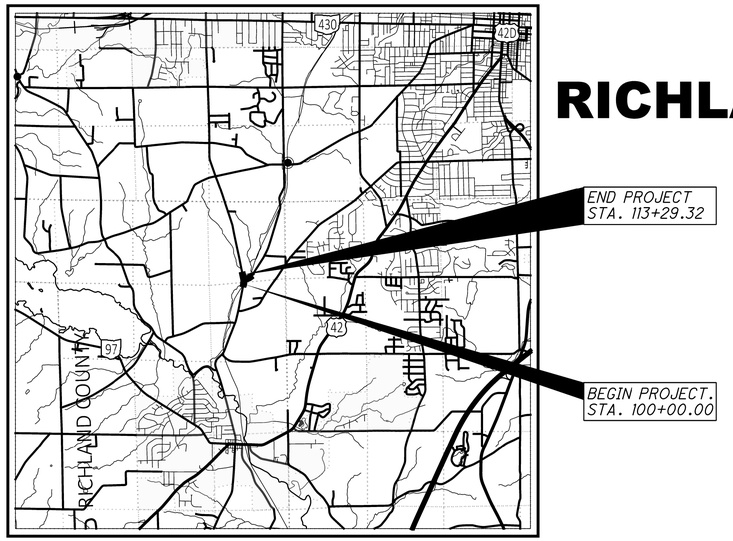
STATE OF OHIO
RICHLAND COUNTY ENGINEER'S OFFICE

RIC-CR133-2.22

TROY TOWNSHIP

RICHLAND COUNTY



LOCATION MAP

LATITUDE: 40°42'35" N LONGITUDE: 82°34'50" W

N

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

DESIGN DESIGNATION

	LEX-SPRINGMILL RD.	HOME RD.
CURRENT ADT (2026)	*10,587*	*2,644*
DESIGN YEAR ADT (2046)	*11,646*	*2,909*
DESIGN HOURLY VOLUME (2046)	*962*	*243*
DIRECTIONAL DISTRIBUTION	*51%*	*63%*
TRUCKS (24 HOUR B&C)	*2.0%*	*2.2%*
DESIGN SPEED	*45*	*45*
LEGAL SPEED	*45/50*	*45*
DESIGN FUNCTIONAL CLASSIFICATION:	*04 - MINOR ARTERIAL*	*05 - MAJOR COLLECTOR*
NHS PROJECT	*N/A*	*N/A*

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:

EMH&T
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

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STANDARD CONSTRUCTION DRAWINGS

BP-2.2	*1/15/21*	*MGS-2.3*	*7/18/25*	*HL-40.20*	*7/18/25*	*TC-22.20*	*7/18/25*	*TST-1-99*	*1/15/21*	*800-2023*	*1/16/26*
BP-3.1	*1/19/24*	*MGS-4.2*	*7/18/25*	*HL-60.11*	*7/21/17*	*TC-41.10*	*7/19/13*			*832*	*7/19/24*
BP-4.1	*7/19/13*	*MGS-4.3*	*7/18/25*	*HL-60.31*	*7/19/24*	*TC-41.20*	*10/18/13*			*836*	*1/19/24*
BP-5.1	*7/18/25*					*TC-41.30*	*4/21/23*			*902*	*7/19/19*
BP-7.1	*7/18/25*	*MH-1.1*	*7/15/22*	*MT-95.30*	*7/18/25*	*TC-41.50*	*10/18/13*			*940*	*4/17/15*
				MT-95.40	*7/18/25*	*TC-42.20*	*10/18/13*				
CB-2-3, 2-4	*7/19/24*	*HW-1.1*	*7/19/24*	*MT-95.50*	*7/21/17*	*TC-52.10*	*10/18/13*				
CB-3	*7/19/24*	*HW-2.1*	*7/15/22*	*MT-97.10*	*7/18/25*	*TC-52.20*	*1/15/21*				
CB-3A	*7/19/24*			*MT-99.20*	*4/19/19*	*TC-61.10*	*4/21/23*				
		HL-10.11	*7/21/23*	*MT-101.70*	*7/19/24*	*TC-65.10*	*1/17/14*				
DM-1.1	*1/17/25*	*HL-10.12*	*7/21/23*	*MT-101.75*	*7/21/23*	*TC-71.10*	*7/18/25*				
DM-1.2	*1/17/25*	*HL-10.13*	*7/18/25*	*MT-101.90*	*7/17/20*						
DM-4.3	*1/15/16*	*HL-20.11*	*7/18/25*	*MT-104.10*	*1/19/24*	*RM-1.1*	*1/20/23*				
DM-4.4	*1/15/16*	*HL-30.11*	*7/21/23*	*MT-105.10*	*1/17/20*	*RM-3.1*	*7/20/18*				
		HL-30.21	*4/17/20*			*RM-4.1*	*1/17/20*				
MGS-1.1	*1/17/25*	*HL-30.22*	*1/17/25*	*TC-21.11*	*7/16/21*	*RM-4.2*	*7/18/25*				

SUPPLEMENTAL SPECIFICATIONS

SPECIAL PROVISIONS

FEDERAL PROJECT NUMBER

E230758

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

INSTALLATION OF A ROUNDABOUT AT THE INTERSECTION OF LEXINGTON SPRINGMILL RD (CR-133) AND HOME RD (TR-135). IMPROVEMENTS INCLUDE CONSTRUCTION OF ASPHALT PAVEMENT, CURB AND GUTTER, STORMWATER UPDATES, THREE CULVERTS, STREET LIGHTING AND TRAFFIC CONTROL.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*4.2 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*0.2 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*4.4 ACRES*

2023 SPECIFICATIONS

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

I HEARBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET P.21

ENGINEER'S SEAL

STATE OF OHIO
MARK JOSEPH RAHALL
E-77347
REGISTERED PROFESSIONAL ENGINEER

Digitally signed by Mark Rahall
Date: 2025.10.22 14:10:24-04'00'

ENGINEER'S SEAL

LIGHTING SHEETS: P.90-P.93

STATE OF OHIO
KEVIN R. BALL
E-86717
REGISTERED PROFESSIONAL ENGINEER

Digitally signed by Kevin R. Ball
Date: 2025.10.22 13:31:07-04'00'

APPROVED: _____ COUNTY ENGINEER
DATE: _____

APPROVED: _____ COUNTY COMMISSIONER
DATE: _____

APPROVED: _____ COUNTY COMMISSIONER
DATE: _____

APPROVED: _____ COUNTY COMMISSIONER
DATE: _____

TITLE SHEET

DESIGN AGENCY
EMH&T

DESIGNER
TGW

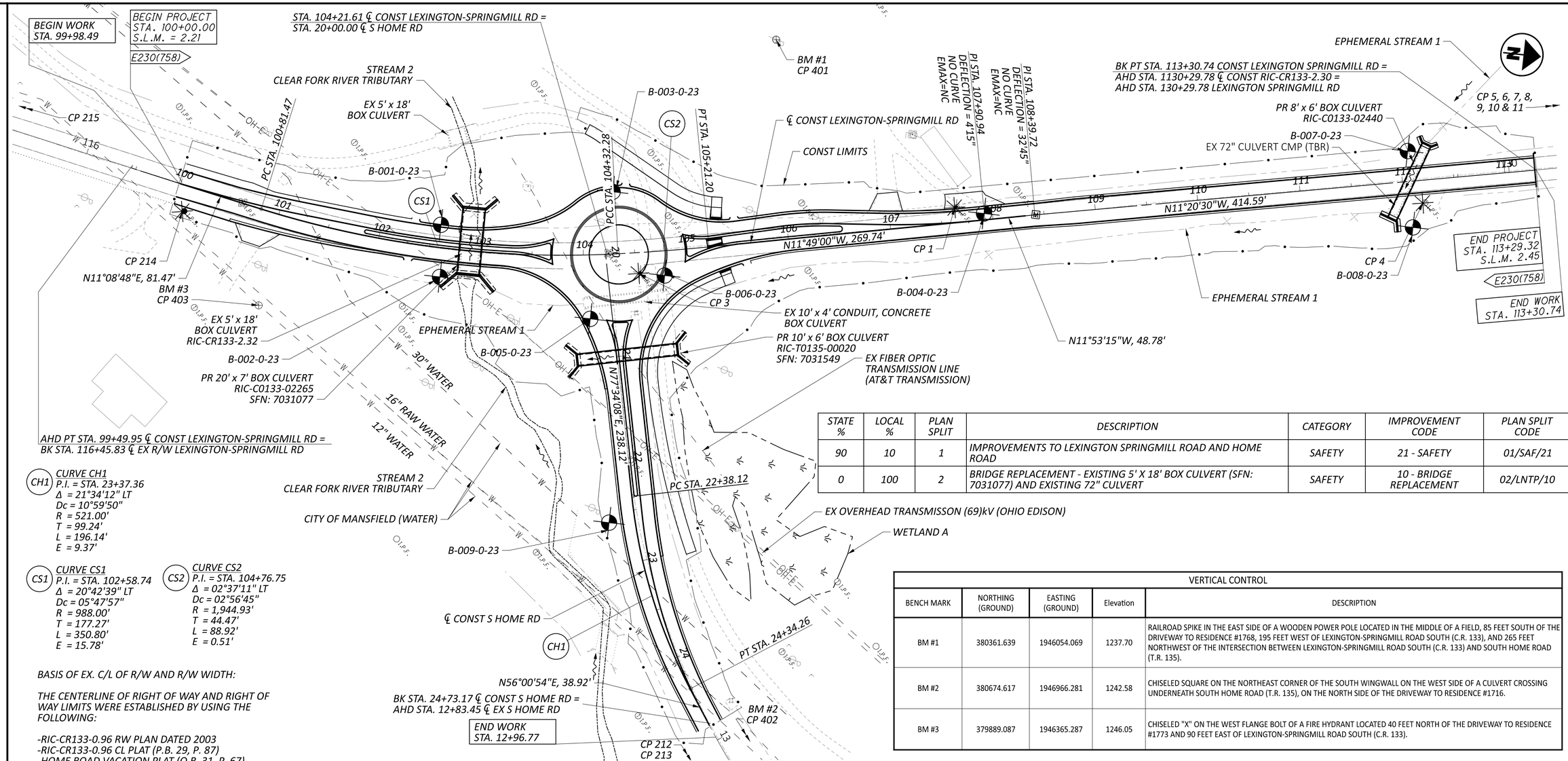
REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.1 TOTAL 105

RIC-CR133-2.22

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STATE %	LOCAL %	PLAN SPLIT	DESCRIPTION	CATEGORY	IMPROVEMENT CODE	PLAN SPLIT CODE
90	10	1	IMPROVEMENTS TO LEXINGTON SPRINGMILL ROAD AND HOME ROAD	SAFETY	21 - SAFETY	01/SAF/21
0	100	2	BRIDGE REPLACEMENT - EXISTING 5' X 18' BOX CULVERT (SFN: 7031077) AND EXISTING 72" CULVERT	SAFETY	10 - BRIDGE REPLACEMENT	02/LNTP/10

CH1 CURVE CH1
P.I. = STA. 23+37.36
Δ = 21°34'12" LT
Dc = 10°59'50"
R = 521.00'
T = 99.24'
L = 196.14'
E = 9.37'

CS1 CURVE CS1
P.I. = STA. 102+58.74
Δ = 20°42'39" LT
Dc = 05°47'57"
R = 988.00'
T = 177.27'
L = 350.80'
E = 15.78'

CS2 CURVE CS2
P.I. = STA. 104+76.75
Δ = 02°37'11" LT
Dc = 02°56'45"
R = 1,944.93'
T = 44.47'
L = 88.92'
E = 0.51'

BASIS OF EX. C/L OF R/W AND R/W WIDTH:

THE CENTERLINE OF RIGHT OF WAY AND RIGHT OF WAY LIMITS WERE ESTABLISHED BY USING THE FOLLOWING:

-RIC-CR133-0.96 RW PLAN DATED 2003
-RIC-CR133-0.96 CL PLAT (P.B. 29, P. 87)
-HOME ROAD VACATION PLAT (O.R. 31, P. 67)
-SURVEYS ON FILE WITH THE RICHLAND COUNTY ENGINEER'S OFFICE (CC-185, F-1-211, F-1-233, JJ-111, JJ-112, JJ-128, JJ-129, LL-085, S-073, Z-138)
-DEEDS OF RECORD
-TAX MAPS

THE STATIONING FOR WAS ESTABLISHED BY USING THE FOLLOWING:
-RIC-CR133-0.96 RW PLAN DATED 2003

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREIN ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83 (2011). SAID BEARINGS ORIGINATED FROM A FIELD TRAVERSE WHICH WAS TIED (REFERENCED) TO SAID COORDINATE SYSTEM BY GNSS OBSERVATIONS USING THE OHIO DEPARTMENT OF TRANSPORTATION'S REAL TIME NETWORK.

NOTE: ALL NORTHING AND EASTING ARE IN GROUND. THE SCALE FACTOR HAS BEEN PROVIDED IN GENERAL NOTES UNDER THE SURVEY PARAMETERS NOTE

STATIONS AND OFFSETS ARE TAKEN FROM THE CENTERLINE OF CONSTRUCTION UNLESS OTHERWISE NOTED.

VERTICAL CONTROL

BENCH MARK	NORTHING (GROUND)	EASTING (GROUND)	Elevation	DESCRIPTION
BM #1	380361.639	1946054.069	1237.70	RAILROAD SPIKE IN THE EAST SIDE OF A WOODEN POWER POLE LOCATED IN THE MIDDLE OF A FIELD, 85 FEET SOUTH OF THE DRIVEWAY TO RESIDENCE #1768, 195 FEET WEST OF LEXINGTON-SPRINGMILL ROAD SOUTH (C.R. 133), AND 265 FEET NORTHWEST OF THE INTERSECTION BETWEEN LEXINGTON-SPRINGMILL ROAD SOUTH (C.R. 133) AND SOUTH HOME ROAD (T.R. 135).
BM #2	380674.617	1946966.281	1242.58	CHISELED SQUARE ON THE NORTHEAST CORNER OF THE SOUTH WINGWALL ON THE WEST SIDE OF A CULVERT CROSSING UNDERNEATH SOUTH HOME ROAD (T.R. 135), ON THE NORTH SIDE OF THE DRIVEWAY TO RESIDENCE #1716.
BM #3	379889.087	1946365.287	1246.05	CHISELED "X" ON THE WEST FLANGE BOLT OF A FIRE HYDRANT LOCATED 40 FEET NORTH OF THE DRIVEWAY TO RESIDENCE #1773 AND 90 FEET EAST OF LEXINGTON-SPRINGMILL ROAD SOUTH (C.R. 133).

POINTS	STATION	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
1	107+64.15, 14.73' LT (LEXINGTON-SPRINGMILL)	380551.922	1946197.378	1240.90	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
3	104+52.73, 20.27' RT (LEXINGTON-SPRINGMILL)	380253.334	1946294.358	1233.50	MAG NAIL FOUND
4	112+18.09, 22.24' RT (LEXINGTON-SPRINGMILL)	381004.244	1946143.662	1250.81	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
5	OUTSIDE OF C/L LIMITS	381854.834	1945934.359	1280.89	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
6	OUTSIDE OF C/L LIMITS	382592.559	1945770.664	1311.02	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
7	OUTSIDE OF C/L LIMITS	383864.078	1945544.390	1423.85	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
8	OUTSIDE OF C/L LIMITS	384726.040	1945279.918	1451.68	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
9	OUTSIDE OF C/L LIMITS	385770.758	1944898.740	1476.64	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
10	OUTSIDE OF C/L LIMITS	386712.245	1944611.528	1488.12	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
11	OUTSIDE OF C/L LIMITS	387441.244	1944300.281	1476.15	⅝" IRON REBAR FOUND W/ YELLOW CAP "CONTROL POINT"
212	OUTSIDE OF C/L LIMITS	380378.073	1946771.382	1240.34	¾" IRON REBAR SET W/ ALUM. CAP "PRIMARY PROJECT CONTROL"
213	OUTSIDE OF C/L LIMITS	380767.591	1947078.379	1243.66	¾" IRON REBAR SET W/ ALUM. CAP "AZIMUTH MARK"
214	100+09.53, 25.21' RT (LEXINGTON-SPRINGMILL)	379805.334	1946282.648	1237.69	¾" IRON REBAR SET W/ ALUM. CAP "PRIMARY PROJECT CONTROL"
215	OUTSIDE OF C/L LIMITS	379176.768	1946112.604	1239.80	¾" IRON REBAR SET W/ ALUM. CAP "AZIMUTH MARK"
401	106+07.25, 193.97' LT (LEXINGTON-SPRINGMILL)	380361.639	1946054.069	1237.70	BENCHMARK #1 RAILROAD SPIKE (VT ONLY)
402	OUTSIDE OF C/L LIMITS	380674.617	1946966.281	1242.58	BENCHMARK #2 CHIS SQUARE (VT ONLY)
403	101+05.48, 90.41' RT (LEXINGTON-SPRINGMILL)	379889.087	1946365.287	1246.05	BENCHMARK #3 CHIS "X" (VT ONLY)

SCHEMATIC PLAN

RIC-CR133-2.22

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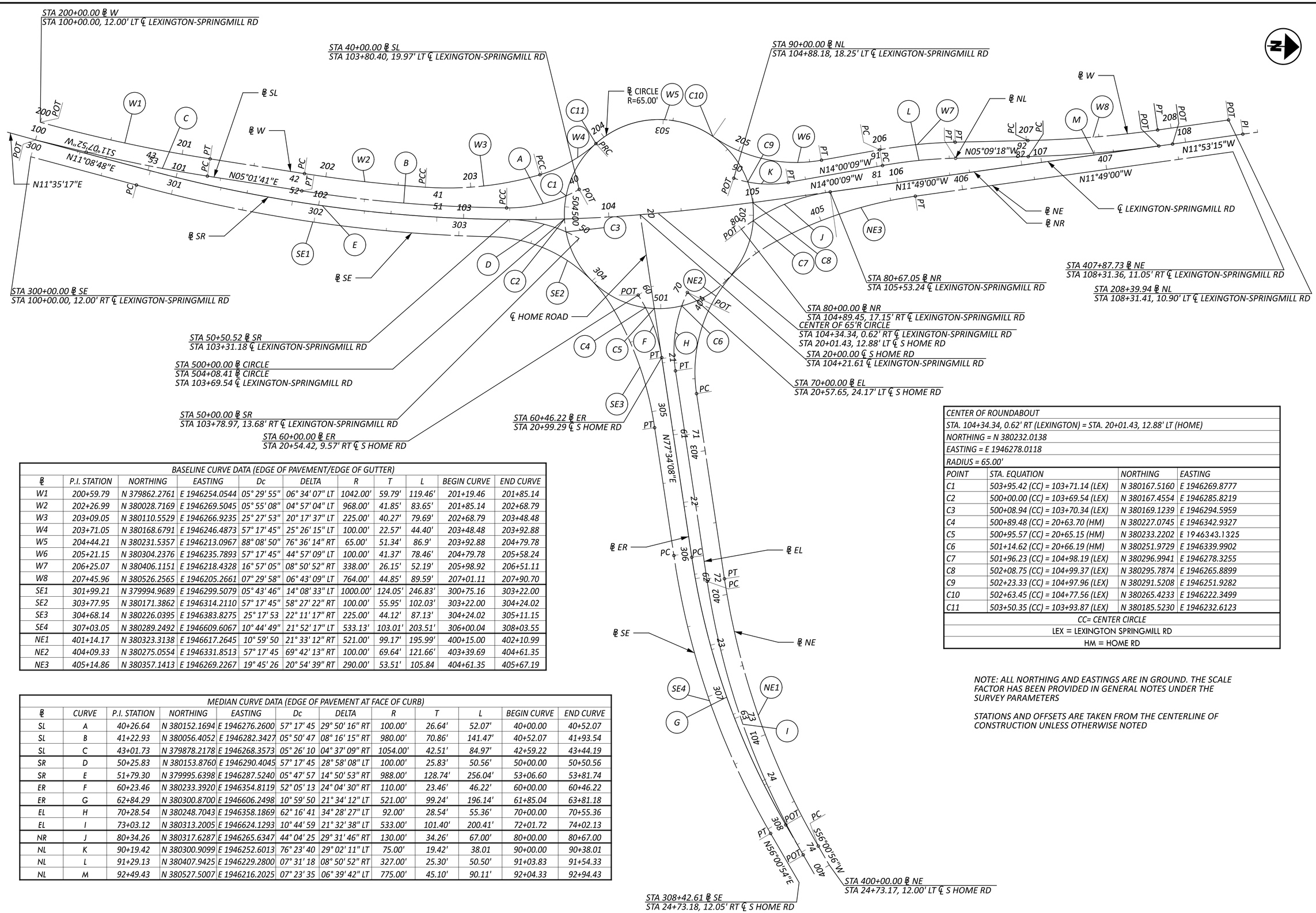
DESIGN AGENCY
EMH&T

DESIGNER
JDK

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.2 | TOTAL 105



HORIZONTAL SCALE IN FEET
0 15 30 60

ROUNDABOUT BASELINE SCHEMATIC PLAN

BASELINE CURVE DATA (EDGE OF PAVEMENT/EDGE OF GUTTER)

℄	P.I. STATION	NORTHING	EASTING	Dc	DELTA	R	T	L	BEGIN CURVE	END CURVE
W1	200+59.79	N 379862.2761	E 1946254.0544	05° 29' 55"	06° 34' 07" LT	1042.00'	59.79'	119.46'	201+19.46	201+85.14
W2	202+26.99	N 380028.7169	E 1946269.5045	05° 55' 08"	04° 57' 04" LT	968.00'	41.85'	83.65'	201+85.14	202+68.79
W3	203+09.05	N 380110.5529	E 1946266.9235	25° 27' 53"	20° 17' 37" LT	225.00'	40.27'	79.69'	202+68.79	203+48.48
W4	203+71.05	N 380168.6791	E 1946246.4873	57° 17' 45"	25° 26' 15" LT	100.00'	22.57'	44.40'	203+48.48	203+92.88
W5	204+44.21	N 380231.5357	E 1946213.0967	88° 08' 50"	76° 36' 14" RT	65.00'	51.34'	86.9'	203+92.88	204+79.78
W6	205+21.15	N 380304.2376	E 1946235.7893	57° 17' 45"	44° 57' 09" LT	100.00'	41.37'	78.46'	204+79.78	205+58.24
W7	206+25.07	N 380406.1151	E 1946218.4328	16° 57' 05"	08° 50' 52" RT	338.00'	26.15'	52.19'	205+98.92	206+51.11
W8	207+45.96	N 380526.2565	E 1946205.2661	07° 29' 58"	06° 43' 09" LT	764.00'	44.85'	89.59'	207+01.11	207+90.70
SE1	301+99.21	N 379994.9689	E 1946299.5079	05° 43' 46"	14° 08' 33" LT	1000.00'	124.05'	246.83'	300+75.16	303+22.00
SE2	303+77.95	N 380171.3862	E 1946314.2110	57° 17' 45"	58° 27' 22" RT	100.00'	55.95'	102.03'	303+22.00	304+24.02
SE3	304+68.14	N 380226.0395	E 1946383.8275	25° 17' 53	22° 11' 17" RT	225.00'	44.12'	87.13'	304+24.02	305+11.15
SE4	307+03.05	N 380289.2492	E 1946609.6067	10° 44' 49"	21° 52' 17" LT	533.13'	103.01'	203.51'	306+00.04	308+03.55
NE1	401+14.17	N 380323.3138	E 1946617.2645	10° 59' 50	21° 33' 12" RT	521.00'	99.17'	195.99'	400+15.00	402+10.99
NE2	404+09.33	N 380275.0554	E 1946331.8513	57° 17' 45	69° 42' 13" RT	100.00'	69.64'	121.66'	403+39.69	404+61.35
NE3	405+14.86	N 380357.1413	E 1946269.2267	19° 45' 26	20° 54' 39" RT	290.00'	53.51'	105.84	404+61.35	405+67.19

MEDIAN CURVE DATA (EDGE OF PAVEMENT AT FACE OF CURB)

℄	CURVE	P.I. STATION	NORTHING	EASTING	Dc	DELTA	R	T	L	BEGIN CURVE	END CURVE
SL	A	40+26.64	N 380152.1694	E 1946276.2600	57° 17' 45	29° 50' 16" RT	100.00'	26.64'	52.07'	40+00.00	40+52.07
SL	B	41+22.93	N 380056.4052	E 1946282.3427	05° 50' 47	08° 16' 15" RT	980.00'	70.86'	141.47'	40+52.07	41+93.54
SL	C	43+01.73	N 379878.2178	E 1946268.3573	05° 26' 10	04° 37' 09" RT	1054.00'	42.51'	84.97'	42+59.22	43+44.19
SR	D	50+25.83	N 380153.8760	E 1946290.4045	57° 17' 45	28° 58' 08" LT	100.00'	25.83'	50.56'	50+00.00	50+50.56
SR	E	51+79.30	N 379995.6398	E 1946287.5240	05° 47' 57	14° 50' 53" RT	988.00'	128.74'	256.04'	53+06.60	53+81.74
ER	F	60+23.46	N 380233.3920	E 1946354.8119	52° 05' 13	24° 04' 30" RT	110.00'	23.46'	46.22'	60+00.00	60+46.22
ER	G	62+84.29	N 380300.8700	E 1946606.2498	10° 59' 50	21° 34' 12" LT	521.00'	99.24'	196.14'	61+85.04	63+81.18
EL	H	70+28.54	N 380248.7043	E 1946358.1869	62° 16' 41	34° 28' 27" LT	92.00'	28.54'	55.36'	70+00.00	70+55.36
EL	I	73+03.12	N 380313.2005	E 1946624.1293	10° 44' 59	21° 32' 38" LT	533.00'	101.40'	200.41'	72+01.72	74+02.13
NR	J	80+34.26	N 380317.6287	E 1946265.6347	44° 04' 25	29° 31' 46" RT	130.00'	34.26'	67.00'	80+00.00	80+67.00
NL	K	90+19.42	N 380300.9099	E 1946252.6013	76° 23' 40	29° 02' 11" LT	75.00'	19.42'	38.01	90+00.00	90+38.01
NL	L	91+29.13	N 380407.9425	E 1946229.2800	07° 31' 18	08° 50' 52" RT	327.00'	25.30'	50.50'	91+03.83	91+54.33
NL	M	92+49.43	N 380527.5007	E 1946216.2025	07° 23' 35	06° 39' 42" LT	775.00'	45.10'	90.11'	92+04.33	92+94.43

CENTER OF ROUNDABOUT			
STA. 104+34.34, 0.62' RT (LEXINGTON) = STA. 20+01.43, 12.88' LT (HOME)			
NORTHING = N 380232.0138			
EASTING = E 1946278.0118			
RADIUS = 65.00'			
POINT	STA. EQUATION	NORTHING	EASTING
C1	503+95.42 (CC) = 103+71.14 (LEX)	N 380167.5160	E 1946269.8777
C2	500+00.00 (CC) = 103+69.54 (LEX)	N 380167.4554	E 1946285.8219
C3	500+08.94 (CC) = 103+70.34 (LEX)	N 380169.1239	E 1946294.5959
C4	500+89.48 (CC) = 20+63.70 (HM)	N 380227.0745	E 1946342.9327
C5	500+95.57 (CC) = 20+65.15 (HM)	N 380233.2202	E 1946343.1325
C6	501+14.62 (CC) = 20+66.19 (HM)	N 380251.9729	E 1946339.9902
C7	501+96.23 (CC) = 104+98.19 (LEX)	N 380296.9941	E 1946278.3255
C8	502+08.75 (CC) = 104+99.37 (LEX)	N 380295.7874	E 1946265.8899
C9	502+23.33 (CC) = 104+97.96 (LEX)	N 380291.5208	E 1946251.9282
C10	502+63.45 (CC) = 104+77.56 (LEX)	N 380265.4233	E 1946222.3499
C11	503+50.35 (CC) = 103+93.87 (LEX)	N 380185.5230	E 1946232.6123
CC= CENTER CIRCLE			
LEX = LEXINGTON SPRINGMILL RD			
HM = HOME RD			

NOTE: ALL NORTHING AND EASTINGS ARE IN GROUND. THE SCALE FACTOR HAS BEEN PROVIDED IN GENERAL NOTES UNDER THE SURVEY PARAMETERS

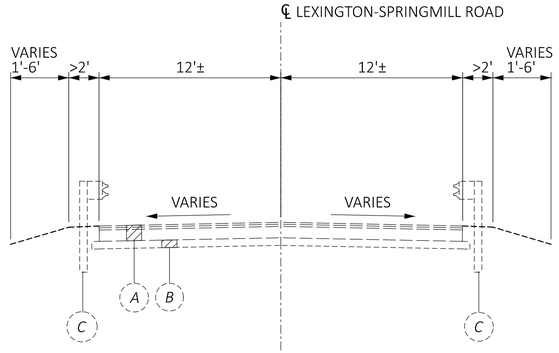
STATIONS AND OFFSETS ARE TAKEN FROM THE CENTERLINE OF CONSTRUCTION UNLESS OTHERWISE NOTED

DESIGN AGENCY
EMH&T

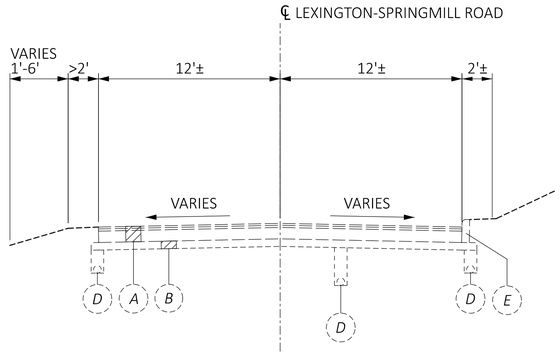
DESIGNER JDK
REVIEWER SJB 10/17/25
PROJECT ID 118289
SHEET P.3 TOTAL 105

RIC-CR133-2.22

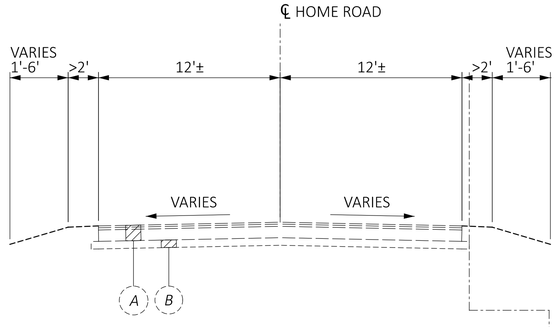
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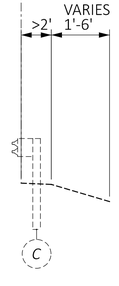
EXISTING SECTION - LEXINGTON-SPRINGMILL RD
STA. 100+55.00 TO STA. 113+29.32



EXISTING SECTION - LEXINGTON-SPRINGMILL RD
STA. 100+00.00 TO STA. 100+55.00



EXISTING SECTION - HOME RD
STA. 20+00.00 TO STA. 24+73.17



SECTION APPLIES:
STA. 20+29.55 TO STA. 21+21.44
STA. 22+61.37 TO STA. 24+73.17

EXISTING LEGEND

- (A) *10"± EXISTING PAVEMENT*
- (B) *6"± AGGREGATE BASE*
- (C) *EX. GUARDRAIL, TYPE MGS*
- (D) *EX. UNDERDRAIN*
- (E) *EX. CURB*

TYPICAL SECTIONS - EXISTING

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.4 | TOTAL 105

RIC-CR133-2.22

MODEL: Typical Sections Ex PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:08 AM USER: jtheuring
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A 7.5'
STA. 100+00.00 TO STA. 100+66.79
7.5' TO 4.0'
STA. 100+66.79 TO STA. 100+89.25
4.0'
STA. 100+89.25 TO STA. 101+84.98

B VARIES 6.7' TO 8.0'
STA. 100+00.00 TO STA. 100+56.55
6.0' TO 0.8'
STA. 100+56.55 TO STA. 101+84.98

C 12.0'
STA. 101+84.98 TO STA. 102+72.36
VARIES 12.0' TO 19.8'
STA. 102+72.36 TO STA. 103+68.61

D 4.0'
STA. 101+84.98 TO STA. 103+29.60
VARIES 4.0' TO 16.0'
STA. 103+29.60 TO STA. 103+68.61

E 12.0'
STA. 101+84.98 TO STA. 103+29.60
VARIES 12.0' TO 16.9'
STA. 103+29.60 TO STA. 103+68.61

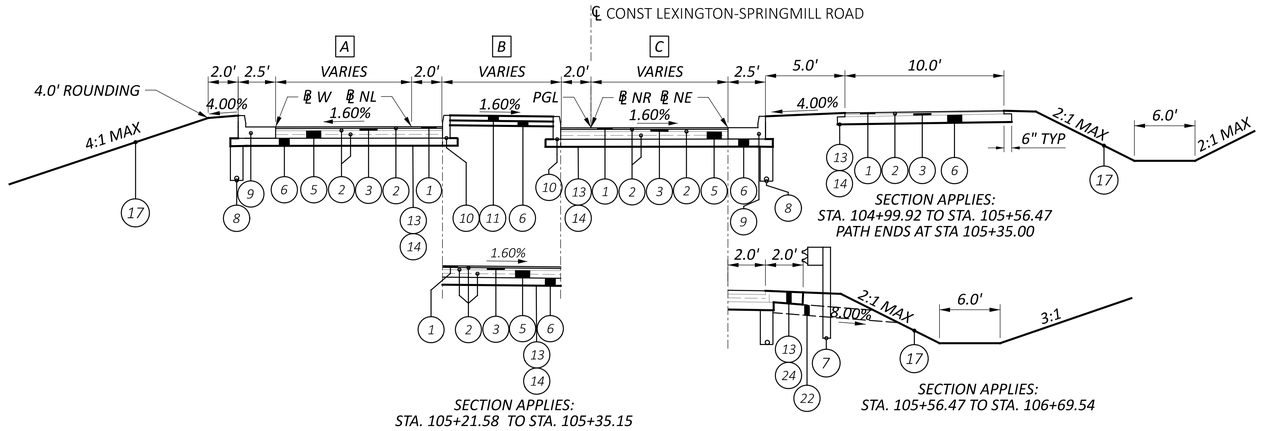
F VARIES 12.7' TO 12.0'
STA. 100+00.00 TO STA. 100+56.55
12.0'
STA. 100+56.55 TO STA. 101+84.98

G VARIES 13.3' TO 12.0'
STA. 100+00.00 TO STA. 100+56.55
12.0'
STA. 100+56.55 TO STA. 101+84.98

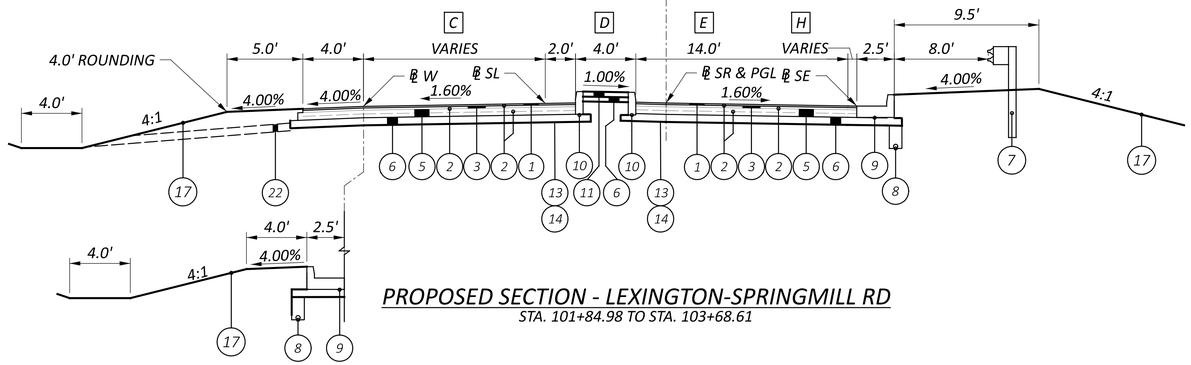
H VARIES 0.8' TO 0.0'
STA. 101+84.98 TO STA. 102+05.02
0.0'
STA. 105+05.02 TO 103+68.61

PROPOSED LEGEND

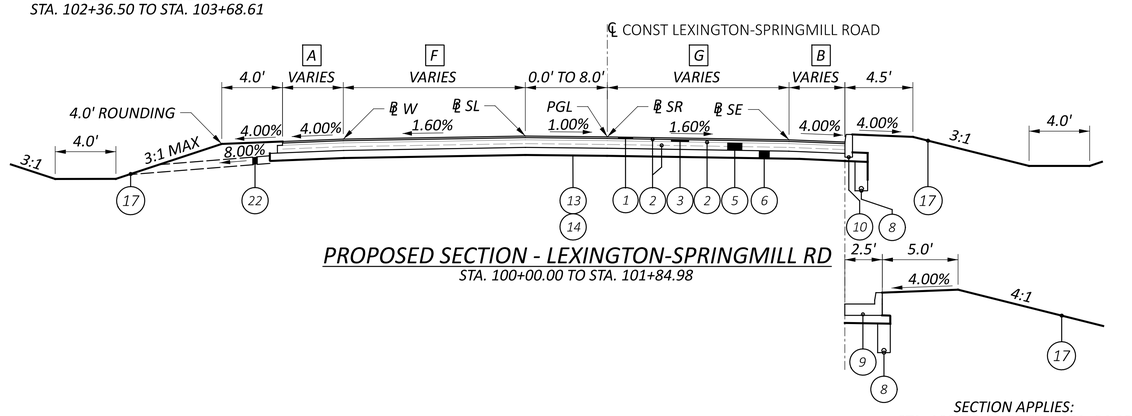
1. ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, MODIFIED (448) PG64-22, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT (@0.06 GAL/SY)
3. ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, MODIFIED (448), AS PER PLAN
4. ITEM 407 - NON-TRACKING TACK COAT (@0.09 GAL/SY)
5. ITEM 301 - 7" ASPHALT CONCRETE BASE, PG64-22 MODIFIED (449), AS PER PLAN (PLACED IN 2 - 3-1/2" LIFTS)
6. ITEM 304 - 6" AGGREGATE BASE
7. ITEM 606 - GUARDRAIL, TYPE MGS
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS
9. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
10. ITEM 609 - CURB, TYPE 6
11. ITEM 609 - 6" CONCRETE TRAFFIC ISLAND, AS PER PLAN
12. ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
13. ITEM 204 - SUBGRADE COMPACTION
14. ITEM 204 - PROOF ROLLING
15. ITEM 609 - COMBINATION CURB & GUTTER, TYPE 9
16. ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
17. ITEM 659 - SEEDING AND MULCHING
18. ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, MODIFIED (449), AS PER PLAN (VARIABLE DEPTH)
19. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.25")
20. ITEM 203 - ROADWAY MISC.: DECORATIVE SANDSTONE BLOCKS
21. ITEM 203 - ROADWAY MISC.: CUSTOM LANDSCAPING
22. ITEM 605 - AGGREGATE DRAINS
23. ITEM 253 - PAVEMENT REPAIR, AS PER PLAN
24. ITEM 617 - 8" COMPACTED AGGREGATE
25. ITEM 304 - 7" AGGREGATE BASE
26. ITEM 304 - 9" AGGREGATE BASE
27. ITEM 690 - SPECIAL - PAVEMENT OVERLAY FABRIC COMPSITE



PROPOSED SECTION - LEXINGTON-SPRINGMILL RD
STA. 104+99.92 TO STA. 106+53.56



PROPOSED SECTION - LEXINGTON-SPRINGMILL RD
STA. 101+84.98 TO STA. 103+68.61



PROPOSED SECTION - LEXINGTON-SPRINGMILL RD
STA. 100+00.00 TO STA. 101+84.98

SECTION APPLIES:
STA. 100+52.60 TO STA. 101+84.98

TYPICAL SECTIONS - PROPOSED

RIC-CR133-2.22

MODEL: Typical Section 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:08 AM USER: jheuring
J:\2023\0231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GY001.dgn

DESIGN AGENCY
E M H & T

DESIGNER TGW
REVIEWER SJB 10/17/25
PROJECT ID 118289
SHEET P.5 TOTAL 105

A — VARIES 19.2' TO 11.0'
STA. 104+99.92 TO STA. 105+50.33
11.0'
STA. 105+50.33 TO STA. 106+53.56

B — VARIES 0.0' MIN TO 25.4' MAX
STA. 104+99.92 TO STA. 106+53.56

C — VARIES 20.0' TO 20.4'
STA. 104+99.92 TO STA. 105+10.95
VARIES 20.4' TO 11'
STA. 105+10.95 TO STA. 106+10.62
11.0'
STA. 106+10.62 TO STA. 106+53.56

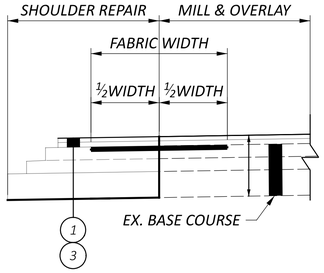
D — VARIES 7.8' TO 0.0'
STA. 106+69.54 TO STA. 107+81.37
0.0'
STA. 107+81.37 TO 108+40.00

* CONTRACTOR TO ENSURE SOUND EDGE BEFORE WIDENING

** NO VARIABLE DEPTH OVERLAY

*** STA. 108+40.00 TO 111+77.00

**** STA. 112+43.00 TO STA. 113+29.32

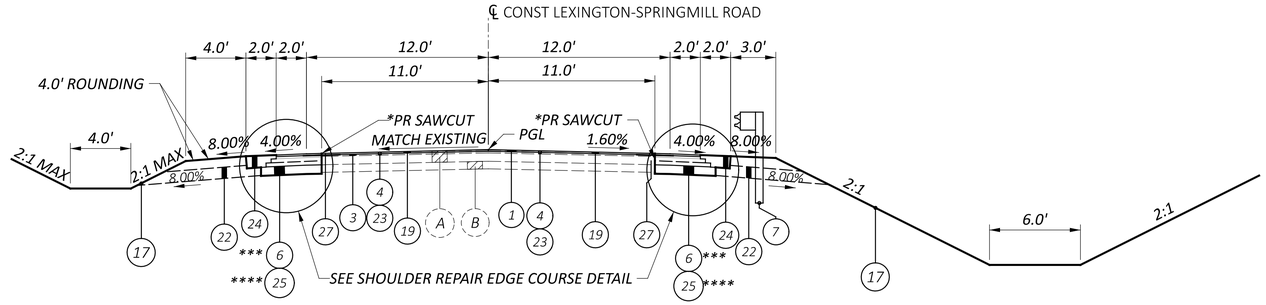


PAVEMENT OVERLAY FABRIC DETAIL

(SEE GENERAL NOTES FOR MORE INFORMATION REGUARDING ITEM 690 - SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE)

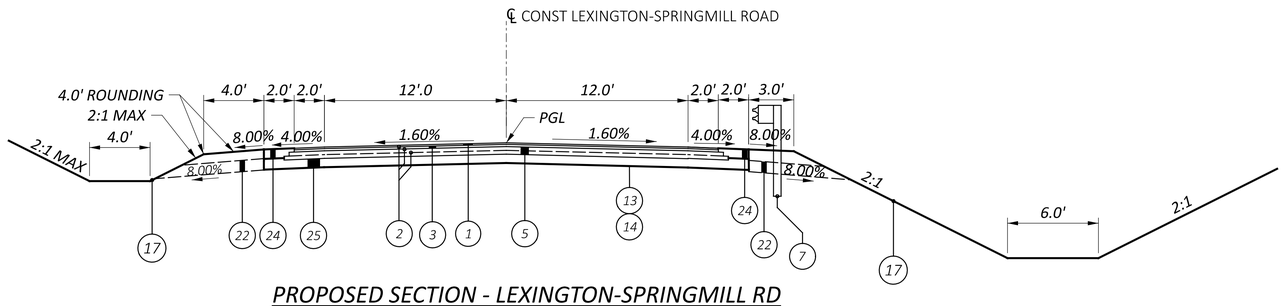
PROPOSED LEGEND

1. ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, MODIFIED (448) PG64-22, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT (@0.06 GAL/SY)
3. ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, MODIFIED (448), AS PER PLAN
4. ITEM 407 - NON-TRACKING TACK COAT (@0.09 GAL/SY)
5. ITEM 301 - 7" ASPHALT CONCRETE BASE, PG64-22 MODIFIED (449), AS PER PLAN (PLACED IN 2 - 3-1/2" LIFTS)
6. ITEM 304 - 6" AGGREGATE BASE
7. ITEM 606 - GUARDRAIL, TYPE MGS
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS
9. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
10. ITEM 609 - CURB, TYPE 6
11. ITEM 609 - 6" CONCRETE TRAFFIC ISLAND, AS PER PLAN
12. ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
13. ITEM 204 - SUBGRADE COMPACTION
14. ITEM 204 - PROOF ROLLING
15. ITEM 609 - COMBINATION CURB & GUTTER, TYPE 9
16. ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
17. ITEM 659 - SEEDING AND MULCHING
18. ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, MODIFIED (449), AS PER PLAN (VARIABLE DEPTH)
19. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.25")
20. ITEM 203 - ROADWAY MISC.: DECORATIVE SANDSTONE BLOCKS
21. ITEM 203 - ROADWAY MISC.: CUSTOM LANDSCAPING
22. ITEM 605 - AGGREGATE DRAINS
23. ITEM 253 - PAVEMENT REPAIR, AS PER PLAN
24. ITEM 617 - 8" COMPACTED AGGREGATE
25. ITEM 304 - 7" AGGREGATE BASE
26. ITEM 304 - 9" AGGREGATE BASE
27. ITEM 690 - SPECIAL - PAVEMENT OVERLAY FABRIC COMPSITE



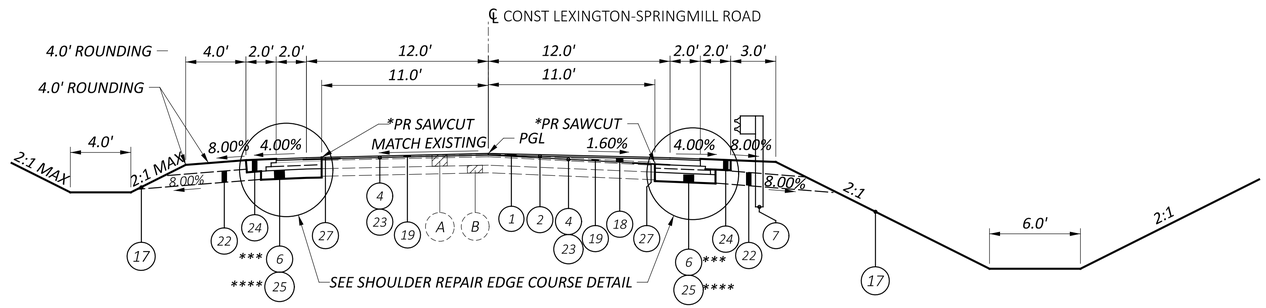
PROPOSED SECTION - LEXINGTON-SPRINGMILL RD

STA. 112+43.00 TO STA. 113+29.32**



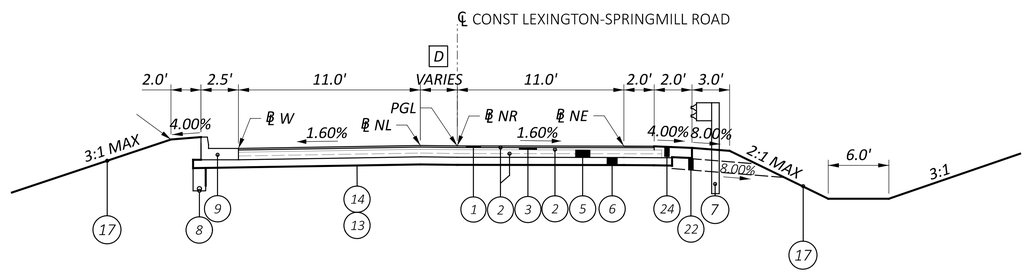
PROPOSED SECTION - LEXINGTON-SPRINGMILL RD

STA. 111+77.00 TO STA. 112+43.00



PROPOSED SECTION - LEXINGTON-SPRINGMILL RD

STA. 108+40.00 TO STA. 111+77.00



PROPOSED SECTION - LEXINGTON-SPRINGMILL RD

STA. 106+53.56 TO STA. 108+40.00

TYPICAL SECTIONS - PROPOSED

DESIGN AGENCY: EMH&T

DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.6
TOTAL	105

RIC-CR133-2.22

MODEL: Typical Section 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:09 AM USER: jheuring
J:\2023\231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GY001.dgn

A — VARIES 19.8' TO 12.0'
STA. 20+66.61 TO STA. 21+46.23
12.0'
STA. 21+46.23 TO STA. 22+37.12

B — VARIES 23.5' TO 8.0'
STA. 20+66.61 TO STA. 21+09.72
8.0'
STA. 21+09.72 TO STA. 22+37.12

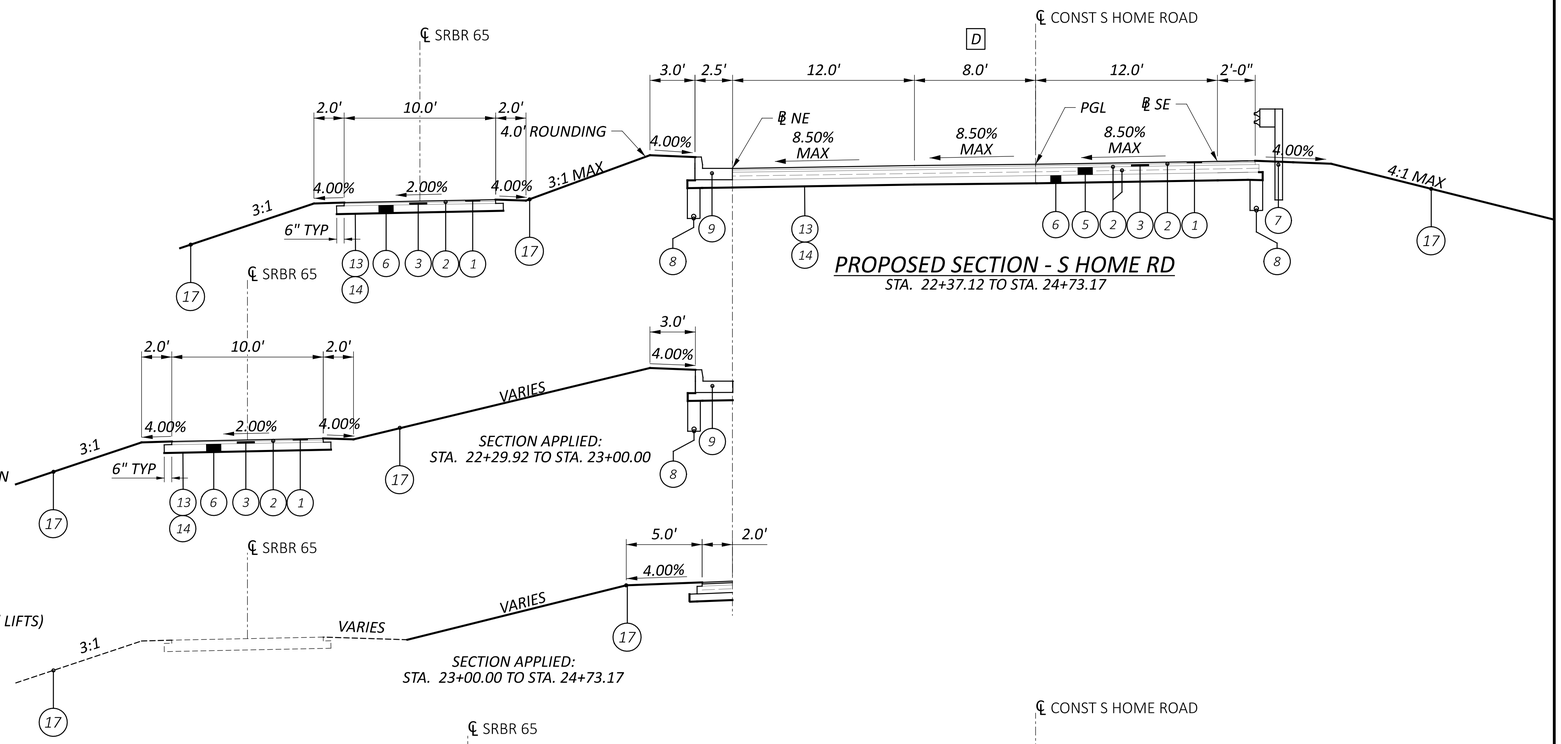
C — VARIES 18.1' TO 12.0'
STA. 20+66.61 TO STA. 21+27.39
12.0'
STA. 21+27.39 TO STA. 22+37.12

D — VARIES 8.0' TO 0.0'
STA. 22+37.12 TO STA. 24+58.08
0.0'
STA. 24+58.08 TO STA. 24+73.17

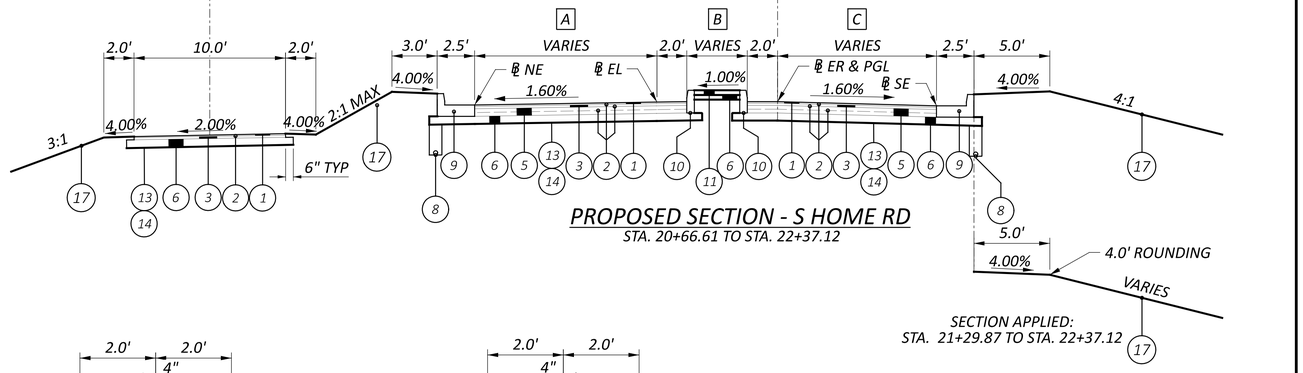
E — 2.0'
STA. 21+30.00 TO STA. 21+60.00
VARIES 2.0' TO 12.5'
STA. 21+60.00 TO STA. 22+17.67
12.5'
STA. 22+17.67 TO STA. 22+45.67
VARIES 12.5' TO 2.0'
STA. 22+45.67 TO STA. 22+75.00
2.0'
STA. 22+75.00 TO STA. 24+73.17

PROPOSED LEGEND

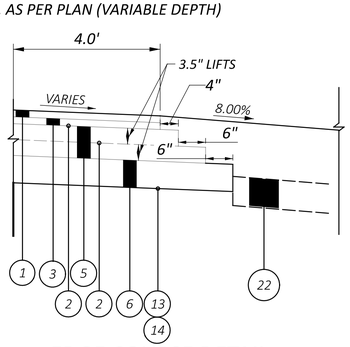
1. ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, MODIFIED (448) PG64-22, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT (@0.06 GAL/SY)
3. ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, MODIFIED (448), AS PER PLAN
4. ITEM 407 - NON-TRACKING TACK COAT (@0.09 GAL/SY)
5. ITEM 301 - 7" ASPHALT CONCRETE BASE, PG64-22 MODIFIED (449), AS PER PLAN (PLACED IN 2 - 3-1/2" LIFTS)
6. ITEM 304 - 6" AGGREGATE BASE
7. ITEM 606 - GUARDRAIL, TYPE MGS
8. ITEM 605 - 6" BASE PIPE UNDERDRAINS
9. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
10. ITEM 609 - CURB, TYPE 6
11. ITEM 609 - 6" CONCRETE TRAFFIC ISLAND, AS PER PLAN
12. ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
13. ITEM 204 - SUBGRADE COMPACTION
14. ITEM 204 - PROOF ROLLING
15. ITEM 609 - COMBINATION CURB & GUTTER, TYPE 9
16. ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
17. ITEM 659 - SEEDING AND MULCHING
18. ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, MODIFIED (449), AS PER PLAN (VARIABLE DEPTH)
19. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.25")
20. ITEM 203 - ROADWAY MISC.: DECORATIVE SANDSTONE BLOCKS
21. ITEM 203 - ROADWAY MISC.: CUSTOM LANDSCAPING
22. ITEM 605 - AGGREGATE DRAINS
23. ITEM 253 - PAVEMENT REPAIR, AS PER PLAN
24. ITEM 617 - 8" COMPACTED AGGREGATE
25. ITEM 304 - 7" AGGREGATE BASE
26. ITEM 304 - 9" AGGREGATE BASE
27. ITEM 690 - SPECIAL - PAVEMENT OVERLAY FABRIC COMPSITE



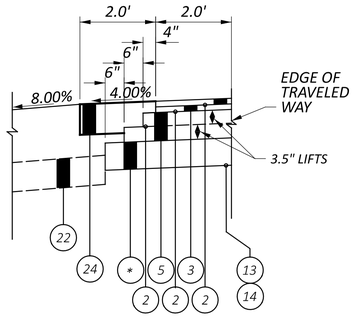
PROPOSED SECTION - S HOME RD
STA. 22+37.12 TO STA. 24+73.17



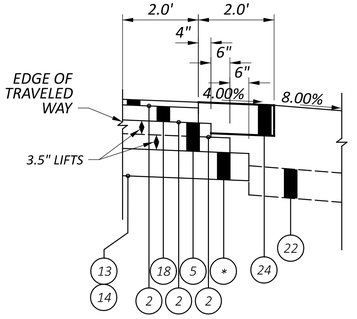
PROPOSED SECTION - S HOME RD
STA. 20+66.61 TO STA. 22+37.12



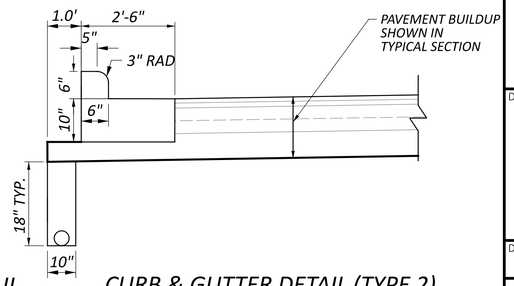
EDGE COURSE DETAIL



SHOULDER REPAIR EDGE COURSE DETAIL
* (SEE TYPICAL SECTIONS FOR AGGREGATE BASE THICKNESS)



SHOULDER REPAIR EDGE COURSE DETAIL (VARIABLE INTERMEDIATE COURSE)
* (SEE TYPICAL SECTIONS FOR AGGREGATE BASE THICKNESS)



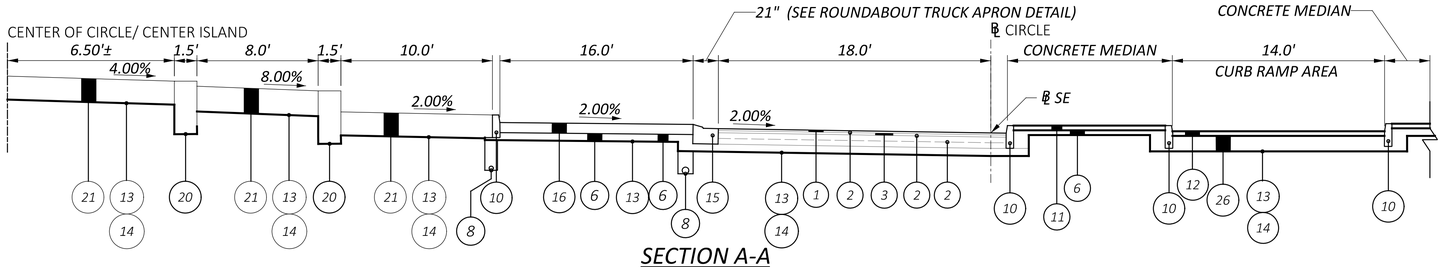
CURB & GUTTER DETAIL (TYPE 2)

TYPICAL SECTIONS - PROPOSED

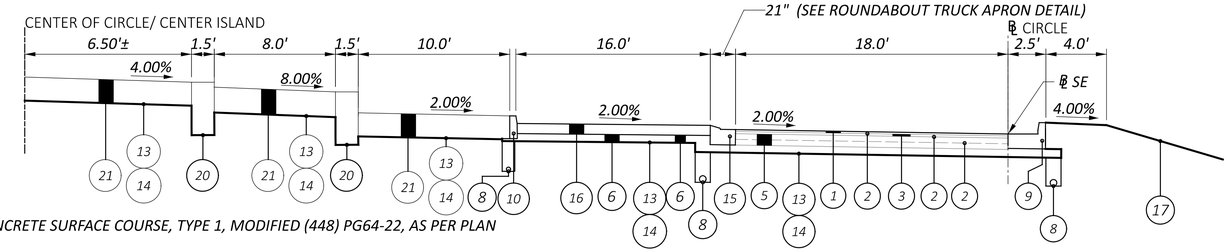
RIC-CR133-2.22

MODEL: Typical Sections Proposed (1) PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:10 AM USER: jtheuring
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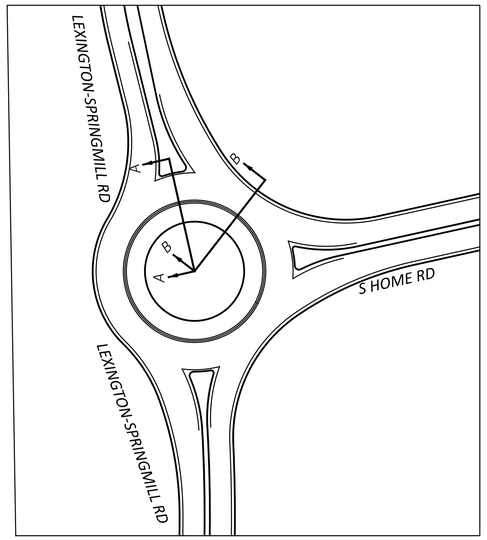
DESIGN AGENCY: EMH&T
DESIGNER: TGW
REVIEWER: SJB 10/17/25
PROJECT ID: 118289
SHEET: P.7
TOTAL: 105



SECTION A-A

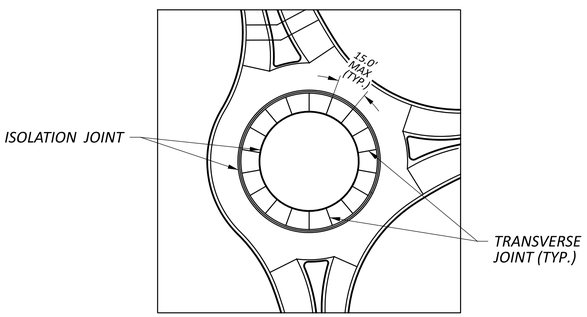


SECTION B-B

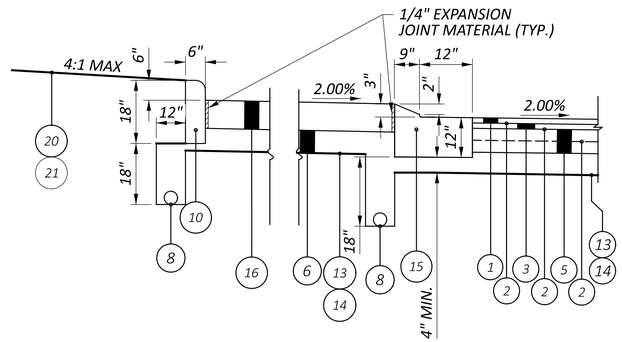


PROPOSED LEGEND

1. ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, MODIFIED (448) PG64-22, AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT (@0.06 GAL/SY)
3. ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, MODIFIED (448), AS PER PLAN
4. ITEM 407 - NON-TRACKING TACK COAT (@0.09 GAL/SY)
5. ITEM 301 - 7" ASPHALT CONCRETE BASE, PG64-22 MODIFIED (449), AS PER PLAN (PLACED IN 2 - 3-1/2" LIFTS)
6. ITEM 304 - 6" AGGREGATE BASE
7. ITEM 606 - GUARDRAIL, TYPE MGS
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20. ITEM 203 - ROADWAY MISC.: DECORATIVE SANDSTONE BLOCKS
21. ITEM 203 - ROADWAY MISC.: CUSTOM LANDSCAPING
22. ITEM 605 - AGGREGATE DRAINS
23. ITEM 253 - PAVEMENT REPAIR, AS PER PLAN
24. ITEM 617 - 8" COMPACTED AGGREGATE
25. ITEM 304 - 7" AGGREGATE BASE
26. ITEM 304 - 9" AGGREGATE BASE
27. ITEM 690 - SPECIAL - PAVEMENT OVERLAY FABRIC COMPSITE



ROUNDABOUT TRUCK APRON JOINT DETAIL



ROUNDABOUT TRUCK APRON DETAIL

TYPICAL SECTIONS - PROPOSED

RIC-CR133-2.22

MODEL: Typical Sections Proposed (2) PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:10 AM USER: jtheuring
J:\2023\23231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GY001.dgn

DESIGN AGENCY: EMH&T

DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.8
TOTAL	105

UTILITIES

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

COMMUNICATION:

HORIZON (GLOFIBER)
CHAD COBEL
500 SHENTEL WAY
EDINBURG, VA 22824
CHAD.COBEL@GLOFIBER.COM
PHONE: 740-409-3707

AT&T (TRANSMISSION)
JAMES SCHNEIDER
450 WILSON BRIDGE RD. SUITE 180
WORTHINGTON, OHIO 43085
JAMES.SCHNEIDER@MCGFIBER.COM
PHONE: 440-525-4322

BRIGHTSPEED
TIM BOWSER
175 ASHLAND RD
MANSFIELD, OHIO 44902
Tim.Bowser@Brightspeed.com
PHONE: 419-565-9011

GAS:

COLUMBIA GAS OF OHIO - MANSFIELD
NATHAN KLAIBER
1021 N. MAIN ST.
MANSFIELD, OHIO 44905
NKLAIBER@NISOURCE.COM
PHONE: 419-632-0599

ELECTRIC:

OHIO EDISON/ FIRST ENERGY (DISTRIBUTION)
TRAVIS BALLOG
1717 ASHLAND ROAD
MANSFIELD, OHIO 44905
BALLOGT@FIRSTENERGYCORP.COM
PHONE: 330-730-8942

OHIO EDISON/FIRST ENERGY (TRANSMISSION)
GUSTAVO MARTINEZ
76 S. MAIN STREET
AKRON, OHIO 44308
GMARTINEZ@FIRSTENERGYCORP.COM
PHONE: 330-805-3042

WATER:

CITY OF MANSFIELD (WATER)
STEVE BROWN
480 PARK AVE EAST
MANSFIELD, OHIO 44905
SBROWN@CI.MANSFIELD.OH.US
PHONE: (419) 755-9806

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.

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 7AM AND 7PM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

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.

ROUNDING

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

ABANDONED UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND PROPER DISPOSAL OF ANY ABANDONED UTILITY FACILITY THAT MAY CONFLICT WITH ANY PROPOSED FACILITY OR CONSTRUCTION ACTIVITY PROPOSED IN THESE PLANS, INCLUDING THE INSTALLATION OF PROPOSED CONDUIT, UNDERDRAIN, STORM SEWER, STRUCTURES, WATERLINE, SANITARY SEWER LINE, SUBGRADE STABILIZATION, FOUNDATIONS, ETC. THE CONTRACTOR IS ADVISED TO VERIFY THAT A UTILITY FACILITY HAS BEEN ABANDONED BEFORE PROCEEDING WITH REMOVING IT. IF IT IS DETERMINED THAT THE UTILITY FACILITY IS ACTIVE AND IN CONFLICT, THEN THE CONTRACTOR SHALL NOTIFY THE COUNTY ENGINEER PRIOR TO PROCEEDING WITH ANY AFFECTED PROPOSED WORK. IF THE PLAN DOES NOT SPECIFICALLY PAY FOR THE REMOVAL OF ANY ABANDONED UTILITY LINE, PAYMENT FOR THE REMOVAL AND COORDINATION WITH THE OWNER, AS DESCRIBED HEREIN, SHALL BE INCLUDED IN THE PRICE OF AFFECTED WORK.

EXPOSING EXISTING UTILITIES BEFORE DIGGING

THE CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IN THE PROXIMITY OF EXISTING AND/OR RELOCATED UTILITY FACILITIES. ALL UTILITIES NEAR THE SUBSURFACE WORK SHALL BE EXPOSED PRIOR TO DIGGING. CONTRACTOR MUST NOTIFY UTILITY OWNERS (CONTACT INFORMATION ON THIS SHEET) 7 DAYS PRIOR TO DIGGING OVER OR AROUND UNDERGROUND FACILITIES TO GIVE THE OWNER THE OPPORTUNITY TO BE ON-SITE DURING EXPOSING/CONSTRUCTION.

IF, WHILE EXPOSING, CONFLICTS ARE FOUND TO BE PRESENT BETWEEN PROPOSED WORK AND EXISTING UTILITIES THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE COUNTY AND THE UTILITY OWNER.

COST TO EXPOSE EXISTING UTILITIES SHALL BE INCLUDED IN THE ITEMS OF WORK AFFECTED. THE CONTRACTOR IS REMINDED TO KEEP THEIR OHIO 811 TICKET UPDATED ACCORDING TO INDUSTRY PRACTICE.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.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:
VRS/RTK/TOTAL STATION/ DIFFERENTIAL LEVELING

MONUMENT TYPE:

SOLID IRON PIPES, THREE-QUARTER (3/4) INCH DIAMETER, THIRTY (30) INCHES LONG WITH AN ALUMINUM CAP CONTAINING THE TEXT "PRIMARY PROJECT CONTROL" OR "AZIMUTH MARK" SET FLUSH.

IRON REBAR, FIVE-EIGHTS (5/8) INCH DIAMETER, THIRTY (30) INCHES LONG WITH A YELLOW PLASTIC PLUG FOUND ON THE TOP BEARING THE TEXT CONTROL POINT.

IRON REBAR, FIVE-EIGHTS (5/8) INCH DIAMETER, TWELVE (12) INCHES LONG WITH A PLASTIC PLUG PLACED ON THE TOP BEARING THE INITIALS EMHT INC.

MAG NAIL WITH SHINER BEARING THE INITIALS EMHT INC.

MAG NAIL WITH BLANK SHINER.

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS 80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 1.00009561914 (GRID TO 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.

ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN

THIS ITEM SHALL MEET ALL THE SPECIFICATION OF ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT EXCEPT THE CONCRETE IS TO BE COLORED WITH LITHOCHROME COLOR HARDENER. A 5'X5' (SURFACE AREA) MOCK-UP WITH THE COLORED CONCRETE SHALL BE PROVIDED TO AND APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. ALL MATERIAL, LABOR, EQUIPMENT, AND OTHER EXPENSES ASSOCIATED WITH COLORING THE CONCRETE SHALL BE INCLUDED UNDER THIS ITEM.

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	1,379 CU. YD.
659, SEEDING AND MULCHING	12,423 SQ. YD.
659, REPAIR SEEDING AND MULCHING	621 SQ. YD.
659, COMMERCIAL FERTILIZER	1.68 TON
659, LIME	2.57 ACRES
659, WATER	28 M. GAL.
659, MOWING	28 M. SQ. FT.

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.

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. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS).

   IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.

4. 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 C&MS 204.06.

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

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204, EXCAVATION OF SUBGRADE.

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.9 TOTAL 105

CLEARING AND GRUBBING

THE DEPARTMENT HAS NOT MARKED INDIVIDUAL TREES AND STUMPS FOR REMOVAL. UNLESS SPECIFICALLY DESIGNATED AS "DO NOT DISTURB" IN THE PLANS, REMOVE ALL TREES AND STUMPS WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201 CLEARING AND GRUBBING.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET P.22 FOR ADDITIONAL INFORMATION.

ITEM 204 - PROOF ROLLING 5 HOUR.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

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

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT 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 PLANS. PROVIDE ITEM 670 AS SPECIFIED IN THE PLANS.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG64-22, AS PER PLAN

FOLLOW RICHLAND COUNTY SPECIFICATIONS.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN

FOLLOW RICHLAND COUNTY SPECIFICATIONS.

ITEM 301 - ASPHALT CONCRETE BASE COURSE, PG64-22, (449), AS PER PLAN

FOLLOW RICHLAND COUNTY SPECIFICATIONS.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN (VARIABLE DEPTH)

FOLLOW RICHLAND COUNTY SPECIFICATIONS.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED FOR FULL AND PARTIAL DEPTH PAVEMENT REPAIR AS DIRECTED BY THE ENGINEER IN THE PLANING AND RESURFACING AREAS. IF PARTIAL DEPTH REPAIR IS DIRECTED, ADHERE TO ITEM 251 FOR THOSE REPAIRS. THE BELOW QUANTITY ASSUMES APPROXIMATELY 20% OF THE RESURFACING ARE FOR CALCULATION AND COVERS BOTH PARTIAL DEPTH AND FULL DEPTH REPAIRS.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN - 55 SY

ITEM SPECIAL - MAILBOX REMOVE AND RESET

THIS WORK SHALL CONSIST OF REMOVING THE EXISTING MAILBOX AND RESETTING AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING MAILBOX AND SUPPORT POST DURING REMOVING AND RESETTING.

