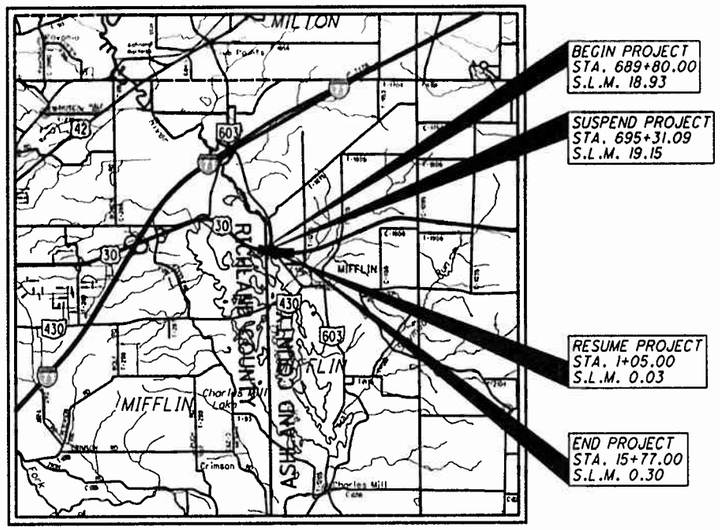

LOCATION MAP

LATITUDE: 40°46'51" N LONGITUDE: 82°22'36" W

SCALE IN MILES

0 1 2 3 4

N

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

DESIGN DESIGNATION	U.S. 30	S.R. 603
CURRENT ADT (2022)	15,700	2,300
DESIGN YEAR ADT (2042)	21,700	3,050
DESIGN HOURLY VOLUME (2042)	1950	340
DIRECTIONAL DISTRIBUTION	55%	55%
TRUCKS (24 HOUR B&C)	19%	6%
DESIGN SPEED	60 MPH	55 MPH
LEGAL SPEED	60 MPH	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	RURAL PRINCIPAL ARTERIAL	RURAL MAJOR COLLECTOR
NHS PROJECT	YES	NO

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATES	SHEET NUMBERS
SHOULDER WIDTH	11/19/20	3-6

UNDERGROUND UTILITIES
OHIO811.org
Before You Dig

PLAN PREPARED BY:
CARPENTER MARTY transportation
6812 SINGLETREE DRIVE COLUMBUS, OH 43229
614.656.2424 • WWW.CMTRAN.COM

ENGINEERS SEAL:

STATE OF OHIO
NEAL A. UNDERWOOD
No. 75225
REGISTERED
PROFESSIONAL ENGINEER

SIGNED: Neal A Underwood
DATE: 3/15/2021

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ASD-30-0.11

MIFFLIN TOWNSHIP
ASHLAND COUNTY

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTIONS	3-8
GENERAL NOTES	9-10
MAINTENANCE OF TRAFFIC	11-47
GENERAL SUMMARY	48-51
PROJECT SITE PLAN	52
ESTIMATED QUANTITIES	53
PLAN AND PROFILE - U.S. 30	54-65
PLAN AND PROFILE - S.R. 603	66-68
CROSS SECTIONS - U.S. 30	69-92
CROSS SECTIONS - S.R. 603	93-108
SUPERELEVATION TABLES	109
PAVEMENT DETAILS	110-118
STORM SEWER PROFILES	119-120
TRAFFIC CONTROL	121-144
LIGHTING	145-150
RIGHT OF WAY	151-160
SOIL PROFILES	

PROJECT DESCRIPTION

PROJECT INCLUDES THE CONVERSION OF THE U.S. 30 AND S.R. 603 INTERSECTION TO A REDUCED CONFLICT U-TURN (RCUT) INTERSECTION. INCLUDED WITH THIS CONVERSION IS LEFT TURN LANES AND TRUCK LOONS AT EACH U-TURN LOCATION, ADDITION OF A WESTBOUND RIGHT TURN LANE, EASTBOUND RIGHT TURN LANE LENGTHENING, REALIGNMENT OF S.R. 603 SOUTH OF U.S. 30, PAVEMENT RESURFACING, EXISTING PAVEMENT REMOVAL FROM THE MEDIAN AREA OF THE CURRENT INTERSECTION, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS, AND LIGHTING.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	8.72 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	4.02 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	12.74 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 CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE SIDE ROADS AS DESCRIBED ON SHEETS 11-47 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

CONFORMED SET

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
CB-1.1	7/19/19	BP-2.1	7/17/15	HL-10.11	1/15/21	TC-41.30	10/18/13	MT-95.30	7/19/19	800-2019	4/16/21	WATERWAY PERMITS CONDITIONS 01/20/21
CB-3.3	1/15/16	BP-2.2	1/15/21	HL-10.12	1/20/17	TC-42.10	10/18/13	MT-95.40	1/17/20	807	7/17/20	
		BP-2.5	7/19/13	HL-10.13	4/17/20	TC-42.20	10/18/13	MT-97.10	4/19/19	808	1/18/19	
DM-1.1	7/17/20	BP-3.1	1/17/20	HL-20.11	1/15/21	TC-51.11	1/15/16	MT-99.20	4/19/19	813	10/19/18	
DM-1.2	1/18/13	BP-5.1	1/18/19	HL-30.11	1/15/21	TC-51.12	1/15/16	MT-101.60	1/17/20	821	4/20/12	
DM-2.1	1/18/13	BP-9.1	1/18/19	HL-30.21	4/17/20	TC-52.10	10/18/13	MT-101.70	1/17/20	825	1/17/20	
DM-4.2	7/20/12			HL-30.22	1/15/21	TC-52.20	1/15/21	MT-101.75	1/17/20	832	10/19/18	
DM-4.3	1/15/16	F-2.1	7/20/18	HL-40.10	7/17/20	TC-61.30	7/19/19	MT-101.90	7/17/20	850	7/17/20	
DM-4.4	1/15/16			HL-40.20	7/17/20	TC-65.10	1/17/14	MT-103.10	1/19/18	873	10/17/08	
		MGS-1.1	1/19/18	HL-50.11	1/16/15	TC-65.11	7/21/17	MT-104.10	10/16/15	902	7/19/19	
HW-2.1	7/20/18	MGS-2.1	1/19/18	HL-60.11	7/21/17	TC-71.10	1/19/18	MT-105.10	1/17/20	905	4/17/20	
HW-2.2	7/20/18	MGS-4.2	7/19/13	HL-60.31	1/17/20	TC-83.20	7/21/17			908	10/20/17	
		MGS-4.3	1/18/13							913	4/21/17	
RM-1.1	1/15/21	MGS-5.2	7/15/16	TC-41.10	7/19/13	ITS-50.12	1/15/21			921	4/20/12	
RM-3.1	7/20/18	MGS-5.3	7/15/16	TC-41.20	10/18/13							
RM-4.2	4/17/20	MGS-6.1	1/19/18	TC-41.25	7/17/15							

APPROVED Richard Weaver 03/17/21
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED Jack Marchbanks, Des
DATE 5/4/21 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E160 (855)
PID NO. 102108
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
ASD-30-0.11
1 / 160

ASD - US 30-00.11
210362 PID - 102108
Dist 3 6/17/2021

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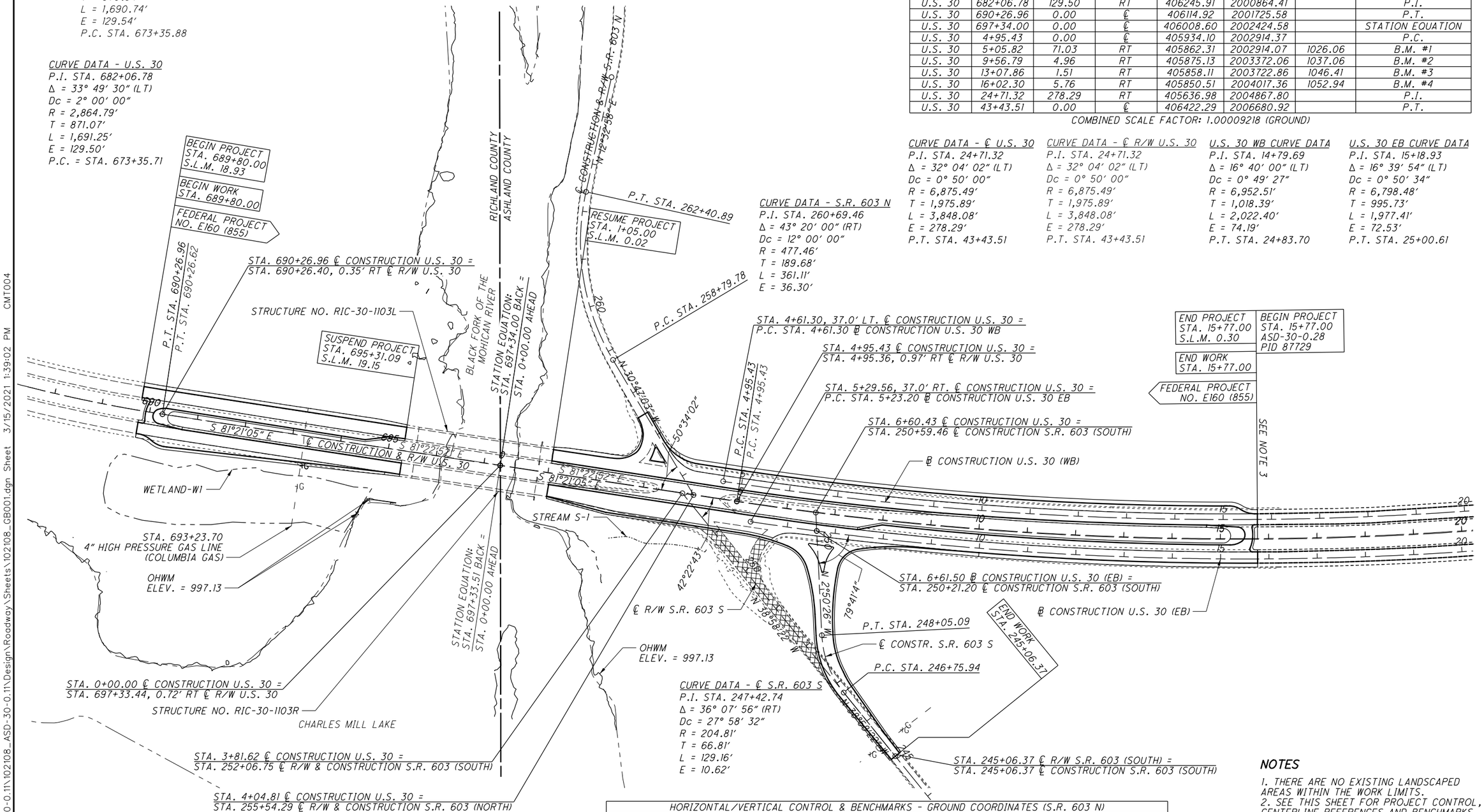
Contract Proposal available @
www.contracts.dot.state.oh.us



HORIZONTAL/VERTICAL CONTROL & BENCHMARKS - GROUND COORDINATES (U.S. 30)							
ROUTE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
U.S. 30	637+41.47	0.00	℄	408187.96	1997153.85		P.C.
U.S. 30	649+35.27	342.41	LT	408626.32	1998264.25		P.I.
U.S. 30	658+75.36	0.00	℄	407820.21	1999144.78		P.T.
U.S. 30	673+35.71	0.00	℄	406834.11	2000221.92		P.C.
U.S. 30	682+06.78	129.50	RT	406245.91	2000864.41		P.I.
U.S. 30	690+26.96	0.00	℄	406114.92	2001725.58		P.T.
U.S. 30	697+34.00	0.00	℄	406008.60	2002424.58		STATION EQUATION
U.S. 30	4+95.43	0.00	℄	405934.10	2002914.37		P.C.
U.S. 30	5+05.82	71.03	RT	405862.31	2002914.07	1026.06	B.M. #1
U.S. 30	9+56.79	4.96	RT	405875.13	2003372.06	1037.06	B.M. #2
U.S. 30	13+07.86	1.51	RT	405858.11	2003722.86	1046.41	B.M. #3
U.S. 30	16+02.30	5.76	RT	405850.51	2004017.36	1052.94	B.M. #4
U.S. 30	24+71.32	278.29	RT	405636.98	2004867.80		P.I.
U.S. 30	43+43.51	0.00	℄	406422.29	2006680.92		P.T.

COMBINED SCALE FACTOR: 1.00009218 (GROUND)

HORIZONTAL/VERTICAL CONTROL & BENCHMARKS - GROUND COORDINATES (S.R. 603 S)							
ROUTE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
S.R. 603 S	245+06.37	0.00	℄	405590.48	2003093.69		P.O.T.
S.R. 603 S	246+75.94	0.00	℄	405538.54	2003135.71		P.C.
S.R. 603 S	247+42.74	10.62	LT	405590.48	2003093.69		P.I.
S.R. 603 S	248+05.09	0.00	℄	405657.20	2003090.38		P.T.
S.R. 603 S	250+59.46	0.00	℄	405911.25	2003077.78		P.O.T.

HORIZONTAL/VERTICAL CONTROL & BENCHMARKS - GROUND COORDINATES (S.R. 603 N)							
ROUTE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
S.R. 603 N	255+55.49	0.00	℄	405948.76	2002824.17		P.O.T.
S.R. 603 N	258+79.78	0.00	℄	406227.36	2002658.20		P.C.
S.R. 603 N	260+69.46	36.30	LT	406390.32	2002561.12		P.I.
S.R. 603 N	262+40.89	0.00	℄	406575.47	2002602.33		P.T.
S.R. 603 N	264+84.22	0.00	℄	406812.98	2002655.20		P.C.
S.R. 603 N	266+00.22	9.33	RT	406926.21	2002680.41		P.I.
S.R. 603 N	267+14.22	0.00	℄	407041.61	2002668.58		P.T.
S.R. 603 N	272+12.34	0.00	℄	407537.13	2002617.81		P.O.T.

NOTES

1. THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS.
2. SEE THIS SHEET FOR PROJECT CONTROL, CENTERLINE REFERENCES AND BENCHMARKS.
3. INTENT IS TO END WORK AT PAVEMENT JOINT FOR ASD-30-0.28 PROJECT.

LEGEND

PAVEMENT REMOVAL

*ANGLE TAKEN FROM CURVE TANGENT

0 50 100 200 HORIZONTAL SCALE IN FEET

CALCULATED NAU CHECKED MDW

SCHEMATIC PLAN

ASD-30-0.11

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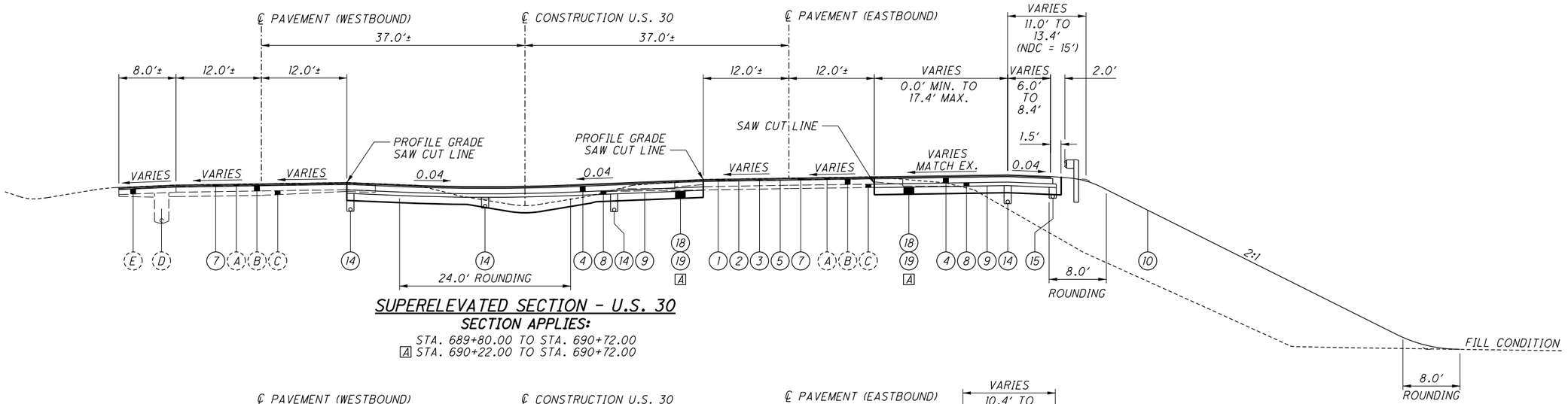
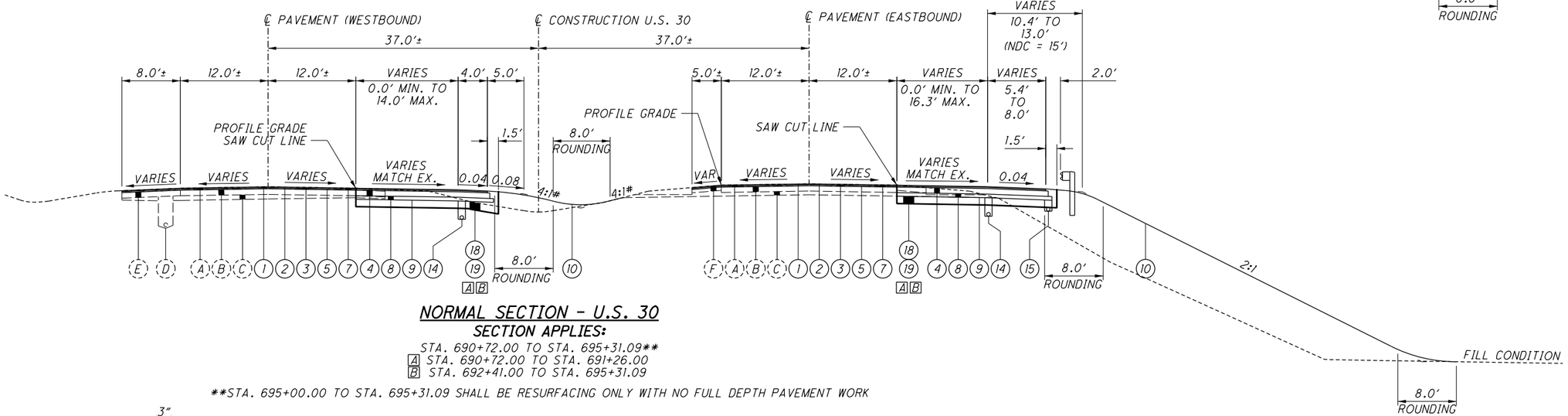


SUPERELEVATED SECTION - U.S. 30

SECTION APPLIES:

STA. 689+80.00 TO STA. 690+72.00
[A] STA. 690+22.00 TO STA. 690+72.00

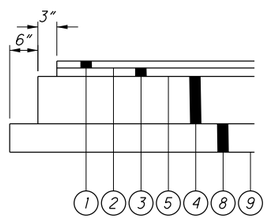


NORMAL SECTION - U.S. 30

SECTION APPLIES:

STA. 690+72.00 TO STA. 695+31.09**
[A] STA. 690+72.00 TO STA. 691+26.00
[B] STA. 692+41.00 TO STA. 695+31.09

**STA. 695+00.00 TO STA. 695+31.09 SHALL BE RESURFACING ONLY WITH NO FULL DEPTH PAVEMENT WORK



CONCRETE BASE AND SUBBASE STEP DETAIL

NOTES

1. SEE PLAN AND PROFILE SHEETS FOR PAVEMENT WIDTH AND SAW CUT LINE TAPERS.
2. SEE SHEETS 110-112 FOR TRUCK LOON PAVEMENT DETAILS.
3. SEE SHEETS 110-112 FOR MEDIAN U-TURN PAVEMENT DETAILS.

* OR MATCH EXISTING AGGREGATE BASE THICKNESS
\# OR AS SHOWN ON THE CROSS SECTIONS.

(1)	ITEM 442	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (1.50")
(2)	ITEM 407	TACK COAT (0.055 GAL/SY)
(3)	ITEM 442	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) (1.75")
(4)	ITEM 305	9" CONCRETE BASE, CLASS QC 1P
(5)	ITEM 407	TACK COAT (0.07 GAL/SY)
(6)	ITEM 301	ASPHALT CONCRETE BASE, PG64-22 (9")
(7)	ITEM 254	PAVEMENT PLANING, ASPHALT CONCRETE (VARIES 3.25" TO 0")
(8)	ITEM 304	AGGREGATE BASE (6")
(9)	ITEM 204	SUBGRADE COMPACTION
(10)	ITEM 659	SEEDING AND MULCHING

LEGEND

(11)	ITEM 609	CURB, TYPE 6
(12)	ITEM 304	AGGREGATE BASE (VARIES 6" TO 15")
(13)	ITEM 609	6" CONCRETE TRAFFIC ISLAND
(14)	ITEM 605	6" SHALLOW PIPE UNDERDRAINS
(15)	ITEM 605	6" BASE PIPE UNDERDRAINS
(16)	NOT USED	
(17)	ITEM 617	COMPACTED AGGREGATE (3.25")
(18)	ITEM 204	EXCAVATION OF SUBGRADE (12")
(19)	ITEM 204	12" GRANULAR MATERIAL, TYPE B (12")
(20)	ITEM 605	AGGREGATE DRAINS

(A)	EXISTING 3"± ASPHALT PAVEMENT
(B)	EXISTING REINFORCED CONCRETE PAVEMENT (VARIES 9" TO 11")
(C)	EXISTING 6"± SUBBASE
(D)	EXISTING PIPE UNDERDRAIN
(E)	EXISTING 9"± AGGREGATE BASE
(F)	EXISTING 6"± AGGREGATE BASE
(G)	EXISTING 9"± NON-REINFORCED CONCRETE PAVEMENT
(H)	EXISTING 15"± TEMPORARY PAVEMENT CLASS, A
(I)	EXISTING AGGREGATE BASE (VARIES 6" TO 15")
(J)	EXISTING 7"± ASPHALT PAVEMENT
(K)	EXISTING 5"± AGGREGATE BASE
(L)	EXISTING 8"± AGGREGATE SHOULDER

TYPICAL SECTIONS

ASD-30-0.11

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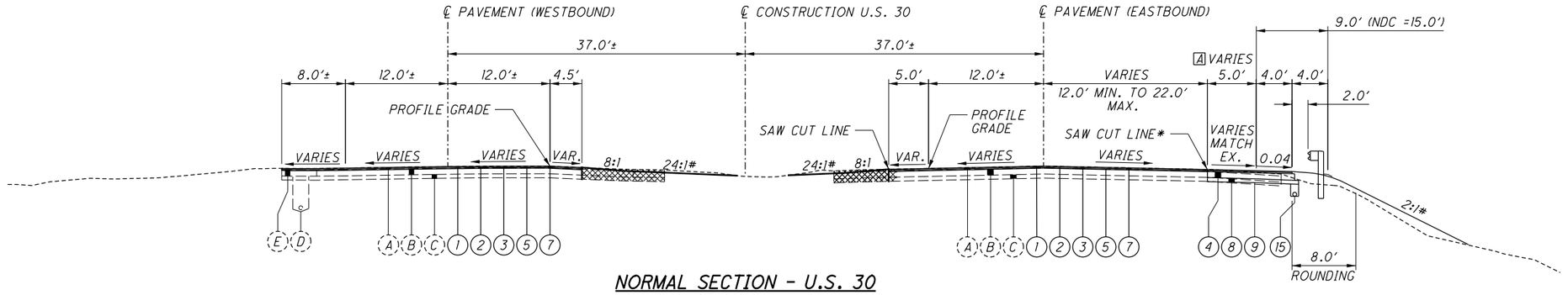
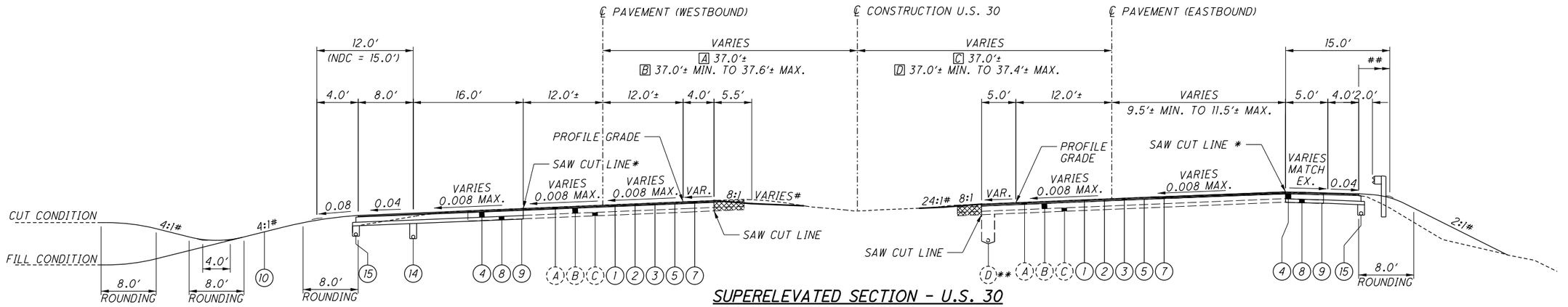


NORMAL SECTION - U.S. 30

SECTION APPLIES:

STA. 1+05.00 TO STA. 4+04.81
[A] STA. 1+05.00 TO STA. 2+30.00

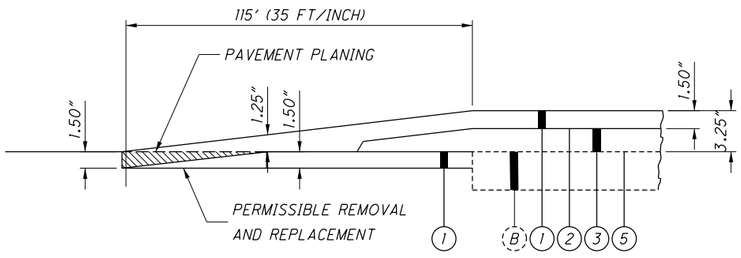


SUPERELEVATED SECTION - U.S. 30

SECTION APPLIES:

STA. 4+04.81 TO STA. 6+84.73
[A] STA. 4+04.81 TO STA. 4+61.30
[B] STA. 4+61.30 TO STA. 6+84.73
[C] STA. 4+04.81 TO STA. 5+29.56
[D] STA. 5+29.56 TO STA. 6+84.73

(SEE PAVEMENT FEATHERING DETAIL ON THIS SHEET FOR TRANSITION DETAILS)



VARIABLE PAVEMENT FEATHERING DETAIL

STA. 5+69.73 TO STA. 6+84.73

NOTE

1. SEE SHEET 3 FOR LEGEND.

- PAVEMENT REMOVED

* PAVEMENT SHALL BE SAW CUT ALONG THE CONCRETE JOINT BETWEEN THE EXISTING EDGE OF PAVEMENT AND SHOULDER

** EX. UNDERDRAINS TO REMAIN

OR AS SHOWN ON THE CROSS SECTIONS

FOR S.R. 603 INTERSECTION LIMITS AND DETAILS, SEE SHEETS 66-68

TYPICAL SECTIONS

ASD-30-0.11

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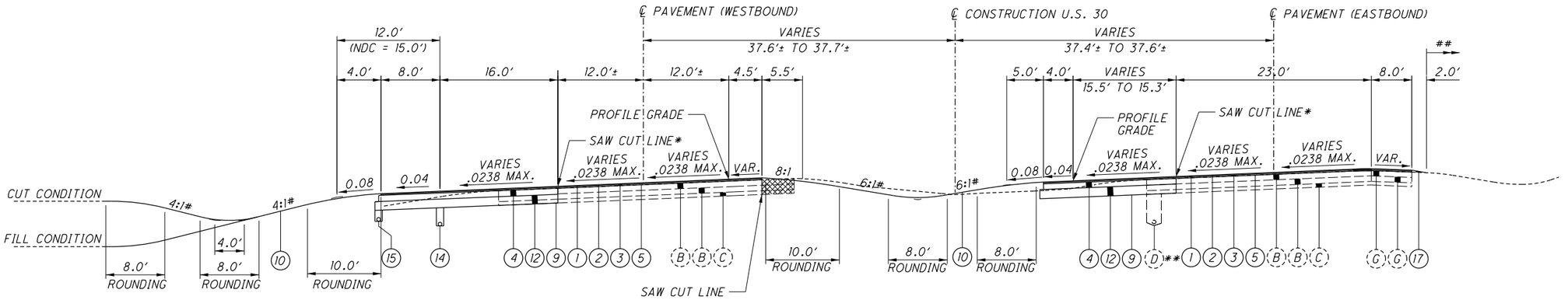
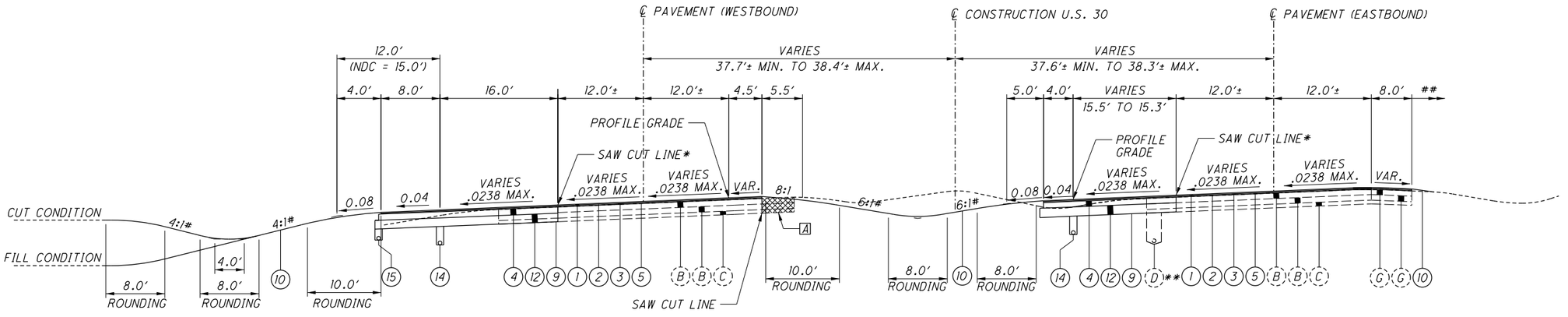


SUPERELEVATED SECTION - U.S. 30

SECTION APPLIES:

STA. 6+84.74 TO STA. 7+50.00



SUPERELEVATED SECTION - U.S. 30

SECTION APPLIES:

STA. 7+50.00 TO STA. 10+25.94
A STA. 7+50.00 TO STA. 9+23.54

NOTE

1. SEE SHEET 3 FOR LEGEND.

▨ - PAVEMENT REMOVED

* PAVEMENT SHALL BE SAW CUT ALONG THE CONCRETE JOINT BETWEEN THE EXISTING EDGE OF PAVEMENT AND SHOULDER

** EX. UNDERDRAIN TO REMAIN

OR AS SHOWN ON THE CROSS SECTIONS

FOR S.R. 603 INTERSECTION LIMITS AND DETAILS, SEE SHEETS 66-68

TYPICAL SECTIONS

ASD-30-0.11

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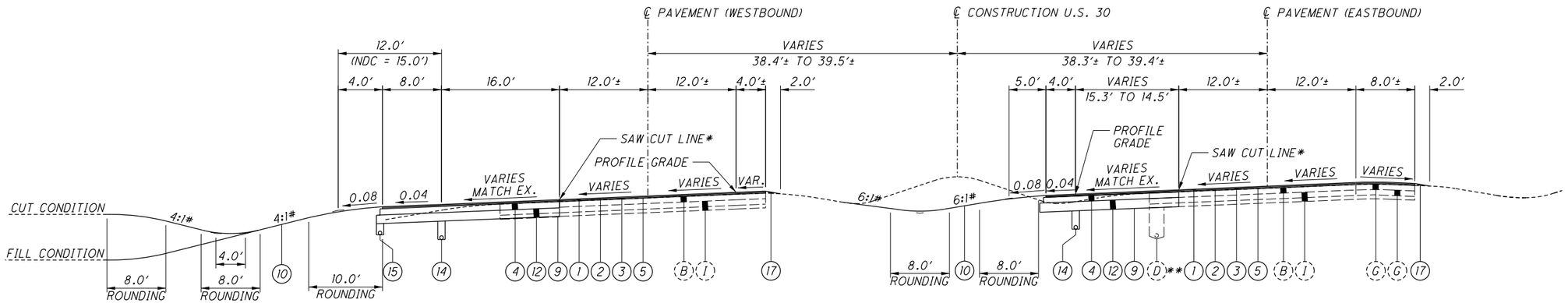
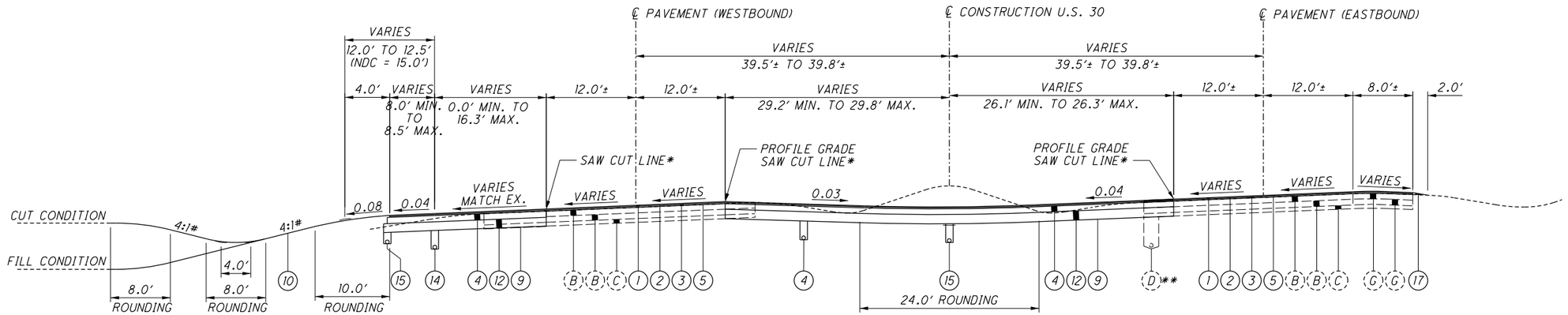


SUPERELEVATED SECTION - U.S. 30

SECTION APPLIES:

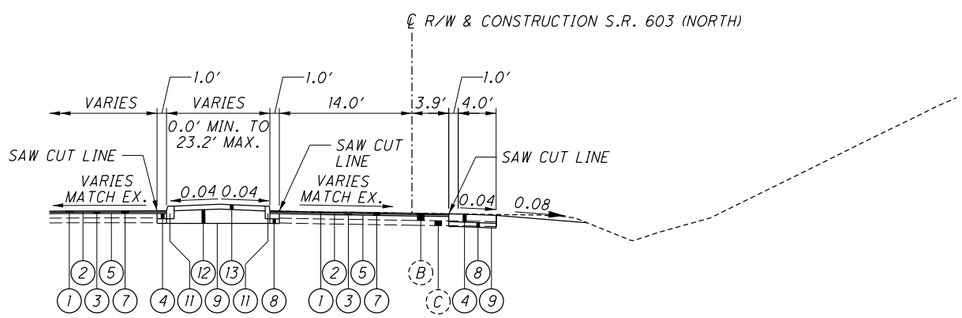
STA. 10+25.94 TO STA. 14+71.36



SUPERELEVATED SECTION - U.S. 30

SECTION APPLIES:

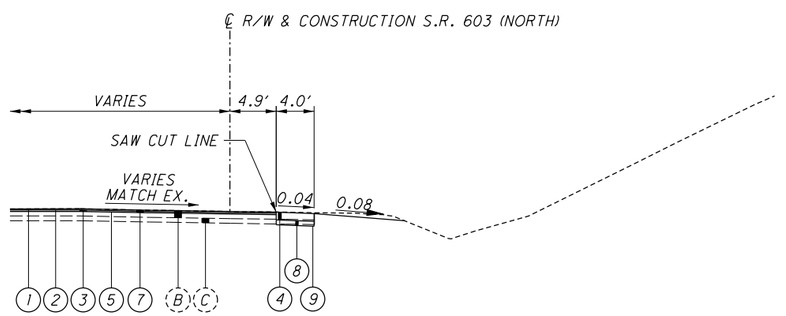
STA. 14+71.36 TO STA. 15+77.00



NORMAL SECTION - S.R. 603 (NORTH)

SECTION APPLIES:

STA. 256+38.90 TO STA. 256+84.91



NORMAL SECTION - S.R. 603 (NORTH)

SECTION APPLIES:

STA. 256+84.91 TO STA. 257+50.00

NOTE

1. SEE SHEET 3 FOR LEGEND.

* PAVEMENT SHALL BE SAW CUT ALONG THE CONCRETE JOINT BETWEEN THE EXISTING EDGE OF PAVEMENT AND SHOULDER

** EX. UNDERDRAINS TO REMAIN

\# OR AS SHOWN ON THE CROSS SECTIONS

TYPICAL SECTIONS

ASD-30-0.11

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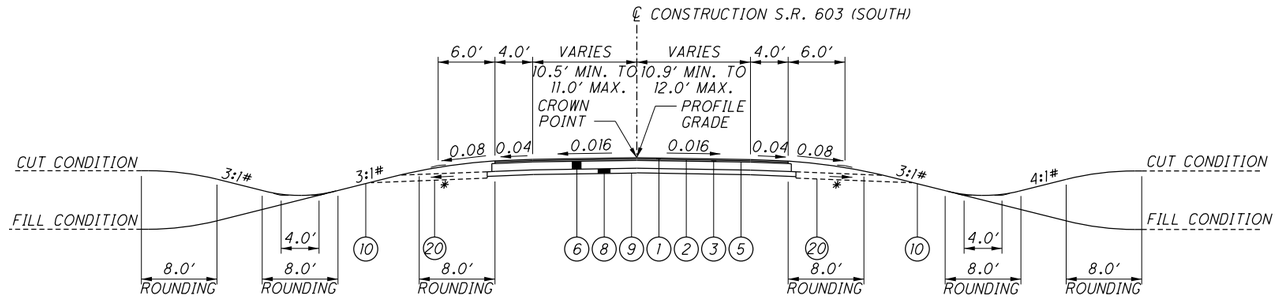
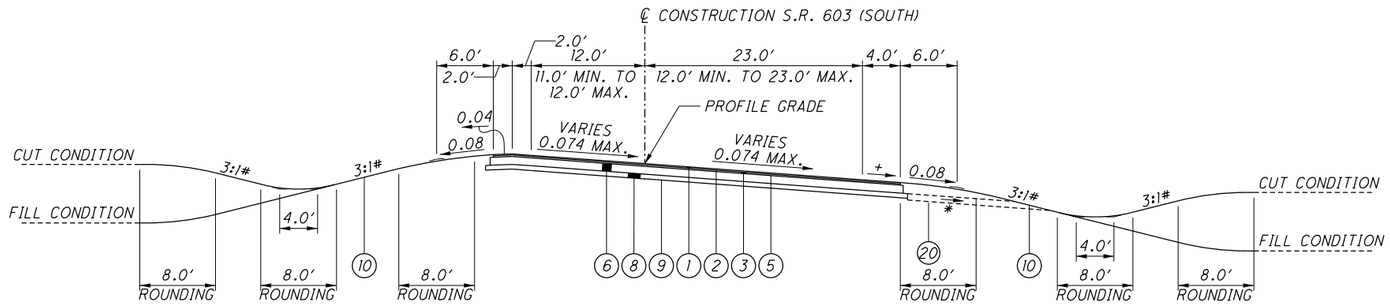


NORMAL SECTION - S.R. 603 (SOUTH)

SECTION APPLIES:

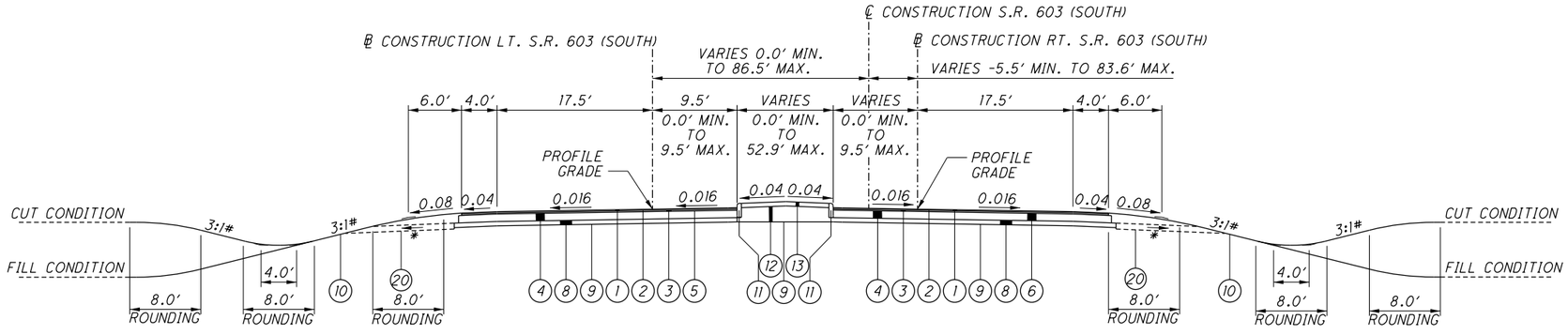
STA. 245+06.37 TO STA. 245+56.37



SUPERELEVATED SECTION - S.R. 603 (SOUTH)

SECTION APPLIES:

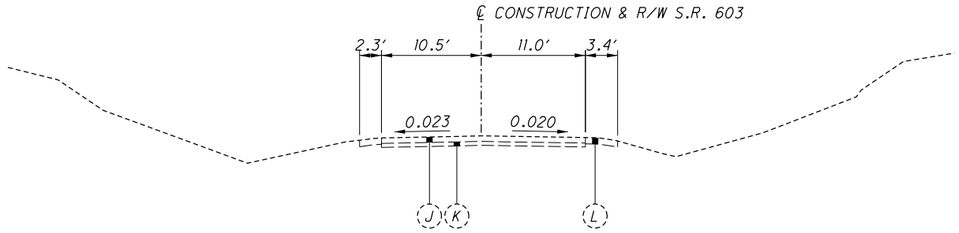
STA. 245+56.37 TO STA. 248+05.09



NORMAL SECTION - S.R. 603 (SOUTH)

SECTION APPLIES:

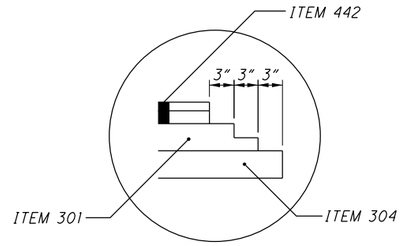
STA. STA. 248+05.09 TO STA. 250+21.20



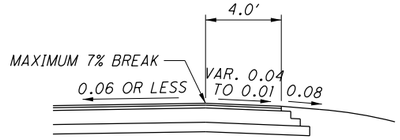
SECTION OF EXISTING ADJOINING PAVEMENT - S.R. 603 (SOUTH)

SECTION APPLIES:

STA. 245+06.37

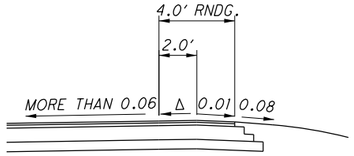


STEP DETAIL



SHOULDER DETAIL

FOR PAVEMENT SLOPES OF 0.06 OR LESS



SHOULDER DETAIL

FOR PAVEMENT SLOPES MORE THAN 0.06

* 0.04 MINIMUM, 0.08 DESIRABLE
\# OR AS SHOWN ON THE CROSS SECTIONS
\+ 0.04 OR RATE OF SUPER, WHICHEVER IS GREATER

NOTE

1. SEE SHEET 3 FOR LEGEND.

TYPICAL SECTIONS

ASD-30-0.11

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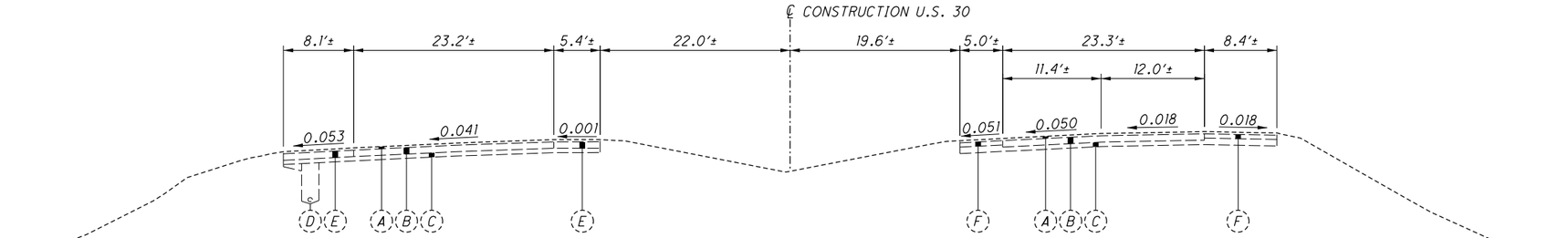
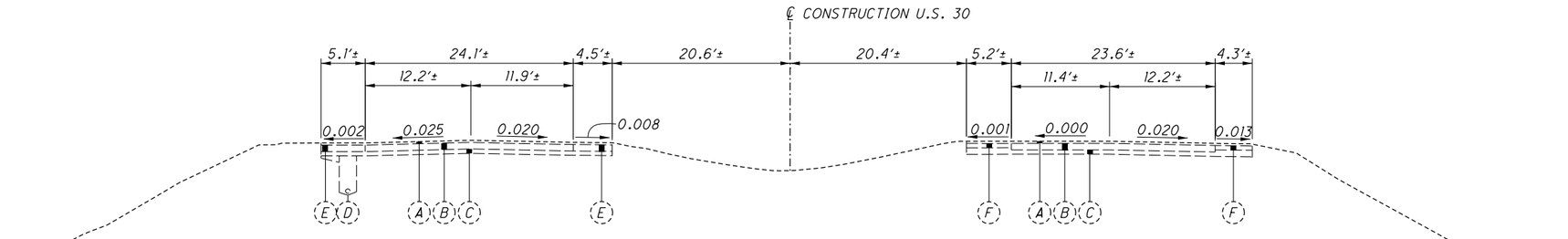


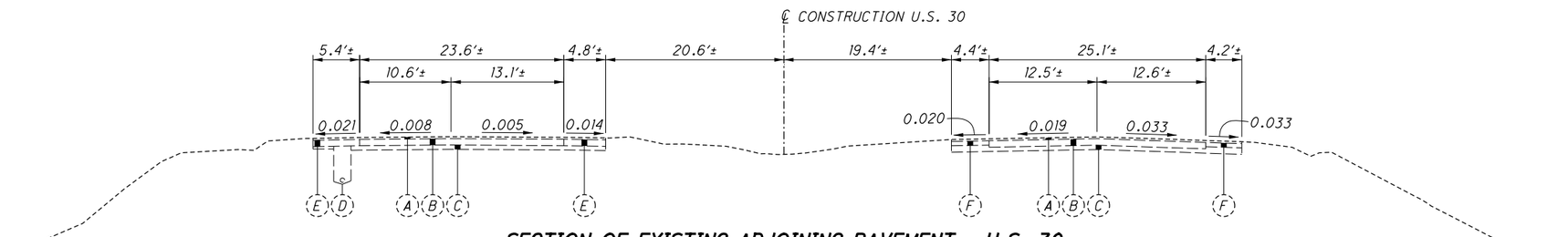
SECTION OF EXISTING ADJOINING PAVEMENT - U.S. 30

SECTION APPLIES:
STA. 689+80.00



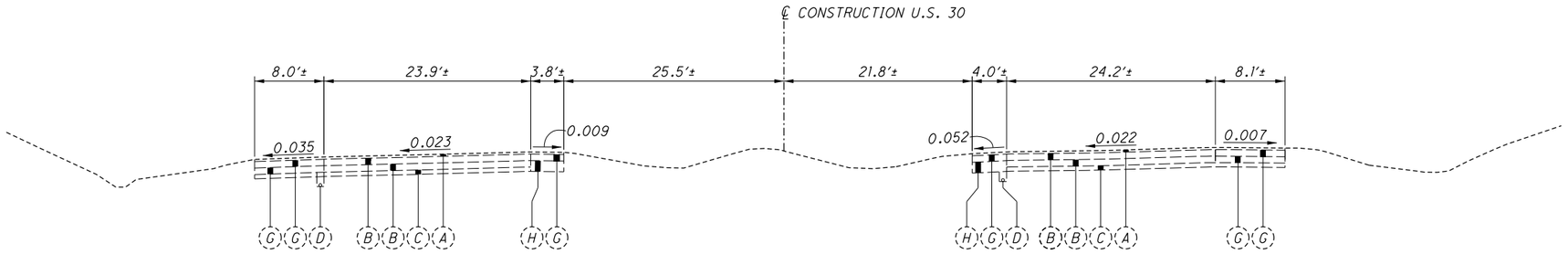
SECTION OF EXISTING ADJOINING PAVEMENT - U.S. 30

SECTION APPLIES:
STA. 695+31.09



SECTION OF EXISTING ADJOINING PAVEMENT - U.S. 30

SECTION APPLIES:
STA. 1+05.00



SECTION OF EXISTING ADJOINING PAVEMENT - U.S. 30

SECTION APPLIES:
STA. 15+77.00

NOTE
1. SEE SHEET 3 FOR LEGEND.

TYPICAL SECTIONS

ASD-30-0.11

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160

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UTILITIES

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

GAS TRANSMISSION:
TRANSCANADA
8462 SR 179
LAKEVILLE, OHIO 44638
JACK ROHRBAUGH
PHONE: 419-827-2620

ELECTRIC:
FIRELANDS ELECTRIC CO-OP
103 INDUSTRIAL DRIVE
NEW LONDON, OHIO 44851
KURT SHEPHERD
PHONE: 419-929-1571

TELECOM:
FRONTIER COMMUNICATIONS
1300 COLUMBUS SANDUSKY ROAD NORTH
MARION, OHIO 43302
CHRIS AVERY
PHONE: 740-383-0551

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.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. COMPACT THE SUBGRADE ACCORDING TO 204.03.

3. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

   PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

4. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

5. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

6. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSTABLE SUBGRADE ARE PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE.

LOCATION	DEPTH OF EXCAVATION & BACKFILL
STA. 690+22 TO STA. 691+26	12 INCHES
STA. 692+41 TO STA. 695+31	12 INCHES

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7:00 PM AND 7:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL
POSITIONING METHOD: ODOT VRS

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: GEOID12A

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH OHIO
COMBINED SCALE FACTOR: 1.00009218 (GROUND)
ORIGIN OF COORDINATE SYSTEM: 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 CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

CONTRACTION AND/OR EXPANSION JOINTS

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

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

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST 2 EACH
659, TOPSOIL 3585 CY
(32296) X (111 CY / 1000 SY) = 3584.86 CY
659, REPAIR SEEDING AND MULCHING 1615 SY
(32296) X (0.05) = 1614.80 SY
659, INTER-SEEDING 1615 SY
(32296) X (0.05) = 1614.80 SY
659, COMMERCIAL FERTILIZER 4.50 TON
[(32296) X 1 TON / 7410 SY)] + [(1615) X (1 TON / 11115 SY)] = 4.50 TON
659, LIME 6.67 ACRE
(32296) X 1 ACRE / 4840 SY) = 6.67 ACRE
659, WATER 179 MGAL
[(32296) X (0.0054 MGAL / SY)] + [(1615) X (0.0027 GAL / SY)] = 178.76 MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05.

FLOWAGE EASEMENT

ODOT WILL COMPLETE ALL FLOWAGE EASEMENT COORDINATION EFFORTS WITH THE USACE REAL-ESTATE DIVISION PRIOR TO CONSTRUCTION.

ROUNDING

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

FLOODPLAIN COORDINATION

ODOT SHALL COMPLETE ALL FLOODPLAIN COORDINATION AND DOCUMENTATION PRIOR TO THE START OF CONSTRUCTION.

WATERWAY PERMITS

ODOT WILL OBTAIN AND ADHERE TO ALL APPROPRIATE WATERWAY PERMITS PRIOR TO ANY WORK BELOW THE ORDINARY HIGH WATER MARK OF ANY WATERWAY/WETLAND RESOURCE AND ALL SPECIAL PROVISIONS FOR WATERWAY PERMITS WILL BE INCLUDED IN THE PROJECT PLANS.

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.

ITEM 605 - AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE PLACED AT 50 FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS, STAGGERED SO THAT EACH DRAIN IS 25 FEET FROM THE ADJACENT DRAIN ON THE OPPOSITE SIDE, AND AT 25 FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS. AN AGGREGATE DRAIN SHALL BE PLACED AT THE LOW POINT OF EACH SAG VERTICAL CURVE.

STA. 245+06, RIGHT	9.6 FT
STA. 245+25, LEFT	9.6 FT
STA. 245+50, RIGHT	9.6 FT
STA. 245+75, LEFT	9.6 FT
STA. 246+00, RIGHT	9.6 FT
STA. 246+25, RIGHT	9.6 FT
STA. 246+50, RIGHT	9.6 FT
STA. 246+75, RIGHT	9.6 FT
STA. 247+00, RIGHT	9.7 FT
STA. 247+25, RIGHT	9.7 FT
STA. 247+50, RIGHT	9.7 FT
STA. 247+75, RIGHT	9.7 FT
STA. 248+00, RIGHT	9.6 FT
	TOTAL = 125.2 FT

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY STATE FORCES.

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

CALCULATED NAU CHECKED KAM

GENERAL NOTES

ASD-30-0.11

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CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO AND TIED TO EXISTING CONCRETE, THE CONTRACTION JOINT SPACING REQUIRED IN STANDARD CONSTRUCTION DRAWING BP-2.2 WILL BE WAIVED. CONSTRUCT CONTRACTION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL CONTRACTION JOINTS IN THE EXISTING CONCRETE PAVEMENT. INSTALL EXPANSION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL EXPANSION JOINTS IN THE EXISTING CONCRETE PAVEMENT.

EXISTING PLANS

EXISTING PLANS ENTITLED RIC/ASD-30-13.18/0.00 / RIC-42-13.74 MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET 153.

ITEM 204 - PROOF ROLLING

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

ITEM 204 - PROOF ROLLING 6 HOUR

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

POST CONSTRUCTION STORM WATER TREATMENT

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

VEGETATED BIOFILTER

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. PROVIDE ITEM 670 AS SPECIFIED IN THE PLANS.

ITEM 202, REMOVAL MISC.: BOLLARD REMOVED

THIS ITEM SHALL REMOVE THE EXISTING BOLLARDS ON THE WEST SIDE OF S.R. 603 (SOUTH) FROM STA. 245+33.42 TO 245+51.09. THE CONTRACTOR SHALL DISPOSE OF REMOVED ITEMS OFF THE PROJECT SITE.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

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

EXISTING SUBSURFACE DRAINAGE

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

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

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

ITEM 601, TIED CONCRETE BLOCK MAT WITH TYPE I UNDERLAYMENT 4 SY
ITEM 611, 6" CONDUIT, TYPE F 50 FT
ITEM 611, PRECAST REINFORCED CONCRETE OUTLET 2 EACH
ITEM 605, 6" UNCLASSIFIED PIPE UNDERDRAINS 100 FT

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"	35	0	35
30"	2	0	2

ITEM 630, GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN

THIS ITEM SHALL BE AS PER C&MS 630, EXCEPT THE GROUND MOUNTED POST SUPPORT SHALL BE A SQUARE POST (TYPE S) AS DETAILED IN SCD TC-41.20.

CONCRETE PAVEMENT REPAIR

AFTER THE MILLING OPERATIONS HAVE BEEN COMPLETED THE CONTRACTOR AND ENGINEER SHALL VISUALLY INSPECT THE CONCRETE PAVEMENT, AND DETERMINE IF REPAIRS ARE NECESSARY. ANY AREAS REQUIRING REPAIR SHALL BE FIELD MARKED AND REPAIRED PER ITEM 255 IN THE 2019 ODOT CM&S. THE FOLLOWING QUANTITY IS CARRIED TO THE GENERAL SUMMARY TO COMPLETE ANY REPAIRS AND SHALL ONLY BE USED WHEN APPROVED BY THE ENGINEER:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1 500 SY

ITEM 601, PAVED GUTTER, TYPE 1-4, AS PER PLAN

IN ADDITION TO THE INSTALLATION OF THE PROPOSED PAVED GUTTER AS PER C&MS 601, THIS ITEM SHALL ALSO INCLUDE REMOVAL OF THE EXISTING PAVED GUTTER WHERE IT CONFLICTS WITH THE INSTALLATION OF THE PROPOSED PAVED GUTTER.

REMOVAL SHALL INCLUDE REMOVING ALL EXISTING MATERIAL AND DISPOSING OF SAID MATERIAL OFF THE PROJECT SITE.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442)

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE ANY PARTIAL PAVEMENT REPAIRS AND SHALL ONLY BE USED WHEN APPROVED BY THE ENGINEER:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442) 25 CY

CALCULATED NAU CHECKED KAM

GENERAL NOTES

ASD-30-0.11

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ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON U.S. 30 SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT OR THE COMPLETED PAVEMENT.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TIME LIMITATION ON DETOUR

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 603, EXCEPT FOR A PERIOD NOT TO EXCEED 45 CONSECUTIVE CALENDAR DAYS IN PHASE 3A AND 45 CONSECUTIVE CALENDAR DAYS IN PHASE 3B WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 19-22. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $10,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ITEM 614, DETOUR SIGNING

THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND REMOVE DETOUR SIGNING SHOWN ON SHEETS 19-22. PAYMENT FOR ALL MATERIAL, LABOR AND EQUIPMENT TO IMPLEMENT THE DETOUR SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

NOTICE OF CLOSURE SIGN

NOTICE OF CLOSURE SIGNS (W20-H14), AS DETAILED BELOW, SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. (AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.)

W20-H14-60

* ROAD OR RAMP, AS APPLICABLE

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE.

ESTIMATED QUANTITIES

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM	410, TRAFFIC COMPACTED SURFACE, TYPE A OR B	100 CY
ITEM	410, TRAFFIC COMPACTED SURFACE, TYPE C	100 CY
ITEM	614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	50 CY
ITEM	616, WATER	20 MGAL

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 12 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

CONTRACTOR COOPERATION

THE CONTRACTOR SHALL COOPERATE WITH AND COORDINATE WITH THE CONTRACTOR FOR THE FOLLOWING ADJACENT PROJECT THAT WILL BE UNDER CONSTRUCTION CONCURRENTLY:

- ASD-30-0.27 (PID 87729) PAVING PROJECT

ALL COORDINATION ISSUES SHALL BE BROUGHT TO THE ATTENTION OF AND RESOLVED WITH THE APPROVAL OF THE ENGINEER.

CALCULATED NAU CHECKED MDW

MAINTENANCE OF TRAFFIC GENERAL NOTES

ASD-30-0.11

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INTERIM COMPLETION DATE

THE CONTRACTOR SHALL HAVE PHASE 1 AND 2 COMPLETE BY NOVEMBER 15, 2021. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2500 PER DAY FOR EACH CALENDAR DAY THAT PHASE 1 OR 2 EXTENDS PAST THIS DATE.

SEQUENCE OF CONSTRUCTION

THIS PROJECT WILL BE COMPLETED IN FOUR CONSTRUCTION PHASES. A MINIMUM OF ONE LANE IN EACH DIRECTION WILL BE MAINTAINED ON U.S. 30 AT ALL TIMES.

PHASE 1 (45 DAYS) - SHEETS 23-27

THIS PHASE SHALL CONSTRUCT THE LEFT TURN LANES/U-TURN LANES ON U.S. 30.

THE EASTBOUND AND WESTBOUND LEFT LANES U.S. 30 SHALL BE CLOSED WITHIN THE PROJECT LIMITS. PORTABLE BARRIER SHALL BE PLACED ALONG THE WORK AREAS AT EACH LEFT TURN LANE/U-TURN LOCATION. DRUMS SHALL BE UTILIZED TO KEEP THE LEFT LANES CLOSED BETWEEN WORK AREAS. THE CONTRACTOR SHALL KEEP THE DRUMS PULL BACK IN THE S.R. 603 INTERSECTION TO AVOID SIGHT DISTANCE OBSTRUCTIONS FOR S.R. 603 TRAFFIC.

PHASE 2 (45 DAYS) - SHEETS 28-32

THIS PHASE SHALL CONSTRUCT THE EASTBOUND LOON AND PARTIALLY CONSTRUCTION THE WESTBOUND LOON/RIGHT TURN LANE.

THE EASTBOUND AND WESTBOUND RIGHT LANES ON U.S. 30 SHALL BE CLOSED WITHIN THE PROJECT LIMITS. PORTABLE BARRIER SHALL BE PLACED ALONG THE WORK AREAS AT EACH LOON LOCATION.

DRUMS SHALL BE PLACED ADJACENT TO THE EXISTING EDGE LINE AT EACH LEFT TURN LANE AND U-TURN LANE. THESE AREAS SHALL REMAIN CLOSED TO TRAFFIC UNTIL PHASE 4.

WORK MAY BEGIN ON THE RELOCATED SOUTH LEG OF THE S.R. 603 WHILE MAINTAINING ALL EXISTING MOVEMENTS AND TURN LANES TO AND FROM THE SOUTH LEG OF THIS INTERSECTION. ONE-LANE, TWO-WAY OPERATION WITH FLAGGERS ON S.R. 603 IS PERMITTED DURING ACTIVE WORKING HOURS. FLAGGING OPERATIONS SHALL BE AS PER TA-10 OF THE OMUTCD. THE CONTRACTOR SHALL NOT ALLOW SOUTHBOUND TRAFFIC TO QUEUE ONTO U.S. 30 WHEN STOPPED FOR NORTHBOUND TRAFFIC. ROADWAY SHALL BE RESTORED TO TWO LANES DURING NON-WORKING HOURS.

OVER-WINTER (NO PLAN SHEETS PROVIDED)

ALL ROADS SHALL BE OPEN TO TRAFFIC AND NO WORK PERFORMED BETWEEN NOVEMBER 1, 2021 AND MARCH 15, 2022. THE OVER-WINTER SET UP SHALL BE AS FOLLOWS:

- ALL LANES ON U.S. 30 SHALL BE OPEN TO TRAFFIC

- WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED TO RESTORE U.S. 30 LANES TO THEIR EXISTING CONFIGURATION AFTER PHASE 2.

- S.R. 603 SHALL BE FULLY OPEN TO TRAFFIC WITH ALL TURNING MOVEMENTS MAINTAINED AT THE INTERSECTION

OVER-WINTER CONT'D (NO PLAN SHEETS PROVIDED)

- BEFORE OPENING U.S. 30 TO TRAFFIC FOR THE OVER-WINTER PHASE, ALL PAVEMENT JOINTS AT LOCATIONS WHERE NEW PAVEMENT INSTALLED IN PHASES 1 AND 2 MEETS EXISTING PAVEMENT SHALL BE WEDGED WITH HOT MIX ASPHALT CONCRETE OF THE MIX TYPE USED IN THE TOP-MOST LIFT OF NEW ASPHALT PAVEMENT ADJACENT TO THE JOINT. THE WIDTH OF THIS WEDGE SHALL BE 1 FOOT, ALTHOUGH THE TAPER RATE WILL VARY BASED ON THE DIFFERENCE IN ELEVATION BETWEEN EXISTING AND NEW PAVEMENT. PHASES 1 AND 2 WILL NOT BE CONSIDERED COMPLETE UNTIL THIS PAVEMENT WEDGE IS INSTALLED AND ACCEPTED BY THE ENGINEER.

PAYMENT FOR THIS WORK WILL BE AT THE CONTRACT UNIT PRICE FOR ASPHALT CONCRETE FOR MAINTAINING TRAFFIC - 10 CU YD.

PHASE 3A (45 DAYS) - SHEETS 33-37

THIS PHASE SHALL NOT OCCUR BETWEEN MEMORIAL DAY AND LABOR DAY.

THIS PHASE SHALL CONSTRUCT THE SOUTH S.R. 603 APPROACH.

CLOSE THE RIGHT LANE OF U.S. 30 EASTBOUND EAST OF CHARLES MILL RESERVOIR AND CLOSE THE SOUTH LEG OF S.R. 603 TO COMPLETE THE REALIGNMENT OF THIS APPROACH. PORTABLE BARRIER SHALL BE UTILIZED FOR THE LANE CLOSURE. THE DETOUR FOR THIS APPROACH OF S.R. 603 SHALL BE AS SHOWN ON SHEETS 19-20.

PHASE 3B (45 DAYS) - SHEETS 38-42

THIS PHASE SHALL CONSTRUCT THE REMAINING SECTION OF THE WESTBOUND RIGHT TURN LANE AND THE NORTH APPROACH TO S.R. 603

CLOSE THE WESTBOUND RIGHT LANE OF U.S. 30 AS REQUIRED TO CONSTRUCT THE LOON, RIGHT TURN LANE AND EXCAVATION. PORTABLE BARRIER SHALL BE REQUIRED FOR THIS LANE CLOSURE. THE WORK ON THE NORTH APPROACH TO S.R. 603 SHALL BE COMPLETED IN THIS PHASE. THE NORTH LEG OF S.R. 603 SHALL BE CLOSED DURING THIS PHASE. SEE SHEETS 21-22 FOR DETOUR. ALL MOVEMENTS TO AND FROM THE SOUTH LEG SHALL BE MAINTAINED.

OPEN THE SOUTH LEG OF S.R. 603. THIS LEG OF THE INTERSECTION WILL NOW OPERATE AS A RIGHT-IN/RIGHT-OUT. TRAFFIC SHALL BE DETOURED AS SHOWN SHEET 21-22.

PHASE 4 (30 DAYS) - SHEETS 43-47

THIS PHASE SHALL REMOVE THE EXISTING PAVEMENT FROM THE MEDIAN AREA.

BOTH S.R. 603 APPROACHES SHALL BE OPENED AND THE PROPOSED RCUT SHALL BE COME OPERATIONAL. ALL PERMANENT SIGNING AND PAVEMENT MARKINGS NECESSARY FOR THE RCUT OPERATION SHALL BE INSTALLED PRIOR TO THIS PHASE.

ONCE THE MEDIAN WORK IS COMPLETE, THE BARRIER SHALL BE REMOVED. ALL REMAINING ASPHALT WORK SHALL BE COMPLETED. THIS WORK SHALL BE COMPLETED ONE LANE AT A TIME WHILE MAINTAINING A MINIMUM ONE LANE OF TRAFFIC IN EACH DIRECTION. LANE CLOSURES SHALL BE AS PER THE PERMITTED LANE CLOSURE CHART. FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER THE FINAL SURFACE COURSE IS PLACED.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE LANE LINE, CLASS III, 6",
642 PAINT --- 1.63 MI

ITEM 614, WORK ZONE CENTER LINE, CLASS III,
642 PAINT --- 0.13 MI

ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6",
642 PAINT --- 2.16 MI

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 12",
642 PAINT --- 2864 FT

ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 6",
642 PAINT --- 1341 FT

ITEM 614, WORK ZONE STOP LINE, CLASS III,
642 PAINT --- 38 FT

ITEM 614, WORK ZONE ARROW, CLASS III,
642 PAINT --- 14 EACH

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.:
U-TURN ARROW, CLASS III --- 9 EACH

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.:
YIELD LINE, CLASS III --- 37 FT

WORK ZONE MARKINGS - REMOVABLE TAPE

THE ADJACENT ASD-30-0.27 (PID 87729) PAVING PROJECT WILL BE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT. IF THE FINAL COURSE FOR THIS PAVING PROJECT HAS BEEN PLACED, THE CONTRACTOR SHALL UTILIZE REMOVABLE TAPE (740.06, TYPE I) WORK ZONE MARKINGS IN LIEU 642 PAINT ON PAVEMENT EAST OF STA. 15+77.00 (S.L.M. 0.30).

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6",
740.06, TYPE I --- 0.43 MI

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6",
740.06, TYPE I --- 1.23 MI

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12",
740.06, TYPE I --- 135 FT

ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6",
740.06, TYPE I --- 1,440 FT

ITEM 614, WORK ZONE ARROW, CLASS I,
740.06, TYPE I --- 2 EACH

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 4 EACH

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE LOCATIONS AS SHOWN IN THE PLANS

CALCULATED NAU CHECKED MDW

MAINTENANCE OF TRAFFIC GENERAL NOTES

ASD-30-0.11

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ITEM 614, WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ- 20640	RIC-30-18.77/19.20	EB & WB
WZ- 20641	ASD-30-0.00/0.72	EB & WB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRECONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 (NEXT COLUMN) TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
24 SIGN MONTH
ASSUMING:
2 DSL SIGN ASSEMBLIES FOR 10 MONTHS
4 DSL SIGN ASSEMBLIES FOR 1 MONTH

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ECT.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

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

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614, REPLACEMENT DRUM

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ECT.

AN ESTIMATED QUANTITY OF 25 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

ESTIMATED QUANTITIES FOR ITEM 614, BARRIER REFLECTORS AND ITEM 614, OBJECT MARKERS HAVE QUANTIFIED IN THE MAINTENANCE OF TRAFFIC SUBSUMMARY AND CARRIED TO THE GENERAL SUMMARY

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES.

ITEM 616, WATER 222 M. GAL

ITEM 614, WORK ZONE ARROW, CLASS I, AS PER PLAN

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.: U-TURN ARROW, CLASS III

THIS ITEM SHALL BE AS PER C&MS 614, 641, AND 642. U-TURN ARROWS SHALL BE INSTALLED IN THE PROPOSED LEFT TURN LANES AS PER THE DETAIL SHOWN ON SHEET 44.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER EACH AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO INSTALL THE PAVEMENT ARROWS.

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE, CLASS III

THIS ITEM SHALL BE AS PER C&MS 614, 641, AND 642 AND SHALL INCLUDE INSTALLING WORK ZONE YIELD LINES AS DESCRIBED IN 641.08.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER FOOT AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO INSTALL THE YIELD LINES.

CALCULATED NAU CHECKED MDW

MAINTENANCE OF TRAFFIC GENERAL NOTES

ASD-30-0.11

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ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, FOUR (4) CHANGEABLE MESSAGE SIGNS. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 1 HOUR FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
60 SIGN MONTH
ASSUMING FOUR (4) PCMS SIGNS FOR 15 MONTHS

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

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

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

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

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

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN A NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

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

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

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

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 100 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

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WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
    A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
    B. DAILY TTC SETUP AND REMOVAL.
    C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
    D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
    E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
    F. ALL OTHER EMERGENCY TTC NEEDS.
12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
    A. COLLABORATE WITH ODOT AND SAFETY FORCES;
    B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
    C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:
    A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
        I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
        II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
        III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
        IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
        V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
        VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
    B. FOLLOWING AN INCIDENT/CRASH:
        I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
        II. RECOMMEND ROADWAY REPAIR NEEDS.
        III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
        IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

CALCULATED NAU CHECKED MDW

MAINTENANCE OF TRAFFIC GENERAL NOTES

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REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, TYPE I, (1WAY) EACH	614 OBJECT MARKER, ONE WAY EACH	614 WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT FT	614 WORK ZONE CENTER LINE, CLASS I, 807 PAINT (DOUBLE-SOLID) FT	614 WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT (WHITE) FT	614 WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT (YELLOW) FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT FT	614 WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT (WHITE) FT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT FT	614 WORK ZONE ARROW, CLASS I, AS PER PLAN EACH	614 WORK ZONE ARROW, CLASS I, 642 PAINT EACH	614 WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE FT		622 PORTABLE BARRIER, UNANCHORED FT		630 TEMPORARY OVERLAY SQ FT		
PHASE 1																								
AR-1	25	U.S. 30	2+45		RT.												1							
AR-2	25	U.S. 30	3+13		RT.												1							
AR-3	25	U.S. 30	5+07		LT.												1							
AR-4	25	U.S. 30	5+95		LT.												1							
AR-5	27	U.S. 30	26+75		LT.												1							
AR-6	27	U.S. 30	27+63		LT.												1							
CH-1	25	U.S. 30	2+25	4+02	LT.								177											
CH-2	25	U.S. 30	3+23	3+76	LT./RT.								69											
CH-3	25	U.S. 30	3+84	6+68	RT.								284											
CH-4	25	U.S. 30	4+15	4+73	LT./RT.								73											
CH-5	27	U.S. 30	26+45	27+80	LT.								135											
EY-1	23-26	U.S. 30	674+75	17+80	RT.							4039												
EY-2	24-27	U.S. 30	688+00	36+70	LT.							4604												
IA-1	24	U.S. 30	687+94		RT.	1																		
IA-2	24	U.S. 30	696+60		LT.	1																		
IA-3	25	U.S. 30	5+20		RT.	1																		
IA-4	26	U.S. 30	18+20		LT.	1																		
PB-1	24	U.S. 30	687+94	695+44	RT.		16	16														750		
PB-2	24	U.S. 30	689+00	696+60	LT.		16	16														760		
PB-3	25-26	U.S. 30	5+20	16+80	RT.		24	24														1160		
PB-4	25-26	U.S. 30	9+00	18+20	LT.		19	19														920		
WD-1	23	U.S. 30	674+75	681+95	RT.									720										
WD-2	27	U.S. 30	29+50	36+70	LT.									720										
PHASE 2																								
AR-7	30	U.S. 30	3+18		RT.												1							
AR-8	30	U.S. 30	5+39		LT.												1							
AR-9	30	U.S. 30	6+62		LT.												1							
CH-6	30	U.S. 30	2+97	4+01	RT.								104											
CH-7	30	U.S. 30	3+22	3+76	LT./RT.								63											
CH-8	30	U.S. 30	3+91	6+87	LT.								296											
CH-9	30	U.S. 30	4+15	4+72	LT./RT.								66											
CH-10	32	U.S. 30	26+13	26+88	LT.								75											
EW-1	28-29	U.S. 30	674+75	696+50	RT.						2175													
EW-2	30-32	U.S. 30	6+87	36+70	LT.						2983													
EY-3	29	U.S. 30	689+80	695+00	LT.							520												
EY-4	29	U.S. 30	689+80	690+27	RT.							47												
EY-5	30	U.S. 30	4+44	4+59	RT.							29												
EY-6	30-31	U.S. 30	7+50	15+77	RT.							827												
EY-7	31	U.S. 30	14+71	15+77	LT.							106												
IA-5	29	U.S. 30	687+90		RT.	1																		
IA-6	31	U.S. 30	18+20		LT.	1																		
LL-1	29-30	U.S. 30	688+00	6+87	LT.				1621															
LL-2	29-31	U.S. 30	695+50	17+80	RT.				1964															
PB-5	29	U.S. 30	687+90	695+50	RT.		16	16														760		
PB-6	30-31	U.S. 30	8+00	18+20	LT.		21	21														1020		
OVER-WINTER																								
-	-	U.S. 30	674+75	35+70	LT./RT.				5158		1442													
TOTALS CARRIED TO SHEET 18						6	112	112	8743		6600	10172	1342	1440			9					5370		

CALCULATED CMC
CHECKED NAU

MAINTENANCE OF TRAFFIC SUBSUMMARY

ASD-30-0.11

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REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, TYPE 1, (1WAY) EACH	614 OBJECT MARKER, ONE WAY EACH	614 WORK ZONE LANE LINE, CLASS 1, 6", 807 PAINT FT	614 WORK ZONE CENTER LINE, CLASS 1, 807 PAINT (DOUBLE-SOLID) FT	614 WORK ZONE EDGE LINE, CLASS 1, 6", 807 PAINT (WHITE) FT	614 WORK ZONE EDGE LINE, CLASS 1, 6", 807 PAINT (YELLOW) FT	614 WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 807 PAINT FT	614 WORK ZONE DOTTED LINE, CLASS 1, 6", 807 PAINT (WHITE) FT	614 WORK ZONE STOP LINE, CLASS 1, 642 PAINT FT	614 WORK ZONE ARROW, CLASS 1, AS PER PLAN EACH	614 WORK ZONE ARROW, CLASS 1, 642 PAINT EACH	614 WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE FT		622 PORTABLE BARRIER, UNANCHORED FT		630 TEMPORARY OVERLAY SQ FT		
PHASE 3A																								
EW-3	33-36	U.S. 30	674+75	11+20	RT.						3379													
EY-8	35	U.S. 30	3+90	9+06	LT.							516												
IA-7	34	U.S. 30	695+84		RT.	1																		
PB-7	34-35	U.S. 30	695+84	10+20	RT.		24	24													1170			
WD-3	33	U.S. 30	674+75	681+95	RT.									720										
-	-	U.S. 30	682+74±		RT.																		12.0	
-	-	U.S. 30	689+25		RT.																		12.0	
-	-	U.S. 30	18+81±		LT.																		14.0	
PHASE 3B																								
AR-10	40	U.S. 30	2+61		RT.												1							
AR-11	40	U.S. 30	3+49		RT.												1							
AR-12	40	U.S. 30	4+37		RT.												1							
AR-13	40	U.S. 30	5+25		RT.												1							
AR-14	40	S.R. 603 (SOUTH)	249+61		RT.												1							
CH-11	40	U.S. 30	2+30	5+82	RT.								352											
CH-12	40	U.S. 30	2+30	5+82	RT.								352											
DY-1	40	S.R. 603 (SOUTH)	245+06	248+12	RT.					302														
DY-2	40	S.R. 603 (SOUTH)	248+12	249+32	LT./RT.					121														
DY-3	40	S.R. 603 (SOUTH)	248+12	249+32	RT.					121														
EW-5	39-42	U.S. 30	697+24	36+70	LT.						3680													
EW-6	40	U.S. 30	1+05	10+04	RT.						899													
EW-7	40	U.S. 30	5+82	7+42	RT.						160													
EW-8	40	S.R. 603 (SOUTH)	245+06	249+93	LT.						511													
EW-9	40	S.R. 603 (SOUTH)	245+06	249+79	RT.						484													
EW-10	40	S.R. 603 (SOUTH)	249+32	250+20	LT.						132													
EY-9	40	U.S. 30	3+48	9+34	LT.							586												
EY-10	40	U.S. 30	1+05	4+99	RT.							394												
EY-11	40	S.R. 603 (SOUTH)	249+32	249+95	RT.							88												
IA-8	41	U.S. 30	18+20		LT.	1																		
LL-3	38-41	U.S. 30	674+75	11+20	RT.				3379															
PB-8	40-41	U.S. 30	0+90	18+20	LT.		36	36													1730			
SL-1	40	S.R. 603 (SOUTH)	249+74	249+88	RT.										18									
WD-4	42	U.S. 30	29+50	36+70	LT.									720										
PHASE 4																								
AR-15	45	U.S. 30	4+25		LT.												1							
AR-16	45	U.S. 30	5+19		LT.												1							
AR-17	45	U.S. 30	6+08		LT.												1							
AR-18	45	U.S. 30	6+96		LT.												1							
AR-19	45	U.S. 30	7+84		LT.												1							
AR-20	45	U.S. 30	8+73		LT.												1							
AR-21	45	U.S. 30	9+62		LT.												1							
AR-22	45	U.S. 30	10+50		LT.												1							
AR-23	45	S.R.603 (NORTH)	256+96		RT.												1							
TOTALS CARRIED TO SHEET 18						2	60	60	3379	544	9245	1584	704	1440	18		14			2900		38.0		

CALCULATED CMC
CHECKED NAU

SUMMARY OF TRAFFIC MAINTENANCE

ASD-30-0.11

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REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, TYPE 1, (1WAY) EACH	614 OBJECT MARKER, ONE WAY EACH	614 WORK ZONE LANE LINE, CLASS 1, 6", 807 PAINT FT	614 WORK ZONE CENTER LINE, CLASS 1, 807 PAINT (DOUBLE-SOLID) FT	614 WORK ZONE EDGE LINE, CLASS 1, 6", 807 PAINT (WHITE) FT	614 WORK ZONE EDGE LINE, CLASS 1, 6", 807 PAINT (YELLOW) FT	614 WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 807 PAINT FT	614 WORK ZONE DOTTED LINE, CLASS 1, 6", 807 PAINT (WHITE) FT	614 WORK ZONE STOP LINE, CLASS 1, 642 PAINT FT	614 WORK ZONE ARROW, CLASS 1, AS PER PLAN EACH	614 WORK ZONE ARROW, CLASS 1, 642 PAINT EACH	614 WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE FT		622 PORTABLE BARRIER, UNANCHORED FT		630 TEMPORARY OVERLAY SQ FT		
PHASE 4 CONTINUED																								
CH-13	44	U.S. 30	690+18	694+30	LT.								412											
CH-14	45	U.S. 30	3+95	9+95	LT.								600											
CH-15	45-46	U.S. 30	3+95	11+06	LT.								711											
CH-16	46	U.S. 30	11+00	15+37	RT.								437											
DY-4	45	S.R. 603 (NORTH)	256+79	257+50	LT.					71														
DY-5	45	S.R. 603 (NORTH)	256+85	257+04	LT.					25														
EW-11	44	U.S. 30	689+80	695+31	RT.						551													
EW-12	44	U.S. 30	689+95	690+18	LT./RT.						67													
EW-13	45	U.S. 30	1+04	15+77	LT.						1473													
EW-14	45	U.S. 30	2+93	3+95	LT.						102													
EW-15	46	U.S. 30	15+37	15+64	LT./RT.						73													
EW-16	45	S.R. 603 (NORTH)	256+01	256+79	LT./RT.						87													
EY-12	43-45	U.S. 30	674+75	15+51	RT.							3816												
EY-13	44	U.S. 30	690+08	695+00	LT.							492												
EY-14	44	U.S. 30	690+08	690+72	RT.							73												
EY-15	44	U.S. 30	690+51	690+53	LT./RT.							56												
EY-16	46	U.S. 30	14+02	15+51	LT.							87												
EY-17	46	U.S. 30	15+02	15+06	LT./RT.							65												
EY-18	45	S.R. 603 (NORTH)	256+63	256+85	LT.							40												
IA-9	44	U.S. 30	695+84		RT.	1																		
IA-10	45	U.S. 30	10+51		LT.	1																		
LL-4	44-47	U.S. 30	697+24	36+70	LT.				3680															
PB-9	44-45	U.S. 30	695+84	6+00	RT.		16	16														750		
PB-10	45	U.S. 30	1+00	10+50	LT.		20	20														950		
SL-2	45	S.R. 603 (NORTH)	256+68	256+85	LT.										20									
UA-1	44	U.S. 30	690+83		LT.											1								
UA-2	44	U.S. 30	691+71		LT.											1								
UA-3	44	U.S. 30	692+59		LT.											1								
UA-4	44	U.S. 30	693+47		LT.											1								
UA-5	46	U.S. 30	11+24		RT.											1								
UA-6	46	U.S. 30	12+14		RT.											1								
UA-7	46	U.S. 30	13+00		RT.											1								
UA-8	46	U.S. 30	13+88		RT.											1								
UA-9	46	U.S. 30	14+76		RT.											1								
WD-5	43	U.S. 30	674+75	681+95	RT.									720										
WD-6	44	U.S. 30	689+80	695+00	RT.									520										
WD-7	45	U.S. 30	7+50	11+00	RT.									350										
WD-8	46	U.S. 30	11+06	15+77	LT.									471										
YL-1	44	U.S. 30	689+93	690+11	RT.													19						
YL-2	46	U.S. 30	15+47	15+66	LT.													19						
SHEET SUBTOTAL						2	36	36	3680	96	2353	4629	2160	2061	20	9		38		1700				
TOTALS FROM SHEET 16						6	112	112	8743		6600	10172	1342	1440			9			5370				
TOTALS FROM SHEET 17						2	60	60	3379	544	9245	1584	704	1440	18		14			2900		38.0		
SUBTOTAL						10	208	208	15802	640	18198	16385	4206	4941	38	9	23	38		9970		38.0		
TOTALS CARRIED TO GENERAL SUMMARY						10	208	208	2.99 MI.	0.12 MI.	6.55 MI.		4206	4941	38	9	23	38		9970		38.0		

CALCULATED CMC
CHECKED NAU

MAINTENANCE OF TRAFFIC SUBSUMMARY

ASD-30-0.11

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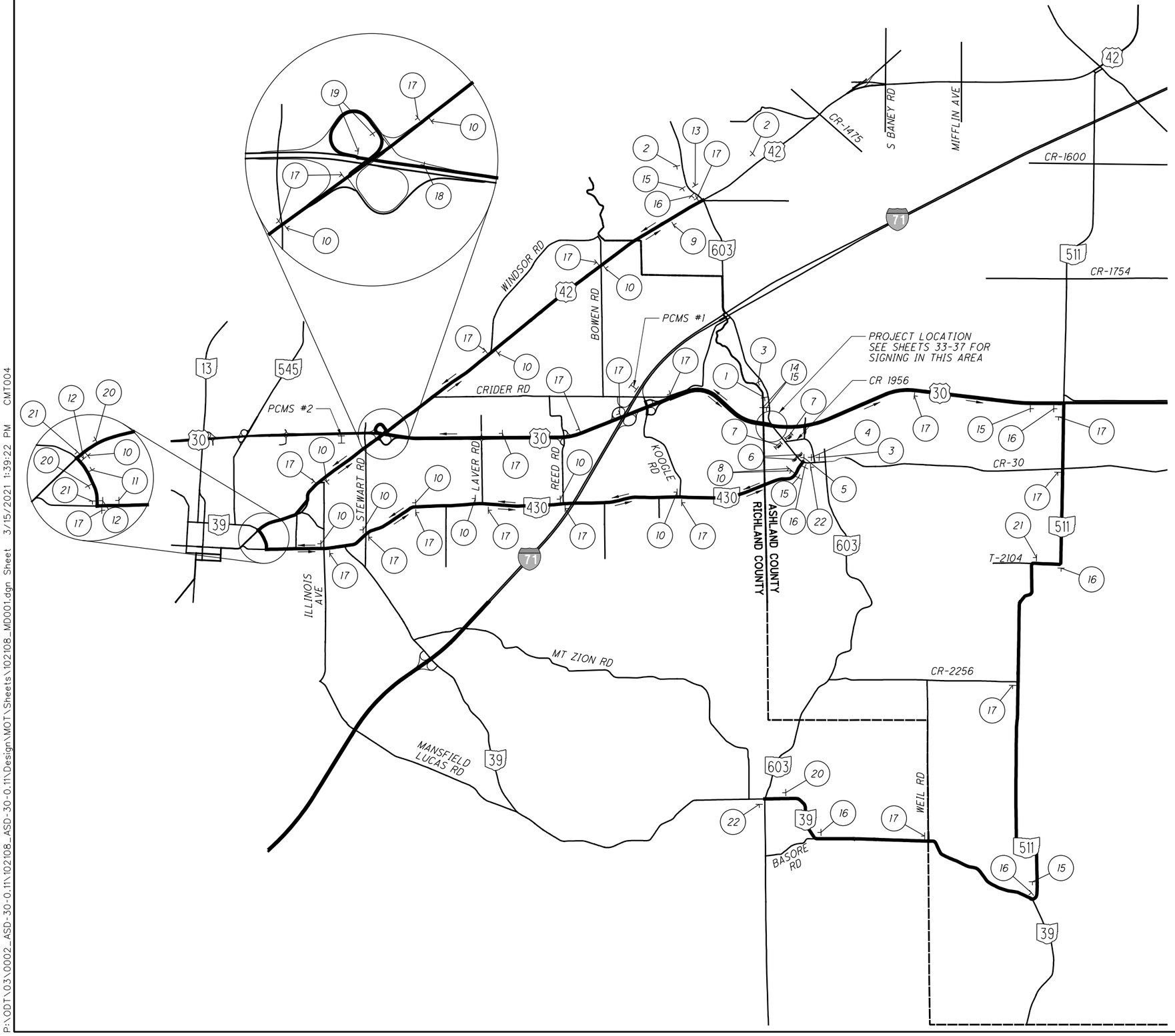

NOTES

1. THIS DETOUR SHALL BE IN PLACE DURING THE S.R. 603 SOUTH LEG CLOSURE AND THE LEFT TURN RESTRICTIONS TO AND FROM S.R. 603 NORTH OF U.S. 30 DURING PHASE 3A.
2. SEE SCD MT-101.60 FOR ADDITIONAL DETAILS OF TRAFFIC CONTROL DEVICES AT THE CLOSURE POINT.
3. FOR SIGNING AND PCMS LEGEND, SEE SHEET 20.

NOT TO SCALE

CALCULATED GRS
CHECKED NAU

DETOUR PLAN - PHASE 3A
S.R. 603 SOUTH OF U.S. 30

ASD-30-0.11

19
160

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1

W20-2-48

2

60"x36" BLACK/ORANGE

3

TYPE A WARNING LIGHT

W20-1-48

4

TYPE A WARNING LIGHT

W20-3-48
W16-2P-30

5

W20-3-48
W16-2P-30

6

TYPE B WARNING LIGHT

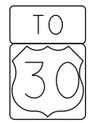
R11-3A-60
M4-10L-48
TYPE 3 BARRICADE

7

TYPE B WARNING LIGHT

R11-2-48
TYPE 3 BARRICADE

8



M4-5-24
M1-4-24-2

9

M4-8-24
M3-1-24
M1-5-30-3
M5-1L-21

10

M4-8-24
M3-1-24
M1-5-30-3
M6-3-21

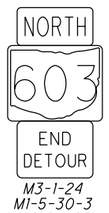
11

M4-8-24
M3-1-24
M1-5-30-3
M5-1R-21

12

M4-8-24
M3-1-24
M1-5-30-3
M6-1R-21

13

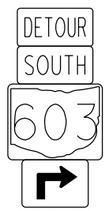


M3-1-24
M1-5-30-3
M4-8A-24

14

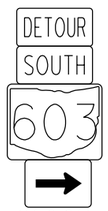
M3-4-24
M1-4-24-2
M5-1R-21

15



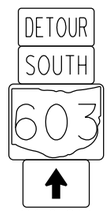
M4-8-24*
M3-3-24*
M1-5-30-3*
M5-1R-21*

16



M4-8-24*
M3-3-24*
M1-5-30-3*
M6-1R-21*

17



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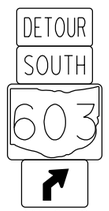
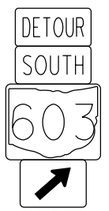
M3-3-24*
M1-5-30-3*
M6-3-21*

18



M4-8-36
M3-3-36
M1-5-45-3
M5-2R-30

19



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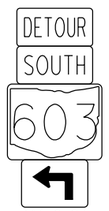
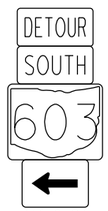
M3-3-36
M1-5-45-3
M6-2R-30

20



M4-8-24
M3-3-24
M1-5-30-3
M5-1L-21

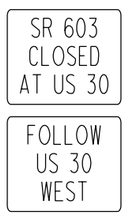
21



M4-8-24
M3-3-24
M1-5-30-3
M6-1L-21

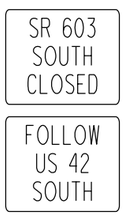
22

M3-3-24
M1-5-30-3
M4-8A-24



PCMS #1

INSTALL PCMS SIGN 1/2 MILE
IN ADVANCE OF IR-71 SB EXIT
TO US-30



PCMS #2

INSTALL PCMS SIGN 1/2 MILE
IN ADVANCE OF US-30 EB EXIT
TO US-42 SB

NOTES

1. THIS DETOUR SHALL BE IN PLACE DURING THE S.R. 603 SOUTH LEG CLOSURE AND THE LEFT TURN RESTRICTIONS TO AND FROM S.R. 603 NORTH OF U.S. 30 DURING PHASE 3A.

* SIGNS INSTALLED ON U.S. 30 SHALL BE UPSIZED PER OMUTCD AND ODOT TEM

NOT TO SCALE

CALCULATED GRS
CHECKED NAU

DETOUR PLAN - PHASE 3A
S.R. 603 SOUTH OF U.S. 30

ASD-30-0.11

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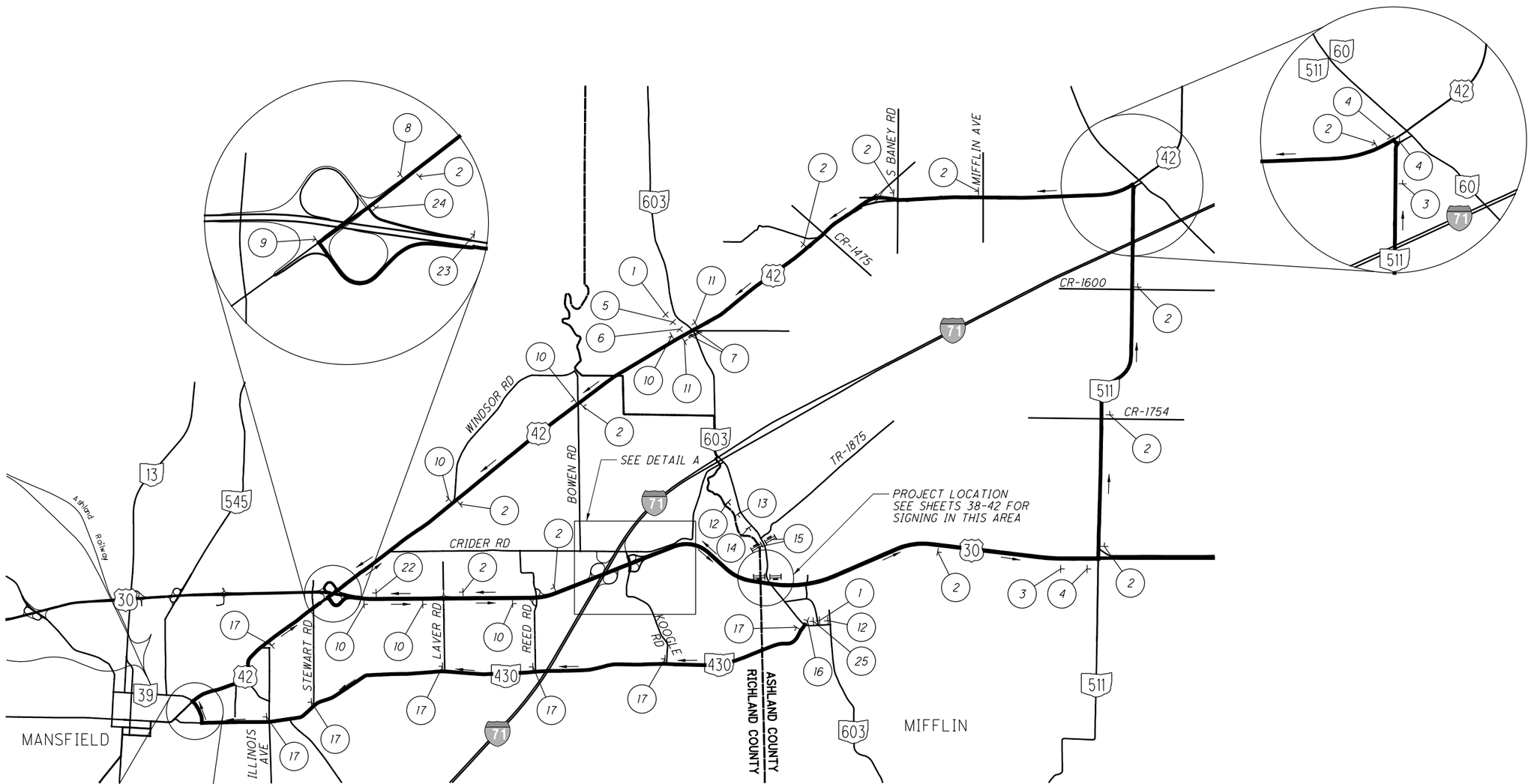
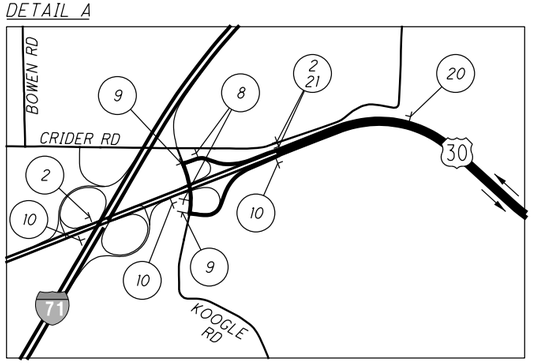


DETAIL A



NOTES

1. THIS DETOUR SHALL BE IN PLACE DURING THE S.R. 603 NORTH LEG CLOSURE IN PHASE 3B.
2. SEE SCD MT-101.60 FOR ADDITIONAL DETAILS OF TRAFFIC CONTROL DEVICES AT THE CLOSURE POINT.
3. FOR SIGNING AND PCMS LEGEND, SEE SHEET 22.

NOT TO SCALE

CALCULATED GRS
CHECKED NAU

DETOUR PLAN - PHASE 3B
S.R. 603 NORTH OF U.S. 30

ASD-30-0.11

21
160

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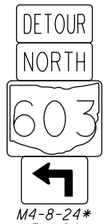
1

W20-2-48

2

M4-8-24*
M3-1-24*
M1-5-30-3*
M6-3-21*

3

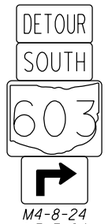


M4-8-24*
M3-1-24*
M1-5-30-3*
M5-1L-21*

4

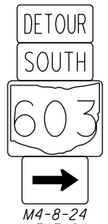
M4-8-24*
M3-1-24*
M1-5-30-3*
M6-1L-21*

5



M4-8-24
M3-3-24
M1-5-30-3
M5-1R-21

6



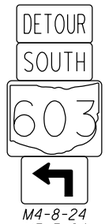
M4-8-24
M3-3-24
M1-5-30-3
M6-1R-21

7

TYPE B WARNING LIGHT

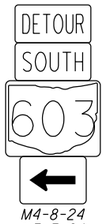
R11-3A-60
M4-10R-48
TYPE 3 BARRICADE

8



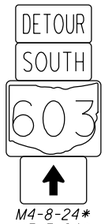
M4-8-24
M3-3-24
M1-5-30-3
M5-1L-21

9



M4-8-24
M3-3-24
M1-5-30-3
M6-1L-21

10



M4-8-24*
M3-3-24*
M1-5-30-3*
M6-3-21*

11

M1-5-30-3
M4-8A-24

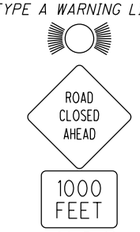
12

TYPE A WARNING LIGHT

W20-1-48

13

TYPE A WARNING LIGHT



W20-3-48
W16-2P-30

14

W20-3-48
W16-2P-30

15

TYPE B WARNING LIGHT

R11-2-48
TYPE 3 BARRICADE

16

M4-8-24
M3-4-24
M1-4-24-2
M6-1L-21

17

M4-8-24
M3-4-24
M1-4-24-2
M6-3-21

18

M4-8-24
M3-4-24
M1-4-24-2
M5-1R-21

19

M4-8-24
M3-4-24
M1-4-24-2
M6-1R-21

20

M4-8-36
M3-3-36
M1-5-45-3
M5-2R-30

21

M4-8-36
M3-3-36
M1-5-45-3
M6-2R-30

22

M4-8-36
M3-1-36
M1-5-45-3
M5-2R-30

23

M4-8-36
M3-1-36
M1-5-45-3
M6-2R-30

24

M4-8-24
M3-1-24
M1-5-30-3
M6-1R-21

25

60"x36" BLACK/ORANGE

NOTES

1. THIS DETOUR SHALL BE IN PLACE DURING THE S.R. 603 NORTH LEG CLOSURE IN PHASE 3B.

* SIGNS INSTALLED ON U.S. 30 SHALL BE UPSIZED PER OMUTCD AND ODOT TEM

NOT TO SCALE

CALCULATED GRS
CHECKED NAU

DETOUR PLAN - PHASE 3B
S.R. 603 NORTH OF U.S. 30

ASD-30-0.11

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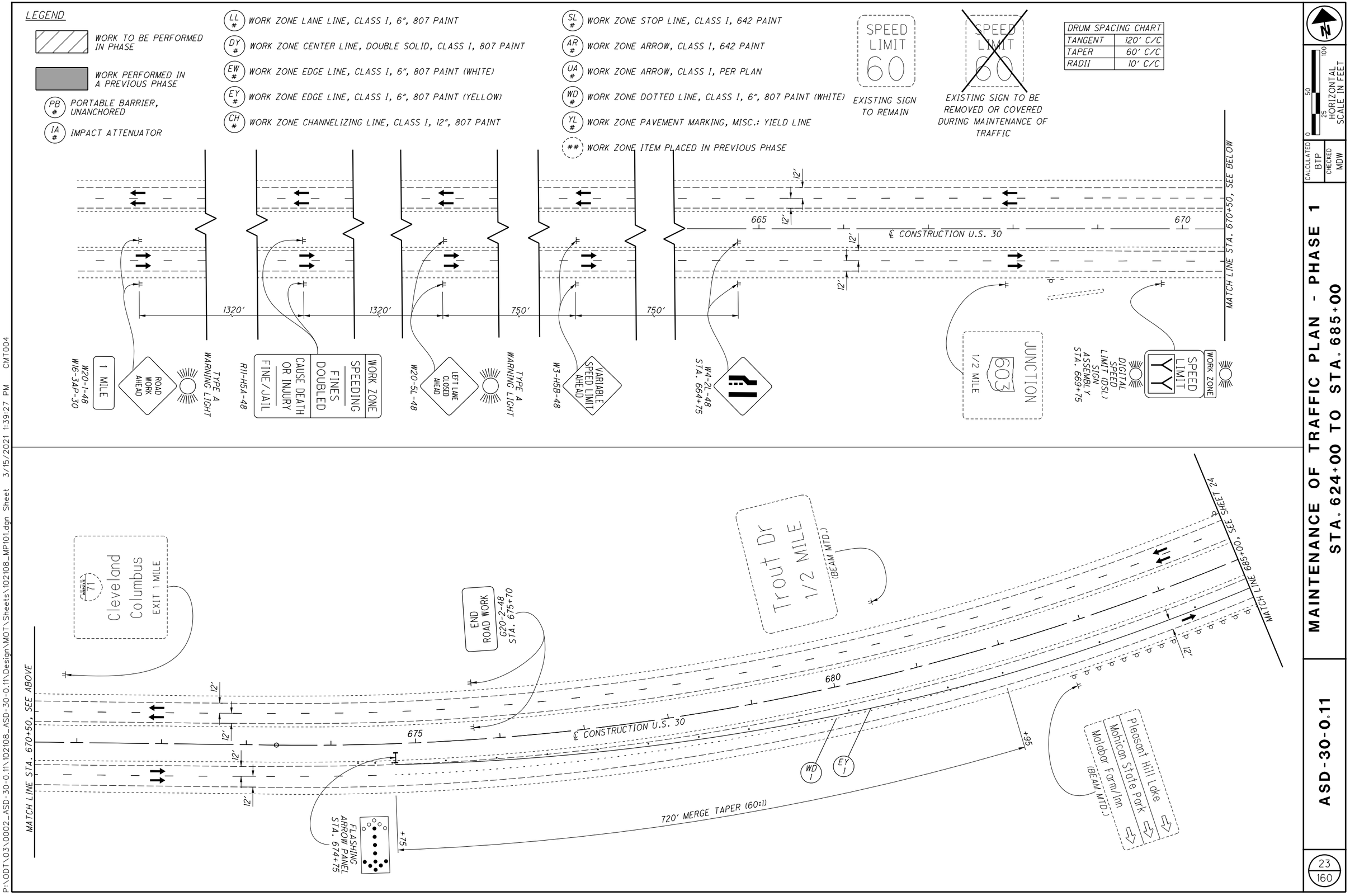
MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 624+00 TO STA. 685+00

ASD-30-0.11

CALCULATED BTP
CHECKED MDW

HORIZONTAL SCALE IN FEET
0 25 50 100



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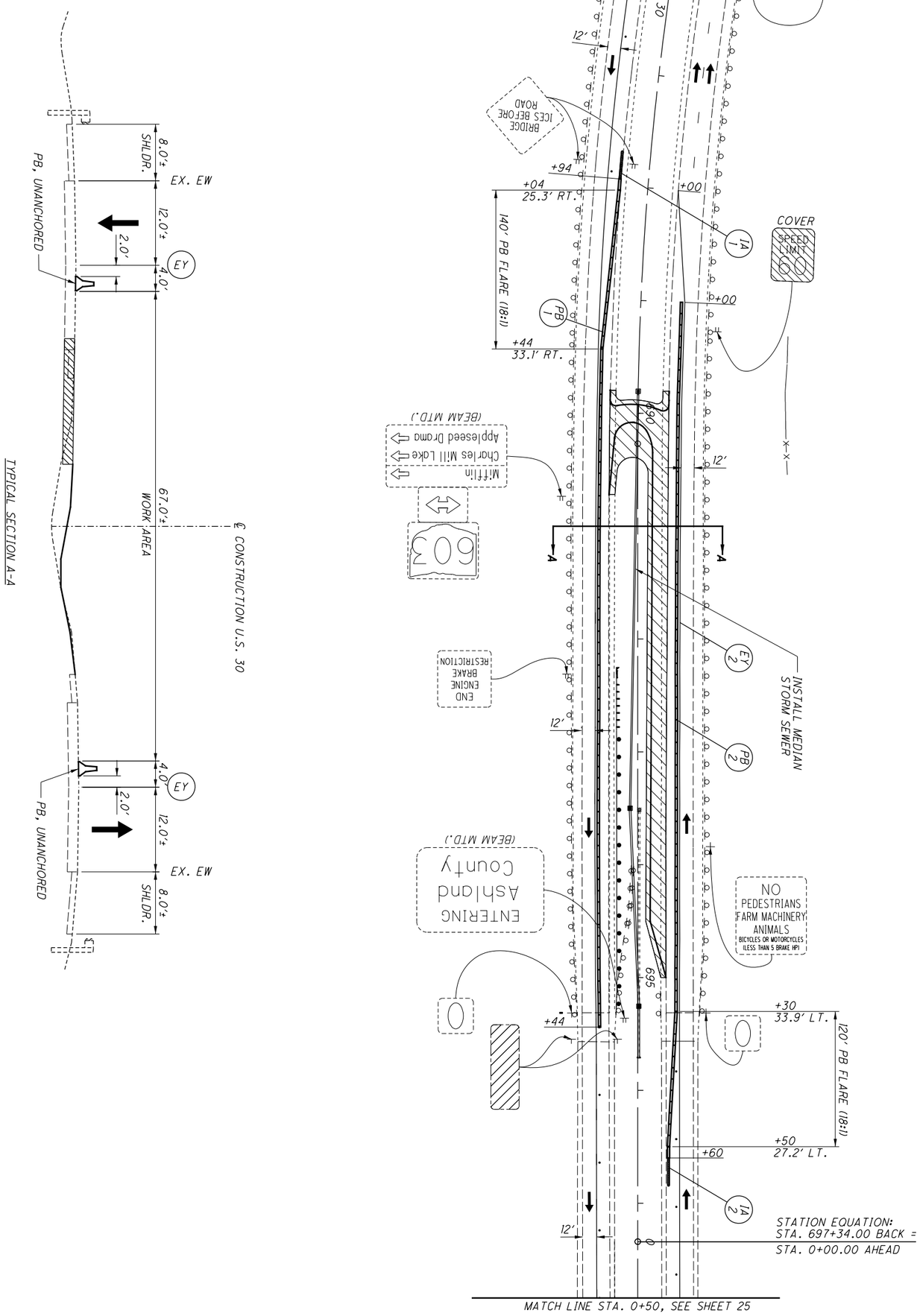
NOTES
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.



TYPICAL SECTION A-A

** STA. 3+81.62 ℄ CONSTRUCTION U.S. 30 = STA. 252+06.75 ℄ R/W AND CONSTRUCTION S.R. 603 (SOUTH)

*** STA. 4+04.81 ℄ CONSTRUCTION U.S. 30 = STA. 255+54.29 ℄ R/W AND CONSTRUCTION S.R. 603 (NORTH)

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

END ROAD WORK G20-2-48

ROAD WORK AHEAD W20-1-48

TYPE A WARNING LIGHT

NORTH 603 SOUTH

WEST 30

RIC 30 19.58

℄ R/W & CONSTRUCTION S.R. 603

500'

STOP

MANSFIELD 8 25 WOOSTER

DIVIDED HIGHWAY

ONE WAY

DO NOT ENTER

EAST 30

KEEP RIGHT

WRONG WAY

RELOCATE MEDIAN SIGN ONTO TEMP. SUPPORTS

INSTALL MEDIAN STORM SEWER

℄ CONSTRUCTION U.S. 30

MATCH LINE STA. 0+50, SEE SHEET 24

MATCH LINE STA. 11+00, SEE SHEET 26

ENTERING Richland County

(BEAM MTD.)

EY 1 EY 2 AR 1 AR 2 AR 3 AR 4 CH 1 CH 2 CH 3 CH 4 IA 3 PB 3 PB 4

+50 +05 +25 +45 +76** +22 +02 +15*** +84 +73 +07 +95 +68 +88 00+ +20 +40

12' 11' 5 10 2.5'

26.0' RT.

32.6' RT.

120' PB FLARE (18:1)

249 248 247 246 245

Twp. Rd 1255 1/3 MILE (WOOD BEAM MTD.)

SPEED LIMIT 55

JCT 30

℄ R/W & CONSTRUCTION S.R. 603

℄ CONSTRUCTION U.S. 30

8.0'± SHLDR. EX. EW 12.0' EY VARIES 4.0'± SHLDR. 2.0' DRUM

4.0'± SHLDR. EY VARIES 12.0' CH 12.0'± EX. CH 11.0'± EX. EW 8.0'± SHLDR.

TYPICAL SECTION B-B

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 STA. 0+50 TO STA. 11+00

ASD-30-0.11

CALCULATED BTP CHECKED MDW

HORIZONTAL SCALE IN FEET 0 25 50 100

25/160

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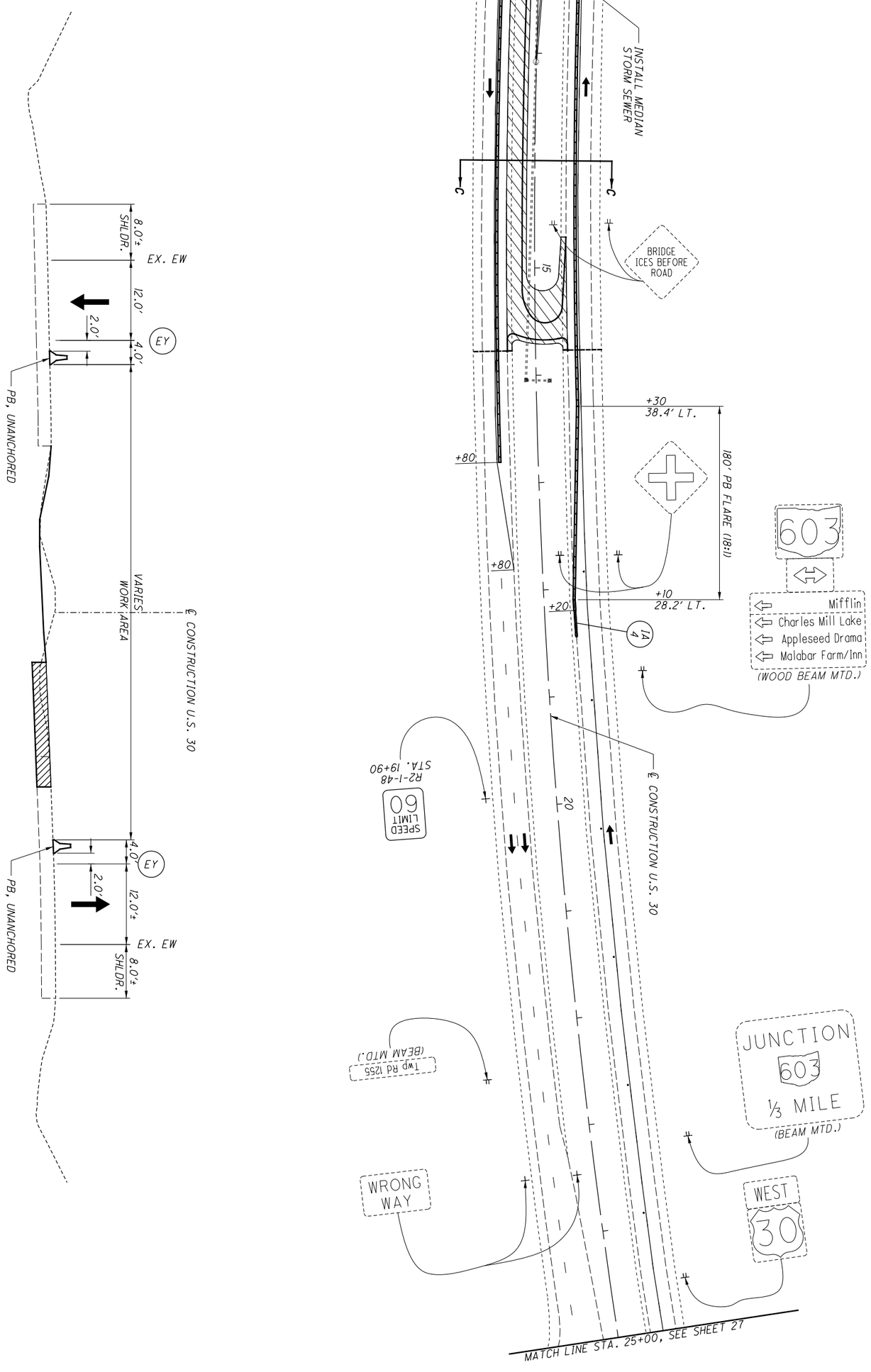
NOTES
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.



26 / 160	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 STA. 11+00 TO STA. 25+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET

NOTES
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

MATCH LINE STA. 25+00, SEE SHEET 26

TOWNSHIP RD 1255

STOP

ONE WAY

ONE WAY

STOP

ROAD WORK AHEAD

+45

+75

+58

AR 5

CH 5

STOP

12'

+63

+80

+00

AR 6

ONLY

R3-H8BH-36
STA. 28+00

12'

12'

12'

12'

+50

END ROAD WORK
G20-2-48
STA. 29+90

30

℄ CONSTRUCTION U.S. 30

720' MERGE TAPER (60:1)

EY 2

MD 2

35

DRUMS (TYP.)

+70

FLASHING ARROW PANEL
STA. 36+70

MATCH LINE STA. 39+00, SEE BELOW

MATCH LINE STA. 39+00, SEE ABOVE

WORK ZONE
SPEED LIMIT
YY

DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
STA. 41+70

40

℄ CONSTRUCTION U.S. 30

12'

12'

12'

12'

45

W4-2L-48
STA. 46+70

VARIABLE SPEED LIMIT AHEAD

W3-H5B-48

750'

TYPE A WARNING LIGHT

LEFT LANE CLOSED AHEAD

W20-5L-48

750'

WORK ZONE
SPEEDING
FINES DOUBLED
CAUSE DEATH OR INJURY
FINE/JAIL

R11-H5A-48

1320'

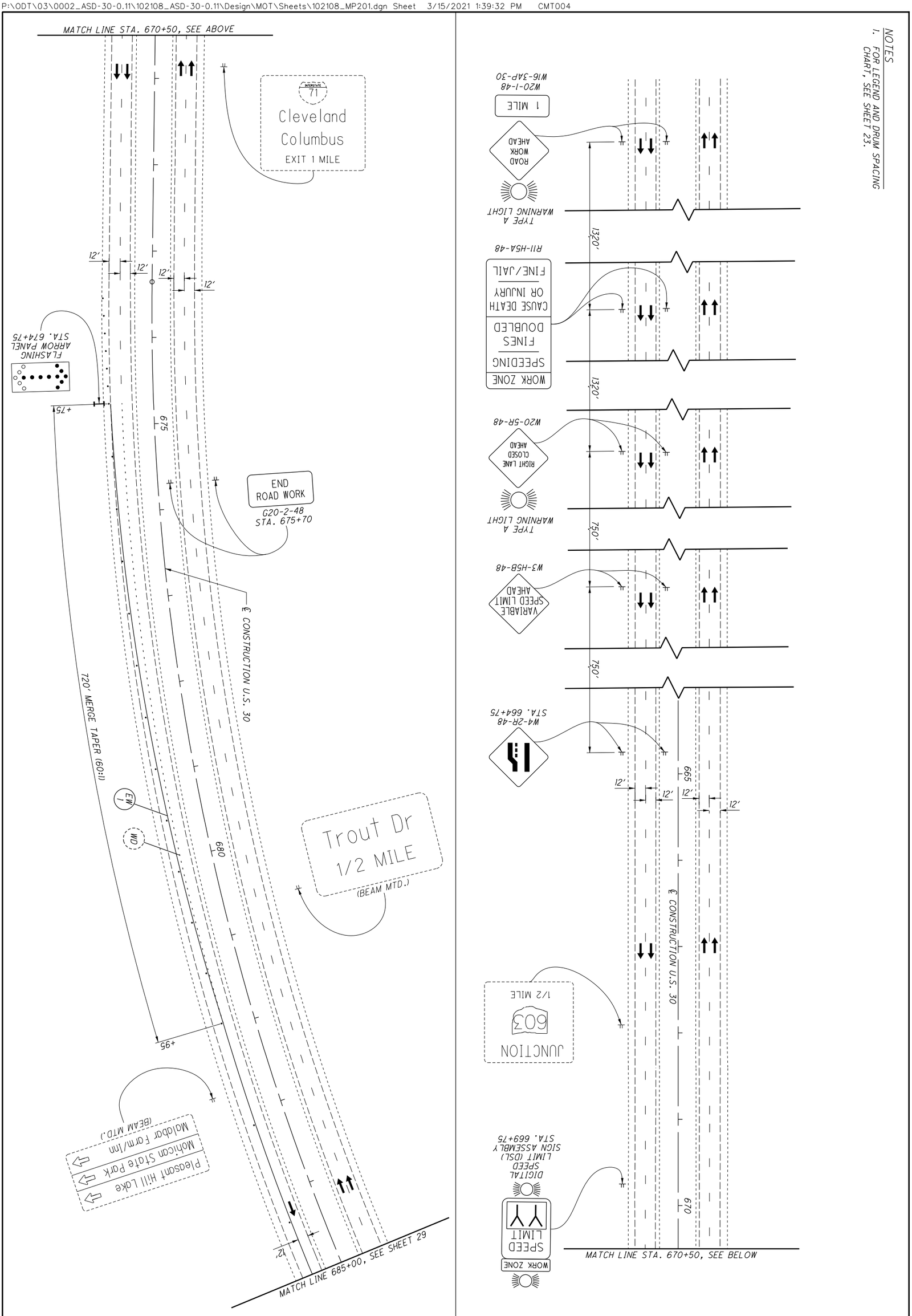
TYPE A WARNING LIGHT

ROAD WORK AHEAD

1320'

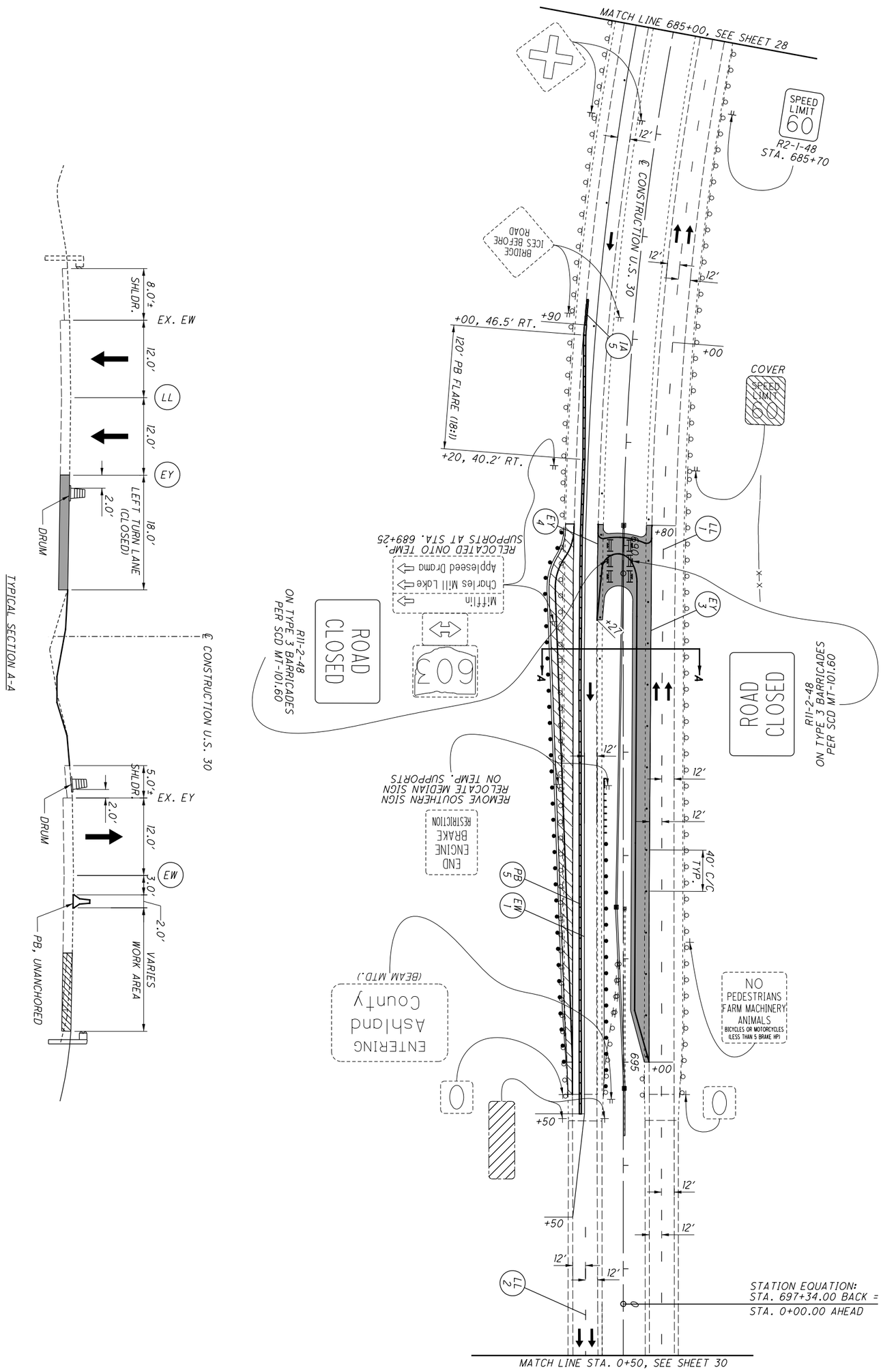
1 MILE

W20-1-48
W16-3AP-30



160 / 28	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 670+50 TO STA. 685+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET

NOTES
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.



NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.
2. TO AVOID SIGHT DISTANCE OBSTRUCTIONS, THE CONTRACTOR SHALL NOT PARK EQUIPMENT OR STORE MATERIALS OUTSIDE OF THE NORTH EDGE OF PAVEMENT ALONG U.S. 30 BETWEEN S.R. 603 AND STA. 9+00.
3. BEGIN CONSTRUCTION ON THE REALIGNED S.R. 603. THE CONTRACTOR MAY UTILIZE ONE-LANE, TWO-WAY OPERATION (OMUTCD TA-10) WITH FLAGGERS AS NECESSARY DURING ACTIVE WORKING HOURS ON THE EXISTING S.R. 603 ALIGNMENT. THE CONTRACTOR SHALL NOT LET SOUHTBOUND TRAFFIC BACK UP ONTO U.S. 30 DURING ONE-LANE OPERATIONS.

#STATIONING REFERENCED FROM ℄ S.R. 603

** STA. 3+81.62 ℄ CONSTRUCTION U.S. 30 = STA. 252+06.75 ℄ R/W AND CONSTRUCTION S.R. 603 (SOUTH)

*** STA. 4+04.81 ℄ CONSTRUCTION U.S. 30 = STA. 255+54.29 ℄ R/W AND CONSTRUCTION S.R. 603 (NORTH)

TYPICAL SECTION B-B

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED BTP | CHECKED MDW

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 0+50 TO STA. 11+00

ASD-30-0.11

30 / 160

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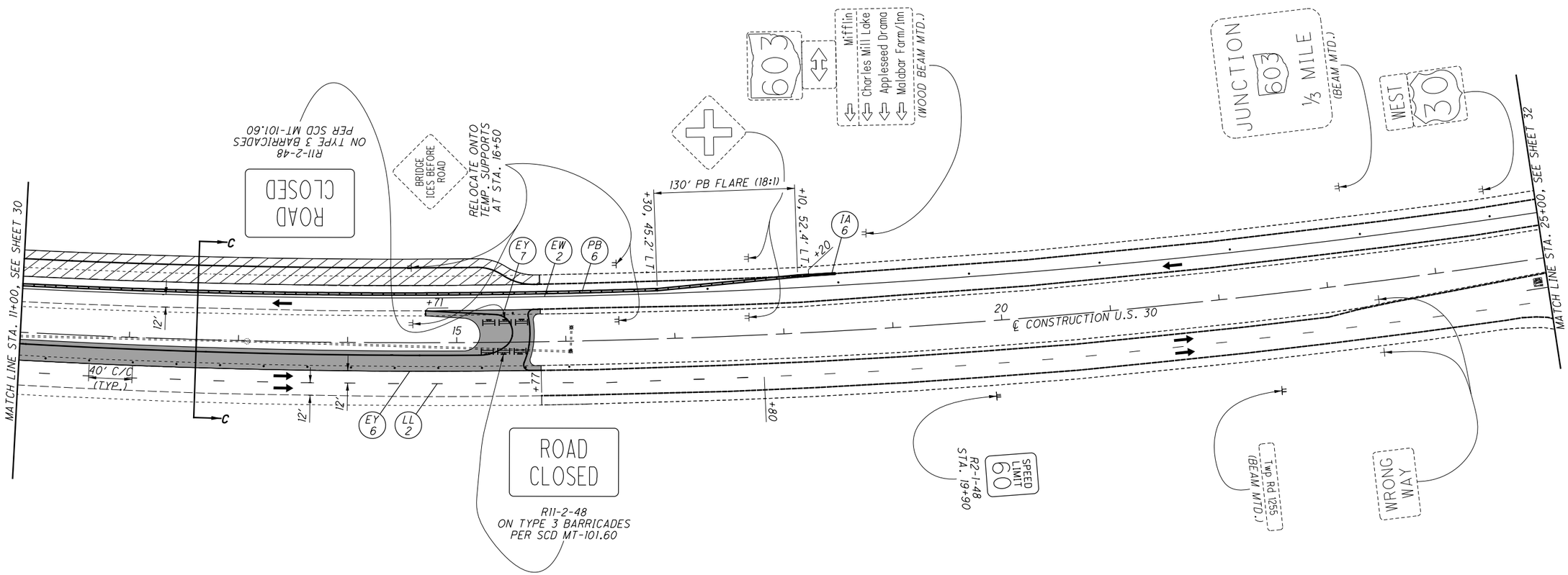
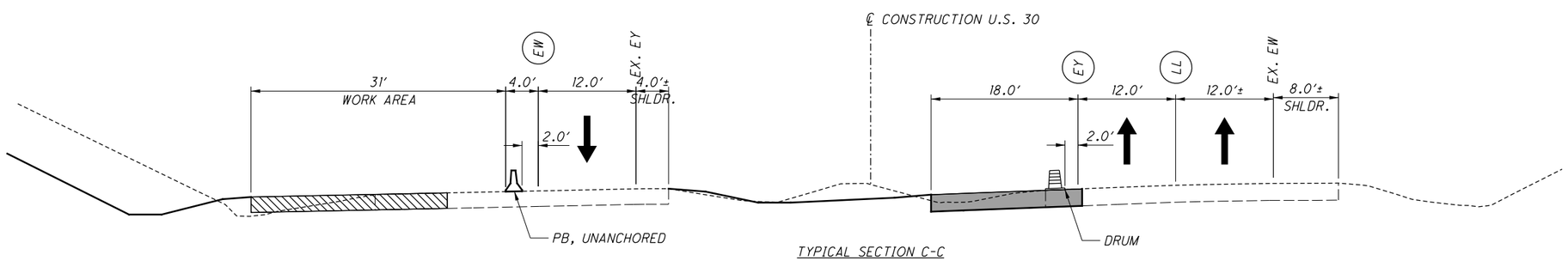
NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.





TYPICAL SECTION C-C

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED BTP
CHECKED MDW

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 11+00 TO STA. 25+00

ASD-30-0.11

31
160

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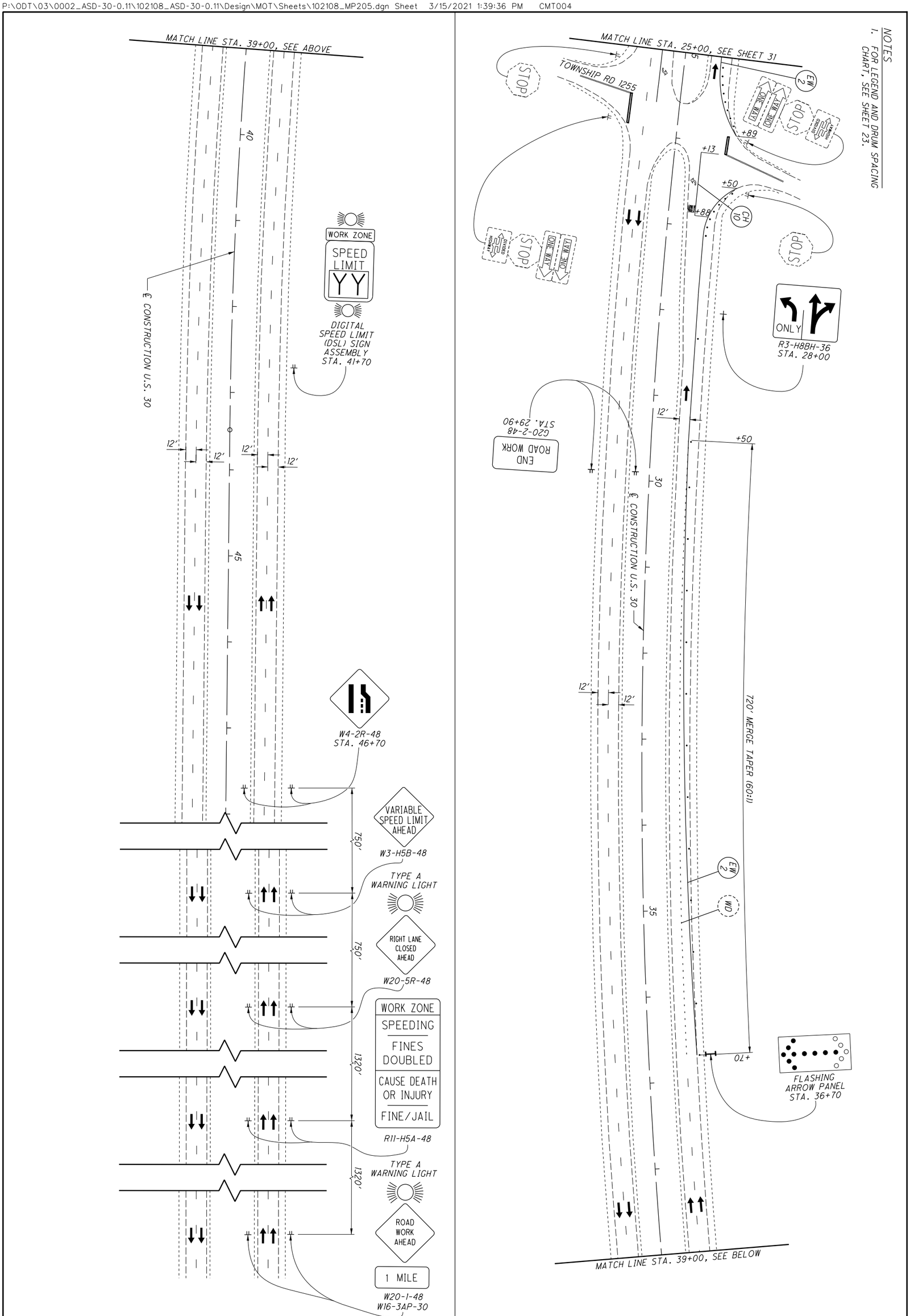
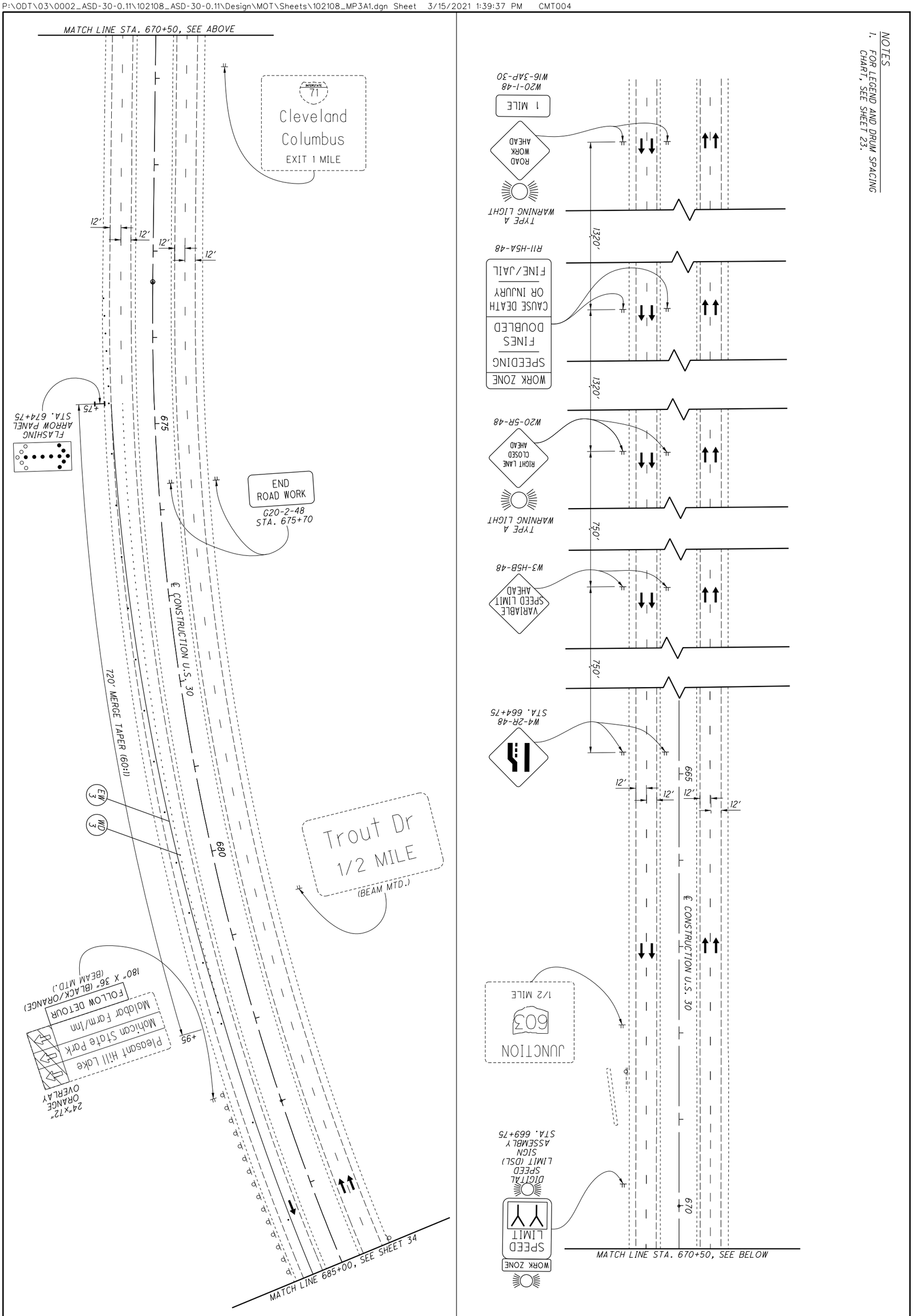


NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

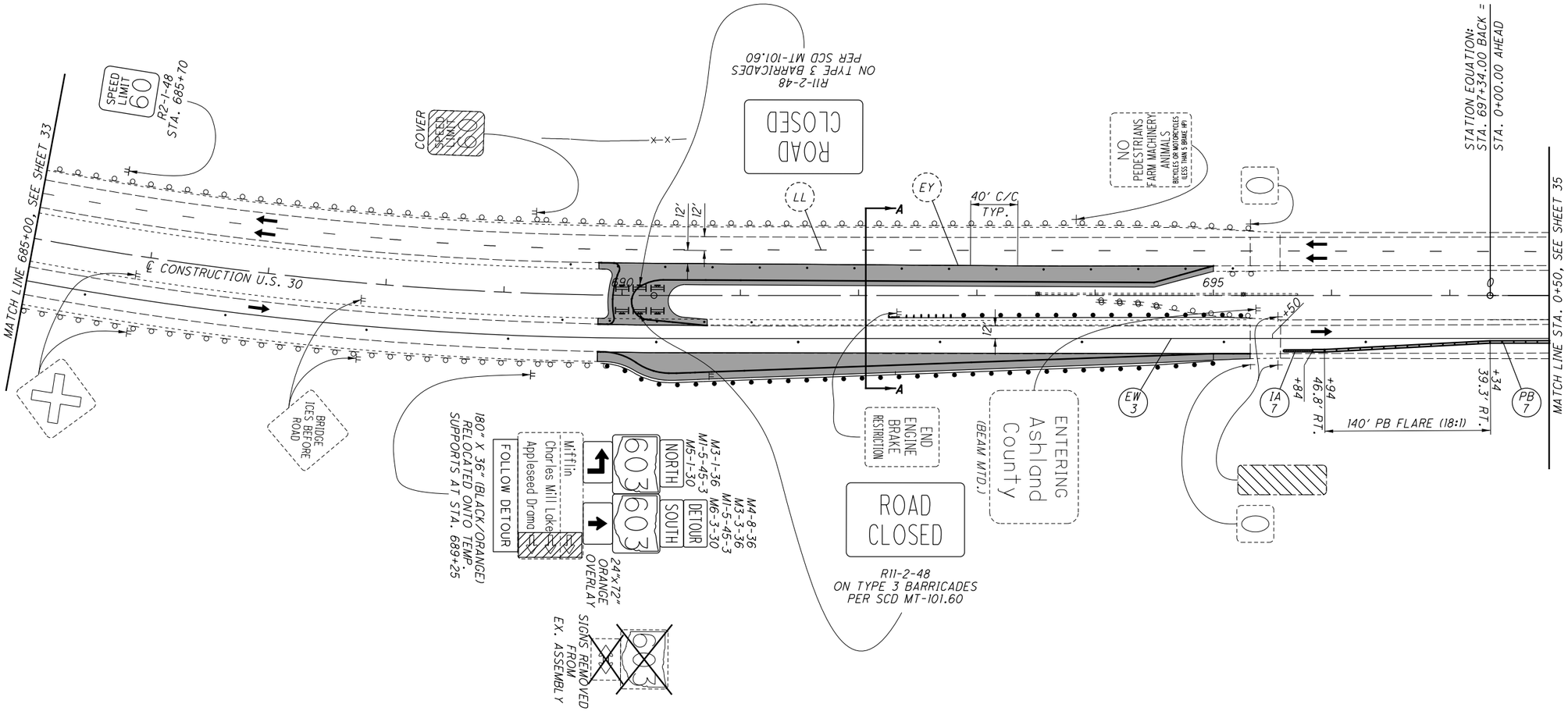
32 / 160	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 25+00 TO STA. 93+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET

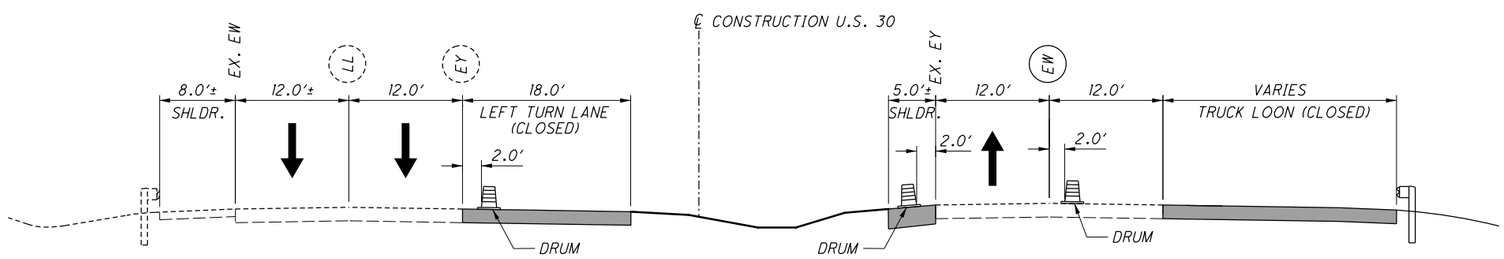


33 / 160	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3A STA. 624+00 TO STA. 685+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.





TYPICAL SECTION A-A

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HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED BTP
CHECKED MDW

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
STA. 685+00 TO STA. 0+50

ASD-30-0.11

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.
2. FOR S.R. 603 DETOUR, SEE SHEET 19.

SEE SHEET 19 FOR ADDITIONAL SIGNING ON S.R. 603 NORTH

W20-1-48 ROAD WORK AHEAD

TYPE A WARNING LIGHT

G20-2-48 END ROAD WORK

500'

℄ R/W & CONSTRUCTION S.R. 603

TYPE 3 BARRICADES M4-10R-48 R11-2-48 ROAD CLOSED DETOUR

DETOUR SOUTH 603 M4-8-36 M3-3-36 M1-5-45-3 M6-3-30

NORTH 603 M3-1-36 M1-5-45-3 M6-1R-30 STA. 5+79

R3-2-36 STA. 1+60

RELOCATE NORTHERN SIGN ONTO TEMPORARY SUPPORTS

RELOCATE SIGN ONTO TEMP. SUPPORTS AT STA. 11+50

Twp Rd. 1255 1/3 MILE (WOOD BEAM MTD.)

℄ CONSTRUCTION U.S. 30

℄ CONSTRUCTION S.R. 603 (SOUTH)

℄ R/W & CONSTRUCTION S.R. 603

MATCH LINE STA. 0+50, SEE SHEET 34

MATCH LINE STA. 11+00, SEE SHEET 36

ENTERING Richland County (BEAM MTD.)

M4-8-24 M3-3-24 M1-5-30-3 M6-1R-21 STA. 2+96

DETOUR SOUTH 603 WEST 30 M4-8-36 M3-3-36 M1-5-45-3 M6-3-30

NORTH 603 SOUTH M3-1-36 M1-5-45-3 M6-1-30 STA. 2+00

WEST 30 NORTH 30 SOUTH 30 EAST 30

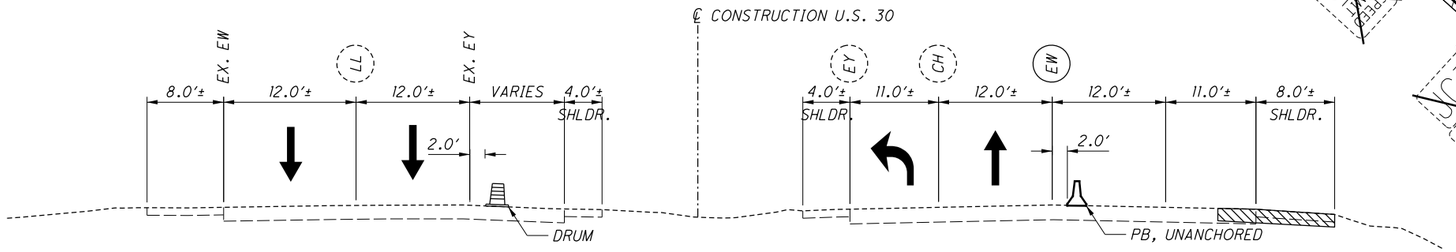
WRONG WAY DO NOT ENTER ONE WAY KEEP RIGHT STOP YIELD AHEAD

MANSFIELD 8 25 WOOSTER

** STA. 3+81.62 ℄ CONSTRUCTION U.S. 30 = STA. 252+06.75 ℄ R/W AND CONSTRUCTION S.R. 603 (SOUTH)

*** STA. 4+04.81 ℄ CONSTRUCTION U.S. 30 = STA. 255+54.29 ℄ R/W AND CONSTRUCTION S.R. 603 (NORTH)

**** STA. 6+60.43 ℄ CONSTRUCTION U.S. 30 = STA. 250+59.46 ℄ CONSTRUCTION S.R. 603 (SOUTH)



TYPICAL SECTION B-B

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED BTP CHECKED MDW

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
STA. 0+50 TO STA. 11+00

ASD-30-0.11

35 160

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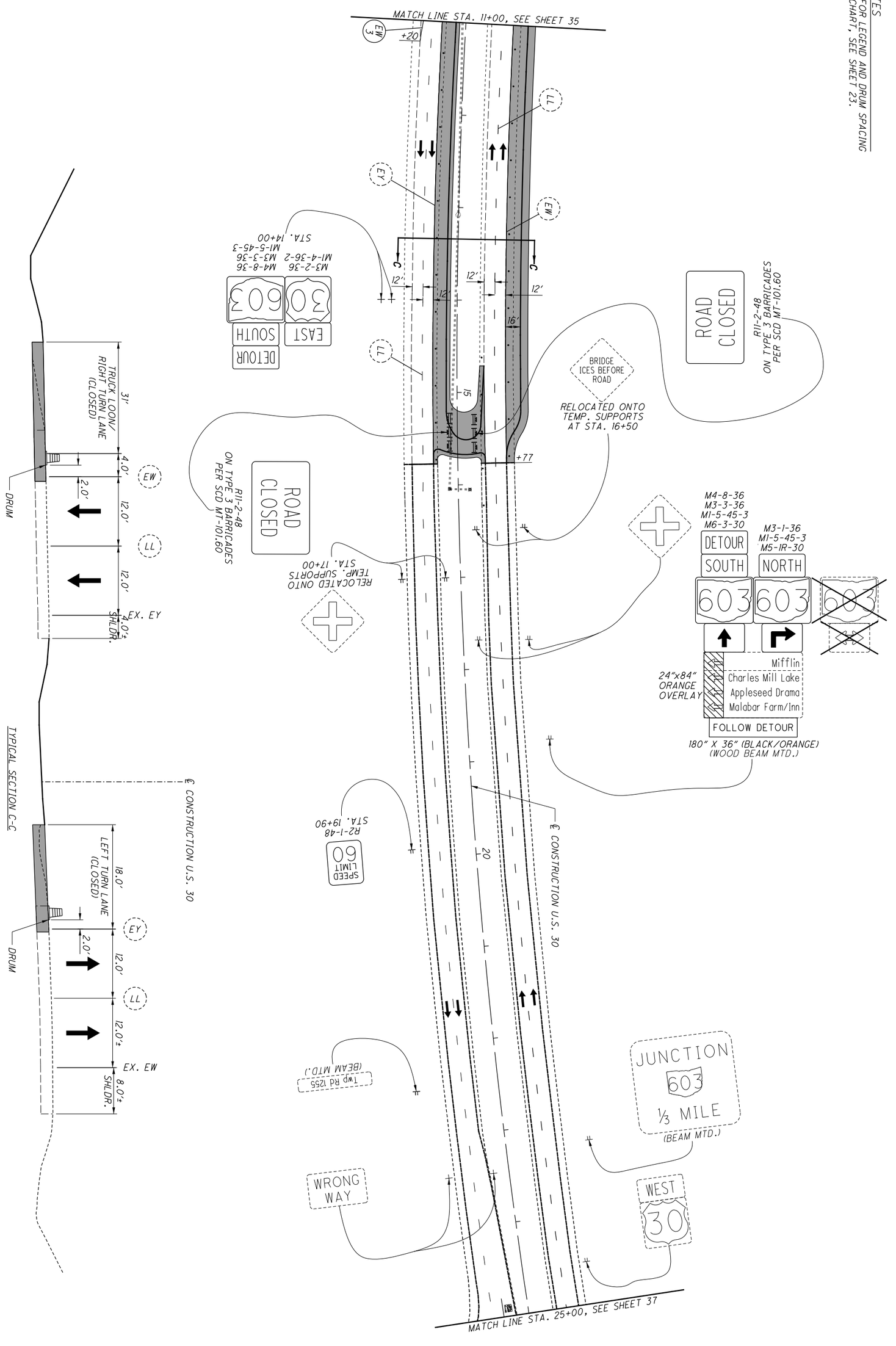
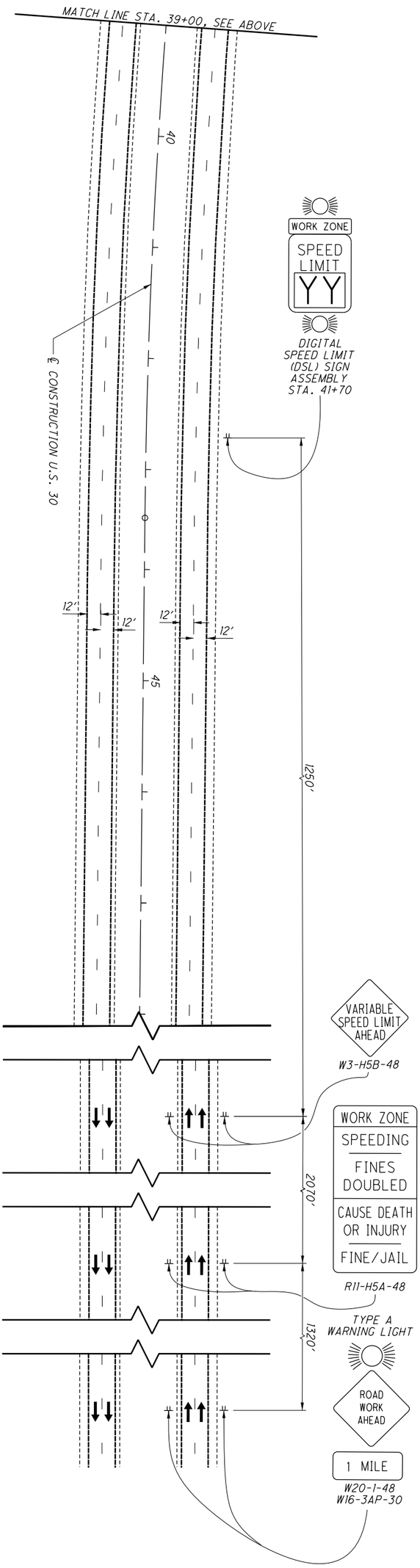
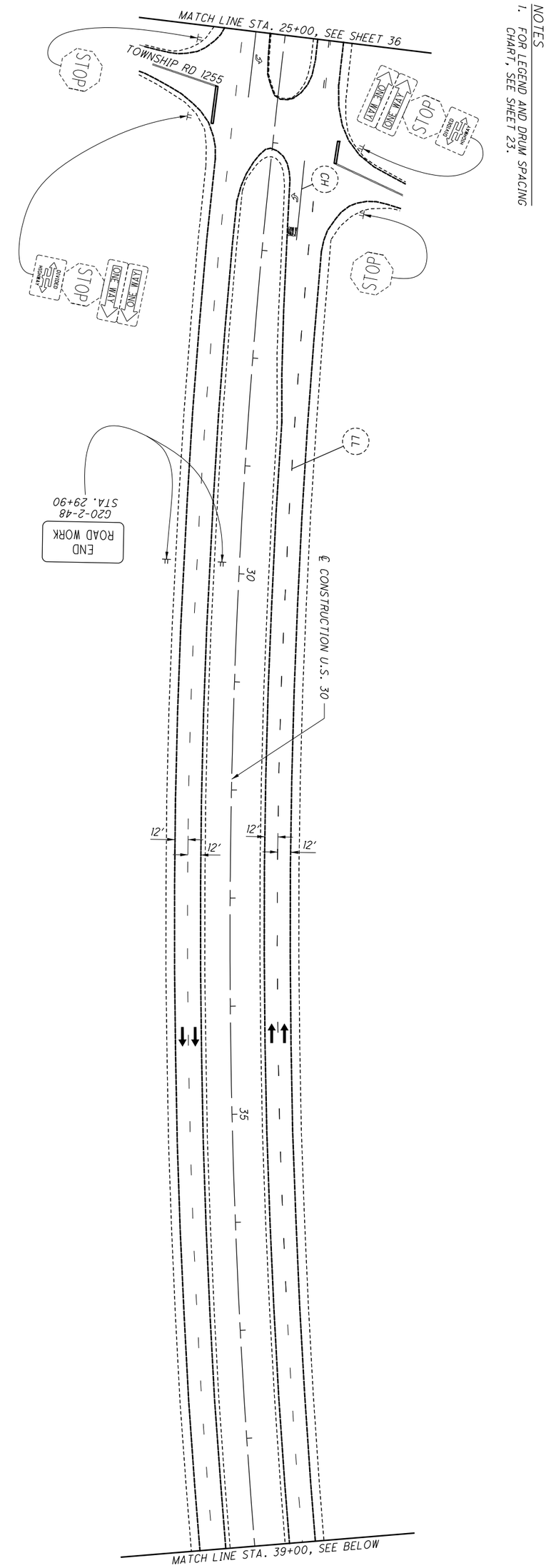
NOTES
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.



160 / 36	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3A STA. 11+00 TO STA. 25+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET





NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

37 / 160	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3A STA. 25+00 TO STA. 93+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET

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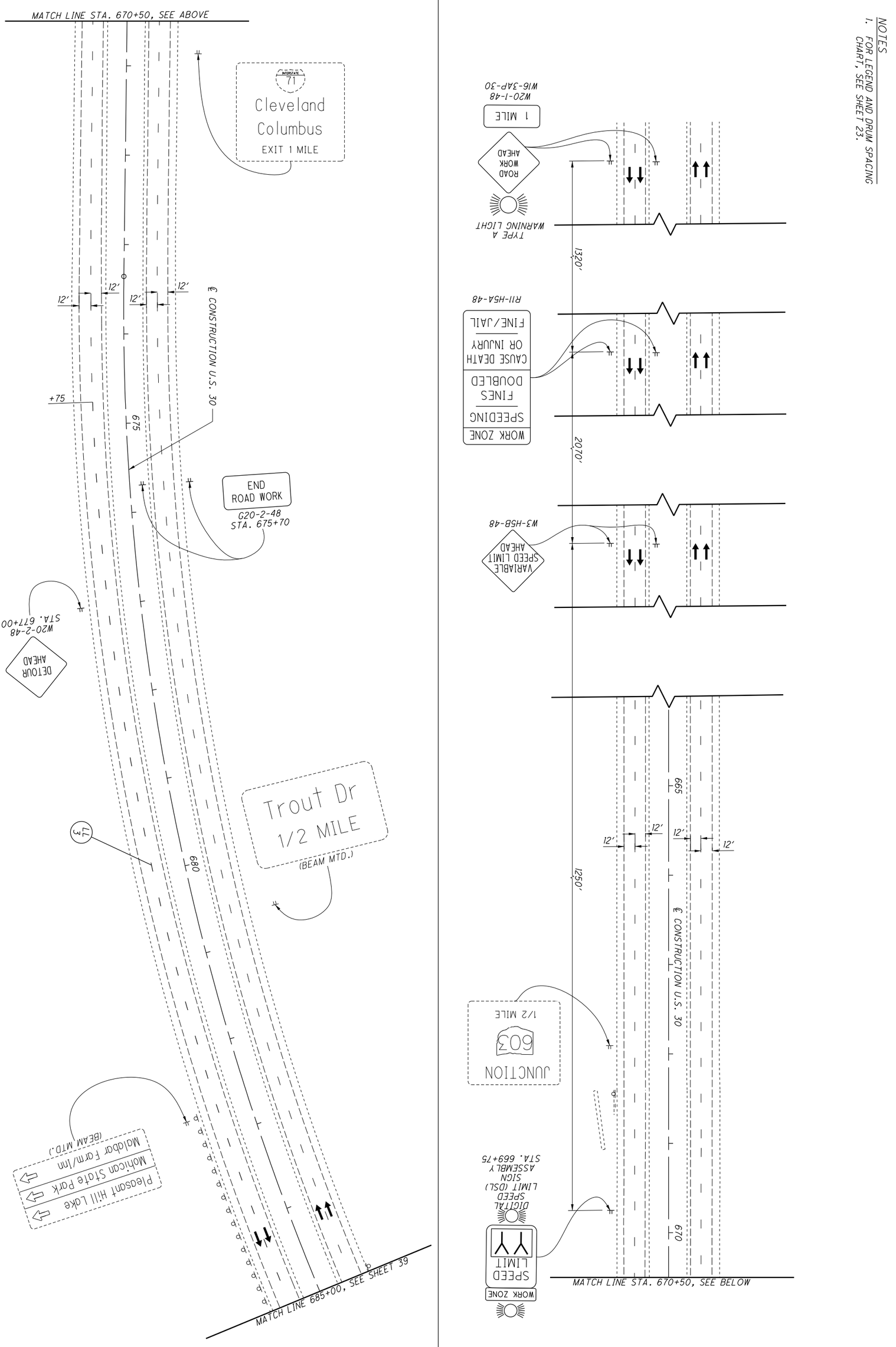
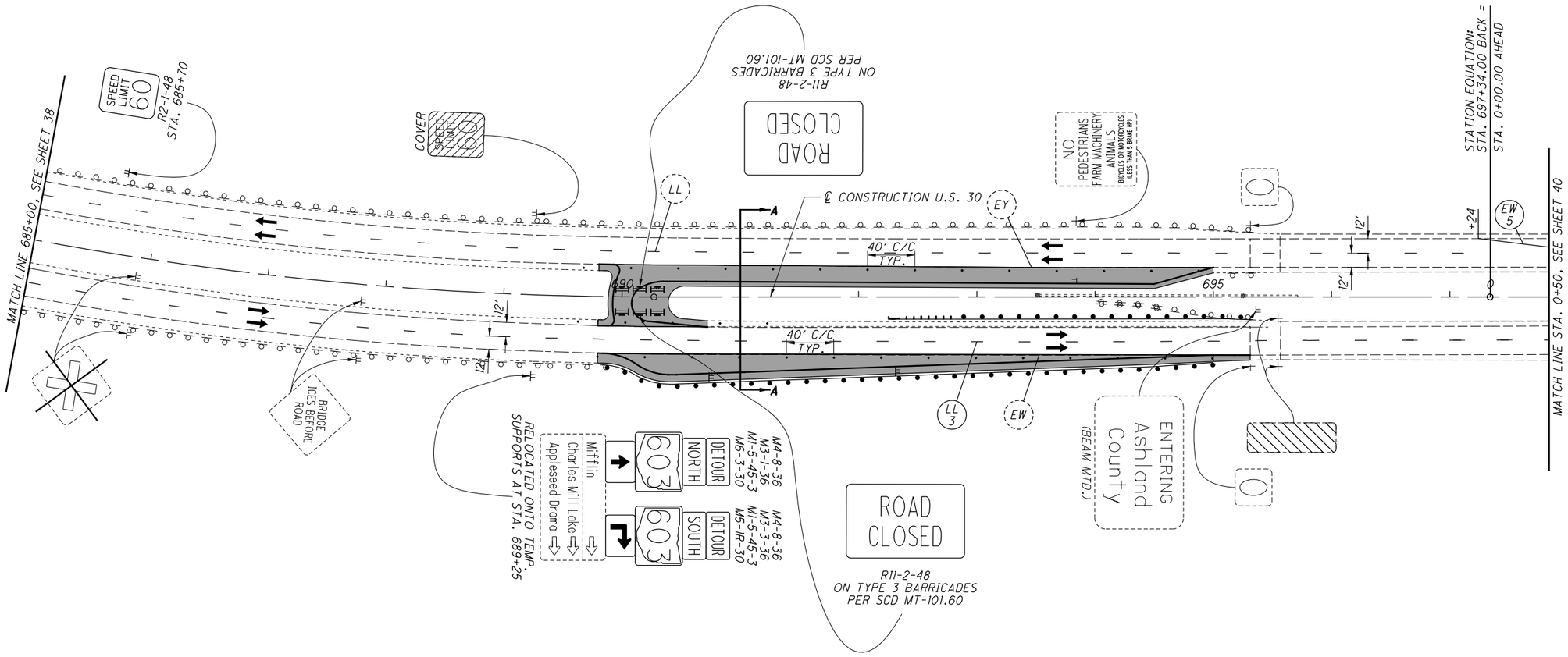
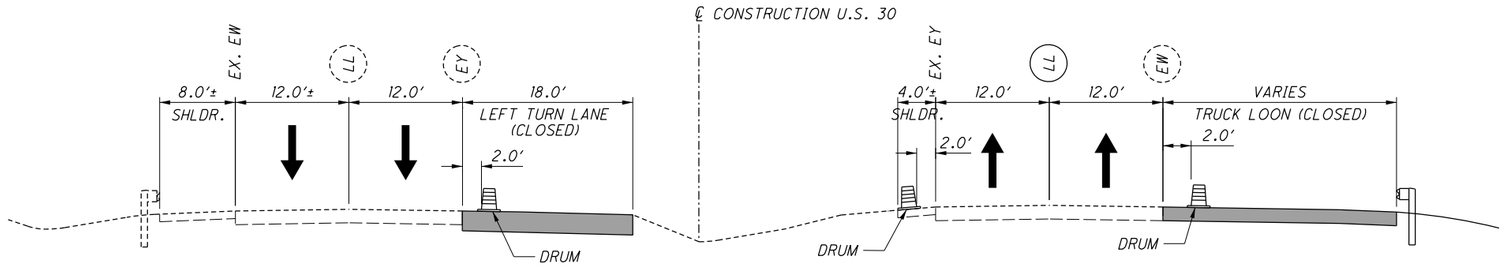


38 / 160	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3B STA. 624+00 TO STA. 685+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.





TYPICAL SECTION A-A

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CALCULATED BTP
CHECKED MDW

0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC PLAN - PHASE 3B
STA. 685+00 TO STA. 0+50

ASD-30-0.11

** STA. 3+81.62 ℄ CONSTRUCTION U.S. 30 =
STA. 252+06.75 ℄ R/W AND CONSTRUCTION S.R. 603 (SOUTH)

*** STA. 4+04.81 ℄ CONSTRUCTION U.S. 30 =
STA. 255+54.29 ℄ R/W AND CONSTRUCTION S.R. 603 (NORTH)

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.
2. SEE SHEET 21 FOR S.R. 603 DETOUR SIGNING.
3. PERMANENT TRAFFIC CONTROL SIGNS SHOWN SHALL EITHER BE ON TEMPORARY OR PERMANENT SUPPORTS.

*SIGN OR PAVEMENT MARKING PLACED PER TRAFFIC CONTROL PLAN, SEE SHEETS 126-137

#STATIONING REFERENCED FROM ℄ S.R. 603

℄ R/W & CONSTRUCTION S.R. 603

ENTERING Richland County (BEAM MTD.)

MATCH LINE STA. 0+50, SEE SHEET 39

MATCH LINE STA. 11+00, SEE SHEET 41

℄ CONSTRUCTION U.S. 30

Twp Rd 1255 1/3 MILE (WOOD BEAM MTD.)

WEST 30

EAST 30

NORTH 603

SOUTH 603

EAST 30 DETOUR

WEST 30 DETOUR

603 DETOUR

EAST 30 DETOUR 603

ROAD CLOSED DETOUR
R11-2-48
M4-10R-48
TYPE 3 BARRICADES

ROAD CLOSED
R11-2-48
M4-10R-48
TYPE 3 BARRICADES

R3-2-36 STA. 1+60

M4-8-36 M3-1-36 M1-5-45-3 M6-3-21 M5-1-21 STA. 1+22

R5-1A-42 STA. 4+50

R5-1-48 STA. 5+50

W1-8R-18* STA. 248+12*

W1-8L-18* STA. 247+35*

W1-8R-18* STA. 247+31*

W1-8L-18* STA. 246+52*

R4-7-24* STA. 249+45*

R3-5R-30* STA. 248+00*

R3-5R-30* STA. 249+68*

R3-5R-30* STA. 249+84*

M3-2-24 M4-8-24 M1-4-24-2 M3-4-24 M6-1R-21 M1-4-24-2 M6-1R-21 STA. 7+23

M3-2-24 M4-8-24 M1-4-24-2 M1-5-30-3 M6-1R-21 M5-1R-21 STA. 245+86*

M4-8-24 M1-5-30-3 M6-1R-21

SEE SHEET 21 FOR ADDITIONAL M.O.T. SIGNING ON S.R. 603 SOUTH

W3-1-48* STA. 242+50*

W1-2R-36* STA. 244+50*

MEET EXISTING PAVEMENT MARKINGS STA. 245+06

500'

G20-2-48 END ROAD WORK

TYPICAL SECTION B-B

VARIES WORK AREA | 4.0' | 12.0'± | 25.5'± | 24.5'± | 12.0'± | 12.0' | 4.0' | 12.0' | 4.0' SHLDR.

