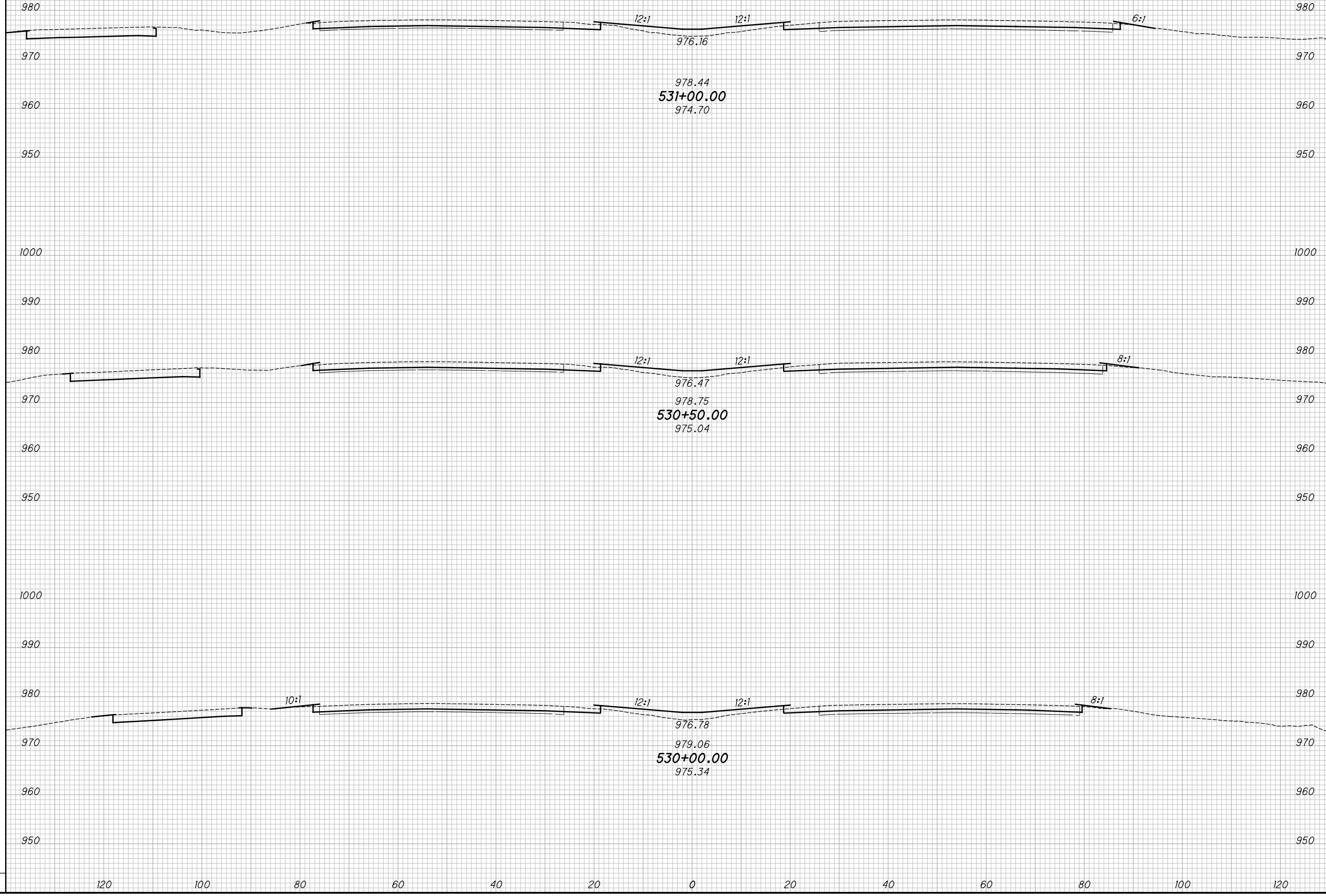
MAD-70-8.62

94
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_45 11/23/2020 2:11:30 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 530+00.00 TO STA. 531+00.00

MAD-70-8.62

95
470

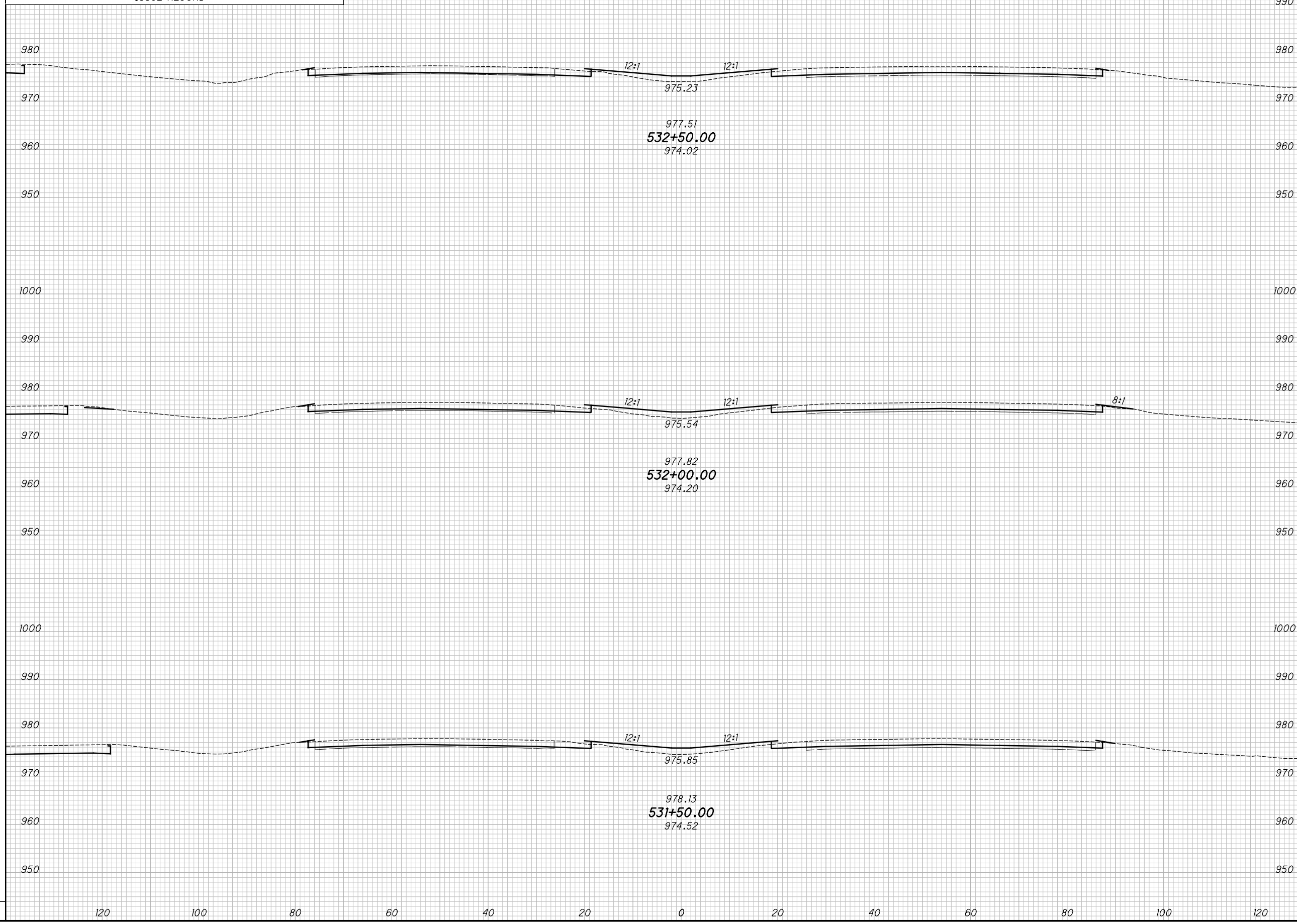
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_46 11/23/2020 2:11:32 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 531+50.00 TO STA. 532+50.00

MAD-70-8.62

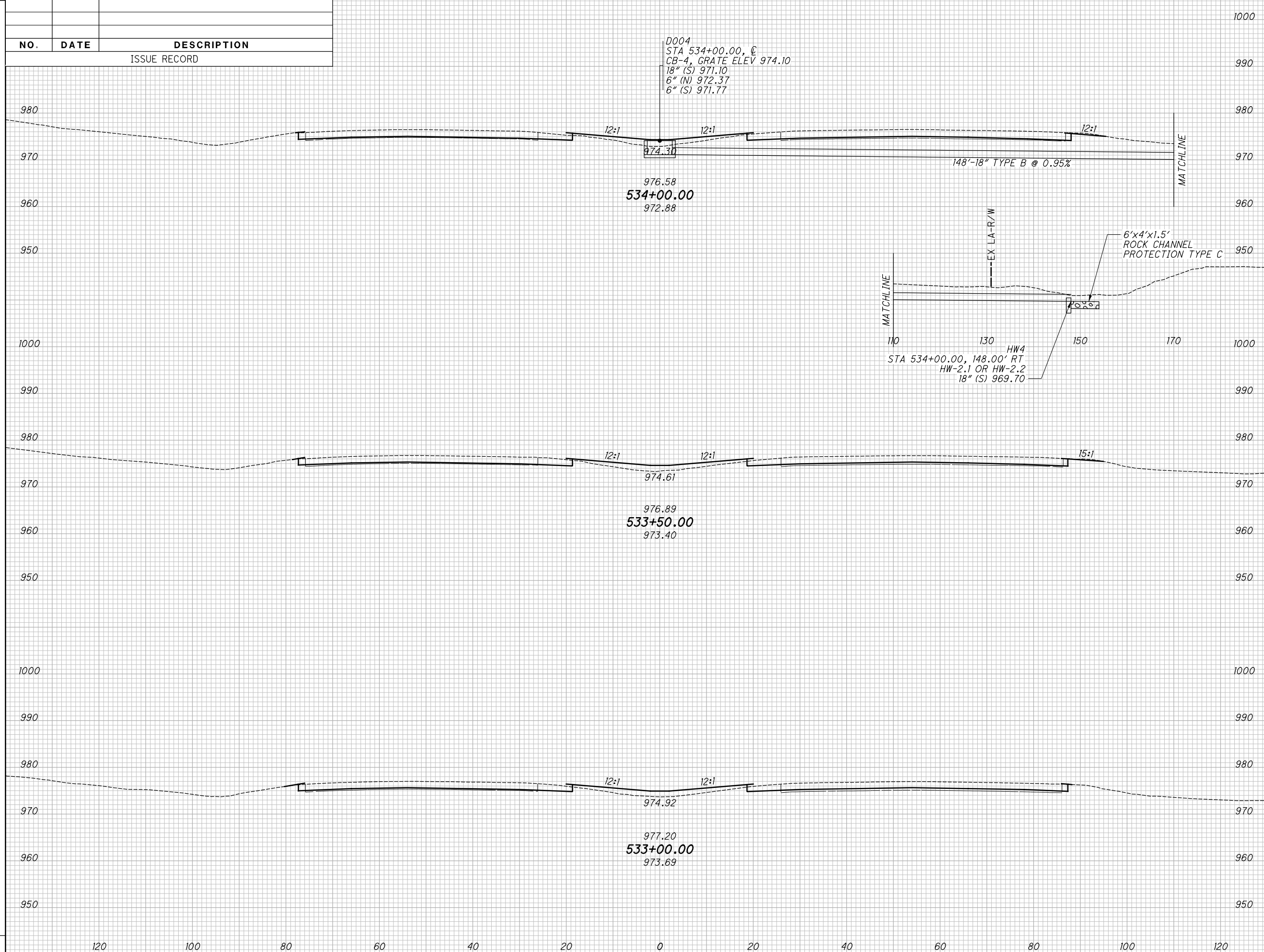
96
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_47 11/23/2020 2:12:23 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 533+00.00 TO STA. 534+00.00

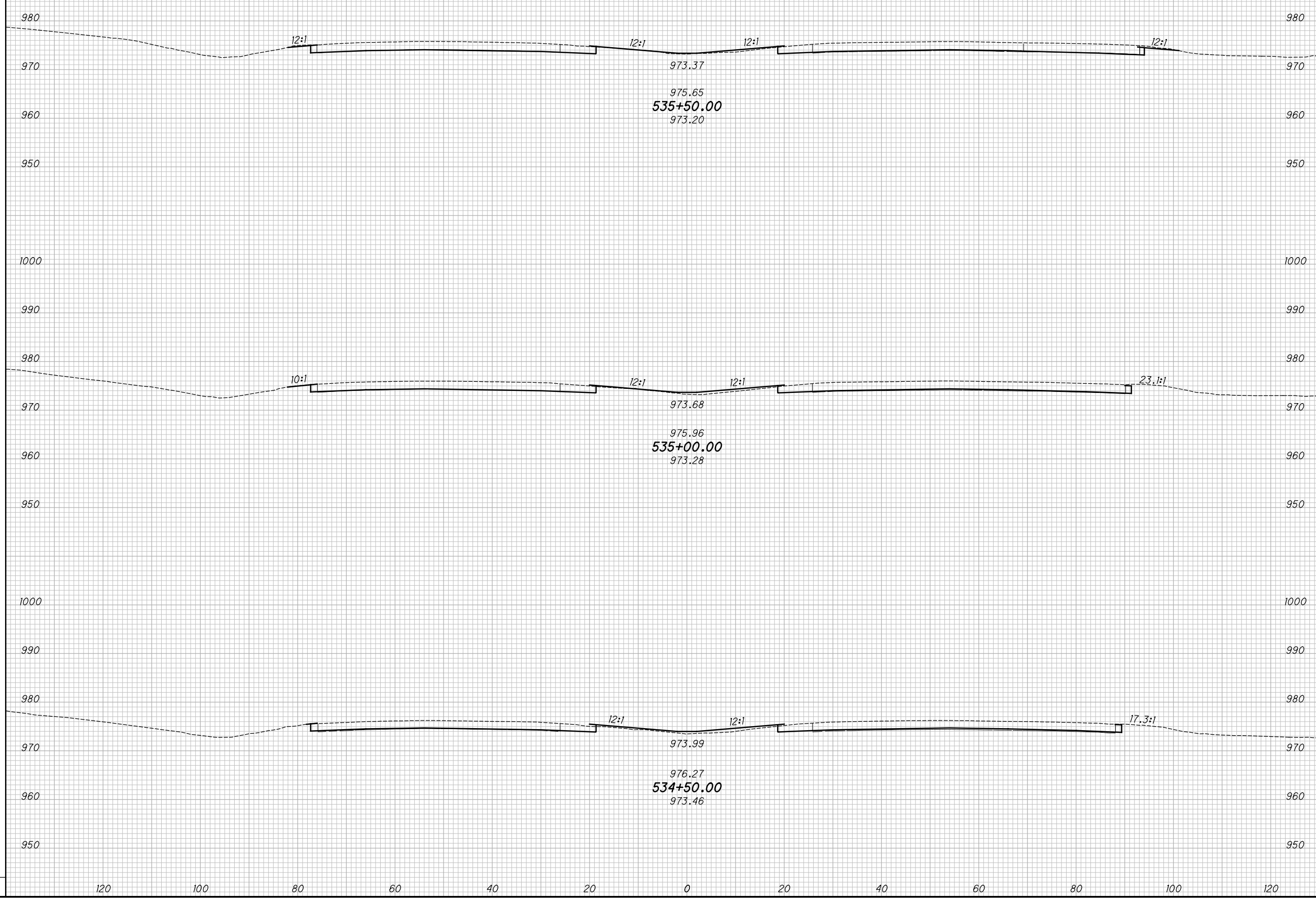
MAD-70-8.62

97
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_48 11/23/2020 2:12:33 PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 534+50.00 TO STA. 535+50.00

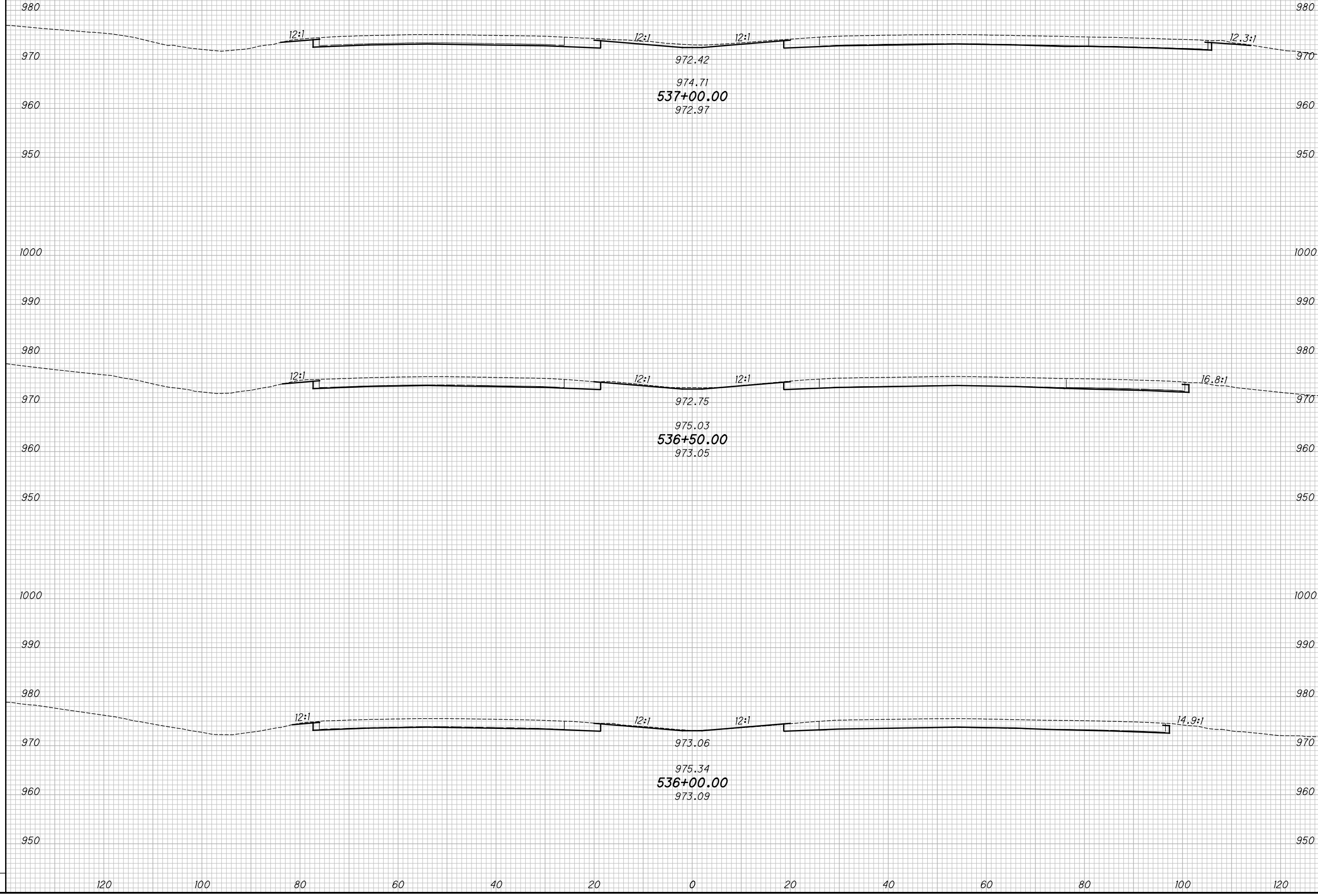
MAD-70-8.62

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_49 11/23/2020 2:12:35 PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

NO.	DATE	DESCRIPTION

END CUT	AREA FILL	VOLUME		CALCULATED KRF	CHECKED MJC
		CUT	FILL		



CROSS SECTIONS - IR 70
STA. 536+00.00 TO STA. 537+00.00

MAD-70-8.62

99
 470

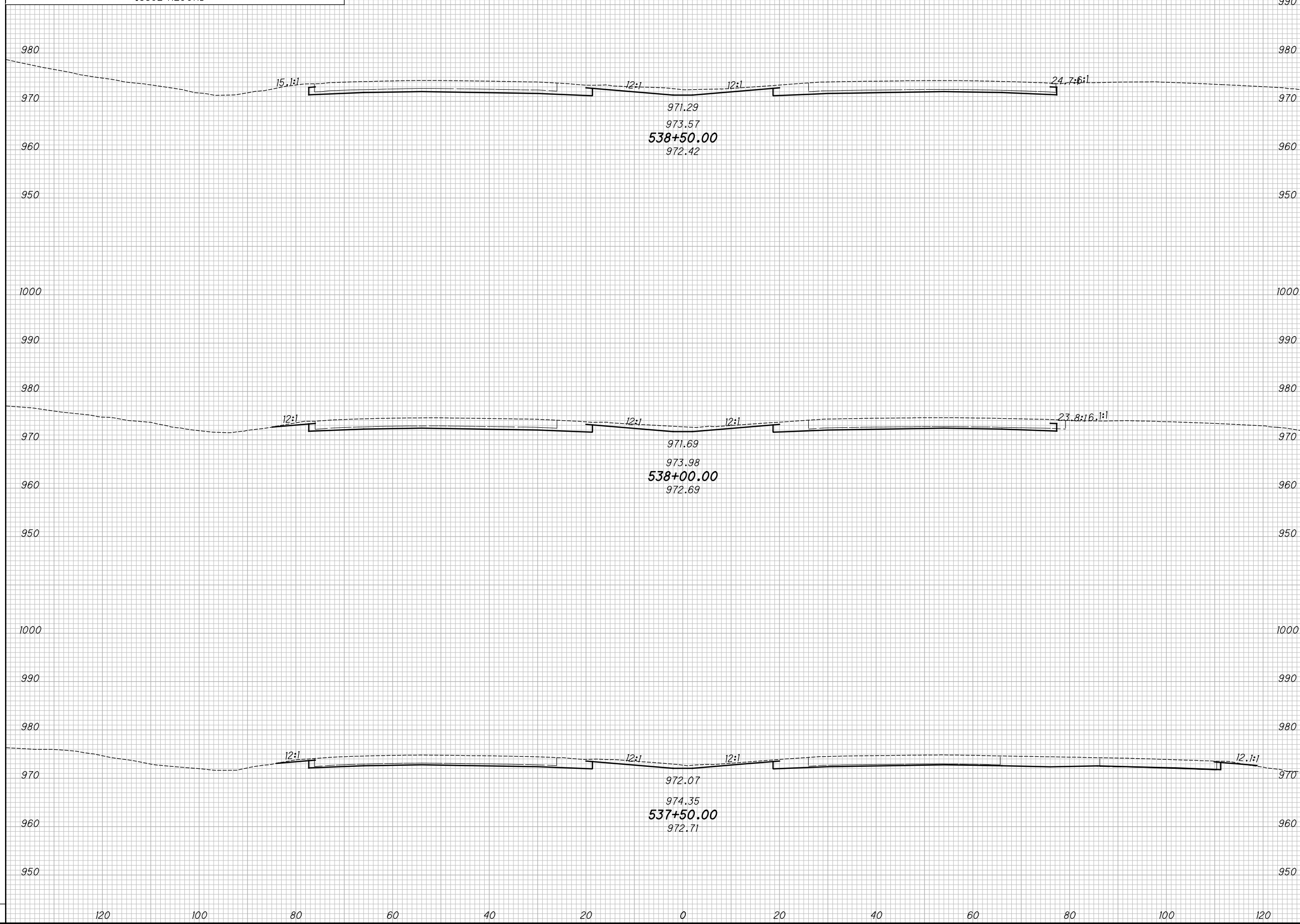
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_50 11/23/2020 2:42:37 PM kmhnlcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 537+50.00 TO STA. 538+50.00

MAD-70-8.62

100
470

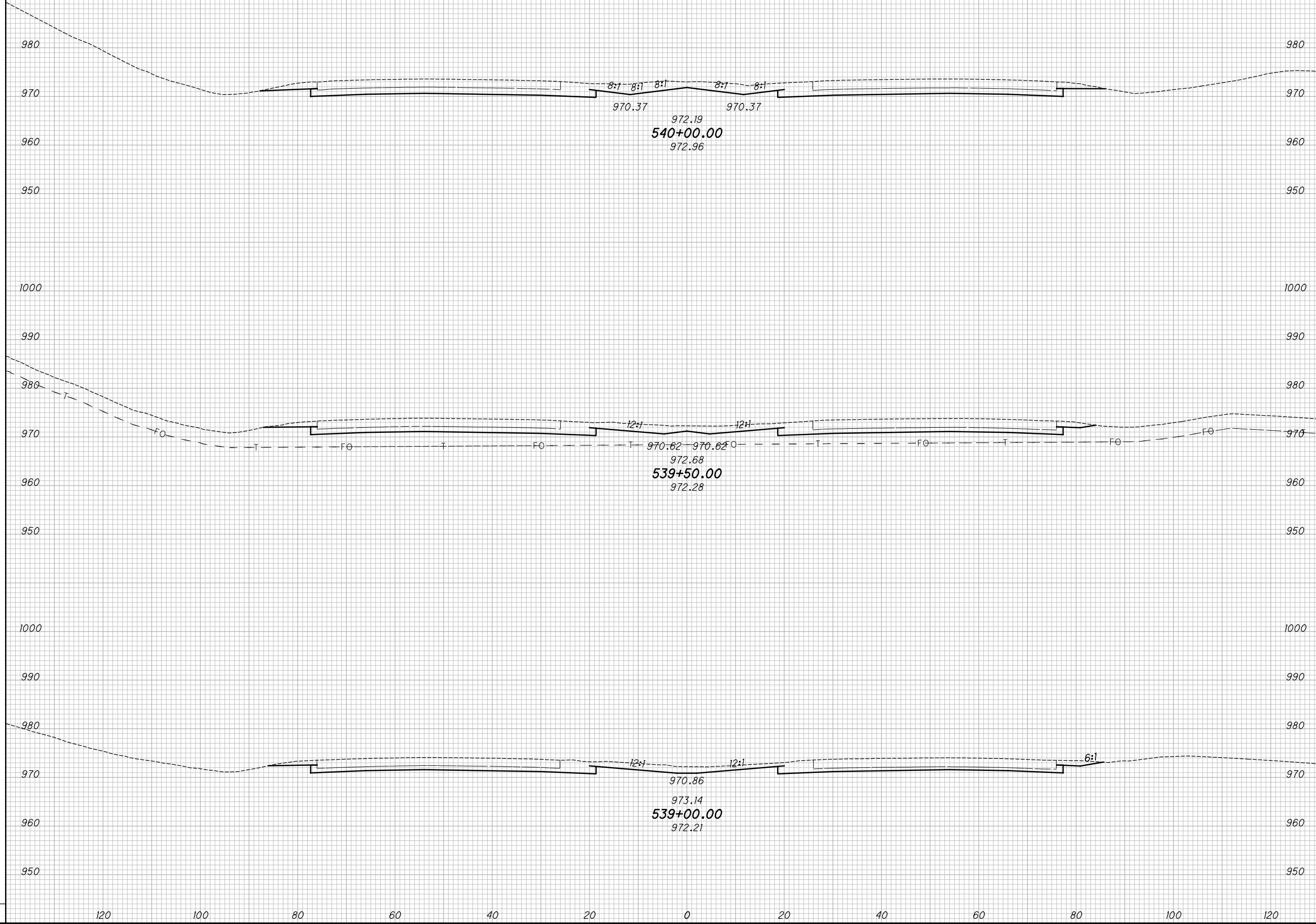
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_51 11/23/2020 2:24:40 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 539+00.00 TO STA. 540+00.00

MAD-70-8.62

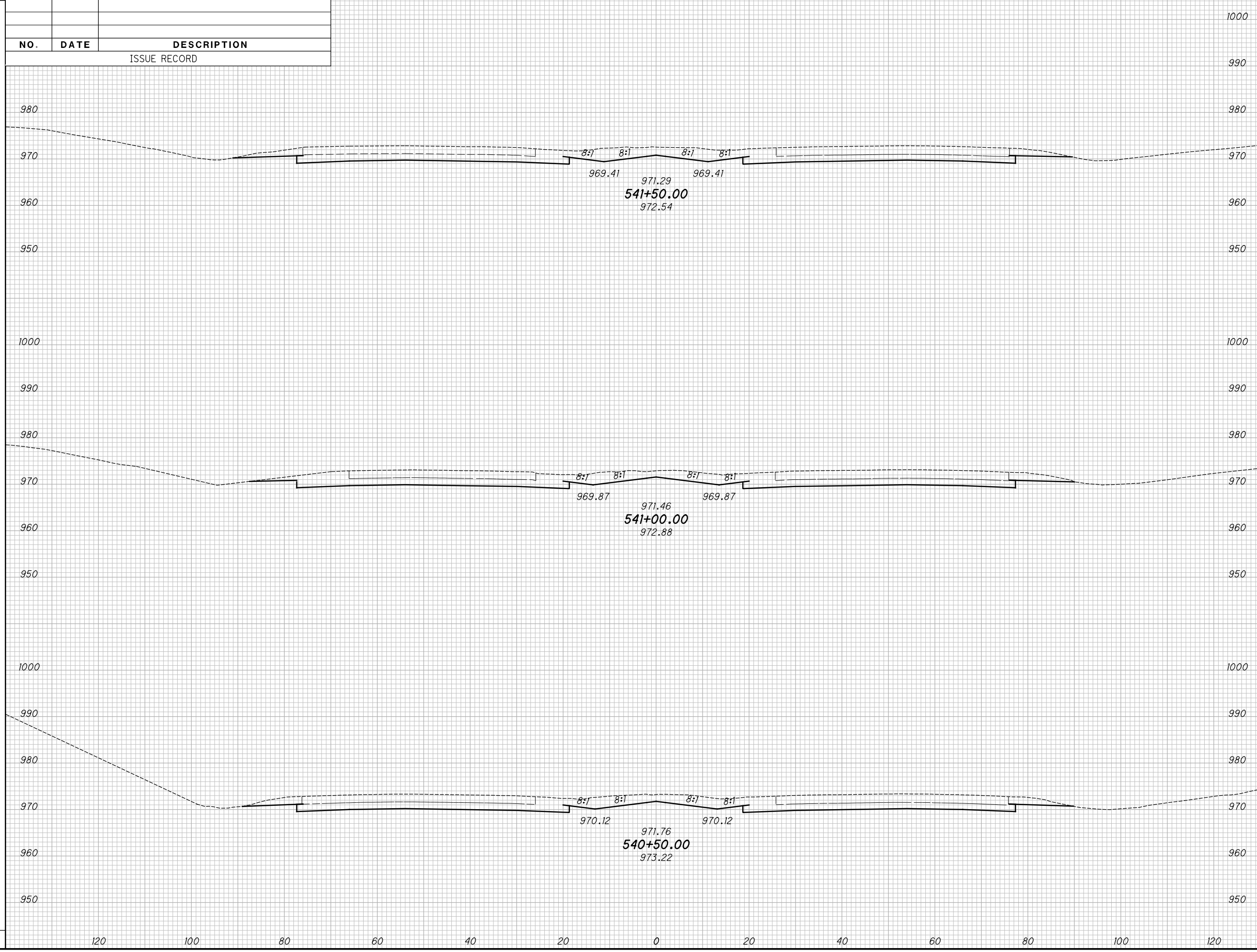
101
470

P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_XS001.dgn XS_SHEET_temporary_model_name_52 11/23/2020 2:12:42 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 540+50.00 TO STA. 541+50.00

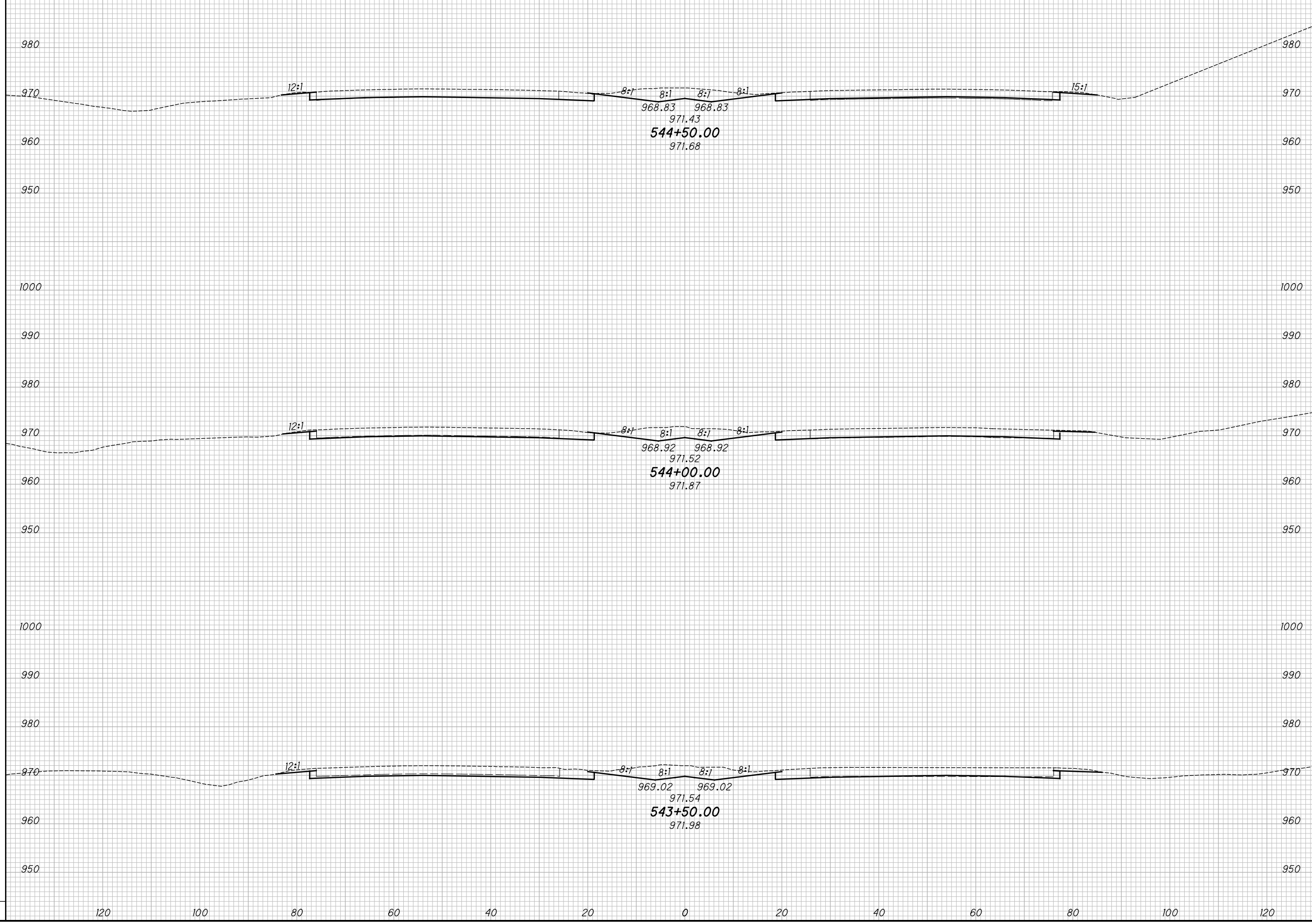
MAD-70-8.62

102
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_54 11/23/2020 2:24:47 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 543+50.00 TO STA. 544+50.00

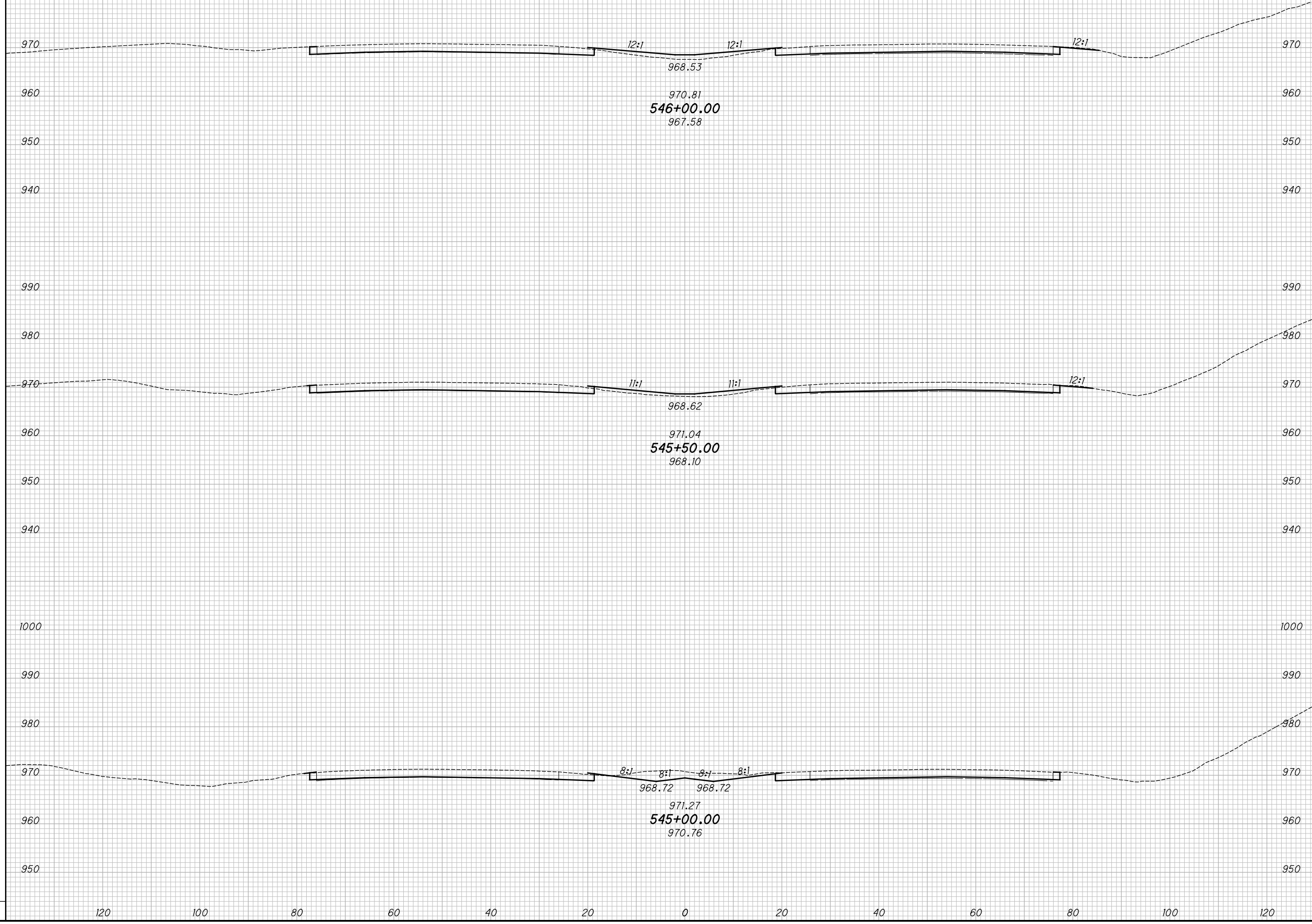
MAD-70-8.62

104
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_55 11/23/2020 2:24:49 PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 545+00.00 TO STA. 546+00.00

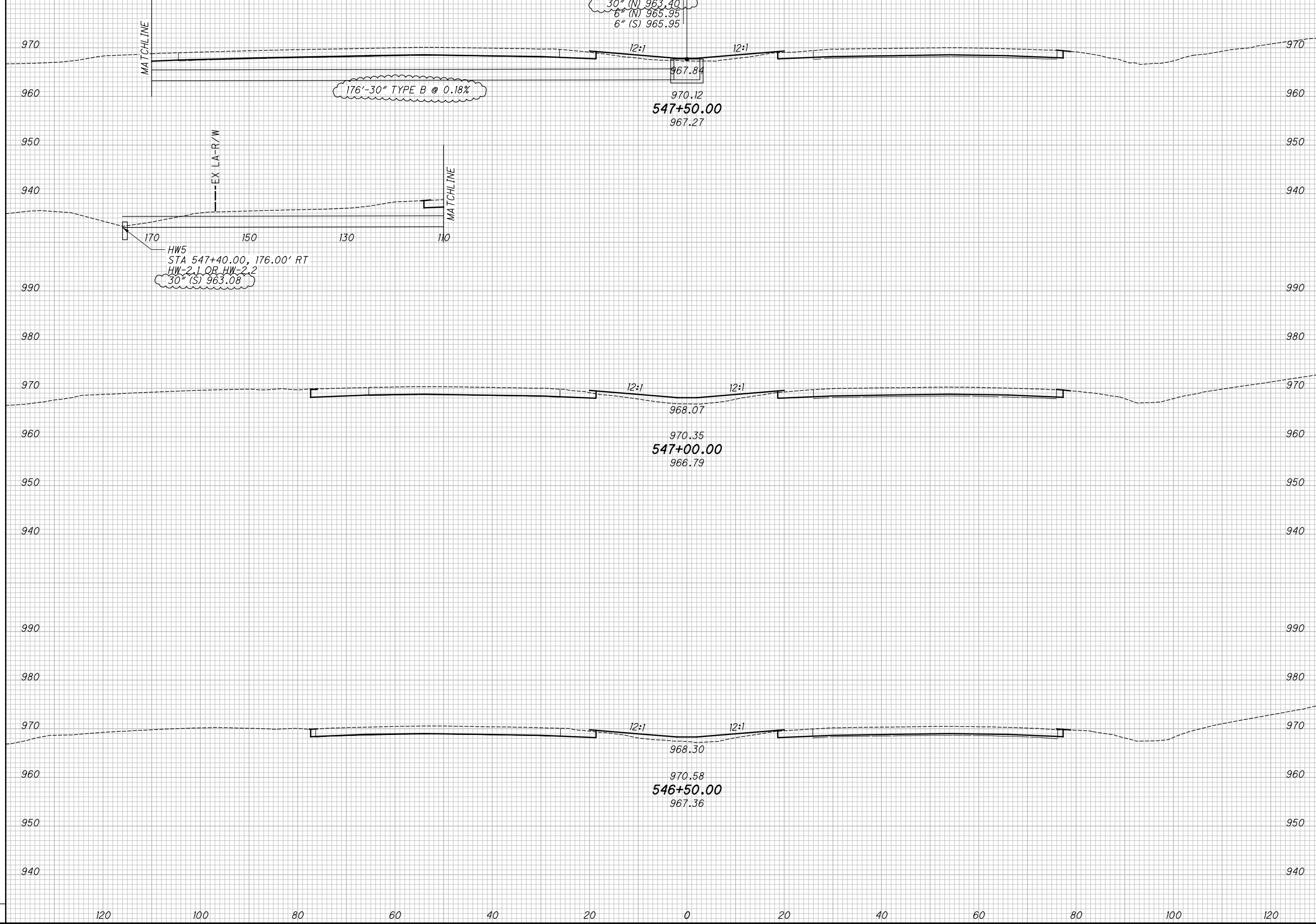
MAD-70-8.62

105
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_56 12/9/2020 11:52:56 AM kmhnlacea

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
ISSUE RECORD			
NO.	DATE	DESCRIPTION	

END AREA		VOLUME		CALCULATED KRF	CHECKED MJC
CUT	FILL	CUT	FILL		
CROSS SECTIONS - IR 70					
STA. 546+50.00 TO STA. 547+50.00					
MAD-70-8.62					
106 470					



D005
 STA 547+40.00, C
 CB-4, GRATE ELEV 967.65
 30" (N) 963.40
 6" (N) 965.95
 6" (S) 965.95

176'-30" TYPE B @ 0.18%

HW5
 STA 547+40.00, 176.00' RT
 HW-2.1 OR HW-2.2
 30" (S) 963.08

MATCHLINE

MATCHLINE

EX LA-R/W

170 150 130 110

12:1

12:1

12:1

12:1

12:1

12:1

967.84
 970.12
547+50.00
 967.27

968.07
 970.35
547+00.00
 966.79

968.30
 970.58
546+50.00
 967.36

120 100 80 60 40 20 0 20 40 60 80 100 120

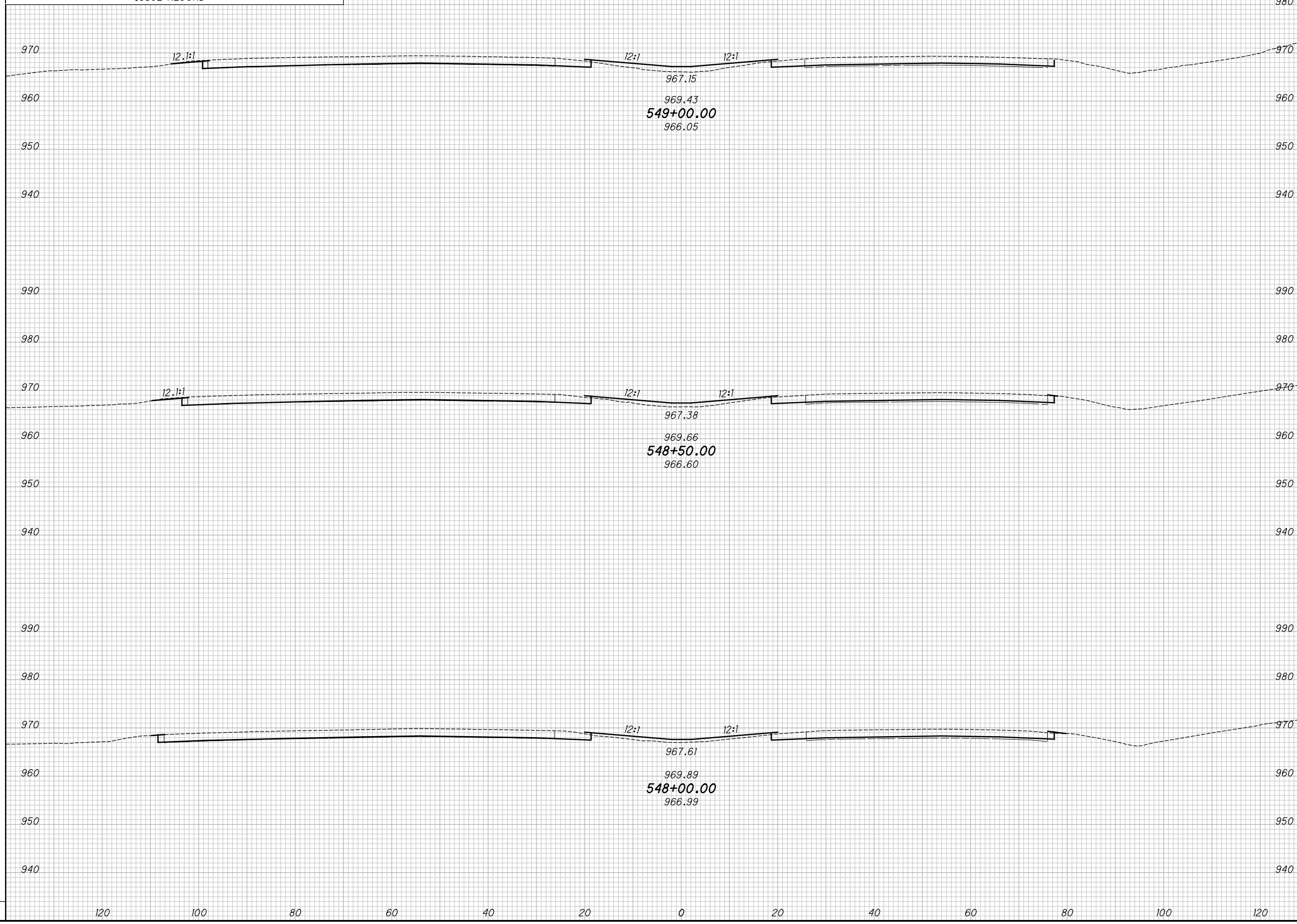
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 548+00.00 TO STA. 549+00.00

MAD-70-8.62

107
470

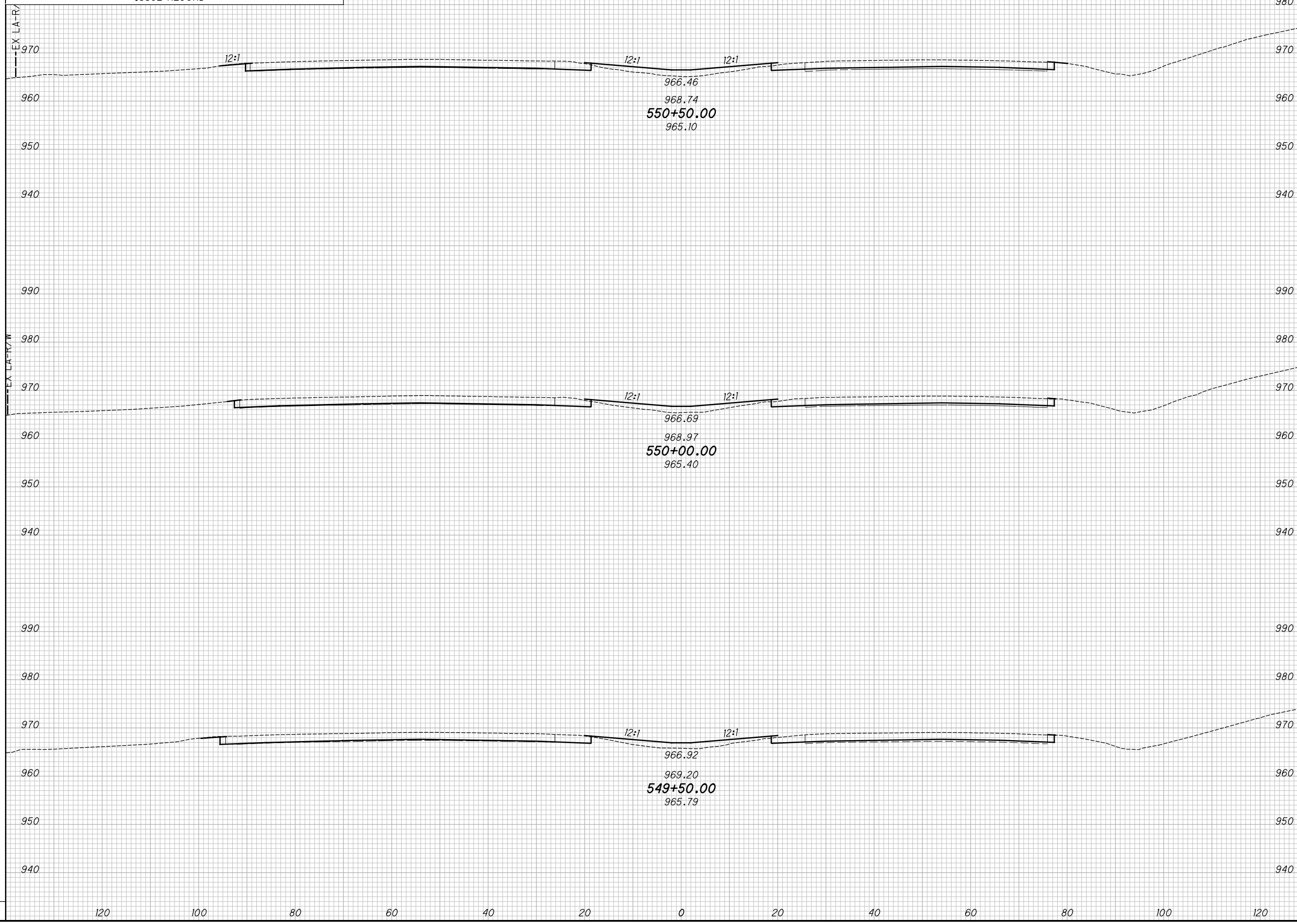
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 549+50.00 TO STA. 550+50.00

MAD-70-8.62

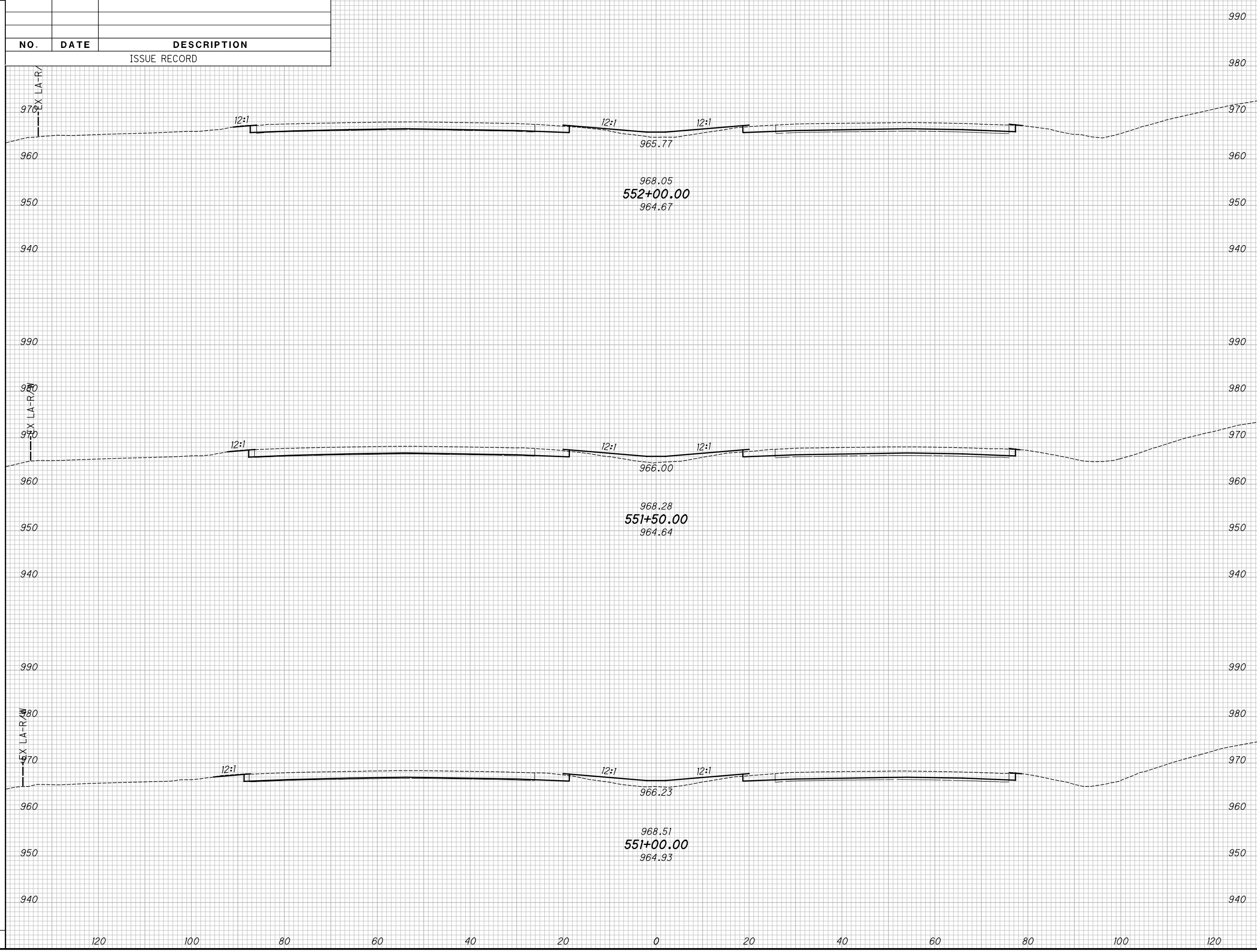
108
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_59 11/23/2020 2:12:58 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 551+00.00 TO STA. 552+00.00

MAD-70-8.62

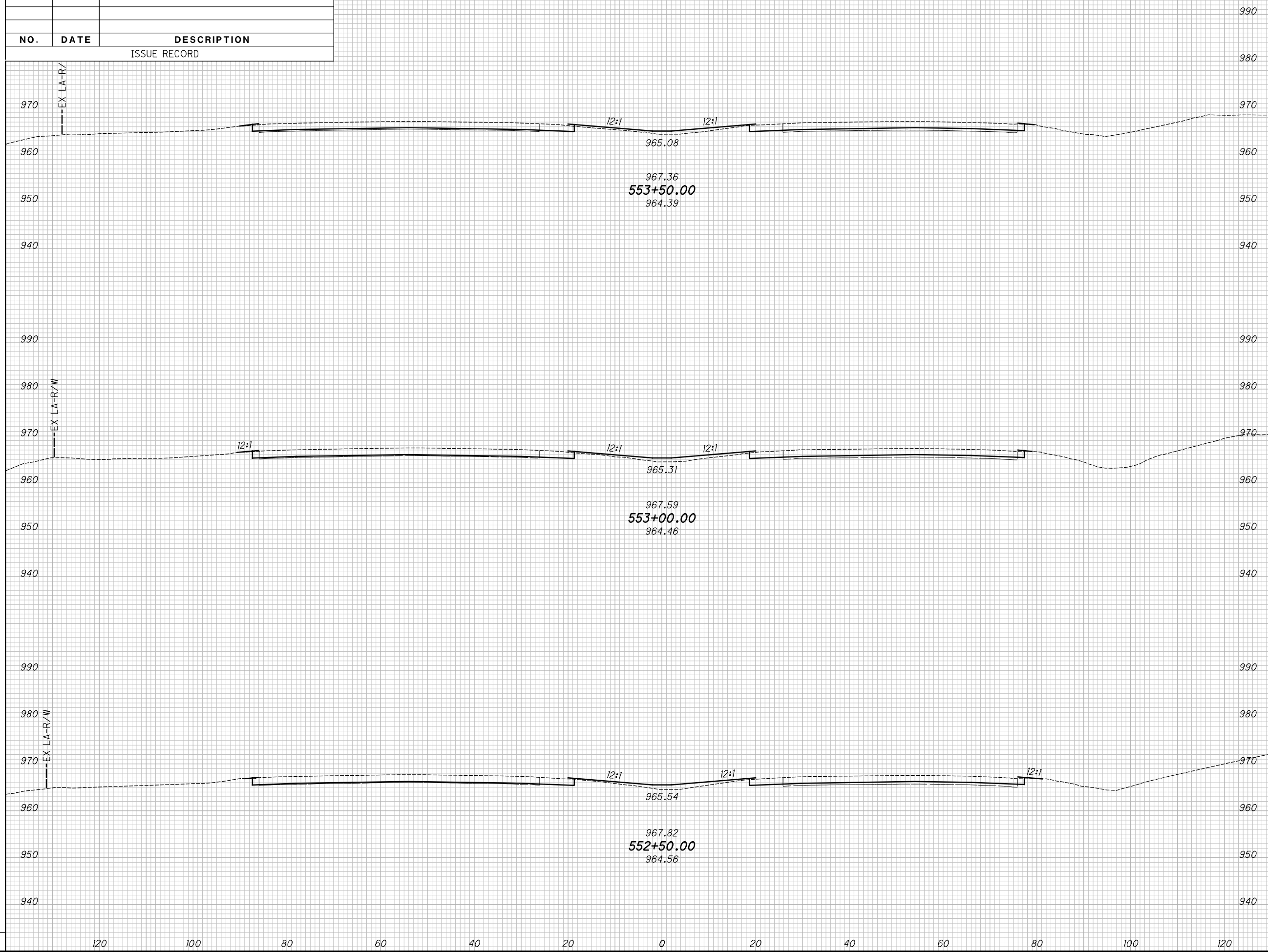
109
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_60 11/23/2020 2:13:00 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
 STA. 552+50.00 TO STA. 553+50.00

MAD-70-8.62

110
470

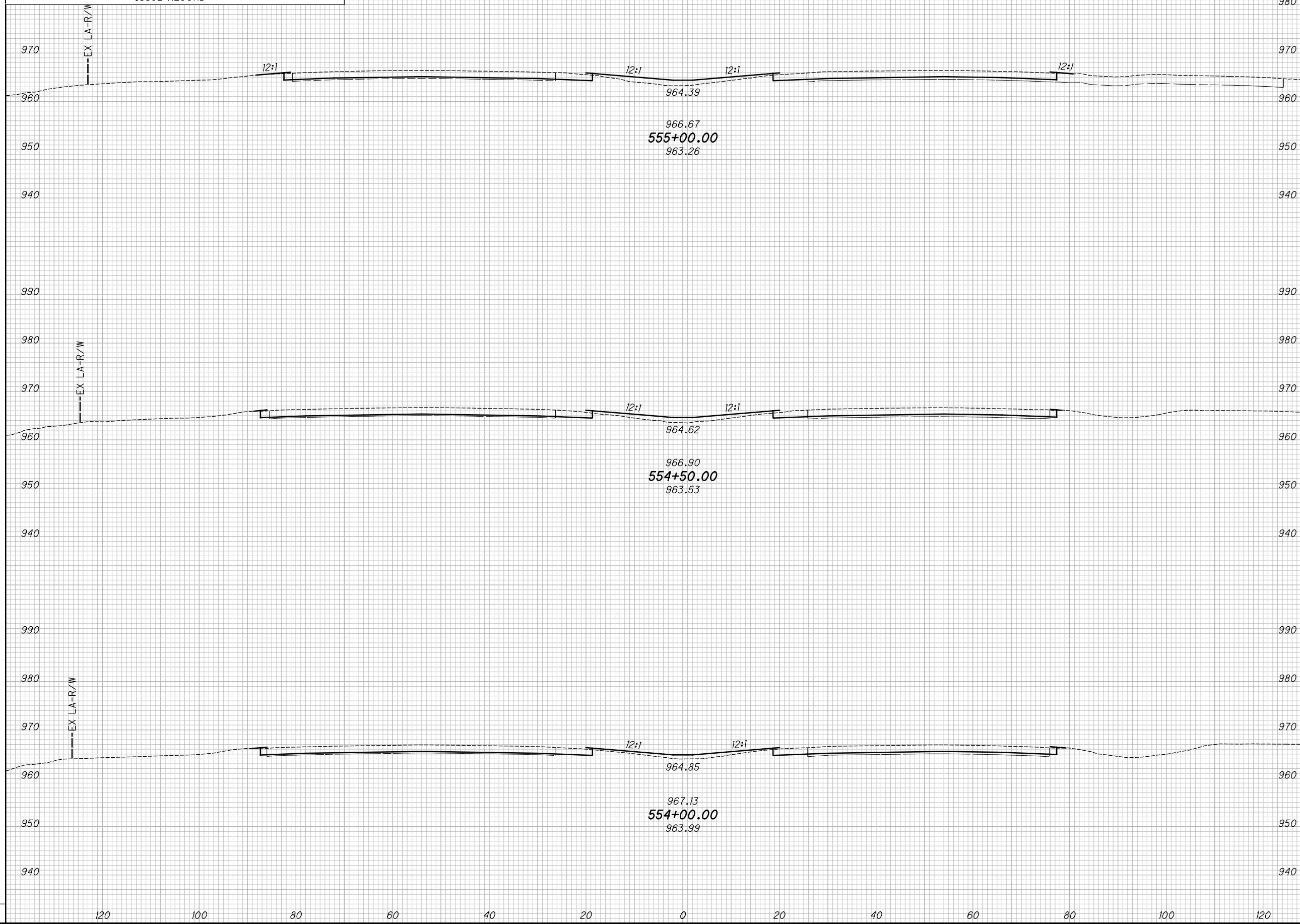
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 554+00.00 TO STA. 555+00.00

MAD-70-8.62

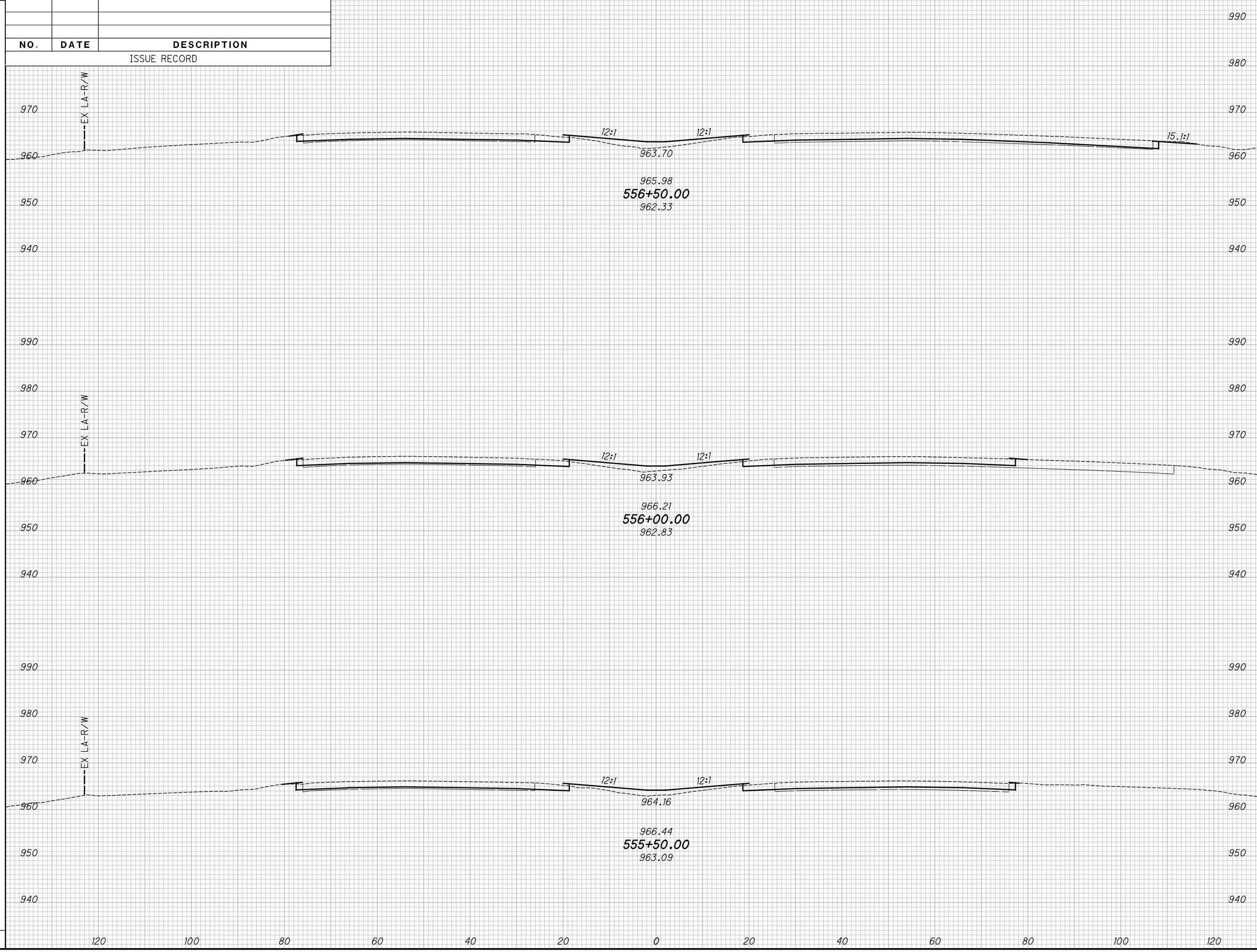
111
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_62 11/23/2020 2:33:05 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 555+50.00 TO STA. 556+50.00

MAD-70-8.62

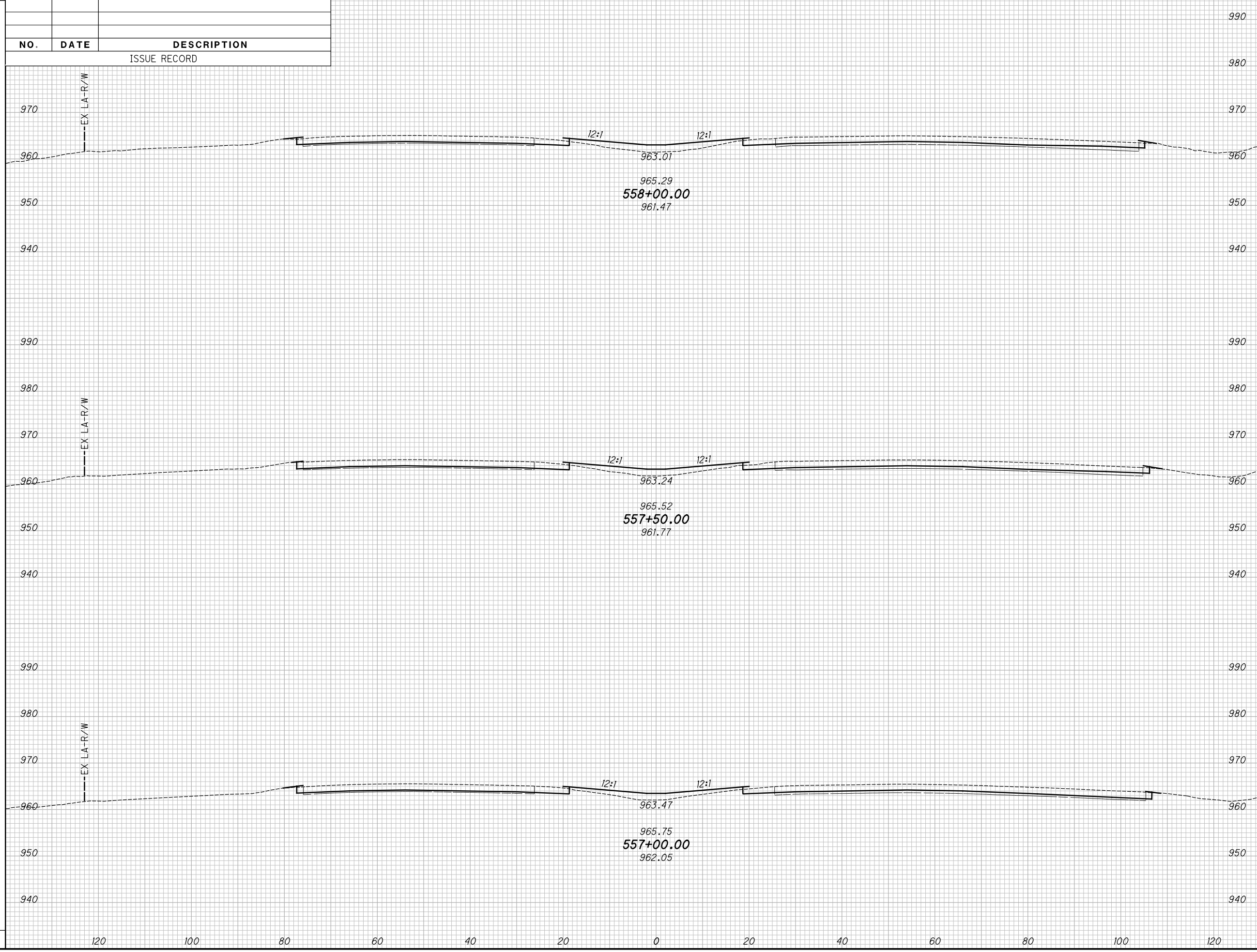
112
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_63 11/23/2020 2:3:07 PM kmihalcea

SEEDING	
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 557+00.00 TO STA. 558+00.00

MAD-70-8.62

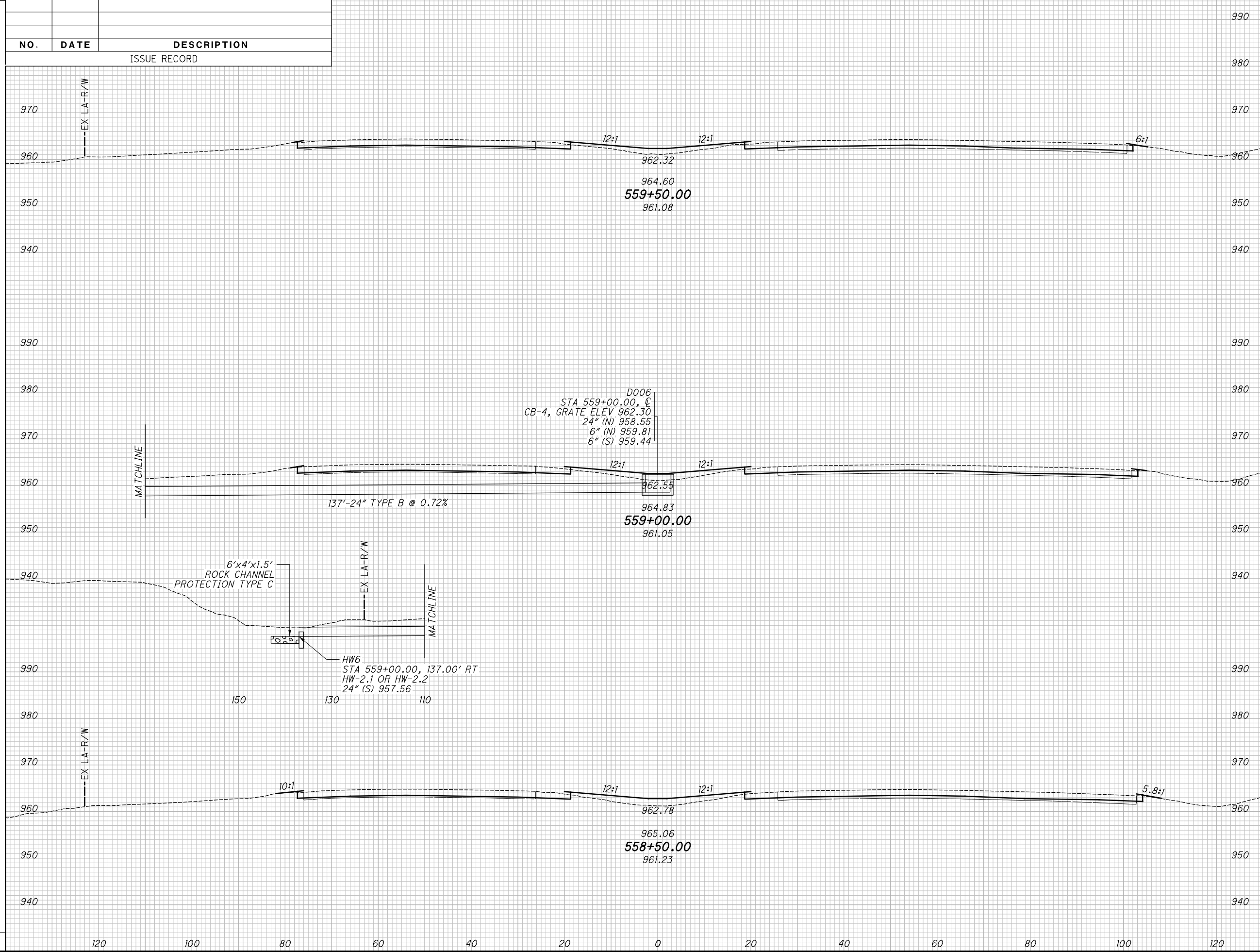
113
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_64 11/23/2020 2:33:09 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 558+50.00 TO STA. 559+50.00

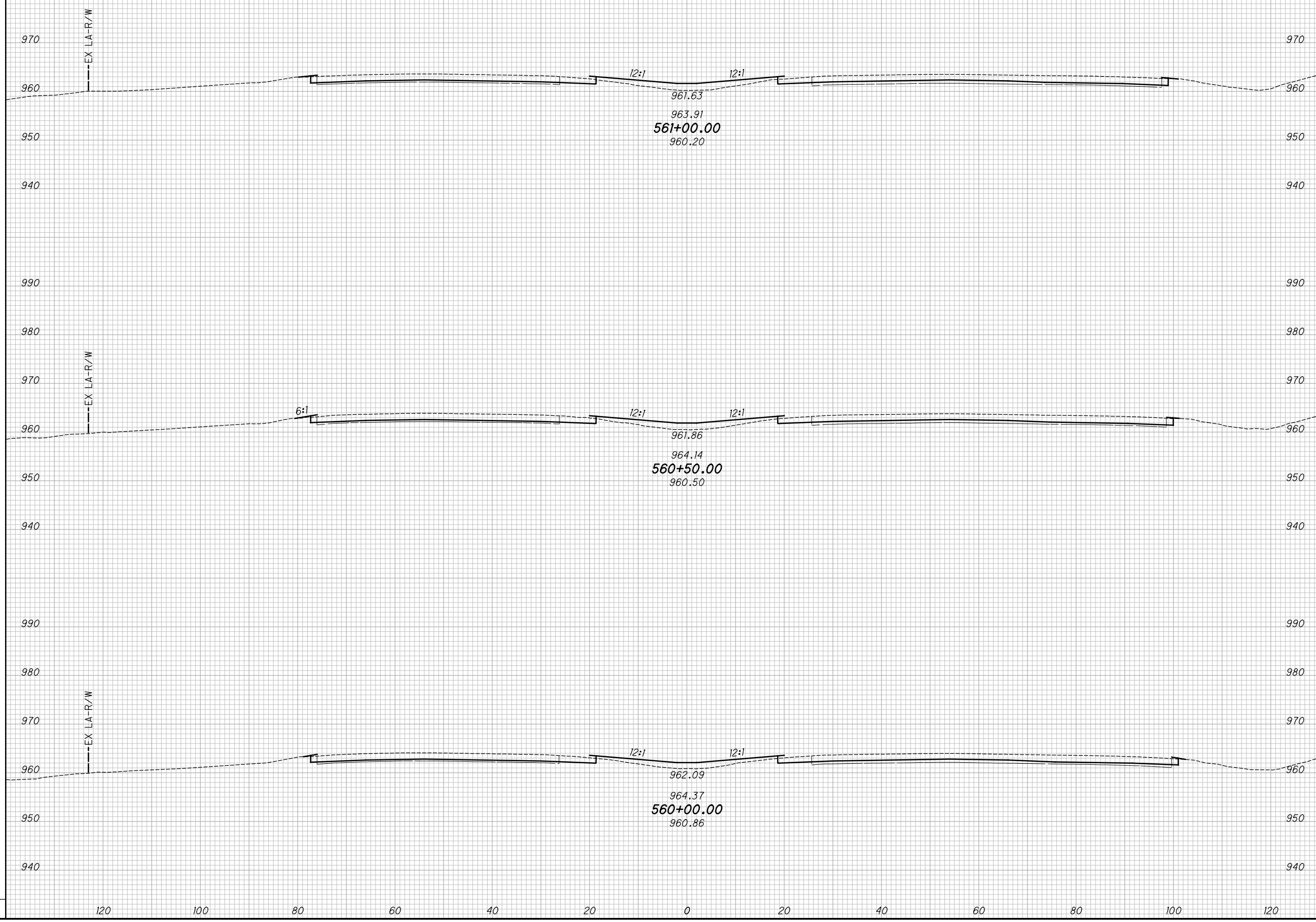
MAD-70-8.62

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_65 11/23/2020 2:33:12 PM kmhnlbca

SEEDING	
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 560+00.00 TO STA. 561+00.00

MAD-70-8.62

115
470

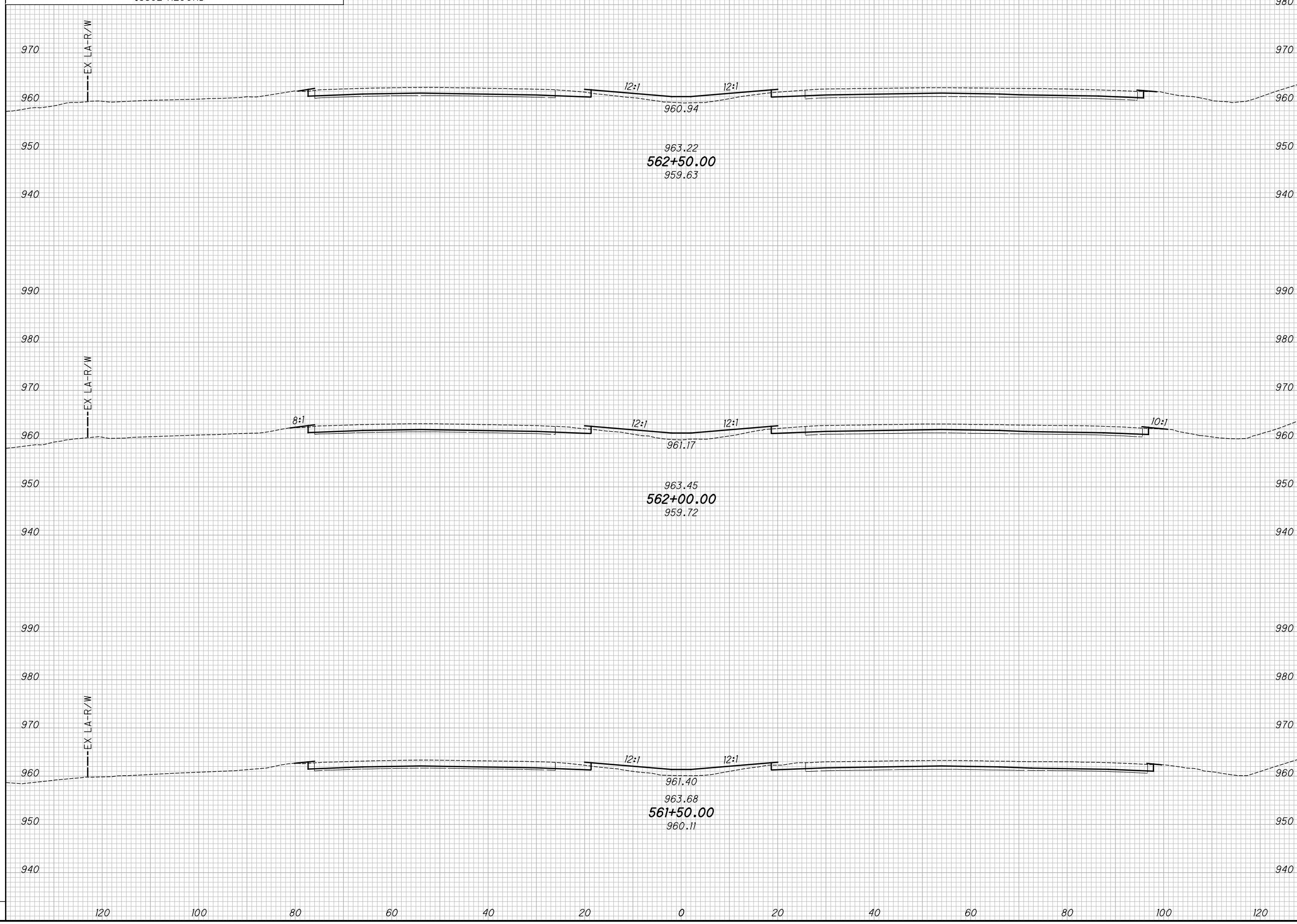
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_66 11/23/2020 2:314 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 561+50.00 TO STA. 562+50.00

MAD-70-8.62

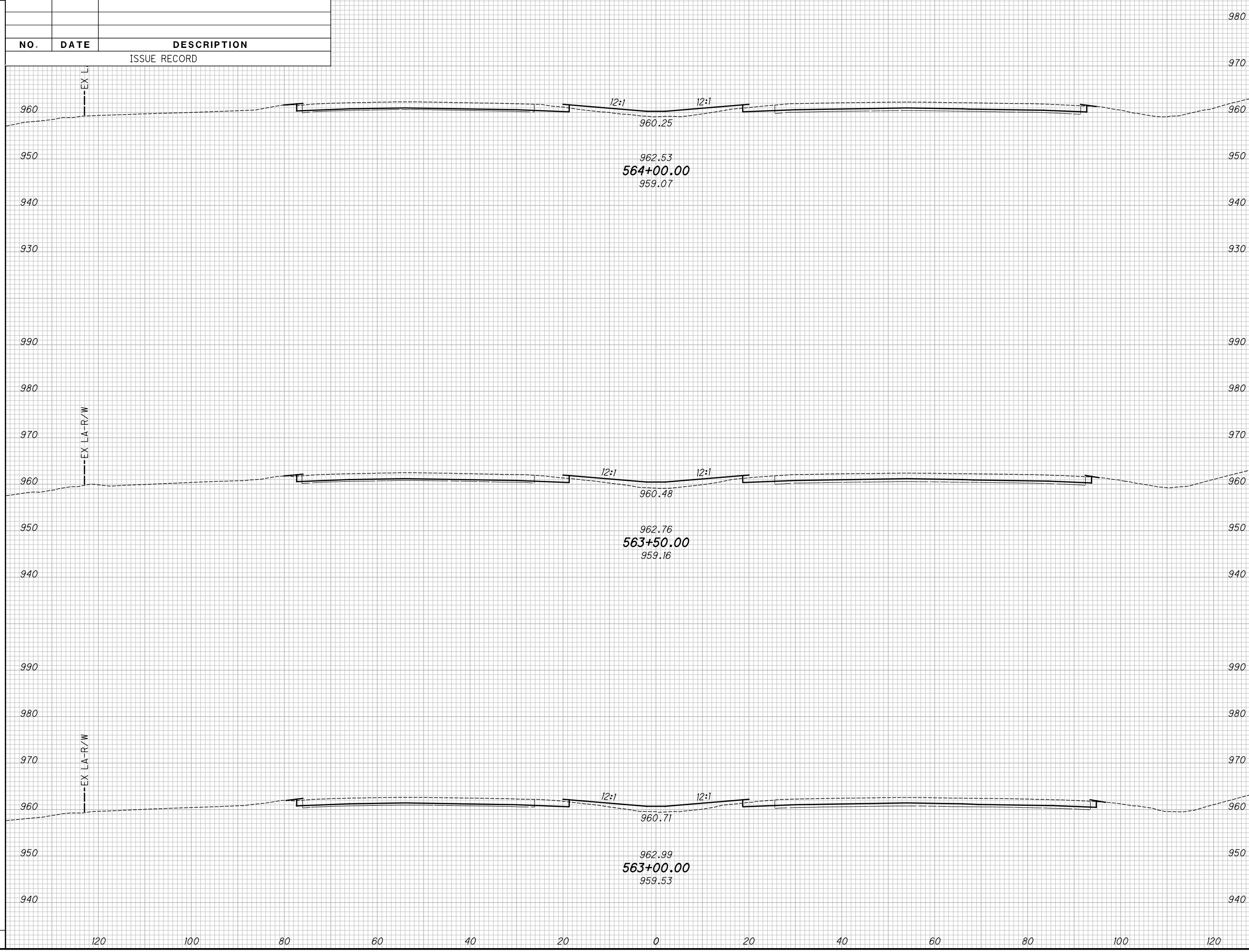
116
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_67 11/23/2020 2:3:16 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 563+00.00 TO STA. 564+00.00

MAD-70-8.62

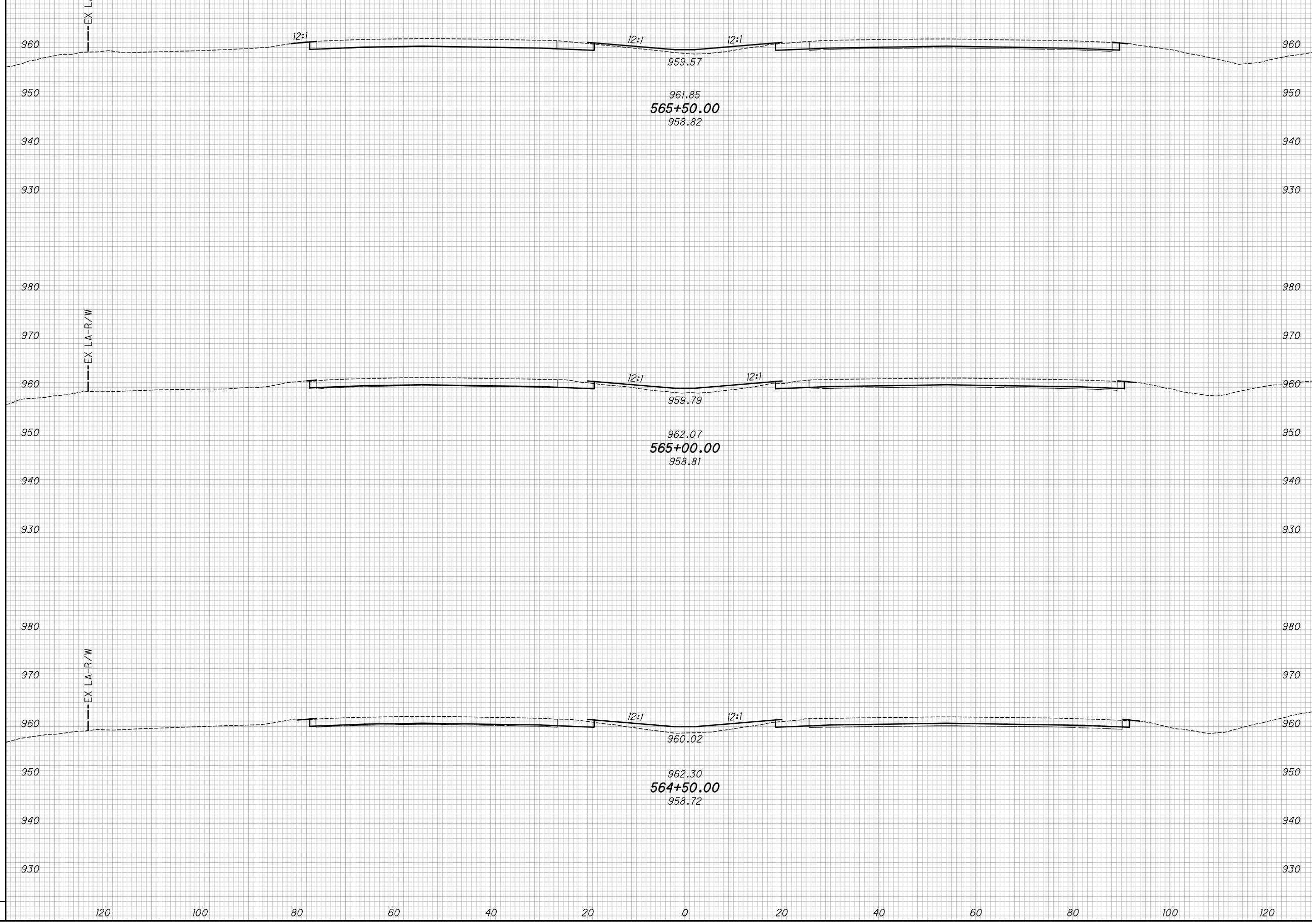
117
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_68 11/23/2020 2:319 PM kmhnlbca

SEEDING	
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 564+50.00 TO STA. 565+50.00

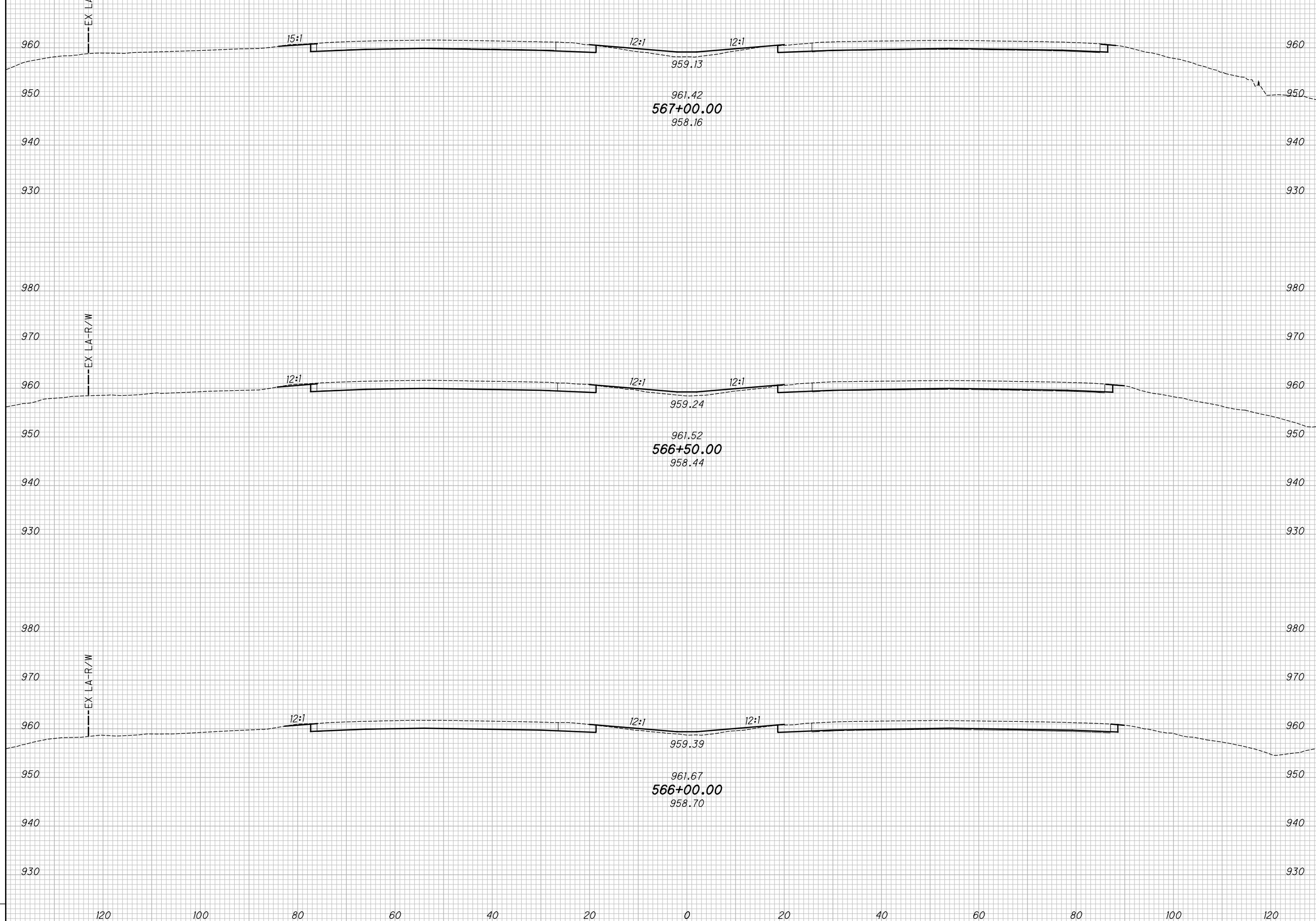
MAD-70-8.62

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_69 11/23/2020 2:32:21PM kmhnlcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		



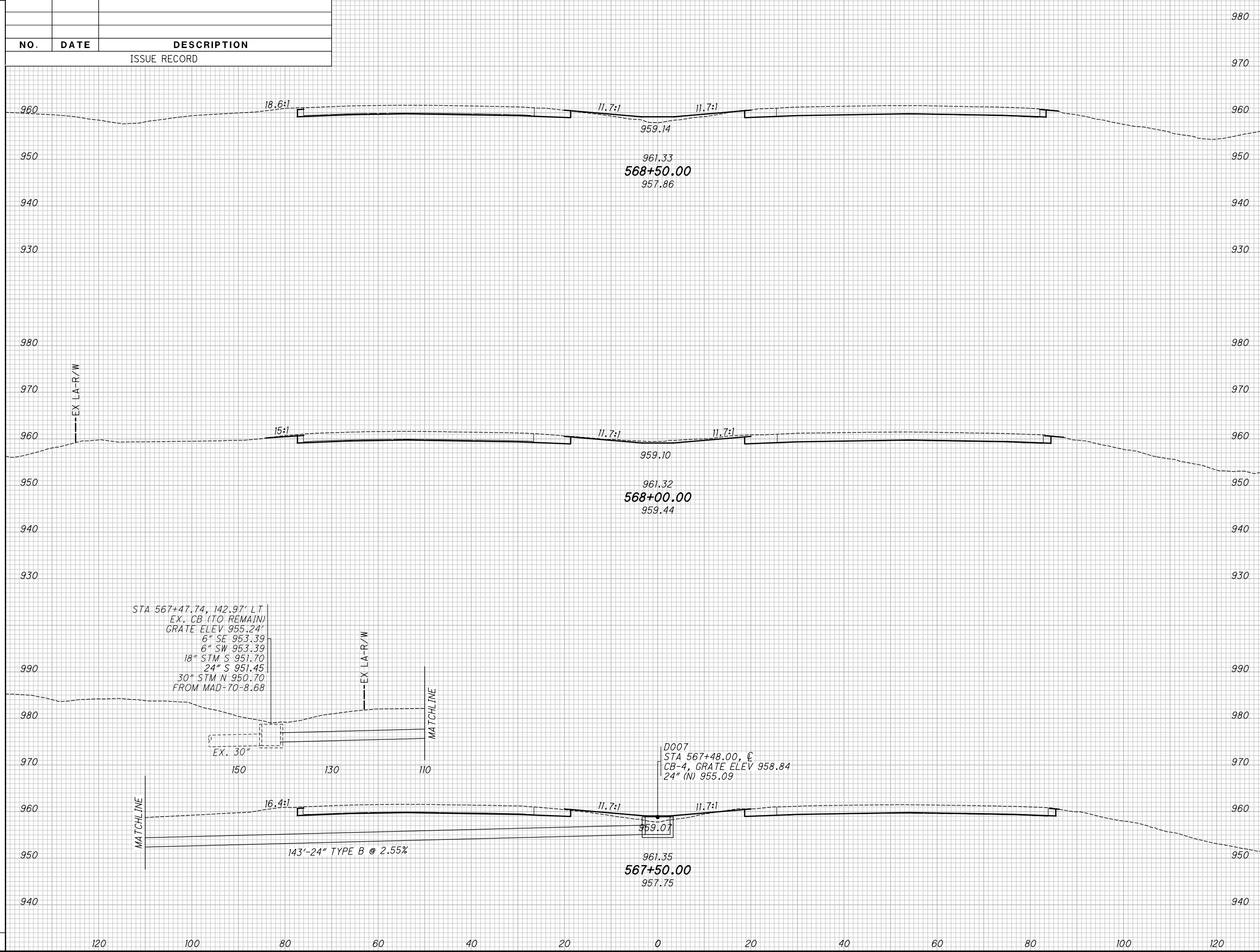
END AREA	VOLUME	CALCULATED	CHECKED		
				CUT	FILL
CROSS SECTIONS - IR 70 STA. 566+00.00 TO STA. 567+00.00					
MAD-70-8.62					
119 470					

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_70 11/23/2020 2:13:23 PM kmhnlcea

SEEDING
END WIDTH SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED KRF CHECKED MJC



CROSS SECTIONS - IR 70
 STA. 567+50.00 TO STA. 568+50.00

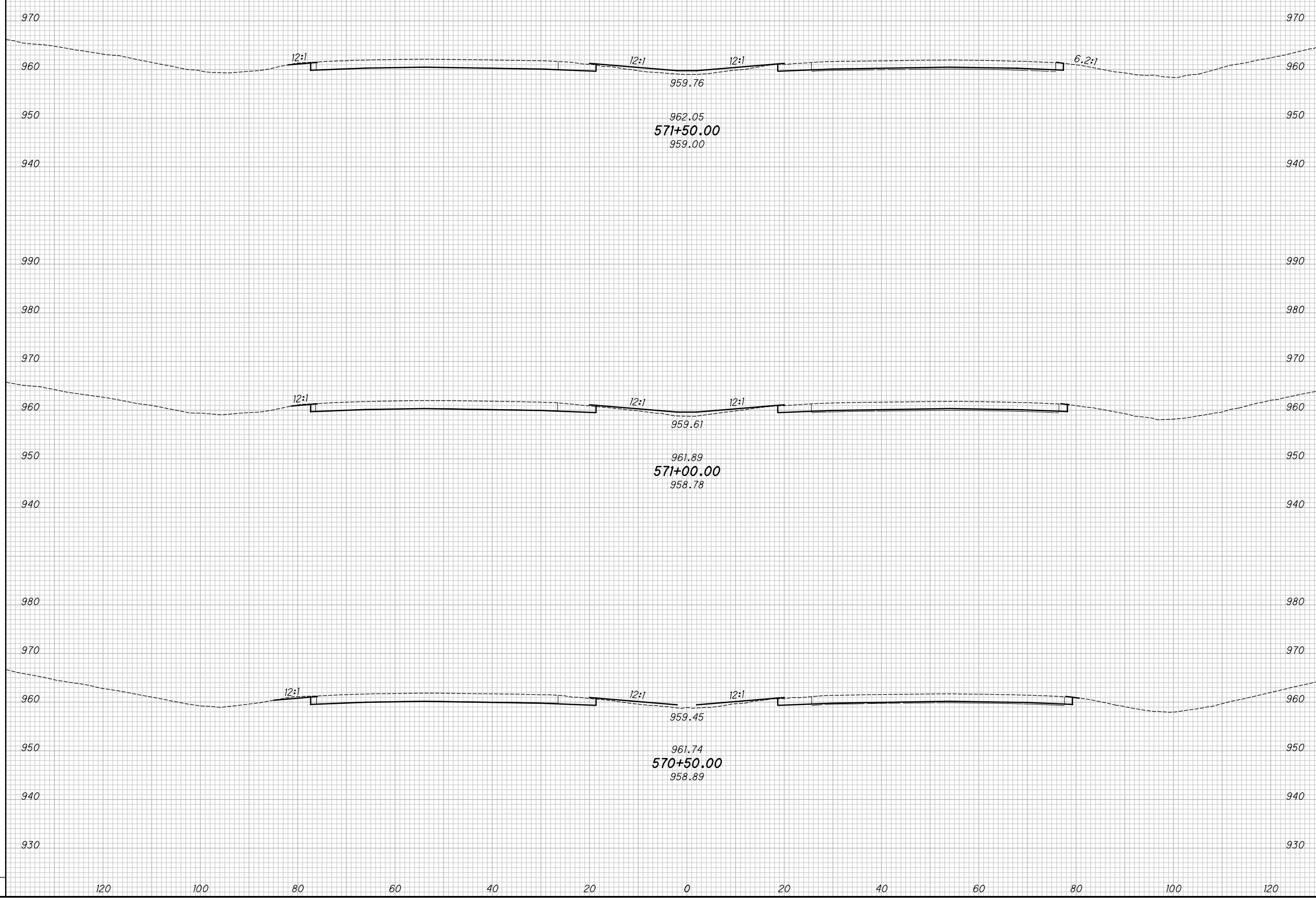
MAD-70-8.62

120
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_72 11/23/2020 2:33:28 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 570+50.00 TO STA. 571+50.00

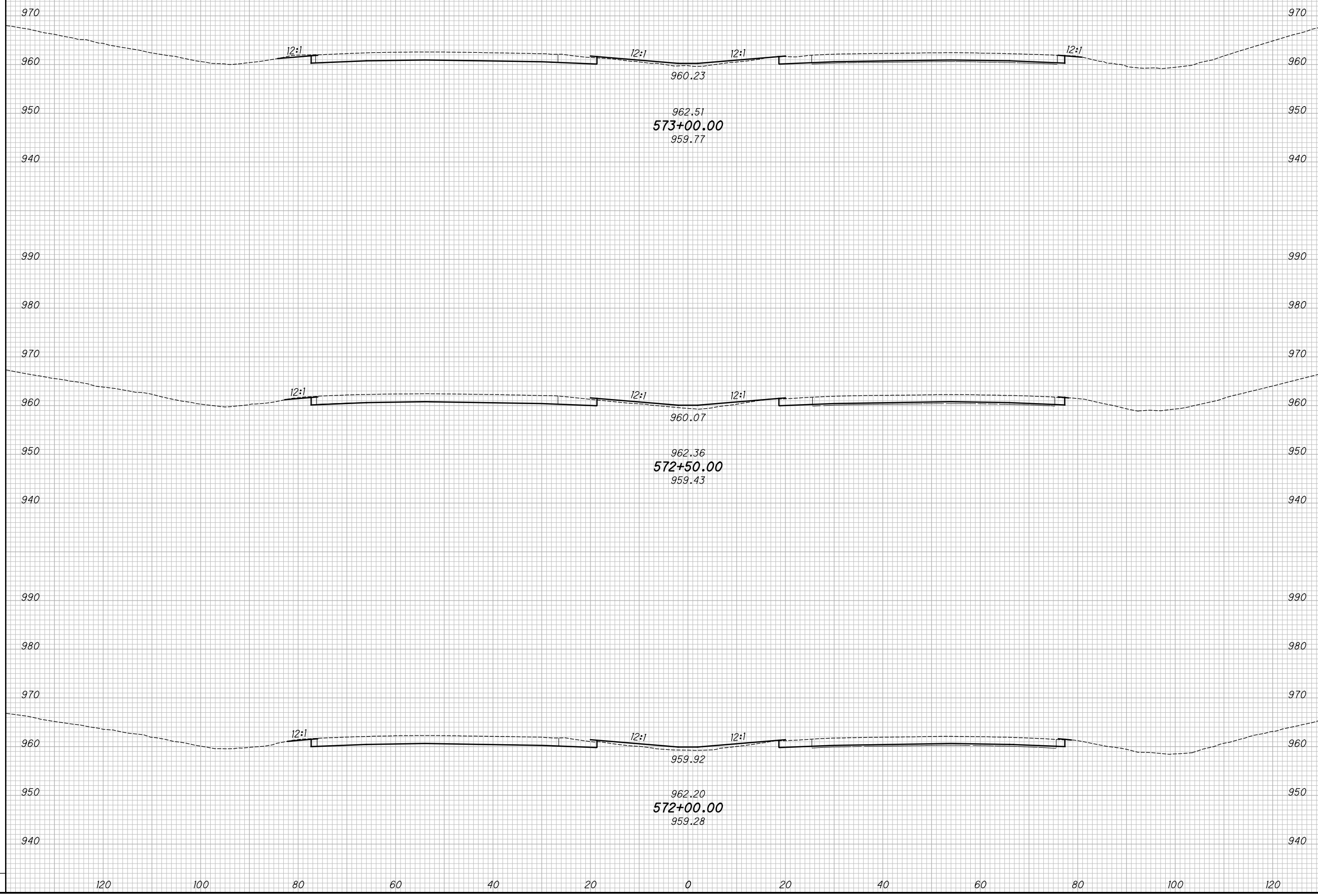
MAD-70-8.62

122
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_73 11/23/2020 2:53:30 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 572+00.00 TO STA. 573+00.00

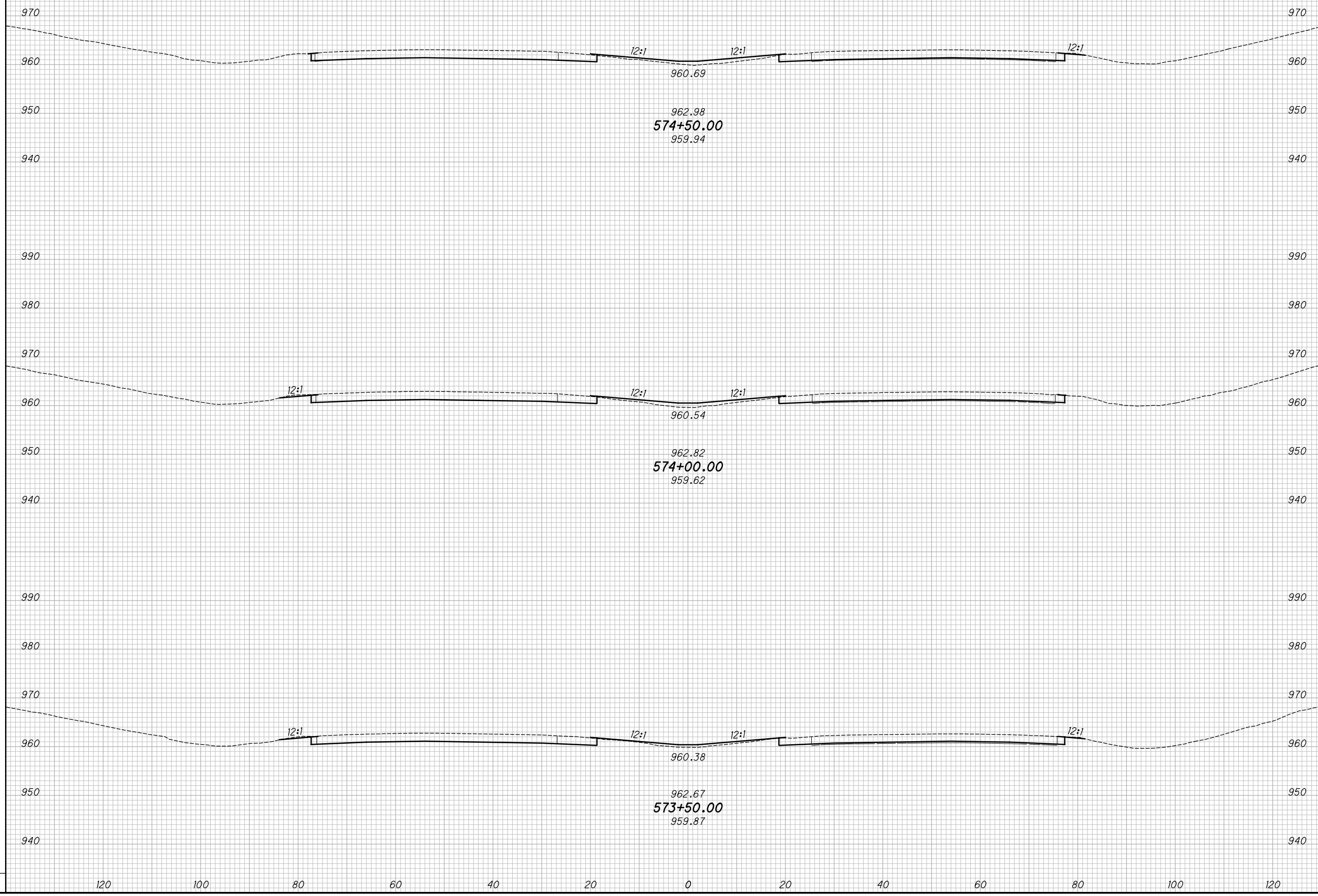
MAD-70-8.62

123
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_74 11/23/2020 2:53:33 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 573+50.00 TO STA. 574+50.00

MAD-70-8.62

124
470

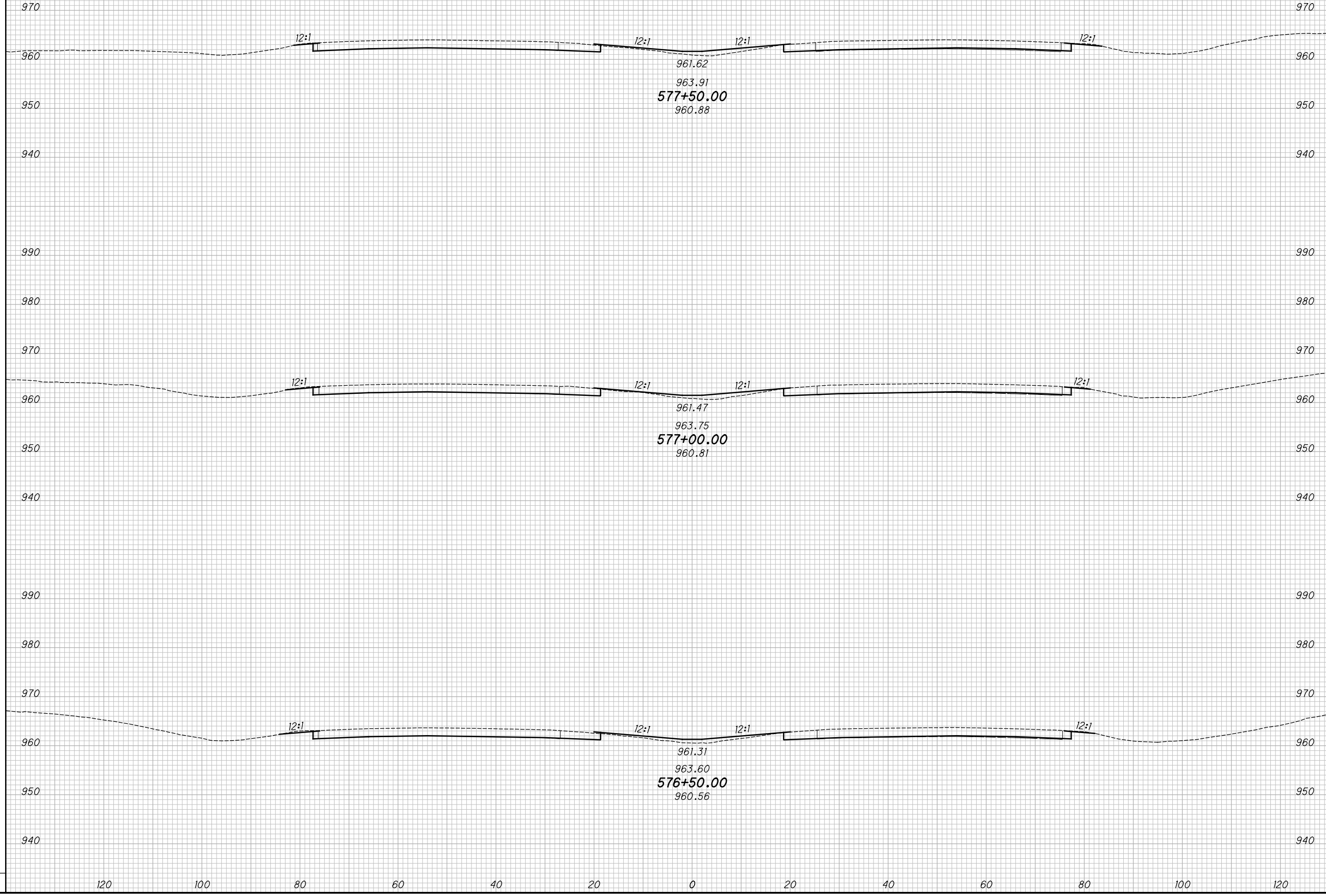
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME
CUT FILL CUT FILL



CROSS SECTIONS - IR 70
STA. 576+50.00 TO STA. 577+50.00

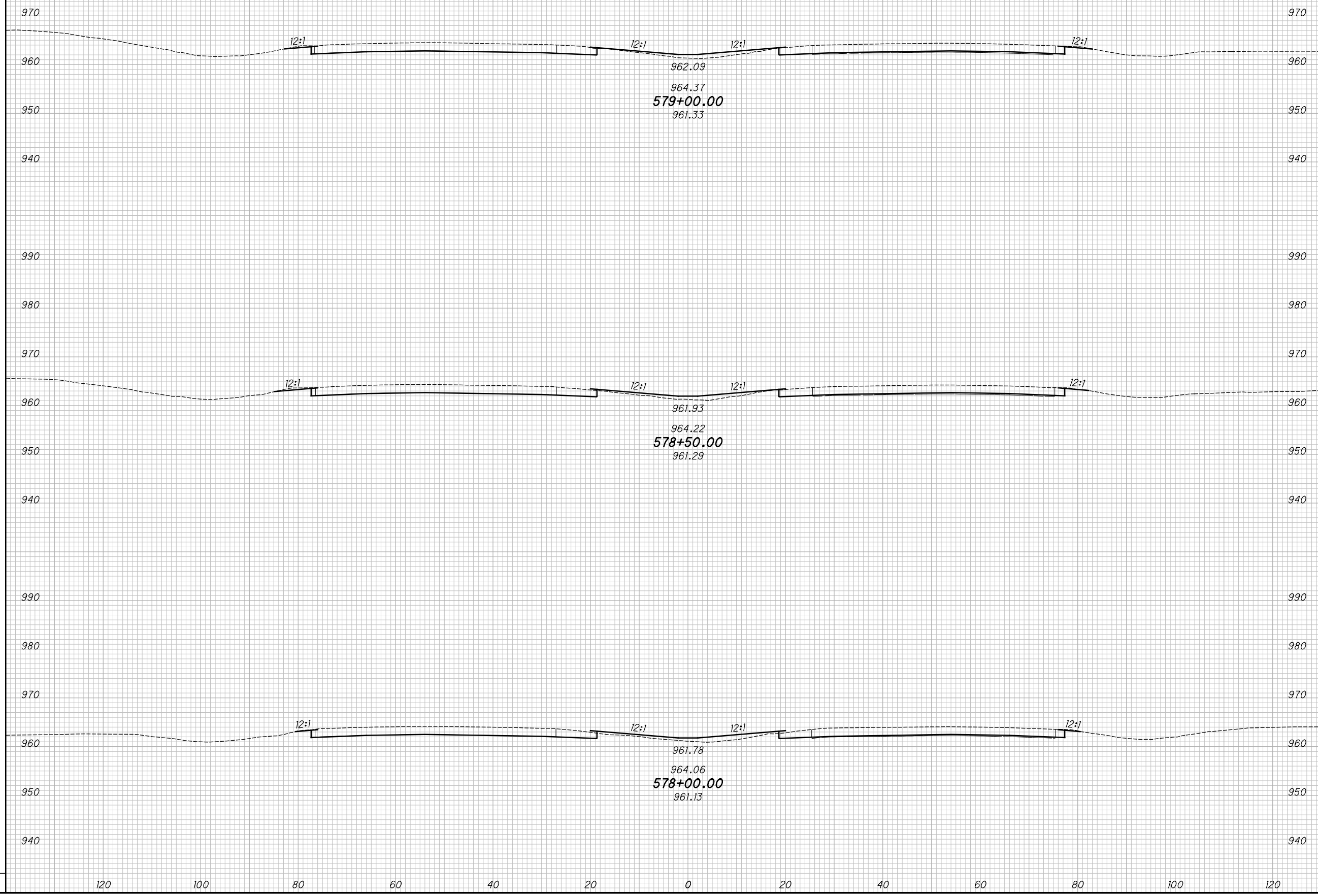
MAD-70-8.62

126
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_77 11/23/2020 2:53:39 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 578+00.00 TO STA. 579+00.00

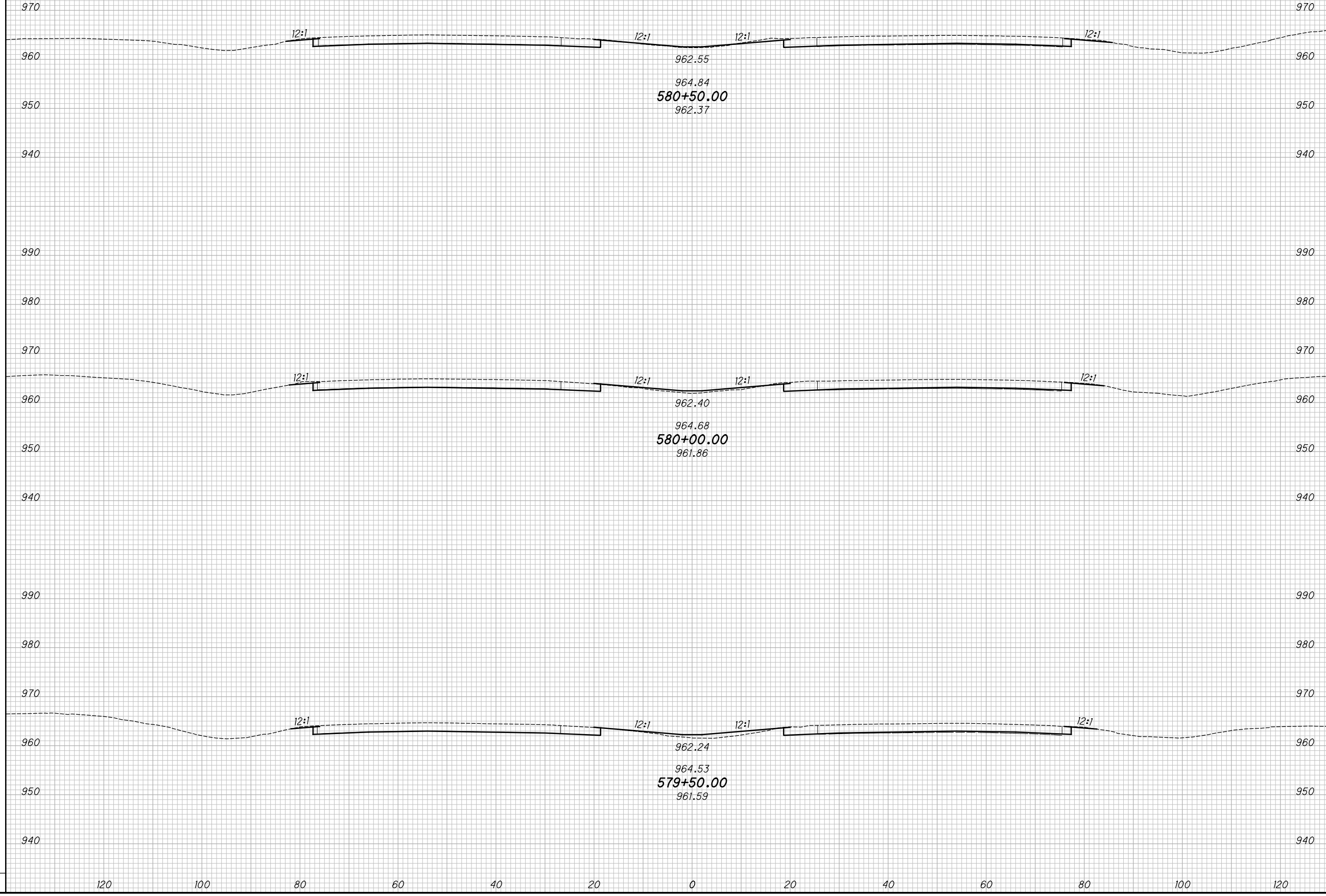
MAD-70-8.62

127
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_78 11/23/2020 2:53:42 PM kmhnlceca

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 579+50.00 TO STA. 580+50.00

MAD-70-8.62

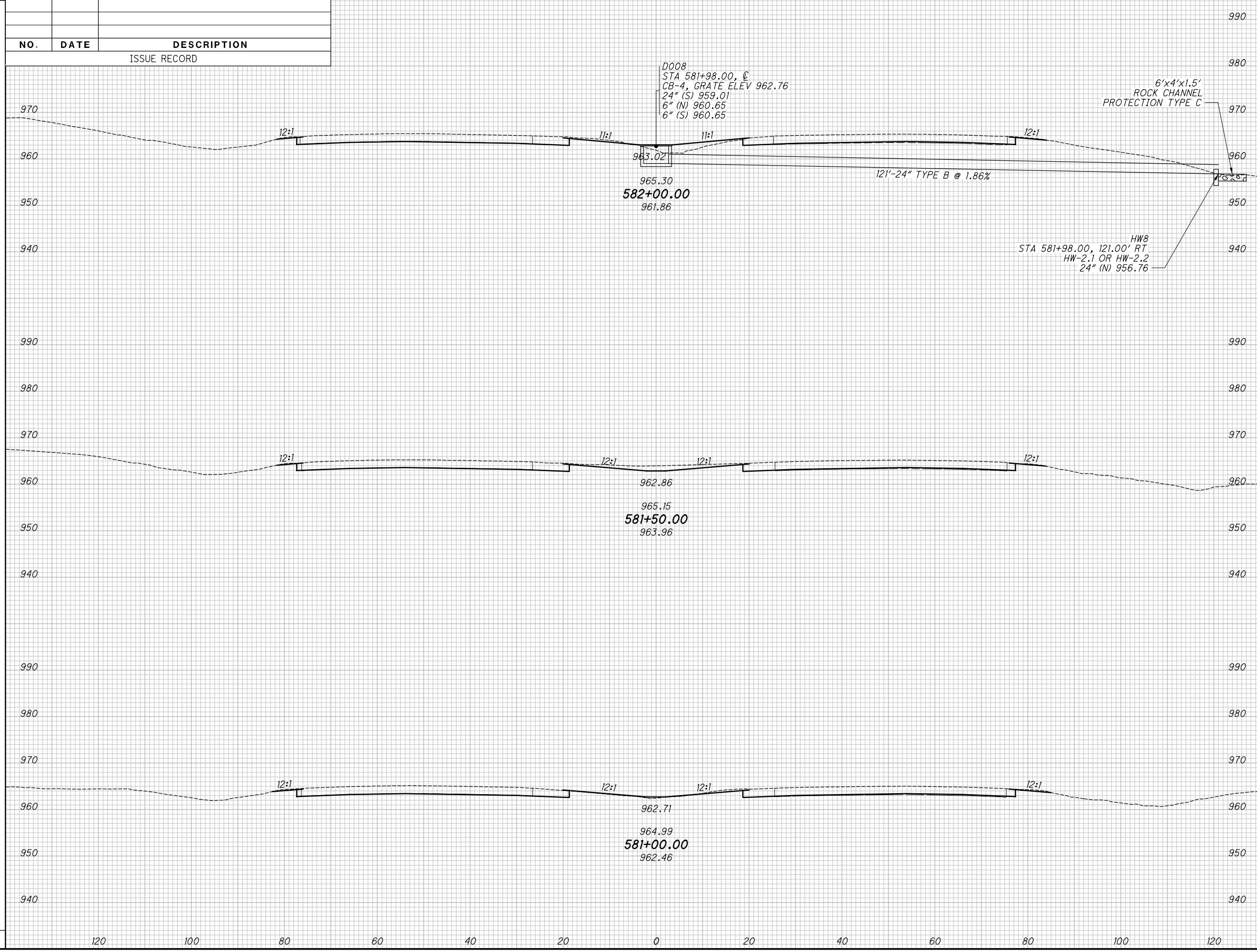
128
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_79 11/23/2020 2:33:44 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 581+00.00 TO STA. 582+00.00

MAD-70-8.62

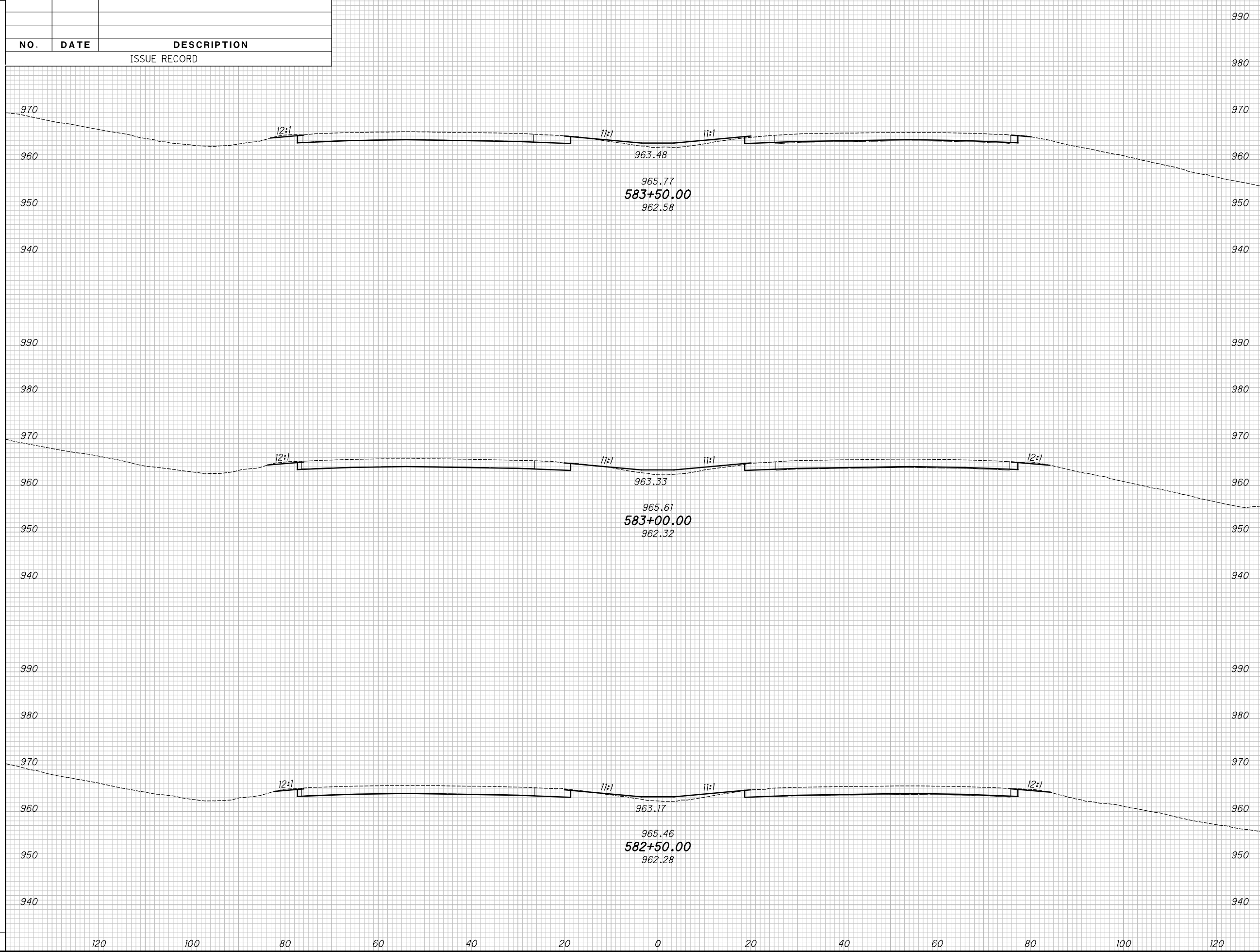
129
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_80 11/23/2020 2:13:46 PM kmhnlalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 582+50.00 TO STA. 583+50.00

MAD-70-8.62

130
470

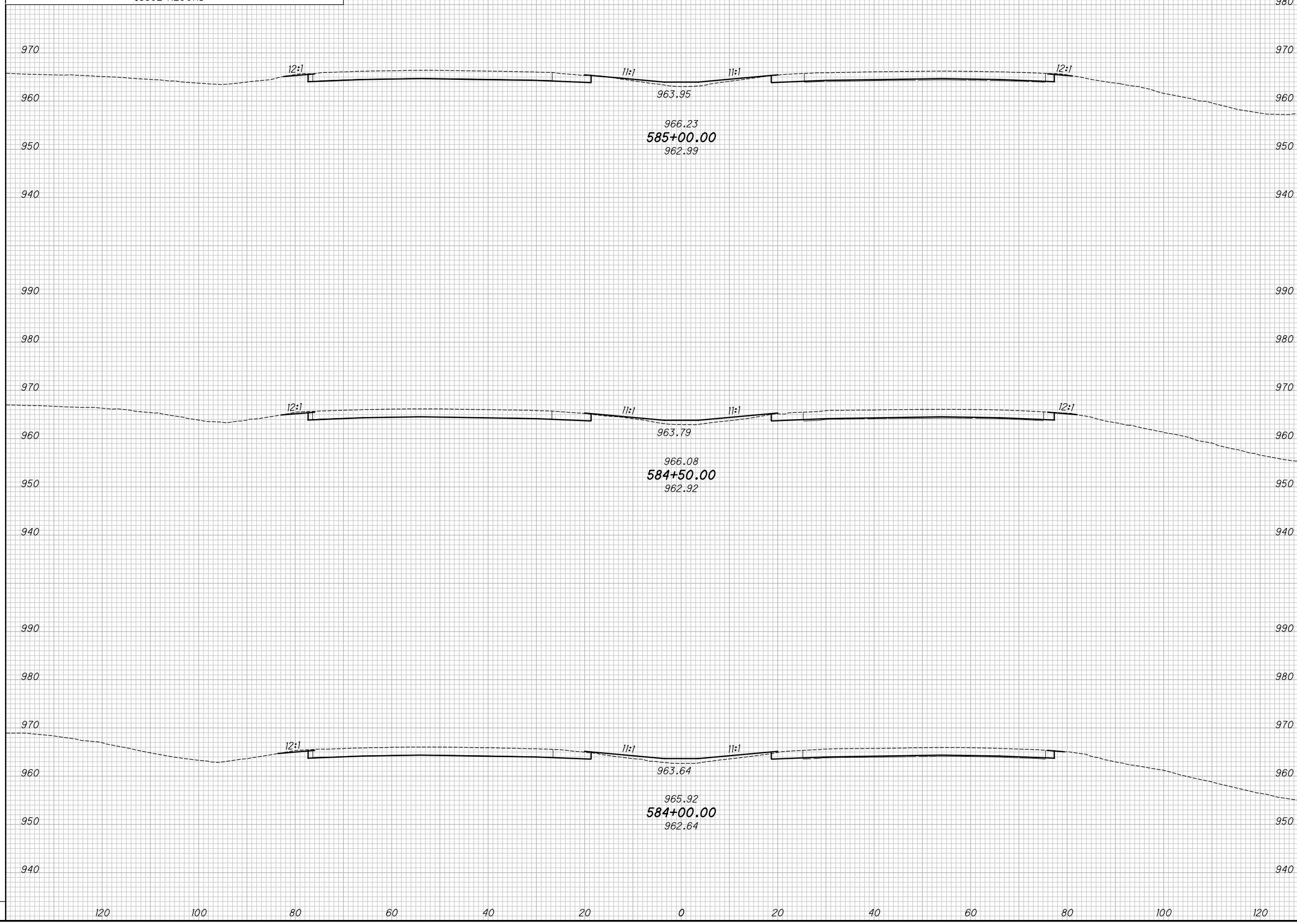
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_81/11/23/2020 2:13:49 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
 STA. 584+00.00 TO STA. 585+00.00

MAD-70-8.62

131
470

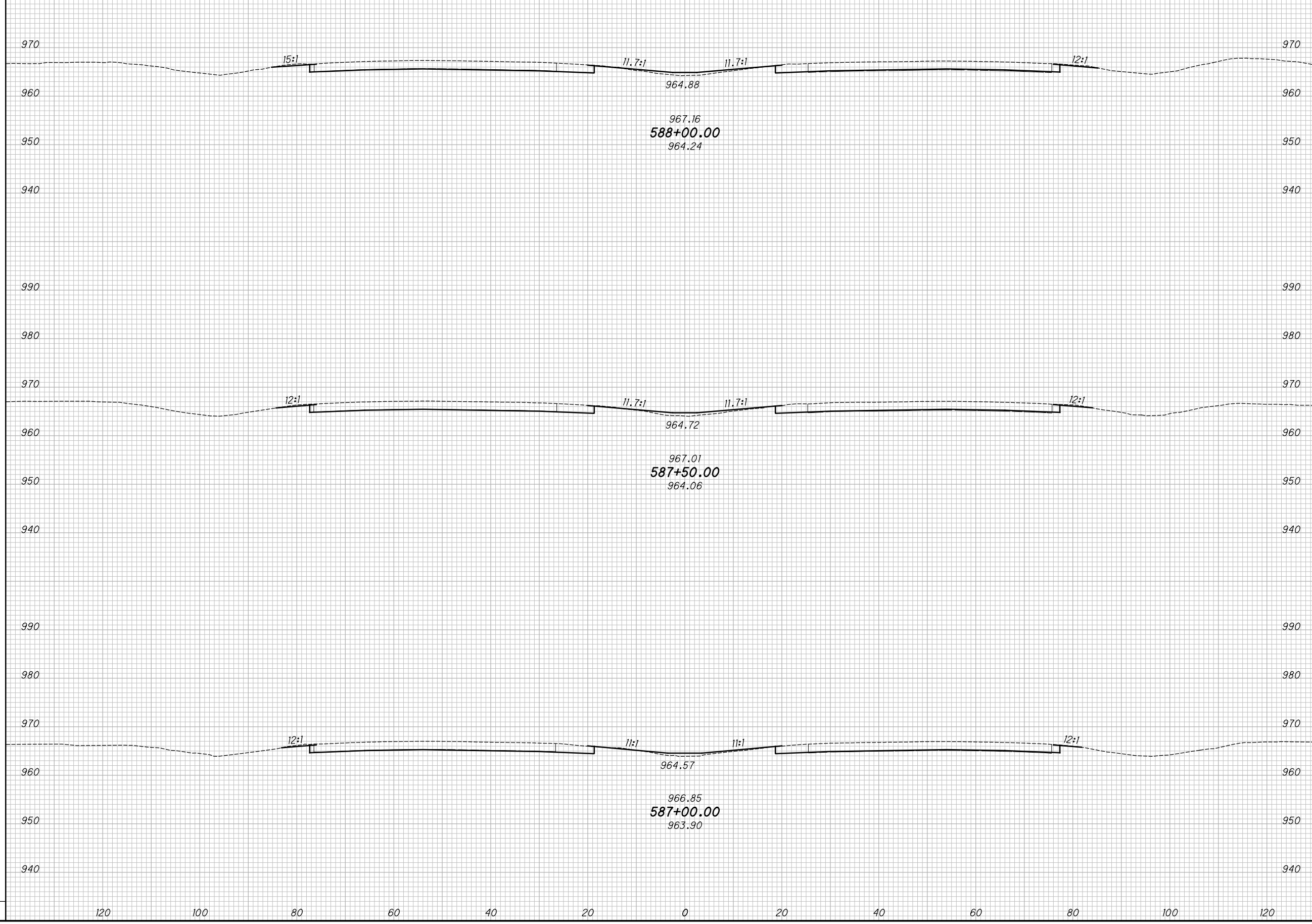
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_83 11/23/2020 2:53:53 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
STA. 587+00.00 TO STA. 588+00.00

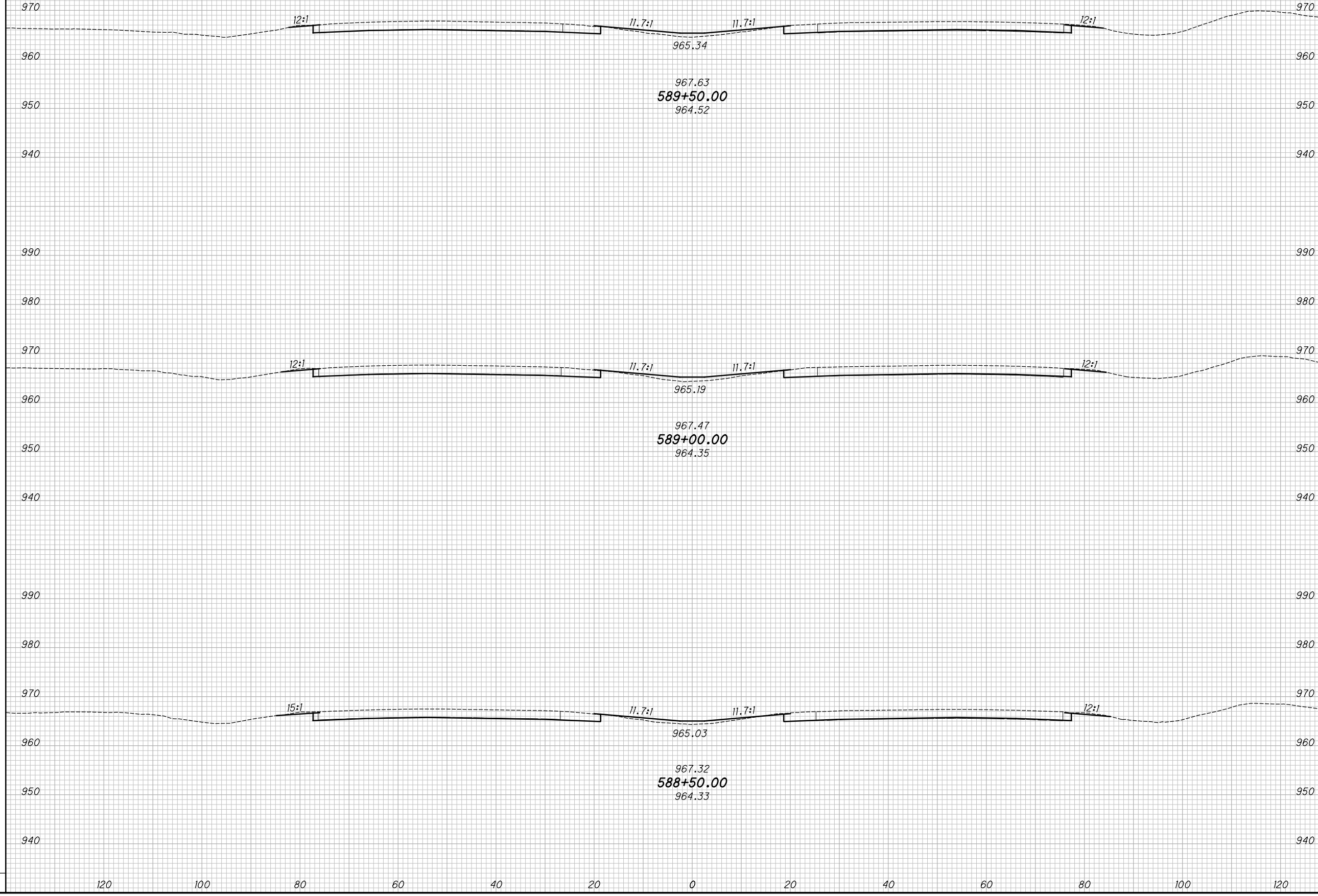
MAD-70-8.62

133
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_84 11/23/2020 2:33:56 PM kmhhalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 588+50.00 TO STA. 589+50.00

MAD-70-8.62

134
 470

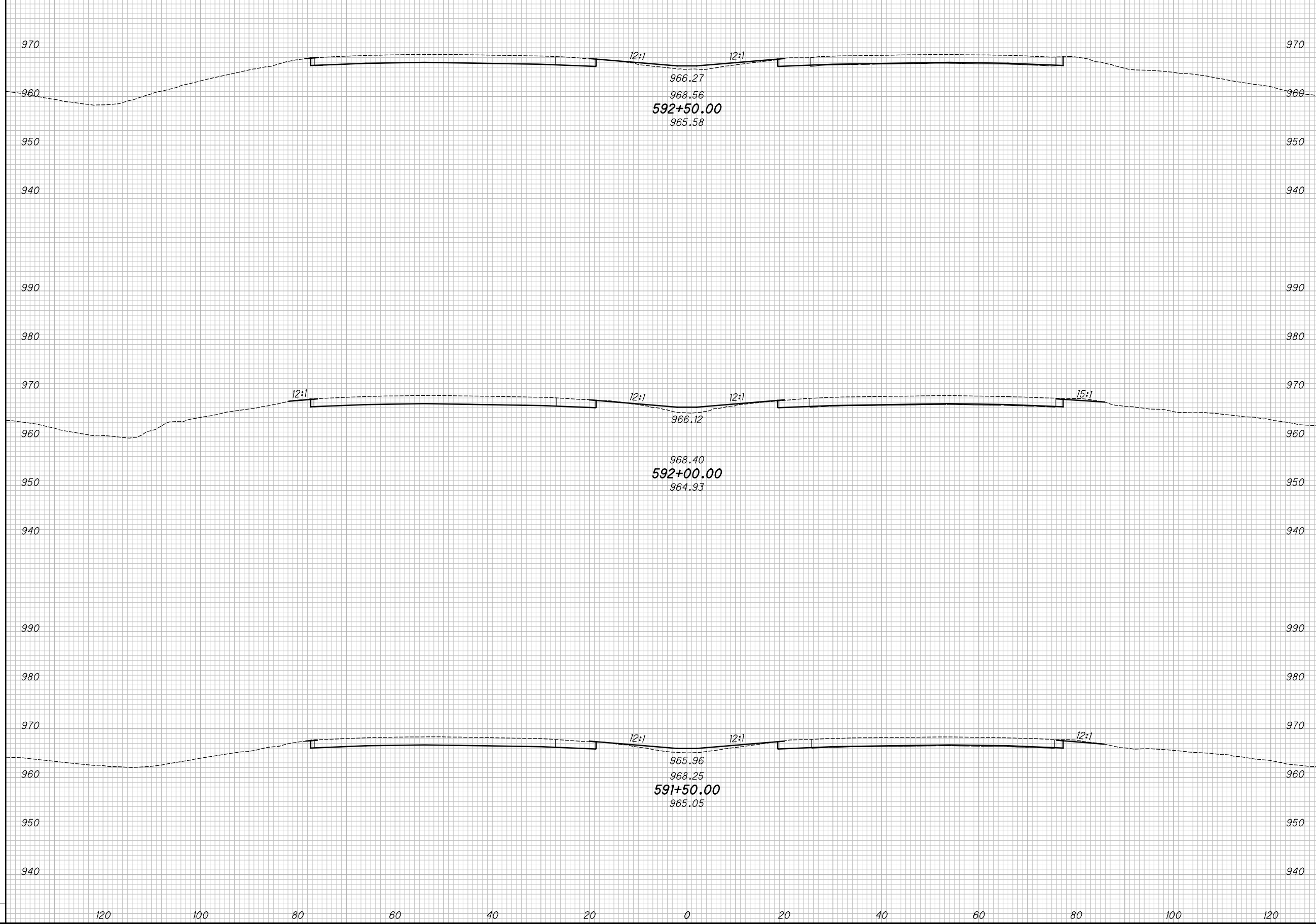
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_86 11/23/2020 2:4:00 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 591+50.00 TO STA. 592+50.00

MAD-70-8.62

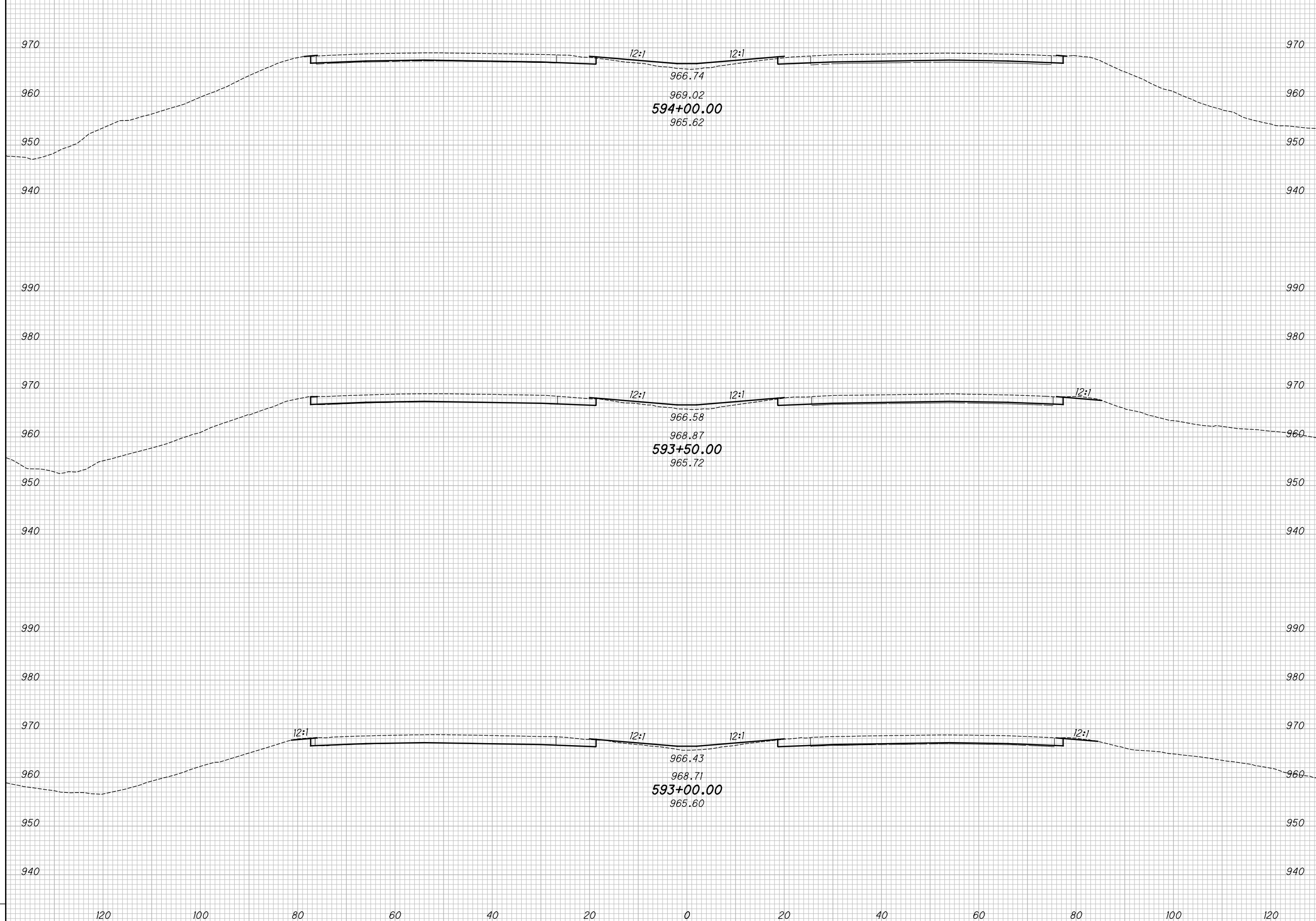
136
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_87 11/23/2020 2:44:03 PM kmhnlceca

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		



END AREA	VOLUME	CALCULATED	CHECKED						
				CUT	FILL	CUT	FILL	KRF	MJC

CROSS SECTIONS - IR 70
STA. 593+00.00 TO STA. 594+00.00

MAD-70-8.62

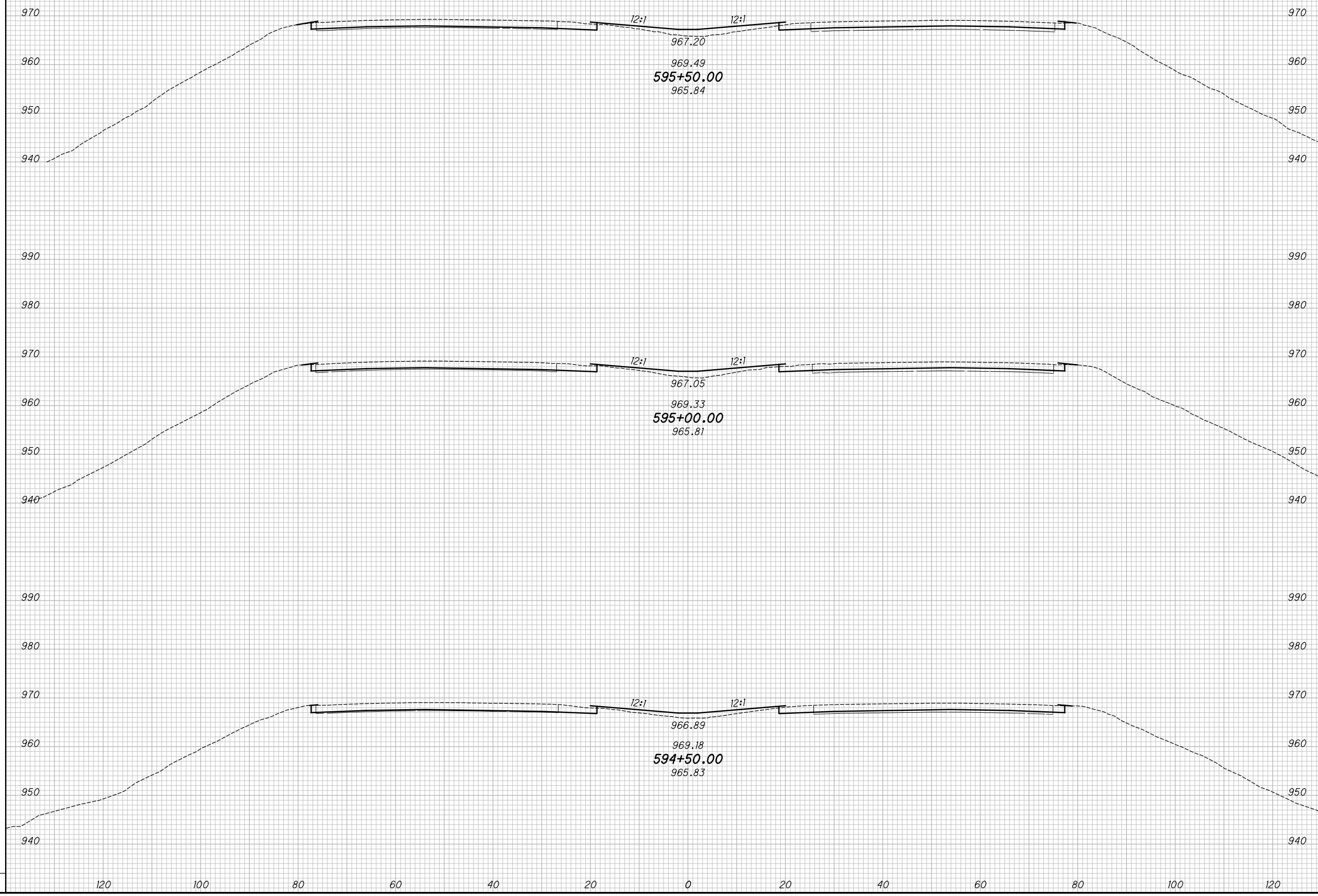
137
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_88 11/23/2020 2:44:05 PM kmhnlcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

NO.	DATE	DESCRIPTION

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
 STA. 594+50.00 TO STA. 595+50.00

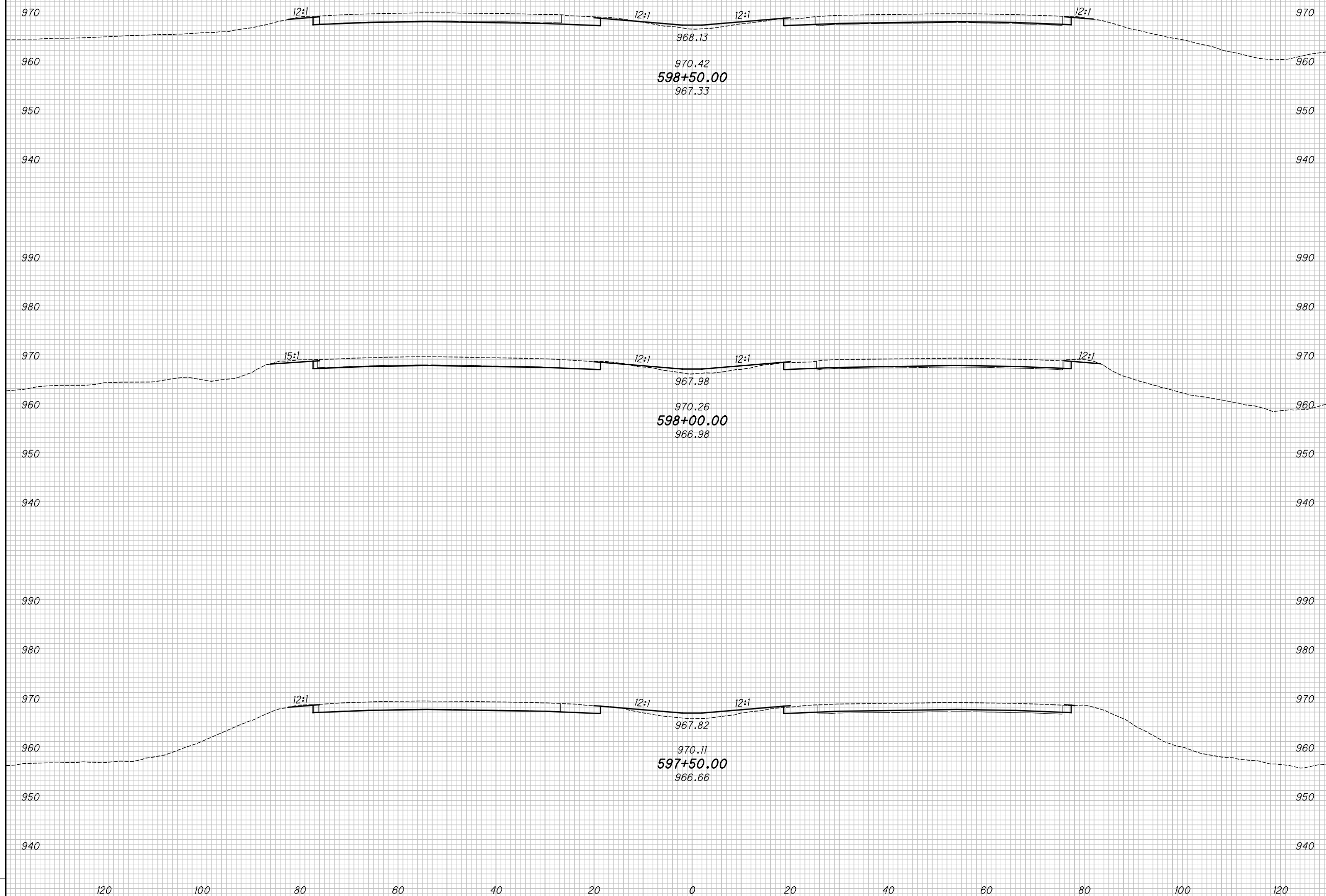
MAD-70-8.62

138
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_90 11/23/2020 2:44:09 PM kmhnlalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 597+50.00 TO STA. 598+50.00

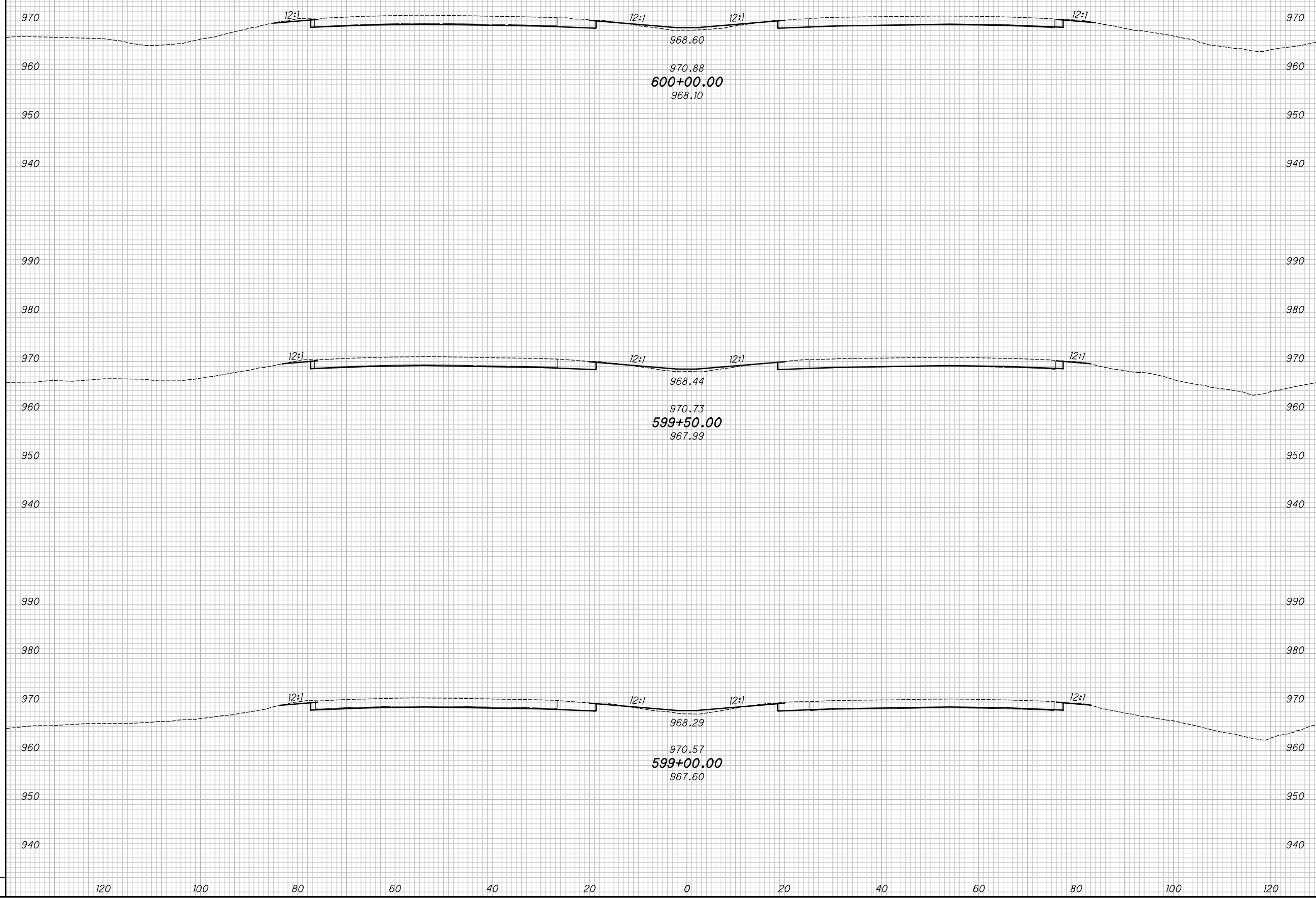
MAD-70-8.62

140
 470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_91/11/23/2020 2:4:12 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	CHECKED
					MJC