POST SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

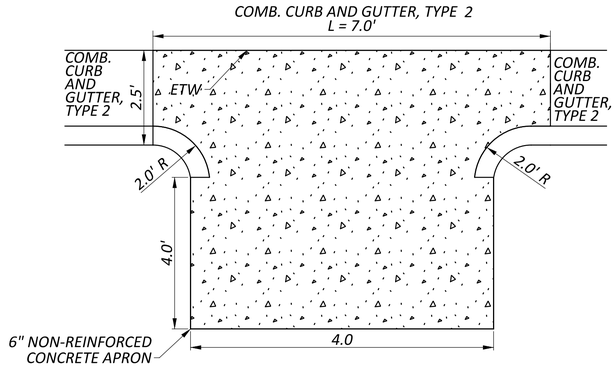
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

ALL MATERIAL, LABOR AND EQUIPMENT ARE TO BE INCLUDED IN ITEM SPECIAL - MAILBOX REMOVE AND RESET.

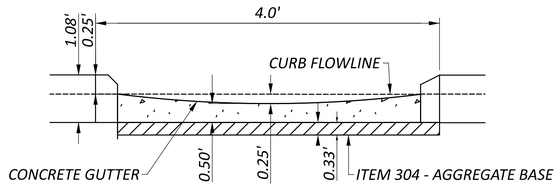
ITEM 609 - 6" CONCRETE TRAFFIC ISLAND, AS PER PLAN

THIS ITEM SHALL MEET ALL THE SPECIFICATION OF ITEM 609 - NON-REINFORCED CONCRETE PAVEMENT EXCEPT THE CONCRETE IS TO BE COLORED. CONTRACTOR SHALL PROVIDE COLORS TO BE APPROVED BY RICHLAND COUNTY ENGINEERS. A 5'X5' (SURFACE AREA) MOCK-UP WITH THE COLORED CONCRETE SHALL BE PROVIDED TO AND APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. ALL MATERIAL, LABOR, EQUIPMENT, AND OTHER EXPENSES ASSOCIATED WITH COLORING THE CONCRETE SHALL BE INCLUDED UNDER THIS ITEM.

ITEM 611 - DRAINAGE STRUCTURE, MISC.: COMBINATION CURB AND GUTTER TURN OUT, AS PER PLAN



NOTE: NOT TO SCALE

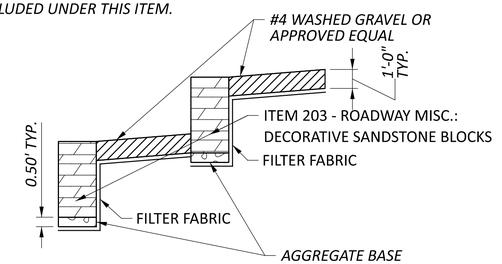


ITEM 203 - ROADWAY MISC.: DECORATIVE SANDSTONE BLOCKS

THIS ITEM IS TO COVER THE COST OF MOVING AND PLACING DECORATIVE SANDSTONE BLOCKS AT THE CENTER OF THE ROUNDABOUT. THE DECORATIVE SANDSTONE BLOCKS ARE TO BE PLACED AS DIRECTED BY THE ENGINEER IN A 2 TIER DESIGN. THE COUNTY WILL PROVIDE AND DELIVER THE SANDSTONE BLOCKS WITH AN AVERAGE SIZE OF 2'X2'X4'. DECORATIVE SANDSTONE BLOCKS SHALL HAVE 6" THICK BEDDING OF # 57 STONE. THE CONTRACTOR WILL BE RESPONSIBLE FOR MOVING AND PLACING AN ESTIMATED 50 SANDSTONE BLOCKS AS DIRECTED BY THE ENGINEER. ALL BACKFILL, LABOR, EQUIPMENT, STORAGE, AND OTHER COSTS ASSOCIATED WITH MOVING AND PLACING THE SANDSTONE IS TO BE INCLUDED UNDER THIS ITEM.

ITEM 203 - ROADWAY MISC.: CUSTOM LANDSCAPING

THIS ITEM IS TO COVER THE COST OF WEED BARRIER AND WASH GRAVEL WITHIN THE LANDSCAPING AT THE CENTER ISLAND OF THE ROUNDABOUT. ONCE GRADING IS COMPLETE CONTRACTOR SHALL TREAT THE LANDSCAPE AREA WITH AN APPROVED WEED BARRIER. NEXT SANDSTONE BLOCKS ARE TO BE PLACED AND PAID FOR UNDER ITEM 203 ROADWAY MISC.: DECORATIVE SANDSTONE BLOCKS. ANY WEED BARRIER DAMAGED DURING PLACEMENT OF SANDSTONE SHALL BE REPLACED AT CONTRACTOR'S EXPENSE. LASTLY, THE CONTRACTOR SHALL COVER ALL REMAINING EXPOSED AREA OVER WEED BARRIER WITH #4 WASH GRAVEL (OR SIMILAR) TO A MINIMUM DEPTH OF 1'-0" AS APPROVED BY THE ENGINEER. ALL BACKFILL, LABOR, EQUIPMENT, STORAGE, AND MATERIALS IS TO BE INCLUDED UNDER THIS ITEM.



CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY-ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE CLOSURES, AND/OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE RICHLAND COUNTY ENGINEER. THE COUNTY ENGINEER WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, MEDIA SOURCES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS.

AT&T CONSTRUCTION NOTE

CONTRACTOR SHALL COORDINATE WITH AT&T WHILE WORKING OVER AT&T FACILITIES. AT&T REPRESENTATIVE SHALL BE PRESENT FOR ANY WORK PERFORMED WITHIN 3'-0" VERTICALLY OF ANY AT&T FACILITY.

THERE ARE NO ANTICIPATED CONFLICTS WITH THE TRANSMISSION LINE. HOWEVER DURING CONSTRUCTION, IF ANY CONFLICTS ARISE, AT&T SHALL PERFORM SPOT LOWERINGS OF THEIR LINES WITH THE AID OF THE CONTRACTOR. THE CONTRACTOR SHALL ENSURE THEIR WORK IS NOT DETRIMENTAL TO THE UTILITY FUNCTIONALITY IN THE FINAL CONDITION. DAMAGE DUE TO NEGLIGENCE IS THE CONTRACTOR'S FAULT AND WILL NOT BE COMPENSATED.

1. CONTRACTOR AND AT&T TO COORDINATE DURING EXCAVATION OF THE PROPOSED BOX CULVERT. AT&T WILL NEED 30 DAYS ADVANCE NOTICE TO START OF EXCAVATION FOR SCHEDULING A REPRESENTATIVE TO BE ON SITE FOR OBSERVATION.

2. DURING EXCAVATION, BEFORE THE CONTRACTOR REACHES THE EXPECTED DEPTH OF THE PROPOSED CULVERT. AT&T WILL UNCOVER THE EXISTING TRANSMISSION LINE. AT&T CONTRACTOR WILL THEN PLACE SPLIT STEEL AROUND THE EXISTING TRANSMISSION LINE 5'-0" FROM THE OUTSIDE LIMITS OF THE PROPOSED CULVERT.

GENERAL NOTES

DESIGN AGENCY
E M H & T

DESIGNER TGW
REVIEWER SJB 10/17/25
PROJECT ID 118289
SHEET P.10 TOTAL 105

ITEM 690 - SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE

THIS WORK IS LOCATED IN THE AREA WHERE THE PAVEMENT IS TO BE SAWCUT AND WIDENED. THE CONTRACT SHALL INSTALL A FABRIC GRID ALONG THE SAWCUT LINE AS SHOW IN THE TYPICAL SECTIONS ON SHEET P.6. PLACEMENT OF THE FABRIC GRID IS TO BE IN ACCORDANCE WITH THE MANUFACTURES SPECIFICATIONS. PROVIDED BELOW ARE THE ALLOWABLE PRODUCT FOR FABRIC MATERIAL.

FABRIC/ GRID TABLE				
MANUFACTURE	PRODUCT NAME	ROLL WIDTH (IN)	ADDRESS	PHONE
CHASE/ROYSTON	PAVE-GLASS	24	128 IST ST., PITTSBURGH, PA 15238	(412) 828-1500
ST GOBAIN	GLASS GRID 8502	60	8000 S. RIVERSIDE DR. AURORA, OH 44202	(276) 632-1605
OWENS CORNING	TRUPAVE	150	8000 S. RIVERSIDE DR. AURORA, OH 44202	(276) 632-1605
ST GOBAIN	GLASS GRID CG100	60	8000 S. RIVERSIDE DR. AURORA, OH 44202	(276) 632-1605

PAYMENT SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO SAWCUT EXISTING PAVEMENT AND INSTALL FABRIC GRID UNDER ITEM 690 - SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE. SEE TYPICAL SECTIONS FOR LIMITS. FOR THE PURPOSE OF ESTIMATING THE WIDTH OF THE FABRIC WAS ASSUMED TO BE 60".

ITEM 605 - AGGREGATE DRAIN

AGGREGATE DRAINS SHALL BE PLACED AT FIFTY (50) FOOT INTERVALS OF EACH SIDE OF NORMAL CROWNED SECTIONS, STAGGERED SO THAT EACH DRAIN IS 25 FEET FROM THE ADJACENT DRAIN ON THE OPPOSITE SIDE AND AT TWENTY-FIVE (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.

LOCATIONS OF AGGREGATE DRAINS ARE AS FOLLOWS:

STA. 100+20.00 LT
STA. 100+70.00 LT
STA. 101+20.00 LT
STA. 101+70.00 LT
STA. 102+20.00 LT
STA. 105+75.00 RT
STA. 106+25.00 RT
STA. 106+75.00 RT
STA. 107+25.00 RT
STA. 107+75.00 RT
STA. 108+25.00 RT
STA. 108+75.00 RT
STA. 109+25.00 RT
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STA. 112+75.00 RT
STA. 113+25.00 RT
STA. 108+50.00 LT
STA. 109+00.00 LT
STA. 109+50.00 LT
STA. 110+00.00 LT
STA. 110+50.00 LT
STA. 111+00.00 LT
STA. 112+00.00 LT
STA. 112+40.00 LT
STA. 113+10.00 LT

TOTAL = 490 LF QUANTITY IS CARRIED TO GENERAL SUMMARY

ITEM 623 - MONUMENT

CONSTRUCT MONUMENTS IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS (SCD RM-1.1) AT THE LOCATIONS SHOWN ON THE RIGHT-OF-WAY PLANS CENTERLINE PLAT SHEET RW.3 OF 11. PAYMENT FOR MONUMENTS SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 623, MONUMENT ASSEMBLY AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO INSTALL MONUMENTS AT THE LOCATION SHOWN IN THE PLANS. THE FOLLOWING QUANTITY HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 623 REFERENCE MONUMENT, TYPE A	*1 EA*
ITEM 623 MONUMENT ASSEMBLY, TYPE C	*3 EA*

ENVIRONMENTAL NOTES

1. ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT AND THE STATE LISTED BROWN BAT AND TRICOLORED BAT ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATE CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PROPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

2. DO NOT PERFORM ANY WORK WITHIN THE JURISDICTIONAL BOUNDARIES OF ANY WATERWAY, INCLUDING WETLANDS, UNTIL THE RICHLAND COUNTY ENGINEER'S OFFICE OBTAINS THE NECESSARY WATERWAY PERMITS. WORK INCLUDES THE PLACEMENT OF ANY TEMPORARY OR PERMANENT FILLS.

3. ACCESS TO THE B&O TRAIL WILL BE RESTRICTED FOR A PERIOD OF THE TIME THAT IS ANTICIPATED TO LAST NO LONGER THAN 90 DAYS AND WILL NOT BE FOR THE DURATION OF CONSTRUCTION.

4. TEMPORARY CONSTRUCTION FENCING SHALL BE INSTALLED ALONG PROPOSED CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE EXISTING 4(F)PROPERTY AND THE PUBLIC.

5. APPROPRIATE SIGNAGE SHALL BE INSTALLED TO ALERT THE USERS OF THE B&O TRAIL OF CONSTRUCTION ACTIVITIES, ACCESS RESTRICTION OF CLOSURES, AND TO DIRECT USERS TO SECONDARY ACCESS POINTS.

6. THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT, THE RCEO, AND THE RICHLAND COUNTY PARKS DISTRICT PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

7. THIS PROJECT IS LOCATED WITHIN A DRINKING WATER PROTECTION AREA. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. REPORT ALL SPILLS OR EVENTS TO THE MANSFIELD WATER TREATMENT PLANT AT (419) 884-3310. IF UNABLE TO REACH ANYONE, PLEASE CALL LEON E. BURSLEY JR., PLANT MANAGER, AT 419-709-8356. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT THE MANSFIELD FIRE DEPARTMENT HAZARDOUS MATERIALS UNIT AT 419-755-9814 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

GENERAL NOTES

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.11 | TOTAL 105

MODEL: General Notes (3) PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:13 AM USER: jtheuring
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MAINTENANCE OF TRAFFIC NOTES

SEQUENCE OF CONSTRUCTION

PRE-PHASE 1 SHALL COMPLETE WORK OUTSIDE OF THE EXISTING PAVEMENT, INCLUDING BUT NOT LIMITED TO EXCAVATION AND UTILITY RELOCATION, WITH TRAFFIC MAINTAINED IN EXISTING LANES.

PHASE 1 SHALL COMPLETE INTERSECTION IMPROVEMENTS UNDER FULL CLOSURE AND DETOUR.

SUB-PHASES 1A AND 1B SHALL BE UTILIZED TO MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES. ADDITIONALLY, CULVERTS ON THE NORTH AND EAST LEGS OF THE INTERSECTION SHALL BE REPLACED NON-CONCURRENTLY SO NOT TO DISRUPT ACCESS. ALTERNATE PHASING MAY BE ACCEPTABLE IF APPROVED. ANY ALTERNATE MUST ALLOW FOR ACCESS TO PROPERTIES AT ALL TIMES AND COMPLY WITH THE MAXIMUM CLOSURE OF 90 DAYS FOR THE BIKE TRAIL.

THE MULTI-USE PATH MAY BE CLOSED FOR UP TO 90 DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $1,000 PER DAY FOR EACH CALENDAR DAY THE MULTI-USE PATH REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT (PER ODOT CMS TABLE 108.07-1).

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 120 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.21. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $1,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT (PER ODOT CMS TABLE 108.07-1).

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP 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.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP 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. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



W20-H13-90

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.

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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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.

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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 16 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 AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	*DURATION OF CLOSURE*	*SIGN DISPLAYED TO PUBLIC*
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 CLOSURE & RESTRICTIONS	*>= 2 WEEKS*	*14 CALENDAR DAYS PRIOR TO CLOSURE*
	< 2 WEEKS	*5 BUSINESS DAYS PRIOR TO CLOSURE*
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	*N/A*	*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 NOTIFICATION TIME TABLE.

DESIGN AGENCY
EMH&T

DESIGNER
RLS

REVIEWER
SMM 10/17/25

PROJECT ID
118289

SHEET P.12 | TOTAL 105

RIC-CR133-2.22

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SHEET NO.	PHASE	614 MAINTAINING TRAFFIC	614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	614 DETOUR SIGNING
			HOUR	
12		LS	16	
21				LS
TOTALS CARRIED TO GENERAL SUMMARY		LS	16	LS

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY
EMH&T

DESIGNER
RLS

REVIEWER
SMM 10/17/25

PROJECT ID
118289

SHEET P.13 | TOTAL 105

RIC-CR133-2.22

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RIC-CR133-2.22

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MAINTENANCE OF TRAFFIC PLAN - LEXINGTON SPRINGMILL RD
PHASE 1A - STA. 98+62 TO STA. 103+00

HORIZONTAL SCALE IN FEET
0 10 20 40

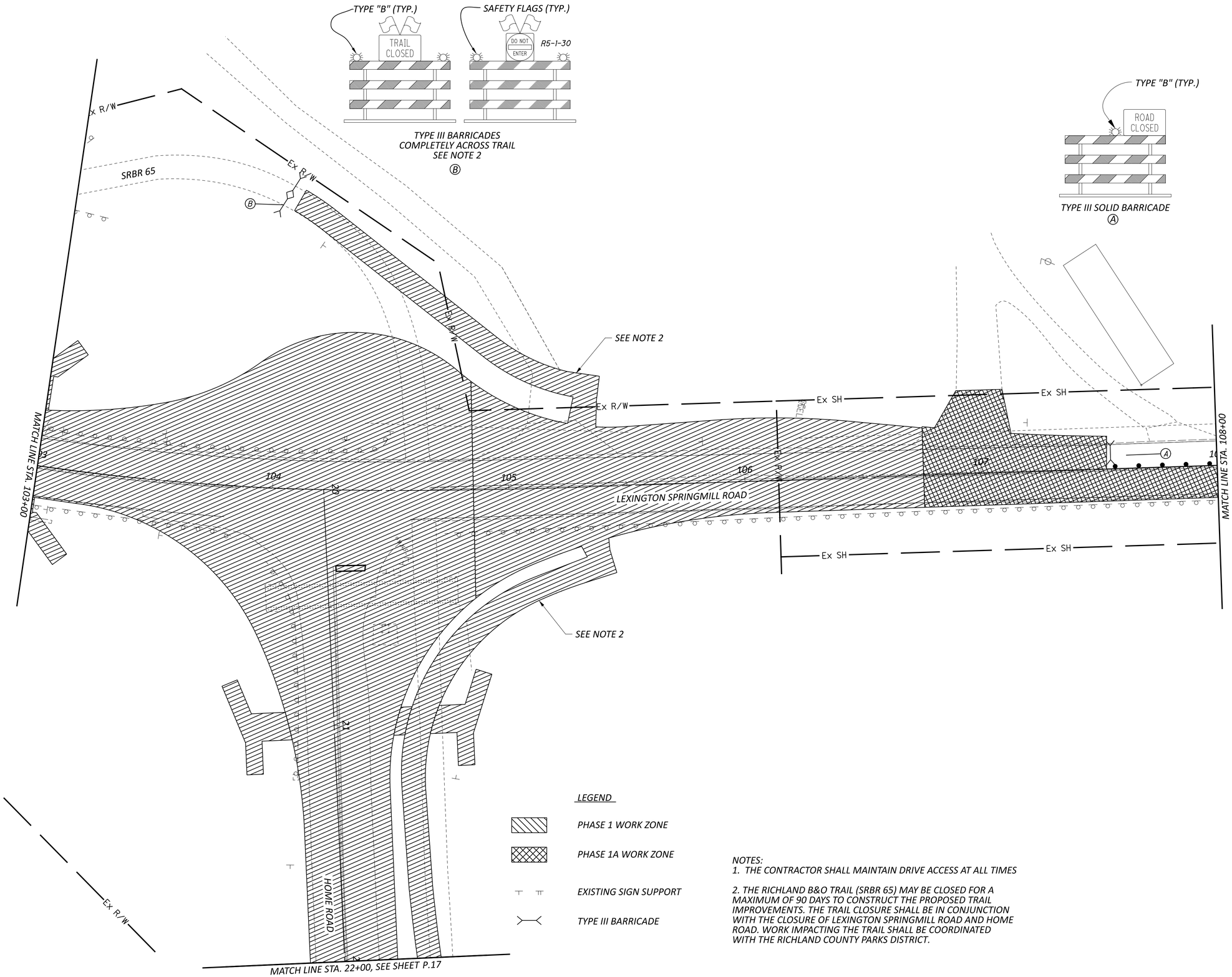
LEGEND

- PHASE 1 WORK ZONE
- PHASE 1A WORK ZONE
- DRUM
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- TYPE III BARRICADE
- OPEN TRAVEL LANE
- TRAFFIC COMPACTED SURFACE

NOTES:
1. THE CONTRACTOR SHALL MAINTAIN DRIVE ACCESS AT ALL TIMES

DESIGN AGENCY
EMH&T

DESIGNER	RLS
REVIEWER	SMM 10/17/25
PROJECT ID	118289
SHEET	P.14
TOTAL	105



NOTES:
1. THE CONTRACTOR SHALL MAINTAIN DRIVE ACCESS AT ALL TIMES

2. THE RICHLAND B&O TRAIL (SRBR 65) MAY BE CLOSED FOR A MAXIMUM OF 90 DAYS TO CONSTRUCT THE PROPOSED TRAIL IMPROVEMENTS. THE TRAIL CLOSURE SHALL BE IN CONJUNCTION WITH THE CLOSURE OF LEXINGTON SPRINGMILL ROAD AND HOME ROAD. WORK IMPACTING THE TRAIL SHALL BE COORDINATED WITH THE RICHLAND COUNTY PARKS DISTRICT.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - LEXINGTON SPRINGMILL RD
PHASE 1A - STA. 103+00 TO STA. 108+00

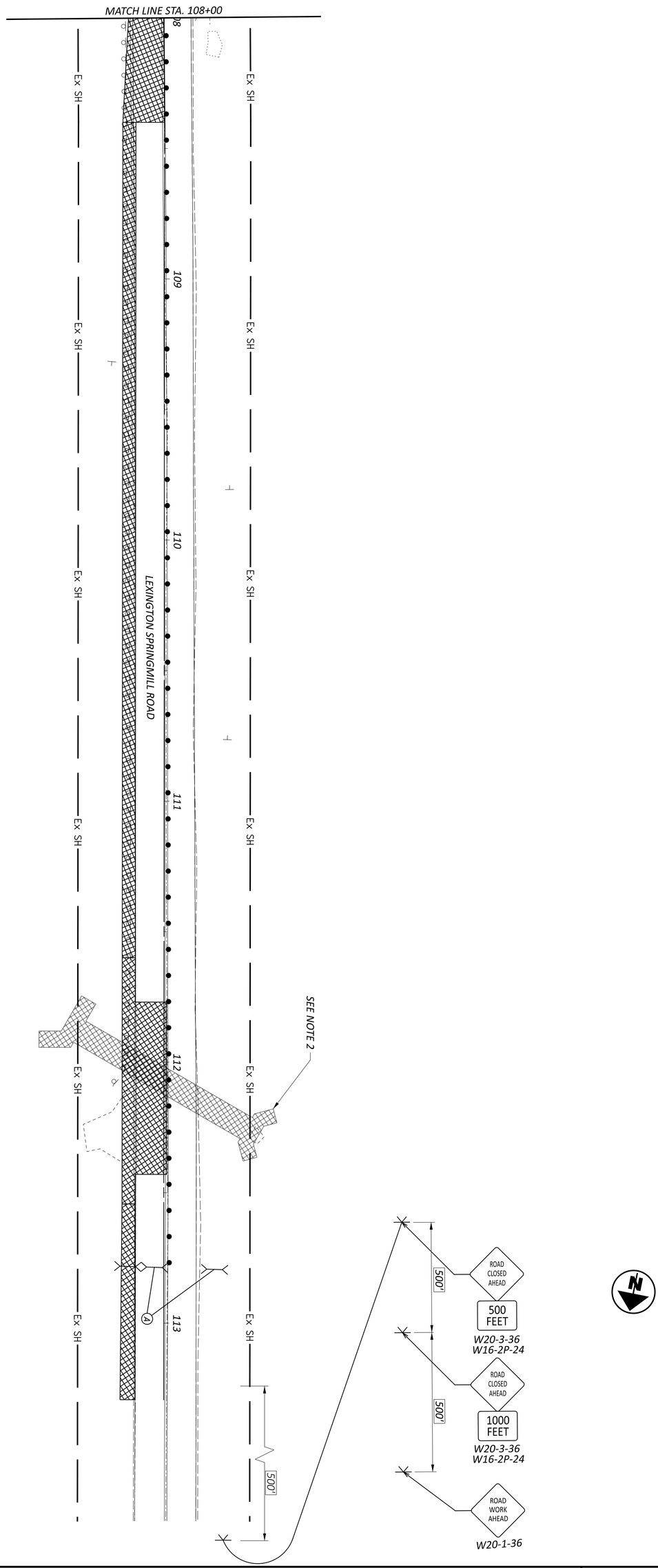
DESIGN AGENCY
EMH&T

DESIGNER RLS
REVIEWER SMM 10/17/25
PROJECT ID 118289
SHEET P.15 TOTAL 105

RIC-CR133-2.22

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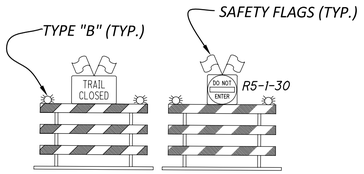
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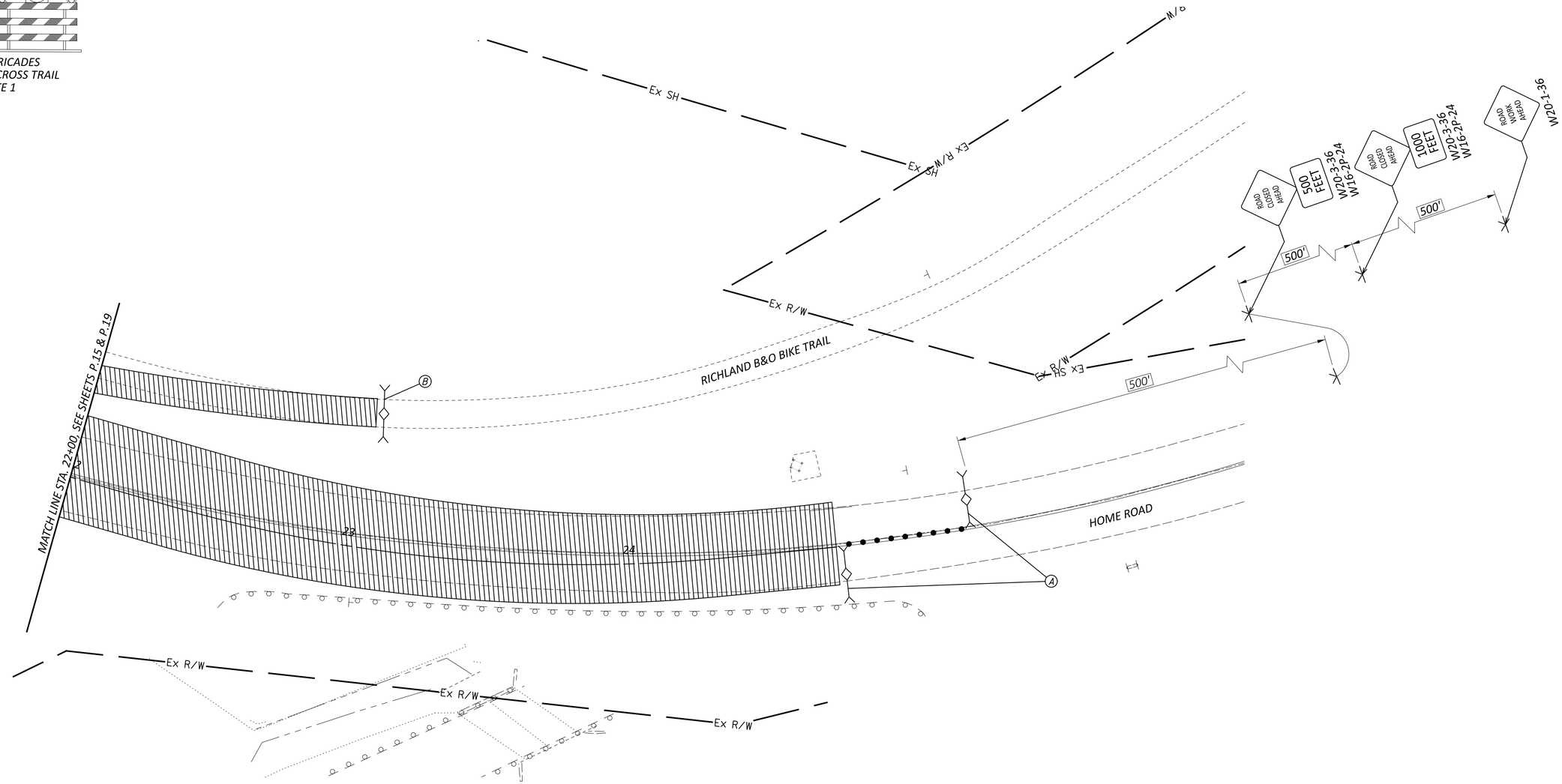
MAINTENANCE OF TRAFFIC PLAN - LEXINGTON SPRINGMILL RD
PHASE 1A - STA. 108+00 TO STA. 113+75

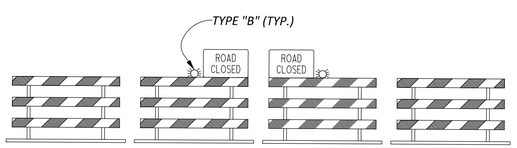
HORIZONTAL SCALE IN FEET
0 20
10 40

DESIGN AGENCY: EMH&T
DESIGNER: RLS
REVIEWER: SMM 10/17/25
PROJECT ID: 118289
SHEET: P.16 | TOTAL: 105



TYPE III BARRICADES
COMPLETELY ACROSS TRAIL
SEE NOTE 1
Ⓑ





10' TYPE III SOLID BARRICADE
STAGGER BARRIER ON ALL APPROACHES
FOR ACCESS PER ODOT SCD MT-101.60
Ⓐ

LEGEND

- WORK ZONE
- DRUM
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- TYPE III BARRICADE

NOTES:
1. THE RICHLAND B&O TRAIL (SRBR 65) MAY BE CLOSED FOR A MAXIMUM OF 90 DAYS TO CONSTRUCT THE PROPOSED TRAIL IMPROVEMENTS. THE TRAIL CLOSURE SHALL BE IN CONJUNCTION WITH THE CLOSURE OF LEXINGTON SPRINGMILL ROAD AND HOME ROAD. WORK IMPACTING THE TRAIL SHALL BE COORDINATED WITH THE RICHLAND COUNTY PARKS DISTRICT.

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN - HOME RD
PHASE 1A & 1B - STA. 22+00 TO STA. 26+20

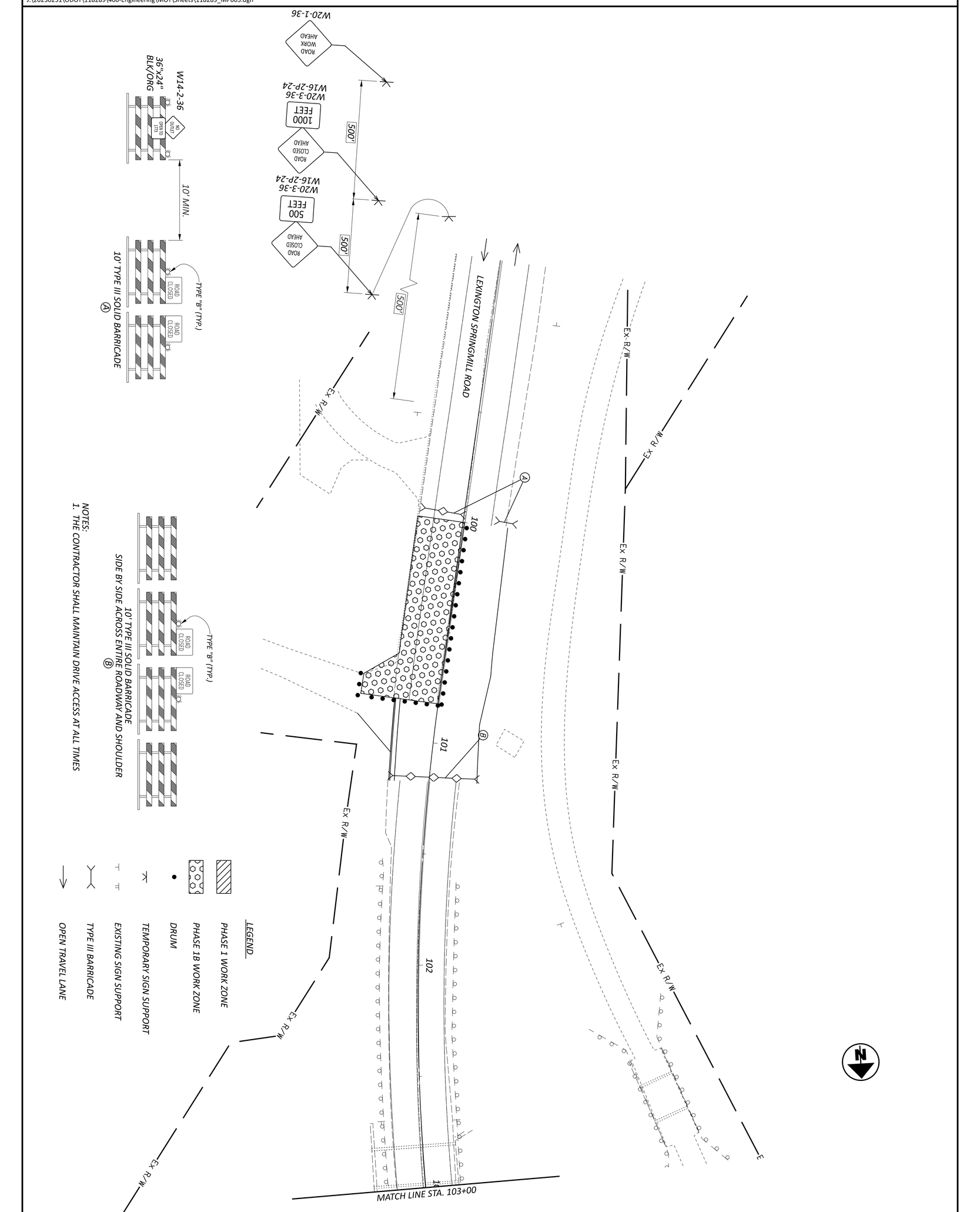
DESIGN AGENCY
EMH&T

DESIGNER RLS
REVIEWER SMM 10/17/25
PROJECT ID 118289
SHEET P.17 TOTAL 105

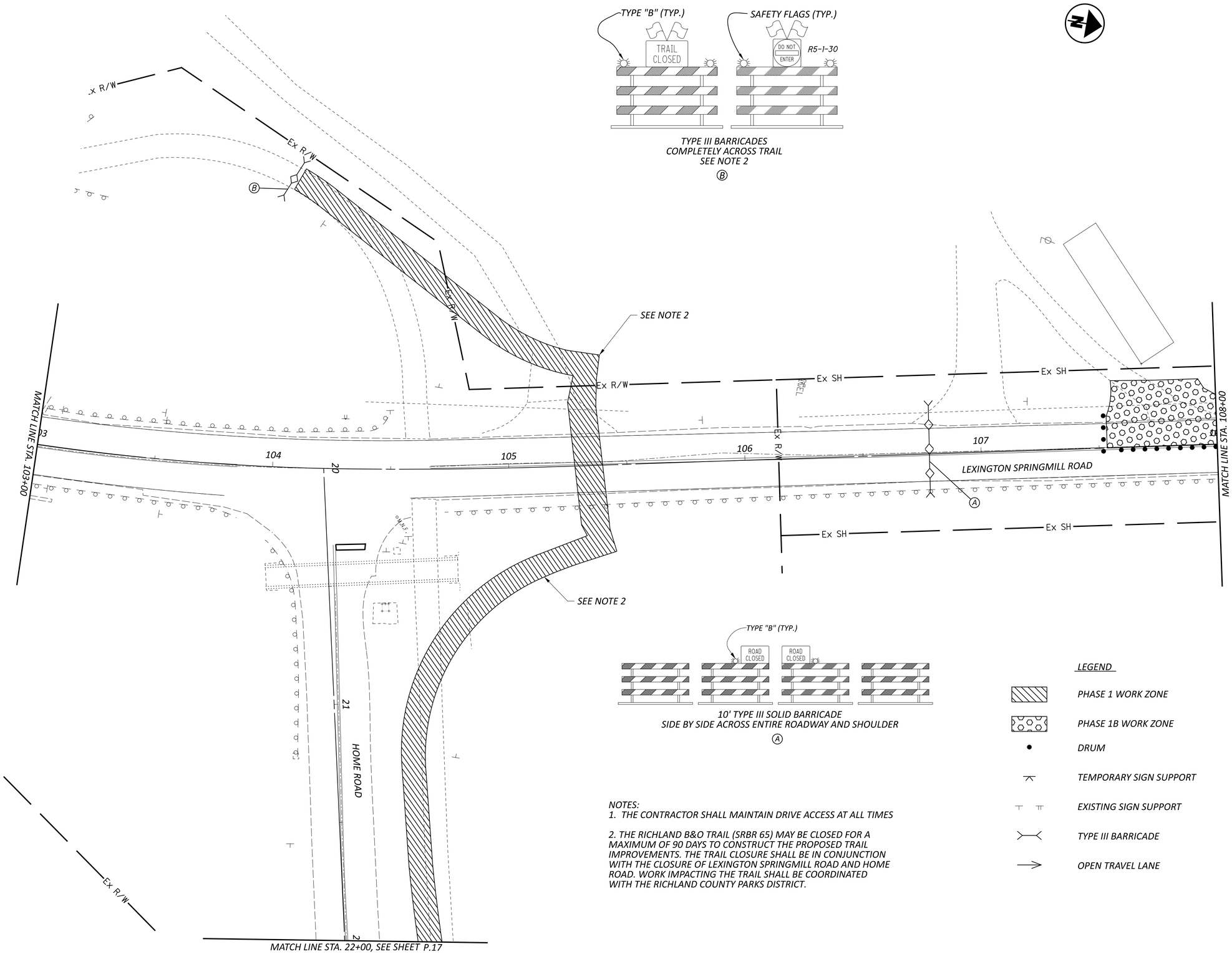
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DESIGNER RLS	DESIGN AGENCY EMH&T	MAINTENANCE OF TRAFFIC PLAN - LEXINGTON SPRINGMILL RD PHASE 1B - STA. 99+50 TO STA. 103+00	HORIZONTAL SCALE IN FEET 0 20 10 40
REVIEWER SMM 10/17/25			
PROJECT ID 118289			
SHEET P.18 TOTAL 105			



NOTES:

1. *THE CONTRACTOR SHALL MAINTAIN DRIVE ACCESS AT ALL TIMES*

2. *THE RICHLAND B&O TRAIL (SRBR 65) MAY BE CLOSED FOR A MAXIMUM OF 90 DAYS TO CONSTRUCT THE PROPOSED TRAIL IMPROVEMENTS. THE TRAIL CLOSURE SHALL BE IN CONJUNCTION WITH THE CLOSURE OF LEXINGTON SPRINGMILL ROAD AND HOME ROAD. WORK IMPACTING THE TRAIL SHALL BE COORDINATED WITH THE RICHLAND COUNTY PARKS DISTRICT.*

LEGEND

- *PHASE 1 WORK ZONE*
- *PHASE 1B WORK ZONE*
- *DRUM*
- *TEMPORARY SIGN SUPPORT*
- *EXISTING SIGN SUPPORT*
- *TYPE III BARRICADE*
- *OPEN TRAVEL LANE*

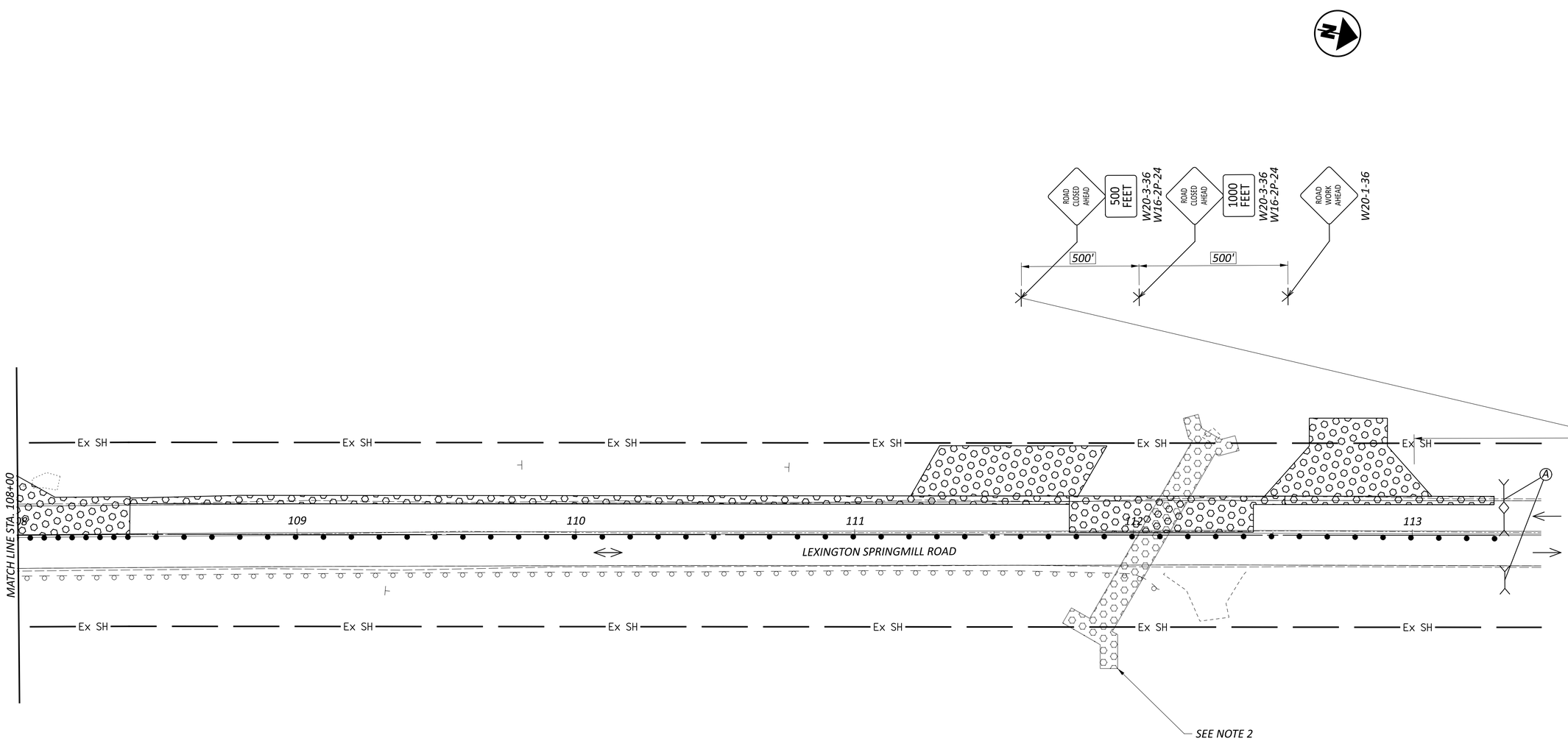
HORIZONTAL SCALE IN FEET
0 10 20 40

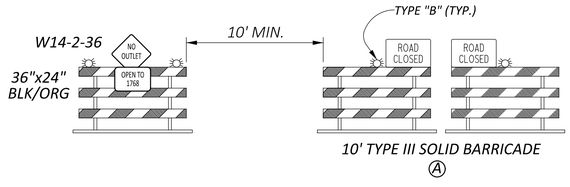
MAINTENANCE OF TRAFFIC PLAN - LEXINGTON SPRINGMILL RD
PHASE 1B - STA. 103+00 TO STA. 108+00

DESIGN AGENCY: EMH&T
DESIGNER: RLS
REVIEWER: SMM 10/17/25
PROJECT ID: 118289
SHEET: P.19 TOTAL: 105

RIC-CR133-2.22

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10' TYPE III SOLID BARRICADE
Ⓐ

NOTES:
1. THE CONTRACTOR SHALL MAINTAIN DRIVE ACCESS AT ALL TIMES

LEGEND

- PHASE 1B WORK ZONE
- DRUM
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- TYPE III BARRICADE
- OPEN TRAVEL LANE
- CULVERT WORK ZONE (SEE NOTE 2)

HORIZONTAL SCALE IN FEET
0 10 20 40

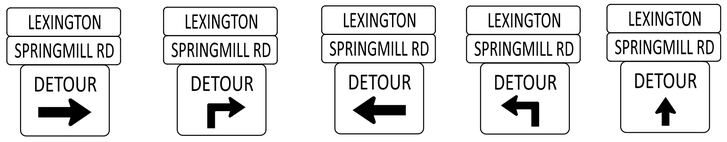
MAINTENANCE OF TRAFFIC PLAN - LEXINGTON SPRINGMILL RD
PHASE 1B - STA. 108+00 TO STA. 113+46

DESIGN AGENCY: EMH&T
DESIGNER: RLS
REVIEWER: SMM 10/17/25
PROJECT ID: 118289
SHEET: P.20 TOTAL: 105

RIC-CR133-2.22

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SIGN LEGEND



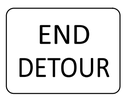
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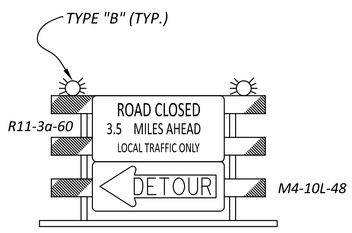
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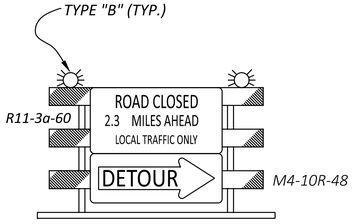
72"x36" BLK/ORG
Ⓖ



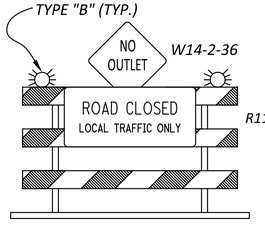
W20-H13-60
PLACE 7 DAYS PRIOR TO CLOSURE
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W20-3-36
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LEGEND

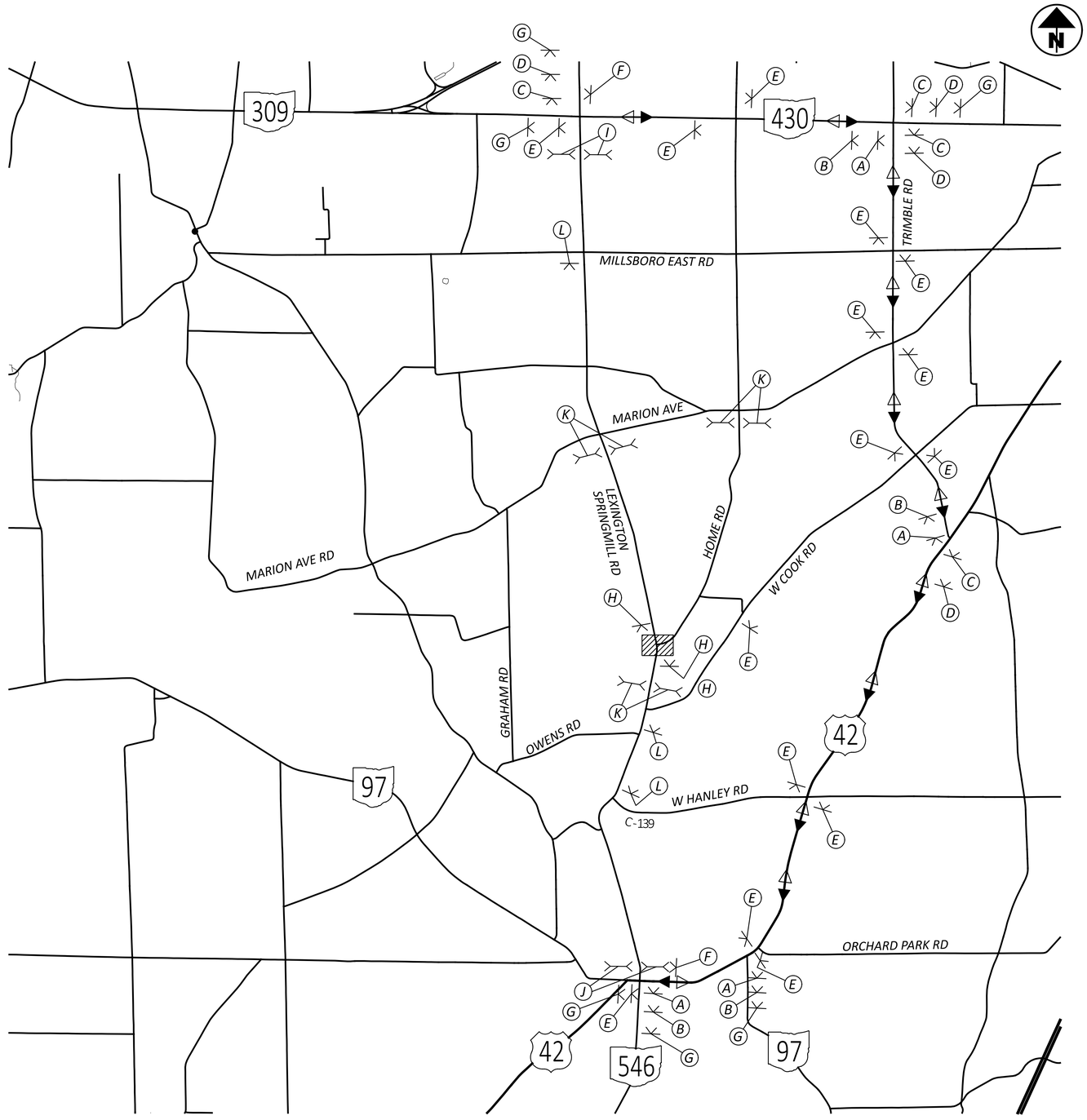
WORK ZONE

DETOUR ROUTE - NORTHBOUND LEXINGTON SPRINGMILL RD

DETOUR ROUTE - SOUTHBOUND LEXINGTON SPRINGMILL RD

TEMPORARY SIGN SUPPORT

TYPE III BARRICADE



NOT TO SCALE

MAINTENANCE OF TRAFFIC PLAN
LEXINGTON SPRINGMILL ROAD DETOUR PLAN

RIC-CR133-2.22

MODEL: CLP_Lexington - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:25 AM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
RLS

REVIEWER
SMM 10/17/25

PROJECT ID
118289

SHEET P.21 | TOTAL 105

SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
9	11	25	26	27	28	29	30	54				01/SAF/21	02/LNTP/10						
																		ROADWAY	
												LS		201	11000	LS		CLEARING AND GRUBBING	
		3,077	1,684									4,761		202	23000	4,761	SY	PAVEMENT REMOVED	
		67										67		202	32000	67	FT	CURB REMOVED	
		146	351									497		202	35100	497	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
		812	814									1,626		202	38000	1,626	FT	GUARDRAIL REMOVED	
		5	3									8		202	42206	8	EACH	ANCHOR ASSEMBLY REMOVED	
		2	1									3		202	58100	3	EACH	CATCH BASIN REMOVED	
								4,040				4,040		203	10000	4,040	CY	EXCAVATION	
								6,932				6,932		203	20000	6,932	CY	EMBANKMENT	
												LS		203	98500	LS		ROADWAY, MISC.: :DECORATIVE SAANDSTONE BLOCKS	10
												LS		203	98500	LS		ROADWAY, MISC.:: CUSTOM LANDSCAPING	10
				4,841	3,208							8,049		204	10000	8,049	SY	SUBGRADE COMPACTION	
				3	2							5		204	45000	5	HOUR	PROOF ROLLING	
		138	738									876		606	15050	876	FT	GUARDRAIL, TYPE MGS	
		1	1									2		606	26150	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
			2									2		606	26550	2	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
		1										1		606	35000	1	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
		394										394		608	52000	394	SF	CURB RAMP	
		96										96		608	53020	96	SF	DETECTABLE WARNING	
	3											3		623	38500	3	EACH	MONUMENT ASSEMBLY, TYPE C	
	1											1		623	40500	1	EACH	REFERENCE MONUMENT, TYPE A	11
																		EROSION CONTROL	
						43	9					52		601	21050	52	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
						5						5		601	32200	5	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
2												2		659	00100	2	EACH	SOIL ANALYSIS TEST	
1,379												1,379		659	00300	1,379	CY	TOPSOIL	
12,423												12,423		659	10000	12,423	SY	SEEDING AND MULCHING	
621												621		659	14000	621	SY	REPAIR SEEDING AND MULCHING	
1.68												1.68		659	20000	1.68	TON	COMMERCIAL FERTILIZER	
2.57												2.57		659	31000	2.57	ACRE	LIME	
28												28		659	35000	28	MGAL	WATER	
28												28		659	40000	28	MSF	MOWING	
						383						383		670	00700	383	SY	DITCH EROSION PROTECTION	
												LS		832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
												LS		832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
												LS		832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
												44,000		832	30000	44,000	EACH	EROSION CONTROL	
						815						815		836	10000	815	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	
						396						396		836	10020	396	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 2	
						344						344		836	10030	344	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3	
																		DRAINAGE	
						2.7						2.7		602	20000	2.7	CY	CONCRETE MASONRY	
							2,193					2,193		605	14000	2,193	FT	6" BASE PIPE UNDERDRAINS	
	490											490		605	31100	490	FT	AGGREGATE DRAINS	11
							374					374		611	00510	374	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
						57						57		611	04400	57	FT	12" CONDUIT, TYPE B, 707.34	
						116						116		611	04600	116	FT	12" CONDUIT, TYPE C, 707.34	
						127						127		611	04900	127	FT	12" CONDUIT, TYPE D, 707.34	
						81						81		611	07900	81	FT	18" CONDUIT, TYPE D, 707.34	
						175						175		611	10900	175	FT	24" CONDUIT, TYPE D, 706.02	
						2						2		611	98150	2	EACH	CATCH BASIN, NO. 3	
						2						2		611	98180	2	EACH	CATCH BASIN, NO. 3A	
						1						1		611	98470	1	EACH	CATCH BASIN, NO. 2-2B	
						1						1		611	98510	1	EACH	CATCH BASIN, NO. 2-3	

GENERAL SUMMARY

DESIGN AGENCY: EMH&T

DESIGNER: TGW

REVIEWER: SJB 10/17/25

PROJECT ID: 118289

SHEET: P.22 TOTAL: 105

RIC-CR133-2.22

MODEL: Gensum Sheet 1-1 PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:26 AM USER: jtheuring
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SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
10	25	26	27	28	29	30	65	66	67	92		01/SAF/21	02/LNTP/10						
																		DRAINAGE	
					1							1		611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE	
					1							1		611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE	
						5						5		611	99710	5	EACH	PRECAST REINFORCED CONCRETE OUTLET	
					5							5		611	99900	5	EACH	DRAINAGE STRUCTURE, MISC.: COMBINATION CURB AND GUTTERTURN OUT, AS PER PLAN	10
																		PAVEMENT	
55												55		253	01001	55	SY	PAVEMENT REPAIR, AS PER PLAN	10
			636	400								1,036		254	01000	1,036	SY	PAVEMENT PLANING, ASPHALT CONCRETE	
			699	364								1,063		301	56001	1,063	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN	10
			812	564								1,376		304	20000	1,376	CY	AGGREGATE BASE	
			719	521								1,240		407	20000	1,240	GAL	NON-TRACKING TACK COAT	
			147	108								255		441	50101	255	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN	10
			170	114								284		441	50301	284	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN	10
			38	12								50		441	50301	50	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN (VARIABLE DEPTH)	10
	15		12									27		452	10010	27	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
			414									414		452	14011	414	SY	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	9
	1,100	289										1,389		609	12000	1,389	FT	COMBINATION CURB AND GUTTER, TYPE 2	
	1,206	88										1,294		609	26000	1,294	FT	CURB, TYPE 6	
	295											295		609	31000	295	FT	COMBINATION CURB AND GUTTER, TYPE 9	
	266											266		609	54001	266	SY	6" CONCRETE TRAFFIC ISLAND, AS PER PLAN	10
			26	26								52		617	10100	52	CY	COMPACTED AGGREGATE	
			289	256								545		SPECIAL	69012030	545	SY	PAVEMENT REINFORCING FABRIC	11
																		LIGHTING	
										10		10		625	00450	10	EACH	CONNECTION, FUSED PULL APART	
										10		10		625	00460	10	EACH	CONNECTION, UNFUSED PULL APART	
										6		6		625	00480	6	EACH	CONNECTION, UNFUSED PERMANENT	
										10		10		625	10490	10	EACH	LIGHT POLE, CONVENTIONAL, AT10B30	
										10		10		625	14000	10	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP	
										3,162		3,162		625	23200	3,162	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
										1,200		1,200		625	23400	1,200	FT	NO. 10 AWG POLE AND BRACKET CABLE	
										963		963		625	25802	963	FT	CONDUIT, CONCRETE ENCASED, 2", 725.051	
										10		10		625	26253	10	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN	90
										963		963		625	29000	963	FT	TRENCH	
										3		3		625	30700	3	EACH	PULL BOX, 725.08, 18"	
										1		1		625	30706	1	EACH	PULL BOX, 725.08, 24"	
										10		10		625	32000	10	EACH	GROUND ROD	
										1		1		625	34001	1	EACH	POWER SERVICE, AS PER PLAN	90
										963		963		625	36010	963	FT	UNDERGROUND WARNING/MARKING TAPE	
										LS		LS		625	38000	LS		HIGH VOLTAGE TEST	
										1		1		625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL	
																		TRAFFIC CONTROL	
							12					12		626	00110	12	EACH	BARRIER REFLECTOR, TYPE 2, BIRECTIONAL	
								434				434		630	03100	434	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
								54				54		630	08520	54	FT	STREET NAME SIGN SUPPORT, NO. 3 POST	
								3				3		630	08600	3	EACH	SIGN POST REFLECTOR	
								225				225		630	80100	225	SF	SIGN, FLAT SHEET	
									23			23		630	84900	23	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
								7				7		630	85100	7	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
								4	20			24		630	86002	24	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
								3	3			6		630	97700	6	EACH	SIGNING, MISC.:MEDIAN SIGN SUPPORT FOUNDATION	64
								1				1		630	97700	1	EACH	SIGNING, MISC.:SOLAR POWERED LED ENHANCED ROUNDABOUT AHEAD (W2-6-36) SIGN	64
							0.65					0.65		644	00104	0.65	MILE	EDGE LINE, 6"	
							0.29					0.29		644	00300	0.29	MILE	CENTER LINE	
							190					190		644	00700	190	FT	TRANSVERSE/DIAGONAL LINE	
							3					3		644	01300	3	EACH	LANE ARROW	
							3					3		644	01410	3	EACH	WORD ON PAVEMENT, 96"	
							116					116		644	01520	116	FT	DOTTED LINE, 12"	
							53					53		644	20800	53	FT	YIELD LINE	
							80					80		646	10520	80	FT	CROSSWALK LINE, 24"	

GENERAL SUMMARY

RIC-CR133-2.22

MODEL: Gensum Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:26 AM USER: jtheuring
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DESIGN AGENCY: EMH&T

DESIGNER: TGW

REVIEWER: SJB 10/17/25

PROJECT ID: 118289

SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
13	73	79	86									01/SAF/21	02/LNTP/10						
																		STRUCTURE 20 FOOT SPAN AND UNDER (RIC-TO135-00020)	
			LS									LS		202	11000	LS		STRUCTURE REMOVED	
			LS									LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
			214									214		503	21100	214	CY	UNCLASSIFIED EXCAVATION	
			6,253									6,253		509	10000	6,253	LB	EPOXY COATED STEEL REINFORCEMENT	
			17									17		511	46010	17	CY	CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING	
			37									37		511	46510	37	CY	CLASS QC1 CONCRETE, FOOTING	
			2									2		511	46610	2	CY	CLASS QC1 CONCRETE, HEADWALL	
			55									55		512	10100	55	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
			169									169		512	33000	169	SY	TYPE 2 WATERPROOFING	
			151									151		512	33010	151	SY	TYPE 3 WATERPROOFING	
			38									38		516	13600	38	SF	1" PREFORMED EXPANSION JOINT FILLER	
			14									14		518	21000	14	SY	POROUS BACKFILL	
			52									52		518	40000	52	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
			7									7		518	40012	7	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE	
			72									72		601	32100	72	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	
			99									99		611	95200	99	FT	10' X 6' CONDUIT, TYPE A, 706.05 (DESIGN COVER = 4FT)	86
																		STRUCTURE 20 FOOT SPAN AND UNDER (RIC-CO133-02440)	
	78												78	202	35200	78	FT	PIPE REMOVED, OVER 24" DIAMETER	
	LS												LS	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
	115												115	503	21100	115	CY	UNCLASSIFIED EXCAVATION	
	3,666												3,666	509	10000	3,666	LB	EPOXY COATED STEEL REINFORCEMENT	
	9												9	511	46010	9	CY	CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING	
	23												23	511	46510	23	CY	CLASS QC1 CONCRETE, FOOTING	
	1												1	511	46610	1	CY	CLASS QC1 CONCRETE, HEADWALL	
	34												34	512	10100	34	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	132												132	512	33000	132	SY	TYPE 2 WATERPROOFING	
	102												102	512	33010	102	SY	TYPE 3 WATERPROOFING	
	34												34	516	13600	34	SF	1" PREFORMED EXPANSION JOINT FILLER	
	6												6	518	21000	6	SY	POROUS BACKFILL	
	40												40	601	32100	40	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	
	2												2	606	17901	2	EACH	GUARDRAIL POST, AS PER PLAN	73
	81												81	611	94910	81	FT	8' X 6' CONDUIT, TYPE A, 706.05 (DESIGN COVER = 4FT)	73
																		STRUCTURE 20 FOOT SPAN AND UNDER (RIC-CO133-02265)	
		LS											LS	202	11000	LS		STRUCTURE REMOVED	
		LS											LS	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
		283											283	503	21100	283	CY	UNCLASSIFIED EXCAVATION	
		11,002											11,002	509	10000	11,002	LB	EPOXY COATED STEEL REINFORCEMENT	
		39											39	511	46010	39	CY	CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING	
		75											75	511	46510	75	CY	CLASS QC1 CONCRETE, FOOTING	
		7											7	511	46610	7	CY	CLASS QC1 CONCRETE, HEADWALL	
		100											100	512	10100	100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		131											131	512	33000	131	SY	TYPE 2 WATERPROOFING	
		175											175	512	33010	175	SY	TYPE 3 WATERPROOFING	
		72											72	516	13600	72	SF	1" PREFORMED EXPANSION JOINT FILLER	
		24											24	517	70001	24	FT	RAILING (TWIN STEEL TUBE), AS PER PLAN	79
		25											25	518	21000	25	SY	POROUS BACKFILL	
		69											69	518	40000	69	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
		9											9	518	40012	9	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE	
		71											71	601	32100	71	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	
		67											67	611	96487	67	FT	20' X 7' CONDUIT, TYPE A, 706.05, AS PER PLAN (DESIGN COVER = 4FT)	79
																		MAINTENANCE OF TRAFFIC	
16												16		614	11110	16	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
LS												LS		614	12420	LS		DETOUR SIGNING	
																		INCIDENTALS	
LS												LS		614	11000	LS		MAINTAINING TRAFFIC	
												7		619	16010	7	MNTH	FIELD OFFICE, TYPE B	
												LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS		624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.24 TOTAL 105

RIC-CR133-2.22

MODEL: Gensum Sheet 3 PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:27 AM USER: jtheuring
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ROADWAY SUBSUMMARY

REF NO.	SHEET NO.			STATION TO STATION			202 PAVEMENT REMOVED SY	202 CURB REMOVED FT	202 PIPE REMOVED, 24" DIAMETER AND UNDER FT	202 GUARDRAIL REMOVED FT	202 ANCHOR ASSEMBLY REMOVED FT	202 CATCH BASIN REMOVED EACH	452 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY	606 GUARDRAIL, TYPE MGS FT	606 ANCHOR ASSEMBLY, MGS TYPE E EACH	606 BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	608 CURB RAMP SF	608 DETECTABLE WARNING SF	609 COMBINATION CURB AND GUTTER, TYPE 2 FT	609 CURB, TYPE 6 FT	609 COMBINATION CURB AND GUTTER, TYPE 9 FT	609 6" CONCRETE TRAFFIC ISLAND, AS PER PLAN SY
R-1	32	-		100+00.00	TO	101+500	577															
R-2	32	-		100+00.00	TO	100+66.48		67														
C-1	32	-		100+00.00	TO	100+52.54														53		
C-2	32			100+56.55	TO	101+50.00													95			
R-1	33	-		101+50.00	TO	106+50.00	2102															
R-2	33	-		101+62.07	TO	104+49.32				286	2											
R-3	33	-		104+04.62	TO	104+66.85	138															
R-4	33	-		104+38.39	TO	105+51.27			112													
R-5	33	-		101+53.18	TO	104+14.27				348	2											
R-6	33	-		104+47.57	TO	104+47.94			10			1										
R-7	33	-		104+88.78	TO	105+46.36	60															
R-8	33	-		104+52.72	TO	104+52.90			4			1										
R-9	33	-		104+72.75	TO	106+50.00				178	1											
R-10	33	-		104+81.53	TO	104+83.15			20													
R-11	33	-		20+14.43	TO	22+00.00	200															
C-1	33	-		102+36.50	TO	106+50.00													424			
C-2	33	-		101+84.98	TO	103+68.61														384		
C-3	33	-		103+87.50	TO	104+81.47															295	
C-4	33	-		104+05.50	TO	104+63.47														182		
C-5	33	-		105+00.47	TO	105+21.58														69		
C-6	33	-		105+35.15	TO	106+50.00														236		
C-7	33	-		101+50.00	TO	104+16.58													342			
C-8	33			22+00.00 (S HOME RD)	TO	105+56.47													239			
C-14	33	-		20+66.61 (S HOME RD)	TO	22+00.00 (S HOME RD)														282		
CR-1	33	-		105+25.72	TO	105+37.58											234	20				
CR-2	33	-		105+21.13	TO	105+35.42							15					56				
CR-3	33	-		105+29.77	TO	105+41.54											160	20				
GR-1	33	-		101+68.19	TO	102+78.18								50	1	1						
GR-2	33	-		105+65.20	TO	106+50.00								88								
CM-1	33	-		101+84.98	TO	103+68.61																80
CM-2	33	-		104+99.92	TO	105+21.58																31
CM-3	33	-		105+35.15	TO	106+50.00																92
CM-4	33	-		20+66.61	TO	22+00.00																63
TOTALS CARRIED TO GENERAL SUMMARY							3077	67	146	812	5	2	15	138	1	1	394	96	1100	1206	295	266

DESIGN AGENCY
EM H&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.25 TOTAL 105

RIC-CR133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:28 AM USER: jtheuring
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REF NO.	SHEET NO.			STATION TO STATION			202 PAVEMENT REMOVED SY	202 PIPE REMOVED, 24" DIAMETER AND UNDER FT	202 GUARDRAIL REMOVED FT	202 ANCHOR ASSEMBLY REMOVED EACH	202 CATCH BASIN REMOVED EACH	606 GUARDRAIL, TYPE MGS FT	606 ANCHOR ASSEMBLY, MGS TYPE E EACH	606 ANCHOR ASSEMBLY, MGS TYPE T EACH	609 COMBINATION CURB AND GUTTER, TYPE 2 FT	609 CURB, TYPE 6 FT
R-1	35	-		106+50.00	TO	111+50.00	565									
R-2	35	-		107+56.03	TO	108+11.74		72			1					
R-3	35	-		106+23.62	TO	108+02.57		179								
R-4	35	-		106+50.00	TO	111+50.00			500							
C-1	35	-		106+50.00	TO	108+40.00									191	
C-2	35	-		106+50.00	TO	106+53.56										11
GR-1	35	-		106+50.00	TO	111+50.00						500				
R-1	36	-		111+50.00	TO	113+29.32	207									
R-2	36	-		112+40.35	TO	112+80.12		40								
R-3	36	-		111+50.00	TO	112+08.61			61	1						
R-4	36	-		111+97.63	TO	112+58.11		60								
GR-1	36	-		111+50.00	TO	112+17.36						63		1		
R-1	37	-		22+00.00	TO	23+03.98	105									
R-2	37	-		22+00.00	TO	24+73.17	807									
R-3	37	-		22+61.13	TO	25+02.01			253	2						
C-1	37	-		22+00.00	TO	23+00.00									98	
C-2	37	-		22+00.00	TO	22+37.12										77
GR-1	37	-		22+53.37	TO	24+84.04						175	1	1		
TOTALS CARRIED TO GENERAL SUMMARY							1684	351	814	3	1	738	1	2	289	88

ROADWAY SUBSUMMARY

DESIGN AGENCY
EM H&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.26 | TOTAL 105

RIC-CR133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:29 AM USER: jtheuring
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DESCRIPTION	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	204 SUBGRADE COMPACTION	204 PROOF ROLLING	254 PAVEMENT PLANING, ASPHALT CONCRETE(1.25" DEPTH)	301 ASPHALT CONCRETE BASE COURSE, PG64-22, (449), AS PER PLAN	304 AGGREGATE BASE(6" Depth)	304 AGGREGATE BASE(9" DEPTH)	407 NON-TRACKING TACK COAT (@0.06 GAL/SY)	407 NON-TRACKING TACK COAT (@0.09 GAL/SY)	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN (VARIABLE DEPTH)	452 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	452 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	617 COMPACTED AGGREGATE	690 ITEM 690 - SPECIAL PAVEMENT OVERLAY FABRIC
	FT	FT	SF	SF	SY	HOUR	SY	CY	CY	CY	GAL	GAL	CY	CY	CY	SY	SY	CY	SY
LEXINGTON SPRING MILL ROAD																			
STA.100+00.00 TO STA. 101+50.00																			
SURFACE COURSE & INTERMEDIATE COURSE				5815							78		23	32					
BASE COURSE (LIFT 1)				5864				64			40								
BASE COURSE (LIFT 2)				6015				65											
AGGREGATE BASE COURSE				6431	715	0.4			120										
STA.101+50.00 TO STA. 103+69.49																			
SURFACE COURSE & INTERMEDIATE COURSE				7507							101		29	41					
BASE COURSE (LIFT 1)				7511				82			51								
BASE COURSE (LIFT 2)				7549				82											
AGGREGATE BASE COURSE				10139	1127	0.6			188										
ROUNDABOUT																			
SURFACE COURSE & INTERMEDIATE COURSE				6333							85		25	35					
BASE COURSE (LIFT 1)				6333				69			43								
BASE COURSE (LIFT 2)				6333				69											
AGGREGATE BASE COURSE				11123	1236	0.7			206										
NON-REINFORCED CONCRETE PAVEMENT				3720													414		
STA.104+99.47 TO STA. 106+50.00																			
SURFACE COURSE & INTERMEDIATE COURSE				5253							71		21	29					
BASE COURSE (LIFT 1)				5278				58			36								
BASE COURSE (LIFT 2)				5323				58											
AGGREGATE BASE COURSE				7691	855	0.5			143										
CURB RAMP				106						3						12			
STA.106+50.00 TO STA. 108+40.00																			
SURFACE COURSE & INTERMEDIATE COURSE				5022							67		20	28					
BASE COURSE (LIFT 1)				5085				55			34								
BASE COURSE (LIFT 2)				5180				56											
AGGREGATE BASE COURSE				5951	662	0.4			111										
STA.108+40.00 TO STA. 111+00.00																			
PAVEMENT PLANNING	260.00	22.00	5720.00	5720			636					58	23						
SURFACE COURSE (FULL DEPTH)	260.00	28.00	7280.00	1520							11		6						
INTERMEDIATE COURSE (FULL DEPTH)	260.00	3.00	780.00	760							6			5					
INTERMEDIATE COURSE VARIABLE PLANING DEPTH	260.00	11.00	2860.00	2863							20				25				
INTERMEDIATE COURSE VARIABLE FULL DEPTH	260.00	3.00	780.00	760							6				13				
BASE COURSE (LIFT 1)	260.00	6.67	1733.16	1693				19			12								
BASE COURSE (LIFT 2)	260.00	7.67	1993.33	1953				22											
AGGREGATE BASE COURSE	260.00	8.67	2253.33	2213	246	0.2			41										
COMPACTED AGGREGATE	260.00	4.00	1040.00	1040														26	
SPECIAL PAVEMENT OVERLAY FABRIC	260.00	10.00	2600.00	2600															289
TOTALS CARRIED TO GENERAL SUMMARY					4841	3	636	699	812		719		147	170	38	12	414	26	289

PAVEMENT SUBSUMMARY

RIC-CR133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:30 AM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.27 TOTAL 105

DESCRIPTION	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	204 SUBGRADE COMPACTION	204 PROOF ROLLING	254 PAVEMENT PLANING, ASPHALT CONCRETE(1.25" DEPTH)	301 ASPHALT CONCRETE BASE COURSE, PG64-22, (449), AS PER PLAN	304 AGGREGATE BASE(6" Depth)	304 AGGREGATE BASE(7" Depth)	304 AGGREGATE BASE(8" Depth)	407 NON-TRACKING TACK COAT (@0.06 GAL/SY)	407 NON-TRACKING TACK COAT (@0.09 GAL/SY)	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN (VARIABLE DEPTH)	617 COMPACTED AGGREGATE	690 ITEM 690 - SPECIAL PAVEMENT OVERLAY FABRIC					
	FT	FT	SY	SY	SY	HOUR	SY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	SY					
LEXINGTON SPRING MILL ROAD (CONT.)																							
STA.111+00.00 TO STA. 111+77.00																							
PAVEMENT PLANNING	77.00	22.00	1694.00	1692			189						17	7									
SURFACE COURSE (FULL DEPTH)	77.00	6.00	462.00	462								4		2									
INTERMEDIATE COURSE (FULL DEPTH)	77.00	3.00	231.00	231								2			2								
INTERMEDIATE COURSE VARIABLE PLANING DEPTH	77.00	11.00	847.00	847								6				8							
INTERMEDIATE COURSE VARIABLE FULL DEPTH	77.00	3.00	231.00	231								2				4							
BASE COURSE (LIFT 1)	77.00	6.67	513.28	513				6				4											
BASE COURSE (LIFT 2)	77.00	7.67	590.33	592				7															
AGGREGATE BASE COURSE	77.00	8.67	667.33	667	75	0.1			13														
COMPACTED AGGREGATE	77.00	4.00	308.00	310														8					
SPECIAL PAVEMENT OVERLAY FABRIC	77.00	10.00	770.00	770															86				
STA.111+77.00 TO STA. 113+29.37																							
PAVEMENT PLANNING				1898			211						19	8									
SURFACE COURSE (FULL DEPTH)				2367								16		10									
INTERMEDIATE COURSE				2366								16			13								
BASE COURSE (LIFT 1)				2467				27				17											
BASE COURSE (LIFT 2)				2620				29															
AGGREGATE BASE COURSE (7" DEPTH)				2772	309	0.2				60													
COMPACTED AGGREGATE				717														18					
																			170				
HOME ROAD																							
STA.20+67.26 TO STA. 22+00.00																							
SURFACE COURSE & INTERMEDIATE COURSE				4773								64		19	26								
BASE COURSE (LIFT 1)				4796				52				64											
BASE COURSE (LIFT 2)				4831				53															
AGGREGATE BASE COURSE				6587	732	0.4			122														
STA.22+00.00 TO STA. 24+73.17																							
SURFACE COURSE & INTERMEDIATE COURSE				8493								114		33	46								
BASE COURSE (LIFT 1)				8642				94				116											
BASE COURSE (LIFT 2)				8865				96															
AGGREGATE BASE COURSE				9614	1069	0.6			179														
DRIVES																							
STA. 100+86.28				486	54				9					3									
STA. 107+00.40				451	51				9					3									
STA. 107+81.30				669	75				13					5									
STA. 111+42.00				1080	120						27												
STA. 112+32.19				552	62						14												
STA. 112+77.04				1074	120						27												
BIKE PATH																							
STA.104+04.62 TO STA. 105+28.51																							
SURFACE COURSE & INTERMEDIATE COURSE				1412								19		6									
AGGREGATE BASE COURSE				1553	173	0.1			29						9								
STA. 20+33.41 TO STA. 23+03.98																							
SURFACE COURSE & INTERMEDIATE COURSE				3007								41		12									
AGGREGATE BASE COURSE				3309	368	0.2			62						18								
TOTALS CARRIED TO GENERAL SUMMARY					3208	2	400	364	564			521		108	114	12	26	256					

PAVEMENT SUBSUMMARY

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.28 | TOTAL 105

RIC-CR133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:31 AM USER: jtheuring
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DRAINAGE SUBSUMMARY

REF NO.	SHEET NO.			STATION TO STATION			601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT SY	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	602 CONCRETE MASONRY CY	611 12" CONDUIT, TYPE B, 707.34 FT	611 12" CONDUIT, TYPE C, 707.34 FT	611 12" CONDUIT, TYPE D, 707.34 FT	611 18" CONDUIT, TYPE D, 707.34 FT	611 24" CONDUIT, TYPE D, 706.04 FT	611 CATCH BASIN, NO. 3 EACH	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 2-2B EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 MANHOLE ADJUSTED TO GRADE EACH	611 DRAINAGE STRUCTURE, MISC.: COMBINATION CURB AND GUTTER TURN OUT, AS PER PLAN EACH	670 DITCH EROSION PROTECTION SY	836 SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1 SY	836 SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 2 SY	836 SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3 SY
D-1	32			101+54.34															1						
D-2	32	-		101+59.37																1					
D-10	33	-		102+32.92			10														1				
D-11	33	-		104+45.30			3														1				
D-12	33	-		105+49.34			10														1				
D-13	33	-		105+58.10				3	0.5																
D-14	33	-		102+30.98			10														1				
D-15	33	-		21+24.61 (S HOME RD)				1	0.3																
D-16	33	-		21+11.50 (S HOME RD)	TO	21+24.61 (S HOME RD)					39				1										
D-17	33	-		21+11.27 (S HOME RD)	TO	21+11.50 (S HOME RD)				39					1										
D-18	33	-		21+11.27 (HOME RD)	TO	21+29.37 (S HOME RD)				18						1									
D-19	33	-		105+16.38	TO	105+29.01					38					1									
D-20	33	-		105+29.01					0.3																
D-21	33	-		105+57.93			10														1				
D-30	33	-	35	105+58.10	TO	107+30.71								175				1							
D-31	35	-		107+30.71	TO	108+11.74			0.4				81												
D-40	36	-		112+45.08				1	0.3																
D-41	36	-		112+45.08		113+00.54			0.3			58														
D-42	36	-		111+90.61		112+57.82			0.3			69														
D-50	37	-		22+64.63		23+00.00					39						1								
D-51	37	-		22+64.63					0.3																
EC-1	32	-	33	101+19.39	TO	102+75.77																		126	
EC-2	33	-	35	104+84.37	TO	106+69.81																			344
EC-3	35	-		108+11.75	TO	111+19.00																		257	
EC-4	35	-		106+69.81	TO	108+31.36																			396
EC-5	35	-	36	108+31.36	TO	111+64.84																		815	
TOTALS CARRIED TO GENERAL SUMMARY							43	5	2.7	57	116	127	81	175	2	2	1	1	1	1	5	383	815	396	344

DESIGN AGENCY
EM H&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.29 | TOTAL 105

RIC-CR133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:33 AM USER: jtheuring
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SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT SY	605 6" BASE PIPE UNDERDRAINS FT	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 PRECAST REINFORCED CONCRETE OUTLET EACH							FOR INFORMATION ONLY BENDS AND BRANCHES PLUG EACH	6" x 45° BEND EACH	6" x 90° BEND EACH	6" x 6" TEE EACH	6" x 6" CROSS EACH		
32	U-1	100+00.00	100+52.60	RT	LEXINGTON			43	10														
32	U-2	100+56.10	101+50.00	RT	LEXINGTON			96															
33	U-10	102+26.91	102+75.89	LT	LEXINGTON		2	18	45	1							1		1				
33	U-11	103+07.79	103+92.04	LT	LEXINGTON			68	28								1	1					
33	U-12	103+91.06	104+85.10	LT	LEXINGTON		2	156	58	1							2				1		
33	U-13	104+86.74	106+50.00	LT	LEXINGTON		2	167	23	1							1			1			
33	U-14	103+90.00	104+78.97	RT/LT	LEXINGTON			278									2						
33	U-15	104+06.50	104+62.47	LT	LEXINGTON			174	40								2			1	1		
33	U-16	101+50.00	102+77.01	RT	LEXINGTON		2	129	10	1							1			1			
33	U-17	103+05.78	103+90.73	RT	LEXINGTON			85	21								1	1					
33	U-18	103+91.27	104+05.27	RT	LEXINGTON			34	19								1		1				
33	U-19	21+14.66	22+00.00	RT	HOME RD			74	12									2					
33	U-20	21+31.11	22+00.00	LT	HOME RD			59	10														
33	U-21	21+14.44	21+27.39	LT	HOME RD				13														
33	U-22	20+66.55	20+92.44	LT	HOME RD			19	29								1		1				
33	U-23	104+69.13	105+15.11	LT	LEXINGTON			48	10								1						
33	U-24	105+20.23	105+52.57	RT	LEXINGTON		2	33	20	1							1		1				
35	U-50	106+50.00	108+40.00	LT	LEXINGTON			191	6								1			1			
37	U-60	22+00.00	24+73.17	LT	HOME RD			267										2					
37	U-61	22+00.00	23+48.02	RT	HOME RD			141	10									2					
37	U-62	23+52.31	24+73.17	RT	HOME RD			113	10									2					
TOTALS CARRIED TO GEN SUMMARY ON SHEET							9	2193	374	5							16	10	4	4	2		

UNDERDRAIN SUBSUMMARY

DESIGN AGENCY

EMH&T

DESIGNER TGW

REVIEWER SJB 10/17/25

PROJECT ID 118289

SHEET P.30 TOTAL 105

RIC-CR133-2.22

MODEL: Sheet_Surv1 PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:34 AM USER: jtheuring
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LEGEND

- CATCH BASIN, CB-3A
- CATCH BASIN, CB-3
- VEGETATED BIOFILTER

USGS QUAD: MANSFIELD SOUTH
LONGITUDE AND LATITUDE TO APPROXIMATE CENTER OF LEXINGTON SPRING MILL ROAD (CR 133) AND HOME ROAD (TR 135) INTERSECTION

LONGITUDE: 82°34'50"W
LATITUDE: 40°42'35"N

TREATMENT PROVIDED	
TREATMENT REQUIRED*	0.81
*CALCULATED PER L&D VOL. 2 SEC. 1115.7	0.81

NAME	BMP Type	LATITUDE/ LONGITUDE BEGIN		LATITUDE/ LONGITUDE END		STATION RANGE BEGIN	STATION RANGE END	BMP WIDTH	EDA TREATMENT CREDIT
VBF1	VEGETATED BIOFILTER	40.709347	-82.580966	40.709744	-82.580972	101+19.39	102+75.77	4	1.27

PROJECT DATA			
TOTAL AREA (RIGHT-OF-WAY)	5.73 ACRES	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.58
PROJECT EARTH DISTURBED AREA	4.2 ACRES	RUNOFF COEFFICIENT FOR POST CONSTRUCTION SITE	0.63
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	0.20 ACRES	POST CONSTRUCTION BMP: VEGETATED BIOFILTERS WERE PROVIDED TO MEET NPDES POST CONSTRUCTION REQUIREMENTS.	
NOTICE OF INTENT EARTH DISTURBED AREA	4.40 ACRES		
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	1.19 ACRES	IMMEDIATE RECEIVING WATERS	UNNAMED TRIBUTARY TO CLEAR FORK MOHICAN RIVER
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE	1.64 ACRES	SUBSEQUENT RECEIVING WATER	CLEAR FORK MOHICAN RIVER

PROJECT DESCRIPTION

INSTALLATION OF A ROUNDABOUT AT THE INTERSECTION OF LEXINGTON SPRINGMILL RD (CR-133) AND HOME RD (TR-135). IMPROVEMENTS INCLUDE CONSTRUCTION OF ASPHALT PAVEMENT, CURB AND GUTTER, STORMWATER UPDATES, THREE CULVERTS, STREET LIGHTING AND TRAFFIC CONTROL.

