

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## SAN-6/20I-14.87/0.00

FOR PART 2, SEE SAN-CR20W-0.00

SANDUSKY TOWNSHIP  
SANDUSKY COUNTY

**FEDERAL PROJECT NUMBER**

E200611

**RAILROAD INVOLVEMENT**

NONE

**PROJECT DESCRIPTION**

RECONFIGURE C.R. 20 ACCESS TO U.S. 6 WITH A HIGH SPEED ENTRANCE RAMP. REMOVE ACCESS T.R. 138 TO U.S. 20. RECONFIGURE OVERHEAD SIGNS AND MARKINGS FOR NEW LANE UTILIZATION ON WESTBOUND U.S. 20 AND EASTBOUND IN ADVANCE OF THE INTERCHANGE.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA: 4.24 ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.40 ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: 4.64 ACRES

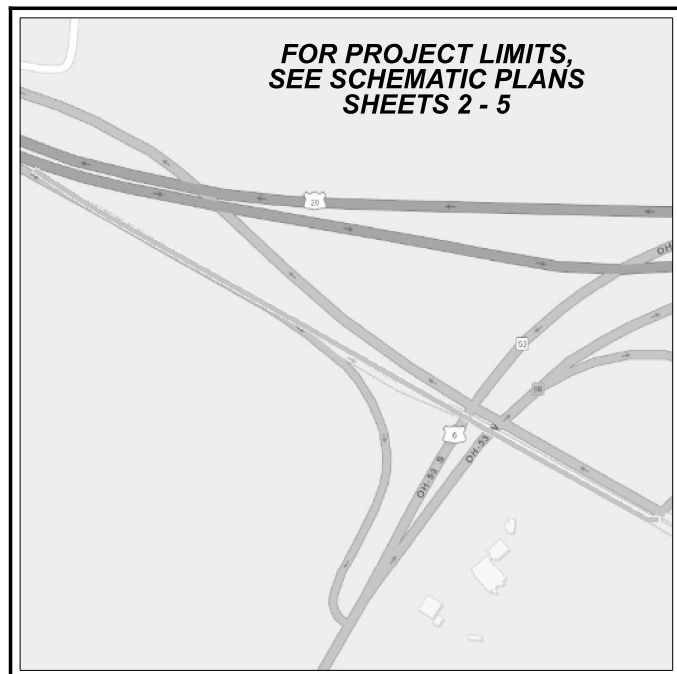
**LIMITED ACCESS**

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

**2019 SPECIFICATIONS**

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE PART TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEET 21. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.



**LOCATION MAP**

LATITUDE: 41°22'04" N LONGITUDE: 83°09'42" W



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

**DESIGN DESIGNATION - (A) U.S. 6  
- (B) C.R. 20 (W. STATE ST.)  
- (C) U.S. 20 WEST OF INTERCHANGE**

OPENING YEAR ADT (2022)	(A) 10500, (B) 7500, (C) 14000
DESIGN YEAR ADT (2042)	(A) 11500, (B) 10100, (C) 17000
DESIGN HOURLY VOLUME (2042)	(A) 1000, (B) 1000, (C) 1500
DIRECTIONAL DISTRIBUTION	(A) 50%, (B) 57%, (C) 53%
TRUCKS (24 HOUR B&C)	(A) 23%, (B) 9%, (C) 17%
DESIGN SPEED	(A) 60, (B) VARIES, (C) 65
LEGAL SPEED	(A) 55, (B) VARIES, (C) 60
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL PRINCIPAL ARTERIAL	_____
NHS PROJECT	_____ YES

**DESIGN EXCEPTIONS**

NONE REQUIRED

**ADA DESIGN WAIVERS**

NONE REQUIRED

**UNDERGROUND UTILITIES**  
Contact Two Working Days  
Before You Dig



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

**PLAN PREPARED BY:**



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**DESIGN DESIGNATION - U.S. 6/20 EAST OF INTERCHANGE**

OPENING YEAR ADT (2022)	15000
DESIGN YEAR ADT (2042)	16000
DESIGN HOURLY VOLUME (2042)	1300
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	17%
DESIGN SPEED	70
LEGAL SPEED	65
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL EXPRESSWAY	_____
NHS PROJECT	_____ YES

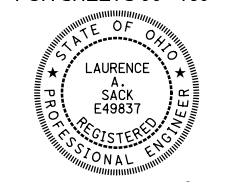
**DESIGN DESIGNATION - EB C.R. 20 (W. STATE ST.) TO U.S. 6 RAMP**

OPENING YEAR ADT (2022)	1100
DESIGN YEAR ADT (2042)	1400
DESIGN HOURLY VOLUME (2042)	160
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	22%
DESIGN SPEED	45
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL LOCAL	_____
NHS PROJECT	_____ NO

**INDEX OF SHEETS:**

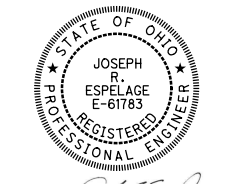
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ENGINEER'S SEAL:  
FOR SHEETS 96 - 150



SIGNED: *Laurence A. Sack*  
DATE: 09/29/2021

ENGINEER'S SEAL:  
FOR SHEETS 1 - 95



SIGNED: *Joseph R. Espelage*  
DATE: 09/29/2021

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.1	7/17/15	MGS-4.2	7/19/13	TC-21.11	7/16/21	TC-61.30	7/19/19	800-2019	7/17/20
BP-2.2	1/15/21	MGS-4.3	1/18/13	TC-21.21	7/16/21	TC-65.10	1/17/14	832	10/19/18
BP-2.5	7/19/13	MGS-5.2	7/15/16	TC-22.10	4/17/20	TC-65.11	7/21/17	861	1/15/21
BP-3.1	1/17/20	MGS-5.3	7/15/16	TC-22.20	1/17/14	TC-71.10	7/16/21	874	4/17/20
BP-4.1	7/19/13			TC-41.10	7/19/13	TC-72.20	7/20/18	1120	7/16/21
BP-6.1	7/19/13	RM-1.1	1/15/21	TC-41.20	10/18/13	TC-73.20	1/17/20		
		RM-4.1	7/21/17	TC-41.30	10/18/13				
DM-1.1	7/17/20			TC-41.40	10/18/13				
DM-1.2	7/16/21	MT-95.30	7/19/19	TC-41.50	10/18/13				
		MT-97.10	4/19/19	TC-42.10	10/18/13				
F-2.1	7/20/18	MT-97.12	1/20/17	TC-42.20	10/18/13				
		MT-99.20	4/19/19	TC-51.11	1/15/16				
MGS-1.1	7/16/21			TC-51.12	1/15/16				
MGS-2.1	1/19/18	TC-12.31	1/21/22	TC-52.10	10/18/13				
MGS-3.1	1/19/18	TC-15.16	7/16/21	TC-52.20	1/15/21				
MGS-3.2	1/18/13	TC-16.22	7/16/21	TC-61.10	1/17/20				

APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DISTRICT DEPUTY DIRECTOR

APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

TITLE SHEET

DESIGN AGENCY



DESIGNER

BMG

REVIEWER

JRE 07/19/21

PROJECT ID

111020

SHEET

TOTAL

1 | 157

SAN-6/20I-14.87/0.00

MODEL: Sheet PAPER: 17x11 (in.) DATE: 3/21/2022 TIME: 10:37:59 AM USER: lsack C:\ODOT\_D2\0118257A\00 - SAN-6\_20I-1487\_000\111020400-Engineering\Roadway\Sheets\111020\_GT0001.dgn

**PHASE 1--CONSTRUCT PROPOSED C.R. 20  
MEDIAN PAVEMENT AT RAMP G AND PROPOSED COUNTY  
ROAD 20 DRIVE ACCESS MEDIAN CROSSOVER.**

1. CLOSE LEFT LANE OF EASTBOUND AND WESTBOUND C.R. 20 (WEST STATE STREET) USING A DESIGN SPEED OF 45 MPH WESTBOUND AND 45 MPH EASTBOUND AND MT-95.30 (CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS).
2. CONSTRUCT DRIVE CROSSOVER EAST OF THE U.S. 6 OVERPASS NEAR STA. 258+50. TO REMAIN CLOSED UNTIL NEW RAMP G IS COMPLETED. MAINTAIN ACCESS TO MADISON MOTORS AT ALL TIMES.
3. CONSTRUCT CROSSOVER FOR PROPOSED RAMP G AND LEAVE CLOSED OFF USING MT-98.30 (INTERSECTION ENTRANCE RAMP AND TURN BAY CLOSURE).
4. DRUM OFF THE EXISTING T.R. 138 CROSSOVER ALONG SOUTH (LEFT-HAND) EDGE LINE OF WESTBOUND C.R. 20 (WEST STATE STREET).
5. DRUM OFF THE EXISTING T.R. 138 CROSSOVER ALONG NORTH (RIGHT-HAND) EDGE LINE OF WESTBOUND U.S. 20.
6. CLOSE THE LEFT-HAND LANE OF WESTBOUND U.S. 20 USING A DESIGN SPEED OF 60 MPH, MT-95.30 (CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS).
7. CLOSE THE NORTH (LEFT-HAND) LANE OF EASTBOUND C.R. 20 (WEST STATE STREET) USING A DESIGN SPEED OF 60 MPH AND MT-95.30 (CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS).

**PHASE 2-CONSTRUCT PROPOSED RAMP G (C.R. 20 (WEST STATE STREET TO WESTBOUND U.S. 6)) AND WIDENING OF U. S. 6 SOUTH OF C.R. 20.**

1. SWITCH EB W STATE STREET LEFT LANE CLOSURE (FROM PHASE 1) TO RIGHT LANE CLOSURE.
2. DETOUR RAMP G AS SHOWN IN THESE PLANS. CLOSURE TO BE LIMITED TO 70 CALENDAR DAYS.
3. CONSTRUCT PAVEMENT FOR MAINTAINING TRAFFIC ALONG EASTERN SHOULDER OF US 6 SOUTH OF C.R. 20
  - A. CLOSURE OF WB/SB U.S. 6 LIMITED TO 4 DAYS FOR INSTALLATION OF THE PAVEMENT FOR MAINTAINING TRAFFIC/CONCRETE BARRIER WALL AND REALIGNMENT OF TRAFFIC LANES ON US 6 SOUTH OF C.R. 20
    - I. CLOSE WB/SB US 6 AT RAMP TO WB 20 (STATION 805+00+/-)
    - II. DETOUR OF WB/SB US 6: WB 20 TO SB 590 TO US 6.
    - III. SHIFT EB/NB US 6 OVER TO WB/SB LANES OF US 6 BETWEEN STATIONS 500+75 AND 516+27
    - IV. INSTALL PAVEMENT FOR MAINTAINING TRAFFIC.
    - V. INSTALL TEMPORARY PAVEMENT MARKINGS
    - VI. SHIFT EB/NB US 6 ONTO NEWLY INSTALLED PAVEMENT FOR MAINTAINING TRAFFIC.
    - VII. INSTALL CONCRETE BARRIER WALL ALONG WB/SB US 6
    - VIII. REOPEN WB/SB US 6
4. CONSTRUCT WIDENING OF U. S. 6 AND RAMP G ALONG WEST SIDE OF THE ROADWAY
5. CLOSE WB/SB US 6 AT WB 20 (STATION 805+00+/-) FOR UP TO 4 DAYS. EB/NB US 6 TO REMAIN OPEN.
  - A. REMOVE CONCRETE BARRIER WALL.
  - B. COMPLETE MILL/FILL, PAVEMENT MARKINGS FROM SOUTH END OF PROJECT UP TO C.R. 20 BY SHIFTING THE EB/NB TRAFFIC TO THE WB/SB LANES WHEN NECESSARY.

**6. OPEN RAMP G. REMOVE/RESTORE THE EXISTING RAMP G PER THE GRADING PLAN.**

**PHASE 3A--REMOVE T.R. 138 CROSSOVER (NORTH)**

1. REMOVE PAVEMENT BETWEEN WESTBOUND C.R. 20 (WEST STATE STREET) AND WESTBOUND U.S. 20.

**PHASE 3B--REMOVE T.R. 138 CROSSOVER (SOUTH)**

1. REMOVE THE EXISTING PAVEMENT.
2. RESURFACE T.R. 138, MODIFY SIGNING AND PAVEMENT MARKINGS TO RIGHT-IN/RIGHT-OUT.

**PHASE 4--EASTBOUND AND WESTBOUND C.R. 20 (WEST STATE STREET) FROM U.S. 20 EXIT GORE TO PROJECT END**

1. INSTALL ADVANCE OVERHEAD SIGN SUPPORTS ON EASTBOUND U.S. 20 NORTHWEST OF GORE USING A DESIGN SPEED OF 65 MPH AND MT-95.45 (CLOSING SHOULDER OF A MULTI-LANE DIVIDED HIGHWAY). IF PROPOSED OVERHEAD SIGN SUPPORTS ARE NOT AVAILABLE, MODIFY THE EXISTING SIGNS WITH TEMPORARY OVERLAY.
2. INSTALL LANE DROP SIGNING AND MARKING ON THE SOUTH (RIGHT-HAND) LANE OF EASTBOUND U.S. 20 NORTHWEST OF GORE USING A DESIGN SPEED OF 65 MPH AND MT-99.20 (TRAFFIC CONTROL FOR LINE PAVEMENT MARKING OPERATIONS).
3. CLOSE THE RIGHT LANE OF EASTBOUND U.S. 20 AND CLOSE THE LEFT LANE OF EASTBOUND C.R. 20 (WEST STATE STREET) USING A MAINLINE DESIGN SPEED OF 65 MPH AND MT-98.20 (LANE CLOSURE AT EXIT RAMP USING DRUMS).
4. RESURFACE WESTBOUND C.R. 20.

