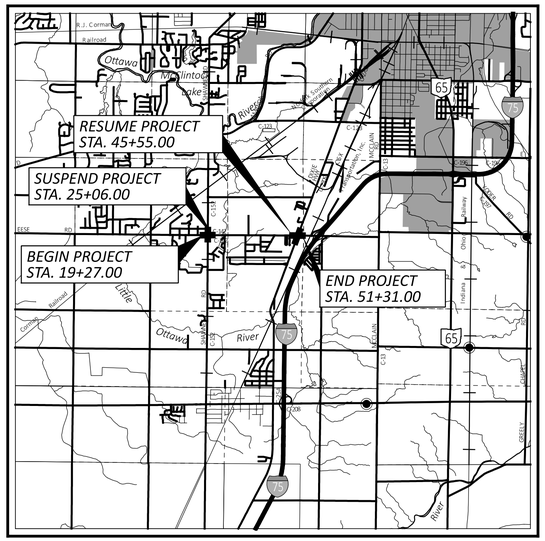


LOCATION MAP
SCALE: 1" = 1 MILE

LATITUDE: 40 °41'11" LONGITUDE: -84°08'55"

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

DESIGN DESIGNATION

	BREESE RD.	SHAWNEE RD	DIXIE HIGHWAY
CURRENT ADT (2028)	8,530	4,000	4,520
DESIGN YEAR ADT (2048)	9,370	4,390	4,960
DESIGN HOURLY VOLUME (2048)	940	440	500
DIRECTIONAL DISTRIBUTION	55%	58%	59%
TRUCKS (24 HOUR B&C)	2%	2%	4%
DESIGN SPEED	45	45	45
LEGAL SPEED	35 *	45	45
DESIGN FUNCTIONAL CLASSIFICATION:	MAJOR COLLECTOR	MINOR ARTERIAL	MINOR ARTERIAL
NHS PROJECT	YES**	NO	YES

* LEGAL SPEED EAST OF THE INTERSECTION IS 35 MPH, WHERE LEGAL SPEED WEST OF INTERSECTION WITH DIXIE HIGHWAY IS 45MPH

** FROM INTERSECTION WITH N. DIXIE TO THE EAST ONLY

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:
WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL
4454 IDEA CENTER BLVD, SUITE 100,
BEAVERCREEK, OH, 45430

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ALL-C.R.142-3.63/4.77

SHAWNEE TOWNSHIP

ALLEN COUNTY

INDEX OF SHEETS:

TITLE SHEET	P.1
SIGNATURE SHEET	P.2
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TYPICAL SECTIONS	P.4 - P.5
GENERAL NOTES	P.6
MAINTENANCE OF TRAFFIC	P.7 - P.18
PLAN AND PROFILE	
BREESE RD & SHAWNEE RD	P.19 - P.21
BREESE RD & DIXIE HWY	P.22 - P.27
CROSS SECTIONS	
BREESE RD	P.28 - P.33
DIXIE HWY	P.34 - P.37
INTERSECTION DETAILS	P.38 - P.42
STORM SEWER PROFILES	P.43
TRAFFIC CONTROL	
SIGNING AND PAVEMENT MARKING	P.44 - P.46
SIGNAL PLANS	P.47 - P.60
SOIL PROFILES	(To be submitted when ready)
RIGHT OF WAY	(Submitted Separately - will be included with pdf package)

STAGE 2 PLANS
5/22/26
(NOT FOR CONSTRUCTION)

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS

FEDERAL PROJECT NUMBER

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

FULL SIGNAL UPGRADE OF THE INTERSECTION OF C.R. 142 (BREESE ROAD) AND C.R. 152 (SHAWNEE ROAD) AND THE INTERSECTION OF C.R. 142 (BREESE ROAD) AND C.R. 270S (DIXIE HIGHWAY) TO MAST ARM SIGNALS; COUNTDOWN PEDESTRIAN SIGNAL HEADS WITH PUSH BUTTONS; SIDEWALK LANDINGS & ADA CURB RAMPS;HIGH VISIBILITY CROSSWALK MARKINGS; RADIUS IMPROVEMENTS; AND DRAINAGE IMPROVEMENTS. ALSO INCLUDED IS THE ADDITION OF A WESTBOUND RIGHT TURN LANE AT BREESE ROAD ONTO SHAWNEE ROAD AND THE REPLACEMENT OF THE SOUTHBOUND APPROACH ASPHALT PAVEMENT ON DIXIE HIGHWAY WITH ASPHALT PAVEMENT TO PREVENT PAVEMENT DAMAGE FROM HEAVY TRUCK TRAFFIC. THE NORTHERN 7000' OF DIXIE HIGHWAY WILL BE GRIND AND PAVE ONLY.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.68 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.00 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	0.68 ACRES

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Christopher A. Hughes, P.E.
District 01 Deputy Director

Pamela Boratyn
Director, Department of Transportation

TITLE SHEET

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.1 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:58:42 PM USER: Goodnight
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STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
ALL-C.R.142-3.63/4.77
SHAWNEE TOWNSHIP
ALLEN COUNTY

SIGNATURES ON THIS PAGE SIGNIFY ONLY THE CONCURRENCE WITH THE GENERAL PURPOSES AND GENERAL LOCATION OF THE PROJECT. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE ENGINEER(S) PREPARING THE PLANS.

_____
Brion E. Rhodes, P.E. P.S
Allen County Engineer

_____
Allen County Commissioner

_____
Allen County Commissioner

_____
Allen County Commissioner

SIGNATURE SHEET

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.2 | TOTAL 60

ALL-C.R. 142-3.63/4.77

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PRIMARY HORZIONTAL CONTROL POINTS SV1 - SV4 WERE ESTABLISHED BY AN AVERAGE OF FIFTEEN VIRTUAL REFERENCE STATION (VRS) OBSERVATIONS

DISPLAYED HORIZONTAL COORDINATES ARE ALLEN COUNTY OHIO LOW DISTORTION MAPPING PROJECTION (LDP). PRIMARY CONTROL STATIONS SV1 - SV5, AND PROJECT BENCHMARKS ELEVATIONS WERE DERIVED VIA LEVELING FROM SV2 & SV4.

CONTROL POINTS	DESCRIPTION	NAD83 SPC OH NORTH			ODOT ALLEN COUNTY LDP		
		GRID NORTHING (METERS)	GRID EASTING (METERS)	ELEVATION (METERS)	NORTHING (US FEET)	EASTING (US FEET)	ELEVATION (US FEET)
SV1	IRON PIN WITH ALUMINUM CAP LABELED "ODOT SURVEY MARKER-WOOLPERT"	114559.908	460222.457	261.26	250254.320	149149.417	857.14
SV2	IRON PIN WITH ALUMINUM CAP LABELED "ODOT SURVEY MARKER-WOOLPERT"	114573.215	460691.495	261.34	250326.209	150687.312	857.42
SV3	IRON PIN WITH ALUMINUM CAP LABELED "ODOT SURVEY MARKER-WOOLPERT"	114562.679	462149.600	267.27	250379.415	155471.312	876.87
SV4	IRON PIN WITH ALUMINUM CAP LABELED "ODOT SURVEY MARKER-WOOLPERT"	114557.998	462600.475	270.00	250391.197	156950.706	885.83

BENCHMARKS	DESCRIPTION	NAD83 SPC OH NORTH			ODOT ALLEN COUNTY LDP		
		GRID NORTHING (METERS)	GRID EASTING (METERS)	ELEVATION (METERS)	NORTHING (US FEET)	EASTING (US FEET)	ELEVATION (US FEET)
200	CUT X-NOTCH ON F.H. ARROW BOLT	114570.147	460609.446	262.86	250311.205	150418.333	862.41
201	CUT X-NOTCH ON F.H. ARROW BOLT	114573.254	460424.017	262.72	250310.233	149809.839	861.95
203	CUT X-NOTCH ON F.H. ARROW BOLT	114569.469	462340.511	271.52	250413.182	156097.196	890.82

SURVEYING PARAMETERS:

POSITIONING METHOD: LOCAL RTK AND CONVENTIONAL TOTAL STATION MEASUREMENTS OF VRS-ESTABLISHED MONUMENTS SV1-SV4, AND PROJECT BENCHMARKS 200-203

MONUMENT TYPE: 3/4" IRON PIN SET W/ ALUMINUM DISCS STAMPED "ODOT SURVEY MARKER-WOOLPERT"