END PROJECT
STA. 113+29.32
S.L.M. 2.45
E230(758)

END WORK
STA. 113+30.78

BEGIN WORK
STA. 99+98.49

BEGIN PROJECT
STA. 100+00.00
S.L.M. 2.21
E230(758)

VBF1

STRUCTURE NO.
N/A
EX 5' X 18' BOX CULVERT
SFN N/A

STRUCTURE NO.
RIC-C0133-02265
PR 20' X 7' BOX CULVERT
SFN N/A

STRUCTURE NO.
N/A
EX 5' X 18' BOX CULVERT
SFN 7031077

STRUCTURE NO.
RIC-C0133-02440
PR 8' X 6' BOX CULVERT
CFN N/A

STRUCTURE NO.
N/A
EX 72" CULVERT
SFN N/A

STRUCTURE NO.
N/A
EX 10' X 4' BOX CULVERT
SFN 7031547

STRUCTURE NO.
RIC-T0135-00020
PR 10' X 6' BOX CULVERT
SFN N/A

STREAM 2
CLEAR FORK RIVER TRIBUTARY

EPHEMERAL STREAM 1

PR. WETLAND IMPACTS

EX. WETLAND A

EX. 12" WATER (CITY OF MANSFIELD WATER)

EX. 16" RAW WATER (CITY OF MANSFIELD WATER)

EX. 30" WATER (CITY OF MANSFIELD WATER)

EX FIBER OPTIC TRANSMISSION LINE (AT&T)

EX. OVERHEAD TRANSMISSION (69 kV) (OHIO EDISON)

℄ CONST LEXINGTON SPRINGMILL ROAD (CR 133)

℄ CONST HOME ROAD (TR 135)

EX ℄ R/W LEXINGTON SPRINGMILL RD

EX ℄ R/W HOME RD (TR 135)

AGRICULTURAL

RESIDENTIAL

HORIZONTAL SCALE IN FEET
0 25 50 100

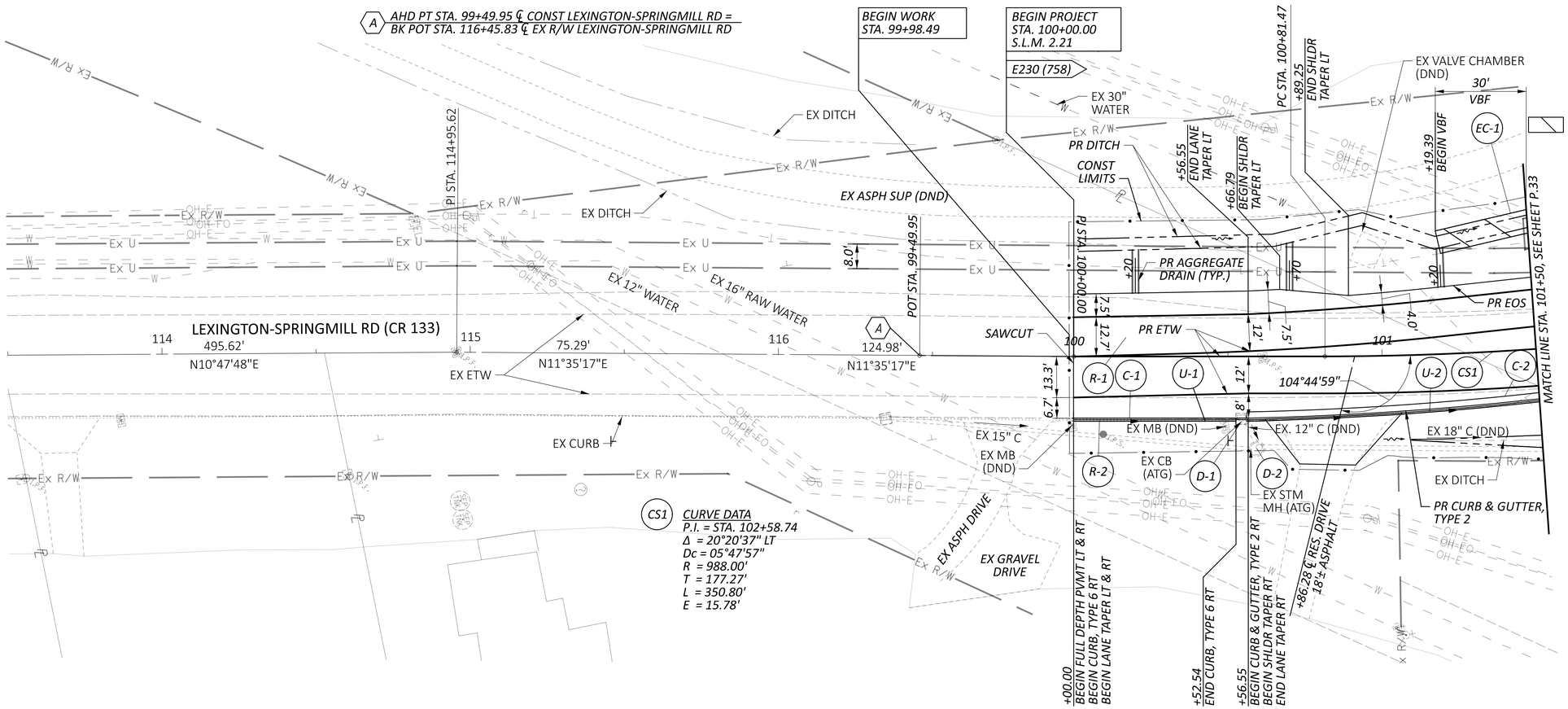
SITE PLAN
LEXINGTON SPRINGMILL RD AND HOME RD

RIC-CR133-2.22

MODEL: CLX_RW_6 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:36 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XG002.dgn

DESIGN AGENCY
EMH&T

DESIGNER	
TGW	
REVIEWER	
SJB	10/17/25
PROJECT ID	
118289	
SHEET	TOTAL
P.31	105



HORIZONTAL SCALE IN FEET
0 10 20 40

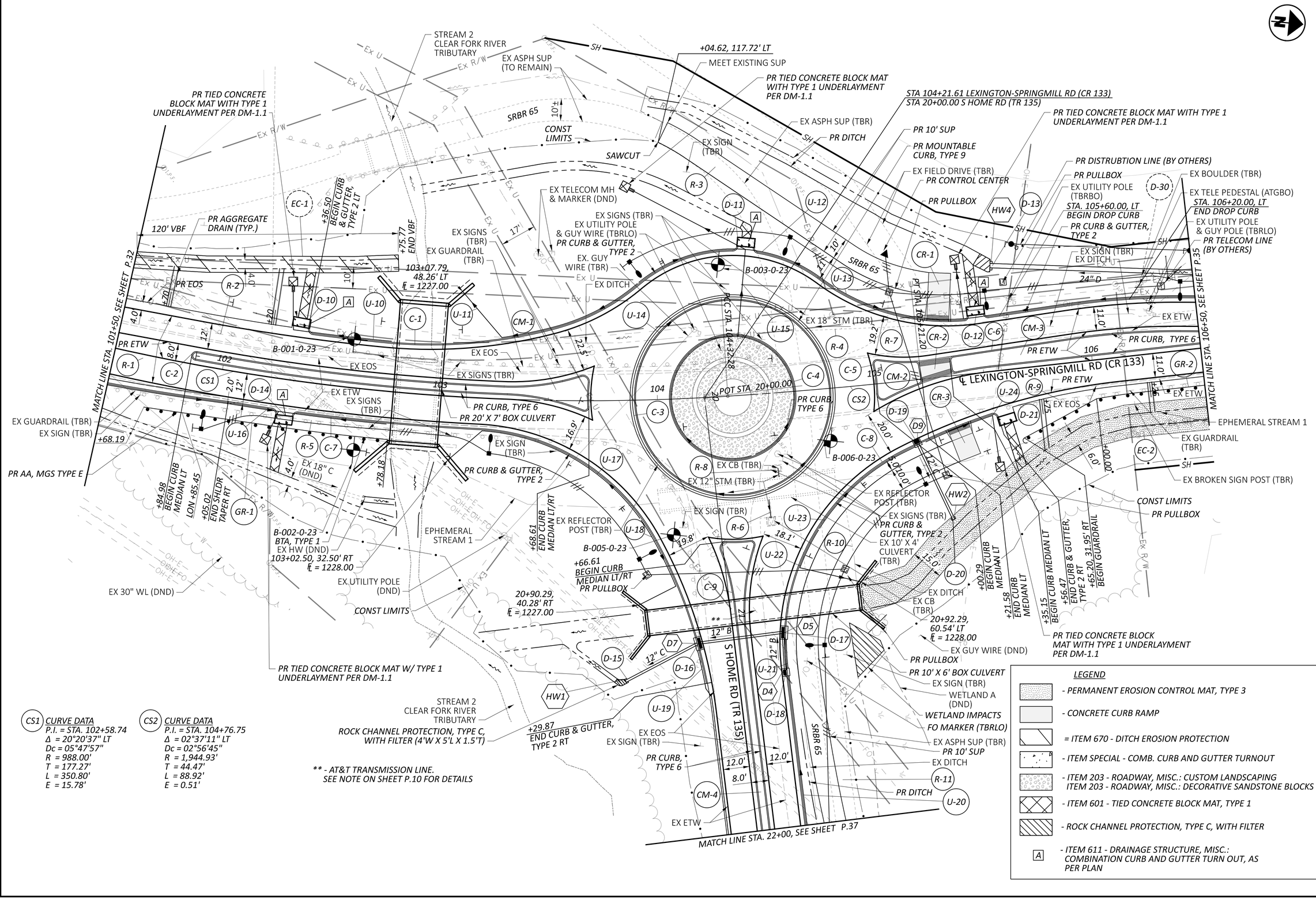
PLAN AND PROFILE
LEXINGTON SPRINGMILL RD BEGIN WORK TO 101+50

RIC-CR133-2.22

MODEL: CLP_Lexington - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:43 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GP002.dgn

DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.32
TOTAL	105



HORIZONTAL
SCALE IN FEET
0 10 20 40

ROUNDABOUT PLAN

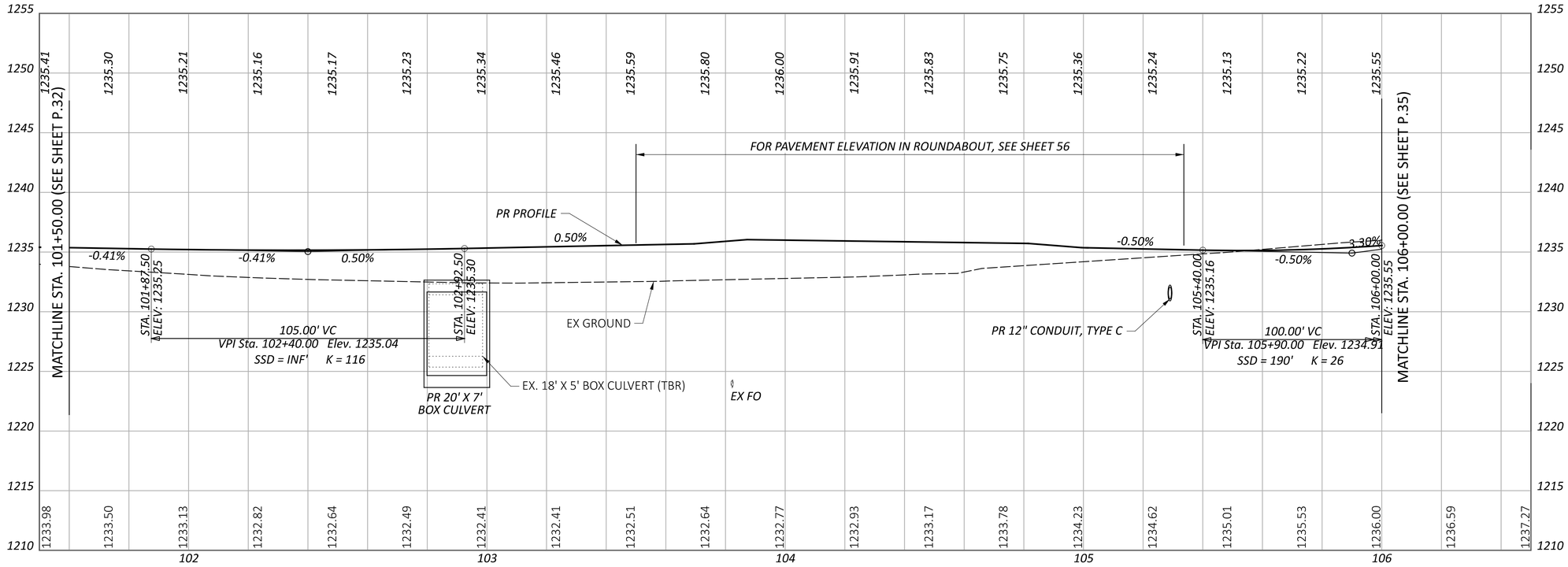
RIC-CR133-2.22

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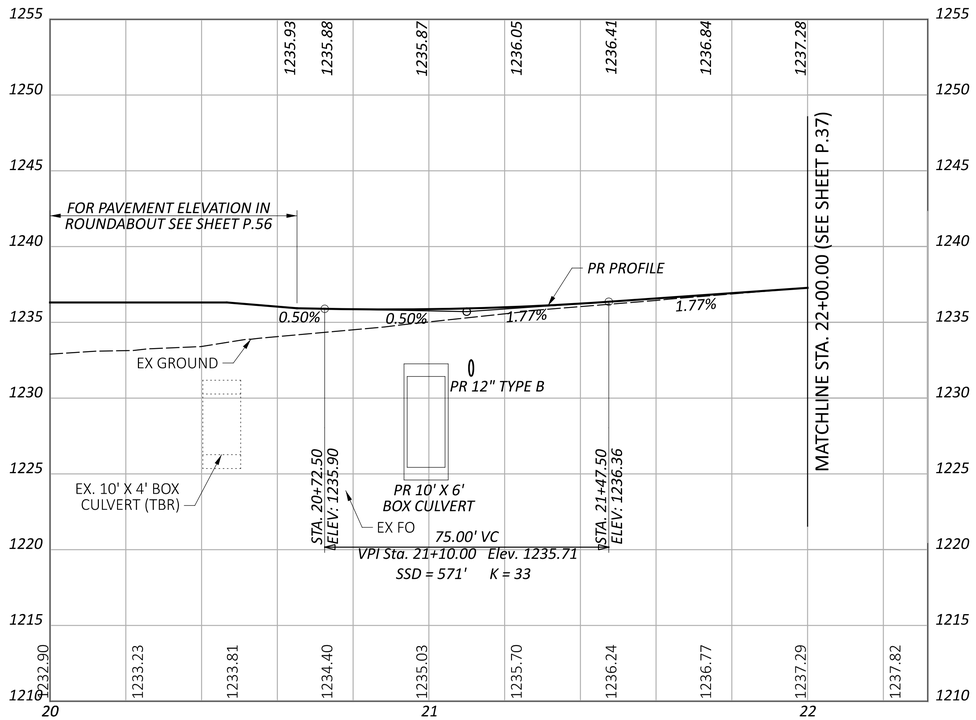
DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.33
TOTAL	105

LEXINGTON-SPRINGMILL RD PROFILE



S HOME RD PROFILE



HORIZONTAL SCALE IN FEET
0 10 20 40

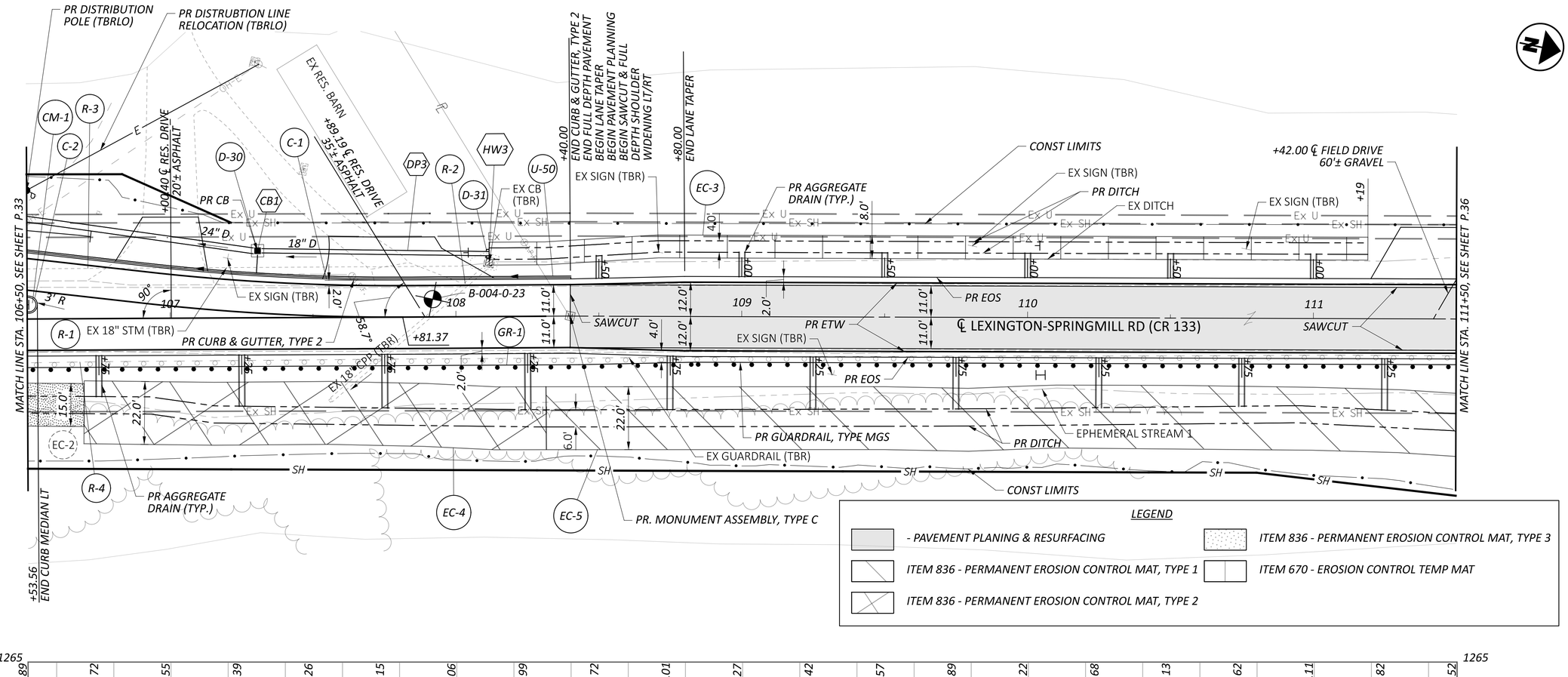
ROUNDABOUT PROFILE

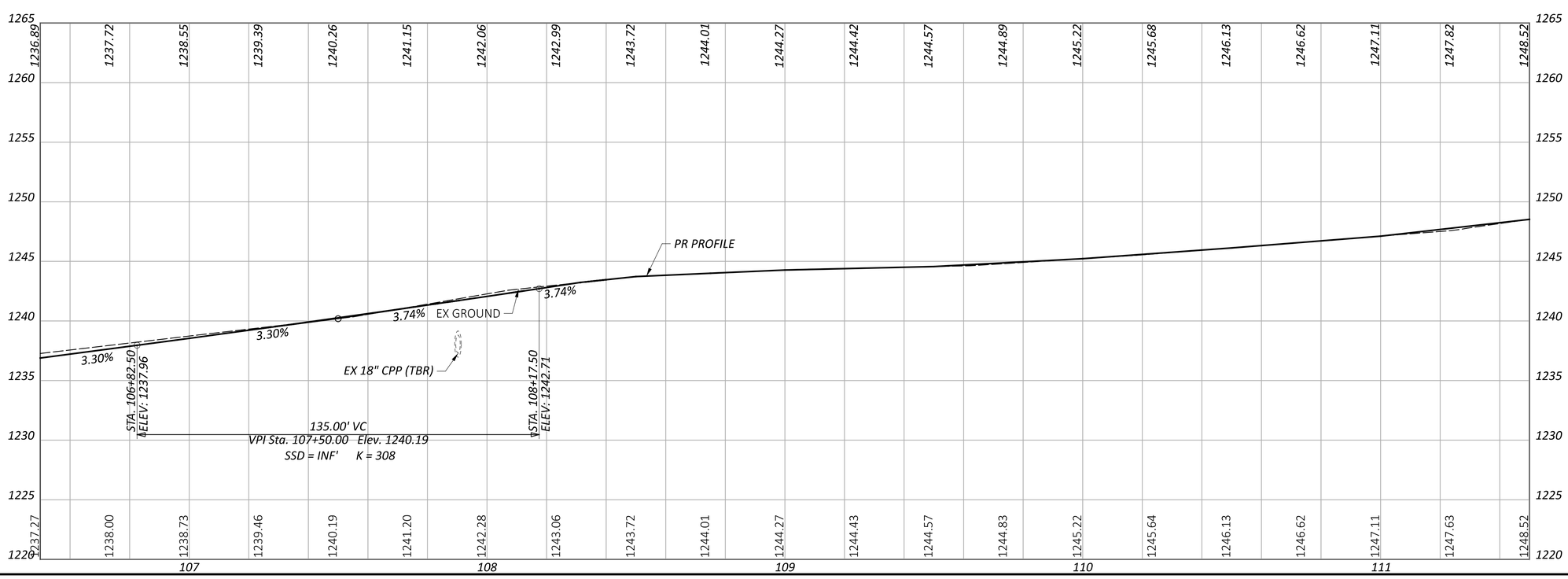
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MODEL: CLP_Lexington-Home - Profile 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:45 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GP002.dgn

DESIGN AGENCY
EMH&T

DESIGNER TGW
REVIEWER SJB 10/17/25
PROJECT ID 118289
SHEET P.34 TOTAL 105





HORIZONTAL SCALE IN FEET
0 10 20 40

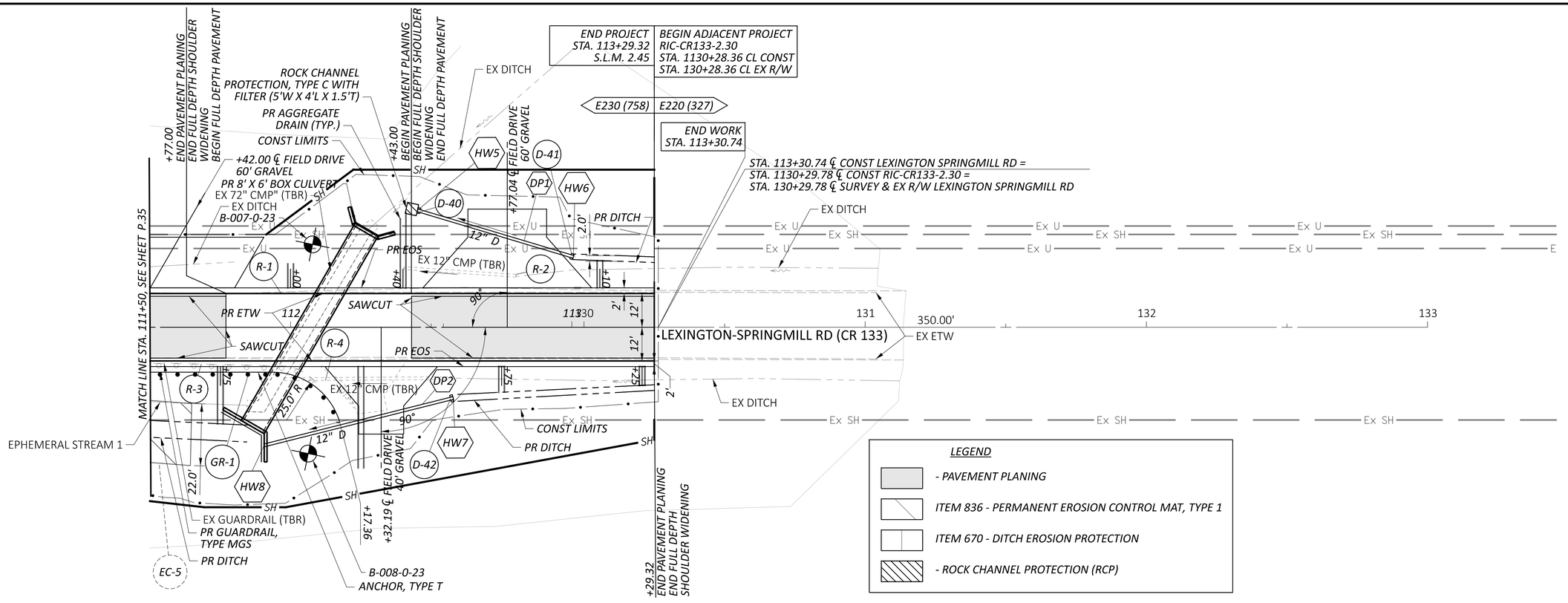
PLAN AND PROFILE
LEXINGTON SPRINGMILL RD 106+50 TO 111+50

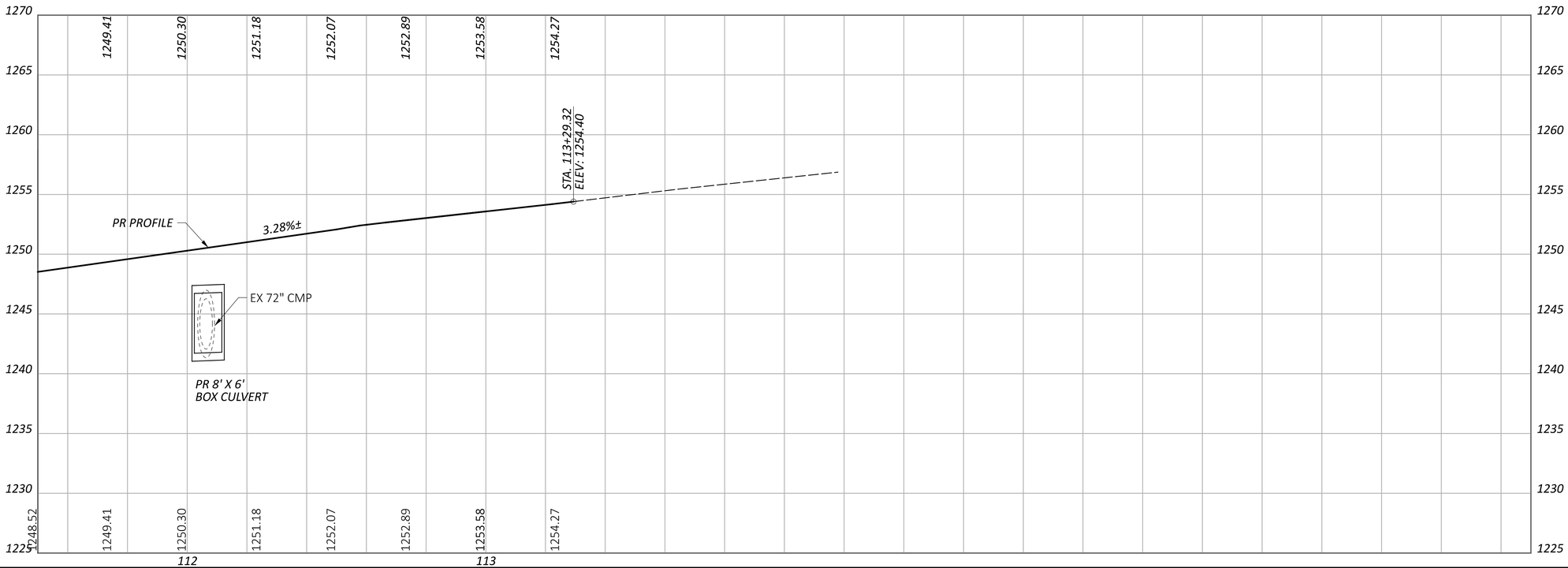
DESIGN AGENCY
EMH&T

DESIGNER TGW
REVIEWER SJB 10/17/25
PROJECT ID 118289
SHEET P.35 TOTAL 105

RIC-CR133-2.22

MODEL: CLP_Lexington - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:46 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GP002.dgn





HORIZONTAL SCALE IN FEET
0 10 20 40

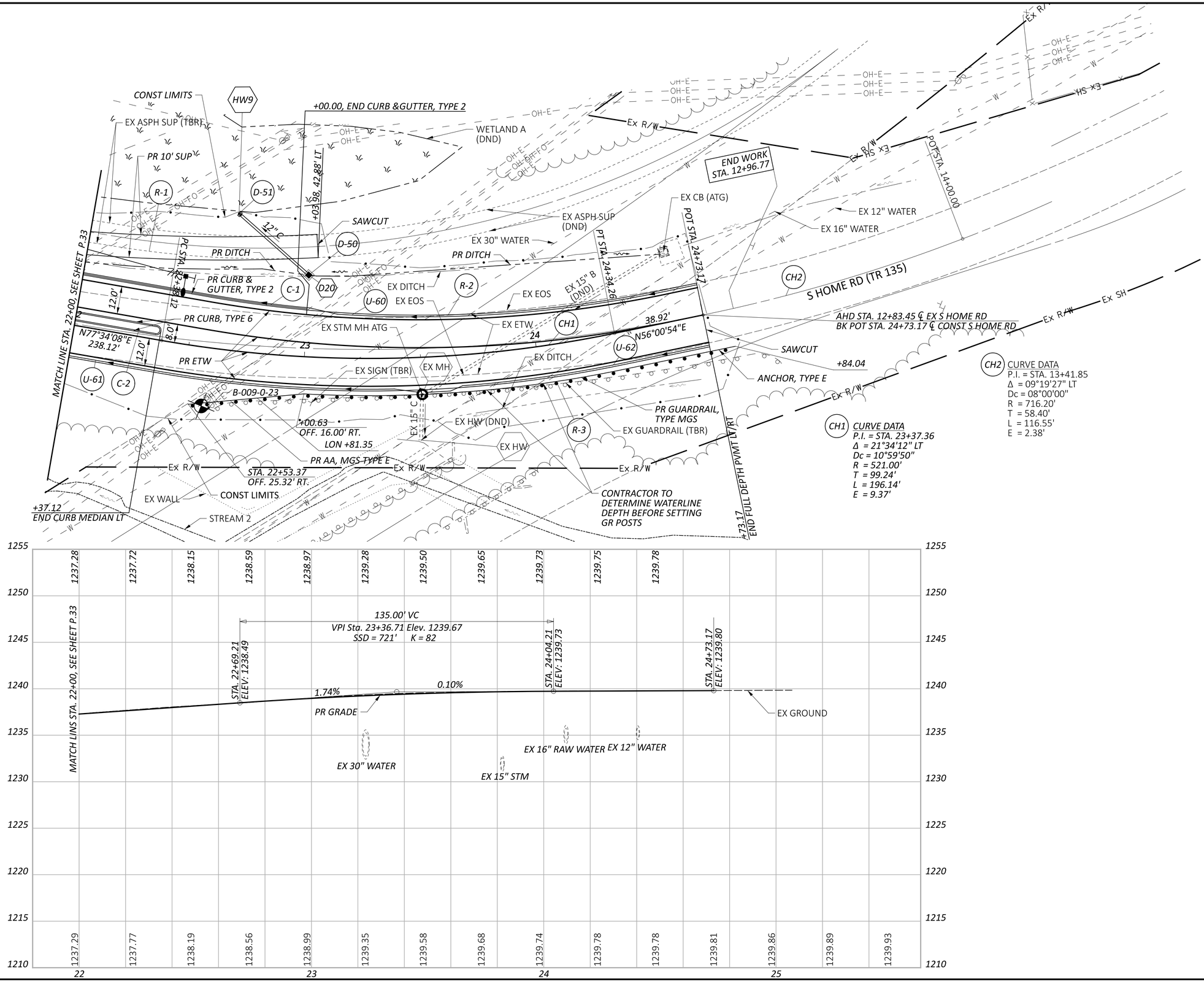
PLAN AND PROFILE
LEXINGTON SPRINGMILL RD 111+50 TO END WORK

DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.36
TOTAL	105

RIC-CR133-2.22

MODEL: CLP_Lexington - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:46 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GP002.dgn



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
STA. 22+00.00 TO STA. 22+73.17

RIC-CR133-2.22

MODEL: CLP_Home - Home Road-4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:49 AM USER: jtheuring
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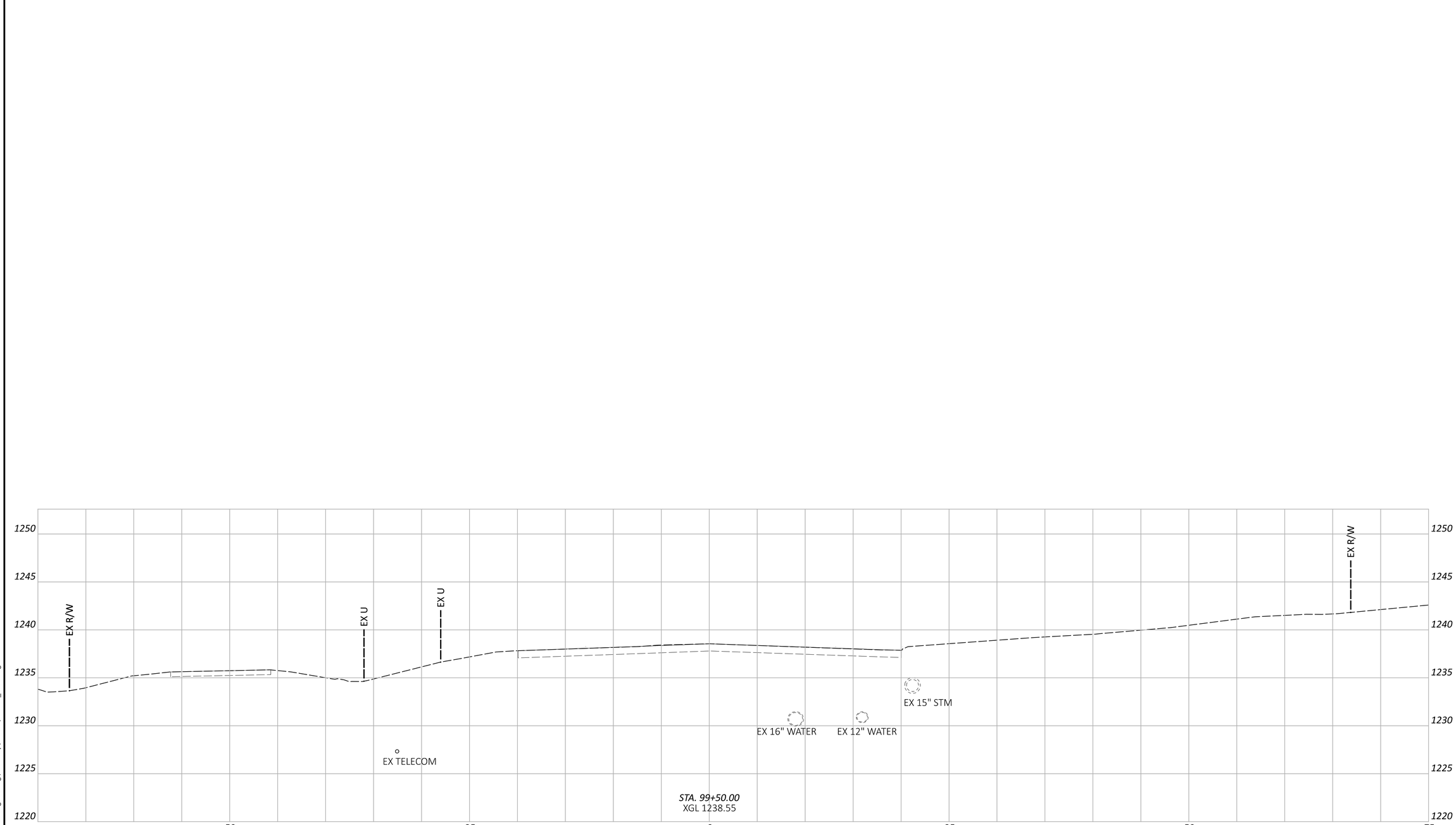
DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.37
TOTAL	105

RIC-CR133-2.22

MODEL: CLP_Lexington - 99+49.95 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:51 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn

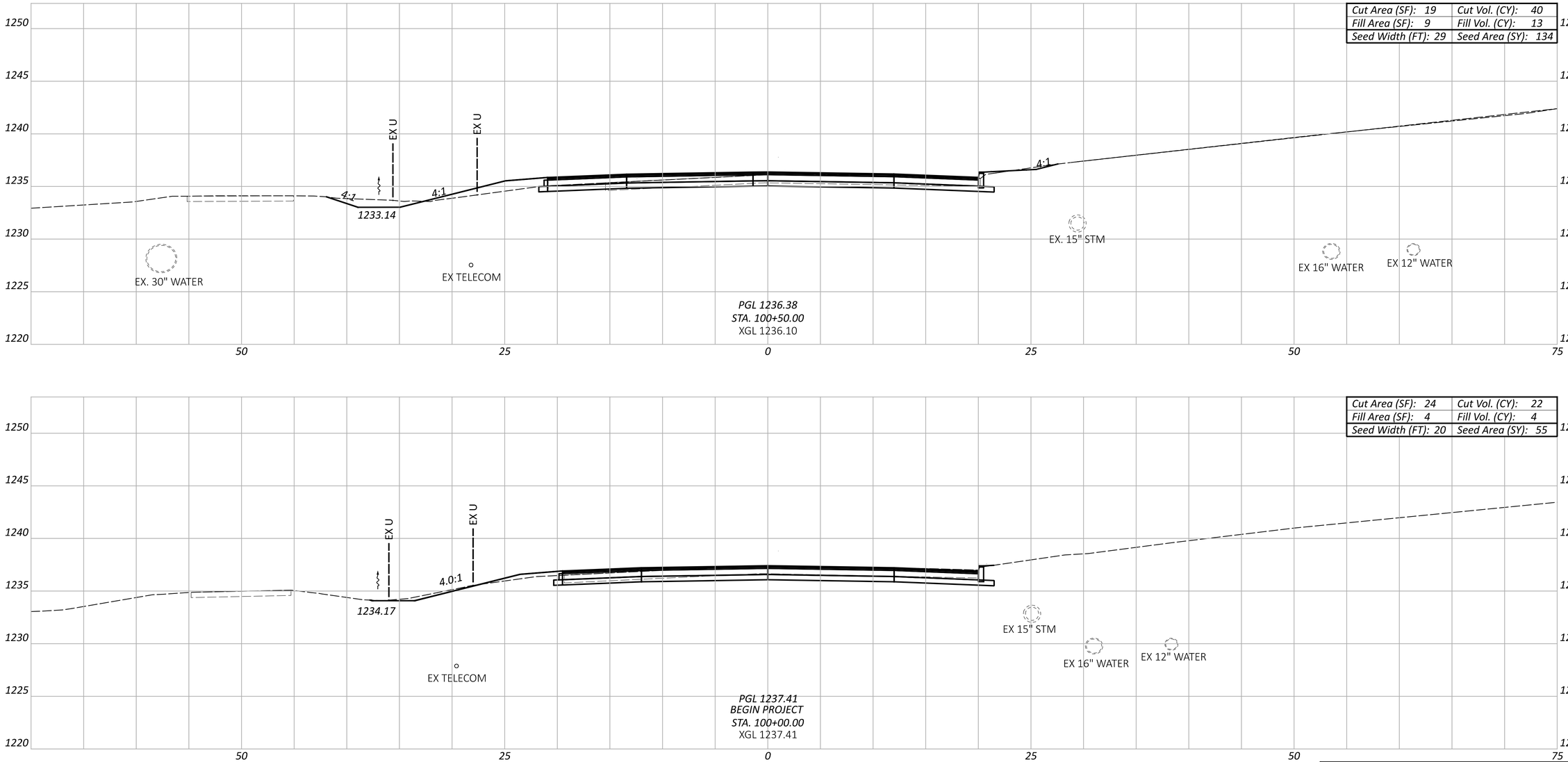
CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 99+49.95 TO STA. 99+50.00



DESIGN AGENCY
EMH&T

DESIGNER	
TGW	
REVIEWER	
SJB	10/17/25
PROJECT ID	
118289	

Sheet Totals					SHEET	TOTAL
Special benching	Excavate and replace	Seeding	Cut	Fill	P.38	105
0	0	0	0	0		



CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 100+00.00 TO STA. 100+50.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

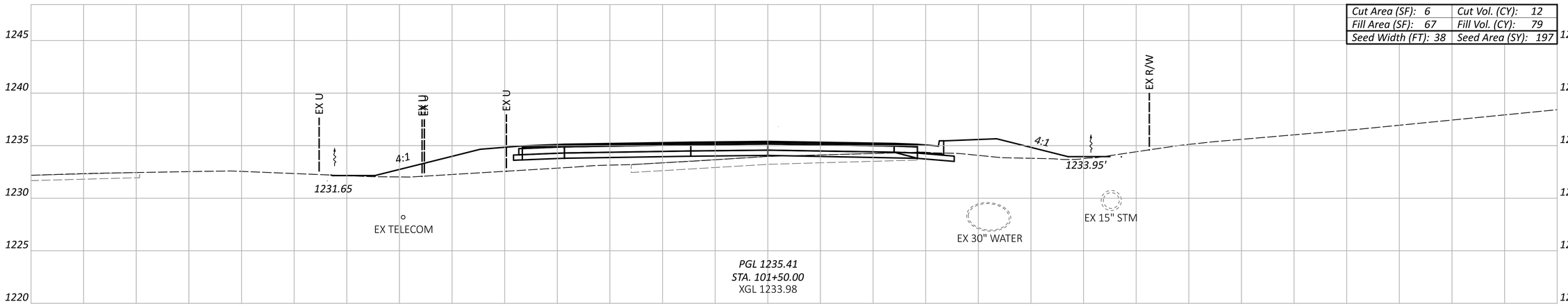
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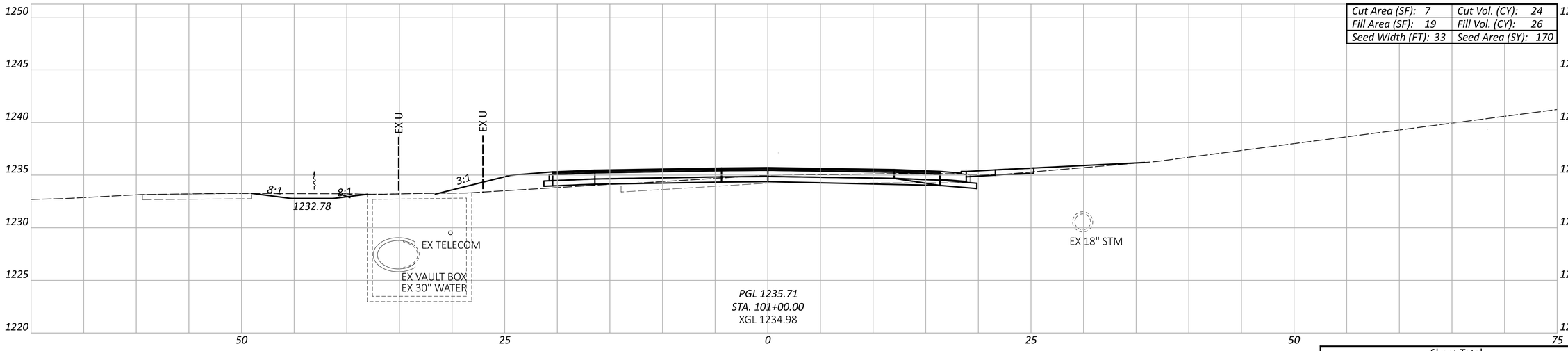
SHEET P.39 TOTAL 105

RIC-CR133-2.22

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J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn

CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 101+00.00 TO STA. 101+50.00





Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	0	367	36	105

DESIGN AGENCY
EMH&T

DESIGNER
TGW

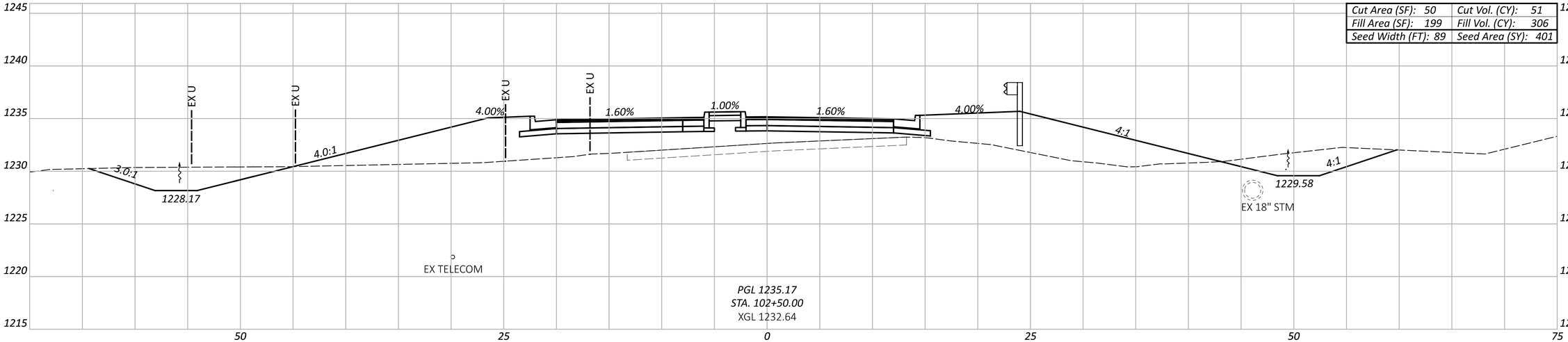
REVIEWER
SJB 10/17/25

PROJECT ID
118289

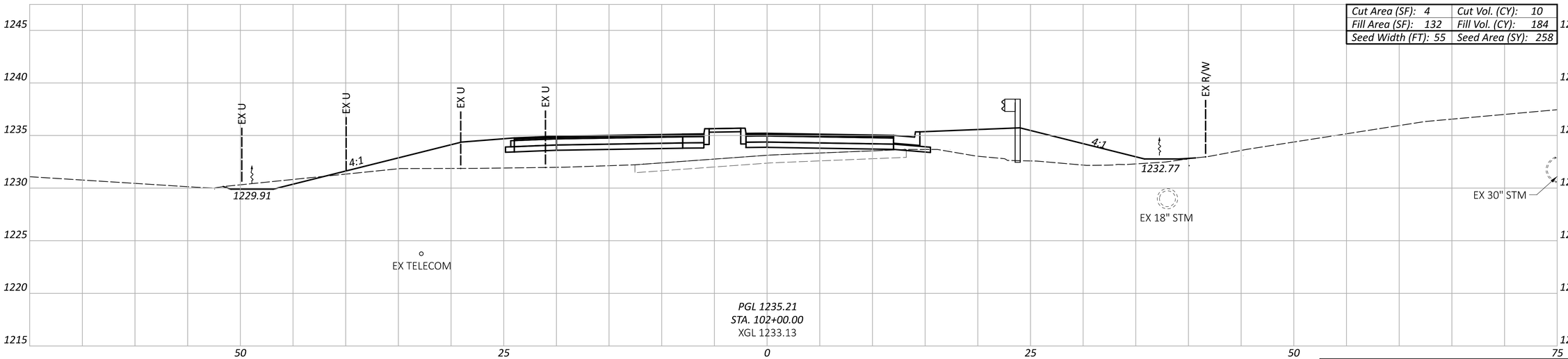
SHEET P.40 TOTAL 105

RIC-CR133-2.22

MODEL: CLP_Lexington - 101+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:55 AM USER: jtheuring
J:\2023\23231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn



Cut Area (SF): 50	Cut Vol. (CY): 51
Fill Area (SF): 199	Fill Vol. (CY): 306
Seed Width (FT): 89	Seed Area (SY): 401



Cut Area (SF): 4	Cut Vol. (CY): 10
Fill Area (SF): 132	Fill Vol. (CY): 184
Seed Width (FT): 55	Seed Area (SY): 258

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	0	659	61	490

CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 102+00.00 TO STA. 102+50.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.41 TOTAL 105

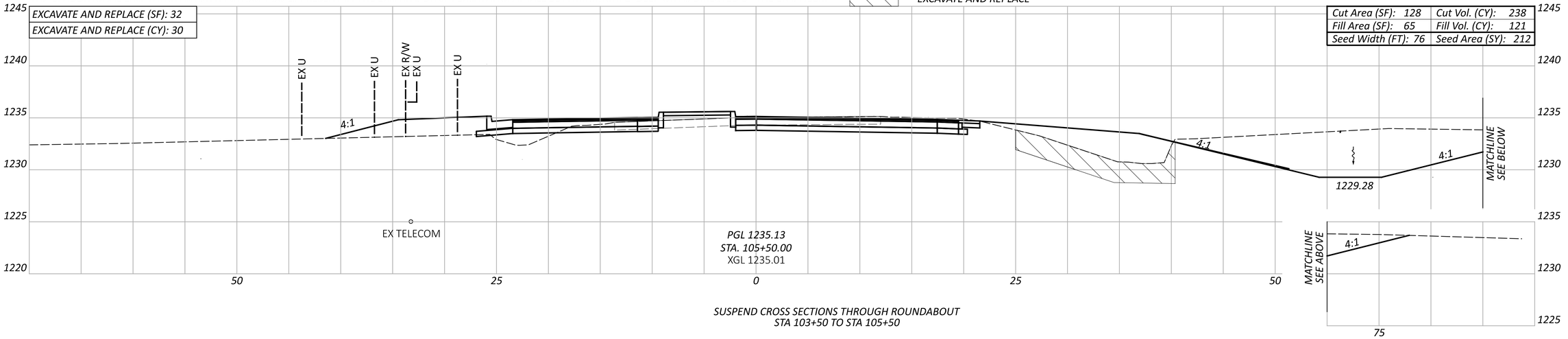
RIC-CR133-2.22

MODEL: CLP_Lexington - 102+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:13:57 AM USER: jtheuring
J:\2023\0231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn

NOTE: ADDITIONAL EXCAVATION SHOWN FOR SOFT SOILS PRESENT IN THE EXISTING DITCH. EXCAVATION SHALL BE A MINIMUM 2' DEEP OR AS DIRECTED BY THE ENGINEER.

EXCAVATE AND REPLACE

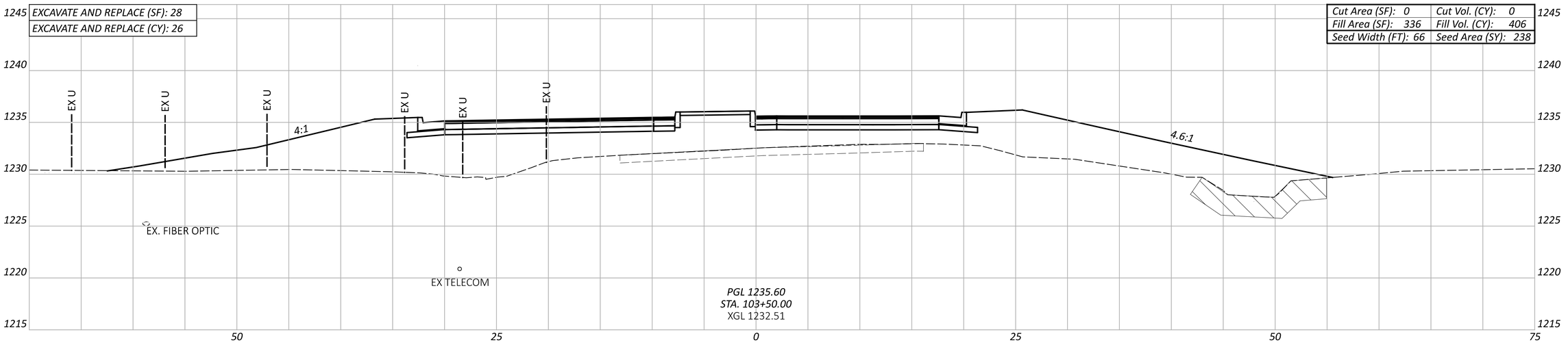
EXCAVATE AND REPLACE (SF): 32
EXCAVATE AND REPLACE (CY): 30



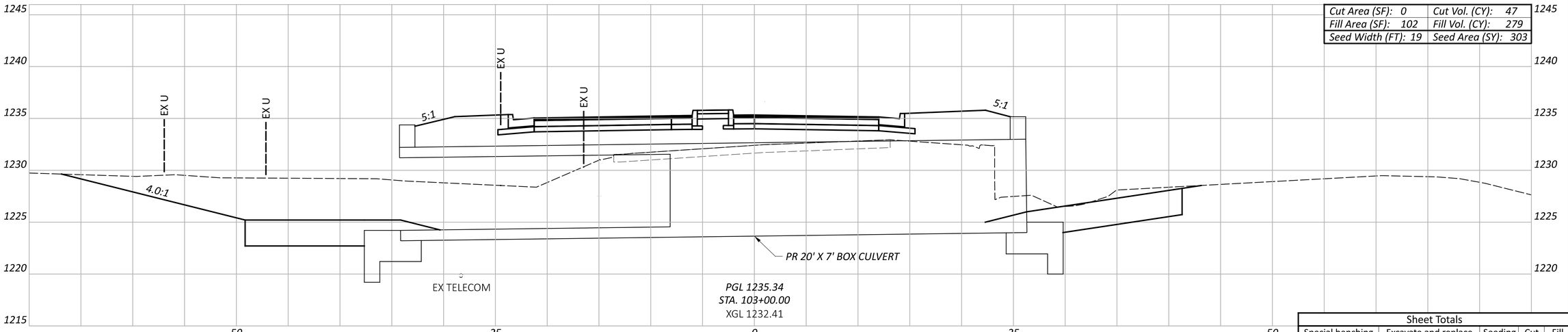
Cut Area (SF): 128	Cut Vol. (CY): 238
Fill Area (SF): 65	Fill Vol. (CY): 121
Seed Width (FT): 76	Seed Area (SY): 212

SUSPEND CROSS SECTIONS THROUGH ROUNDABOUT
STA 103+50 TO STA 105+50

EXCAVATE AND REPLACE (SF): 28
EXCAVATE AND REPLACE (CY): 26



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 336	Fill Vol. (CY): 406
Seed Width (FT): 66	Seed Area (SY): 238



Cut Area (SF): 0	Cut Vol. (CY): 47
Fill Area (SF): 102	Fill Vol. (CY): 279
Seed Width (FT): 19	Seed Area (SY): 303

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	56	753	165	744

CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 103+00.00 TO STA. 105+50.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

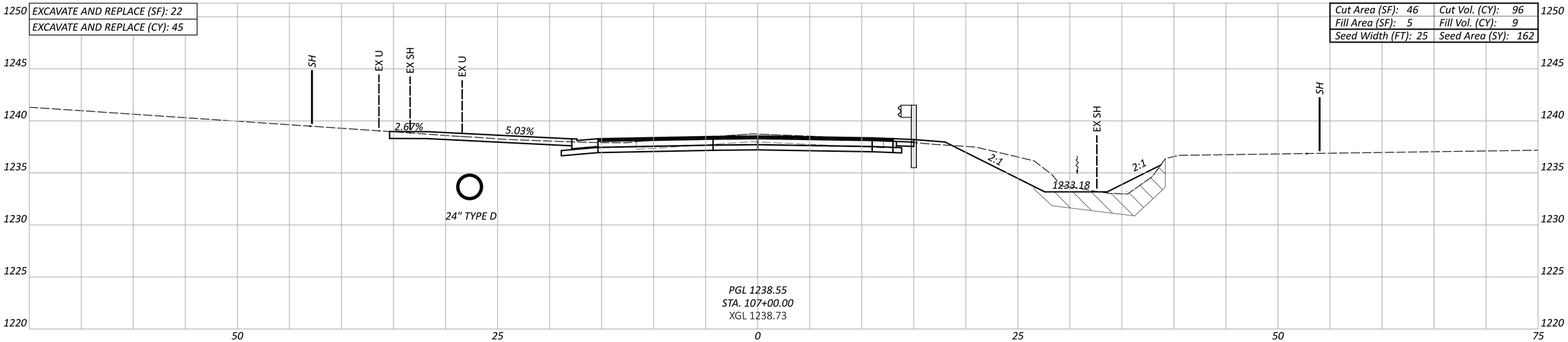
SHEET P.42 TOTAL 105

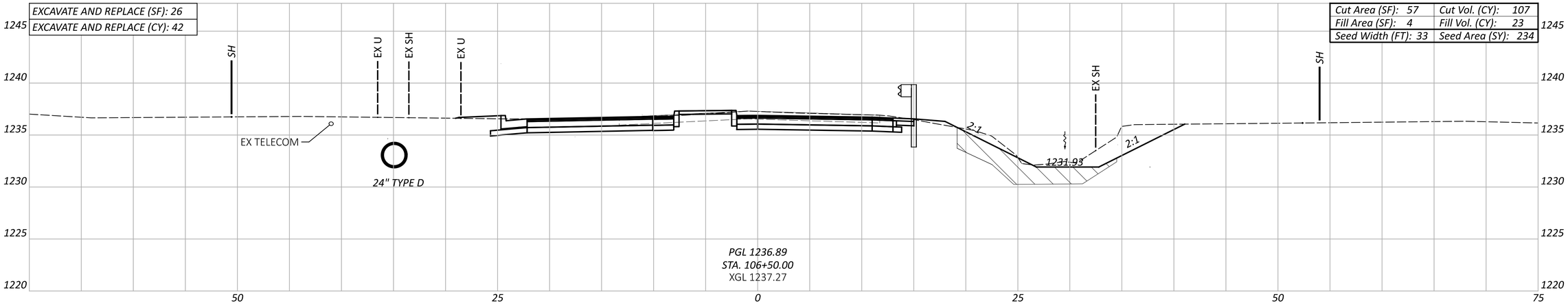
RIC-CR133-2.22

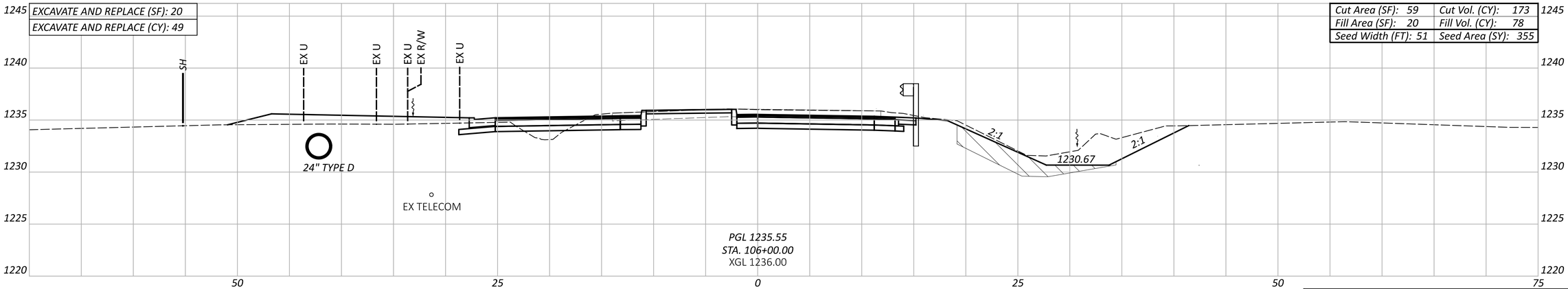
MODEL: CLP_Lexington - 103+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:00 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn

NOTE:
ADDITIONAL EXCAVATION SHOWN FOR SOFT SOILS PRESENT IN THE EXISTING DITCH. EXCAVATION SHALL BE A MINIMUM 2' DEEP OR AS DIRECTED BY THE ENGINEER.

EXCAVATE AND REPLACE







CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 106+00.00 TO STA. 107+00.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.43 TOTAL 105

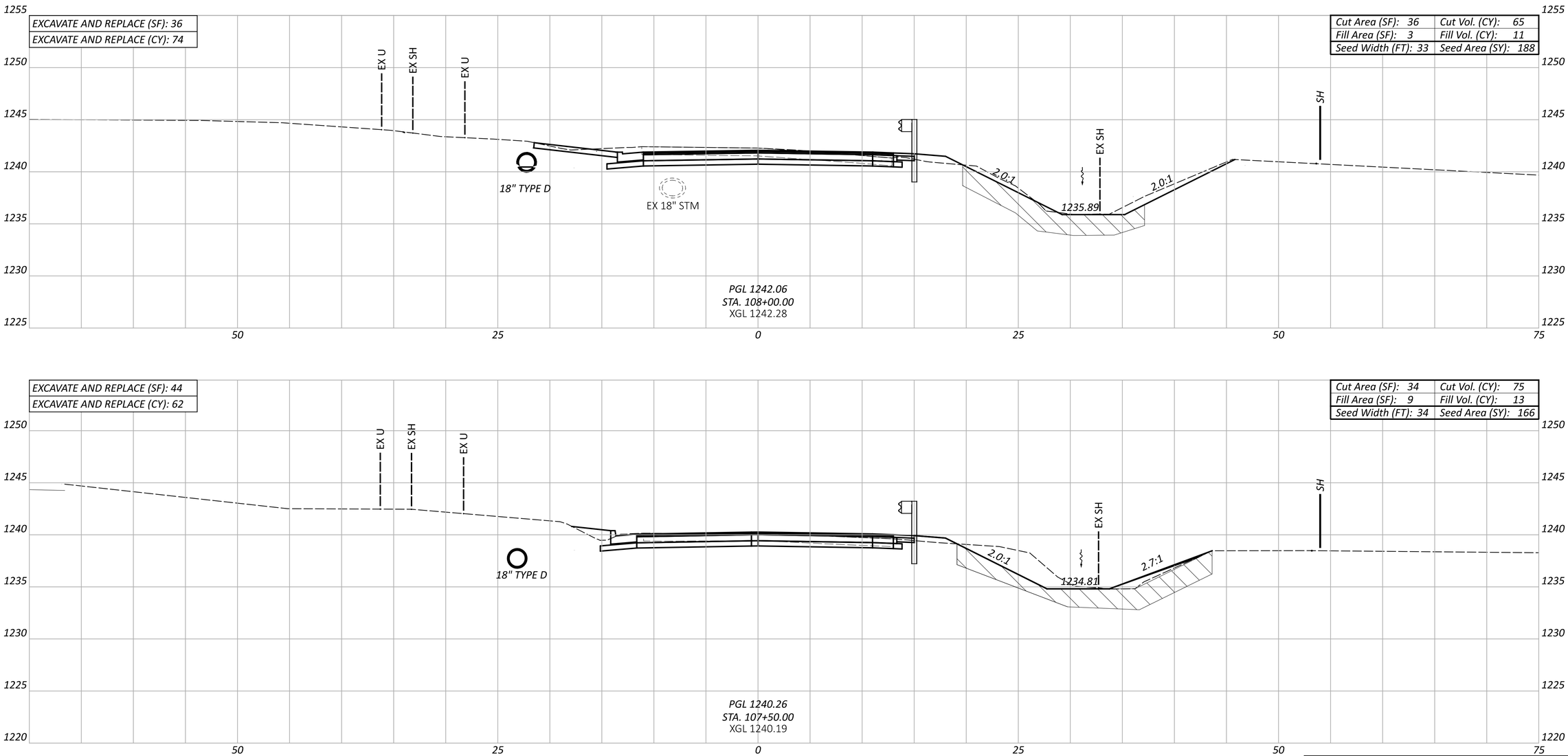
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Special benching	Excavate and replace	Seeding	Cut	Fill
0	136	751	376	110

RIC-CR133-2.22

MODEL: CLP_Lexington - 106+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:03 AM USER: jtheuring
J:\2023\0231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn

NOTE:
ADDITIONAL EXCAVATION SHOWN FOR SOFT SOILS PRESENT IN THE EXISTING DITCH. EXCAVATION SHALL BE A MINIMUM 2' DEEP OR AS DIRECTED BY THE ENGINEER.