**PHASE 5A--RESURFACE EASTBOUND U.S. 20 (E.B. LANES B AND F) AND EASTBOUND U.S. 6.**

1. RESURFACE EASTBOUND U.S. 20 AND EASTBOUND U.S. 6 USING A DESIGN SPEED OF 65 MPH AND MT-95.30 (CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS).
2. STRIPE/SIGN COMPLETED PAVEMENT USING MT-99.20 (TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS).

**PHASE 5B--RESURFACE RAMP H.**

1. DETOUR TRAFFIC FROM RAMP H. CLOSURE TO BE LIMITED TO 4 CALENDAR DAYS.
2. RESURFACE RAMP H USING A MAINLINE DESIGN SPEED OF 65 MPH AND MT-98.20 (LANE CLOSURE AT EXIT RAMP USING DRUMS).
3. STRIPE/SIGN COMPLETED PAVEMENT USING MT-99.20 (TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS).

**PHASE 6--RESURFACE WESTBOUND U.S. 20 (W.B. LANES A AND E), WESTBOUND U.S. 6**

1. INSTALL ADVANCE OVERHEAD SIGN SUPPORTS ON WESTBOUND U.S. 6/U.S. 20 EAST OF GORE USING A DESIGN SPEED OF 65 MPH AND MT-95.45 (CLOSING SHOULDER OF A MULTI-LANE DIVIDED HIGHWAY). IF PROPOSED OVERHEAD SIGN SUPPORTS ARE NOT AVAILABLE, MODIFY THE EXISTING SIGNS WITH TEMPORARY OVERLAY.
2. INSTALL LANE DROP SIGNING AND MARKING ON WESTBOUND U.S. 6/U.S. 20 EAST OF GORE USING MT-99.20 (TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS).
3. CLOSE THE SOUTH (LEFT-HAND) LANE OF WESTBOUND U.S. 20 USING A DESIGN SPEED OF 65 MPH, MT-95.30 (CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS) AND MT-95.30 (SUPPLEMENTAL ADVANCED SIGNS USED WITH LANE CLOSURES FROM THE GORE TO JUST WEST OF THE INTERSECTION WITH T.R. 138).
4. RESURFACE THE SOUTH (LEFT-HAND) HALF OF THE PAVEMENT FROM THE GORE TO JUST WEST OF THE INTERSECTION WITH T.R. 138.
5. CLOSE THE NORTH (RIGHT-HAND) LANE OF WESTBOUND U.S. 20 USING A DESIGN SPEED OF 65 MPH, MT-95.30 (CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS) AND MT-95.30 (SUPPLEMENTAL ADVANCED SIGNS USED WITH LANE CLOSURES) FROM THE GORE TO JUST WEST OF THE INTERSECTION WITH T.R. 138.

**DESIGNATED LOCAL DETOUR ROUTE**

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON SHEET NO. 21. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE REPLACEMENT PAVEMENT FOR ITEM 253, PAVEMENT REPAIR SHALL CONSIST OF 1.25" ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, ITEM 407, TACK COAT PLACED ON 5" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22.

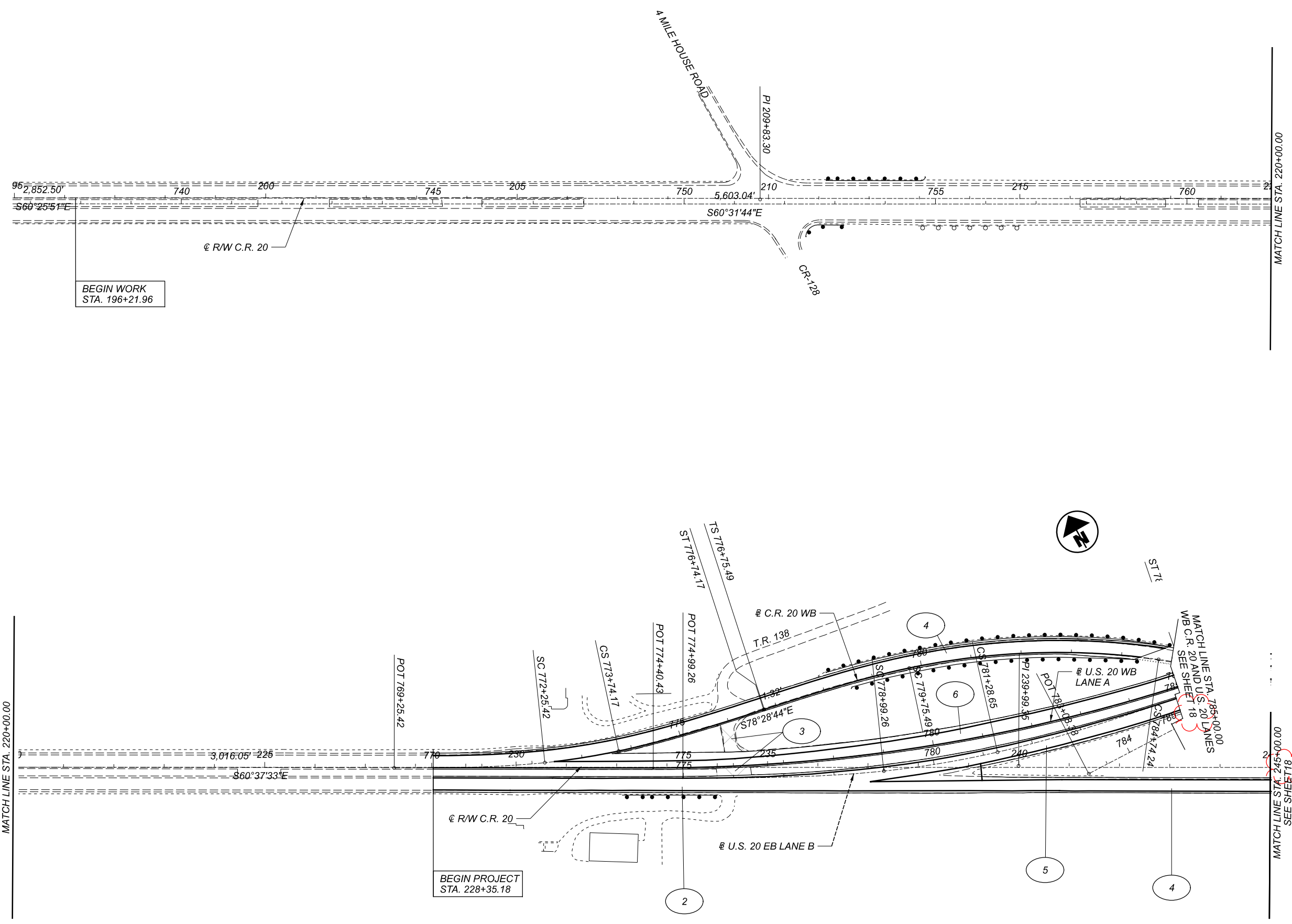
THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 253, PAVEMENT REPAIR	20 CU. YD.
ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22	20 CU. YD.
ITEM 407, TACK COAT	20 GAL.
ITEM 617, COMPACTED AGGREGATE	50 CU. YD.
ITEM 642, CENTER LINE	1.0 MILE