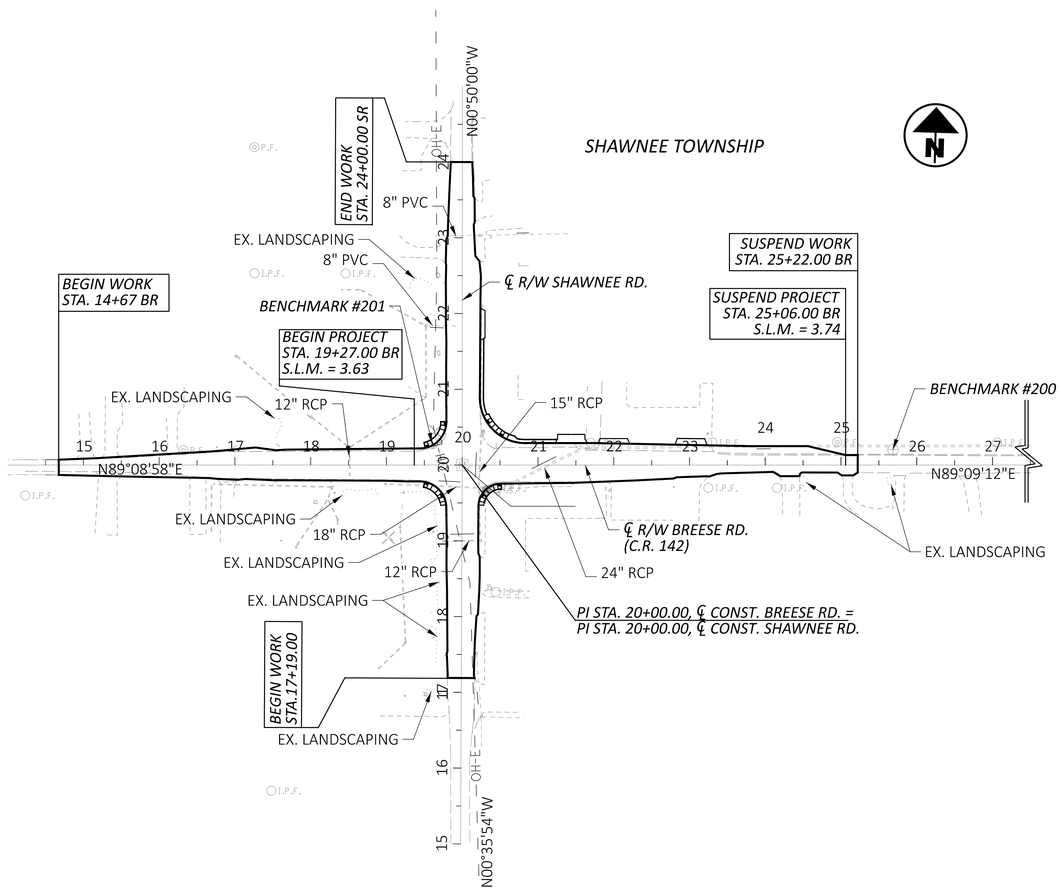
VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID18

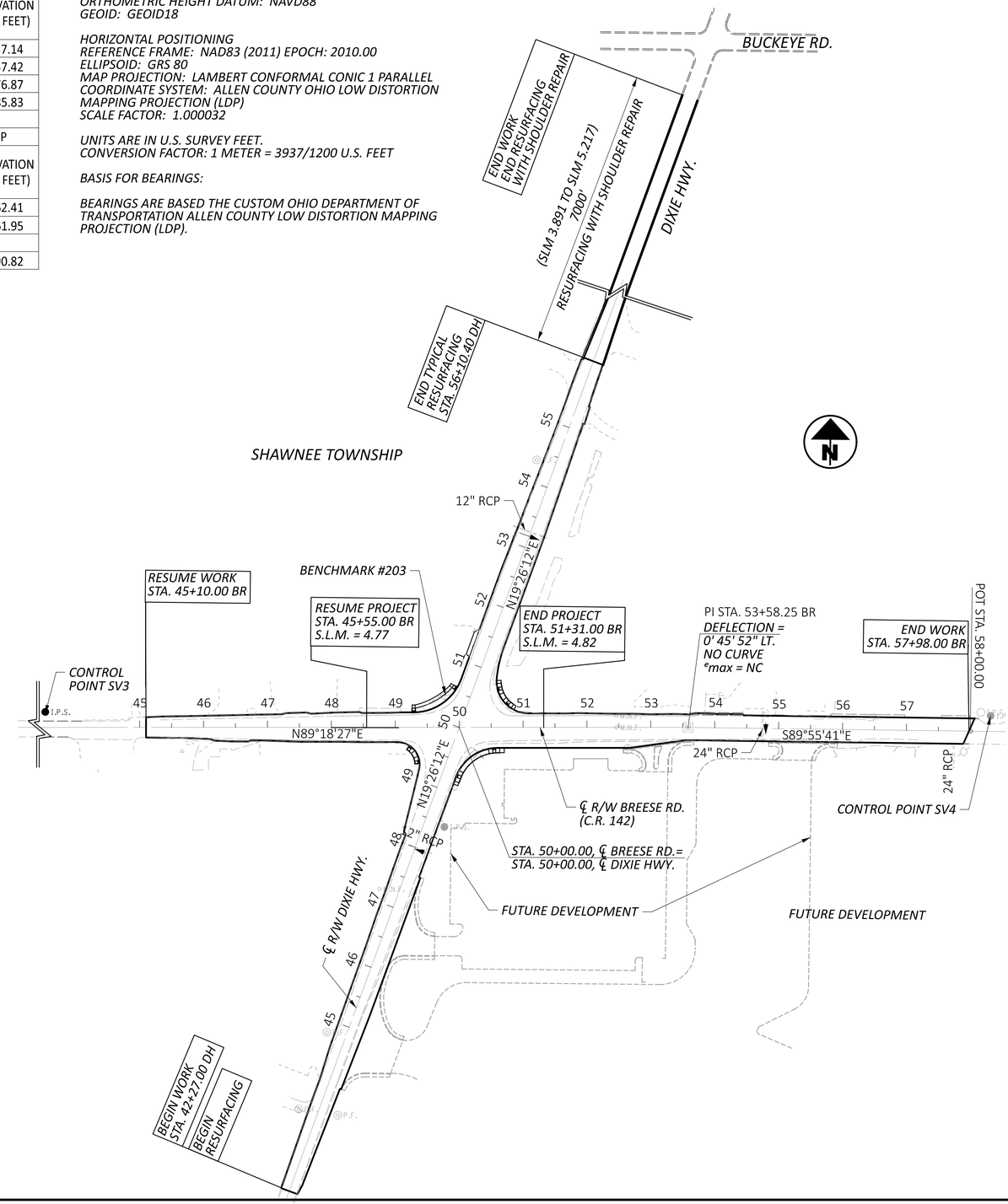
HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011) EPOCH: 2010.00
ELLIPSOID: GRS 80
MAP PROJECTION: LAMBERT CONFORMAL CONIC 1 PARALLEL
COORDINATE SYSTEM: ALLEN COUNTY OHIO LOW DISTORTION MAPPING PROJECTION (LDP)
SCALE FACTOR: 1.000032

UNITS ARE IN U.S. SURVEY FEET.
CONVERSION FACTOR: 1 METER = 3937/1200 U.S. FEET

BASIS FOR BEARINGS:

BEARINGS ARE BASED THE CUSTOM OHIO DEPARTMENT OF TRANSPORTATION ALLEN COUNTY LOW DISTORTION MAPPING PROJECTION (LDP).





ABBREVIATIONS USED:

BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN
BREESE RD AND DIXIE HWY

ALL-C.R. 142-3.63/4.77

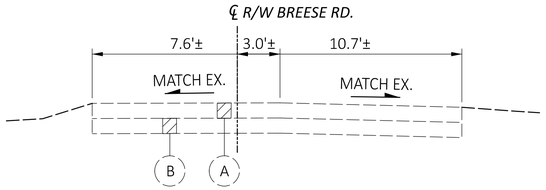
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DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.3
TOTAL	60

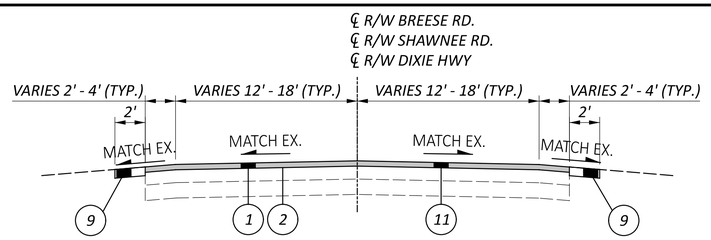
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TYPICAL SECTIONS



ADJOINING SECTION - BREESE RD

APPLIES STATION: STA. 14+67.00 BR

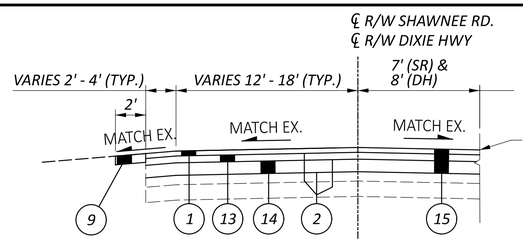


NORMAL SECTION - RESURFACING

APPLIES STATION: BREESE ROAD
STA. 14+67.00 BR TO STA. 20+00.00 BR
STA. 25+06.00 BR TO STA. 25+22.00 BR
STA. 45+10.00 BR TO STA. 57+98.00 BR