CROSS SECTIONS - IR 70
STA. 599+00.00 TO STA. 600+00.00

MAD-70-8.62

141
470

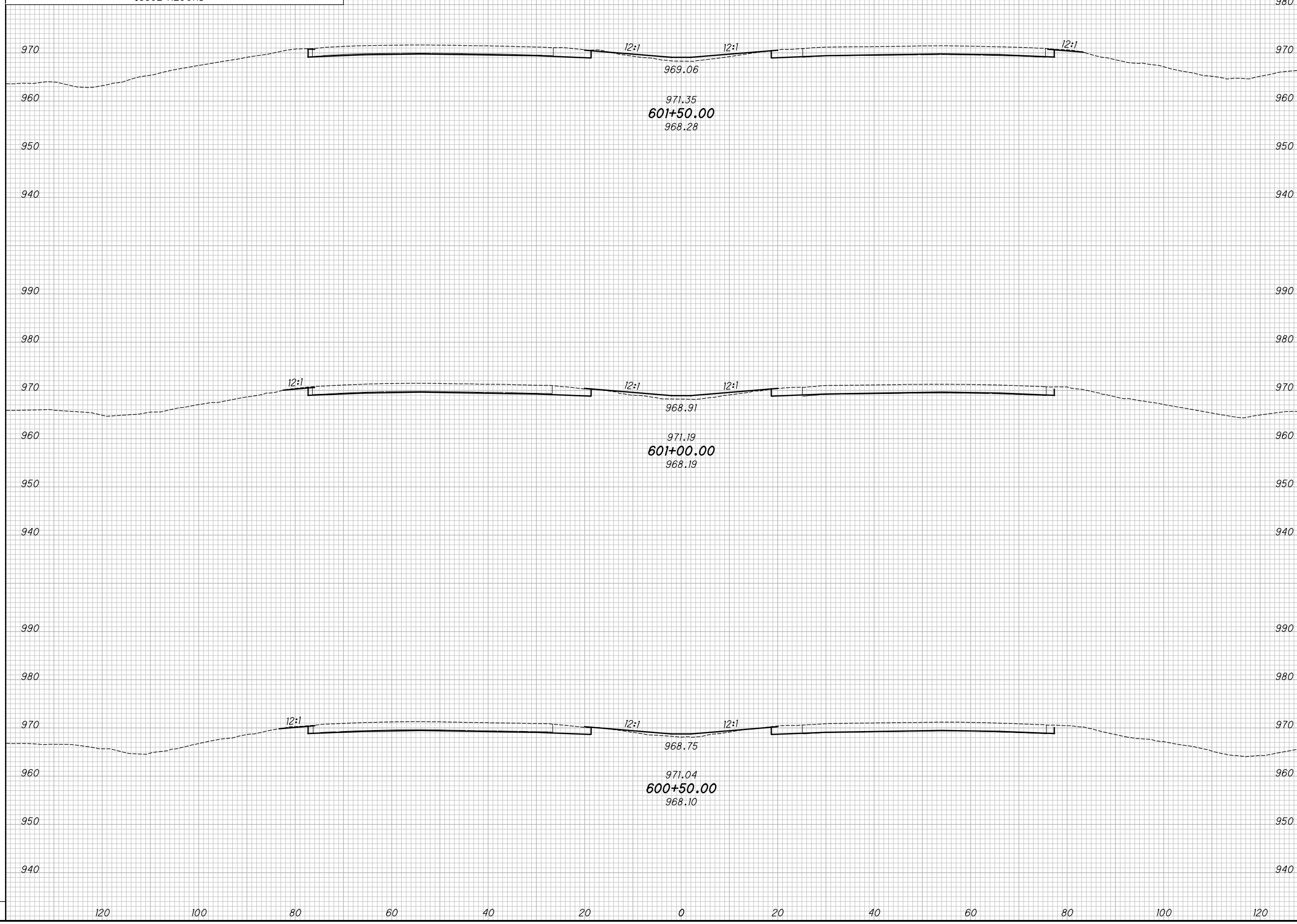
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_92 11/23/2020 2:44:14 PM kmhnlbca

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 600+50.00 TO STA. 601+50.00

MAD-70-8.62

142
470

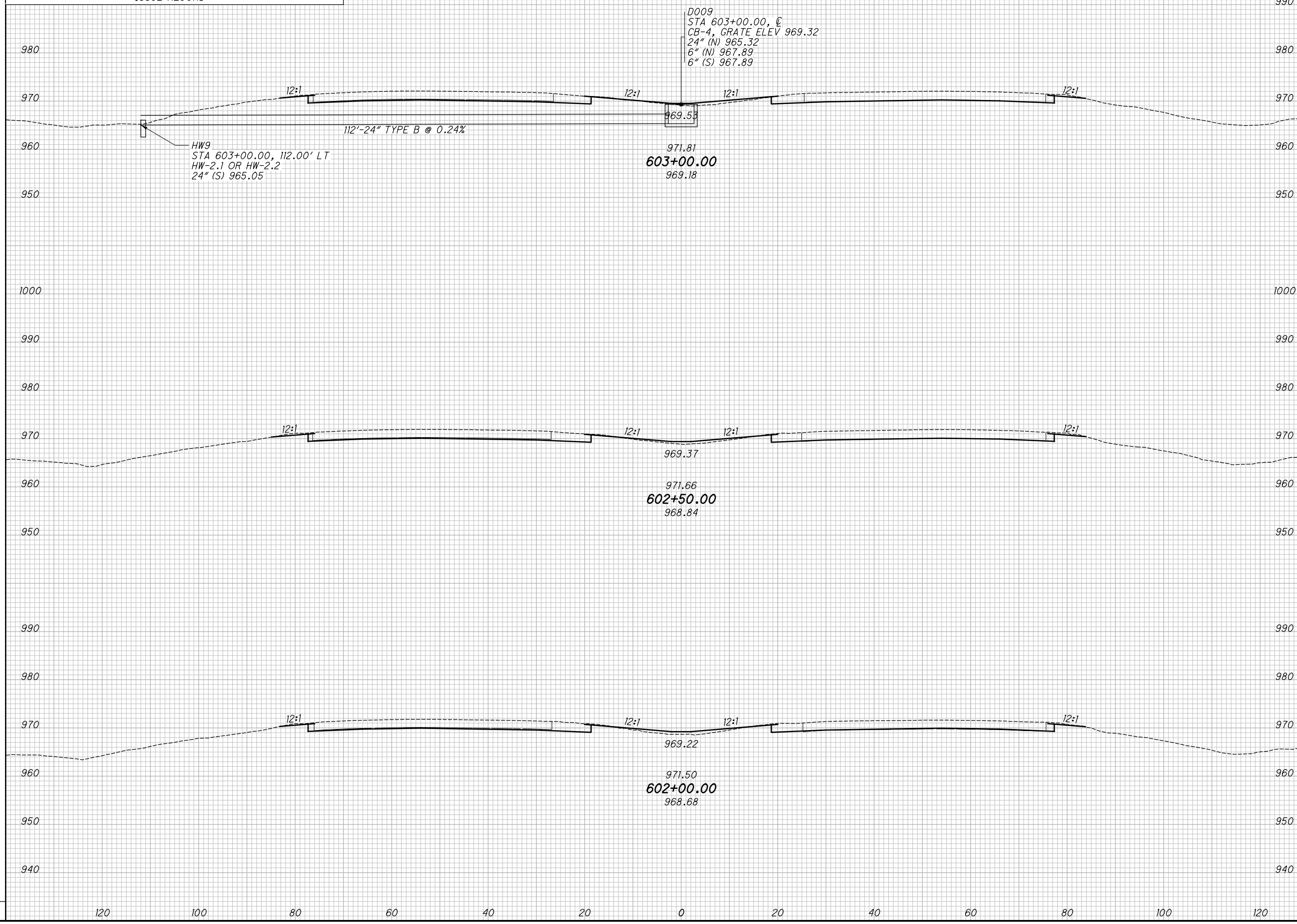
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_93 11/23/2020 2:4:16 PM kmihalica

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 602+00.00 TO STA. 603+00.00

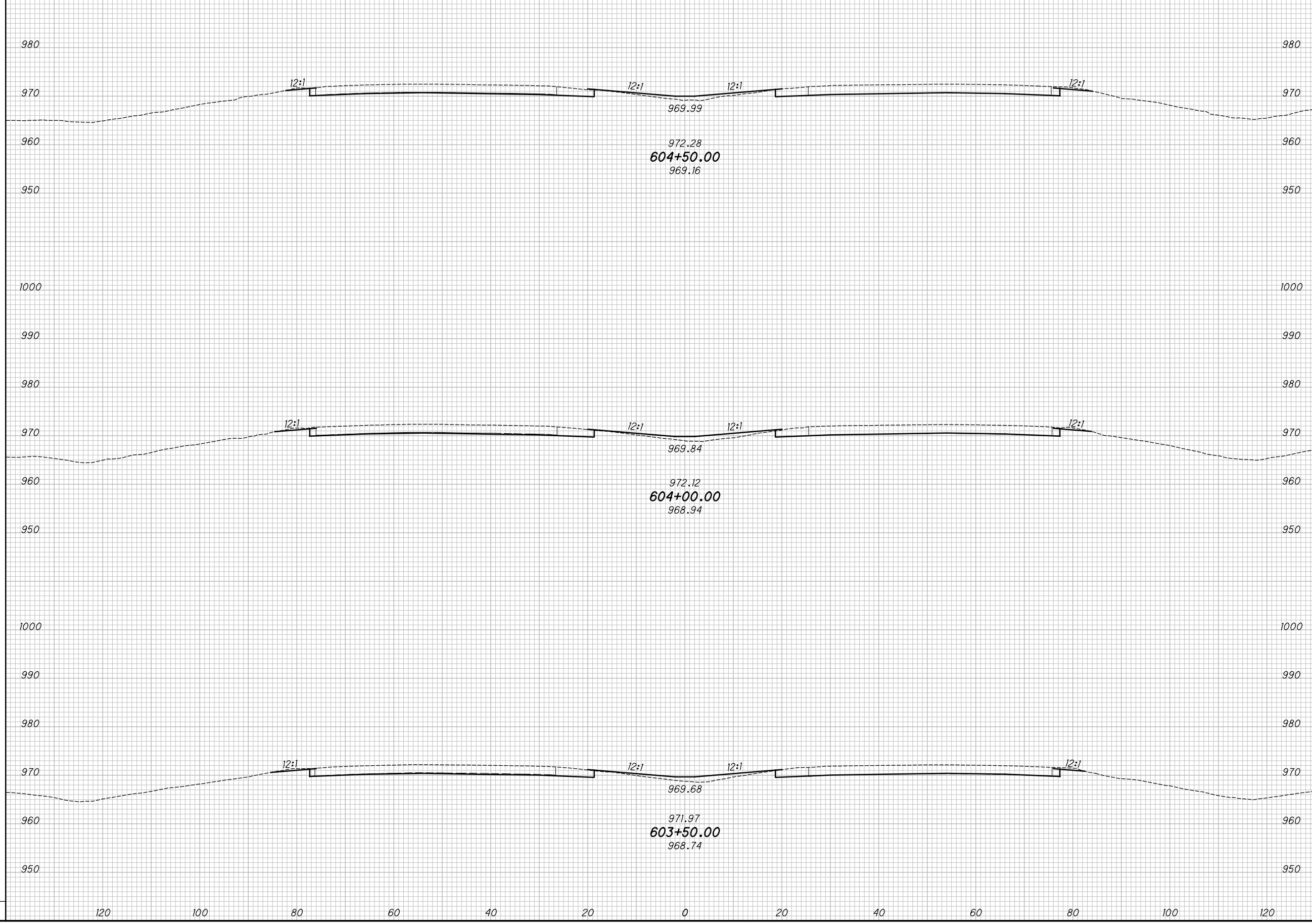
MAD-70-8.62

143
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_94 11/23/2020 2:44:19 PM kmhnlbca

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 603+50.00 TO STA. 604+50.00

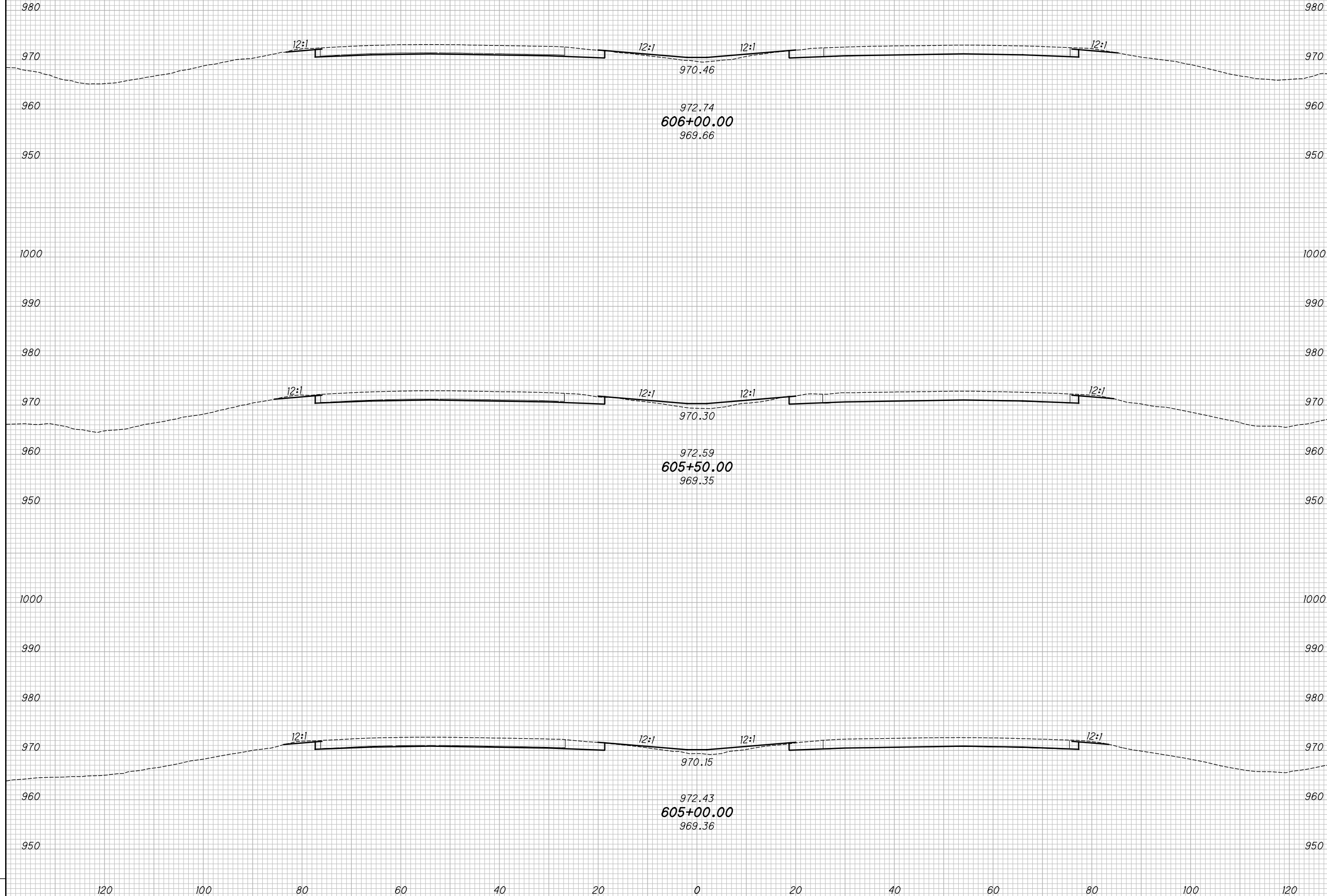
MAD-70-8.62

144
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_95 11/23/2020 2:42:21PM kmhnlcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 605+00.00 TO STA. 606+00.00

MAD-70-8.62

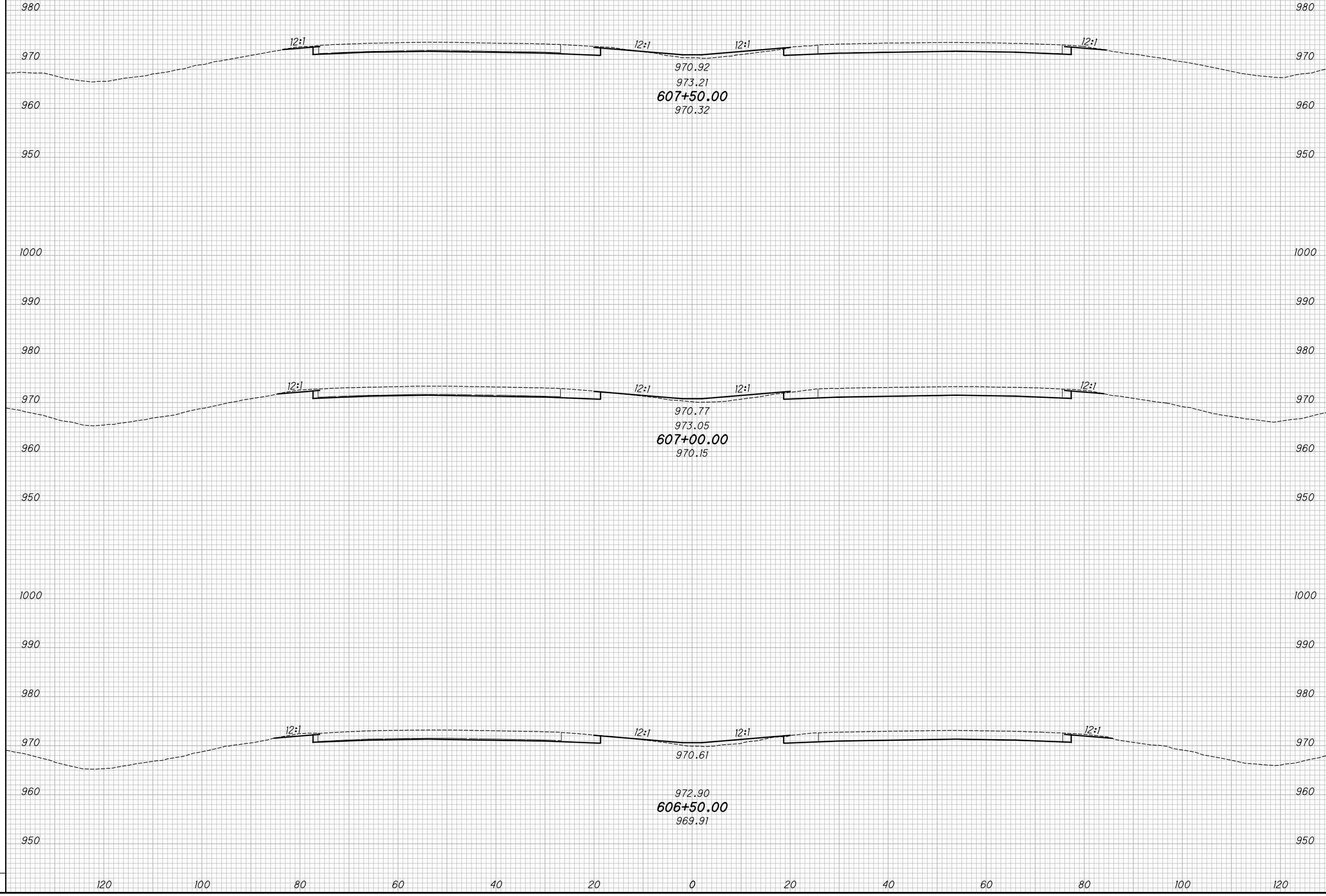
145
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_96 11/23/2020 2:42:23 PM kmhnlcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

NO.	DATE	DESCRIPTION

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 606+50.00 TO STA. 607+50.00

MAD-70-8.62

146
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_97 11/23/2020 2:44:26 PM kmhhalcea

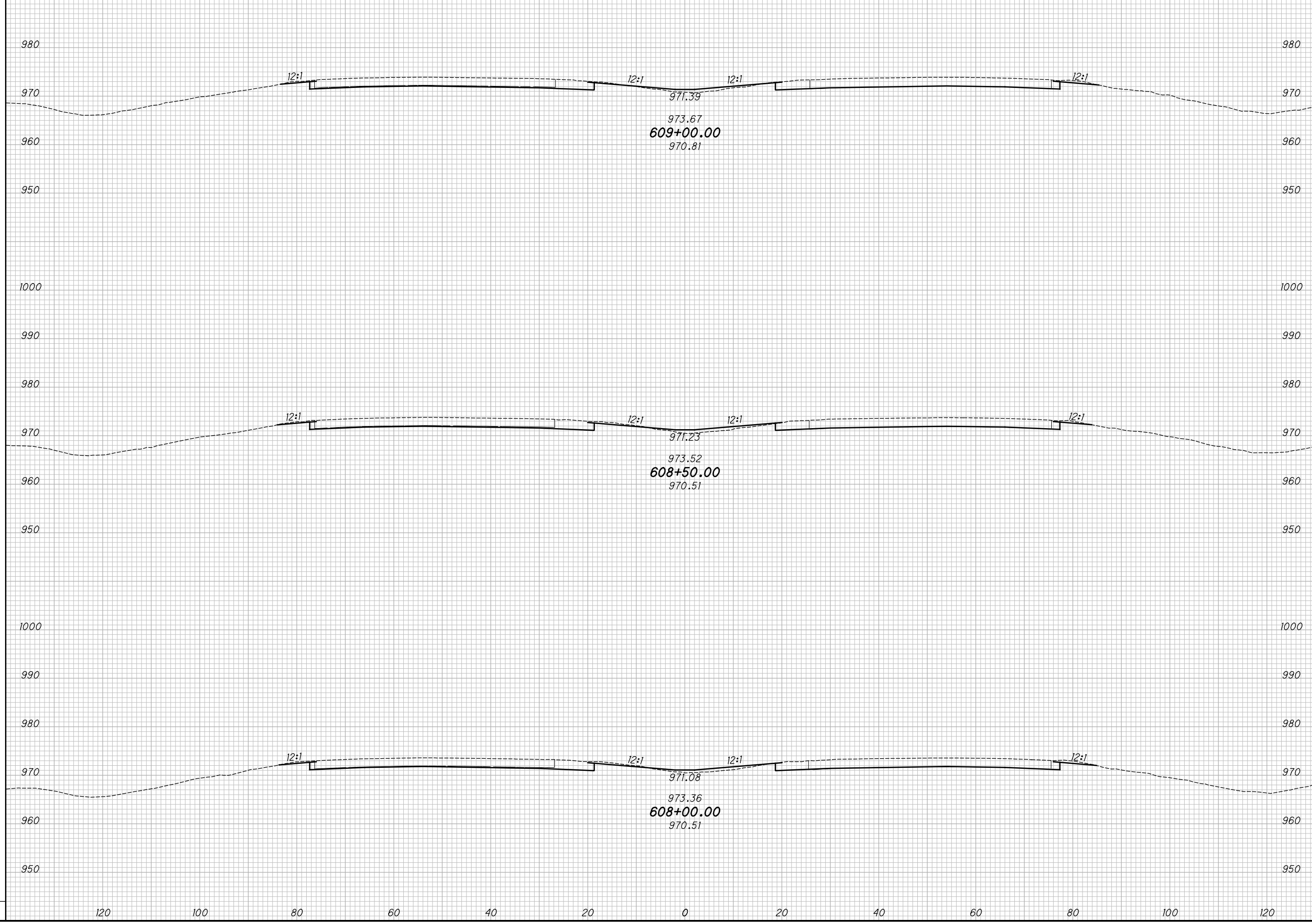
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
STA. 608+00.00 TO STA. 609+00.00

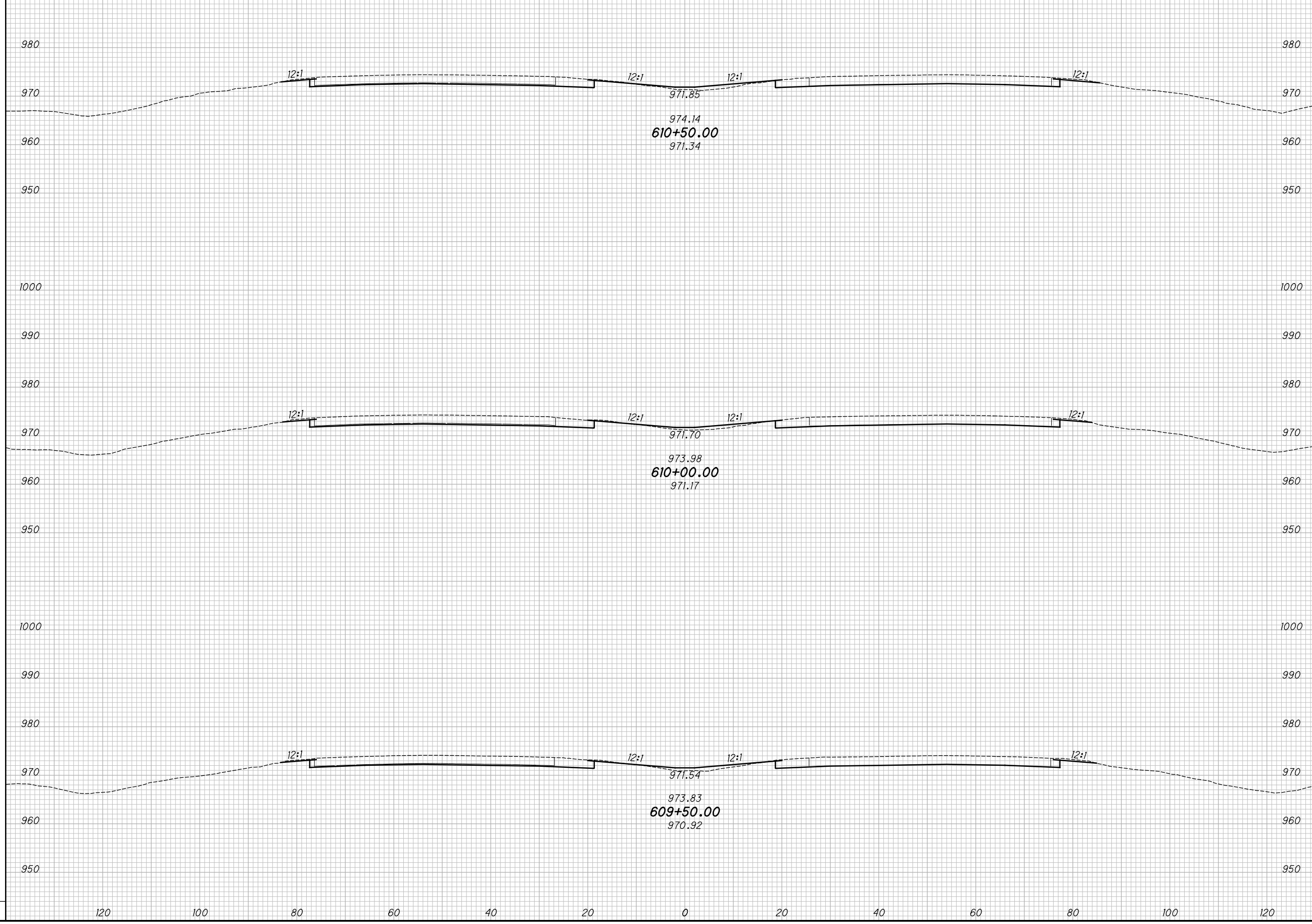
MAD-70-8.62

147
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_98 11/23/2020 2:42:28 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 609+50.00 TO STA. 610+50.00

MAD-70-8.62

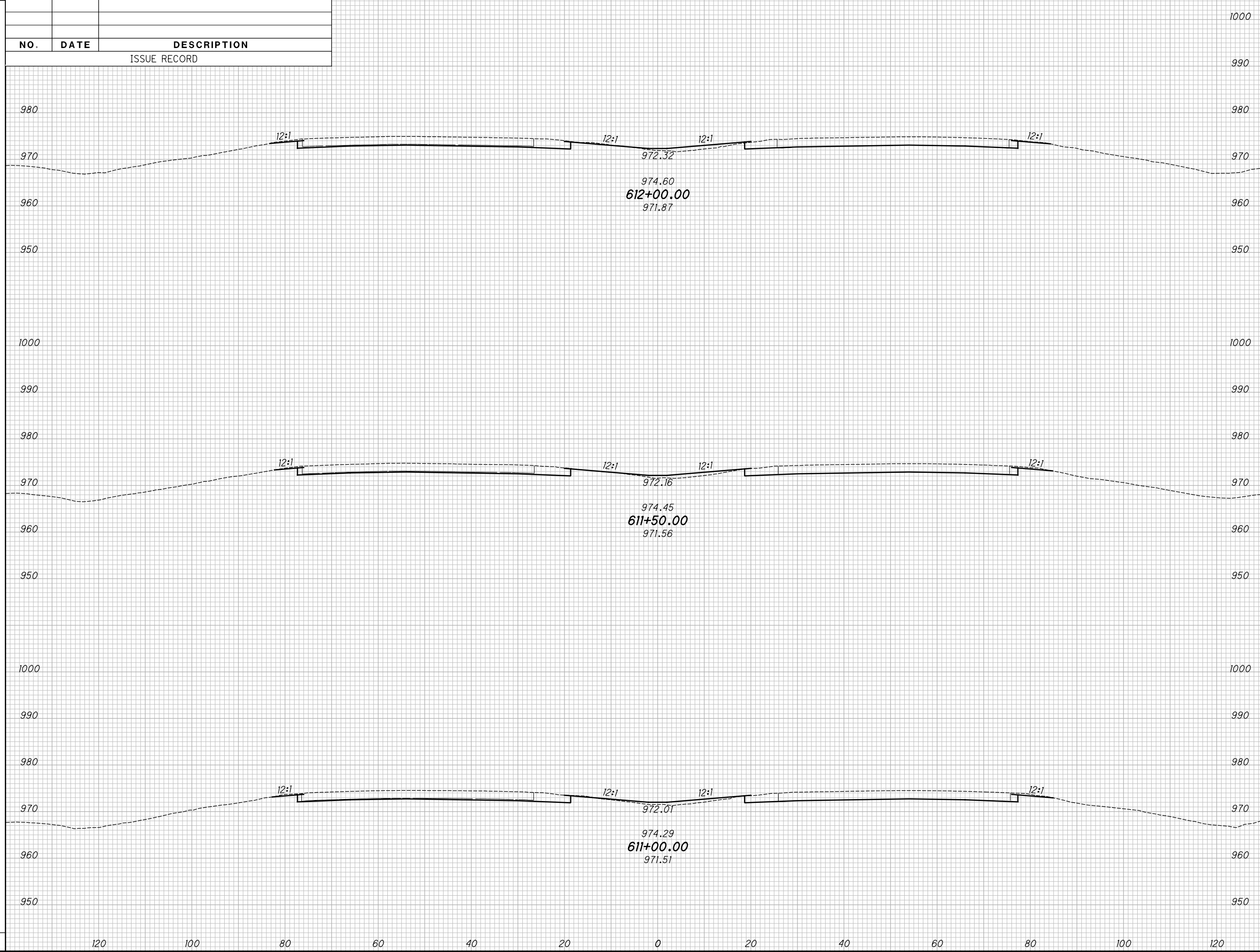
148
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_99 11/23/2020 2:44:30 PM kmhnlcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 611+00.00 TO STA. 612+00.00

MAD-70-8.62

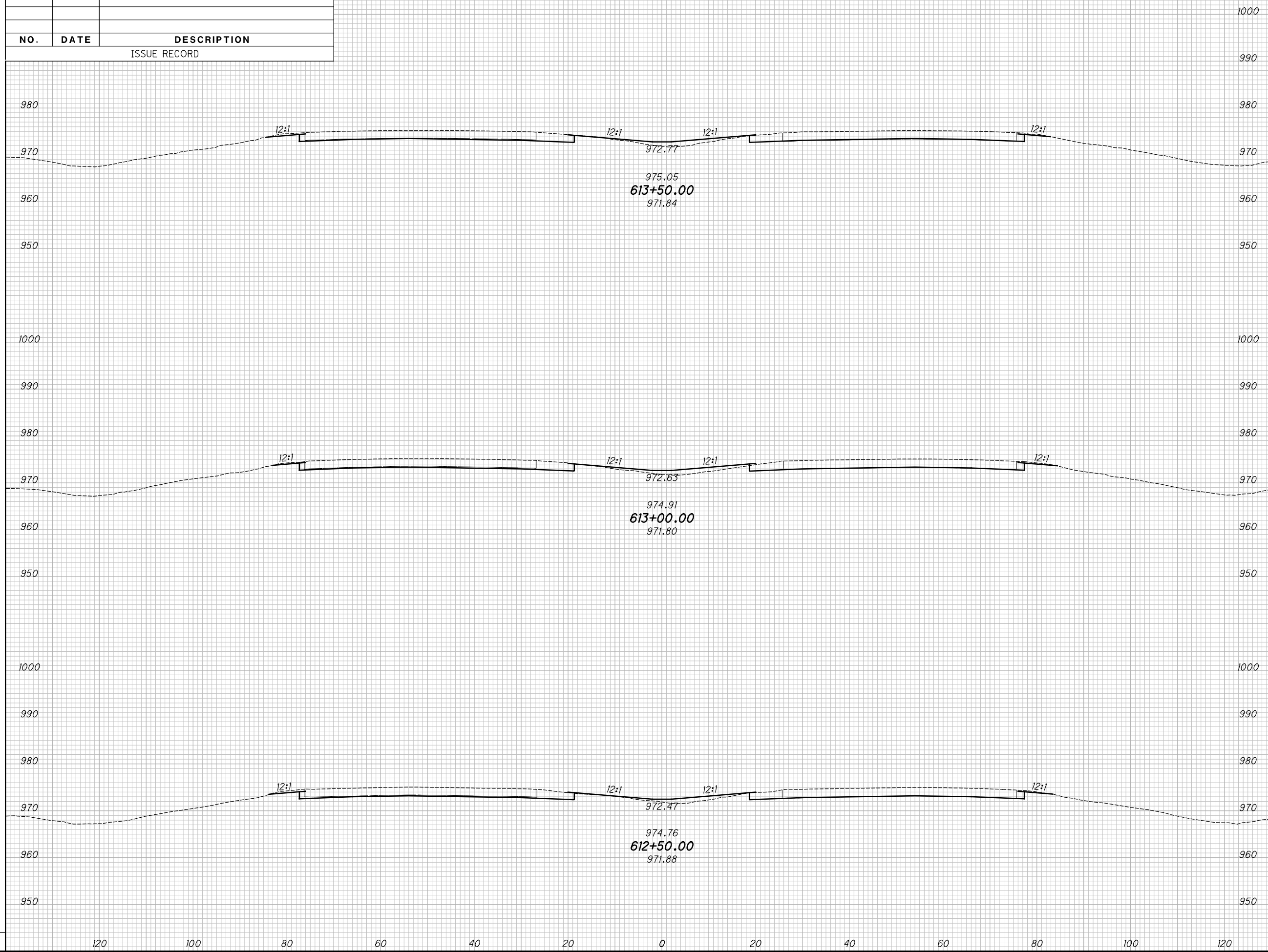
149
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_100 11/23/2020 2:44:33 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 612+50.00 TO STA. 613+50.00

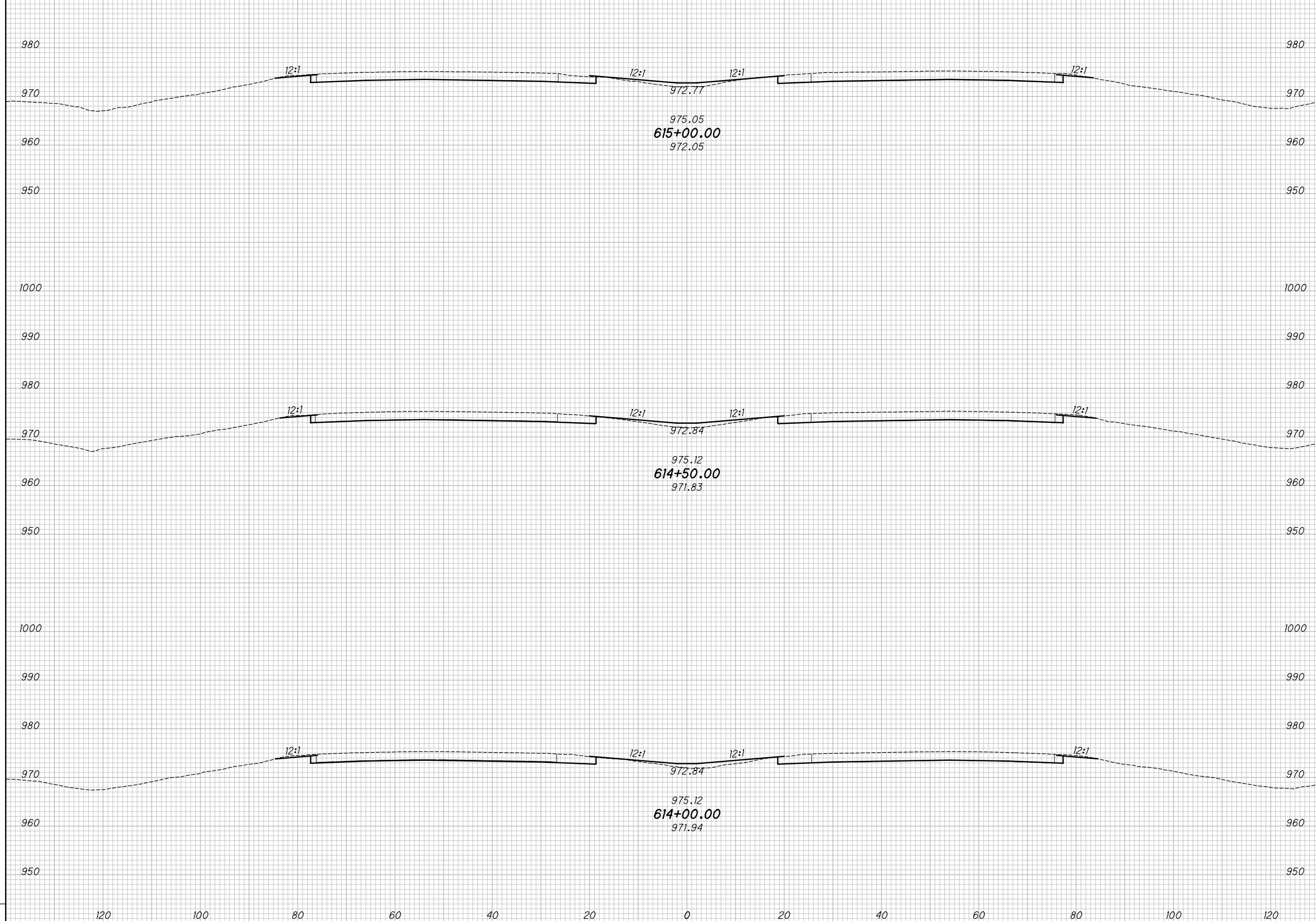
MAD-70-8.62

150
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_01 11/23/2020 2:4:35 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 614+00.00 TO STA. 615+00.00

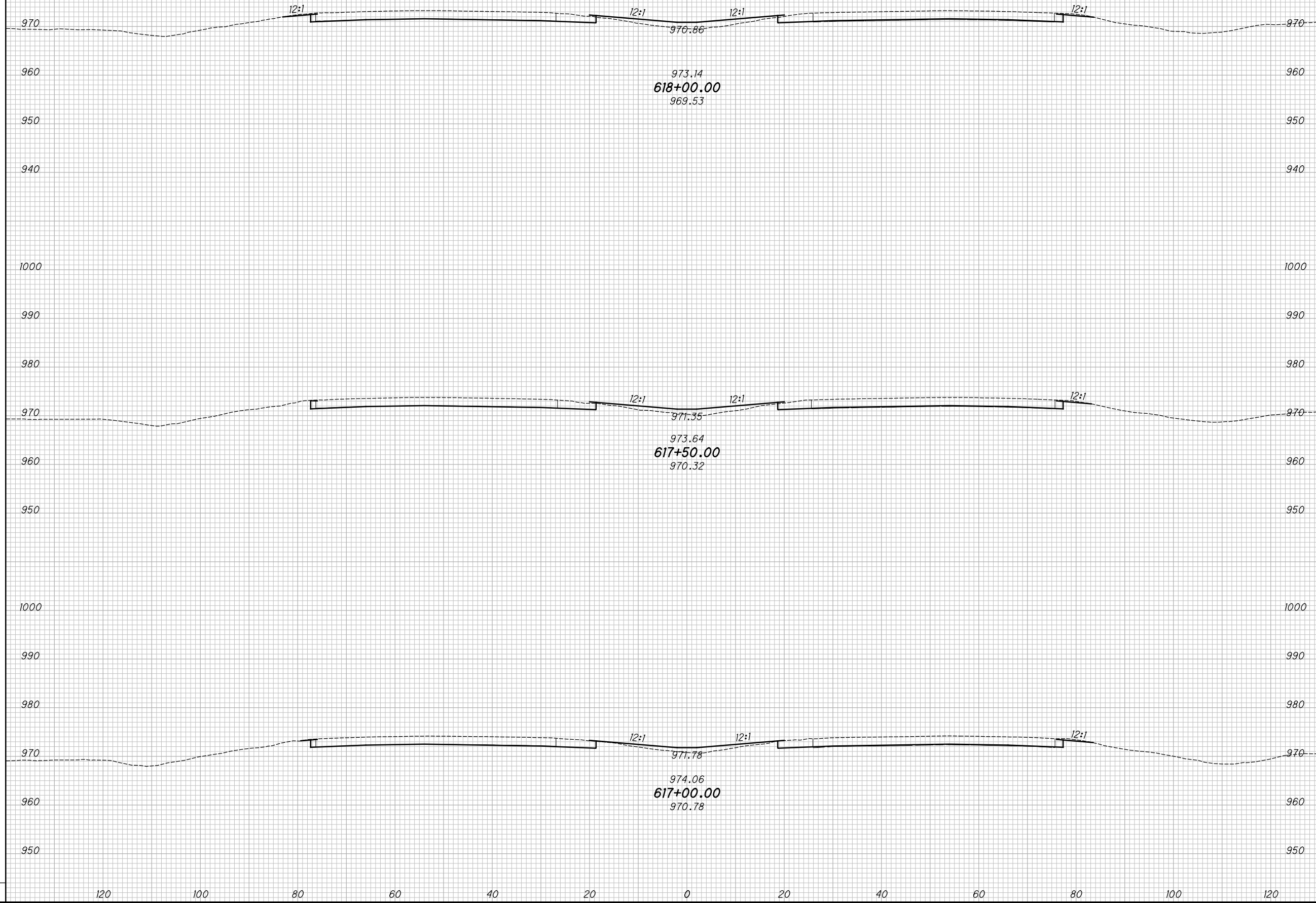
MAD-70-8.62

151
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_103 11/23/2020 2:14:40 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 617+00.00 TO STA. 618+00.00

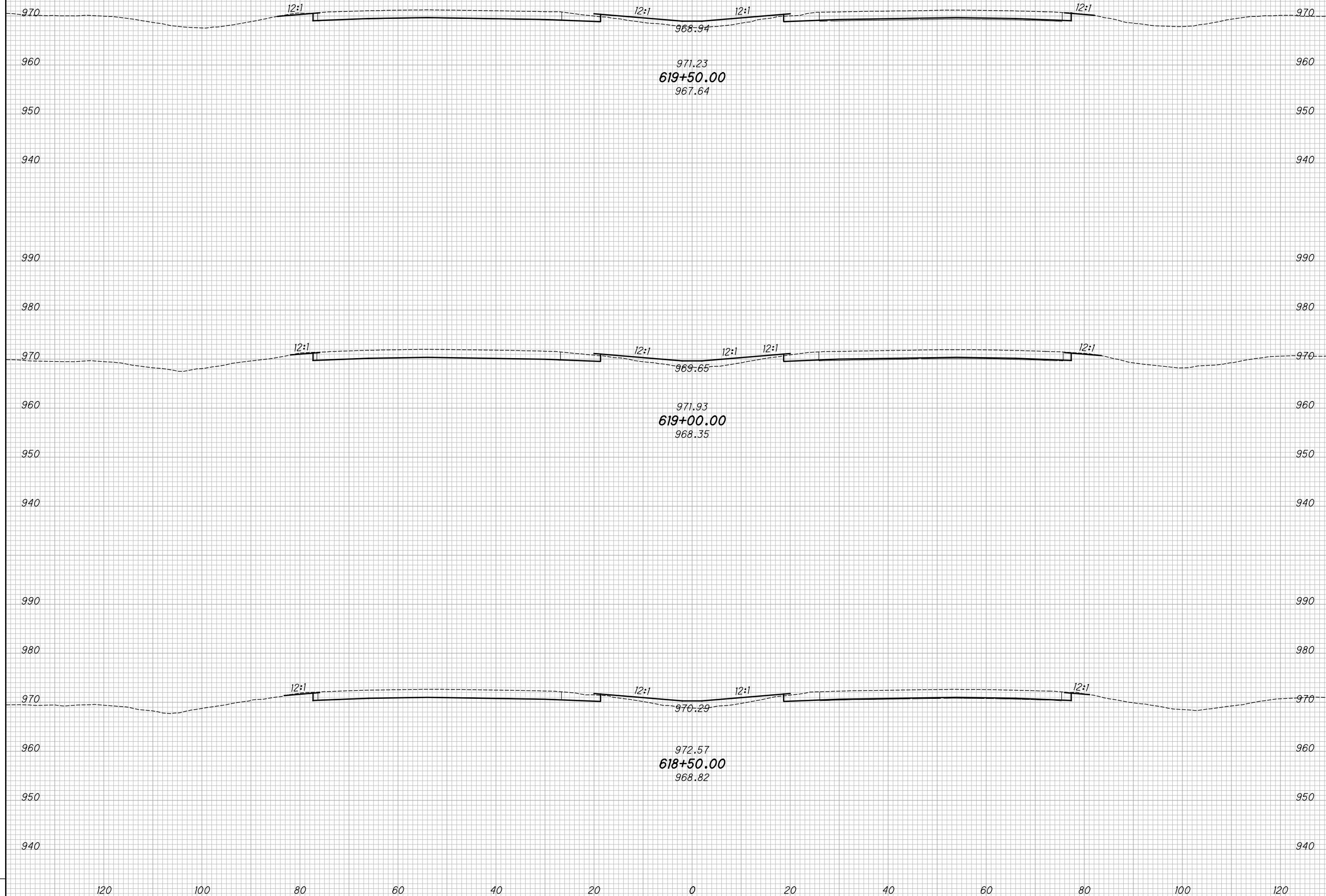
MAD-70-8.62

153
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_04 11/23/2020 2:14:42 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 618+50.00 TO STA. 619+50.00

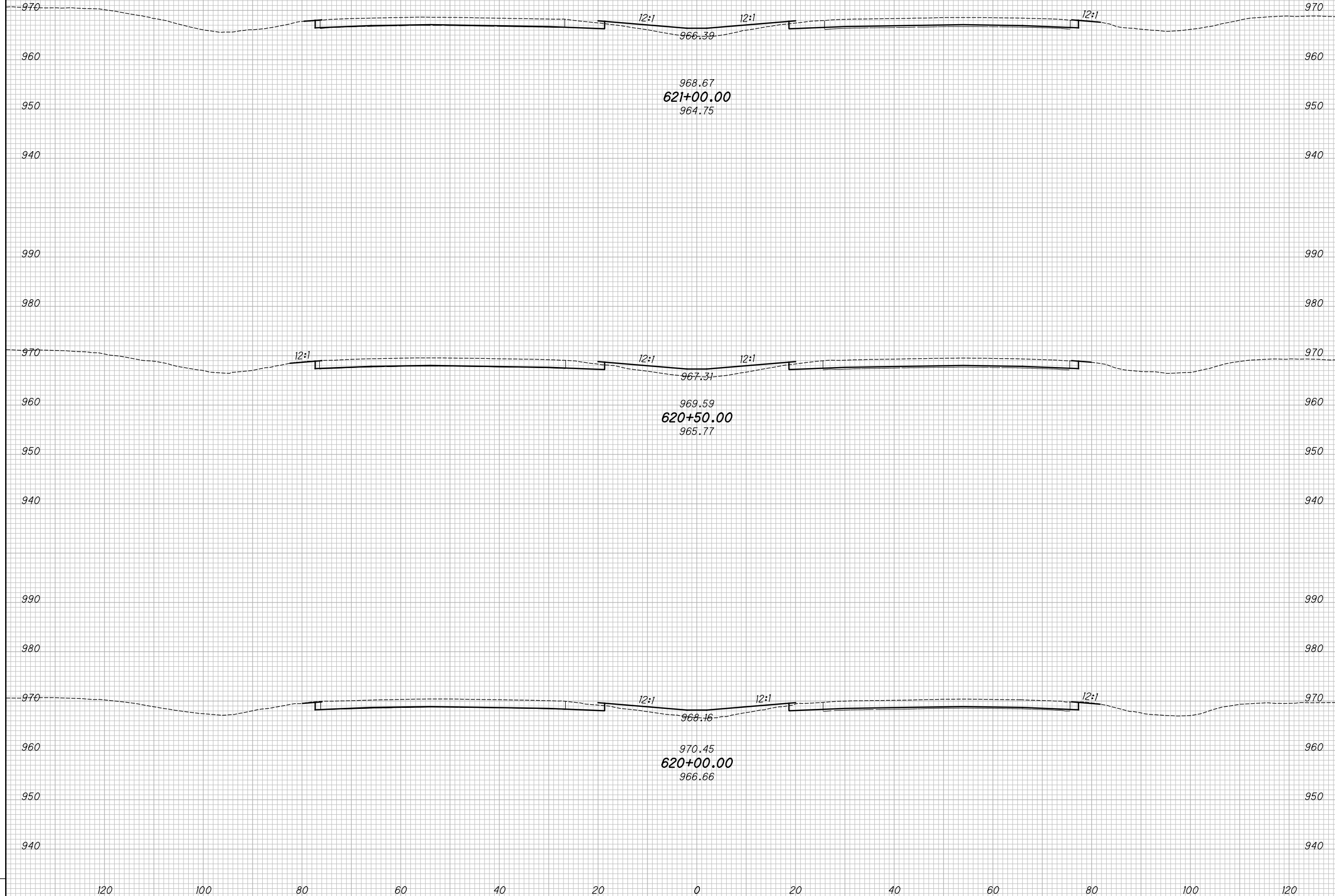
MAD-70-8.62

154
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_05 11/23/2020 2:14:44 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 620+00.00 TO STA. 621+00.00

MAD-70-8.62

155
470

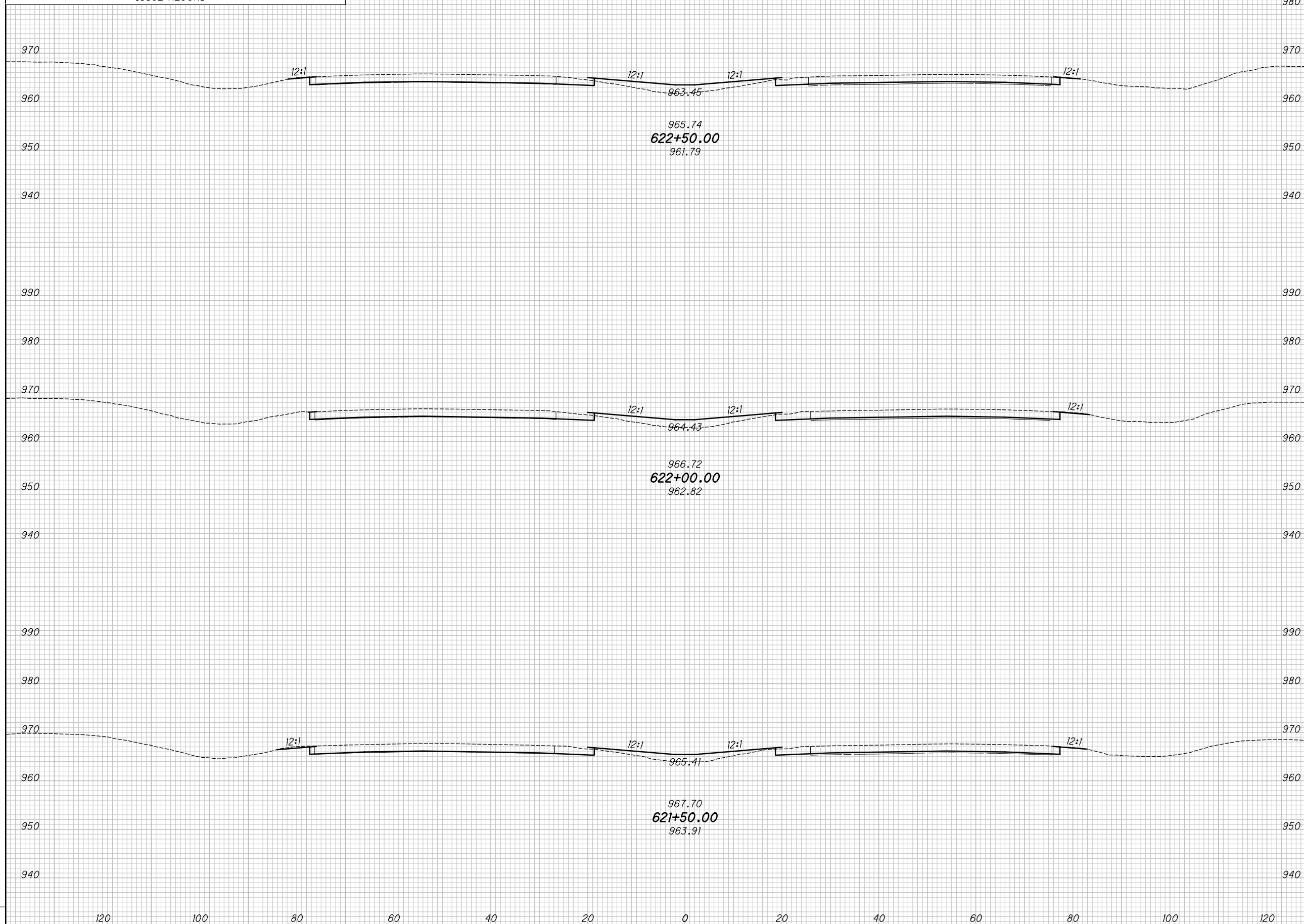
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_06 11/23/2020 2:14:47 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 621+50.00 TO STA. 622+50.00

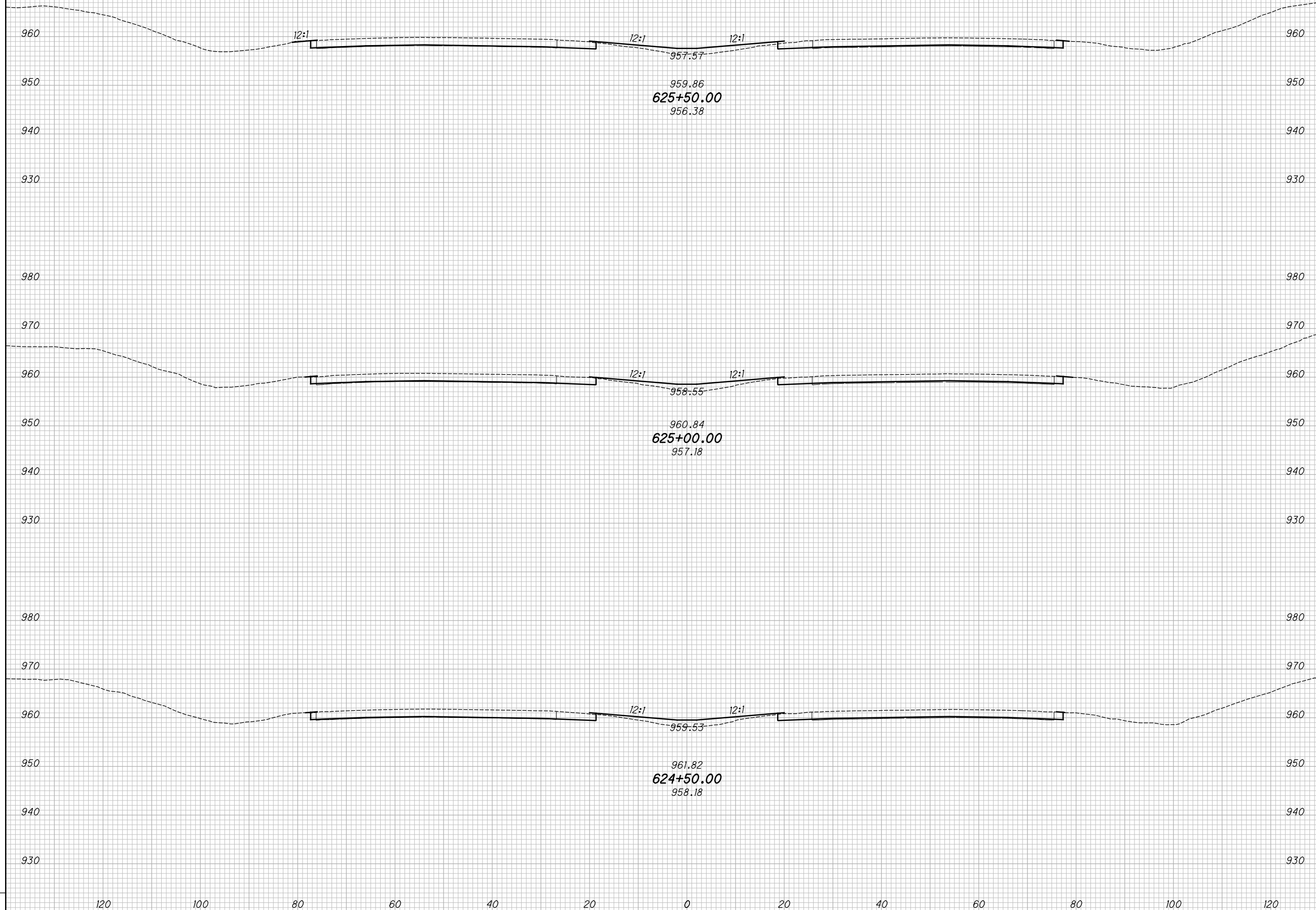
MAD-70-8.62

156
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_108 11/23/2020 2:14:51PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 624+50.00 TO STA. 625+50.00

MAD-70-8.62

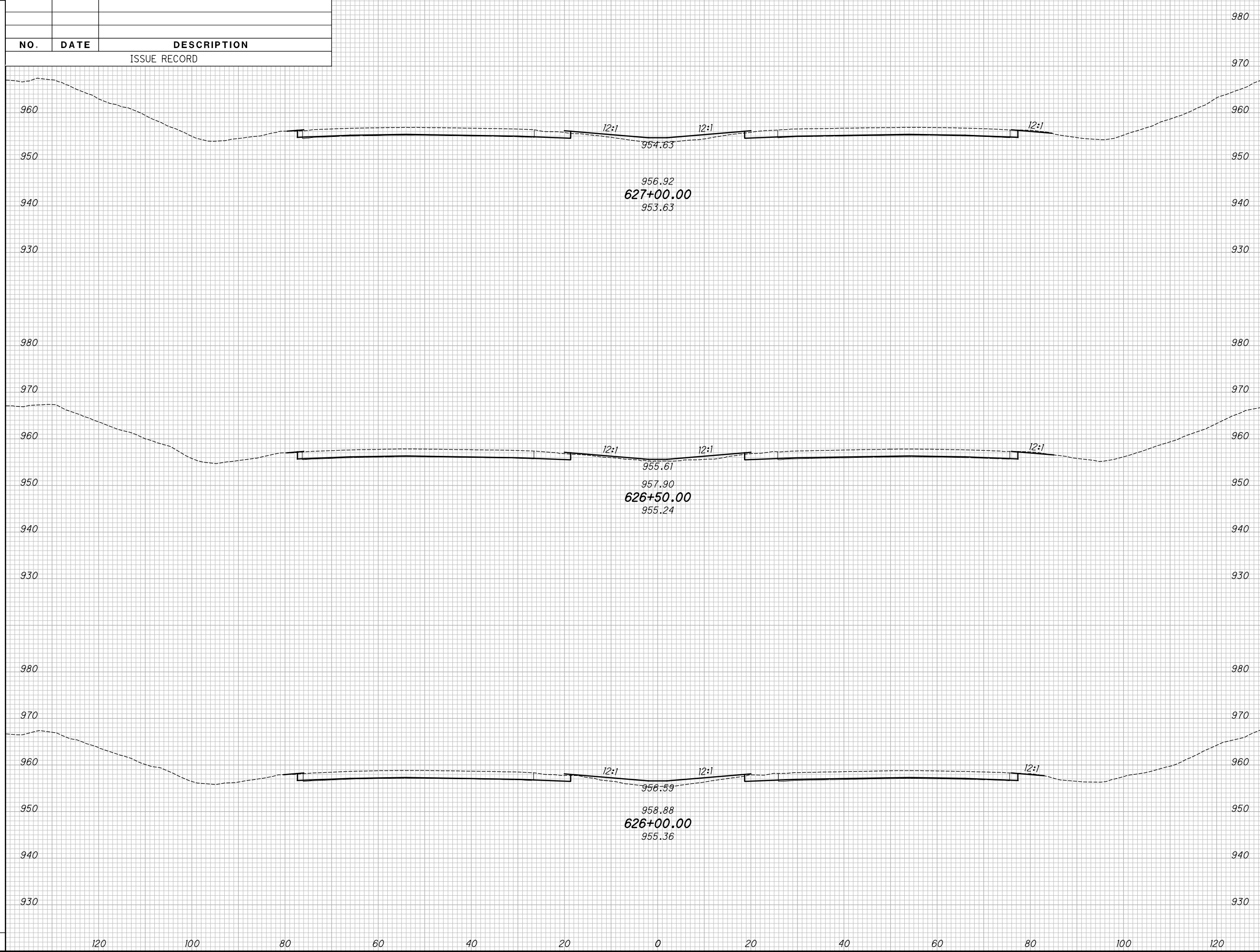
158
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_109 11/23/2020 2:14:54 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
 STA. 626+00.00 TO STA. 627+00.00

MAD-70-8.62

159
470

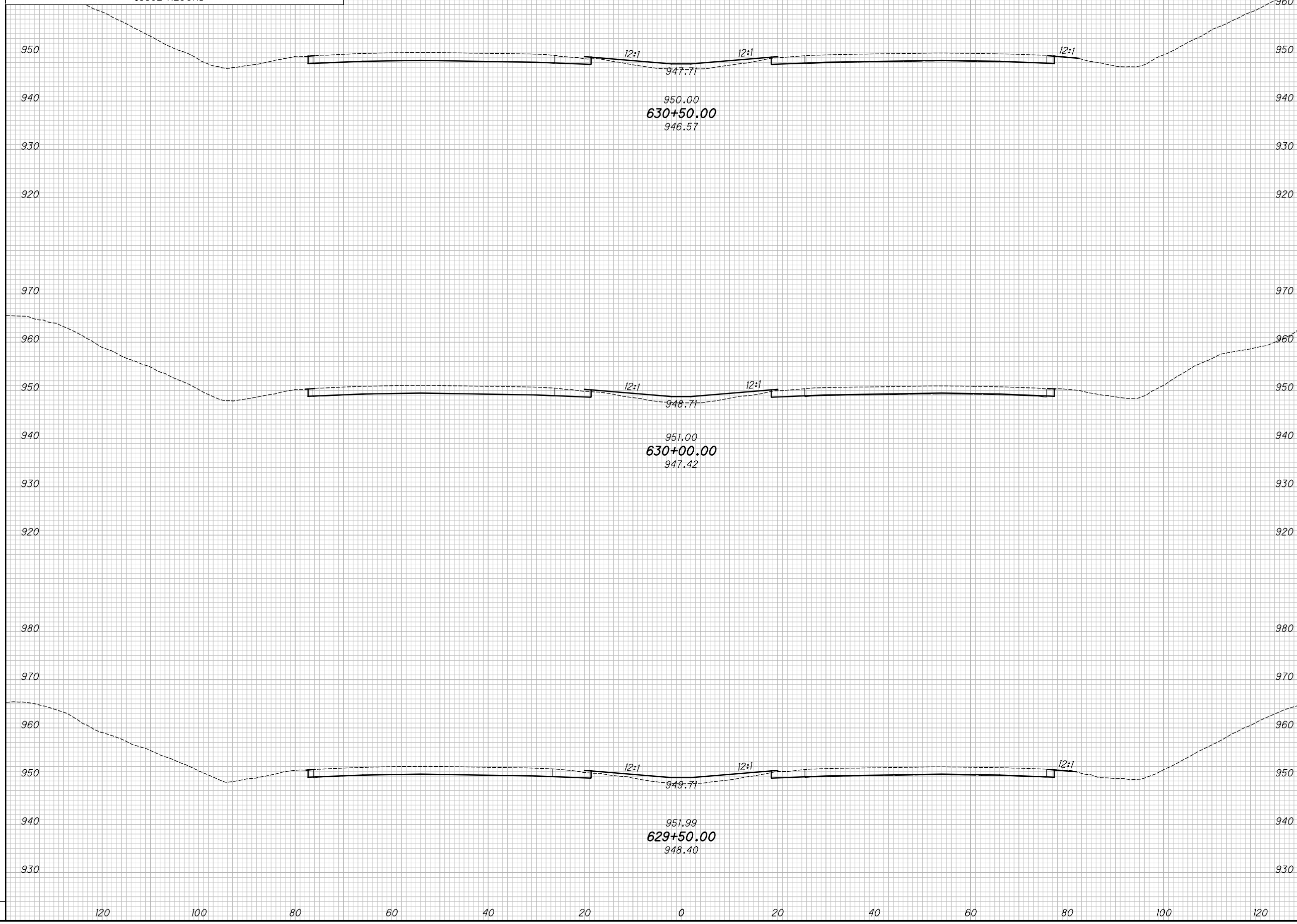
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_III 11/23/2020 2:14:58 PM kmhnlbce

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 629+50.00 TO STA. 630+50.00

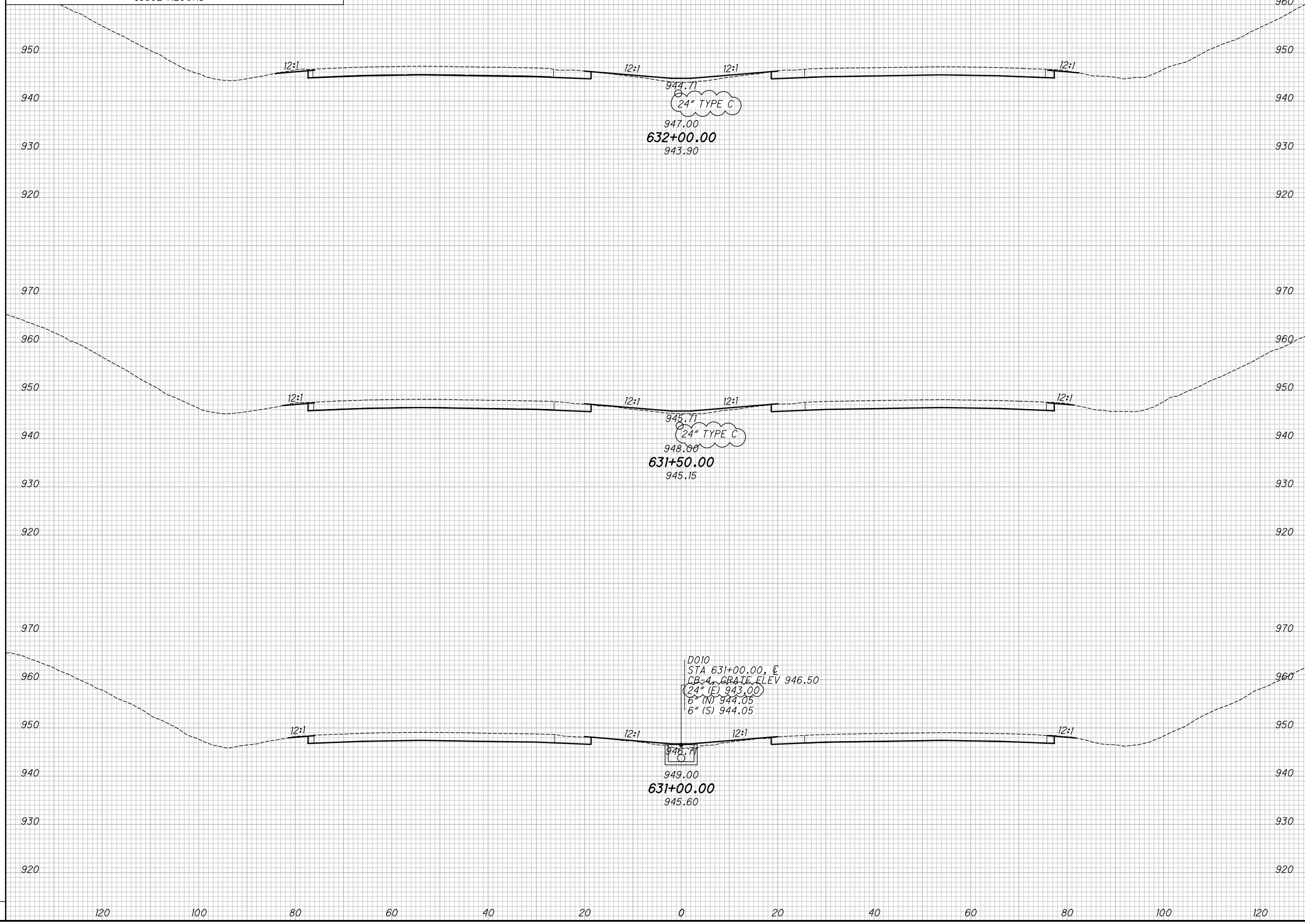
MAD-70-8.62

161
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_12 11/23/2020 2:15:33 PM kmhalceea

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
NO.	DATE	DESCRIPTION	
		ISSUE RECORD	

END AREA	VOLUME	CALCULATED	CHECKED
CUT	FILL	CUT	FILL
		KRF	MJC



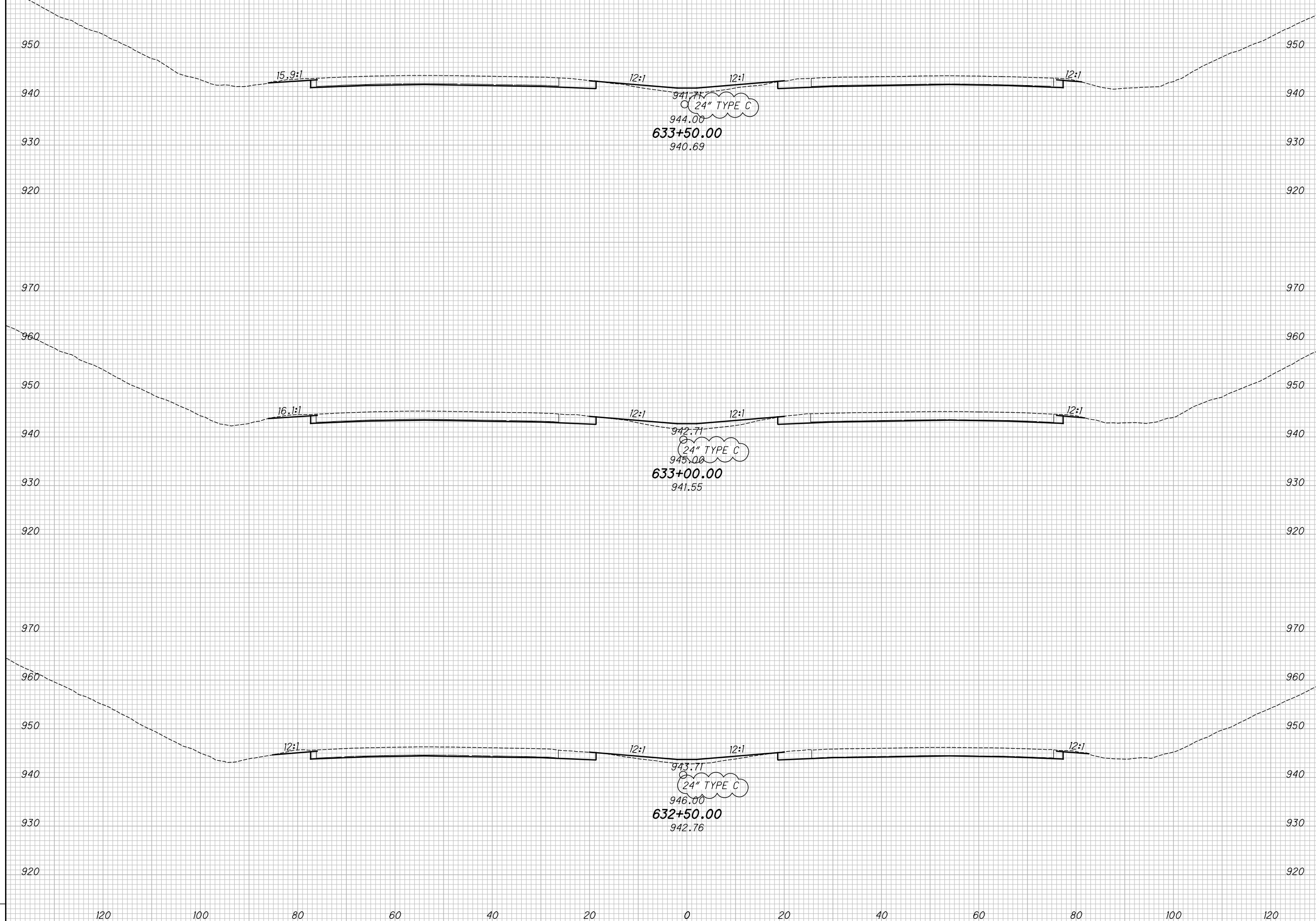
CROSS SECTIONS - IR 70
STA. 631+00.00 TO STA. 632+00.00

MAD-70-8.62

162
470

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
NO.	DATE	DESCRIPTION	
		ISSUE RECORD	

END AREA	VOLUME	CALCULATED	CHECKED
CUT	FILL	CUT	FILL
		KRF	MJC



CROSS SECTIONS - IR 70
STA. 632+50.00 TO STA. 633+50.00

MAD-70-8.62

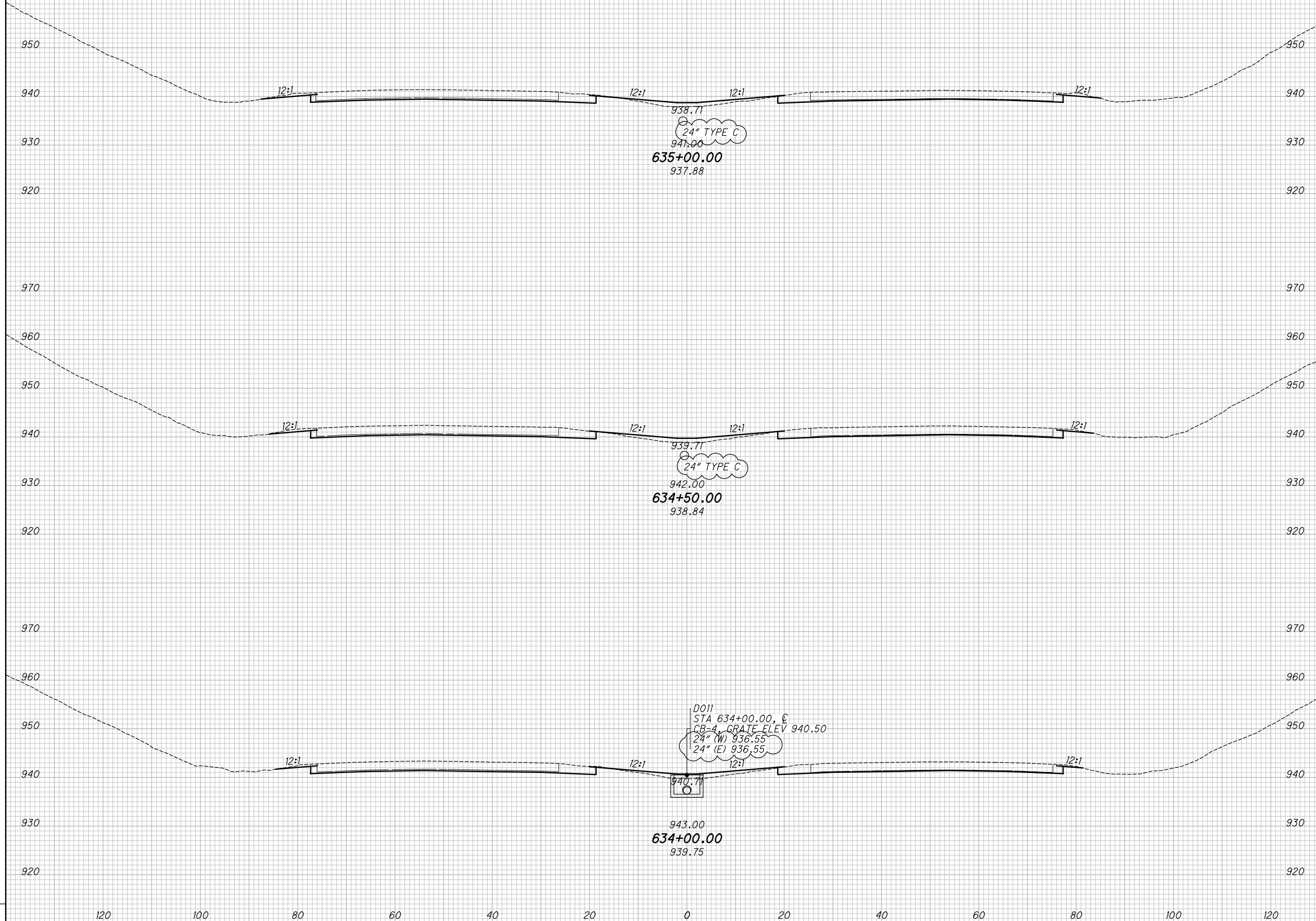
163
 470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_13 11/23/2020 2:15:39 PM kmhalceea

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_14 11/23/2020 2:15:41PM kmhnlcea

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
NO.	DATE	DESCRIPTION	
		ISSUE RECORD	

END AREA	VOLUME	CALCULATED	CHECKED
CUT	FILL	KRF	MJC



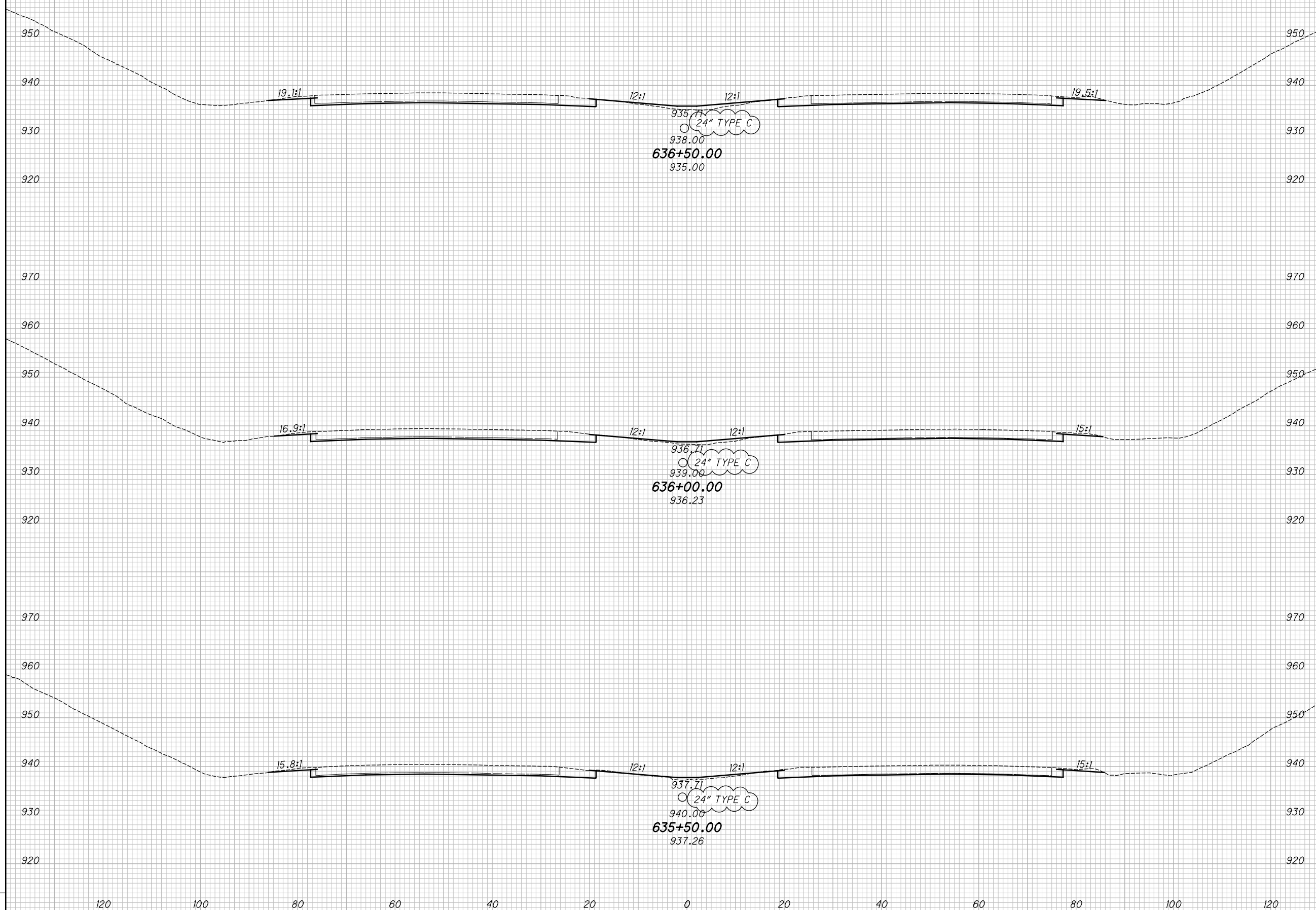
CROSS SECTIONS - IR 70
STA. 634+00.00 TO STA. 635+00.00

MAD-70-8.62

164
470

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
NO.	DATE	DESCRIPTION	
		ISSUE RECORD	

END AREA	VOLUME	CALCULATED
CUT	FILL	KRF
		CHECKED
		MJC



CROSS SECTIONS - IR 70
STA. 635+50.00 TO STA. 636+50.00

MAD-70-8.62

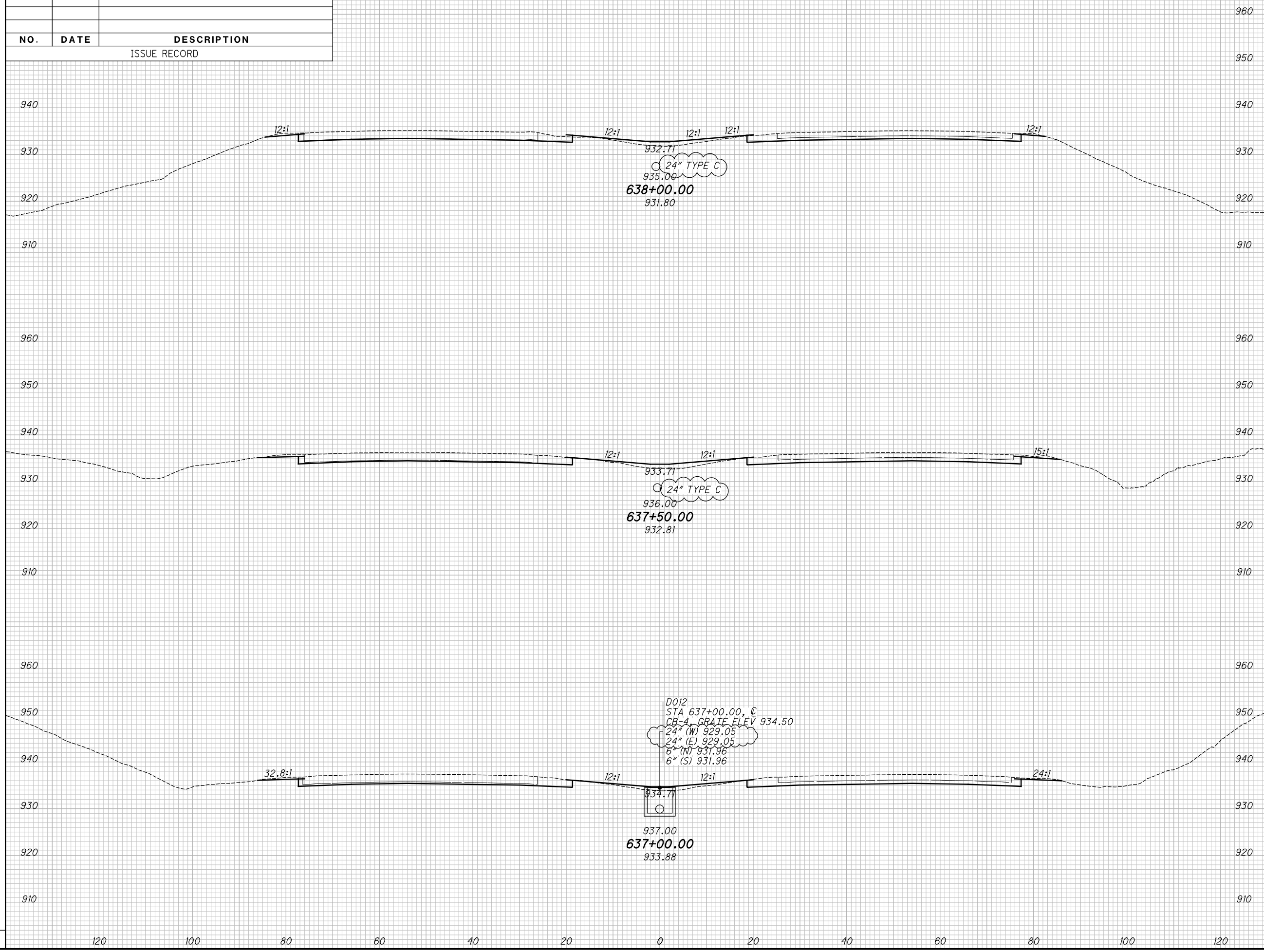
165
 470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_115 11/23/2020 2:15:44 PM kmihalcea

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_16 11/23/2020 2:15:46 PM kmihalcea

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
NO.	DATE	DESCRIPTION	
		ISSUE RECORD	

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
 STA. 637+00.00 TO STA. 638+00.00

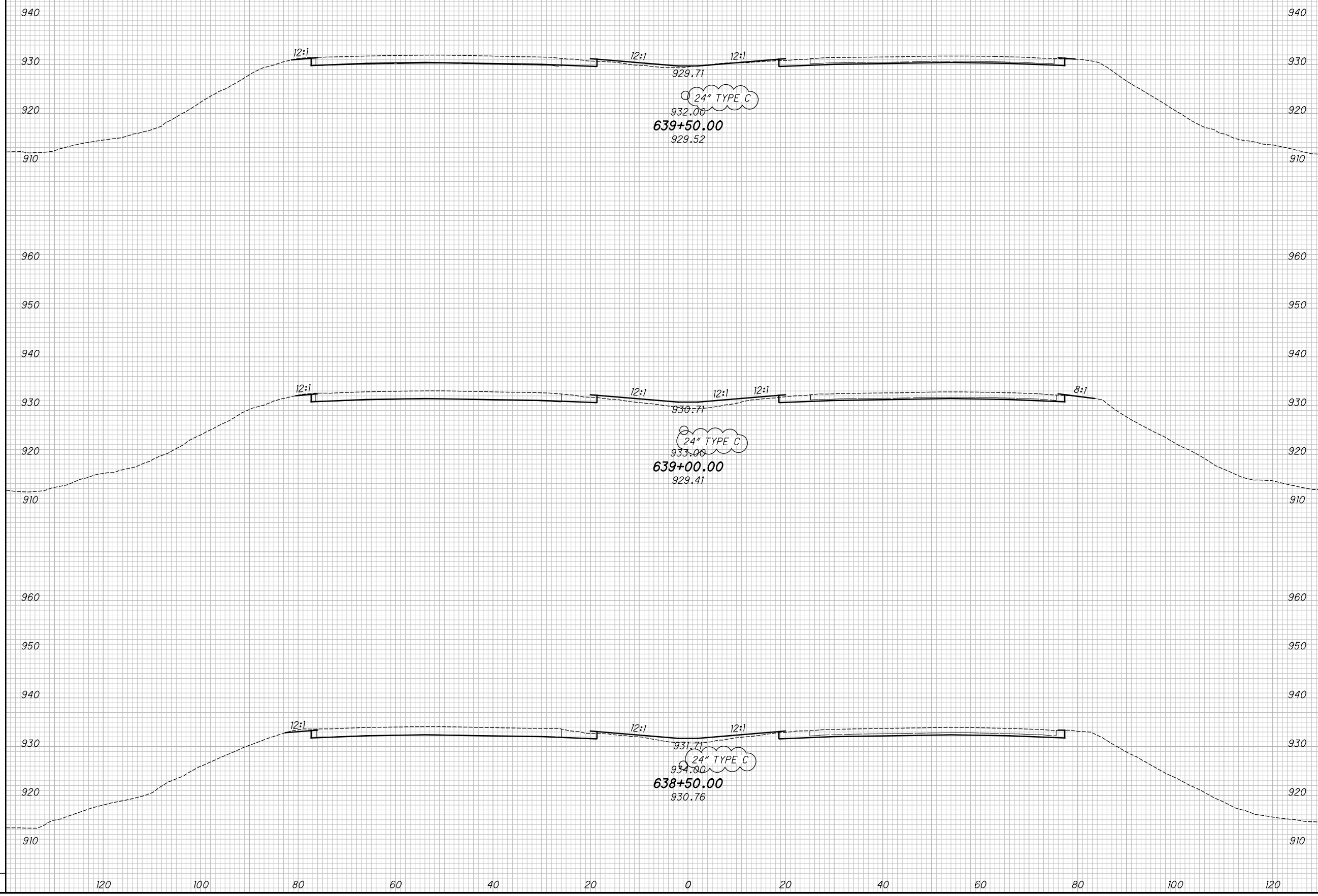
MAD-70-8.62

166
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_117 11/23/2020 2:15:49 PM kmihalcea

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
NO.	DATE	DESCRIPTION	
		ISSUE RECORD	

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 638+50.00 TO STA. 639+50.00

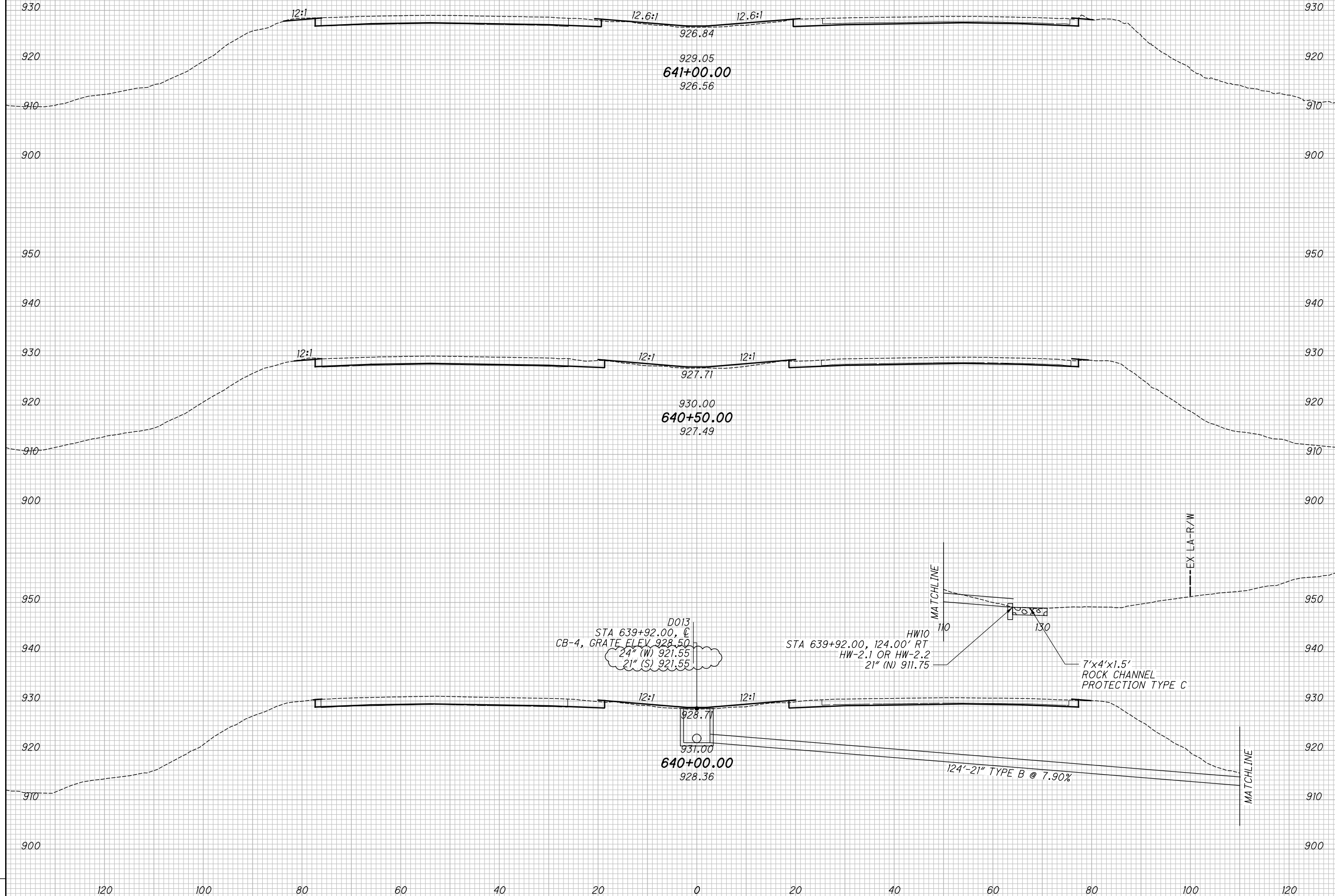
MAD-70-8.62

167
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_18 11/23/2020 2:15:51PM kmhnlcea

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA	VOLUME	CALCULATED	CHECKED
CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 640+00.00 TO STA. 641+00.00

MAD-70-8.62

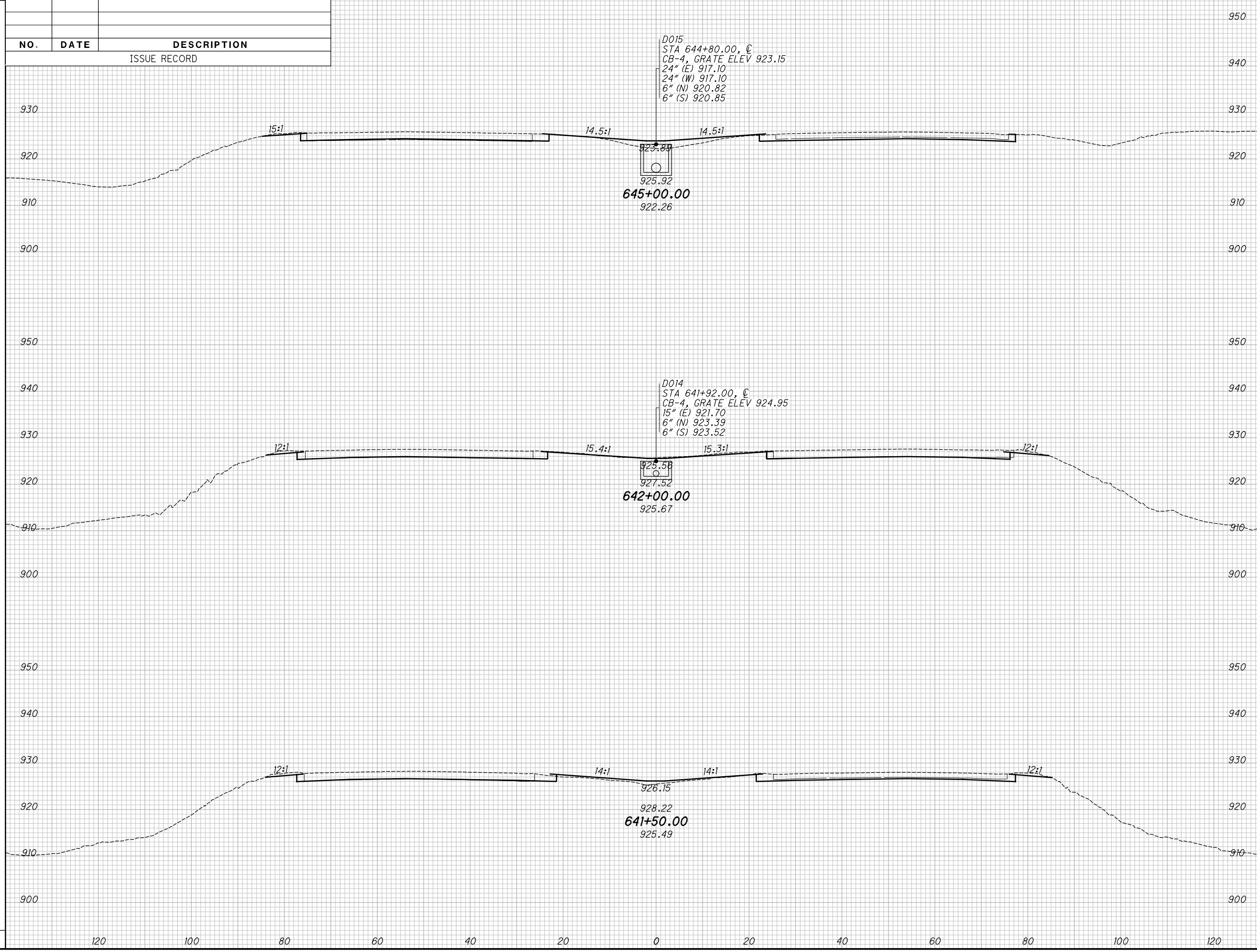
168
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_l9 11/23/2020 2:15:53 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 641+50.00 TO STA. 645+00.00

MAD-70-8.62

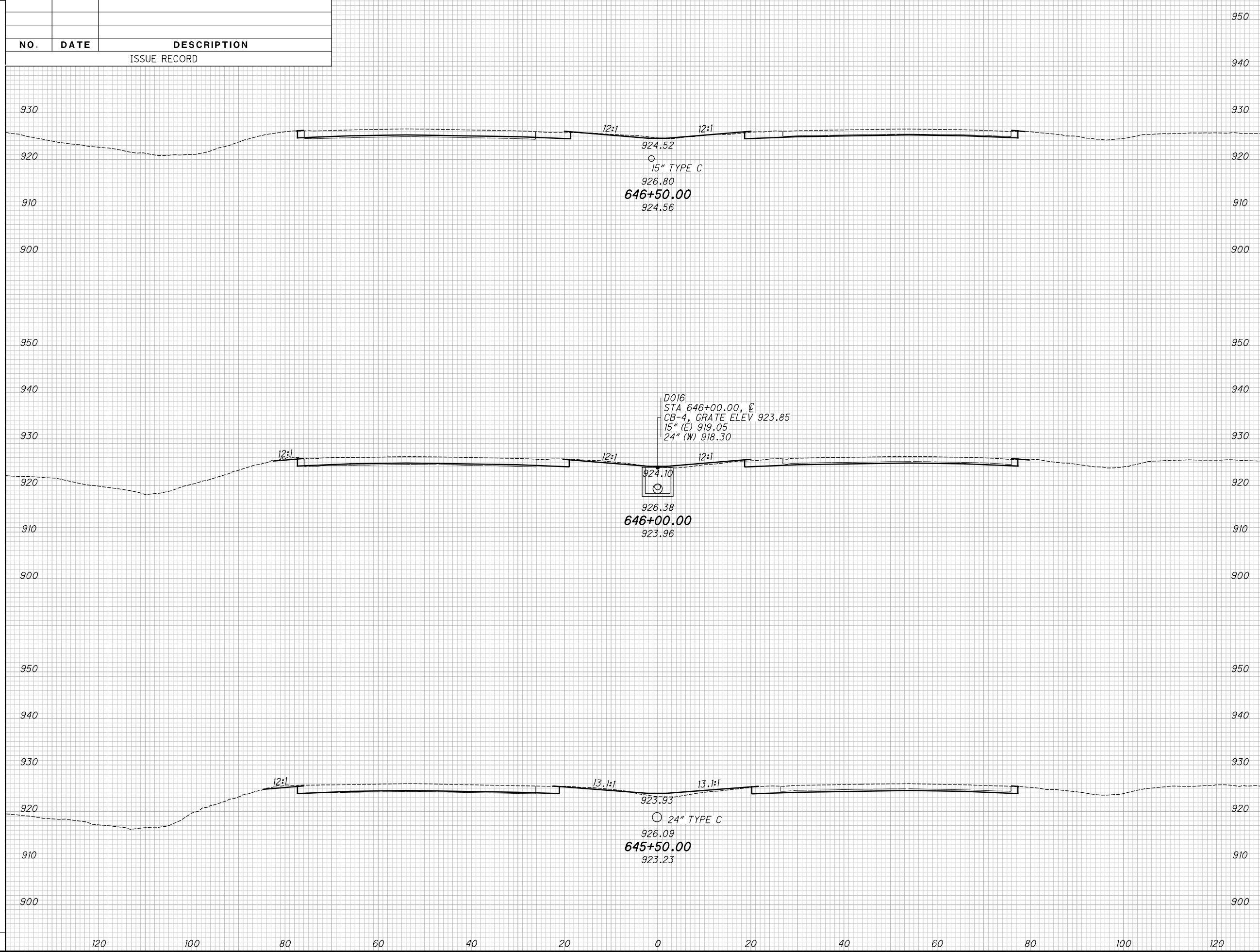
169
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_120 11/23/2020 2:15:56 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 645+50.00 TO STA. 646+50.00

MAD-70-8.62

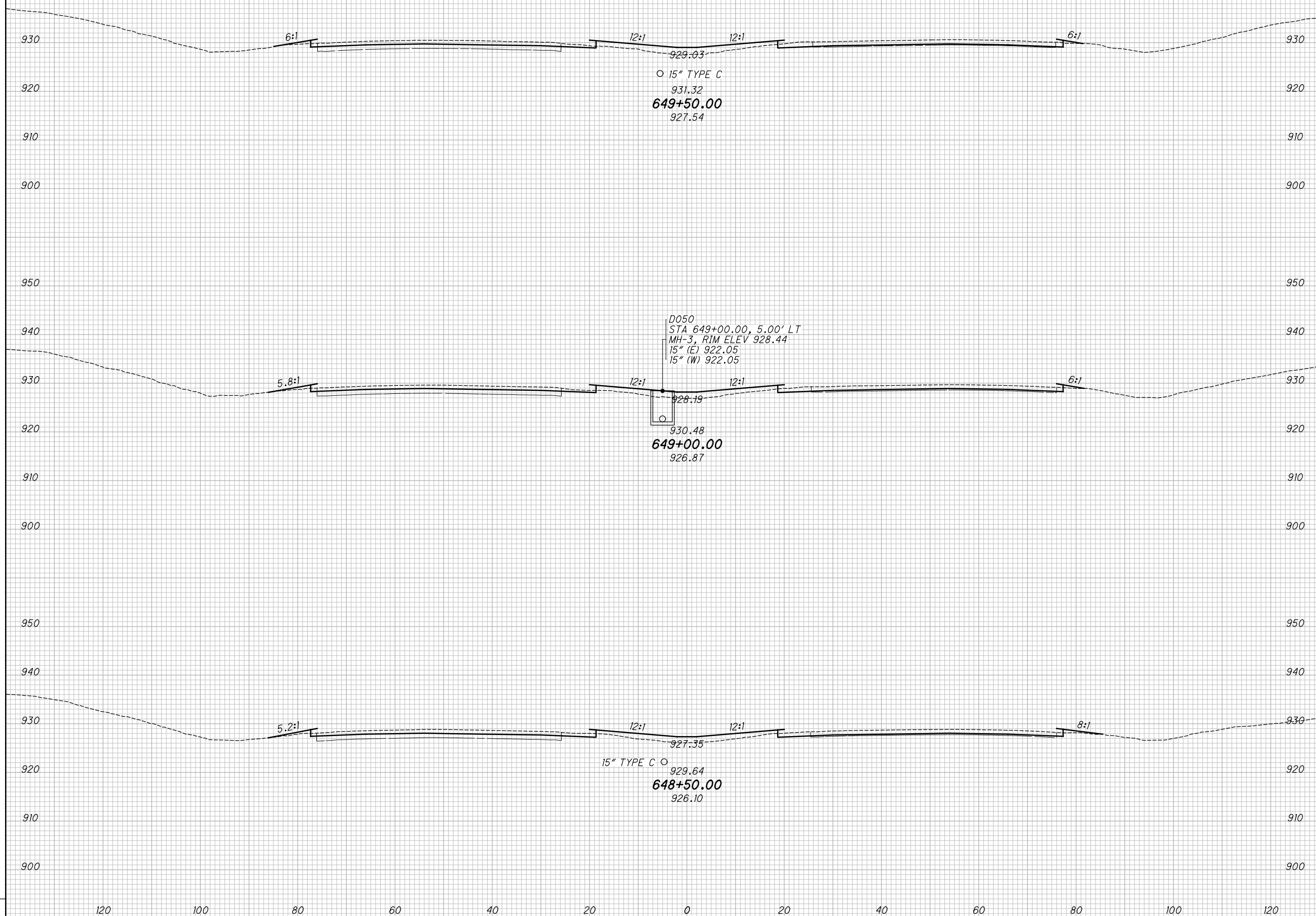
170
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_122 11/23/2020 2:16:00 PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

ISSUE RECORD

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
 STA. 648+50.00 TO STA. 649+50.00

MAD-70-8.62

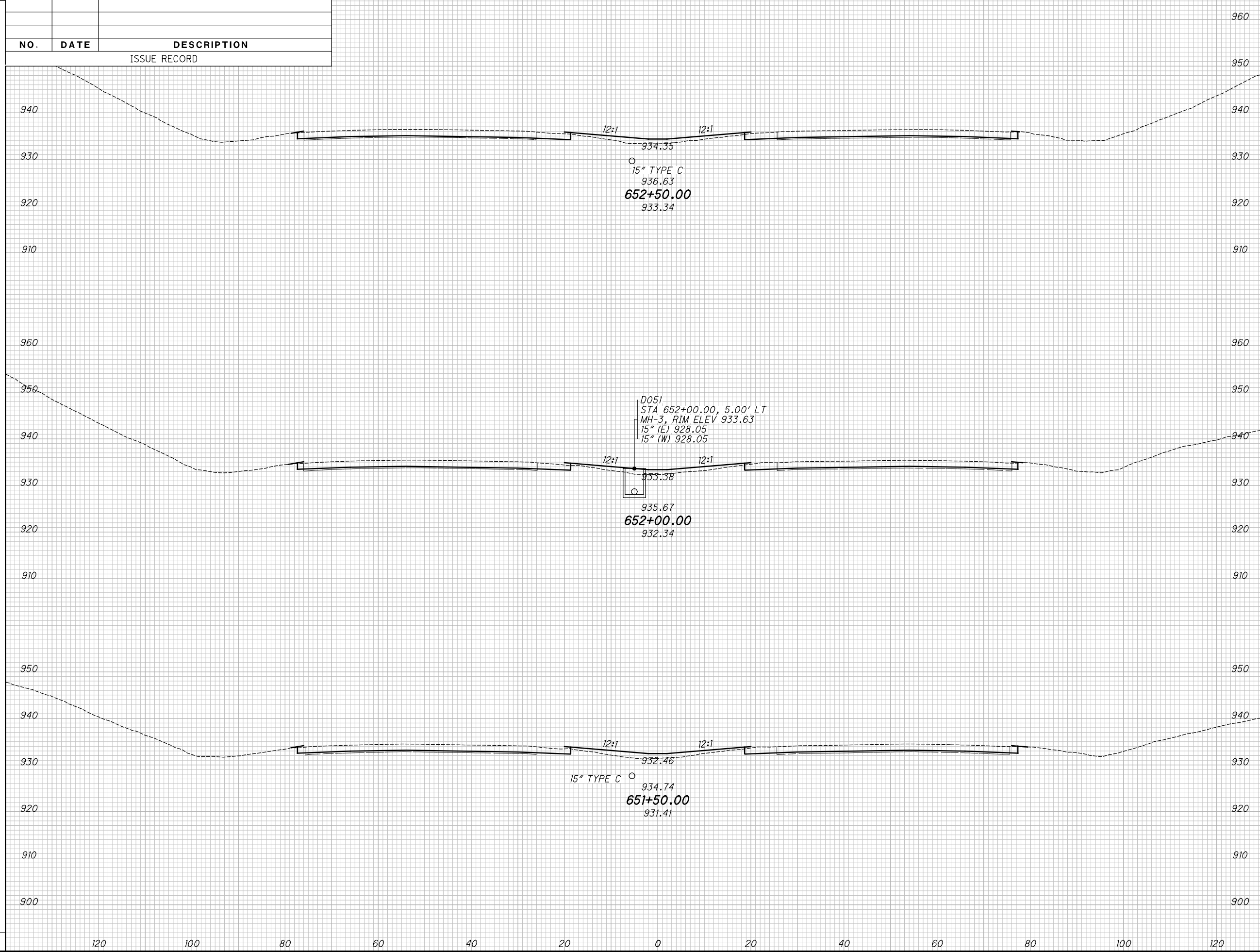
172
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_124 11/23/2020 2:16:05 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 651+50.00 TO STA. 652+50.00

MAD-70-8.62

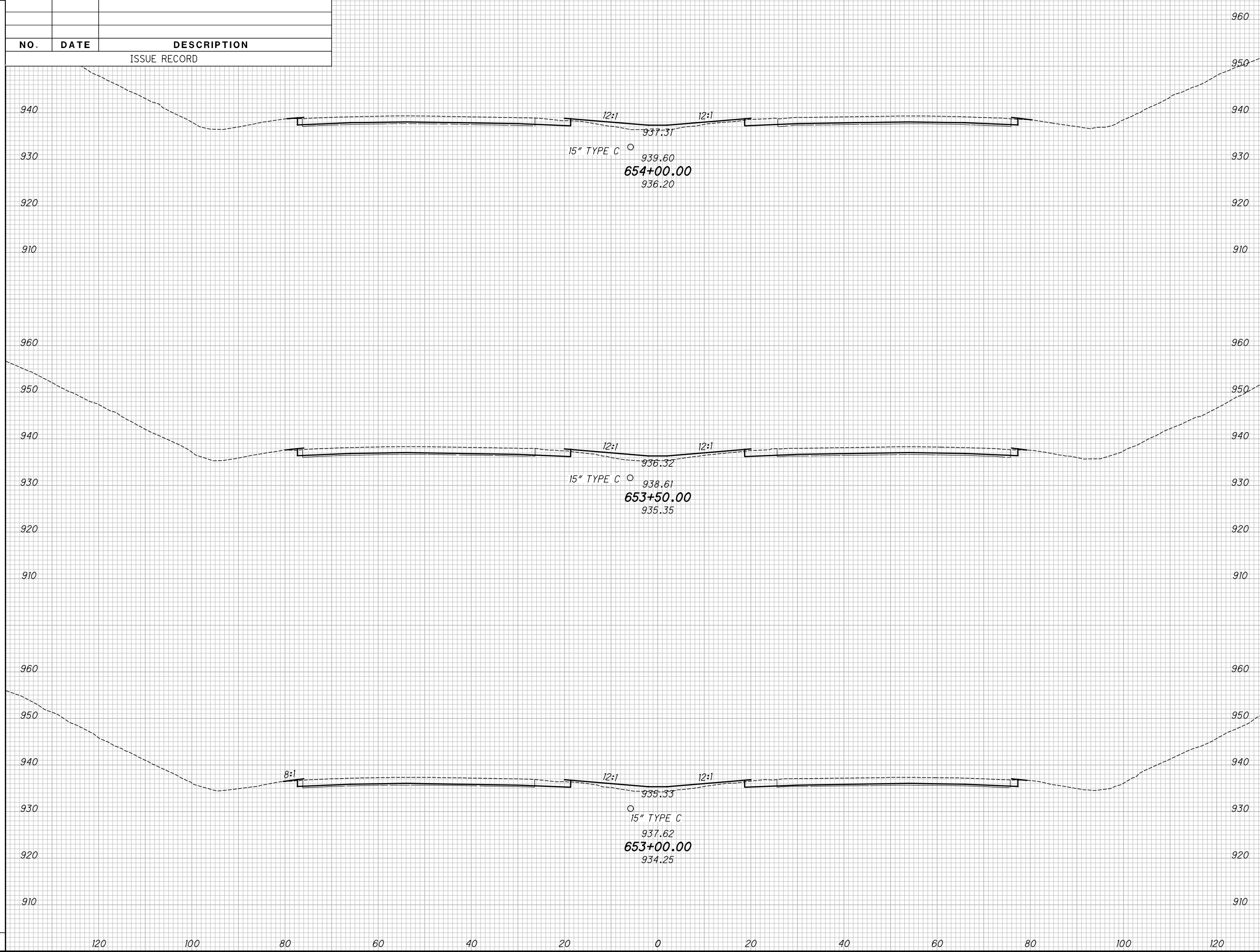
174
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_125 11/23/2020 2:16:08 PM kmhalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 653+00.00 TO STA. 654+00.00

MAD-70-8.62

175
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_126 11/23/2020 2:16:0 PM kmhhalcea

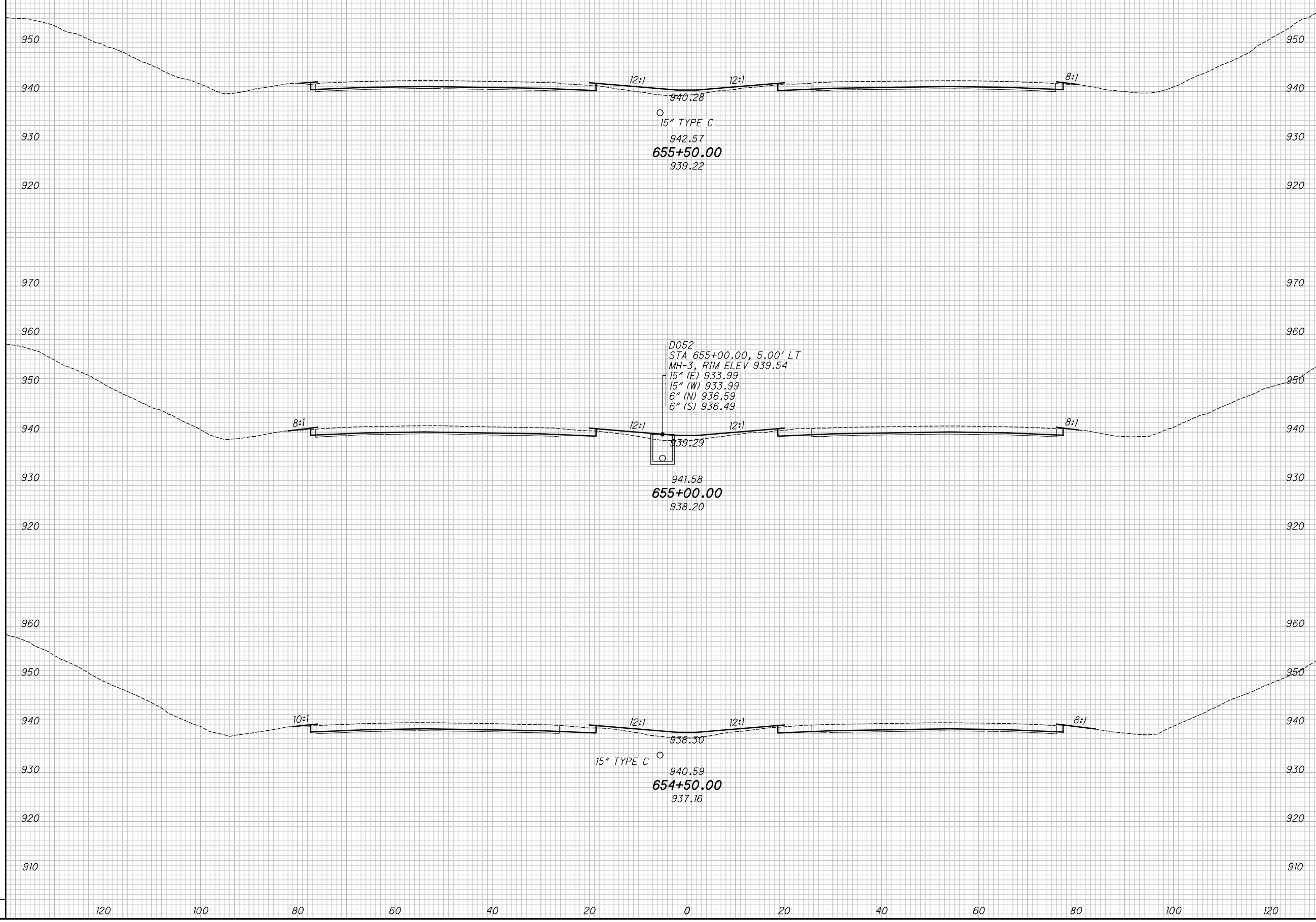
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



○
15" TYPE C
942.57
655+50.00
939.22

D052
STA 655+00.00, 5.00' LT
MH-3, RIM ELEV 939.54
15" (E) 933.99
15" (W) 933.99
6" (N) 936.59
6" (S) 936.49
939.29
941.58
655+00.00
938.20

○
15" TYPE C
940.59
654+50.00
937.16

CROSS SECTIONS - IR 70
STA. 654+50.00 TO STA. 655+50.00

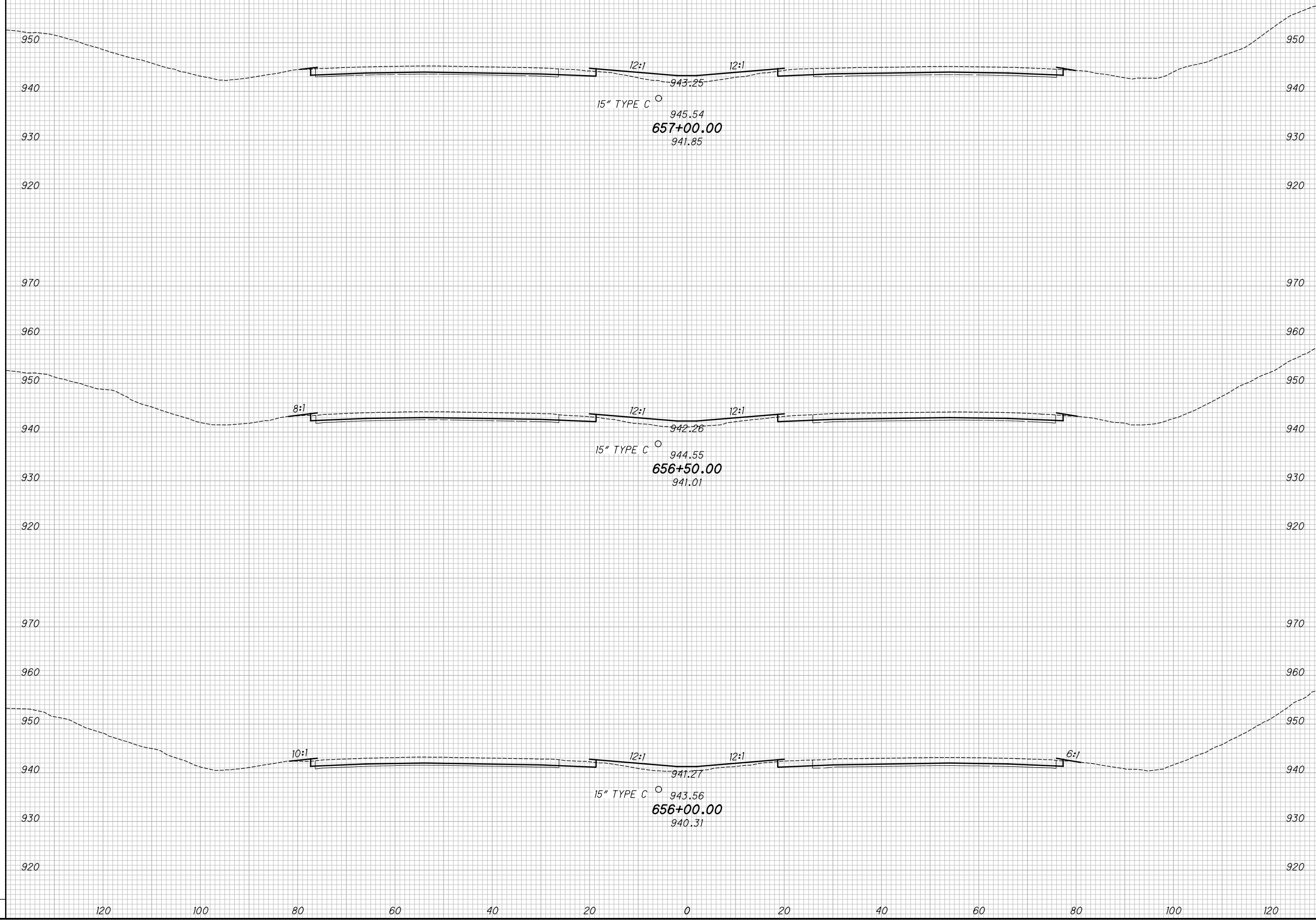
MAD-70-8.62

176
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_127 11/23/2020 2:16:42 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
 STA. 656+00.00 TO STA. 657+00.00

MAD-70-8.62

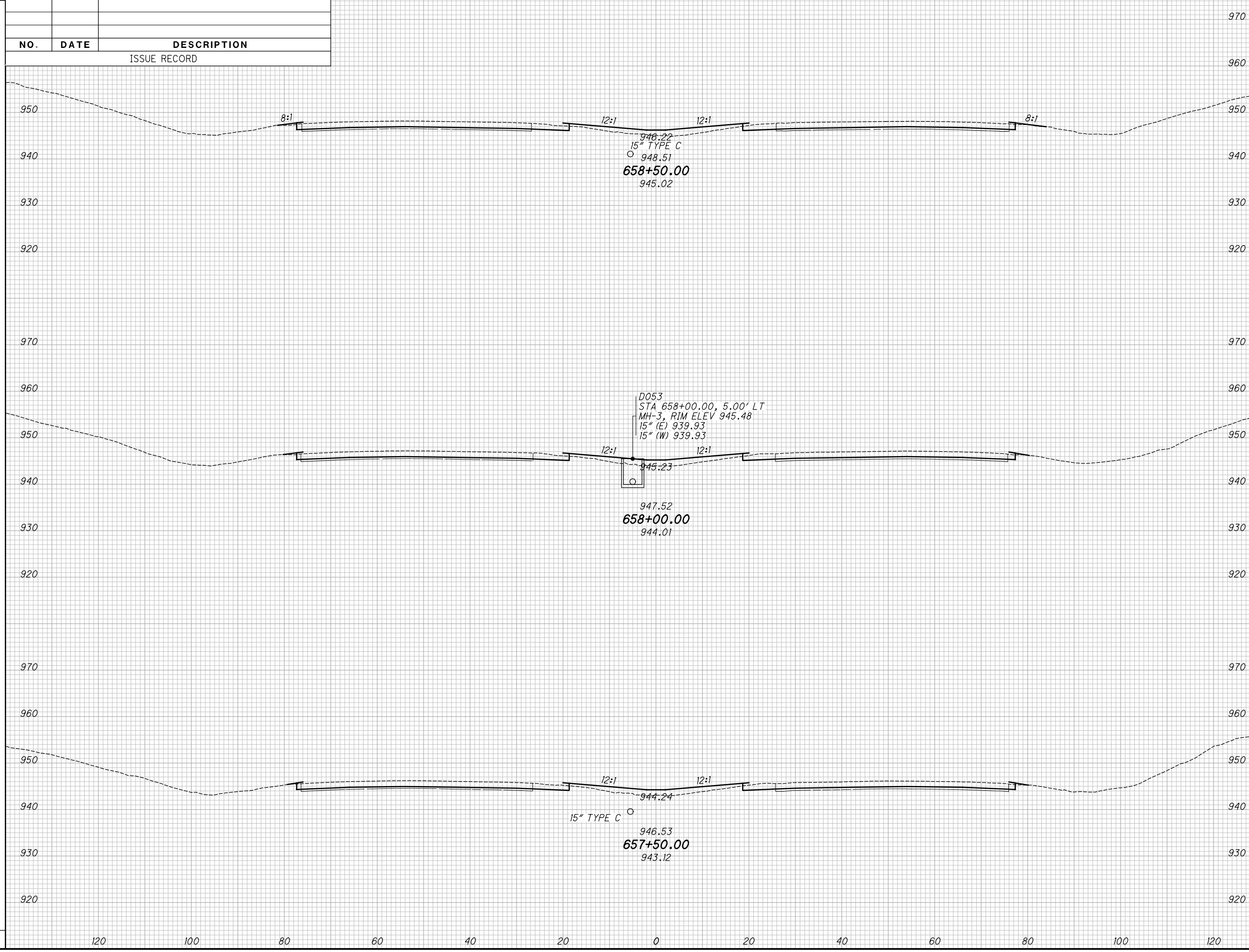
177
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_128 11/23/2020 2:16:15 PM kmhnlalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 657+50.00 TO STA. 658+50.00

MAD-70-8.62

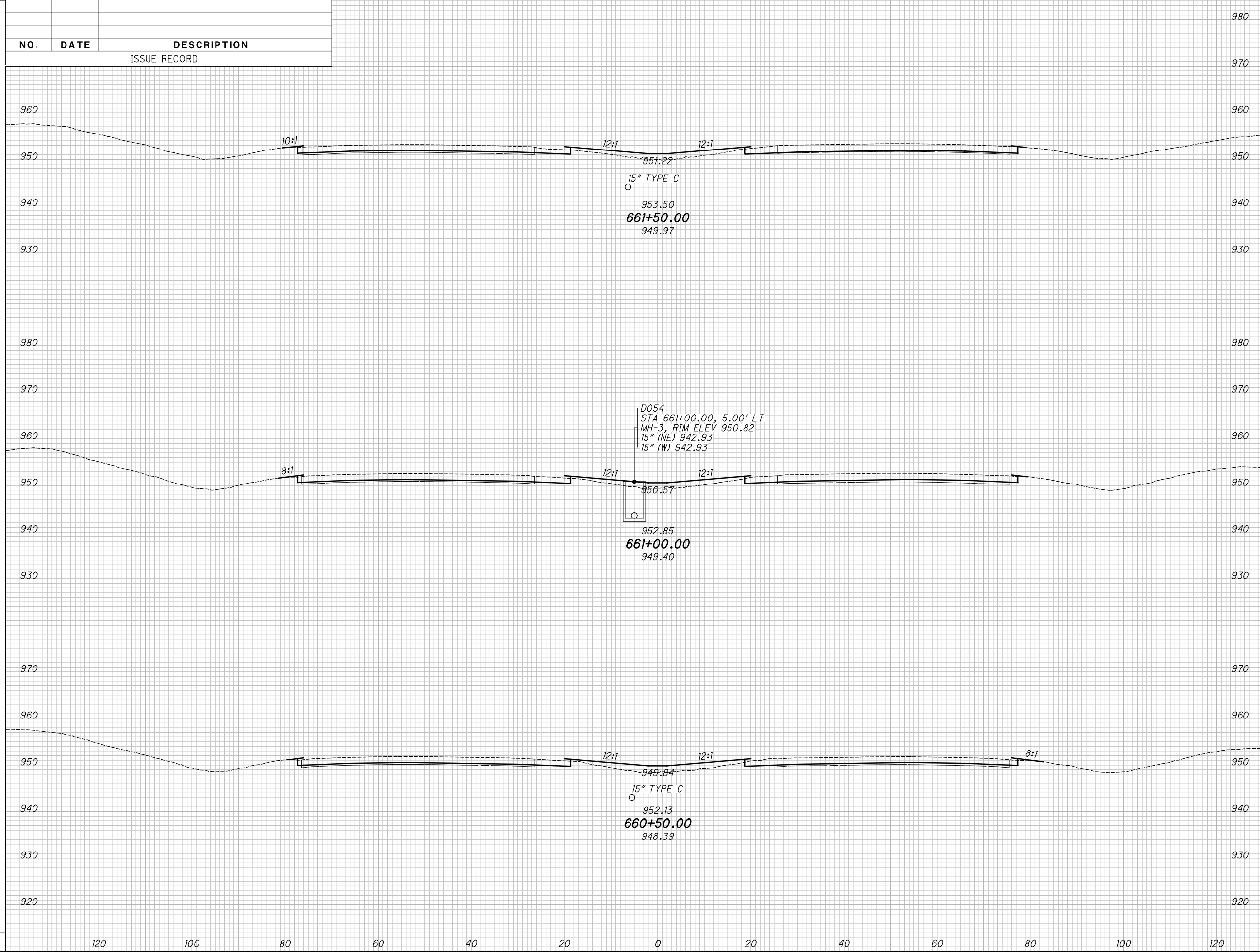
178
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_130 11/23/2020 2:16:20 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 660+50.00 TO STA. 661+50.00

MAD-70-8.62

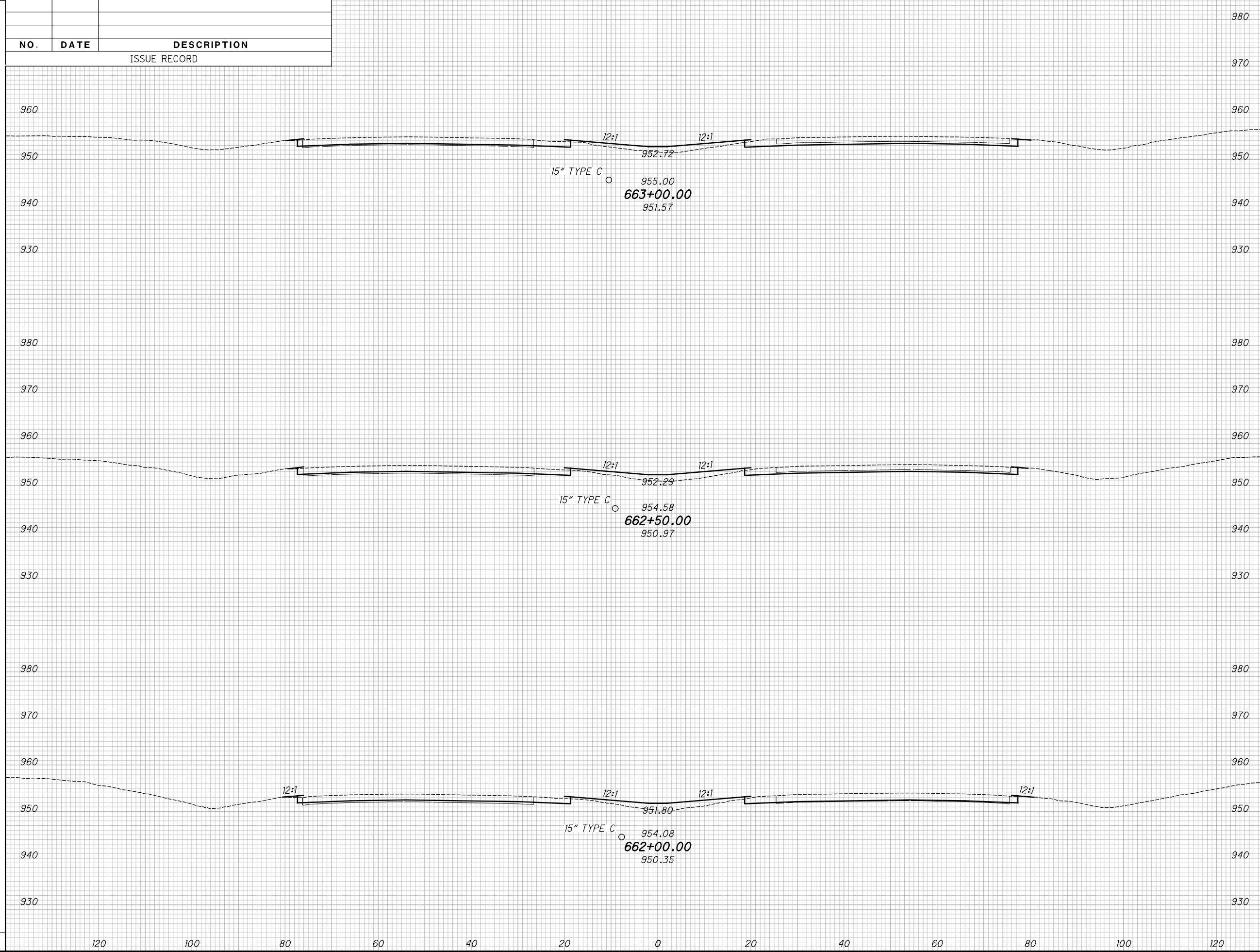
180
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_131_11/23/2020 2:16:22 PM kmhnlalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 662+00.00 TO STA. 663+00.00

MAD-70-8.62

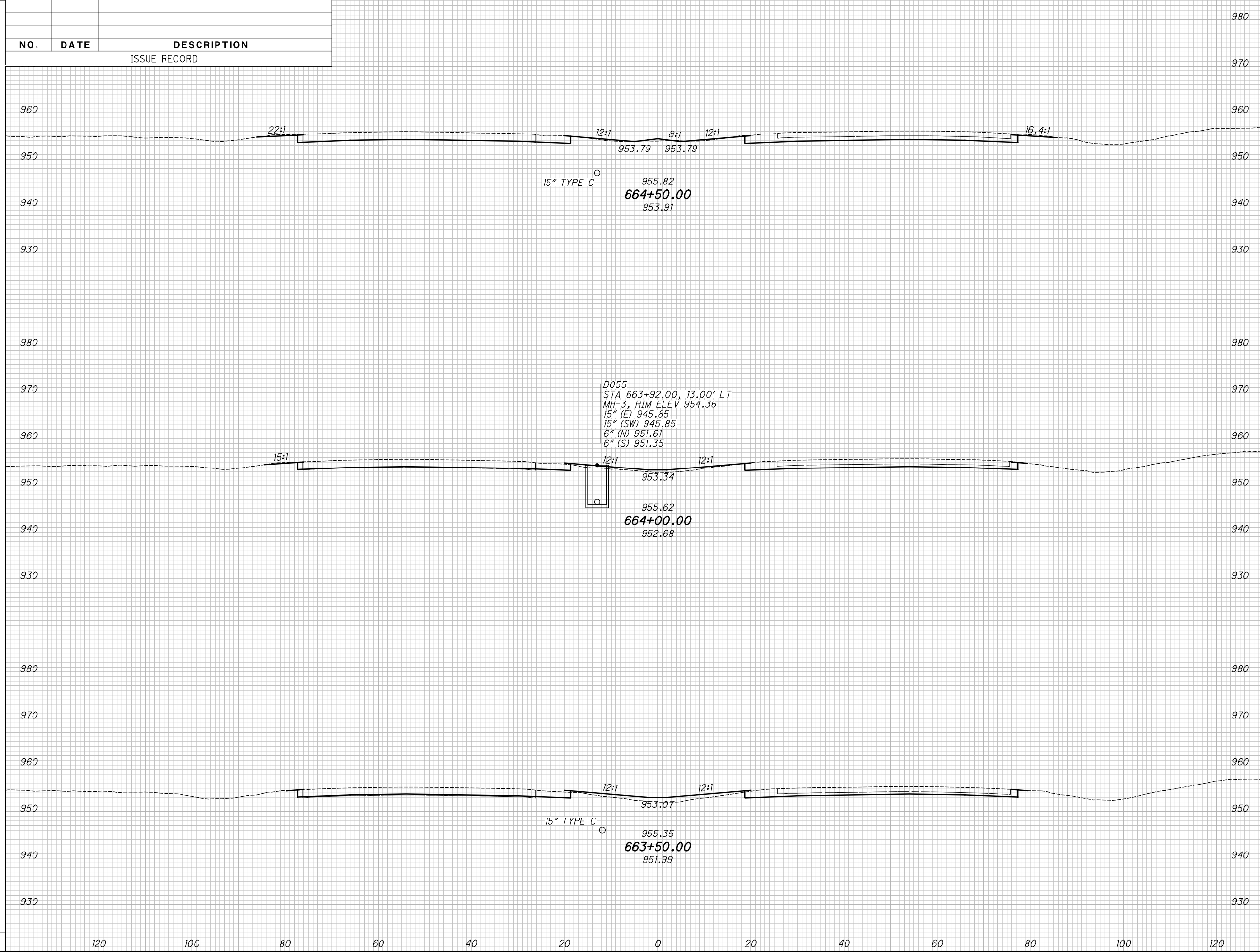
181
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_132 11/23/2020 2:16:25 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 663+50.00 TO STA. 664+50.00

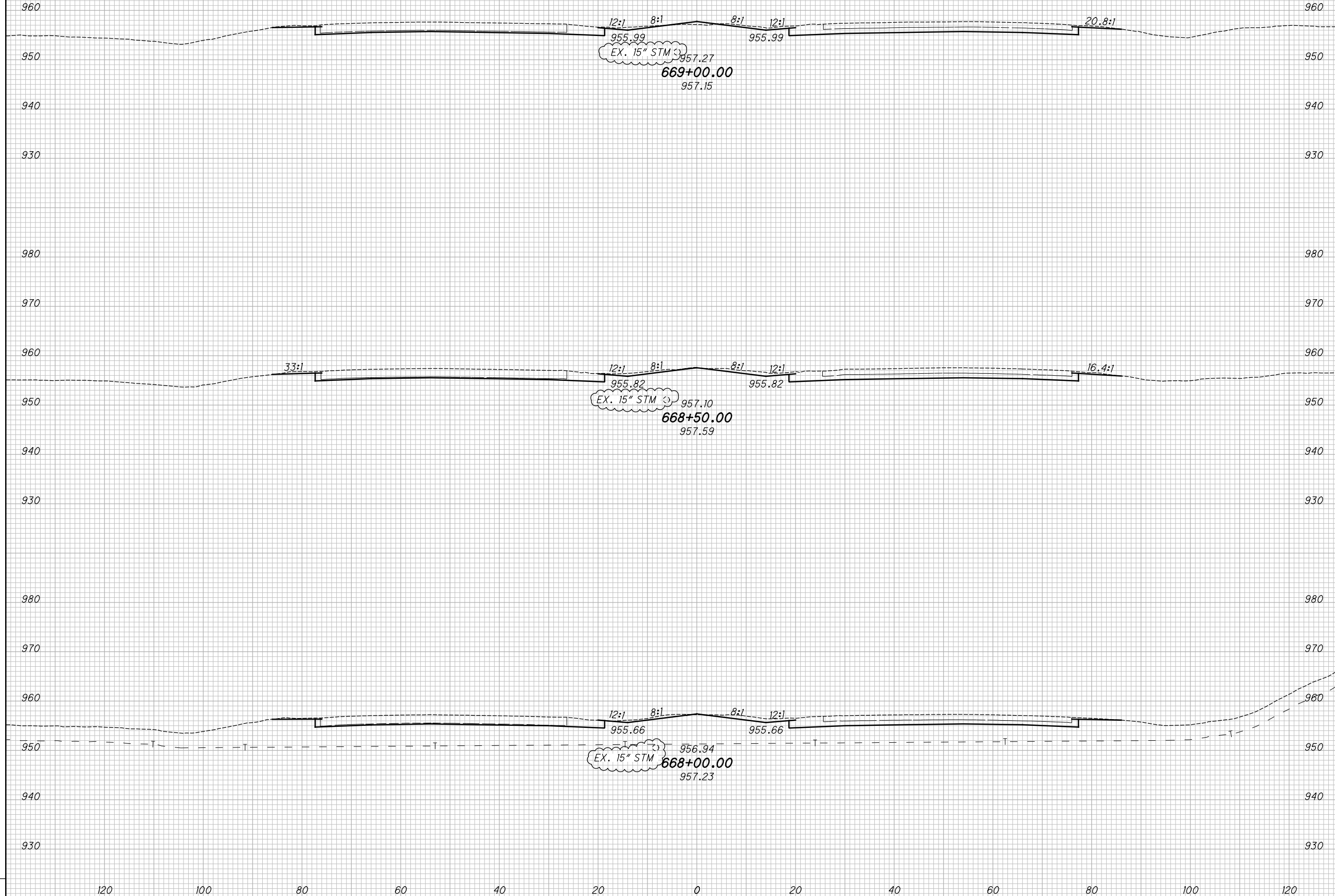
MAD-70-8.62

182
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_135 11/23/2020 2:16:32 PM kmihalcea

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
NO.	DATE	DESCRIPTION	
		ISSUE RECORD	

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 668+00.00 TO STA. 669+00.00

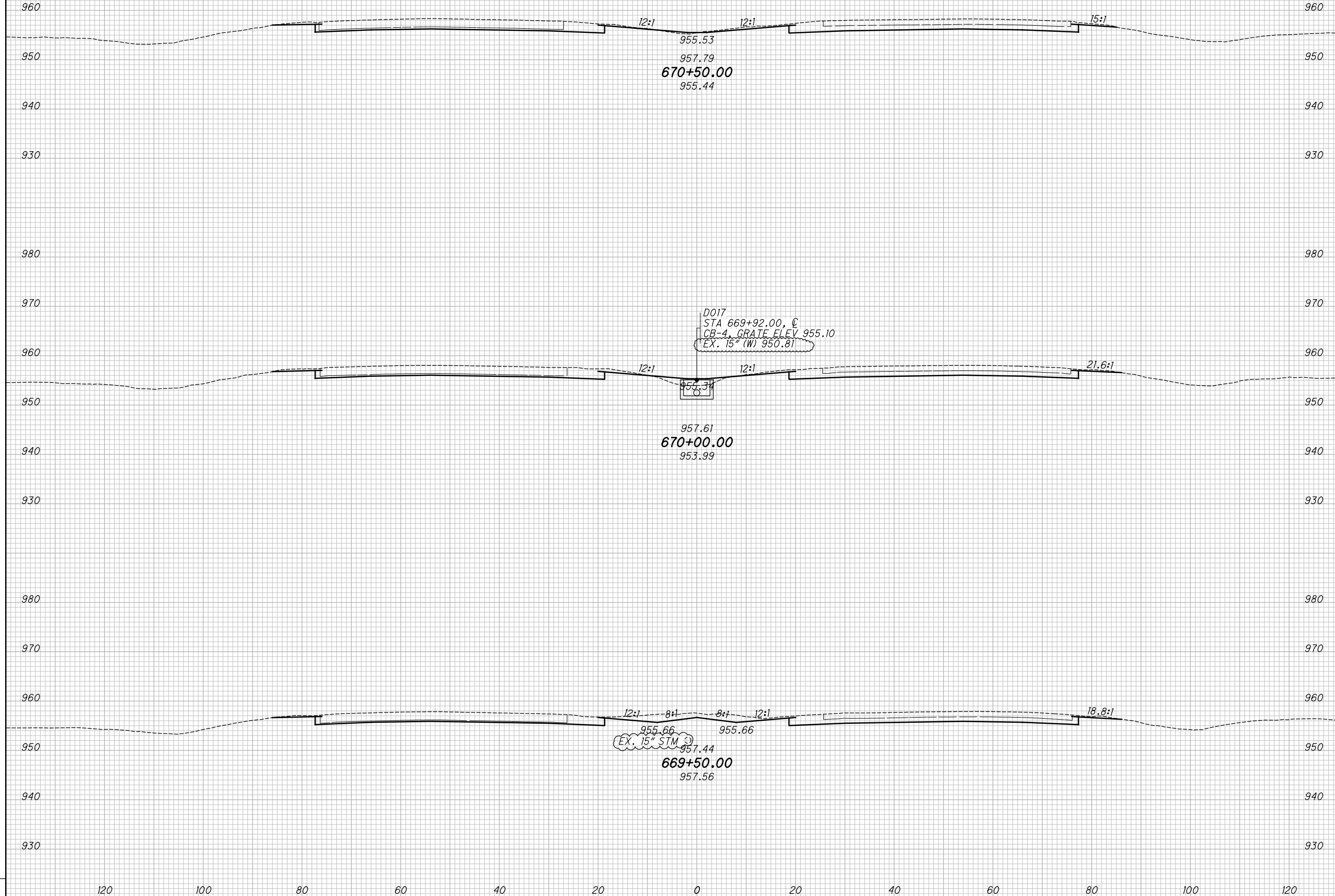
MAD-70-8.62

185
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_136 11/23/2020 2:16:34 PM kmihalcea

SEEDING	17	11/2/20	AS BUILT REVISION
END WIDTH			
SO. YDS.			
ISSUE RECORD			
NO.	DATE	DESCRIPTION	

END AREA	VOLUME	CALCULATED	CHECKED
CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 669+50.00 TO STA. 670+50.00

MAD-70-8.62

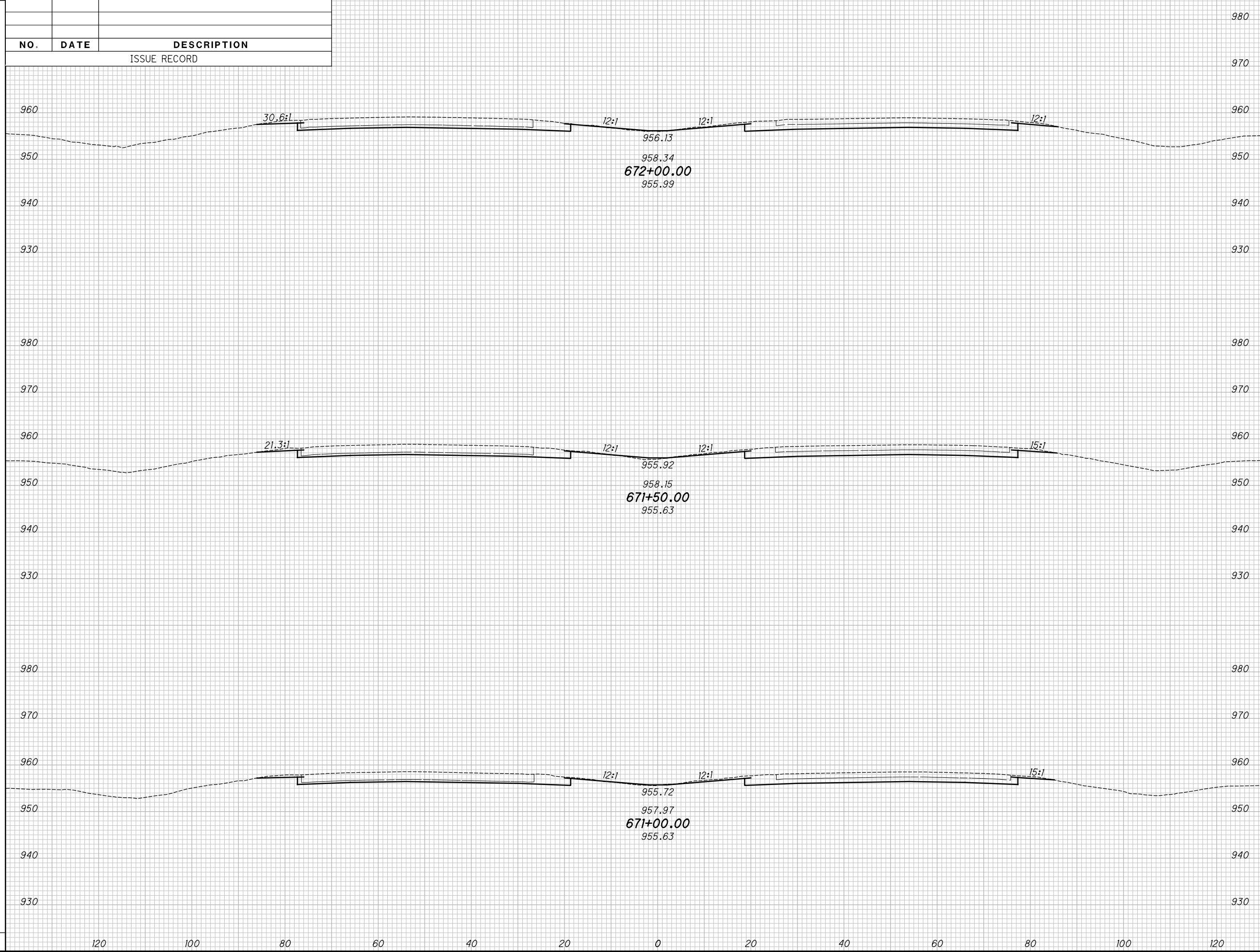
186
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_137 11/23/2020 2:16:36 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 671+00.00 TO STA. 672+00.00

MAD-70-8.62

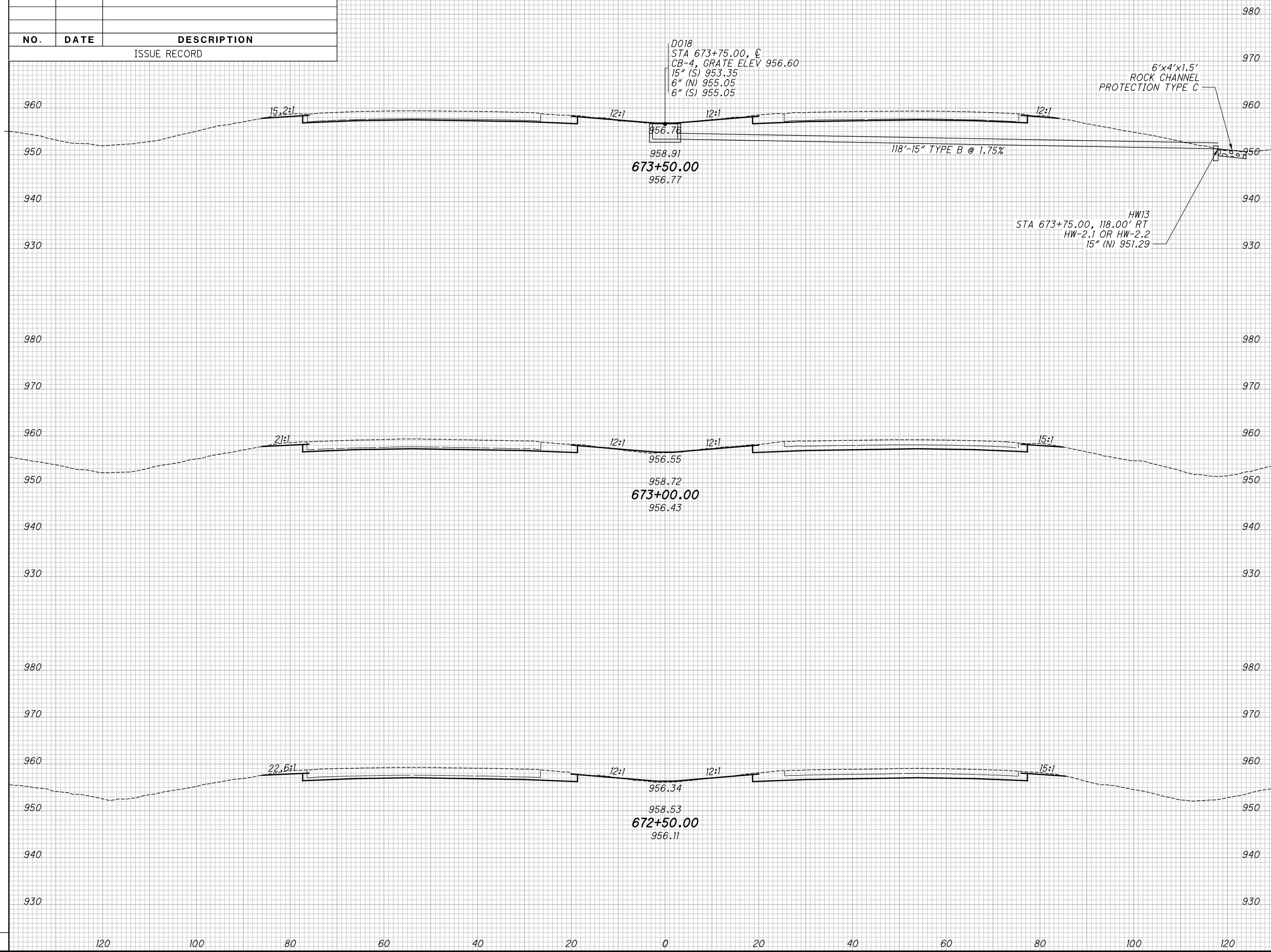
187
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_138 11/23/2020 2:16:39 PM kmihalcea

SEEDING	
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	CHECKED
					MJC



CROSS SECTIONS - IR 70
STA. 672+50.00 TO STA. 673+50.00

MAD-70-8.62

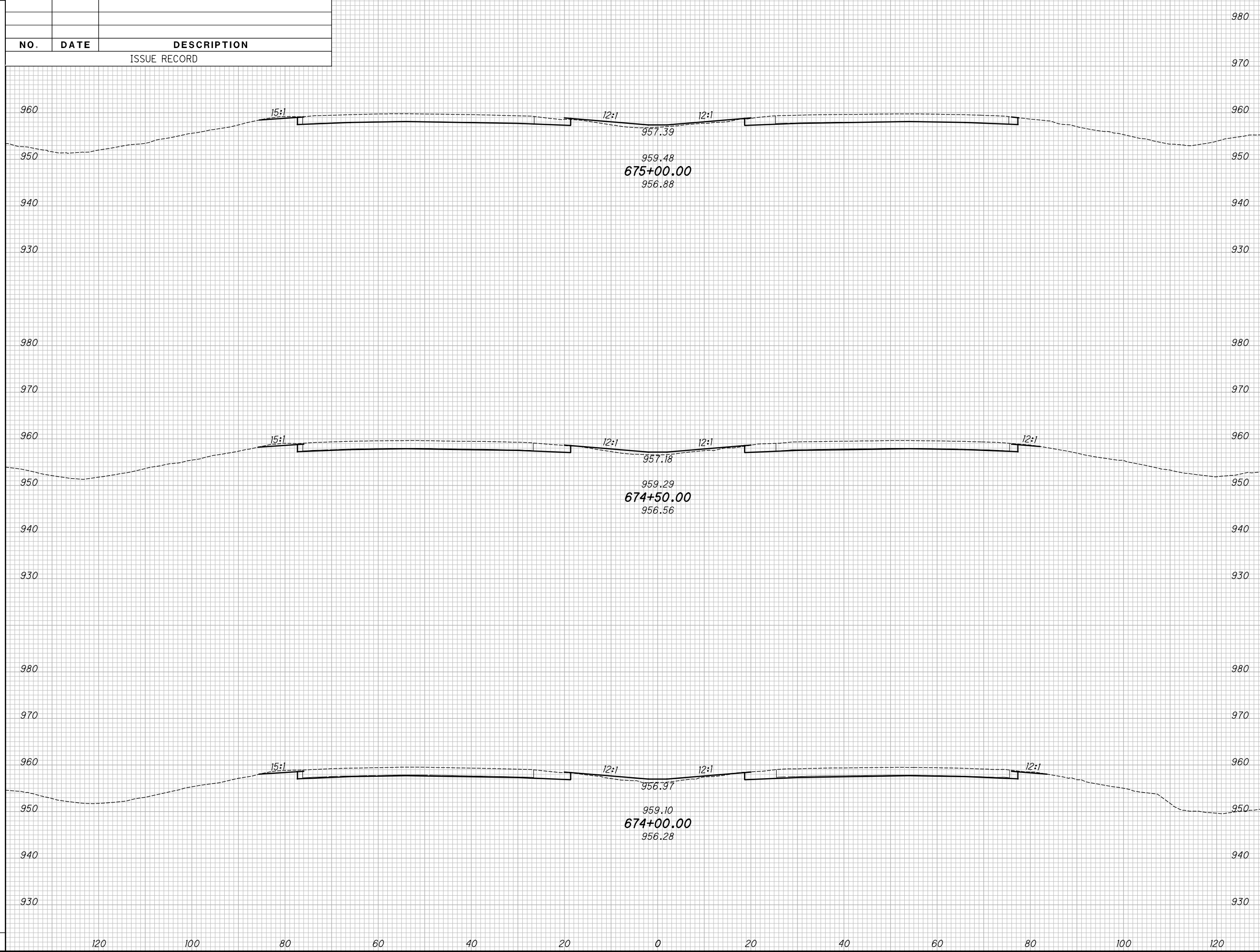
188
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_139 11/23/2020 2:16:41PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 674+00.00 TO STA. 675+00.00