2.0' | 2.0'

PB, UNANCHORED | DRUM | DRUM

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP3B3.dgn Sheet 3/15/2021 1:39:43 PM CMT004

HORIZONTAL SCALE IN FEET 0 25 50 100

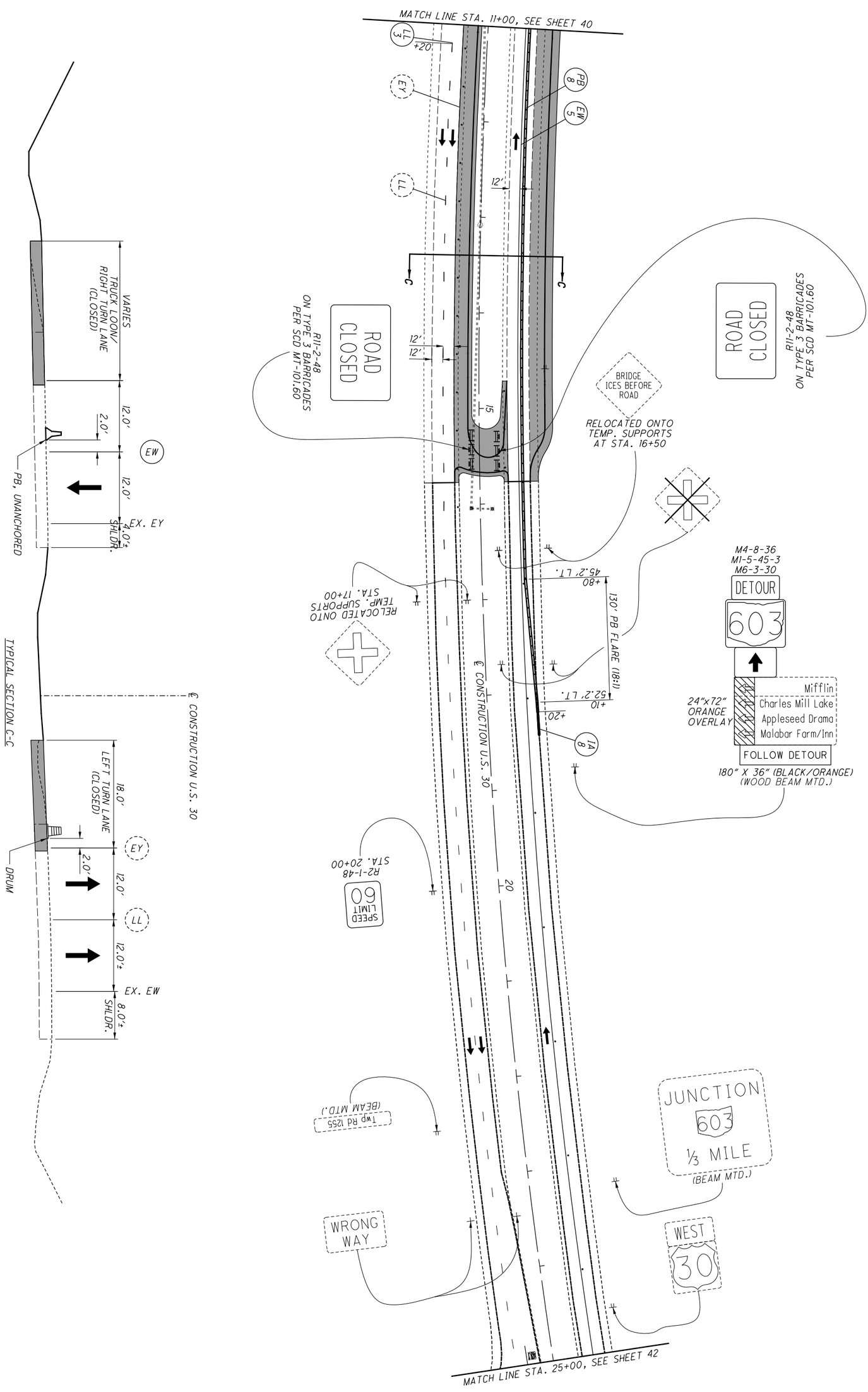
CALCULATED BTP CHECKED MDW

MAINTENANCE OF TRAFFIC PLAN - PHASE 3B
STA. 0+50 TO STA. 11+00

ASD-30-0.11

40
160

NOTES
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

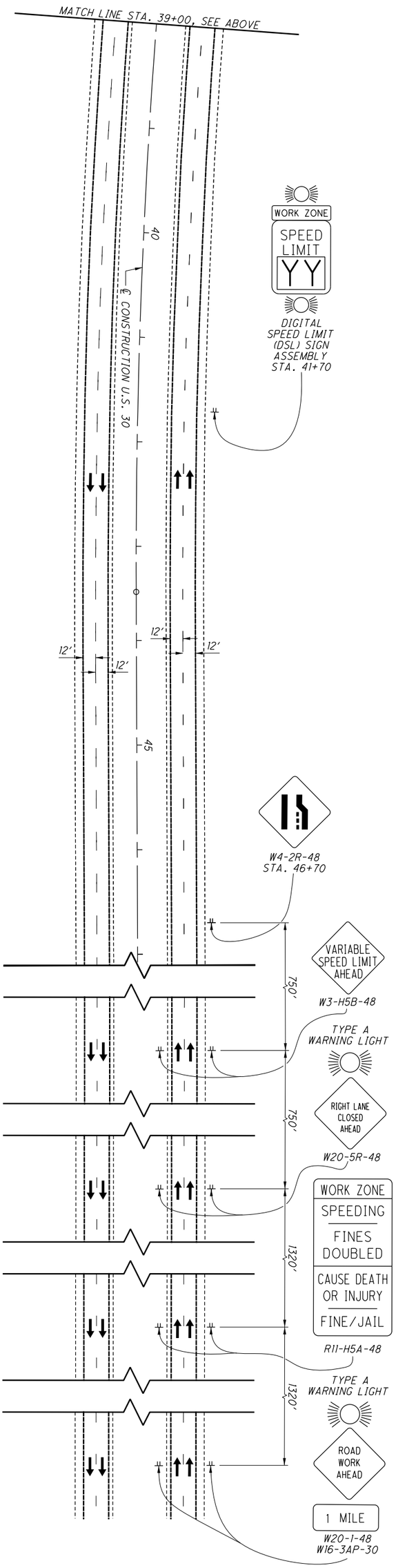


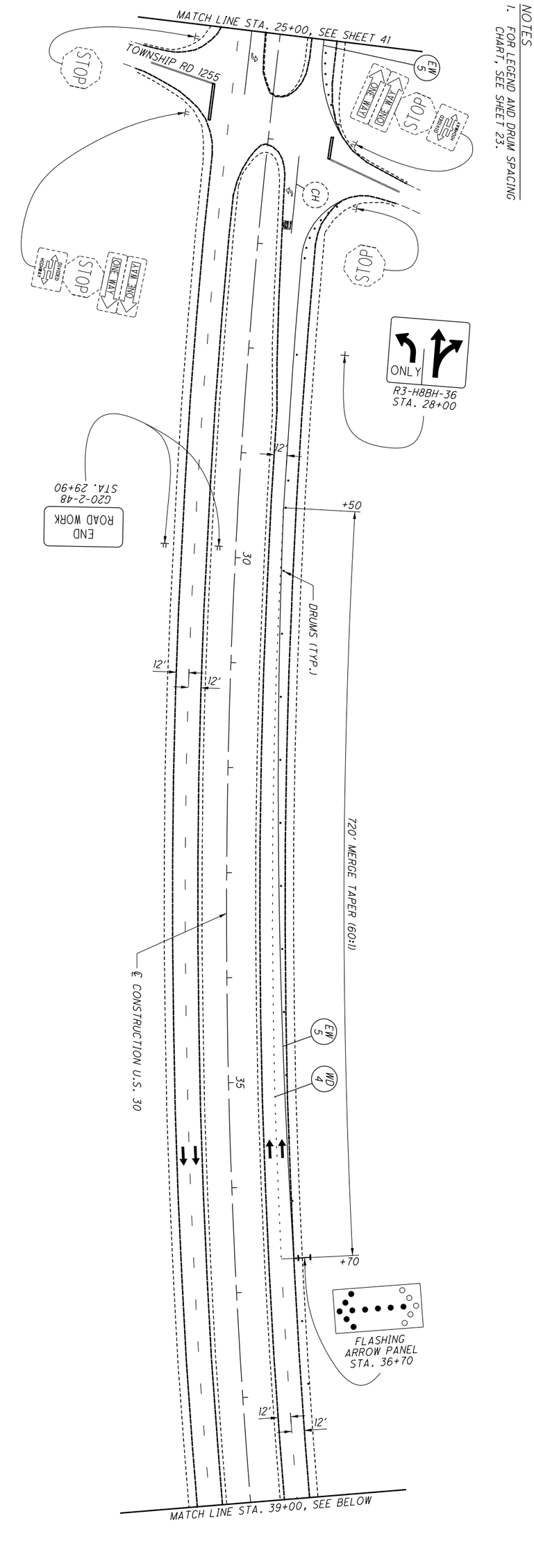
ASD-30-0.11

MAINTENANCE OF TRAFFIC PLAN - PHASE 3B
STA. 11+00 TO STA. 25+00

CALCULATED BTP
CHECKED MDW

0 25 50 100
HORIZONTAL SCALE IN FEET



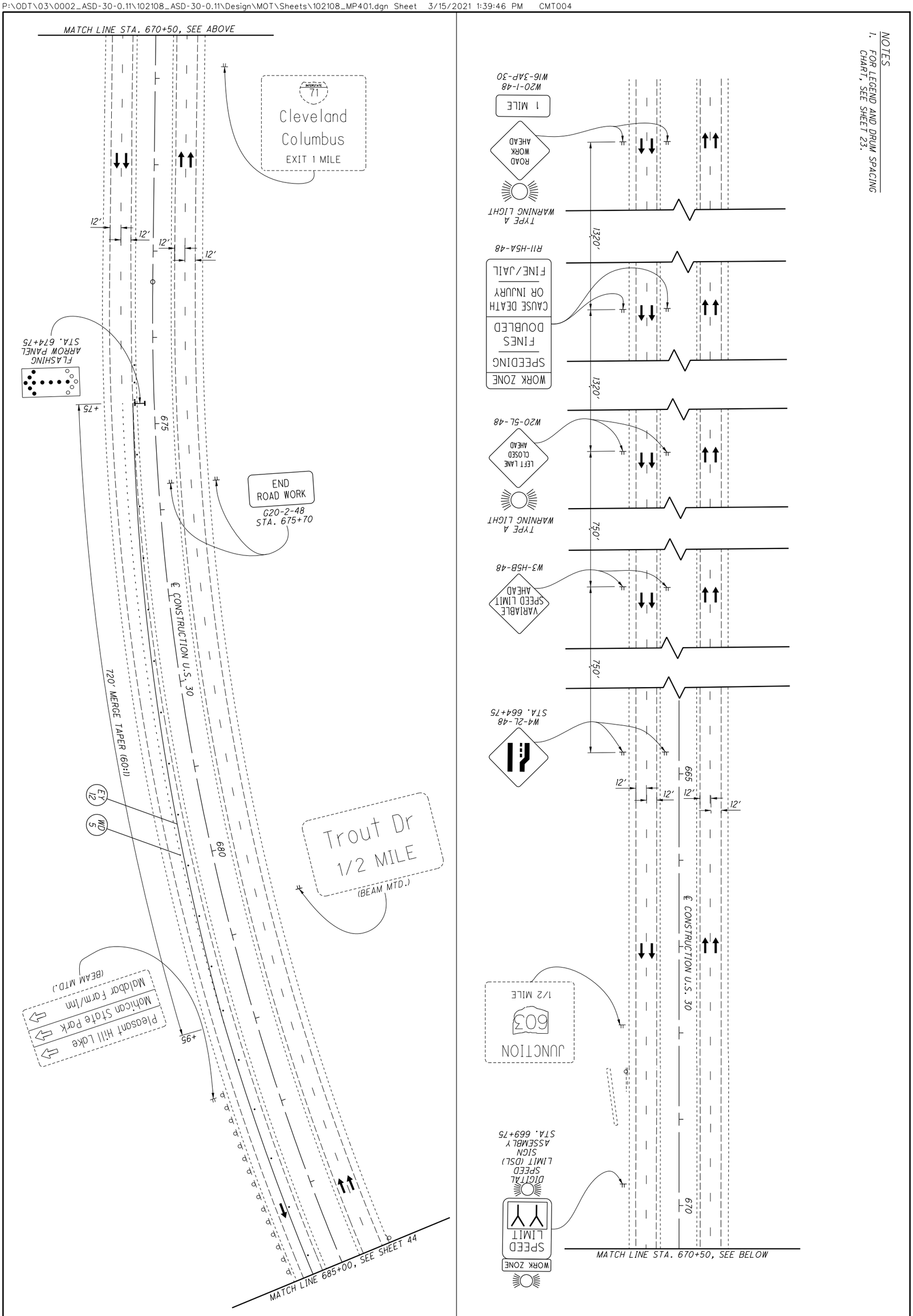


NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

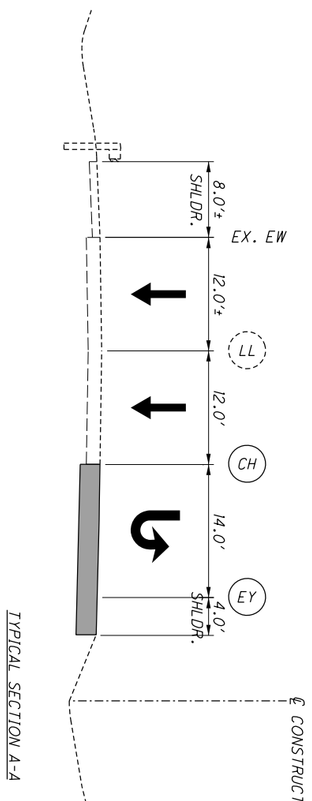


160 / 43	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 STA. 624+00 TO STA. 685+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET

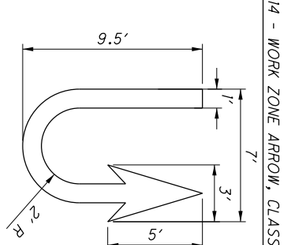
NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

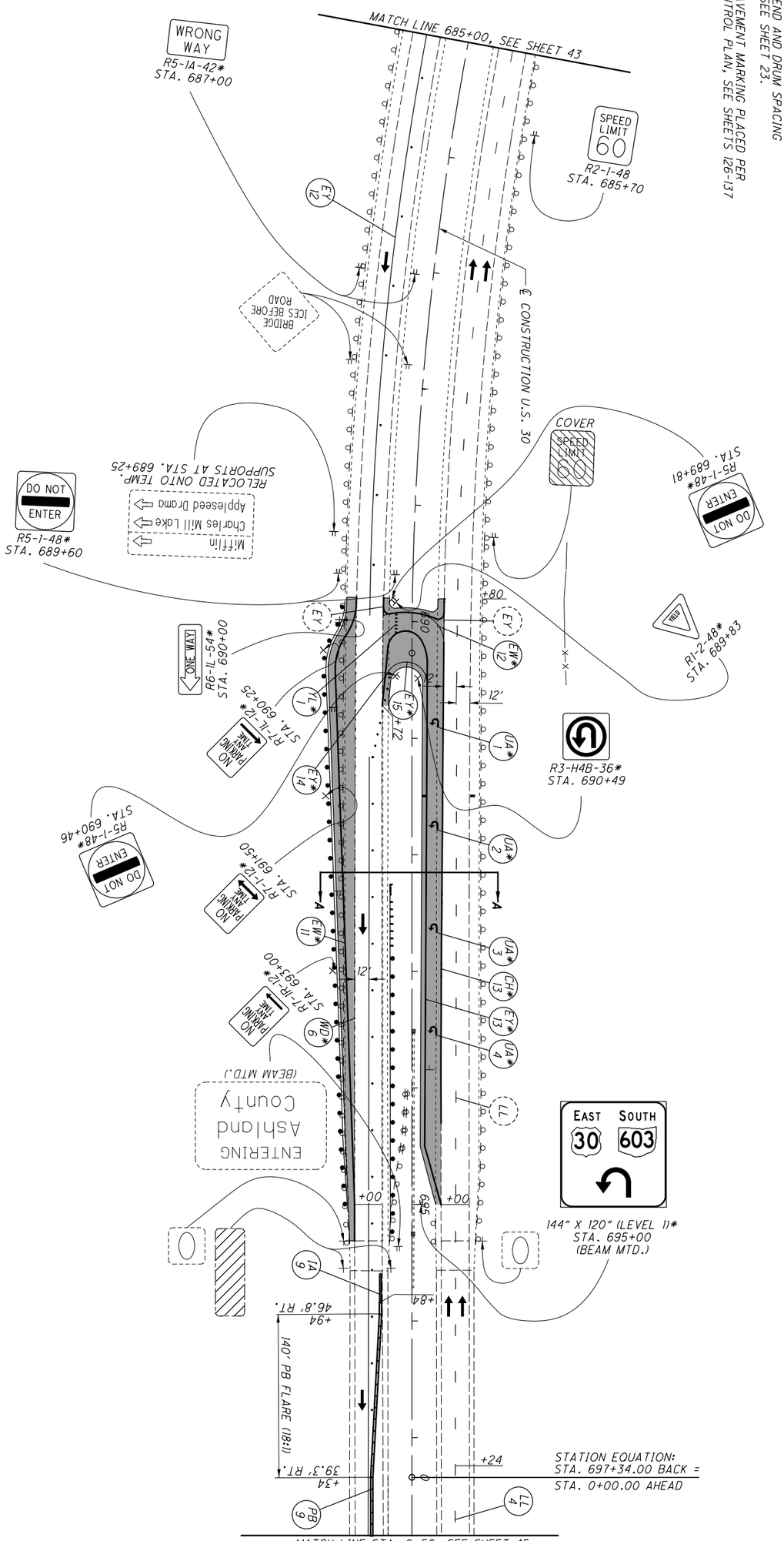
*SIGN OR PAVEMENT MARKING PLACED PER TRAFFIC CONTROL PLAN, SEE SHEETS 126-137



TYPICAL SECTION A-A



ITEM 614 - WORK ZONE ARROW, CLASS I, AS PER PLAN



160 / 414	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 STA. 685+00 TO STA. 0+50	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.
2. PERMANENT TRAFFIC CONTROL SIGNS SHOWN SHALL EITHER BE ON TEMPORARY OR PERMANENT SUPPORTS.

* SIGN OR PAVEMENT MARKING PLACED PER TRAFFIC CONTROL PLAN, SEE SHEETS 126-137

\# STATIONING REFERENCED FROM ℄ S.R. 603

** STA. 3+81.62 ℄ CONSTRUCTION U.S. 30 = STA. 252+06.75 ℄ R/W AND CONSTRUCTION S.R. 603 (SOUTH)

*** STA. 4+04.81 ℄ CONSTRUCTION U.S. 30 = STA. 255+54.29 ℄ R/W AND CONSTRUCTION S.R. 603 (NORTH)

**** STA. 6+60.43 ℄ CONSTRUCTION U.S. 30 = STA. 250+59.46 ℄ CONSTRUCTION S.R. 603 (SOUTH)

END ROAD WORK G20-2-48 STA. 262+00

ROAD WORK AHEAD W20-1-48 STA. 262+00

TYPE A WARNING LIGHT (BEAM MTD.)

℄ R/W & CONSTRUCTION S.R. 603

R4-7-36# STA. 256+76#

MEET EXISTING PAVEMENT MARKINGS STA. 257+50

R5-1A-42* STA. 5+50

WRONG WAY

NORTH 603 SOUTH 603

M3-1-36* M3-1-36* MI-5-36-3* MI-5-36-3* M5-1-30* M6-1-30* STA. 6+00

DO NOT ENTER R5-1-48* STA. 6+80

ONLY ONLY R3-H8CB-48* STA. 11+00

R1-1-48* R3-5R-30* R3-5R-30* STA. 256+62# STA. 256+95# STA. 257+29#

ONE WAY R6-1R-54* STA. 2+80 (BEAM MTD.)

276" X 96" (LEVEL 3)* WEST 30 Mansfield EAST SOUTH 30 603 30 Wooster

STOP ONLY

DY* 4 DY* 5 EY* 18

AR* 23 EW* 14 EW* 16 AR* 15 CH* 14 AR* 16 CH* 15 AR* 17 AR* 18 EW* 13 AR* 19 EY AR* 20 PB 10 AR* 21 LL 4 AR* 22 IA 10

EW* 13 SL* 2 PB 9 EY 12

ENTERING Richland County (BEAM MTD.)

RIC 30 1958

MATCH LINE STA. 0+50, SEE SHEET 44

MATCH LINE STA. 11+00, SEE SHEET 46

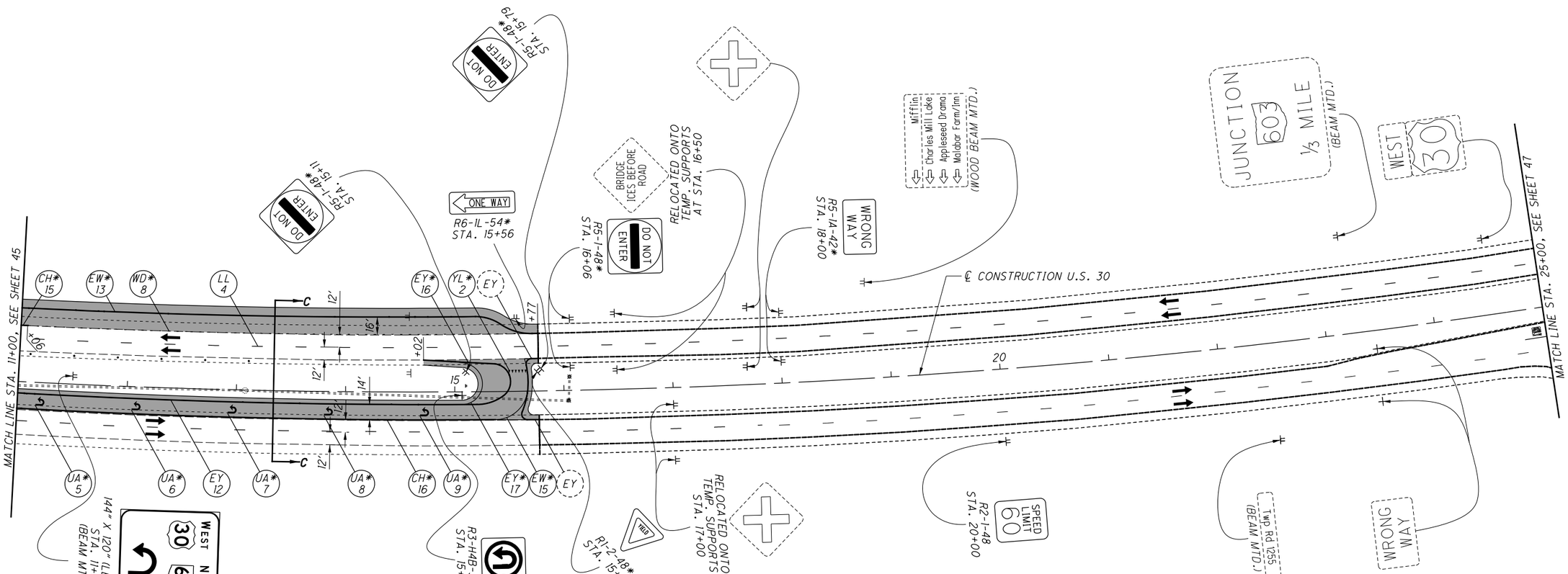
℄ CONSTRUCTION U.S. 30

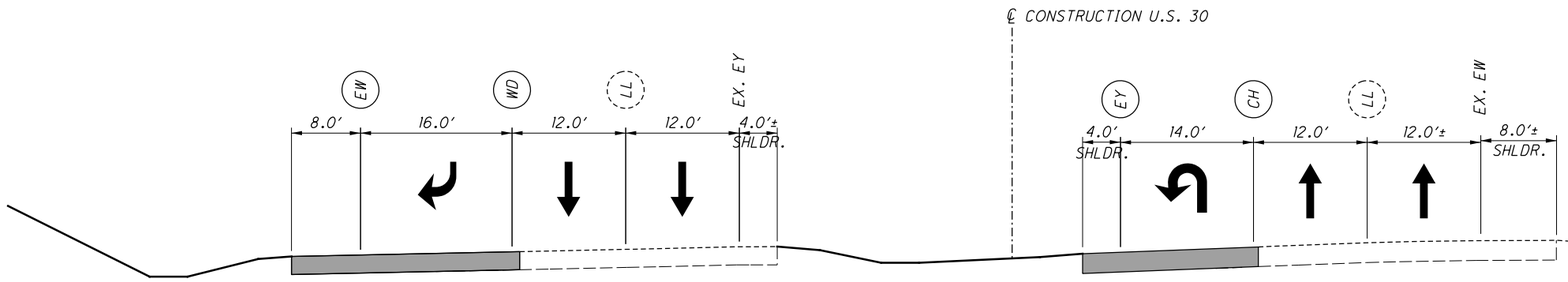
12' 12' 10 5 2' 2' 2'

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

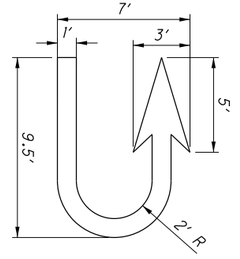
*SIGN OR PAVEMENT MARKING PLACED PER TRAFFIC CONTROL PLAN, SEE SHEETS 126-137





TYPICAL SECTION C-C

ITEM 614 - WORK ZONE ARROW, CLASS I, AS PER PLAN



HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED BTP
CHECKED MDW

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 11+00 TO STA. 25+00

ASD-30-0.11

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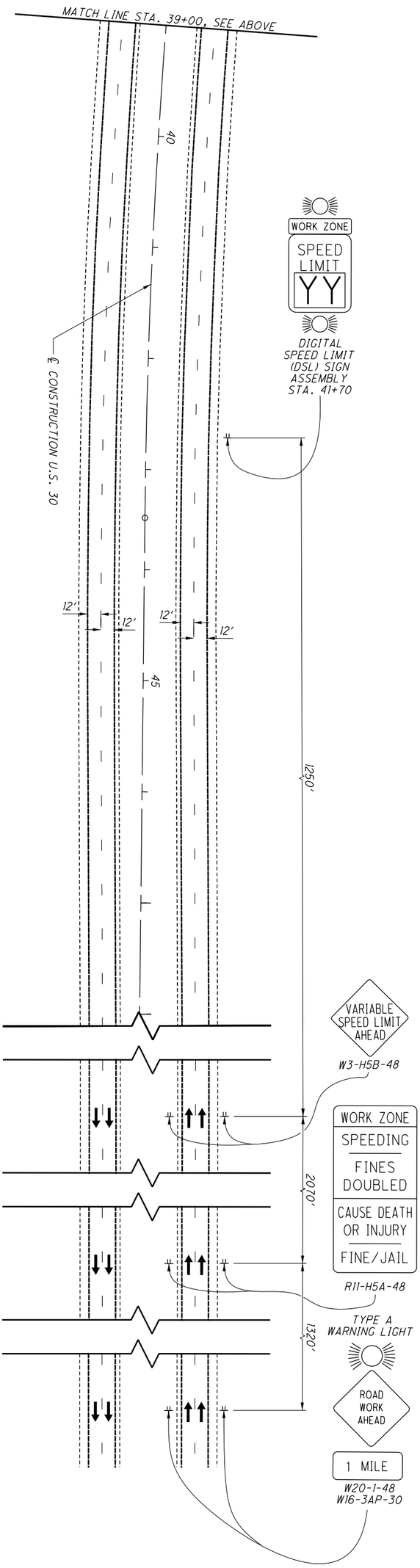

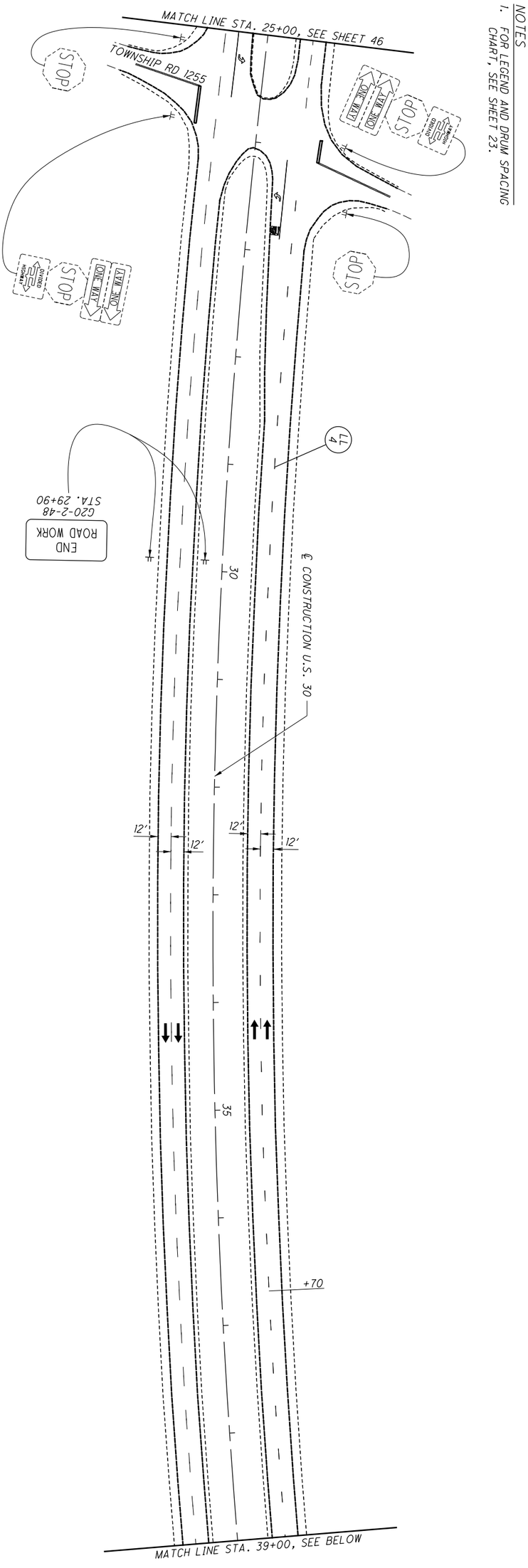

NOTES

1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 23.

160 / 47	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 STA. 25+00 TO STA. 93+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
					9	10	53	108	153	OFFICE CALCS	01/NHS/ OT							
																	ROADWAY	
						LS					LS		201	11000	LS		CLEARING AND GRUBBING	
						35					35		201	21800	35	EACH	TREE REMOVED, 18"	
						2					2		201	23000	2	EACH	TREE REMOVED, 30"	
							1				1		202	20010	1	EACH	HEADWALL REMOVED	
										9,673	9,673		202	23000	9,673	SY	PAVEMENT REMOVED	
							1,167				1,167		202	35100	1,167	FT	PIPE REMOVED, 24" AND UNDER	
							1,021				1,021		202	38000	1,021	FT	GUARDRAIL REMOVED	
							5				5		202	58100	5	EACH	CATCH BASIN REMOVED	
							119				119		202	75000	119	FT	FENCE REMOVED	
							3				3		202	98100	3	EACH	REMOVAL MISC.: BOLLARD REMOVED	10
								46,811			46,811		203	10000	46,811	CY	EXCAVATION	
								8,335			8,335		203	20000	8,335	CY	EMBANKMENT	
										11,780	11,780		204	10000	11,780	SY	SUBGRADE COMPACTION	
								514			514		204	13000	514	CY	EXCAVATION OF SUBGRADE	
								514			514		204	30010	514	CY	GRANULAR MATERIAL, TYPE B	
						6					6		204	45000	6	HOUR	PROOF ROLLING	
							1,975				1,975		606	15050	1,975	FT	GUARDRAIL, TYPE MGS	
							1				1		606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, NCHRP 350/MASH 2016	
							2				2		606	26550	2	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
							6				6		607	15100	6	FT	FENCE, TYPE 47RA	
									3		3		623	38500	3	EACH	MONUMENT ASSEMBLY	
									4		4		623	40500	4	EACH	REFERENCE MONUMENT	
																	EROSION CONTROL	
						4					4		601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE I UNDERLAYMENT	
							650				650		601	38001	650	FT	PAVED GUTTER, TYPE 1-4, AS PER PLAN	10
					2						2		659	00100	2	EACH	SOIL ANALYSIS TEST	
					3,585		217				3,802		659	00300	3,802	CY	TOPSOIL	
								32,296			32,296		659	10000	32,296	SY	SEEDING AND MULCHING	
					1,615						1,615		659	14000	1,615	SY	REPAIR SEEDING AND MULCHING	
					1,615						1,615		659	15000	1,615	SY	INTER-SEEDING	
					4.5						4.5		659	20000	4.5	TON	COMMERCIAL FERTILIZER	
					6.67						6.67		659	31000	6.67	ACRE	LIME	
					179						179		659	35000	179	MGAL	WATER	
							827				827		670	00700	827	SY	DITCH EROSION PROTECTION	
										LS	LS		832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
										LS	LS		832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
										LS	LS		832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
										40,624	40,624		832	30000	40,624	EACH	EROSION CONTROL	
							1,132				1,132		836	10000	1,132	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	
																	DRAINAGE	
							0.33				0.33		602	20000	0.33	CY	CONCRETE MASONRY	
							2,507				2,507		605	11100	2,507	FT	6" SHALLOW PIPE UNDERDRAINS	
						100					100		605	13300	100	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
							3,585				3,585		605	14000	3,585	FT	6" BASE PIPE UNDERDRAINS	
					125						125		605	31100	125	FT	AGGREGATE DRAINS	
							98				98		611	00510	98	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
						50					50		611	01500	50	FT	6" CONDUIT, TYPE F	
							282				282		611	04400	282	FT	12" CONDUIT, TYPE B	
							370				370		611	05900	370	FT	15" CONDUIT, TYPE B	
							349				349		611	06100	349	FT	15" CONDUIT, TYPE C	
							675				675		611	07600	675	FT	18" CONDUIT, TYPE C	
							4				4		611	98410	4	EACH	CATCH BASIN, NO. 8	
							1				1		611	98470	1	EACH	CATCH BASIN, NO. 2-2B	
							2				2		611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE	
						2	2				4		611	99710	4	EACH	PRECAST REINFORCED CONCRETE OUTLET	

CALCULATED DTS
CHECKED MDW

GENERAL SUMMARY

ASD-30-0.11

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SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
				10	53	122	124	146	147	OFFICE CALCS	01/NHS/ OT							
																	PAVEMENT	
				25							25		251	01030	25	CY	PARTIAL DEPTH PAVEMENT REPAIR (442)	
										5,608	5,608		252	01500	5,608	FT	FULL DEPTH PAVEMENT SAWING	
										8,560	8,560		254	01000	8,560	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH	
				500							500		255	10010	500	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS OC1	
										314	314		301	46000	314	CY	ASPHALT CONCRETE BASE, PG64-22	
										2,820	2,820		304	20000	2,820	CY	AGGREGATE BASE	
										9,631	9,631		305	13010	9,631	SY	9" CONCRETE BASE, CLASS OC 1P	
										3,107	3,107		407	10000	3,107	GAL	TACK COAT	
										1,118	1,118		442	10000	1,118	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
										1,209	1,209		442	10100	1,209	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
					277						277		609	26000	277	FT	CURB, TYPE 6	
					184						184		609	54000	184	SY	6" CONCRETE TRAFFIC ISLAND	
										21	21		617	10100	21	CY	COMPACTED AGGREGATE	
										1.53	1.53		618	40600	1.53	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
																	LIGHTING	
									18		18		625	00450	18	EACH	CONNECTION, FUSED PULL APART	
									6		6		625	00451	6	EACH	CONNECTION, FUSED PULL APART, AS PER PLAN	145
									15		15		625	00480	15	EACH	CONNECTION, UNFUSED PERMANENT	
									4		4		625	10490	4	EACH	LIGHT POLE, CONVENTIONAL, DESIGN AT15B40	
									5		5		625	10490	5	EACH	LIGHT POLE, CONVENTIONAL, DESIGN AT18B40	
									3		3		625	14001	3	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN	145
									9		9		625	14100	9	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
									8,379		8,379		625	23302	8,379	FT	NO. 6 AWG 2400 VOLT DISTRIBUTION CABLE	
									1,020		1,020		625	23400	1,020	FT	NO. 10 AWG POLE AND BRACKET CABLE	
									2,142		2,142		625	25300	2,142	FT	CONDUIT, 1-1/2", 725.04	
									171		171		625	25500	171	FT	CONDUIT, 3", 725.04	
									280		280		625	25902	280	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
									14		14		625	26253	14	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, LED, 13,000-15,500 LUMENS	145
									2,313		2,313		625	29000	2,313	FT	TRENCH	
									2		2		625	30700	2	EACH	PULL BOX, 725.08, 18"	
									6		6		625	30706	6	EACH	PULL BOX, 725.08, 24"	
									4		4		625	31510	4	EACH	PULL BOX REMOVED	
									14		14		625	32000	14	EACH	GROUND ROD	
									1		1		625	34001	1	EACH	POWER SERVICE, AS PER PLAN	145
									3		3		625	35011	3	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	145
									2,313		2,313		625	36010	2,313	FT	UNDERGROUND WARNING/MARKING TAPE	
									1		1		625	39520	1	EACH	PULL BOX CLEANED	
								LS			LS		SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	146
								2			2		SPECIAL	62540010	2	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT	146
									1		1		625	75401	1	EACH	LIGHT POLE REMOVED, AS PER PLAN	146
									4		4		625	75500	4	EACH	LIGHT POLE FOUNDATION REMOVED	
									6		6		625	75507	6	EACH	LUMINAIRE REMOVED, AS PER PLAN	146
									2		2		625	75801	2	EACH	DISCONNECT CIRCUIT, AS PER PLAN	146
								2			2		625	76000	2	EACH	ARC FLASH CALCULATIONS AND LABEL(RIC-30-18.93)(ASD-30-0.05)	
									1		1		625	98000	1	EACH	LIGHTING, MISC.: CONTROL CENTER WORK PAD	145
									1		1		625	98000	1	EACH	LIGHTING, MISC.: EXISTING POWER SERVICE MODIFICATION	146
									1		1		625	98000	1	EACH	LIGHTING, MISC.:CONTROL CENTER WORK PAD, SLOPED AREA	145
																	TRAFFIC CONTROL	
						180					180		621	00100	180	EACH	RPM	
						112					112		621	54000	112	EACH	RAISED PAVEMENT MARKER REMOVED	
					18						18		626	00110	18	EACH	BARRIER REFLECTOR, TYPE 2, 1WAY	
					28						28		626	00110	28	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
							563.5				563.5		630	02100	563.5	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
							728				728		630	03100	728	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
							285.5				285.5		630	04101	285.5	FT	GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN	10
							133.8				133.8		630	07000	133.8	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18	
							182.5				182.5		630	07500	182.5	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22	
							37.3				37.3		630	07600	37.3	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	

CALCULATED DTS
CHECKED MDW

GENERAL SUMMARY

ASD-30-0.11

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SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
			11	12	13	14	18	122	124	125	01/NHS/OT							
																	TRAFFIC CONTROL CONT.	
									59.5		59.5		630	08000	59.5	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12X30	
									60		60		630	08600	60	EACH	SIGN POST REFLECTOR	
									17		17		630	09000	17	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
									798.5		798.5		630	80100	798.5	SF	SIGN, FLAT SHEET	
									954		954		630	80200	954	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
									17		17		630	84500	17	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
										79	79		630	84900	79	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
										2	2		630	85400	2	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
										1	1		630	85600	1	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION	
										79	79		630	86002	79	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
										2	2		630	86102	2	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
										4	4		630	86292	4	EACH	REMOVAL OF GROUND MOUNTED WOODEN BOX BEAM SUPPORT AND DISPOSAL	
								0.26			0.26		644	00104	0.26	MILE	EDGE LINE, 6"	
								0.13			0.13		644	00300	0.13	MILE	CENTER LINE	
								38			38		644	00500	38	FT	STOP LINE	
								614			614		644	00700	614	FT	TRANSVERSE/DIAGONAL LINE	
								171			171		644	00720	171	FT	CHEVRON MARKING	
								14			14		644	01300	14	EACH	LANE ARROW	
								9			9		644	01301	9	EACH	LANE ARROW, AS PER PLAN	127
								37			37		644	20800	37	FT	YIELD LINE	
								2			2		644	40000	2	EACH	SPEED MEASUREMENT MARKING	
								0.24			0.24		807	12010	0.24	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
								0.12			0.12		807	12110	0.12	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
								1.65			1.65		807	14010	1.65	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
								1.51			1.51		807	14110	1.51	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
								2,864			2,864		807	14310	2,864	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
								1,341			1,341		807	14410	1,341	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
								3.42			3.42		850	10010	3.42	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
								2,864			2,864		850	10130	2,864	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
								0.36			0.36		850	20010	0.36	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
																	MAINTENANCE OF TRAFFIC	
			100								100		410	12000	100	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
			100								100		410	13000	100	CY	TRAFFIC COMPACTED SURFACE, TYPE C	
						100					100		614	11110	100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
							10				10		614	12380	10	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
			LS								LS		614	12420	LS		DETOUR SIGNING	
				4							4		614	12484	4	EACH	WORK ZONE INCREASED PENALTIES SIGN	
					10						10		614	12500	10	EACH	REPLACEMENT SIGN	
					25						25		614	12600	25	EACH	REPLACEMENT DRUM	
			50	10							60		614	13000	60	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
							208				208		614	13310	208	EACH	BARRIER REFLECTOR, TYPE 1, (1WAY)	
							208				208		614	13350	208	EACH	OBJECT MARKER, ONE WAY	
						60					60		614	18601	60	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	14
							2.99				2.99		614	20056	2.99	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
				0.43							0.43		614	20210	0.43	MILE	WORK ZONE LANE LINE, CLASS I, 6", 740.06, TYPE I	
				1.63							1.63		614	20560	1.63	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
							0.12				0.12		614	21050	0.12	MILE	WORK ZONE CENTER LINE, CLASS I, 807 PAINT	
				0.13							0.13		614	21550	0.13	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
							6.55				6.55		614	22056	6.55	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
				1.23							1.23		614	22210	1.23	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	
				2.16							2.16		614	22360	2.16	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
							4,206				4,206		614	23110	4,206	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
				135							135		614	23410	135	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 740.06, TYPE I	
				2,864							2,864		614	23690	2,864	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
							4,941				4,941		614	24102	4,941	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
				1,440							1,440		614	24402	1,440	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE I	

CALCULATED DTS
CHECKED MDW

GENERAL SUMMARY

ASD-30-0.11

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SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
								11	12	13	18	01/NHS/OT							
																		MAINTENANCE OF TRAFFIC CONT.	
									1,341			1,341		614	24612	1,341	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
											38	38		614	26200	38	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
									38			38		614	26610	38	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
											9	9		614	30001	9	EACH	WORK ZONE ARROW, CLASS I, AS PER PLAN	13
											23	23		614	30200	23	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
									2			2		614	30400	2	EACH	WORK ZONE ARROW, CLASS I, 740.06, TYPE I	
									14			14		614	30650	14	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
											38	38		614	98100	38	FT	WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE	13
									37			37		614	98100	37	FT	WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE, CLASS III	13
									9			9		614	98200	9	EACH	WORK ZONE PAVEMENT MARKING, MISC.: U-TURN ARROW, CLASS III	13
								20		222		242		616	10000	242	MGAL	WATER	
											9,970	9,970		622	41100	9,970	FT	PORTABLE BARRIER, UNANCHORED	
											38.0	38.0		630	80300	38.0	SF	SIGN, TEMPORARY OVERLAY	
										24		24		808	18700	24	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																		INCIDENTALS	
												LS		614	11000	LS		MAINTAINING TRAFFIC	
												15		619	16010	15	MNTH	FIELD OFFICE, TYPE B	
												LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS		624	10000	LS		MOBILIZATION	

CALCULATED DTS
CHECKED MDW

GENERAL SUMMARY

ASD-30-0.11

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PROJECT DESCRIPTION

PROJECT INCLUDES THE CONVERSION OF THE U.S. 30 AND S.R. 603 INTERSECTION TO A REDUCED CONFLICT U-TURN (RCUT) INTERSECTION. INCLUDED WITH THIS CONVERSION IS LEFT TURN LANES AND TRUCK LOONS AT EACH U-TURN LOCATION, ADDITION OF A WESTBOUND RIGHT TURN LANE, EASTBOUND RIGHT TURN LANE LENGTHENING, REALIGNMENT OF S.R. 603 SOUTH OF U.S. 30, PAVEMENT RESURFACING, EXISTING PAVEMENT REMOVAL FROM THE MEDIAN AREA OF THE CURRENT INTERSECTION, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS, AND LIGHTING.

POST CONSTRUCTION BMP REQUIREMENTS ARE MET BY THE USE OF ONE VEGETATED BIOFILTERS ON THE EAST SIDE OF S.R. 603 AND ONE VEGETATED BIOFILTER ON THE WEST SIDE OF S.R. 603, AND THE DESIGN INFORMATION IS PROVIDED ON THE TABLE ON THIS SHEET. LESS THAN 1 ACRE OF NEW PAVEMENT IS BEING CONSTRUCTED OUTSIDE OF THE EXISTING RIGHT OF WAY, SO NO TREATMENT FOR WATER QUANTITY IS REQUIRED.

TREATMENT AREA REQUIRED: 1.820 ACRES
TREATMENT AREA PROVIDED: 1.841 ACRES

VEGETATED BIOFILTER LOCATIONS

STATION	ROUTE	SIDE	WIDTH	T AREA	LATITUDE	LONGITUDE
245+06.37 TO 246+50.00	S.R. 603	LEFT	4.00	0.176	40°46'45.6" N	82°22'31.4" W
247+00.00 TO 250+25.00	S.R. 603	LEFT	4.00	0.652	40°46'47.7" N	82°22'33.3" W
245+50.00 TO 250+25.00	S.R. 603	RIGHT	6.00	1.013	40°46'47.8" N	82°22'32.1" W

PROJECT DATA

TOTAL AREA (RIGHT-OF-WAY)	8.760 ACRES
PROJECT EARTH DISTURBED AREA	8.720 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	4.020 ACRES
IMMEDIATE RECEIVING WATERS	CHARLES MILL LAKE
SUBSEQUENT RECEIVING WATERS	CHARLES MILL LAKE
NOTICE OF INTENT EARTH DISTURBED AREA	12.740 ACRES

STA. 4+04.81 ℄ CONSTRUCTION U.S. 30 =
STA. 255+54.29 ℄ R/W & CONSTRUCTION S.R. 603 (NORTH)

STA. 6+60.43 ℄ CONSTRUCTION U.S. 30 =
STA. 250+59.46 ℄ CONSTRUCTION S.R. 603 (SOUTH)

℄ CONSTRUCTION U.S. 30

℄ CONSTRUCTION S.R. 603

Ex SH

Ex LA

Ex LA R/W

15" STM.

18" STM.

12" STM.

PR. VEGETATED BIOFILTER

BEGIN PROJECT
STA. 689+80.00
S.L.M. 18.93

SUSPEND PROJECT
STA. 695+31.09
S.L.M. 19.15

RESUME PROJECT
STA. 1+05.00
S.L.M. 0.03

END PROJECT
STA. 15+77.00
S.L.M. 0.30

USGS QUADRANT NO. 40082-G3-TF-024
ASHLAND SOUTH, OHIO

USGS QUADRANT NO. 40082-G4-TF-024
PAVONIA, OHIO

LATITUDE: N 40°46'51"*
LONGITUDE: W 82°22'36"*
* LONGITUDE AND LATITUDE TO APPROXIMATE CENTER OF PROJECT

HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED DTS
CHECKED KAM

PROJECT SITE PLAN

ASD-30-0.11

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REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	202 HEADWALL REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 GUARDRAIL REMOVED	202 CATCH BASIN REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.: BOLLARD REMOVED	601 PAVED GUTTER, TYPE 1-4, AS PER PLAN	602 CONCRETE MASONRY	605 6" SHALLOW PIPE UNDERDRAINS	605 6" BASE PIPE UNDERDRAINS	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE E, NCHRP 350/MASH 2016	606 ANCHOR ASSEMBLY, MGS TYPE T	607 FENCE, TYPE 47RA	609 CURB, TYPE 6	609 6" CONCRETE TRAFFIC ISLAND	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	611 12" CONDUIT, TYPE B	611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE C	611 18" CONDUIT, YPE C	611 CATCH BASIN, NO. 8	611 CATCH BASIN, NO. 2-2B	611 MANHOLE ADJUSTED TO GRADE	611 PRECAST REINFORCED CONCRETE OUTLET	626 BARRIER REFLECTOR, TYPE 2, IWAY	626 BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL	659 TOPSOIL	670 DITCH EROSION PROTECTION	836 SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1		
						EACH	FT	FT	EACH	FT	EACH	FT	CY	FT	FT	FT	EACH	EACH	FT	FT	SY	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	CY	SY	SY		
R-1	54,56	U.S. 30	689+80.00	695+00.00	RT			520																												
R-2	56	U.S. 30	693+51.27	695+71.30	LT	1	220		2																											
R-3	56	U.S. 30	693+98.11	695+31.12	RT			135																												
R-4	58	U.S. 30	1+04.43	2+64.30	LT			161																												
R-5	58	U.S. 30	1+04.59	3+08.89	RT			205																												
R-6	60,62	U.S. 30	5+06.21	9+58.87	RT		453																													
R-7	60	U.S. 30	5+06.44	6+29.27	RT		124		1																											
R-8	60	U.S. 30	6+78.60	7+94.95	RT					119																										
R-9	62	U.S. 30	9+58.87	13+07.92	RT/LT		370		2																											
R-10	66	S.R. 603	245+33.42	245+51.09	LT						3																										
GR-1	54,56	U.S. 30	689+83.79	695+00.00	RT											525.0																12				
GR-2	56	U.S. 30	692+27.99	695+31.12	RT											250.0	1																			
GR-3	58,60	U.S. 30	1+04.43	4+94.55	LT											337.5																	6			
GR-4	58,60	U.S. 30	1+05.00	3+51.00	RT											237.5		1														6				
GR-5	58,60	U.S. 30	1+04.59	7+38.66	RT											625.0		1															14				
I-1	67	S.R. 603	249+33.80	249+96.47	RT/LT															181	135															
I-2	68	S.R. 603	256+43.26	256+79.42	LT															96	49															
E-1	58	U.S. 30	1+17.52	1+50.00	RT/LT																												3		27	
E-2	58-64	U.S. 30	3+25.19	15+75.87	LT																												116		1047	
E-3	62,64	U.S. 30	9+06.41	15+56.42	LT							650																								
E-4	62	U.S. 30	9+61.00	10+31.00	LT																												6		58	
E-5	66-67	S.R. 603	245+06.37	249+68.43	LT																												43	384		
E-6	66-67	S.R. 603	245+06.37	249+61.32	RT																												49	443		
UD-1	54	U.S. 30	689+80.00	690+60.97	LT									86																						
UD-2	54,56	U.S. 30	689+80.00	695+31.12	RT									556								17									1					
UD-3	54,56	U.S. 30	689+80.00	695+31.20	RT										551							7														
UD-4	54	U.S. 30	689+88.92	690+53.49	LT										67																					
UD-5	54	U.S. 30	689+88.42	690+68.45	RT/LT									90																						
UD-6	54,56	U.S. 30	690+53.49	695+25.27	LT									473								17														
UD-7	58,60	U.S. 30	1+04.59	6+43.67	RT										550							14									1					
UD-8	58-64	U.S. 30	2+97.51	15+77.00	LT									1302								19														
UD-9	58-64	U.S. 30	3+04.22	15+77.00	LT										1289							7														
UD-10	60,62	U.S. 30	7+64.10	13+05.90	RT										544																					
UD-11	60,62	U.S. 30	7+83.11	10+03.65	RT										223							10														
UD-12	62,64	U.S. 30	13+07.89	15+06.37	RT										199							7														
UD-13	64	U.S. 30	14+88.72	15+70.90	RT/LT										93																					
UD-14	64	U.S. 30	15+06.37	15+70.75	RT/LT										69																					
D-3	62	U.S. 30	13+07.92	9+59.06	LT																										1					
D-4	60,62	U.S. 30	9+59.06	5+06.21	LT																										1					
D-6	60	U.S. 30	5+06.44		RT																															
D-8	60	U.S. 30	7+85.00	5+06.44	RT																															
D-9	54,56	U.S. 30	689+80.45	693+50.00	RT																															
D-10	56	U.S. 30	693+50.00	695+25.38	RT																															
D-11	56	U.S. 30	695+25.38	695+71.30	LT																															
F-1	60	U.S. 30	7+89.47	7+94.95	RT																															
TOTALS CARRIED TO GENERAL SUMMARY						1	1167	1021	5	119	3	650	0.33	2507	3585	1975.0	1	2	6	277	184	98	282	370	349	675	4	1	2	2	18	28	217	827	1132		

CALCULATED DTS
CHECKED MDW

ROADWAY SUBSUMMARY

ASD-30-0.11

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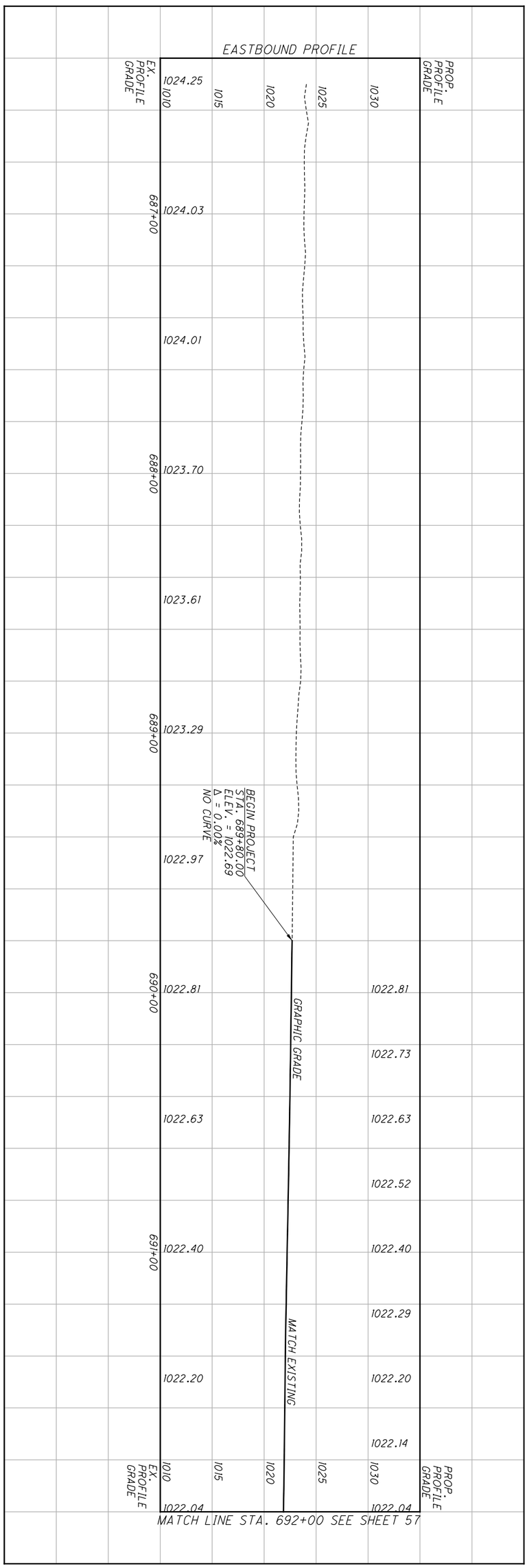
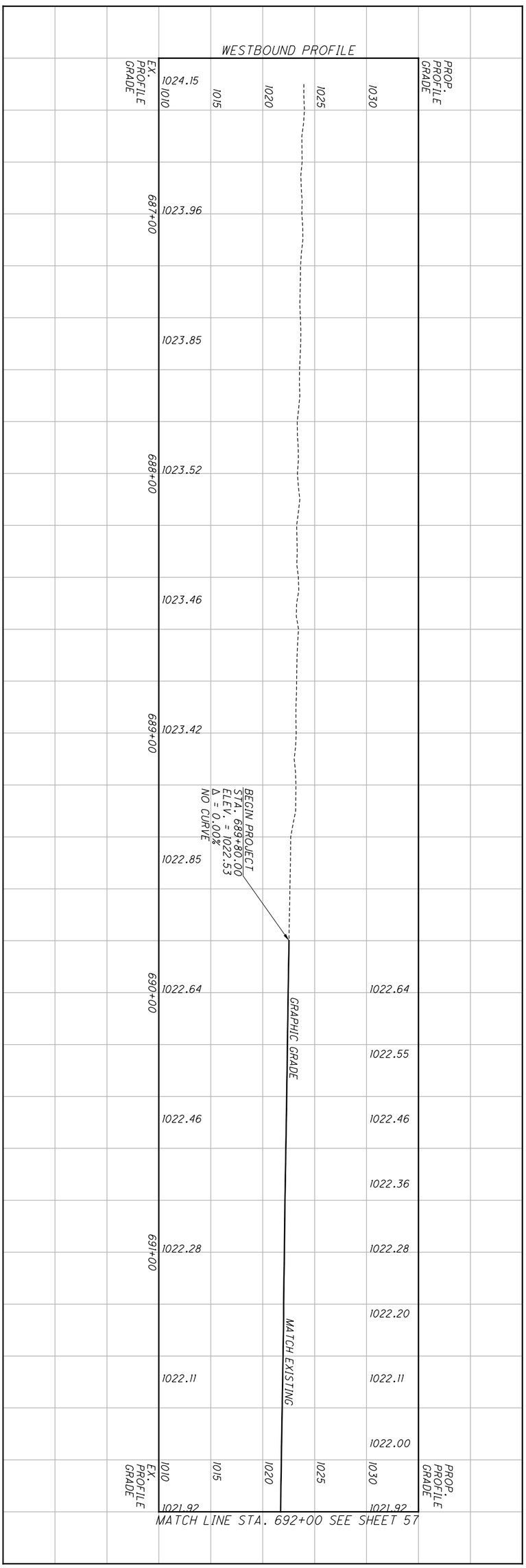
Ex LA-R/W

Ex LA-R/W

Ex LA-R/W





ASD-30-0.11

PROFILE VIEW - U.S. 30
STA. 687+00.00 TO STA. 692+00.00

CALCULATED NAU
CHECKED MDW

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Ex LA-R/W

OHW BOUNDARY

SUSPEND PROJECT
STA. 695+31.09
S.L.M. 19.15

CONSTRUCTION LIMITS

GRASS

UD 6

R 2

END TAPER LT. +00

5.1'

8.1'

24.3'

SAW CUT LINE

6"-605 (SHALLOW)

7.9'

17.6'

TBR

4.0'

14.1'

4.6'

24.2'

+25.27, 20.53' LT.
6"-90° BEND
℄ = 1015.88

4.5'

693

694

695

696

697

℄ CONSTRUCTION U.S. 30

7.0'

15" STM.

20.4'

TBR

S 81°21'05" E

370' - 15" CONDUIT, TYPE B

4.4'

21.1'

D 10

TYPE MGS: BARRIER GUARDRAIL

176' - 18" CONDUIT, TYPE C

D 11

R=225'
L=12.5'

5.2'

46' - 18" CONDUIT, TYPE C

STRUCTURE NO. RIC-30-1103R

+28.00
18.8' RT.

LON
+41

23.3'

BEGIN TAPER LT. +50

R = 225'
L = 12.5'

GR 2

R 3

23.6'

CONNECT TO EX. BRIDGE TERMINAL ASSEMBLY
STA. 695+31.12, 19.15' RT.

TYPE MGS GUARDRAIL

6"-605 (SHALLOW)

SAW CUT LINE

+00

5.4'

4.3'

ANCHOR ASSEMBLY, MGS TYPE E

CONNECT TO EXISTING GUARDRAIL
STA. 695+00.00, 55.5' RT.

+31.12, 49.18' LT.
6"-90° BEND
℄ = 1016.50

6"-605 (BASE)

+26.16, 53.66' RT.
6"-45° BEND
℄ = 1017.25

+31.20, 58.62' RT.
6"-45° BEND, WYE
℄ = 1016.40

GR 1

WETLAND-W1

R 1

UD 2

UD 3

CONSTRUCTION LIMITS

DENSE WOODS

+31.26, 67.13' RT.
PRECAST REINF. CONC. OUTLET
℄ = 1016.30

Ex LA-R/W

LA-R/W

4" GAS

OHWM
ELEV. = 997.13

BLACK FORK OF THE MOHICAN RIVER

STATION EQUATION:
STA. 697+34.00 BACK =
STA. 0+00.00 AHEAD

Ex LA-R/W

ASHLAND COUNTY
RICHLAND COUNTY

Ex LA-R/W

MATCH LINE STA. 692+00 SEE SHEET 54

NOTES
1. FOR PROFILE, SEE SHEET 57.
2. FOR QUANTITIES SEE SHEET 53.
3. FOR STORM SEWER PROFILES, SEE SHEETS 119-120

N

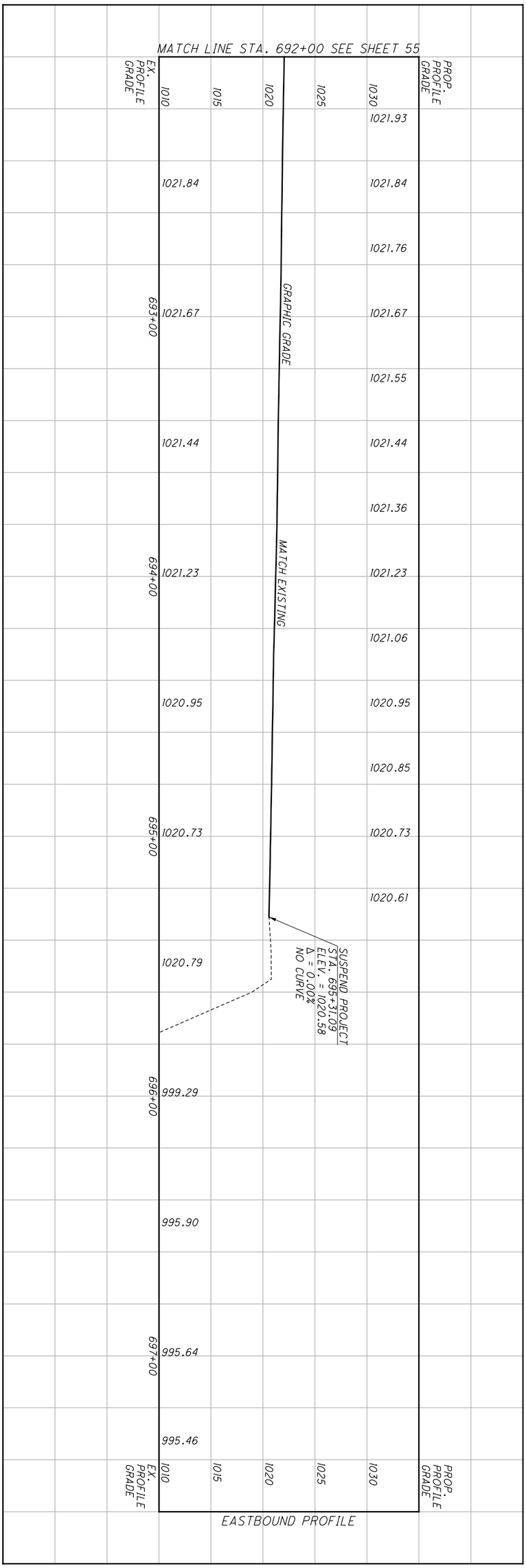
HORIZONTAL SCALE IN FEET
0 10 20 40

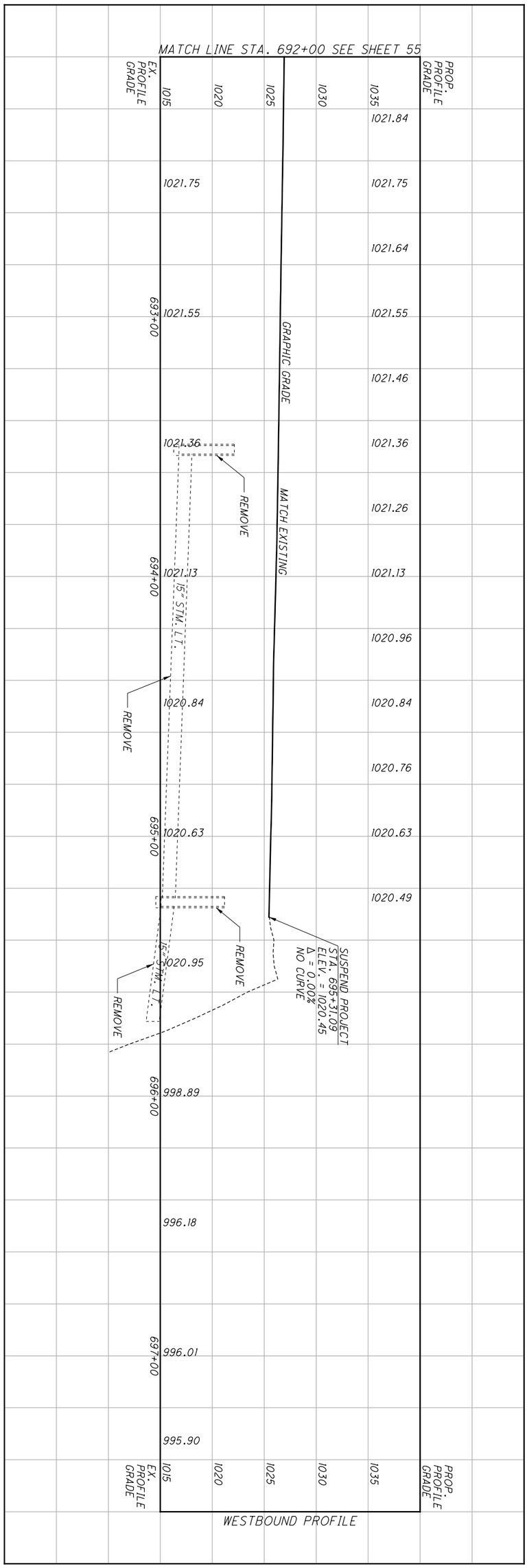
CALCULATED NAU
CHECKED MDW

PLAN VIEW - U.S. 30
STA. 692+00.00 TO STA. 697+34.00

ASD-30-0.11

56
160





ASD-30-0.11

PROFILE VIEW - U.S. 30
STA. 692+00.00 TO STA. 697+00.00

CALCULATED NAU
CHECKED MDW

PLAN VIEW - U.S. 30
STA. 696+00.00 TO STA. 3+50.00

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NAU
CHECKED MDW

ASD-30-0.11

58
160

Ex LA-R/W
Ex LA
OHWM ELEV. = 997.13
℄ R/W & CONSTRUCTION S.R. 603 NORTH
BLACK FORK OF THE MOHICAN RIVER
STRUCTURE NO. RIC-30-1103L
STATION EQUATION: STA. 697+34.00 BACK = STA. 0+00.00 AHEAD
RESUME WORK STA. 0+79.63 S.L.M. 0.02
RESUME PROJECT STA. 1+05.00 S.L.M. 0.03
CONSTRUCTION LIMITS
CONNECT TO EXISTING GUARDRAIL/BRIDGE TERMINAL ASSEMBLY STA. 1+04.43, 20.6' LT.
SAW CUT LINE
℄ CONSTRUCTION U.S. 30
S 81°21'05" E
697
STRUCTURE NO. RIC-30-1103R
15" RCP
TBR
GUARDRAIL TYPE MGS
CONNECT TO EXISTING GUARDRAIL/BRIDGE TERMINAL ASSEMBLY STA. 1+05.00, 19.20' RT.
+04.59, 53.98' RT. 6"-90° BEND ℄ = 1016.70
+5.00, 67.97' RT. PRECAST REINF. CONC. OUTLET ℄ = 1016.60
BEGIN TAPER +05.00
END TAPER +30
CONNECT TO EXISTING GUARDRAIL/BRIDGE TERMINAL ASSEMBLY STA. 1+04.59, 54.60' RT.
ASHLAND COUNTY RICHLAND COUNTY
+04.22, 146.07' LT. 6"-45° BEND, WYE ℄ = 1016.76
+08.97, 149.82' LT. 6"-45° BEND ℄ = 1016.70
+97.51, 140.78' LT. 6"-90° BEND ℄ = 1016.84
+03.39, 139.04' LT. 6"-45° BEND ℄ = 1017.75
N 30°47'03" W
D.N.D.
24" CMP
6"-605 (BASE)
6"-605 (SHALLOW)
24" RCP
U/G ELEC.
U/G TEL.
OHP
SAW CUT LINE
+40.25
+03.41
MATCH LINE STA. 3+50 SEE SHEET 60
STREAM S-1
4' WOVEN WIRE FENCE

LEGEND

ITEM 202 - PAVEMENT REMOVED

SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1

NOTES

1. FOR PROFILE, SEE SHEET 59.
2. FOR QUANTITIES SEE SHEET 53.
3. FOR STORM SEWER PROFILES, SEE SHEETS 119-120.

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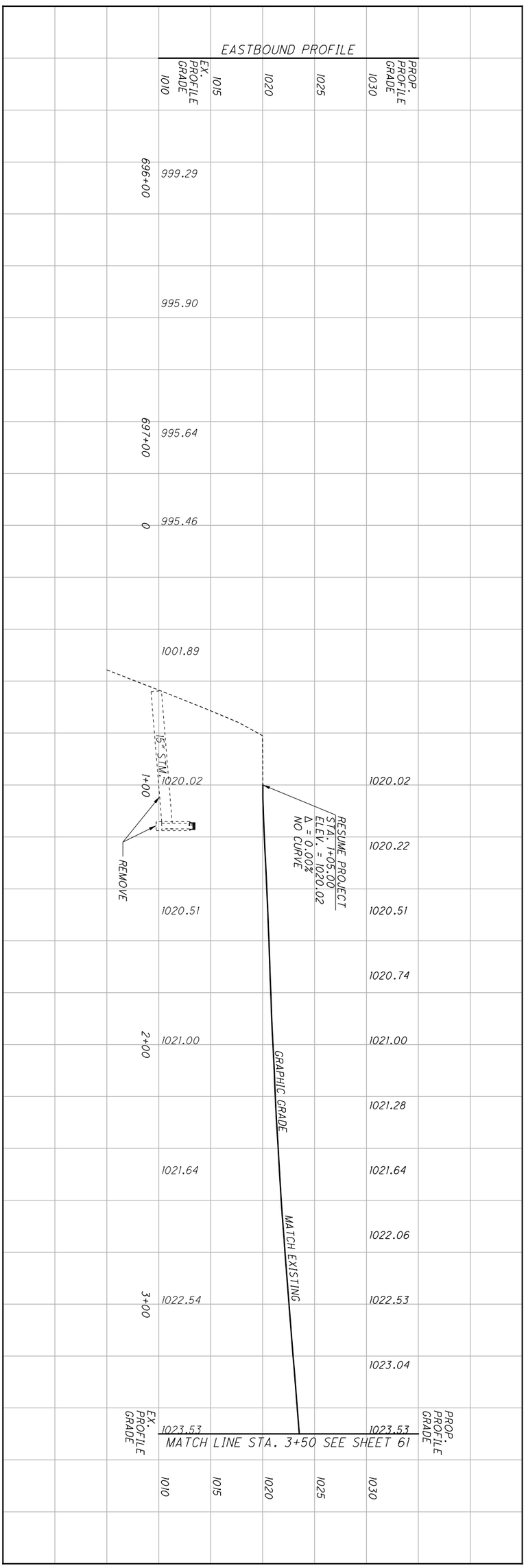
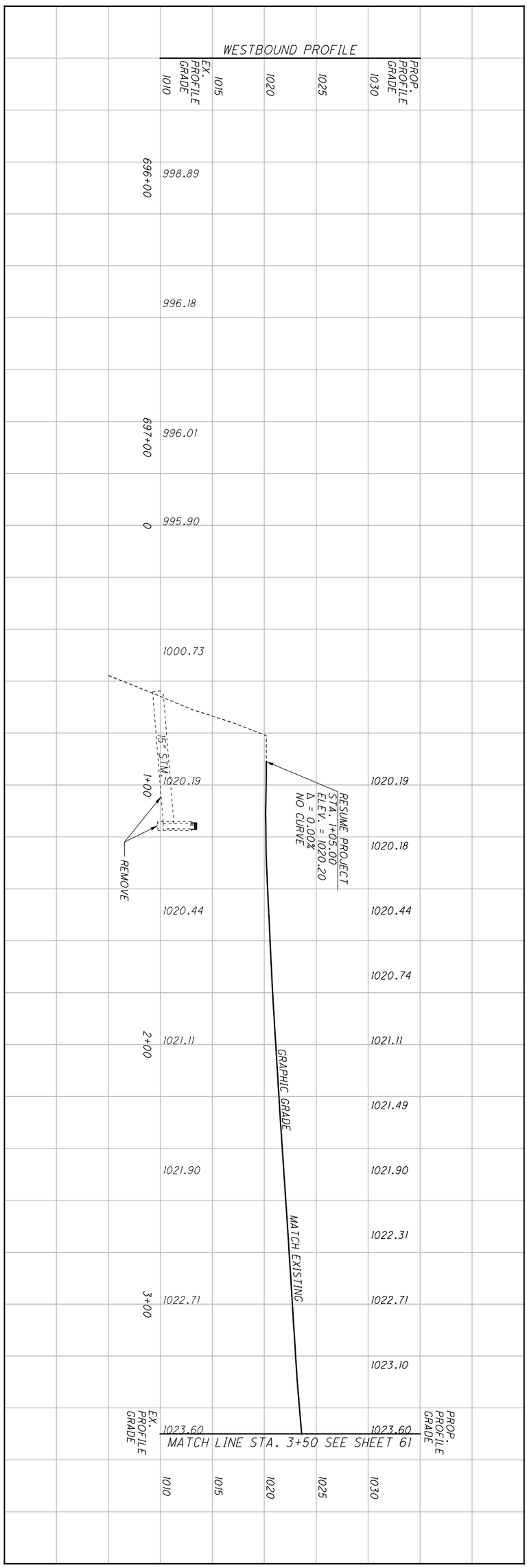
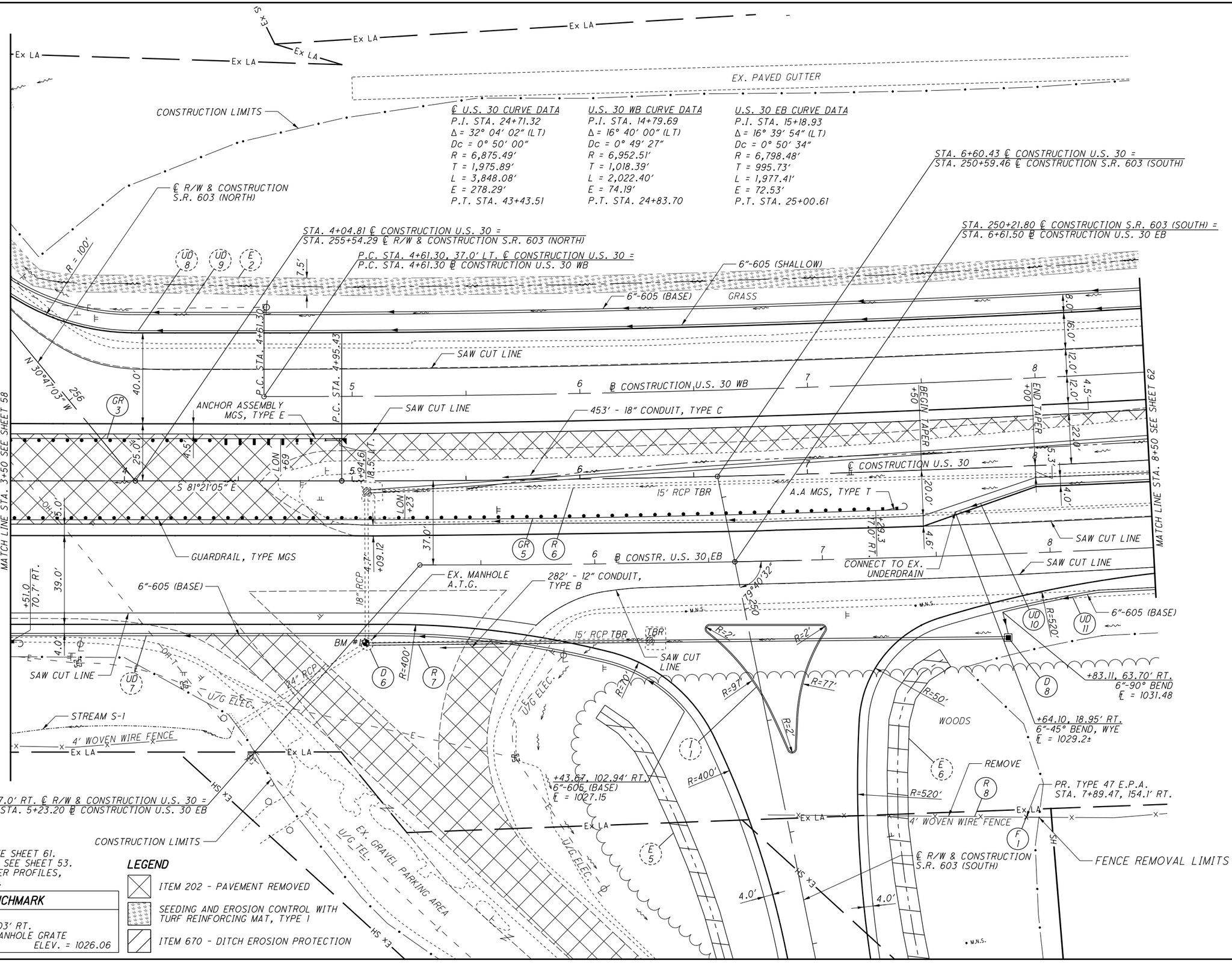




ASD-30-0.11

PROFILE VIEW - U.S. 30
STA. 696+00.00 TO STA. 3+50.00

CALCULATED NAU
CHECKED MDW



NOTES

1. FOR PROFILE, SEE SHEET 61.
2. FOR QUANTITIES SEE SHEET 53.
3. FOR STORM SEWER PROFILES, SEE SHEETS 119-120.

BENCHMARK

BM #1
STA. 5+05.82, 71.03′ RT.
NORTH BOLT ON MANHOLE GRATE
ELEV. = 1026.06

LEGEND

- ITEM 202 - PAVEMENT REMOVED
- SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1
- ITEM 670 - DITCH EROSION PROTECTION

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NAU
CHECKED MDW

PLAN VIEW - U.S. 30
STA. 3+50.00 TO STA. 8+50.00

ASD-30-0.11

60
160

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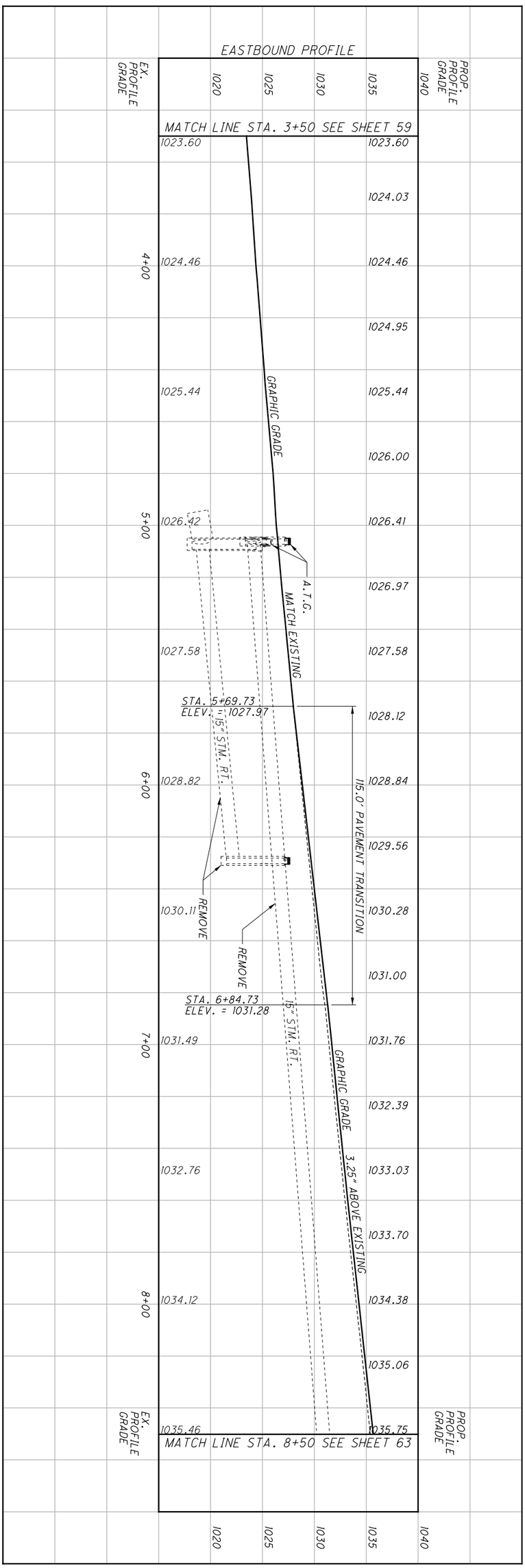
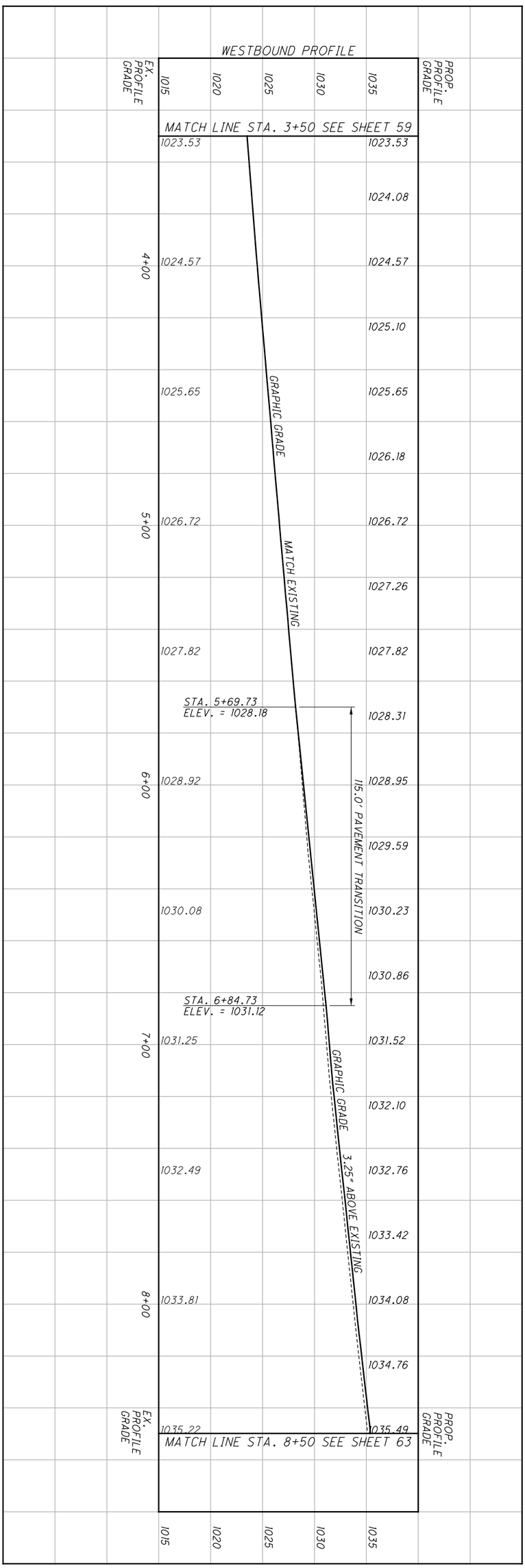
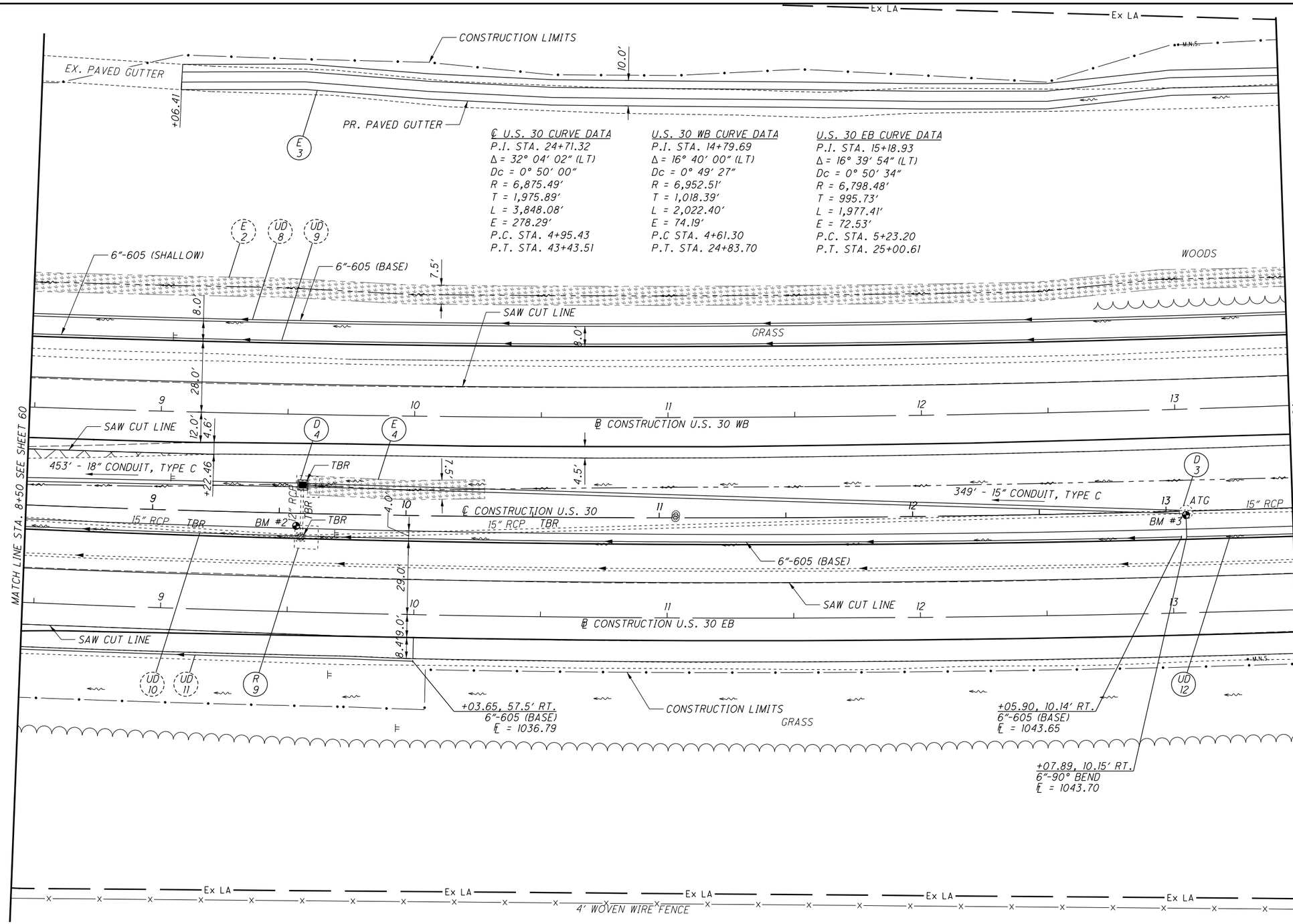




61 / 160	**ASD-30-0.11**	**PROFILE VIEW - U.S. 30** **STA. 3+50.00 TO STA. 8+50.00**

CALCULATED NAU
CHECKED MDW



BENCHMARKS
BM #2 STA. 9+56.79, 4.96' RT. NW CORNER OF CB CONCRETE SLAB ELEV. = 1037.06
BM #3 STA. 13+07.86, 1.51' RT. SOUTH BOLT ON MANHOLE GRATE ELEV. = 1046.41

LEGEND

ITEM 202 - PAVEMENT REMOVED

SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1

NOTES

1. FOR PROFILE, SEE SHEET 63.
2. FOR QUANTITIES SEE SHEET 53.
3. FOR STORM SEWER PROFILES, SEE SHEETS 119-120.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NAU
CHECKED MDW

PLAN VIEW - U.S. 30
STA. 8+50.00 TO STA. 13+50.00

ASD-30-0.11

62
160

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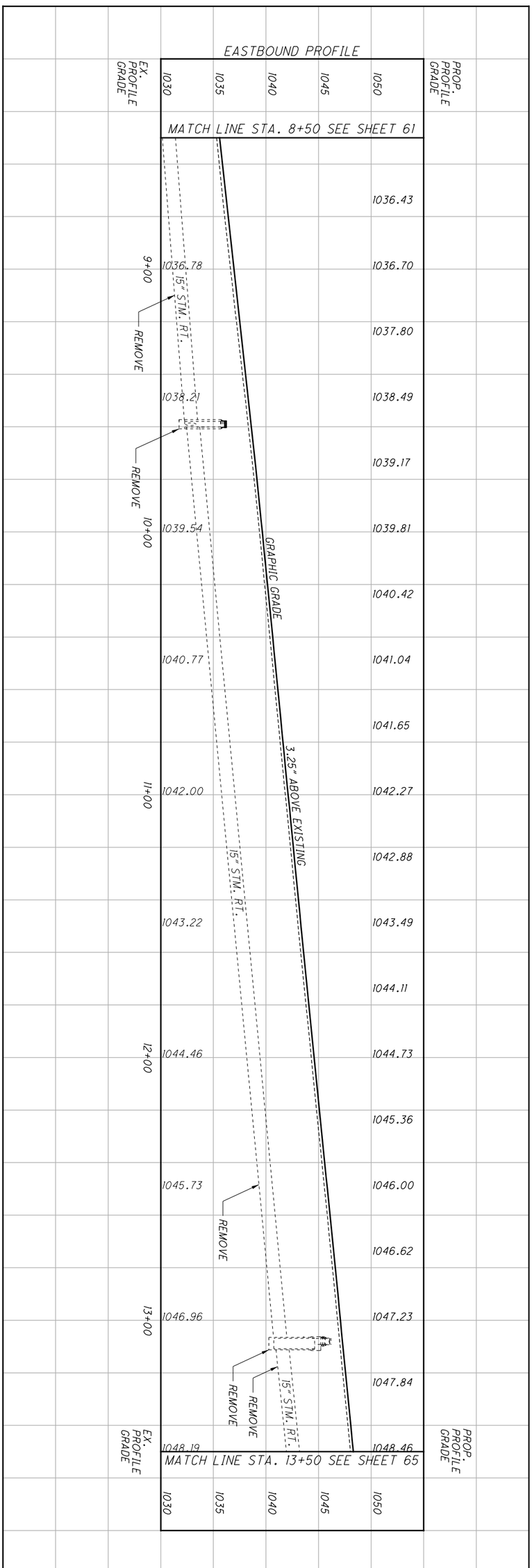
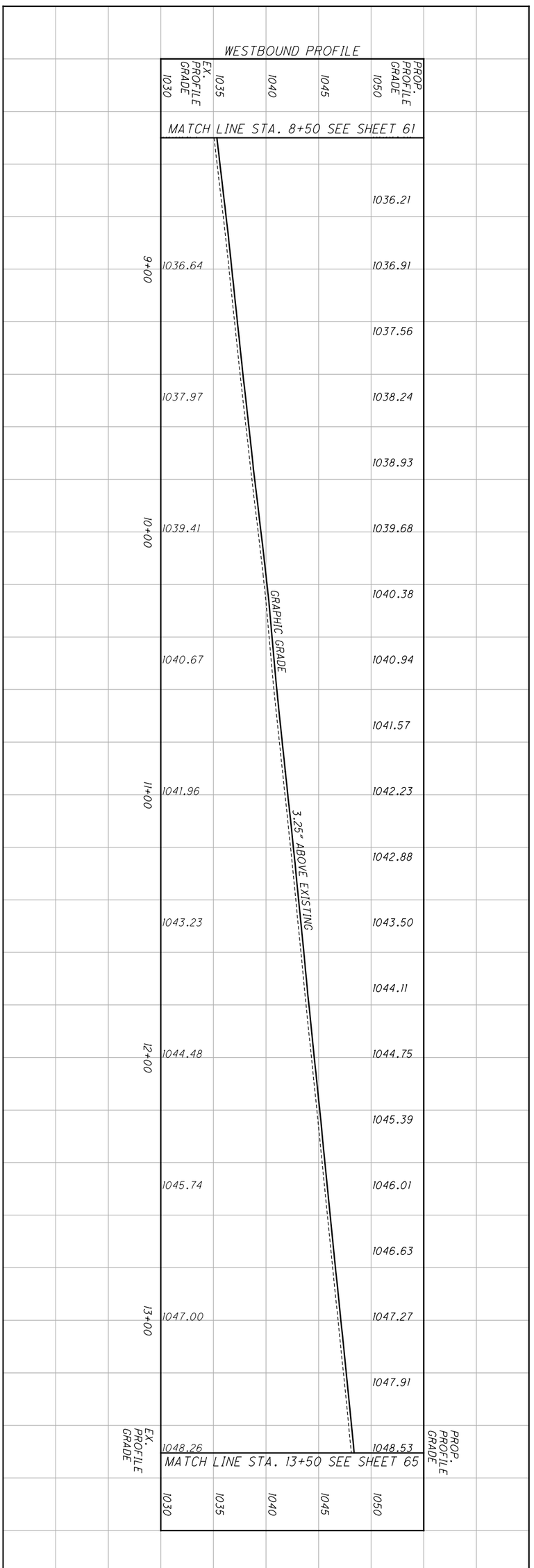
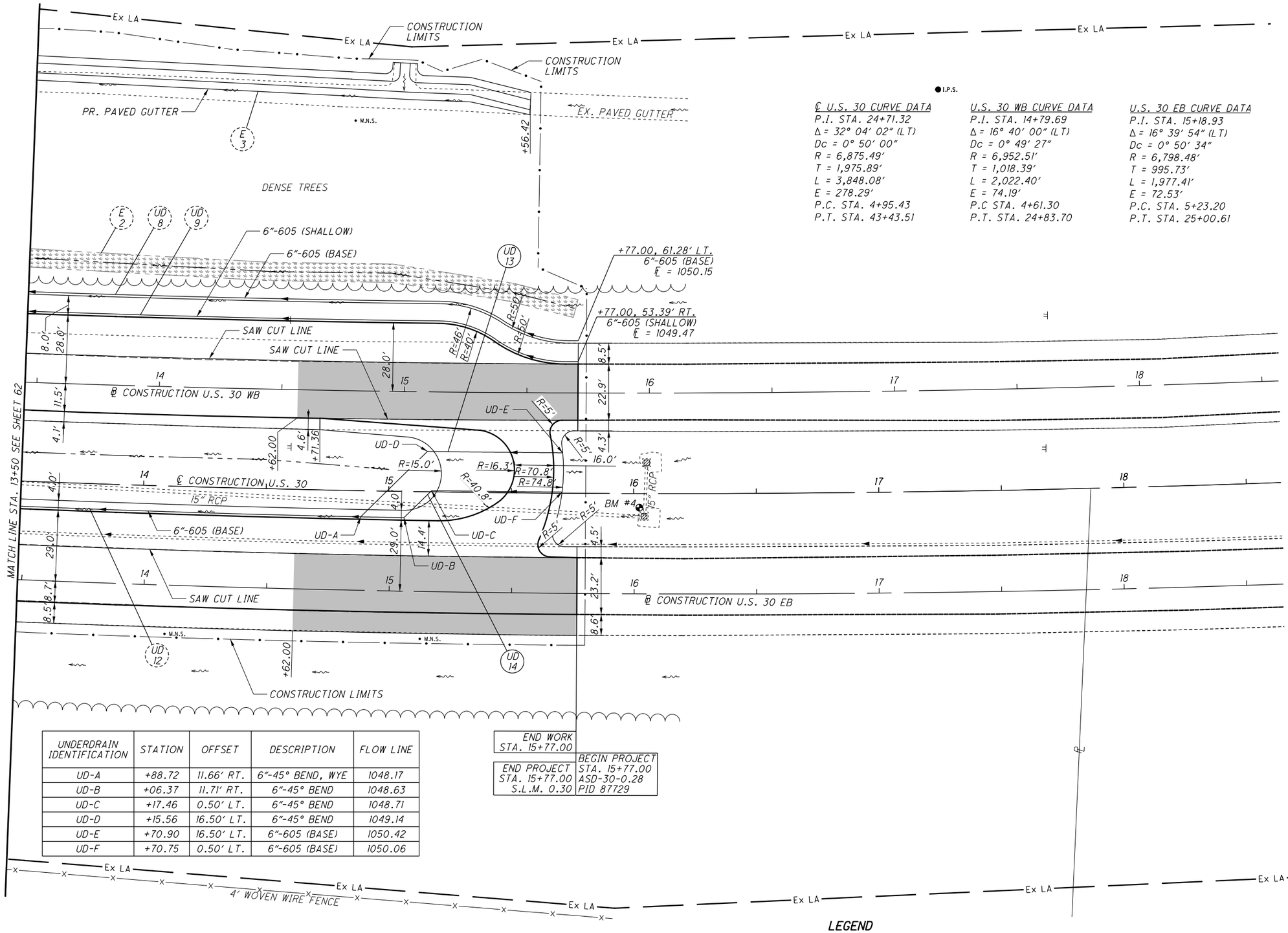




ASD-30-0.11

PROFILE VIEW - U.S. 30
STA. 8+50.00 TO STA. 13+50.00

CALCULATED NAU
CHECKED MDW



UNDERDRAIN IDENTIFICATION	STATION	OFFSET	DESCRIPTION	FLOW LINE
UD-A	+88.72	11.66' RT.	6"-45° BEND, WYE	1048.17
UD-B	+06.37	11.71' RT.	6"-45° BEND	1048.63
UD-C	+17.46	0.50' LT.	6"-45° BEND	1048.71
UD-D	+15.56	16.50' LT.	6"-45° BEND	1049.14
UD-E	+70.90	16.50' LT.	6"-605 (BASE)	1050.42
UD-F	+70.75	0.50' LT.	6"-605 (BASE)	1050.06

END WORK	
STA. 15+77.00	
END PROJECT	BEGIN PROJECT
STA. 15+77.00	STA. 15+77.00
S.L.M. 0.30	ASD-30-0.28
	PID 87729

● I.P.S.

℄ U.S. 30 CURVE DATA
P.I. STA. 24+71.32
Δ = 32° 04' 02" (LT)
Dc = 0° 50' 00"
R = 6,875.49'
T = 1,975.89'
L = 3,848.08'
E = 278.29'
P.C. STA. 4+95.43
P.T. STA. 43+43.51

U.S. 30 WB CURVE DATA
P.I. STA. 14+79.69
Δ = 16° 40' 00" (LT)
Dc = 0° 49' 27"
R = 6,952.51'
T = 1,018.39'
L = 2,022.40'
E = 74.19'
P.C STA. 4+61.30
P.T. STA. 24+83.70

U.S. 30 EB CURVE DATA
P.I. STA. 15+18.93
Δ = 16° 39' 54" (LT)
Dc = 0° 50' 34"
R = 6,798.48'
T = 995.73'
L = 1,977.41'
E = 72.53'
P.C. STA. 5+23.20
P.T. STA. 25+00.61

BENCHMARK
BM #4
STA. 16+02.30, 5.76' RT.
NW CORNER OF CB CONCRETE SLAB
ELEV. = 1052.94

LEGEND
SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1
OVERLAY TRANSITION AREA FROM ADJACENT ASD-30-0.28 (PID 87729) PAVING PROJECT TO BE REMOVED

NOTES
1. FOR PROFILE, SEE SHEET 65.
2. FOR QUANTITIES SEE SHEET 53.
3. FOR STORM SEWER PROFILES, SEE SHEETS 119-120.

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED NAU
CHECKED MDW

PLAN VIEW - U.S. 30
STA. 13+50.00 TO STA. 18+50.00

ASD-30-0.11

64
160

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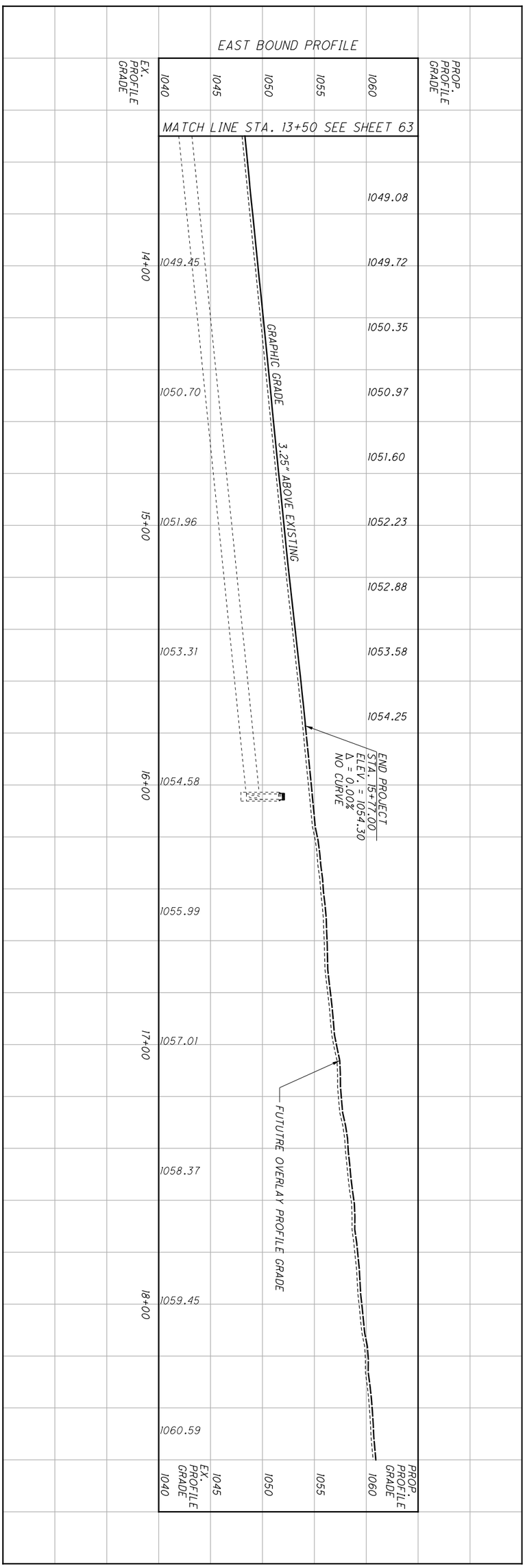
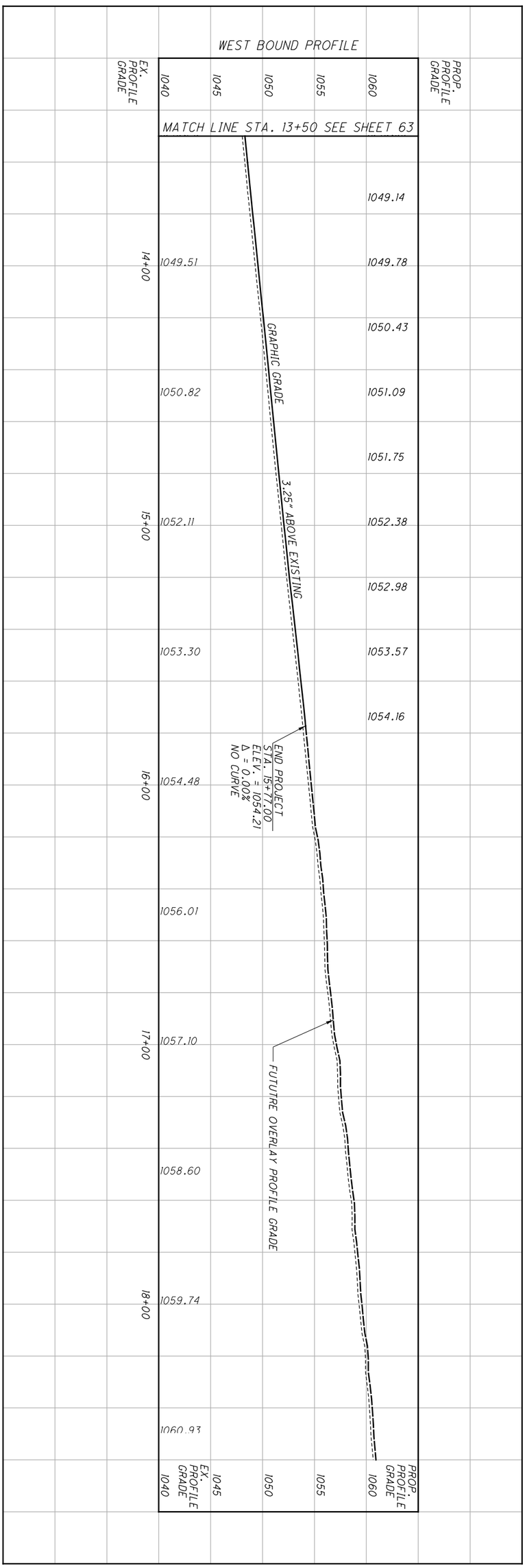


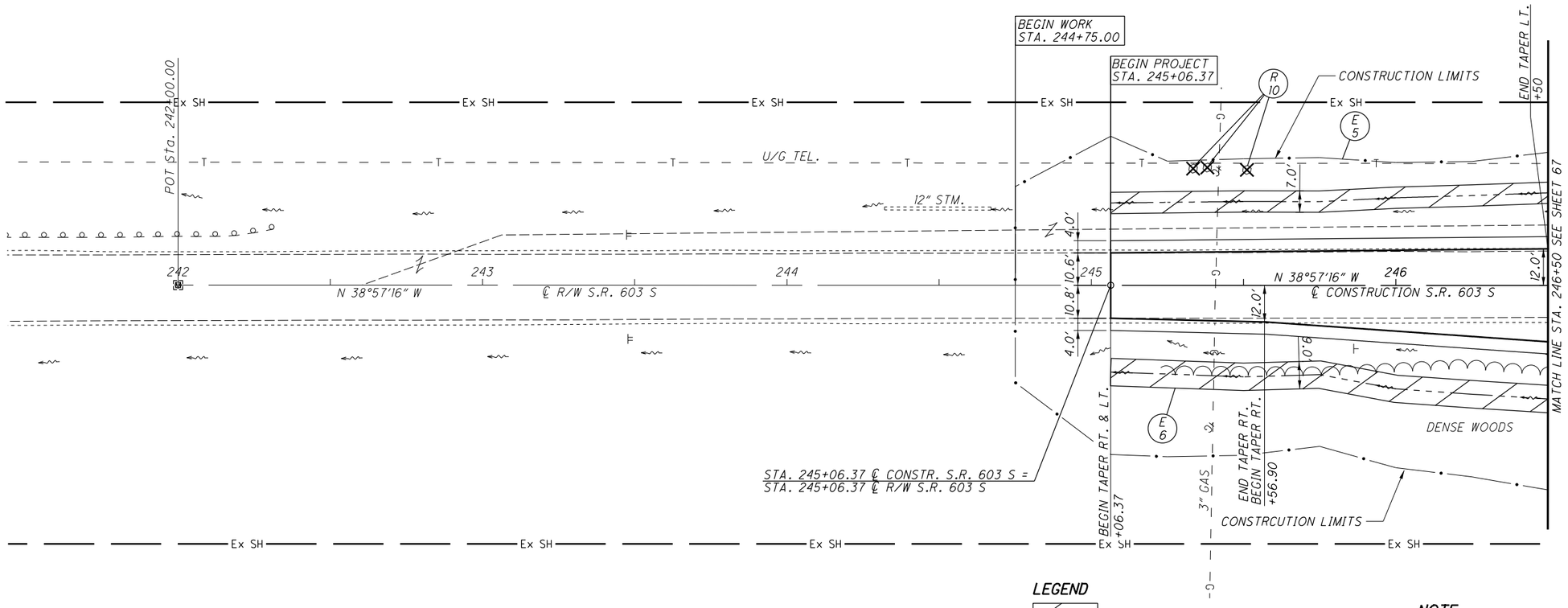


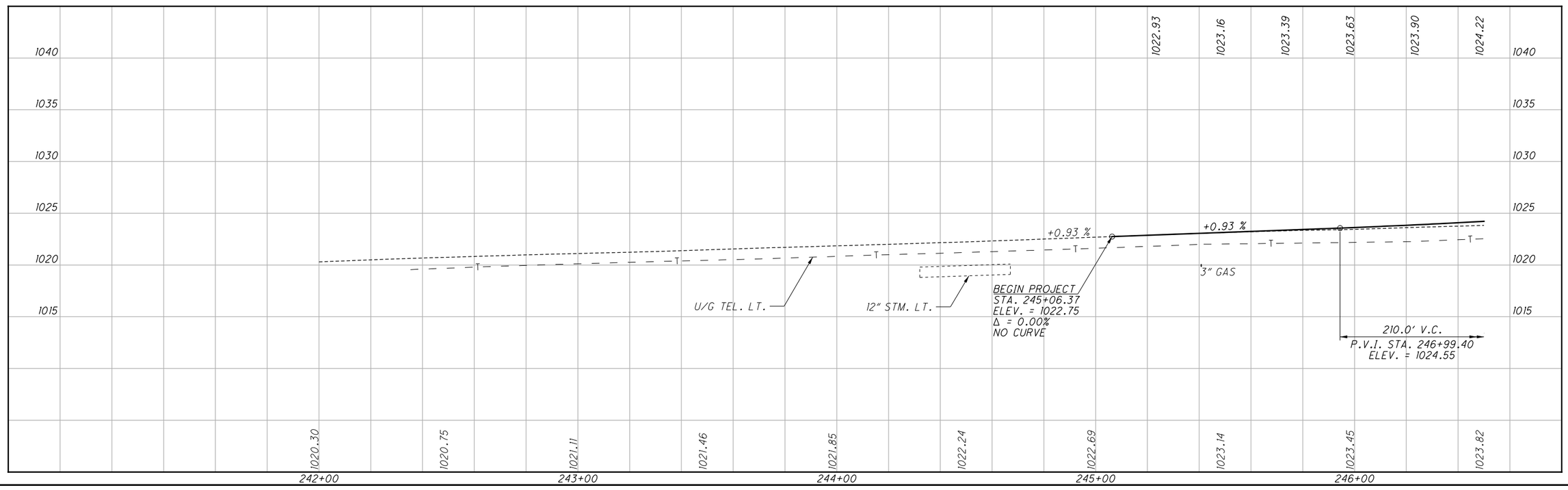
65
160

ASD-30-0.11

PROFILE VIEW - U.S. 30
STA. 13+50.00 TO STA. 18+50.00

CALCULATED NAU
CHECKED MDW





HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NAU
CHECKED MDW

PLAN VIEW - S.R. 603 (SOUTH) STA. 241+50.00 TO STA. 246+50.00

ASD-30-0.11

66
160

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℄ SR. 603 S. LT. CURVE DATA
P.I. STA. 249+01.37
Δ = 14° 08′ 28″ (LT)
Dc = 13° 43′ 25″
R = 417.50′
T = 51.78′
L = 103.04′
E = 3.20′

℄ SR. 603 S CURVE DATA
P.I. STA. 247+42.98
Δ = 36° 06′ 50″ (RT)
Dc = 28° 05′ 10″
R = 204.00′
T = 66.51′
L = 128.58′
E = 10.57′

℄ SR. 603 S. RT. CURVE DATA
P.I. STA. 248+80.04
Δ = 14° 30′ 51″ (RT)
Dc = 10° 39′ 35″
R = 537.50′
T = 68.45′
L = 136.16′
E = 4.34′

℄ SR. 603 S. LT. CURVE DATA
P.I. STA. 249+93.64
Δ = 50° 13′ 43″ (LT)
Dc = 65° 28′ 51″
R = 87.50′
T = 41.01′
L = 76.71′
E = 9.14′

℄ SR. 603 S. LT. CURVE DATA
P.I. STA. 250+46.95
Δ = 4° 49′ 51″ (LT)
Dc = 13° 43′ 25″
R = 417.50′
T = 17.61′
L = 35.20′
E = 0.37′

℄ SR. 603 S. RT. CURVE DATA
P.I. STA. 249+96.57
Δ = 71° 44′ 57″ (RT)
Dc = 84° 52′ 57″
R = 67.50′
T = 48.82′
L = 84.53′
E = 15.80′

STA. 250+21.17 ℄ CONSTRUCTION S.R. 603 (SOUTH) =
STA. 6+61.50 ℄ CONSTRUCTION U.S. 30 EB

STA. 6+60.43 ℄ CONSTRUCTION U.S. 30 =
STA. 250+59.42 ℄ CONSTRUCTION S.R. 603 (SOUTH)

REMOVE EX. PAVEMENT
CONSTRUCTION LIMITS
MATCH LINE STA. 246+50.00 SEE SHEET 66
℄ CONST. S.R. 603 S
℄ CONST. S.R. 603 S LT.
℄ CONST. S.R. 603 S RT
SAW CUT LINE
P.C.C. STA. 250+29.34
P.C.C. STA. 249+52.63
P.C. STA. 248+49.59
P.T. STA. 248+05.05 ℄ CONST. S.R. 603 S. 5.50′ RT. =
P.O.T. STA. 248+05.05 ℄ CONST. S.R. 603 RT. =
POT STA. 248+05.05 ℄ CONST. S.R. 603 LT. =
P.C. STA. 248+11.60
P.C.C. STA. 249+47.76
P.T. STA. 250+32.29
P.C. STA. 246+76.47
END TAPER RT. +14.47
DENSE WOODS
DENSE TREES SEE NOTE 2
4' WOVEN WIRE FENCE
12" CONDUIT, TYPE B
REMOVE
℄ CONSTRUCTION U.S. 30 EB
℄ CONSTRUCTION U.S. 30 WB
U/G TEL.
Ex SH
HS

LEGEND
ITEM 670 - DITCH EROSION PROTECTION

NOTES
1. FOR TRAFFIC ISLAND AND PAVEMENT DETAILS SEE SHEETS 110-112.
2. SEE SHEET 160 FOR TREE REMOVALS.
3 FOR QUANTITIES SEE SHEET 53.
4 FOR STORM SEWER PROFILES, SEE SHEETS 119-120.

℄ CONS.	℄ LEFT	℄ RIGHT
1024.22	1027.76	1027.76
1024.60	1028.44	1028.44
1025.03	1029.12	1029.14
1025.52	1029.79	1029.85
1026.05	1030.31	1030.58
1026.64	1030.58	1031.32
1027.28	1030.61	1032.07
	1030.39	1032.83
	1029.92	1033.57
	1029.21	
1023.82	1024.20	1024.18
1029.10	1041.79	1050.35
1046.39	1031.02	1029.45

150.0′ V.C.
P.V.I. STA. 249+71.40
ELEV. = 1031.73
10.0′ V.C.
P.V.I. STA. 250+27.29
ELEV. = 1033.66
SUSPEND PROJECT ℄ RT.
STA. 250+32.29
ELEV. = 1033.56
Δ = 0.00%
END CURVE
SUSPEND PROJECT ℄ LT.
STA. 250+64.52
ELEV. = 1028.74
Δ = 0.00%
NO CURVE
210.0′ V.C.
P.V.I. STA. 246+99.40
ELEV. = 1024.55
150.0′ V.C.
P.V.I. STA. 248+99.40
ELEV. = 1029.78
+0.93% +2.71% +2.71% +3.03% +3.03% -1.95% -3.21%
247+00 248+00 249+00 250+00 251+00

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED NAU CHECKED MDW

PLAN VIEW - S.R. 603 (SOUTH)
STA. 246+50.00 TO STA. 250+21.20

ASD-30-0.11

67
160

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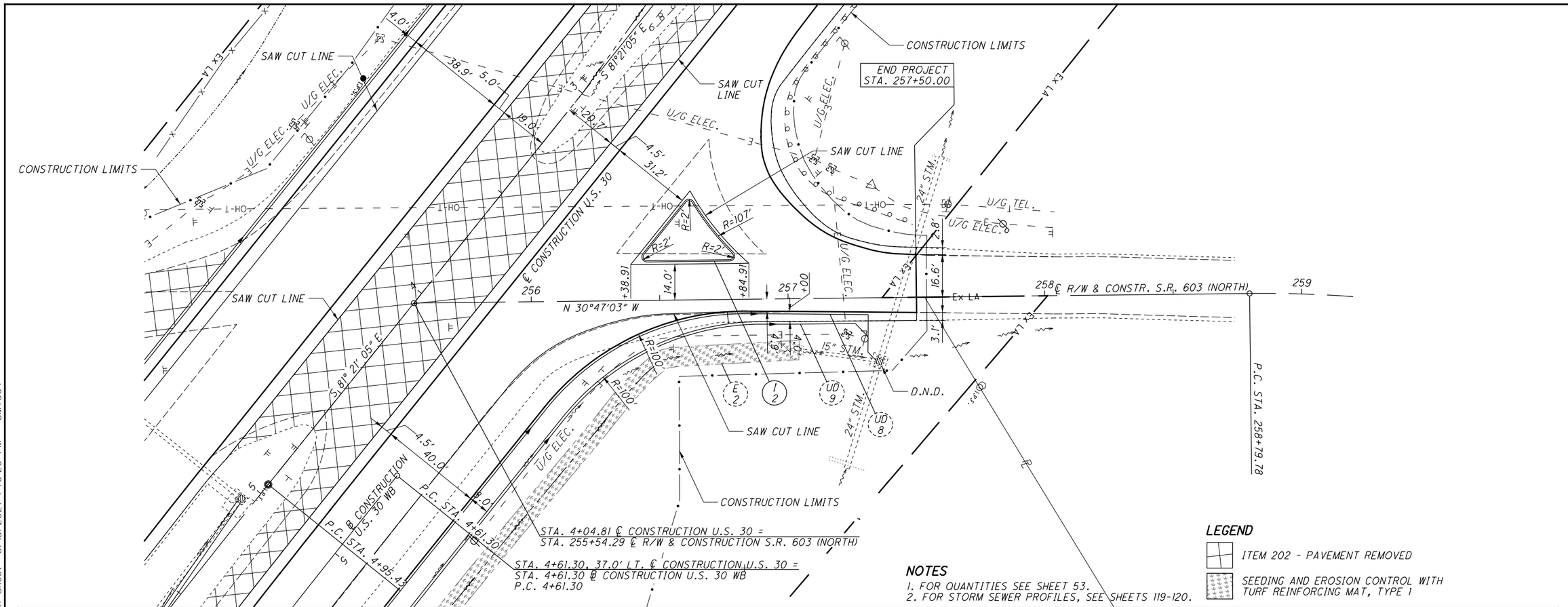


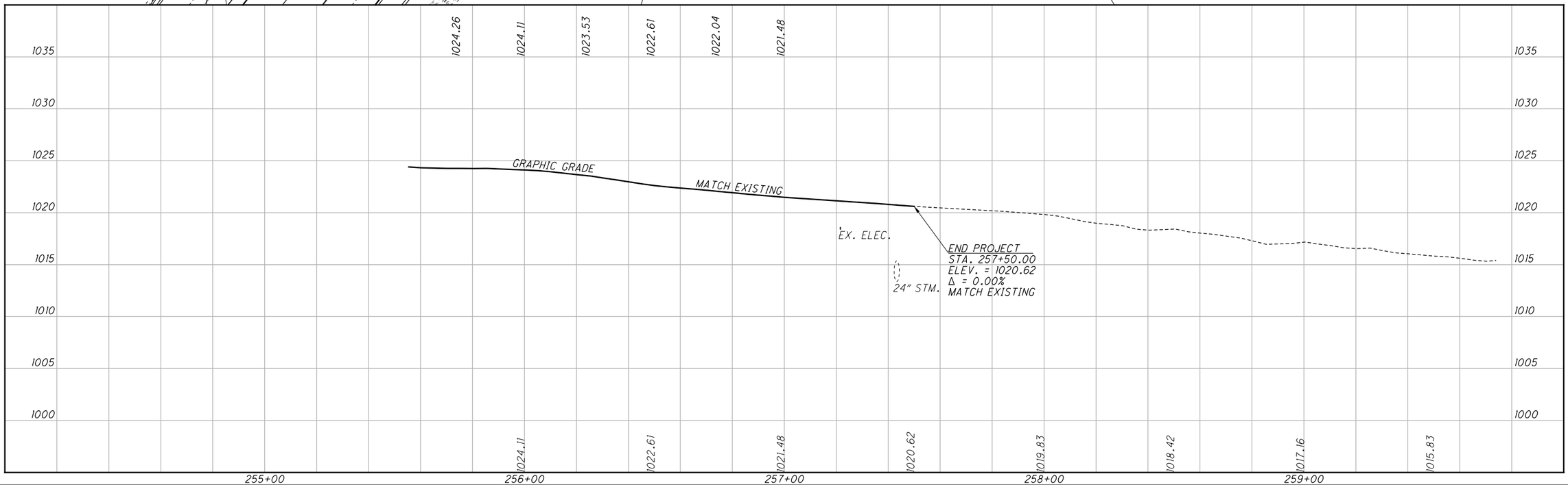
NOTES

1. FOR QUANTITIES SEE SHEET 53.
2. FOR STORM SEWER PROFILES, SEE SHEETS 119-120.

LEGEND

ITEM 202 - PAVEMENT REMOVED

SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NAU
CHECKED MDW

PLAN AND PROFILE - S.R. 603 (NORTH)
STA. 255+54.29 TO STA. 259+00.00

ASD-30-0.11

68
160

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SEEDING	
END WIDTH	SQ. YDS.
42	
0	
	0
0	
	0
0	
	0

120 100 80 60 40 20 ℄ 20 40 60 80 100 120

D9 CATCH BASIN, NO. 8
STA. 689+80.45, ON ℄
GRATE ELEV = 1019.04
℄ 15" E = 1015.50

1030 / 1020 / 1010 / 1000

AHEAD
BACK

1022.86
689+80.00
1022.86
BEGIN PROJECT

EX LA

1023.10
689+75.00
1023.10

1023.47
689+50.00
1023.47

ITEM 202 - PAVEMENT REMOVED

NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL
3	0		
0	0		
		0	0
0	0		
		0	0
0	0		
		0	0

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 689+50.00 TO STA. 689+80.00

ASD-30-0.11

69
160

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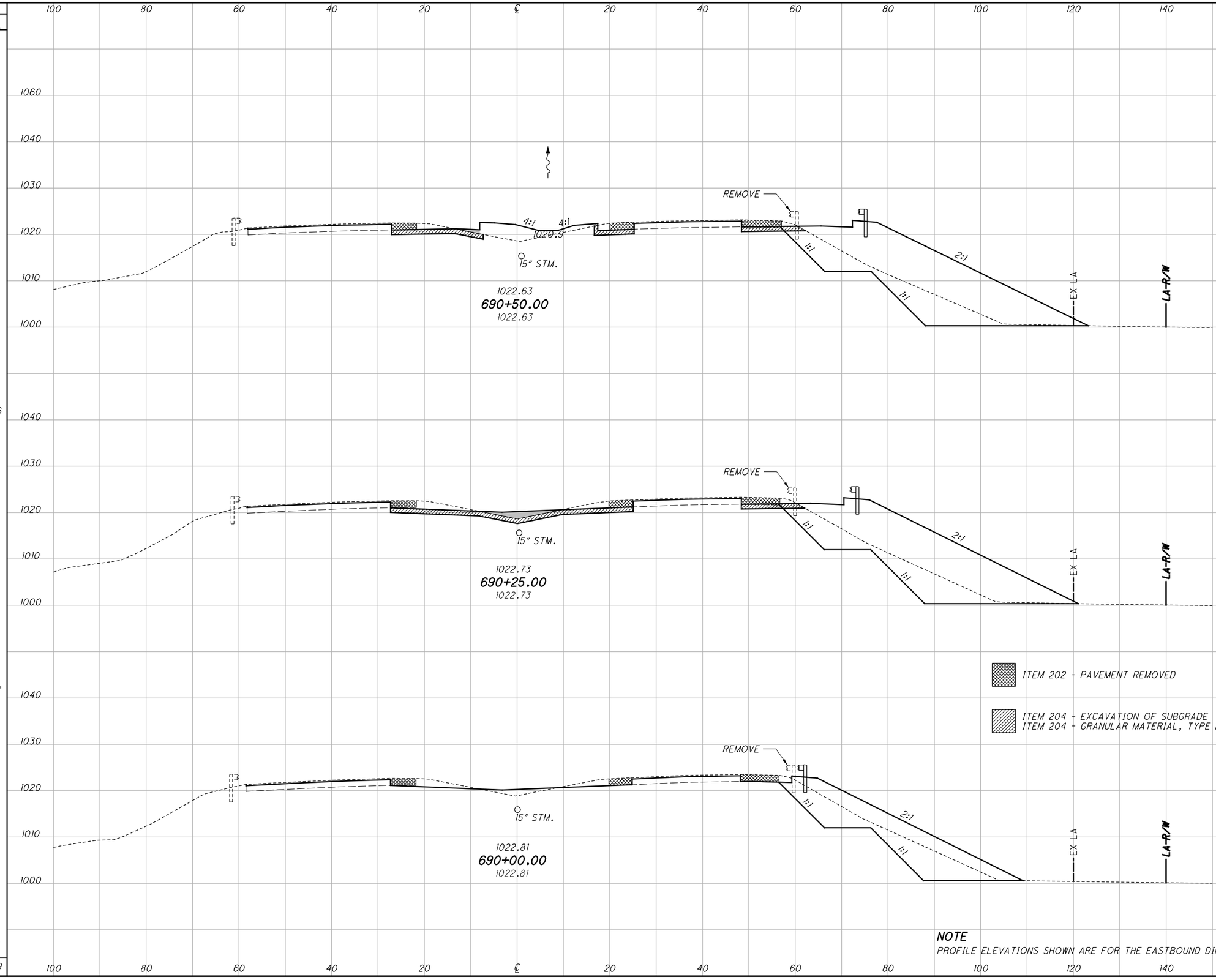
SEEDING END WIDTH	SEEDING SQ. YDS.
93	226
70	210
81	113
	549

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
204 42*	663 42#	192 50*	582 50#
210 66*	594 66#	197 31*	435 31#
216 0*	345 0#	100 489 81*	160 1177 81#



CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 690+00.00 TO STA. 690+50.00

ASD-30-0.11

70
160

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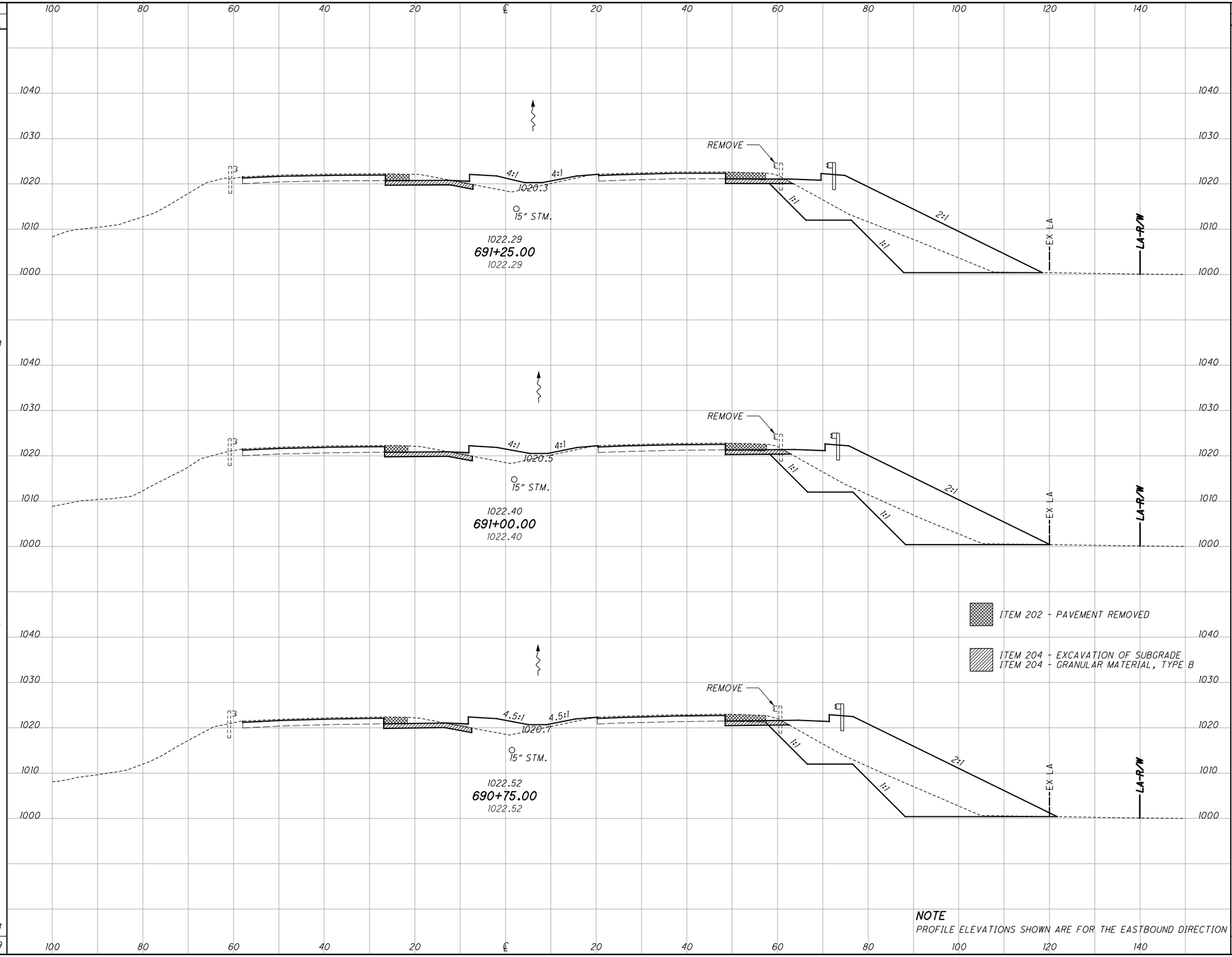
SEEDING END WIDTH	SEEDING SQ. YDS.
99	
	274
98	
	271
97	
	264
	809



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
216 33*	543 33#		
		188 31*	519 31#
189 33*	579 33#		
		177 31*	556 31#
193 33*	621 33#		
		184 35*	594 35#
		549 97*	1669 97#

CALCULATED DTS
CHECKED MDW

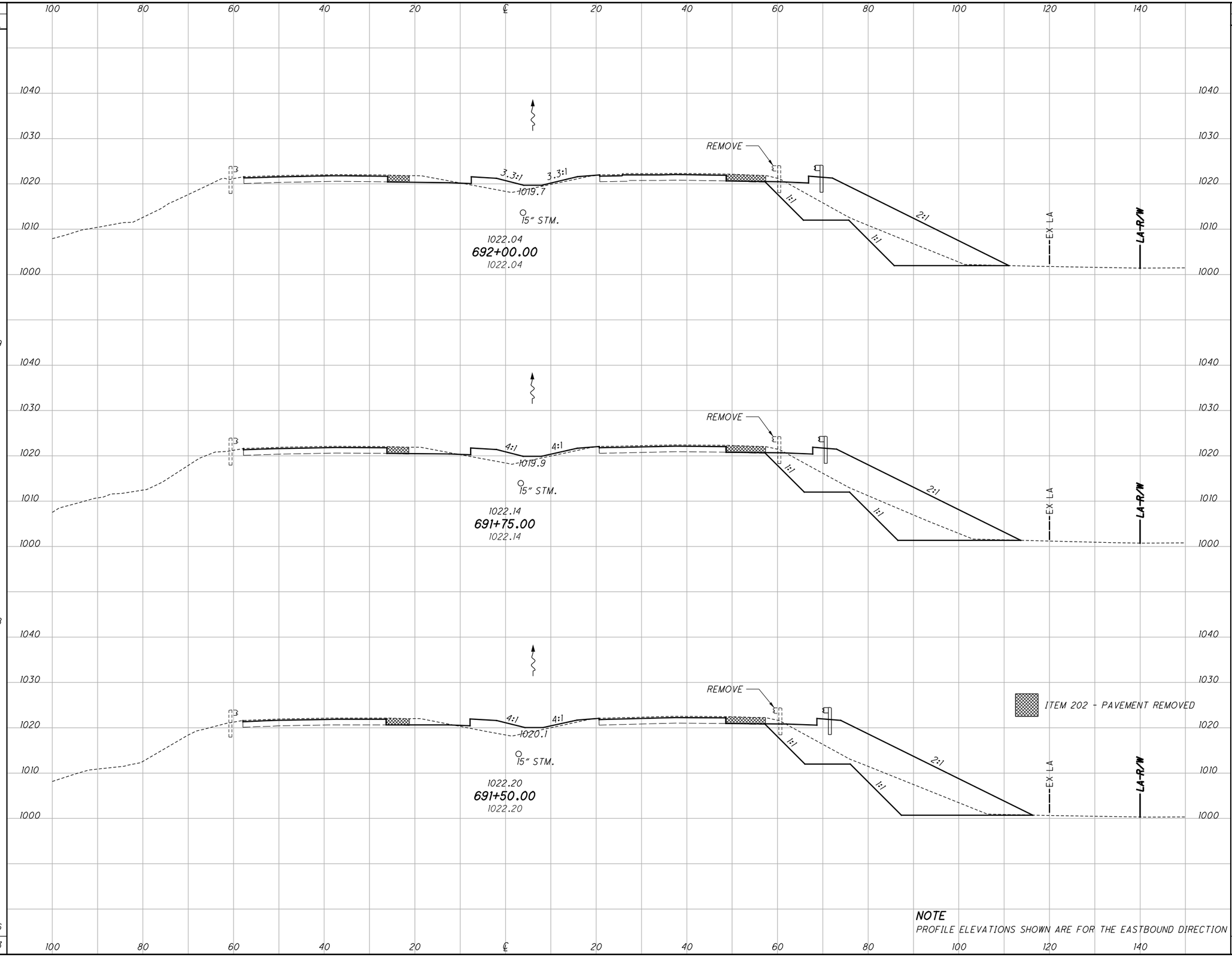
CROSS SECTIONS U.S. 30
STA. 690+75.00 TO STA. 691+25.00

ASD-30-0.11

71
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_3 3/15/2021 1:40:24 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
101	279
100	278
100	276
	833



NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL
169	415		
0*	0#		
		165	405
187	459		
		185	447
212	506		
0*	0#		
		198	486
		15*	15#
		548	1338
		15*	15#

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 691+50.00 TO STA. 692+00.00

ASD-30-0.11

72
160

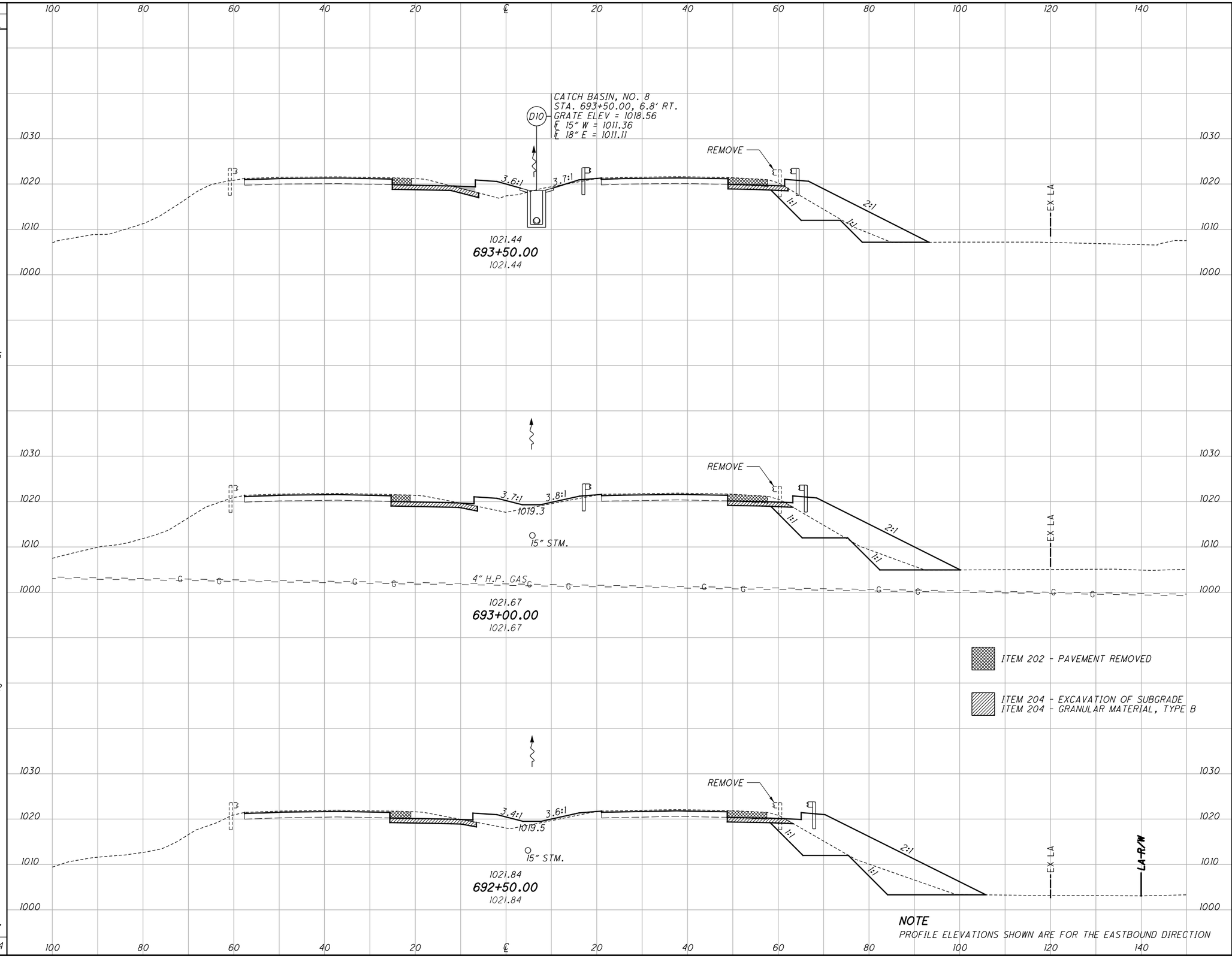
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_4 3/15/2021 1:40:24 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
	86
	475
	85
	522
	103
	567
	1564

END AREA	
CUT	FILL
70	208
33*	33#
89	266
33*	33#
75	335
33*	33#
525	1689
153*	153#

VOLUME	
CUT	FILL
147	439
61*	61#
152	556
61*	61#
226	694
31*	31#

CALCULATED DTS
CHECKED MDW



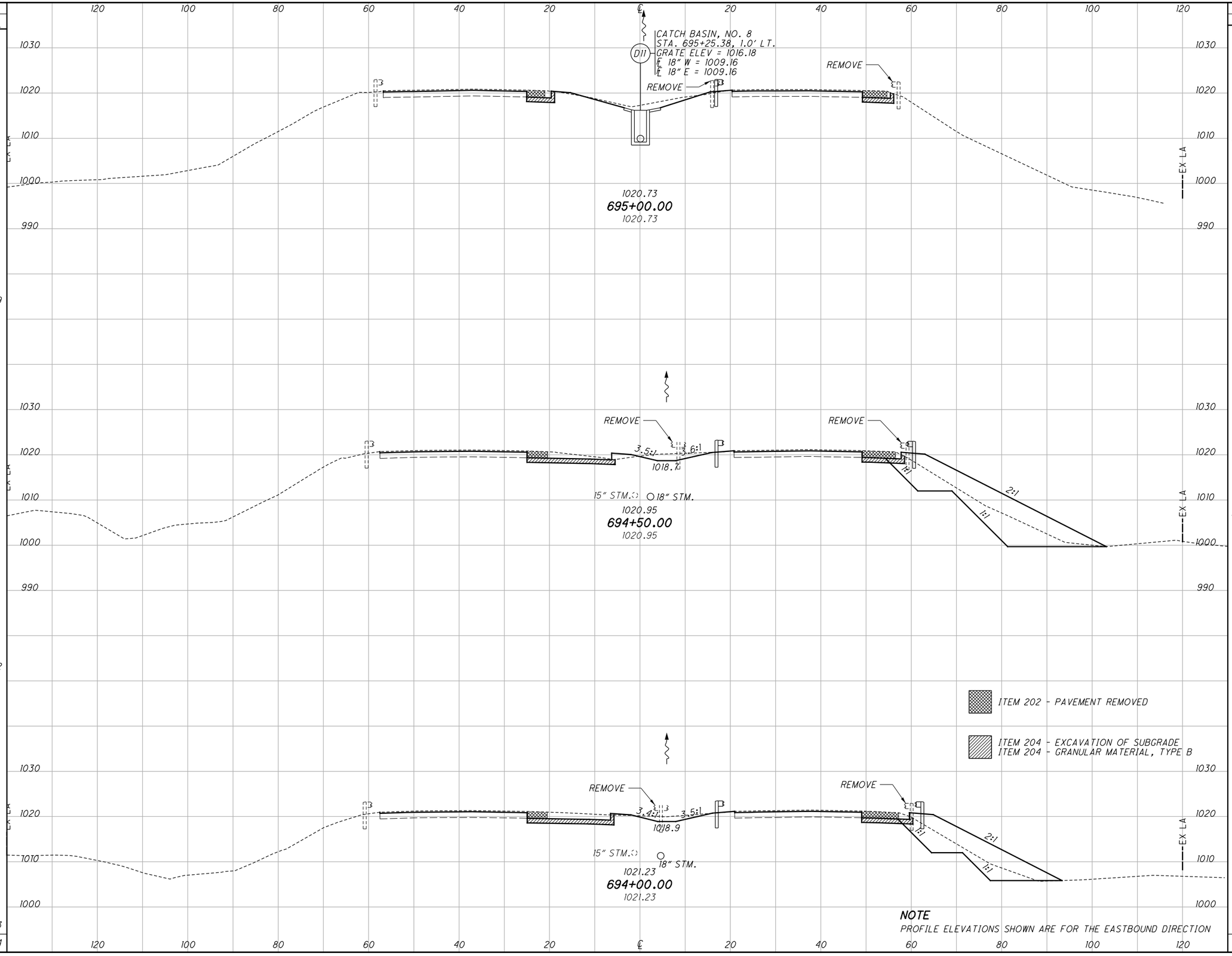
CROSS SECTIONS U.S. 30
STA. 692+50.00 TO STA. 693+50.00

ASD-30-0.11

73
160

P:\ODOT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_5 3/15/2021 1:40:24 PM CMT004

SEEDING END WIDTH	SEEDING SQ. YDS.
105	539
89	492
88	483
	1514



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
232	330		
15*	15#		
		380	588
		42*	42#
178	305		
30*	30#		
		266	452
		57*	57#
109	183		
32*	32#		
		166	362
		60*	60#
		812	1402
		159*	159#

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 694+00.00 TO STA. 695+00.00

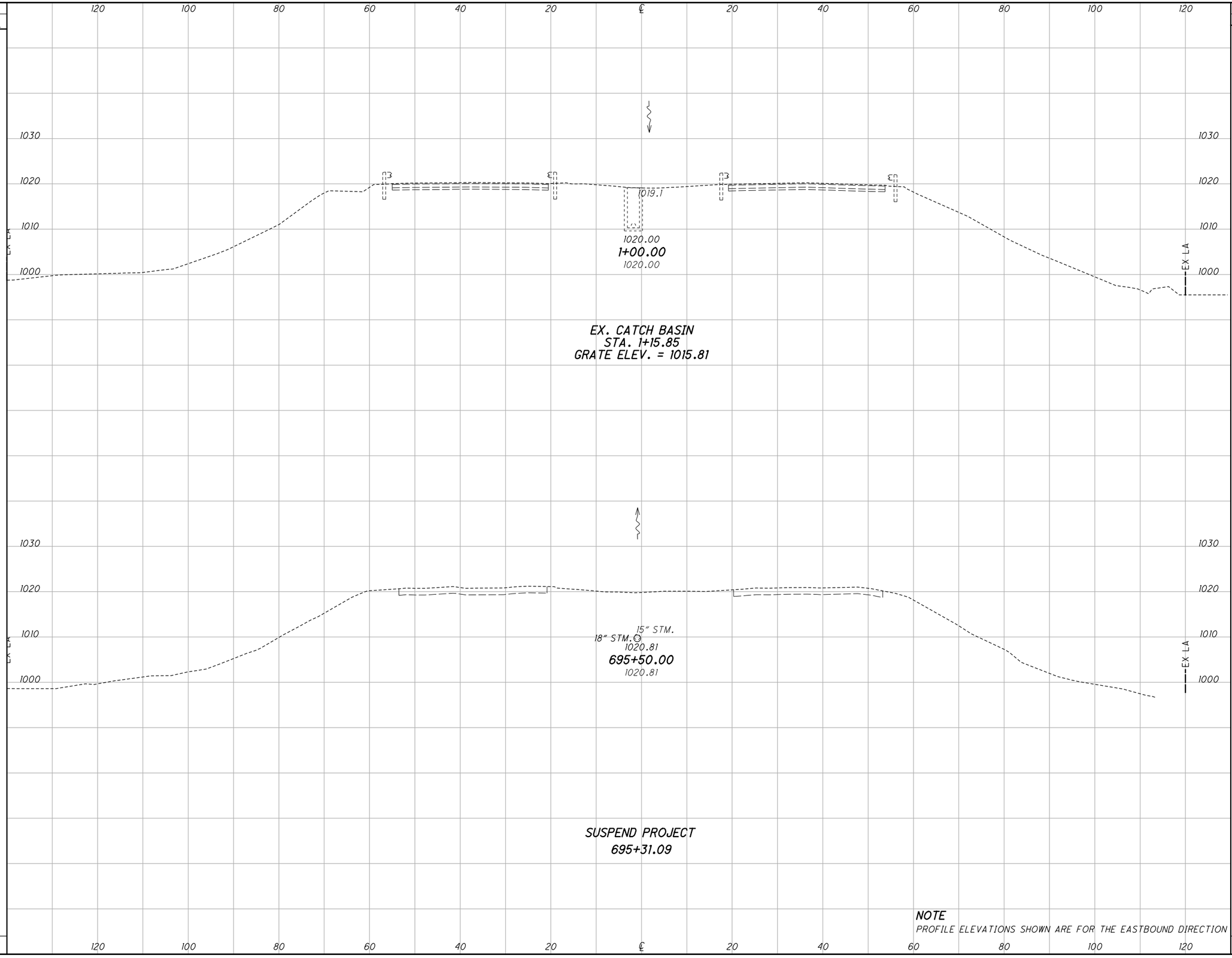
ASD-30-0.11

74
160

P:\ODOT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_6 3/15/2021 1:40:25 PM CMT004

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_7 3/15/2021 1:40:25 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
0	0
	0
	0
	181
	181



END AREA	
CUT	FILL
0	0
0	0
0*	0#

VOLUME	
CUT	FILL
0	0
0	0
134 9*	190 9#
134 9*	190 9#

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 695+50.00 TO STA. 1+00.00

ASD-30-0.11

SEEDING END WIDTH	SEEDING SQ. YDS.
50	394
92	519
95	544
101	278
10	3
	1738

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
18	1	20	13
4	13	11	13
8	1	12	1
5	0	4	0
0	0	0	0
		47	27

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 1+05.00 TO STA. 3+00.00

ASD-30-0.11

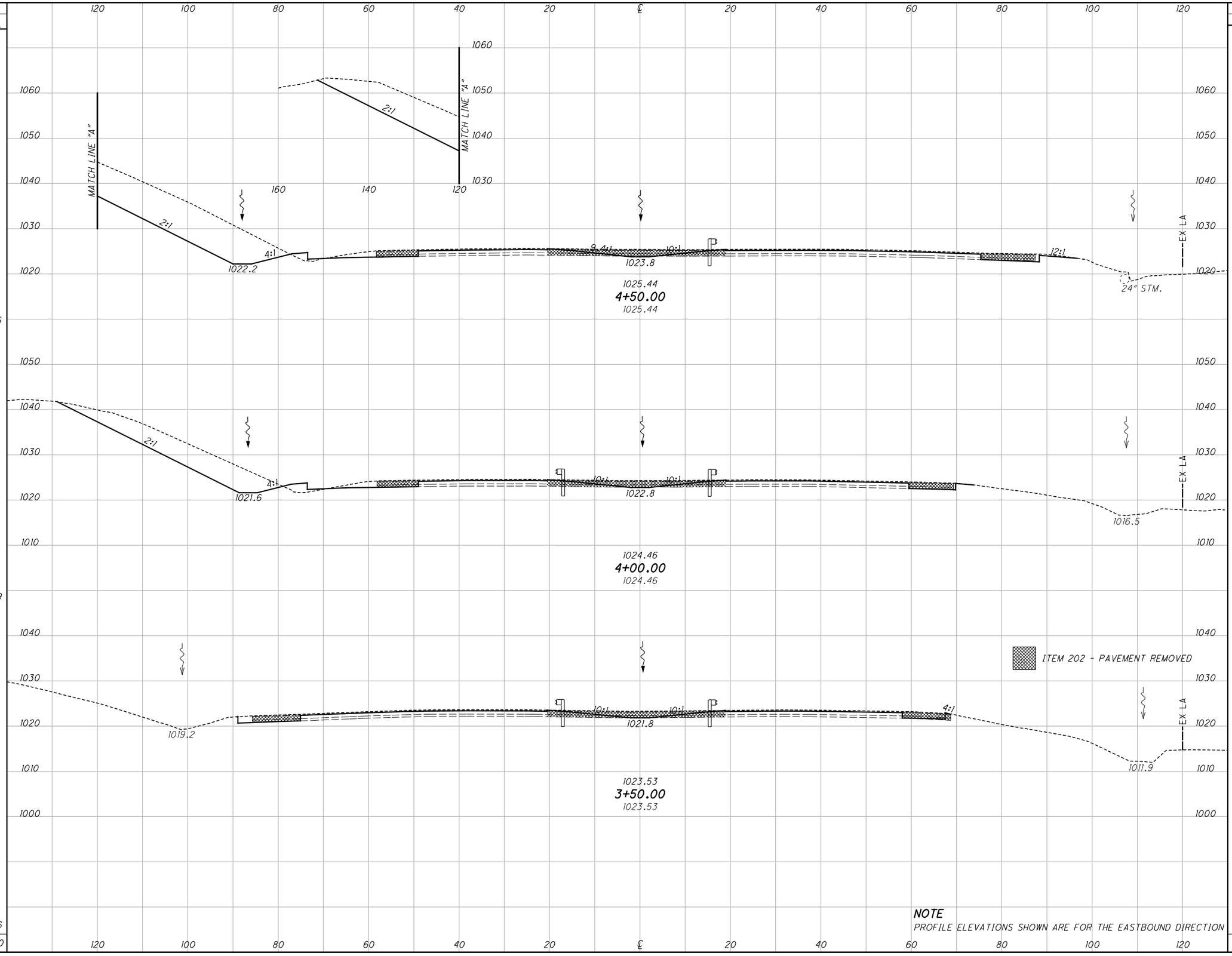
3+00.00
1022.53
1022.53
REMOVE
REMOVE
9.4:1
10:1
2:1
1020.7
1006.5
EX LA
1020.5
24:1
24:1
2:1
2+50.00
1021.64
1021.64
1003.6
1019.2
12:1
1004.9
2+00.00
1021.00
1021.00
1017.9
1000.1
1+50.00
1020.51
1020.51
ITEM 202 - PAVEMENT REMOVED
1018.2
4:1
15" STM.
1020.03
1+05.00
1020.03
RESUME PROJECT

NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_8 3/15/2021 1:40:25 PM CMT004

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_9 3/15/2021 1:40:26 PM CMT004

SEEDING END WIDTH	SEEDING SQ. YDS.
188	825
109	469
60	306
	1600



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
490	5	639	13
200	9	190	8
5	0	21	1
		850	22

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 3+50.00 TO STA. 4+50.00

ASD-30-0.11

SEEDING END WIDTH	SEEDING SQ. YDS.
133	
	814
160	
	81
159	
	876
	1771

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
485	4		
		862	7
446	4		
		89	1
605	4		
		921	8
		1872	16

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 4+95.43 TO STA. 5+50.00

ASD-30-0.11

78
160

2:1
4:1
1024.8
EX. PAVED GUTTER (TYP.)
24:1
1025.8
18" STM.
15" STM. 1040
1027.55
5+50.00
1027.55
MATCH LINE "C"
MATCH LINE "C"
12" STM.
15" STM. 80
EX. CATCH BASIN
STA. 5+06.21, 4.6' RT.
GRATE ELEV = 1024.43
℄ PR. 18" E = 1020.08
℄ EX. 18" S = 1020.08
1023.7
1024.4
18" STM.
1026.38
5+00.00
1026.38
MATCH LINE "B"
EX. MANHOLE ATG
STA. 5+06.44, 71.7' RT.
PR. RIM ELEV = 1026.11
EX. RIM ELEV = 1026.04
℄ PR. 12" E = 1019.36
℄ EX. 18" N = 1018.39
℄ EX. 24" SW = 1018.36
D6
50:1
MATCH LINE "B"
18" STM.
1023.0
8:1
1024.2
1026.34
4+95.43
1026.34
MATCH LINE "A"
MATCH LINE "A"
EX LA
66:1
24" STM.
ITEM 202 - PAVEMENT REMOVED

NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_10 3/15/2021 1:40:26 PM CMT004

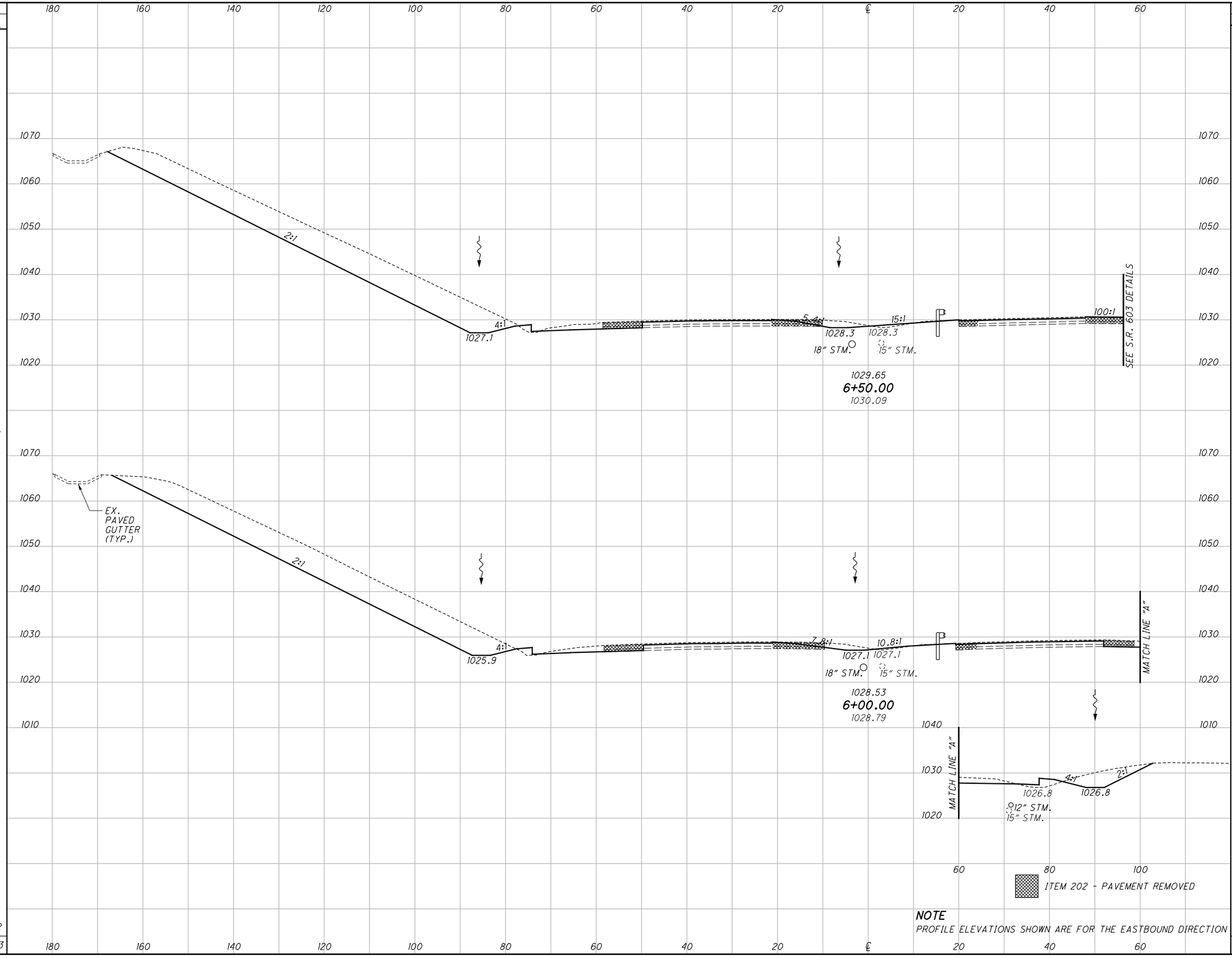
SEEDING	
END WIDTH	SQ. YDS.
118	681
127	722
	1403

END AREA	
CUT	FILL
506	6
532	6

VOLUME	
CUT	FILL
961	11
942	9
1903	20

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 6+00.00 TO STA. 6+50.00

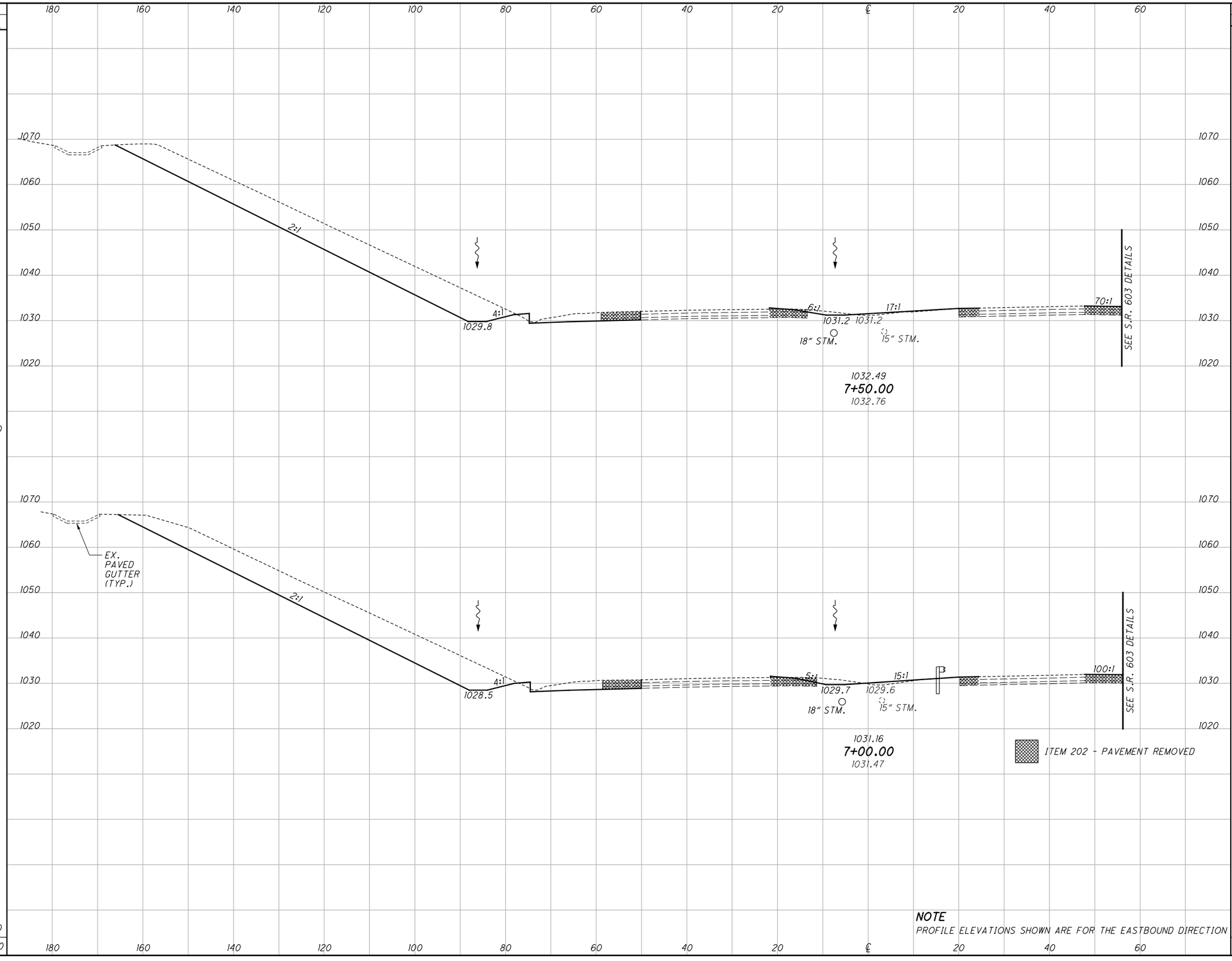


NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

ASD-30-0.11

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_11 3/15/2021 1:40:26 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
118	650
116	650
	1300



END AREA	
CUT	FILL
478	5
700	472

VOLUME	
CUT	FILL
880	10
906	11
1786	21

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 7+00.00 TO STA. 7+50.00

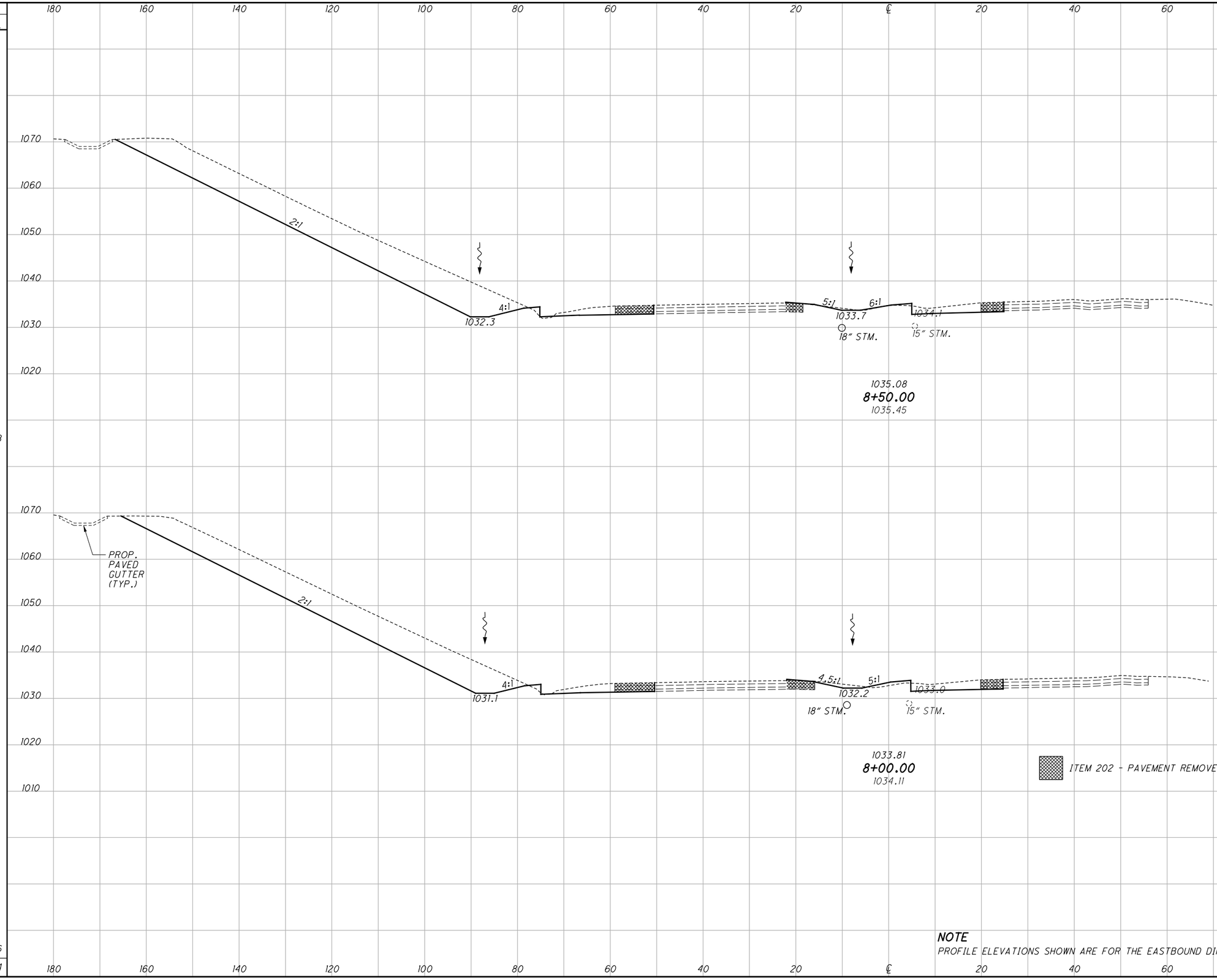
ASD-30-0.11

80
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_12 3/15/2021 1:40:27 PM CMT004

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_13 3/15/2021 1:40:27 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
119	
	658
118	
	656
	1314



END AREA	
CUT	FILL
544	3
506	7

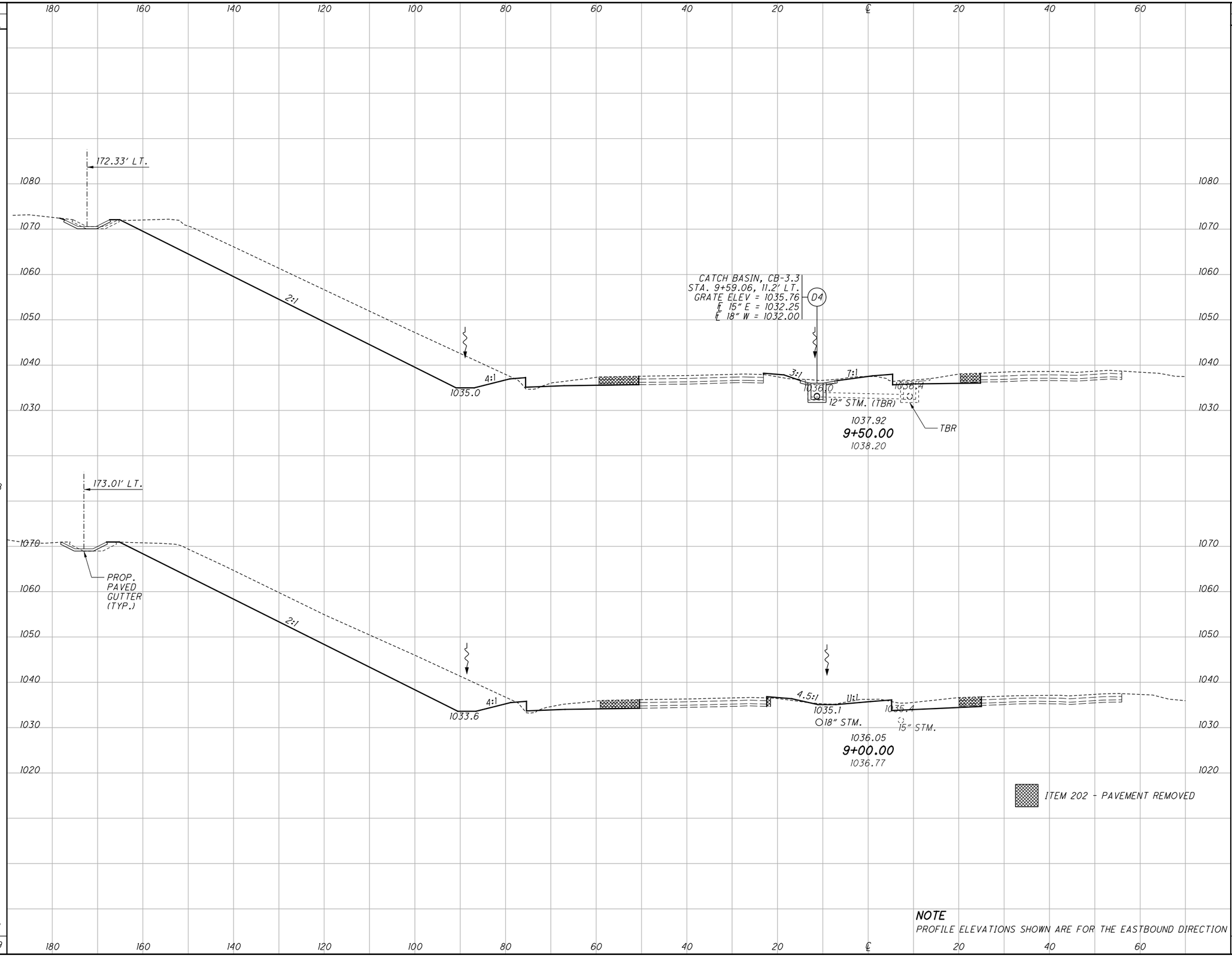
VOLUME	
CUT	FILL
972	9
911	11
1883	20

CALCULATED	CHECKED
DTS	MDW

CROSS SECTIONS U.S. 30
STA. 8+00.00 TO STA. 8+50.00

ASD-30-0.11

SEEDING	
END WIDTH	SQ. YDS.
118	658
119	661
	1319



END AREA	
CUT	FILL
555	10
562	6

VOLUME	
CUT	FILL
1034	15
1024	8
2058	23

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 9+00.00 TO STA. 9+50.00

ASD-30-0.11

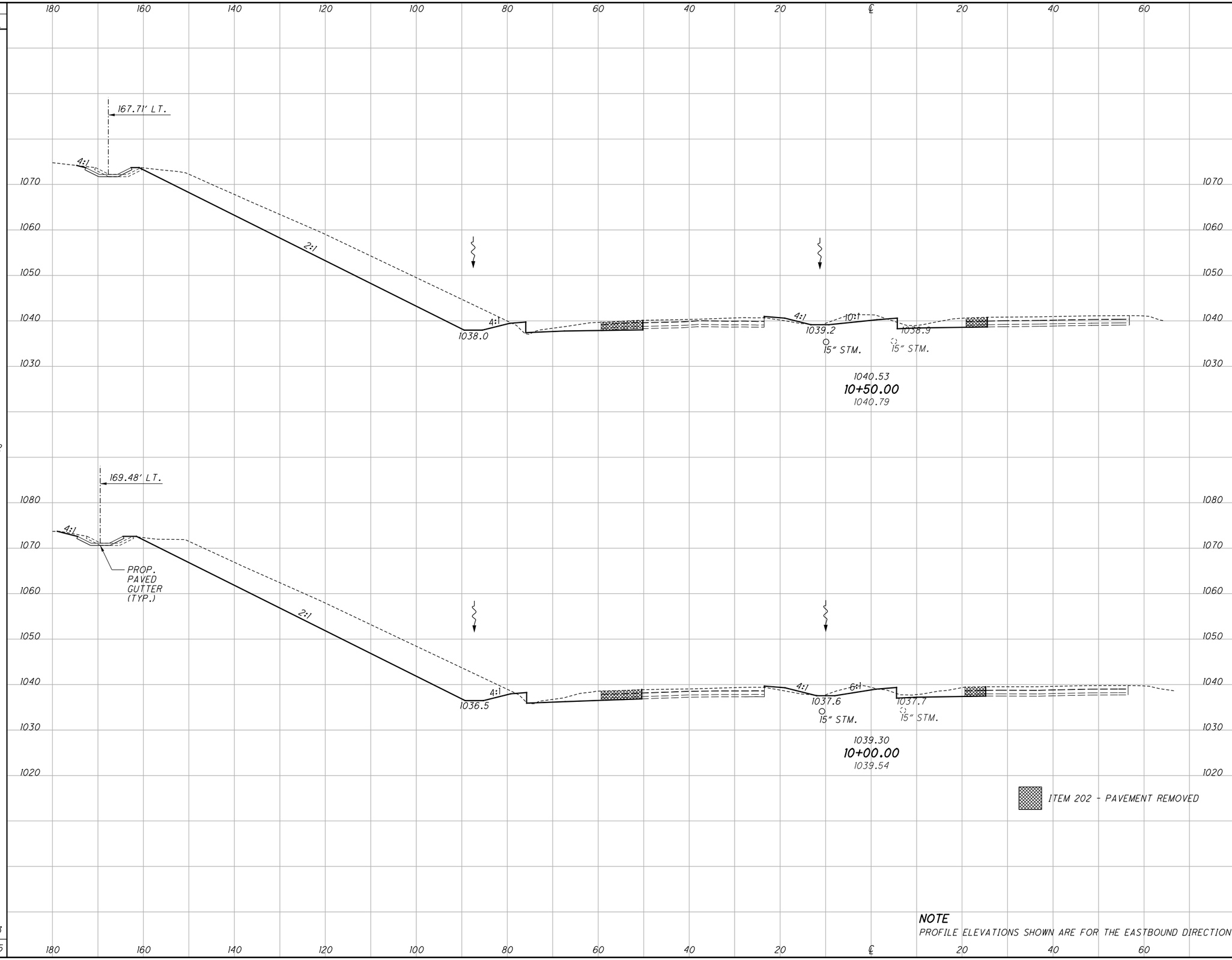
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_14 3/15/2021 1:40:27 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
114	642
117	653
	1295

END AREA	
CUT	FILL
445	9
470	9

VOLUME	
CUT	FILL
847	17
949	18
1796	35

CALCULATED DTS
CHECKED MDW



NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

CROSS SECTIONS U.S. 30
STA. 10+00.00 TO STA. 10+50.00

ASD-30-0.11

83
160

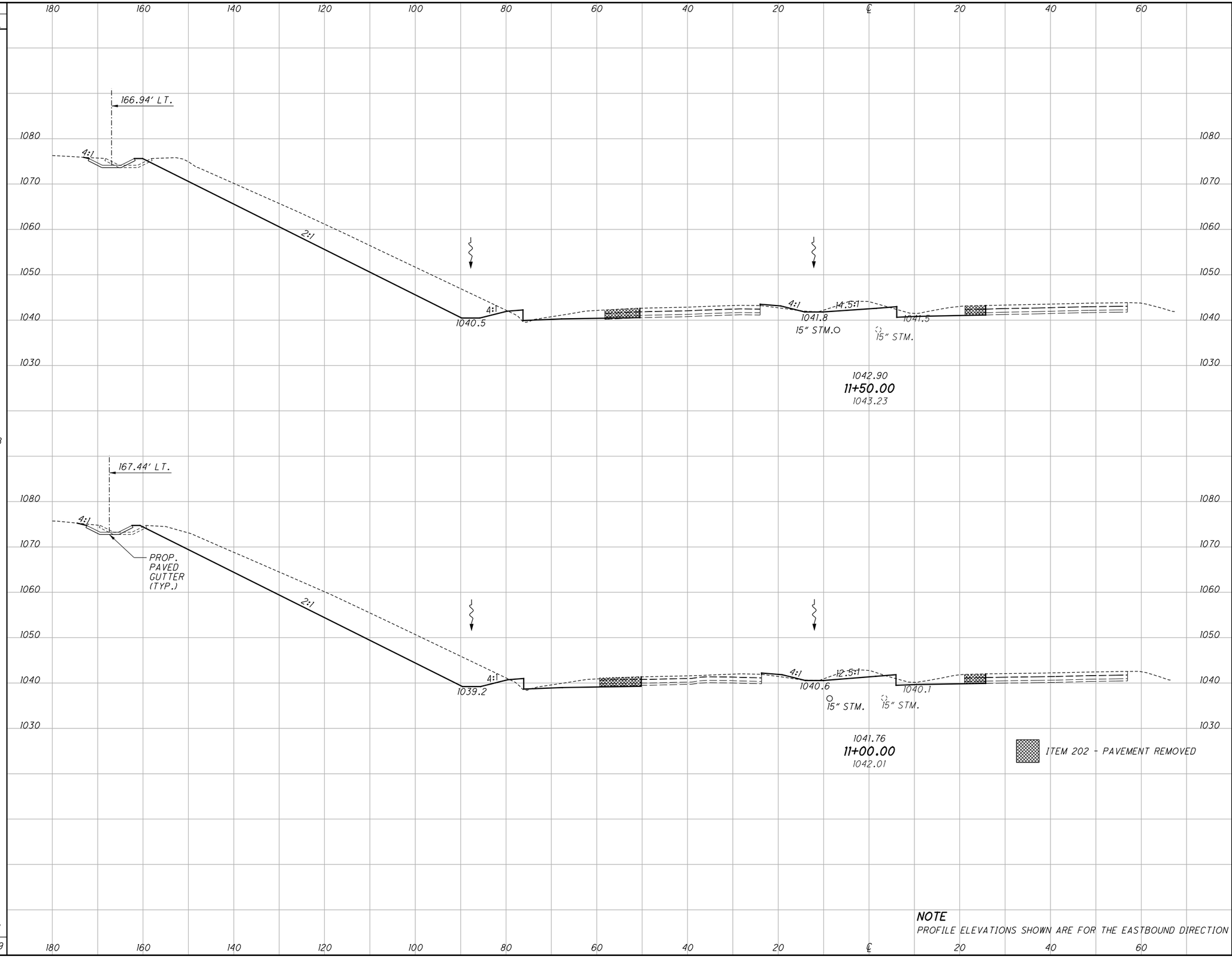
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_15 3/15/2021 1:40:28 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
113	628
113	631
	1259

END AREA	
CUT	FILL
441	11
438	10

VOLUME	
CUT	FILL
814	19
818	18
1632	37

CALCULATED DTS
CHECKED MDW



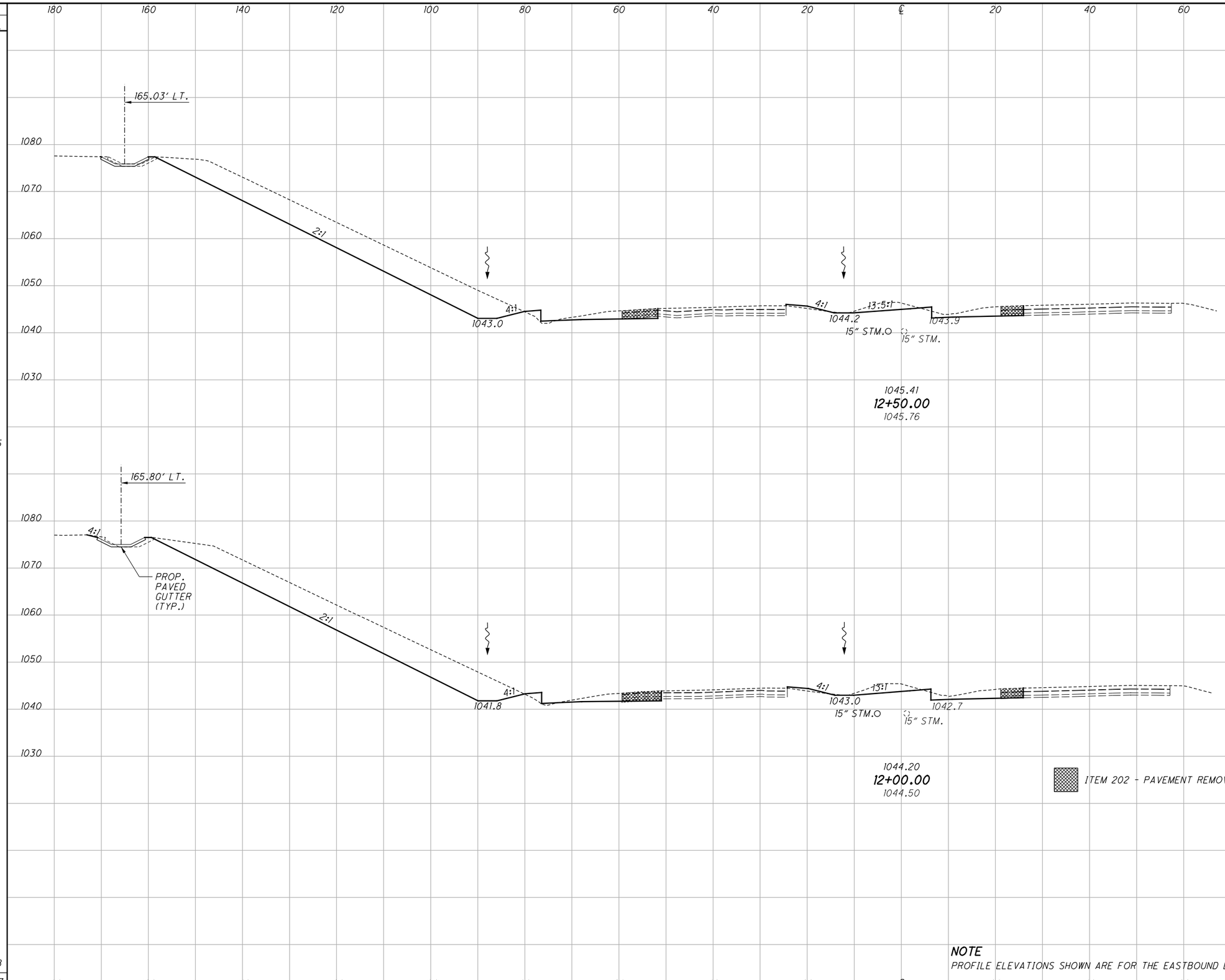
NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

CROSS SECTIONS U.S. 30
STA. 11+00.00 TO STA. 11+50.00

ASD-30-0.11

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_16 3/15/2021 1:40:28 PM CMT004

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
112	625	419	5	777	14
113	628	420	10	797	19
	1253			1574	33



CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 12+00.00 TO STA. 12+50.00

ASD-30-0.11

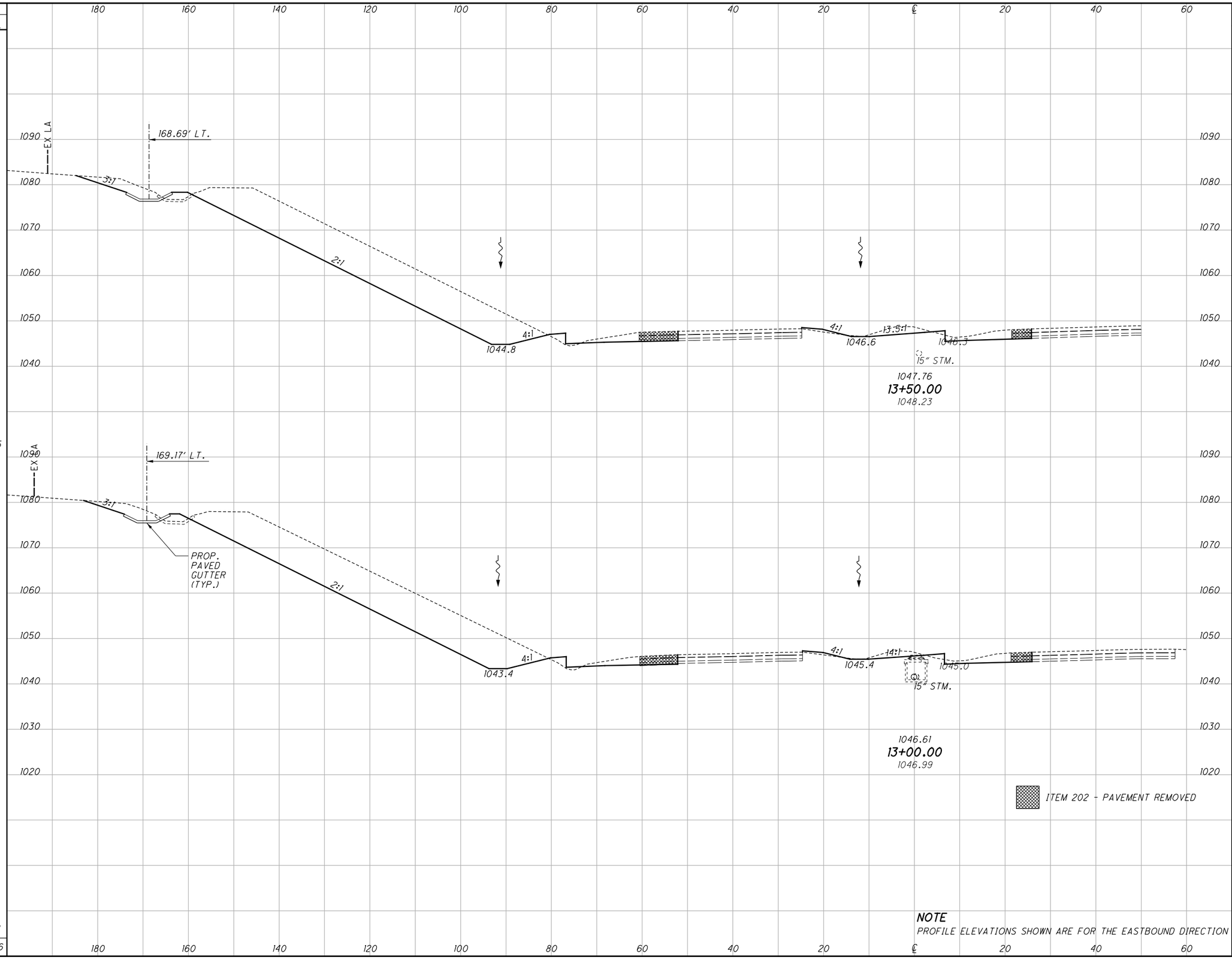
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_17 3/15/2021 1:40:28 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
146	725
115	631
	1356

END AREA	
CUT	FILL
631	18
635	19

VOLUME	
CUT	FILL
1172	34
976	22
2148	56

CALCULATED DTS
CHECKED MDW

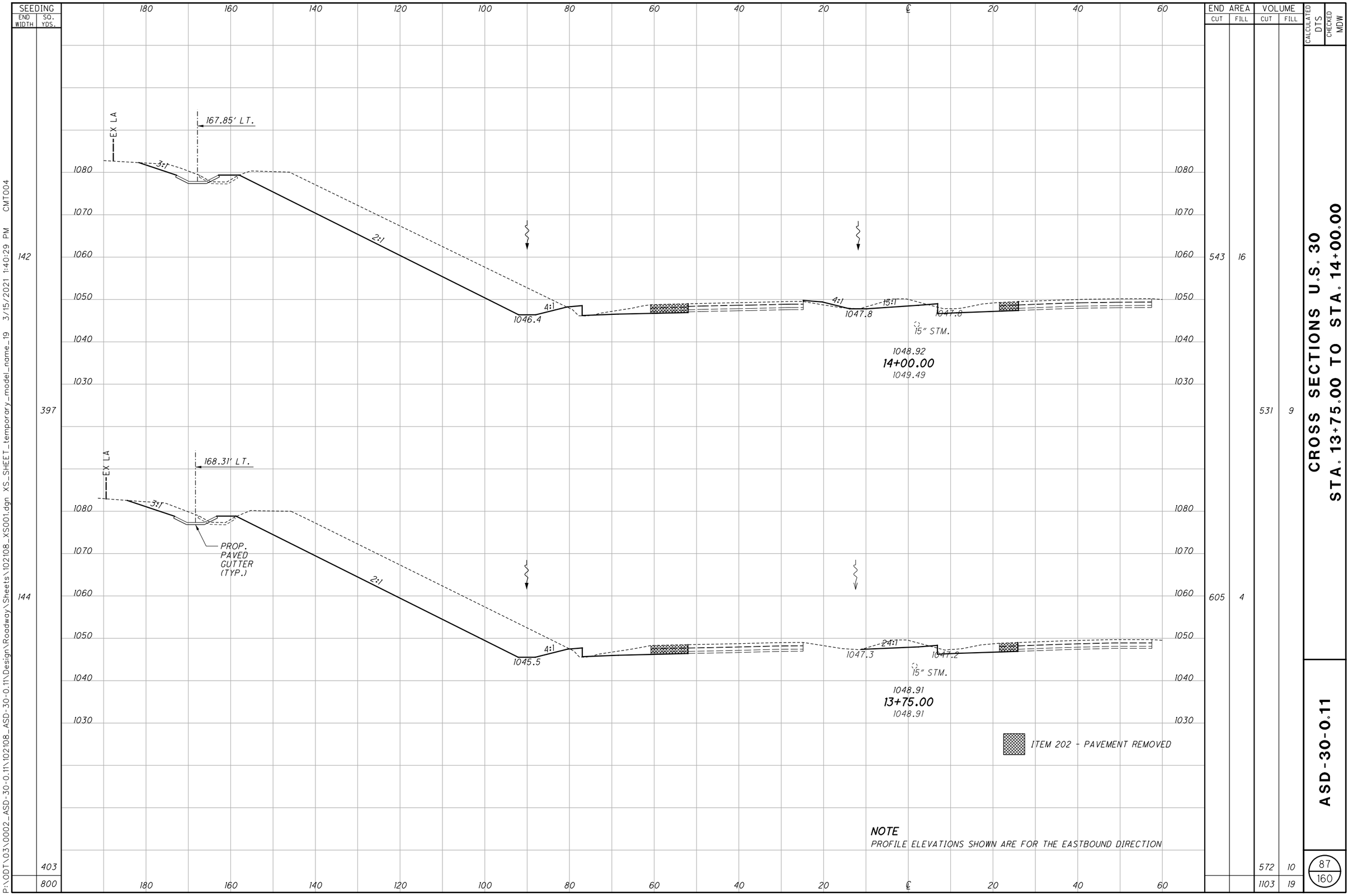


NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

CROSS SECTIONS U.S. 30
STA. 13+00.00 TO STA. 13+50.00

ASD-30-0.11

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_18 3/15/2021 1:40:28 PM CMT004


SEEDING
END WIDTH
SQ. YDS.
142
397
144
403
800
180 160 140 120 100 80 60 40 20 ℄ 20 40 60
EX LA
167.85' LT.
3:1
2:1
4:1
1046.4
1080
1070
1060
1050
1040
1030
15" STM.
1048.92
14+00.00
1049.49
1047.8
15:1
4:1
1047.8
168.31' LT.
PROP. PAVED GUTTER (TYP.)
1045.5
1047.3
24:1
1047.2
1048.91
13+75.00
1048.91
ITEM 202 - PAVEMENT REMOVED
NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION
END AREA
CUT
FILL
543
16
605
4
VOLUME
CUT
FILL
531
9
572
10
1103
19
CALCULATED DTS
CHECKED MDW
CROSS SECTIONS U.S. 30
STA. 13+75.00 TO STA. 14+00.00
ASD-30-0.11
87
160
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_19 3/15/2021 1:40:29 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
138	
	388
141	
	393
	781

180 160 140 120 100 80 60 40 20 ℄ 20 40 60

EX LA

166.66' LT.