SHAWNEE ROAD *
STA. 17+19.00 SR TO STA. 20+83.15 SR
STA. 22+19.31 SR TO STA. 24+00.00 SR

DIXIE HIGHWAY *
STA. 42+27.00 DH TO STA. 50+20.77 DH
STA. 52+58.00 DH TO STA. 56+10.40 DH

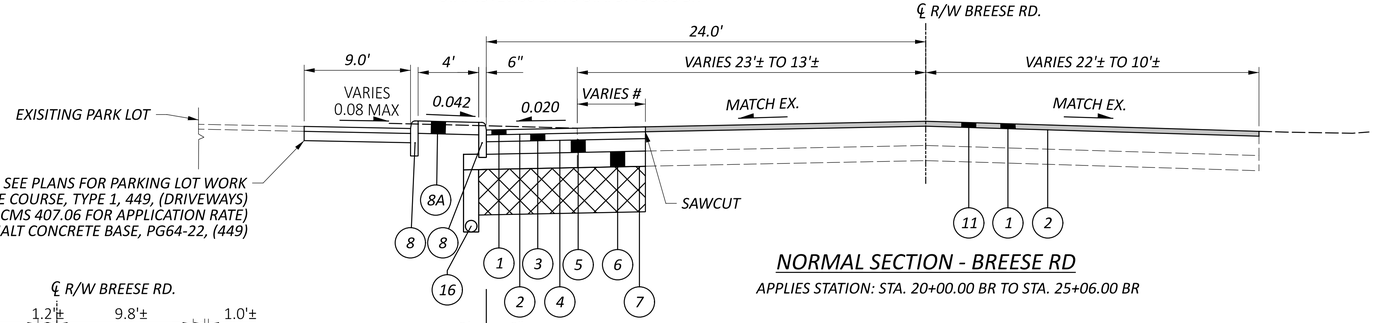


NORMAL SECTION - RESURFACING

APPLIES STATION: SHAWNEE ROAD
STA. 20+35.00 SR TO STA. 22+50.00 SR

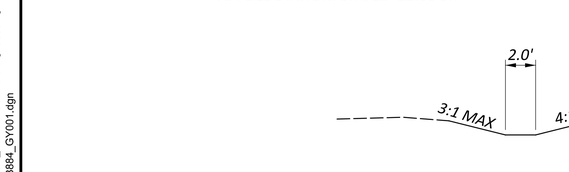
DIXIE HIGHWAY
STA. 50+20.77 DH TO STA. 52+80.00 DH

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING



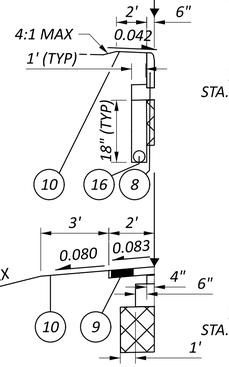
NORMAL SECTION - BREESE RD

APPLIES STATION: STA. 20+00.00 BR TO STA. 25+06.00 BR



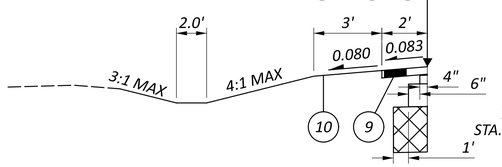
ADJOINING SECTION - BREESE RD

APPLIES STATION: STA. 25+22.00 BR



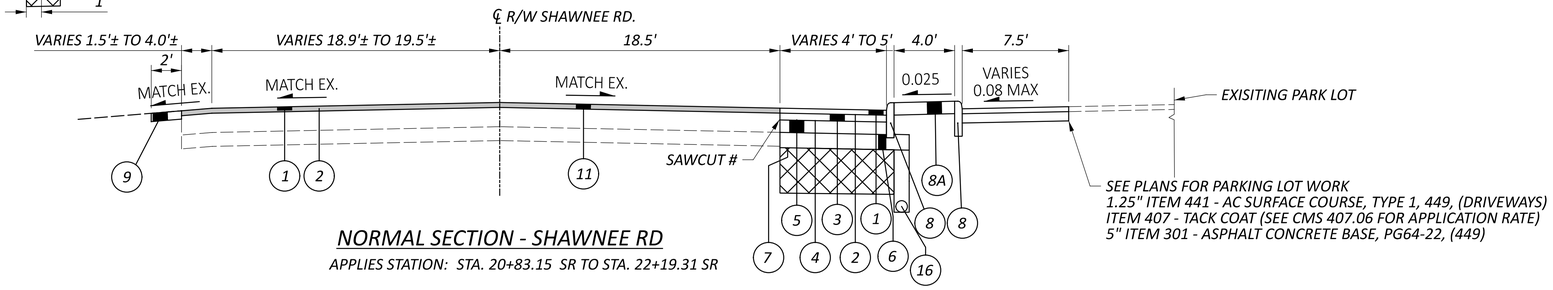
CURB SECTION SECTION

STA. 21+25.00 BR TO STA. 23+77.00 BR



OPEN SHOULDER SECTION

STA. 23+77.00 BR TO STA. 25+06.00 BR



NORMAL SECTION - SHAWNEE RD

APPLIES STATION: STA. 20+83.15 SR TO STA. 22+19.31 SR

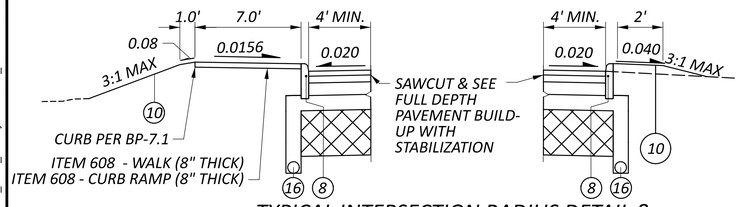
UNDERCUTTING

EXCAVATE THE SUBGRADE PER ITEM 204 - EXCAVATION OF SUBGRADE PROOF ROLLING AND SUBGRADE COMPACTION SHALL ALSO BE USED WHEN UNDERCUTTING IS NEEDED.

ITEM 204 - EXCAVATION OF SUBGRADE, 12 INCHES DEEP
ITEM 204 - GRANULAR MATERIAL, TYPE B (12")
ITEM 204 - GEOGRID

\# - THE EXISTING PAVEMENT EDGE SHALL BE SAWCUT TO LOCATE A SOUND PAVEMENT EDGE. FOR ESTIMATING PURPOSES, THE SAWCUT LINE HAS BEEN SHOWN A MINIMUM OF ONE FOOT FROM THE EXISTING EDGE LINE OR FOUR FEET FROM THE PROPOSED EDGE OF PAVEMENT.

* - EXCEPT FOR AREAS NOTED FOR DEEP PLANING, RESURFACING, AND WIDENING



TYPICAL INTERSECTION RADIUS DETAIL & INTERSECTION WIDENING DETAILS

N.T.S

LEGEND

1. ITEM 441 - 1 ½" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449) PG70-222M
2. ITEM 407 - TACK COAT FOR SURFACE COURSE, (APPLY AS PER TABLE 407.06-1 IN THE CMS)
3. ITEM 441 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
4. ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE, (APPLY AS PER TABLE 407.06-1 IN THE CMS)
5. ITEM 301 - 7 ½" ASPHALT CONCRETE BASE, PG64-22, (449)
6. ITEM 304 - 6" AGGREGATE BASE
7. ITEM 204 - SUBGRADE COMPACTION
8. ITEM 609 - CURB, TYPE 6
8A. ITEM 609 - CONCRETE MEDIAN
ITEM 301 - 4" AGGREGATE BASE
9. ITEM 411 - STABALIZED CRUSHED AGGREGATE, 2'-0" WIDE X 4" THICK
10. ITEM 659 - SEEDING AND MULCHING
11. ITEM 254 - 1½" PAVEMENT PLANNING
12. ITEM 441 - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M
13. ITEM 441 - 1 ¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
14. ITEM 301 - 3" ASPHALT CONCRETE BASE, PG64-22, (449)
15. ITEM 254 - 6 ¼" PAVEMENT PLANNING
16. ITEM 605 - 6" BASE PIPE UNDERDRAINS

A. 10-12"± ASPHALT CONCRETE
B. 11-13"± AGGREGATE BASE
C. 6-9"± AGGREGATE BASE

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

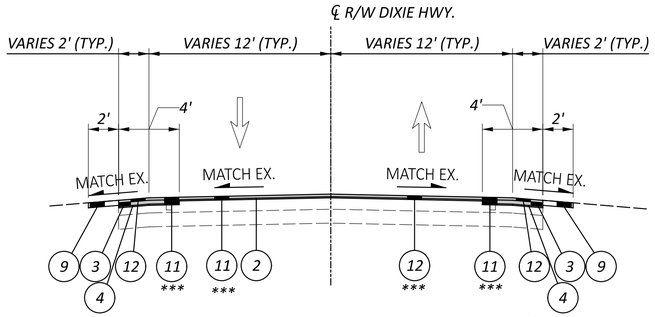
REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.4 | TOTAL 60

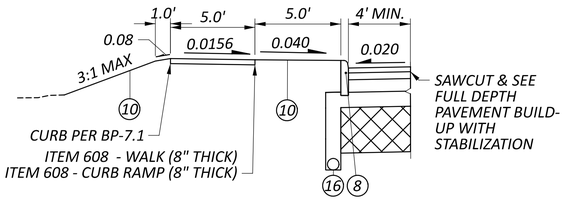
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING



*NORMAL SECTION - DIXIE HIGHWAY****

APPLIES STATION: STA. 52+80.00 DH TO SLM 5.217 (EX. JOINT LINE 840' SOUTH OF INTERSECTION OF BUCKEYE AND S. DIXIE)



TYPICAL INTERSECTION RADIUS DETAIL & INTERSECTION WIDENING DETAILS

NORTHWEST CORNER OF BREESE RD & DIXIE HWY
N.T.S

UNDERCUTTING

EXCAVATE THE SUBGRADE PER ITEM 204 - EXCAVATION OF SUBGRADE PROOF ROLLING AND SUBGRADE COMPACTION SHALL ALSO BE USED WHEN UNDERCUTTING IS NEEDED.