MAD-70-8.62

189
470

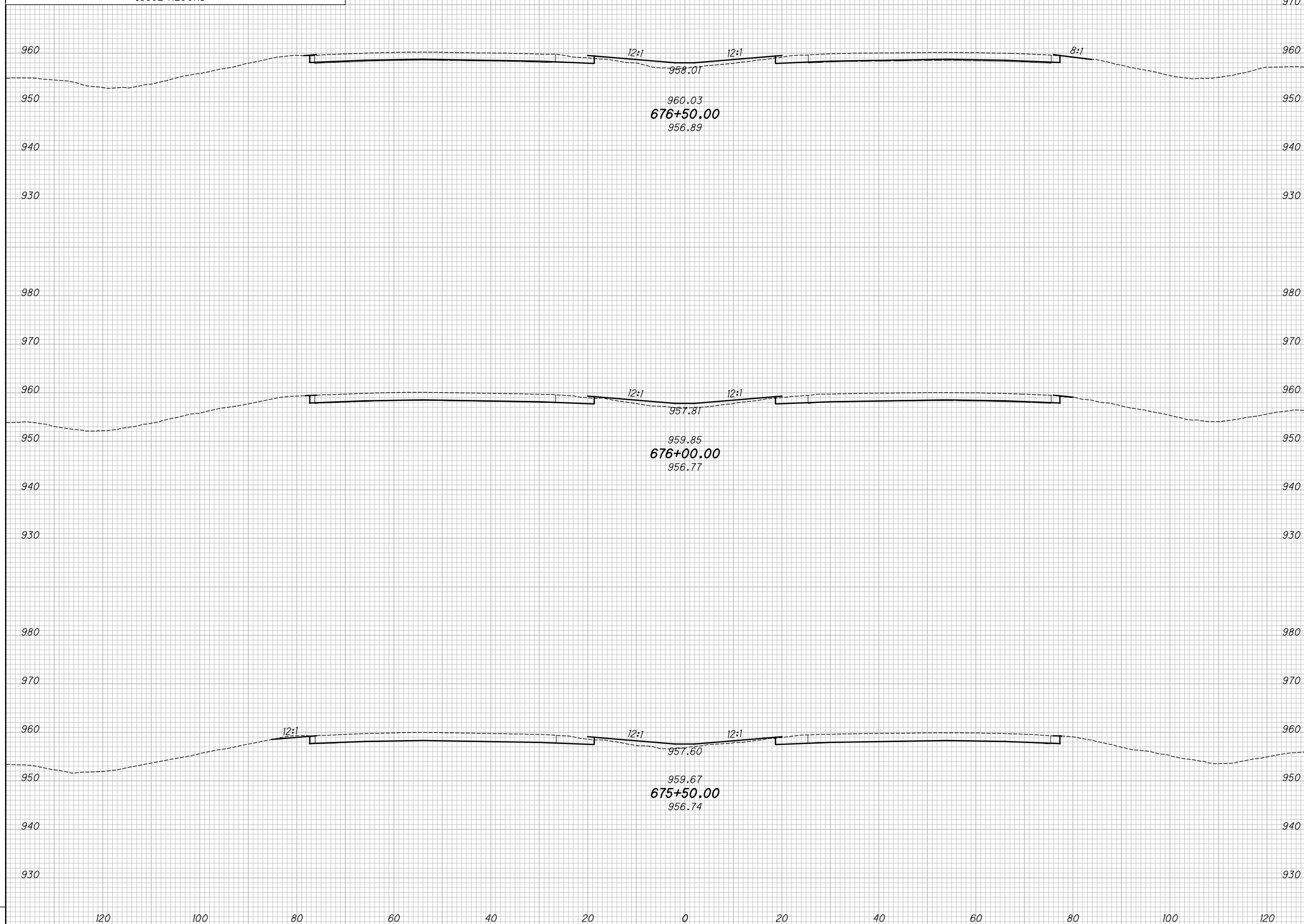
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_140 11/23/2020 2:16:43 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 675+50.00 TO STA. 676+50.00

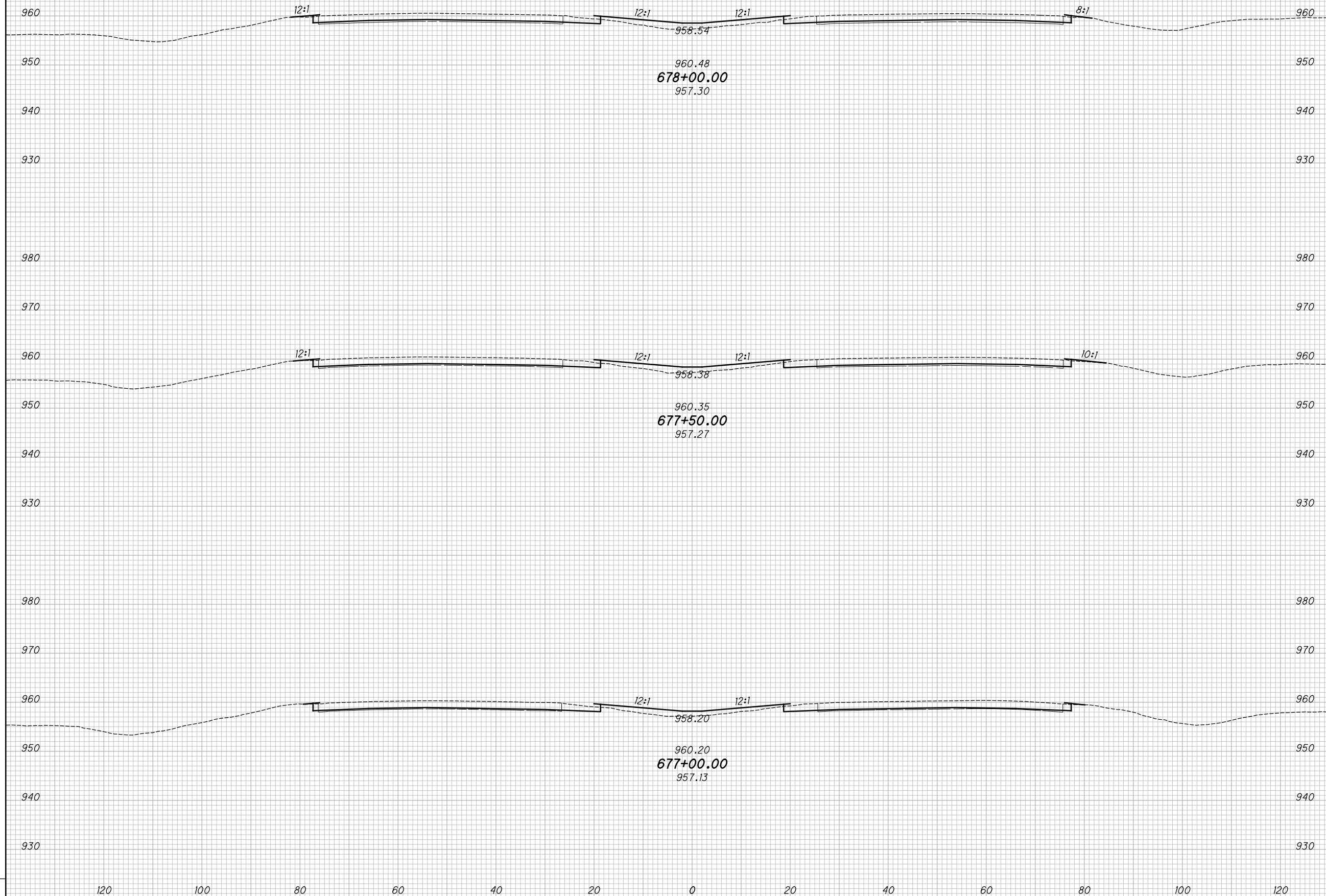
MAD-70-8.62

190
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_141 11/23/2020 2:16:46 PM kmhnlcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 677+00.00 TO STA. 678+00.00

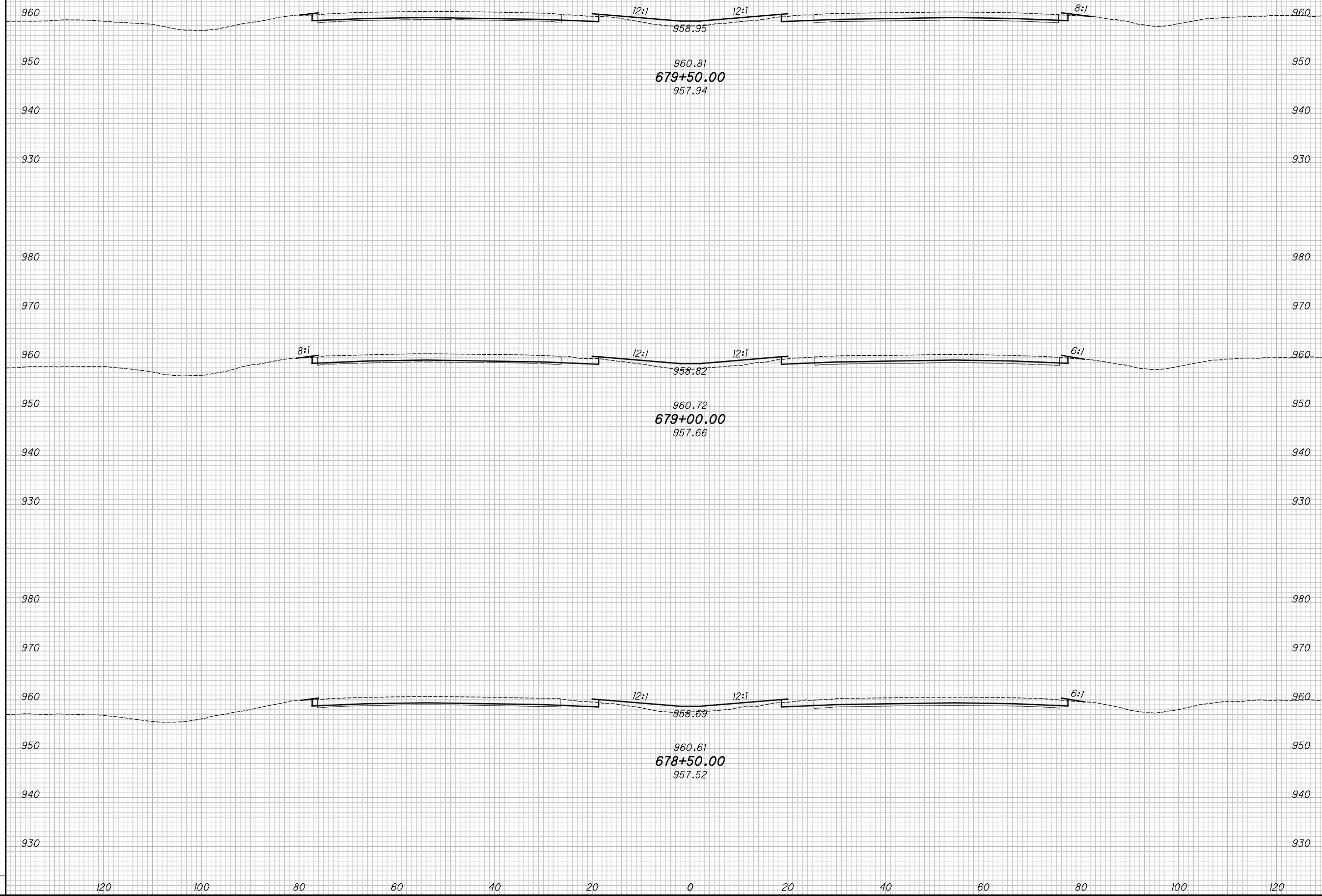
MAD-70-8.62

191
 470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_142 11/23/2020 2:16:48 PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 678+50.00 TO STA. 679+50.00

MAD-70-8.62

192
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_146 11/23/2020 2:16:57 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

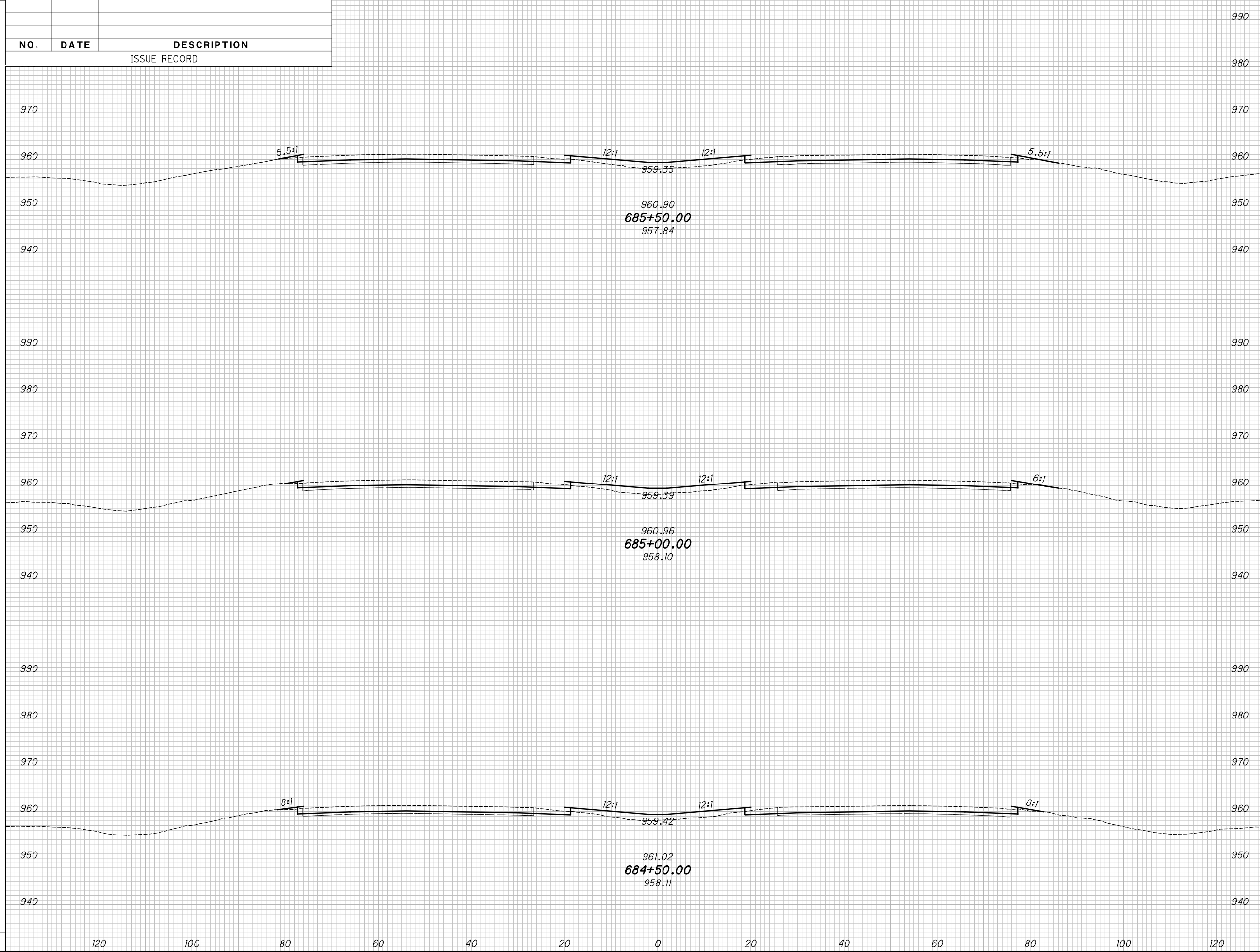
NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL

VOLUME
CUT FILL

CALCULATED
KRF

CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 684+50.00 TO STA. 685+50.00

MAD-70-8.62

196
470

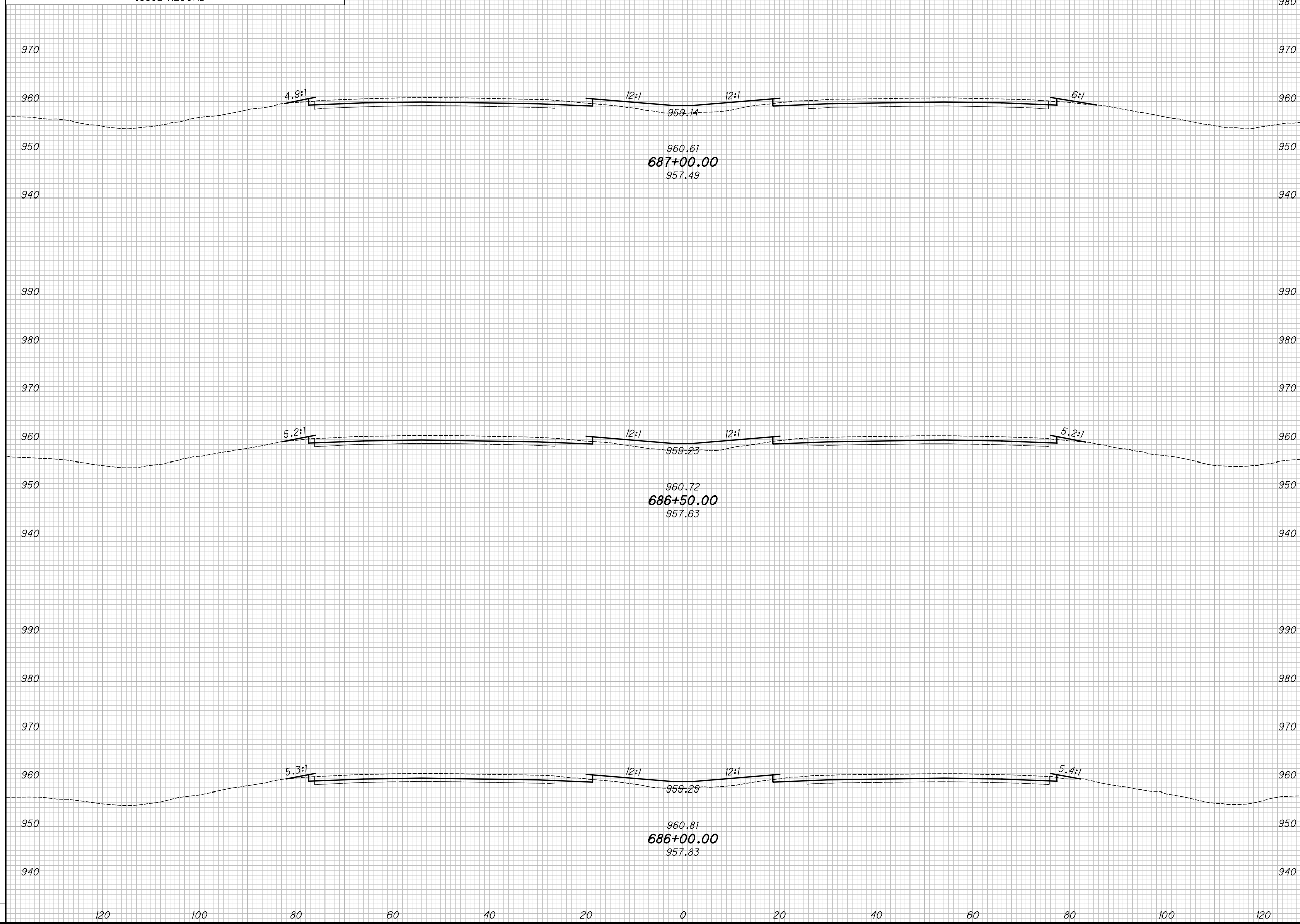
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_147 11/23/2020 2:17:47 PM kmhnlalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
 STA. 686+00.00 TO STA. 687+00.00

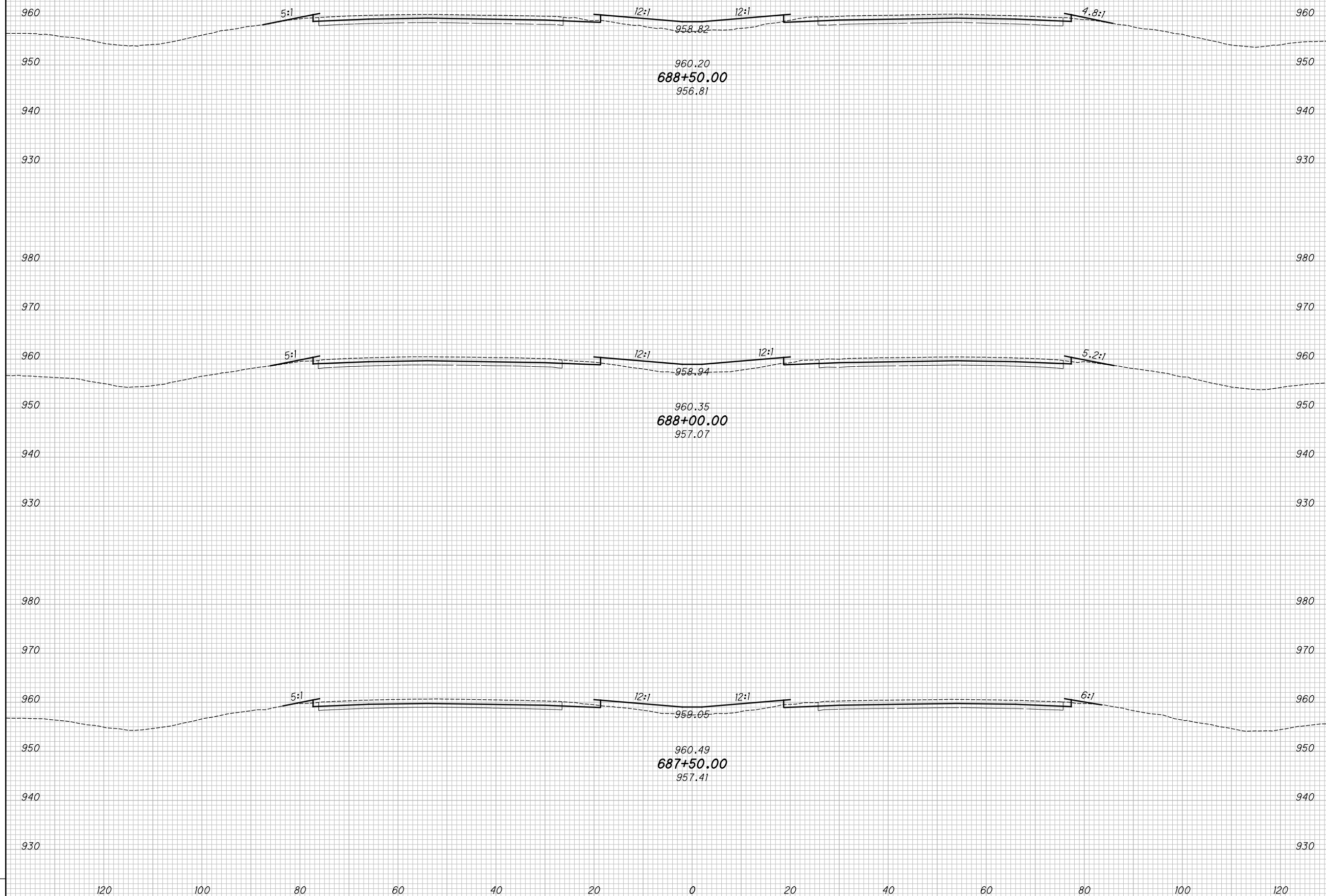
MAD-70-8.62

197
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_148 11/23/2020 2:17:58 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 687+50.00 TO STA. 688+50.00

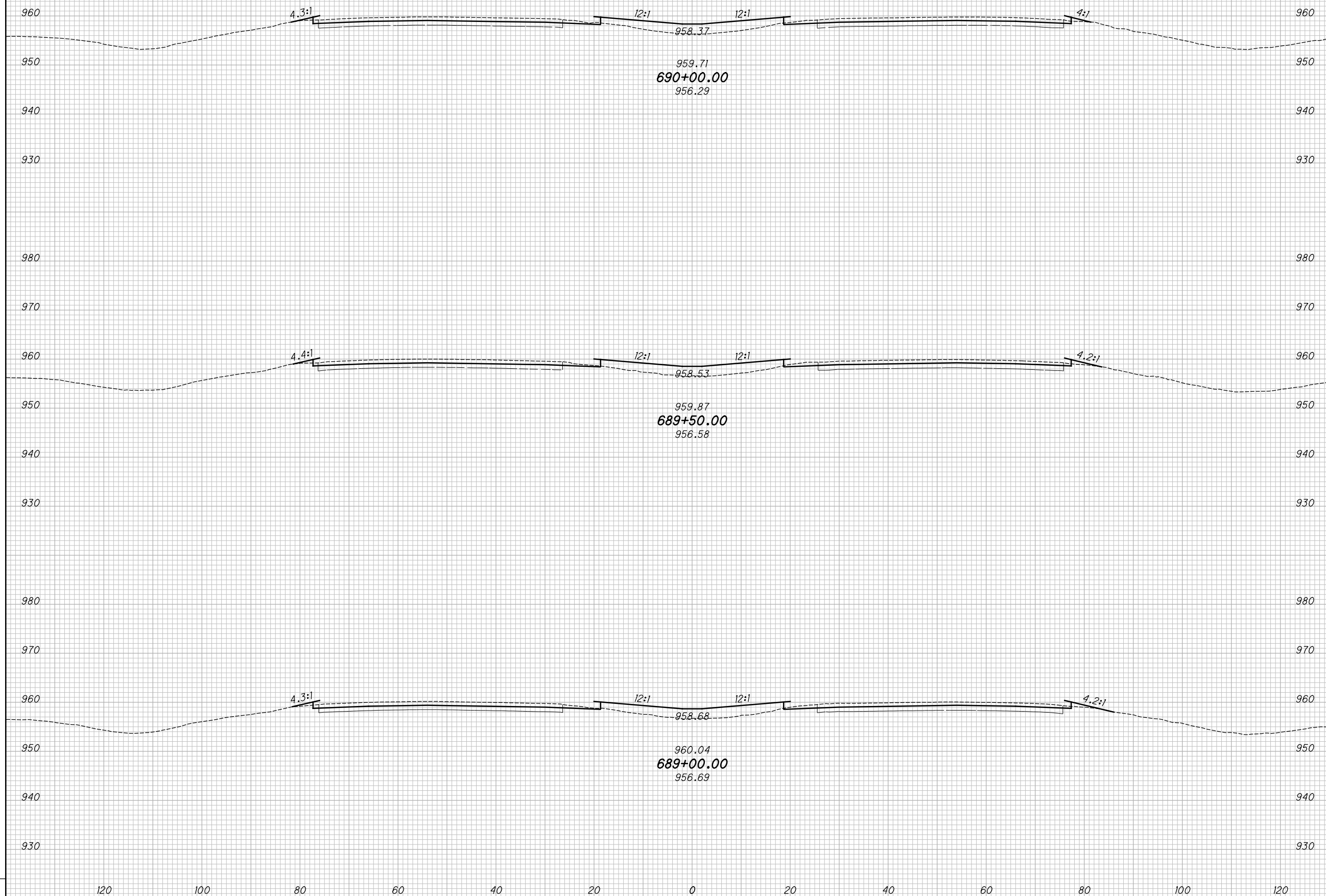
MAD-70-8.62

198
 470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_149 11/23/2020 2:18:01 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 689+00.00 TO STA. 690+00.00

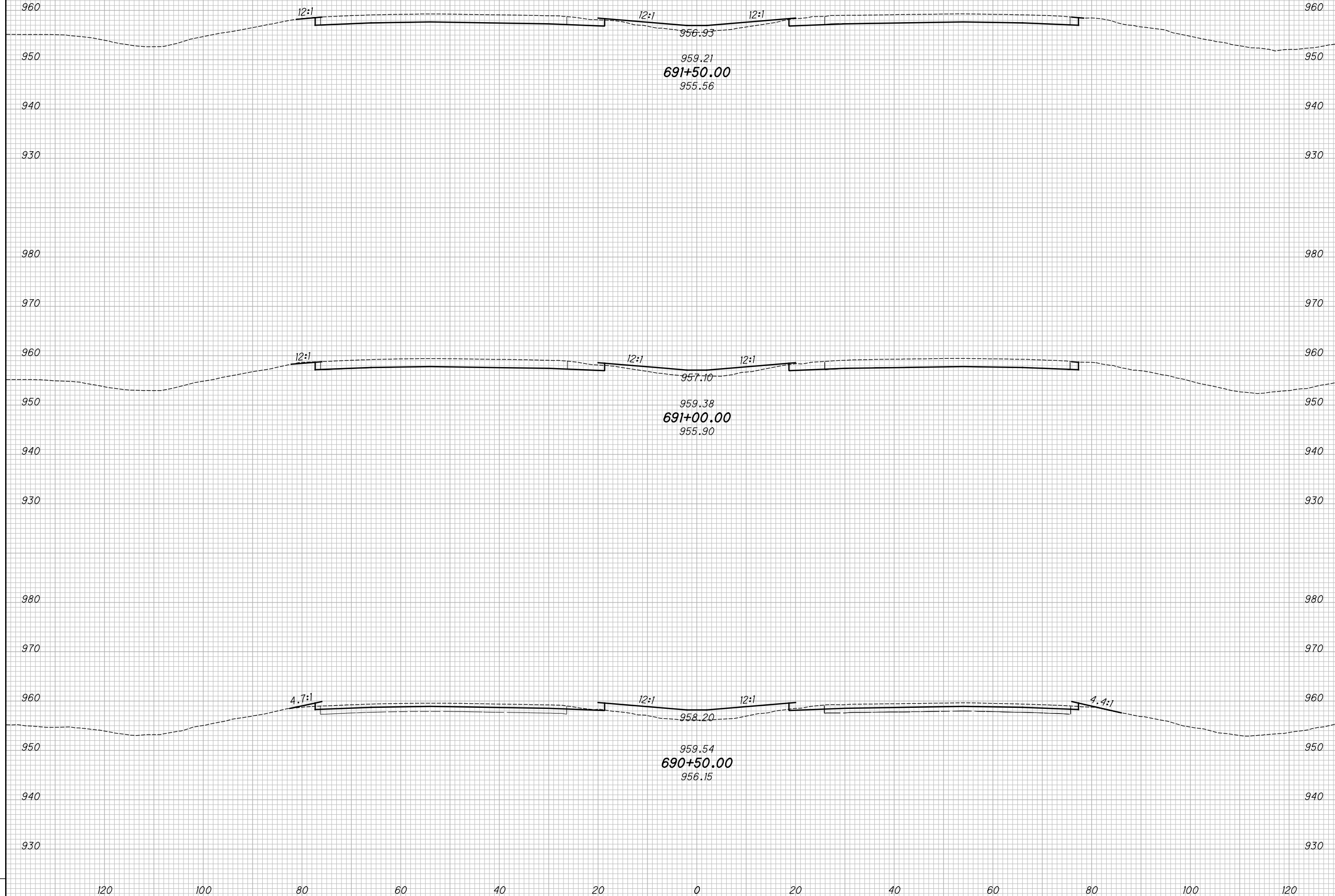
MAD-70-8.62

199
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_150 11/23/2020 2:18:03 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 690+50.00 TO STA. 691+50.00

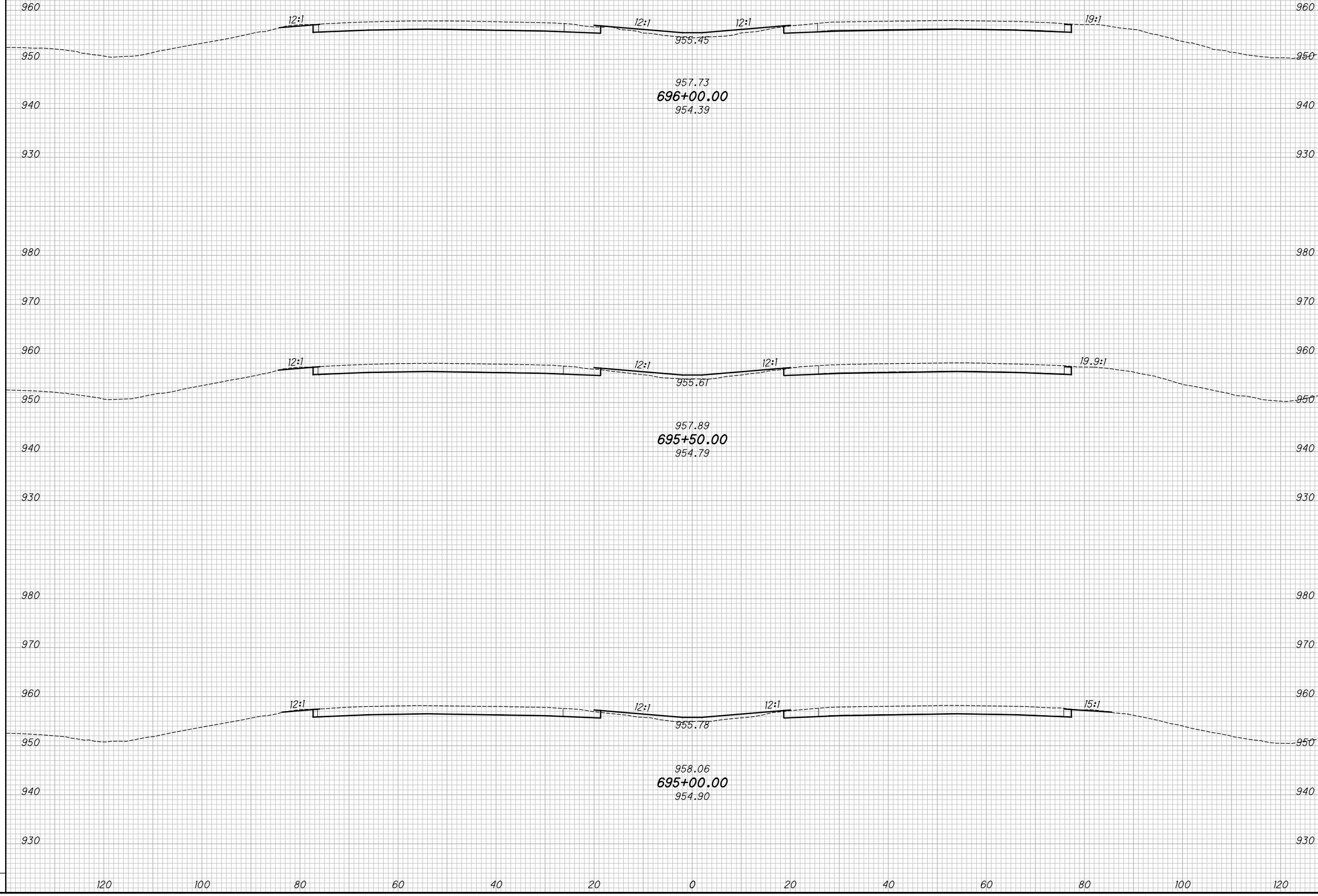
MAD-70-8.62

200
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_153 11/23/2020 2:18:10 PM kmhnlcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	KRF	CHECKED	MJC



CROSS SECTIONS - IR 70
STA. 695+00.00 TO STA. 696+00.00

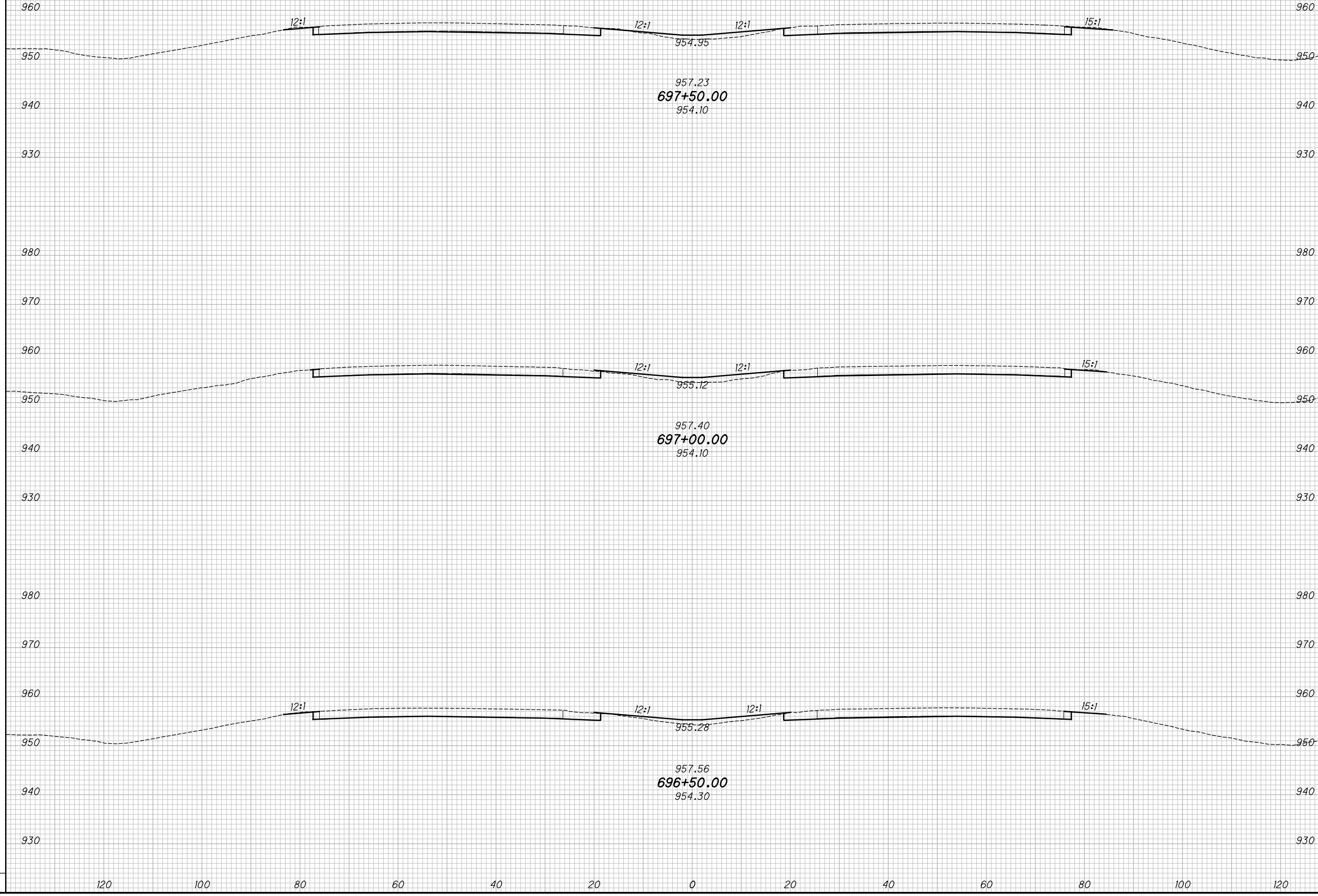
MAD-70-8.62

203
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_154 11/23/2020 2:18:12 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 696+50.00 TO STA. 697+50.00

MAD-70-8.62

204
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_157 11/23/2020 2:18:19 PM kmihalcea

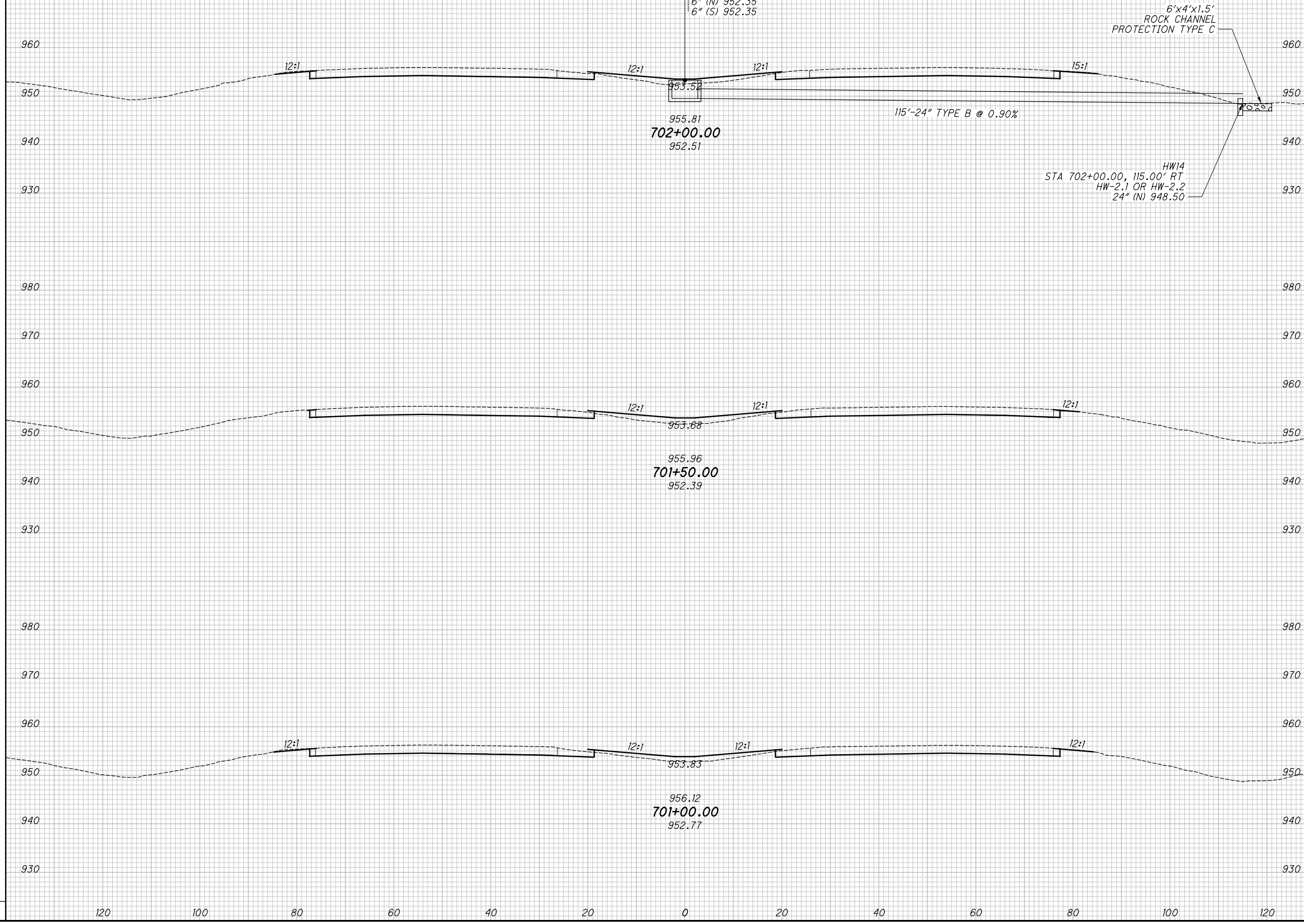
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
 STA. 701+00.00 TO STA. 702+00.00

MAD-70-8.62

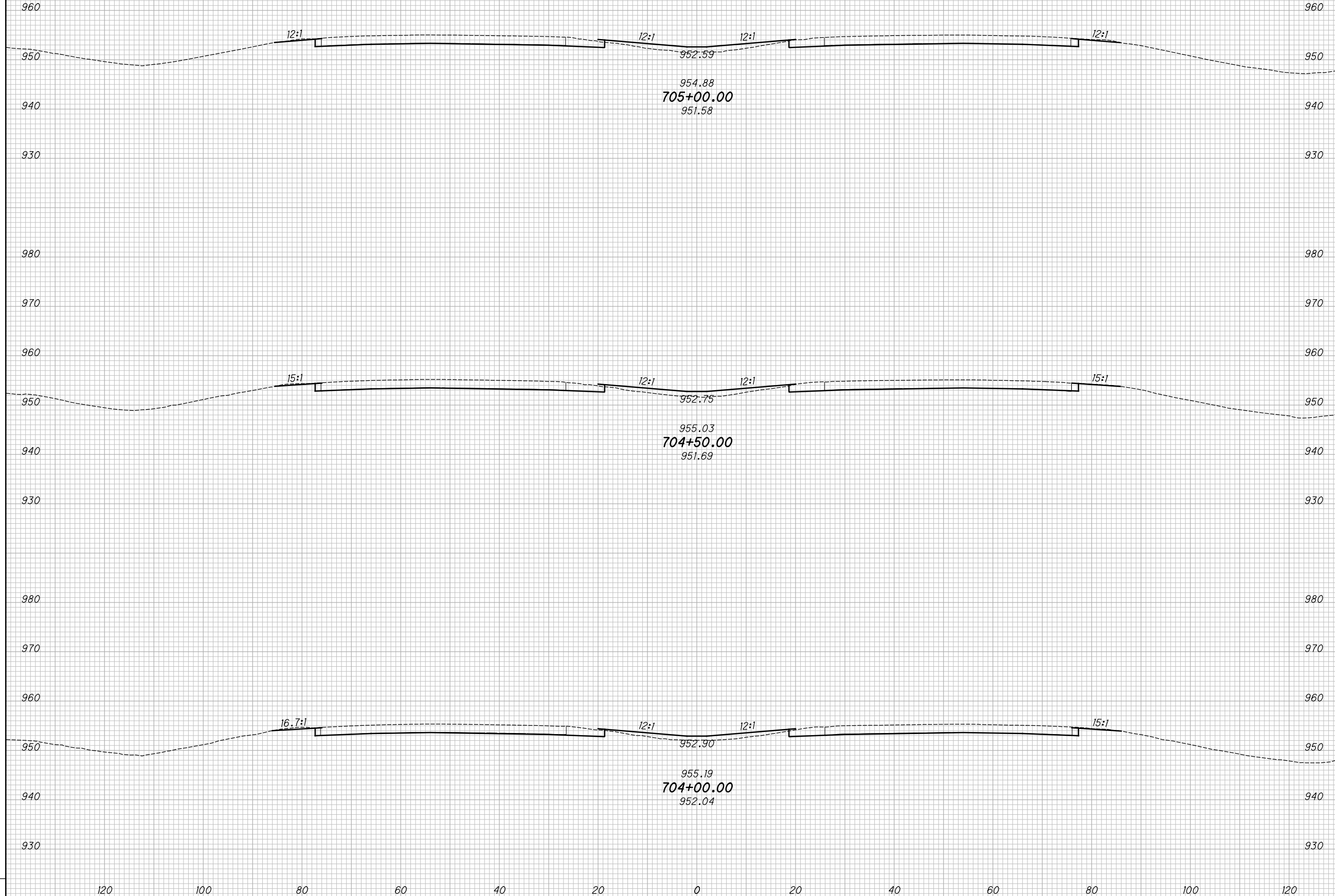
207
470

CALCULATED
KRF
CHECKED
MJC

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_159 11/23/2020 2:18:24 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 704+00.00 TO STA. 705+00.00

MAD-70-8.62

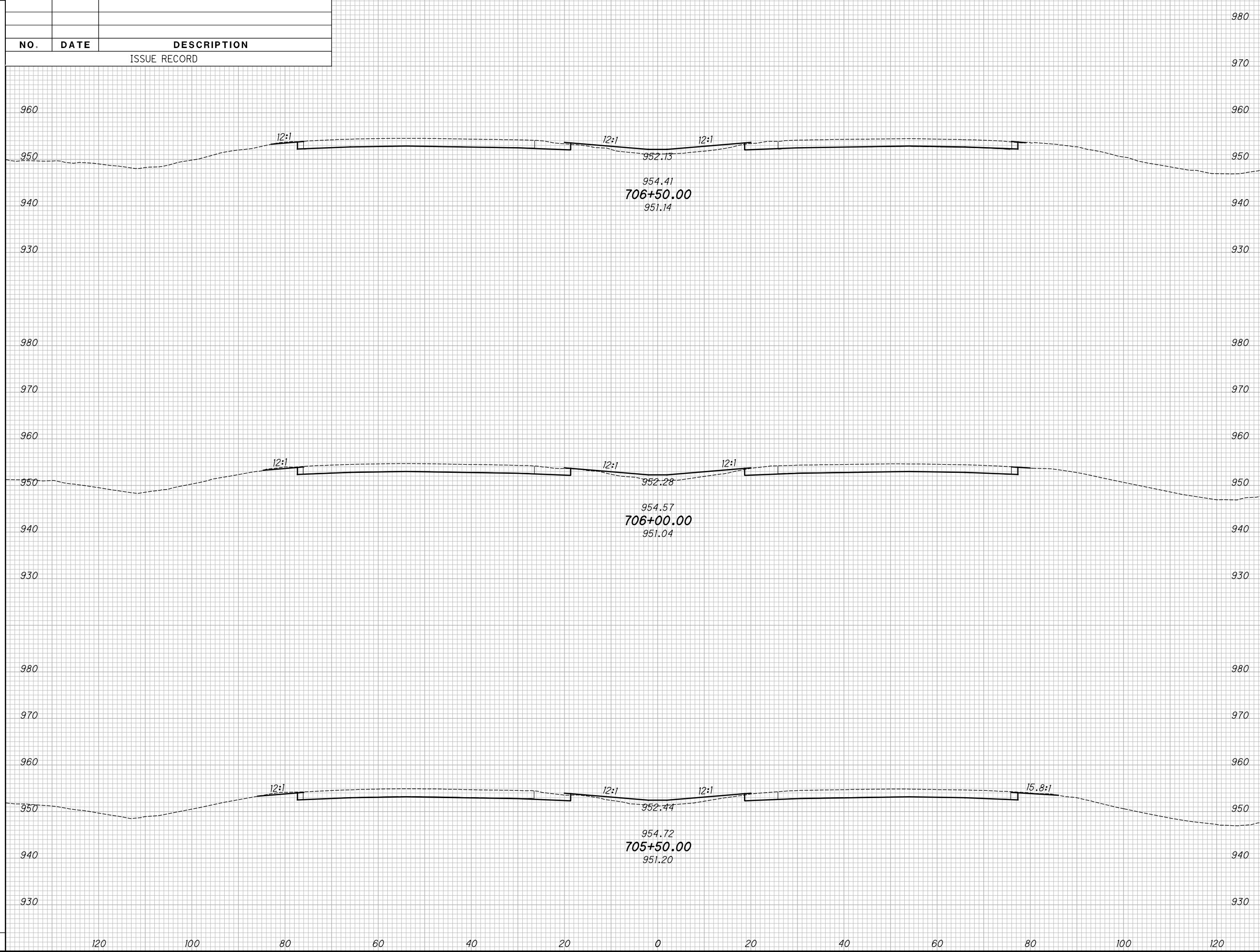
209
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_160 11/23/2020 2:18:26 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 705+50.00 TO STA. 706+50.00

MAD-70-8.62

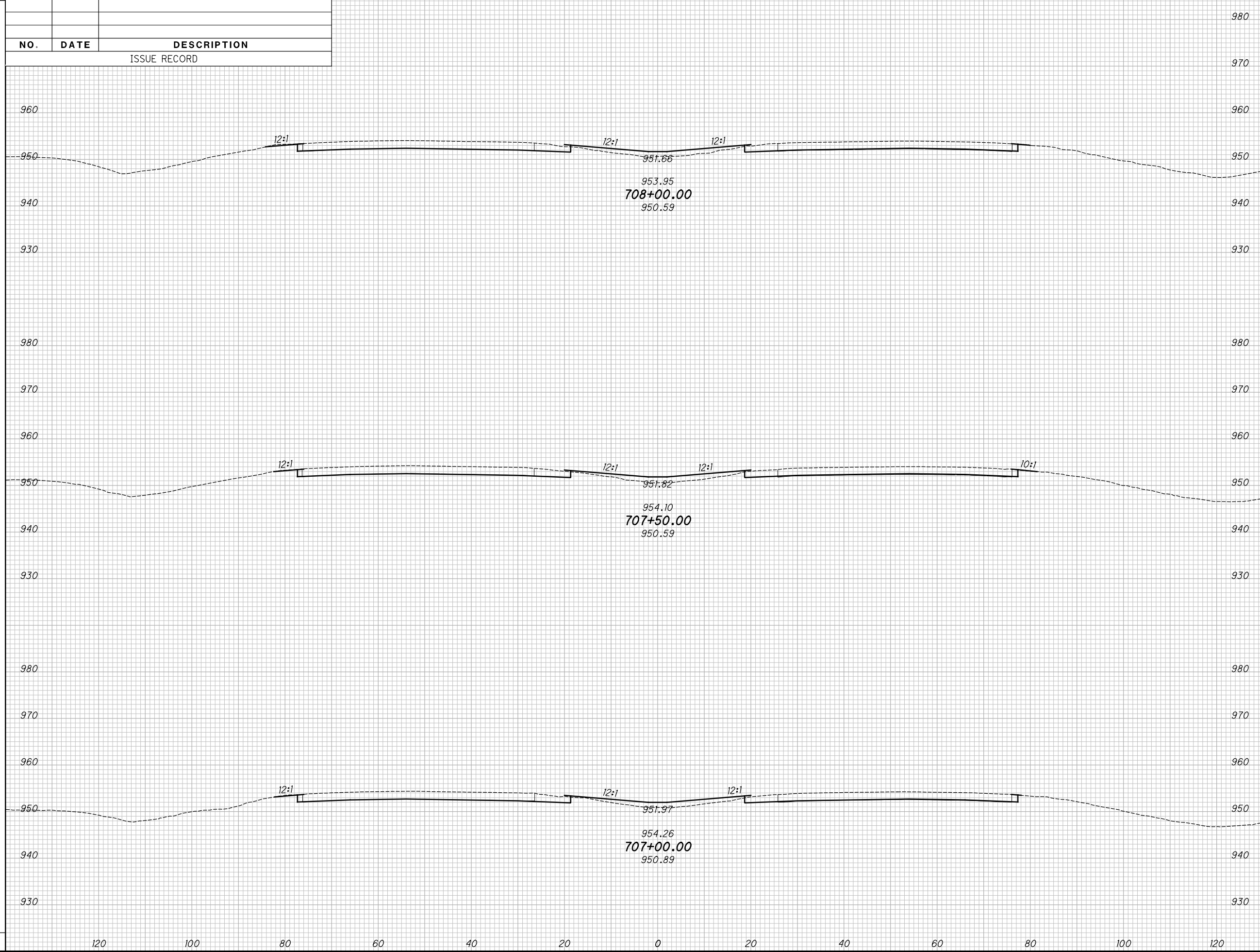
210
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_l6_11/23/2020 2:18:28 PM kmhnlalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 707+00.00 TO STA. 708+00.00

MAD-70-8.62

211
470

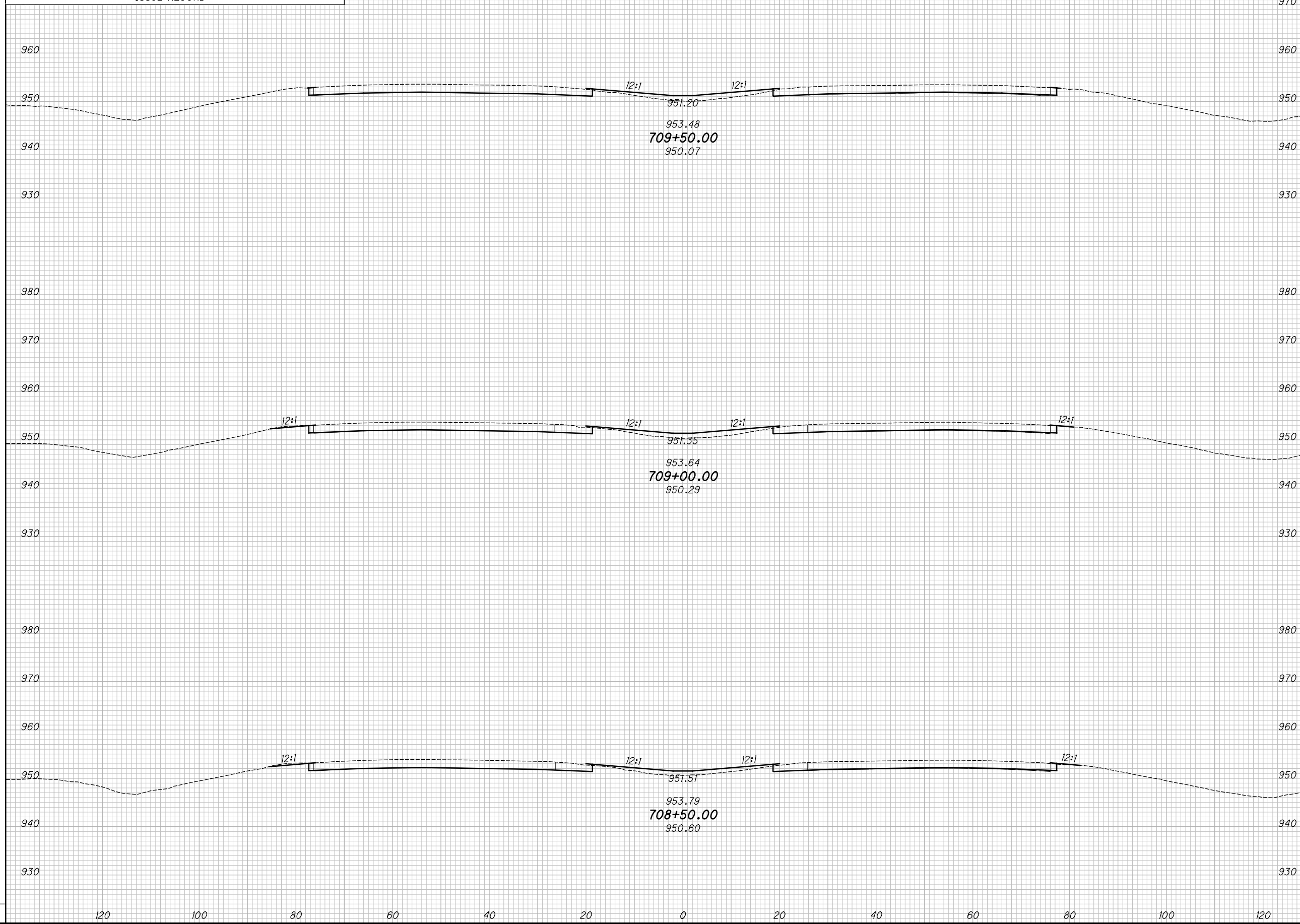
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_162 11/23/2020 2:18:30 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 708+50.00 TO STA. 709+50.00

MAD-70-8.62

212
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_164 11/23/2020 2:18:35 PM kmihalcea

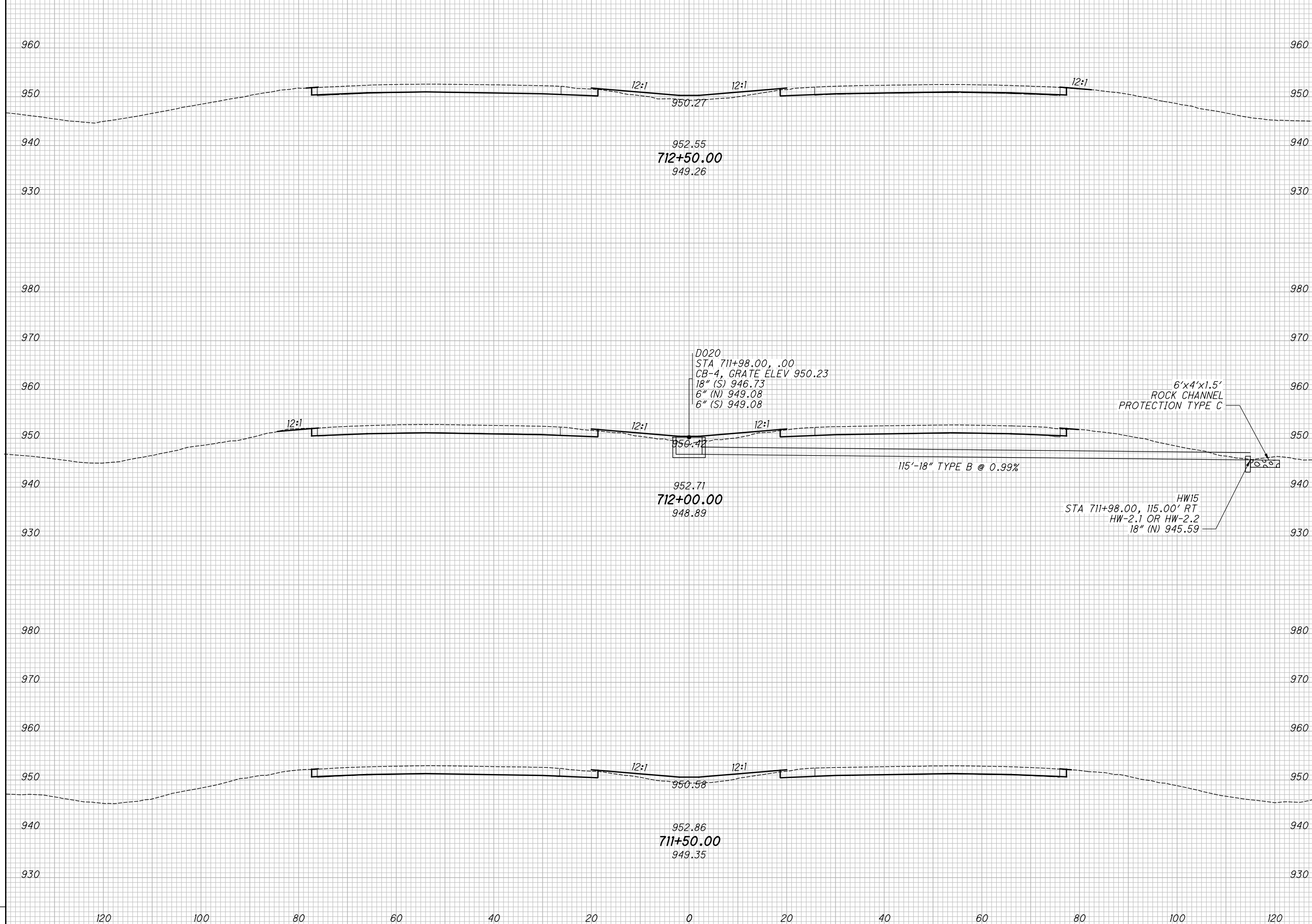
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
STA. 711+50.00 TO STA. 712+50.00

MAD-70-8.62

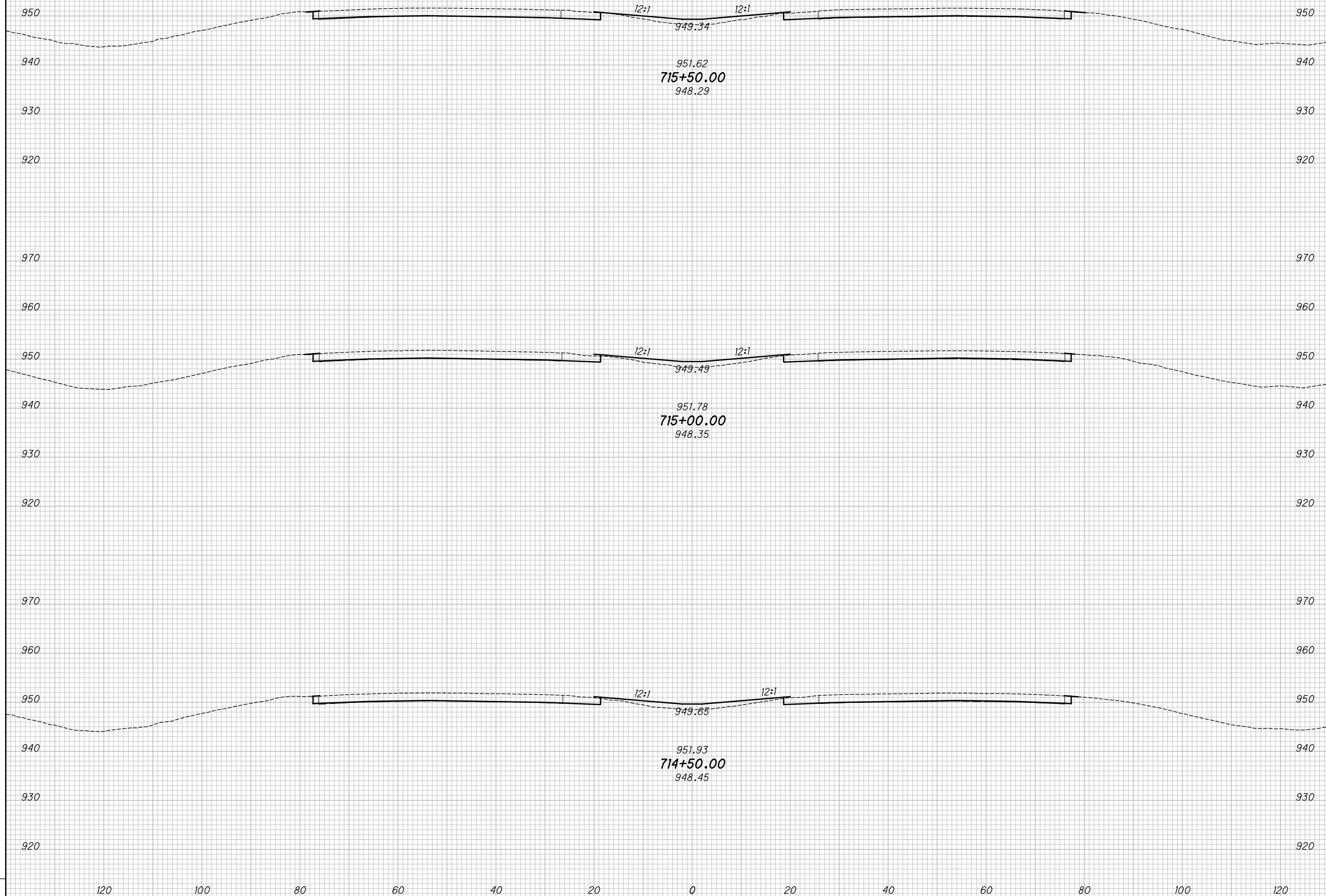
214
470

CALCULATED
KRF
CHECKED
MJC

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_166 11/23/2020 2:18:39 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 714+50.00 TO STA. 715+50.00

MAD-70-8.62

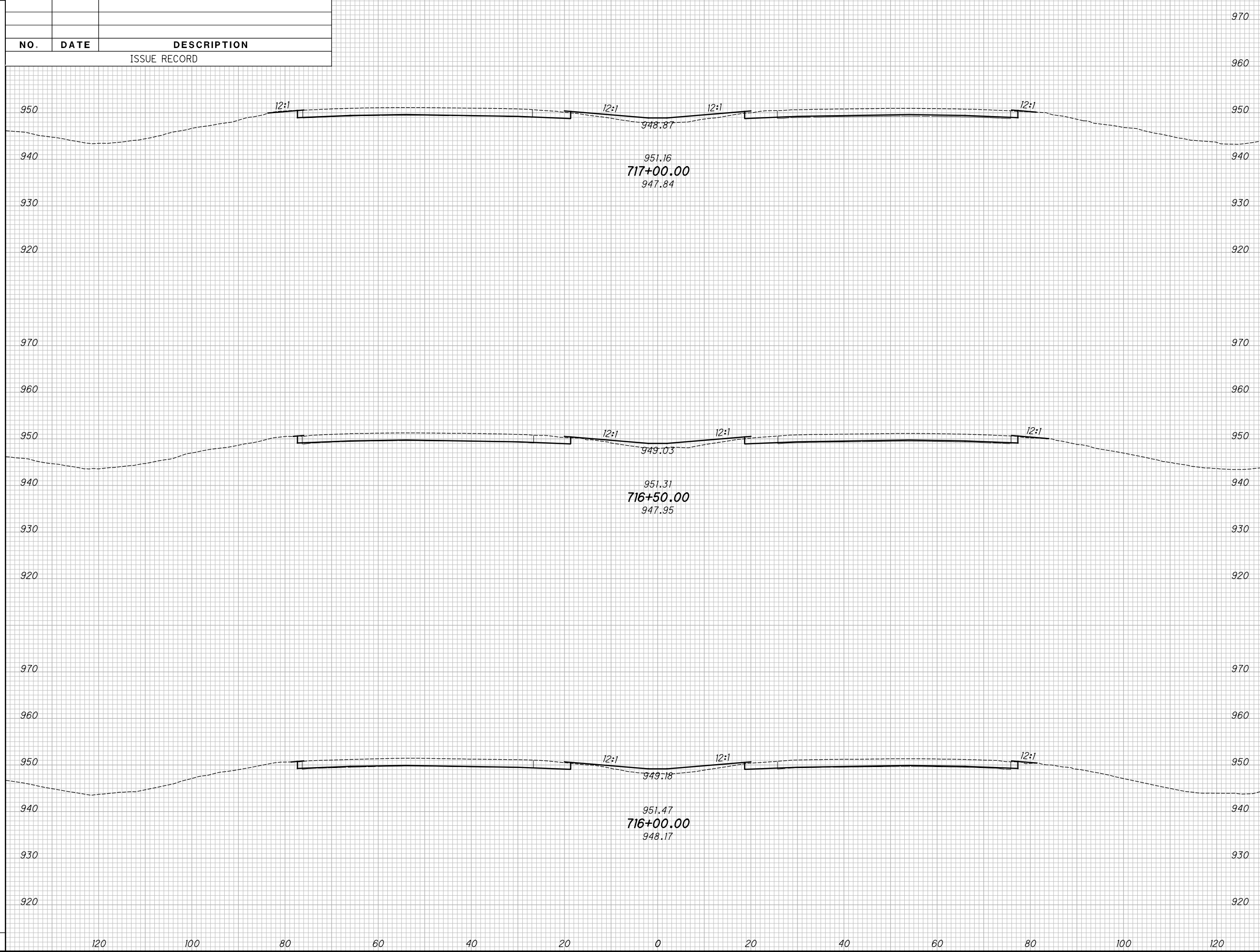
216
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_167 11/23/2020 2:18:41PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
 STA. 716+00.00 TO STA. 717+00.00

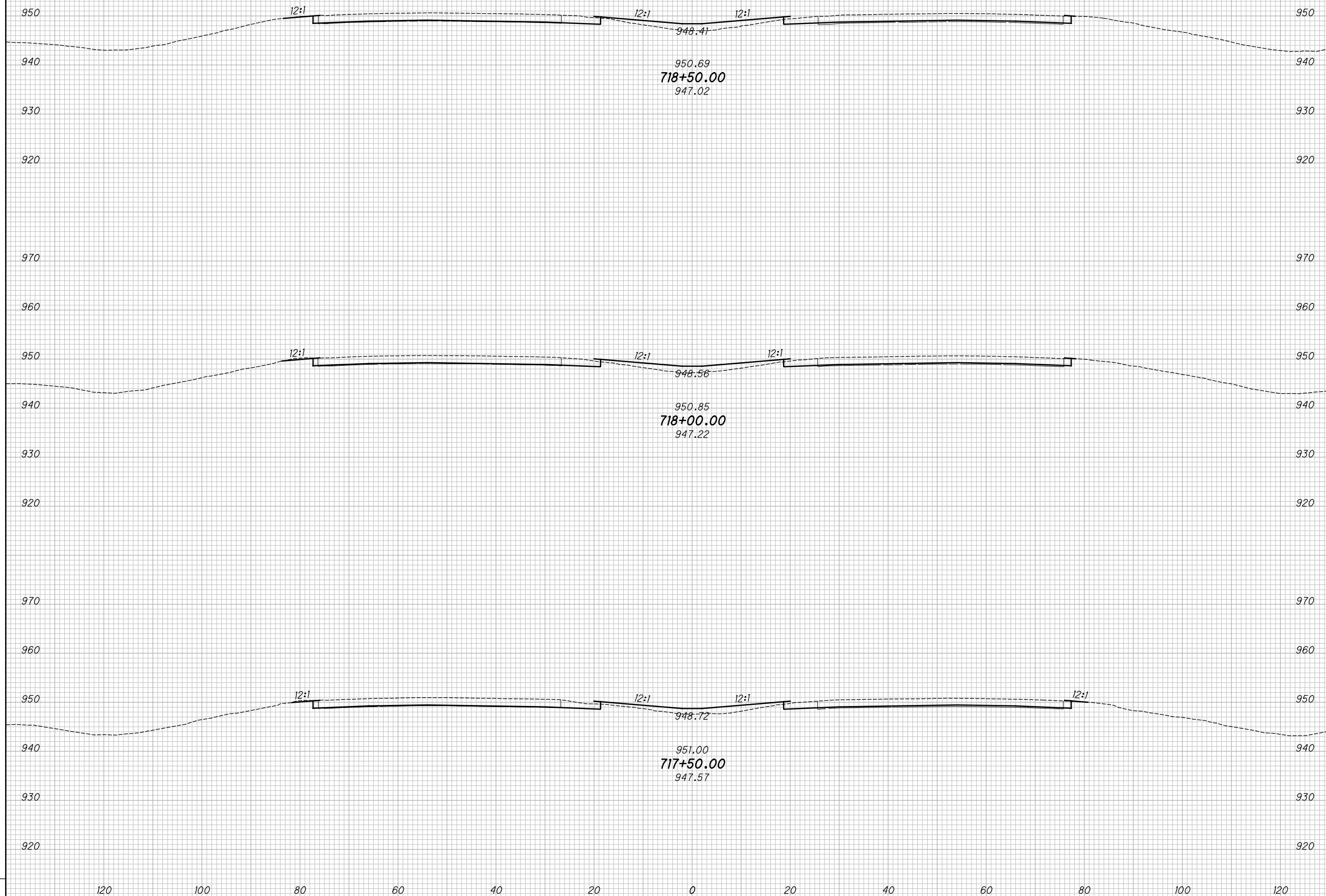
MAD-70-8.62

217
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_168 11/23/2020 2:18:44 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 717+50.00 TO STA. 718+50.00

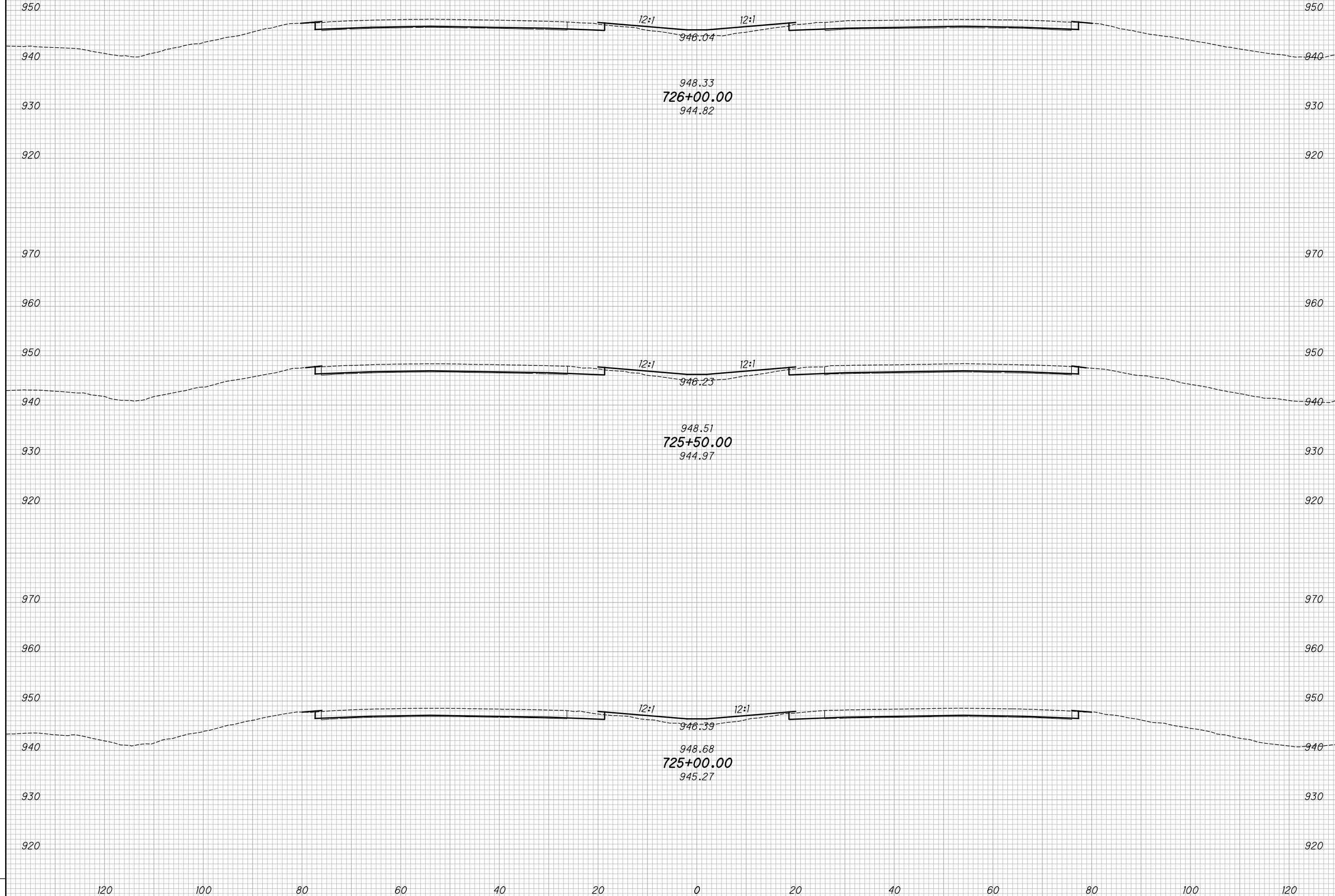
MAD-70-8.62

218
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_173 11/23/2020 2:18:55 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 725+00.00 TO STA. 726+00.00

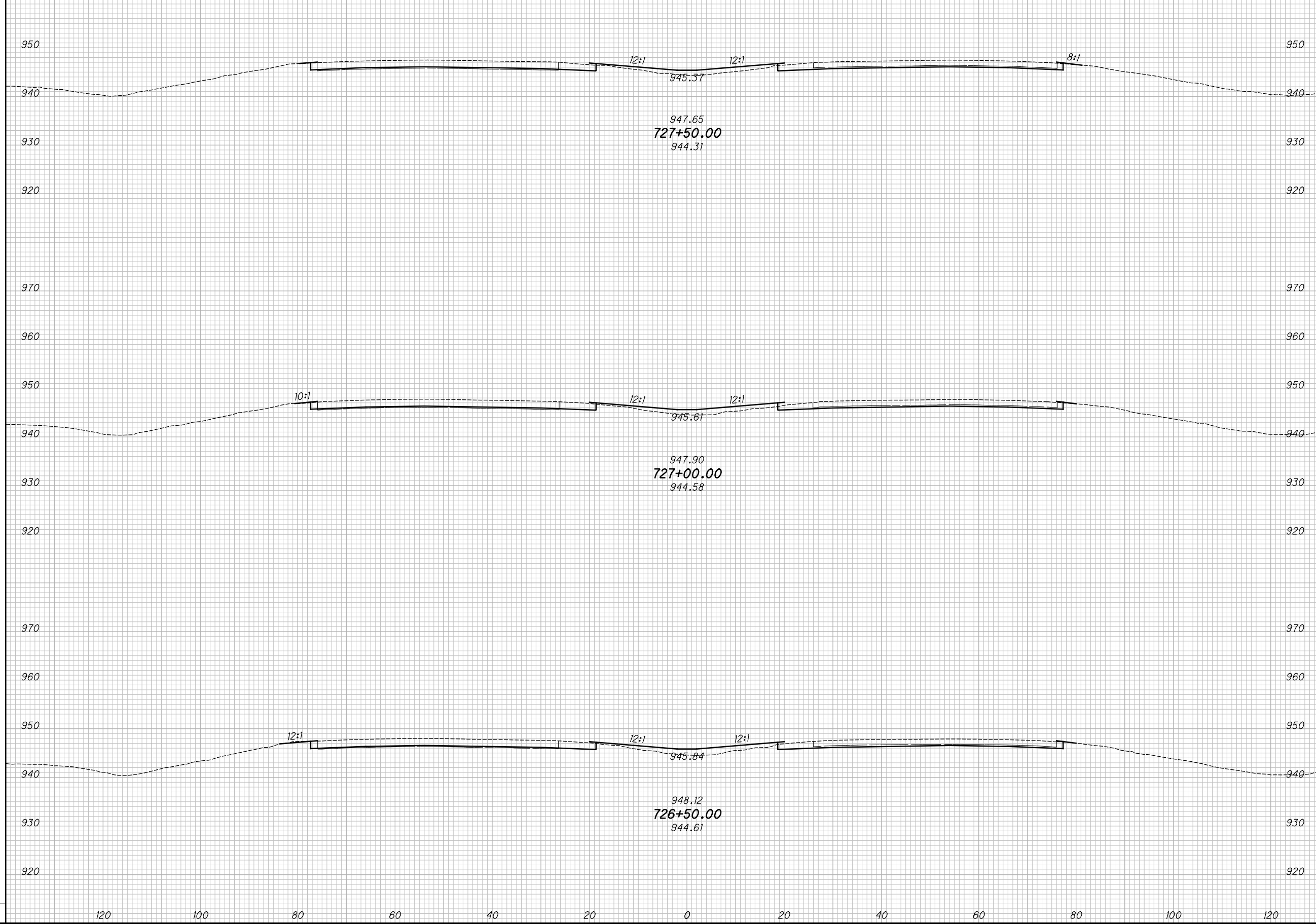
MAD-70-8.62

223
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_IT4 11/23/2020 2:18:57 PM kmhnlalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 726+50.00 TO STA. 727+50.00

MAD-70-8.62

224
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_175 11/23/2020 2:18:59 PM kmhhalcea

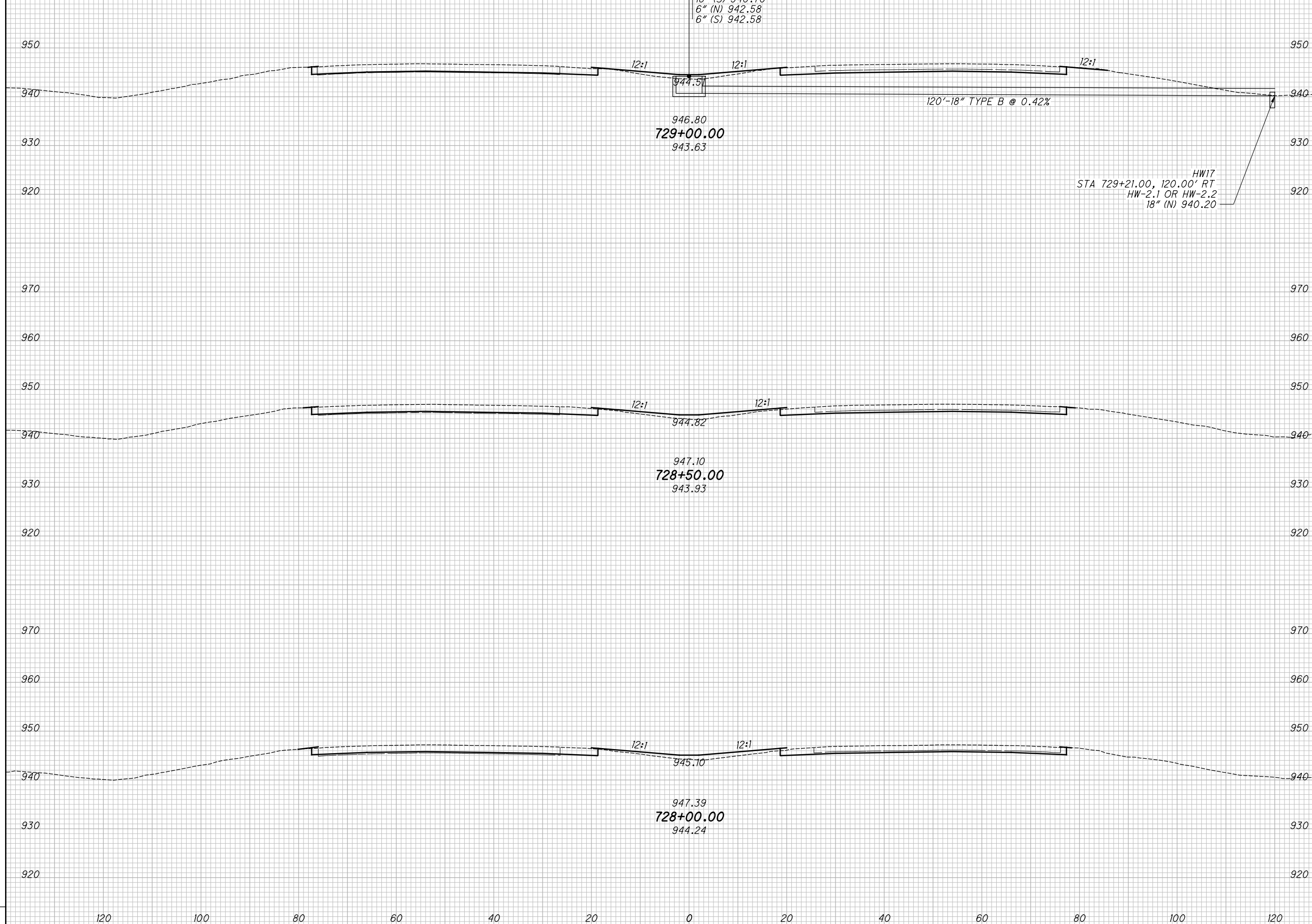
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL
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CROSS SECTIONS - IR 70
 STA. 728+00.00 TO STA. 729+00.00

MAD-70-8.62

225
470

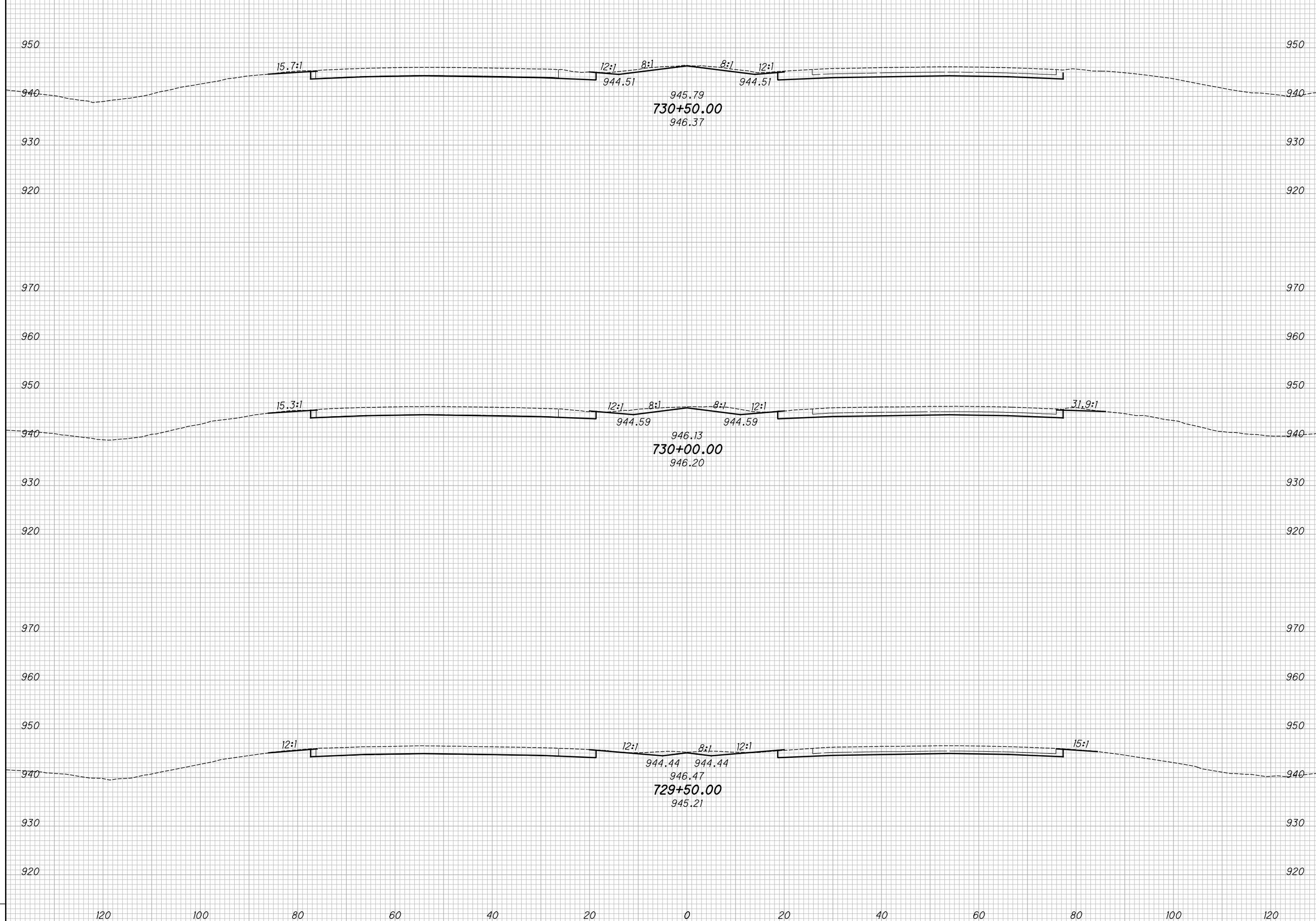
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_176 11/23/2020 2:19:02 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 729+50.00 TO STA. 730+50.00

MAD-70-8.62

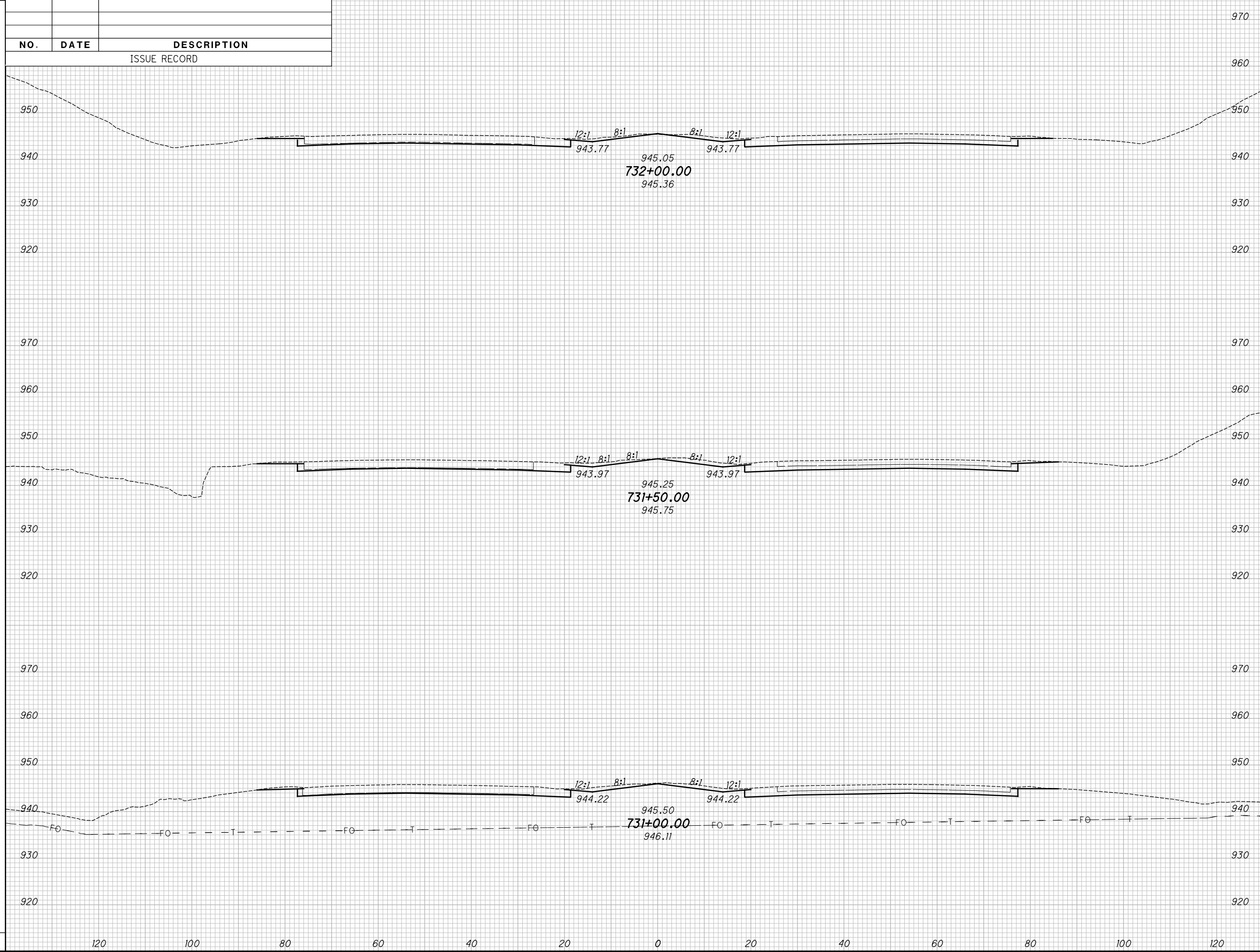
226
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_177 11/23/2020 2:19:04 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 731+00.00 TO STA. 732+00.00

MAD-70-8.62

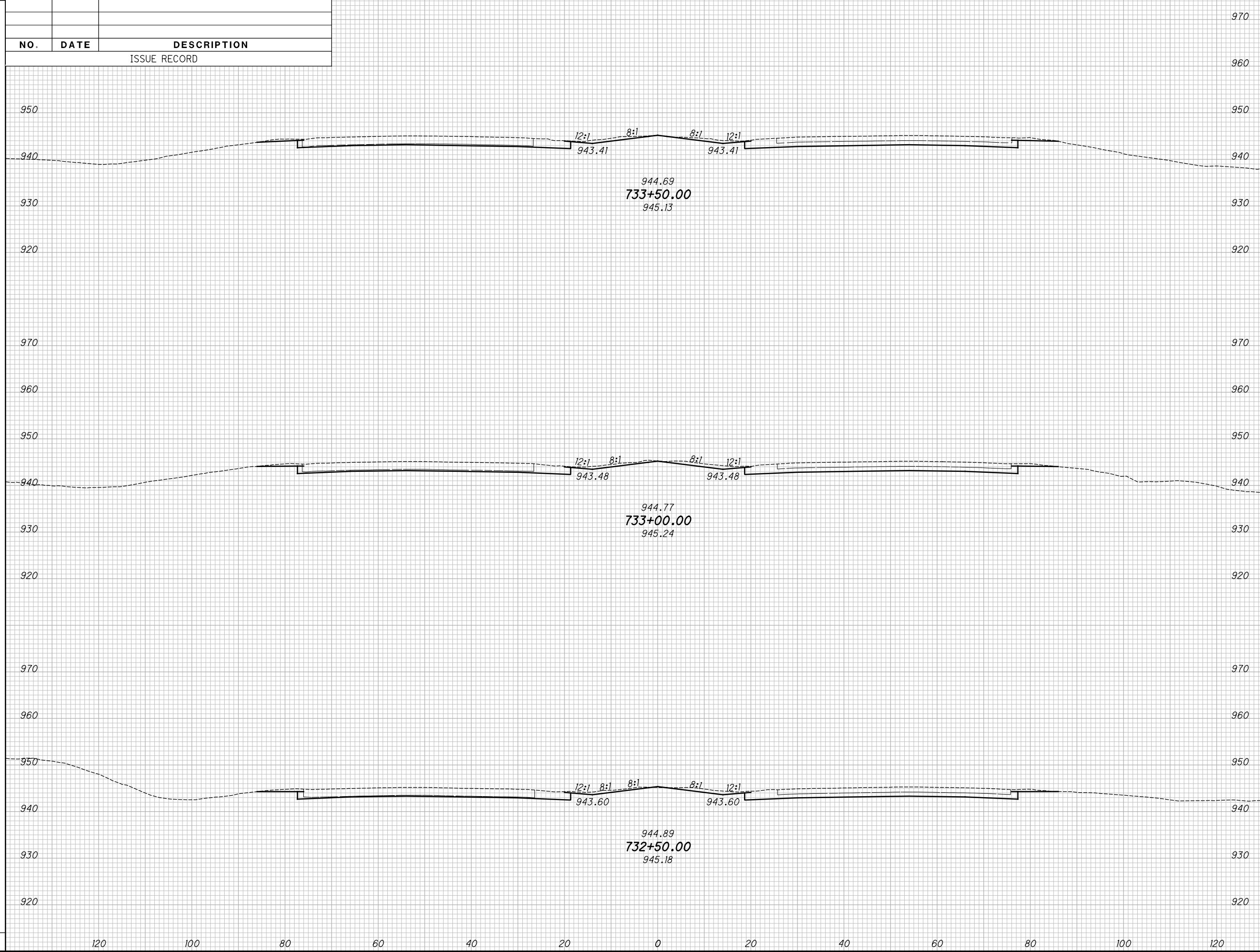
227
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_178 11/23/2020 2:19:06 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 732+50.00 TO STA. 733+50.00

MAD-70-8.62

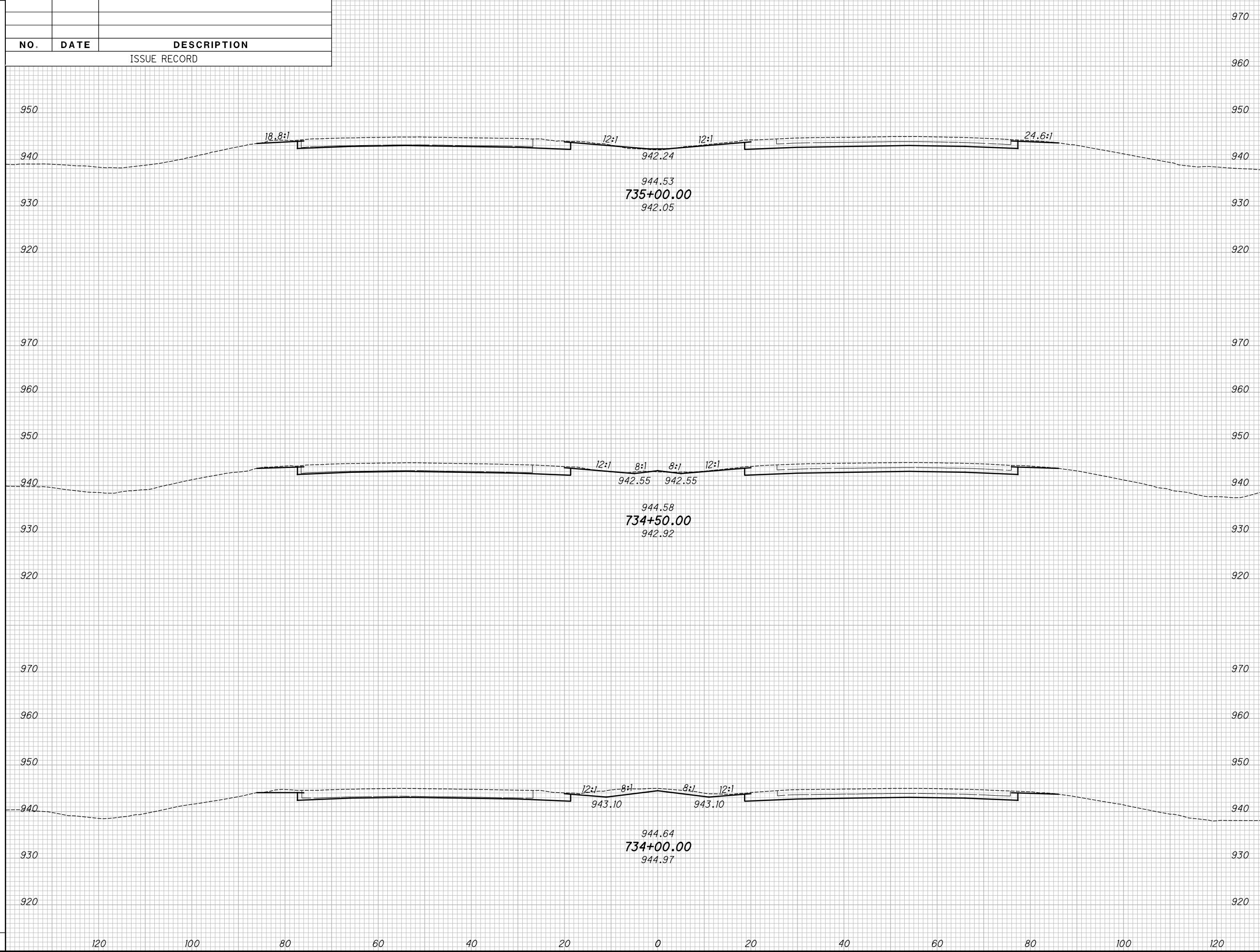
228
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_179 11/23/2020 2:19:08 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
 STA. 734+00.00 TO STA. 735+00.00

MAD-70-8.62

229
470

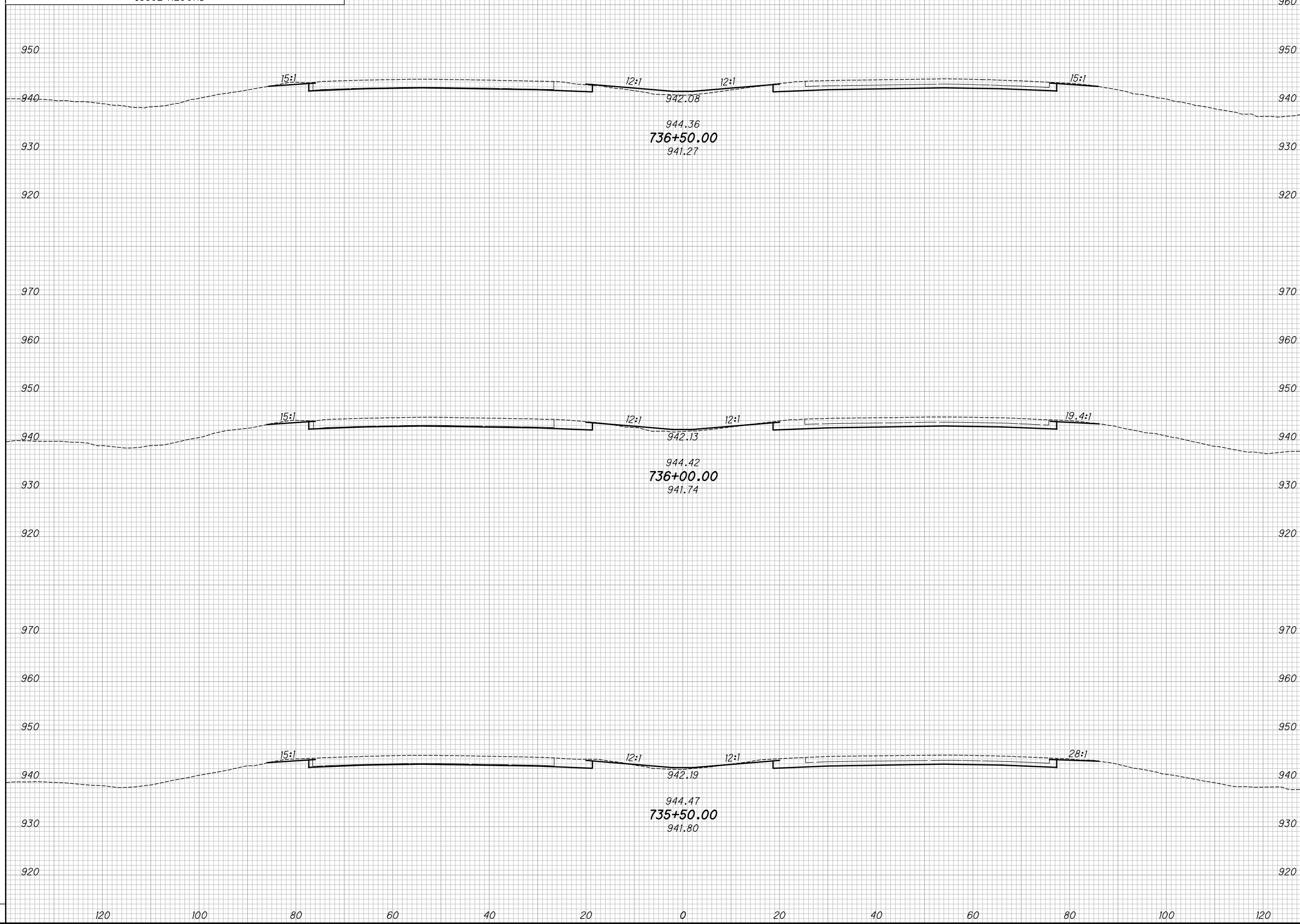
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_180 11/23/2020 2:19:11 PM kmhnlcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 735+50.00 TO STA. 736+50.00

MAD-70-8.62

230
470

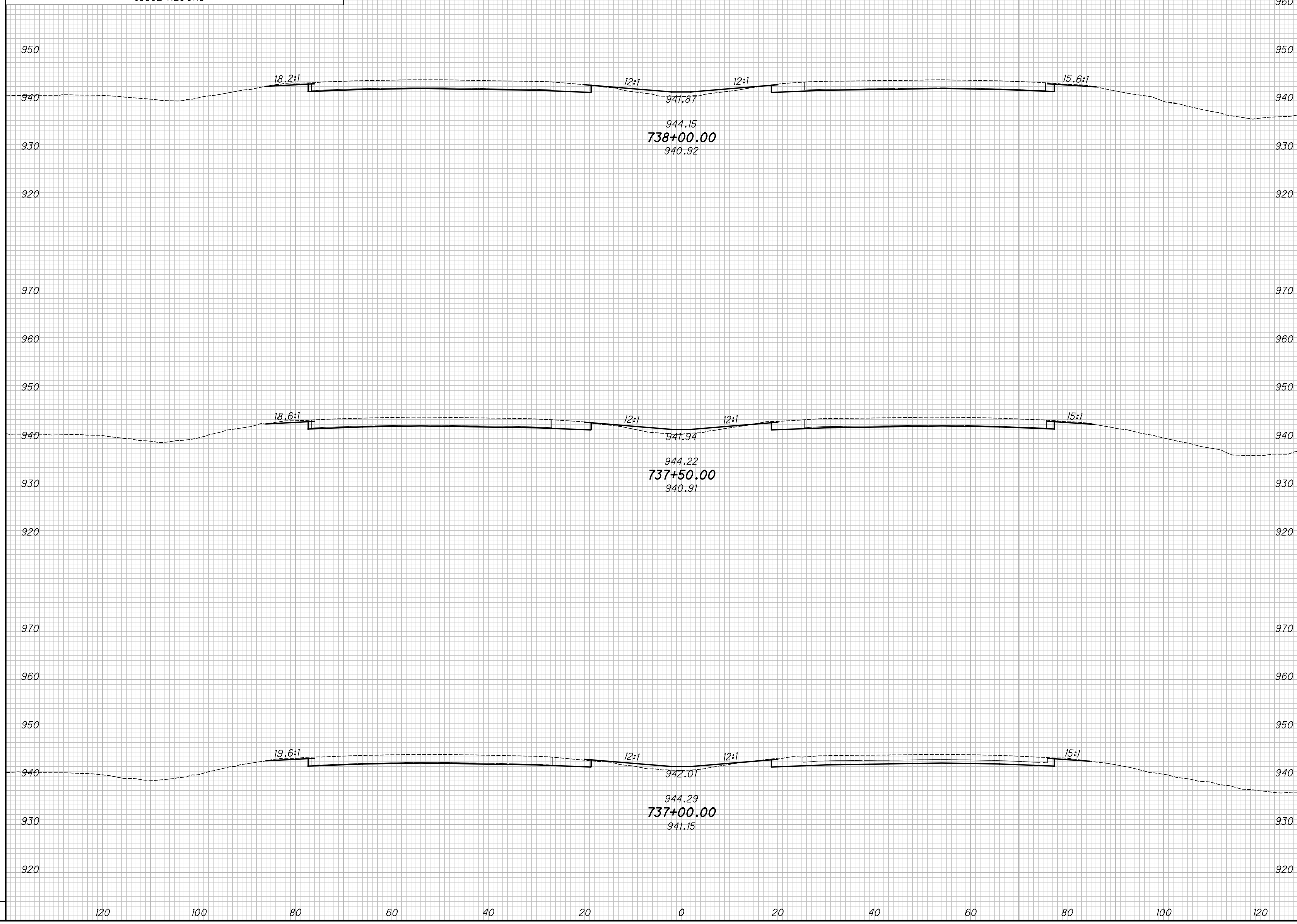
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 737+00.00 TO STA. 738+00.00

MAD-70-8.62

231
470

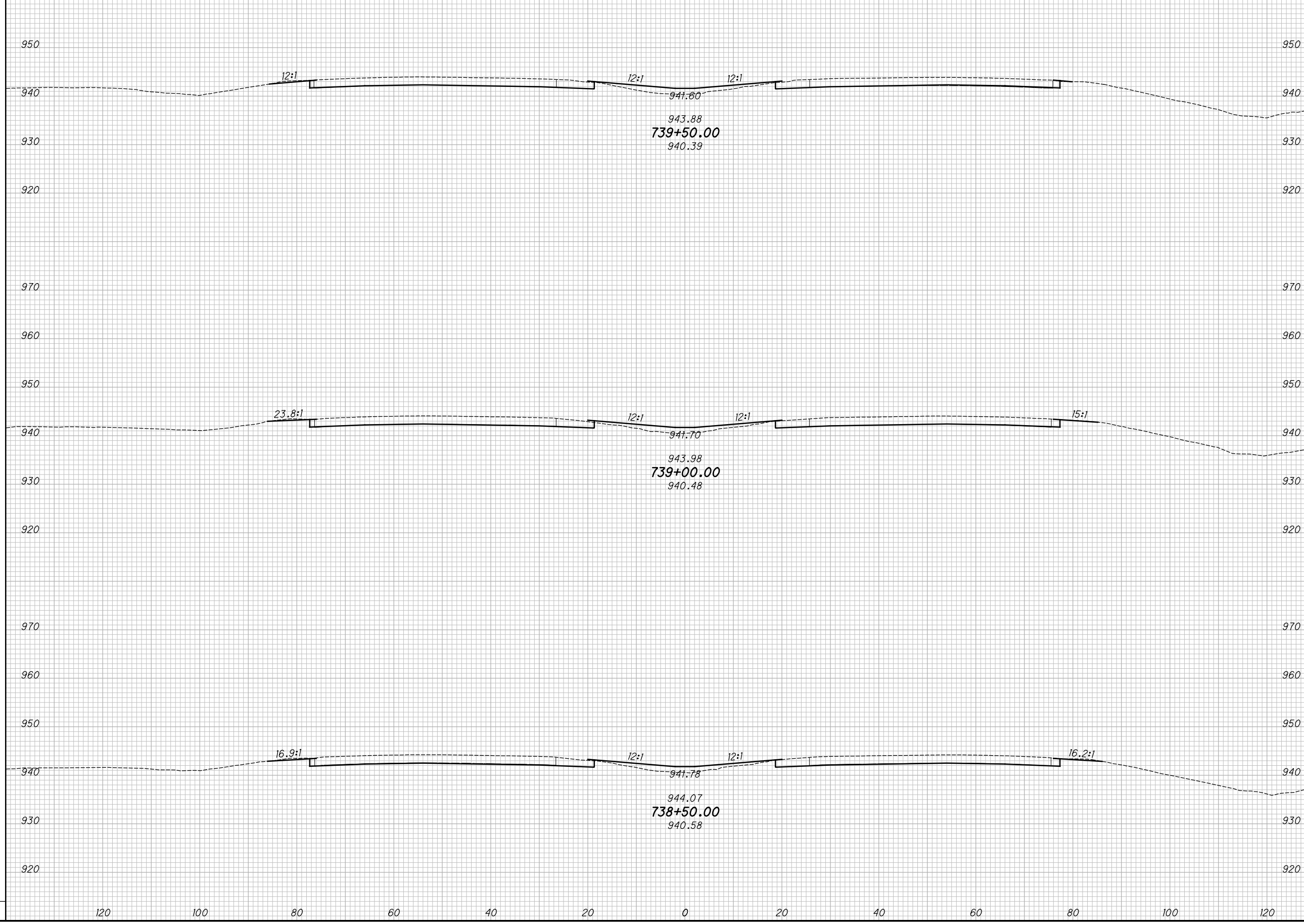
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_182 11/23/2020 2:19:15 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 738+50.00 TO STA. 739+50.00

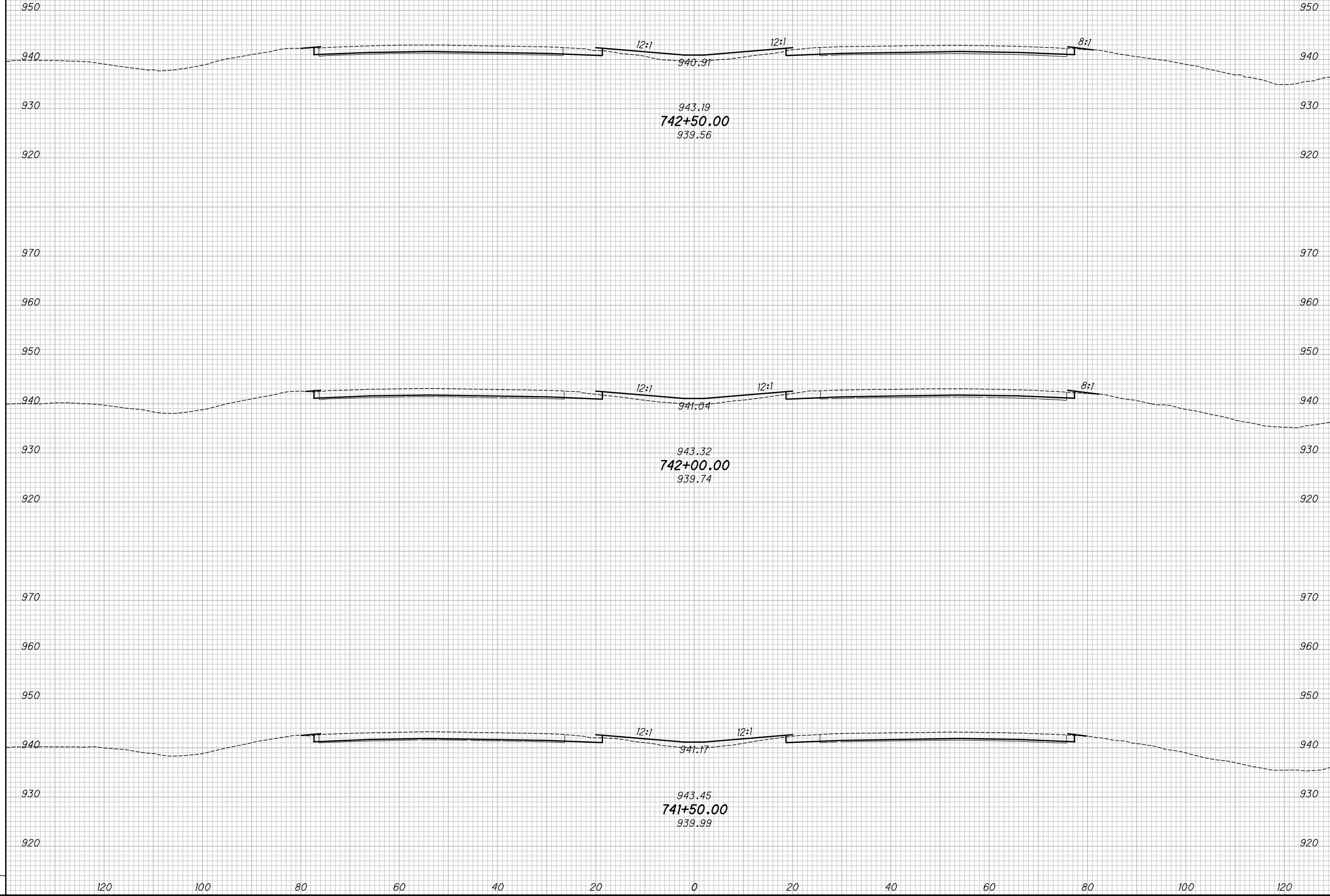
MAD-70-8.62

232
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_184 11/23/2020 2:19:20 PM kmhalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 741+50.00 TO STA. 742+50.00

MAD-70-8.62

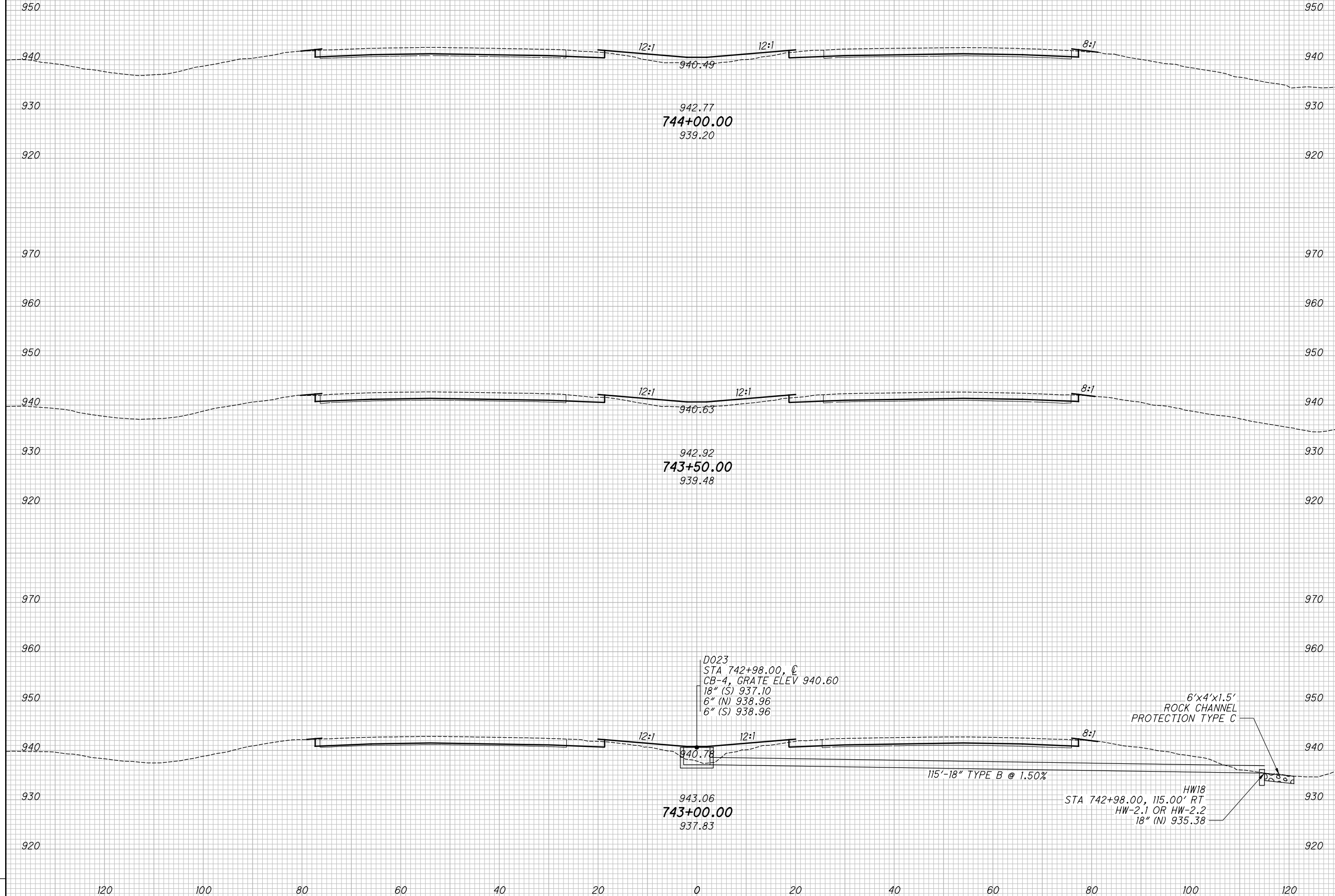
234
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_185 11/23/2020 2:19:22 PM kmhnlalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

ISSUE RECORD

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 743+00.00 TO STA. 744+00.00

MAD-70-8.62

235
470

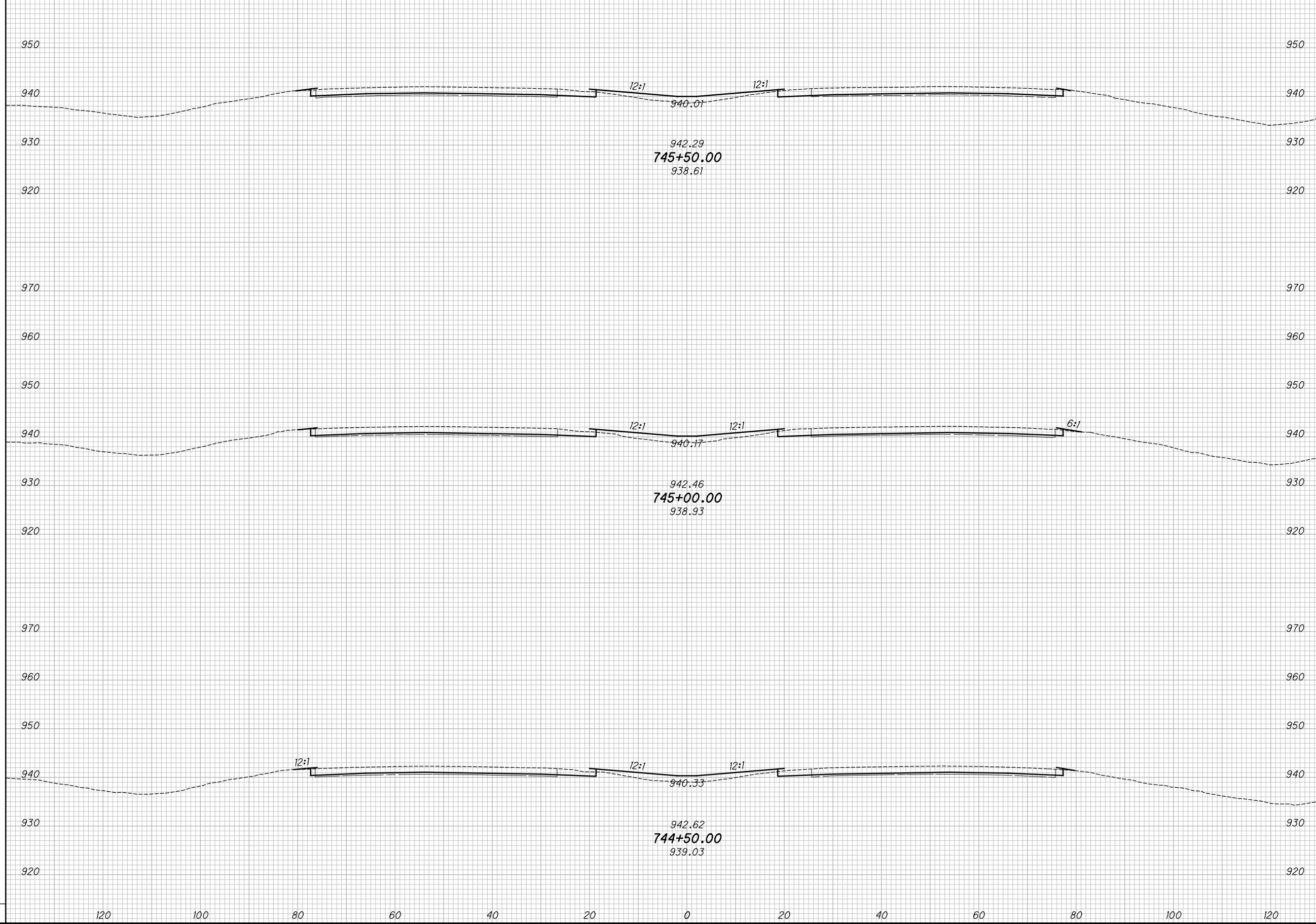
P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_186 11/23/2020 2:19:24 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME
CUT FILL CUT FILL



CROSS SECTIONS - IR 70
STA. 744+50.00 TO STA. 745+50.00

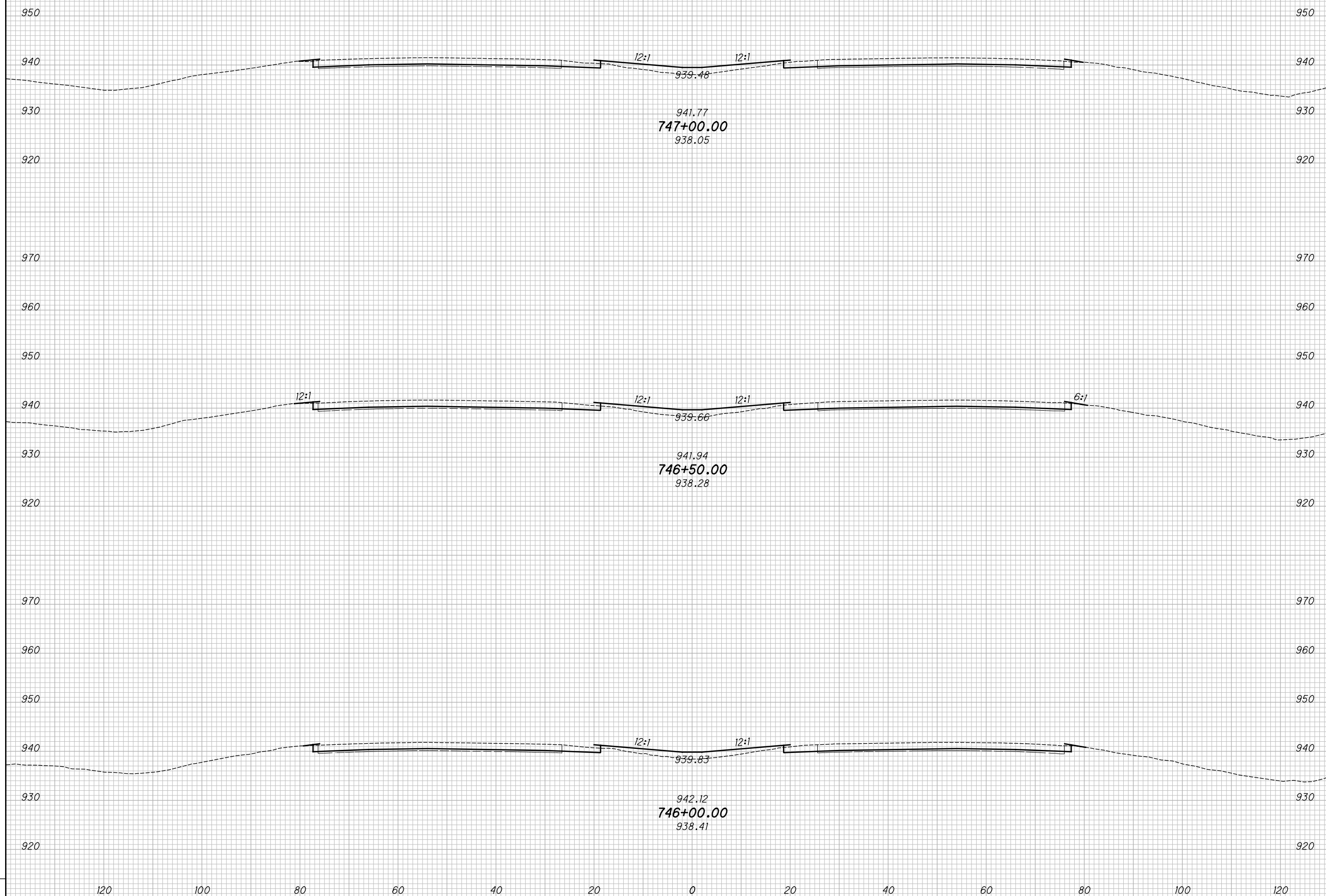
MAD-70-8.62

236
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_187 11/23/2020 2:19:27 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 746+00.00 TO STA. 747+00.00

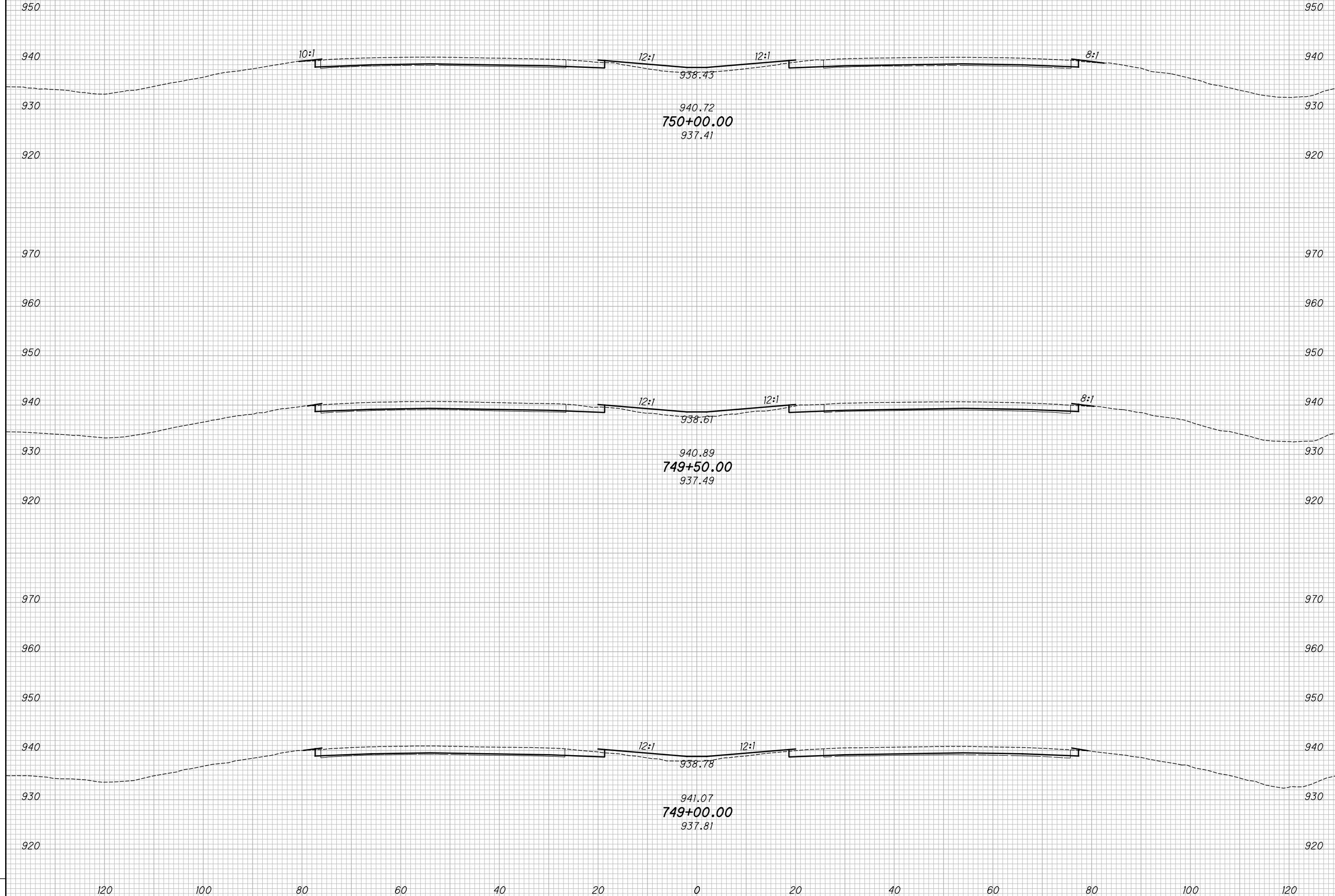
MAD-70-8.62

237
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_189 11/23/2020 2:19:32 PM kmhhalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 749+00.00 TO STA. 750+00.00

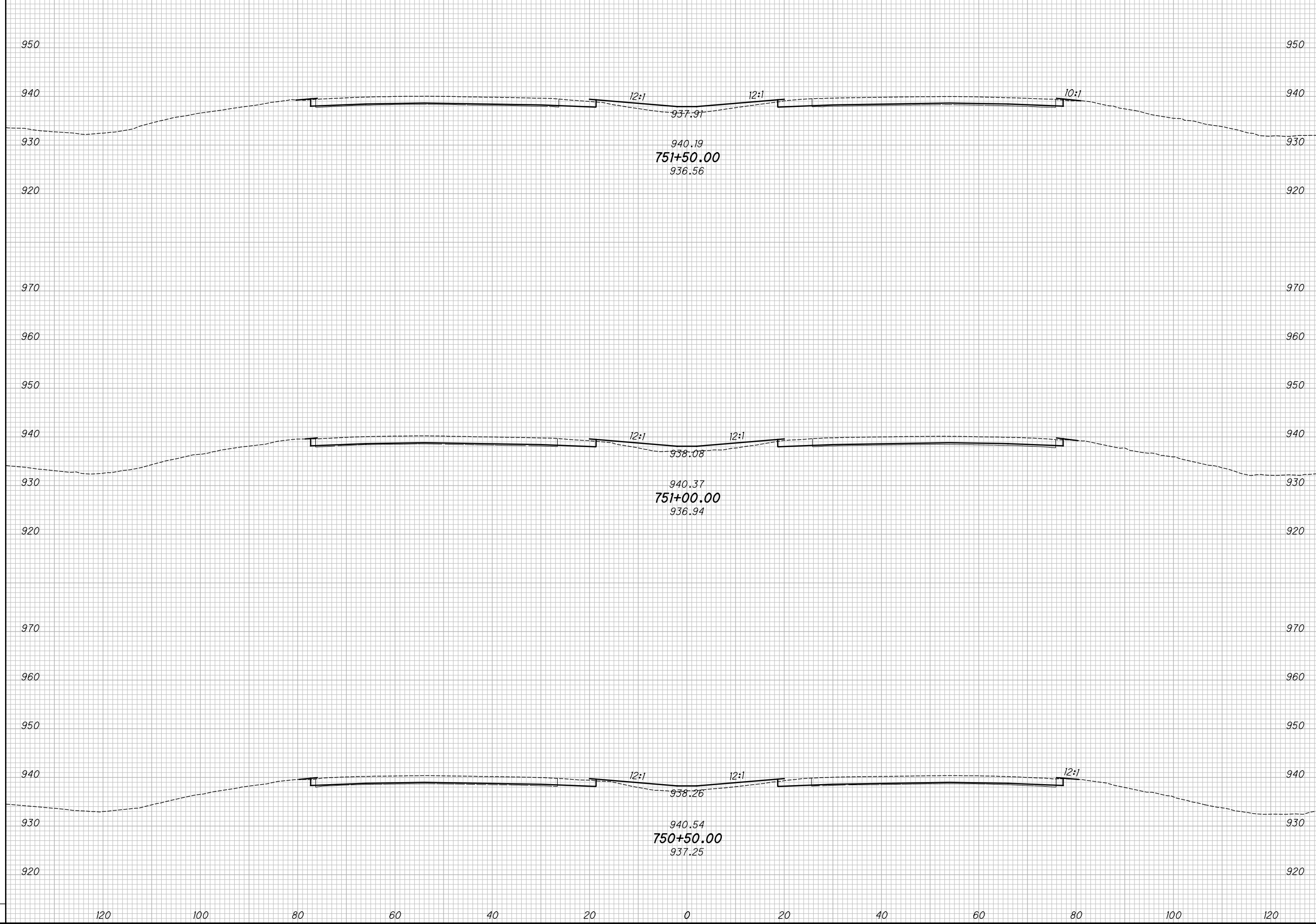
MAD-70-8.62

239
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_190 11/23/2020 2:19:34 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 750+50.00 TO STA. 751+50.00

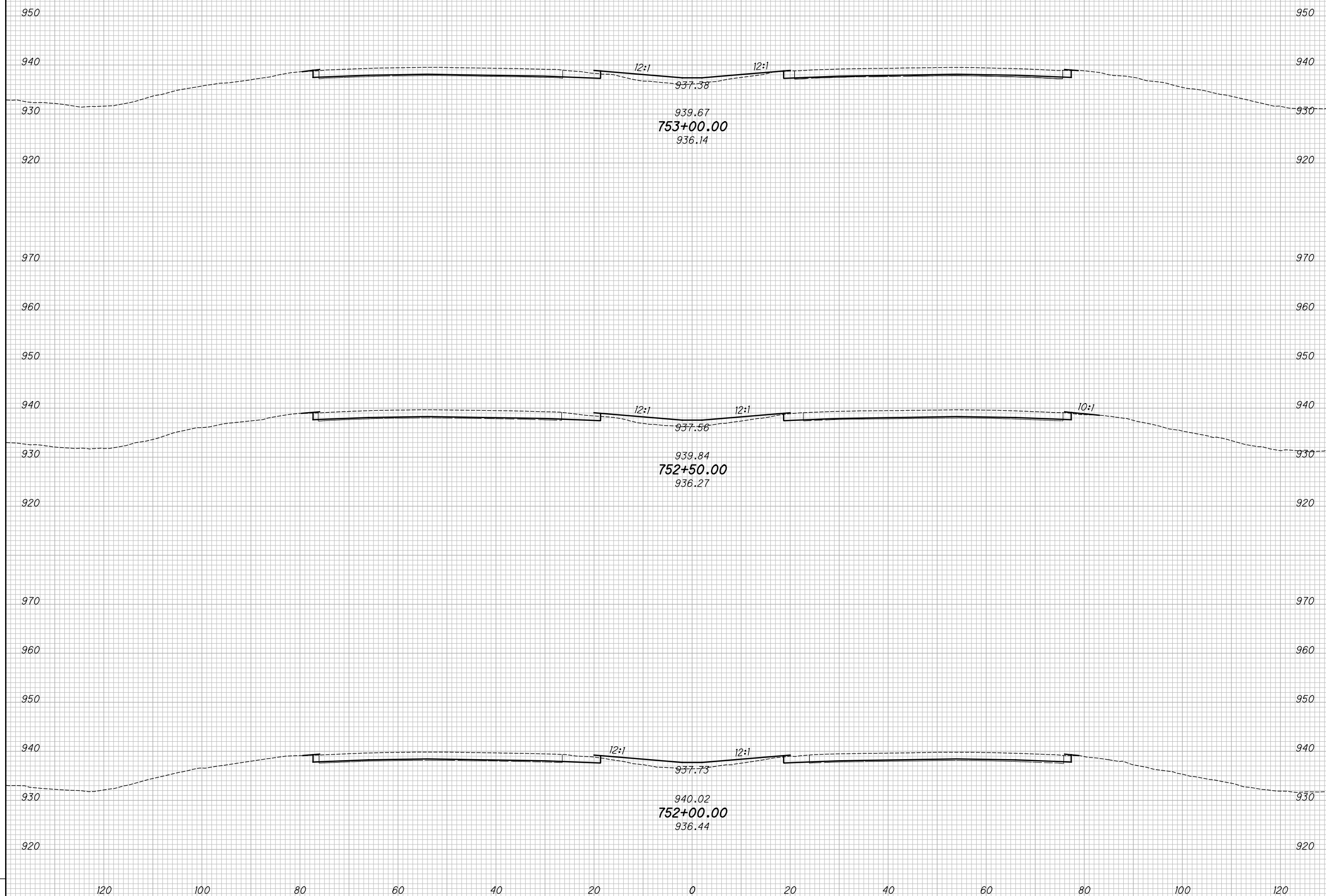
MAD-70-8.62

240
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_19_11/23/2020 2:19:36 PM kmhnlalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 752+00.00 TO STA. 753+00.00

MAD-70-8.62

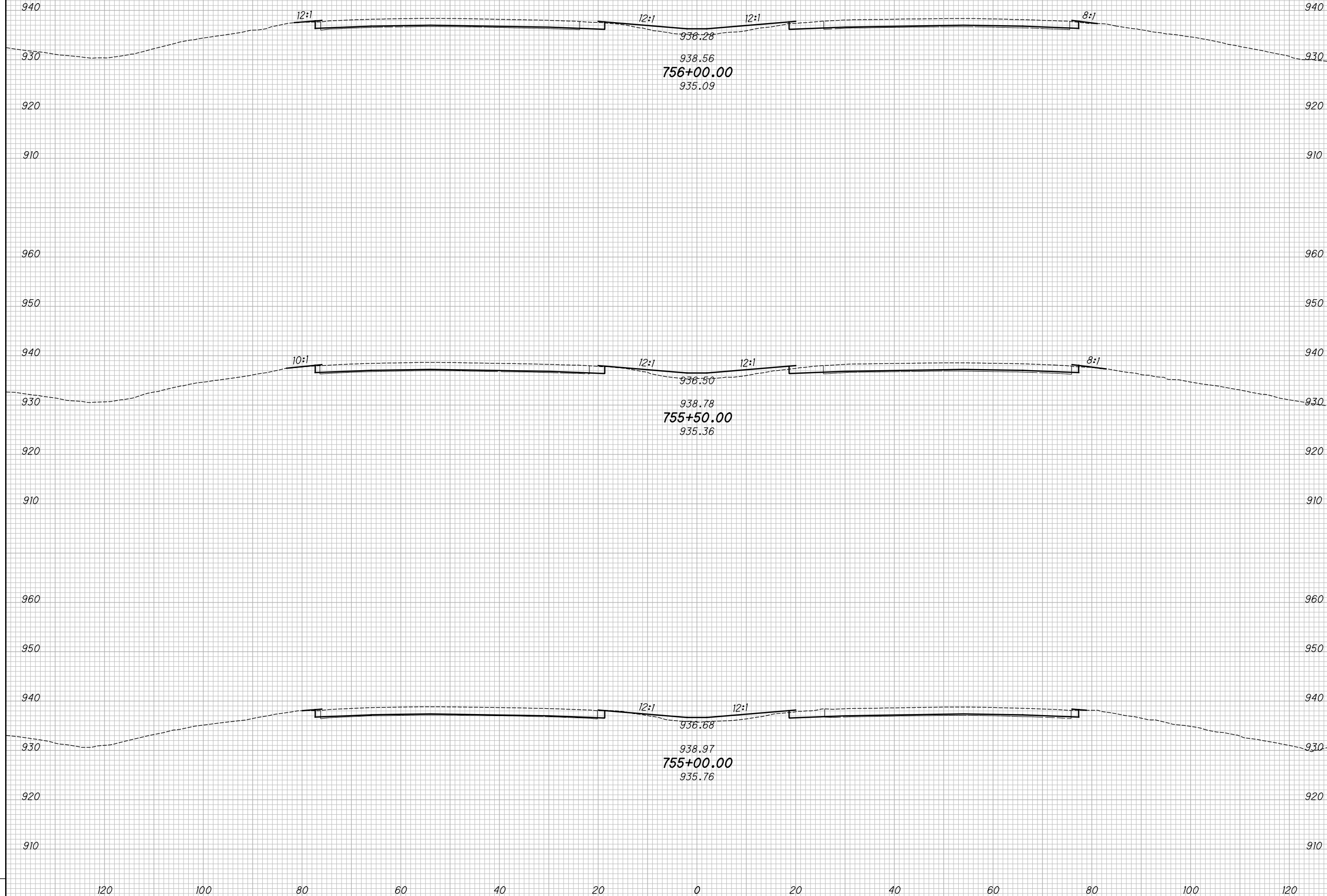
241
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_193 11/23/2020 2:19:41PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

ISSUE RECORD

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 755+00.00 TO STA. 756+00.00

MAD-70-8.62

243
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_194 11/23/2020 2:19:43 PM kmhnlalcea

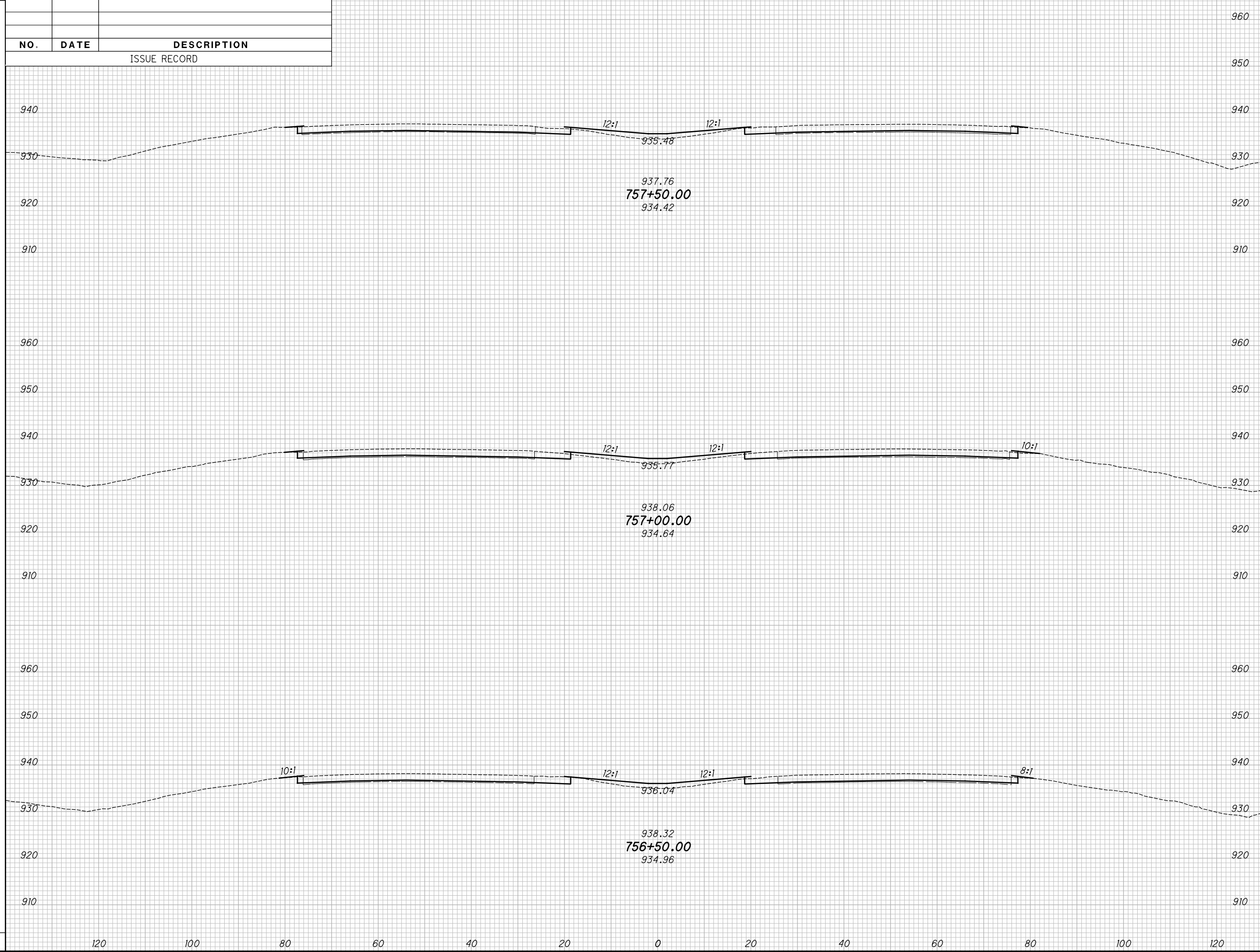
SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL

VOLUME
CUT FILL

CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 756+50.00 TO STA. 757+50.00

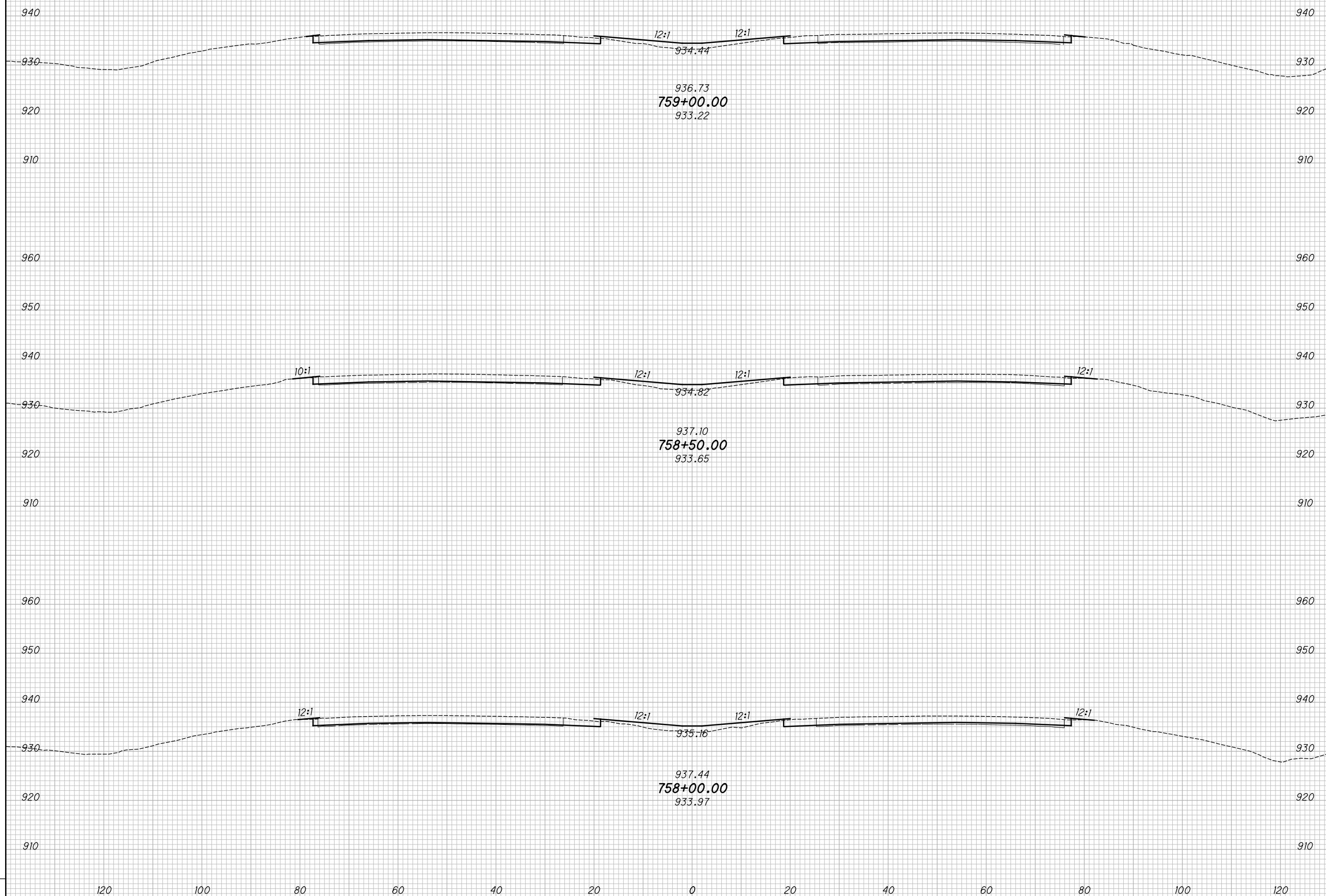
MAD-70-8.62

244
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_195 11/23/2020 2:19:45 PM kmhnlalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 758+00.00 TO STA. 759+00.00

MAD-70-8.62

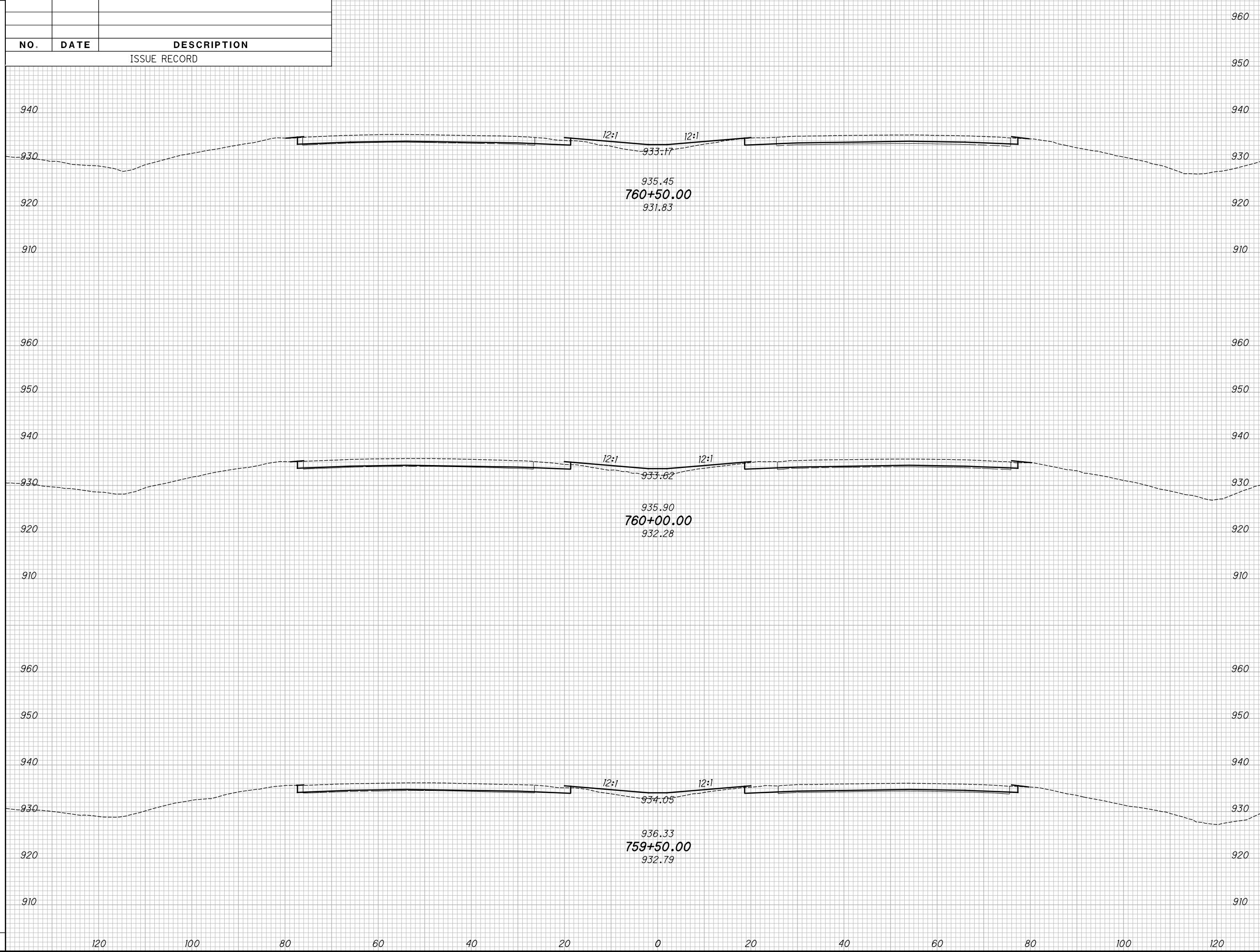
245
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_196 11/23/2020 2:19:47 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 759+50.00 TO STA. 760+50.00

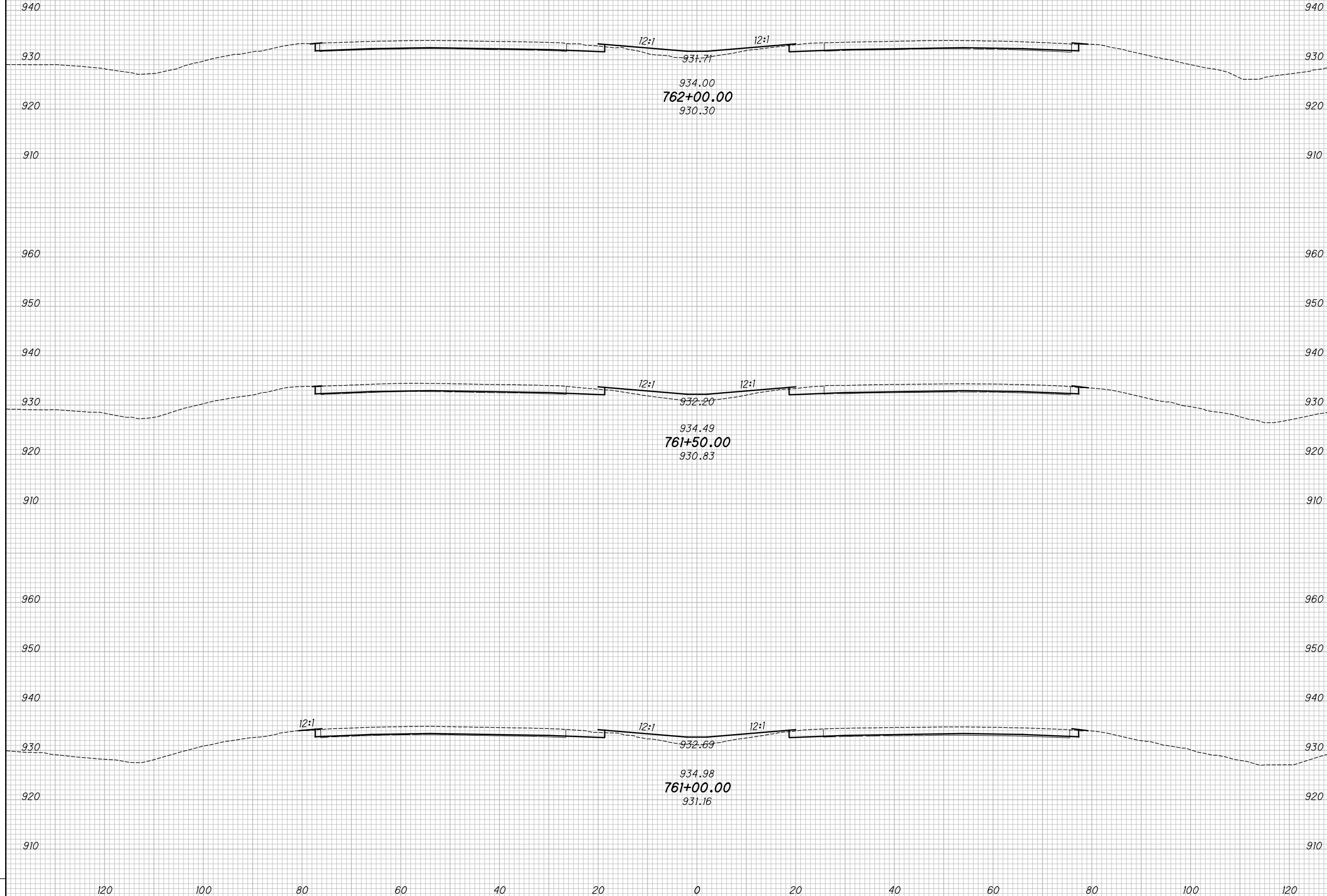
MAD-70-8.62

246
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_197 11/23/2020 2:19:50 PM kmhalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 761+00.00 TO STA. 762+00.00

MAD-70-8.62

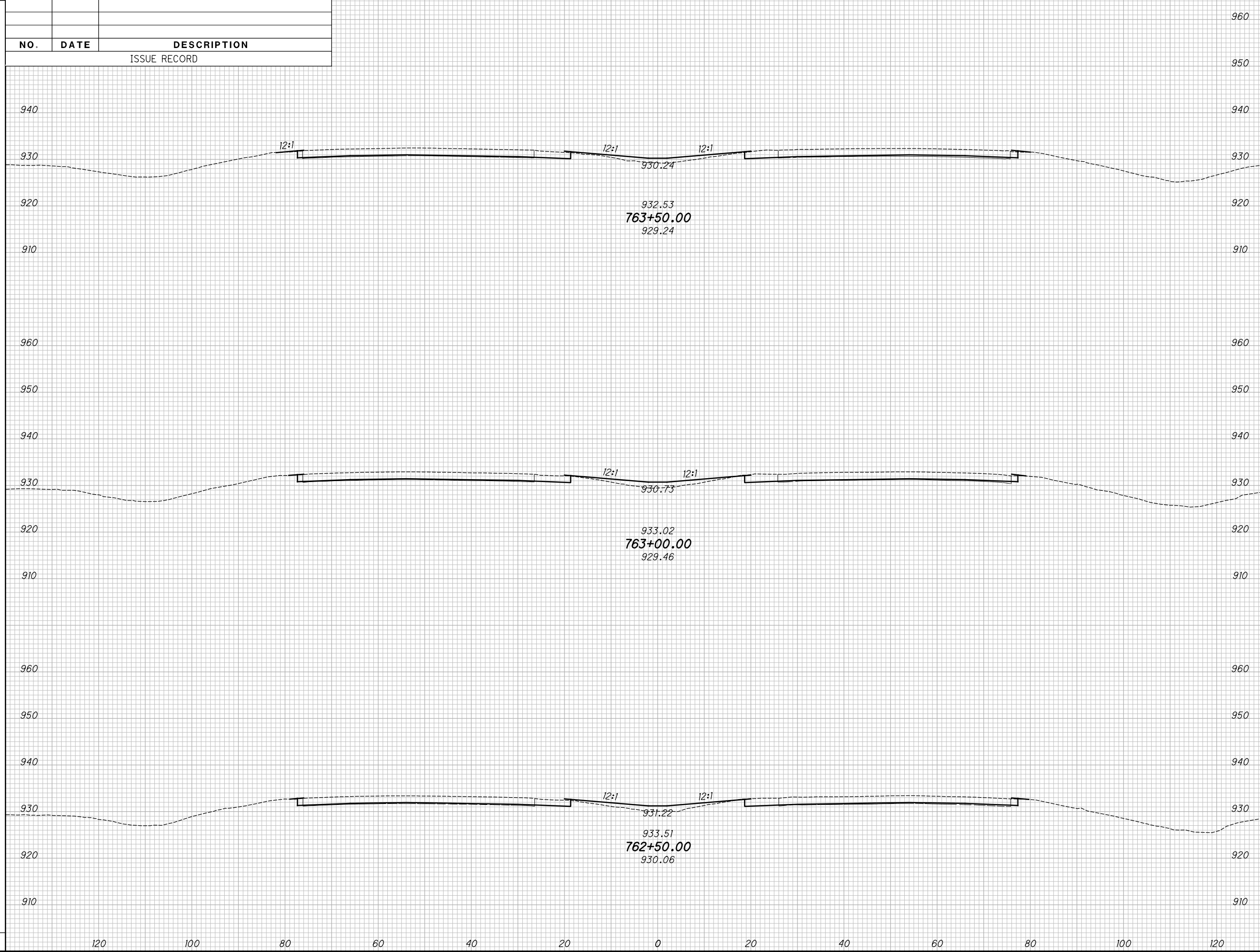
247
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_198 11/23/2020 2:19:52 PM kmhnlalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
 STA. 762+50.00 TO STA. 763+50.00