EXCAVATE AND REPLACE



CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 107+50.00 TO STA. 108+00.00

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	135	354	140	24

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

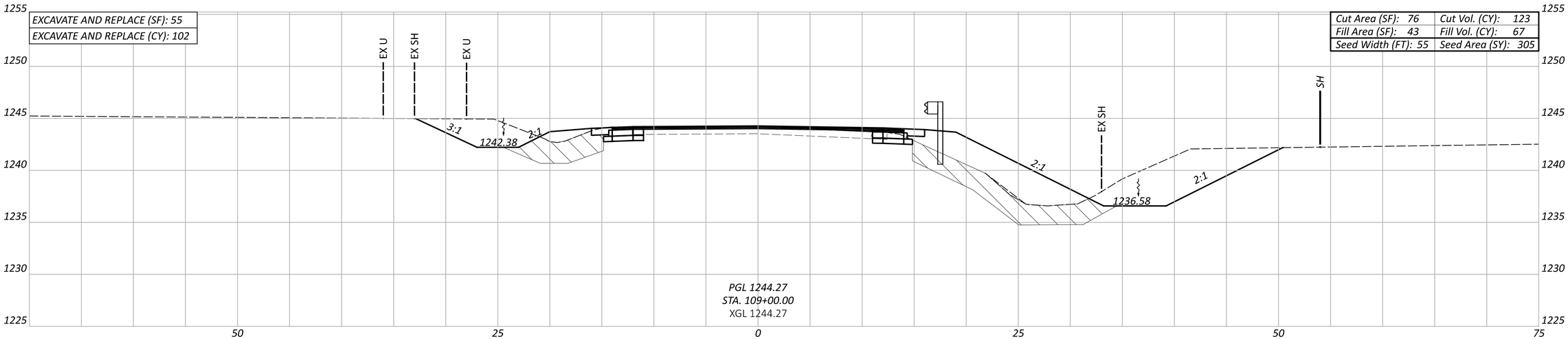
SHEET P.44 TOTAL 105

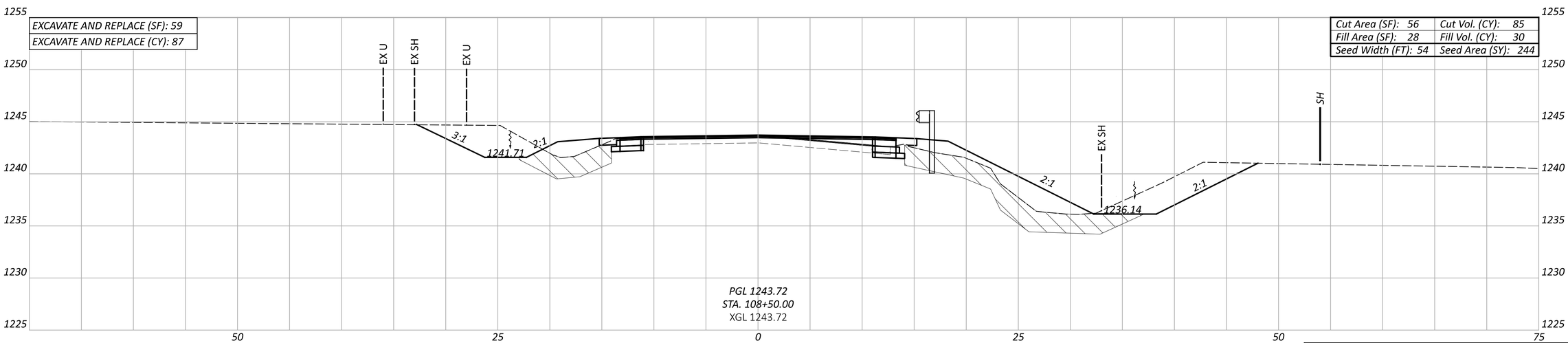
RIC-CR133-2.22

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J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn

NOTE:
ADDITIONAL EXCAVATION SHOWN FOR SOFT SOILS PRESENT IN THE EXISTING DITCH. EXCAVATION SHALL BE A MINIMUM 2' DEEP OR AS DIRECTED BY THE ENGINEER.

EXCAVATE AND REPLACE





Sheet Totals

Special benching	Excavate and replace	Seeding	Cut	Fill
0	193	549	208	97

CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 108+50.00 TO STA. 109+00.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

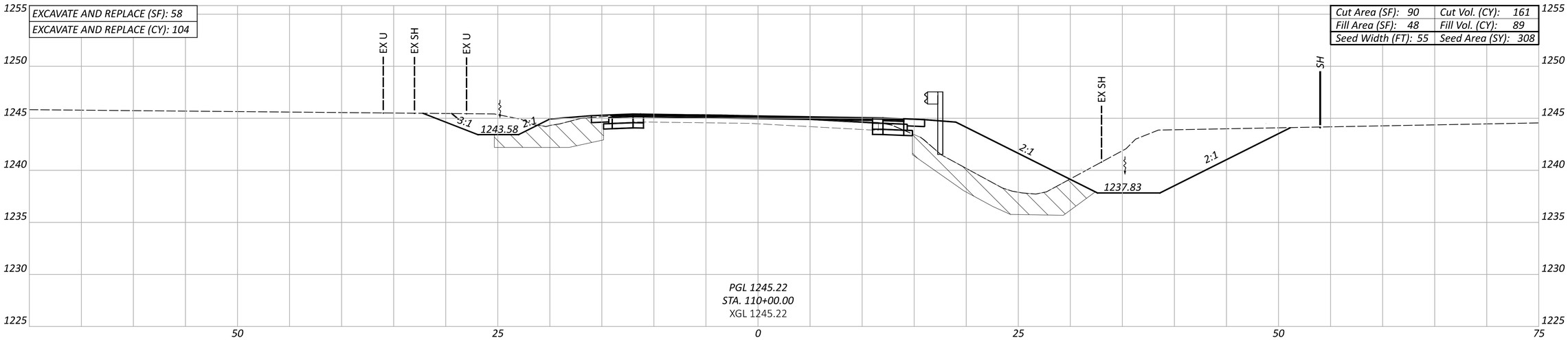
SHEET P.45 TOTAL 105

RIC-CR133-2.22

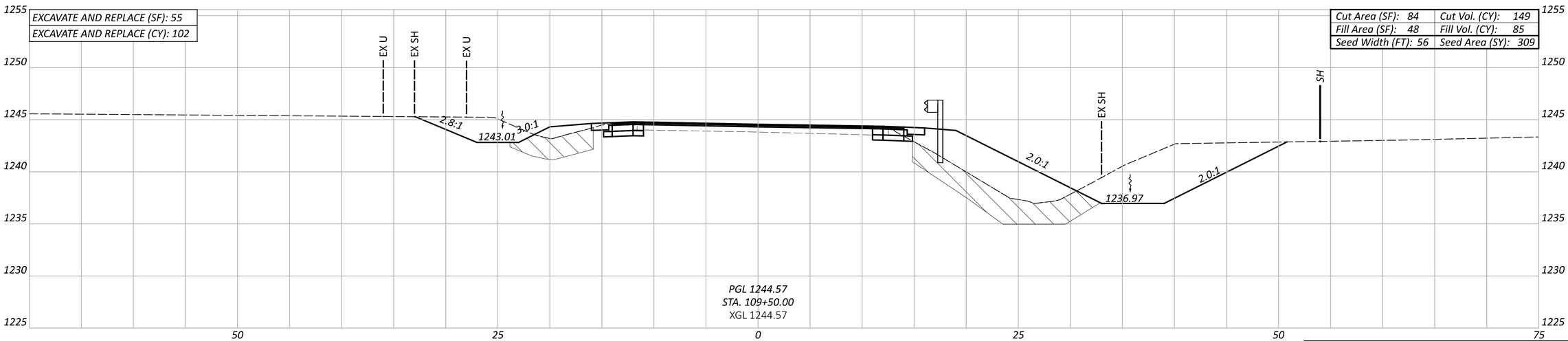
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NOTE:
ADDITIONAL EXCAVATION SHOWN FOR SOFT SOILS PRESENT IN THE EXISTING DITCH. EXCAVATION SHALL BE A MINIMUM 2' DEEP OR AS DIRECTED BY THE ENGINEER.

EXCAVATE AND REPLACE



PGL 1245.22
STA. 110+00.00
XGL 1245.22



PGL 1244.57
STA. 109+50.00
XGL 1244.57

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	206	617	310	174

CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 109+50.00 TO STA. 110+00.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

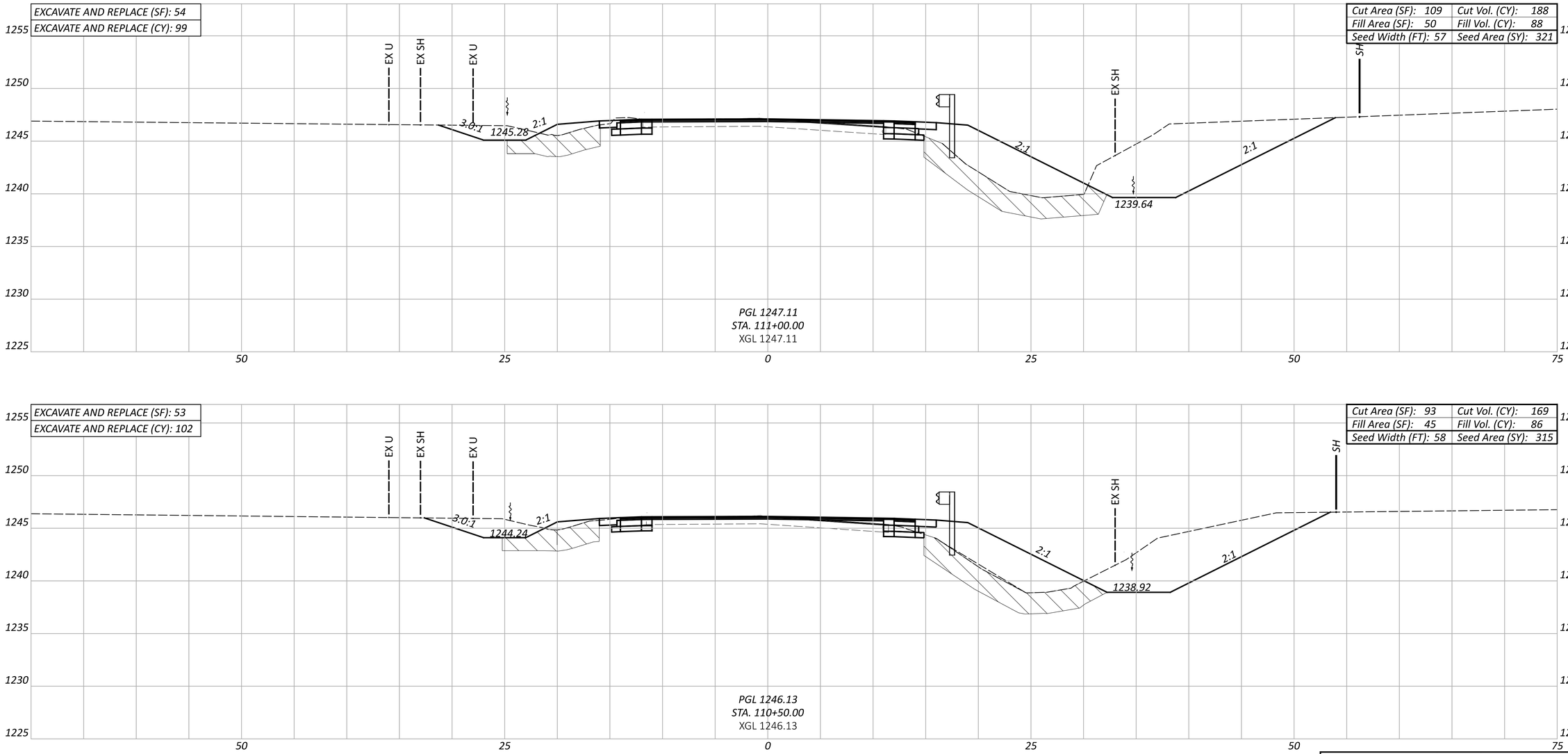
SHEET P.46 TOTAL 105

RIC-CR133-2.22

MODEL: CLP_Lexington - 109+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:10 AM USER: jtheuring
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NOTE:
ADDITIONAL EXCAVATION SHOWN FOR SOFT SOILS PRESENT IN THE EXISTING DITCH. EXCAVATION SHALL BE A MINIMUM 2' DEEP OR AS DIRECTED BY THE ENGINEER.

EXCAVATE AND REPLACE



Sheet Totals

Special benching	Excavate and replace	Seeding	Cut	Fill
0	201	636	357	174

CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 110+50.00 TO STA. 111+00.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.47 TOTAL 105

RIC-CR133-2.22

MODEL: CLP_Lexington - 110+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:13 AM USER: jhteuring
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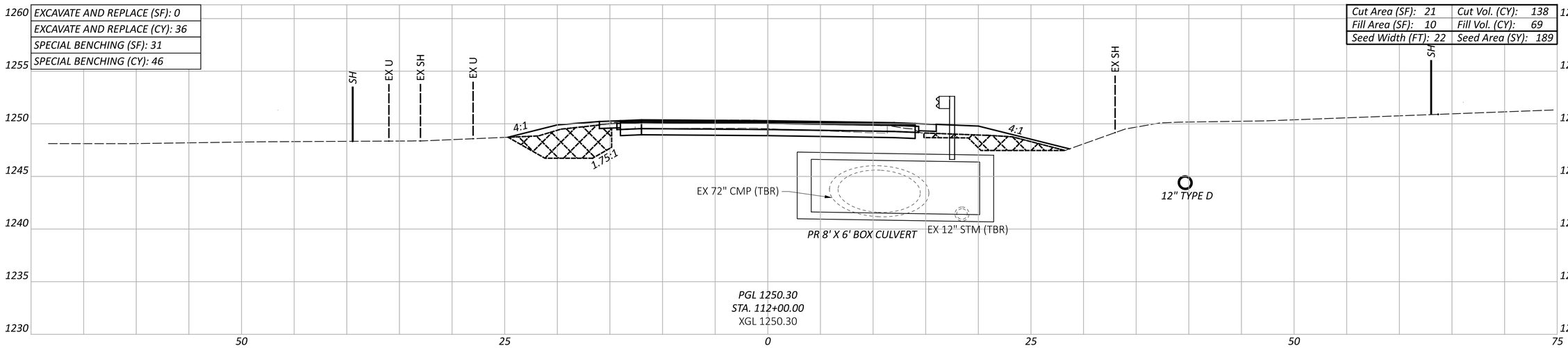
NOTE:
ADDITIONAL EXCAVATION SHOWN FOR SOFT SOILS PRESENT IN THE EXISTING DITCH. EXCAVATION SHALL BE A MINIMUM 2' DEEP OR AS DIRECTED BY THE ENGINEER.

EXCAVATE AND REPLACE

SPECIAL BENCHING

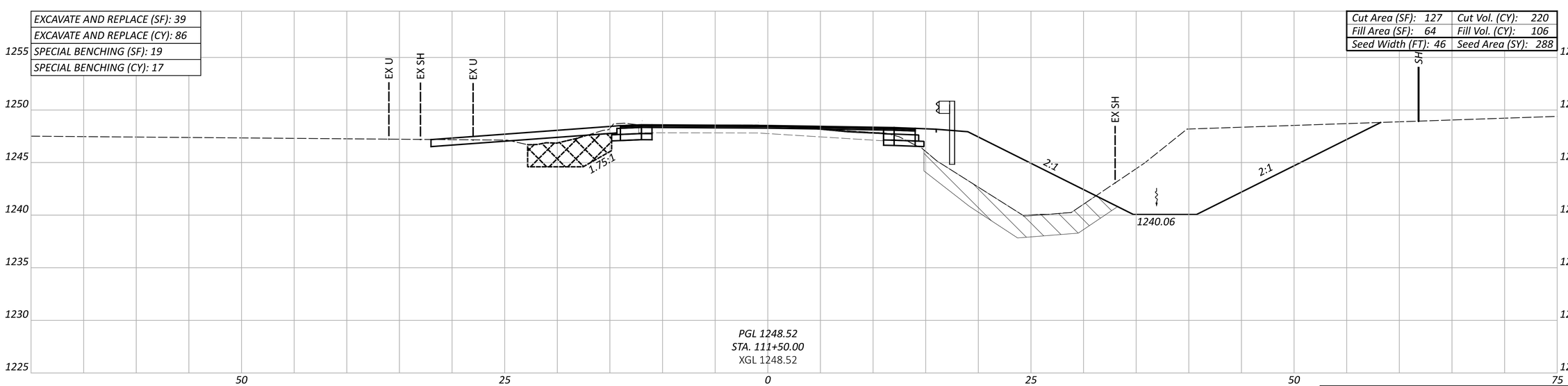
EXCAVATE AND REPLACE (SF): 0	
EXCAVATE AND REPLACE (CY): 36	
SPECIAL BENCHING (SF): 31	
SPECIAL BENCHING (CY): 46	

Cut Area (SF): 21	Cut Vol. (CY): 138
Fill Area (SF): 10	Fill Vol. (CY): 69
Seed Width (FT): 22	Seed Area (SY): 189



EXCAVATE AND REPLACE (SF): 39	
EXCAVATE AND REPLACE (CY): 86	
SPECIAL BENCHING (SF): 19	
SPECIAL BENCHING (CY): 17	

Cut Area (SF): 127	Cut Vol. (CY): 220
Fill Area (SF): 64	Fill Vol. (CY): 106
Seed Width (FT): 46	Seed Area (SY): 288



CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 111+50.00 TO STA. 112+00.00

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
63	122	477	358	175

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

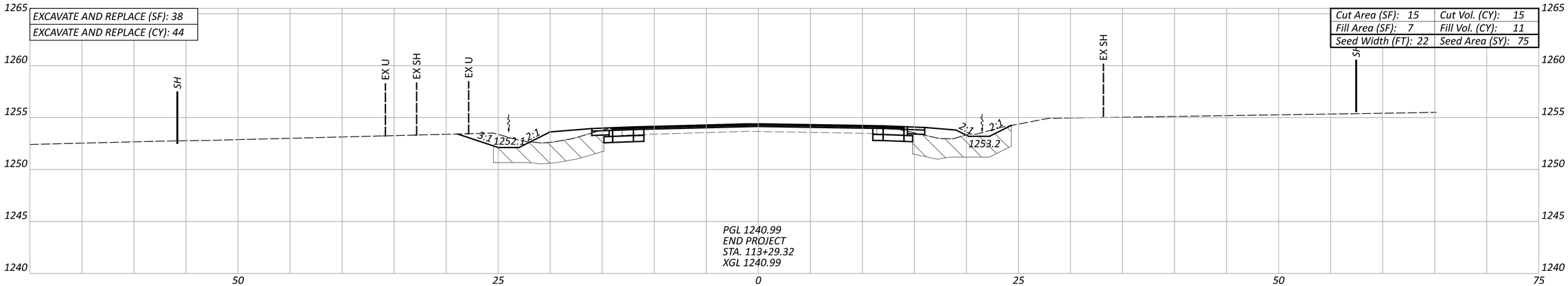
SHEET P.48 TOTAL 105

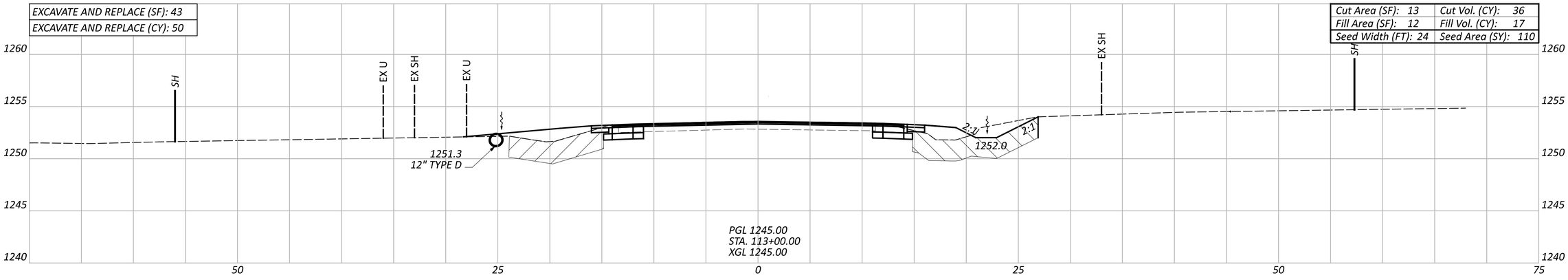
RIC-CR133-2.22

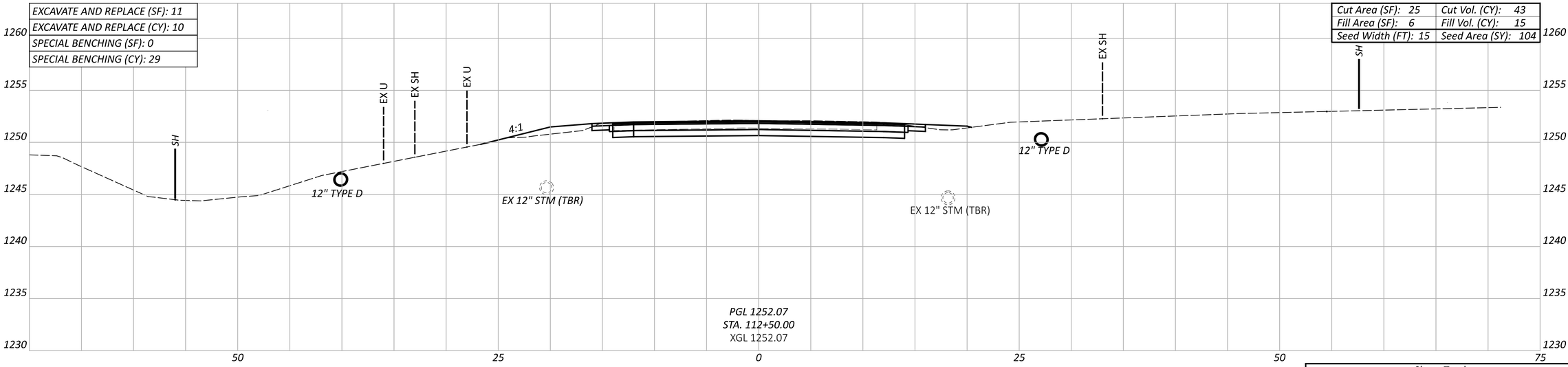
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J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn

NOTE:
ADDITIONAL EXCAVATION SHOWN FOR SOFT SOILS PRESENT IN THE EXISTING DITCH. EXCAVATION SHALL BE A MINIMUM 2' DEEP OR AS DIRECTED BY THE ENGINEER.

EXCAVATE AND REPLACE







Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
29	104	289	94	43

CROSS SECTIONS LEXINGTON SPRINGMILL RD
STA. 112+50.00 TO STA. 112+54.32

DESIGN AGENCY
EMH&T

DESIGNER
TGW

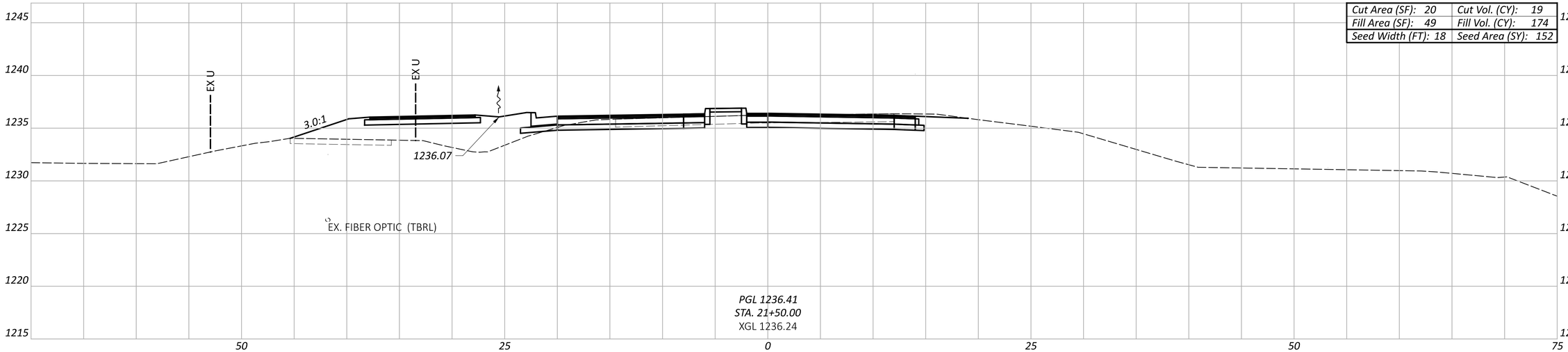
REVIEWER
SJB 10/17/25

PROJECT ID
118289

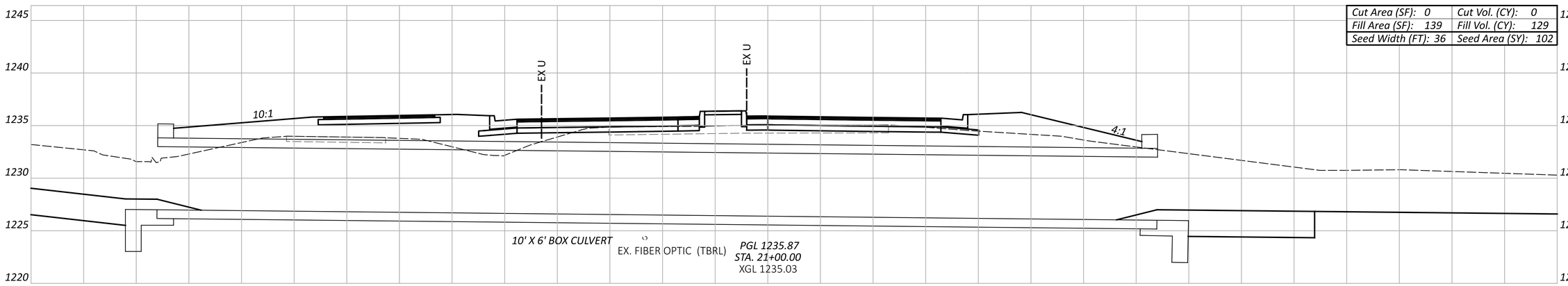
SHEET P.49 | TOTAL 105

RIC-CR133-2.22

MODEL: CLP_Lexington - 112+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:18 AM USER: jtheuring
J:\2023\0231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS002.dgn



Cut Area (SF): 20	Cut Vol. (CY): 19
Fill Area (SF): 49	Fill Vol. (CY): 174
Seed Width (FT): 18	Seed Area (SY): 152



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 139	Fill Vol. (CY): 129
Seed Width (FT): 36	Seed Area (SY): 102

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	0	254	19	303

CROSS SECTIONS HOME RD
STA. 21+00.00 TO STA. 21+50.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

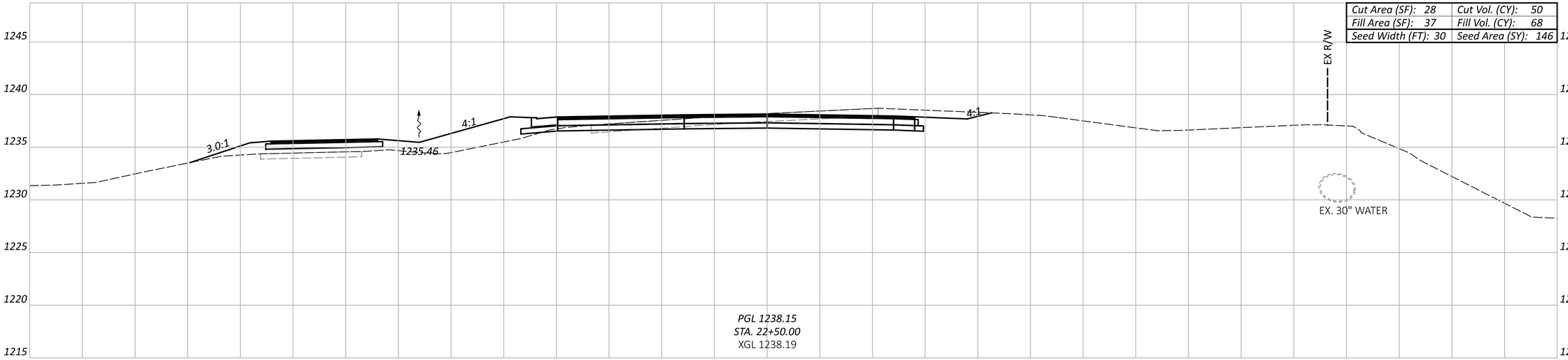
REVIEWER
SJB 10/17/25

PROJECT ID
118289

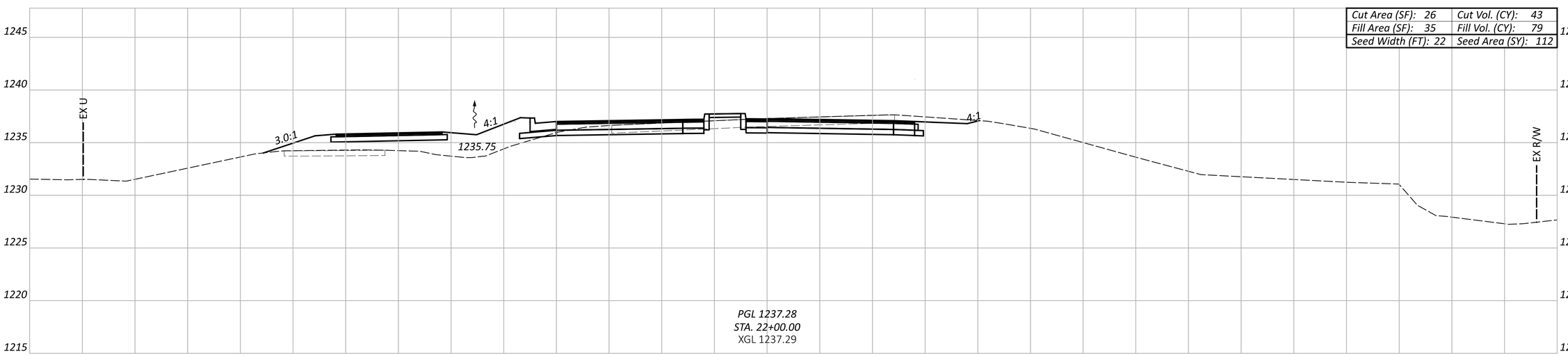
SHEET P.50 TOTAL 105

RIC-CR133-2.22

MODEL: CLP_Home - 21+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:22 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS001.dgn



Cut Area (SF): 28	Cut Vol. (CY): 50
Fill Area (SF): 37	Fill Vol. (CY): 68
Seed Width (FT): 30	Seed Area (SY): 146



Cut Area (SF): 26	Cut Vol. (CY): 43
Fill Area (SF): 35	Fill Vol. (CY): 79
Seed Width (FT): 22	Seed Area (SY): 112

CROSS SECTIONS HOME RD
STA. 22+00.00 TO STA. 22+50.00

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	0	258	93	147

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

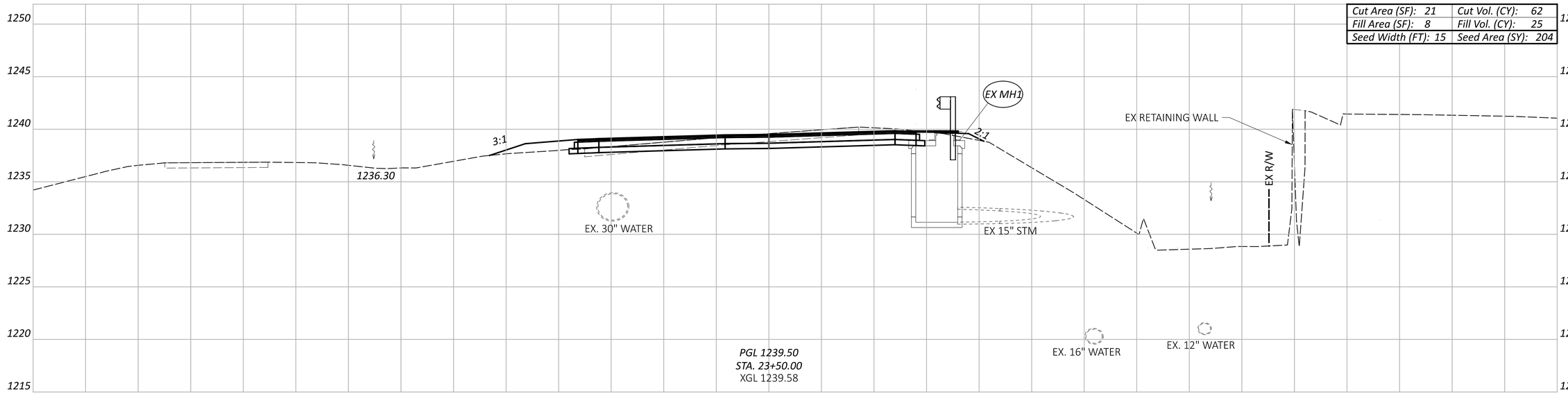
SHEET P.51 TOTAL 105

RIC-CR133-2.22

MODEL: CLP_Home - 22+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:24 AM USER: jtheuring
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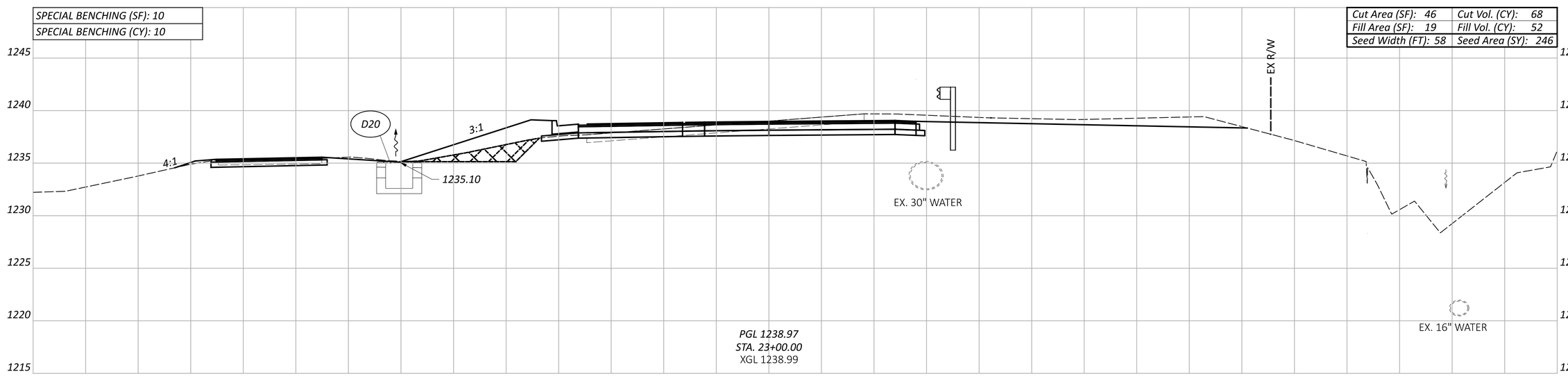
SPECIAL BENCHING

Cut Area (SF): 21	Cut Vol. (CY): 62
Fill Area (SF): 8	Fill Vol. (CY): 25
Seed Width (FT): 15	Seed Area (SY): 204



SPECIAL BENCHING (SF): 10	
SPECIAL BENCHING (CY): 10	

Cut Area (SF): 46	Cut Vol. (CY): 68
Fill Area (SF): 19	Fill Vol. (CY): 52
Seed Width (FT): 58	Seed Area (SY): 246



Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
20	0	450	130	77

CROSS SECTIONS HOME RD
STA. 23+00.00 TO STA. 23+50.00

RIC-CR133-2.22

MODEL: CLP_Home - 23+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:26 AM USER: jtheuring
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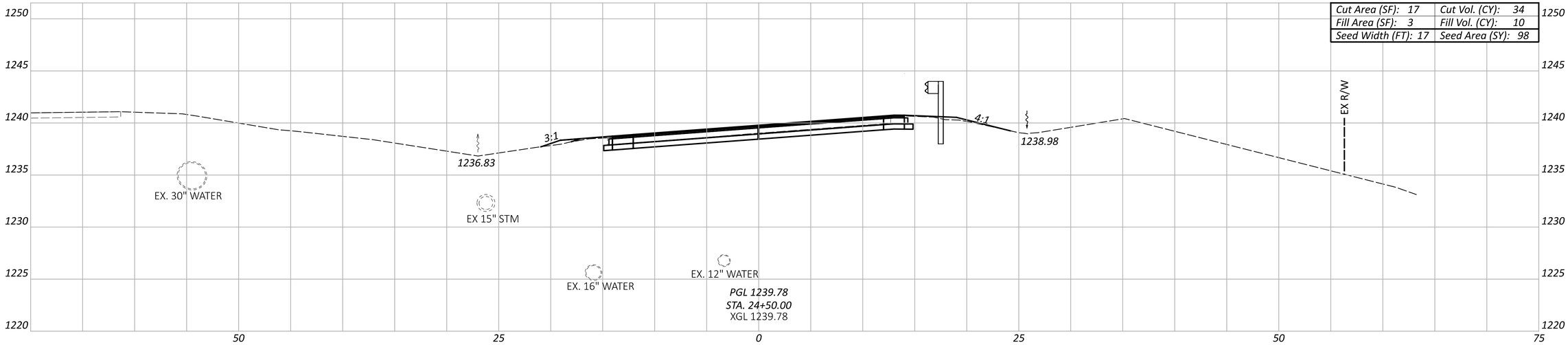
DESIGN AGENCY
EMH&T

DESIGNER
TGW

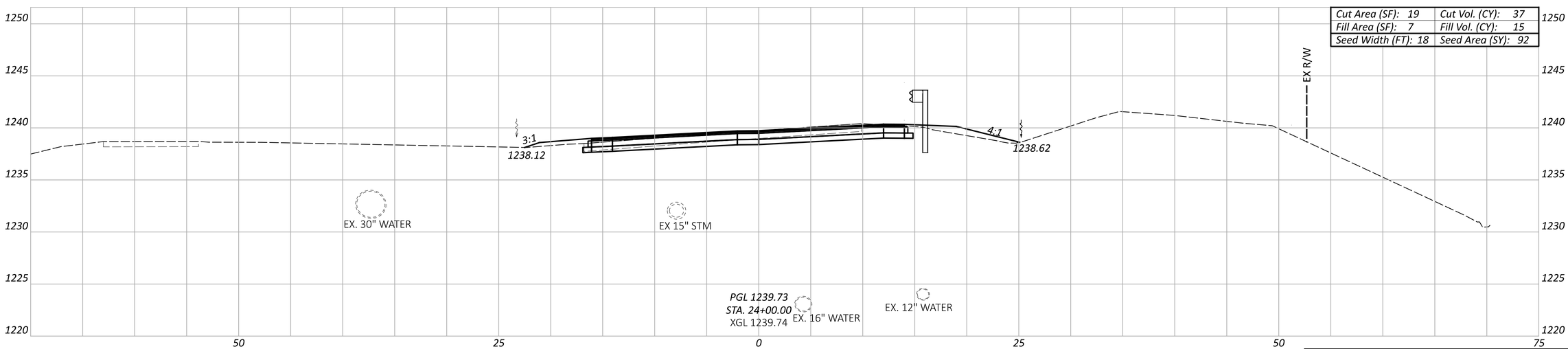
REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.52 TOTAL 105



Cut Area (SF): 17	Cut Vol. (CY): 34
Fill Area (SF): 3	Fill Vol. (CY): 10
Seed Width (FT): 17	Seed Area (SY): 98



Cut Area (SF): 19	Cut Vol. (CY): 37
Fill Area (SF): 7	Fill Vol. (CY): 15
Seed Width (FT): 18	Seed Area (SY): 92

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	0	190	71	25

CROSS SECTIONS HOME RD
STA. 24+00.00 TO STA. 24+50.00

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.53 | TOTAL 105

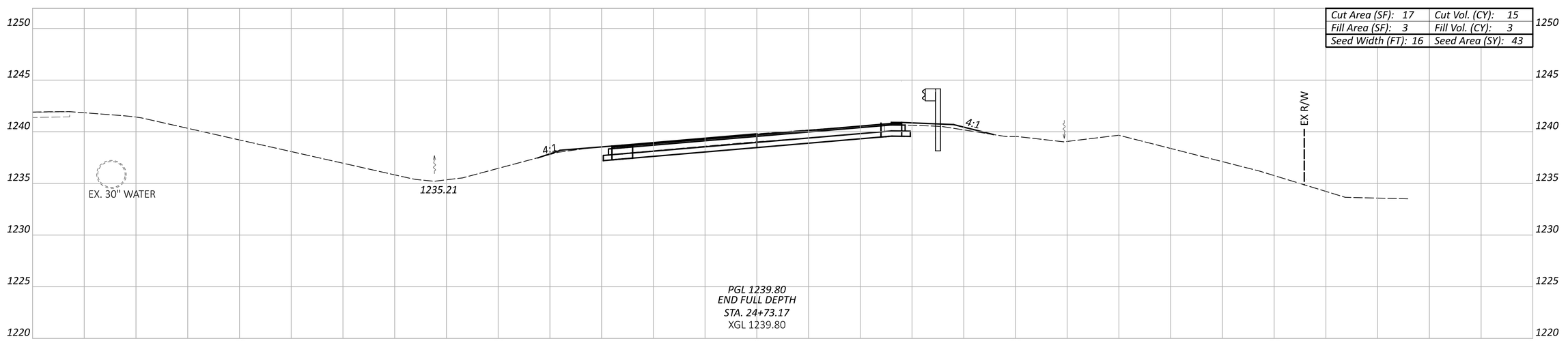
RIC-CR133-2.22

MODEL: CLP_Home - 24+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:31 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XS001.dgn

NOTE:

** QUANTITY ADDED TO EXCAVATION AND EMBANKMENT*

SHEET TOTALS					
SHEET NUMBER	CUT VOL (CY)	FILL VOL (CY)	SEEDING AREA (SY)	*SPECIAL BENCHING	*EXCAVATE AND REPLACE (CY)
P.38	0	0	0	0	0
P.39	62	17	189	0	0
P.40	36	105	367	0	0
P.41	61	490	659	0	0
P.42	165	744	753	0	56
P.43	376	110	751	0	136
P.44	140	24	354	0	135
P.45	208	97	549	0	193
P.46	310	174	617	0	206
P.47	357	174	636	0	201
P.48	358	175	477	63	122
P.49	94	43	289	29	104
P.50	19	303	254	0	0
P.51	93	147	258	0	0
P.52	130	77	450	20	0
P.53	71	25	190	0	0
P.54	15	3	43	0	0
ROUNDABOUT	280	2959	2176	0	0
TOTALS CARRIED TO GENERAL SUMMARY	2775	5667		112	1153
TOTALS CARRIED TO GENERAL NOTES			9012		



Cut Area (SF): 17	Cut Vol. (CY): 15
Fill Area (SF): 3	Fill Vol. (CY): 3
Seed Width (FT): 16	Seed Area (SY): 43

Sheet Totals				
Special benching	Excavate and replace	Seeding	Cut	Fill
0	0	43	15	3

CROSS SECTIONS HOME RD
STA. 24+73.17

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.54 TOTAL 105

RIC-CR133-2.22

MODEL: CLP_Home - 24+73.17 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:33 AM USER: jtheuring
J:\20230231\ODOT\118289\40D-Engineering\Roadway\Sheets\118289_XS001.dgn

SUPERELEVATION TABLE - HOME ROAD

PI STA 23+34.36 | **Dc = 10° 59' 50"**

LEFT SIDE					BASELINE		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
1237.98		-0.19	-0.0160	12.00	22+48.74	1238.17	12.00	-0.0160	-0.19		1237.98	NC
1238.00		-0.19	-0.0160	12.00	22+50.00	1238.19	12.00	-0.0154	-0.19		1238.00	
1238.36		-0.19	-0.0160	12.00	22+75.00	1238.55	12.00	-0.0042	-0.05		1238.50	
1238.52		-0.19	-0.0160	12.00	22+84.26	1238.71	12.00	0.0000	0.00		1238.71	FLAT
1238.78		-0.19	-0.0160	12.00	23+00.00	1238.97	12.00	0.0071	0.09		1239.05	
1239.05		-0.19	-0.0160	12.00	23+19.78	1239.24	12.00	0.0160	0.19		1239.43	RC
1239.09		-0.22	-0.0184	12.00	23+25.00	1239.31	12.00	0.0184	0.22	185:1	1239.53	
1239.18		-0.36	-0.0296	12.00	23+50.00	1239.53	12.00	0.0296	0.36		1239.89	
1239.13		-0.49	-0.0409	12.00	23+75.00	1239.62	12.00	0.0409	0.49		1240.11	
1239.05	-185:1	-0.63	-0.0521	12.00	24+00.00	1239.67	12.00	0.0521	0.63		1240.30	
1238.88		-0.81	-0.0676	12.00	24+34.26	1239.69	12.00	0.0676	0.81		1240.50	PT
1238.94		-0.76	-0.0634	12.00	24+25.00	1239.71	12.00	0.0634	0.76		1240.47	
1238.81		-0.90	-0.0747	12.00	24+50.00	1239.70	12.00	0.0747	0.90		1240.60	
1238.69		-1.02	-0.0850	12.00	24+72.96	1239.71	12.00	0.085	1.02		1240.73	FS

NOTE: FULL SUPERELEVATION TO MATCH EXISTING

SUPERELEVATION TABLE
LEXINGTON SPRINGMILL/HOME

DESIGN AGENCY
EMHT

DESIGNER
TGW

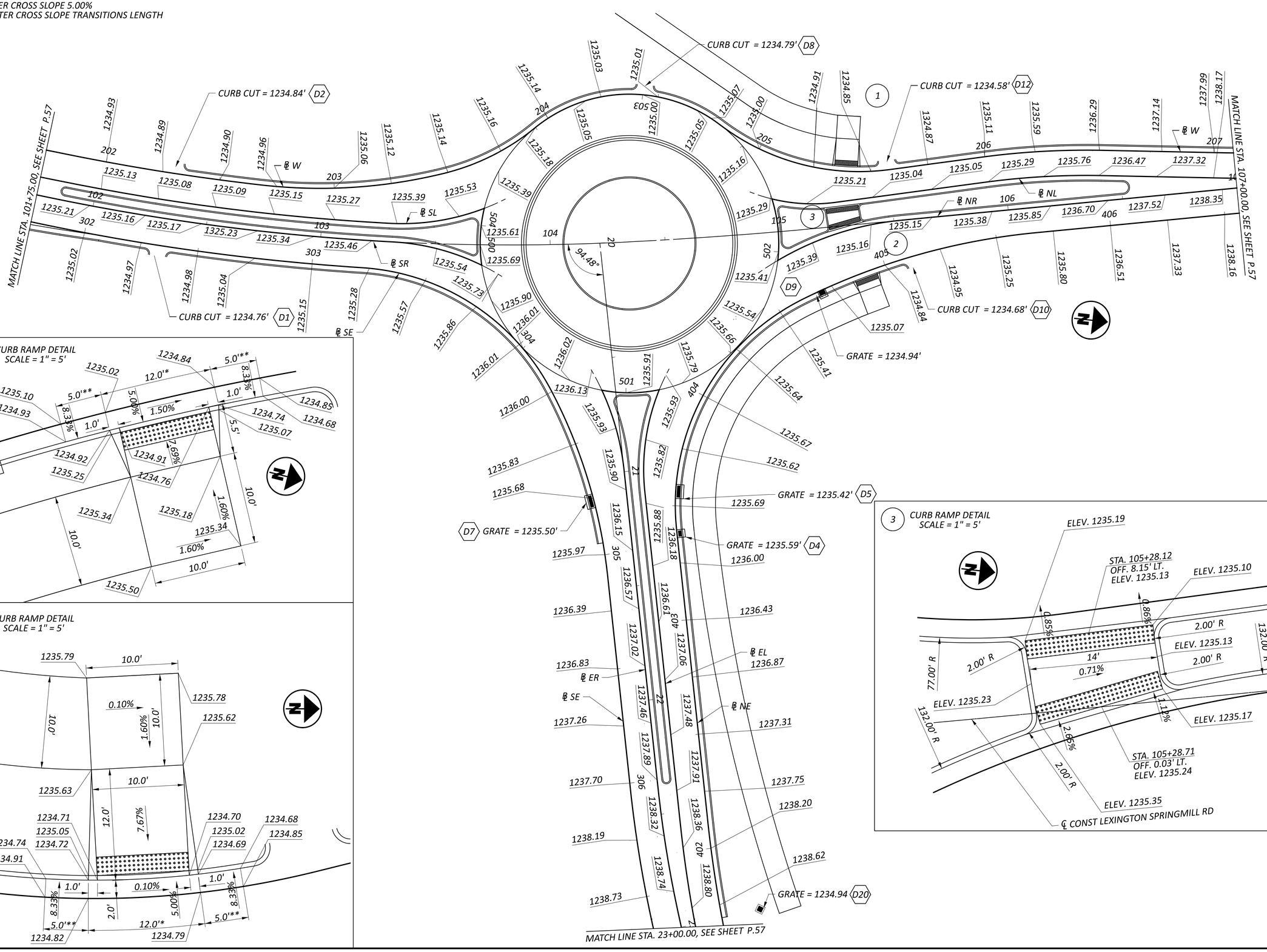
REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.55 | TOTAL 105

RIC-CR133-2.22

NOTE:
*GUTTER CROSS SLOPE 5.00%
**GUTTER CROSS SLOPE TRANSITIONS LENGTH



2 CURB RAMP DETAIL
SCALE = 1" = 5'

1 CURB RAMP DETAIL
SCALE = 1" = 5'

3 CURB RAMP DETAIL
SCALE = 1" = 5'

HORIZONTAL SCALE IN FEET
0 10 20 40

INTERSECTION DETAILS
LEXINGTON SPRINGMILL RD & HOME RD

DESIGN AGENCY
EMH&T

DESIGNER TGW
REVIEWER SJB 10/17/25
PROJECT ID 118289
SHEET P.56 TOTAL 105

RIC-CR133-2.22

MODEL: CLP_LEX_SPR - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:37 AM USER: jtheuring
J:\2023\0231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GI001.dgn

NOTE:
ALL ELEVATION HAVE A BASELINE OF 1200'

HORIZONTAL
SCALE IN FEET
0 10 20 40

INTERSECTION DETAILS
LEXINGTON SPRINGMILL RD & HOME RD

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.57 | TOTAL 105

RIC-CR133-2.21

MODEL: CLP_ER - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:38 AM USER: jheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GI001.dgn

LEGEND

ITEM 203 - ROADWAY, MISC.: DECORATIVE SANDSTONE BLOCKS
ITEM 203 - ROADWAY, MISC.: CUSTOM LANDSCAPING
(SEE GENERAL NOTES FOR DETAILS)

℄ LEXINGTON SPRINGMILL RD

CONST LIMIT
GRADING LIMIT
CONST LIMITS
GRADING LIMIT
CONST LIMIT
GRADING LIMIT
GRADING LIMIT
CONST LIMIT
50.05'
N11°35'17"E
100
81.47'
N11°08'48"E
101
102
103
104
105
106
269.74'
N11°49'00"W
GRADING LIMIT
CONST LIMIT
GRADING LIMIT
CONST LIMIT
GRADING LIMIT
CONST LIMIT
CONST LIMIT
GRADING LIMIT
CONST LIMIT
GRADING LIMIT
N 1,804,234.27
E 1,454,004.94
POT STA. 12+83.45
38.92'
3:1
4:1
2:1
1235
1230
1240
1245

HORIZONTAL SCALE IN FEET
0 10 20 40

GRADING PLAN
LEXINGTON SPRINGMILL RD & HOME RD

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

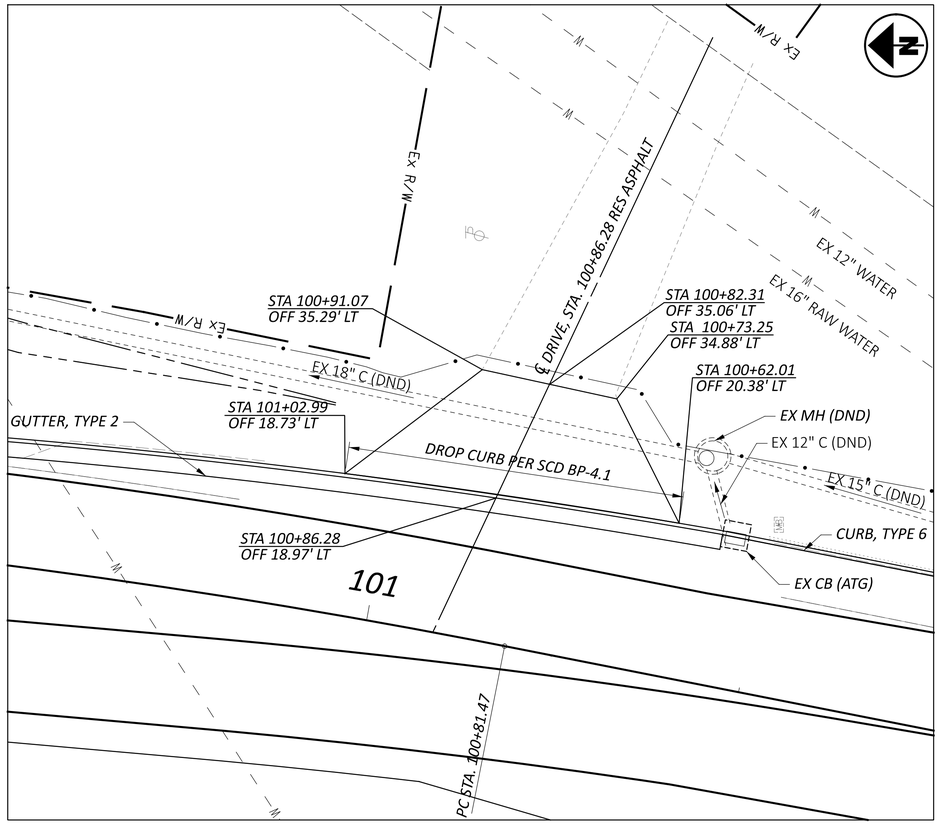
PROJECT ID
118289

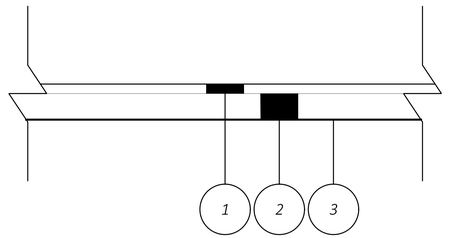
SHEET P.58 TOTAL 105

RIC-CR133-2.23

MODEL: CLP_Lexington1 - Grading Plan [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:40 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_XG001.dgn

RESIDENTIAL DRIVE, STA 100+86.28

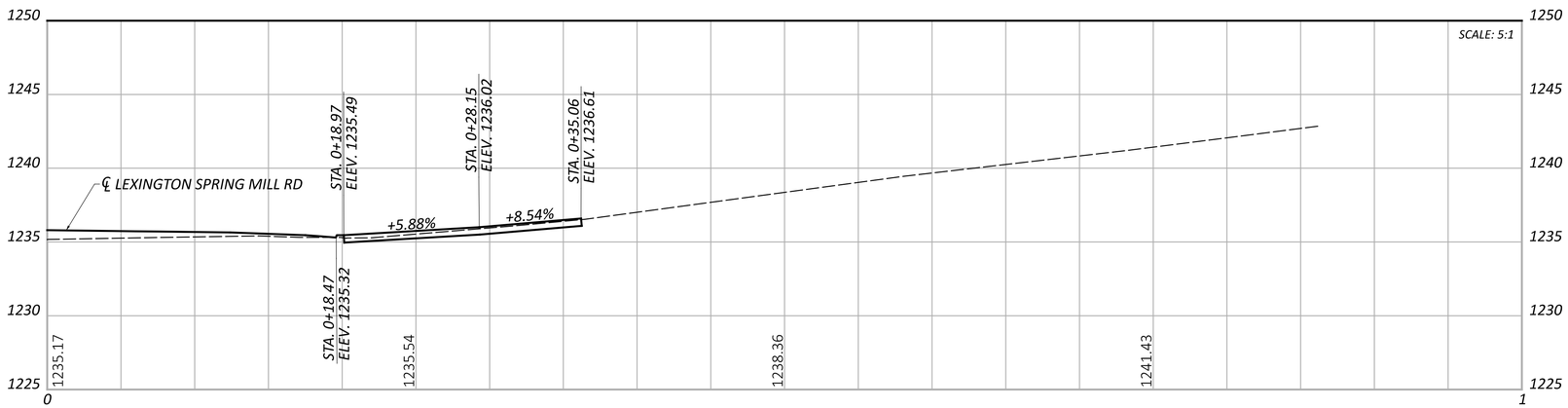




ASPHALT DRIVE BUILDUP DETAIL

RESIDENTIAL DRIVE

1. *ITEM 441 - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, MODIFIED (448) PG64-22, AS PER PLAN*
2. *ITEM 304 - 6" AGGREGATE BASE*
3. *ITEM 204 - SUBGRADE COMPACTION*



HORIZONTAL SCALE IN FEET
0 5 10 20

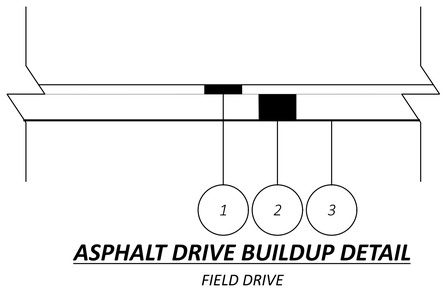
DRIVEWAY DETAILS

RIC-CR133-2.22

MODEL: DRIVE 1 100+86.28 [SHEET] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:45 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GD001.dgn

DESIGN AGENCY
EMH&T

DESIGNER TGW
REVIEWER SJB 10/17/25
PROJECT ID 118289
SHEET P.59 TOTAL 105

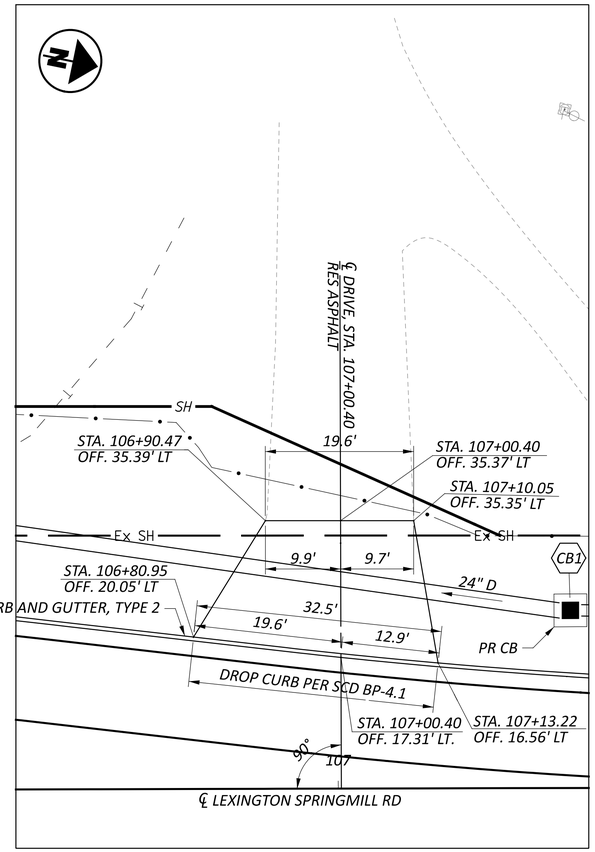


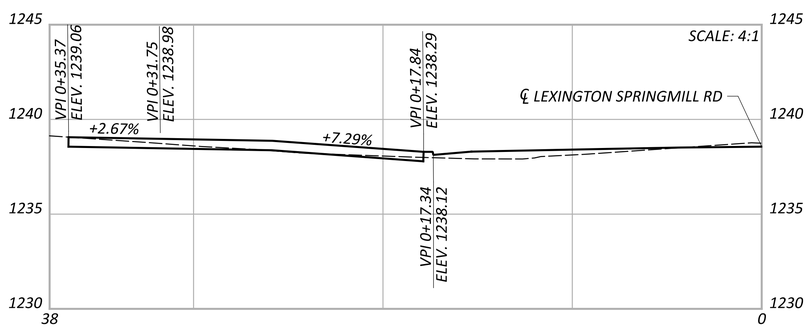
ASPHALT DRIVE BUILDUP DETAIL

FIELD DRIVE

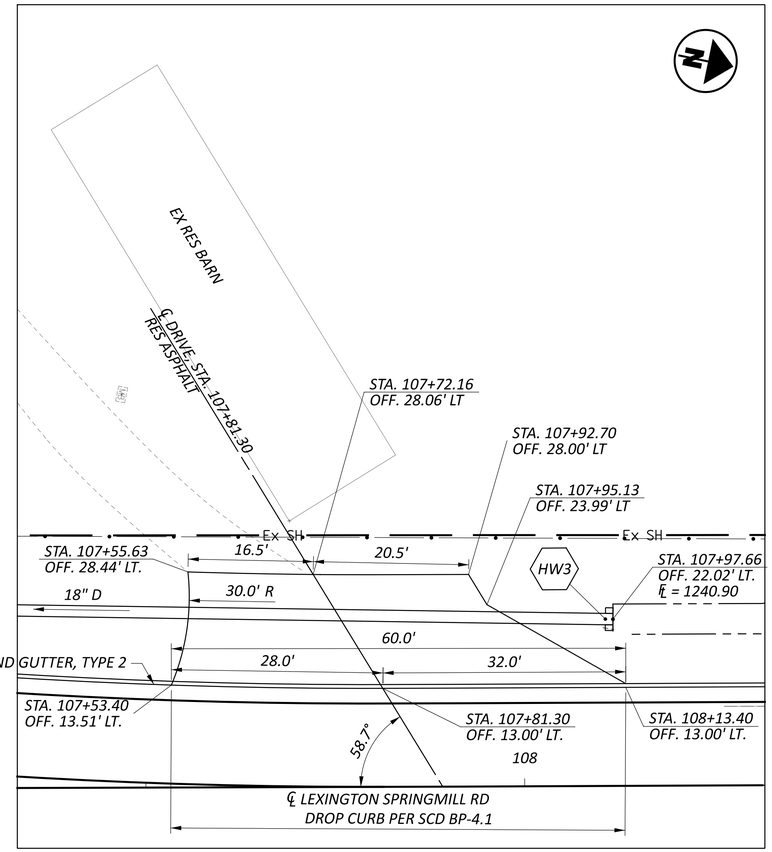
1. *ITEM 441 - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, MODIFIED (448) PG64-22, AS PER PLAN*
2. *ITEM 304 - 6" AGGREGATE BASE*
3. *ITEM 204 - SUBGRADE COMPACTION*

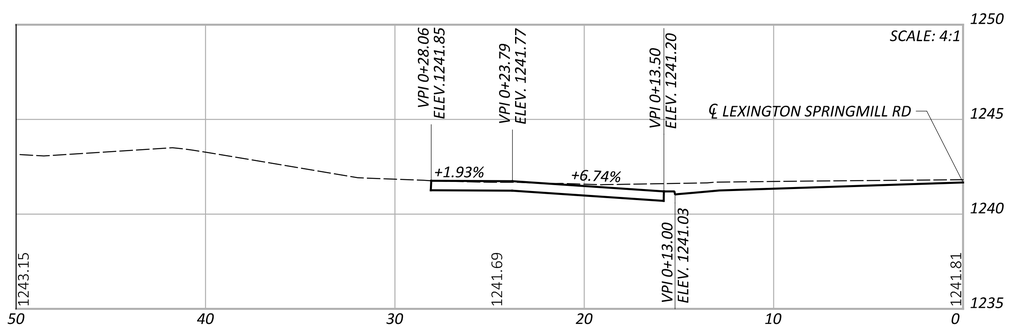
RESIDENTIAL DRIVE STA 107+00.40





RESIDENTIAL DRIVE STA. 107+81.30





HORIZONTAL SCALE IN FEET
0 5 10 20

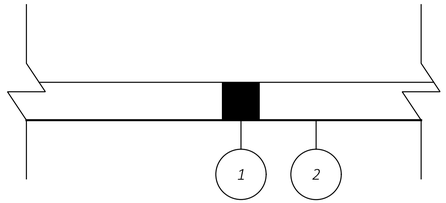
DRIVEWAY DETAILS

RIC-CR133-2.22

MODEL: DRIVE 3 107+83.81 [SHEET] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:46 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Roadway\Sheets\118289_GD001.dgn

DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.60
TOTAL	105



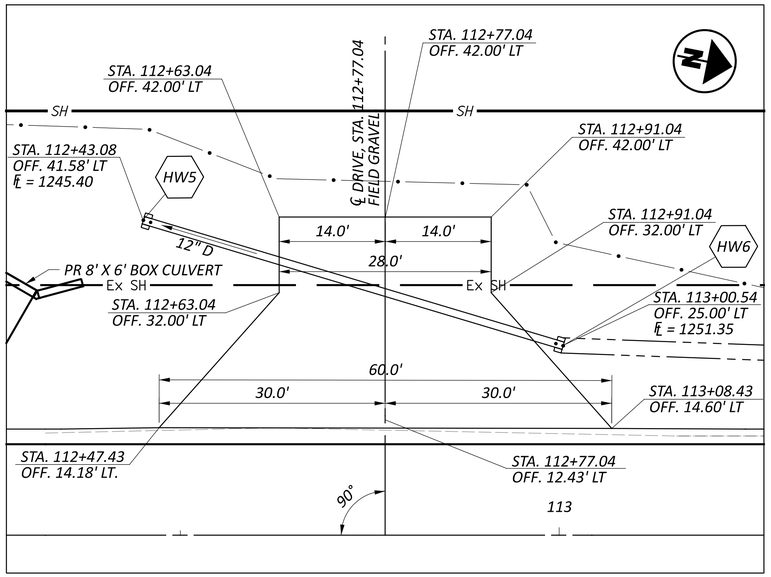
1 ITEM 304 - 8" AGGREGATE BASE

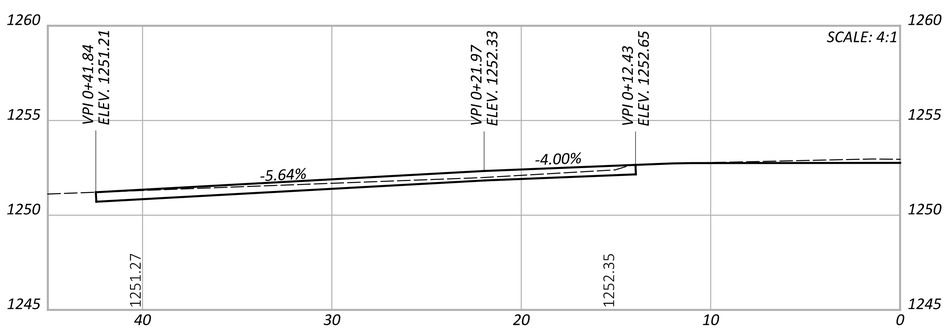
2 ITEM 204 - SUBGRADE COMPACTION

GRAVEL DRIVE BUILDUP DETAIL

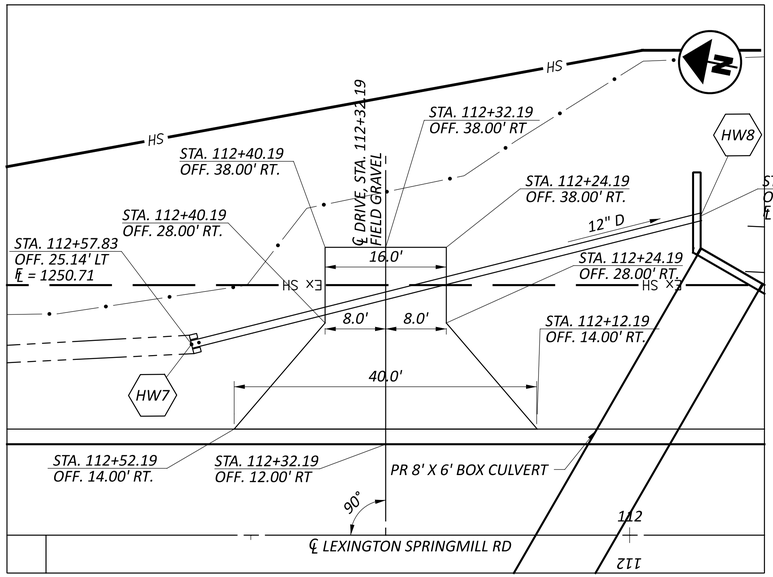
FIELD DRIVE

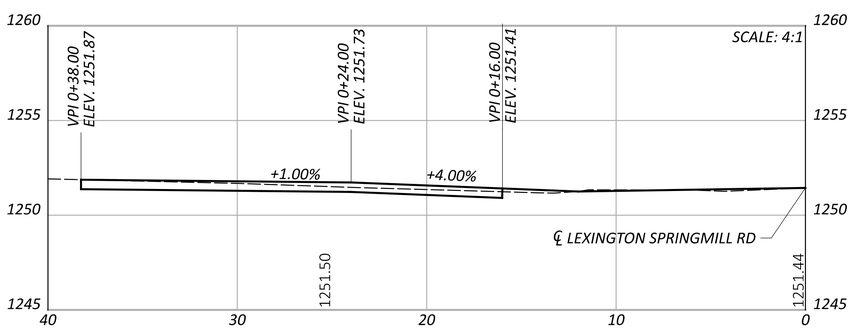
FIELD DRIVE, STA. 112+77.04





FIELD DRIVE, STA. 112+32.19





HORIZONTAL SCALE IN FEET
0 5 10 20

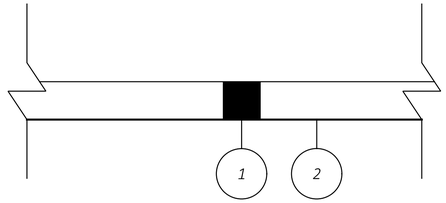
DRIVEWAY DETAILS

RIC-CR133-2.22

MODEL: DRIVE 4 112+77.04 [SHEET] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:46 AM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.61
TOTAL	105