ITEM 204 - EXCAVATION OF SUBGRADE, 12 INCHES DEEP
ITEM 204 - GRANULAR MATERIAL, TYPE B (12")
ITEM 204 - GEOGRID

**** - FOR RESURFACING AND SHOULDER IMPROVEMENT FROM STA. 52+58.00 DH TO SLM 5.217 (EX. JOINT LINE 840' SOUTH OF INTERSECTION OF BUCKEYE AND S. DIXIE) PLANE 2.0"ACROSS THE ENTIRE PAVEMENT (APPROX. 28' WIDE) AND REPAVE WITH 2.0" OF PG70-22M SURFACE COURSE. PLANE AN ADDITIONAL 3.0" DEPTH FOR 5.0" TOTAL DEPTH ON THE OUTSIDE 4.0' OF PAVEMENT ON EACH SIDE OF THE ROAD (TOTAL 5.0"DEPTH). REPAVE WITH 3.0"OF INTERMEDIATE COURSE, TYPE 2.*

LEGEND

1. *ITEM 441 - 1 ½" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449) PG70-222M*
2. *ITEM 407 - TACK COAT FOR SURFACE COURSE, (APPLY AS PER TABLE 407.06-1 IN THE CMS)*
3. *ITEM 441 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)*
4. *ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE, (APPLY AS PER TABLE 407.06-1 IN THE CMS)*
5. *ITEM 301 - 7 ½" ASPHALT CONCRETE BASE, PG64-22, (449)*
6. *ITEM 304 - 6" AGGREGATE BASE*
7. *ITEM 204 - SUBGRADE COMPACTION*
8. *ITEM 609 - CURB, TYPE 6*

8A. *ITEM 609 - CONCRETE MEDIAN*
ITEM 301 - 4" AGGREGATE BASE

9. *ITEM 411 - STABALIZED CRUSHED AGGREGATE, 2'-0" WIDE X 4" THICK*
10. *ITEM 659 - SEEDING AND MULCHING*
11. *ITEM 254 - 1½" PAVEMENT PLANNING*
12. *ITEM 441 - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M*
13. *ITEM 441 - 1 ¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)*
14. *ITEM 301 - 3" ASPHALT CONCRETE BASE, PG64-22, (449)*
15. *ITEM 254 - 6 ¼" PAVEMENT PLANNING*
16. *ITEM 605 - 6" BASE PIPE UNDERDRAINS*

A. 10-12"± ASPHALT CONCRETE
B. 11-13"± AGGREGATE BASE
C. 6-9"± AGGREGATE BASE

TYPICAL SECTIONS

DESIGN AGENCY
WOOLPERT

DESIGNER AS
REVIEWER CAG 05/19/26
PROJECT ID 118884
SHEET P.5 TOTAL 60

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

AEP OHIO TRANSMISSION
8500 SMITHS MILL ROAD
NEW ALBANY, OH 43054
ATTN: MICHAEL CARR
PHONE: 380-205-5072
EMAIL: TL_PUBLICPROJECTS@AEP.COM

AEP DISTRIBUTION
38831 STATE ROUTE 7
REEDSVILLE, OH 45772
ATTN: CLARKE SAUNDERS
PHONE: 740-985-3054
EMAIL: CMSAUNDERS@AEP.COM

TELECOM:
OHIO FIBER RELOCATIONS
OHFIBERRELOCATE@AEP.COM

JOINT USE:
JOINT USE OHIO
OHIOJOINTUSE@AEP.COM

BUCKEYE PIPELINE
993 BRODHEAD ROAD, SUITE 100
CORAOPOLIS, PA 15108
ATTN: BRANDON ALLEN
PHONE: 216-318-2124
EMAIL: BALLEN@BUCKEYE.COM

ENBRIDGE GAS OHIO
320 SPRINGSIDE DRIVE
AKRON, OHIO 44333
RYAN A. BOND: 330-807-2285
EMAIL: RYAN.A.BOND@ENBRIDGE.COM
EMAIL: RELOCATION@ENBRIDGE.COM

MID-VALLEY PIPELINE/ENERGY TRANSFER LIMA
985 BUCKEYE RD.
LIMA, OH 45801
JUSTIN MILLER: 419-601-1207
EMAIL: JUSTIN.MILLER@ENERGYTRANSFER.COM

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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.

GENERAL NOTES

DESIGN AGENCY
WOOLPERT

DESIGNER AS
REVIEWER CAG 05/19/26
PROJECT ID 118884
SHEET P.6 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:05:04 PM USER: Goodnight
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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 14 CONSECUTIVE CALENDAR DAYS FOR WORK ON DIXIE HIGHWAY AND 3 DAYS OF SHAWNEE ROAD (NORTH OF BREESE ROAD), WHEN THROUGH TRAFFIC MAY BE DETOURED. AREAS IMPACTED BY TEMPORARY PAVEMENT SHALL BE RESTORED TO ORGINAL CONDITION OR BETTER. DETOURS SHALL NOT OCCUR CONCURRENTLY.

THE SHAWNEE ROAD DETOUR WOULD BEGIN AT THE FT. AMANDA ROAD INTERSECTION WITH TRAFFIC DIRECTED EAST ON FT. AMANDA ROAD, THEN CONTINUING EAST ON BUCKEYE ROAD, SOUTH ON DIXIE HIGHWAY, THEN WEST ON BREESE ROAD AND REVERSE FOR TRAFFICING MOVING IN THE OTHER DIRECTION.

THE DIXIE HIGHWAY DETOUR WOULD BEGIN AT THE INTERSECTION OF BUCKEYE ROAD WITH TRAFFIC DIRECTED EAST ON BUCKEYE ROAD AND THEN SOUTH ON MCCLAIN ROAD. VEHICLES NEEDING TO ACCESS I-75 WOULD TURN EAST ONTO HANTHORN ROAD THEN SOUTH ONTO ST. JOHNS ROAD (SR-65) UNTIL THE INTERSECTION WITH I-75. VEHICLES TRAVELING TO BREESE ROAD WOULD CONTINUE SOUTH ON MCCLAIN PAST THE HANTHORN ROAD INTERSECTION UNTIL THE INTERSECTION WITH BREESE ROAD, THEN WEST TO DIXIE HIGHWAY.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
THANKSGIVING	CHRISTMAS (OBSERVED)
MEMORIAL DAY	FOURTH OF JULY (OBSERVED)
LABOR DAY	(OTHER HOLIDAY OR SPECIAL EVENT)

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THRUSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

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

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

ITEM 614, MAINTAINING TRAFFIC (CONT.)

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
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 COUNTY RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE PER SCD-101.60 AND LOCATION AS SHOWN ON THE PHASE 1 - 4 MAINTENANCE OF TRAFFIC PLANS FOR SHAWNEE RD AND DIXIE HIGHWAY.

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.

PLACEMENT OF ASPHALT CONCRETE

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

TRENCH FOR WIDENING

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

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH CONSISTENT WITH THE REQUIREMENTS OF SCD MT-101.90 BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DUST CONTROL

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

ITEM 616, WATER *4.044* *M. GAL.*

DRIVEWAY CONSTRUCTION SCHEDULE

THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF DRIVEWAY WORK TO THE ENGINEER FOR APPROVAL PRIOR TO COMMUNICATING WORK WITH THE OWNER. THE CONTRACTOR SHALL COMMUNICATE WITH ALL OWNERS A MINIMUM OF SEVEN (7) DAYS PRIOR TO COMMENCING WORK ON THE OWNER'S DRIVE UNLESS INDICATED OTHERWISE IN THE PLANS.

ITEM 614, BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH FLUORESCENT ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT-105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90 DEGREES TO THE DIRECTION(S) OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614-BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM.

ITEM 614, BUSINESS ENTRANCE SIGN *18* *EACH*

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW 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.*
- *DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).*
- *DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN, SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, AND PEDESTRIAN.*

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

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

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

CRITERIA

-ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,

-AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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 MOVEMENT 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 BERECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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 *80* *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.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.7 TOTAL 60

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

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

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

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

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

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

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

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

DELINEATION OF PORTABLE AND PERMANENT BARRIER

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

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

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

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY OR BI-DIRECTIONAL) 8 EACH

ITEM 614, OBJECT MARKER, TWO-WAY 8 EACH

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

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNALS/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT.)

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN TWO HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION. IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR SHAWNEE TOWNSHIP FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT.)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED ___ HOURS AND SHALL NOT INCLUDE THE HOURS OF _____ TO _____. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF DUTY SHAWNEE TOWNSHIP POLICE, HIRED BY THE CONTRACTOR:

1. BREESE RD AND SHAWNEE RD

2. BREESE RD AND DIXIE HIGHWAY

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;

2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;

3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;

4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;

5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM

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. 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.

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	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.

SIGNAL MAINTENANCE OF TRAFFIC

CONTRACTOR WILL BE RESPONSIBLE TO ADJUST TRAFFIC SIGNAL HEAD TYPES AND LOCATION OF SIGNALS AS NECESSARY TO ACCOMMODATE TRAFFIC PATTERNS AND LANE LOCATIONS DURING ALL MAINTENANCE OF TRAFFIC PHASES.CONTRACTOR TO ADD SLACK IN SIGNAL WIRE AS REQUIRED. ALL COSTS ARE INCIDENTAL TO ITEM 614, MAINTAINING TRAFFIC.