3:1

2:1

4:1

4:1

1048.0

4:1

15:1

1049.2

1049.1

15" STM.

1050.28
14+50.00
1050.75

EX LA

167.30' LT.

3:1

PROP. PAVED GUTTER (TYP.)

2:1

4:1

1046.9

30:1

1048.7

15" STM.

1050.18
14+25.00
1050.18

ITEM 202 - PAVEMENT REMOVED

NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

1080 1070 1060 1050 1040 1030

END AREA	
CUT	FILL
464	15
513	15
489	14
941	28

VOLUME	
CUT	FILL
452	14

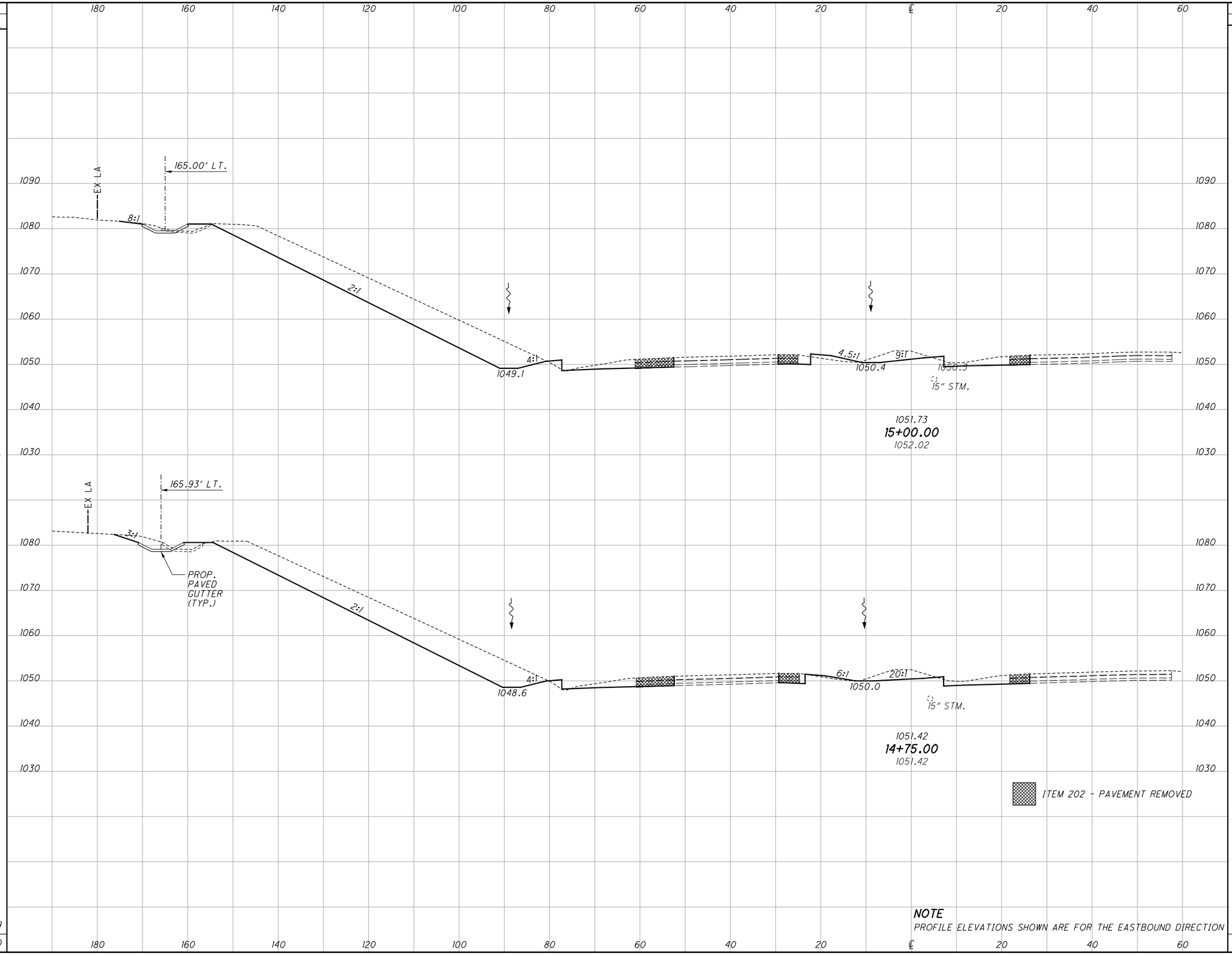
CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 14+25.00 TO STA. 14+50.00

ASD-30-0.11

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_20 3/15/2021 1:40:29 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
132	
	371
135	
	379
	750



END AREA	
CUT	FILL
415	18
412	9
406	11
789	24

VOLUME	
CUT	FILL
383	13

CALCULATED DTS
CHECKED MDW

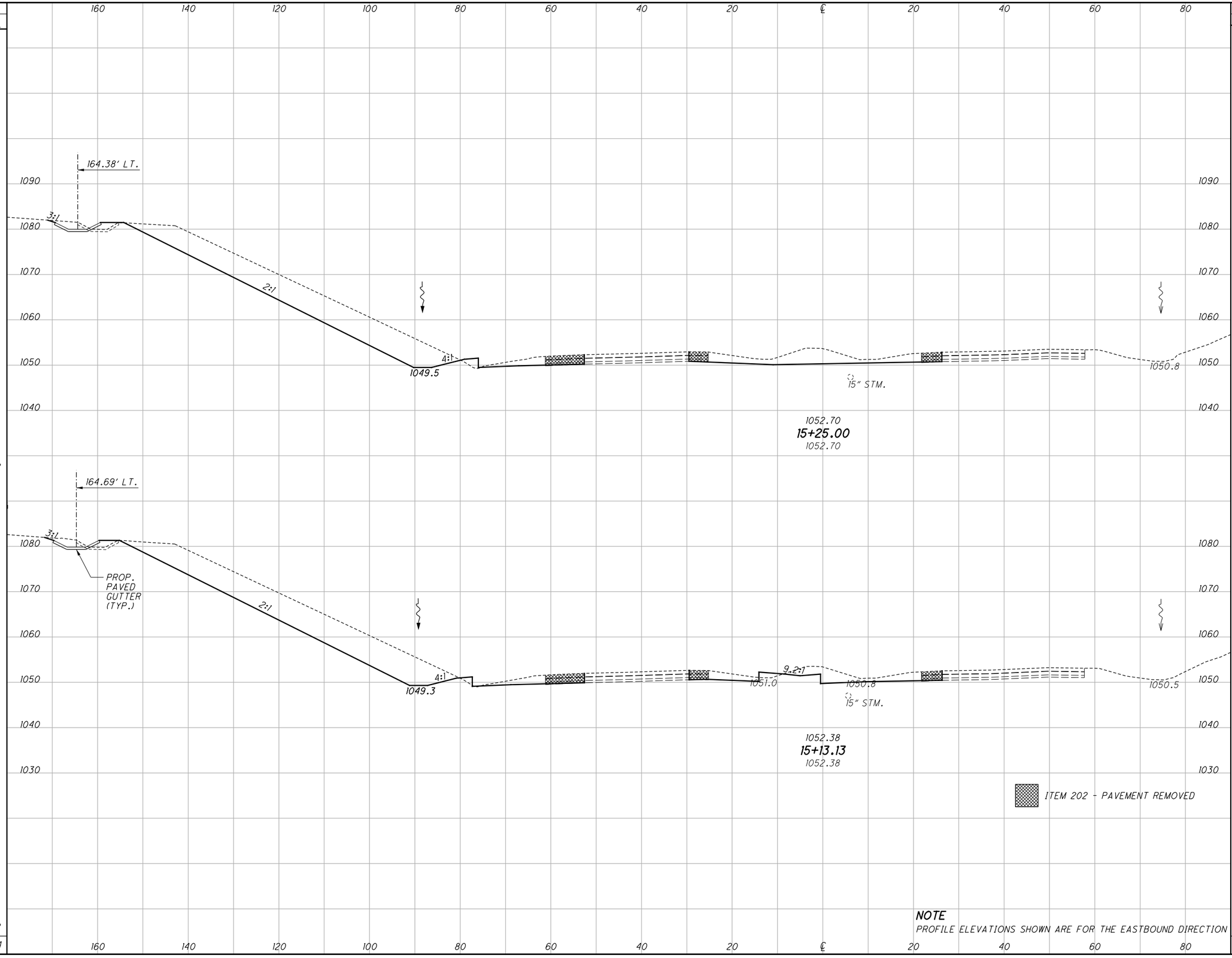
CROSS SECTIONS U.S. 30
STA. 14+75.00 TO STA. 15+00.00

ASD-30-0.11

89
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_21 3/15/2021 1:40:29 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
128	
162	
117	
182	
344	



NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

END AREA	
CUT	FILL
476	10
475	12

VOLUME	
CUT	FILL
209	5
216	7
425	12

CALCULATED DTS
CHECKED MDW

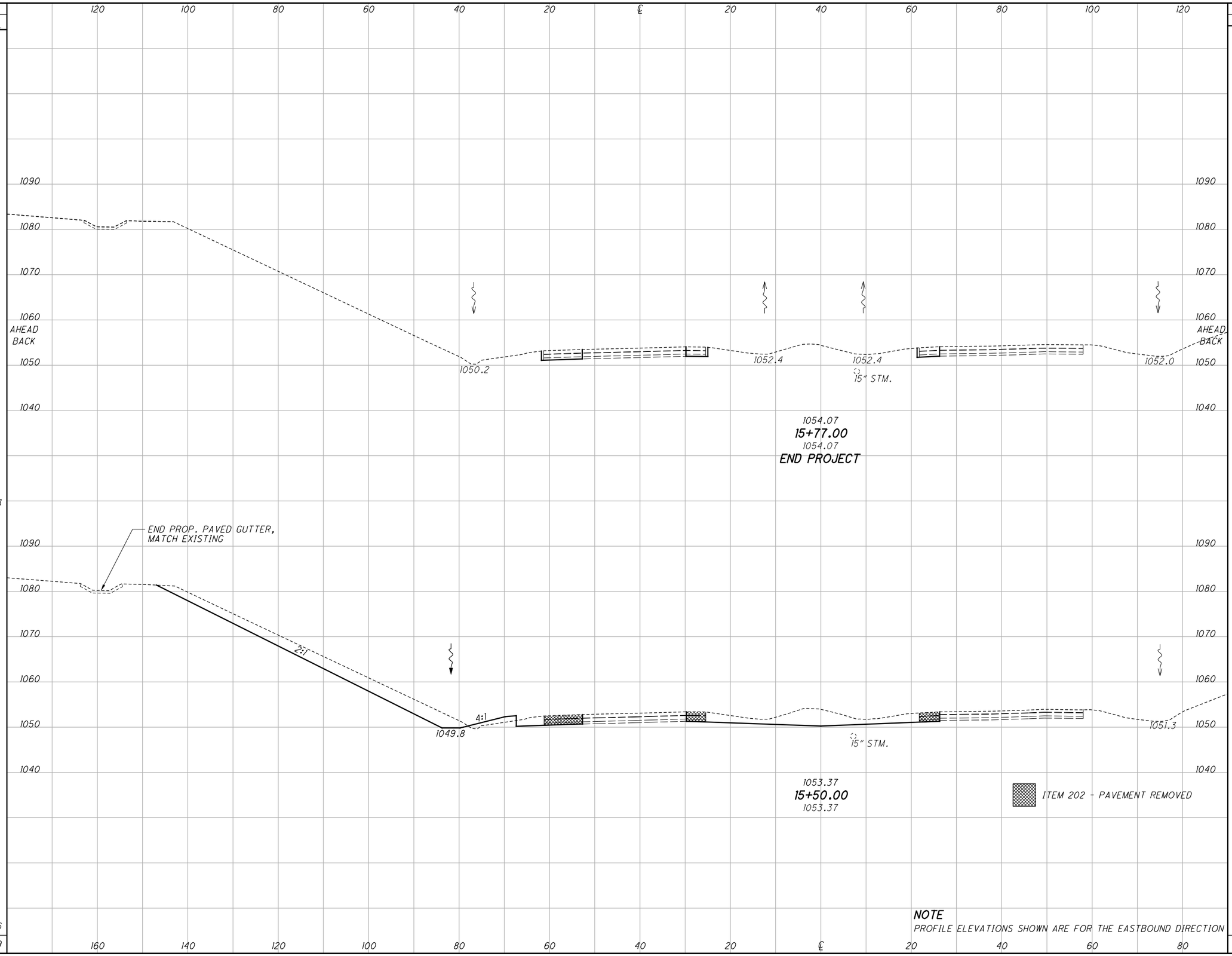
CROSS SECTIONS U.S. 30
STA. 15+13.13 TO STA. 15+25.00

ASD-30-0.11

90
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_22 3/15/2021 1:40:30 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
0	
70	
	233
85	
	296
	529



END AREA	
CUT	FILL
0	0
0	0
274	10

VOLUME	
CUT	FILL
137	5
347	9
484	14

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS U.S. 30
STA. 15+50.00 TO STA. 15+77.00

ASD-30-0.11

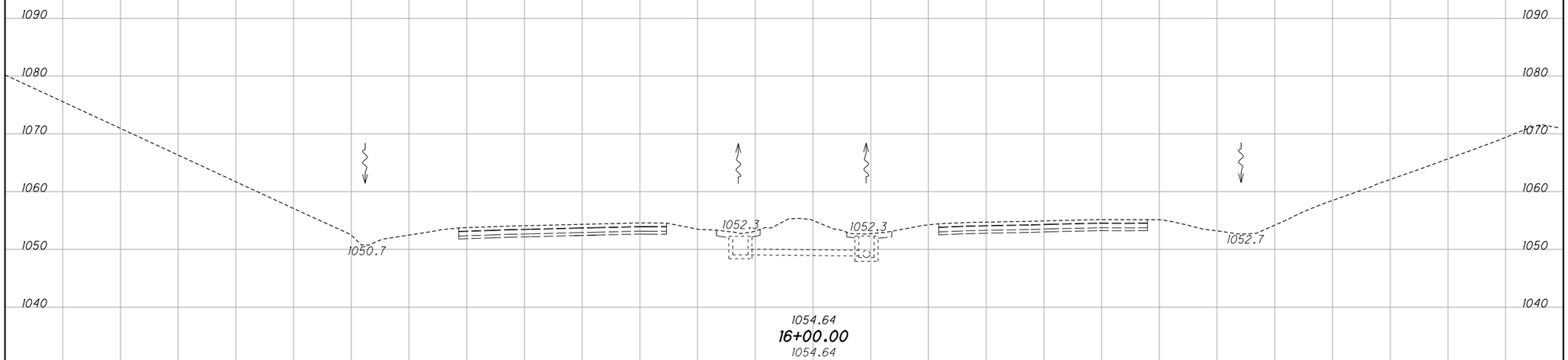
91
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_23 3/15/2021 1:40:30 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
0	
0	0

EARTHWORK QUANTITY SUB-SUBSUMMARY

STATION FROM	STATION TO	203 EXCAVATION	203 EMBANKMENT	204 GRANULAR MATERIAL, TYPE B	204 EXCAVATION OF SUBGRADE	659 SEEDING & MULCHING
		CY	CY	CY	CY	SY
689+50.00	689+80.00	0	0	0	0	0
690+00.00	690+50.00	489	1177	81	81	549
690+75.00	691+25.00	549	1669	97	97	809
691+50.00	692+00.00	548	1338	15	15	833
692+50.00	693+50.00	525	1689	153	153	1564
694+00.00	695+00.00	812	1402	159	159	1514
695+31.09	1+00.00	134	190	9	9	181
1+05.00	3+00.00	47	27	0	0	1738
3+50.00	4+50.00	850	22	0	0	1600
4+95.43	5+50.00	1872	16	0	0	1771
6+00.00	6+50.00	1903	20	0	0	1403
7+00.00	7+50.00	1786	21	0	0	1300
8+00.00	8+50.00	1883	20	0	0	1314
9+00.00	9+50.00	2058	23	0	0	1319
10+00.00	10+50.00	1796	35	0	0	1295
11+00.00	11+50.00	1632	37	0	0	1259
12+00.00	12+50.00	1574	33	0	0	1253
13+00.00	13+50.00	2148	56	0	0	1356
13+75.00	14+00.00	1103	19	0	0	800
14+25.00	14+50.00	941	28	0	0	781
14+75.00	15+00.00	789	24	0	0	750
15+13.13	15+25.00	425	12	0	0	344
15+50.00	15+77.00	484	14	0	0	529
16+00.00		0	0	0	0	0
TOTALS TO SHEET 108		24348	7872	514	514	24262



NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
		0	0

CALCULATED DTS
CHECKED MDW

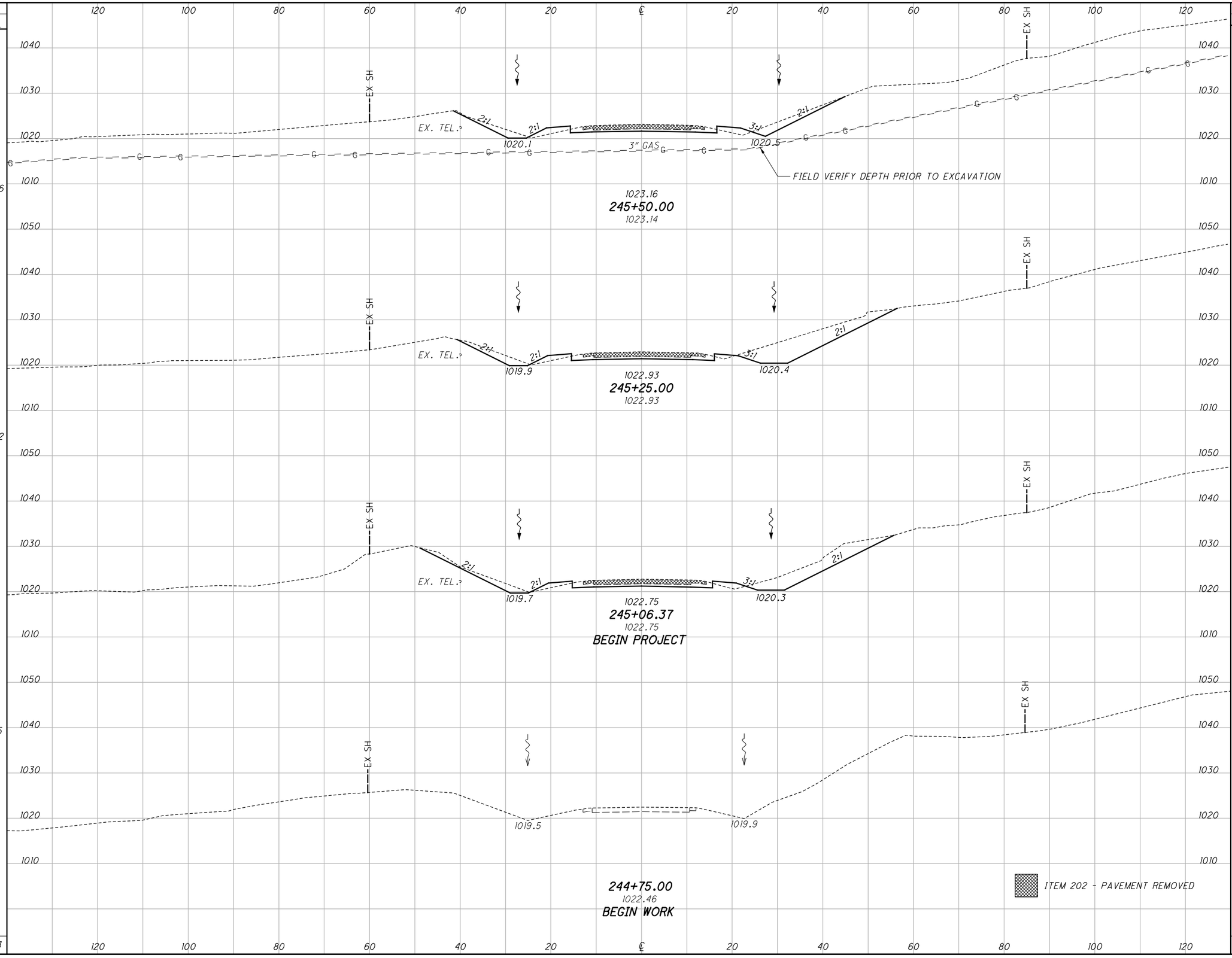
CROSS SECTIONS U.S. 30
STA. 16+00.00

ASD-30-0.11

92
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_24 3/15/2021 1:40:30 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
108	306
112	232
112	195
0	
	733



END AREA	
CUT	FILL
55	19
155	12
141	15
0	0

VOLUME	
CUT	FILL
97	14
102	9
82	9
281	32

CALCULATED DTS
CHECKED MDW

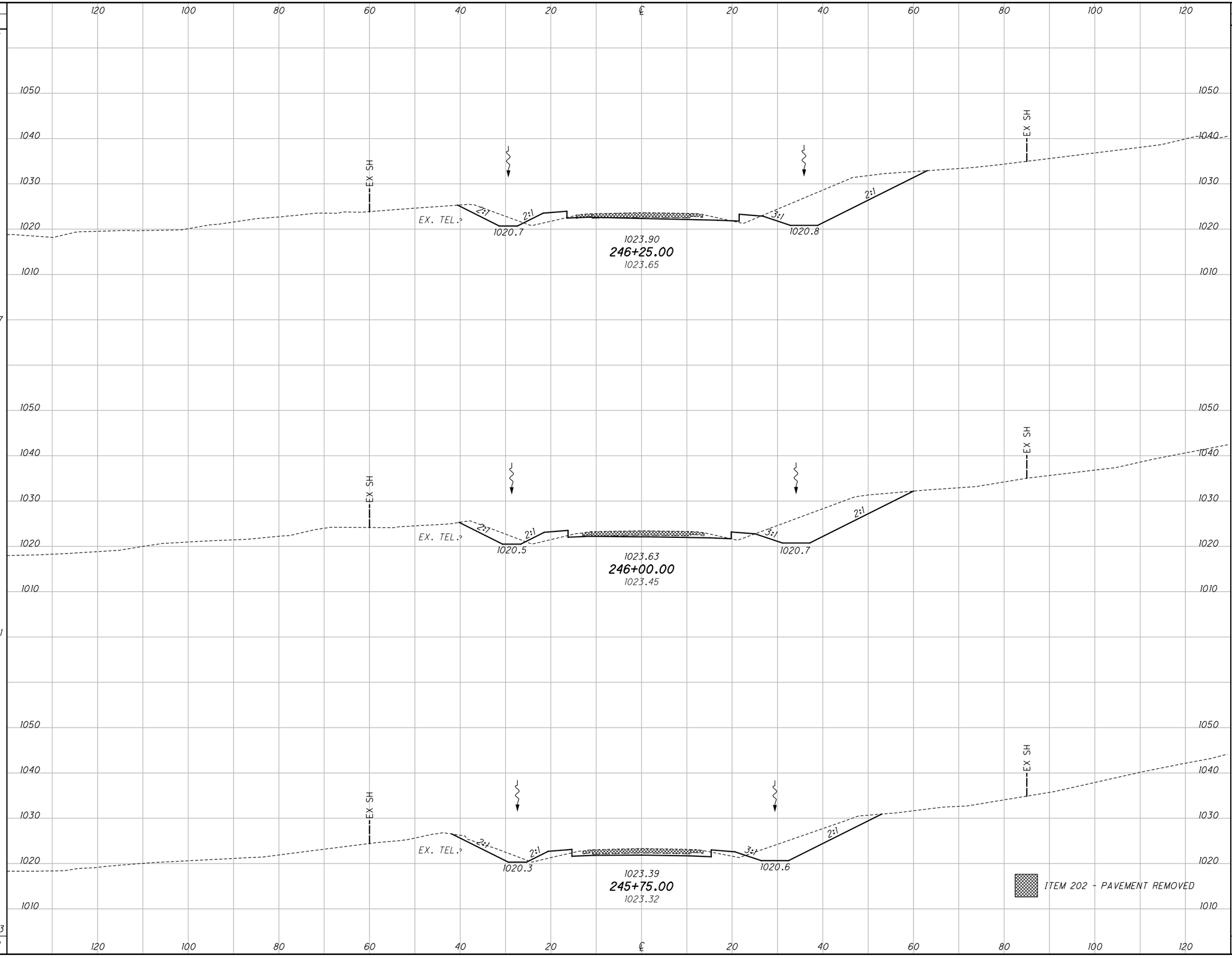
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 245+06.37 TO STA. 245+50.00

ASD-30-0.11

93
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS005.dgn Design 3/15/2021 1:40:31 PM CMT004

SEEDING END WIDTH	SEEDING SQ. YDS.
107	297
107	301
110	303
	901



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
208	23	182	19
185	20	146	17
130	17	86	17
		414	53

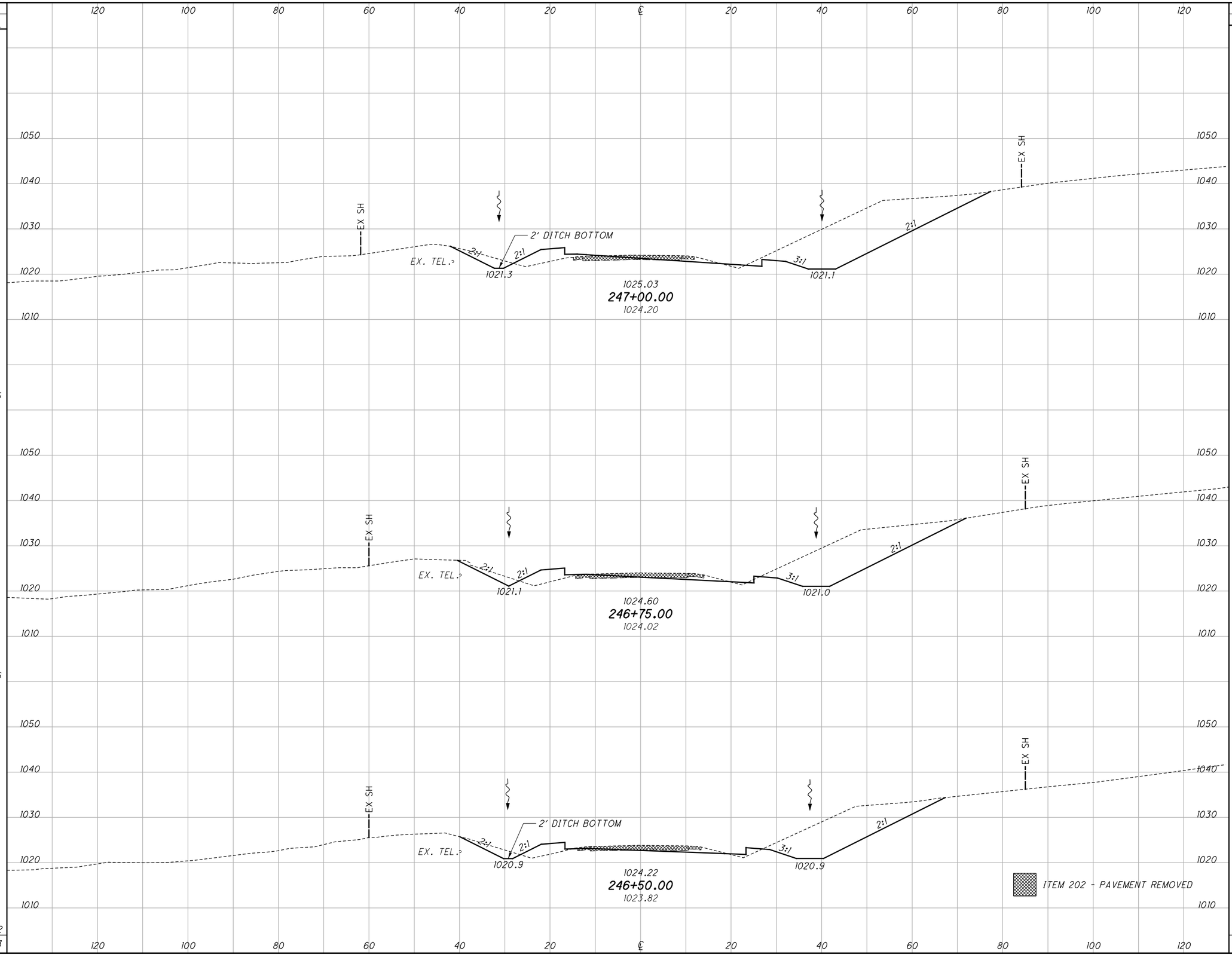
CALCULATED DTS
CHECKED MDW

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 245+75.00 TO STA. 246+25.00

ASD-30-0.11

...\Sheets\102100_X6005.dgn Design 3/15/2021 1:40:32 PM CMT004

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
102	285	336	35	277	29
103	286	263	28	223	25
103	292	218	27	197	23
	863			697	77



CALCULATED DTS
CHECKED MDW

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 246+50.00 TO STA. 247+00.00

ASD-30-0.11

95
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS005.dgn Design 3/15/2021 1:40:32 PM CMT004

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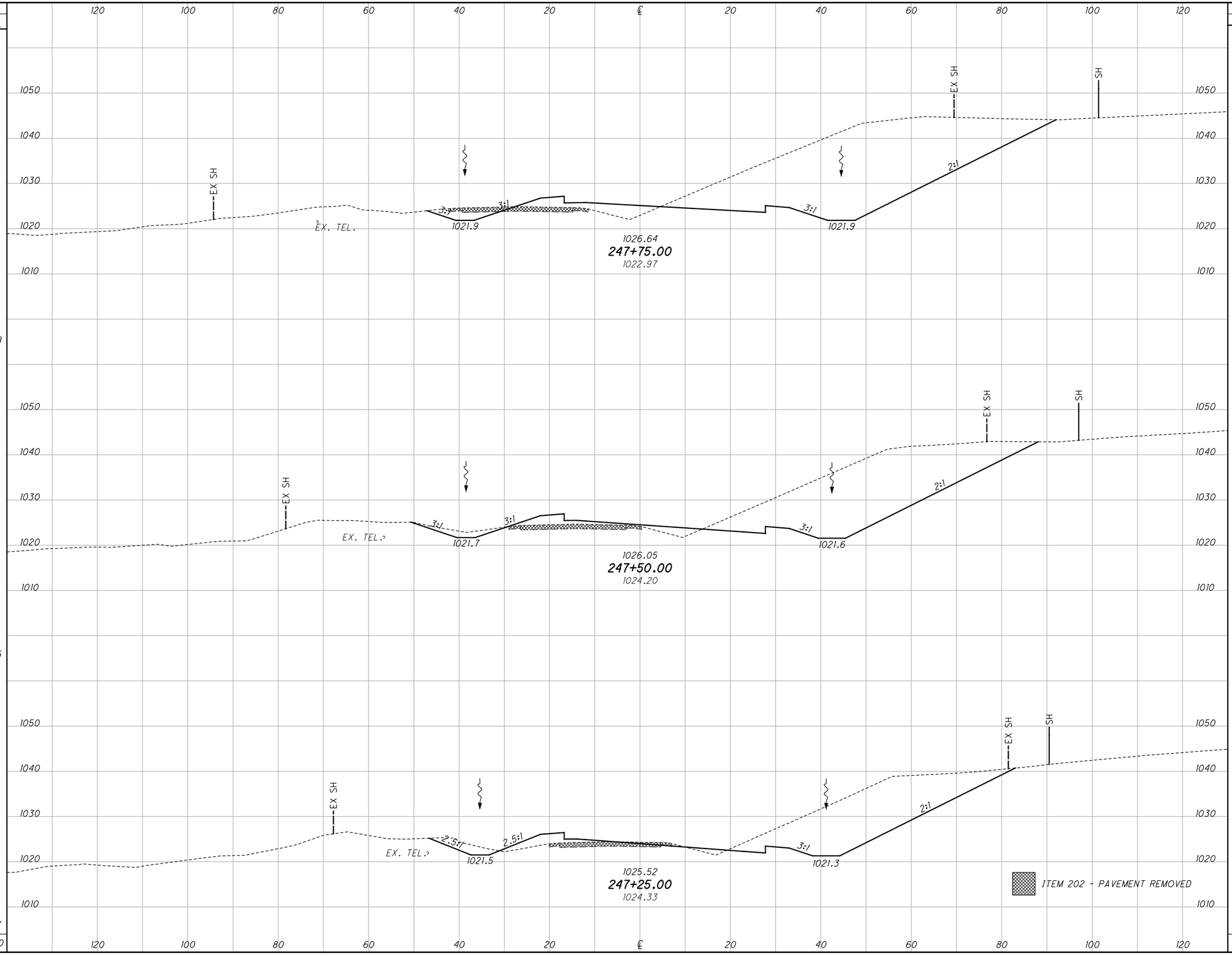
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
150	388	957	55	752	46
129	335	667	44	528	38
112	297	474	39	375	34
	1020			1655	118



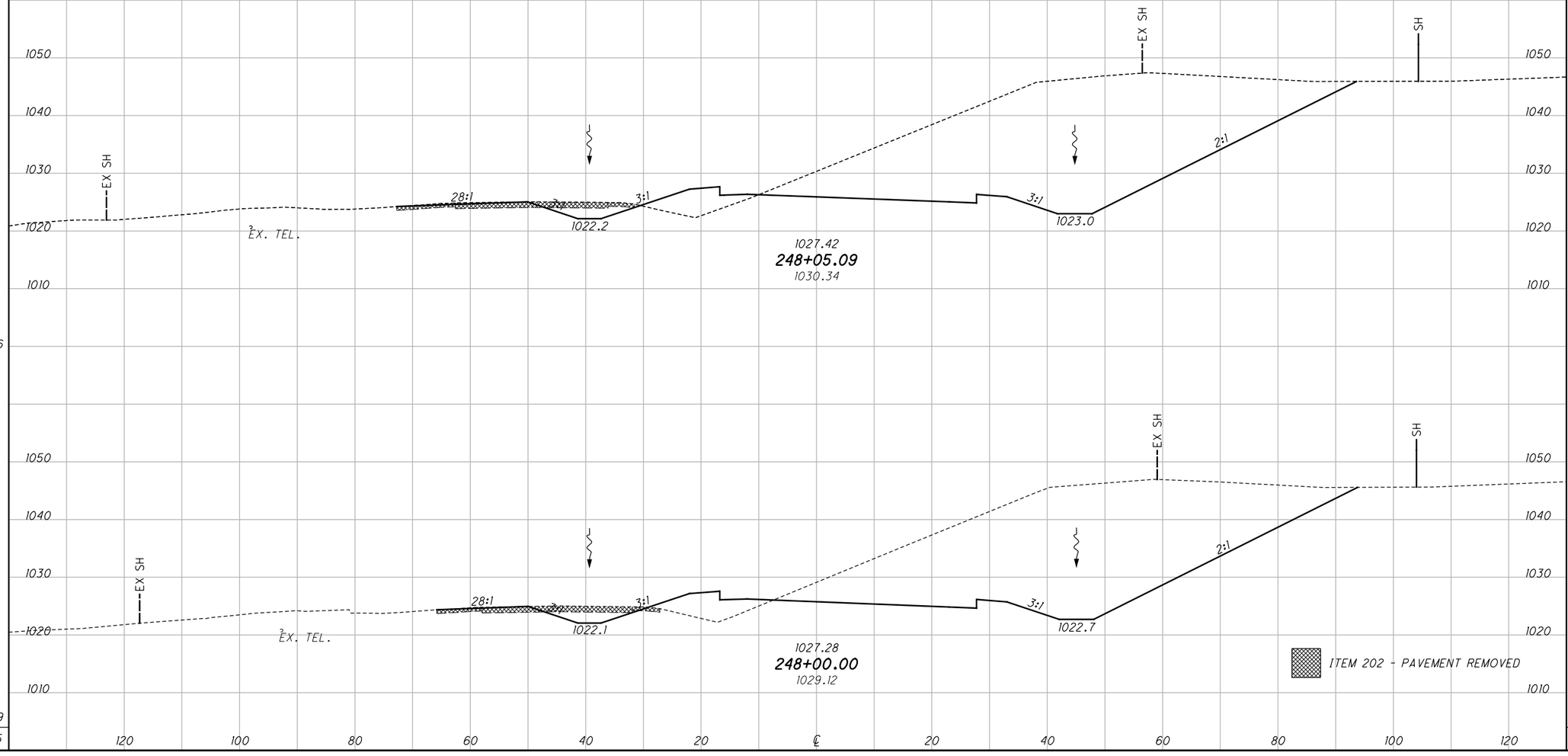
CALCULATED DTS
CHECKED MDW

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 247+75.00 TO STA. 247+25.00

ASD-30-0.11

EARTHWORK QUANTITY SUB-SUBSUMMARY

STATION FROM	STATION TO	203 EXCAVATION	203 EMBANKMENT	659 SEEDING & MULCHING
		CY	CY	SY
244+75.00	245+50.00	281	32	733
245+75.00	246+25.00	414	53	901
246+50.00	247+00.00	697	77	863
247+25.00	247+75.00	1655	118	1020
248+00.00	248+05.09	2210	101	735
TOTALS TO SHEET 108		5257	381	4252



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
133	356	1302	53	1185	50
123	379	1257	56	1025	51
	735			2210	101

CALCULATED DTS
CHECKED MDW

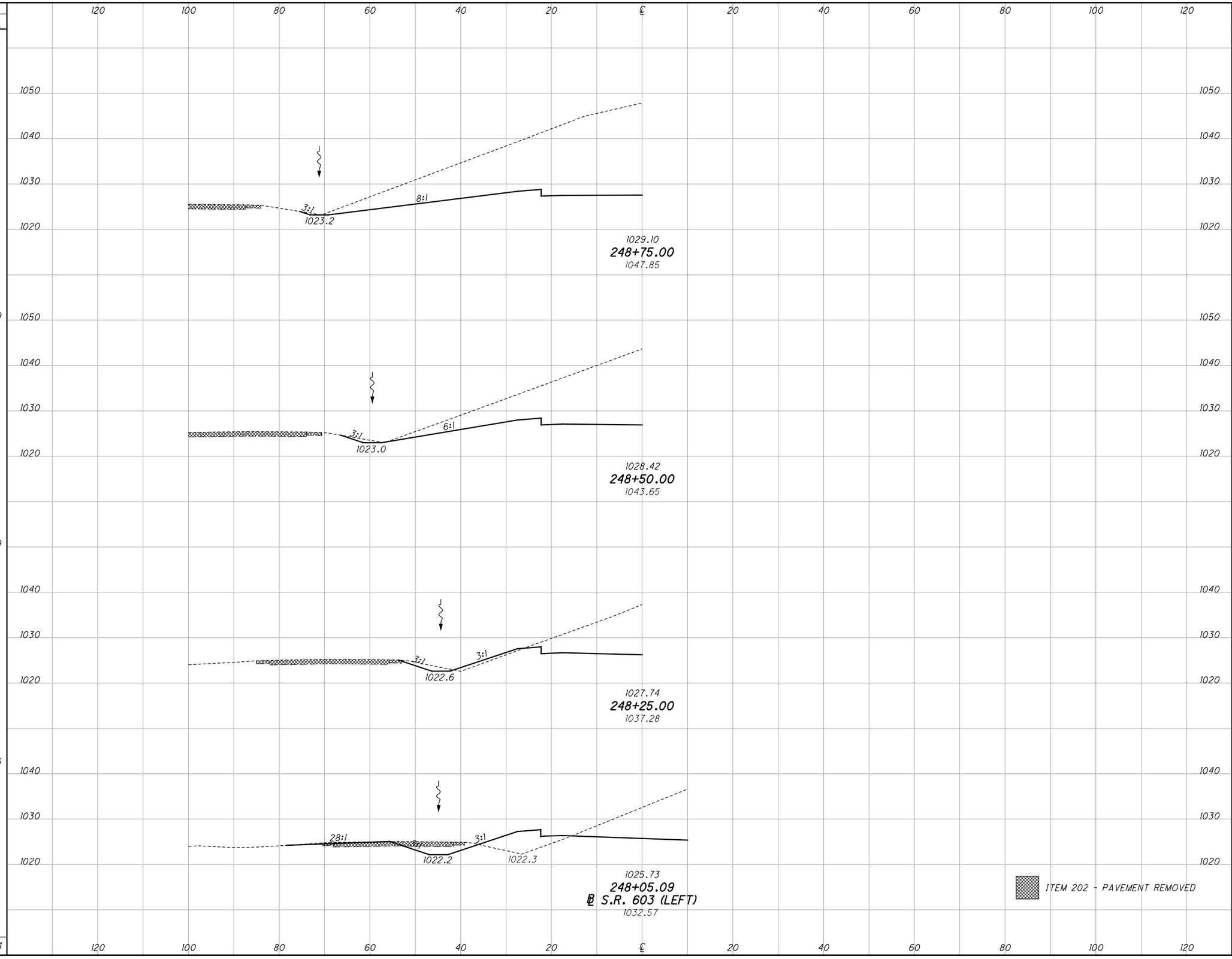
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 248+00.00 TO STA. 248+05.09

ASD-30-0.11

97
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS005.dgn Design 3/15/2021 1:40:33 PM CMT004

SEEDING END WIDTH	SEEDING SQ. YDS.
64	169
58	129
35	126
56	424



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
692	0	505	0
398	0	257	4
157	9	118	23
162	53	880	27

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 248+05.69 TO STA. 248+75.00

ASD-30-0.11

98
160

P:\ODOT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS006.dgn Sheet 3/15/2021 1:40:34 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
53	
	146
52	
	136
46	
	153
	435

120 100 80 60 40 20 ℄ 20 40 60 80 100 120

1060 1050 1040 1030 1020

8:1 1023.5 10:1

1030.58
249+50.00
1047.68

3:1 1023.4 10:1

1030.30
249+25.00
1052.38

3:1 1023.3 10:1

1029.78
249+00.00
1050.55

ITEM 202 - PAVEMENT REMOVED

END AREA		VOLUME	
CUT	FILL	CUT	FILL
1441	0		
		1226	0
1207	0		
		1019	0
994	0		
		781	0
		3026	0

CALCULATED DTS
CHECKED MDW

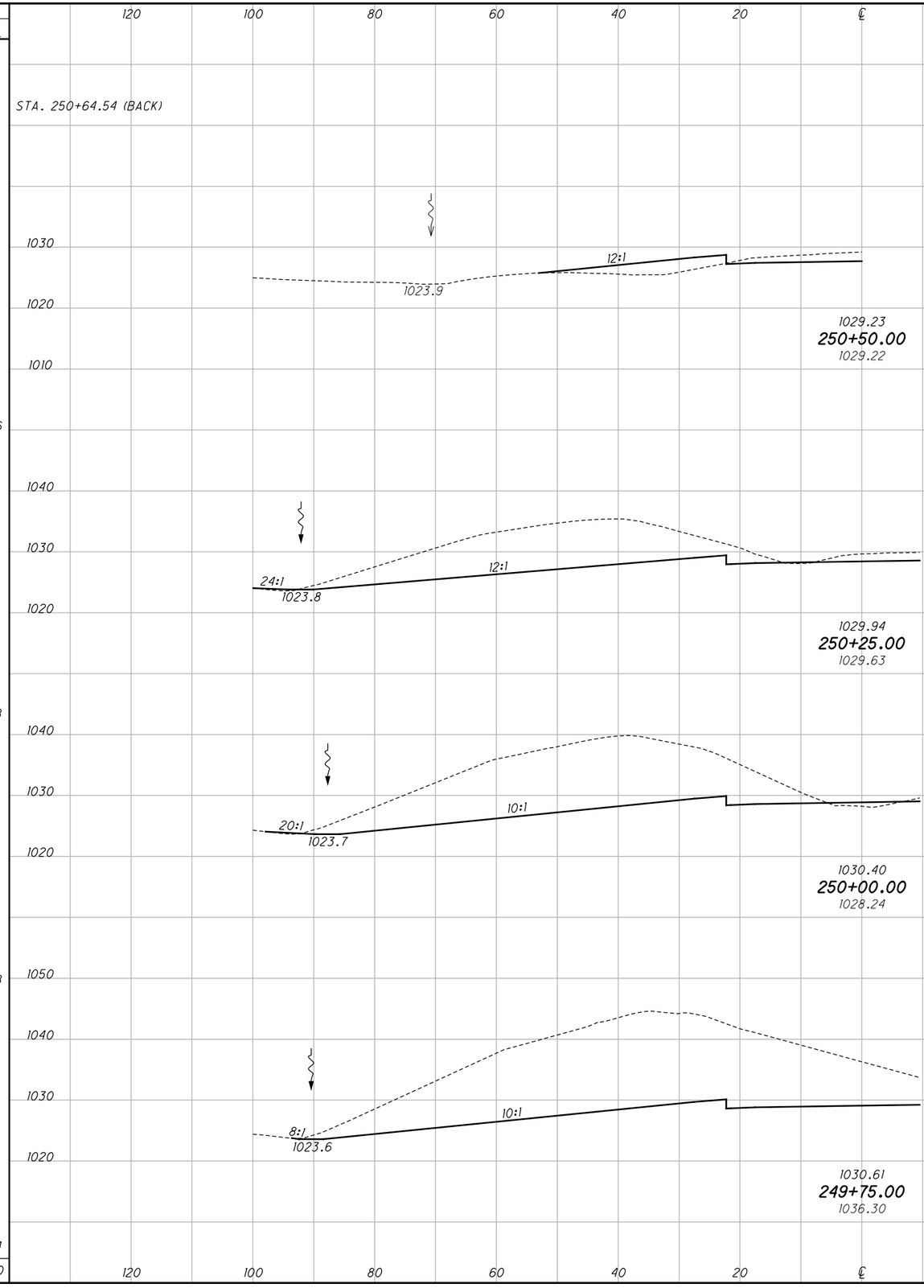
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 249+00.00 TO STA. 249+50.00

ASD-30-0.11

99
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS006.dgn Sheet 3/15/2021 1:40:35 PM CMT004

SEEDING END WIDTH	SEEDING SQ. YDS.
32	
	44
32	
	106
44	
	128
48	
	138
51	
	144
	560



EARTHWORK QUANTITY SUB-SUBSUMMARY

STATION FROM	STATION TO	203 EXCAVATION	203 EMBANKMENT	659 SEEDING & MULCHING
		CY	CY	SY
248+05.09	248+75.00	880	27	424
249+00.00	249+50.00	3026	0	435
249+75.00	250+50.00	2530	51	560
TOTALS TO SHEET 108		6436	78	1419

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
23	43		
		12	23
23	43		
		191	21
389	2		
		461	4
606	6		
		740	3
992	0		
		1126	0
		2530	51

CALCULATED DTS
CHECKED MDW

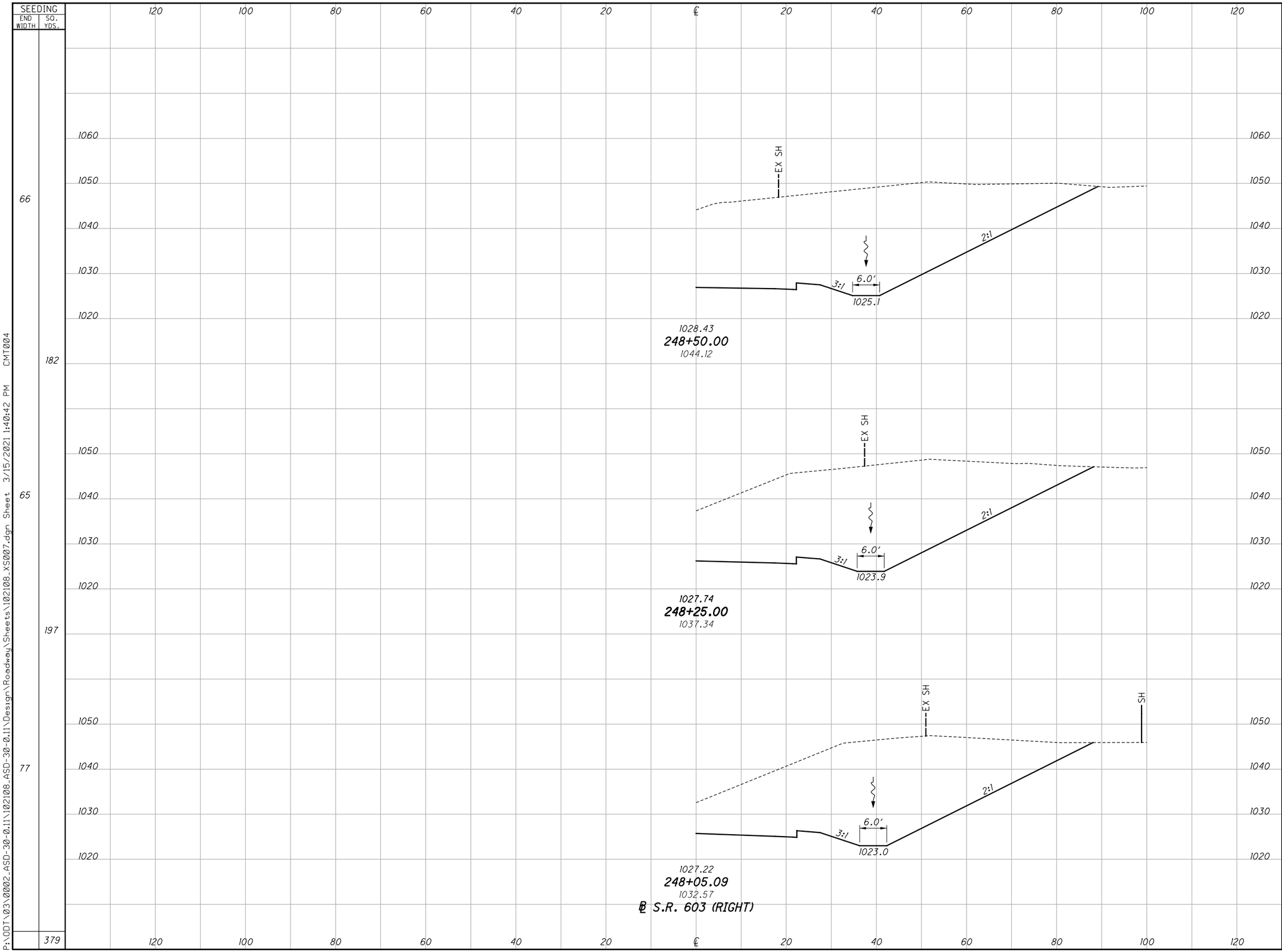
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 249+75.00 TO STA. 250+50.00

ASD-30-0.11

100
160

...Highway\Sheets\102108_XS006.dgn Sheet 3/15/2021 1:40:36 PM CMI004

SEEDING	
END WIDTH	SQ. YDS.
66	
	182
65	
	197
77	
	379



END AREA	
CUT	FILL
1451	0
1349	0
1229	0

VOLUME	
CUT	FILL
1296	0
951	0
2247	0

CALCULATED DTS
CHECKED MDW

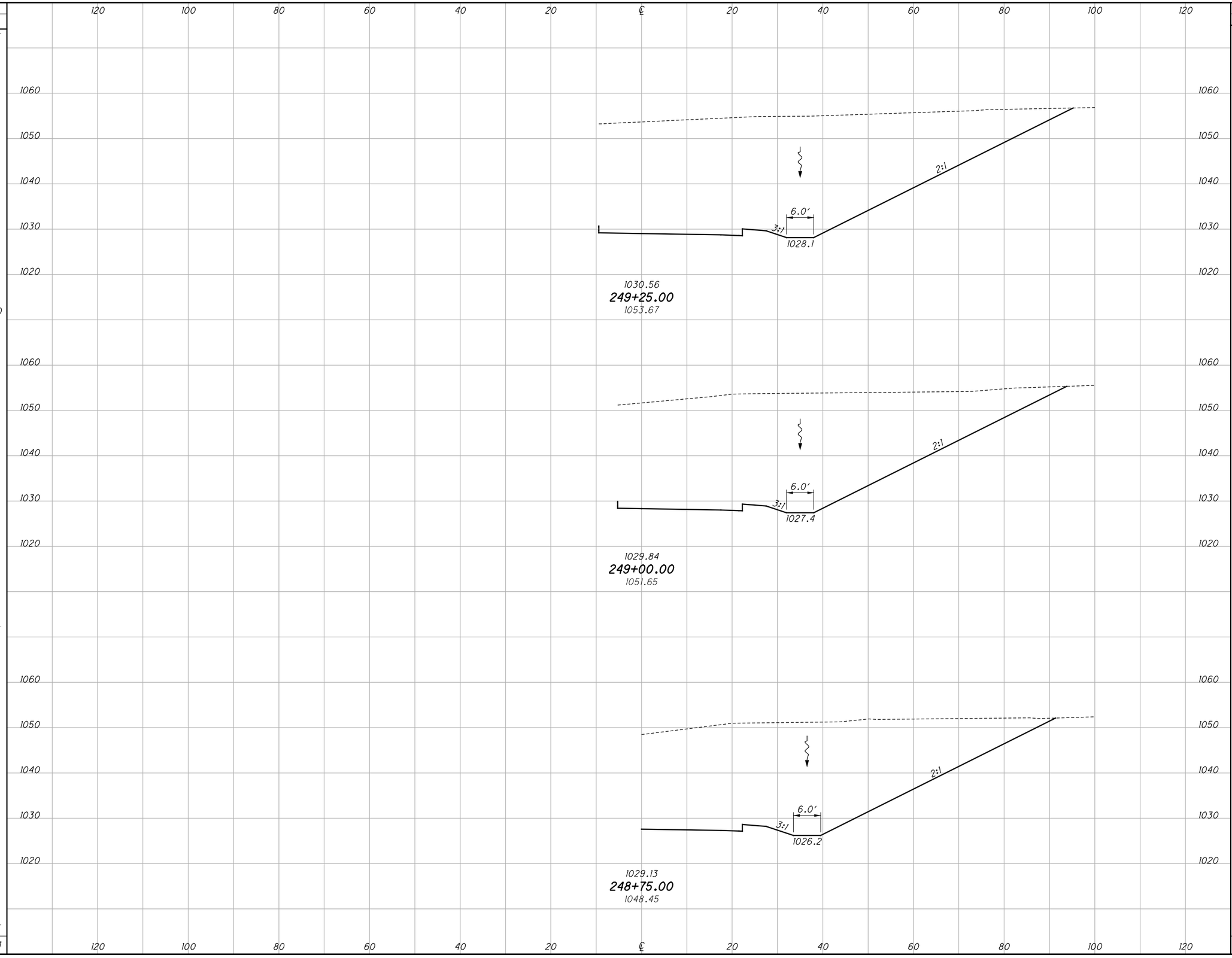
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 248+05.69 TO STA. 248+50.00

ASD-30-0.11

101
160

P:\ODOT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS007.dgn Sheet 3/15/2021 1:40:42 PM CMT004

SEEDING END WIDTH	SEEDING SQ. YDS.
72	200
72	196
69	188
	584



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
1972	0		
		1743	0
1793	0		
		1557	0
1570	0		
		1399	0
		4699	0

CALCULATED DTS
CHECKED MDW

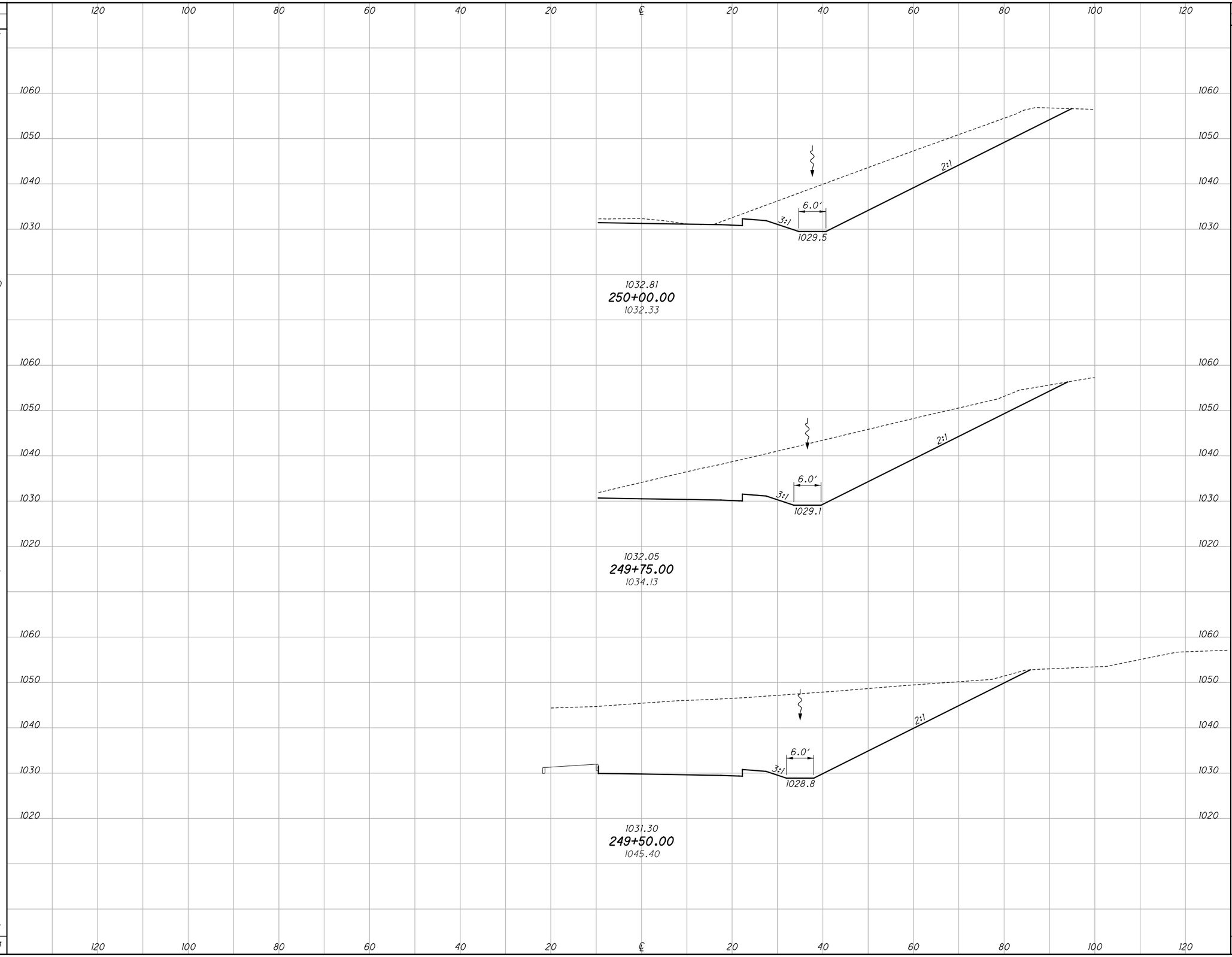
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 248+75.00 TO STA. 249+25.00

ASD-30-0.11

102
160

Sheets\102160_XS007.dgn Sheet 3/15/2021 1:40:52 PM CMT001

SEEDING	
END WIDTH	SQ. YDS.
73	
	200
71	
	186
63	
	188
	574



END AREA	
CUT	FILL
502	0
751	0
1345	0
3086	0

VOLUME	
CUT	FILL
580	0
970	0
1536	0

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 249+50.00 TO STA. 250+00.00

ASD-30-0.11

103
160

...Highway\Sheets\102100_XS007.dgn Sheet 3/15/2021 1:40:52 PM GM1001

SEEDING	
END WIDTH	SQ. YDS.
73	203
	304

END AREA	
CUT	FILL
450	0

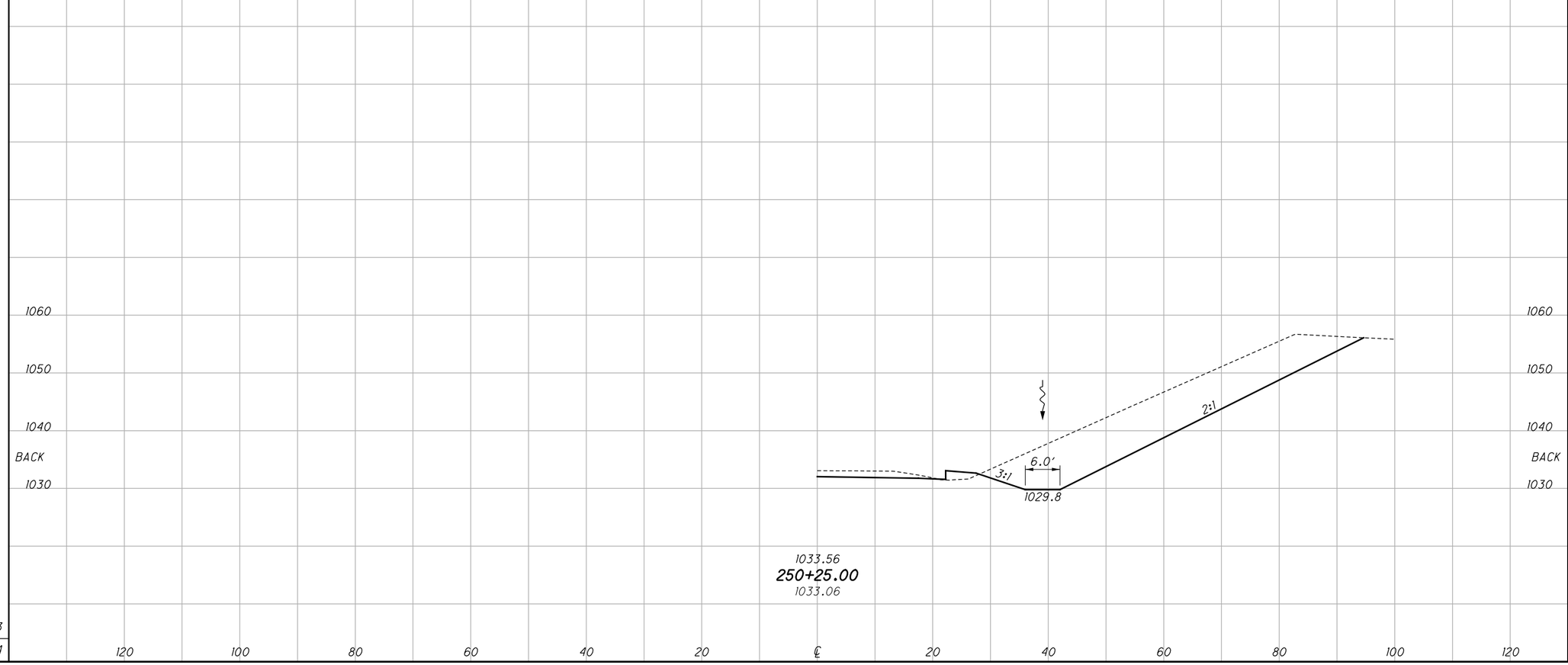
VOLUME	
CUT	FILL
441	0
649	0

CALCULATED DTS

CHECKED MDW

EARTHWORK QUANTITY SUB-SUBSUMMARY

STATION FROM	STATION TO	203 EXCAVATION	203 EMBANKMENT	659 SEEDING & MULCHING
		CY	CY	SY
248+05.09	248+50.00	2247	0	379
248+75.00	249+25.00	4699	0	584
249+50.00	250+50.00	3086	0	574
250+25.00	250+50.00	649	0	304
TOTALS TO SHEET 108		10681	0	1841



CROSS SECTIONS S.R. 603 (SOUTH)
STA. 250+25.00

ASD-30-0.11

104
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS007.dgn Sheet 3/15/2021 1:40:53 PM CMT004

SEEDING	
END WIDTH	SQ. YDS.
72	
	274
125 AHEAD	
	274

END AREA	
CUT	FILL
10	0
154	8

VOLUME	
CUT	FILL
76	4
76	4

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS S.R. 603 (NORTH)
STA. 256+25.00 TO STA. 256+50.00

ASD-30-0.11

105
160

120 100 80 60 40 20 ℄ 20 40 60 80 100 120

1060 1050 1040 1030 1020 1010 1000

MATCH LINE "A"

60:1

1020.5

30:1

1019.7

1022.61
256+50.00
1022.61

60:1

MATCH LINE "A"

25.1:1

1020.7

11.7:1

1020.9

3:1

1020.9

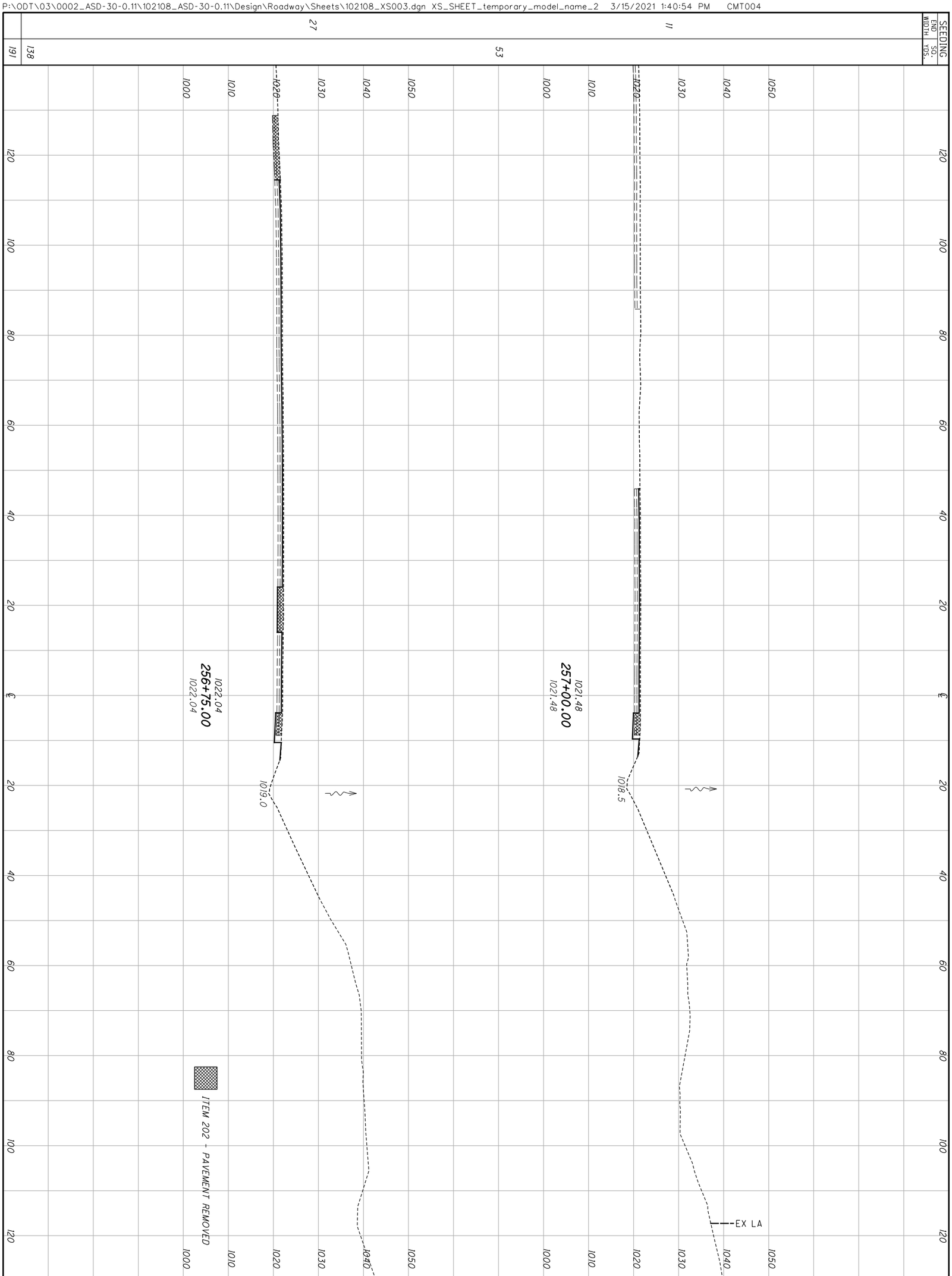
2:1

1023.54
256+25.00
1023.54

ITEM 202 - PAVEMENT REMOVED

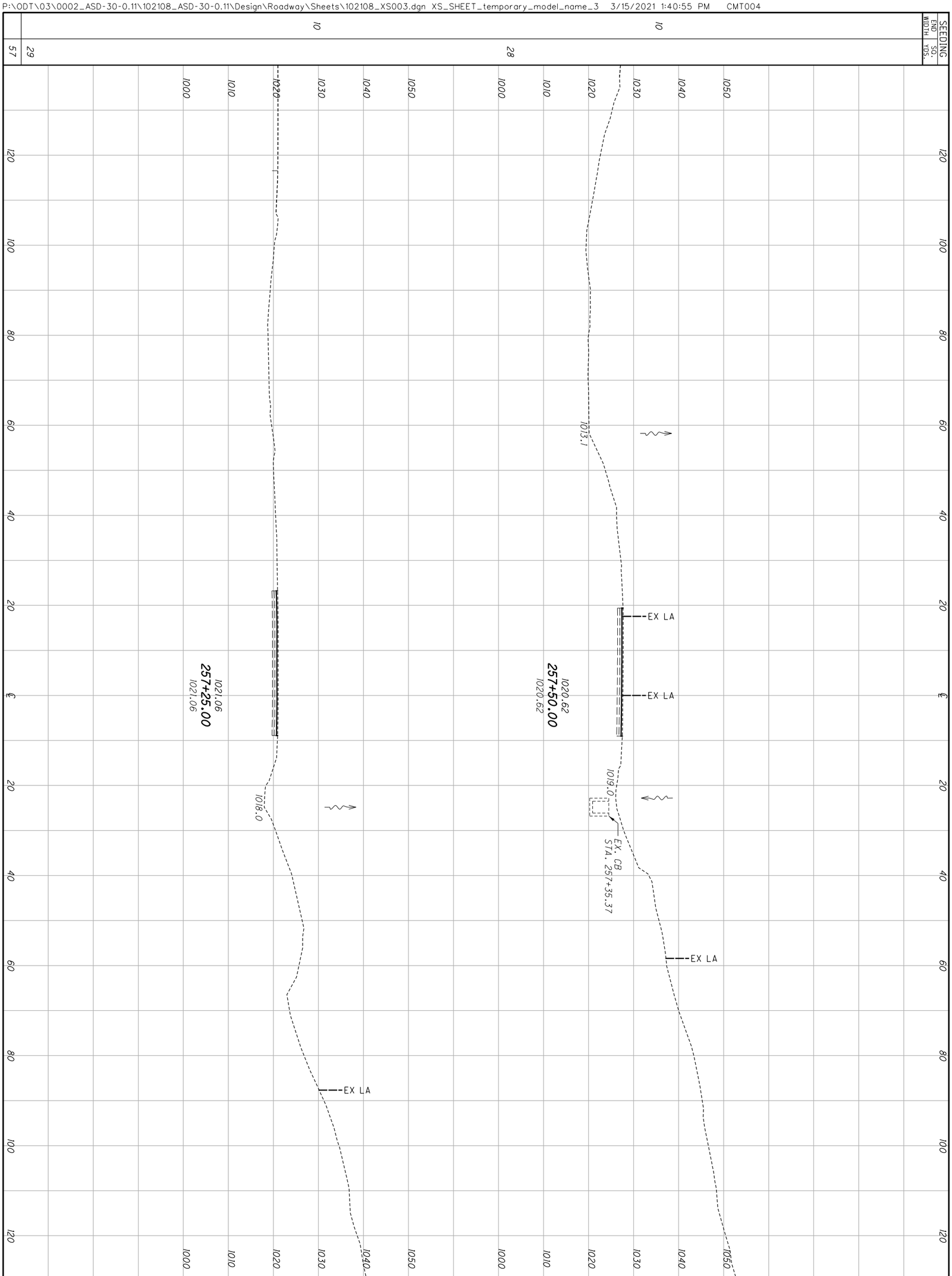
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS003.dgn XS_SHEET_temporary_model_name_1 3/15/2021 1:40:54 PM CMT004

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS003.dgn XS_SHEET_temporary_model_name_2 3/15/2021 1:40:54 PM CMT004



106 / 160	ASD-30-0.11	CROSS SECTIONS S.R. 603 (NORTH) STA. 256+75.00 TO STA. 257+00.00	CALCULATED DTS CHECKED MDW

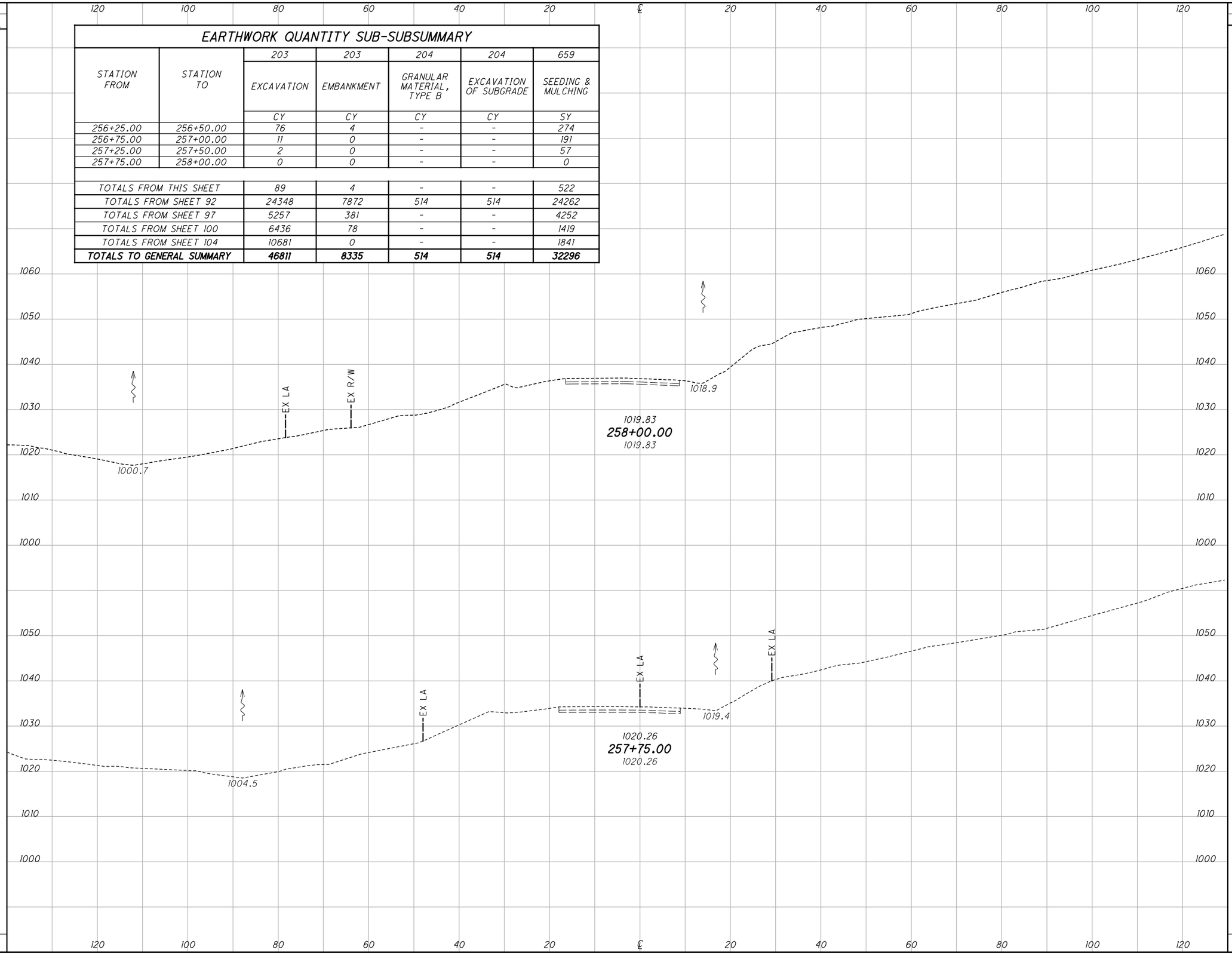
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS003.dgn XS_SHEET_temporary_model_name_3 3/15/2021 1:40:55 PM CMT004



107 / 160	**ASD-30-0.11**	**CROSS SECTIONS S.R. 603 (NORTH)** **STA. 257+25.00 TO STA. 257+50.00**
		CALCULATED DTS CHECKED MDW

EARTHWORK QUANTITY SUB-SUBSUMMARY

STATION FROM	STATION TO	203 EXCAVATION	203 EMBANKMENT	204 GRANULAR MATERIAL, TYPE B	204 EXCAVATION OF SUBGRADE	659 SEEDING & MULCHING
		CY	CY	CY	CY	SY
256+25.00	256+50.00	76	4	-	-	274
256+75.00	257+00.00	11	0	-	-	191
257+25.00	257+50.00	2	0	-	-	57
257+75.00	258+00.00	0	0	-	-	0
TOTALS FROM THIS SHEET		89	4	-	-	522
TOTALS FROM SHEET 92		24348	7872	514	514	24262
TOTALS FROM SHEET 97		5257	381	-	-	4252
TOTALS FROM SHEET 100		6436	78	-	-	1419
TOTALS FROM SHEET 104		10681	0	-	-	1841
TOTALS TO GENERAL SUMMARY		**46811**	**8335**	**514**	**514**	**32296**



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

CALCULATED DTS
CHECKED MDW

CROSS SECTIONS S.R. 603 (NORTH)
STA. 257+75.00 TO STA. 258+00.00

ASD-30-0.11

108
160

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS003.dgn XS_SHEET_temporary_model_name_4 3/15/2021 1:40:55 PM CMT004

SUPERELEVATION TABLE

P.I. STA. 247+42.98 | Dc = 28°05'10"

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	
1023.04		-0.18	-0.0160	11.11	245+56.90	1023.22	12.00	-0.0160	-0.19		1023.03	N.C.
1023.33		-0.06	-0.0055	11.28	245+75.00	1023.39	13.30	-0.0160	-0.21		1023.18	
1023.48		0.00	0.0000	11.37	245+84.40	1023.48	13.90	-0.0160	-0.22		1023.26	1/2 FLAT
1023.73		0.10	0.0091	11.52	246+00.00	1023.63	15.00	-0.0160	-0.24		1023.39	
1023.94		0.19	0.0160	11.64	246+11.90	1023.75	15.80	-0.0160	-0.25		1023.5	R.C.
1024.17		0.27	0.0233	11.76	246+25.00	1023.9	16.80	-0.0233	-0.39		1023.51	
1024.67		0.45	0.0371	12.00	246+50.00	1024.22	18.50	-0.0371	-0.69		1023.53	
1025.21		0.61	0.0510	12.00	246+75.00	1024.6	20.30	-0.0510	-1.04		1023.56	
1025.24		0.62	0.0518	12.00	246+76.47	1024.62	20.30	-0.0518	-1.05		1023.57	P.C.
1025.82		0.79	0.0655	12.00	247+00.00	1025.03	22.00	-0.0655	-1.44		1023.59	
1026.19	146:1	0.89	0.0740	12.00	247+14.47	1025.3	23.00	-0.0740	-1.70	147:1	1023.6	FULL SUPER
1026.41		0.89	0.0740	12.00	247+25.00	1025.52	23.00	-0.0740	-1.70		1023.82	
1026.75		0.89	0.0740	12.00	247+41.54	1025.86	23.00	-0.0740	-1.70		1024.16	FULL SUPER
1026.88		0.83	0.0691	12.00	247+50.00	1026.05	23.00	-0.0691	-1.59		1024.46	
1027.29		0.65	0.0545	12.00	247+75.00	1026.64	23.00	-0.0545	-1.25		1025.39	
1027.76		0.48	0.0399	12.00	248+00.00	1027.28	23.00	-0.0399	-0.92		1026.36	
1027.86		0.44	0.0370	12.00	248+05.05	1027.42	23.00	-0.0370	-0.85		1026.57	P.T.

SUPERELEVATION TABLE

P.I. STA. 249+01.37 | Dc = 14°08'28" (LT)

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	
1027.87		0.65	0.0370	17.5	248+05.05	1027.22						
1027.98		0.58	0.0332	17.5	248+11.60	1027.40						
1028.18		0.44	0.0254	17.5	248+25.00	1027.74						
1028.48		0.28	0.0160	17.5	248+41.09	1028.20						R.C.
1028.61	143:1	0.19	0.0111	17.5	248+49.59	1028.42						P.C.
1028.61		0.19	0.0108	17.5	248+50.00	1028.42						
1028.94		0.00	0.0000	17.5	248+68.59	1028.94						1/2 FLAT
1029.04		-0.06	-0.0037	17.5	248+75.00	1029.10						
1029.41		-0.28	-0.0160	17.5	248+96.09	1029.69						N.C.

SUPERELEVATION TABLE

P.I. STA. 248+80.04 | Dc = 14°30'51" (RT)

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	
					248+05.05	1027.22	17.5	-0.0370	-0.65		1026.57	
					248+11.60	1027.40	17.5	-0.0332	-0.58		1026.82	P.C.
					248+25.00	1027.74	17.5	-0.0254	-0.44	143:1	1027.3	
					248+41.09	1028.20	17.5	-0.0160	-0.28		1027.92	N.C.

CALCULATED DMG
CHECKED MDW

SUPERELEVATION TABLES
S.R. 603 (SOUTH)

ASD-30-0.11

109
160

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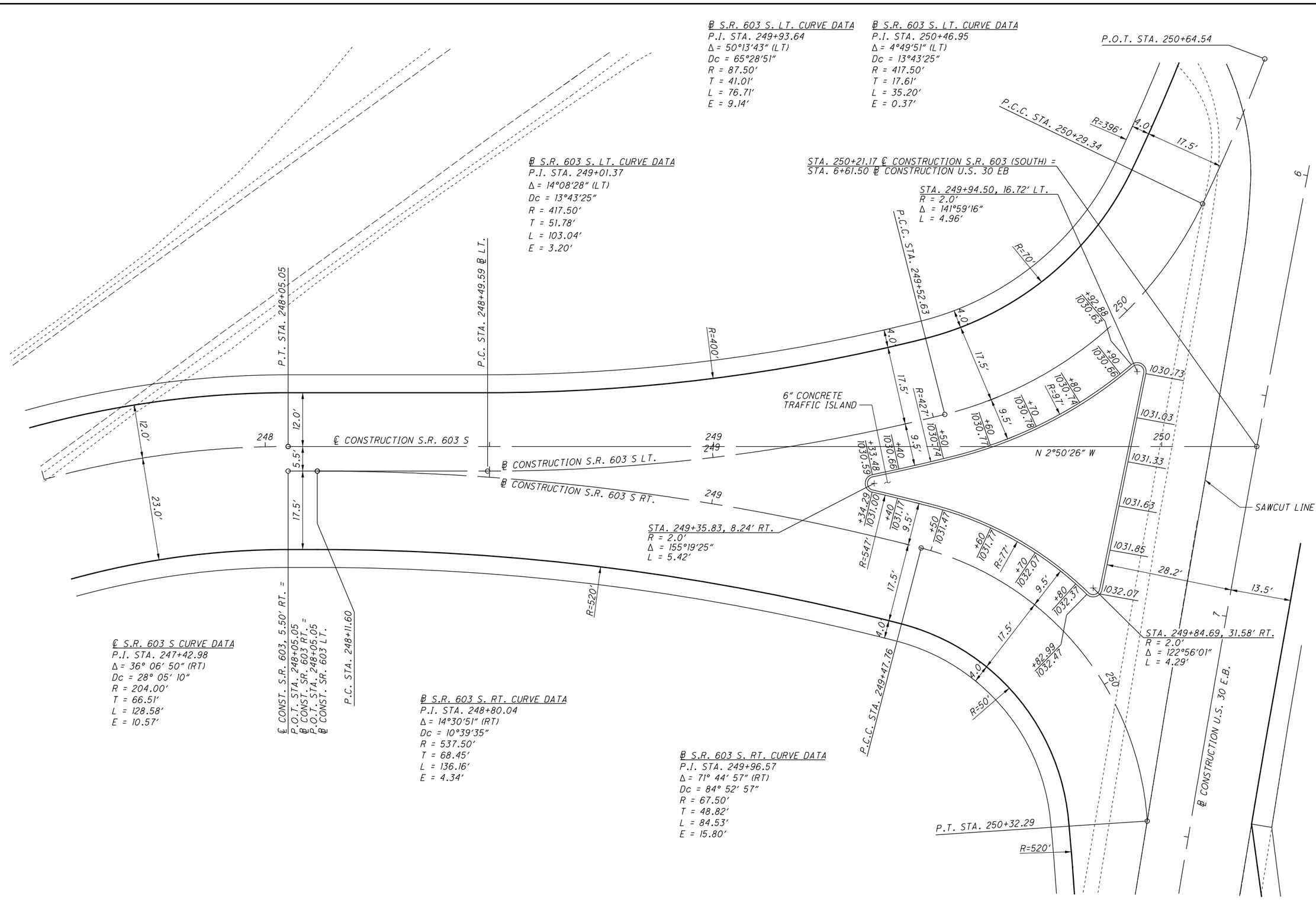

SEE SHEETS 111 & 112 FOR NORTHBOUND AND SOUTHBOUND PAVEMENT DETAILS.

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED DTS
CHECKED MDW

PAVEMENT DETAILS - S.R. 603 (SOUTH) TRAFFIC ISLAND

ASD-30-0.11

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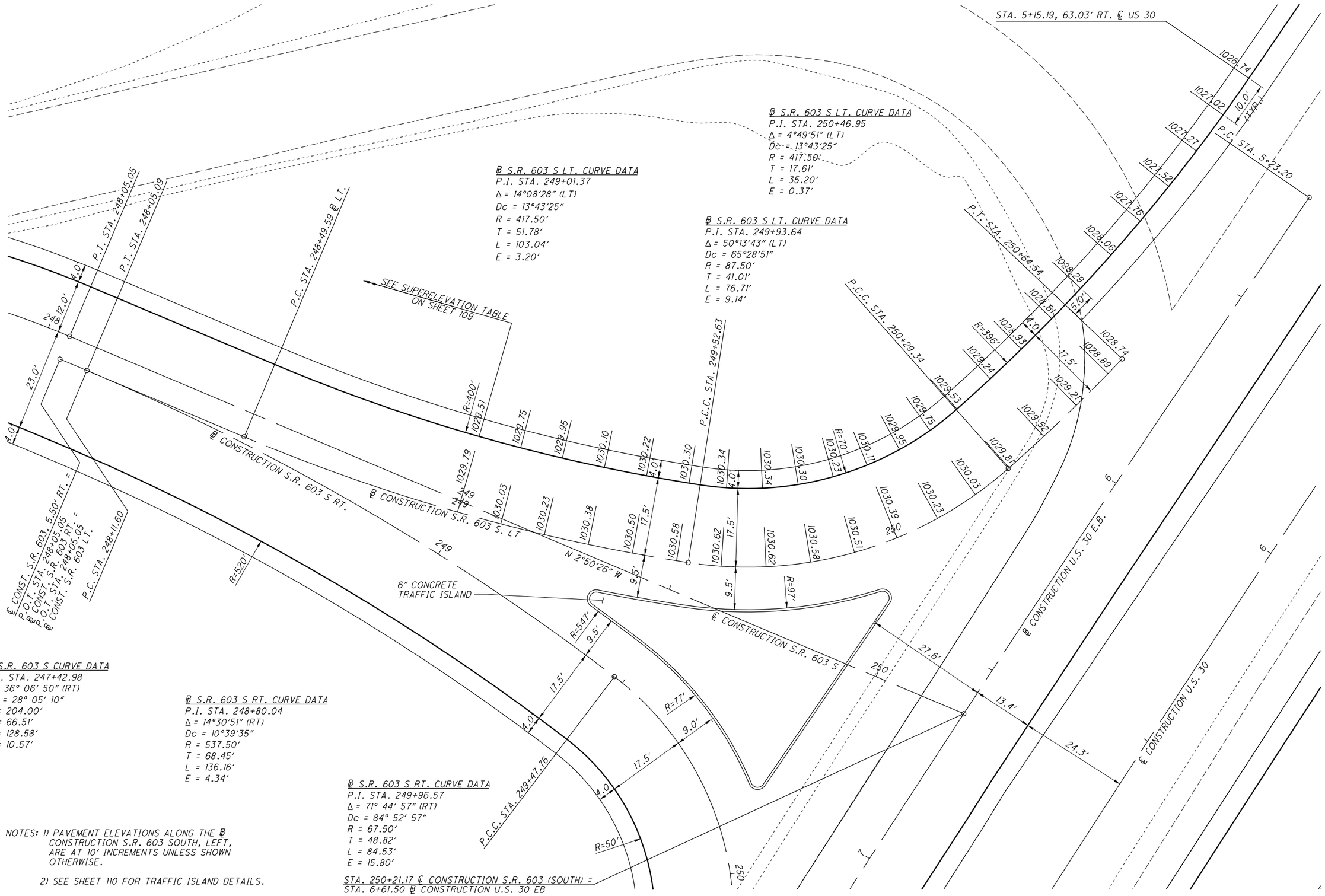

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6" CONCRETE TRAFFIC ISLAND

P.C. STA. 248+49.59 ℄ LT.

P.T. STA. 248+05.09

P.T. STA. 248+05.05

N 2°50'26" W

℄ CONSTRUCTION S.R. 603 S LT.

℄ CONSTRUCTION S.R. 603 S RT.

℄ CONSTRUCTION S.R. 603 S

℄ CONST. S.R. 603 5.50' RT. =
P.O.T. STA. 248+05.05
℄ CONST. S.R. 603 RT.
P.O.T. STA. 248+05.05
℄ CONST. S.R. 603 LT.

P.C. STA. 248+11.60

SEE SUPERELEVATION TABLE ON SHEET 109

P.C.C. STA. 249+47.76

P.C. STA. (EOP) 250+30.17, 1033.31

P.T. STA. 250+32.29

℄ CONSTRUCTION U.S. 30

P.T. STA. 8+80.61 ℄ CONSTRUCTION U.S. 30

℄ CONSTRUCTION U.S. 30 E.B.

℄ S.R. 603 S CURVE DATA
P.I. STA. 247+42.98
Δ = 36° 06' 50" (RT)
Dc = 28° 05' 10"
R = 204.00'
T = 66.51'
L = 128.58'
E = 10.57'

℄ S.R. 603 S RT. CURVE DATA
P.I. STA. 248+80.04
Δ = 14°30'51" (RT)
Dc = 10°39'35"
R = 537.50'
T = 68.45'
L = 136.16'
E = 4.34'

℄ S.R. 603 S RT. CURVE DATA
P.I. STA. 249+96.57
Δ = 71° 44' 57" (RT)
Dc = 84° 52' 57"
R = 67.50'
T = 48.82'
L = 84.53'
E = 15.80'

NOTES: 1) PAVEMENT ELEVATIONS ALONG THE ℄ CONSTRUCTION S.R. 603 SOUTH, RIGHT, ARE AT 10' INCREMENTS UNLESS SHOWN OTHERWISE.

2) SEE SHEET 110 FOR TRAFFIC ISLAND DETAILS.

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED DTS
CHECKED MDW

PAVEMENT DETAILS - S.R. 603 (SOUTH) NORTHBOUND LANE

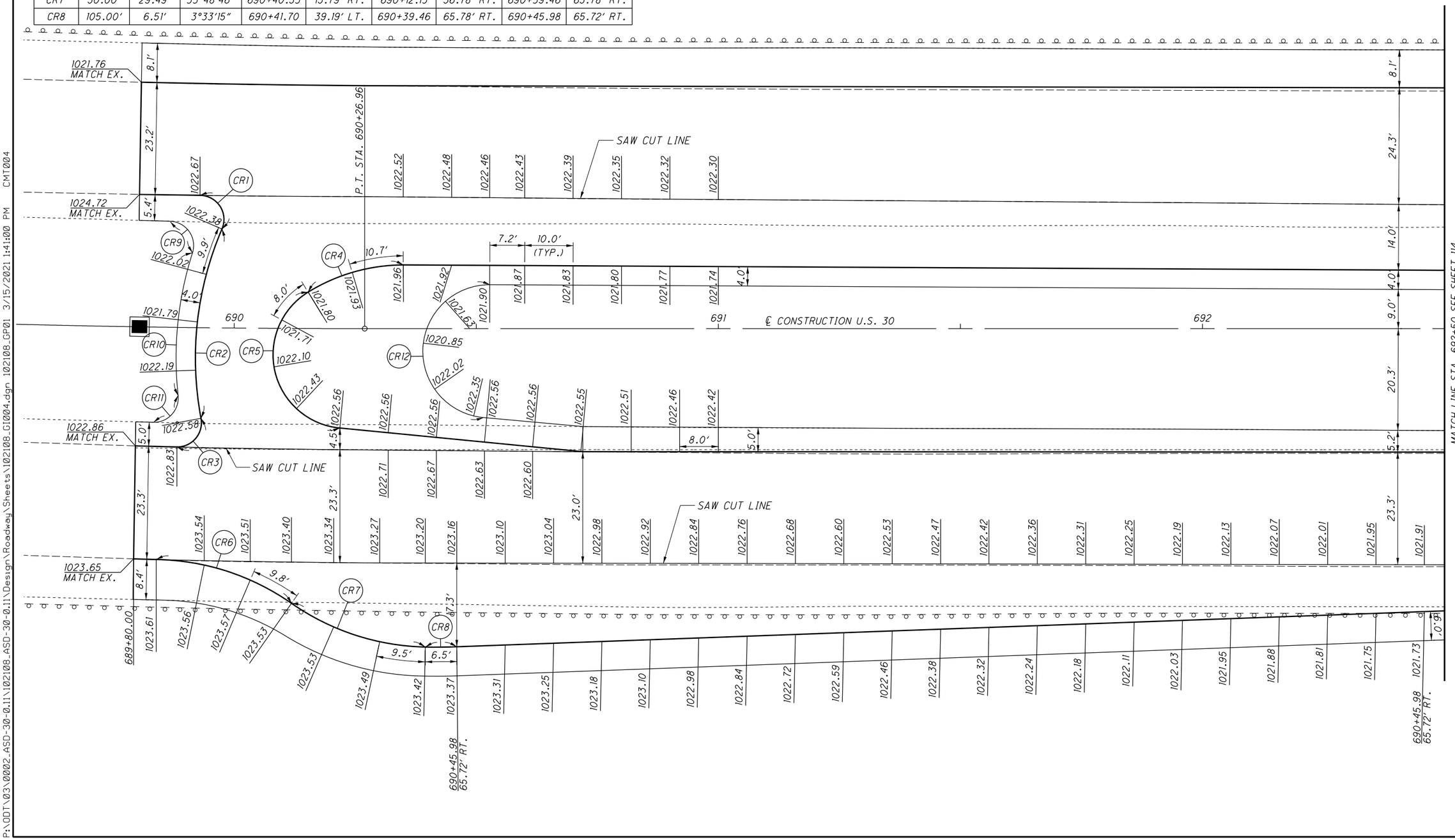
ASD-30-0.11

EDGE OF PAVEMENT CURVE DATA TABLE

CURVE NUMBER	RADIUS	LENGTH	DELTA ANGLE	CENTER POINT		BEGIN POINT		END POINT	
				STATION	OFFSET	STATION	OFFSET	STATION	OFFSET
CR1	5.00′	9.83′	112°37′59″	689+92.63	22.35′ LT.	689+92.63	27.35′ LT.	689+97.27	20.42′ LT.
CR2	67.30′	39.91′	33°58′43″	690+59.29	6.07′ RT.	689+97.27	20.42′ LT.	689+93.37	18.71′ RT.
CR3	5.00′	8.85′	101°25′41″	689+88.50	19.70′ RT.	689+93.37	18.71′ RT.	689+88.50	24.70′ RT.
CR4	38.00′	20.70′	31°12′14″	690+35.16	24.83′ RT.	690+34.93	13.17′ LT.	690+15.24	7.53′ RT.
CR5	15.20′	38.00′	143°13′20″	690+23.23	5.40′ RT.	690+15.24	7.53′ LT.	690+21.88	20.54′ RT.
CR6	50.00′	29.82′	34°10′08″	689+84.60	98.02′ RT.	689+84.60	48.02′ RT.	690+12.13	56.78′ RT.
CR7	50.00′	29.49′	33°48′46″	690+40.53	15.79′ RT.	690+12.13	56.78′ RT.	690+39.46	65.78′ RT.
CR8	105.00′	6.51′	3°33′15″	690+41.70	39.19′ LT.	690+39.46	65.78′ RT.	690+45.98	65.72′ RT.

EDGE OF SHOULDER CURVE DATA TABLE

CURVE NUMBER	RADIUS	LENGTH	DELTA ANGLE	CENTER POINT		BEGIN POINT		END POINT	
				STATION	OFFSET	STATION	OFFSET	STATION	OFFSET
CR9	5.00′	9.27′	106°12′53″	689+86.38	16.91′ LT.	689+86.44	21.91′ LT.	689+91.19	15.45′ LT.
CR10	71.30′	29.84′	23°58′51″	690+59.29	6.07′ RT.	689+91.19	15.45′ LT.	689+88.60	14.06′ RT.
CR11	5.00′	8.53′	97°47′18″	689+83.66	14.67′ RT.	689+88.60	14.06′ RT.	689+83.60	19.67′ RT.
CR12	13.75′	42.02′	175°04′45″	690+52.72	4.67′ RT.	690+52.79	9.08′ LT.	690+51.47	18.37′ RT.



HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED DTS
CHECKED MDW

PAVEMENT DETAILS - U.S. 30 WEST U-TURN

ASD-30-0.11

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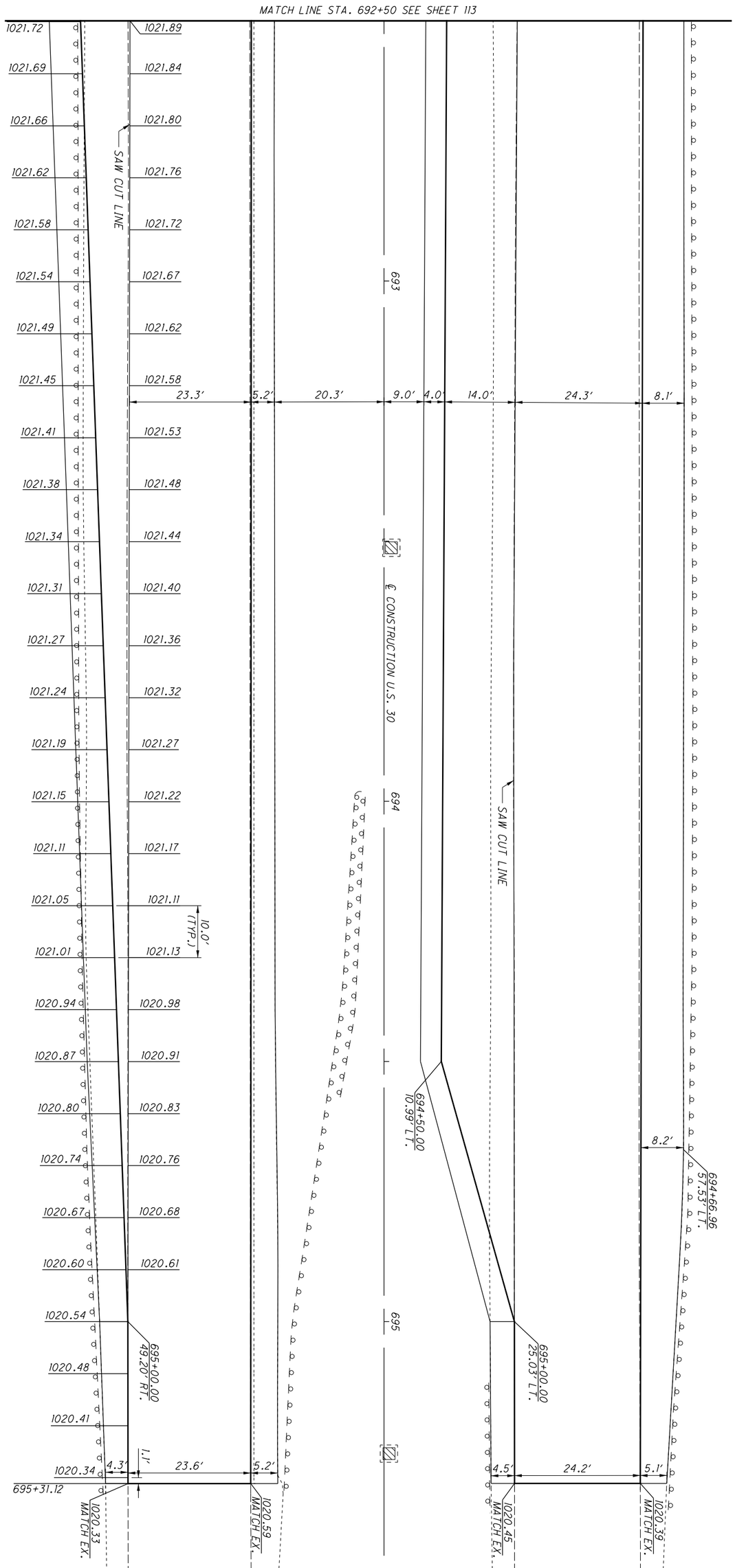
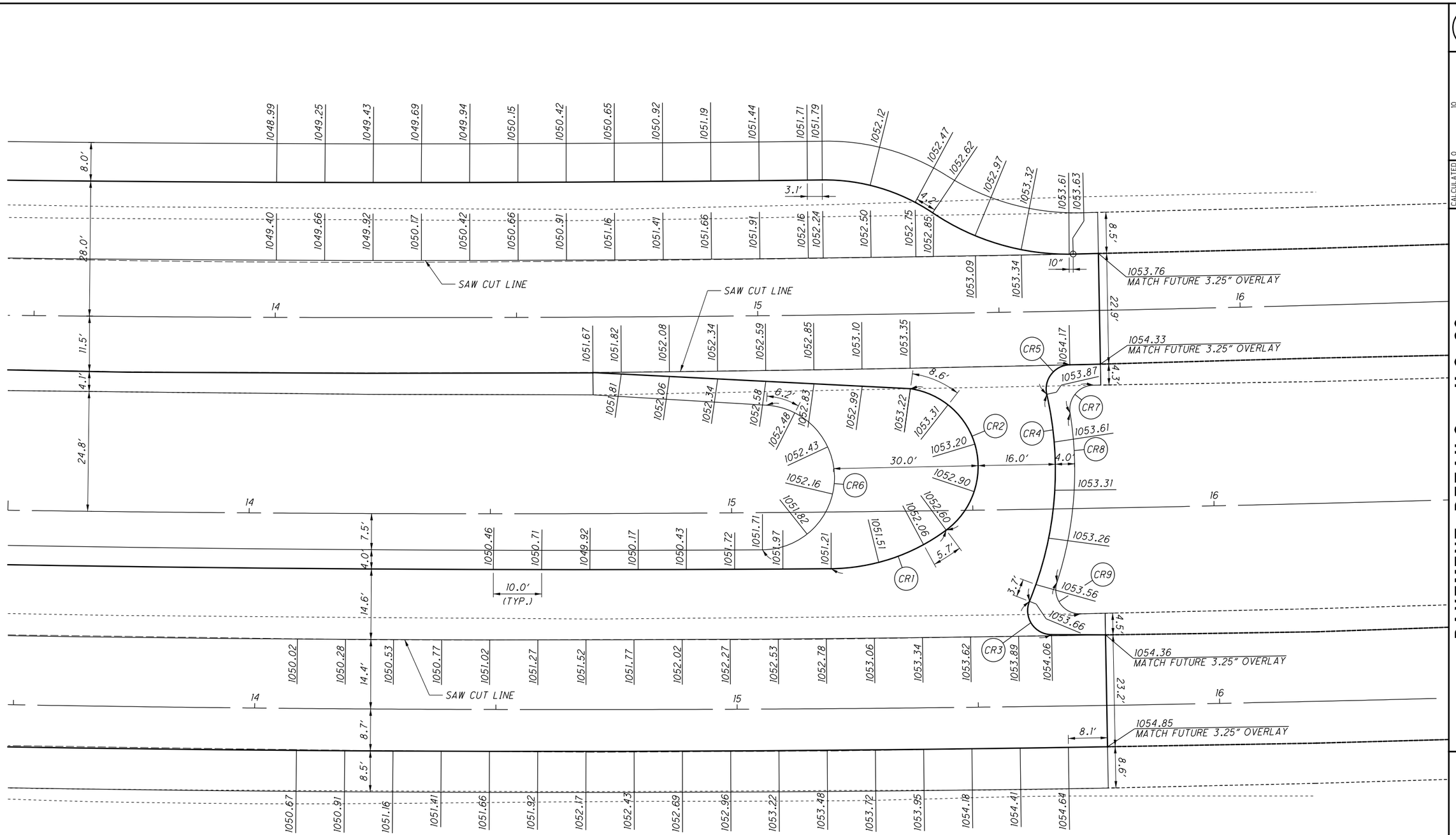

MATCH LINE STA. 692+50 SEE SHEET 113
1021.72
1021.69
1021.66
1021.62
1021.58
1021.54
1021.49
1021.45
1021.41
1021.38
1021.34
1021.31
1021.27
1021.24
1021.19
1021.15
1021.11
1021.05
1021.01
1020.94
1020.87
1020.80
1020.74
1020.67
1020.60
1020.54
1020.48
1020.41
1020.34
695+31.12
1021.89
1021.84
1021.80
1021.76
1021.72
1021.67
1021.62
1021.58
1021.53
1021.48
1021.44
1021.40
1021.36
1021.32
1021.27
1021.22
1021.17
1021.11
1021.13
10.0' (TYP.)
1020.98
1020.91
1020.83
1020.76
1020.68
1020.61
SAW CUT LINE
693
℄ CONSTRUCTION U.S. 30
694
695
23.3'
5.2'
20.3'
9.0'
4.0'
14.0'
24.3'
8.1'
4.3'
1.1'
23.6'
5.2'
4.5'
24.2'
5.1'
8.2'
695+00.00
49.20' RT.
694+50.00
10.99' LT.
695+00.00
25.03' LT.
694+66.96
57.53' LT.
1020.33
MATCH EX.
1020.59
MATCH EX.
1020.45
MATCH EX.
1020.39
MATCH EX.



EDGE OF PAVEMENT CURVE DATA TABLE

CURVE NUMBER	RADIUS	LENGTH	DELTA ANGLE	CENTER POINT		BEGIN POINT		END POINT	
				STATION	OFFSET	STATION	OFFSET	STATION	OFFSET
CR1	40.80′	25.75′	36°09′58″	15+20.52	29.06′ LT.	15+20.33	11.74′ RT.	15+44.43	4.03′ RT.
CR2	16.32′	38.60′	135°29′58″	15+34.89	9.21′ RT.	15+44.43	4.03′ RT.	15+37.37	25.34′ LT.
CR3	5.00′	9.79′	112°08′26″	15+66.00	21.03′ RT.	15+65.88	26.03′ RT.	15+61.42	19.04′ RT.
CR4	70.80′	43.71′	35°22′18″	14+96.36	8.77′ LT.	15+61.42	19.04′ RT.	15+65.72	23.76′ LT.
CR5	5.00′	8.87′	101°39′56″	15+70.63	24.79′ LT.	15+65.72	23.76′ LT.	15+70.61	29.79′ LT.

EDGE OF SHOULDER CURVE DATA TABLE

CURVE NUMBER	RADIUS	LENGTH	DELTA ANGLE	CENTER POINT		BEGIN POINT		END POINT	
				STATION	OFFSET	STATION	OFFSET	STATION	OFFSET
CR6	15.00′	46.15′	176°16′21″	15+06.37	7.29′ LT.	15+07.38	22.26′ LT.	15+06.33	7.71′ RT.
CR7	5.00′	8.57′	98°13′35″	15+75.47	20.49′ LT.	15+75.48	25.49′ LT.	15+70.50	19.78′ LT.
CR8	74.80′	35.47′	27°09′59″	14+96.36	8.77′ LT.	15+70.50	19.78′ LT.	15+67.19	15.19′ RT.
CR9	5.00′	9.55′	109°23′54″	15+71.90	16.82′ RT.	15+67.19	15.19′ RT.	15+71.93	21.82′ RT.

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED DTS
CHECKED MDW

PAVEMENT DETAILS - U.S. 30 EAST U-TURN

ASD-30-0.11

115
160

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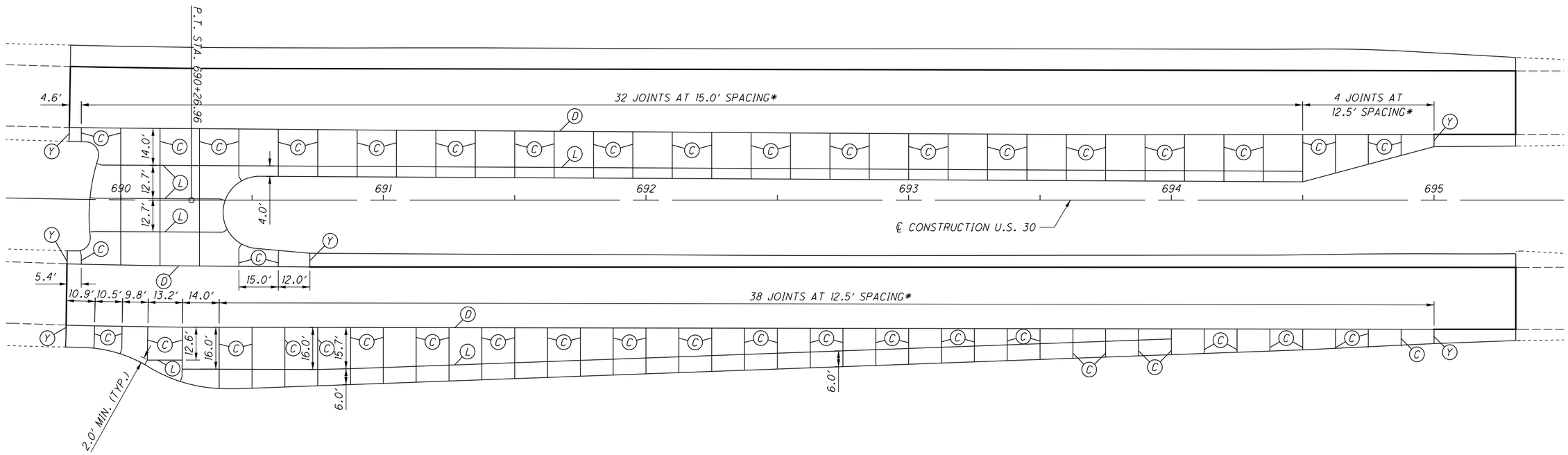
CURVE DATA
P.I. STA. 682+06.78
Δ = 33° 49′ 30″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 871.07′
L = 1,691.25′
E = 129.50′
P.C. = STA. 673+35.71



*TRANSVERSE JOINT SPACING SHOWN ARE PER CURRENT STANDARDS. ACTUAL LOCATIONS FOR TRANSVERSE JOINTS SHALL MATCH THE EXISTING CONCRETE PAVEMENT JOINT LOCATIONS.

JOINT DETAILS LEGEND

(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

(D) STANDARD LONGITUDINAL JOINT, TYPE D, AS PER BP-2.1

(C) CONTRACTION JOINT, AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING CONCRETE PAVEMENT OR BASE AND PROPOSED CONCRETE BASE. A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NAU
CHECKED MDW

PAVEMENT JOINT DETAIL
U.S. 30 - WEST U-TURN

ASD-30-0.11

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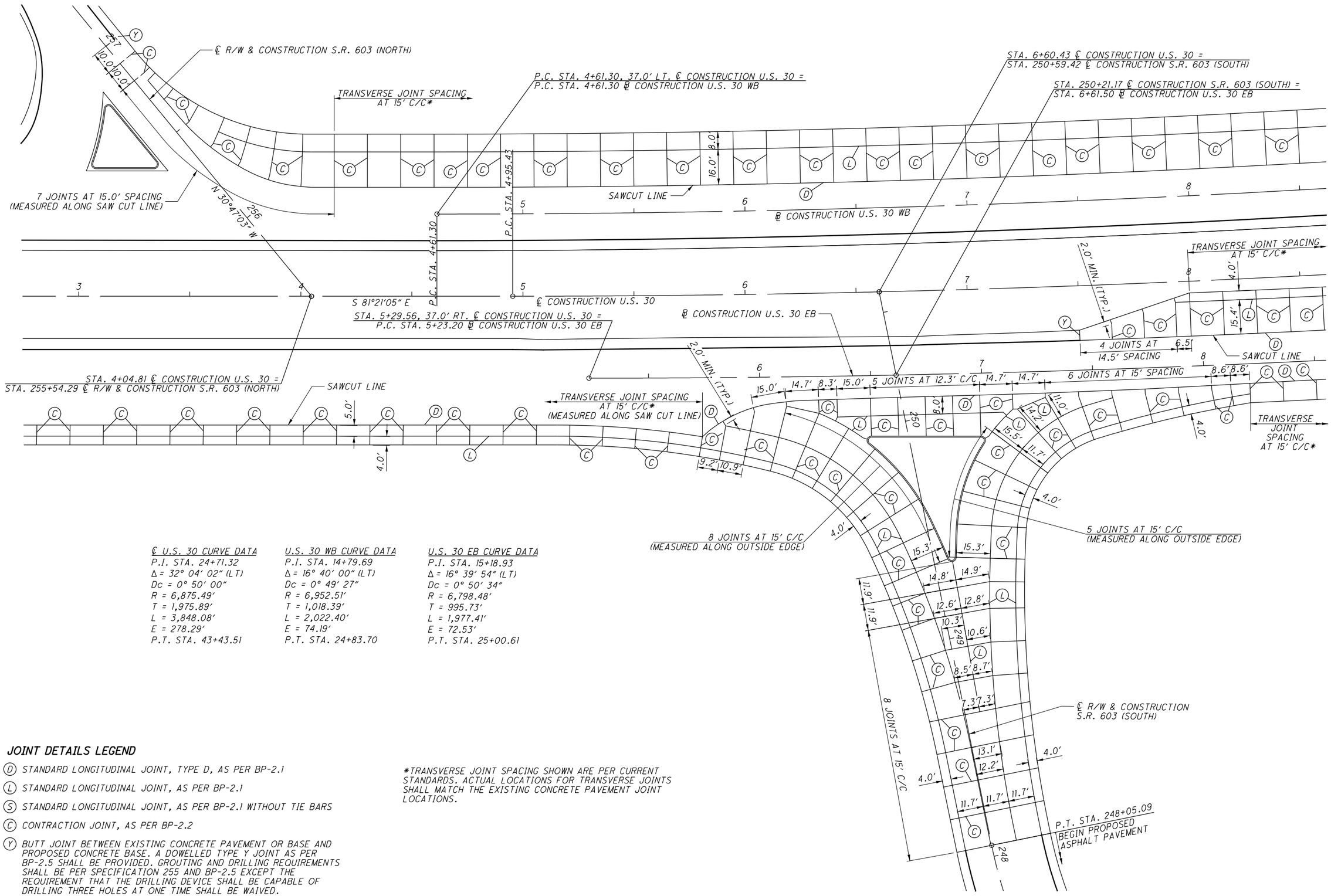

℄ U.S. 30 CURVE DATA	U.S. 30 WB CURVE DATA	U.S. 30 EB CURVE DATA
P.I. STA. 24+71.32	P.I. STA. 14+79.69	P.I. STA. 15+18.93
Δ = 32° 04′ 02″ (LT)	Δ = 16° 40′ 00″ (LT)	Δ = 16° 39′ 54″ (LT)
Dc = 0° 50′ 00″	Dc = 0° 49′ 27″	Dc = 0° 50′ 34″
R = 6,875.49′	R = 6,952.51′	R = 6,798.48′
T = 1,975.89′	T = 1,018.39′	T = 995.73′
L = 3,848.08′	L = 2,022.40′	L = 1,977.41′
E = 278.29′	E = 74.19′	E = 72.53′
P.T. STA. 43+43.51	P.T. STA. 24+83.70	P.T. STA. 25+00.61

JOINT DETAILS LEGEND

- (D) STANDARD LONGITUDINAL JOINT, TYPE D, AS PER BP-2.1
- (L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1 WITHOUT TIE BARS
- (C) CONTRACTION JOINT, AS PER BP-2.2
- (Y) BUTT JOINT BETWEEN EXISTING CONCRETE PAVEMENT OR BASE AND PROPOSED CONCRETE BASE. A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

*TRANSVERSE JOINT SPACING SHOWN ARE PER CURRENT STANDARDS. ACTUAL LOCATIONS FOR TRANSVERSE JOINTS SHALL MATCH THE EXISTING CONCRETE PAVEMENT JOINT LOCATIONS.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NAU
CHECKED MDW

PAVEMENT JOINT DETAIL
U.S. 30 & S.R. 603

ASD-30-0.11

117
160

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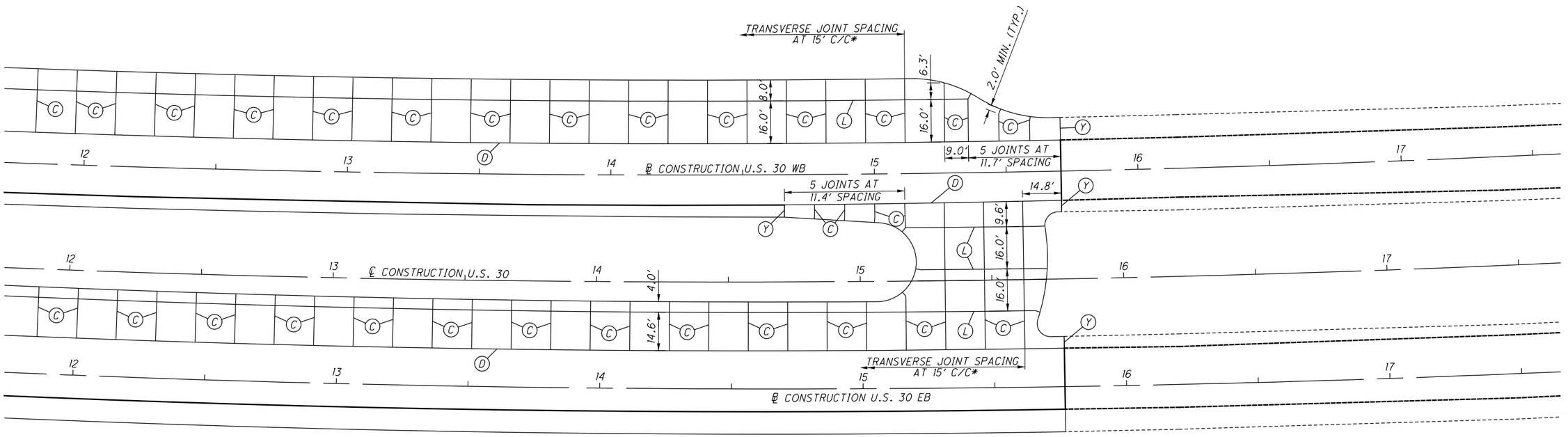
℄ U.S. 30 CURVE DATA	U.S. 30 WB CURVE DATA	U.S. 30 EB CURVE DATA
P.I. STA. 24+71.32	P.I. STA. 14+79.69	P.I. STA. 15+18.93
Δ = 32° 04′ 02″ (LT)	Δ = 16° 40′ 00″ (LT)	Δ = 16° 39′ 54″ (LT)
Dc = 0° 50′ 00″	Dc = 0° 49′ 27″	Dc = 0° 50′ 34″
R = 6,875.49′	R = 6,952.51′	R = 6,798.48′
T = 1,975.89′	T = 1,018.39′	T = 995.73′
L = 3,848.08′	L = 2,022.40′	L = 1,977.41′
E = 278.29′	E = 74.19′	E = 72.53′
P.C. STA. 4+95.43	P.C STA. 4+61.30	P.C. STA. 5+23.20
P.T. STA. 43+43.51	P.T. STA. 24+83.70	P.T. STA. 25+00.61



*TRANSVERSE JOINT SPACING SHOWN ARE PER CURRENT STANDARDS. ACTUAL LOCATIONS FOR TRANSVERSE JOINTS SHALL MATCH THE EXISTING CONCRETE PAVEMENT JOINT LOCATIONS.

JOINT DETAILS LEGEND

- (L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1
- (D) STANDARD LONGITUDINAL JOINT, TYPE D, AS PER BP-2.1
- (C) CONTRACTION JOINT, AS PER BP-2.2
- (Y) BUTT JOINT BETWEEN EXISTING CONCRETE PAVEMENT AND PROPOSED CONCRETE BASE. A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NAU
CHECKED MDW

PAVEMENT JOINT DETAIL U.S. 30 - EAST U-TURN

ASD-30-0.11

118
160

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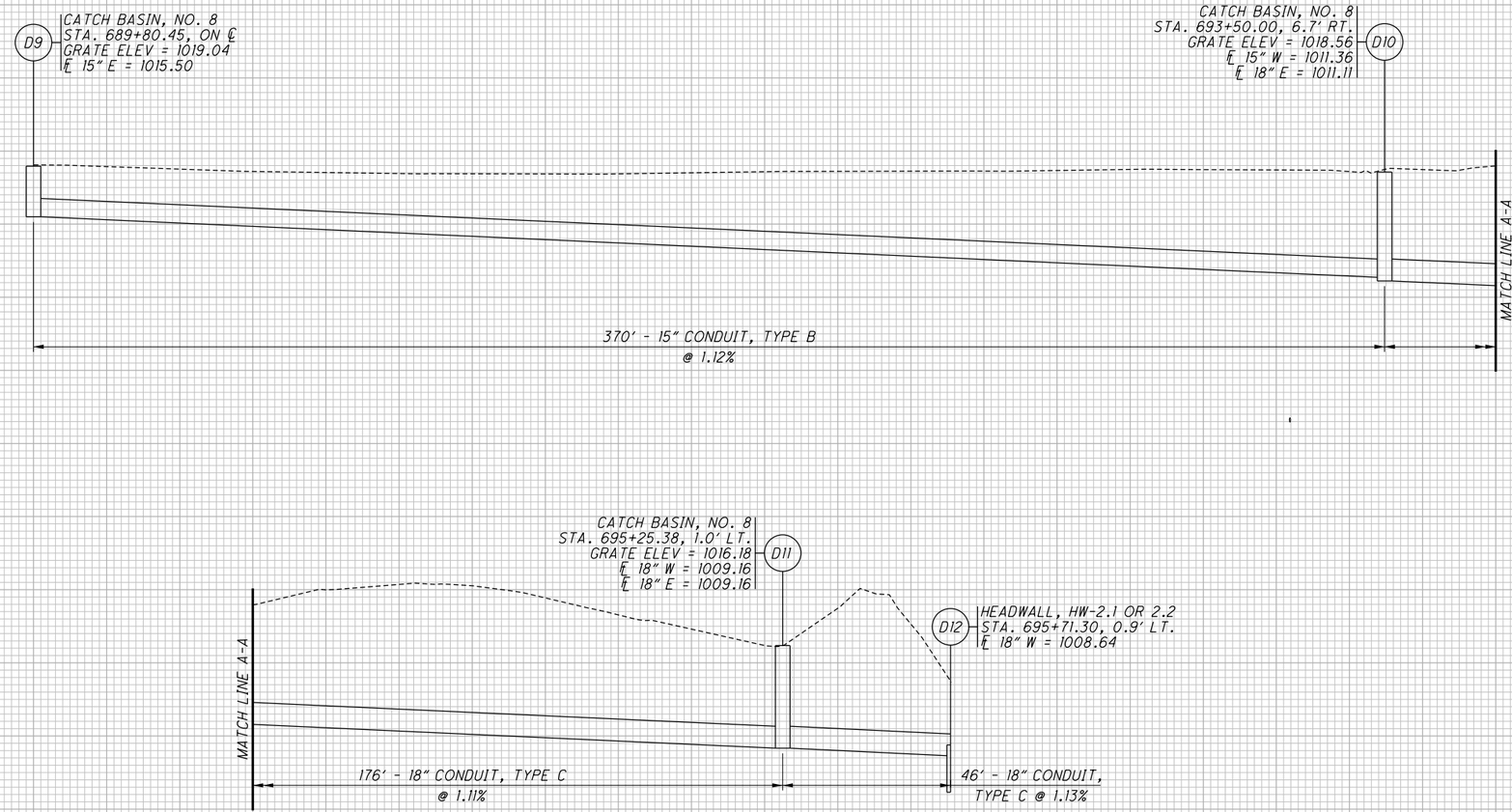

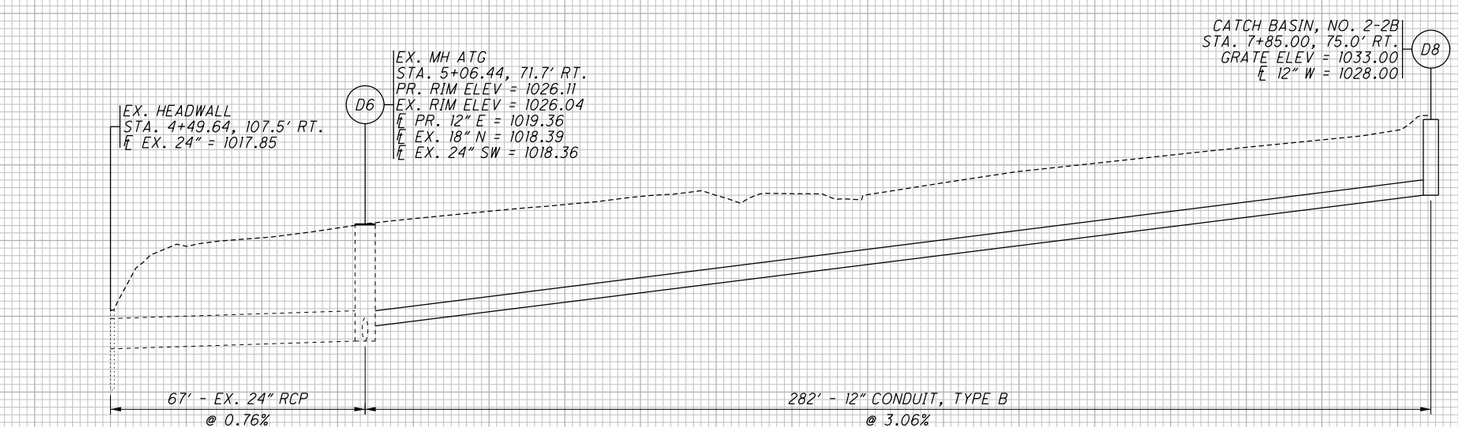

CALCULATED DMG
CHECKED MDW

STORM SEWER PROFILES

ASD-30-0.11

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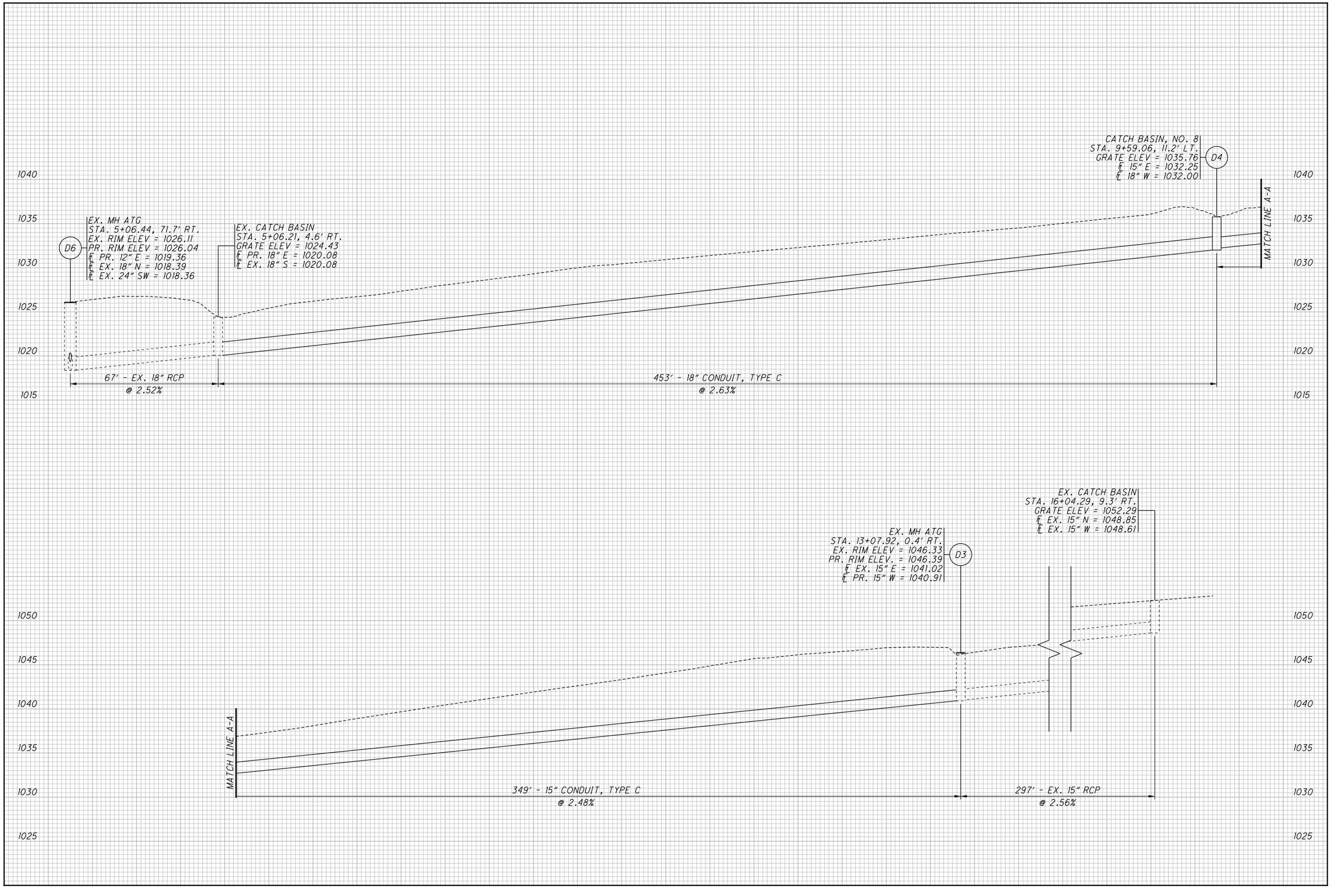

CALCULATED DMG
CHECKED MDW

STORM SEWER PROFILES

ASD-30-0.11

120
160

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PAVEMENT MARKING SUBSUMMARY

CALCULATED CMC
CHECKED NAU

REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	621 RPM (ONE WAY, WHITE, 40' C/C) EACH	621 RPM (TWO WAY, WHITE/RED, 40' C/C) EACH	621 RPM (TWO WAY, WHITE/RED, 80' C/C) EACH	621 RPM (TWO WAY, YELLOW/YELLOW, 80' C/C) EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	644 EDGE LINE, 6" (WHITE) MILE	644 EDGE LINE, 6" (YELLOW) MILE	644 CENTER LINE, DOUBLE SOLID MILE	644 STOP LINE FT	644 TRANSVERSE/DIAGONAL LINE, 24" (WHITE) FT	644 TRANSVERSE/DIAGONAL LINE, 24" (YELLOW) FT	644 CHEVRON MARKING FT	644 LANE ARROW EACH	644 LANE ARROW, AS PER PLAN EACH	644 YIELD LINE FT	644 SPEED MEASUREMENT MARKING EACH	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE) MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" FT	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" (WHITE) FT	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) FT	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE) MILE
AR-1	129	U.S. 30	2+61		RT.													1															
AR-2	129	U.S. 30	3+49		RT.													1															
AR-3	129	U.S. 30	4+25		LT.													1															
AR-4	131	U.S. 30	4+37		RT.													1															
AR-5	131	U.S. 30	5+19		LT.													1															
AR-6	131	U.S. 30	5+25		RT.													1															
AR-7	131	U.S. 30	6+08		LT.													1															
AR-8	131	U.S. 30	6+96		LT.													1															
AR-9	131	U.S. 30	7+84		LT.													1															
AR-10	131	U.S. 30	8+73		LT.													1															
AR-11	133	U.S. 30	9+62		LT.													1															
AR-12	133	U.S. 30	10+50		LT.													1															
AR-13	131	S.R. 603 (SOUTH)	249+61		RT.													1															
AR-14	129	S.R. 603 (NORTH)	256+96		LT.													1															
CH-1	127-128	U.S. 30	690+18	694+30	LT.		11																						412			412	
CH-2	129-131	U.S. 30	2+30	5+82	RT.		10																						352			352	
CH-3	129-131	U.S. 30	2+30	5+82	RT.		10																						352			352	
CH-4	129-131	U.S. 30	3+95	9+95	LT.		16																						600			600	
CH-5	129-131	U.S. 30	3+95	11+06	LT.		19																						711			711	
CH-6	133-134	U.S. 30	11+00	15+37	RT.		12																						437			437	
CV-1	129-131	U.S. 30	2+30	5+82	RT.												77																
CV-2	129-131	U.S. 30	3+95	9+95	LT.												94																
DY-1	137	S.R. 603 (SOUTH)	245+06	248+12	RT.				4				0.06																				
DY-2	131,137	S.R. 603 (SOUTH)	248+12	249+32	LT./RT.				3				0.02																				
DY-3	131.137	S.R. 603 (SOUTH)	248+12	249+32	RT.				3				0.02																				
DY-4	129	S.R. 603 (NORTH)	256+79	257+50	LT.				3				0.01																				
DY-5	129	S.R. 603 (NORTH)	256+85	257+04	LT.				1				0.01																				
EW-1	127-134	U.S. 30	689+80	15+77	LT.	2																0.06			0.39						0.39		0.06
EW-2	127-134	U.S. 30	689+80	15+77	RT.																	0.06			0.39						0.39		0.06
EW-3	127-134	U.S. 30	689+95	690+18	LT./RT.																				0.01						0.01		
EW-4	129	U.S. 30	2+93	3+95	LT.		3																		0.02						0.02		
EW-5	131	U.S. 30	5+82	7+42	RT.		4																		0.03						0.03		
EW-6	134	U.S. 30	15+37	15+64	LT./RT.																				0.01						0.01		
EW-7	131,137	S.R. 603 (SOUTH)	245+06	249+93	LT.						0.10																						
EW-8	131,137	S.R. 603 (SOUTH)	245+06	249+79	RT.	11					0.09																						
EW-9	131	S.R. 603 (SOUTH)	249+32	250+20	LT.		3				0.03																						
EW-10	129	S.R. 603 (NORTH)	256+01	256+79	LT./RT.		2				0.02																						
EY-1	127	U.S. 30	689+80	690+18	LT.																					0.01					0.01		
EY-2	127	U.S. 30	689+80	689+95	RT.																					0.01					0.01		
EY-3	127-134	U.S. 30	690+08	15+51	LT.																		0.06			0.37					0.37		0.06
EY-4	127-134	U.S. 30	690+08	15+51	RT.																		0.06			0.37					0.37		0.06
EY-5	127	U.S. 30	690+51	690+53	LT./RT.																					0.01					0.01		
EY-6	134	U.S. 30	15+02	15+06	LT./RT.																					0.01					0.01		
EY-7	134	U.S. 30	15+64	15+77	LT.																					0.01					0.01		
EY-8	134	U.S. 30	15+37	15+77	RT.																					0.01					0.01		
EY-9	131	S.R. 603 (SOUTH)	249+32	249+95	RT.				3			0.02																					
EY-10	129	S.R. 603 (NORTH)	256+63	256+85	LT.				2			0.01																					
TOTALS CARRIED TO SHEET 122						13	90		19		0.23	0.03	0.13				171	14				0.12	0.12		0.85	0.80		2864		1.65	2864	0.24

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PAVEMENT MARKING SUBSUMMARY

CALCULATED CMC
CHECKED NAU

REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	621 RPM (ONE WAY, WHITE, 40' C/C) EACH	621 RPM (TWO WAY, WHITE/RED, 40' C/C) EACH	621 RPM (TWO WAY, WHITE/RED, 80' C/C) EACH	621 RPM (TWO WAY, YELLOW/YELLOW, 80' C/C) EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	644 EDGE LINE, 6" (WHITE) MILE	644 EDGE LINE, 6" (YELLOW) MILE	644 CENTER LINE, DOUBLE SOLID MILE	644 STOP LINE FT	644 TRANSVERSE/DIAGONAL LINE, 24" (WHITE) FT	644 TRANSVERSE/DIAGONAL LINE, 24" (YELLOW) FT	644 CHEVRON MARKING FT	644 LANE ARROW EACH	644 LANE ARROW, AS PER PLAN EACH	644 YIELD LINE FT	644 SPEED MEASUREMENT MARKING EACH	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE) MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" FT	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" (WHITE) FT	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) FT	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE) MILE
LL-1	126-134	U.S. 30	674+75	17+80	RT.			29*																					0.70		0.06
LL-2	127-135	U.S. 30	688+00	36+70	LT.			29*																					0.81		0.06
SL-1	131	S.R. 603 (SOUTH)	249+74	249+88	RT.									18																	
SL-2	129	S.R. 603 (NORTH)	256+68	256+85	LT.									20																	
SM-1	127	U.S. 30	691+49		LT.																1										
SM-2	127	U.S. 30	691+49		LT.																1										
TW-1	129	U.S. 30	2+93	3+95	LT.										108																
TW-2	131	U.S. 30	5+82	7+42	RT.										162																
TY-1	127	U.S. 30	690+08	690+51	LT./RT.											102															
TY-2	134	U.S. 30	15+06	15+51	LT./RT.											119															
TY-3	131,137	S.R. 603 (SOUTH)	248+12	249+32	RT.											102															
TY-4	129	S.R. 603 (NORTH)	256+63	256+85	LT.											21															
UA-1	127	U.S. 30	690+83		LT.														1												
UA-2	127	U.S. 30	691+71		LT.														1												
UA-3	128	U.S. 30	692+59		LT.														1												
UA-4	128	U.S. 30	693+47		LT.														1												
UA-5	133	U.S. 30	11+24		RT.														1												
UA-6	133	U.S. 30	12+12		RT.														1												
UA-7	133	U.S. 30	13+00		RT.														1												
UA-8	133	U.S. 30	13+88		RT.														1												
UA-9	134	U.S. 30	14+76		RT.														1												
WD-1	127-128	U.S. 30	689+80	695+00	RT.																									520	0.10		
WD-2	131-133	U.S. 30	7+50	11+00	RT.																									350	0.07		
WD-3	133-134	U.S. 30	11+06	15+77	LT.																									471	0.09		
YL-1	127	U.S. 30	689+93	690+11	RT.															18													
YL-2	134	U.S. 30	15+47	15+66	LT.															19													
-		U.S. 30	689+80	15+77	LT./RT.					70																							
-		S.R. 603 (SOUTH)	245+06	250+59	LT./RT.					28																							
-		S.R. 603 (NORTH)	255+54	257+50	LT./RT.					14																							
SHEET SUBTOTAL								58		112				38	270	344			9	37	2			0.12			1.51		1341	1.77		0.12
TOTALS FROM SHEET 121						13	90		19		0.23	0.03	0.13				171	14				0.12	0.12		0.85	0.80		2864		1.65	2864	0.24
SUBTOTAL						13	90	58	19	112	0.23	0.03	0.13	38	270	344	171	14	9	37	2	0.12	0.12	0.12	0.85	0.80	1.51	2864	1341	3.42	2864	0.36
TOTALS CARRIED TO GENERAL SUMMARY						180				112	0.26		0.13	38	614		171	14	9	37	2	0.24		0.12	1.65		1.51	2864	1341	3.42	2864	0.36

*RPMS SHALL NOT BE INSTALLED ON BRIDGE DECKS AND APPROACH SLABS

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REF. NO.	SHEET NO.	LOCATION	STATION	CODE	SIZE		SIDE	630																			
					WIDTH (INCHES)	HEIGHT (INCHES)		GROUND MOUNTED SUPPORT, NO. 2 POST		GROUND MOUNTED SUPPORT, NO. 3 POST		GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN		GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8x18	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10x22	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10x12	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12x30	SIGN POST REFLECTOR, (RED)	SIGN POST REFLECTOR, (YELLOW)	BREAKAWAY STRUCTURAL BEAM CONNECTION	SIGN, FLAT SHEET	SIGN, GROUND MOUNTED EXTRUSHEET	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION			
								FT		FT		FT		FT	FT	FT	FT	EACH	EACH	EACH	SF	SF	EACH			
E-1	127	U.S. 30	689+50	D1-H5	252	36	RT.								81.4					3		63.00	3			
				D7-H15	252	36	RT.															63.00				
E-2	128	U.S. 30	695+00	-	144	120	LT.								52.9					2		120.00	2			
E-3	129	U.S. 30	2+80	-	276	96	LT.							66.9						3		184.00	3			
				R6-1R	54	18															6.75					
E-4	131	U.S. 30	7+28	-	264	96	RT.							66.9						3		176.00	3			
				R6-1R	54	18															6.75					
E-5	133	U.S. 30	11+50	-	144	120	LT.								48.2					2		120.00	2			
E-6	134	U.S. 30	16+00	-	EXISTING		RT.									37.3				2			2			
E-7	134	U.S. 30	18+50	-	228	144	LT.										59.5			2		228.00	2			
S-1	127	U.S. 30	687+00	R5-1A	42	30	RT. (MEDIAN)	12.0	13.0									2			8.75					
S-2	127			R5-1A	42	30	RT.	12.0	13.0									2			8.75					
S-3	127	U.S. 30	689+60	R5-1	48	48	RT. (MEDIAN)			14.0	14.5							2			16.00					
S-4	127			R5-1	48	48	RT.			14.5	15.5							2			16.00					
S-5	127	U.S. 30	689+81	R5-1	48	48	RT.			14.0	14.5							2			16.00					
S-6	127	U.S. 30	689+83	R1-2	48	48	RT.	13.5	14.5									2			6.93					
S-7	127	U.S. 30	690+00	R6-1L	54	18	RT.	12.0	12.0												6.75					
S-8	127	U.S. 30	690+25	R7-1L	12	18	RT.	11.0													1.50					
S-9	127	U.S. 30	690+46	R5-1	48	48	RT.			13.5	13.5							2			16.00					
S-10	127	U.S. 30	690+49	R3-H4B	36	36	LT.			12.5											9.00					
S-11	127	U.S. 30	691+50	R7-1	12	18	RT.	11.0													1.50					
S-12	128	U.S. 30	692+36	R20-H2	36	48	RT. (MEDIAN)			13.5	14.5										12.00					
S-13	128			R20-H2	36	48	RT.	13.5	14.0												12.00					
S-14	128	U.S. 30	693+00	R5-H10D	36	36	LT. (MEDIAN)	13.5	14.0												9.00					
S-15	128			R5-H10D	36	36	LT.	12.0	13.0												9.00					
S-16	128	U.S. 30	693+00	R7-1R	12	18	RT.	11.0													1.50					
S-17	129	U.S. 30	2+30	R3-H8CB	48	30	RT. (MEDIAN)	11.5	12.5												10.00					
S-18	129			R3-H8CB	48	30	RT.			15.0	16.0										10.00					
S-19	129	U.S. 30	3+35	R5-1	48	48	LT.			13.0	14.0							2			16.00					
S-20	129	U.S. 30	3+50	M3-1	36	18	RT.														4.50					
				M1-5	45	36						16.5	17.0								11.25					
				M5-1L	30	21															4.38					
S-21	129	U.S. 30	3+50	M3-3	36	18	RT.														4.50					
				M1-5	45	36						17.0	17.5								11.25					
				M6-1R	30	21															4.38					
S-22	129	U.S. 30	4+16	R5-1	48	48	LT.			13.5	14.5							2			16.00					
S-23	131	U.S. 30	4+50	R5-1A	42	30	LT. (MEDIAN)	11.5	12.5									2			8.75					
S-24	131			R5-1A	42	30	LT.	11.5	12.5									2			8.75					
S-25	131	U.S. 30	5+50	R5-1A	42	30	RT. (MEDIAN)	11.0	12.0									2			8.75					
S-26	131			R5-1A	42	30	RT.	11.5	12.5									2			8.75					
S-27	131	U.S. 30	5+50	R5-1	48	48	RT.			12.5	13.5							2			16.00					
S-28	131	U.S. 30	6+00	M3-3	36	18	LT.														4.50					
				M1-5	45	36						16.5	16.5								11.25					
				M6-1R	30	21															4.38					
S-29	131	U.S. 30	6+00	M3-1	36	18	LT.														4.50					
				M1-5	45	36						16.0	16.5								11.25					
				M5-1L	30	21															4.38					
S-30	131	U.S. 30	6+80	R5-1	48	48	RT.			13.0	14.0							2			16.00					
S-31	133	U.S. 30	11+00	R3-H8CB	48	30	LT. (MEDIAN)	12.0	13.0												10.00					
S-32	133			R3-H8CB	48	30	LT.	11.5	12.5												10.00					
S-33	133	U.S. 30	13+00	W8-13	48	48	LT. (MEDIAN)			14.5	15.5										16.00					
S-34	133			W8-13	48	48	LT.			14.0	15.0										16.00					
S-35	134	U.S. 30	15+07	R3-H4B	36	36	RT.			12.5											9.00					
S-36	134	U.S. 30	15+11	R5-1	48	48	LT.			13.5	13.5							2			16.00					
S-37	134	U.S. 30	15+56	R6-1L	54	18	LT.	11.0	11.0												6.75					
S-38	134	U.S. 30	15+76	R1-2	48	48	LT.	13.5	14.5									2			6.93					
S-39	134	U.S. 30	15+79	R5-1	48	48	LT.			13.5	14.5							2			16.00					
TOTALS CARRIED TO SHEET 124								433.0		420.0		133.5		133.8	182.5	37.3	59.5	36		17	470.36	954.00	17			

CALCULATED CMC
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SIGNING SUBSUMMARY

ASD-30-0.11

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REF. NO.	SHEET NO.	LOCATION	STATION	CODE	SIZE		SIDE	630																
					WIDTH (INCHES)	HEIGHT (INCHES)		GROUND MOUNTED SUPPORT, NO. 2 POST		GROUND MOUNTED SUPPORT, NO. 3 POST		GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8x18	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10x22	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10x12	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12x30	SIGN POST REFLECTOR, (RED)	SIGN POST REFLECTOR, (YELLOW)	BREAKAWAY STRUCTURAL BEAM CONNECTION	SIGN, FLAT SHEET	SIGN, GROUND MOUNTED EXTRUSHEET	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION			
								FT		FT		FT	FT	FT	FT	FT	EACH	EACH	EACH	SF	SF	EACH			
S-40	134	U.S. 30	16+06	R5-1	48	48	LT. (MEDIAN)			13.5	14.5						2			16.00					
S-41	134			R5-1	48	48	LT.			13.5	14.5						2			16.00					
S-42	134	U.S. 30	18+00	R5-1A	42	30	LT. (MEDIAN)	11.0	12.0								2			8.75					
S-43	134			R5-1A	42	30	LT.	11.0	12.0								2			8.75					
S-44	134	U.S. 30	18+00	M3-2	36	18	RT.			13.5	14.0									4.50					
				M1-4-36	36	36														9.00					
S-45	135	U.S. 30	20+00	W2-1	48	48	RT. (MEDIAN)			14.0	15.0									16.00					
S-46	135			W2-1	48	48	RT.			14.0	14.5									16.00					
S-47	137	S.R. 603 (SOUTH)	241+00	M2-1	21	15	RT.			12.5										2.19					
				M1-4	24	24														4.00					
S-48	137	S.R. 603 (SOUTH)	242+50	W3-1	48	48	LT.			14.0	14.5							2		16.00					
S-49	137	S.R. 603 (SOUTH)	242+50	W3-1	48	48	RT.			14.0	15.0							2		16.00					
S-50	137	S.R. 603 (SOUTH)	244+50	R2-1	24	30	LT.	12.5												5.00					
S-51	137	S.R. 603 (SOUTH)	244+50	W1-2R	36	36	RT.			14.5										9.00					
S-52	137	S.R. 603 (SOUTH)	246+25	M3-2	24	12	RT.					14.0								2.00					
				M1-4	24	24														4.00					
				M5-1R	21	15														2.19					
S-53	137	S.R. 603 (SOUTH)	246+25	M4-5	24	12	RT.					15.5								2.00					
				M3-2	24	12														2.00					
				M1-4	24	24														4.00					
				M5-1R	21	15														2.19					
S-54	137	S.R. 603 (SOUTH)	246+52	W1-8L	18	24	LT.	11.5										1		3.00					
S-55	137	S.R. 603 (SOUTH)	247+31	W1-8R	18	24	LT.	11.5										1		3.00					
S-56	137	S.R. 603 (SOUTH)	247+35	W1-8L	18	24	LT.	11.5										1		3.00					
S-57	137	S.R. 603 (SOUTH)	248+00	R3-5R	30	36	RT.			12.5										7.50					
S-58	137	S.R. 603 (SOUTH)	248+12	W1-8R	18	24	LT.	11.5										1		3.00					
S-59	137	S.R. 603 (SOUTH)	248+75	M3-3	24	12	LT.			13.5										2.00					
				M1-5	30	24														5.00					
S-60	131	S.R. 603 (SOUTH)	249+45	R4-7	24	30	RT.	13.0												5.00					
S-61	131	S.R. 603 (SOUTH)	249+68	R1-1	48	48	RT. (MEDIAN)					14.5	14.5				2			16.00					
				R3-5R	30	36														7.50					
S-62	131		249+84	R1-1	48	48	RT.					16.0	17.0				2			16.00					
				R3-5R	30	36														7.50					
S-63	129	S.R. 603 (NORTH)	256+62	R1-1	48	48	LT. (MEDIAN)					14.5	14.5				2			16.00					
				R3-5R	30	36														7.50					
S-64	129		256+95	R1-1	48	48	LT.					15.5	16.0				2			16.00					
				R3-5R	30	36														7.50					
S-65	129	S.R. 603 (NORTH)	256+76	R4-7	24	30	LT.			13.5										5.00					
S-66	136	S.R. 603 (NORTH)	260+00	R3-5R	30	36	LT.	13.0												7.50					
S-67	136	S.R. 603 (NORTH)	261+75	M3-2	24	12	LT.			14.0										2.00					
				M1-4	24	24														4.00					
				M5-1R	21	15														2.19					
S-68	136	S.R. 603 (NORTH)	261+75	M4-5	24	12	LT.			15.0										2.00					
				M3-2	24	12														2.00					
				M1-4	24	24														4.00					
				M5-1R	21	15														2.19					
S-69	136	S.R. 603 (NORTH)	267+00	M2-1	21	15	LT.			14.0										2.19					
				M1-4	24	24														4.00					
							SHEET SUBTOTAL	130.5		308.0		152.0					16	8		328.14					
							TOTALS FROM SHEET 123	433.0		420.0		133.5	133.8	182.5	37.3	59.5	36		17	470.36	954.00	17			
							SHEET SUBTOTAL	563.5		728.0		285.5	133.8	182.5	37.3	59.5	52	8	17	798.50	954.00	17			
TOTALS CARRIED TO GENERAL SUMMARY								563.5		728.0		285.5	133.8	182.5	37.3	59.5	60		17	798.50	954.00	17			

CALCULATED CMC
CHECKED NAU

SIGNING SUBSUMMARY

ASD-30-0.11

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REF. NO.	SHEET NO.	LOCATION	STATION	SIDE	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED WOODEN BOX BEAM SUPPORT AND DISPOSAL										
					EACH	EACH	EACH	EACH	EACH	EACH										
R-1	126	U.S. 30	685+89±	RT.	2			4												
R-2	127	U.S. 30	690+74±	RT.	2	1			2											
R-3	128	U.S. 30	692+32±	RT.	2			4												
R-4	128	U.S. 30	693+84±	LT.	2			2												
R-5	130	U.S. 30	1+93±	RT.	2			3												
R-6	130	U.S. 30	2+47±	LT.	1			2												
R-7	130	U.S. 30	2+96±	RT.	2			2												
R-8	130	U.S. 30	3+05±	LT.	3			1												
R-9	130	U.S. 30	3+08±	LT.	1			2												
R-10	130	U.S. 30	3+76±	RT.	2			2												
R-11	130	U.S. 30	3+79±	LT.	3			1												
R-12	130	U.S. 30	3+86±	RT.	3			2												
R-13	130	U.S. 30	3+87±	LT.	2			2												
R-14	130	U.S. 30	4+04±	LT.	3			2												
R-15	130	U.S. 30	4+26±	RT.	3			2												
R-16	132	U.S. 30	4+77±	RT.	1			2												
R-17	132	U.S. 30	4+86±	RT.	3			2												
R-18	132	U.S. 30	4+88±	LT.	2			1												
R-19	132	U.S. 30	6+09±	RT.	1			1												
R-20	132	U.S. 30	7+15±	RT.	2			2												
R-21	132	U.S. 30	9+07±	LT.	2			4												
R-22	133	U.S. 30	9+72±	RT.	2			4												
R-23	133	U.S. 30	9+97	RT.			1			2										
R-24	134	U.S. 30	14+60±	LT.	2			4												
R-25	134	U.S. 30	17+69±	LT.	2			4												
R-26	134	U.S. 30	18+81±	LT.	2	1				2										
R-27	137	S.R. 603 (SOUTH)	243+48	LT./RT.	2			4												
R-28	137	S.R. 603 (SOUTH)	245+86±	RT.	2			1												
R-29	137	S.R. 603 (SOUTH)	246+57±	LT.	1			1												
R-30	137	S.R. 603 (SOUTH)	247+58±	CL	2			2												
R-31	132	S.R. 603 (SOUTH)	248+88±	LT.	2			1												
R-32	132	S.R. 603 (SOUTH)	249+98±	LT.	1			2												
R-33	130	S.R. 603 (SOUTH)	250+18±	LT.	2			2												
R-34	132	S.R. 603 (SOUTH)	250+34±	LT.	4			2												
R-35	130	S.R. 603 (NORTH)	256+55±	RT.	2			2												
R-36	130	S.R. 603 (NORTH)	256+58±	LT.	4			2												
R-37	130	S.R. 603 (NORTH)	257+13±	LT.	1			2												
R-38	136	S.R. 603 (NORTH)	258+03±	LT.	2			2												
R-39	136	S.R. 603 (NORTH)	260+27±	LT.	2			1												
TOTALS CARRIED TO GENERAL SUMMARY					79	2	1	79	2	4										

CALCULATED CMC
CHECKED NAU

SIGNING REMOVAL SUBSUMMARY

ASD-30-0.11

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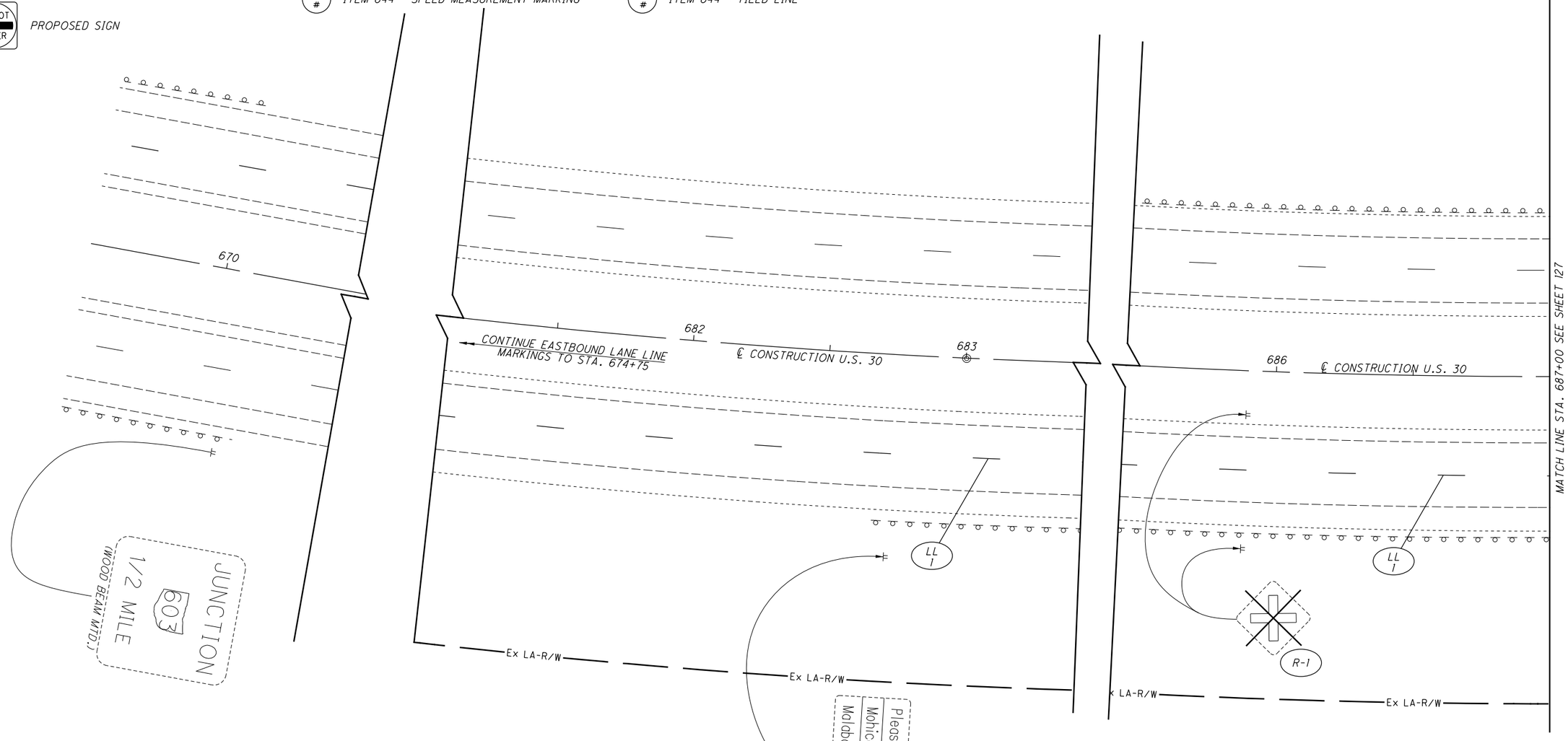
TRAFFIC CONTROL LEGEND

	EXISTING SIGN TO BE REMOVED
	EXISTING SIGN TO REMAIN
	EXISTING SIGN TO BE RELOCATED
	PROPOSED SIGN

EW #	ITEM 644 - EDGE LINE, 6" (WHITE)
EY #	ITEM 644 - EDGE LINE, 6" (YELLOW)
DY #	ITEM 644 - CENTER LINE, DOUBLE SOLID
CH #	ITEM 644 - CHANNELIZING LINE, 12"
SL #	ITEM 644 - STOP LINE
SM #	ITEM 644 - SPEED MEASUREMENT MARKING
TW #	ITEM 644 - TRANSVERSE/DIAGONAL LINE, 24" (WHITE)
TY #	ITEM 644 - TRANSVERSE/DIAGONAL LINE, 24" (YELLOW)
CV #	ITEM 644 - CHEVRON MARKING
AR #	ITEM 644 - LANE ARROW
UA #	ITEM 644 - LANE ARROW, AS PER PLAN
YL #	ITEM 644 - YIELD LINE
EW #	ITEM 807 - WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)
EY #	ITEM 807 - WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)
LL #	ITEM 807 - WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"
CH #	ITEM 807 - WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"
WD #	ITEM 807 - WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"



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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GRS
CHECKED NAU

TRAFFIC CONTROL PLAN - U.S. 30
STA. 670+00 TO STA. 687+00

ASD-30-0.11

126
160

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ITEM 644 - LANE ARROW, AS PER PLAN

Ex LA-R/W

MEET EXISTING LANE LINE STA. 688+00

MATCH LINE STA. 687+00 SEE SHEET 126

MATCH LINE STA. 692+00 SEE SHEET 128

688

689

690

691

℄ CONSTRUCTION U.S. 30

S-5 DO NOT ENTER R5-1-48 STA. 689+81

SPEED LIMIT 60

S-6 R1-2-48 STA. 689+83

S-10 R3-H4B-36 STA. 690+49

EY 1, EW 3, UA 1, EY 3, CH 1, SM 1, LL 2, EW 1, SM 2, UA 2

+80, +18, +35, +53, +83, +49, +71, +08, +93, +95, +11, +22, +51, +72, +80

R-25

14.0'

16.0'

26.5'

10'

5'

12'

EY 5, EY 4, EY 2, YL 1, TY 1

S-3 S-4 DO NOT ENTER R5-1-48 STA. 689+60

R6-1L-54 STA. 690+00 ONE WAY

S-7

S-8 R7-1L-12 STA. 690+25 NO PARKING ANY TIME

S-9 DO NOT ENTER R5-1-48 STA. 690+46

EW 2, WD 1, LL 1

R7-1-12 STA. 691+50 NO PARKING ANY TIME

S-11

S-1 WRONG WAY R5-1A-42 STA. 687+00

S-2

Mifflin Charles Mill Lake D7-H15 252" X 36" STA. 689+50

E-1

D1-H5 252" X 36"

Mifflin Charles Mill Lake Applieseed Drama (BEAM MTD.)