**OVERHEAD SIGN WORK SCHEDULING**

DEPENDING ON AVAILIBTY/DELIVERY SCHEDULING OF THE OVERHEAD SIGN SUPPORTS IT MAY BE NECESSARY TO DELAY FINALIZING PHASES 5-7. THE CONTRACTOR SHALL NOT OPEN THE RECONFIGURED LANES UNTIL THE PROPOSED OVERHEAD SIGNING IS INSTALLED.



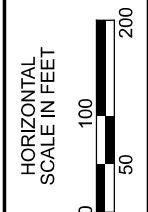


BEGIN WORK  
STA. 196+21.96

BEGIN PROJECT  
STA. 228+35.18

MATCH LINE STA. 785+00.00  
WB C.R. 20 AND U.S. 20 LANES  
SEE SHEET 18

MATCH LINE STA. 245+00.00  
SEE SHEET 18



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN

DESIGN AGENCY



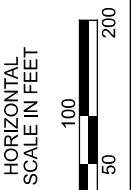
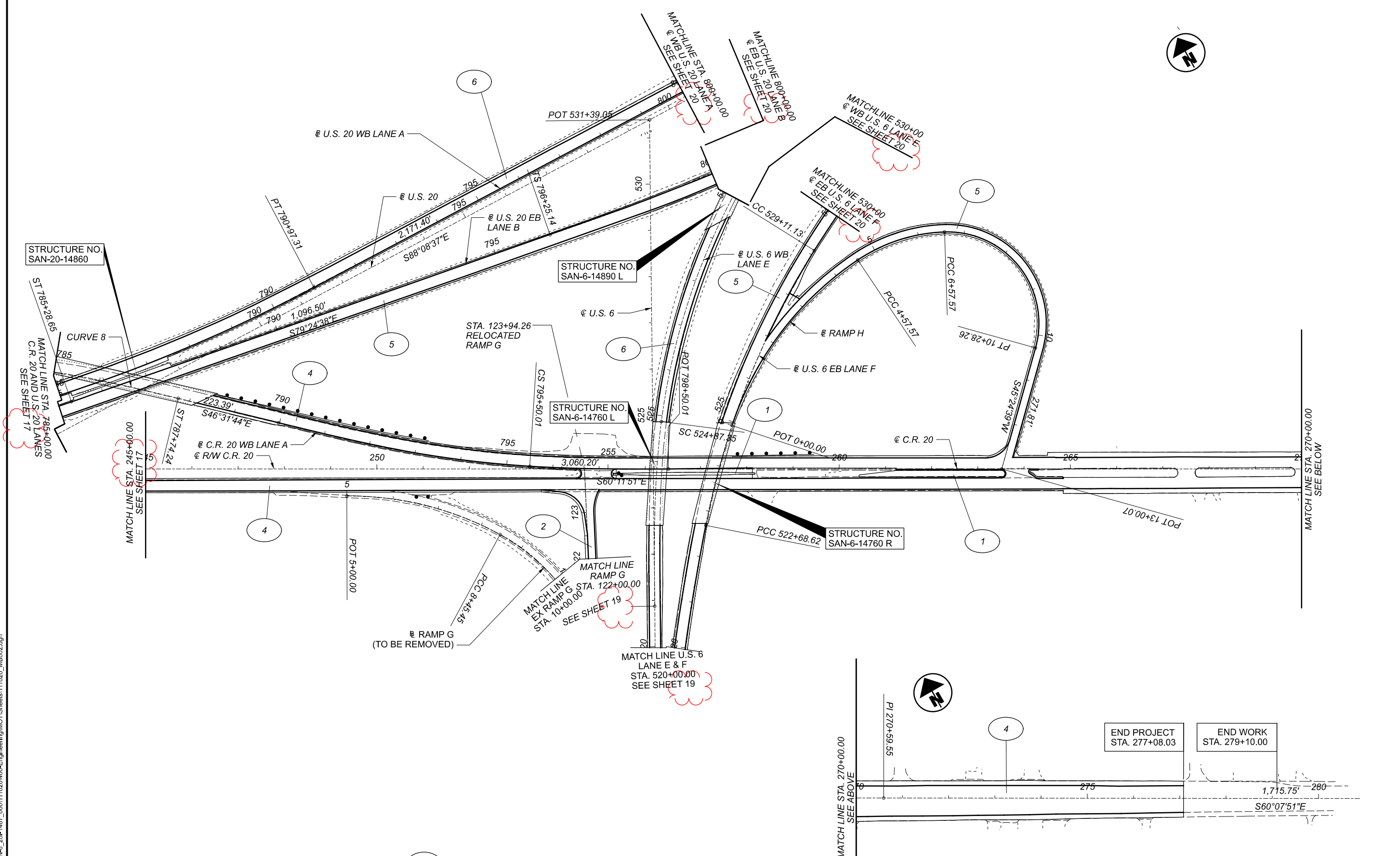
DESIGNER  
JRE