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A

THE FOLLOWING QUANTITY IS PROVIDED FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A TO BE USED AS DIRECTED BY THE ENGINEER FOR REPLACING PORTIONS OF EASTBOUND TRAVEL LANE AND DRIVEWAYS IMPACTED ALONG BREESE RD FROM STA. 23+24 BR TO STA. 27520 BR. THIS WORK BE IN ACCORDANCE WITH THE PROVISIONS IN ITEM 615. PAYMENT TO INCLUDE ALL MATERIAL AND LABOR NECESSARY TO CLEAR, PREPARE THE SUBGRADE, INSTALL AND REMOVE PAVEMENT. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A 225 SQ. YDS.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.8 | TOTAL 60

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:05:17 PM USER: Goodnight
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DETOUR SIGNING

SIZE AND PLACEMENT OF DETOUR SIGNS SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01. DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

1. APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).

2. AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.

3. EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.

4. AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - DETOUR SIGNING LUMP SUM

SEQEUNCE OF CONSTRUCTION

SHAWNEE AT BREESE RD

PHASE 1: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.31, SCD MT-095.45, SCD MT-097.10, AND SCD MT-102.20, WHERE APPLICABLE, TO CONSTRUCT ALL SIGNAL POLES, MAST ARMS, TEMPORARY PAVEMENT FOR MAINTAINING TRAFFIC AND DRAINAGE STRUCTURES NOT INTERFERING WITH THE EXISTING OR PROPOSED PAVEMENT.

EXISTING TRAFFIC SIGNALS MAY REMAIN IN OPERATION DURING THE PRE-PHASE. NEW TRAFFIC SIGNAL FOUNDATIONS AND POLES MAY BE CONSTRUCTED ANY TIME DURING PHASE 1 WORK, BUT MUST BE BAGGED DURING OFF-PEAK HOURS (7 PM–7 AM) UNTIL THEY ARE OPERATIONAL AND THE OLD SIGNALS ARE DEACTIVATED. NEW SIGNALS MAY BE MADE OPERATIONAL ANY TIME DURING PHASE 1, BUT MUST BE MADE OPERATIONAL BEFORE THE END OF PHASE 1. THE NEW RIGHT-TURN LANE SIGNAL INSTALLED FOR THE WESTBOUND RIGHT-TURN LANE ALONG BREESE RD MUST BE BAGGED UNTIL THE CONSTRUCTION OF THE WESTBOUND RIGHT-TURN LANE HAS BEEN COMPLETED.

ONE LANE, TWO-WAY TRAFFIC MUST BE MAINTAINED ON THE ENTIRE WIDTH OF THE EXISTING LANES OF THE EXISTING PAVEMENT, UTILIZING DRUMS FOR THE ENTIRE LENGTH OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE.

SEQEUNCE OF CONSTRUCTION

SHAWNEE AT BREESE RD

PHASE 2: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.31, SCD MT-095.41, SCD MT-095.45, SCD MT-097.10, AND SCD MT-102.20, WHERE APPLICABLE, TO SHIFT TRAFFIC AS NECESSARY TO CONSTRUCT CURBS, CURB RAMPS, FULL-DEPTH PAVEMENT IN THE NORTHWEST CORNER OF THE INTERSECTION, AND TO REMOVE EXISTING SIGNAL EQUIPMENT.

ONE LANE, TWO-WAY TRAFFIC MUST BE MAINTAINED ON THE ENTIRE WIDTH OF THE EXISTING LANES ON THE EXISTING PAVEMENT, UTILIZING DRUMS FOR THE ENTIRE LENGTH OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE.

PHASE 3: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.31, SCD MT-095.41, SCD MT-095.45, SCD MT-097.10, AND SCD MT-102.20, WHERE APPLICABLE, TO SHIFT TRAFFIC AS NECESSARY TO CONSTRUCT CURBS, CURB RAMPS, FULL-DEPTH PAVEMENT IN THE SOUTHWEST CORNER OF THE INTERSECTION, AND TO REMOVE EXISTING SIGNAL EQUIPMENT.

ONE LANE, TWO-WAY TRAFFIC MUST BE MAINTAINED ON THE ENTIRE WIDTH OF THE EXISTING LANES ON THE EXISTING PAVEMENT, UTILIZING DRUMS FOR THE ENTIRE LENGTH OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE.

PHASE 4: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.31, SCD MT-095.41, SCD MT-095.45, SCD MT-097.10, AND SCD MT-102.20, WHERE APPLICABLE, TO SHIFT TRAFFIC AS NECESSARY TO CONSTRUCT CURBS, CURB RAMPS, FULL-DEPTH PAVEMENT IN THE SOUTHEAST CORNER OF THE INTERSECTION, AND TO REMOVE EXISTING SIGNAL EQUIPMENT. THE CONTRACTOR MAY COMPLETE PORTIONS OF THE WIDENING ALONG SHAWNEE RD (RIGHT SIDE) AND THE CONSTRUCTION OF THE NORTHERN DRIVEWAY OF SCHOONY'S PUB AS LONG AS DROP OFFS IN THE WORK ZONES ARE MAINTAINED.

ONE LANE, TWO-WAY TRAFFIC MUST BE MAINTAINED ON THE ENTIRE WIDTH OF THE EXISTING LANES ON THE EXISTING PAVEMENT, UTILIZING DRUMS FOR THE ENTIRE LENGTH OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE.

PHASE 5: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.41, SCD MT-097.10, AND SCD MT-102.20, WHERE APPLICABLE, TO CLOSE THE NORTHERN WESTBOUND LANE OF BREESE RD, NARROW EXISTING LANES AS NECESSARY (10-FT MIN), AND SHIFT TRAFFIC. THE CONTRACTOR SHALL REMOVE OR COVER ANY CONFLICTING PAVEMENT MARKINGS AND/OR SIGNS PER THE SCD. PAVEMENT MARKINGS IN AREAS WHERE PAVEMENT MARKINGS ARE TO REMAIN POST-PROJECT SHALL BE COVERED USING METHODS THAT DO NOT SCAR THE PAVEMENT.

WORK TO BE COMPLETED IN PHASE 5 INCLUDES THE CONSTRUCTION OF THE FULL-DEPTH WIDENING ON THE NORTHERN PORTION (RIGHT-TURN LANE) OF BREESE RD AND EASTERN PORTION (RIGHT SIDE) OF SHAWNEE RD, THE INSTALLATION OF CURBS, CURB RAMPS, AND DRAINAGE STRUCTURES NOT INTERFERING WITH THE EXISTING OR PROPOSED PAVEMENT. UPON COMPLETION, THE CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC CONTROL DEVICES, INCLUDING CONFLICTING PAVEMENT MARKINGS AND/OR SIGNS, BEFORE STARTING THE NEXT PHASE. THE NEW TURN LANE CONFIGURATION SHALL NOT BE OPENED TO TRAFFIC UNTIL THE NEW SIGNALS ARE OPERATIONAL.

SEQEUNCE OF CONSTRUCTION (CONT.)

SHAWNEE AT BREESE RD

PHASE 5 (CONT.): ONE LANE, TWO-WAY TRAFFIC MUST BE MAINTAINED ON THE ENTIRE WIDTH OF THE EXISTING LANES ON THE EXISTING PAVEMENT, UTILIZING PORTABLE BARRIER FOR THE ENTIRE LENGTH OF THE PROJECT.

THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVES UNLESS OTHERWISE NOTED ON THE PLANS. COORDINATION OF ALTERNATING TEMPORARY DRIVE CLOSURES SHALL BE MADE WHERE PROPERTIES HAVE MORE THAN ONE METHOD OF INGRESS/EGRESS, AND/OR NIGHTTIME CONSTRUCTION, WHERE RESIDENTIAL NOISE CONCERNS ARE NOT A FACTOR.

PHASE 6: THE CONTRACTOR SHALL INSTALL THE NECESSARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH SCD MT-095.31 AND SCD MT-095.32 TO COMPLETE THE PAVEMENT PLANING AND OVERLAY WORK THROUGHOUT THE PROJECT. THE CONTRACTOR MAY ALSO USE SCD MT-097.10 AND SCD MT-097.11 AS NECESSARY. ONE LANE OF TRAFFIC IN EACH DIRECTION (10-FT MIN) AND ACCESS TO ALL DRIVEWAYS AND SIDE STREETS MUST BE MAINTAINED THROUGHOUT THE ENTIRE DURATION OF PHASE 4. WORK TO BE COMPLETED IN THIS PHASE INCLUDES ALL FINAL WEARING COURSE AND RESURFACING OF EXISTING PAVEMENT, FINAL STRIPING, FINAL GRADING, AND SEEDING. ITEM 614 CLASS III PAVEMENT MARKINGS SHALL BE UTILIZED TO OPEN LANES TO TRAFFIC AFTER FINAL WEARING COURSE IS CONSTRUCTED IF FINAL PAVEMENT MARKETS ARE NOT PERFORM IMMEDIATELY.

DIXIE HIGHWAY AT BREESE RD

PHASE 1: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.31, SCD MT-095.45, SCD MT-097.10, AND SCD MT-102.20, WHERE APPLICABLE, TO CONSTRUCT ALL SIGNAL POLES, MAST ARMS, AND DRAINAGE STRUCTURES NOT INTERFERING WITH THE EXISTING OR PROPOSED PAVEMENT.

EXISTING TRAFFIC SIGNALS MAY REMAIN IN OPERATION DURING THE PHASE 1. NEW TRAFFIC SIGNAL FOUNDATIONS AND POLES MAY BE CONSTRUCTED ANY TIME DURING PHASE 1 WORK, BUT MUST BE BAGGED DURING OFF-PEAK HOURS (7 PM–7 AM) UNTIL THEY ARE OPERATIONAL AND THE OLD SIGNALS ARE DEACTIVATED. NEW SIGNALS MAY BE MADE OPERATIONAL ANY TIME DURING PHASE 1, BUT MUST BE MADE OPERATIONAL BEFORE THE END OF PHASE 1.

NORMAL TRAFFIC MUST BE MAINTAINED ON THE ENTIRE WIDTH OF THE EXISTING LANES ON THE EXISTING PAVEMENT, UTILIZING DRUMS TO CLOSE THE SHOULDERS FOR THE ENTIRE LENGTH OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE 1.