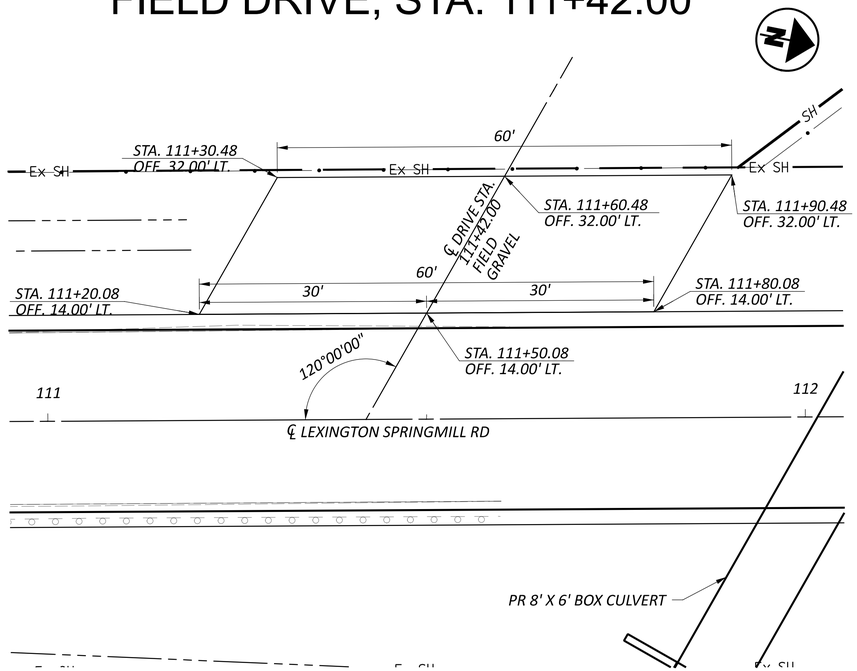
1 ITEM 304 - 8" AGGREGATE BASE

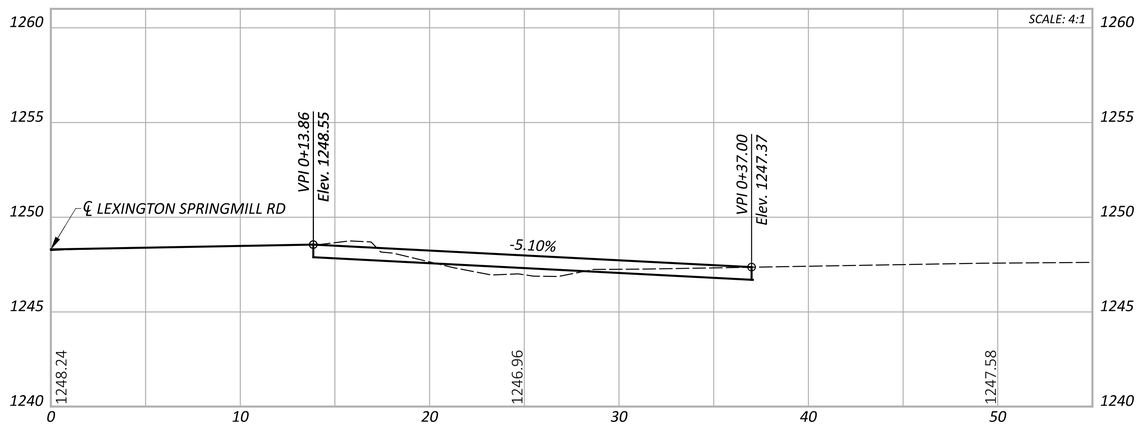
2 ITEM 204 - SUBGRADE COMPACTION

GRAVEL DRIVE BUILDUP DETAIL

FIELD DRIVE

FIELD DRIVE, STA. 111+42.00





HORIZONTAL SCALE IN FEET
0 5 10 20

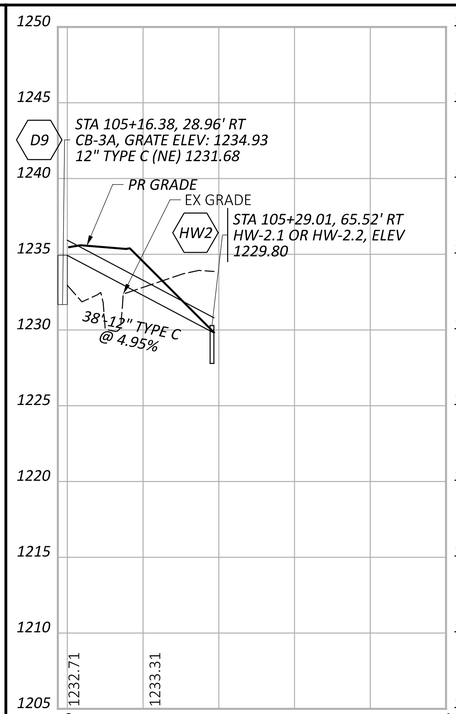
DRIVEWAY DETAILS

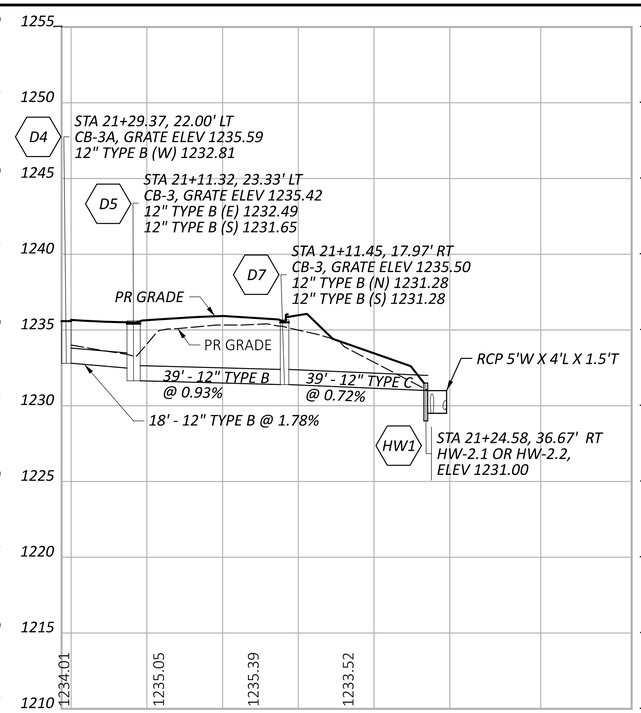
CTY-RTE-SECTION

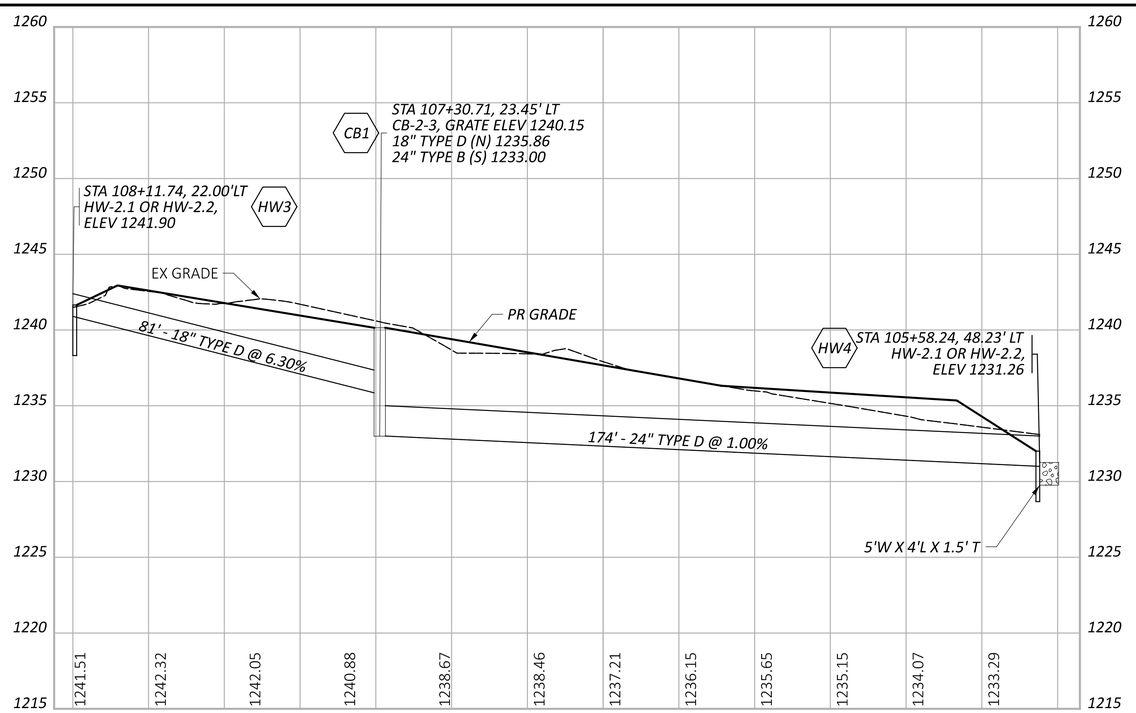
MODEL: Unnamed Plan-1 - Drive-6.1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:14:47 AM USER: jtheuring
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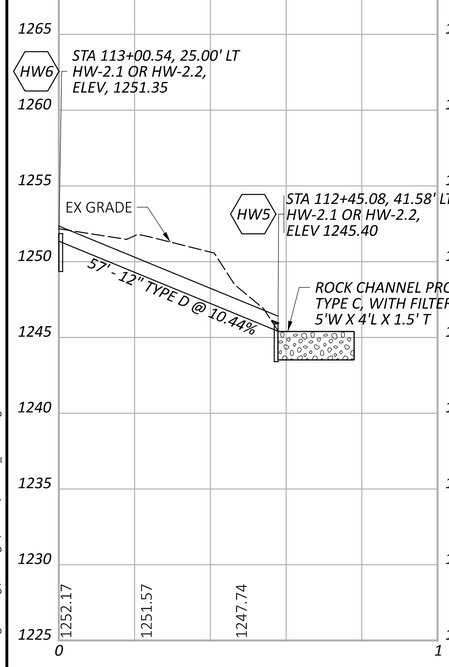
DESIGN AGENCY
EMH&T

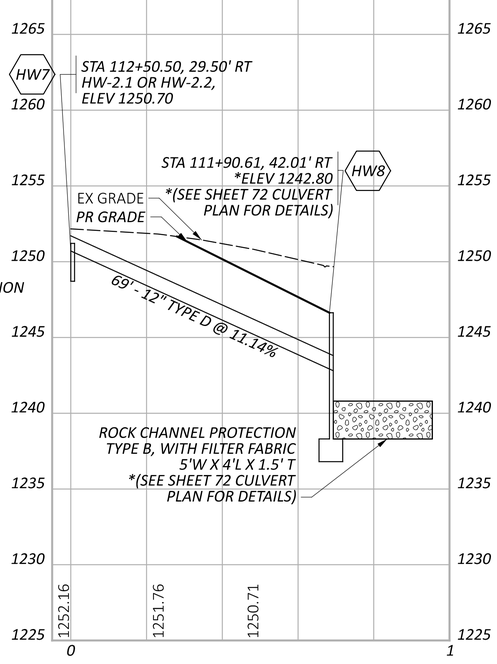
DESIGNER	TGW
REVIEWER	SJB 10/17/25
PROJECT ID	118289
SHEET	P.62
TOTAL	105

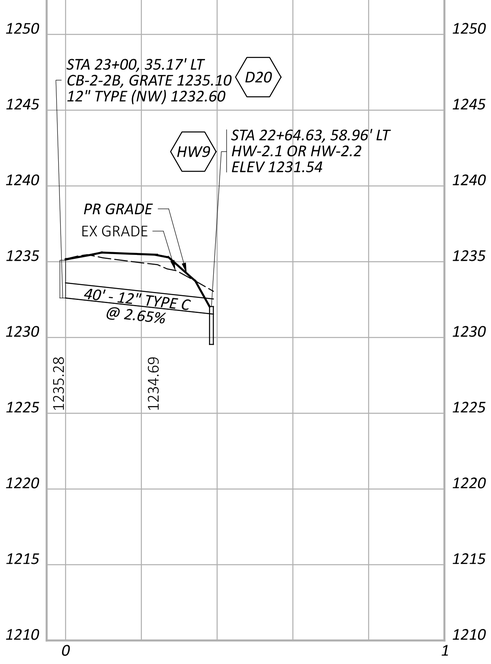












DRAINAGE PROFILES

RIC-CR133-2.23

MODEL: Profile Run - Profile 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:16:26 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Drainage\Sheets\118289_DF001.dgn

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
SJB 10/17/25

PROJECT ID
118289

SHEET P.63 TOTAL 105

ITEM 630, SIGNING, MISC.: MEDIAN SIGN SUPPORT FOUNDATION

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING PVC PIPE AND SIGN POST STUBS IN CONCRETE MEDIANS AT LOCATIONS SPECIFIED IN THE PLANS. PVC PIPE SHALL BE FLUSH WITH THE CONCRETE MEDIAN AND A MINIMUM DIAMETER OF 6 INCHES. STUBS SHALL BE NO. 3 U-CHANNEL POSTS WITH A MAXIMUM HEIGHT OF 4 INCHES ABOVE THE OPENING OF THE PVC PIPE. SIGN POSTS SHALL MEET THE REQUIREMENTS OF ODOT CMS 630. THE SPLICING OF SIGN POSTS SHALL BE ACCOMPLISHED USING ALUMINUM BOLTS AND MEET THE REQUIREMENTS OF TEM SECTION 221-2. PAYMENT FOR THIS ITEM SHALL BE PER EACH, AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NEEDED TO APPLY THIS SIGN POST INSTALLATION.

THE LENGTH OF SIGN POST NEEDED TO CONNECT THE STUB TO THE SIGN HAS BEEN ITEMIZED SEPERATELY AND IS NOT INCIDENTAL TO THE MISC ITEM ABOVE.

ITEM 630, SIGNING, MISC.: SOLAR POWERED LED ENHANCED ROUNDABOUT AHEAD (W2-6-36) SIGN

THIS SPECIFICATION DESCRIBES THE MINIMUM ACCEPTABLE DESIGN AND PERFORMANCE REQUIREMENTS FOR LED ENHANCED ROUNDABOUT AHEAD (W2-6-36) SIGN. THE SIGN SHALL BE SELF-POWERED BY SOLAR PANELS AND BATTERIES WITH NO EXTERNAL ELECTRICAL POWER INSTALLATION. THE LED ENHANCED SIGN SHALL BE MUTCD COMPLIANT.

THE FOLLOWING CRITERIA SHALL BE MET:

1. THE NEW UNIT SHALL ATTACH SECURELY TO THE PROPOSED SIGN SUPPORT USING A TAMPER RESISTANT FASTENING SYSTEM. SPECIAL TOOLS NEEDED FOR THE TAMPER RESISTANT FASTENING SYSTEM SHALL BE SUPPLIED WITH EACH SIGN.

2. EACH SIGN UNIT SHALL BE IDENTIFIED WITH THE MANUFACTURER'S NAME, DATE OF MANUFACTURE, AND SERIAL NUMBER ON THE BACK SIDE.

3. THE SIGN UNIT SHALL BE VISIBLE AT A MINIMUM OF ¼ MI. DURING ALL CONDITIONS.

4. THE SIGN UNIT SHALL INCORPORATE CIRCUITRY AND A PHOTOCELL TO ENSURE THAT IS HAS BRIGHTNESS ADJUSTMENT DURING DAY, DUSK, AND AT NIGHT.

5. THE LENS OF THE LED UNIT SHALL BE CAPABLE OF WITHSTANDING ULTRAVIOLET LIGHT (DIRECT SUNLIGHT) EXPOSURE FOR A MINIMUM TIME PERIOD OF FIVE YEARS WITHOUT EXHIBITING EVIDENCE OF DETERIORATION.

6. THE LENSES SHALL WITHSTAND A 3 FOOT DROP TEST ONTO A HARD SURFACE AND SHALL BE A MINIMUM OF ¼ INCH THICK AND FREE OF BUBBLES AND IMPERFECTIONS. THE LENSES SHALL BE SMOOTH ON THE OUTSIDE, WITH NO EXTERNAL FACETS TO PREVENT DIRT AND DEBRIS BUILD-UP.

7. IF LENSES ARE TINTED, THEY SHALL MATCH THE WAVELENGTH (CHROMATICITY) OF THE LED.

8. THE INDIVIDUAL LED LIGHT SOURCES SHALL BE WIRED SO THAT A CATASTROPHIC FAILURE OF ONE LED LIGHT SOURCE WILL NOT RESULT IN THE LOSS OF MORE THAN ONE LED LIGHT SOURCE IN THE SIGN UNIT.

9. LED UNITS AND ASSOCIATED ON-BOARD CIRCUITRY SHALL CONFORM TO THE REQUIREMENTS IN FEDERAL COMMUNICATIONS COMMISSION (FCC) TITLE 47, SUB PART B, SECTION 15 REGULATIONS CONCERNING THE EMISSION OF ELECTRONIC NOISE.

10. LED'S SHALL BE RATED FOR USE IN THE AMBIENT OPERATING TEMPERATURE RANGE OF -40O F TO +166O F. (=-40O C TO +74O C)

11. THE LED'S WIRING SHALL BE SEALED WATERTIGHT TO ELIMINATE DIRT CONTAMINATION AND ALLOW FOR SAFE HANDLING IN ALL WEATHER CONDITIONS. THE LED'S SHALL BE SEALED AGAINST DUST AND MOISTURE INTRUSION AS PER THE REQUIREMENTS OF NEMA STANDARD 250-1991 FOR TYPE 4 ENCLOSURES AND TO PROTECT ALL INTERNAL LED AND ELECTRICAL COMPONENTS.

12. THE SIGN LED'S SHALL DISPLAY A MINIMUM OF 500,000 MCD FOR DAYTIME VISIBILITY.

SOLAR REQUIREMENTS
SEE "GENERAL ELECTRICAL REQUIREMENTS FOR SOLAR-POWERED DEVICES".

REQUIRED DOCUMENTATION
EACH SIGN UNIT SHALL BE PROVIDED WITH THE FOLLOWING DOCUMENTATION EITHER IN HARD COPY OR AS A PDF.

ONE SCHEMATIC DIAGRAM SHALL BE PROVIDED FOR THE SIGN UNIT ALONG WITH ANY NECESSARY INSTALLATION INSTRUCTIONS.

1. THE LED MANUFACTURERS NAME, BRAND, AND MODEL NUMBER.

WARRANTY
1. THE LED ENHANCED SIGNAL AHEAD SIGN UNIT SHALL BE REPAIRED OR REPLACED BY THE MANUFACTURER IF IT EXHIBITS A FAILURE DUE TO WORKMANSHIP OR MATERIAL DEFECTS WITHIN 2 YEARS OF FIELD OPERATION.

2. THE MANUFACTURER SHALL PROVIDE A WRITTEN WARRANTY AGAINST DEFECTS IN MATERIALS, WORKMANSHIP, AND LUMINOUS INTENSITY FOR THE LED ENHANCED SIGN UNIT FOR A PERIOD OF 2 YEARS AFTER INSTALLATION. A REPLACEMENT LED ENHANCED SIGN UNIT SHALL BE PROVIDED WITHIN 10 DAYS AFTER RECEIPT OF FAILED UNIT AT NO COST, EXCEPT THE COST OF SHIPPING THE FAILED UNIT.
PAYMENT -

PAYMENT FOR ITEM 630, SIGNING MISC., SOLAR POWERED LED ENHANCED SIGNAL AHEAD (W3-3-48) SIGN SHALL BE MADE AT THE CONTRACT BID PRICE, EACH, COMPLETELY INSTALLED IN PLACE AND FULLY FUNCTIONAL INCLUDING ALL MATERIAL, LABOR, AND EQUIPMENT REQUIRED TO FURNISH THE SIGN WITH SOLAR POWERED LED'S AND MOUNT THE SOLAR UNIT TO THE SIGN SUPPORT AS PER THE LED ENHANCED SIGN DETAIL.

GENERAL ELECTRICAL REQUIREMENTS FOR SOLAR POWERED DEVICE

RUN REQUIREMENTS OF THIS DEVICE ARE 24 HOURS PER DAY, 7 DAYS PER WEEK.

UTILIZE ENVIRONMENTALLY-SEALED, HIGH-EFFICIENCY LED LIGHT SOURCES FOR THIS SOLAR-POWERED APPLICATION.

HOUSE THE SOLAR POWER SUPPLY CONTROLLER AND BATTERY IN ONE OR TWO STAINLESS STEEL OR ALUMINUM ENCLOSURES WITH A MINIMUM NEMA 3 OR 3X RATING.

IF THE EXTERIOR SIZE OF THE ENCLOSURE NECESSARY TO MEET THE REQUIREMENTS BELOW IS LESS THAN 1000 CUBIC INCHES, A SINGLE POLYMER ENCLOSURE RATED NEMA 4 AND LISTED AS SUNLIGHT-RESISTANT MAY BE INSTALLED, WITH APPROVAL OF THE ENGINEER.

SEAL ENCLOSURE CONDUIT ENTRIES TO PREVENT INSECT AND/OR RODENT ENTRY. PROVIDE METAL ENCLOSURES WITH AN EXTERIOR OF BARE OR POWDER-COATED ALUMINUM, OR STAINLESS STEEL.

PROVIDE A LOCKING ENCLOSURE USING EITHER AN INTEGRATED LOCKING MECHANISM OR A PADLOCK PER C&MS 631.06.

SMALL ENCLOSURES OF 300 CUBIC INCHES OR LESS (EXTERIOR) MAY BE PROVIDED WITH SECURITY FASTENERS IN LIEU OF A LOCKING MECHANISM OR PADLOCK.

SEPARATE THE CONTROL ELECTRONICS AND BATTERY, IF CONTAINED WITHIN A SINGLE ENCLOSURE, TO PREVENT DAMAGE TO THE CONTROL ELECTRONICS IF THE BATTERY ENVELOPE IS COMPROMISED.

PROVIDE SEALED GEL-CELL OR AGM (ABSORBED GLASS MAT) LEAD-ACID BATTERIES FOR ALL INSTALLATIONS WITH INSTANTANEOUS LOAD REQUIREMENTS OF 4 WATTS OR ABOVE, REGARDLESS OF DUTY CYCLE.

FOR INSTALLATIONS WITH INSTANTANEOUS LOAD REQUIREMENTS OF LESS THAN 4 WATTS, RECHARGEABLE NICD, LI-ION, OR NIMH BATTERIES MAY BE USED INSTEAD OF AGM OR GEL-CELL, IF APPROVED BY THE ENGINEER.

PROVIDE SIGNED COPIES FROM THE SOLAR PANEL AND/OR CONTROLLER MANUFACTURER OF ALL CALCULATIONS USED TO SIZE THE SOLAR PANEL AND BATTERIES.

INCLUDE IN THESE CALCULATIONS THE INSOLATION VALUE USED AND ITS REFERENCE SOURCE, THE SOLAR PANEL EFFICIENCY, CHARGER/CONTROLLER EFFICIENCY, INVERTER EFFICIENCY, PROPOSED LED LAMP AND/OR EQUIPMENT LOAD, AND A FIGURE REPRESENTING ANTICIPATED MISCELLANEOUS LOSSES.

SHOW CALCULATIONS DOCUMENTING A RESERVE CAPACITY OF TWO WEEKS OPERATION UNDER CONTINUOUS WORST-CASE (MINIMUM) INSOLATION FIGURES (USUALLY DECEMBER) FOR THE PROPOSED GEOGRAPHIC LOCATION, USING A PANEL ELEVATION ANGLE APPROPRIATE TO THE SITE, AT A SUSTAINED TEMPERATURE OF 25 DEGREES FAHRENHEIT (-4 DEGREES CELSIUS).

DELIVER A COPY OF THE CALCULATIONS TO THE ENGINEER AND ANOTHER COPY TO THE OFFICE OF ROADWAY ENGINEERING FOR APPROVAL.

PROVIDE DOCUMENTATION SHOWING THAT THE SOLAR PANEL MANUFACTURER TESTED THE PANEL ACCORDING TO IEC61215 OR EQUIVALENT APPROVED STANDARD.

PROVIDE DOCUMENTATION SHOWING THAT SOLAR PANEL MOUNTING IS RATED FOR 90 MPH DESIGN WIND AND DESIGNED TO RESIST VANDALISM.

ENSURE NEC GROUNDING AND BONDING REQUIREMENTS ARE MET IF VOLTAGES OVER 50V AC OR DC ARE PRESENT.

PROVIDE A TIMER (IF REQUIRED) THAT SATISFIES THE REQUIREMENTS OF C&MS 731.10 AND IS LISTED ON THE ODOT QUALIFIED PRODUCTS LIST.

PROVIDE COMPLETE PHOTO-CONTROLLER SPECIFICATIONS, INCLUDING ON/OFF PHOTOMETRIC SWITCH POINTS (TYPICALLY GIVEN IN FOOT-CANDLES), IF A PHOTO-CONTROLLER IS UTILIZED.

SIGNING LEGEND

= EXISTING SIGN

= EXISTING SIGN REMOVED

= PROPOSED SIGN

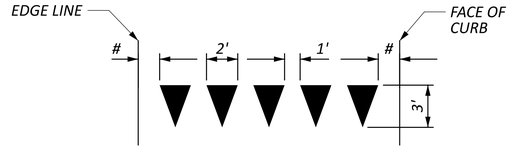
PAVEMENT MARKING LEGEND

XX = PROPOSED PAVEMENT MARKINGS (ITEM 644)

XX = EXISTING PAVEMENT MARKINGS

XX = PROPOSED PAVEMENT MARKINGS (ITEM 646)

YIELD LINE DETAIL



 # - THE SPACING BETWEEN THE EDGE OF THE YIELD LINE AND THE EDGE OF PAVEMENT OR EDGE LINE SHALL BE EQUAL ON BOTH SIDES.

LINE SPECIFICATIONS

ITEM 644	ITEM 646	
YE		EDGE LINE, 6" YELLOW
WE		EDGE LINE, 6" WHITE
XW	XW	CROSSWALK LINE
YT		TRANSVERSE/DIAGONAL LINE, 24" YELLOW
LA		LANE ARROW
WD12		DOTTED LINE, 12" WHITE (3' LINE/3' GAP)
YL		YIELD LINE
WOP		WORD ON PAVEMENT, 96"

TRAFFIC CONTROL NOTES

RIC-CR133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:16:27 AM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
BDM

REVIEWER
SMM 10/17/25

PROJECT ID
118289

SHEET P.64 | TOTAL 105

SHEET NO.	REF NO.	LOCATION	STATION TO STATION			SIDE	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL EACH	644 EDGE LINE, 6", WHITE FT	644 EDGE LINE, 6", YELLOW FT	644 CENTER LINE FT	644 TRANSVERSE/DIAGONAL LINE FT	644 LANE ARROW EACH	644 WORD ON PAVEMENT, 96" EACH	644 DOTTED LINE, 12" FT	644 YIELD LINE FT	646 CROSSWALK LINE, 24" FT
68	WE-1	LEXINGTON SPRINGMILL RD	100+00	-	102+05	RT		205								
68	WE-2	LEXINGTON SPRINGMILL RD	100+00	-	102+37	LT		237								
69	WE-3	LEXINGTON SPRINGMILL RD	103+70	-	103+71	LT/RT		25								
69 & 71	WE-4	HOME RD	21+30	-	24+73	RT		343								
71	WE-5	HOME RD	23+00	-	24+73	LT		173								
69	WE-6	HOME RD	20+64	-	20+66	LT/RT		25								
69	WE-7	LEXINGTON SPRINGMILL RD	104+98	-	104+98	LT/RT		27								
69 - 70	WE-8	LEXINGTON SPRINGMILL RD	105+54	-	113+29	RT		775								
70	WE-9	LEXINGTON SPRINGMILL RD	108+40	-	113+29	LT		489								
68 - 69	YE-1	LEXINGTON SPRINGMILL RD	101+85	-	103+70	℄			185							
68 - 69	YE-2	LEXINGTON SPRINGMILL RD	101+85	-	103+71	LT			186							
69 & 71	YE-3	HOME RD	20+64	-	22+94	℄			230							
69 & 71	YE-4	HOME RD	20+66	-	22+94	LT			228							
69	YE-5	LEXINGTON SPRINGMILL RD	104+98	-	105+25	RT			27							
69	YE-6	LEXINGTON SPRINGMILL RD	105+35	-	106+51	℄			116							
69	YE-7	LEXINGTON SPRINGMILL RD	105+35	-	106+51	LT			116							
69	YE-8	LEXINGTON SPRINGMILL RD	104+98	-	105+25	LT			27							
68	DY-1	LEXINGTON SPRINGMILL RD	100+00	-	101+85	℄				185						
68	DY-2	LEXINGTON SPRINGMILL RD	100+00	-	101+85	LT				185						
71	DY-3	HOME RD	22+94	-	24+73	℄				179						
71	DY-4	HOME RD	22+94	-	24+73	LT				179						
69 - 70	DY-5	LEXINGTON SPRINGMILL RD	106+51	-	113+29	℄				678						
69	DY-6	LEXINGTON SPRINGMILL RD	106+51	-	107+81	LT				130						
68	YT-1	LEXINGTON SPRINGMILL RD	101+00	-	101+85	LT					73					
71	YT-2	HOME RD	22+94	-	24+00	LT					72					
69	YT-3	LEXINGTON SPRINGMILL RD	106+51	-	107+25	LT					45					
69	LA-1	LEXINGTON SPRINGMILL RD	103+77			LT/RT						1				
69	LA-2	HOME RD	20+59			LT						1				
69	LA-3	LEXINGTON SPRINGMILL RD	104+92			LT/RT						1				
69	WOP-1	LEXINGTON SPRINGMILL RD	103+43			RT							1			
69	WOP-2	HOME RD	20+94			LT							1			
69	WOP-3	LEXINGTON SPRINGMILL RD	105+11			LT							1			
69	WD-1	HOME RD	20+04	-	20+40	RT								38		
69	WD-2	LEXINGTON SPRINGMILL RD	104+44	-	104+77	RT								38		
69	WD-3	LEXINGTON SPRINGMILL RD	104+78	-	104+98	LT								40		
69	YL-1	LEXINGTON SPRINGMILL RD	103+70			RT									17	
69	YL-2	HOME RD	20+66			LT									18	
69	YL-3	LEXINGTON SPRINGMILL RD	104+98			LT									18	
69	XW-1	LEXINGTON SPRINGMILL RD	104+25	-	104+40	RT										50
69	XW-2	LEXINGTON SPRINGMILL RD	104+25	-	104+36	LT										30
33	GR-1	LEXINGTON SPRINGMILL RD	101+68	-	102+78	RT	3									
33	GR-2	LEXINGTON SPRINGMILL RD	105+56	-	106+50	RT	2									
35	GR-1	LEXINGTON SPRINGMILL RD	106+50	-	111+50	RT	5									
36	GR-1	LEXINGTON SPRINGMILL RD	111+50	-	112+20	RT	2									
						SUB-TOTALS		2299 FT	1115 FT	1536 FT						
TOTALS CARRIED TO GENERAL SUMMARY							12	0.65 MI		0.29 MI	190	3	3	116	53	80

PAVEMENT MARKING SUBSUMMARY

RIC-CR133-2.22

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:16:29 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Traffic\Sheets\118289_TS001.dgn

DESIGN AGENCY
EMH&T

DESIGNER
BDM

REVIEWER
SMM 10/17/25

PROJECT ID
118289

SHEET P.65 TOTAL 105

SHEET NO.	REF. NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 STREET NAME SIGN SUPPORT, NO. 3 POST FT	630 SIGN POST REFLECTOR EACH	630 SIGN, FLAT SHEET SF	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 SIGNING, MISC.:MEDIAN SIGN SUPPORT FOUNDATION EACH	630 SIGNING, MISC.:SOLAR POWERED LED ENHANCED ROUNDABOUT AHEAD (W2-6-36) SIGN EACH
69	S-1	LEXINGTON SPRINGMILL RD	104+05	LT	D3-H6a-48	48 X 16		9 - 9		5.33				
69	S-2	LEXINGTON SPRINGMILL RD	103+83	RT	D3-H6a-48	48 X 8		9 - 9		2.67				
69	S-3	LEXINGTON SPRINGMILL RD	104+79	RT	D3-H6a-48	48 X 16		9 - 9		5.33				
69	S-4	LEXINGTON SPRINGMILL RD	104+11	RT	OM1-3-18	18 X 18	14			2.25				
					R6-1R-36	36 X 12				3.00				
69	S-5	LEXINGTON SPRINGMILL RD	104+52	RT	OM1-3-18	18 X 18	14			2.25				
					R6-1R-36	36 X 12				3.00				
69	S-6	LEXINGTON SPRINGMILL RD	104+54	LT	OM1-3-18	18 X 18	14			2.25				
					R6-1R-36	36 X 12				3.00				
68	S-7	LEXINGTON SPRINGMILL RD	98+50	RT	W2-6-36	36 X 36	14			9.00				
					W16-H8P-36	36 X 8				2.00				
					W13-1P-18	18 X 18				2.25				
68	S-8	LEXINGTON SPRINGMILL RD	100+50	RT	W3-2-36	36 X 36	14			9.00				
68	S-9	LEXINGTON SPRINGMILL RD	101+87	LT	R4-7-24	24 X 30	14			5.00			1	
					OM1-3-18	18 X 18				2.25				
68	S-10	LEXINGTON SPRINGMILL RD	102+69	RT	OM-3R-12	12 X 36	14			3.00				
68	S-11	LEXINGTON SPRINGMILL RD	102+70	LT	OM-3L-12	12 X 36	14			3.00				
68	S-12	LEXINGTON SPRINGMILL RD	102+00	LT	R2-1-24	24 X 30	14			5.00				
68	S-13	LEXINGTON SPRINGMILL RD	98+50	LT	W2-6-36	36 X 36	14			9.00				
					W16-H8P-36	36 X 8				2.00				
					W13-1P-18	18 X 18				2.25				
69	S-14	LEXINGTON SPRINGMILL RD	103+08	LT	OM-3R-12	12 X 36	14			3.00				
69	S-15	LEXINGTON SPRINGMILL RD	103+07	RT	OM-3L-12	12 X 36	14			3.00				
69	S-16	LEXINGTON SPRINGMILL RD	103+59	RT	R1-2-36	36 X 36	14		1	9.00				
					SPECIAL	24 X 18				3.00				
69	S-17	HOME RD	20+78	LT	R1-2-36	36 X 36	14		1	9.00				
					SPECIAL	24 X 18				3.00				
69	S-18	HOME RD	21+25	LT			14				1	1		
69	S-19	LEXINGTON SPRINGMILL RD	105+48	RT			14				2	1		
69	S-20	LEXINGTON SPRINGMILL RD	105+27	RT	W11-15-36	36 X 36	14			9.00				
					W16-7PL-24	24 X 12				2.00				
69	S-21	LEXINGTON SPRINGMILL RD	105+45	RT	R1-1-18	18 X 18	14			2.25				
69	S-22	LEXINGTON SPRINGMILL RD	106+51	LT	R4-7-24	24 X 30	14			5.00			1	
					OM1-3-18	18 X 18				2.25				
69	S-23	LEXINGTON SPRINGMILL RD	105+43	LT	W11-15-36	36 X 36	14			9.00				
					W16-7PL-24	24 X 12				2.00				
69	S-24	LEXINGTON SPRINGMILL RD	105+43	LT			14				3	1		
69	S-25	LEXINGTON SPRINGMILL RD	105+25	LT			14				1	1		
69	S-26	LEXINGTON SPRINGMILL RD	105+08	LT	R1-2-36	36 X 36	14		1	9.00				
					SPECIAL	24 X 18				3.00				
70	S-27	LEXINGTON SPRINGMILL RD	110+04	RT	R2-1-24	24 X 30	14			5.00				
70	S-28	LEXINGTON SPRINGMILL RD	110+05	RT	W2-6-36	36 X 36	14			9.00				
					W16-H8P-36	36 X 8				2.00				
					W13-1P-18	18 X 18				2.25				
70	S-29	LEXINGTON SPRINGMILL RD	110+04	LT	W2-6-36	36 X 36	14							1
					W16-H8P-36	36 X 8				2.00				
					W13-1P-18	18 X 18				2.25				
70	S-30	LEXINGTON SPRINGMILL RD	108+04	LT	W3-2-36	36 X 36	14			9.00				
71	S-31	HOME RD	23+04	RT	R2-1-24	24 X 30	14			5.00				
71	S-32	HOME RD	24+85	LT	W2-6-36	36 X 36	14			9.00				
					W16-H8P-36	36 X 18				4.50				
					W13-1P-18	18 X 18				2.25				
71	S-33	HOME RD	23+00	LT	W3-2-36	36 X 36	14			9.00				
71	S-34	HOME RD	22+35	LT	R4-7-24	24 X 30	14			5.00			1	
					OM1-3-18	18 X 18				2.25				
TOTALS CARRIED TO GENERAL SUMMARY							434	54	3	225	7	4	3	1

SIGNING SUBSUMMARY

RIC-CR133-2.22

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DESIGN AGENCY
EMH&T

DESIGNER
BDM

REVIEWER
SMM 10/17/25

PROJECT ID
118289

SHEET P.66 TOTAL 105

SHEET NO.	REF. NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 SIGNING, MISC.:MEDIAN SIGN SUPPORT FOUNDATION EACH
69	S-35	LEXINGTON SPRINGMILL RD	103+64	℄					1
69	S-36	LEXINGTON SPRINGMILL RD	105+04	LT					1
69	S-37	HOME RD	20+71	LT					1
68	R-1	LEXINGTON SPRINGMILL RD	99+54	RT			2	1	
68	R-2	LEXINGTON SPRINGMILL RD	101+66	RT			1	1	
68	R-3	LEXINGTON SPRINGMILL RD	102+69	RT			1	1	
68	R-4	LEXINGTON SPRINGMILL RD	102+70	LT			1	1	
69	R-5	LEXINGTON SPRINGMILL RD	103+50	LT			1	1	
69	R-6	LEXINGTON SPRINGMILL RD	103+50	LT			1	1	
69	R-7	LEXINGTON SPRINGMILL RD	103+08	LT			1	1	
69	R-8	LEXINGTON SPRINGMILL RD	103+07	RT			1	1	
69	R-9	LEXINGTON SPRINGMILL RD	103+54	RT			1	1	
69	R-10	LEXINGTON SPRINGMILL RD	104+55	RT			2	1	
69	R-11	LEXINGTON SPRINGMILL RD	104+48	RT			1	1	
69	R-12	LEXINGTON SPRINGMILL RD	105+83	LT			1	1	
69	R-13	LEXINGTON SPRINGMILL RD	107+20	LT			1	1	
69	R-14	LEXINGTON SPRINGMILL RD	104+31	LT			1	2	
71	R-15	HOME RD	23+04	RT			1	1	
71	R-16	HOME RD	25+00	LT			2	1	
70	R-17	LEXINGTON SPRINGMILL RD	109+32	RT			1	1	
70	R-18	LEXINGTON SPRINGMILL RD	110+76	LT			1	1	
70	R-19	LEXINGTON SPRINGMILL RD	109+81	LT			2	1	
TOTALS CARRIED TO GENERAL SUMMARY							23	20	3

SIGNING SUBSUMMARY

RIC-CR133-2.22

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:16:31 AM USER: jtheuring
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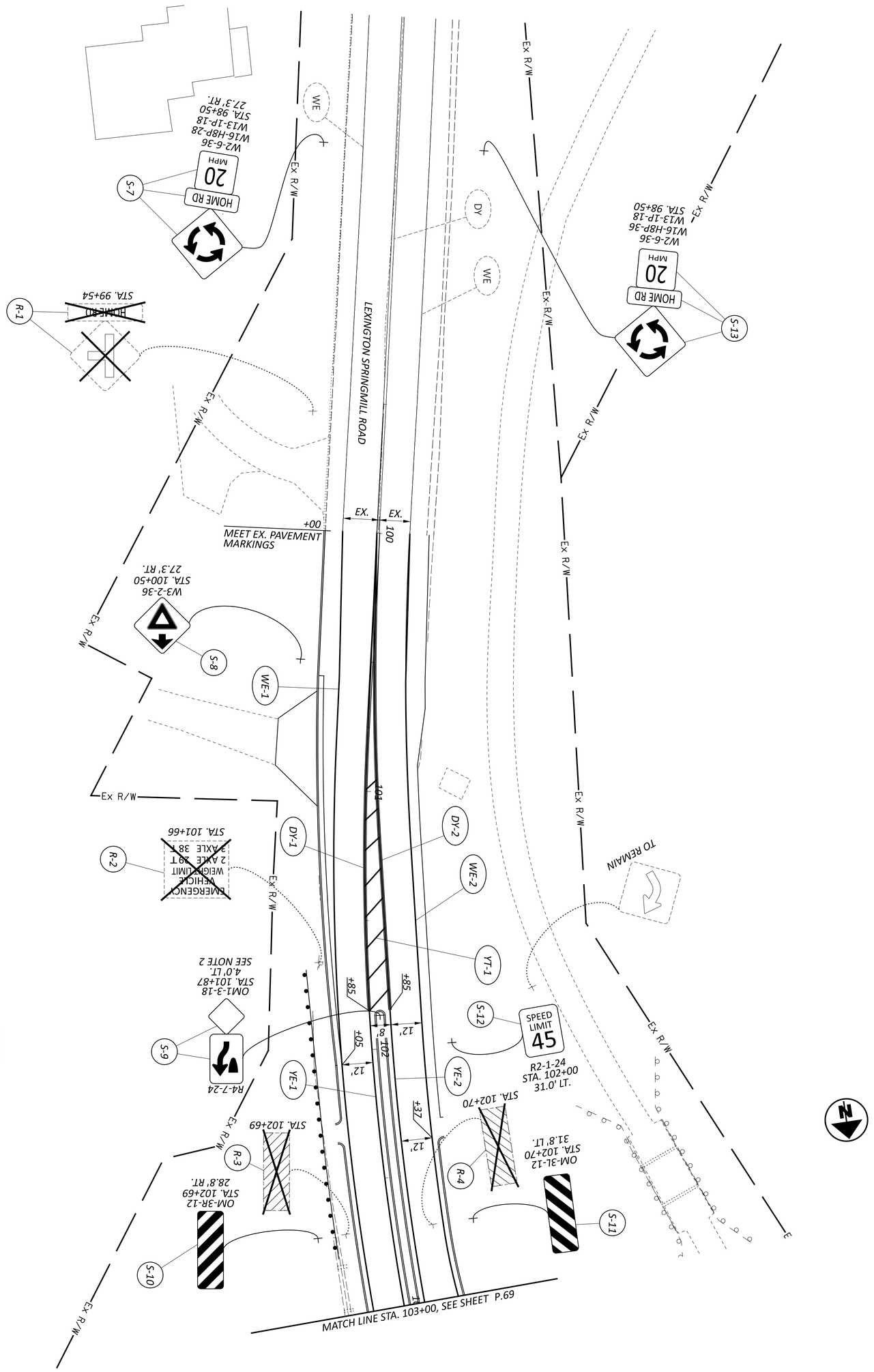
DESIGN AGENCY
EMH&T

DESIGNER
BDM

REVIEWER
SMM 10/17/25

PROJECT ID
118289

SHEET P.67 TOTAL 105



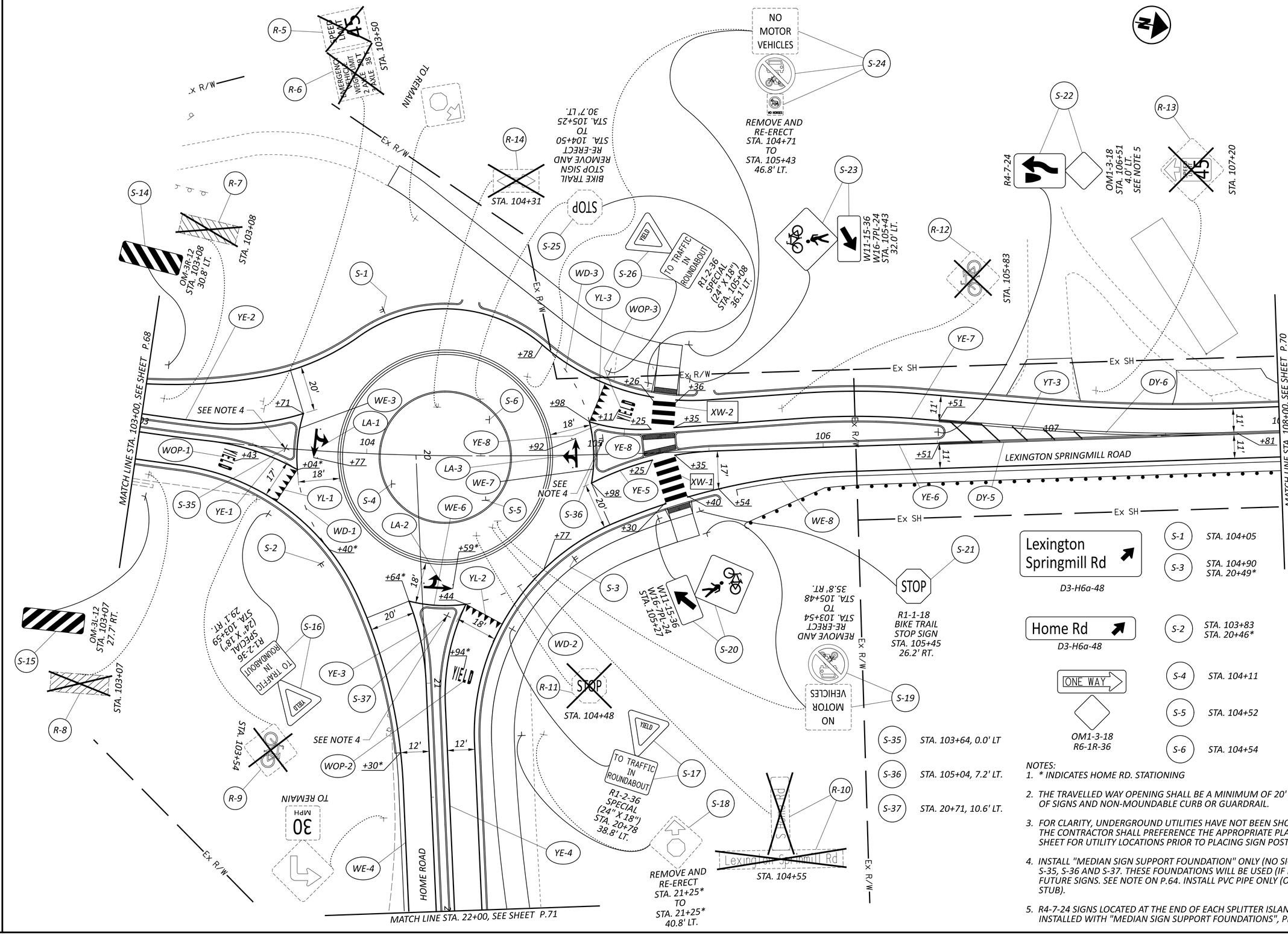
NOTES:

1. FOR CLARITY, UNDERGROUND UTILITIES HAVE NOT BEEN SHOWN ON THIS SHEET. THE CONTRACTOR SHALL PREFERENCE THE APPROPRIATE PLAN AND PROFILE SHEET FOR UTILITY LOCATIONS PRIOR TO PLACING SIGN POSTS.
2. R4-7-24 SIGNS LOCATED AT THE END OF EACH SPLITTER ISLAND SHALL BE INSTALLED WITH "MEDIAN SIGN SUPPORT FOUNDATIONS", PER THE NOTE ON P.64.

DESIGNER BDM
REVIEWER SMM 10/17/25
PROJECT ID 118289
SHEET P.68 TOTAL 105
DESIGN AGENCY EMH&T

TRAFFIC CONTROL PLAN - LEXINGTON SPRINGMILL ROAD
STA. 98+00 TO STA. 103+00

HORIZONTAL SCALE IN FEET
0 20
10 40



HORIZONTAL SCALE IN FEET
0 10 20 40

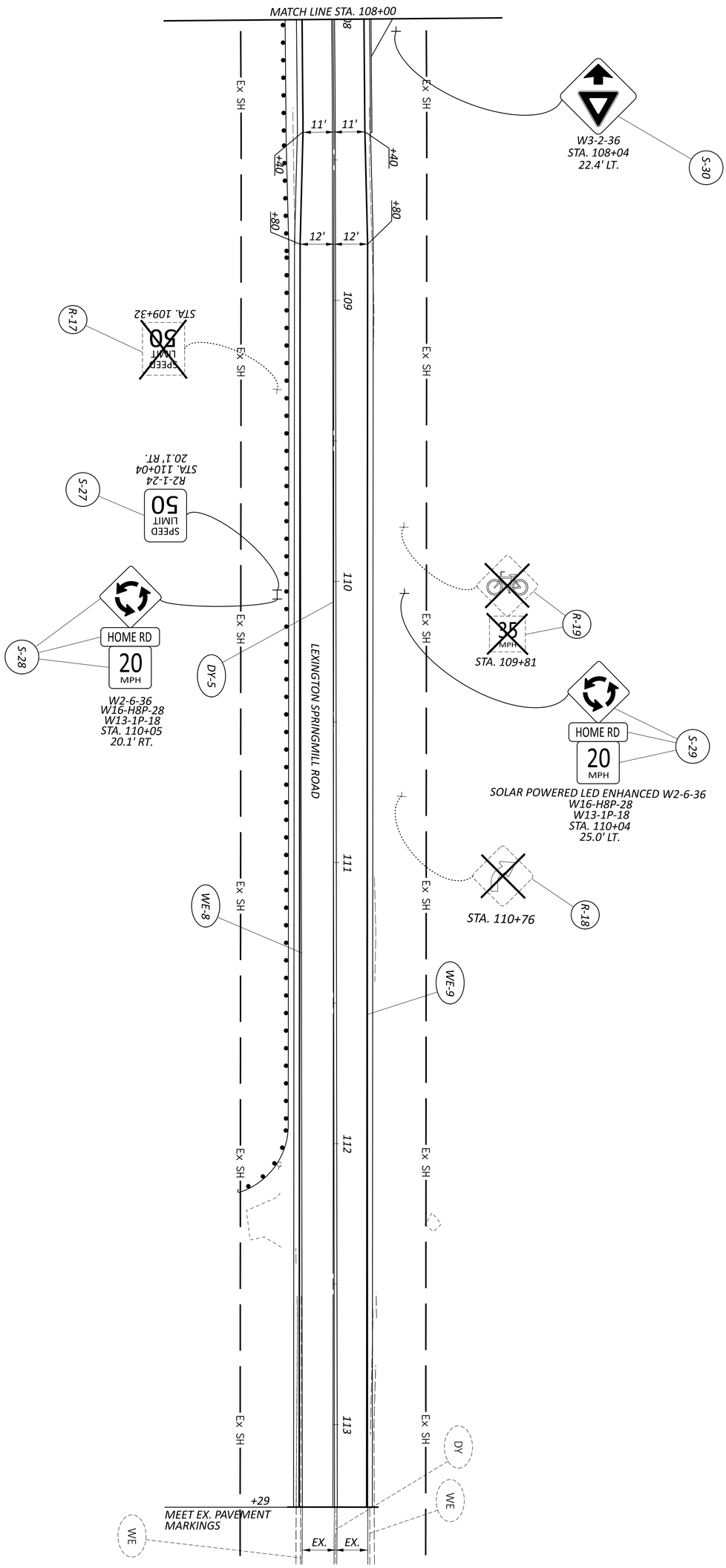
TRAFFIC CONTROL PLAN - LEXINGTON SPRINGMILL ROAD STA. 103+00 TO STA. 108+0

RIC-CR133-2.22

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DESIGN AGENCY
EMH&T

DESIGNER BDM
REVIEWER SMM 10/17/25
PROJECT ID 118289
SHEET P.69 TOTAL 105



TRAFFIC CONTROL PLAN - LEXINGTON SPRINGMILL ROAD
STA. 108+00 TO STA. 113+00

SHEET	TOTAL
P.70	105

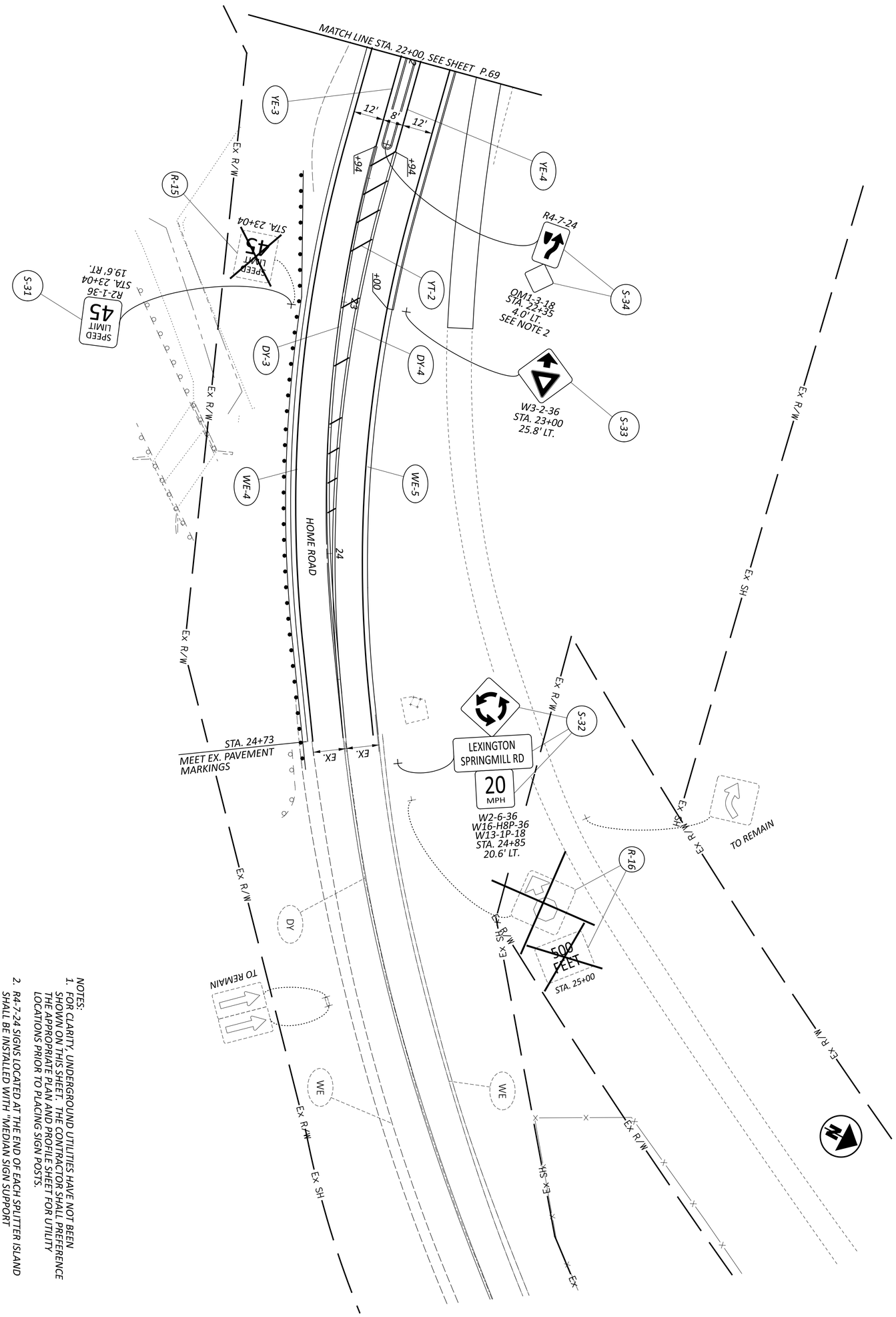
PROJECT ID: 118289

REVIEWER: SMM 10/17/25

DESIGNER: BDM

DESIGN AGENCY: EMH&T

HORIZONTAL SCALE IN FEET
0 20
10 40



NOTES:

1. FOR CLARITY, UNDERGROUND UTILITIES HAVE NOT BEEN SHOWN ON THIS SHEET. THE CONTRACTOR SHALL PREFERENCE THE APPROPRIATE PLAN AND PROFILE SHEET FOR UTILITY LOCATIONS PRIOR TO PLACING SIGN POSTS.
2. R4-7-24 SIGNS LOCATED AT THE END OF EACH SPLITTER ISLAND SHALL BE INSTALLED WITH "MEDIAN SIGN SUPPORT FOUNDATIONS", PER THE NOTE ON P.64.

TRAFFIC CONTROL PLAN - HOME ROAD
STA. 22+00 TO STA. 24+73

HORIZONTAL SCALE IN FEET
0 20
10 40

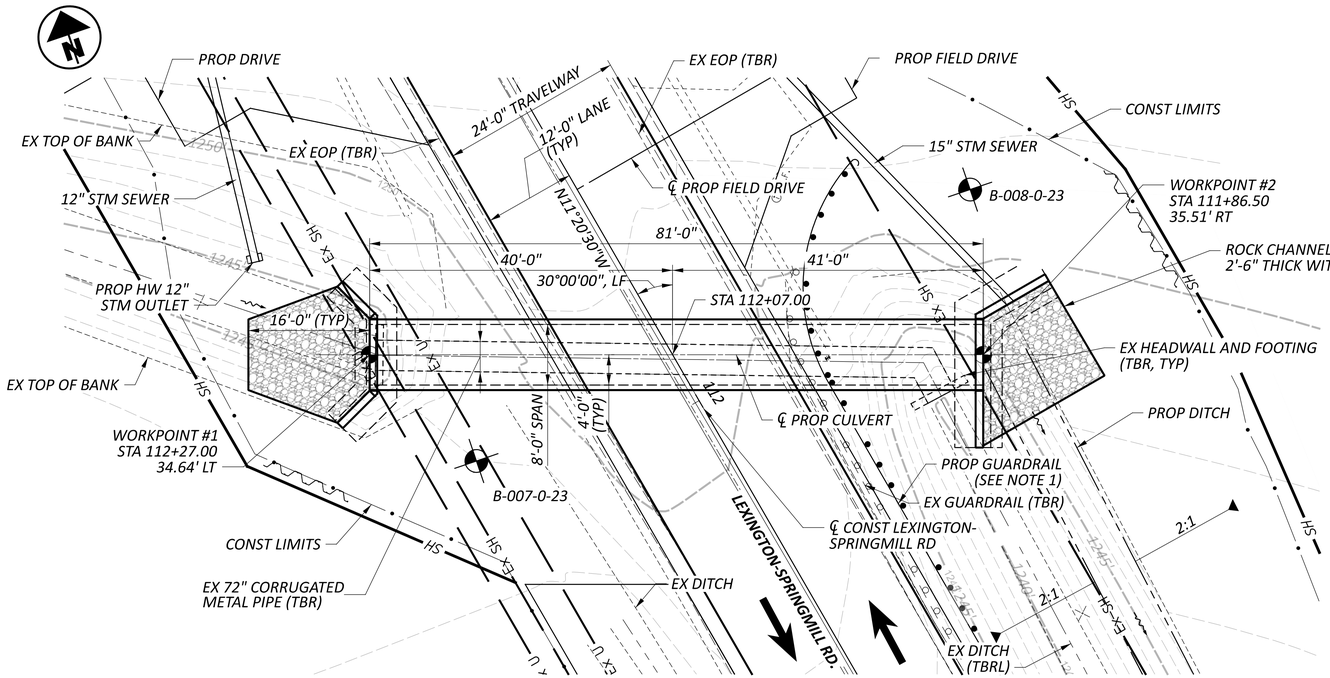
SHEET	TOTAL
P.71	105

PROJECT ID: 118289

REVIEWER: SMM 10/17/25

DESIGNER: BDM

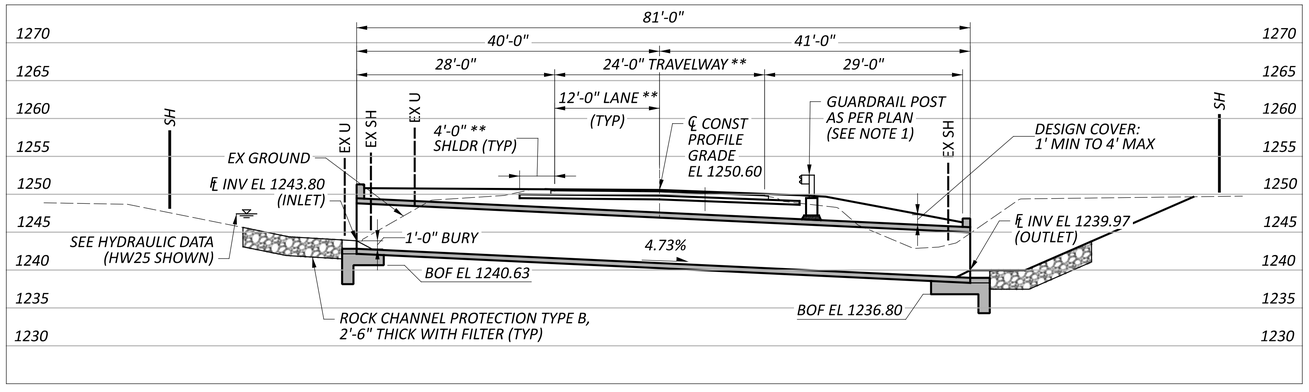
DESIGN AGENCY: EMH&T



PLAN

LEGEND

- WORKPOINT, FACE OF HEAD WALL AND ℄ CULVERT
- BORING LOCATION
- TEMPORARY SHORING (BY CONTRACTOR)



PROFILE ALONG CENTERLINE CULVERT

(EX 72" PIPE [TBR] NOT SHOWN FOR CLARITY)

*** - DIMENSIONS INDICATED ARE MEASURED NORMAL TO ℄ CONST LEXINGTON-SPRINGMILL RD*

BENCHMARK DATA

BM #1: STA 106+07.25 (LEXINGTON-SPRINGMILL), OFFSET 193.97' LT, EL 1237.70. RAILROAD SPIKE IN THE EAST SIDE OF A WOODEN POWER POLE LOCATED IN THE MIDDLE OF A FIELD/ 85 FEET SOUTH OF THE DRIVEWAY TO RESIDENCE #1768, 195 FEET WEST OF LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133), AND 265 FEET NORTHWEST OF THE INTERSECTION BETWEEN LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133) AND SOUTH HOME ROAD (T.R. 135).

BM #3: STA 101+05.48 (LEXINGTON-SPRINGMILL), OFFSET 90.41' RT, EL 1246.05. CHISELED "X" ON THE WEST FLANGE BOLT OF A FIRE HYDRANT LOCATED 40 FEET NORTH OF THE DRIVEWAY TO RESIDENCE #1773 AND 90 FEET EAST OF LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133).

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.2/105

NOTES

1. GUARDRAIL POSTS OVER THE BOX CULVERT SHALL BE INSTALLED AS SHOWN WITHIN DETAILS ON SHEET 5/6. DO NOT DRIVE POSTS OVER CULVERT. SHALLOW POSTS WITHIN THE LIMITS OF THE BOX CULVERT SHALL BE PAID FOR UNDER ITEM 606 GUARDRAIL POST, AS PER PLAN
2. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPE SHALL CONFORM TO PLAN CROSS SECTION

DESIGN TRAFFIC

2026 ADT = 10,431 2026 ADTT = 209
2046 ATD = 11,474 2046 ADTT = 230
DIRECTIONAL DISTRIBUTION = 51%

HYDRAULIC DATA

DRAINAGE AREA = 0.65 SQ. MILES

Q (25) =	194 CFS	V (25) =	6.56 FPS	HW (25) =	1247.43
Q (100) =	308 CFS	V (100) =	8.24 FPS	HW (100) =	1250.41

STRUCTURE CLEARS THE HW25 BY 2.46 FT
STREAM PH = 7.90 OWHM = 1244.50

EXISTING STRUCTURE

TYPE: 72" DIA CORRUGATED STEEL PIPE WITH REINFORCED CONCRETE HALF HEIGHT HEADWALLS AND FOOTING

SPANS: 4'-0"± CLEAR SPAN
ROADWAY: 32'-0" ± E/E PAVEMENT
LOADING: UNKNOWN
SKEW: 30°0'0"± LF
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: NORMAL
STRUCTURE FILE NUMBER: N/A
DATE BUILT: UNKNOWN
DISPOSITION: TO BE REPLACED

PROPOSED STRUCTURE

TYPE: 8'-0" x 6'-0", PRECAST REINFORCED CONCRETE BOX CULVERT WITH CAST-IN-PLACE REINFORCED CONCRETE HEADWALLS AND WINGWALLS FOUNDED ON CAST-IN-PLACE SPREAD FOOTINGS

SPANS: 8'-0" CLEAR SPAN
ROADWAY: VARIES T/T CURB
LOADING: HL93 + 60 PSF FUTURE WEARING SURFACE
SKEW: 30°0'0" LF
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: NORMAL
DECK AREA: 756 SF

COORDINATES: LATITUDE 40°42'44.16" N
LONGITUDE 82°34'52.98" W

HORIZONTAL SCALE IN FEET
0 5 10 20

SITE PLAN
CULVERT NO.: RIC-C0133-02440
LEX-SPRINGMILL RD. OVER UNNAMED STREAM

SFN N/A
DESIGN AGENCY EMH&T
DESIGNER CAD | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 1 | TOTAL 6
SHEET P.72 | TOTAL 105

RIC-CR 133-2.22

MODEL: Sheet_SurvPt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:16:36 AM USER: jtheuring
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GENERAL NOTES

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATION" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, AND THE CURRENT ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

HL-93 VEHICULAR
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

SLOPE OF BACKFILL = 4:1 (MAX)
BOX CULVERT DESIGN COVER = 1' MIN TO 4' MAX

TOTAL UNIT WEIGHT OF BACKFILL SOIL = 120 PCF
UNIT WEIGHT OF CONCRETE = 150 PCF

DESIGN SOIL PARAMETERS

INTERNAL ANGLE OF FRICTION OF BACKFILL SOIL, $\varphi_{bf} = 30°$
INTERNAL ANGLE OF FRICTION (DRAINED), FOUNDATION SOIL, $\varphi_{f} = 23°$
ULTIMATE BEARING RESISTANCE = 3100 PSF

DESIGN DATA

CLASS QC1 CONCRETE -	COMPRESSIVE STRENGTH 4000 PSI (FOOTING, WINGWALL AND FORESLOPE WALL AND GUARDRAIL CAISSONS)
REINFORCING STEEL -	ASTM A615, A616, OR A617 GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI (ALL REINFORCING SHALL BE EPOXY COATED)

FOUNDATION BEARING RESISTANCE

WINGWALL FOOTINGS, AS DESIGNED PRODUCE A MAXIMUM SERVICE LOAD BEARING PRESSURE OF 1.78 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 2.45 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 3.1 KIPS PER SQUARE FOOT. IF A BACKFILL MATERIAL WITH A HIGHER INTERNAL ANGLE OF FRICTION OR A LIGHTER TOTAL UNIT WEIGHT IS USED; OR IF A FOUNDATION SOIL WITH A HIGHER DRAINED INTERNAL ANGLE OF FRICTION OR A HIGHER UNDRAINED SHEAR STRENGTH IS ENCOUNTERED; THEN THE STABILITY OF THE WINGWALLS IS SATISFACTORY. ANY MODIFICATIONS TO THE DESIGN PRESENTED HEREIN SHALL BE COORDINATED AND APPROVED BY THE ENGINEER. DESIGN OF PRECAST WALL ALTERNATIVES (IF APPROVED BY THE OWNER) SHALL BE THE COMPLETE RESPONSIBILITY OF THE SUPPLIER AND SHALL CONFORM TO THE MINIMUM DESIGN LOADS AND WALL GEOMETRICS DEPICTED IN THESE PLANS.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM FIELD OBSERVATIONS, MEASURES, AND AVAILABLE RECORD PLAN INFORMATION. CONSEQUENTLY, THEY ARE INDICATED OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

POROUS BACKFILL WITH FILTER FABRIC

1'-6" THICK SHALL BE PLACED BEHIND THE WINGWALLS ONLY AND SHALL EXTEND TO 12" BELOW THE EMBANKMENT SURFACE. GEOTEXTILE FABRIC SHALL BE PLACED BETWEEN THE POROUS BACKFILL AND REPLACED EXCAVATION ADJACENT TO THE STRUCTURE. IT SHALL TURN UNDER THE BOTTOM OF THE POROUS BACKFILL AND RETURN 6" ABOVE THE TOP ELEVATION OF THE WEEPHOLE.

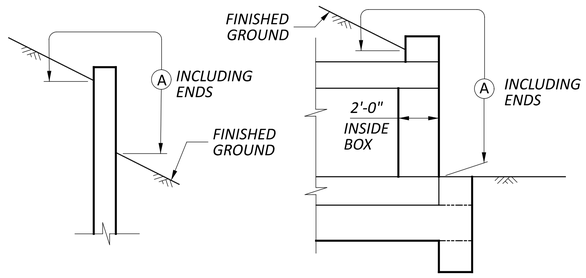
WEEPHOLES SHALL BE PLACED 6" TO 12" ABOVE THE NORMAL WATER ELEVATION OR GROUND LINE AND SHALL HAVE A MAXIMUM SPACING OF 10'-0". A MINIMUM OF ONE WEEPHOLE SHALL BE PROVIDED PER WINGWALL.

PREFORMED EXPANSION JOINT FILLER

PREFORMED EXPANSION JOINT FILLER (PEJF) CONFORMING TO CMS 705.03, 1 INCH THICK, SHALL BE PLACED ABOVE THE FOOTING BETWEEN THE SIDES OF THE BOX CULVERT AND THE ENDS OF THE WINGWALLS. PAYMENT FOR MATERIALS AND INSTALLATION SHALL BE INCLUDED WITH ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER.

SEALING OF FORESLOPE WALL AND WINGWALLS

ALL EXPOSED FORESLOPE WALL AND WINGWALL CONCRETE SHALL BE SEALED WITH EPOXY-URETHANE SEALER. THE LIMITS SHALL BE AS SHOWN IN THE DIAGRAMS BELOW. PAYMENT FOR THE EPOXY-URETHANE SEALER SHALL BE PER ITEM 512 - SEALING OF CONCRETE SURFACES.



WINGWALL

FORESLOPE WALL AND PRECAST BOX (CULVERT OUTLET BEVEL SHOWN)

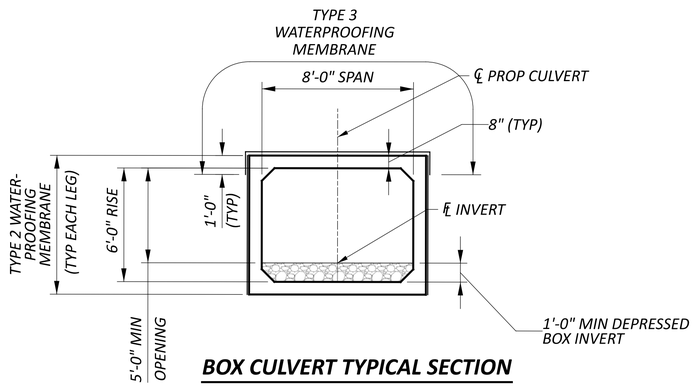
LIMITS OF ITEM 512-SEALING CONCRETE SURFACES

(A) - SEAL ENTIRE CONCRETE SURFACE AREA

ITEM 611, 8' X 6' CONDUIT, TYPE A, 706.05, AS PER PLAN

EXPOSED EXTERIOR FACES OF PRECAST END BOX SECTIONS SHALL BE MANUFACTURED WITHOUT A BELL OR SPIGOT, SUCH THAT THE FACE OF CULVERT IS CONTINUOUSLY FLUSH WITH THE FACE OF HEADWALLS AND WINGWALLS.

THE COST FOR CONSTRUCTION, SHIPMENT, AND INSTALLATION OF THE PRECAST CONCRETE FOUR-SIDED BOX CULVERT SHALL BE INCLUDED WITH THE LINEAR FOOT PRICE BID FOR ITEM 611, 8' X 6' CONDUIT, TYPE A, 706.05, AS PER PLAN, FOR PAYMENT

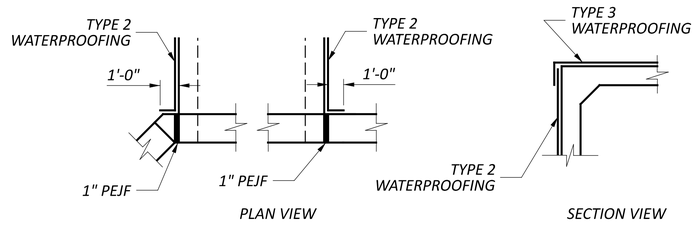


BOX CULVERT TYPICAL SECTION

WATERPROOFING

TYPE 2 WATERPROOFING, PER CMS 512.09 AND 711.25, SHALL EXTEND VERTICALLY DOWN THE ENTIRE SIDES OF THE PRECAST CULVERT SECTIONS FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE BACKFILL. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 512 - TYPE 2 WATERPROOFING.

TYPE 3 WATERPROOFING, PER CMS 512.10 AND 711.29 SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE PRECAST CULVERT SECTIONS AND SHALL EXTEND ONE FOOT VERTICALLY DOWN THE SIDES FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE BACKFILL. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 512 - TYPE 3 WATERPROOFING.



PLAN VIEW SECTION VIEW

WATERPROOFING DETAILS

BASIS OF PAYMENT: ALL LABOR, EQUIPMENT AND INCIDENTALS REQUIRED TO CONSTRUCT THE FOOTING, CUTOFF WALL, WINGWALLS AND FORESLOPE WALL SHALL BE INCLUDED WITH APPLICABLE ITEM 511 - CLASS QC1 CONCRETE ITEMS. PAYMENT FOR REINFORCING STEEL SHALL BE INCLUDED WITH ITEM 509 - EPOXY COATED REINFORCING STEEL.

ITEM 606, GUARDRAIL POST, AS PER PLAN

SHALLOW DEPTH GUARDRAIL POSTS SHALL BE INSTALLED OVER THE PRECAST BOX CULVERT AS DEPICTED ON SHEET 5/6, TO AVOID DAMAGE TO TOP SLAB OF THE BOX CULVERT, THE CONTRACTOR SHALL PLACE A 6" BED OF COMPACTED GRANULAR AGGREGATE ATOP THE SLAB WITHIN THE PROXIMITY OF THE POST. COMPACTED BACKFILL SHALL BE INSTALLED DURING CULVERT BACKFILLING AND FOLLOWING FINAL GRADING, THE CONTRACTOR SHALL USE CAUTION WHILE AUGERING THE POST FOUNDATION TO AVOID COMPROMISING THE 6" AGGREGATE LAYER AND/OR COMPROMISING THE TOP SLAB OF THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGES TO THE TOP SLAB OF THE BOX CULVERT AS A RESULT OF FOUNDATION EXCAVATIONS. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS INCLUDING HAND DIGGING MATERIAL WITHIN CLOSE PROXIMITY OF THE TOP SLAB.

ALL LABOR, EQUIPMENT, AND INCIDENTALS REQUIRED TO CONSTRUCT THE SHALLOW STEEL POST CONCRETE FOUNDATION, AND AGGREGATE COURSE SHALL BE INCLUDED WITH ITEM 606, GUARDRAIL POST, AS PER PLAN. FOR PAYMENT.