R-2

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GRS CHECKED NAU

TRAFFIC CONTROL PLAN - U.S. 30
STA. 687+00 TO STA. 692+00

ASD-30-0.11

127
160

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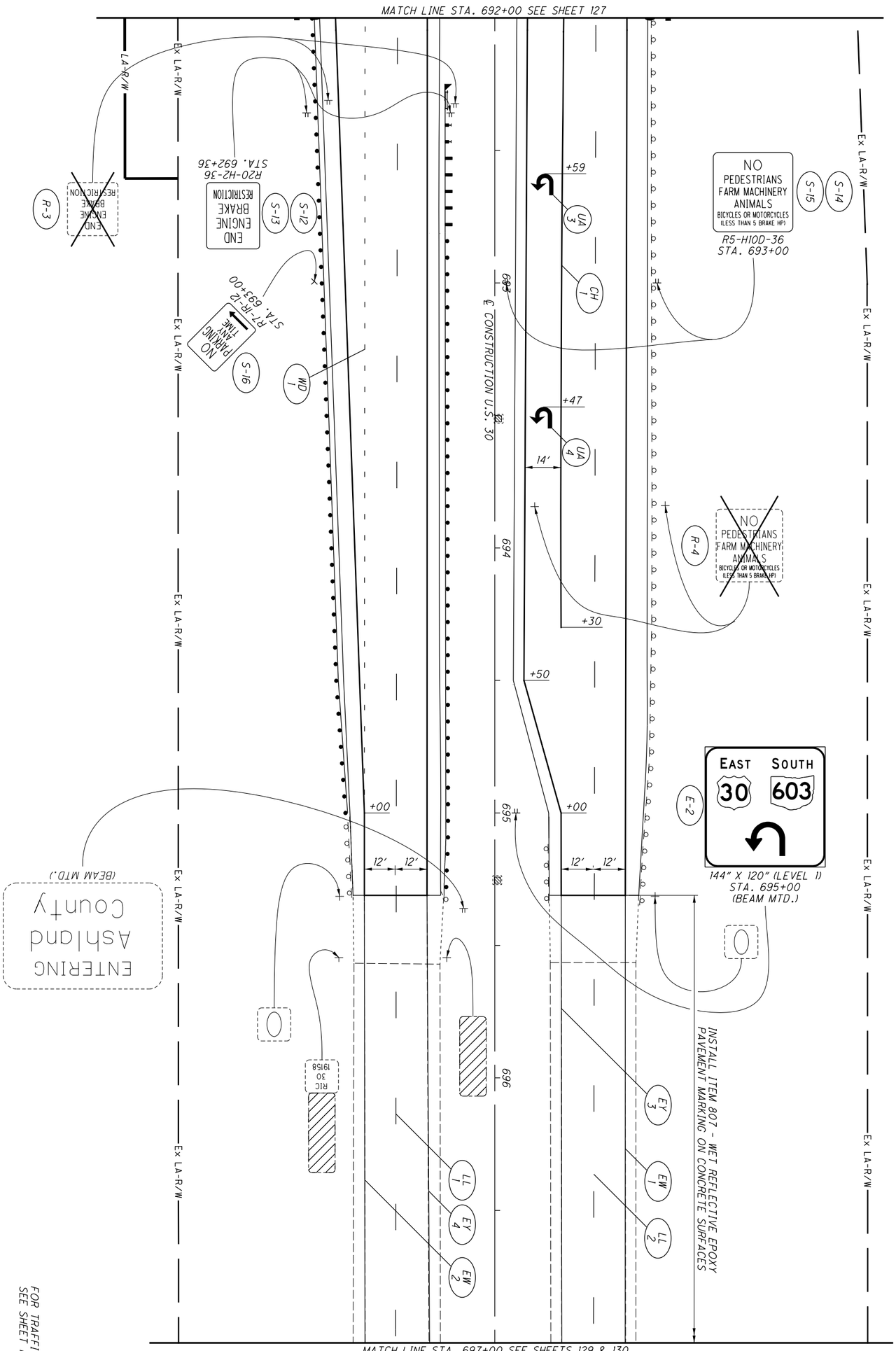

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

128 / 160	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 692+00 TO STA. 697+00	CALCULATED GRS CHECKED NAU	0 10 20 40 HORIZONTAL SCALE IN FEET

** STA. 4+04.81 ℄ CONSTRUCTION U.S. 30 =
STA. 255+54.29 ℄ R/W AND CONSTRUCTION S.R. 603 (NORTH)

ENTERING Richland County (BEAM MTD.)

E-3
R6-1R-54
STA. 2+80
(BEAM MTD.)

ONE WAY

30 WEST Mansfield
30 603 EAST SOUTH Wooster

276" X 96" (LEVEL 3)

MATCH LINE STA. 257+75 SEE SHEET 136

MEET EX. PAVEMENT MARKINGS STA. 257+50*

℄ R/W & CONSTRUCTION S.R. 603 (NORTH)

NORTH 603

Ex LA

INSTALL ITEM 807 - WET REFLECTIVE EPOXY PAVEMENT MARKING ON CONCRETE SURFACES

STATION EQUATION:
STA. 697+34.00 BACK =
STA. 0+00.00 AHEAD

Ex LA-R/W

RTC 30 19158

WEST 30

R1-1-48
R3-5R-30
STA. 256+95*
STA. 256+62*
ONLY
STOP
S-63
S-64

R4-7-24
STA. 256+76*
S-65

R5-1-48
STA. 4+16
DO NOT ENTER
S-22

EW 1
EY 3
EW 2
EY 4
LL 1
LL 2
AR 1
AR 2
AR 3
AR 4
AR 14
CV 1
CV 2
CH 2
CH 3
CH 4
CH 5
DY 4
DY 5
EW 4
EW 10
EY 10
SL 2
TW 1
TY 4

+04* +79* +96* +85* +68* +90* +53 +63* +93 +98 +80 +30 +61 +37 +05 +25 +01* +95 +56

12' 4' 24' TYP. 20

MATCH LINE STA. 697+00 SEE SHEET 128

MATCH LINE STA. 4+50 SEE SHEET 131

℄ CONSTRUCTION U.S. 30

1 2 3 4 **

R3-H8CP-48
STA. 2+30
ONLY ONLY ONLY
S-17
S-18

R5-1-48
STA. 3+35
DO NOT ENTER
S-19

M3-1-36
M1-5-36-3
M5-1-30
STA. 3+50
603 NORTH
S-20

M3-3-36
M1-5-36-3
M6-1-30
603 SOUTH
S-21

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

* STATIONING REFERENCED FROM ℄ S.R. 603 (NORTH)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GRS
CHECKED NAU

TRAFFIC CONTROL PLAN - U.S. 30
STA. 697+00 TO STA. 4+50

ASD-30-0.11

129
160

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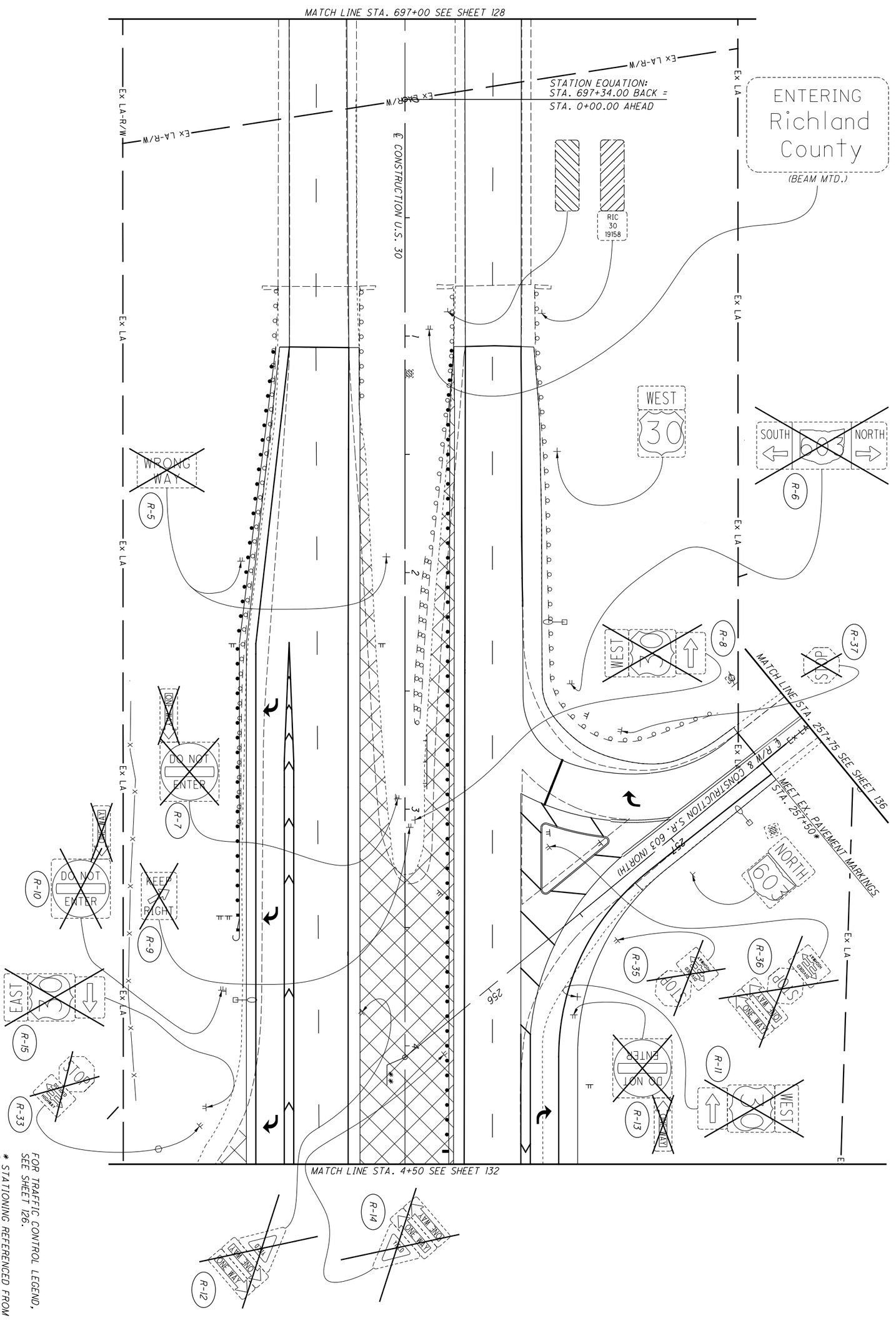

** STA. 4+04.81 ℄ CONSTRUCTION U.S. 30 = STA. 255+54.29 ℄ R/W AND CONSTRUCTION S.R. 603 (NORTH)

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

* STATIONING REFERENCED FROM ℄ S.R. 603 (NORTH)

130 / 160	ASD-30-0.11	EXISTING SIGNING PLAN - U.S. 30 STA. 697+00 TO STA. 4+50	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET

*** STA. 6+60.43 ℄ CONSTRUCTION U.S. 30 =
STA. 250+59.46 ℄ CONSTRUCTION S.R. 603 (SOUTH)

℄ CONSTRUCTION S.R. 603 (SOUTH)

℄ CONSTRUCTION U.S. 30

MATCH LINE STA. 4+50 SEE SHEET 129

MATCH LINE STA. 9+50 SEE SHEET 133

MATCH LINE STA. 249+00 SEE SHEET 137

Ex LA

Ex SH

NORTH 603 — M3-1-36, M1-5-36-3, M6-1-30 — S-28

SOUTH 603 — M3-3-36, M1-5-36-3, M5-1-30 — S-29

STA. 6+00

WRONG WAY — R5-1A-42 STA. 5+50 — S-25, S-26

DO NOT ENTER — R5-1-48 STA. 6+80 — S-30

WRONG WAY — R5-1A-42 STA. 4+50 — S-23, S-24

DO NOT ENTER — R5-1-48 STA. 5+50 — S-27

264" X 96" (LEVEL 3) — E-4

WEST 30 NORTH 603 Mansfield — EAST 30 Wooster

ONE WAY — R6-1R-54 STA. 7+28 (BEAM MTD.)

STOP / ONLY — R1-1-48, R3-5R-30 STA. 249+68* STA. 249+84* — S-61, S-62

R4-7-24 STA. 249+45* — S-60

CH 4, CH 5, AR 5, CV 2, AR 7, AR 8, EW 1, AR 9, EY 3, AR 10, LL 2

CV 1, AR 6, CH 2, CH 3, EW 5, TW 2, EW 2, EW 9, EW 7, TW 3, SL 1, EW 8, EY 9, AR 13, DY 2, DY 3, EY 4, LL 1, WD 2, EW 2

+19, +80, +96, +56, +84, +73, +00, +50, +42, +95*, +20*, +82, +25, +12, +93*, +88*, +79*, +56, +74*, +61*, +32*, +32*

4.0', 11'.5, 12.0', 12.0', 12.0', 4.0', 11'.5, 12.0', 24' TYP., 25.0', 12.0', 12.0', 14.0', 17.5'

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

* STATIONING REFERENCED FROM ℄ S.R. 603 (SOUTH)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GRS
CHECKED NAU

TRAFFIC CONTROL PLAN - U.S. 30
STA. 4+50 TO STA. 9+50

ASD-30-0.11

131
160

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*** STA. 6+60.43 ℄ CONSTRUCTION U.S. 30 =
STA. 250+59.46 ℄ CONSTRUCTION S.R. 603 (SOUTH)

EAST
30
R-17
R-16
PASS
KEEP
RIGHT
DO NOT
ENTER
ONE WAY
R-18
ONE WAY
R-21
Ex LA
EX SH
MATCH LINE STA. 4+50 SEE SHEET 130
℄ CONSTRUCTION S.R. 603 (SOUTH)
℄ CONSTRUCTION U.S. 30
MATCH LINE STA. 9+50 SEE SHEET 133
MATCH LINE STA. 249+00 SEE SHEET 137
250
R-34
STOP
DIVIDED
HIGHWAY
R-32
NORTH
30
SOUTH
R-19
R-31
SOUTH
30
R-20
EAST
30

FOR TRAFFIC CONTROL LEGEND,
SEE SHEET 126.

* STATIONING REFERENCED FROM
℄ S.R. 603 (SOUTH)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GRS
CHECKED NAU

TRAFFIC CONTROL PLAN - U.S. 30
STA. 4+50 TO STA. 9+50

ASD-30-0.11

132
160

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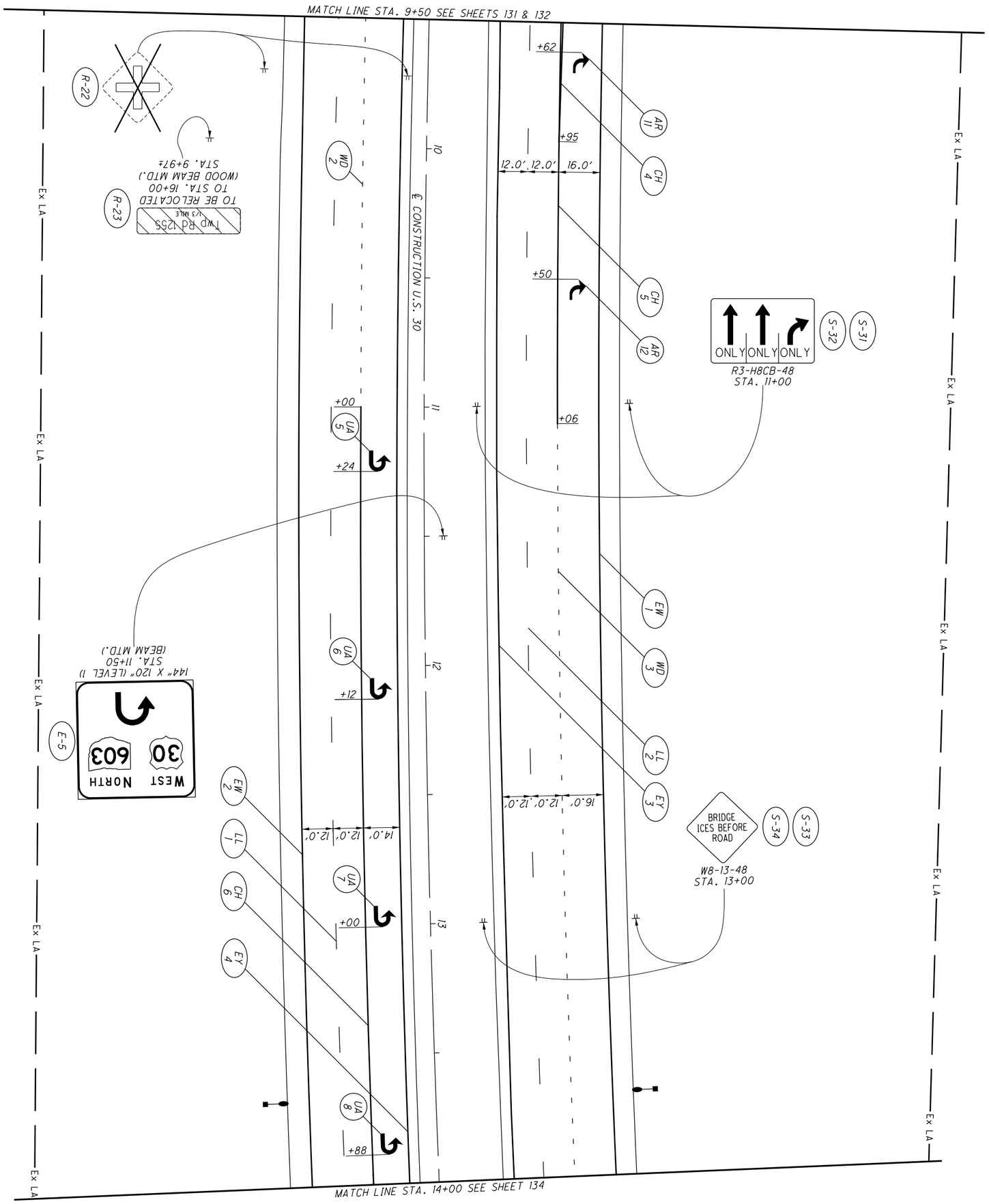

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

133 / 160	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 9+50 TO STA. 14+00	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET

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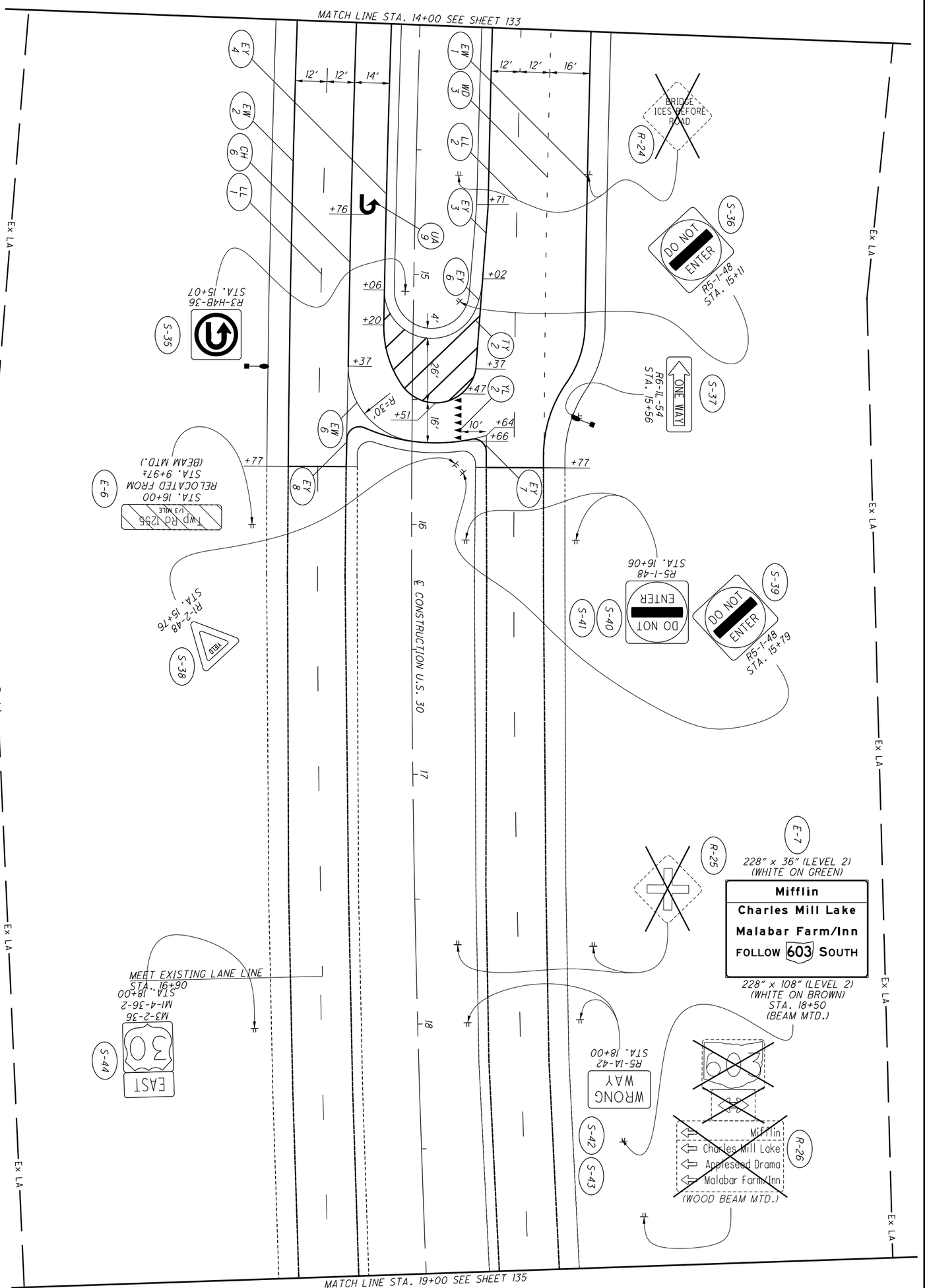

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

134 / 160	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 14+00 TO STA. 19+00	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET

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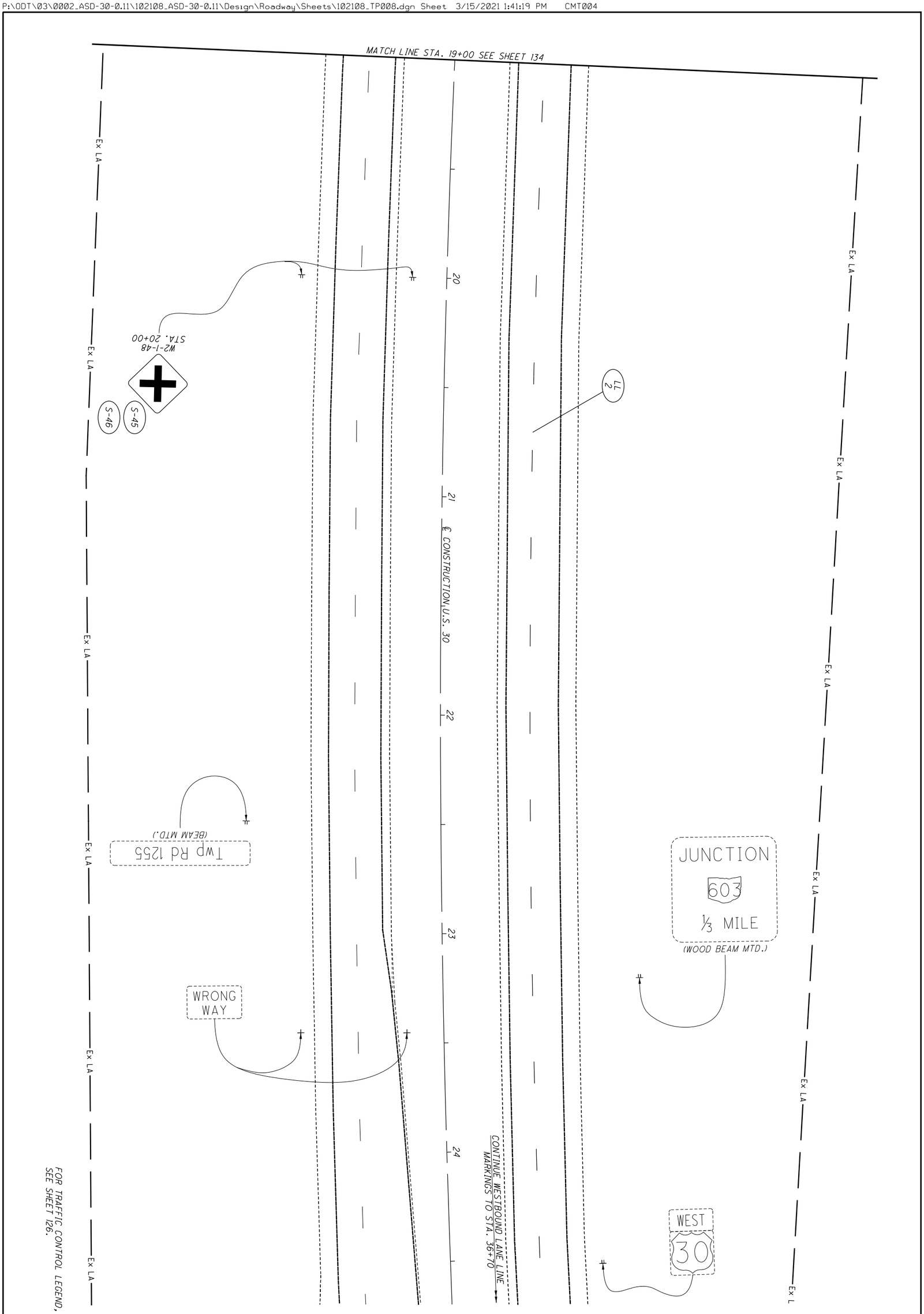

135 / 160	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 19+00 TO STA. 24+50	CALCULATED GRS CHECKED NAU	0 10 20 40 HORIZONTAL SCALE IN FEET

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GRS
CHECKED NAU

TRAFFIC CONTROL PLAN - S.R. 603 (NORTH) STA. 257+75 TO STA. 262+00

ASD-30-0.11

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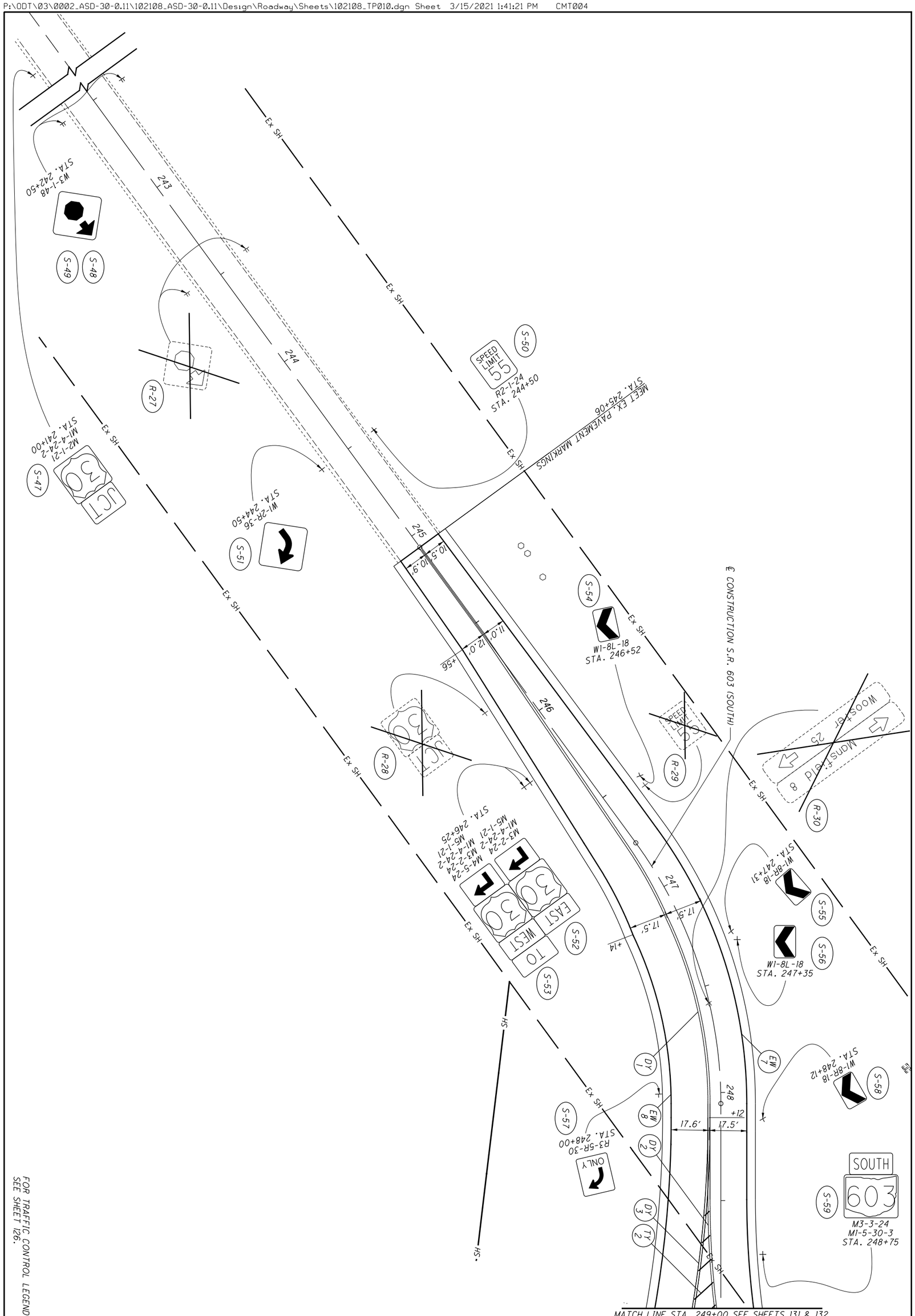
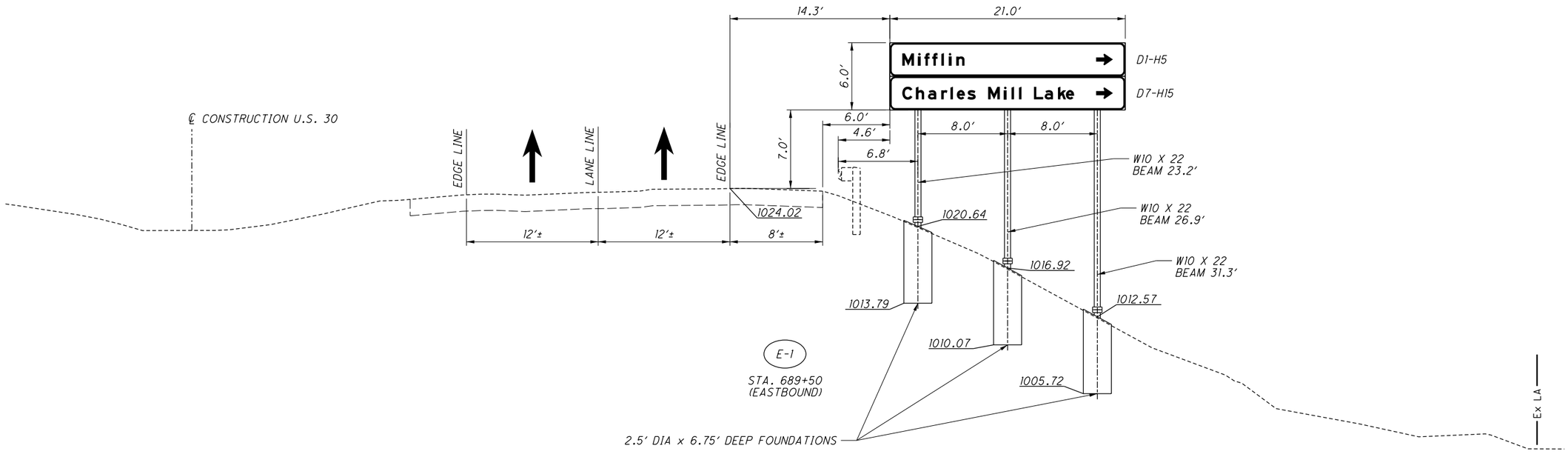


FOR TRAFFIC CONTROL LEGEND, SEE SHEET 126.

137 / 160	ASD-30-0.11	TRAFFIC CONTROL PLAN - S.R. 603 (SOUTH) STA. 243+00 TO STA. 249+00	CALCULATED GRS / CHECKED NAU	0 10 20 40 HORIZONTAL SCALE IN FEET



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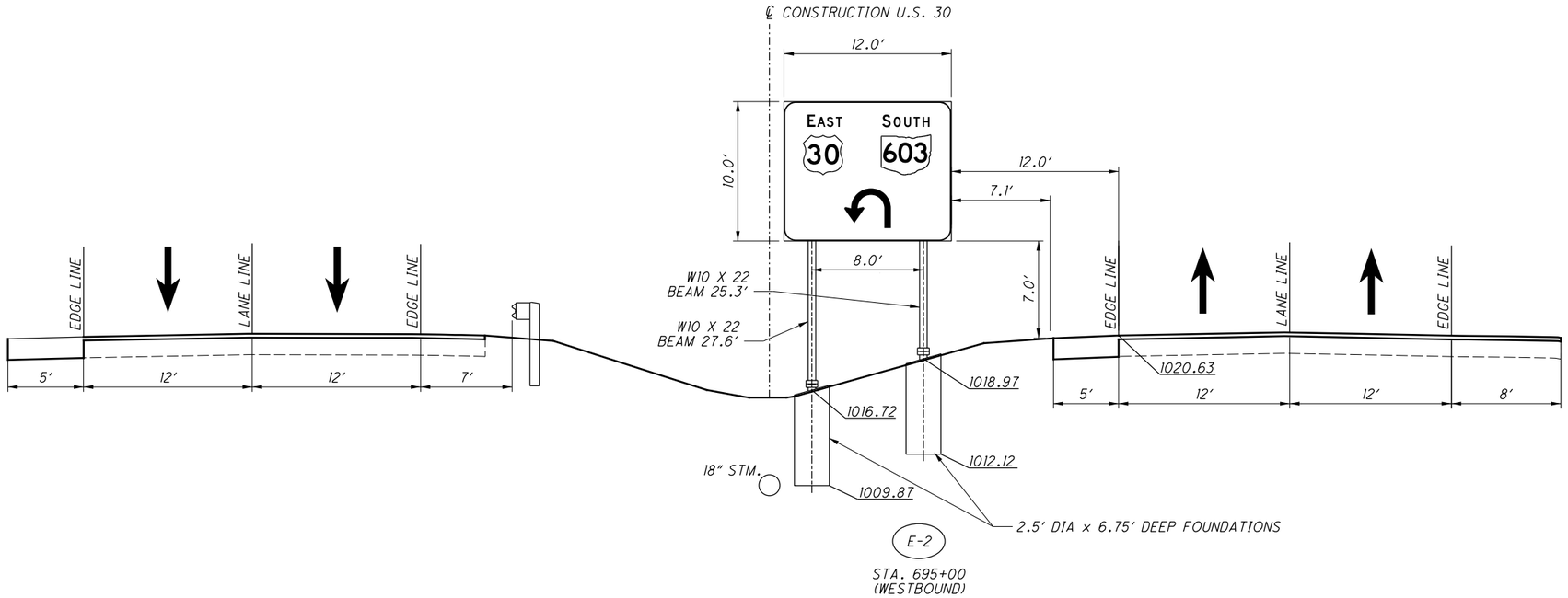
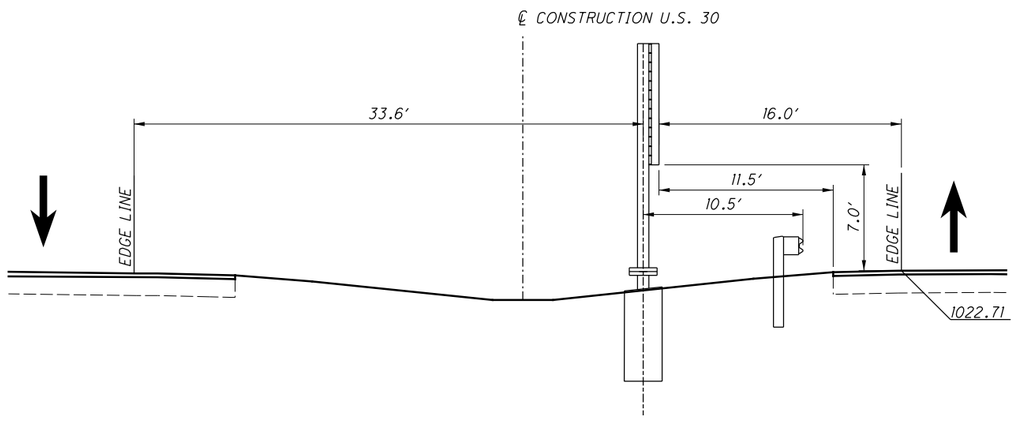
CALCULATED GRS
CHECKED NAU

SIGN ELEVATION DETAIL

ASD-30-0.11

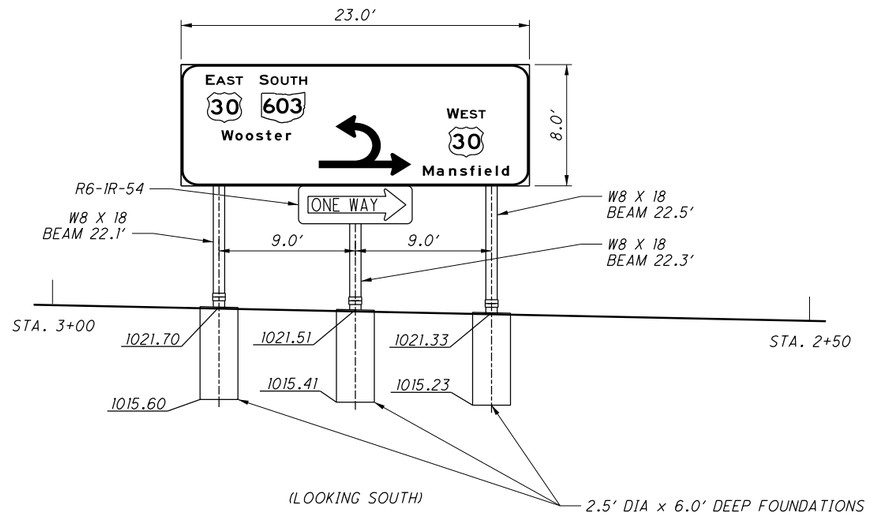




(LOOKING WEST)

E-3

STA. 2+80



(LOOKING SOUTH)

CALCULATED GRS
CHECKED NAU

SIGN ELEVATION DETAIL

ASD-30-0.11

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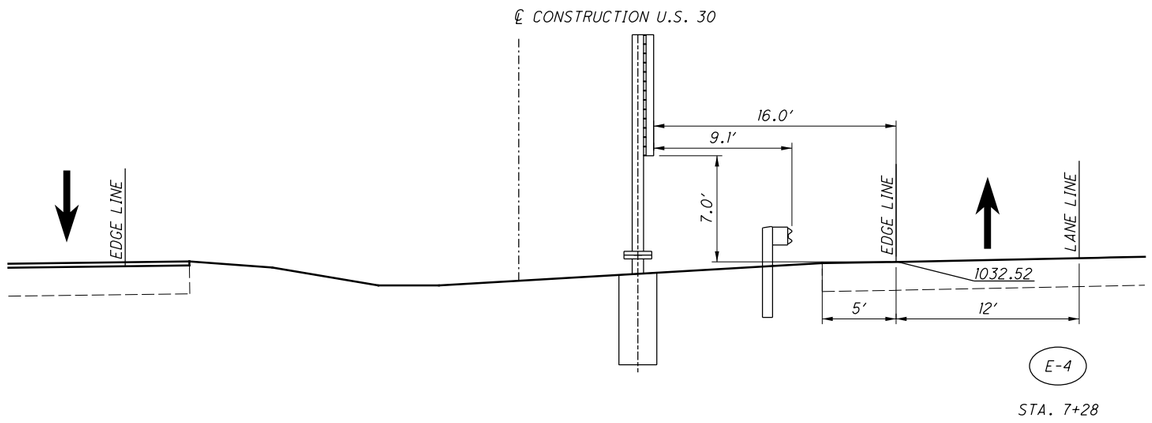
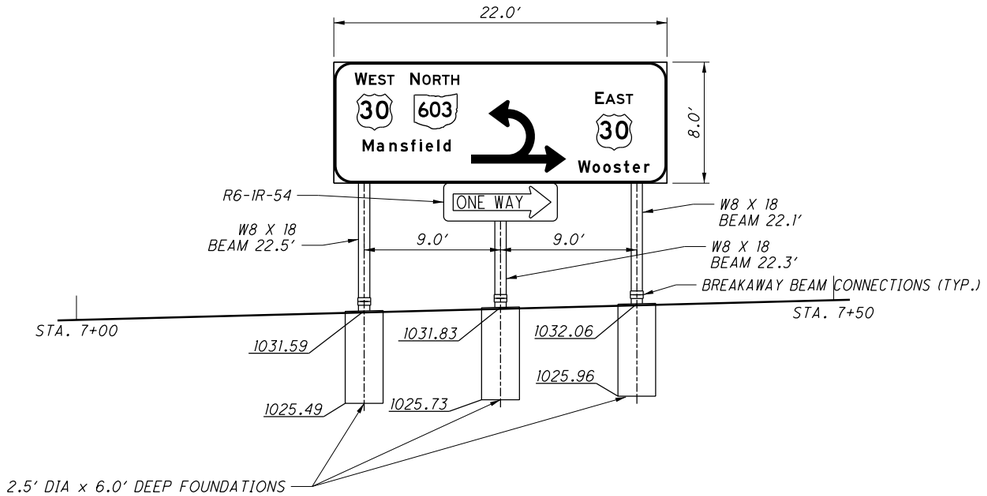
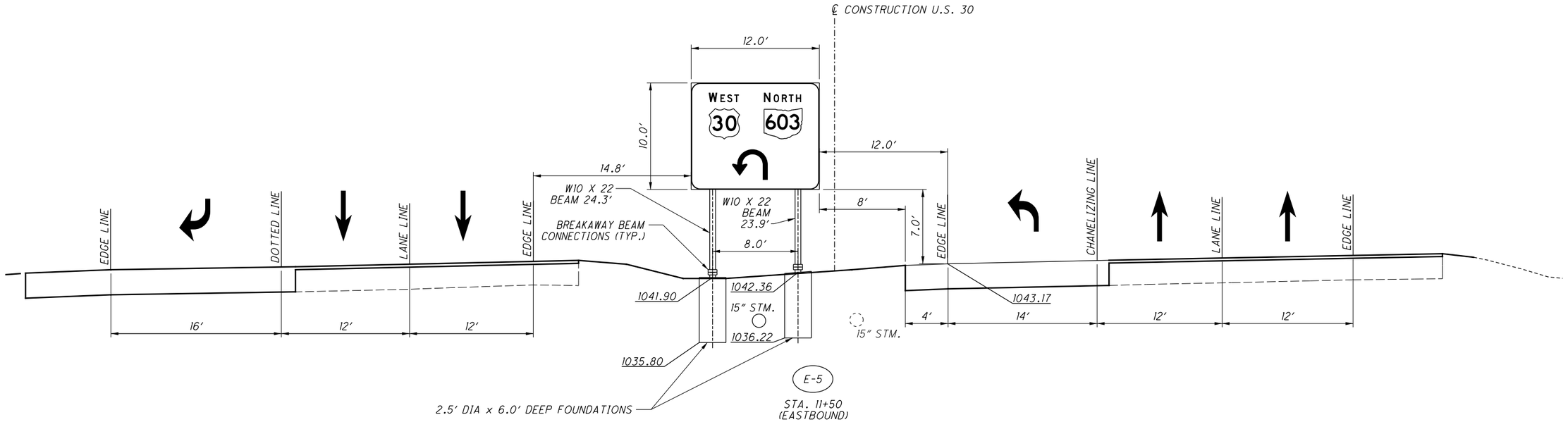


(LOOKING EAST)



(LOOKING NORTH)



CALCULATED GRS
CHECKED NAU

SIGN ELEVATION DETAIL

ASD-30-0.11

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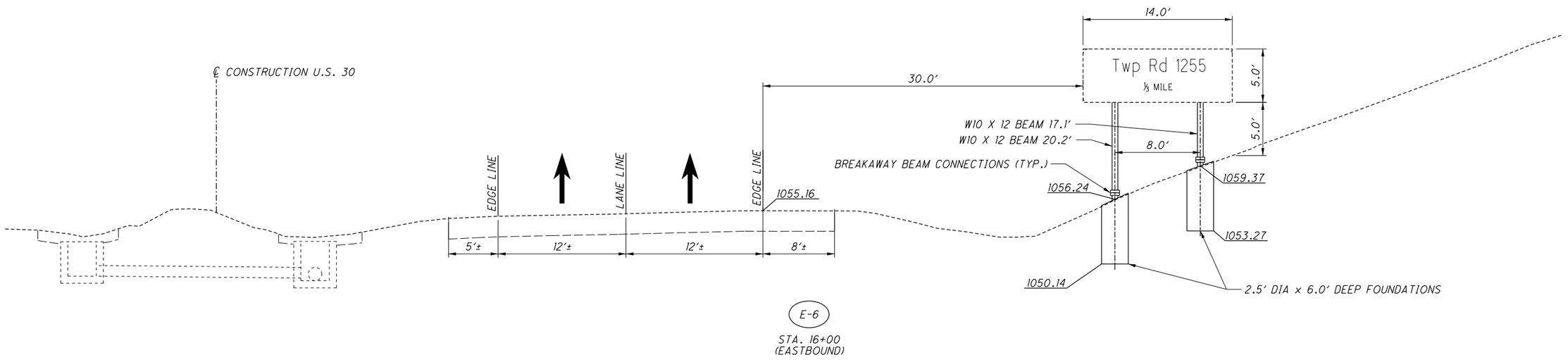

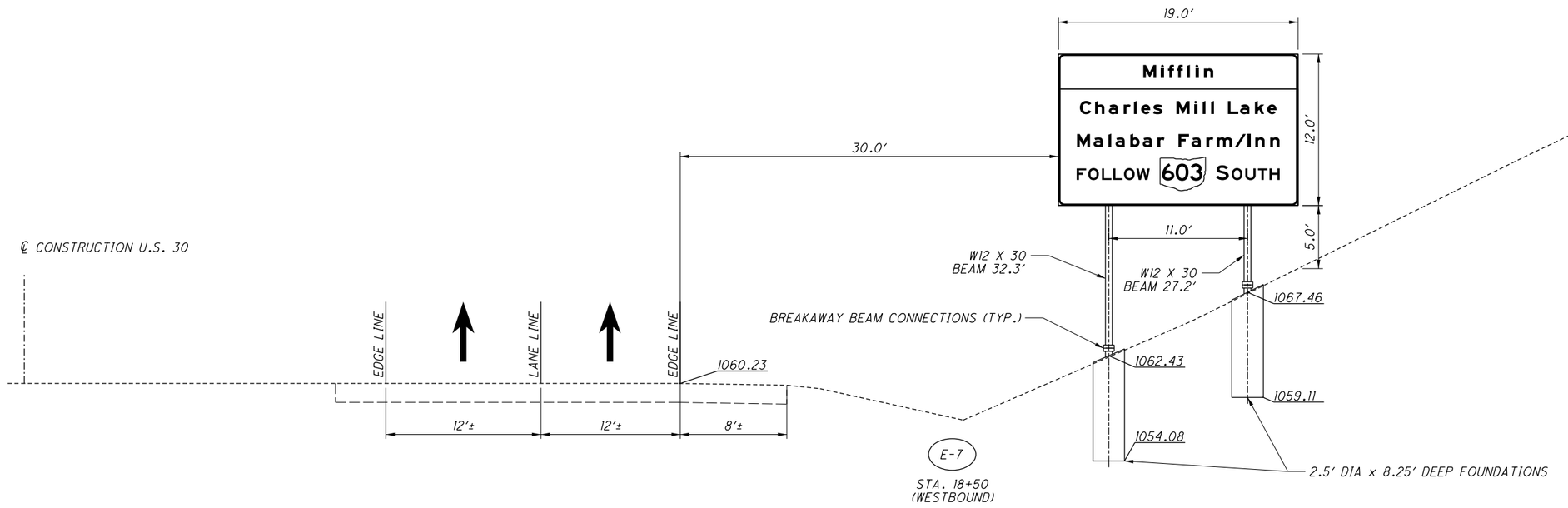

CALCULATED GRS
CHECKED NAU

SIGN ELEVATION DETAIL

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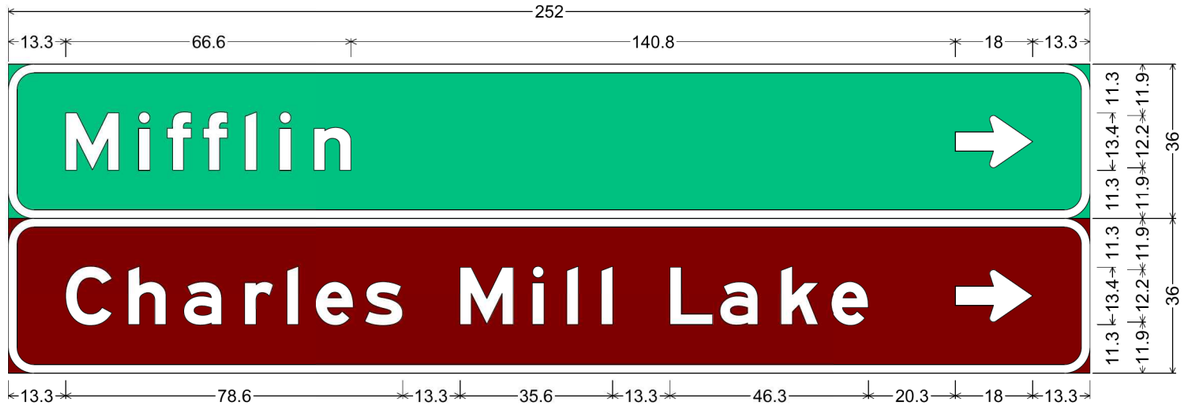
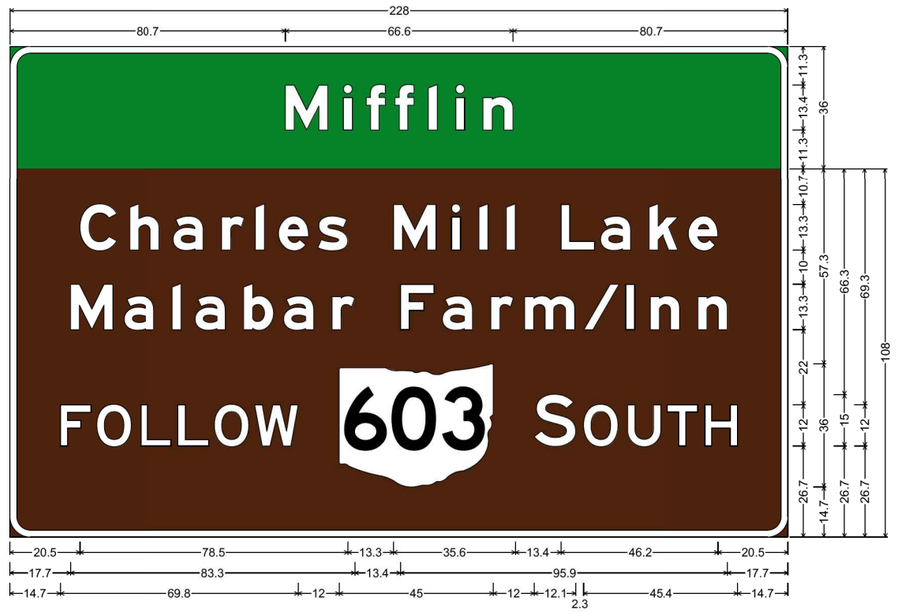
E-1



6.0" Radius, 2.0" Border, White on Green;
“Mifflin” E Mod 2K; Standard Arrow Custom 18.0" X 12.1" 0°;
6.0" Radius, 2.0" Border, White on Brown;
“Charles Mill Lake” E Mod 2K; Standard Arrow Custom 18.0" X 12.1" 0°;

E-7



6.0" Radius, 2.0" Border, White on, Green;
"Mifflin", E Mod 2K;

6.0" Radius, 2.0" Border, White on, Brown;
"Charles Mill Lake", E Mod 2K; "Malabar Farm/Inn", E Mod 2K; "FOLLOW", E 2K; State Highway 603 M1-H5-36-3; "SOUTH", E 2K;

CALCULATED DMG
CHECKED NAU

CUSTOM SIGN DETAILS

ASD-30-0.11

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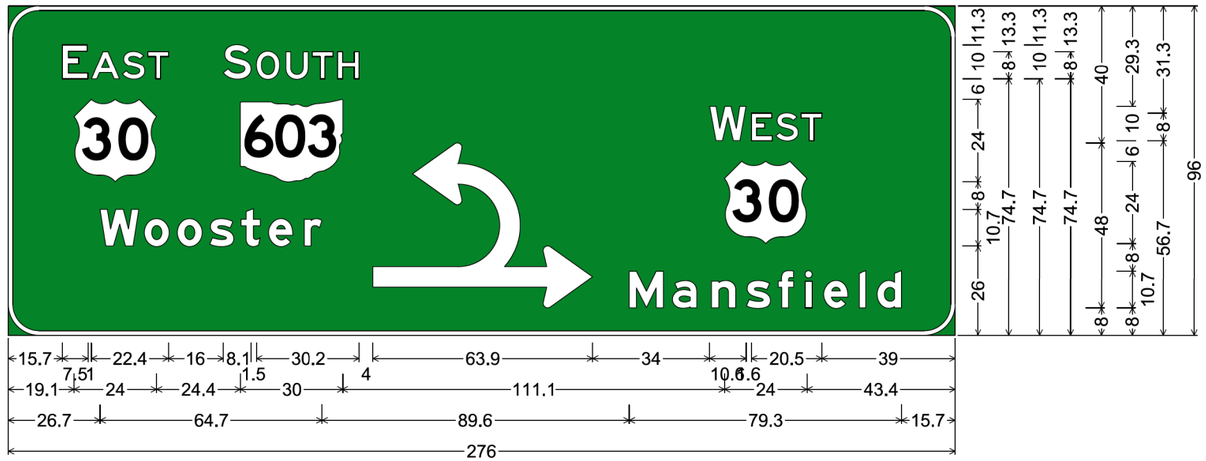
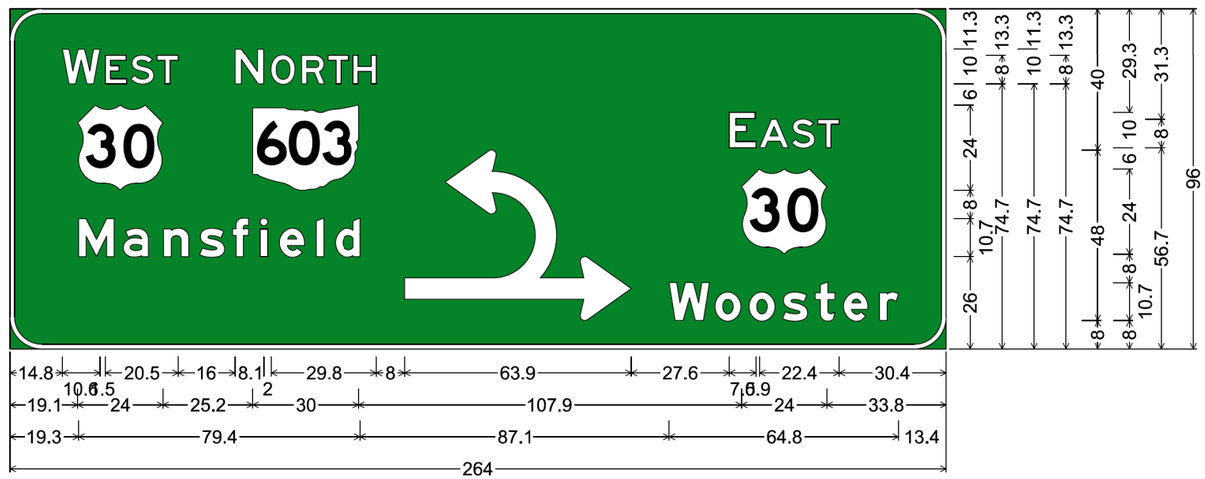
E-3



9.0" Radius, 1.3" Border, White on, Green;
"EAST", E 2K; "SOUTH", E 2K; US 30 M1-4; State Highway 603 M1-H5-18-3; "Wooster", E Mod 2K;
" ", E 2K; Turn Arrow 30; "WEST", E 2K; US 30 M1-4; "Mansfield", E Mod 2K;

E-4



9.0" Radius, 1.3" Border, White on, Green;
"WEST", E 2K; "NORTH", E 2K; US 30 M1-4; State Highway 603 M1-H5-18-3; "Mansfield", E Mod 2K;
" ", E 2K; Turn Arrow 30; "EAST", E 2K; US 30 M1-4; "Wooster", E Mod 2K;

CALCULATED DMG
CHECKED NAU

CUSTOM SIGN DETAILS

ASD-30-0.11

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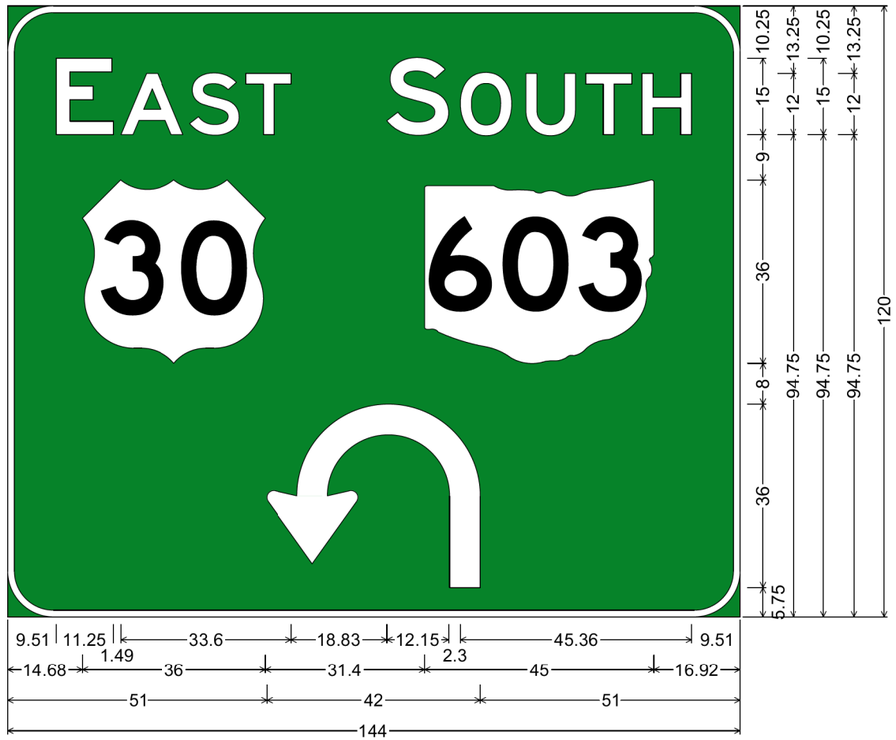
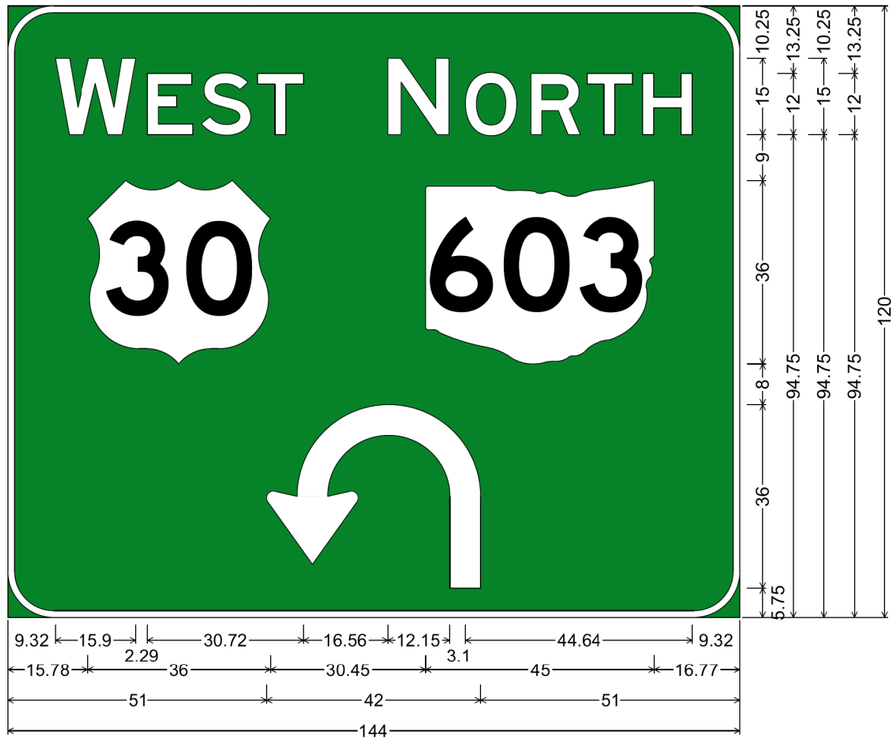
E-2



9.00" Radius, 1.30" Border, White on, Green;
"EAST", E 2K; "SOUTH", E 2K; US 30 M1-4; State Highway 603 M1-H5-24-3;
Turn Arrow 36;

E-5



9.00" Radius, 1.30" Border, White on, Green;
"WEST", E 2K; "NORTH", E 2K; US 30 M1-4; State Highway 603 M1-H5-24-3;
Turn Arrow 36;

CALCULATED DMG
CHECKED NAU

CUSTOM SIGN DETAILS

ASD-30-0.11

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ITEM 625, PULL BOX CLEANED

THIS ITEM OF WORK SHALL CONSIST OF CLEANING AN EXISTING PULL BOX BY REMOVING ANY EXISTING CABLES NOT BEING RECONNECTED AND DEBRIS SO THAT NEW CABLES CAN BE INSTALLED. ANY UNUSED OPENINGS SHALL BE CLOSED. DISTURBED AREAS NEAR THE PULL BOX SHALL BE CLEARED OF WEEDS OR DEBRIS AND SHALL BE FULLY RESTORED. MATERIAL REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF OFF THE PROJECT SITE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER C&MS ITEM 625, "PULL BOX CLEANED" FOR EACH PULL BOX CLEANED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED:

THE POWER SERVICE SHALL BE METERED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

POWER COMPANY: FIRELANDS ELECTRIC CO-OP

ADDRESS: 103 INDUSTRIAL DRIVE,
NEW LONDON, OHIO 44851

PHONE #: 419-706-6921

CONTACT NAME: KURT SHEPHERD

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS. THIS SHALL BE DONE NOT ONLY FOR EACH NEW POWER SERVICE ESTABLISHED BY THIS PROJECT BUT ALSO FOR EACH EXISTING POWER SERVICE, SINCE THERE MAY BE A REASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

CONTRACTOR TO LOCATE AND MAINTAIN CIRCUIT LAYOUTS

WHEN THE PROJECT BEGINS AND THE CONTRACTOR HAS TAKEN OVER MAINTENANCE OF THE EXISTING SYSTEM, HE SHALL PROVIDE ALL REQUIRED LAYOUTS AND LOCATIONS OF THE EXISTING AND PROPOSED LIGHTING CIRCUITS WITHIN THE PROJECT LIMITS.

ITEM 625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, LED, 13,000-15,500 LUMENS

IN ADDITION TO THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATIONS 813 AND 913:

1. LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE 240 VOLT WITH LED LAMPS.

2. SHALL BE MANUFACTURED BY:
- AMERICAN ELECTRIC LIGHTING, AUTOBAHN SERIES, MODEL NO.: ATBM-P30-MVOLT-R3-4B-3K
- COOPER, NAVION SERIES, MODEL NO.: NAV-AF-02-E-UNV-T3R-10K-7030-AP
- GE EVOLVE SERIES, MODEL NO.: ERL2-0-16-C3-30-GRAY
- OR APPROVED EQUAL

3. LUMINAIRES SUPPLIED SHALL INCLUDE ALL NECESSARY ADAPTERS TO FIT THE EXISTING AND PROPOSED LIGHTING BRACKET ARMS.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR "ITEM 625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, LED, 13,000-15,500 LUMENS" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, CONNECTION, FUSED PULL APART, AS PER PLAN

FOR LIGHT POLES THAT ARE TO BE REMOVED AND REERECTED, THE PORTION OF THE OLD CONNECTOR KIT THAT IS ATTACHED TO THE EXISTING POLE AND BRACKET CABLES SHALL BE COMPLETELY REMOVED TO PERMIT THE NEW CONNECTION KIT INSTALLATION. REMOVE THE EXISTING CONNECTION KIT IN A MANNER THAT WILL ALLOW FOR THE REUSE OF THE EXISTING POLE AND BRACKET CABLE. REMOVAL OF THE EXISTING CONNECTOR KIT SHALL BE INCIDENTAL TO THESE BID ITEMS.

THE REMOVAL OF THE EXISTING CONNECTOR KIT SHALL BE INCLUDED WITH THE CONTRACT UNIT PRICE BID FOR ITEM 625, CONNECTION, FUSED PULL APART, AS PER PLAN AND ITEM 625, CONNECTION, UNFUSED PULL APART, AS PER PLAN.

ITEM 625, REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN

THE ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LIGHT POLE AND PROPERLY STORING IT ON THE PROJECT SITE THEN REERECTING THE LIGHT POLE ON A NEW FOUNDATION AT THE LOCATION INDICATED IN THE PLANS.

THE LIGHT POLE SHALL BE PROPERLY SUPPORTED TO PREVENT BENDING OF THE POLE OR DAMAGE TO THE POLE DURING STORAGE ON THE PROJECT SITE.

THE LIGHT POLE SHALL BE CLEANED AND REPAIRS NEEDED FOR THE POLE TO BE IN GOOD SERVICEABLE CONDITION SHALL BE MADE. THE EXISTING POLE NUMBER DECAL SHALL BE REMOVED IF IT IS IN POOR CONDITION OR THE POLE NUMBER HAS CHANGED. A POLE NUMBER DECAL SHALL BE SUPPLIED AND APPLIED IF THE EXISTING DECAL IS REMOVED OR MISSING.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER C&MS ITEM 625, REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN FOR EACH POLE REMOVED, STORED, AND REERECTED SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING A LIGHT POLE FOUNDATION IN ACCORDANCE WITH C&MS 625 AND SCD HL-10.13 AND HL-20.11 WITH THE FOLLOWING ADDITION:

THE CONTRACTOR SHALL MEASURE AND DOCUMENT THE EXISTING ANCHOR BOLT PATTERN AND ORIENTATION. INSTALL NEW ANCHOR BOLTS AT THE SAME PATTERN AND ORIENTATION AS THE EXISTING IN ORDER TO ENSURE A MATCH AND PROPER ORIENTATION FOR THE RELOCATED LIGHT POLE. THE NEW ANCHOR BOLTS SHALL BE THE SAME DIAMETER AS THE EXISTING AND SHALL BE A MINIMUM LENGTH OF 40 INCHES.

PAYMENT WILL MADE AT THE UNIT PRICE BID FOR ITEM 625, LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN FOR EACH FOUNDATION AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

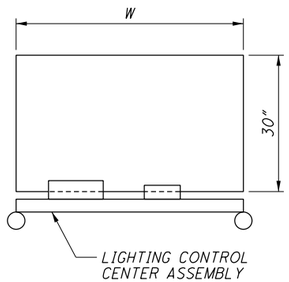
ITEM 625, LIGHTING, MISC.: CONTROL CENTER WORK PAD

THIS ITEM OF WORK SHALL CONSIST OF PROVIDING A CONCRETE WORK PAD AT THE EXISTING LIGHTING CONTROL CENTER IN THE NORTHWEST CORNER OF U.S. 30 AND S.R. 603.

THIS ITEM SHALL BE CONSTRUCTED AS PER C&MS 633.11 AND STANDARD CONSTRUCTION DRAWING TC-83.20.

THE WORK PAD SHALL BE 4" THICK. IN LEVEL AREAS THE TOP OF THE PAD SHALL BE 1" ABOVE THE GROUND LINE.

THE WIDTH OF THE WORK PAD SHALL MATCH THE WIDTH OF THE EXISTING CONTROL CENTER ASSEMBLY AS SHOWN BELOW.



PLAN VIEW

PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 625, LIGHTING, MISC.: LIGHTING CONTROL CENTER WORK PAD AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, LIGHTING, MISC.: CONTROL CENTER WORK PAD, SLOPED AREA

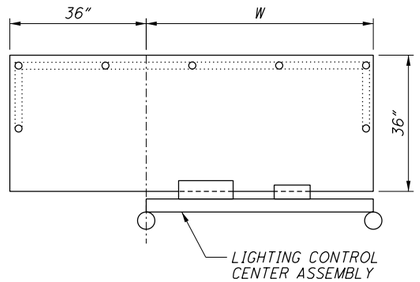
THIS ITEM OF WORK SHALL CONSIST OF PROVIDING A CONCRETE WORK PAD AT THE PROPOSED LIGHTING CONTROL CENTER ON THE NORTH SIDE OF U.S. 30 WEST OF S.R. 603.

THIS ITEM SHALL BE CONSTRUCTED AS PER C&MS 633.11 AND STANDARD CONSTRUCTION DRAWING TC-83.20 AND ITS-50.12.

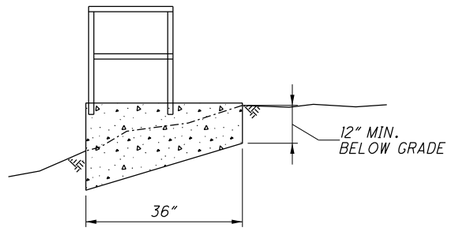
THE WORK PAD SHALL BE INSTALLED ON THE EXISTING 2:1 SLOPE AND THE THICKNESS SHALL BE VARIABLE ACCORDING TO THE ELEVATION VIEW DETAIL BELOW.

THE WIDTH OF THE WORK PAD SHALL BE THE WDITH OF THE PROPOSED CONTROL CENTER PLUS 36" AS DETAILED BELOW.

STEEL RAILING SHALL BE INSTALLED AS PER SCD ITS-50.12



PLAN VIEW



ELEVATION VIEW

PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 625, LIGHTING, MISC.: LIGHTING CONTROL CENTER WORK PAD, SLOPED AREA AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

CALCULATED NAU CHECKED KAM

LIGHTING GENERAL NOTES

ASD-30-0.11

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ITEM 625, ARC FLASH CALCULATIONS AND LABEL

THE CONTRACTOR SHALL SATISFY THE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATION 825 FOR THE CONTROL CENTERS.

THE CONTRACTOR MAY BE ABLE TO OBTAIN LABELS FOR THE ODOT MAINTAINED INSTALLATIONS FROM THE ODOT SIGN SHOP, 1606 WEST BROAD ST., COLUMBUS, OH 43223, FOR NON-ODOT MAINTAINED INSTALLATIONS THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE LABEL MADE FROM "ENGINEER GRADE" SIGN SHEETING OR AN EQUIVALENT LABEL MATERIAL.

THE ODOT OFFICE OF ROADWAY ENGINEERING HAS AN EXCEL SPREADSHEET AVAILABLE UPON REQUEST, TO ASSIST WITH MAKING AND DOCUMENTING THE REQUIRED CALCULATIONS. METHOD OF MEASUREMENT SHALL BE AS PER 825.06.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 625, ARC FLASH CALCULATION AND LABEL (RIC-30-18.93) - 1 EACH

ITEM 625, ARC FLASH CALCULATION AND LABEL (ASD-30-0.05) - 1 EACH

ITEM 625, LIGHTING MISC.: EXISTING POWER SERVICE MODIFICATION

THIS ITEM SHALL INCLUDE CONVERTING THE EXISTING LIGHTING CONTROL CENTER IN THE NORTHWEST CORNER OF THE U.S. 30 AND S.R 603 INTERSECTION FROM A 240/480V SERVICE CONNECTION TO A 120/240V SERVICE CONNECTION.

THE CONTRACTOR SHALL COORDINATE WITH FIRELANDS ELECTRIC TO HAVE THEM REPLACE THE EXISTING POLE MOUNTED TRANSFORMER WITH A NEW TRANSFORMER TO FACILITATE 120/240V SERVICE.

THE CONTRACTOR SHALL MODIFY THE EXISTING LIGHTING CONTROL CENTER TO ENSURE FUNCTIONALITY WITH THE NEW POWER SERVICE VOLTAGE. THIS INCLUDES REPLACING THE EXISTING 240 VOLT 3 POLE CONTACTOR WITH A NEW 120 VOLT 3 POLE CONTACTOR AS SHOWN IN SCD HL-60.31.

PAYMENT WILL MADE AT THE UNIT PRICE BID FOR ITEM 625, LIGHTING, MISC.: EXISTING POWER SERVICE MODIFICATION FOR EACH CONTROL CENTER AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, ELECTRIC FEES, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN
ITEM 625, LUMINAIRE REMOVED FOR STORAGE, AS PER PLAN

THIS ITEM INCLUDES REMOVING EXISTING LIGHT POLES AND LUMINAIRES AND STORING THESE ITEMS ON THE PROJECT SITE FOR SALVAGE BY ODOT DISTRICT 3. THESE ITEMS SHALL BE REMOVED AND STORED PER C&MS 625.11. THE CONTRACTOR SHALL CONTACT THE DISTRICT TO ARRANGE A MUTUALLY AGREEABLE TIME THESE ITEMS CAN BE PICKED UP BY DISTRICT FORCES.

IN THE EVENT THE SALVAGED ITEMS ARE NOT ACCEPTED BY ODOT, THE CONTRACTOR SHALL REMOVE AND DISPOSE ALL REMAINING ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

ITEM 625, DISCONNECT CIRCUIT, AS PER PLAN

THIS ITEM SHALL BE AS PER C&MS 625.21 EXCEPT THE EXISTING CONDUIT THAT IS NO LONGER NEEDED CAN BE ABANDONED IN PLACE AFTER THE EXISTING DISTRIBUTION CABLE IS REMOVED.

SPECIAL, MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN:

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC ACCIDENTS.

REPLACEMENT OF KNOCKED DOWNED UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

THE UNIT PRICE BID FOR ITEM SPECIAL "REPLACEMENT OF EXISTING LIGHTING UNIT" SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING LIGHTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL, REPLACEMENT OF EXISTING LIGHTING UNIT	2 EACH

CALCULATED NAU CHECKED KAM

LIGHTING GENERAL NOTES

ASD-30-0.11

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SHEET NO.	STATION FROM	STATION TO	SIDE	POLE/PULL BOX NO.	625 CONNECTION, FUSED PULL APART	CONNECTION, FUSED PULL APART, AS PER PLAN	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, CONVENTIONAL, DESIGN AT15B40	LIGHT POLE, CONVENTIONAL, DESIGN AT18B40	LIGHT POLE FOUNDATION, 24' X 6' DEEP, AS PER PLAN	LIGHT POLE FOUNDATION, 24" X 8' DEEP	NO. 6 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	CONDUIT, 1-1/2", 725.04	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04, 3"	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, LED, 13,000-15,500 LUMENS	TRENCH	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	PULL BOX REMOVED	GROUND ROD	POWER SERVICE, AS PER PLAN	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	UNDERGROUND WARNING/MARKING TAPE	PULL BOX CLEANED	LIGHT POLE REMOVED, AS PER PLAN	LIGHT POLE FOUNDATION REMOVED	LUMINAIRE REMOVED, AS PER PLAN	DISCONNECT CIRCUIT, AS PER PLAN	LIGHTING, MISC.: CONTROL CENTER WORK PAD	LIGHTING, MISC.: EXISTING POWER SERVICE MODIFICATION	LIGHTING, MISC.: CONTROL CENTER WORK PAD, SLOPED AREA
					EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
	CIRCUIT 'A'																																
148	2+57		L	EX. PS-A																											1	1	
148	3+06		L	A-1													1												1				
148	3+09		L	PB-3			3																			1				1			
148-149	3+09	4+62	L-L	PB-3 - A-2								552		174				174							174								
149	4+62		L	A-2	2				1		1		116				1						1				1	1	1				
	CIRCUIT 'B'																																
148	2+21		L	B-1													1												1				
148	3+33		R	PB-4			3													1									1			
148	3+33	5+79	R-R	PB-4 - B-2								774		248				248							248								
149	5+79		R	B-2		2				1							1						1		1			1	1				
149	5+79	6+27	R-R	B-2 - PB-5								183		51				51							51								
149	6+27		R	PB-5															1														
149	6+27	7+35	R-R	PB-5 - PB-6								357		109				109							109								
149	7+35		R	PB-6			3														1												
149	7+35	7+30	R-R	PB-6 - B-3								162		44				44							44								
149	7+30		R	B-3		2				1							1						1	1				1	1				
149	7+35	7+73	R-R	PB-6 - B-4								177		49				49							49								
149	7+73		R	B-4		2				1							1						1	1				1	1				
149	7+73	10+50	R-R	B-4 - PB-7								879		283				283							283								
149	10+50		R	PB-7															1														
149	10+50	13+55	R-R	PB-7 - PB-8								954		308				308							308								
149	13+55		R	PB-8			3														1												
149	13+55	13+68	R-R	PB-8 - B-5								69		13				13							13								
149	13+68		R	B-5	2				1		1		116				1						1										
149	13+68	15+37	R-R	B-5 - B-6								543			171			171							171								
149	15+37		R	B-6	2				1		1		116				1						1										
149	13+55	13+55	R-L	PB-8 - PB-9								483				151																		
149	13+55		L	PB-9																1													
149	13+55	13+67	L-L	PB-9 - B-7								66		12				12							12								
149	13+67		L	B-7	2				1		1		116				1						1										
149	13+67	15+59	L-L	B-7 - B-8								609		193				193							193								
149	15+59		L	B-8	2				1		1		116				1						1										
	REMOVALS																					4											
	CIRCUIT 'C'																																
148	687+49	689+84	L	SERVICE - PS-C								717		229				229							229								
148	689+84		L	PS-C																			2	1								1	
148	689+84	689+91	L-L	PC-C - PB-11								54		8				8							8								
148	689+91		L	PB-11			3														1												
148	689+91	690+27	L-L	PB-11 - C-1								135		35				35							35								
148	690+27		L	C-1	2			1			1		110				1						1										
148	690+27	692+00	L-L	C-1 - C-2								549		173				173							173								
148	692+00		L	C-2	2			1			1		110				1						1										
148	689+91	689+91	L-R	PB-11 - PB-10								417				129																		
148	689+91		R	PB-10																1													
148	689+91	690+04	R-R	PB-10 - C-3								72		14				14							14								
148	690+04		R	C-3	2			1			1		110				1						1										
148	690+04	692+00	R-R	C-3 - C-4								627		199				199							199								
148	692+00		R	C-4	2			1			1		110				1						1										
TOTALS CARRIED TO GENERAL SUMMARY					18	6	15	4	5	3	9	8379	1020	2142	171	280	14	2313	2	6	4	14	1	3	2313	1	1	4	6	2	1	1	1

CALCULATED NAU
CHECKED KAM

LIGHTING SUBSUMMARY

ASD-30-0.11

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POWER SERVICE
FIRELANDS ELEC. POLE D-80
STA. 687+49, 146' LT.±

AERIAL SERVICE CABLE
BY FIRELANDS ELEC.

POWER SERVICE DROP POLE
W/ METER BASE
STA. 687+49, 67' LT.

PROPOSED POWER SERVICE 'C' AS PER SCD HL-40.20
STA. 689+84, 68' LT.
120/240V, SINGLE PHASE, 3-WIRE
W/ CONCRETE WORK PAD

3" CONDUIT
W/(3)-#6 AWG DIST. CABLE
CKT C
IN TRENCH = 8'

STA. 689+91, 64' LT. PB-11
24" (3 SPLICES)

STA. 692+00, 66.5' LT. C-2
AT15B40

CKT C

STA. 690+27 66.5' LT. C-1
AT15B40

Ex LA-R/W

ASHLAND COUNTY
RICHLAND COUNTY

BLACK FORK OF
THE MOHICAN
RIVER

Ex SH

EX. POWER SERVICE
FIRELANDS ELECTRIC POLE D-75-1
W/ NEW TRANSFORMER (BY OTHERS)
STA. 2+37, 160' LT.±

STA. 3+06, 145.5' LT.± A-1*

CKT A

EX. PULL BOX PB-3
STA. 3+09, 139' LT.±
SPLICE NEW CIRCUIT
CABLE TO EXISTING
CABLE

EX. POWER SERVICE 'A'
CONVERT EX. 240/480V SERVICE
TO 120/240V SERVICE
W/ PR. CONCRETE WORK PAD
STA. 2+57, 110' LT.±

EX. DUCT CABLE
CKT A AND CKT B

PB-1 EX. PULL BOX
STA. 2+62, 94' LT.±

EX. DUCT CABLE
CKT B

PB-2 EX. PULL BOX
STA. 2+63, 87' LT.±

B-1* STA. 2+21, 67' LT.±

S.R. 603

STRUCTURE NO. RIC-30-1103L

℄ CONSTRUCTION U.S. 30

STRUCTURE NO. RIC-30-1103R

STATION EQUATION:
STA. 697+34.00 BACK =
STA. 0+00.00 AHEAD

PB-4 STA. 3+33, 75' RT.
24" (3 SPLICES)
INSTALL OVER EX. CIRCUIT B
AND SPLICE NEW CIRCUIT
CABLE TO EXISTING CABLE

RE STA. 3+81, 72' RT.±
REMOVE AND RELOCATE TO
STA. 5+79, 84' RT.

R-PB

MATCH LINE STA. 4+00 SEE SHEET 149

3" CONDUIT
W/(3)-#6 AWG DIST. CABLE
JACKED/DRILLED = 129'

PB-10 STA. 689+91, 65' RT.
24" (NO SPLICES)

C-3 STA. 690+04, 69.5' RT.
AT15B40

STA. 692+00 74.5' RT. C-4
AT15B40

687 688 689 690 691 692 693 694 695 696 697

CHARLES MILL LAKE

NOTE:

SEE SHEET 147 FOR QUANTITIES

* REPLACE EXISTING HPS LUMINAIRE WITH LED LUMINAIRE

PLAN LEGEND

EXIST.	PROP.	ITEM	EXIST.	PROP.	ITEM
		LIGHT POLE, W/ CONVENTIONAL LUMINAIRE	PB-1	PB-1	PULL BOX, IDENTIFICATION NO.
		LIGHT POLE, W/ PR. LED LUMINAIRE RELOCATED TO NEW FOUNDATION	R-LP		LIGHT POLE TO BE REMOVED
A-1	A-1	LIGHT POLE/TOWER, IDENTIFICATION NO.	RE		LIGHT POLE TO BE REMOVED AND REERECTED
		1-1/2" CONDUIT, 725.04 W/(3)-#6 AWG DIST. CABLE	R-PB		PULL BOX TO BE REMOVED
		3" CONDUIT, 725.04 W/(3)-#6 AWG DIST. CABLE			STUB AND CAP CONDUIT ELL
CKT X		ACTIVE EXIST. CIRCUIT	△	▲	POWER SERVICE

N

0 25 50 100 HORIZONTAL SCALE IN FEET

CALCULATED NAU CHECKED KAM

LIGHTING PLAN - U.S. 30
STA. 687+00 TO STA. 4+00

ASD-30-0.11

148
160

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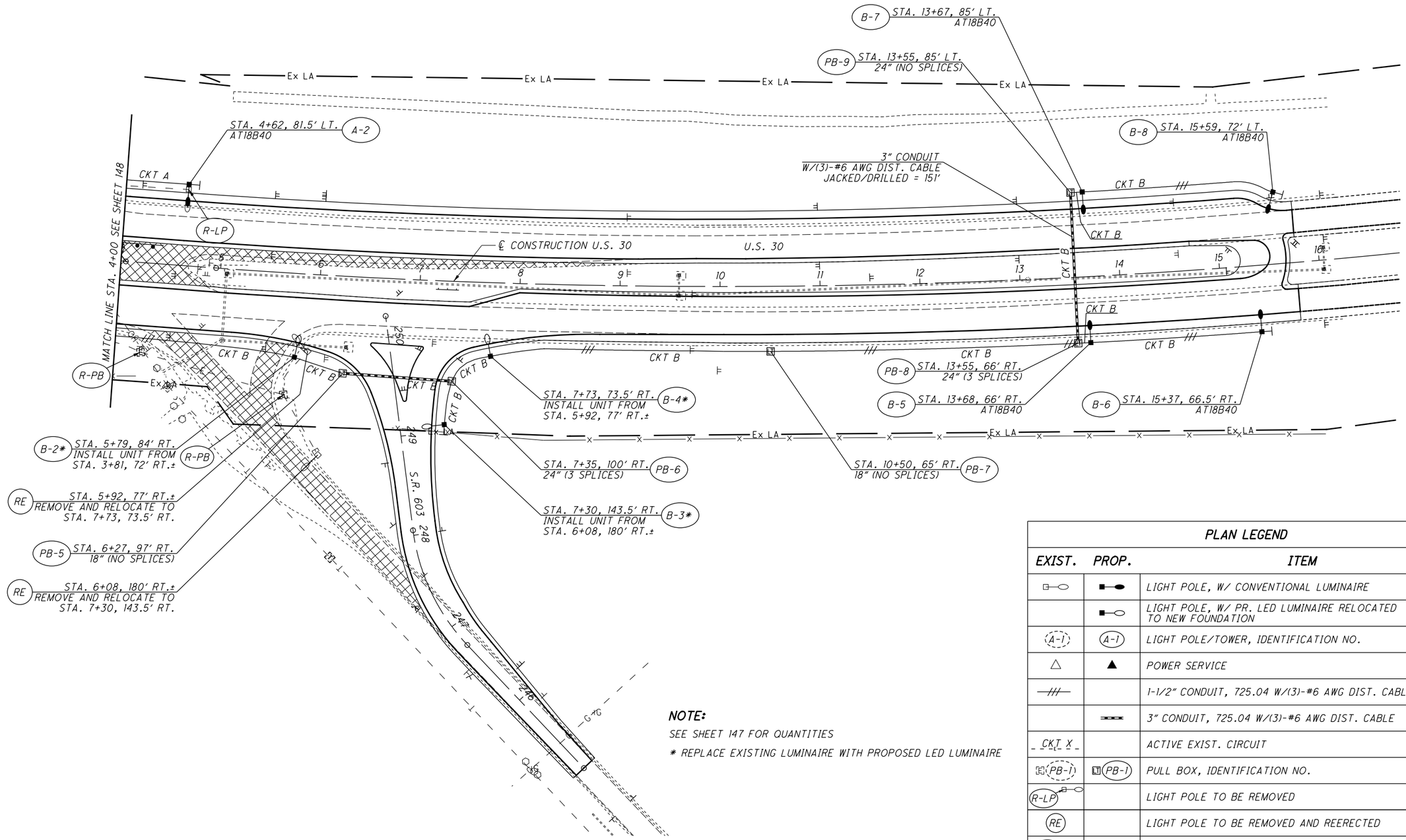

NOTE:

SEE SHEET 147 FOR QUANTITIES

* REPLACE EXISTING LUMINAIRE WITH PROPOSED LED LUMINAIRE

PLAN LEGEND		
EXIST.	PROP.	ITEM
○—⬭	●—⬬	LIGHT POLE, W/ CONVENTIONAL LUMINAIRE
	●—⬭	LIGHT POLE, W/ PR. LED LUMINAIRE RELOCATED TO NEW FOUNDATION
(A-1)	(A-1)	LIGHT POLE/TOWER, IDENTIFICATION NO.
△	▲	POWER SERVICE
——//——		1-1/2" CONDUIT, 725.04 W/(3)-#6 AWG DIST. CABLE
	▬▬	3" CONDUIT, 725.04 W/(3)-#6 AWG DIST. CABLE
CKT X		ACTIVE EXIST. CIRCUIT
(PB-1)	(PB-1)	PULL BOX, IDENTIFICATION NO.
(R-LP)		LIGHT POLE TO BE REMOVED
(RE)		LIGHT POLE TO BE REMOVED AND REERECTED
(R-PB)		PULL BOX TO BE REMOVED
	⊣	STUB AND CAP CONDUIT ELL

N

0 25 50 100 HORIZONTAL SCALE IN FEET

CALCULATED NAU CHECKED KAM

LIGHTING PLAN - U.S. 30 STA. 4+00 TO STA. 16+50

ASD-30-0.11

149 160

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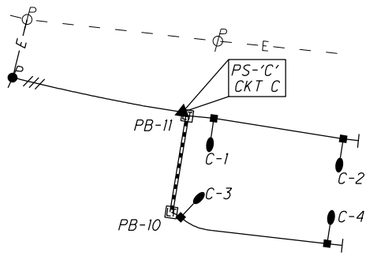
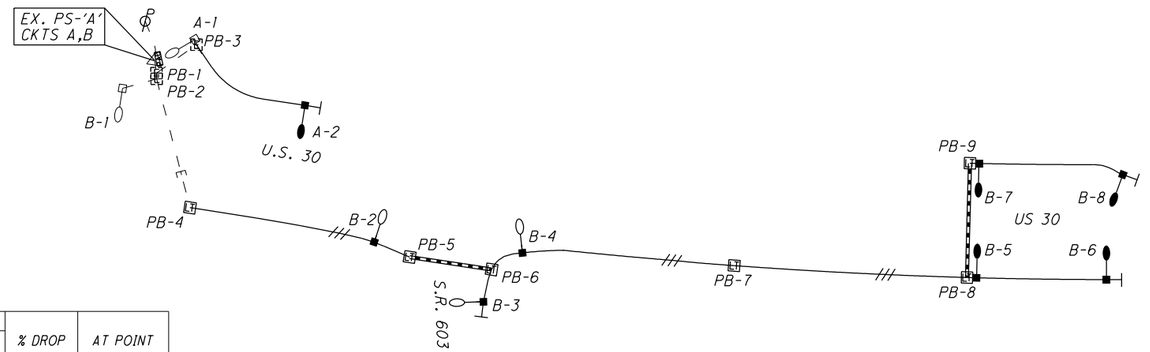
CONTROL CENTER DATA

CONTROL CENTER DESIGNATION	LINE VOLTS	CONNECTED LOAD (KVA)	SERVICE ENTRANCE CONDUCTOR SIZE - AWG	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT LOAD (AMPS)	CIRCUIT FUSE SIZE (AMPS)	CIRCUIT CABLE SIZE AWG	MAINTAINING AGENCY
PS-A	120/240	1.30	2/0	60	A	1.08	10	4 & 6	ODOT
					B	4.32	10	4 & 6	
					-	-	-	-	
PS-C	120/240	0.52	2/0	60	C	2.16	10	6	ODOT
					-	-	-	-	
					-	-	-	-	





CIRCUIT 'A'
VOLTAGE: 120/240
WIRE FACTOR USED:
EXISTING - (TWO - NO. 4 AWG WIRES): 0.62 OHMS/MFT/1000
PROPOSED - (TWO - NO. 6 AWG WIRES): 0.98 OHMS/MFT/1000

SECTION			AMPERES		AMPERE-FEET	AWG	VOLTAGE DROP		% DROP	AT POINT
FROM	TO	DESIGN FEET	AT POINT	ACCUM.			IN SECTION	ACCUM.		
A-2	PB-3	184	0.54	0.54	99	6	0.10	0.17	0.07	A-2
A-1	PB-3	17	0.54	0.54	9	4	0.01	0.07	0.03	A-1
PB-3	PB-1	75	0.00	1.08	81	4	0.05	0.07	0.03	PB-3
PB-1	EX. PS-A	27	0.00	1.08	29	4	0.02	0.02	0.01	PB-1

CIRCUIT 'C'
VOLTAGE: 120/240
WIRE FACTOR USED (TWO - NO. 6 AWG WIRES): 0.98 OHMS/MFT/1000

SECTION			AMPERES		AMPERE-FEET	AWG	VOLTAGE DROP		% DROP	AT POINT
FROM	TO	DESIGN FEET	AT POINT	ACCUM.			IN SECTION	ACCUM.		
C-4	C-3	209	0.54	0.54	113	6	0.11	0.32	0.13	C-4
C-3	PB-10	24	0.54	1.08	26	6	0.03	0.21	0.09	C-3
PB-10	PB-11	139	0.00	1.08	150	6	0.15	0.19	0.08	PB-10
C-2	C-1	183	0.54	0.54	99	6	0.10	0.18	0.08	C-2
C-1	PB-11	45	0.54	1.08	49	6	0.05	0.09	0.04	C-1
PB-11	PS-C	18	0.00	2.16	39	6	0.04	0.04	0.02	PB-11

CIRCUIT 'B'
VOLTAGE: 120/240
WIRE FACTOR USED:
EXISTING - (TWO - NO. 4 AWG WIRES): 0.62 OHMS/MFT/1000
PROPOSED - (TWO - NO. 6 AWG WIRES): 0.98 OHMS/MFT/1000

SECTION			AMPERES		AMPERE-FEET	AWG	VOLTAGE DROP		% DROP	AT POINT
FROM	TO	DESIGN FEET	AT POINT	ACCUM.			IN SECTION	ACCUM.		
B-8	B-7	203	0.54	0.54	110	6	0.11	3.83	1.60	B-8
B-7	PB-9	22	0.54	1.08	24	6	0.02	3.72	1.55	B-7
PB-9	PB-8	161	0.00	1.08	174	6	0.17	3.70	1.54	PB-9
B-6	B-5	181	0.54	0.54	98	6	0.10	3.65	1.52	B-6
B-5	PB-8	23	0.54	1.08	25	6	0.02	3.55	1.48	B-5
PB-8	PB-7	318	0.00	2.16	687	6	0.67	3.53	1.47	PB-8
PB-7	B-4	293	0.00	2.16	633	6	0.62	2.86	1.19	PB-7
B-4	PB-6	59	0.54	2.70	159	6	0.16	2.24	0.93	B-4
B-3	PB-6	54	0.54	0.54	29	6	0.03	2.11	0.88	B-3
PB-6	PB-5	119	0.00	3.24	386	6	0.38	2.08	0.87	PB-6
PB-5	B-2	61	0.00	3.24	198	6	0.19	1.70	0.71	PB-5
B-2	PB-4	258	0.54	3.78	975	6	0.96	1.51	0.63	B-2
PB-4	PB-2	186	0.00	3.78	703	4	0.44	0.55	0.23	PB-4
B-1	PB-2	57	0.54	0.54	31	6	0.03	0.15	0.06	B-1
PB-2	PB-1	17	0.00	4.32	73	4	0.05	0.12	0.05	PB-2
PB-1	EX PS-A	27	0.00	4.32	117	4	0.07	0.07	0.03	PB-1

PLAN LEGEND

EXIST.	PROP.	ITEM
⊸○	■⊸●	LIGHT POLE, W/ CONVENTIONAL LUMINAIRE
	■⊸○	LIGHT POLE, W/ PR. LED LUMINAIRE RELOCATED TO NEW FOUNDATION
	A-1	LIGHT POLE/TOWER, IDENTIFICATION NO.
△	▲	POWER SERVICE
-///		1-1/2" CONDUIT, 725.04 W/(3)-#6 AWG DIST. CABLE
	▬	3" CONDUIT, 725.04 W/(3)-#6 AWG DIST. CABLE
CKT X		ACTIVE EXIST. CIRCUIT
E	PB-1	PULL BOX, IDENTIFICATION NO.
	⊣	STUB AND CAP CONDUIT ELL

N

0 50 100 200 HORIZONTAL SCALE IN FEET

CALCULATED GRS CHECKED NAU

LIGHTING PLAN
CIRCUIT DIAGRAM

ASD-30-0.11

150
160

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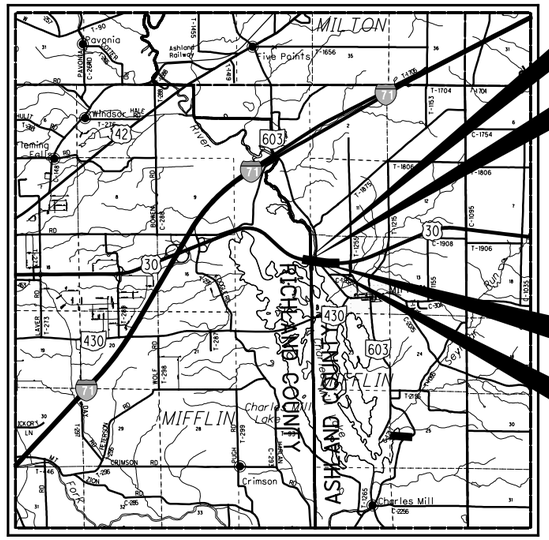

LOCATION MAP

LATITUDE: 40°46'51" N LONGITUDE: 82°22'36" W

SCALE IN MILES

0 1 2 3 4

PORTION TO BE IMPROVED

RIGHT OF WAY LEGEND SHEET

ASD-30-0.11

ASHLAND COUNTY
MIFFLIN TOWNSHIP
SEC. 14, T. 23 N, R. 17 W
RICHLAND COUNTY
MIFFLIN TOWNSHIP
SEC. 15, T. 23 N, R. 17 W
CONGRESS LANDS NORTH OF OLD SEVEN RANGES

PROJECT DESCRIPTION

PROJECT INCLUDES THE CONVERSION OF THE U.S. 30 AND S.R. 603 INTERSECTION TO A RESTRICTED CROSSING U-TURN (RCUT) INTERSECTION. INCLUDED WITH THIS CONVERSION IS LEFT TURN LANES AND TRUCK LOONS AT EACH U-TURN LOCATION, ADDITION OF A WESTBOUND RIGHT TURN LANE, EASTBOUND RIGHT TURN LANE LENGTHENING, REALIGNMENT OF S.R. 603 SOUTH OF U.S. 30, PAVEMENT RESURFACING, EXISTING PAVEMENT REMOVAL FROM THE MEDIAN AREA OF THE CURRENT INTERSECTION, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS, AND LIGHTING.

THE EXISTING AND PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY.

PLANS PREPARED BY:

FIRM NAME : CARPENTER MARTY TRANSPORTATION INC.

R/W DESIGNER: ANDREW W. NIXON, CST

R/W REVIEWER: MICHAEL D. WEEKS, P.E., P.S.

FIELD REVIEWER: NICK J. SECRIST

PRELIMINARY FIELD REVIEW DATE: 12/3/2019

TRACINGS FIELD REVIEW DATE: 5/1/2020

OWNERSHIP VERIFIED BY: LUCAS W. GUNKA, P.E.

DATE COMPLETED: 5/04/2020

PLAN COMPLETION DATE: 7/15/2020

UTILITY OWNERS

TYPE	NAME & ADDRESS	TYPE	NAME & ADDRESS
TELECOM	FRONTIER COMMUNICATIONS 1534 S.R. 511 SOUTH ASHLAND, OHIO 44805 JIM SAUBER PHONE: 419-282-6551	ELECTRIC	FIRELANDS ELECTRIC CO-OP 103 INDUSTRIAL DRIVE NEW LONDON, OHIO 44851 KURT SHEPHERD PHONE: 419-929-1571
GAS	COLUMBIA GAS OF OHIO 1021 N. MAIN ST. MANSFIELD, OHIO 44903 BEN CRUM PHONE: 419-528-1134	GAS TRANSMISSION	TRANSCANADA 8462 S.R. 179 LAKEVILLE, OHIO 44638 JACK ROHRBAUGH PHONE: 419-827-2620

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

CONVENTIONAL SYMBOLS

County Line
Township Line
Section Line
Corporation Line or
Fence Line (Ex) (Pr)
Center Line
Right of Way (Ex La R/W) Ex LA-R/W
Right of Way (Pr La R/W) LA
Right of Way Ease. (Ex) Ex LA
Standard Highway Ease.(Ex) Ex SH
Standard Highway Ease.(Pr) SH
Temporary Right of Way TMP
Utility Ease. (Ex) Ex U
Railroad or
Guardrail (Ex) (Pr)
Construction Limits
Edge of Pavement (Ex)
Edge of Pavement (Pr)
Edge of Shoulder (Ex)
Edge of Shoulder (Pr)
Ditch / Creek (Ex)
Ditch / Creek (Pr)
Tree Line (Ex)
Ownership Hook Symbol , Example
Property Line Symbol , Example
Break Line Symbol , Example
Tree (Pr) , Tree (Ex) , Shrub (Ex)
Tree (Remove) , Shrub (Remove)
Evergreen (Ex) , Stump
Evergreen (Remove) , Stump (Remove)
Wetland (Pr) , Grass (Pr) , Aerial Target
Post (Ex) , Mailbox (Ex) , Mailbox (Pr) MB
Light (Ex) , Telephone Marker (Ex) TEL
Fire Hydrant (Ex) , Water Meter (Ex) WM
Water Valve (Ex) , Utility Valve Unknown (Ex.)
Telephone Pole (Ex) , Power Pole (Ex)
Light Pole (Ex)

INDEX OF SHEETS:

LEGEND SHEET	1
CENTERLINE PLAT	2-3
PROPERTY MAP	4-5
SUMMARY OF ADDITIONAL R/W	6-8
R/W DETAIL SHEETS	9-10

STRUCTURE KEY

RESIDENTIAL

COMMERCIAL

OUT-BUILDING

TYPES OF TITLE LEGEND:

LA = LIMITED ACCESS EASEMENT

SH = STANDARD HIGHWAY EASEMENT

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 REVISED CODE OF OHIO.

I, MICHAEL D. WEEKS, P.S., HAVE CONDUCTED A SURVEY OF THE EXISTING CONDITIONS FOR THE OHIO DEPARTMENT OF TRANSPORTATION IN JANUARY, 2017. THE RESULTS OF THAT SURVEY ARE CONTAINED HEREIN.

UNDERGROUND UTILITY LOCATIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THOUGH THEY ARE BELIEVED TO BE ACCURATE, THEIR LOCATION IS AS MARKED ON THE GROUND BY THE UTILITY COMPANY PER OHIO811 CONFIRMATION NUMBERS A629203272, A629203329, A629203376, A629502603, A909202035 AND B933000115, AND THOSE MARKINGS SUBSEQUENTLY BEING SURVEYED AS A PART OF THIS PROJECT.

THE HORIZONTAL COORDINATES EXPRESSED HEREIN ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM (NORTH ZONE) ON NAD 83 (2011) DATUM. THE PROJECT COORDINATES (US SURVEY FOOT) ARE RELATIVE TO STATE PLANE GRID COORDINATES BY A PROJECT ADJUSTMENT FACTOR OF 1.00009218.

AS A PART OF THIS PROJECT I HAVE REESTABLISHED THE LOCATIONS OF THE EXISTING PROPERTY LINES AND CENTERLINE OF EXISTING RIGHT OF WAY FOR PROPERTY TAKES CONTAINED HEREIN. AS A PART OF THIS PROJECT I HAVE ESTABLISHED THE PROPOSED PROPERTY LINES, CALCULATED THE GROSS TAKE, PRESENT ROAD OCCUPIED, NET TAKE AND NET RESIDUE; AS WELL AS PREPARED THE LEGAL DESCRIPTIONS NECESSARY TO ACQUIRE THE PARCELS SHOWN HEREIN. AS A PART OF THIS WORK I HAVE SET RIGHT OF WAY MONUMENTS AT PROPERTY CORNERS, PROPERTY LINE INTERSECTIONS, AND ANGLE POINTS ON THE RIGHT OF WAY AS SHOWN HEREIN.

ALL OF MY WORK CONTAINED HEREIN WAS CONDUCTED IN ACCORDANCE WITH THE OHIO ADMINISTRATIVE CODE CHAPTER 4733-37 STANDARDS FOR BOUNDARY SURVEYS, UNLESS NOTED OTHERWISE. THE WORDS "I" AND "MY" AS USED HEREIN ARE TO MEAN THAT EITHER MYSELF OR SOMEONE WORKING UNDER MY DIRECT SUPERVISION.

MICHAEL D. WEEKS, PROFESSIONAL LAND SURVEYOR NO. 7357 DATE

FEDERAL PROJECT NO. E160 (855)

PID NO. 102108

CALCULATED AWN CHECKED MDW

RIGHT OF WAY LEGEND SHEET

ASD-30-0.11

1 / 10

151 160

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RICHLAND COUNTY

MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 15, T. 23 N, R. 17 W

ASHLAND COUNTY

MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 14, T. 23 N, R. 17 W

SECTION 10
SECTION 15

SECTION 11
SECTION 14

P.O.B.
I.P.F.

RICHLAND COUNTY
ASHLAND COUNTY

BLACK FORK MOHICAN RIVER

SECTION 15
SECTION 14

MIFFLIN TOWNSHIP
MIFFLIN TOWNSHIP

CHARLES MILL LAKE

665 100 CP01 675 670 101 S 47°32'14" E P.C. STA. 673+35.88 102 CP02 675 680 103 685 690 200 104 695 S 81°22'52" E

EX. ℄ R/W U.S. 30

P.T. STA. 690+26.62

P.T. STA. 262+40.89

115 N 12°32'58" E 265 116

P.C. STA. 264+84.22

P.T. STA. 267+14.22

EX. ℄ R/W S.R. 603 (NORTH)

N 5°51'03" W

P.C. STA. 258+79.78

260 114 N 30°41'03" W

P.C. STA. 4+95.43

I.P.F. 113

CP03 I.P.S. S 81°22'52" E

201 105 202 I.P.F. CP04 I.P.S.

STA. 250+60.50 PROP. ℄ CONSTRUCTION S.R. 603 (SOUTH) =
STA. 6+60.14 ℄ R/W & CONSTRUCTION U.S. 30

STATION EQUATION:
STA. 697+33.51 (BACK) =
STA. 0+00.00 (AHEAD)

STA. 3+81.02 PROP. ℄ R/W & CONSTRUCTION U.S. 30 =
STA. 252+07.76 EX. ℄ R/W & CONSTRUCTION S.R. 603 (SOUTH)

STA. 4+03.97 PROP. ℄ R/W & CONSTRUCTION U.S. 30 =
STA. 255+55.49 EX. ℄ R/W & CONSTRUCTION S.R. 603 (NORTH)

10 CP05 106 15 CP06 107 I.P.S. 20 25 +63.32 108 I.P.F.

EX. ℄ R/W U.S. 30

1/4 SECTION LINE
S 0°59'20" E, 1790.59'
EX. ℄ R/W T.R. 1255

STA. 30+00 MATCH LINE THIS SHEET

252 N 2°50'26" W 205 206 112 204 P.T. STA. 248+05.05

PROP. ℄ R/W & CONSTRUCTION S.R. 603 (SOUTH)

STA. 246+76.47 PROP. ℄ CONSTRUCTION S.R. 603 (SOUTH) =
STA. 246+76.47 EX. ℄ R/W & CONSTRUCTION S.R. 603 (SOUTH)

245 N 38°57'16" W 203 111 EX. ℄ R/W S.R. 603 (SOUTH)

P.C. STA. 246+76.47

109 35 110 40 STA. 30+00 MATCH LINE THIS SHEET EX. ℄ R/W U.S. 30

BASIS FOR BEARINGS:

ALL BEARINGS SHOWN ARE FOR PROJECT USE ONLY. BEARINGS ARE BASED ON GRID NORTH OF THE OHIO STATE PLANE COORDINATE SYSTEM, NAD 83 (2011 ADJUSTMENT).

BASIS OF EXISTING ℄ OF R/W AND R/W WIDTH:
THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED FROM ODOT R/W PLANS RIC-30-9.28, ASD-30-0.00, ASD-30-0.209 & ASD SR 603 & US 30 ON FILE FROM THE ODOT DEPARTMENT OF TRANSPORTATION, DISTRICT 3 OFFICE, ASHLAND, OHIO; A 35.401 ACRE SURVEY FOR SAMUEL C. ANDRESS, A 0.011, 0.348, & 0.182 ACRE SURVEY FOR THE CENTERLINE OF THE EXISTING ST. RT. 603, A 73.098 ACRE SURVEY FOR WILLIAM D. TROYER., A 97.479 ACRE SURVEY FOR HUGH I. TROTH AND NATIONAL CITY BANK, NORTHEAST, CO-TRUSTEES OF THE SAMUEL C. ANDRESS TRUST U/A.

SETTING OF ALL MONUMENTS SHALL BE PERFORMED BY A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE MONUMENT ASSEMBLIES AND REFERENCE MONUMENTS WILL BE INSTALLED BY THE CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN AND CAP (WHEN REQUIRED) ARE TO BE INSTALLED BY THE CONTRACTOR'S SURVEYOR.

CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN IN THIS TABLE, REQUIRE PRIOR APPROVAL FROM THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. IN THE EVENT THAT CHANGES OR ALTERATIONS ARE APPROVED, A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR MONUMENT ASSEMBLIES, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1.

MONUMENT LEGEND

- ODOT "TYPE B" MONUMENT SET
- CONCRETE MONUMENT FOUND
- CONCRETE MONUMENT SET
- MONUMENT BOX FOUND
- MONUMENT BOX SET
- I.R.F. IRON PIN FOUND W/ ID CAP
- M.N.F. MAG NAIL FOUND

NOTE: STATION AND OFFSETS HEREIN ARE CALCULATED FROM THE EX. ℄ R/W U.S. 30

EX. CURVE DATA U.S. 30
P.I. STA. 682+06.72
Δ = 33°50'38" (LT)
Dc = 2°00'06"
R = 2,862.33'
T = 870.84'
L = 1,690.74'
E = 129.50'
C = 1,666.27'
C.B. = S 64°27'33" E

EX. CURVE DATA S.R 603 (NORTH)
P.I. STA. 260+69.46
Δ = 43°20'00" (RT)
Dc = 12°00'00"
R = 477.46'
T = 189.68'
L = 361.11'
E = 36.30'
C = 352.56'
C.B. = N 9°07'03" W

EX. CURVE DATA S.R 603 (NORTH)
P.I. STA. 266+00.22
Δ = 18°24'00" (LT)
Dc = 8°00'00"
R = 716.20'
T = 116.00'
L = 230.00'
E = 9.33'
C = 229.01'
C.B. = N 3°20'58" E

PROP. CURVE DATA ℄ U.S. 30
P.I. STA. 24+71.32
Δ = 32°04'02" (LT)
Dc = 0°50'00"
R = 6,875.49'
T = 1,975.89'
L = 3,848.08'
E = 278.29'
C = 3,798.05'
C.B. = N 82°36'54" E

EX. CURVE DATA U.S. 30
P.I. STA. 24+71.32
Δ = 32°04'02" (LT)
Dc = 0°50'00"
R = 6,875.49'
T = 1,975.89'
L = 3,848.08'
E = 278.29'
C = 3,798.05'
C.B. = N 82°35'07" E

PROP. S.R. 603 CURVE DATA
P.I. STA. 247+42.98
Δ = 36°06'50" (RT)
Dc = 28°05'10"
R = 204.00'
T = 66.51'
L = 128.58'
E = 10.57'
C = 126.46'
C.B. = N 20°53'51" W

I, MICHAEL D. WEEKS, P.S., HAVE CONDUCTED A SURVEY OF THE EXISTING CONDITIONS FOR THE OHIO DEPARTMENT OF TRANSPORTATION IN JANUARY, 2017. THE RESULTS OF THAT SURVEY ARE CONTAINED HEREIN.

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MICHAEL D. WEEKS, PROFESSIONAL LAND SURVEYOR NO. 7357 — DATE

SURVEYORS SEAL

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER

HORIZONTAL SCALE IN FEET
0 100 200 400

PID NO. 102108

R/W DESIGNER AWN
R/W REVIEWER MDW

CENTERLINE PLAT

ASD-30-0.11

1/2
2/10
152/160

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MONUMENT TABLE

℄ OF RIGHT OF WAY S.R. 97			STATE PLANE GRID COORDINATES SEE SURVEY CERTIFICATION		ELEVATION	STATE PLANE GRID COORDINATES SEE SURVEY CERTIFICATION		PROJECT GROUND COORDINATES SEE SURVEY CERTIFICATION		ELEVATION	MONUMENTS TO BE SET DURING CONSTRUCTION		R/W MON. EXPECTED TO BE DISTURBED	DESCRIPTION
POINT NUMBER	STATION	OFFSET	NORTH (Y) METERS	EAST (X) METERS	METERS	NORTH (Y) U.S. FT.	EAST (X) U.S. FT.	NORTH (Y) U.S. FT.	EAST (X) U.S. FT.	U.S. FT.	MON. ASSY.	REF. MON.	R/W MON.	
PROJECT CONTROL														
CP01	674+01.08	17.05' RT.	124099.594	609487.236	313.546	407150.086	1999626.038	407187.617	1999810.364	1028.693				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP02	674+51.21	16.44' LT.	123972.345	609642.449	313.369	406732.603	2000135.267	406770.096	2000319.639	1028.110				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP03	0+86.10	12.41' RT.	123732.804	610309.410	310.757	405946.707	2002323.455	405984.127	2002508.029	1019.543				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP04	4+95.30	14.86' RT.	123713.376	610432.601	312.734	405882.969	2002727.626	405920.383	2002912.237	1026.028				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP05	9+96.96	0.13' RT.	123700.430	610585.144	316.887	405840.495	2003228.093	405877.905	2003412.751	1039.652				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP06	17+24.01	1.38' LT.	123695.441	610806.549	322.648	405824.126	2003954.486	405861.535	2004139.211	1058.554				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
EXISTING ℄ R/W STATION/OFFSETS TO EXISTING ℄ R/W U.S. 30														
100	664+83.91	℄	124292.141	609284.532		407781.801	1998961.002	407819.390	1999145.266					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
101	670+00.00	0.15' RT.	124060.792	609537.268		407022.783	1999790.188	407060.302	1999974.529					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
102	673+35.88	℄	123991.716	609612.816		406796.156	2000038.048	406833.654	2000222.412					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
103	682+99.63	0.21' RT.	123833.221	609858.474		406276.160	2000844.009	406313.611	2001028.447					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
104	690+26.50	0.11' RT.	123772.736	610070.981		406077.718	2001541.209	406115.150	2001725.711					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
105	4+95.36	0.97' RT.	123717.557	610433.253		405896.686	2002729.763	405934.102	2002914.375					IPIN /W CAP "MCSTEEN 7104"
106	11+06.36	℄	123698.154	610618.408		405833.027	2003337.228	405870.437	2003521.896					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
107	19+06.58	0.24' LT.	123697.402	610895.981		405830.561	2004247.896	405867.970	2004432.648					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
108	26+62.95	2.49' RT.	123721.833	611091.294		405910.715	2004888.687	405948.132	2005073.498					IPIN /W CAP "MCSTEEN 7104"
109	32+06.82	℄	123756.216	611253.435		406023.520	2005420.644	406060.947	2005605.504					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
110	38+06.45	℄	123808.025	611428.628		406193.495	2005995.422	406230.938	2006180.335					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
EXISTING ℄ R/W STATION/OFFSETS TO EXISTING ℄ R/W S.R. 603														
111	242+00.00	℄	123484.230	610591.940		405131.177	2003250.391	405168.522	2003435.051					ODOT R/W MONUMENT BOX W/ IRON PIN
112	248+78.63	℄	123645.069	610461.907		405658.863	2002823.774	405696.257	2003008.394					ODOT R/W MONUMENT BOX W/ IRON PIN
113	257+74.26	35.39' RT.	123784.825	610380.902		406117.380	2002558.010	406154.816	2002742.606					5/8" IPIN
114	258+79.78	0.08' RT.	123806.946	610355.199		406189.954	2002473.681	406227.397	2002658.269					ODOT R/W MONUMENT BOX W/ IRON PIN, P.C.
115	262+40.89	℄	123913.028	610338.150		406537.992	2002417.748	406575.467	2002602.331					ODOT R/W MONUMENT BOX W/ IRON PIN, P.T.
116	264+84.22	℄	123985.417	610354.264		406775.487	2002470.615	406812.984	2002655.203					ODOT R/W MONUMENT BOX W/ IRON PIN, P.C.
PROPOSED SURVEY MARKERS SET STATION/OFFSETS TO EXISTING ℄ R/W														
200	691+00.00	℄	123769.411	610093.134		406066.808	2001613.890	406104.239	2001798.399			1		ODOT TYPE A CONCRETE MONUMENT
201	4+03.97	℄	123722.025	610405.761		405911.343	2002639.567	405948.760	2002824.170			1		ODOT TYPE A CONCRETE MONUMENT
202	6+60.14	℄	123710.920	610483.037		405874.909	2002893.098	405912.323	2003077.725			1		ODOT TYPE A CONCRETE MONUMENT
203	246+76.47	℄	123597.156	610500.643		405501.669	2002950.861	405539.048	2003135.493		1			MONUMENT ASSEMBLY SET (TYPE C), P.C., STATION/OFFSET ALONG EX. ℄ S.R. 603 S.
204	248+05.05	℄	123633.164	610486.895		405619.804	2002905.755	405657.194	2003090.383		1			MONUMENT ASSEMBLY SET (TYPE C), P.T., STATION/OFFSET ALONG PROP. ℄ S.R. 603 S.
205	249+75.00	℄	123684.895	610484.329		405789.525	2002897.335	405826.931	2003081.962		1			MONUMENT ASSEMBLY SET (TYPE C), STATION/OFFSET ALONG PROP. ℄ S.R. 603 S.
206	248+48.13	℄	123645.069	610461.907		405658.863	2002823.774	405696.257	2003008.394			1		ODOT TYPE A CONCRETE MONUMENT, STATION/OFFSET ALONG PROP. ℄ S.R. 603 S.
207	692+60.00	120.00' RT.	123725.943	610135.866		405924.199	2001754.087	405961.617	2001938.609					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
208	692+60.00	140.00' RT.	123719.916	610134.953		405904.426	2001751.091	405941.842	2001935.612					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
209	690+26.62	140.00' RT.	123730.576	610064.628		405939.398	2001520.368	405976.817	2001704.868					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
210	689+90.00	140.00' RT.	123732.404	610053.065		405945.396	2001482.431	405982.816	2001666.928					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
211	689+90.00	120.00' RT.	123738.419	610054.056		405965.128	2001485.681	406002.550	2001670.178					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
212	8+00.00	151.90' RT.	123659.940	610520.470		405707.654	2003015.909	405745.052	2003200.547					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
213	246+93.42	85.00' RT.	123617.459	610517.542		405568.280	2003006.302	405605.665	2003190.939					I.P.S., 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357," STA/OFF EX. ℄ S.R. 603 S.
TOTALS CARRIED TO GENERAL SUMMARY SHEET											3	4	0	

PID NO. 102108

R/W DESIGNER AWN

R/W REVIEWER MDW

CENTERLINE PLAT

ASD-30-0.11

2 / 2

3 / 10

153 / 160

RICHLAND COUNTY

MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 15, T. 23 N, R. 17 W

ASHLAND COUNTY

MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 14, T. 23 N, R. 17 W

(1) MUSKINGUM WATERSHED CONSERVANCY DISTRICT

(2) SCOTT E. WILSON

0211750042000

0211750028000

SECTION 10
SECTION 15

F19-014-0-0014-00

SECTION 10
SECTION 11

SECTION 11
SECTION 14

0211750052000

0211750028000

Ex LA-R/W

670

U.S. 30

SEE SHEET 5 OF 10 FOR OWNER 1 PARCELS

0211750052000

675

670

Ex LA-R/W

(1) 0211750053000

BEGIN ACQUISITION
STA. 689+90.00
S.L.M 19.05

SUSPEND ACQUISITION
STA. 692+60.00
S.L.M 19.10

MIFFLIN TOWNSHIP
RICHLAND COUNTY

ASHLAND COUNTY
MIFFLIN TOWNSHIP

BLACK FORK MOHICAN RIVER

Ex SH

S.R. 603 (NORTH)

F19-014-0-0014-00

265

HENRY E. YODER AND
EMERY E. YODER, JR.
F19-014-0-0011-00
(T.M.P. D)

F19-014-0-0011-03

F19-014-0-0011-04

F19-014-0-0011-05

F19-014-0-0011-06

SECTION LINE
1/2 SECTION

C.R. 1255

0211750052000

CM-321 CM-320 CM-319 CM-318 CM-317 CM-316 CM-315 CM-314 CM-313 CM-312 CM-311 CM-310 CM-309 CM-308 CM-307 CM-306 CM-305 CM-304 CM-303 CM-302 CM-301 CM-300 CM-299 CM-298 CM-297 CM-296 CM-295 CM-294 CM-293 CM-292 CM-291 CM-290 CM-289 CM-288 CM-287 CM-286 CM-285 CM-284 CM-283 CM-282 CM-281 CM-280 CM-279 CM-278 CM-277 CM-276 CM-275 CM-274 CM-273 CM-272 CM-271 CM-270 CM-269 CM-268 CM-267 CM-266 CM-265 CM-264 CM-263 CM-262 CM-261 CM-260 CM-259 CM-258 CM-257 CM-256 CM-255 CM-254 CM-253 CM-252 CM-251 CM-250 CM-249 CM-248 CM-247

SHAD DR.
PERCH DR.
SKIE DR.

0211750052000

0211750052000

CHARLES MILL
SITES LAKE
COTTAGE AREA
4/08/61

(1) 0211750053000

STATION EQUATION:
STA. 697+33.51 (BACK) =
STA. 0+00.00 (AHEAD)

SECTION 15
SECTION 14

F19-014-0-0015-00

END ACQUISITION
STA. 8+05.00
S.L.M. 0.13

RESUME ACQUISITION
STA. 6+67.33
S.L.M. 0.15

Ex LA

U.S. 30

C.R. 1255

F19-014-0-0011-01

Ex SH

F19-014-0-0015-00

(1) F19-014-0-0015-00

(2) F19-014-0-0011-02
25.711 AC.
(T.M.P. D-2-1, D-2-2, D-6)

S.R. 603 (SOUTH)

C.R. 1956

Ex SH

CHARLES MILL LAKE

REV. BY	DATE	DESCRIPTION

DATE COMPLETED: 7/15/2020

HORIZONTAL SCALE IN FEET
0 100 200 400

P.I.D. NO. 102108

R/W DESIGNER AWN
R/W REVIEWER MDW

PROPERTY MAP

ASD-30-0.11

4 / 10

154 / 160

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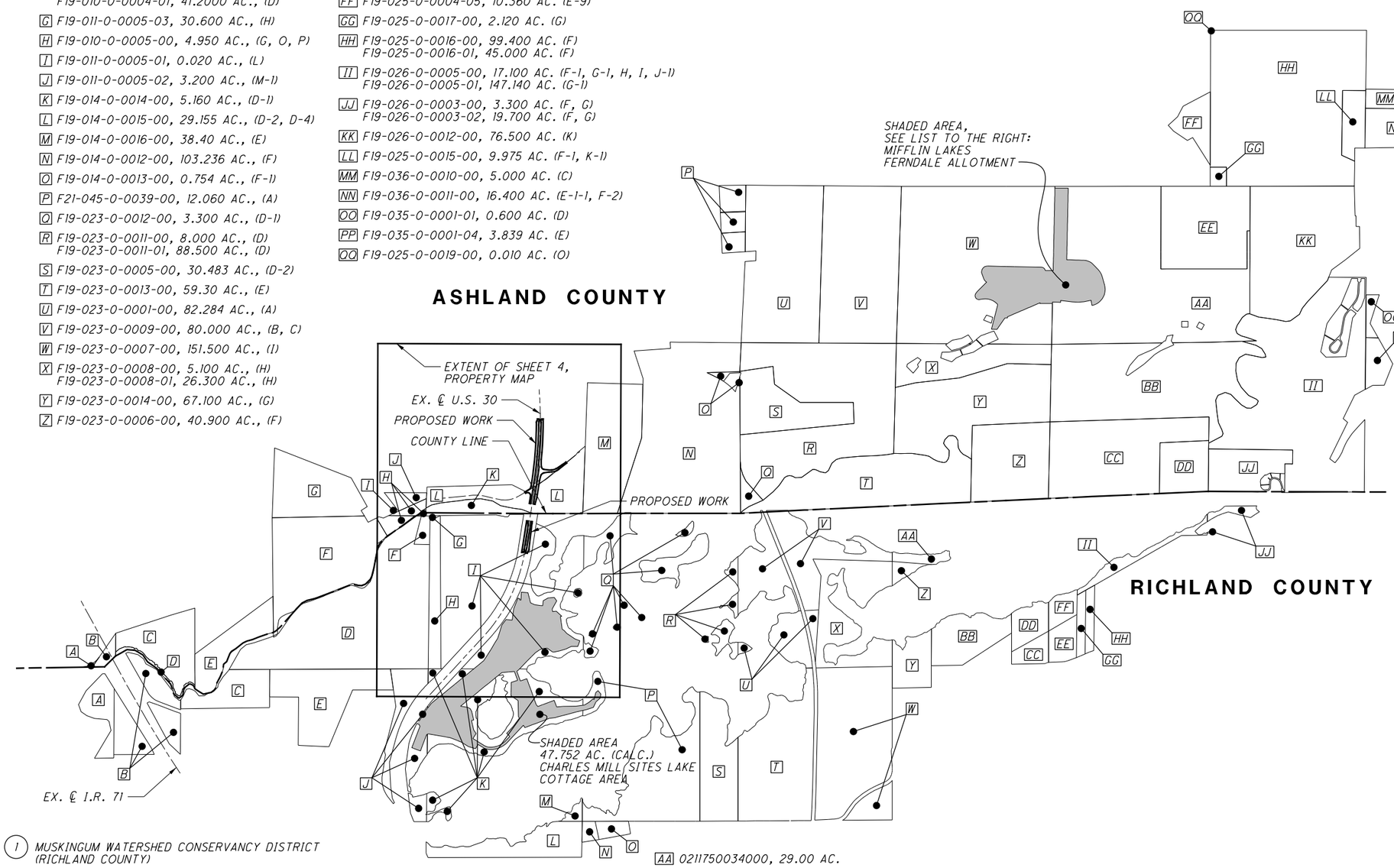
(1) MUSKINGUM WATERSHED CONSERVANCY DISTRICT (ASHLAND COUNTY)

- [A] (UNKNOWN A.P.N., 0.152 CALC. AC.)
- [B] F18-003-0-0011-00, 2.000 AC., (C)
- [C] F18-010-0-0001-00, 19.600 AC., (A, B)
- [D] F18-010-0-0001-02, 5.000 AC., (A, B)
- [E] (UNKNOWN A.P.N., 18.500 CALC. AC.)
- [F] F19-010-0-0004-00, 20.000 AC., (D)
  F19-010-0-0004-01, 41.2000 AC., (D)
- [G] F19-011-0-0005-03, 30.600 AC., (H)
- [H] F19-010-0-0005-00, 4.950 AC., (G, O, P)
- [I] F19-011-0-0005-01, 0.020 AC., (L)
- [J] F19-011-0-0005-02, 3.200 AC., (M-1)
- [K] F19-014-0-0014-00, 5.160 AC., (D-1)
- [L] F19-014-0-0015-00, 29.155 AC., (D-2, D-4)
- [M] F19-014-0-0016-00, 38.40 AC., (E)
- [N] F19-014-0-0012-00, 103.236 AC., (F)
- [O] F19-014-0-0013-00, 0.754 AC., (F-1)
- [P] F21-045-0-0039-00, 12.060 AC., (A)
- [Q] F19-023-0-0012-00, 3.300 AC., (D-1)
- [R] F19-023-0-0011-00, 8.000 AC., (D)
  F19-023-0-0011-01, 88.500 AC., (D)
- [S] F19-023-0-0005-00, 30.483 AC., (D-2)
- [T] F19-023-0-0013-00, 59.30 AC., (E)
- [U] F19-023-0-0001-00, 82.284 AC., (A)
- [V] F19-023-0-0009-00, 80.000 AC., (B, C)
- [W] F19-023-0-0007-00, 151.500 AC., (I)
- [X] F19-023-0-0008-00, 5.100 AC., (H)
  F19-023-0-0008-01, 26.300 AC., (H)
- [Y] F19-023-0-0014-00, 67.100 AC., (G)
- [Z] F19-023-0-0006-00, 40.900 AC., (F)
- [AA] F19-026-0-0001-00, 2.873 AC. (A, B-1)
  F19-026-0-0001-01, 127.627 AC. (A, B-1)
- [BB] F19-026-0-0002-00, 97.200 AC. (C, C-1)
- [CC] F19-026-0-0016-00, 63.000 AC. (D)
- [DD] F19-026-0-0015-00, 17.000 AC. (E)
- [EE] F19-026-0-0010-00, 48.700 AC. (A-1, B, M)
- [FF] F19-025-0-0004-05, 10.360 AC. (E-9)
- [GG] F19-025-0-0017-00, 2.120 AC. (G)
- [HH] F19-025-0-0016-00, 99.400 AC. (F)
  F19-025-0-0016-01, 45.000 AC. (F)
- [II] F19-026-0-0005-00, 17.100 AC. (F-1, G-1, H, I, J-1)
  F19-026-0-0005-01, 147.140 AC. (G-1)
- [JJ] F19-026-0-0003-00, 3.300 AC. (F, G)
  F19-026-0-0003-02, 19.700 AC. (F, G)
- [KK] F19-026-0-0012-00, 76.500 AC. (K)
- [LL] F19-025-0-0015-00, 9.975 AC. (F-1, K-1)
- [MM] F19-036-0-0010-00, 5.000 AC. (C)
- [NN] F19-036-0-0011-00, 16.400 AC. (E-1-1, F-2)
- [OO] F19-035-0-0001-01, 0.600 AC. (D)
- [PP] F19-035-0-0001-04, 3.839 AC. (E)
- [QQ] F19-025-0-0019-00, 0.010 AC. (O)



(1) MUSKINGUM WATERSHED CONSERVANCY DISTRICT (RICHLAND COUNTY)

- [A] 0221850001000, 10.64 AC.
- [B] 0221850003000, 41.17 AC.
- [C] 0221850002000, 25.20 AC.
- [D] 0211750050000, 90.02 AC.
- [E] 0211750039000, 35.10 AC.
- [F] 0211750023000, 0.73 AC.
- [G] 0211750022000, 0.72 AC.
- [H] 0211750028000, 14.28 AC.
- [I] 0211750053000, 115.00 AC.
- [J] 0211750042000, 40.80 AC.
- [K] 0211750052000, 133.25 AC.
- [L] 0211750040000, 36.60 AC.
- [M] 0211750036000, 30.00 AC.
- [N] 0211750024000, 2.50 AC.
- [O] 0211750025000, 3.13 AC.
- [P] 0211750051000, 119.00 AC.
- [Q] 0211750049000, 89.00 AC.
- [R] 0211750045000, 52.00 AC.
- [S] 0211750041000, 40.00 AC.
- [T] 0211750044000, 50.00 AC.
- [U] 0211750035000, 30.00 AC.
- [V] 0211750047000, 69.30 AC.
- [W] 0211750048000, 80.50 AC.
- [X] 0211750046000, 55.50 AC.
- [Y] 0211750029000, 18.50 AC.
- [Z] 0211750031000, 21.00 AC.
- [AA] 0211750034000, 29.00 AC.
- [BB] 0211750038000, 34.10 AC.
- [CC] 0211703104000, 5.71 AC.
- [DD] 0211750037000, 33.90 AC.
- [EE] 0211703105000, 0.50 AC.
- [FF] 0211750033000, 22.90 AC.
- [GG] 0211706811000, 3.70 AC.
- [HH] 0211706810000, 3.78 AC.
- [II] 0211750043000, 49.80 AC.
- [JJ] 0211703915000, 8.80 AC.

ASHLAND COUNTY SHADED AREA PARCELS (ALL ACREAGES ARE CALCULATED):

F19-048-0-0003-00, 0.114 AC.
F19-052-0-0004-00, 0.139 AC.
F19-050-0-0045-00, 0.103 AC.
F19-047-0-0037-00, 0.186 AC.
F19-048-0-0021-00, 0.142 AC.
F19-050-0-0046-00, 0.207 AC.
F19-047-0-0033-00, 0.214 AC.
F19-047-0-0035-00, 0.186 AC.
F19-047-0-0031-00, 0.168 AC.
F19-048-0-0001-00, 0.172 AC.
F19-049-0-0001-00, 1.000 AC.
F19-047-0-0034-00, 0.195 AC.
F19-047-0-0010-00, 2.000 AC.
F19-048-0-0006-00, 0.147 AC.
F19-051-0-0001-00, 0.806 AC.
F19-048-0-0023-00, 0.125 AC.
F19-051-0-0002-00, 0.138 AC.
F19-048-0-0025-00, 0.107 AC.
F19-048-0-0016-00, 0.132 AC.
F19-047-0-0038-00, 0.124 AC.
F19-048-0-0022-00, 0.134 AC.
F19-048-0-0011-00, 0.120 AC.
F19-047-0-0029-00, 0.152 AC.
F19-052-0-0003-00, 0.124 AC.
F19-048-0-0017-00, 0.111 AC.
F19-048-0-0002-00, 0.104 AC.
F19-048-0-0018-00, 0.090 AC.
F19-050-0-0024-00, 0.116 AC.
F19-048-0-0019-00, 0.160 AC.
F19-050-0-0032-00, 0.723 AC.
F19-048-0-0005-00, 0.135 AC.
F19-052-0-0001-01, 0.010 AC.
F19-048-0-0008-00, 0.176 AC.
F19-050-0-0025-00, 1.396 AC.
F19-048-0-0020-00, 0.151 AC.
F19-048-0-0024-01, 0.116 AC.
F19-048-0-0010-00, 0.112 AC.
F19-050-0-0047-00, 6.322 AC.
F19-048-0-0007-00, 0.161 AC.
F19-048-0-0026-00, 0.150 AC.
F19-047-0-0030-00, 0.160 AC.
F19-048-0-0009-00, 0.104 AC.
F19-052-0-0002-00, 0.008 AC.
F19-047-0-0032-00, 0.185 AC.
F19-047-0-0036-00, 0.186 AC.
F19-050-0-0044-01, 0.310 AC.
F19-050-0-0044-00, 0.372 AC.
F19-050-0-0033-00, 0.760 AC.
F19-048-0-0004-00, 0.124 AC.
F19-050-0-0001-00, 2.700 AC.
F19-050-0-0002-00, 0.250 AC.

REV. BY	DATE	DESCRIPTION

DATE COMPLETED: 7/15/2020

HORIZONTAL SCALE IN FEET: 0, 500, 1000, 2000

PID NO. 102108

R/W DESIGNER AWN
R/W REVIEWER MDW

OWNER 1 PROPERTY MAP DETAIL

ASD-30-0.11

5 / 10

155 / 160

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TOTAL NUMBER OF :

2 OWNERSHIPS 0 TOTAL TAKES

2 PARCELS 0 OWNERSHIPS W/ STRUCTURES INVOLVED

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
	RICHLAND COUNTY															
1-LA	MUSKINGUM WATERSHED	9	D.B. 209, PG. 558	0211750053000	115.000	0.000	0.125	0.000	0.125	NO	58.722	56.153	90% FED	5 TREES, *2 TREES		
	CONSERVANCY DISTRICT												10% STATE			
				0221850001000	10.640						10.640			NO TAKE		
				0221850003000	41.170						41.170			NO TAKE		
				0221850002000	25.200						25.200			NO TAKE		
				0211750050000	90.020						90.020			NO TAKE		
				0211750039000	35.100						35.100			NO TAKE		
				0211750023000	0.730						0.730			NO TAKE		
				0211750022000	0.720						0.720			NO TAKE		
				0211750028000	14.280						14.280			NO TAKE		
				0211750042000	40.800						12.633	28.167		NO TAKE		
				0211750052000	133.250						0.747	132.503		NO TAKE		
				0211750040000	36.600							36.600		NO TAKE		
				0211750036000	30.000							30.000		NO TAKE		
				0211750024000	2.500							2.500		NO TAKE		
				0211750025000	3.130							3.130		NO TAKE		
				0211750051000	119.000							119.000		NO TAKE		
				0211750049000	89.000							89.000		NO TAKE		
				0211750045000	52.000							52.000		NO TAKE		
				0211750041000	40.000							40.000		NO TAKE		
				0211750044000	50.000							50.000		NO TAKE		
				0211750035000	30.000							30.000		NO TAKE		
				0211750047000	69.300							69.300		NO TAKE		
				0211750048000	80.500							80.500		NO TAKE		
				0211750046000	55.500							55.500		NO TAKE		
				0211750029000	18.500							18.500		NO TAKE		
				0211750031000	21.000							21.000		NO TAKE		
				0211750034000	29.000							29.000		NO TAKE		
				0211750038000	34.100							34.100		NO TAKE		
				0211703104000	5.710							5.710		NO TAKE		
				0211750037000	33.900							33.900		NO TAKE		
				0211703105000	0.500							0.500		NO TAKE		
				0211750033000	22.900							22.900		NO TAKE		
				0211706811000	3.700							3.700		NO TAKE		
				0211706810000	3.780							3.780		NO TAKE		
				0211750043000	49.800							49.800		NO TAKE		
				0211703915000	8.800							8.800		NO TAKE		
				(MULTI-PARCELS)	47.752 (c)							47.752		NO TAKE, (CHARLES MILL SITES LAKE COTTAGE AREA)		
				TOTAL:	1443.882						289.962	1153.795				
	ASHLAND COUNTY															
1	MUSKINGUM WATERSHED		O.R. 188, PG. 415	F19-014-0-0015-00	28.807									NO TAKE, *3 POSTS AND A CABLE GATE, (T.M.P. D-2)		
	CONSERVANCY DISTRICT		O.R. 23, PG. 584	"	0.348									NO TAKE, (T.M.P. D-4)		
				SUB TOTAL:	29.155											
				(UNKNOWN APN)	0.152 (c)									NO TAKE		
				F18-003-0-0011-00	2.000									NO TAKE		
				F18-010-0-0001-00	19.600									NO TAKE		
				F18-010-0-0001-02	5.000								90% FED	NO TAKE		
				(UNKNOWN APN)	18.500 (c)								10% STATE	NO TAKE		

(c) = CALCULATED ACREAGE

* DENOTES RIGHT-OF-WAY ENCROACHMENT

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF STATE OF OHIO, DEPARTMENT OF TRANSPORTATION UNLESS OTHERWISE SHOWN.

TYPES OF TITLE LEGEND:

LA = LIMITED ACCESS EASEMENT
SH = STANDARD HIGHWAY EASEMENT

REV. BY	DATE	DESCRIPTION

FIELD REVIEW BY: NICK J. SECRIST DATE: 5/01/2020

OWNERSHIP VERIFIED BY: LUCAS W. GUNKA DATE: 5/04/2020

DATE COMPLETED: 7/15/2020

FEDERAL PROJECT NO. E160 (855)

PID NO. 102108

STATE JOB NO. 438967

R/W DESIGNER AWN

R/W REVIEWER MDW

SUMMARY OF ADDITIONAL RIGHT OF WAY

ASD-30-0.11

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TOTAL NUMBER OF :

2 OWNERSHIPS 0 TOTAL TAKES

2 PARCELS 0 OWNERSHIPS W/ STRUCTURES INVOLVED

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
	ASHLAND COUNTY															
1	MUSKINGUM WATERSHED			F19-010-0-0004-00	20.000								90% FED	NO TAKE		
	CONSERVANCY DISTRICT (CONT.)			F19-010-0-0004-01	41.200								10% STATE	NO TAKE		
				F19-011-0-0005-03	30.600									NO TAKE		
				F19-010-0-0005-00	4.950									NO TAKE		
				F19-011-0-0005-01	0.020									NO TAKE		
				F19-011-0-0005-02	3.200									NO TAKE		
				F19-014-0-0014-00	5.160									NO TAKE		
				F19-014-0-0016-00	38.400									NO TAKE		
				F19-014-0-0012-00	103.236									NO TAKE		
				F19-014-0-0013-00	0.754									NO TAKE		
				F21-045-0-0039-00	12.060									NO TAKE		
				F19-023-0-0012-00	3.300									NO TAKE		
				F19-023-0-0011-00	8.000									NO TAKE		
				F19-023-0-0011-01	88.500									NO TAKE		
				F19-023-0-0005-00	30.483									NO TAKE		
				F19-023-0-0013-00	59.300									NO TAKE		
				F19-023-0-0001-00	82.284									NO TAKE		
				F19-023-0-0009-00	80.000									NO TAKE		
				F19-023-0-0007-00	151.500									NO TAKE		
				F19-023-0-0008-00	5.100									NO TAKE		
				F19023-0-0008-01	26.300									NO TAKE		
				F19-023-0-0014-00	67.100									NO TAKE		
				F19-023-0-0006-00	40.090									NO TAKE		
				F19-026-0-0001-00	2.873									NO TAKE		
				F19-026-0-0001-01	127.627									NO TAKE		
				F19-026-0-0002-00	97.200									NO TAKE		
				F19-026-0-0016-00	63.000									NO TAKE		
				F19-026-0-0015-00	17.000									NO TAKE		
				F19-026-0-0010-00	48.700									NO TAKE		
				F19-025-0-0004-05	10.360									NO TAKE		
				F19-025-0-0017-00	2.120									NO TAKE		
				F19-025-0-0016-00	99.400									NO TAKE		
				F19-025-0-0016-01	45.000									NO TAKE		
				F19-026-0-0005-00	17.100									NO TAKE		
				F19-026-0-0005-01	147.140									NO TAKE		
				F19-026-0-0003-00	3.300									NO TAKE		
				F19-026-0-0003-02	19.700									NO TAKE		
				F19-026-0-0012-00	76.500									NO TAKE		
				F19-025-0-0015-00	9.975									NO TAKE		
				F19-036-0-0010-00	5.000									NO TAKE		
				F19-036-0-0011-00	16.400									NO TAKE		
				F19-035-0-0001-01	0.600									NO TAKE		
				F19-035-0-0001-04	3.839									NO TAKE		
				F19-025-0-0019-00	0.010									NO TAKE		
				F19-048-0-0003-00	0.114 (c)									NO TAKE, LOT 61		
				F19-052-0-0004-00	0.139 (c)									NO TAKE, LOT 4		
				F19-050-0-0045-00	0.103 (c)									NO TAKE, LOT 84		
				F19-047-0-0037-00	0.186 (c)									NO TAKE, LOT 58		
				F19-048-0-0021-00	0.142 (c)									NO TAKE, LOT 79		
				F19-050-0-0046-00	0.207 (c)									NO TAKE, LOTS 86-87		
				F19-047-0-0033-00	0.214 (c)								90% FED	NO TAKE, LOT 54		
				F19-047-0-0035-00	0.186 (c)								10% STATE	NO TAKE, LOT 56		

(c) = CALCULATED ACREAGE

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF STATE OF OHIO, DEPARTMENT OF TRANSPORTATION UNLESS OTHERWISE SHOWN.

TYPES OF TITLE LEGEND:

LA = LIMITED ACCESS EASEMENT
SH = STANDARD HIGHWAY EASEMENT

REV. BY	DATE	DESCRIPTION

FIELD REVIEW BY: NICK J. SECRIST DATE: 5/01/2020

OWNERSHIP VERIFIED BY: LUCAS W. GUNKA DATE: 5/04/2020

DATE COMPLETED: 7/15/2020

FEDERAL PROJECT NO. E160 (855)

PID NO. 102108

STATE JOB NO. 438967

R/W DESIGNER AWN

R/W REVIEWER MDW

SUMMARY OF ADDITIONAL RIGHT OF WAY

ASD-30-0.11

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TOTAL NUMBER OF :

2 OWNERSHIPS 0 TOTAL TAKES

2 PARCELS 0 OWNERSHIPS W/ STRUCTURES INVOLVED

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

ALL AREAS IN ACRES

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
	ASHLAND COUNTY															
1	MUSKINGUM WATERSHED			F19-047-0-0031-00	0.168 (c)								90% FED	NO TAKE, LOT 52		
	CONSERVANCY DISTRICT (CONT.)			F19-048-0-0001-00	0.172 (c)								10% STATE	NO TAKE, LOT 59		
				F19-049-0-0001-00	1.000 (c)									NO TAKE, LOTS 85-94		
				F19-047-0-0034-00	0.195 (c)									NO TAKE, LOT 55		
				F19-047-0-0010-00	2.000 (c)									NO TAKE, LOTS 31-47		
				F19-048-0-0006-00	0.147 (c)									NO TAKE, LOT 64		
				F19-051-0-0001-00	0.806 (c)									NO TAKE, LOT 115		
				F19-048-0-0023-00	0.125 (c)									NO TAKE, LOT 81		
				F19-051-0-0002-00	0.138 (c)									NO TAKE, LOT 114		
				F19-048-0-0025-00	0.107 (c)									NO TAKE, LOT 83		
				F19-048-0-0016-00	0.132 (c)									NO TAKE, LOT 74		
				F19-047-0-0038-00	0.124 (c)									NO TAKE, LOT 14		
				F19-048-0-0022-00	0.134 (c)									NO TAKE, LOT 80		
				F19-048-0-0011-00	0.120 (c)									NO TAKE, LOT 69		
				F19-047-0-0029-00	0.152 (c)									NO TAKE, LOT 50		
				F19-052-0-0003-00	0.124 (c)									NO TAKE, LOT 3		
				F19-048-0-0017-00	0.111 (c)									NO TAKE, LOT 75		
				F19-048-0-0002-00	0.104 (c)									NO TAKE, LOT 60		
				F19-048-0-0018-00	0.090 (c)									NO TAKE, LOT 76		
				F19-050-0-0024-00	0.116 (c)									NO TAKE, LOT 38E-39		
				F19-048-0-0019-00	0.160 (c)									NO TAKE, LOT 77		
				F19-050-0-0032-00	0.723 (c)									NO TAKE, LOTS 53-59		
				F19-048-0-0005-00	0.135 (c)									NO TAKE, LOT 63		
				F19-052-0-0001-01	0.010 (c)									NO TAKE, PT. LOT 1		
				F19-048-0-0008-00	0.176 (c)									NO TAKE, LOT 66		
				F19-050-0-0025-00	1.396 (c)									NO TAKE, LOTS 40-52		
				F19-048-0-0020-00	0.151 (c)									NO TAKE, LOT 78		
				F19-048-0-0024-01	0.116 (c)									NO TAKE, LOT 82		
				F19-048-0-0010-00	0.112 (c)									NO TAKE, LOT 68		
				F19-050-0-0047-00	6.322 (c)									NO TAKE, LOTS 88-146		
				F19-048-0-0007-00	0.161 (c)									NO TAKE, LOT 65		
				F19-048-0-0026-00	0.150 (c)									NO TAKE, LOT 84		
				F19-047-0-0030-00	0.160 (c)									NO TAKE, LOT 51		
				F19-048-0-0009-00	0.104 (c)									NO TAKE, LOT 67		
				F19-052-0-0002-00	0.008 (c)									NO TAKE, PT. LOT 2		
				F19-047-0-0032-00	0.185 (c)									NO TAKE, LOT 53		
				F19-047-0-0036-00	0.186 (c)									NO TAKE, LOT 57		
				F19-050-0-0044-01	0.310 (c)									NO TAKE, LOTS 79-81		
				F19-050-0-0044-00	0.372 (c)									NO TAKE, LOTS 77-78, 82-83		
				F19-050-0-0033-00	0.760 (c)									NO TAKE, LOTS 60-66, PT. LOT 69		
				F19-048-0-0004-00	0.124 (c)									NO TAKE, LOT62		
				F19-050-0-0001-00	2.700 (c)									NO TAKE, LOT 3-28, PT. LOT 31		
				F19-050-0-0002-00	0.250 (c)									NO TAKE, LOT 1-2		
				GRAND TOTAL:	1810.915											
													90% FED			
2-SH	SCOTT E. WILSON	10	O.R. 564, PG. 221	F19-014-0-0011-02	25.711	7.987	0.217	0.000	0.217	NO		17.507	10% STATE	29 TREES, *33 TREES, (T.M.P. D-2-1, D-2-2, D-6)		

(c) = CALCULATED ACREAGE

* DENOTES RIGHT-OF-WAY ENCROACHMENT

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF STATE OF OHIO, DEPARTMENT OF TRANSPORTATION UNLESS OTHERWISE SHOWN.

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REV. BY	DATE	DESCRIPTION

FIELD REVIEW BY: NICK J. SECRIST DATE: 5/01/2020

OWNERSHIP VERIFIED BY: LUCAS W. GUNKA DATE: 5/04/2020

DATE COMPLETED: 7/15/2020

FEDERAL PROJECT NO. E160 (855)

PID NO. 102108

STATE JOB NO. 438967

R/W DESIGNER AWN

R/W REVIEWER MDW

SUMMARY OF ADDITIONAL RIGHT OF WAY

ASD-30-0.11

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RICHLAND COUNTY
MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 15, T. 23 N, R. 17 W

CURVE DATA U.S. 30
P.I. STA. 682+06.72
Δ = 33°50'38" (LT)
Dc = 2°00'06"
R = 2,862.33'
T = 870.84'
L = 1,690.74'
E = 129.54'
C = 1,666.27'
C.B. = S 64°27'33" E

--- - POINT INDENTIFIER - SEE SHEET 3 FOR COORDINATES AND DESCRIPTIONS

(1) MUSKINGUM WATERSHED CONSERVANCY DISTRICT
A.P.N. 0211750053000
D.B. 209, PG. 558
115.000 AC.

MIFFLIN TOWNSHIP
ASHLAND COUNTY
RICHLAND COUNTY
MIFFLIN TOWNSHIP

STATION EQUATION:
STA. 697+33.51 (BACK) =
STA. 0+00.00 (AHEAD)

Ex LA-R/W

BEGIN WORK
STA. 689+80.00
S.L.M. 19.05

BEGIN ACQUISITION
STA. 689+90.00
S.L.M. 19.05

CONSTRUCTION LIMITS

SUSPEND ACQUISITION
STA. 692+60.00
S.L.M. 19.10

SUSPEND WORK
STA. 695+31.09
S.L.M. 19.15

GRASS

697
S 81°22'52" E
EX. ℄ R/W & CONSTRUCTION U.S. 30
(495.43')

P.T. STA. 680+26.62

690 691 692 693 694 695

CB 2-2A
104
200
15" TYPE B
EX. ℄ R/W & CONSTRUCTION U.S. 30
+60.00
968.94' LEAD IN
S 81°22'52" E
15" RCP REMOVE
CB 2-2A
15" TYPE B
CB 2-2A
15" TYPE B

S 8°37'08" W, 120.00' LEAD IN

689+90.00
120.00' RT.
690+26.62
120.00' RT.
692+60.00
120.00' RT.

WETLAND-W1
DENSE WOODS
CONSTRUCTION LIMITS

211 EX1 24" 16" 24"
S 81°22'52" E, 233.38'
207
N 9°21'07"" E
20.00'
209 PR1 12" 16" 12" 14" 1-LA
S 8°37'08" W
20.00'
210
LA-R/W
N 81°22'52" W, 233.38'
208
689+90.00
140.00' RT.
690+26.62
140.00' RT.
692+60.00
140.00' RT.

4" H.P. G.L.

(1) MUSKINGUM WATERSHED CONSERVANCY DISTRICT
A.P.N. 0211750053000
D.B. 209, PG. 558
115.000 AC.

WETLAND-W1

CHARLES MILL LAKE

RIGHT OF WAY CURVE DATA

CURVE	CENTRAL ANGLE	RADIUS	CURVE LENGTH	CHORD LENGTH	CHORD BEARING
EX1	0°43'59"	2982.33'	38.16'	38.16'	S 81°00'52" E
PR1	0°43'59"	3002.33'	38.41'	38.41'	N 81°00'52" W

REV. BY	DATE	DESCRIPTION
AWN	7/22/20	ADDED WETLAND #1

DATE COMPLETED: 7/15/2020

HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 102108

R/W DESIGNER AWN
R/W REVIEWER MDW

RIGHT OF WAY PLAN
STA. 689+50 TO STA. 695+50

ASD-30-0.11

9 / 10

159
160

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ASHLAND COUNTY
MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 14, T. 23 N, R. 17 W

PROP. CURVE DATA ℄ U.S. 30
P.I. STA. 24+71.32
Δ = 32°04'02" (LT)
Dc = 0°50'00"
R = 6,875.49'
T = 1,975.89'
L = 3,848.08'
E = 278.29'
P.C. STA. 4+95.43

--- - POINT INDENTIFIER - SEE SHEET 3 FOR COORDINATES AND DESCRIPTIONS

* DENOTES RIGHT-OF-WAY ENCROACHMENT

RIGHT OF WAY CURVE DATA

CURVE	CENTRAL ANGLE	RADIUS	CURVE LENGTH	CHORD LENGTH	CHORD BEARING
EX1 (LEAD IN)	18°03'57"	6875.49'	2167.89'	2158.92'	S 89°35'10" W

CONSTRUCTION LIMITS

STA. 250+60.50 PROP. ℄ CONSTRUCTION S.R. 603 (SOUTH) =
STA. 6+60.14 EX. ℄ R/W & CONSTRUCTION U.S. 30 =

RESUME ACQUISITION STA. 6+67.33 S.L.M 0.13

END ACQUISITION STA. 8+05.00 S.L.M 0.15

EX. ℄ R/W U.S. 30

EX. ℄ R/W & CONSTRUCTION U.S. 30

GRASS

HENRY E. YODER AND
EMERY E. YODER, JR.
A.P.N. F19-014-0-0011-00
O.R. 733, PG. 911
73.098 AC.
(T.M.P. D)

202

N 2°50'26" W 250

18" TYPE C

6

12" TYPE B

205

P.C. STA. 4+95.43

EX1
LEAD IN

15" RCP ± REMOVE

REMOVE 15" RCP

U/G ELEC.

105

I.P.S.

S 8°22'52" E (114.41')

(91.46')

EX. ℄ R/W & CONSTRUCTION S.R. 603 (NORTH)

18" RCP

256

N 30°47'03" W

201

GRAVEL BERM

24" RCP

U/G ELEC.

+78.82

252 251 250 249 248 247

228.93' LEAD-IN

206

EX. ℄ R/W S.R. 603 (SOUTH)

EX. MON. BOX TO BE REPLACED WITH CONCRETE MONUMENT

203

N 38°57'16" W

968.94' LEAD IN (495.43')

OH-T

STA. 4+03.97 EX. ℄ R/W & CONSTRUCTION U.S. 30 =
STA. 255+55.49 EX. ℄ R/W & CONSTRUCTION S.R. 603 (NORTH)

STA. 3+81.02 PROP. ℄ R/W & CONSTRUCTION U.S. 30 =
STA. 252+07.76 EX. ℄ R/W & CONSTRUCTION S.R. 603 (SOUTH)

GRAVEL PARKING AREA

MUSKINGUM WATERSHED CONSERVANCY DISTRICT
A.P.N. F19-014-0-0015-00
O.R. 23, PG. 584
0.348 AC.
(T.M.P. D-4)

MUSKINGUM WATERSHED CONSERVANCY DISTRICT
A.P.N. F19-014-0-0015-00
O.R. 188, PG. 415
28.807 AC.
(T.M.P. D-2)

EX. U/G TELECOM

CONSTRUCTION LIMITS

STA. 246+76.47 PROP. ℄ CONSTRUCTION S.R. 603 (SOUTH) =
STA. 246+76.47 EX. ℄ R/W & CONSTRUCTION S.R. 603 (SOUTH)

EX. FENCE

HS x

GRAVEL DRIVE

CABLE GATE

NOTE: # STATION AND OFFSETS HEREIN ARE CALCULATED FROM THE EX. ℄ R/W S.R. 603 (SOUTH)

P.O.B. SECTION 11 SECTION 14

3/8" IRON PIN

LEAD-IN (NOT TO SCALE)

DETAIL

2.52'

+63.32

S 0°59'20" E, 1790.55' LEAD IN

1/2 SECTION LINE

30

33

108

EX1
LEAD IN

107

106

EX. ℄ R/W & CONSTRUCTION U.S. 30

AGRICULTURAL

2

SCOTT E. WILSON
A.P.N. F19-014-0-0011-02
O.R. 564, PG. 221
25.711 AC.
U.S RT. 30
(T.M.P. D-2-1, D-2-2, D-6)

8+52.90
152.51' RT.

S 86°03'31" E

4" BOX WIRE FENCE (LA FENCE)

8+00.00
151.90' RT.

247+95.77#
180.10' RT.

212

CONSTRUCTION LIMITS

PROP. S.R. 603 CURVE DATA
P.I. STA. 247+42.98
Δ = 36°06'50" (RT)
Dc = 28°05'10"
R = 204.00'
T = 66.51'
L = 128.58'
E = 10.57'
C = 126.46'
C.B. = N 20°53'51" W

135.60' EX. LA

S 83°29'21" E

REMOVE 125 L.F.

2-SH

PROP. ℄ CONSTRUCTION S.R. 603 (SOUTH)

DENSE WOODS

S 3°56'35" W, 139.72'

8+05.00
291.52' RT.

213

6+67.33
152.19' RT.

248+92.43#
85.00' RT.

N 38°57'16" W, 199.01'

P.T. STA. 248+05.05

246+93.42#
85.00' RT.

204

P.C. STA. 246+76.47

REV. BY	DATE	DESCRIPTION

DATE COMPLETED: 7/15/2020

HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 102108

R/W DESIGNER AWN
R/W REVIEWER MDW

RIGHT OF WAY PLAN
STA. 3+50 TO STA. 8+00

ASD-30-0.11

10 / 10

160
160

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PROJECT DESCRIPTION

ASD-30-0.11 (PID 102018) IS A ROADWAY REPLACEMENT PROJECT IN RICHALND AND ASHLAND COUNTIES, OHIO. THE WESTERN SEGMENT OF THE PROJECT EXTENDS 0.10 MILES ALONG U.S. 30 FROM STRAIGHT LINE MILE (SLM) 18.64 TO SLM 18.74 IN RICHLAND COUNTY, WHILE THE EASTERN SEGMENT OF THE PROJECT EXTENDS 0.28 MILES ALONG U.S. 30 FROM SLM 0.02 TO SLM 0.30 IN ASHLAND COUNTY. PROJECT IMPROVEMENTS ALONG SR 603 EXTEND ABOUT 0.11 MILES ALONG SR 603 SOUTH OF THE U.S. 30 AND SR 603 INTERSECTION. THE OVERALL OBJECTIVE OF THE PROPOSED ROADWAY IMPROVEMENTS IS TO ELIMINATE LEFT TURNS FROM SR 603 TO U.S. 30 IN ORDER TO IMPROVE THE OVERALL SAFETY OF THE INTERSECTION.

HISTORIC RECORDS

A HISTORIC RECORD SEARCH WAS PERFORMED THROUGH ODOT'S TRANSPORTATION INFORMATION MAPPING SYSTEM. THREE PREVIOUS SUBSURFACE EXPLORATIONS WERE COMPLETED WITHIN THE PROJECT LIMITS. ASD-603-4.07, CONDUCTED AUGUST 13 TO 15 1956, WAS PERFORMED FOR SR 603. THIS HISTORIC EXPLORATION DID NOT PROVIDE ANY RELEVANT INFORMATION FOR THE CURRENT PROJECT. RIC-ASH-30-(9.28)(0.00), CONDUCTED IN 1960, WAS PERFORMED FOR US 30. THIS HISTORIC EXPLORATION PROVIDED RELEVANT INFORMATION WITH REGARDS TO THE PROPOSED SIDEHILL CUT SECTION EVALUATION AND WAS CONSIDERED DURING OUR ANALYSIS. ASD-WAY-30-(8.52)(0.00), CONDUCTED IN 1964, WAS PERFORMED FOR US 30. THIS HISTORIC EXPLORATION DID NOT PROVIDE ANY RELEVANT INFORMATION FOR THE CURRENT PROJECT.

GEOLOGY

THE PROJECT SITE IS LOCATED WITHIN THE KILLBUCK-GLACIATED PITTSBURGH PLATEAU. THIS AREA IS CHARACTERIZED AS RIDGES AND FLAT UPLANDS COVERED WITH THIN DRIFT AND DISSECTED BY STEEP VALLEYS. VALLEY SEGMENTS ALTERNATE BETWEEN BROAD DRIFT-FILLED AND NARROW ROCK-WALL REACHES. THE GEOLOGY IS DESCRIBED AS THIN TO THICK WISCONSINAN-AGE CLAY TO LOAM TILL OVER MISSISSIPPIAN- AND PENNSYLVANIAN-AGE SHALE, SANDSTONE, CONGLOMERATE AND COAL.

BASED ON THE BEDROCK GEOLOGIC UNITS MAP OF OHIO BEDROCK WITHIN THE PROJECT AREA CONSISTS OF THE MAXVILLE LIMESTONE AND THE RUSHVILLE, LOGAN, AND CUYAHOGA FORMATIONS WHICH ARE COMPRISED OF UNDIVIDED MISSISSIPPIAN-AGED INTERBEDDED SHALE, SILTSTONE, AND SANDSTONE WITH LATERAL AND VERTICAL GRADATION COMMON AT A REGIONAL SCALE. THE PRIMARY AND SECONDARY ROCK TYPES ARE SHALE AND SILTSTONE, RESPECTIVELY, WITH OTHER ROCK TYPES INCLUDING SANDSTONE AND LIMESTONE. ACCORDING TO THE ODNR BEDROCK TOPOGRAPHY MAP OF OHIO, BEDROCK ELEVATIONS AT THE PROJECT SITE CAN BE EXPECTED TO RANGE FROM 850 FT ABOVE MEAN SEA LEVEL (AMSL) NEAR THE WESTERN LIMITS OF THE PROJECT TO 1050 FT AMSL NEAR THE EASTERN LIMITS OF THE PROJECT. THEREFORE, BEDROCK IS ANTICIPATED TO RANGE FROM A DEPTH OF GREATER THAN 150 FT BELOW GROUND SURFACE (BGS) NEAR THE WESTERN LIMITS TO ABOUT 25 FT BGS NEAR THE EASTERN LIMITS.

THE SOILS AT THE PROJECT SITE HAVE BEEN MAPPED BY THE NATURAL RESOURCES CONSERVATION SERVICE AS BEING UDORTHENTS ALONG U.S. 30, AND ADDITIONALLY AS CHILI LOAM AND WHEELING SILT LOAM ALONG THE LOCATION OF THE PROPOSED RELOCATED SR 603 (SOUTH) INTERSECTION. THE CHILI LOAM AND WHEELING SILT LOAM SERIES CONSIST OF WELL-DRAINED SOILS CLASSIFIED AS A-4 WITH RESPECT TO THE AASHTO METHOD OF SOIL CLASSIFICATION.

RECONNAISSANCE

FIELD RECONNAISSANCE VISITS WERE CONDUCTED ON SEPTEMBER 13, 2018 AND NOVEMBER 13, 2019.

PAVEMENT ALONG U.S. 30 WAS OBSERVED TO BE IN GOOD CONDITION WITH OCCASIONAL SIGN OF MODERATE SEVERITY WEATHERING. PAVEMENT WEAR INCLUDED OCCASIONAL MODERATE SEVERITY LONGITUDINAL AND TRANSVERSE CRACKING. THE PAVEMENT APPEARED TO BE GENERALLY WELL DRAINED, WITH NO STANDING WATER OR SIGNS OF PONDING OBSERVED ALONG THE ROADWAY DURING OUR RECONNAISSANCE VISIT.

PAVEMENT ALONG SR 603 WAS OBSERVED TO BE IN GOOD CONDITION WITH LITTLE SIGNS OF WEATHERING OBSERVED. PAVEMENT WEAR WAS OBSERVED TO CONSIST PRIMARILY OF LOW TO MODERATE SEVERITY TRANSVERSE CRACKING AND LONGITUDINAL CRACKING, AND LOW SEVERITY EDGE CRACKING. THE MAJORITY OF THE CRACKING WAS OBSERVED TO HAVE BEEN SEALED. MODERATE TO HIGH SEVERITY EDGE CRACKING WAS OBSERVED ON SR 603 AT THE SOUTHWEST CORNER OF THE INTERSECTION WITH U.S. 30, WHERE THE REMNANTS OF PAVEMENT AND STRIPING FROM A PREVIOUS ROADWAY ARE APPARENT. ALSO OF NOTE IS THAT THE SOUTHBOUND LANE OF SR 603 SHOWS SIGNIFICANTLY MORE SIGNS OF DISTRESS THAN THE NORTHBOUND LANE.

THE LAND USE OF THE PROJECT AREA GENERALLY CONSISTS OF FORESTED LAND.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL AND/OR STONE FRAGMENTS WITH SAND	A-1-b	7	8
GRAVEL AND/OR STONE FRAGMENTS WITH SAND & SIL	A-2-4	9	16
FINE SAND	A-3	1	0
COARSE AND FINE SAND	A-3a	1	6
SANDY SILT	A-4a	19	27
SILT	A-4b	4	2
SILT AND CLAY	A-6a	23	29
SILTY CLAY	A-6b	3	3
CLAY	A-7-6	6	3
	TOTAL	73	94
SILTSTONE	VISUAL		
SHALE	VISUAL		
LIMESTONE	VISUAL		
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N_{60} INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.

X/Y/Z NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT):
X= NUMBER OF BLOWS FOR FIRST 6 INCHES.
Y= NUMBER OF BLOWS FOR SECOND 6 INCHES.
Z= NUMBER OF BLOWS FOR THIRD 6 INCHES.

W— INDICATES FREE WATER ELEVATION.

TR INDICATES TOP OF ROCK ELEVATION.

● INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.

⊖ INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.

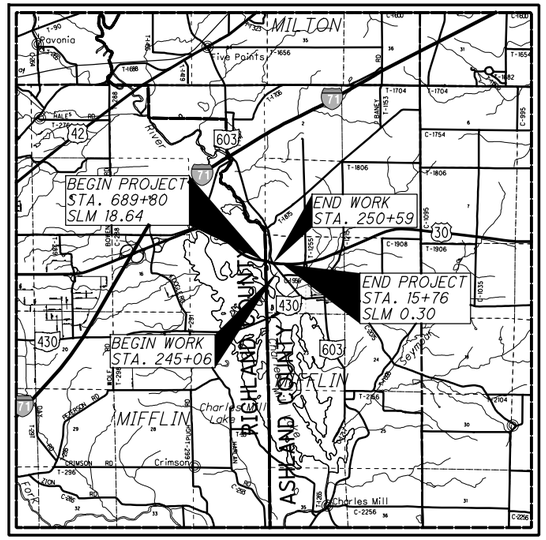
SS INDICATES A SPLIT SPOON SAMPLE.

ST INDICATES A SHELBY TUBE SAMPLE.

NP INDICATES A NON-PLASTIC SAMPLE.

SUBSURFACE EXPLORATION

THE SUBSURFACE EXPLORATION FOR THE PROJECT WAS CONDUCTED BY NEAS BETWEEN OCTOBER 15, 2018 AND DECEMBER 20, 2018 AND ON NOVEMBER 21, 2019 AND INCLUDED 15 BORINGS DRILLED TO DEPTHS BETWEEN 7.5 AND 85.4 FT BGS.



LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

12″	3″	2.0 mm	0.42 mm	0.074 mm	0.005 mm
BOULDERS	COBBLES	GRAVEL	COARSE SAND	FINE SAND	SILT	CLAY
		No. 10 SIEVE	No. 40 SIEVE	No. 200 SIEVE		

INDEX OF SHEETS

LOCATION FROM STA.	TO STA.	PLAN VIEW SHEET	PROFILE SHEET	CROSS-SECTION SHEET	CUT MAX.	FILL EMB. MAX.
U.S. 30						
666+00	671+00	8	8	-	<1 FT	<1 FT
690+00		-	-	16	<1 FT	4 FT
692+75		-	-	17	<1 FT	6 FT
15+00		-	-	18	6 FT	2 FT
U.S. 30 EB						
688+00	3+00	9	10	-	<1 FT	<1 FT
3+00	17+00	12	13	-	<1 FT	<1 FT
U.S. 30 WB						
688+00	3+00	9	11	-	<1 FT	<1 FT
3+00	17+00	12	14	-	<1 FT	<1 FT
SR 603 (SOUTH)						
245+00	END	15	15	-	23 FT	4 FT

RECON. - 9/13/18, CH, 11/13/19, MJ, AK
DRILLING - 05/01/17 - 11/21/19, CA, JH, ZJ, JL
DRAWN - 11/19 - 2/20, MJ
REVIEWED - 02/20 CH

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NEAS, INC.
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COLUMBUS, OH 43231

PID NO. 102108

SOIL PROFILE

ASD-30-0.11

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SUBSURFACE EXPLORATION (CONTINUED)

BORINGS WERE DRILLED USING A CME 45B TRUCK MOUNTED DRILLING RIG, CME 55 TRUCK MOUNTED DRILLING RIG, OR CME 55X TRACK MOUNTED DRILLING RIG UTILIZING 3.25-INCH DIAMETER HOLLOW STEM AUGERS. SOIL SAMPLES FROM ROADWAY BORINGS WERE RECOVERED CONTINUOUSLY. SAMPLES FROM JOINT ROADWAY / STRUCTURE BORINGS WERE RECOVERED CONTINUOUSLY OR AT 2.5-FT INTERVALS. SAMPLES FROM OFFSET BORINGS WERE RECOVERED CONTINUOUSLY OR AT 2.5-FT OR 5.0-FT IN INTERVALS. SAMPLES WERE RECOVERED USING A SPLIT SPOON SAMPLER (AASHTO T-206 "STANDARD METHOD FOR PENETRATION TEST AND SPLIT BARREL SAMPLING OF SOILS"). ROCK CORE SAMPLES WERE COLLECTED IN 5.0-FT RUNS UTILIZING AN NQ2, TRIPLE TUBE, CORE BARREL WITH WATER AS THE CIRCULATING FLUID. RELATIVELY UNDISTURBED SAMPLES WERE OBTAINED UTILIZING A THIN-WALLED (SHELBY TUBE) SAMPLER (AASHTO T-207 "STANDARD METHOD OF TEST FOR THIN-WALLED TUBE SAMPLING OF SOILS") AT DEPTHS AT WHICH SOILS EXHIBITING COHESION WERE ENCOUNTERED. STANDARD PENETRATION TESTS (SPT) WERE CONDUCTED USING CME AUTO HAMMERS THAT HAVE BEEN CALIBRATED TO BE 84% (CME 45B), 78% (CME 55), AND 85% (CME 55X) EFFICIENT.