PHASE 2: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.31, SCD MT-095.41, SCD MT-095.45, SCD MT-097.10, AND SCD MT-102.20, WHERE APPLICABLE, TO SHIFT TRAFFIC AS NECESSARY TO CONSTRUCT CURBS, CURB RAMPS, FULL-DEPTH PAVEMENT IN THE SOUTHEAST, AND SOUTHWEST CORNERS OF THE INTERSECTION, AND TO REMOVE EXISTING SIGNAL EQUIPMENT.

ONE LANE, TWO-WAY TRAFFIC MUST BE MAINTAINED ON BREESE RD AND SOUTH DIXIE ROAD USING THE EXISTING PAVEMENT, UTILIZING DRUMS FOR THE ENTIRE LENGTH OF THE PROJECT. ALL LEFT-TURN LANES SHALL BE CLOSED. THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE.

SEQEUNCE OF CONSTRUCTION (CONT.)

DIXIE HIGHWAY AT BREESE RD

PHASE 3: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.31, SCD MT-095.41, SCD MT-095.45, SCD MT-097.10, AND SCD MT-102.20, WHERE APPLICABLE, TO SHIFT TRAFFIC AS NECESSARY TO CONSTRUCT CURBS, CURB RAMPS, FULL-DEPTH PAVEMENT IN THE NORTHEAST CORNER OF THE INTERSECTION, AND TO REMOVE EXISTING SIGNAL EQUIPMENT.

ONE LANE, TWO-WAY TRAFFIC MUST BE MAINTAINED ON BREESE RD AND SOUTH DIXIE ROAD USING THE EXISTING PAVEMENT, UTILIZING DRUMS FOR THE ENTIRE LENGTH OF THE PROJECT. ALL LEFT-TURN LANES SHALL BE CLOSED. THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE.

PHASE 4: THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL DEVICES PER STANDARD CONSTRUCTION DRAWINGS (SCD) MT-095.41, SCD MT-097.10, SCD MT-098.30, AND SCD MT-102.20, WHERE APPLICABLE, TO CLOSE THE NORTHERN LEG OF DIXIE HIGHWAY FOR A SHORT DURATION, NARROW EXISTING LANES AS NECESSARY (10-FT MIN), AND SHIFT TRAFFIC.

THE CONTRACTOR SHALL REMOVE OR COVER ANY CONFLICTING PAVEMENT MARKINGS AND/OR SIGNS PER THE SCD. PAVEMENT MARKINGS IN AREAS WHERE PAVEMENT MARKINGS ARE TO REMAIN POST-PROJECT SHALL BE COVERED USING METHODS THAT DO NOT SCAR THE PAVEMENT.WORK TO BE COMPLETED IN PHASE 3 INCLUDES THE CONSTRUCTION OF THE FULL-DEPTH PAVEMENT AND MILL AND OVERLAY ON THE NORTHERN LEG OF DIXIE HIGHWAY, AND THE INSTALLATION OF CURB, CURB RAMPS, AND SIDEWALK AT THE NORTHWEST CORNER OF THE INTERSECTION. UPON COMPLETION, THE CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC CONTROL DEVICES, INCLUDING CONFLICTING PAVEMENT MARKINGS AND/OR SIGNS, BEFORE STARTING THE NEXT PHASE.

THE CONTRACTOR SHALL MAINTAIN DROP-OFFS IN THE WORK ZONES PER SCD MT-101.90, AS APPLICABLE, THROUGHOUT THE ENTIRETY OF THE PHASE. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVES UNLESS OTHERWISE NOTED ON THE PLANS. COORDINATION OF ALTERNATING TEMPORARY DRIVE CLOSURES SHALL BE MADE WHERE PROPERTIES HAVE MORE THAN ONE METHOD OF INGRESS/EGRESS, AND/OR NIGHTTIME CONSTRUCTION, WHERE RESIDENTIAL NOISE CONCERNS ARE NOT A FACTOR.

PHASE 5: THE CONTRACTOR SHALL INSTALL THE NECESSARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH SCD MT-095.31 AND SCD MT-095.32 TO COMPLETE THE PAVEMENT PLANING AND OVERLAY WORK THROUGHOUT THE PROJECT. THE CONTRACTOR MAY ALSO USE SCD MT-097.10 AND SCD MT-097.11 AS NECESSARY. ONE LANE OF TRAFFIC IN EACH DIRECTION (10-FT MIN) AND ACCESS TO ALL DRIVEWAYS AND SIDE STREETS MUST BE MAINTAINED THROUGHOUT THE ENTIRE DURATION OF PHASE 4. WORK TO BE COMPLETED IN THIS PHASE INCLUDES ALL ALL FINAL WEARING COURSE AND RESURFACING OF EXISTING PAVEMENT, FINAL STRIPING, FINAL GRADING, AND SEEDING. ITEM 614 CLASS III PAVEMENT MARKINGS SHALL BE UTILIZED TO OPEN LANES TO TRAFFIC AFTER FINAL WEARING COURSE IS CONSTRUCTED IF FINAL PAVEMENT MARKETS ARE NOT PERFORM IMMEDIATELY.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.9 TOTAL 60

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:05:24 PM USER: Goodnight
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

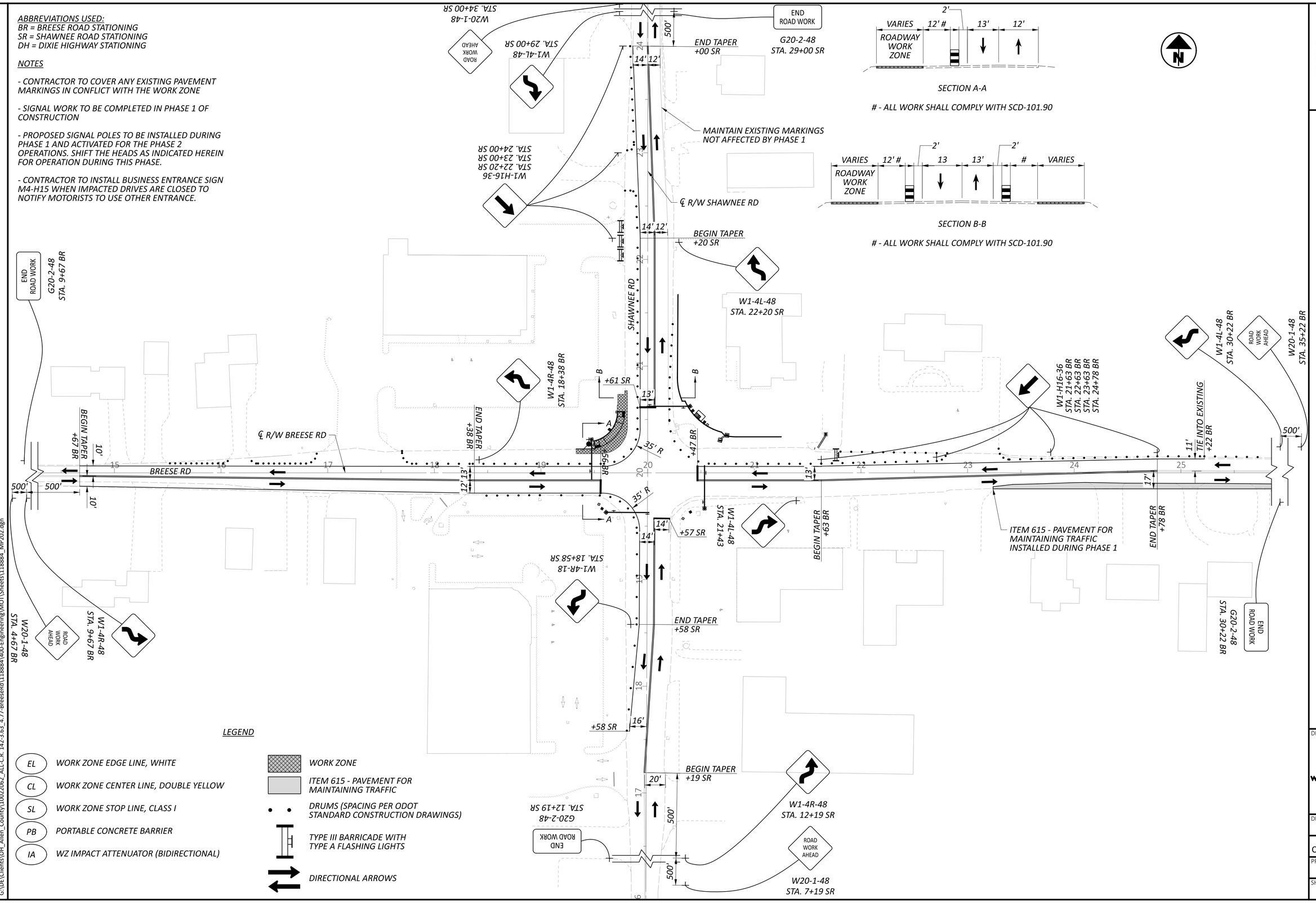
NOTES

- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION

- PROPOSED SIGNAL POLES TO BE INSTALLED DURING PHASE 1 AND ACTIVATED FOR THE PHASE 2 OPERATIONS. SHIFT THE HEADS AS INDICATED HEREIN FOR OPERATION DURING THIS PHASE.

- CONTRACTOR TO INSTALL BUSINESS ENTRANCE SIGN M4-H15 WHEN IMPACTED DRIVES ARE CLOSED TO NOTIFY MOTORISTS TO USE OTHER ENTRANCE.