REVIEWER  
LAS 09/18/20

PROJECT ID  
111020

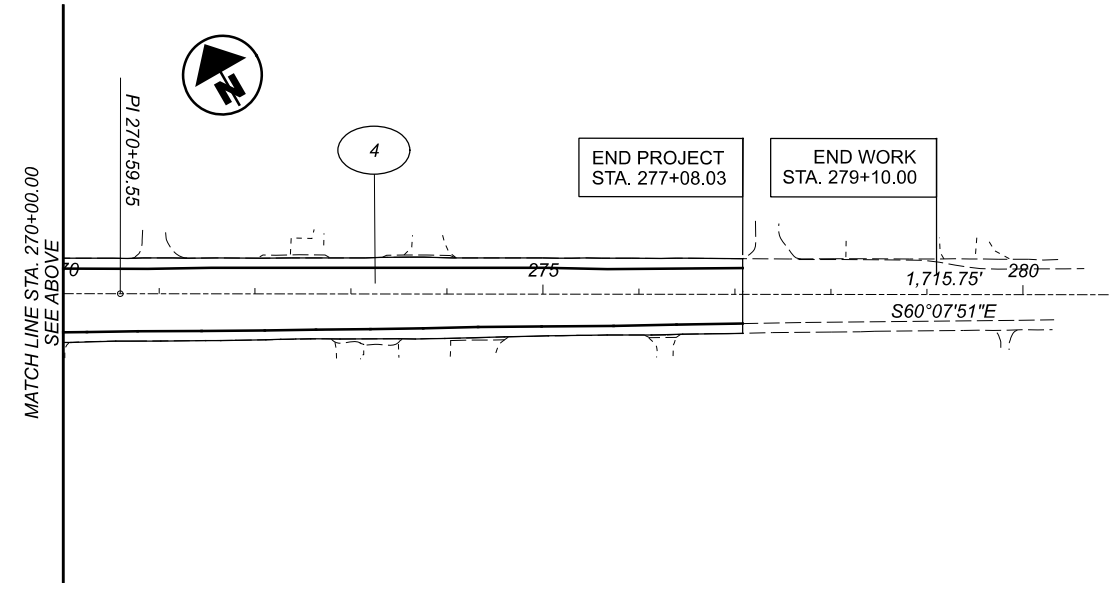
SHEET	TOTAL
17	81

X MAINTENANCE OF TRAFFIC PHASE



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN

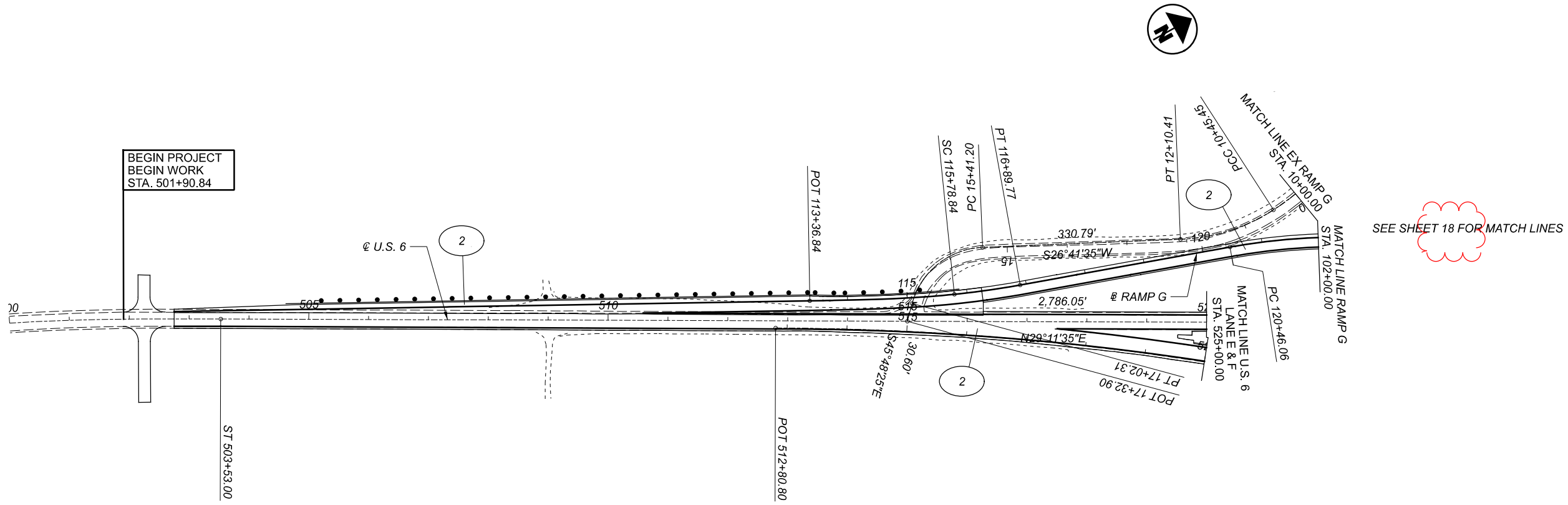
X MAINTENANCE OF TRAFFIC PHASE



DESIGN AGENCY



DESIGNER	JRE
REVIEWER	LAS 07/19/21
PROJECT ID	111020
SHEET	TOTAL
18	157



(X) MAINTENANCE OF TRAFFIC PHASE

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN

DESIGN AGENCY



DESIGNER	JRE
REVIEWER	LAS 07/19/21
PROJECT ID	111020
SHEET	TOTAL
19	157





SHEET NUM.												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	
12	13	16	31	31A	33	94	99	100	101	102	103	01/SAF/PV	EXT	TOTAL					
					88								88	611	00510	88	FT	DRAINAGE CONT.	
	600												600	611	01500	600	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
	160												160	611	02600	160	FT	6" CONDUIT, TYPE F	
					30								30	611	09400	30	FT	8" CONDUIT, TYPE F	
					111								111	611	10400	111	FT	21" CONDUIT, TYPE D	
					29								29	611	16900	29	FT	24" CONDUIT, TYPE B	
					2								2	611	98510	2	EACH	36" CONDUIT, TYPE D	
					1								1	611	98630	1	EACH	CATCH BASIN, NO. 2-3	
	10				1								11	611	99710	11	EACH	CATCH BASIN ADJUSTED TO GRADE	
																		PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
3,250		20											3,270	253	02000	3,270	CY	PAVEMENT REPAIR	
			77,015	6,401									83,416	254	01000	83,416	SY	PAVEMENT PLANING, ASPHALT CONCRETE(T=3.25)	
			145	583									728	301	46000	728	CY	PAVEMENT PLANING, ASPHALT CONCRETE(T=3.25)	
			145	951		147							1,243	304	20000	1,243	CY	ASPHALT CONCRETE BASE, PG64-22	
		20											20	407	10000	20	GAL	AGGREGATE BASE	
			10,830	1,089									11,919	407	20000	11,919	GAL	TACK COAT	
		20											20	441	50000	20	CY	NON-TRACKING TACK COAT	
			3,246	413									3,659	442	10000	3,659	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
				2,209									2,209	452	14020	2,209	SY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
		50	1,669	63									1,782	617	10100	1,782	CY	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
			3,786	481									4,267	861	11100	4,267	CY	COMPACTED AGGREGATE	
			4,806	1,934									6,740	875	10000	6,740	LB	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
																		LONGITUDINAL JOINT ADHESIVE	
																		TRAFFIC CONTROL	
										15			15	625	32000	15	EACH	GROUND ROD	
							169	140	112	140			561	630	03100	561	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
							5						5	630	08600	5	EACH	SIGN POST REFLECTOR	148
													1	630	72340	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12	
													3	630	72410	3	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1	
													2	630	72420	2	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2	
													1	630	72430	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 3	
													1	630	72530	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 9	
													1	630	72540	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 12	
													4	630	79200	4	EACH	SIGN ATTACHMENT ASSEMBLY, MAST ARM	
							118	68	183	101	95		565	630	80100	565	SF	SIGN, FLAT SHEET	
											56		56	630	80200	56	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
											2,868		2,868	630	80224	2,868	SF	SIGN, OVERHEAD EXTRUSHEET	
											2		2	630	84501	2	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION, AS PER PLAN	145
											15		15	630	84510	15	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
							51	55	56	14			176	630	84900	176	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
											4		4	630	85400	4	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
							33	45	31	6			115	630	86002	115	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
											2		2	630	86102	2	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
											2		2	630	86292	2	EACH	REMOVAL OF GROUND MOUNTED WOODEN BOX BEAM SUPPORT AND DISPOSAL	
											17		17	630	87400	17	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
											2		2	630	89706	2	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	
											4		4	630	89804	4	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115	
									6	2			8	630	97700	8	EACH	SIGNING, MISC.:SOLID WOOD POST, 4X6	139
											2		2	630	97700	2	EACH	SIGNING, MISC.:SOLID WOOD POST, 6X8	145