MAD-70-8.62

248
470

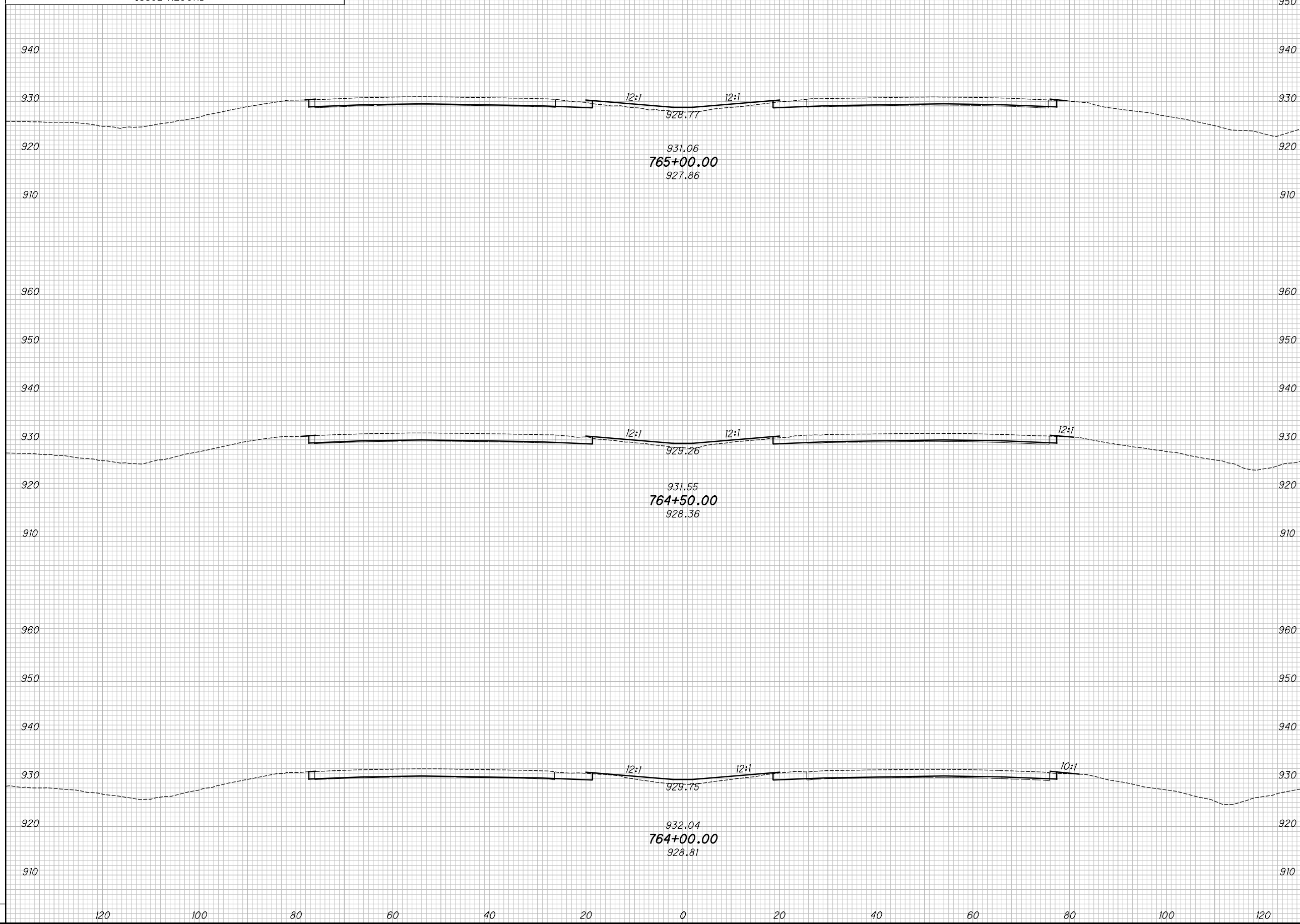
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_199 11/23/2020 2:19:54 PM kmhnlalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
 STA. 764+00.00 TO STA. 765+00.00

MAD-70-8.62

249
470

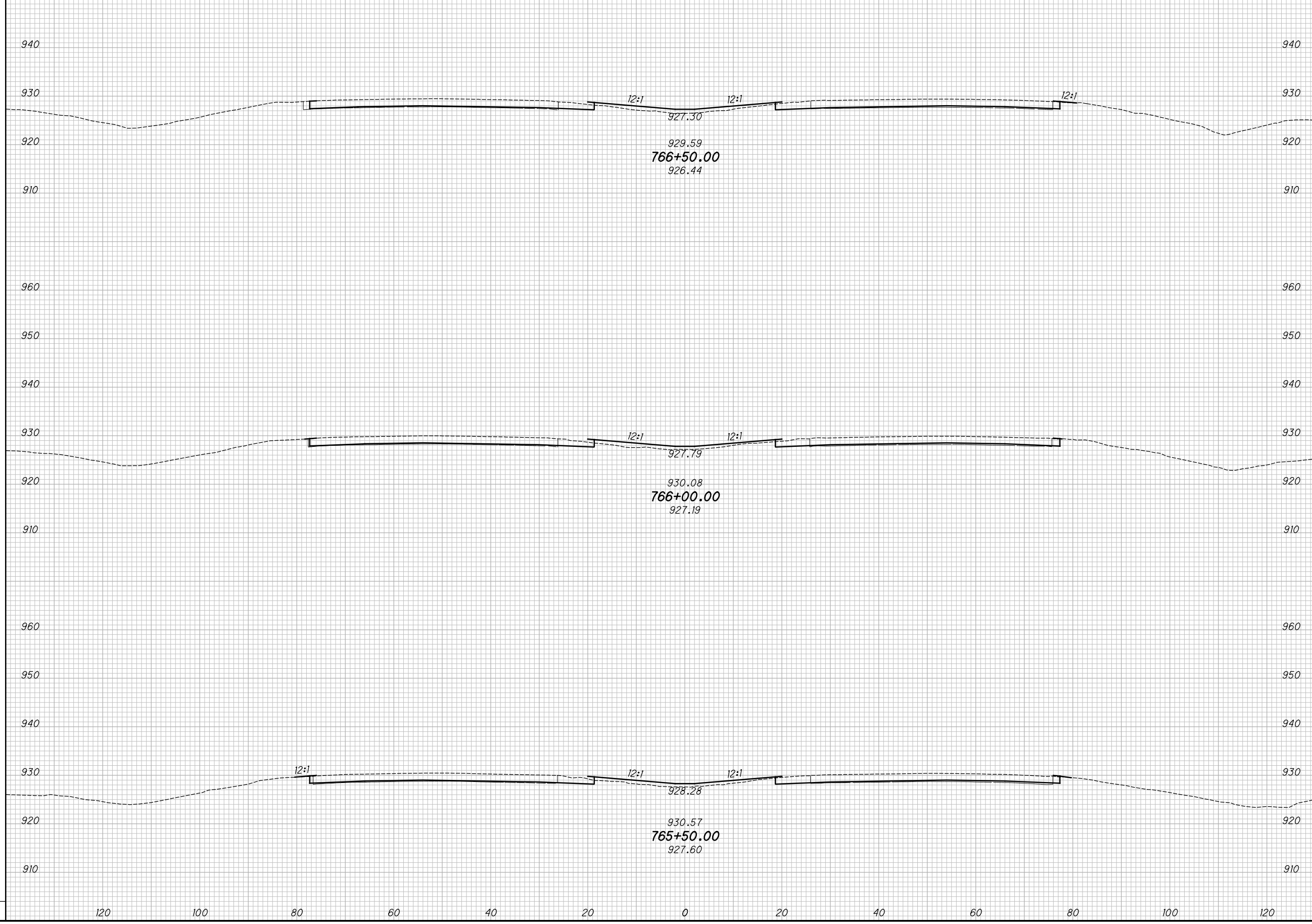
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_200 11/23/2020 2:19:56 PM kminhincea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 765+50.00 TO STA. 766+50.00

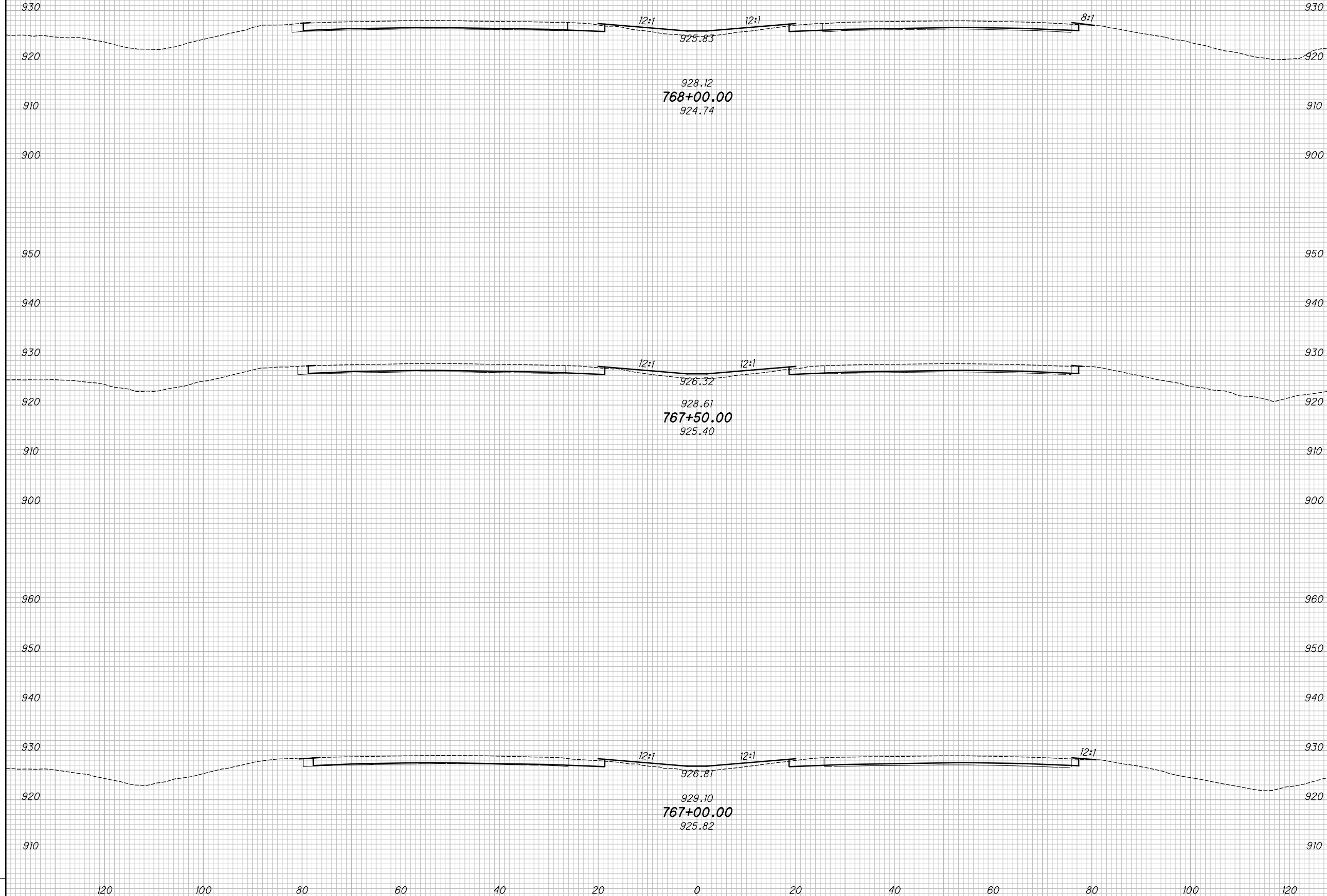
MAD-70-8.62

250
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_2011/23/2020 2:19:59 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 767+00.00 TO STA. 768+00.00

MAD-70-8.62

251
470

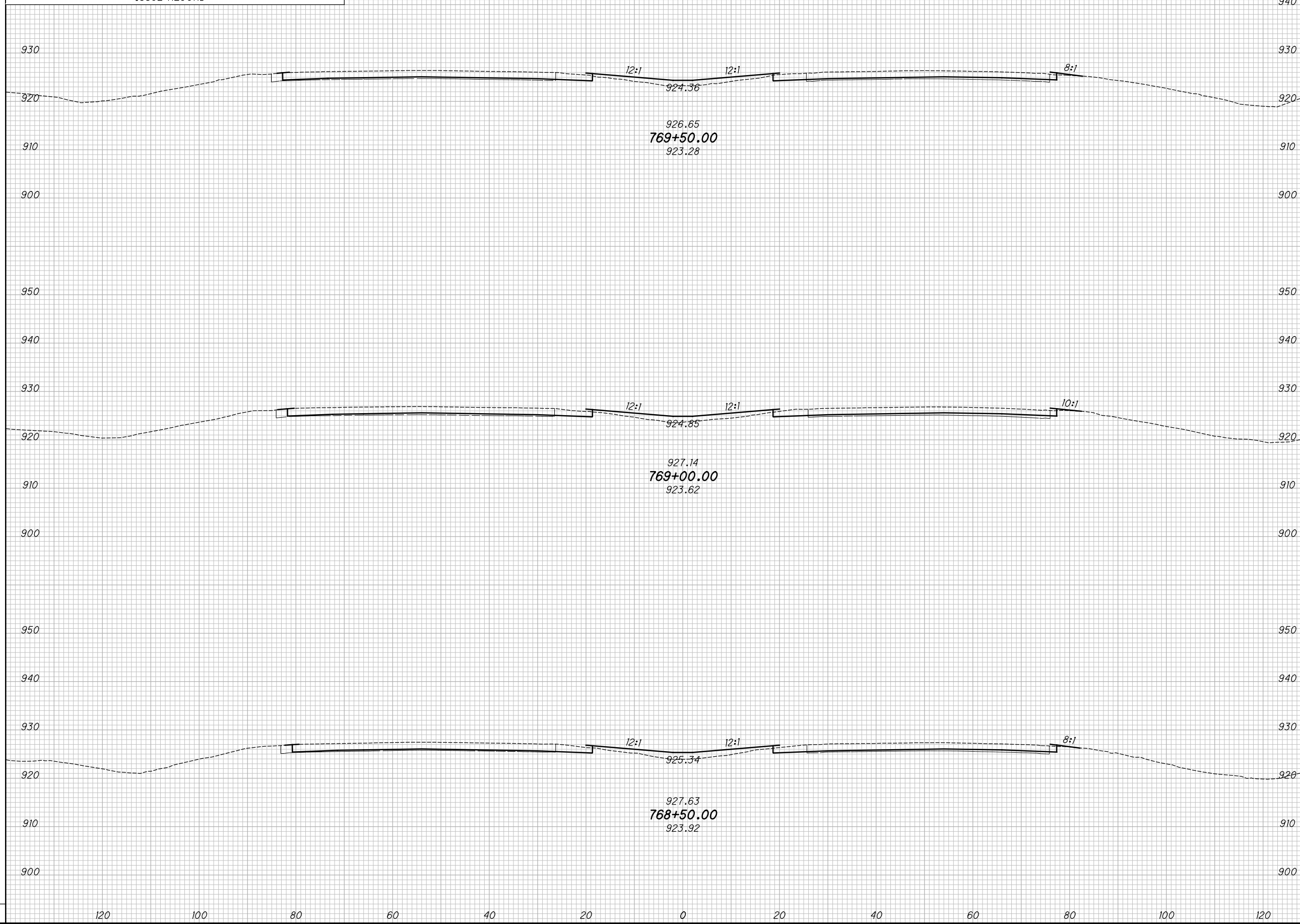
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 768+50.00 TO STA. 769+50.00

MAD-70-8.62

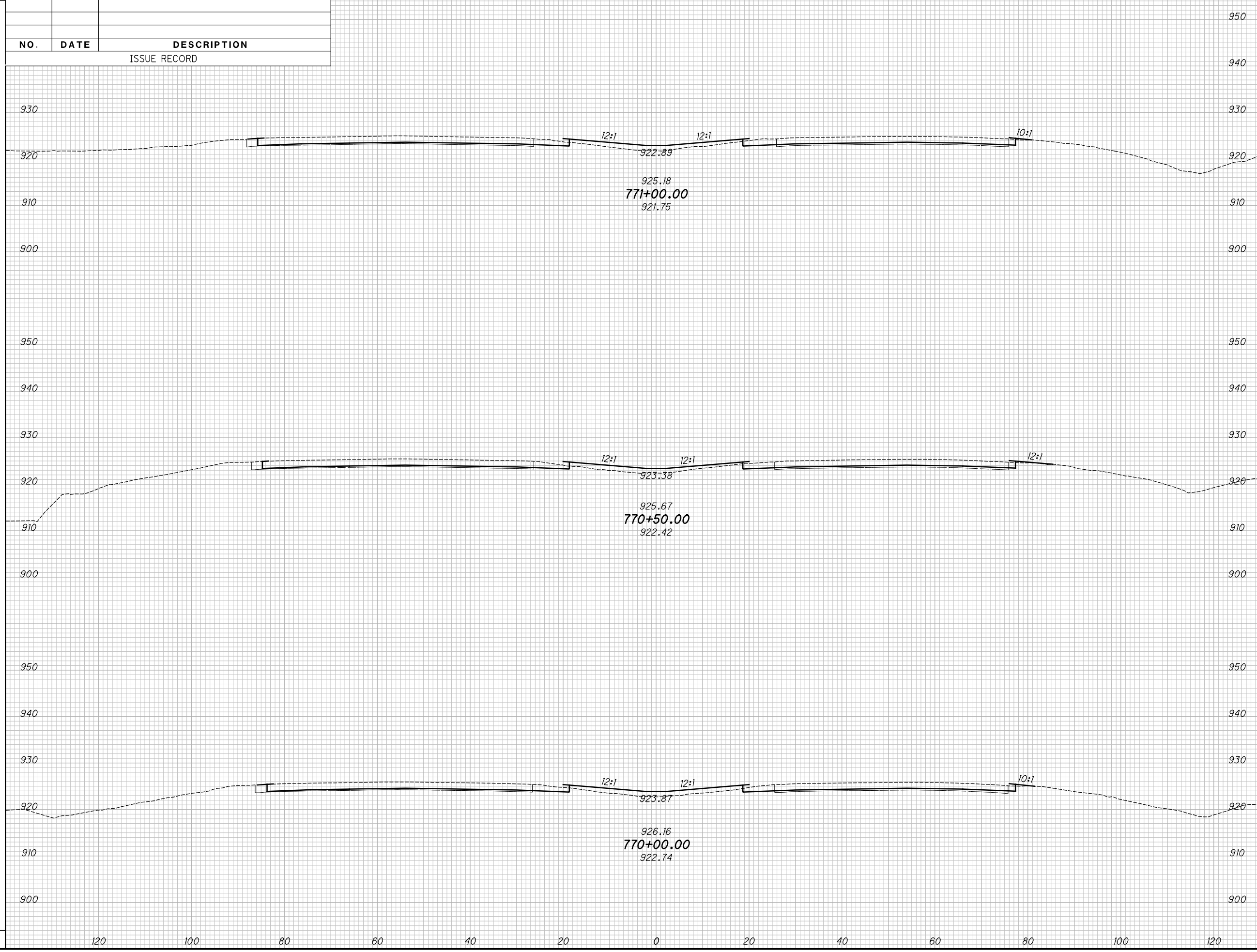
252
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_203 11/23/2020 2:20:03 PM kmhnlceca

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 770+00.00 TO STA. 771+00.00

MAD-70-8.62

253
470

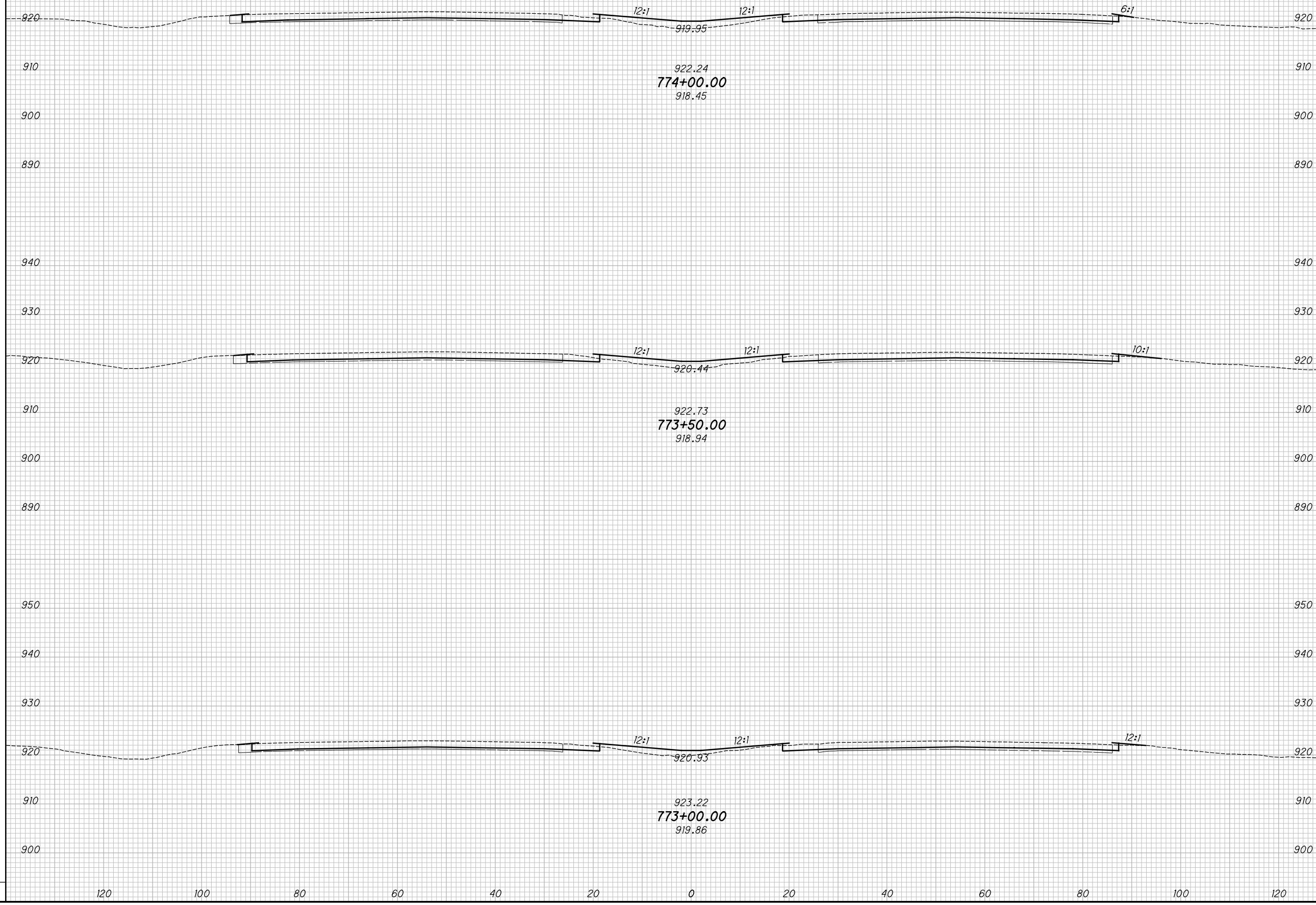
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_205 11/23/2020 2:20:08 PM kmhnlcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 773+00.00 TO STA. 774+00.00

MAD-70-8.62

255
470

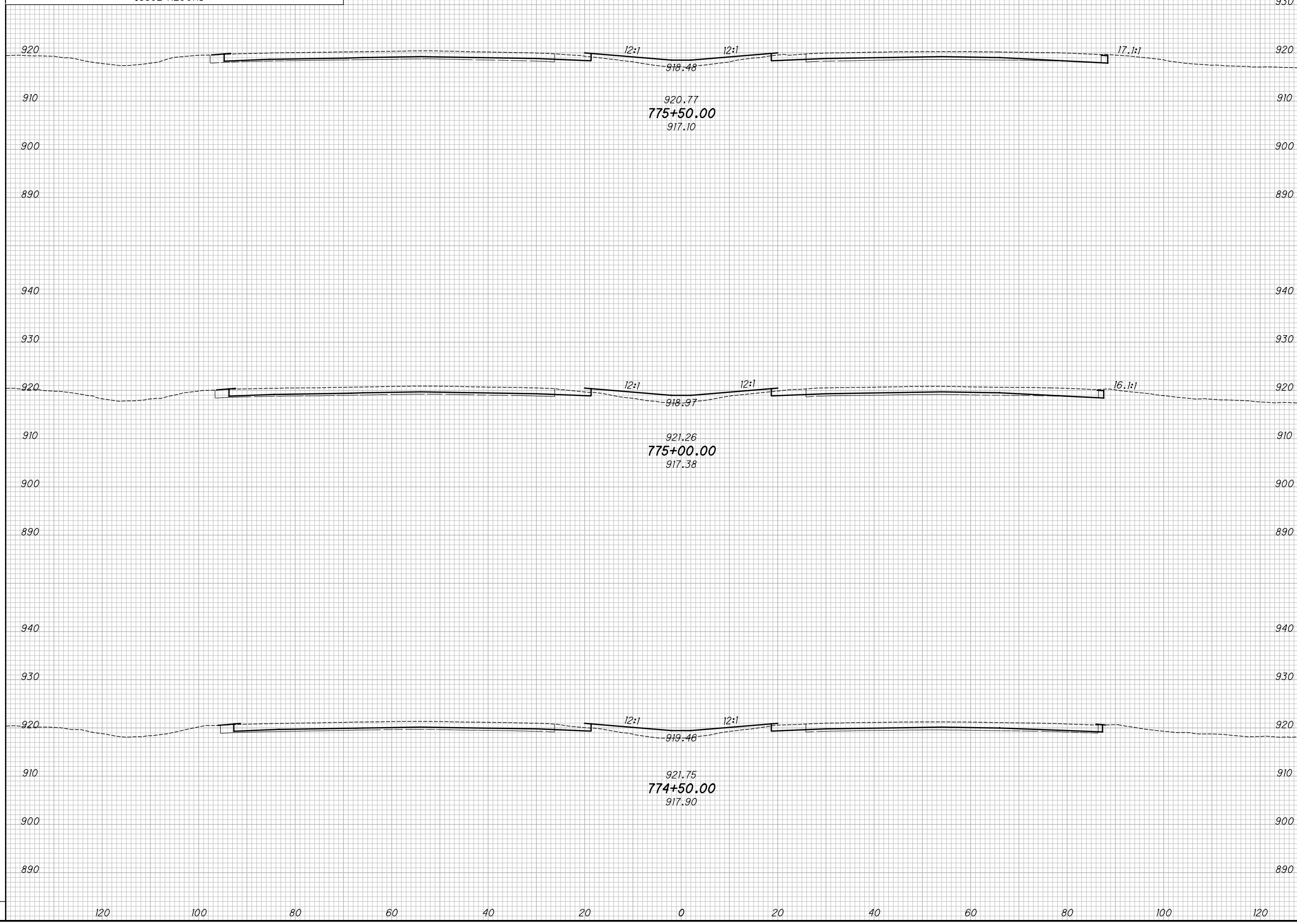
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 774+50.00 TO STA. 775+50.00

MAD-70-8.62

256
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_207 11/23/2020 2:20:42 PM kmihalcea

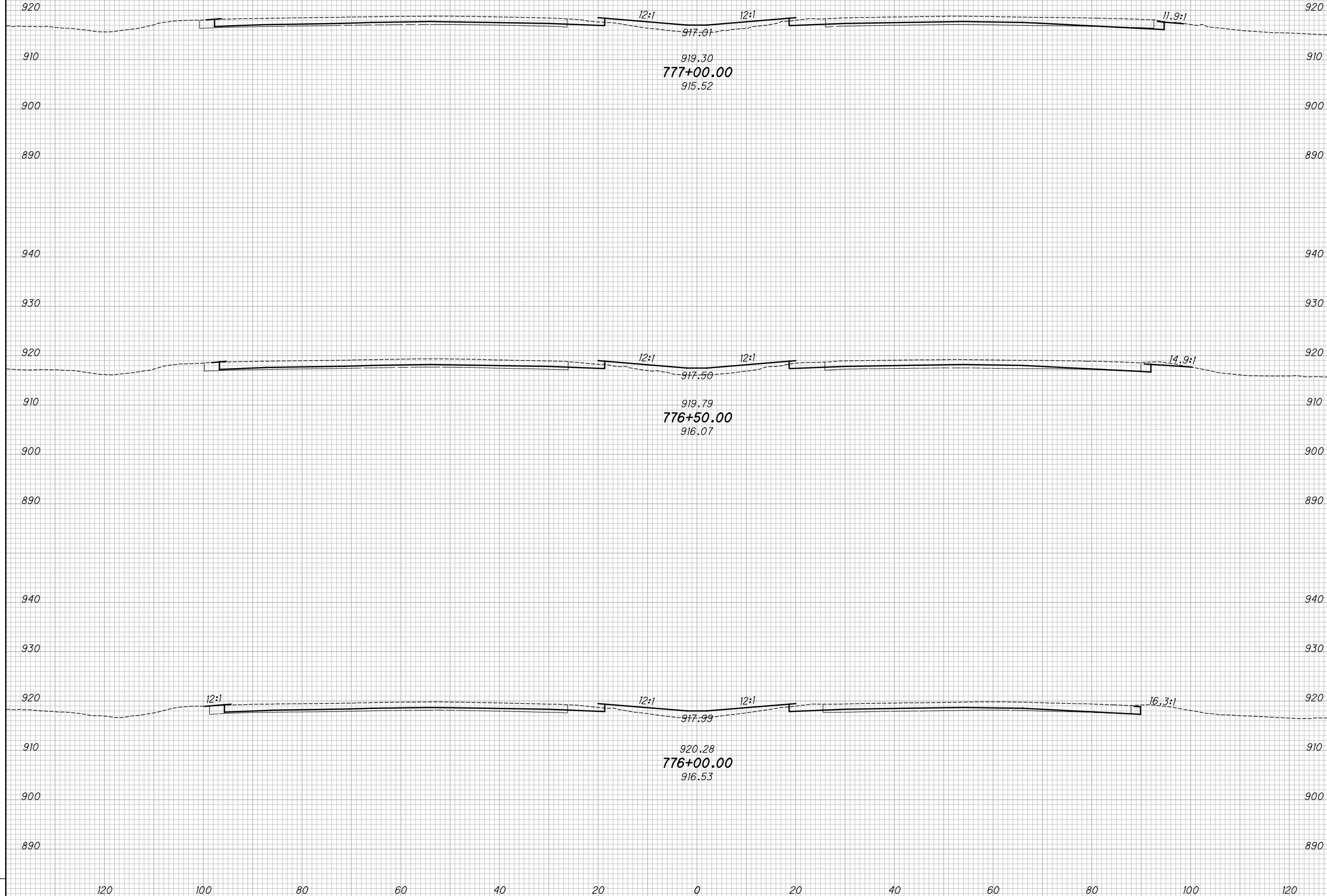
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
STA. 776+00.00 TO STA. 777+00.00

MAD-70-8.62

257
470

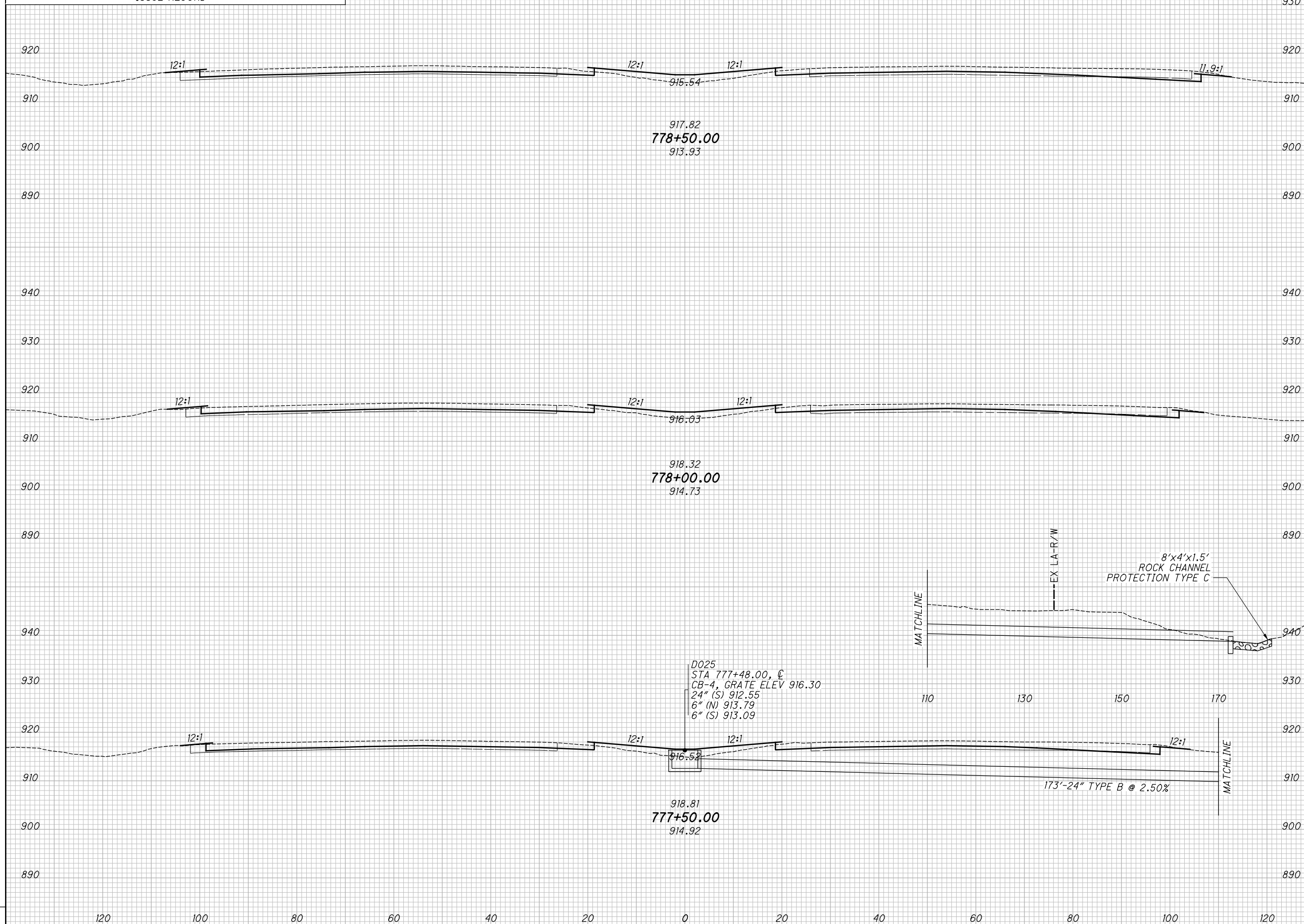
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 777+50.00 TO STA. 778+50.00

MAD-70-8.62

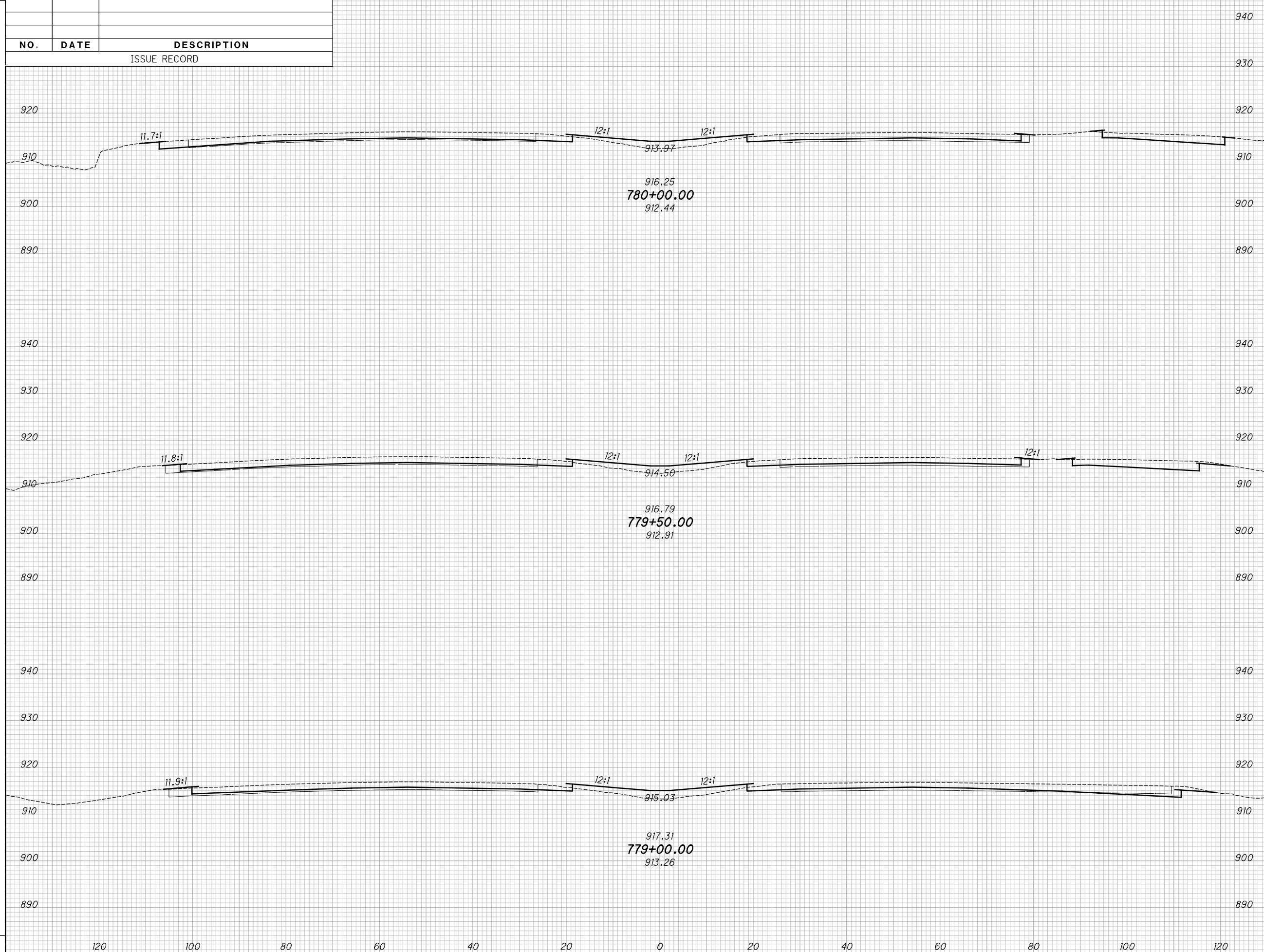
258
470

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SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 779+00.00 TO STA. 780+00.00

MAD-70-8.62

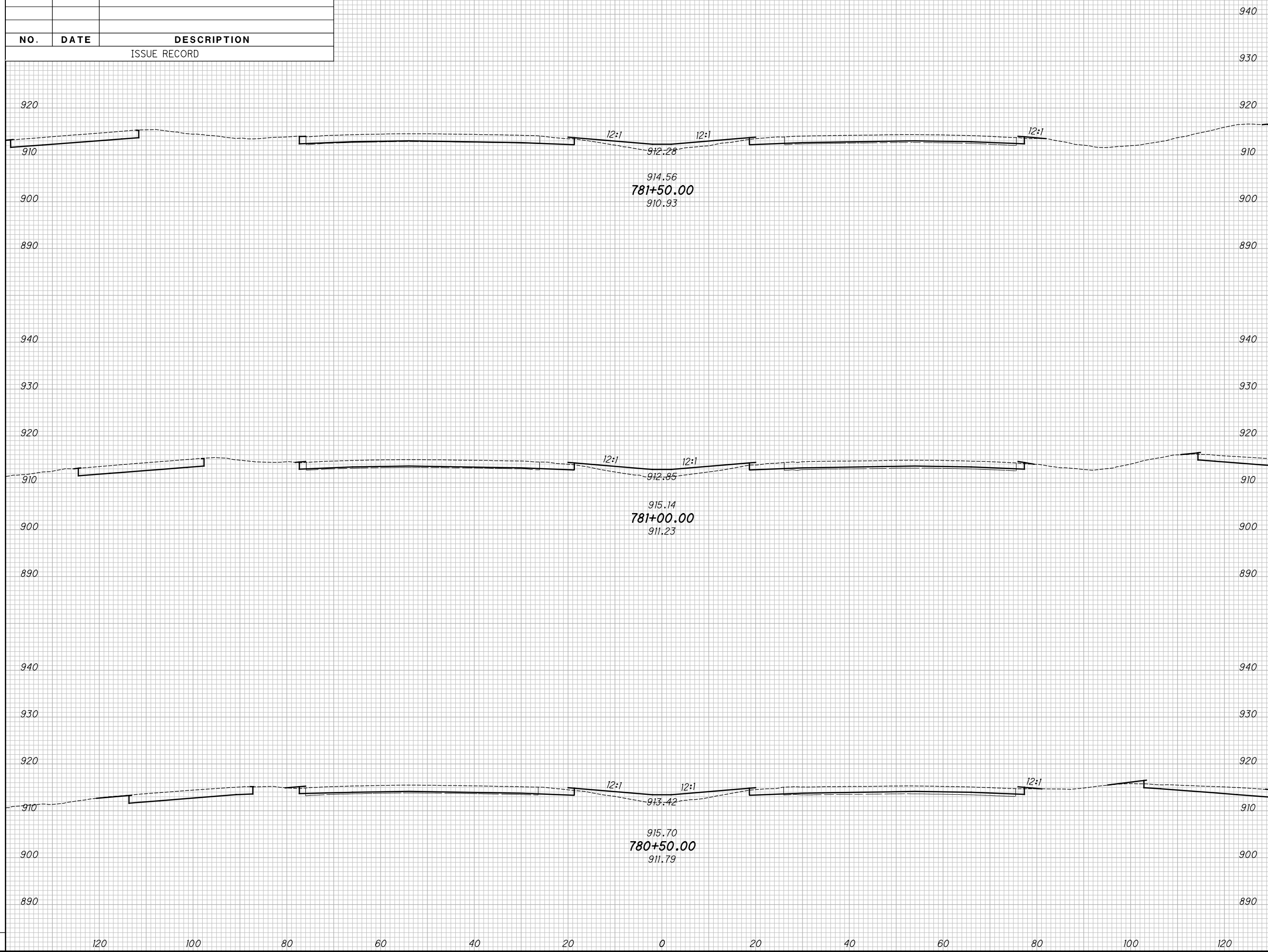
259
470

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SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 780+50.00 TO STA. 781+50.00

MAD-70-8.62

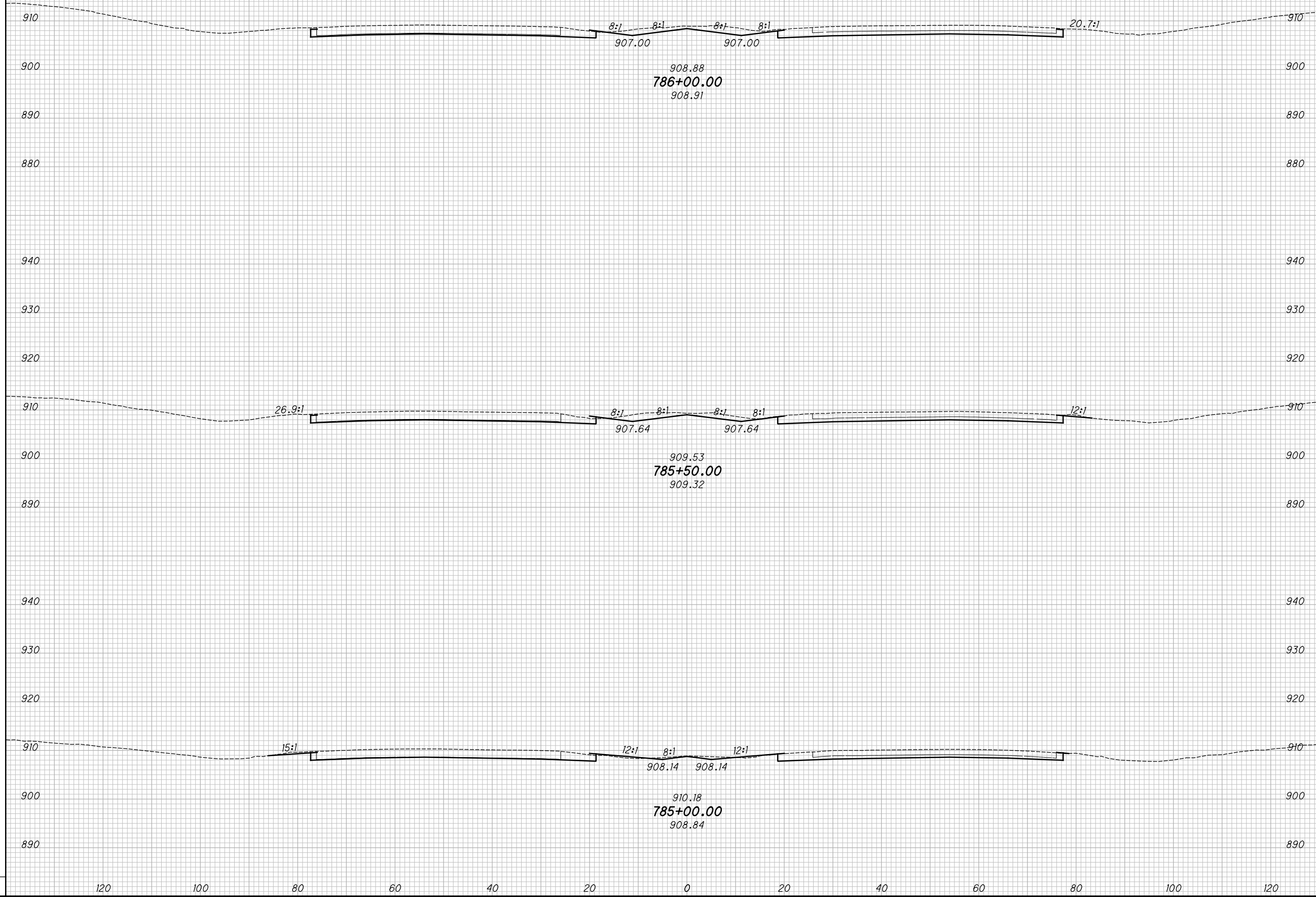
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470

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SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
 STA. 785+00.00 TO STA. 786+00.00

MAD-70-8.62

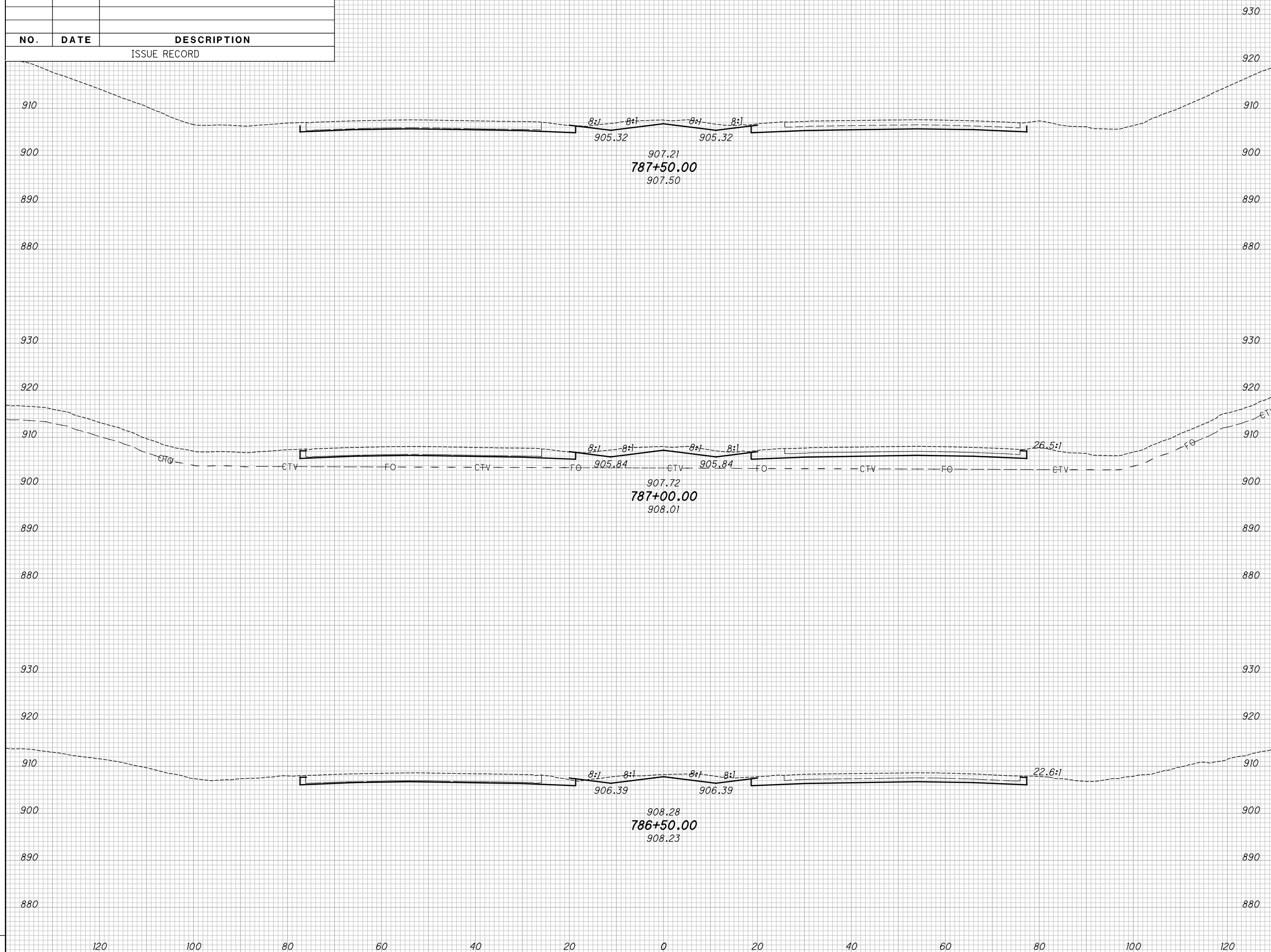
263
470

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SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 786+50.00 TO STA. 787+50.00

MAD-70-8.62

264
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_215 11/23/2020 2:20:30 PM kmhalicea

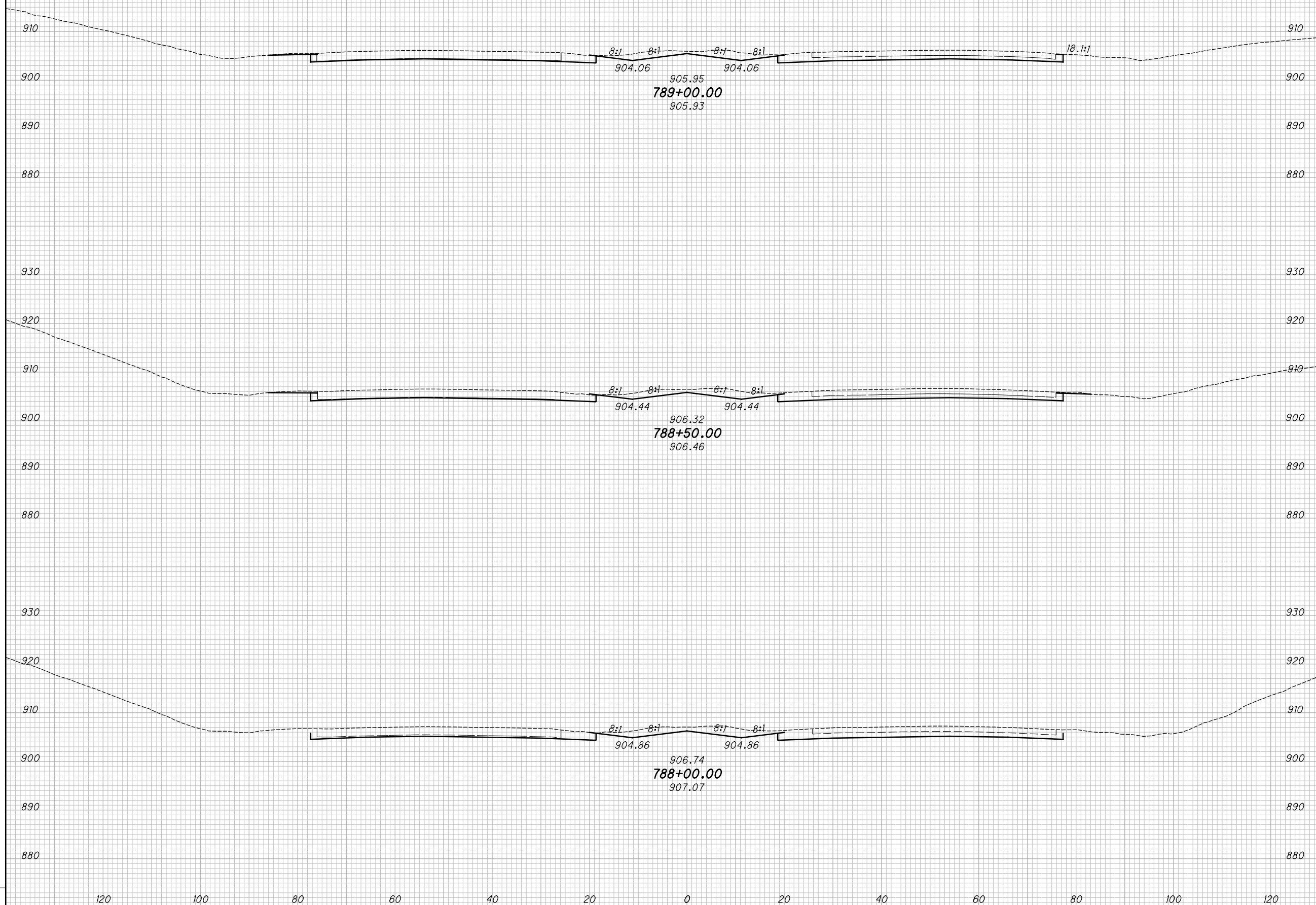
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
 STA. 788+00.00 TO STA. 789+00.00

MAD-70-8.62

265
470

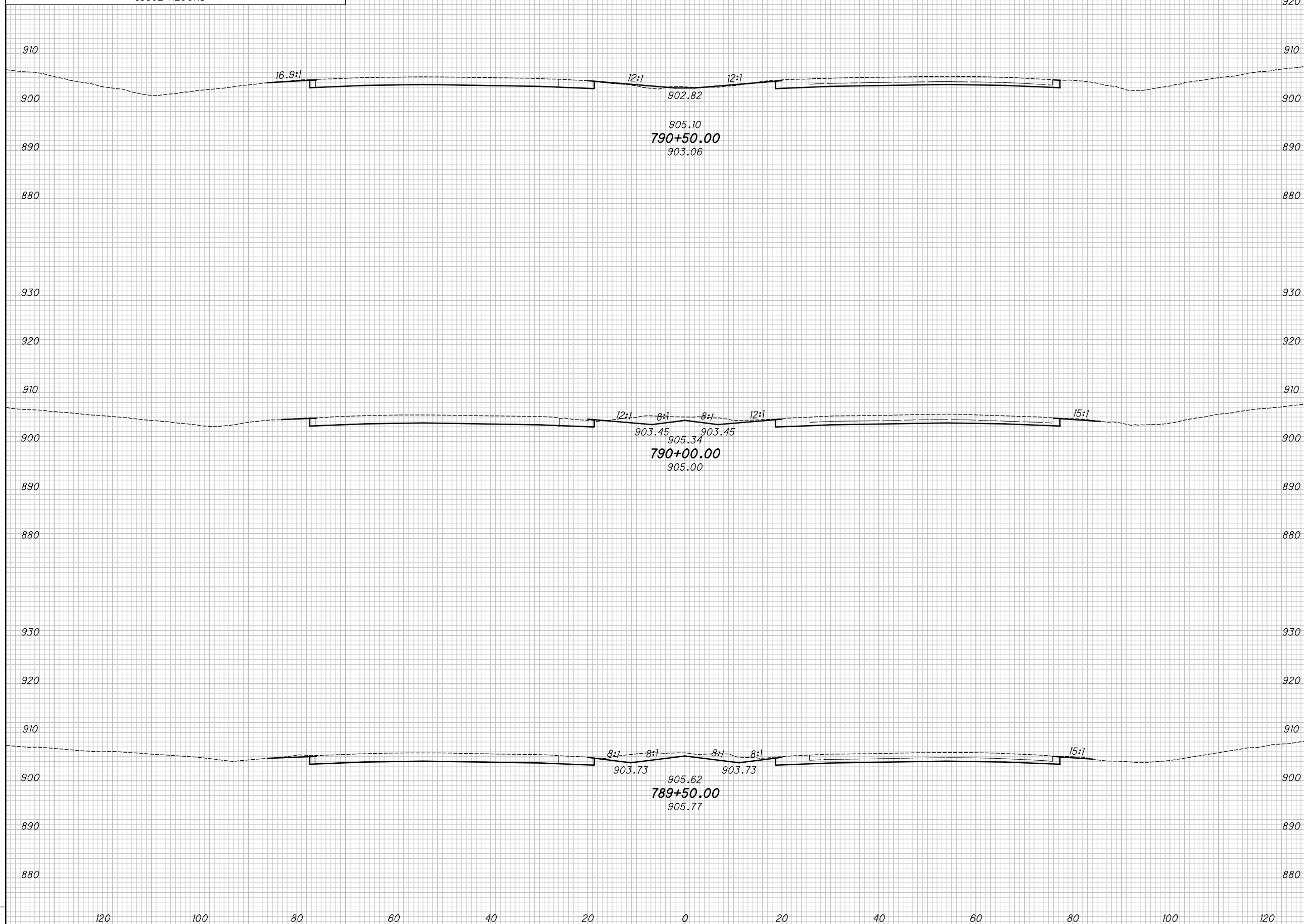
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 789+50.00 TO STA. 790+50.00

MAD-70-8.62

266
470

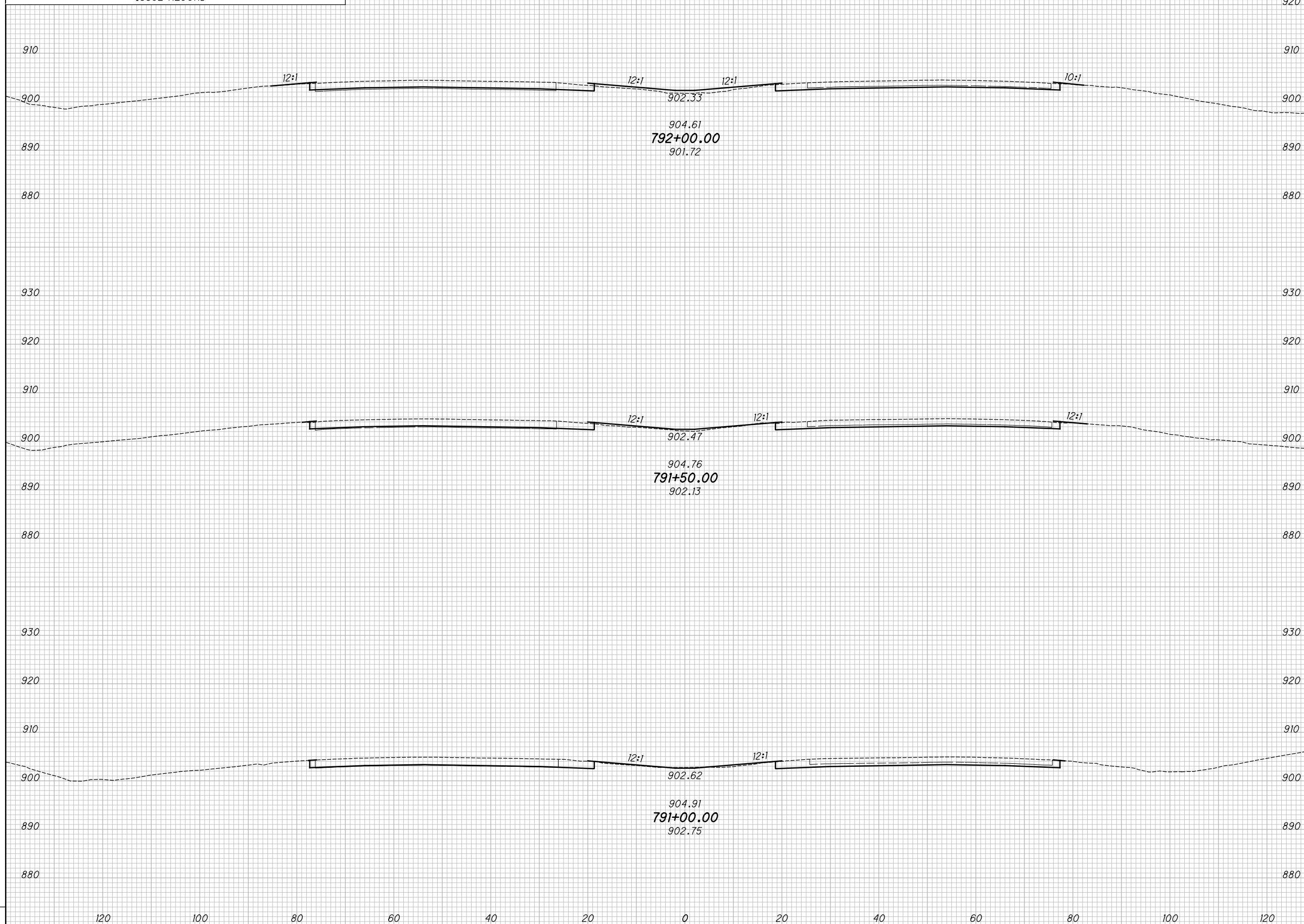
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
STA. 791+00.00 TO STA. 792+00.00

MAD-70-8.62

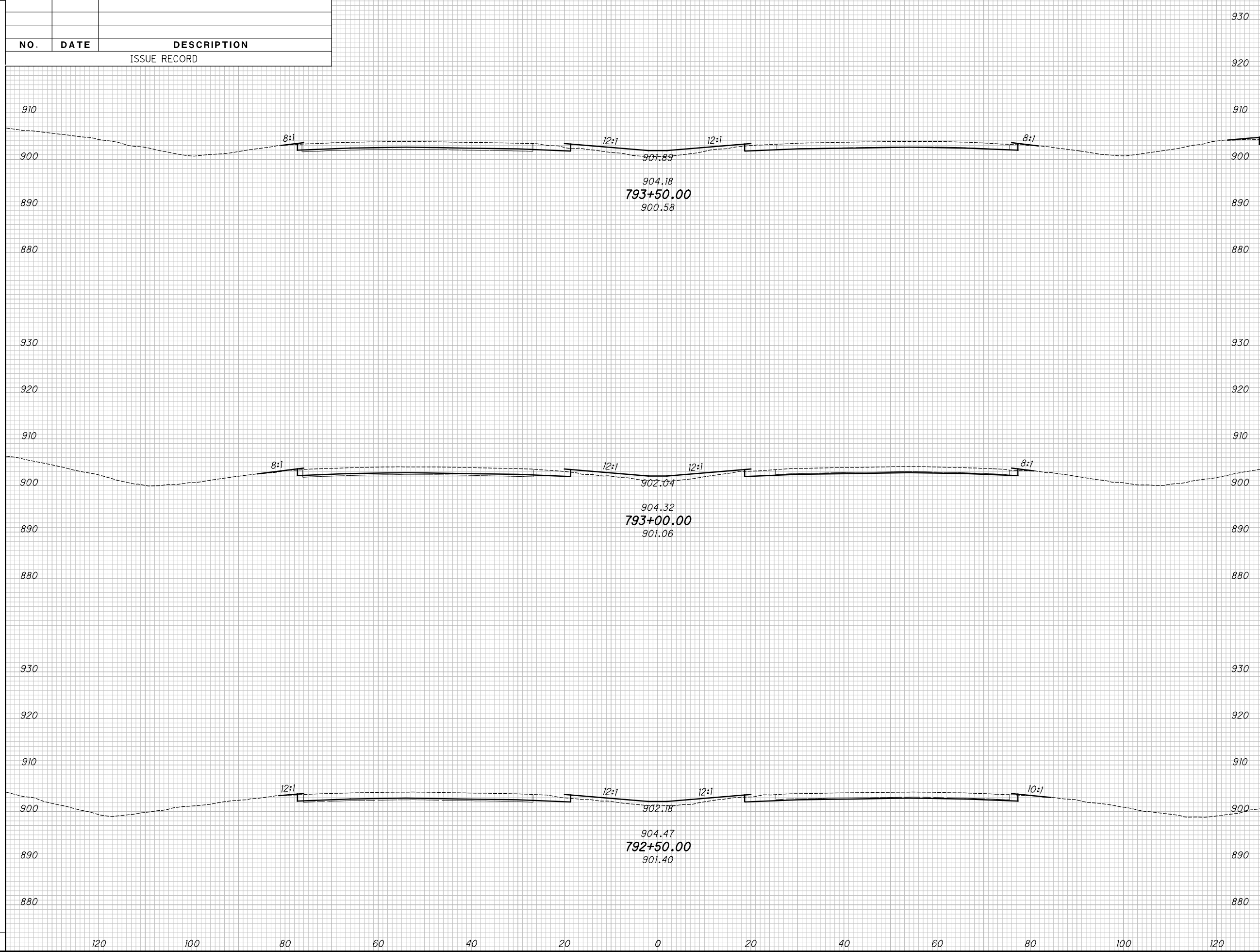
267
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_218 11/23/2020 2:20:37 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 792+50.00 TO STA. 793+50.00

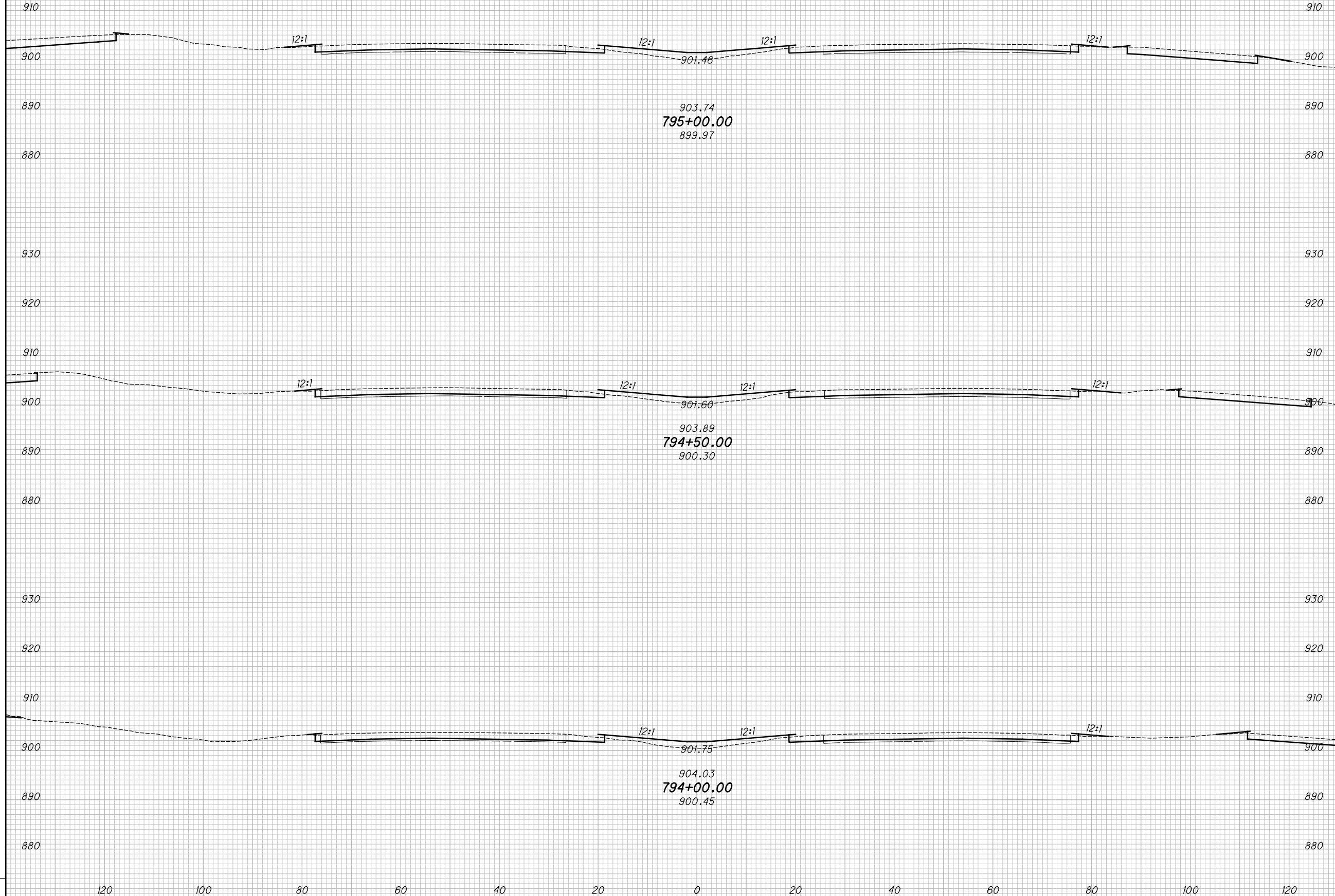
MAD-70-8.62

268
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_219 11/23/2020 2:20:39 PM kmihalcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 794+00.00 TO STA. 795+00.00

MAD-70-8.62

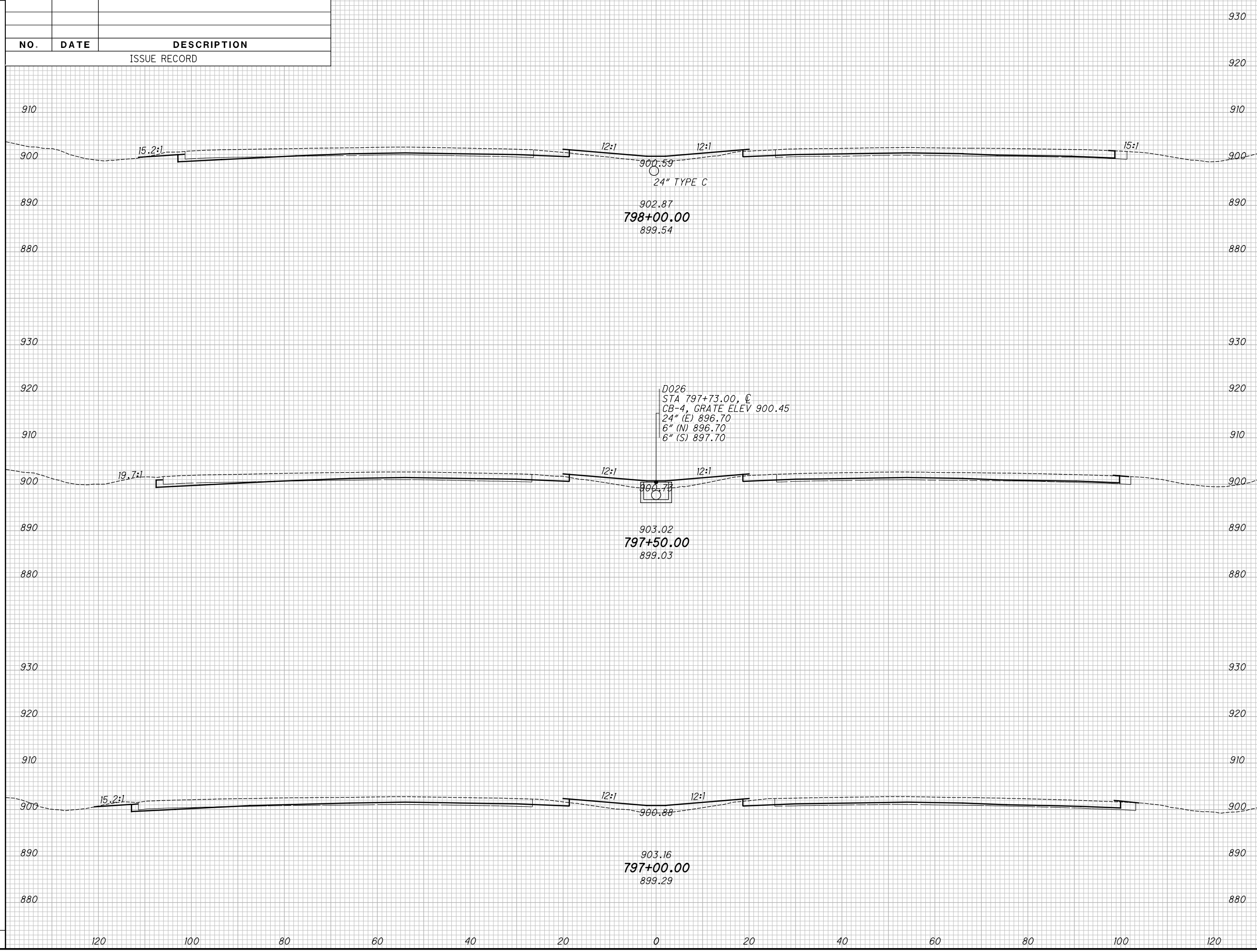
269
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_221 11/23/2020 2:20:44 PM kmhnlacea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
 STA. 797+00.00 TO STA. 798+00.00

MAD-70-8.62

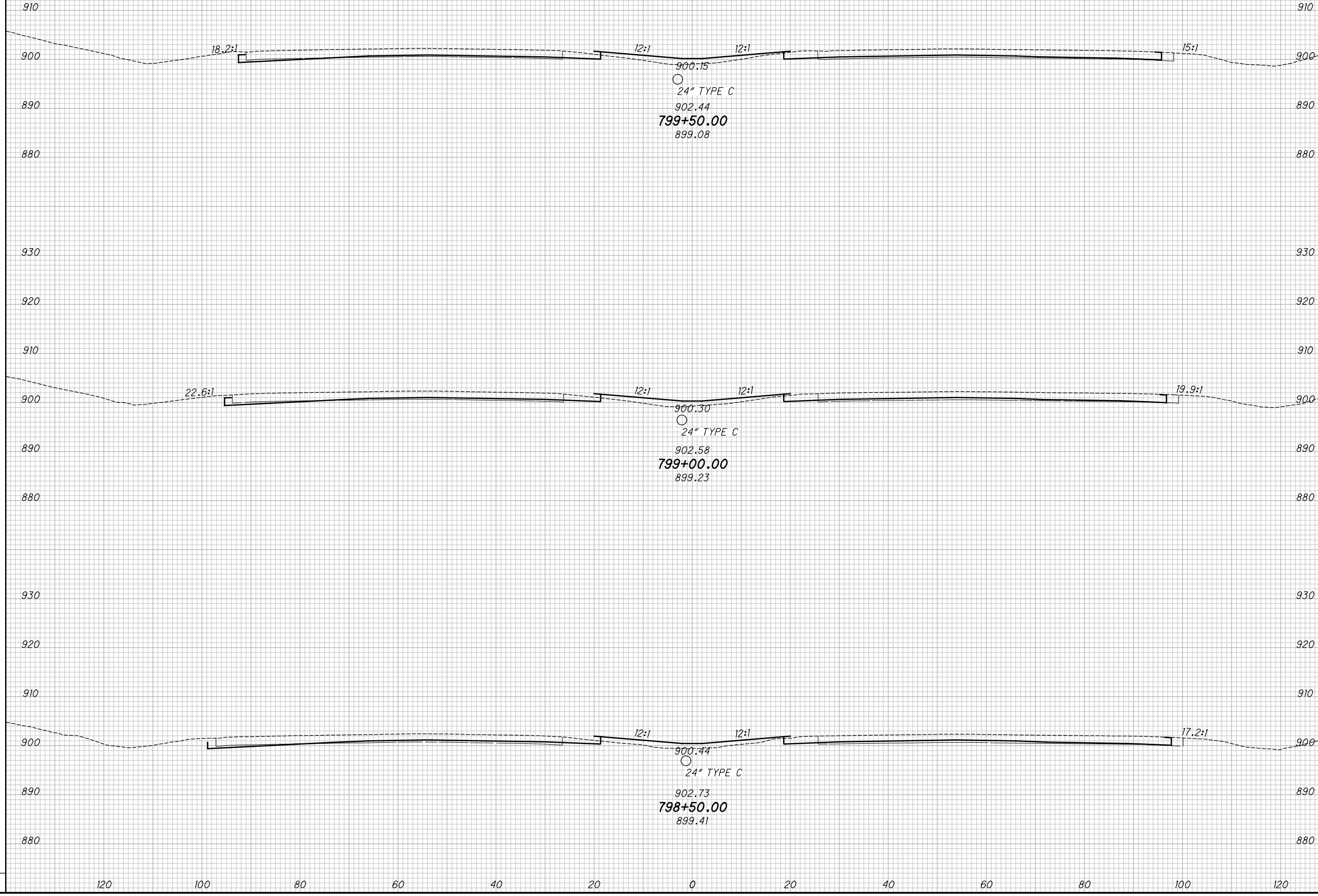
271
470

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SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

NO.	DATE	DESCRIPTION

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 798+50.00 TO STA. 799+50.00

MAD-70-8.62

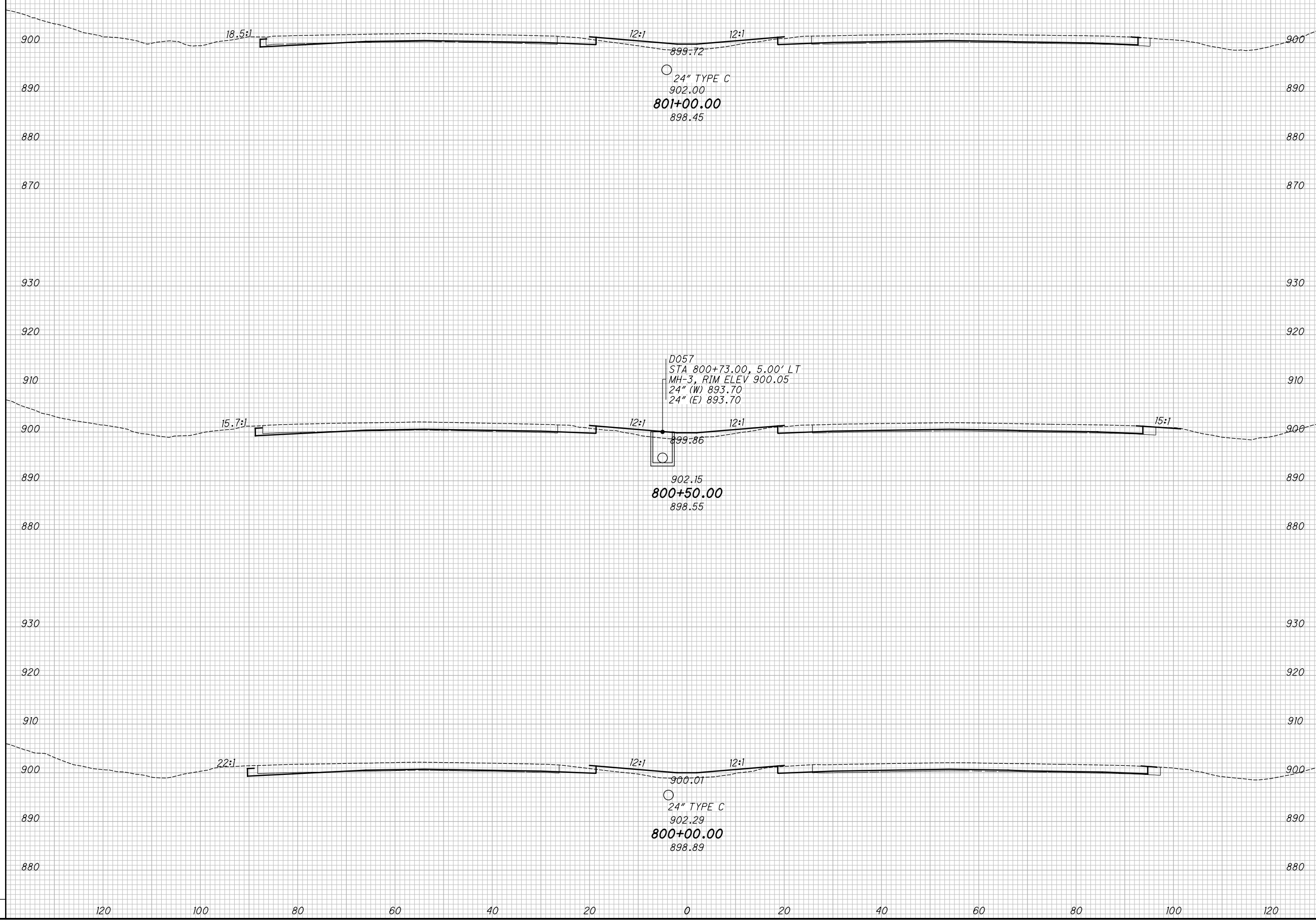
272
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_223 11/23/2020 2:20:48 PM kmhhalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

ISSUE RECORD

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 800+00.00 TO STA. 801+00.00

MAD-70-8.62

273
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_224 11/23/2020 2:20:51PM kmihalcea

SEEDING

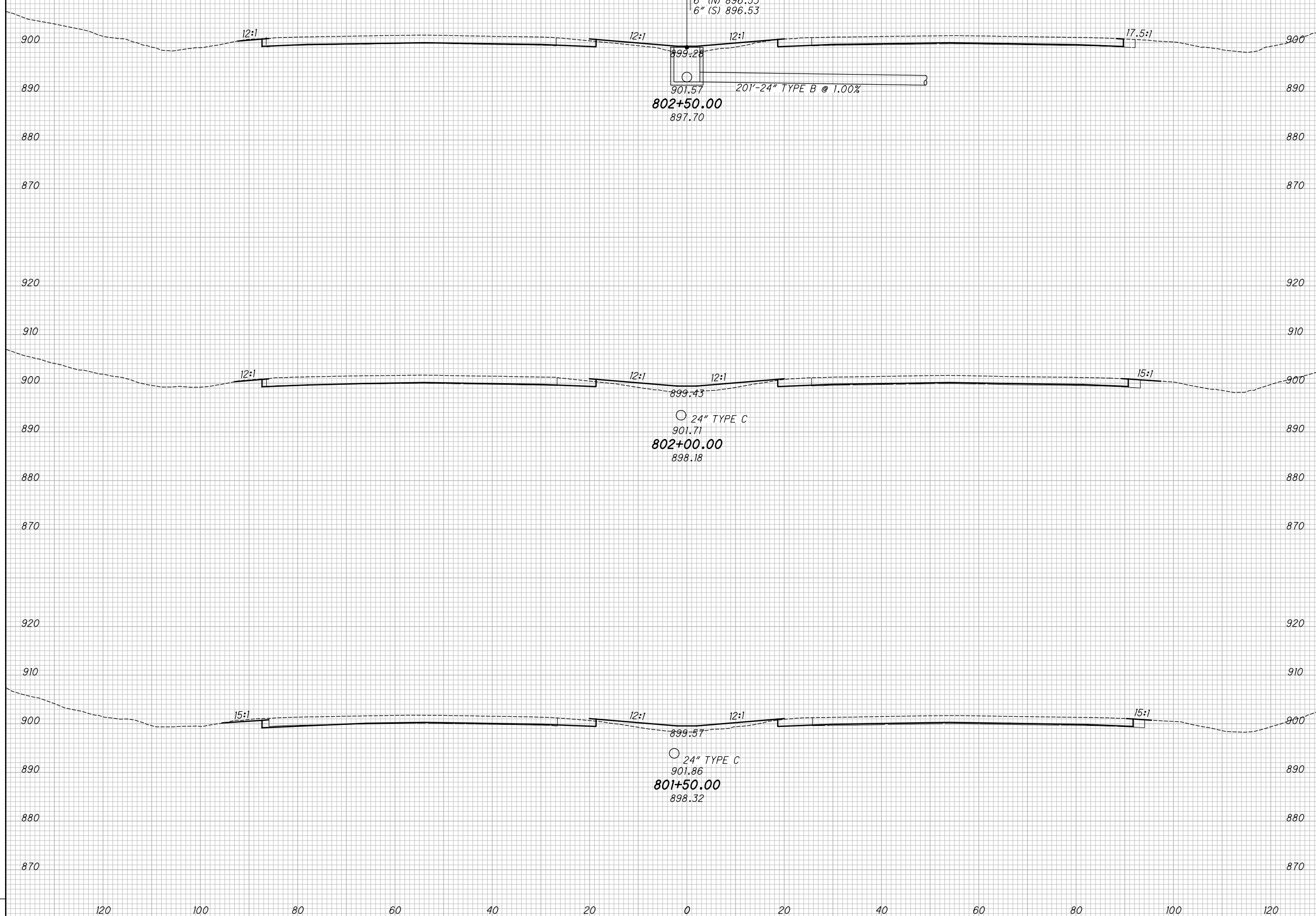
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL

CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 801+50.00 TO STA. 802+50.00

MAD-70-8.62

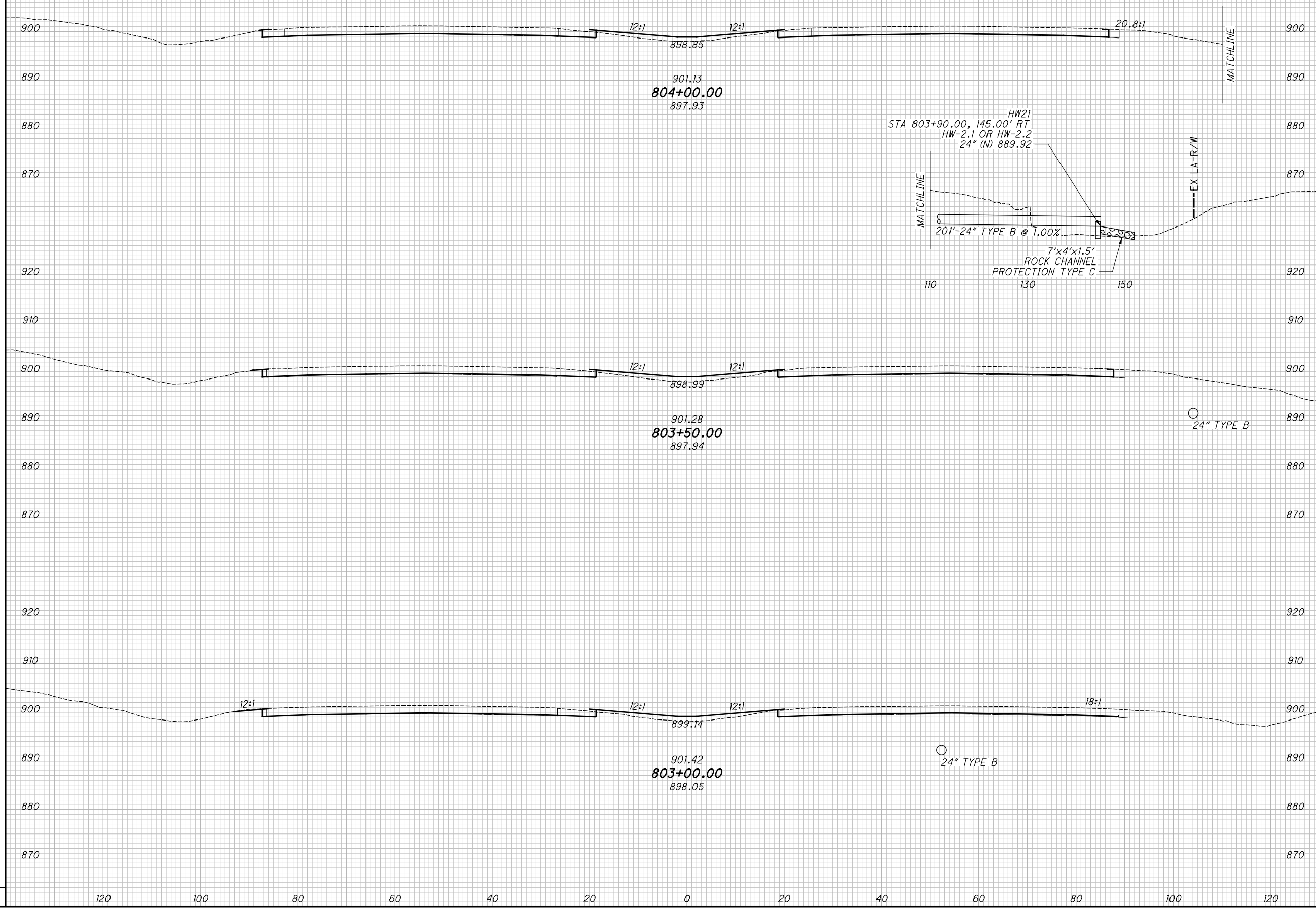
274
470

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SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

NO.	DATE	DESCRIPTION

END AREA	VOLUME	CALCULATED	CHECKED		
				CUT	FILL



CROSS SECTIONS - IR 70
STA. 803+00.00 TO STA. 804+00.00

MAD-70-8.62

275
 470

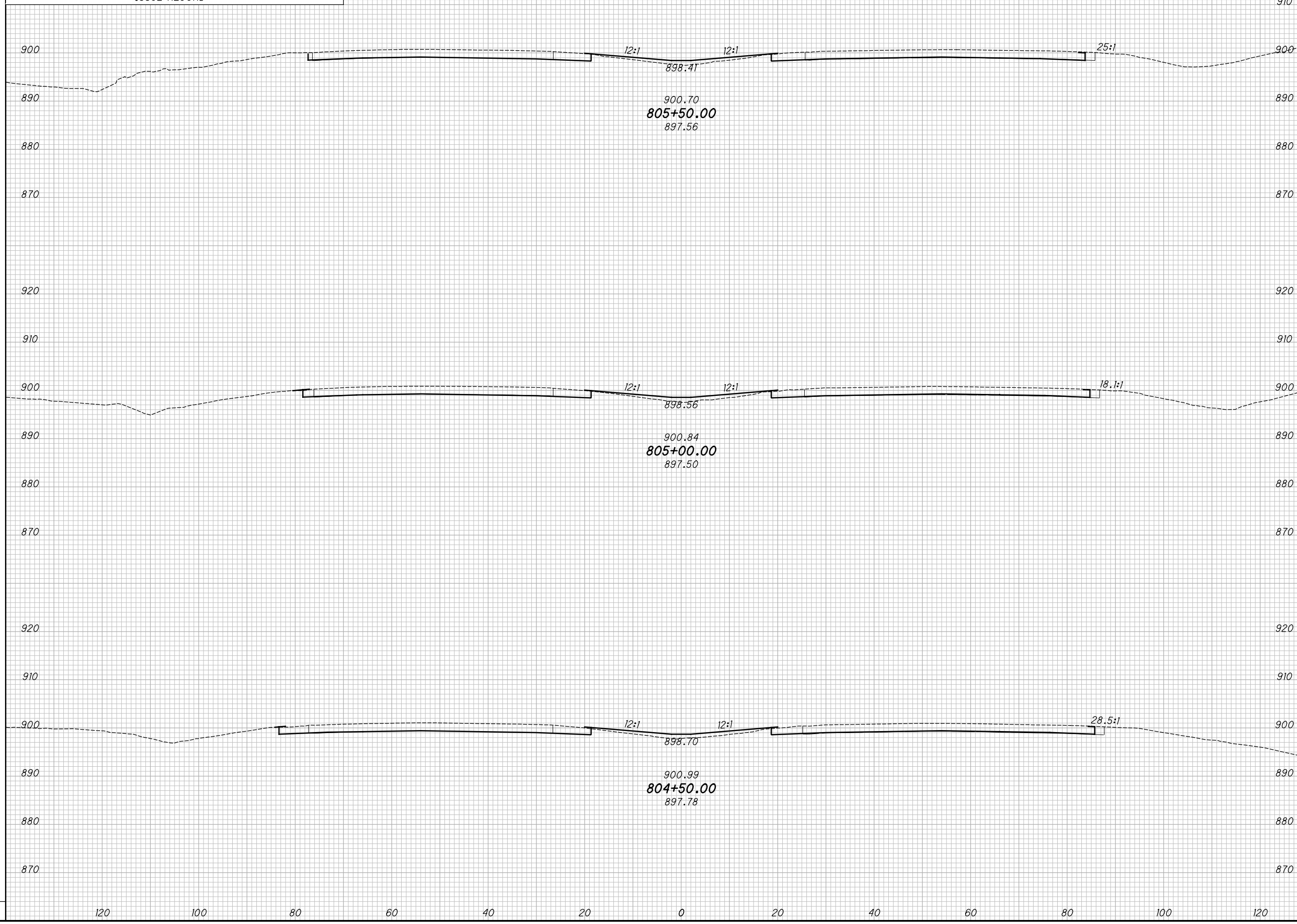
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 804+50.00 TO STA. 805+50.00

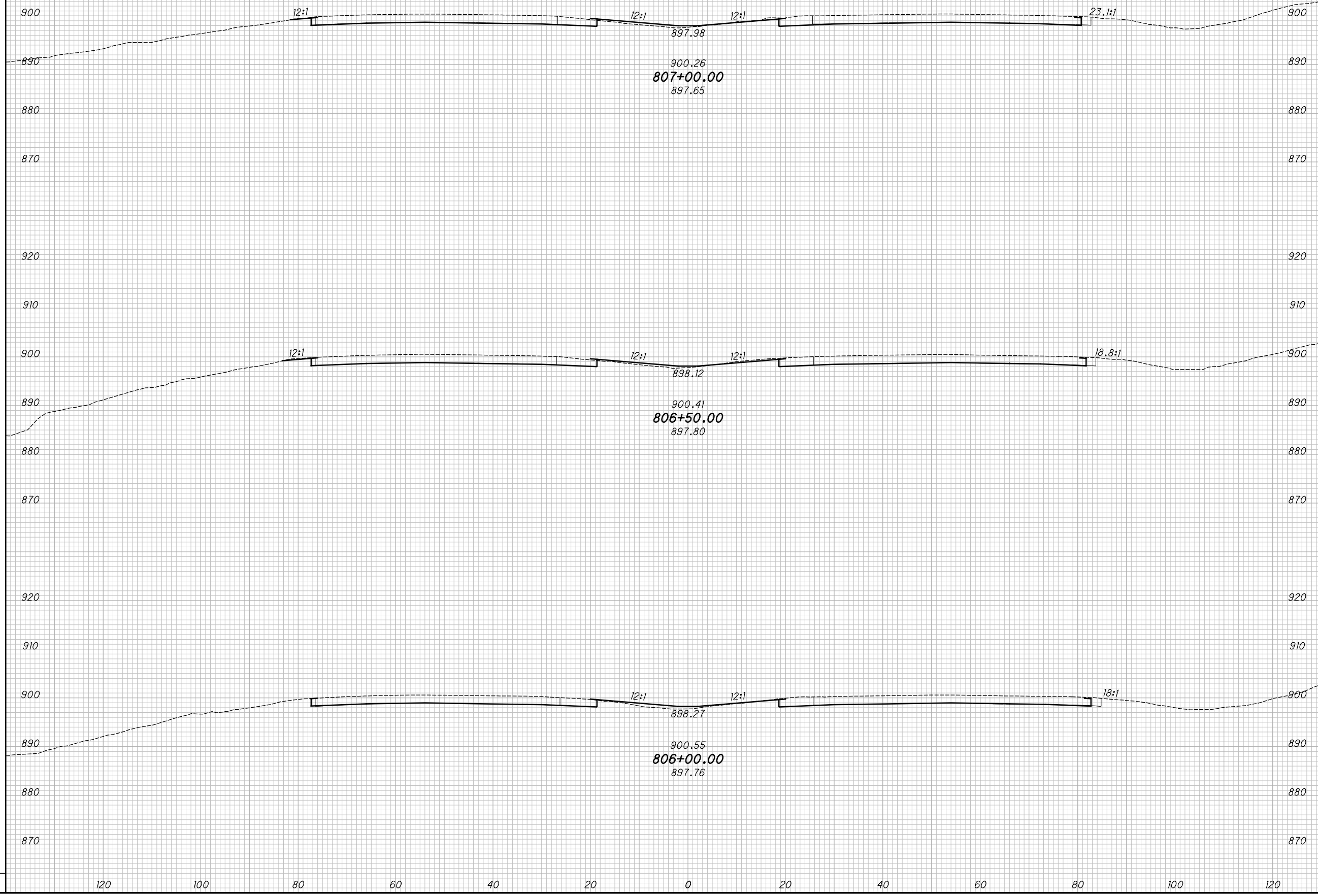
MAD-70-8.62

276
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_227 11/23/2020 2:20:58 PM kmhnlalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 806+00.00 TO STA. 807+00.00

MAD-70-8.62

277
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_229 11/23/2020 2:21:02 PM kmihalcea

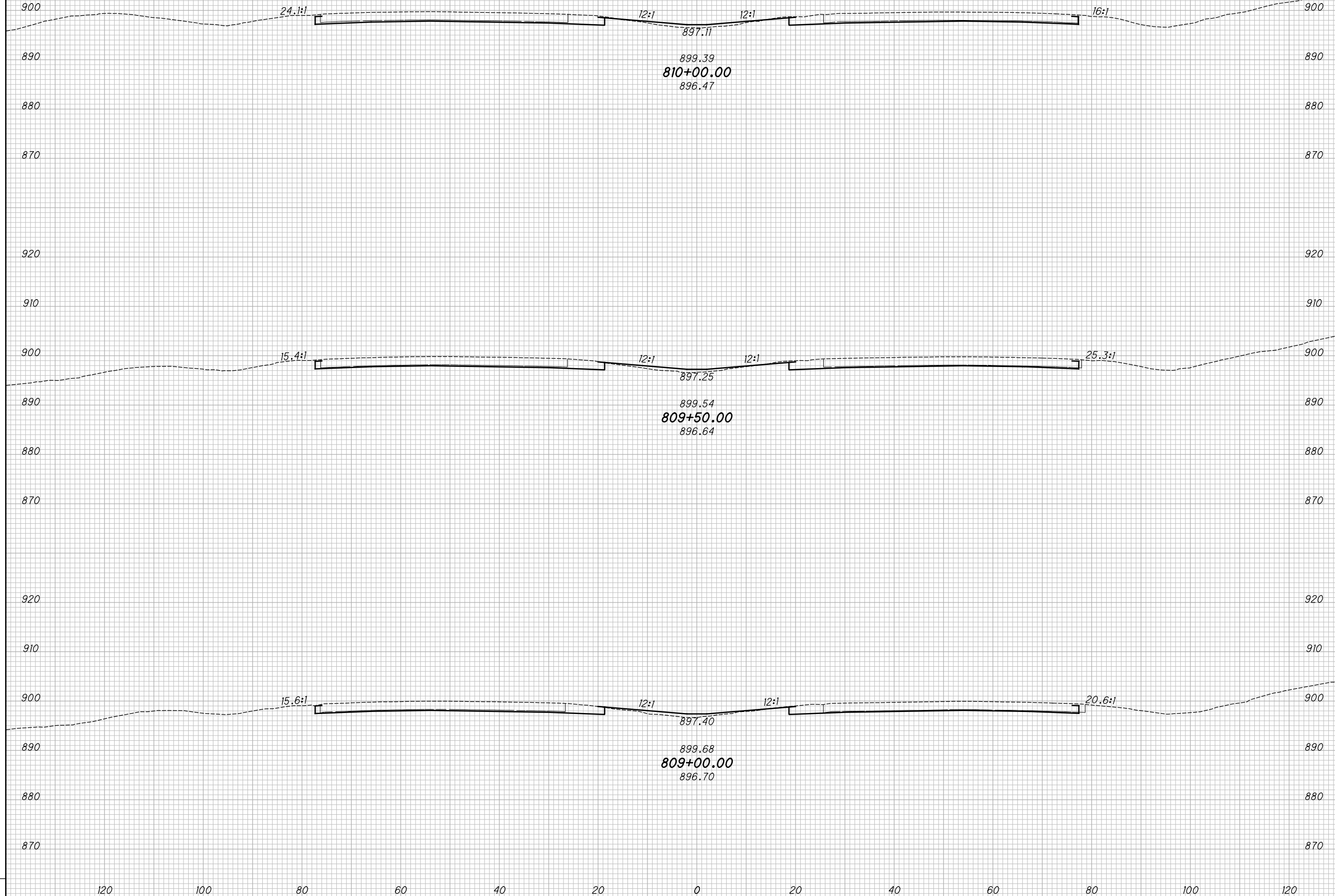
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
STA. 809+00.00 TO STA. 810+00.00

MAD-70-8.62

279
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS00.dgn XS_SHEET_temporary_model_name_23 11/23/2020 2:21:07 PM kmihalcea

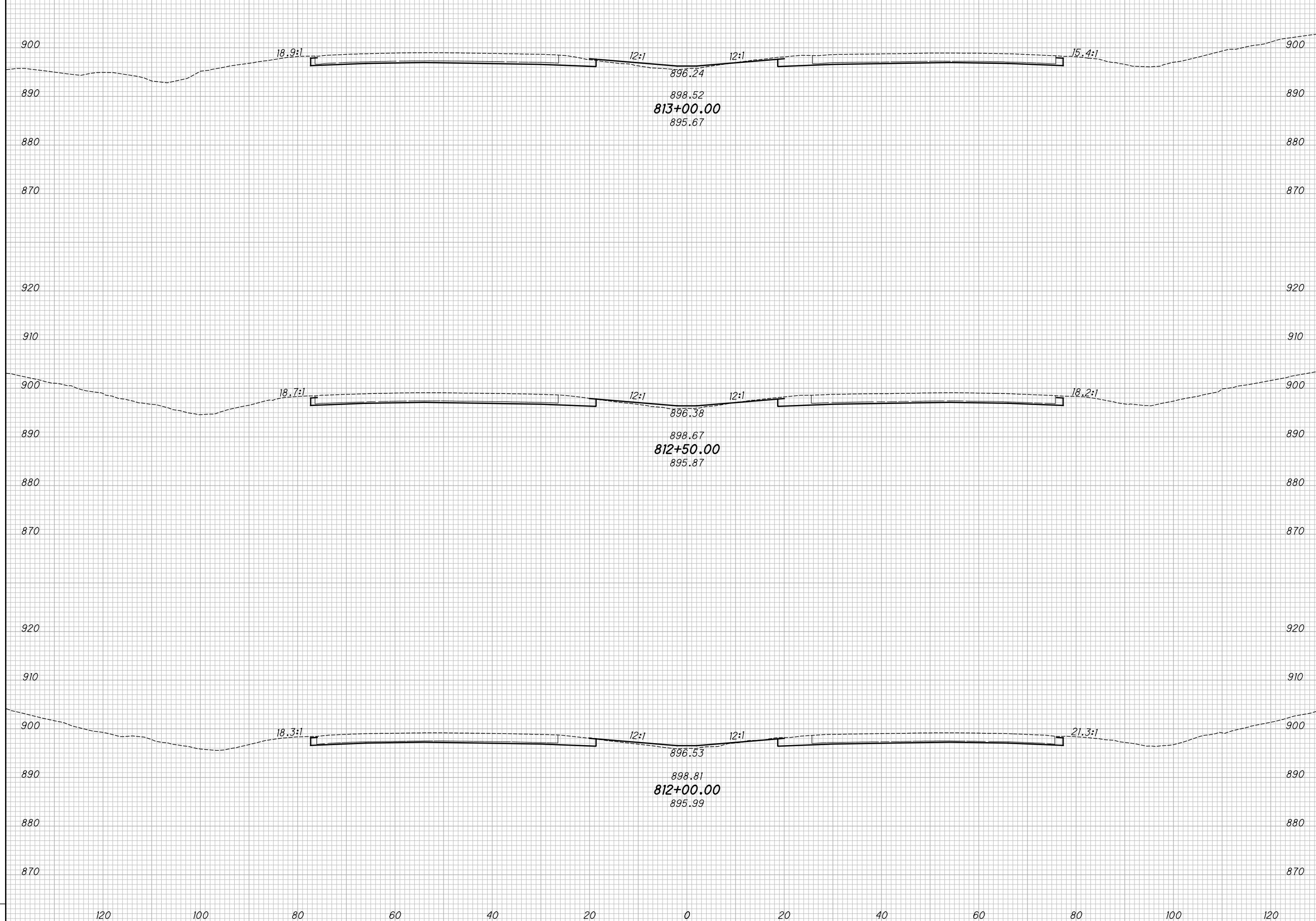
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 70
 STA. 812+00.00 TO STA. 813+00.00

MAD-70-8.62

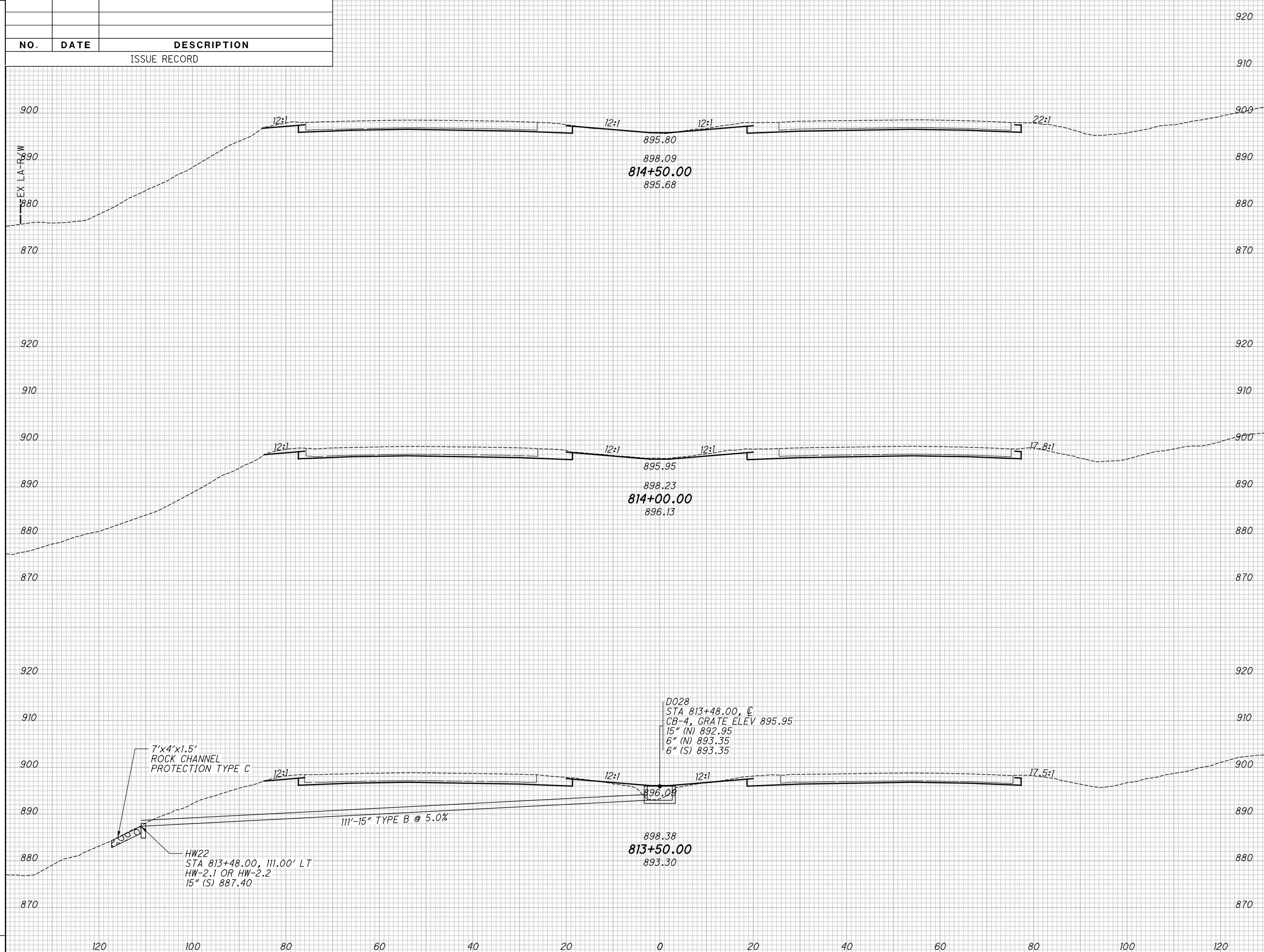
281
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_232 11/23/2020 2:21:09 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
MJC



CROSS SECTIONS - IR 70
STA. 813+50.00 TO STA. 814+50.00

MAD-70-8.62

282
470

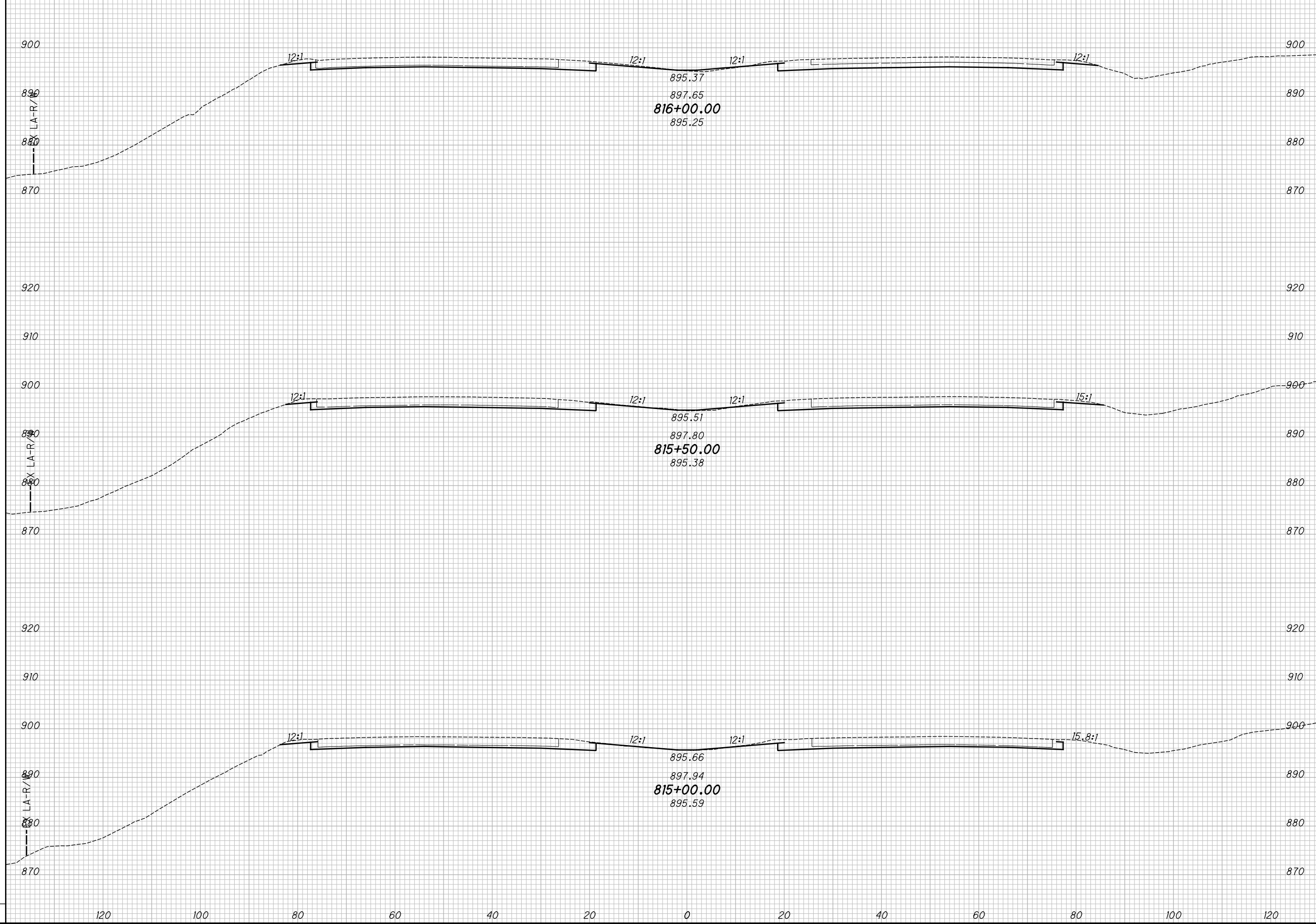
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 815+00.00 TO STA. 816+00.00

MAD-70-8.62

283
470

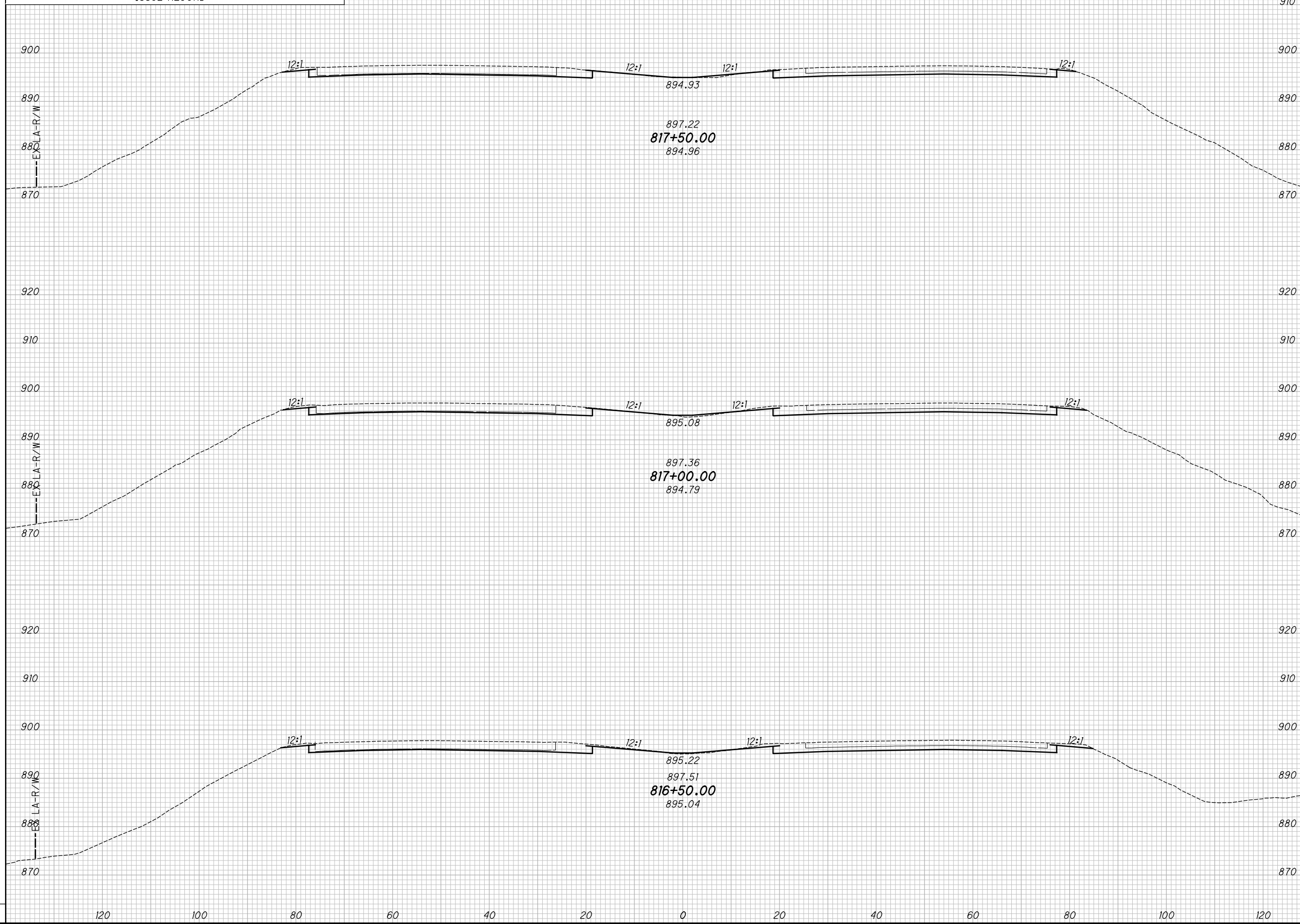
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 816+50.00 TO STA. 817+50.00

MAD-70-8.62

284
470

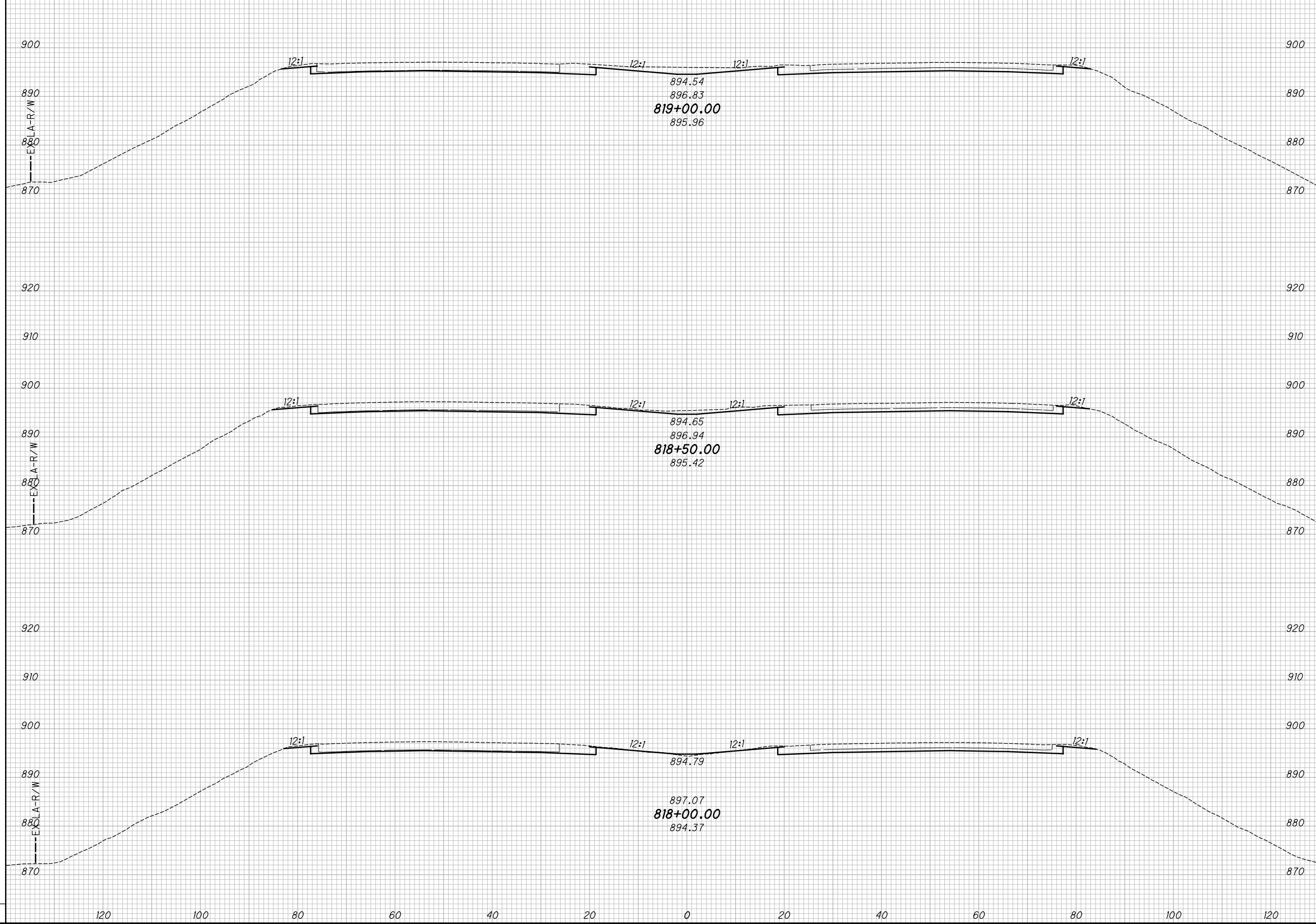
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_235 11/23/2020 2:21:16 PM kmhnlcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME
CUT FILL CUT FILL



CROSS SECTIONS - IR 70
 STA. 818+00.00 TO STA. 819+00.00

MAD-70-8.62

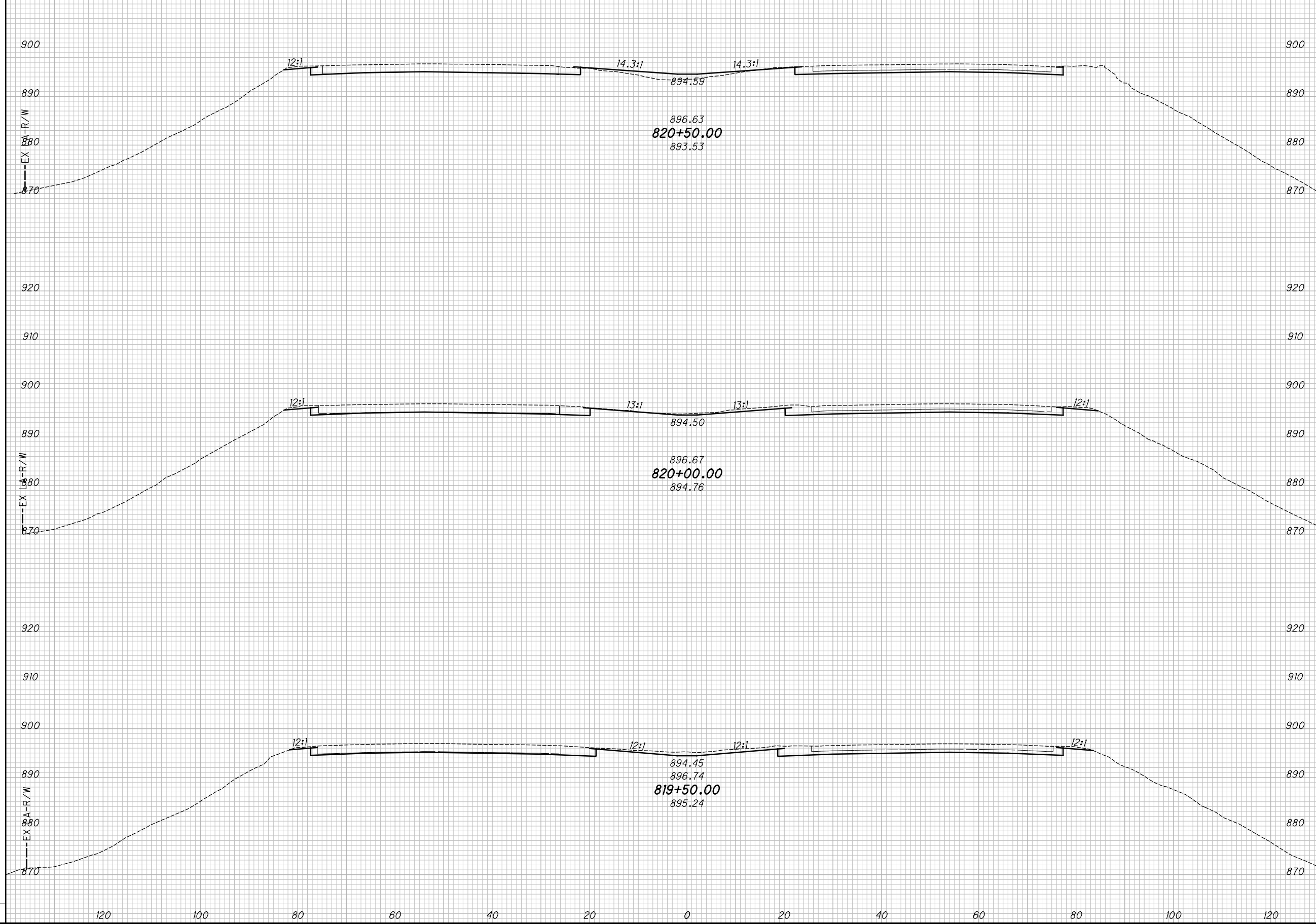
285
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_236 11/23/2020 2:21:18 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		



END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		

CROSS SECTIONS - IR 70
STA. 819+50.00 TO STA. 820+50.00

MAD-70-8.62

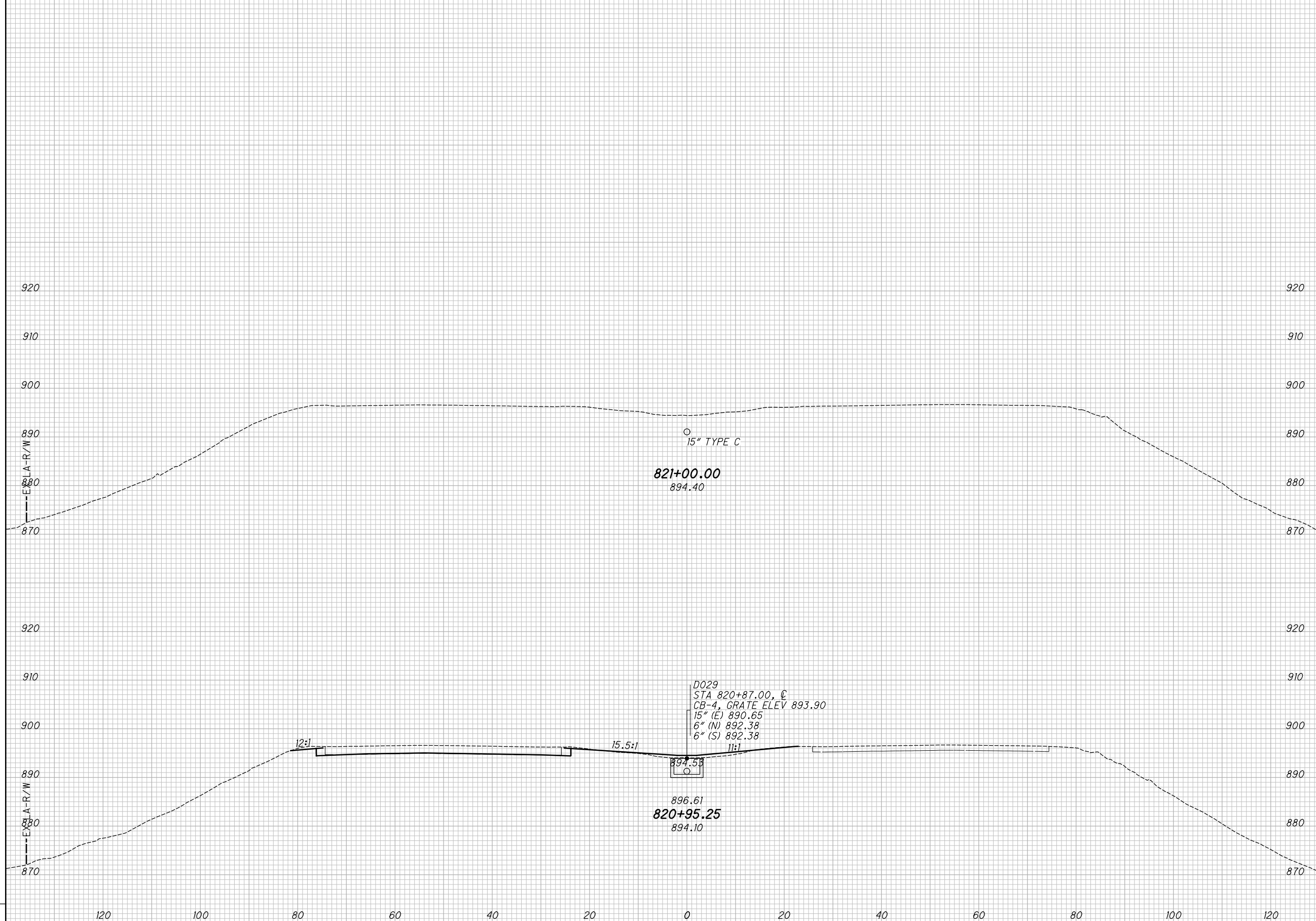
286
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS001.dgn XS_SHEET_temporary_model_name_237 11/23/2020 2:21:20 PM kmihalcea

SEEDING	
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	MJC



CROSS SECTIONS - IR 70
STA. 820+95.25 TO END WORK

MAD-70-8.62

287
470

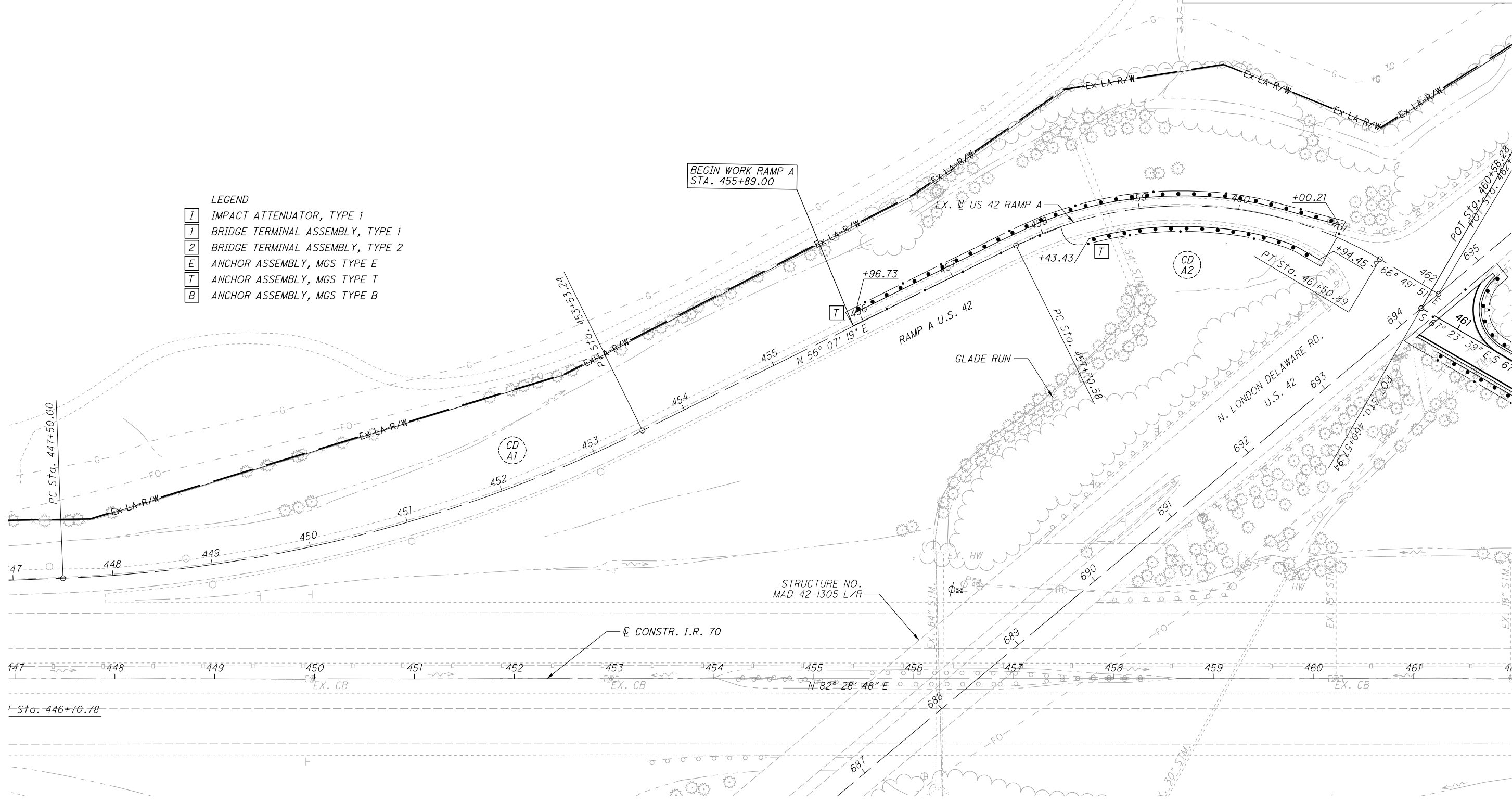
P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_GPI01.dgn Sheet 11/23/2020 2:21:45 PM kmh\baiced

NO.	DATE	DESCRIPTION
ISSUE RECORD		



 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED MJC

- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B

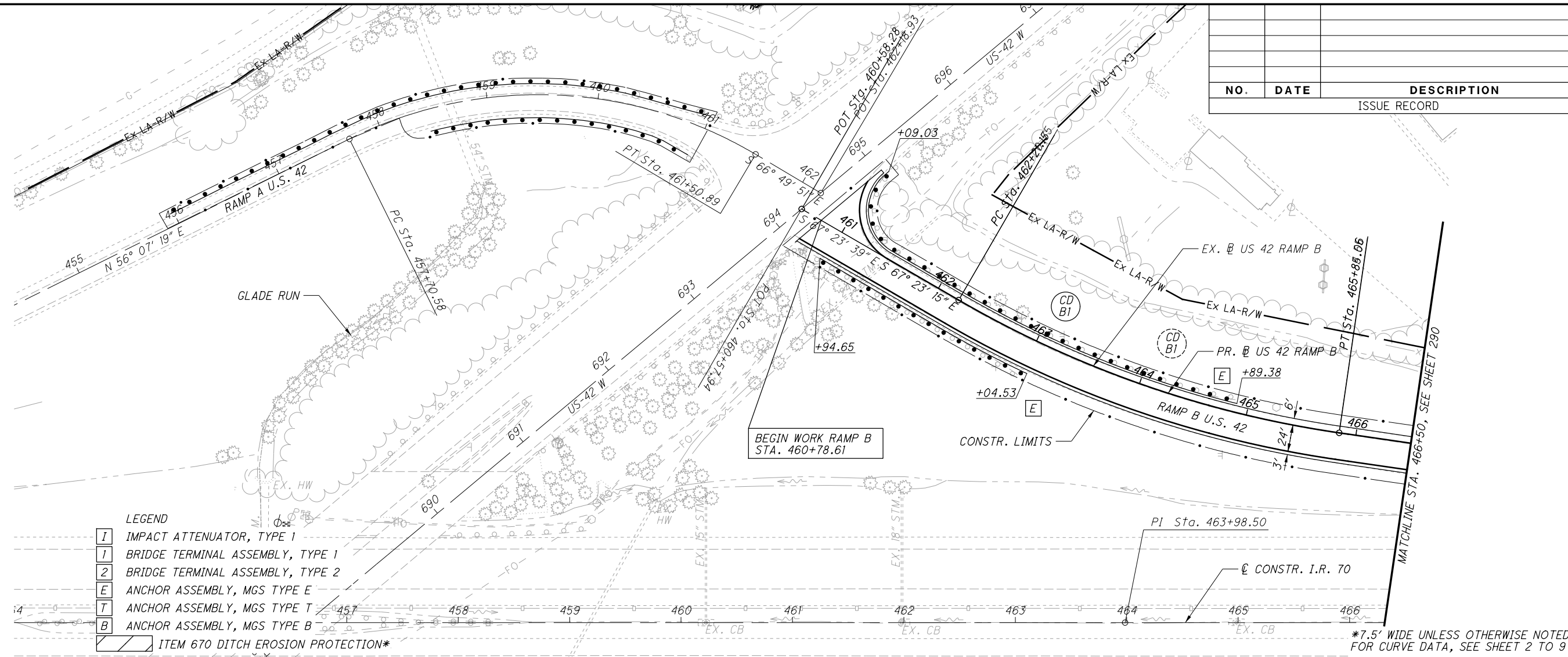


PLAN - U.S. 42 RAMP A
STA. 460+78.61 TO STA. 466+50.00

MAD-70-8.62

FOR CURVE DATA, SEE SHEET 2 TO 9

P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_GPII.dgn Sheet 11/23/2020 2:22:11 PM kmhnlcece



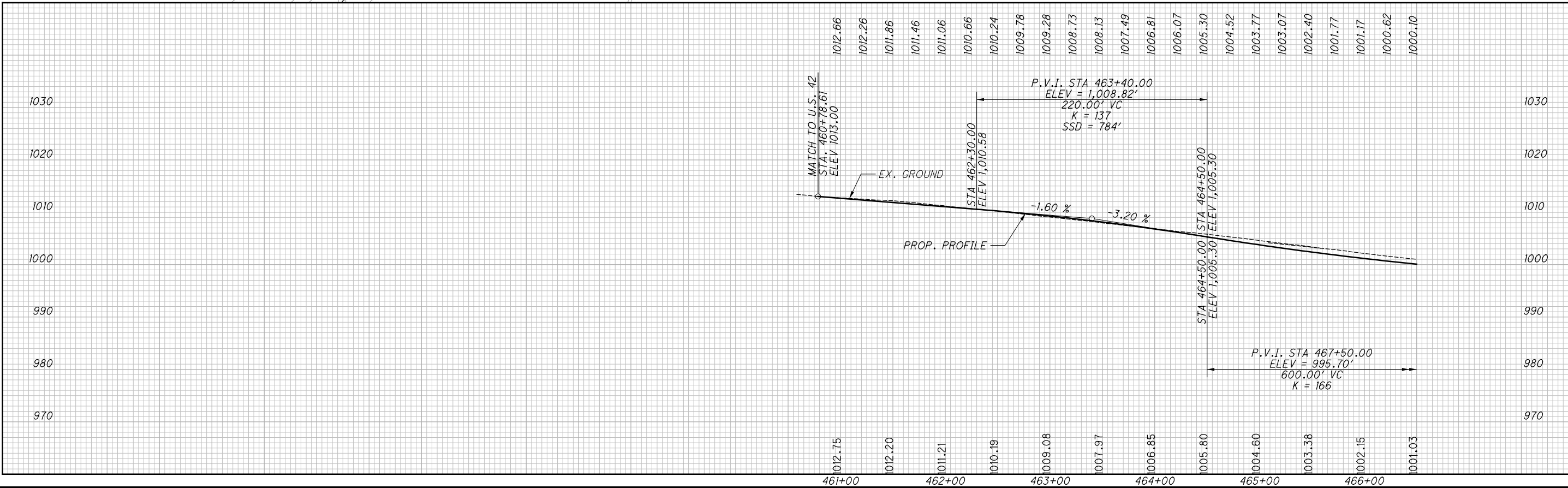
LEGEND

I	IMPACT ATTENUATOR, TYPE 1
1	BRIDGE TERMINAL ASSEMBLY, TYPE 1
2	BRIDGE TERMINAL ASSEMBLY, TYPE 2
E	ANCHOR ASSEMBLY, MGS TYPE E
T	ANCHOR ASSEMBLY, MGS TYPE T
B	ANCHOR ASSEMBLY, MGS TYPE B
▨	ITEM 670 DITCH EROSION PROTECTION*

NO.	DATE	DESCRIPTION
ISSUE RECORD		



*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



**PLAN AND PROFILE - U.S. 42 RAMP B
STA. 460+78.61 TO STA. 466+50.00**

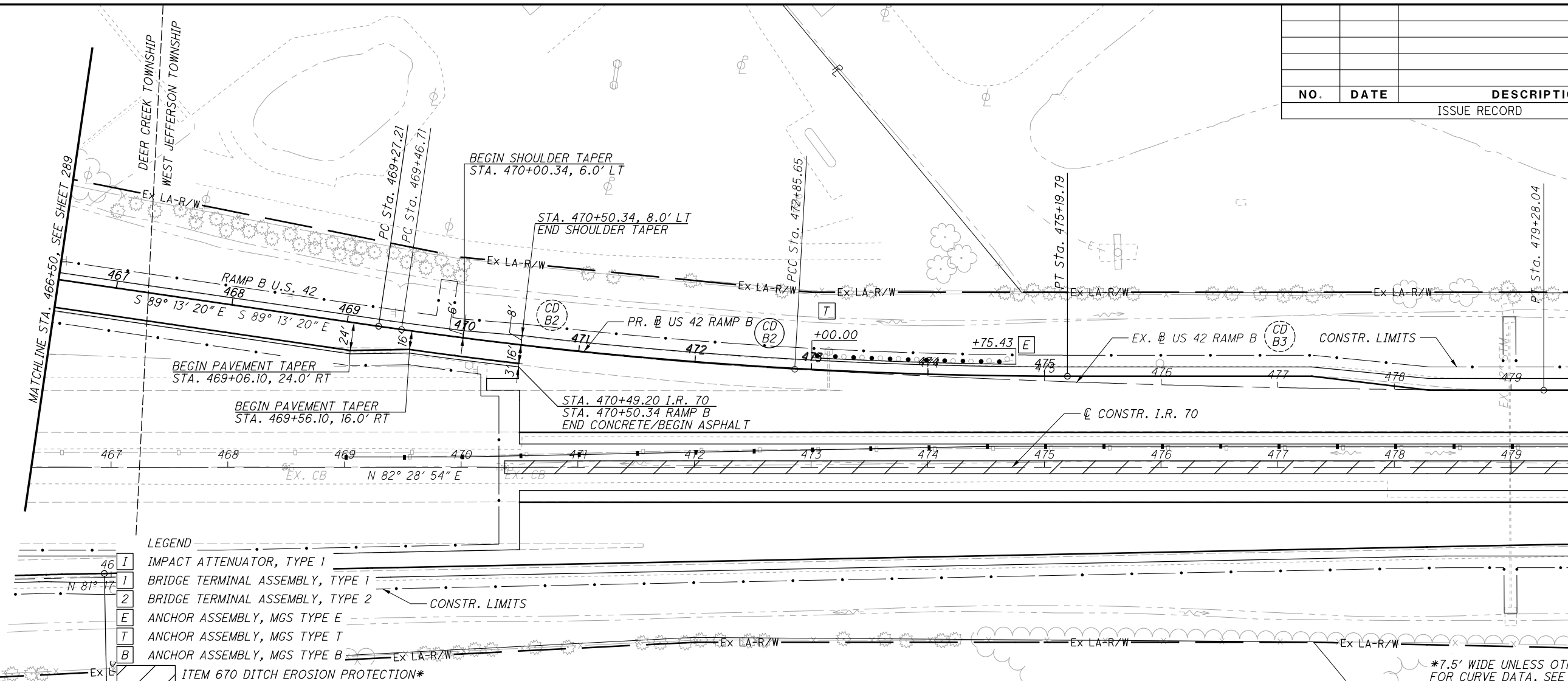
MAD-70-8.62

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_GPI2.dgn Sheet 11/23/2020 2:22:40 PM kmhnlceca

NO.	DATE	DESCRIPTION
ISSUE RECORD		

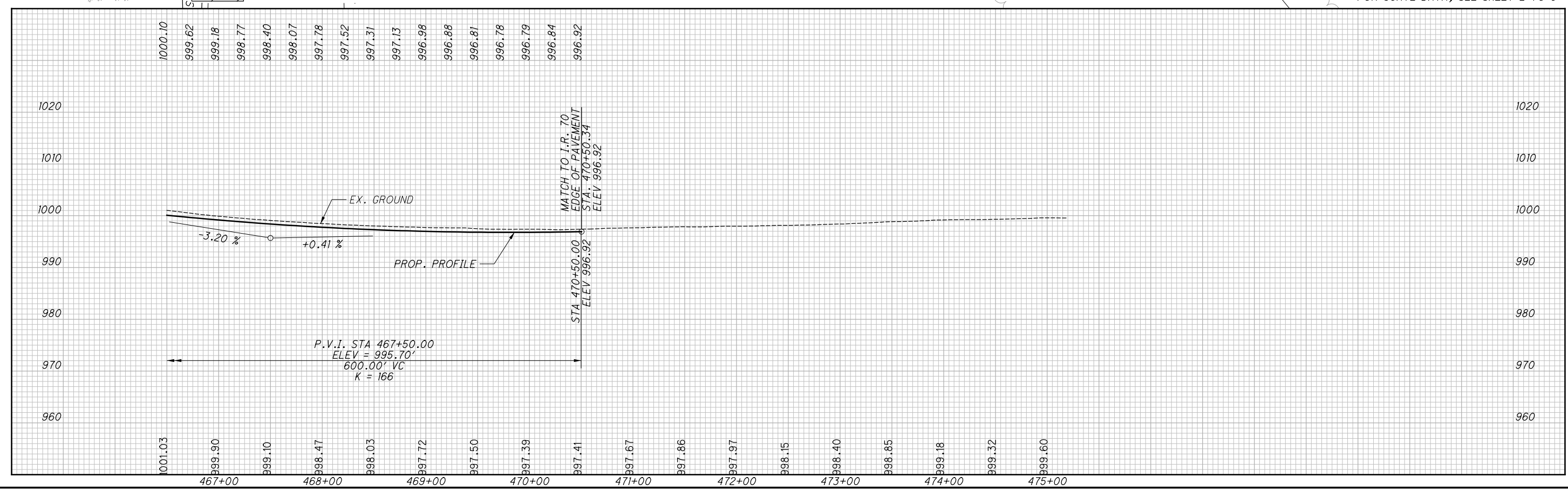


 CALCULATED TDP
 CHECKED MJC
 0 50 100
 HORIZONTAL SCALE IN FEET



- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE - U.S. 42 RAMP B
STA. 466+50.00 TO STA. 475+19.79

MAD-70-8.62

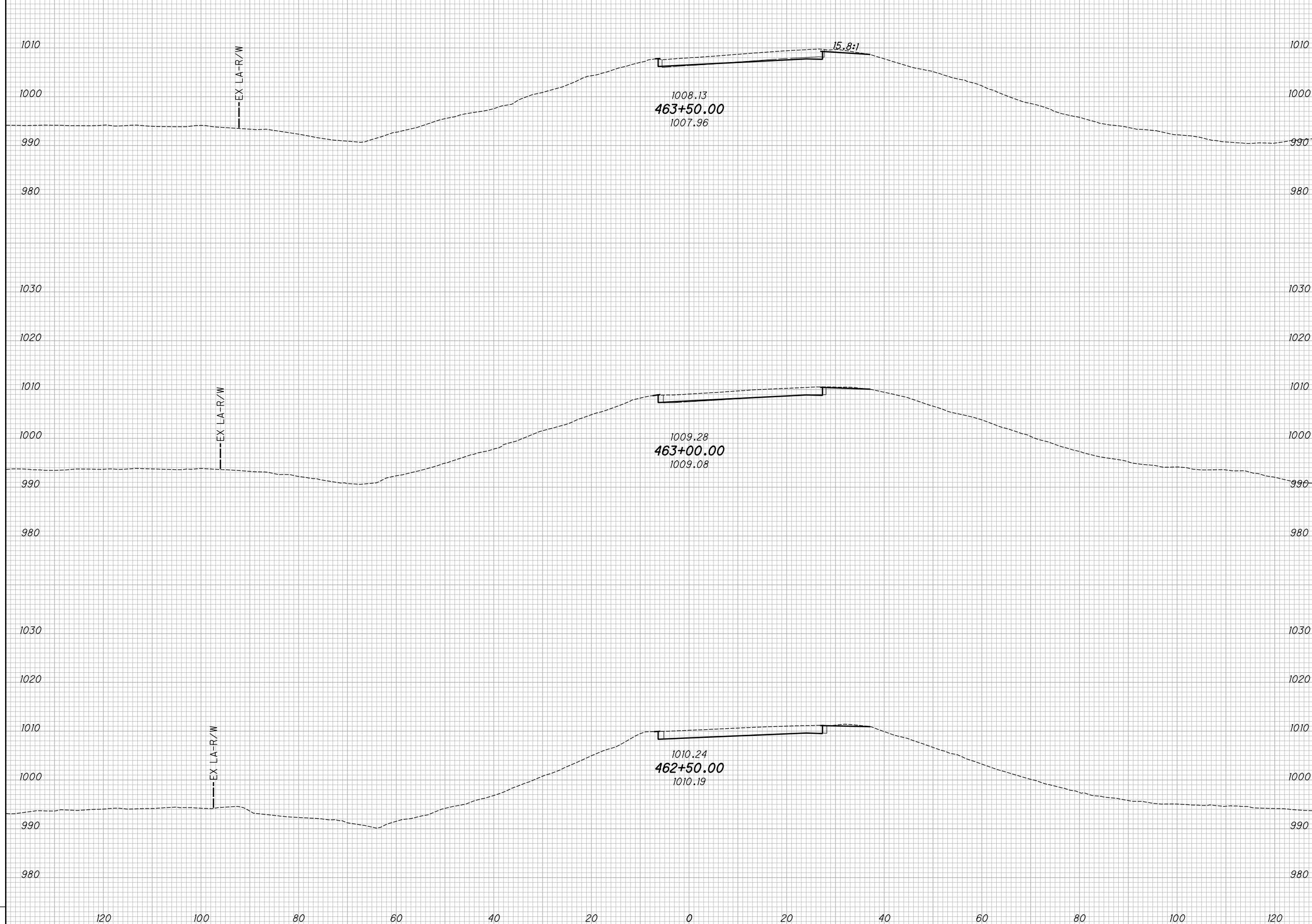
290
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XSII.dgn XS_SHEET_temporary_model_name_2 11/23/2020 2:22:43 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		



END AREA		VOLUME		CALCULATED KRF	CHECKED BBD
CUT	FILL	CUT	FILL		

CROSS SECTIONS - U.S. 42 RAMP B
STA. 462+50.00 TO STA. 463+50.00

MAD-70-8.62

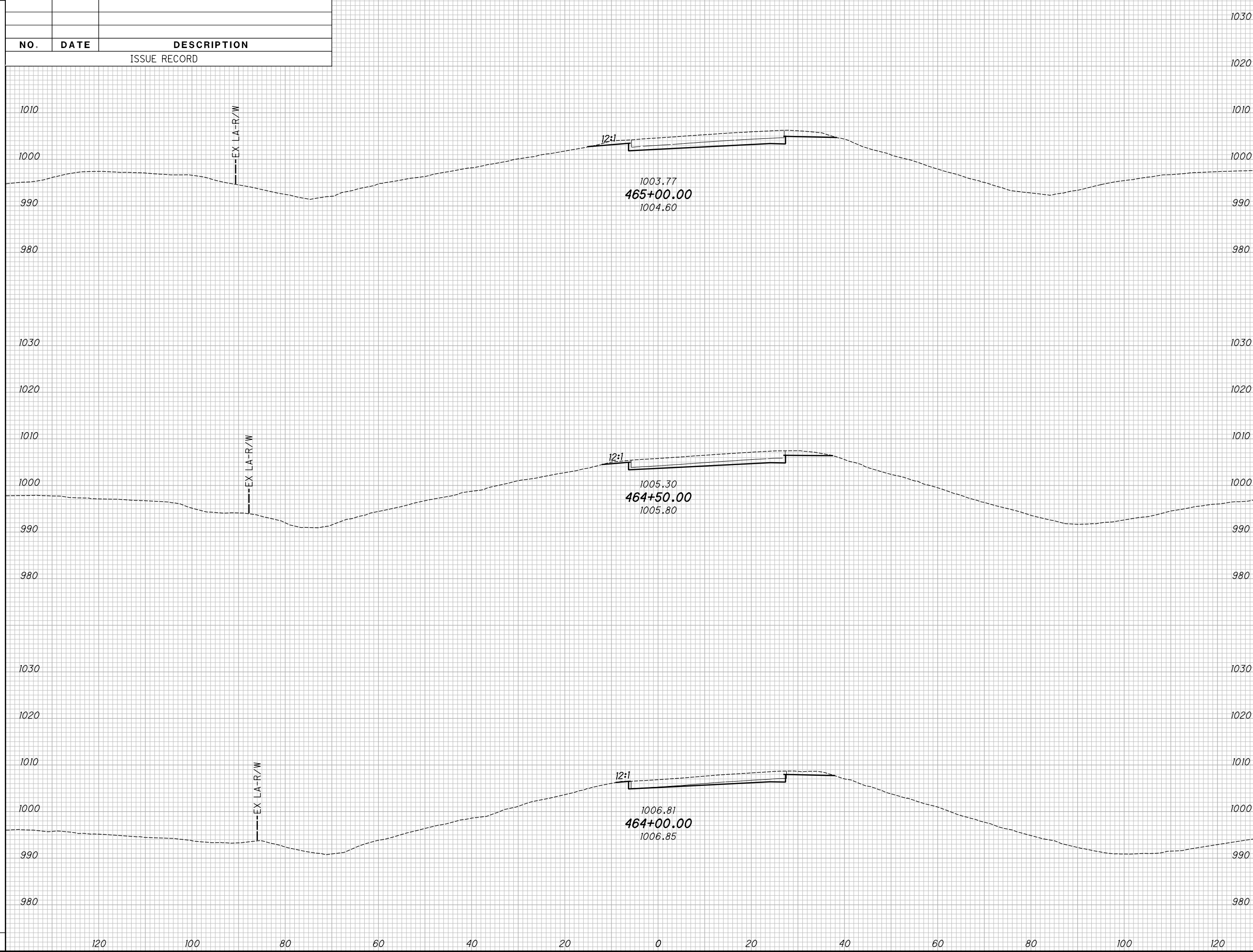
292
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XSII.dgn XS_SHEET_temporary_model_name_3 11/23/2020 2:22:44 PM kmihalcea

SEEDING
END SO.
WIDTH YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
KRF
CHECKED
BBD