EXPLORATION FINDINGS

SUBGRADE

THE SUBGRADE CONDITIONS WITHIN THE PROJECT AREA ARE RELATIVELY CONSISTENT AND GENERALLY COMPRISED OF VARIOUS GRANULAR, COHESIVE AND ROCK MATERIALS. THE SUBGRADE SOILS ENCOUNTERED WITHIN THE PROJECT LIMITS ARE GENERALLY CLASSIFIED AS A-1-b, A-2-4, A-3, A-3a, A-4a, A-4b, A-6a, A-6b, A-7-6, OR ROCK.

U.S. 30

THE SUBGRADE SOILS ENCOUNTERED WITHIN THE PROJECT LIMITS OF U.S. 30 CONSISTED OF 66% COHESIVE MATERIALS, 32% GRANULAR MATERIALS, AND 3% ROCK.

COHESIVE MATERIALS WERE COMPRISED OF: 1) SILT AND CLAY (A-6a, 43% OF SAMPLES); 2) CLAY (A-7-6, 6% OF SAMPLES); 3) SILTY CLAY (A-6b, 3% OF SAMPLES); AND 4) SANDY SILT (A-4a, 14% OF SAMPLES). WITH RESPECT TO THE RELATIVE CONSISTENCY OF THE COHESIVE SUBGRADE SOILS, THE DESCRIPTIONS VARIED FROM MEDIUM STIFF TO HARD. NATURAL MOISTURE CONTENTS OF COHESIVE MATERIALS RANGED FROM 9 TO 18 PERCENT. BASED ON ATTERBERG LIMITS TEST PERFORMED ON REPRESENTATIVE SAMPLES OF THE COHESIVE SUBGRADE SOILS, THE LIQUID AND PLASTIC LIMITS RANGED FROM 23 TO 41 PERCENT AND FROM 14 TO 24 PERCENT, RESPECTIVELY.

GRANULAR MATERIALS WERE COMPRISED OF: 1) SANDY SILT (A-4a, 3% OF SAMPLES); 2) GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT (A-2-4, 14% OF SAMPLES); 3) GRAVEL WITH SAND (A-1-b, 6% OF SAMPLES); 4) COARSE AND FINE SAND (A-3a, 6% OF SAMPLES); AND, 5) FINE SAND (A-3, 3% OF SAMPLES). WITH RESPECT TO THE RELATIVE CONSISTENCY OF THE GRANULAR SUBGRADE SOILS, DESCRIPTIONS VARIED FROM MEDIUM DENSE TO DENSE. NATURAL MOISTURE CONTENTS OF GRANULAR MATERIALS RANGED FROM 6 TO 16 PERCENT.

ROCK WAS CLASSIFIED AS SEVERELY WEATHERED, VERY WEAK TO WEAK SHALE.

SR 603

THE SUBGRADE SOILS ENCOUNTERED WITHIN THE PROJECT LIMITS OF SR 603 CONSISTED OF 100% GRANULAR MATERIALS.

GRANULAR MATERIALS WERE COMPRISED OF: 1) GRAVEL AND STONE FRAGMENTS WITH SAND (A-1-b, 33% OF SAMPLES); AND 2) GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT (A-2-4, 67% OF SAMPLES). WITH RESPECT TO THE RELATIVE CONSISTENCY OF THE GRANULAR SUBGRADE SOILS, THE DESCRIPTIONS VARIED MEDIUM DENSE TO VERY DENSE. NATURAL MOISTURE CONTENTS OF COHESIVE MATERIALS RANGED FROM 6 TO 14 PERCENT.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OFOHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING,SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JULY 2019.

AVAILABLE INFORMATION

ALL AVAILABLE SOIL AND BEDROCK INFORMATION THAT CAN BE CONVENIENTLY SHOWNON THE GEOTECHNICAL EXPLORATION SHEETS HAS BEEN SO REPORTED. ADDITIONALEXPLORATIONS MAY HAVE BEEN MADE TO STUDY SOME SPECIAL ASPECT OF THEPROJECT. COPIES OF THIS DATA, IF ANY, MAY BE INSPECTED IN THE DISTRICT DEPUTYDIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING AT 1600 WEST BROADSTREET OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET.

DESIGN AGENCY
NEAS, INC.
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PID NO. 102108

SOIL PROFILE

ASD-30-0.11

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SUMMARY OF SOIL TEST DATA
U.S. 30

EXPLORATION NO., STATION & OFFSET	FROM		TO	SAMPLE ID	N60	% REC	HP tsf	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-006-0-18	01.50	-	02.20	SS-1A	12	44	-	15	10	66	4	5	NP	NP	NP	11	A-3 (0)	7
STA. 690+48, 16' RT	02.20	-	03.00	SS-1B	12	44	2.75	3	5	13	39	40	30	16	14	18	A-6a (10)	
LATITUDE = 40.781161	03.00	-	04.50	SS-2	17	56	4.00	16	12	18	28	26	27	14	13	15	A-6a (5)	
LONGITUDE = -82.380621	04.50	-	06.00	SS-3	23	67	4.50	8	7	10	37	38	33	17	16	14	A-6b (10)	
	06.00	-	07.50	SS-4	27	89	4.50				SAME AS SS-3					14	A-6b (VISUAL)	
B-007-0-18	01.50	-	03.00	SS-1	17	67	4.50				SAME AS SS-2					14	A-6a (VISUAL)	133
STA. 692+03, 22' LT	03.00	-	04.50	SS-2	21	100	2.75	19	15	19	24	23	29	16	13	14	A-6a (3)	
LATITUDE = 40.781200	04.50	-	06.00	SS-3	22	100	-	31	21	17	18	13	24	16	8	10	A-2-4 (0)	
LONGITUDE = -82.380047	06.00	-	07.50	SS-4	21	100	-				SAME AS SS-3					16	A-2-4 (VISUAL)	
B-010-0-18	01.50	-	03.00	SS-1	39	67	-	36	16	14	20	14	25	17	8	11	A-2-4 (0)	120
STA. 2+04, 58' RT	03.00	-	03.70	SS-2A	48	56	4.50	21	17	19	26	17	26	16	10	12	A-4a (2)	
LATITUDE = 40.780676	03.70	-	04.50	SS-2B	48	56	-	39	30	10	14	7	NP	NP	NP	6	A-1-b (0)	
LONGITUDE = -82.377469	04.50	-	06.00	SS-3	47	0	-									-		
	06.00	-	07.50	SS-4	21	6	-				BROWN, SANDY SILT					10	A-4a (VISUAL)	
B-011-0-18	01.50	-	03.00	SS-1	22	22	4.50	7	7	5	50	31	32	21	11	14	A-6a (8)	40
STA. 4+11, 58' LT	03.00	-	04.50	SS-2	18	44	4.50	6	2	1	52	39	41	24	17	15	A-7-6 (11)	
LATITUDE = 40.780905	04.50	-	06.00	SS-3	21	67	4.50				SAME AS SS-2					16	A-7-6 (VISUAL)	
LONGITUDE = -82.376668	06.00	-	07.50	SS-4	23	89	-	26	8	8	38	20	33	21	12	10	A-6a (5)	
B-012-0-18	01.50	-	03.00	SS-1	22	22	-	52	18	11	13	6	NP	NP	NP	7	A-1-b (0)	460
STA. 5+67, 89' RT	03.00	-	04.50	SS-2	21	78	-	24	35	12	20	9	24	18	6	8	A-2-4 (0)	
LATITUDE = 40.780441	04.50	-	06.00	SS-3	17	67	-				SAME AS SS-2					10	A-2-4 (VISUAL)	
LONGITUDE = -82.376187	06.00	-	07.50	SS-4	14	78	-				BROWN, COARSE AND FINE SAND					10	A-3a (VISUAL)	
B-014-0-18	01.50	-	02.00	SS-1A	17	78	-				BROWN, COARSE AND FINE SAND					11	A-3a (VISUAL)	
STA. 7+92, 60' LT	02.00	-	03.00	SS-1B	17	78	2.25	11	9	11	41	28	31	18	13	16	A-6a (8)	93
LATITUDE = 40.780770	03.00	-	04.50	SS-2	31	67	-	19	13	27	26	15	NP	NP	NP	13	A-4a (1)	
LONGITUDE = -82.375310	04.50	-	06.00	SS-3	43	89	-	SHALE, GRAY, SEVERELY WEATHERED, VERY WEAK TO WEAK								8	ROCK (VISUAL)	
	06.00	-	07.50	SS-4	70	67	-				SAME AS SS-3					8	ROCK (VISUAL)	
B-015-0-18	01.50	-	03.00	SS-1	18	78	4.50	6	4	4	54	32	35	21	14	12	A-6a (10)	40
STA. 11+83, 61' LT	03.00	-	04.50	SS-2	27	67	4.50				SAME AS SS-1					12	A-6a (VISUAL)	
LATITUDE = 40.780686	04.50	-	06.00	SS-3	30	83	-	13	6	7	46	28	33	20	13	10	A-6a (9)	
LONGITUDE = -82.373915	06.00	-	07.50	SS-4	34	89	4.50				SAME AS SS-3					9	A-6a (VISUAL)	

SUMMARY OF SOIL TEST DATA
SR 603

EXPLORATION NO., STATION & OFFSET	FROM		TO	SAMPLE ID	N60	% REC	HP tsf	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-013-0-18	01.50	-	03.00	SS-1	18	61	3.50	4	5	15	49	27	32	18	14	17	A-6a (10)	13
STA. 248+22, 132' LT	03.00	-	04.50	SS-2	12	89	3.75	1	2	11	59	27	27	19	8	20	A-4b (8)	
LATITUDE = 40.780170	04.50	-	06.00	SS-3	13	100	4.00				SAME AS SS-2					20	A-4b (VISUAL)	
LONGITUDE = -82.376255	06.00	-	07.50	SS-4	12	100	3.25	2	3	10	53	32	43	18	25	22	A-7-6 (15)	
B-016-0-18	01.50	-	03.00	SS-1	25	56	-	46	21	13	14	6	NP	NP	NP	8	A-1-b (0)	67
STA. 249+98, 1' RT	03.00	-	04.50	SS-2	29	56	-	53	19	12	11	5	NP	NP	NP	8	A-1-b (0)	
LATITUDE = 40.780480	04.50	-	06.00	SS-3	34	44	-				SAME AS SS-2					8	A-1-b (VISUAL)	
LONGITUDE = -82.375791	06.00	-	07.50	SS-4	36	56	-				SAME AS SS-2					10	A-1-b (VISUAL)	
B-017-0-18	01.50	-	03.00	SS-1	67	56	-				SAME AS SS-2					6	A-2-4 (VISUAL)	53
STA. 247+21, 3' RT	03.00	-	04.50	SS-2	43	56	-	30	21	22	19	8	NP	NP	NP	7	A-2-4 (0)	
LATITUDE = 40.779734	04.50	-	06.00	SS-3	55	56	-	25	23	22	22	8	NP	NP	NP	8	A-2-4 (0)	
LONGITUDE = -82.375679	06.00	-	07.50	SS-4	57	56	-				SAME AS SS-3					13	A-2-4 (VISUAL)	
B-018-0-18	01.50	-	03.00	SS-1	49	67	-	39	18	17	19	7	NP	NP	NP	7	A-2-4 (0)	47
STA. 245+84, 10' RT	03.00	-	04.50	SS-2	18	67	-	24	25	19	20	12	25	19	6	12	A-2-4 (0)	
LATITUDE = 40.779446	04.50	-	06.00	SS-3	13	56	-				SAME AS SS-2					14	A-2-4 (VISUAL)	
LONGITUDE = -82.375363	06.00	-	07.50	SS-4	13	56	-				SAME AS SS-2					13	A-2-4 (VISUAL)	

NEAS National Engineering & Architectural Services Inc.
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Unconfined Compressive Strength of Cohesive Soil (ASTM D2166)

(Project: ASD-30-0.11, Boring Location: B-005-0-18, ST-15, Depth: 33.5 - 34.0ft)

Tested Date: 1/22/2019

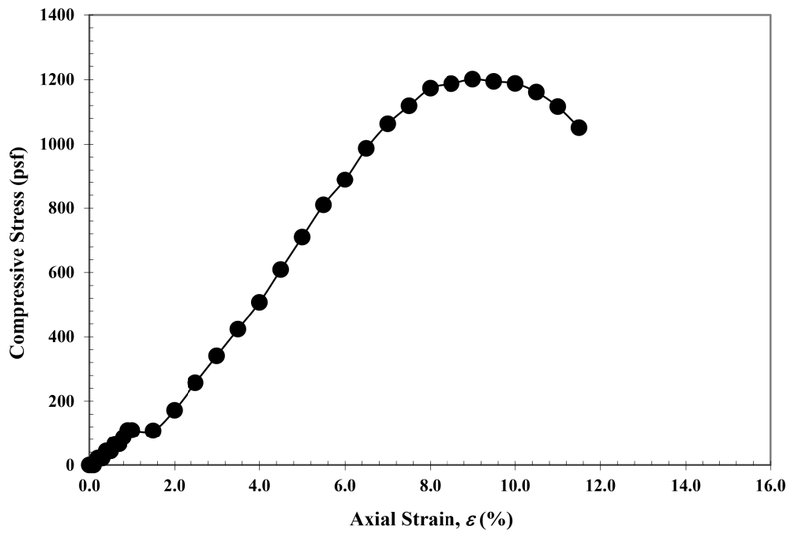
Specimen Properties

Average Dia., D_{avg} (in):	2.89
Average Height, H_{avg} (in):	5.63
Area, A (in^2):	6.55
Volume, V (in^3):	36.87
Wet Mass of Specimen (lb):	2.7
Moisture Content (%):	24.3
Dry Mass of Specimen (lb):	2.2
Wet Unit Weight, γ (lb/ft^3):	128.7
Dry Unit Weight, γ_d (lb/ft^3):	103.6

Final Specimen Figure

Results

Unconfined Compressive Strength (psf):	**1201**
Strain (%):	**9.0**



Notes: Medium stiff, gray and dark gray, SILT, some clay, trace sand, trace gravel, wet.

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Unconfined Compressive Strength of Cohesive Soil (ASTM D2166)

(Project: ASD-30-0.11, Boring Location: B-005-1-18, ST-4, Depth: 4.6 - 5.1ft)

Tested Date: 1/7/2019

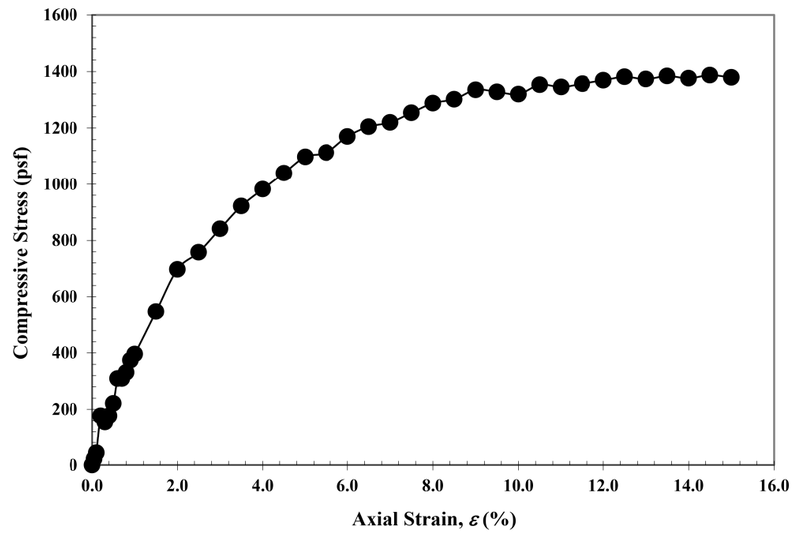
Specimen Properties

Average Dia., D_{avg} (in):	2.87
Average Height, H_{avg} (in):	5.74
Area, A (in^2):	6.48
Volume, V (in^3):	37.16
Wet Mass of Specimen (lb):	2.5
Moisture Content (%):	30.5
Dry Mass of Specimen (lb):	1.9
Wet Unit Weight, γ (lb/ft^3):	117.3
Dry Unit Weight, γ_d (lb/ft^3):	89.9

Final Specimen Figure

Results

Unconfined Compressive Strength (psf):	**1387**
Strain (%):	**14.5**



Notes: Medium stiff, dark brown, CLAY, "and" silt, little sand, trace gravel, moist.

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SOIL PROFILE
LABORATORY TEST DATA

ASD-30-0.11

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Unconfined Compressive Strength of Cohesive Soil (ASTM D2166)

(Project: ASD-30-0.11, Boring Location: B-008-1-18, ST-5, Depth: 10.2 - 10.7ft)

Tested Date: 1/7/2019

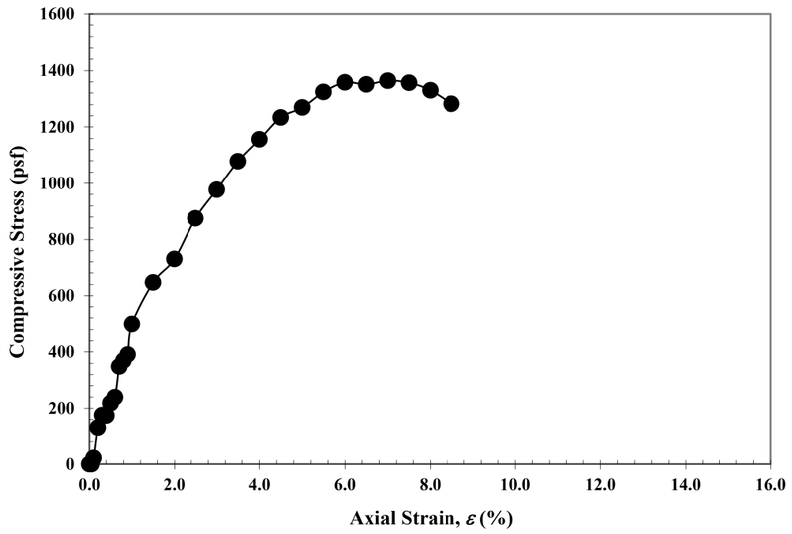
Specimen Properties

Average Dia., D_{avg} (in):	2.89
Average Height, H_{avg} (in):	5.75
Area, A (in^2):	6.58
Volume, V (in^3):	37.84
Wet Mass of Specimen (lb):	2.7
Moisture Content (%):	21.1
Dry Mass of Specimen (lb):	2.2
Wet Unit Weight, γ (lb/ft^3):	122.0
Dry Unit Weight, γ_d (lb/ft^3):	100.7

Final Specimen Figure

Results

Unconfined Compressive Strength (psf):	**1364**
Strain (%):	**7.0**



Notes: Medium stiff, brown, SILT AND CLAY, some sand, trace gravel, moist.

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SOIL PROFILE

LABORATORY TEST DATA

ASD-30-0.11

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NEAS
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Unconfined Compressive Strength of Rock Core (ASTM D7012 Method C)

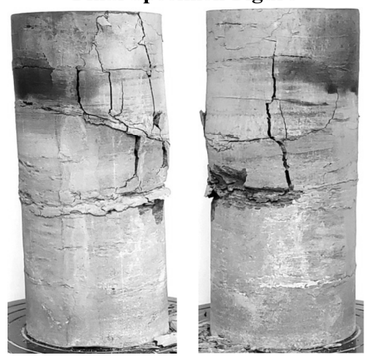
(Project: ASD-30-0.11, Boring Location: B-008-1-18, NQ2-1, Depth: 53.2 - 53.6ft)

Tested Date: 1/23/2019

Specimen Properties

Average Dia., D_{avg} (in):	1.97
Average Height, H_{avg} (in):	4.63
Length to Diameter Ratio:	2.35
Area, A (in^2):	3.04
Volume, V (in^3):	14.08
Wet Mass of Specimen (lb):	1.2
Moisture Content (%):	2.3
Dry Mass of Specimen (lb):	1.2
Wet Unit Weight, γ (lb/ft^3):	153.4
Dry Unit Weight, γ_d (lb/ft^3):	149.9

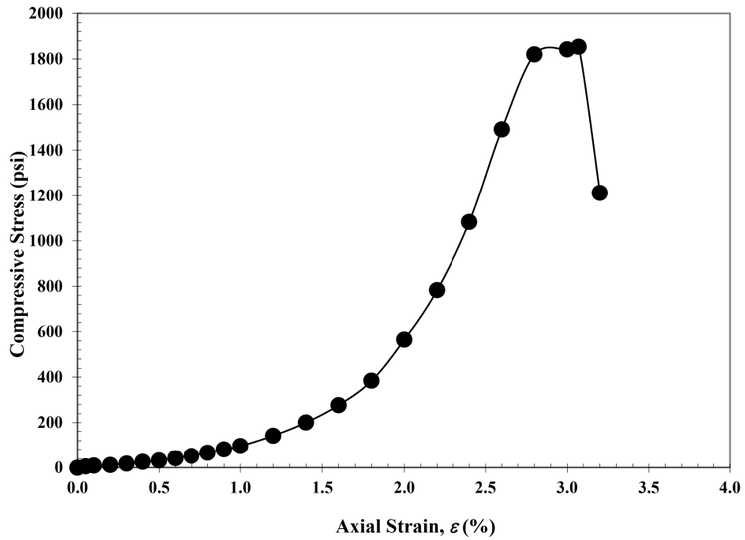
Final Specimen Figure



Results

Unconfined Compressive Strength (psi): **1854** — **13** (MPa)

Strain (%): **3.1**



Notes: SILTSTONE INTERBEDDED WITH SHALE, light gray and dark gray, slightly weathered, slightly strong.

Sample trimming procedure does not conform to ASTM D4543 and the results reported may differ from the results obtained from a test specimen that meets the requirements of Practice D4543.

NEAS
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Unconfined Compressive Strength of Rock Core (ASTM D7012 Method C)

(Project: ASD-30-0.11, Boring Location: B-005-1-18, NQ2-1, Depth: 82.2 - 82.6ft)

Tested Date: 1/23/2019

Specimen Properties

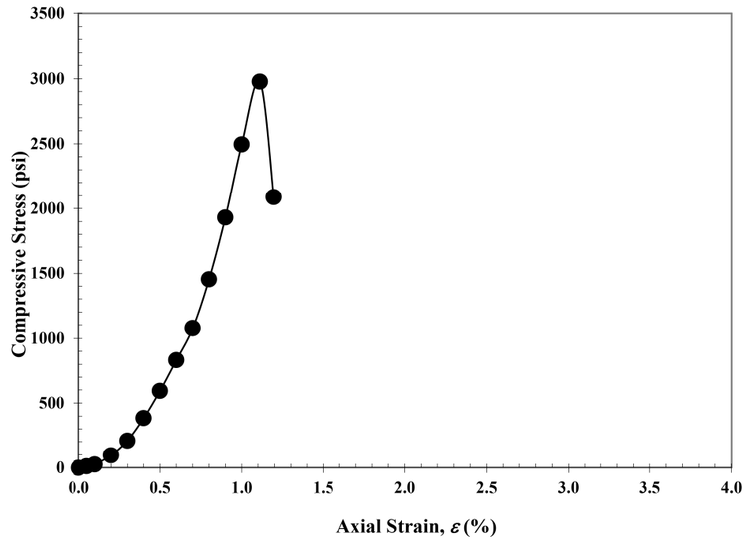
Average Dia., D_{avg} (in):	1.97
Average Height, H_{avg} (in):	4.77
Length to Diameter Ratio:	2.42
Area, A (in^2):	3.06
Volume, V (in^3):	14.61
Wet Mass of Specimen (lb):	1.3
Moisture Content (%):	2.9
Dry Mass of Specimen (lb):	1.2
Wet Unit Weight, γ (lb/ft^3):	150.4
Dry Unit Weight, γ_d (lb/ft^3):	146.1

Final Specimen Figure

Results

Unconfined Compressive Strength (psi): **2977** — **21** (MPa)

Strain (%): **1.1**



Notes: SILTSTONE INTERBEDDED WITH SHALE, light gray and dark gray, slightly weathered, slightly strong.

Sample trimming procedure does not conform to ASTM D4543 and the results reported may differ from the results obtained from a test specimen that meets the requirements of Practice D4543.

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National Engineering & Architectural Services Inc.
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Unconfined Compressive Strength of Rock Core (ASTM D7012 Method C)

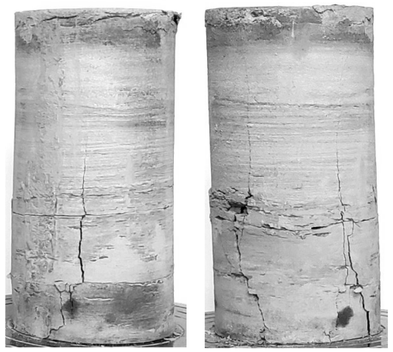
(Project: ASD-30-0.11, Boring Location: B-008-1-18, NQ2-2, Depth: 59.3 - 59.6ft)

Tested Date: 1/23/2019

Specimen Properties

Average Dia., D_{avg} (in):	1.98
Average Height, H_{avg} (in):	4.11
Length to Diameter Ratio:	2.08
Area, A (in^2):	3.07
Volume, V (in^3):	12.63
Wet Mass of Specimen (lb):	1.1
Moisture Content (%):	1.7
Dry Mass of Specimen (lb):	1.1
Wet Unit Weight, γ (lb/ft^3):	153.2
Dry Unit Weight, γ_d (lb/ft^3):	150.7

Final Specimen Figure



Results

Unconfined Compressive Strength (psi):	**5137**	**35** (MPa)
Strain (%):	**2.3**	

Notes: SILTSTONE INTERBEDDED WITH SHALE, light gray and dark gray, slightly weathered, moderately strong.

Sample trimming procedure does not conform to ASTM D4543 and the results reported may differ from the results obtained from a test specimen that meets the requirements of Practice D4543.

NEAS
National Engineering & Architectural Services Inc.
5710 Westbourne Avenue
Columbus, OH 43213
614-892-0162

Unconfined Compressive Strength of Rock Core (ASTM D7012 Method C)

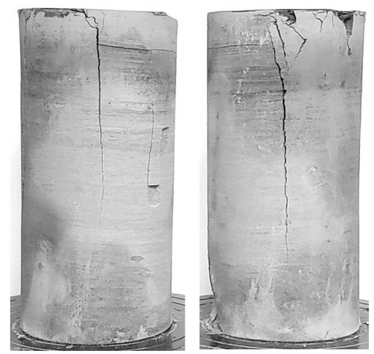
(Project: ASD-30-0.11, Boring Location: B-008-1-18, NQ2-3, Depth: 64.7 - 65.1ft)

Tested Date: 1/23/2019

Specimen Properties

Average Dia., D_{avg} (in):	1.98
Average Height, H_{avg} (in):	4.34
Length to Diameter Ratio:	2.20
Area, A (in^2):	3.07
Volume, V (in^3):	13.32
Wet Mass of Specimen (lb):	1.2
Moisture Content (%):	2.7
Dry Mass of Specimen (lb):	1.1
Wet Unit Weight, γ (lb/ft^3):	150.0
Dry Unit Weight, γ_d (lb/ft^3):	146.1

Final Specimen Figure



Results

Unconfined Compressive Strength (psi):	**6629**	**46** (MPa)
Strain (%):	**1.1**	

Notes: SILTSTONE, gray, slightly weathered, moderately strong, slightly argillaceous.

Sample trimming procedure does not conform to ASTM D4543 and the results reported may differ from the results obtained from a test specimen that meets the requirements of Practice D4543.

DRAWN MJ | CHECKED CH

SOIL PROFILE

LABORATORY TEST DATA

ASD-30-0.11

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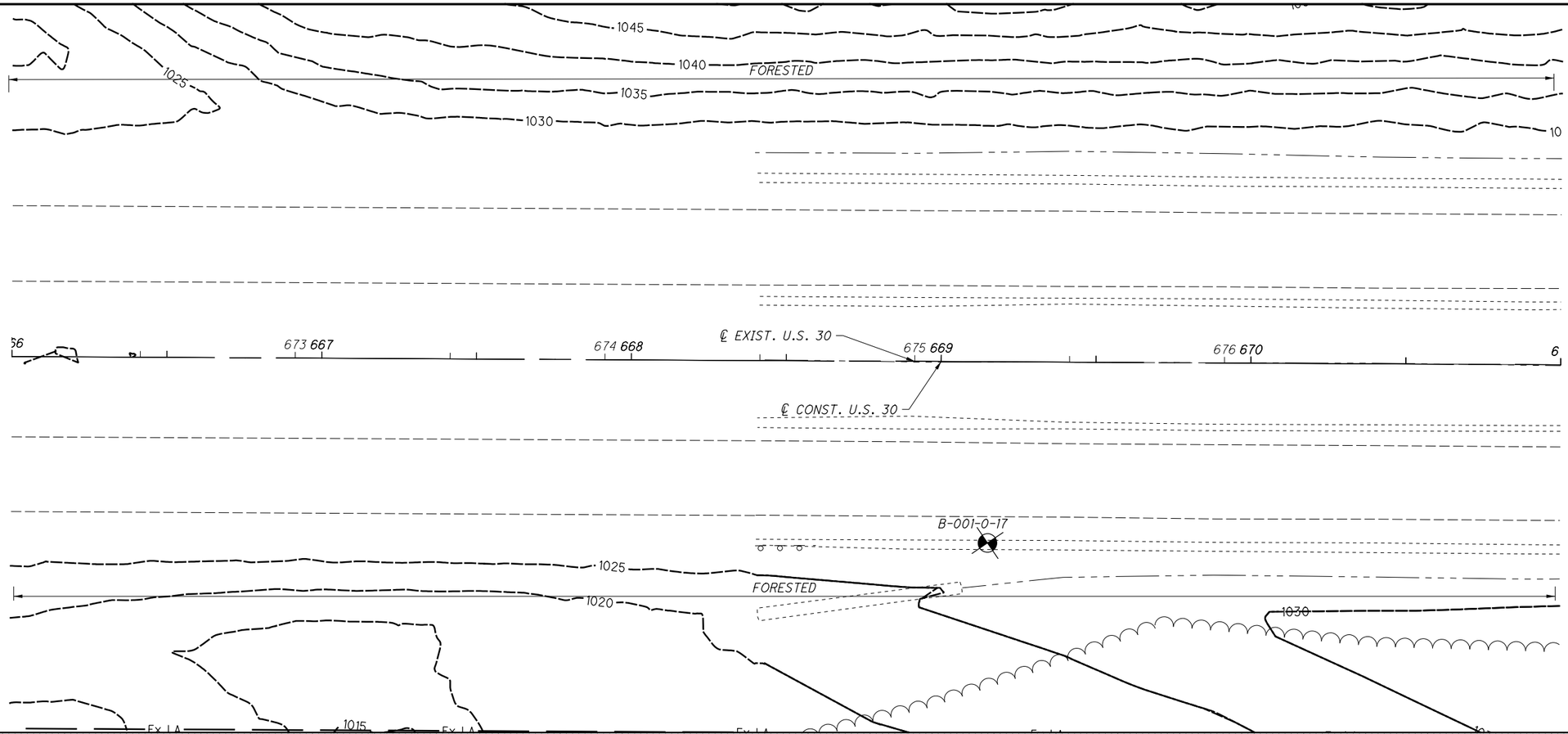

HORIZONTAL SCALE IN FEET
0 10 20 40

DRAWN MJ
CHECKED CH

SOIL PROFILE
U.S. 30 STA. 666+00 TO STA. 671+00

ASD-30-0.11

8 / 30

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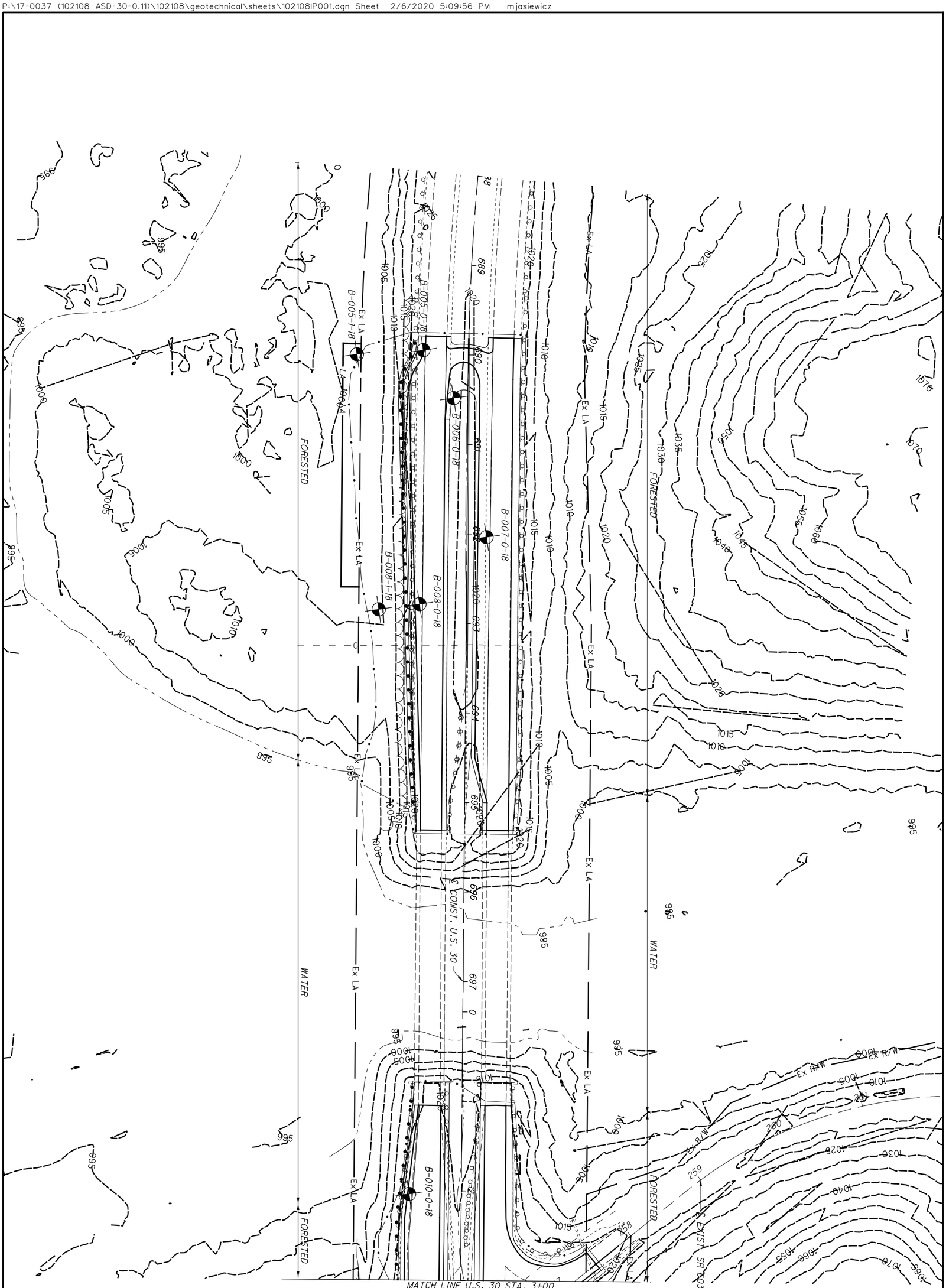
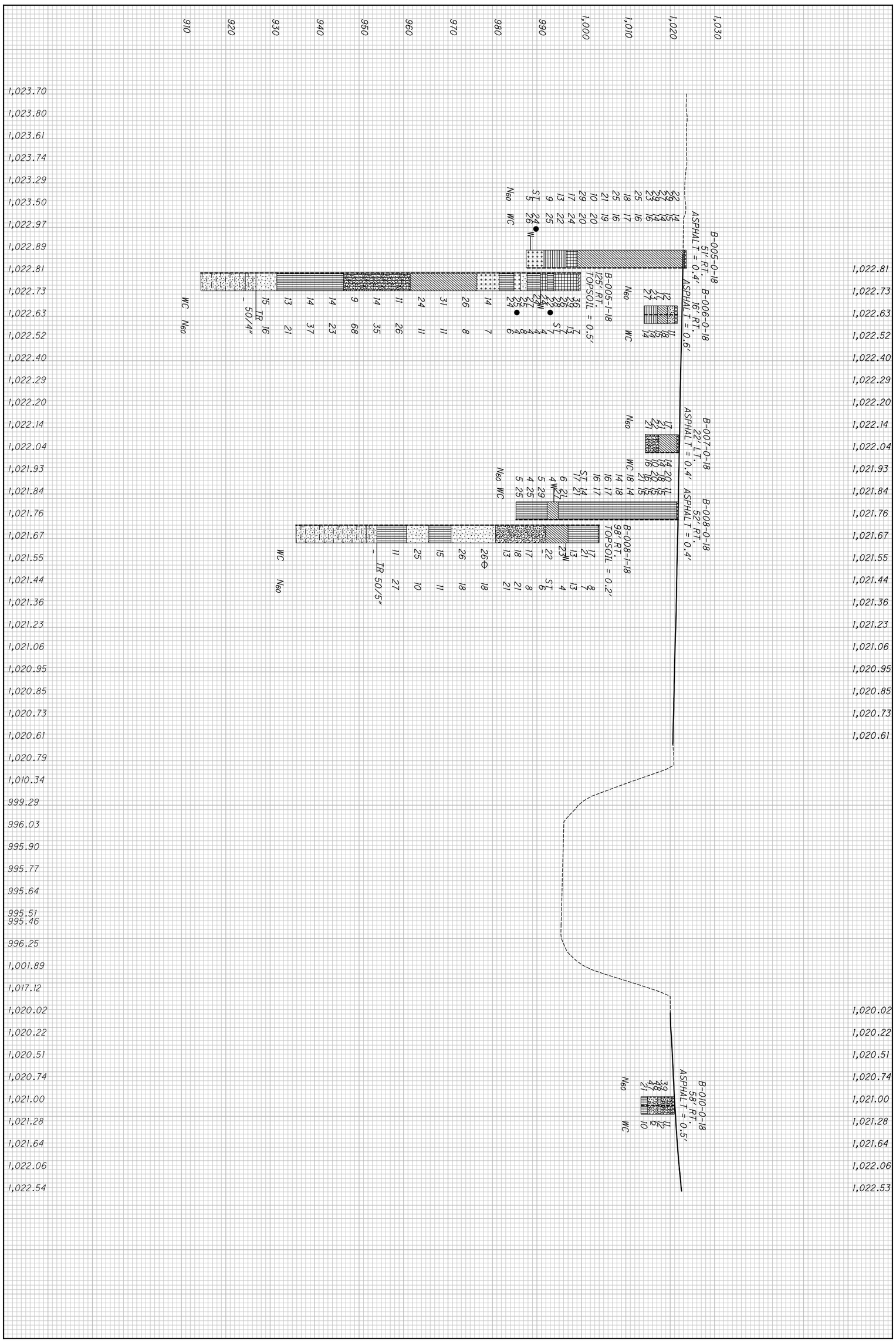
P:\17-0037 (102108 ASD-30-0.11)\102108\geotechnical\sheets\102108IP001.dgn Sheet 2/6/2020 5:09:56 PM mjasiewicz



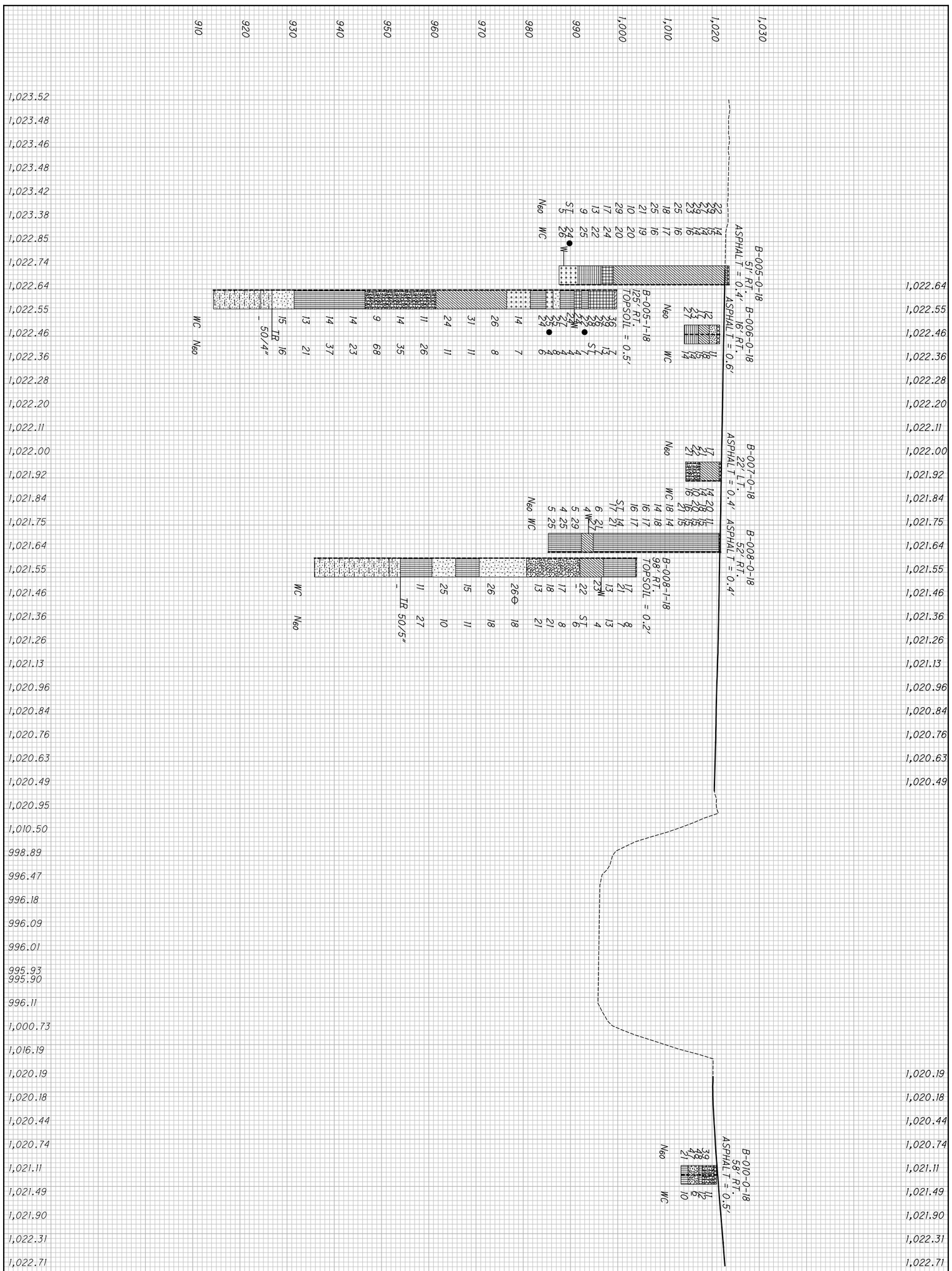
9/30	ASD-30-0.11	SOIL PROFILE U.S. 30 STA. 688+00 TO STA. 3+00	DRAWN MJ CHECKED CH	0 50 25 100 HORIZONTAL SCALE IN FEET

P:\17-0037 (102108 ASD-30-0.11)\102108\geotechnical\sheets\102108IF001.dgn Sheet 2/6/2020 5:09:56 PM mjasiewicz



10/30	ASD-30-0.11	SOIL PROFILE U.S. 30 EB STA. 688+00 TO STA. 3+00	DRAWN MJ CHECKED CH	0 50 25 100 HORIZONTAL SCALE IN FEET	

P:\17-0037 (102108 ASD-30-0.11)\102108\geotechnical\sheets\102108IF002.dgn Sheet 2/6/2020 5:09:57 PM mjasiewicz



11/30	ASD-30-0.11	SOIL PROFILE U.S. 30 WB STA. 688+00 TO STA. 3+00	DRAWN MJ CHECKED CH	0 50 25 100 HORIZONTAL SCALE IN FEET	

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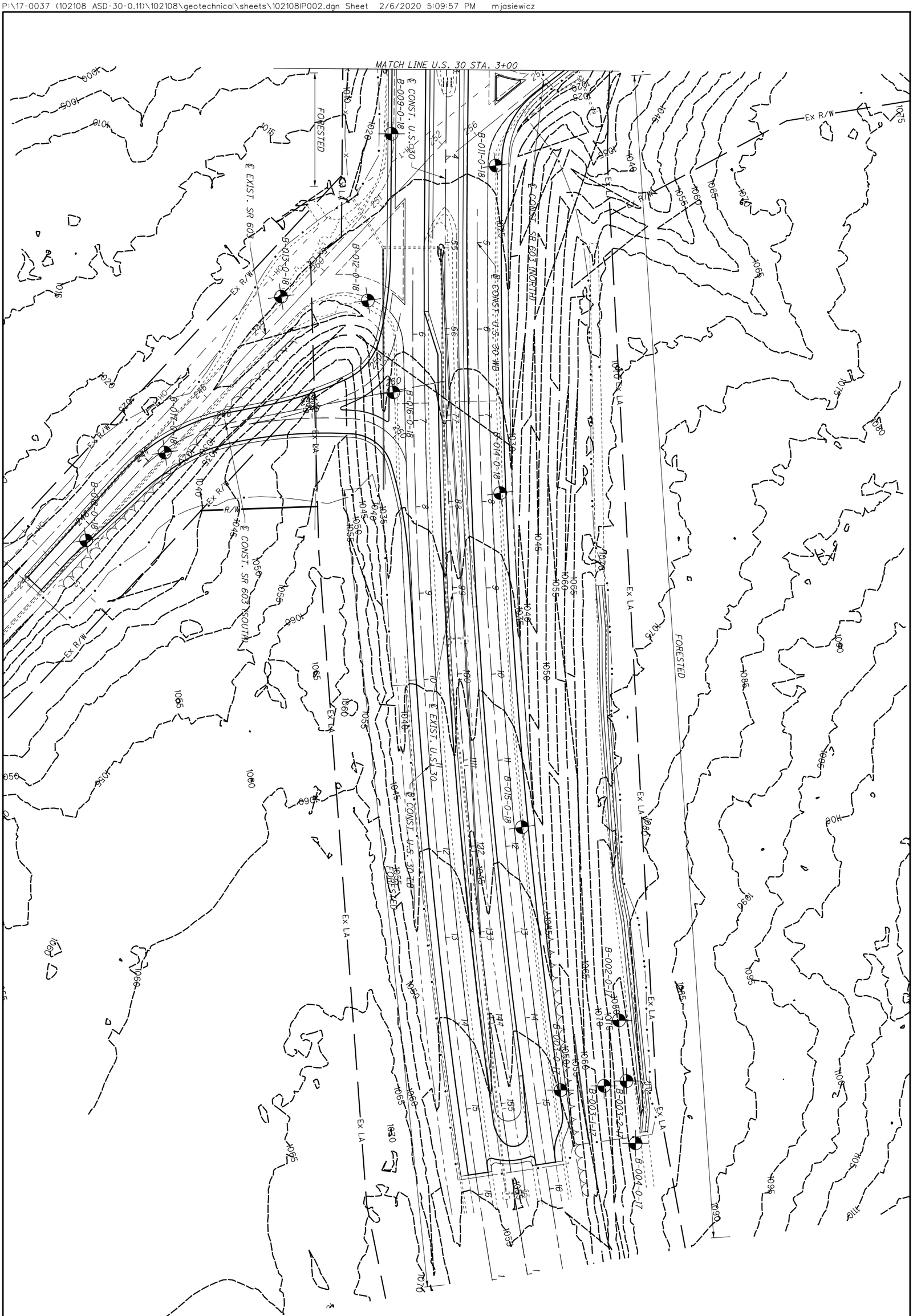

	12/30	ASD-30-0.11	SOIL PROFILE U.S. 30 STA. 3+00 TO STA. 17+00	DRAWN MJ CHECKED CH	0 50 25 100 HORIZONTAL SCALE IN FEET

B-009-0-18
63' RT.
ASPHALT = 0.3'
B-011-0-18
58' LT.
ASPHALT = 0.5'
B-013-0-18
190' RT.
ASPHALT = 0.5'
B-012-0-18
89' RT.
ASPHALT = 0.5'
B-014-0-18
60' LT.
CONCRETE = 0.5'
B-015-0-18
61' LT.
CONCRETE = 0.5'
B-002-0-17
148' LT.
B-004-0-17
147' LT.
B-003-0-17
70' LT.
B-003-1-17
121' LT.
B-003-2-17
147' LT.
SHALE, GRAY, HIGHLY TO MODERATELY WEATHERED, VERY WEAK TO WEAK, FISSILE, FERRIFEROUS
SHALE, GRAY, SEVERELY WEATHERED, VERY WEAK TO WEAK, FISSILE
WC
TR
W
N60
HORIZONTAL SCALE IN FEET
DRAWN MJ
CHECKED CH
SOIL PROFILE
U.S. 30 EB STA. 3+00 TO STA. 17+00
ASD-30-0.11
13 / 30
P:\17-0037 (102108 ASD-30-0.11)\102108\geotechnical\sheets\102108IF004.dgn Sheet 2/6/2020 5:09:58 PM mjasiewicz

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN MJ
CHECKED CH

SOIL PROFILE
U.S. 30 WB STA. 3+00 TO STA. 17+00

ASD-30-0.11

14 / 30

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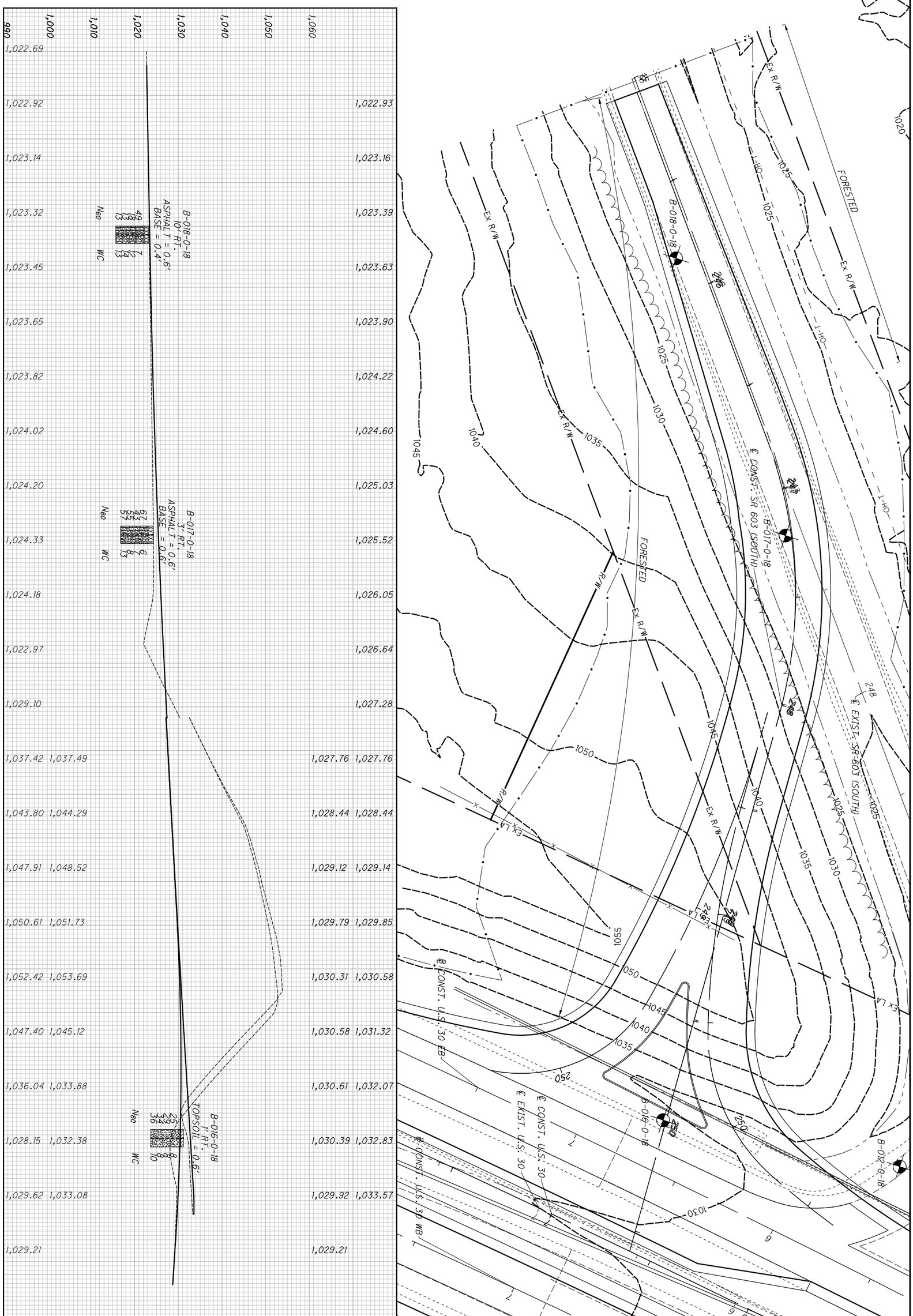
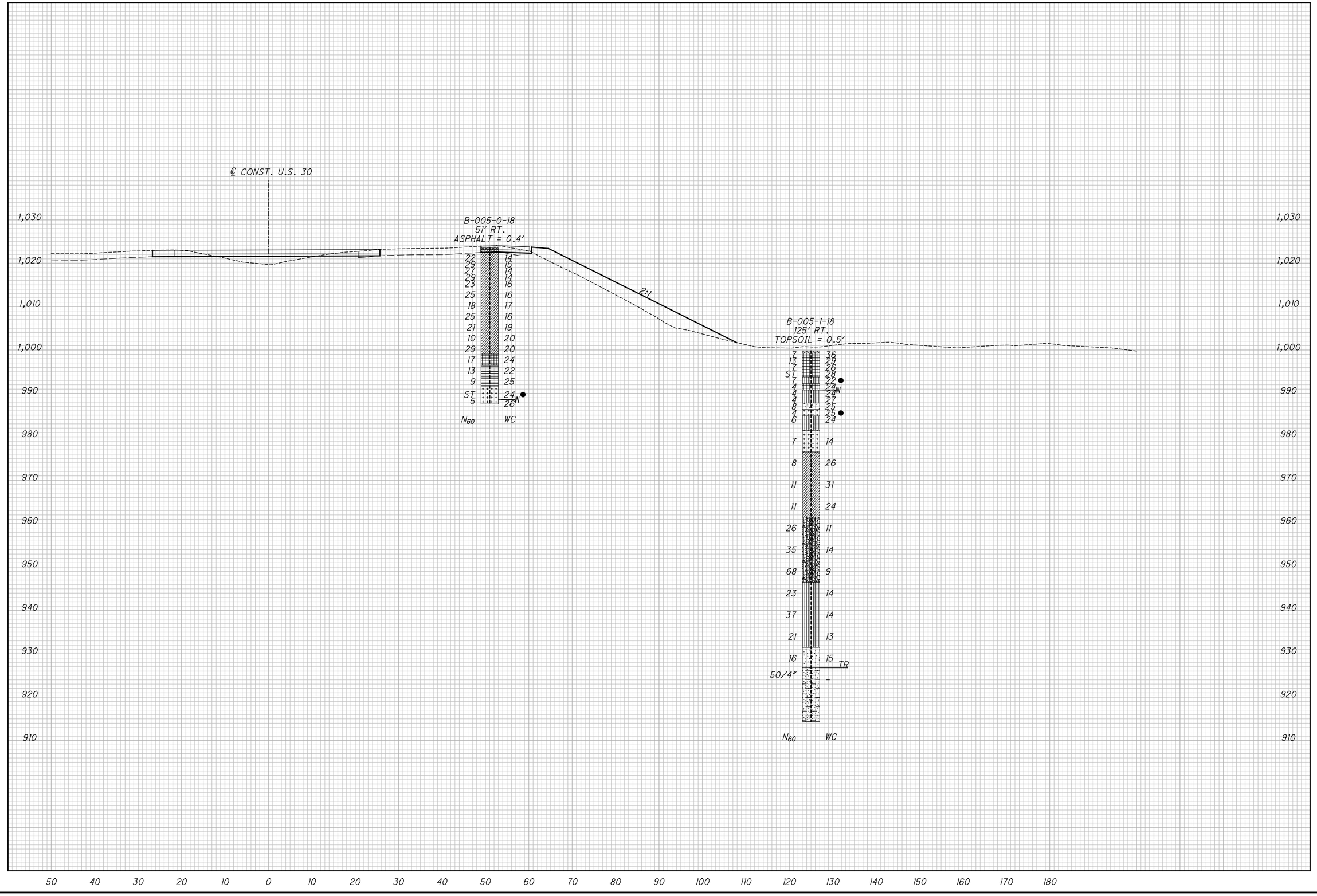


15/30	ASD-30-0.11	SOIL PROFILE SR 603 (SOUTH) STA. 245+00 TO END	DRAWN MJ CHECKED CH	0 20 10 40 HORIZONTAL SCALE IN FEET	N



HORIZONTAL SCALE IN FEET
0 5 10 20

DRAWN MJ
CHECKED CH

SOIL PROFILE
U.S. 30 CROSS SECTION STA. 690+00

ASD-30-0.11

16 / 30

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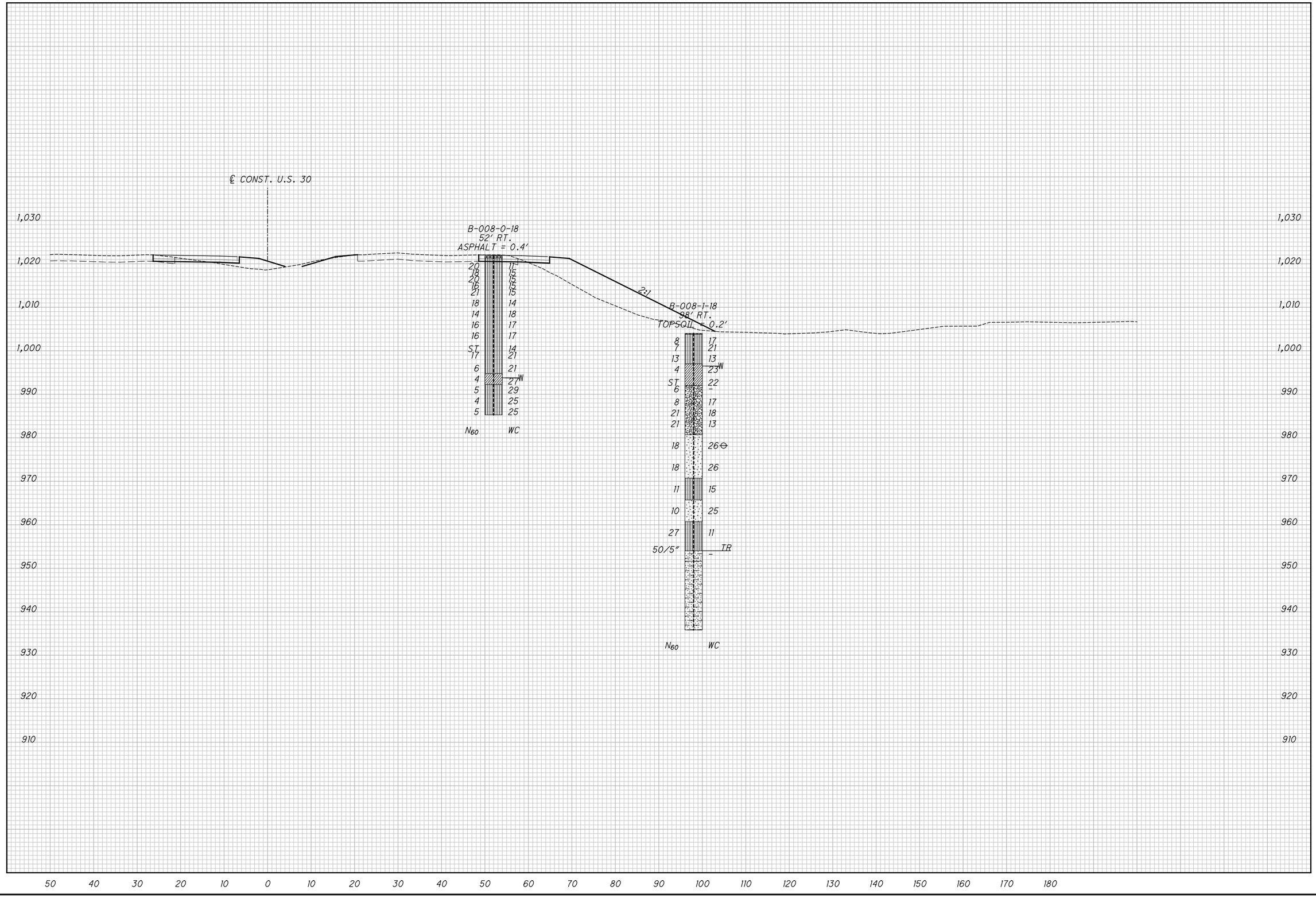

HORIZONTAL SCALE IN FEET
0 5 10 20

DRAWN MJ
CHECKED CH

SOIL PROFILE
U.S. 30 CROSS SECTION STA. 692+75

ASD-30-0.11

17 / 30

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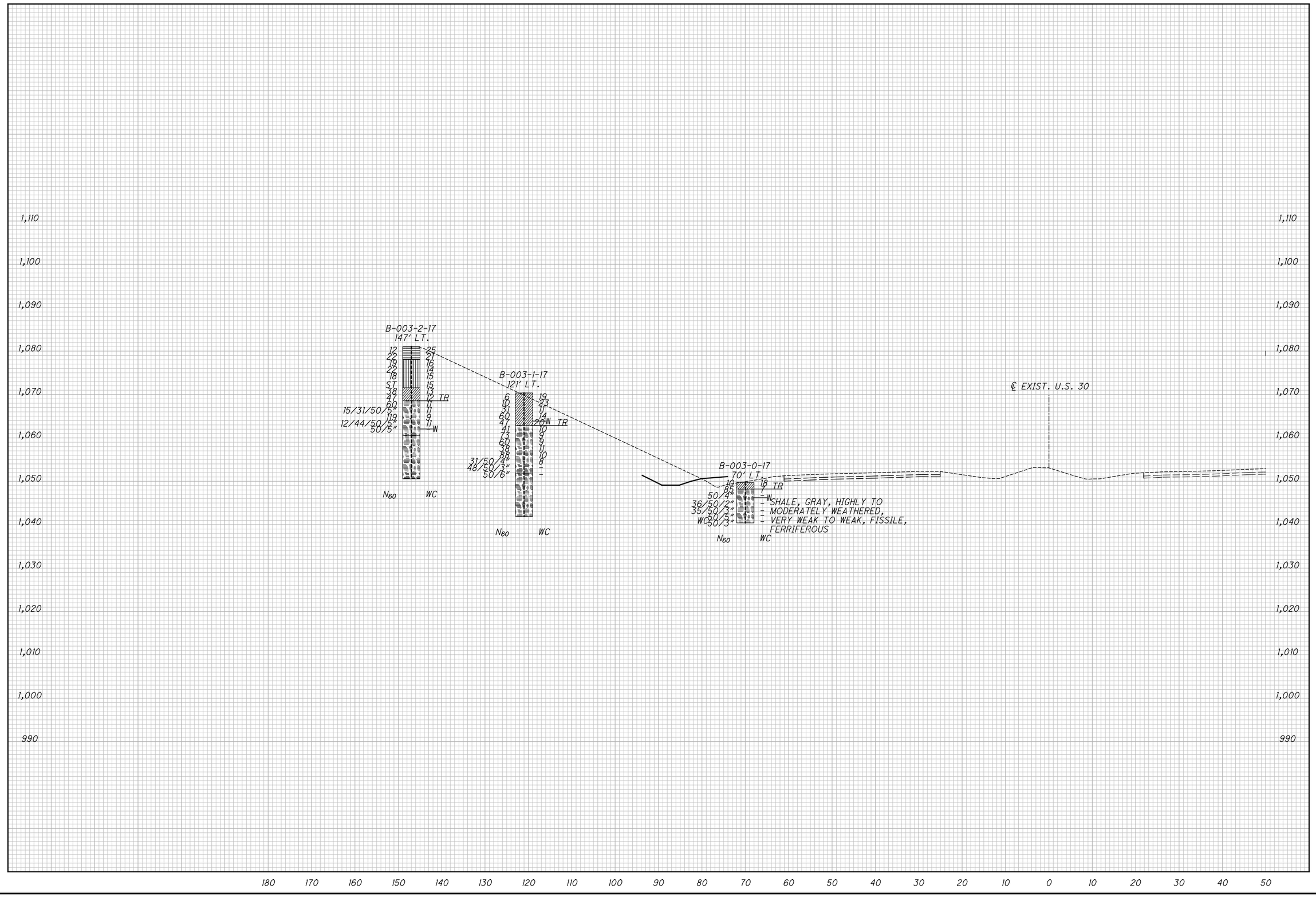


0 5 10 20
HORIZONTAL SCALE IN FEET

DRAWN MJ
CHECKED CH

SOIL PROFILE
U.S. 30 CROSS SECTION STA. 15+00

ASD-30-0.11

18 / 30

P:\17-0037 (102108 ASD-30-0.11)\102108\geotechnical\sheets\102108IX003.dgn Sheet 2/6/2020 5:10:00 PM mjasiewicz

PROJECT: ASD-30-0.11	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 14+22, 148' LT.	EXPLORATION ID B-002-0-17
TYPE: SIDEHILL CUT SECTION	SAMPLING FIRM / LOGGER: NEAS / J.HODGES	HAMMER: CME AUTOMATIC	ALIGNMENT: S.R. 30	
PID: 102108 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 12/3/15	ELEVATION: 1080.5 (MSL) EOB: 36.0 ft.	PAGE 1 OF 1
START: 5/2/17 END: 5/3/17	SAMPLING METHOD: SPT / ST / NQ2	ENERGY RATIO (%): 88.1	LAT / LONG: 40.780903, -82.373058	

MATERIAL DESCRIPTION AND NOTES	ELEV. 1080.5	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
VERY STIFF, BROWN, **SILT AND CLAY**, LITTLE SAND, TRACE GRAVEL, CONTAINS TRACE ROOT HAIRS, DAMP	1079.0	1	1 2 5	10	100	SS-1	2.0 - 2.25	-	-	-	-	-	-	-	-	22	A-6a (V)	
MEDIUM DENSE, BROWN AND ORANGISH BROWN, **GRAVEL WITH SAND AND SILT**, LITTLE CLAY, CONTAINS IRON STAINING, DAMP	1074.5	2	3 5 7	18	89	SS-2	-	-	-	-	-	-	-	-	-	14	A-2-4 (V)	
		3	3 3 8	16	100	SS-3	-	22	12	31	23	12	22	20	2	14	A-2-4 (0)	
		4	3 6 5	16	100	SS-4	-	-	-	-	-	-	-	-	-	15	A-2-4 (V)	
LOOSE, BROWN, **SANDY SILT**, LITTLE CLAY, TRACE GRAVEL, WET	1073.0	5	2 3 4	10	100	SS-5	-	10	12	28	34	16	NP	NP	NP	19	A-4a (3)	
MEDIUM STIFF, BROWN, **SANDY SILT**, LITTLE GRAVEL AND STONE FRAGMENTS, LITTLE CLAY, DAMP @8.0' TO 8.3'; DRY UNIT WEIGHT = 116.5 LB/FT³	1072.0	6			92	ST-6	0.5 - 1.0	17	18	28	22	15	25	20	5	16	A-4a (0)	
MEDIUM DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT**, LITTLE CLAY, WET	1070.5	7	8 4 5	13	100	SS-7	-	-	-	-	-	-	-	-	-	18	A-2-4 (V)	
STIFF TO VERY STIFF, BROWN, **SANDY SILT**, LITTLE CLAY, TRACE TO LITTLE GRAVEL AND STONE FRAGMENTS, SS-8 CONTAINS A 1.0" CLAY SEAM, DAMP TO MOIST @11.5' TO 13.0'; CONTAINS CONCRETION FRAGMENTS	1067.5	8	1 2 3	7	78	SS-8	1.0 - 1.5	8	10	39	28	15	22	18	4	19	A-4a (2)	
		9	2 2 4	9	100	SS-9	1.5 - 2.75	-	-	-	-	-	-	-	-	16	A-4a (V)	
MEDIUM DENSE TO DENSE, BROWN BECOMING BROWN AND GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT**, TRACE CLAY, CONTAINS IRON STAINING, MOIST	1061.5	10	9 7 6	19	100	SS-10	-	-	-	-	-	-	-	-	-	15	A-2-4 (V)	
		11	5 7 7	21	100	SS-11	-	28	18	22	22	10	NP	NP	NP	15	A-2-4 (0)	
		12	6 11 8	28	78	SS-12	-	-	-	-	-	-	-	-	-	15	A-2-4 (V)	
		13	2 8 13	31	89	SS-13	-	-	-	-	-	-	-	-	-	17	A-2-4 (V)	
SHALE, GRAY, HIGHLY TO MODERATELY WEATHERED, VERY WEAK TO WEAK.		14	10 21 23	65	100	SS-14	-	-	-	-	-	-	-	-	-	15	Rock (V)	
		15	4 8 23	46	78	SS-15	-	-	-	-	-	-	-	-	-	14	Rock (V)	
		16	9 40 50/4"	-	100	SS-16	-	-	-	-	-	-	-	-	-	17	Rock (V)	
		17	7 38 50/5"	-	100	SS-17	-	-	-	-	-	-	-	-	-	11	Rock (V)	
	1054.5	18	31 50/4"	-	100	SS-18	-	-	-	-	-	-	-	-	-	14	Rock (V)	
INTERBEDDED SHALE (96%) AND SILTSTONE (4%) BEDDING DISCONTINUITIES: LOW ANGLE, HIGHLY FRACTURED TO FRACTURED, OPEN TO NARROW, VERY ROUGH TO SLIGHTLY ROUGH, DISINTIGRATED TO BLOCKY/DISTURBED/SEAMY, FAIR TO POOR SURFACE CONDITION, RQD 4%, REC. 42%; **SHALE**, GRAY, HIGHLY TO MODERATELY WEATHERED, WEAK TO SLIGHTLY STRONG, VERY THIN TO THINLY LAMINATED, FISSILE, CLAY SEAMS; **SILTSTONE**, LIGHT GRAY, STRONG.		19	0		42	NQ2-1												CORE	
		20	8		47	NQ2-2											CORE	
	1044.5	21	0		29	NQ2-3											CORE	

W 1071.5 ▼ 1 days TR EOB

NOTES: GROUNDWATER ENCOUNTERED AT 9.0' DURING DRILLING, 24.0' AFTER COMPLETION. HOLE DID NOT CAVE.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 50 GAL. BENTONITE GROUT

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 2/5/20 15:17 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\1ARCHIVE BY YEAR\2017 ARCHIVE\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 2/5/20 15:15 - X:\ACTIVE PROJECTS\1ARCHIVE BY YEAR\2017 ARCHIVE\ASD-30-0.11 102108\GINT FILE

PROJECT: ASD-30-0.11
TYPE: ROADWAY
PID: 102108 SFN:
START: 5/11/17 END: 5/11/17

DRILLING FIRM / OPERATOR: NEAS / J. HODGES
SAMPLING FIRM / LOGGER: NEAS / J.HODGES
DRILLING METHOD: 3.25" HSA
SAMPLING METHOD: SPT

DRILL RIG: CME 55X
HAMMER: CME AUTOMATIC
CALIBRATION DATE: 12/3/15
ENERGY RATIO (%): 88.1

STATION / OFFSET: 14+94, 70' LT.
ALIGNMENT: S.R. 30
ELEVATION: 1049.7 (MSL) EOB: 9.3 ft.
LAT / LONG: 40.780687, -82.372804

EXPLORATION ID B-003-0-17
PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (GI)	BACK FILL
VERY STIFF, BROWNISH GRAY, **SILT AND CLAY**, LITTLE SAND, LITTLE GRAVEL AND STONE FRAGMENTS, CONTAINS IRON STAINING AND TRACE ROOT HAIRS, DAMP	1049.7		1 3 4	10	100	SS-1	3.0 - 3.75	11	10	9	40	30	34	20	14	18	A-6a (9)	
	1048.2	TR																
SHALE, GRAY, HIGHLY TO MODERATELY WEATHERED, VERY WEAK TO WEAK, FISSILE, FERRIFEROUS.		1	12 28 30	85	100	SS-2	-	-	-	-	-	-	-	-	-	7	Rock (V)	
	W 1046.2	2	50/4"	-	100	SS-3	-	-	-	-	-	-	-	-	-	-	Rock (V)	
		3																
		4																
		5	36 50/2"	-	75	SS-4	-	-	-	-	-	-	-	-	-	-	Rock (V)	
		6																
		7	35 50/3"	-	89	SS-5	-	-	-	-	-	-	-	-	-	-	Rock (V)	
		8																
			50/5"	-	80	SS-6	-	-	-	-	-	-	-	-	-	-	Rock (V)	
	1040.4	EOB 9	50/3"	-	100	SS-7	-	-	-	-	-	-	-	-	-	-	Rock (V)	

NOTES: GROUNDWATER ENCOUNTERED AT 3.5' DURING DRILLING. HOLE DID NOT CAVE.
ABANDONMENT METHODS, MATERIALS, QUANTITIES: SHOVELED SOIL CUTTINGS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 2/5/20 15:15 - X:\ACTIVE PROJECTS\1ARCHIVE BY YEAR\2017 ARCHIVE\ASD-30-0.11 102108\GINT FILE

PROJECT: ASD-30-0.11
TYPE: SIDEHILL CUT SECTION
PID: 102108 SFN:
START: 5/10/17 END: 5/10/17

DRILLING FIRM / OPERATOR: NEAS / J. HODGES
SAMPLING FIRM / LOGGER: NEAS / J.HODGES
DRILLING METHOD: 3.25" HSA / NQ2
SAMPLING METHOD: SPT / NQ2

DRILL RIG: CME 55X
HAMMER: CME AUTOMATIC
CALIBRATION DATE: 12/3/15
ENERGY RATIO (%): 88.1

STATION / OFFSET: 14+96, 121' LT.
ALIGNMENT: S.R. 30
ELEVATION: 1070.4 (MSL) EOB: 28.5 ft.
LAT / LONG: 40.780826, -82.372796

EXPLORATION ID B-003-1-17
PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
STIFF TO HARD, BROWN, **SILT AND CLAY**, LITTLE TO SOME SAND, TRACE TO LITTLE GRAVEL AND STONE FRAGMENTS (SHALE), SS-1 TO SS-2 CONTAIN ROOTS, SS-1 TO SS-4 CONTAIN IRON STAINING, DAMP	1070.4		1 2 2	6	100	SS-1	1.25 - 2.0	-	-	-	-	-	-	-	-	19	A-6a (V)	
@1.5'; NO PLUG FOR HP		1	1 2 5	10	78	SS-2	-	12	13	10	42	23	36	24	12	23	A-6a (7)	
		2	5 9 12	31	100	SS-3	4.5+	13	12	7	45	23	33	21	12	11	A-6a (7)	
		3	10 19 22	60	100	SS-4	4.5+	-	-	-	-	-	-	-	-	14	A-6a (V)	
@6.0'; NO PLUG FOR HP	W 1063.9	4	6 9 23	47	100	SS-5	-	8	14	8	43	27	34	21	13	20	A-6a (8)	
	1062.9	TR 5																
SHALE, BROWNISH GRAY BECOMING GRAY, HIGHLY TO MODERATELY WEATHERED, VERY WEAK TO WEAK.	▼ 1 days	6	5 13 15	41	100	SS-6	-	-	-	-	-	-	-	-	-	10	Rock (V)	
		7	5 24 26	73	100	SS-7	-	-	-	-	-	-	-	-	-	9	Rock (V)	
		8	4 22 19	60	100	SS-8	-	-	-	-	-	-	-	-	-	9	Rock (V)	
		9	9 11 15	38	100	SS-9	-	-	-	-	-	-	-	-	-	11	Rock (V)	
		10	12 28 32	88	100	SS-10	-	-	-	-	-	-	-	-	-	10	Rock (V)	
		11	31 50/4"	-	100	SS-11	-	-	-	-	-	-	-	-	-	8	Rock (V)	
		12																
		13	48 50/3"	-	100	SS-12	-	-	-	-	-	-	-	-	-	-	Rock (V)	
	1051.9	14																
			50/6"	-	83	SS-13	-	-	-	-	-	-	-	-	-	-	Rock (V)	
INTERBEDDED SHALE (89%) AND SILTSTONE (11%), BEDDING DISCONTINUITIES: LOW ANGLE, IRON STAINED JOINT DISCONTINUITIES: HIGH ANGLE FROM 18.9' - 19.6' AND 20.3' - 21.2', HIGHLY FRACTURED TO MODERATELY FRACTURED, OPEN TO TIGHT, SLIGHTLY ROUGH TO VERY ROUGH, BLOCKY/DISTURBED/SEAMY, GOOD TO FAIR SURFACE CONDITION, RQD 38%, REC. 98%; **SHALE**, GRAY, SLIGHTLY TO MODERATELY WEATHERED, WEAK TO MODERATELY STRONG, VERY THIN TO THINLY LAMINATED, FISSILE; **SILTSTONE**, LIGHT GRAY, STRONG.		15 16 17 18 19 20 21 22 23	20		98	NQ2-1										CORE	
		24 25 26 27	55		99	NQ2-2										CORE	
	1041.9	EOB 28																

NOTES: GROUNDWATER ENCOUNTERED AT 6.5' DURING DRILLING, 9.0' AFTER COMPLETION. HOLE DID NOT CAVE.
ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 35 GAL. BENTONITE GROUT

PROJECT: ASD-30-0.11	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 14+94, 147' LT.	EXPLORATION ID B-003-2-17
TYPE: SIDEHILL CUT SECTION	SAMPLING FIRM / LOGGER: NEAS / J.HODGES	HAMMER: CME AUTOMATIC	ALIGNMENT: S.R. 30	
PID: 102108 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 12/3/15	ELEVATION: 1081.1 (MSL) EOB: 30.5 ft.	PAGE 1 OF 1
START: 5/2/17 END: 5/2/17	SAMPLING METHOD: SPT / ST / NQ2	ENERGY RATIO (%): 88.1	LAT / LONG: 40.780899, -82.372802	

MATERIAL DESCRIPTION AND NOTES	ELEV. 1081.1	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
STIFF TO VERY STIFF, BROWN, **SILTY CLAY**, LITTLE SAND, TRACE GRAVEL, MOIST			1 2 6	12	22	SS-1	1.0 - 1.5	-	-	-	-	-	-	-	-	25	A-6b (V)	
	1078.1		2 7 8	22	44	SS-2	1.25 - 2.25	0	3	13	53	31	37	20	17	21	A-6b (11)	
STIFF TO HARD, BROWN, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, SS-3 CONTAINS A 0.5" DIAMETER ROOT, DAMP		▼ 1 days	3 6 7	19	67	SS-3	3.75 - 4.5+	-	-	-	-	-	-	-	-	16	A-4a (V)	
			5 7 8	22	100	SS-4	3.5 - 4.0	5	5	25	41	24	24	17	7	14	A-4a (6)	
			5 5 7	18	100	SS-5	3.0 - 3.25	-	-	-	-	-	-	-	-	15	A-4a (V)	
	1071.6				81	ST-6	1.5 - 3.25	2	4	26	44	24	25	17	8	15	A-4a (7)	
HARD, BROWN, **SILT AND CLAY**, LITTLE SAND, TRACE GRAVEL, DAMP			8 12 14	38	100	SS-7	4.5+	2	10	6	47	35	35	22	13	13	A-6a (9)	
	1068.6	TR	6 16 16	47	94	SS-8	4.5+	-	-	-	-	-	-	-	-	12	A-6a (V)	
SHALE, BROWN AND ORANGISH BROWN BECOMING BROWNISH GRAY, HIGHLY WEATHERED, VERY WEAK TO WEAK.			5 16 25	60	78	SS-9	-	-	-	-	-	-	-	-	-	11	Rock (V)	
			15 31 50/5"	-	100	SS-10	-	-	-	-	-	-	-	-	-	11	Rock (V)	
			25 37 44	119	100	SS-11	-	-	-	-	-	-	-	-	-	9	Rock (V)	
			12 44 50/5"	-	88	SS-12	-	-	-	-	-	-	-	-	-	11	Rock (V)	
		▼ 1062.1	50/5"	-	100	SS-13	-	-	-	-	-	-	-	-	-	-	Rock (V)	
	1060.6																	
SHALE, GRAY, HIGHLY TO MODERATELY WEATHERED, WEAK, VERY THIN TO THINLY LAMINATED, FISSILE, CONTAINS 1.0" SILTSTONE SEAM AT 21.3', BROWN CLAY SEAM FROM 23.1 TO 25.3', BEDDING DISCONTINUITIES: LOW ANGLE, JOINT DISCONTINUITIES: HIGH ANGLE FROM 28.9' - 29.3', HIGHLY FRACTURED TO FRACTURED, OPEN TO NARROW, SLIGHTLY ROUGH TO VERY ROUGH, DISINTIGRATED TO BLOCKY/DISTURBED/SEAMY, FAIR TO VERY POOR SURFACE CONDITION; RQD 0%, REC 66%.			0		88	NQ2-1											CORE	
			0		39	NQ2-2											CORE	
	1050.6	EOB																

NOTES: GROUNDWATER ENCOUNTERED AT 19.0' DURING DRILLING, 5.1' AFTER COMPLETION. HOLE DID NOT CAVE.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: POURED 100 LB. HOLE PLUG

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 2/5/20 15:18 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\1ARCHIVE BY YEAR\2017 ARCHIVE\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 2/5/20 15:16 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\1ARCHIVE BY YEAR\2017 ARCHIVE\ASD-30-0.11 102108\GINT FILE

PROJECT: ASD-30-0.11	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 15+68, 147' LT.	EXPLORATION ID B-004-0-17
TYPE: SIDEHILL CUT SECTION	SAMPLING FIRM / LOGGER: NEAS / J.HODGES	HAMMER: CME AUTOMATIC	ALIGNMENT: S.R. 30	
PID: 102108 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 12/3/15	ELEVATION: 1081.8 (MSL) EOB: 28.7 ft.	PAGE 1 OF 1
START: 5/1/17 END: 5/2/17	SAMPLING METHOD: SPT/NQ2	ENERGY RATIO (%): 88.1	LAT / LONG: 40.780899, -82.372539	

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
VERY STIFF TO HARD, BROWN AND ORANGISH BROWN BECOMING BROWN, **SILT AND CLAY**, LITTLE TO SOME SAND, TRACE TO LITTLE GRAVEL AND STONE FRAGMENTS (SHALE), CONTAINS IRON STAINING, DAMP TO MOIST	1081.8		1 2 4	9	89	SS-1	2.25 - 2.5	-	-	-	-	-	-	-	-	21	A-6a (V)	
@3.0' TO 6.0'; CONTAINS TRACE ROOT HAIRS			3 3 6	13	100	SS-2	2.75 - 3.25	14	14	18	31	23	32	20	12	17	A-6a (5)	
			5 9 13	32	100	SS-3	4.5+	-	-	-	-	-	-	-	-	14	A-6a (V)	
			3 13 32	66	89	SS-4	4.5+	12	11	7	40	30	35	21	14	12	A-6a (9)	
			5 15 23	56	89	SS-5	4.5+	-	-	-	-	-	-	-	-	11	A-6a (V)	
@9.0' TO 12.0'; RELIC ROCK STRUCTURE, NO PLUG FOR HP			1 5 6	16	100	SS-6	4.5+	4	10	6	45	35	36	22	14	15	A-6a (10)	
			11 10 13	34	100	SS-7	-	-	-	-	-	-	-	-	-	11	A-6a (V)	
	1069.8	TR	5 15 21	53	89	SS-8	-	-	-	-	-	-	-	-	-	11	A-6a (V)	
SHALE, BROWN BECOMING BROWNISH GRAY, HIGHLY TO MODERATELY WEATHERED, VERY WEAK TO SLIGHTLY STRONG.		▼ 1 days	6 23 31	79	100	SS-9	-	-	-	-	-	-	-	-	-	10	Rock (V)	
			5 36 50/4"	-	100	SS-10	-	-	-	-	-	-	-	-	-	8	Rock (V)	
	1064.3		35 50/3"	-	100	SS-11	-	-	-	-	-	-	-	-	-	8	Rock (V)	
SHALE, BROWNISH GRAY, BECOMES GRAY AT 22.4', HIGHLY TO SLIGHTLY WEATHERED, WEAK TO SLIGHTLY STRONG, VERY THIN TO THINLY LAMINATED, FISSILE, CONTAINS A BROWN CLAY SEAM FROM 17.9' - 18.8' AND 0.5" TO 1.0" LIGHT GRAY SILTSTONE SEAMS AT 20.8', 26.8', AND 28.6', BEDDING DISCONTINUITIES: LOW ANGLE, HIGHLY FRACTURED TO FRACTURED, OPEN TO TIGHT, SLIGHTLY ROUGH, BLOCKY/DISTURBED/SEAMY, GOOD TO POOR SURFACE CONDITION; RQD 57%, REC 99%.			31		100	NQ2-1												CORE	
			75		100	NQ2-2											CORE	
	1053.1	EOB	65		97	NQ2-3											CORE	

NOTES: GROUNDWATER NOT ENCOUNTERED DURING DRILLING, 13.5' AFTER COMPLETION. HOLE DID NOT CAVE.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 35 GAL. BENTONITE GROUT

PROJECT: ASD-30-0.11	DRILLING FIRM / OPERATOR: NEAS / ASHBAUGH	DRILL RIG: CME 55	STATION / OFFSET: 689+96, 51' RT.	EXPLORATION ID B-005-0-18
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: NEAS / ASHBAUGH	HAMMER: CME AUTOMATIC	ALIGNMENT: U.S. 30	
PID: 102108 SFN:	DRILLING METHOD: 3.25" HSA	CALIBRATION DATE: 11/21/17	ELEVATION: 1023.6 (MSL) EOB: 36.0 ft.	PAGE 1 OF 1
START: 12/18/18 END: 12/18/18	SAMPLING METHOD: SPT / ST	ENERGY RATIO (%): 78	LAT / LONG: 40.781090, -82.380830	

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	BACK FILL
5.0" ASPHALT (DRILLERS DESCRIPTION)	1023.2																	
VERY STIFF TO HARD, BROWN, **SILT AND CLAY**, LITTLE TO SOME SAND, TRACE TO LITTLE GRAVEL, DAMP TO MOIST	1023.6		4 7 10	22	44	SS-1	4.5+	11	7	11	35	36	31	16	15	14	A-6a (9)	
			6 12 10	29	83	SS-2	4.5+	-	-	-	-	-	-	-	-	15	A-6a (V)	
			5 10 11	27	67	SS-3	4.5+	-	-	-	-	-	-	-	-	14	A-6a (V)	
			6 10 12	29	67	SS-4	4.5+	-	-	-	-	-	-	-	-	14	A-6a (V)	
			5 7 11	23	83	SS-5	4.5+	-	-	-	-	-	-	-	-	16	A-6a (V)	
			5 8 11	25	78	SS-6	4.5+	-	-	-	-	-	-	-	-	16	A-6a (V)	
			5 6 8	18	89	SS-7	4.5+	-	-	-	-	-	-	-	-	17	A-6a (V)	
			5 9 10	25	83	SS-8	4.5+	-	-	-	-	-	-	-	-	16	A-6a (V)	
			4 7 9	21	78	SS-9	4.5+	-	-	-	-	-	-	-	-	19	A-6a (V)	
			2 4 4	10	56	SS-10	2.50	-	-	-	-	-	-	-	-	20	A-6a (V)	
			7 10 12	29	89	SS-11	4.5+	-	-	-	-	-	-	-	-	20	A-6a (V)	
VERY STIFF, BROWNISH GRAY, **CLAY**, "AND" SILT, TRACE SAND, TRACE GRAVEL, MOIST	999.1		4 6 7	17	100	SS-12	4.00	1	2	5	47	45	52	22	30	24	A-7-6 (18)	
MEDIUM STIFF TO HARD, BROWNISH GRAY AND DARK GRAY, **SILTY CLAY**, TRACE TO LITTLE SAND, TRACE GRAVEL, MOIST	996.6		3 5 5	13	78	SS-13	4.5+	2	2	7	50	39	40	20	20	22	A-6b (12)	
			3 3 4	9	100	SS-14	2.25	-	-	-	-	-	-	-	-	25	A-6b (V)	
MEDIUM STIFF TO VERY STIFF, GRAY AND DARK GRAY, **SILT**, SOME CLAY, TRACE SAND, TRACE GRAVEL, WET @33.5' TO 34.0'; Qu = 1201 PSF	991.6				100	ST-15	3.00	0	0	8	63	29	23	17	6	24	A-4b (8)	
	987.6	W 988.6	2 1 3	5	100	SS-16	0.75	-	-	-	-	-	-	-	-	26	A-4b (V)	
		EOB																

NOTES: GROUNDWATER ENCOUNTERED AT 35.0' DURING DRILLING. HOLE DID NOT CAVE.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PLACED 0.5 BAG ASPHALT PATCH; SHOVELED SOIL CUTTINGS

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 12/20/19 15:01 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

ASD-30-0.11

STRUCTURE FOUNDATION EXPLORATION

BORING LOG B-005-0-18

DRAWN MJ

CHECKED CH

P:\17-0037 (102108 ASD-30-0.11)\102108\geotechnical\sheets\102108ZL002.dgn Sheet 2/6/2020 5:12:01 PM mjasiewicz

PROJECT: ASD-30-0.11	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 690+01, 125' RT.	EXPLORATION ID B-005-1-18
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: NEAS / J.HODGES	HAMMER: CME AUTOMATIC	ALIGNMENT: U.S. 30	
PID: 102108 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 11/21/17	ELEVATION: 999.8 (MSL) EOB: 85.4 ft.	PAGE 1 OF 2
START: 10/16/18 END: 10/16/18	SAMPLING METHOD: SPT / ST / NQ2	ENERGY RATIO (%): 85	LAT / LONG: 40.780887, -82.380852	

MATERIAL DESCRIPTION AND NOTES	ELEV. 999.8	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
6.0" TOPSOIL (DRILLERS DESCRIPTION)	999.3																	
MEDIUM STIFF TO STIFF, DARK BROWN, **CLAY**, "AND" SILT, LITTLE TO SOME SAND, TRACE GRAVEL, CONTAINS TRACE ROOTS AND IRON STAINING, MOIST			2 2 3	7	100	SS-1	1.50	-	-	-	-	-	-	-	-	36	A-7-6 (V)	
			3 4 5	13	100	SS-2	1.00	1	2	19	46	32	47	23	24	29	A-7-6 (15)	
			2 3 2	7	100	SS-3	1.25	-	-	-	-	-	-	-	-	26	A-7-6 (V)	
@4.6' TO 5.1'; Qu = 1387 PSF					61	ST-4	1.00	0	2	12	52	34	45	23	22	28	A-7-6 (14)	
	993.8																	
STIFF, BROWNISH GRAY, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, WET	992.3		2 3 2	7	100	SS-5	1.25	0	1	33	43	23	23	15	8	22	A-4a (6)	
MEDIUM STIFF TO STIFF, GRAY, **CLAY**, "AND" SILT, SOME SAND, TRACE GRAVEL, MOIST	990.8	W 990.8	WOH 1 2	4	33	SS-6	1.00	0	2	20	41	37	41	18	23	24	A-7-6 (13)	
VERY LOOSE, GRAY, **SANDY SILT**, LITTLE CLAY, TRACE GRAVEL, WET			WOH 1 2	4	56	SS-7	-	0	1	49	35	15	NP	NP	NP	24	A-4a (3)	
	987.8		1 1 2	4	100	SS-8	-	-	-	-	-	-	-	-	-	27	A-4a (V)	
LOOSE, GRAY, **COARSE AND FINE SAND** LITTLE TO SOME SILT, TRACE CLAY, TRACE GRAVEL, WET	986.3		1 2 4	9	100	SS-9	-	-	-	-	-	-	-	-	-	25	A-3a (V)	
VERY SOFT, GRAY, **SILT**, SOME CLAY, LITTLE SAND, TRACE GRAVEL, WET	984.8		2 1 2	4	100	SS-10	0.25	0	1	10	56	33	24	17	7	25	A-4b (8)	
LOOSE, GRAY, **SANDY SILT**, LITTLE CLAY, TRACE GRAVEL, WET			2 2 2	6	100	SS-11	-	-	-	-	-	-	-	-	-	24	A-4a (V)	
	981.5																	
STIFF, GRAY, **SILT**, "AND" CLAY, TRACE SAND, TRACE GRAVEL, DAMP			WOH 2 3	7	100	SS-12	1.25	0	0	4	60	36	28	19	9	14	A-4b (8)	
	976.5																	
MEDIUM STIFF TO STIFF, GRAY AND BROWNISH GRAY, **SILT AND CLAY**, TRACE SAND, TRACE GRAVEL, MOIST			1 3 3	9	100	SS-13	1.00	0	1	3	46	50	34	20	14	26	A-6a (10)	
			1 3 5	11	22	SS-14	1.00	-	-	-	-	-	-	-	-	31	A-6a (V)	
			2 3 5	11	100	SS-15	0.75	-	-	-	-	-	-	-	-	24	A-6a (V)	
	961.5																	
MEDIUM DENSE TO VERY DENSE, BROWN AND GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT**, LITTLE CLAY, MOIST TO DAMP			7 8 10	26	100	SS-16	-	-	-	-	-	-	-	-	-	11	A-2-4 (V)	
			39 13 12	35	100	SS-17	-	-	-	-	-	-	-	-	-	14	A-2-4 (V)	
			18 32 16	68	78	SS-18	-	-	-	-	-	-	-	-	-	9	A-2-4 (V)	
	946.5																	
VERY STIFF, GRAY, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, DAMP			5 9 7	23	100	SS-19	2.25	8	8	15	42	27	23	14	9	14	A-4a (7)	

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 12/20/19 15:01 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

PID: 102108 | SFN: | PROJECT: ASD-30-0.11 | STATION / OFFSET: 690+01, 125' RT. | START: 10/16/18 | END: 10/16/18 | PG 2 OF 2 | B-005-1-18

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
VERY STIFF, GRAY, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, DAMP *(continued)*	939.8	61	9 10 16	37	100	SS-20	4.00	-	-	-	-	-	-	-	-	14	A-4a (V)	
		62																
		63																
		64																
		65	5 7 8	21	100	SS-21	3.50	-	-	-	-	-	-	-	-	13	A-4a (V)	
		66																
		67																
		68																
MEDIUM DENSE, GRAY, **COARSE AND FINE SAND** LITTLE GRAVEL, TRACE CLAY, MOIST	931.5	69																
		70																
		71	5 5 6	16	100	SS-22	-	-	-	-	-	-	-	-	-	15	A-3a (V)	
		72																
		73																
SILTSTONE, GRAY AND LIGHT GRAY, HIGHLY WEATHERED, SLIGHTLY STRONG.	926.8	TR																
		74																
	924.4	75	50/4"	-	100	SS-23	-	-	-	-	-	-	-	-	-	-	Rock (V)	
INTERBEDDED SILTSTONE (51%) AND SHALE (49%) RQD 45%, REC. 95%; **SILTSTONE**, LIGHT GRAY, SLIGHTLY WEATHERED, SLIGHTLY TO MODERATELY STRONG, LAMINATED TO THIN BEDDED, CONTAINS SHALE LAMINATIONS, BEDDING DISCONTINUITIES: LOW ANGLE, JOINT DISCONTINUITIES: HIGH ANGLE FROM 76.3' TO 77.1', HIGHLY FRACTURED TO MODERATELY FRACTURED, OPEN TO TIGHT, SLIGHTLY ROUGH, BLOCKY/DISTURBED/SEAMY, GOOD SURFACE CONDITION; **SHALE**, DARK GRAY, SLIGHTLY TO MODERATELY WEATHERED, SLIGHTLY STRONG, FISSILE. @82.2' TO 82.6'; Qu = 2977 PSI		76																
		77																
		78																
		79																
		80	45		95	NQ2-1											CORE	
		81																
		82																
		83																
		84																
	914.4	85 EOB																

NOTES: GROUNDWATER ENCOUNTERED AT 9.0' DURING DRILLING. HOLE DID NOT CAVE.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 120 GAL. BENTONITE GROUT

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 12/20/19 15:01 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

PROJECT: ASD-30-0.11	DRILLING FIRM / OPERATOR: NEAS / ASHBAUGH	DRILL RIG: CME 55	STATION / OFFSET: 692+79, 52' RT.	EXPLORATION ID B-008-0-18
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: NEAS / ASHBAUGH	HAMMER: CME AUTOMATIC	ALIGNMENT: U.S. 30	
PID: 102108 SFN:	DRILLING METHOD: 3.25" HSA	CALIBRATION DATE: 11/21/17	ELEVATION: 1021.8 (MSL) EOB: 36.5 ft.	PAGE 1 OF 1
START: 12/18/18 END: 12/18/18	SAMPLING METHOD: SPT / ST	ENERGY RATIO (%): 78	LAT / LONG: 40.780967, -82.379818	

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	BACK FILL
5.0" ASPHALT (DRILLERS DESCRIPTION)	1021.4																	
VERY STIFF TO HARD, BROWN, **SANDY SILT**, LITTLE TO SOME CLAY, TRACE TO LITTLE GRAVEL, DAMP TO MOIST	1021.8		10 7 8	20	56	SS-1	4.5+	18	16	17	28	21	23	16	7	11	A-4a (3)	
			5 7 7	18	50	SS-2	3.75	-	-	-	-	-	-	-	-	15	A-4a (V)	
			4 7 8	20	67	SS-3	4.5+	-	-	-	-	-	-	-	-	15	A-4a (V)	
			5 5 7	16	67	SS-4	4.5+	-	-	-	-	-	-	-	-	15	A-4a (V)	
			5 6 10	21	78	SS-5	4.5+	-	-	-	-	-	-	-	-	15	A-4a (V)	
			5 6 8	18	89	SS-6	4.00	-	-	-	-	-	-	-	-	14	A-4a (V)	
			6 5 6	14	100	SS-7	4.5+	-	-	-	-	-	-	-	-	18	A-4a (V)	
			5 5 7	16	100	SS-8	4.50	-	-	-	-	-	-	-	-	17	A-4a (V)	
			5 6 6	16	100	SS-9	4.5+	-	-	-	-	-	-	-	-	17	A-4a (V)	
					94	ST-10	4.5+	3	9	28	38	22	22	16	6	14	A-4a (5)	
			4 6 7	17	100	SS-11	4.5+	-	-	-	-	-	-	-	-	21	A-4a (V)	
			3 2 3	7	100	SS-12	1.50	-	-	-	-	-	-	-	-	21	A-4a (V)	
	994.8																	
VERY STIFF, BROWN WITH TRACE ORANGISH BROWN, **SILT AND CLAY**, TRACE SAND, TRACE GRAVEL, CONTAINS TRACE IRON STAINING, MOIST	992.3	W 993.8	2 1 2	4	100	SS-13	2.25	0	1	8	56	35	34	21	13	27	A-6a (9)	
VERY LOOSE TO LOOSE, BROWN, **SANDY SILT**, TRACE TO LITTLE CLAY, TRACE GRAVEL, NO INTACT SOIL FOR HP READINGS, WET			2 2 2	5	100	SS-14	-	-	-	-	-	-	-	-	-	29	A-4a (V)	
			1 1 2	4	100	SS-15	-	-	-	-	-	-	-	-	-	25	A-4a (V)	
	985.3	EOB	1 1 3	5	100	SS-16	-	-	-	-	-	-	-	-	-	25	A-4a (V)	

NOTES: GROUNDWATER ENCOUNTERED AT 28.0' DURING DRILLING. HOLE DID NOT CAVE.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PLACED 0.5 BAG ASPHALT PATCH; SHOVELED SOIL CUTTINGS

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 12/20/19 15:01 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

P:\17-0037 (102108 ASD-30-0.11)\102108\geotechnical\sheets\102108ZL004.dgn Sheet 2/6/2020 5:13:23 PM mjasiewicz

PROJECT: ASD-30-0.11	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 692+85, 98' RT.	EXPLORATION ID B-008-1-18
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: NEAS / Z.JEWELL	HAMMER: CME AUTOMATIC	ALIGNMENT: U.S. 30	
PID: 102108 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 11/21/17	ELEVATION: 1004.0 (MSL) EOB: 68.2 ft.	PAGE 1 OF 2
START: 10/15/18 END: 10/15/18	SAMPLING METHOD: SPT / ST / NQ2	ENERGY RATIO (%): 85	LAT / LONG: 40.780841, -82.379821	

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
2.0" TOPSOIL (DRILLERS DESCRIPTION)	1003.8																	
STIFF TO VERY STIFF, BROWN, **SANDY SILT**, TRACE TO SOME GRAVEL, LITTLE CLAY, CONTAINS TRACE ROOTS AND IRON STAINING, DAMP TO MOIST	997.0		2 3 3	9	100	SS-1	3.50	7	18	31	27	17	25	18	7	17	A-4a (2)	
			3 2 3	7	100	SS-2	1.25	-	-	-	-	-	-	-	-	21	A-4a (V)	
			2 3 6	13	100	SS-3	1.00	23	16	22	28	11	22	17	5	13	A-4a (1)	
VERY SOFT TO STIFF, BROWN, **SILT AND CLAY**, SOME SAND, TRACE GRAVEL, MOIST		W 996.5	2 1 2	4	100	SS-4	0.25	-	-	-	-	-	-	-	-	23	A-6a (V)	
@10.2' TO 10.7'; Qu = 1364 PSF	992.0				83	ST-5	1.00	6	9	23	36	26	33	20	13	22	A-6a (7)	
LOOSE TO MEDIUM DENSE, BROWN AND GRAY, **GRAVEL WITH SAND**, LITTLE SILT, TRACE CLAY, MOIST TO WET @12.0' TO 13.5'; NO RECOVERY			2 2 2	6	0	SS-6	-	-	-	-	-	-	-	-	-	-		
			1 2 4	9	100	SS-7	-	45	19	16	13	7	NP	NP	NP	17	A-1-b (0)	
			4 6 9	21	100	SS-8	-	-	-	-	-	-	-	-	-	18	A-1-b (V)	
			5 6 9	21	100	SS-9	-	-	-	-	-	-	-	-	-	13	A-1-b (V)	
MEDIUM DENSE, GRAY AND ORANGISH BROWN, **COARSE AND FINE SAND**, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, WET	980.7																	
			5 6 7	18	100	SS-10	-	1	0	76	19	4	NP	NP	NP	26	A-3a (0)	
			5 5 8	18	100	SS-11	-	-	-	-	-	-	-	-	-	26	A-3a (V)	
STIFF, GRAY, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, DAMP	970.7																	
			4 3 5	11	100	SS-12	1.25	8	6	15	43	28	22	15	7	15	A-4a (7)	
LOOSE, GRAY, **COARSE AND FINE SAND**, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, WET	965.7																	
			4 2 5	10	100	SS-13	-	-	-	-	-	-	-	-	-	25	A-3a (V)	
HARD, GRAY, **SANDY SILT**, SOME GRAVEL, LITTLE CLAY, DAMP	960.7																	
			4 6 13	27	100	SS-14	4.5+	29	10	16	30	15	21	14	7	11	A-4a (2)	
SILTSTONE, LIGHT GRAY, HIGHLY WEATHERED, SLIGHTLY STRONG, ARGILLACEOUS.	954.0	TR	50/5"	-	100	SS-15	-	-	-	-	-	-	-	-	-	-	Rock (V)	
	951.6																	
INTERBEDDED SILTSTONE (50%) AND SHALE (50%) RQD 53%, REC. 94%; **SILTSTONE**, LIGHT GRAY, SLIGHTLY WEATHERED, SLIGHTLY TO MODERATELY STRONG, LAMINATED TO THIN BEDDED, CONTAINS SHALE LAMINATIONS, BEDDING DISCONTINUITIES: LOW ANGLE, HIGHLY FRACTURED TO MODERATELY FRACTURED, OPEN TO NARROW, SLIGHTLY ROUGH, BLOCKY/DISTURBED/SEAMY, GOOD SURFACE CONDITION; **SHALE**, DARK GRAY, SLIGHTLY TO MODERATELY WEATHERED, WEAK TO SLIGHTLY STRONG, FISSILE. @53.2' TO 53.6'; Qu = 1854 PSI @59.3' TO 59.6'; Qu = 5137 PSI			38		85	NQ2-1											CORE	
			55		100	NQ2-2											CORE	

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 12/20/19 15:01 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

P:\17-0037 (102108 ASD-30-0.11)\102108\geotechnical\sheets\102108ZL006.dgn Sheet 2/6/2020 5:13:51 PM mjasiewicz

PID: 102108	SFN:	PROJECT: ASD-30-0.11	STATION / OFFSET: 692+85, 98' RT.	START: 10/15/18	END: 10/15/18	PG 2 OF 2	B-008-1-18

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
INTERBEDDED SILTSTONE (50%) AND SHALE (50%) RQD 53%, REC. 94%; **SILTSTONE** LIGHT GRAY, SLIGHTLY WEATHERED, SLIGHTLY TO MODERATELY STRONG, LAMINATED TO THIN BEDDED, CONTAINS SHALE LAMINATIONS, BEDDING DISCONTINUITIES: LOW ANGLE, HIGHLY FRACTURED TO MODERATELY FRACTURED, OPEN TO NARROW, SLIGHTLY ROUGH, BLOCKY/DISTURBED/SEAMY, GOOD SURFACE CONDITION; **SHALE**, DARK GRAY, SLIGHTLY TO MODERATELY WEATHERED, WEAK TO SLIGHTLY STRONG, FISSILE. *(continued)* @64.7' TO 65.1'; Qu = 6629 PSI	944.0	61	43		90	NQ2-3											CORE	
		62																
		63																
		64																
		65																
		66	78		98	NQ2-4											CORE	
		67																
	935.8	EOB 68																

NOTES: GROUNDWATER ENCOUNTERED AT 7.5' DURING DRILLING. HOLE DID NOT CAVE.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 80 GAL. BENTONITE GROUT

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 12/20/19 15:01 - X:\ACTIVE PRO.JECTS\ACTIVE SOIL PROJECTS\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

PROJECT: ASD-30-0.11	DRILLING FIRM / OPERATOR: NEAS / ASHBAUGH	DRILL RIG: CME 55	STATION / OFFSET: 3+75, 63' RT.	EXPLORATION ID B-009-0-18
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: NEAS / ASHBAUGH	HAMMER: CME AUTOMATIC	ALIGNMENT: U.S. 30	
PID: 102108 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 11/21/17	ELEVATION: 1021.0 (MSL) EOB: 71.0 ft.	PAGE 1 OF 2
START: 12/19/18 END: 12/19/18	SAMPLING METHOD: SPT / NQ2	ENERGY RATIO (%): 78	LAT / LONG: 40.780592, -82.376862	

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
4.0" ASPHALT (DRILLERS DESCRIPTION)	1020.7																	
STIFF TO HARD, BROWN, **SANDY SILT**, LITTLE TO SOME GRAVEL, LITTLE TO SOME CLAY, CONTAINS IRON STAINING, DAMP			9 12 21	43	83	SS-1	4.5+	29	11	12	31	17	27	18	9	12	A-4a (3)	
			8 6 6	16	56	SS-2	1.50	-	-	-	-	-	-	-	-	16	A-4a (V)	
			10 10 14	31	44	SS-3	4.25	-	-	-	-	-	-	-	-	14	A-4a (V)	
	1011.5																	
DENSE, BROWN AND GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT**, LITTLE CLAY, CONTAINS IRON STAINING, DAMP			9 10 14	31	11	SS-4	-	-	-	-	-	-	-	-	-	13	A-2-4 (V)	
	1009.0																	
VERY STIFF, BROWN, **SILT AND CLAY**, SOME SAND, LITTLE GRAVEL, CONTAINS IRON STAINING, DAMP			9 16 23	51	56	SS-5	4.00	16	11	16	33	24	29	17	12	14	A-6a (5)	
	1006.5																	
VERY STIFF, BROWN AND GRAY, **SANDY SILT**, SOME GRAVEL, LITTLE CLAY, CONTAINS IRON STAINING, DAMP			8 13 15	36	72	SS-6	2.75	32	10	14	29	15	29	20	9	15	A-4a (2)	
			8 7 10	22	67	SS-7	2.50	-	-	-	-	-	-	-	-	16	A-4a (V)	
			7 8 9	22	56	SS-8	3.00	-	-	-	-	-	-	-	-	17	A-4a (V)	
	997.7																	
LOOSE TO MEDIUM DENSE, BROWN AND GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND**, LITTLE CLAY, TRACE TO LITTLE SILT, CONTAINS IRON STAINING, WET			3 3 7	13	11	SS-9	-	-	-	-	-	-	-	-	-	15	A-1-b (V)	
			3 3 3	8	67	SS-10	-	47	22	10	9	12	NP	NP	NP	21	A-1-b (0)	
			4 7 9	21	83	SS-11	-	-	-	-	-	-	-	-	-	20	A-1-b (V)	
			3 4 5	12	100	SS-12	-	-	-	-	-	-	-	-	-	18	A-1-b (V)	
			4 3 4	9	83	SS-13	-	-	-	-	-	-	-	-	-	17	A-1-b (V)	
	971.0	TR																
SHALE, GRAY, HIGHLY WEATHERED, WEAK.			26 50/3"	-	67	SS-14	-	-	-	-	-	-	-	-	-	-	Rock (V)	
	965.0		39 50/2"	-	50	SS-15	-	-	-	-	-	-	-	-	-	-	Rock (V)	
LIMESTONE, GRAY AND BROWN, SLIGHTLY WEATHERED, MODERATELY STRONG, FINE TO COARSE GRAINED, VERY THIN TO THIN BEDDED, FOSSILIFEROUS, CONTAINS SHALE LENSES AND LAMINATIONS, BEDDING DISCONTINUITIES: LOW ANGLE, JOINT DISCONTINUITIES: HIGH ANGLE FROM 56.5' TO 57.4', HIGHLY FRACTURED TO SLIGHTLY FRACTURED, OPEN TO NARROW, SLIGHTLY ROUGH.	963.4		18		62	NQ2-1											CORE	

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 2/5/20 15:11 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\1ARCHIVE BY YEAR\2019 ARCHIVE\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

PID: 102108	SFN:	PROJECT: ASD-30-0.11	STATION / OFFSET: 3+75, 63' RT.	START: 12/19/18	END: 12/19/18	PG 2 OF 2	B-009-0-18

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
BLOCKY/DISTURBED/SEAMY, GOOD SURFACE CONDITION; RQD 0%, REC 100%.	961.0	61																
INTERBEDDED SILTSTONE (75%) AND SHALE (25%) CONTAINS SHALE LAMINATIONS, BEDDING DISCONTINUITIES: LOW ANGLE, HIGHLY FRACTURED TO MODERATELY FRACTURED, OPEN TO NARROW, SLIGHTLY ROUGH, BLOCKY/DISTURBED/SEAMY, GOOD SURFACE CONDITION, RQD 60%, REC. 79%; **SILTSTONE**, GRAY, SLIGHTLY WEATHERED, MODERATELY STRONG, LAMINATED TO THIN BEDDED; **SHALE**, DARK GRAY, SLIGHTLY TO MODERATELY WEATHERED, WEAK TO SLIGHTLY STRONG, FISSILE. *(continued)*		62 63 64 65 66 67 68 69 70	71		91	NQ2-2												CORE	
	950.0	EOB 71																

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 2/5/20 15:11 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\1ARCHIVE BY YEAR\2019 ARCHIVE\ASD-30-0.11 102108\GINT FILES\ASD-30-0.11.GPJ

NOTES: GROUNDWATER NOT ENCOUNTERED DURING DRILLING. HOLE DID NOT CAVE.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PLACED 0.5 BAG ASPHALT PATCH; PUMPED 80 GAL. BENTONITE GROUT

SPECIAL PROVISIONS

WATERWAY PERMITS CONDITIONS

C-R-S: ASD-30-0.11

PID: 102108

Date: 01/20/21

1. Waterway Permits Time Restrictions:

Regional General Permit – Section A (Linear Transportation Projects) is authorized for ASD-30-0.11, PID 102108. A copy of Regional General Permit A and the United States Army Corps of Engineers (USACE) authorization letter (LRH-2020-00867-WAL – Black Fork Mohican River) shall be kept at the work site at all times and made available to all contractors and subcontractors. The permit is effective starting: January 20, 2021. The permit expires: October 24, 2024.

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

2. Deviations From Permitted Construction Activities:

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

NOTE: Plan sheets submitted with the Pre-Construction Notification (and/or other applicable waterway permit applications) were approved by the USACE/OEPA in accordance with (enter permit type) and are included in these Special Provisions.

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

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

3. In-Stream Work Restrictions:

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

Stream Name /Description	Location	Work restriction dates (No in-stream work permitted)
No In-Stream Work Permitted	No In-Stream Work Permitted	No In-Stream Work Permitted

UNT = unnamed tributary stream

*Restriction dates do not apply if the stream has been dewatered prior to April 15.

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

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

4. Materials:

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

5. Cultural Resources:

Per CMS 107.10, if archeological sites, historical sites, or human remains are discovered, cease all work in the immediate area and notify the Engineer who will immediately contact the ODOT-District Environmental Coordinator and ODOT-OES-Cultural Resource Section at 614-466-2159. In the event of human remains are identified by OES-Cultural Resources Section, the Engineer shall also contact the Ashland County Sheriff's Office at (419) 289-3911.

6. Aquatic Resource Demarcation:

Attached Table B includes detailed fill quantities authorized within the aquatic resources. Aquatic resources not authorized for impact by these Special Provisions shall be demarcated in the field as per SS 832 prior to site disturbance. The fence shall remain in place and be maintained throughout the construction process. Following the completion of the project, the fence and posts shall be removed.

7. Spill containment:

Provide and Maintain an Oil Spill Kit with a minimum capacity of 65 gallons. The Spill Kit shall contain:
- 6 - 3 in. X 8 ft. Oil only socks
- 4 - 18 in. X18 in. Oil only pillows
- 2 - 5 in. X 10ft. Booms
- 50 - 16in. X 20 in. Oil only pads
- 10- Disposable Bags
- 1 - 65 Gallon drum with lid
- 25 pounds of Granular Oil Absorbent

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

8. Blasting:

State law requires notification to the Ohio Department of Natural Resources should blasting be required within or near stream channels (See ORC 1533.58 & CMS 107.09). Notify the Engineer, in writing, a minimum of 30 days in advance of blasting, for submission to ODOT-OES-WPU (614-466-2159) for coordination with ODNR.

9. Project Inspection:

Inspection of Work may include inspection by representatives of other government agencies or railroad corporations that pay a portion of the cost of the Work or regulate the Work through State and Federal law. Comments from the representatives of these agencies shall be directed to the Engineer who will immediately contact the ODOT-District Environmental Coordinator and ODOT-OES-WPU at 614-466-2159.

10. Excavation Activities:

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

11. Temporary Fill Activities:

Temporary fill in aquatic resources is not authorized for this project. Temporary fill includes, but is not limited to, causeways, work pads, cofferdams, sheet piling, temporary bridges, and construction equipment. Any unauthorized temporary impacts that occur will be in violation of Section 404 and 401 of the Clean Water Act.

12. Construction Completion Certification:

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

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

A copy of the certification has been attached to these Special Provisions.

13. Demolition Debris:

The intentional discharge of demolition debris from any structure (including but not limited to bridges, culverts, abutments, wing walls, piers) is not authorized for this project. If any demolition debris inadvertently falls into aquatic resources, it must be removed immediately. Notify the Engineer

immediately in writing of any inadvertent fill discharged into aquatic resources. The Engineer will immediately contact ODOT-OES-WPU at 614-466-2159 if any unintentional discharge occurs.

14. USACE Real Estate Requirements:

ASD-30-0.11, PID 102108 is located within a federal flowage easement (USACE's Charles Mill Lake project). The discharge of fill material within the boundaries of this flowage easement is not permitted until all appropriate real estate obligations are fulfilled.

USACE Section 404 Pre-Construction Notification
ASD-US 30-0.11; PID 102108
11/9/2020

TABLE B. DISCHARGE AND FILL QUANTITIES
US 30/SR 603 Intersection Improvement

WETLANDS, JURISDICTIONAL DITCHES, PONDS							Existing Culvert	Existing Culvert Replaced (overlap)	Permanent Fill Within Wetland Boundary										Total Permanent Fill Within Wetland Boundary			Total Temporary Fill Within Wetland Boundary			TOTAL IMPACT		TOTAL NEW IMPACT (Total - Existing)	
									Proposed Concrete (Includes Culvert, Piers, Walls, Abutments, etc.)			Proposed RCP			Proposed Earthen, Granular, or Embankment Fill														
Aquatic Resource ID	Station	Description of Impacts/Activities within Wetland Boundary	Total Acreage Within Project Area	Width (LF)	Depth (LF)		Length (LF)	Length (LF)	Length (LF)	Area (AC)	Volume (CY)	Length (LF)	Area (AC)	Volume (CY)	Length (LF)	Area (AC)	Volume (CY)				Length (LF)	Area (AC)	Volume (CY)	Length (LF)	Area (AC)	Volume (CY)	Area (AC)		Area (AC)	
Wetland 1 (W1)	689+80 to 694+60	Grading and earthen fill (embankment slope)	6.23	N/A	1.0		N/A	N/A	N/A	0.000	0.0	N/A	0.304	490	N/A	0.304	490				N/A	0.000	0.0	0.304			0.304		0.304
						SUM:			N/A	0.000	0.0																		

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

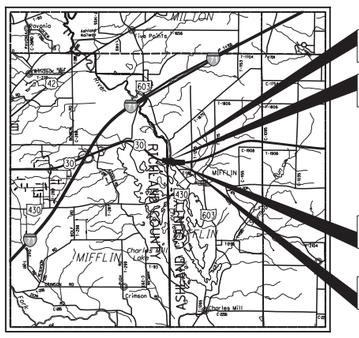
STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

ASD-30-0.11

MIFFLIN TOWNSHIP

ASHLAND COUNTY



LOCATION MAP

LATITUDE: 40°46'51" N LONGITUDE: 82°22'36" W

SCALE IN MILES 0 1 2 3 4

N

PORTION TO BE IMPROVED

INTERSTATE HIGHWAY

FEDERAL ROUTES

STATE ROUTES

COUNTY & TOWNSHIP ROADS

OTHER ROADS

DESIGN DESIGNATION	U.S. 30	S.R. 603
CURRENT ADT (2022)	15,700	2,300
DESIGN YEAR ADT (2042)	21,700	3,050
DESIGN HOURLY VOLUME (2042)	1950	340
DIRECTIONAL DISTRIBUTION	55%	55%
TRUCKS (24 HOUR B&C)	19%	6%
DESIGN SPEED	60 MPH	55 MPH
LEGAL SPEED	60 MPH	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	RURAL PRINCIPAL ARTERIAL	RURAL MAJOR COLLECTOR
NHS PROJECT	YES	NO

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATES	SHEET NUMBERS
SHOULDER WIDTH	XX/XX/XX	3-6

UNDERGROUND UTILITIES

OHIO811.org Before You Dig

PLAN PREPARED BY:

CARPENTER MARTY transportation

8101 SMILEY TREE DRIVE COLUMBUS, OHIO 43235 614.656.2424 WWW.CMTRANS.COM

ENGINEERS SEAL:

SIGNED:

DATE:

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTIONS	3-8
GENERAL NOTES	9-10
MAINTENANCE OF TRAFFIC	11-40
GENERAL SUMMARY	41-43
PROJECT SITE PLAN	43A
ESTIMATED QUANTITIES	44
PLAN AND PROFILE - U.S. 30	45-56
PLAN AND PROFILE - S.R. 603	57-59
CROSS SECTIONS - U.S. 30	60-83
CROSS SECTIONS - S.R. 603	84-99
SUPERELEVATION TABLES	100
PAVEMENT DETAILS	101-109
STORM SEWER PROFILES	110-111
TRAFFIC CONTROL	112-136
LIGHTING	137-141
RIGHT OF WAY	142-151
SOIL PROFILES	

STAGE 3 SUBMITTAL - 10/26/20

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
CB-1.1	7/19/19	BP-2.1	7/17/15	HL-10.11	4/17/20	TC-42.20	10/18/13	MT-101.70	1/17/20	800-2019	4/16/21	
CB-3.3	1/15/16	BP-2.2	7/18/08	HL-10.12	1/20/17	TC-51.11	1/15/16	MT-101.75	1/17/20	808	1/18/19	
		BP-2.5	7/19/13	HL-10.13	4/17/20	TC-51.12	1/15/16	MT-101.90	7/17/20	813	10/19/18	
DM-1.1	7/17/20	BP-3.1	1/17/20	HL-20.11	7/17/20	TC-52.10	10/18/13	MT-104.10	10/16/15	821	4/20/12	
DM-1.2	1/18/13	BP-5.1	1/18/19	HL-30.11	7/17/20	TC-52.20	7/20/18	MT-105.10	1/17/20	832	10/19/18	
DM-2.1	1/18/13	BP-9.1	1/18/19	HL-30.21	4/17/20	TC-61.30	7/19/19			873	10/17/08	
DM-4.2	7/20/12			HL-30.22	4/17/20	TC-65.10	1/17/14			902	7/19/19	
DM-4.3	1/15/18	F-2.1	7/20/18	HL-40.20	7/17/20	TC-65.11	7/20/17			908	10/20/17	
DM-4.4	1/15/16			HL-60.11	7/21/17	TC-71.10	1/19/18			913	4/21/17	
		MGS-1.1	1/19/18	HL-60.31	1/17/20	TC-83.20	7/21/17			921	4/20/12	
HW-2.1	7/20/18	MGS-2.1	1/19/18									
HW-2.2	7/20/18	MGS-4.2	1/19/13	TC-41.10	7/19/13	MT-95.30	7/19/19					
		MGS-4.3	1/18/13	TC-41.20	10/18/13	MT-95.40	1/17/20					
RM-1.1	7/18/14	MGS-5.2	7/15/16	TC-41.25	7/17/15	MT-97.10	4/19/19					
RM-3.1	7/20/18	MGS-5.3	7/15/16	TC-41.30	10/18/13	MT-99.20	4/19/19					
RM-4.2	4/17/20	MGS-6.1	1/19/18	TC-42.10	10/18/13	MT-101.60	1/17/20					

APPROVED

DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED

DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

PROJECT DESCRIPTION

PROJECT INCLUDES THE CONVERSION OF THE U.S. 30 AND S.R. 603 INTERSECTION TO A RESTRICTED CROSSING U-TURN (RCUT) INTERSECTION. INCLUDED WITH THIS CONVERSION IS LEFT TURN LANES AND TRUCK LOONS AT EACH U-TURN LOCATION, ADDITION OF A WESTBOUND RIGHT TURN LANE, EASTBOUND RIGHT TURN LANE LENGTHENING, REALIGNMENT OF S.R. 603 SOUTH OF U.S. 30, PAVEMENT RESURFACING, EXISTING PAVEMENT REMOVAL FROM THE MEDIAN AREA OF THE CURRENT INTERSECTION, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS, AND LIGHTING.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 8.72 ACRES

ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 4.02 ACRES

NOTICE OF INTENT EARTH DISTURBED AREA: 12.74 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 CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE SIDE ROADS AS DESCRIBED ON SHEETS 11-40 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

FEDERAL PROJECT NO. E160 (855)

PID NO. 102108

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

ASD-30-0.11

1 151

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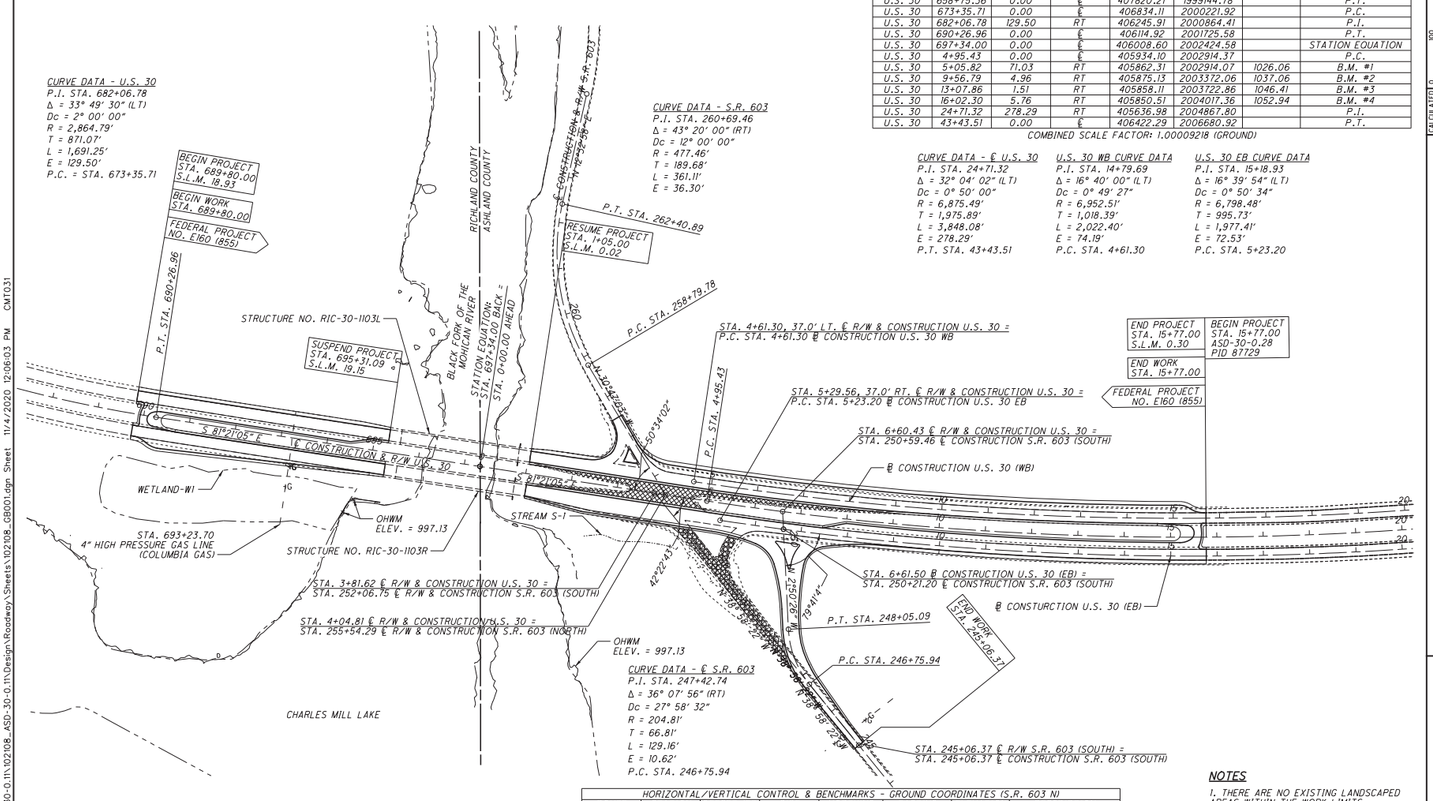

HORIZONTAL/VERTICAL CONTROL & BENCHMARKS - GROUND COORDINATES (U.S. 30)							
ROUTE	STATION	OFFSET (FT.)	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
U.S. 30	637+41.47	0.00	℄	408187.96	1997153.85		P.C.
U.S. 30	649+35.27	342.41	LT	408626.32	1998264.25		P.I.
U.S. 30	658+75.36	0.00	℄	407820.21	1999144.78		P.T.
U.S. 30	673+35.71	0.00	℄	406834.11	2000221.92		P.C.
U.S. 30	682+06.78	129.50	RT	406245.91	2000864.41		P.I.
U.S. 30	690+26.96	0.00	℄	406114.92	2001725.58		P.T.
U.S. 30	697+34.00	0.00	℄	406008.60	2002424.58		STATION EQUATION
U.S. 30	4+95.43	0.00	℄	405934.10	2002914.37		P.C.
U.S. 30	5+05.82	71.03	RT	405862.31	2002914.07	1026.06	B.M. #1
U.S. 30	9+56.79	4.96	RT	405875.13	2003372.06	1031.06	B.M. #2
U.S. 30	13+07.86	1.51	RT	405858.11	2003722.86	1046.41	B.M. #3
U.S. 30	16+02.30	5.76	RT	405850.51	2004017.36	1052.94	B.M. #4
U.S. 30	24+71.32	278.29	RT	405636.98	2004867.80		P.I.
U.S. 30	43+43.51	0.00	℄	406422.29	2006680.92		P.T.

COMBINED SCALE FACTOR: 1.00009218 (GROUND)

CURVE DATA - ℄ U.S. 30	U.S. 30 WB CURVE DATA	U.S. 30 EB CURVE DATA
P.I. STA. 24+71.32	P.I. STA. 14+79.69	P.I. STA. 15+18.93
Δ = 32° 04' 02" (LT)	Δ = 16° 40' 00" (LT)	Δ = 16° 39' 54" (LT)
Dc = 0° 50' 00"	Dc = 0° 49' 27"	Dc = 0° 50' 34"
R = 6,875.49'	R = 6,952.51'	R = 6,798.48'
T = 1,975.89'	T = 1,018.39'	T = 995.73'
L = 3,848.08'	L = 2,022.40'	L = 1,977.41'
E = 278.29'	E = 74.19'	E = 72.53'
P.T. STA. 43+43.51	P.C. STA. 4+61.30	P.C. STA. 5+23.20

HORIZONTAL/VERTICAL CONTROL & BENCHMARKS - GROUND COORDINATES (S.R. 603 S)						
ROUTE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
S.R. 603 S	245+06.37	0.00	℄	405590.48	2003093.69		P.O.T.
S.R. 603 S	246+75.94	0.00	℄	405538.54	2003135.71		P.C.
S.R. 603 S	247+42.74	10.62	LT	405590.48	2003093.69		P.I.
S.R. 603 S	248+05.09	0.00	℄	405657.20	2003090.38		P.T.
S.R. 603 S	250+59.46	0.00	℄	405911.25	2003077.78		P.O.T.

HORIZONTAL/VERTICAL CONTROL & BENCHMARKS - GROUND COORDINATES (S.R. 603 N)							
ROUTE	STATION	OFFSET (FT.)	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
S.R. 603 N	255+55.49	0.00	℄	405948.76	2002824.17		P.O.T.
S.R. 603 N	258+79.78	0.00	℄	406227.36	2002658.20		P.C.
S.R. 603 N	260+69.46	36.30	LT	406390.32	2002561.12		P.I.
S.R. 603 N	262+40.89	0.00	℄	406575.47	2002602.33		P.T.
S.R. 603 N	264+84.22	0.00	℄	406812.98	2002655.20		P.C.
S.R. 603 N	266+00.22	9.33	RT	406926.21	2002680.41		P.I.
S.R. 603 N	267+14.22	0.00	℄	407041.61	2002668.58		P.T.
S.R. 603 N	272+12.34	0.00	℄	407537.13	2002617.81		P.O.T.

NOTES

1. THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS.
2. SEE SHEET 9 FOR PROJECT CONTROL, CENTERLINE REFERENCES AND BENCHMARKS.

LEGEND

PAVEMENT REMOVAL

*ANGLE TAKEN FROM CURVE TANGENT

SCHEMATIC PLAN

ASD-30-0.11

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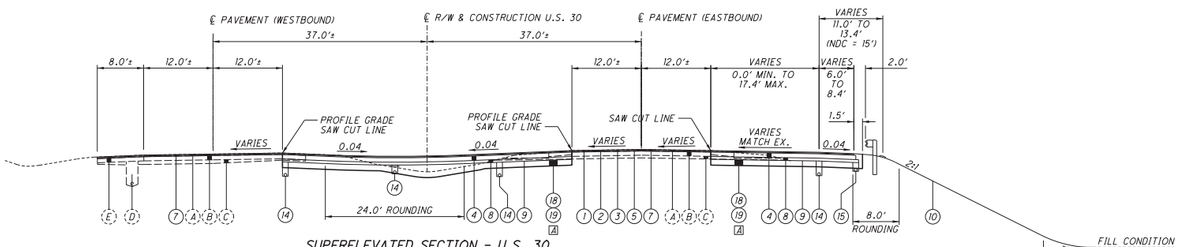
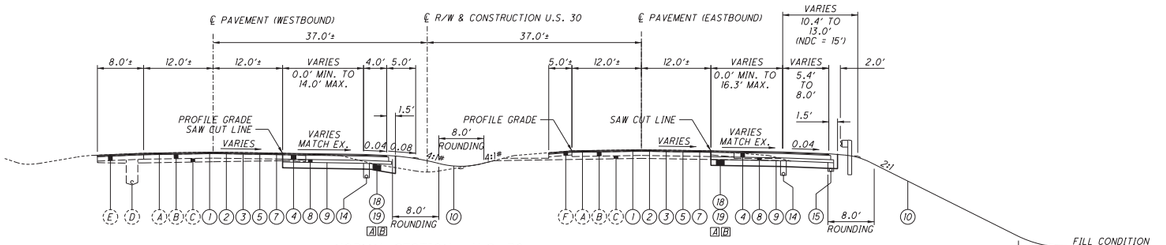


SUPERELEVATED SECTION - U.S. 30

SECTION APPLIES:

STA. 689+80.00 TO STA. 690+72.00
[A] STA. 690+22.00 TO STA. 690+72.00

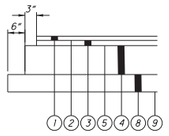


NORMAL SECTION - U.S. 30

SECTION APPLIES:

STA. 690+72.00 TO STA. 695+31.09**
[A] STA. 690+72.00 TO STA. 691+26.00
[B] STA. 692+41.00 TO STA. 695+31.09

**STA. 695+00.00 TO STA. 695+31.09 SHALL BE RESURFACING ONLY WITH NO FULL DEPTH PAVEMENT WORK



CONCRETE BASE AND SUBBASE STEP DETAIL

NOTES

1. SEE PLAN AND PROFILE SHEETS FOR PAVEMENT WIDTH AND SAW CUT LINE TAPERS.
2. SEE SHEETS 96-98 FOR TRUCK LOON PAVEMENT DETAILS.
3. SEE SHEETS 96-98 FOR MEDIAN U-TURN PAVEMENT DETAILS.

\# OR MATCH EXISTING AGGREGATE BASE THICKNESS
\# OR AS SHOWN ON THE CROSS SECTIONS.

LEGEND

1	ITEM 442	1 ½" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	11	ITEM 609	CURB, TYPE 6
2	ITEM 407	TACK COAT (0.055 GAL./SQ. YD.)	12	ITEM 304	VARIABLE THICKNESS AGGREGATE BASE (6" TO 15")
3	ITEM 442	1 ¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	13	ITEM 609	6" CONCRETE TRAFFIC ISLAND
4	ITEM 305	9" CONCRETE BASE, CLASS QC 1P	14	ITEM 605	6" SHALLOW PIPE UNDERDRAIN
5	ITEM 407	TACK COAT (0.07 GAL./SQ. YD.)	15	ITEM 605	6" BASE PIPE UNDERDRAIN
6	ITEM 301	9" ASPHALT CONCRETE BASE, PG64-22	16	NOT USED	
7	ITEM 254	PAVEMENT PLANING, ASPHALT CONCRETE (VARIES 3 ¼" TO 0")	17	ITEM 617	3¼" COMPACTED AGGREGATE
8	ITEM 304	6" AGGREGATE BASE	18	ITEM 204	12" EXCAVATION OF SUBGRADE
9	ITEM 204	SUBGRADE COMPACTION	19	ITEM 204	12" GRANULAR MATERIAL, TYPE B
10	ITEM 659	SEEDING AND MULCHING	20	ITEM 605	AGGREGATE DRAINS

A	EXISTING 3"± ASPHALT PAVEMENT
B	EXISTING REINFORCED CONCRETE PAVEMENT (VARIES 9" TO 11")
C	EXISTING 6"± SUBBASE
D	EXISTING PIPE UNDERDRAIN
E	EXISTING 9"± AGGREGATE BASE
F	EXISTING 6"± AGGREGATE BASE
G	EXISTING 9"± NON-REINFORCED CONCRETE PAVEMENT
H	EXISTING 15"± TEMPORARY PAVEMENT CLASS, A
I	EXISTING AGGREGATE BASE (VARIES 6" TO 15")
J	EXISTING 7"± ASPHALT PAVEMENT
K	EXISTING 5"± AGGREGATE BASE
L	EXISTING 8"± AGGREGATE SHOULDER

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TYPICAL SECTIONS

ASD-30-0.11

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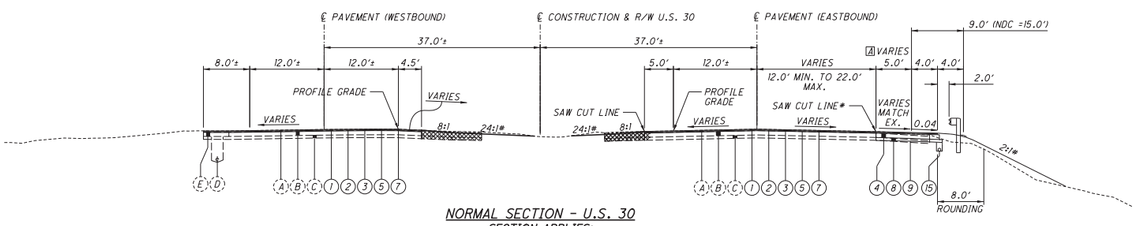
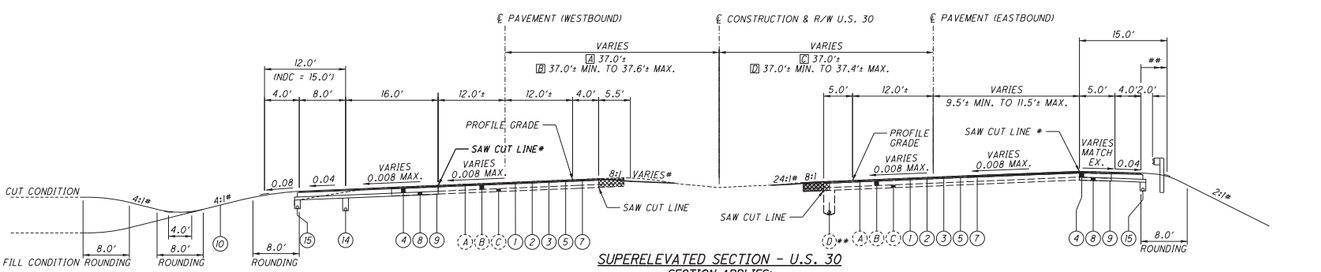


NORMAL SECTION - U.S. 30

SECTION APPLIES:

STA. 1+05.00 TO STA. 4+04.81
[A] STA. 1+05.00 TO STA. 2+30.00



SUPERELEVATED SECTION - U.S. 30

SECTION APPLIES:

STA. 4+04.81 TO STA. 6+84.73
[A] STA. 4+04.81 TO STA. 4+61.30
[B] [C] STA. 4+61.30 TO STA. 6+84.73
[B] STA. 4+04.81 TO STA. 5+29.56
[C] STA. 5+29.56 TO STA. 6+84.73

(SEE PAVEMENT FEATHERING DETAIL ON THIS SHEET FOR TRANSITION DETAILS)

NOTE

1. SEE SHEET 3 FOR LEGEND.

▨ - PAVEMENT REMOVED

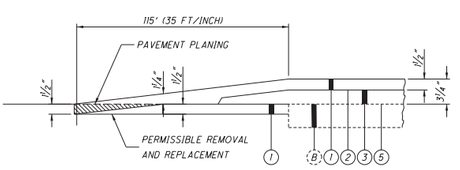
* PAVEMENT SHALL BE SAW CUT ALONG THE CONCRETE JOINT BETWEEN THE EXISTING EDGE OF PAVEMENT AND SHOULDER

** EX. UNDERDRAINS TO REMAIN

\# OR AS SHOWN ON THE CROSS SECTIONS

VARIABLE PAVEMENT FEATHERING DETAIL

STA. 5+69.73 TO STA. 6+84.73



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TYPICAL SECTIONS

ASD-30-0.11

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℄ PAVEMENT (EASTBOUND)
℄ CONSTRUCTION & R/W U.S. 30
VARIES
37.4'± TO 37.6'±
5.0'
4.0'
VARIES
15.5' TO 15.3'
23.0'
8.0'
2.0'
SAW CUT LINE*
PROFILE GRADE
VARIES
0.08 MAX.
0.08
0.04
6H:1V
8.0'
ROUNDING
10.0'
ROUNDING
℄ PAVEMENT (WESTBOUND)
VARIES
37.6'± TO 37.7'±
4.5'
5.5'
12.0'±
16.0'
12.0'
INDC = 15.0'
8.0'
4.0'
0.08
0.04
4H:1V
4.0'
8.0'
ROUNDING
CUT CONDITION
FILL CONDITION
SUPERELEVATED SECTION – U.S. 30
SECTION APPLIES:
STA. 6+84.74 TO STA. 7+50.00
VARIES
37.6'± MIN. TO 38.4'± MAX.
15.3' TO 15.5'
SUPERELEVATED SECTION – U.S. 30
SECTION APPLIES:
STA. 7+50.00 TO STA. 10+26.94
STA. 7+50.00 TO STA. 9+23.54
NOTE
1. SEE SHEET 3 FOR LEGEND.
- PAVEMENT REMOVED
* PAVEMENT SHALL BE SAW CUT ALONG THE CONCRETE JOINT BETWEEN THE EXISTING EDGE OF PAVEMENT AND SHOULDER
** EX. UNDERDRAIN TO REMAIN
# OR AS SHOWN ON THE CROSS SECTIONS
FOR S.R. 603 INTERSECTION LIMITS AND DETAILS, SEE SHEETS 49-51

℄ PAVEMENT (EASTBOUND)
℄ CONSTRUCTION & R/W U.S. 30
VARIES
38.3'± TO 38.4'±
5.0'
4.0'
VARIES
15.3' TO 14.5'
12.0'±
8.0'±
2.0'
SAW CUT LINE*
PROFILE GRADE
VARIES MATCH EX.
0.08
0.04
6H:1V
8.0'
ROUNDING
10.0'
ROUNDING
℄ PAVEMENT (WESTBOUND)
VARIES
38.4'± TO 39.5'±
4.0'
2.0'
12.0'±
16.0'
12.0'
INDC = 15.0'
8.0'
4.0'
0.08
0.04
4H:1V
4.0'
8.0'
ROUNDING
CUT CONDITION
FILL CONDITION
SUPERELEVATED SECTION – U.S. 30
SECTION APPLIES:
STA. 10+25.94 TO STA. 14+71.36
VARIES
39.5'± TO 39.8'±
26.1' MIN. TO 26.3' MAX.
PROFILE GRADE
SAW CUT LINE*
0.04
24.0' ROUNDING
VARIES
12.0' TO 12.5'
INDC = 15.0'
4.0' MIN. TO 8.5' MAX.
0.0' MIN. TO 16.3' MAX.
0.03
SUPERELEVATED SECTION – U.S. 30
SECTION APPLIES:
STA. 14+71.36 TO STA. 15+77.00
℄ R/W & CONSTRUCTION S.R. 603 (NORTH)
1.0'
3.9'
4.0'
VARIES
SAW CUT LINE
0.02
0.08
NORMAL SECTION – S.R. 603 (NORTH)
SECTION APPLIES:
STA. 256+79.27 TO STA. 257+50.00
VARIES
39.8'± TO 40.0'±
29.2' MIN. TO 29.8' MAX.
0.0' MIN. TO 23.2' MAX.
14.0'
SAW CUT LINE
NORMAL SECTION – S.R. 603 (NORTH)
SECTION APPLIES:
STA. 256+25.00 TO STA. 256+79.27
NOTE
1. SEE SHEET 3 FOR LEGEND.
- PAVEMENT REMOVED
* PAVEMENT SHALL BE SAW CUT ALONG THE CONCRETE JOINT BETWEEN THE EXISTING EDGE OF PAVEMENT AND SHOULDER
** EX. UNDERDRAINS TO REMAIN
# OR AS SHOWN ON THE CROSS SECTIONS

TYPICAL SECTIONS

STEP DETAIL

SHOULDER DETAIL
FOR PAVEMENT SLOPES OF 0.06 OR LESS

SHOULDER DETAIL
FOR PAVEMENT SLOPES MORE THAN 0.06

* 0.04 MINIMUM, 0.08 DESIRABLE
** OR AS SHOWN ON THE CROSS SECTIONS

NOTE
1. SEE SHEET 3 FOR LEGEND.

TYPICAL SECTIONS

UTILITIES

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

GAS TRANSMISSION:
TRANSCANADA
8462 SR 179
LAKEVILLE, OHIO 44638
JACK ROHRBAUGH
PHONE: 419-827-2620

TELECOM:
FRONTIER COMMUNICATIONS
1534 S.R. 511 SOUTH
ASHLAND, OHIO 44805
JIM SAUBER
PHONE: 419-282-6551

ELECTRIC:
FIRELANDS ELECTRIC CO-OP
103 INDUSTRIAL DRIVE
NEW LONDON, OHIO 44851
KURT SHEPHERD
PHONE: 419-929-1571

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.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
2. COMPACT THE SUBGRADE ACCORDING TO 204.03.
3. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

   PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.
4. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.
5. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.
6. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSTABLE SUBGRADE ARE PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE.

LOCATION	DEPTH OF EXCAVATION & BACKFILL
STA. 690+22 TO STA. 691+26	12 INCHES
STA. 692+41 TO STA. 695+31	12 INCHES

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7:00 PM AND 7:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL
POSITIONING METHOD: ODOT VRS

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: GEOID12A

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH OHIO
COMBINED SCALE FACTOR: 1.00009218 (GROUND)
ORIGIN OF COORDINATE SYSTEM: 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 CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

CONTRACTION AND/OR EXPANSION JOINTS

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

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

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST 2 EACH
659, TOPSOIL 3596 CY
(32397) X (111 CY / 1000 SY) = 3596.07 CY
659, REPAIR SEEDING AND MULCHING 1620 SY
(32397) X (0.05) = 1619.85 SY
659, INTER-SEEDING 1620 SY
(32397) X (0.05) = 1619.85 SY
659, COMMERCIAL FERTILIZER 4.52 TON
[(32397) X 1 TON / 7410 SY)] + [(1620) X (1 TON / 11115 SY)] = 4.52 TON
659, LIME 6.69 ACRE
(32397) X 1 ACRE / 4840 SY) = 6.69 ACRE
659, WATER 179 MGAL
[(32397) X (0.0054 MGAL / SY)] + [(1620) X (0.0027 GAL / SY)] = 179.32 MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05.

FLOWAGE EASEMENT

ODOT WILL COMPLETE ALL FLOWAGE EASEMENT COORDINATION EFFORTS WITH THE USACE REAL-ESTATE DIVISION PRIOR TO CONSTRUCTION.

ROUNDING

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

FLOODPLAIN COORDINATION

ODOT SHALL COMPLETE ALL FLOODPLAIN COORDINATION AND DOCUMENTATION PRIOR TO THE START OF CONSTRUCTION.

WATERWAY PERMITS

ODOT WILL OBTAIN AND ADHERE TO ALL APPROPRIATE WATERWAY PERMITS PRIOR TO ANY WORK BELOW THE ORDINARY HIGH WATER MARK OF ANY WATERWAY/WETLAND RESOURCE AND ALL SPECIAL PROVISIONS FOR WATERWAY PERMITS WILL BE INCLUDED IN THE PROJECT PLANS.

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.

ITEM 605 - AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE PLACED AT 50 FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS, STAGGERED SO THAT EACH DRAIN IS 25 FEET FROM THE ADJACENT DRAIN ON THE OPPOSITE SIDE, AND AT 25 FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS. AN AGGREGATE DRAIN SHALL BE PLACED AT THE LOW POINT OF EACH SAG VERTICAL CURVE.

STA. 245+06, RIGHT 9.6 FT
STA. 245+25, LEFT 9.6 FT
STA. 245+50, RIGHT 9.6 FT
STA. 245+75, LEFT 9.6 FT
STA. 246+00, RIGHT 9.6 FT
STA. 246+25, RIGHT 9.6 FT
STA. 246+50, RIGHT 9.6 FT
STA. 246+75, RIGHT 9.6 FT
STA. 247+00, RIGHT 9.7 FT
STA. 247+25, RIGHT 9.7 FT
STA. 247+50, RIGHT 9.7 FT
STA. 247+75, RIGHT 9.7 FT
STA. 248+00, RIGHT 9.6 FT
TOTAL = 125.2 FT

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY STATE FORCES.

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

CALCULATED MJJ
CHECKED KAM

GENERAL NOTES

ASD-30-0.11

9
151

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CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO AND TIED TO EXISTING CONCRETE, THE CONTRACTION JOINT SPACING REQUIRED IN STANDARD CONSTRUCTION DRAWING BP-2.2 WILL BE WAIVED. CONSTRUCT CONTRACTION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL CONTRACTION JOINTS IN THE EXISTING CONCRETE PAVEMENT. INSTALL EXPANSION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL EXPANSION JOINTS IN THE EXISTING CONCRETE PAVEMENT.

EXISTING PLANS

EXISTING PLANS ENTITLED RIC/ASD-30-13.18/0.00 / RIC-42-13.74 MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET 143.

ITEM 204 - PROOF ROLLING

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

ITEM 204 - PROOF ROLLING 6 HOUR

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

POST CONSTRUCTION STORM WATER TREATMENT

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

VEGETATED BIOFILTER

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. PROVIDE ITEM 670 AS SPECIFIED IN THE PLANS.

ITEM 202, REMOVAL MISC.: BOLLARD REMOVED

THIS ITEM SHALL REMOVE THE EXISTING BOLLARDS ON THE WEST SIDE OF S.R. 603 (SOUTH) FROM STA. 245+33.42 TO 245+51.09. THE CONTRACTOR SHALL DISPOSE OF REMOVED ITEMS OFF THE PROJECT SITE.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

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

EXISTING SUBSURFACE DRAINAGE

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

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

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

ITEM 601, TIED CONCRETE BLOCK MAT, TYPE 1 4 SY
ITEM 611, 6" CONDUIT, TYPE F 50 FT
ITEM 611, PRECAST REINFORCED CONCRETE OUTLET 2 EACH
ITEM 605, 6" UNCLASSIFIED PIPE UNDERDRAINS 100 FT

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"	35	-----	-----
30"	2	-----	-----
48"	-----	-----	-----
60"	-----	-----	-----

CALCULATED MJJ
CHECKED KAM

GENERAL NOTES

ASD-30-0.11

10
151

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ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON U.S. 30 SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT OR THE COMPLETED PAVEMENT.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TIME LIMITATION ON DETOUR

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 603, EXCEPT FOR A PERIOD NOT TO EXCEED 45 CONSECUTIVE CALENDAR DAYS IN PHASE 2, 60 CONSECUTIVE CALENDAR DAYS IN PHASE 3, 60 CONSECUTIVE CALENDAR DAYS IN PHASE 4, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 18-20. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $10,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ITEM 614, DETOUR SIGNING

THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND REMOVE DETOUR SIGNING SHOWN ON SHEETS 14-16. PAYMENT FOR ALL MATERIAL, LABOR AND EQUIPMENT TO IMPLEMENT THE DETOUR SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

NOTICE OF CLOSURE SIGN

NOTICE OF CLOSURE SIGNS (W20-H14), AS DETAILED BELOW, SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. (AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.)

W20-H14-60

* ROAD OR RAMP, AS APPLICABLE

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP, ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE.

ESTIMATED QUANTITIES

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410,	TRAFFIC COMPACTED SURFACE, TYPE A OR B	100 CY
ITEM 410,	TRAFFIC COMPACTED SURFACE, TYPE C	100 CY
ITEM 614,	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	50 CY
ITEM 616,	WATER	20 MGAL

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $85 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 12 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

CALCULATED MJM
CHECKED MDW

MAINTENANCE OF TRAFFIC GENERAL NOTES

ASD-30-0.11

11
151

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SEQUENCE OF CONSTRUCTION

THIS PROJECT WILL BE COMPLETED IN FOUR CONSTRUCTION PHASES. A MINIMUM OF ONE LANE IN EACH DIRECTION WILL BE MAINTAINED ON U.S. 30 AT ALL TIMES.

PHASE 1 (45 DAYS) - SHEETS 21-25

CLOSE THE EASTBOUND RIGHT LANE OF US 30 WEST OF THE CHARLES MILL RESERVOIR AND BEGIN WORK ON THE WESTERN TRUCK LOOP AND ASSOCIATED EMBANKMENT. PORTABLE BARRIER SHALL BE REQUIRED FOR THIS LANE CLOSURE.

WORK MAY BEGIN ON THE RELOCATED SOUTH LEG OF THE S.R. 603 WHILE MAINTAINING ALL EXISTING MOVEMENTS AND TURN LANES TO AND FROM THE SOUTH LEG OF THIS INTERSECTION. ONE-LANE, TWO-WAY OPERATION WITH FLAGGERS ON S.R. 603 IS PERMITTED DURING ACTIVE WORKING HOURS. FLAGGING OPERATIONS SHALL BE AS PER TA-10 OF THE OMUTCD. THE CONTRACTOR SHALL NOT ALLOW SOUTHBOUND TRAFFIC TO QUEUE ONTO U.S. 30 WHEN STOPPED FOR NORTHBOUND TRAFFIC. ROADWAY SHALL BE RESTORED TO TWO LANES DURING NON-WORKING HOURS.

PHASE 2 (45 DAYS) - SHEETS 26-30

THIS PHASE CAN OCCUR SIMULTANEOUSLY WITH PHASE 1.

CLOSE THE WESTBOUND RIGHT LANE OF U.S. 30 AS REQUIRED TO CONSTRUCT THE LOOP, RIGHT TURN LANE AND EXCAVATION. PORTABLE BARRIER SHALL BE REQUIRED FOR THIS LANE CLOSURE. THE WORK ON THE NORTH APPROACH TO S.R. 603 SHALL BE COMPLETED IN THIS PHASE. THE NORTH LEG OF S.R. 603 SHALL BE CLOSED DURING THIS PHASE. SEE SHEET 18 FOR DETOUR. ALL MOVEMENTS TO AND FROM THE SOUTH LEG SHALL BE MAINTAINED.

PHASE 3 (60 DAYS) - SHEETS 31-35

THIS PHASE SHALL NOT OCCUR BETWEEN MEMORIAL DAY AND LABOR DAY.

OPEN THE NORTH LEG OF S.R. 603. THIS LEG OF THE INTERSECTION WILL NOW OPERATE AS A RIGHT-IN/RIGHT-OUT. DETOURS FOR THE LEFT TURN MOVEMENTS ON THIS LEG HAVE BEEN PROVIDED ON SHEET 19.

CLOSE THE RIGHT LANE OF U.S. 30 EASTBOUND EAST OF CHARLES MILL RESERVOIR AND CLOSE THE SOUTH LEG OF S.R. 603 TO COMPLETE THE REALIGNMENT OF THIS APPROACH. PORTABLE BARRIER SHALL BE UTILIZED FOR THE LANE CLOSURE. THE DETOUR FOR THIS APPRAOCH OF S.R. 603 SHALL BE AS SHOWN ON SHEET 19.

PHASE 4 (60 DAYS) - SHEETS 36-40

OPEN THE SOUTH LEG OF S.R. 603 TO TRAFFIC. THIS LEG OF THE INTERSECTION WILL NOW OPERATE AS A RIGHT-IN/RIGHT-OUT. DETOURS FOR THE LEFT TURN MOVEMENTS ON THIS LEG HAVE BEEN PROVIDED ON SHEET 20. THE NORTH LEG OF S.R. 603 SHALL CONTINUE OPERATING IN A RIGHT-IN/RIGHT-OUT PHASE.

CLOSE THE US 30 EASTBOUND AND WESTBOUND LEFT LANES AND COMPLETE ALL MEDIAN LEFT TURN LANES, U-TURN AREAS, AND PAVEMENT REMOVAL. PORTABLE BARRIER SHALL BE UTILIZED FOR THESE LANE CLOSURES.

ONCE THE MEDIAN WORK IS COMPLETE, THE BARRIER SHALL BE REMOVED. LEFT TURN LANES AND U-TURN AREAS SHALL BE CLOSED OFF WITH DRUMS. ALL SIGNING, PAVEMENT MARKING, LIGHTING, ALL REMAINING ASPHALT WORK SHALL BE COMPLETED. THIS WORK SHALL BE COMPLETED ONE LANE AT A TIME WHILE MAINTAINING A MINIMUM ONE LANE OF TRAFFIC IN EACH DIRECTION. LANE CLOSURES SHALL BE AS PER THE PERMITTED LANE CLOSURE CHART. FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER THE FINAL SURFACE COURSE IS PLACED.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT --- 1.56 MI

ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT --- 0.13 MI

ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT --- 2.16 MI

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT --- 2864 FT

ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT --- 1341 FT

ITEM 614, WORK ZONE STOP LINE, CLASS III, 642 PAINT --- 38 FT

ITEM 614, WORK ZONE ARROW, CLASS III, 642 PAINT --- 26 EACH

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ECT.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ECT.

AN ESTIMATED QUANTITY OF 25 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 4 EACH

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE LOCATIONS AS SHOWN IN THE PLANS

CALCULATED MJM
CHECKED MDW

MAINTENANCE OF TRAFFIC GENERAL NOTES

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12
151

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ITEM 614, WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ-		
WZ-		
WZ-		
WZ-		

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRECONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 (NEXT COLUMN) TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
18 SIGN MONTH
ASSUMING:
2 DSL SIGN ASSEMBLIES FOR 5 MONTHS
4 DSL SIGN ASSEMBLIES FOR 2 MONTHS

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

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

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

ESTIMATED QUANTITIES FOR ITEM 614, BARRIER REFLECTORS AND ITEM 614, OBJECT MARKERS HAVE QUANTIFIED IN THE MAINTENANCE OF TRAFFIC SUBSUMMARY AND CARRIED TO THE GENERAL SUMMARY

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES.

ITEM 616, WATER 222 M. GAL

ITEM 614, WORK ZONE PAVEMENT MARKING, CLASS 1, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND APPLYING WET REFLECTIVE (WR) OPTICS (BEADS OR ELEMENTS), GLASS BEADS, AND TRAFFIC PAINT ACCORDING TO 640, 740, AND THE ADDITIONAL REQUIREMENTS SPECIFIED BELOW.

FURNISH MATERIALS CONFORMING TO:
TRAFFIC PAINT 740.02
GLASS BEADS 740.09
WET REFLECTIVE REMOVEABLE TAPE... 873

FURNISH ONE OF THE FOLLOWING WET REFLECTIVE OPTICS: 3M CONNECTED ROADS ALL WEATHER ELEMENTS SERIES 50/51, POTTERS INDUSTRIES VISI-ULTRA, SWARCO DURALUX, OR APPROVED EQUAL.

IN ADDITION TO THE REQUIREMENTS OF 614.11, FURNISH EQUIPMENT CAPABLE OF APPLYING WR OPTICS AT THE TIME OF LINE PLACEMENT.

ENSURE THE PAVEMENT SURFACE IS FREE OF LOOSE MATERIAL AND COMPLETELY DRY PRIOR TO THE APPLICATION OF THE PAVEMENT MARKINGS.

PLACE TRAFFIC PAINT AT A THICKNESS OF 20 MILS (508 µM). DROP WR OPTICS FROM THE FORWARD-MOST BEAD APPLICATOR GUN AT A MINIMUM RATE OF 7 POUNDS PER 100 SQUARE FEET (3.4 KG PER 10 M). DROP GLASS BEADS AT A MINIMUM RATE OF 8 POUNDS PER 100 SQUARE FEET (3.9 KG PER 10 M) FROM THE REAR BEAD APPLICATOR GUN.

WET REFLECTIVE REMOVEABLE TAPE MEETING 740.06 AND SUPPLEMENTAL SPECIFICATION 873 MAY BE SUBSTITUTED FOR WR TRAFFIC PAINT AS SPECIFIED IN THE PLANS OR IF APPROVED BY THE ENGINEER.

THE DEPARTMENT WILL MEASURE PAVEMENT MARKINGS COMPLETE IN PLACE IN THE UNITS DESIGNATED. THE DEPARTMENT WILL MEASURE LINE QUANTITIES AS THE LENGTH OF THE COMPLETED MARKING, INCLUDING GAPS, INTERSECTIONS, AND OTHER SECTIONS OF PAVEMENT NOT NORMALLY MARKED.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT CONTRACT PRICES, OR PRICES ADJUSTED ACCORDING TO 641.11, MEASURED ACCORDING TO 641.12, WITH THE PROVISIONS SPECIFIED IN 641.13, AND AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
614	MILE (KILOMETER)	WORK ZONE LANE LINE, CLASS 1, 6", AS PER PLAN
614	MILE (KILOMETER)	WORK ZONE CENTER LINE, CLASS 1, AS PER PLAN
614	MILE (KILOMETER)	WORK ZONE EDGE LINE, CLASS 1, 6", AS PER PLAN
614	FOOT (METER)	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", AS PER PLAN
614	FOOT (METER)	WORK ZONE DOTTED LINE, CLASS 1, AS PER PLAN
614	FOOT (METER)	WORK ZONE STOP LINE, CLASS 1, AS PER PLAN
614	EACH	WORK ZONE ARROW, CLASS 1, AS PER PLAN

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ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, FOUR (4) CHANGEABLE MESSAGE SIGNS. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 1 HOUR FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
28 SIGN MONTH
ASSUMING FOUR (4) PCMS SIGNS FOR 7 MONTHS

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

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

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

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

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

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN A NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

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

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

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

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 100 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
    A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
    B. DAILY TTC SETUP AND REMOVAL.
    C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
    D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
    E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
    F. ALL OTHER EMERGENCY TTC NEEDS.
12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
    A. COLLABORATE WITH ODOT AND SAFETY FORCES;
    B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
    C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:
    A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
        I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
        II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
        III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
        IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
        V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
        VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
    B. FOLLOWING AN INCIDENT/CRASH:
        I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
        II. RECOMMEND ROADWAY REPAIR NEEDS.
        III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
        IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

CALCULATED NJM
CHECKED MDW

MAINTENANCE OF TRAFFIC GENERAL NOTES

ASD-30-0.11

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REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR, SELF MODE HAZARDS, (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, TYPE I, (AMAY) EACH	614 OBJECT MARKER, ONE WAY EACH	614 WORK ZONE LANE LINE, CLASS I, 6", AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, AS PER PLAN (DOUBLE-SOLID) FT	614 WORK ZONE EDGE LINE, CLASS I, 6", AS PER PLAN (WHITE) FT	614 WORK ZONE EDGE LINE, CLASS I, AS PER PLAN (YELLOW) FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, AS PER PLAN (WHITE) FT	614 WORK ZONE STOP LINE, CLASS I, AS PER PLAN FT	614 WORK ZONE ARROW, CLASS I, AS PER PLAN EACH		622 PORTABLE BARRIER, UNANCHORED FT		630 TEMPORARY OVERLAY SQ FT					
		PHASE 1																							
EW-1	21	U.S. 30	674+75	696+50	RT.						2175														
1A-1	22	U.S. 30	687+90		RT.	1																			
PB-1	22	U.S. 30	687+90	695+50	RT.		16	16												760					
WD-1	21	U.S. 30	674+75	681+95	RT.									720											
		PHASE 2																							
EW-2	27	U.S. 30	689+80	695+31	RT.						551														
EW-3	27	U.S. 30	697+30	36+70	LT.						3674														
EY-1	28	U.S. 30	1+05	4+01	RT.							296													
1A-2	29	U.S. 30	18+20		LT.	1																			
LL-1	26	U.S. 30	674+75	696+50	RT.				2175																
PB-2	28	U.S. 30	0+90	18+20	LT.		36	36												1730					
WD-2	30	U.S. 30	29+50	36+70	LT.									720											
		PHASE 3																							
AR-1	33	U.S. 30	4+25		LT.												1								
AR-2	33	U.S. 30	5+19		LT.												1								
AR-3	33	U.S. 30	6+08		LT.												1								
AR-4	33	U.S. 30	6+96		LT.												1								
AR-5	33	U.S. 30	7+84		LT.												1								
AR-6	33	U.S. 30	8+73		LT.												1								
AR-7	33	U.S. 30	9+62		LT.												1								
AR-8	33	U.S. 30	10+50		LT.												1								
AR-9	34	S.R. 603 (NORTH)	256+96		LT.												1								
CH-1	33	U.S. 30	3+95	9+95	LT.								600												
CH-2	33	U.S. 30	3+95	11+06	LT.								711												
DY-1	33	S.R. 603 (NORTH)	256+79	257+50	LT.					71															
DY-2	33	S.R. 603 (NORTH)	256+85	257+04	LT.					25															
EW-4	31	U.S. 30	674+75	11+20	RT.						3379														
EW-5	33	U.S. 30	1+04	15+77	LT.						1473														
EW-6	33	U.S. 30	2+93	3+95	LT.						102														
EW-7	33	S.R. 603 (NORTH)	256+01	256+79	LT./RT.						87														
EY-2	33	U.S. 30	0+79	9+06	LT.							827													
EY-3	33	U.S. 30	1+05	5+06	RT.							401													
EY-4	33	S.R. 603 (NORTH)	256+63	256+85	LT.							40													
1A-3	32	U.S. 30	695+84		RT.	1																			
LL-2	32	U.S. 30	697+30	36+70	LT.				3674																
PB-3	32	U.S. 30	695+84	10+20	RT.		24	24												1170					
TOTALS CARRIED TO SHEET 17						3	76	76	5849	96	11441	1564	1311	1440		9		3660							

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CALCULATED NJM
CHECKED NAU

MAINTENANCE OF TRAFFIC SUBSUMMARY

ASD-30-0.11

DETOUR PLAN - PHASE 2
S.R. 603 NORTH OF U.S. 30

CALCULATED CRS CHECKED NAU

NOT TO SCALE

NOTES

1. THIS DETOUR SHALL BE IN PLACE DURING THE S.R. 603 NORTH LEG CLOSURE IN PHASE 2.
2. SEE SCD MT-101.60 FOR ADDITIONAL DETAILS OF TRAFFIC CONTROL DEVICES AT THE CLOSURE POINT.

* SIGNS INSTALLED ON U.S. 30 SHALL BE UPSIZED PER OMUTCD AND ODOT TEM

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MAINTENANCE OF TRAFFIC SUBSUMMARY

CALCULATED CMC CHECKED NAU

REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, TYPE I, (1WAY) EACH	614 OBJECT MARKER, ONE WAY EACH	614 WORK ZONE LANE LINE, CLASS I, 6", AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, AS PER PLAN (DOUBLE-SOLID) FT	614 WORK ZONE EDGE LINE, CLASS I, 6", AS PER PLAN (WHITE) FT	614 WORK ZONE EDGE LINE, CLASS I, 6", AS PER PLAN (YELLOW) FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, AS PER PLAN (WHITE) FT	614 WORK ZONE STOP LINE, CLASS I, AS PER PLAN FT	614 WORK ZONE ARROW, CLASS I, AS PER PLAN EACH	622 PORTABLE BARRIER, UNANCHORED FT	630 TEMPORARY OVERLAY SQ FT
		PHASE 3 (CONTINUED)																
SL-1	33	S.R. 603 (NORTH)	256+68		LT.												22	
WD-3	31	U.S. 30	674+75	681+95	RT.												5120	
WD-4	34	U.S. 30	11+06	15+77	LT.												3660	
																	8780	22
-	32	U.S. 30	689+50		RT.													
-	34	U.S. 30	18+81		LT.													
		PHASE 4																
AR-10	38	U.S. 30	2+61		RT.												2530	
AR-11	38	U.S. 30	3+49		RT.												2590	
AR-12	38	U.S. 30	4+33		RT.													
AR-13	38	U.S. 30	5+25		LT.													
AR-14	40	U.S. 30	26+75		LT.													
AR-15	40	U.S. 30	27+63		LT.													
AR-16	38	S.R. 603 (SOUTH)	249+61		RT.													
CH-3	38	U.S. 30	2+30	5+82	RT.													
CH-4	38	U.S. 30	2+30	5+82	RT.													
CH-5	40	U.S. 30	26+45	27+80	LT.													
DY-3	38	S.R. 603 (SOUTH)	245+06	248+12	RT.					302								
DY-4	38	S.R. 603 (SOUTH)	248+12	249+32	LT./RT.					121								
DY-5	38	S.R. 603 (SOUTH)	248+12	249+32	RT.					121								
EW-8	38	U.S. 30	1+05	10+06	RT.												900	
EW-9	38	U.S. 30	5+82	7+42	RT.												161	
EW-10	38	S.R. 603 (SOUTH)	245+06	249+93	LT.												511	
EW-11	38	S.R. 603 (SOUTH)	245+06	249+79	RT.												494	
EW-12	38	S.R. 603 (SOUTH)	249+32	250+20	LT.												133	
EY-5	36	U.S. 30	674+75	16+90	RT.												3949	
EY-6	37	U.S. 30	688+64	25+58	LT.												3428	
EY-7	40	U.S. 30	26+06	36+70	LT.												1064	
EY-8	38	S.R. 603 (SOUTH)	249+32	249+95	RT.												88	
IA-4	37	U.S. 30	687+94		RT.	1												
IA-5	39	U.S. 30	18+20		LT.	1												
PB-4	37	U.S. 30	687+94	15+90	RT.				52									
PB-5	37	U.S. 30	689+64	18+20	LT.				53									
SL-2	38	S.R. 603 (SOUTH)	249+74	249+88	RT.													
WD-5	40	U.S. 30	29+50	36+70	LT.													
		SHEET SUBTOTAL				2	105	105		544	2189	8529	839	1911	38	7	5120	
		TOTALS FROM SHEET 16				3	76	76		96	11441	1564	1311	1440		9	3660	
		SUBTOTAL				5	181	181		640	13630	10093	2150	3351	38	16	8780	22
		TOTALS CARRIED TO GENERAL SUMMARY				5	181	181	1.11 MI.	0.12 MI.								
																		4.49 MI.