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

BMG

REVIEWER

JRE 07/19/21

PROJECT ID

111020

SHEET TOTAL

29 157




SAN-6/20I-14.87/0.00

MODEL: Sheet PAPER: 17x11 (in.) DATE: 3/24/2022 TIME: 8:35:16 AM USER: bgressal  
 C:\ODD\DOT\_D2\0118257A.00 - SAN-6\_20I-1487\_000\11020\0400-Engineering\Roadway\Sheets\11020\_GS002.dgn

REF NO.	SHEET NO.	STATION TO STATION				202	202	202	202	202	606	606	606	606	606	606	606	606	626	626						
						PAVEMENT REMOVED	PIPE REMOVED, 24" AND UNDER	GUARDRAIL REMOVED	IMPACT ATTENUATOR REMOVED	CATCH BASIN REMOVED	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS WITH LONG POSTS	FLARED END SECTION	ANCHOR ASSEMBLY, MGS TYPE B	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL), AS PER PLAN	BARRIER REFLECTOR, TYPE 5 (BI-DIRECTIONAL)	BARRIER REFLECTOR, TYPE 5 (ONE-WAY)					
					SY	FT	FT	EACH	EACH	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH							
CL RW C.R. 20																										
R-1	35	233+39.80	RT	TO	235+12.37	RT																				
R-2	35	233+79.38	LT	TO	234+61.35	LT																				
R-3	37	249+22.35	RT	TO	250+62.34	RT															140					
R-4	37	249+34.74	RT	TO	250+62.07	RT															128					
R-5	37	253+98.96	RT	TO	255+70.88	RT															172					
R-6	37 / 60	254+08.11	LT/RT	TO	255+17.68	LT/RT	393																			
R-7	37 / 60	253+93.86	RT	TO	255+12.04	RT		111			1															
R-8	37 / 60	255+11.28	RT	TO	255+32.45	RT																				
R-9	38	257+70.30	LT	TO	259+45.28	LT															170					
R-10	38	257+97.33	RT	TO	258+18.23	RT																				
R-11	38	258+12.09	LT/RT	TO	261+23.53	LT/RT	678																			
R-20	98	212+97.39	RT	TO	214+99.24	RT																				
R-21	93	233+96.46	LT	TO	234+51.06	LT		55			202															
BL C.R. 20 WB																										
R-12	41 - 42	778+12.58	LT	TO	785+00.40	LT															702					
R-13	41 - 42	778+53.51	RT	TO	784+33.89	RT															577					
R-14	42 - 43	787+92.80	RT	TO	793+20.19	RT															528					
R-15	42 - 43	788+47.55	LT	TO	793+14.50	LT															465					
CL U.S. 6																										
R-16	56 - 57	502+75.00	LT	TO	509+19.05	LT	360																			
R-17	57	508+75.58	LT	TO	509+17.00	LT		41																		
R-18	57	508+86.84	RT	TO	509+18.10	RT	51	31																		
BL RAMP G																										
R-19	59 - 60	115+00.78	LT	TO	123+73.48		6014																			
CL RW C.R. 20																										
GR-1	140	181+93.48	RT	TO	182+91.44	RT				75															3	
GR-2	107	210+73.98	RT	TO	211+50.87	RT				62.5															3	
GR-3	107	211+15.09	LT	TO	213+12.10	LT				175															5	
GR-4	35	232+11.41	RT	TO	233+97.91	RT				125															4	
GR-5	37	250+39.31	RT	TO	251+14.08	RT				25															2	
GR-6	37 / 60	254+78.09	RT	TO	255+70.88	RT				62.5															3	
GR-7	37 / 60	255+11.28	RT	TO	255+32.45	RT																			3	
GR-8	38	257+70.30	LT	TO	259+45.30	LT				100															3	
GR-9	38	257+97.03	RT	TO	258+18.46	RT																			3	
GR-10																										
NOT USED																										
BL C.R. 20 WB																										
GR-11	41 - 42	778+14.51	LT	TO	785+00.40	LT				687.5															15	
GR-12	41 - 42	778+55.42	RT	TO	784+33.89	RT				562.5															13	
GR-13	42 - 43	787+92.80	RT	TO	793+41.88	RT				475															11	
GR-14	42 - 43	788+47.55	LT	TO	793+24.61	LT				400															9	
CL U.S. 20 WB LANE A																										
GR-15	141	844+57.59	RT	TO	847+57.59	RT				237.5															6	
GR-16	141	847+24.88	LT	TO	850+24.88	LT				237.5															6	
GR-17	141	847+24.82	LT	TO	848+99.61	LT				125															4	
CL U.S. 6																										
GR-18	56 - 59	504+61.82	LT	TO	515+86.06	LT																			18	
TOTALS CARRIED TO GENERAL SUMMARY																										
					7852	239	3085	2	1	3350	825	1	2	8	14	4	2	2	82	27						