SECTION A-A

 # - ALL WORK SHALL COMPLY WITH SCD-101.90

SECTION B-B

 # - ALL WORK SHALL COMPLY WITH SCD-101.90

LEGEND

EL	*WORK ZONE EDGE LINE, WHITE*
CL	*WORK ZONE CENTER LINE, DOUBLE YELLOW*
SL	*WORK ZONE STOP LINE, CLASS I*
PB	*PORTABLE CONCRETE BARRIER*
IA	*WZ IMPACT ATTENUATOR (BIDIRECTIONAL)*

WORK ZONE
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC
DRUMS (SPACING PER ODOT STANDARD CONSTRUCTION DRAWINGS)
TYPE III BARRICADE WITH TYPE A FLASHING LIGHTS
DIRECTIONAL ARROWS

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 2
BREESE RD

DESIGN AGENCY
WOOLPERT

DESIGNER AS
REVIEWER CAG 05/19/26
PROJECT ID 118884
SHEET P.10 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: Phase 2 - 40 Scale [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:05:42 PM USER: Goodnight
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

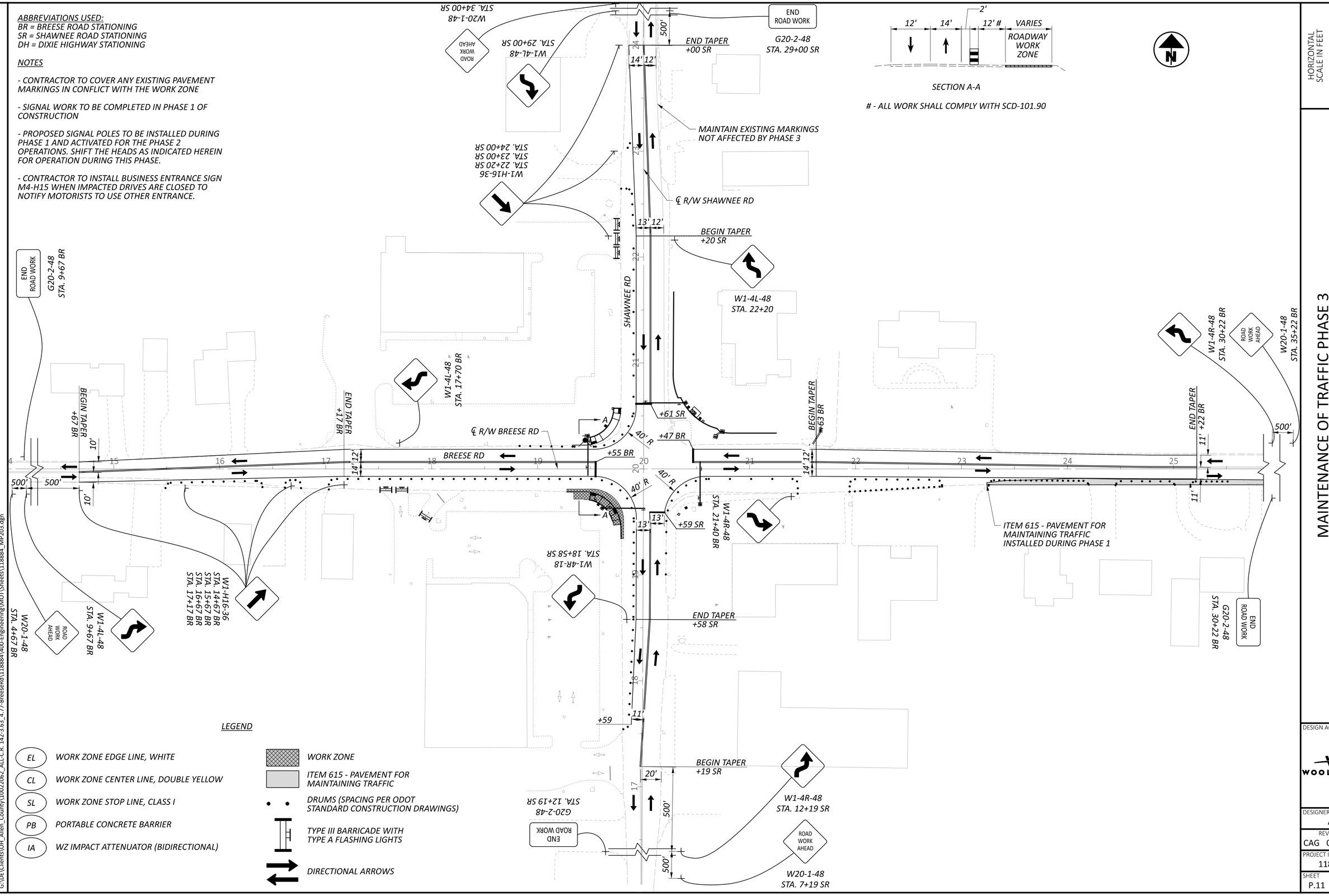
NOTES

- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION

- PROPOSED SIGNAL POLES TO BE INSTALLED DURING PHASE 1 AND ACTIVATED FOR THE PHASE 2 OPERATIONS. SHIFT THE HEADS AS INDICATED HEREIN FOR OPERATION DURING THIS PHASE.

- CONTRACTOR TO INSTALL BUSINESS ENTRANCE SIGN M4-H15 WHEN IMPACTED DRIVES ARE CLOSED TO NOTIFY MOTORISTS TO USE OTHER ENTRANCE.



SECTION A-A

- ALL WORK SHALL COMPLY WITH SCD-101.90

LEGEND

EL	WORK ZONE EDGE LINE, WHITE
CL	WORK ZONE CENTER LINE, DOUBLE YELLOW
SL	WORK ZONE STOP LINE, CLASS I
PB	PORTABLE CONCRETE BARRIER
IA	WZ IMPACT ATTENUATOR (BIDIRECTIONAL)

WORK ZONE

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC

DRUMS (SPACING PER ODOT STANDARD CONSTRUCTION DRAWINGS)

TYPE III BARRICADE WITH TYPE A FLASHING LIGHTS

DIRECTIONAL ARROWS

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 3
BREESE RD

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.11 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: Phase 3 - 40 Scale [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:05:59 PM USER: Goodnight
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

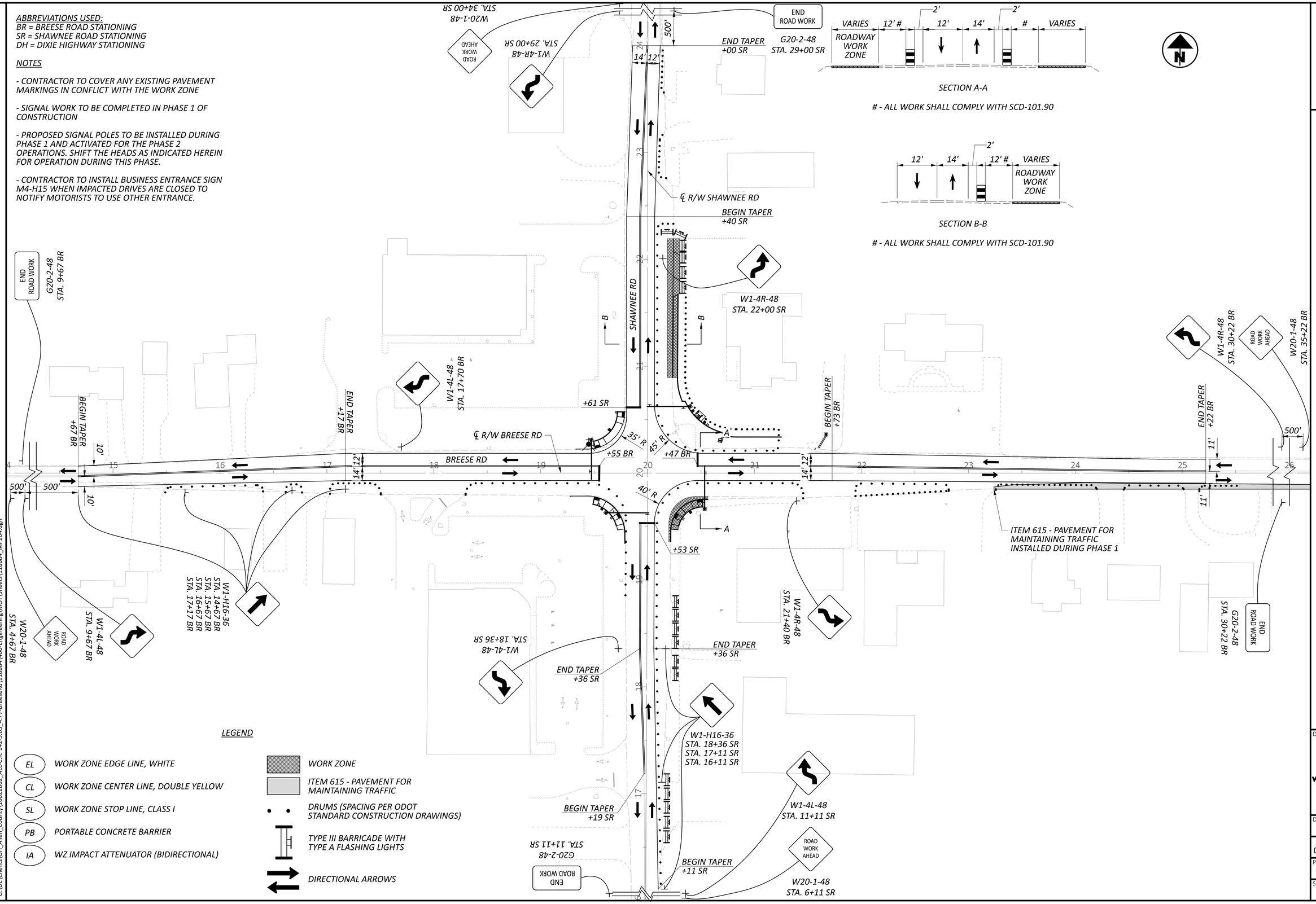
NOTES

- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION

- PROPOSED SIGNAL POLES TO BE INSTALLED DURING PHASE 1 AND ACTIVATED FOR THE PHASE 2 OPERATIONS. SHIFT THE HEADS AS INDICATED HEREIN FOR OPERATION DURING THIS PHASE.