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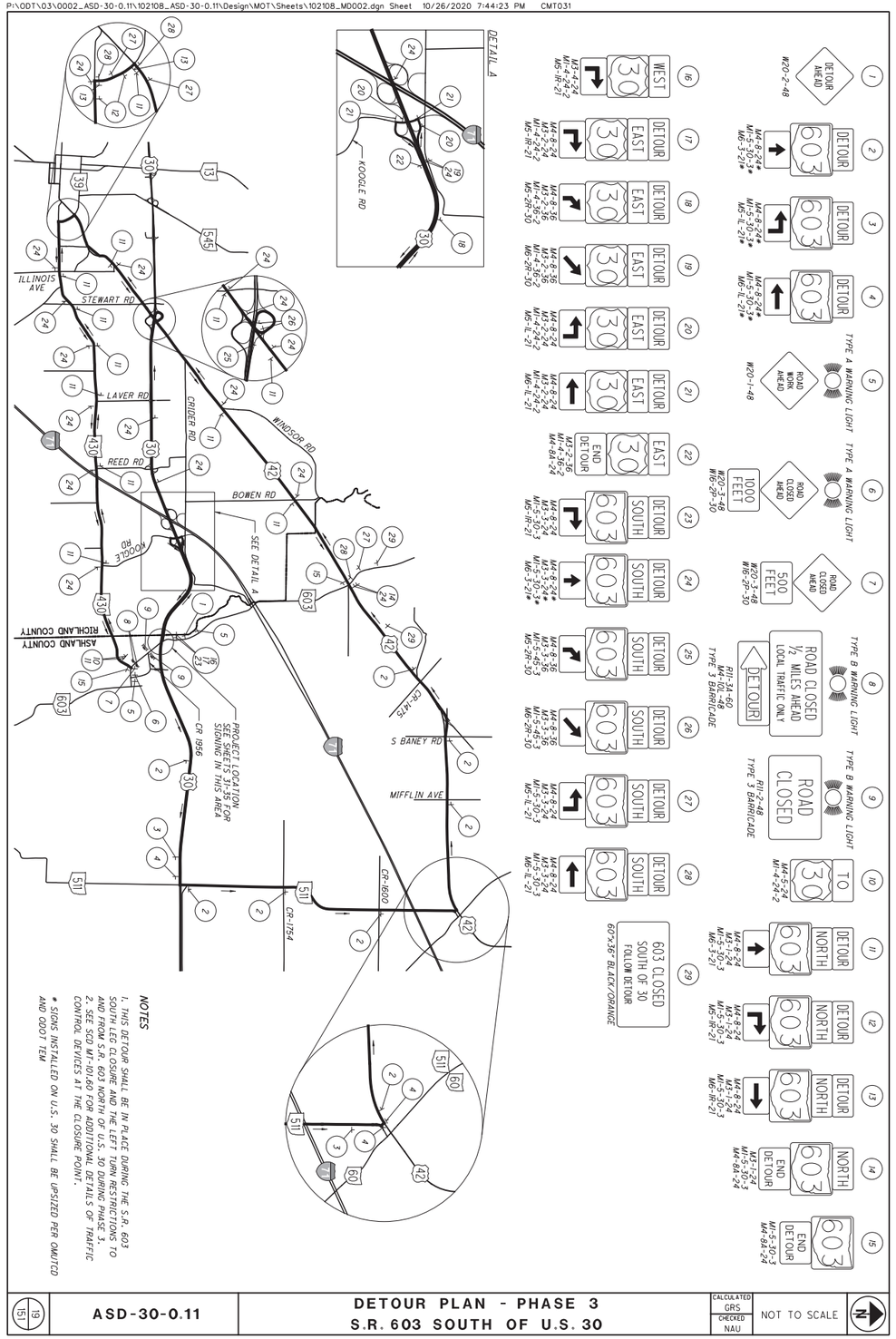
DETOUR AHEAD
W20-2-48
ROAD WORK AHEAD
W20-1-48
ROAD CLOSED AHEAD
1000 FEET
W20-2-48
W16-2P-36
ROAD CLOSED AHEAD
500 FEET
W20-2-48
W16-2P-30
TYPE A WARNING LIGHT
TYPE B WARNING LIGHT
ROAD CLOSED
½ MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
R11-3A-48
M4-10L-48
TYPE 3 BARRICADE
ROAD CLOSED
R11-2-48
TYPE 3 BARRICADE
TO
M4-5-24
M1-4-24-2
603 CLOSED
SOUTH OF 30
FOLLOW DETOUR
60"x36" BLACK/ORANGE
DETOUR
NORTH
EAST
SOUTH
WEST
END DETOUR
M1-2-36
M4-8A-24
M1-4-24-2
M1-5-30-3
M4-8-24
M1-1-24
M1-3-24
M5-IR-21
M5-2R-30
M5-3-21
M5-IL-21
M5-1R-27
M5-4-24
M5-2R-10
M5-2R-27
M5-1L-27
M5-3R-21
M5-1-24
M5-2-24
M5-3L-21
M5-3R-27
M5-3-27
M5-1R-21
M5-1L-21
M5-2R-30
M5-2-27
M5-2R-21
M5-2L-21
M5-3-24
M5-3L-27
M5-2L-27
M5-3R-27
M5-3-21
M5-1L-27
M5-2R-10
M5-2-21
M5-3L-21
M5-1-27
M5-2L-21
M5-3R-21
M5-1-21
M5-1L-21
M5-2R-30
M5-2-24
M5-3L-24
M5-1R-21
M5-1-24
M5-1L-24
M5-2R-10
M5-2-27
M5-3L-27
M5-2L-27
M5-3R-27
M5-3-27
M5-1L-27
M5-2R-10
M5-2-21
M5-3L-21

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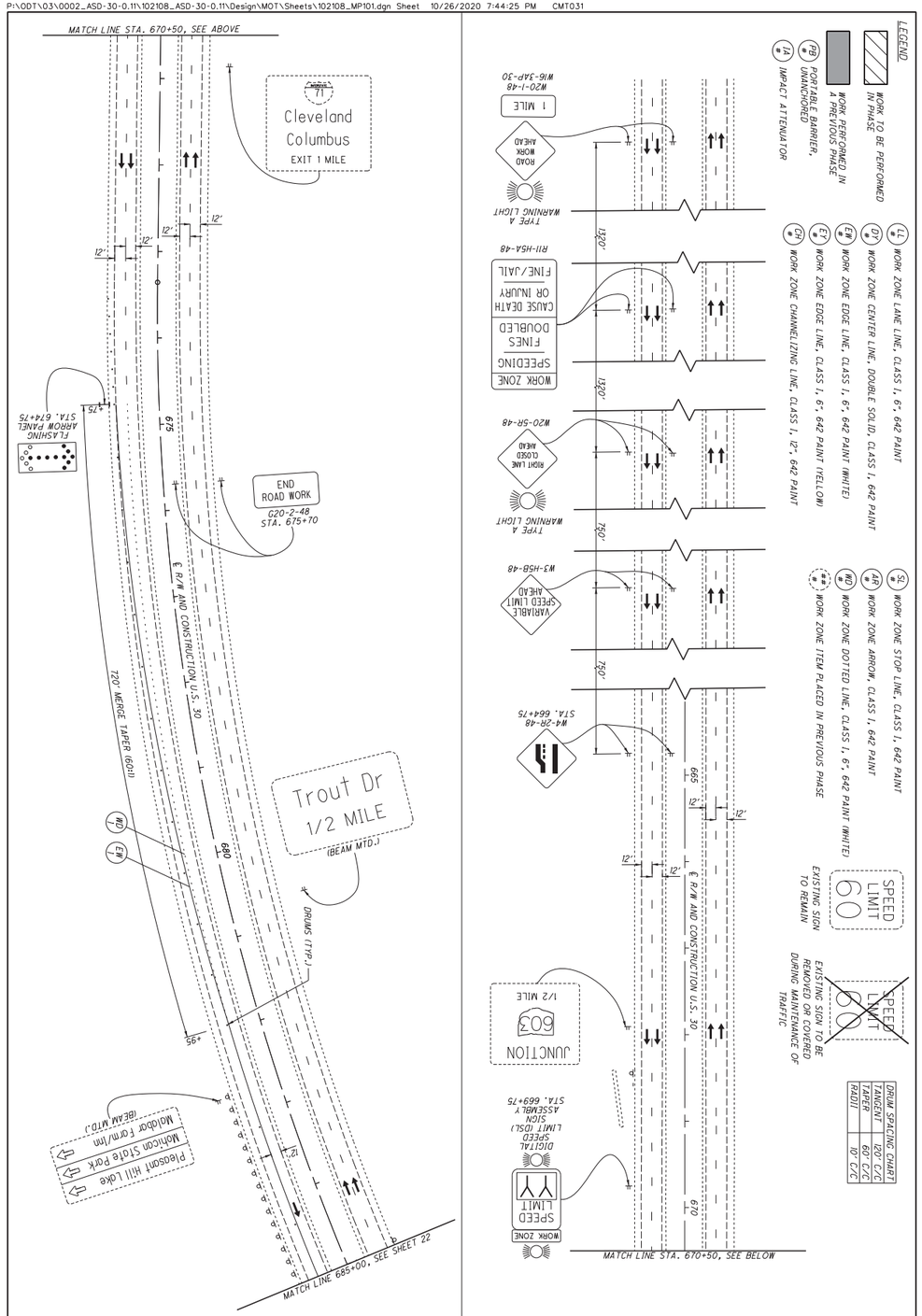

(21) (51)	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 STA. 624+00 TO STA. 685+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

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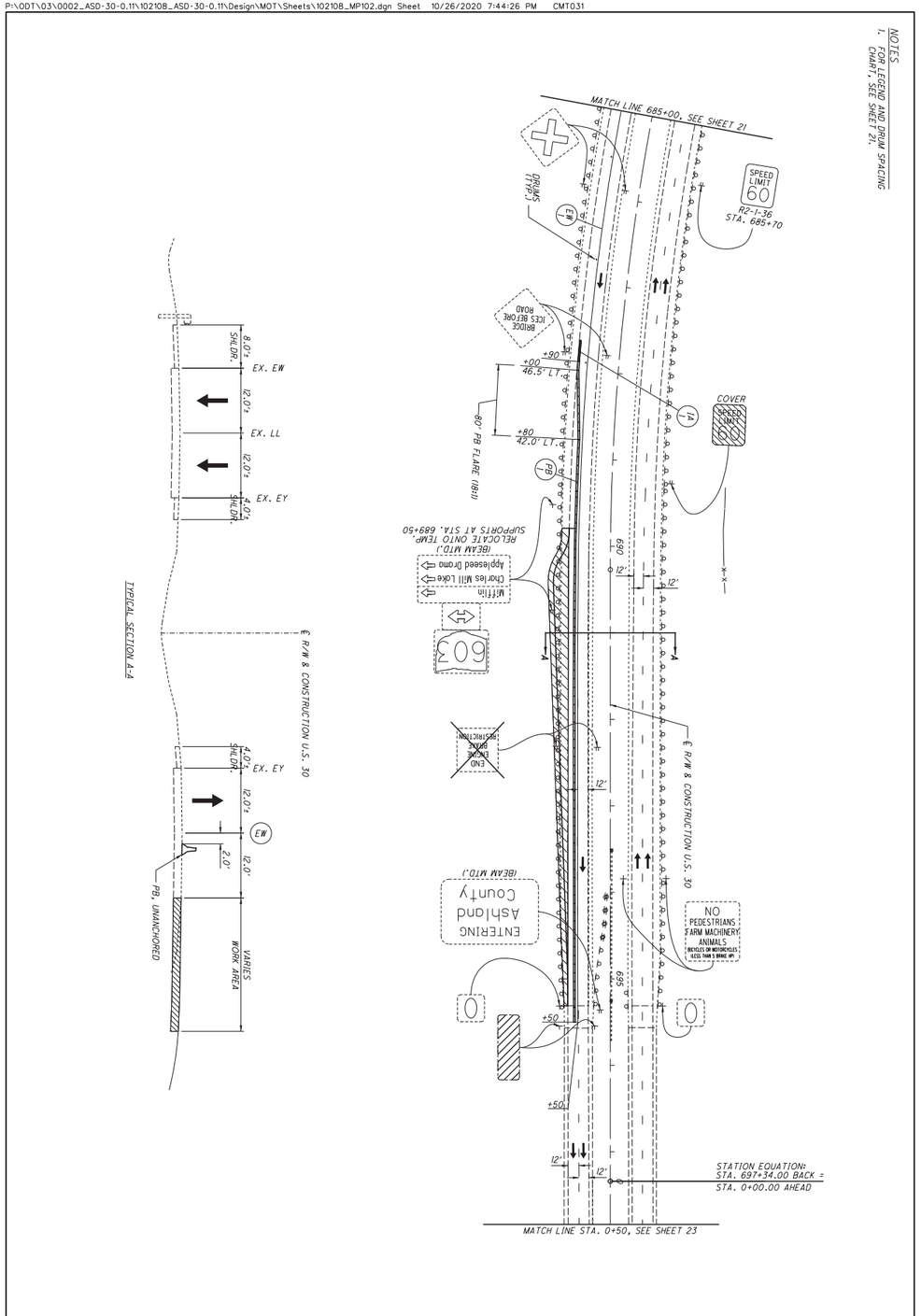
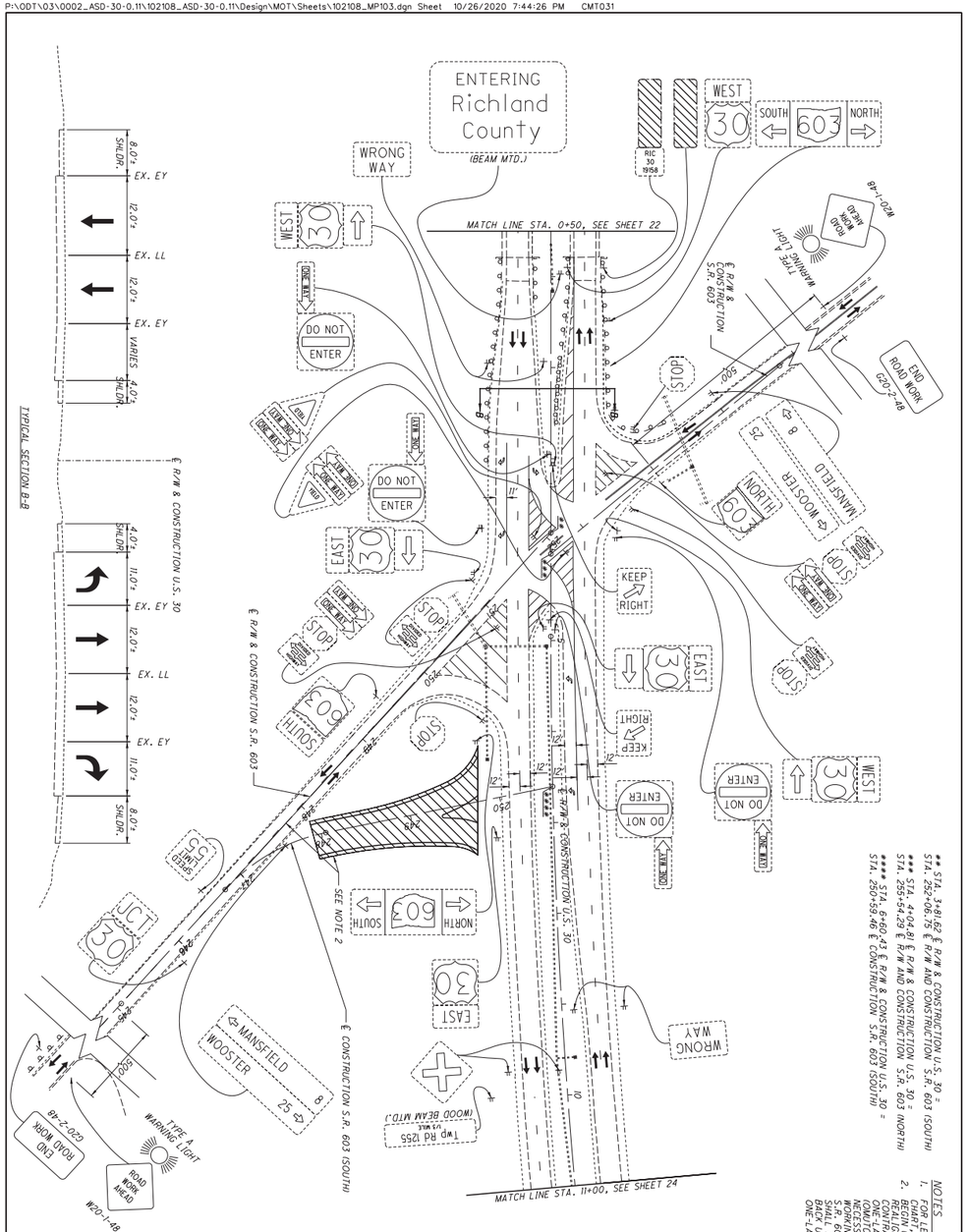
NOTES:
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 21.



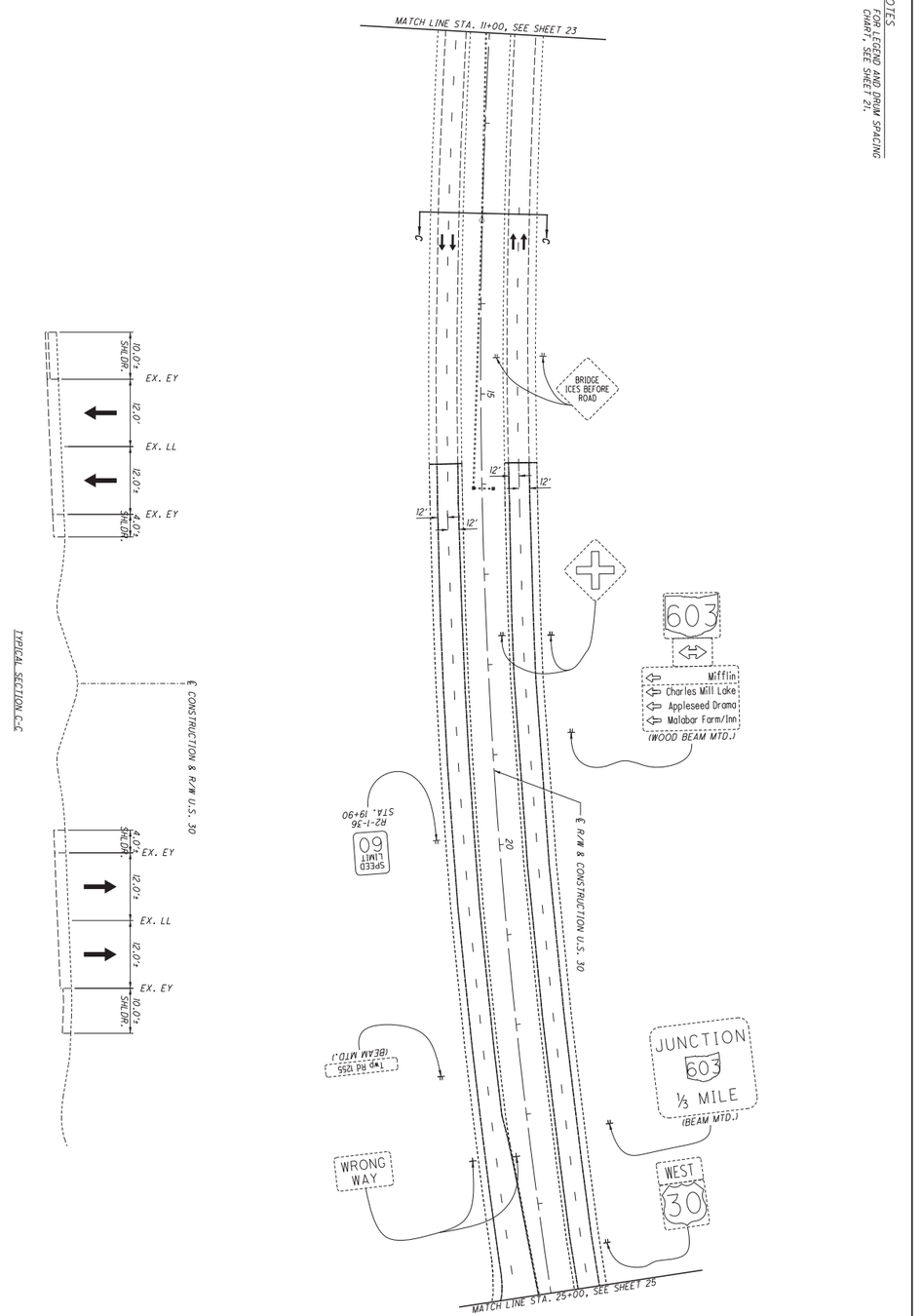
(22) (151)	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 STA. 685+00 TO STA. 0+50	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP103.dgn Sheet 10/26/2020 7:44:26 PM CMT031



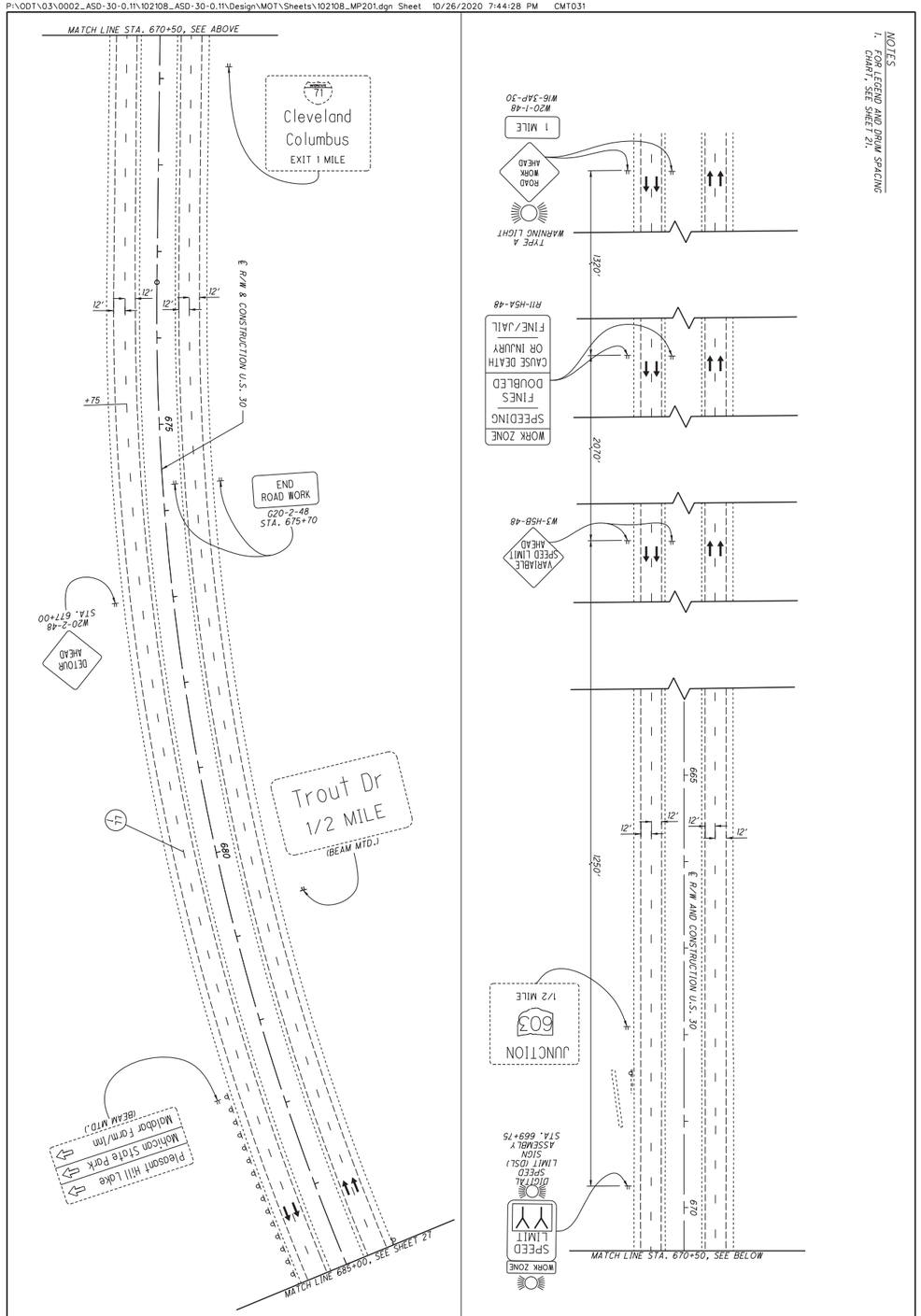
23/151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 STA. 0+50 TO STA. 11+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP104.dgn Sheet 10/26/2020 7:44:27 PM CMT031



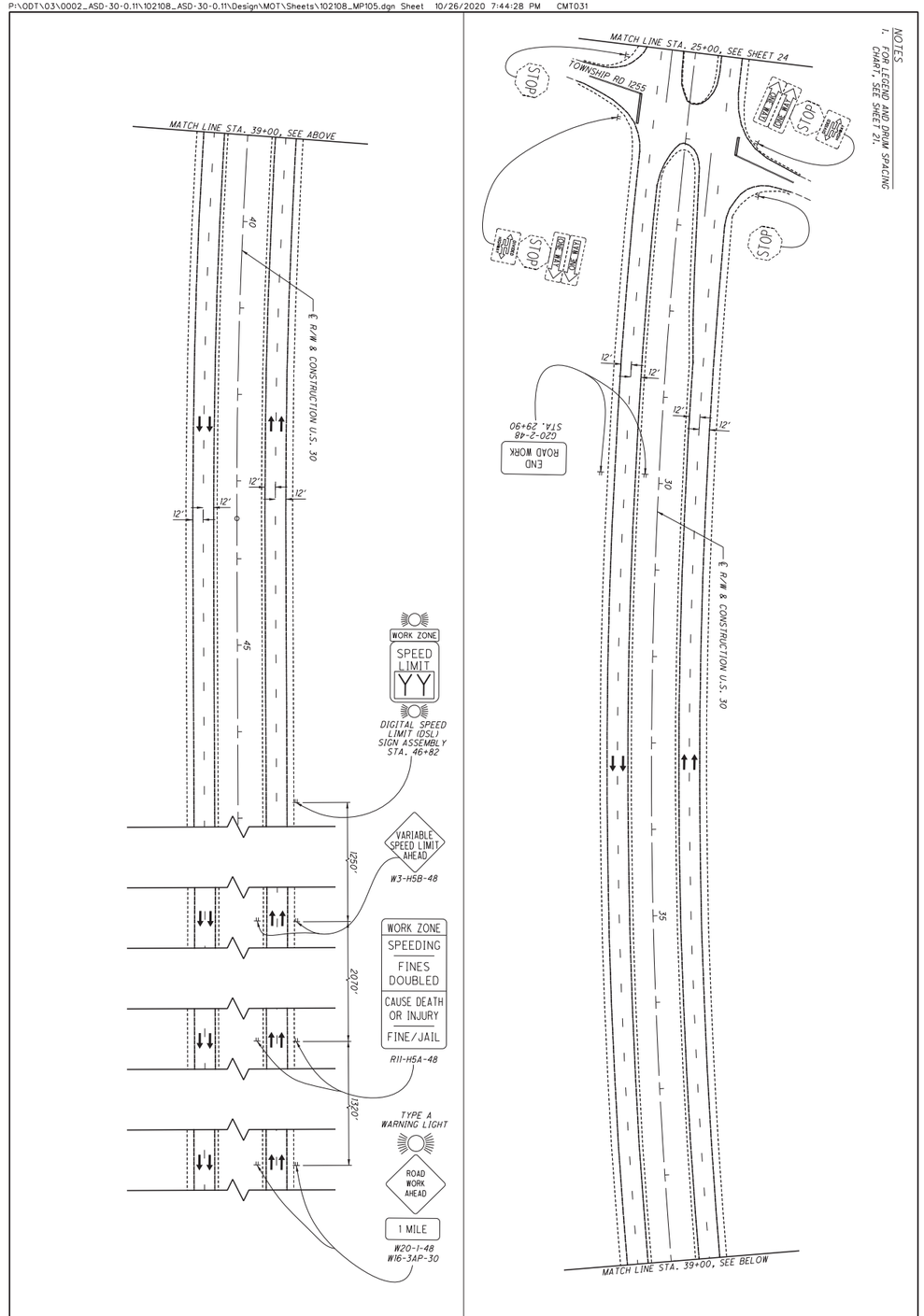
24/151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 STA. 11+00 TO STA. 25+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP201.dgn Sheet 10/26/2020 7:44:28 PM CMT031



26 / 151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 624+00 TO STA. 685+00	CALCULATED BTP CHECKED MDW	0 50 100 HORIZONTAL SCALE IN FEET

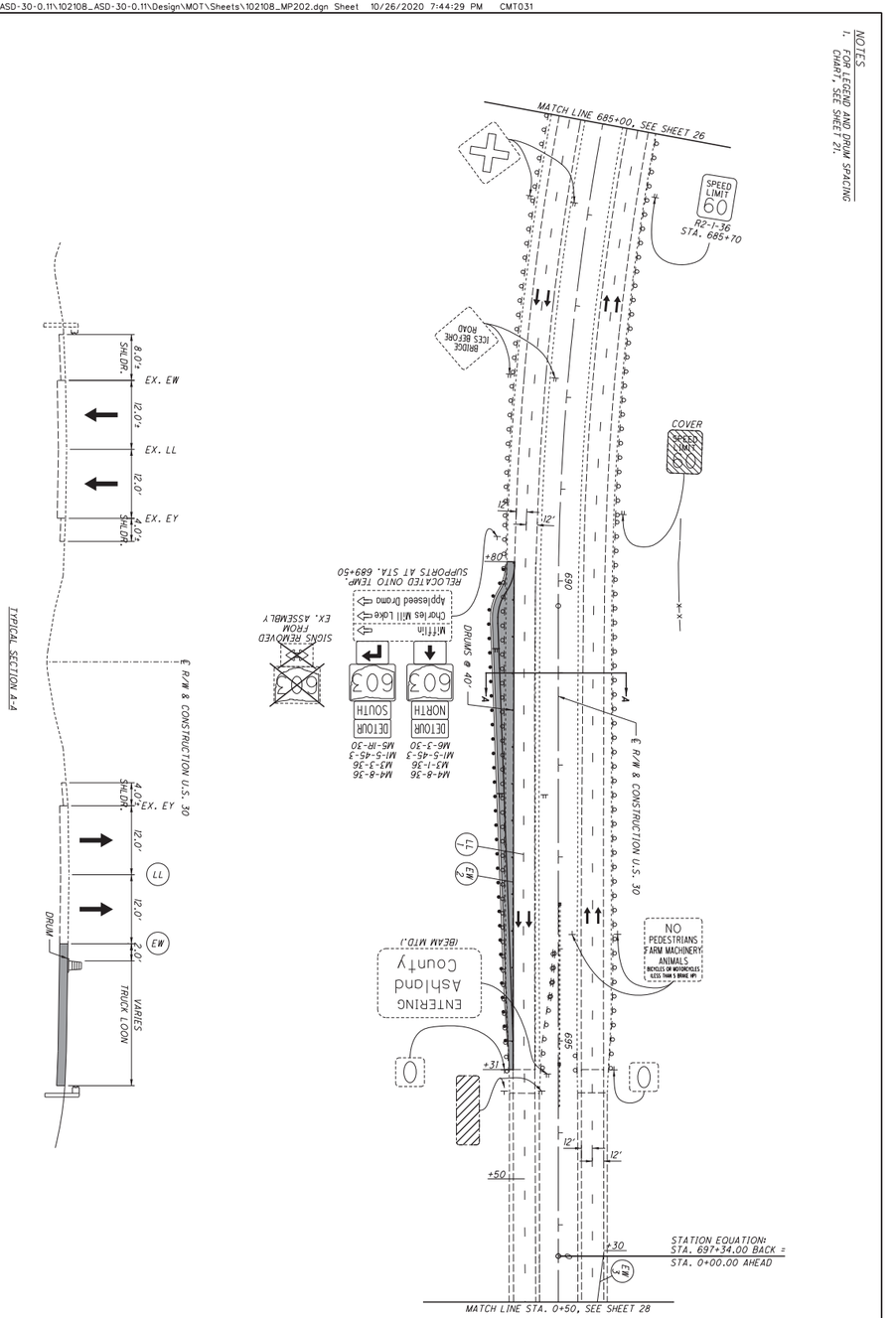
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP105.dgn Sheet 10/26/2020 7:44:28 PM CMT031



25 / 151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 STA. 25+00 TO STA. 93+00	CALCULATED BTP CHECKED MDW	0 50 100 HORIZONTAL SCALE IN FEET

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP202.dgn Sheet 10/26/2020 7:44:29 PM CMT031

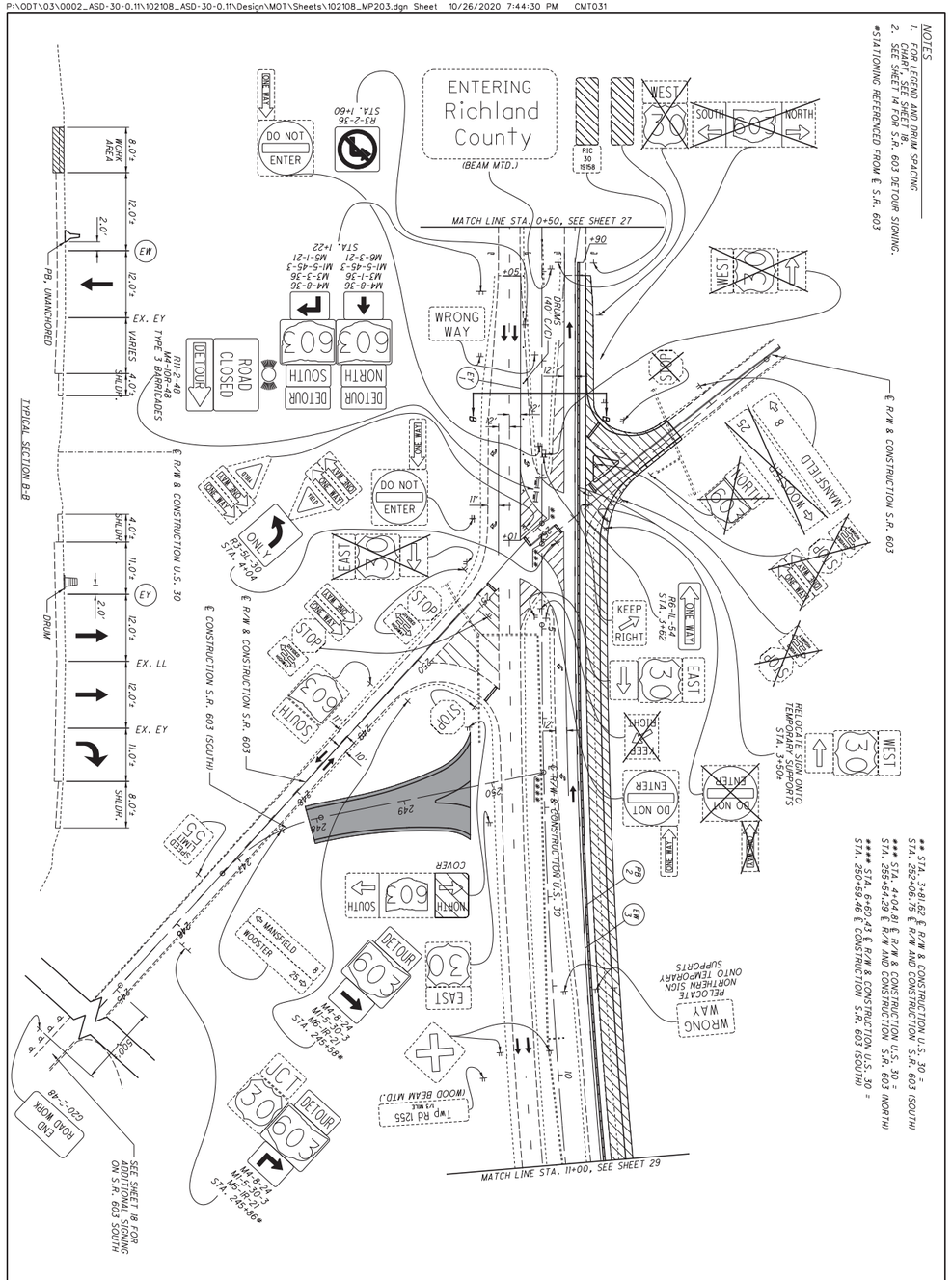
NOTES
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 21.



21 / 151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 685+00 TO STA. 0+50	CALCULATED BTP CHECKED MDW	0 50 100 25 HORIZONTAL SCALE IN FEET

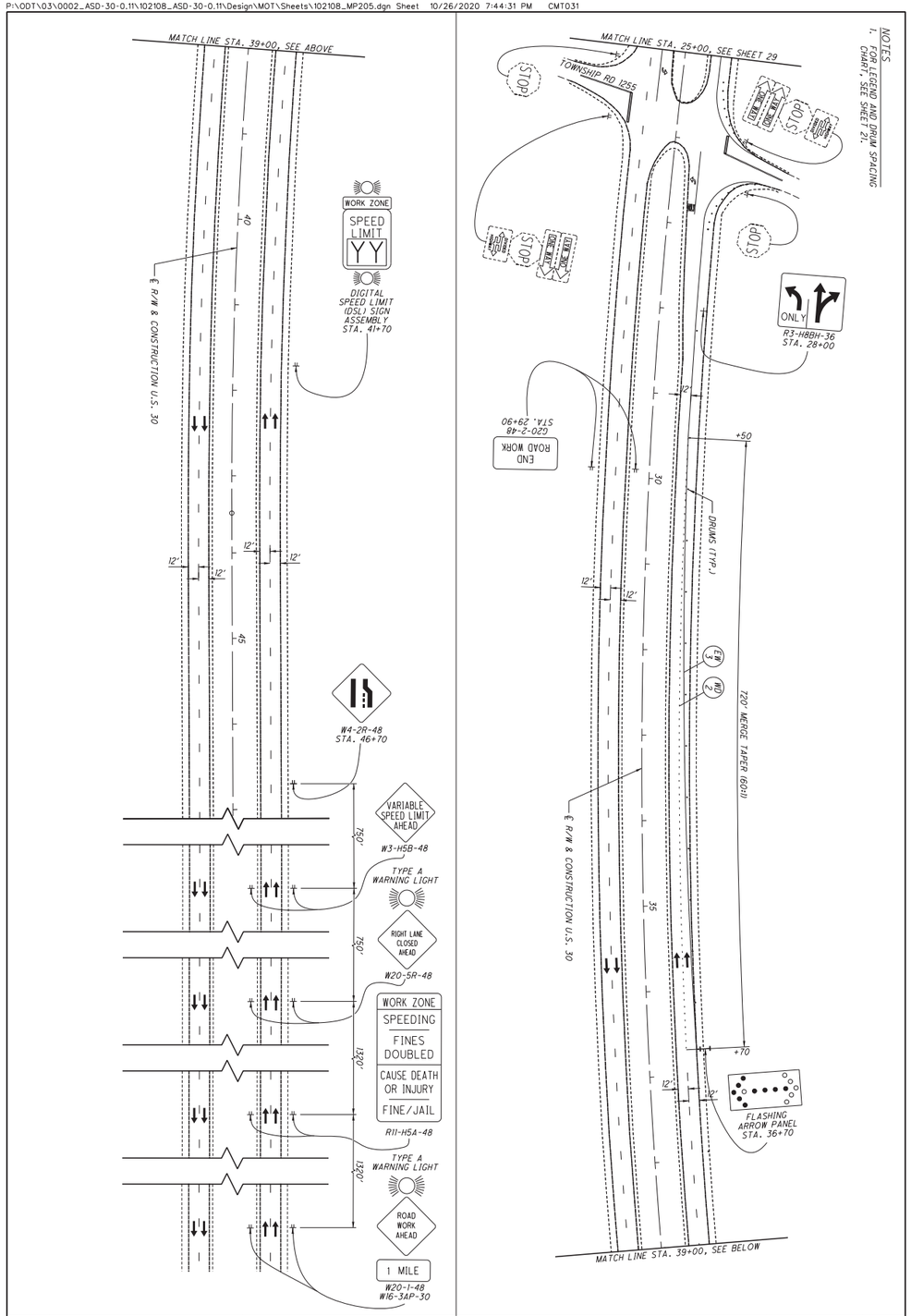
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP203.dgn Sheet 10/26/2020 7:44:30 PM CMT031

NOTES
1. FOR LEGEND AND DRUM SPACING CHART, SEE SHEET 18.
2. SEE SHEET 14 FOR S.R. 603 DETOUR SIGNING.
*STATIONING REFERENCED FROM ℄ S.R. 603



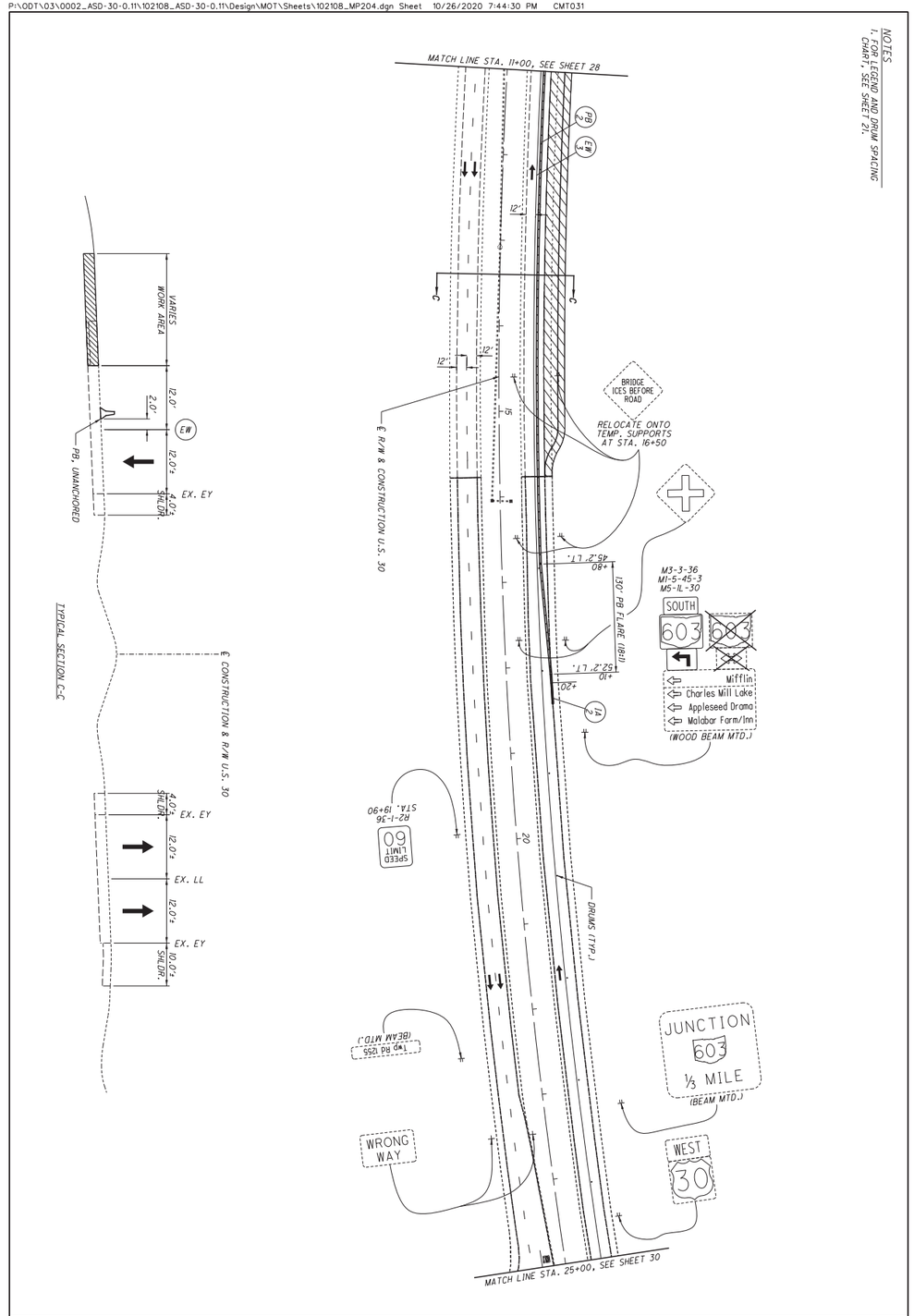
20 / 151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 0+50 TO STA. 11+00	CALCULATED BTP CHECKED MDW	0 50 100 25 HORIZONTAL SCALE IN FEET

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP205.dgn Sheet 10/26/2020 7:44:31 PM CMT031



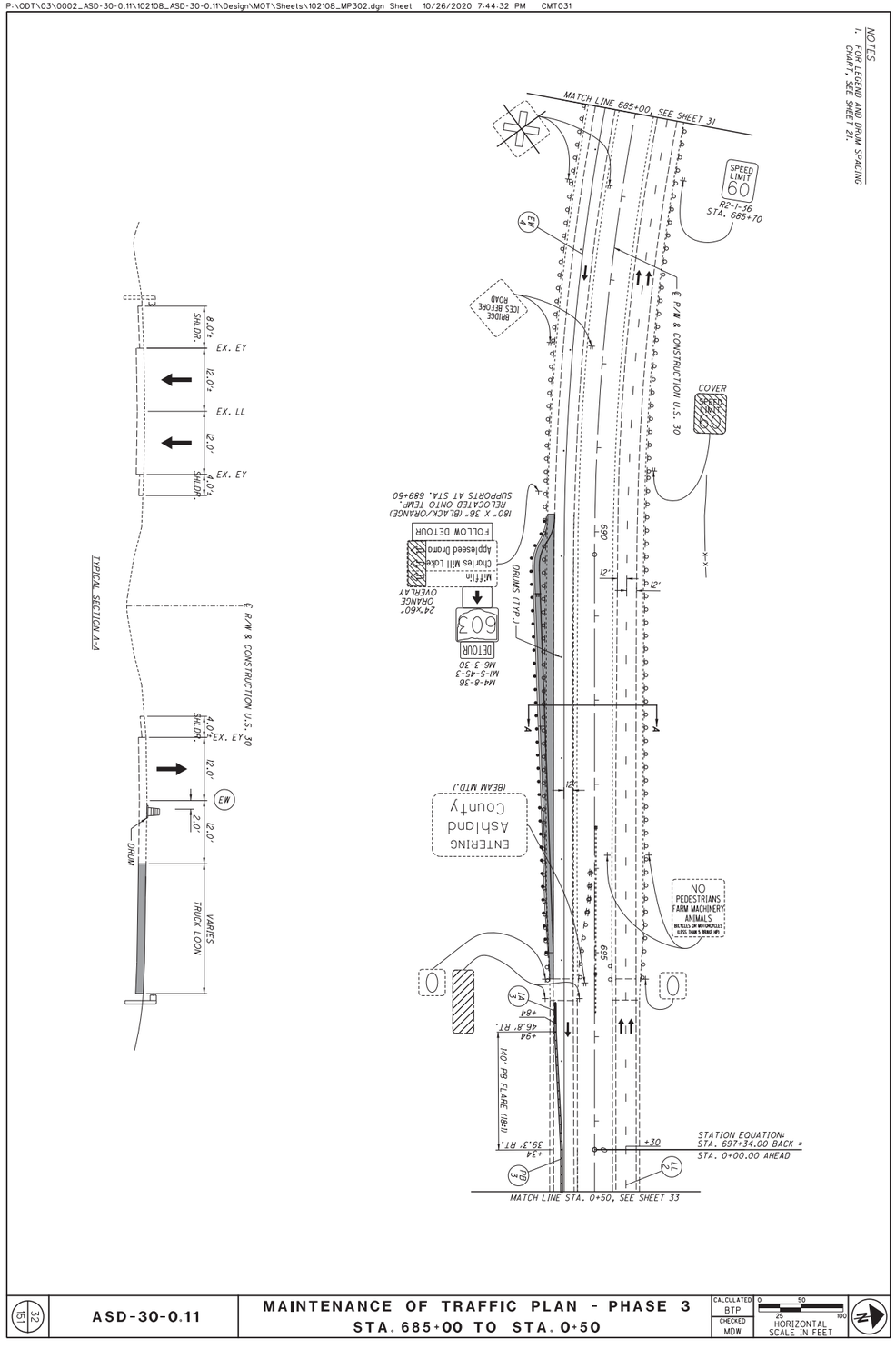
30 / 151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 25+00 TO STA. 93+00	CALCULATED BTP CHECKED MDW	0 50 / 25 100 HORIZONTAL SCALE IN FEET

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP204.dgn Sheet 10/26/2020 7:44:30 PM CMT031



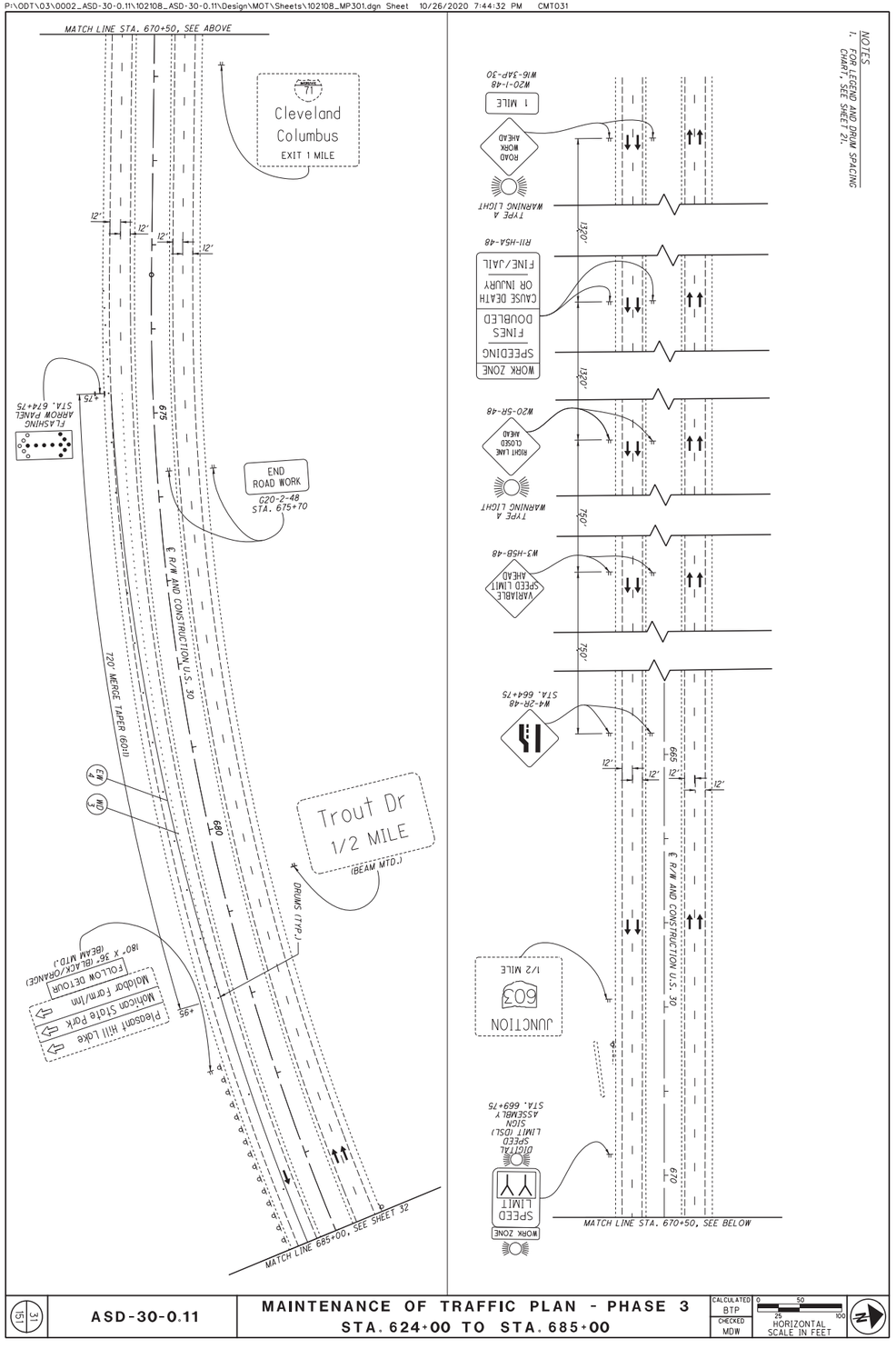
29 / 151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 11+00 TO STA. 25+00	CALCULATED BTP CHECKED MDW	0 50 / 25 100 HORIZONTAL SCALE IN FEET

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP302.dgn Sheet 10/26/2020 7:44:32 PM CMT031



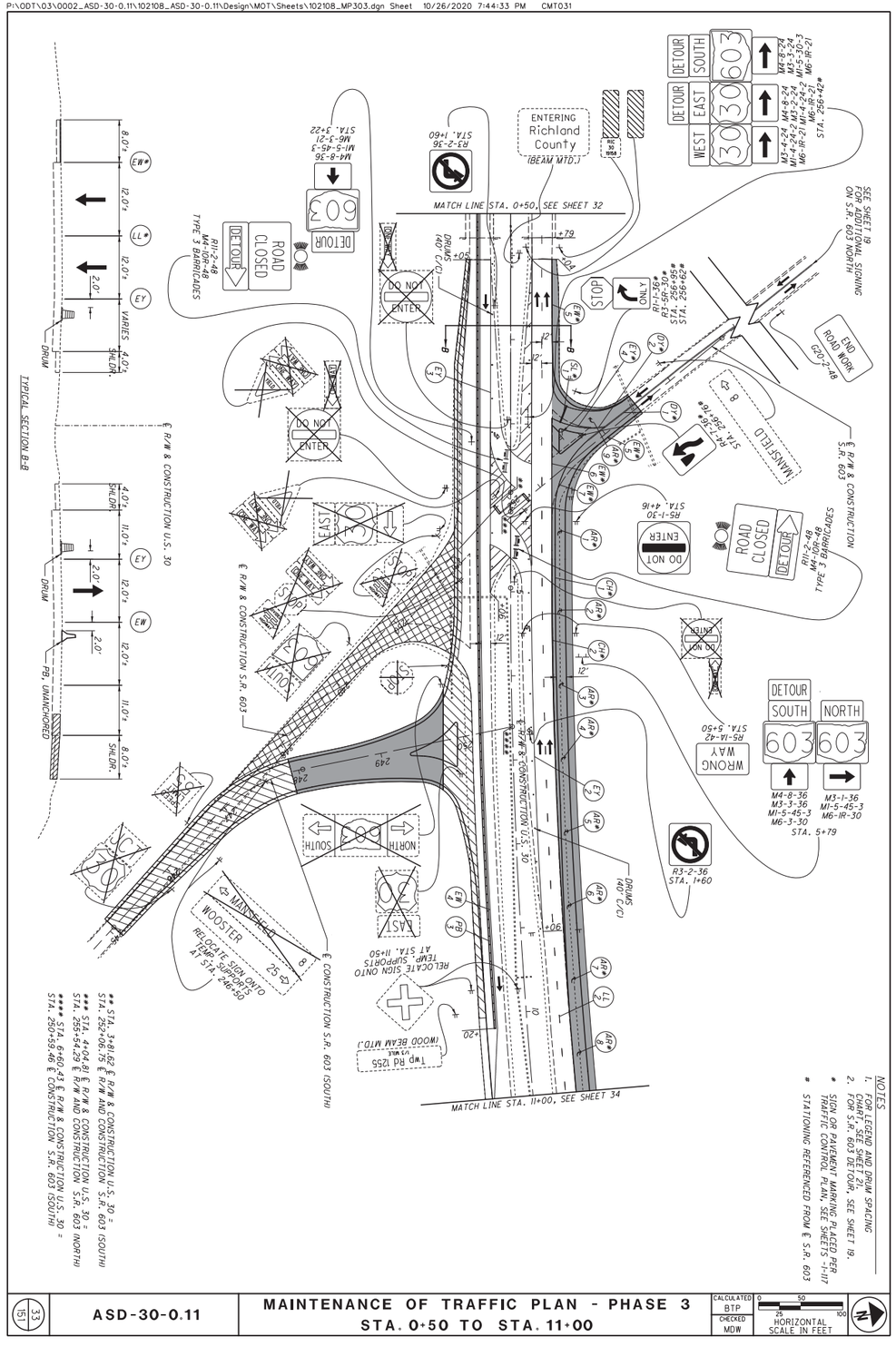
(151) 32	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 STA. 685+00 TO STA. 0+50	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP301.dgn Sheet 10/26/2020 7:44:32 PM CMT031



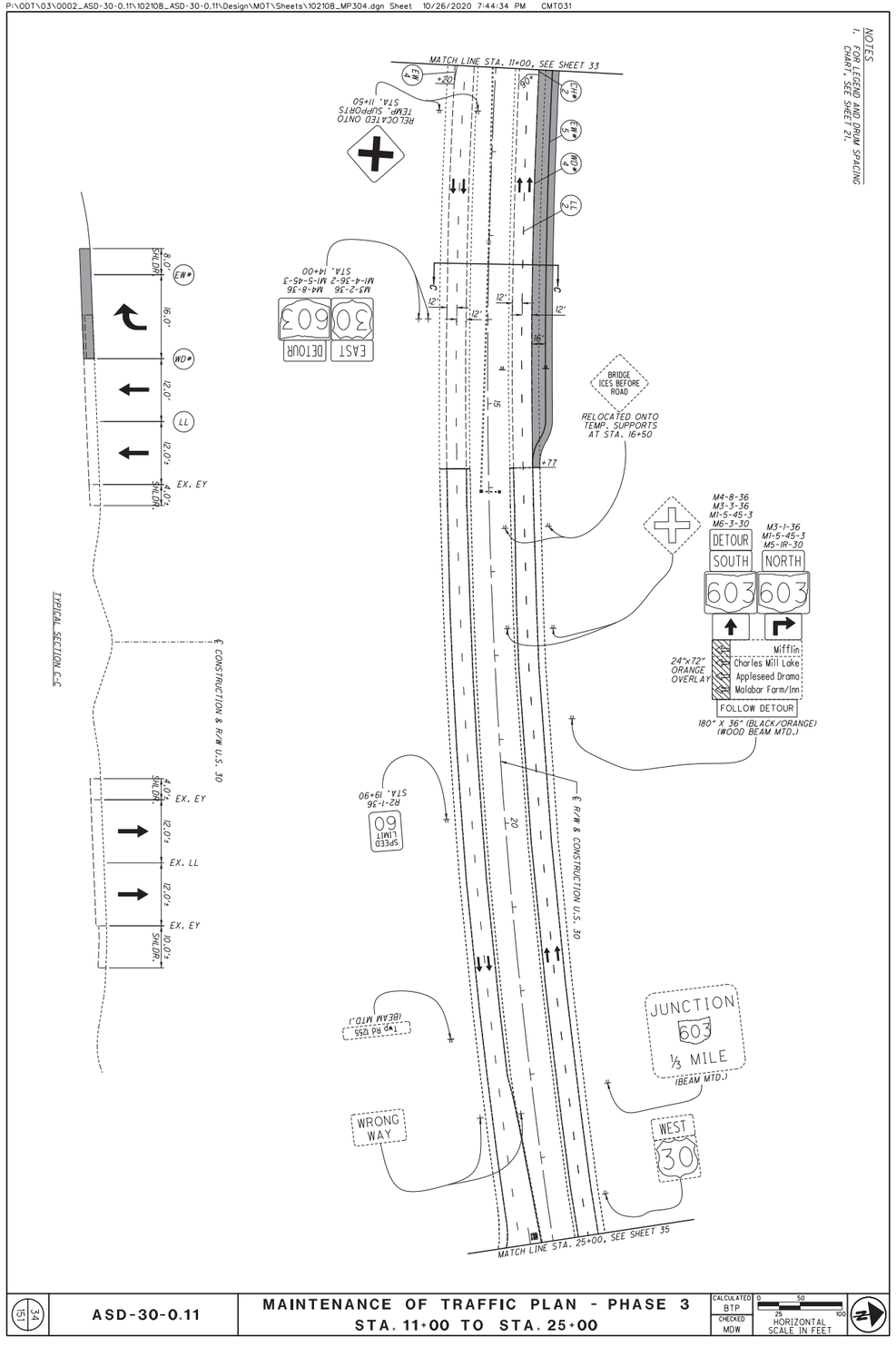
(151) 31	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 STA. 624+00 TO STA. 685+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP303.dgn Sheet 10/26/2020 7:44:33 PM CMT031



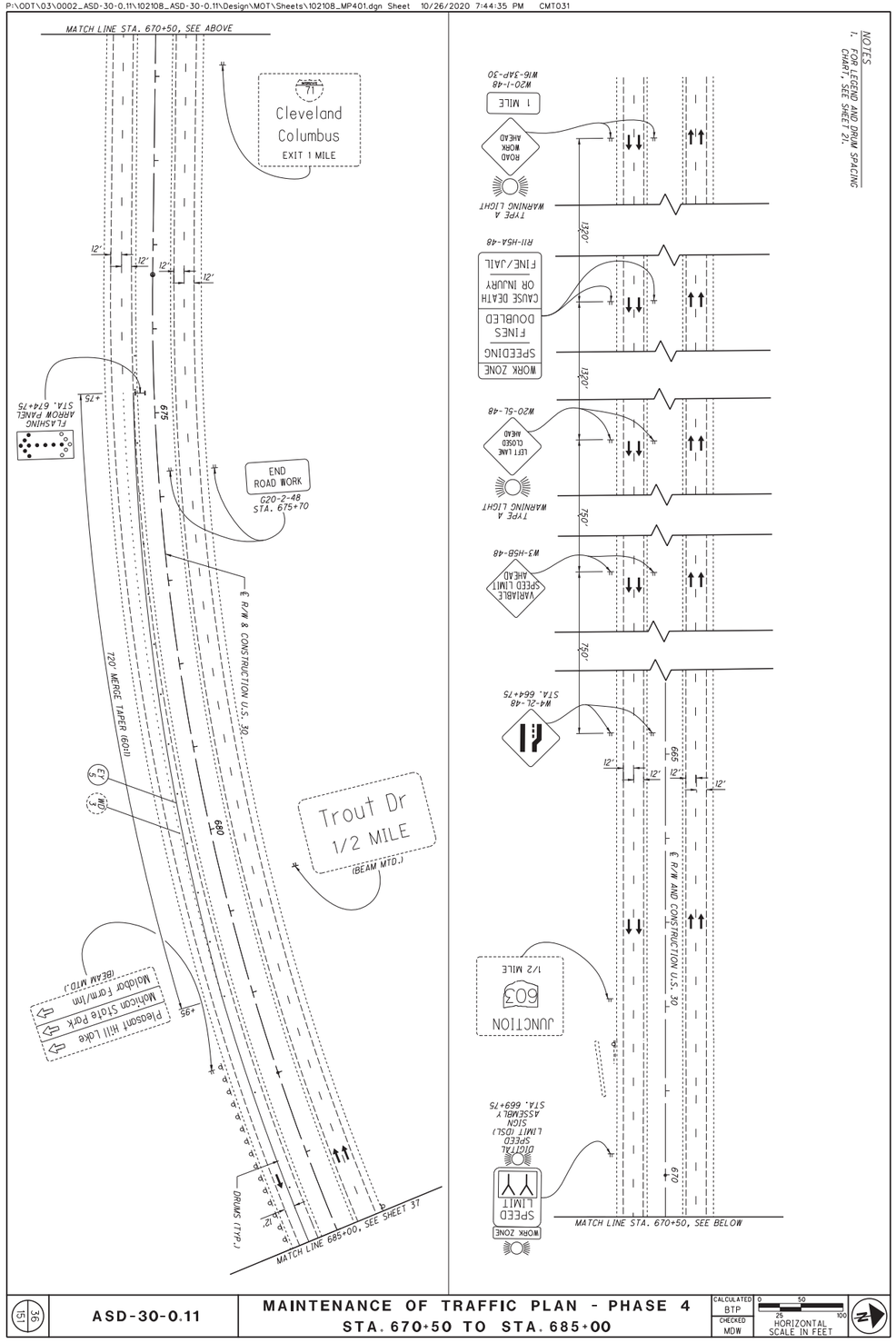
34 / 151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 STA. 0+50 TO STA. 11+00	CALCULATED BTP CHECKED MDW	0 50 / 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP304.dgn Sheet 10/26/2020 7:44:34 PM CMT031



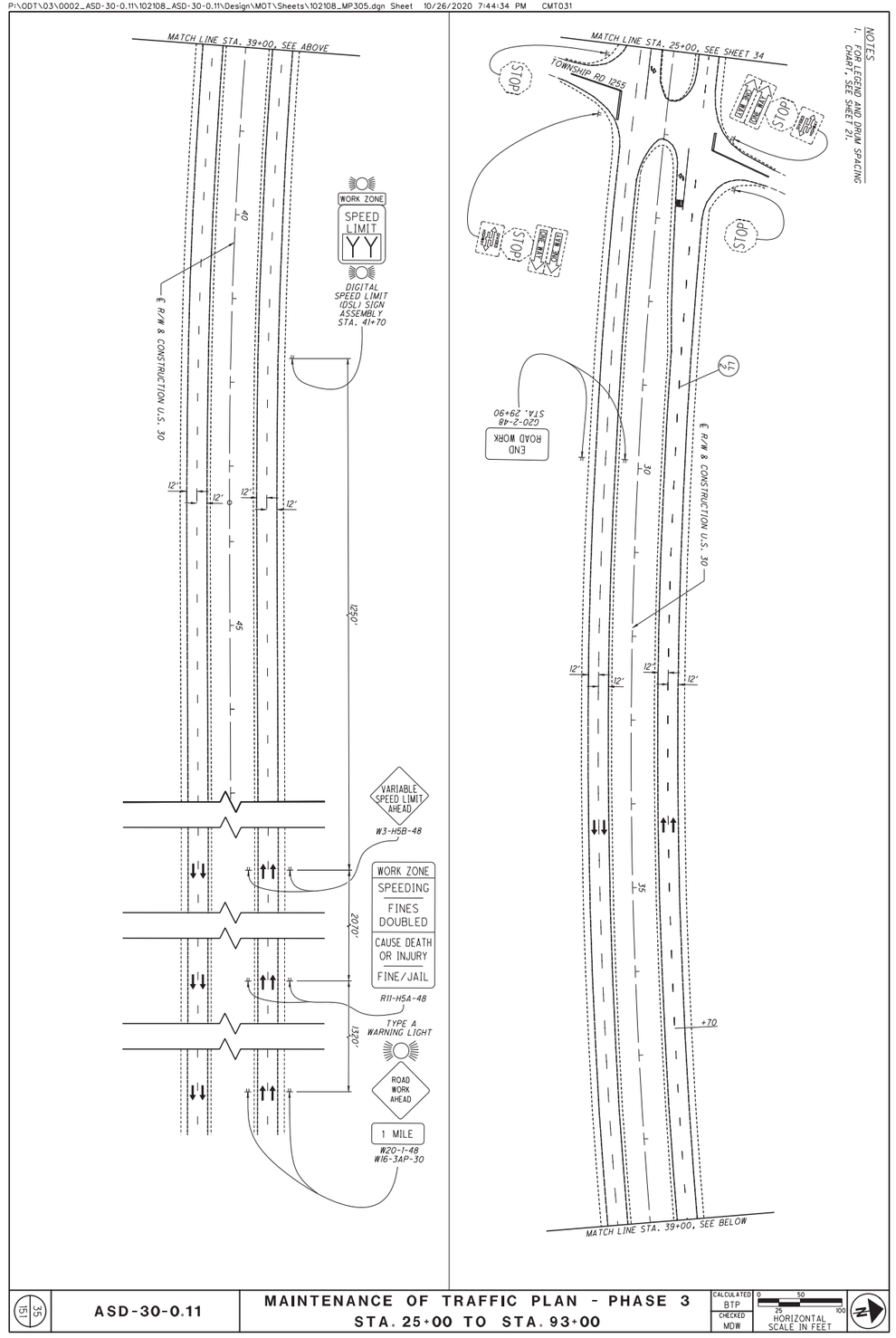
33 / 151	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 STA. 11+00 TO STA. 25+00	CALCULATED BTP CHECKED MDW	0 50 / 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP401.dgn Sheet 10/26/2020 7:44:35 PM CMT031



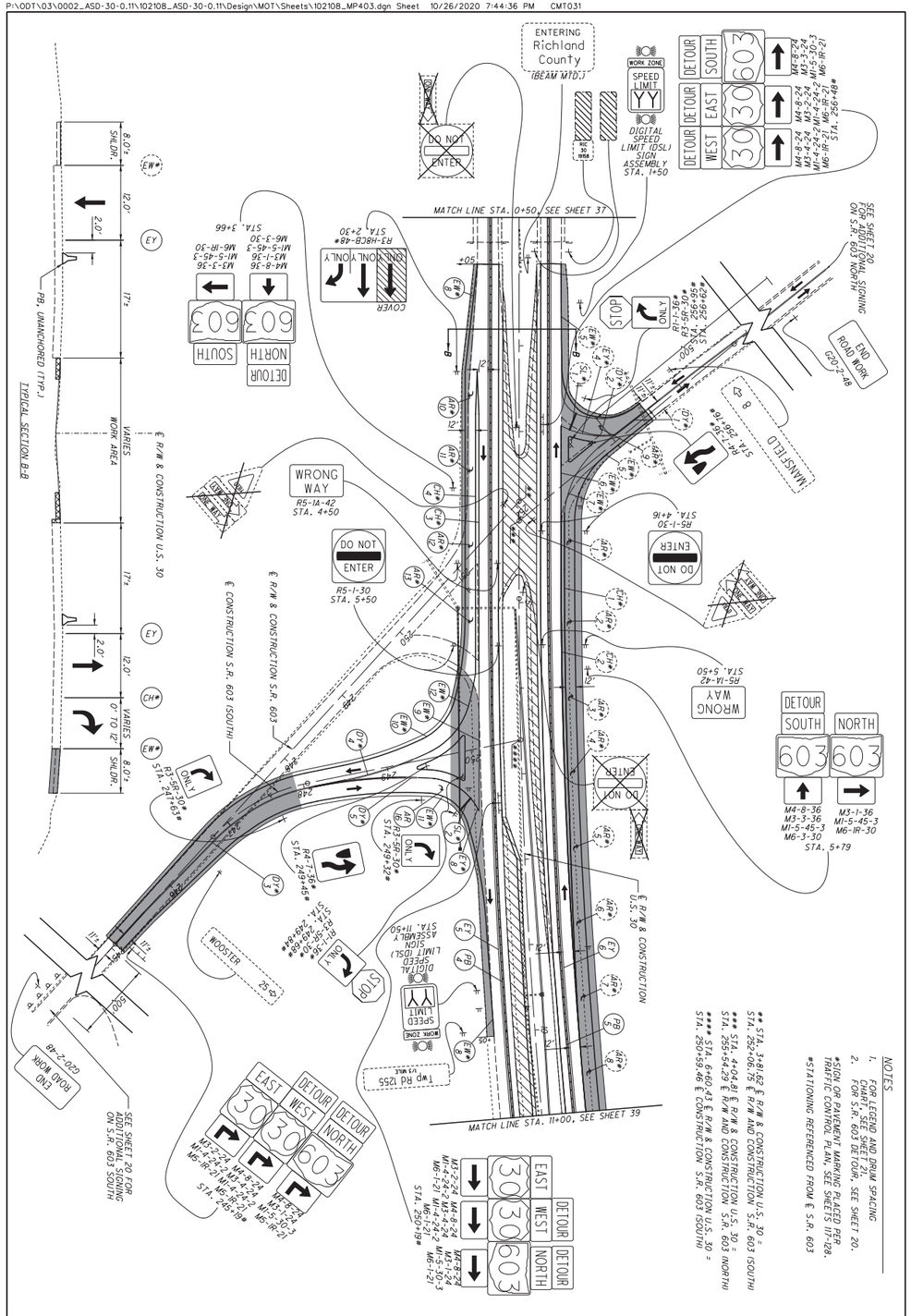
151 / 36	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 STA. 670+50 TO STA. 685+00	CALCULATED BTP CHECKED MDW	0 50 / 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP305.dgn Sheet 10/26/2020 7:44:34 PM CMT031



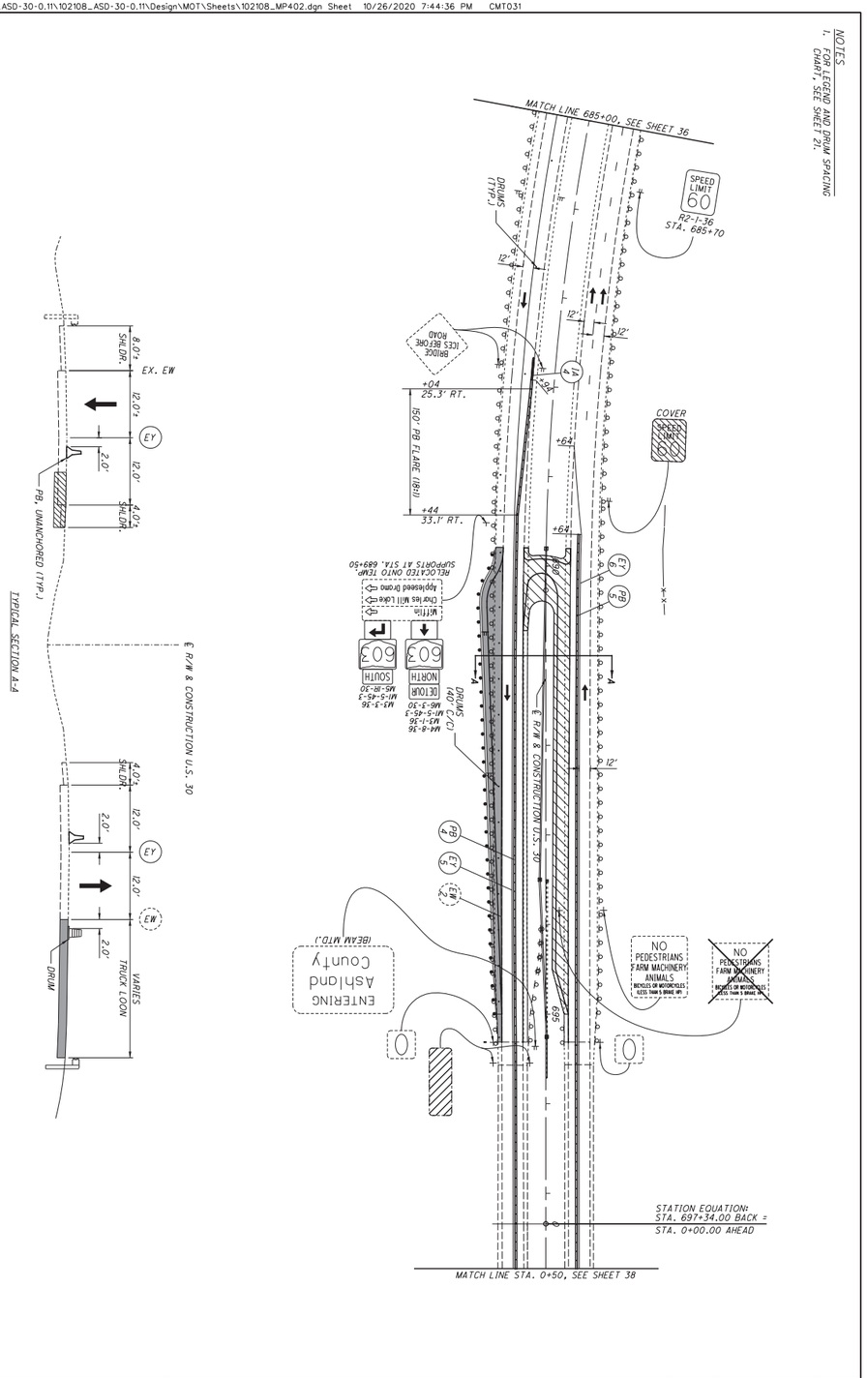
151 / 35	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 STA. 25+00 TO STA. 93+00	CALCULATED BTP CHECKED MDW	0 50 / 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP403.dgn Sheet 10/26/2020 7:44:36 PM CMT031



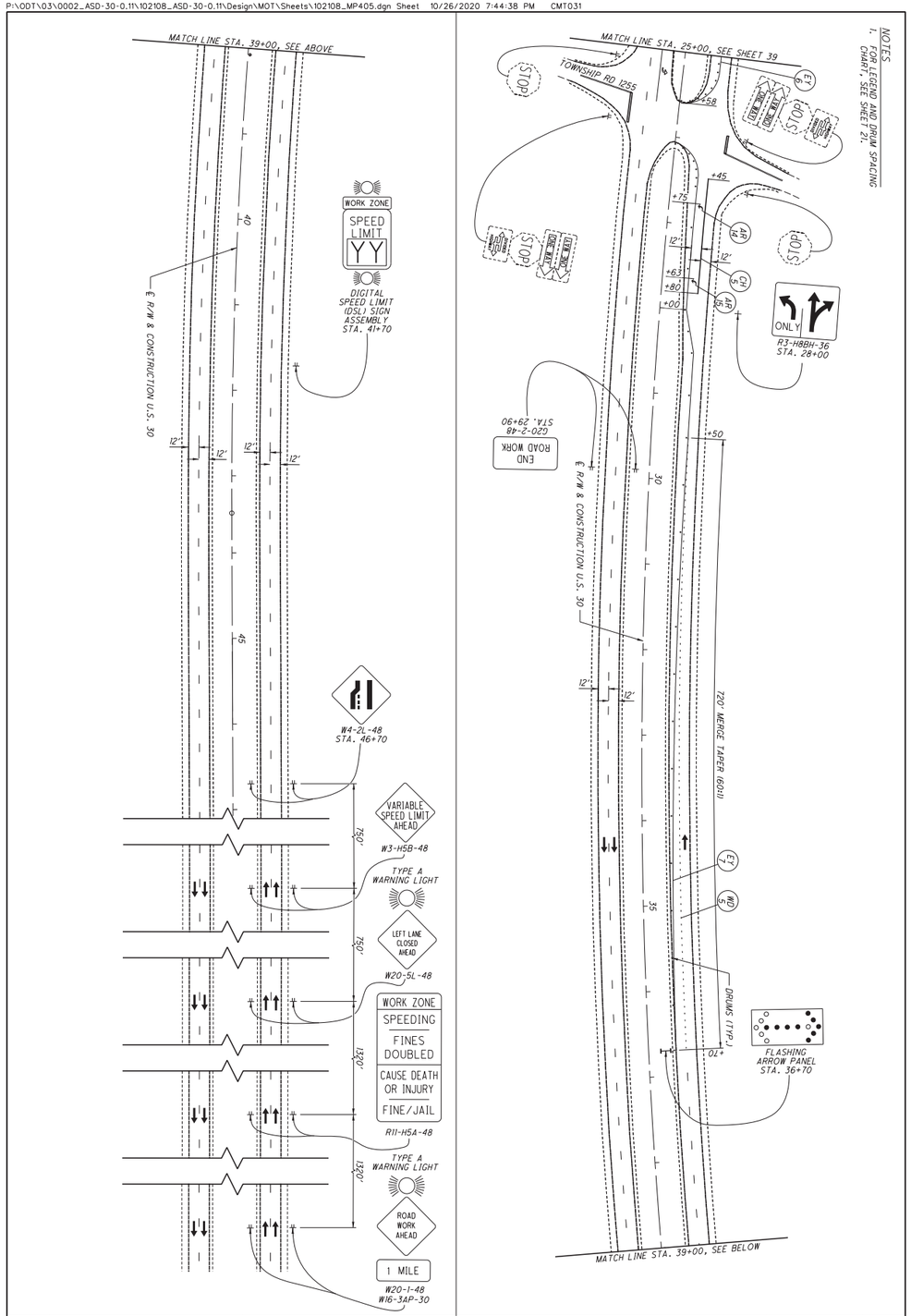
151 / 38	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 STA. 0+50 TO STA. 11+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP402.dgn Sheet 10/26/2020 7:44:36 PM CMT031



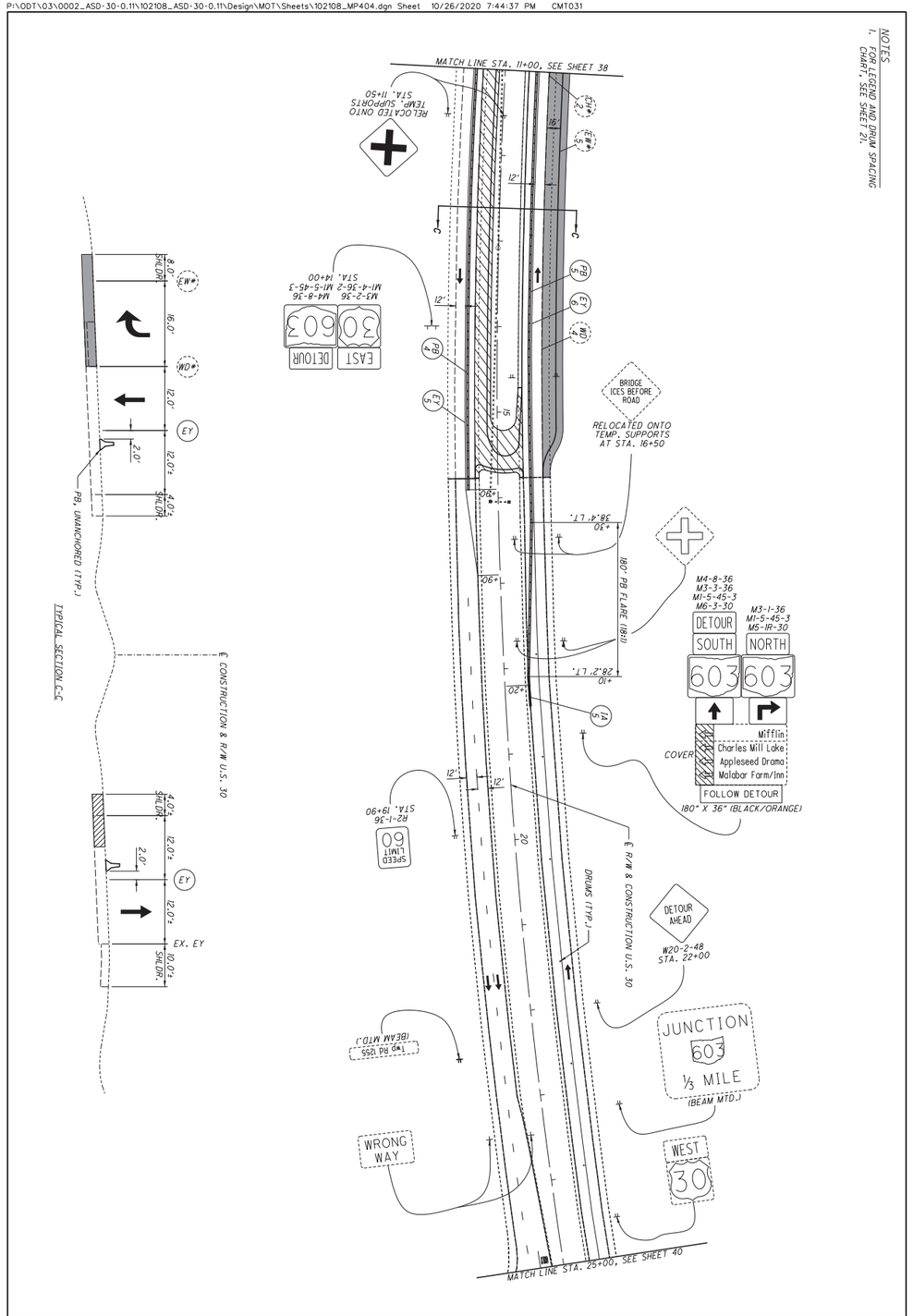
151 / 37	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 STA. 685+00 TO STA. 0+50	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP405.dgn Sheet 10/26/2020 7:44:38 PM CMT031



(151) (40)	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 STA. 25+00 TO STA. 93+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\MOT\Sheets\102108_MP404.dgn Sheet 10/26/2020 7:44:37 PM CMT031



(151) (41)	ASD-30-0.11	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 STA. 11+00 TO STA. 25+00	CALCULATED BTP CHECKED MDW	0 50 25 100 HORIZONTAL SCALE IN FEET	N

SHEET NUM.												PART.	ITEM	GRAND	ITEM	DESCRIPTION	UNIT	SEE SHEET NO.

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
			11	12	13	14	17	113	115	116	01/NHS/ OT							
																	TRAFFIC CONTROL CONT.	
									27		27		630	84500	27	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
										77	77		630	84900	77	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
										2	2		630	85400	2	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
										1	1		630	85600	1	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION	
										75	75		630	86002	75	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
										2	2		630	86102	2	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
										4	4		630	86292	4	EACH	REMOVAL OF GROUND MOUNTED WOODEN BOX BEAM SUPPORT AND DISPOSAL	
								2.16			2.16		646	10010	2.16	MILE	EDGE LINE, 6"	
								1.56			1.56		646	10110	1.56	MILE	LANE LINE, 6"	
								0.13			0.13		646	10200	0.13	MILE	CENTER LINE	
								2,864			2,864		646	10310	2,864	FT	CHANNELIZING LINE, 12"	
								38			38		646	10400	38	FT	STOP LINE	
								614			614		646	10600	614	FT	TRANSVERSE/DIAGONAL LINE, 24"	
								171			171		646	10620	171	FT	CHEVRON MARKING	
								23			23		646	20300	23	EACH	LANE ARROW	
								1,341			1,341		646	20504	1,341	FT	DOTTED LINE, 6"	
								37			37		646	20800	37	FT	YIELD LINE	
																	MAINTENANCE OF TRAFFIC	
			100								100		410	12000	100	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
			100								100		410	13000	100	CY	TRAFFIC COMPACTED SURFACE, TYPE C	
						100					100		614	11110	100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
							5				5		614	12380	5	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
			LS								LS		614	12420	LS		DETOUR SIGNING	
				4							4		614	12484	4	EACH	WORK ZONE INCREASED PENALTIES SIGN	
				10							10		614	12500	10	EACH	REPLACEMENT SIGN	
				25							25		614	12600	25	EACH	REPLACEMENT DRUM	
			50								50		614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
							181				181		614	13310	181	EACH	BARRIER REFLECTOR, TYPE 1, (1WAY)	
							181				181		614	13350	181	EACH	OBJECT MARKER, ONE WAY	
						28					28		614	18601	28	SMMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	14
							1.11				1.11		614	20011	1.11	MILE	WORK ZONE LANE LINE, CLASS I, 6", AS PER PLAN	13
				1.56							1.56		614	20560	1.56	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
							0.12				0.12		614	21001	0.12	MILE	WORK ZONE CENTER LINE, CLASS I, AS PER PLAN	13
				0.13							0.13		614	21550	0.13	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
							4.49				4.49		614	22011	4.49	MILE	WORK ZONE EDGE LINE, CLASS I, 6", AS PER PLAN	13
				2.16							2.16		614	22360	2.16	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
							2,150				2,150		614	23011	2,150	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", AS PER PLAN	13
				2,864							2,864		614	23690	2,864	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
							3,351				3,351		614	24001	3,351	FT	WORK ZONE DOTTED LINE, CLASS I, AS PER PLAN	13
				1,341							1,341		614	24612	1,341	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
							38				38		614	26001	38	FT	WORK ZONE STOP LINE, CLASS I, AS PER PLAN	13
				38							38		614	26610	38	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
							16				16		614	30001	16	EACH	WORK ZONE ARROW, CLASS I, AS PER PLAN	13
				26							26		614	30650	26	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
			20		222						242		616	10000	242	MGAL	WATER	
							8,780				8,780		622	41100	8,780	FT	PORTABLE BARRIER, UNANCHORED	
							22				22		630	80300	22	SF	SIGN, TEMPORARY OVERLAY	
					18						18		808	18700	18	SMMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																	INCIDENTALS	
											LS		614	11000	LS		MAINTAINING TRAFFIC	
											8		619	16010	8	MNTH	FIELD OFFICE, TYPE B	
											LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS		624	10000	LS		MOBILIZATION	

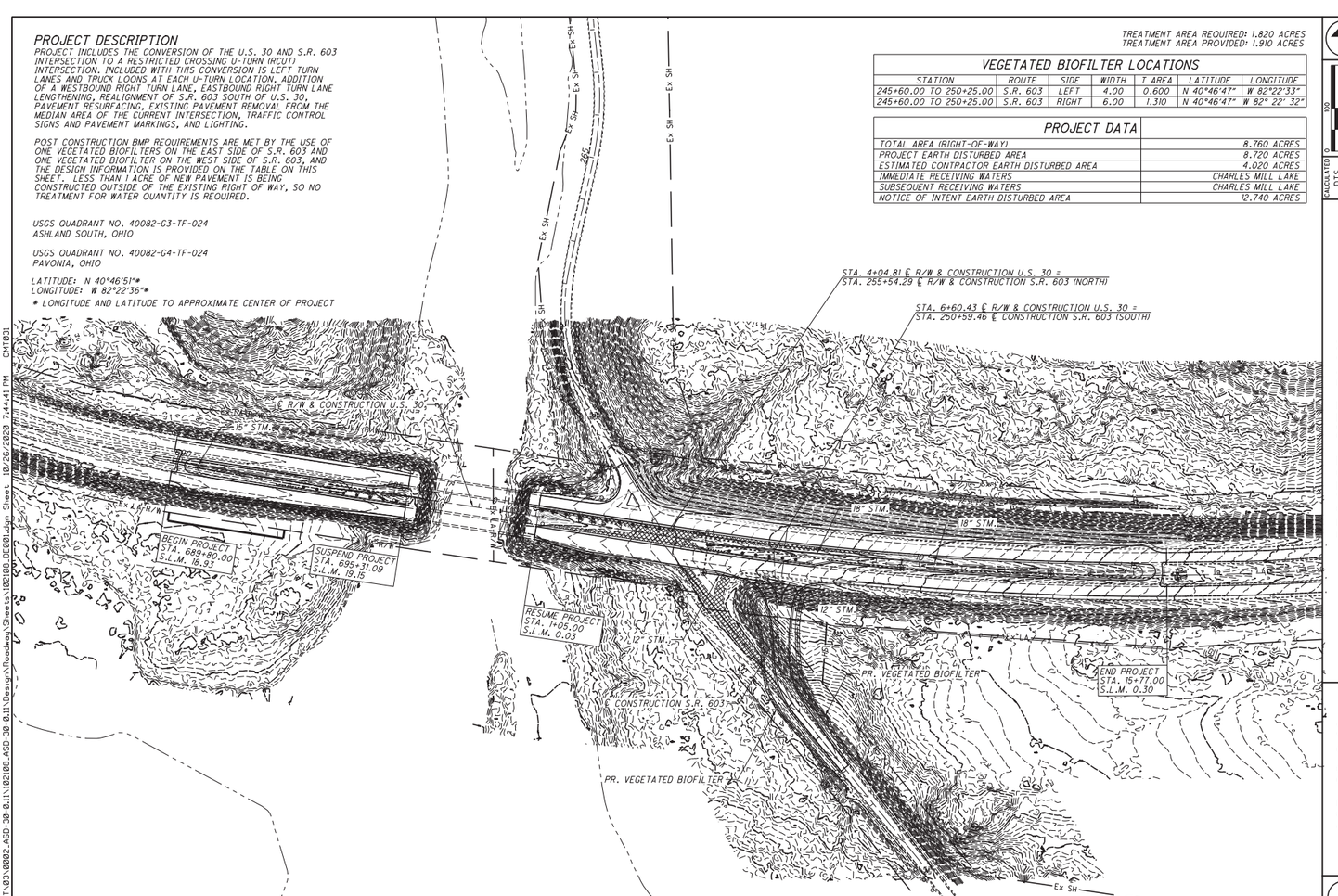
P:\ODT\03\0082_ASD-30-0.11\182108_ASD-30-0.11\Design\Roadway\Sheets\182108_GG003.dgn Sheet 10/26/2020 7:44:40 PM CMT831

CALCULATED: TJC
CHECKED: MDW

GENERAL SUMMARY

ASD-30-0.11

43
151


PROJECT DESCRIPTION
PROJECT INCLUDES THE CONVERSION OF THE U.S. 30 AND S.R. 603 INTERSECTION TO A RESTRICTED CROSSING U-TURN (RCUT) INTERSECTION. INCLUDED WITH THIS CONVERSION IS LEFT TURN LANES AND TRUCK LOONS AT EACH U-TURN LOCATION, ADDITION OF A WESTBOUND RIGHT TURN LANE, EASTBOUND RIGHT TURN LANE LENGTHENING, REALIGNMENT OF S.R. 603 SOUTH OF U.S. 30, PAVEMENT RESURFACING, EXISTING PAVEMENT REMOVAL FROM THE MEDIAN AREA OF THE CURRENT INTERSECTION, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS, AND LIGHTING.
POST CONSTRUCTION BMP REQUIREMENTS ARE MET BY THE USE OF ONE VEGETATED BIOFILTERS ON THE EAST SIDE OF S.R. 603 AND ONE VEGETATED BIOFILTER ON THE WEST SIDE OF S.R. 603, AND THE DESIGN INFORMATION IS PROVIDED ON THE TABLE ON THIS SHEET. LESS THAN 1 ACRE OF NEW PAVEMENT IS BEING CONSTRUCTED OUTSIDE OF THE EXISTING RIGHT OF WAY, SO NO TREATMENT FOR WATER QUANTITY IS REQUIRED.
USGS QUADRANT NO. 40082-G3-TF-024
ASHLAND SOUTH, OHIO
USGS QUADRANT NO. 40082-G4-TF-024
PAVONIA, OHIO
LATITUDE: N 40°46'51"*
LONGITUDE: W 82°22'36"*
* LONGITUDE AND LATITUDE TO APPROXIMATE CENTER OF PROJECT
TREATMENT AREA REQUIRED: 1.820 ACRES
TREATMENT AREA PROVIDED: 1.910 ACRES
VEGETATED BIOFILTER LOCATIONS
STATION | ROUTE | SIDE | WIDTH | T AREA | LATITUDE | LONGITUDE
245+60.00 TO 250+25.00 | S.R. 603 | LEFT | 4.00 | 0.600 | N 40°46'47" | W 82°22'33"
245+60.00 TO 250+25.00 | S.R. 603 | RIGHT | 6.00 | 1.310 | N 40°46'47" | W 82° 22' 32"
PROJECT DATA
TOTAL AREA (RIGHT-OF-WAY) 8.760 ACRES
PROJECT EARTH DISTURBED AREA 8.720 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA 4.020 ACRES
IMMEDIATE RECEIVING WATERS CHARLES MILL LAKE
SUBSEQUENT RECEIVING WATERS CHARLES MILL LAKE
NOTICE OF INTENT EARTH DISTURBED AREA 12.740 ACRES
STA. 4+04.81 ℄ R/W & CONSTRUCTION U.S. 30 = STA. 255+54.29 ℄ R/W & CONSTRUCTION S.R. 603 (NORTH)
STA. 6+60.43 ℄ R/W & CONSTRUCTION U.S. 30 = STA. 250+59.46 ℄ CONSTRUCTION S.R. 603 (SOUTH)
BEGIN PROJECT STA. 689+80.00 S.L.M. 18.33
SUSPEND PROJECT STA. 686+81.09 S.L.M. 19.18
RESUME PROJECT STA. 1+85.00 S.L.M. 0.03
END PROJECT STA. 15+77.00 S.L.M. 0.30
PR. VEGETATED BIOFILTER
PR. VEGETATED BIOFILTER
℄ CONSTRUCTION S.R. 603
℄ R/W & CONSTRUCTION U.S. 30
18" STM
12" STM
Ex SH
Ex 5H
Ex SH
Ex SH
Ex SH

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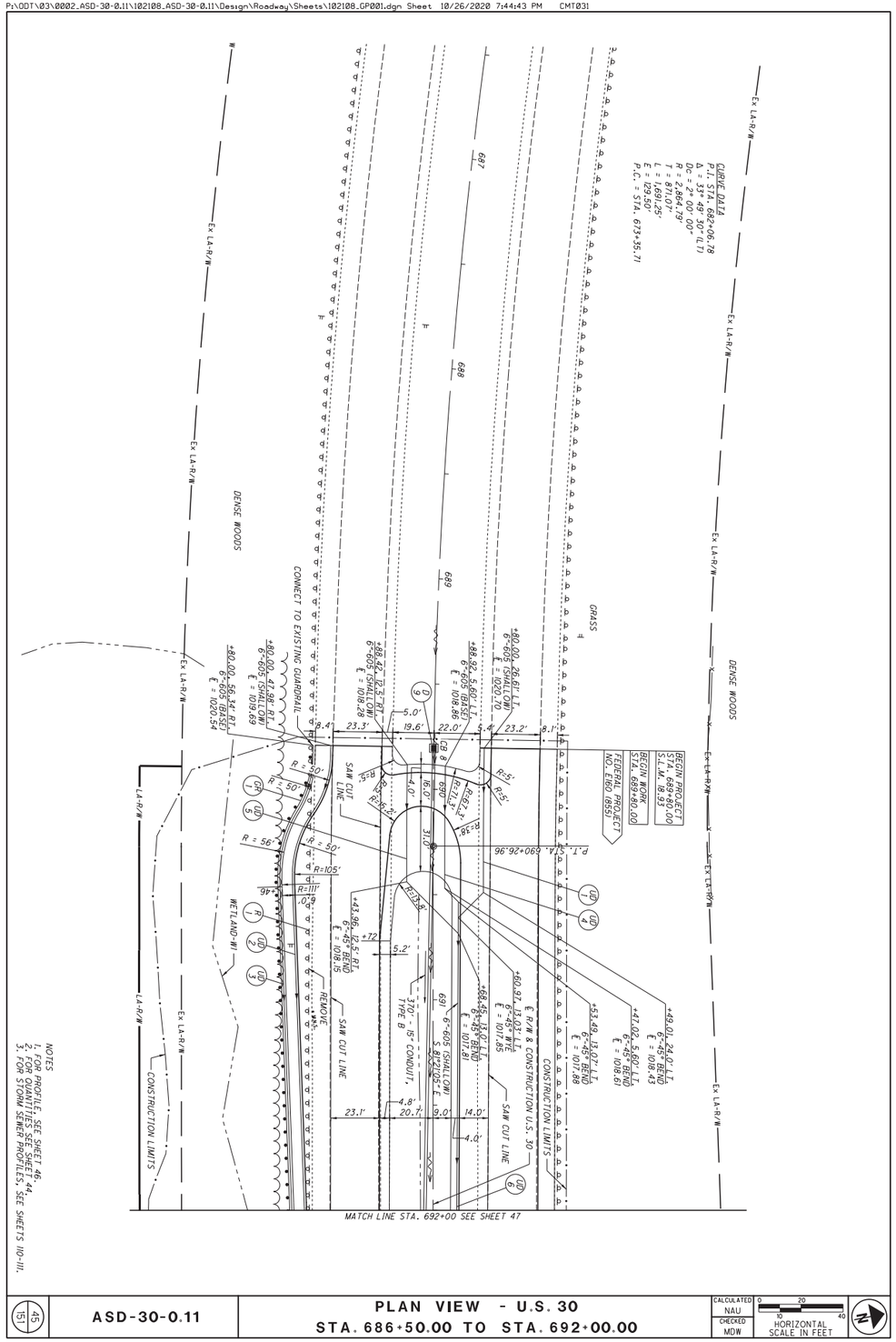

45 / 151

ASD-30-0.11

PLAN VIEW - U.S. 30
STA. 686+50.00 TO STA. 692+00.00

CALCULATED NAU
CHECKED MDW

0 10 20 40
HORIZONTAL SCALE IN FEET

N

P:\ODT\03\0002.ASD-30-0.11\102108.ASD-30-0.11\Design\Roadway\Sheets\102108.GS001.dgn Sheet 10/26/2020 7:44:42 PM CMT031

REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE		202	202	202	202	202	202	601	602	605	606	606	607	609	609	611	611	611	611	611	611	611	619	626	626	659	670	816
							HEADWALL REMOVED	PIPE REMOVED, 24" AND UNDER	GUARDRAIL REMOVED	CATCH BASIN REMOVED	FENCE REMOVED	REMOVAL MISC.: BOLLARD REMOVED	PAVED GUTTER, TYPE 1-4	CONCRETE MASONRY	6" SHALLOW PIPE UNDERDRAINS	6" BASE PIPE UNDERDRAINS	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	FENCE, TYPE 47RA	CURB, TYPE 6	6" CONCRETE TRAFFIC ISLAND	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	15" CONDUIT, TYPE C	18" CONDUIT, TYPE C	CATCH BASIN, NO. 8	CATCH BASIN, NO. 2-2B	MANHOLE ADJUSTED TO GRADE	PRECAST REINFORCED CONCRETE OUTLET	BARRIER REFLECTOR, TYPE 2, 1WAY	BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL	TOPSOIL	DITCH EROSION PROTECTION	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1
							EACH	SY	FT	EACH	FT	EACH	FT	CY	FT	FT	FT	EACH	EACH	FT	SY	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	SY	SY	SY
R-1	45	U.S. 30	686+50.00	686+71.00	RT																												
R-2	47	U.S. 30	693+41.27	695+71.10	LT																												
R-3	47	U.S. 30	693+98.11	695+21.09	LT																												
R-4	49	U.S. 30	1+05.00	2+64.30	LT																												
R-5	49	U.S. 30	1+05.00	3+08.89	RT																												
R-6	51	U.S. 30	5+06.13	9+58.87	RT			451																									
R-7	51	U.S. 30	5+06.13	9+58.91	LT			122																									
R-8	51	U.S. 30	9+58.91	13+01.92	RT/LT																												
R-9	53	U.S. 30	9+59.06	13+01.92	RT/LT			366	2		119	3																					
R-10	57	S.R. 603	245+33.42	245+51.09	LT																												
GR-1	45	U.S. 30	688+80.00	695+00.00	RT																												
GR-2	45	U.S. 30	691+87.60	695+31.09	RT																												
GR-3	49	U.S. 30	1+05.00	3+51.00	RT																												
GR-4	49	U.S. 30	1+05.00	3+51.00	LT																												
GR-5	51	U.S. 30	4+95.50	7+46.90	RT																								6	8			
					RT/LT																												
I-1	59	S.R. 603	249+33.80	245+95.49	RT/LT																												
I-2	58	S.R. 603	3+35.71	3+42.90	LT																												
E-1	49	U.S. 30	1+17.53	1+50.00	RT/LT																												
E-2	49	U.S. 30	3+26.78	15+76.87	LT																												
E-3	53	U.S. 30	9+06.24	15+56.23	LT																												
E-4	53	U.S. 30	9+59.06	10+11.00	LT																												
E-5	57	S.R. 603	245+06.37	249+68.43	LT																												
E-6	57	S.R. 603	245+06.37	249+61.12	RT																												
UD-1	45	U.S. 30	688+80.00	688+60.00	LT																												
UD-2	45	U.S. 30	688+80.00	695+10.53	RT																												
UD-3	45	U.S. 30	689+80.00	695+25.57	RT																												
UD-4	45	U.S. 30	689+88.82	690+53.49	LT																												
UD-5	45	U.S. 30	689+80.00	695+24.72	RT/LT																												
UD-6	45	U.S. 30	689+88.42	690+68.45	RT/LT																												
UD-7	49	U.S. 30	690+53.49	695+24.72	LT																												
UD-8	49	U.S. 30	2+97.51	15+76.75	LT																												
UD-9	49	U.S. 30	3+04.22	15+76.75	RT																												
UD-10	51	U.S. 30	7+63.98	13+05.68	RT																												
UD-11	51	U.S. 30	7+84.91	10+03.47	RT																												
UD-12	53	U.S. 30	13+01.68	15+06.11	RT																												
UD-13	55	U.S. 30	14+86.47	15+10.64	RT/LT																												
UD-14	55	U.S. 30	15+06.11	15+10.48	RT/LT																												
D-1	55	U.S. 30	16+04.99	E.X. CB	E																												
D-2	55	U.S. 30	16+04.01	E.X. CB	E																												
D-3	53	U.S. 30	13+01.71	9+58.91	E																												
D-4	53	U.S. 30	9+58.91	5+06.13	E																												
D-5	51	U.S. 30	5+06.13	4+45.51	RT																												
D-6	51	U.S. 30	5+06.13	4+45.51	LT																												
D-7	51	U.S. 30	4+45.51	E.X. HW	RT																												
D-8	51	U.S. 30	7+84.84	5+06.53	RT																												
D-9	45	U.S. 30	689+79.89	693+49.44	E																												
D-10	47	U.S. 30	693+49.44	695+24.82	E																												
D-11	47	U.S. 30	695+24.82	695+70.74	E																												
I-1	51	U.S. 30	7+89.53	7+84.95	RT																												

TOTALS CARRIED TO GENERAL SUMMARY

	1	156	1021	5	109	3	650	0.33	2509	3609	1520.0	2	2	8	277	984	55	282	370	349	674	4	1	2	2	18	19	209	827	1056			

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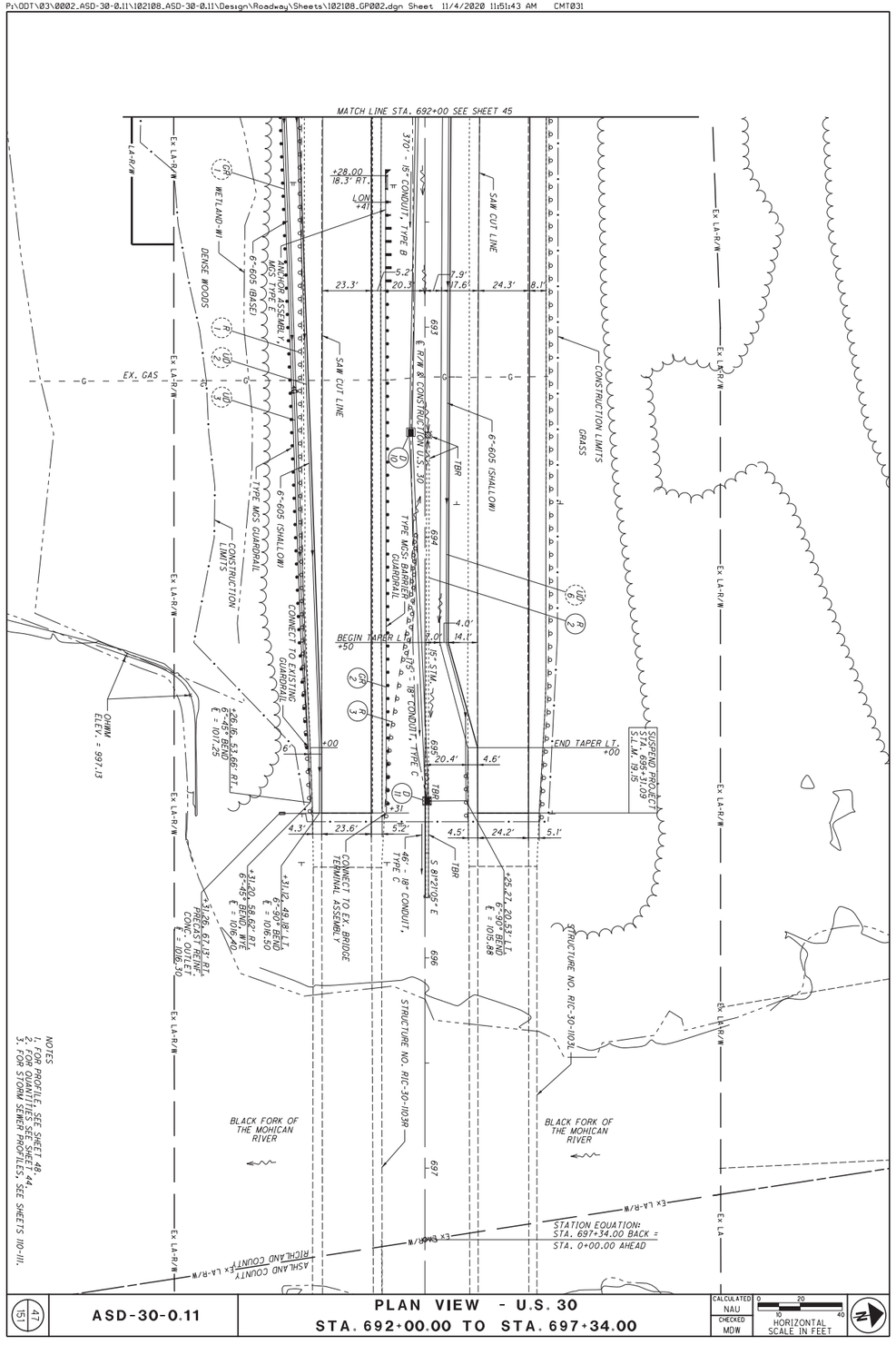
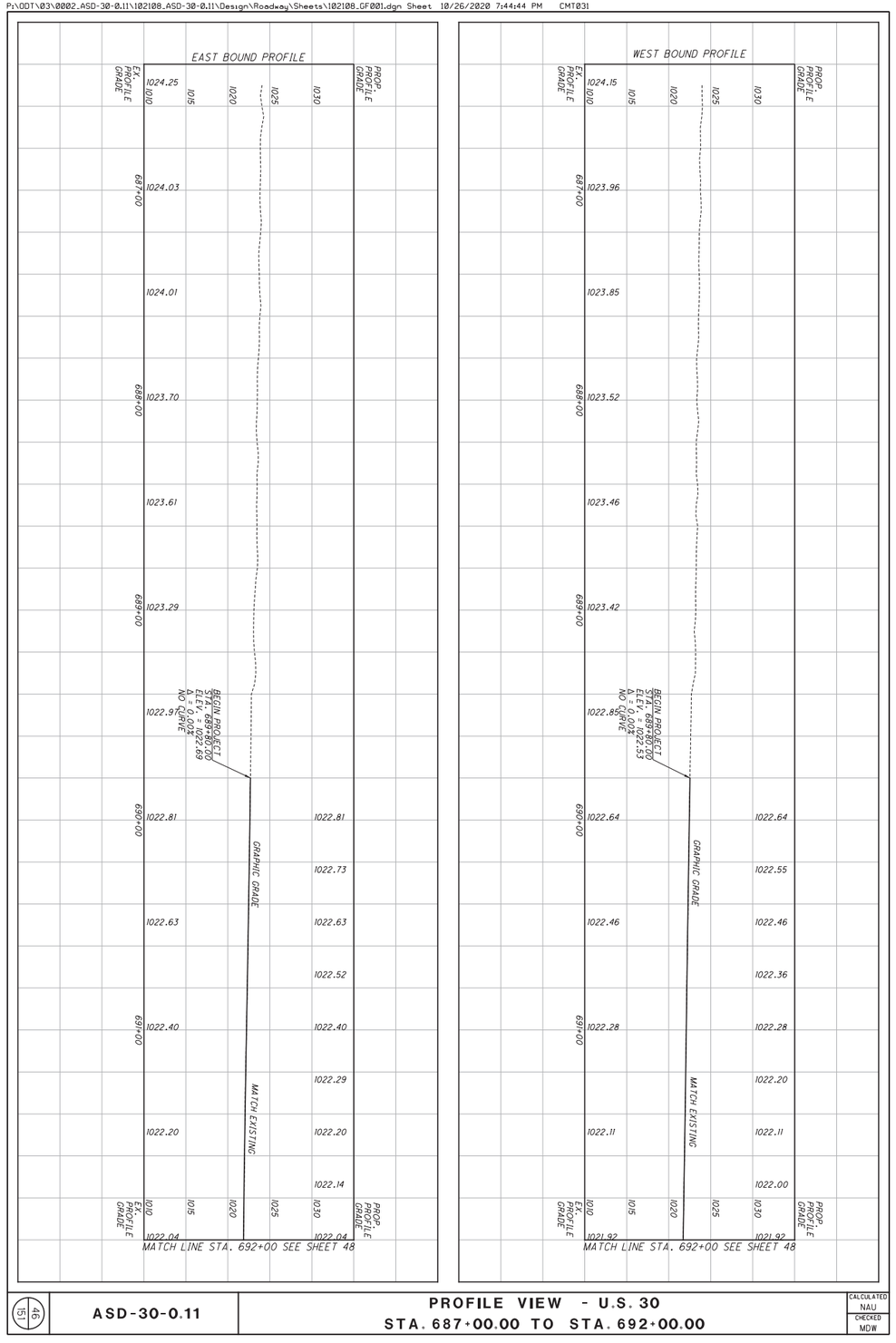


47 / 151	ASD-30-0.11	PLAN VIEW - U.S. 30 STA. 692+00.00 TO STA. 697+34.00	CALCULATED NAU CHECKED MDW HORIZONTAL SCALE IN FEET 0 20 10 40 N

P:\ODT\03\0002.ASD-30-0.11\102108.ASD-30-0.11\Design\Roadway\Sheets\102108_GF001.dgn Sheet 10/26/2020 7:44:44 PM CMT031



48 / 151	ASD-30-0.11	PROFILE VIEW - U.S. 30 STA. 687+00.00 TO STA. 692+00.00	CALCULATED NAU CHECKED MDW

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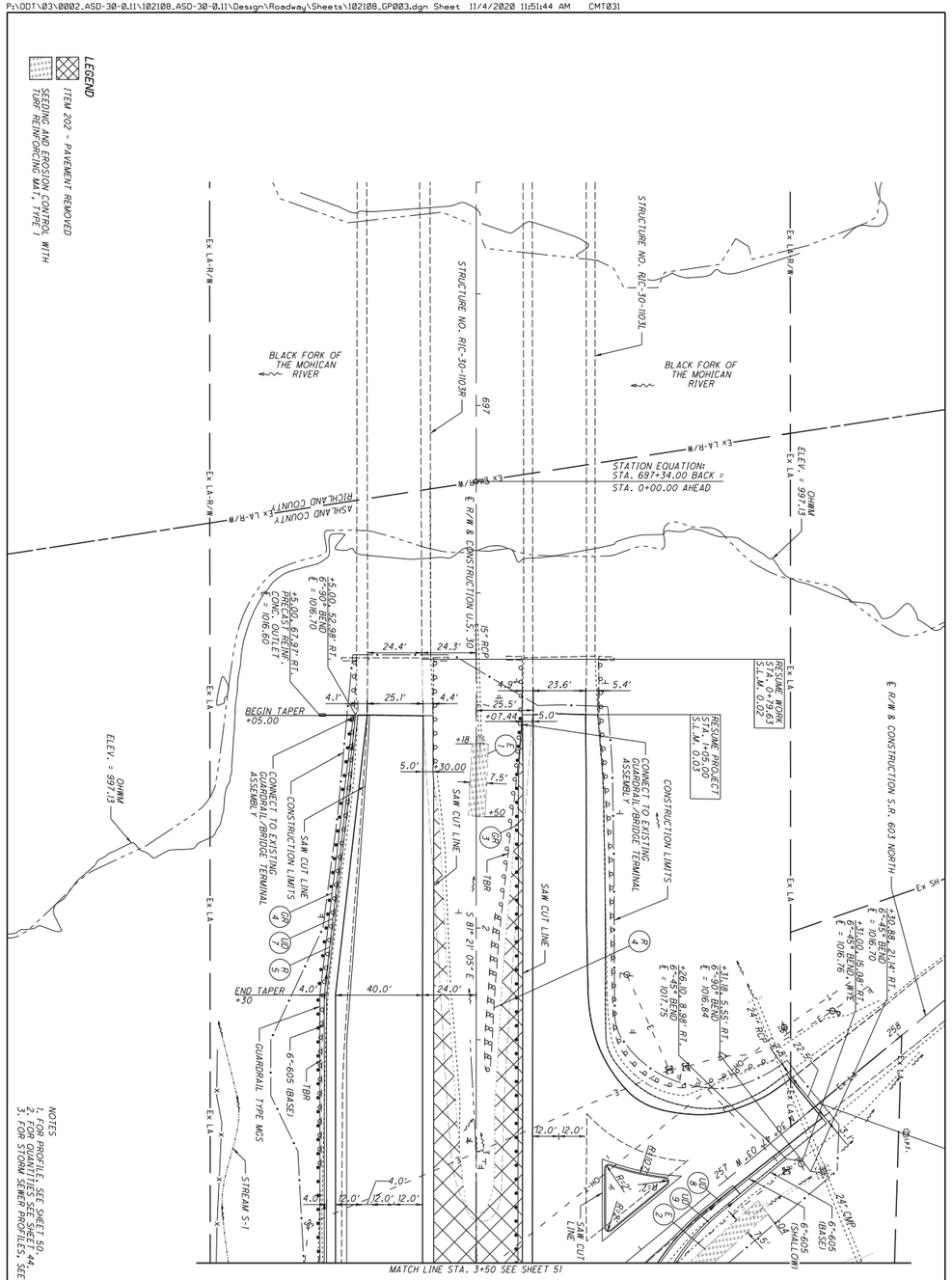
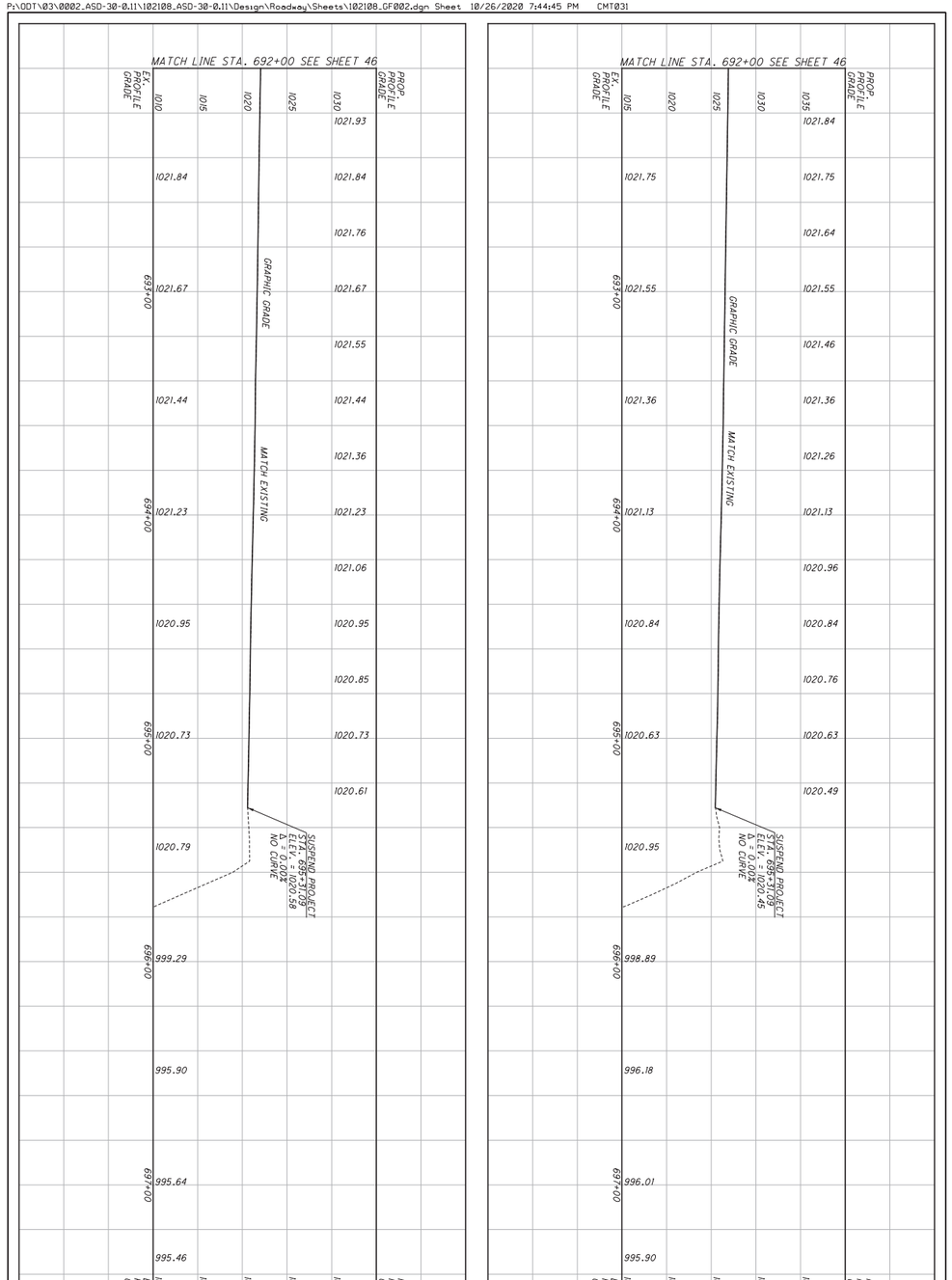


49 / 151	ASD-30-0.11	PLAN VIEW - U.S. 30 STA. 696+00.00 TO STA. 3+50.00	CALCULATED NAU CHECKED MDW 0 20 10 40 HORIZONTAL SCALE IN FEET

P:\ODT\03\0002.ASD-30-0.11\102108.ASD-30-0.11\Design\Roadway\Sheets\102108_GF002.dgn Sheet 10/26/2020 7:44:45 PM CMT031



48 / 151	ASD-30-0.11	PROFILE VIEW - U.S. 30 STA. 692+00.00 TO STA. 697+00.00	CALCULATED NAU CHECKED MDW

PLAN VIEW - U.S. 30
STA. 3+50.00 TO STA. 8+50.00

CALCULATED NAU
CHECKED MDW

HORIZONTAL SCALE IN FEET
0 20 40

PROFILE VIEW - U.S. 30
STA. 696+00.00 TO STA. 3+50.00

CALCULATED NAU
CHECKED MDW

EAST BOUND PROFILE

PROP. PROFILE GRADE	1030
	1025
	1020
EX. PROFILE GRADE	1015
	1010

| | | |

ASD-30-0.11
PLAN VIEW - U.S. 30
STA. 8+50.00 TO STA. 13+50.00
CALCULATED NAU
CHECKED MDW
HORIZONTAL SCALE IN FEET
0 20 40
53 151
MATCH LINE STA. 13+50 SEE SHEET 55
MATCH LINE STA. 8+50 SEE SHEET 51
Ex LA
WOODS
SAW CUT LINE
GRASS
CONSTRUCTION LIMITS
PR. PAVED GUTTER
EX. PAVED GUTTER
6"-605 (BASE)
6"-605 (SHALLOW)
15" RCP
18" CONDUIT, TYPE C
349' - 15" CONDUIT, TYPE C
453' - 18" CONDUIT, TYPE C
@ CONSTRUCTION U.S. 30 WB
@ CONSTRUCTION U.S. 30 EB
@ R/W & CONSTRUCTION U.S. 30 WB
U.S. 30 WB CURVE DATA
P.I. STA. 9+43.69
Δ = 16° 40' 00" (LT)
Dc = 0° 49' 27"
R = 6,952.51'
T = 1,018.39'
L = 2,022.40'
E = 74.19'
P.C. STA. 4+61.30
U.S. 30 EB CURVE DATA
P.I. STA. 15+18.53
Δ = 18° 36' 54" (LT)
Dc = 0° 50' 34"
R = 6,798.48'
T = 995.73'
L = 1,977.41'
E = 72.53'
emax = 0.000
P.C. STA. 5+23.20
E U.S. 30 CURVE DATA
P.I. STA. 2+44.32
Δ = 32° 04' 02" (LT)
Dc = 0° 50' 00"
R = 6,875.49'
T = 1,975.89'
L = 3,848.08'
E = 278.29'
P.C. STA. 4+95.43
BM #2
ELEV. = 1037.06
BM #3
ELEV. = 1046.41
+25.80, 11.14' RT.
6"-605 (BASE)
℄ = 1043.65
+07.89, 11.15' RT.
6"-90° BEND
℄ = 1043.70
+27.71, 79' RT.
6"-605 (BASE)
℄ = 1036.79
+06.24
BENCHMARKS
BM #2
STA. 13+56.79, 4.96' RT.
NW CORNER OF CB CONCRETE SLAB
ELEV. = 1037.06
BM #3
STA. 13+07.86, 1.51' RT.
SOUTH BOLT ON MANHOLE GRATE
ELEV. = 1046.41
NOTES
1. FOR PROFILE, SEE SHEET 54.
2. FOR QUANTITIES, SEE SHEET 44.
3. FOR STORM SEWER PROFILES, SEE SHEETS 110-111.
LEGEND
ITEM 202 - PAVEMENT REMOVED
SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1
P:\ODT\03\0002.ASD-30-0.11\102108-ASD-30-0.11\Design\Roadway\Sheets\102108.GP005.dgn Sheet 10/26/2020 7:44:52 PM CM1031

ASD-30-0.11
PROFILE VIEW - U.S. 30
STA. 3+50.00 TO STA. 8+50.00
CALCULATED NAU
CHECKED MDW
52 151
EAST BOUND PROFILE
WEST BOUND PROFILE
PROP. PROFILE GRADE
EX. PROFILE GRADE
MATCH LINE STA. 3+50 SEE SHEET 50
MATCH LINE STA. 8+50 SEE SHEET 54
MATCH EXISTING
GRAPHIC GRADE
1040
1035
1030
1025
1020
1015
4+00
5+00
6+00
7+00
8+00
1023.60
1024.46
1024.03
1025.44
1024.95
1026.41
1026.00
1027.58
1026.97
1028.82
1028.18
1029.46
1030.11
1030.76
1031.49
1032.12
1032.76
1033.43
1034.11
1034.79
1035.46
1024.57
1025.65
1026.72
1027.82
1028.92
1030.08
1031.25
1032.49
1033.81
1035.22
1034.49
1033.15
1031.83
1030.72
1029.44
1028.37
1027.26
1026.18
1025.10
1024.08
1023.53
P:\ODT\03\0002.ASD-30-0.11\102108-ASD-30-0.11\Design\Roadway\Sheets\102108_GP004.dgn Sheet 10/26/2020 7:44:51 PM CM1031

PLAN VIEW - U.S. 30
STA. 13+50.00 TO STA. 18+50.00
ASD-30-0.11
55
151
CALCULATED NAU
CHECKED MDW
HORIZONTAL SCALE IN FEET
0 20 40
NOTES
1. FOR PROFILE, SEE SHEET 56
2. FOR QUANTITIES, SEE SHEET 44.
3. FOR STORM SEWER PROFILES, SEE SHEETS 110-111.
LEGEND
SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1
OVERLAY TRANSITION AREA FROM ADJACENT ASD-30-0.28 (PID 87729) PAVING PROJECT TO BE REMOVED
BENCHMARK
BM #4
STA. 16+02.30, 5.76' RT.
NW CORNER OF CB CONCRETE SLAB
ELEV. = 1052.94
Ex LA
CONSTRUCTION LIMITS
EX. PAVED GUTTER
PR. PAVED GUTTER
DENSE TREES
SAW CUT LINE
℄ CONSTRUCTION U.S. 30 WB
℄ CONSTRUCTION U.S. 30 EB
℄ R/W & CONSTRUCTION U.S. 30
CONSTRUCTION LIMITS
MATCH LINE STA. 13+50 SEE SHEET 53
+77.00, 61.28' LT. 6"-606 (BASE) ℄ = 1050.15
+77.00, 53.39' RT. 6"-606 (SHALLOW) ℄ = 1049.47
6"-606 (BASE)
6"-606 (SHALLOW)
UD-A
UD-B
UD-C
UD-D
UD-E
UD-F
END WORK STA. 15+77.00
END PROJECT STA. 15+77.00 ASD-30-0.28 STA. 16.30 PID 87729
BEGIN PROJECT STA. 15+77.00 ASD-30-0.28 PID 87729
UNDERDRAIN IDENTIFICATION | STATION | OFFSET | DESCRIPTION | FLOW LINE
UD-A | +88.72 | 11.66' RT. | 6"-45° BEND, WYE | 1048.17
UD-B | +06.37 | 11.77' RT. | 6"-45° BEND | 1048.63
UD-C | +17.46 | 0.50' LT. | 6"-45° BEND | 1048.71
UD-D | +15.56 | 16.50' LT. | 6"-45° BEND | 1049.14
UD-E | +70.30 | 16.50' LT. | 6"-606 (BASE) | 1050.42
UD-F | +70.75 | 0.50' LT. | 6"-605 (BASE) | 1050.06
P:\DOT\03\0002.ASD-30-0.11\102108.ASD-30-0.11\Design\Roadway\Sheets\102108.GP006.dgn Sheet 10/26/2020 7:44:55 PM CMT031

ASD-30-0.11
54
151
PROFILE VIEW - U.S. 30
STA. 8+50.00 TO STA. 13+50.00
CALCULATED NAU
CHECKED MDW
EAST BOUND PROFILE
WEST BOUND PROFILE
PROP. PROFILE GRADE
EX. PROFILE GRADE
GRAPHIC GRADE
MATCH EXISTING
MATCH LINE STA. 8+50 SEE SHEET 52
MATCH LINE STA. 13+50 SEE SHEET 56
P:\DOT\03\0002.ASD-30-0.11\102108.ASD-30-0.11\Design\Roadway\Sheets\102108.GP005.dgn Sheet 10/26/2020 7:44:55 PM CMT031

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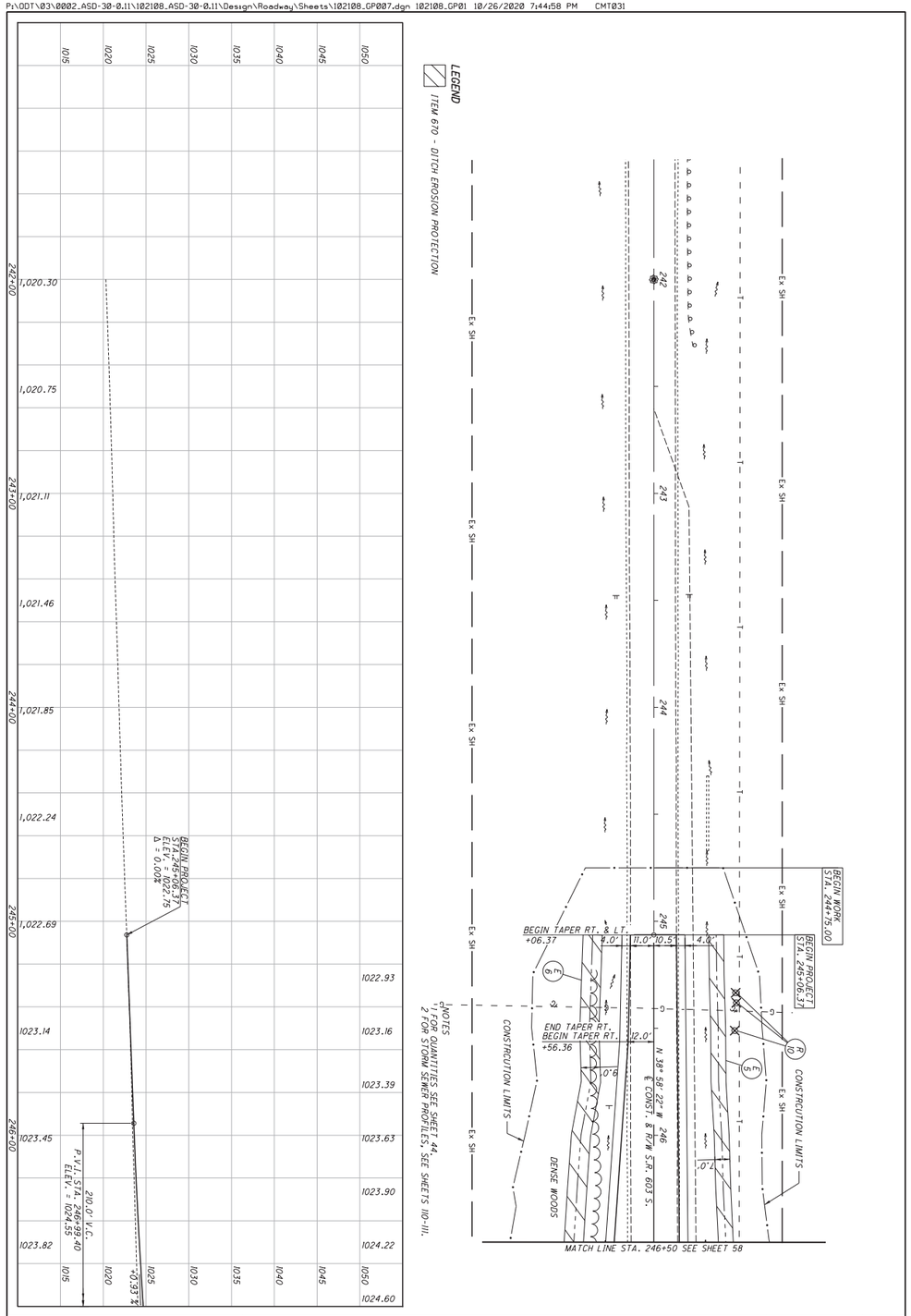
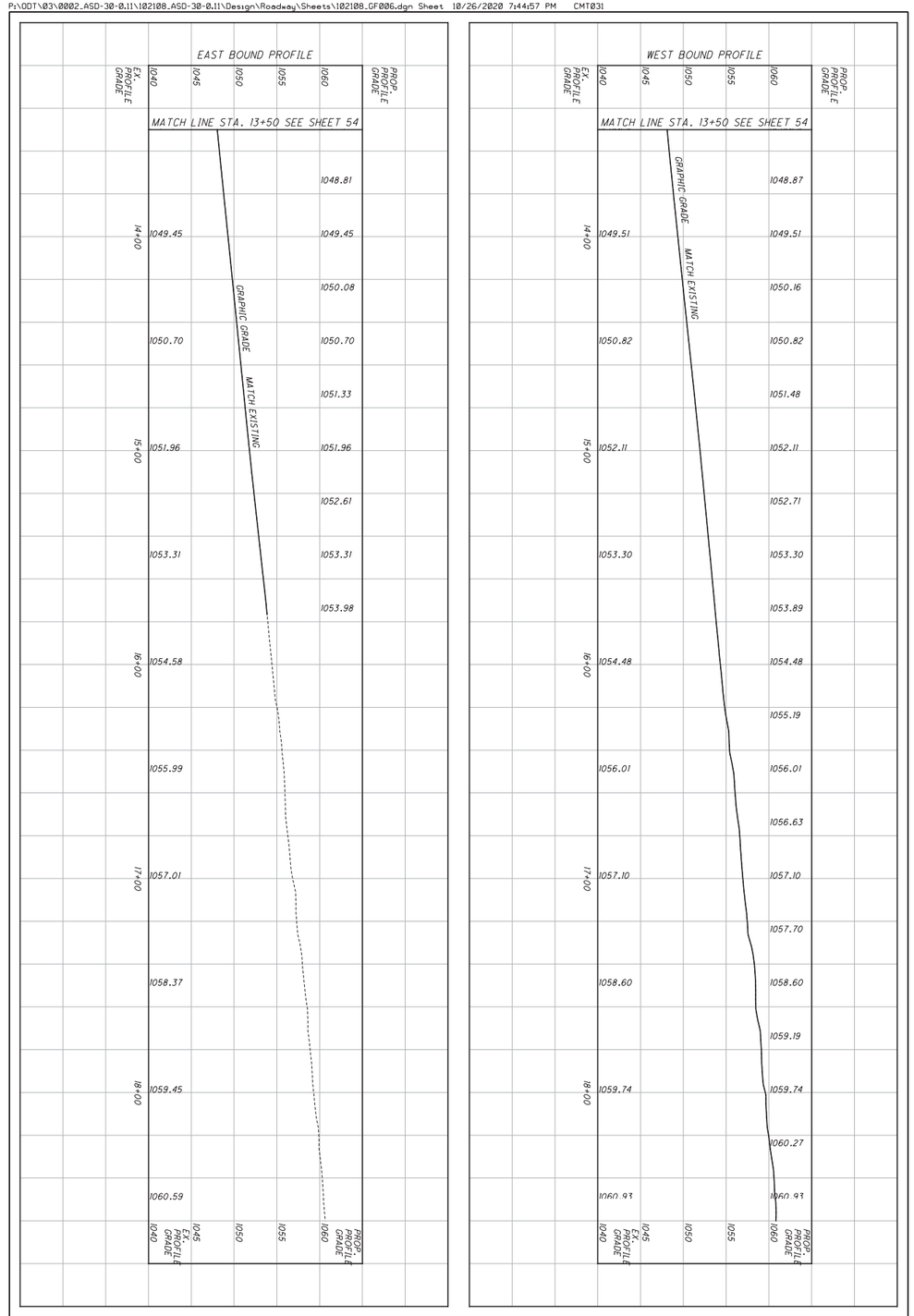


57 / 151	ASD-30-0.11	PLAN VIEW - S.R. 603 (SOUTH) STA. 241+50.00 TO STA. 246+50.00

CALCULATED NAU
CHECKED MDW
HORIZONTAL SCALE IN FEET 0 20 10 40

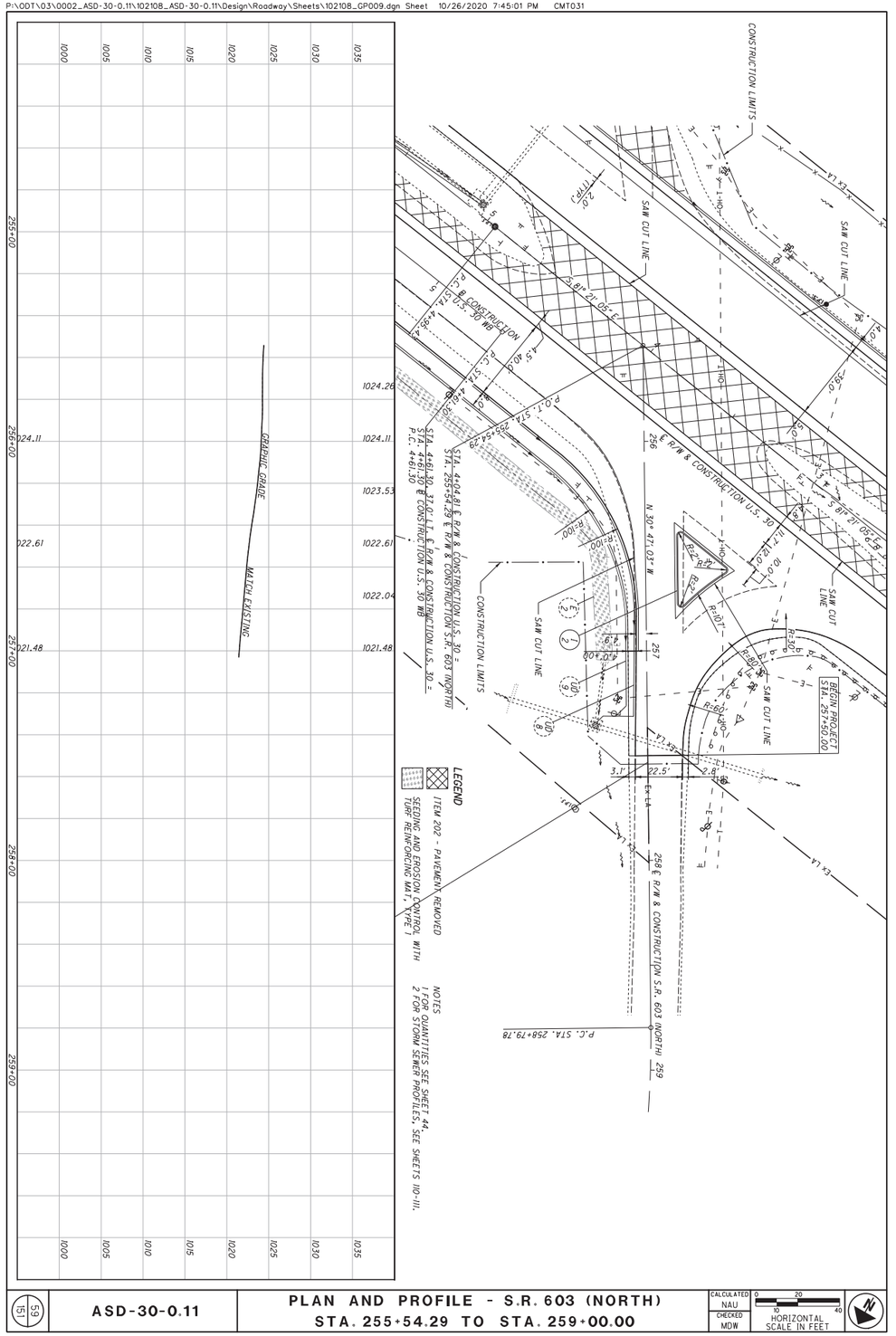
P:\ODT\03\0002.ASD-30-0.11\102108.ASD-30-0.11\Design\Roadway\Sheets\102108.GP006.dgn Sheet 10/26/2020 7:44:57 PM CMT031



58 / 151	ASD-30-0.11	PROFILE VIEW - U.S. 30 STA. 13+50.00 TO STA. 18+50.00

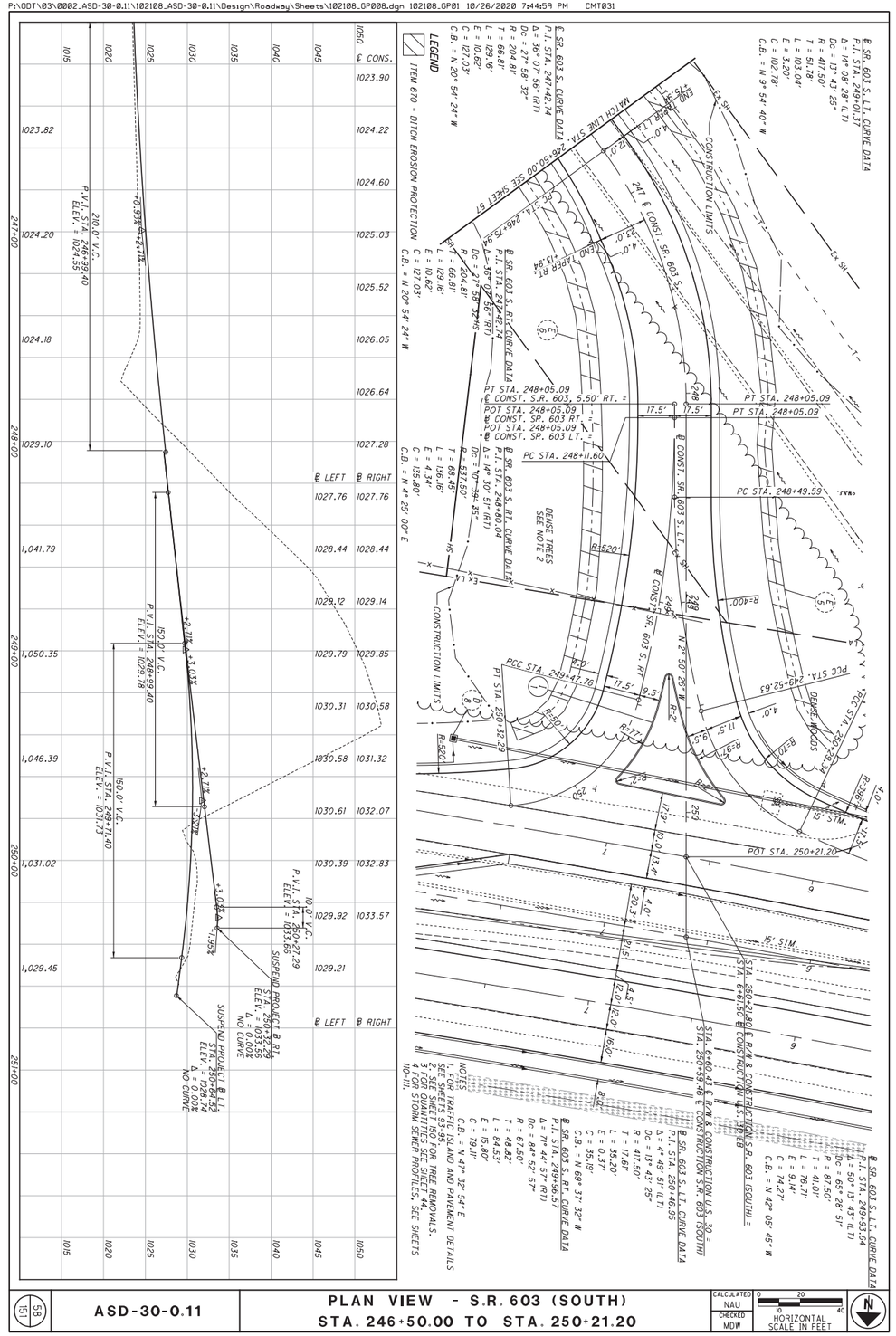
CALCULATED NAU
CHECKED MDW

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_GP009.dgn Sheet 10/26/2020 7:45:01 PM CMT031



59 / 151	ASD-30-0.11	PLAN AND PROFILE - S.R. 603 (NORTH) STA. 255+54.29 TO STA. 259+00.00	CALCULATED NAU · CHECKED MDW · HORIZONTAL SCALE IN FEET

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_GP008.dgn 102108_GP01 10/26/2020 7:44:59 PM CMT031



58 / 151	ASD-30-0.11	PLAN VIEW - S.R. 603 (SOUTH) STA. 246+50.00 TO STA. 250+21.20	CALCULATED NAU · CHECKED MDW · HORIZONTAL SCALE IN FEET

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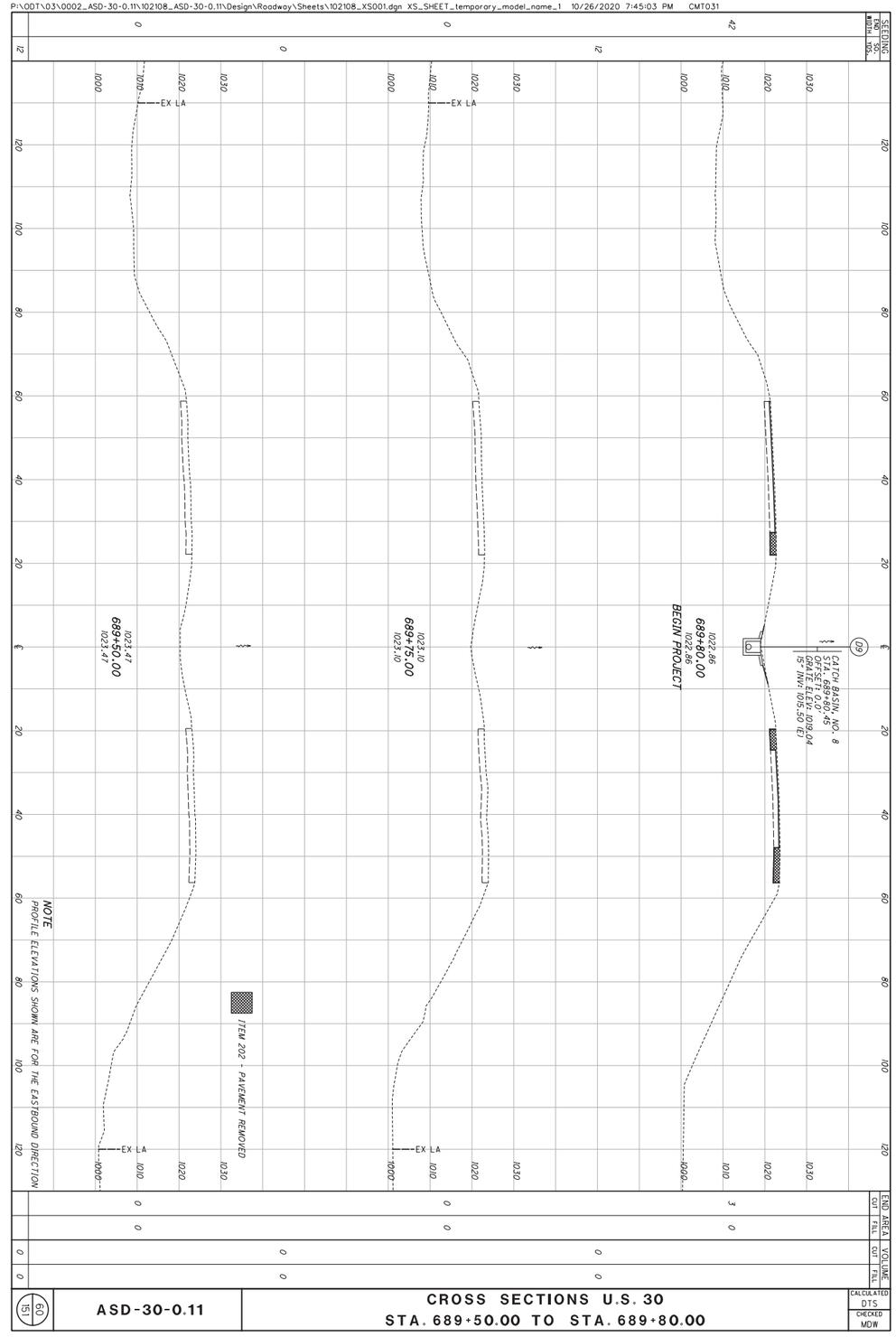

(60/151) ASD-30-0.11

CROSS SECTIONS U.S. 30
STA. 689+50.00 TO STA. 689+80.00

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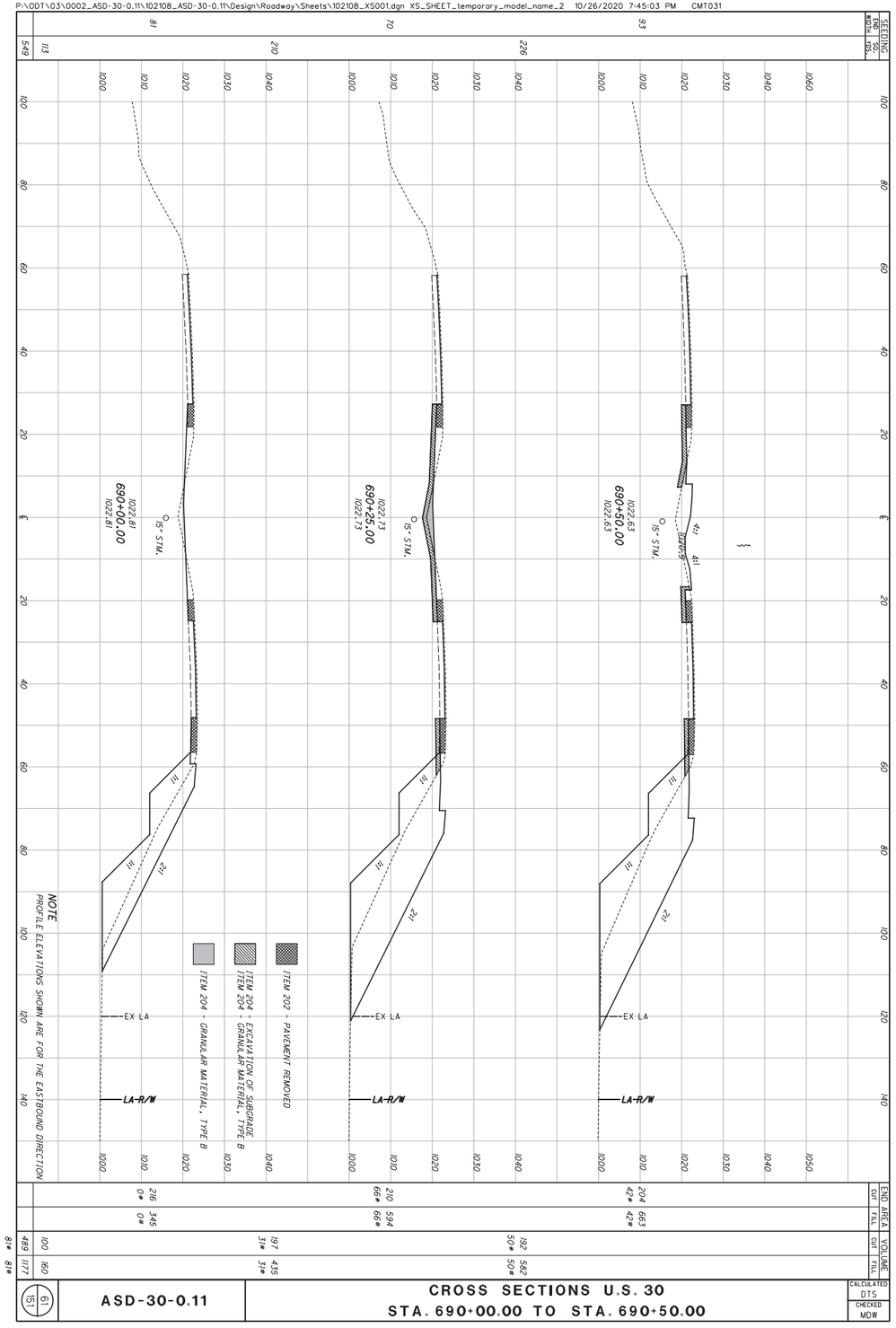
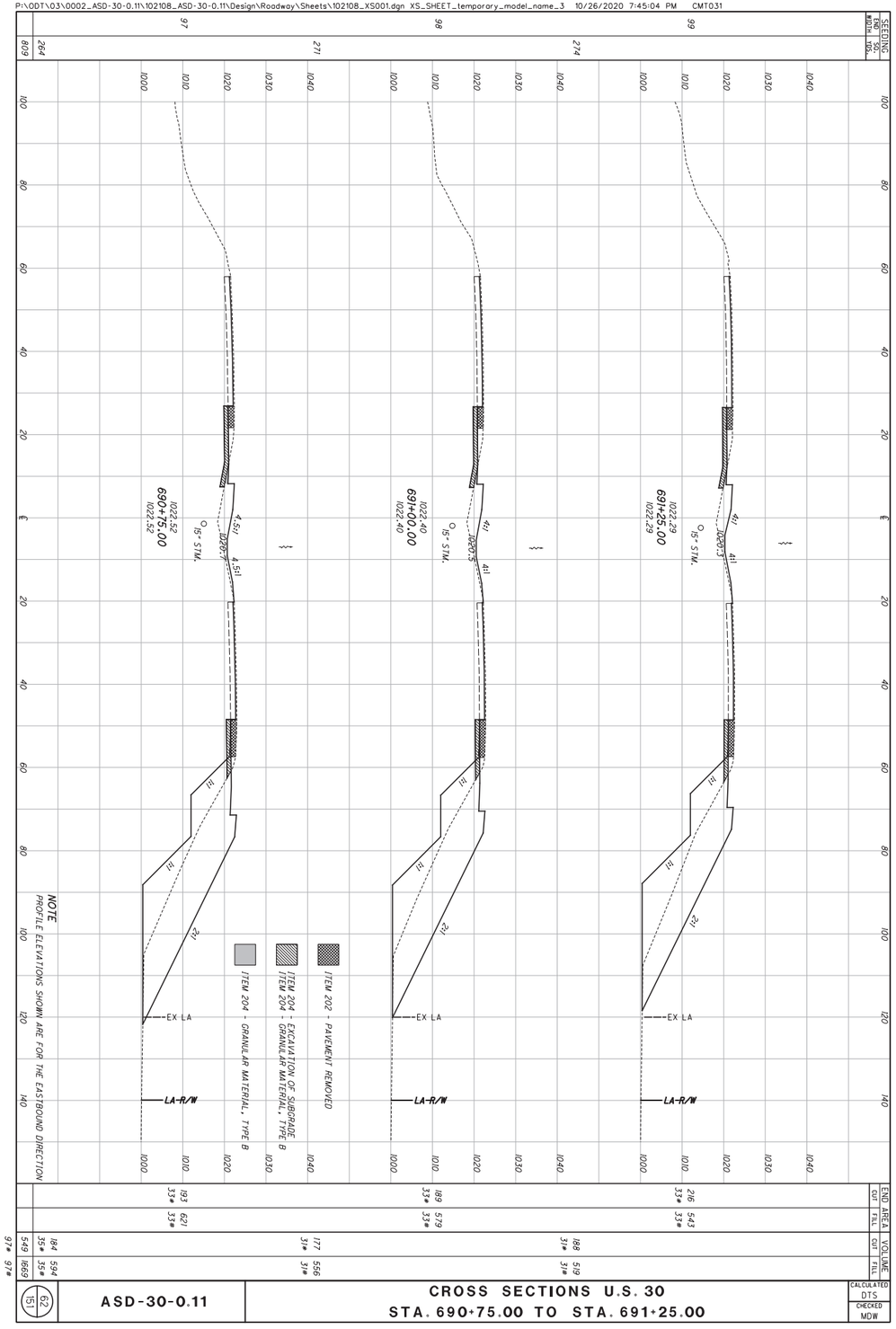


(61/151) ASD-30-0.11

CROSS SECTIONS U.S. 30
STA. 690+00.00 TO STA. 690+50.00

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_3 10/26/2020 7:45:04 PM CMT031

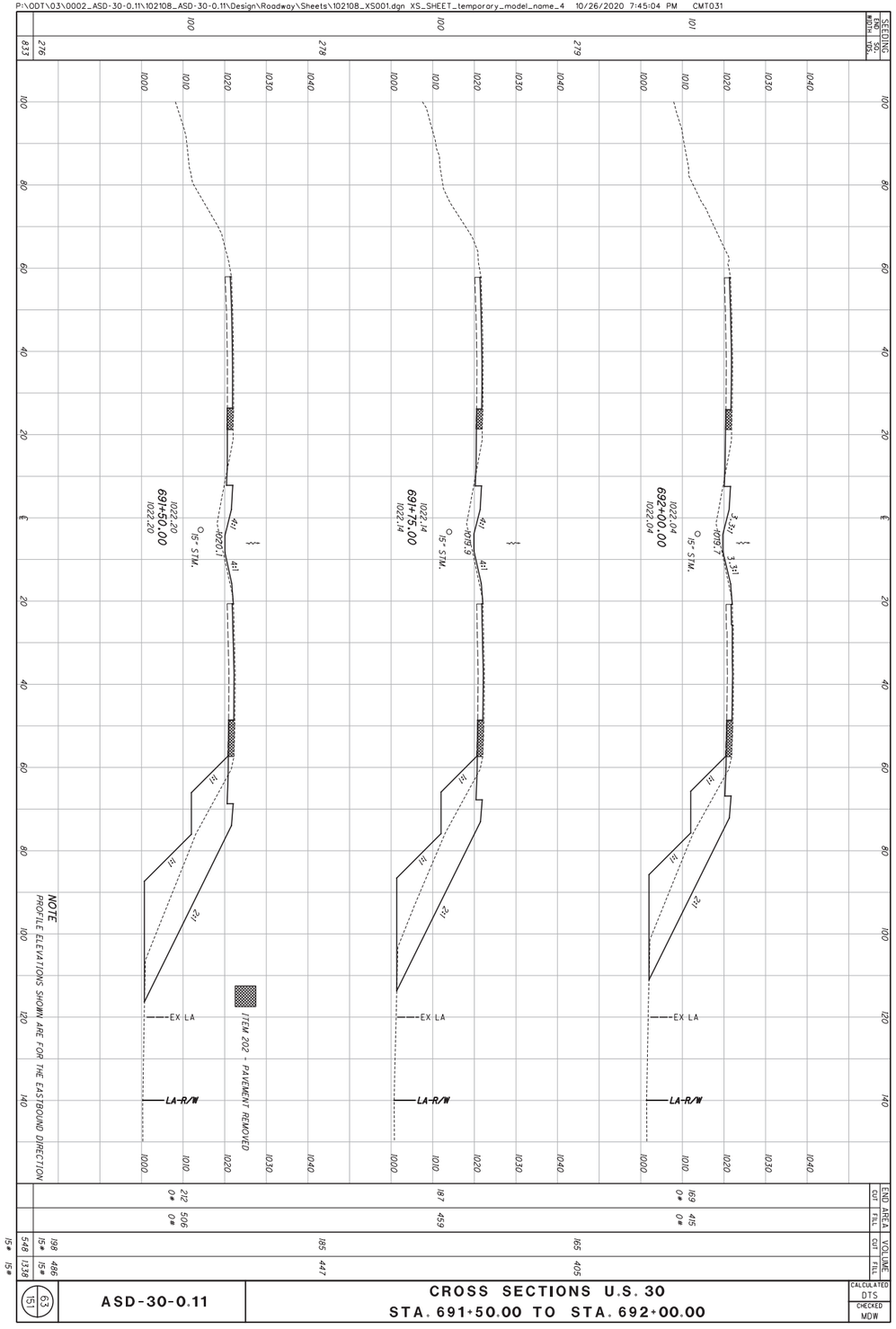


END AREA		VOLUME	
CUT	FILL	CUT	FILL
193 SF	621 SF	177 CY	556 CY
189 SF	579 SF	188 CY	519 CY
216 SF	543 SF	184 CY	594 CY

(62) 151	ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 690+75.00 TO STA. 691+25.00

CALCULATED DTS
CHECKED MDW

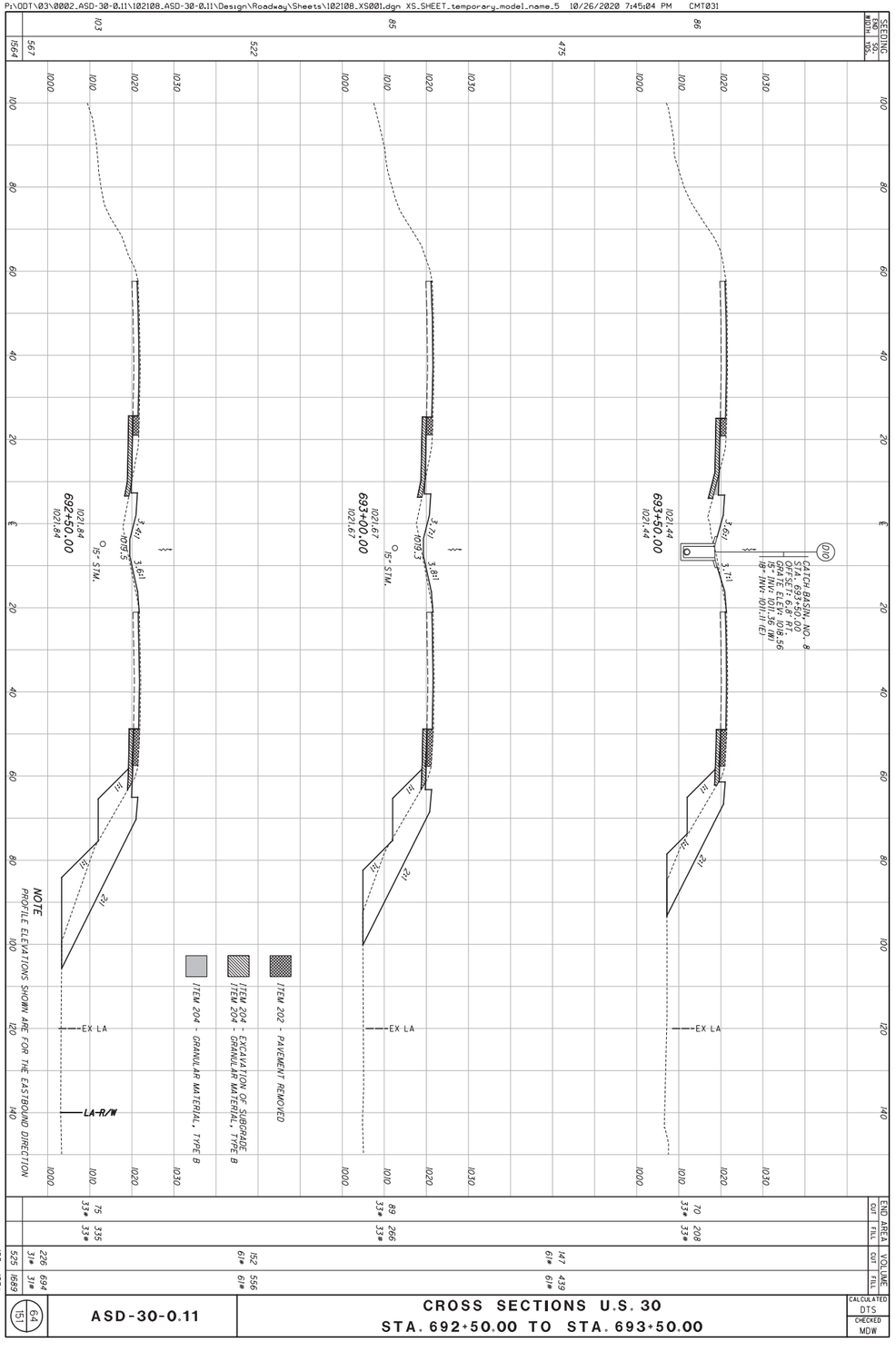
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_4 10/26/2020 7:45:04 PM CMT031

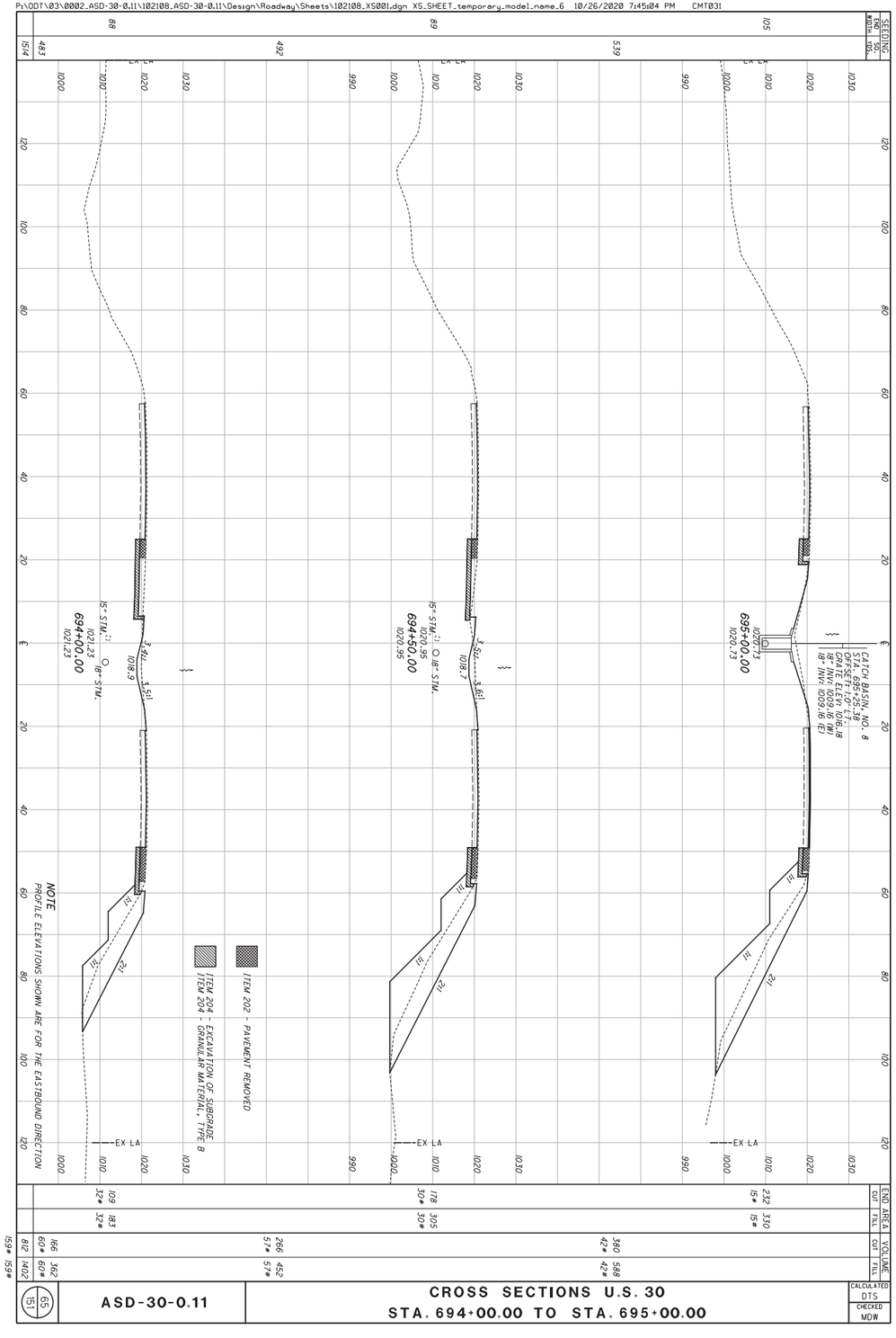


END AREA		VOLUME	
CUT	FILL	CUT	FILL
212 SF	506 SF	198 CY	486 CY
187 SF	459 SF	185 CY	447 CY
169 SF	415 SF	165 CY	405 CY

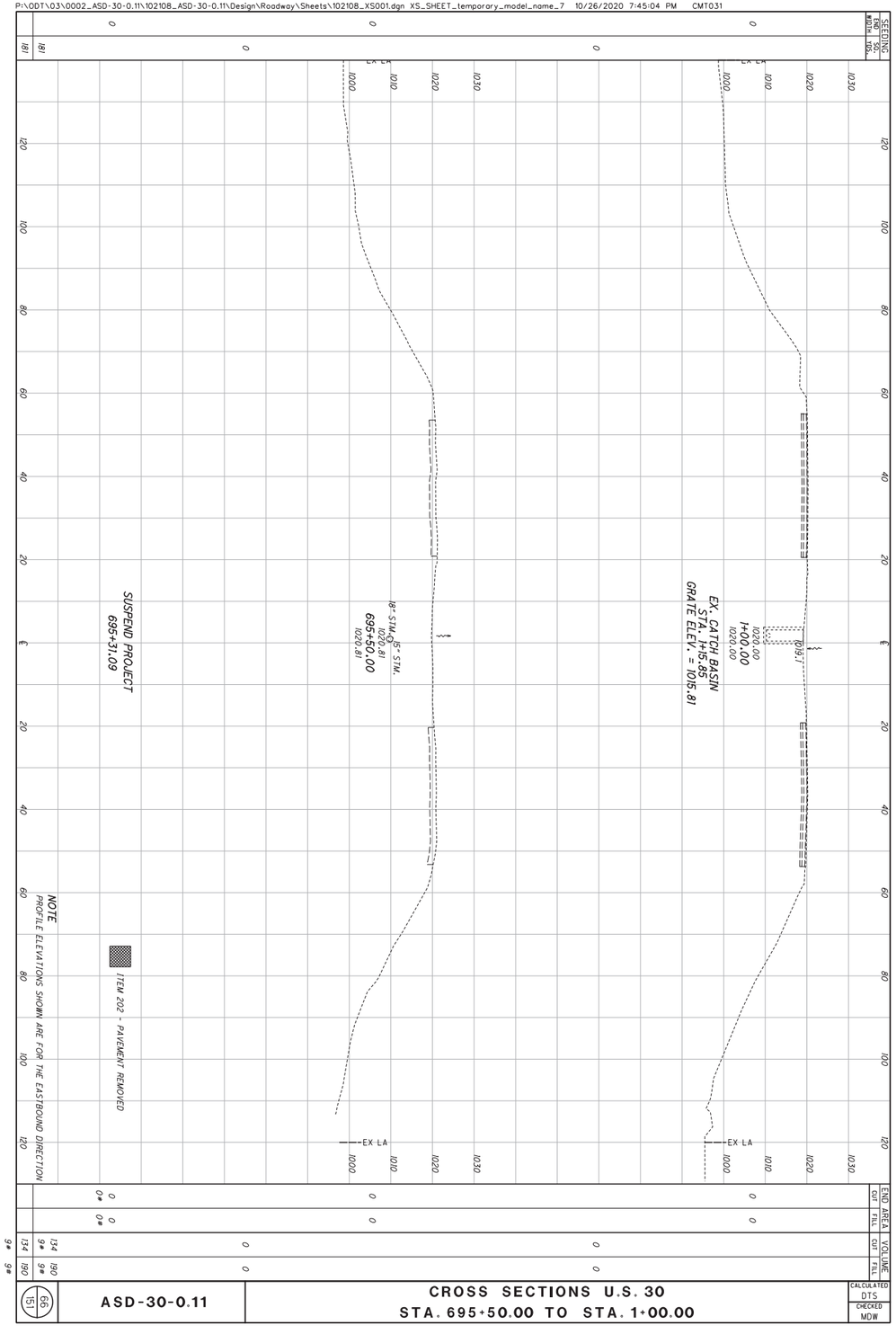
(63) 151	ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 691+50.00 TO STA. 692+00.00