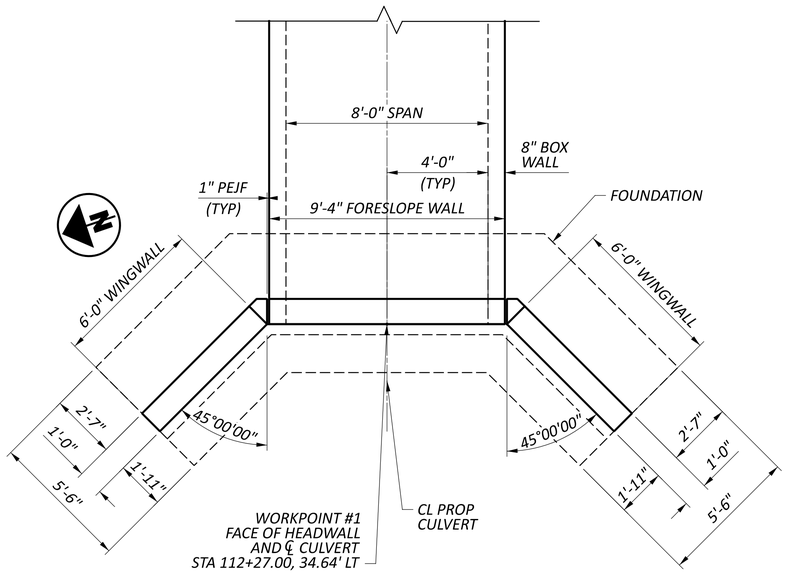
ESTIMATED QUANTITIES

ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION
202	35200	78	LIN. FT.	PIPE REMOVED, OVER 24"
503	11100	LUMP		COFFERDAMS, AND EXCAVATION BRACING
503	21100	115	CU. YD.	UNCLASSIFIED EXCAVATION
509	10000	3,666	LB.	EPOXY COATED REINFORCING STEEL
511	46010	9	CU. YD.	CLASS QC1 CONCRETE, RETAINING WALL OR WINGWALL, NOT INCLUDING FOOTING
511	46510	23	CU. YD.	CLASS QC1 CONCRETE, FOOTING
511	46610	1	CU. YD.	CLASS QC1 CONCRETE, HEADWALLS
512	10100	34	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	33000	132	SQ. YD.	TYPE 2 MEMBRANE WATERPROOFING
512	33010	102	SQ. YD.	TYPE 3 MEMBRANE WATERPROOFING
516	13600	34	SQ. FT.	1" PREFORMED EXPANSION JOINT FILLER
518	21200	6	CU. YD.	POROUS BACKFILL WITH GEOTEXTILE FABRIC
601	32100	40	CU. YD.	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER
606	17901	2	EACH	GUARDRAIL POST, AS PER PLAN
611	94910	81	LIN. FT.	8' X 6' CONDUIT, TYPE A, 706.05, AS PER PLAN (DESIGN COVER = 4 FT)

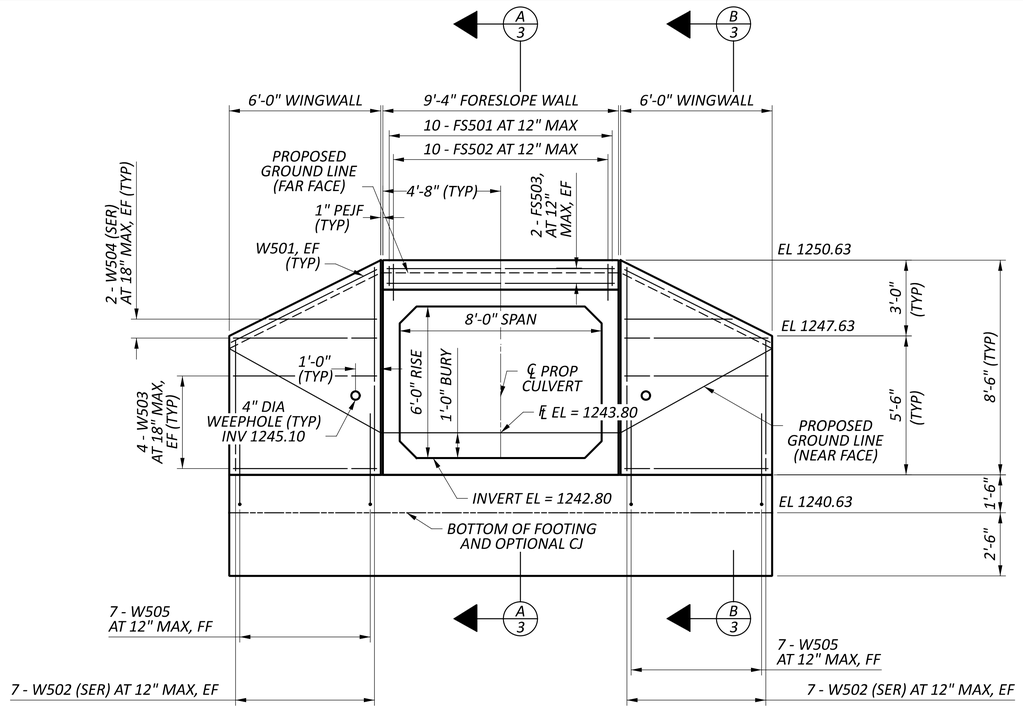
NOTE: ALL QUANTITIES PRESENTED ON THIS SHEET SHALL BE INCLUDED WITH 02/LNTP/10

SFN N/A
DESIGN AGENCY EMH&T
DESIGNER CAD/SJS | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 2 | TOTAL 6
SHEET P.73 | TOTAL 105

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:16:38 AM USER: jtheuring
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INLET GENERAL PLAN

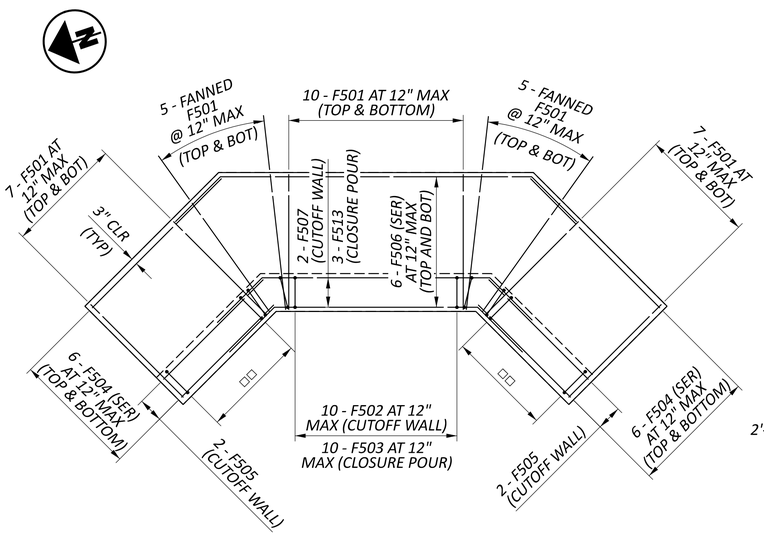


INLET HEADWALL ELEVATION

NOTES

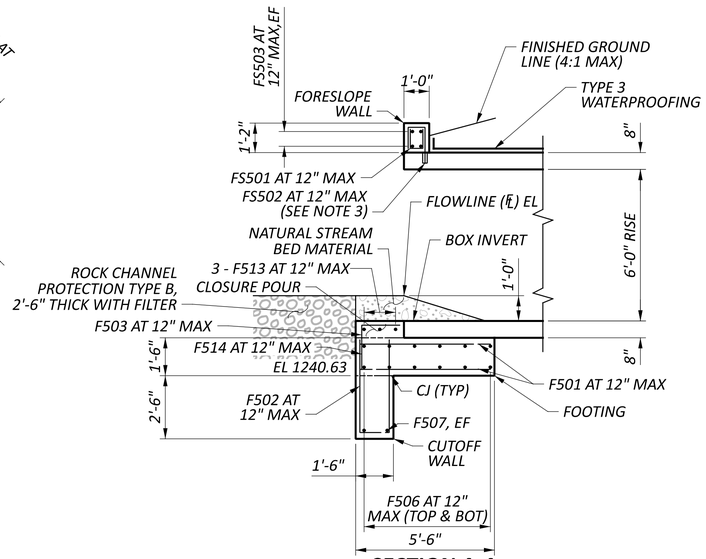
1. REINFORCING BARS SHALL BE PLACED 2" CLEAR FROM FACES AND EDGES OF WALL EXCEPT AT BOTTOM OF FOOTING WHERE CLEARANCE SHALL BE 3" FROM BOTTOM OF FOOTING
2. MINIMUM BAR LAP LENGTHS SHALL BE:

   #5 BAR = 2'-5"
3. PRECAST BOX MANUFACTURER TO PROVIDE MECHANICAL CONNECTOR, SEE ODOT STANDARD DRAWING MGS-2.4

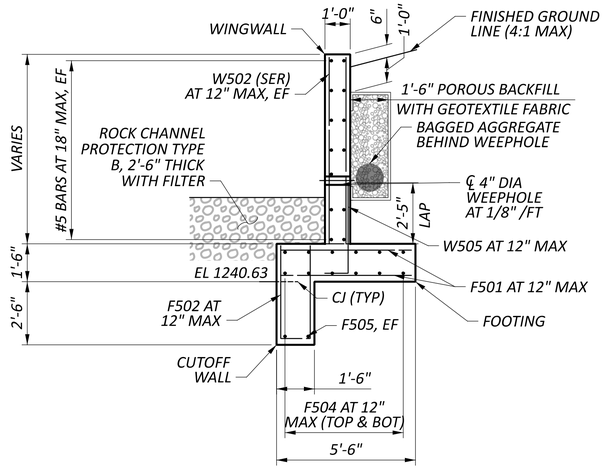


INLET FOUNDATION PLAN

□□ - 7 - F502 AT 12" MAX (CUTOFF WALL)



SECTION A-A



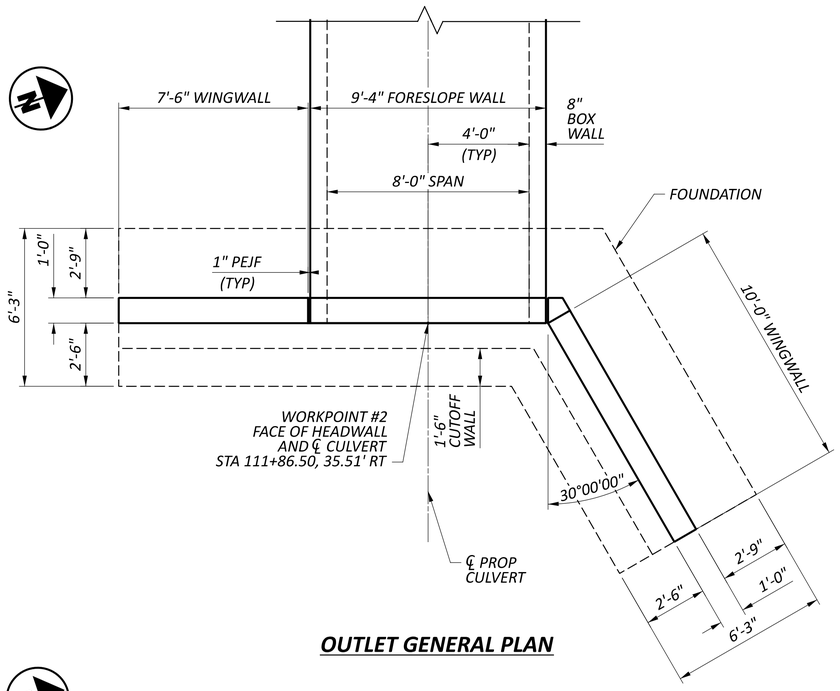
SECTION B-B

RIC-CR 133-2.22

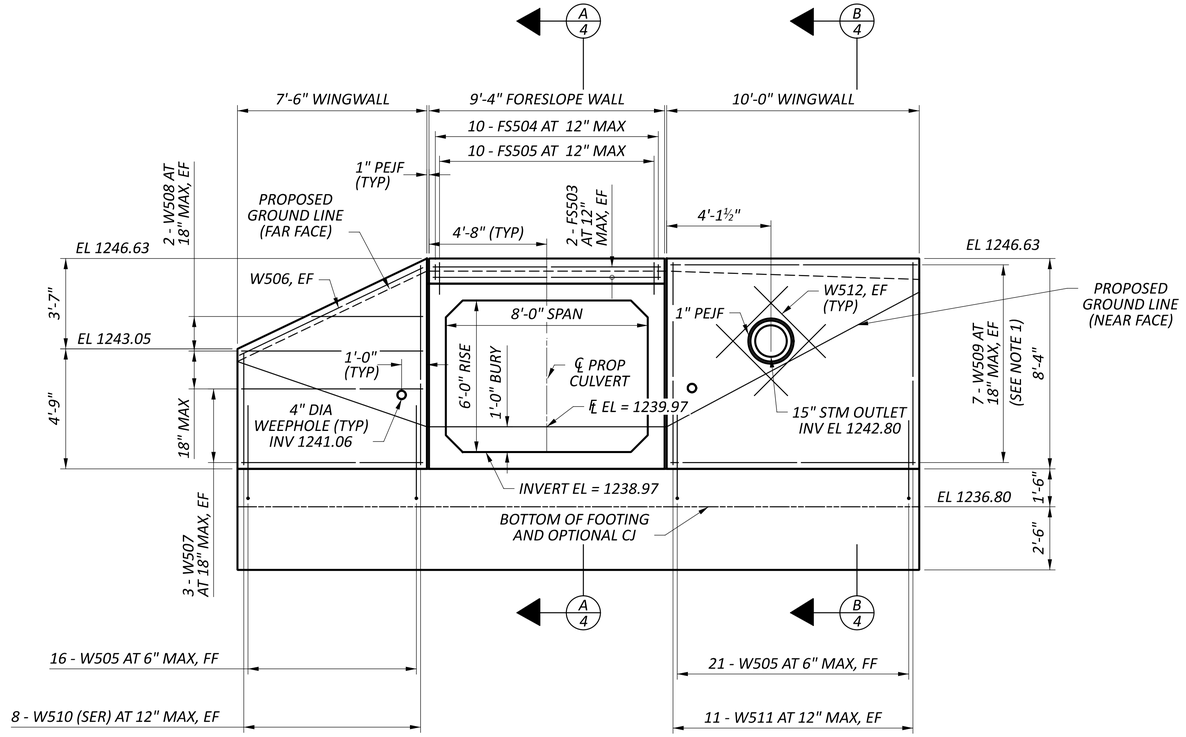
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INLET DETAILS
CULVERT NO.: RIC-C0133-02440
LEX-SPRINGMILL RD. OVER UNNAMED STREAM

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	CAD/SJS
CHECKER	RMW
REVIEWER	CAS 10/17/25
PROJECT ID	118289
SUBSET	3
TOTAL	6
SHEET	P.74
TOTAL	105



OUTLET GENERAL PLAN

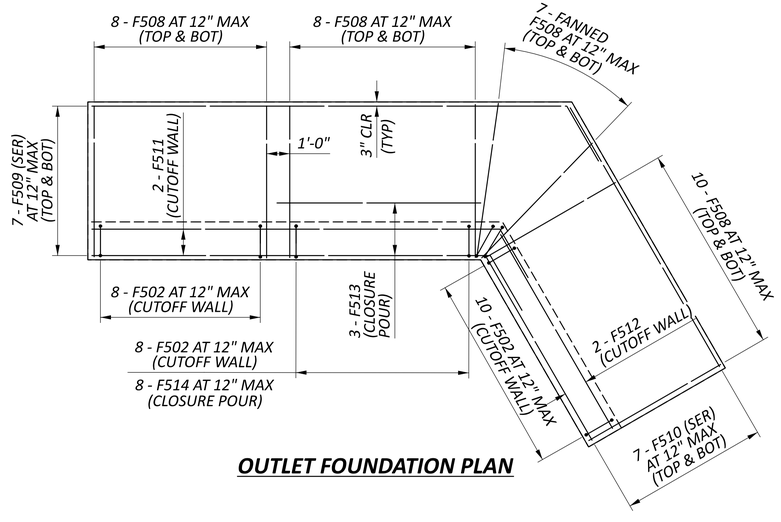


OUTLET HEADWALL ELEVATION

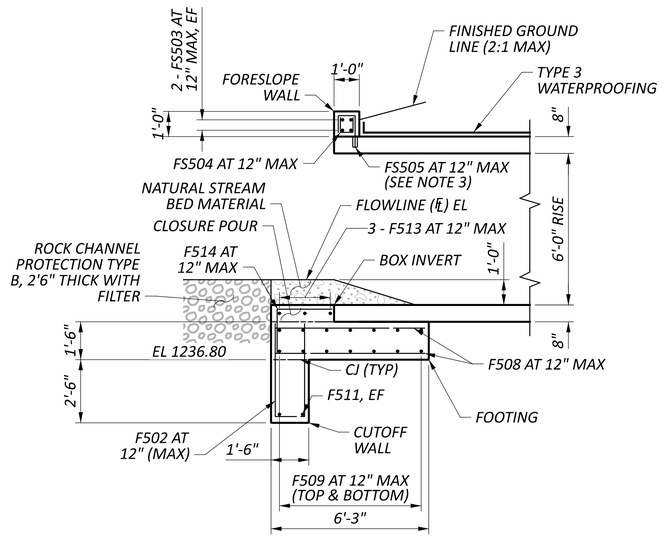
NOTES

1. REINFORCING BARS SHALL BE PLACED 2" CLEAR FROM FACES AND EDGES OF WALL EXCEPT AT BOTTOM OF FOOTING WHERE CLEARANCE SHALL BE 3" FROM BOTTOM OF FOOTING
2. MINIMUM BAR LAP LENGTHS SHALL BE:

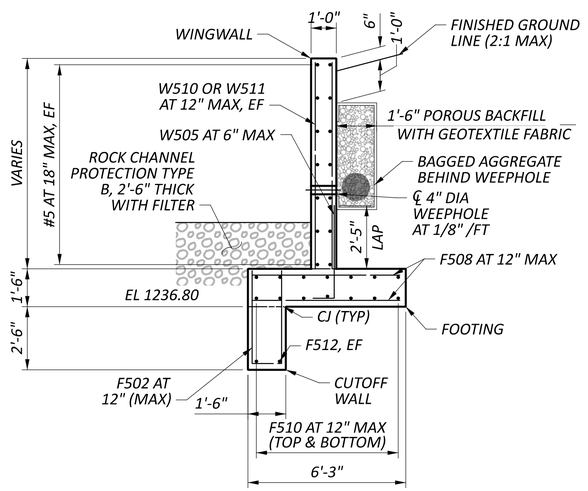
   #5 BAR = 2'-5"
3. PRECAST BOX MANUFACTURER TO PROVIDE MECHANICAL CONNECTOR, SEE ODOT STANDARD DRAWING MGS-2.4



OUTLET FOUNDATION PLAN



SECTION A-A



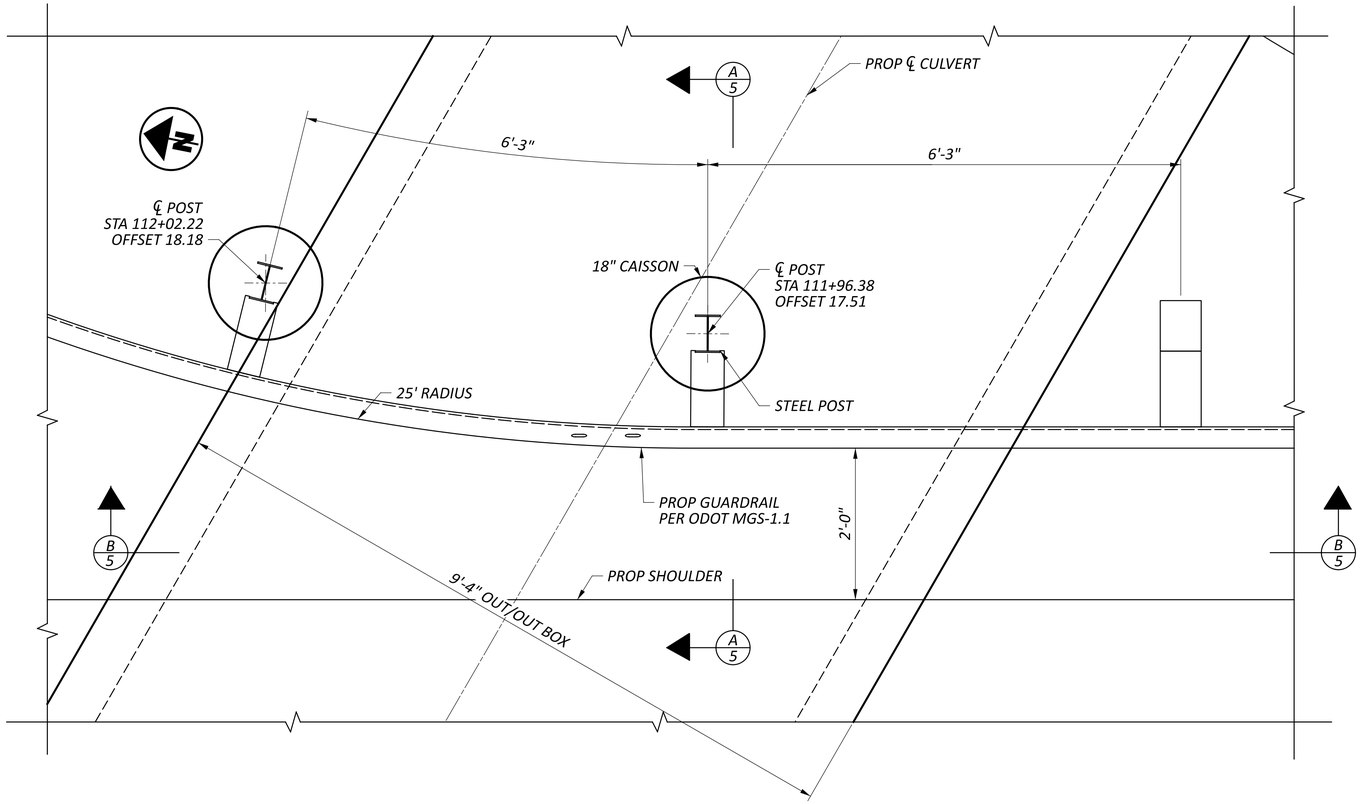
SECTION B-B

OUTLET DETAILS
CULVERT NO.: RIC-C0133-02440
LEX-SPRINGMILL RD. OVER UNNAMED STREAM

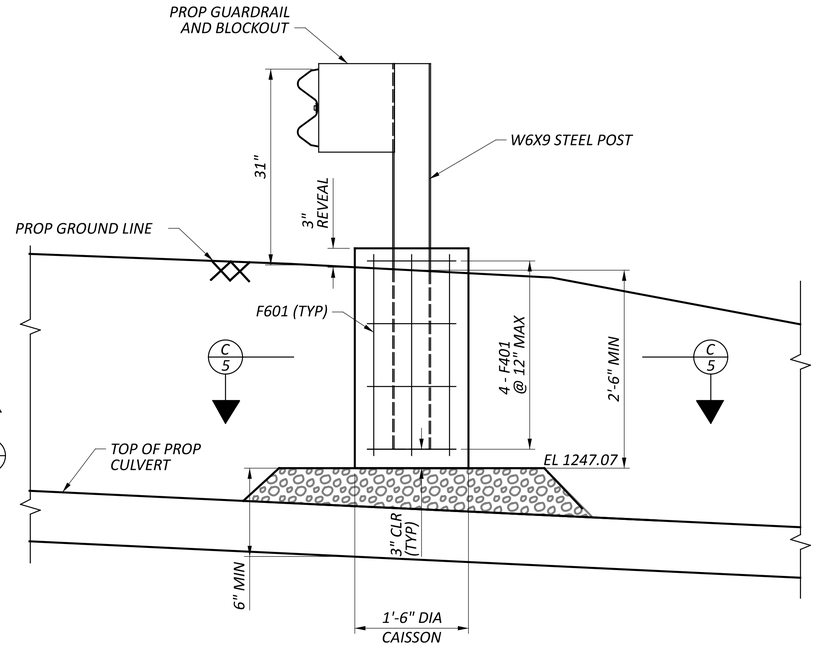
SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	CAD/SJS
CHECKER	RMW
REVIEWER	CAS 10/17/25
PROJECT ID	118289
SUBSET	4
TOTAL	6
SHEET	P.75
TOTAL	105

RIC-CR 133-2.22

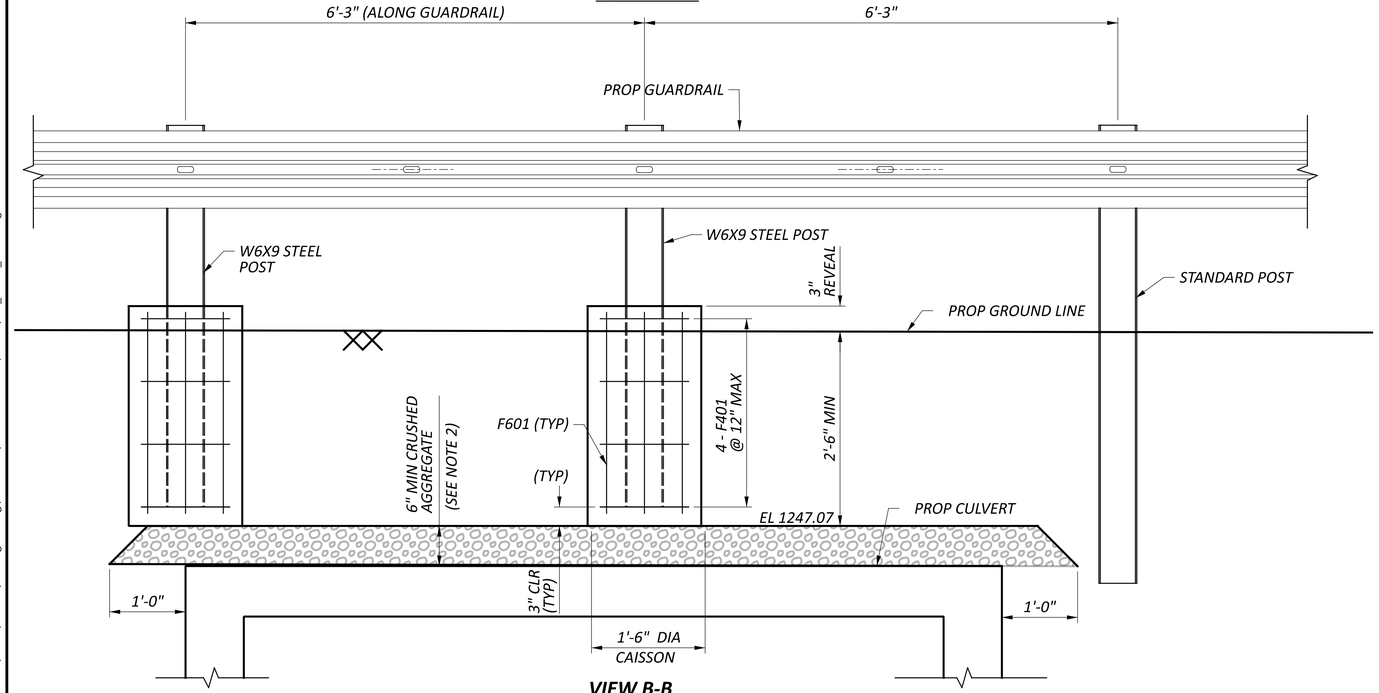
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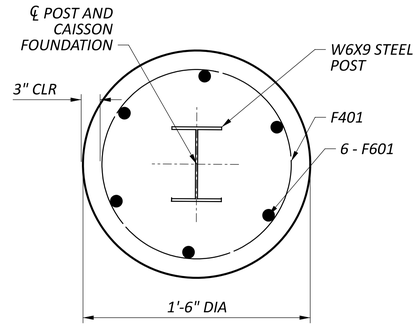
PLAN VIEW



SECTION A-A



VIEW B-B



SECTION C-C

NOTES:

1. REFERENCE ODOT STD DWG MSG-1.1 FOR ADDITIONAL NOTES AND DETAILS
2. WHILE BACKFILLING THE BOX CULVERT, THE CONTRACTOR SHALL PLACE A BED OF 6" MINIMUM COMPACTED AGGREGATE MATERIAL ABOVE THE TOP SLAB AND WITHIN PROXIMITY OF THE POST
3. THE CONTRACTOR SHALL USE CAUTION WHILE EXCAVATING POST FOUNDATIONS OF NECESSARY HAND DIGGING SHALL BE UTILIZED IN CLOSE PROXIMITY OF THE STOP SLAB
4. SEE AS PER PLAN NOTE ON SHEET 2 / 5 FOR ADDITIONAL NOTES
5. CONCRETE FOR CAISSONS SHALL BE CLASS QC1

GUARDRAIL POST AS PER PLAN DETAILS
CULVERT NO.: RIC-C0133-02440
LEX-SPRINGMILL RD. OVER UNNAMED STREAM

SFN N/A

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
CAD/SJS	RMW

REVIEWER CAS 10/17/25

PROJECT ID 118289

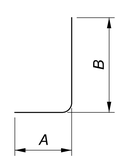
SUBSET	TOTAL
5	6

SHEET	TOTAL
P.76	105

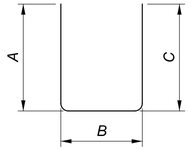
RIC-CR 133-2.22

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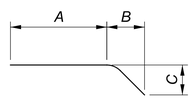
	MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INCREMENT
	RIC-C0133-02440 - EPOXY COATED STEEL REINFORCEMENT											
	WINGWALLS											
	W501	4	6'-11''	29	STR							
	W502	4 SER OF 7	5'-2'' TO 8'-0''	192	STR							INCR = 0'-5 11/16''
	W503	16	5'-8''	95	STR							
	W504	4 SER OF 2	3'-5'' TO 5'-8''	38	STR							INCR = 2'-3''
	W505	51	4'-8''	248	1	1'-0''	3'-9''					
	W506	2	8'-0''	17	STR							
	W507	6	7'-2''	45	STR							
	W508	2 SER OF 2	3'-7'' TO 7'-2''	22	STR							INCR = 3'-7''
	W509	14	9'-8''	141	STR							
	W510	2 SER OF 8	4'-5'' TO 7'-10''	102	STR							INCR = 0'-5 7/8''
	W511	22	8'-0''	184	STR							
	W512	8	4'-10''	35	STR							
	FORESLOPE WALL											
	FS501	10	2'-1''	22	2	0'-9''	0'-8''	0'-9''				
**	FS502	10	2'-8''	28	2	0'-9''	0'-8''	1'-0''				
	FS503	8	9'-0''	75	STR							
	FS504	10	2'-0''	21	2	0'-8''	0'-8''	0'-8''				
**	FS505	10	2'-7''	27	2	0'-8''	0'-8''	1'-3''				
	FOOTING											
	F401	8	3'-11''	17	40						0'-6''	
	F501	68	5'-2''	366	STR							
	F502	50	8'-4''	435	2	3'-8''	1'-2''	3'-8''				
	F503	10	3'-5''	36	1	1'-6''	2'-0''					
	F504	4 SER OF 6	5'-0'' TO 7'-2''	152	STR							INCR = 0'-5 3/16''
	F505	2 SER OF 2	5'-0'' TO 5'-6''	22	STR							INCR = 0'-6''
	F506	2 SER OF 6	14'-10'' TO 19'-2''	213	20	2'-5'' TO 2'-5''	2'-5'' TO 2'-5''	8'-0'' TO 12'-4''	2'-5'' TO 2'-5''	2'-5'' TO 2'-5''		INCR C = 0'-10 3/8''
	F507	1 SER OF 2	14'-10'' TO 15'-10''	32	20	2'-5'' TO 2'-5''	2'-5'' TO 2'-5''	8'-0'' TO 9'-0''	2'-5'' TO 2'-5''	2'-5'' TO 2'-5''		INCR C = 1'-0''
	F508	66	5'-11''	407	STR							
	F509	2 SER OF 7	19'-1'' TO 22'-1''	301	19	15'-9'' TO 18'-9''	1'-8'' TO 1'-8''	2'-10'' TO 2'-10''				INCR A = 0'-6''
	F510	2 SER OF 7	8'-3'' TO 11'-9''	146	STR							INCR = 0'-7''
	F511	1 SER OF 2	19'-1'' TO 19'-4''	40	19	15'-9'' TO 16'-0''	1'-8'' TO 1'-8''	2'-10'' TO 2'-10''				INCR A = 0'-3''
	F512	1 SER OF 2	8'-3'' TO 9'-0''	18	STR							INCR = 0'-9''
	F513	6	9'-0''	56	STR							
	F514	10	2'-10''	24	1	1'-6''	1'-5''					
	F601	12	2'-3''	41	STR							
			TOTAL	**3,666**								



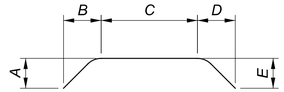
TYPE-1



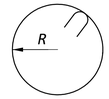
TYPE-2



TYPE-19



TYPE-20



TYPE-40

NOTES

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, THE NUMBER S601 IS A NO. 6 BAR. BAR DIMENSIONS ARE SHOWN OUT TO OUT, UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. ALL REINFORCING STEEL TO BE EPOXY COATED.
3. UNLESS OTHERWISE SPECIFIED, THE FOLLOWING LAP LENGTHS SHALL APPLY:

   #5 BARS: 2'-5" (VERT), #5 BARS: 3'-4" (HORIZ)
4. SEE GENERAL NOTES FOR ABBREVIATION LEGENDS.

LEGEND

** BAR END IS SPLICED INTO MECHANICAL CONNECTOR TO BE SUPPLIED WITH PRECAST BOX.

REBAR TABLE
CULVERT NO.: RIC-C0133-02440
LEX-SPRINGMILL RD. OVER UNNAMED STREAM

SFN N/A

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
CAD	RMW

REVIEWER CAS 10/17/25

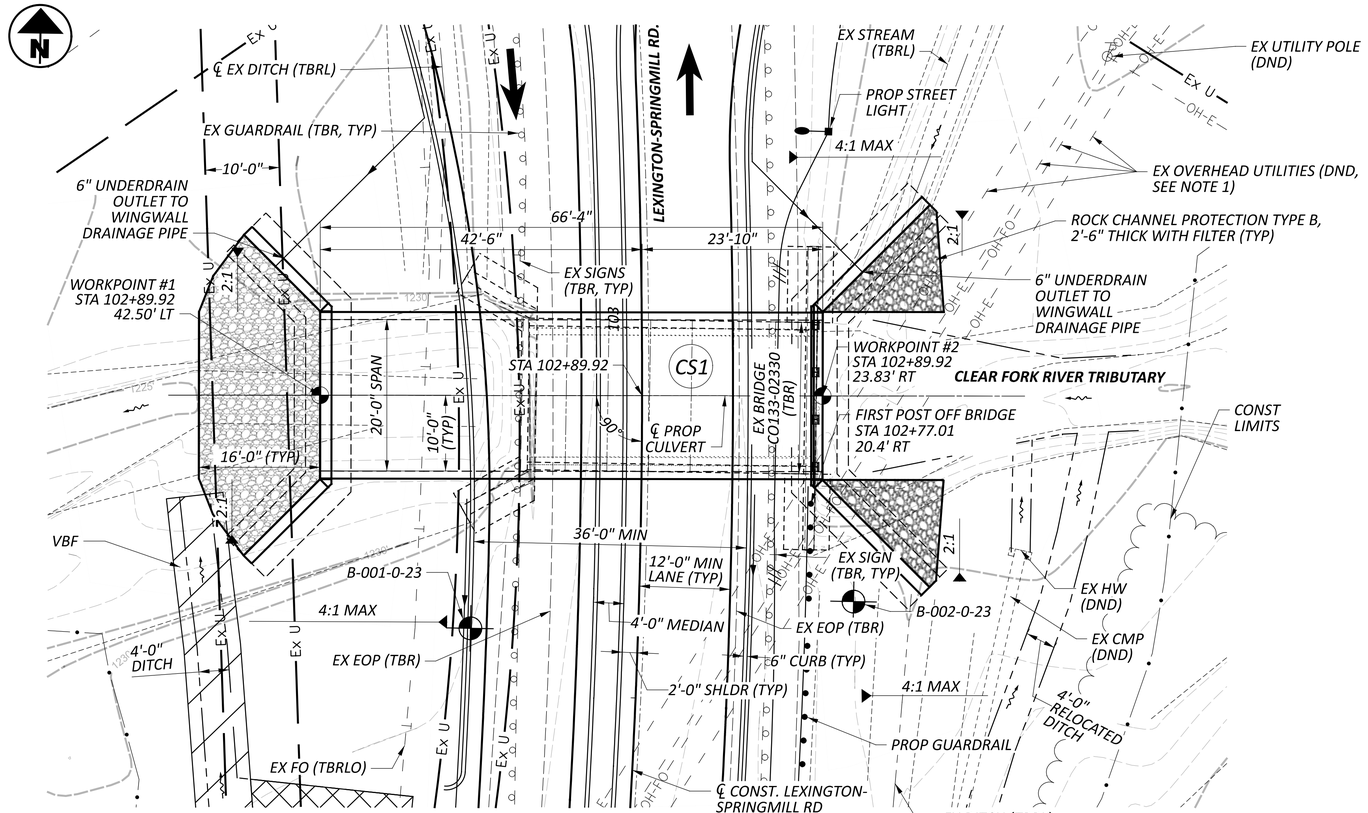
PROJECT ID 118289

SUBSET	TOTAL
6	6

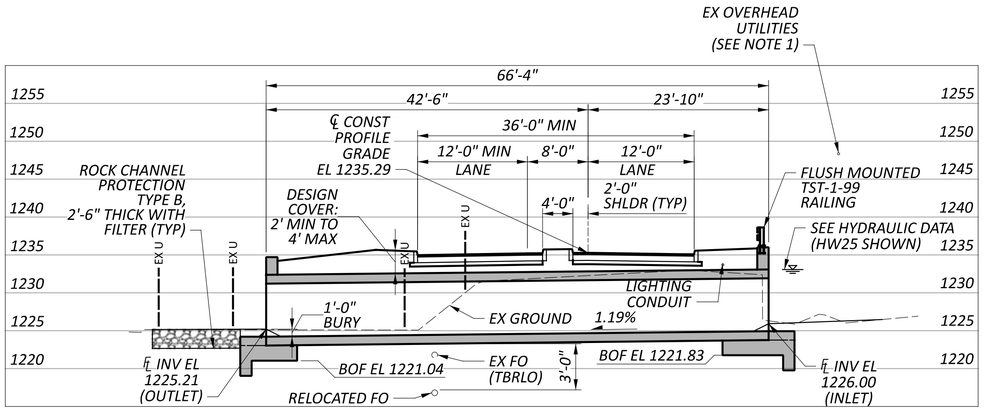
SHEET	TOTAL
P.77	105

RIC-CR 133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:16:51 AM USER: jtheuring
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PLAN



PROFILE ALONG CENTERLINE CULVERT

(EX BRIDGE [TBR] NOT SHOWN FOR CLARITY)

LEGEND

- WORKPOINT, FACE OF HEADWALL AND ℄ CULVERT
- BORING LOCATION

CS1 **HORIZONTAL CURVE DATA**

P.I. = STA. 102+58.74
Δ = 20°42'39" LT
Dc = 05°47'57"
R = 988.00'
T = 177.27'
L = 350.80'
E = 15.78'

BENCHMARK DATA

BM #1: STA 106+07.25 (LEXINGTON-SPRINGMILL), OFFSET 193.97' LT, EL 1237.70. RAILROAD SPIKE IN THE EAST SIDE OF A WOODEN POWER POLE LOCATED IN THE MIDDLE OF A FIELD, 85 FEET SOUTH OF THE DRIVEWAY TO RESIDENCE #1768, 195 FEET WEST OF LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133), AND 265 FEET NORTHWEST OF THE INTERSECTION BETWEEN LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133) AND SOUTH HOME ROAD (T.R. 135).

BM #3: STA 101+05.48 (LEXINGTON-SPRINGMILL), OFFSET 90.41' RT, EL 1246.05. CHISELED "X" ON THE WEST FLANGE BOLT OF A FIRE HYDRANT LOCATED 40 FEET NORTH OF THE DRIVEWAY TO RESIDENCE #1773 AND 90 FEET EAST OF LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133).

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.2/105

NOTES

1. *DURING CRANE OPERATION AND INSTALLATION OF PRECAST COMPONENTS, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHILE WORKING AROUND AND ADJACENT TO OVERHEAD LINES. THE CONTRACTOR SHALL COORDINATE INSTALLATION WITH THE UTILITY OWNER TO ENSURE NECESSARY CLEARANCES TO ACTIVE LINES ARE MAINTAINED THROUGHOUT CONSTRUCTION.*
2. *EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPE SHALL CONFORM TO PLAN CROSS SECTION*

DESIGN TRAFFIC

2026 ADT = 10,431 *2026 ADTT = 209*
2046 ADT = 11,474 *2046 ADTT = 230*
DIRECTIONAL DISTRIBUTION = 51%

HYDRAULIC DATA

DRAINAGE AREA = 4.35 SQ. MILES
Q (25) = 891 CFS *V (25) = 7.42 FPS* *HW (25) = 1233.07*
Q (100) = 1,353 CFS *V (100) = 14.70 FPS* *HW (100) = 1234.91*
STRUCTURE DOES NOT CLEAR THE HW25, HOWEVER SATISFIES CURRENT LOCATION AND DESIGN MANUAL 2, 1006.2.1 CRITERIA
STREAM PH = 7.90 *OHWM = 1226.83*

EXISTING STRUCTURE

TYPE: 18'-0" x 5'-0" FOUR SIDED BOX CULVERT WITH REINFORCED CONCRETE FOOTING AND WINGWALLS
SPANS: 18'-0"± CLEAR SPAN
ROADWAY: 32'-0" ± F/F GUARDRAILS
LOADING: HS20-44
SKEW: NONE
APPROACH SLABS: NONE
ALIGNMENT: 14°23'14" ± CURVE LT
CROWN: SUPERELEVATED
STRUCTURE FILE NUMBER: 7031076
DATE BUILT: 1992
DISPOSITION: TO BE REPLACED

PROPOSED STRUCTURE

TYPE: 20'-0" x 7'-0", PRECAST REINFORCED CONCRETE BOX CULVERT WITH CAST-IN-PLACE REINFORCED CONCRETE HEADWALLS AND WINGWALLS FOUNDED ON CAST-IN-PLACE SPREAD FOOTINGS
SPANS: 20'-0" CLEAR SPAN
ROADWAY: 36'-0" MIN T/T CURB
LOADING: HL93 + 60 PSF FUTURE WEARING SURFACE
SKEW: NONE
APPROACH SLABS: NONE
ALIGNMENT: 05°47'57" CURVE LT
CROWN: NORMAL
DECK AREA: 1460 SF
COORDINATES: LATITUDE 40°42'35.31" N
LONGITUDE 82°34'50.84" W

HORIZONTAL SCALE IN FEET
0 5 10 20

SITE PLAN
BRIDGE NO.: RIC-CO133-02265
LEX-SPRINGMILL RD. OVER CLEAR FORK RIVER TRIBUTARY

SFN 7031077
DESIGN AGENCY EMH&T
DESIGNER CAD | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 1 | TOTAL 7
SHEET P.78 | TOTAL 105

RIC-CR133-2.22

MODEL: Sheet_Survft PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:16:54 AM USER: jtheuring
J:\20230231\ODOT\118289\400-Engineering\Structures\RIC-CO133-02265\Sheets\133_2265C_SP001.dgn

GENERAL NOTES

REFER TO THE FOLLOWING STANDARD DRAWING(S):

TST-1-99 REVISED 1/15/21

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

940 DATED 4/17/15

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATION" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, AND THE CURRENT ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

HL-93 VEHICULAR
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

SLOPE OF BACKFILL = 4:1 (MAX)
HEIGHT OF LIVE LOAD SURCHARGE = 2 FT (INLET ONLY)
EXTREME EVENT COLLISION FORCE = TL-4 (INLET ONLY)
BOX CULVERT DESIGN COVER = 2' MIN TO 4' MAX

TOTAL UNIT WEIGHT OF BACKFILL SOIL = 120 PCF
UNIT WEIGHT OF CONCRETE = 150 PCF

DESIGN SOIL PARAMETERS

INTERNAL ANGLE OF FRICTION OF BACKFILL SOIL, $\varphi_{bf} = 30°$
INTERNAL ANGLE OF FRICTION (DRAINED), FOUNDATION SOIL, $\varphi_{f} = 23°$
ULTIMATE BEARING RESISTANCE = 3100 PSF

DESIGN DATA

CLASS QC1 CONCRETE - COMPRESSIVE STRENGTH 4000 PSI (FOOTING, WINGWALL AND FORESLOPE WALL)

REINFORCING STEEL - ASTM A615, A616, OR A617 GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI (ALL REINFORCING SHALL BE EPOXY COATED)

FOUNDATION BEARING RESISTANCE

WINGWALL FOOTINGS, AS DESIGNED PRODUCE A MAXIMUM SERVICE LOAD BEARING PRESSURE OF 1.64 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 2.54 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 3.1 KIPS PER SQUARE FOOT. IF A BACKFILL MATERIAL WITH A HIGHER INTERNAL ANGLE OF FRICTION OR A LIGHTER TOTAL UNIT WEIGHT IS USED; OR IF A FOUNDATION SOIL WITH A HIGHER DRAINED INTERNAL ANGLE OF FRICTION OR A HIGHER UNDRAINED SHEAR STRENGTH IS ENCOUNTERED; THEN THE STABILITY OF THE WINGWALLS IS SATISFACTORY. ANY MODIFICATIONS TO THE DESIGN PRESENTED HEREIN SHALL BE COORDINATED AND APPROVED BY THE ENGINEER. DESIGN OF PRECAST WALL ALTERNATIVES (IF APPROVED BY THE OWNER) SHALL BE THE COMPLETE RESPONSIBILITY OF THE SUPPLIER AND SHALL CONFORM TO THE MINIMUM DESIGN LOADS AND WALL GEOMETRICS DEPICTED IN THESE PLANS.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM FIELD OBSERVATIONS, MEASURES, AND AVAILABLE RECORD PLAN INFORMATION. CONSEQUENTLY, THEY ARE INDICATED OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

POROUS BACKFILL WITH FILTER FABRIC

1'-6" THICK SHALL BE PLACED BEHIND THE WINGWALLS ONLY AND SHALL EXTEND TO 12" BELOW THE EMBANKMENT SURFACE. GEOTEXTILE FABRIC SHALL BE PLACED BETWEEN THE POROUS BACKFILL AND REPLACED EXCAVATION ADJACENT TO THE STRUCTURE. IT SHALL TURN UNDER THE BOTTOM OF THE POROUS BACKFILL AND RETURN 6" ABOVE THE TOP ELEVATION OF THE WEEPHOLE.

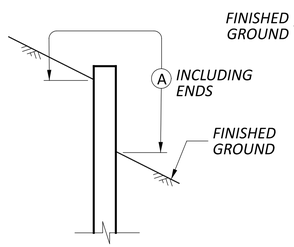
WEEPHOLES SHALL BE PLACED 6" TO 12" ABOVE THE NORMAL WATER ELEVATION OR GROUND LINE AND SHALL HAVE A MAXIMUM SPACING OF 10'-0". A MINIMUM OF ONE WEEPHOLE SHALL BE PROVIDED PER WINGWALL.

PREFORMED EXPANSION JOINT FILLER

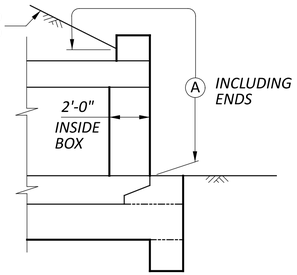
PREFORMED EXPANSION JOINT FILLER (PEJF) CONFORMING TO CMS 705.03, 1 INCH THICK, SHALL BE PLACED ABOVE THE FOOTING BETWEEN THE SIDES OF THE BOX CULVERT AND THE ENDS OF THE WINGWALLS. PAYMENT FOR MATERIALS AND INSTALLATION SHALL BE INCLUDED WITH ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER.

SEALING OF FORESLOPE WALL AND WINGWALLS

ALL EXPOSED FORESLOPE WALL AND WINGWALL CONCRETE SHALL BE SEALED WITH EPOXY-URETHANE SEALER. THE LIMITS SHALL BE AS SHOWN IN THE DIAGRAMS BELOW. PAYMENT FOR THE EPOXY-URETHANE SEALER SHALL BE PER ITEM 512 - SEALING OF CONCRETE SURFACES.



WINGWALL



FORESLOPE WALL AND PRECAST BOX (CULVERT OUTLET BEVEL SHOWN)

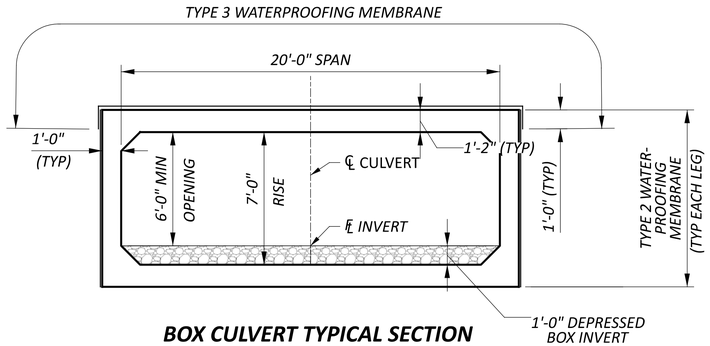
LIMITS OF ITEM 512-SEALING CONCRETE SURFACES

(A) - SEAL ENTIRE CONCRETE SURFACE AREA

ITEM 611, 20' X 7' CONDUIT, TYPE A, 706.05, AS PER PLAN

EXPOSED EXTERIOR FACES OF PRECAST END BOX SECTIONS SHALL BE MANUFACTURED WITHOUT A BELL OR SPIGOT, SUCH THAT THE FACE OF CULVERT IS CONTINUOUSLY FLUSH WITH THE FACE OF HEADWALLS AND WINGWALLS.

THE COST FOR CONSTRUCTION, SHIPMENT, AND INSTALLATION OF THE PRECAST CONCRETE FOUR-SIDED BOX CULVERT SHALL BE INCLUDED WITH THE LINEAR FOOT PRICE BID FOR ITEM 611, 20' X 7' CONDUIT, TYPE A, 706.05, AS PER PLAN, FOR PAYMENT



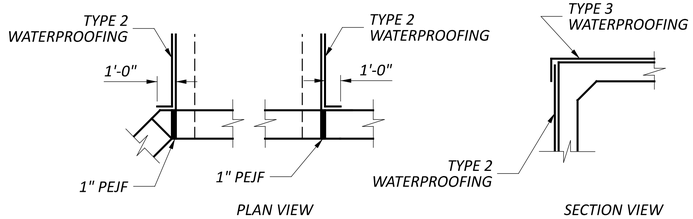
BOX CULVERT TYPICAL SECTION

(REINFORCING BARS NOT SHOWN CLARIFY, SEE ODOT SUPPLEMENTAL SPECIFICATION 940 FOR ADDITIONAL INFORMATION)

WATERPROOFING

TYPE 2 WATERPROOFING, PER CMS 512.09 AND 711.25, SHALL EXTEND VERTICALLY DOWN THE ENTIRE SIDES OF THE PRECAST CULVERT SECTIONS FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE BACKFILL. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 512 - TYPE 2 WATERPROOFING.

TYPE 3 WATERPROOFING, PER CMS 512.10 AND 711.29 SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE PRECAST CULVERT SECTIONS AND SHALL EXTEND ONE FOOT VERTICALLY DOWN THE SIDES FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE BACKFILL. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 512 - TYPE 3 WATERPROOFING.



PLAN VIEW SECTION VIEW

WATERPROOFING DETAILS

BASIS OF PAYMENT: ALL LABOR, EQUIPMENT AND INCIDENTALS REQUIRED TO CONSTRUCT THE FOOTING, CUTOFF WALL, WINGWALLS AND FORESLOPE WALL SHALL BE INCLUDED WITH APPLICABLE ITEM 511 - CLASS QC1 CONCRETE ITEMS. PAYMENT FOR REINFORCING STEEL SHALL BE INCLUDED WITH ITEM 509 - EPOXY COATED REINFORCING STEEL.

ITEM 517, RAILING, TWIN STEEL TUBE, AS PER PLAN

THE TWIN STEEL TUBE RAILING AS SHOWN IN THESE PLANS SHALL BE CONSTRUCTED AS DETAILED ODOT STANDARD CONSTRUCTION DRAWING TST-1-99, EXCEPT THAT ALL POST SHALL BE INSTALLED WITH A FLUSH MOUNTED CONNECTION ATOP THE BOX CULVERT HEADWALL AS DETAILED ON SHEET 4/7.

ALL LABOR, EQUIPMENT AND INCIDENTALS REQUIRED TO CONSTRUCT THE RAILING SHALL BE INCLUDED WITH ITEM 517, RAILING, TWIN STEEL TUBE, AS PER PLAN, FOR PAYMENT

ESTIMATED QUANTITIES

ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION
202	11000	LUMP		STRUCTURE REMOVED
503	11100	LUMP		COFFERDAMS, AND EXCAVATION BRACING
503	21100	283	CU. YD.	UNCLASSIFIED EXCAVATION
509	10000	11,002	LB.	EPOXY COATED REINFORCING STEEL
511	46010	39	CU. YD.	CLASS QC1 CONCRETE, RETAINING WALL OR WINGWALL, NOT INCLUDING FOOTING
511	46510	75	CU. YD.	CLASS QC1 CONCRETE, FOOTING
511	46610	7	CU. YD.	CLASS QC1 CONCRETE, HEADWALLS
512	10100	100	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	33000	131	SQ. YD.	TYPE 2 MEMBRANE WATERPROOFING
512	33010	175	SQ. YD.	TYPE 3 MEMBRANE WATERPROOFING
516	13600	72	SQ. FT.	1" PREFORMED EXPANSION JOINT FILLER
517	70001	24	LIN. FT.	RAILING (TWIN STEEL TUBE), AS PER PLAN
518	21200	25	CU. YD.	POROUS BACKFILL WITH FILTER FABRIC
518	40000	69	LIN. FT.	6" PERFORATED CORRUGATED PLASTIC PIPE
518	40012	9	LIN. FT.	6" NON-PERFORATED CORRUGATED PLASTIC PIPE
601	32100	71	CU. YD.	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER
611	96487	67	LIN. FT.	20' X 7' CONDUIT, TYPE A, 706.05, AS PER PLAN (DESIGN COVER = 4 FT)

NOTE: ALL QUANTITIES PRESENTED ON THIS SHEET SHALL BE INCLUDED WITH 02/LNTP/10

GENERAL NOTES
BRIDGE NO.: RIC-C0133-02265
LEX-SPRINGMILL RD. OVER CLEAR FORK RIVER TRIBUTARY

SFN 7031077
DESIGN AGENCY EMH&T
DESIGNER CAD/SJS | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 2 | TOTAL 7
SHEET P.79 | TOTAL 105

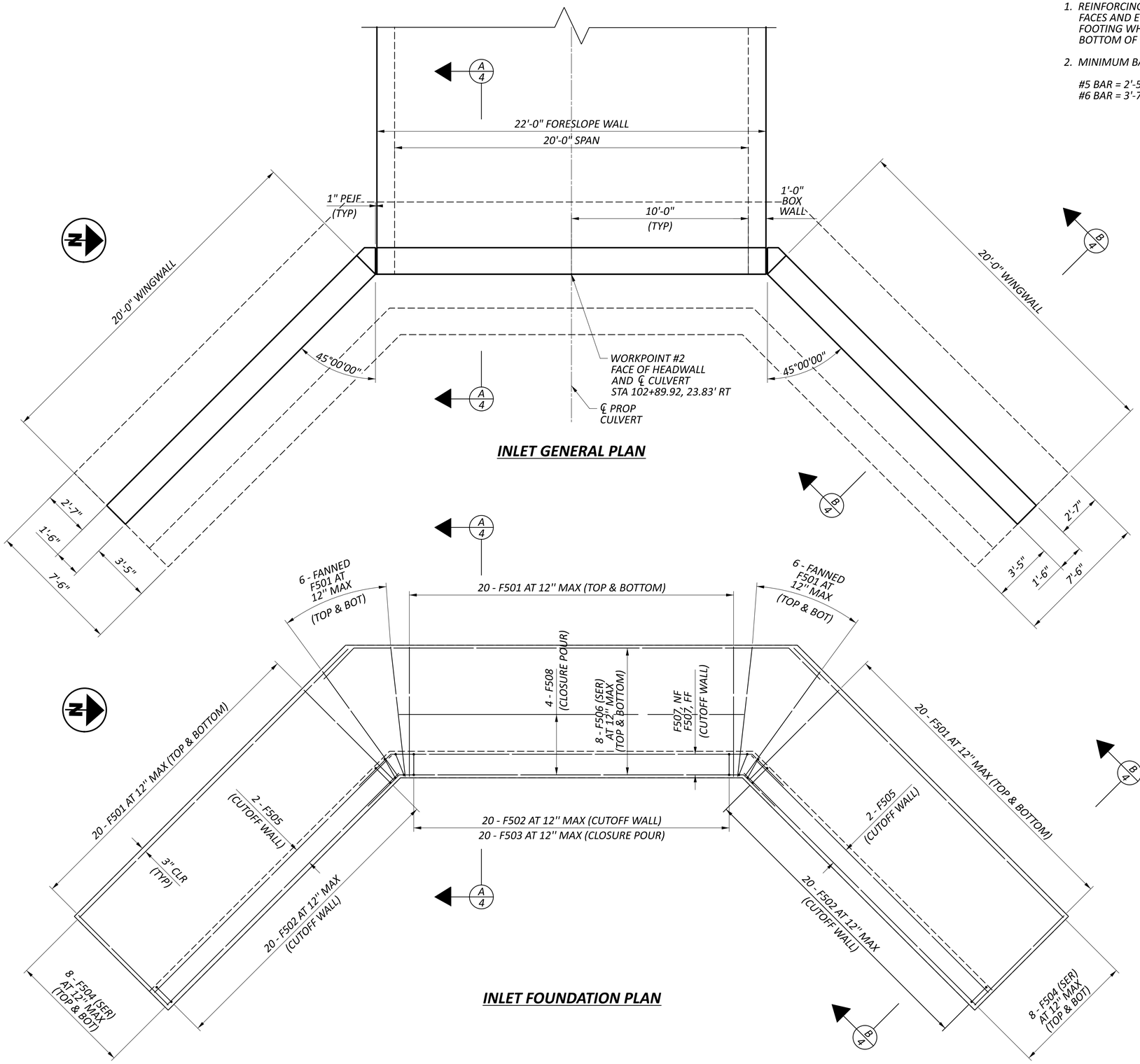
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NOTES

1. REINFORCING BARS SHALL BE PLACED 2" CLEAR FROM FACES AND EDGES OF WALL EXCEPT AT BOTTOM OF FOOTING WHERE CLEARANCE SHALL BE 3" FROM BOTTOM OF FOOTING
2. MINIMUM BAR LAP LENGTHS SHALL BE:

   #5 BAR = 2'-5"
   #6 BAR = 3'-7"



INLET GENERAL PLAN

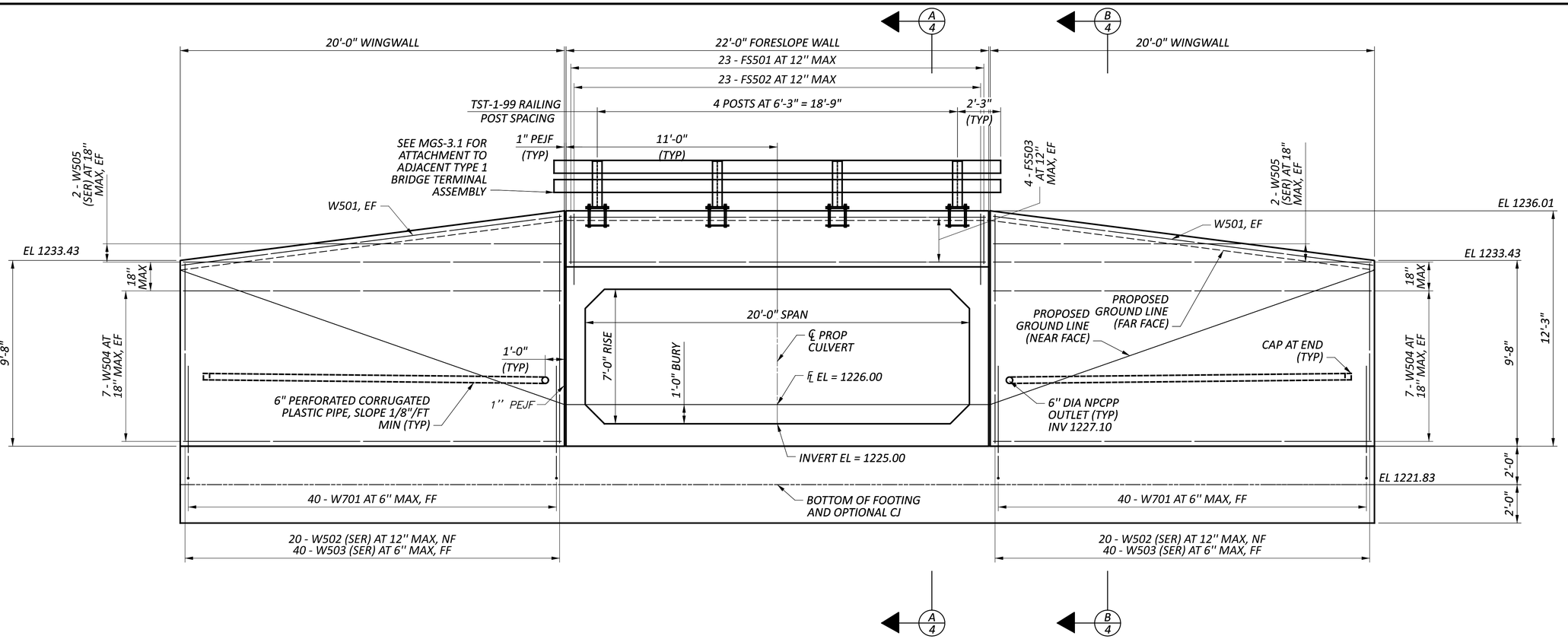
INLET FOUNDATION PLAN

INLET DETAILS
BRIDGE NO.: RIC-C0133-02265
LEX-SPRINGMILL RD. OVER CLEAR FORK RIVER TRIBUTARY

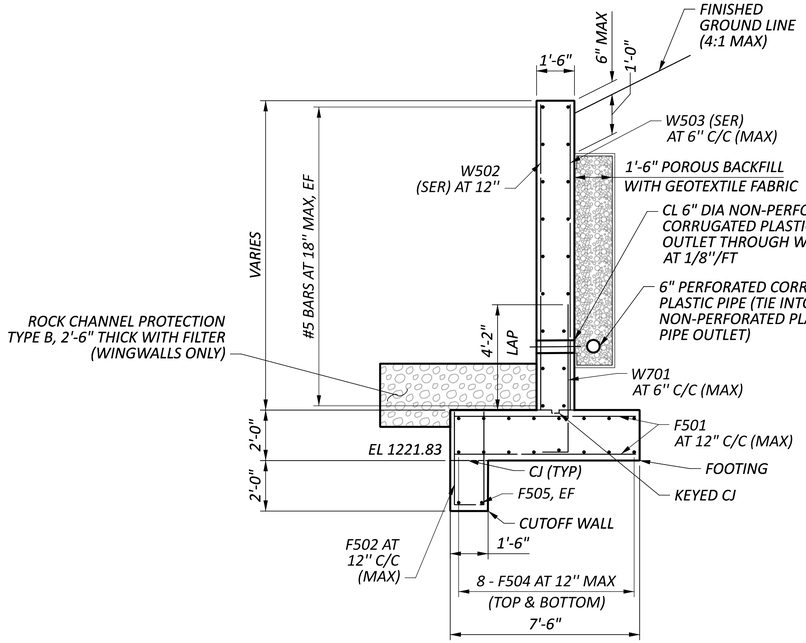
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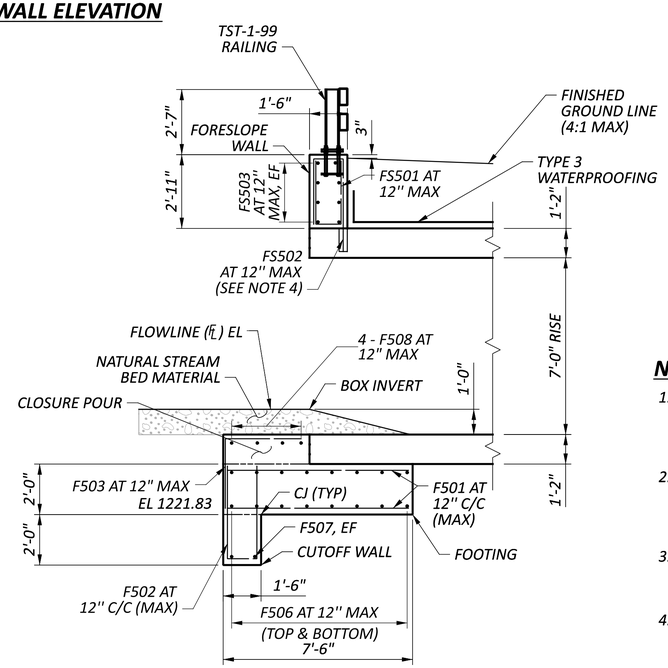
SFN	7031077
DESIGN AGENCY	EMH&T
DESIGNER	CAD/SJS
CHECKER	RMW
REVIEWER	CAS 10/17/25
PROJECT ID	118289
SUBSET	3
TOTAL	7
SHEET	P.80
TOTAL	105



INLET HEADWALL ELEVATION



SECTION B-B



SECTION A-A

NOTES

1. REINFORCING BARS SHALL BE PLACED 2" CLEAR FROM FACES AND EDGES OF WALL EXCEPT AT BOTTOM OF FOOTING WHERE CLEARANCE SHALL BE 3" FROM BOTTOM OF FOOTING
2. MINIMUM BAR LAP LENGTHS SHALL BE:

   #5 BAR = 2'-5"
   #7 BAR = 4'-2"
3. FOR ADDITIONAL DETAILS NOT SHOWN REFERENCE FLUSH MOUNTED RAIL CONNECTION PER ODOT STD DWG TST-1-99
4. PRECAST BOX MANUFACTURER TO PROVIDE MECHANICAL CONNECTOR, SEE ODOT STANDARD DRAWING MGS-2.4

INLET DETAILS
BRIDGE NO.: RIC-C0133-02265
LEX-SPRINGMILL RD. OVER CLEAR FORK RIVER TRIBUTARY

SFN 7031077
DESIGN AGENCY EMH&T
DESIGNER CAD/SJS | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 4 | TOTAL 7
SHEET P.81 | TOTAL 105

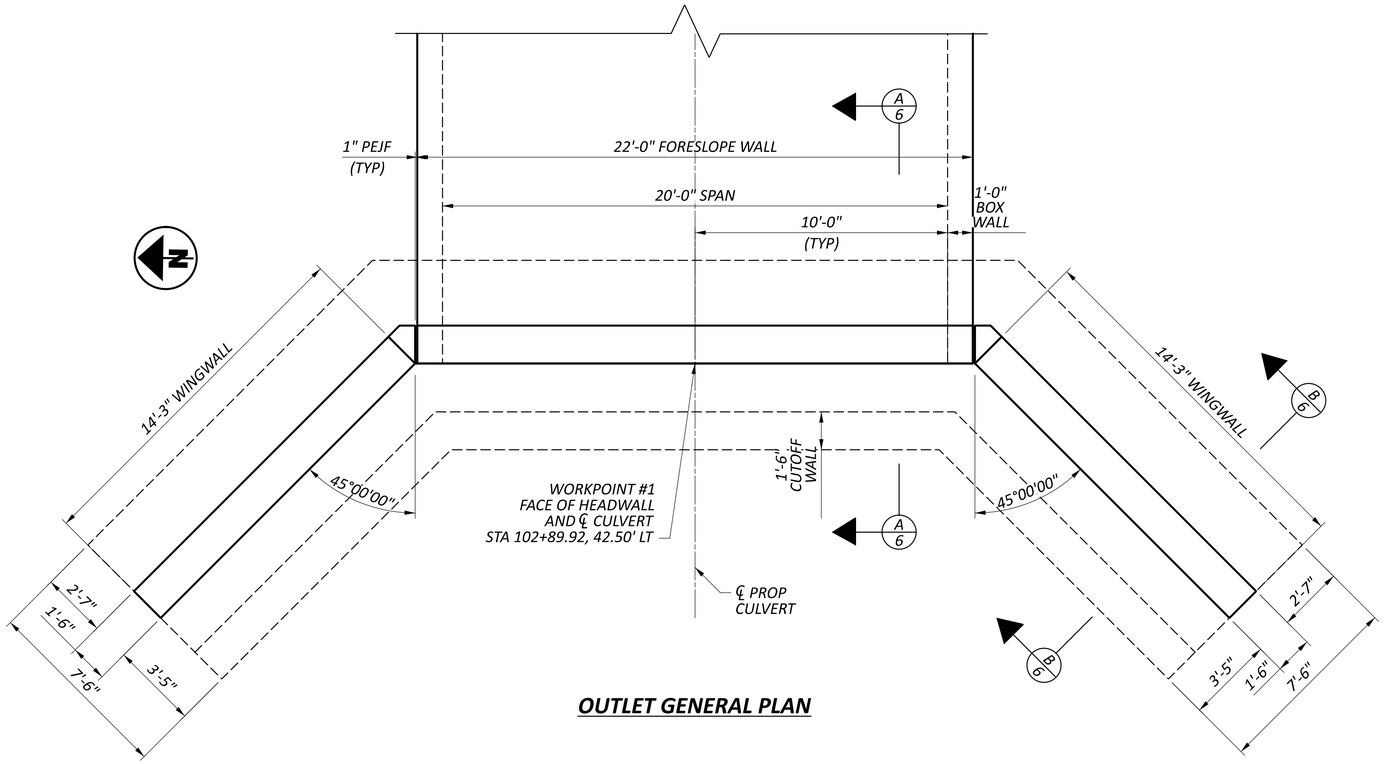
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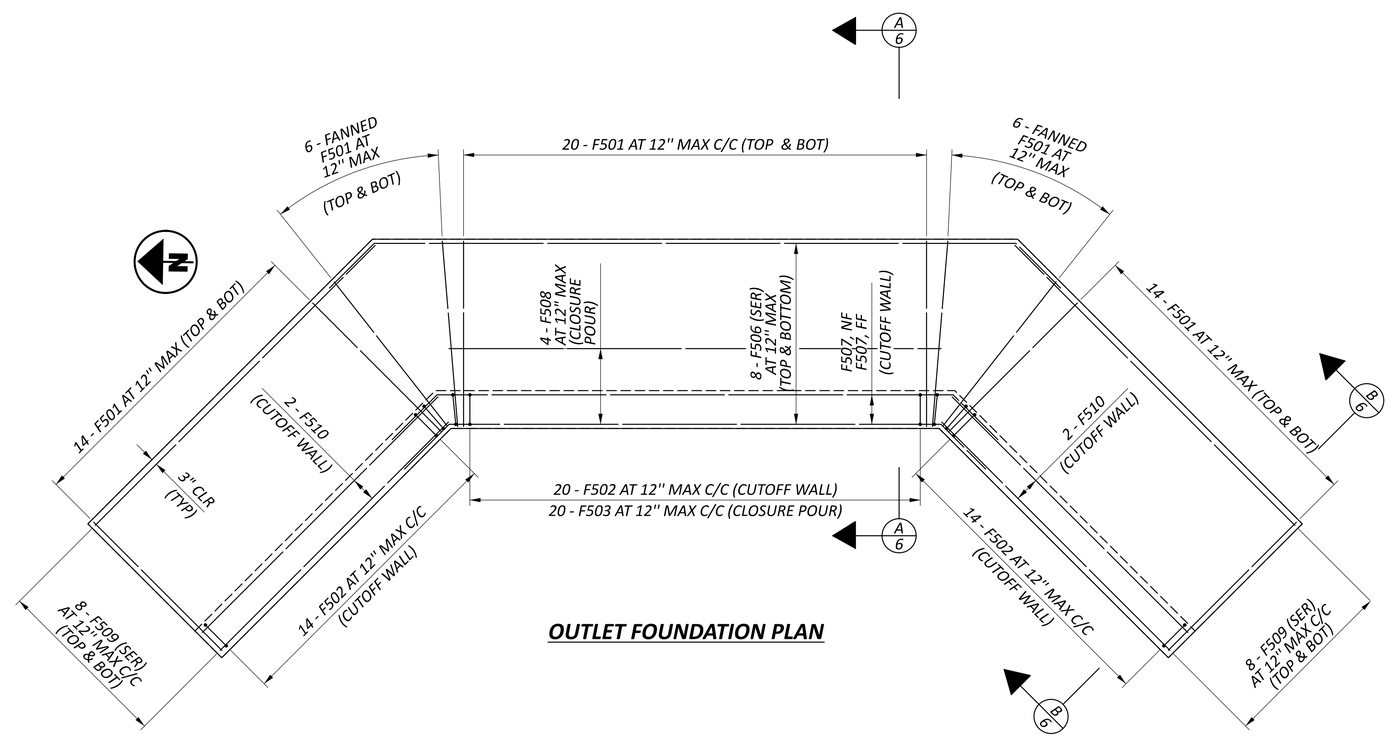
NOTES