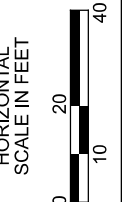
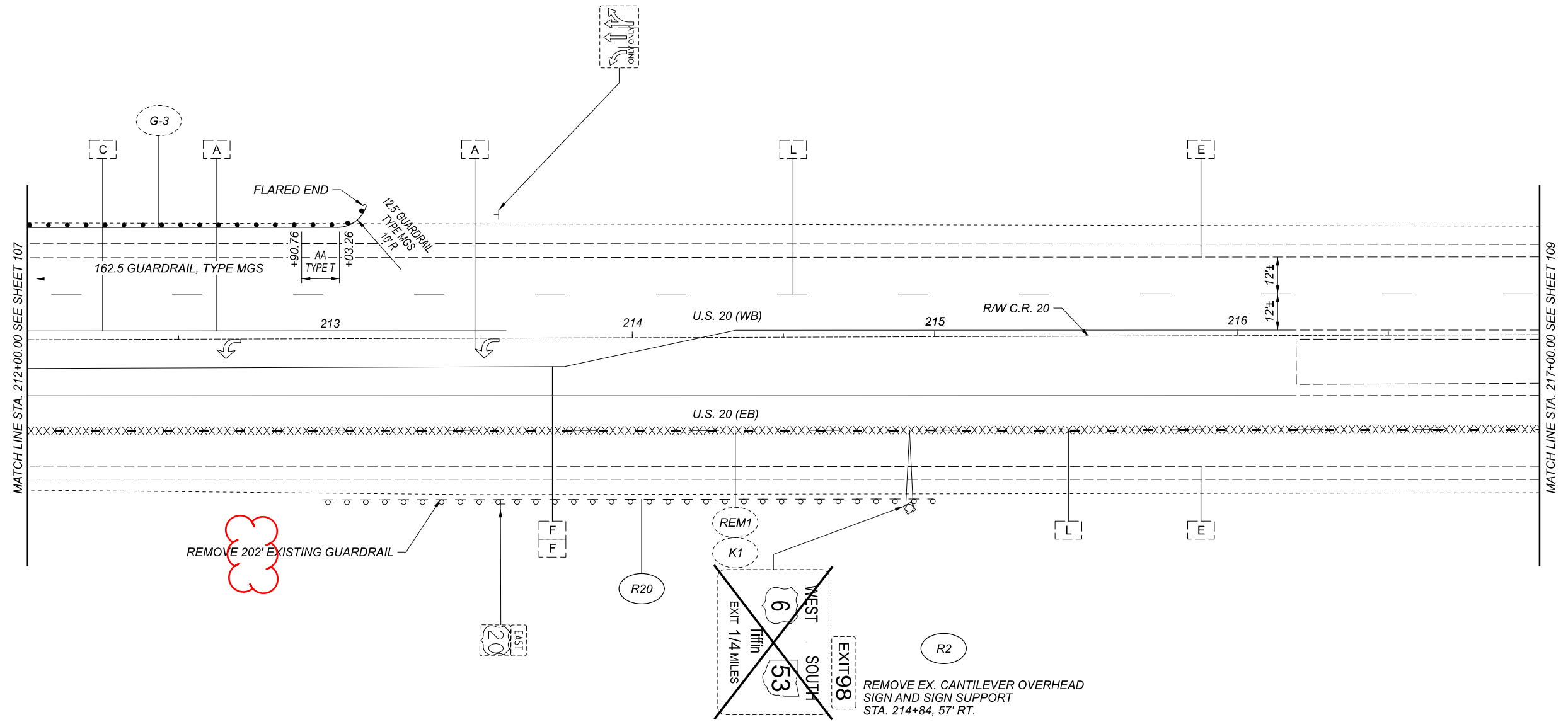
ROADWAY SUBSUMMARY

DESIGN AGENCY



DESIGNER: ARW  
 REVIEWER: JLM 07/19/21  
 PROJECT ID: 111020  
 SHEET TOTAL: 32 | 157





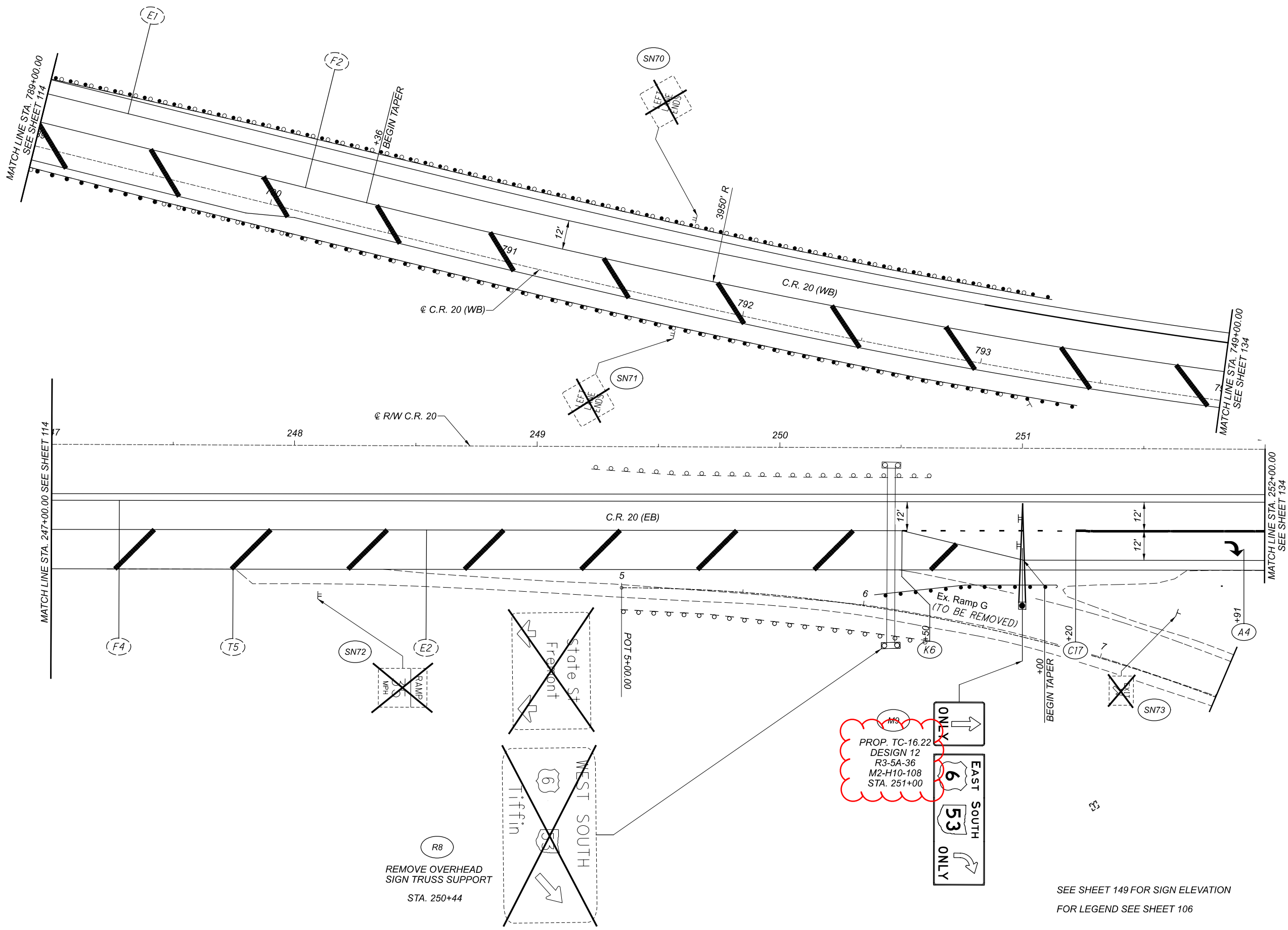
TRAFFIC CONTROL PLAN - U.S. 20  
 STA. 212+00 TO STA. 217+00