CALCULATED DTS
CHECKED MDW


P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_5 10/26/2020 7:45:04 PM CMT031
693+50.00
693+00.00
692+50.00
CATCH BASIN NO. 8
STA. 693+50.00
OFFSET: 6.8' RT
GRATE ELEV: 1016.56
18" INV: 1011.26 (W)
18" INV: 1011.11 (E)
ITEM 202 - PAVEMENT REMOVED
ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - GRANULAR MATERIAL, TYPE B
EX LA
LA-R/W
NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION
ASD-30-0.11
CROSS SECTIONS U.S. 30
STA. 692+50.00 TO STA. 693+50.00
CALCULATED DTS
CHECKED MDW

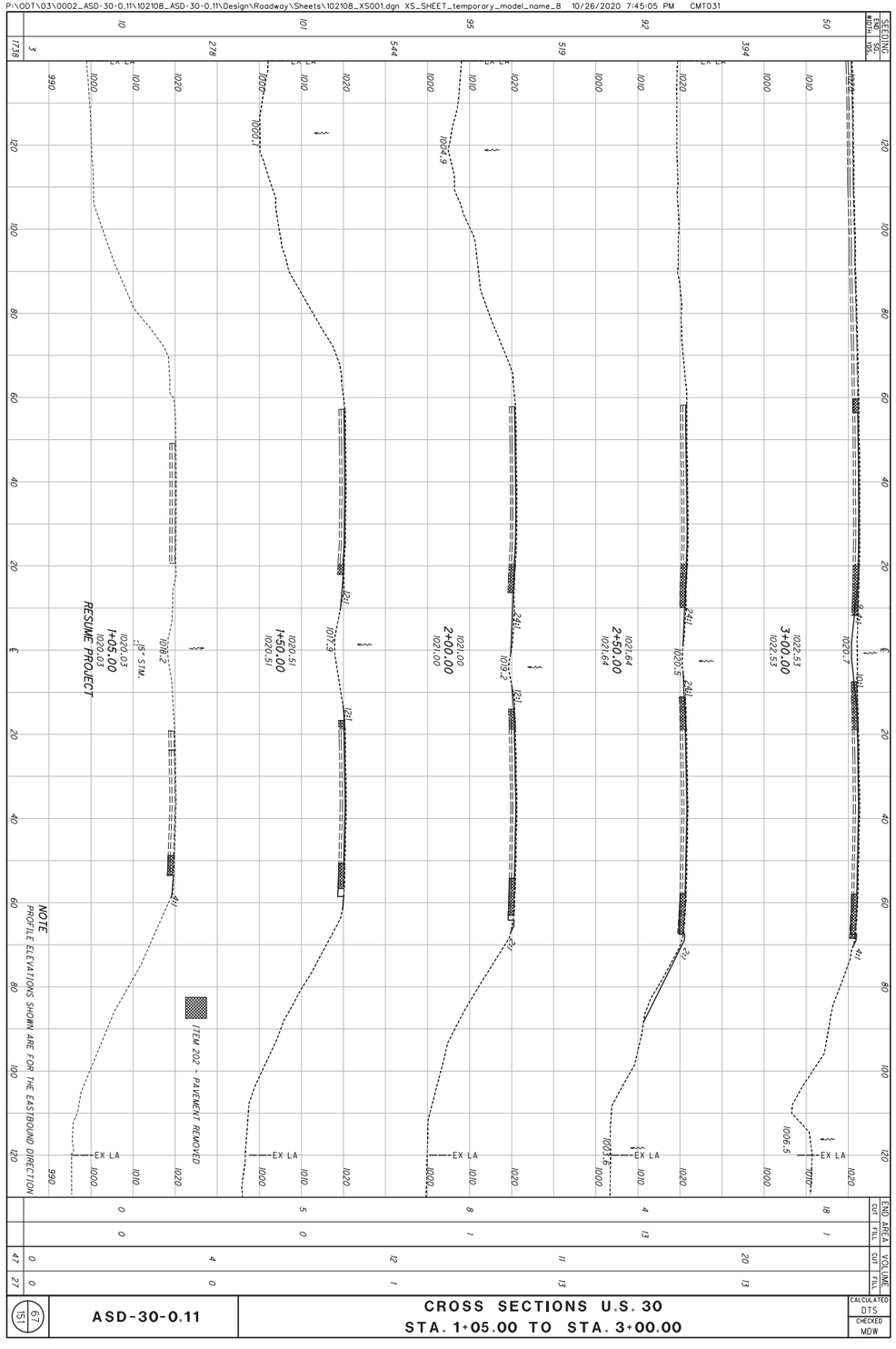

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_6 10/26/2020 7:45:04 PM CMT031
695+00.00
694+50.00
694+00.00
CATCH BASIN NO. 8
STA. 695+00.00
OFFSET: 1.0' LT.
GRATE ELEV: 1016.18
18" INV: 1009.18 (E)
ITEM 202 - PAVEMENT REMOVED
ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - GRANULAR MATERIAL, TYPE B
EX LA
NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION
ASD-30-0.11
CROSS SECTIONS U.S. 30
STA. 694+00.00 TO STA. 695+00.00
CALCULATED DTS
CHECKED MDW

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_7 10/26/2020 7:45:04 PM CMT031



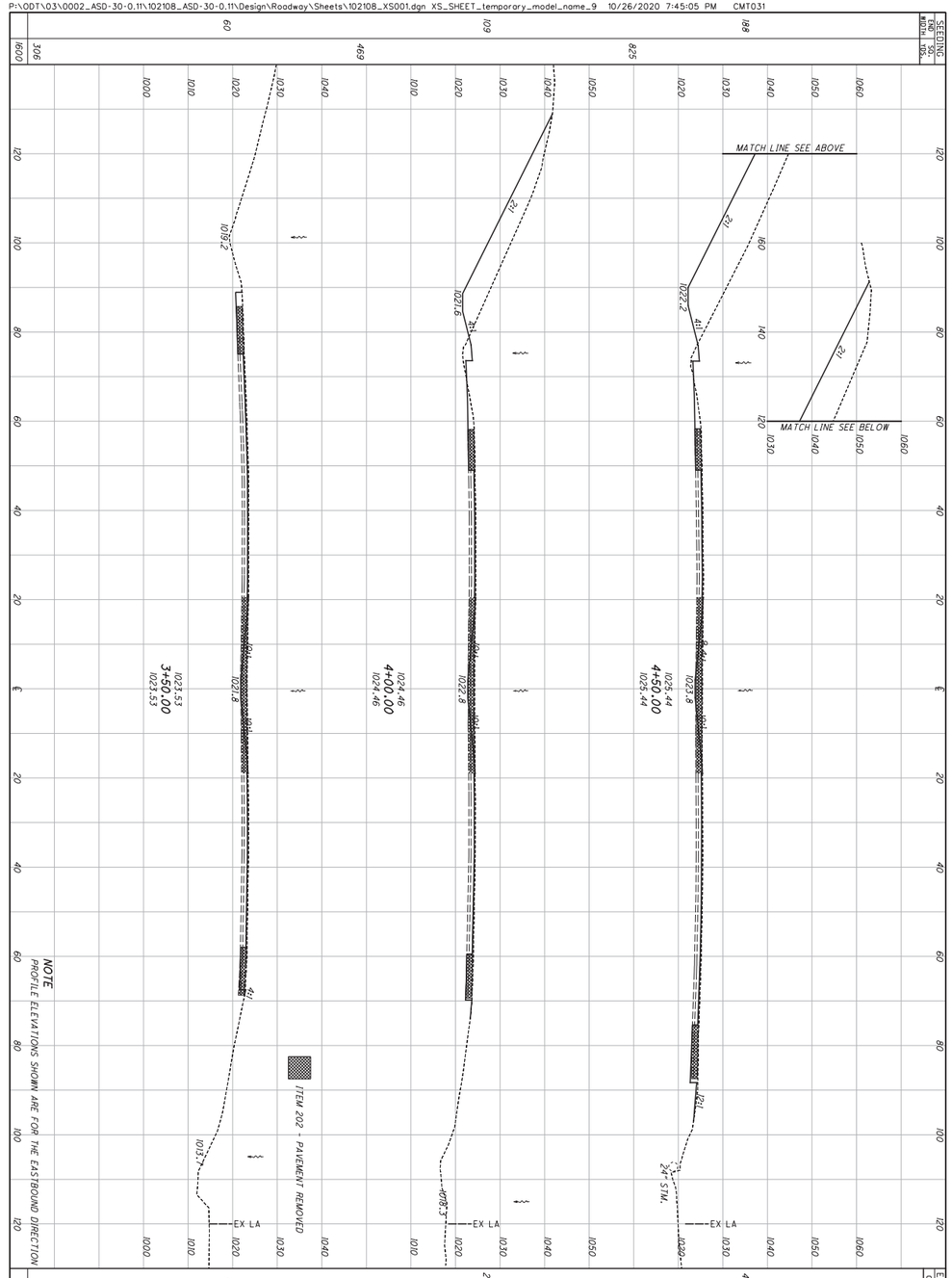
56 / 151	ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 695+50.00 TO STA. 1+00.00
		CALCULATED DTS CHECKED MDW

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_8 10/26/2020 7:45:05 PM CMT031



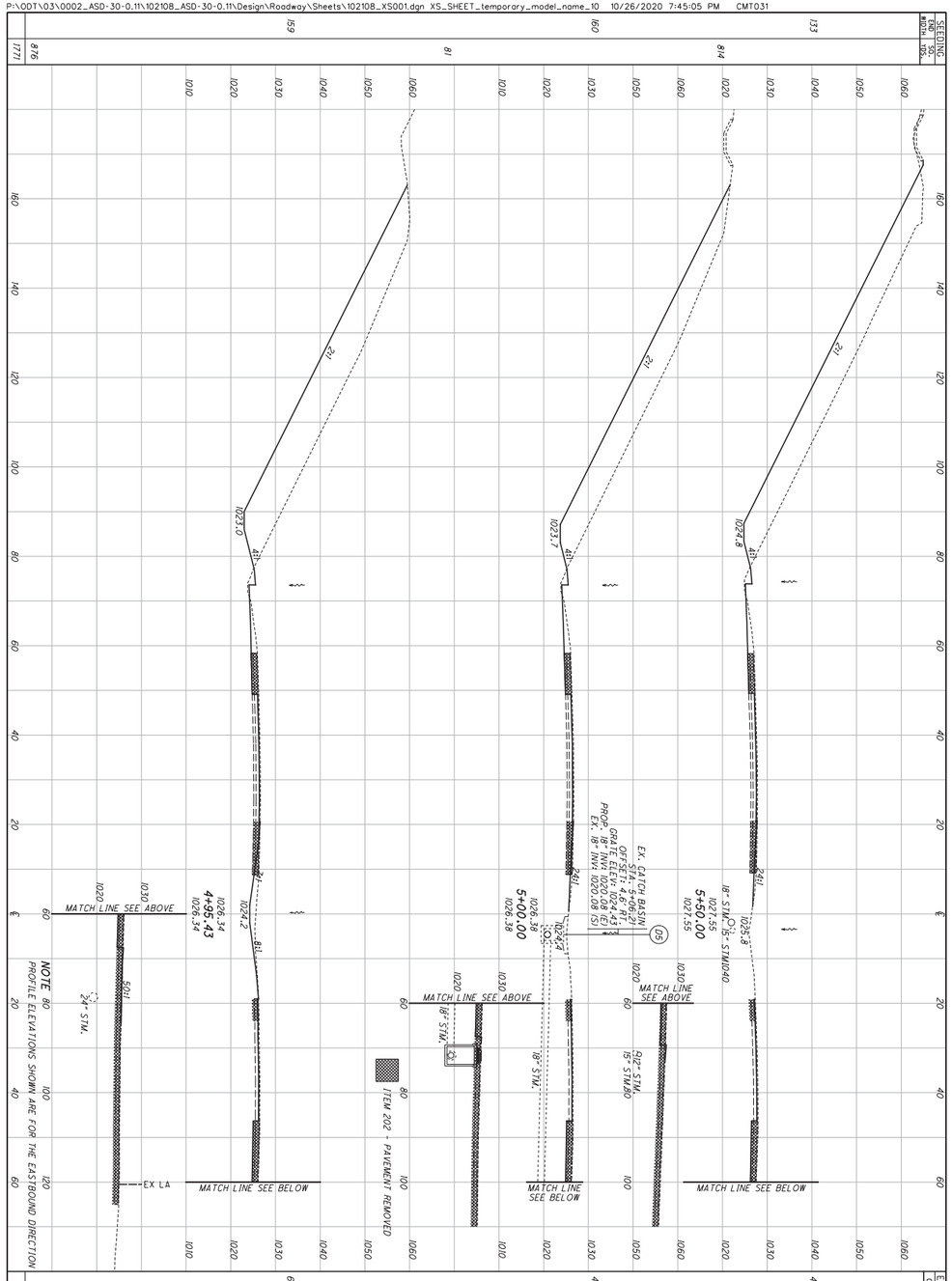
67 / 151	ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 1+05.00 TO STA. 3+00.00
		CALCULATED DTS CHECKED MDW

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_9 10/26/2020 7:45:05 PM CMT031



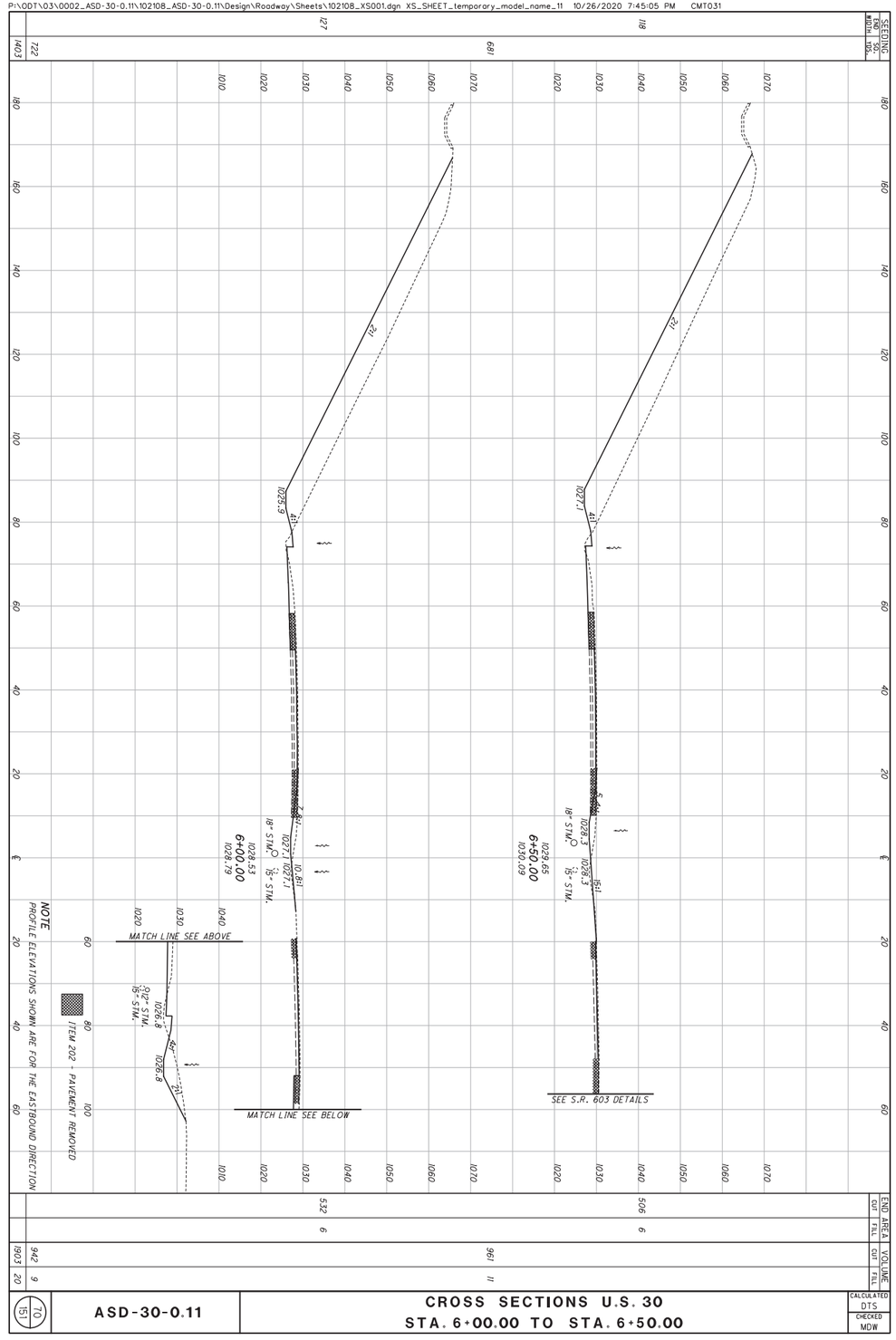
68 / 151	ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 3+50.00 TO STA. 4+50.00	CALCULATED DTS CHECKED MDW

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_10 10/26/2020 7:45:05 PM CMT031



69 / 151	ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 4+95.43 TO STA. 5+50.00	CALCULATED DTS CHECKED MDW

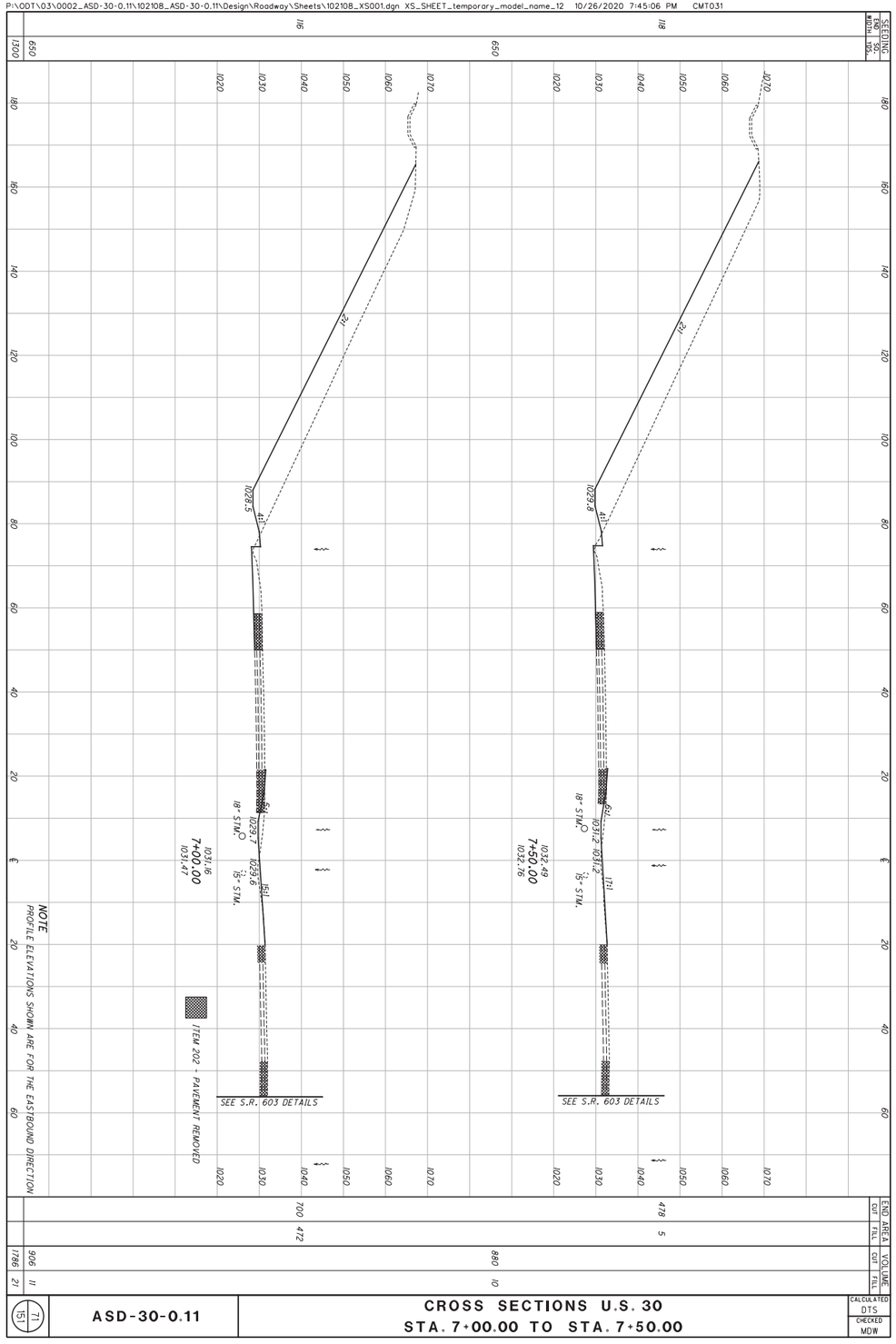
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_11 10/26/2020 7:45:05 PM CMT031



71 / 151	ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 6+00.00 TO STA. 6+50.00

CALCULATED DTS
CHECKED MDW

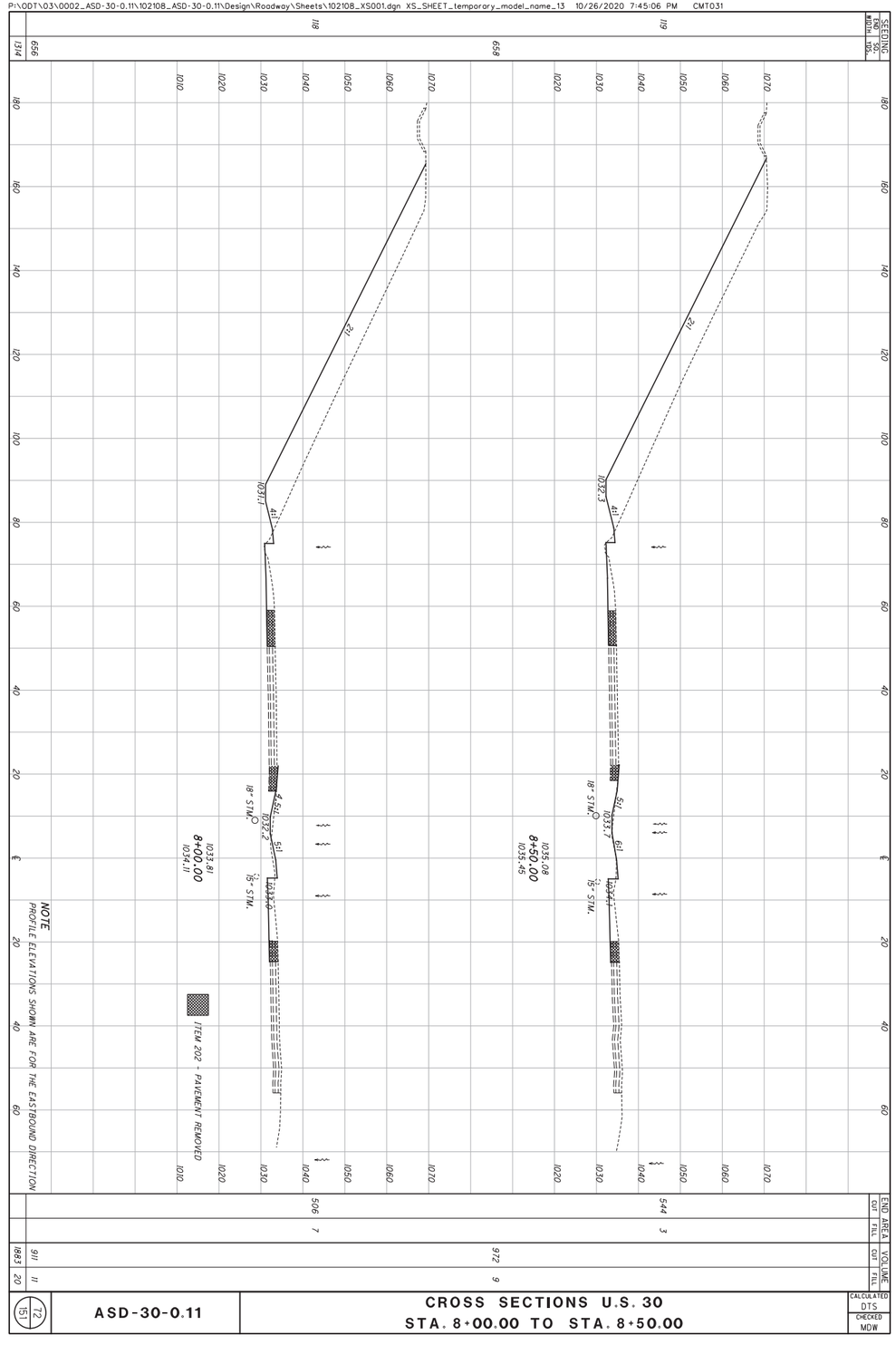
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_12 10/26/2020 7:45:06 PM CMT031



71 / 151	ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 7+00.00 TO STA. 7+50.00

CALCULATED DTS
CHECKED MDW

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_13 10/26/2020 7:45:06 PM CMT031

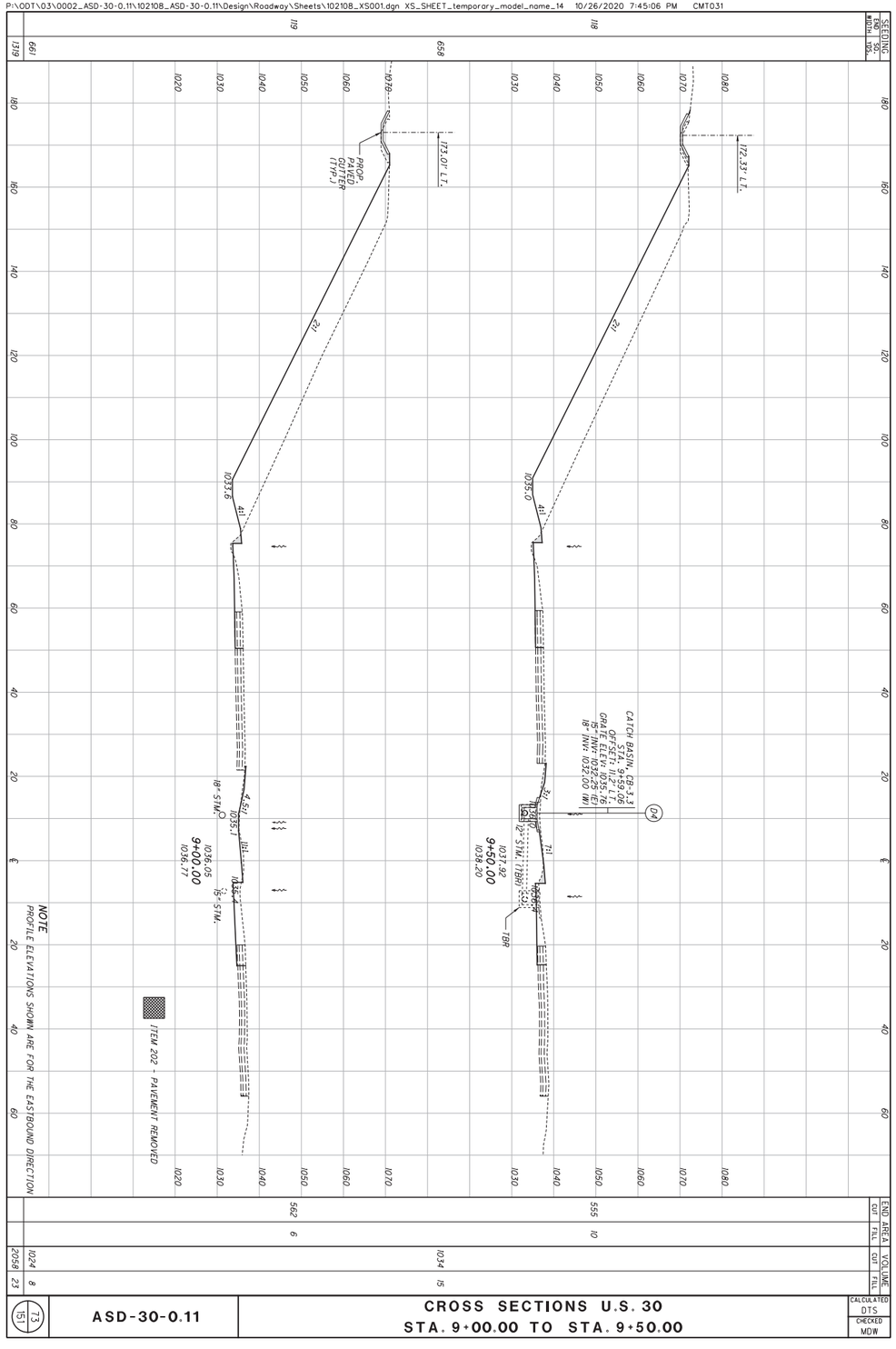


ASD-30-0.11

CROSS SECTIONS U.S. 30
STA. 8+00.00 TO STA. 8+50.00

72 / 151

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_14 10/26/2020 7:45:06 PM CMT031

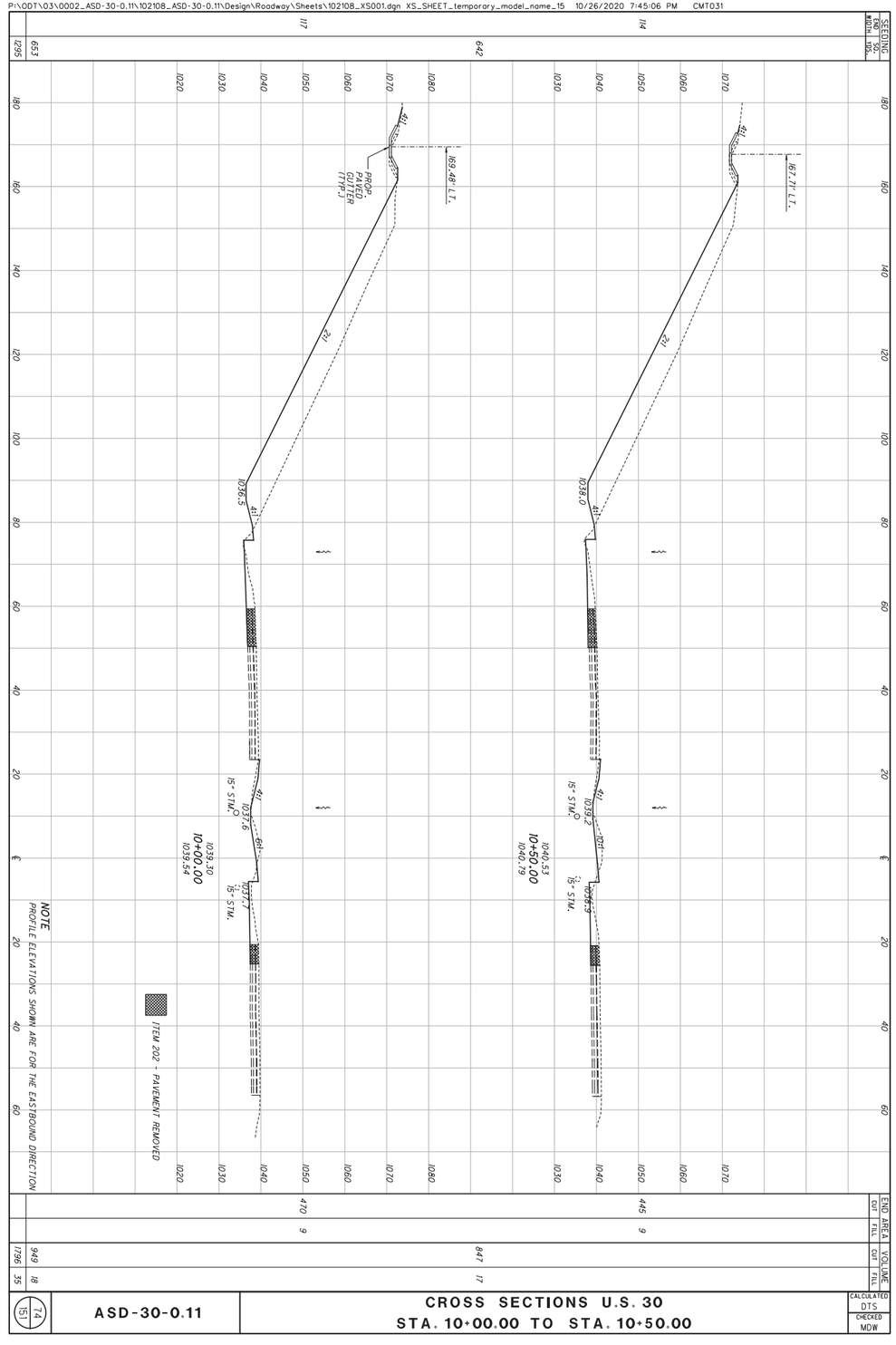


ASD-30-0.11

CROSS SECTIONS U.S. 30
STA. 9+00.00 TO STA. 9+50.00

73 / 151

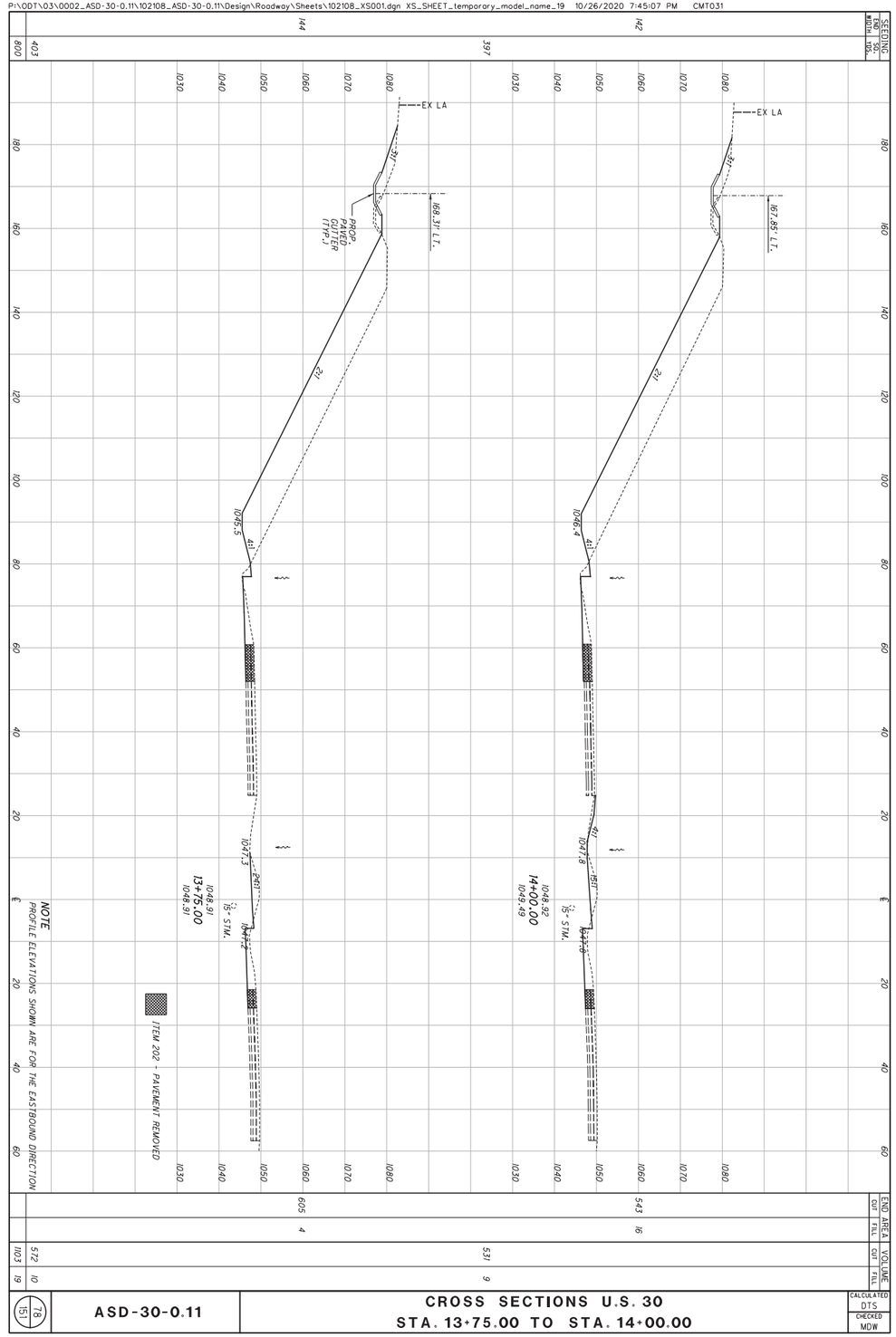
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_15 10/26/2020 7:45:06 PM CMT031



ASD-30-0.11
77
151
CROSS SECTIONS U.S. 30
STA. 13+00.00 TO STA. 13+50.00
CALCULATED DTS
CHECKED MDW
END AREA CUT FILL
631 18
635 19
VOLUME CUT FILL
1172 34
976 22
2148 56
NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION
ITEM 202 - PAVEMENT REMOVED
13+50.00
1046.61
1046.99
13+00.00
1047.76
1048.23
168.69' LT.
169.17' LT.
15" STM.
EX
EX LA
SEEDING
END 50%
MAIN 100%
631 725
976 1172
1356 2148
P:\ODT\03\0002-ASD-30-0.11\102108-ASD-30-0.11\Design\Roadway\Sheets\102108-XS001.dgn XS_SHEET_temporary-model-nome-18 10/26/2020 7:45:07 PM CMT031

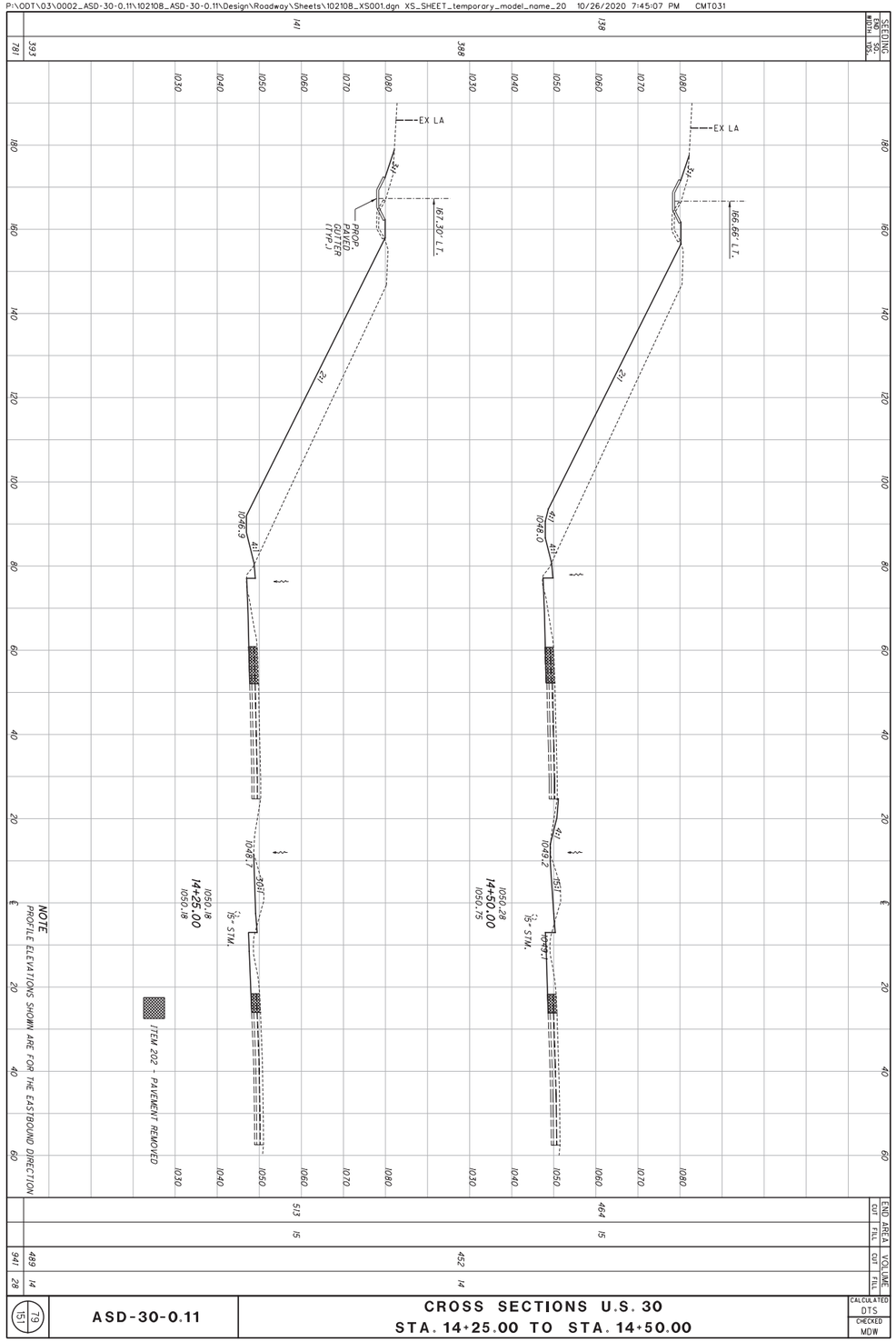
ASD-30-0.11
76
151
CROSS SECTIONS U.S. 30
STA. 12+00.00 TO STA. 12+50.00
CALCULATED DTS
CHECKED MDW
END AREA CUT FILL
419 5
420 10
VOLUME CUT FILL
777 14
797 19
1574 33
NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION
ITEM 202 - PAVEMENT REMOVED
12+50.00
1045.41
1045.76
12+00.00
1044.20
1044.50
165.03' LT.
165.80' LT.
PROP. BURIED GUTTER (TYP.)
15" STM.
SEEDING
END 50%
MAIN 100%
625 628
711 711
1253 1253
P:\ODT\03\0002-ASD-30-0.11\102108-ASD-30-0.11\Design\Roadway\Sheets\102108-XS001.dgn XS_SHEET_temporary-model-nome-17 10/26/2020 7:45:07 PM CMT031

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_19 10/26/2020 7:45:07 PM CMT031



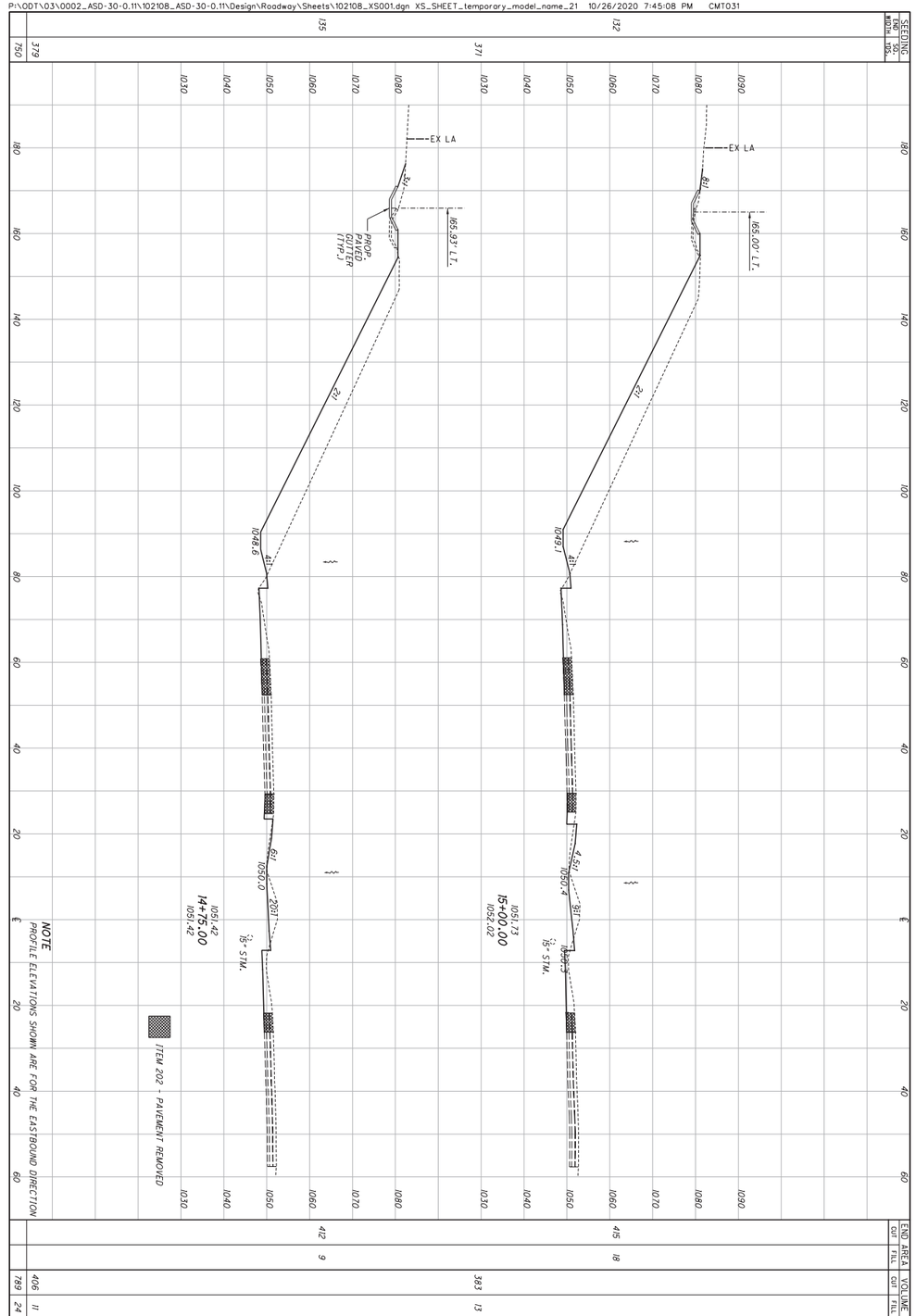
ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 13+75.00 TO STA. 14+00.00	CALCULATED DTS CHECKED MDW

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_20 10/26/2020 7:45:07 PM CMT031



ASD-30-0.11	CROSS SECTIONS U.S. 30 STA. 14+25.00 TO STA. 14+50.00	CALCULATED DTS CHECKED MDW

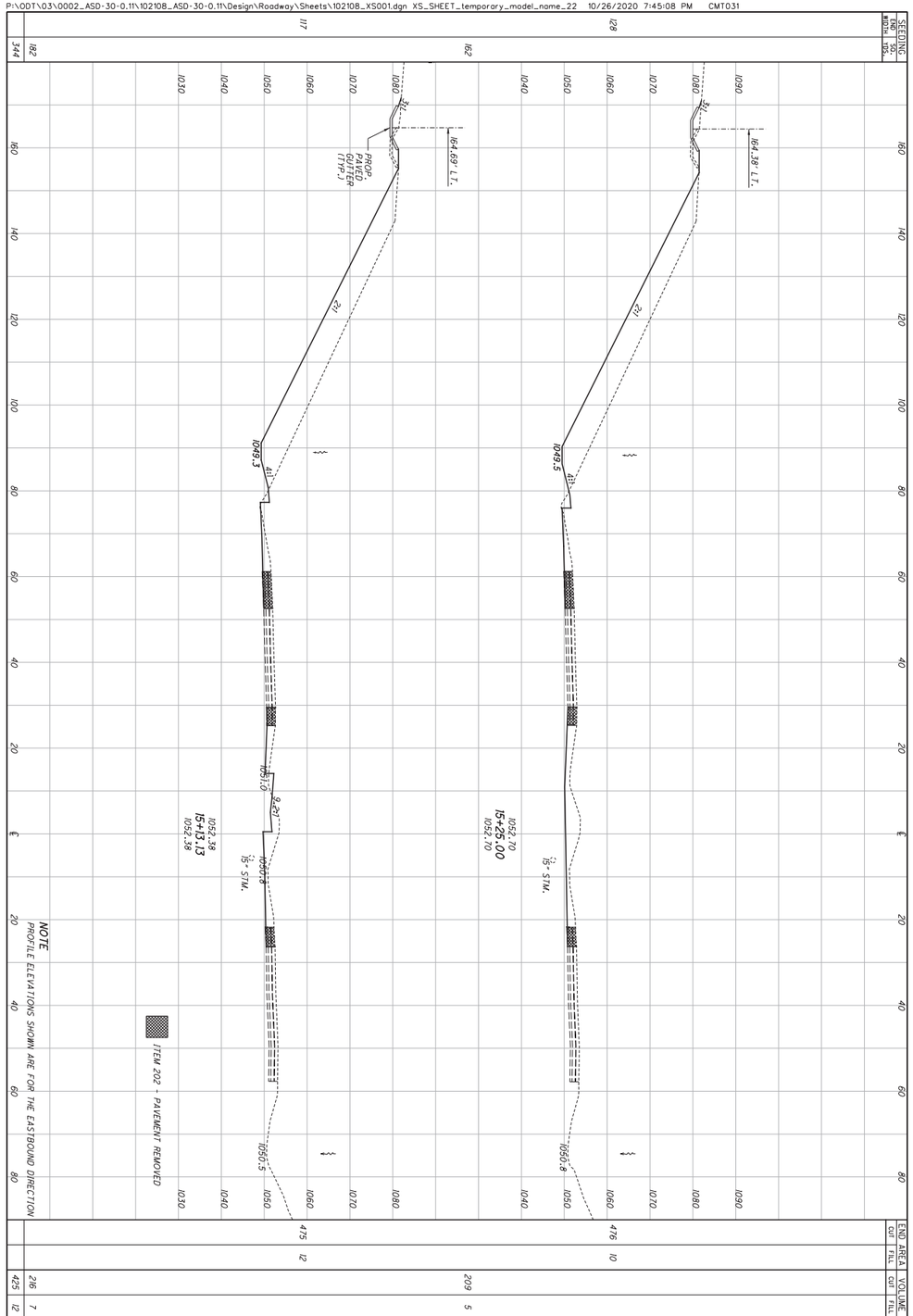
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_21 10/26/2020 7:45:08 PM CMT031



(80/151) ASD-30-0.11

CROSS SECTIONS U.S. 30
STA. 14+75.00 TO STA. 15+00.00

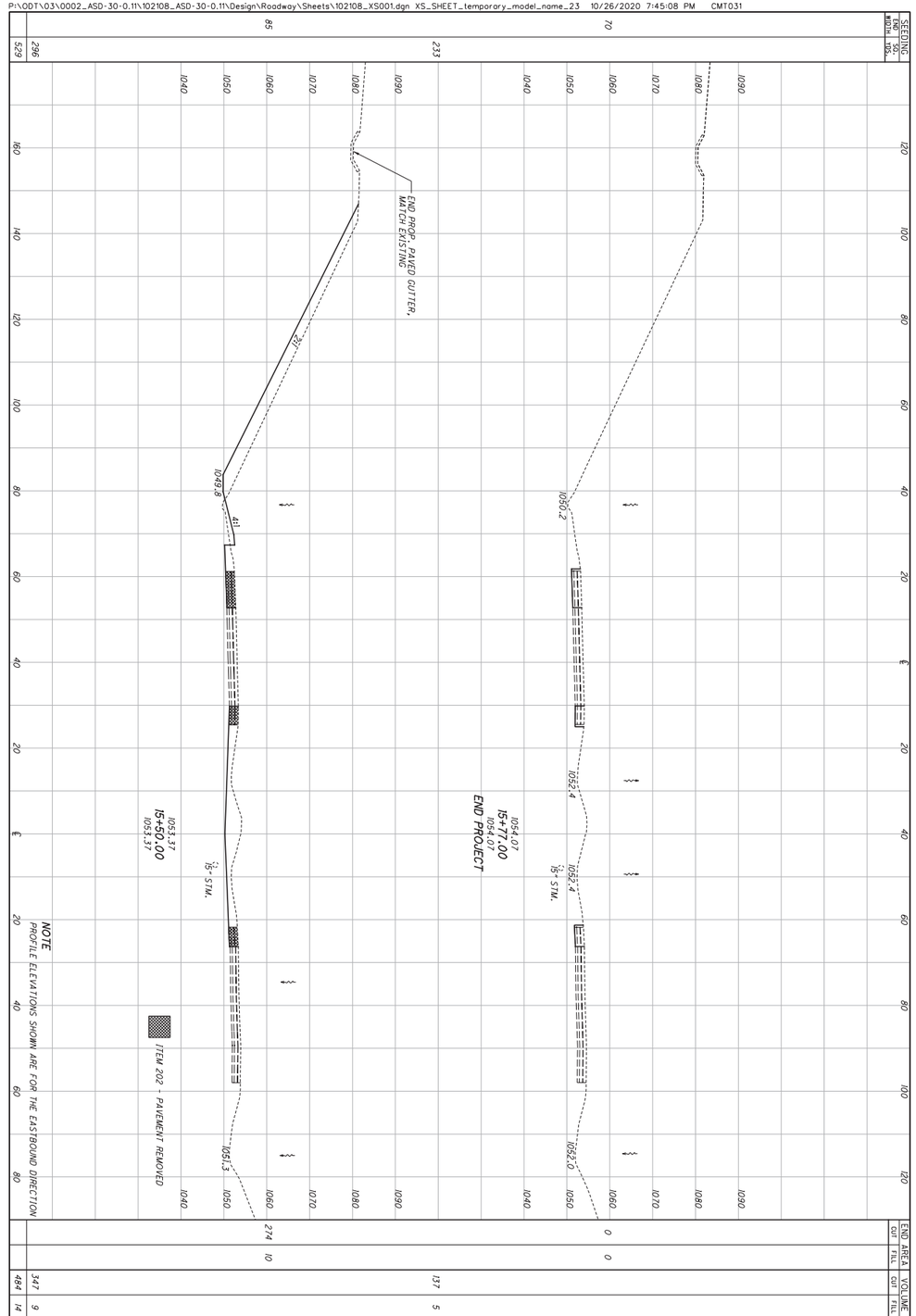
P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_22 10/26/2020 7:45:08 PM CMT031



(81/151) ASD-30-0.11

CROSS SECTIONS U.S. 30
STA. 15+13.13 TO STA. 15+25.00

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_23 10/26/2020 7:45:08 PM CMT031



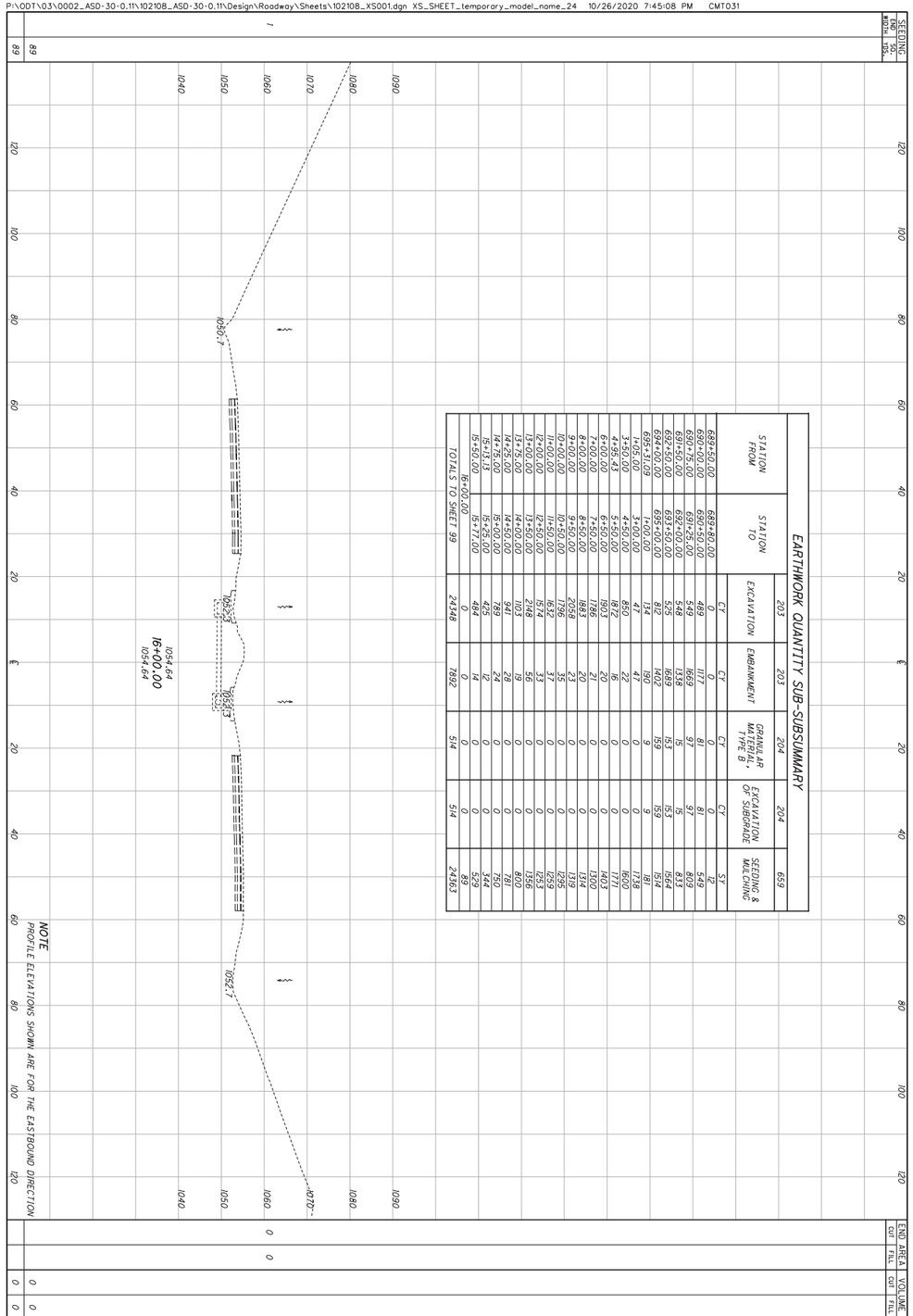
ASD-30-0.11

CROSS SECTIONS U.S. 30
STA. 15+50.00 TO STA. 15+77.00

82
151

CALCULATED DTS
CHECKED MDW

P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_XS001.dgn XS_SHEET_temporary_model_name_24 10/26/2020 7:45:08 PM CMT031



EARTHWORK QUANTITY SUB-SUBSUMMARY

STATION FROM	STATION TO	203 EXCAVATION	203 EMBANKMENT	204 GRANULAR MATERIAL, TYPE B	204 EXCAVATION OF SUBGRADE	659 SEEDING & MULCHING
		CY	CY	CY	CY	SY
689+50.00	689+80.00	0	0	0	0	12
690+00.00	690+50.00	489	1177	81	81	549
690+50.00	691+00.00	548	1689	97	97	869
691+00.00	691+50.00	548	1338	95	95	833
691+50.00	692+00.00	548	1689	153	153	564
692+00.00	692+50.00	579	1689	153	153	564
692+50.00	693+00.00	579	1689	153	153	564
693+00.00	693+50.00	812	1402	159	159	1514
693+50.00	694+00.00	812	1160	159	159	1514
694+00.00	694+50.00	812	1160	159	159	1514
694+50.00	695+00.00	812	1160	159	159	1514
695+00.00	695+50.00	812	1160	159	159	1514
695+50.00	696+00.00	812	1160	159	159	1514
696+00.00	696+50.00	812	1160	159	159	1514
696+50.00	697+00.00	812	1160	159	159	1514
697+00.00	697+50.00	812	1160	159	159	1514
697+50.00	698+00.00	812	1160	159	159	1514
698+00.00	698+50.00	812	1160	159	159	1514
698+50.00	699+00.00	812	1160	159	159	1514
699+00.00	699+50.00	812	1160	159	159	1514
699+50.00	700+00.00	812	1160	159	159	1514
700+00.00	700+50.00	812	1160	159	159	1514
700+50.00	701+00.00	812	1160	159	159	1514
701+00.00	701+50.00	812	1160	159	159	1514
701+50.00	702+00.00	812	1160	159	159	1514
702+00.00	702+50.00	812	1160	159	159	1514
702+50.00	703+00.00	812	1160	159	159	1514
703+00.00	703+50.00	812	1160	159	159	1514
703+50.00	704+00.00	812	1160	159	159	1514
704+00.00	704+50.00	812	1160	159	159	1514
704+50.00	705+00.00	812	1160	159	159	1514
705+00.00	705+50.00	812	1160	159	159	1514
705+50.00	706+00.00	812	1160	159	159	1514
706+00.00	706+50.00	812	1160	159	159	1514
706+50.00	707+00.00	812	1160	159	159	1514
707+00.00	707+50.00	812	1160	159	159	1514
707+50.00	708+00.00	812	1160	159	159	1514
708+00.00	708+50.00	812	1160	159	159	1514
708+50.00	709+00.00	812	1160	159	159	1514
709+00.00	709+50.00	812	1160	159	159	1514
709+50.00	710+00.00	812	1160	159	159	1514
710+00.00	710+50.00	812	1160	159	159	1514
710+50.00	711+00.00	812	1160	159	159	1514
711+00.00	711+50.00	812	1160	159	159	1514
711+50.00	712+00.00	812	1160	159	159	1514
712+00.00	712+50.00	812	1160	159	159	1514
712+50.00	713+00.00	812	1160	159	159	1514
713+00.00	713+50.00	812	1160	159	159	1514
713+50.00	714+00.00	812	1160	159	159	1514
714+00.00	714+50.00	812	1160	159	159	1514
714+50.00	715+00.00	812	1160	159	159	1514
715+00.00	715+25.00	406	580	80	80	757
715+25.00	715+77.00	425	12	0	0	344
TOTALS TO SHEET 98		484	14	0	0	529
715+50.00	800+00.00	0	0	0	0	0
TOTALS TO SHEET 99		24348	78892	514	514	24363

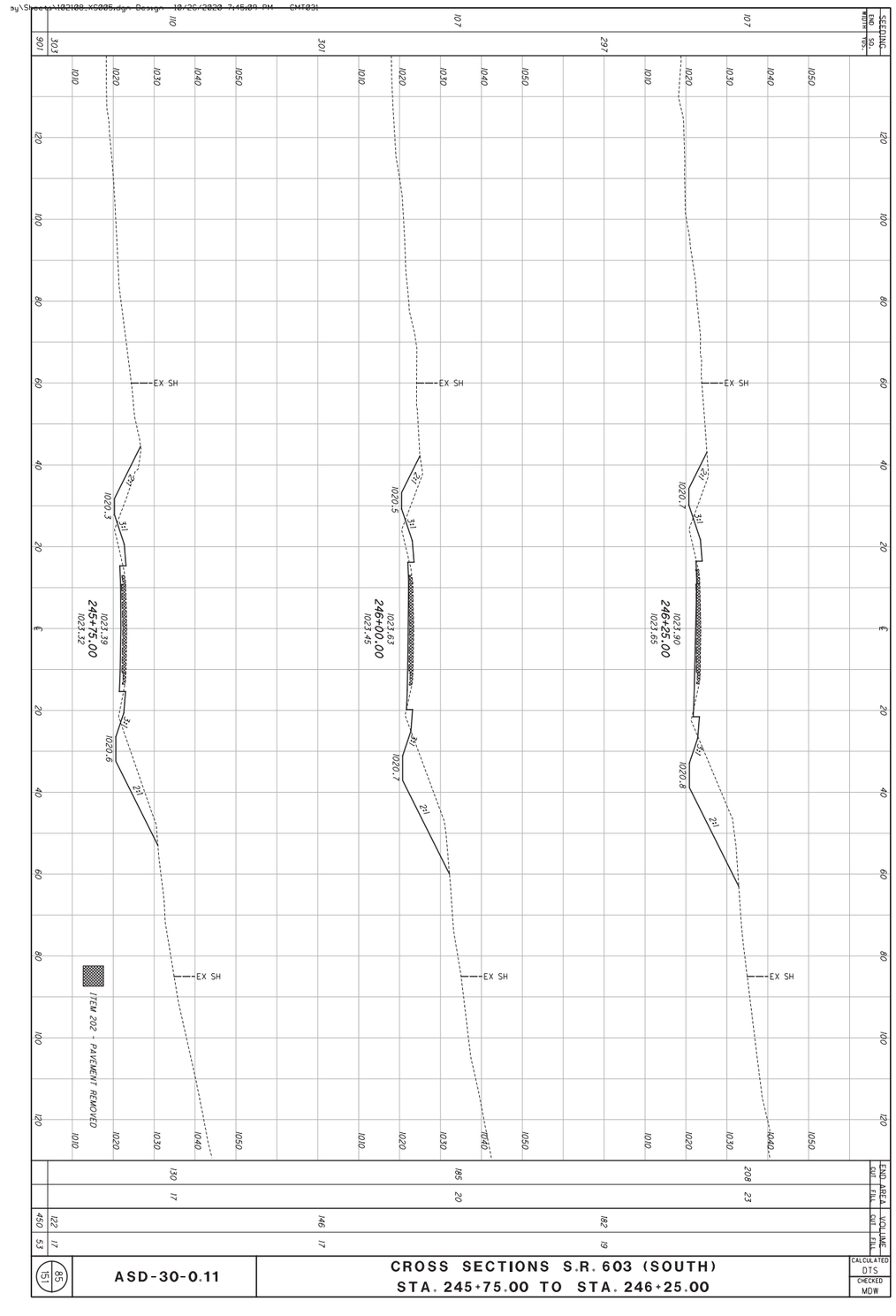
NOTE
PROFILE ELEVATIONS SHOWN ARE FOR THE EASTBOUND DIRECTION

ASD-30-0.11

CROSS SECTIONS U.S. 30
STA. 16+00.00

83
151

CALCULATED DTS
CHECKED MDW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SEEDING
END AREA CUT FILL
VOLUME CUT FILL
733 0 317 32
195 0 141 15
232 112 155 12
306 112 133 14
108 133 19
EX SH
244+75.00
BEGIN WORK
1022.46
245+06.37
BEGIN PROJECT
1022.75
245+25.00
1022.93
245+50.00
1023.14
ITEM 202 - PAVEMENT REMOVED
ASD-30-0.11
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 245+06.37 TO STA. 245+50.00
CALCULATED DTS
CHECKED MDW
84 151

by\Sheets\102108_X5005.dgn Design 10/26/2020 7:45:09 PM CMT031
SEEDING
END AREA CUT FILL
VOLUME CUT FILL
901 303 237 107 301 110 85 17 208 23 146 17 182 19 122 17 450 53
EX SH
245+75.00
1023.39
1023.12
246+00.00
1023.63
1023.45
246+25.00
1023.80
1023.65
ITEM 202 - PAVEMENT REMOVED
ASD-30-0.11
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 245+75.00 TO STA. 246+25.00
CALCULATED DTS
CHECKED MDW
85 151

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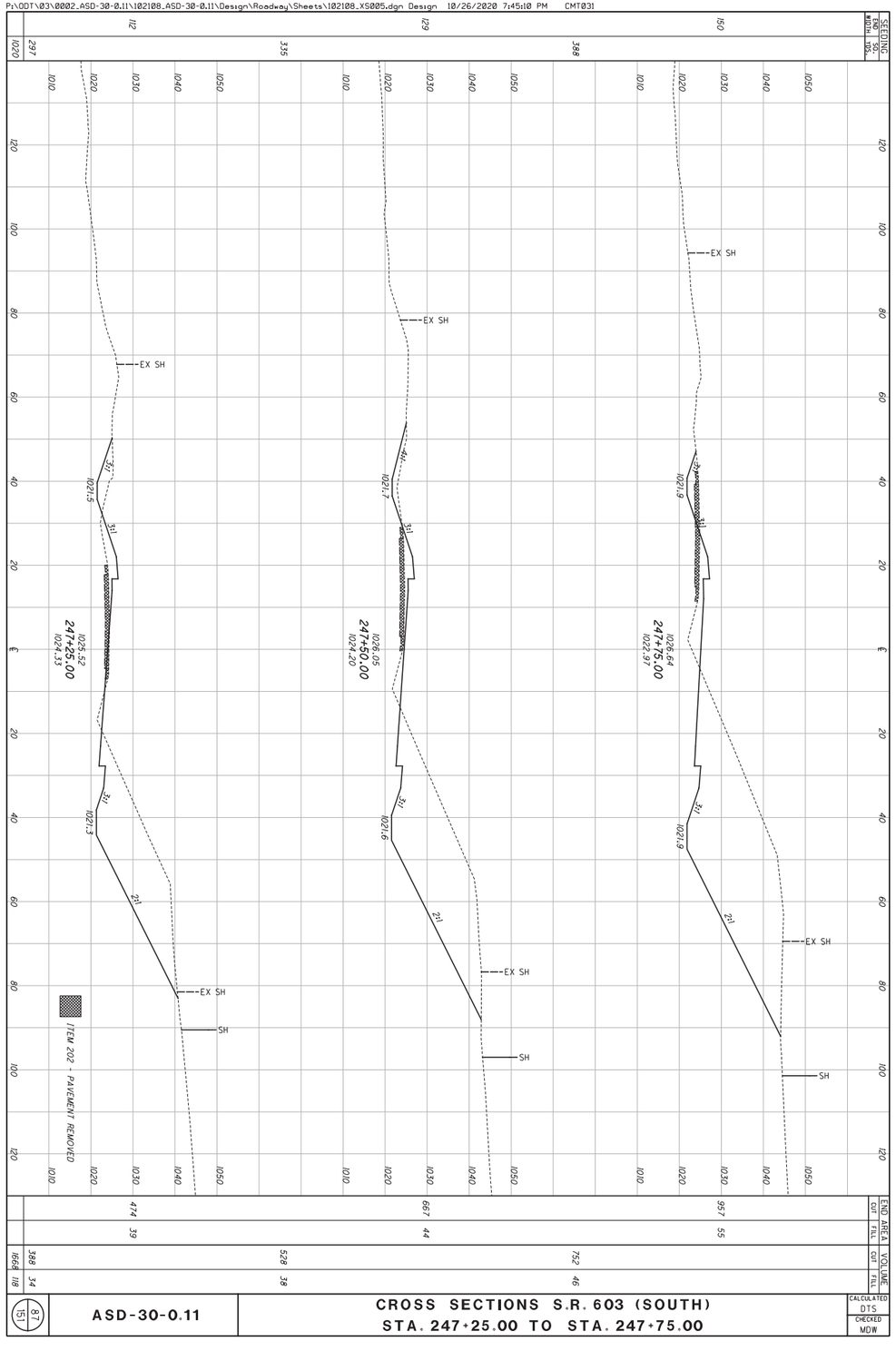

(87/151) ASD-30-0.11

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 247+25.00 TO STA. 247+75.00

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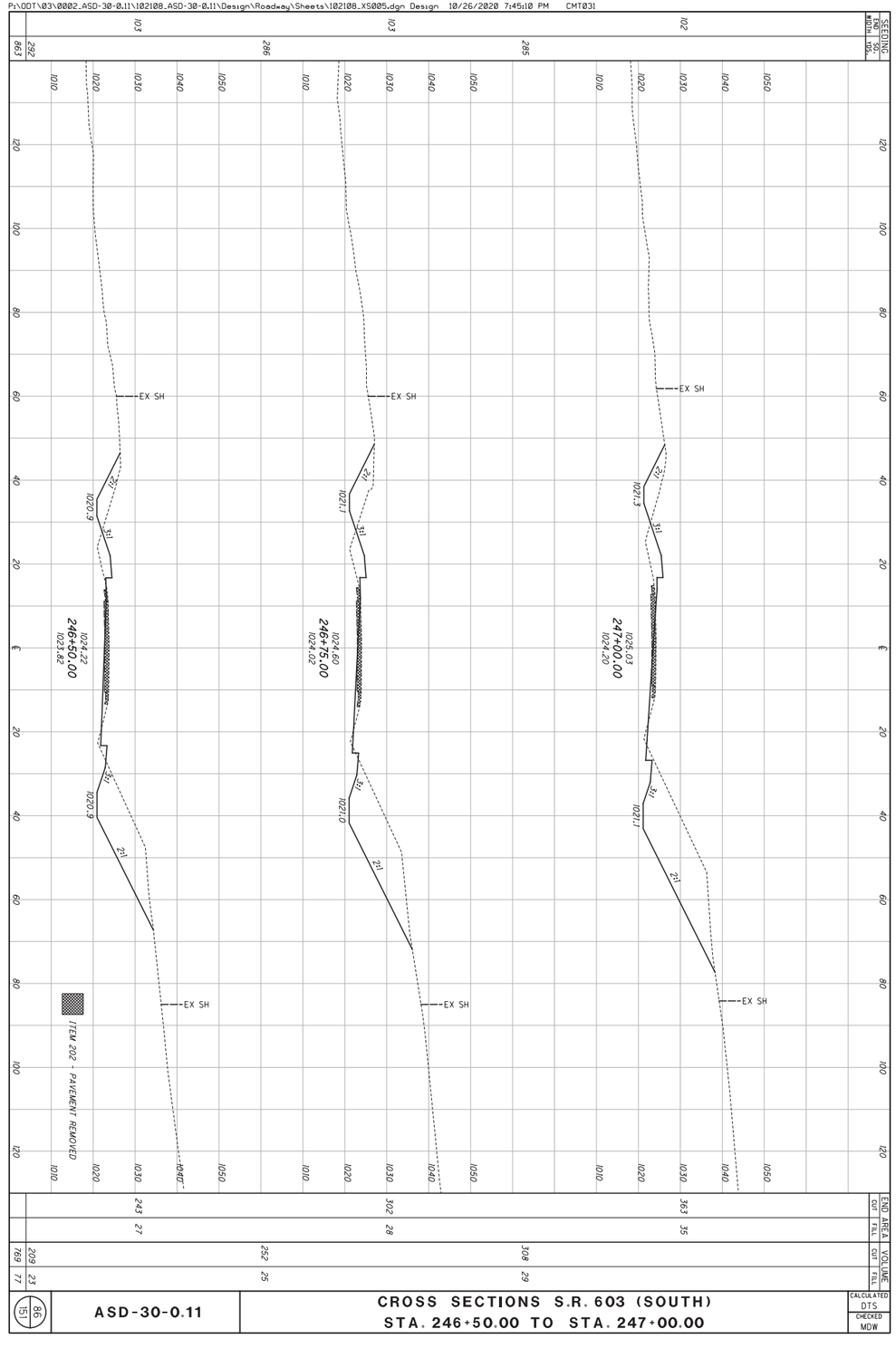

(86/151) ASD-30-0.11

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 246+50.00 TO STA. 247+00.00

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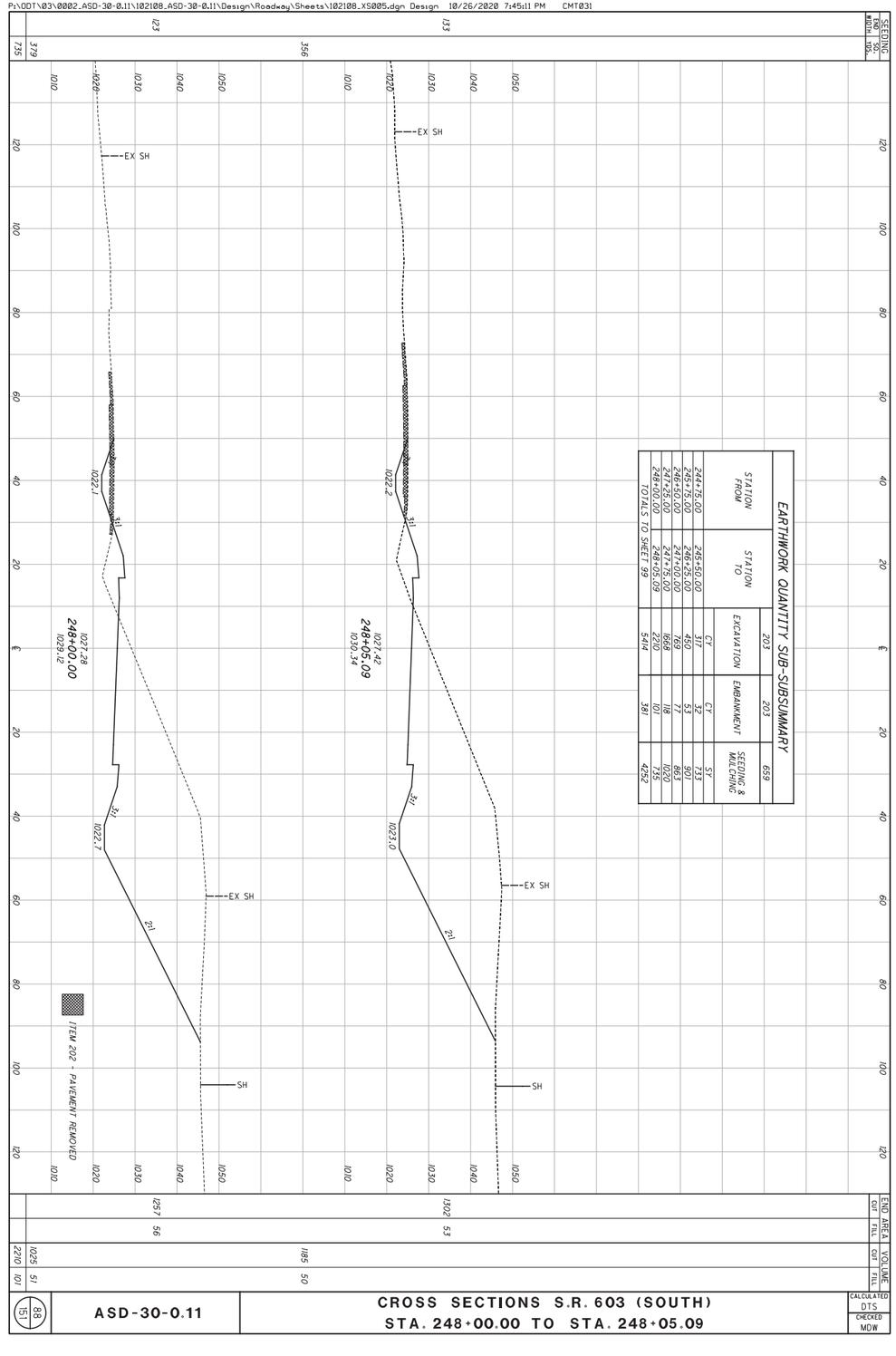

SEEDING & MULCHING SY	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
735	123	133		
379	356			
		1302		
	1257	56		
	53		1185	50
2210	101		1025	51

(68) 151	ASD-30-0.11	CROSS SECTIONS S.R. 603 (SOUTH) STA. 248+00.00 TO STA. 248+05.09	CALCULATED DTS CHECKED MDW

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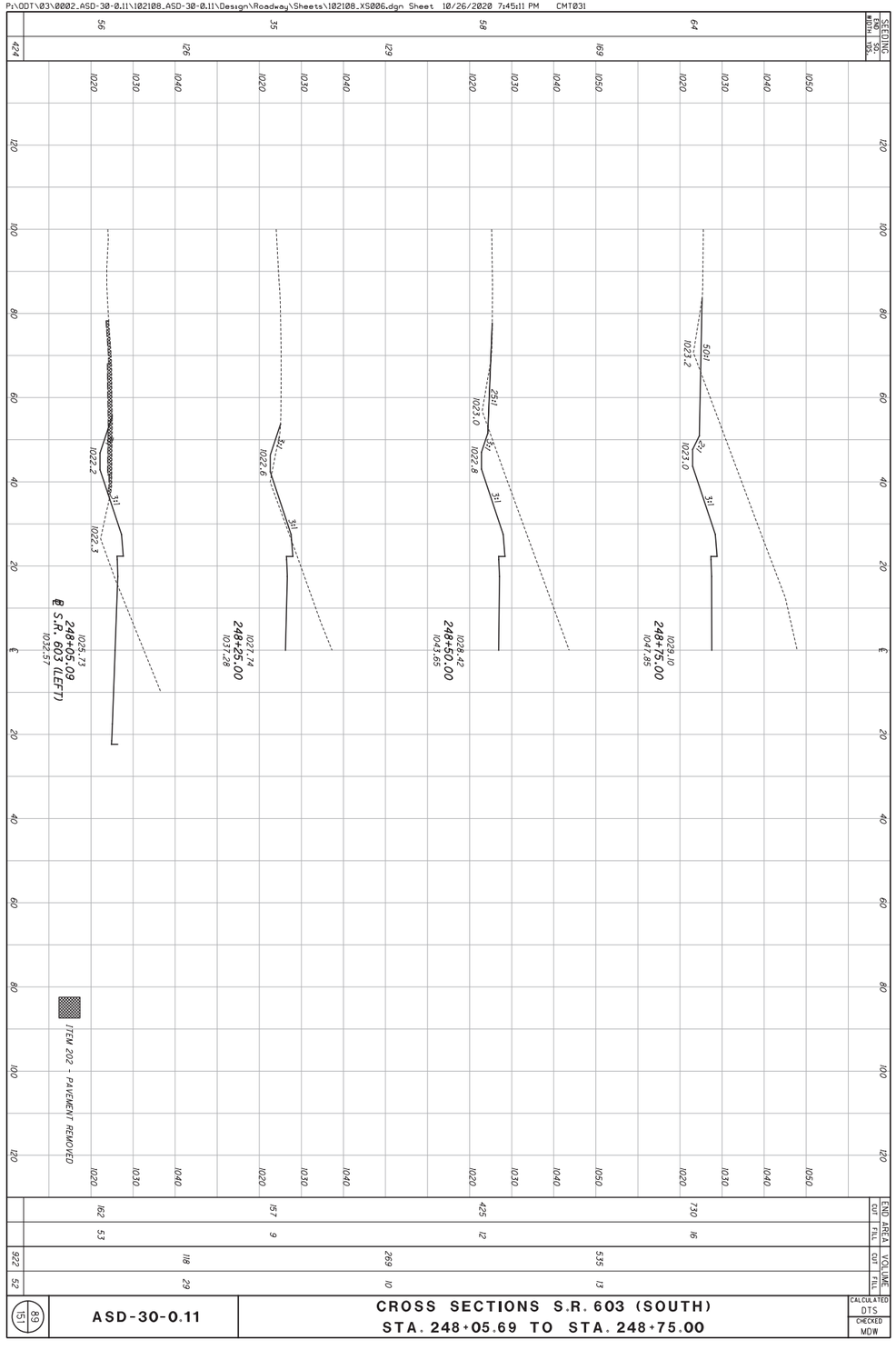
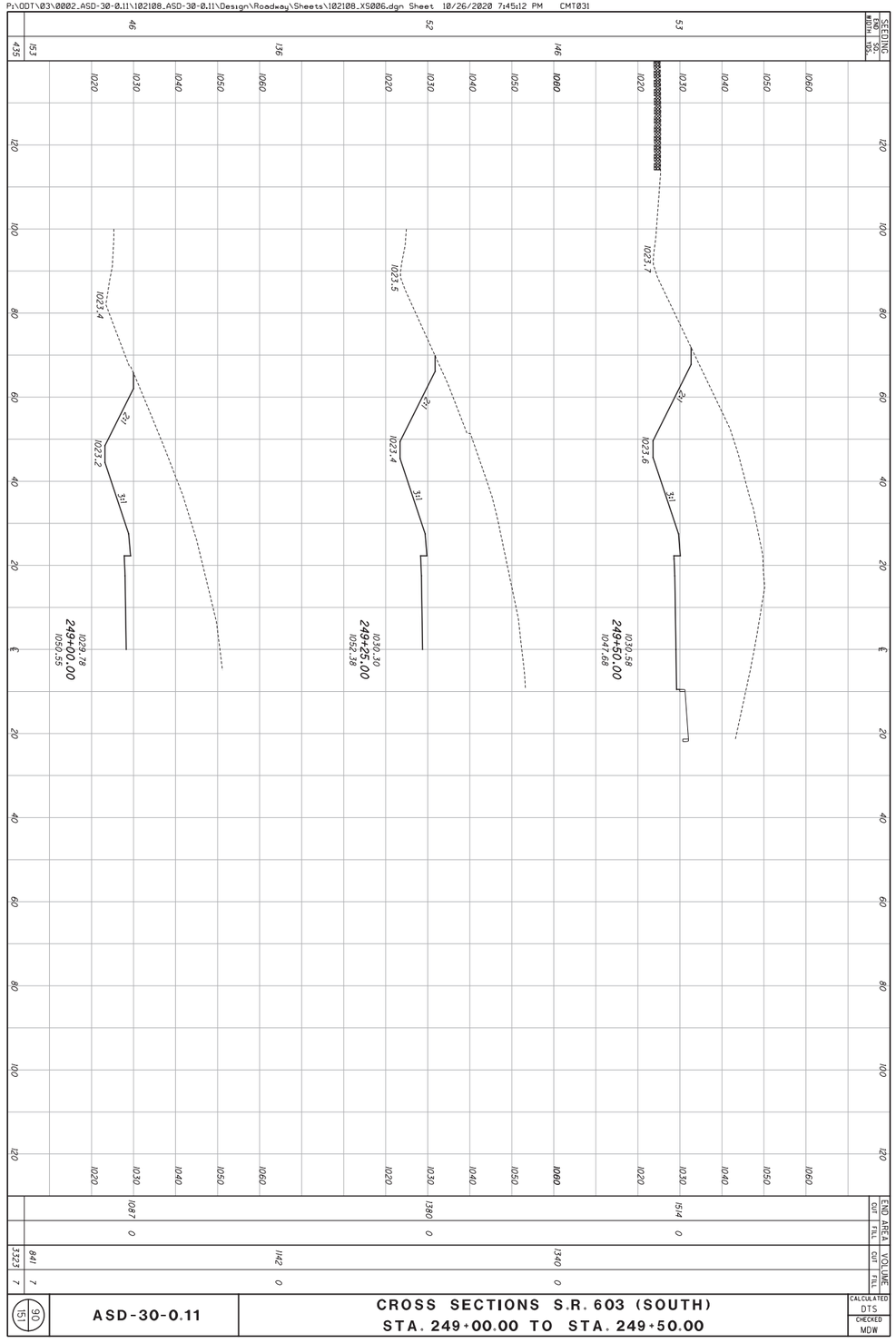


SEEDING & MULCHING SY	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
424	56	35		
	126	129		
	58	169		
	64			
		730		
	162	157	425	12
	53	9		
922	52		118	29

(89) 151	ASD-30-0.11	CROSS SECTIONS S.R. 603 (SOUTH) STA. 248+05.69 TO STA. 248+75.00	CALCULATED DTS CHECKED MDW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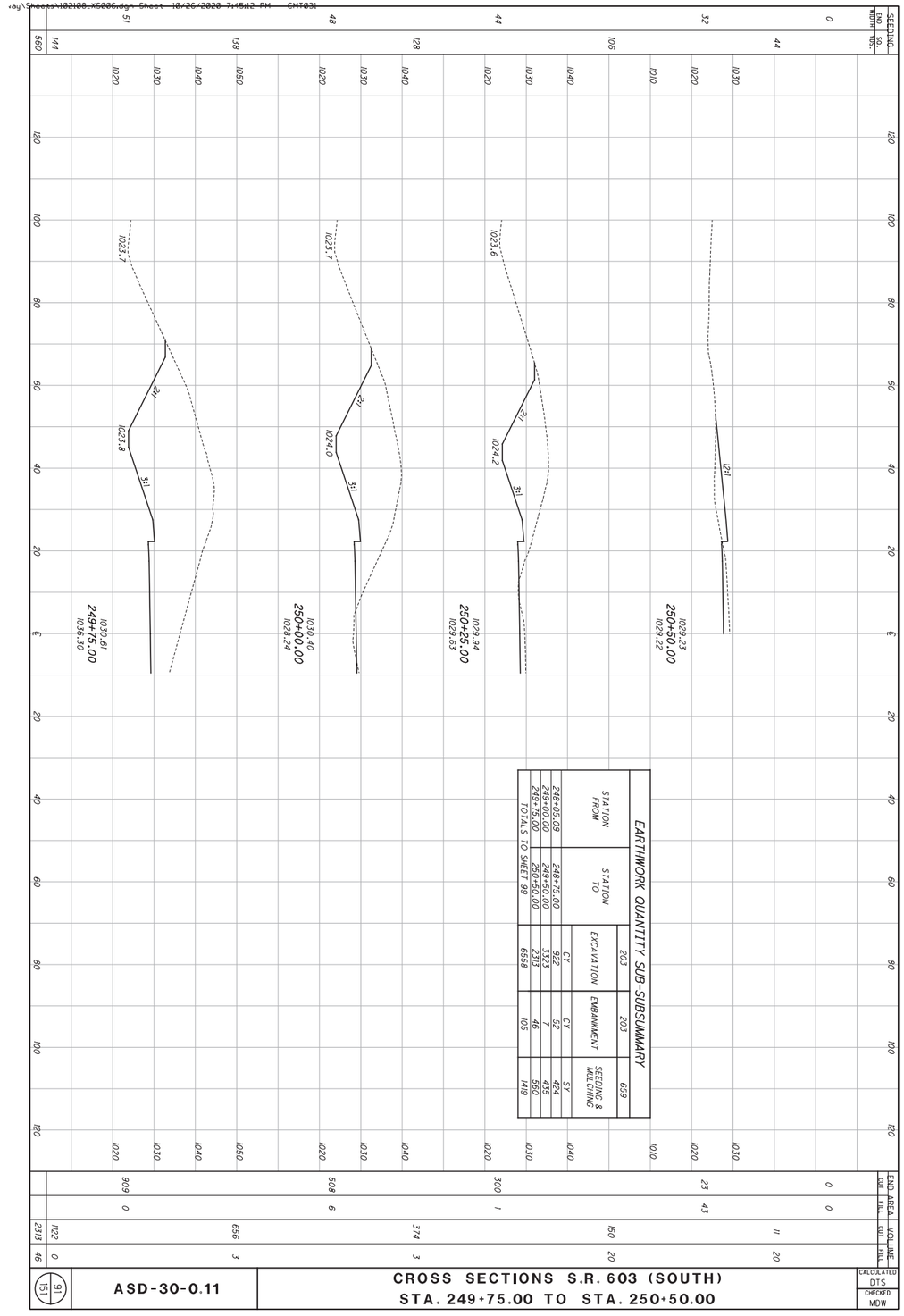
249+00.00
1030.55
1029.78
1023.4
1023.2
249+25.00
1032.38
1030.30
1023.5
1023.4
249+50.00
1041.68
1030.68
1023.7
1023.6
END AREA CUT FILL
VOLUME CUT FILL
CALCULATED DTS
CHECKED MDW
ASD-30-0.11
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 249+00.00 TO STA. 249+50.00


P:\ODT\03\0002_ASD-30-0.11\102108_ASD-30-0.11\Design\Roadway\Sheets\102108_X5006.dgn Sheet 10/26/2020 7:45:12 PM CMT031
249+50.00
1041.68
1030.68
1023.7
1023.6
249+75.00
1036.10
1030.61
1023.7
1023.8
250+00.00
1028.24
1030.40
1023.7
1024.0
250+25.00
1029.63
1029.84
1023.6
1024.2
250+50.00
1029.22
1029.23
1021
EARTHWORK QUANTITY SUB-SUBSUMMARY
STATION FROM
STATION TO
203 EXCAVATION CY
203 EMBANKMENT CY
659 SEEDING & MULCHING
248+05.09 248+75.00 922 52 424
249+00.00 249+50.00 3323 7 435
249+75.00 250+50.00 2313 46 560
TOTALS TO SHEET 99 6558 105 1419
END AREA CUT FILL
VOLUME CUT FILL
CALCULATED DTS
CHECKED MDW
ASD-30-0.11
CROSS SECTIONS S.R. 603 (SOUTH)
STA. 249+75.00 TO STA. 250+50.00

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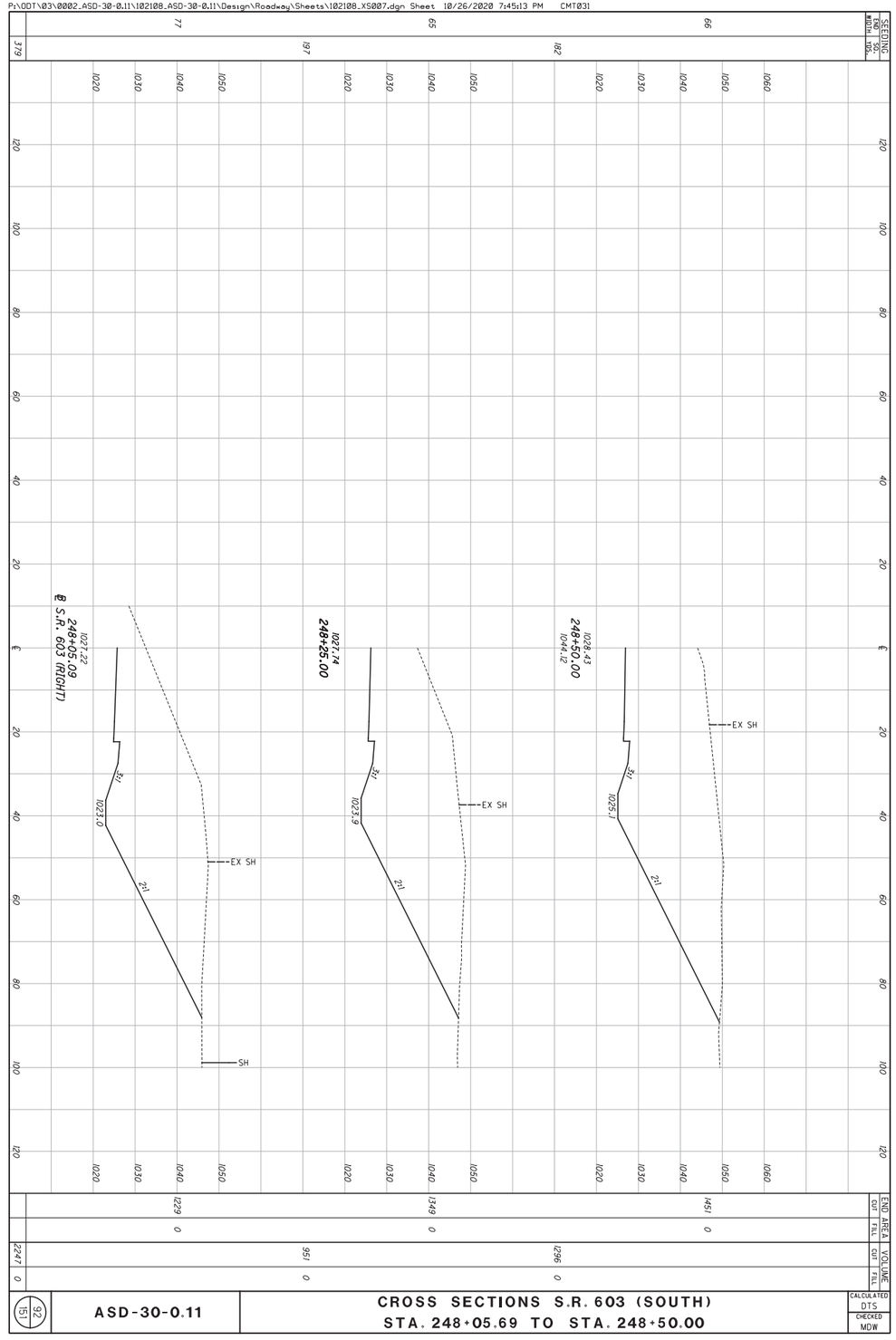
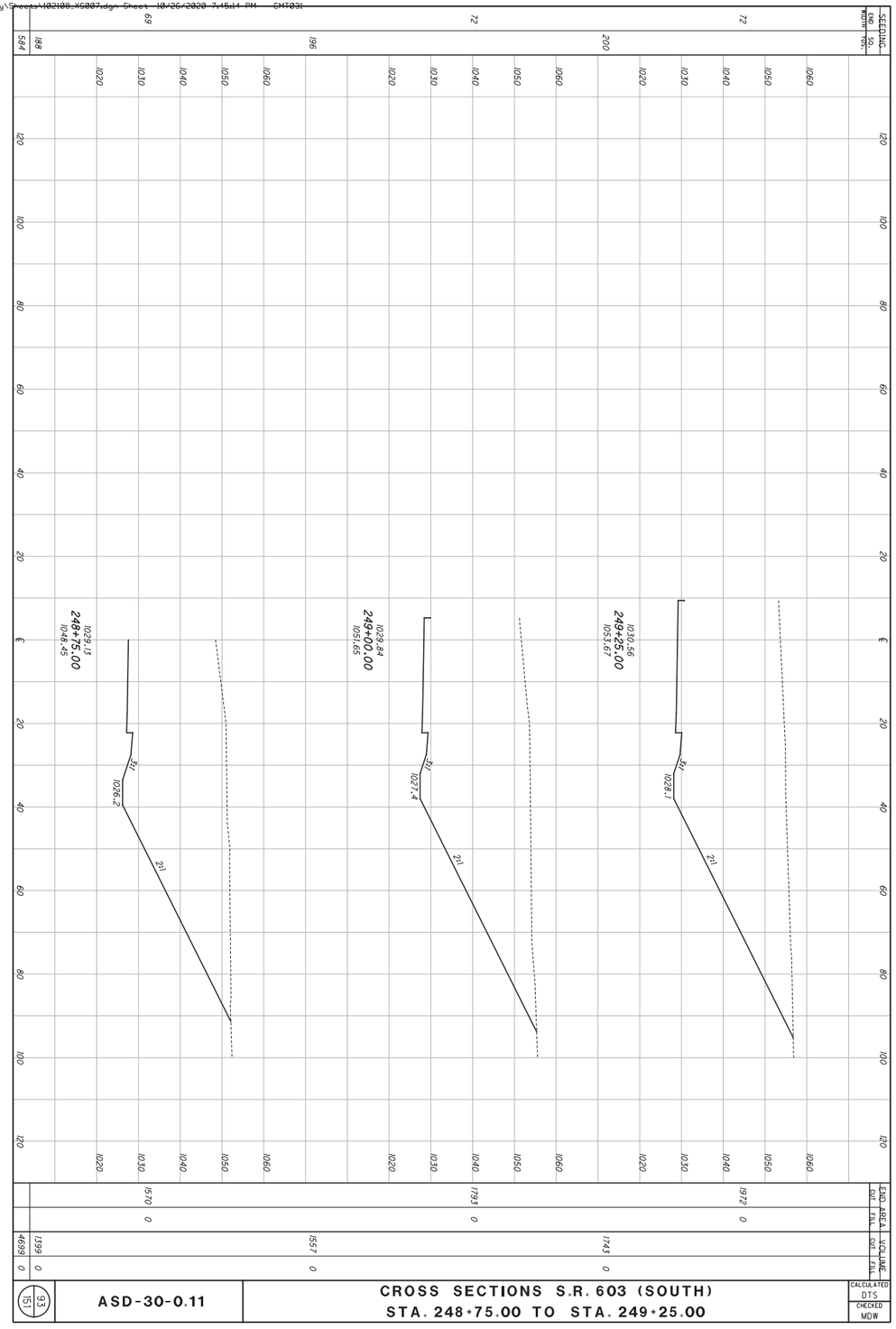


92 / 151	ASD-30-0.11	CROSS SECTIONS S.R. 603 (SOUTH) STA. 248+05.69 TO STA. 248+50.00
		CALCULATED DTS CHECKED MDW

...ay\Sheets\102108_XS007.dgn Sheet 10/26/2020 7:45:14 PM CMT031



93 / 151	ASD-30-0.11	CROSS SECTIONS S.R. 603 (SOUTH) STA. 248+75.00 TO STA. 249+25.00
		CALCULATED DTS CHECKED MDW

ASD-30-0.11

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 250+25.00

CALCULATED DTS
CHECKED MDW

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
450	0	441	0
0	0	649	0

EARTHWORK QUANTITY SUB-SUBSUMMARY

STATION FROM	STATION TO	203 EXCAVATION CY	203 EMBANKMENT CY	659 SEEDING & MULCHING SY
248+05.09	248+50.00	2247	0	319
248+75.00	249+25.00	4699	0	584
249+50.00	250+50.00	3086	0	574
250+25.00	250+50.00	649	0	164
TOTALS TO SHEET 99		10681	0	1841

SEEDING & MULCH 195
0 | 101 | 203 | 304

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ASD-30-0.11

CROSS SECTIONS S.R. 603 (SOUTH)
STA. 249+50.00 TO STA. 250+00.00

CALCULATED DTS
CHECKED MDW

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
502	0	580	0
751	0	970	0
1345	0	1536	0

SEEDING & MULCH 195
63 | 71 | 186 | 200 | 188 | 574

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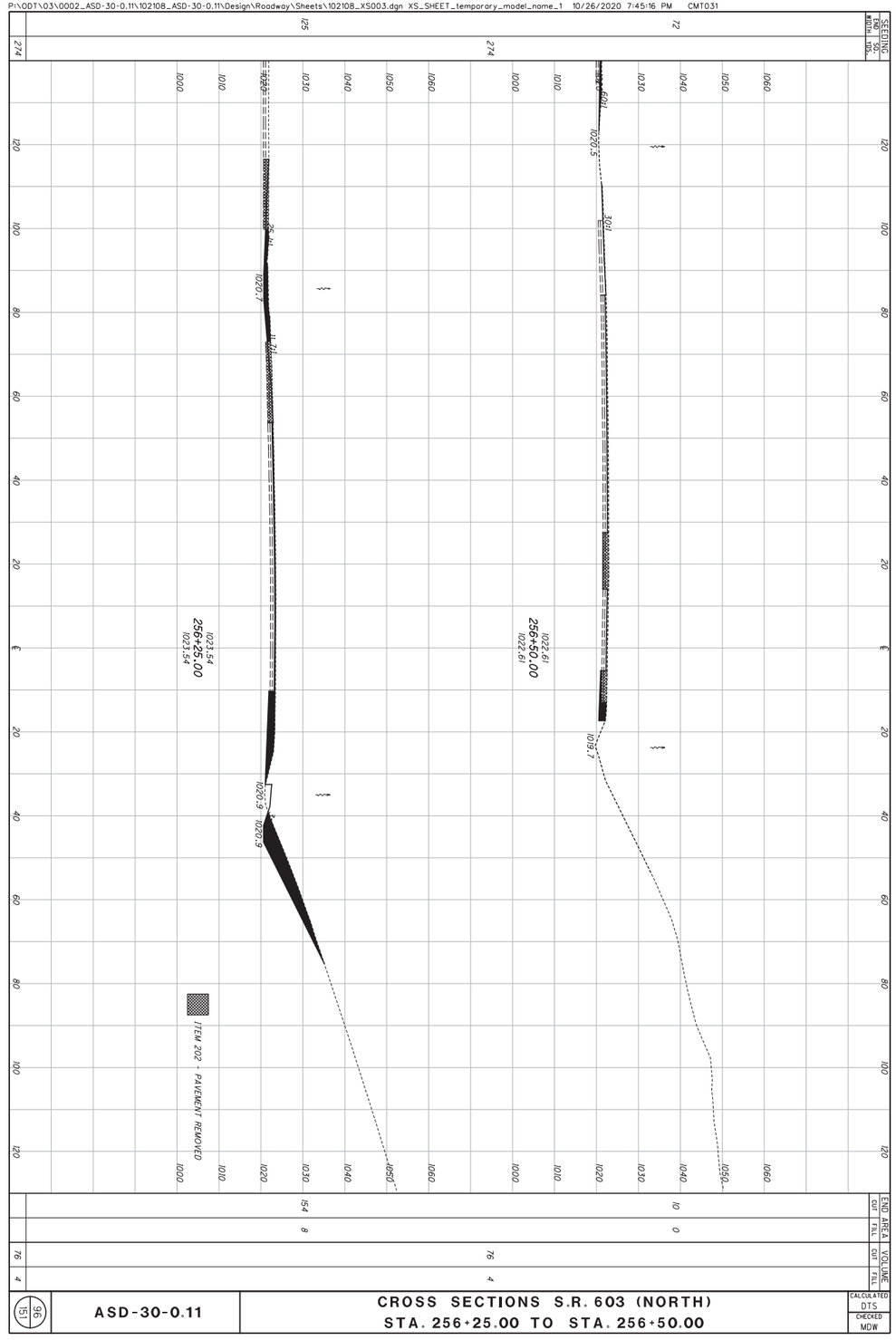

ASD-30-0.11

CROSS SECTIONS S.R. 603 (NORTH)
STA. 256+25.00 TO STA. 256+50.00

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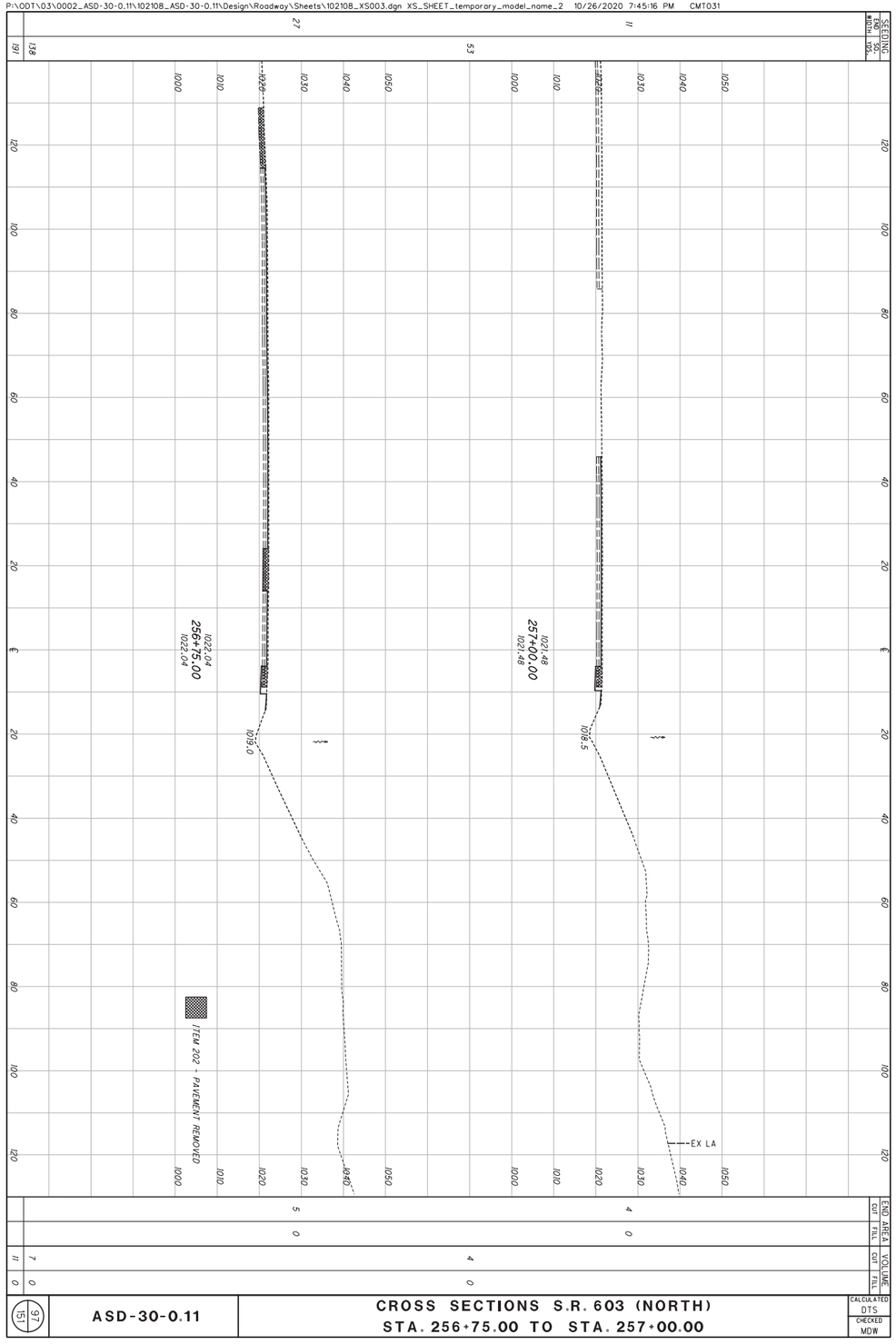

ASD-30-0.11

CROSS SECTIONS S.R. 603 (NORTH)
STA. 256+75.00 TO STA. 257+00.00

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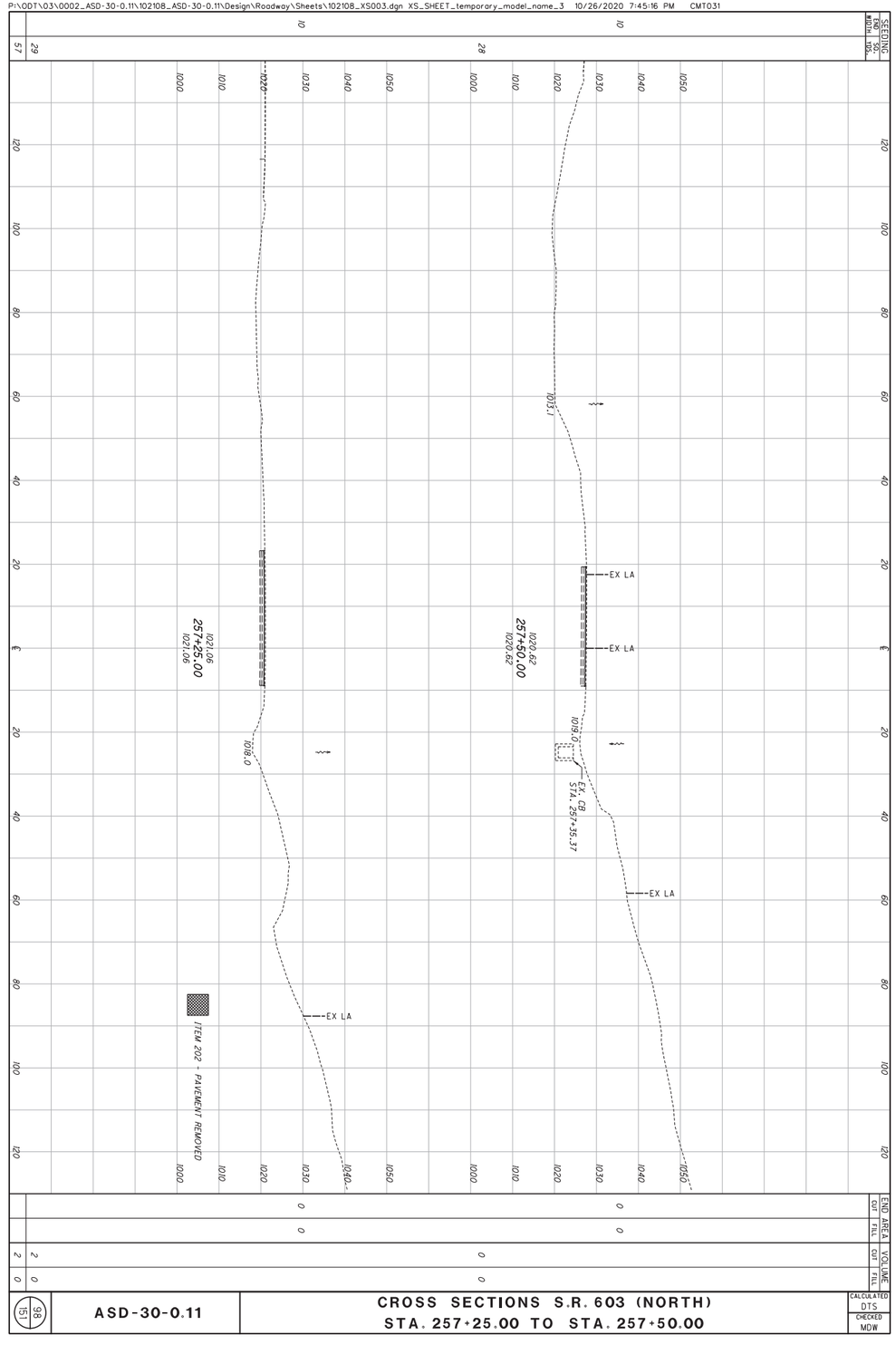

ASD-30-0.11

CROSS SECTIONS S.R. 603 (NORTH)
STA. 257+25.00 TO STA. 257+50.00

CALCULATED DTS
CHECKED MDW

(98) (151)

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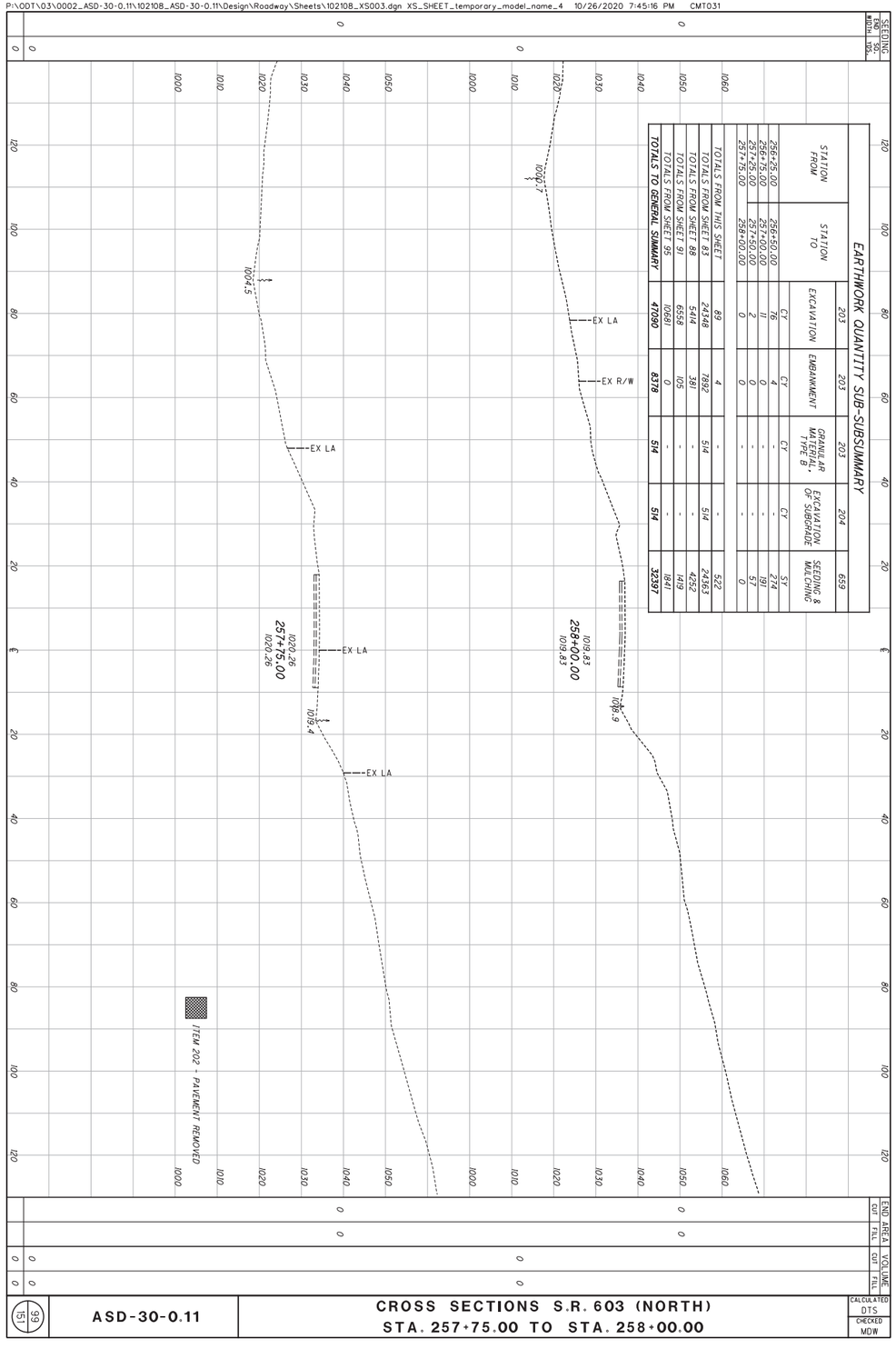

EARTHWORK QUANTITY SUB-SUBSUMMARY

STATION FROM	STATION TO	203 EXCAVATION CY	203 EMBANKMENT CY	203 GRANULAR MATERIAL, TYPE B CY	204 EXCAVATION OF SUBGRADE CY	659 SEEDING & MULCHING SY
256+25.00	256+50.00	78	0	-	-	374
256+75.00	257+00.00	11	0	-	-	191
257+25.00	257+50.00	2	0	-	-	57
257+75.00	258+00.00	0	0	-	-	0
TOTALS FROM THIS SHEET		89	0	-	-	622
TOTALS FROM SHEET 87		24148	7382	514	514	23263
TOTALS FROM SHEET 89		5414	381	-	-	4252
TOTALS FROM SHEET 91		6556	105	-	-	1419
TOTALS FROM SHEET 95		10681	0	-	-	1841
TOTALS TO GENERAL SUMMARY		**47080**	**8378**	**514**	**514**	**32397**

ASD-30-0.11

CROSS SECTIONS S.R. 603 (NORTH)
STA. 257+75.00 TO STA. 258+00.00

CALCULATED DTS
CHECKED MDW

(99) (151)

PAVEMENT DETAILS - S.R. 603 (SOUTH) TRAFFIC ISLAND

CALCULATED MDW
CHECKED DTS

HORIZONTAL SCALE IN FEET
0 5 10 20

SUPERELEVATION TABLES

CALCULATED DJG
CHECKED MDW

SUPERELEVATION TABLE

P.I. STA. 249+01.37 - ℄ S.R. 603 S. (LT.) — Dc = 14°08'28" (LT.)

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE						
TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH		STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
				EDGE ELEVATION							EDGE ELEVATION	
14.31	0.65	0.0370	17.5	1027.87	248+05.09	1027.22					1027.22	
	0.58	0.0332	17.5	1027.98	248+11.60	1027.40					1027.40	
	0.44	0.0254	17.5	1028.18	248+25.00	1027.74					1027.74	
	0.28	0.0160	17.5	1028.48	248+41.09	1028.20					1028.20	
	0.19	0.0111	17.5	1028.61	248+49.59	1028.42					1028.42	R.C.
	0.19	0.0108	17.5	1028.61	248+50.00	1028.42					1028.42	P.C.
	0.00	0.0000	17.5	1028.94	248+68.59	1028.94					1028.94	
	-0.06	-0.0037	17.5	1029.04	248+75.00	1029.10					1029.10	1/2 LEVEL
	-0.28	-0.0160	17.5	1029.41	248+96.09	1029.69					1029.69	N.C.

SUPERELEVATION TABLE

P.I. STA. 248+80.04 - ℄ S.R. 603 S. (RT.) — Dc = 14°30'51" (RT)

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE						
TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH		STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
				EDGE ELEVATION							EDGE ELEVATION	
					248+05.09	1027.22	17.5	-0.0370	-0.65	14.31	1026.57	P.C.
					248+11.60	1027.40	17.5	-0.0332	-0.58		1026.82	
					248+25.00	1027.74	17.5	-0.0254	-0.44		1027.3	
					248+41.09	1028.20	17.5	-0.0160	-0.28		1027.92	N.C.

SUPERELEVATION TABLE

P.I. STA. 247+42.74 - ℄ S.R. 603 S. — Dc = 27°58'32"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE						
TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH		STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
				EDGE ELEVATION							EDGE ELEVATION	
	-0.18	-0.0160	11'	1023.04	245+56.37	1023.22	12'	-0.0160	-0.19		1023.03	N.C.
14.61	-0.06	-0.0052	11.2	1023.33	245+75.00	1023.39	13.3	-0.0160	-0.21		1023.18	
	0.00	0.0000	11.3	1023.47	245+83.87	1023.47	13.9	-0.0160	-0.22		1023.25	1/2 LEVEL
	0.11	0.0094	11.5	1023.74	246+00.00	1023.63	15'	-0.0160	-0.24		1023.39	
	0.19	0.0160	11.6	1023.93	246+11.37	1023.74	15.8	-0.0160	-0.25		1023.49	R.C.
	0.28	0.0236	11.7	1024.18	246+25.00	1023.9	16.8	-0.0236	-0.40		1023.5	
	0.45	0.0374	12'	1024.67	246+50.00	1024.22	18.5	-0.0374	-0.69		1023.53	
	0.62	0.0513	12'	1025.22	246+75.00	1024.6	20.3	-0.0513	-1.04	14.31	1023.56	P.C.
	0.62	0.0518	12'	1025.24	246+75.94	1024.62	20.3	-0.0518	-1.05		1023.57	
	0.79	0.0659	12'	1025.82	247+00.00	1025.03	22'	-0.0659	-1.45		1023.58	F.S.
	0.89	0.0740	12'	1026.18	247+13.54	1025.29	23'	-0.0740	-1.70		1023.82	
	0.89	0.0740	12'	1026.41	247+25.00	1025.52	23'	-0.0740	-1.70		1024.17	F.S.
	0.89	0.0740	12'	1026.76	247+41.59	1025.87	23'	-0.0740	-1.70		1024.41	
	0.85	0.0691	12'	1026.88	247+50.00	1026.04	23'	-0.0691	-1.59		1024.46	
	0.48	0.0400	12'	1027.26	248+00.00	1027.28	23'	-0.0400	-0.92		1026.36	
	0.44	0.0370	12'	1027.86	248+05.09	1027.42	23'	-0.0370	-0.85		1026.57	P.T.

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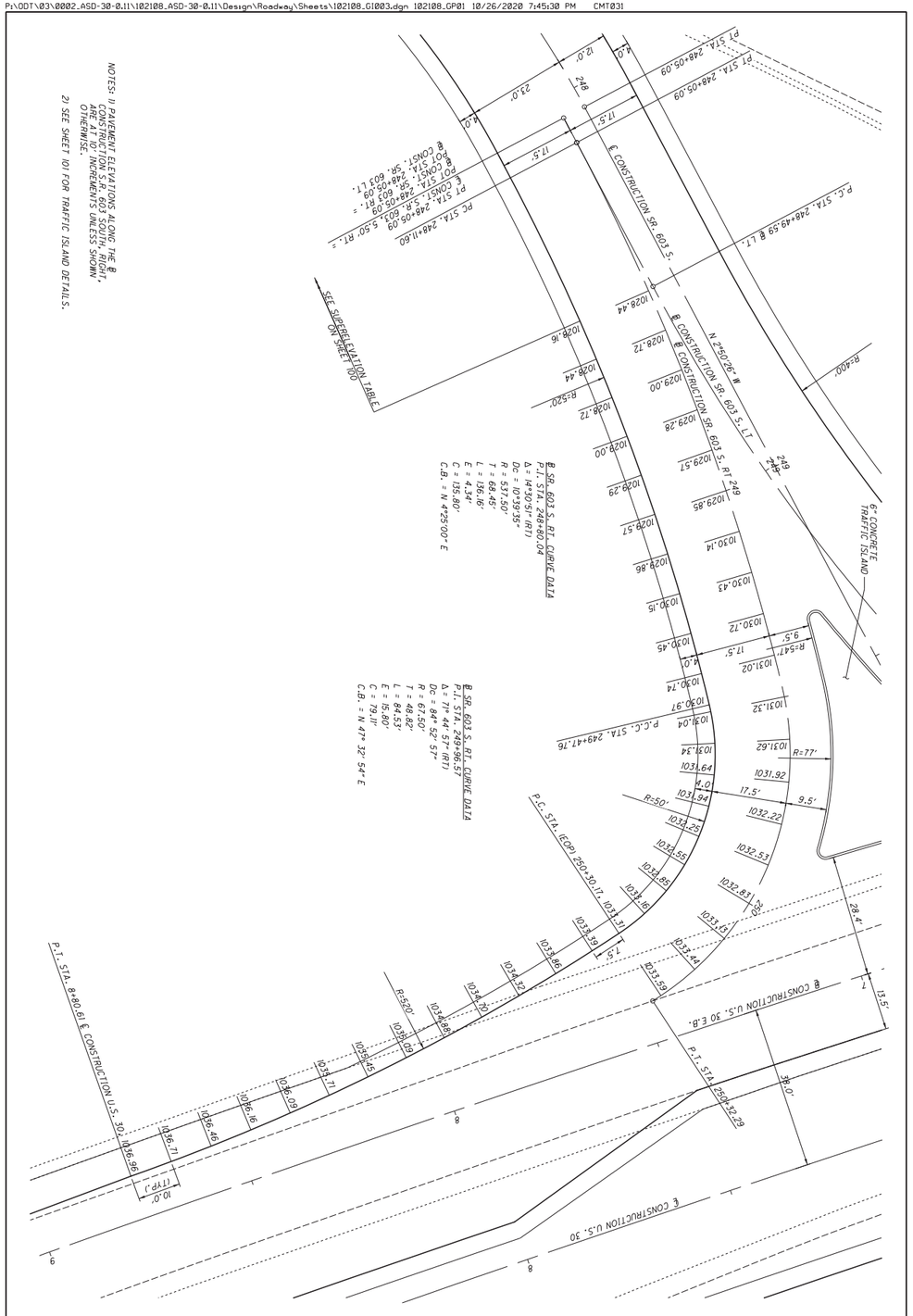

151 / 102	ASD-30-0.11	PAVEMENT DETAILS - S.R. 603 (SOUTH) NORTHBOUND LANE	CALCULATED DTS / CHECKED MDW	HORIZONTAL SCALE IN FEET

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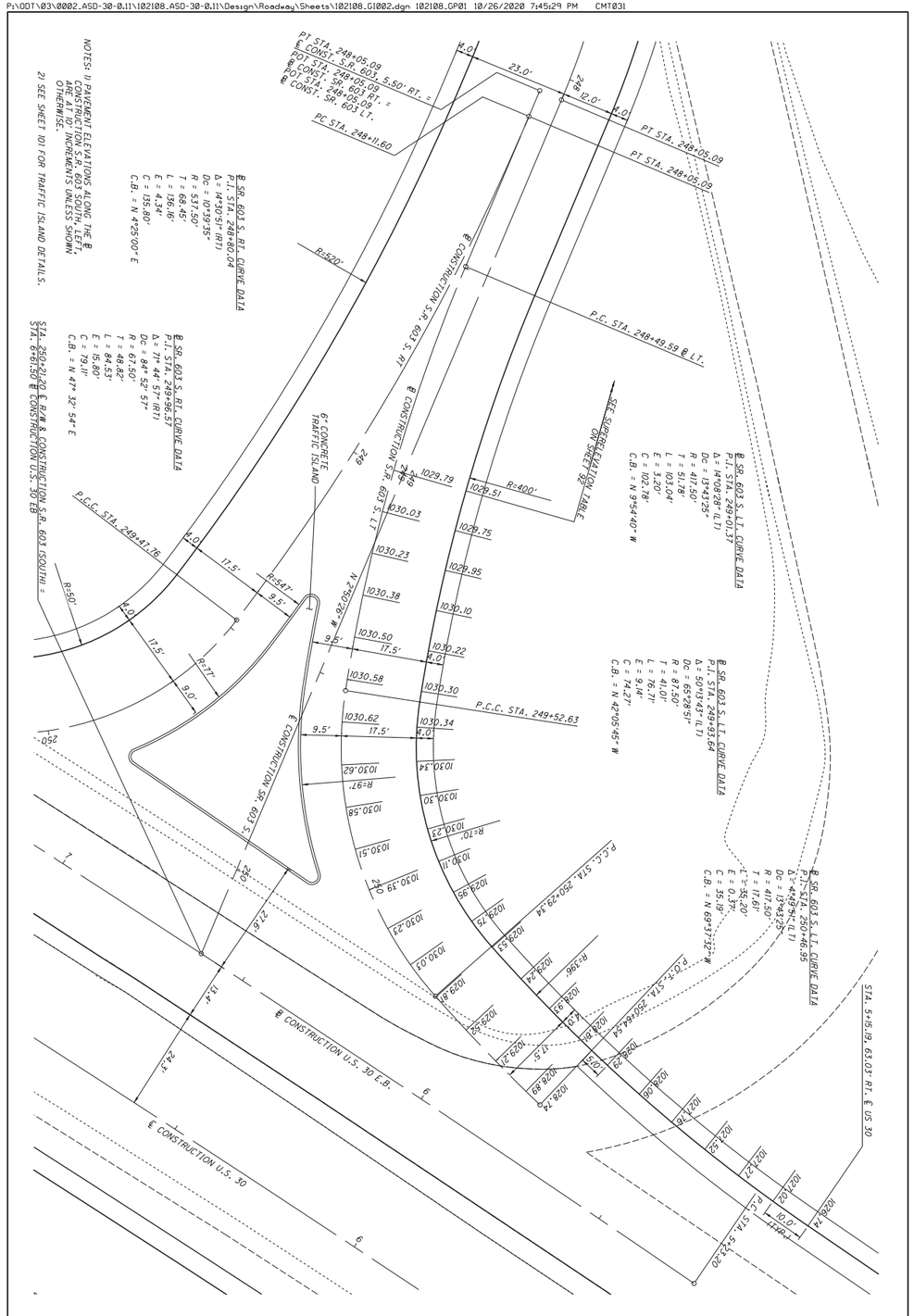
NOTES: 1) PAVEMENT ELEVATIONS ALONG THE ℄ CONSTRUCTION S.R. 603 S. RT. ARE AT 10' INCREMENTS UNLESS SHOWN OTHERWISE.
2) SEE SHEET 101 FOR TRAFFIC ISLAND DETAILS.
℄ CONSTRUCTION S.R. 603 S. RT.
℄ CONSTRUCTION U.S. 30 E.B.
℄ CONSTRUCTION U.S. 30
SEE SUPERELEVATION TABLE ON SHEET 100
6" CONCRETE TRAFFIC ISLAND
STA. 5+95.98, 63.03' RT. ℄ US 30
P.C. STA. 5+73.20
P.C.C. STA. 250+64.54
P.C.C. STA. 250+29.34
P.C.C. STA. 249+52.63
P.C.C. STA. 249+47.76
P.C. STA. 248+49.59 ℄ L.T.
P.C. STA. 248+11.60
PT STA. 248+05.09
PT STA. 248+05.09
℄ CONSTRUCTION S.R. 603 S. RT.
℄ SR. 603 S. LT. CURVE DATA
P.I. STA. 248+01.37
Δ = 14°08'28" (LT)
Dc = 13°43'25"
R = 417.50'
T = 51.78'
L = 103.04'
E = 3.20'
C = 102.78'
C.B. = N 9°54'40" W
℄ SR. 603 S. LT. CURVE DATA
P.I. STA. 249+51.64
Δ = 50°13'43" (LT)
Dc = 65°58'51"
R = 87.50'
T = 41.01'
L = 76.71'
E = 9.14'
C = 74.27'
C.B. = N 42°05'45" W
℄ SR. 603 S. LT. CURVE DATA
P.I. STA. 250+46.95
Δ = 4°49'54" (LT)
Dc = 11°41'25"
R = 490.00'
T = 17.68'
L = 35.20'
E = 0.31'
C = 35.19'
C.B. = N 69°37'32" W
R=5547'
R=77'
R=50'
R=400'
R=500'
R=250'
R=397'
R=397'
R=397

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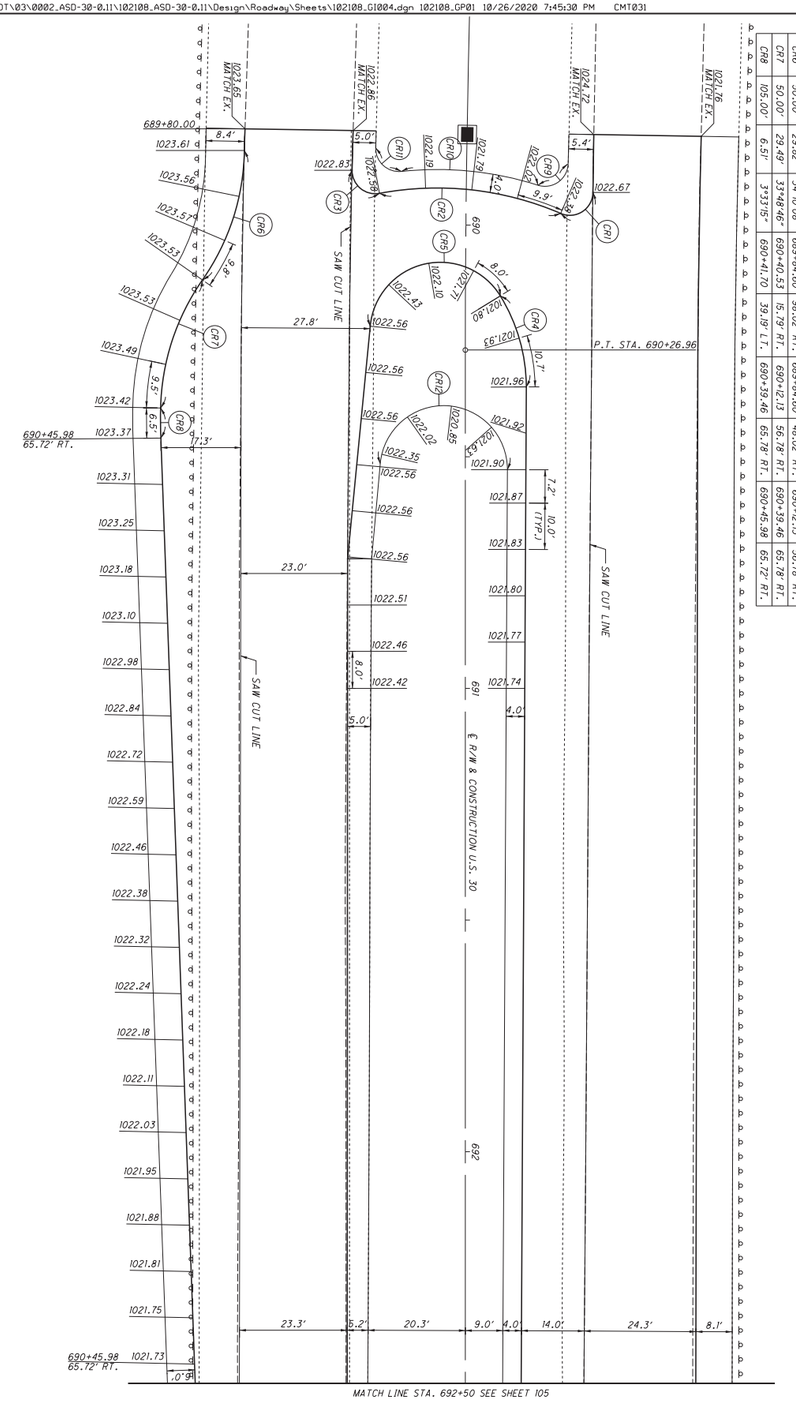
EDGE OF PAVEMENT CURVE DATA TABLE

CURVE NUMBER	RADIUS	LENGTH	DELTA ANGLE	CENTER POINT STATION	CENTER POINT OFFSET	BEGIN POINT STATION	BEGIN POINT OFFSET	END POINT STATION	END POINT OFFSET
CR1	5.00'	9.83'	112°37'55"	689+92.63	22.35' LT.	689+82.83	27.35' LT.	689+91.27	20.42' LT.
CR2	67.30'	39.91'	33°58'43"	690+30.29	6.07' RT.	689+94.52	26.42' LT.	689+88.50	24.70' RT.
CR3	5.00'	8.85'	101°25'41"	689+88.50	19.70' RT.	689+93.37	18.17' RT.	689+98.20	24.83' RT.
CR4	38.00'	20.70'	31°12'14"	690+35.16	24.83' RT.	690+34.93	13.17' LT.	690+15.24	7.53' RT.
CR5	15.20'	38.00'	143°13'20"	690+21.23	5.40' RT.	690+12.13	7.53' LT.	690+21.88	20.54' RT.
CR6	50.00'	23.82'	34°10'08"	689+84.60	98.02' RT.	689+84.60	48.02' RT.	690+12.13	56.78' RT.
CR7	50.00'	23.49'	33°48'46"	690+40.53	15.79' RT.	690+42.13	56.78' RT.	690+39.46	65.78' RT.
CR8	105.00'	6.51'	3°33'15"	690+41.10	39.19' LT.	690+39.46	65.78' RT.	690+45.98	65.72' RT.

EDGE OF SHOULDER CURVE DATA TABLE

CURVE NUMBER	RADIUS	LENGTH	DELTA ANGLE	CENTER POINT STATION	CENTER POINT OFFSET	BEGIN POINT STATION	BEGIN POINT OFFSET	END POINT STATION	END POINT OFFSET
CR10	10.30'	23.35'	129°51'24"	689+96.38	16.39' LT.	689+86.44	21.39' LT.	689+91.91	15.45' LT.
CR9	5.00'	9.27'	106°12'53"	689+86.38	16.39' LT.	689+86.44	21.39' LT.	689+91.91	15.45' LT.
CR11	5.00'	8.53'	97°47'18"	689+83.66	14.67' RT.	689+88.60	14.06' RT.	689+83.60	19.67' RT.
CR12	13.75'	42.02'	175°04'45"	690+52.72	4.67' RT.	690+52.79	9.08' LT.	690+51.47	18.37' RT.



151 / 104	ASD-30-0.11	PAVEMENT DETAILS - U.S. 30 WEST U-TURN	CALCULATED DTS; CHECKED MDW; HORIZONTAL SCALE IN FEET (0, 10, 5, 20)

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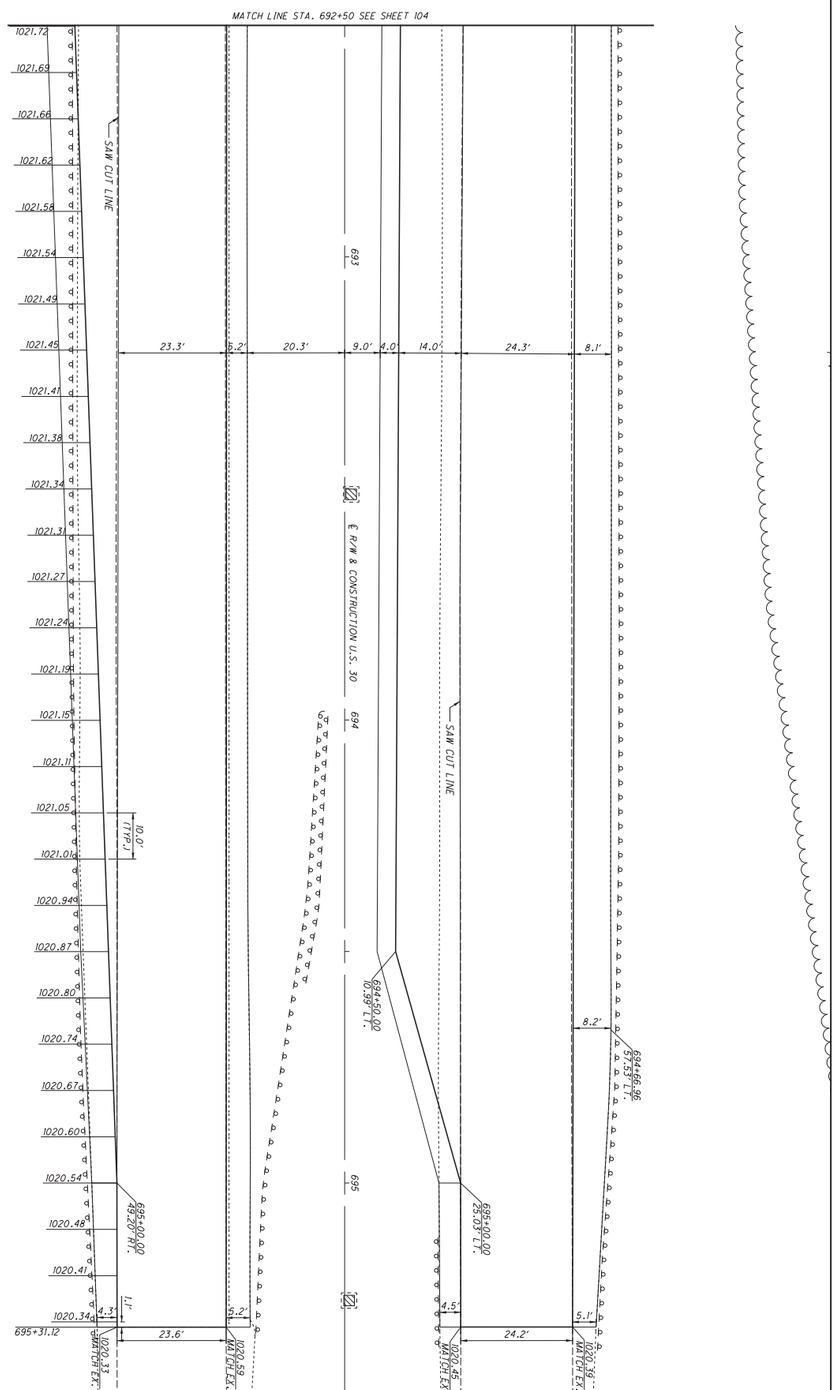


150 / 151	ASD-30-0.11	PAVEMENT DETAILS - U.S. 30 WEST U-TURN	CALCULATED DTS; CHECKED MDW; HORIZONTAL SCALE IN FEET (0, 10, 5, 20)

EDGE OF SHOULDER CURVE DATA TABLE

CURVE NUMBER	RADIUS	LENGTH	DELTA ANGLE	CENTER POINT STATION	CENTER POINT OFFSET	BEGIN POINT STATION	BEGIN POINT OFFSET	END POINT STATION	END POINT OFFSET
CR6	15.00'	46.15'	176°16'21"	15+06.37	7.29' LT.	15+07.38	22.26' LT.	15+06.33	7.71' RT.
CR7	5.00'	8.67'	98°13'35"	15+75.47	20.49' LT.	15+75.48	25.49' LT.	15+70.50	19.78' LT.
CR8	74.80'	35.47'	27°09'59"	14+86.36	8.77' LT.	15+70.50	19.78' LT.	15+67.19	15.19' RT.
CR9	5.00'	9.55'	109°23'54"	15+71.90	16.82' RT.	15+67.19	15.19' RT.	15+71.93	21.82' RT.

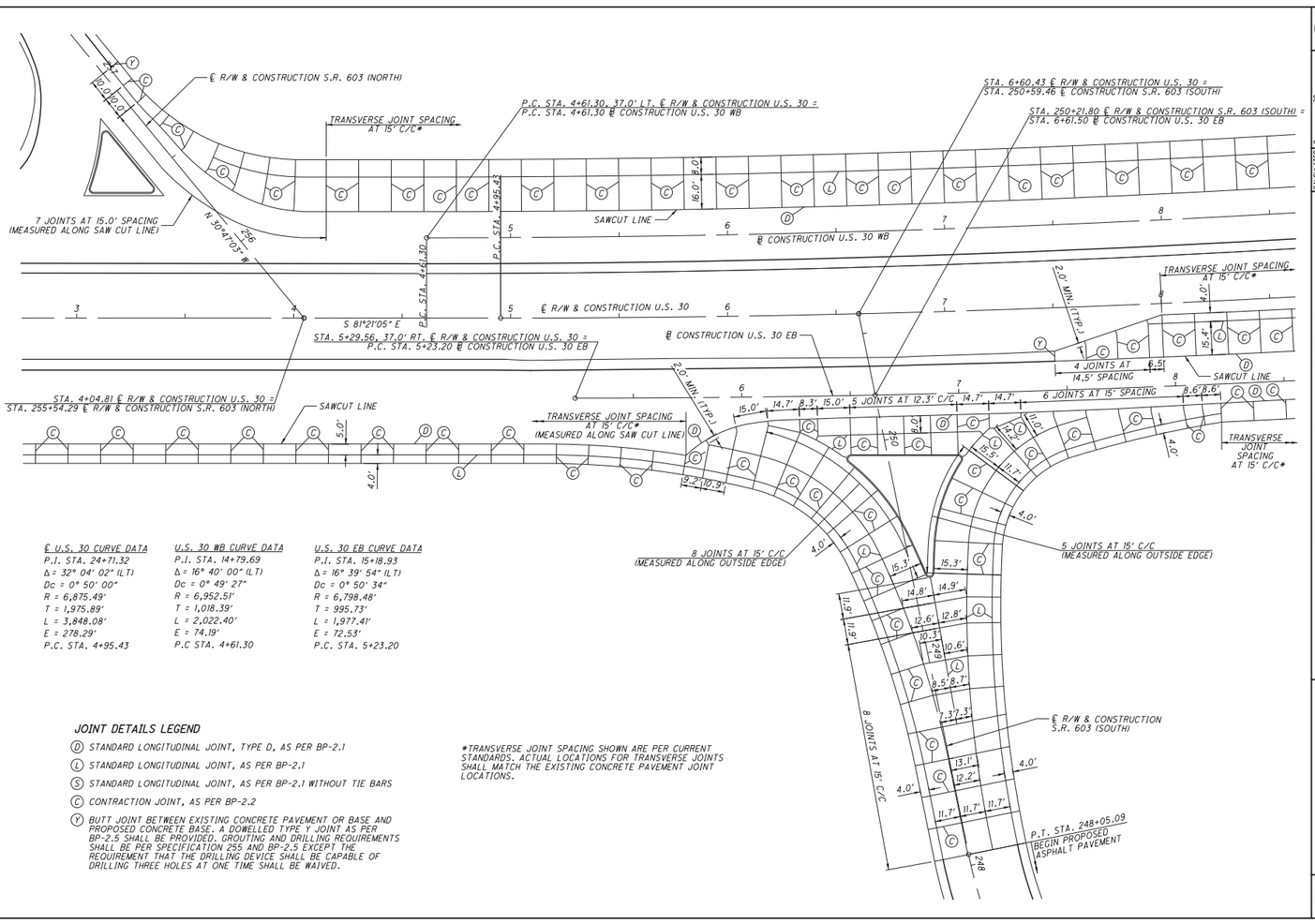
EDGE OF PAVEMENT CURVE DATA TABLE

CURVE NUMBER	RADIUS	LENGTH	DELTA ANGLE	CENTER POINT STATION	CENTER POINT OFFSET	BEGIN POINT STATION	BEGIN POINT OFFSET	END POINT STATION	END POINT OFFSET
CR1	40.80'	25.75'	36°09'58"	15+20.52	29.06' LT.	15+20.33	11.74' RT.	15+44.43	4.03' RT.
CR2	16.32'	38.60'	135°29'58"	15+34.89	9.21' RT.	15+44.43	4.03' RT.	15+37.37	25.34' LT.
CR3	5.00'	9.79'	112°08'26"	15+66.00	21.03' RT.	15+65.88	26.03' RT.	15+61.42	19.04' RT.
CR4	70.80'	43.71'	35°22'18"	14+96.36	8.77' LT.	15+61.42	19.04' RT.	15+65.12	23.76' LT.
CR5	5.00'	8.87'	101°39'56"	15+70.63	24.79' LT.	15+65.12	23.76' LT.	15+70.61	29.79' LT.

JOINT DETAILS LEGEND

- (A) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1
- (D) STANDARD LONGITUDINAL JOINT, TYPE D, AS PER BP-2.1
- (C) CONTRACTION JOINT, AS PER BP-2.2
- (T) BUTT JOINT BETWEEN EXISTING CONCRETE PAVEMENT OR BASE AND PROPOSED CONCRETE BASE. A BIOMELLED TYPE T JOINT AS PER PROPOSED CONCRETE BASE, A BIOMELLED TYPE T JOINT AS PER PROPOSED CONCRETE BASE, DRILLING AND DOWELING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

*TRANSVERSE JOINT SPACING SHOWN ARE PER CURRENT STANDARDS. ACTUAL LOCATIONS FOR TRANSVERSE JOINTS SHALL MATCH THE EXISTING CONCRETE PAVEMENT JOINT LOCATIONS.



℄ U.S. 30 CURVE DATA	U.S. 30 WB CURVE DATA	U.S. 30 EB CURVE DATA
P.I. STA. 24+71.32	P.I. STA. 14+79.69	P.I. STA. 15+18.93
Δ = 32° 04' 02" (LT)	Δ = 16° 40' 00" (LT)	Δ = 16° 39' 54" (LT)
Dc = 0° 50' 00"	Dc = 0° 49' 27"	Dc = 0° 50' 34"
R = 6,875.49'	R = 6,952.51'	R = 6,798.48'
T = 1,975.89'	T = 1,018.39'	T = 995.73'
L = 3,848.08'	L = 2,022.40'	L = 1,977.41'
E = 278.29'	E = 74.19'	E = 72.53'
P.C. STA. 4+95.43	P.C STA. 4+61.30	P.C. STA. 5+23.20

JOINT DETAILS LEGEND

- (D) STANDARD LONGITUDINAL JOINT, TYPE D, AS PER BP-2.1
- (L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1 WITHOUT TIE BARS
- (C) CONTRACTION JOINT, AS PER BP-2.2
- (Y) BUTT JOINT BETWEEN EXISTING CONCRETE PAVEMENT OR BASE AND PROPOSED CONCRETE BASE. A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

*TRANSVERSE JOINT SPACING SHOWN ARE PER CURRENT STANDARDS. ACTUAL LOCATIONS FOR TRANSVERSE JOINTS SHALL MATCH THE EXISTING CONCRETE PAVEMENT JOINT LOCATIONS.

HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED MJ
CHECKED MDW

PAVEMENT JOINT DETAIL
U.S. 30 & S.R. 603

ASD-30-0.11

108
151

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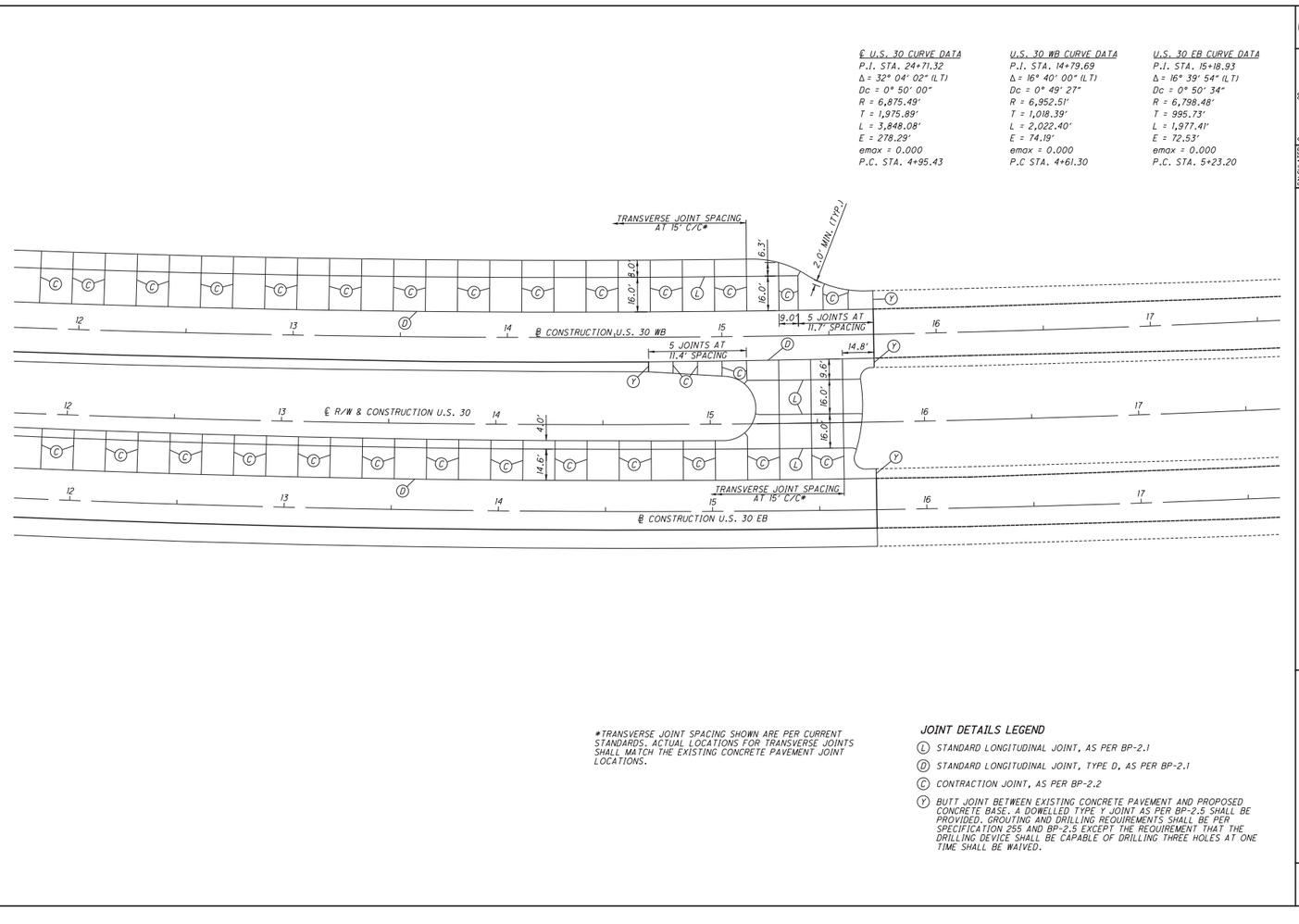

℄ U.S. 30 CURVE DATA	U.S. 30 WB CURVE DATA	U.S. 30 EB CURVE DATA
P.I. STA. 24+71.32	P.I. STA. 14+79.69	P.I. STA. 15+18.93
Δ = 32° 04' 02" (LT)	Δ = 16° 40' 00" (LT)	Δ = 16° 39' 54" (LT)
Dc = 0° 50' 00"	Dc = 0° 49' 27"	Dc = 0° 50' 34"
R = 6,875.49'	R = 6,952.51'	R = 6,798.48'
T = 1,975.89'	T = 1,018.39'	T = 995.73'
L = 3,848.08'	L = 2,022.40'	L = 1,977.41'
E = 278.29'	E = 74.19'	E = 72.53'
emax = 0.000	emax = 0.000	emax = 0.000
P.C. STA. 4+95.43	P.C STA. 4+61.30	P.C. STA. 5+23.20

*TRANSVERSE JOINT SPACING SHOWN ARE PER CURRENT STANDARDS. ACTUAL LOCATIONS FOR TRANSVERSE JOINTS SHALL MATCH THE EXISTING CONCRETE PAVEMENT JOINT LOCATIONS.