1. REINFORCING BARS SHALL BE PLACED 2" CLEAR FROM FACES AND EDGES OF WALL EXCEPT AT BOTTOM OF FOOTING WHERE CLEARANCE SHALL BE 3" FROM BOTTOM OF FOOTING
2. MINIMUM BAR LAP LENGTHS SHALL BE:

   #5 BAR = 2'-5"
   #6 BAR = 3'-7"



OUTLET GENERAL PLAN



OUTLET FOUNDATION PLAN

RIC-CR 133-2.22

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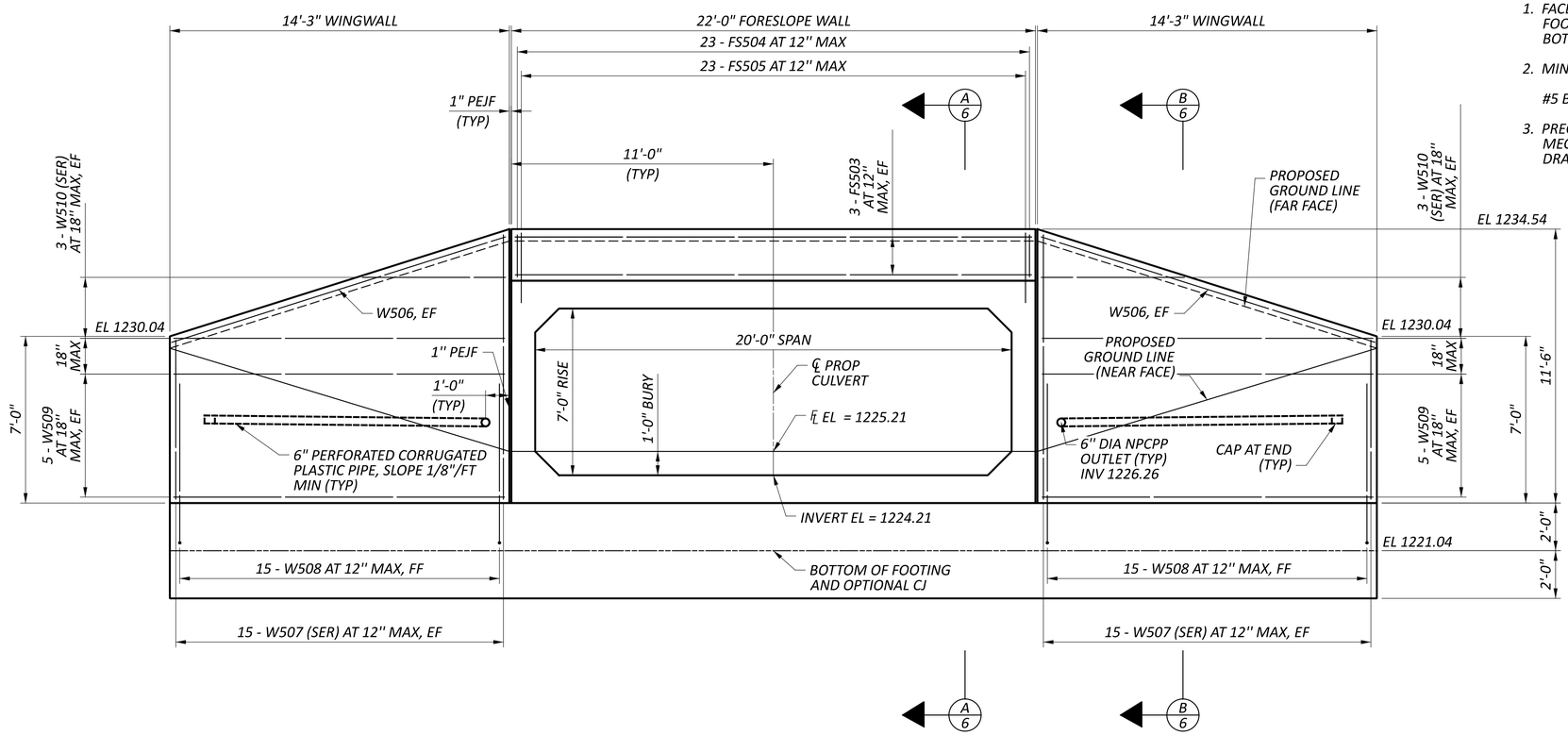
OUTLET DETAILS
BRIDGE NO.: RIC-C0133-02265
LEX-SPRINGMILL RD. OVER CLEAR FORK RIVER TRIBUTARY

SFN	7031077
DESIGN AGENCY	EMH&T
DESIGNER	CAD/SJS
CHECKER	RMW
REVIEWER	CAS 10/17/25
PROJECT ID	118289
SUBSET	5
TOTAL	7
SHEET	P.82
TOTAL	105

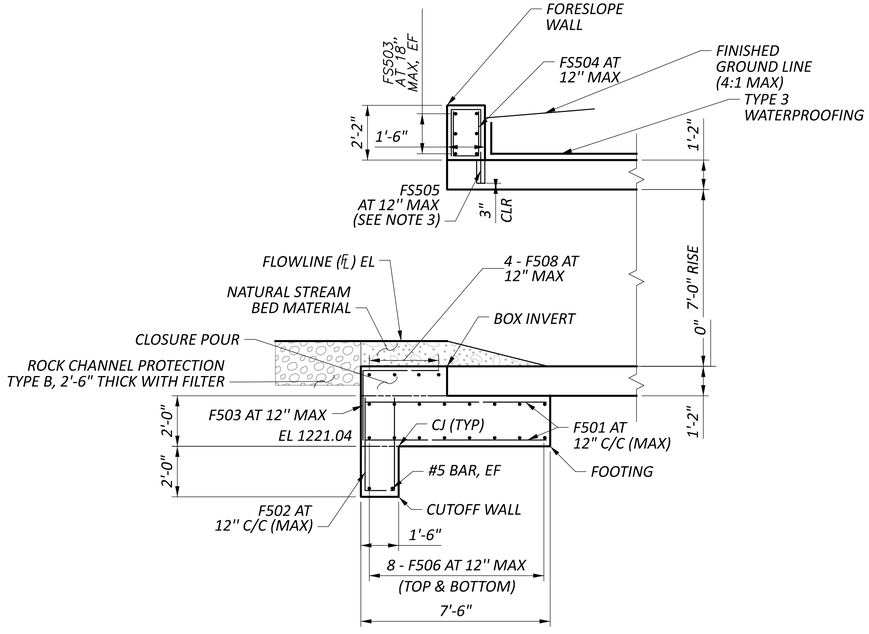
NOTES

1. FACES AND EDGES OF WALL EXCEPT AT BOTTOM OF FOOTING WHERE CLEARANCE SHALL BE 3" FROM BOTTOM OF FOOTING
2. MINIMUM BAR LAP LENGTHS SHALL BE:

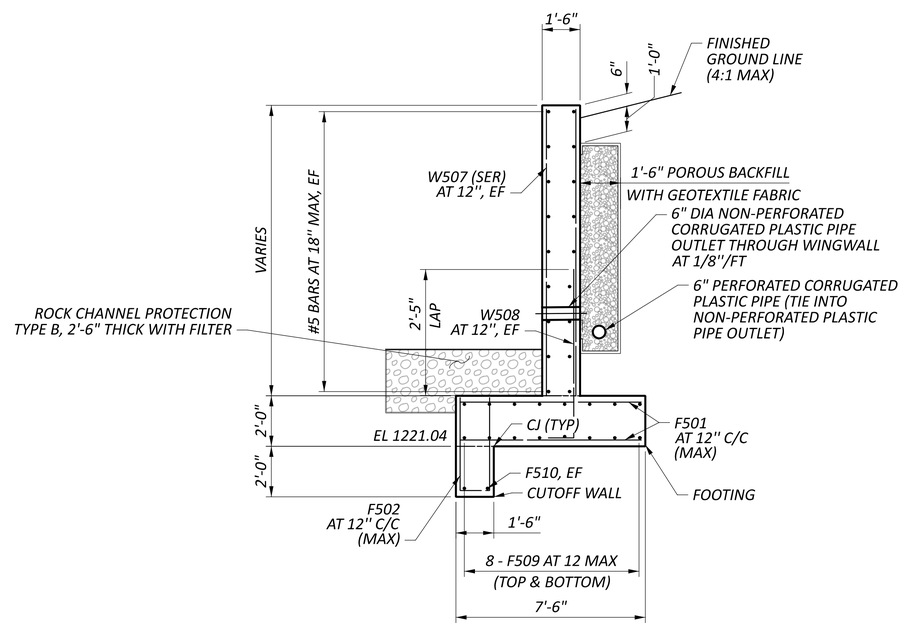
   #5 BAR = 2'-5"
3. PRECAST BOX MANUFACTURER TO PROVIDE MECHANICAL CONNECTOR, SEE ODOT STANDARD DRAWING MGS-2.4



OUTLET HEADWALL ELEVATION



SECTION A-A



SECTION B-B

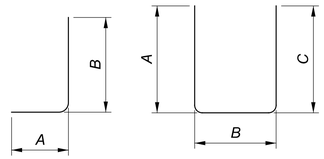
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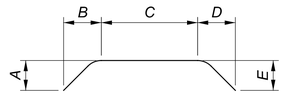
OUTLET DETAILS
BRIDGE NO.: RIC-C0133-02265
LEX-SPRINGMILL RD. OVER CLEAR FORK RIVER TRIBUTARY

SFN 7031077
DESIGN AGENCY EMH&T
DESIGNER CAD/SJS | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 6 | TOTAL 7
SHEET P.83 | TOTAL 105

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INCREMENT
RIC-C0133-02265 - EPOXY COATED STEEL REINFORCEMENT											
WINGWALLS											
W501	4	19'-10''	83	STR							
W502	2 SER OF 20	9'-5'' TO 12'-0''	447	STR							INCR = 0'-1 5/8''
W503	2 SER OF 40	9'-5'' TO 12'-0''	894	STR							INCR = 0'-0 13/16''
W504	28	19'-8''	574	STR							
W505	4 SER OF 2	9'-8'' TO 19'-8''	122	STR							INCR = 10'-0''
W506	4	14'-8''	61	STR							
W507	4 SER OF 15	6'-8'' TO 11'-2''	558	STR							INCR = 0'-3 7/8''
W508	30	5'-2''	162	1	1'-0''	4'-3''					
W509	20	13'-11''	290	STR							
W510	4 SER OF 3	4'-8'' TO 13'-11''	116	STR							INCR = 4'-7 1/2''
W701	80	7'-3''	1186	1	1'-2''	6'-2''					
FORESLOPE WALL											
FS501	23	6'-1''	146	2	2'-6''	1'-2''	2'-6''				
** FS502	23	7'-3''	174	2	2'-6''	1'-2''	2'-9''				
FS503	14	21'-8''	316	STR							
FS504	23	4'-10''	116	2	1'-10''	1'-2''	1'-10''				
** FS505	23	5'-1''	122	2	1'-10''	1'-2''	2'-1''				
FOOTING											
F501	264	7'-2''	1973	STR							
F502	108	8'-1''	911	2	3'-7''	1'-2''	3'-7''				
F503	40	5'-11''	247	1	3'-0''	3'-0''					
F504	4 SER OF 8	18'-6'' TO 21'-4''	665	STR							INCR = 0'-4 7/8''
F505	4	19'-0''	79	STR							
F506	4 SER OF 8	26'-6'' TO 32'-1''	978	20	2'-5'' TO 2'-5''	2'-5'' TO 2'-5''	19'-8'' TO 25'-3''	2'-5'' TO 2'-5''	2'-5'' TO 2'-5''		INCR C = 0'-9 9/16''
F507	2 SER OF 2	26'-6'' TO 27'-4''	112	20	2'-5'' TO 2'-5''	2'-5'' TO 2'-5''	19'-8'' TO 20'-6''	2'-5'' TO 2'-5''	2'-5'' TO 2'-5''		INCR C = 0'-10''
F508	8	21'-8"	161	STR							
F509	4 SER OF 8	12'-8" TO 15'-8"	473	STR							INCR = 0'-5 1/8"
F510	2 SER OF 2	12'-8" TO 13'-2"	54	STR							INCR = 0'-6"
		TOTAL	11,002								



TYPE-1 TYPE-2



TYPE-20

NOTES

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, THE NUMBER S601 IS A NO. 6 BAR. BAR DIMENSIONS ARE SHOWN OUT TO OUT, UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. ALL REINFORCING STEEL TO BE EPOXY COATED.
3. UNLESS OTHERWISE SPECIFIED, THE FOLLOWING LAP LENGTHS SHALL APPLY:

   #5 BARS: 2'-5" (VERT), #5 BARS: 3'-4" (HORIZ)
   #7 BARS: 4'-2" (VERT)
4. SEE GENERAL NOTES FOR ABBREVIATION LEGENDS.

LEGEND

** BAR END IS SPLICED INTO MECHANICAL CONNECTOR TO BE SUPPLIED WITH PRECAST BOX.

REBAR TABLE

BRIDGE NO.: RIC-C0133-02265

LEX-SPRINGMILL RD. OVER CLEAR FORK RIVER TRIBUTARY

SFN 7031077

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
CAD	RMW

REVIEWER CAS 10/17/25

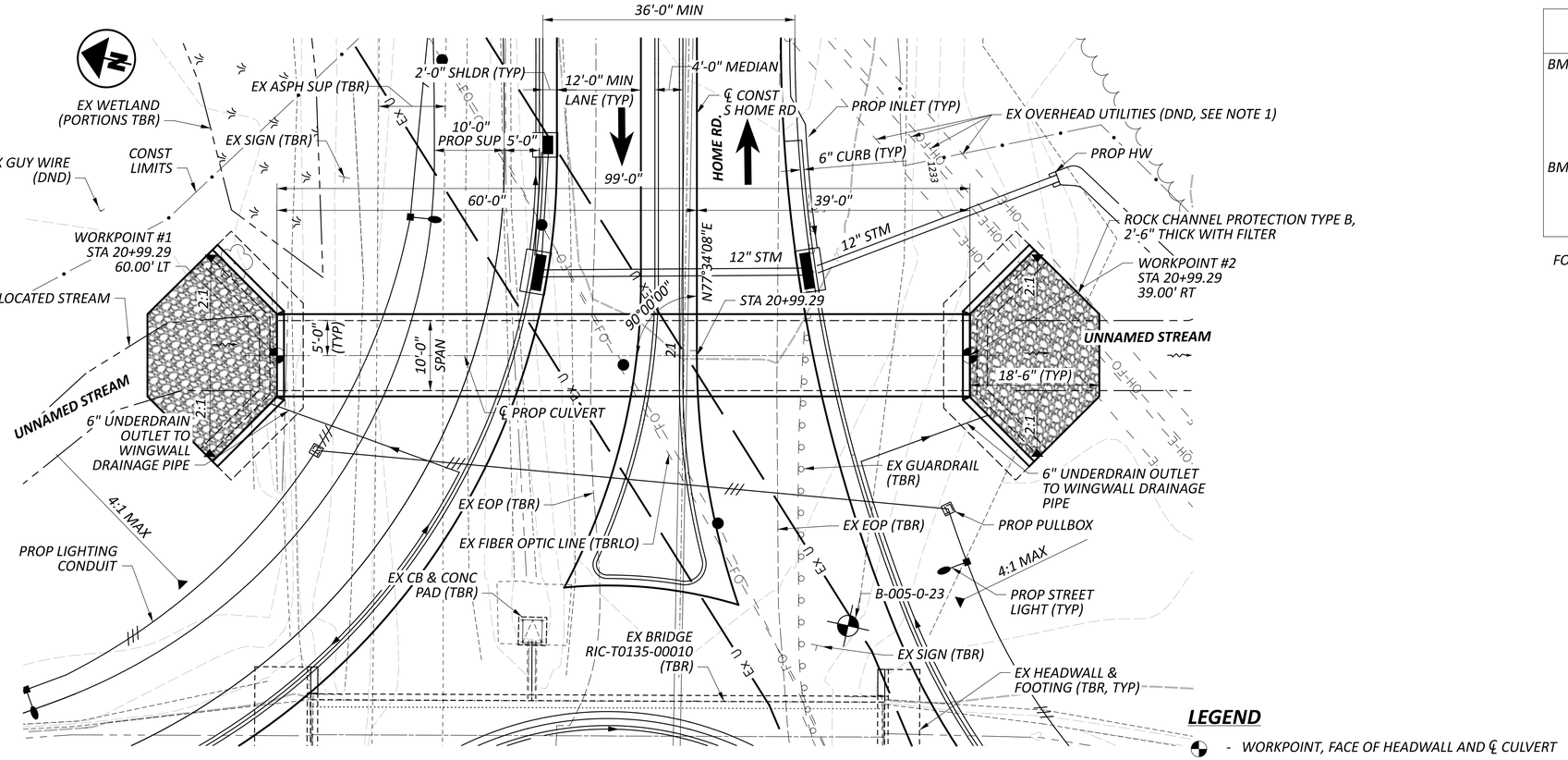
PROJECT ID 118289

SUBSET	TOTAL
7	7

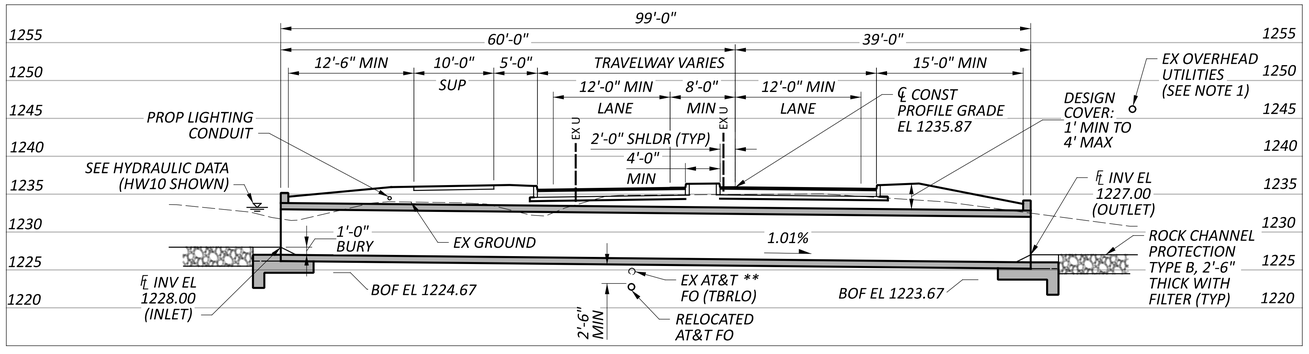
SHEET	TOTAL
P.84	105

RIC-CR 133-2.22

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PLAN



PROFILE ALONG CENTERLINE CULVERT

LEGEND

- WORKPOINT, FACE OF HEADWALL AND ℄ CULVERT
- BORING LOCATION
- ** SEE NOTE ON SHEET P.10 FOR DETAILS

BENCHMARK DATA

BM #1: STA 106+07.25 (LEXINGTON-SPRINGMILL), OFFSET 193.97' LT, EL 1237.70. RAILROAD SPIKE IN THE EAST SIDE OF A WOODEN POWER POLE LOCATED IN THE MIDDLE OF A FIELD/ 85 FEET SOUTH OF THE DRIVEWAY TO RESIDENCE #1768, 195 FEET WEST OF LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133), AND 265 FEET NORTHWEST OF THE INTERSECTION BETWEEN LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133) AND SOUTH HOME ROAD (T.R. 135).

BM #3: STA 101+05.48 (LEXINGTON-SPRINGMILL), OFFSET 90.41' RT, EL 1246.05. CHISELED "X" ON THE WEST FLANGE BOLT OF A FIRE HYDRANT LOCATED 40 FEET NORTH OF THE DRIVEWAY TO RESIDENCE #1773 AND 90 FEET EAST OF LEXINGTON SPRINGMILL ROAD SOUTH (C.R. 133).

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.2/105

NOTES

1. DURING CRANE OPERATION AND INSTALLATION OF PRECAST COMPONENTS, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHILE WORKING AROUND AND ADJACENT TO OVERHEAD LINES. THE CONTRACTOR SHALL COORDINATE INSTALLATION WITH THE UTILITY OWNER TO ENSURE NECESSARY CLEARANCES TO ACTIVE LINES ARE MAINTAINED THROUGHOUT CONSTRUCTION.
2. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPE SHALL CONFORM TO PLAN CROSS SECTION

DESIGN TRAFFIC

2026 ADT = 2,605 2026 ADTT = 58
2046 ADT = 2,866 2046 ADTT = 63
DIRECTIONAL DISTRIBUTION = 63%

HYDRAULIC DATA

DRAINAGE AREA = 0.65 SQ. MILES

Q (10) =	135 CFS	V (10) =	2.70 FPS	HW (10) =	1232.31
Q (25) =	194 CFS	V (25) =	3.88 FPS	HW (25) =	1233.58

STRUCTURE CLEARS THE HW10 BY 1.25 FT
STREAM PH = 7.90 OHWM = 1229.70

EXISTING STRUCTURE

TYPE: 10'-0" x 4'-0" FOUR SIDED BOX CULVERT WITH REINFORCED CONCRETE FOOTING AND WINGWALLS
SPANS: 10'-0"± CLEAR SPAN
ROADWAY: 32'-0" ± E/E PAVEMENT
LOADING: UNKNOWN
SKEW: NONE
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: NORMAL
STRUCTURE FILE NUMBER: 7031548
DATE BUILT: 2004
DISPOSITION: TO BE REPLACED

PROPOSED STRUCTURE

TYPE: 10'-0" x 6'-0", PRECAST REINFORCED CONCRETE BOX CULVERT WITH CAST-IN-PLACE REINFORCED CONCRETE HEADWALLS AND WINGWALLS FOUNDED ON CAST-IN-PLACE SPREAD FOOTINGS
SPANS: 10'-0" CLEAR SPAN
ROADWAY: VARIES T/T CURB
LOADING: HL93 + 60 PSF FUTURE WEARING SURFACE
SKEW: NONE
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: NORMAL
DECK AREA: 1109 SF
COORDINATES: LATITUDE 40°42'36.81" N
LONGITUDE 82°34'49.78" W

HORIZONTAL SCALE IN FEET
0 5 10 20

SITE PLAN
BRIDGE NO.: RIC-T0135-00020
HOME RD. OVER UNNAMED STREAM

SFN 7031549
DESIGN AGENCY EMH&T
DESIGNER CAD | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 1 | TOTAL 5
SHEET P.85 | TOTAL 105

RIC-CR 133-2.22

MODEL: Sheet_Surv1 PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 2:31:29 PM USER: jtheuring
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GENERAL NOTES

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATION" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, AND THE CURRENT ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

HL-93 VEHICULAR
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

SLOPE OF BACKFILL = 4:1 (MAX)
BOX CULVERT DESIGN COVER = 1' MIN TO 4' MAX

TOTAL UNIT WEIGHT OF BACKFILL SOIL = 120 PCF
UNIT WEIGHT OF CONCRETE = 150 PCF

DESIGN SOIL PARAMETERS

INTERNAL ANGLE OF FRICTION OF BACKFILL SOIL, φ_{bf} = 30°
INTERNAL ANGLE OF FRICTION (DRAINED), FOUNDATION SOIL, φ_{f} = 23°
ULTIMATE BEARING RESISTANCE = 3100 PSF

DESIGN DATA

CLASS QC1 CONCRETE -	COMPRESSIVE STRENGTH 4000 PSI (FOOTING, WINGWALL AND FORESLOPE WALL)
REINFORCING STEEL -	ASTM A615, A616, OR A617 GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI (ALL REINFORCING SHALL BE EPOXY COATED)

FOUNDATION BEARING RESISTANCE

WINGWALL FOOTINGS, AS DESIGNED PRODUCE A MAXIMUM SERVICE LOAD BEARING PRESSURE OF 1.39 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 1.86 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 3.1 KIPS PER SQUARE FOOT. IF A BACKFILL MATERIAL WITH A HIGHER INTERNAL ANGLE OF FRICTION OR A LIGHTER TOTAL UNIT WEIGHT IS USED; OR IF A FOUNDATION SOIL WITH A HIGHER DRAINED INTERNAL ANGLE OF FRICTION OR A HIGHER UNDRAINED SHEAR STRENGTH IS ENCOUNTERED; THEN THE STABILITY OF THE WINGWALLS IS SATISFACTORY. ANY MODIFICATIONS TO THE DESIGN PRESENTED HEREIN SHALL BE COORDINATED AND APPROVED BY THE ENGINEER. DESIGN OF PRECAST WALL ALTERNATIVES (IF APPROVED BY THE OWNER) SHALL BE THE COMPLETE RESPONSIBILITY OF THE SUPPLIER AND SHALL CONFORM TO THE MINIMUM DESIGN LOADS AND WALL GEOMETRICS DEPICTED IN THESE PLANS.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM FIELD OBSERVATIONS, MEASURES, AND AVAILABLE RECORD PLAN INFORMATION. CONSEQUENTLY, THEY ARE INDICATED OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

POROUS BACKFILL WITH FILTER FABRIC

1'-6" THICK SHALL BE PLACED BEHIND THE WINGWALLS ONLY AND SHALL EXTEND TO 12" BELOW THE EMBANKMENT SURFACE. GEOTEXTILE FABRIC SHALL BE PLACED BETWEEN THE POROUS BACKFILL AND REPLACED EXCAVATION ADJACENT TO THE STRUCTURE. IT SHALL TURN UNDER THE BOTTOM OF THE POROUS BACKFILL AND RETURN 6" ABOVE THE TOP ELEVATION OF THE WEEPHOLE.

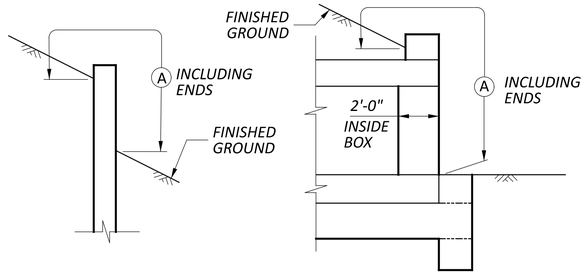
WEEPHOLES SHALL BE PLACED 6" TO 12" ABOVE THE NORMAL WATER ELEVATION OR GROUND LINE AND SHALL HAVE A MAXIMUM SPACING OF 10'-0". A MINIMUM OF ONE WEEPHOLE SHALL BE PROVIDED PER WINGWALL.

PREFORMED EXPANSION JOINT FILLER

PREFORMED EXPANSION JOINT FILLER (PEJF) CONFORMING TO CMS 705.03, 1 INCH THICK, SHALL BE PLACED ABOVE THE FOOTING BETWEEN THE SIDES OF THE BOX CULVERT AND THE ENDS OF THE WINGWALLS. PAYMENT FOR MATERIALS AND INSTALLATION SHALL BE INCLUDED WITH ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER.

SEALING OF FORESLOPE WALL AND WINGWALLS

ALL EXPOSED FORESLOPE WALL AND WINGWALL CONCRETE SHALL BE SEALED WITH EPOXY-URETHANE SEALER. THE LIMITS SHALL BE AS SHOWN IN THE DIAGRAMS BELOW. PAYMENT FOR THE EPOXY-URETHANE SEALER SHALL BE PER ITEM 512 - SEALING OF CONCRETE SURFACES.



WINGWALL

FORESLOPE WALL AND PRECAST BOX (CULVERT OUTLET BEVEL SHOWN)

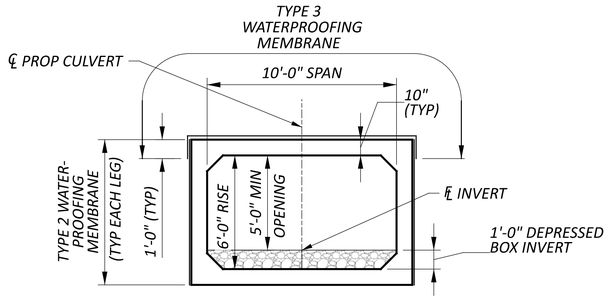
LIMITS OF ITEM 512-SEALING CONCRETE SURFACES

(A) - SEAL ENTIRE CONCRETE SURFACE AREA

ITEM 611, 10' X 6' CONDUIT, TYPE A, 706.05, AS PER PLAN

EXPOSED EXTERIOR FACES OF PRECAST END BOX SECTIONS SHALL BE MANUFACTURED WITHOUT A BELL OR SPIGOT, SUCH THAT THE FACE OF CULVERT IS CONTINUOUSLY FLUSH WITH THE FACE OF HEADWALLS AND WINGWALLS.

THE COST FOR CONSTRUCTION, SHIPMENT, AND INSTALLATION OF THE PRECAST CONCRETE FOUR-SIDED BOX CULVERT SHALL BE INCLUDED WITH THE LINEAR FOOT PRICE BID FOR ITEM 611, 10' X 6' CONDUIT, TYPE A, 706.05, AS PER PLAN, FOR PAYMENT

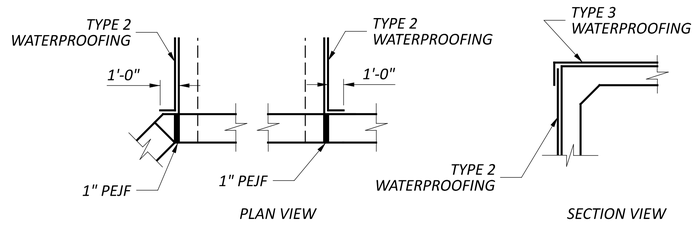


BOX CULVERT TYPICAL SECTION

WATERPROOFING

TYPE 2 WATERPROOFING, PER CMS 512.09 AND 711.25, SHALL EXTEND VERTICALLY DOWN THE ENTIRE SIDES OF THE PRECAST CULVERT SECTIONS FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE BACKFILL. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 512 - TYPE 2 WATERPROOFING.

TYPE 3 WATERPROOFING, PER CMS 512.10 AND 711.29 SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE PRECAST CULVERT SECTIONS AND SHALL EXTEND ONE FOOT VERTICALLY DOWN THE SIDES FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE BACKFILL. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 512 - TYPE 3 WATERPROOFING.



PLAN VIEW SECTION VIEW

WATERPROOFING DETAILS

BASIS OF PAYMENT: ALL LABOR, EQUIPMENT AND INCIDENTALS REQUIRED TO CONSTRUCT THE FOOTING, CUTOFF WALL, WINGWALLS AND FORESLOPE WALL SHALL BE INCLUDED WITH APPLICABLE ITEM 511 - CLASS QC1 CONCRETE ITEMS. PAYMENT FOR REINFORCING STEEL SHALL BE INCLUDED WITH ITEM 509 - EPOXY COATED REINFORCING STEEL.

ESTIMATED QUANTITIES

ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION
202	11000	LUMP		STRUCTURE REMOVED
503	11100	LUMP		COFFERDAMS, AND EXCAVATION BRACING
503	21100	214	CU. YD.	UNCLASSIFIED EXCAVATION
509	10000	6,253	LB.	EPOXY COATED REINFORCING STEEL
511	46010	17	CU. YD.	CLASS QC1 CONCRETE, RETAINING WALL OR WINGWALL, NOT INCLUDING FOOTING
511	46510	37	CU. YD.	CLASS QC1 CONCRETE, FOOTING
511	46610	2	CU. YD.	CLASS QC1 CONCRETE, HEADWALLS
512	10100	55	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	33000	169	SQ. YD.	TYPE 2 MEMBRANE WATERPROOFING
512	33010	151	SQ. YD.	TYPE 3 MEMBRANE WATERPROOFING
516	13600	38	SQ. FT.	1" PREFORMED EXPANSION JOINT FILLER
518	21200	14	CU. YD.	POROUS BACKFILL WITH GEOTEXTILE FABRIC
518	40000	52	LIN. FT.	6" PERFORATED CORRUGATED PLASTIC PIPE
518	40012	7	LIN. FT.	6" NON-PERFORATED CORRUGATED PLASTIC PIPE
601	32100	72	CU. YD.	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER
611	95200	99	LIN. FT.	10' X 6' CONDUIT, TYPE A, 706.05, AS PER PLAN (DESIGN COVER = 4 FT)

NOTE: ALL QUANTITIES PRESENTED ON THIS SHEET SHALL BE INCLUDED WITH 01/SAF/21

GENERAL NOTES
BRIDGE NO.: RIC-T0135-00020
HOME RD. OVER UNNAMED STREAM

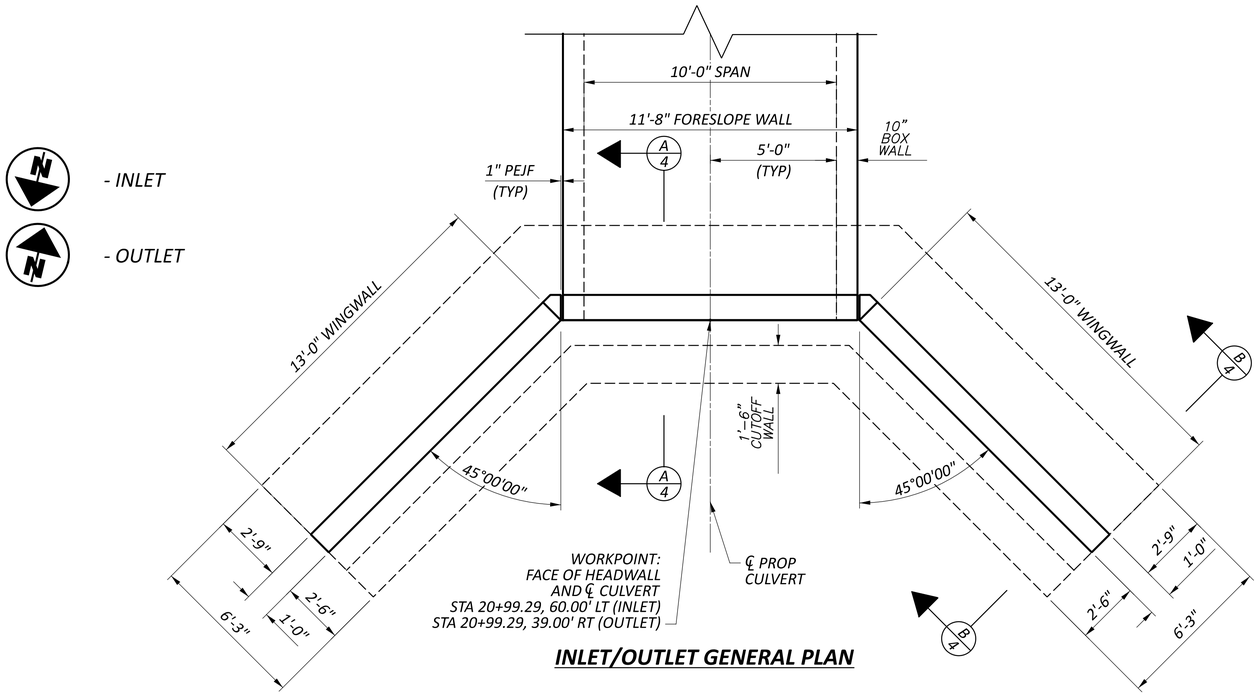
SFN 7031549
DESIGN AGENCY EMH&T
DESIGNER CAD/SJS | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 2 | TOTAL 5
SHEET P.86 | TOTAL 105

RIC-CR 133-2.22

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- INLET

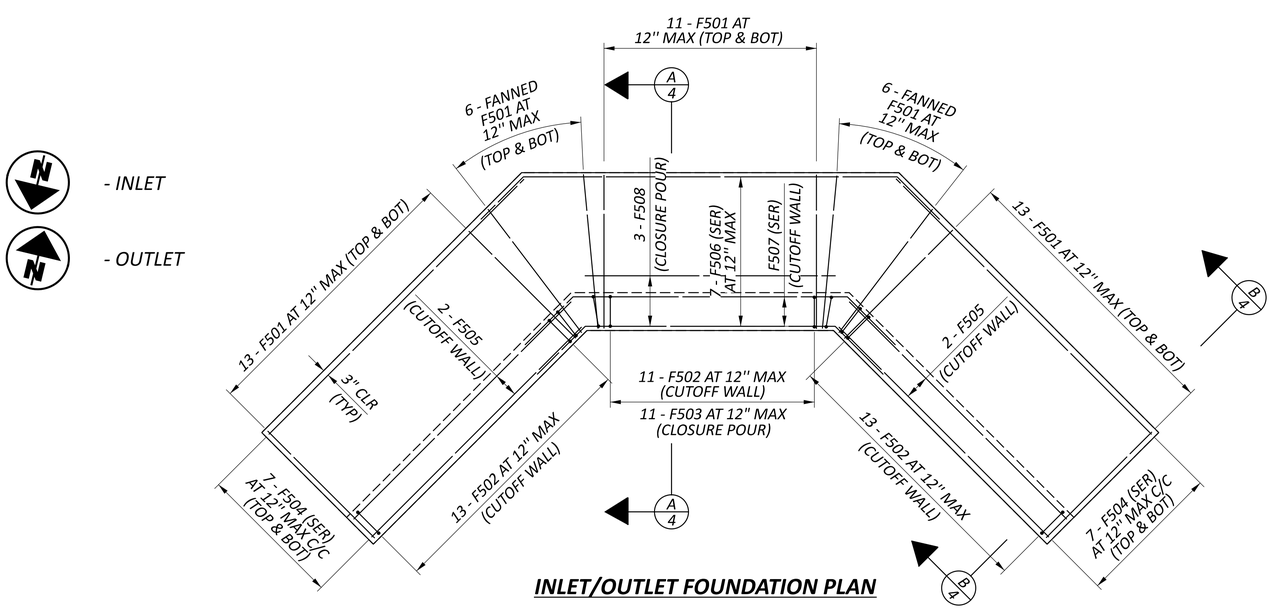
- OUTLET



INLET/OUTLET GENERAL PLAN

- INLET

- OUTLET



INLET/OUTLET FOUNDATION PLAN

NOTES

1. REINFORCING BARS SHALL BE PLACED 2" CLEAR FROM FACES AND EDGES OF WALL EXCEPT AT BOTTOM OF FOOTING WHERE CLEARANCE SHALL BE 3" FROM BOTTOM OF FOOTING
2. MINIMUM BAR LAP LENGTHS SHALL BE:

   #5 BAR = 2'-5"
   #6 BAR = 3'-7"

INLET/OUTLET DETAILS
BRIDGE NO.: RIC-T0135-00020
HOME RD. OVER UNNAMED STREAM

SFN 7031549
DESIGN AGENCY EMH&T
DESIGNER CAD/SJS | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 3 | TOTAL 5
SHEET P.87 | TOTAL 105

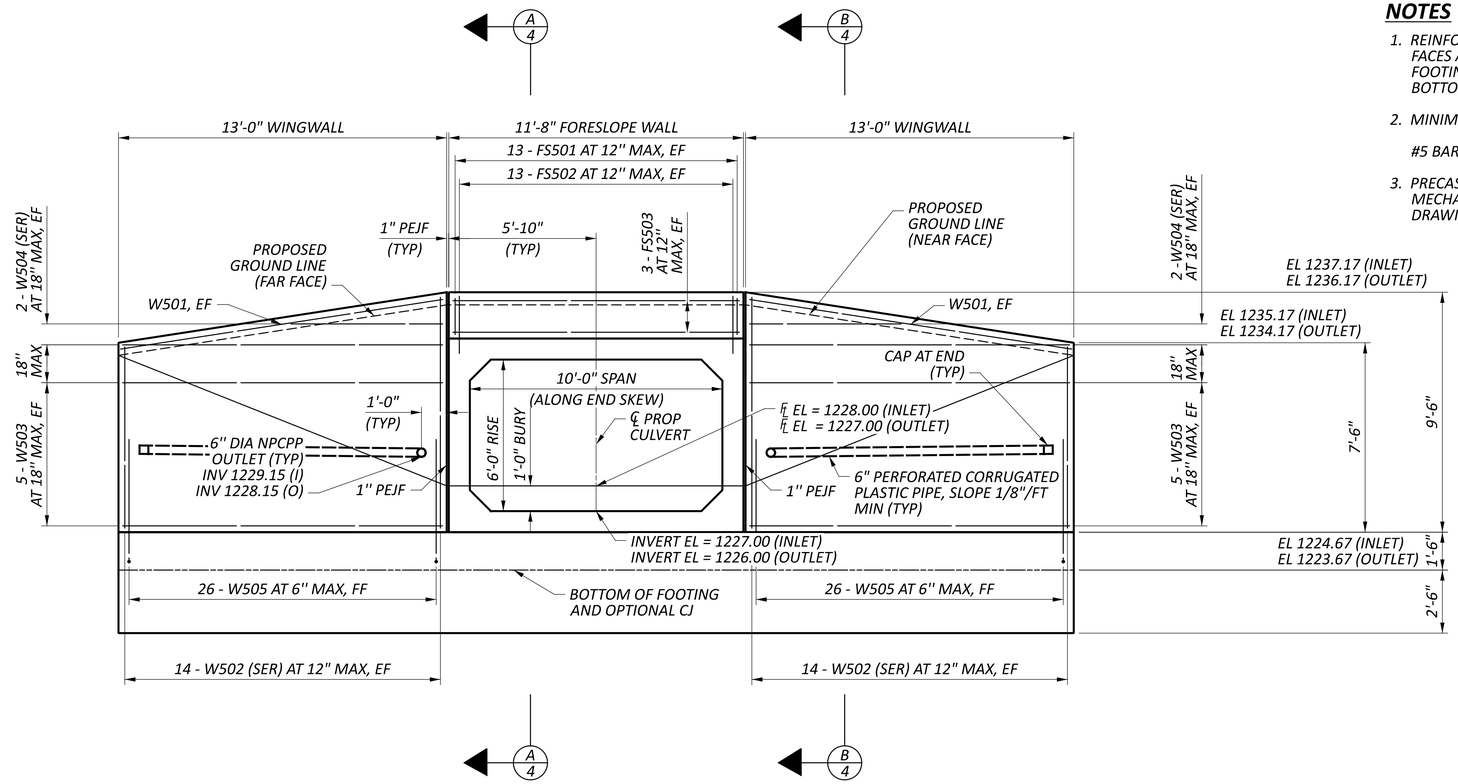
RIC-CR 133-2.22

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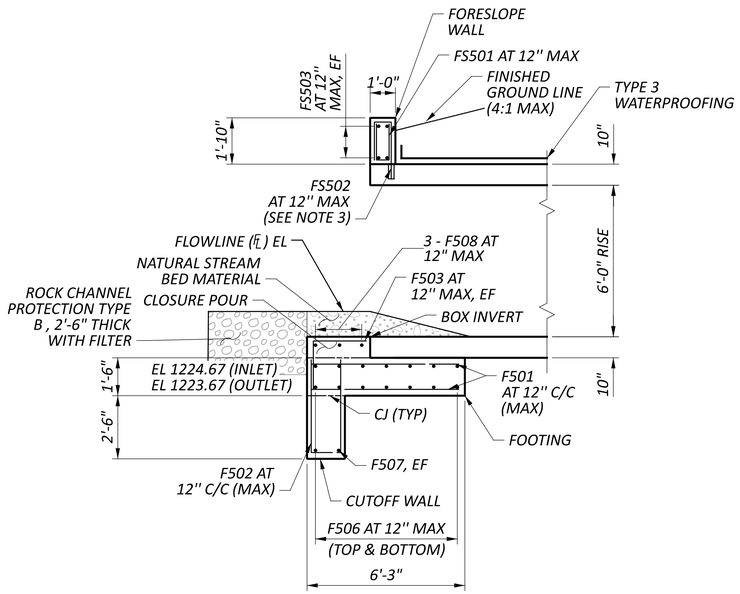
NOTES

1. REINFORCING BARS SHALL BE PLACED 2" CLEAR FROM FACES AND EDGES OF WALL EXCEPT AT BOTTOM OF FOOTING WHERE CLEARANCE SHALL BE 3" FROM BOTTOM OF FOOTING
2. MINIMUM BAR LAP LENGTHS SHALL BE:

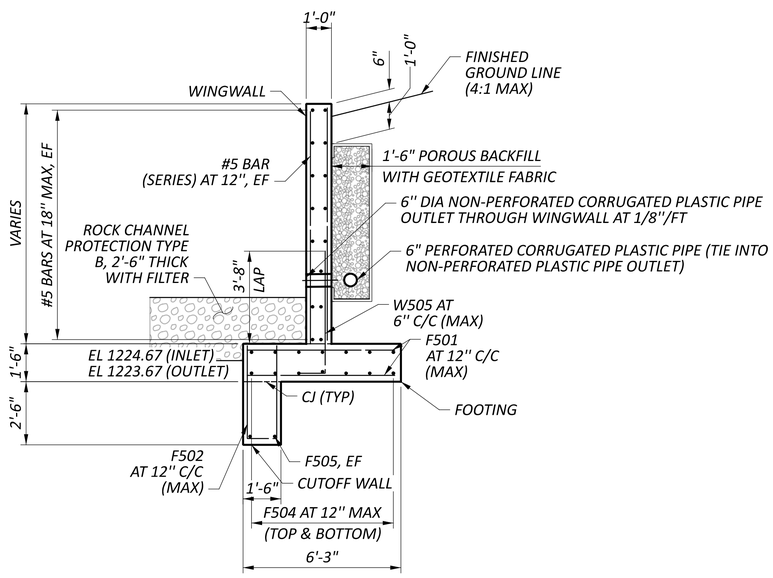
   #5 BAR = 2'-5"
3. PRECAST BOX MANUFACTURER TO PROVIDE MECHANICAL CONNECTOR, SEE ODOT STANDARD DRAWING MGS-2.4



INLET/OUTLET HEADWALL ELEVATION



SECTION A-A



SECTION B-B

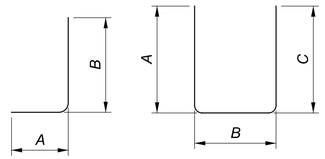
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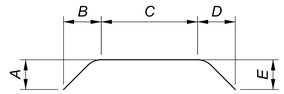
INLET/OUTLET DETAILS
BRIDGE NO.: RIC-T0135-00020
HOME RD. OVER UNNAMED STREAM

SFN	7031549
DESIGN AGENCY	EMH&T
DESIGNER	CAD/SJS
CHECKER	RMW
REVIEWER	CAS 10/17/25
PROJECT ID	118289
SUBSET	4
TOTAL	5
SHEET	P.88
TOTAL	105

	MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INCREMENT
	RIC-T0135-00020 - EPOXY COATED STEEL REINFORCEMENT											
	WINGWALL											
	W501	8	12'-10''	107	STR							
	W502	8 SER OF 14	7'-2'' TO 9'-2''	954	STR							INCR = 0'-1 7/8''
	W503	40	12'-8''	528	STR							
	W504	8 SER OF 2	6'-4'' TO 12'-8''	159	STR							INCR = 6'-4''
	W505	104	6'-4''	687	1	1'-0''	5'-5''					
	FORESLOPE WALL											
	FS501	26	3'-6''	95	2	1'-6''	0'-8''	1'-6''				
**	FS502	26	3'-9''	102	2	1'-6''	0'-8''	1'-9''				
	FS503	12	11'-4''	142	STR							
	FOOTING											
	F501	196	5'-11''	1210	STR							
	F502	74	8'-0''	617	2	3'-6''	1'-2''	3'-6''				
	F503	22	4'-0''	92	1	2'-2''	1'-11''					
	F504	8 SER OF 7	11'-8'' TO 14'-3''	757	STR							INCR = 0'-5 3/16''
	F505	4 SER OF 2	11'-8'' TO 12'-4''	100	STR							INCR = 0'-8''
	F506	4 SER OF 7	16'-9'' TO 21'-7''	560	20	2'-5'' 2'-5''	2'-5'' 2'-5''	9'-11'' TO 14'-9''	2'-5'' 2'-5''	2'-5'' 2'-5''		INCR C = 0'-9 11/16''
	F507	2 SER OF 2	16'-9'' TO 17'-8''	72	20	2'-5'' 2'-5''	2'-5'' 2'-5''	9'-11'' TO 10'-10''	2'-5'' 2'-5''	2'-5'' 2'-5''		INCR C = 0'-11''
	F508	6	11'-4''	71	STR							
			TOTAL	**6,253**								



TYPE-1 TYPE-2



TYPE-20

NOTES

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, THE NUMBER S601 IS A NO. 6 BAR. BAR DIMENSIONS ARE SHOWN OUT TO OUT, UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. ALL REINFORCING STEEL TO BE EPOXY COATED.
3. UNLESS OTHERWISE SPECIFIED, THE FOLLOWING LAP LENGTHS SHALL APPLY:

   #5 BARS: 2'-5" (VERT), #5 BARS: 3'-4" (HORIZ)
4. SEE GENERAL NOTES FOR ABBREVIATION LEGENDS.

LEGEND

** BAR END IS SPLICED INTO MECHANICAL CONNECTOR TO BE SUPPLIED WITH PRECAST BOX.

REBAR TABLE
BRIDGE NO.: RIC-T0135-00020
HOME RD. OVER UNNAMED STREAM

SFN 7031549
DESIGN AGENCY EMH&T
DESIGNER CAD | CHECKER RMW
REVIEWER CAS 10/17/25
PROJECT ID 118289
SUBSET 5 | TOTAL 5
SHEET P.89 | TOTAL 105

RIC-CR 133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:17:25 AM USER: jtheuring
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GENERAL

THE HIGHWAY LIGHTING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE 2023 OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE HL STANDARD CONSTRUCTION DRAWINGS. THIS DOCUMENT SHALL GOVERN ALL MATERIALS AND WORKMANSHIP INVOLVED IN THE IMPROVEMENTS SHOWN ON THESE PLANS, EXCEPT AS SUCH SPECIFICATIONS ARE MODIFIED BY THE FOLLOWING SPECIFICATIONS OR BY THE CONSTRUCTION DETAILS SET FORTH HEREIN.

ITEM 625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE AS FOLLOWS:

LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE 120 VOLT AEL, "AUTOBAHN ATBM", ATBM-P10-MVOLT-R2-3K-HSS, COOPER, "NVN NAVION", NVN-SA2A-730-U-SL2-AP-HSS, GE, "EVOLVE LED", ERL1-0-07-B5-30-D-GRAY-ELSHS-ERL1-BLCK, OR EQUAL AS APPROVED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN" FOR EACH LUMINAIRE 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 SUPPLYING AGENCY FOR THIS PROJECT IS:

POWER COMPANY: OHIO EDISON
ADDRESS: 1717 ASHLAND RD., MANSFIELD, OH 44905
PHONE #: 330-730-8942
CONTACT NAME: TRAVIS BALLOG

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.

PAD MOUNTED POWER SERVICE SHALL BE PER HL-40.20, WITH PHOTOCELL INSTALLED ON LIGHT POLE AA2. INSTALL PHOTOCONTROL WIRING BETWEEN LIGHTING CONTROL CENTER AND PHOTOCELL IN THE SAME CONDUIT WITH THE DISTRIBUTION CABLES.

THIS ITEM SHALL INCLUDE METER, DISCONNECT SWITCH, THE CONTROL EQUIPMENT WITH A SURGE ARRESTOR, INCLUDING PHOTOCELL WIRING, THE SUPPORT AND FOUNDATIONS ON WHICH THE EQUIPMENT IS MOUNTED, GROUND RODS, AND ALL CONDUITS, WIRING, CABLE, AND INCIDENTALS TO BE PROVIDED BY THE CONTRACTOR TO RECEIVE THE INCOMING POWER FROM THE POWER COMPANY.

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.

GROUNDING AND BONDING

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) AND THE HL AND TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

1. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.
   a. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN ALL METALLIC CONDUITS (725.04) AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.
   b. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN ALL PLASTIC CONDUIT (725.05).
   c. METAL PULL BOX LIDS SHALL BE GROUNDING CONDUCTOR TO FRAME DIAGONAL AS PROVIDED ON HL-30.11.
2. CONDUITS
   a. ANY 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIALS SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.
   b. ANY 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.
   c. BOTH END OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
   d. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOXED BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
3. WIRE FOR GROUNDING AND BONDING
   a. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZES SHALL BE AS FOLLOWS:
      i. USE SAME SIZE EQUIPMENT GROUNDING CONDUCTOR AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF #4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE #4 AWG.
      ii. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR #4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.
4. GROUND ROD
   a. A 3/4 INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN CONDUCTOR (GROUND WIRE) RACEWAY TO GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.
   b. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE #4 AWG, INSULATED, COPPER.
5. POWER SERVICE AND DISCONNECT SWITCH
   a. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE EXOTHERMIC WELD BUTT SPLICE.
   b. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE MAIN POWER SERVICE DISCONNECT SWITCH.
      i. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE MAIN DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GOUNDED AT THE MAIN SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE MAIN SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND MAIN SWITCHES.

STATE OF OHIO
WILLIAM CLIFFORD MESS
39390
REGISTERED
PROFESSIONAL ENGINEER

William C. Mess

William C. Mess, Date 3/12/2025

For Power Distribution and Grounding Only on Sheets 90-93

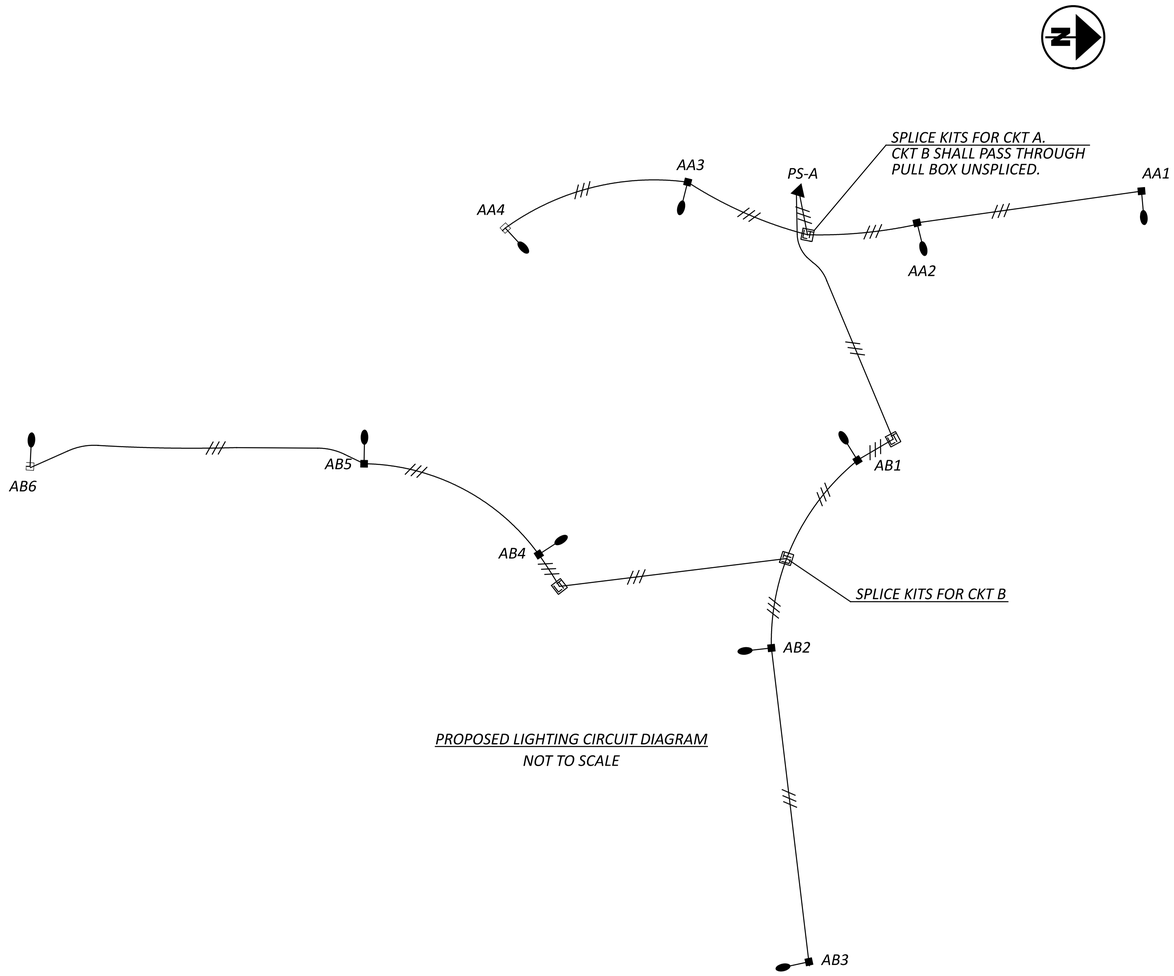
LIGHTING GENERAL NOTES

DESIGN AGENCY
EMH&T

DESIGNER JCR
REVIEWER JDS 10/17/25
PROJECT ID 118289
SHEET P.90 TOTAL 105

RIC-CR 133-2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:17:26 AM USER: jtheurirg
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PROPOSED LIGHTING CIRCUIT DIAGRAM
NOT TO SCALE

TYPICAL POLE NUMBER

X X X

- *POLE NUMBER*
- *CIRCUIT*
- *CONTROL CENTER*

LEGEND

- *PROPOSED GROUND MOUNTED LIGHT POLE AT10B30, PER HL-10.11 WITH 1-CONVENTIONAL LED LUMINAIRE AND TRANSFORMER BASE*
- *PROPOSED 2" CONDUIT, 725.051, W/(3)-#4 AWG CABLES ENCASED IN TRENCH*
- *PULL BOX, 725.08 (BY SIZE)*
- *PROPOSED POWER SERVICE (PAD MOUNTED PER HL-40.20)*

POWER SERVICE DATA									
POWER SERVICE	*LINE VOLTAGE (VOLTS)*	*CONNECTED LOAD (KVA)*	*SERVICE ENTRANCE CABLE (AWG)*	*ENCLOSURE RATING / FUSE SIZE (AMPS)*	*CIRCUIT NO.*	*CIRCUIT LOAD (AMPS)*	*CIRCUIT BREAKER SIZE / POLE (AMPS)*	*CIRCUIT CABLES SIZE (AWG)*	*MAINTAINING AGENCY*
PS-A	*120/240 SINGLE PHASE 3-WIRE*	*1.3*	*4*	*60/40*	*A*	*4.2*	*20/1*	*4*	*RICHLAND COUNTY*
					B	*6.3*	*20/1*	*4*	

RIC-CR 133-2.22

MODEL: Design PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:17:35 AM USER: jtheuring
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LIGHTING CIRCUIT DIAGRAM

DESIGN AGENCY: EMH&T

DESIGNER: EPP

REVIEWER: JDS 05/15/24

PROJECT ID: 118289

SHEET: P.91 TOTAL: 105

LIGHTING SUBSUMMARY

REF NO.	SHEET NO.	SIDE	ROADWAY	STATION TO STATION			625 CONNECTION, FUSED PULL APART EACH	625 CONNECTION, UNFUSED PULL APART EACH	625 CONNECTION, UNFUSED PERMANENT EACH	625 LIGHT POLE, CONVENTIONAL, AT10B30 EACH	625 LIGHT POLE FOUNDATION, 24" X 6' DEEP EACH	625 NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE FT	625 NO. 10 AWG POLE AND BRACKET CABLE FT	625 CONDUIT, CONCRETE ENCASED, 2", 725.051 FT	625 LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN EACH	625 TRENCH FT	625 PULL BOX, 725.08, 18" EACH	625 PULL BOX, 725.08, 24" EACH	625 GROUND ROD EACH	625 POWER SERVICE, AS PER PLAN EACH	625 ARC FLASH CALCULATIONS AND LABEL EACH	625 HIGH VOLTAGE TEST LS	625 UNDERGROUND WARNING/MARKING TAPE FT		
1	92	LT	LEXINGTON	103+86.5	TO	103+88.5								6		6								6	
2	92	LT	LEXINGTON	103+88.5			1	1		1	1		120		1				1						
3	92	LT	LEXINGTON	103+88.5	TO	104+66.8						258		76		76								76	
4	92	LT	LEXINGTON	104+66.8			1	1		1	1		120		1				1						
5	92	LT	LEXINGTON	104+66.8	TO	105+10.8						186		52		52								52	
6	92	LT	LEXINGTON	105+10.8					3									1							
7	92	LT	LEXINGTON	105+10.9																1	1	1			
8	92	LT	LEXINGTON	105+10.8	TO	105+10.9						81		17		17								17	
9	92	LT	LEXINGTON	105+10.8	TO	105+54.4						162		44		44								44	
10	92	LT	LEXINGTON	105+54.4			1	1		1	1		120		1				1						
11	92	LT	LEXINGTON	105+54.4	TO	106+43.4						300		90		90								90	
12	92	LT	LEXINGTON	106+43.4			1	1		1	1		120		1				1						
13	92	LT	LEXINGTON	106+43.4	TO	106+74.4								31		31								31	
14	92	RT	LEXINGTON	101+89.3	TO	101+95.1								6		6								6	
15	92	RT	LEXINGTON	101+95.1			1	1		1	1		120		1				1						
16	92	RT	LEXINGTON	101+95.1	TO	103+23.9						435		135		135								135	
17	92	RT	LEXINGTON	103+23.9			1	1		1	1		120		1				1						
18	92	RT	LEXINGTON/HOME	103+23.9	TO	20+69.8						297		89		89								89	
19	92	RT	HOME RD.	20+69.8			1	1		1	1		120		1				1						
20	92	RT	HOME RD.	20+69.8	TO	20+77.4						51		7		7								7	
21	92	RT	HOME RD.	20+77.4													1								
22	92	RT/LT	HOME RD.	20+77.4	TO	20+85.7						300		90		90								90	
23	92	LT	HOME RD.	20+85.7					3								1								
24	92	LT	HOME RD.	20+85.7	TO	21+19.1						138		36		36								36	
25	92	LT	HOME RD.	21+19.1			1	1		1	1		120		1				1						
26	92	LT	HOME RD.	21+19.1	TO	22+43.9						408		126		126								126	
27	92	LT	HOME RD.	22+43.9			1	1		1	1		120		1				1						
28	92	LT	HOME RD.	22+43.9	TO	22+49.9								6		6								6	
29	92	LT/RT	HOME/LEXINGTON	20+85.7	TO	105+18.1						192		54		54								54	
30	92	RT	LEXINGTON	105+18.1			1	1		1	1		120		1				1						
31	92	RT	LEXINGTON	105+18.1	TO	105+27.8						60		10		10								10	
32	92	RT	LEXINGTON	105+27.8													1								
33	92	LT/RT	LEXINGTON	105+10.8	TO	105+27.8						294		88		88								88	
TOTALS CARRIED TO GENERAL SUMMARY							10	10	6	10	10	3162	1200	963	10	963	3	1	10	1	1	1	963		

RIC-CR 133-2.22

MODEL: Sheet_Surv1 PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:17:36 AM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER JCR

REVIEWER JDS 10/17/25

PROJECT ID 118289

SHEET P.92 TOTAL 105

LEGEND

PROPOSED 2" CONDUIT, 725.051, W/(3)-#4 AWG CABLES ENCASED IN TRENCH

PROPOSED GROUND MOUNTED LIGHT POLE AT10B30, PER HL-10.11 W/(1)-CONVENTIONAL LED LUMINAIRE AND TRANSFORMER BASE

PROPOSED PULL BOX, 725.08 (BY SIZE)

PROPOSED POWER SERVICE (PAD MOUNTED PER HL-40.20)

1 STUB AND CAP EMPTY 2" CONDUIT, 725.051 (FOR FUTURE) ENCASED IN TRENCH = 6'

2 STA. 103+88.5, 63.4' LT, LEXINGTON SPRING MILL RD. AA4, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

3

4 STA. 104+66.8, 70.6' LT, LEXINGTON SPRING MILL RD. AA3, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

5

6 STA. 105+10.8, 41.2' LT, LEXINGTON SPRING MILL RD. PULL BOX, 725.08, 24" W/(3)-SPLICE KITS (CKT A) CIRCUIT B PASS THROUGH UNSPLICED

7 STA. 105+10.9, 58.7' LT, LEXINGTON SPRING MILL RD. PROPOSED 120/240V CONTROL CENTER PS-A W/METER AND DISCONNECT SWITCH

7 2" CONDUIT, 725.051 W/(3)-#4 AWG POWER CABLES ENCASED IN TRENCH = 59'

8

9

10 STA. 105+54.4, 37.1' LT, LEXINGTON SPRING MILL RD. AA2, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE W/(1)-PHOTOCELL

11

12 STA. 106+43.4, 30.9' LT, LEXINGTON SPRING MILL RD. AA1, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

13 STUB AND CAP EMPTY 2" CONDUIT, 725.051 (FOR FUTURE) ENCASED IN TRENCH = 31'

14 STUB AND CAP EMPTY 2" CONDUIT, 725.051 (FOR FUTURE) ENCASED IN TRENCH = 6'

15 STA. 101+95.1, 28.5' RT, LEXINGTON SPRING MILL RD. AB6, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

16

17 STA. 103+23.9, 25.2' RT, LEXINGTON SPRING MILL RD. AB5, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

18

19 STA. 20+69.8, 38.6' RT, HOME RD. AB4, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

20

21 STA. 20+77.4, 35.9' RT, HOME RD. PULL BOX, 725.08, 18"

22

23 STA. 20+85.7, 54.4' LT, HOME RD. PULL BOX, 725.08, 18" W/(3)-SPLICE KITS

24

25 STA. 21+19.1, 40.9' LT, HOME RD. AB2, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

26

27 STA. 22+43.9, 29.0' LT, HOME RD. AB3, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

28 STUB AND CAP EMPTY 2" CONDUIT, 725.051 (FOR FUTURE) ENCASED IN TRENCH = 6'

29

30 STA. 105+18.1, 47.9' RT, LEXINGTON SPRING MILL RD. AB1, LOW RISE, AT10B30 W/(1)-LED LUMINAIRE

31

32 STA. 105+27.8, 44.8' RT, LEXINGTON SPRING MILL RD. PULL BOX, 725.08, 18"

33

7 STA. 105+69.0, 57.0' LT, LEXINGTON SPRING MILL RD. PROPOSED WOOD POLE (BY OHIO EDISON) W/PROPOSED 120/240V , SINGLE PHASE, 3-WIRE, POWER SOURCE (FINAL LOCATION DETERMINED BY OHIO EDISON) W/(1)-2" CONDUIT RISER W/POWER CABLES

7 2" CONDUIT, 725.051 W/(3)-#4 AWG POWER CABLES ENCASED IN TRENCH = 18'

7 STA. 105+63.3, 40.1' LT, LEXINGTON SPRING MILL RD. PULL BOX, 725.08, 18"

RELOCATED OVERHEAD DISTRIBUTION LINE (BY OHIO EDISON)

PROPOSED WOOD POLE (BY OHIO EDISON) (FINAL LOCATION DETERMINED BY OHIO EDISON)

RELOCATED OVERHEAD DISTRIBUTION LINE (BY OHIO EDISON)

LEXINGTON RD

HOME RD

HORIZONTAL SCALE IN FEET 0 15 30 60

STREET LIGHTING PLAN

RIC-CR 133-2.22

MODEL: CLP_Lexington - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/16/2025 TIME: 8:17:40 AM USER: jtheuring
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DESIGN AGENCY EMH&T

DESIGNER EPP

REVIEWER JDS 10/17/25

PROJECT ID 118289

SHEET P.93 TOTAL 105

PROJECT DESCRIPTION

THIS PROJECT RIC-CR133-2.22 (118289) CONSISTS OF THE CONSTRUCTION OF ONE LANE ROUNDABOUT ALONG LEXINGTON SPRINGMILL ROAD (COUNTY ROAD 133) AND HOME ROAD (TOWNSHIP ROAD 135) IN RICHLAND COUNTY, OHIO.

HISTORIC RECORDS

NO REPORT/PLANS WERE AVAILABLE FOR REVIEW AND EVALUATION FOR THIS REPORT ACCORDING TO ODOT'S TRANSPORTATION INFORMATION MAPPING SYSTEM (TIMS).

GEOLOGY

THE PROJECT SITE IS LOCATED WITHIN THE GALION GLACIATED LOW PLATEAU. THIS AREA RANGES IN ELEVATION FROM 800 FT AND 1400 FT, WITH MODERATE RELIEF (100 FT). IT IS CHARACTERIZED AS ROLLING UPLAND TRANSITIONAL BETWEEN THE GENTLY ROLLING TILL PLAIN AND THE HILLY GLACIATED ALLEGHENY PLATEAU AND IS MANTLED WITH THIN TO THICK DRIFT. THE GEOLOGY IS DESCRIBED AS MEDIUM- TO LOW-LIME WISCONSINAN-AGE TILL OVER MISSISSIPPIAN- AGE SHALES AND SANDSTONE.

RECONNAISSANCE

A FIELD RECONNAISSANCE VISIT FOR THE OVERALL PROJECT AREA WAS CONDUCTED ON NOVEMBER 29, 2023, ALONG LEXINGTON SPRINGMILL ROAD (CR 133) AND HOME ROAD (TR 135). THE LAND USE OF MOST OF THE PROJECT AREA CONSISTS OF RESIDENTIAL AND FARM PROPERTIES.

LEXINGTON SPRINGMILL ROAD (CR 133)
IN GENERAL, THE PAVEMENT CONDITION ALONG THE PROJECT SECTION OF THE CR 133 WAS OBSERVED TO BE FAIR WITH SIGNS OF WEATHERING AND SURFACE WEAR. MODERATE SEVERITY LONGITUDINAL AND TRANSVERSE CRACKING WAS COMMON ALONG THIS SECTION, AS WELL AS MODERATE TO HIGH SEVERITY WHEEL TRACK CRACKING, PATCHING, AND CRACK SEALING DEFICIENCIES. THE ROADWAY IN THIS SECTION IS LEVEL WITH THE SURROUNDING LAND IN THIS AREA AND SLOPES DOWNWARD FROM EAST TO WEST. AT THE BEGINNING OF THE PROJECT LIMITS, THE ROADWAY DRAINED INTO A REINFORCED CONCRETE BOX CULVERT AT THE SIDE OF THE ROADWAY. IN ADDITION, AT THE END OF THE PROJECT LIMIT APPROXIMATELY NORTH OF SPRINGMILL ROAD, THE ROADWAY DRAINED INTO A CORRUGATED STEEL PIPE CULVERT. THE AREA IS MODERATELY VEGETATED, AND NO SIGNS OF STANDING WATER WERE OBSERVED. THE AREA APPEARED TO BE STABLE WITH NO SIGNS OF INSTABILITY.

HOME ROAD (TR 135)
IN GENERAL, THE PAVEMENT CONDITION ALONG THE PROJECT SECTION OF TR 135 WAS OBSERVED TO BE GOOD WITH SIGNS OF WEATHERING AND SURFACE WEAR. MODERATE SEVERITY LONGITUDINAL AND TRANSVERSE CRACKING WAS COMMON ALONG THIS SECTION, AS WELL AS OCCASIONAL MODERATE SEVERITY WHEEL TRACK CRACKING, PATCHING, AND CRACK SEALING DEFICIENCIES. THE ROADWAY IN THIS SECTION IS LEVEL WITH THE SURROUNDING LAND IN THIS AREA AND SLOPES DOWNWARD FROM EAST TO WEST. THE ROADWAY DRAINED TO A REINFORCED CONCRETE BOX CULVERT AT THE INTERSECTION BETWEEN HOME ROAD AND SPRINGMILL ROAD. A DRAINAGE BASIN WAS PLACED AT THE MEDIAN ON THE INTERSECTION ABOVE THE CULVERT TO ACCEPT RUNOFF. THE AREA IS MODERATELY VEGETATED, AND NO SIGNS OF STANDING WATER WERE OBSERVED. THE AREA APPEARED TO BE STABLE WITH NO SIGNS OF INSTABILITY.

SUBSURFACE EXPLORATION

THE SUBSURFACE EXPLORATION WAS CONDUCTED BY NEAS BETWEEN OCTOBER 4, 2023, AND OCTOBER 12, 2023, INCLUDING 9 BORING DRILLED TO DEPTHS RANGING BETWEEN 7.5 FT BGS AND 45.2 FT BGS. T BORINGS WERE DRILLED USING A CME 55X TRUCK- MOUNTED DRILLING RIGS UTILIZING 3.25- INCH (INNER DIAMETER) OR 4-INCH HOLLOW STEM AUGERS. SOIL SAMPLES FOR SUBGRADE BORINGS WERE TYPICALLY RECOVERED CONTINUOUSLY TO 7.5 FT. FOR CULVERT BORINGS, THE SOIL SAMPLES WERE RECOVERED CONTINUOUSLY UP TO 15 FT, THEREAFTER AT 2.5 FT INTERVALS UNTIL REACHING THE END OF BORING DEPTH (EOB). EACH BORING WAS SAMPLED USING AN 18- INCH SPLIT SPOON SAMPLER (AASHTO T-206 "STANDARD METHOD FOR PENETRATION TEST AND SPLIT BARREL SAMPLING OF SOILS."). THE SOIL SAMPLES OBTAINED FROM THE EXPLORATION PROGRAM WERE VISUALLY OBSERVED IN THE FIELD BY NEAS FIELD REPRESENTATIVE AND PRESERVED FOR REVIEW BY A GEOLOGIST FOR POSSIBLE LABORATORY TESTING. STANDARD PENETRATION TESTS (SPT) WERE CONDUCTED USING A CME AUTO HAMMER THAT HAS BEEN CALIBRATED ON JANUARY 24, 2022, TO BE 79% EFFICIENT.