CROSS SECTIONS - U.S. 42 RAMP B
STA. 464+00.00 TO STA. 465+00.00

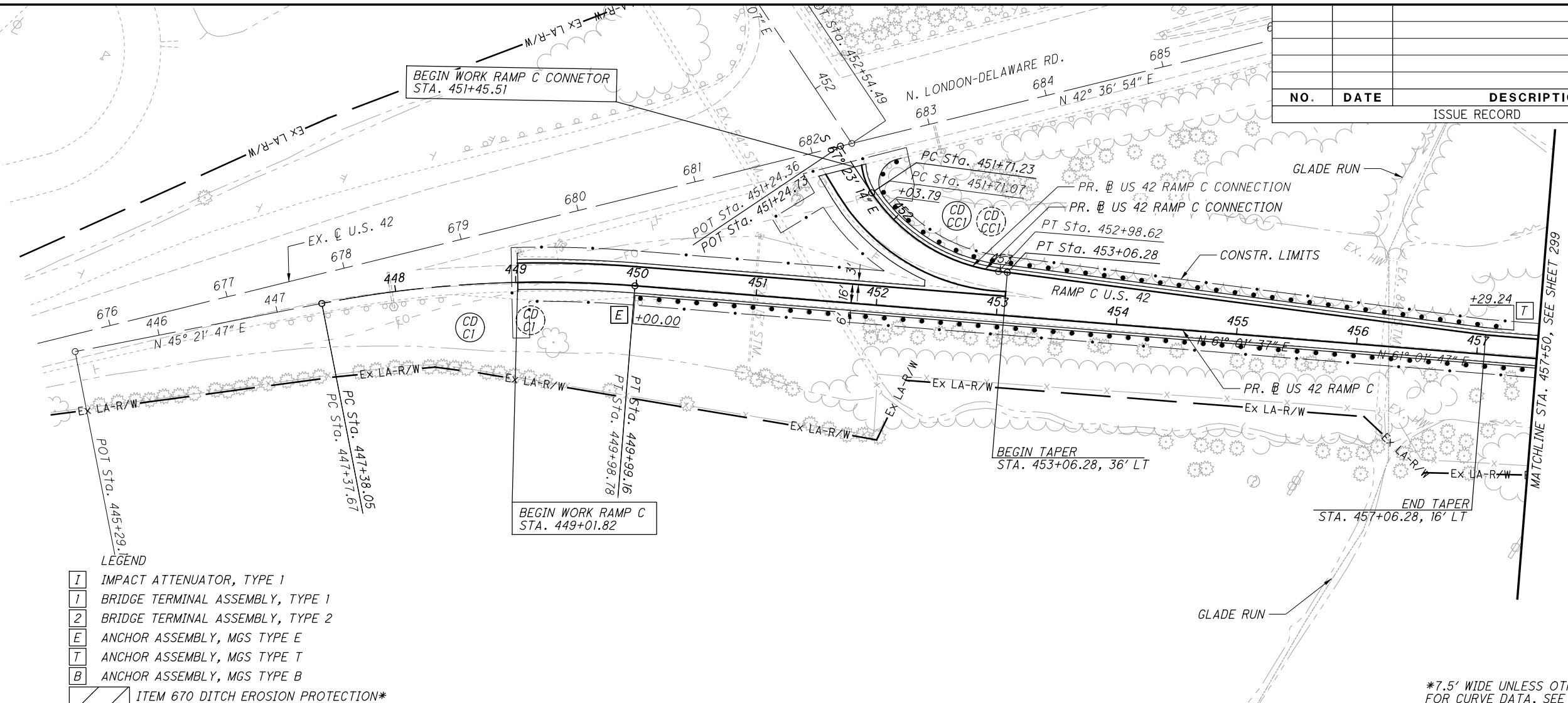
MAD-70-8.62

293
470



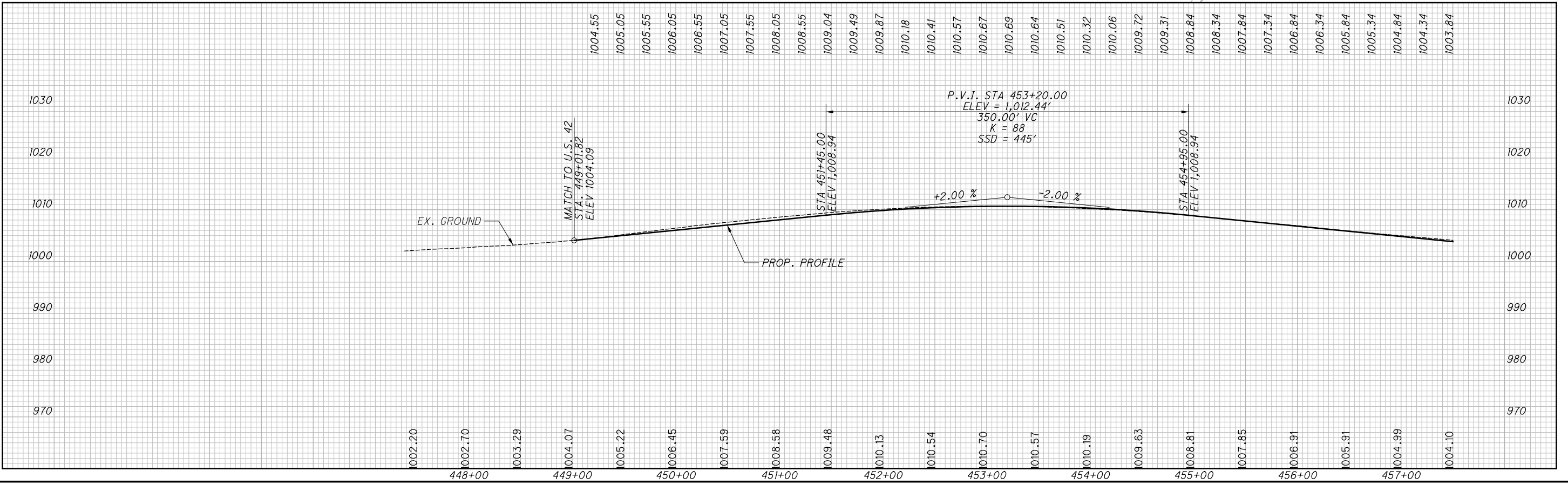
CALCULATED TDP CHECKED MJC

NO.	DATE	DESCRIPTION
ISSUE RECORD		



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

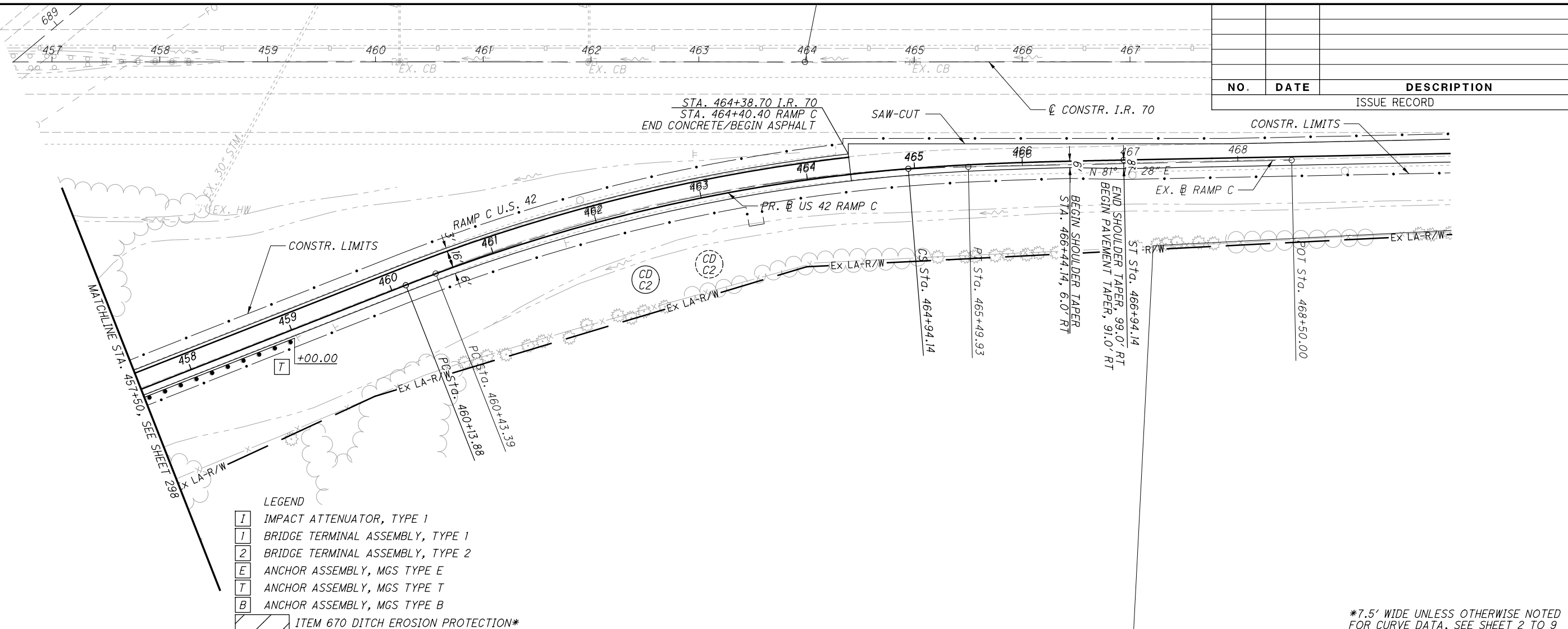
*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE - U.S. 42 RAMP C
STA. 499+01.82 TO STA. 457+50.00

MAD-70-8.62

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_GPI22.dgn Sheet 11/23/2020 2:23:51PM kmhncea



NO.	DATE	DESCRIPTION
ISSUE RECORD		

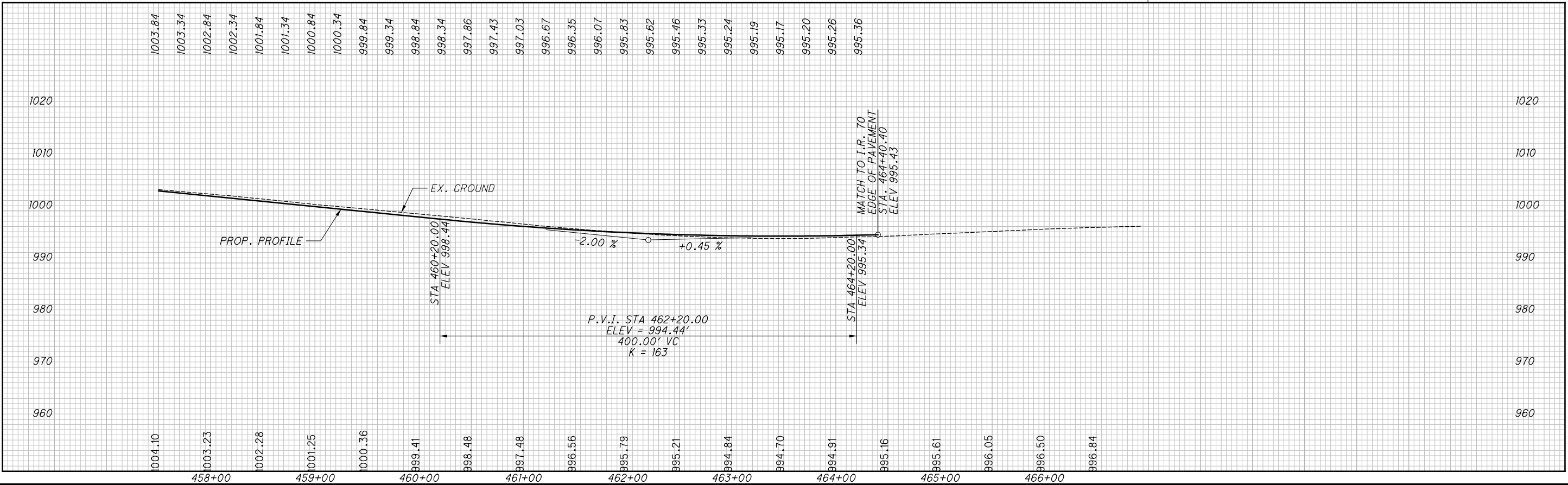
0 50 100

 HORIZONTAL SCALE IN FEET

 CALCULATED TDP CHECKED MJC

- LEGEND
- [I] IMPACT ATTENUATOR, TYPE 1
 - [I] BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - [Z] BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - [E] ANCHOR ASSEMBLY, MGS TYPE E
 - [T] ANCHOR ASSEMBLY, MGS TYPE T
 - [B] ANCHOR ASSEMBLY, MGS TYPE B
 - [Hatched Box] ITEM 670 DITCH EROSION PROTECTION*

*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



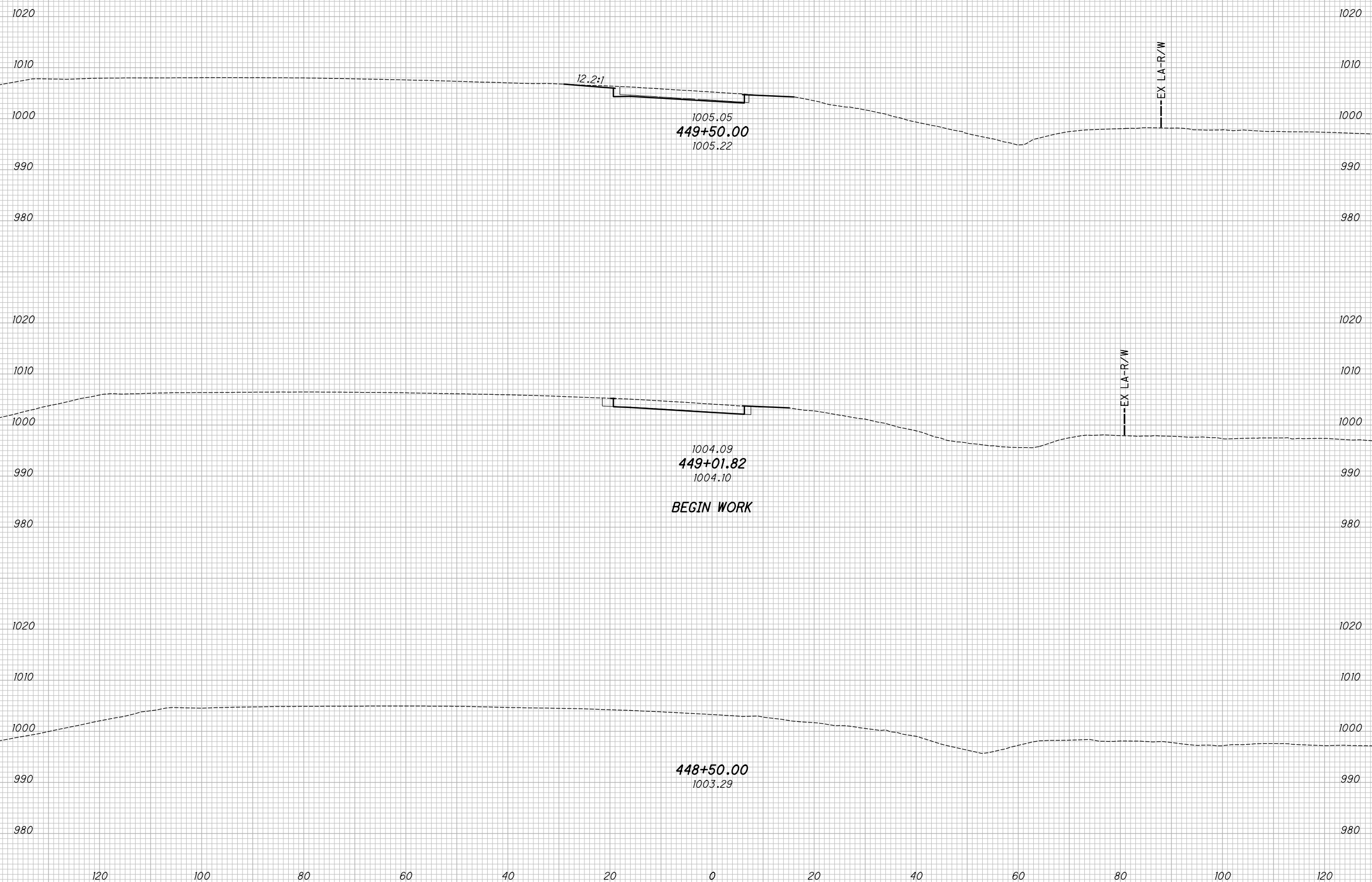
PLAN AND PROFILE - U.S. 42 RAMP C
 STA. 457+50.00 TO STA. 466+94.14

MAD-70-8.62

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS12.dgn XS_SHEET_Temporary_model_name.II/23/2020 2:23:54 PM kmhnlceca

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - U.S. 42 RAMP C
BEGIN WORK TO STA. 449+50.00

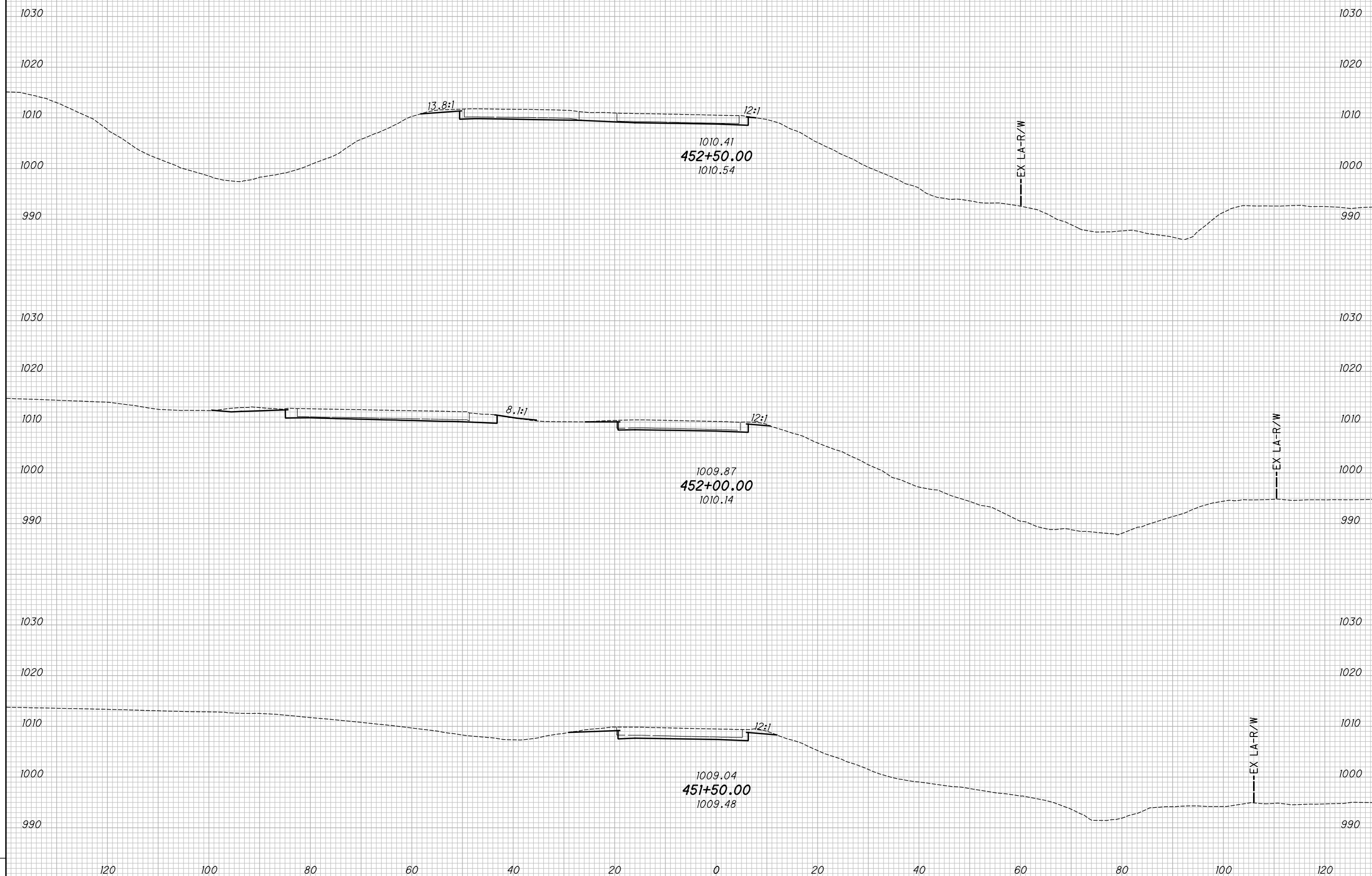
MAD-70-8.62

300
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS12.dgn XS_SHEET_Temporary_model_name_3 11/23/2020 2:23:55 PM kmhhalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - U.S. 42 RAMP C
STA. 451+50.00 TO STA. 452+50.00

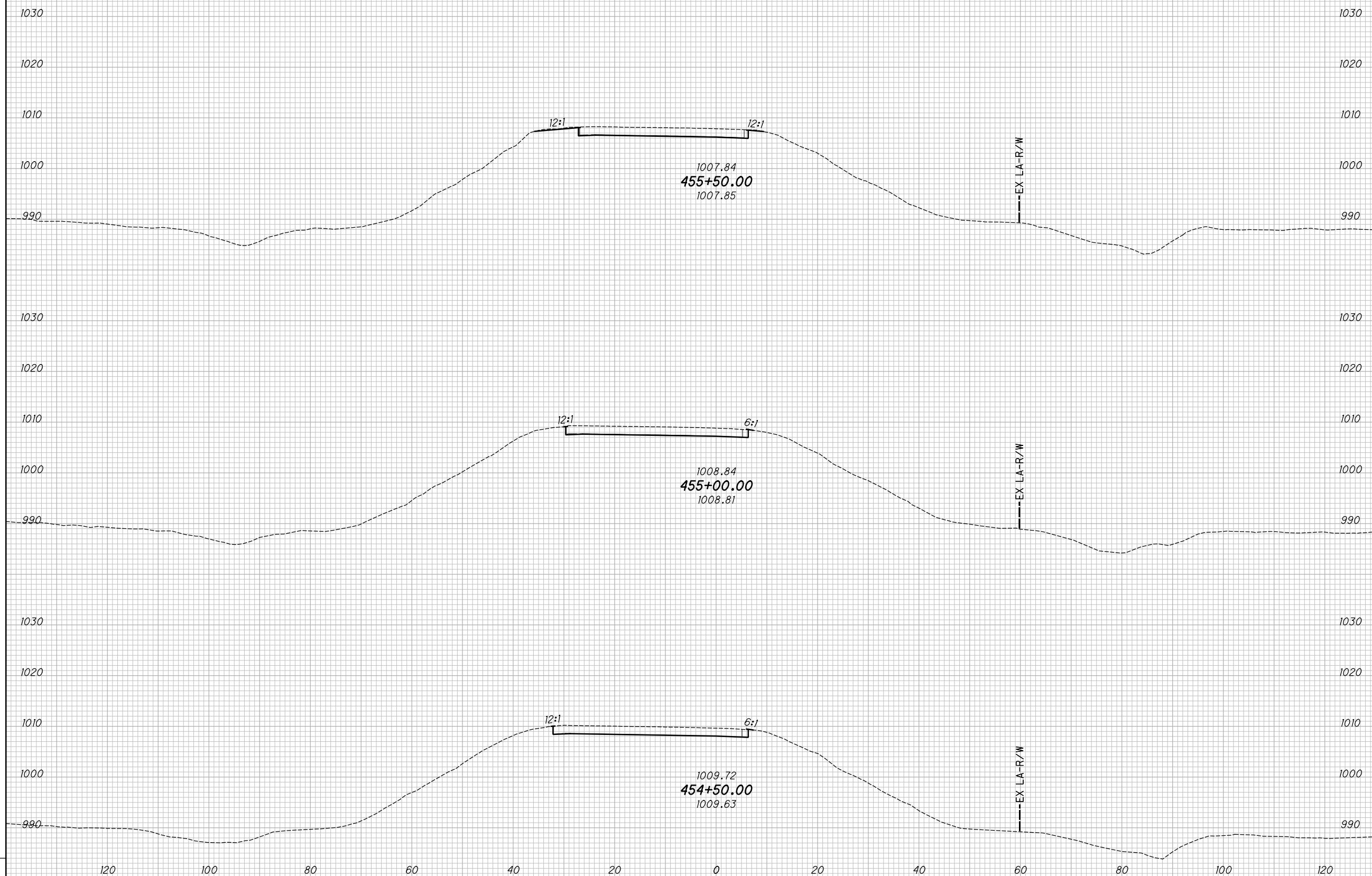
MAD-70-8.62

302
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS1.dgn XS_SHEET_Temporary_model_name.5 11/23/2020 2:23:56 PM kmhalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - U.S. 42 RAMP C
STA. 454+50.00 TO STA. 455+50.00

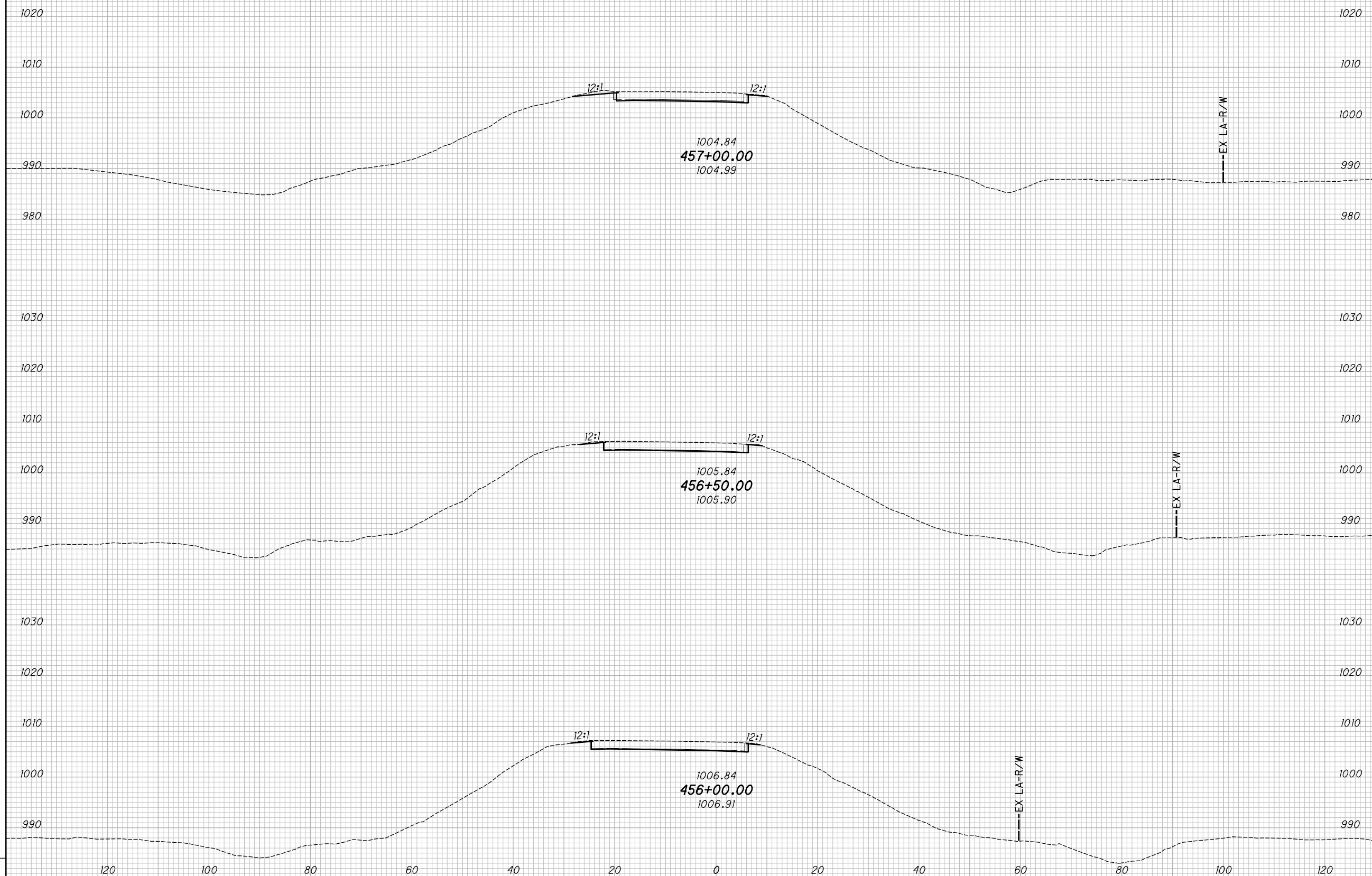
MAD-70-8.62

304
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS12.dgn XS_SHEET_Temporary_model_name.6 11/23/2020 2:23:56 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - U.S. 42 RAMP C
STA. 456+00.00 TO STA. 457+00.00

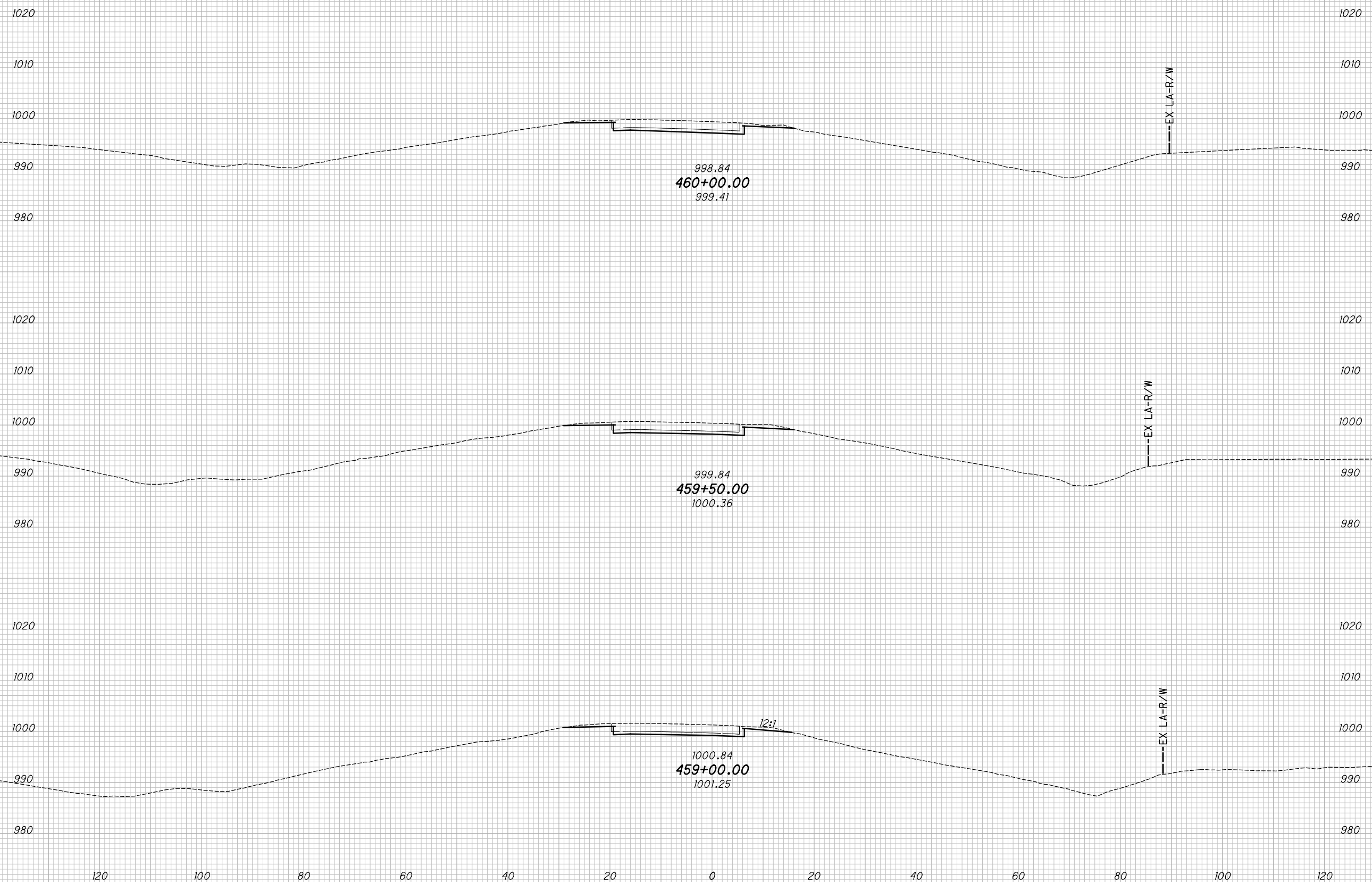
MAD-70-8.62

305
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS12.dgn XS_SHEET_Temporary_model_name.8 11/23/2020 2:23:57 PM kmhnlalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



**CROSS SECTIONS - U.S. 42 RAMP C
STA. 459+00.00 TO STA. 460+00.00**

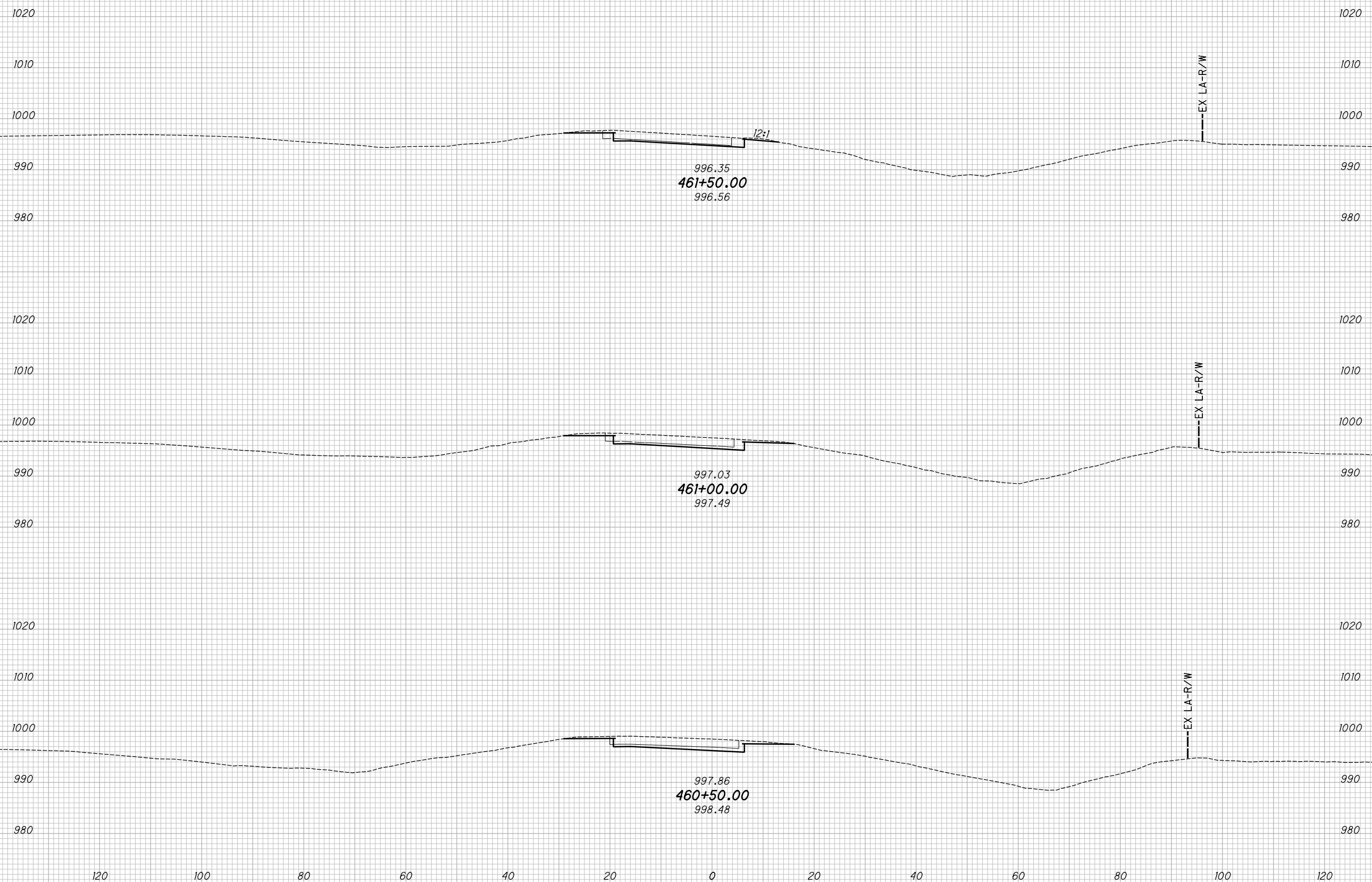
MAD-70-8.62

307
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_XS1.dgn XS_SHEET_Temporary_model_name_9 11/23/2020 2:23:57 PM kmhnlcea

SEEDING			
END WIDTH	SO. YDS.		
NO.	DATE	DESCRIPTION	
ISSUE RECORD			

END AREA		VOLUME		CALCULATED KRF	CHECKED BBD
CUT	FILL	CUT	FILL		



CROSS SECTIONS - U.S. 42 RAMP C
STA. 460+50.00 TO STA. 461+50.00

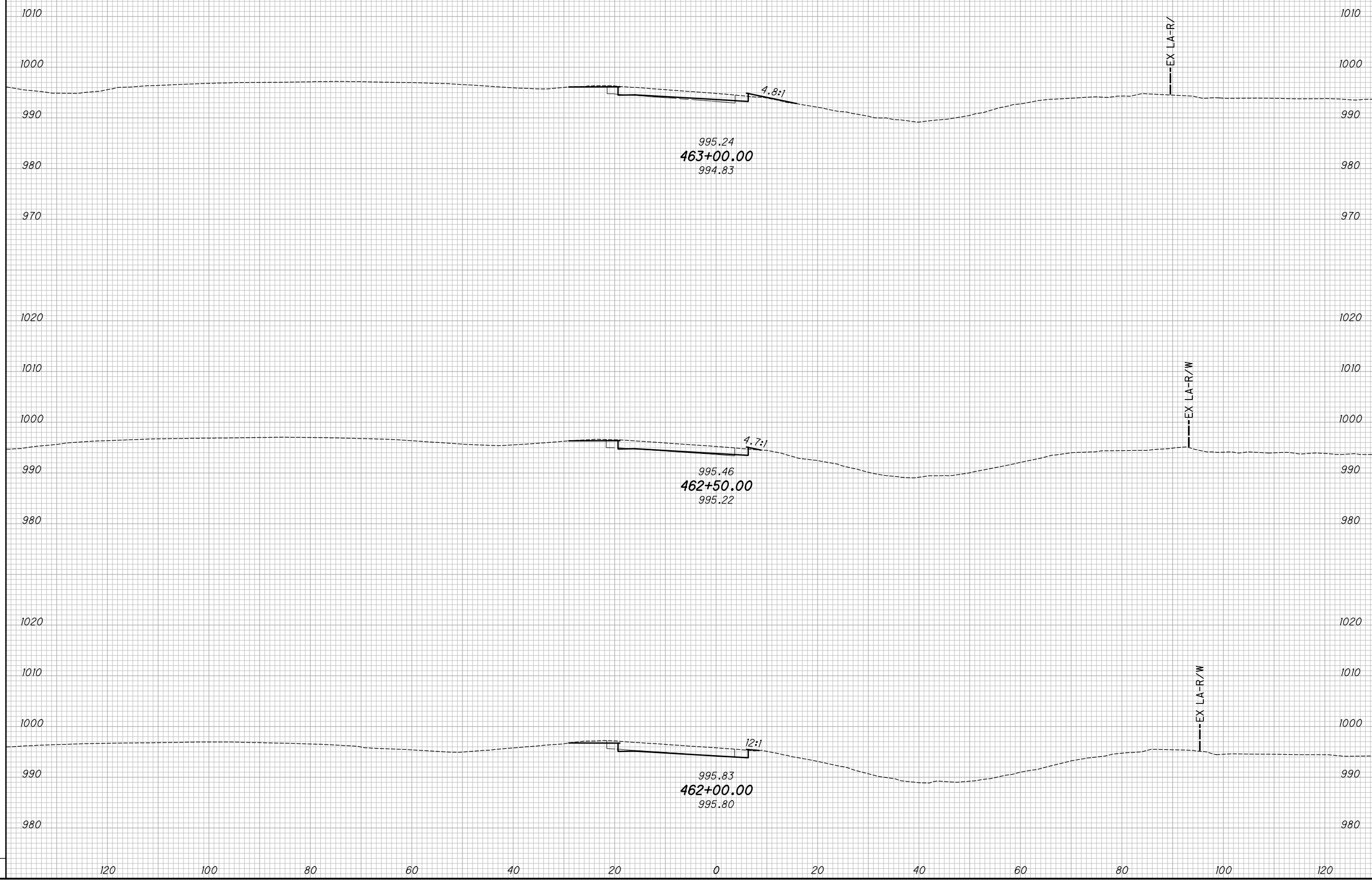
MAD-70-8.62

308
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS12.dgn XS_SHEET_Temporary_model_name.10 11/23/2020 2:23:58 PM kmihabea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			
ISSUE RECORD				

END AREA		VOLUME		CALCULATED KRF	CHECKED BBD
CUT	FILL	CUT	FILL		



CROSS SECTIONS - U.S. 42 RAMP C
STA. 462+00.00 TO STA. 463+00.00

MAD-70-8.62

309
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS12.dgn XS_SHEET_Temporary_model_name.ll 11/23/2020 2:23:58 PM kmhnlceca

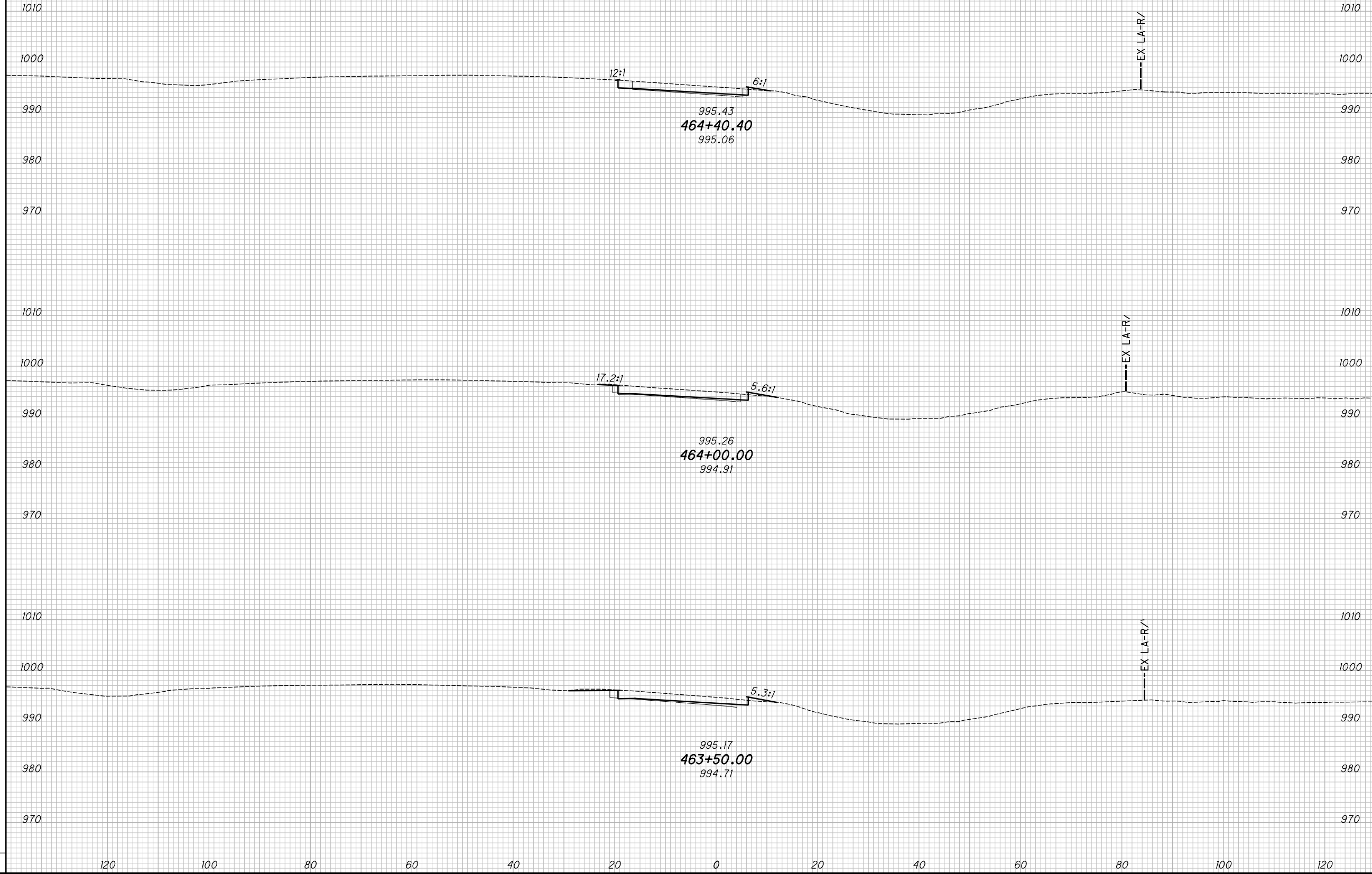
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL	CALCULATED KRF	CHECKED BBD



CROSS SECTIONS - U.S. 42 RAMP C
STA. 463+50.00 TO STA. 464+40.40

MAD-70-8.62

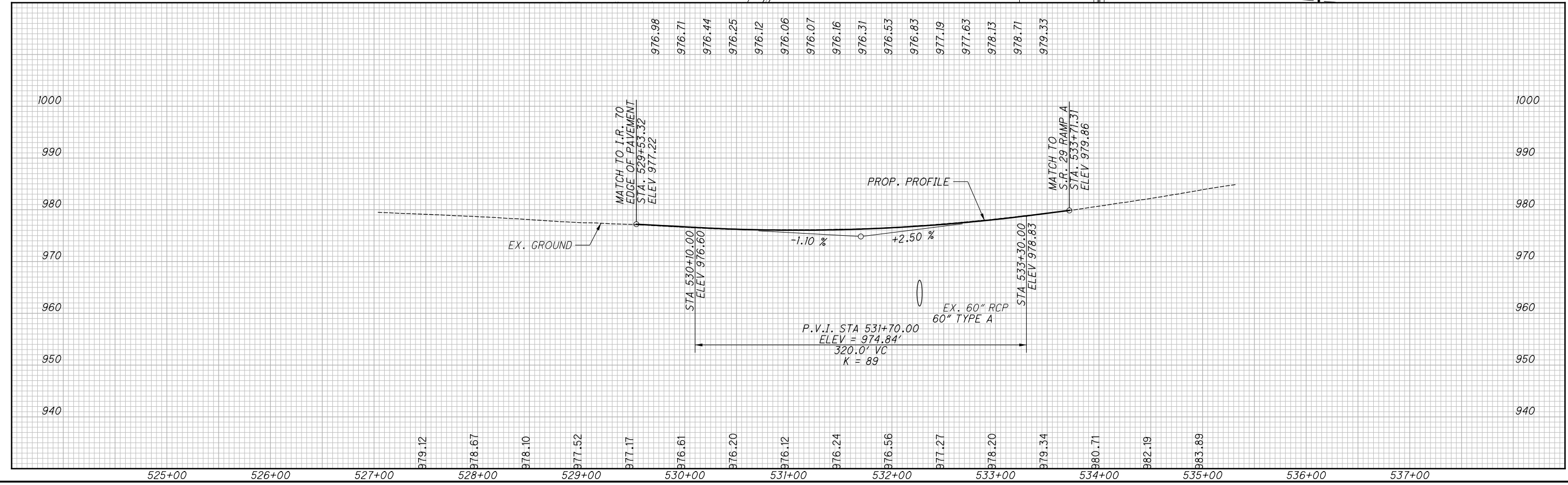
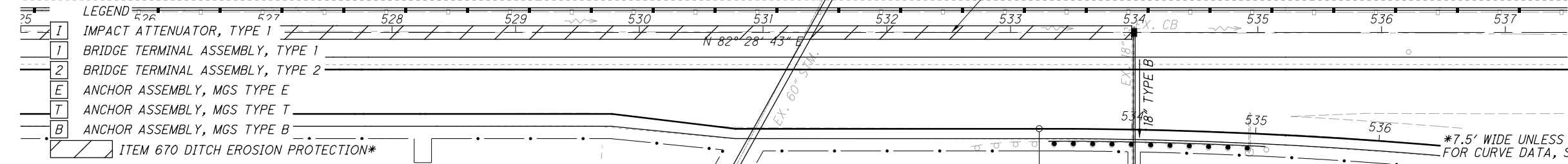
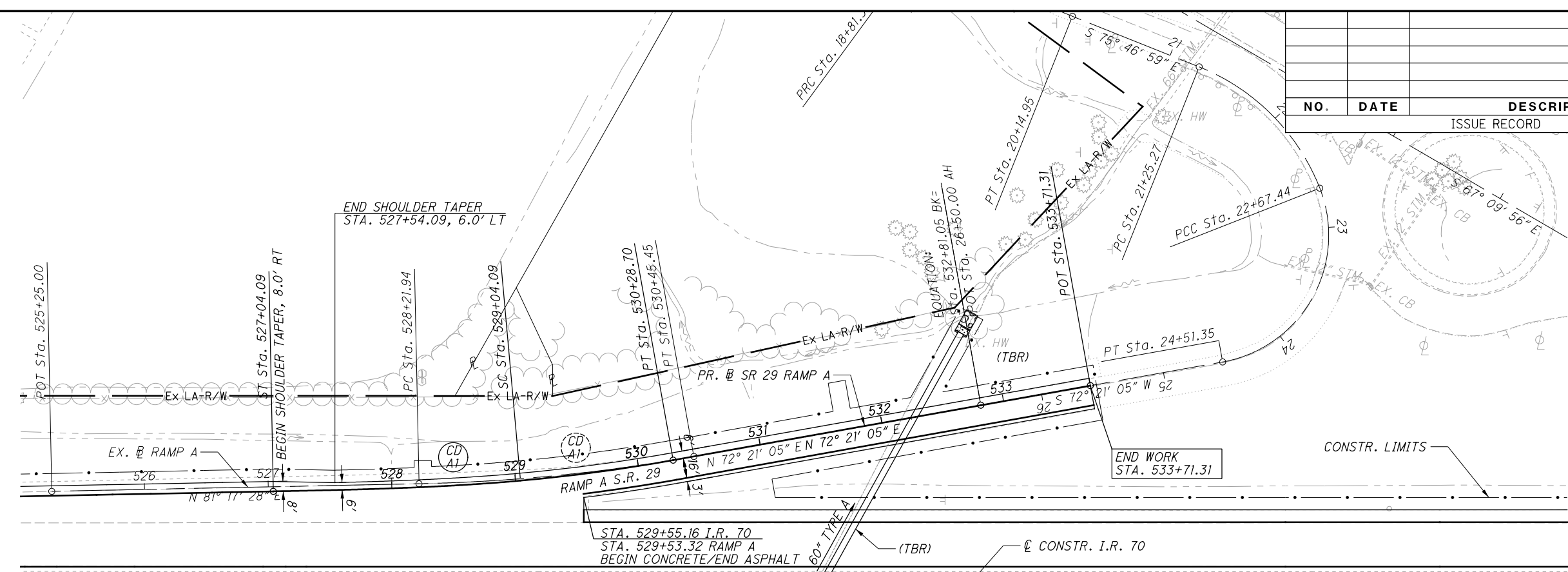
310
470

NO.	DATE	DESCRIPTION
ISSUE RECORD		





 HORIZONTAL SCALE IN FEET



PLAN AND PROFILE - S.R. 29 RAMP A
STA. 529+53.32 TO STA. 533+73.31

MAD-70-8.62



0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED
TDP
CHECKED
MJC

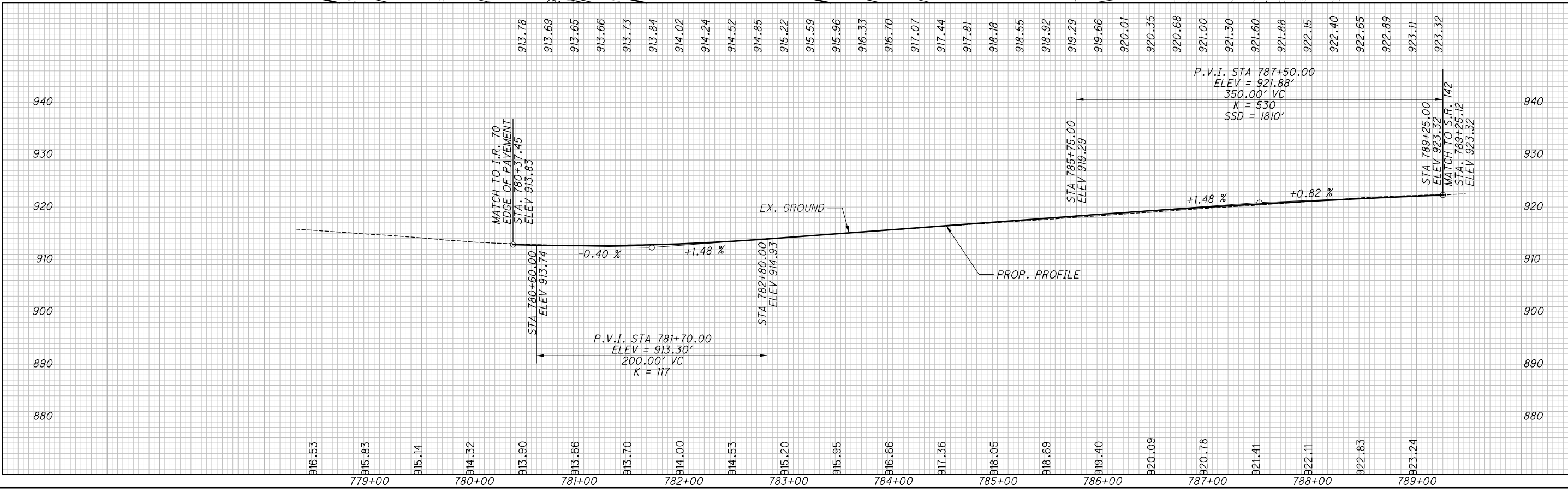
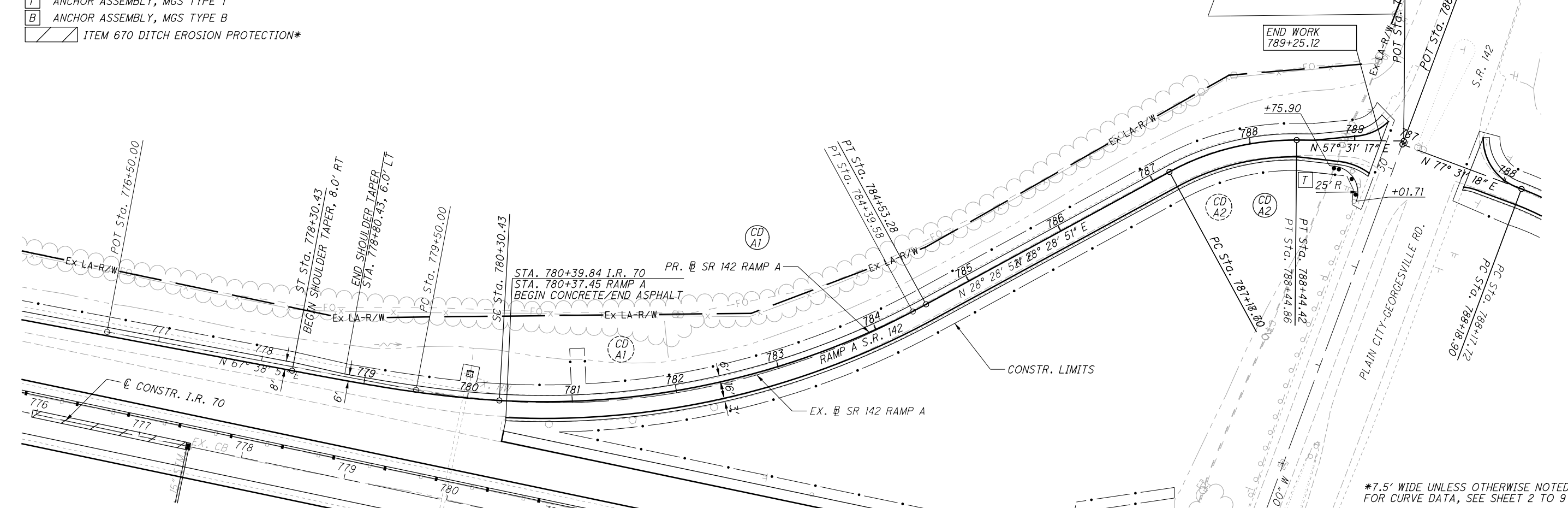
PLAN AND PROFILE - S.R. 142 RAMP A
STA. 778+30.43 TO STA. 789+25.12

MAD-70-8.62

315
470

NO.	DATE	DESCRIPTION
ISSUE RECORD		

- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*



*7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9

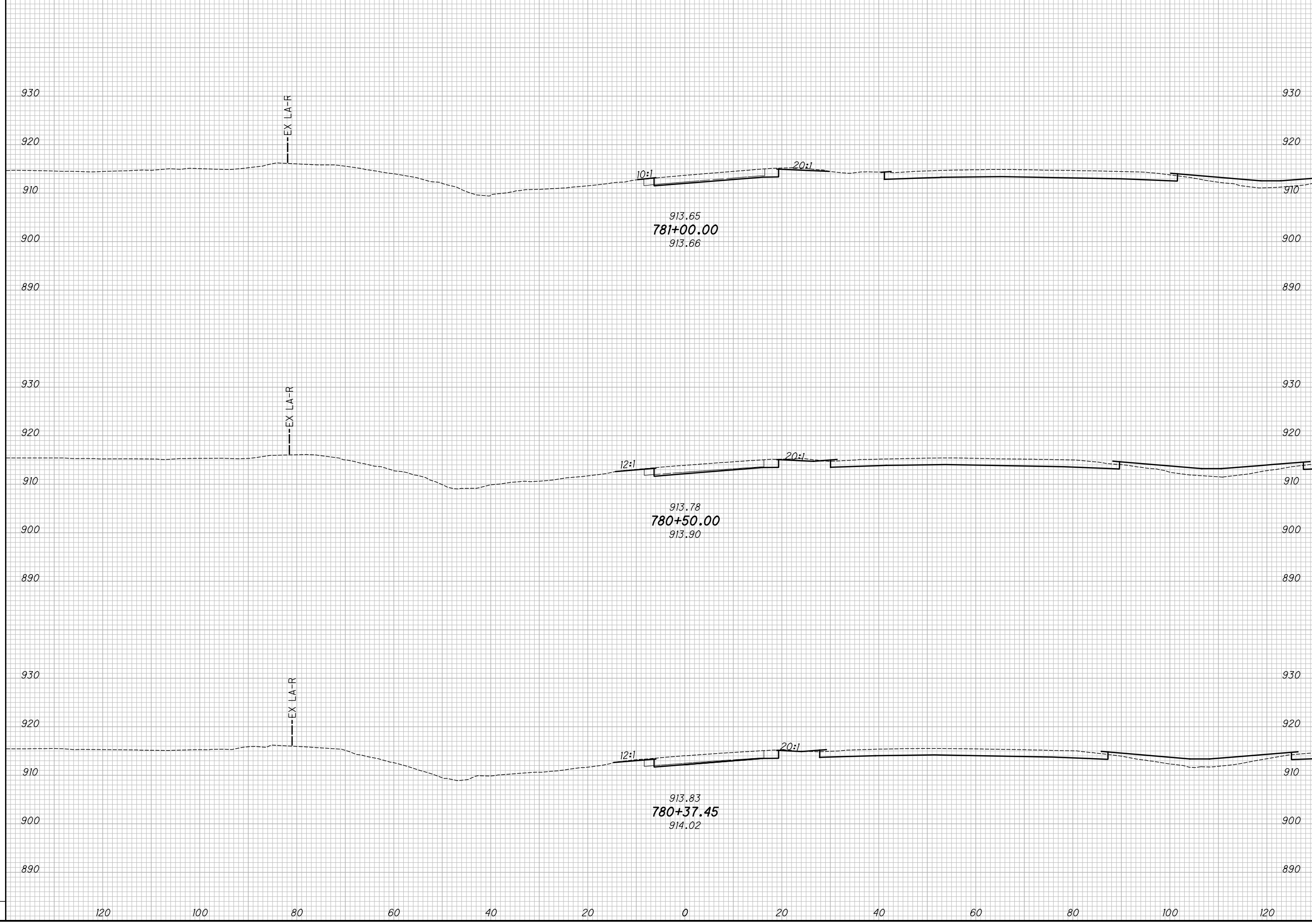
P:\107109_MAD-70-8.62\Design\Roadway\Sheets\107109_GP31L.dgn Sheet 11/23/2020 2:24:58 PM kmhance

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS3il.dgn XS_SHEET_Temporary_model_name.II/23/2020 2:25:01PM kmhhalcea

SEEDING	
END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP A
STA. 780+37.45 TO STA. 781+00.00

MAD-70-8.62

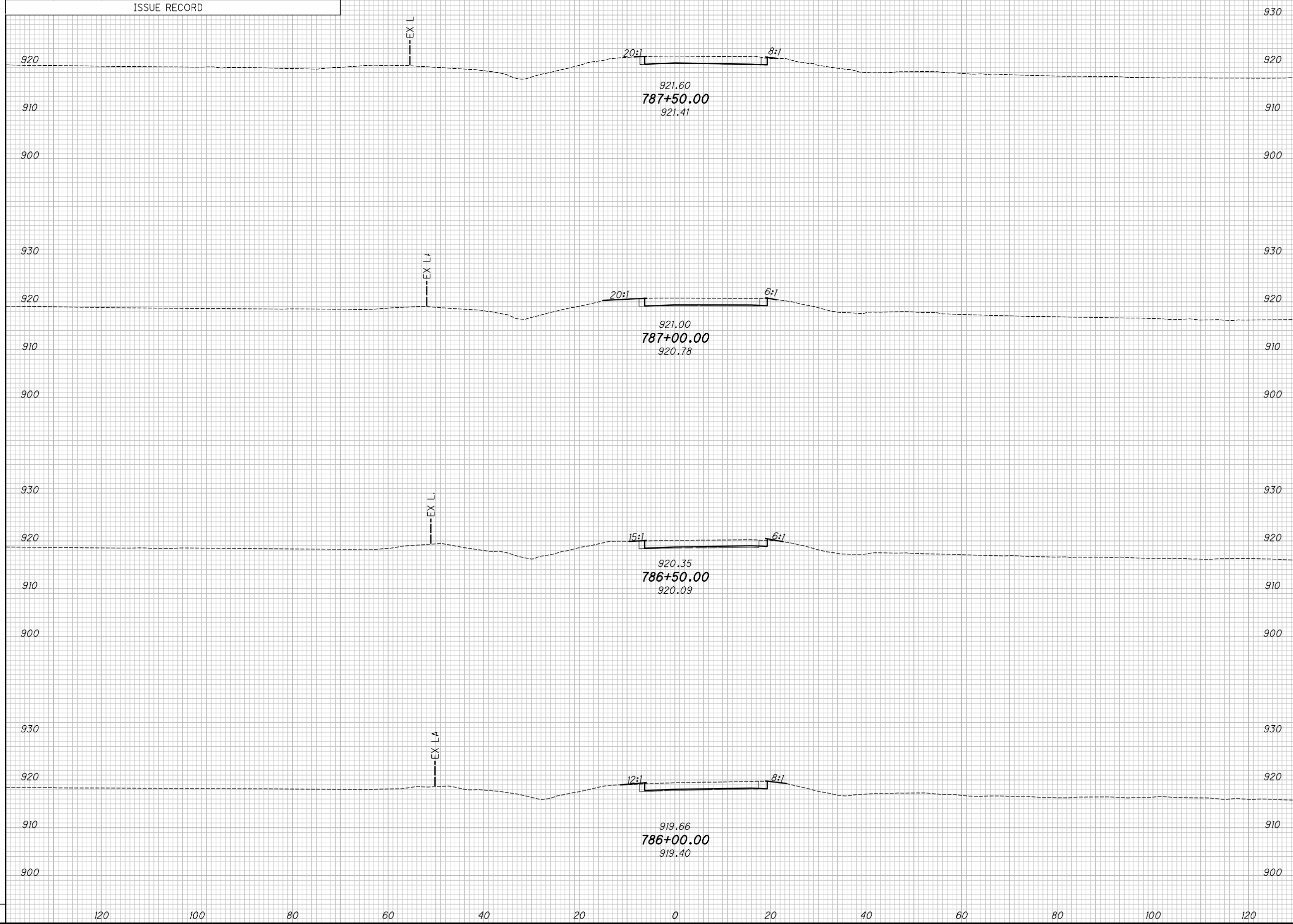
316
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS3il.dgn XS_SHEET_Temporary_model_name.5 11/23/2020 2:25:03 PM kmihalcea

SEEDING
END WIDTH SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED KRF CHECKED BBD



**CROSS SECTIONS - S.R. 142 RAMP A
 STA. 786+00.00 TO STA. 787+50.00**

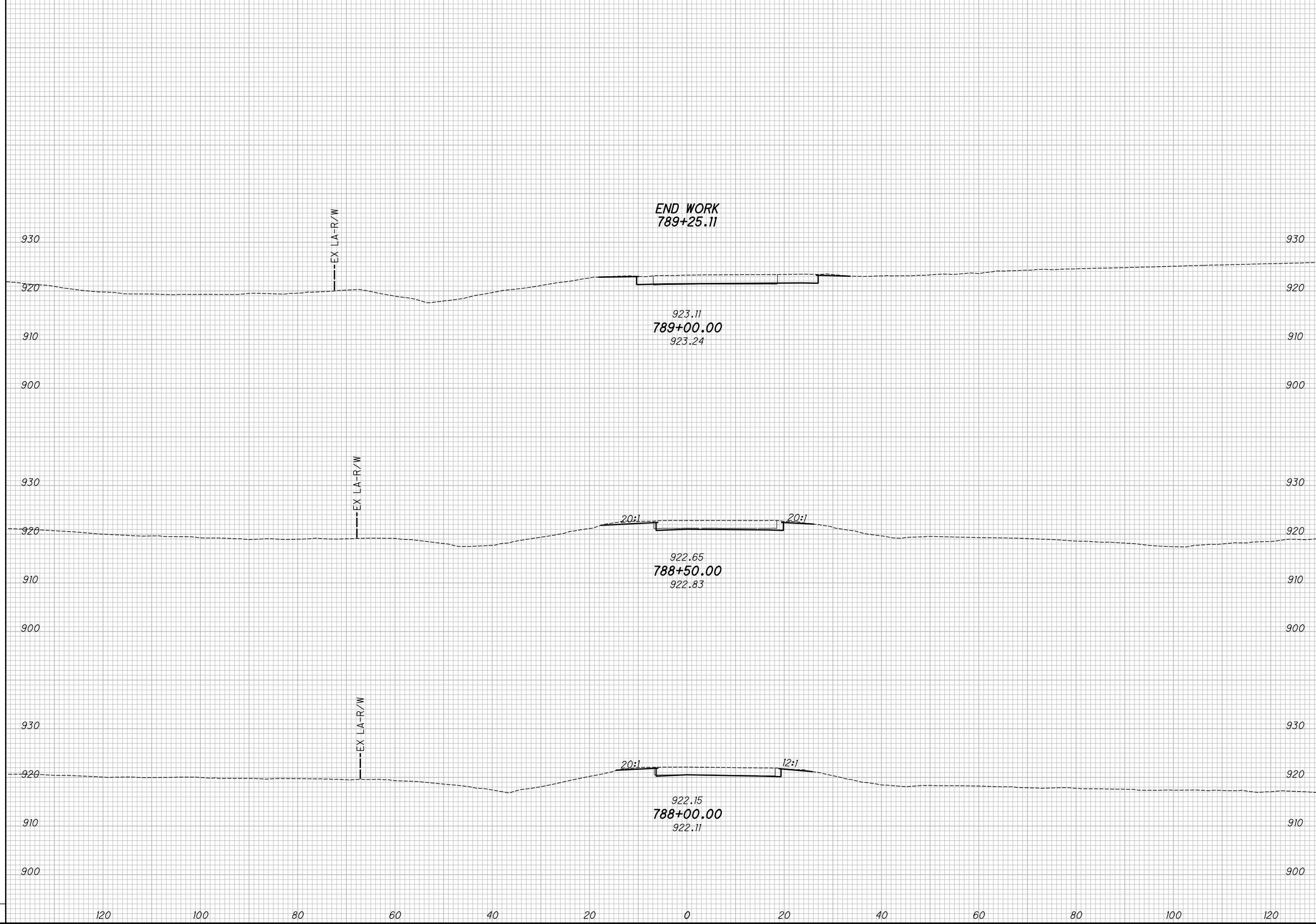
MAD-70-8.62

320
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS3il.dgn XS_SHEET_Temporary_model_name.6 11/23/2020 2:25:03 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP A
STA. 788+00.00 TO END WORK

MAD-70-8.62

321
470

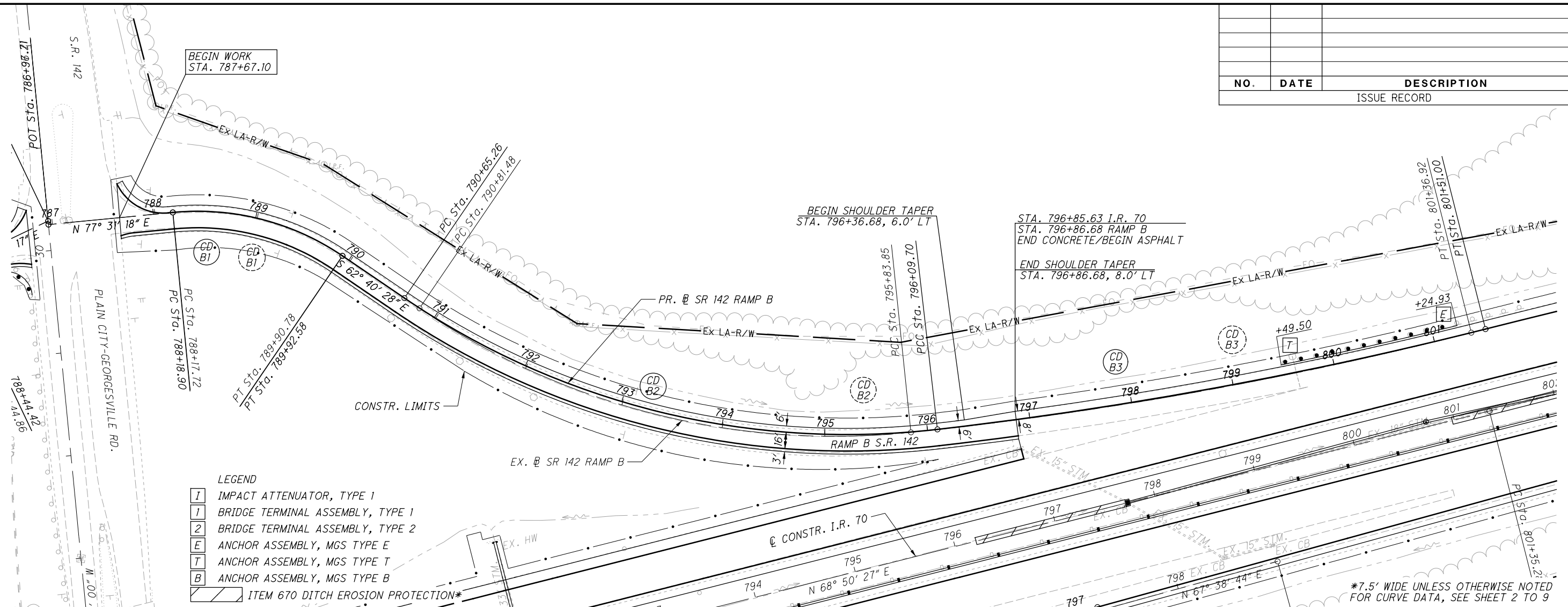
P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_GP321.dgn Sheet 11/23/2020 2:25:31PM kmh\ace

NO.	DATE	DESCRIPTION
ISSUE RECORD		

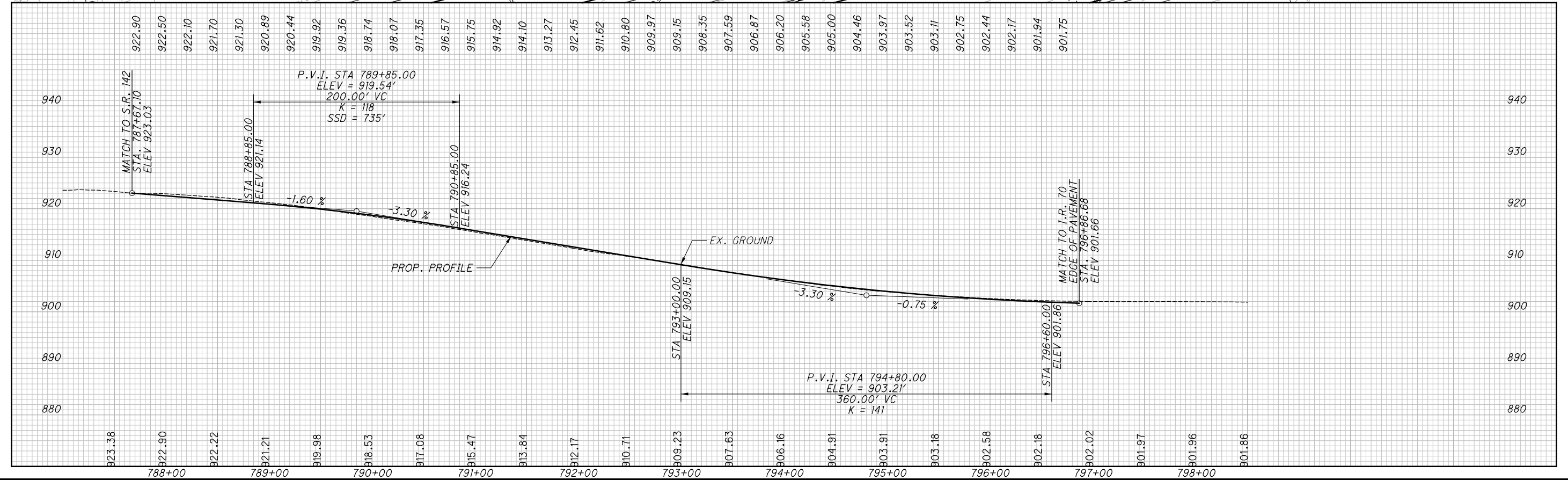




 CALCULATED TDP
 CHECKED MJC



- LEGEND**
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - / ITEM 670 DITCH EROSION PROTECTION*



PLAN AND PROFILE - S.R. 142 RAMP B
STA. 786+67.10 TO STA. 801+51.00

MAD-70-8.62

322
 470

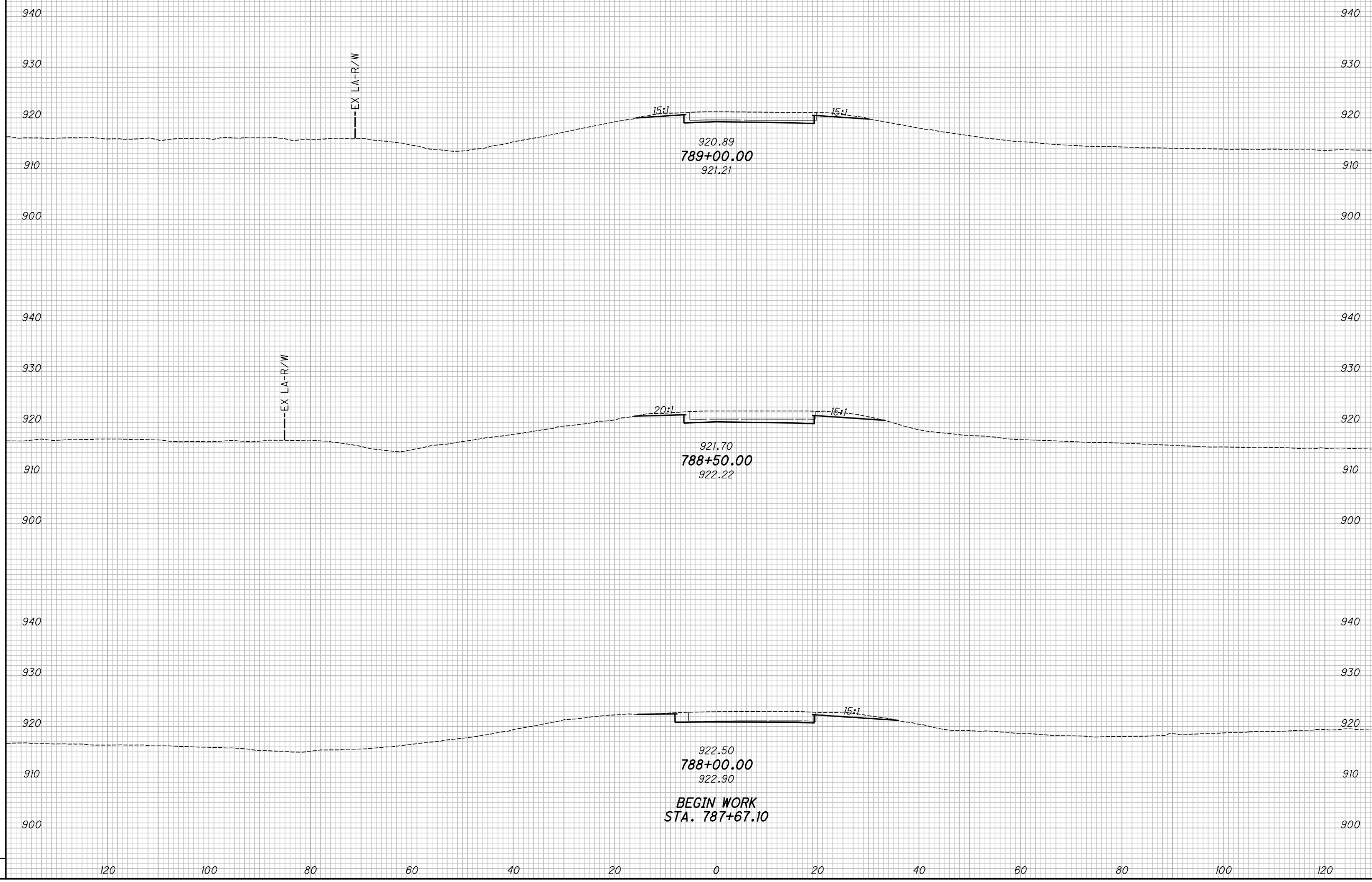
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS321.dgn XS_SHEET_temporary_model_name_11/23/2020 2:25:34 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED KRF	CHECKED BBD
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - S.R. 142 RAMP B
BEGIN WORK TO STA. 789+00.00**

MAD-70-8.62

323
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS321.dgn XS_SHEET_temporary_model_name_2 11/23/2020 2:25:34 PM kmihabea

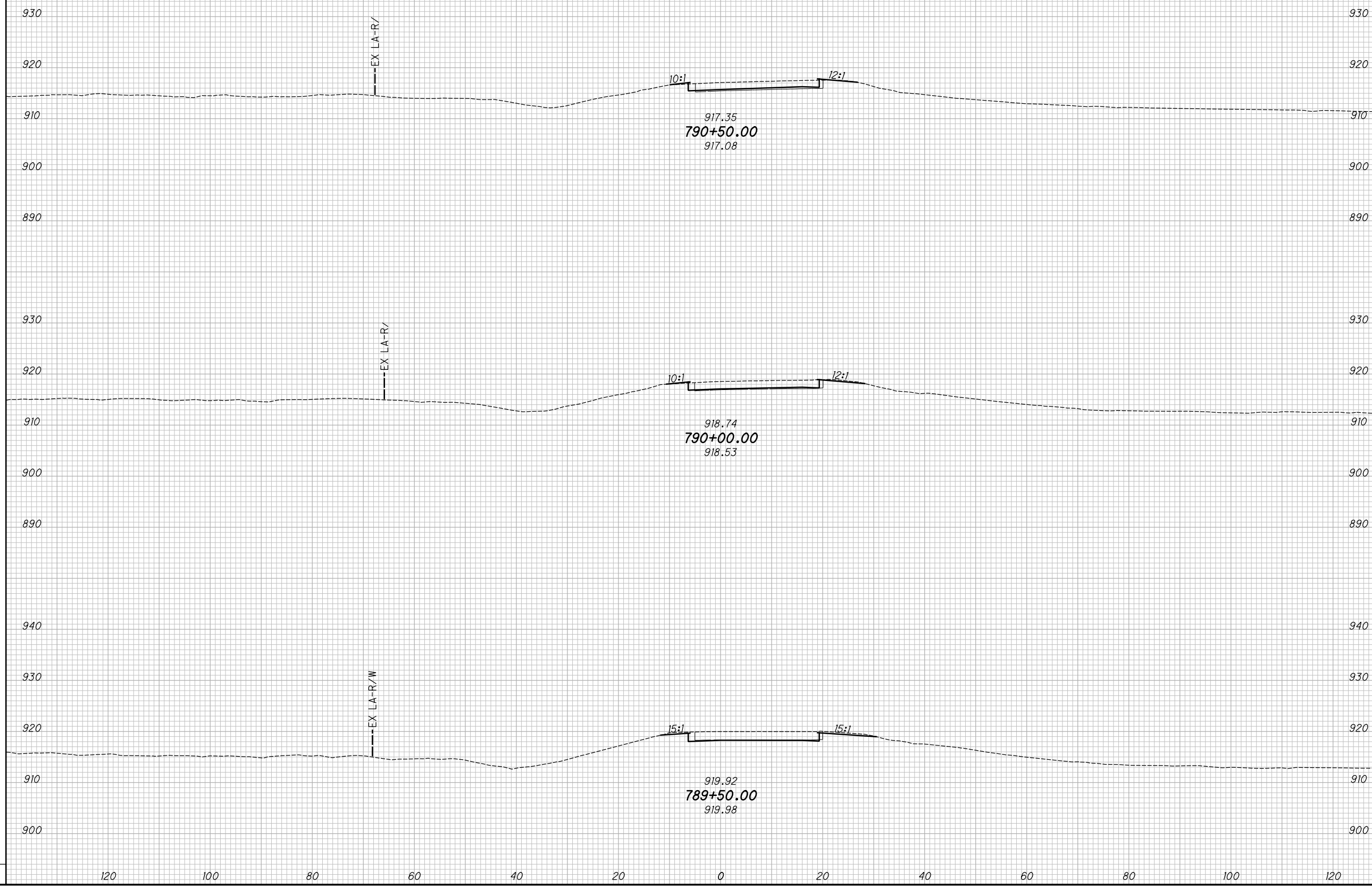
SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA VOLUME

CUT	FILL	CUT	FILL	CALCULATED KRF	CHECKED BBD



CROSS SECTIONS - S.R. 142 RAMP B
STA. 789+50.00 TO STA. 790+50.00

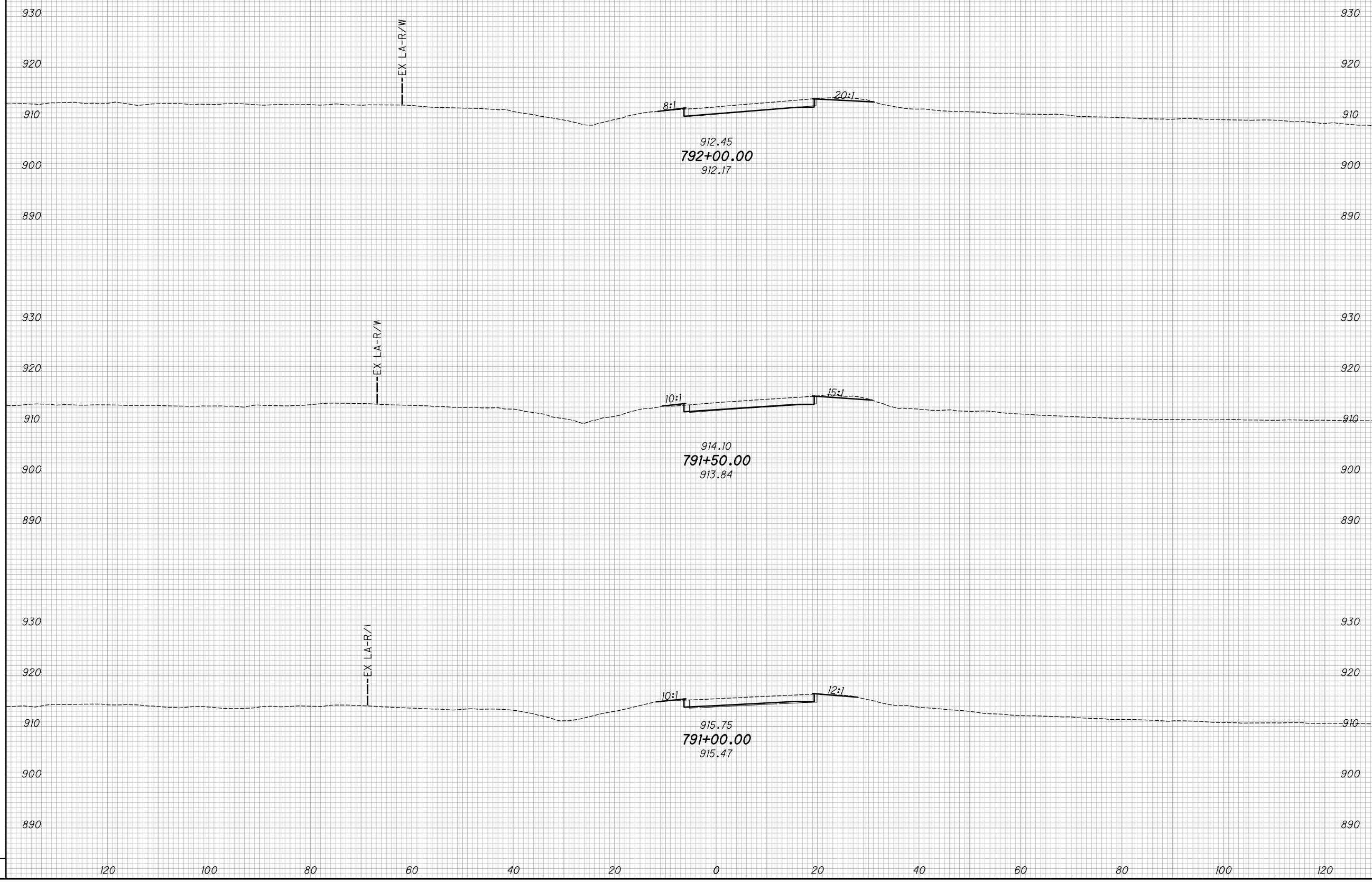
MAD-70-8.62

324
 470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS321.dgn XS_SHEET_temporary_model_name_3 11/23/2020 2:25:35 PM kmihabea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			
ISSUE RECORD				

END AREA		VOLUME		CALCULATED KRF	CHECKED BBD
CUT	FILL	CUT	FILL		



CROSS SECTIONS - S.R. 142 RAMP B
STA. 791+00.00 TO STA. 792+00.00

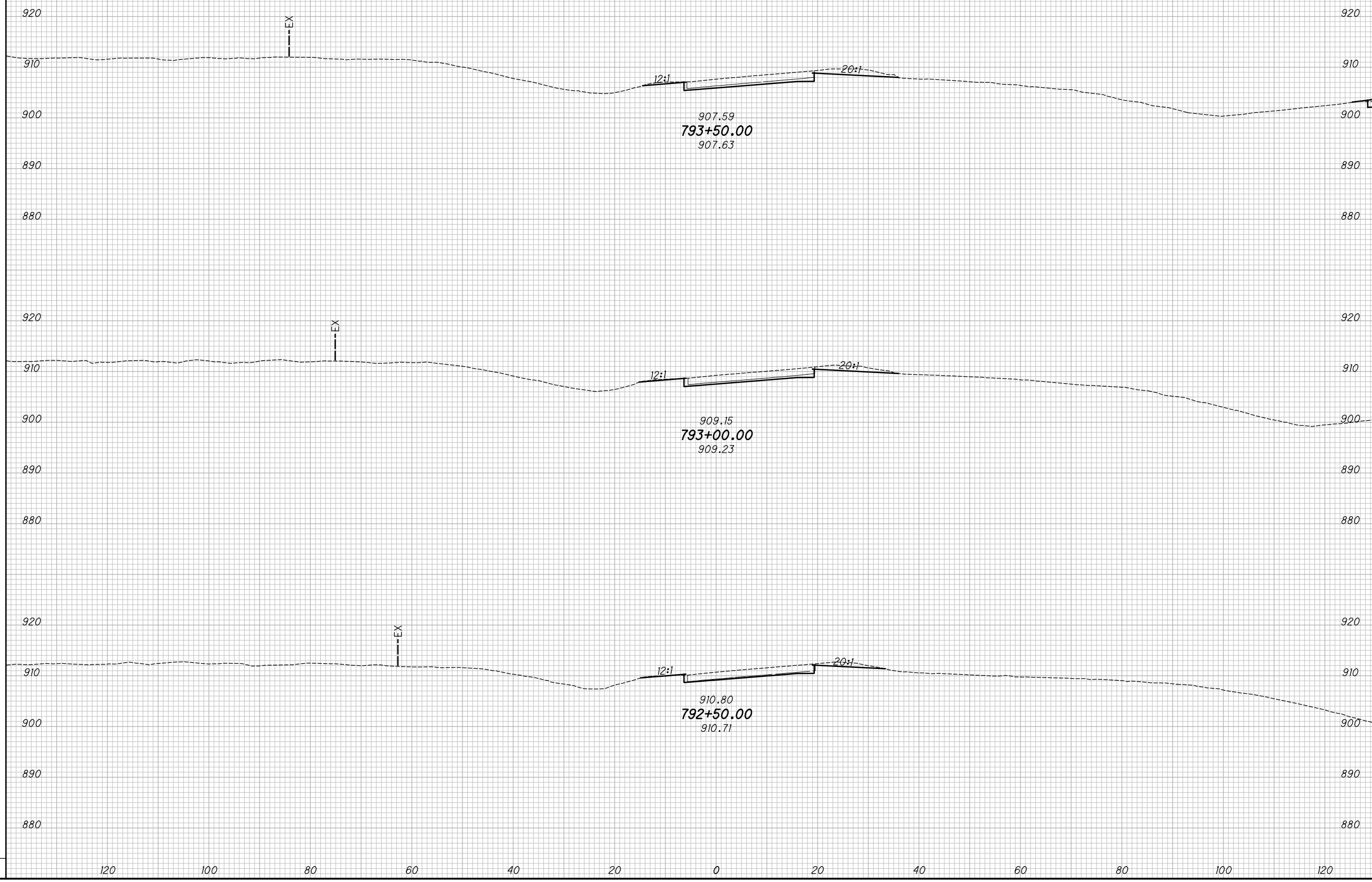
MAD-70-8.62

325
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_X5321.dgn XS_SHEET_temporary_model_name_4 11/23/2020 2:25:35 PM kmihabea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP B
STA. 792+50.00 TO STA. 793+50.00

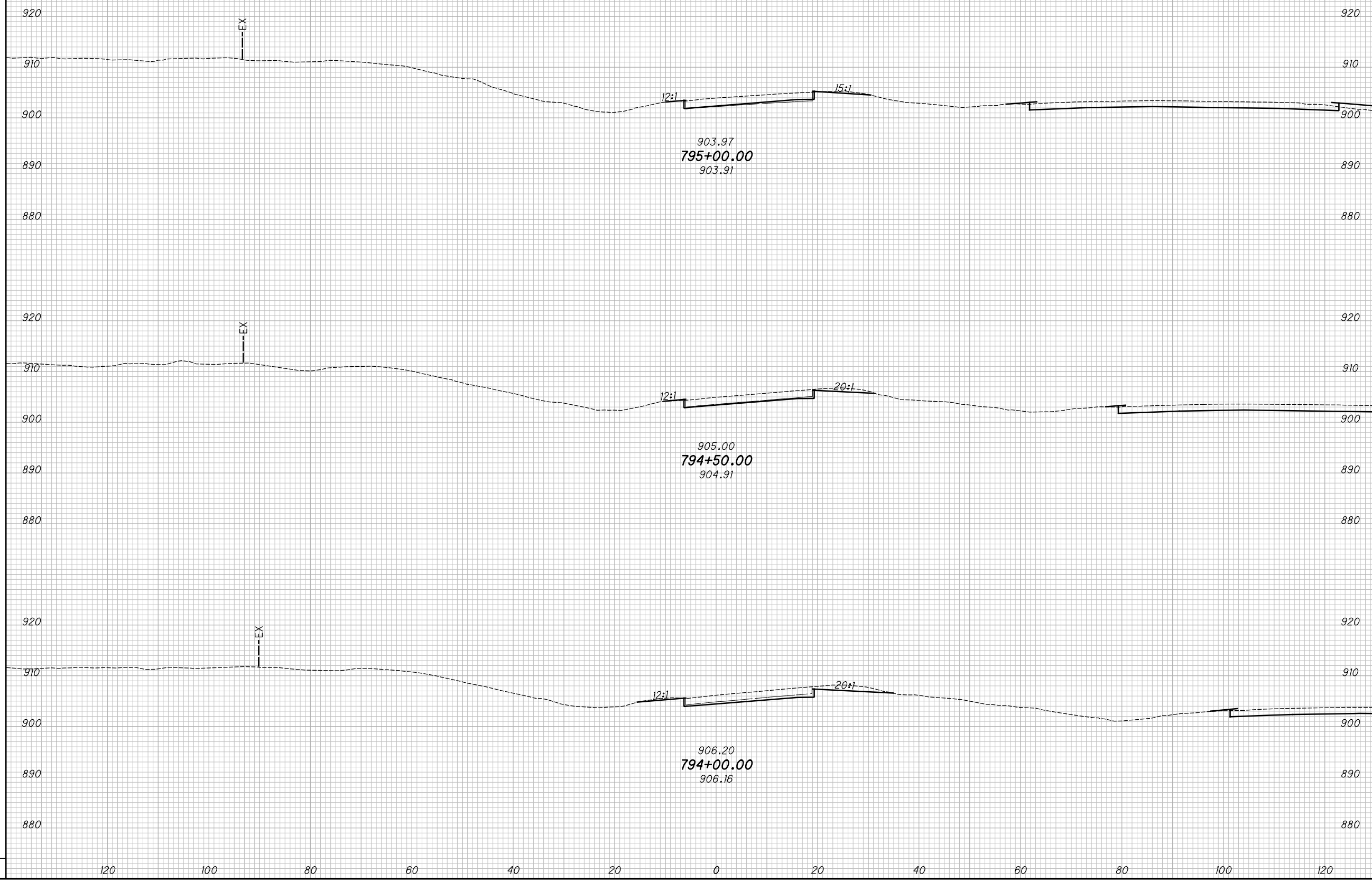
MAD-70-8.62

326
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_X5321.dgn XS_SHEET_temporary_model_name_5 11/23/2020 2:25:35 PM kmihabea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			

END AREA		VOLUME		CALCULATED KRF	CHECKED BBD
CUT	FILL	CUT	FILL		



CROSS SECTIONS - S.R. 142 RAMP B
STA. 794+00.00 TO STA. 795+00.00

MAD-70-8.62

327
470

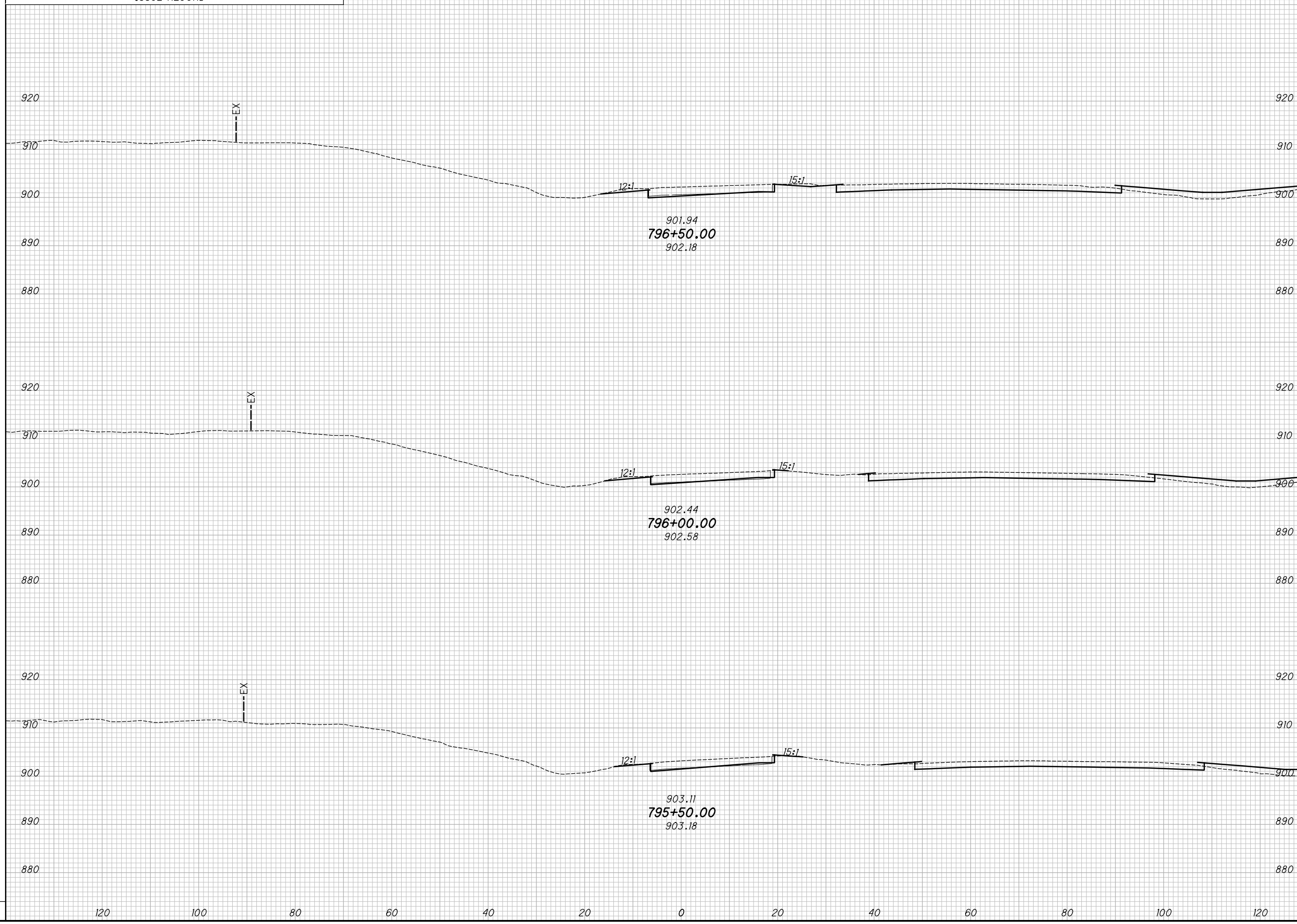
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS321.dgn XS_SHEET_temporary_model_name_6 11/23/2020 2:25:36 PM kmihalcea

SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP B
STA. 795+50.00 TO STA. 796+50.00

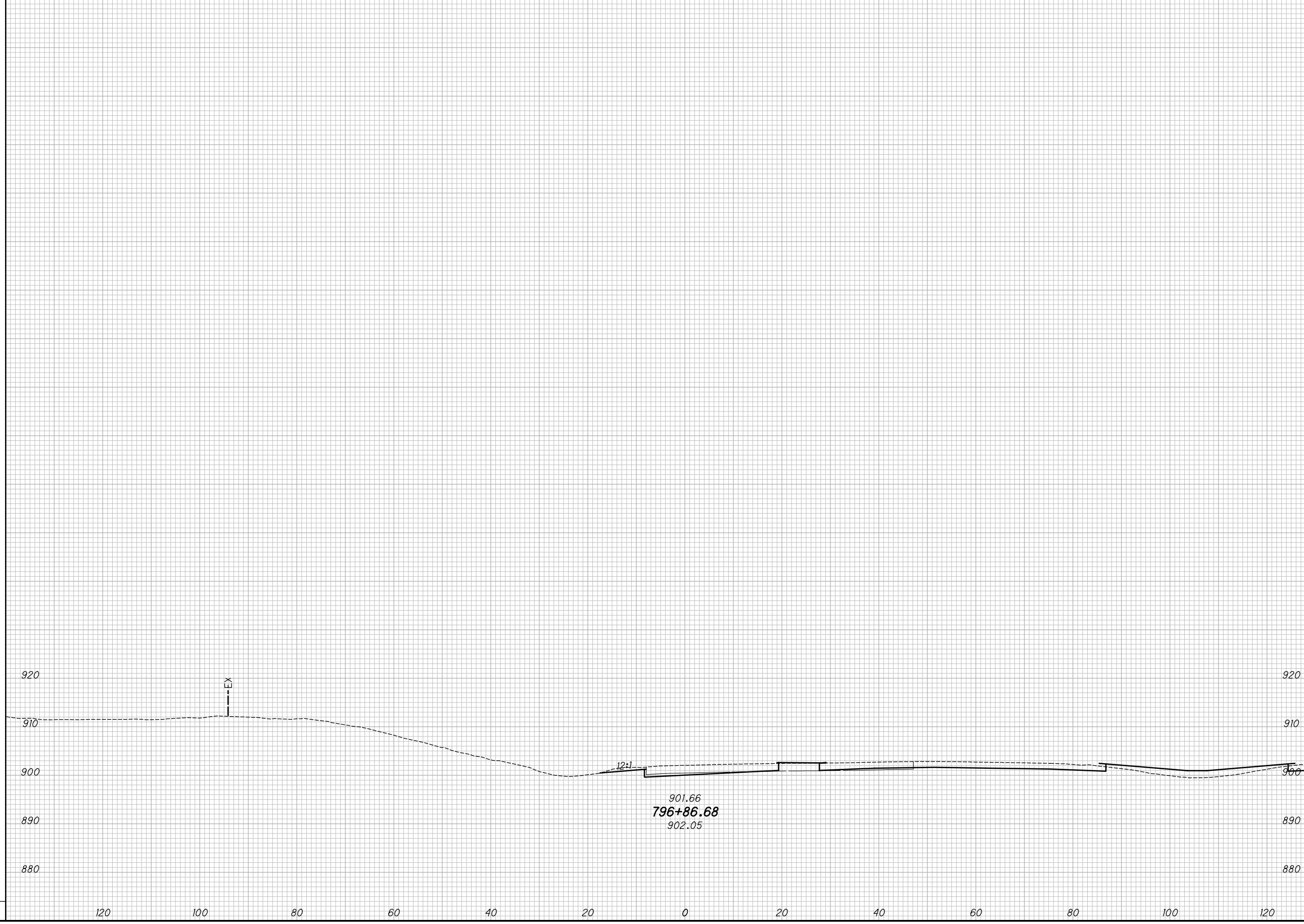
MAD-70-8.62

328
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_X5321.dgn XS_SHEET_temporary_model_name_7 11/23/2020 2:25:36 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD

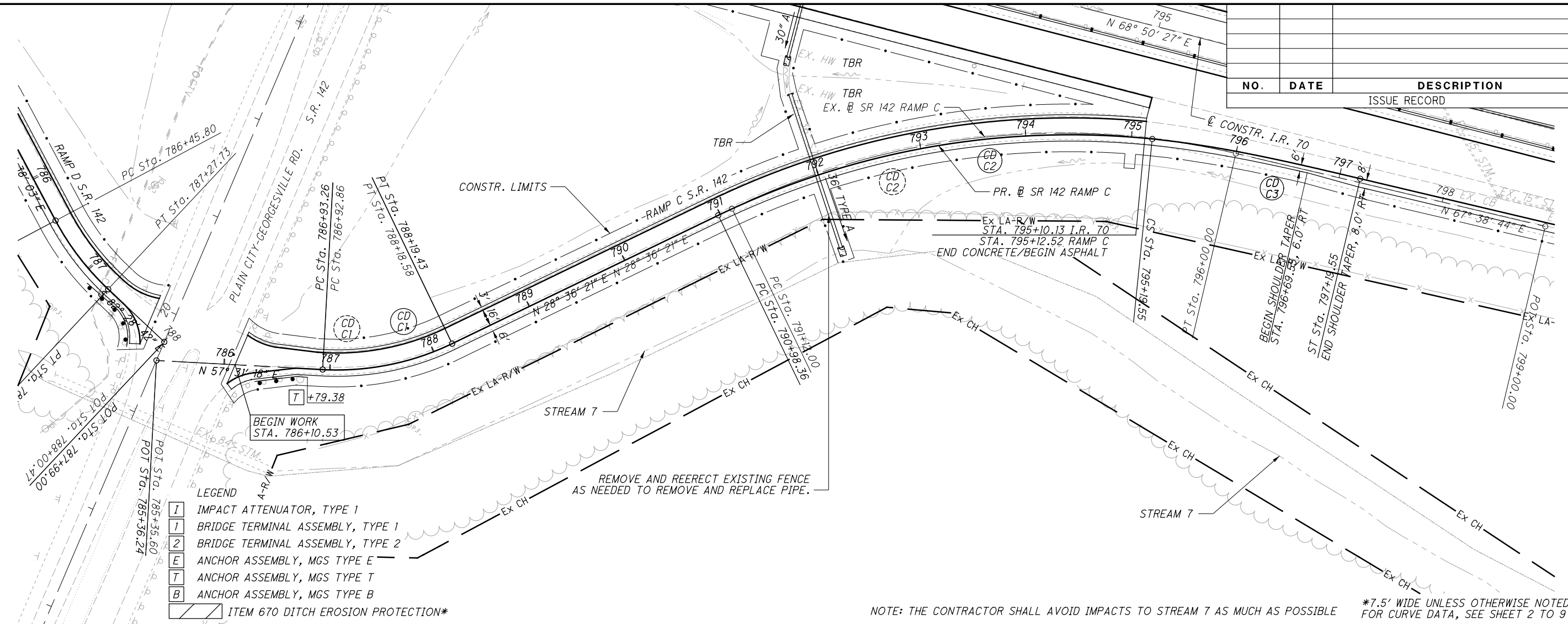


CROSS SECTIONS - S.R. 142 RAMP B
STA. 796+86.68

MAD-70-8.62

329
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_GP33.dgn Sheet 11/23/2020 2:26:02 PM kmihalcea

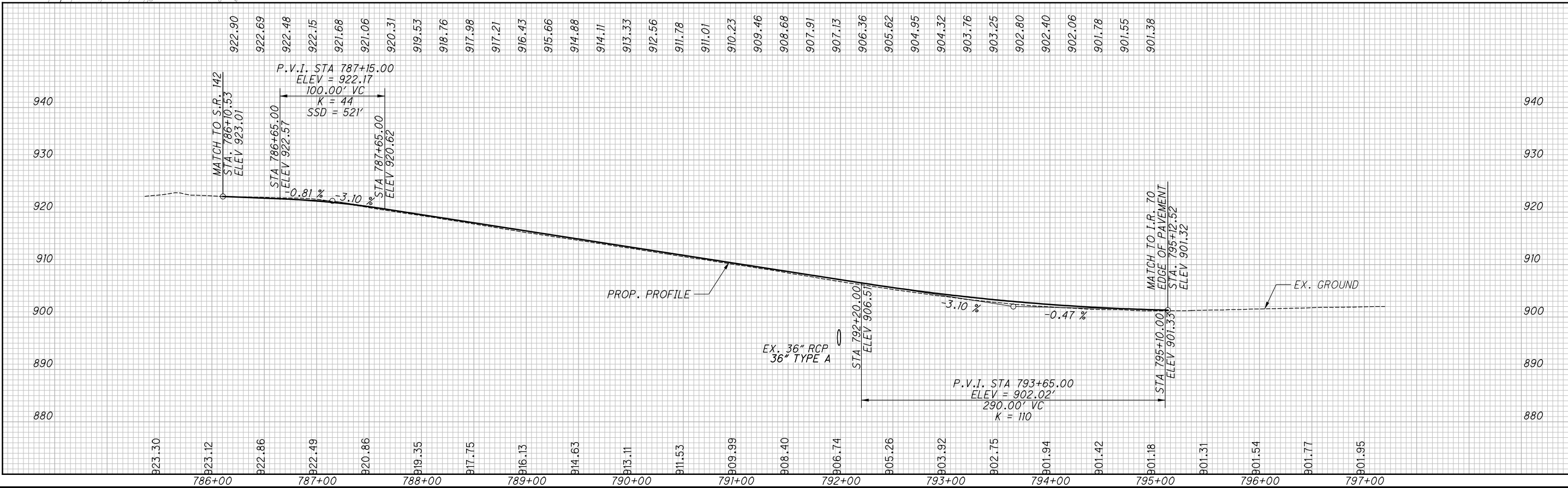


NO.	DATE	DESCRIPTION
ISSUE RECORD		



- LEGEND
- I IMPACT ATTENUATOR, TYPE 1
 - 1 BRIDGE TERMINAL ASSEMBLY, TYPE 1
 - 2 BRIDGE TERMINAL ASSEMBLY, TYPE 2
 - E ANCHOR ASSEMBLY, MGS TYPE E
 - T ANCHOR ASSEMBLY, MGS TYPE T
 - B ANCHOR ASSEMBLY, MGS TYPE B
 - ITEM 670 DITCH EROSION PROTECTION*

NOTE: THE CONTRACTOR SHALL AVOID IMPACTS TO STREAM 7 AS MUCH AS POSSIBLE *7.5' WIDE UNLESS OTHERWISE NOTED FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE - S.R. 142 RAMP C
STA. 786+10.53 TO STA. 797+19.55

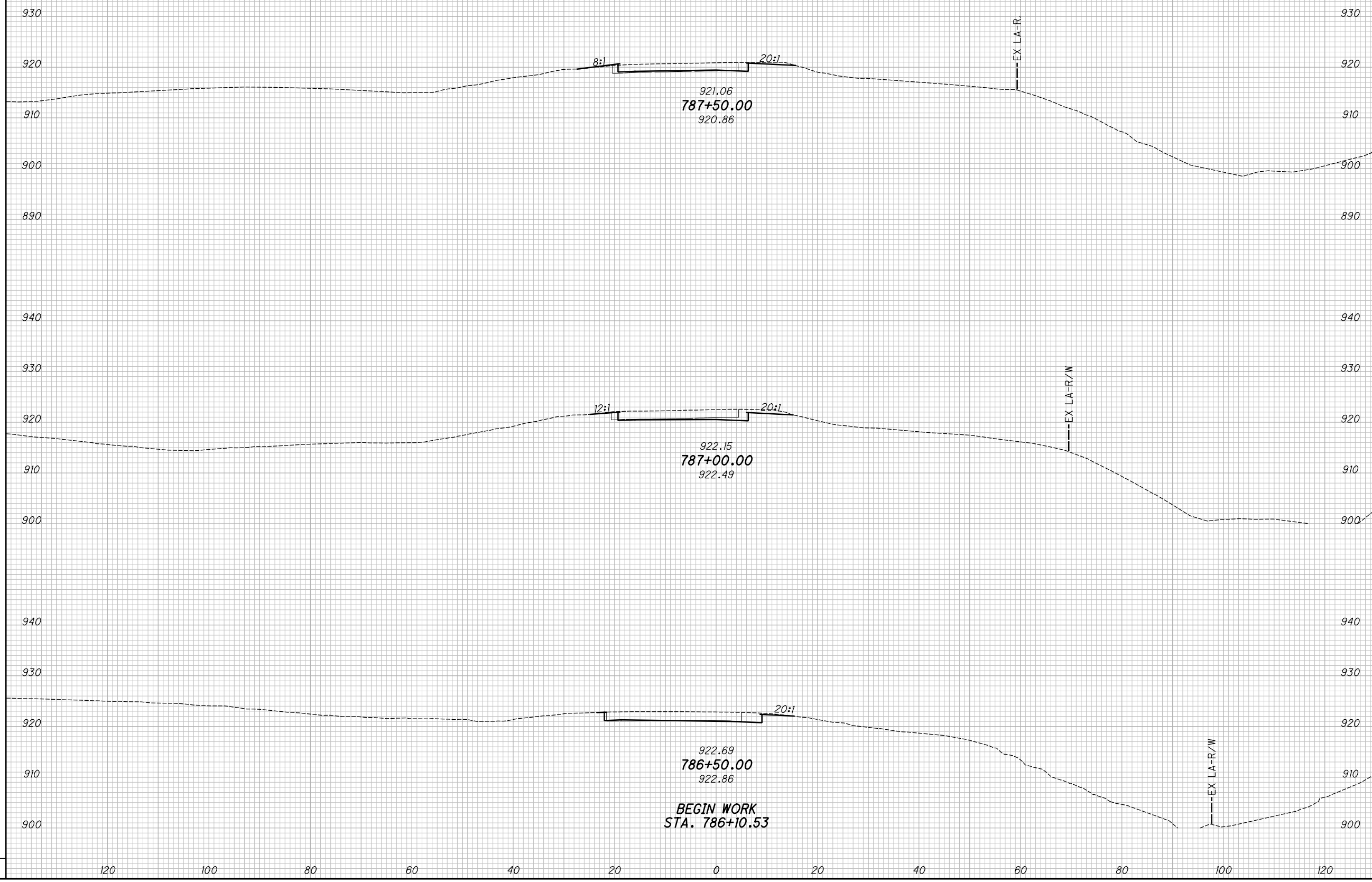
MAD-70-8.62

330
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_X5331.dgn XS_SHEET_temporary_model_name_11/23/2020 2:26:06 PM kmihalcea

SEEDING		NO.	DATE	DESCRIPTION
END WIDTH	SO. YDS.			
ISSUE RECORD				

END AREA		VOLUME		CALCULATED KRF	CHECKED BBD
CUT	FILL	CUT	FILL		



CROSS SECTIONS - S.R. 142 RAMP C
BEGIN WORK TO STA. 787+50.00

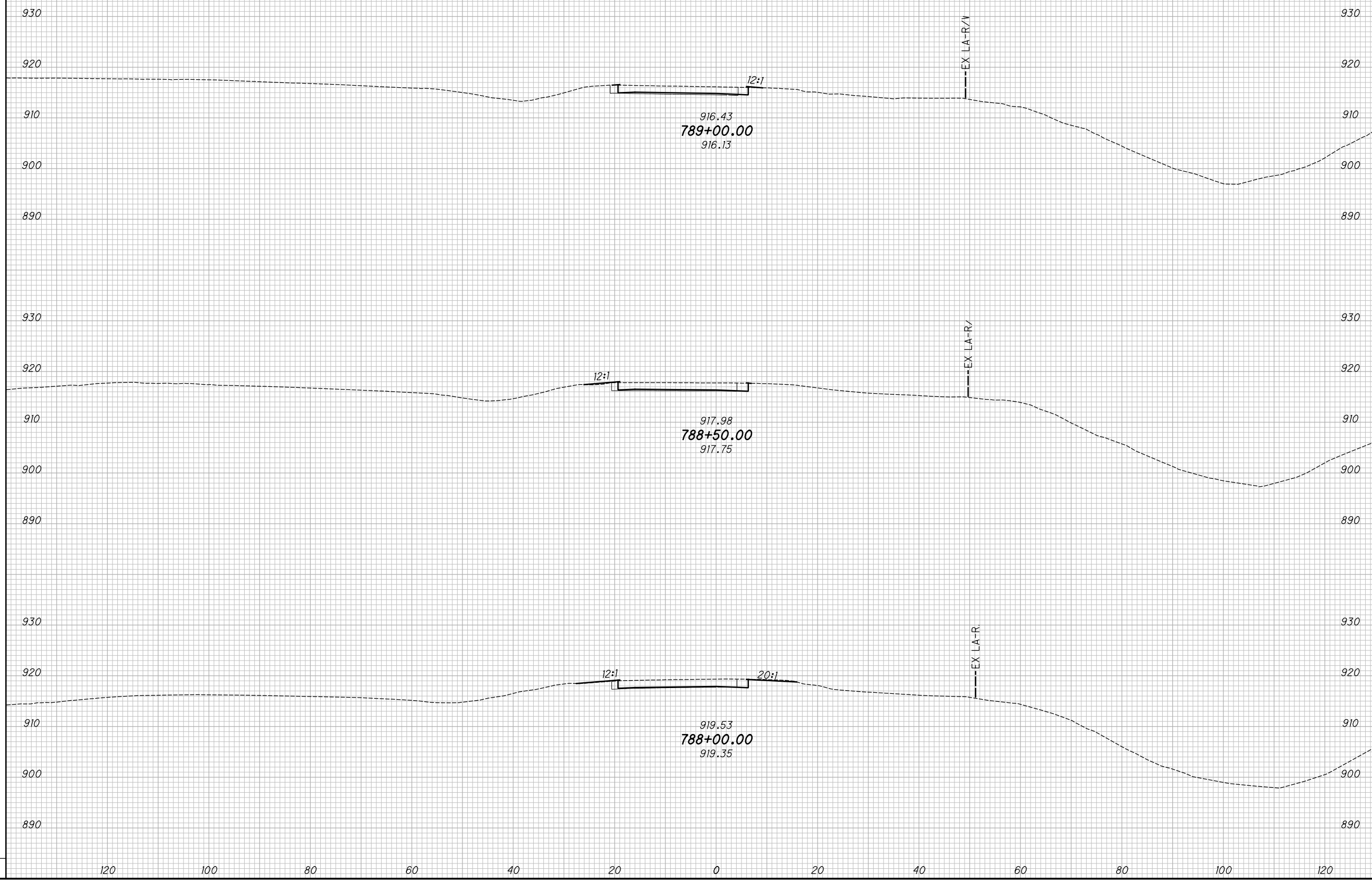
MAD-70-8.62

331
470

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SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP C
STA. 788+00.00 TO STA. 789+00.00

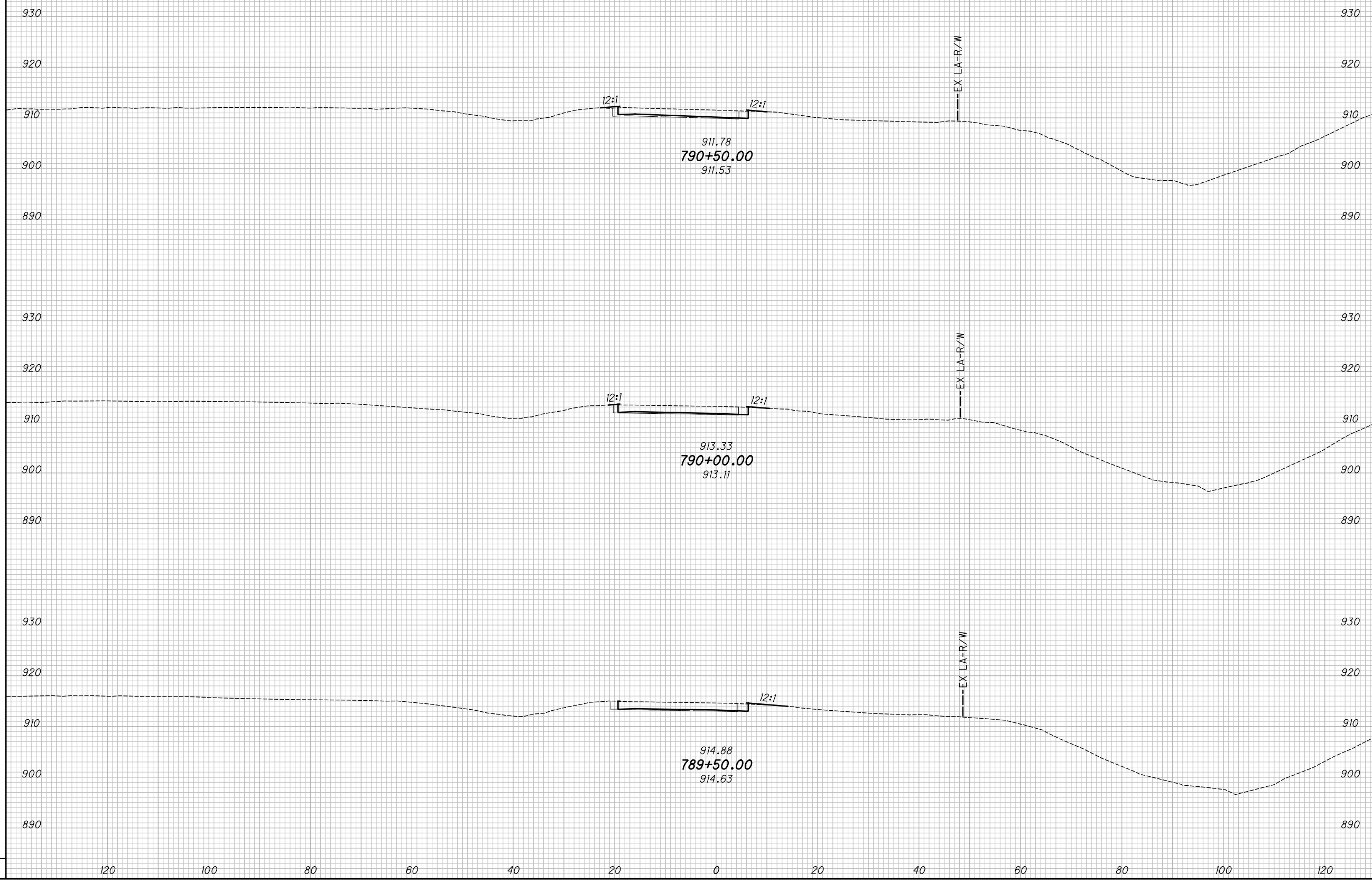
MAD-70-8.62

332
470

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SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP C
STA. 789+50.00 TO STA. 790+50.00

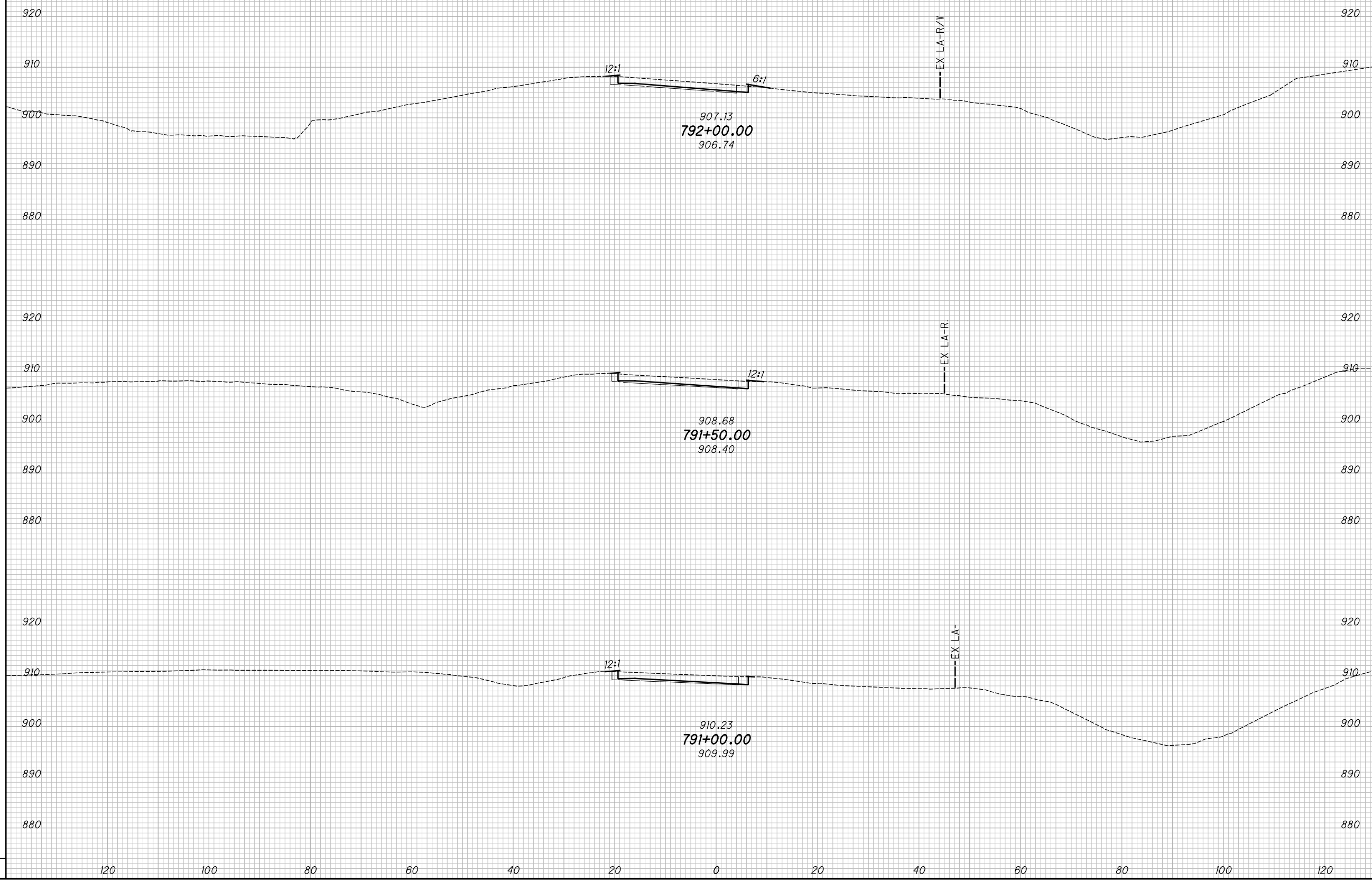
MAD-70-8.62

333
470

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SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP C
STA. 791+00.00 TO STA. 792+00.00

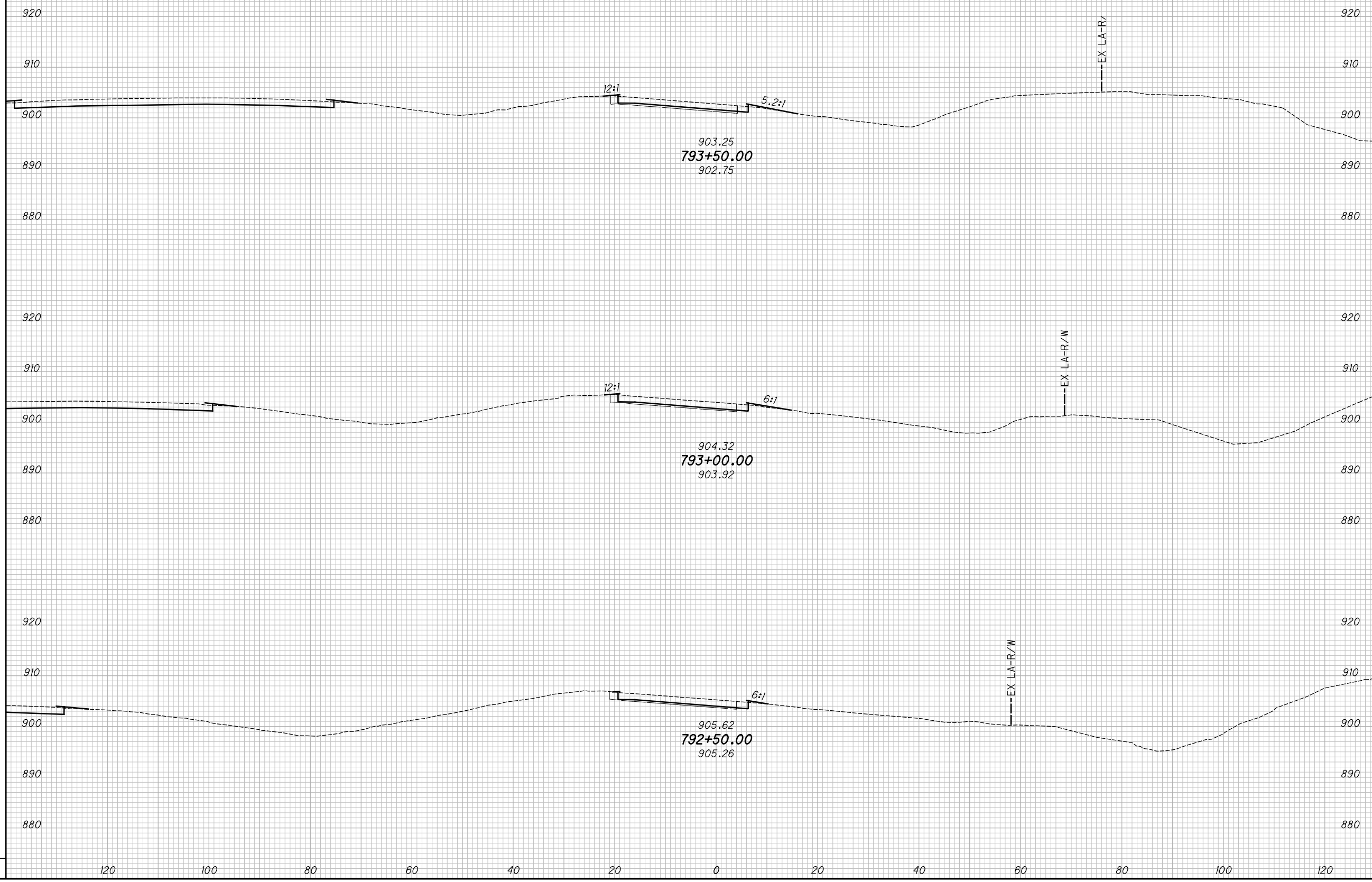
MAD-70-8.62

334
470

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SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP C
STA. 792+50.00 TO STA. 793+50.00

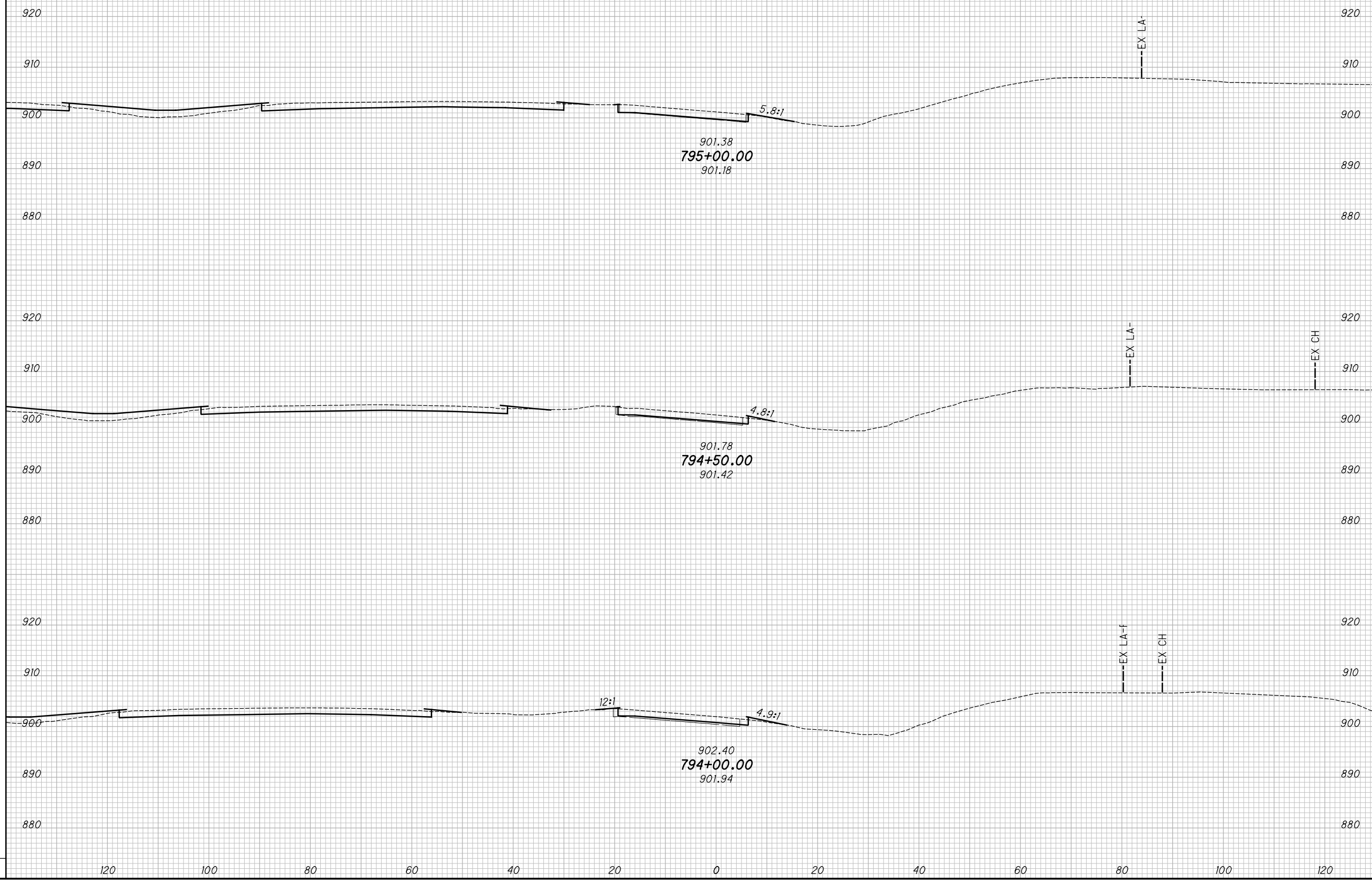
MAD-70-8.62

335
470

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SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP C
STA. 794+00.00 TO STA. 795+00.00

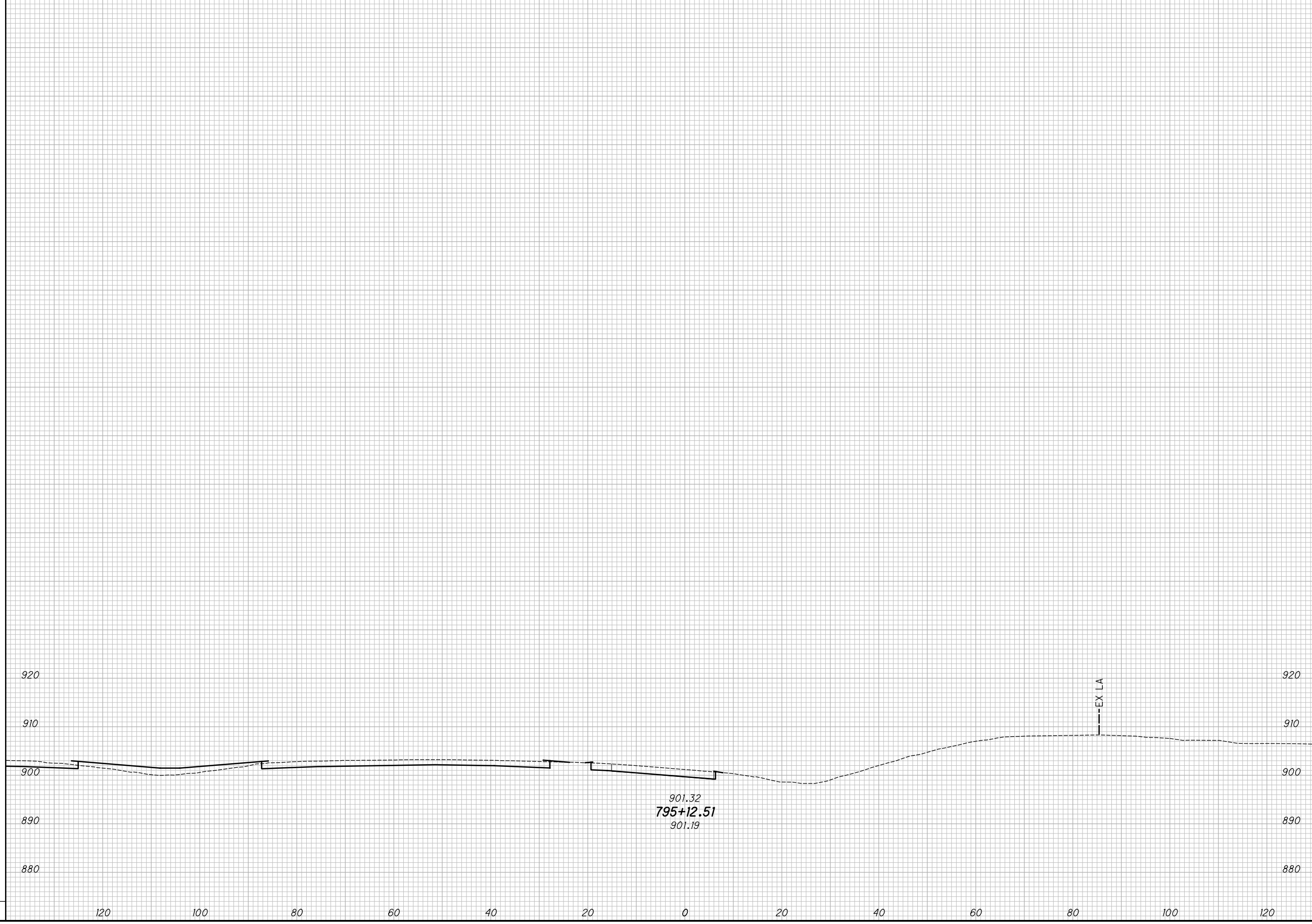
MAD-70-8.62

336
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_X5331.dgn XS_SHEET_temporary_model_name_7 11/23/2020 2:26:08 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED KRF	CHECKED BBD
CUT	FILL	CUT	FILL		



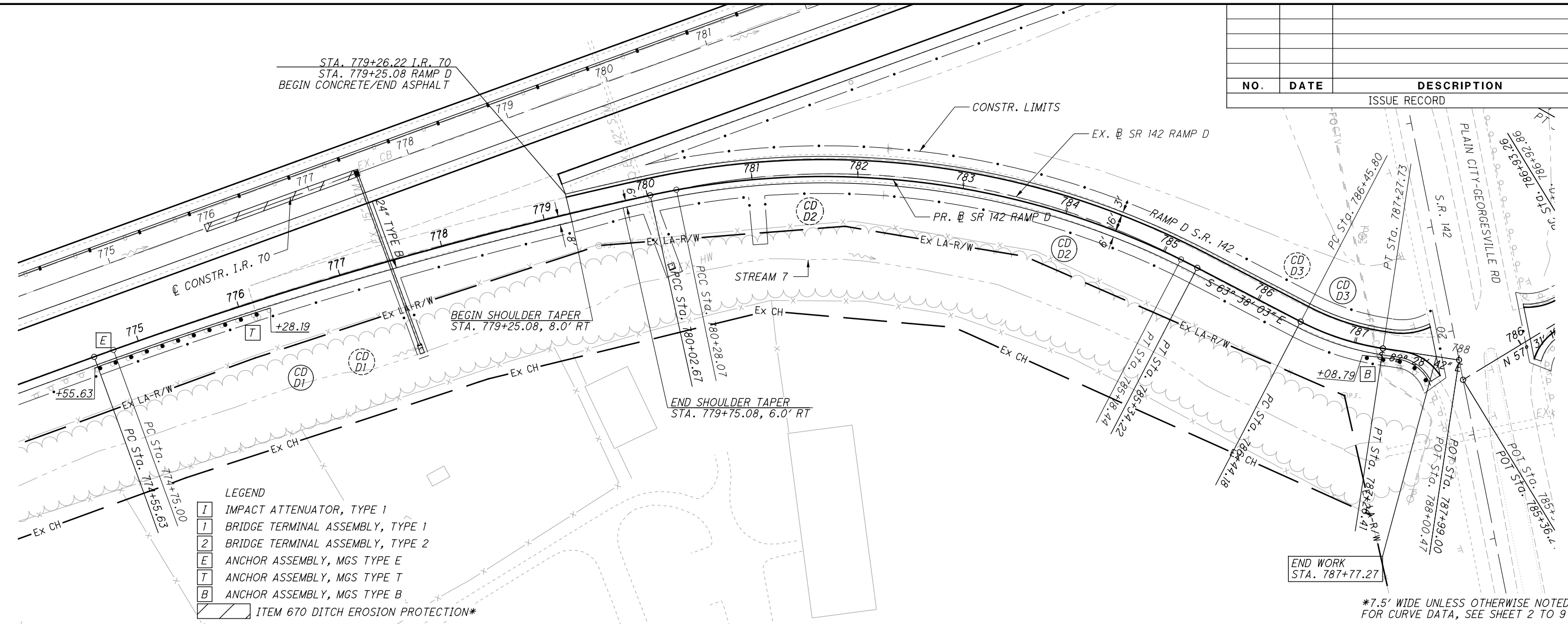
CROSS SECTIONS - S.R. 142 RAMP C
STA. 795+12.52

MAD-70-8.62

337
470

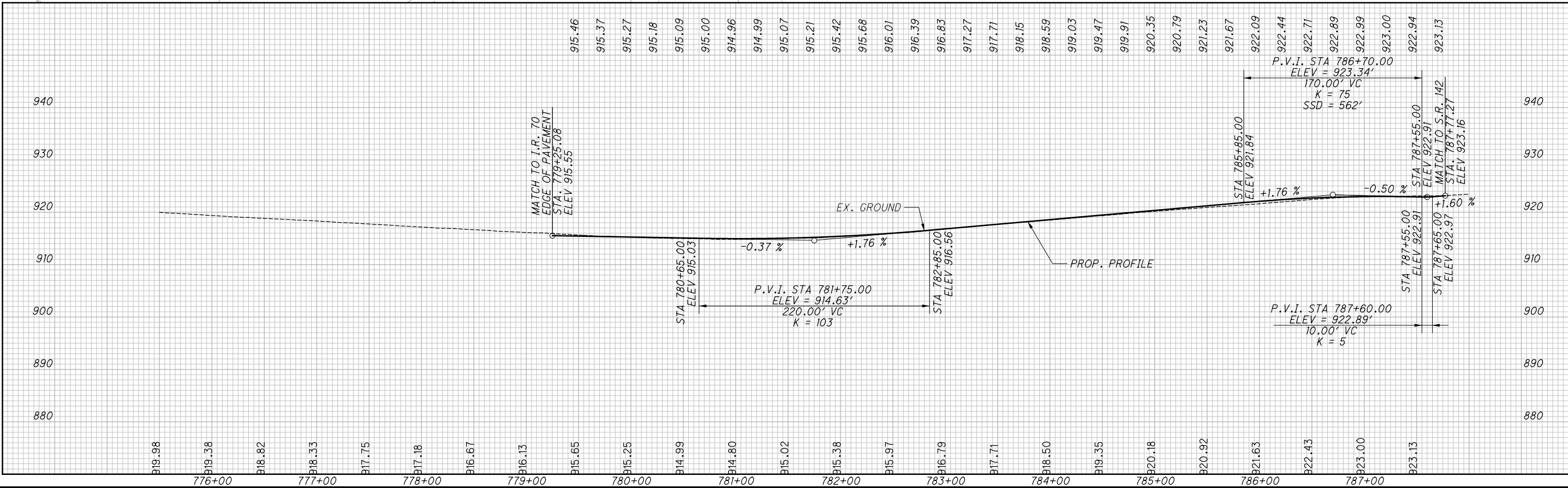
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NO.	DATE	DESCRIPTION
ISSUE RECORD		



END WORK
STA. 787+77.27

*7.5' WIDE UNLESS OTHERWISE NOTED
FOR CURVE DATA, SEE SHEET 2 TO 9



PLAN AND PROFILE - S.R. 142 RAMP D
STA. 774+55.63 TO STA. 787+77.27

MAD-70-8.62

338
470

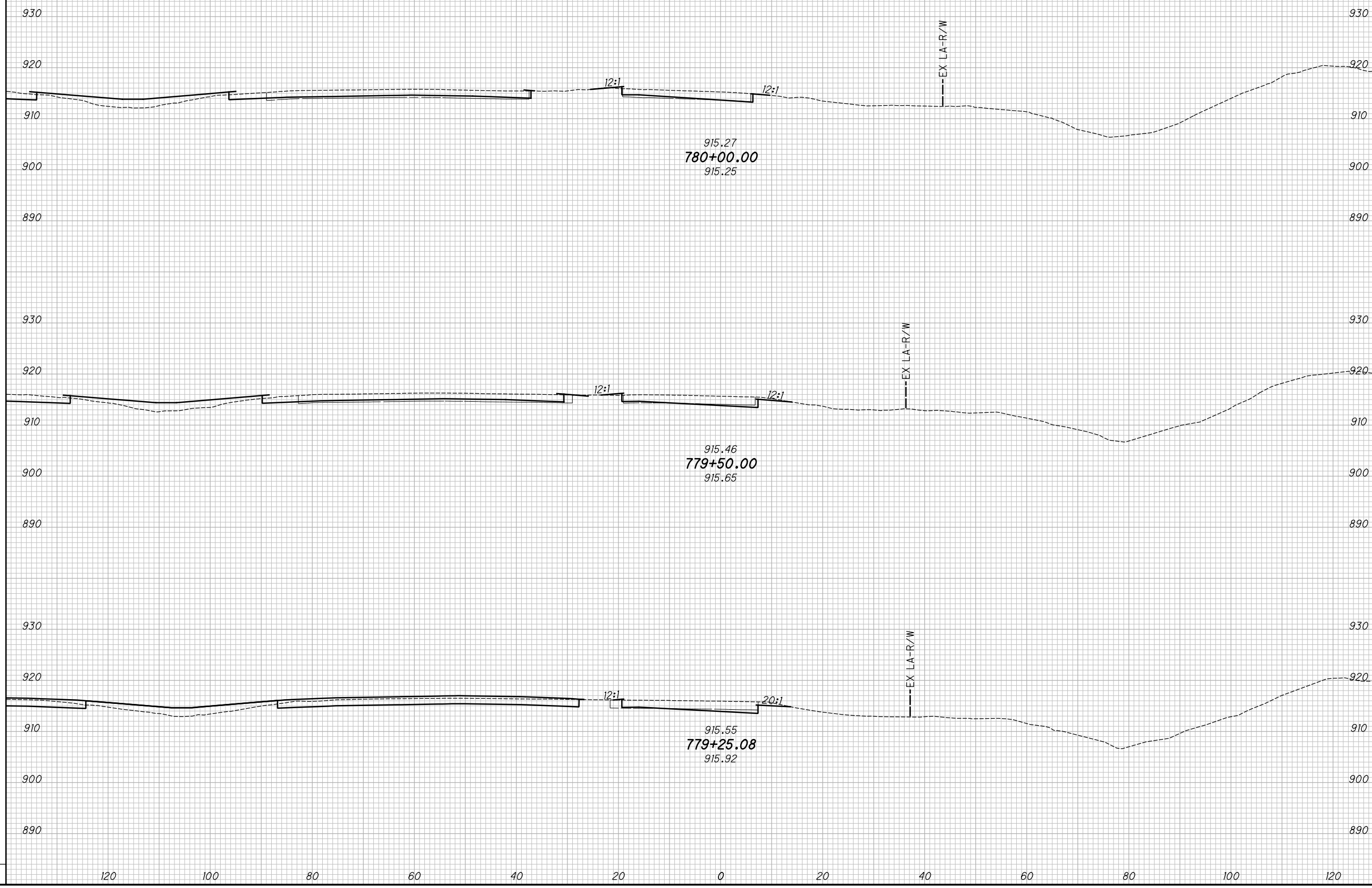
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SEEDING

END WIDTH	SO. YDS.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP D
STA. 779+25.08 TO STA. 780+00.00

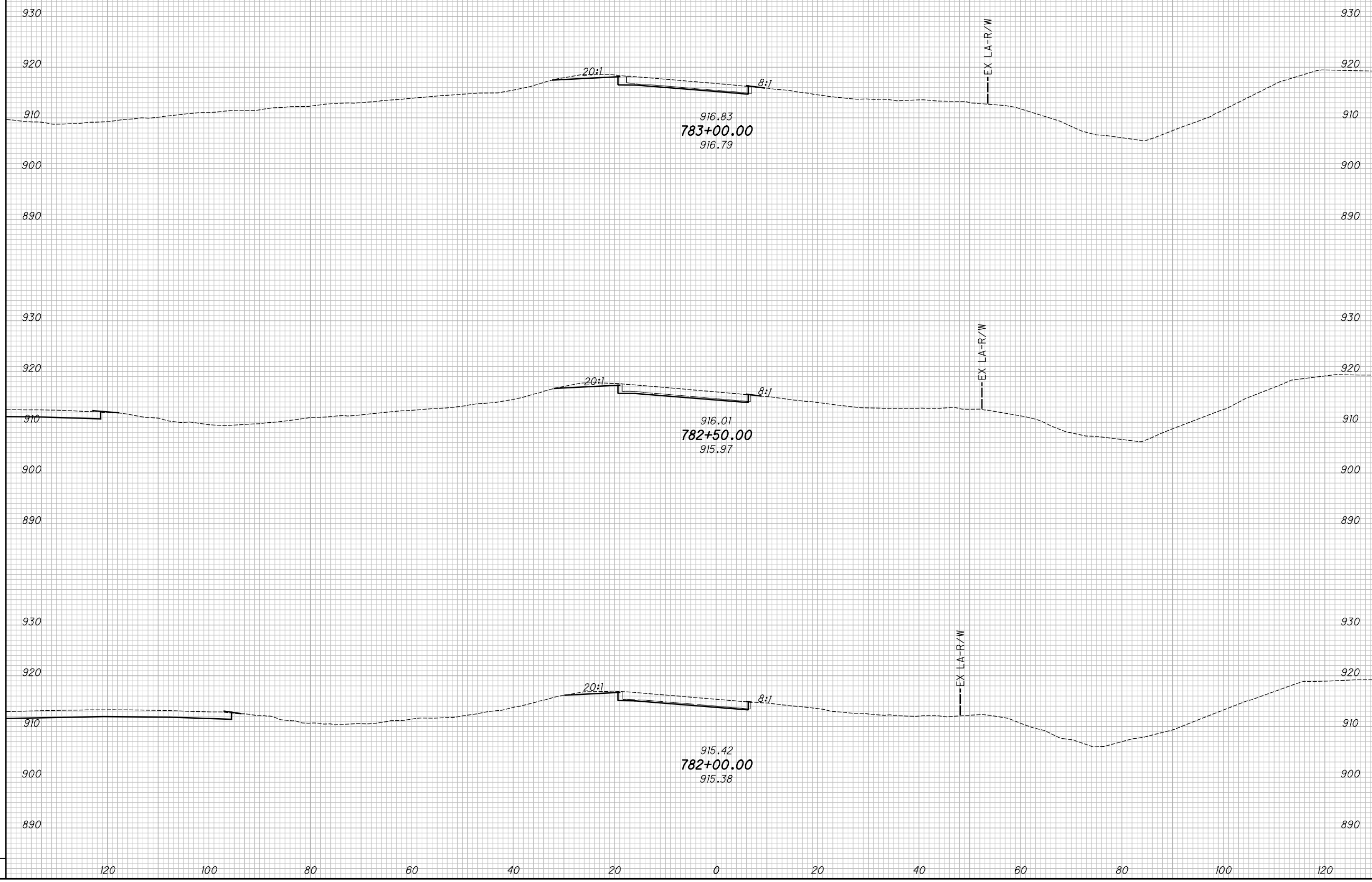
MAD-70-8.62

339
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_XS341.dgn XS_SHEET_temporary_model_name_3 11/23/2020 2:26:42 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP D
STA. 782+00.00 TO STA. 783+00.00

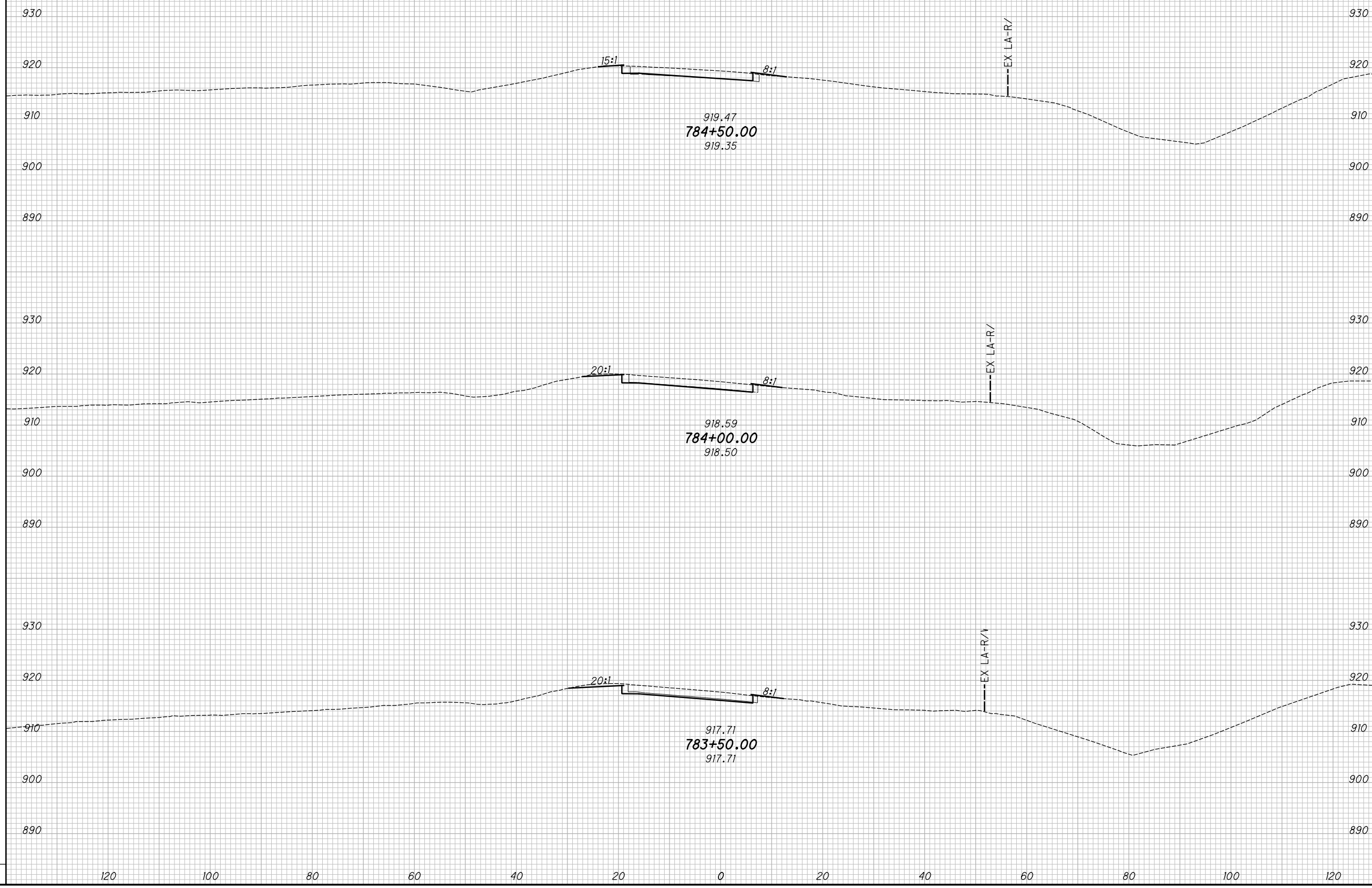
MAD-70-8.62

341
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_X5341.dgn XS_SHEET_temporary_model_name_4 11/23/2020 2:26:42 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP D
STA. 783+50.00 TO STA. 784+50.00

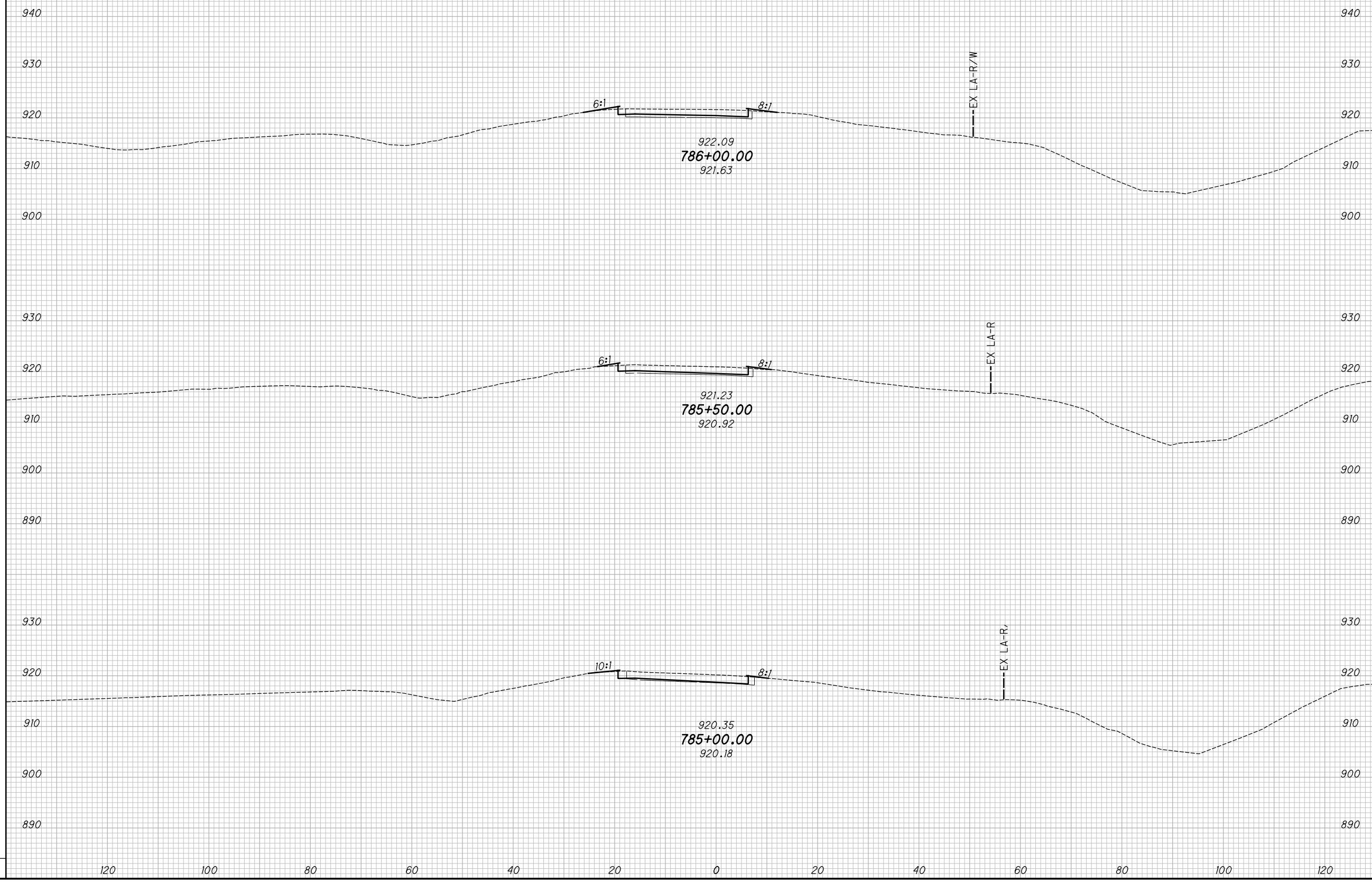
MAD-70-8.62

342
470

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_X5341.dgn XS_SHEET_temporary_model_name_5 11/23/2020 2:26:42 PM kmihalcea

SEEDING				
END WIDTH	SO. YDS.			
NO.	DATE	DESCRIPTION		
ISSUE RECORD				

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	KRF	BBD



CROSS SECTIONS - S.R. 142 RAMP D
STA. 785+00.00 TO STA. 786+00.00
MAD-70-8.62
 343
 470

SUPERELEVATION TABLE - U.S. 42 RAMP B

P.I. STA. 464+05.34

6°00'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
SEE INTERSECTION DETAILS												
					461+50.00	1011.86	21	0.016	0.38		1012.24	
					461+51.48	1011.83	24	0.016	0.38		1012.21	N.C.
					461+75.00	1011.46	24	0.022	0.53		1011.99	
					462+00.00	1011.06	24	0.029	0.69		1011.75	
					462+21.15	1010.72	24	0.034	0.82		1011.54	P.C.
					462+25.00	1010.66	24	0.035	0.84		1011.50	
					462+50.00	1010.24	24	0.041	1.00		1011.24	
					462+75.00	1009.78	24	0.048	1.15		1010.93	
					462+86.96	1009.55	24	0.051	1.23		1010.78	F.S.
FULL SUPERELEVATION												
					465+19.25	1003.23	24	0.051	1.22		1004.45	F.S.
					465+25.00	1003.07	24	0.050	1.19		1004.26	
					465+50.00	1002.40	24	0.043	1.03		1003.43	
					465+75.00	1001.77	24	0.037	0.88		1002.65	
					465+85.06	1001.52	24	0.034	0.82		1002.34	P.T.
					466+00.00	1001.17	24	0.030	0.72		1001.89	
					466+25.00	1000.62	24	0.024	0.57		1001.19	
					466+50.00	1000.10	24	0.017	0.41		1000.51	
					466+54.73	1000.01	24	0.016	0.38		1000.39	N.C.
NORMAL CROWN												

P.I. STA. 472+24.02

1°24'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
NORMAL CROWN												
					468+19.21	997.58	24	0.016	0.38		997.96	N.C.
					468+25.00	997.52	24	0.017	0.41		997.93	
					468+50.00	997.31	24	0.021	0.51		997.82	
					468+75.00	997.13	24	0.025	0.61		997.74	
					469+00.00	996.98	24	0.029	0.71		997.69	
					469+25.00	996.88	21	0.034	0.71		997.59	
					469+27.21	996.87	21	0.034	0.71		997.58	P.C.
					469+50.00	996.81	17	0.038	0.64		997.45	
					469+75.00	996.78	16	0.042	0.67		997.45	
					470+00.00	996.79	16	0.046	0.74		997.53	
					470+25.00	996.84	16	0.050	0.80		997.64	
					470+29.21	996.85	16	0.051	0.82		997.67	F.S.
					470+50.34	996.92	16	0.051	0.82		997.74	F.S.
MATCH INTERCHANGE DETAILS												

SUPERELEVATION TABLE - U.S. 42 RAMP C

P.I. STA. 448+69.42

6°00'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1005.07	16:1	0.97	0.061	16	449+01.82	1004.1						F.S.
FOR SUPERELEVATION TRANSITIONS SEE INTERSECTION DETAILS												
1007.65	16:1	0.26	0.016	16	450+67.21	1007.39						N.C.
NORMAL CROWN												
					P.I. STA. 462+55.75							
NORMAL CROWN												
1000.27		0.26	0.016	16	459+41.35	1000.01						N.C.
1000.14		0.30	0.019	16	459+50.00	999.84						
999.76		0.42	0.027	16	459+75.00	999.34						
999.39		0.55	0.034	16	460+00.00	998.84						
999.18		0.62	0.039	16	460+13.88	998.56						P.C.
999.01		0.67	0.042	16	460+25.00	998.34						
998.66		0.80	0.050	16	460+50.00	997.86						
998.35		0.92	0.058	16	460+75.00	997.43						
998.35		0.93	0.058	16	460+75.75	997.42						F.S.
FULL SUPERELEVATION												
996.36	200:1	0.93	0.058	16	464+40.40	995.43						F.S.
SEE TERMINAL DETAILS												