JOINT DETAILS LEGEND

- (L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1
- (D) STANDARD LONGITUDINAL JOINT, TYPE D, AS PER BP-2.1
- (C) CONTRACTION JOINT, AS PER BP-2.2
- (Y) BUTT JOINT BETWEEN EXISTING CONCRETE PAVEMENT AND PROPOSED CONCRETE BASE. A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED MJ
CHECKED MDW

PAVEMENT JOINT DETAIL
U.S. 30 - EAST U-TURN

ASD-30-0.11

109
151

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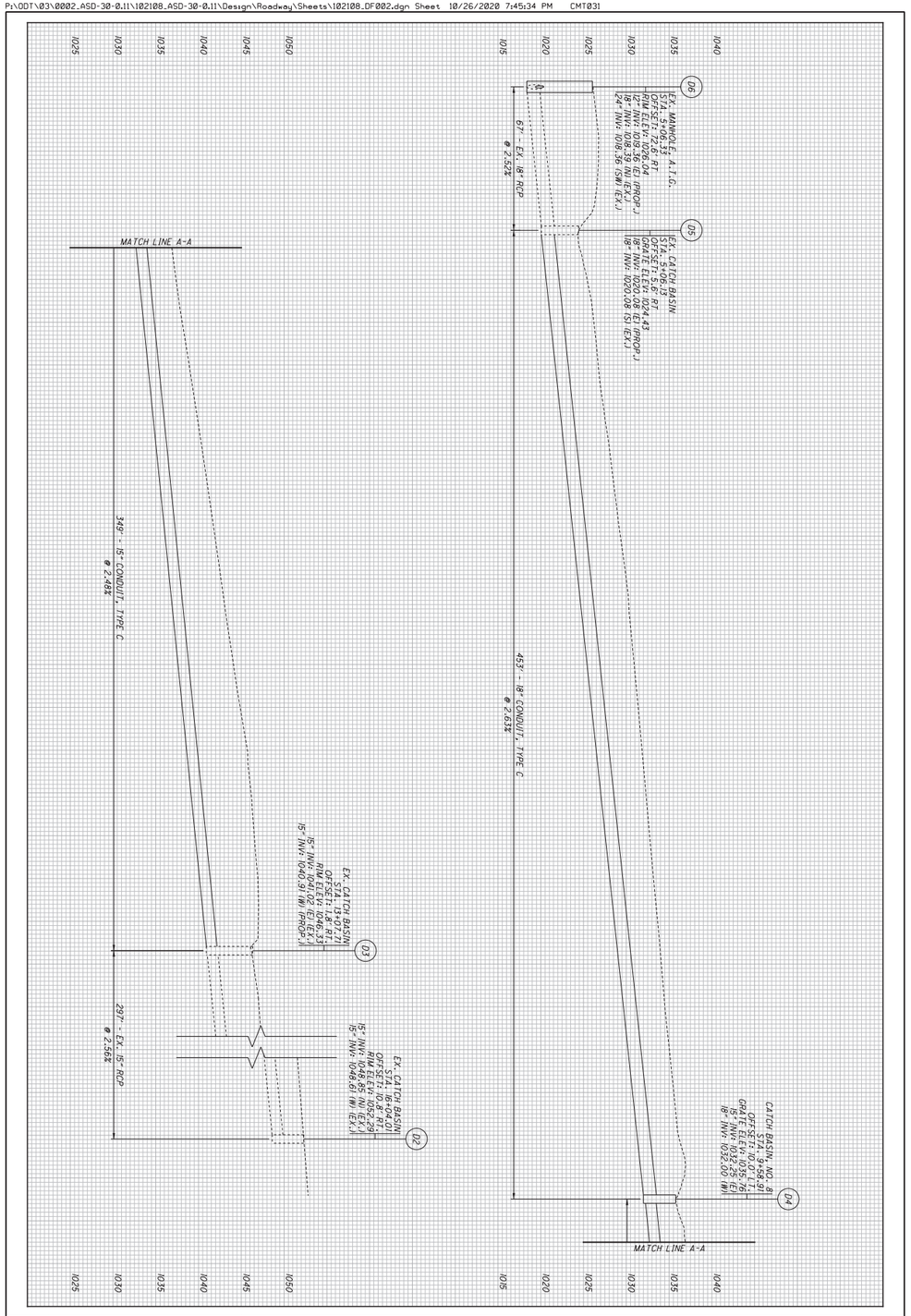

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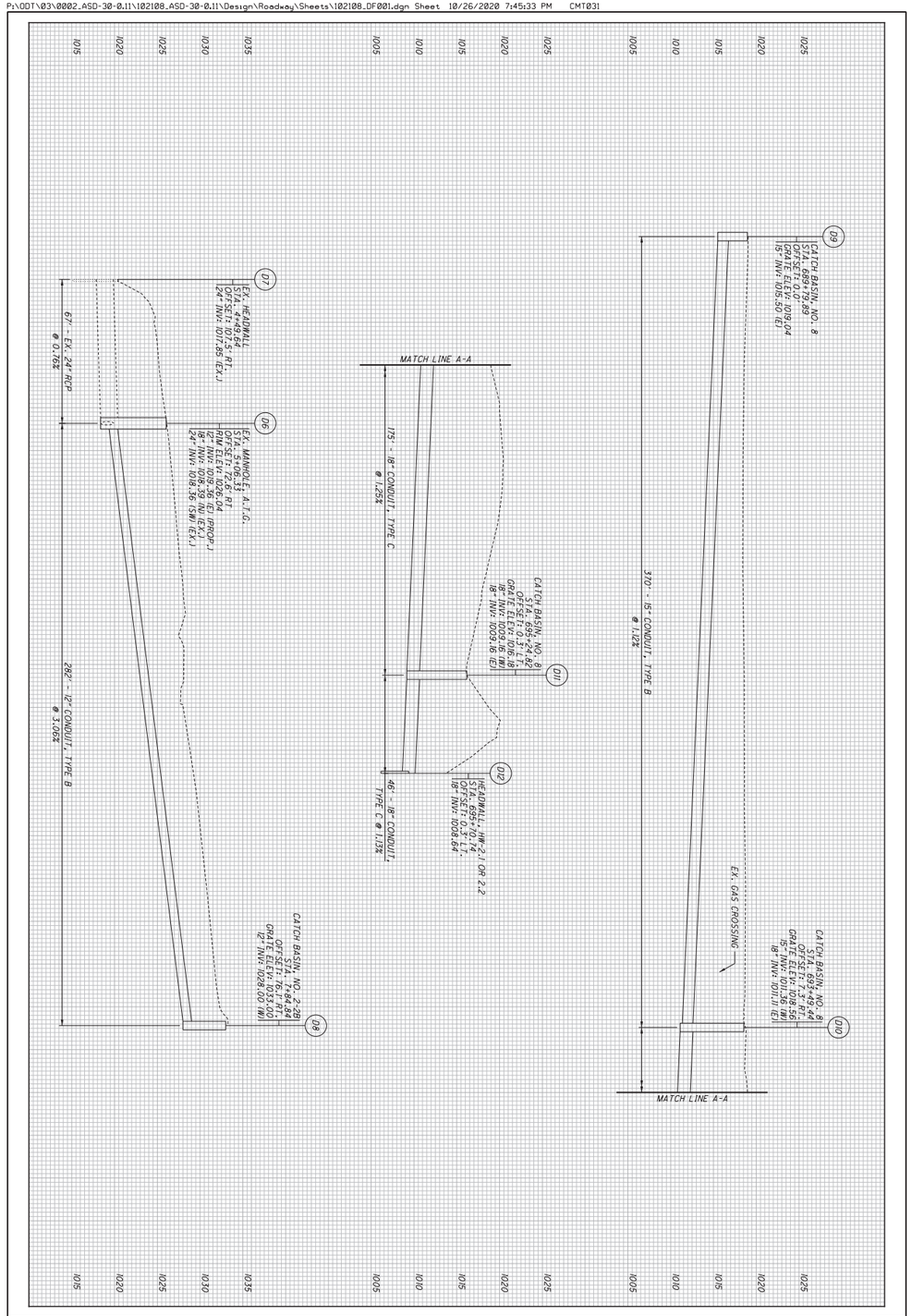

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REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	RPM (ONE WAY, WHITE, 40' C/C) EACH	RPM (TWO WAY, WHITE/RED, 40' C/C) EACH	RPM (TWO WAY, WHITE/RED, 80' C/C) EACH	RPM (TWO WAY, YELLOW/YELLOW, 80' C/C) EACH	RAISED PAVEMENT MARKER REMOVED EACH	EDGE LINE, 6" (WHITE) MILE	EDGE LINE, 6" (YELLOW) MILE	LANE LINE, 6" MILE	CENTER LINE, DOUBLE SOLID MILE	CHANNELIZING LINE, 12" FT	STOP LINE FT	TRANSVERSE/DIAGONAL LINE, 24" (WHITE) FT	TRANSVERSE/DIAGONAL LINE, 24" (YELLOW) FT	CHEVRON MARKING FT	LANE ARROW EACH	DOTTED LINE, 6" (WHITE) FT	YIELD LINE FT
AR-1	118	U.S. 30	659+83	TO	L.T.																	
AR-2	118	U.S. 30	659+71	692+59	L.T.																	
AR-3	119	U.S. 30	692+59	693+47	L.T.																	
AR-4	119	U.S. 30	693+47	694+35	L.T.																	
AR-5	120	U.S. 30	694+35	694+48	L.T.																	
AR-6	120	U.S. 30	694+48	4+25	L.T.																	
AR-7	120	U.S. 30	4+25	4+37	RT.																	
AR-8	122	U.S. 30	4+37	5+19	RT.																	
AR-9	122	U.S. 30	5+19	5+25	L.T.																	
AR-10	122	U.S. 30	5+25	6+08	L.T.																	
AR-11	122	U.S. 30	6+08	6+96	L.T.																	
AR-12	122	U.S. 30	6+96	7+84	L.T.																	
AR-13	122	U.S. 30	7+84	8+72	L.T.																	
AR-14	122	U.S. 30	8+72	9+62	L.T.																	
AR-15	124	U.S. 30	9+62	10+50	L.T.																	
AR-16	124	U.S. 30	10+50	11+24	L.T.																	
AR-17	124	U.S. 30	11+24	12+12	RT.																	
AR-18	124	U.S. 30	12+12	13+00	RT.																	
AR-19	124	U.S. 30	13+00	13+88	RT.																	
AR-20	124	U.S. 30	13+88	14+76	RT.																	
AR-21	125	U.S. 30	14+76	15+64	RT.																	
AR-22	122	S.R. 603 (SOUTH)	249+61		L.T.																	
AR-23	120	S.R. 603 (NORTH)	256+86		L.T.																	
CH-1	118	U.S. 30	693+18	684+10	L.T.		11															
CH-2	120	U.S. 30	2+10	5+62	RT.		10															
CH-3	120	U.S. 30	2+10	5+58	L.T.		10															
CH-4	120	U.S. 30	5+62	31+95	RT.		18															
CH-5	120	U.S. 30	31+95	114+06	L.T.		19															
CH-6	124	U.S. 30	114+00	15+37	RT.		12															
CV-1	120	U.S. 30	2+10	5+82	RT.																	
CV-2	120	U.S. 30	3+95	9+95	L.T.																	
DY-1	118	S.R. 603 (SOUTH)	245+06	248+12	RT.																	
DY-2	122	S.R. 603 (SOUTH)	248+12	248+32	L.T./RT.																	
DY-3	122	S.R. 603 (SOUTH)	248+12	249+32	RT.																	
DY-4	120	S.R. 603 (NORTH)	256+79	257+50	L.T.																	
DY-5	120	S.R. 603 (NORTH)	256+85	257+04	L.T.																	
EW-1	118	U.S. 30	689+60	15+77	L.T.		2															
EW-2	118	U.S. 30	689+60	15+77	RT.																	
EW-3	118	U.S. 30	689+60	15+77	L.T./RT.																	
EW-4	120	U.S. 30	689+60	3+85	L.T.		3															
EW-5	122	U.S. 30	5+82	7+42	RT.		4															
EW-6	125	U.S. 30	15+37	15+64	L.T./RT.																	
EW-7	122	S.R. 603 (SOUTH)	245+06	248+79	L.T.		11															
EW-8	122	S.R. 603 (SOUTH)	248+12	248+79	RT.																	
EW-9	122	S.R. 603 (NORTH)	256+37	256+70	L.T./RT.		3															
EW-10	120	S.R. 603 (NORTH)	256+01	256+19	L.T./RT.		2															
									4		0.45			0.06					171	23		
									3		0.01			0.02								
									1		0.02			0.01								
											0.03											
											0.01											
											0.10											
											0.09			0.02								
											0.07			0.01								
											0.02			0.01								
TOTALS CARRIED TO SHEET 113						13	90	621	14	112	1.21	MILE	MILE	MILE	MILE	2864	FT	646	FT	171	23	EACH	FT	FT

ASD-30-0.11

PAVEMENT MARKING SUBSUMMARY

CALCULATED CMC
CHECKED NAU

112 / 151

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REF. NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	SHEET SUBTOTAL	RPM (ONE WAY, WHITE, 40' C/C) EACH	RPM (TWO WAY, WHITE/RED, 40' C/C) EACH	RPM (TWO WAY, WHITE/RED, 80' C/C) EACH	RPM (TWO WAY, YELLOW/YELLOW, 80' C/C) EACH	RAISED PAVEMENT MARKER REMOVED EACH	EDGE LINE, 6" (WHITE) MILE	EDGE LINE, 6" (YELLOW) MILE	LANE LINE, 6" MILE	CENTER LINE, DOUBLE SOLID MILE	CHANNELIZING LINE, 12" FT	STOP LINE FT	TRANSVERSE/DIAGONAL LINE, 24" (WHITE) FT	TRANSVERSE/DIAGONAL LINE, 24" (YELLOW) FT	CHEVRON MARKING FT	LANE ARROW EACH	DOTTED LINE, 6" (WHITE) FT	YIELD LINE FT
EF-1	118	U.S. 30	689+60	689+18	L.T.																	
EF-2	118	U.S. 30	689+60	689+55	RT.																	
EF-3	118	U.S. 30	689+60	689+53	L.T./RT.																	
EF-4	118	U.S. 30	690+08	15+51	RT.																	
EF-5	118	U.S. 30	690+51	689+53	L.T./RT.																	
EF-6	125	U.S. 30	15+02	15+06	L.T.																	
EF-7	125	U.S. 30	15+64	15+77	L.T.																	
EF-8	125	U.S. 30	15+37	15+77	RT.																	
EF-9	122	S.R. 603 (SOUTH)	249+32	249+55	L.T.																	
EF-10	120	S.R. 603 (NORTH)	256+63	256+85	L.T.																	
LL-1	117	U.S. 30	674+75	16+90	RT.				29#					0.73								
LL-2	118	U.S. 30	689+80	36+70	L.T.				29#					0.84								
SL-1	122	S.R. 603 (SOUTH)	249+74	249+88	RT.												18					
SL-2	120	S.R. 603 (NORTH)	256+68	256+85	L.T.												20					
TY-1	118	U.S. 30	2+93	3+95	L.T.														108			
TW-2	122	U.S. 30	5+82	7+42	RT.														162			
TY-2	118	U.S. 30	690+08	690+51	L.T./RT.															102		
TY-3	125	U.S. 30	15+06	15+51	L.T./RT.															119		
TY-4	122	S.R. 603 (SOUTH)	249+12	249+32	RT.															102		
TY-5	120	S.R. 603 (NORTH)	256+63	256+85	L.T.															21		
TW-1	118	U.S. 30	685+00	684+00	RT.																	
WD-1	122	U.S. 30	7+50	11+06	RT.																	
WD-2	124	U.S. 30	11+06	15+77	L.T.																	
WD-3	118	U.S. 30	689+93	689+11	RT.																	
YL-1	118	U.S. 30	689+11	689+11	L.T.																	
YL-2	125	U.S. 30	15+47	15+66	L.T.																	
-	-	U.S. 30	689+80	15+77	L.T./RT.				70													
-	-	S.R. 603 (SOUTH)	245+06	250+59	L.T./RT.				28													
-	-	S.R. 603 (NORTH)	255+54	257+50	L.T./RT.				14													
																						18
																						19

REF. NO.	SHEET NO.	LOCATION	STATION	CODE	SIZE WIDTH (INCHES)	SIZE HEIGHT (INCHES)	SIDE	GROUND MOUNTED SUPPORT, NO. 2 POST FT	GROUND MOUNTED SUPPORT, NO. 3 POST FT	GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8×18 FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10×22 FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10×12 FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12×30 FT	SIGN POST REFLECTOR, (RED) EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION EACH	SIGN, FLAT SHEET SF	SIGN, GROUND MOUNTED EXTRUSHEET SF	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION EACH
E-1	117	U.S. 30	679+00	-	288	156	RT.												
E-2	118	U.S. 30	689+50	D1-H5	252	36	RT.												
E-3	119	U.S. 30	693+00	D1-H15	252	36	RT.												
E-4	120	U.S. 30	2+80	-	144	120	LT.												
E-5	120	U.S. 30	3+50	R6-IR	216	96	LT.												
E-6	122	U.S. 30	6+00	M2-H4	216	72	RT.												
E-7	122	U.S. 30	7+28	M2-H4	216	72	LT.												
E-8	124	U.S. 30	12+00	-	264	96	RT.												
E-9	125	U.S. 30	16+00	R6-IR	144	120	LT.												
E-10	125	U.S. 30	19+50	-	238	144	RT.												
E-11	126	U.S. 30	21+00	-	288	156	LT.												
S-1	118	U.S. 30	687+00	R5-1A	42	30	RT. (MEDIAN)								2	3	8.75	108.00	2
S-2	118			R5-1	48	48	RT.								2	2	8.75	108.00	2
S-3	118	U.S. 30	689+60	R5-1A	42	30	RT. (MEDIAN)								2	3	16.00	176.00	3
S-4	118			R5-1	48	48	RT.								2	2	16.00		
S-5	118	U.S. 30	689+81	R5-1	48	48	RT.								2	2	16.00	120.00	2
S-6	118	U.S. 30	689+83	R1-2	48	48	RT.								2	2	6.93		
S-7	118	U.S. 30	690+00	R6-1L	54	18	RT.										6.75	228.00	2
S-8	118	U.S. 30	690+25	R7-1L	12	18	RT.										1.50	312.00	3
S-9	118	U.S. 30	690+46	R5-1	48	48	RT.								2		16.00		
S-10	118	U.S. 30	690+49	R3-H4B	36	36	LT.										9.00		
S-11	118	U.S. 30	691+50	R7-1	12	18	RT. (MEDIAN)										1.50		
S-12	119	U.S. 30	692+36	R20-H2	36	48	RT.										12.00		
S-13	119			R7-1R	12	18	RT.										1.50		
S-14	119	U.S. 30	693+00	R3-H8CA(MOD)	48	30	LT. (MEDIAN)								2		10.00		
S-15	119			R3-H8CA(MOD)	48	30	LT. (MEDIAN)								2		10.00		
S-16	119	U.S. 30	694+50	R5-H10D	36	36	LT. (MEDIAN)										9.00		
S-17	119			R5-H10D	36	36	LT. (MEDIAN)										9.00		
S-18	119	U.S. 30	695+15	R5-H10D	36	36	LT. (MEDIAN)										9.00		
S-19	120			R3-H8CB	48	30	RT. (MEDIAN)								2		10.00		
S-20	120	U.S. 30	2+30	R3-H8CB	48	30	RT. (MEDIAN)								2		16.00		
S-21	120	U.S. 30	3+35	R5-1	48	48	LT.										8.75		
S-22	120	U.S. 30	4+16	R5-1	48	48	LT.										8.75		
S-23	122			R5-1A	42	30	LT. (MEDIAN)								2		8.75		
S-24	122	U.S. 30	4+50	R5-1A	42	30	LT. (MEDIAN)								2		8.75		
S-25	122			R5-1	48	48	LT.										8.75		
S-26	122	U.S. 30	5+50	R5-1A	42	30	RT. (MEDIAN)								2		8.75		
S-27	122			R5-1	48	48	RT.										8.75		
S-28	122	U.S. 30	5+50	R5-1	48	48	RT.										8.75		
S-29	122			R3-H8CA(MOD)	48	30	RT. (MEDIAN)								2		16.00		
S-30	122	U.S. 30	6+80	R3-H8CA(MOD)	48	30	RT. (MEDIAN)								2		16.00		
S-31	124	U.S. 30	9+00	R3-H8CB	48	30	LT. (MEDIAN)								2		10.00		
S-32	124			R3-H8CB	48	30	LT. (MEDIAN)								2		10.00		
S-33	124	U.S. 30	11+00	W8-13	48	48	LT. (MEDIAN)										10.00		
S-34	124			W8-13	48	48	LT. (MEDIAN)										10.00		
S-35	125	U.S. 30	13+00	R3-H4B	36	36	RT.										9.00		
S-36	125	U.S. 30	15+07	R5-1	48	48	RT.										16.00		
S-37	125	U.S. 30	15+11	R5-1	48	48	LT.										16.00		
S-38	125	U.S. 30	15+56	R6-1L	54	18	LT.										6.75		
S-39	125	U.S. 30	15+76	R1-2	48	48	LT.										6.33		
S-40	125	U.S. 30	16+06	R5-1	48	48	LT. (MEDIAN)								2		16.00		
S-41	125			R5-1	48	48	LT.										8.75	247.14	27
S-42	125	U.S. 30	18+00	R5-1A	42	30	LT. (MEDIAN)										8.75	429.86	27
S-43	125			M3-2	36	18	RT.										4.50	1794.00	27
S-44	125	U.S. 30	18+00	M1-4-36	36	36											9.00		
S-45	126	U.S. 30	20+00	M2-1	48	48	RT. (MEDIAN)										16.00		
S-46	126			M2-1	48	48	RT.										16.00		
S-47	128	S.R. 603 (SOUTH)	241+50	M1-4	24	15	RT.										2.19		
				M3-2	24	24											4.00		
S-48	128	S.R. 603 (SOUTH)	245+00	M1-4	24	12	RT.										2.19		
				M5-1	21	15											2.00		
				M4-5	24	12											2.19		
S-49	128	S.R. 603 (SOUTH)	245+00	M3-2	24	12	RT.										4.00		
				M1-4	24	24											4.00		
				M5-1	21	15											2.00		
S-50	128	S.R. 603 (SOUTH)	245+25	R2-1	24	30	LT.										5.00		
S-51	128	S.R. 603 (SOUTH)	247+50	R3-5R	30	36	RT.										7.50		
S-52	128	S.R. 603 (SOUTH)	248+75	M3-3	24	12	LT.										2.00		
S-53	122	S.R. 603 (SOUTH)	249+45	M1-5	24	30	RT.										5.00		
S-54	122	S.R. 603 (SOUTH)	249+68	R3-5R	36	36	RT. (MEDIAN)										9.00		
				R1-1	30	36											7.50		
S-55	122	S.R. 603 (SOUTH)	249+84	R3-5R	36	36	RT.										9.00		
				R1-1	30	36											7.50		
S-56	120	S.R. 603 (NORTH)	256+62	R3-5R	36	36	LT. (MEDIAN)										9.00		
				R1-1	30	36											7.50		
S-57	120	S.R. 603 (NORTH)	256+95	R3-5R	36	36	LT.										9.00		
				R1-1	30	36											7.50		
S-58	120	S.R. 603 (NORTH)	256+76	R4-7	24	30	LT.										5.00		
S-59	127	S.R. 603 (NORTH)	260+00	R3-5R	30	36	LT.										7.50		
S-60	127	S.R. 603 (NORTH)	261+75	M3-2	24	12	LT.										2.00		
				M1-4	24	24											4.00		
				M4-5	24	15											2.19		
S-61	127	S.R. 603 (NORTH)	261+75	M3-2	24	12	LT.										2.00		
				M1-4	24	24											4.00		
				M5-1	21	15											2.19		
S-62	127	S.R. 603 (NORTH)	267+00	M2-1	21	15	LT.										2.19		
				M1-4	24	24											4.00		
							SHEET SUBTOTAL	85.0	267.5	56.5	133.8	141.4	167.1	244.8	12	27	247.14	429.86	27
							TOTALS FROM SHEET 114	532.0	420.0						36	27	1794.00	1794.0	27
							TOTALS CARRIED TO GENERAL SUMMARY	617.0	687.5	56.5	133.8	141.4	167.1	244.8	48	27	617.0	2223.86	54

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REF. NO.	SHEET NO.	LOCATION	STATION	CODE	SIZE WIDTH (INCHES)	SIZE HEIGHT (INCHES)	SIDE	GROUND MOUNTED SUPPORT, NO. 2 POST FT
S-40	125	U.S. 30	16+06	R5-1	48	48	LT. (MEDIAN)	
S-41	125			R5-1	48	48	LT.	13.5
S-42	125	U.S. 30	18+00	R5-1A	42	30	LT. (MEDIAN)	11.0 12.0
S-43	125			M3-2	36	18	RT.	13.5
S-44	125	U.S. 30	18+00	M1-4-36	36	36		
S-45	126	U.S. 30	20+00	M2-1	48	48	RT. (MEDIAN)	14.0
S-46	126			M2-1	48	48	RT.	14.0
S-47	128	S.R. 603 (SOUTH)	241+50	M1-4	24	15	RT.	14.0
				M3-2	24	24		
S-48	128	S.R. 603 (SOUTH)	245+00	M1-4	24	12	RT.	14.0
				M5-1	21	15		
				M4-5	24	12		
S-49	128	S.R. 603 (SOUTH)	245+00	M3-2	24	12	RT.	15.0
				M1-4	24	24		
				M5-1	21	15		
S-50	128	S.R. 603 (SOUTH)	245+25	R2-1	24	30	LT.	13.0
S-51	128	S.R. 603 (SOUTH)	247+50	R3-5R	30	36	RT.	
S-52	128	S.R. 603 (SOUTH)	248+75	M3-3	24	12	LT.	13.5
S-53	122	S.R. 603 (SOUTH)	249+45	M1-5	24	30	RT.	13.0
S-54	122	S.R. 603 (SOUTH)	249+68	R3-5R	36	36	RT. (MEDIAN)	
				R1-1	30	36		
S-55	122	S.R. 603 (SOUTH)	249+84	R3-5R	36	36	RT.	
				R1-1	30	36		
S-56	120	S.R. 603 (NORTH)	256+62	R3-5R	36	36	LT. (MEDIAN)	
				R1-1	30	36		
S-57	120	S.R. 603 (NORTH)	256+95	R3-5R	36	36	LT.	
				R1-1	30	36		
S-58	120	S.R. 603 (NORTH)	256+76	R4-7	24	30	LT.	13.0
S-59	127	S.R. 603 (NORTH)	260+00	R3-5R	30	36	LT.	
S-60	127	S.R. 603 (NORTH)	261+75	M3-2	24	12	LT.	13.0
				M1-4	24	24		
				M4-5	24	15		
S-61	127	S.R. 603 (NORTH)	261+75	M3-2	24	12	LT.	
				M1-4	24	24		
				M5-1	21	15		
S-62	127	S.R. 603 (NORTH)	267+00	M2-1	21	15	LT.	
				M1-4	24	24		
							SHEET SUBTOTAL	65.0
							TOTALS FROM SHEET 114	532.0
							TOTALS CARRIED TO GENERAL SUMMARY	617.0

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TRAFFIC CONTROL PLAN - U.S. 30
STA. 670+00 TO STA.687+00

CALCULATED: GRS
CHECKED: NAU

HORIZONTAL SCALE IN FEET: 0, 20, 40

ITEM 646 - TRANSVERSE/DIAGONAL LINE, 24" (WHITE) — TW *
ITEM 646 - TRANSVERSE/DIAGONAL LINE, 24" (YELLOW) — TY *
ITEM 646 - CHEVRON MARKING — CV *
ITEM 646 - LANE ARROW — AR *
ITEM 646 - DOTTED LINE, 6" (WHITE) — WD *
ITEM 646 - YIELD LINE — YL *

ITEM 646 - EDGE LINE, 6" (WHITE) — EW *
ITEM 646 - EDGE LINE, 6" (YELLOW) — EY *
ITEM 646 - LANE LINE, 6" — LL *
ITEM 646 - CENTER LINE, DOUBLE SOLID — DY *
ITEM 646 - CHANNELIZING LINE, 12" — CH *
ITEM 646 - STOP LINE — SL *

TRAFFIC CONTROL LEGEND

EXISTING SIGN TO BE REMOVED (DO NOT ENTER)
EXISTING SIGN TO BE RELOCATED (DO NOT ENTER)
EXISTING SIGN TO REMAIN (DO NOT ENTER)
PROPOSED SIGN (DO NOT ENTER)

SIGNING REMOVAL SUBSUMMARY

CALCULATED: CMC
CHECKED: NAU

REF. NO.	SHEET NO.	LOCATION	STATION	SIDE	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED WOODEN BOX BEAM SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REFLECTION EACH
R-1	117	U.S. 30	685+89±	RT.	2		4			
R-2	118	U.S. 30	690+74±	RT.	2	1		2		
R-3	119	U.S. 30	692+32±	RT.	2		4			
R-4	121	U.S. 30	693+84±	LT.	2		4			
R-5	121	U.S. 30	1+93±	RT.	2		3			
R-6	121	U.S. 30	2+47±	LT.	1		2			
R-7	121	U.S. 30	2+96±	RT.	2		2			
R-8	121	U.S. 30	3+05±	LT.	3		1			
R-9	121	U.S. 30	3+08±	LT.	1		2			
R-10	121	U.S. 30	3+16±	RT.	2					
R-11	121	U.S. 30	3+19±	LT.	3		1			
R-12	121	U.S. 30	3+86±	RT.	3		2			
R-13	121	U.S. 30	3+87±	LT.	2		2			
R-14	121	U.S. 30	4+04±	LT.	3		2			
R-15	121	U.S. 30	4+26±	RT.	3		2			
R-16	123	U.S. 30	4+71±	RT.	1		2			
R-17	123	U.S. 30	4+86±	RT.	3		2			
R-18	123	U.S. 30	4+88±	LT.	2		1			
R-19	123	U.S. 30	6+09±	RT.	1		1			
R-20	123	U.S. 30	7+15±	RT.	2		2			
R-21	123	U.S. 30	9+07±	LT.	2		4			
R-22	124	U.S. 30	9+12±	RT.	2		4			
R-23	124	U.S. 30	9+97	RT.					2	
R-24	125	U.S. 30	14+60±	LT.	2		4			
R-25	125	U.S. 30	17+68±	LT.	2				2	
R-26	125	U.S. 30	18+81±	RT.	2	1	1			
R-27	128	S.R. 603 (SOUTH)	245+86±	RT.	2		1			
R-28	128	S.R. 603 (SOUTH)	246+57±	LT.	1		1			
R-29	128	S.R. 603 (SOUTH)	247+58±	CL	2		2			
R-30	123	S.R. 603 (SOUTH)	248+88±	LT.	2		1			
R-31	123	S.R. 603 (SOUTH)	249+98±	LT.	1		2			
R-32	121	S.R. 603 (SOUTH)	250+18±	LT.	2		2			
R-33	123	S.R. 603 (SOUTH)	250+34±	LT.	4					
R-34	121	S.R. 603 (NORTH)	256+55±	RT.	2		2			
R-35	121	S.R. 603 (NORTH)	256+58±	LT.	4		2			
R-36	121	S.R. 603 (NORTH)	257+13±	LT.	1		2			
R-37	127	S.R. 603 (NORTH)	258+01±	LT.	2		2			
R-38	127	S.R. 603 (NORTH)	260+22±	LT.	2		1			
TOTALS CARRIED TO GENERAL SUMMARY					77	2	75	2	4	1

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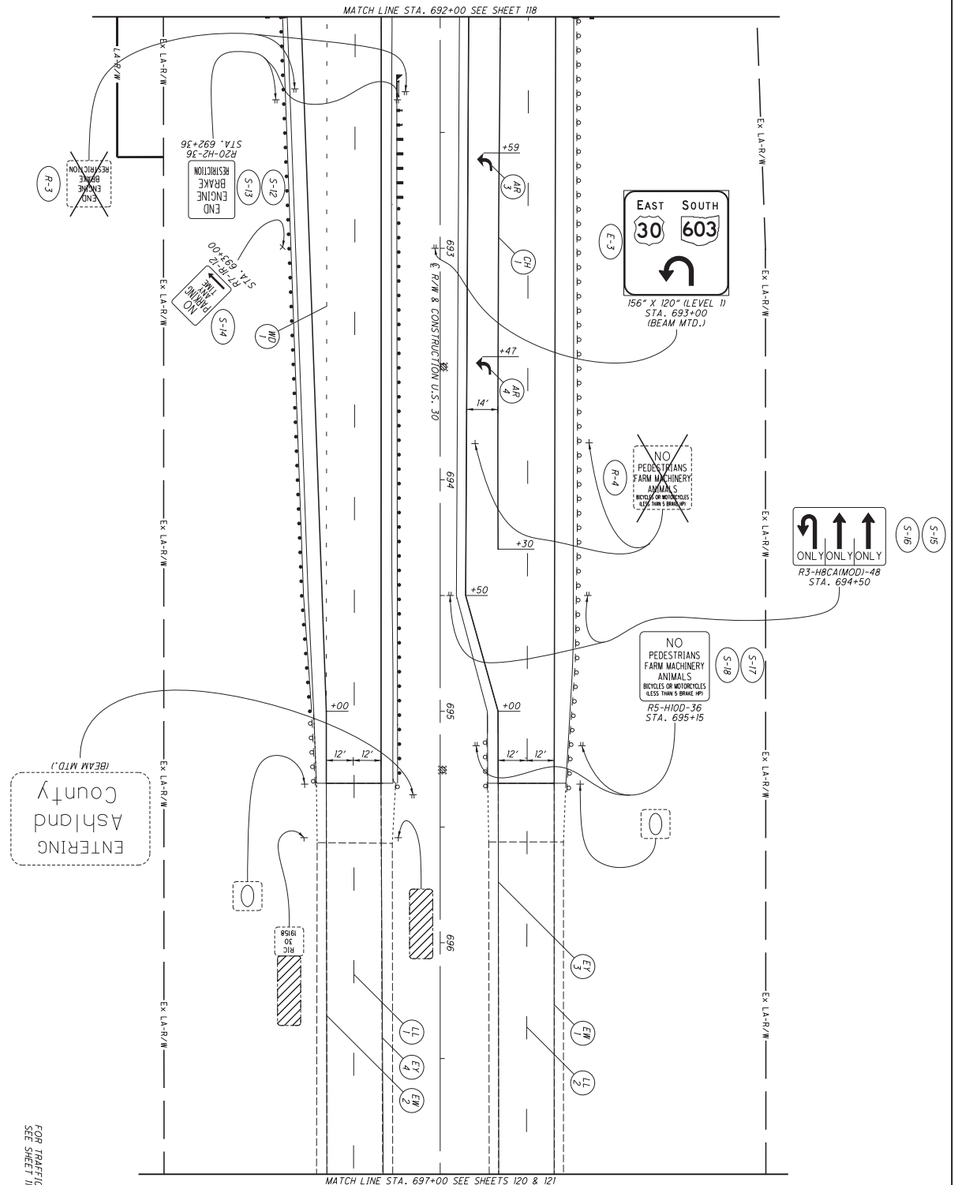

151 / 118	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 692+00 TO STA. 697+00	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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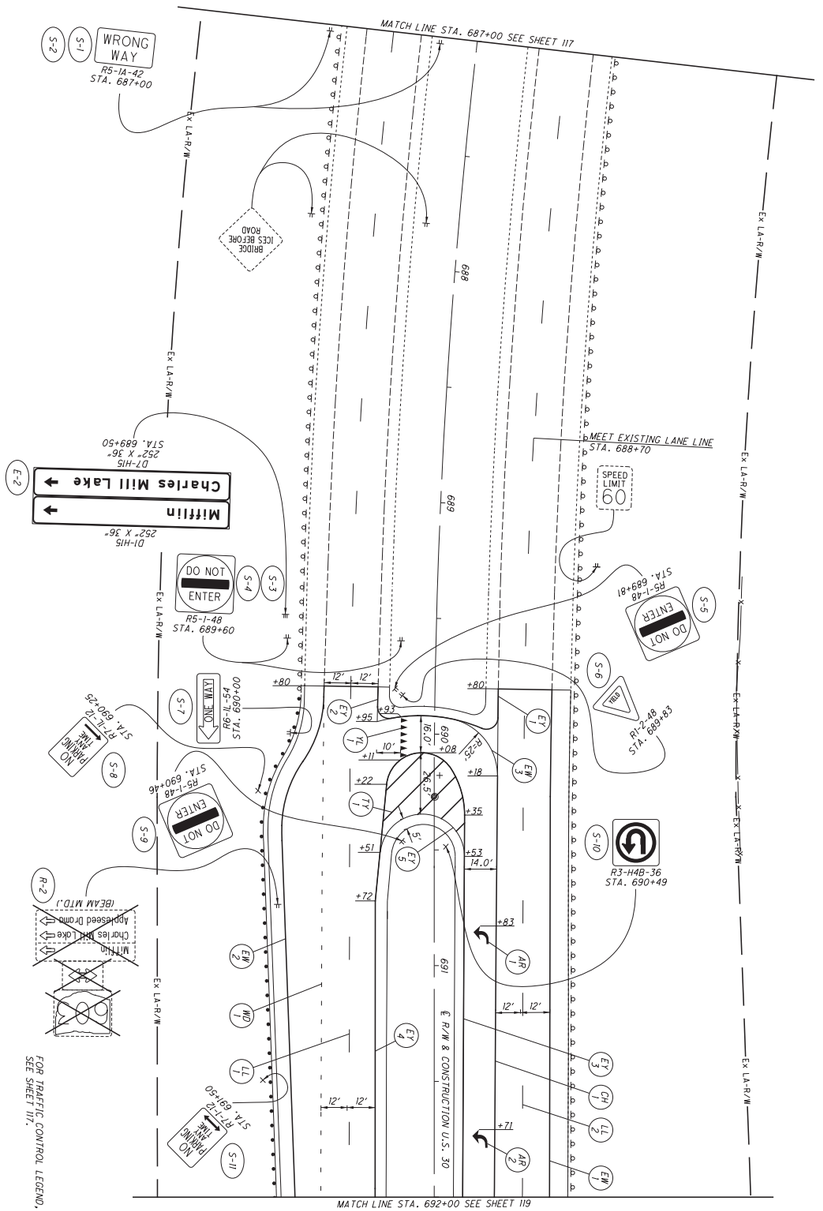

151 / 118	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 687+00 TO STA. 692+00	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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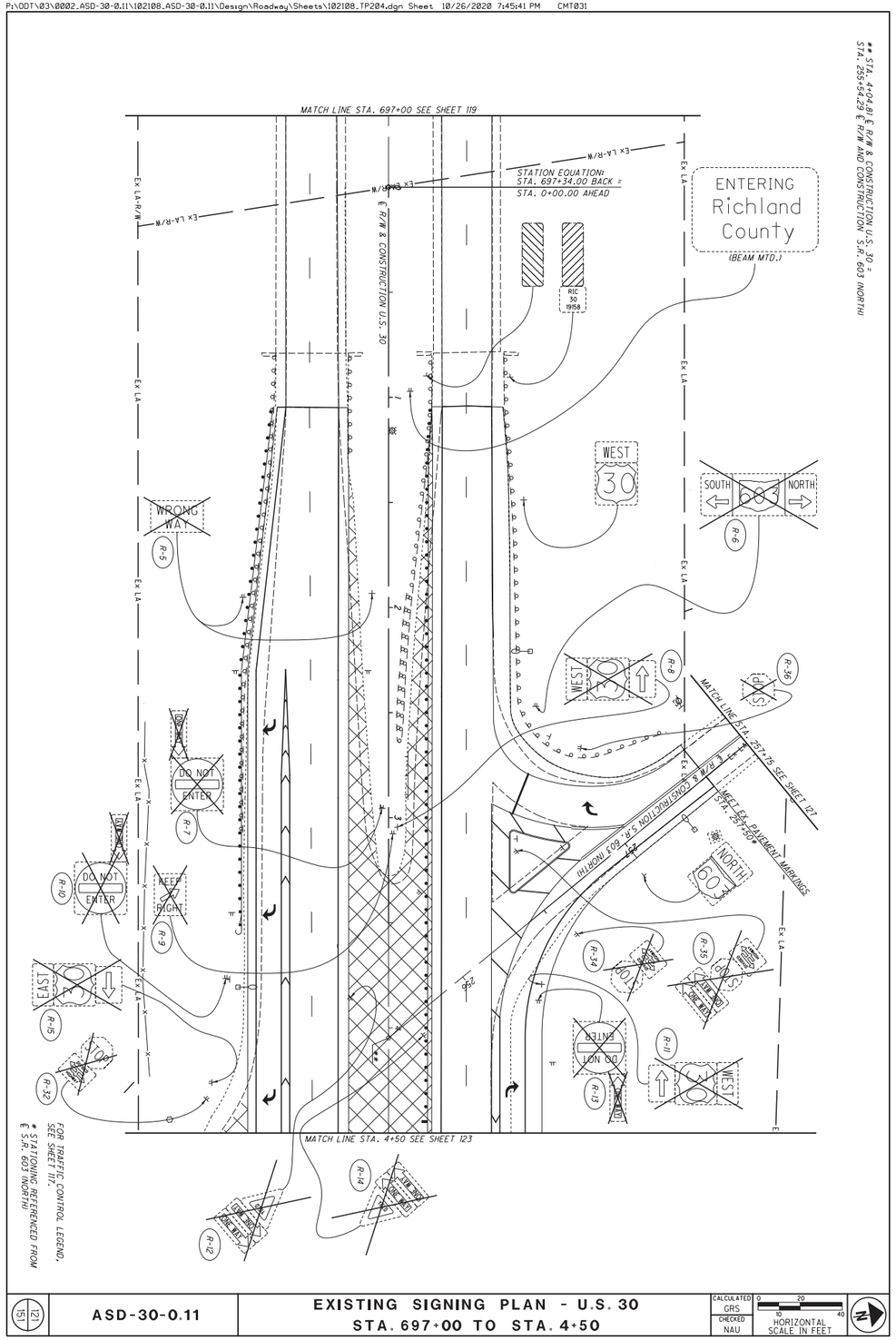
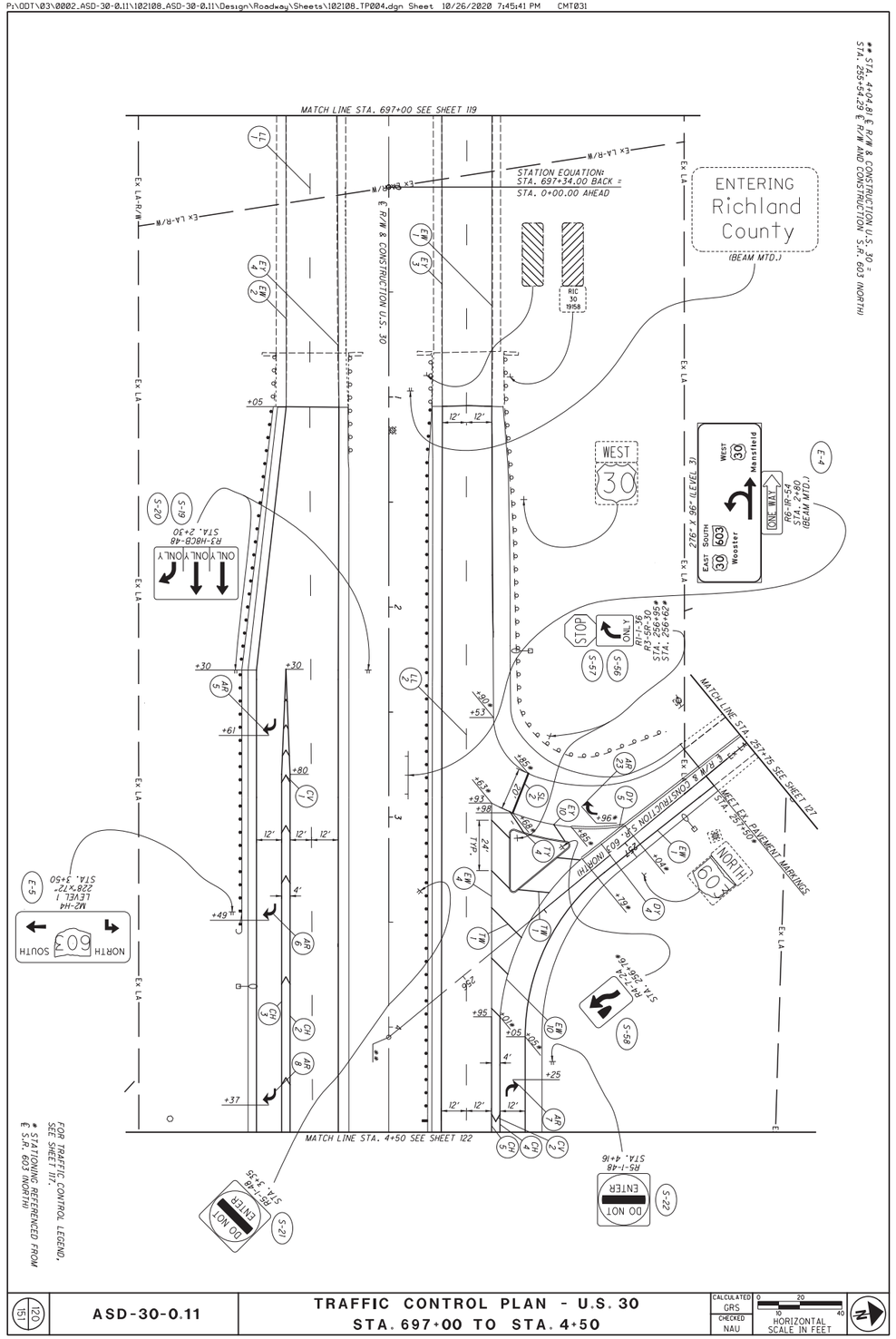


(121) (151)	ASD-30-0.11	EXISTING SIGNING PLAN - U.S. 30 STA. 697+00 TO STA. 4+50	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

P:\ODT\03\0002.ASD-30-0.11\102108.ASD-30-0.11\Design\Roadway\Sheets\102108_TP004.dgn Sheet 10/26/2020 7:45:41 PM CMT031



(122) (152)	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 697+00 TO STA. 4+50	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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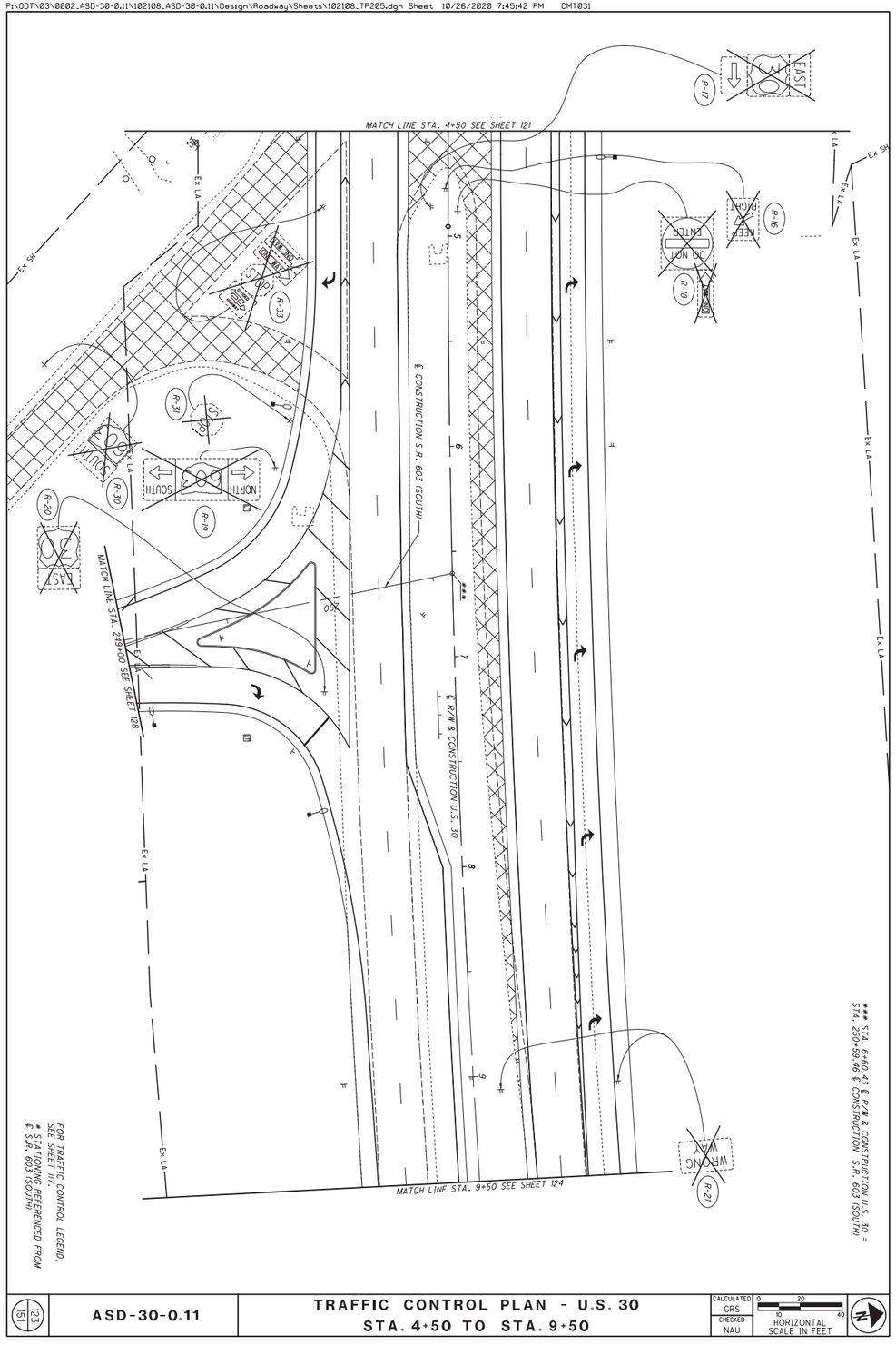

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 117.
* STATIONING REFERENCED FROM ℄ S.R. 603 (SOUTH)

(151) (123)	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 4+50 TO STA. 9+50	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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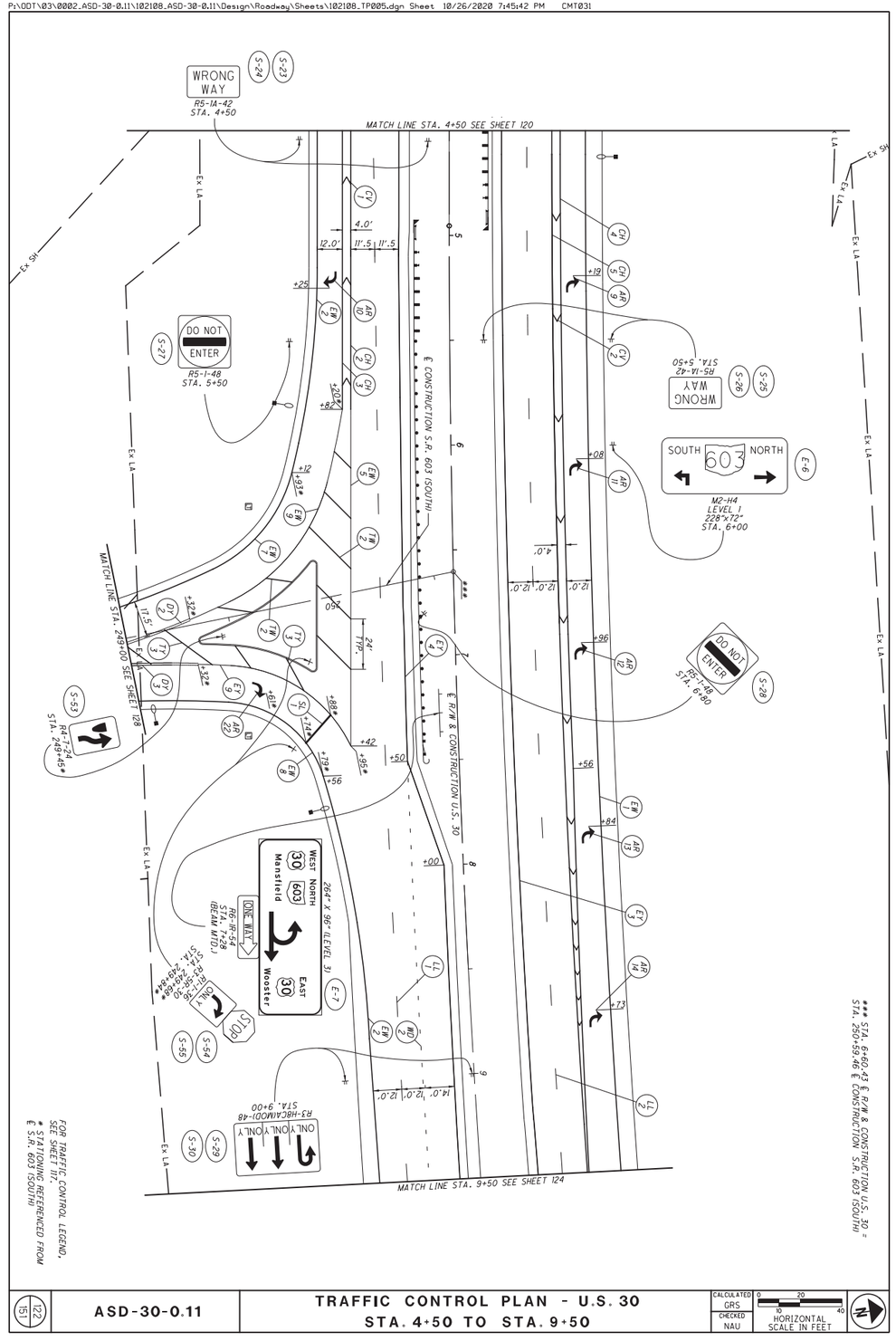

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 117.
* STATIONING REFERENCED FROM ℄ S.R. 603 (SOUTH)

(151) (123)	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 4+50 TO STA. 9+50	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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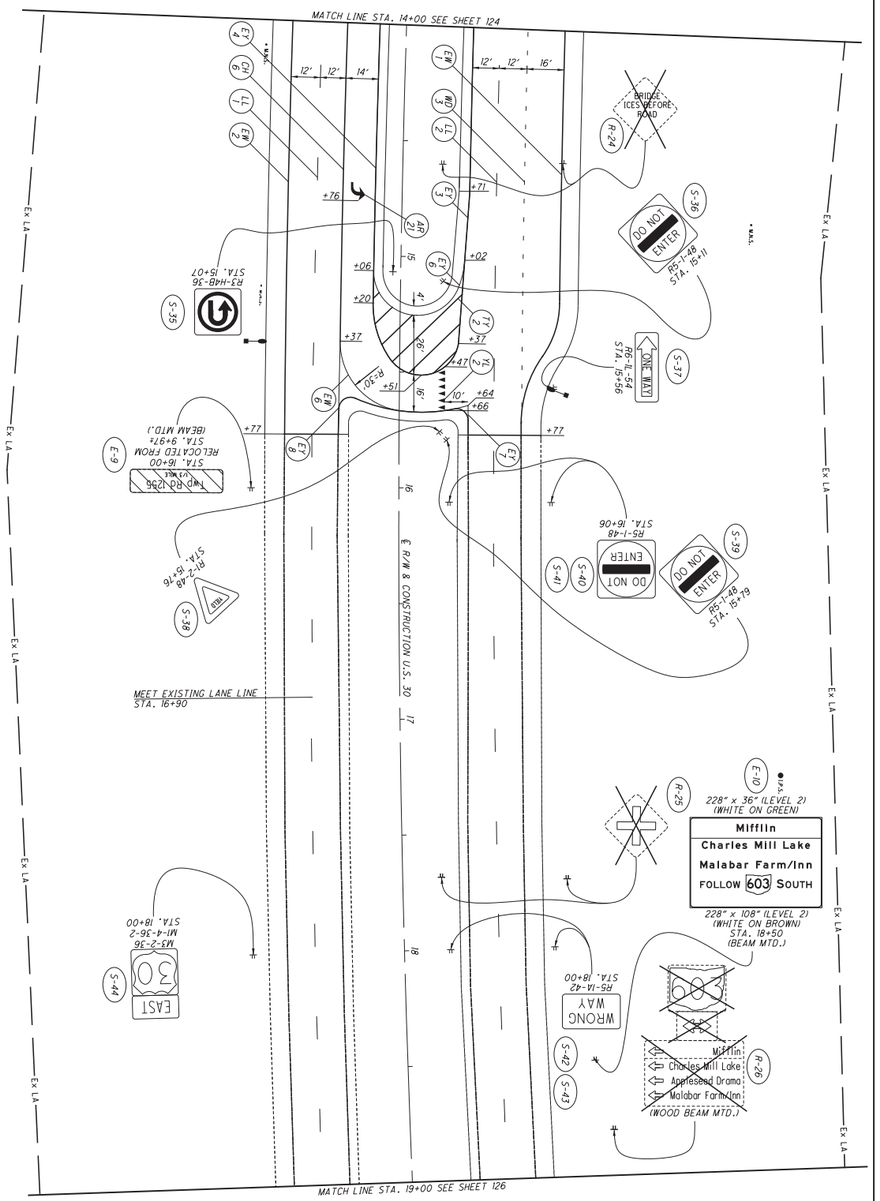

(151) (125)	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 14+00 TO STA. 19+00	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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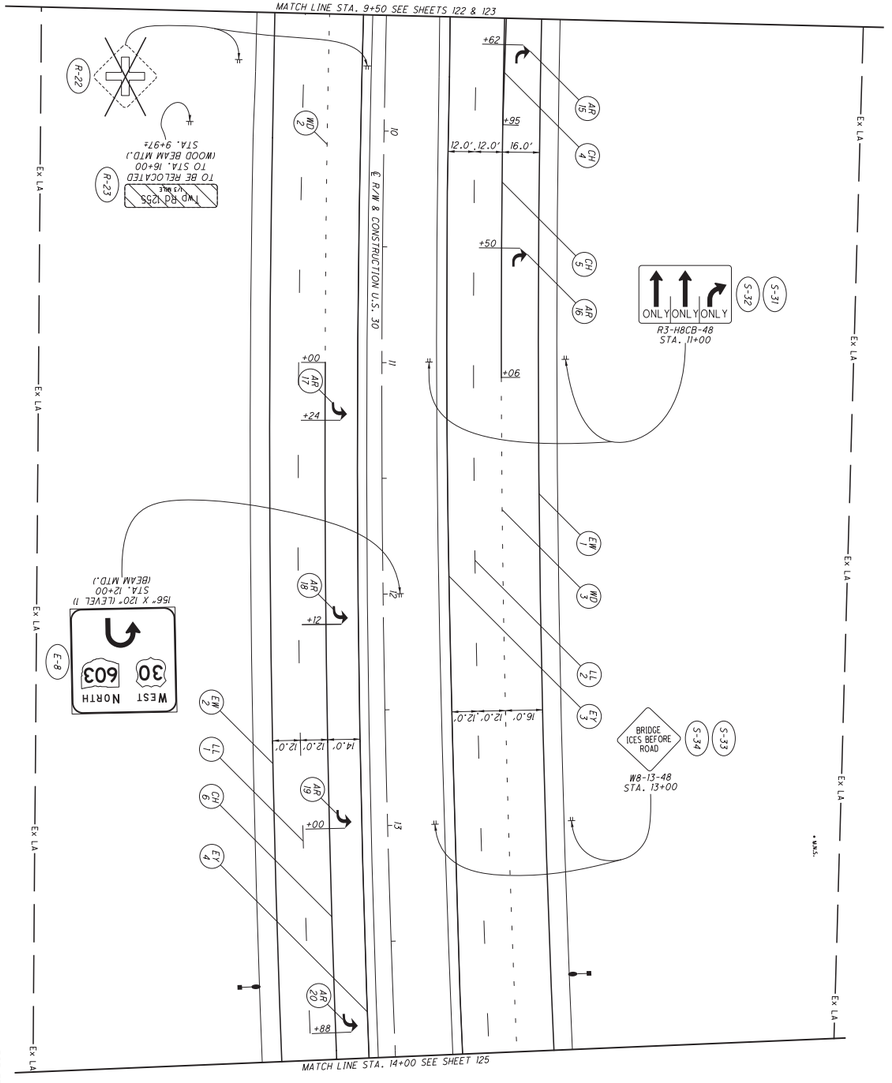

(151) (125)	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 9+50 TO STA. 14+00	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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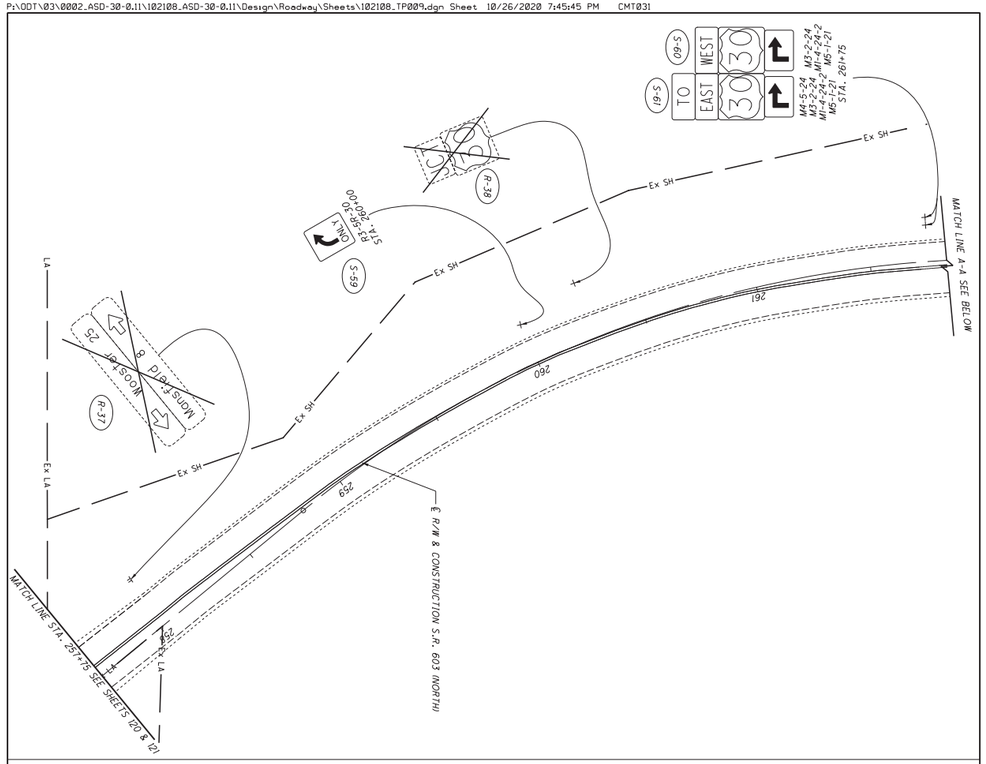

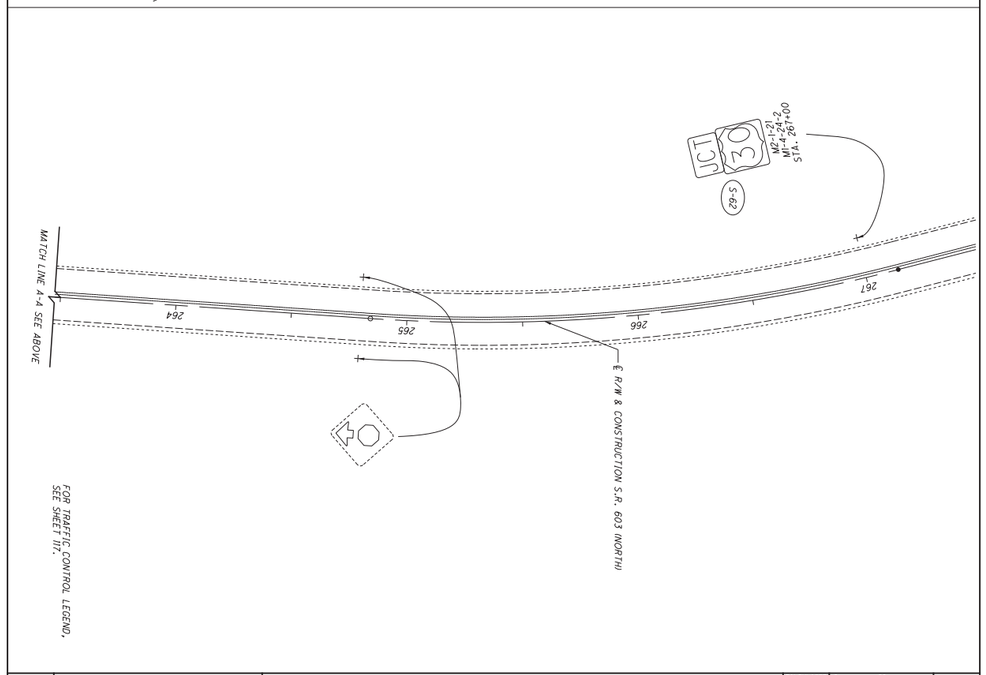

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 117.

(151) (127)	ASD-30-0.11	TRAFFIC CONTROL PLAN - S.R. 603 (NORTH) STA. 257+75 TO STA. 262+00	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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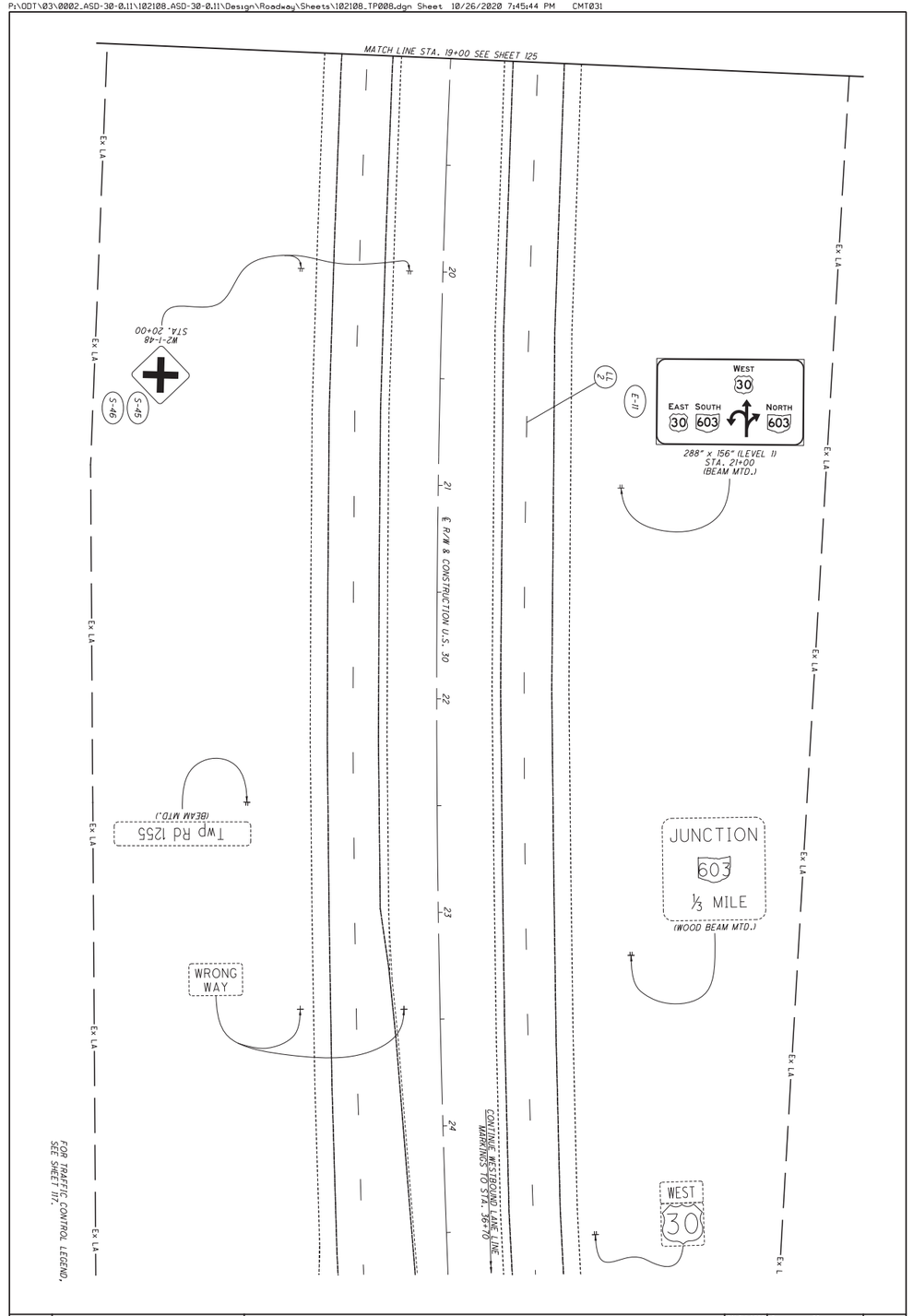

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 117.

(151) (128)	ASD-30-0.11	TRAFFIC CONTROL PLAN - U.S. 30 STA. 19+00 TO STA. 24+50	CALCULATED GRS CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET	N

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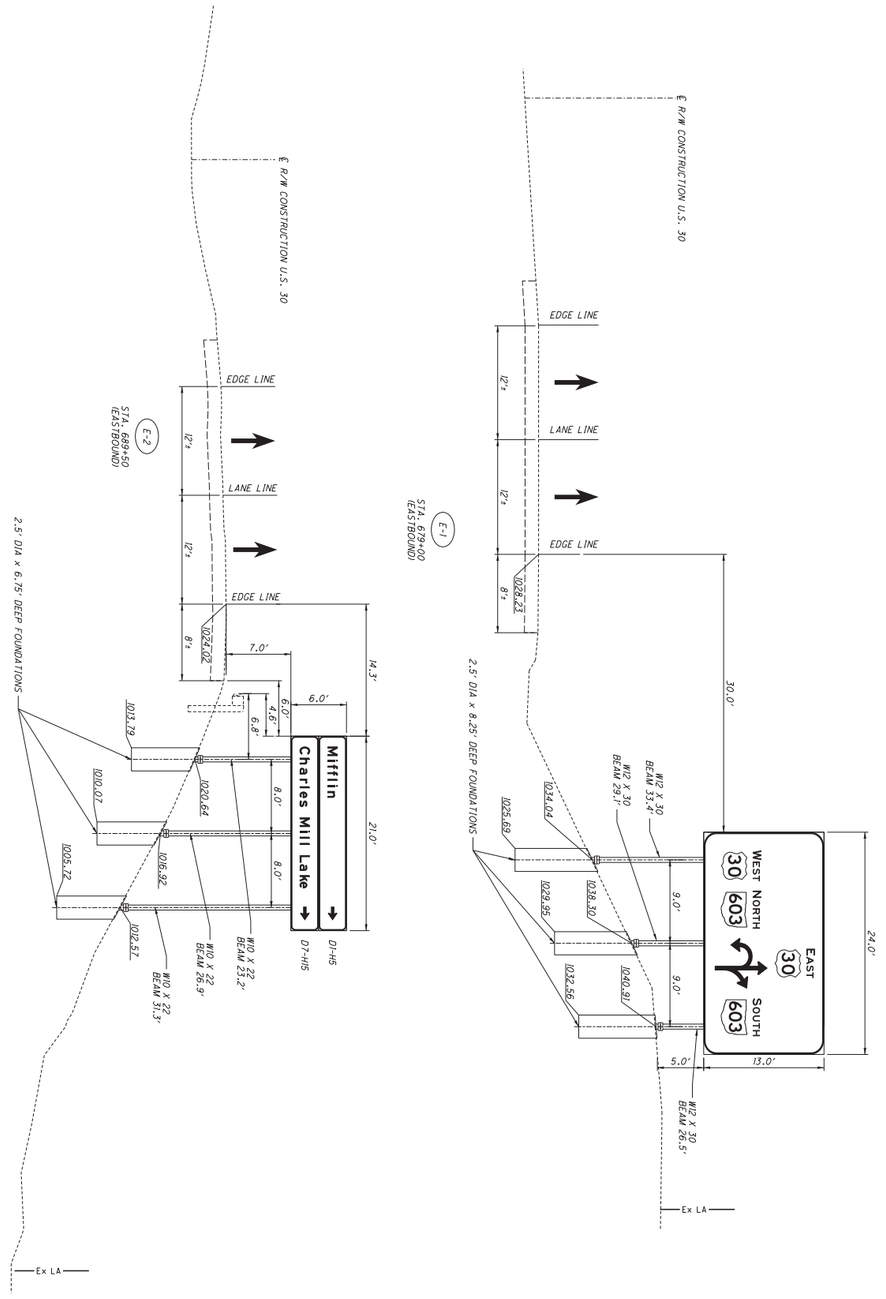

(151) (129)	ASD-30-0.11	SIGN ELEVATION DETAIL	CALCULATED GRS / CHECKED NAU

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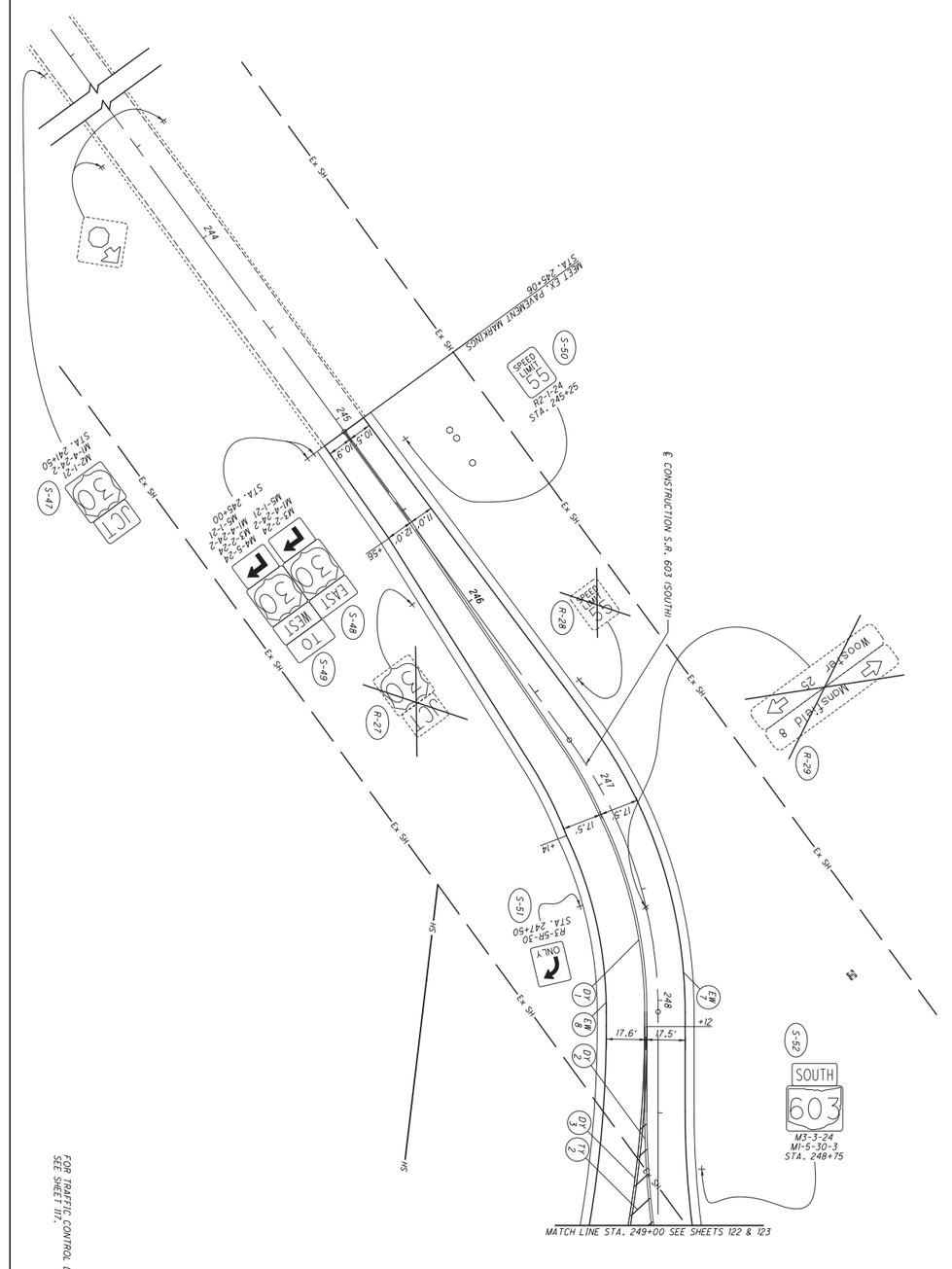

(151) (129)	ASD-30-0.11	TRAFFIC CONTROL PLAN - S.R. 603 (SOUTH) STA. 243+00 TO STA. 249+00	CALCULATED GRS / CHECKED NAU	0 20 10 40 HORIZONTAL SCALE IN FEET

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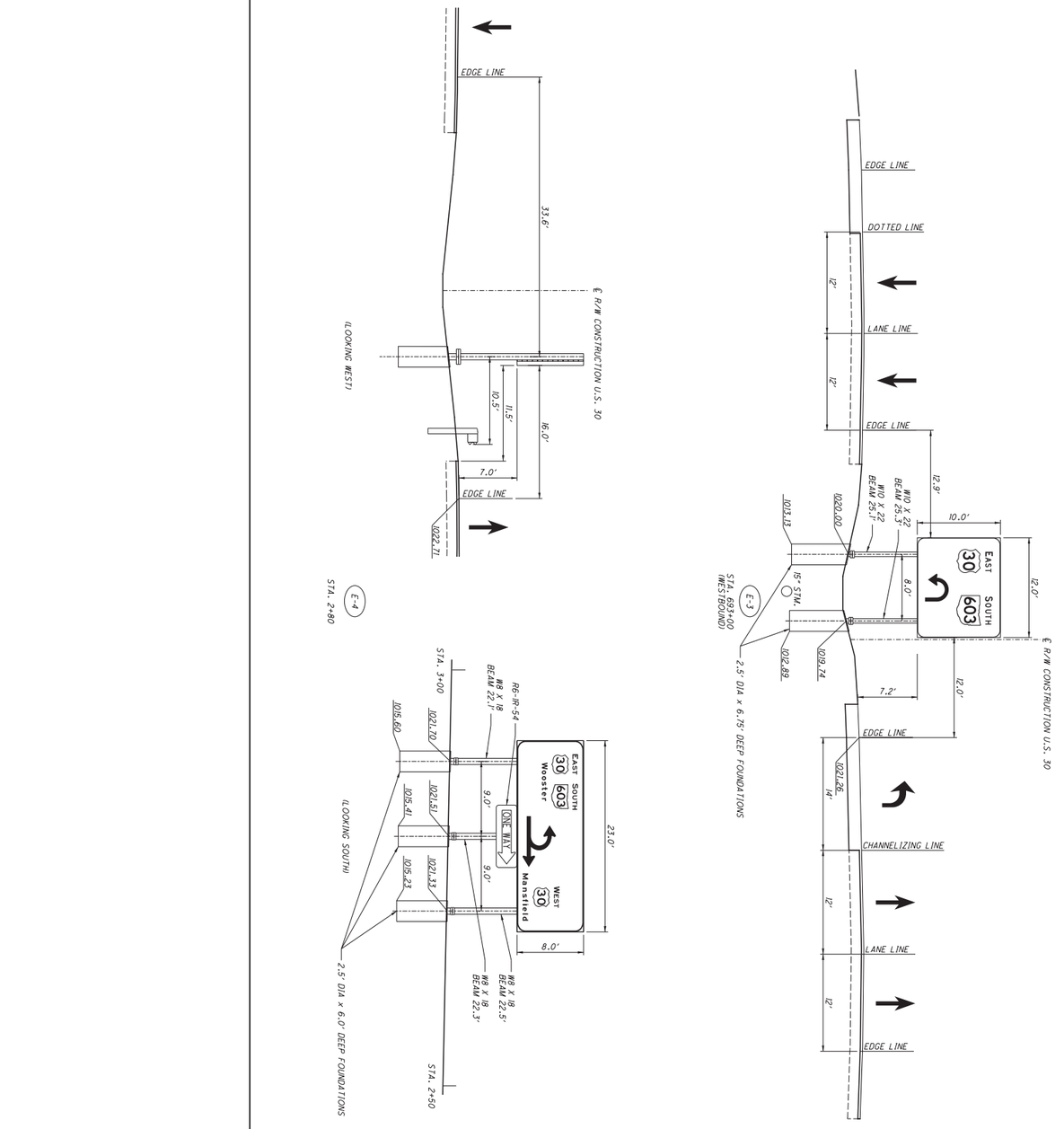
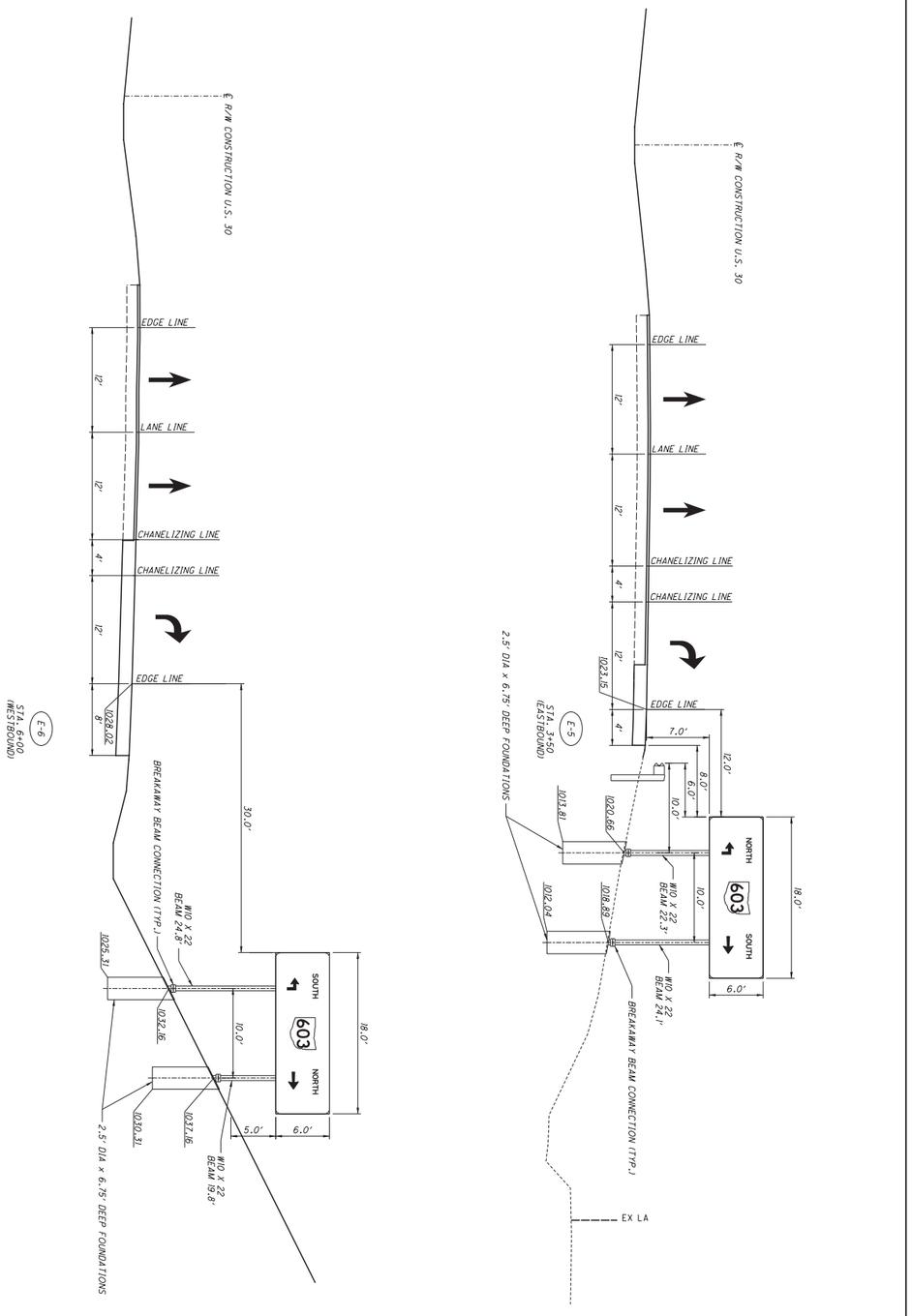


130 / 151	ASD-30-0.11	SIGN ELEVATION DETAIL	CALCULATED GRS / CHECKED NAU

P:\ODT\03\0002.ASD-30-0.11\102108.ASD-30-0.11\Design\Roadway\Sheets\102108_TE003.dgn Sheet 10/26/2020 7:45:47 PM CMT031



131 / 151	ASD-30-0.11	SIGN ELEVATION DETAIL	CALCULATED GRS / CHECKED NAU

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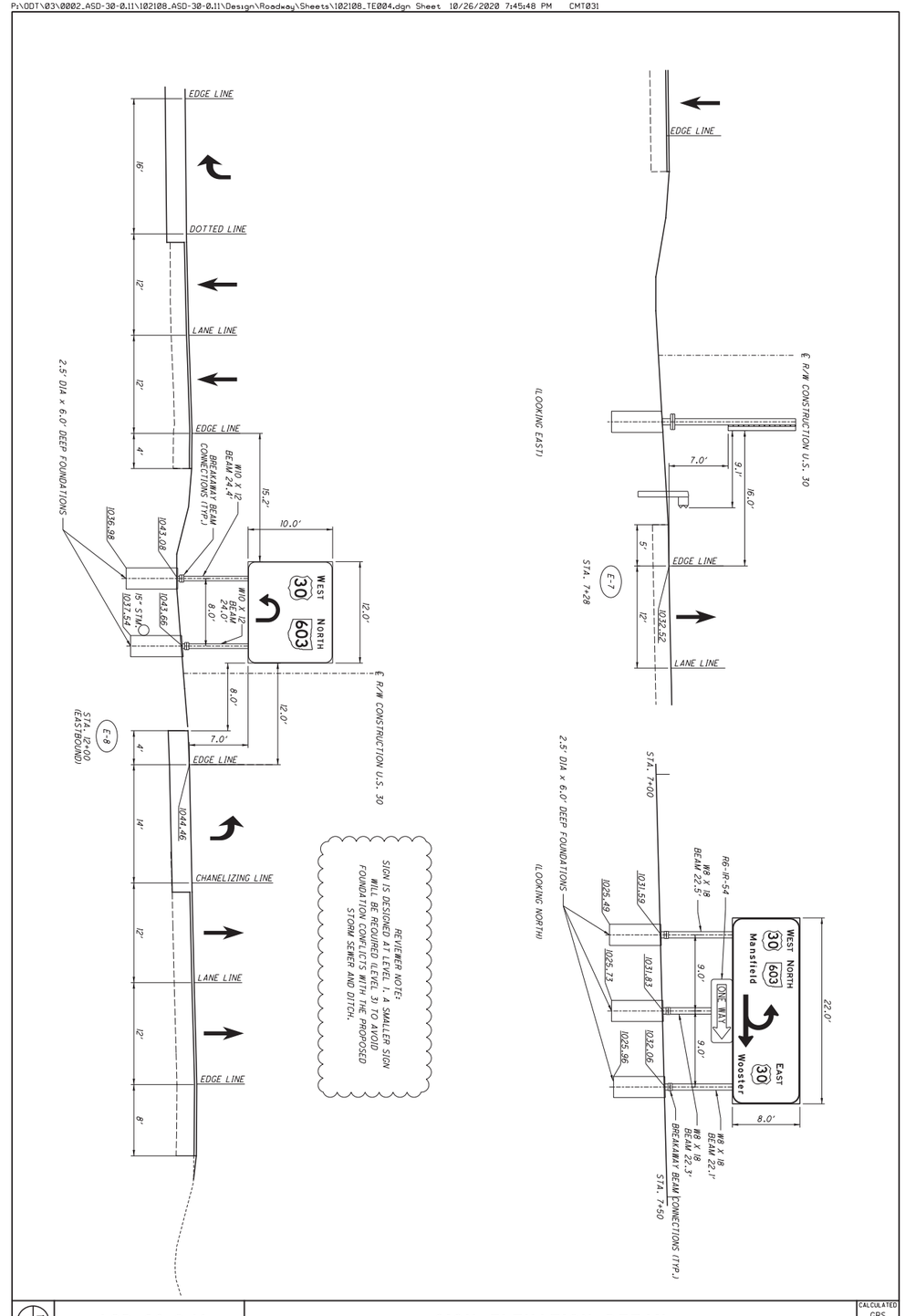

(132/151)	ASD-30-0.11	SIGN ELEVATION DETAIL	CALCULATED GRS / CHECKED NAU

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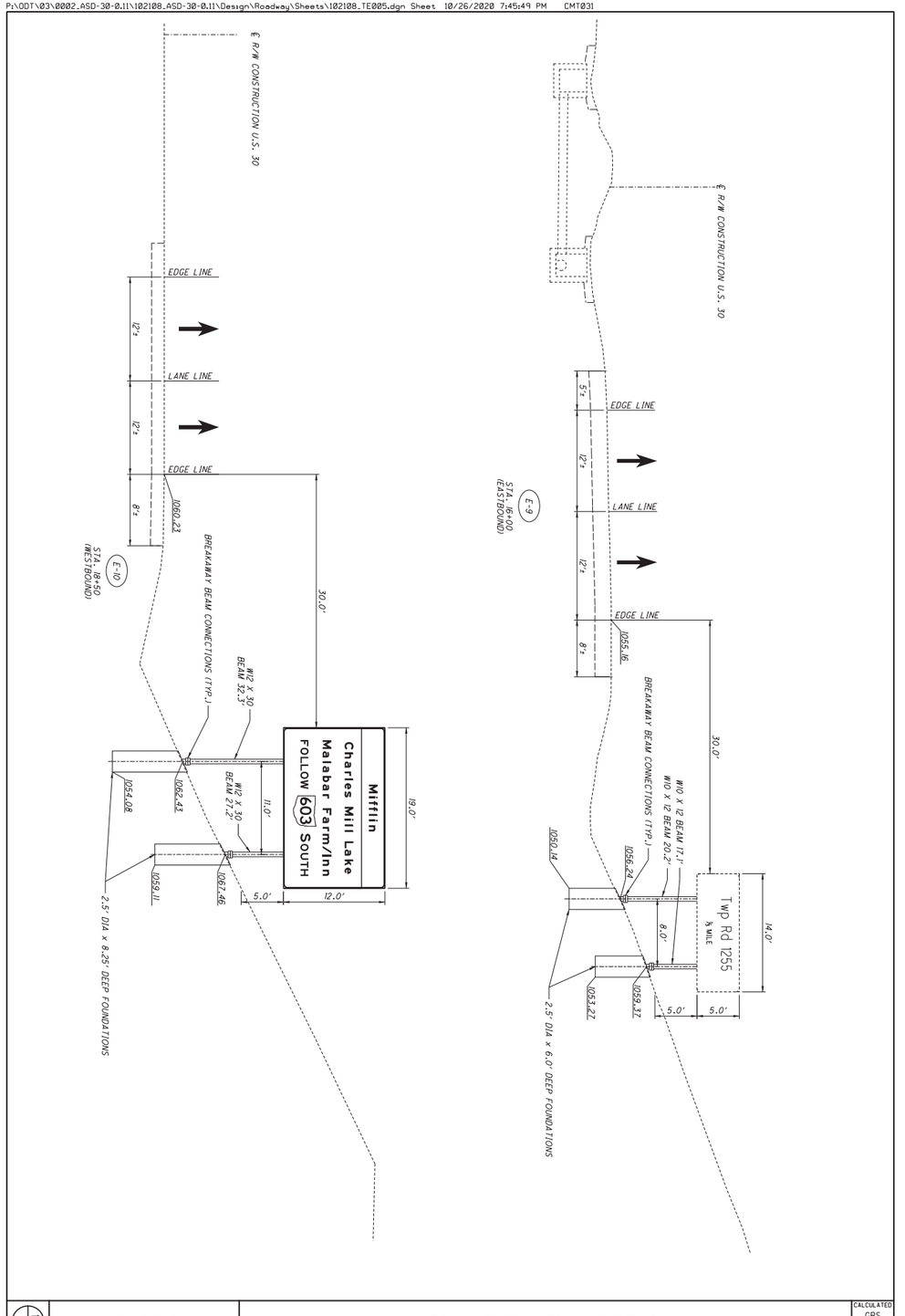
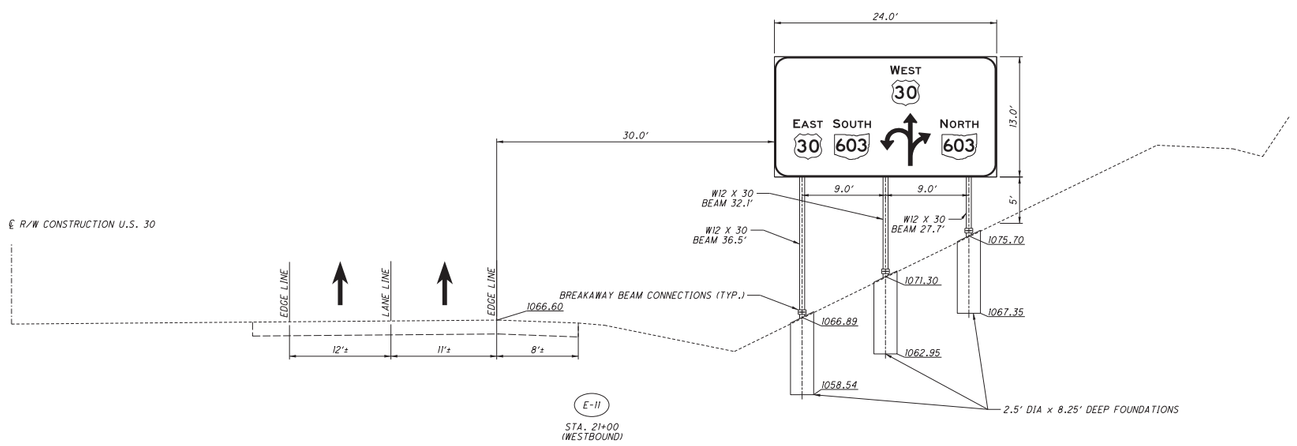


(133/151)	ASD-30-0.11	SIGN ELEVATION DETAIL	CALCULATED GRS / CHECKED NAU

SIGN ELEVATION DETAIL



E-11

STA. 21+00
(WESTBOUND)

ASD-30-0.11

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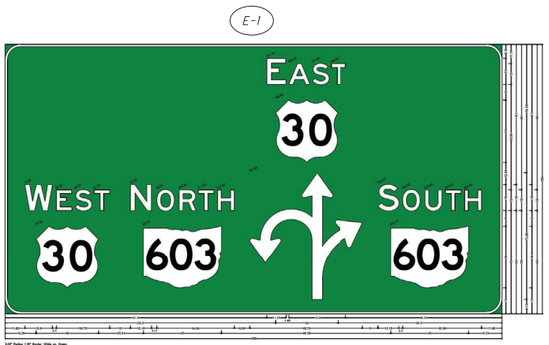
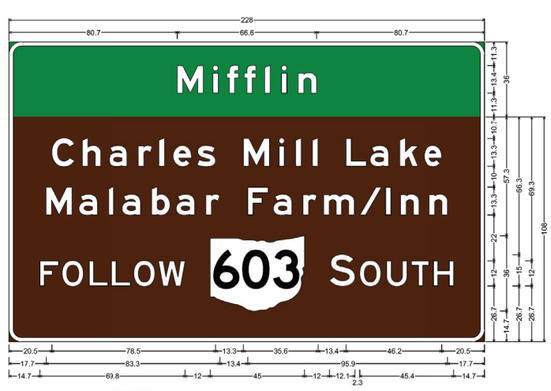
CUSTOM SIGN DETAILS

E-2

E-1



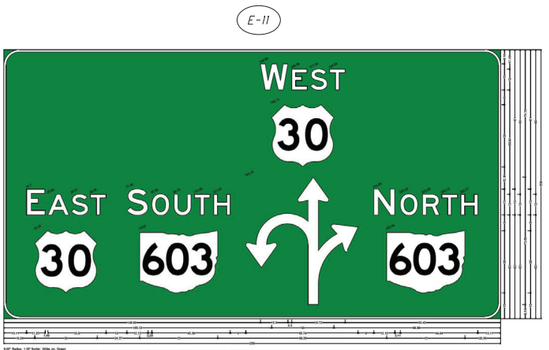
E-10



6.0" Radius, 2.0" Border, White on, Green;
"Mifflin", E Mod 2K;

6.0" Radius, 2.0" Border, White on, Brown;
"Charles Mill Lake", E Mod 2K; "Malabar Farm/Inn", E Mod 2K; "FOLLOW", E 2K; State Highway 603 M1-H5-36-3; "SOLTH", E 2K;

E-11



ASD-30-0.11

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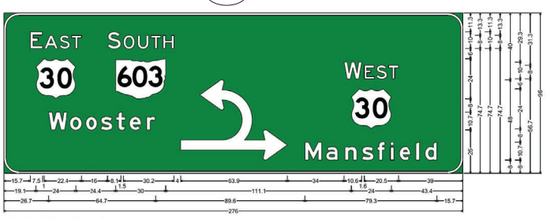
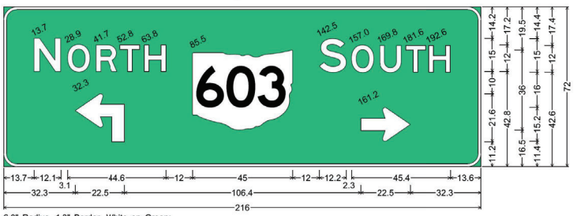
E-4



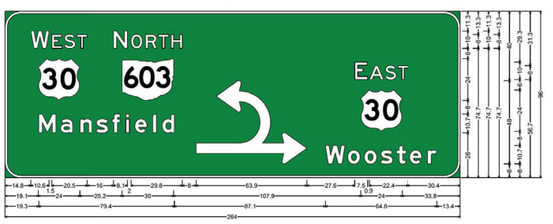
9.0" Radius, 1.3" Border, White on, Green;
"EAST", E 2K; "SOUTH", E 2K; US 30 M1-4; State Highway 603 M1-H5-18-3; "Wooster", E Mod 2K; " ", E 2K; Turn Arrow 30; "WEST", E 2K; US 30 M1-4; "Mansfield", E Mod 2K;

E-5



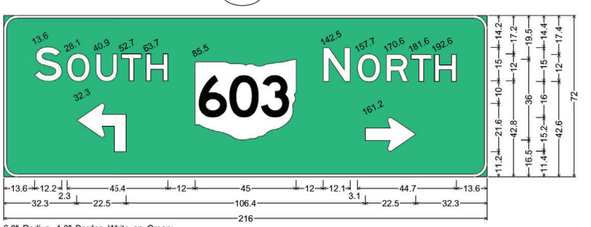
6.0" Radius, 1.3" Border, White on Green;
"NORTH" E 2K; 90 Deg Advance Turn Arrow 18.0" X 17.3"; State Highway 603 M1-H5-24-3; "SOUTH" E 2K;
Standard Arrow Custom 18.0" X 12.1" 0";

E-7



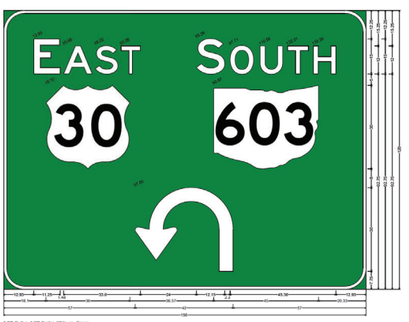
9.0" Radius, 1.3" Border, White on, Green;
"WEST", E 2K; "NORTH", E 3K; US 30 M1-4; State Highway 603 M1-H5-18-3; "Mansfield", E Mod 2K; " ", E 2K; Turn Arrow 30; "EAST", E 2K; US 30 M1-4; "Wooster", E Mod 2K;

E-6



6.0" Radius, 1.3" Border, White on Green;
"SOUTH" E 2K; 90 Deg Advance Turn Arrow 18.0" X 17.3"; State Highway 603 M1-H5-24-3; "NORTH" E 2K;
Standard Arrow Custom 18.0" X 12.1" 0";

E-3

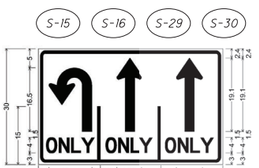


9.90" Radius, 1.56" Border, White on, Green;
"EAST", E 2K; "SOUTH", E 2K; US 30 M1-4; State Highway 603M1-H5-24-3; Turn Arrow 36;

E-8

9.90" Radius, 1.56" Border, White on, Green;
"WEST", E 2K; "NORTH", E 3K; US 30 M1-4; State Highway 603 M1-H5-24-3; Turn Arrow 36;

S-15 S-16 S-29 S-30



Identifier : R3-H5ca-MOD-4B;
1.9" Radius, 0.8" Border, 0.5" Interit, LaneMarker height: 13.8 LaneMarker width: 0.8Black on White;
Turn Arrow Custom; "ONLY" D 2K 50% spacing;
1.9" Radius, 0.8" Border, 0.5" Interit, LaneMarker height: 13.8 LaneMarker width: 0.8Black on White;
Standard Arrow Custom 19.1" X 6.8" 90°;
"ONLY" D 2K 50% spacing;
1.9" Radius, 0.8" Border, 0.5" Interit, Black on White;
Standard Arrow Custom 19.1" X 6.8" 90°;
"ONLY" D 2K 50% spacing;

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CUSTOM SIGN DETAILS

ASD-30-0.11

136
151

ITEM 625, PULL BOX CLEANED

THIS ITEM OF WORK SHALL CONSIST OF CLEANING AN EXISTING PULL BOX BY REMOVING ANY EXISTING CABLES NOT BEING RECONNECTED, AND DEBRIS SO THAT NEW CABLES CAN BE INSTALLED. ANY UNUSED OPENINGS SHALL BE CLOSED. DISTURBED AREAS NEAR THE PULL BOX SHALL BE CLEARED OF WEEDS OR DEBRIS AND SHALL BE FULLY RESTORED. MATERIAL REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF OFF THE PROJECT SITE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER C&MS ITEM 625, "PULL BOX CLEANED" FOR EACH PULL BOX CLEANED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED.

THE POWER SERVICE SHALL BE METERED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

POWER COMPANY: FIRELANDS ELECTRIC CO-OP

ADDRESS: 103 INDUSTRIAL DRIVE,
NEW LONDON, OHIO 44851

PHONE #: 419-706-6921

CONTACT NAME: KURT SHEPHERD

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS. THIS SHALL BE DONE NOT ONLY FOR EACH NEW POWER SERVICE ESTABLISHED BY THIS PROJECT BUT ALSO FOR EACH EXISTING POWER SERVICE, SINCE THERE MAY BE A REASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

ITEM 625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, LED, 13,000-15,500 LUMENS

IN ADDITION TO THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS 813 AND 913:

1. LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE 240 VOLT WITH LED LAMPS.

2. SHALL BE MANUFACTURED BY:
- AMERICAN ELECTRIC LIGHTING, AUTOBAHN SERIES, MODEL NO.: ATBM-P30-MVOLT-R3-4B-3K
- COOPER, NAVION SERIES, MODEL NO.: NAV-AF-02-D-UNV-T3R-IOK-7030-AP
- GE EVOLVE SERIES, MODEL NO.: ERL2-1-16-C3-30-GRAY
- OR APPROVED EQUAL

3. LUMINAIRES SUPPLIED SHALL INCLUDE ALL NECESSARY ADAPTERS TO FIT THE EXISTING AND PROPOSED LIGHTING BRACKET ARMS.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR "ITEM 625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, LED, 13,000-15,500 LUMENS" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, CONNECTION, FUSED PULL APART, AS PER PLAN
ITEM 625, CONNECTION, UNFUSED PULL APART, AS PER PLAN

FOR LIGHT POLES THAT ARE TO BE REMOVED AND REERECTED, THE PORTION OF THE OLD CONNECTOR KIT THAT IS ATTACHED TO THE EXISTING POLE AND BRACKET CABLES SHALL BE COMPLETELY REMOVED TO PERMIT THE NEW CONNECTION KIT INSTALLATION. REMOVE THE EXISTING CONNECTION KIT IN A MANNER THAT WILL ALLOW FOR THE REUSE OF THE EXISTING POLE AND BRACKET CABLE. REMOVAL OF THE EXISTING CONNECTOR KIT SHALL BE INCIDENTAL TO THESE BID ITEMS.

THE REMOVAL OF THE EXISTING CONNECTOR KIT SHALL BE INCLUDED WITH THE CONTRACT UNIT PRICE BID FOR ITEM 625, CONNECTION, FUSED PULL APART, AS PER PLAN AND ITEM 625, CONNECTION, UNFUSED PULL APART, AS PER PLAN.

ITEM 625, REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN

THE ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LIGHT POLE AND PROPERLY STORING IT ON THE PROJECT SITE THEN REERECTING THE LIGHT POLE ON A NEW FOUNDATION AT THE LOCATION INDICATED IN THE PLANS.

THE LIGHT POLE SHALL BE PROPERLY SUPPORTED TO PREVENT BENDING OF THE POLE OR DAMAGE TO THE POLE DURING STORAGE ON THE PROJECT SITE.

THE LIGHT POLE SHALL BE CLEANED AND REPAIRS NEEDED FOR THE POLE TO BE IN GOOD SERVICEABLE CONDITION SHALL BE MADE. THE EXISTING POLE NUMBER DECAL SHALL BE REMOVED IF IT IS IN POOR CONDITION OR THE POLE NUMBER HAS CHANGED. A POLE NUMBER DECAL SHALL BE SUPPLIED AND APPLIED IF THE EXISTING DECAL IS REMOVED OR MISSING.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER C&MS ITEM 625, REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN FOR EACH POLE REMOVED, STORED, AND REERECTED SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING A LIGHT POLE FOUNDATION IN ACCORDANCE WITH C&MS 625 AND SCD HL-10.13 AND HL-20.11 WITH THE FOLLOWING ADDITION:

THE CONTRACTOR SHALL MEASURE AND DOCUMENT THE EXISTING ANCHOR BOLT PATTERN AND ORIENTATION. INSTALL NEW ANCHOR BOLTS AT THE SAME PATTERN AND ORIENTATION AS THE EXISTING IN ORDER TO ENSURE A MATCH AND PROPER ORIENTATION FOR THE RELOCATED LIGHT POLE. THE NEW ANCHOR BOLTS SHALL BE THE SAME DIAMETER AS THE EXISTING AND SHALL BE A MINIMUM LENGTH OF 40 INCHES.

PAYMENT WILL MADE AT THE UNIT PRICE BID FOR ITEM 625, LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN FOR EACH FOUNDATION AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

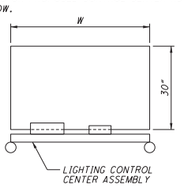
ITEM 625, LIGHTING, MISC.: CONTROL CENTER WORK PAD

THIS ITEM OF WORK SHALL CONSIST OF PROVIDING A CONCRETE WORK PAD AT A NEW OR EXISTING LIGHTING CONTROL CENTER.

THIS ITEM SHALL BE CONSTRUCTED AS PER C&MS 633.11 AND STANDARD CONSTRUCTION DRAWING TC-83.20.

THE WORK PAD SHALL BE 4" THICK. IN LEVEL AREAS THE TOP OF THE PAD SHALL BE 1" ABOVE THE GROUND LINE. IN STEEPLY SLOPED AREAS THE PAD'S LOCATION SHALL BE ADJUSTED TO PROVIDE ACCESS AND DRAINAGE.

THE WIDTH OF THE WORK PAD SHALL MATCH THE WIDTH OF THE EXISTING OR PROPOSED CONTROL CENTER ASSEMBLY AS SHOWN BELOW.



PLAN VIEW

PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 625, LIGHTING, MISC.: LIGHTING CONTROL CENTER WORK PAD AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625, LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN
ITEM 625, LUMINAIRE REMOVED FOR STORAGE, AS PER PLAN

THIS ITEM INCLUDES REMOVING EXISTING LIGHT POLES AND LUMINAIRES AND STORING THESE ITEMS ON THE PROJECT SITE FOR SALVAGE BY ODOT DISTRICT 3. THESE ITEMS SHALL BE REMOVED AND STORED PER C&MS 625.11. THE CONTRACTOR SHALL CONTACT THE DISTRICT TO ARRANGE A MUTUALLY AGREEABLE TIME THESE ITEMS CAN BE PICKED UP BY DISTRICT FORCES.

IN THE EVENT THE SALVAGED ITEMS ARE NOT ACCEPTED BY ODOT, THE CONTRACTOR SHALL REMOVE AND DISPOSE ALL REMAINING ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

ITEM 625, LIGHTING MISC.: EXISTING POWER SERVICE MODIFICATION

THIS ITEM SHALL INCLUDE CONVERTING THE EXISTING LIGHTING CONTROL CENTER IN THE NORTHWEST CORNER OF THE U.S. 30 AND S.R 603 INTERSECTION FROM A 240/480V SERVICE CONNECTION TO A 120/240V SERVICE CONNECTION.

THE CONTRACTOR SHALL COORDINATE WITH FIRELANDS ELECTRIC TO HAVE THEM REPLACE THE EXISTING POLE MOUNTED TRANSFORMER WITH A NEW TRANSFORMER TO FACILITATE 120/240V SERVICE.

THE CONTRACTOR SHALL MODIFY THE EXISTING LIGHTING CONTROL CENTER TO ENSURE FUNCTIONALITY WITH THE NEW POWER SERVICE VOLTAGE. THIS INCLUDES REPLACING THE EXISTING 240 VOLT 3 POLE CONTACTOR WITH A NEW 120 VOLT 3 POLE CONTACTOR AS SHOWN IN SCD HL-60.31.

PAYMENT WILL MADE AT THE UNIT PRICE BID FOR ITEM 625, LIGHTING, MISC.: EXISTING POWER SERVICE MODIFICATION FOR EACH CONTROL CENTER AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, ELECTRIC FEES, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

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LIGHTING GENERAL NOTES

ASD-30-0.11

137
151

LIGHTING PLAN - U.S. 30
STA. 687+00 TO STA. 4+00

CALCULATED KAM | CHECKED NAU | SCALE IN FEET HORIZONTAL 0 50 100

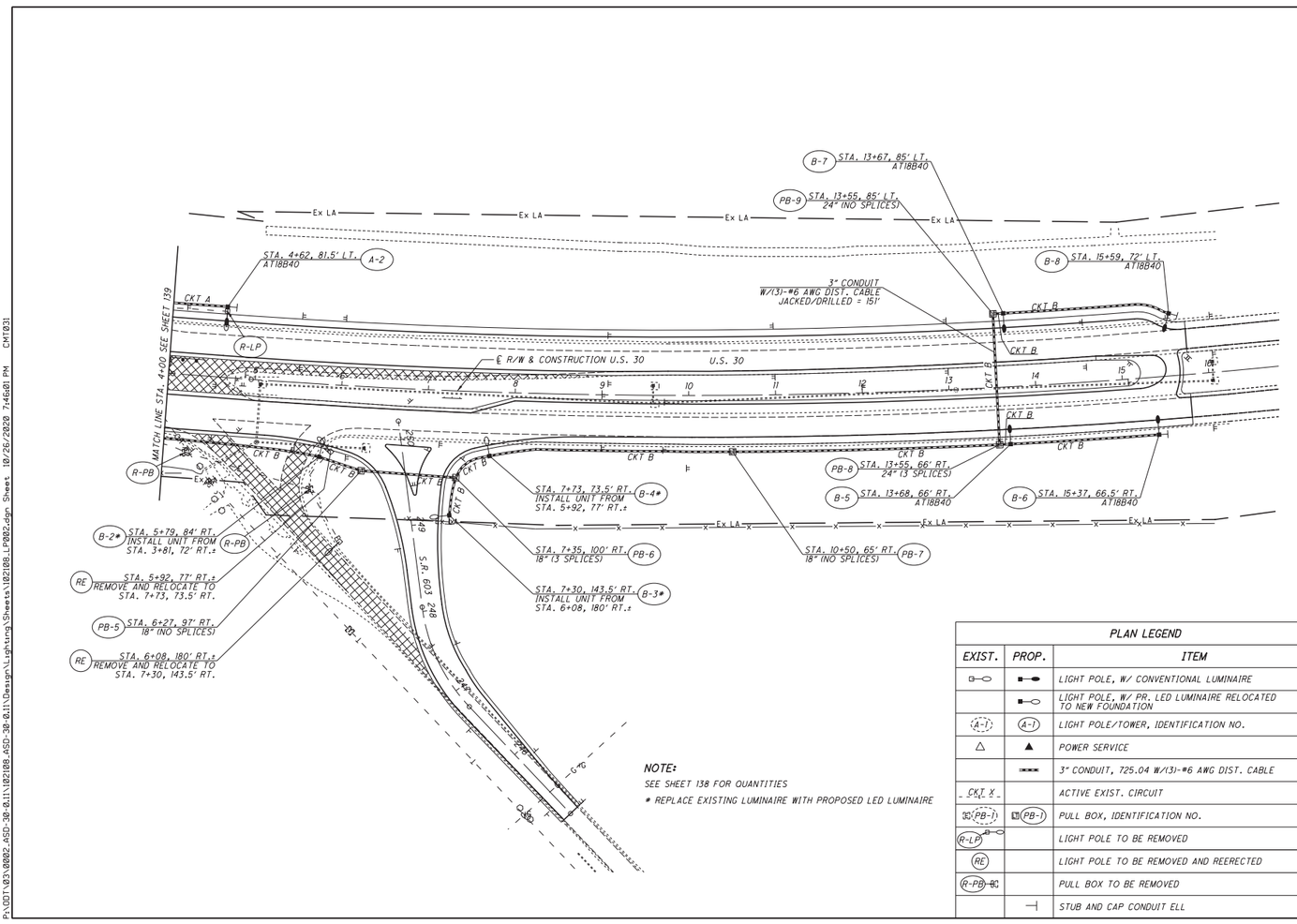
ITEM	EXIST.	PROP.	ITEM
LIGHT POLE, W/ CONVENTIONAL LUMINAIRE	⊕ (PB-1)	■ (PB-1)	PULL BOX, IDENTIFICATION NO.
LIGHT POLE, W/ PR. LED LUMINAIRE RELOCATED TO NEW FOUNDATION	⊕ (A-1)	■ (A-1)	LIGHT POLE TO BE REMOVED
LIGHT POLE/TOWER, IDENTIFICATION NO.	(A-1)	(RE)	LIGHT POLE TO BE REMOVED AND REERECTED
POWER SERVICE	△ (R-PB)	▲ (R-PB)	PULL BOX TO BE REMOVED
3" CONDUIT, 725.04 W/#1-#6 AWG DIST. CABLE		▬	STUB AND CAP CONDUIT ELL
ACTIVE EXIST. CIRCUIT			

- CKT X -

LIGHTING SUBSUMMARY

CALCULATED NAU | CHECKED KAM

SHEET NO.	STATION FROM	STATION TO	SIDE	POLE/PULL BOX NO.	CONNECTION, FUSED PULL APART	CONNECTION, FUSED PULL APART, AS PER PLAN	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, CONVENTIONAL, DESIGN A1B840	LIGHT POLE, CONVENTIONAL, DESIGN A1B840	LIGHT POLE FOUNDATION, 24' X 6' DEEP, AS PER PLAN	LIGHT POLE FOUNDATION, 24' X 8' DEEP	NO. 6 AWG 600 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04, 3"	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-W, LED, 13,000-15,500 LUMENS	TRENCH	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	PULL BOX REMOVED	GROUND ROD	POWER SERVICE, AS PER PLAN	UNDERGROUND WARNING/MARKING TAPE	PULL BOX CLEANED	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	LIGHT POLE REMOVED, AS PER PLAN	LIGHT POLE FOUNDATION REMOVED	LUMINAIRE REMOVED, AS PER PLAN	LIGHTING, MISC.: CONTROL CENTER WORK PAD	LIGHTING, MISC.: EXISTING POWER SERVICE MODIFICATION
					EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
		CIRCUIT 'A'		EX.-PS-A																										
139	2+57		L	A-1												1														
139	3+06		L	PB-3												1														
139	3+09		L	PB-3-A-2			3									1														
139+140	3+09	4+62	L-L	PB-3-A-2	2						1	552	116	174																
140	4+62		L	A-2				1																						
		CIRCUIT 'B'		B-1																										
139	2+21		L	PB-4			3																							
139	3+33		R	PB-4 - B-2		2				1																				
139	3+33	5+79	R-R	B-2 - PB-5																										
140	5+79	6+27	R	PB-5																										
140	6+27	7+35	R-R	PB-5 - PB-6																										
140	7+35	7+30	R	PB-6			3																							
140	7+30	7+13	R-R	PB-6 - B-3				1																						
140	7+13		R	PB-6 - B-4		2				1																				
140	7+13	10+50	R-R	B-4 - PB-7																										
140	10+50	13+55	R	PB-7																										
140	13+55	13+68	R-R	PB-7 - PB-8			3																							
140	13+55	13+68	R	PB-8																										
140	13+68	15+37	R-R	PB-8 - B-5																										
140	13+68	15+37	R	B-5	2			1																						
140	15+37	13+55	R-R	B-5 - B-6																										
140	13+55	13+55	R	B-6	2			1																						
140	13+55	13+55	R-L	PB-8 - PB-9																										
140	13+55	13+67	L	PB-9																										
140	13+67	13+67	L-L	PB-9 - B-7	2																									
140	13+67	15+59	L	B-7 - B-8	2			1																						
140	15+59		L	B-8				1																						
		REMOVALS																												
		CIRCUIT 'C'		PS-C																										
139	689+84		L	PC-C - PB-11																										
139	689+84	689+91	L-L	PB-11			3																							
139	689+91	690+27	L-L	PB-11 - C-1				1																						
139	690+27	692+00	L-L	C-1 - C-2	2																									
139	689+91	689+91	L-R	PB-11 - PB-10				1																						
139	689+91	689+91	R	PB-10	2																									
139	689+91	690+04	R-R	PB-10 - C-3																										
139	690+04	692+00	R	C-3	2				1																					
139	690+04	692+00	R-R	C-3 - C-4					1																					
139	692+00		R	C-4	2																									
TOTALS CARRIED TO GENERAL SUMMARY					18	6	15	4	5	3	9	7662	1020	2084	280	14	2084	4	4	4	12	1	2084	1	3	1	4	1	6	1	1



PLAN LEGEND		
EXIST.	PROP.	ITEM
		LIGHT POLE, W/ CONVENTIONAL LUMINAIRE
		LIGHT POLE, W/ PR. LED LUMINAIRE RELOCATED TO NEW FOUNDATION
A-1	A-1	LIGHT POLE/TOWER, IDENTIFICATION NO.
△	▲	POWER SERVICE
		3" CONDUIT, 725.04 W/(3)-#6 AWG DIST. CABLE
CKT X		ACTIVE EXIST. CIRCUIT
PB-1	PB-1	PULL BOX, IDENTIFICATION NO.
R-LP		LIGHT POLE TO BE REMOVED
RE		LIGHT POLE TO BE REMOVED AND REERECTED
R-PB		PULL BOX TO BE REMOVED
		STUB AND CAP CONDUIT ELL

HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED CHECKED NAU KAM

LIGHTING PLAN - U.S. 30
STA. 4+00 TO STA. 16+50

ASD-30-0.11

140
151

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CONTROL CENTER DATA

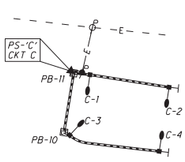
CONTROL CENTER DESIGNATION	LINE VOLTS	CONNECTED LOAD (KVA)	SERVICE ENTRANCE CONDUCTOR SIZE - AWG	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT LOAD (AMPS)	CIRCUIT FUSE SIZE (AMPS)	CIRCUIT CABLE SIZE AWG	MAINTAINING AGENCY
PS-A	240	1.30	2/0	60	A	1.08	10	4 & 6	ODOT
					B	4.32	10	4 & 6	
					-	-	-	-	
PS-C	240	0.52	2/0	60	C	2.16	10	6	ODOT
					-	-	-	-	
					-	-	-	-	

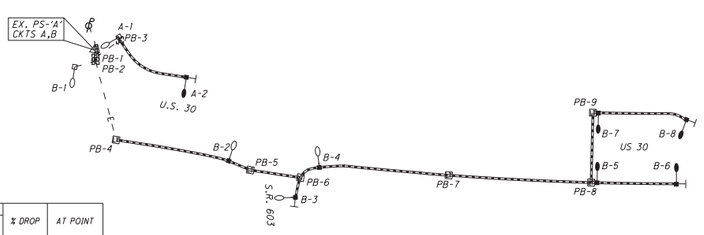
CIRCUIT 'A'
VOLTAGE: 120/240
WIRE FACTOR USED:
EXISTING - (TWO - NO. 4 AWG WIRES): 0.62 OHMS/MFT/1000
PROPOSED - (TWO - NO. 6 AWG WIRES): 0.98 OHMS/MFT/1000

SECTION		AMPERES			AMPERE-FEET	AWG	VOLTAGE DROP			
FROM	TO	DESIGN FEET	AT POINT	ACCUM.			IN SECTION	ACCUM.	% DROP	AT POINT
A-2	PB-3	184	0.54	0.54	99	6	0.10	0.17	0.07	A-2
A-1	PB-3	17	0.54	0.54	9	4	0.01	0.07	0.03	A-1
PB-3	PB-1	75	0.00	1.08	81	4	0.05	0.07	0.03	PB-3
PB-1	EX. PS-A	27	0.00	1.08	29	4	0.02	0.02	0.01	PB-1

CIRCUIT 'C'
VOLTAGE: 120/240
WIRE FACTOR USED (TWO - NO. 6 AWG WIRES): 0.98 OHMS/MFT/1000

SECTION		AMPERES			AMPERE-FEET	AWG	VOLTAGE DROP			
FROM	TO	DESIGN FEET	AT POINT	ACCUM.			IN SECTION	ACCUM.	% DROP	AT POINT
C-4	C-3	209	0.54	0.54	113	6	0.11	0.32	0.13	C-4
C-3	PB-10	24	0.54	1.08	26	6	0.03	0.21	0.09	C-3
PB-10	PB-11	139	0.00	1.08	150	6	0.15	0.19	0.08	PB-10
C-2	C-1	183	0.54	0.54	99	6	0.10	0.18	0.08	C-2
C-1	PB-11	45	0.54	1.08	49	6	0.05	0.09	0.04	C-1
PB-11	PS-B	18	0.00	2.16	39	6	0.04	0.04	0.02	PB-11





CIRCUIT 'B'
VOLTAGE: 120/240
WIRE FACTOR USED:
EXISTING - (TWO - NO. 4 AWG WIRES): 0.62 OHMS/MFT/1000
PROPOSED - (TWO - NO. 6 AWG WIRES): 0.98 OHMS/MFT/1000

SECTION		AMPERES			AMPERE-FEET	AWG	VOLTAGE DROP			
FROM	TO	DESIGN FEET	AT POINT	ACCUM.			IN SECTION	ACCUM.	% DROP	AT POINT
B-8	B-7	203	0.54	0.54	110	6	0.11	3.83	1.60	B-8
B-7	PB-9	22	0.54	1.08	24	6	0.02	3.72	1.55	B-7
PB-9	PB-8	161	0.00	1.08	174	6	0.17	3.70	1.54	PB-9
B-6	B-5	181	0.54	0.54	98	6	0.10	3.65	1.52	B-6
B-5	PB-8	23	0.54	1.08	25	6	0.02	3.55	1.48	B-5
PB-8	PB-7	318	0.00	2.16	687	6	0.67	3.53	1.47	PB-8
PB-7	B-4	293	0.00	2.16	633	6	0.62	2.86	1.19	PB-7
B-4	PB-6	59	0.54	2.70	159	6	0.16	2.24	0.93	B-4
B-3	PB-6	54	0.54	0.54	29	6	0.03	2.11	0.88	B-3
PB-6	PB-5	119	0.00	3.24	386	6	0.38	2.08	0.87	PB-6
PB-5	B-2	61	0.00	3.24	198	6	0.19	1.70	0.71	PB-5
B-2	PB-4	258	0.54	3.78	975	6	0.96	1.51	0.63	B-2
PB-4	PB-2	186	0.00	3.78	703	4	0.44	0.55	0.23	PB-4
B-1	PB-2	57	0.54	0.54	31	6	0.03	0.15	0.06	B-1
PB-2	PB-1	17	0.00	4.32	73	4	0.05	0.12	0.05	PB-2
PB-1	EX PS-A	27	0.00	4.32	117	4	0.07	0.07	0.03	PB-1

PLAN LEGEND		
EXIST.	PROP.	ITEM
		LIGHT POLE, W/ CONVENTIONAL LUMINAIRE
		LIGHT POLE, W/ PR. LED LUMINAIRE RELOCATED TO NEW FOUNDATION
	A-1	LIGHT POLE/TOWER, IDENTIFICATION NO.
△	▲	POWER SERVICE
		3" CONDUIT, 725.04 W/(3)-#6 AWG DIST. CABLE
CKT X		ACTIVE EXIST. CIRCUIT
	PB-1	PULL BOX, IDENTIFICATION NO.
		STUB AND CAP CONDUIT ELL

HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED CHECKED NAU KAM

LIGHTING PLAN
CIRCUIT DIAGRAM

ASD-30-0.11

141
151

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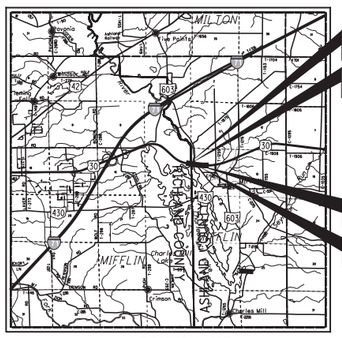
RIGHT OF WAY LEGEND SHEET
ASD-30-0.11

ASHLAND COUNTY
MIFFLIN TOWNSHIP
SEC. 14, T. 23 N, R. 17 W
RICHLAND COUNTY
MIFFLIN TOWNSHIP
SEC. 15, T. 23 N, R. 17 W
CONGRESS LANDS NORTH OF OLD SEVEN RANGES



LOCATION MAP

LATITUDE: 40°46'51" N LONGITUDE: 82°22'36" W

SCALE IN MILES 0 1 2 3 4

PORTION TO BE IMPROVED

UTILITY OWNERS			
TYPE	NAME & ADDRESS	TYPE	NAME & ADDRESS
TELECOM	FRONTIER COMMUNICATIONS 1534 S.R. 511 SOUTH ASHLAND, OHIO 44805 JIM SAUBER PHONE: 419-282-6551	ELECTRIC	FIRELANDS ELECTRIC CO-OP 103 INDUSTRIAL DRIVE NEW LONDON, OHIO 44851 KURT SHEPHERD PHONE: 419-929-1571
GAS	COLUMBIA GAS OF OHIO 1021 N. MAIN ST. MANSFIELD, OHIO 44903 BEN CRUM PHONE: 419-528-1134	GAS TRANSMISSION	TRANSCANADA 8462 S.R. 179 LAKEVILLE, OHIO 44638 JACK ROHRBAUGH PHONE: 419-827-2620

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

CONVENTIONAL SYMBOLS

County Line
Township Line
Section Line
Corporation Line or
Fence Line (Ex) x (Pr)
Center Line
Right of Way (Ex La R/W) Ex LA-R/W
Right of Way (Pr La R/W) LA
Right of Way Ease. (Ex) Ex LA
Standard Highway Ease.(Ex) Ex SH
Standard Highway Ease.(Pr) SH
Temporary Right of Way TMP
Utility Ease. (Ex) Ex U
Railroad or
Guardrail (Ex)
Guardrail (Pr)
Construction Limits
Edge of Pavement (Ex)
Edge of Pavement (Pr)
Edge of Shoulder (Ex)
Edge of Shoulder (Pr)

Ditch / Creek (Ex)
Ditch / Creek (Pr)
Tree Line (Ex)
Ownership Hook Symbol , Example
Property Line Symbol , Example
Break Line Symbol , Example
Tree (Pr) , Tree (Ex) , Shrub (Ex)
Tree (Remove) , Shrub (Remove)
Evergreen (Ex) , Stump
Evergreen (Remove) , Stump (Remove)
Wetland (Pr) , Grass (Pr) , Aerial Target
Post (Ex) , Mailbox (Ex) , Mailbox (Pr)
Light (Ex) , Telephone Marker (Ex)-TEL
Fire Hydrant (Ex) , Water Meter (Ex)
Water Valve (Ex) , Utility Valve Unknown (Ex.)
Telephone Pole (Ex) , Power Pole (Ex)
Light Pole (Ex)

PROJECT DESCRIPTION

PROJECT INCLUDES THE CONVERSION OF THE U.S. 30 AND S.R. 603 INTERSECTION TO A RESTRICTED CROSSING U-TURN (RCUT) INTERSECTION. INCLUDED WITH THIS CONVERSION IS LEFT TURN LANES AND TRUCK LOONS AT EACH U-TURN LOCATION, ADDITION OF A WESTBOUND RIGHT TURN LANE, EASTBOUND RIGHT TURN LANE LENGTHENING, REALIGNMENT OF S.R. 603 SOUTH OF U.S. 30, PAVEMENT RESURFACING, EXISTING PAVEMENT REMOVAL FROM THE MEDIAN AREA OF THE CURRENT INTERSECTION, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS, AND LIGHTING.

THE EXISTING AND PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY.

PLANS PREPARED BY:

FIRM NAME: CARPENTER MARTY TRANSPORTATION INC.
R/W DESIGNER: ANDREW W. NIXON, CST
R/W REVIEWER: MICHAEL D. WEEKS, P.E., P.S.
FIELD REVIEWER: NICK J. SECRIST
PRELIMINARY FIELD REVIEW DATE: 12/3/2019
TRACINGS FIELD REVIEW DATE: 5/1/2020
OWNERSHIP VERIFIED BY: LUCAS W. GUNKA, P.E.
DATE COMPLETED: 5/04/2020
PLAN COMPLETION DATE: 7/15/2020

INDEX OF SHEETS:

LEGEND SHEET	1
CENTERLINE PLAT	2-3
PROPERTY MAP	4-5
SUMMARY OF ADDITIONAL R/W	6-8
R/W DETAIL SHEETS	9-10

STRUCTURE KEY

RESIDENTIAL
COMMERCIAL
OUT-BUILDING

TYPES OF TITLE LEGEND:

LA = LIMITED ACCESS EASEMENT
SH = STANDARD HIGHWAY EASEMENT

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 REVISED CODE OF OHIO.

I, MICHAEL D. WEEKS, P.S., HAVE CONDUCTED A SURVEY OF THE EXISTING CONDITIONS FOR THE OHIO DEPARTMENT OF TRANSPORTATION IN JANUARY, 2017. THE RESULTS OF THAT SURVEY ARE CONTAINED HEREIN.

UNDERGROUND UTILITY LOCATIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THOUGH THEY ARE BELIEVED TO BE ACCURATE, THEIR LOCATION IS AS MARKED ON THE GROUND BY THE UTILITY COMPANY PER OHIO811 CONFIRMATION NUMBERS A629203272, A629203329, A629203376, A629502603, A909202035 AND B933000115, AND THOSE MARKINGS SUBSEQUENTLY BEING SURVEYED AS A PART OF THIS PROJECT.

THE HORIZONTAL COORDINATES EXPRESSED HEREIN ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM (NORTH ZONE) ON NAD 83 (2011) DATUM. THE PROJECT COORDINATES (US SURVEY FOOT) ARE RELATIVE TO STATE PLANE GRID COORDINATES BY A PROJECT ADJUSTMENT FACTOR OF 1.00009218.

AS A PART OF THIS PROJECT I HAVE REESTABLISHED THE LOCATIONS OF THE EXISTING PROPERTY LINES AND CENTERLINE OF EXISTING RIGHT OF WAY FOR PROPERTY TAKES CONTAINED HEREIN, AS A PART OF THIS PROJECT I HAVE ESTABLISHED THE PROPOSED PROPERTY LINES, CALCULATED THE GROSS TAKE, PRESENT ROAD OCCUPIED, NET TAKE AND NET RESIDUE; AS WELL AS PREPARED THE LEGAL DESCRIPTIONS NECESSARY TO ACQUIRE THE PARCELS SHOWN HEREIN. AS A PART OF THIS WORK I HAVE SET RIGHT OF WAY MONUMENTS AT PROPERTY CORNERS, PROPERTY LINE INTERSECTIONS, AND ANGLE POINTS ON THE RIGHT OF WAY AS SHOWN HEREIN.

ALL OF MY WORK CONTAINED HEREIN WAS CONDUCTED IN ACCORDANCE WITH THE OHIO ADMINISTRATIVE CODE CHAPTER 4733-37 STANDARDS FOR BOUNDARY SURVEYS, UNLESS NOTED OTHERWISE. THE WORDS "I" AND "MY" AS USED HEREIN ARE TO MEAN THAT EITHER MYSELF OR SOMEONE WORKING UNDER MY DIRECT SUPERVISION.

MICHAEL D. WEEKS, PROFESSIONAL LAND SURVEYOR NO. 7357 DATE

FEDERAL PROJECT NO. E160 (855)
PID NO. 102108
CALCULATED BY MDW CHECKED MDW
RIGHT OF WAY LEGEND SHEET
ASD-30-0.11
1 / 10
142 151

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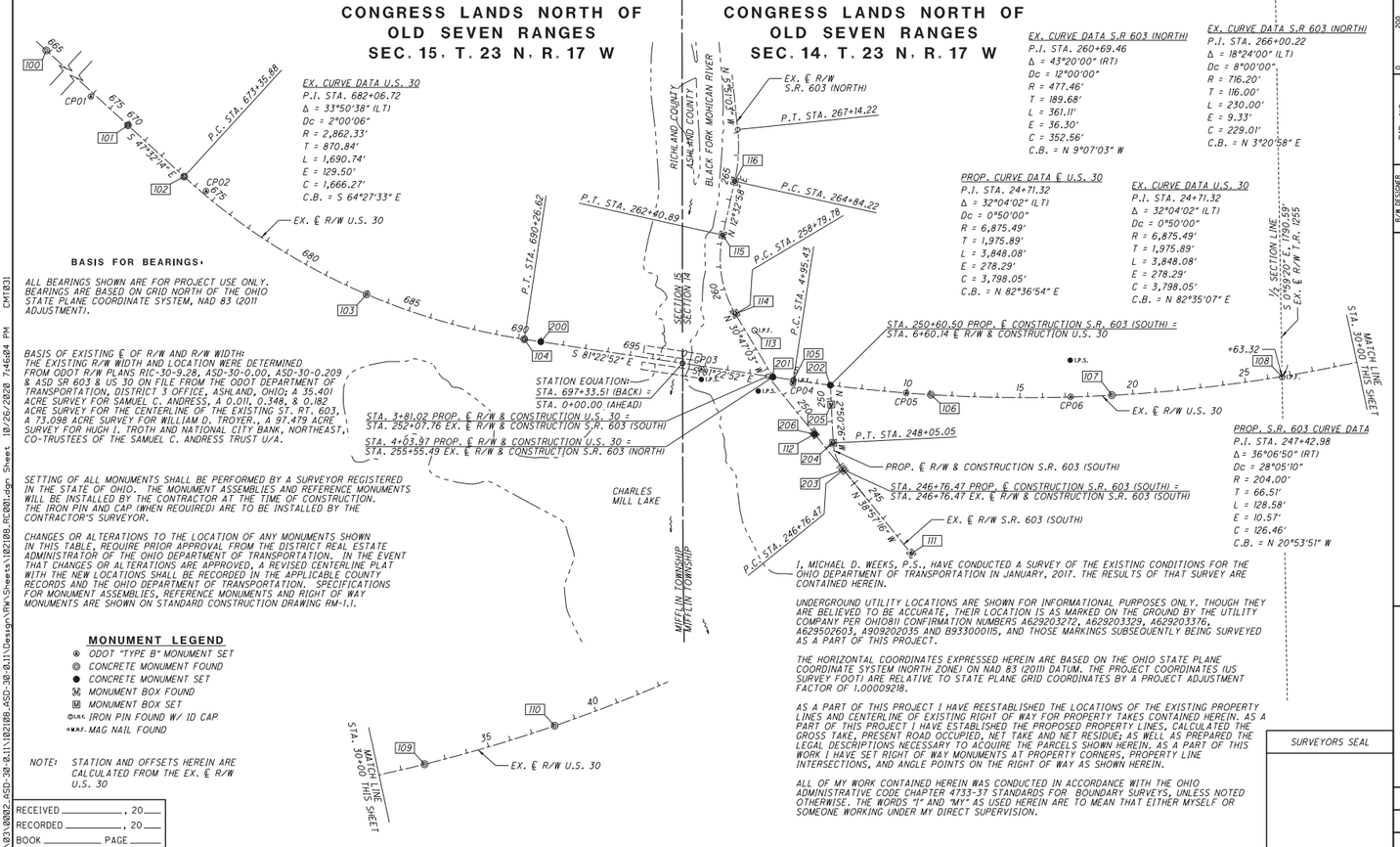
SECTION 10 SECTION 15

RICHLAND COUNTY
MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 15, T. 23 N, R. 17 W

ASHLAND COUNTY
MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 14, T. 23 N, R. 17 W

SECTION 11 SECTION 14



BASIS FOR BEARINGS:

ALL BEARINGS SHOWN ARE FOR PROJECT USE ONLY. BEARINGS ARE BASED ON GRID NORTH OF THE OHIO STATE PLANE COORDINATE SYSTEM, NAD 83 (2011 ADJUSTMENT).

BASIS OF EXISTING ℄ OF R/W AND R/W WIDTH: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED FROM ODOT R/W PLANS RIC-30-9.28, ASD-30-0.00, ASD-30-0.209 & ASD SR 603 & US 30 ON FILE FROM THE ODOT DEPARTMENT OF TRANSPORTATION, DISTRICT 3 OFFICE, ASHLAND, OHIO; A 35.401 ACRE SURVEY FOR SAMUEL C. ANDRESS, A 0.011, 0.348, & 0.182 ACRE SURVEY FOR THE CENTERLINE OF THE EXISTING ST. RT. 603, A 73.098 ACRE SURVEY FOR WILLIAM D. TROYER., A 97.479 ACRE SURVEY FOR HUGH I. TROTH AND NATIONAL CITY BANK, NORTHEAST, CO-TRUSTEES OF THE SAMUEL C. ANDRESS TRUST U/A.

SETTING OF ALL MONUMENTS SHALL BE PERFORMED BY A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE MONUMENT ASSEMBLIES AND REFERENCE MONUMENTS WILL BE INSTALLED BY THE CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN AND CAP (WHEN REQUIRED) ARE TO BE INSTALLED BY THE CONTRACTOR'S SURVEYOR.

CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN IN THIS TABLE, REQUIRE PRIOR APPROVAL FROM THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. IN THE EVENT THAT CHANGES OR ALTERATIONS ARE APPROVED, A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR MONUMENT ASSEMBLIES, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1.

MONUMENT LEGEND

⊕ ODOT "TYPE B" MONUMENT SET
◎ CONCRETE MONUMENT FOUND
● CONCRETE MONUMENT SET
MF MONUMENT BOX FOUND
MS MONUMENT BOX SET
⊙I.P.F. IRON PIN FOUND W/ ID CAP
⊙M.N.F. MAG NAIL FOUND

NOTE: STATION AND OFFSETS HEREIN ARE CALCULATED FROM THE EX. ℄ R/W U.S. 30

I, MICHAEL D. WEEKS, P.S., HAVE CONDUCTED A SURVEY OF THE EXISTING CONDITIONS FOR THE OHIO DEPARTMENT OF TRANSPORTATION IN JANUARY, 2017. THE RESULTS OF THAT SURVEY ARE CONTAINED HEREIN.

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MICHAEL D. WEEKS, PROFESSIONAL LAND SURVEYOR NO. 7357 DATE

SURVEYORS SEAL

RECEIVED _____, 20__
RECORDED _____, 20__
BOOK _____ PAGE _____
COUNTY RECORDER

HORIZONTAL SCALE IN FEET 0 200 400

PID NO. 102108
R/W DESIGNER MDW R/W REVIEWER MDW
CENTERLINE PLAT
ASD-30-0.11
1 / 2
2 / 10
143 151

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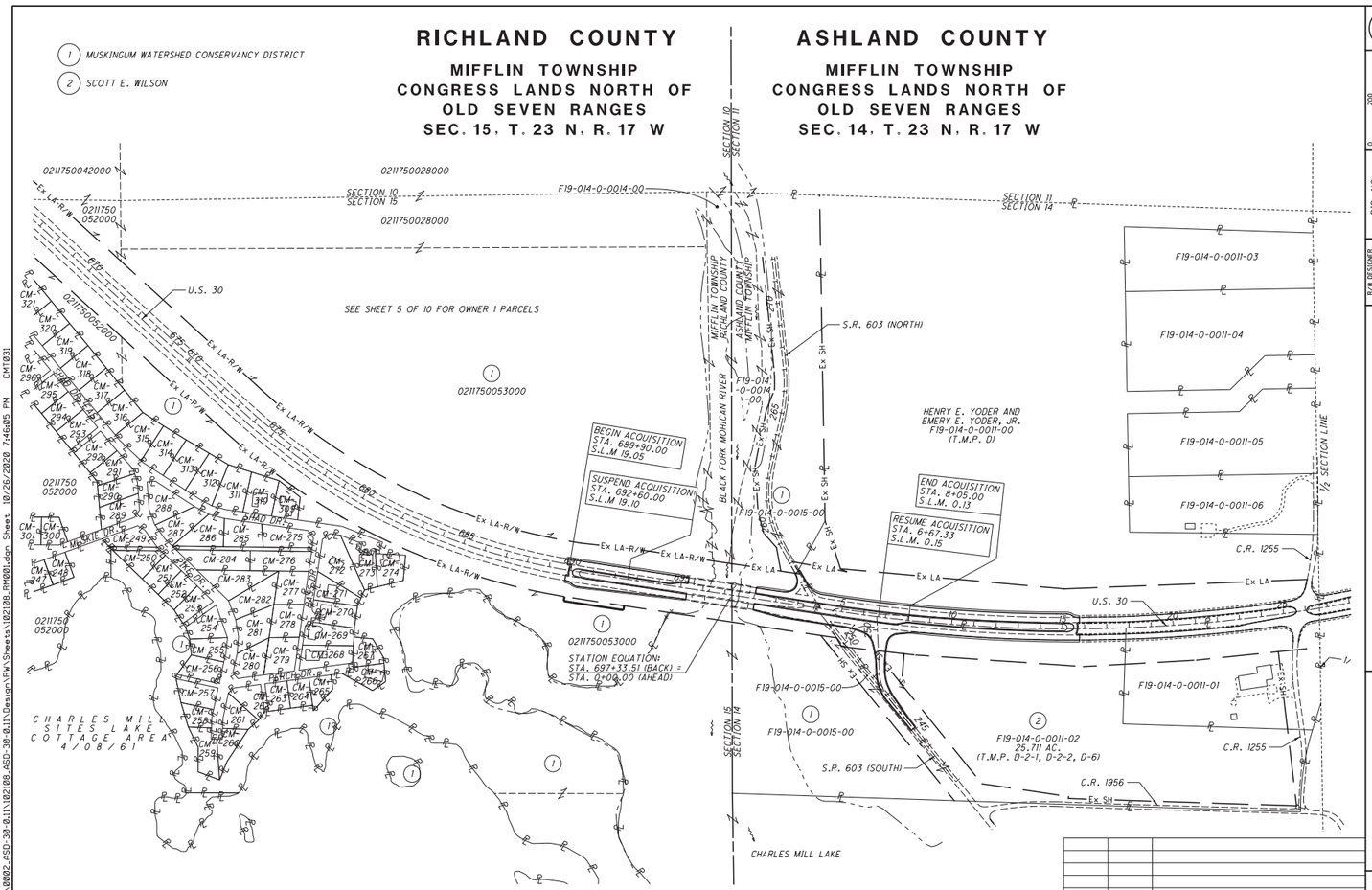
MONUMENT TABLE

℄ OF RIGHT OF WAY S.R. 97			STATE PLANE GRID COORDINATES SEE SURVEY CERTIFICATION		ELEVATION	STATE PLANE GRID COORDINATES SEE SURVEY CERTIFICATION		PROJECT GROUND COORDINATES SEE SURVEY CERTIFICATION		ELEVATION	MONUMENTS TO BE SET DURING CONSTRUCTION		R/W MON. EXPECTED TO BE DISTURBED	
POINT NUMBER	STATION	OFFSET	NORTH (Y) METERS	EAST (X) METERS	METERS	NORTH (Y) U.S. FT.	EAST (X) U.S. FT.	NORTH (Y) U.S. FT.	EAST (X) U.S. FT.	U.S. FT.	MON. ASSY.	REF. MON.	R/W MON.	DESCRIPTION
PROJECT CONTROL														
CP01	674+01.08	17.05' RT.	124099.594	609487.236	313.546	407150.086	1999626.038	407187.617	1999810.364	1028.693				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP02	674+51.21	16.44' LT.	123972.345	609642.449	313.369	406732.603	2000135.267	406770.096	2000319.639	1028.110				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP03	0+86.10	12.41' RT.	123732.804	610309.410	310.757	405946.707	2002323.455	405984.127	2002508.029	1019.543				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP04	4+95.30	14.86' RT.	123713.376	610432.601	312.734	405882.969	2002727.626	405920.383	2002912.237	1026.028				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP05	9+96.96	0.13' RT.	123700.430	610585.144	316.887	405840.495	2003228.093	405877.905	2003412.751	1039.652				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
CP06	17+24.01	1.38' LT.	123695.441	610806.549	322.648	405824.126	2003954.486	405861.535	2004139.211	1058.554				3/4" REBAR WITH 3" ALUM CAP MARKED "OHIO DEPARTMENT OF TRANSPORTATION" SET
EXISTING ℄ R/W STATION/OFFSETS TO EXISTING ℄ R/W U.S. 30														
100	664+83.91	℄	124292.141	609284.532		407781.801	1998961.002	407819.390	1999145.266					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
101	670+00.00	0.15' RT.	124060.792	609537.268		407022.783	1999790.188	407060.302	1999974.529					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
102	673+35.88	℄	123991.716	609612.816		406796.156	2000038.048	406833.654	2000222.412					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
103	682+99.63	0.21' RT.	123833.221	609858.474		406276.160	2000844.009	406313.611	2001028.447					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
104	690+26.50	0.11' RT.	123772.736	610070.981		406077.718	2001541.209	406115.150	2001725.711					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
105	4+95.36	0.97' RT.	123717.557	610433.253		405896.686	2002729.763	405934.102	2002914.375					IPIN /W CAP "MCSTEEN 7104"
106	11+06.36	℄	123698.154	610618.408		405833.027	2003337.228	405870.437	2003521.896					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
107	19+06.58	0.24' LT.	123697.402	610895.981		405830.561	2004247.896	405867.970	2004432.648					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
108	26+62.95	2.49' RT.	123721.833	611091.294		405910.715	2004888.687	405948.132	2005073.498					IPIN /W CAP "MCSTEEN 7104"
109	32+06.82	℄	123756.216	611253.435		406023.520	2005420.644	406060.947	2005605.504					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
110	38+06.45	℄	123808.025	611428.628		406193.495	2005995.422	406230.938	2006180.335					ODOT CONCRETE RIGHT-OF-WAY MONUMENT
EXISTING ℄ R/W STATION/OFFSETS TO EXISTING ℄ R/W S.R. 603														
111	242+00.00	℄	123484.230	610591.940		405131.177	2003250.391	405168.522	2003435.051					ODOT R/W MONUMENT BOX W/ IRON PIN
112	248+78.63	℄	123645.069	610461.907		405658.863	2002823.774	405696.257	2003008.394					ODOT R/W MONUMENT BOX W/ IRON PIN
113	257+74.26	35.39' RT.	123784.825	610380.902		406117.380	2002558.010	406154.816	2002742.606					5/8" IPIN
114	258+79.78	0.08' RT.	123806.946	610355.199		406189.954	2002473.681	406227.397	2002658.269					ODOT R/W MONUMENT BOX W/ IRON PIN, P.C.
115	262+40.89	℄	123913.028	610338.150		406537.992	2002417.748	406575.467	2002602.331					ODOT R/W MONUMENT BOX W/ IRON PIN, P.T.
116	264+84.22	℄	123985.417	610354.264		406775.487	2002470.615	406812.984	2002655.203					ODOT R/W MONUMENT BOX W/ IRON PIN, P.C.
PROPOSED SURVEY MARKERS SET STATION/OFFSETS TO EXISTING ℄ R/W														
200	691+00.00	℄	123769.411	610093.134		406066.808	2001613.890	406104.239	2001798.399			1		ODOT TYPE A CONCRETE MONUMENT
201	4+03.97	℄	123722.025	610405.761		405911.343	2002639.567	405948.760	2002824.170			1		ODOT TYPE A CONCRETE MONUMENT
202	6+60.14	℄	123710.920	610483.037		405874.909	2002893.098	405912.323	2003077.725			1		ODOT TYPE A CONCRETE MONUMENT
203	246+76.47	℄	123597.156	610500.643		405501.669	2002950.861	405539.048	2003135.493		1			MONUMENT ASSEMBLY SET (TYPE C), P.C., STATION/OFFSET ALONG EX. ℄ S.R. 603 S.
204	248+05.05	℄	123633.164	610486.895		405619.804	2002905.755	405657.194	2003090.383		1			MONUMENT ASSEMBLY SET (TYPE C), P.T., STATION/OFFSET ALONG PROP. ℄ S.R. 603 S.
205	249+75.00	℄	123684.895	610484.329		405789.525	2002897.335	405826.931	2003081.962		1			MONUMENT ASSEMBLY SET (TYPE C), STATION/OFFSET ALONG PROP. ℄ S.R. 603 S.
206	248+48.13	℄	123645.069	610461.907		405658.863	2002823.774	405696.257	2003008.394			1		ODOT TYPE A CONCRETE MONUMENT, STATION/OFFSET ALONG PROP. ℄ S.R. 603 S.
207	692+60.00	120.00' RT.	123725.943	610135.866		405924.199	2001754.087	405961.617	2001938.609					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
208	692+60.00	140.00' RT.	123719.916	610134.953		405904.426	2001751.091	405941.842	2001935.612					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
209	690+26.62	140.00' RT.	123730.576	610064.628		405939.398	2001520.368	405976.817	2001704.868					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
210	689+90.00	140.00' RT.	123732.404	610053.065		405945.396	2001482.431	405982.816	2001666.928					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
211	689+90.00	120.00' RT.	123738.419	610054.056		405965.128	2001485.681	406002.550	2001670.178					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
212	8+00.00	151.90' RT.	123659.940	610520.470		405707.654	2003015.909	405745.052	2003200.547					IRON PIN SET, 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357"
213	246+93.42	85.00' RT.	123617.459	610517.542		405568.280	2003006.302	405605.665	2003190.939					I.P.S., 3/4"X30" PIN W/ 2" CAP "ODOT R/W, P.S. 7357," STA/OFF EX. ℄ S.R. 603 S.
TOTALS CARRIED TO GENERAL SUMMARY SHEET											3	4	0	

PID NO. 102108
R/W DESIGNER
R/W REVIEWER MDW
CENTERLINE PLAT
ASD-30-0.11
2 / 2
3 / 10
144 / 151



PID NO. 102108
R/W DESIGNER
R/W REVIEWER MDW
PROPERTY MAP
ASD-30-0.11
4 / 10
145 / 151

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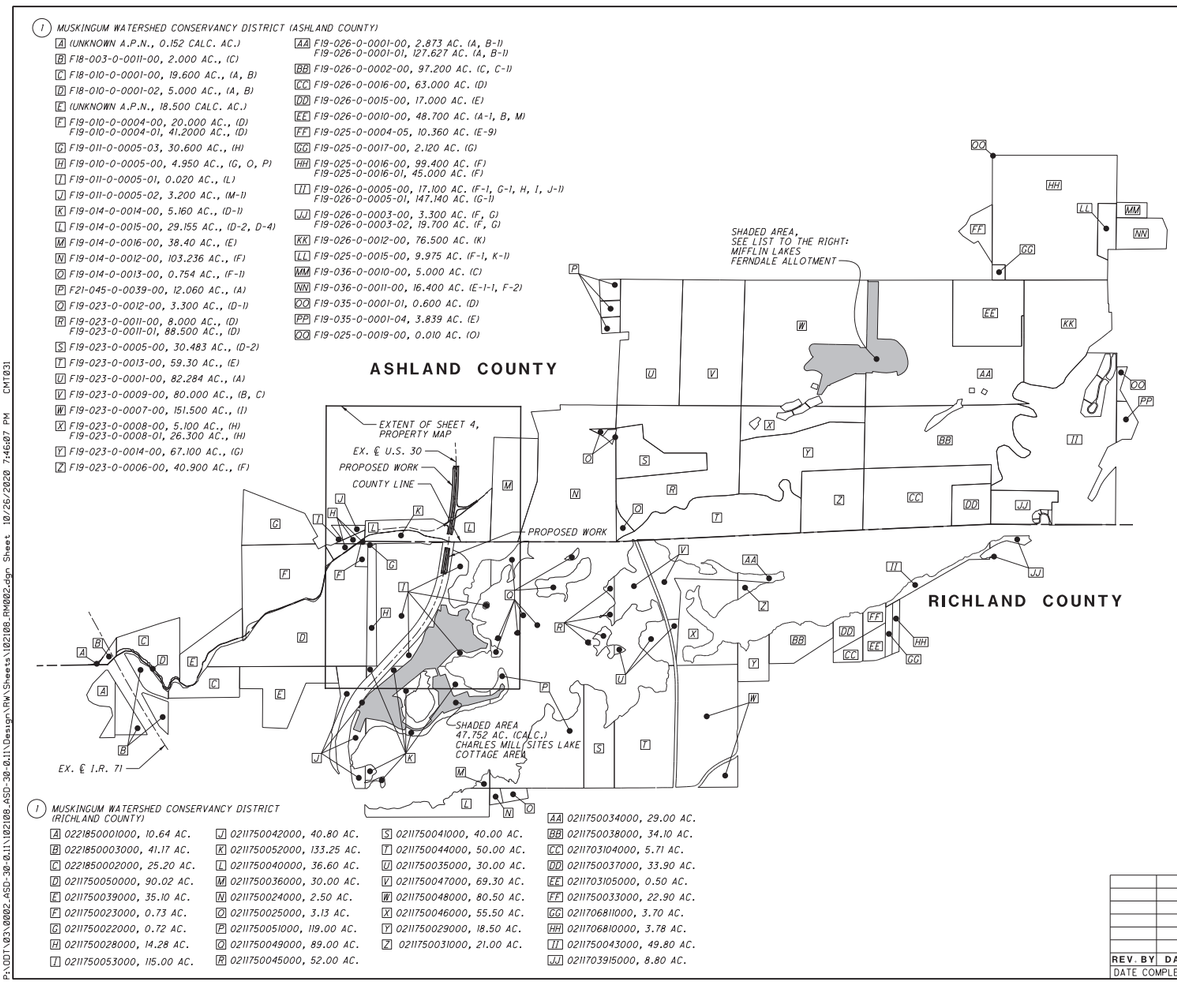

(1) MUSKINGUM WATERSHED CONSERVANCY DISTRICT (ASHLAND COUNTY)

- [A] (UNKNOWN A.P.N., 0.152 CALC. AC.)
- [B] F18-003-0-0011-00, 2.000 AC., (C)
- [C] F18-010-0-0001-00, 19.600 AC., (A, B)
- [D] F18-010-0-0001-02, 5.000 AC., (A, B)
- [E] (UNKNOWN A.P.N., 18.500 CALC. AC.)
- [F] F19-010-0-0004-00, 20.000 AC., (D) F19-010-0-0004-01, 41.2000 AC., (D)
- [G] F19-011-0-0005-03, 30.600 AC., (H)
- [H] F19-010-0-0005-00, 4.950 AC., (G, O, P)
- [I] F19-011-0-0005-01, 0.020 AC., (L)
- [J] F19-011-0-0005-02, 3.200 AC., (M-1)
- [K] F19-014-0-0014-00, 5.160 AC., (D-1)
- [L] F19-014-0-0015-00, 29.155 AC., (D-2, D-4)
- [M] F19-014-0-0016-00, 38.40 AC., (E)
- [N] F19-014-0-0012-00, 103.236 AC., (F)
- [O] F19-014-0-0013-00, 0.754 AC., (F-1)
- [P] F21-045-0-0039-00, 12.060 AC., (A)
- [Q] F19-023-0-0012-00, 3.300 AC., (D-1)
- [R] F18-023-0-0011-00, 8.000 AC., (D) F19-023-0-0011-01, 88.500 AC., (D)
- [S] F19-023-0-0005-00, 30.483 AC., (D-2)
- [T] F19-023-0-0013-00, 59.30 AC., (E)
- [U] F19-023-0-0001-00, 82.284 AC., (A)
- [V] F19-023-0-0009-00, 80.000 AC., (B, C)
- [W] F19-023-0-0007-00, 151.500 AC., (I)
- [X] F19-023-0-0008-00, 5.100 AC., (H) F19-023-0-0008-01, 26.300 AC., (H)
- [Y] F19-023-0-0014-00, 67.100 AC., (G)
- [Z] F19-023-0-0006-00, 40.900 AC., (F)
- [AA] F19-026-0-0001-00, 2.873 AC. (A, B-1) F19-026-0-0001-01, 127.627 AC. (A, B-1)
- [BB] F19-026-0-0002-00, 97.200 AC. (C, C-1)
- [CC] F19-026-0-0016-00, 63.000 AC. (D)
- [DD] F19-026-0-0015-00, 17.000 AC. (E)
- [EE] F19-026-0-0010-00, 48.700 AC. (A-1, B, M)
- [FF] F19-025-0-0004-05, 10.360 AC. (E-9)
- [GG] F19-025-0-0017-00, 2.120 AC. (G)
- [HH] F19-025-0-0016-00, 99.400 AC. (F) F19-025-0-0016-01, 45.000 AC. (F)
- [II] F19-026-0-0005-00, 17.100 AC. (F-1, G-1, H, I, J-1) F19-026-0-0005-01, 147.140 AC. (G-1)
- [JJ] F19-026-0-0003-00, 3.300 AC. (F, G) F19-026-0-0003-02, 19.700 AC. (F, G)
- [KK] F19-026-0-0012-00, 76.500 AC. (K)
- [LL] F19-025-0-0015-00, 9.975 AC. (F-1, K-1)
- [MM] F19-036-0-0010-00, 5.000 AC. (C)
- [NN] F19-036-0-0011-00, 16.400 AC. (E-1-1, F-2)
- [OO] F19-035-0-0001-01, 0.600 AC. (D)
- [PP] F19-035-0-0001-04, 3.839 AC. (E)
- [QQ] F19-025-0-0019-00, 0.010 AC. (O)

ASHLAND COUNTY SHADED AREA PARCELS (ALL ACREAGES ARE CALCULATED):

F19-048-0-0003-00, 0.114 AC.
F19-052-0-0004-00, 0.139 AC.
F19-050-0-0045-00, 0.103 AC.
F19-047-0-0037-00, 0.186 AC.
F19-048-0-0021-00, 0.142 AC.
F19-050-0-0046-00, 0.207 AC.
F19-047-0-0033-00, 0.214 AC.
F19-047-0-0035-00, 0.186 AC.
F19-047-0-0031-00, 0.168 AC.
F19-048-0-0001-00, 0.172 AC.
F19-049-0-0001-00, 1.000 AC.
F19-047-0-0034-00, 0.195 AC.
F19-047-0-0010-00, 2.000 AC.
F19-048-0-0006-00, 0.147 AC.
F19-051-0-0001-00, 0.806 AC.
F19-048-0-0023-00, 0.125 AC.
F19-051-0-0002-00, 0.138 AC.
F19-048-0-0025-00, 0.107 AC.
F19-048-0-0016-00, 0.132 AC.
F19-047-0-0038-00, 0.124 AC.
F19-048-0-0022-00, 0.134 AC.
F19-048-0-0011-00, 0.120 AC.
F19-047-0-0029-00, 0.152 AC.
F19-052-0-0003-00, 0.124 AC.
F19-048-0-0017-00, 0.111 AC.
F19-048-0-0002-00, 0.104 AC.
F19-048-0-0018-00, 0.090 AC.
F19-050-0-0024-00, 0.116 AC.
F19-048-0-0019-00, 0.160 AC.
F19-050-0-0032-00, 0.723 AC.
F19-048-0-0005-00, 0.135 AC.
F19-052-0-0001-01, 0.010 AC.
F19-048-0-0008-00, 0.176 AC.
F19-052-0-0025-00, 1.396 AC.
F19-048-0-0020-00, 0.151 AC.
F19-048-0-0024-01, 0.116 AC.
F19-048-0-0010-00, 0.112 AC.
F19-050-0-0047-00, 6.322 AC.
F19-048-0-0007-00, 0.161 AC.
F19-048-0-0026-00, 0.150 AC.
F19-047-0-0030-00, 0.160 AC.
F19-048-0-0009-00, 0.104 AC.
F19-052-0-0002-00, 0.008 AC.
F19-047-0-0032-00, 0.185 AC.
F19-047-0-0036-00, 0.186 AC.
F19-050-0-0044-01, 0.310 AC.
F19-050-0-0044-00, 0.372 AC.
F19-050-0-0033-00, 0.760 AC.
F19-048-0-0004-00, 0.124 AC.
F19-050-0-0001-00, 2.700 AC.
F19-050-0-0002-00, 0.250 AC.

(1) MUSKINGUM WATERSHED CONSERVANCY DISTRICT (RICHLAND COUNTY)

- [A] 0221850001000, 10.64 AC.
- [B] 0221850003000, 41.17 AC.
- [C] 0221850002000, 25.20 AC.
- [D] 0211750050000, 90.02 AC.
- [E] 0211750039000, 35.10 AC.
- [F] 0211750023000, 0.73 AC.
- [G] 0211750022000, 0.72 AC.
- [H] 0211750028000, 14.28 AC.
- [I] 0211750053000, 115.00 AC.
- [J] 0211750042000, 40.80 AC.
- [K] 0211750052000, 133.25 AC.
- [L] 0211750040000, 36.60 AC.
- [M] 0211750036000, 30.00 AC.
- [N] 0211750024000, 2.50 AC.
- [O] 0211750025000, 3.13 AC.
- [P] 0211750051000, 119.00 AC.
- [Q] 0211750049000, 89.00 AC.
- [R] 0211750045000, 52.00 AC.
- [S] 0211750041000, 40.00 AC.
- [T] 0211750044000, 50.00 AC.
- [U] 0211750035000, 30.00 AC.
- [V] 0211750047000, 69.30 AC.
- [W] 0211750048000, 80.50 AC.
- [X] 0211750046000, 55.50 AC.
- [Y] 0211750029000, 18.50 AC.
- [Z] 0211750031000, 21.00 AC.
- [AA] 0211750034000, 29.00 AC.
- [BB] 0211750038000, 34.10 AC.
- [CC] 0211703104000, 5.71 AC.
- [DD] 0211750037000, 33.90 AC.
- [EE] 0211703105000, 0.50 AC.
- [FF] 0211750033000, 22.90 AC.
- [GG] 0211706811000, 3.70 AC.
- [HH] 0211706810000, 3.78 AC.
- [II] 0211750043000, 49.80 AC.
- [JJ] 0211703915000, 8.80 AC.

REV. BY	DATE	DESCRIPTION

DATE COMPLETED: 7/15/2020

HORIZONTAL SCALE IN FEET: 0, 1000, 2000

PID NO. 102108

R/W DESIGNER: R/W REVIEWER: MDW

ASD-30-0.11

OWNER 1 PROPERTY MAP DETAIL

5 / 10

146 / 151

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TOTAL NUMBER OF :

2 OWNERSHIPS 0 TOTAL TAKES
2 PARCELS 0 OWNERSHIPS W/ STRUCTURES INVOLVED

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
	RICHLAND COUNTY															
1-LA	MUSKINGUM WATERSHED CONSERVANCY DISTRICT	9	D.B. 209, PG. 558	0211750053000	115.000	0.000	0.125	0.000	0.125	NO	58.722	56.153	90% FED 10% STATE	5 TREES, *2 TREES		
				0221850001000	10.640						10.640			NO TAKE		
				0221850003000	41.170						41.170			NO TAKE		
				0221850002000	25.200						25.200			NO TAKE		
				0211750050000	90.020						90.020			NO TAKE		
				0211750039000	35.100						35.100			NO TAKE		
				0211750023000	0.730						0.730			NO TAKE		
				0211750022000	0.720						0.720			NO TAKE		
				0211750028000	14.280						14.280			NO TAKE		
				0211750042000	40.800						12.633	28.167		NO TAKE		
				0211750052000	133.250						0.747	132.503		NO TAKE		
				0211750040000	36.600							36.600		NO TAKE		
				0211750036000	30.000							30.000		NO TAKE		
				0211750024000	2.500							2.500		NO TAKE		
				0211750025000	3.130							3.130		NO TAKE		
				0211750051000	119.000							119.000		NO TAKE		
				0211750049000	89.000							89.000		NO TAKE		
				0211750045000	52.000							52.000		NO TAKE		
				0211750041000	40.000							40.000		NO TAKE		
				0211750044000	50.000							50.000		NO TAKE		
				0211750035000	30.000							30.000		NO TAKE		
				0211750047000	69.300							69.300		NO TAKE		
				0211750048000	80.500							80.500		NO TAKE		
				0211750046000	55.500							55.500		NO TAKE		
				0211750029000	18.500							18.500		NO TAKE		
				0211750031000	21.000							21.000		NO TAKE		
				0211750034000	29.000							29.000		NO TAKE		
				0211750038000	34.100							34.100		NO TAKE		
				0211703104000	5.710							5.710		NO TAKE		
				0211750037000	33.900							33.900		NO TAKE		
				0211703105000	0.500							0.500		NO TAKE		
				0211750033000	22.900							22.900		NO TAKE		
				0211706811000	3.700							3.700		NO TAKE		
				0211706810000	3.780							3.780		NO TAKE		
				0211750043000	49.800							49.800		NO TAKE		
				0211703915000	8.800							8.800		NO TAKE		
				(MULTI-PARCELS)	47.752(c)							47.752		NO TAKE, (CHARLES MILL SITES LAKE COTTAGE AREA)		
				TOTAL:	1443.882						289.962	1153.795				
	ASHLAND COUNTY															
1	MUSKINGUM WATERSHED CONSERVANCY DISTRICT		O.R. 188, PG. 415	F19-014-0-0015-00	28.807									NO TAKE, *3 POSTS AND A CABLE GATE, (T.M.P. D-2)		
			O.R. 23, PG. 584	"	0.348									NO TAKE, (T.M.P. D-4)		
				SUB TOTAL:	29.155											
				(UNKNOWN APN)	0.152 (c)									NO TAKE		
				F18-003-0-0011-00	2.000									NO TAKE		
				F18-010-0-0001-00	19.600									NO TAKE		
				F18-010-0-0001-02	5.000								90% FED 10% STATE	NO TAKE		
				(UNKNOWN APN)	18.500(c)									NO TAKE		

(c) = CALCULATED ACREAGE

* DENOTES RIGHT-OF-WAY ENCROACHMENT

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF STATE OF OHIO, DEPARTMENT OF TRANSPORTATION UNLESS OTHERWISE SHOWN.

TYPES OF TITLE LEGEND:

LA = LIMITED ACCESS EASEMENT
SH = STANDARD HIGHWAY EASEMENT

REV. BY	DATE	DESCRIPTION
		FIELD REVIEW BY: NICK J. SECRIST DATE: 5/01/2020
		OWNERSHIP VERIFIED BY: LUCAS W. GUNKA DATE: 5/04/2020

DATE COMPLETED: 7/15/2020

FEDERAL PROJECT NO. E160 (855)

PID NO. 102108

STATE JOB NO. 438967

R/W DESIGNER: R/W REVIEWER: MDW

ASD-30-0.11

SUMMARY OF ADDITIONAL RIGHT OF WAY

6 / 10

147 / 151

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TOTAL NUMBER OF :

2 OWNERSHIPS
2 PARCELS
0 TOTAL TAKES
0 OWNERSHIPS W/ STRUCTURES INVOLVED

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
	ASHLAND COUNTY															
1	MUSKINGUM WATERSHED			F19-010-0-0004-00	20.000								90% FED	NO TAKE		
	CONSERVANCY DISTRICT (CONT.)			F19-010-0-0004-01	41.200								10% STATE	NO TAKE		
				F19-011-0-0005-03	30.600									NO TAKE		
				F19-010-0-0005-00	4.950									NO TAKE		
				F19-011-0-0005-01	0.020									NO TAKE		
				F19-011-0-0005-02	3.200									NO TAKE		
				F19-014-0-0014-00	5.160									NO TAKE		
				F19-014-0-0016-00	38.400									NO TAKE		
				F19-014-0-0012-00	103.236									NO TAKE		
				F19-014-0-0013-00	0.754									NO TAKE		
				F21-045-0-0039-00	12.060									NO TAKE		
				F19-023-0-0012-00	3.300									NO TAKE		
				F19-023-0-0011-02	8.000									NO TAKE		
				F19-023-0-0011-01	88.500									NO TAKE		
				F19-023-0-0005-00	30.483									NO TAKE		
				F19-023-0-0013-00	59.300									NO TAKE		
				F19-023-0-0001-00	82.284									NO TAKE		
				F19-023-0-0009-00	80.000									NO TAKE		
				F19-023-0-0007-00	151.500									NO TAKE		
				F19-023-0-0008-00	5.100									NO TAKE		
				F19023-0-0008-01	26.300									NO TAKE		
				F19-023-0-0014-00	67.100									NO TAKE		
				F19-023-0-0006-00	40.090									NO TAKE		
				F19-026-0-0001-00	2.873									NO TAKE		
				F19-026-0-0001-01	127.627									NO TAKE		
				F19-026-0-0002-00	97.200									NO TAKE		
				F19-026-0-0016-00	63.000									NO TAKE		
				F19-026-0-0015-00	17.000									NO TAKE		
				F19-026-0-0010-00	48.700									NO TAKE		
				F19-025-0-0004-05	10.360									NO TAKE		
				F19-025-0-0017-00	2.120									NO TAKE		
				F19-025-0-0016-00	99.400									NO TAKE		
				F19-025-0-0016-01	45.000									NO TAKE		
				F19-026-0-0005-00	17.100									NO TAKE		
				F19-026-0-0005-01	147.140									NO TAKE		
				F19-026-0-0003-00	3.300									NO TAKE		
				F19-026-0-0003-02	19.700									NO TAKE		
				F19-026-0-0012-00	76.500									NO TAKE		
				F19-025-0-0015-00	9.975									NO TAKE		
				F19-036-0-0010-00	5.000									NO TAKE		
				F19-036-0-0011-00	16.400									NO TAKE		
				F19-035-0-0001-01	0.600									NO TAKE		
				F19-035-0-0001-04	3.839									NO TAKE		
				F19-025-0-0019-00	0.010									NO TAKE		
				F19-048-0-0003-00	0.114 (c)									NO TAKE, LOT 61		
				F19-052-0-0004-00	0.139 (c)									NO TAKE, LOT 4		
				F19-050-0-0045-00	0.103 (c)									NO TAKE, LOT 114		
				F19-047-0-0037-00	0.186 (c)									NO TAKE, LOT 58		
				F19-048-0-0021-00	0.142 (c)									NO TAKE, LOT 79		
				F19-050-0-0046-00	0.207 (c)									NO TAKE, LOTS 86-87		
				F19-047-0-0033-00	0.214 (c)								90% FED	NO TAKE, LOT 54		
				F19-047-0-0035-00	0.186 (c)								10% STATE	NO TAKE, LOT 56		

(c) = CALCULATED ACREAGE

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF
STATE OF OHIO, DEPARTMENT OF TRANSPORTATION
UNLESS OTHERWISE SHOWN.

TYPES OF TITLE LEGEND:

LA = LIMITED ACCESS EASEMENT
SH = STANDARD HIGHWAY EASEMENT

REV. BY	DATE	DESCRIPTION
		FIELD REVIEW BY: NICK J. SECRIST DATE: 5/01/2020
		OWNERSHIP VERIFIED BY: LUCAS W. GUNKA DATE: 5/04/2020
		DATE COMPLETED: 7/15/2020

FEDERAL PROJECT NO. E160 (855)
PID NO. 102108
STATE JOB NO. 438967
R/W DESIGNER
R/W REVIEWER MDW

SUMMARY OF ADDITIONAL RIGHT OF WAY

ASD-30-0.11

7 / 10

148 / 151

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TOTAL NUMBER OF :

2 OWNERSHIPS
2 PARCELS
0 TOTAL TAKES
0 OWNERSHIPS W/ STRUCTURES INVOLVED

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
	ASHLAND COUNTY															
1	MUSKINGUM WATERSHED			F19-047-0-0031-00	0.168 (c)								90% FED	NO TAKE, LOT 52		
	CONSERVANCY DISTRICT (CONT.)			F19-048-0-0001-00	0.172 (c)								10% STATE	NO TAKE, LOT 59		
				F19-049-0-0001-00	1.000 (c)									NO TAKE, LOTS 85-94		
				F19-047-0-0034-00	0.195 (c)									NO TAKE, LOT 55		
				F19-047-0-0010-00	2.000 (c)									NO TAKE, LOTS 31-47		
				F19-048-0-0006-00	0.147 (c)									NO TAKE, LOT 64		
				F19-051-0-0001-00	0.806 (c)									NO TAKE, LOT 115		
				F19-048-0-0023-00	0.125 (c)									NO TAKE, LOT 81		
				F19-051-0-0002-00	0.138 (c)									NO TAKE, LOT 3		
				F19-048-0-0025-00	0.107 (c)									NO TAKE, LOT 83		
				F19-048-0-0016-00	0.132 (c)									NO TAKE, LOT 74		
				F19-047-0-0038-00	0.124 (c)									NO TAKE, LOT 14		
				F19-048-0-0022-00	0.134 (c)									NO TAKE, LOT 80		
				F19-048-0-0011-00	0.120 (c)									NO TAKE, LOT 69		
				F19-047-0-0029-00	0.152 (c)									NO TAKE, LOT 50		
				F19-052-0-0003-00	0.124 (c)									NO TAKE, LOT 3		
				F19-048-0-0017-00	0.111 (c)									NO TAKE, LOT 75		
				F19-048-0-0002-00	0.104 (c)									NO TAKE, LOT 60		
				F19-048-0-0018-00	0.090 (c)									NO TAKE, LOT 76		
				F19-050-0-0024-00	0.116 (c)									NO TAKE, LOT 38E-39		
				F19-048-0-0019-00	0.160 (c)									NO TAKE, LOT 77		
				F19-050-0-0032-00	0.723 (c)									NO TAKE, LOTS 53-59		
				F19-048-0-0005-00	0.135 (c)									NO TAKE, LOT 63		
				F19-052-0-0001-01	0.010 (c)									NO TAKE, PT. LOT 1		
				F19-048-0-0008-00	0.176 (c)									NO TAKE, LOT 66		
				F19-050-0-0025-00	1.396 (c)									NO TAKE, LOTS 40-52		
				F19-048-0-0020-00	0.151 (c)									NO TAKE, LOT 78		
				F19-048-0-0024-01	0.116 (c)									NO TAKE, LOT 82		
				F19-048-0-0010-00	0.112 (c)									NO TAKE, LOT 68		
				F19-050-0-0047-00	6.322 (c)									NO TAKE, LOTS 88-146		
				F19-048-0-0007-00	0.161 (c)									NO TAKE, LOT 65		
				F19-048-0-0026-00	0.150 (c)									NO TAKE, LOT 84		
				F19-047-0-0030-00	0.160 (c)									NO TAKE, LOT 51		
				F19-048-0-0009-00	0.104 (c)									NO TAKE, LOT 67		
				F19-052-0-0002-00	0.008 (c)									NO TAKE, PT. LOT 2		
				F19-047-0-0032-00	0.185 (c)									NO TAKE, LOT 53		
				F19-047-0-0036-00	0.186 (c)									NO TAKE, LOT 57		
				F19-050-0-0044-01	0.310 (c)									NO TAKE, LOTS 79-81		
				F19-050-0-0044-00	0.372 (c)									NO TAKE, LOTS 77-78, 82-83		
				F19-050-0-0033-00	0.760 (c)									NO TAKE, LOTS 60-66, PT. LOT 69		
				F19-048-0-0004-00	0.124 (c)									NO TAKE, LOT62		
				F19-050-0-0001-00	2.700 (c)									NO TAKE, LOT 3-28, PT. LOT 31		
				F19-050-0-0032-00	0.250 (c)									NO TAKE, LOT 1-2		
				GRAND TOTAL:	1810.915											
													90% FED			
2-SH	SCOTT E. WILSON	10	O.R. 564, PG. 221	F19-014-0-0011-02	25.711	7.987	0.217	0.000	0.217	NO		17.507	10% STATE	29 TREES, #33 TREES, (T.M.P. D-2-1, D-2-2, D-6)		

(c) = CALCULATED ACREAGE

* DENOTES RIGHT-OF-WAY ENCROACHMENT

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF
STATE OF OHIO, DEPARTMENT OF TRANSPORTATION
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TYPES OF TITLE LEGEND:

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REV. BY	DATE	DESCRIPTION
		FIELD REVIEW BY: NICK J. SECRIST DATE: 5/01/2020
		OWNERSHIP VERIFIED BY: LUCAS W. GUNKA DATE: 5/04/2020
		DATE COMPLETED: 7/15/2020

FEDERAL PROJECT NO. E160 (855)
PID NO. 102108
STATE JOB NO. 438967
R/W DESIGNER
R/W REVIEWER MDW

SUMMARY OF ADDITIONAL RIGHT OF WAY

ASD-30-0.11

8 / 10

149 / 151

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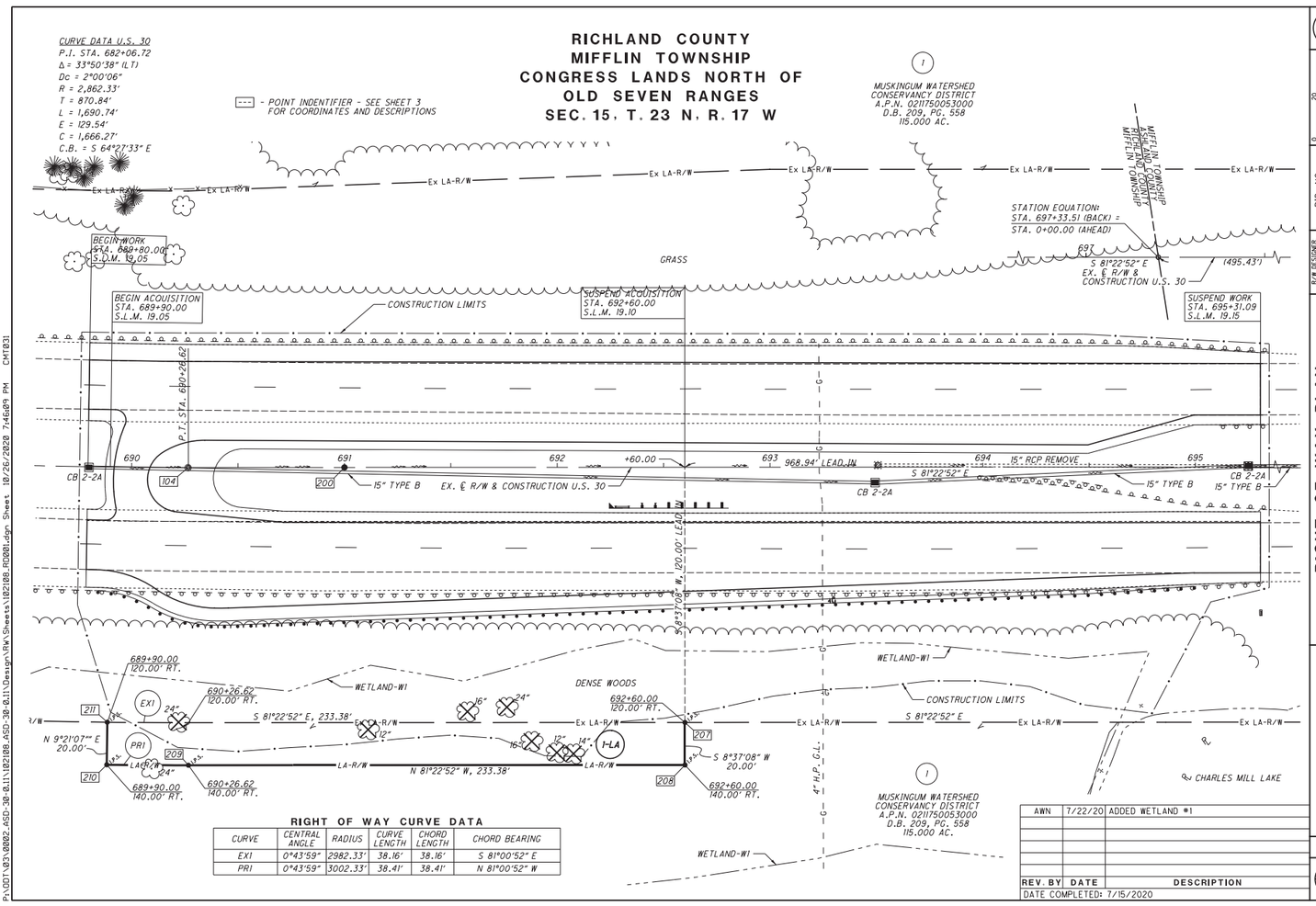
RICHLAND COUNTY
MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 15, T. 23 N, R. 17 W



RIGHT OF WAY CURVE DATA

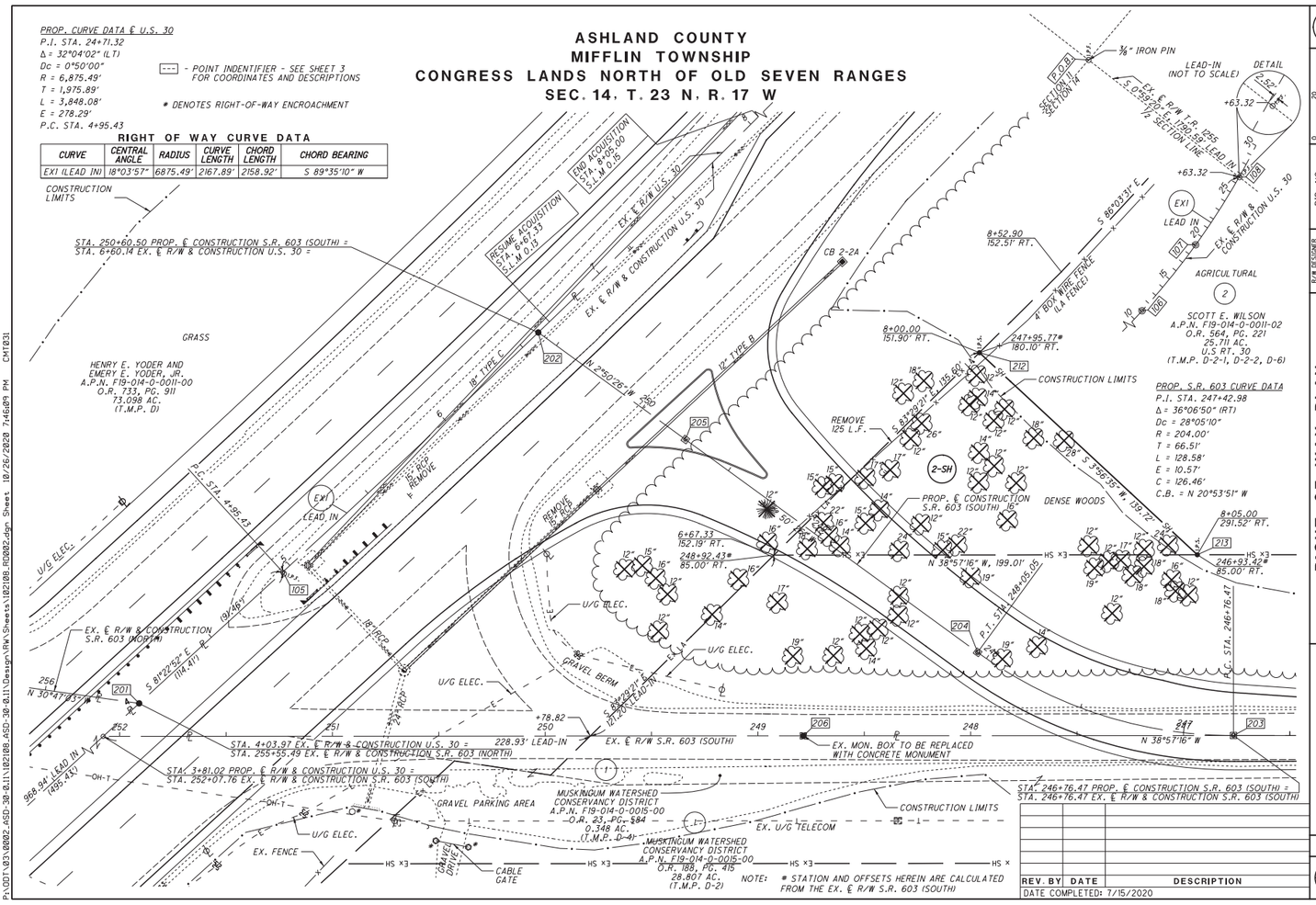
CURVE	CENTRAL ANGLE	RADIUS	CURVE LENGTH	CHORD LENGTH	CHORD BEARING
EX1	0°43'59"	2982.33'	38.16'	38.16'	S 81°00'52" E
PR1	0°43'59"	3002.33'	38.41'	38.41'	N 81°00'52" W

REV. BY	DATE	DESCRIPTION
AWN	7/22/20	ADDED WETLAND #1

DATE COMPLETED: 7/15/2020

PID NO. 102108
R/W DESIGNER R/W REVIEWER MDW
RIGHT OF WAY PLAN
STA. 689+50 TO STA. 695+50
ASD-30-0.11
9 / 10
150 / 151

ASHLAND COUNTY
MIFFLIN TOWNSHIP
CONGRESS LANDS NORTH OF OLD SEVEN RANGES
SEC. 14, T. 23 N, R. 17 W



RIGHT OF WAY CURVE DATA

CURVE	CENTRAL ANGLE	RADIUS	CURVE LENGTH	CHORD LENGTH	CHORD BEARING
EX1 (LEAD IN)	18°03'57"	6875.49'	2167.89'	2158.92'	S 89°35'10" W

REV. BY	DATE	DESCRIPTION

DATE COMPLETED: 7/15/2020

PID NO. 102108
R/W DESIGNER R/W REVIEWER MDW
RIGHT OF WAY PLAN
STA. 3+50 TO STA. 8+00
ASD-30-0.11
10 / 10
151 / 151

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US Army Corps of Engineers
Huntington District

Permit Number: 2020-00867-WAL

Name of Permittee: Ohio Department of Transportation

Date of Issuance: January 12, 2021

Upon completion of the activity authorized by this permit and any mitigation required by the permit, sign this certification and return it to the following address:

U.S. Army Corps of Engineers - Huntington District
Building 10/ Section 10
PO Box 3990
Columbus, OH 43218-3990

Please note that your permitted activity is subject to a compliance inspection by an U.S. Army Corps of Engineers representative. If you fail to comply with this permit you are subject to permit suspension, modification, or revocation.

I hereby certify that the work authorized by the above-referenced permit has been completed in accordance with the terms and conditions of the said permit, and required mitigation was completed in accordance with the permit conditions.

_____ _____
Signature of Permittee Date