DESIGN AGENCY



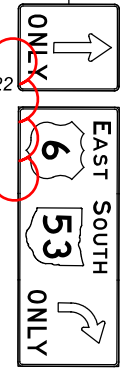
DESIGNER	MVN
REVIEWER	LAS 07/19/21
PROJECT ID	111020
SHEET	TOTAL
108	157

FOR LEGEND SEE SHEET 106

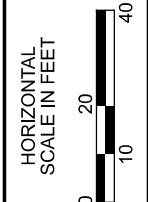


R8  
REMOVE OVERHEAD  
SIGN TRUSS SUPPORT  
STA. 250+44

PROP. TC-16.22  
DESIGN 12  
R3-5A-36  
M2-H10-108  
STA. 251+00



SEE SHEET 149 FOR SIGN ELEVATION  
FOR LEGEND SEE SHEET 106



TRAFFIC CONTROL PLAN - C.R. 20  
STA. 247+00 TO STA. 252+00

DESIGN AGENCY



DESIGNER  
MVN

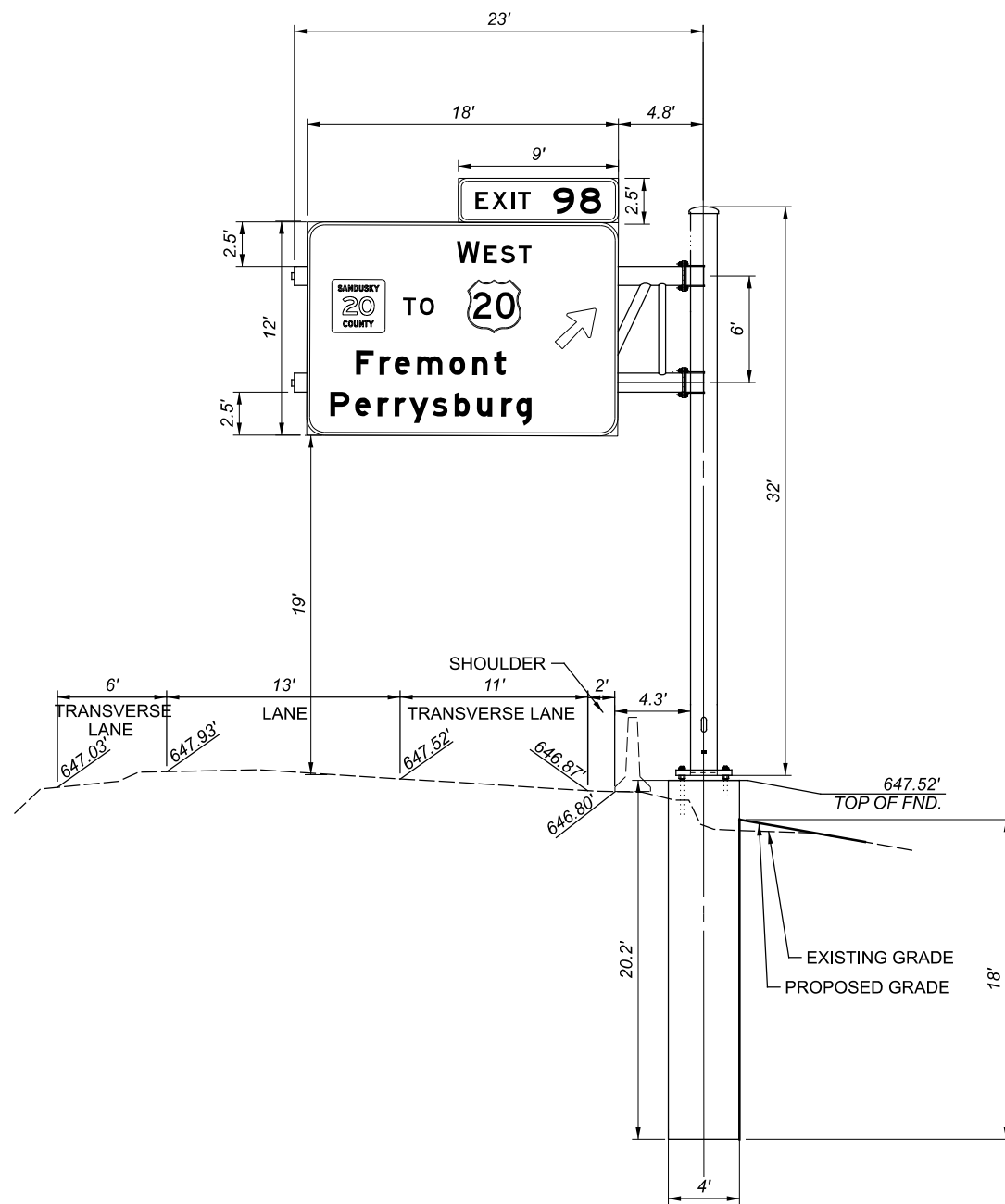
REVIEWER  
LAS 07/19/21

PROJECT ID  
111020

SHEET	TOTAL
133	157

**TC-12.31 BASE PLATE CONNECTION:**

ALL REFERENCE ITEMS THAT REFER TO THE TC-12.31 STANDARD DRAWING SHALL USE THE TC-12.31 STANDARD DRAWING DATED : 01-21-2022 TO FABRICATE AND CONSTRUCT THE ASSOCIATED ITEMS. BASE CONNECTION OF SIGN SUPPORT SHALL BE FABRICATED AS PER THE "STANDARD BASE DESIGN" WHICH UTILIZES COMPLETE JOINT PENETRATION (CJP) WELDS.



**OVERHEAD SIGN SUPPORT, M8**  
 STA. 522+93 US 6  
 PROP. TC-12.31, DESIGN 12  
 ARM LENGTH = 23'  
 DESIGN VERTICAL CLEARANCE: 19'

SEE SHEET 129 FOR PLAN VIEW

DESIGN AGENCY



DESIGNER

MVN

REVIEWER

LAS 07/19/21

PROJECT ID

111020

SHEET TOTAL

148 | 157