SUPERELEVATION TABLE - S.R. 29 RAMP A

P.I. STA. 529+09.25

4°00'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
SEE TERMINAL DETAILS												
					529+53.32	977.22	16	0.063	1.01		978.23	F.S.
					529+75.00	976.98	16	0.063	1.01		977.99	F.S.
					529+78.57	976.94	16	0.063	1.01		977.95	F.S.
					530+00.00	976.71	16	0.056	0.90		977.61	
					530+25.00	976.44	16	0.048	0.78		977.22	
					530+28.70	976.41	16	0.047	0.76		977.17	P.T.
					530+50.00	976.25	16	0.041	0.65		976.90	
					530+75.00	976.12	16	0.033	0.53		976.65	
					531+00.00	976.06	16	0.025	0.40		976.46	
					531+25.00	976.07	16	0.017	0.28		976.35	
					531+28.97	976.08	16	0.016	0.26		976.34	N.C.
NORMAL CROWN												

CALCULATED KRF CHECKED BBD
 SUPERELEVATION TABLE
 U.S. 42 RAMP B, U.S. 42 RAMP C AND S.R. 29 RAMP A
 MAD-70-8.62
 345
 470

SUPERELEVATION TABLE - S.R. 142 RAMP A

P.I. STA. 781+99.84

7°30'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS	
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION		
FULL SUPERELEVATION													
					783+67.95	916.23	16	0.080	1.28	200:1	917.51	F.S.	
					783+75.00	916.33	16	0.078	1.24		917.57		
					784+00.00	916.70	16	0.070	1.12		917.82		
					784+25.00	917.07	16	0.062	0.99		918.06		
					784+50.00	917.44	16	0.054	0.87		918.31		
					784+53.28	917.49	16	0.053	0.85		918.34	P.T.	
					784+75.00	917.81	16	0.047	0.74		918.55		
					785+00.00	918.18	16	0.039	0.62		918.80		
					785+25.00	918.55	16	0.031	0.49		919.04		
					785+50.00	918.92	16	0.023	0.37		919.29		
					785+72.75	919.26	16	0.016	0.26		919.52	N.C.	
NORMAL CROWN													

P.I. STA. 787+82.47

22°02'25"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS	
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION		
NORMAL CROWN													
					786+60.07	920.48	16	0.016	0.26	135:1	920.74	N.C.	
					786+75.00	920.68	16	0.009	0.15		920.83		
					786+94.63	920.93	16	0.000	0.00		920.93	FLAT	
					787+00.00	921.00	16	-0.002	-0.04		920.96		
					787+17.70	921.22	16	-0.011	-0.17		921.05	P.C.	
					787+25.00	921.30	16	-0.014	-0.22		921.08		
					787+29.19	921.35	16	-0.016	-0.26		921.09	R.C.	
					787+50.00	921.60	16	-0.016	-0.26		921.34		
					787+75.00	921.88	16	-0.016	-0.26		921.62		
					788+00.00	922.15	16	-0.016	-0.26		921.89		
SEE INTERSECTION DETAILS													

SUPERELEVATION TABLE - S.R. 142 RAMP B

P.I. STA. 789+09.41

22°55'06"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
SEE INTERSECTION DETAILS												
					789+00.00	920.89	16	-0.016	-0.26	135:1	920.63	
					789+19.34	920.54	16	-0.016	-0.26		920.28	R.C.
					789+25.00	920.44	16	-0.013	-0.21		920.23	
					789+50.00	919.92	16	-0.002	-0.03		919.89	FLAT
					789+53.90	919.84	16	0.000	0.00		919.84	
					789+75.00	919.36	16	0.010	0.16		919.52	
					789+88.46	919.03	16	0.016	0.26		919.29	N.C.
MATCH TO CURVE BELOW												

P.I. STA. 793+49.62
P.I. STA. 798+80.75

7°30'00"
1°24'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
MATCH TO CURVE ABOVE												
					789+88.46	919.03	16	0.016	0.26	200:1	919.29	N.C.
					790+00.00	918.74	16	0.020	0.31		919.05	
					790+25.00	918.07	16	0.027	0.44		918.51	
					790+50.00	917.35	16	0.035	0.56		917.91	
					790+65.26	916.88	16	0.040	0.64		917.52	P.C.
					790+75.00	916.57	16	0.043	0.69		917.26	
					791+00.00	915.75	16	0.051	0.81		916.56	
					791+25.00	914.92	16	0.059	0.94		915.86	
					791+50.00	914.10	16	0.066	1.06		915.16	
					791+75.00	913.27	16	0.074	1.19		914.46	
					791+93.26	912.67	16	0.080	1.28		913.95	F.S.
FULL SUPERELEVATION												
					795+51.70	903.33	16	0.080	1.28	250:1	904.61	F.S.
					795+75.00	902.75	16	0.074	1.19		903.94	
					796+00.00	902.44	16	0.068	1.09		903.53	
					796+09.70	902.33	16	0.066	1.05		903.38	P.C.C.
					796+25.00	902.17	16	0.062	0.99		903.16	
					796+50.00	901.94	16	0.055	0.89		902.83	
					796+67.70	901.80	16	0.051	0.82		902.62	F.S.
					796+75.00	901.75	16	0.051	0.82		902.57	
					796+86.68	901.66	16	0.051	0.82	902.48		
SEE TERMINAL DETAILS												

CALCULATED KRF
 CHECKED BBD
SUPERELEVATION TABLE
S.R. 142 RAMP A AND S.R. 142 RAMP B
MAD-70-8.62
 346
 470

NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \mathcal{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9

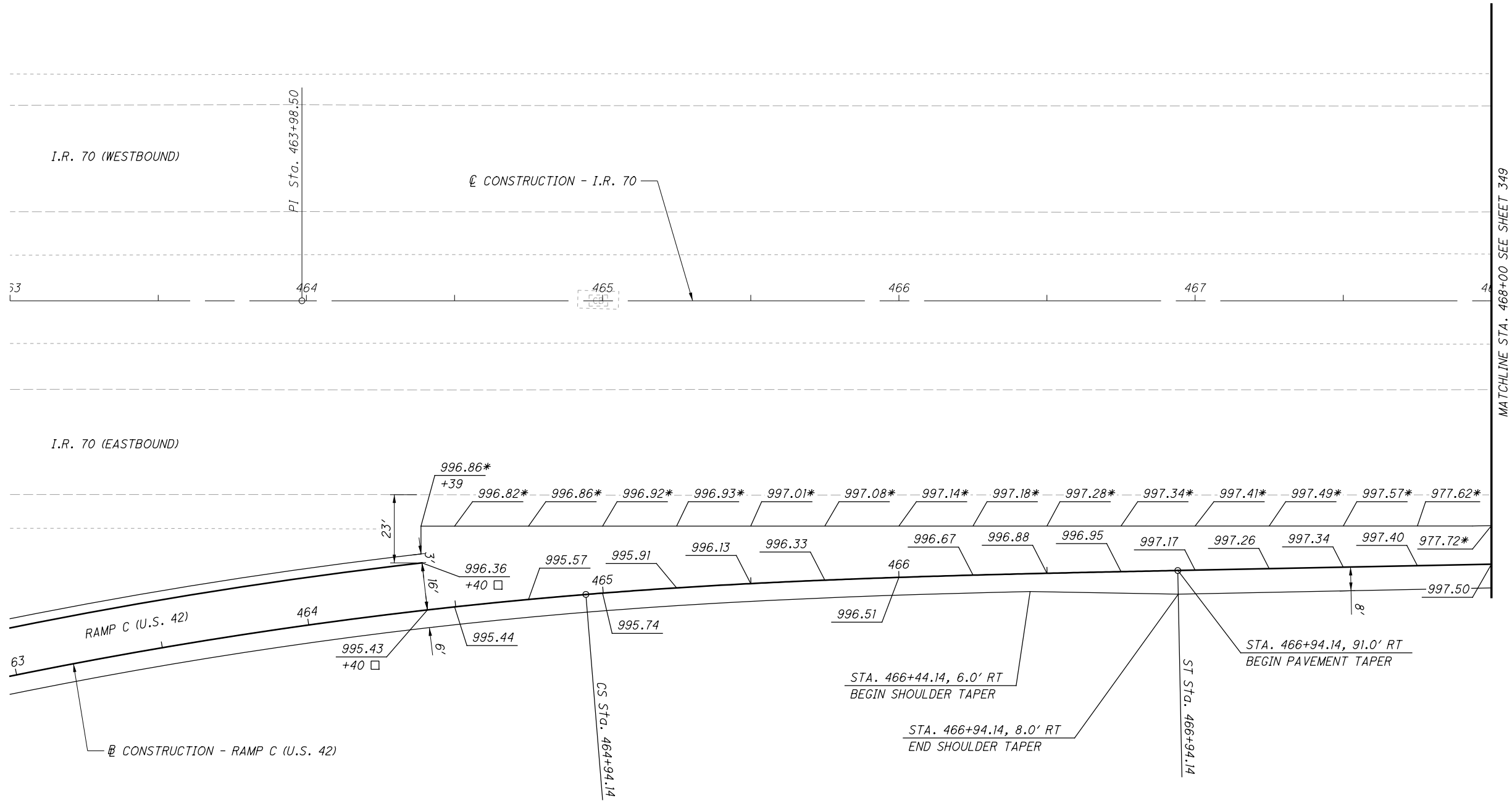


CALCULATED
MLL
CHECKED
MJC

TERMINAL DETAIL - I.R. 70
STA. 463+00 TO STA. 468+00

MAD-70-8.62

348
470



- * EXISTING ELEVATION
- INDICATES RAMP STATIONING

NO.	DATE	DESCRIPTION

ISSUE RECORD

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G1001.dgn Sheet 11/23/2020 2:27:05 PM kmhnlceca



0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
MJC
CHECKED
MJC

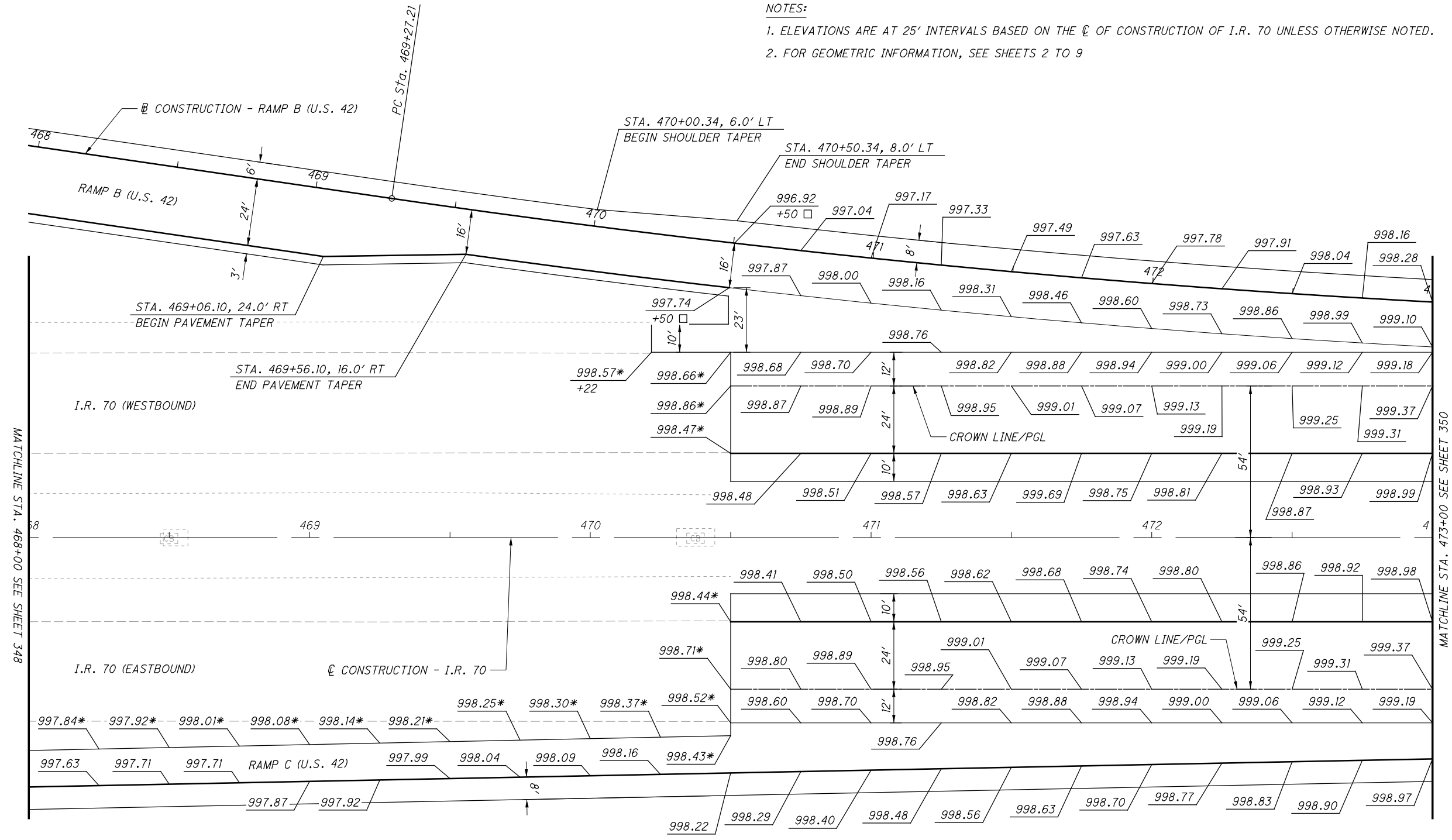
TERMINAL DETAIL - I.R. 70
STA. 468+00 TO STA. 473+00

MAD-70-8.62

349
470

NOTES:

- ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \bar{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



- * EXISTING ELEVATION
- INDICATES RAMP STATIONING

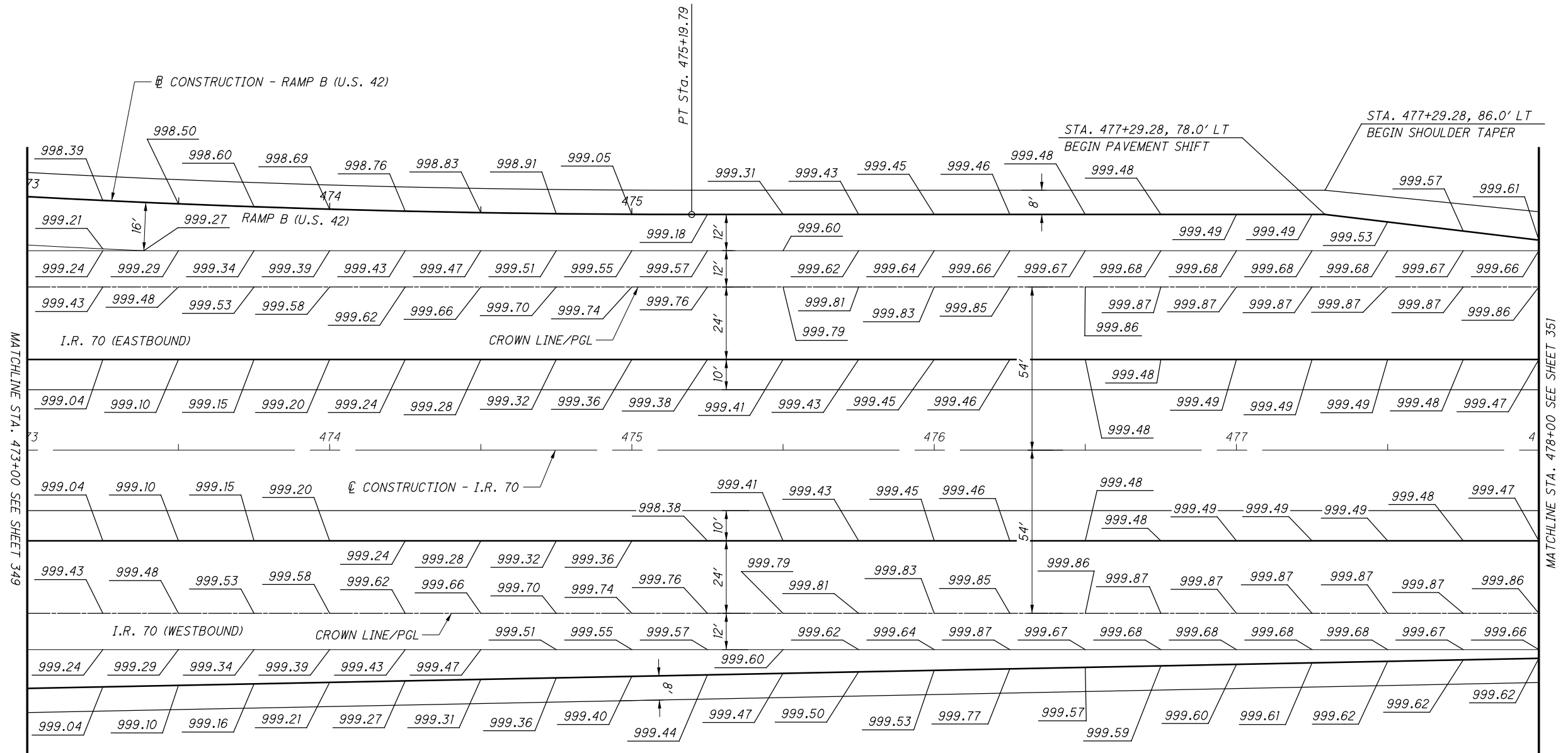
NO.	DATE	DESCRIPTION

ISSUE RECORD

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G1002.dgn Sheet 11/23/2020 2:21:08 PM kmhnlceca

NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE CL OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED
MILL
CHECKED
MJC

0 20 40
HORIZONTAL
SCALE IN FEET

TERMINAL DETAIL - I.R. 70
STA. 473+00 TO STA. 478+00

MAD-70-8.62

350
470

NO.	DATE	DESCRIPTION

ISSUE RECORD

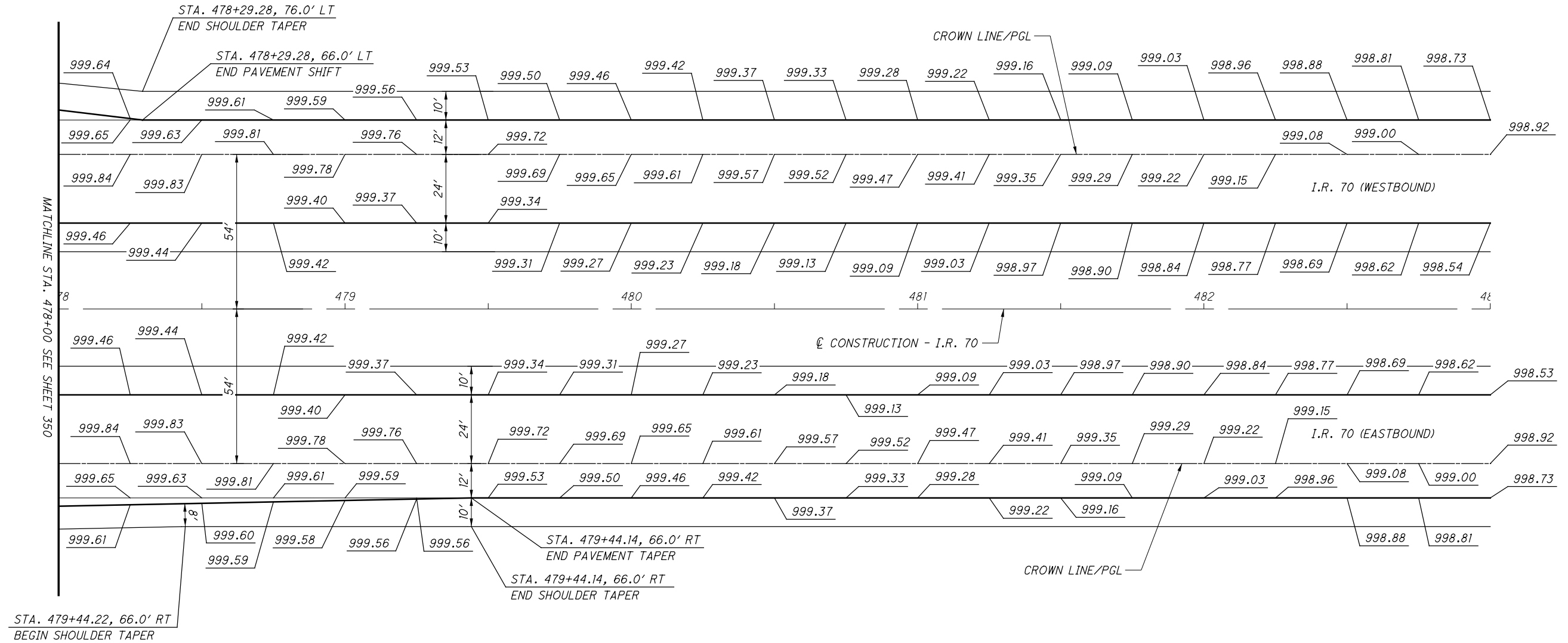
NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \mathcal{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



0 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
MJC
CHECKED
MJC



MATCHLINE STA. 478+00 SEE SHEET 350

TERMINAL DETAIL - I.R. 70
STA. 478+00 TO STA. 483+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

351
470

ISSUE RECORD

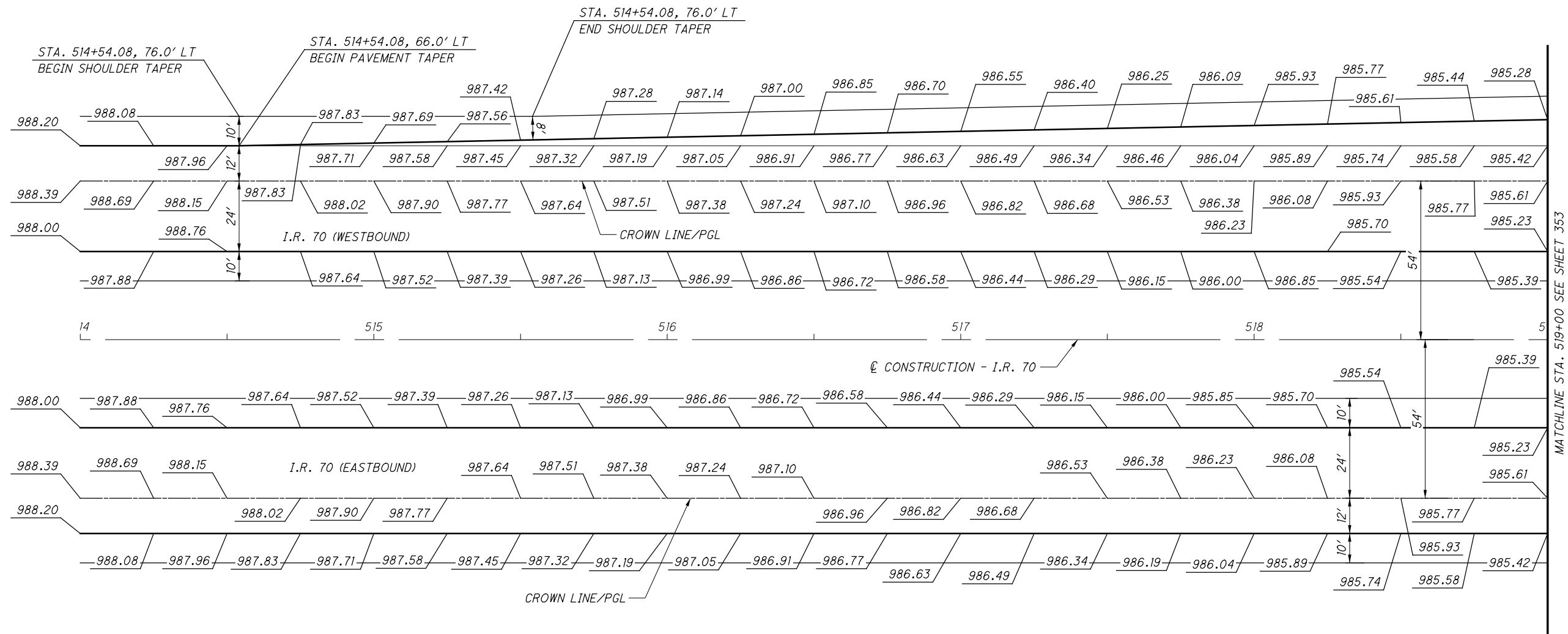
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G1004.dgn Sheet 11/23/2020 2:27:11PM kmh/ace

NOTES:

- ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \bar{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED
MLL
CHECKED
MJC



P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G1005.dgn Sheet 11/23/2020 2:21:13 PM kmhnlceca

TERMINAL DETAIL - I.R. 70
STA. 514+00 TO STA. 519+00

MAD-70-8.62

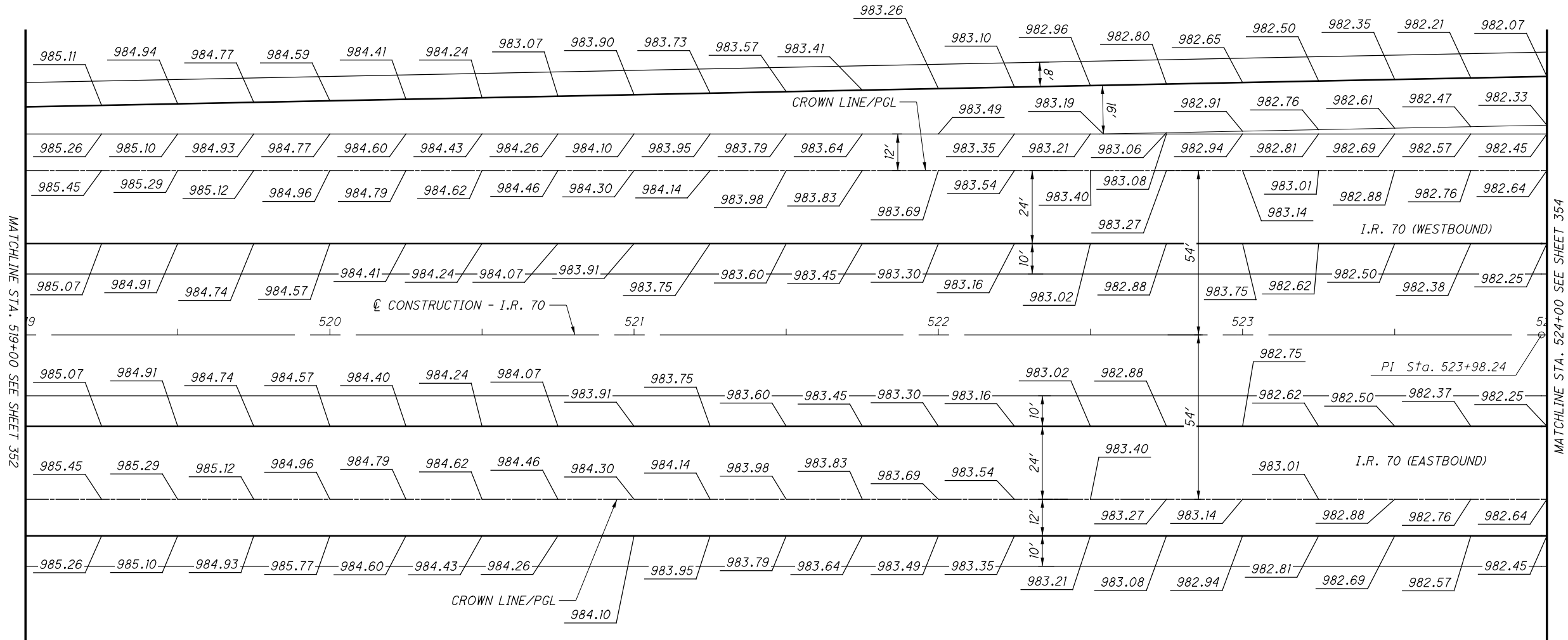
NO.	DATE	DESCRIPTION

NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \varnothing OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED
M.L.L.
CHECKED
M.J.C.



MATCHLINE STA. 519+00 SEE SHEET 352

MATCHLINE STA. 524+00 SEE SHEET 354

**TERMINAL DETAIL - I.R. 70
STA. 519+00 TO STA. 524+00**

MAD-70-8.62

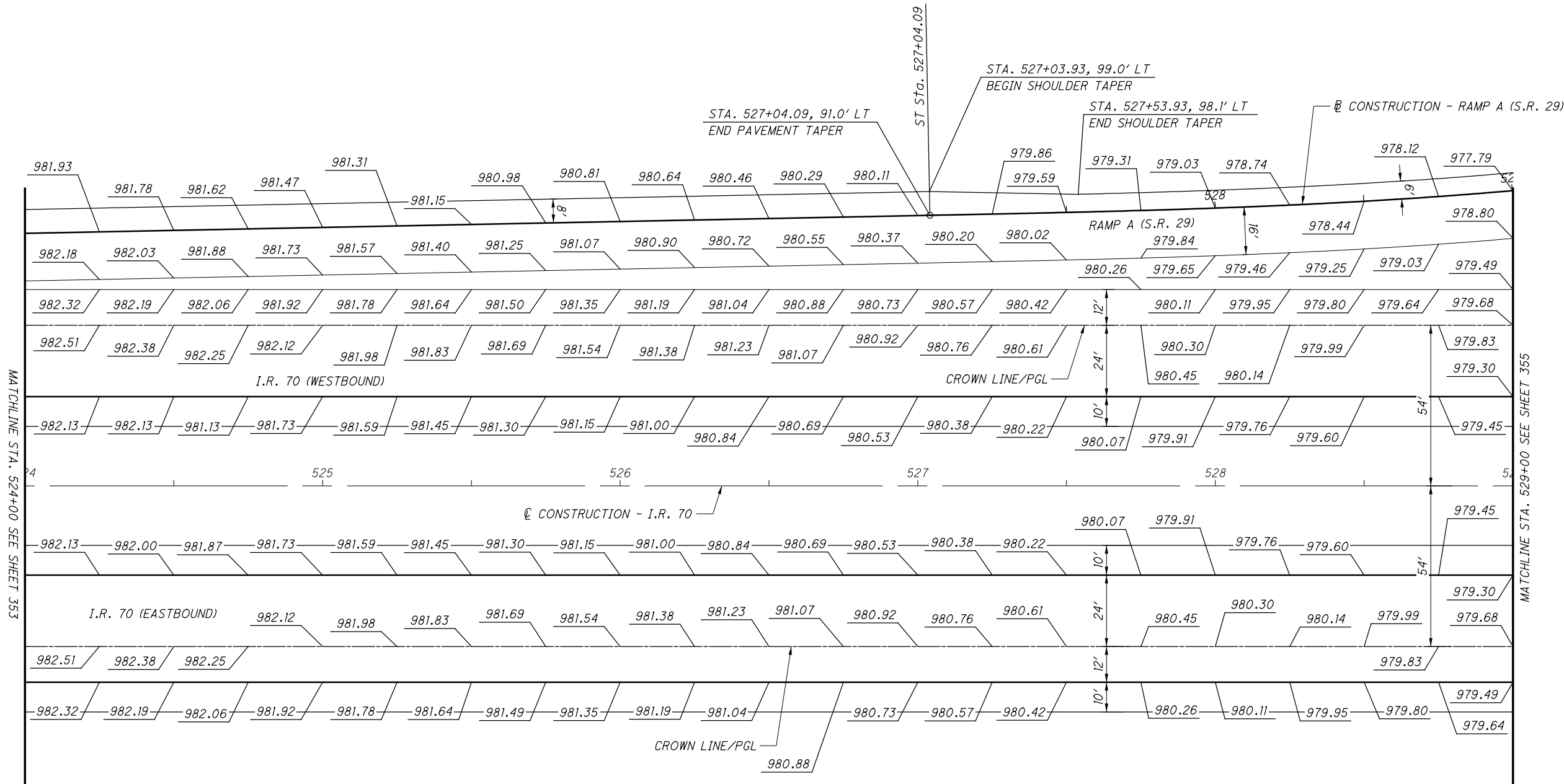
NO.	DATE	DESCRIPTION

353
470

ISSUE RECORD

NOTES:

- ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \hat{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED	MLL	CHECKED	MJC
------------	-----	---------	-----

TERMINAL DETAIL - I.R. 70
STA. 524+00 TO STA. 529+00

MAD-70-8.62

354
470

NO.	DATE	DESCRIPTION

ISSUE RECORD

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_G1007.dgn Sheet 11/23/2020 2:27:17 PM kmh/ace

MATCHLINE STA. 524+00 SEE SHEET 353

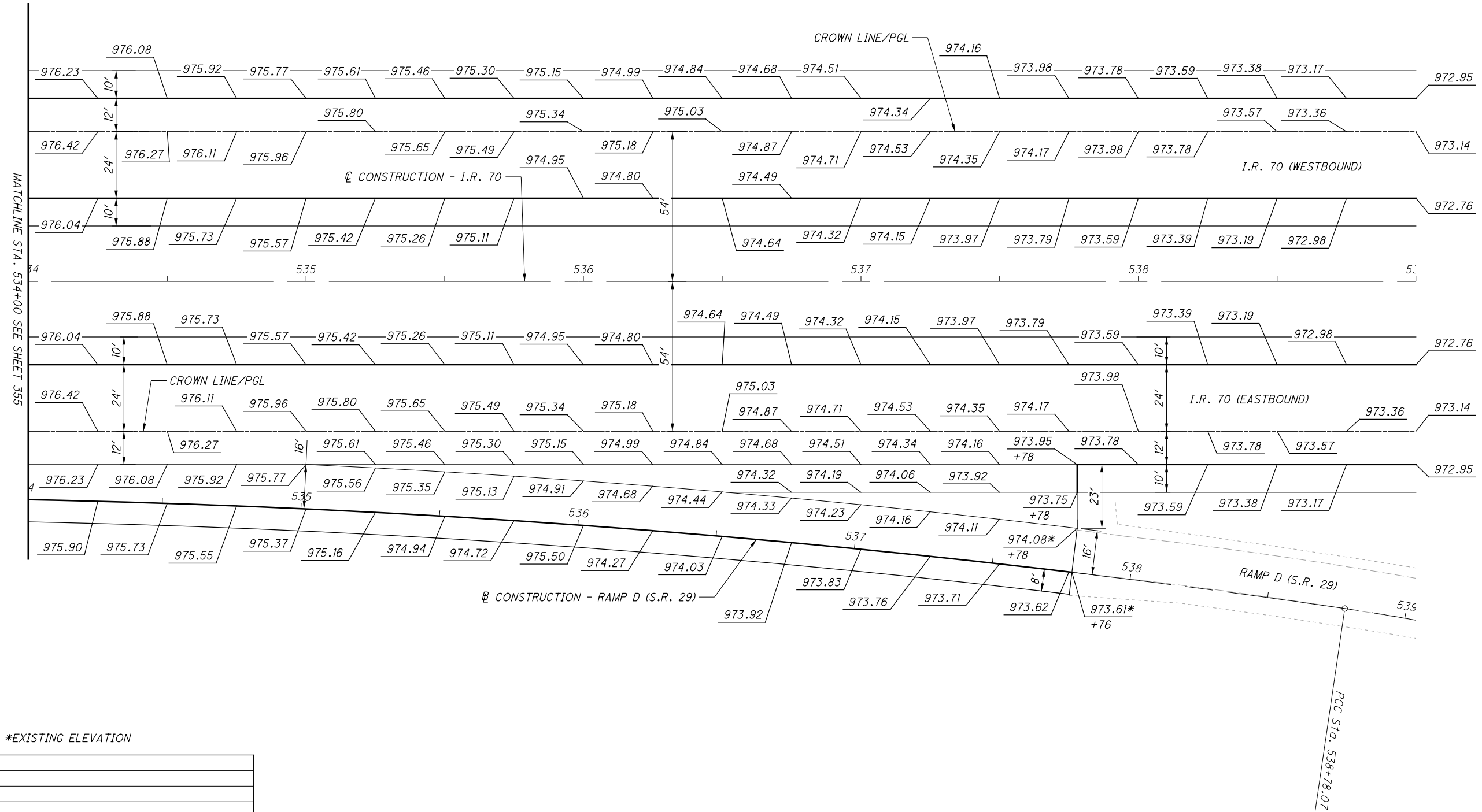
MATCHLINE STA. 529+00 SEE SHEET 355

NOTES:

- ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \mathcal{Q} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED
M.L.L.
CHECKED
M.J.C.



*EXISTING ELEVATION

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G1009.dgn Sheet 11/23/2020 2:21:21 PM kmhabea

NO.	DATE	DESCRIPTION

ISSUE RECORD

TERMINAL DETAIL - I.R. 70
STA. 534+00 TO STA. 539+00

MAD-70-8.62

356
470

NOTES:

- ELEVATIONS ARE AT 25' INTERVALS BASED ON THE CL OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9

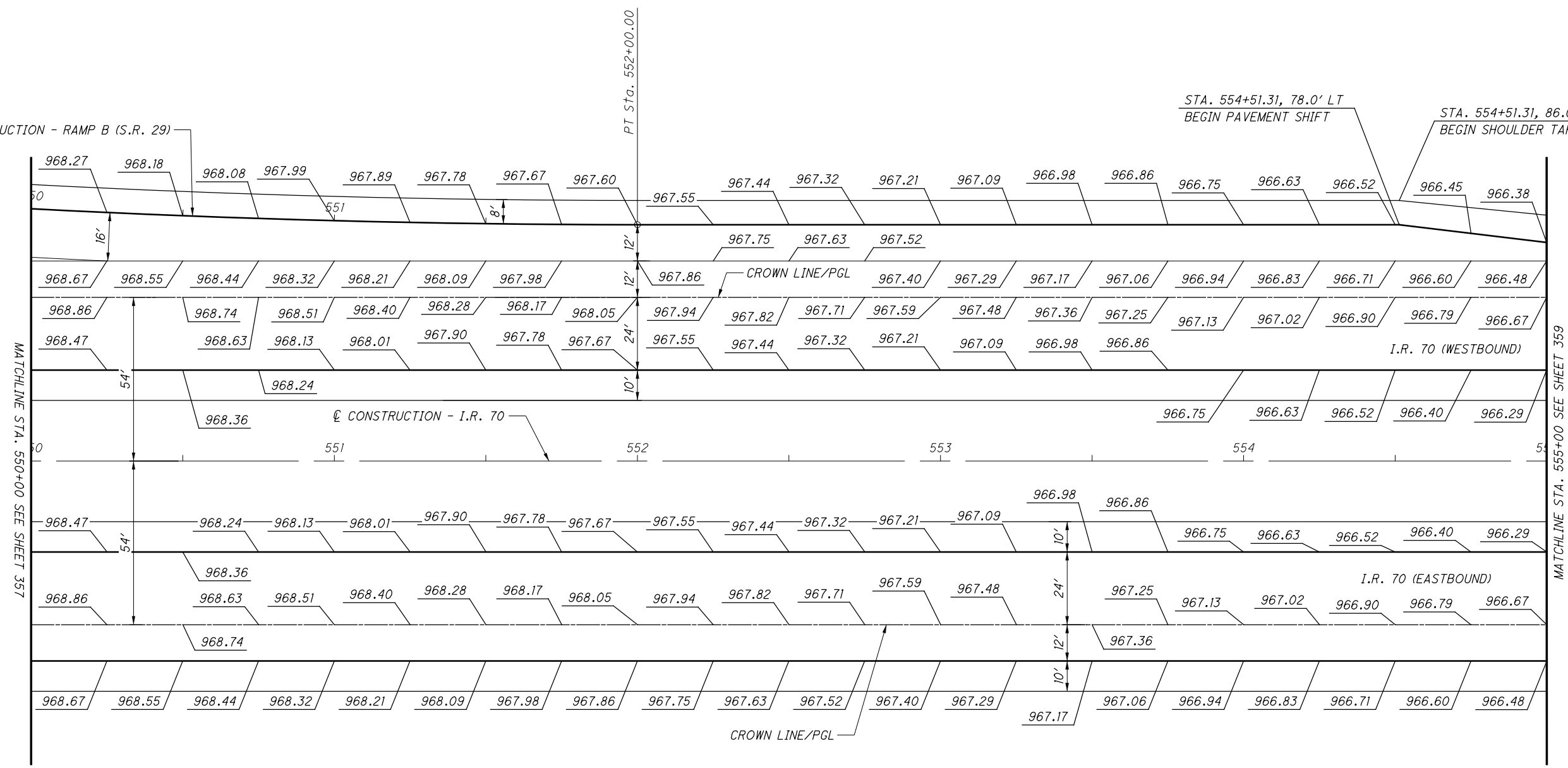


CALCULATED
MLL
CHECKED
MJC

TERMINAL DETAIL - I.R. 70
STA. 550+00 TO STA. 555+00

MAD-70-8.62

358
470



NO.	DATE	DESCRIPTION

ISSUE RECORD

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G101.dgn Sheet 11/23/2020 2:27:26 PM kmhabea

NOTES:

- ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \mathcal{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9

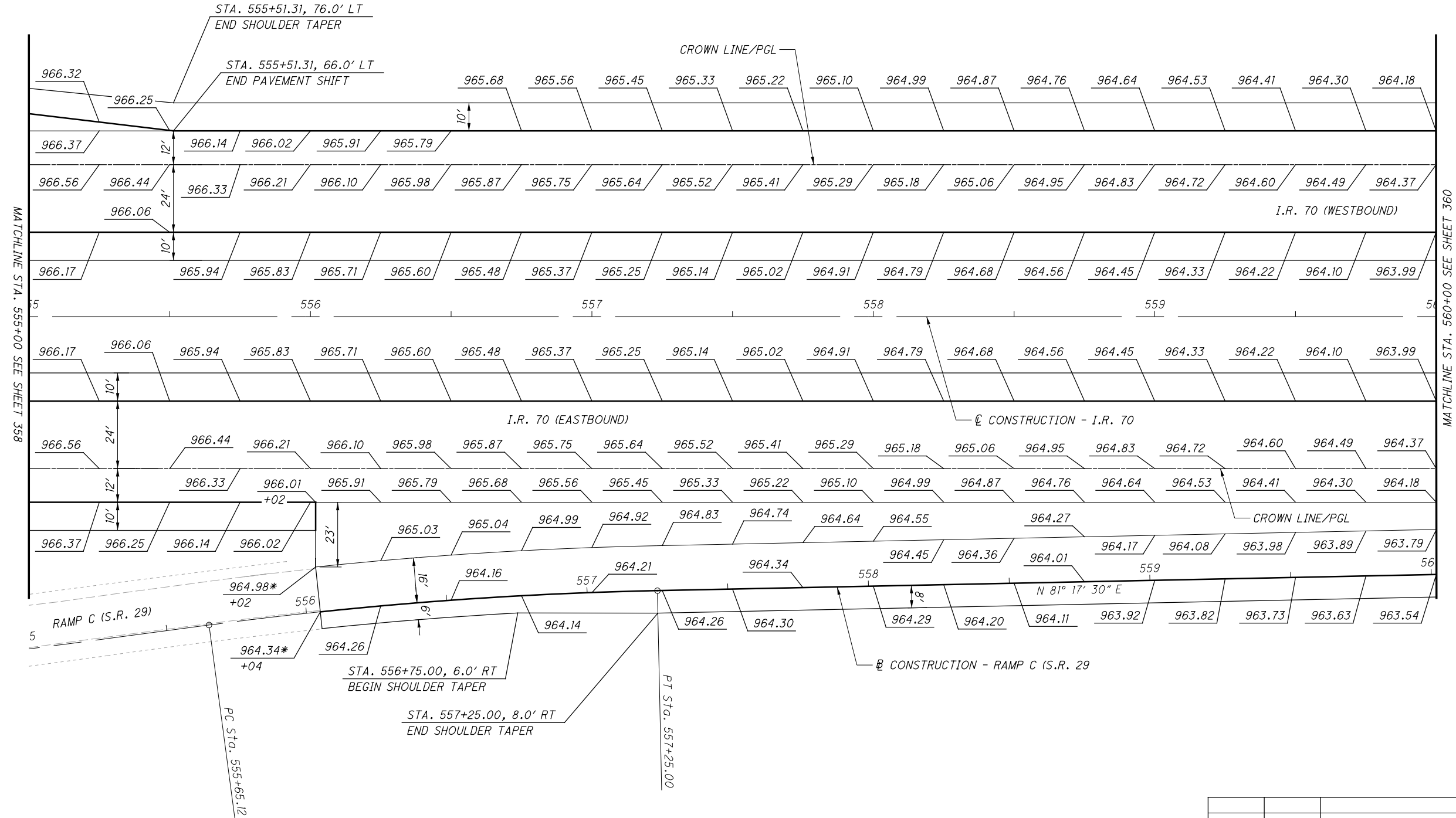


CALCULATED
M.L.L.
CHECKED
M.J.C.

TERMINAL DETAIL - I.R. 70
STA. 555+00 TO STA. 560+00

MAD-70-8.62

359
470



*EXISTING ELEVATION

NO.	DATE	DESCRIPTION

ISSUE RECORD

P:\107109_MAD-70-8.62\Design\Roadway\Sheets\107109_G1012.dgn Sheet 11/23/2020 2:27:28 PM kmhnlacea

NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \mathcal{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9

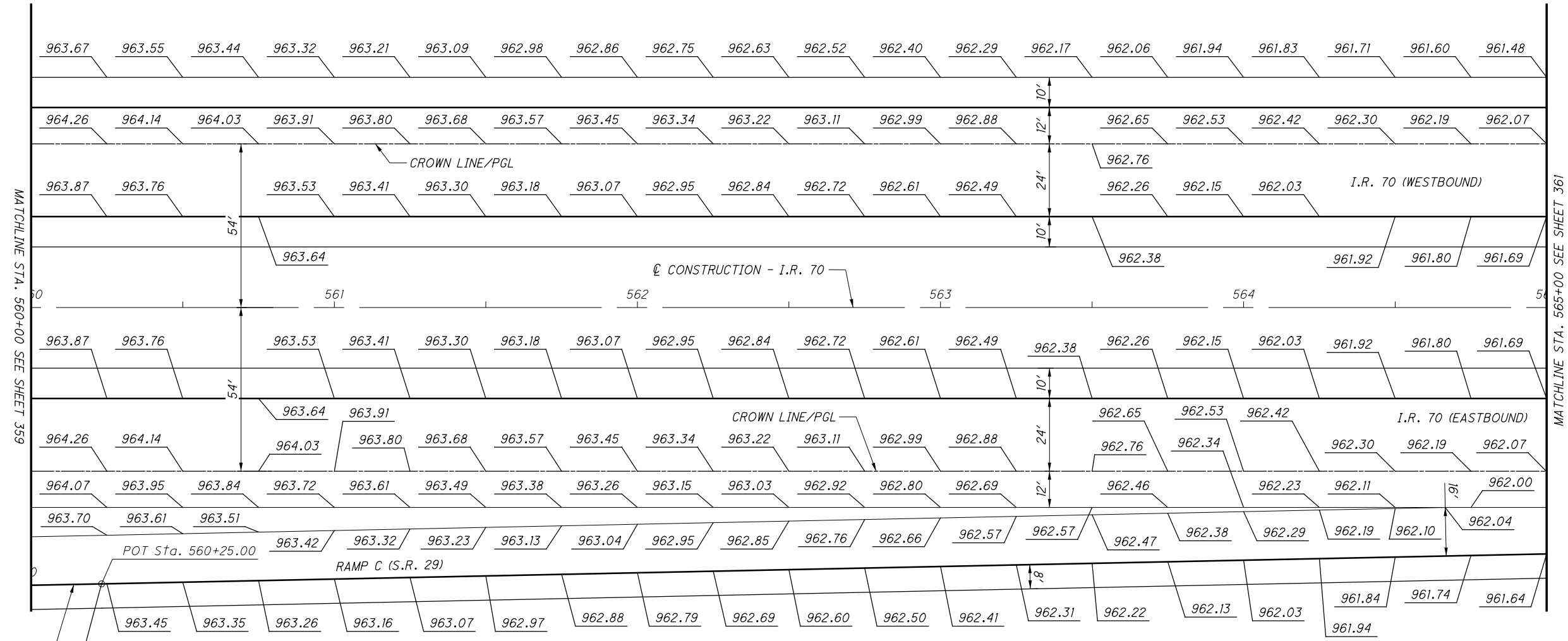


CALCULATED
M.L.L.
CHECKED
M.J.C.

TERMINAL DETAIL - I.R. 70
STA. 560+00 TO STA. 565+00

MAD-70-8.62

360
470



\mathcal{C} CONSTRUCTION - RAMP C (S.R. 29)
STA. 560+23.24, 91.0' RT
BEGIN PAVEMENT TAPER

NO.	DATE	DESCRIPTION

ISSUE RECORD

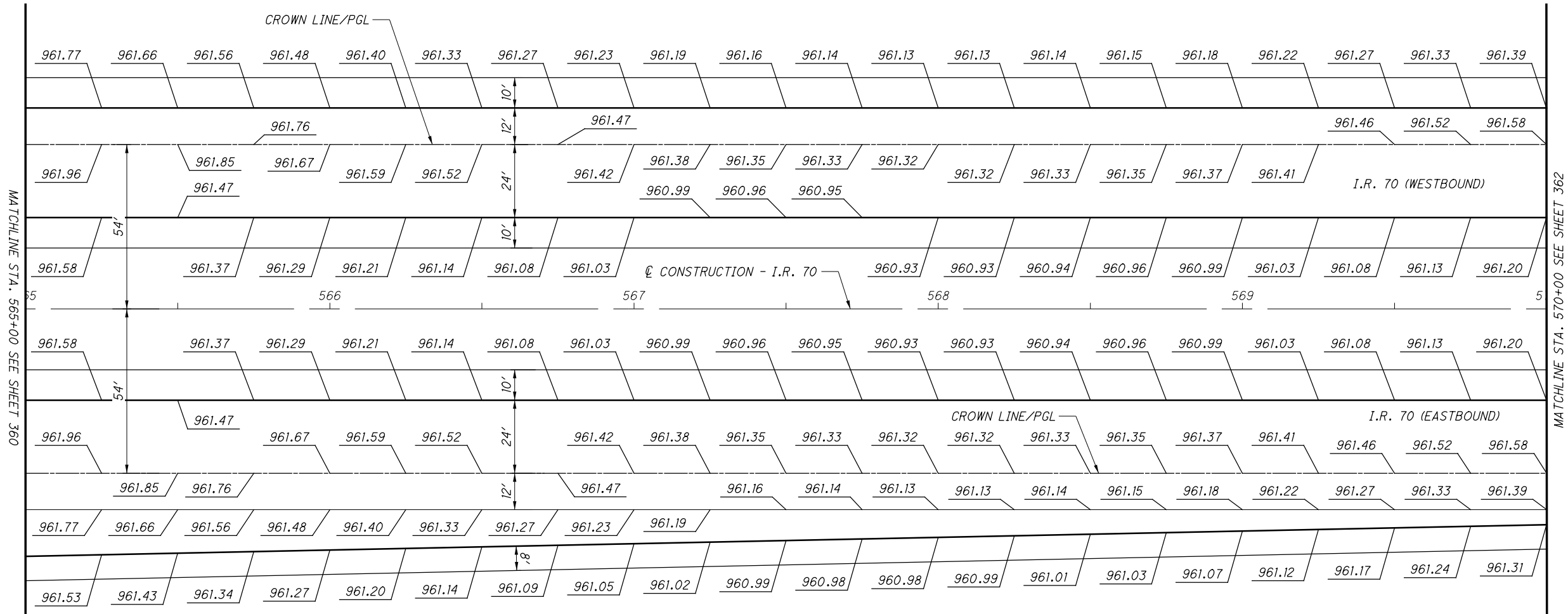
P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G103.dgn Sheet 11/23/2020 2:27:30 PM kmhnlalcea

NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \mathcal{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED
MLL
CHECKED
MJC



P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G104.dgn Sheet 11/23/2020 2:27:32 PM kmhnlceca

TERMINAL DETAIL - I.R. 70
STA. 565+00 TO STA. 570+00

MAD-70-8.62

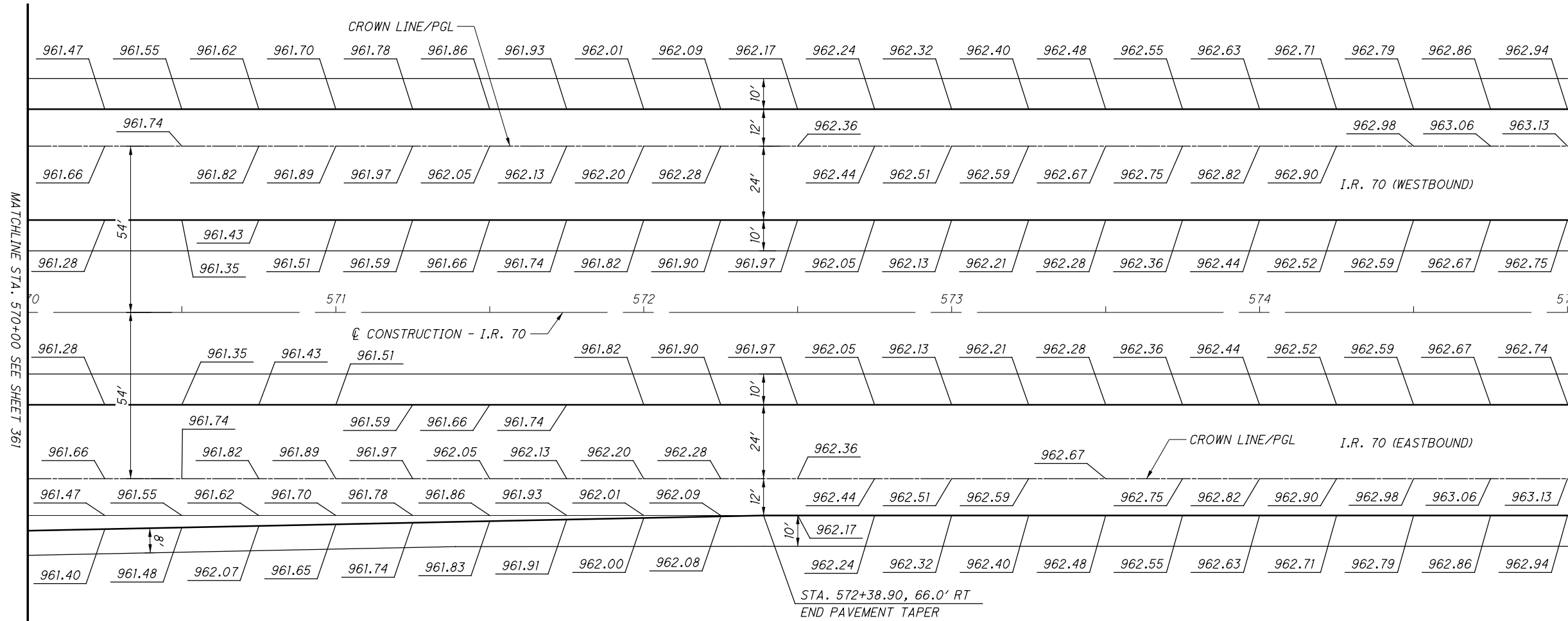
NO.	DATE	DESCRIPTION

361
470

ISSUE RECORD

NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \mathcal{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



MATCHLINE STA. 570+00 SEE SHEET 361

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G1015.dgn Sheet 11/23/2020 2:27:34 PM kmhnlce

CALCULATED
MILL
CHECKED
MJC

0 20 40
HORIZONTAL
SCALE IN FEET

TERMINAL DETAIL - I.R. 70
STA. 570+00 TO STA. 575+00

MAD-70-8.62

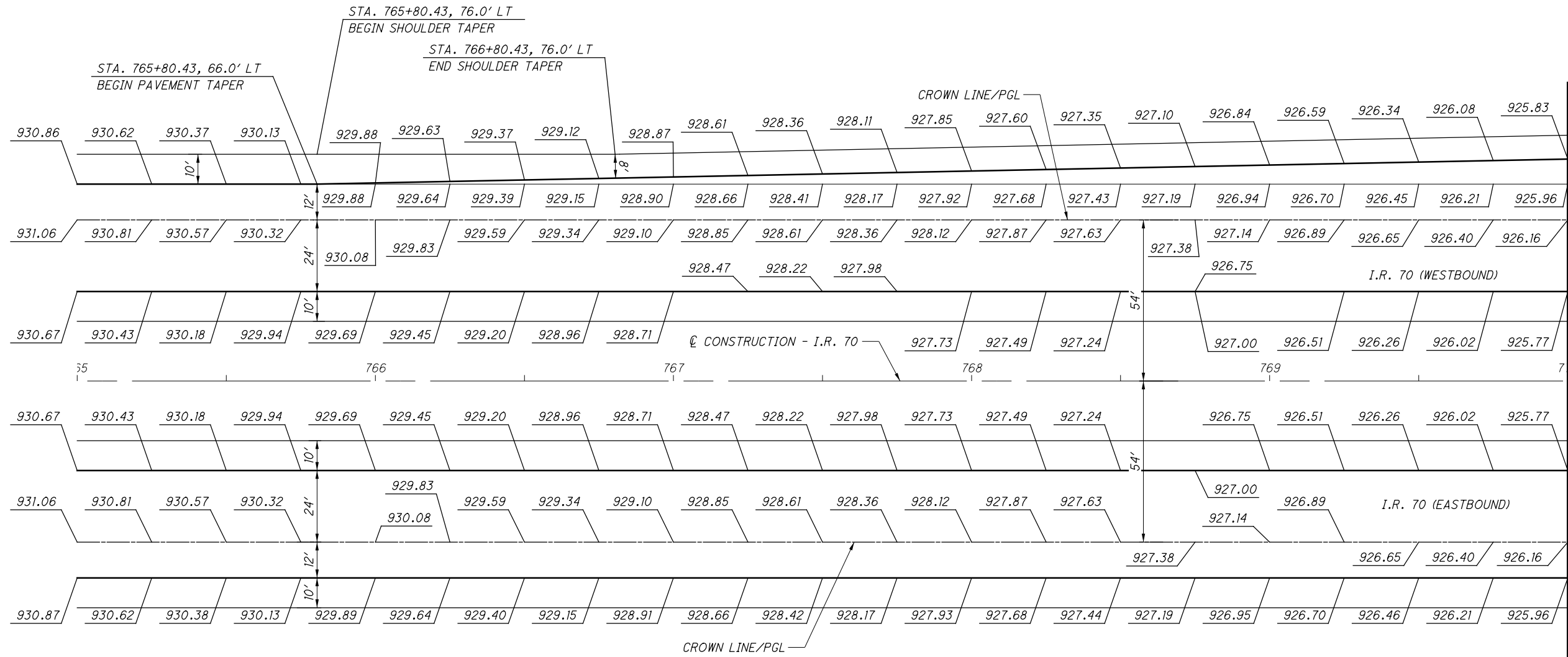
NO.	DATE	DESCRIPTION

362
470

ISSUE RECORD

NOTES:

- ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \bar{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED
MLL
CHECKED
MJC

0 20 40
HORIZONTAL
SCALE IN FEET

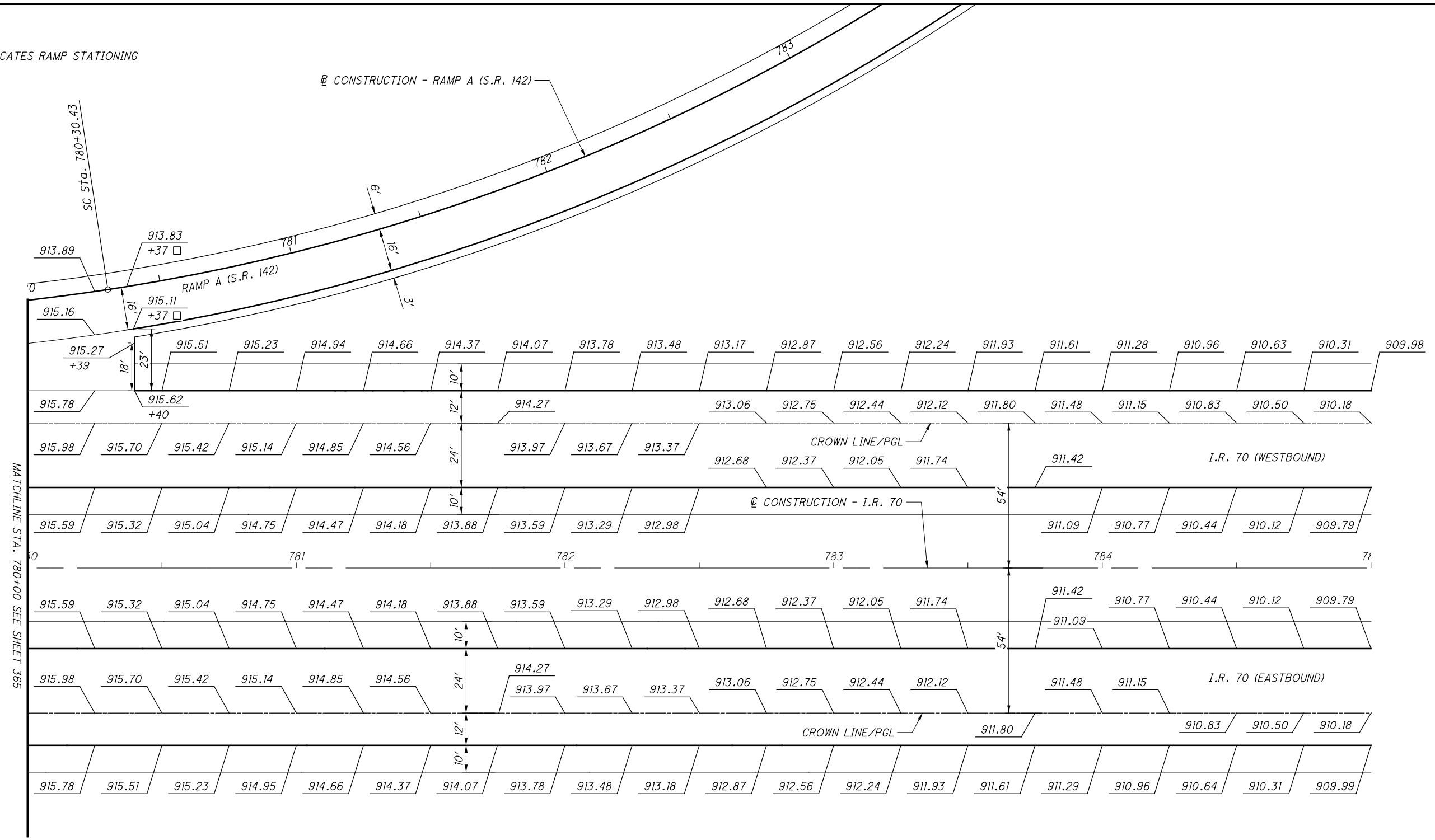
TERMINAL DETAIL - I.R. 70
STA. 765+00 TO STA. 770+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G1016.dgn Sheet 11/23/2020 2:27:36 PM kmhnlalcea

□ INDICATES RAMP STATIONING



NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \hat{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9

NO.	DATE	DESCRIPTION

ISSUE RECORD

CALCULATED
MILL
CHECKED
MJC

0 20 40
10
HORIZONTAL
SCALE IN FEET

TERMINAL DETAIL - I.R. 70
STA. 780+00 TO STA. 785+00

MAD-70-8.62

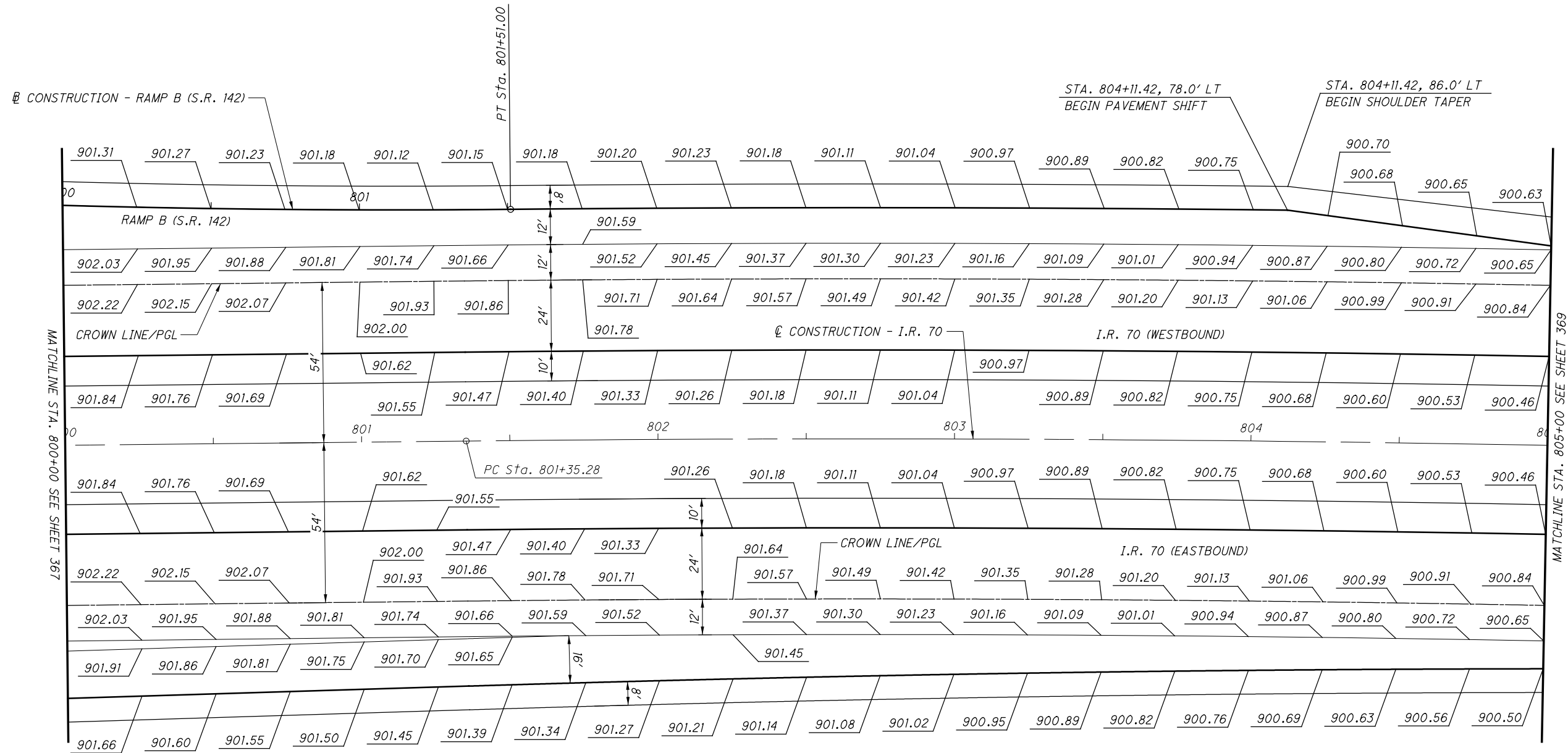
366
470

P:\07109_MAD-70-8.62\Design\Roadway\Sheets\07109_G109.dgn Sheet 11/23/2020 2:27:43 PM kmhnlce

MATCHLINE STA. 780+00 SEE SHEET 365

NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE CL OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED
MILL
CHECKED
MJC

TERMINAL DETAIL - I.R. 70
STA. 800+00 TO STA. 805+00

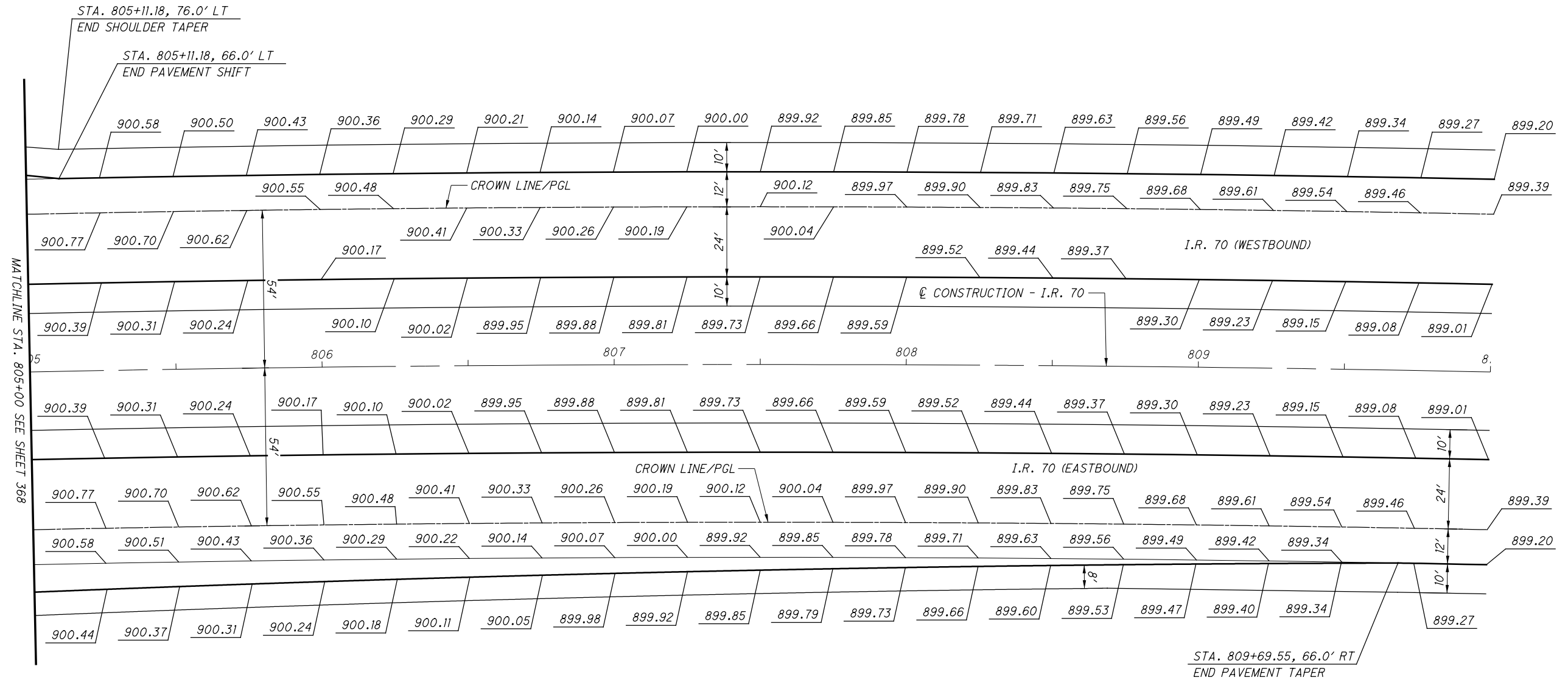
MAD-70-8.62

NO.	DATE	DESCRIPTION

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_GI02L.dgn Sheet 11/23/2020 2:27:47 PM kmhnlce

NOTES:

1. ELEVATIONS ARE AT 25' INTERVALS BASED ON THE \bar{C} OF CONSTRUCTION OF I.R. 70 UNLESS OTHERWISE NOTED.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 2 TO 9



CALCULATED
MILL
CHECKED
MJC

0 20 40
HORIZONTAL
SCALE IN FEET

TERMINAL DETAIL - I.R. 70
STA. 805+00 TO STA. 810+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

369
470

ISSUE RECORD

P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_G1022.dgn Sheet 11/23/2020 2:21:49 PM kmihalcea

NOTES:

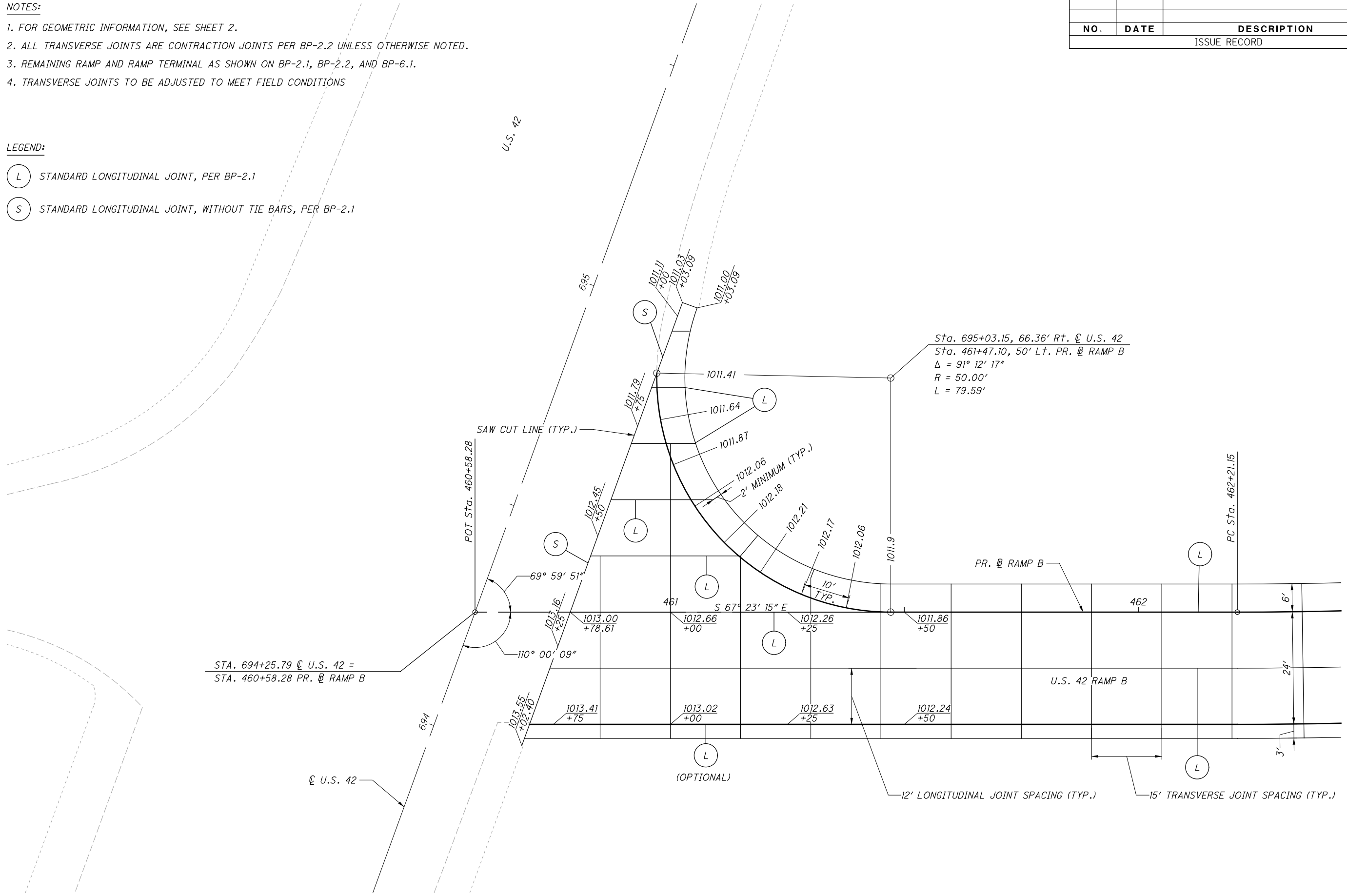
1. FOR GEOMETRIC INFORMATION, SEE SHEET 2.
2. ALL TRANSVERSE JOINTS ARE CONTRACTION JOINTS PER BP-2.2 UNLESS OTHERWISE NOTED.
3. REMAINING RAMP AND RAMP TERMINAL AS SHOWN ON BP-2.1, BP-2.2, AND BP-6.1.
4. TRANSVERSE JOINTS TO BE ADJUSTED TO MEET FIELD CONDITIONS

LEGEND:

- (L) STANDARD LONGITUDINAL JOINT, PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT, WITHOUT TIE BARS, PER BP-2.1

NO.	DATE	DESCRIPTION
ISSUE RECORD		


 0 5 10 20
 HORIZONTAL SCALE IN FEET
 CALCULATED MLL CHECKED MJC



P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_G1201.dgn Sheet 11/23/2020 2:27:56 PM kmhnlceca

**INTERSECTION DETAIL
U.S. 42 (RAMP B) & U.S. 42**

MAD-70-8.62

370
470

NOTES:

1. FOR GEOMETRIC INFORMATION, SEE SHEET 2.
2. ALL TRANSVERSE JOINTS ARE CONTRACTION JOINTS PER BP-2.2 UNLESS OTHERWISE NOTED.
3. REMAINING RAMP AND RAMP TERMINAL AS SHOWN ON BP-2.1, BP-2.2, AND BP-6.1.
4. TRANSVERSE JOINTS TO BE ADJUSTED TO MEET FIELD CONDITIONS

LEGEND:

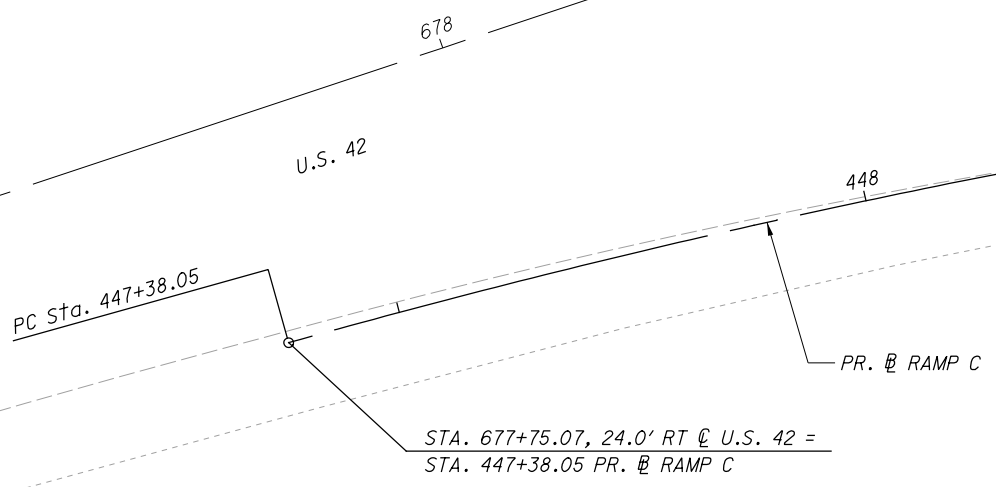
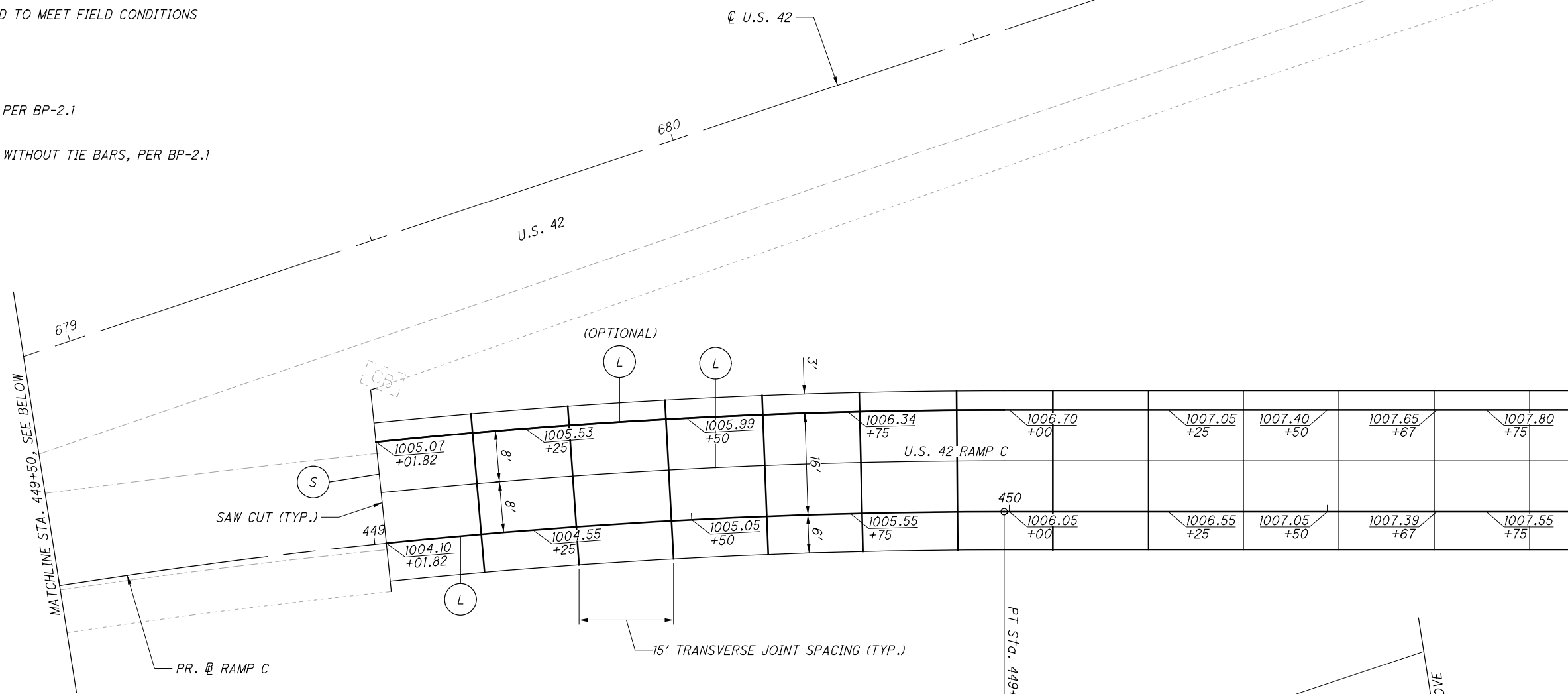
- (L) STANDARD LONGITUDINAL JOINT, PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT, WITHOUT TIE BARS, PER BP-2.1

NO.	DATE	DESCRIPTION
ISSUE RECORD		

N

0 5 10 20
HORIZONTAL SCALE IN FEET

CALCULATED
M.L.L.
CHECKED
M.J.C.



**INTERSECTION DETAIL
U.S. 42 (RAMP C) & U.S. 42**

MAD-70-8.62

371
470

NOTES:

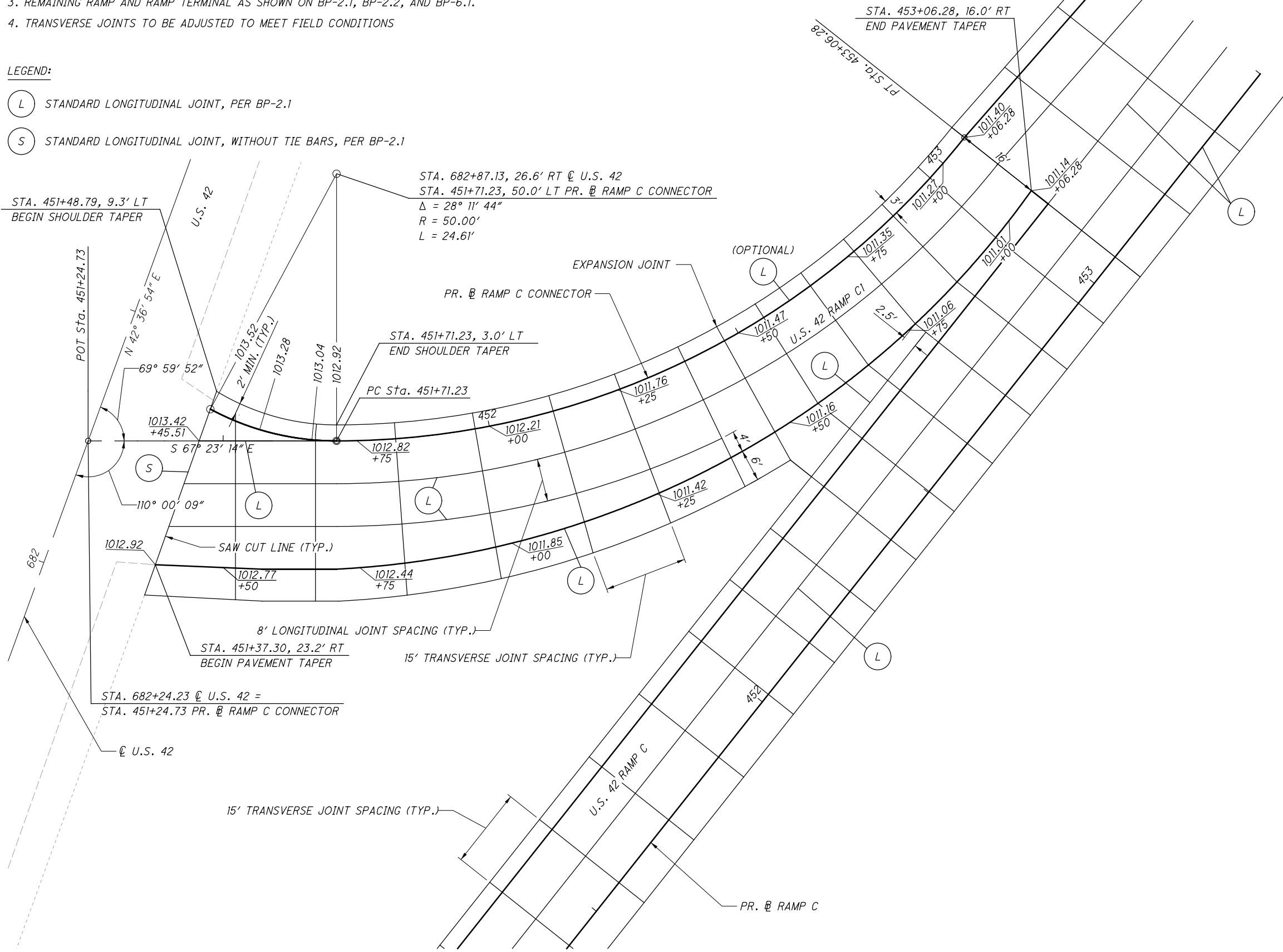
1. FOR GEOMETRIC INFORMATION, SEE SHEET 2.
2. ALL TRANSVERSE JOINTS ARE CONTRACTION JOINTS PER BP-2.2 UNLESS OTHERWISE NOTED.
3. REMAINING RAMP AND RAMP TERMINAL AS SHOWN ON BP-2.1, BP-2.2, AND BP-6.1.
4. TRANSVERSE JOINTS TO BE ADJUSTED TO MEET FIELD CONDITIONS

LEGEND:

- (L) STANDARD LONGITUDINAL JOINT, PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT, WITHOUT TIE BARS, PER BP-2.1

NO.	DATE	DESCRIPTION
ISSUE RECORD		


 0 5 10 20
 HORIZONTAL SCALE IN FEET
 CALCULATED MLL
 CHECKED MJC



INTERSECTION DETAIL
S.R. 42 (RAMP C1) & S.R. 42

MAD-70-8.62

372
 470

P:\107109_MAD-70-8.62\Design\Roadway\Sheets\107109_G1203.dgn Sheet 11/23/2020 2:28:01PM kmhabea

NOTES:

1. FOR GEOMETRIC INFORMATION, SEE SHEET 8.
2. ALL TRANSVERSE JOINTS ARE CONTRACTION JOINTS PER BP-2.2 UNLESS OTHERWISE NOTED.
3. REMAINING RAMP AND RAMP TERMINAL AS SHOWN ON BP-2.1, BP-2.2, AND BP-6.1.
4. TRANSVERSE JOINTS TO BE ADJUSTED TO MEET FIELD CONDITIONS

LEGEND:

- (L) STANDARD LONGITUDINAL JOINT, PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT, WITHOUT TIE BARS, PER BP-2.1

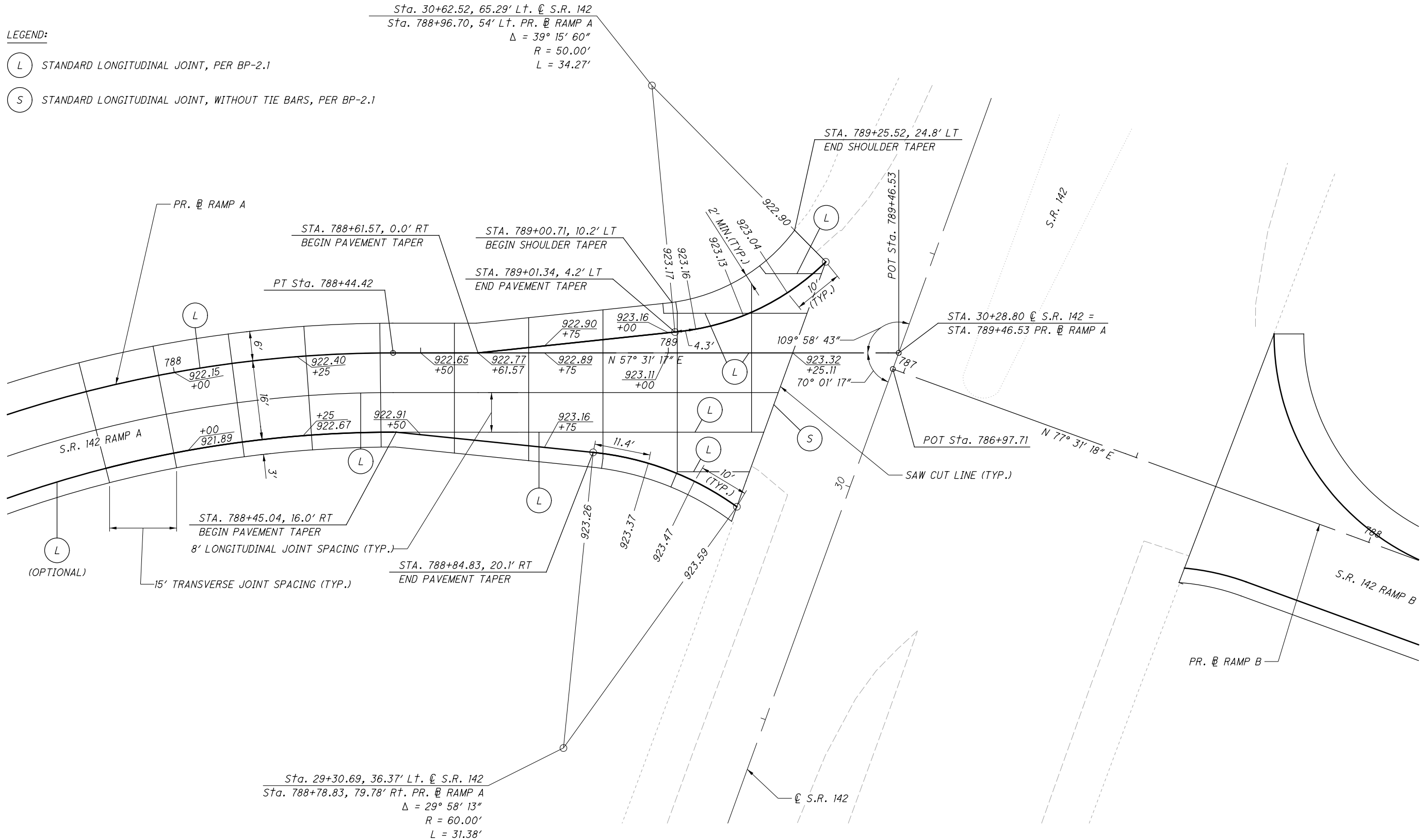
NO.	DATE	DESCRIPTION
ISSUE RECORD		

N

0 5 10 20
HORIZONTAL SCALE IN FEET

CALCULATED
MJC

CHECKED
MJC



INTERSECTION DETAIL
S.R. 142 (RAMP A) & S.R. 142

MAD-70-8.62

P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_G1204.dgn Sheet 11/23/2020 2:28:03 PM kmh/ace

NOTES:

1. FOR GEOMETRIC INFORMATION, SEE SHEET 8.
2. ALL TRANSVERSE JOINTS ARE CONTRACTION JOINTS PER BP-2.2 UNLESS OTHERWISE NOTED.
3. REMAINING RAMP AND RAMP TERMINAL AS SHOWN ON BP-2.1, BP-2.2, AND BP-6.1.
4. TRANSVERSE JOINTS TO BE ADJUSTED TO MEET FIELD CONDITIONS

LEGEND:

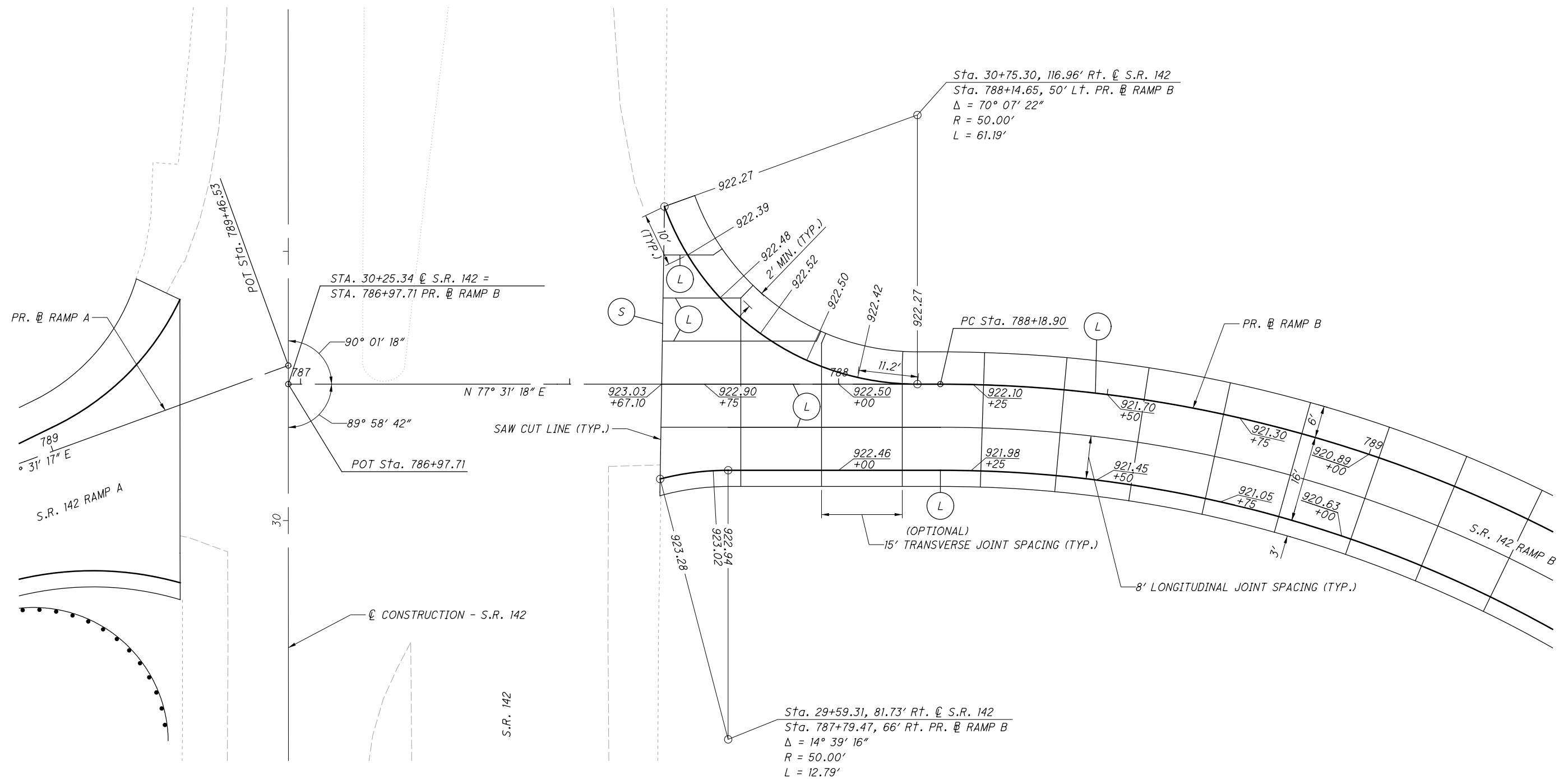
- (L) STANDARD LONGITUDINAL JOINT, PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT, WITHOUT TIE BARS, PER BP-2.1

NO.	DATE	DESCRIPTION
ISSUE RECORD		

N

0 5 10 20
HORIZONTAL
SCALE IN FEET

CALCULATED
MJC
CHECKED
MJC



Sta. 30+75.30, 116.96' Rt. @ S.R. 142
 Sta. 788+14.65, 50' Lt. PR. @ RAMP B
 $\Delta = 70^\circ 07' 22''$
 $R = 50.00'$
 $L = 61.19'$

STA. 30+25.34 @ S.R. 142 =
 STA. 786+97.71 PR. @ RAMP B

Sta. 29+59.31, 81.73' Rt. @ S.R. 142
 Sta. 787+79.47, 66' Rt. PR. @ RAMP B
 $\Delta = 14^\circ 39' 16''$
 $R = 50.00'$
 $L = 12.79'$

INTERSECTION DETAIL
S.R. 142 (RAMP B) & S.R. 142

MAD-70-8.62

P:\107109_MAD-70-8.62DB\Design\Roadway\Sheets\107109_G1205.dgn Sheet 11/23/2020 2:28:06 PM kmhnlceea

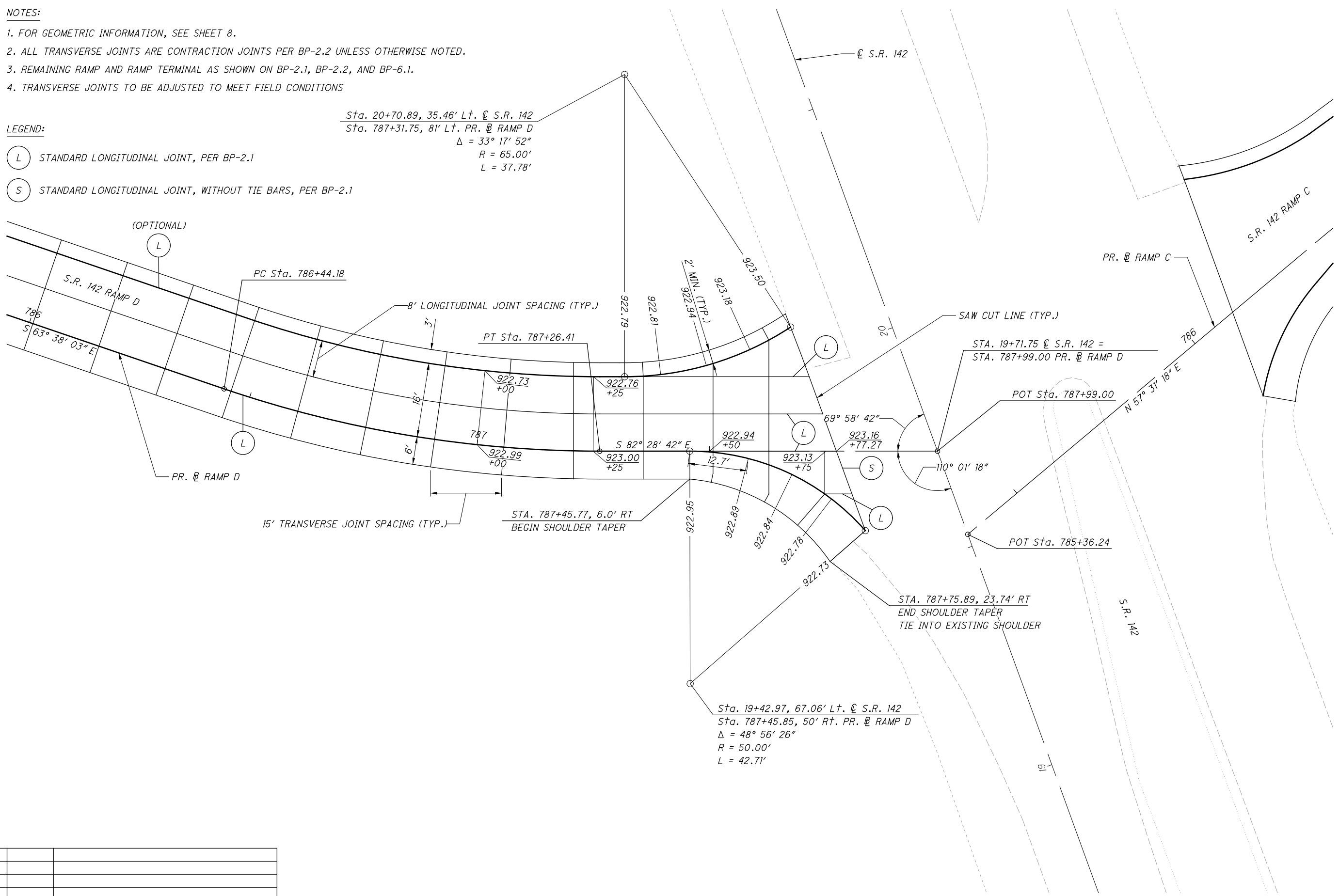
NOTES:

1. FOR GEOMETRIC INFORMATION, SEE SHEET 8.
2. ALL TRANSVERSE JOINTS ARE CONTRACTION JOINTS PER BP-2.2 UNLESS OTHERWISE NOTED.
3. REMAINING RAMP AND RAMP TERMINAL AS SHOWN ON BP-2.1, BP-2.2, AND BP-6.1.
4. TRANSVERSE JOINTS TO BE ADJUSTED TO MEET FIELD CONDITIONS

LEGEND:

- (L) STANDARD LONGITUDINAL JOINT, PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT, WITHOUT TIE BARS, PER BP-2.1

Sta. 20+70.89, 35.46' Lt. C S.R. 142
 Sta. 787+31.75, 81' Lt. PR. RAMP D
 $\Delta = 33^\circ 17' 52''$
 $R = 65.00'$
 $L = 37.78'$



P:\07109_MAD-70-8.62DB\Design\Roadway\Sheets\07109_GI201.dgn Sheet 11/23/2020 2:28:11PM kmhnlcea

NO.	DATE	DESCRIPTION
ISSUE RECORD		

0 5 10 20
 HORIZONTAL
 SCALE IN FEET

CALCULATED MLL
 CHECKED MJC

INTERSECTION DETAIL
S.R. 142 (RAMP D) & S.R. 142

MAD-70-8.62

376
 470

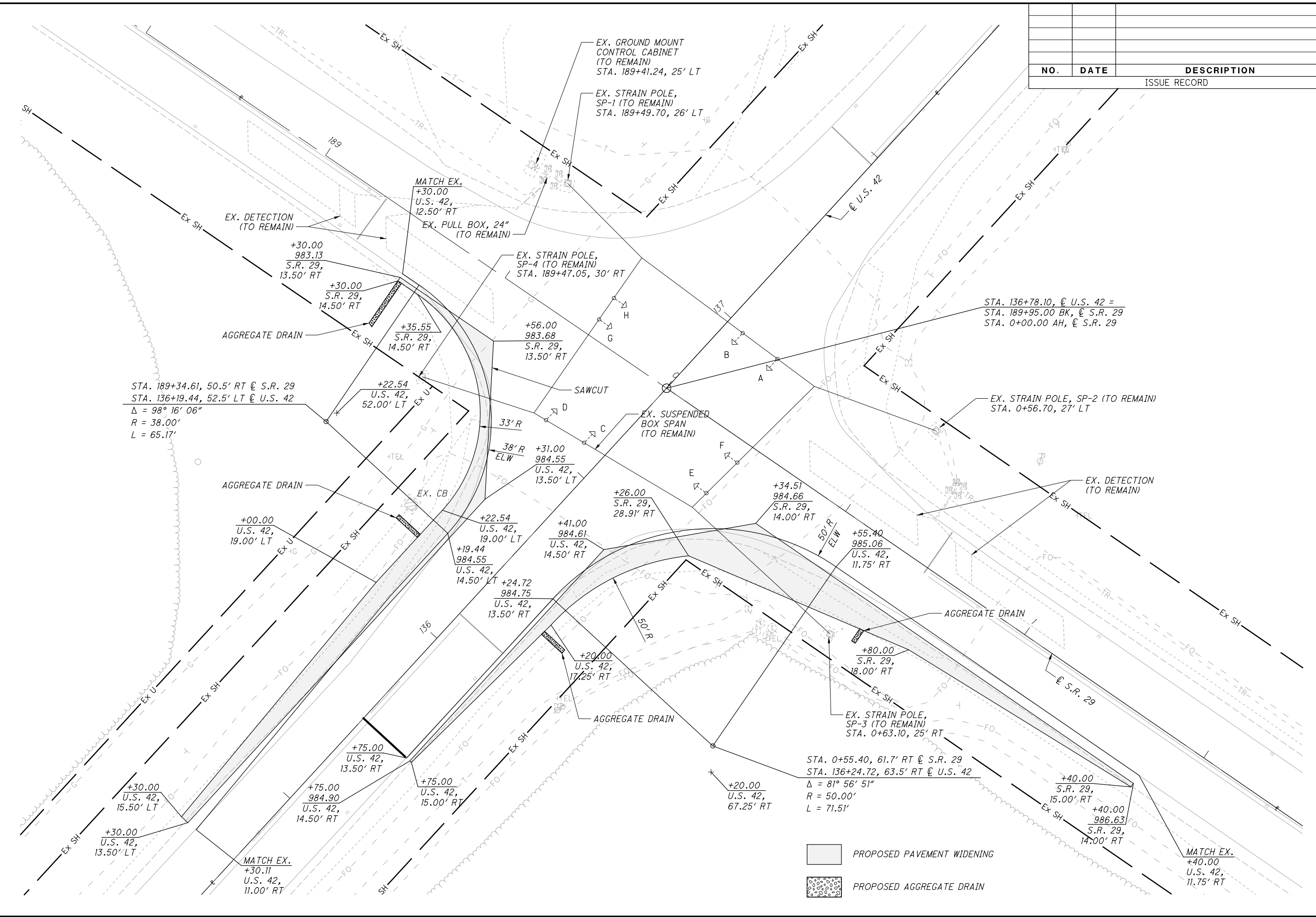
P:\107109_MAD-70-8.62\Design\Roadway_Sheets\107109_G101.dgn Sheet 11/23/2020 2:28:29 PM kmh\ace

NO.	DATE	DESCRIPTION
ISSUE RECORD		





 HORIZONTAL SCALE IN FEET



INTERSECTION IMPROVEMENT
U.S. 42 & S.R. 29

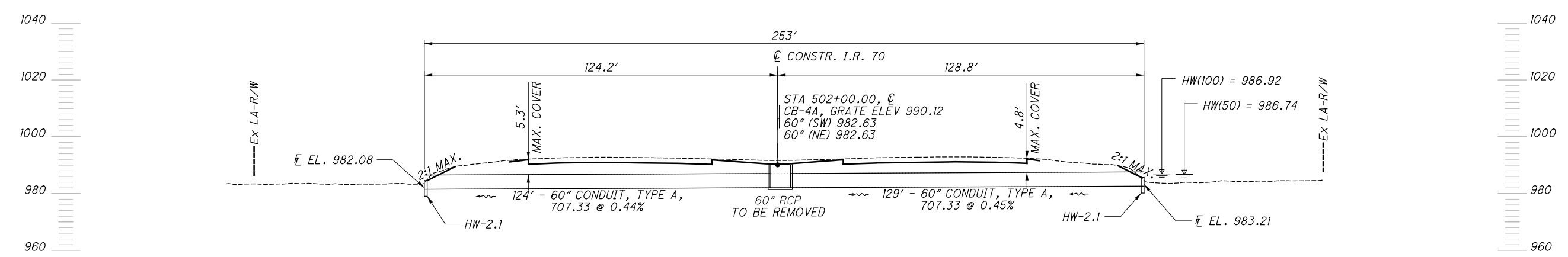
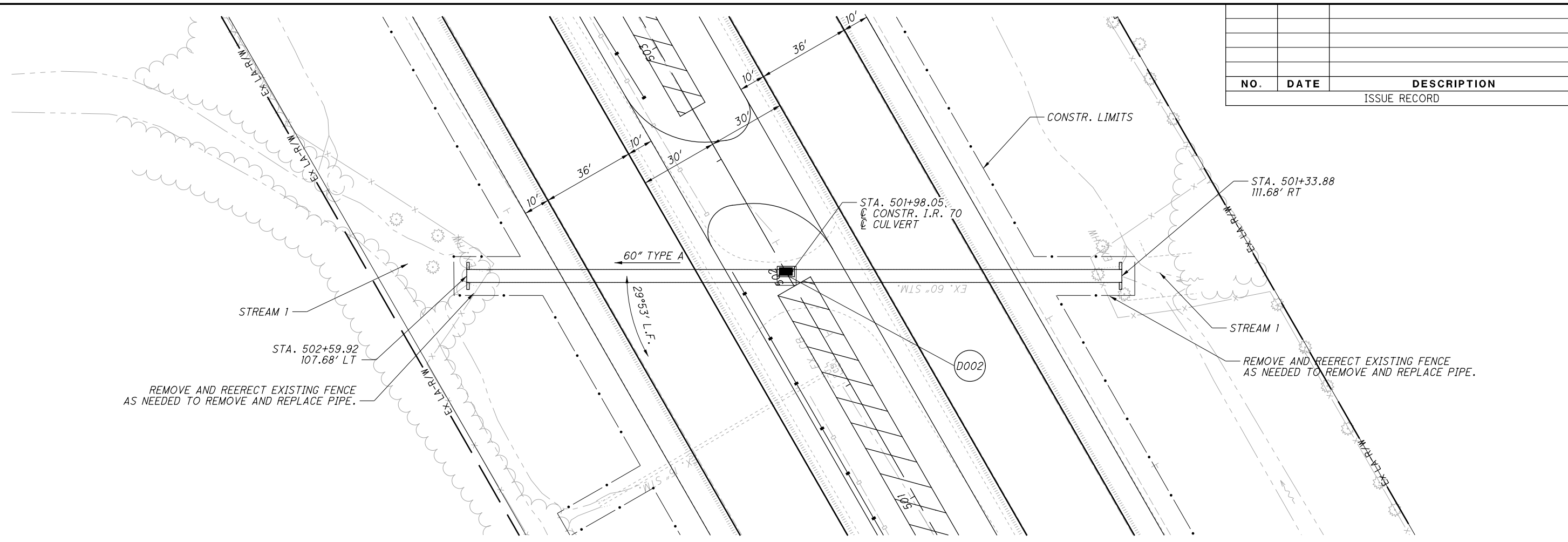
MAD-70-8.62

P:\107109_MAD-70-8.62DB\Design\Drainage\Sheets\107109_DC101.dgn 502+00 11/23/2020 2:28:46 PM kmhnlacea

NO.	DATE	DESCRIPTION
ISSUE RECORD		



 HORIZONTAL SCALE IN FEET
 CALCULATED: 0
 TDP: 0
 CHECKED: ENB



PROPOSED STRUCTURE	
CFN:	1884198
TYPE:	60" CONDUIT, TYPE A, 707.33
LENGTH:	253'
SKIEW:	29°53' L.F.
WEARING SURFACE:	ASPHALT CONCRETE
pH:	7.1
SERVICE LIFE:	75 YEARS
NON-ABRASIVE	

EXISTING STRUCTURE	
TYPE:	60" RCP
LENGTH:	253'
SKIEW:	29°53' L.F.
WEARING SURFACE:	ASPHALT CONCRETE
YEAR BUILT:	1968

HYDRAULIC DESIGN DATA		
DRAINAGE AREA:	=	99.2 AC
Q50	=	84.5 CFS
Q100	=	95.74 CFS
HW50	=	986.74 FT
HW100	=	986.92 FT
V50	=	4.63 FPS
V100	=	5.24 FPS

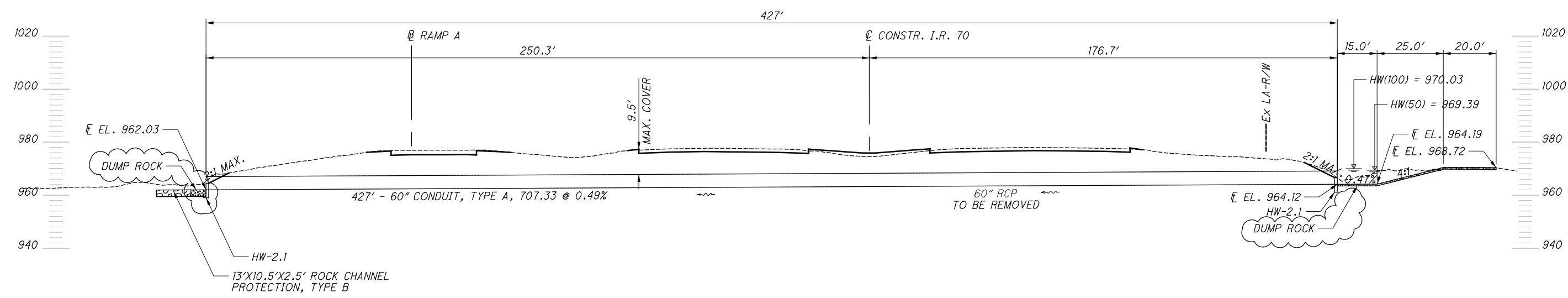
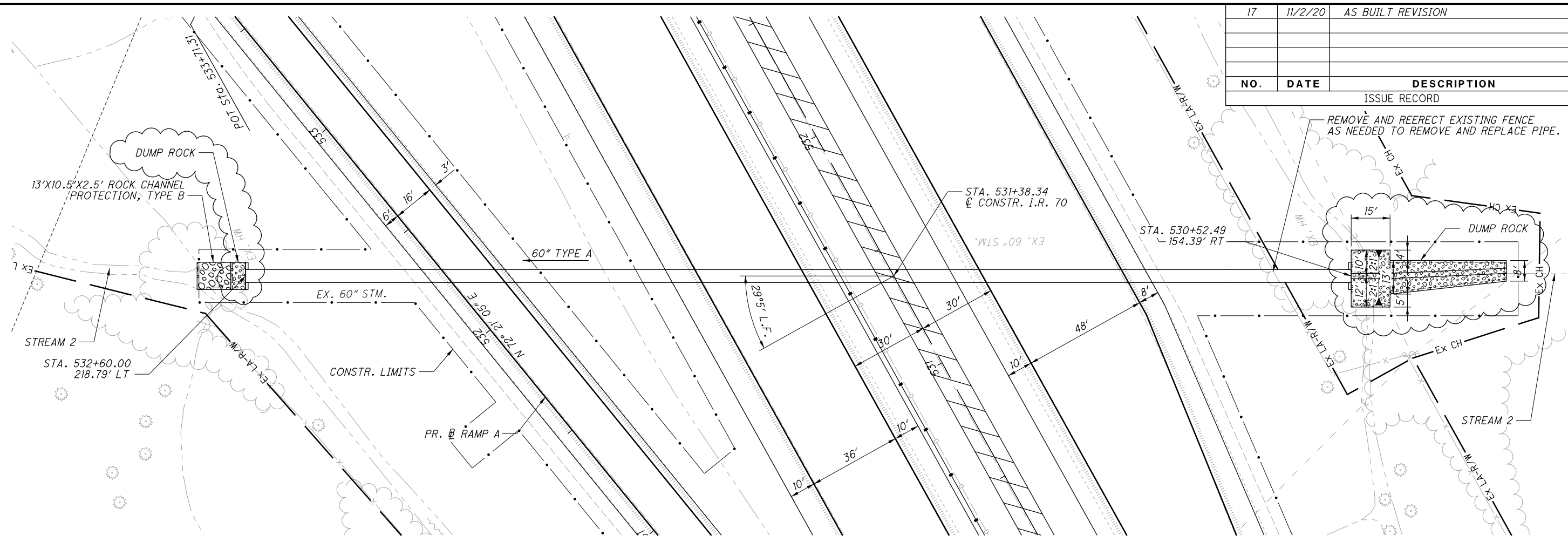
IMPROVED INLET FOR HDPE PIPE: FURNISH IMPROVED INLET AT UPSTREAM END OF CULVERTS.
 SEE STANDARD DRAWING HW-2.1 FOR FURTHER DETAIL.

CULVERT DETAILS
I.R. 70 STA. 501+98.05

MAD-70-8.62

17	11/2/20	AS BUILT REVISION
ISSUE RECORD		
NO.	DATE	DESCRIPTION


 0 20 40
 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED ENB



PROPOSED STRUCTURE	
CFN:	1975144
TYPE:	60" CONDUIT, TYPE A, 707.33
LENGTH:	427'
SKEW:	29°5' L.F.
WEARING SURFACE:	ASPHALT CONCRETE
pH:	7.1
SERVICE LIFE:	75 YEARS
NON-ABRASIVE	

EXISTING STRUCTURE	
TYPE:	60" RCP
LENGTH:	427'
SKEW:	29°5' L.F.
WEARING SURFACE:	ASPHALT CONCRETE
YEAR BUILT:	1968

HYDRAULIC DESIGN DATA		
DRAINAGE AREA:	=	160 AC
Q50	=	136 CFS
Q100	=	157 CFS
HW50	=	969.39 FT
HW100	=	970.03 FT
V50	=	7.45 FPS
V100	=	8.60 FPS

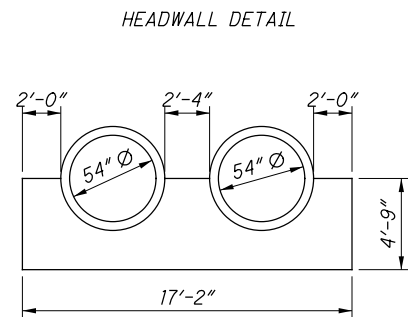
IMPROVED INLET FOR HDPE PIPE: FURNISH IMPROVED INLET AT UPSTREAM END OF CULVERTS.
 SEE STANDARD DRAWING HW-2.1 FOR FURTHER DETAIL.

CULVERT DETAILS
I.R. 70 STA. 531+38.34

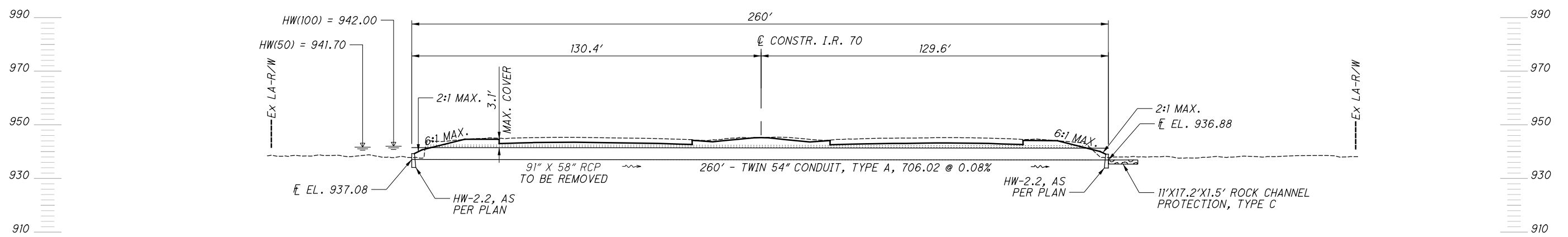
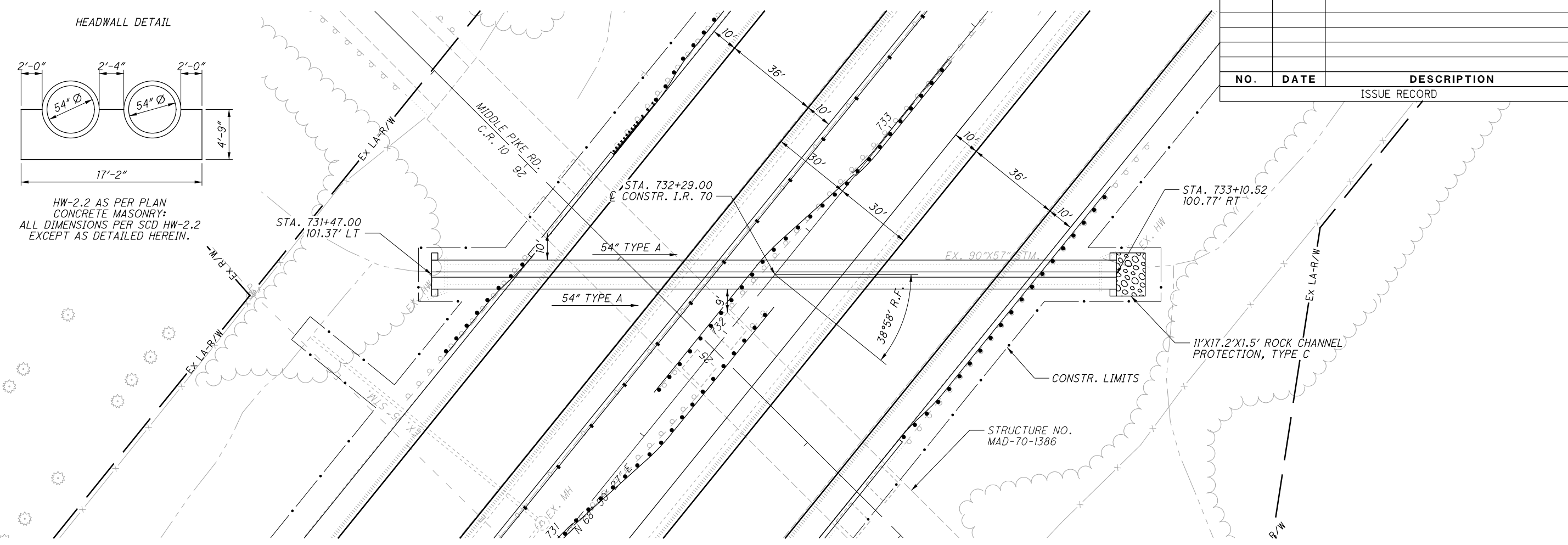
MAD-70-8.62



NO.	DATE	DESCRIPTION
ISSUE RECORD		



HW-2.2 AS PER PLAN
CONCRETE MASONRY:
ALL DIMENSIONS PER SCD HW-2.2
EXCEPT AS DETAILED HEREIN.



PROPOSED STRUCTURE	
CFN:	1884200
TYPE:	TWIN 54" CONDUIT, TYPE A, 706.02
LENGTH:	260'
SKEW:	38°58' R.F.
WEARING SURFACE:	ASPHALT CONCRETE
pH:	7.1
SERVICE LIFE:	75 YEARS
NON-ABRASIVE	

EXISTING STRUCTURE	
TYPE:	91" X 58" ELLIPTICAL RCP
LENGTH:	248'
SKEW:	38°58' R.F.
WEARING SURFACE:	ASPHALT CONCRETE
YEAR BUILT:	1968

HYDRAULIC DESIGN DATA	
DRAINAGE AREA:	= 205 AC
Q50	= 154 CFS
Q100	= 178 CFS
HW50	= 941.70 FT
HW100	= 942.00 FT
V50	= 5.29 FPS
V100	= 6.12 FPS

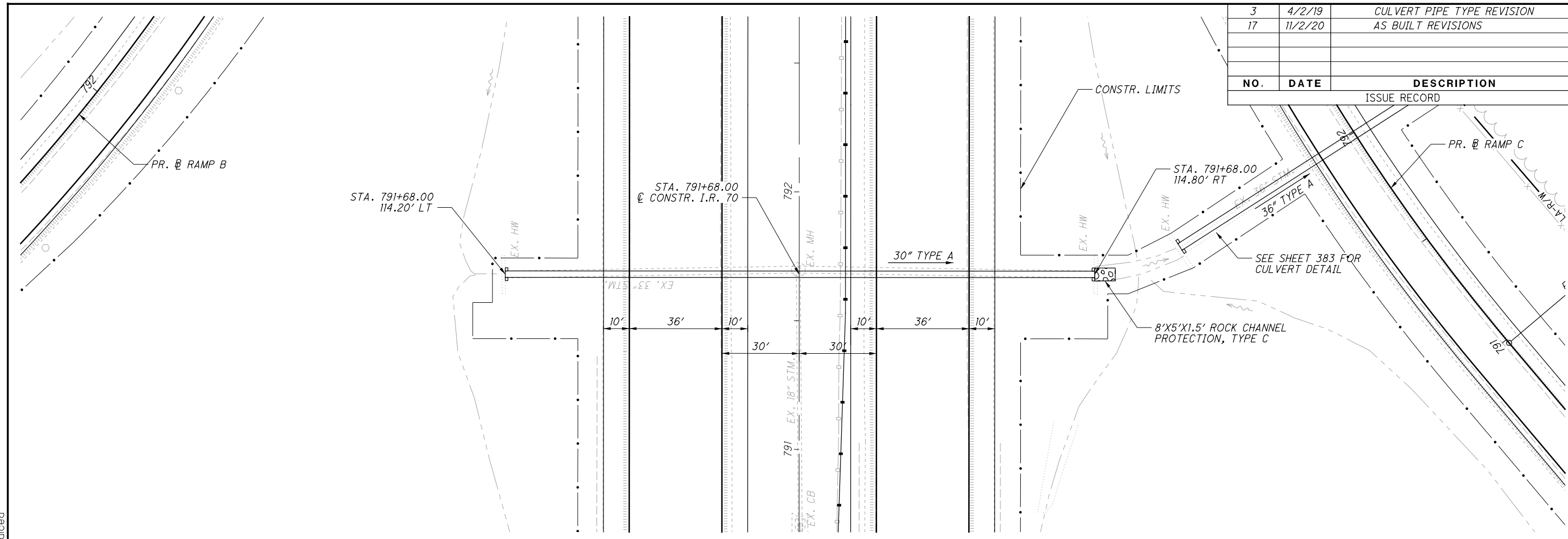
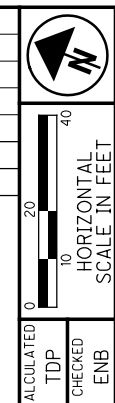
CULVERT DETAILS
I.R. 70 STA. 732+29.00

MAD-70-8.62

380
470

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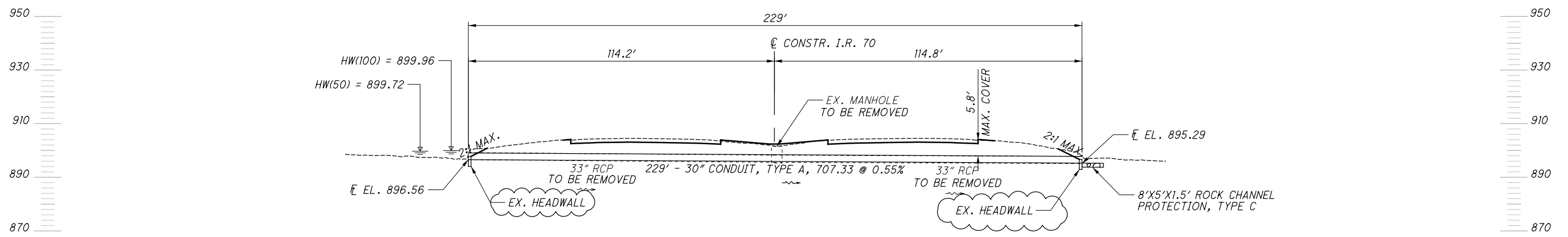
3	4/2/19	CULVERT PIPE TYPE REVISION
17	11/2/20	AS BUILT REVISIONS
ISSUE RECORD		
NO.	DATE	DESCRIPTION



CULVERT DETAILS
I.R. 70 STA. 791+68.00

MAD-70-8.62

381
470



PROPOSED STRUCTURE	
CFN:	1884202
TYPE:	30" CONDUIT, TYPE A, 707.33
LENGTH:	229'
SKEW:	90°00'
WEARING SURFACE:	ASPHALT CONCRETE
pH:	7.1
SERVICE LIFE:	75 YEARS
NON-ABRASIVE	

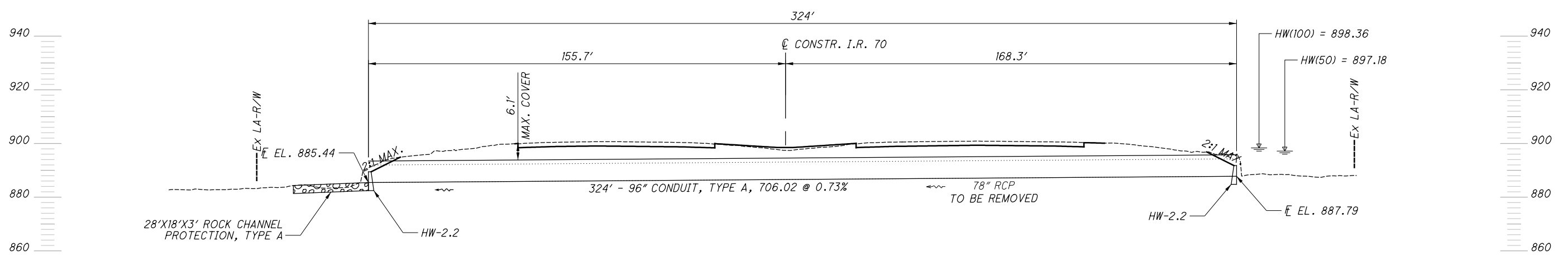
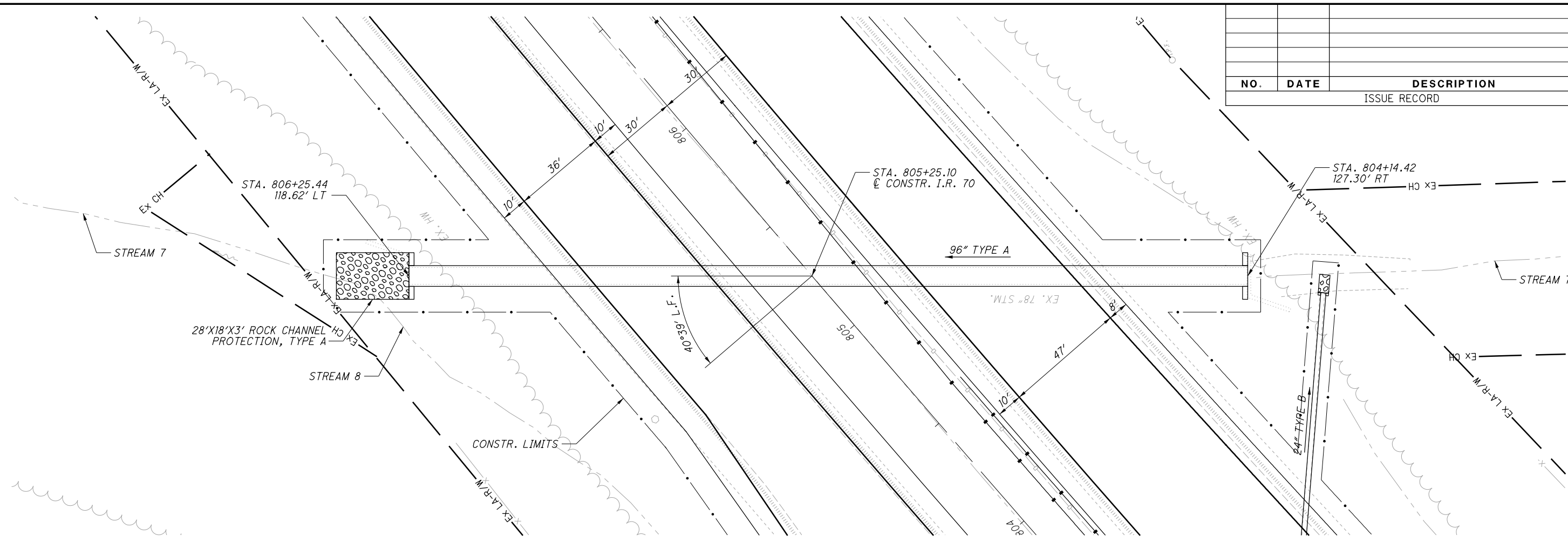
EXISTING STRUCTURE	
TYPE:	(2) 33" RCP THROUGH MANHOLE
LENGTH:	LT 114', RT 115
SKEW:	N/A
WEARING SURFACE:	ASPHALT CONCRETE
YEAR BUILT:	1968

HYDRAULIC DESIGN DATA	
DRAINAGE AREA:	= 8.76 AC
Q50	= 30.03 CFS
Q100	= 32.37 CFS
HW50	= 899.72 FT
HW100	= 899.96 FT
V50	= 6.95 FPS
V100	= 7.30 FPS

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NO.	DATE	DESCRIPTION
ISSUE RECORD		


 0 20 40
 HORIZONTAL SCALE IN FEET
 CALCULATED TDP CHECKED ENB



PROPOSED STRUCTURE	
CFN:	1832798
TYPE:	96" CONDUIT, TYPE A, 706.02
LENGTH:	324'
SKEW:	40°39' L.F.
WEARING SURFACE:	ASPHALT CONCRETE
pH:	7.1
SERVICE LIFE:	75 YEARS
NON-ABRASIVE	

EXISTING STRUCTURE	
TYPE:	78" RCP
LENGTH:	324'
SKEW:	40°39' L.F.
WEARING SURFACE:	ASPHALT CONCRETE
YEAR BUILT:	1968

HYDRAULIC DESIGN DATA		
DRAINAGE AREA:	=	1280 AC
Q50	=	562 CFS
Q100	=	644 CFS
HW50	=	897.18 FT
HW100	=	898.36 FT
V50	=	15.34 FPS
V100	=	16.01 FPS

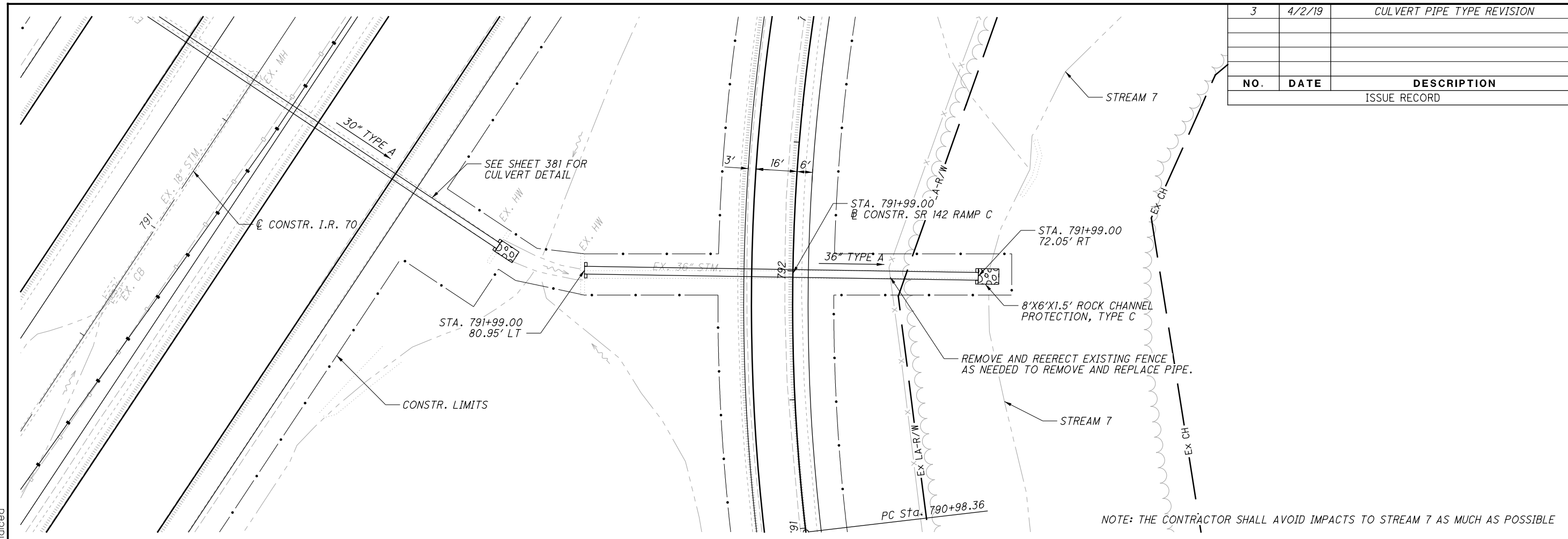
CULVERT DETAILS
I.R. 70 STA. 805+25.10

MAD-70-8.62

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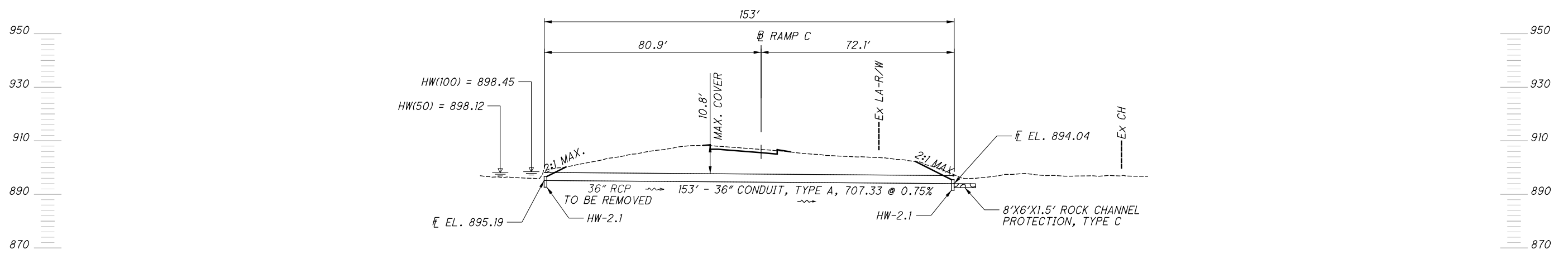
3	4/2/19	CULVERT PIPE TYPE REVISION
NO.	DATE	DESCRIPTION
		ISSUE RECORD

CALCULATED TDP CHECKED ENB



CULVERT DETAILS
S.R. 142 RAMP C STA. 791+99.00

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PROPOSED STRUCTURE	
CFN:	1884201
TYPE:	36" CONDUIT, TYPE A, 707.33
LENGTH:	153'
SKEW:	90°00'
WEARING SURFACE:	ASPHALT CONCRETE
pH:	7.1
SERVICE LIFE:	75 YEARS
NON-ABRASIVE	

EXISTING STRUCTURE	
TYPE:	36" RCP
LENGTH:	153'
SKEW:	0°59' R.F.
WEARING SURFACE:	ASPHALT CONCRETE
YEAR BUILT:	1968

HYDRAULIC DESIGN DATA		
DRAINAGE AREA:	=	22.4 AC
Q50	=	34.10 CFS
Q100	=	39.50 CFS
HW50	=	898.12 FT
HW100	=	898.45 FT
V50	=	5.19 FPS
V100	=	8.30 FPS

MAD-70-8.62

383
470

P:\107109_MAD-70-8.62\Design\Drainage\Sheets\107109_DS001.dgn Sheet 11/23/2020 2:28:57 PM kmihalcea

SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605					611	
			FROM				TO					SY		6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT										FT
MAD-70-8.62 - UNDERDRAINS																				
394	U-1	I.R. 70	478+28.95	RT	76.83	996.19	470+55.00	RT	92.62	994.79	U-11									
394	U-2	I.R. 70	478+28.95	RT	64.50	996.05	470+55.00	RT	83.28	994.67	U-11				774					
394	U-3	I.R. 70	473+19.14	RT	64.50	995.69	470+55.00	RT	64.50	995.00	U-11				259			5		
394	U-4	I.R. 70	478+28.95	RT	31.50	995.91	470+55.00	RT	31.50	994.89	U-11				769			5		
394	U-5	I.R. 70	478+28.95	RT	19.17	995.92	470+55.00	RT	19.17	994.90	U-11							5		
394	U-6	I.R. 70	478+28.95	LT	76.83	996.11	470+55.00	LT	113.37	993.46	U-12									
394	U-7	I.R. 70	478+28.95	LT	64.50	996.11	470+55.00	LT	103.98	993.40	U-12				774					
394	U-8	I.R. 70	474+55.81	LT	64.50	995.95	470+55.00	LT	64.50	995.12	U-12							5		
394	U-9	I.R. 70	478+28.95	LT	31.50	995.91	470+55.00	LT	31.50	994.94	U-12				769			5		
394	U-10	I.R. 70	478+28.95	LT	19.17	995.92	470+55.00	LT	19.17	994.96	U-12							5		
394	U-11	I.R. 70	470+55.00	RT	92.62	994.79	470+37.47	CL	0.00	993.81	EX. CB							100		
394	U-12	I.R. 70	470+55.00	LT	113.37	993.46	470+37.47	CL	0.00	992.28	EX. CB							121		
394	U-13	I.R. 70	478+28.95	RT	76.83	996.19	488+94.00	RT	76.83	993.24	U-21						1065			
394	U-14	I.R. 70	478+28.95	RT	64.50	996.06	488+94.00	RT	64.50	993.23	U-21				1060			5		
394	U-15	I.R. 70	478+28.95	RT	31.50	995.91	488+94.00	RT	31.50	993.04	U-21				1065					
394	U-16	I.R. 70	478+28.95	RT	19.17	995.92	488+94.00	RT	19.17	993.05	U-21							5		
394	U-17	I.R. 70	478+28.95	LT	76.83	996.11	488+94.00	LT	76.83	993.24	U-22							1065		
394	U-18	I.R. 70	478+28.95	LT	64.50	996.11	488+94.00	LT	64.50	993.23	U-22				1060			5		
394	U-19	I.R. 70	478+28.95	LT	31.50	995.91	488+94.00	LT	31.50	993.04	U-22				1065					
394	U-20	I.R. 70	478+28.95	LT	19.17	995.92	488+94.00	LT	19.17	993.05	U-22							5		
394	U-21	I.R. 70	488+94.00	RT	76.83	993.24	488+99.00	CL	0.00	993.30	D001							77		
394	U-22	I.R. 70	488+94.00	LT	76.83	993.24	488+99.00	CL	0.00	993.30	D001							77		
394-395	U-23	I.R. 70	489+04.00	RT	76.83	993.20	498+25.00	RT	76.83	990.17	U-31							5		
394-395	U-24	I.R. 70	489+04.00	RT	64.50	993.20	498+25.00	RT	64.50	990.16	U-31				916			5		
394-395	U-25	I.R. 70	489+04.00	RT	31.50	993.01	498+25.00	RT	31.50	989.97	U-31				921					
394-395	U-26	I.R. 70	489+04.00	RT	19.17	993.01	498+25.00	RT	19.17	989.97	U-31							921		
394-395	U-27	I.R. 70	489+04.00	LT	76.83	996.20	498+25.00	LT	76.83	990.17	U-32							5		
394-395	U-28	I.R. 70	489+04.00	LT	64.50	993.20	498+25.00	LT	64.50	990.16	U-32				916			5		
394-395	U-29	I.R. 70	489+04.00	LT	31.50	993.01	498+25.00	LT	31.50	989.97	U-32				921					
394-395	U-30	I.R. 70	489+04.00	LT	19.17	993.01	498+25.00	LT	19.17	989.97	U-32							921		
395	U-31	I.R. 70	498+25.00	RT	19.17	989.97	498+25.00	RT	100.67	989.74	OUTLET	2						81	1	
395	U-32	I.R. 70	498+25.00	LT	19.17	989.97	498+25.00	LT	99.17	989.76	OUTLET	2						80	1	
395	U-33	I.R. 70	498+30.00	RT	76.83	990.15	508+25.00	RT	76.83	986.87	U-41						990	5		
395	U-34	I.R. 70	498+30.00	RT	64.50	990.14	508+25.00	RT	64.50	986.86	U-41				990			5		
395	U-35	I.R. 70	498+30.00	RT	31.50	989.95	508+25.00	RT	31.50	986.67	U-41				995					
395	U-36	I.R. 70	498+30.00	RT	19.17	989.96	508+25.00	RT	19.17	986.67	U-41							995		
395	U-37	I.R. 70	498+30.00	LT	76.83	990.15	508+25.00	LT	76.83	986.86	U-42							5		
395	U-38	I.R. 70	498+30.00	LT	64.50	990.14	508+25.00	LT	64.50	986.86	U-42				990			5		
395	U-39	I.R. 70	498+30.00	LT	31.50	989.95	508+25.00	LT	31.50	986.67	U-42				995					
395	U-40	I.R. 70	498+30.00	LT	19.17	989.96	508+25.00	LT	19.17	986.67	U-42							995		
395	U-41	I.R. 70	508+25.00	RT	19.17	986.67	508+25.00	RT	99.17	986.45	OUTLET	2						80	1	
395	U-42	I.R. 70	508+25.00	LT	19.17	986.67	508+25.00	LT	101.67	986.43	OUTLET	2						83	1	
395	U-43	I.R. 70	508+30.00	RT	76.83	986.85	518+25.00	RT	76.83	982.33	U-52						990	5		
395	U-44	I.R. 70	508+30.00	RT	64.50	986.84	518+25.00	RT	64.50	982.35	U-52				990			5		
395	U-45	I.R. 70	508+30.00	RT	31.50	986.65	518+25.00	RT	31.50	982.16	U-52				995					
TOTALS CARRIED TO SHEET 393												8		17620	0	15970	0		799	4

CALCULATED	MLL	CHECKED	MJC
UNDERDRAIN SUBSUMMARY			
MAD-70-8.62			
(384 / 470)			

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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605				611		
			FROM				TO					SY	FT	FT	FT	FT	FT	EACH		
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT										
MAD-70-8.62 - UNDERDRAINS																				
395	U-46	I.R. 70	508+30.00	RT	19.17	986.66	518+25.00	RT	19.17	982.17	U-52									
395	U-47	I.R. 70	508+30.00	LT	76.83	986.85	518+25.00	LT	83.75	982.34	U-53						5			
395	U-48	I.R. 70	508+30.00	LT	64.50	986.84	518+25.00	LT	73.42	982.24	U-53			990			5			
395	U-49	I.R. 70	508+30.00	LT	31.50	986.65	518+25.00	LT	31.50	982.16	U-53			995						
395	U-50	I.R. 70	508+30.00	LT	19.17	986.66	518+25.00	LT	19.17	982.17	U-53									
	U-51	NOT USED																		
395	U-52	I.R. 70	518+25.00	RT	19.17	982.17	518+25.00	RT	99.17	981.75	OUTLET	2					80	1		
395	U-53	I.R. 70	518+25.00	LT	19.17	982.17	518+25.00	LT	107.67	981.66	OUTLET	2					88	1		
395-396	U-54	I.R. 70	518+30.00	RT	76.83	982.30	528+25.00	RT	76.83	976.35	U-63						5			
395-396	U-55	I.R. 70	518+30.00	RT	64.50	982.32	528+25.00	RT	64.50	976.42	U-63			990			5			
395-396	U-56	I.R. 70	518+30.00	RT	31.50	982.13	528+25.00	RT	31.50	976.22	U-63			995						
395-396	U-57	I.R. 70	518+30.00	RT	19.17	982.13	528+25.00	RT	19.17	976.23	U-63									
395-396	U-58	I.R. 70	518+30.00	LT	83.85	982.30	528+25.00	LT	101.27	975.33	U-64						105			
395-396	U-59	I.R. 70	518+30.00	LT	73.52	982.20	528+25.00	LT	93.93	975.20	U-64			895			100			
395-396	U-60	I.R. 70	521+15.90	LT	64.50	980.47	528+25.00	LT	64.50	976.42	U-64			604			105			
395-396	U-61	I.R. 70	518+30.00	LT	31.50	982.13	528+25.00	LT	31.50	976.22	U-64			895			100			
395-396	U-62	I.R. 70	518+30.00	LT	19.17	982.14	528+25.00	LT	19.17	976.23	U-64						100			
396	U-63	I.R. 70	528+25.00	RT	19.17	976.23	528+25.00	RT	96.67	975.57	OUTLET	2					78	1		
396	U-64	I.R. 70	528+25.00	LT	19.17	976.23	528+25.00	LT	104.17	974.92	OUTLET	2					85	1		
396	U-65	I.R. 70	528+30.00	RT	76.83	976.32	533+23.24	RT	86.83	972.65	U-80						493			
		S.R. 29 (RAMP D)	533+25.00	RT	8.83		533+96.82	RT	8.83								72			
396	U-66	I.R. 70	528+30.00	RT	64.50	976.39	533+23.24	RT	77.50	972.56	U-80			493						
		S.R. 29 (RAMP D)	533+25.00	LT	0.50		533+96.82	LT	0.50					72						
396	U-67	I.R. 70	530+16.58	RT	64.50	975.23	533+95.00	RT	64.50	972.88	U-80						5			
396	U-68	I.R. 70	528+30.00	RT	31.50	976.19	533+95.00	RT	31.50	972.69	U-80						5			
396	U-69	I.R. 70	528+30.00	RT	19.17	976.20	533+95.00	RT	19.17	972.70	U-80						5			
396	U-70	S.R. 29 (RAMP A)	528+30.00	LT	6.83	975.25	531+70.00	LT	6.83	972.90	U-73						335			
396	U-71	S.R. 29 (RAMP A)	528+30.00	LT	0.50	975.10	531+70.00	LT	0.50	972.69	U-73						340			
396	U-72	S.R. 29 (RAMP A)	529+53.32	RT	16.50	974.54	531+70.00	RT	16.50	972.95	U-73						217			
396	U-73	S.R. 29 (RAMP A)	531+70.00	RT	16.50	972.95	531+70.00	LT	29.00	972.41	OUTLET	2					46	1		
396	U-74	S.R. 29 (RAMP A)	533+71.31	LT	0.50	976.28	531+70.00	LT	0.50	972.69	U-73						201			
396	U-75	S.R. 29 (RAMP A)	533+71.31	RT	16.50	976.54	531+70.00	RT	16.50	972.95	U-73						201			
396	U-76	I.R. 70	529+60.00	LT	76.83	975.59	533+95.00	LT	76.83	972.83	U-81						435			
396	U-77	I.R. 70	528+30.00	LT	64.50	976.38	533+95.00	LT	64.50	972.88	U-81			560			5			
396	U-78	I.R. 70	528+30.00	LT	31.50	975.70	533+95.00	LT	31.50	972.69	U-81						565			
396	U-79	I.R. 70	528+30.00	LT	19.17	976.20	533+95.00	LT	19.17	972.70	U-81						5			
396	U-80	I.R. 70	533+95.00	RT	87.42	972.65	534+00.00	CL	0.00	971.77	D004						87			
396	U-81	I.R. 70	533+95.00	LT	76.83	972.83	534+00.00	CL	0.00	972.37	D004						77			
396	U-82	S.R. 29 (RAMP D)	534+05.00	RT	8.83	972.59	537+78.88	RT	8.83	970.23	EX. UD						364	10		
396	U-83	S.R. 29 (RAMP D)	534+05.00	LT	1.50	972.51	537+78.88	LT	1.50	970.11	EX. UD			364			10			
396	U-84	I.R. 70	534+05.00	RT	64.50	972.15	547+35.00	RT	64.50	965.79	U-93						5			
396	U-85	I.R. 70	534+05.00	RT	31.50	972.63	547+35.00	RT	31.50	966.27	U-93			1030	1025		300			
396	U-86	I.R. 70	534+05.00	RT	19.17	972.63	547+35.00	RT	19.17	966.28	U-93						5			
396	U-87	I.R. 70	534+05.00	LT	76.83	972.84	547+35.00	LT	76.83	966.71	U-94						300			
396	U-88	I.R. 70	534+05.00	LT	64.50	972.18	547+35.00	LT	64.50	965.79	U-94						5			
396	U-89	I.R. 70	534+05.00	LT	31.50	972.66	547+35.00	LT	31.50	966.27	U-94			1030			300			
396	U-90	I.R. 70	534+05.00	LT	19.17	972.67	547+35.00	LT	19.17	966.28	U-94						5			
TOTALS CARRIED TO SHEET 393												10		12371	2050	12649	2120		1121	5

CALCULATED MLL CHECKED MJC
UNDERDRAIN SUBSUMMARY
MAD-70-8.62
 385
 470

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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605				611		
			FROM				TO					TIED CONCRETE BLOCK MAT, TYPE 1		6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT		SY		FT	FT	FT	FT	FT	EACH	
MAD-70-8.62 - UNDERDRAINS																				
	U-91	NOT USED																		
396	U-92	I.R. 70	537+83.00	RT	76.83	970.51	547+35.00	RT	76.83	966.48	U-93					652	300			
396	U-93	I.R. 70	547+35.00	RT	76.83	966.48	547+40.00	CL	0.00	965.95	D005						77			
396	U-94	I.R. 70	547+35.00	LT	76.83	966.71	547+40.00	CL	0.00	965.95	D005						77			
396-397	U-95	I.R. 70	547+45.00	RT	76.83	966.41	558+95.00	RT	76.83	961.17	U-106						5			
396-397	U-96	I.R. 70	547+45.00	RT	64.50	965.75	558+95.00	RT	64.50	960.46	U-106						5			
396-397	U-97	I.R. 70	547+45.00	RT	31.50	966.23	558+95.00	RT	31.50	960.94	U-106		1145				5			
396-397	U-98	I.R. 70	547+45.00	RT	19.17	966.23	558+95.00	RT	19.17	960.94	U-106						5			
396-397	U-99	S.R. 29 (RAMP B)	547+40.00	LT	8.83	965.56	552+00.00	LT	8.83	961.07	U-107									
		I.R. 70	552+00.00	LT	86.83		558+95.00	LT	76.83											
396-397	U-100	S.R. 29 (RAMP B)	547+40.00	RT	0.50	965.46	552+00.00	RT	0.50	962.71	U-101									
		I.R. 70	552+00.00	LT	77.50		555+51.31	LT	64.50								100		5	
396-397	U-101	I.R. 70	547+45.00	LT	64.50	965.75	558+95.00	LT	64.50	960.46	U-107									
396-397	U-102	I.R. 70	547+45.00	LT	31.50	966.23	558+95.00	LT	31.50	960.94	U-107		1145				5			
396-397	U-103	I.R. 70	547+45.00	LT	19.17	966.23	558+95.00	LT	19.17	960.94	U-107						5			
397	U-104	S.R. 29 (RAMP C)	556+04.95	RT	8.83	960.89	558+96.94	RT	8.83	960.42	U-106									
397	U-105	S.R. 29 (RAMP C)	556+04.95	LT	0.50	960.80	558+96.94	LT	0.50	960.38	U-106		292							
397	U-106	I.R. 70	558+95.00	RT	102.68	960.42	559+00.00	CL	0.00	959.44	D006						103			
397	U-107	I.R. 70	558+95.00	LT	76.83	961.07	559+00.00	CL	0.00	959.81	D006						77			
397	U-108	I.R. 70	559+05.00	RT	102.47	960.39	567+43.00	RT	85.11	957.55	U-117									
397	U-109	I.R. 70	559+05.00	RT	93.14	960.35	567+43.00	RT	74.94	957.46	U-117		833				5			
397	U-110	I.R. 70	559+05.00	RT	64.50	960.41	567+43.00	RT	64.50	956.96	U-117			838						
397	U-111	I.R. 70	559+05.00	RT	31.50	960.89	567+43.00	RT	31.50	957.44	U-117		838							
397	U-112	I.R. 70	559+05.00	RT	19.17	960.90	567+43.00	RT	19.17	957.44	U-117						5			
397	U-113	I.R. 70	559+05.00	LT	76.83	961.02	567+43.00	LT	76.83	957.65	U-118						833			
397	U-114	I.R. 70	559+05.00	LT	64.50	960.41	567+43.00	LT	64.50	956.96	U-118			838			838			
397	U-115	I.R. 70	559+05.00	LT	31.50	960.89	567+43.00	LT	31.50	957.44	U-118		833				5			
397	U-116	I.R. 70	559+05.00	LT	19.17	960.90	567+43.00	LT	19.17	957.44	U-118						833			
397	U-117	I.R. 70	567+43.00	RT	85.11	957.55	567+48.00	CL	0.00	957.13	D007						85			
397	U-118	I.R. 70	567+43.00	LT	76.83	957.65	567+48.00	CL	0.00	956.80	D007						77			
397-398	U-119	I.R. 70	581+88.00	RT	76.83	961.54	567+43.00	RT	85.11	957.55	U-117									
397-398	U-120	I.R. 70	581+88.00	RT	64.50	960.87	567+43.00	RT	64.50	956.96	U-117			1445						
397-398	U-121	I.R. 70	581+88.00	RT	31.50	961.35	567+43.00	RT	31.50	957.44	U-117		1445							
397-398	U-122	I.R. 70	581+88.00	RT	19.17	961.35	567+43.00	RT	19.17	957.44	U-117						5			
397-398	U-123	I.R. 70	581+88.00	LT	76.83	961.54	567+43.00	LT	76.83	957.65	U-118						1445			
397-398	U-124	I.R. 70	581+88.00	LT	64.50	960.87	567+43.00	LT	64.50	956.96	U-118			1445						
397-398	U-125	I.R. 70	581+88.00	LT	31.50	961.35	567+43.00	LT	31.50	957.44	U-118		1445				5			
397-398	U-126	I.R. 70	581+88.00	LT	19.17	961.35	567+43.00	LT	19.17	957.44	U-118						5			
398	U-127	I.R. 70	582+03.00	RT	76.83	961.59	581+98.00	CL	0.00	960.65	D008						77			
398	U-128	I.R. 70	582+03.00	LT	76.83	961.59	581+98.00	CL	0.00	960.65	D008						77			
398	U-129	I.R. 70	592+95.00	RT	76.83	964.98	582+03.00	RT	76.83	961.59	U-127									
398	U-130	I.R. 70	592+95.00	RT	64.50	964.30	582+03.00	RT	64.50	960.91	U-127			1092			1092			
398	U-131	I.R. 70	592+95.00	RT	31.50	964.78	582+03.00	RT	31.50	961.39	U-127		1092				5			
398	U-132	I.R. 70	592+95.00	RT	19.17	964.78	582+03.00	RT	19.17	961.39	U-127						5			
398	U-133	I.R. 70	592+95.00	LT	76.83	964.98	582+03.00	LT	76.83	961.59	U-128						1087			
398	U-134	I.R. 70	592+95.00	LT	64.50	964.30	582+03.00	LT	64.50	960.91	U-128			1092			1092			
398	U-135	I.R. 70	592+95.00	LT	31.50	964.78	582+03.00	LT	31.50	961.39	U-128		1092				5			
TOTALS CARRIED TO SHEET 393												0		10866	9045	17917	400		734	0