EXPLORATION FINDINGS

THE SUBGRADE CONDITIONS IN THE PROJECT AREA ARE RELATIVELY CONSISTENT AND ARE GENERALLY COMPRISED NON-COHESIVE A-1-a, A-1-b, A-2-4, A-2-7, AND A-3a OR COHESIVE A-4a, A-4b, AND A-6a SOILS.

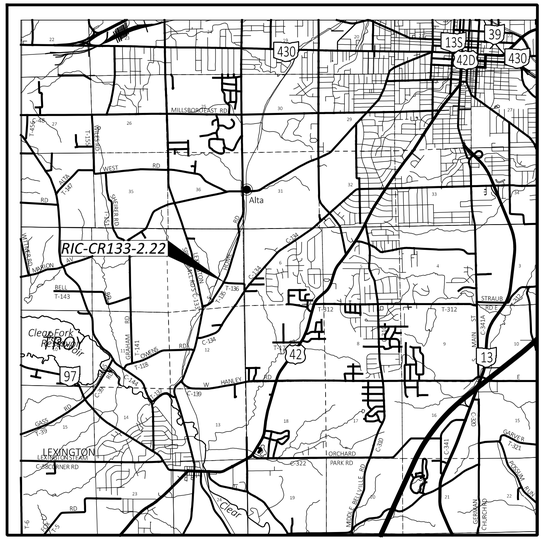
LEXINGTON SPRINGMILL ROAD (CR 133)
THIS SECTION CONSISTS OF 6 BORINGS, IDENTIFIED AS B-001-0-23 TO B-004-0-23, B-007-0-23 AND B-008-0-23.
THIRTY- SEVEN PERCENT (37%) OF THE SAMPLES TAKEN WERE CLASSIFIED AS COHESIVE FINE- GRAINED SOILS AND WERE COMPRISED OF: 1) SANDY SILT (A-4a, 23% OF THE SAMPLES); AND 2) SILT AND CLAY (A-6a, 14% OF THE SAMPLES). IN TERMS OF CONSISTENCY OF THE COHESIVE SOILS, THE DESCRIPTION VARIES FROM STIFF TO HARD CORRELATING TO CONVERTED SPT-N VALUES (N60) RANGING FROM 1 TO 16 BLOWS PER FOOT (BPF). NATURAL MOISTURE CONTENTS RANGED FROM 14 TO 26 PERCENT. BASED ON ATTERBERG LIMITS TEST PERFORMED ON REPRESENTATIVE SAMPLES OF THE COHESIVE SOILS, THE LIQUID AND PLASTIC LIMIT WERE ESTIMATED TO RANGE FROM 29 TO 46 PERCENT AND FROM 19 TO 24 PERCENT, RESPECTIVELY.
SIXTY- THREE PERCENT (63%) OF THE SAMPLES TAKEN WERE CLASSIFIED AS NON- COHESIVE COARSE-GRAINED SOILS AND WERE COMPRISED OF: COMPRISED OF 1) GRAVEL AND/OR STONE FRAGMENTS (A-1-a, 9% OF THE SAMPLES); 2) GRAVEL WITH SAND (A-1-b, 14% OF THE SAMPLES); 3) GRAVEL WITH SAND AND SILT (A-2-4, 23% OF THE SAMPLES); 4) GRAVEL AND STONE FRAGMENTS WITH SAND, SILT AND CLAY (A-2-7, 9% OF THE SAMPLES); COARSE AND FINE SAND (A-3a, 9% OF THE SAMPLES). WITH RESPECT TO THE RELATIVE DENSITY OF THE NON-COHESIVE GRANULAR SOILS, THE MATERIAL DESCRIPTION VARIES FROM LOOSE TO VERY DENSE CORRELATING TO N60 VALUES RANGING FROM 4 BPF TO REFUSAL. THE NATURAL MOISTURE CONTENTS OF GRANULAR SOILS RANGED FROM 4 TO 27 PERCENT.

LEGEND

	DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
	STONE FRAGMENTS	A-1-a	1	1
	GRAVEL WITH SAND	A-1-b	7	33
	STONE FRAGMENTS WITH SAND AND SILT	A-2-4	7	13
	GRAVEL AND STONE FRAGMENTS WITH SAND, SILT AND CLAY	A-2-7	1	1
	COARSE AND FINE SAND	A-3a	4	9
	SANDY SILT	A-4a	5	11
	SILT	A-4b	1	0
	SILT AND CLAY	A-6a	2	6
		TOTAL	28	74
	SANDSTONE	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/D''	NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT): X= NUMBER OF BLOWS FOR FIRST 6 INCHES. Y/D''= NUMBER OF BLOWS (UNCORRECTED) FOR D'' OF PENETRATION TO REFUSAL.			
W	INDICATES FREE WATER ELEVATION.			
●	INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.			
SS	INDICATES A SPLIT SPOON SAMPLE.			

EXPLORATION FINDINGS (CONT.)

HOME ROAD (TR 135)
THIS CONSISTS OF 3 BORINGS, IDENTIFIED AS INCLUDE B-005-0-23, B-006-0-23, AND B-009-0-23.
EIGHTY PERCENT (80%) OF THE SAMPLES TAKEN WERE CLASSIFIED AS COHESIVE FINE- GRAINED SOILS AND WERE COMPRISED OF: 1) SANDY SILT (A-4a, 70% OF THE SAMPLES); AND 2) SILT AND CLAY (A-6a, ONE SAMPLE). IN TERMS OF CONSISTENCY OF THE COHESIVE SOILS, THE DESCRIPTION VARIES FROM SOFT TO HARD CORRELATING TO CONVERTED SPT-N VALUES (N60) RANGING FROM 3 TO 26 BLOWS PER FOOT (BPF). NATURAL MOISTURE CONTENTS RANGED FROM 12 TO 23 PERCENT. BASED ON ATTERBERG LIMITS TEST PERFORMED ON REPRESENTATIVE SAMPLES OF THE COHESIVE SOILS, THE LIQUID AND PLASTIC LIMIT WERE ESTIMATED TO RANGE FROM 28 TO 33 PERCENT AND FROM 18 TO 23 PERCENT, RESPECTIVELY.
TWENTY PERCENT (20%) OF THE SAMPLES TAKEN WERE CLASSIFIED AS NON-COHESIVE COARSE-GRAINED SOILS AND WERE COMPRISED OF GRAVEL WITH SAND AND SILT (A- 2- 4, 20% OF THE SAMPLES). WITH RESPECT TO THE RELATIVE DENSITY OF THE NON- COHESIVE GRANULAR SOILS, THE MATERIAL IS DESCRIBED AS MEDIUM DENSE CORRELATING TO N60 VALUES RANGING FROM 14 BPF TO 25 BFP. THE NATURAL MOISTURE CONTENTS OF GRANULAR SOILS RANGED FROM 8 TO 13 PERCENT.
ROCK WAS NOT ENCOUNTERED AT OR CLOSE TO SUBGRADE ELEVATION AT BORING LOCATIONS PERFORMED WITHIN THE PROJECT LIMITS. HOWEVER, BEDROCK ENCOUNTERED BEYOND SUBGRADE ELEVATIONS AT 4 BORINGS WHICH ARE; B-001-0-23 AT AN ELEVATION OF 1211.5 FT AMSL (19 FT BGS), B-002-0-23 AT AN ELEVATION OF 1192.5 FT AMSL (38 FT BGS), B-005-0-23 AT AN ELEVATION OF 1206.9 FT AMSL (26 FT BGS) AND B-006-0-23 AT AN ELEVATION OF 1205.4 FT AMSL (28.5 FT BGS).
GROUNDWATER MEASUREMENTS WERE TAKEN DURING THE BORING DRILLING PROCEDURES AND/OR IMMEDIATELY FOLLOWING THE COMPLETION OF EACH BOREHOLE. GROUNDWATER WAS ENCOUNTERED IN SIX PROJECT BORINGS DURING DRILLING; B-001-0-23 AT 1223 FT AMSL (7.5 FTBGS), B-002-0-23 AT 1221.5 FT AMSL (9.0 FT BGS), B-005-0-23 AT 1225.4 FT AMSL (7.5 FT BGS), B-006-0-23 AT 1224.9 FT AMSL (9.0 FT BGS), B-007-0-23 AT 1227.4 FT AMSL (21.0 FT BGS) AND B-008-0-23 AT 1227 FT AMSL (23.5 FT BGS). IT SHOULD BE NOTED THAT GROUNDWATER IS AFFECTED BY MANY HYDROLOGIC CHARACTERISTICS IN THE AREA AND MAY VARY FROM THOSE MEASURED AT THE TIME OF THE EXPLORATION.



LOCATION MAP

SCALE IN MILES

0 1 2 3 4

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		

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JULY 2023.

AVAILABLE INFORMATION

THE SOIL, BEDROCK, AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE GEOTECHNICAL PROFILE SHEETS HAS BEEN PRESENTED. GEOTECHNICAL REPORTS, IF PREPARED, ARE AVAILABLE FOR REVIEW ON THE OFFICE OF CONTRACT SALES WEBSITE.

RECON. - 11-29-2023, DT
DRILLING - 10-4-2023 TO 10-12-2023, JL
DRAWN - 12-5-2023, DT
REVIEWED - 04-25-2024, CH

GEOTECHNICAL PROFILE - ROADWAY

DESIGN AGENCY
NEAS Inland Engineering & Architectural Services Inc.
DESIGNER DT
REVIEWER CH 4-25-2024
PROJECT ID 118289
SUBSET 1 TOTAL 12
SHEET P.94 TOTAL 105

RIC-CR 133 - 2.22

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 7/9/2025 TIME: 11:30:23 AM USER: Drarawneh
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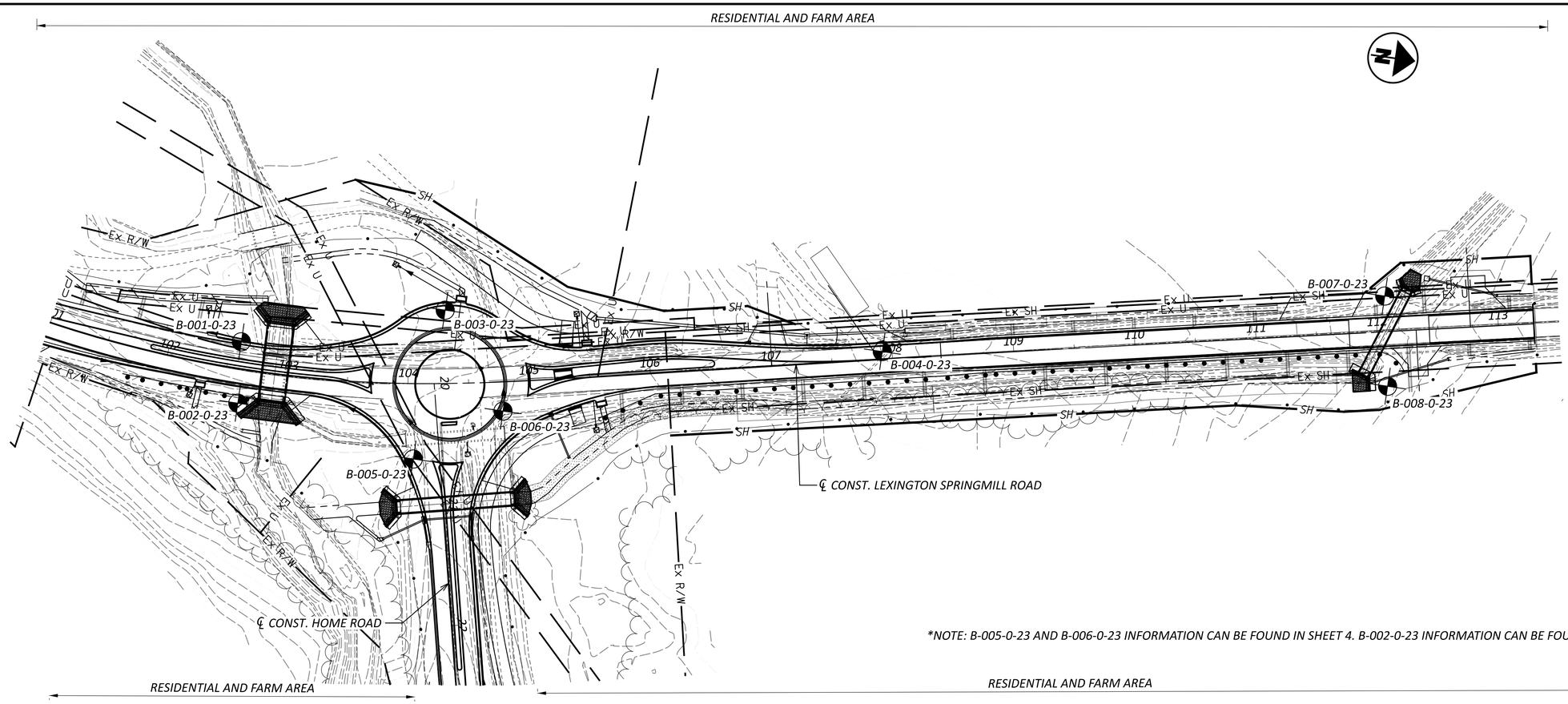
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SUMMARY OF SOIL TEST DATA
RIC-CR133-2.22/ LEXINGTON SPRINGMILL ROAD

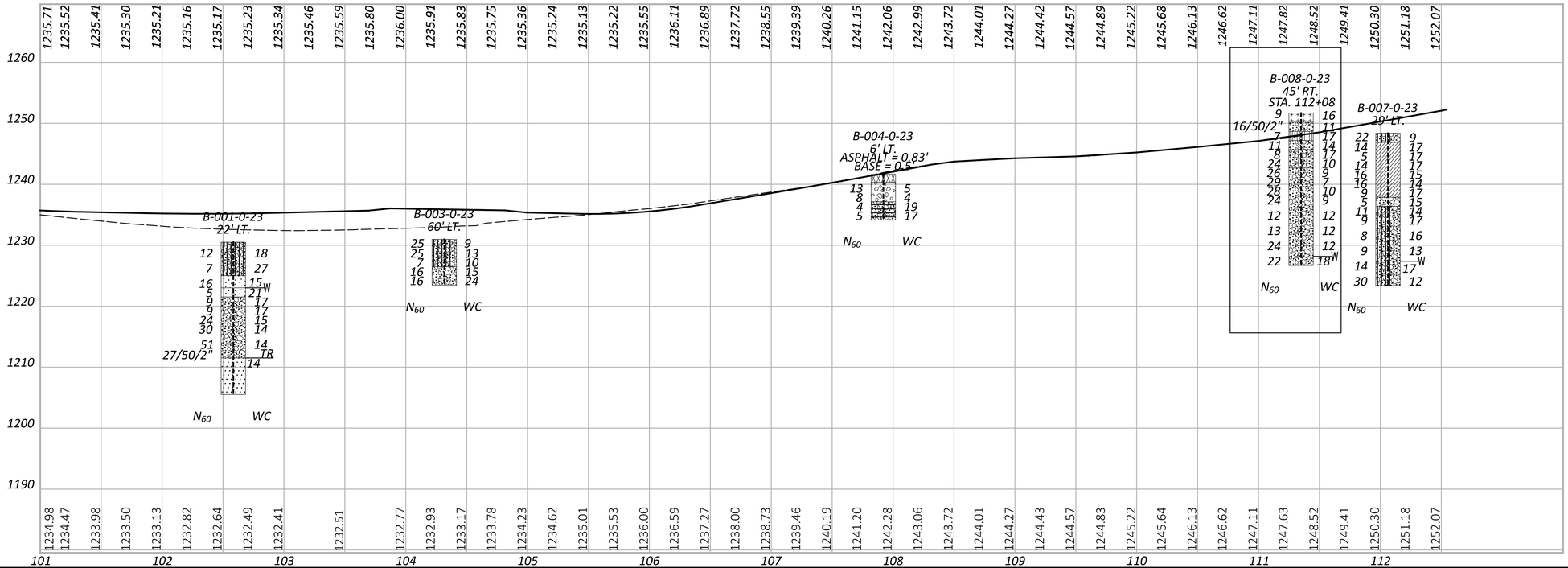
EXPLORATION NO., STATION & OFFSET	FROM		TO	SAMPLE ID	N60	% REC	HP tsf	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-003-0-23	00.00	-	01.50	SS-1	25	56		35	23	16	19	7	NP	NP	NP	9	A-2-4 (0)	
STA. 104+32, 60' LT.	01.50	-	03.00	SS-2	25	28					SAME AS SS-1					13	A-2-4 (VISUAL)	
LATITUDE = 40.710170	03.00	-	04.50	SS-3	7	17					SAME AS SS-1					10	A-2-4 (VISUAL)	
LONGITUDE = -82.581045	04.50	-	06.00	SS-4	16	61		39	14	31	12	4	NP	NP	NP	15	A-1-b (0)	
	06.00		07.50	SS-5	16	56					SAME AS SS-4					24	A-1-b (VISUAL)	
B-004-0-23	01.50	-	03.00	SS-1	13	72		51	24	10	12	3	NP	NP	NP	5	A-1-a (0)	93
STA. 107+92, 6' LT.	03.00	-	04.50	SS-2	8	50					SAME AS SS-1					4	A-1-a (VISUAL)	
LATITUDE = 40.711162	04.50	-	06.00	SS-3	4	78	2.5	44	19	12	9	16	46	21	25	19	A-2-7 (2)	
LONGITUDE = -82.581112	06.00	-	07.50	SS-4	5	61	2.75				SAME AS SS-3					17	A-2-7 (VISUAL)	

SUMMARY OF SOIL TEST DATA
RIC-CR133-2.22/ HOME ROAD

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-009-0-23	00.00	-	01.50	SS-1	22	89		30	13	22	22	13	NP	NP	NP	10	A-2-4 (0)	100
STA. 22+59, 25' RT.	01.50	-	03.00	SS-2	26	22	4.5	27	17	17	24	15	28	18	10	13	A-4a (1)	
LATITUDE = 40.710257	03.00	-	04.50	SS-3	11	100	4.5				SAME AS SS-2					14	A-4a (VISUAL)	
LONGITUDE = -82.579890	04.50	-	06.00	SS-4	13	100	4.5				SAME AS SS-2					12	A-4a (VISUAL)	
	06.00	-	07.50	SS-5	17	78	4.25				SAME AS SS-2					14	A-4a (VISUAL)	



*NOTE: B-005-0-23 AND B-006-0-23 INFORMATION CAN BE FOUND IN SHEET 4. B-002-0-23 INFORMATION CAN BE FOUND IN SHEET 5.



RIC-CR 133 - 2.22

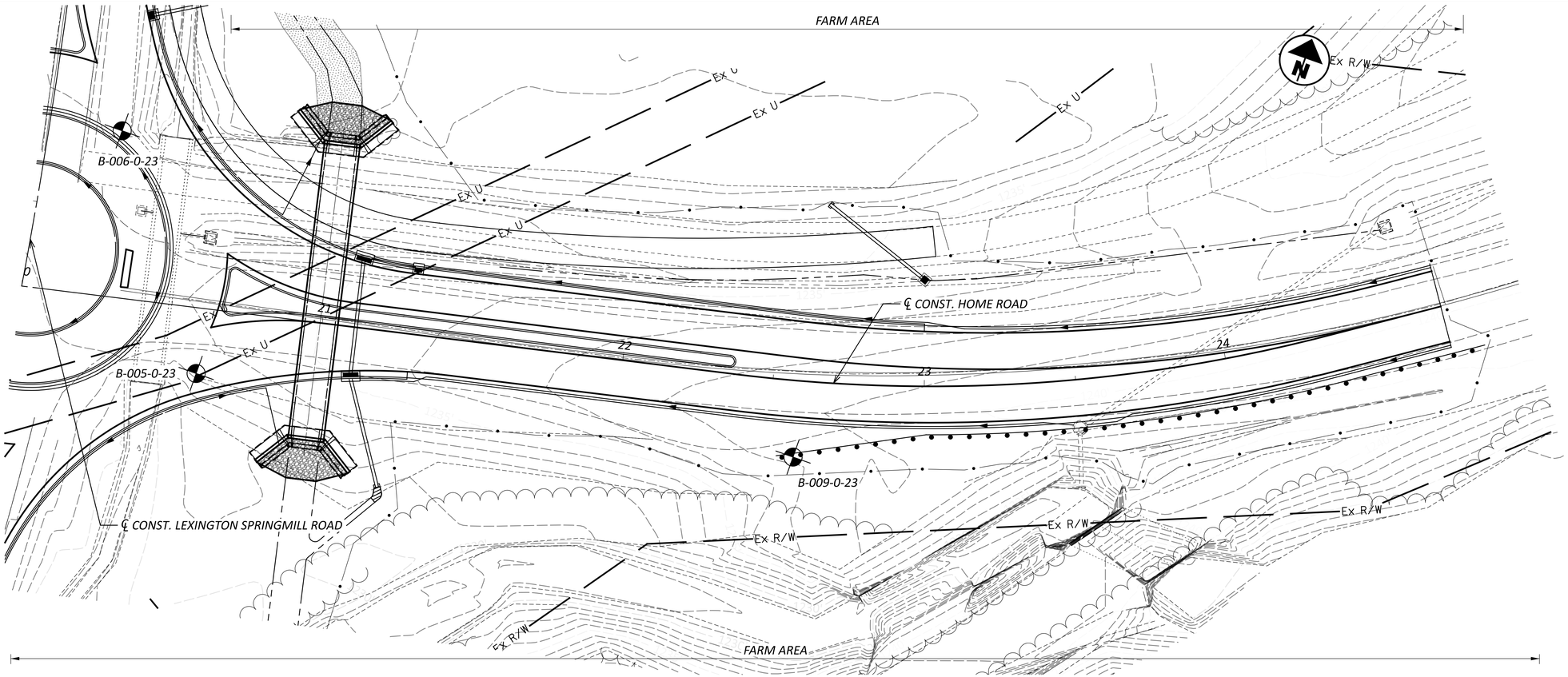
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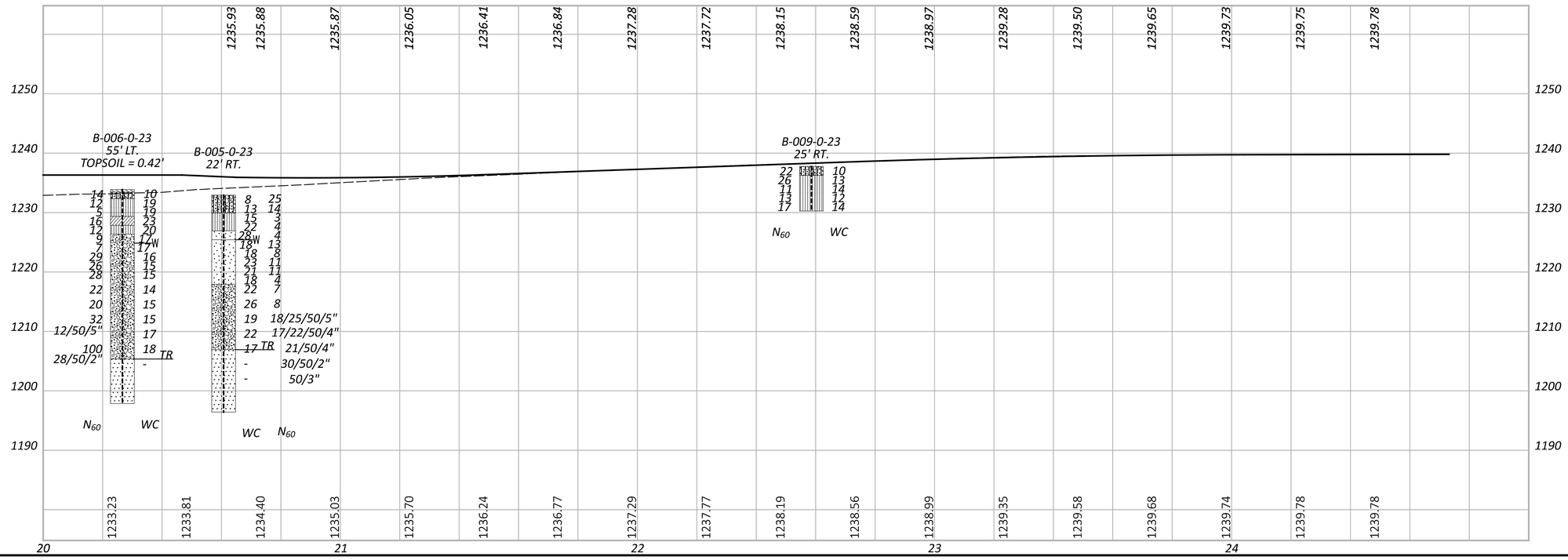
HORIZONTAL SCALE IN FEET
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GEOTECHNICAL PROFILE - ROADWAY
LEXINGTON SPRINGMILL ROAD

DESIGN AGENCY
EAS
Ohio Geological Engineering & Architectural Services Inc.

DESIGNER	DT
REVIEWER	CH 4-25-2024
PROJECT ID	118289
SUBSET	3
TOTAL	12
SHEET	P.96
TOTAL	105





HORIZONTAL SCALE IN FEET
0 10 20 40

GEOTECHNICAL PROFILE - ROADWAY
HOME ROAD

RIC-CR133-2.22

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DESIGN AGENCY
EAS Engineering & Architectural Services Inc.

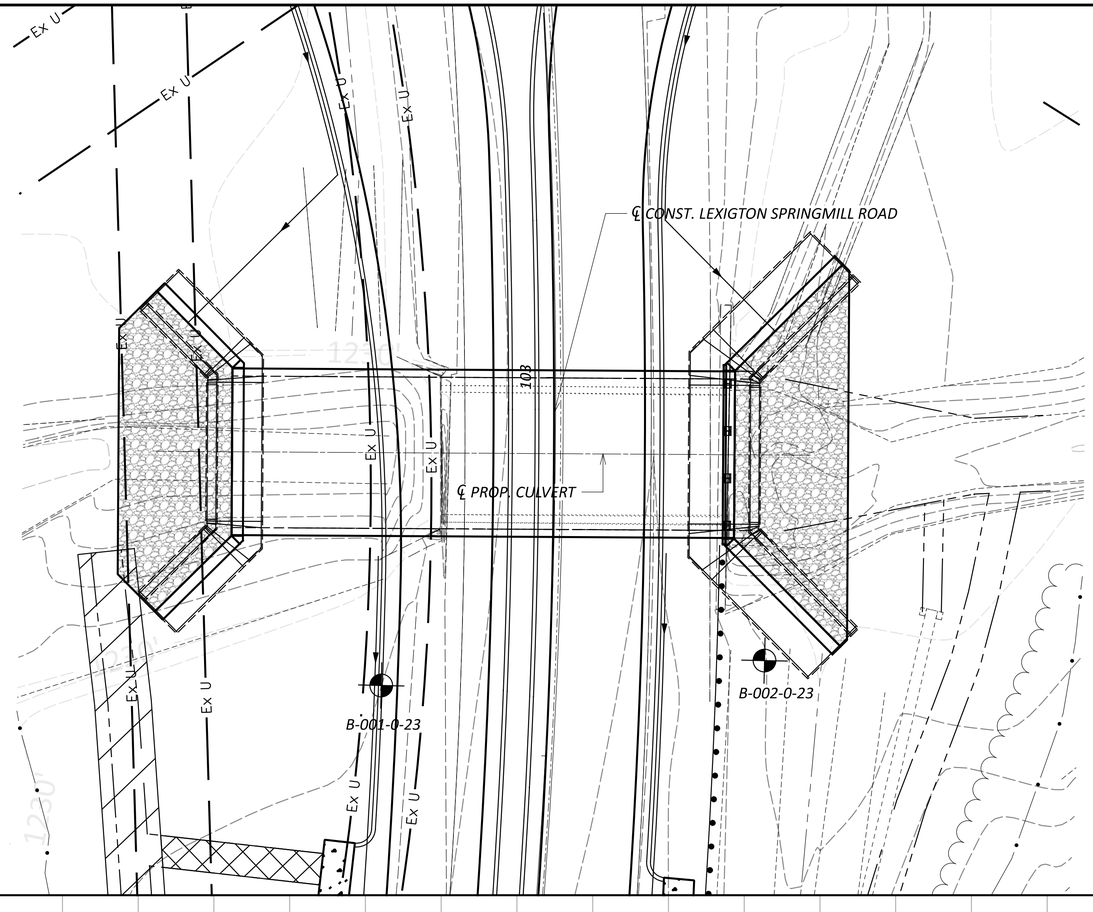
DESIGNER	DT
REVIEWER	CH 4-25-2024
PROJECT ID	118289
SUBSET	4
TOTAL	12
SHEET	P.97
TOTAL	105

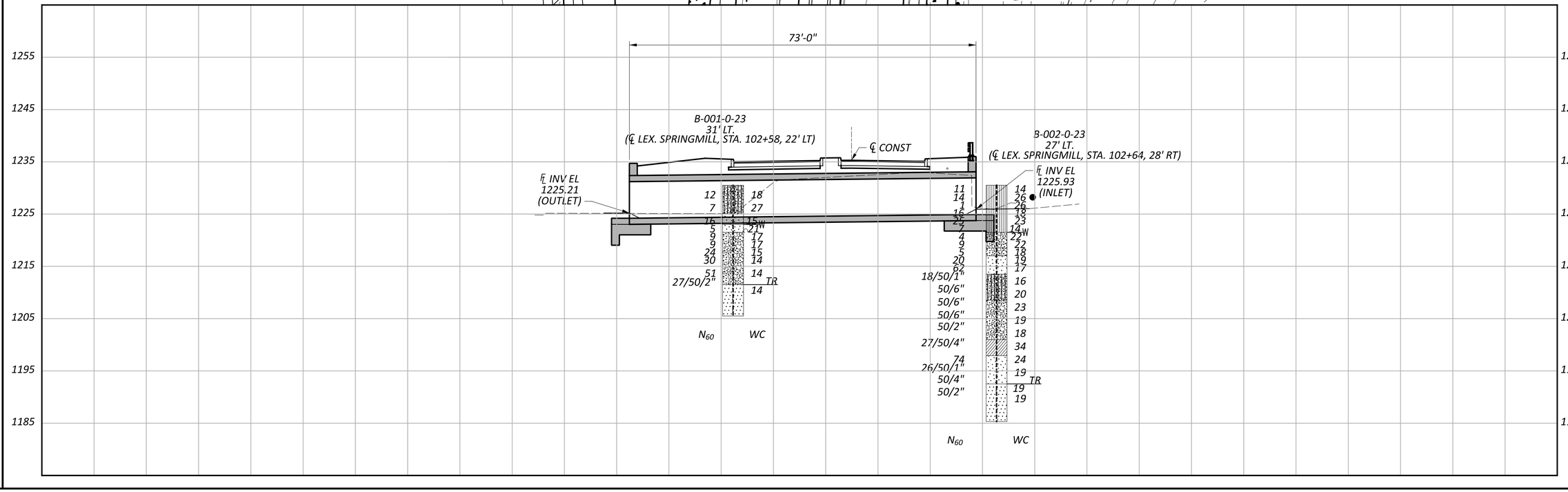
LAND USAGE: RESIDENTIAL AND FARM AREA

LAND USAGE: RESIDENTIAL AND FARM AREA

LAND USAGE: RESIDENTIAL AND FARM AREA

LAND USAGE: RESIDENTIAL AND FARM AREA





HORIZONTAL SCALE IN FEET
0 5 10 20

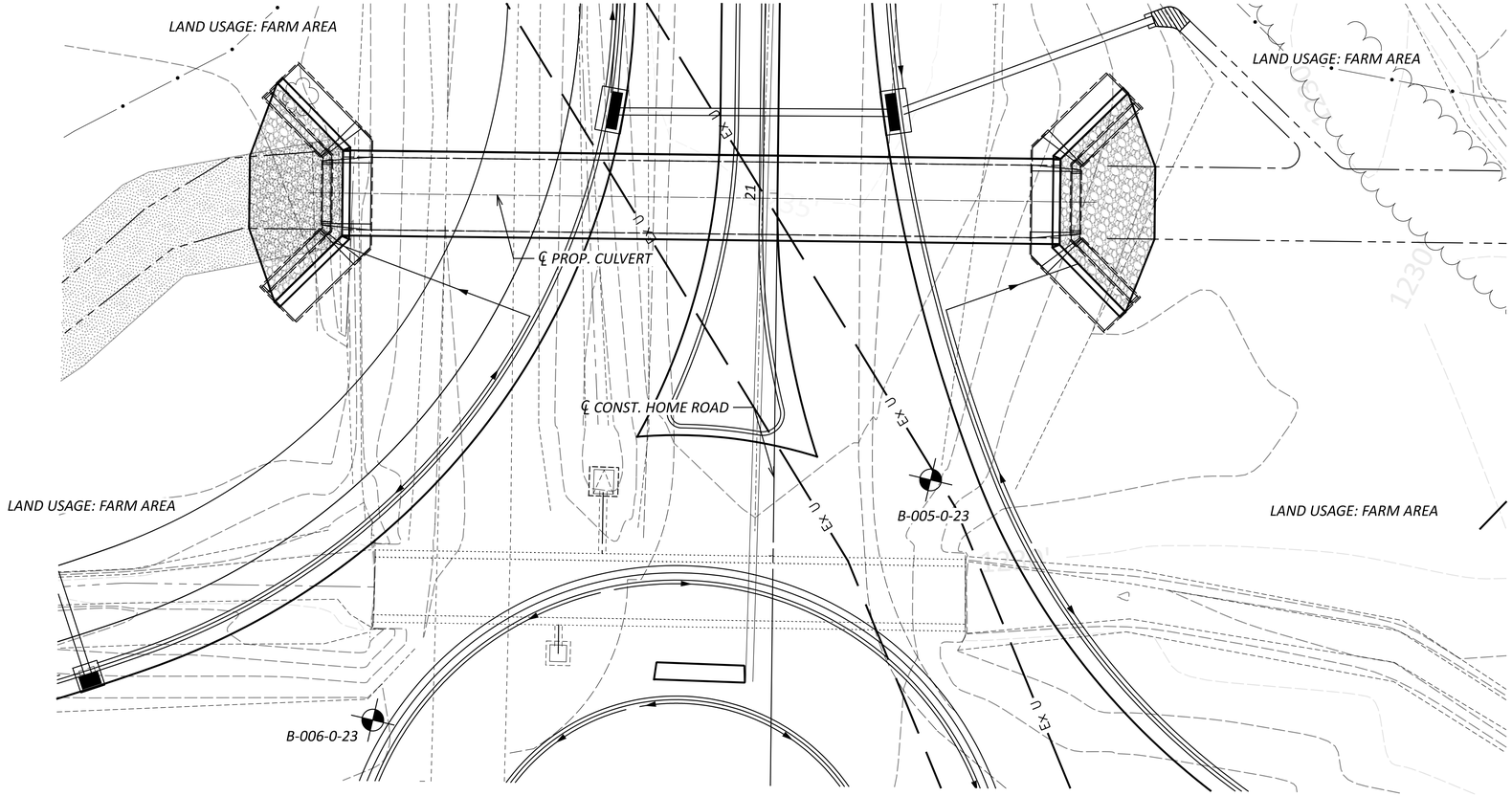
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BRIDGE NO. : RIC-CO133-02265 OVER CLEAR FORK RIVER TRIBUTARY

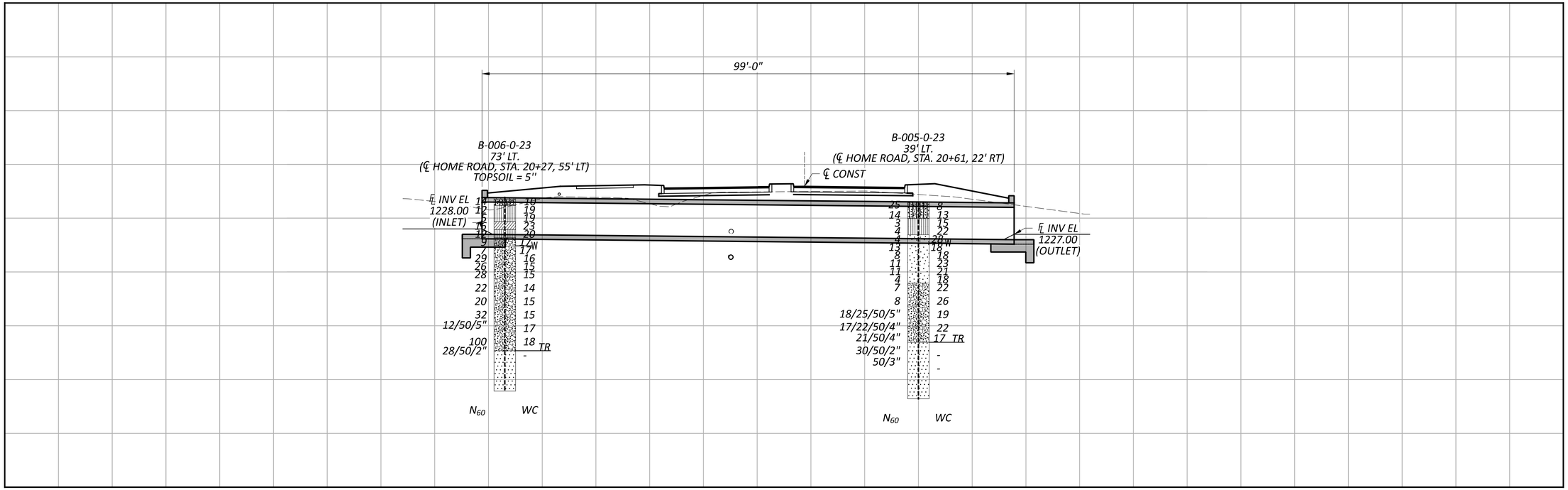
DESIGN AGENCY
DEAS Inland Engineering & Architectural Services Inc

DESIGNER	DT
REVIEWER	CH 4-25-2024
PROJECT ID	118289
SUBSET / TOTAL	5 / 12
SHEET / TOTAL	P.98 / 105

RIC-CR 133 -2.22

MODEL: CLP_Lexington-1 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 7/9/2025 TIME: 11:25:55 AM USER: Dtarawneh
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HORIZONTAL SCALE IN FEET
0 5 10 20

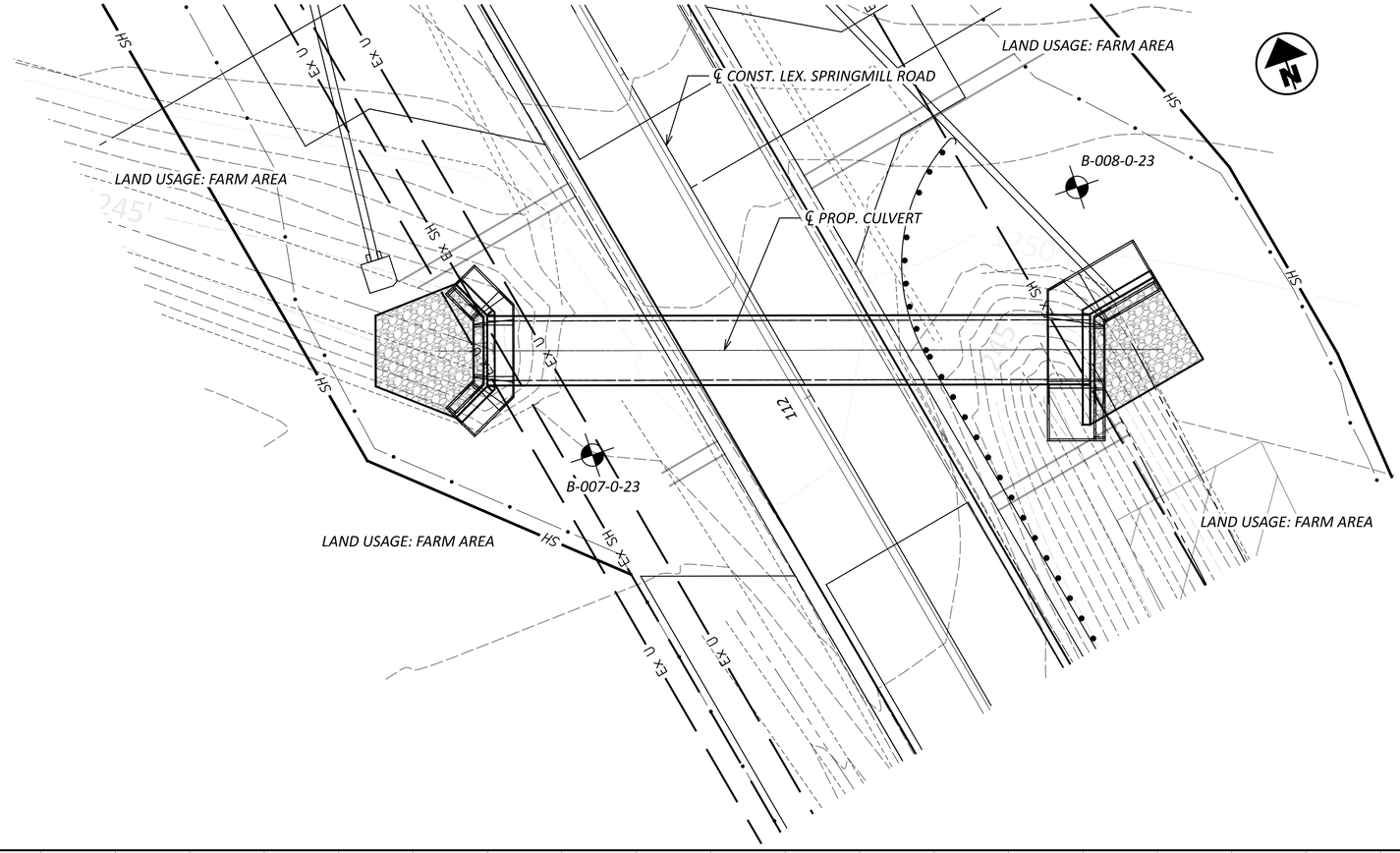
GEOTECHNICAL PROFILE - CULVERT
BRIDGE NO. RIC-T0135-00020 OVER UNNAMED STREAM

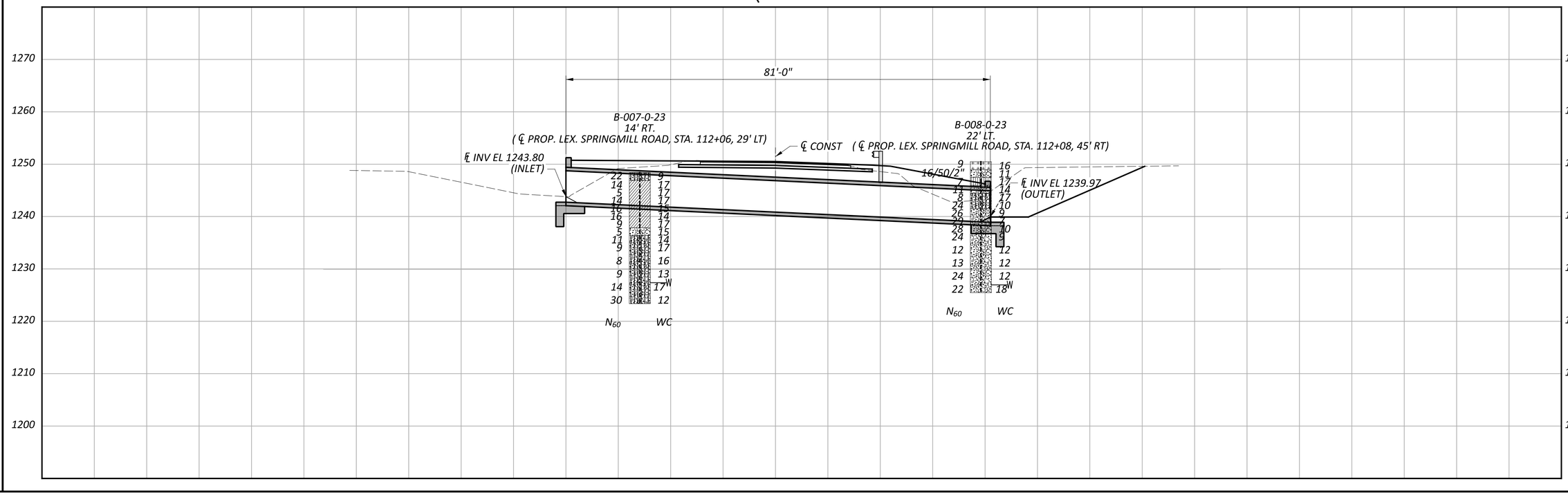
DESIGN AGENCY
EAS Engineering & Architectural Services

DESIGNER	DT
REVIEWER	CH 4-25-2024
PROJECT ID	118289
SUBSET / TOTAL	6 / 12
SHEET / TOTAL	P.99 / 105

RIC-CR133-2.22

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HORIZONTAL SCALE IN FEET
0 5 10 20

GEOTECHNICAL PROFILE - CULVERT
BRIDGE NO. : RIC-C0133-02440 OVER UNNAMED STREAM

DESIGN AGENCY
NEAS Inland Engineering & Architectural Services Inc.

DESIGNER	DT
REVIEWER	CH 4-25-2024
PROJECT ID	118289
SUBSET / TOTAL	7 / 12
SHEET / TOTAL	P.100 / 105

RIC- CR 133 - 2.22

MODEL: 118289_culvert_3 PAPERSIZE: 34x22 (in.) DATE: 7/9/2025 TIME: 11:24:24 AM USER: Dtarawneh
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MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 7/9/2025 TIME: 11:23:00 AM USER: Dtarawneh
P:\OHDOT_v3\WorkSets\118289\400-Engineering\Geotechnical\Sheets\118289_ZL001.dgn

PROJECT: RIC-CR133	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 102+58, 22' LT.	EXPLORATION ID B-001-0-23
TYPE: CULVERT	SAMPLING FIRM / LOGGER: NEAS / J. HODGES	HAMMER: CME AUTOMATIC	ALIGNMENT: CLP_LEXINGTON	
PID: 118289 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 1/24/22	ELEVATION: 1230.5 (MSL) EOB: 25.0 ft.	PAGE 1 OF 1
START: 10/10/23 END: 10/11/23	SAMPLING METHOD: SPT	ENERGY RATIO (%): 79	LAT / LONG: 40.709724, -82.580864	

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)	SO4 ppm	HOLE SEALED
LOOSE TO MEDIUM DENSE, BROWN, **GRAVEL WITH SAND AND SILT**, TRACE CLAY, WET	1230.5		4 4 5	12	39	SS-1	-	26	10	35	21	8	NP	NP	NP	18	A-2-4 (0)	-	
			5 3 2	7	72	SS-2	-	-	-	-	-	-	-	-	-	27	A-2-4 (V)	-	
	1225.0																		
MEDIUM DENSE, ORANGISH BROWN AND GRAY, **COARSE AND FINE SAND**, SOME STONE FRAGMENTS, LITTLE SILT, TRACE CLAY, IRON STAINING, WET	1223.0	W 1223.0	2 6 6	16	61	SS-3	-	30	13	39	13	5	NP	NP	NP	15	A-3a (0)	-	
LOOSE, BROWN, **COARSE AND FINE SAND**, SOME SILT, LITTLE CLAY, TRACE GRAVEL, WET	1221.5		2 2 2	5	28	SS-4	-	5	11	49	23	12	NP	NP	NP	21	A-3a (0)	-	
LOOSE TO MEDIUM DENSE, BROWN, **STONE FRAGMENTS WITH SAND**, LITTLE SILT, TRACE CLAY, IRON STAINING, WET			2 3 4	9	44	SS-5	-	-	-	-	-	-	-	-	-	17	A-1-b (V)	-	
			3 3 4	9	39	SS-6	-	-	-	-	-	-	-	-	-	17	A-1-b (V)	-	
			7 8 10	24	56	SS-7	-	41	19	20	16	4	NP	NP	NP	15	A-1-b (0)	-	
			9 12 11	30	67	SS-8	-	-	-	-	-	-	-	-	-	14	A-1-b (V)	-	
BECOMES VERY DENSE			13 18 21	51	61	SS-9	-	-	-	-	-	-	-	-	-	14	A-1-b (V)	-	
	1211.5	TR	27 50/2"	-	50	SS-10	-	-	-	-	-	-	-	-	-	14	A-1-b (V)	-	
SANDSTONE, BROWN AND ORANGISH BROWN, MODERATELY WEATHERED, SLIGHTLY STRONG, FINE GRAINED, VERY THIN TO THIN BEDDED, FRIABLE, 1.5" CLAY SEAM AT 24.8', BEDDING DISCONTINUITIES: LOW ANGLE, JOINT DISCONTINUITIES: HIGH ANGLE FROM 20.3'-20.4', 20.8'-21.0', 23.0'-24.3', HIGHLY FRACTURED TO MODERATELY FRACTURED, OPEN TO NARROW, SLIGHTLY ROUGH, VERY BLOCKY, POOR TO FAIR SURFACE CONDITION; RQD 27%, REC 100%.			27		100	NQ2-1											CORE		
	1205.5	EOB																	

NOTES: GROUNDWATER ENCOUNTERED AT 7.5' DURING DRILLING. HOLE DID NOT CAVE. BORING OFFSET 7.0' WEST.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 45 GAL. BENTONITE GROUT; POURED 1 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

STANDARD ODOT LOG W/ SULFATES (11 X 17) - OH DOT.GDT - 12/8/23 13:25 - P:\OHDOT_V3\WORKSETS\118289\400-ENGINEERING\GEOTECHNICAL\SHEETS\RASTERS\RIC-CR133.GPJ

SHEET	SUBSET	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.101 / TOTAL 105	8 / TOTAL 12	118289	CH 4-25-2024	DT	NEAS National Engineering & Architectural Services Inc.

GEOTECHNICAL PROFILE - ROADWAY
LEXINGTON SPRINGMILL ROAD
BORING LOG B-001-0-23

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 7/9/2025 TIME: 11:21:49 AM USER: Dtarawneh
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PROJECT: RIC-CR133	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 102+64, 28' RT.
TYPE: CULVERT	SAMPLING FIRM / LOGGER: NEAS / J. HODGES	HAMMER: CME AUTOMATIC	ALIGNMENT: CLP_LEXINGTON
PID: 118289 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 1/24/22	ELEVATION: 1230.5 (MSL) EOB: 45.2 ft.
START: 10/4/23 END: 10/4/23	SAMPLING METHOD: SPT	ENERGY RATIO (%): 79	LAT / LONG: 40.709736, -82.580682

EXPLORATION ID B-002-0-23

PAGE 1 OF 1

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)	SO4 ppm	HOLE SEALED
STIFF TO VERY STIFF, BROWN, **SANDY SILT**, LITTLE CLAY, TRACE TO LITTLE GRAVEL, SS-3 AND SS-5 CONTAIN NO INTACT SOIL FOR HP READINGS, DAMP TO MOIST	1230.5		2 3 5	11	61	SS-1	3.75	-	-	-	-	-	-	-	-	14	A-4a (V)	0	
			4 6 5	14	100	SS-2	3.50	0	3	31	47	19	29	20	9	26	A-4a (6)	-	
			0 0 1	1	11	SS-3	-	-	-	-	-	-	-	-	-	26	A-4a (V)	-	
			2 2 10	16	39	SS-4	3.50	-	-	-	-	-	-	-	-	18	A-4a (V)	-	
			8 9 10	25	22	SS-5	-	-	-	-	-	-	-	-	-	23	A-4a (V)	-	
	1221.5	W 1221.5	2 3 2	7	28	SS-6	2.00	-	-	-	-	-	-	-	-	14	A-4a (V)	-	
VERY LOOSE TO LOOSE, BROWN, **STONE FRAGMENTS WITH SAND**, TRACE TO LITTLE SILT, TRACE CLAY, WET			2 1 2	4	22	SS-7	-	43	23	18	11	5	NP	NP	NP	22	A-1-b (0)	-	
	1218.5		4 3 4	9	44	SS-8	-	47	21	19	9	4	NP	NP	NP	22	A-1-b (0)	-	
LOOSE, GRAY, **GRAVEL WITH SAND**, LITTLE SILT, TRACE CLAY, WET	1217.0		6 2 2	5	78	SS-9	-	27	37	18	14	4	NP	NP	NP	18	A-1-b (0)	-	
MEDIUM DENSE TO VERY DENSE, ORANGISH BROWN, **COARSE AND FINE SAND**, LITTLE SILT, LITTLE STONE FRAGMENTS, TRACE CLAY, IRON STAINING, WET			4 6 9	20	50	SS-10	-	13	5	61	16	5	NP	NP	NP	19	A-3a (0)	-	
	1213.5		8 16 31	62	94	SS-11	-	-	-	-	-	-	-	-	-	17	A-3a (V)	-	
VERY DENSE, BROWN AND DARK BROWN, **STONE FRAGMENTS WITH SAND AND SILT**, TRACE CLAY, WET			18 50/1"	-	100	SS-12	-	-	-	-	-	-	-	-	-	16	A-2-4 (V)	-	
			50	-	83	SS-13	-	-	-	-	-	-	-	-	-	20	A-2-4 (V)	-	
	1208.5																		
VERY DENSE, BROWN, **STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, IRON STAINING, WET			50	-	100	SS-14	-	-	-	-	-	-	-	-	-	23	A-1-b (V)	-	
			50	-	83	SS-15	-	-	-	-	-	-	-	-	-	19	A-1-b (V)	-	
			50/2"	-	100	SS-16	-	-	-	-	-	-	-	-	-	18	A-1-b (V)	-	
	1201.0																		
HARD, BROWN, **SILT AND CLAY**, "AND" SAND, TRACE GRAVEL, CONTAINS NO INTACT SOIL FOR HP READINGS, WET			27 50/4"	-	80	SS-17	-	-	-	-	-	-	-	-	-	34	A-6a (V)	-	
	1197.9																		
VERY DENSE, BROWN, **COARSE AND FINE SAND**, LITTLE CLAY, TRACE SILT, TRACE GRAVEL, IRON STAINING, WET			31 20 36	74	56	SS-18	-	-	-	-	-	-	-	-	-	24	A-3a (V)	-	
			26 50/1"	-	43	SS-19	-	-	-	-	-	-	-	-	-	19	A-3a (V)	-	
	1192.5	TR	50/4"	-	50	SS-20	-	-	-	-	-	-	-	-	-	19	A-3a (V)	-	
SANDSTONE, BROWN AND ORANGISH BROWN AND GRAY, MODERATELY WEATHERED, SLIGHTLY STRONG, FINE GRAINED, VERY THIN TO MEDIUM BEDDED, FRIABLE, CONTAINS INTERBEDDED THIN CLAY SEAMS, SLIGHLTY VUGGY, BEDDING DISCONTINUITIES: LOW ANGLE, JOINT DISCONTINUITIES: HIGH ANGLE FROM 44.0'-44.6', FRACTURED TO SLIGHTLY FRACTURED, NARROW, SLIGHTLY ROUGH, BLOCKY, FAIR TO POOR SURFACE CONDITION; RQD 50%, REC 92%.			60/2"	-	100	SS-21	-	-	-	-	-	-	-	-	-	19	Rock (V)	-	
			50		92	NQ2-1											CORE		
	1185.3	EOB																	

NOTES: GROUNDWATER ENCOUNTERED AT 9.0' DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 75 GAL. BENTONITE GROUT; POURED 1 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

STANDARD ODOT LOG W/ SULFATES (11 X 17) - OH DOT.GDT - 12/8/23 13:25 - P:\OHDOT_V3\WORKSETS\118289\400-ENGINEERING\GEOTECHNICAL\SHEETS\RASTERS\RIC-CR133.GPJ

SHEET	TOTAL	SUBSET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.102	105	9	12	118289	CH 4-25-2024	DT	NEAS National Engineering & Architectural Services Inc.

GEOTECHNICAL PROFILE - ROADWAY
LEXINGTON SPRINGMILL ROAD
BORING LOG B-002-0-23

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 7/9/2025 TIME: 11:20:58 AM USER: Dtarawneh
P:\OHDOT_v3\WorkSets\118289\400-Engineering\Geotechnical\Sheets\118289_ZL005.dgn

PROJECT: RIC-CR133	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 20+61, 22' RT.	EXPLORATION ID B-005-0-23
TYPE: CULVERT	SAMPLING FIRM / LOGGER: NEAS / J. HODGES	HAMMER: CME AUTOMATIC	ALIGNMENT: CLP_HOME	
PID: 118289 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 1/24/22	ELEVATION: 1232.9 (MSL) EOB: 36.5 ft.	PAGE 1 OF 1
START: 10/5/23 END: 10/5/23	SAMPLING METHOD: SPT	ENERGY RATIO (%): 79	LAT / LONG: 40.710148, -82.580593	

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)	SO4 ppm	HOLE SEALED
MEDIUM DENSE, BROWN, **GRAVEL WITH SAND AND SILT**, TRACE CLAY, DAMP	1232.9		6 8 11	25	39	SS-1	-	35	15	19	22	9	NP	NP	NP	8	A-2-4 (0)	20	
	1229.9		5 5 6	14	100	SS-2	-	-	-	-	-	-	-	-	-	13	A-2-4 (V)	-	
SOFT TO STIFF, BROWN AND DARK BROWN, **SANDY SILT**, LITTLE GRAVEL, LITTLE CLAY, SS-3 CONTAINS NO INTACT SOIL FOR HP READINGS, DAMP TO MOIST			0 0 2	3	11	SS-3	-	-	-	-	-	-	-	-	-	15	A-4a (V)	-	
	1226.9		1 1 2	4	67	SS-4	1.25	17	10	34	28	11	31	21	10	22	A-4a (1)	-	
VERY LOOSE, BROWN AND DARK BROWN, **COARSE AND FINE SAND**, LITTLE SILT, TRACE GRAVEL, TRACE CLAY, CONTAINS ROOTS, WET	1225.4	W 1225.4	2 1 2	4	56	SS-5	-	-	-	-	-	-	-	-	-	28	A-3a (V)	-	
VERY LOOSE TO MEDIUM DENSE, BROWN AND ORANGISH BROWN, **COARSE AND FINE SAND**, LITTLE TO SOME GRAVEL AND STONE FRAGMENTS, LITTLE SILT, TRACE CLAY, IRON STAINING, MOIST TO WET			6 6 4	13	44	SS-6	-	-	-	-	-	-	-	-	-	18	A-3a (V)	-	
			2 2 4	8	22	SS-7	-	20	9	52	13	6	NP	NP	NP	18	A-3a (0)	-	
			2 3 5	11	33	SS-8	-	-	-	-	-	-	-	-	-	23	A-3a (V)	-	
			3 3 5	11	50	SS-9	-	-	-	-	-	-	-	-	-	21	A-3a (V)	-	
	1217.9		2 2 1	4	89	SS-10	-	-	-	-	-	-	-	-	-	18	A-3a (V)	-	
LOOSE, BROWN AND ORANGISH BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, IRON STAINING, WET			3 2 3	7	56	SS-11	-	-	-	-	-	-	-	-	-	22	A-1-b (V)	-	
			3 3 3	8	56	SS-12	-	-	-	-	-	-	-	-	-	26	A-1-b (V)	-	
BECOMES VERY DENSE			18 25 50/5"	-	47	SS-13	-	-	-	-	-	-	-	-	-	19	A-1-b (V)	-	
			17 22 50/4"	-	63	SS-14	-	-	-	-	-	-	-	-	-	22	A-1-b (V)	-	
	1206.9	TR	21 50/4"	-	60	SS-15	-	-	-	-	-	-	-	-	-	17	A-1-b (V)	-	
SANDSTONE, BROWN AND ORANGISH BROWN, MODERATELY WEATHERED, SLIGHTLY STRONG, FINE GRAINED, VERY THIN TO THICK BEDDED, FRIABLE, CONTAINS 0.25"-0.5" CLAY SEAMS AT 33.2', 35.3', 35.4', 35.8', AND 35.9', BEDDING DISCONTINUITIES: LOW ANGLE, FRACTURED TO SLIGHTLY FRACTURED, NARROW TO OPEN, SLIGHTLY ROUGH, BLOCKY, FAIR TO POOR SURFACE CONDITION; RQD 46%, REC 90%.			30 50/2"	-	88	SS-16	-	-	-	-	-	-	-	-	-	-	Rock (V)	-	
			50/3"	-	67	SS-17	-	-	-	-	-	-	-	-	-	-	Rock (V)	-	
			46		90	NQ2-1											CORE		
	1196.4	EOB																	

NOTES: GROUNDWATER ENCOUNTERED AT 7.5' DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 60 GAL. BENTONITE GROUT; POURED 1 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

STANDARD ODOT LOG W/ SULFATES (11 X 17) - OH DOT.GDT - 12/8/23 13:25 - P:\OHDOT_V3\WORKSETS\118289\400-ENGINEERING\GEOTECHNICAL\SHEETS\RASTERS\RIC-CR133.GPJ

SHEET	TOTAL	SUBSET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.103	105	10	12	118289	CH 4-25-2024	DT	NEAS National Engineering & Architectural Services Inc.

GEOTECHNICAL PROFILE - ROADWAY
HOME ROAD
BORING LOG B-005-0-23

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 7/9/2025 TIME: 11:19:53 AM USER: Dtarawneh
P:\OHDOT_v3\WorkSets\118289\400-Engineering\Geotechnical\Sheets\118289_ZL006.dgn

PROJECT: RIC-CR133	DRILLING FIRM / OPERATOR: NEAS / J. HODGES	DRILL RIG: CME 55X	STATION / OFFSET: 20+27, 55' LT.
TYPE: CULVERT	SAMPLING FIRM / LOGGER: NEAS / J. HODGES	HAMMER: CME AUTOMATIC	ALIGNMENT: CLP_HOME
PID: 118289 SFN:	DRILLING METHOD: 3.25" HSA / NQ2	CALIBRATION DATE: 1/24/22	ELEVATION: 1233.9 (MSL) EOB: 36.0 ft.
START: 10/9/23 END: 10/10/23	SAMPLING METHOD: SPT	ENERGY RATIO (%): 79	LAT / LONG: 40.710333, -82.580773

EXPLORATION ID: B-006-0-23
PAGE: 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV. 1233.9	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	SO4 ppm	HOLE SEALED
5.0" TOPSOIL (DRILLERS DESCRIPTION)	1233.5																		
MEDIUM DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT**, TRACE CLAY, DAMP	1232.4		2 6 5	14	39	SS-1	-	-	-	-	-	-	-	-	-	10	A-2-4 (V)	-	
VERY STIFF TO HARD, BROWN, **SANDY SILT**, TRACE TO SOME GRAVEL, LITTLE CLAY, DAMP			3 5 4	12	44	SS-2	4.50	7	11	31	37	14	32	22	10	19	A-4a (3)	-	
			0 0 4	5	44	SS-3	3.00	25	9	27	27	12	33	23	10	19	A-4a (1)	-	
	1229.4																		
VERY STIFF, BROWN, **SILT AND CLAY**, "AND" SAND, TRACE GRAVEL, IRON STAINING, MOIST	1227.9		13 6 6	16	56	SS-4	2.50	6	7	32	35	20	32	18	14	23	A-6a (6)	-	
VERY STIFF, BROWN AND ORANGISH BROWN, **SANDY SILT**, LITTLE CLAY, LITTLE GRAVEL, IRON STAINING, DAMP	1226.4		6 5 4	12	39	SS-5	3.00	-	-	-	-	-	-	-	-	20	A-4a (V)	-	
LOOSE TO MEDIUM DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND**, TRACE TO LITTLE SILT, TRACE CLAY, MOIST TO WET		W 1224.9	3 4 3	9	44	SS-6	-	-	-	-	-	-	-	-	-	17	A-1-b (V)	-	
			2 3 2	7	61	SS-7	-	-	-	-	-	-	-	-	-	17	A-1-b (V)	-	
			7 11 11	29	72	SS-8	-	-	-	-	-	-	-	-	-	16	A-1-b (V)	-	
			7 9 11	26	50	SS-9	-	-	-	-	-	-	-	-	-	15	A-1-b (V)	-	
			8 10 11	28	67	SS-10	-	-	-	-	-	-	-	-	-	15	A-1-b (V)	-	
			9 9 8	22	39	SS-11	-	-	-	-	-	-	-	-	-	14	A-1-b (V)	-	
			10 8 7	20	39	SS-12	-	-	-	-	-	-	-	-	-	15	A-1-b (V)	-	
BECOMES DENSE TO VERY DENSE			11 12 12	32	44	SS-13	-	-	-	-	-	-	-	-	-	15	A-1-b (V)	-	
			12 50/5"	-	45	SS-14	-	-	-	-	-	-	-	-	-	17	A-1-b (V)	-	
			17 32 44	100	39	SS-15	-	-	-	-	-	-	-	-	-	18	A-1-b (V)	-	
	1205.4	TR																	
SANDSTONE, BROWN AND ORANGISH BROWN, MODERATELY WEATHERED, SLIGHTLY STRONG, FINE GRAINED, VERY THIN TO MEDIUM BEDDED, FRIABLE, CONTAINS INTERBEDDED THIN CLAY SEAMS, BEDDING DISCONTINUITIES: LOW ANGLE, JOINT DISCONTINUITIES: HIGH ANGLE FROM 34.7'-35.3', FRACTURED TO MODERATELY FRACTURED, NARROW, SLIGHTLY ROUGH, VERY BLOCKY, FAIR TO POOR SURFACE CONDITION; RQD 48%, REC 100%.			28 50/2"	-	63	SS-16	-	-	-	-	-	-	-	-	-	-	Rock (V)	-	
			48		100	NQ2-1											CORE		
	1197.9	EOB																	

NOTES: GROUNDWATER ENCOUNTERED AT 9.0' DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: PUMPED 55 GAL. BENTONITE GROUT; POURED 1 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

STANDARD ODOT LOG W/ SULFATES (11 X 17) - OH DOT.GDT - 12/8/23 13:25 - P:\OHDOT_V3\WORKSETS\118289\400-ENGINEERING\GEOTECHNICAL\SHEETS\RASTERS\RIC-CR133.GPJ

SHEET	TOTAL	SUBSET	TOTAL	PROJECT ID	REVISION	DESIGNER	DESIGN AGENCY
P.104	105	11	12	118289	CH 4-25-2024	DT	NEAS National Engineering & Architectural Services Inc.

GEOTECHNICAL PROFILE - ROADWAY
HOME ROAD
BORING LOG B-006-0-23

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 7/10/2025 TIME: 3:26:44 AM USER: Dtarawneh
P:\OHDOT_v3\WorkSets\118289\400-Engineering\Geotechnical\Sheets\118289_ZL003.dgn

PROJECT: RIC-CR133
TYPE: CULVERT
PID: 118289 SFN:
START: 10/11/23 END: 10/12/23

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: 1/24/22
ENERGY RATIO (%): 79

STATION / OFFSET: 112+06, 45' RT.
ALIGNMENT: CLP_LEXINGTON
ELEVATION: 1248.4 (MSL) EOB: 25.0 ft.
LAT / LONG: 40.712268, -82.581492

EXPLORATION ID B-007-0-23
PAGE 1 OF 1

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)	SO4 ppm	BACK FILL
MEDIUM DENSE, BROWN, **STONE FRAGMENTS WITH SAND AND SILT**, TRACE CLAY, DAMP	1248.4	1	4 7 10	22	89	SS-1	-	43	14	16	18	9	NP	NP	NP	9	A-2-4 (0)	-	
VERY STIFF TO HARD, BROWN, **SILT AND CLAY**, "AND" SAND, TRACE TO SOME GRAVEL, DAMP	1246.9	2	9 5 6	14	94	SS-2	4.25	5	9	30	36	20	32	19	13	17	A-6a (5)	-	
		3	1 1 3	5	83	SS-3	4.25	-	-	-	-	-	-	-	-	17	A-6a (V)	-	
		4	3 5 6	14	94	SS-4	3.50	-	-	-	-	-	-	-	-	17	A-6a (V)	-	
		5	4 5 7	16	100	SS-5	3.75	-	-	-	-	-	-	-	-	15	A-6a (V)	-	
		6	4 6 6	16	89	SS-6	4.00	-	-	-	-	-	-	-	-	14	A-6a (V)	-	
		7	4 4 3	9	78	SS-7	3.00	-	-	-	-	-	-	-	-	17	A-6a (V)	-	
LOOSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, DAMP	1237.9	8	2 2 2	5	39	SS-8	-	-	-	-	-	-	-	-	-	15	A-1-b (V)	-	
LOOSE TO MEDIUM DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT**, TRACE TO LITTLE CLAY, DAMP TO MOIST	1236.4	9	2 3 5	11	94	SS-9	-	25	22	19	23	11	NP	NP	NP	14	A-2-4 (0)	-	
		10	3 4 3	9	100	SS-10	-	-	-	-	-	-	-	-	-	17	A-2-4 (V)	-	
		11																	
		12	3 2 4	8	100	SS-11	-	-	-	-	-	-	-	-	-	16	A-2-4 (V)	-	
		13																	
		14	2 3 4	9	100	SS-12	-	-	-	-	-	-	-	-	-	13	A-2-4 (V)	-	
		15																	
		16																	
		17																	
		18																	
		19																	
		20																	
		21	W 1227.4																
		22	4 5 6	14	89	SS-13	-	-	-	-	-	-	-	-	-	17	A-2-4 (V)	-	
		23																	
	1223.4	24	7 11 12	30	100	SS-14	-	-	-	-	-	-	-	-	-	12	A-2-4 (V)	-	
		25	EOB																

NOTES: GROUNDWATER ENCOUNTERED AT 21.0' DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.
ABANDONMENT METHODS, MATERIALS, QUANTITIES: POURED 1 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

PROJECT: RIC-CR133
TYPE: CULVERT
PID: 118289 SFN:
START: 10/12/23 END: 10/12/23

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: 1/24/22
ENERGY RATIO (%): 79

STATION / OFFSET: 112+08, 29' LT.
ALIGNMENT: CLP_LEXINGTON
ELEVATION: 1250.5 (MSL) EOB: 25.0 ft.
LAT / LONG: 40.712304, -82.581228

EXPLORATION ID B-008-0-23
PAGE 1 OF 1

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)	SO4 ppm	BACK FILL
HARD, BROWN, **SILT**, SOME SAND, LITTLE CLAY, TRACE GRAVEL, ROOTS, DAMP	1250.5	1	2 3 4	9	100	SS-1	4.50	10	7	16	50	17	33	24	9	16	A-4b (6)	0	
VERY DENSE, BROWN, **STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, ROOTS, DAMP	1249.0	2	16 50/2"	-	63	SS-2	-	-	-	-	-	-	-	-	-	11	A-1-b (V)	-	
HARD, BROWN, **SANDY SILT**, LITTLE CLAY, LITTLE GRAVEL, ROOTS, DAMP	1247.5	3	3 3 2	7	72	SS-3	4.50	-	-	-	-	-	-	-	-	17	A-4a (V)	-	
MEDIUM DENSE, BROWN, **STONE FRAGMENTS WITH SAND**, LITTLE SILT, TRACE CLAY, WET	1246.0	4	2 4 4	11	78	SS-4	-	44	8	23	16	9	NP	NP	NP	14	A-1-b (0)	-	
LOOSE TO MEDIUM DENSE, BROWN, **STONE FRAGMENTS WITH SAND AND SILT**, TRACE CLAY, MOIST TO DAMP	1244.5	5	2 3 3	8	22	SS-5	-	-	-	-	-	-	-	-	-	17	A-2-4 (V)	-	
		6	5 8 10	24	61	SS-6	-	39	17	16	21	7	NP	NP	NP	10	A-2-4 (0)	-	
MEDIUM DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, DAMP	1241.5	7	6 9 11	26	44	SS-7	-	-	-	-	-	-	-	-	-	9	A-1-b (V)	-	
		8	6 9 13	29	89	SS-8	-	48	14	14	19	5	NP	NP	NP	7	A-1-b (0)	-	
		9	7 9 12	28	83	SS-9	-	-	-	-	-	-	-	-	-	10	A-1-b (V)	-	
		10	5 8 10	24	89	SS-10	-	-	-	-	-	-	-	-	-	9	A-1-b (V)	-	
		11																	
		12	5 5 4	12	94	SS-11	-	-	-	-	-	-	-	-	-	12	A-1-b (V)	-	
		13																	
		14	4 5 5	13	89	SS-12	-	-	-	-	-	-	-	-	-	12	A-1-b (V)	-	
		15																	
		16																	
		17	6 8 10	24	39	SS-13	-	-	-	-	-	-	-	-	-	12	A-1-b (V)	-	
		18																	
BECOMES WET		19	W 1227.0																
	1225.5	20	6 8 9	22	100	SS-14	-	-	-	-	-	-	-	-	-	18	A-1-b (V)	-	
		21	EOB																

NOTES: GROUNDWATER ENCOUNTERED AT 23.5' DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.
ABANDONMENT METHODS, MATERIALS, QUANTITIES: POURED 1 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

STANDARD ODOT LOG W/ SULFATES (8.5 X 11) - OH DOT.GDT - 12/1/23 09:46 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\RIC CR-133\GINT FILES\RIC-CR133.GPJ

SHEET	TOTAL	SUBSET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.105	105	12	12	118289	CH 4-25-2024	DT	NEAS National Engineering & Architectural Services Inc.

GEOTECHNICAL PROFILE - ROADWAY
LEXINGTON SPRINGMILL ROAD
BORING LOG B-007-0-23 & B-008-0-23