UNDERDRAIN SUBSUMMARY

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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605				611		
			FROM				TO					TIED CONCRETE BLOCK MAT, TYPE 1		6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT		SY		FT	FT	FT	FT	FT	EACH	
MAD-70-8.62 - UNDERDRAINS																				
398	U-136	I.R. 70	592+95.00	LT	19.17	964.78	582+03.00	LT	19.17	961.39	U-128							5		
398	U-136A	I.R. 70	602+95.00	RT	76.83	968.08	593+00.00	RT	76.83	964.99	U-136I							5		
398	U-136B	I.R. 70	602+95.00	RT	64.50	967.40	593+00.00	RT	64.50	964.31	U-136I									
398	U-136C	I.R. 70	602+95.00	RT	31.50	967.88	593+00.00	RT	31.50	964.79	U-136I		995	995						
398	U-136D	I.R. 70	602+95.00	RT	19.17	967.88	593+00.00	RT	19.17	964.80	U-136I									
398	U-136E	I.R. 70	602+95.00	LT	76.83	968.08	593+00.00	LT	76.83	964.99	U-136J							5		
398	U-136F	I.R. 70	602+95.00	LT	64.50	967.40	593+00.00	LT	64.50	964.31	U-136J									
398	U-136G	I.R. 70	602+95.00	LT	31.50	967.88	593+00.00	LT	31.50	964.79	U-136J		995	995						
398	U-136H	I.R. 70	602+95.00	LT	19.17	967.88	593+00.00	LT	19.17	964.80	U-136J									
398	U-136I	I.R. 70	593+00.00	RT	19.17	964.80	593+00.00	RT	106.17	964.18	OUTLET	2						87	1	
398	U-136J	I.R. 70	593+00.00	LT	19.17	964.80	593+00.00	LT	92.67	964.30	OUTLET	2						74	1	
398	U-137	I.R. 70	603+05.00	RT	76.83	968.11	603+00.00	CL	0.00	967.89	D009							77		
398	U-138	I.R. 70	603+05.00	LT	76.83	968.11	603+00.00	CL	0.00	967.89	D009							77		
398-399	U-139	I.R. 70	614+39.35	RT	76.83	971.40	603+05.00	RT	76.83	968.11	U-137									
398-399	U-140	I.R. 70	614+39.35	RT	64.50	971.39	603+05.00	RT	64.50	968.10	U-137			1134						
398-399	U-141	I.R. 70	614+39.35	RT	31.50	971.20	603+05.00	RT	31.50	967.91	U-137			1134						
398-399	U-142	I.R. 70	614+39.35	RT	19.67	971.21	603+05.00	RT	19.67	967.92	U-137									
398-399	U-143	I.R. 70	614+39.35	LT	76.83	971.40	603+05.00	LT	76.83	968.11	U-138									
398-399	U-144	I.R. 70	614+39.35	LT	64.50	971.39	603+05.00	LT	64.50	968.10	U-138			1134						
398-399	U-145	I.R. 70	614+39.35	LT	31.50	971.20	603+05.00	LT	31.50	967.91	U-138			1134						
398-399	U-146	I.R. 70	614+39.35	LT	19.67	971.21	603+05.00	LT	19.67	967.92	U-138									
399	U-147	I.R. 70	614+39.35	RT	76.83	971.40	630+95.00	RT	76.83	945.37	U-155									
399	U-148	I.R. 70	614+39.35	RT	64.50	970.73	630+95.00	RT	64.50	944.70	U-155									
399	U-149	I.R. 70	614+39.35	RT	31.50	971.20	630+95.00	RT	31.50	945.18	U-155			1651	1656			5		
399	U-150	I.R. 70	614+39.35	RT	19.67	971.21	630+95.00	RT	19.67	945.18	U-155							5		
399	U-151	I.R. 70	614+39.35	LT	76.83	971.40	630+95.00	LT	76.83	945.37	U-156									
399	U-152	I.R. 70	614+39.35	LT	64.50	970.73	630+95.00	LT	64.50	944.70	U-156									
399	U-153	I.R. 70	614+39.35	LT	31.50	971.20	630+95.00	LT	31.50	945.18	U-156			1651	1656			5		
399	U-154	I.R. 70	614+39.35	LT	19.67	971.21	630+95.00	LT	19.67	945.18	U-156							5		
399	U-155	I.R. 70	630+95.00	RT	76.83	945.37	631+00.00	CL	0.00	944.05	D010							77		
399	U-156	I.R. 70	630+95.00	LT	76.83	945.37	631+00.00	CL	0.00	944.05	D010							77		
399-400	U-157	I.R. 70	631+05.00	RT	76.83	945.17	637+00.00	RT	76.83	933.31	U-165									
399-400	U-158	I.R. 70	631+05.00	RT	64.50	944.50	637+00.00	RT	64.50	932.60	U-165				595	595				
399-400	U-159	I.R. 70	631+05.00	RT	31.50	944.98	637+00.00	RT	31.50	933.08	U-165			590				5		
399-400	U-160	I.R. 70	631+05.00	RT	19.67	944.98	637+00.00	RT	19.67	933.08	U-165							5		
399-400	U-161	I.R. 70	631+05.00	LT	76.83	945.17	637+00.00	LT	76.83	933.32	U-166									
399-400	U-162	I.R. 70	631+05.00	LT	64.50	944.50	637+00.00	LT	64.50	932.60	U-166				595					
399-400	U-163	I.R. 70	631+05.00	LT	31.50	944.98	637+00.00	LT	31.50	933.08	U-166			590				5		
399-400	U-164	I.R. 70	631+05.00	LT	19.67	944.98	637+00.00	LT	19.67	933.08	U-166							5		
400	U-165	I.R. 70	637+00.00	RT	76.83	933.31	637+00.00	CL	0.00	931.96	D012							77		
400	U-166	I.R. 70	637+00.00	LT	76.83	933.32	637+00.00	CL	0.00	931.96	D012							77		
400	U-167	I.R. 70	637+05.00	RT	76.83	933.20	641+80.00	RT	75.99	924.10	U-175									
400	U-168	I.R. 70	637+05.00	RT	64.50	932.98	641+80.00	RT	64.50	924.06	U-175			475						
400	U-169	I.R. 70	637+05.00	RT	31.50	932.98	641+80.00	RT	31.50	923.86	U-175			475						
TOTALS CARRIED TO SHEET 393												4		11959	6491	19052	0		676	2

CALCULATED MLL CHECKED MJC	UNDERDRAIN SUBSUMMARY	MAD-70-8.62	387
			470

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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605				611		
			FROM				TO					TIED CONCRETE BLOCK MAT, TYPE 1		6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT		SY		FT	FT	FT	FT	FT	EACH	
MAD-70-8.62 - UNDERDRAINS																				
400	U-170	I.R. 70	637+05.00	RT	19.67	932.98	641+80.00	RT	23.37	924.04	U-175						470	5		
400	U-171	I.R. 70	637+05.00	LT	76.83	933.22	641+92.00	LT	76.83	923.90	U-176						487			
400	U-172	I.R. 70	637+05.00	LT	64.50	933.17	641+92.00	LT	64.50	923.89	U-176						487			
400	U-173	I.R. 70	637+05.00	LT	31.50	932.98	641+92.00	LT	31.50	923.70	U-176						487			
400	U-174	I.R. 70	637+05.00	LT	19.67	932.98	641+92.00	LT	23.54	923.88	U-176							5		
400	U-175	I.R. 70	641+80.00	RT	75.99	924.10	641+92.00	CL	0.00	923.52	D014							76		
400	U-176	I.R. 70	641+92.00	LT	76.83	923.90	641+92.00	CL	0.00	923.39	D014							77		
400	U-177	I.R. 70	644+80.00	RT	76.83	922.18	644+80.00	CL	0.00	920.85	D015							77		
400	U-178	I.R. 70	644+97.00	LT	75.88	922.26	644+80.00	CL	0.00	920.82	D015							76		
400	U-179	I.R. 70	654+95.00	RT	76.83	937.72	644+80.00	RT	76.83	922.18	U-177							1015		
400	U-180	I.R. 70	654+95.00	RT	64.50	937.08	644+80.00	RT	64.50	921.49	U-177							1015		
400	U-181	I.R. 70	654+95.00	RT	31.50	937.56	644+80.00	RT	31.50	921.97	U-177			1010				5		
400	U-182	I.R. 70	654+95.00	RT	19.17	937.56	644+80.00	RT	23.58	922.15	U-177							1010		
400	U-183	I.R. 70	654+95.00	LT	76.83	937.72	644+97.00	LT	75.88	922.26	U-178							998		
400	U-184	I.R. 70	654+95.00	LT	64.50	937.08	644+97.00	LT	64.50	921.52	U-178							998		
400	U-185	I.R. 70	654+95.00	LT	31.50	937.56	644+97.00	LT	31.50	921.99	U-178			993				5		
400	U-186	I.R. 70	654+95.00	LT	19.17	937.56	644+97.00	LT	23.64	922.18	U-178							993		
400	U-187	I.R. 70	655+00.00	RT	76.83	937.82	655+00.00	LT	5.00	936.49	D052							82		
400	U-188	I.R. 70	655+00.00	LT	76.83	937.82	655+00.00	LT	5.00	936.59	D052							72		
400-401	U-189	I.R. 70	663+87.00	RT	76.83	951.84	655+00.00	RT	76.83	937.82	U-187							887		
400-401	U-190	I.R. 70	663+87.00	RT	64.50	951.16	655+00.00	RT	64.50	937.18	U-187							887		
400-401	U-191	I.R. 70	663+87.00	RT	31.50	951.64	655+00.00	RT	31.50	937.66	U-187			882				5		
400-401	U-192	I.R. 70	663+87.00	RT	19.17	951.65	655+00.00	RT	19.17	937.66	U-187							882		
400-401	U-193	I.R. 70	663+87.00	LT	76.83	951.83	655+00.00	LT	76.83	937.82	U-188							887		
400-401	U-194	I.R. 70	663+87.00	LT	64.50	951.16	655+00.00	LT	64.50	937.18	U-188				887					
400-401	U-195	I.R. 70	663+87.00	LT	31.50	951.64	655+00.00	LT	31.50	937.66	U-188			882				5		
400-401	U-196	I.R. 70	663+87.00	LT	19.17	951.65	655+00.00	LT	19.17	937.66	U-188							882		
401	U-197	I.R. 70	663+92.00	RT	76.83	951.86	663+92.00	LT	13.00	951.35	D055							90		
401	U-198	I.R. 70	663+92.00	LT	76.83	951.88	663+92.00	LT	13.00	951.61	D055							64		
401	U-199	I.R. 70	673+70.00	RT	76.83	955.25	663+92.00	RT	76.83	951.86	U-197							978		
401	U-200	I.R. 70	673+70.00	RT	64.50	955.25	663+92.00	RT	64.50	951.86	U-197			978						
401	U-201	I.R. 70	673+70.00	RT	31.50	955.06	663+92.00	RT	31.50	951.67	U-197			978						
401	U-202	I.R. 70	673+70.00	RT	19.17	955.06	663+92.00	RT	19.17	951.67	U-197							978		
401	U-203	I.R. 70	673+70.00	LT	76.83	955.30	663+92.00	LT	76.83	951.88	U-198							978		
401	U-204	I.R. 70	673+70.00	LT	64.50	955.25	663+92.00	LT	64.50	951.86	U-198							973		
401	U-205	I.R. 70	673+70.00	LT	31.50	955.06	663+92.00	LT	31.50	951.67	U-198							978		
401	U-206	I.R. 70	673+70.00	LT	19.17	955.06	663+92.00	LT	19.17	951.67	U-198							978		
401	U-207	I.R. 70	673+80.00	RT	76.83	955.30	673+75.00	CL	0.00	955.05	D018							77		
401	U-208	I.R. 70	673+80.00	LT	76.83	955.32	673+75.00	CL	0.00	955.05	D018							77		
401	U-209	I.R. 70	683+73.68	RT	76.83	957.35	673+80.00	RT	76.83	955.30	U-207							994		
401	U-210	I.R. 70	683+73.68	RT	64.50	957.35	673+80.00	RT	64.50	955.29	U-207			994						
401	U-211	I.R. 70	683+73.68	RT	31.50	957.16	673+80.00	RT	31.50	955.10	U-207			994						
401	U-212	I.R. 70	683+73.68	RT	19.17	957.16	673+80.00	RT	19.17	955.11	U-207							994		
401	U-213	I.R. 70	683+73.68	LT	76.83	957.37	673+80.00	LT	76.83	955.32	U-208							994		
401	U-214	I.R. 70	683+73.68	LT	64.50	957.35	673+80.00	LT	64.50	955.29	U-208			994						
TOTALS CARRIED TO SHEET 393												0		11629	3787	15886	0		822	0

CALCULATED	MLL	CHECKED	MJC
UNDERDRAIN SUBSUMMARY			
MAD-70-8.62			
388 470			

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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605					611	
			FROM				TO					TIED CONCRETE BLOCK MAT, TYPE 1		6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT / RT	FT	FT	TO	LT / RT	FT	FT		SY		FT	FT	FT	FT	FT	EACH	
MAD-70-8.62 - UNDERDRAINS																				
401	U-215	I.R. 70	683+73.68	LT	31.50	957.16	673+80.00	LT	31.50	955.10	U-208			994						
401	U-216	I.R. 70	683+73.68	LT	19.17	957.16	673+80.00	LT	19.17	955.11	U-208				994					
401-402	U-217	I.R. 70	683+73.68	RT	76.83	957.35	692+50.00	RT	76.83	955.16	U-225				876					
401-402	U-218	I.R. 70	683+73.68	RT	64.50	957.35	692+50.00	RT	64.50	955.16	U-225			871			5			
401-402	U-219	I.R. 70	683+73.68	RT	31.50	957.16	692+50.00	RT	31.50	954.96	U-225			876						
401-402	U-220	I.R. 70	683+73.68	RT	19.17	957.16	692+50.00	RT	19.17	954.97	U-225				876					
401-402	U-221	I.R. 70	683+73.68	LT	76.83	957.37	692+50.00	LT	76.83	955.16	U-226				871		5			
401-402	U-222	I.R. 70	683+73.68	LT	64.50	957.35	692+50.00	LT	64.50	958.72	U-226			871			5			
401-402	U-223	I.R. 70	683+73.68	LT	31.50	957.16	692+50.00	LT	31.50	954.96	U-226			876						
401-402	U-224	I.R. 70	683+73.68	LT	19.17	957.16	692+50.00	LT	19.17	954.97	U-226				876					
402	U-225	I.R. 70	692+50.00	RT	19.17	954.97	692+50.00	RT	95.67	955.29	OUTLET						76			
402	U-226	I.R. 70	692+50.00	LT	19.17	954.97	692+50.00	LT	95.67	955.24	OUTLET						77			
402	U-227	I.R. 70	692+55.00	RT	76.83	954.93	701+95.00	RT	76.83	952.10	U-235				940					
402	U-228	I.R. 70	692+55.00	RT	64.50	955.14	701+95.00	RT	64.50	952.09	U-235			935			5			
402	U-229	I.R. 70	692+55.00	RT	31.50	954.95	701+95.00	RT	31.50	951.90	U-235			940						
402	U-230	I.R. 70	692+55.00	RT	19.17	954.95	701+95.00	RT	19.17	951.91	U-235				935		5			
402	U-231	I.R. 70	692+55.00	LT	76.83	955.05	701+95.00	LT	76.83	952.10	U-236				935		5			
402	U-232	I.R. 70	692+55.00	LT	64.50	955.14	701+95.00	LT	64.50	952.09	U-236			940						
402	U-233	I.R. 70	692+55.00	LT	31.50	954.95	701+95.00	LT	31.50	951.90	U-236			940						
402	U-234	I.R. 70	692+55.00	LT	19.17	954.95	701+95.00	LT	19.17	951.91	U-236				935		5			
402	U-235	I.R. 70	701+95.00	RT	76.83	952.10	702+00.00	CL	0.00	952.35	D019						77			
402	U-236	I.R. 70	701+95.00	LT	76.83	952.10	702+00.00	CL	0.00	952.35	D019						77			
402	U-237	I.R. 70	702+05.00	RT	76.83	952.08	711+93.00	RT	76.83	949.01	U-245				988					
402	U-238	I.R. 70	702+05.00	RT	64.50	952.06	711+93.00	RT	64.50	949.00	U-245			983			5			
402	U-239	I.R. 70	702+05.00	RT	31.50	951.86	711+93.00	RT	31.50	948.81	U-245			988						
402	U-240	I.R. 70	702+05.00	RT	19.17	951.87	711+93.00	RT	19.17	948.82	U-245				988					
402	U-241	I.R. 70	702+05.00	LT	76.83	952.07	711+93.00	LT	76.83	949.01	U-246				988					
402	U-242	I.R. 70	702+05.00	LT	64.50	952.06	711+93.00	LT	64.50	949.00	U-246			983			5			
402	U-243	I.R. 70	702+05.00	LT	31.50	951.87	711+93.00	LT	31.50	948.81	U-246			988						
402	U-244	I.R. 70	702+05.00	LT	19.17	951.87	711+93.00	LT	19.17	948.82	U-246				988					
402	U-245	I.R. 70	711+93.00	RT	76.83	949.01	711+98.00	CL	0.00	949.08	D020						77			
402	U-246	I.R. 70	711+93.00	LT	76.83	949.01	711+98.00	CL	0.00	949.08	D020						77			
402-403	U-247	I.R. 70	712+03.00	RT	76.83	948.98	721+93.00	RT	76.83	945.87	U-255				990					
402-403	U-248	I.R. 70	712+03.00	RT	64.50	948.96	721+93.00	RT	64.50	945.90	U-255			985			5			
402-403	U-249	I.R. 70	712+03.00	RT	31.50	948.77	721+93.00	RT	31.50	945.71	U-255			990						
402-403	U-250	I.R. 70	712+03.00	RT	19.17	948.78	721+93.00	RT	19.17	945.72	U-255				990					
402-403	U-251	I.R. 70	712+03.00	LT	76.83	948.98	721+93.00	LT	76.83	945.90	U-256				990					
402-403	U-252	I.R. 70	712+03.00	LT	64.50	948.96	721+93.00	LT	64.50	945.90	U-256			985			5			
402-403	U-253	I.R. 70	712+03.00	LT	31.50	948.77	721+93.00	LT	31.50	945.71	U-256			990						
402-403	U-254	I.R. 70	712+03.00	LT	19.17	948.78	721+93.00	LT	19.17	945.72	U-256				990					
403	U-255	I.R. 70	721+93.00	RT	76.83	945.87	721+98.00	CL	0.00	945.68	D021						77			
403	U-256	I.R. 70	721+93.00	LT	76.83	945.90	721+98.00	CL	0.00	945.68	D021						77			
403	U-257	I.R. 70	722+03.00	RT	76.83	945.87	729+16.00	RT	76.83	942.97	U-255				713					
403	U-258	I.R. 70	722+03.00	RT	64.50	945.86	729+16.00	RT	64.50	942.97	U-255			708			5			
403	U-259	I.R. 70	722+03.00	RT	31.50	945.67	729+16.00	RT	31.50	942.78	U-255			713						
TOTALS CARRIED TO SHEET 393												0		17557	0	16864	0		674	0

CALCULATED	MLL	CHECKED	MJC
UNDERDRAIN SUBSUMMARY			
MAD-70-8.62			
389 470			

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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605					611	
			FROM				TO					TIED CONCRETE BLOCK MAT, TYPE 1		6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT		SY		FT	FT	FT	FT	FT	EACH	
MAD-70-8.62 - UNDERDRAINS																				
403	U-260	I.R. 70	722+03.00	RT	19.17	945.68	729+16.00	RT	19.17	942.78	U-255									
403	U-261	I.R. 70	722+03.00	LT	76.83	945.86	729+16.00	LT	76.83	942.97	U-256									
403	U-262	I.R. 70	722+03.00	LT	64.50	945.86	729+16.00	LT	64.50	942.97	U-256									
403	U-263	I.R. 70	722+03.00	LT	31.50	945.67	729+16.00	LT	31.50	942.78	U-256			713						
403	U-264	I.R. 70	722+03.00	LT	19.17	945.68	729+16.00	LT	19.17	942.78	U-256									
403	U-265	I.R. 70	729+16.00	RT	76.83	942.97	729+21.00	CL	0.00	942.58	D022							77		
403	U-266	I.R. 70	729+16.00	LT	76.83	942.97	729+21.00	CL	0.00	942.58	D022							77		
403	U-267	I.R. 70	729+26.00	RT	76.83	942.91	742+93.00	RT	76.83	939.33	U-275				943	424				
403	U-268	I.R. 70	729+26.00	RT	64.50	942.90	742+93.00	RT	64.50	939.35	U-275			938		424		5		
403	U-269	I.R. 70	729+26.00	RT	31.50	942.71	742+93.00	RT	31.50	939.16	U-275			993		374				
403	U-270	I.R. 70	729+26.00	RT	19.17	942.72	742+93.00	RT	19.17	939.16	U-275					993	374			
403	U-271	I.R. 70	729+26.00	LT	76.83	942.91	742+93.00	LT	76.83	939.36	U-276				1043	324				
403	U-272	I.R. 70	729+26.00	LT	64.50	942.90	742+93.00	LT	64.50	939.35	U-276			1043		324				
403	U-273	I.R. 70	729+26.00	LT	31.50	942.71	742+93.00	LT	31.50	939.16	U-276			1093		274				
403	U-274	I.R. 70	729+26.00	LT	19.17	942.72	742+93.00	LT	19.17	939.16	U-276					1093	274			
403	U-275	I.R. 70	742+93.00	RT	76.83	939.33	742+98.00	CL	0.00	938.96	D023							77		
403	U-276	I.R. 70	742+93.00	LT	76.83	939.36	742+98.00	CL	0.00	938.96	D023							77		
403-404	U-277	I.R. 70	743+03.00	RT	76.83	939.29	753+92.00	RT	76.83	935.62	U-285					1089				
403-404	U-278	I.R. 70	743+03.00	RT	64.50	939.32	753+92.00	RT	64.50	935.62	U-285			1089						
403-404	U-279	I.R. 70	743+03.00	RT	31.50	939.13	753+92.00	RT	31.50	935.42	U-285			1089						
403-404	U-280	I.R. 70	743+03.00	RT	19.17	939.14	753+92.00	RT	19.17	935.43	U-285					1084		5		
403-404	U-281	I.R. 70	743+03.00	LT	76.83	939.33	753+92.00	LT	76.83	935.61	U-286					1089				
403-404	U-282	I.R. 70	743+03.00	LT	64.50	939.32	753+92.00	LT	64.50	935.62	U-286			1084				5		
403-404	U-283	I.R. 70	743+03.00	LT	31.50	939.13	753+92.00	LT	31.50	935.43	U-286			1089						
403-404	U-284	I.R. 70	743+03.00	LT	19.17	939.14	753+92.00	LT	19.17	935.43	U-286					1089				
404	U-285	I.R. 70	753+92.00	RT	76.83	935.62	753+97.00	CL	0.00	935.10	D024							77		
404	U-286	I.R. 70	753+92.00	LT	76.83	935.61	753+97.00	CL	0.00	935.23	D024							77		
404	U-287	I.R. 70	754+02.00	RT	76.83	935.59	764+00.00	RT	76.83	928.30	U-295					998				
404	U-288	I.R. 70	754+02.00	RT	64.50	935.58	764+00.00	RT	64.50	928.31	U-295			993				5		
404	U-289	I.R. 70	754+02.00	RT	31.50	935.39	764+00.00	RT	31.50	928.12	U-295			998						
404	U-290	I.R. 70	754+02.00	RT	19.17	935.40	764+00.00	RT	19.17	928.12	U-295					998				
404	U-291	I.R. 70	754+02.00	LT	76.83	935.59	764+00.00	LT	76.83	928.33	U-296					993		5		
404	U-292	I.R. 70	754+02.00	LT	64.50	935.58	764+00.00	LT	64.50	928.31	U-296			993				5		
404	U-293	I.R. 70	754+02.00	LT	31.50	935.39	764+00.00	LT	31.50	928.12	U-296			998						
404	U-294	I.R. 70	754+02.00	LT	19.17	935.40	764+00.00	LT	19.17	928.12	U-296					998				
404	U-295	I.R. 70	764+00.00	RT	19.17	928.12	764+00.00	RT	102.17	927.29	OUTLET	2						83		
404	U-296	I.R. 70	764+00.00	LT	19.17	928.12	764+00.00	LT	101.17	927.93	OUTLET	2						82		
404-405	U-297	I.R. 70	764+05.00	RT	76.83	928.26	777+43.00	RT	96.96	914.07	U-307					1338		1		
404-405	U-298	I.R. 70	764+05.00	RT	64.50	928.26	777+43.00	RT	87.60	914.08	U-307			1333				5		
404-405	U-299	I.R. 70	764+05.00	RT	31.50	928.07	777+43.00	RT	31.50	914.96	U-307			1333				5		
404-405	U-300	I.R. 70	764+05.00	RT	19.17	928.07	777+43.00	RT	19.17	914.96	U-307					1333		5		
404-405	U-301	I.R. 70	771+01.04	RT	64.50	921.44	777+43.00	RT	64.50	915.15	U-307			637				5		
404-405	U-302	I.R. 70	764+05.00	LT	76.83	928.28	777+43.00	LT	98.09	914.76	U-308					1338				
404-405	U-303	I.R. 70	764+05.00	LT	64.50	928.26	777+43.00	LT	87.75	914.67	U-308			1338						
404-405	U-304	I.R. 70	764+05.00	LT	31.50	928.07	777+43.00	LT	31.50	914.96	U-308			1333				5		
TOTALS CARRIED TO SHEET 393												4		19800	0	18558	2792		681	2

CALCULATED MLL CHECKED MJC
UNDERDRAIN SUBSUMMARY
MAD-70-8.62
 390
 470

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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605				611		
			FROM				TO					TIED CONCRETE BLOCK MAT, TYPE 1		6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT		SY		FT	FT	FT	FT	FT	EACH	
MAD-70-8.62 - UNDERDRAINS																				
404-405	U-305	I.R. 70	764+05.00	LT	19.17	928.07	777+43.00	LT	19.17	914.96	U-308					1333		5		
404-405	U-306	I.R. 70	768+30.50	LT	64.50	924.09	777+43.00	LT	64.50	915.15	U-308			908				5		
405	U-307	I.R. 70	777+43.00	RT	96.96	914.07	777+48.00	CL	0.00	913.09	D025							97		
405	U-308	I.R. 70	777+43.00	LT	98.09	914.76	777+48.00	CL	0.00	913.79	D025							98		
405	U-309	I.R. 70	779+31.00	RT	76.83	913.27	791+50.00	RT	76.83	901.04	U-317					1214		5		
405	U-310	I.R. 70	777+53.00	RT	64.50	914.38	791+50.00	RT	64.50	900.36	U-317					1397				
405	U-311	I.R. 70	777+53.00	RT	31.50	914.86	791+50.00	RT	31.50	900.84	U-317			1397						
405	U-312	I.R. 70	777+53.00	RT	19.17	914.86	791+50.00	RT	19.17	900.84	U-317					1397				
405	U-313	I.R. 70	780+45.00	LT	76.83	912.11	791+50.00	LT	76.83	901.04	EX. CB							5		
405	U-314	I.R. 70	777+53.00	LT	64.50	914.38	791+50.00	LT	64.50	900.36	U-318					1397				
405	U-315	I.R. 70	777+53.00	LT	31.50	914.86	791+50.00	LT	31.50	900.84	U-318			1397						
405	U-316	I.R. 70	777+53.00	LT	19.17	914.86	791+50.00	LT	19.17	900.84	U-318					1397				
405	U-316A	I.R. 70	791+55.00	RT	76.83	901.02	797+73.00	RT	76.83	899.33	U-316I							5		
405	U-316B	I.R. 70	791+55.00	RT	64.50	900.34	797+73.00	RT	64.50	898.55	U-316I				613			5		
405	U-316C	I.R. 70	791+55.00	RT	31.50	900.82	797+73.00	RT	31.50	899.03	U-316I			613				5		
405	U-316D	I.R. 70	791+55.00	RT	19.17	900.83	797+73.00	RT	19.17	899.04	U-316I							613		
405	U-316E	I.R. 70	791+55.00	LT	76.83	901.02	797+73.00	LT	76.83	902.33	U-318							613		
405	U-316F	I.R. 70	791+55.00	LT	64.50	900.34	797+73.00	LT	64.50	898.55	U-318				613			5		
405	U-316G	I.R. 70	791+55.00	LT	31.50	900.82	797+73.00	LT	31.50	899.03	U-318			613				5		
405	U-316H	I.R. 70	791+55.00	LT	19.17	900.83	797+73.00	LT	19.17	899.04	U-318							613		
405	U-316I	I.R. 70	791+50.00	RT	19.17	900.84	791+50.00	RT	108.17	900.32	OUTLET	2						89	1	
405	U-316J	I.R. 70	791+50.00	LT	19.17	900.84	791+50.00	LT	115.17	899.98	OUTLET	2						96	1	
405	U-317	I.R. 70	797+73.00	RT	98.77	898.75	797+73.00	CL	0.00	897.04	D026							99		
405	U-318	I.R. 70	797+73.00	LT	96.48	897.13	797+73.00	CL	0.00	896.70	D026							97		
405-406	U-319	I.R. 70	797+78.00	RT	98.67	898.75	802+50.00	RT	89.23	897.72	U-329					472				
405-406	U-320	I.R. 70	797+78.00	RT	89.33	898.62	802+50.00	RT	79.89	897.59	U-329			472						
405-406	U-321	I.R. 70	797+78.00	RT	64.50	898.54	802+50.00	RT	64.50	897.17	U-329				472					
405-406	U-322	I.R. 70	797+78.00	RT	31.50	899.02	802+50.00	RT	31.50	897.65	U-329			467				5		
405-406	U-323	I.R. 70	797+78.00	RT	19.17	899.02	802+50.00	RT	19.17	897.65	U-329					467		5		
405-406	U-324	I.R. 70	797+78.00	LT	104.38	897.89	802+50.00	LT	86.83	897.75	U-330					472				
405-406	U-325	I.R. 70	797+78.00	LT	95.01	897.85	802+50.00	LT	77.50	897.63	U-330			472						
405-406	U-326	I.R. 70	797+78.00	LT	64.50	898.54	802+50.00	LT	64.50	897.17	U-330				472					
405-406	U-327	I.R. 70	797+78.00	LT	31.50	899.02	802+50.00	LT	31.50	897.65	U-330			467				5		
405-406	U-328	I.R. 70	797+78.00	LT	19.17	899.02	802+50.00	LT	19.17	897.65	U-330					467		5		
406	U-329	I.R. 70	802+50.00	RT	89.23	897.72	802+50.00	CL	0.00	896.53	D027							89		
406	U-330	I.R. 70	802+50.00	LT	86.83	897.75	802+50.00	CL	0.00	896.53	D027							87		
406	U-331	I.R. 70	802+55.00	RT	89.13	897.71	813+43.00	RT	76.83	894.70	U-341					1088				
406	U-332	I.R. 70	802+55.00	RT	78.79	897.60	809+69.52	RT	64.50	895.08	U-333			610				5		
406	U-333	I.R. 70	802+55.00	RT	64.50	897.15	813+43.00	RT	64.50	894.00	U-341				1088					
406	U-334	I.R. 70	802+55.00	RT	31.50	897.63	813+43.00	RT	31.50	894.48	U-341			1083				5		
406	U-335	I.R. 70	802+55.00	RT	19.17	897.64	813+43.00	RT	19.17	894.48	U-341							5		
406	U-336	I.R. 70	802+55.00	LT	86.83	897.72	813+43.00	LT	76.83	894.69	U-342					1088				
406	U-337	I.R. 70	802+55.00	LT	77.50	897.62	805+11.18	LT	64.50	896.41	U-338			151				5		
406	U-338	I.R. 70	802+55.00	LT	64.50	897.15	813+43.00	LT	64.50	894.00	U-342				1088					
406	U-339	I.R. 70	802+55.00	LT	31.50	897.63	813+43.00	LT	31.50	894.48	U-342			1083				5		
TOTALS CARRIED TO SHEET 393												4		9732	7140	14030	200		856	2

CALCULATED	MLL	CHECKED	MJC
UNDERDRAIN SUBSUMMARY			
MAD-70-8.62			
391		470	

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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601		605				611		
			FROM				TO					TIED CONCRETE BLOCK MAT, TYPE 1		6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT		SY		FT	FT	FT	FT	FT	EACH	
MAD-70-8.62 - UNDERDRAINS																				
406	U-340	I.R. 70	802+55.00	LT	19.17	897.64	813+43.00	LT	19.17	894.48	U-342							5		
406	U-341	I.R. 70	813+43.00	RT	76.83	894.70	813+48.00	CL	0.00	893.35	D028							77		
406	U-342	I.R. 70	813+43.00	LT	76.83	894.69	813+48.00	CL	0.00	893.35	D028							77		
406	U-343	I.R. 70	813+53.00	RT	76.83	894.67	820+87.00	RT	75.97	892.92	U-351									
406	U-344	I.R. 70	813+53.00	RT	64.50	894.64	820+87.00	RT	64.50	892.88	U-351			734						
406	U-345	I.R. 70	813+53.00	RT	31.50	894.45	820+87.00	RT	31.50	892.69	U-351			734						
406	U-346	I.R. 70	813+53.00	RT	19.17	894.45	820+87.00	RT	24.06	892.91	U-351							5		
406	U-347	I.R. 70	813+53.00	LT	76.83	894.65	820+87.00	LT	76.01	892.92	U-352							734		
406	U-348	I.R. 70	813+53.00	LT	64.50	894.64	820+87.00	LT	64.50	892.88	U-352			734						
406	U-349	I.R. 70	813+53.00	LT	31.50	894.45	820+87.00	LT	31.50	892.69	U-352			734						
406	U-350	I.R. 70	813+53.00	LT	19.17	894.45	820+87.00	LT	23.95	892.90	U-352							5		
406	U-351	I.R. 70	820+87.00	RT	75.97	892.92	820+87.00	CL	0.00	892.38	D029							76		
406	U-352	I.R. 70	820+87.00	LT	76.01	892.92	820+87.00	CL	0.00	892.38	D029							76		
394 & 407	U-353	U.S. 42 (RAMP B)	470+31.25	LT	0.50	993.27	469+82.26	LT	0.50	993.20	U-355			49						
394 & 407	U-354	U.S. 42 (RAMP B)	470+33.28	RT	16.50	994.14	469+82.26	RT	16.50	993.90	U-355			51						
407	U-355	U.S. 42 (RAMP B)	469+82.26	RT	16.50	993.90	469+82.26	LT	36.50	992.84	OUTLET	2						53		
407	U-356	U.S. 42 (RAMP B)	460+98.50	LT	40.60	1008.07	469+82.26	LT	0.50	993.20	U-355			884						
407	U-357	U.S. 42 (RAMP B)	460+75.00	RT	24.50	1009.84	469+82.26	RT	24.50	993.90	U-355			907						
394 & 408	U-358	I.R. 70	470+32.50	RT	93.07	994.14	466+94.14	RT	99.83	991.10	U-361			338						
		U.S. 42 (RAMP C)	466+94.14	RT	8.83		463+46.53	RT	6.83					348						
394 & 408	U-359	I.R. 70	470+32.50	RT	83.73	994.52	466+94.14	RT	90.5	991.64	U-361			338						
		U.S. 42 (RAMP C)	466+94.14	LT	0.50		463+46.53	LT	0.50					348						
408	U-360	U.S. 42 (RAMP C)	464+40.00	LT	16.50	992.81	463+46.53	LT	16.50	992.53	U-361			93						
408	U-361	U.S. 42 (RAMP C)	463+46.53	LT	16.50	992.53	463+46.53	RT	22.50	990.94	OUTLET	2						39		
408	U-362	U.S. 42 (RAMP C)	453+20.00	RT	0.50	1007.11	463+46.53	RT	0.50	991.58	U-361			1027						
408	U-363	U.S. 42 (RAMP C)	453+20.00	LT	35.82	1007.67	463+46.53	LT	16.50	992.53	U-361			1027						
408	U-364	U.S. 42 (RAMP C)	453+19.81	RT	0.50	1007.11	449+03.86	RT	0.50	1000.54	U-366			416						
408	U-365	U.S. 42 (RAMP C)	453+00.00	LT	16.50	1007.37	449+03.86	LT	16.50	1001.36	U-366			396						
408	U-366	U.S. 42 (RAMP C)	449+03.86	LT	16.50	1001.36	449+03.86	RT	34.50	1000.37	OUTLET	2						51		
408	U-367	U.S. 42 (RAMP C)	453+00.00	LT	19.28	1007.44	451+58.00	LT	92.46	1009.17	U-369			142						
408	U-368	U.S. 42 (RAMP C)	453+19.81	LT	35.82	1007.67	451+86.50	LT	96.75	1009.46	U-370			133						
408	U-369	U.S. 42 (RAMP C)	451+58.00	LT	92.46	1009.17	451+41.83	LT	80.69	1008.95	OUTLET	2						45		
408	U-370	U.S. 42 (RAMP C)	451+86.50	LT	96.76	1009.46	452+06.50	LT	96.05	1009.34	OUTLET	2						25		
405	U-371	I.R. 70	777+53.00	LT	98.29	914.65	778+30.43	LT	99.83	910.11	U-374							77		
		S.R. 142 (RAMP A)	778+30.43	LT	8.83		781+06.81	LT	6.83					271						
405	U-372	I.R. 70	777+53.00	LT	88.77	914.55	778+30.43	LT	90.50	910.09	U-374			77						
		S.R. 142 (RAMP A)	778+30.43	RT	0.50		781+06.81	RT	0.50					276						
405	U-373	S.R. 142 (RAMP A)	780+37.50	RT	16.50	911.55	781+06.81	RT	0.50	910.18	U-374			69						
405	U-374	S.R. 142 (RAMP A)	781+06.81	RT	16.50	910.18	781+06.81	LT	38.50	909.90	OUTLET	2						55		
405 & 409	U-375	S.R. 142 (RAMP A)	789+24.50	LT	13.05	919.45	781+06.81	RT	0.50	910.09	U-374			818						
405 & 409	U-376	S.R. 142 (RAMP A)	789+09.00	RT	28.50	919.96	781+06.81	RT	16.50	910.18	U-374			802						
405 & 410	U-377	S.R. 142 (RAMP B)	787+72.50	LT	24.04	918.16	797+72.29	LT	0.50	897.13	U-379				1000					
405 & 410	U-378	S.R. 142 (RAMP B)	787+72.00	RT	17.07	919.59	797+73.88	RT	16.50	898.66	U-379			997				5		
	U-379	NOT USED																		
TOTALS CARRIED TO SHEET 393												12		12473	1000	4358	0		599	6

UNDERDRAIN SUBSUMMARY

MAD-70-8.62

CALCULATED
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SHEET NO.	REFERENCE NO.	ROADWAY	STATION	SIDE	OFFSET	INVERT	STATION	SIDE	OFFSET	INVERT	OUTLET TYPE	601	605				611		
			FROM				TO					TIED CONCRETE BLOCK MAT, TYPE 1	6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" DEEP PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	PRECAST REINFORCED CONCRETE OUTLET	
			FROM	LT/RT	FT	FT	TO	LT/RT	FT	FT		SY	FT	FT	FT	FT	FT	EACH	
MAD-70-8.62 - UNDERDRAINS																			
	U-380	NOT USED																	
	U-381	NOT USED																	
405	U-382	S.R. 142 (RAMP C)	795+14.25	RT	6.83	898.26	797+83.00	RT	8.83	898.75	U-317				269				
405 & 411	U-383	S.R. 142 (RAMP C)	786+11.00	RT	0.50	918.50	797+83.00	RT	0.50	897.94	U-317		1172						
405 & 411	U-384	S.R. 142 (RAMP C)	786+25.50	LT	16.50	919.77	796+35.73	LT	16.50	899.66	U-309		905			100	5		
	U-385	NOT USED																	
	U-386	NOT USED																	
	U-387	NOT USED																	
405 & 412	U-388	S.R. 142 (RAMP D)	777+54.00	RT	8.83	913.94	781+03.22	RT	6.83	911.42	U-391						5		
405 & 412	U-389	S.R. 142 (RAMP D)	777+54.00	LT	0.50	913.94	781+03.22	LT	0.50	911.40	U-391		349						
405 & 412	U-390	S.R. 142 (RAMP D)	779+25.00	LT	16.50	912.14	781+03.22	LT	16.50	912.01	U-391				178				
412	U-391	S.R. 142 (RAMP D)	781+03.22	LT	16.50	912.01	781+03.22	RT	50.00	911.00	OUTLET	2					67		
412	U-392	S.R. 142 (RAMP D)	787+63.00	LT	24.58	919.09	781+03.22	LT	16.50	912.01	U-391			555		100	5		
412	U-393	S.R. 142 (RAMP D)	787+75.00	RT	10.00	919.21	781+03.22	RT	0.50	911.40	U-391		567			100	5		
SUBTOTAL THIS SHEET												2	2993	733	613	300		87	1
SUBTOTAL SHEET 384												8	17620	0	15970	0		799	4
SUBTOTAL SHEET 385												10	12371	2050	12649	2120		1121	5
SUBTOTAL SHEET 386												0	10866	9045	17917	400		734	0
SUBTOTAL SHEET 387												4	11959	6491	19052	0		676	2
SUBTOTAL SHEET 388												0	11629	3787	15886	0		822	0
SUBTOTAL SHEET 389												0	17557	0	16864	0		674	0
SUBTOTAL SHEET 390												4	19800	0	18558	2792		681	2
SUBTOTAL SHEET 391												4	9732	7140	14030	200		856	2
SUBTOTAL SHEET 392												12	12473	1000	4358	0		599	6
GRAND TOTAL												44	127000	30246	135897	5812		7048	22

CALCULATED MLL CHECKED MJC	UNDERDRAIN SUBSUMMARY
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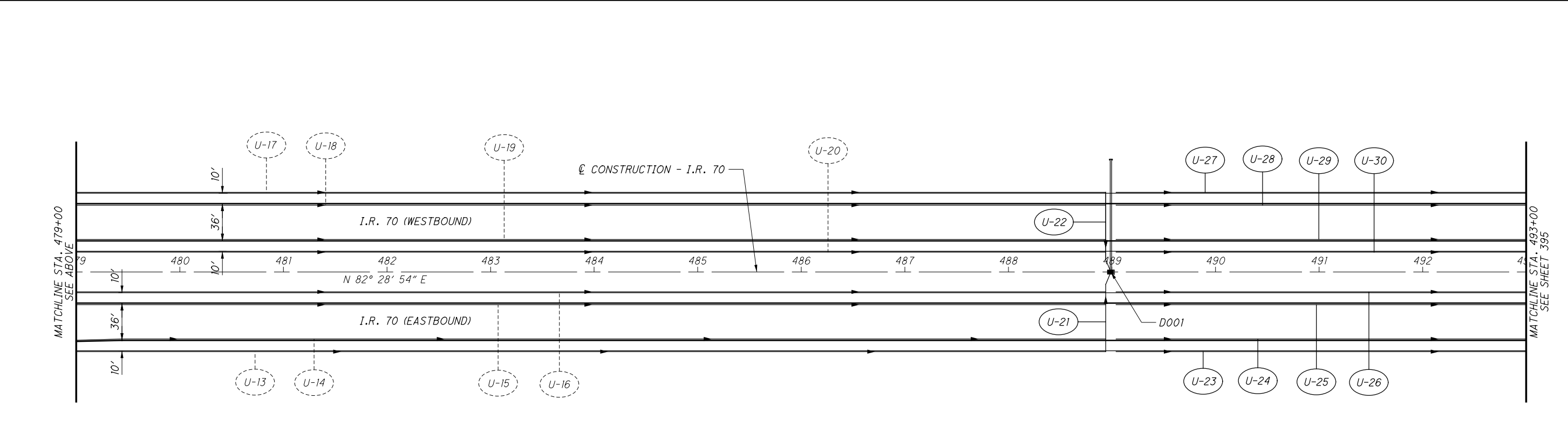
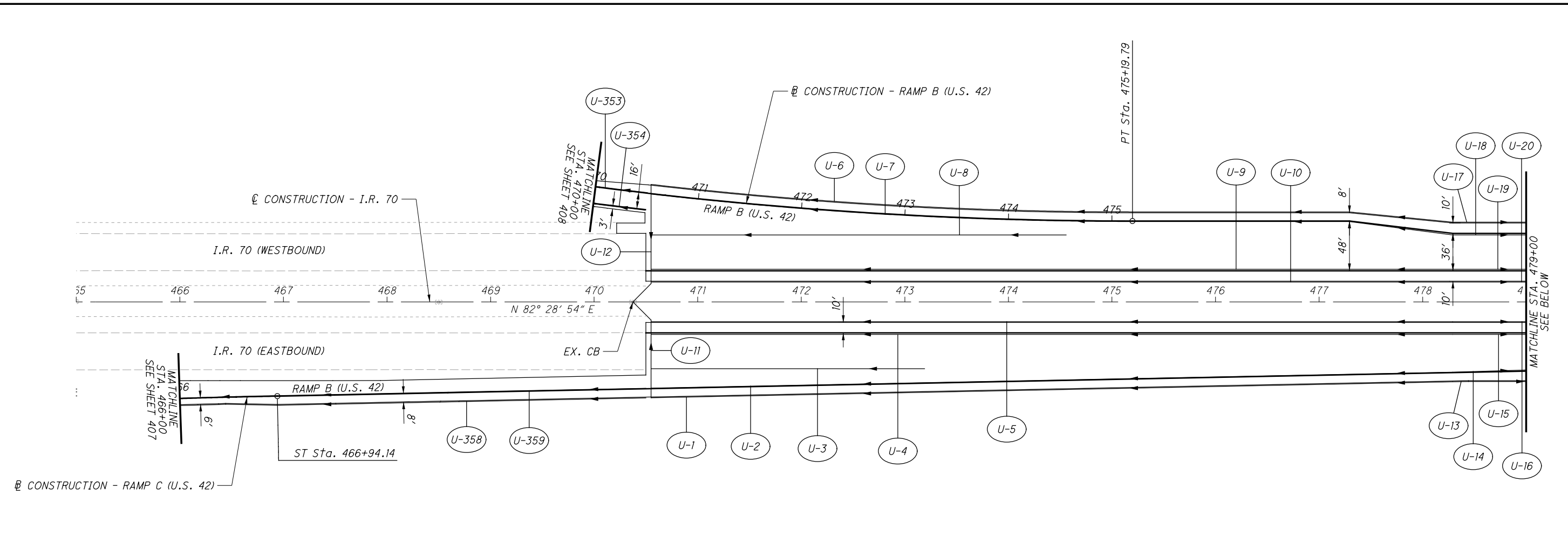


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**UNDERDRAIN DETAILS
BEGIN WORK TO STA. 493+00**

MAD-70-8.6.2

394
470

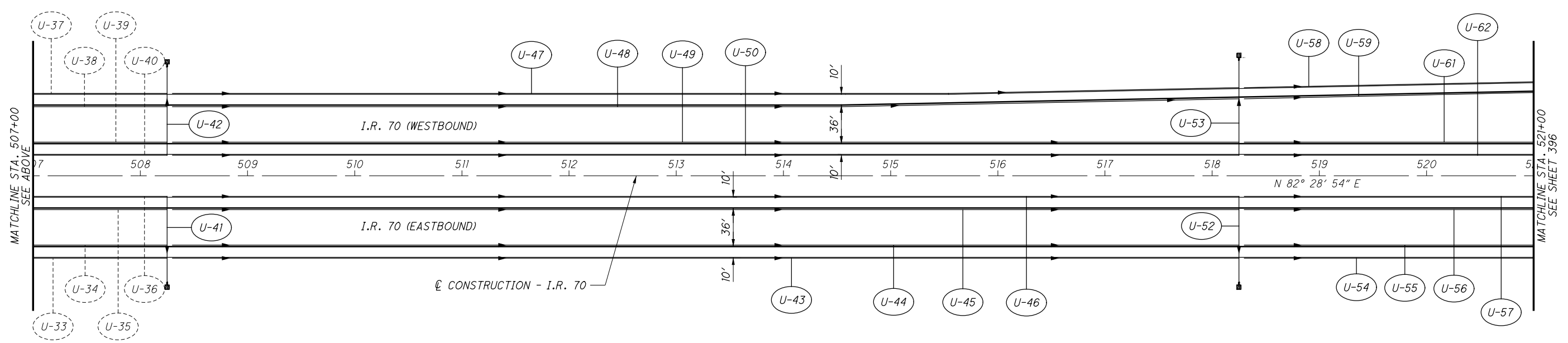
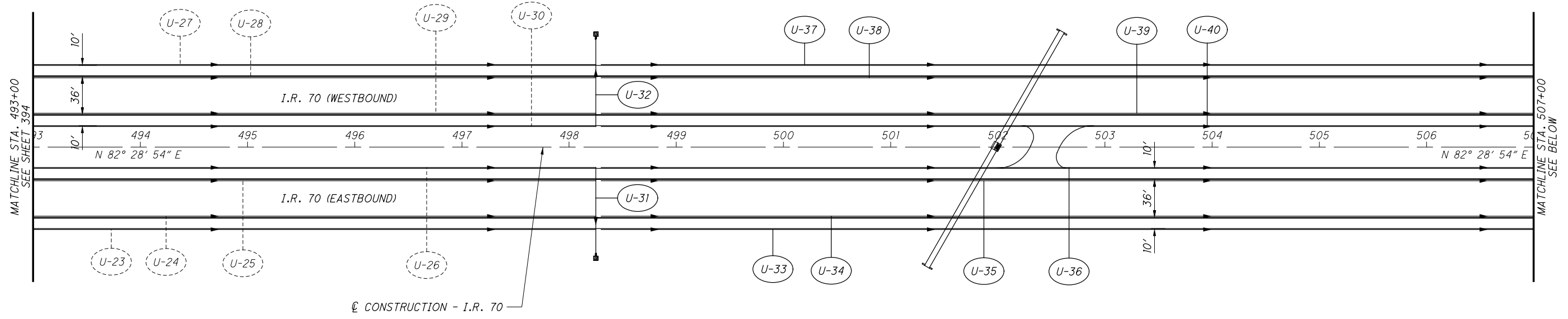


NO.	DATE	DESCRIPTION

ISSUE RECORD

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CALCULATED
MJC
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MJC

0 25 50 100
HORIZONTAL
SCALE IN FEET

UNDERDRAIN DETAILS
STA. 493+00 TO STA. 521+00

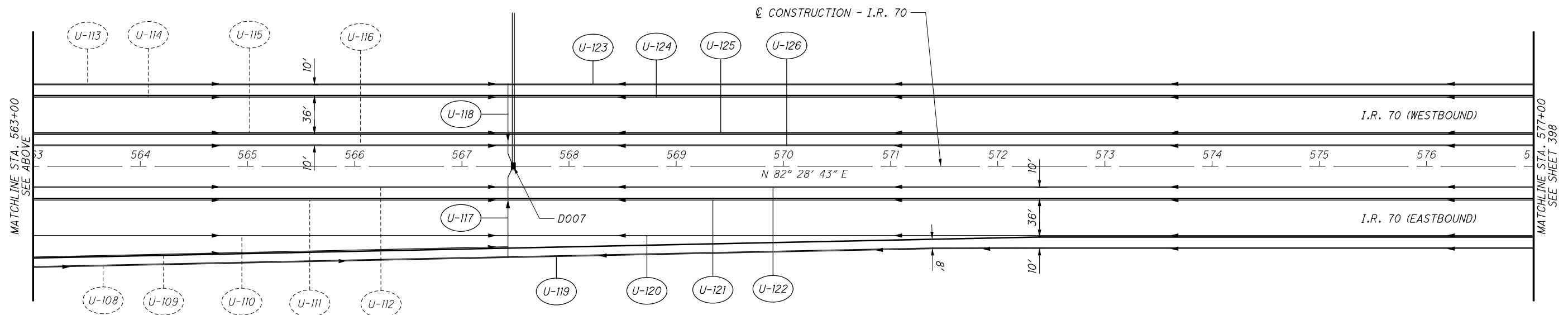
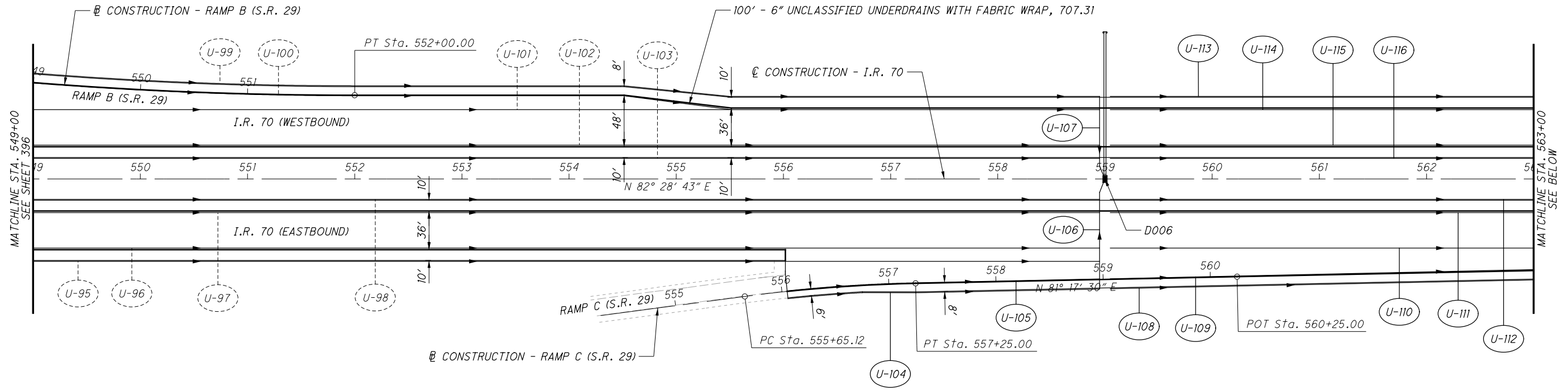
NO.	DATE	DESCRIPTION

MAD-70-8.62

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ISSUE RECORD

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CALCULATED
MJC
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MJC

UNDERDRAIN DETAILS
STA. 549+00 TO STA. 577+00

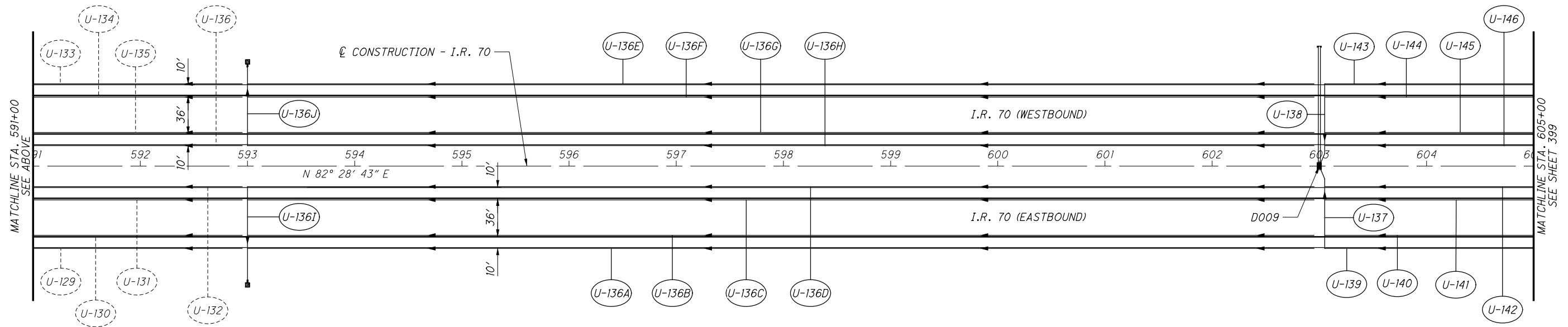
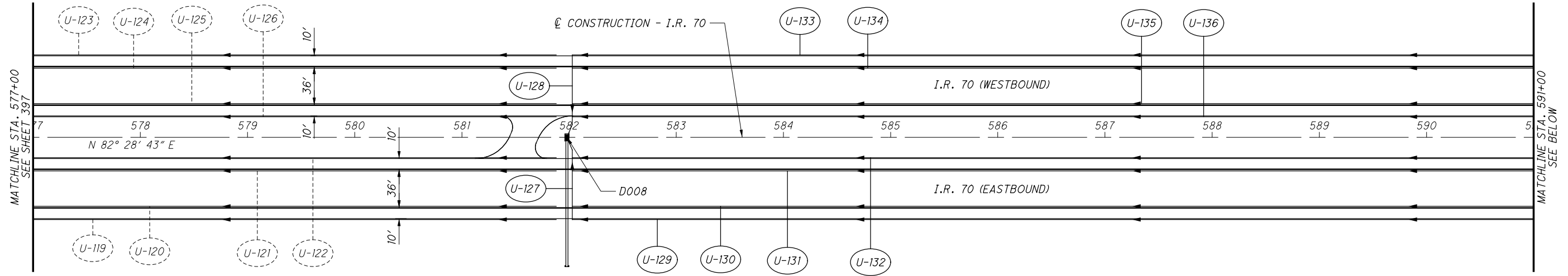
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NO.	DATE	DESCRIPTION

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ISSUE RECORD

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CALCULATED
MILL
CHECKED
MJC

0 50 100
HORIZONTAL
SCALE IN FEET

UNDERDRAIN DETAILS
STA. 577+00 TO STA. 605+00

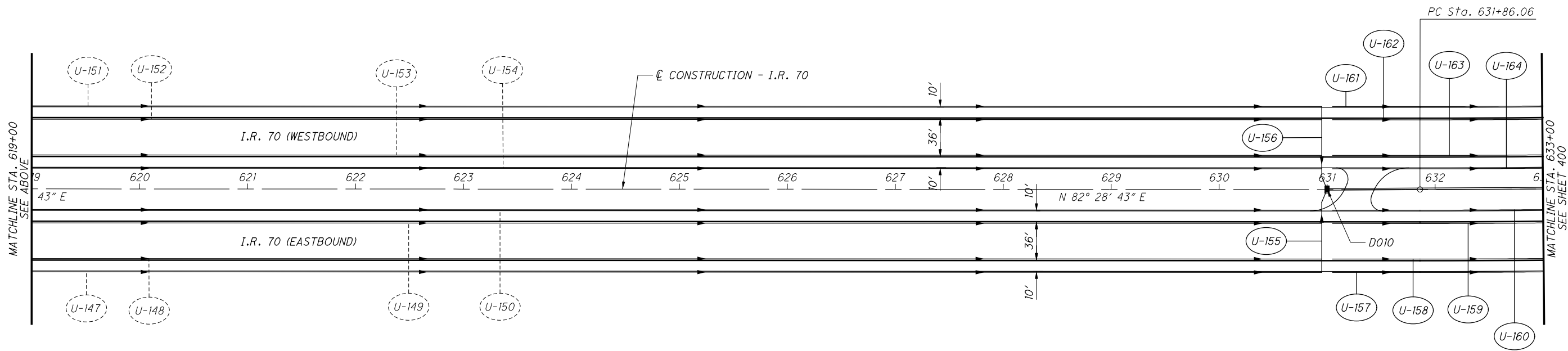
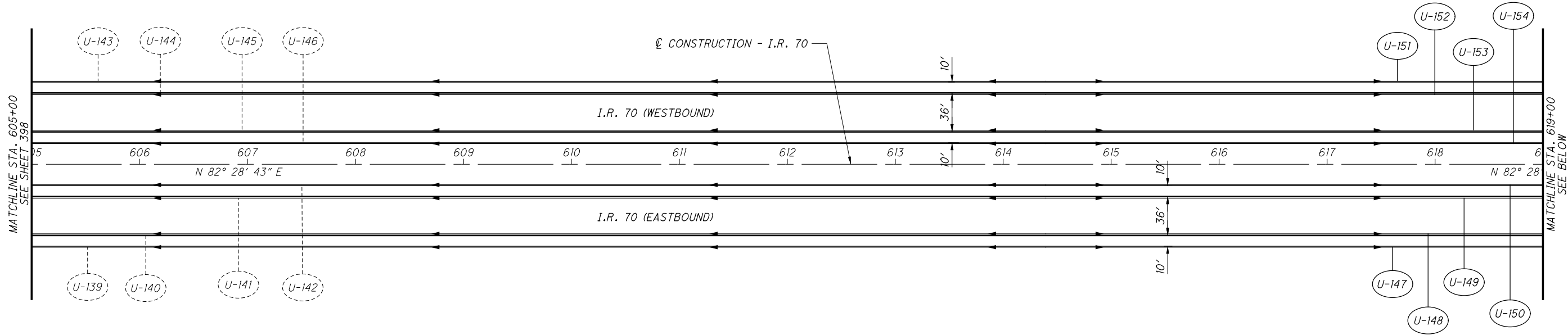
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NO.	DATE	DESCRIPTION

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ISSUE RECORD

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CALCULATED
MJC
CHECKED
MJC

UNDERDRAIN DETAILS
STA. 605+00 TO STA. 633+00

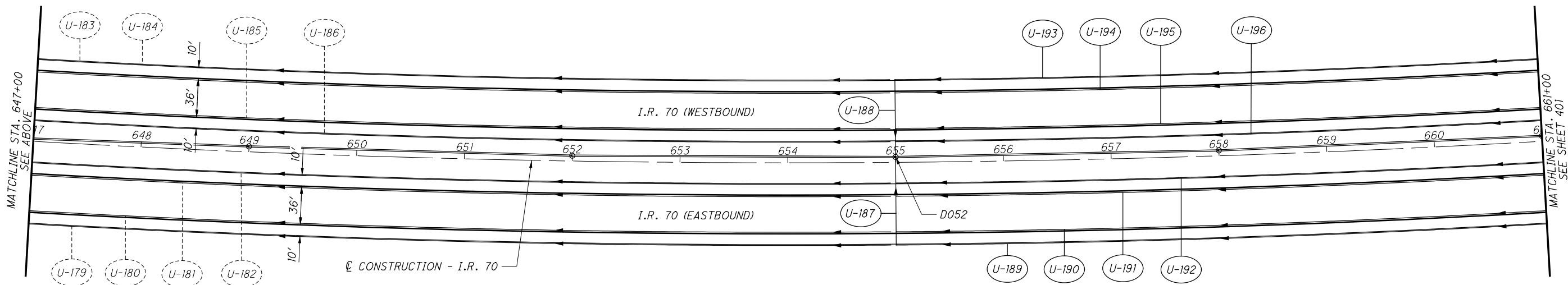
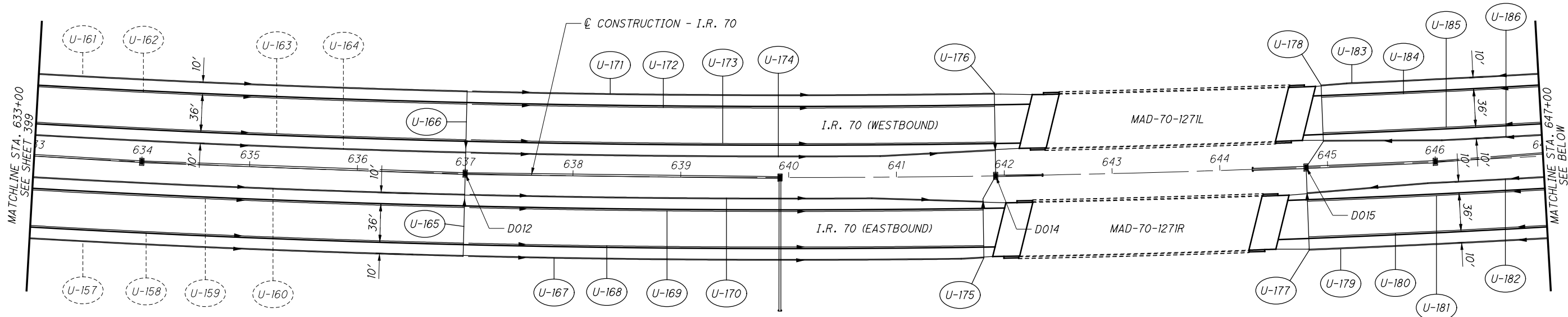
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NO.	DATE	DESCRIPTION

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ISSUE RECORD

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CALCULATED
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CHECKED
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0 25 50 100
HORIZONTAL
SCALE IN FEET

UNDERDRAIN DETAILS
STA. 633+00 TO STA. 661+00

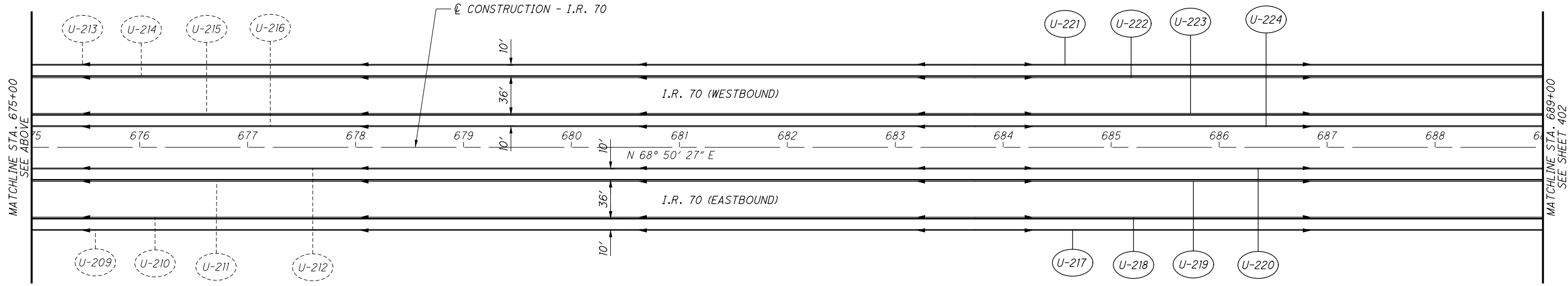
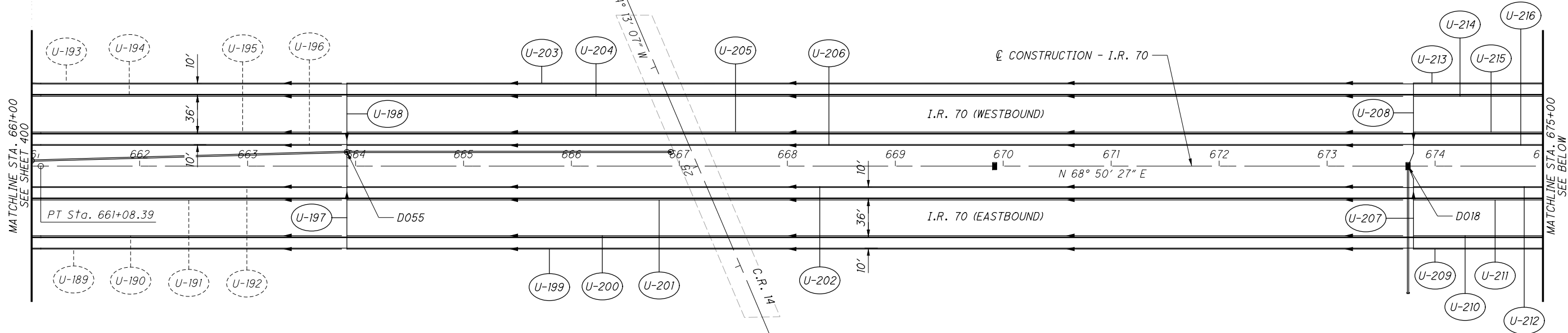
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MAD-70-8.62

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ISSUE RECORD

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CALCULATED
MJC

CHECKED
MJC

0 50 100
HORIZONTAL SCALE IN FEET

UNDERDRAIN DETAILS
STA. 661+00 TO STA. 689+00

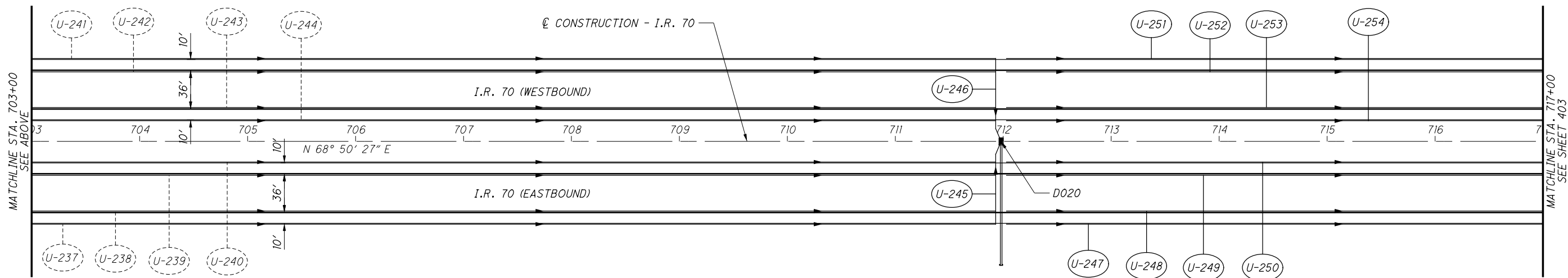
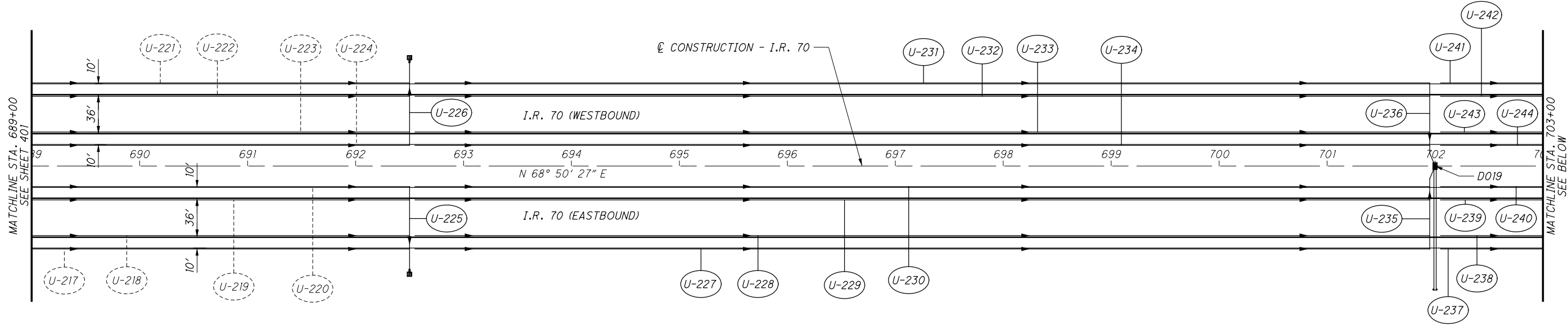
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NO.	DATE	DESCRIPTION

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ISSUE RECORD

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CALCULATED
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MJC

0 50 100
HORIZONTAL
SCALE IN FEET

UNDERDRAIN DETAILS
STA. 689+00 TO STA. 717+00

NO.	DATE	DESCRIPTION

MAD-70-8.62

402
470

ISSUE RECORD

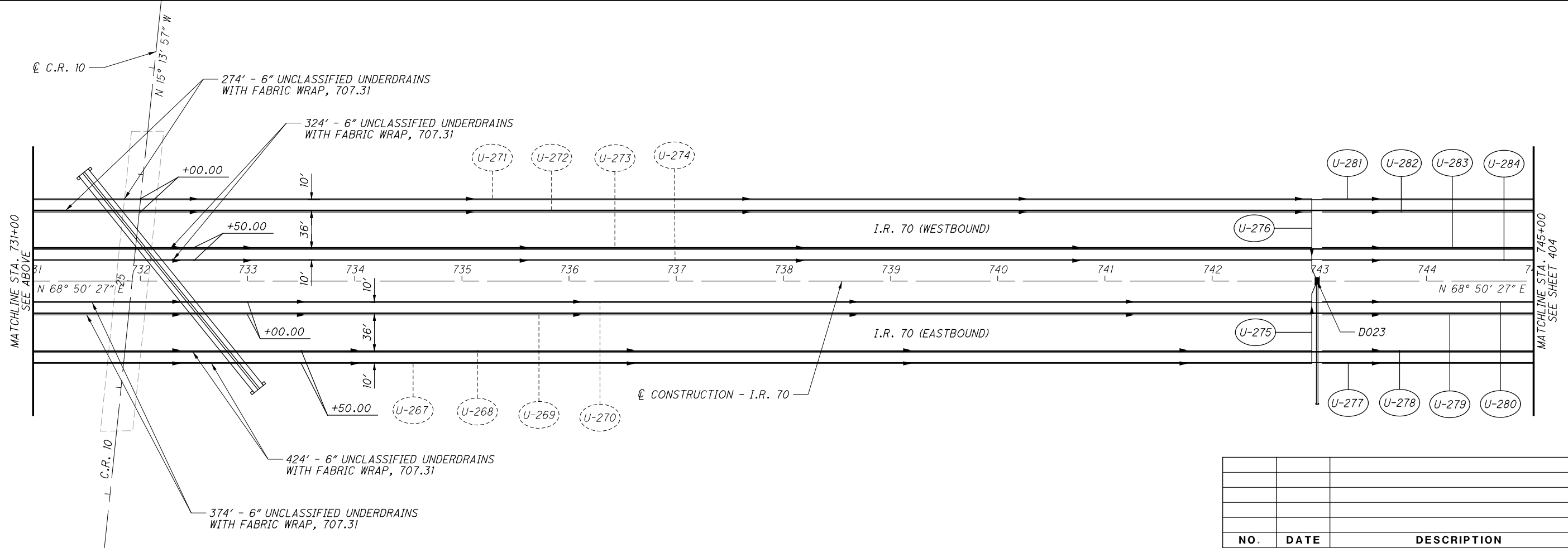
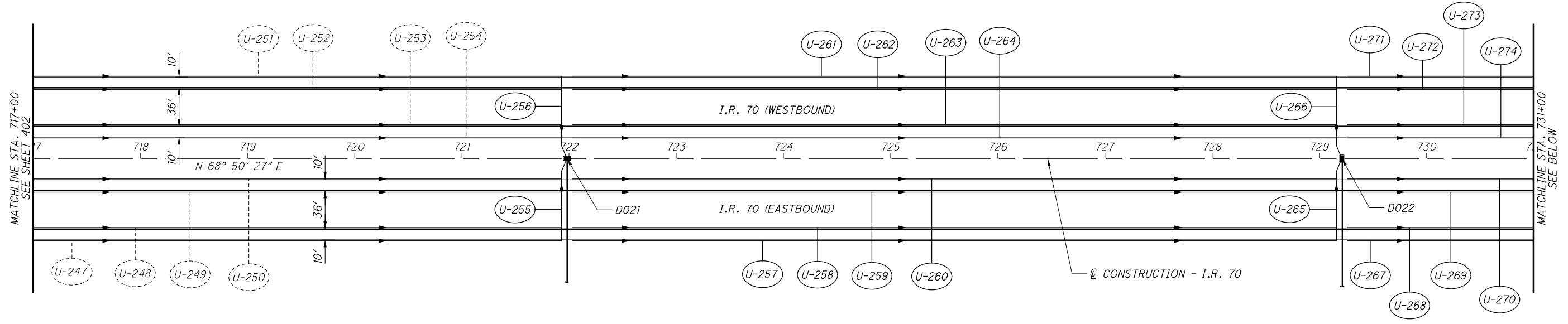


CALCULATED
M.L.L.
CHECKED
M.J.C.

UNDERDRAIN DETAILS
STA. 717+00 TO STA. 745+00

MAD-70-8.6.2

403
470

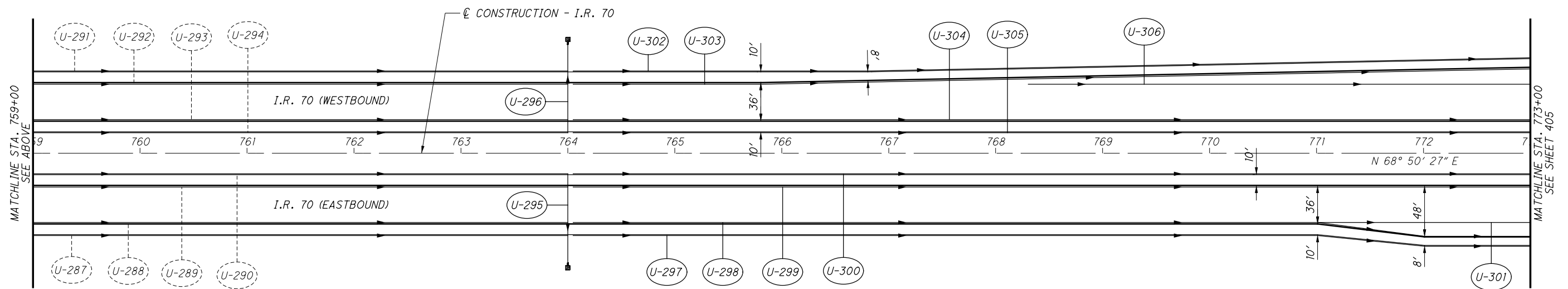
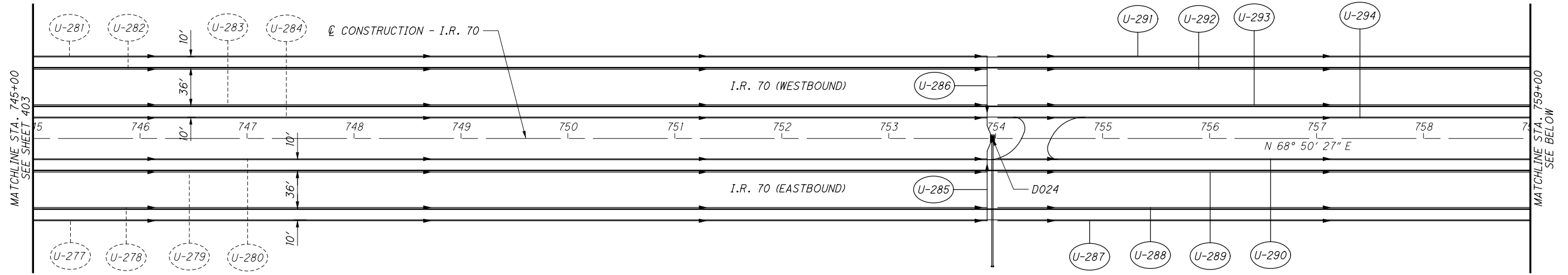


NO.	DATE	DESCRIPTION

ISSUE RECORD

P:\07109_MAD-70-8.62DB\Design\Drainage\Sheets\07109_DP010.dgn Sheet 11/23/2020 2:30:09 PM kmihalcea

P:\07109_MAD-70-8.62DB\Design\Drainage\Sheets\07109_DP01.dgn Sheet 11/23/2020 2:30:10 PM kmhnlceca



CALCULATED
MJC
CHECKED
MJC

HORIZONTAL SCALE IN FEET

UNDERDRAIN DETAILS
STA. 745+00 TO STA. 773+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

404
470

ISSUE RECORD

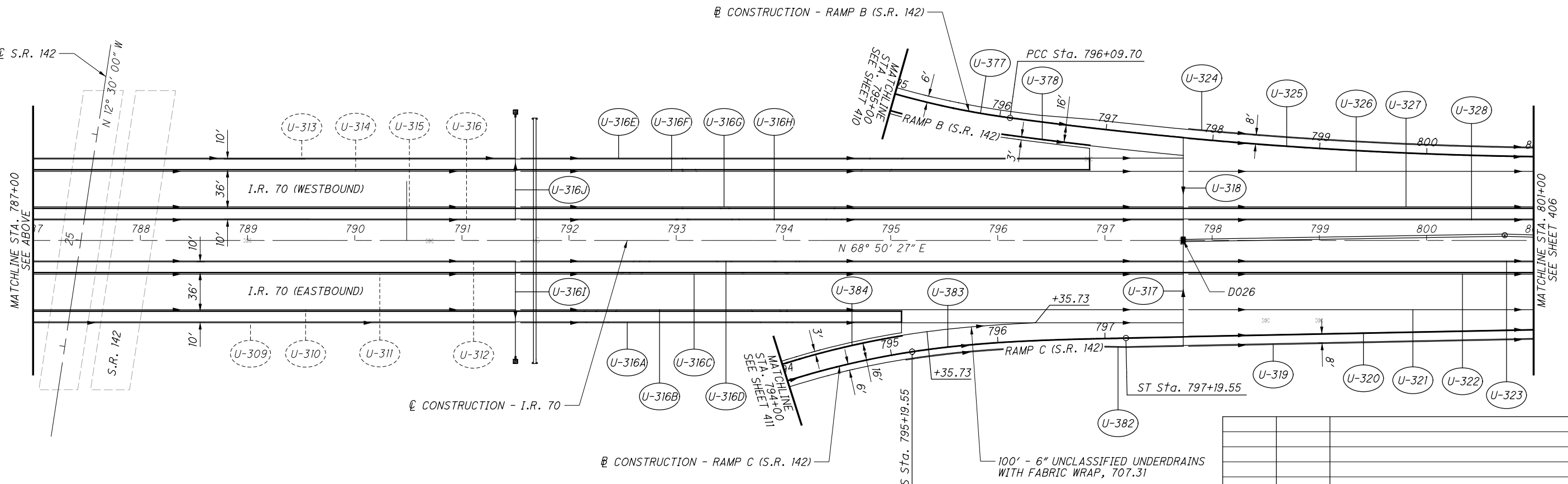
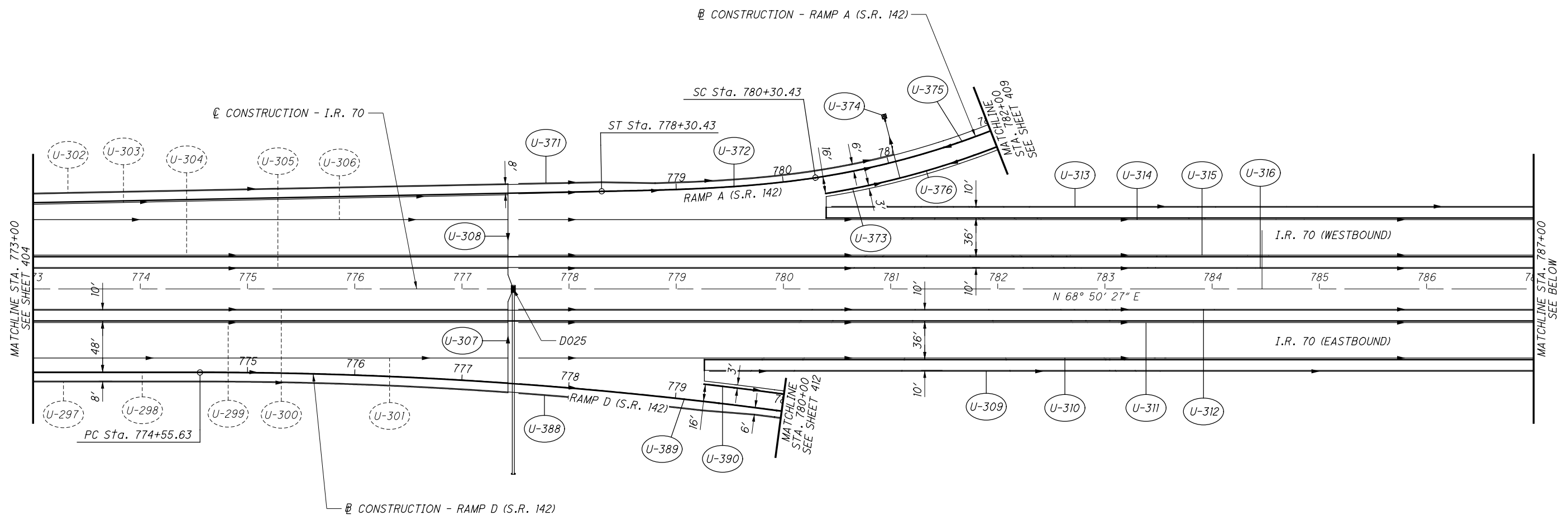


CALCULATED
MJC
CHECKED
MJC

UNDERDRAIN DETAILS
STA. 773+00 TO STA. 801+00

MAD-70-8.62

405
470



NO.	DATE	DESCRIPTION

ISSUE RECORD

100' - 6" UNCLASSIFIED UNDERDRAINS WITH FABRIC WRAP, 707.31

P:\07109_MAD-70-8.62\Design\Drainage\Sheets\07109_DP02.dgn Sheet 11/23/2020 2:30:12 PM kmhnlacea

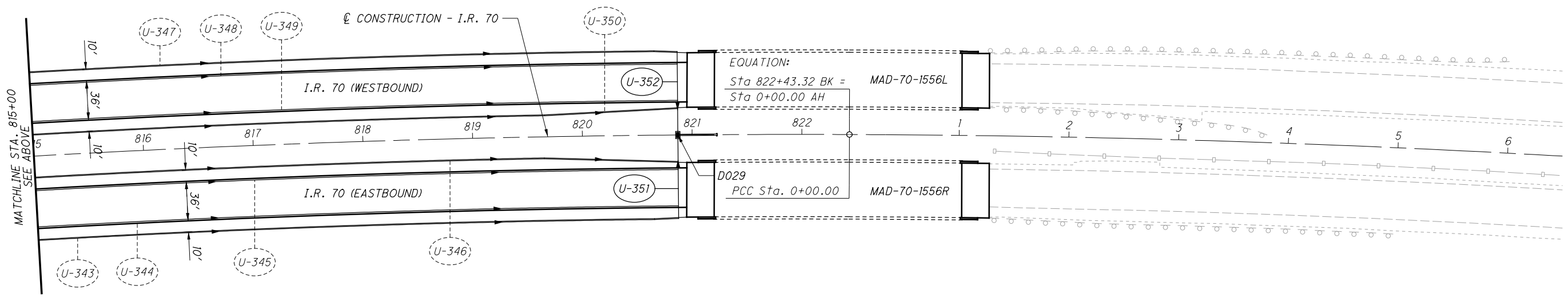
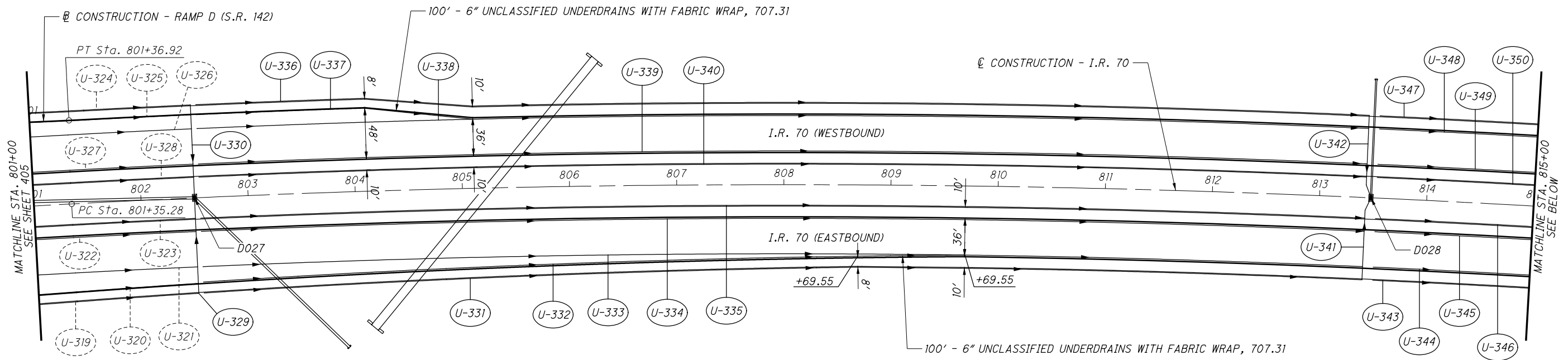


CALCULATED
MJC
CHECKED
MJC

UNDERDRAIN DETAILS
STA. 801+00 TO END WORK

MAD-70-8.62

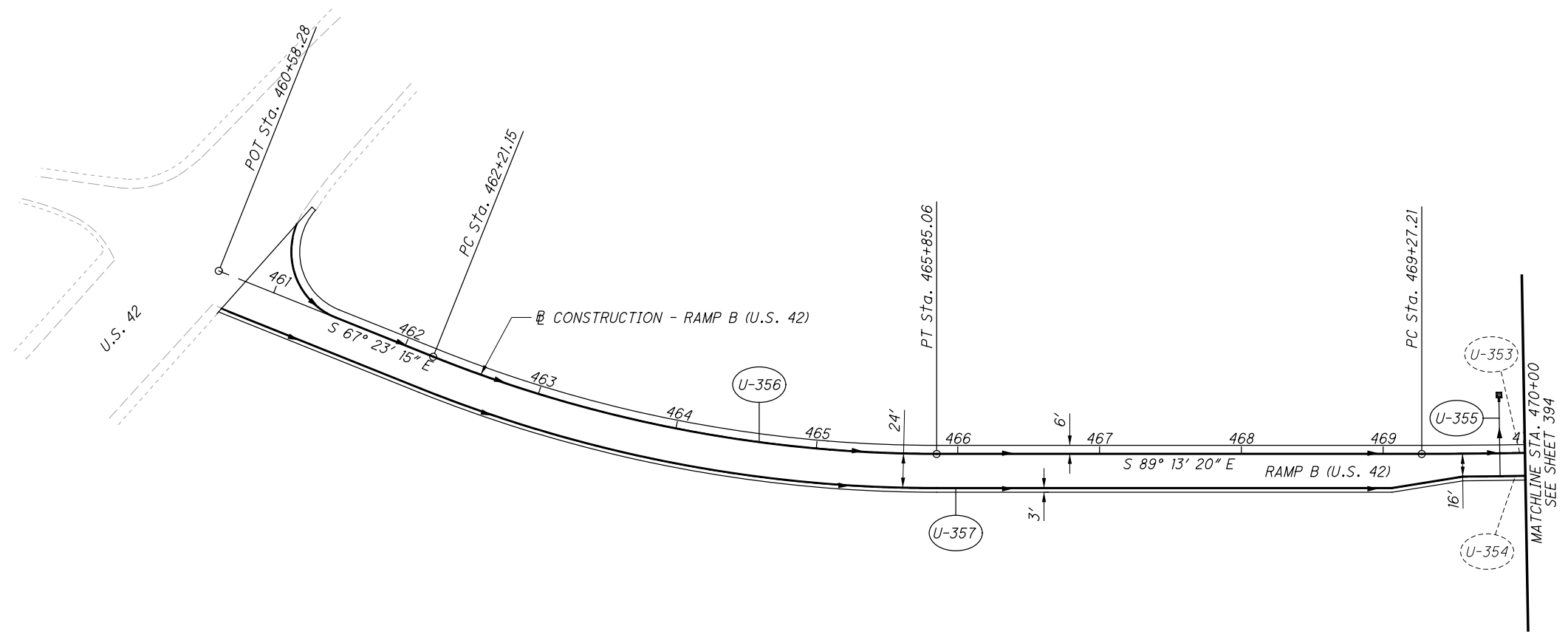
406
470



NO.	DATE	DESCRIPTION

ISSUE RECORD

P:\07109_MAD-70-8.62\Design\Drainage\Sheets\07109_DP013.dgn Sheet 11/23/2020 2:30:14 PM kmhnlceca



NO.	DATE	DESCRIPTION

ISSUE RECORD

CALCULATED
MLL

CHECKED
MJC

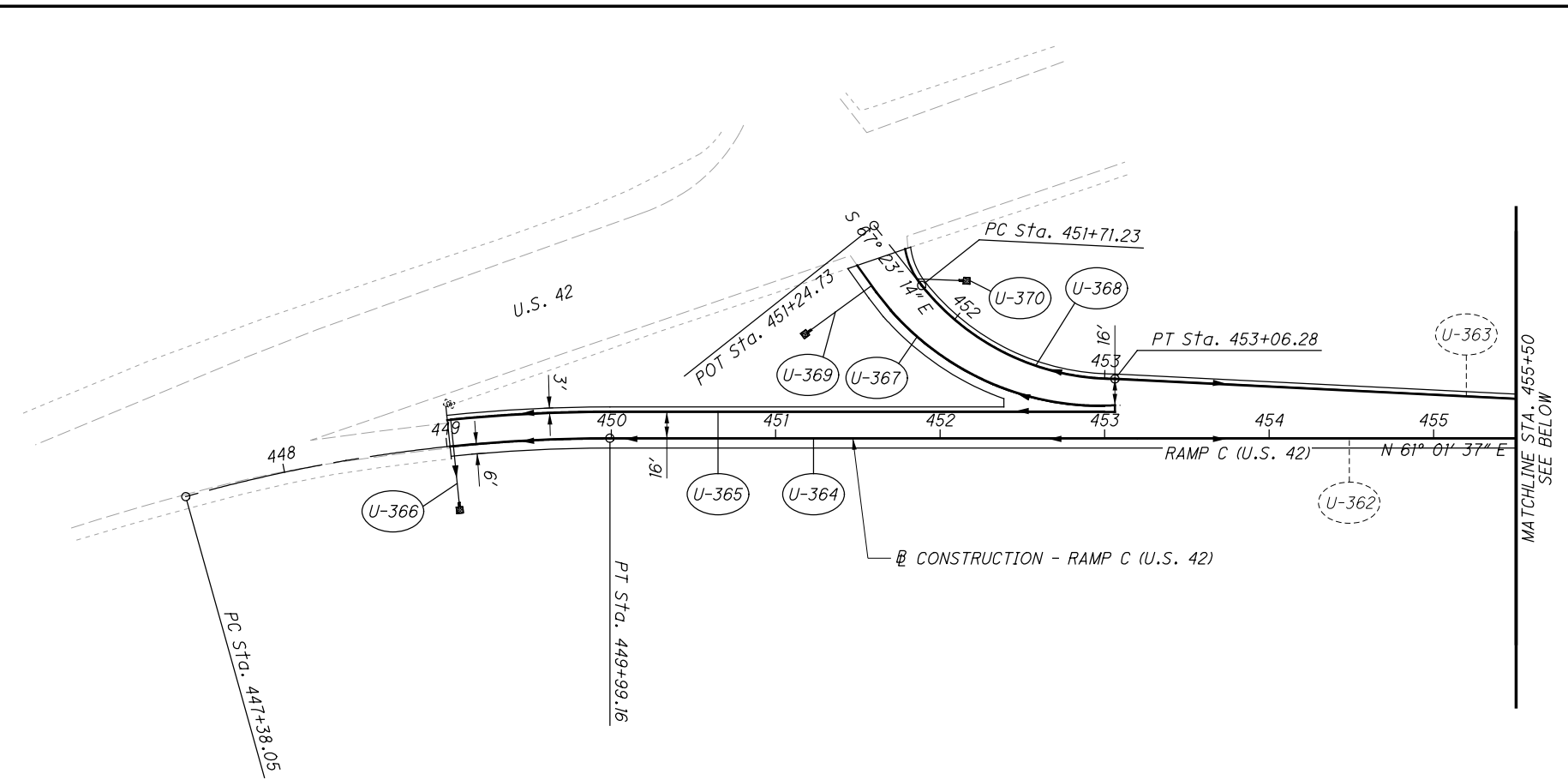
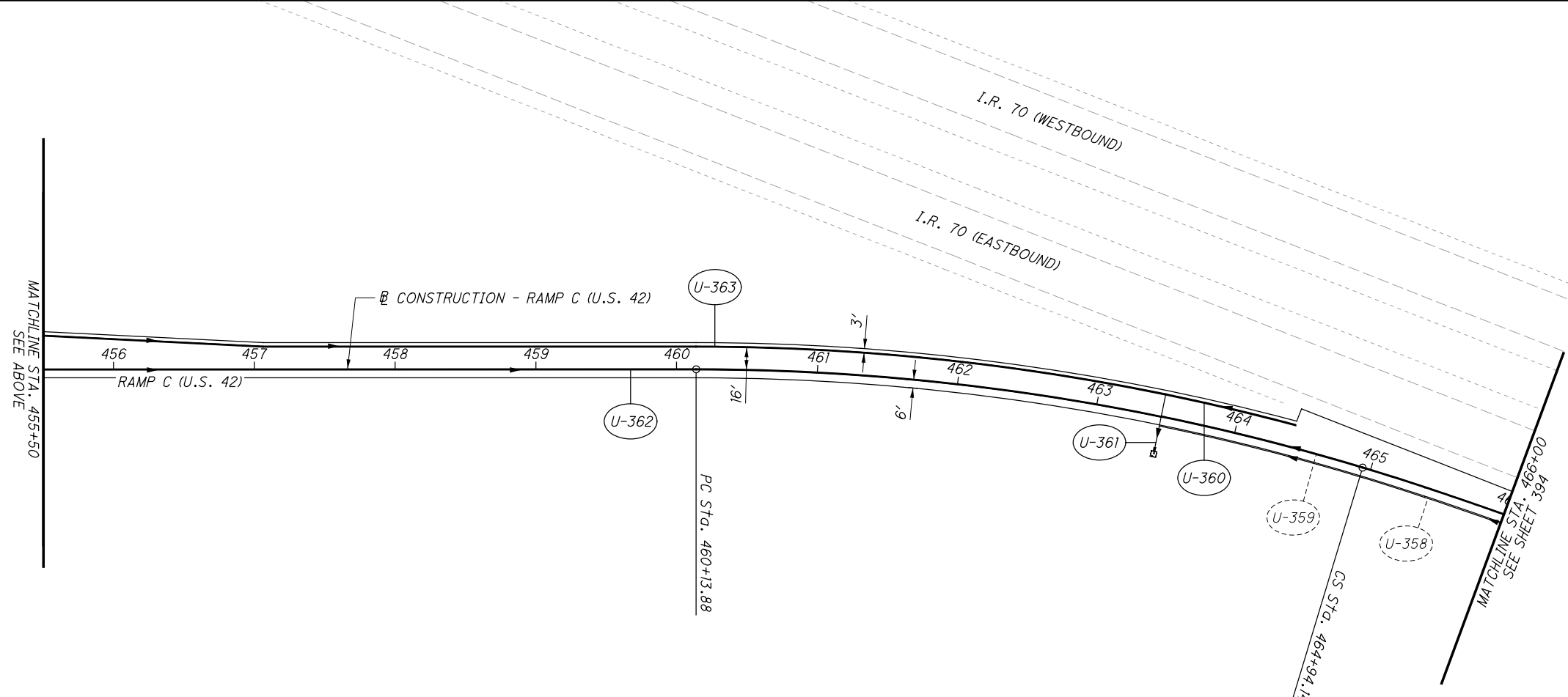
0 50 100
HORIZONTAL
SCALE IN FEET

UNDERDRAIN DETAILS
BEGIN WORK TO STA. 470+00

MAD-70-8.62

407
470

P:\07109_MAD-70-8.62DB\Design\Drainage\Sheets\07109_DP015.dgn Sheet 11/23/2020 2:30:17 PM kmhnlceca



NO.	DATE	DESCRIPTION

CALCULATED
M.L.L.
CHECKED
M.J.C.

0 50 100
HORIZONTAL
SCALE IN FEET

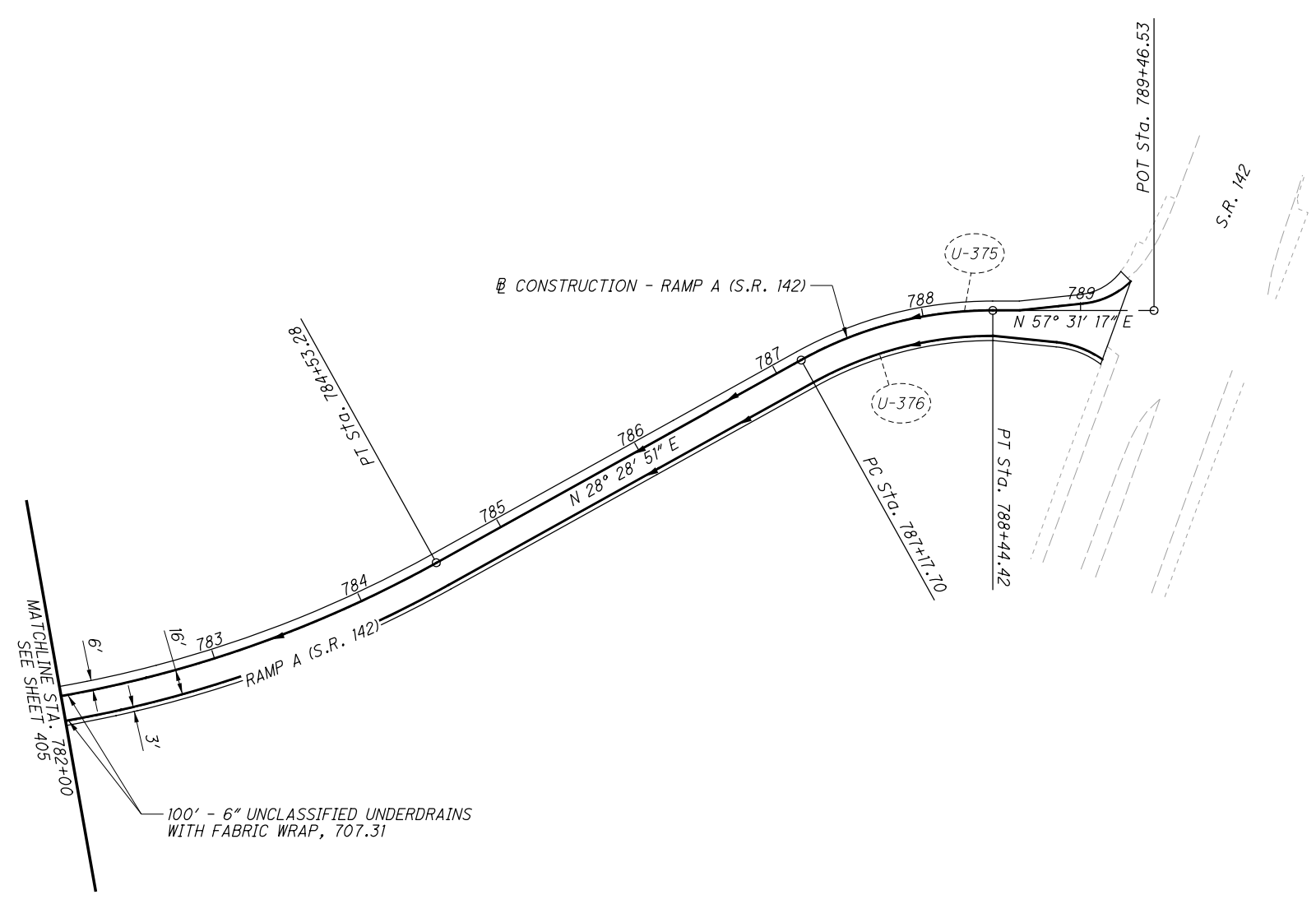
**UNDERDRAIN DETAILS
BEGIN WORK TO STA. 466+00**

MAD-70-8.62

408
470

ISSUE RECORD

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NO.	DATE	DESCRIPTION

MAD-70-8.62

409
470

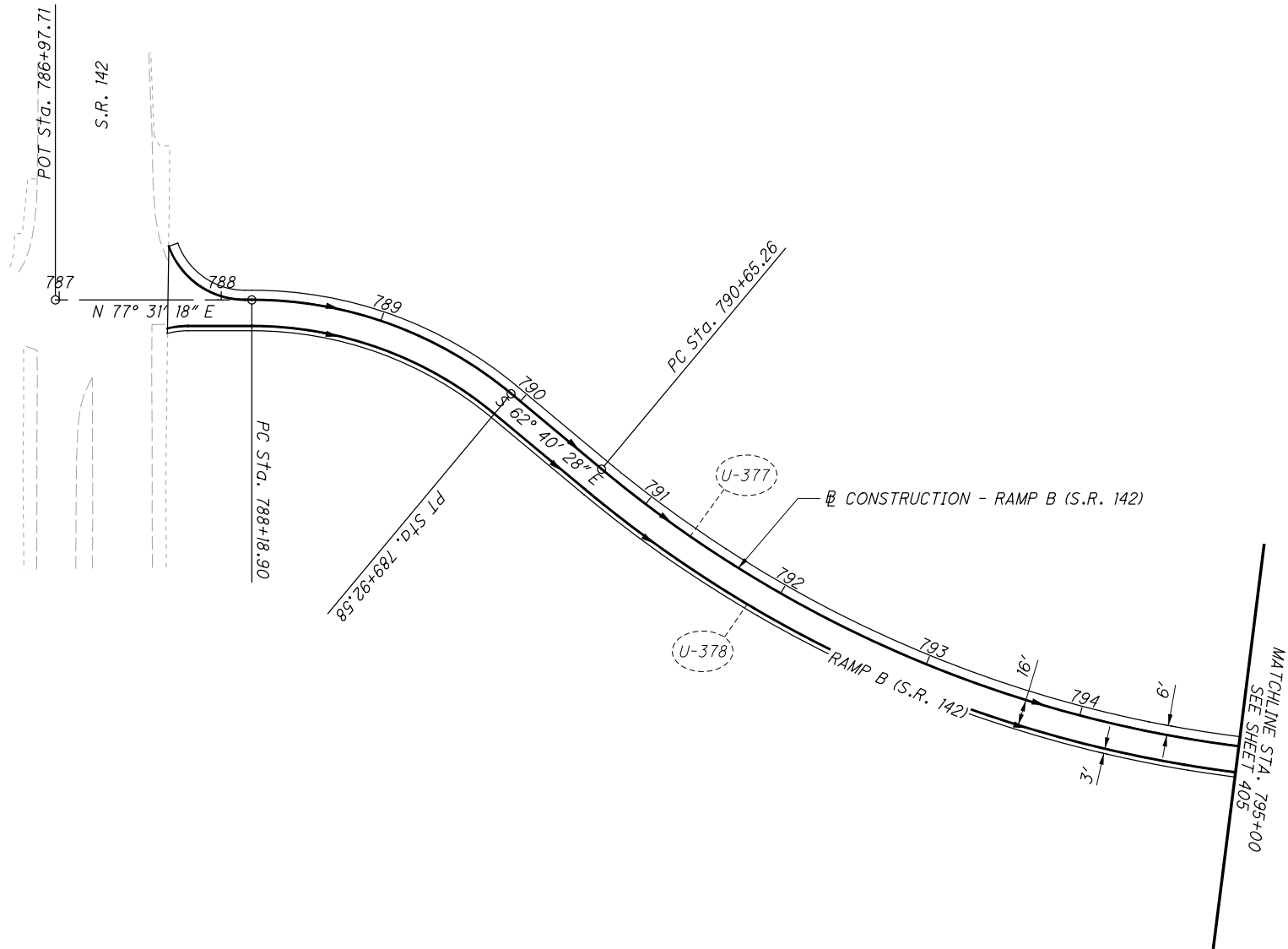
UNDERDRAIN DETAILS

STA. 782+00 TO END WORK

CALCULATED
MLL

CHECKED
MJC

0 50 100
HORIZONTAL
SCALE IN FEET



CALCULATED
MJC
CHECKED
MJC

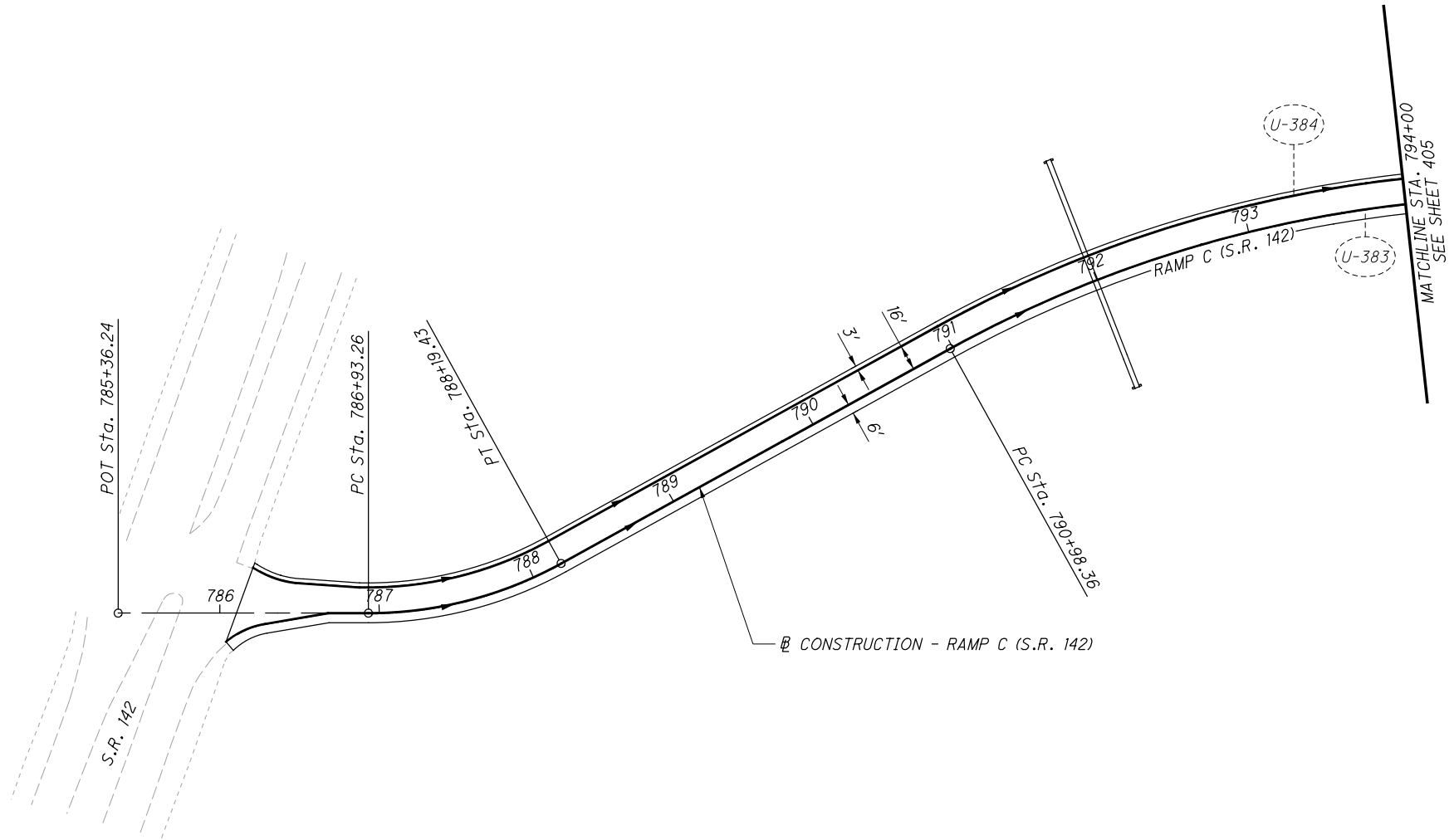
UNDERDRAIN DETAILS
BEGIN WORK TO STA. 795+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

410
470

ISSUE RECORD



NO.	DATE	DESCRIPTION

ISSUE RECORD

CALCULATED
M.L.L.
CHECKED
M.J.C.

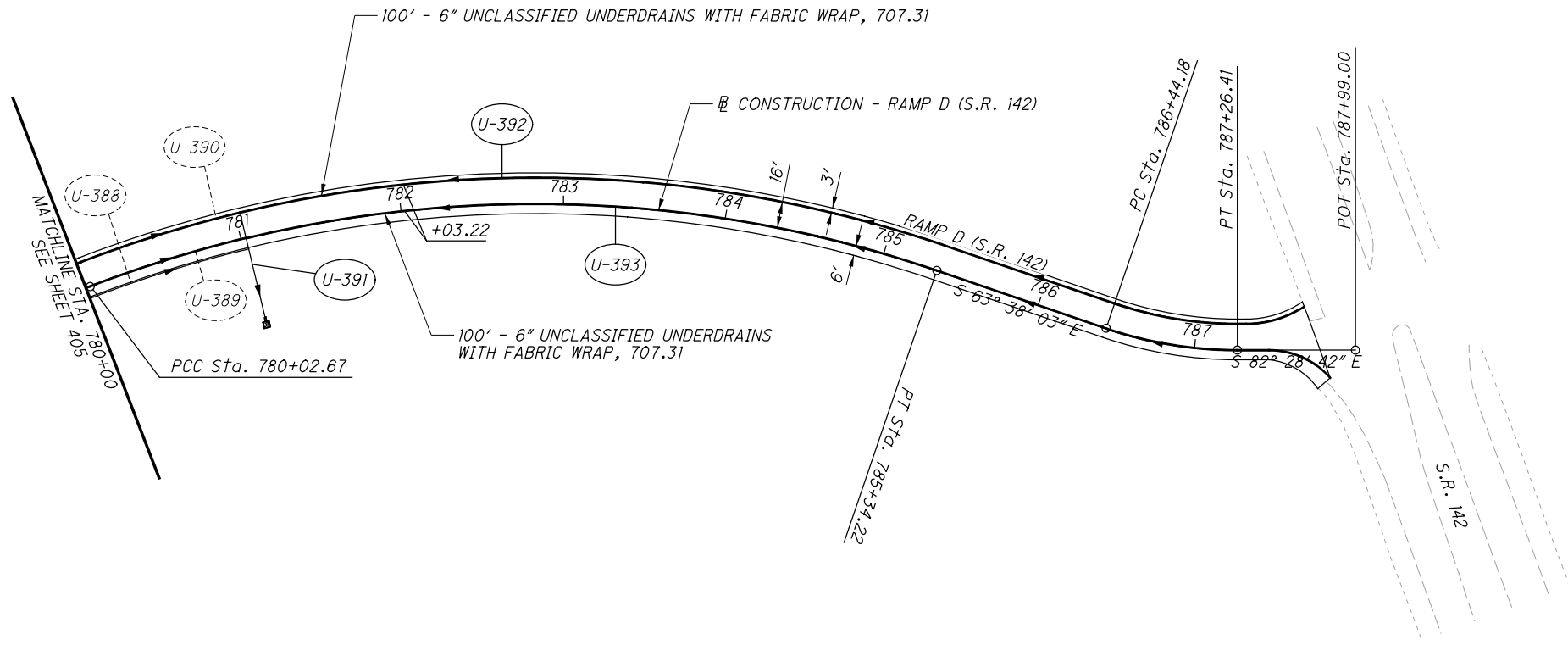
0 50 100
HORIZONTAL
SCALE IN FEET

UNDERDRAIN DETAILS
BEGIN WORK TO STA. 794+00

MAD-70-8.62

411
470

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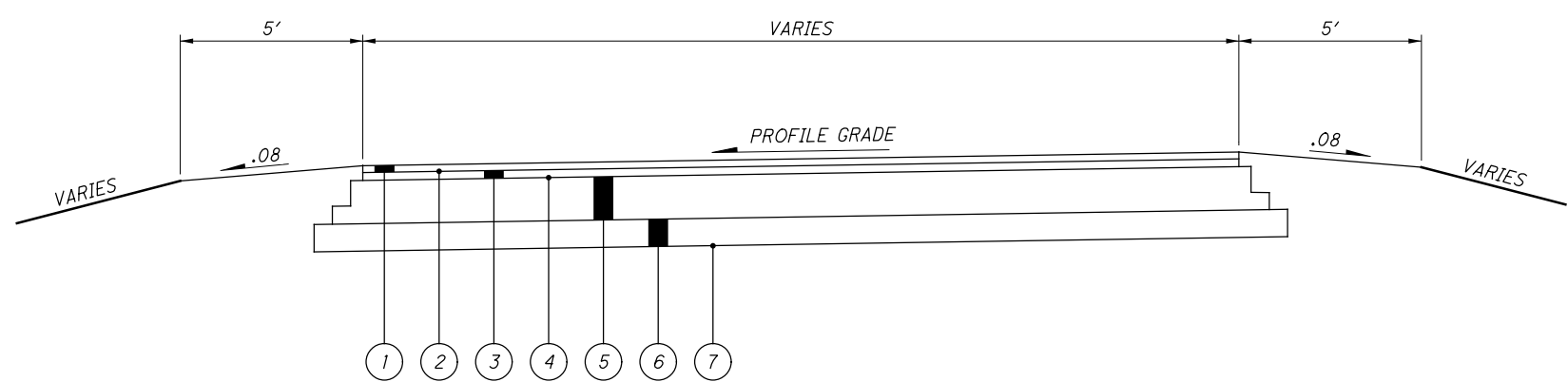
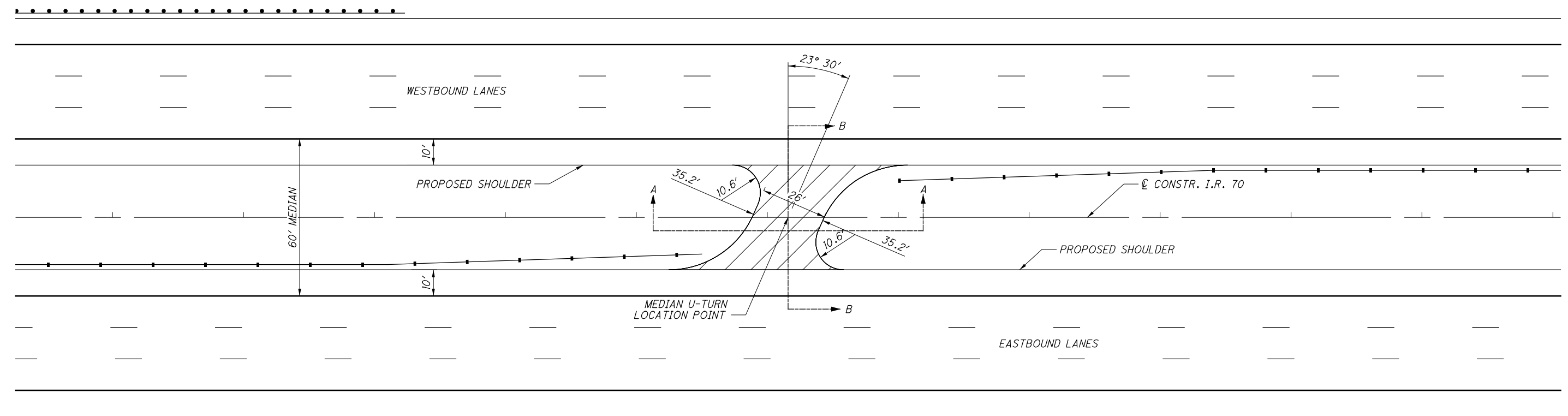
NO.	DATE	DESCRIPTION

CALCULATED
M.L.L.
CHECKED
M.J.C.

0 50 100
HORIZONTAL
SCALE IN FEET

UNDERDRAIN DETAILS
STA. 780+00 TO END WORK

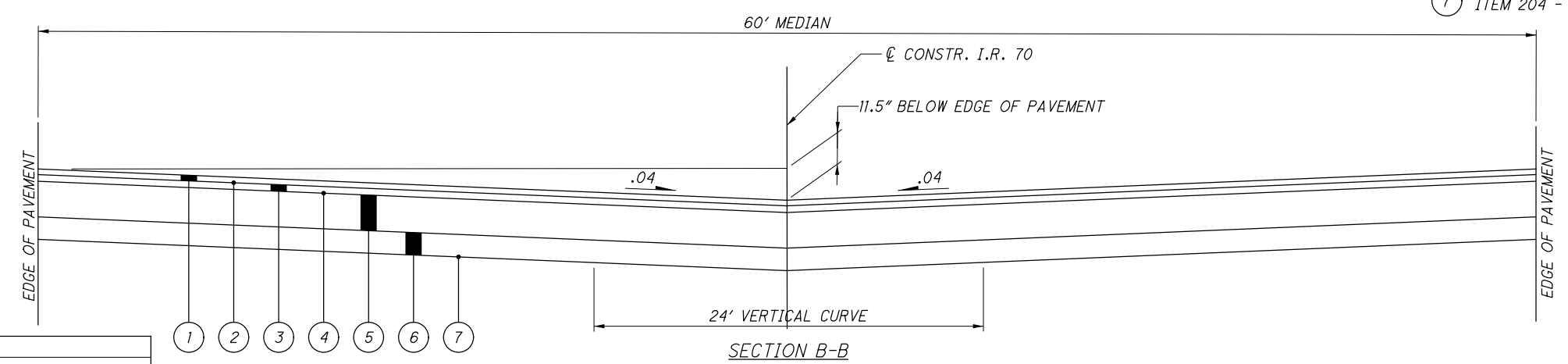
MAD-70-8.62



- LEGEND
- ① ITEM 806 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
 - ② ITEM 407 - NON-TRACKING TACK COAT
 - ③ ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)
 - ④ ITEM 407 - NON-TRACKING TACK COAT
 - ⑤ ITEM 302 - 9.5" ASPHALT CONCRETE BASE, PG64-22
 - ⑥ ITEM 304 - 6" AGGREGATE BASE
 - ⑦ ITEM 204 - PROOF ROLLING

MEDIAN U-TURN LOCATIONS:
 STA. 502+44.00
 STA. 581+58.00
 STA. 631+30.00
 STA. 754+38.00

NOTE:
 PAVEMENT BUILDUP AND EDGE COURSE TO BE SAME AS THE MAINLINE TREATED SHOULDER BUILDUP AND EDGE COURSE.



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NO.	DATE	DESCRIPTION
ISSUE RECORD		

LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.

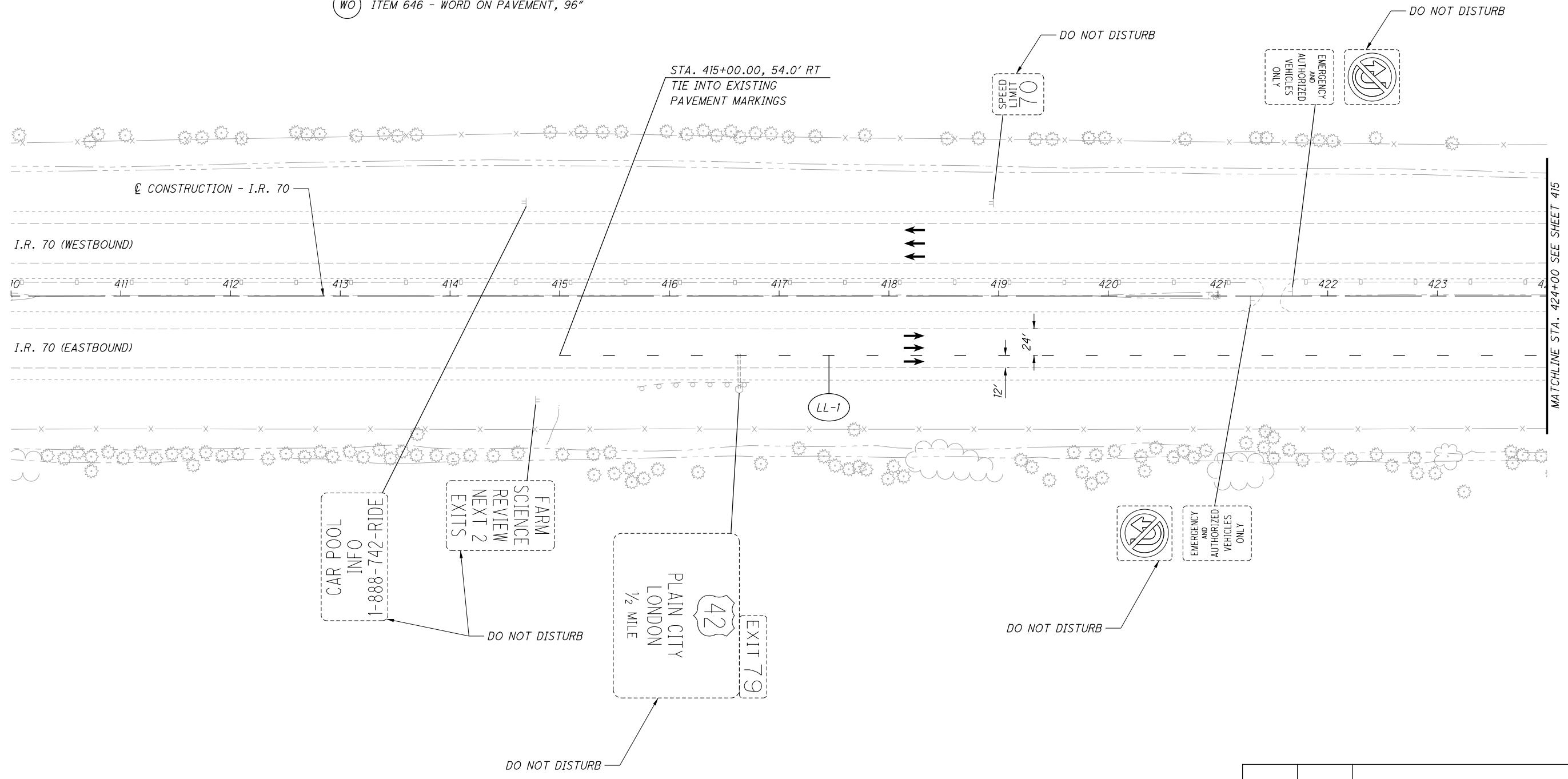
CALCULATED
M.L.L.
CHECKED
M.J.C.

HORIZONTAL SCALE IN FEET

TRAFFIC CONTROL PLAN
I.R. 70 - BEGIN WORK TO STA. 424+00

MAD-70-8.62

414
470



NO.	DATE	DESCRIPTION

ISSUE RECORD

P:\07109_MAD-70-8.62DB\Design\Traffic\Sheets\07109_TP001.dgn Sheet 11/23/2020 2:30:37 PM kmhnlacea



CALCULATED
MJC
CHECKED
MJC

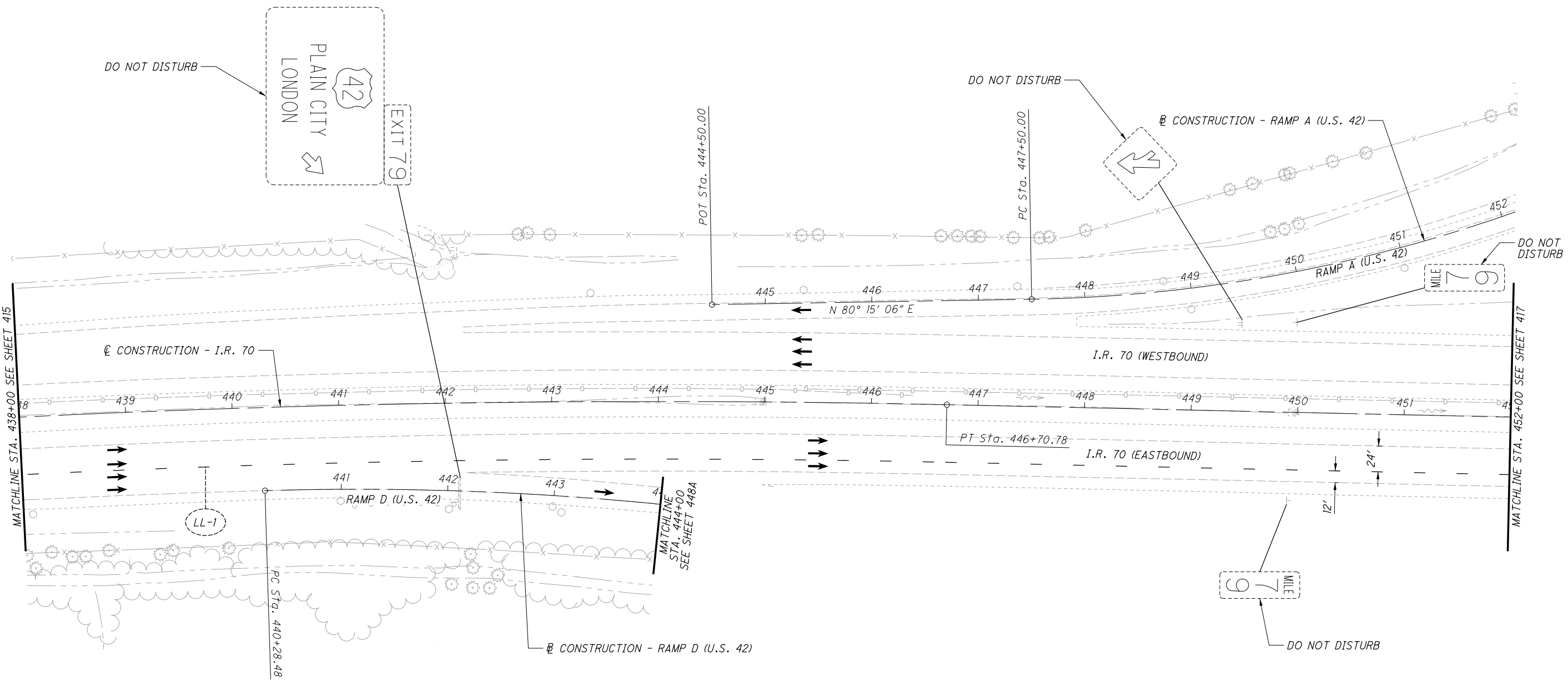
TRAFFIC CONTROL PLAN
I.R. 70 - STA. 438+00 TO STA. 452+00

MAD-70-8.62

416
470

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



LEGEND:

- | | | | | | |
|------|--|------|--|------|-----------------------------|
| (Y) | ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) | ITEM 646 - EDGE LINE, YELLOW, 6" | (S) | GROUND MOUNTED SIGN |
| (W) | ITEM 644 - EDGE LINE, WHITE, 6" | (W) | ITEM 646 - EDGE LINE, WHITE, 6" | (OH) | OVERHEAD MOUNTED SIGN |
| (LL) | ITEM 644 - LANE LINE, WHITE, 6" | (CH) | ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (□) | EXISTING SIGN TO REMAIN |
| (CH) | ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) | ITEM 646 - STOP LINE | (X) | EXISTING SIGN TO BE REMOVED |
| (DL) | ITEM 644 - DOTTED LINE, WHITE, 6" | (A) | ITEM 646 - LANE ARROW | (□) | PROPOSED SIGN |
| | | (WO) | ITEM 646 - WORD ON PAVEMENT, 96" | | |

NO.	DATE	DESCRIPTION
13	11/1/19	ADJUSTED MATCHLINE FOR SHEET 448A

ISSUE RECORD

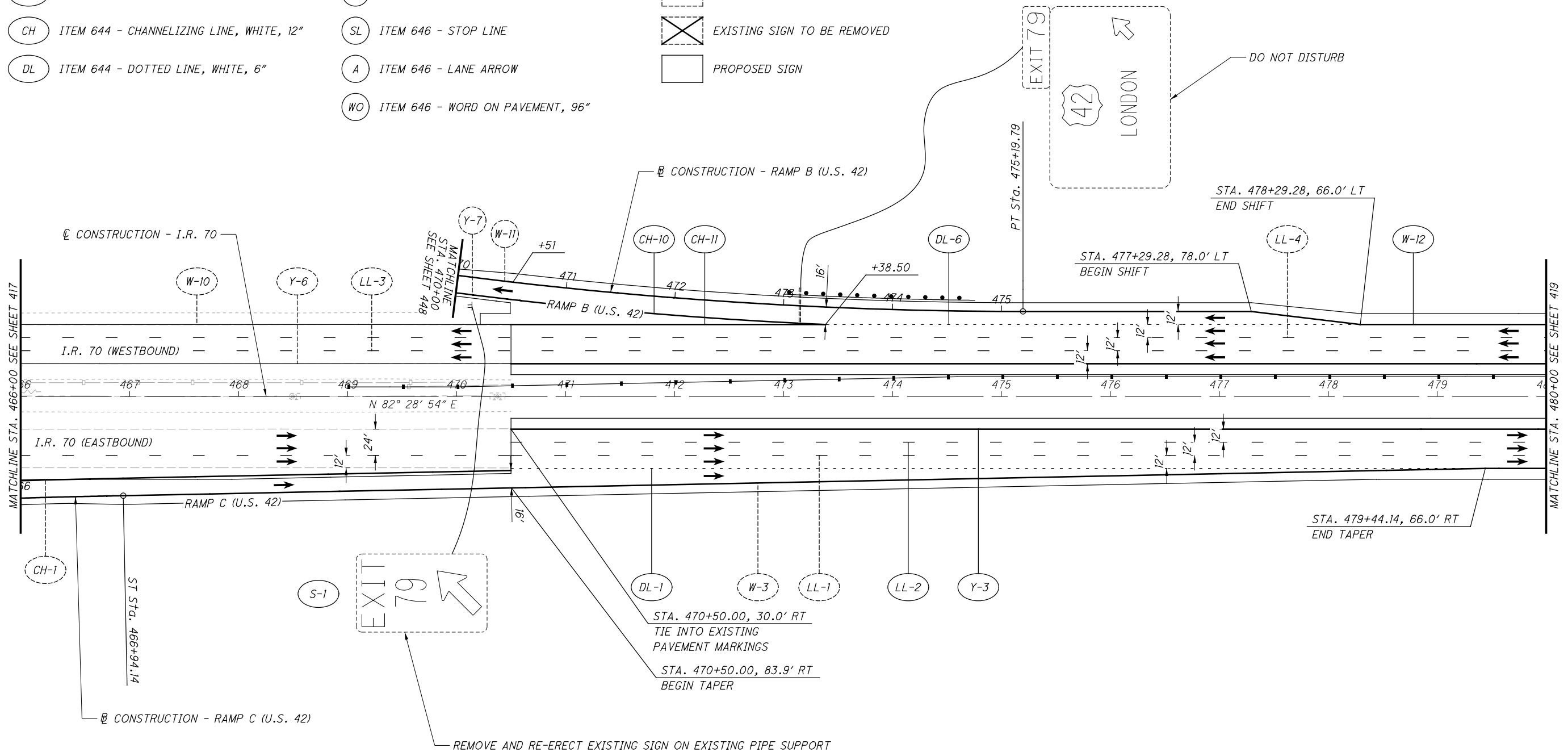
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LEGEND:

- | | | |
|---|---|---------------------------------|
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| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP C (U.S. 42) ACCORDING TO SCD TC-61.10.



CALCULATED MLL CHECKED MJC

0 50 100
HORIZONTAL SCALE IN FEET

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 466+00 TO STA. 480+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

418
470

ISSUE RECORD

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LEGEND:

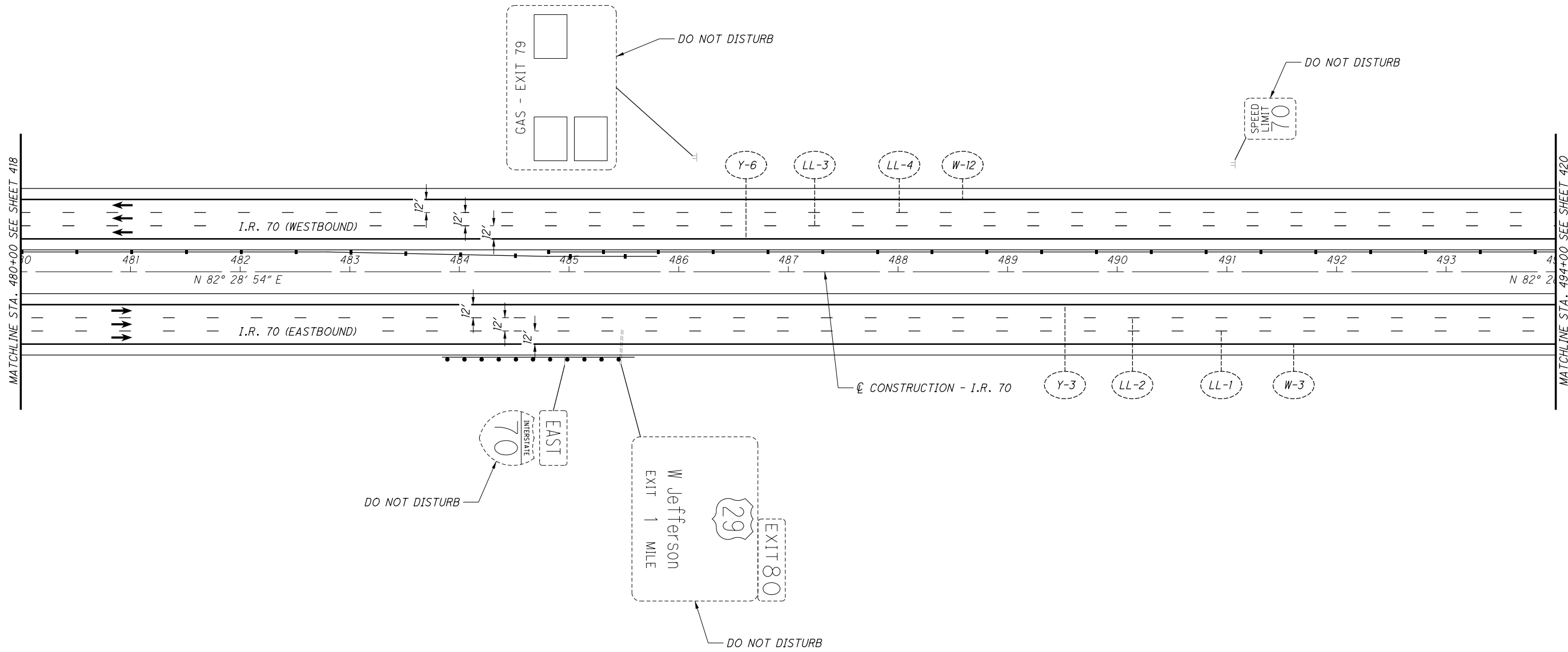
- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.

CALCULATED
M.L.L.
CHECKED
M.J.C.

HORIZONTAL SCALE IN FEET



TRAFFIC CONTROL PLAN
I.R. 70 - STA. 480+00 TO STA. 494+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

419
470

ISSUE RECORD

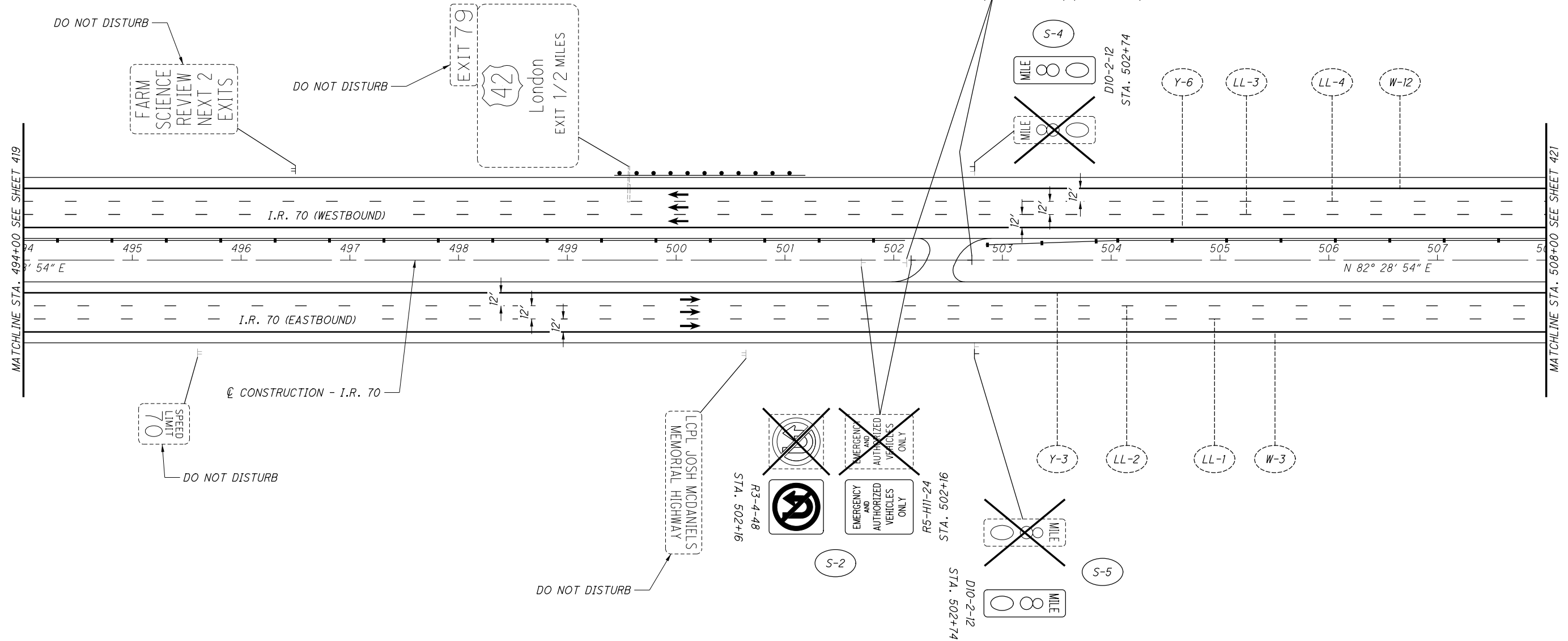
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LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | [] EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | [X] EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | [] PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



TRAFFIC CONTROL PLAN
I.R. 70 - STA. 494+00 TO STA. 508+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

420
470

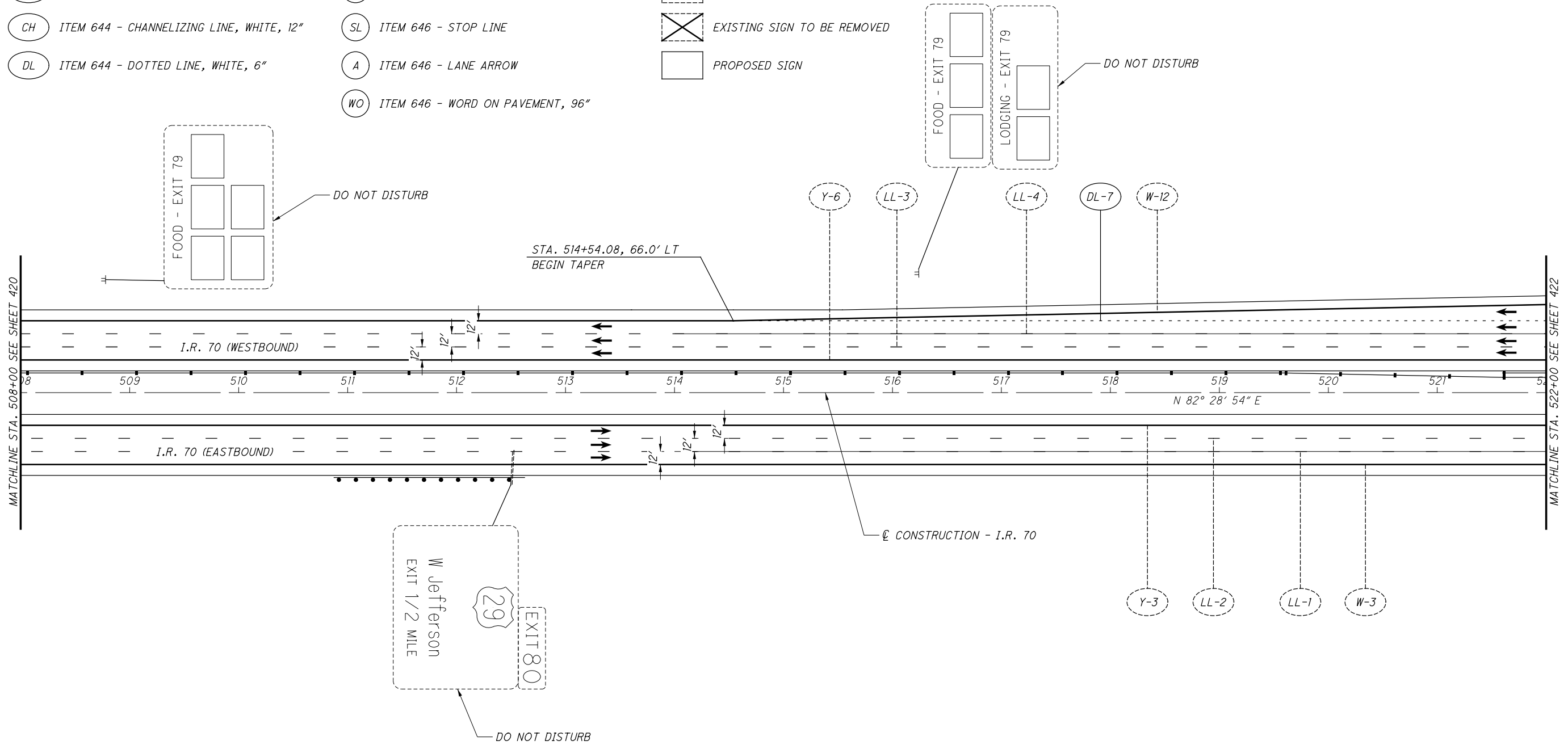
ISSUE RECORD

LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | [] EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | [X] EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | [] PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



CALCULATED
MILL
CHECKED
MJC

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 508+00 TO STA. 522+00

MAD-70-8.62

421
470

NO.	DATE	DESCRIPTION

ISSUE RECORD



CALCULATED
MJC
CHECKED
MJC

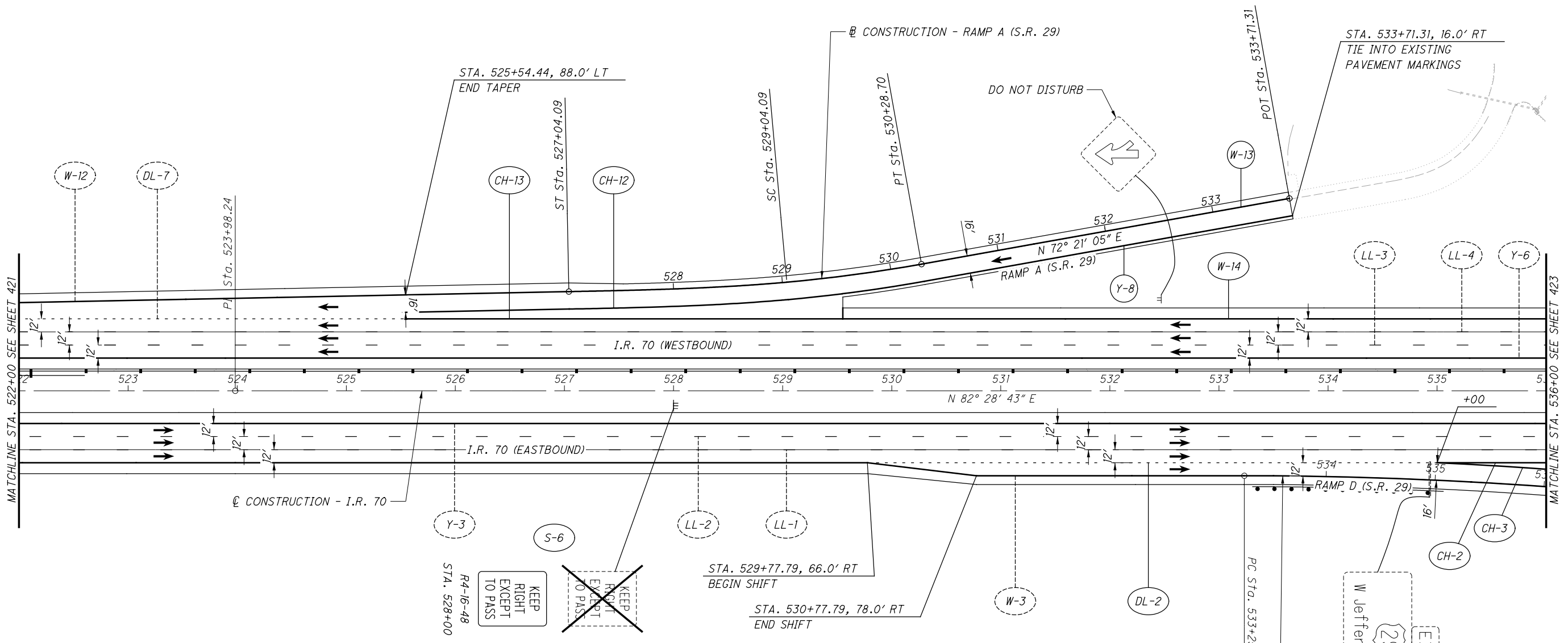
TRAFFIC CONTROL PLAN
I.R. 70 - STA. 522+00 TO STA. 536+00

MAD-70-8.62

422
470

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP A (S.R. 29) ACCORDING TO SCD TC-61.10.



LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NO.	DATE	DESCRIPTION

ISSUE RECORD

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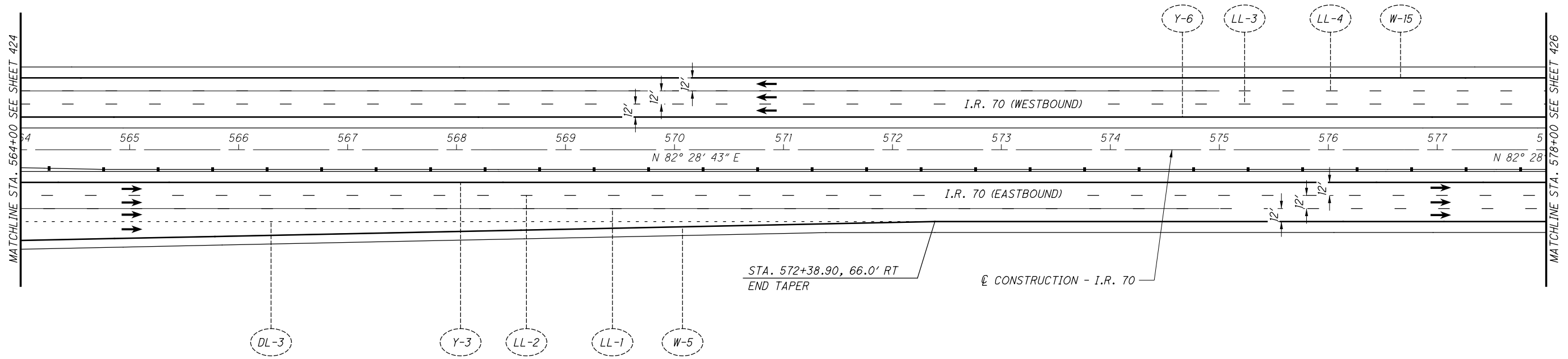
LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.

CALCULATED
MILL
CHECKED
MJC



TRAFFIC CONTROL PLAN
I.R. 70 - STA. 564+00 TO STA. 578+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

425
470

ISSUE RECORD

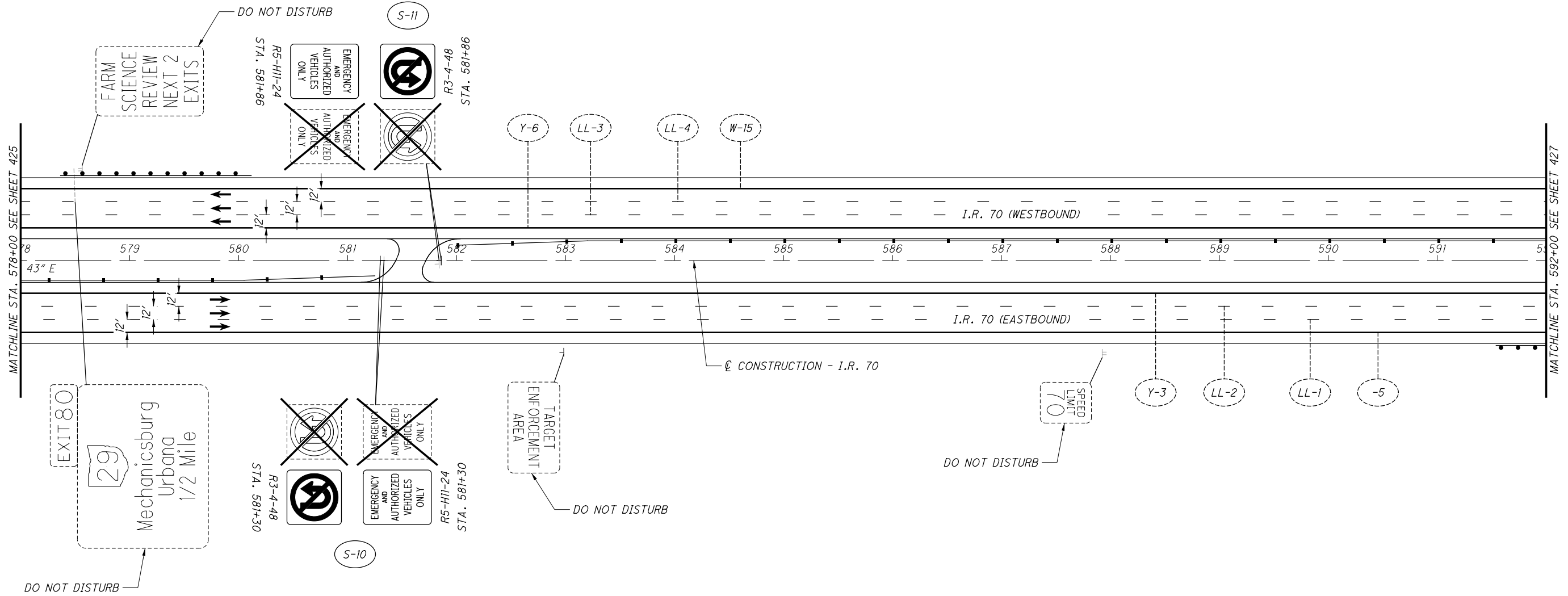
P:\107109_MAD-70-8.62DB\Design\Traffic\Sheets\107109_IP013.dgn Sheet 11/23/2020 2:31:27 PM kmhhaicea

LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | [] EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | [X] EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | [] PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



CALCULATED
M.L.L.
CHECKED
M.J.C.

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 578+00 TO STA. 592+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

426
470

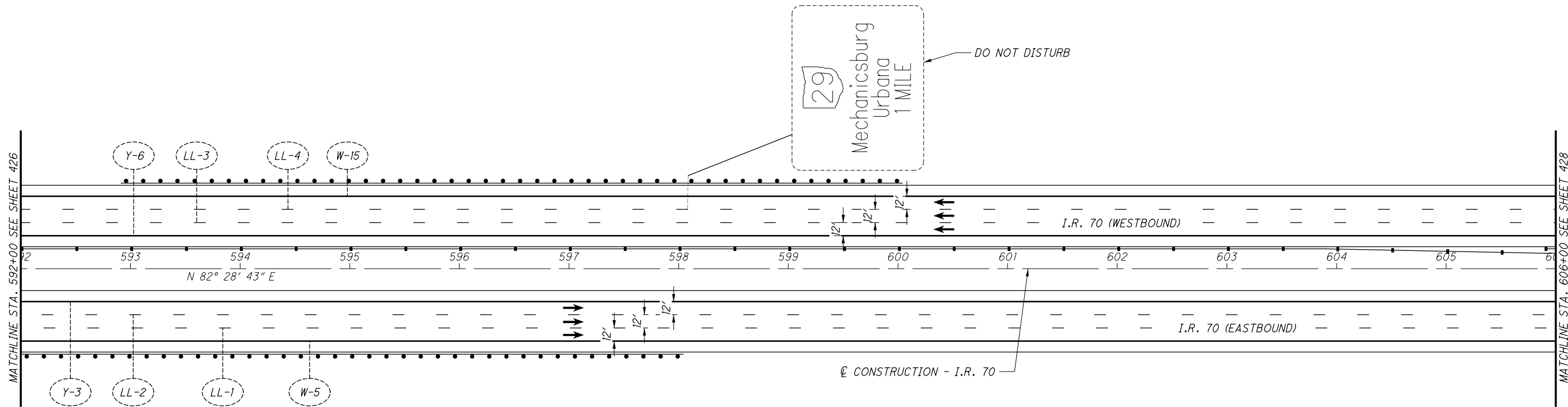
ISSUE RECORD

LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



0 50 100
25
HORIZONTAL SCALE IN FEET

CALCULATED MLL
CHECKED MJC

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 592+00 TO STA. 606+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

427
470

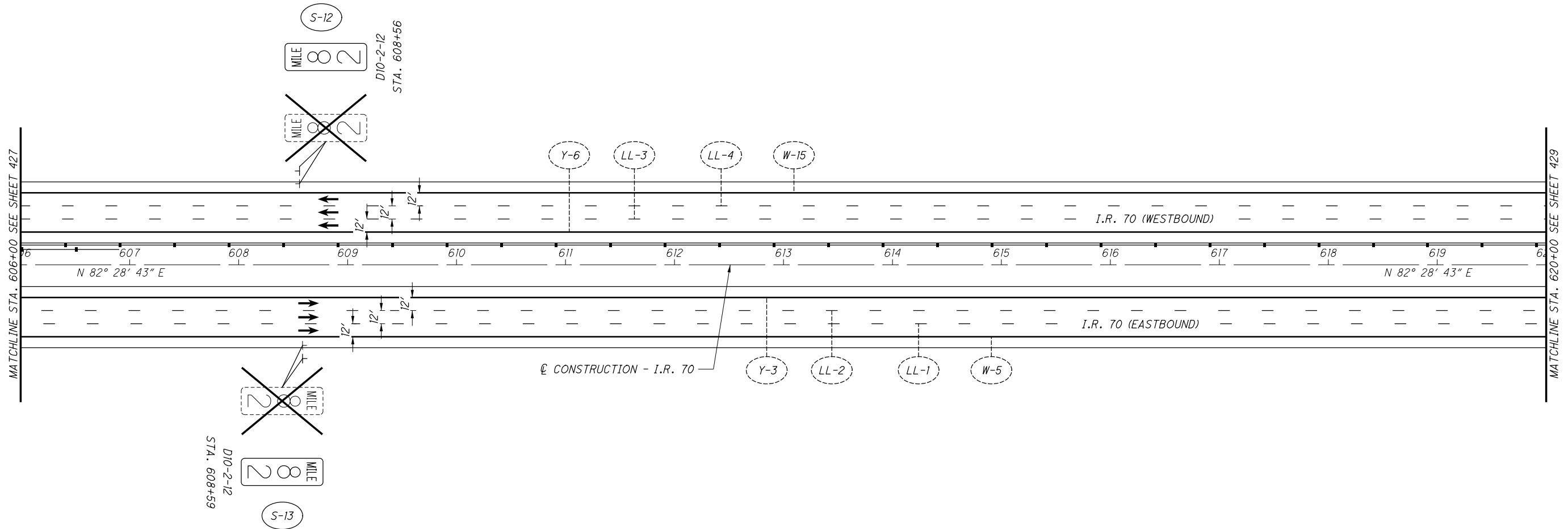
ISSUE RECORD

LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



0 50 100

 HORIZONTAL

 SCALE IN FEET

 CALCULATED: MLL

 CHECKED: MJC

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 606+00 TO STA. 620+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

428
470

ISSUE RECORD



CALCULATED
MILL
CHECKED
MJC

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 648+00 TO STA. 662+00

MAD-70-8.62

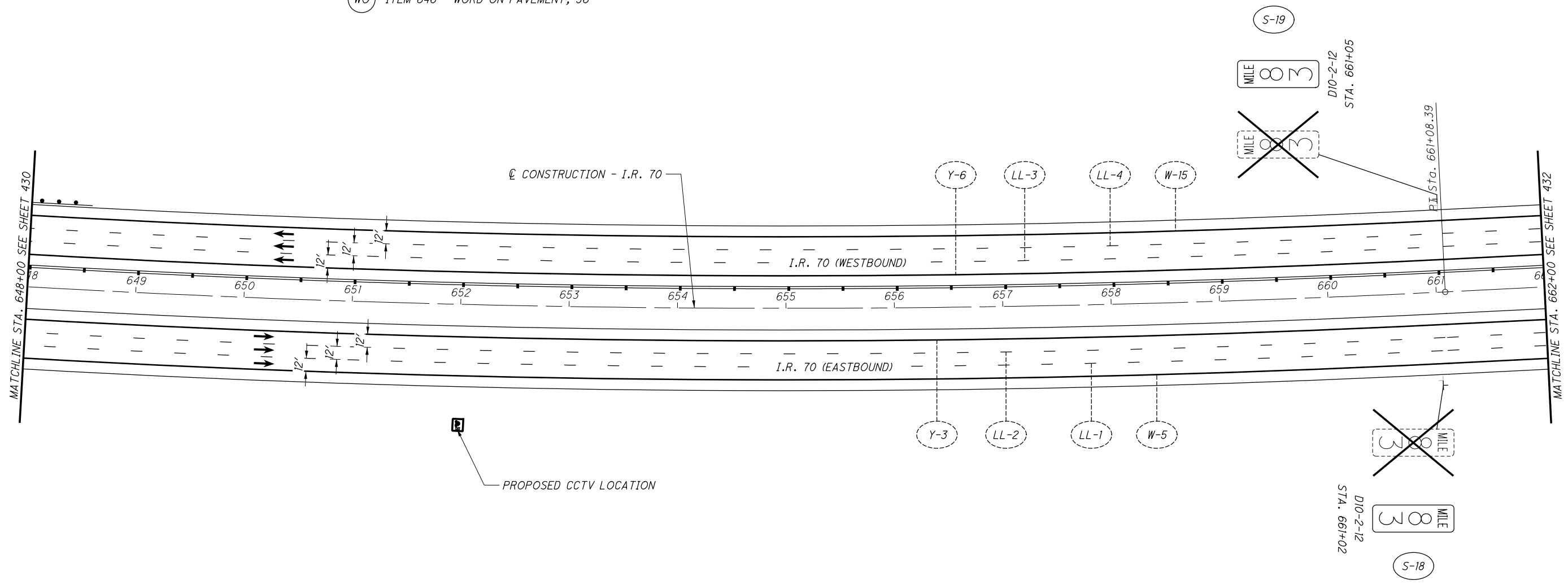
431
470

LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



NO.	DATE	DESCRIPTION

ISSUE RECORD

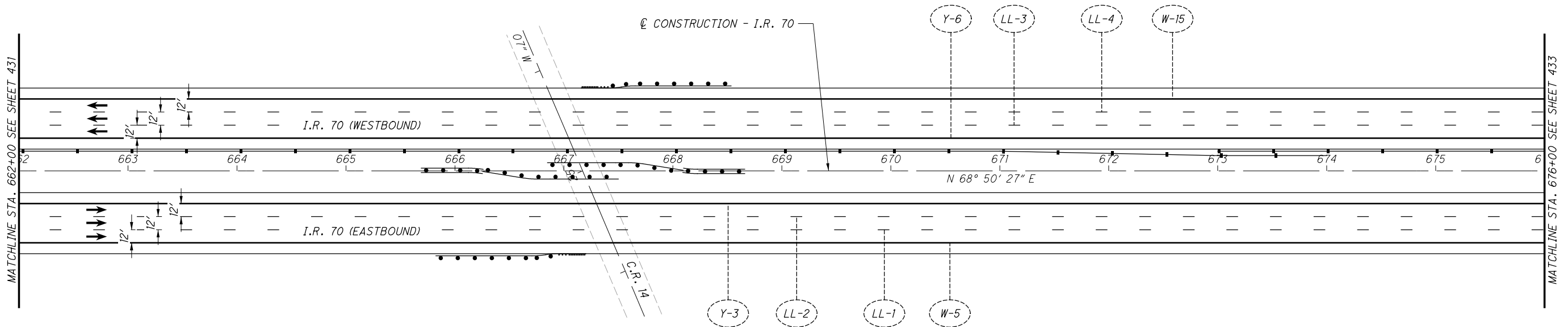
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LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



CALCULATED
M.L.L.
CHECKED
M.J.C.

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 662+00 TO STA. 676+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

432
470

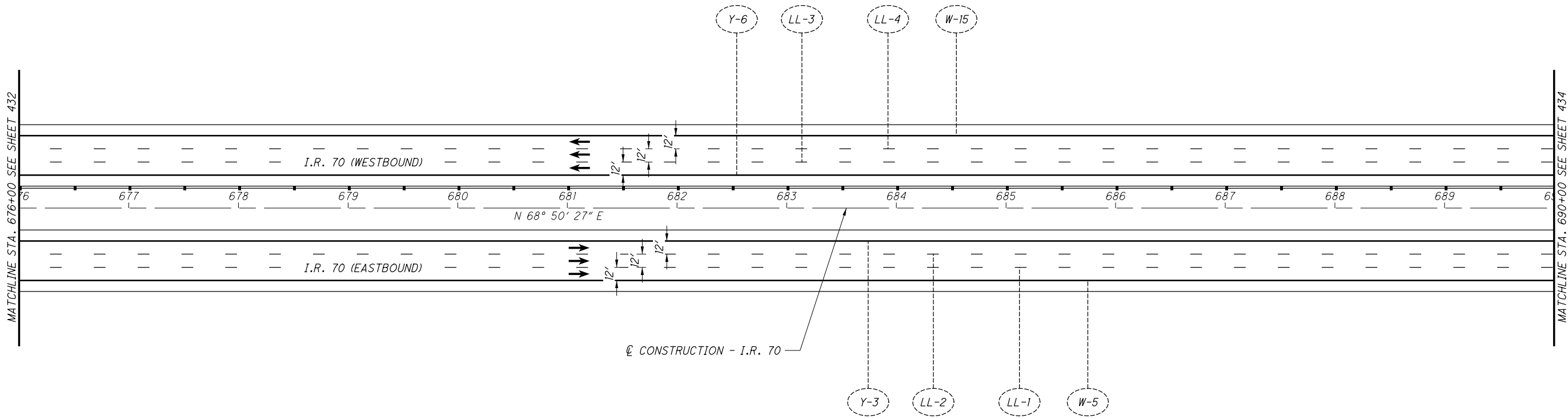
ISSUE RECORD

LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



0 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MLL
CHECKED MJC

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 676+00 TO STA. 690+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

433
470

ISSUE RECORD

LEGEND:

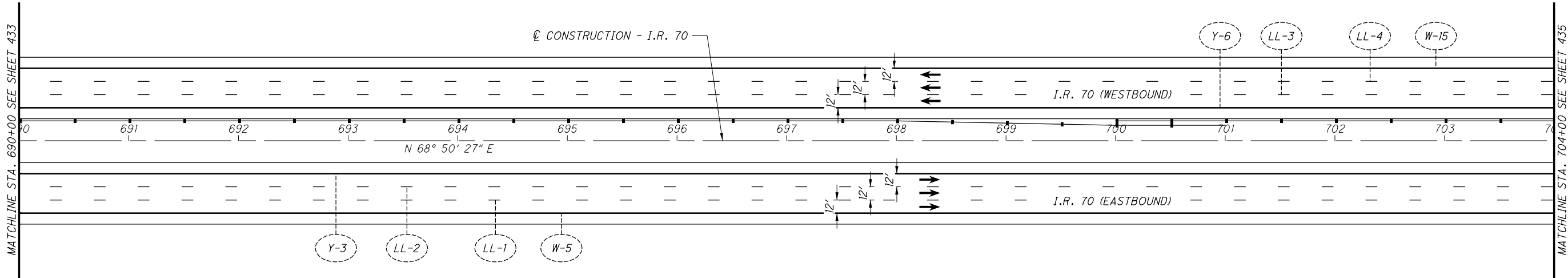
- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



CALCULATED	MLL
CHECKED	MJC



TRAFFIC CONTROL PLAN
I.R. 70 - STA. 690+00 TO STA. 704+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

434
470

ISSUE RECORD

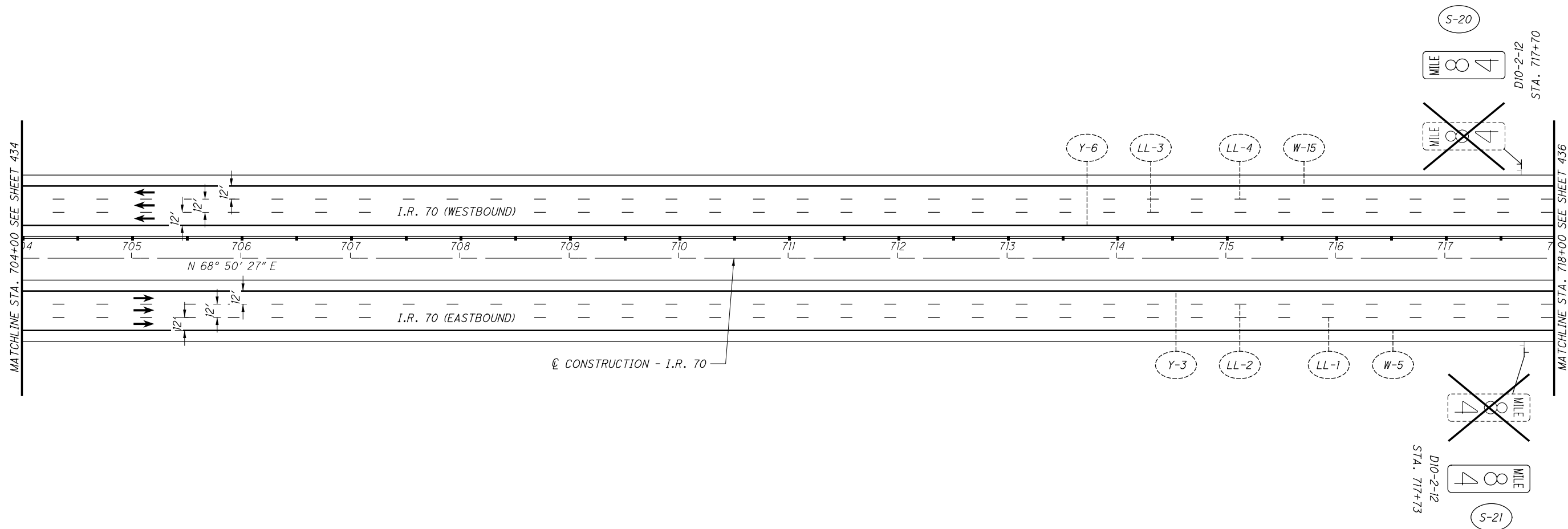
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LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



CALCULATED
MILL

CHECKED
MJC

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 704+00 TO STA. 718+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

435
470

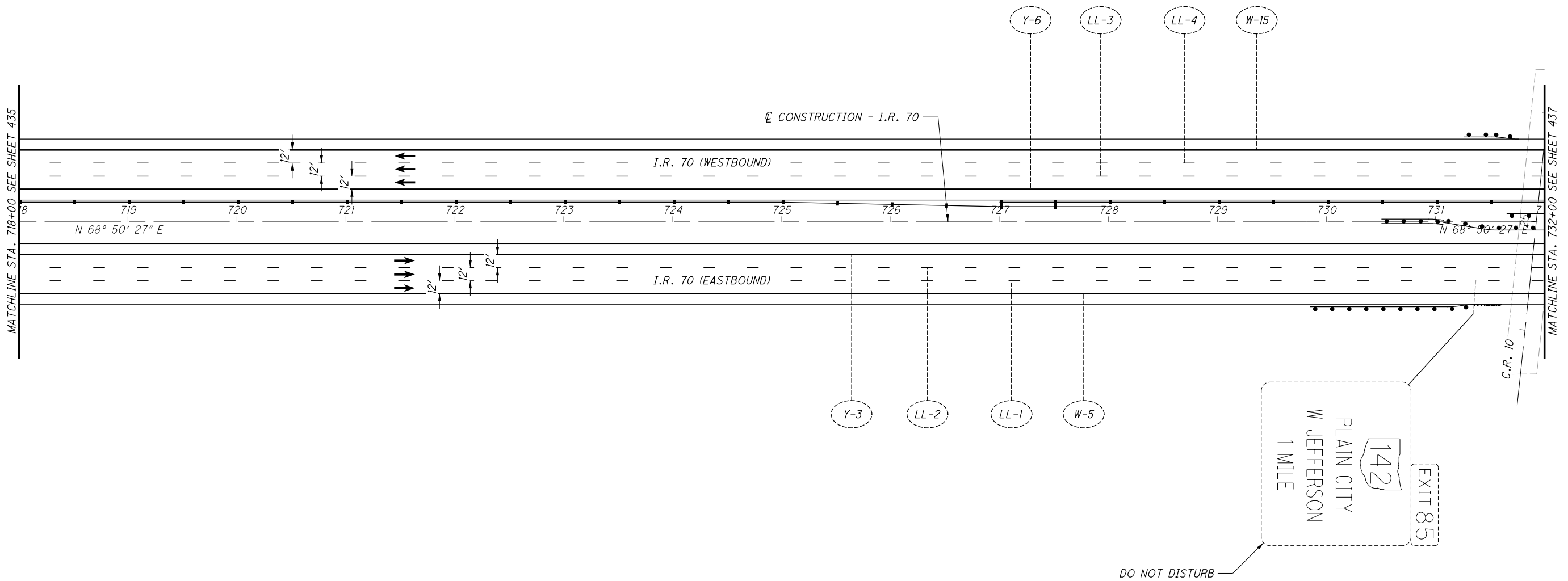
ISSUE RECORD

LEGEND:

- | | | |
|---|---|---------------------------------|
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| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



0 50 100
25
HORIZONTAL
SCALE IN FEET

CALCULATED
MJC
CHECKED
MJC

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 718+00 TO STA. 732+00

MAD-70-8.62

436
470

NO.	DATE	DESCRIPTION

ISSUE RECORD

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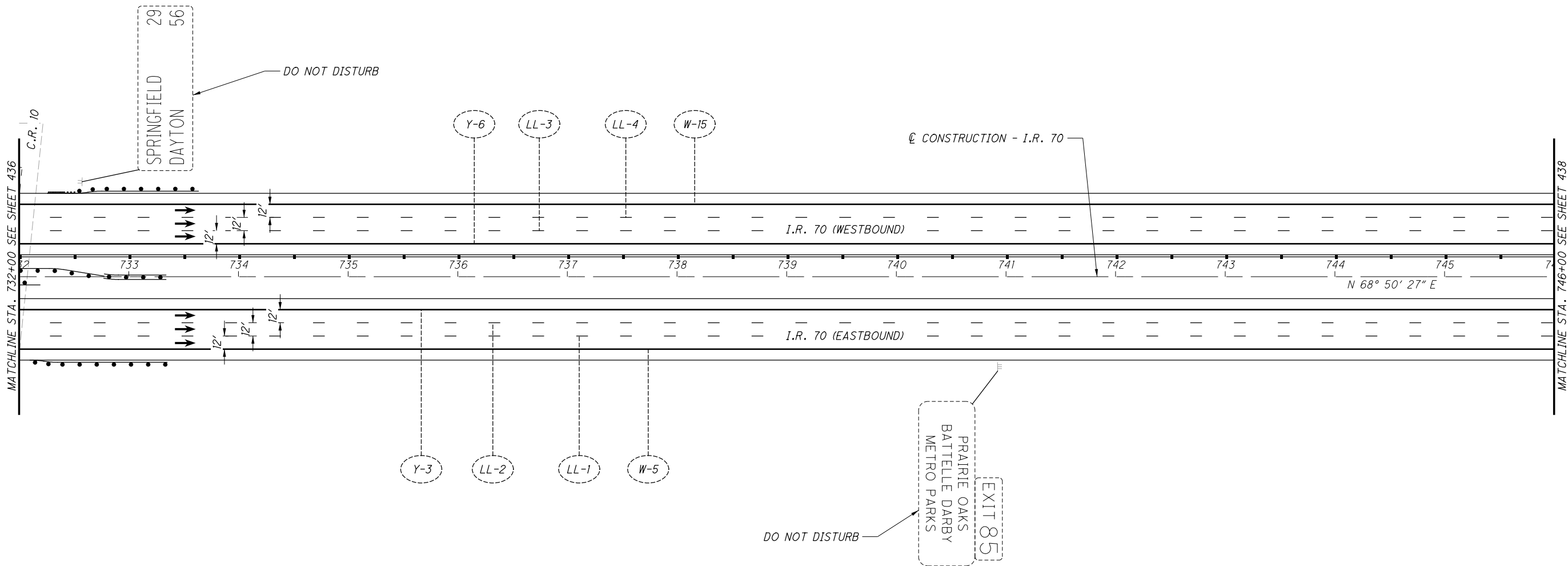
- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.

CALCULATED
MILL
CHECKED
MJC

0 50 100
HORIZONTAL
SCALE IN FEET



TRAFFIC CONTROL PLAN
I.R. 70 - STA. 732+00 TO STA. 746+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

437
470

ISSUE RECORD

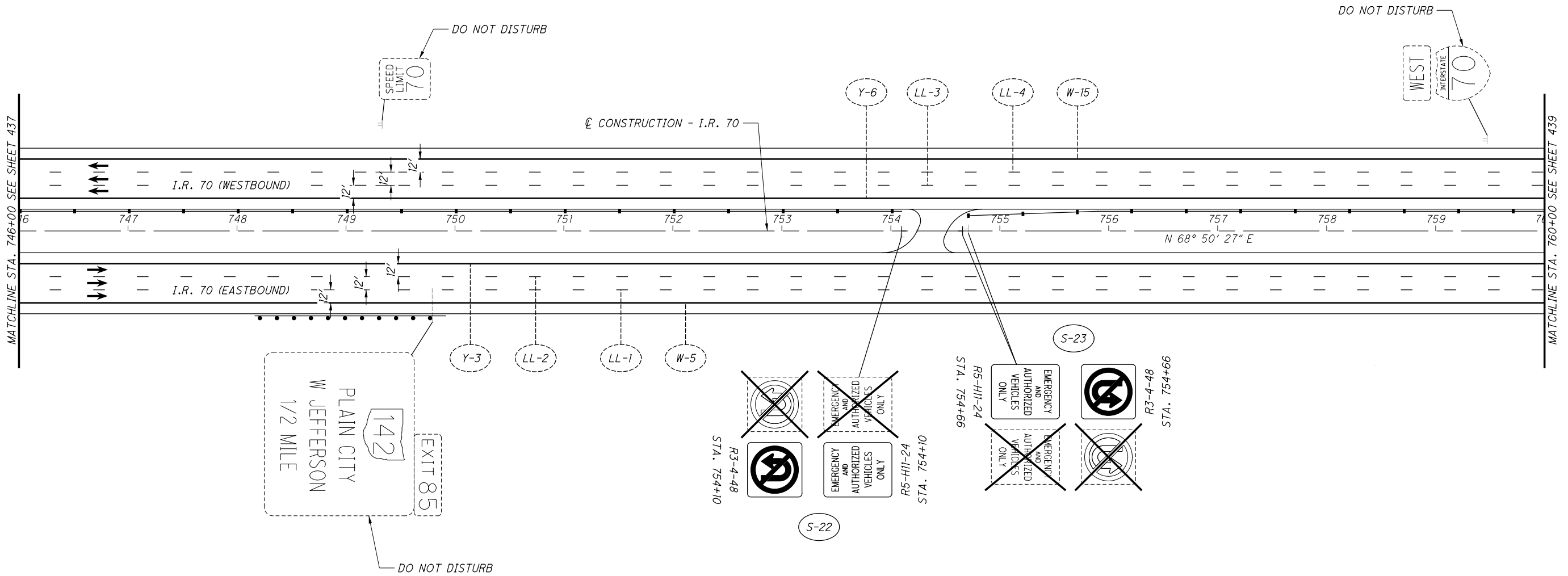
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LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | [] EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | [X] EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | [] PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



CALCULATED MLL CHECKED MJC

0 50 100
HORIZONTAL SCALE IN FEET

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 746+00 TO STA. 760+00

MAD-70-8.62

NO.	DATE	DESCRIPTION

438
470

ISSUE RECORD



CALCULATED MLL
CHECKED MJC

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 774+00 TO STA. 788+00

MAD-70-8.62

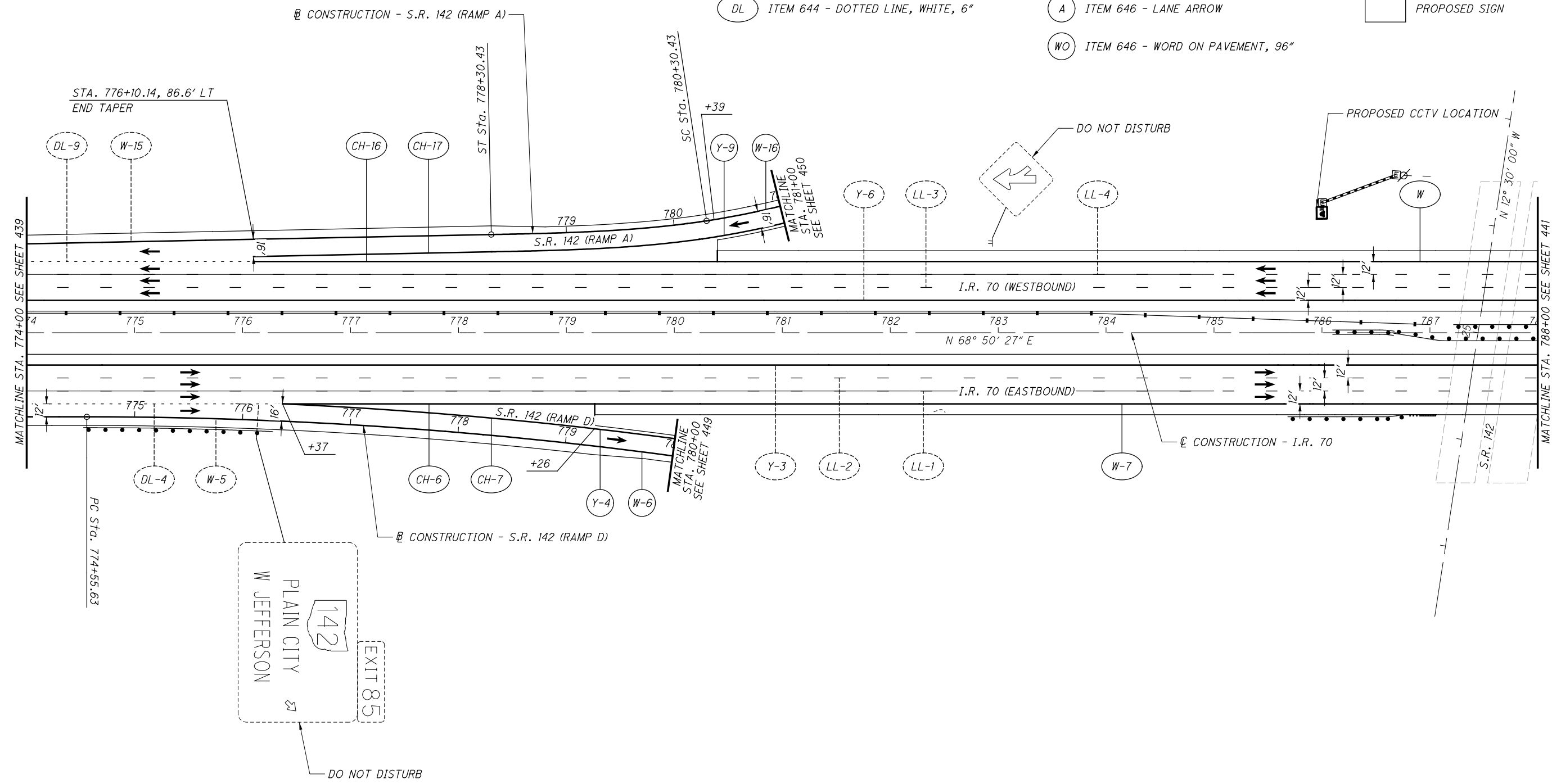
440
470

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP A (S.R. 142) & RAMP D (S.R. 142) ACCORDING TO SCD TC-61.10.

LEGEND:

- (Y) ITEM 644 - EDGE LINE, YELLOW, 6"
- (W) ITEM 644 - EDGE LINE, WHITE, 6"
- (LL) ITEM 644 - LANE LINE, WHITE, 6"
- (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12"
- (DL) ITEM 644 - DOTTED LINE, WHITE, 6"
- (Y) ITEM 646 - EDGE LINE, YELLOW, 6"
- (W) ITEM 646 - EDGE LINE, WHITE, 6"
- (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12"
- (SL) ITEM 646 - STOP LINE
- (A) ITEM 646 - LANE ARROW
- (WO) ITEM 646 - WORD ON PAVEMENT, 96"
- (S) GROUND MOUNTED SIGN
- (OH) OVERHEAD MOUNTED SIGN
- () EXISTING SIGN TO REMAIN
- (X) EXISTING SIGN TO BE REMOVED
- () PROPOSED SIGN



NO.	DATE	DESCRIPTION

ISSUE RECORD

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CALCULATED MLL CHECKED MJC

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 788+00 TO STA. 802+00

MAD-70-8.62

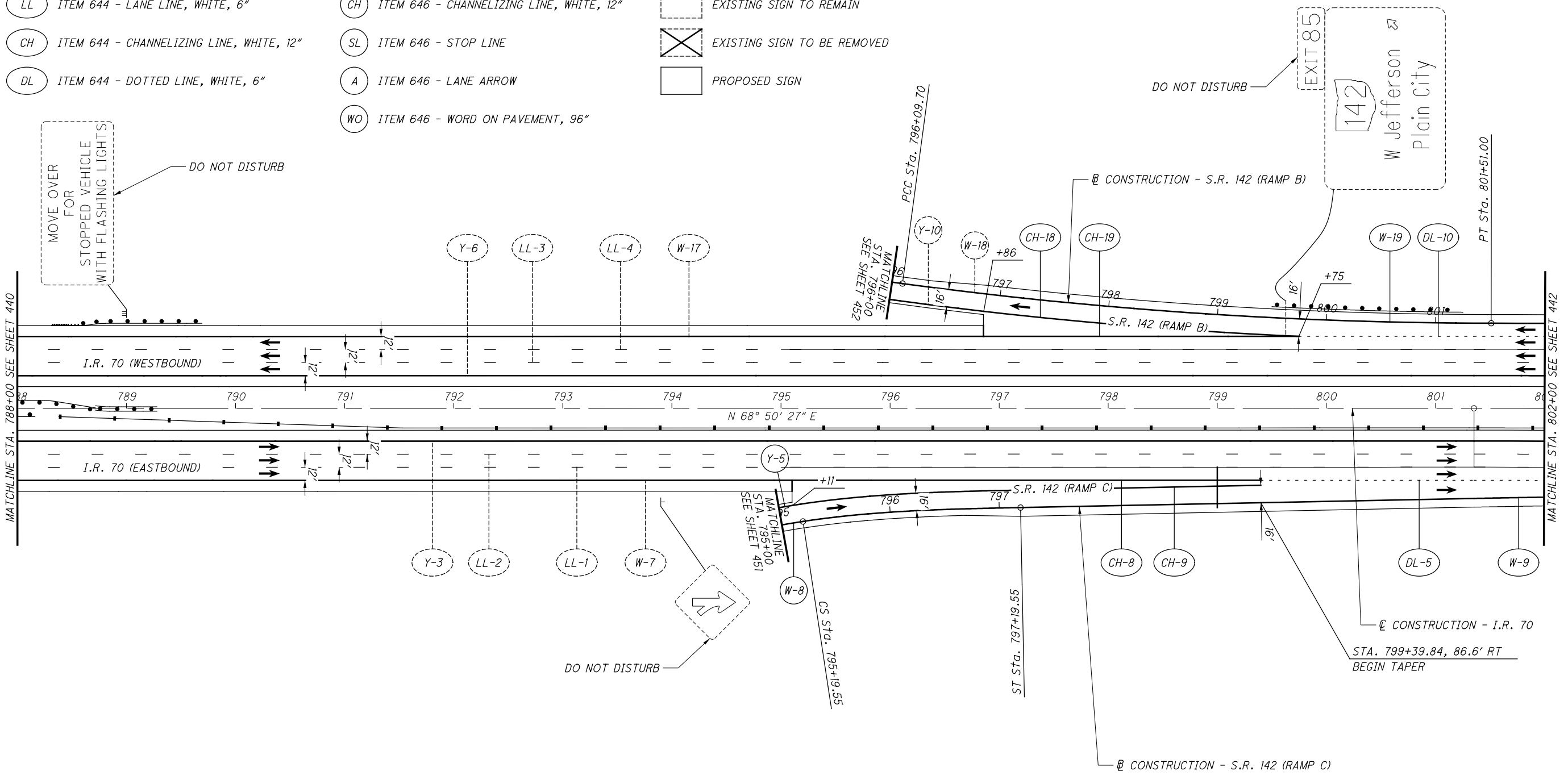
441
470

LEGEND:

- (Y) ITEM 644 - EDGE LINE, YELLOW, 6"
- (W) ITEM 644 - EDGE LINE, WHITE, 6"
- (LL) ITEM 644 - LANE LINE, WHITE, 6"
- (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12"
- (DL) ITEM 644 - DOTTED LINE, WHITE, 6"
- (Y) ITEM 646 - EDGE LINE, YELLOW, 6"
- (W) ITEM 646 - EDGE LINE, WHITE, 6"
- (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12"
- (SL) ITEM 646 - STOP LINE
- (A) ITEM 646 - LANE ARROW
- (WO) ITEM 646 - WORD ON PAVEMENT, 96"
- (S) GROUND MOUNTED SIGN
- (OH) OVERHEAD MOUNTED SIGN
- [] EXISTING SIGN TO REMAIN
- [X] EXISTING SIGN TO BE REMOVED
- [] PROPOSED SIGN

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP B (S.R. 142) & RAMP C (S.R. 142) ACCORDING TO SCD TC-61.10.



NO.	DATE	DESCRIPTION

ISSUE RECORD

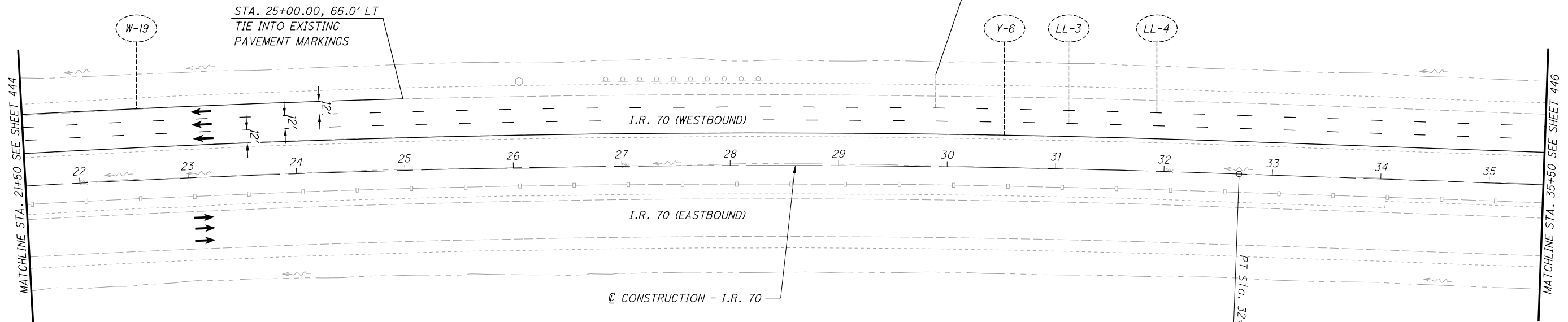
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LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.



CALCULATED
MJC
CHECKED
MJC

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN
I.R. 70 - STA. 21+50 TO STA. 35+50

MAD-70-8.62

NO.	DATE	DESCRIPTION

445
470

ISSUE RECORD

LEGEND:

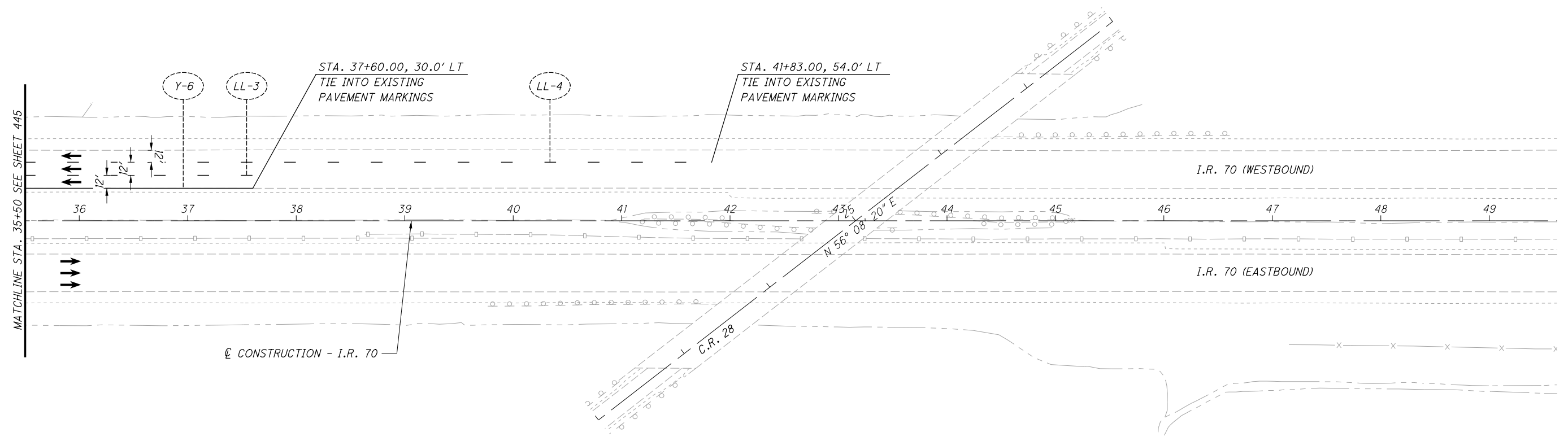
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|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.

CALCULATED
M.L.L.
CHECKED
M.J.C.

0 50 100
HORIZONTAL
SCALE IN FEET



TRAFFIC CONTROL PLAN
I.R. 70 - STA. 35+50 TO END WORK

MAD-70-8.62

NO.	DATE	DESCRIPTION

446
470

ISSUE RECORD

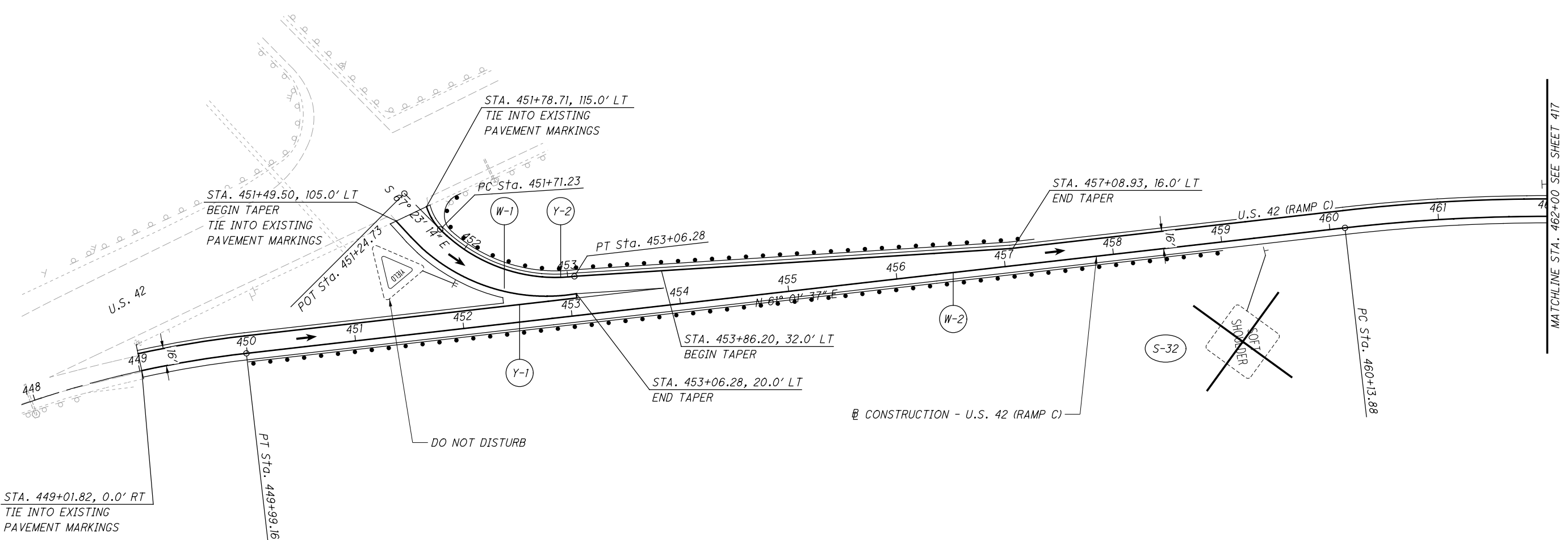
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LEGEND:

- | | | |
|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | (---) EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | (□) PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP C (U.S. 42) ACCORDING TO SCD TC-61.10.



CALCULATED
MILL
CHECKED
MJC

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN
U.S. 42 RAMP C - BEGIN WORK TO STA. 462+00

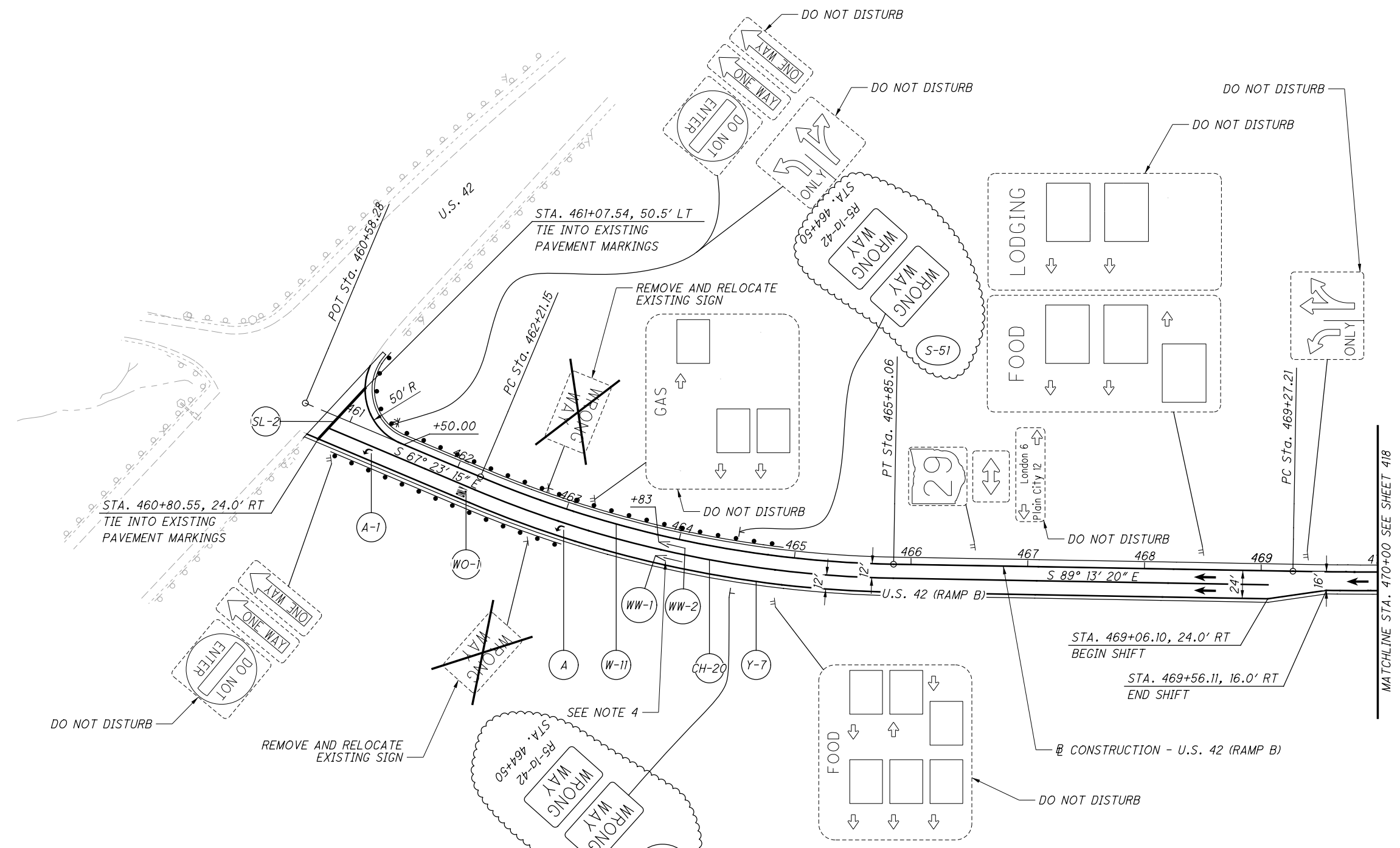
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NO.	DATE	DESCRIPTION

ISSUE RECORD

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LEGEND:

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| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |
| | (WW) ITEM 646 - WRONG WAY ARROW | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10, TC-65.11, AND TC-73.20.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP B (U.S. 42) ACCORDING TO SCD TC-61.10.
4. PLACE WRONG WAY ARROW MARKINGS IN ACCORDANCE TO SCD TC-73.20.

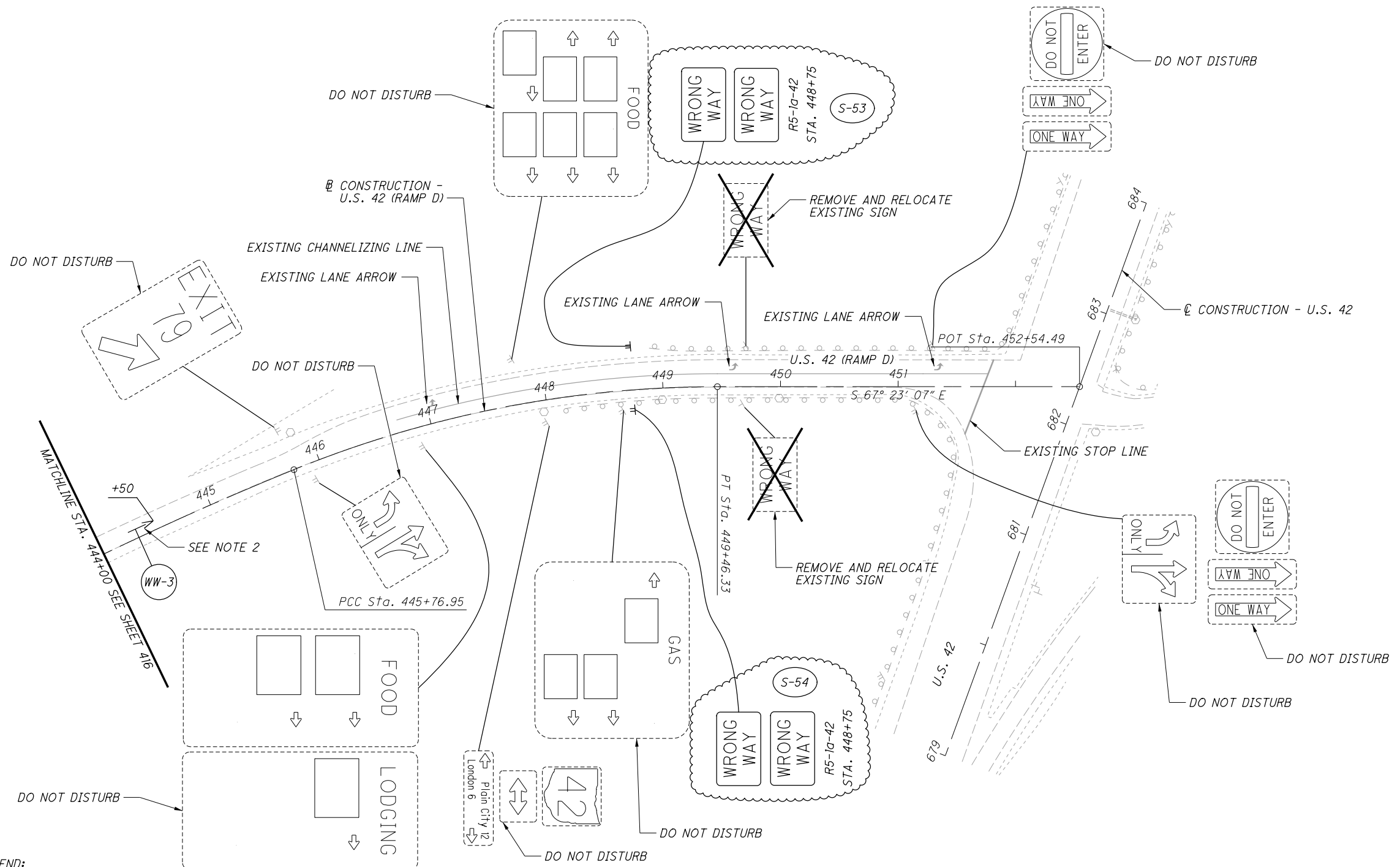
NO.	DATE	DESCRIPTION
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17	11/2/20	AS BUILT REVISIONS
ISSUE RECORD		

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TRAFFIC CONTROL PLAN
U.S. 42 RAMP D - STA. 446+50 TO END WORK

MAD-70-8.62



LEGEND:

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|---|---|---------------------------------|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |
| | (WW) ITEM 646 - WRONG WAY ARROW | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10, TC-65.11, AND TC-73.20.
2. PLACE WRONG WAY ARROW MARKINGS IN ACCORDANCE TO SCD TC-73.20.

NO.	DATE	DESCRIPTION
13	11/15/19	ADDED ADDITIONAL SHEET
		ADDED WRONG-WAY TRAFFIC CONTROL
17	11/2/20	AS BUILT REVISIONS

448A
470

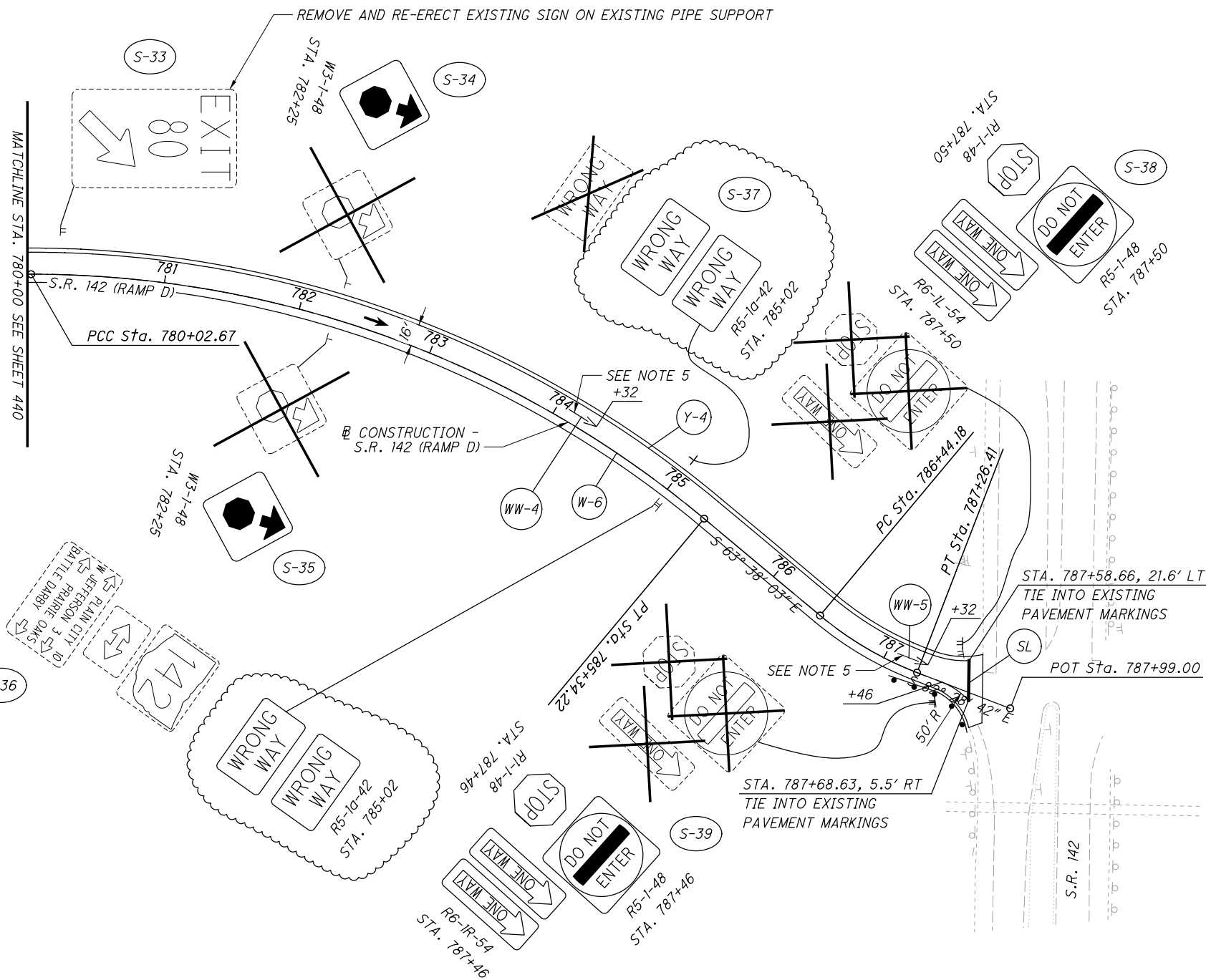
ISSUE RECORD

LEGEND:

- | | | |
|---|---|---------------------------------|
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| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | () EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | (X) EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | () PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |
| | (WW) ITEM 646 - WRONG WAY ARROW | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10, TC-65.11, AND TC-73.20.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP D (S.R. 142) ACCORDING TO SCD TC-61.10.
4. EXISTING PIPE AND BEAM SIGNS MASKED FOR REMOVAL SHALL BE REMOVED DUE TO MOT IMPACTS. THE EXISTING SUPPORTS MAY BE REUSED. THE EXISTING FOUNDATIONS MAY BE REUSED IF NOT IMPACTED BY TEMPORARY PAVEMENT. IF IMPACTED OR DAMAGED, THE CONTRACTOR SHALL INSTALL NEW FOUNDATIONS.
5. PLACE WRONG WAY ARROW MARKINGS IN ACCORDANCE TO SCD TC-73.20.



CALCULATED
MILL
CHECKED
MJC

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN
S.R. 142 RAMP D - STA. 780+00 TO END WORK

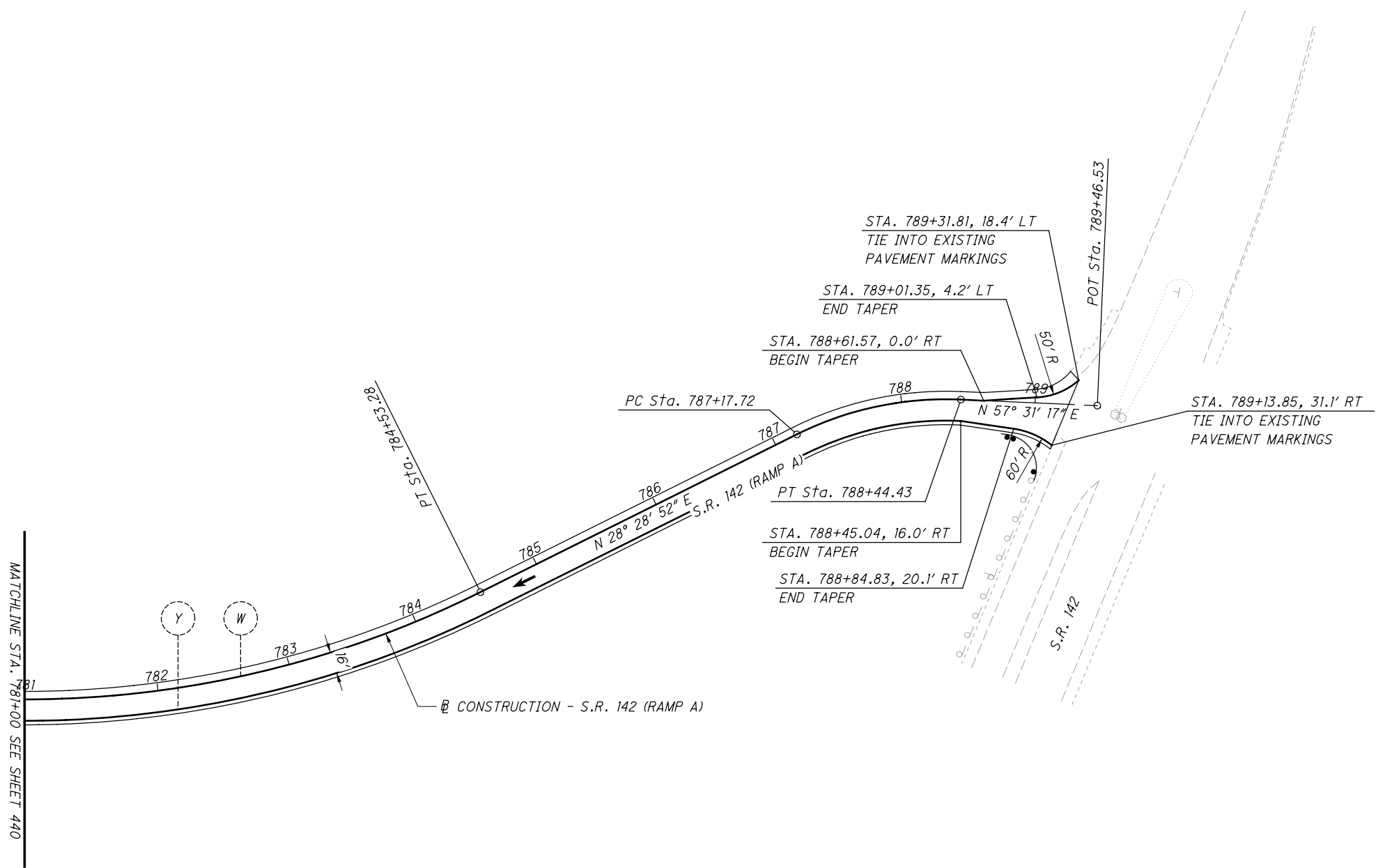
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NO.	DATE	DESCRIPTION
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17	11/2/20	AS BUILT REVISIONS
ISSUE RECORD		

449
470

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LEGEND:

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|---|---|--|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | [Dashed Box] EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | [Box with X] EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | [Box] PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

1. RAISED PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO SCD TC-65.10 & TC-65.11.
2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP A (S.R. 142) ACCORDING TO SCD TC-61.10.

NO.	DATE	DESCRIPTION

ISSUE RECORD

CALCULATED
MILL
CHECKED
MJC

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN
S.R. 142 RAMP A - STA. 781+00 TO END WORK

MAD-70-8.62

450
470

LEGEND:

- | | | |
|---|---|--|
| (Y) ITEM 644 - EDGE LINE, YELLOW, 6" | (Y) ITEM 646 - EDGE LINE, YELLOW, 6" | (S) GROUND MOUNTED SIGN |
| (W) ITEM 644 - EDGE LINE, WHITE, 6" | (W) ITEM 646 - EDGE LINE, WHITE, 6" | (OH) OVERHEAD MOUNTED SIGN |
| (LL) ITEM 644 - LANE LINE, WHITE, 6" | (CH) ITEM 646 - CHANNELIZING LINE, WHITE, 12" | [Dashed Box] EXISTING SIGN TO REMAIN |
| (CH) ITEM 644 - CHANNELIZING LINE, WHITE, 12" | (SL) ITEM 646 - STOP LINE | [Box with X] EXISTING SIGN TO BE REMOVED |
| (DL) ITEM 644 - DOTTED LINE, WHITE, 6" | (A) ITEM 646 - LANE ARROW | [Square] PROPOSED SIGN |
| | (WO) ITEM 646 - WORD ON PAVEMENT, 96" | |

NOTES

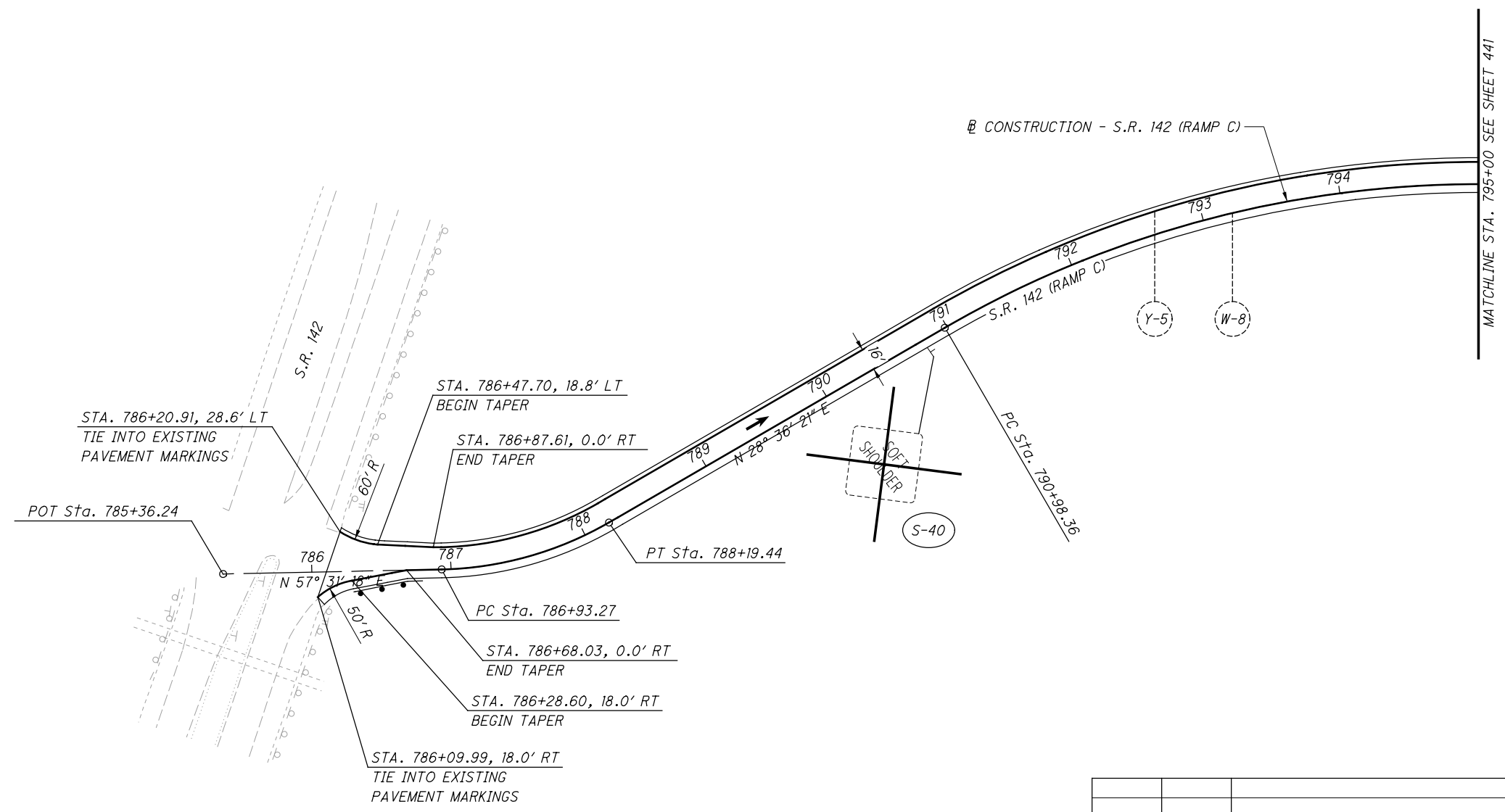
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2. BARRIER REFLECTORS SHALL BE PLACED ON ALL GUARDRAIL, CONCRETE BARRIER, AND BRIDGE PARAPETS IN ACCORDANCE TO CMS 626.
3. DELINEATORS SHALL BE PLACED ALONG RAMP C (S.R. 142) ACCORDING TO SCD TC-61.10.

CALCULATED
MILL
CHECKED
MJC

TRAFFIC CONTROL PLAN
S.R. 142 RAMP C - BEGIN WORK TO STA. 795+00

MAD-70-8.62

451
470



NO.	DATE	DESCRIPTION

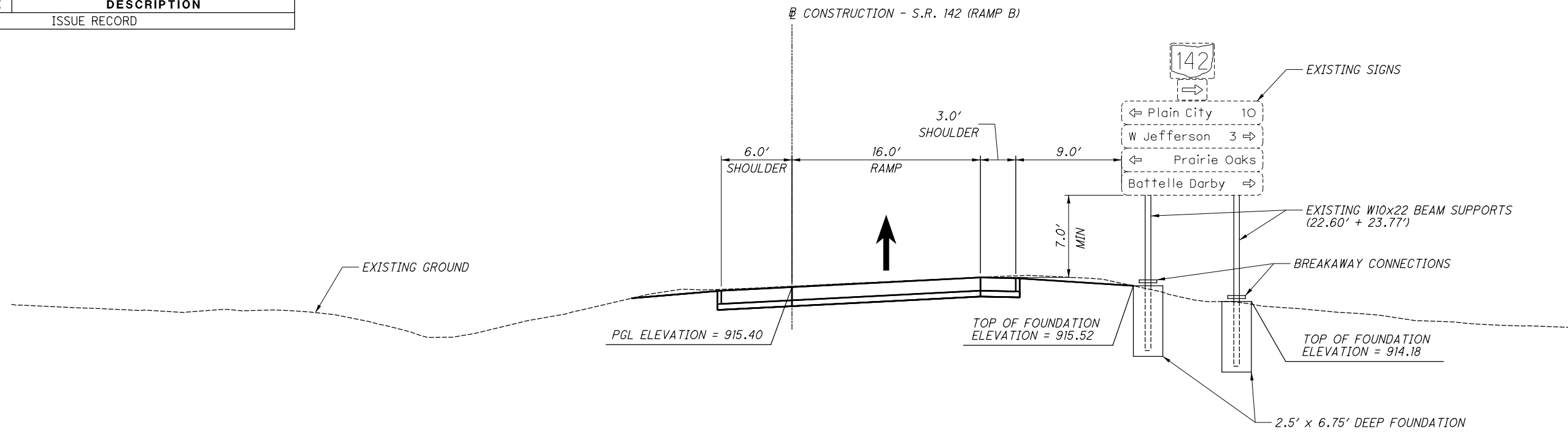
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NO.	DATE	DESCRIPTION
ISSUE RECORD		

CALCULATED
 MLL
 CHECKED
 MJC

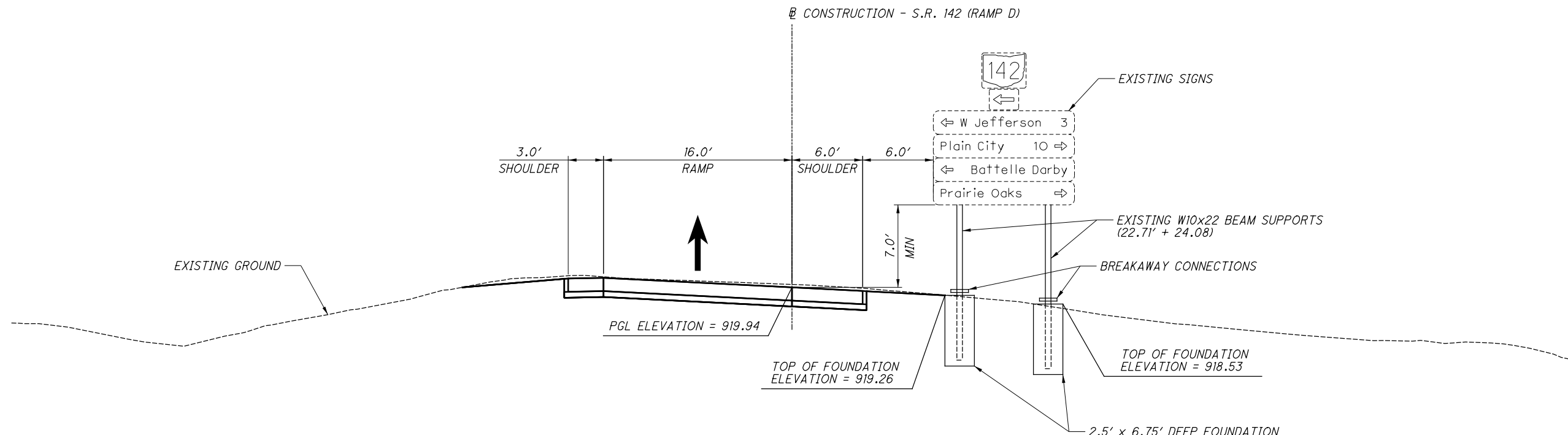
0 5 10
 2.5'
 HORIZONTAL
 SCALE IN FEET



STA. 791+00.00, RT - S.R. 142 (RAMP B)

S-36

NOTE: THE CONTRACTOR MAY REUSE THE EXISTING FOUNDATIONS IF NOT IMPACTED BY TEMPORARY PAVEMENT.



STA. 785+00.00, RT - S.R. 142 (RAMP D)

S-45

NOTE: THE CONTRACTOR MAY REUSE THE EXISTING FOUNDATIONS IF NOT IMPACTED BY TEMPORARY PAVEMENT.

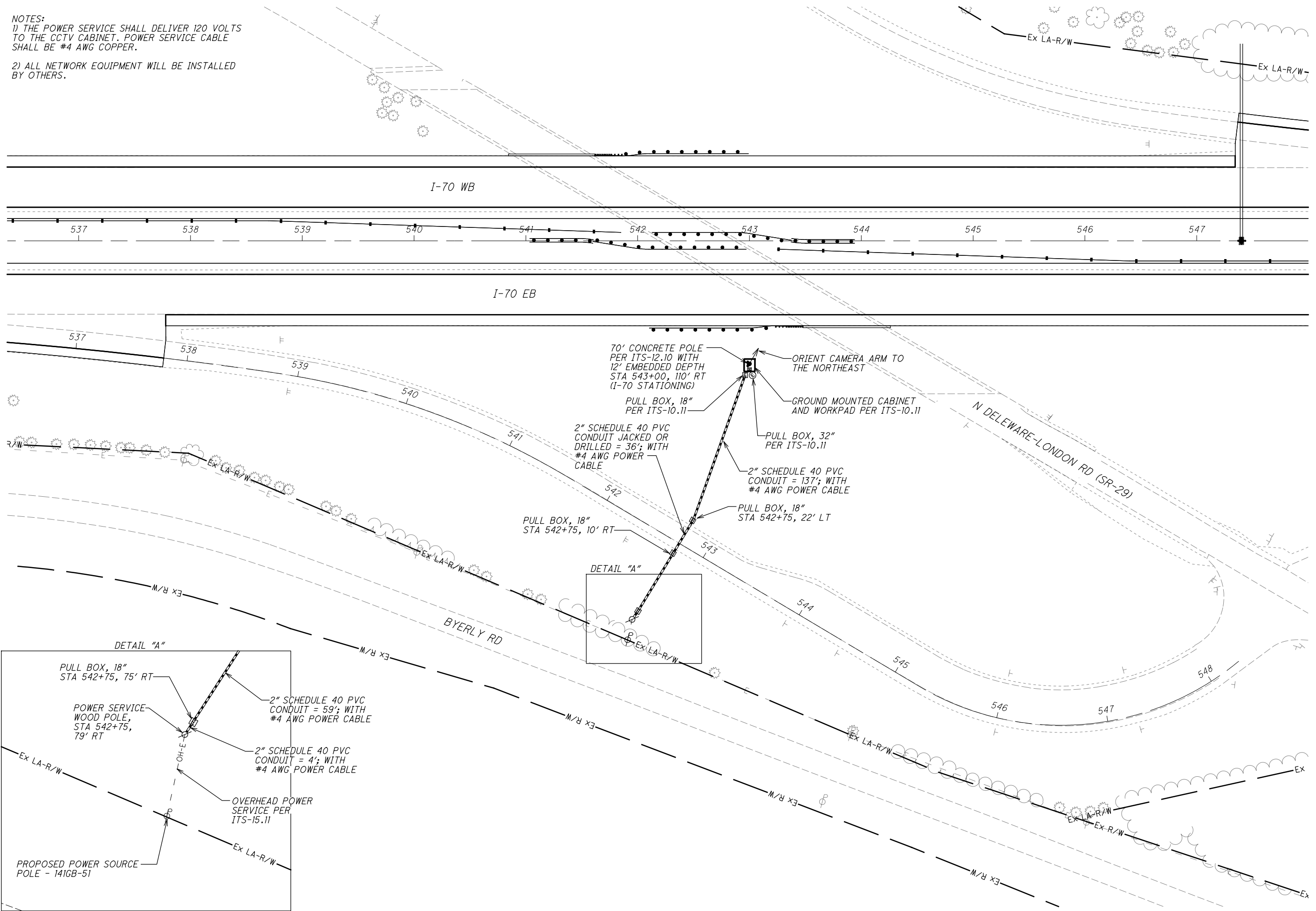
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SIGN ELEVATION DETAILS

MAD-70-8.62

454
470

NOTES:
 1) THE POWER SERVICE SHALL DELIVER 120 VOLTS TO THE CCTV CABINET. POWER SERVICE CABLE SHALL BE #4 AWG COPPER.
 2) ALL NETWORK EQUIPMENT WILL BE INSTALLED BY OTHERS.



CALCULATED MJH
 CHECKED KAE

0 40 80
 20
 HORIZONTAL SCALE IN FEET

ITS PLAN
 CAMERA #1 - I-70 AT SR-29 INTERCHANGE

MAD-70-8.62

455
 470

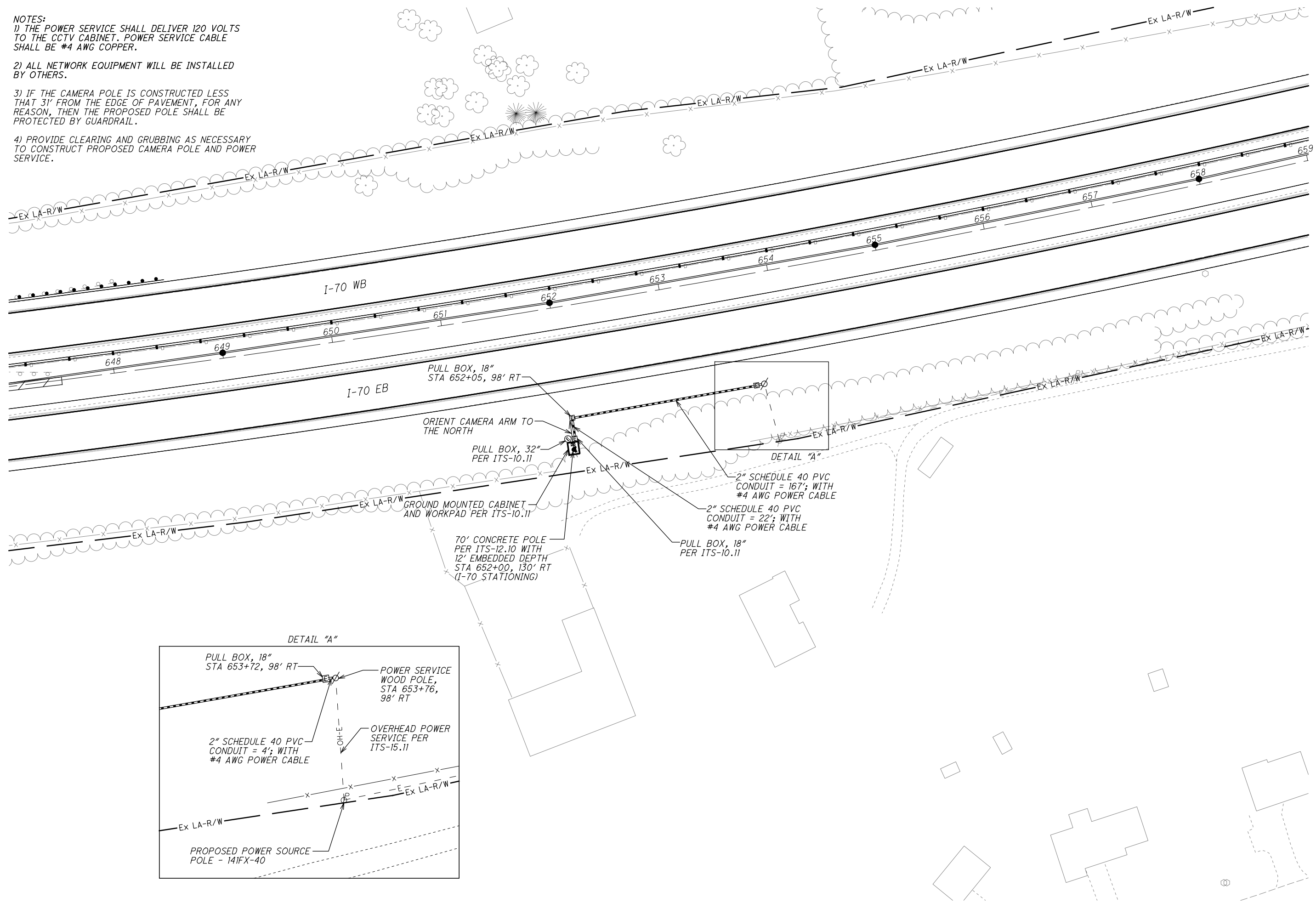
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NOTES:
 1) THE POWER SERVICE SHALL DELIVER 120 VOLTS TO THE CCTV CABINET. POWER SERVICE CABLE SHALL BE #4 AWG COPPER.

2) ALL NETWORK EQUIPMENT WILL BE INSTALLED BY OTHERS.

3) IF THE CAMERA POLE IS CONSTRUCTED LESS THAN 31' FROM THE EDGE OF PAVEMENT, FOR ANY REASON, THEN THE PROPOSED POLE SHALL BE PROTECTED BY GUARDRAIL.

4) PROVIDE CLEARING AND GRUBBING AS NECESSARY TO CONSTRUCT PROPOSED CAMERA POLE AND POWER SERVICE.



CALCULATED MJH
 CHECKED KAE

0 40 80
 20
 HORIZONTAL SCALE IN FEET

ITS PLAN
 CAMERA #2 - I-70 AT STA 652+00

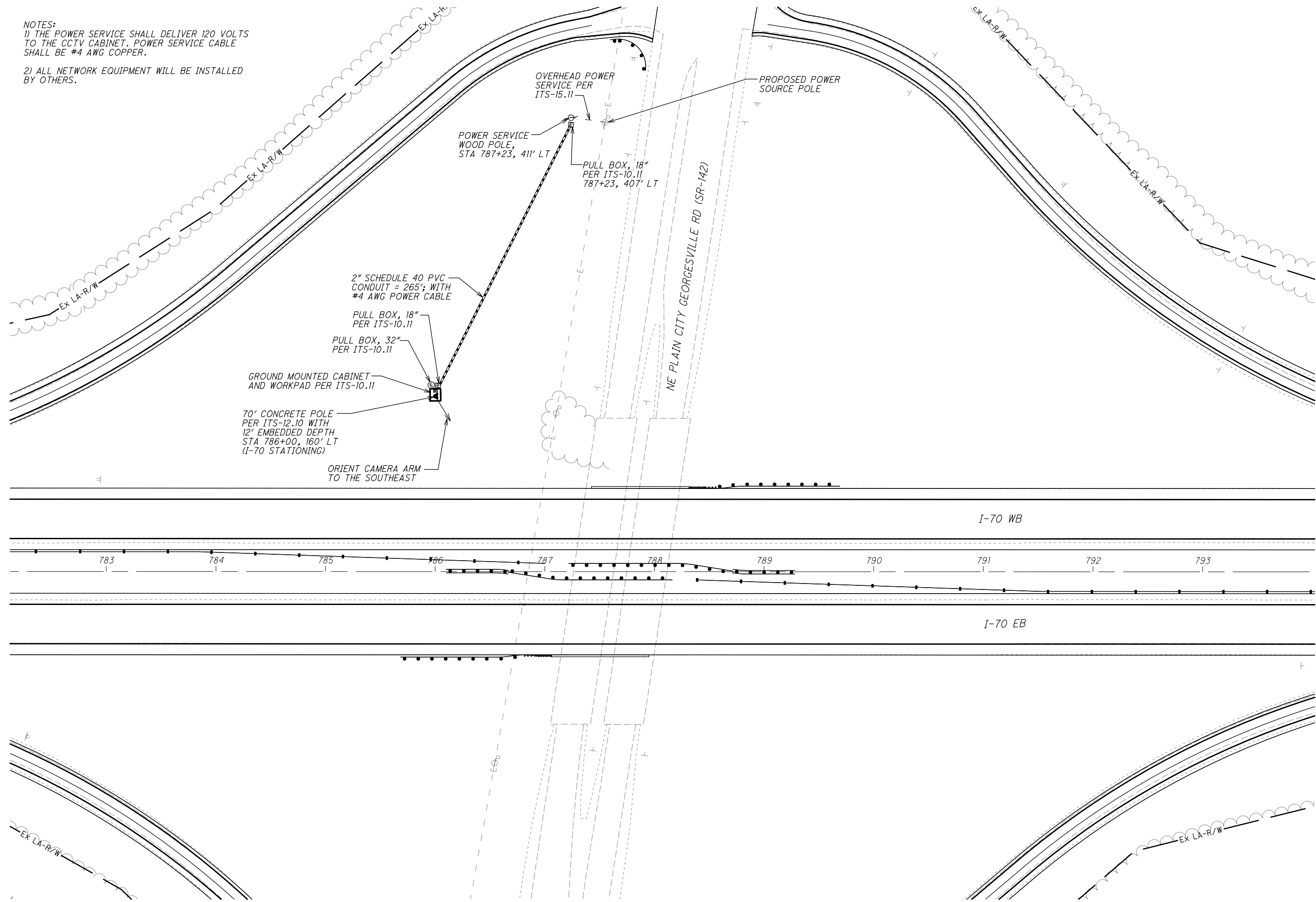
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 470

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NOTES:
 1) THE POWER SERVICE SHALL DELIVER 120 VOLTS TO THE CCTV CABINET. POWER SERVICE CABLE SHALL BE #4 AWG COPPER.

2) ALL NETWORK EQUIPMENT WILL BE INSTALLED BY OTHERS.



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CALCULATED MJH
 CHECKED KAE

0 40 80
 HORIZONTAL SCALE IN FEET

ITS PLAN
 CAMERA #3 - I-70 AT SR 142 INTERCHANGE

MAD-70-8.62

457
 470

WATER QUALITY PROTECTION

THIS PROJECT IS SUBJECT TO THE CONDITIONS OF NPDES PERMIT OHZ000001. THE CONTRACTOR MUST SUBMIT A NOTICE OF INTENT AS A CO-PERMITTEE UNDER THIS PROJECT AND RECEIVE OEPA APPROVAL TO OPERATE UNDER THE PERMIT PRIOR TO UNDERTAKING ITEM 530 - SPECIAL STRUCTURES MISC.: CLEANING BRIDGES. CONTRACTOR MUST COMPLETE THE "WORK PLAN FOR BRIDGE CLEANING" FOR EACH BRIDGE IN ACCORDANCE WITH THE NPDES PERMIT.

ENVIRONMENTAL COMMITMENTS

ALL EQUIPMENT AND MATERIALS MUST BE STAGED ABOVE THE ORDINARY HIGH WATER MARK.

NO IN STREAM WORK IS PERMITTED.

NO TEMPORARY FILL IS PERMITTED BELOW THE ORDINARY HIGH WATER MARK.

DEBRIS REMOVAL AND DISPOSAL

CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF DEBRIS IN ACCORDANCE WITH ALL ENVIRONMENTAL RESTRICTIONS AND PERMITS. DISPOSE ALL THE DEBRIS AS A RESULT OF THE BRIDGE CLEANING OPERATIONS IN ACCORDANCE WITH CMS 105.16 AND OAC 3745-27-05. UNDER NO CIRCUMSTANCES MAY SWEEPINGS BE SWEEP INTO THE OPEN DECK DRAINS, OVER THE EDGE OF THE BRIDGE, OR THROWN ALONG THE BANKS, OR INTO THE WATER.

ITEM 530 SPECIAL STRUCTURES MISC.: SWEEPING BRIDGES

PROVIDE MECHANIZED BRIDGE SWEEPING TO CLEAN AND REMOVE SAND, SOIL, PAPER, GLASS, CANS, GRASS CLIPPINGS, AND OTHER DEBRIS. AREAS TO BE SWEEP INCLUDE OUTSIDE AND MEDIAN PAVED SHOULDERS, GORE AREAS, AREAS ADJACENT TO BARRIER WALLS, AREAS ADJACENT TO MEDIAN-NOSES AND IMPACT ATTENUATOR, AREAS ON TOP OF INLET GRATES AND OTHER DESIGNATED SITES AS DETERMINED BY THE ENGINEER.

THE CONSTRUCTOR IS RESPONSIBLE FOR CONTROL OF DUST AT ALL TIMES DURING SWEEPING OPERATIONS. DRY POWER BROOMING WILL NOT BE PERMITTED. THE CONTRACTOR SHALL USE VACUUMING, WET SWEEPING, REGENERATIVE AIR SWEEPING, OR WET POWER BROOM SWEEPING. THE USE OF COMPRESSED AIR WILL BE PERMITTED ONLY WITH ACCEPTABLE DUST CONTROLS IN PLACE.

REMOVAL AND DISPOSAL OF DEBRIS:

DEBRIS MAY BE ENCOUNTERED THAT IS LARGER THAN THE MECHANIZED SWEEPER CAN REMOVE SUCH AS; TIRES, TIRE PARTS, HUB CAPS, LARGE STONES, BOXES, TREE LIMBS, WOOD, CABLE, AND OTHER SUCH MATERIALS. REMOVE ALL DEBRIS ENCOUNTERED USING OTHER MEANS (HAND OR MECHANIZED), REGARDLESS OF THE SIZE.

COMPLETED WORK WILL BE CLEAN AND FREE OF ALL ACCUMULATED DEBRIS IMMEDIATELY AFTER SWEEPING, AS DETERMINED BY THE ENGINEER. AREAS DETERMINED UNSATISFACTORY BY THE ENGINEER WITH BE RE-SWEEP TO THE SATISFACTION OF THE ENGINEER WITHIN THE TIME SPECIFIED, AT NO ADDITIONAL COST TO THE DEPARTMENT.

ITEM 530 SPECIAL STRUCTURES MISC.: CLEANING BRIDGES

THE WORK SHALL CONSIST OF THE REMOVAL OF DIRT, SAND, SOIL, PAPER, GLASS, CANS, AND OTHER DEBRIS FROM DRAINAGE SYSTEMS, EXPANSION JOINTS, AND ABUTMENT SEATS. EQUIPMENT MAY CONSIST OF HAND TOOLS, MANUAL BROOMS, POWER BROOMS, AIR COMPRESSORS, WATER TANKS, WATER PUMPS WITH ASSOCIATED DELIVERY HARDWARE TO CLEAN, FLUSH, AND REMOVE DIRT AND DEBRIS.

THE CLEANING OF SCUPPERS AND JOINTS SHALL NOT BE PERFORMED PRIOR TO PERFORMING ITEM 530 SPECIAL STRUCTURES MISC.: SWEEPING BRIDGES.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A BRIDGE CLEANING WORK PLAN INDICATED LOCATIONS OF ALL TEMPORARY BMP INSTALLED TO CAPTURE ANY WASH WATER USED IN THE CLEANING PROCESS. THE PLAN SHALL INCLUDE INSPECTION AND DOCUMENTATION OF BMP PERFORMANCE PRIOR TO WORK AND IMMEDIATELY FOLLOWING THE WORK. INTERMEDIATE INSPECTION SHALL BE CONDUCTED EVERY 4 HOURS UNTIL WORK IS COMPLETED.

CONTRACTOR SHALL FURNISH ALL MATERIAL, EQUIPMENT, LABOR AND INCIDENTAL ITEMS NECESSARY TO PROPERLY REMOVE AND DISPOSE OF ALL DEBRIS AND OTHER FOREIGN MATERIAL BY POWER SWEEPING, SHOVELING, SCRAPING, ETC. FOLLOWED BY INSTALLING BMPS AS IDENTIFIED IN THE WORK PLAN FOR BRIDGE CLEANING, AND PRESSURE WASHING THE CURB LINES, SHOULDERS, JOINTS, SCUPPERS, DOWNSPOUTS, AND THE BRIDGE SEAT ALONG WITH THE END OF THE BEAMS.

THE FOLLOWING AREAS OF THE BRIDGE ARE TO BE CLEANED:

BRIDGES MAD-70-1263 & MAD-70-1386:

1. CLEANING JOINTS FOR THE FULL WIDTH OF THE BRIDGE:
 - A) PREVENT ALL DIRT, DEBRIS, AND WASHWATER FROM ENTERING ANY DRAINAGE SYSTEM DURING THE CLEANING OPERATIONS.
 - B) REMOVE AND COLLECT LOOSE DEBRIS FROM THE JOINTS PRIOR TO INTRODUCING WATER. CARE SHOULD BE TAKEN WHEN BREAKING UP DEBRIS IN THE JOINTS IN ORDER NOT TO DAMAGE THE ELASTOMERIC SEAL.
 - C) SWEEP AND COLLECT SAND, DEBRIS AND SEDIMENT BY PRESSURE WASHING THE JOINTS OR USING COMPRESSED AIR.
2. CLEANING SCUPPERS AND DOWNSPOUTS:
 - A) USE SHOVEL, HAND SCRAPERS, AND OTHER HAND TOOLS TO BREAK UP DEBRIS IN SCUPPERS TO THE MAXIMUM EXTENT PRACTICABLE. COLLECT LOOSE AND LARGE DEBRIS FROM THE SCUPPERS PRIOR TO INTRODUCING WATER.
 - B) PRESSURE WASH THE SCUPPERS AND DOWNSPOUTS FOR FINAL CLEANING.
 - C) ALL DIRT OR DEBRIS FROM THE CLEANING OPERATION SHALL BE REMOVED.

3. BRIDGE SEATS:

A) REMOVE WITH A SHOVEL, BROOM, HAND SCRAPER OR OTHER MECHANICAL MEANS, ALL GROSS SOLIDS FROM THE ENTIRE BEAM SEATS AND AROUND ALL AREAS SURROUNDING THE BEAM BEARINGS, TO THE MAXIMUM EXTENT PRACTICABLE PRIOR TO INTRODUCING WATER.

B) AFTER REMOVING ALL GROSS SOLIDS, PRESSURE WASH THE ABUTMENTS, BACKWALLS, BEAM SEATS AND THE END OF THE BEAMS.

BRIDGES MAD-70-1556L/R & MAD-70-1217L/R:

1. CLEANING JOINTS FOR THE FULL WIDTH OF THE BRIDGE:
 - A) SWEEP AND COLLECT SAND, DEBRIS AND SEDIMENT FROM THE JOINTS BY VACUUMING WASH WATER USING A VACUUM TRUCK.
2. CLEANING SCUPPERS AND DOWNSPOUTS:
 - A) USE SHOVEL, HAND SCRAPERS AND OTHER HAND TOOLS TO BREAK UP DEBRIS IN SCUPPERS TO THE MAXIMUM EXTENT PRACTICABLE. COLLECT LOOSE AND LARGE DEBRIS FROM THE SCUPPERS PRIOR TO INTRODUCING WATER.
 - B) SWEEP AND COLLECT SAND, DEBRIS AND SEDIMENT FROM THE SCUPPERS BY VACUUMING WASH WATER USING A VACUUM TRUCK.

3. BRIDGE SEATS:

A) REMOVE WITH A SHOVEL, BROOM, HAND SCRAPER OR OTHER MECHANICAL MEANS, ALL GROSS SOLIDS FROM THE ENTIRE BEAM SEATS AND AROUND ALL AREAS SURROUNDING THE BEAM BEARINGS.

B) IF THE OVERLAND FLOW FROM THE BRIDGE SEAT TO THE WATER'S EDGE IS LESS THAN 20 FEET, NO WATER SHALL BE USED. COMPRESSED AIR MAY USED.

THE CONTRACTOR SHALL ENSURE THAT THE DRAINAGE SYSTEM REMAINS CLEAN AND FREE OF ALL DEBRIS UNTIL ALL WORK UNDER THIS CONTRACT IS COMPLETE. ANY DAMAGED OR DETERIORATED SYSTEMS SHALL BE REPORTED TO THE ENGINEER.

PRESSURE WASHING STRUCTURE CONCRETE

THE CONTRACTOR SHALL USE PORTABLE WATER FOR THE CLEANING OPERATION. DISCHARGING TO OR COLLECTING WATER FROM THE STREAMS IS PROHIBITED.

PRESSURE WASHER WATER PRESSURE SHALL BE CAPABLE OF 1,500 PSI. CONTRACTOR SHALL NOT PRESSURE WASH NEAR EXISTING UTILITIES OR BRIDGE ITEMS CONTAINING OR COATED WITH ASBESTOS OR TRANSITE. OPERATING PRESSURES SHALL BE SUFFICIENT TO REMOVE THE ACCUMULATED MATERIAL WITHOUT DAMAGING PAINT COVERAGE OF THE STRUCTURAL STEEL.

ITEM 614 - MAINTAINING TRAFFIC: SEE ROADWAY PLAN.

ESTABLISH TRAFFIC CONTROL OPERATIONS ON THE BRIDGE TO ENSURE WORKER SAFETY DURING MAINTENANCE ACTIVITIES. IF ROAD DEBRIS CAN FALL ON ACTIVE TRAFFIC BELOW BRIDGE, PROVIDE TRAFFIC CONTROL TO THE ROADWAY BELOW IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLANS.

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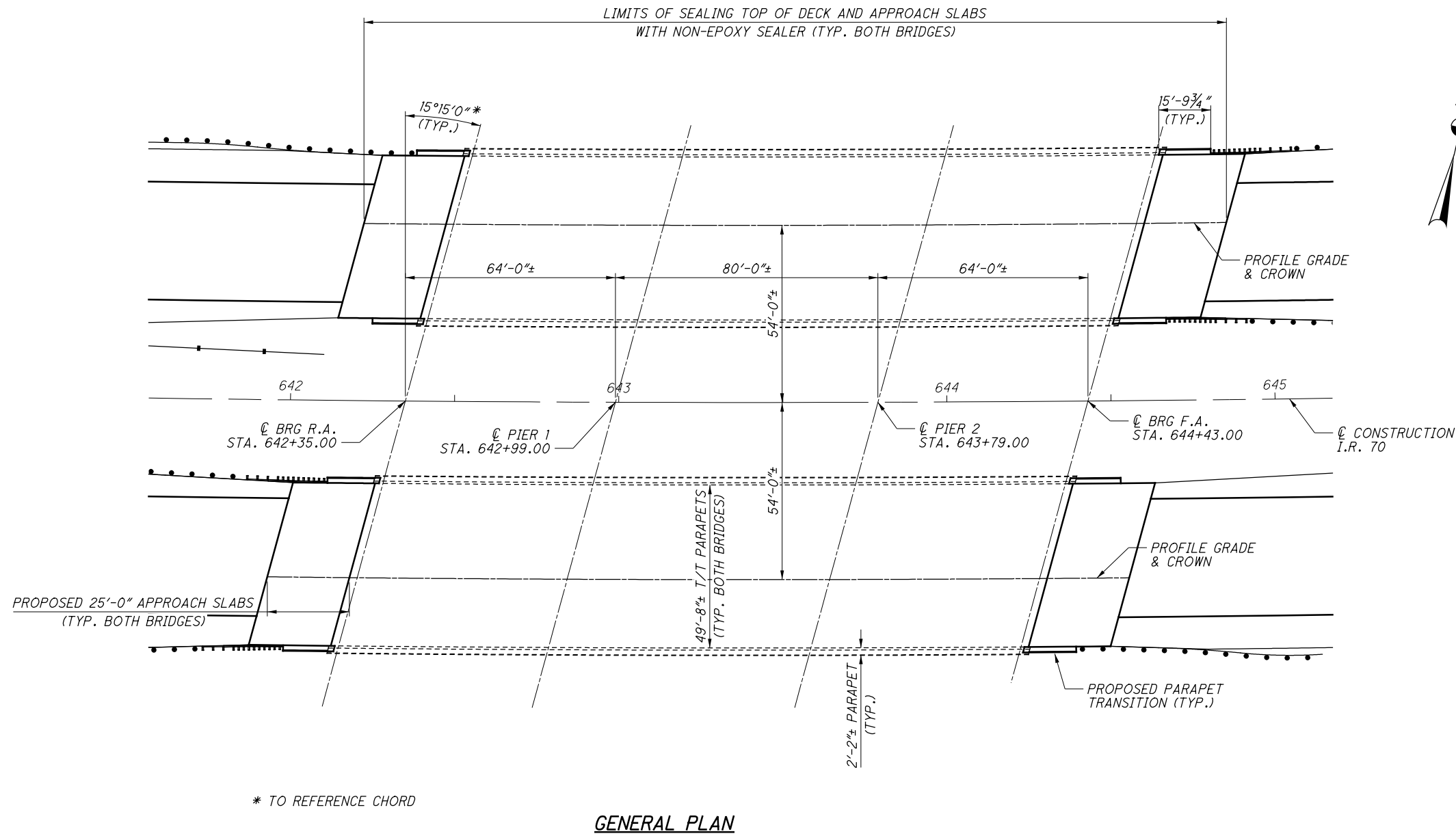
DESIGNED	LAH	CHECKED	JOL
DRAWN	LAH	REVISED	XXX
REVIEWED	DFT	STRUCTURE FILE NUMBER	VARIABLES
DATE	12/5/2018		

BRIDGE CLEANING GENERAL NOTES
MAD-70-8.62

MAD-70-8.62
PID No. 107109

NO.	DATE	DESCRIPTION
		ISSUE RECORD

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NOTES:

SEE MOT PLANS FOR MAINTENANCE OF TRAFFIC.

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD DRAWINGS:
AS-1-15 REVISED 7-17-15
BR-1-13 REVISED 7-19-13

AND THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:
800 REVISED 4-20-18

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60
MINIMUM YIELD STRENGTH 60,000 PSI

ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSEABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSEABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

CURVE DATA

P.I. Sta. 646+54.16
Δ = 13° 38' 15" (LT)
Dc = 0° 28' 00"
R = 12,277.67'
T = 1,468.10'
L = 2,922.33'
E = 87.46'
C = 2,915.43'
C.B. = N 75° 39' 35" E

PROPOSED WORK:

- (CONSTRUCTION SEQUENCE TO BE DETERMINED BY CONTRACTOR)
1. REMOVE EXISTING APPROACH SLABS AND EXISTING PARAPETS ON APPROACH SLAB AND INSTALL NEW APPROACH SLABS AND PARAPETS ON APPROACH SLAB.
 2. REPAIR PORTIONS OF PARAPETS.
 3. SEAL DECK AND PROPOSED APPROACH SLABS WITH NON-EPOXY SEALER.
 4. SEAL ALL PARAPETS WITH EPOXY-URETHANE SEALER.
 5. CLEAN DIRT AND DEBRIS FROM DECK, SCUPPERS, EXPANSION JOINTS, BACKWALLS, BEAM SEATS, AND BEARINGS. (SEE BRIDGE CLEANING GENERAL NOTES ON SHEET 458)

NO.	DATE	DESCRIPTION

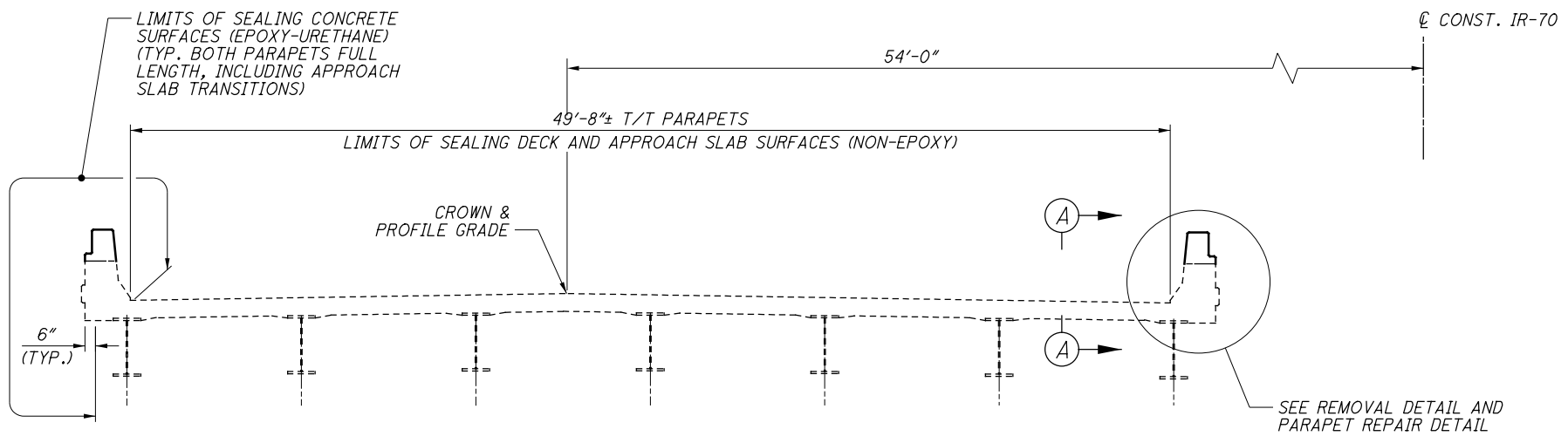


DESIGNED	LAH	CHECKED	JOL
DRAWN	LAH	REVISED	---
REVIEWED	DFT	STRUCTURE FILE NUMBER	4902610/4902645
DATE	12/5/2018		

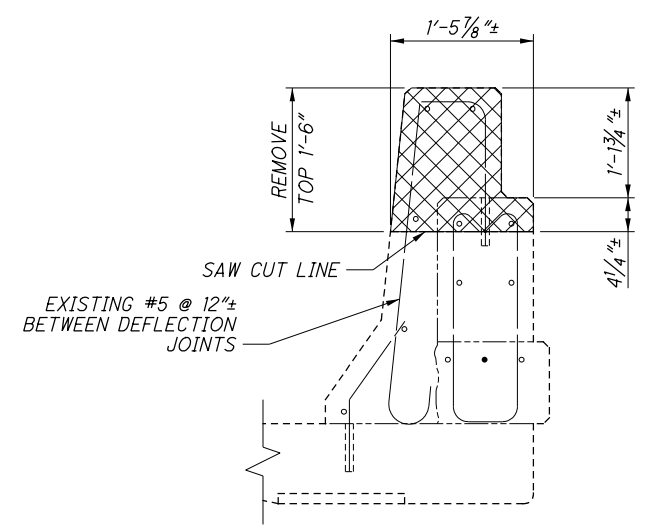
GENERAL PLAN
BRIDGE NO. MAD-70-1217L/R
OVER LITTLE DARBY CREEK

MAD-70-8.62
PID No. 107109
1 / 5
459
470

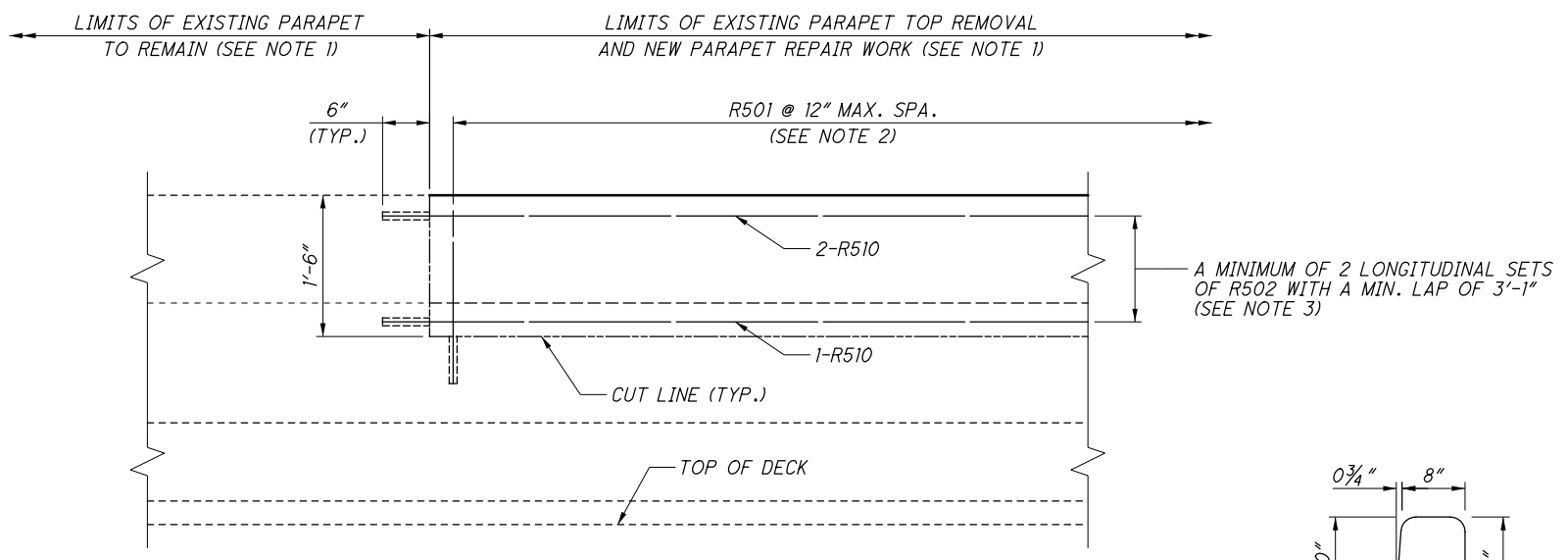
ISSUE RECORD



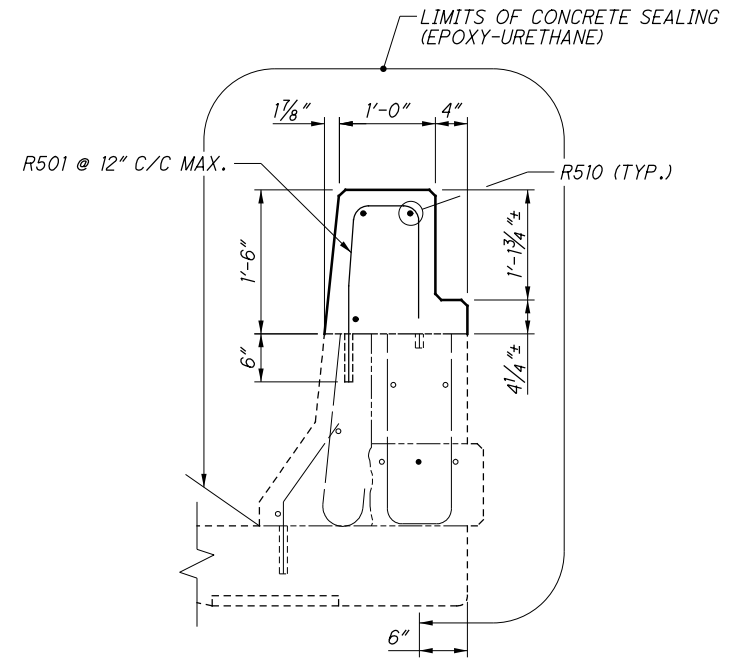
TRANSVERSE SECTION
(LEFT BRIDGE SHOWN, RIGHT BRIDGE OPPOSITE HAND)



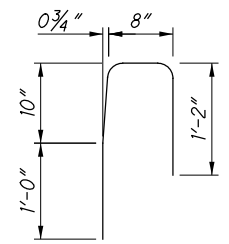
PARAPET REMOVAL DETAIL



SECTION A-A



PARAPET REPAIR DETAIL



R501 BAR BENDING DIAGRAM



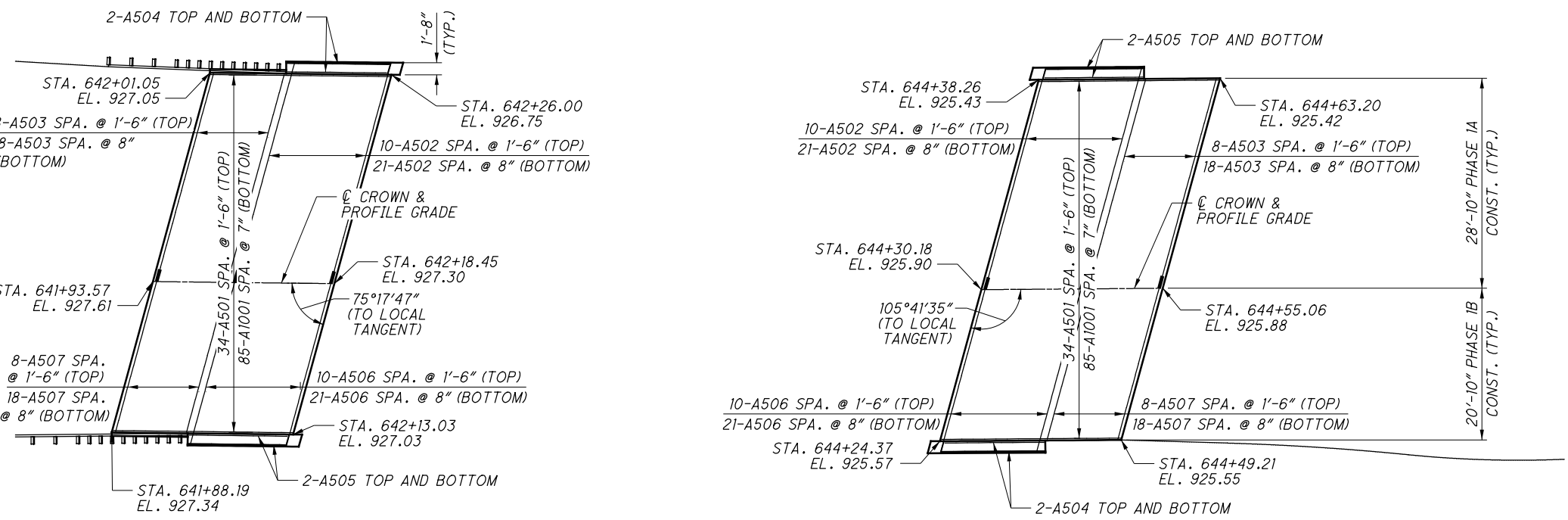
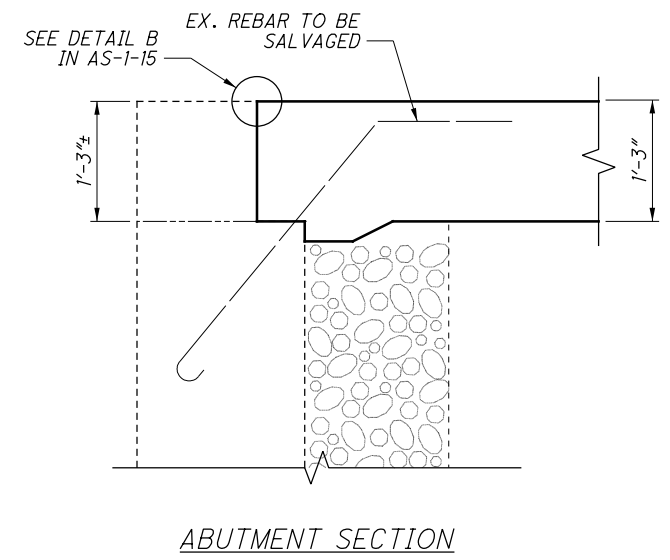
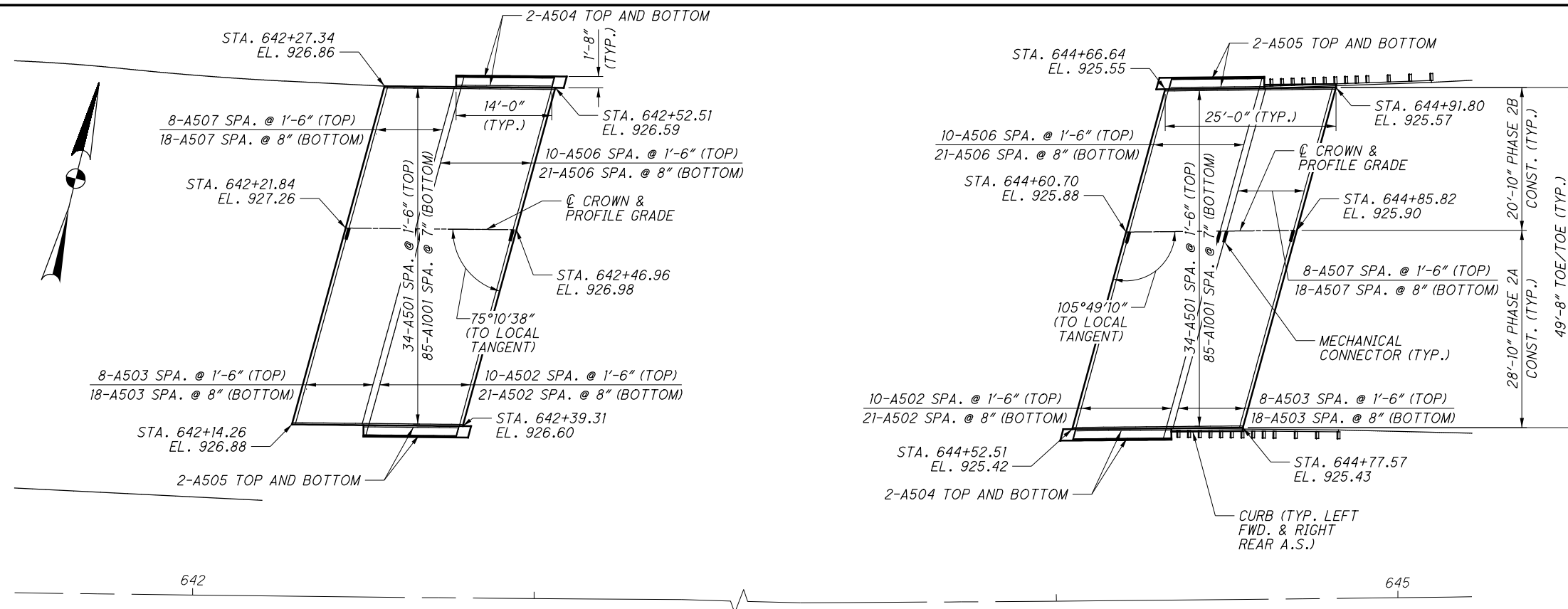
NOTES:

- LIMITS OF PARAPET REPAIR ARE TO BE DETERMINED IN THE FIELD AND MARKED OUT BY THE ENGINEER PRIOR TO ORDERING MATERIALS AND STARTING WORK.
- VERTICAL BARS SHALL BE SPACED AT 12" MAX BETWEEN THE EXISTING PARAPET DEFLECTION JOINTS. JOINTS IN THE NEW PORTIONS OF THE PARAPETS SHALL MATCH THE EXISTING JOINTS.
- THE LENGTH OF THE R510 DEPENDS ON THE LENGTHS OF PARAPET REPAIRS DETERMINED IN THE FIELD. A MINIMUM OF TWO BARS SHALL BE USED LONGITUDINALLY, AND LAPPED IN THE MIDDLE DUE TO THE NEED OF DOWELING INTO EXISTING CONCRETE AT BOTH ENDS.
- EXISTING REINFORCING BARS IN THE PARAPET WILL NOT BE SALVAGED, AND WILL BE CUT AT THE SAW CUT LINES.

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NO.	DATE	DESCRIPTION
ISSUE RECORD		

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APPROACH SLAB PLAN

NOTES:

1. SEE SHEET [4/5] FOR PARAPET DETAILS.
2. FOR REINFORCING SCHEDULE, SEE SHEET [5/5].
3. APPROACH SLAB CROSS SLOPE SHALL MATCH THE EXISTING BRIDGE CROSS SLOPE, $\frac{3}{16}$ " PER FOOT.
4. PHASE CONSTRUCTION IS FOR CONSTRUCTION VEHICLE ACCESS ONLY.

NO.	DATE	DESCRIPTION
6	4/23/19	PHASE CONSTRUCTION FOR A.S.

E.L. ROBINSON
ENGINEERING
1488 West 9th Street - Cleveland, Ohio 44113
www.elrobinsonengineering.com

DESIGNED: LAH
CHECKED: JOL

DRAWN: LAH
REVISED: ---NA---

REVIEWED: DFT
DATE: 12/5/2018

STRUCTURE FILE NUMBER: 4902610/4902645

BRIDGE NO. MAD-70-1217L/R
OVER LITTLE DARBY CREEK

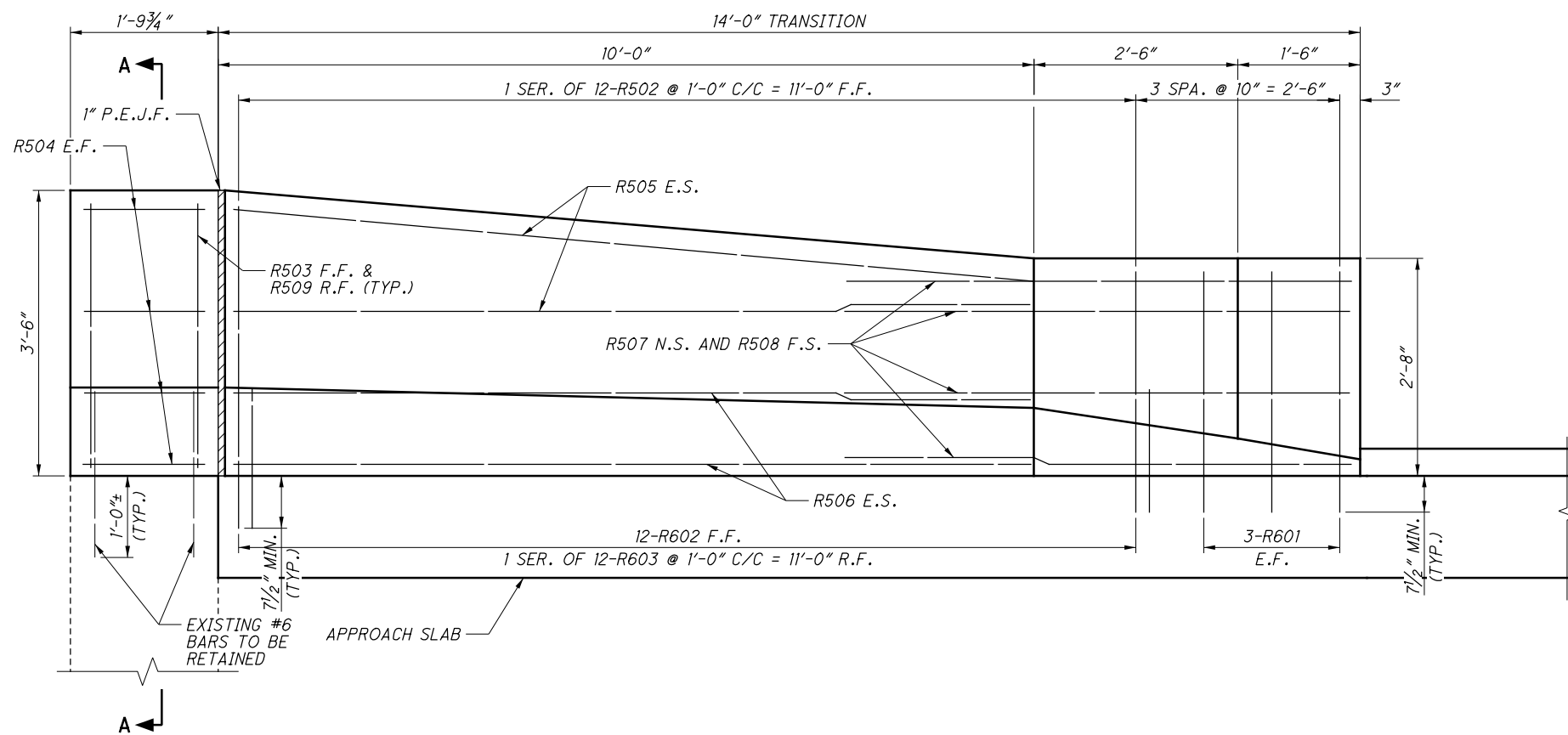
APPROACH SLAB DETAILS

MAD-70-8.62
PID No. 107109

3 / 5

461
470

P:\107109_MAD-70-8.62DB\Design\Structures\MAD070_1217C\Sheets\070_1217CSA002.dgn Sheet 11/23/2020 2:32:33 PM kmhalceca

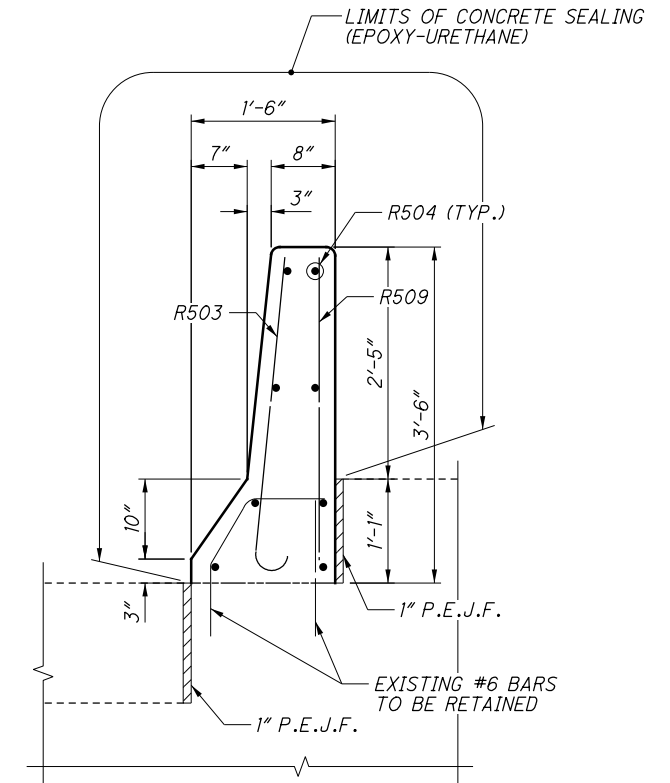


PARAPET TRANSITION ELEVATION

MINIMUM LAP LENGTHS	
NO. 5 BAR	2'-6"

NOTES:

1. FOR APPROACH SLAB DETAILS, SEE SHEET 3/5 AND ODOT STANDARD DRAWING AS-1-15.
2. FOR ADDITIONAL PARAPET TRANSITION DETAILS NOT SHOWN, SEE ODOT STANDARD DRAWING BR-1-13.
3. FOR REINFORCING SCHEDULES, SEE SHEET 5/5.
4. SEAL THE ENTIRE PERIMETER OF THE 14'-0" PARAPET TRANSITION WITH EPOXY URETHANE SEALER.



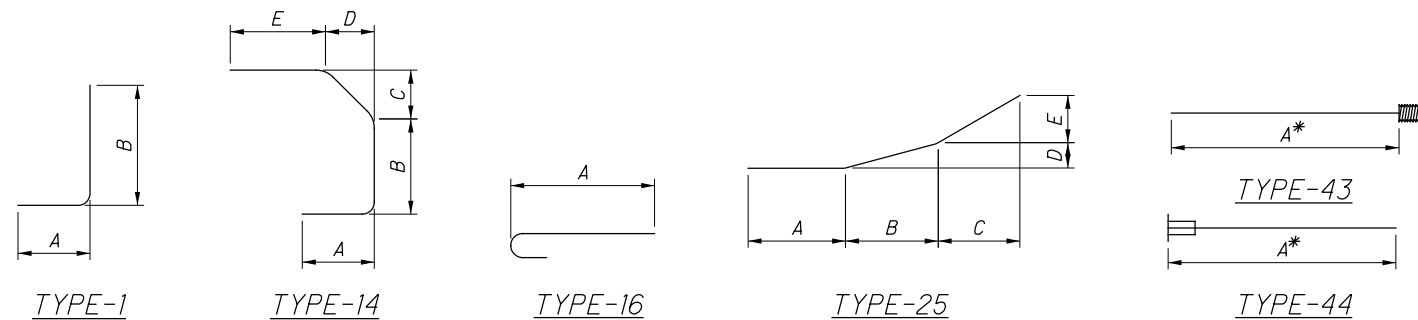
SECTION A-A

NO.	DATE	DESCRIPTION

P:\07109_MAD-70-8.62DB\Design\Structures\MAD070_12ITC\Sheets\070_12ITCSL001.dgn Sheet 11/23/2020 2:32:35 PM kmihalicea

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
PARAPET											
R502	8 SR OF 12	2'-10" TO 3'-9"	330	16	2'-3" TO 3'-2"						1"
R503	16	3'-9"	63	16	3'-2"						
R504	64	1'-6"	100	STR							
R505	32	10'-0"	334	STR							
R506	32	9'-9"	325	STR							
R507	32	5'-9"	192	25	1'-10"	2'-5"	1'-5"	2"	5"		
R508	32	5'-8"	189	STR							
R509	16	3'-2"	53	STR							
R601	48	4'-0"	288	1	1'-0"	3'-2"					
R602	96	3'-1"	445	14	1'-0"	10"	9"	6"	7"		
R603	8 SR OF 12	4'-0" TO 4'-10"	637	1	1'-0" TO 4'-0"						0 7/8"
SUBTOTAL			2,956								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
APPROACH SLAB											
A501	136	24'-6"	3,475	STR							
A502	124	31'-5"	4,063	44	31'-5"						
A503	104	29'-9"	3,227	44	29'-9"						
A504	16	13'-8"	228	STR							
A505	16	13'-2"	220	STR							
A506	124	23'-1"	2,985	43	23'-1"						
A507	104	21'-3"	2,305	43	21'-3"						
A1001	340	25'-11"	37,917	16	24'-6"						
SUBTOTAL			54,420								



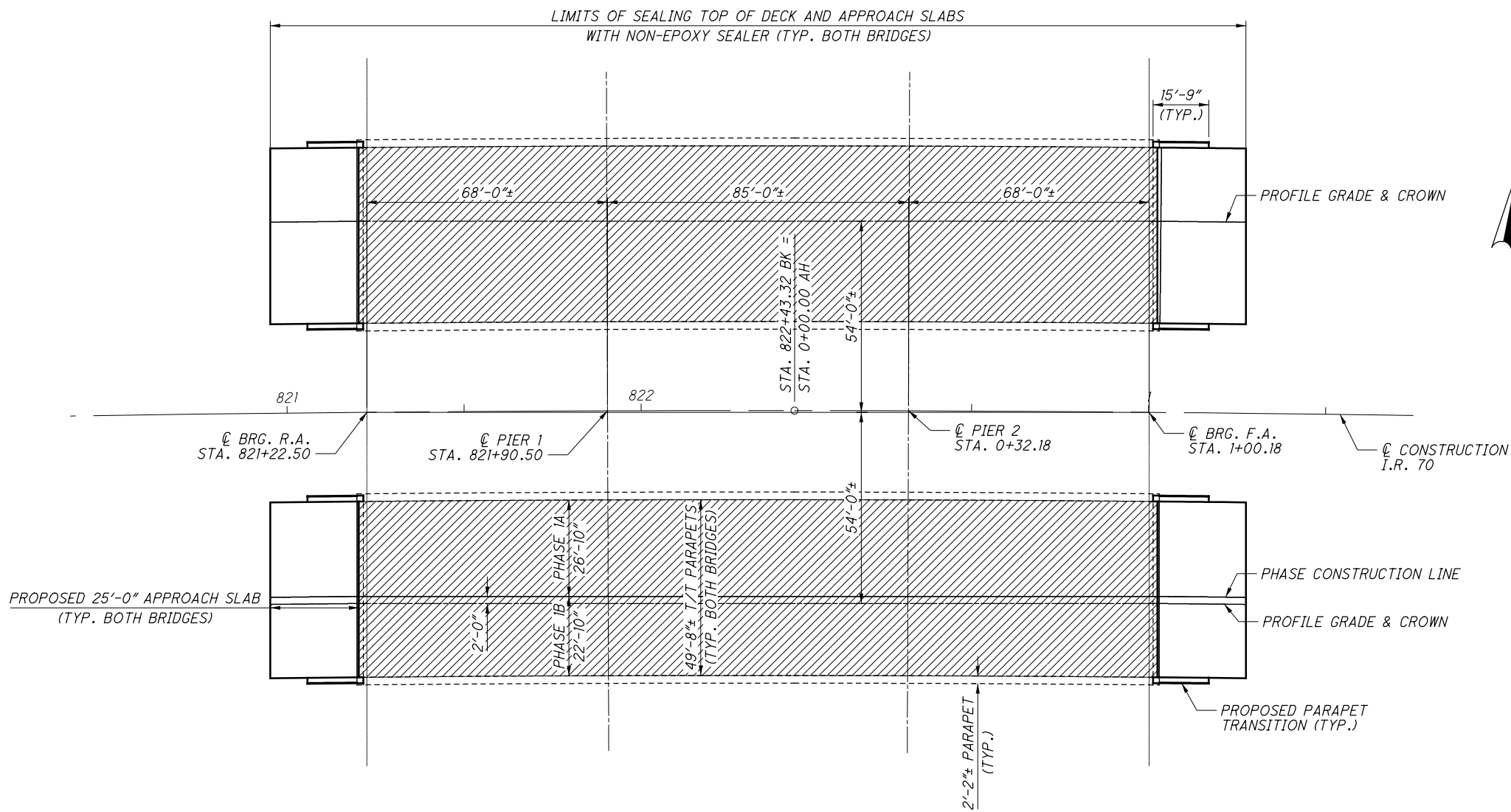
NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE, S601: S: LOCATION OF THE BAR WITHIN THE STRUCTURE
6: BAR SIZE NUMBER (NO. 6 BAR)
01: SEQUENCE NUMBER
2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF A BAR. STRAIGHT BARS ARE INDICATED BY "STR". SERIES BARS ARE INDICATED BY "SR".
3. STANDARD BENDS SHALL BE PER CMS 509.05.
4. ALL REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 60 (MINIMUM YIELD STRENGTH OF 60 KSI).

* REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED.

6	4/23/19	MECHANICAL SPLICE FOR A.S. BARS
10	5/8/19	APPROACH SLAB REBAR
NO.	DATE	DESCRIPTION
ISSUE RECORD		

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GENERAL PLAN

CURVE DATA

P.I. Sta. 5+80.60
 $\Delta = 25^\circ 05' 38''$ (RT)
 $D_c = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 2,732.46'$
 $L = 5,377.29'$
 $E = 300.39'$
 $C = 5,334.41'$
 $C.B. = N 81^\circ 23' 17'' E$
 $e_{MAX} = NC$ (NDC = 0.019)

PROPOSED WORK:

- (CONSTRUCTION SEQUENCE TO BE DETERMINED BY CONTRACTOR)
1. REMOVE EXISTING APPROACH SLABS AND EXISTING PARAPETS ON APPROACH SLAB AND INSTALL NEW APPROACH SLABS AND PARAPETS ON APPROACH SLAB.
 2. REPAIR PORTIONS OF PARAPETS.
 3. PERFORM REPAIRS AS NEEDED AND INSTALL NEW OVERLAY.
 4. SEAL DECK AND PROPOSED APPROACH SLABS WITH NON-EPOXY SEALER.
 5. SEAL ALL PARAPETS WITH EPOXY-URETHANE SEALER.
 6. CLEAN DIRT AND DEBRIS FROM DECK, SCUPPERS, EXPANSION JOINTS, BACKWALLS, BEAM SEATS, AND BEARINGS. (SEE BRIDGE CLEANING GENERAL NOTES ON SHEET 458)

LEGEND:

= LIMITS OF SDC OVERLAY

NOTES:

SEE MOT PLANS FOR MAINTENANCE OF TRAFFIC.

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD DRAWINGS:
 AS-1-15 REVISED 7-17-15
 BR-1-13 REVISED 7-19-13

AND THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:
 800 REVISED 4-20-18
 848 REVISED 1-20-17

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60
 MINIMUM YIELD STRENGTH 60,000 PSI

ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSEABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSEABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

NO.	DATE	DESCRIPTION
14	12/11/19	LEFT BRIDGE NO PHASING

E.L. ROBINSON
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1488 West 9th Street • Cleveland, Ohio 44113
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DESIGNED	LAH	CHECKED	JOL
DRAWN	LAH	REVISED	
REVIEWED	DFT	DATE	12/5/2018
STRUCTURE FILE NUMBER	4902858/4902882		

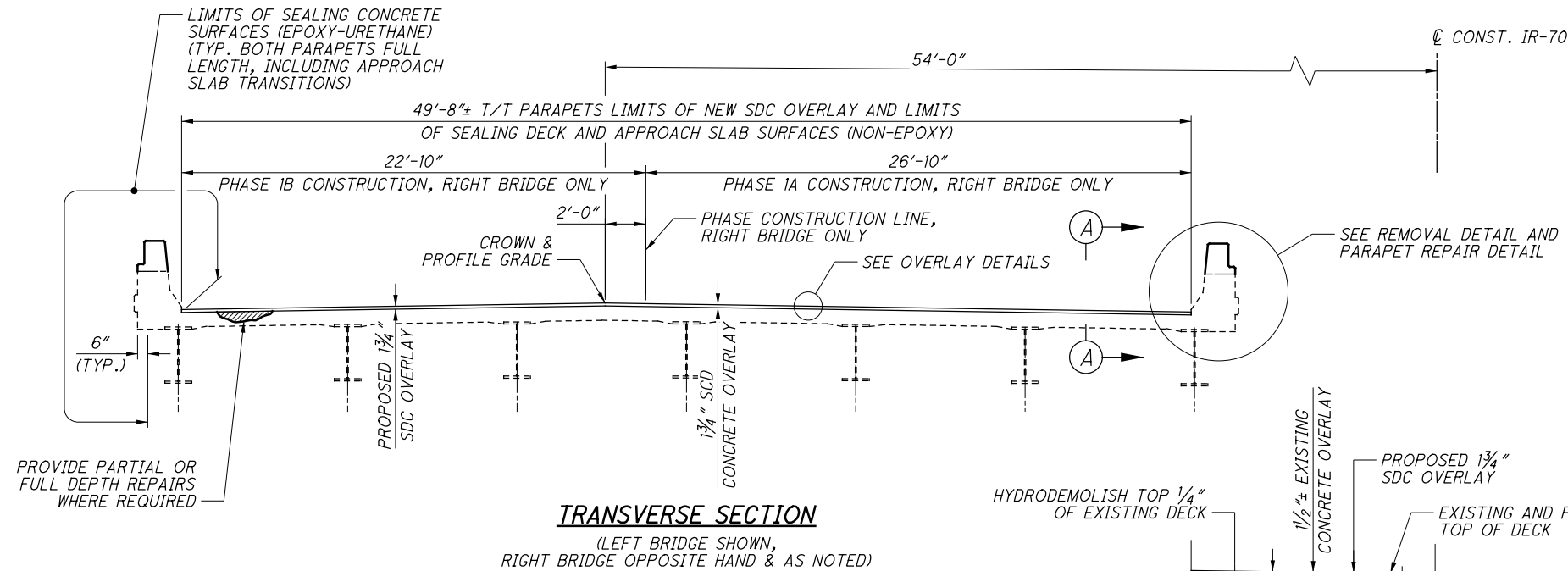
GENERAL PLAN
 BRIDGE NO. MAD-70-1556L/R
 OVER BIG DARBY CREEK

MAD-70-8.62
PID No. 107109

1 / 5

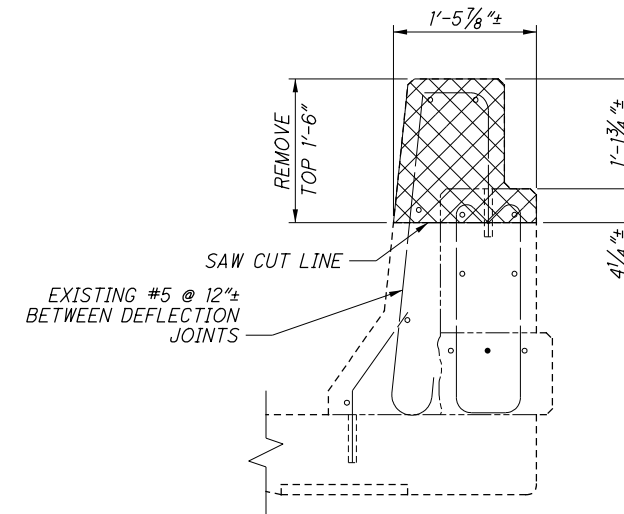
464
470

P:\07109_MAD-70-8.62DB\Design\Structures\MAD070_1556CSA001.dgn Sheet 11/23/2020 2:32:39 PM kmihalcea

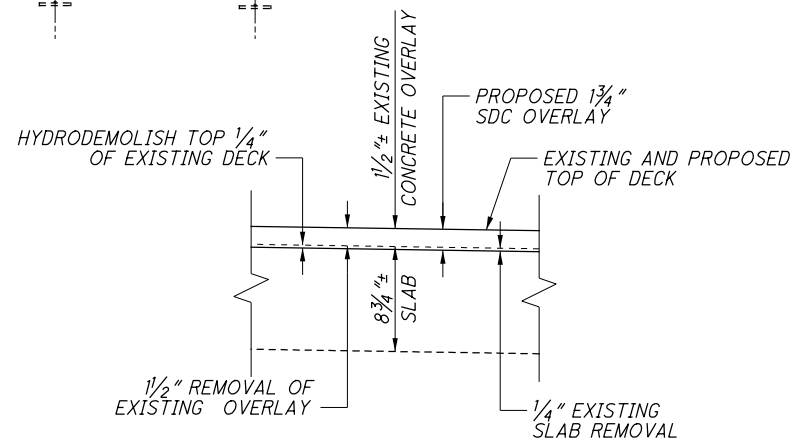


TRANSVERSE SECTION

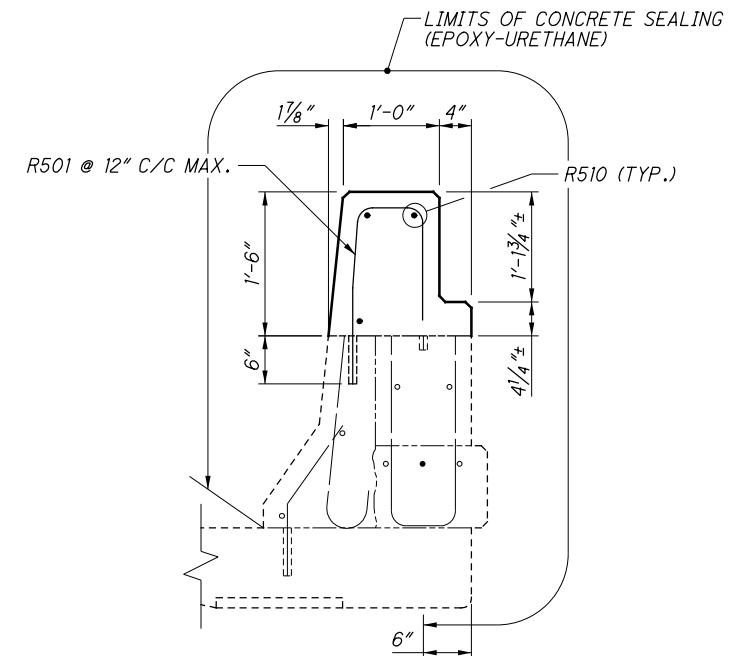
(LEFT BRIDGE SHOWN, RIGHT BRIDGE OPPOSITE HAND & AS NOTED)



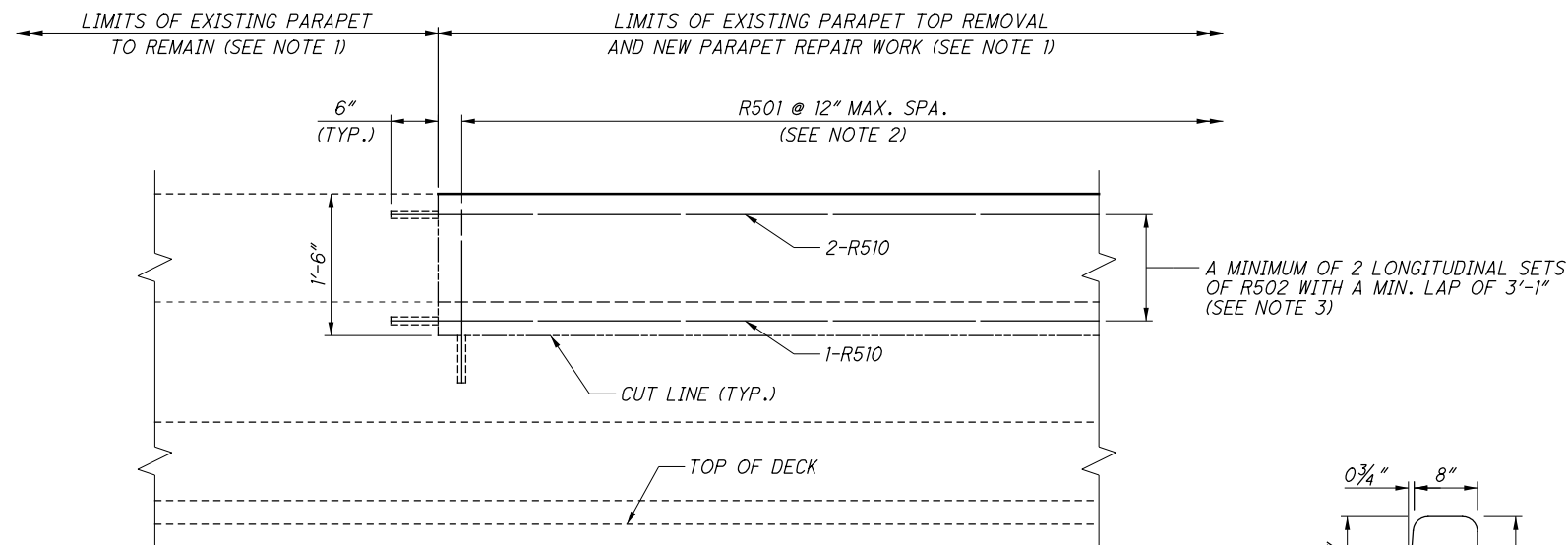
PARAPET REMOVAL DETAIL



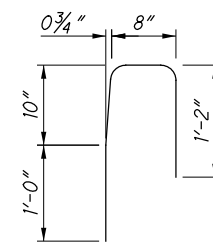
OVERLAY DETAILS



PARAPET REPAIR DETAIL



SECTION A-A



R501 BAR BENDING DIAGRAM

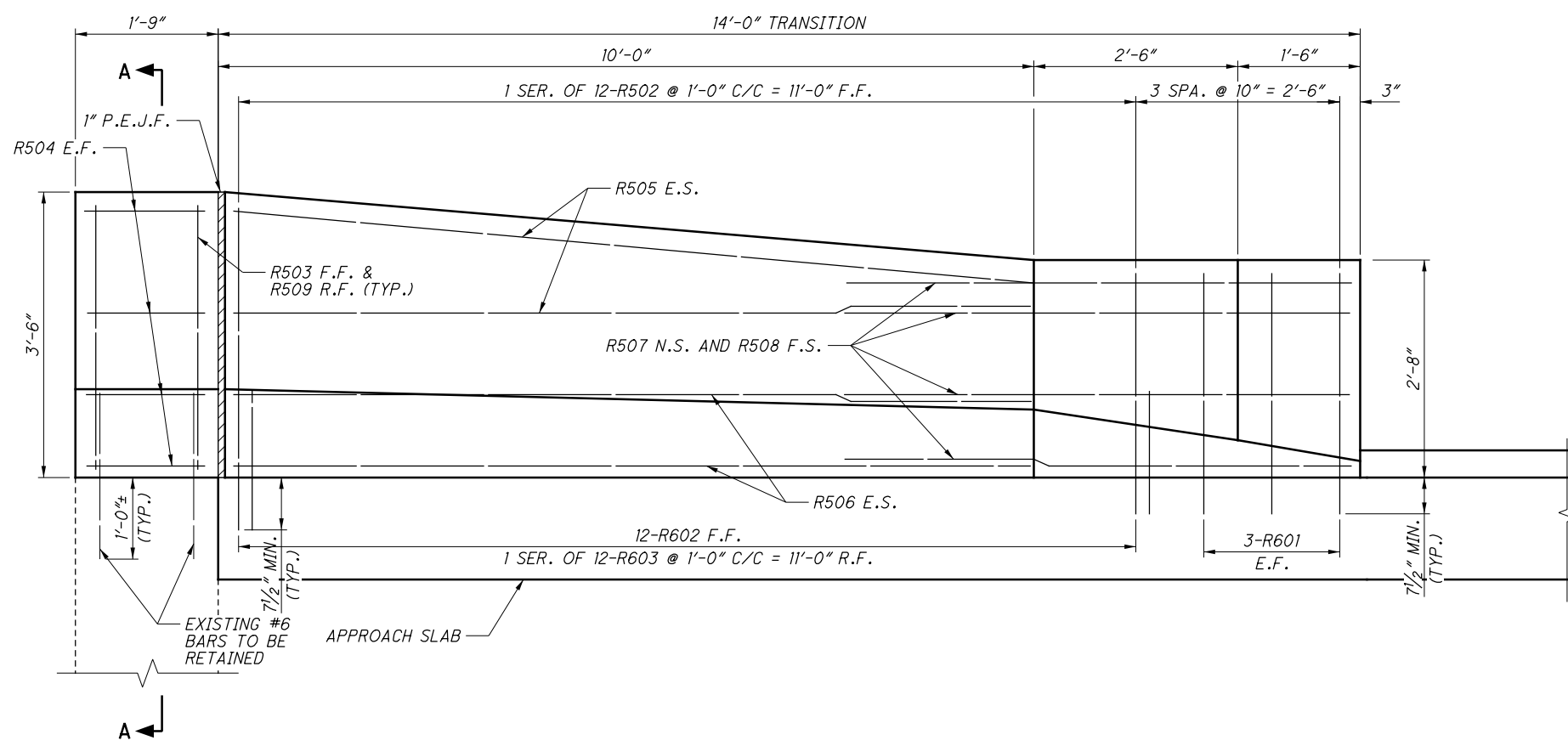
 - LIMITS OF REMOVAL PER CMS 202

NOTES:

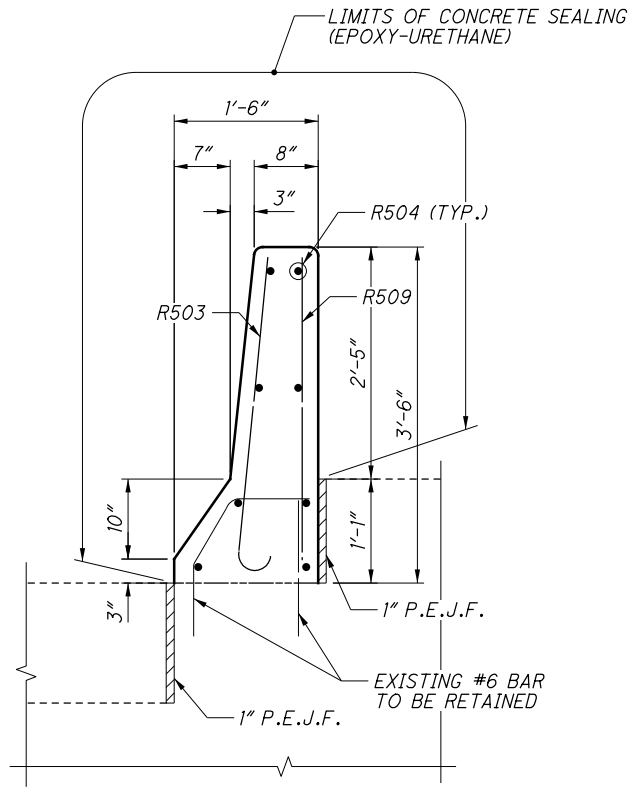
1. LIMITS OF PARAPET REPAIR ARE TO BE DETERMINED IN THE FIELD AND MARKED OUT BY THE ENGINEER PRIOR TO ORDERING MATERIALS AND STARTING WORK.
2. VERTICAL BARS SHALL BE SPACED AT 12" MAX BETWEEN THE EXISTING PARAPET DEFLECTION JOINTS. JOINTS IN THE NEW PORTIONS OF THE PARAPETS SHALL MATCH THE EXISTING JOINTS.
3. THE LENGTH OF THE R510 DEPENDS ON THE LENGTHS OF PARAPET REPAIRS DETERMINED IN THE FIELD. A MINIMUM OF TWO BARS SHALL BE USED LONGITUDINALLY, AND LAPPED IN THE MIDDLE DUE TO THE NEED OF DOWELING INTO EXISTING CONCRETE AT BOTH ENDS.
4. EXISTING REINFORCING BARS IN THE PARAPET WILL NOT BE SALVAGED, AND WILL BE CUT AT THE SAW CUT LINES.

NO.	DATE	DESCRIPTION
12	6/21/19	BRIDGE OVERLAY
14	12/11/19	LEFT BRIDGE NO PHASING
ISSUE RECORD		

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PARAPET TRANSITION ELEVATION



SECTION A-A

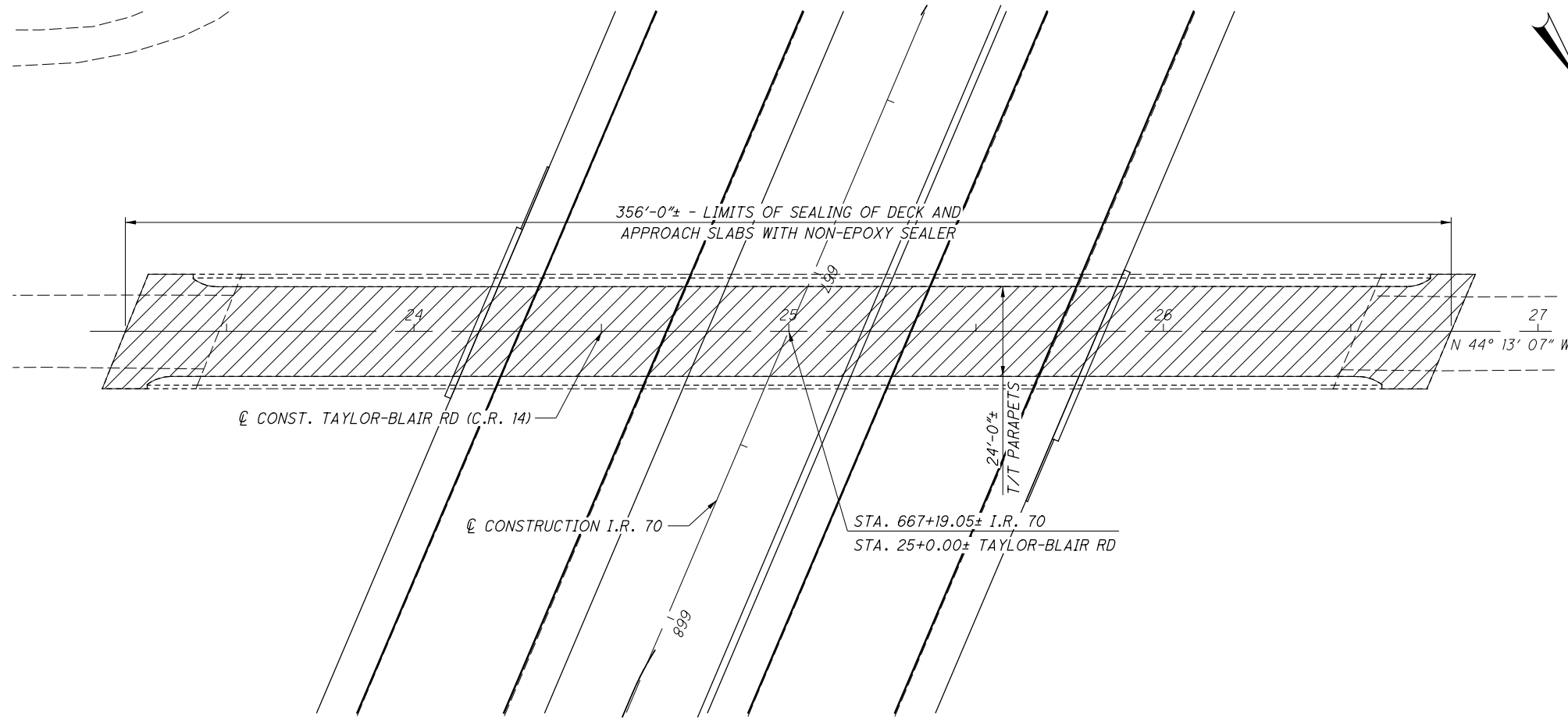
MINIMUM LAP LENGTHS	
NO. 5 BAR	2'-6"

NOTES:

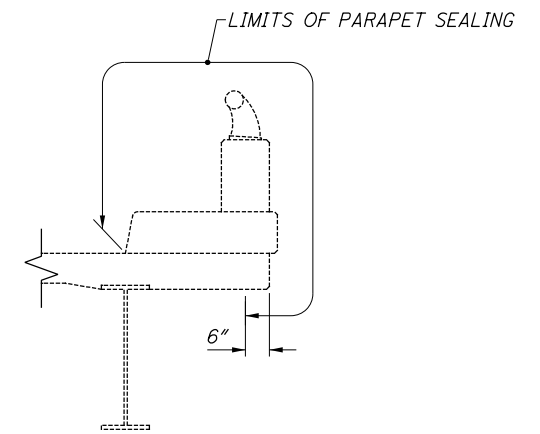
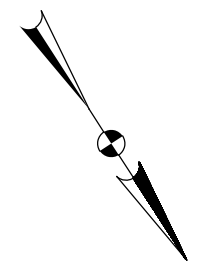
1. FOR APPROACH SLAB DETAILS, SEE SHEET 3/5 AND ODOT STANDARD DRAWING AS-1-15.
2. FOR ADDITIONAL PARAPET TRANSITION DETAILS NOT SHOWN, SEE ODOT STANDARD DRAWING BR-1-13.
3. FOR REINFORCING SCHEDULES, SEE SHEET 5/5.
4. SEAL THE ENTIRE PERIMETER OF THE 14'-0" PARAPET TRANSITION WITH EPOXY URETHANE SEALER.

NO.	DATE	DESCRIPTION
ISSUE RECORD		

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GENERAL PLAN



PARAPET SECTION

NOTES:

SEE MOT PLANS FOR MAINTENANCE OF TRAFFIC.

PROPOSED WORK:

- (CONSTRUCTION SEQUENCE TO BE DETERMINED BY CONTRACTOR)
1. CLEAR AND GRUB VEGETATION FROM THE IMMEDIATE ABUTMENT AREAS. LIMITS SHALL BE FROM 25FT AWAY FROM THE ABUTMENT BACKWALL MEASURED AWAY FROM THE STRUCTURE, TRANSVERSELY DOWN THE SIDE SLOPE TO THE BASE; FROM THE FRONT FACE OF THE ABUTMENT TO THE BOTTOM OF THE SLOPE.
 2. SEAL PARAPETS WITH EPOXY-URETHANE SEALER
 3. SEAL DECK AND APPROACH SLABS WITH NON-EPOXY SEALER
 4. CLEAN DIRT AND DEBRIS FROM DECK, APPROACH SLABS, SCUPPERS, EXPANSION JOINTS, BACKWALLS, BEAM SEATS, AND BEARINGS (SEE BRIDGE CLEANING GENERAL NOTES ON SHEET 458)

LEGEND:

= LIMITS OF NON-EPOXY SEALER

NO.	DATE	DESCRIPTION

E.L. ROBINSON
ENGINEERING
1488 West 9th Street • Cleveland, Ohio 44113
www.elrobinsonengineering.com

REVIEWED DATE
DFT 12/5/2018
STRUCTURE FILE NUMBER
4902734

DESIGNED
LAH
CHECKED
JOL

DRAWN
LAH
L.A.H.
REVISED
XXX

GENERAL PLAN
BRIDGE NO. MAD-70-1263
TAYLOR-BLAIR ROAD OVER I.R. 70

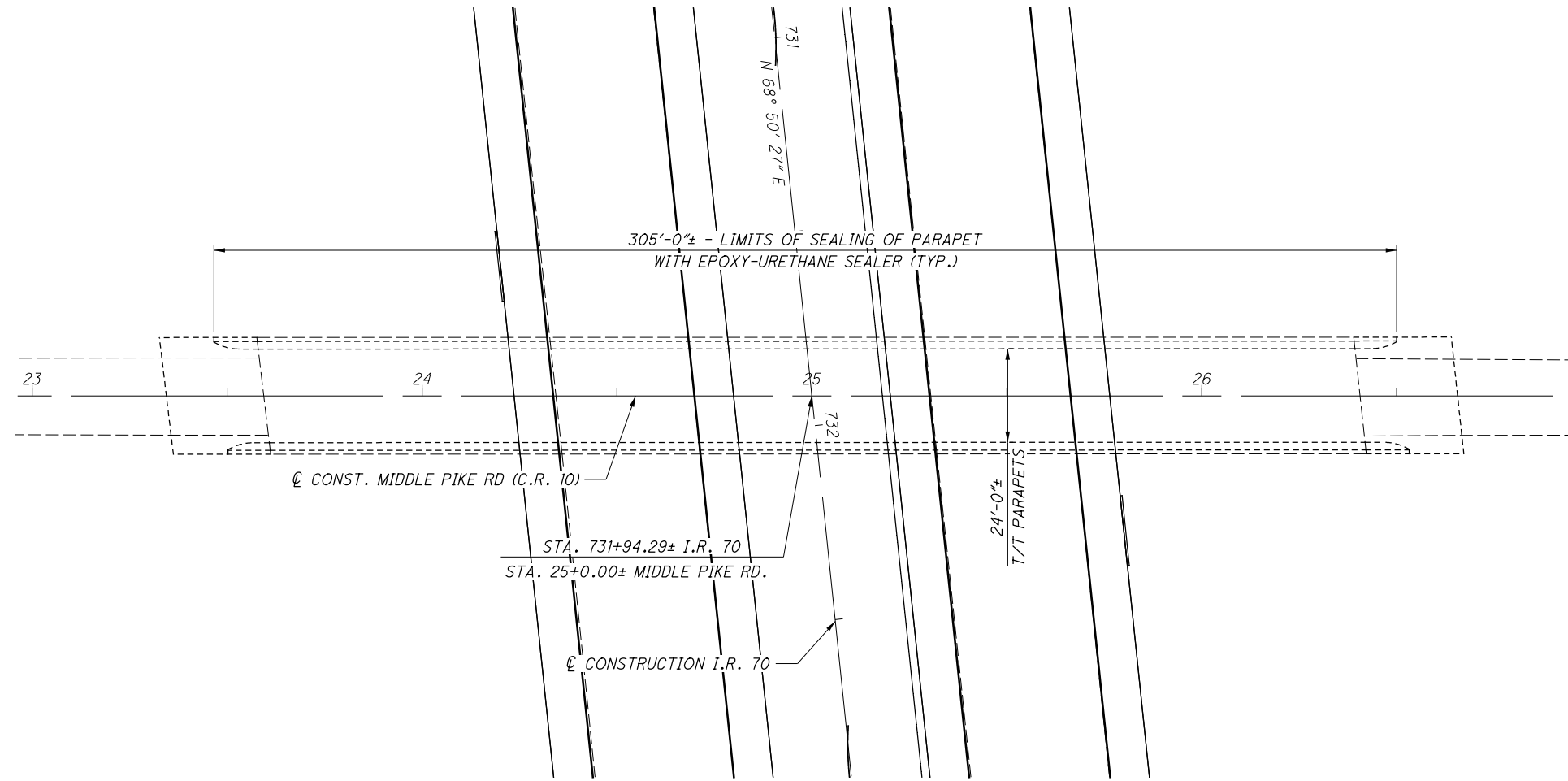
MAD-70-8.62
PID No. 107109

1 / 1

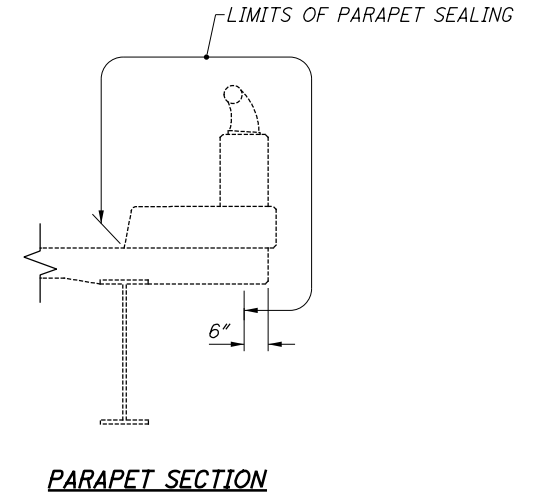
469

470

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GENERAL PLAN



PARAPET SECTION

NOTES:

SEE MOT PLANS FOR MAINTENANCE OF TRAFFIC.

PROPOSED WORK:

- (CONSTRUCTION SEQUENCE TO BE DETERMINED BY CONTRACTOR)
1. CLEAR AND GRUB VEGETATION FROM THE IMMEDIATE ABUTMENT AREAS. LIMITS SHALL BE FROM 25FT AWAY FROM THE ABUTMENT BACKWALL MEASURED AWAY FROM THE STRUCTURE, TRANSVERSELY DOWN THE SIDE SLOPE TO THE BASE; FROM THE FRONT FACE OF THE ABUTMENT TO THE BOTTOM OF THE SLOPE.
 2. SEAL PARAPETS WITH EPOXY-URETHANE SEALER
 3. CLEAN DIRT AND DEBRIS FROM DECK, APPROACH SLABS, SCUPPERS, EXPANSION JOINTS, BACKWALLS, BEAM SEATS, AND BEARINGS (SEE BRIDGE CLEANING GENERAL NOTES ON SHEET 458)
 4. DO NOT DISTURB EXISTING CHIP SEAL SURFACE.

NO.	DATE	DESCRIPTION

<p>E.L. ROBINSON ENGINEERING 1488 West 9th Street • Cleveland, Ohio 44113 www.elrobinsonengineering.com</p>	
DESIGNED LAH CHECKED JOL	DRAWN LAH REVISED XXX
REVIEWED DFT	DATE 12/5/2018
STRUCTURE FILE NUMBER 4902769	
GENERAL PLAN BRIDGE NO. MAD-70-1386 MIDDLE PIKE ROAD OVER I.R. 70	
MAD-70-8.62 PID No. 107109	
1 / 1	
470 470	
ISSUE RECORD	