- CONTRACTOR TO INSTALL BUSINESS ENTRANCE SIGN M4-H15 WHEN IMPACTED DRIVES ARE CLOSED TO NOTIFY MOTORISTS TO USE OTHER ENTRANCE.



LEGEND

- *EL — WORK ZONE EDGE LINE, WHITE*
- *CL — WORK ZONE CENTER LINE, DOUBLE YELLOW*
- *SL — WORK ZONE STOP LINE, CLASS I*
- *PB — PORTABLE CONCRETE BARRIER*
- *IA — WZ IMPACT ATTENUATOR (BIDIRECTIONAL)*
- *WORK ZONE*
- *ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC*
- *DRUMS (SPACING PER ODOT STANDARD CONSTRUCTION DRAWINGS)*
- *TYPE III BARRICADE WITH TYPE A FLASHING LIGHTS*
- *DIRECTIONAL ARROWS*

MAINTENANCE OF TRAFFIC PHASE 4
BREESE RD

ALL-C.R. 142-3.63/4.77

MODEL: Phase 4 - 40 Scale [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:06:19 PM USER: Goodnight
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DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.12
TOTAL	60

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

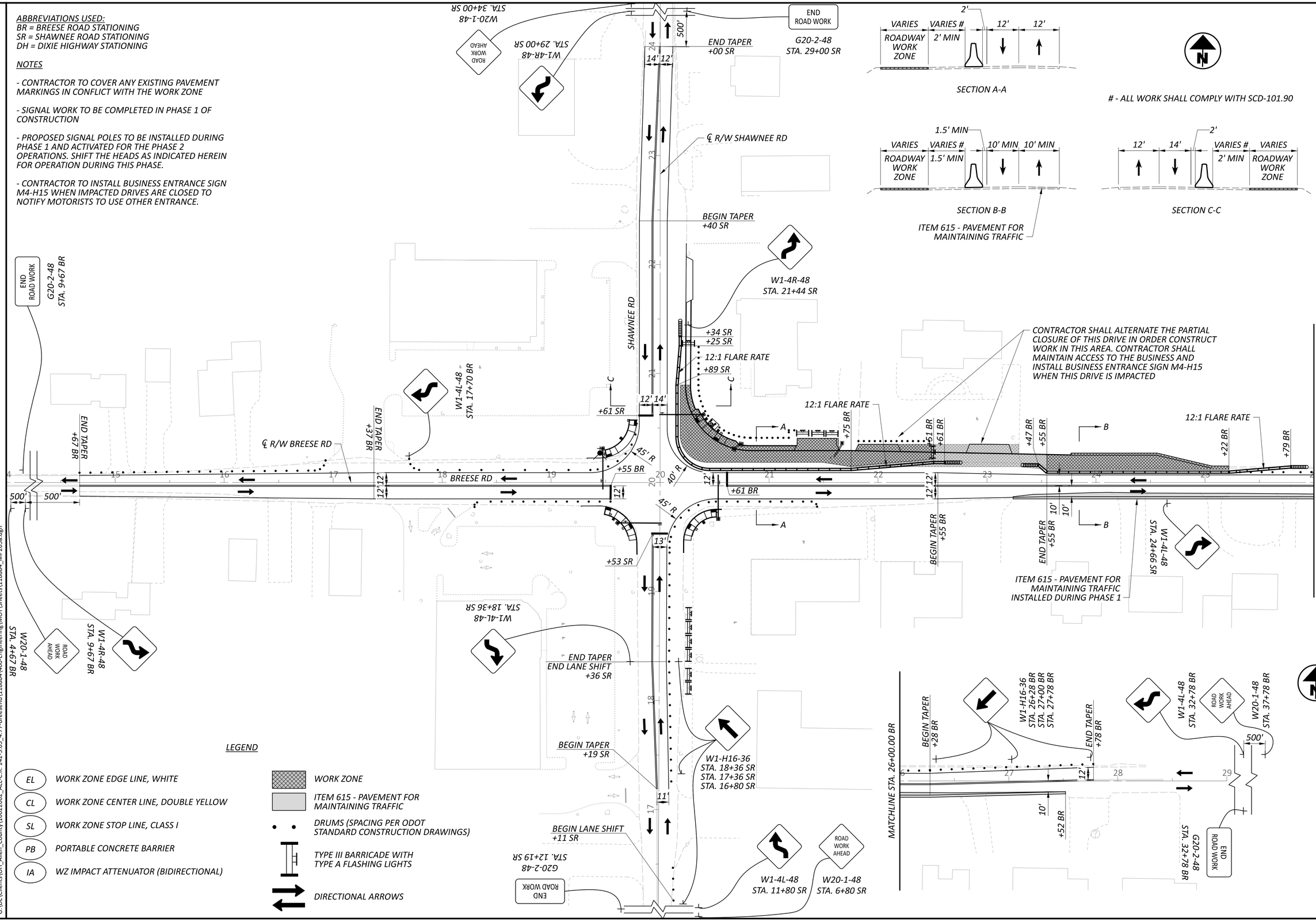
NOTES

- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION

- PROPOSED SIGNAL POLES TO BE INSTALLED DURING PHASE 1 AND ACTIVATED FOR THE PHASE 2 OPERATIONS. SHIFT THE HEADS AS INDICATED HEREIN FOR OPERATION DURING THIS PHASE.

- CONTRACTOR TO INSTALL BUSINESS ENTRANCE SIGN M4-H15 WHEN IMPACTED DRIVES ARE CLOSED TO NOTIFY MOTORISTS TO USE OTHER ENTRANCE.



SECTION A-A

 # - ALL WORK SHALL COMPLY WITH SCD-101.90

SECTION B-B

SECTION C-C

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC

LEGEND

- *EL — WORK ZONE EDGE LINE, WHITE*
- *CL — WORK ZONE CENTER LINE, DOUBLE YELLOW*
- *SL — WORK ZONE STOP LINE, CLASS I*
- *PB — PORTABLE CONCRETE BARRIER*
- *IA — WZ IMPACT ATTENUATOR (BIDIRECTIONAL)*
- *WORK ZONE*
- *ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC*
- *DRUMS (SPACING PER ODOT STANDARD CONSTRUCTION DRAWINGS)*
- *TYPE III BARRICADE WITH TYPE A FLASHING LIGHTS*
- *DIRECTIONAL ARROWS*

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASE 5A
BREESE RD

DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.13
TOTAL	60

ALL-C.R. 142-3.63/4.77

MODEL: Phase 5a - 40 Scale [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:06:39 PM USER: Goodnight
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

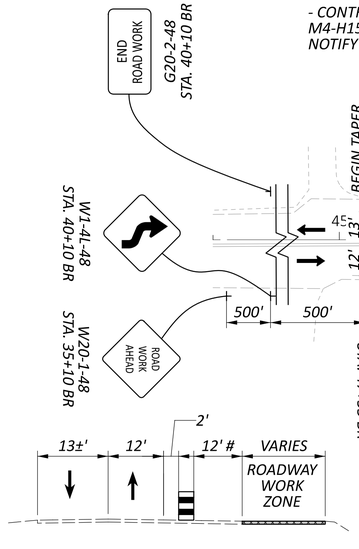
NOTES

- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION

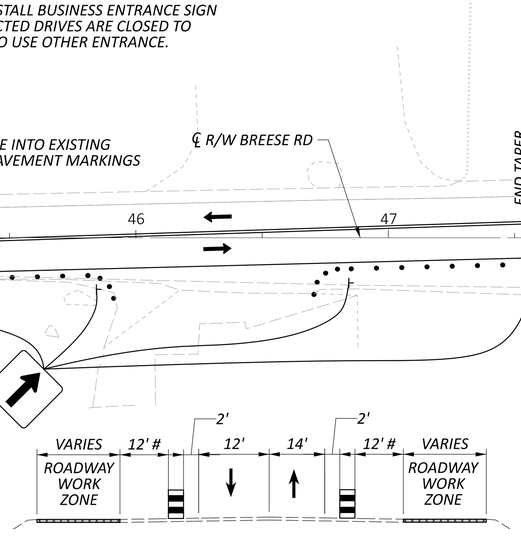
- PROPOSED SIGNAL POLES TO BE INSTALLED DURING PHASE 1 AND ACTIVATED FOR THE PHASE 2 OPERATIONS. SHIFT THE HEADS AS INDICATED HEREIN FOR OPERATION DURING THIS PHASE.

- CONTRACTOR TO INSTALL BUSINESS ENTRANCE SIGN M4-H15 WHEN IMPACTED DRIVES ARE CLOSED TO NOTIFY MOTORISTS TO USE OTHER ENTRANCE.



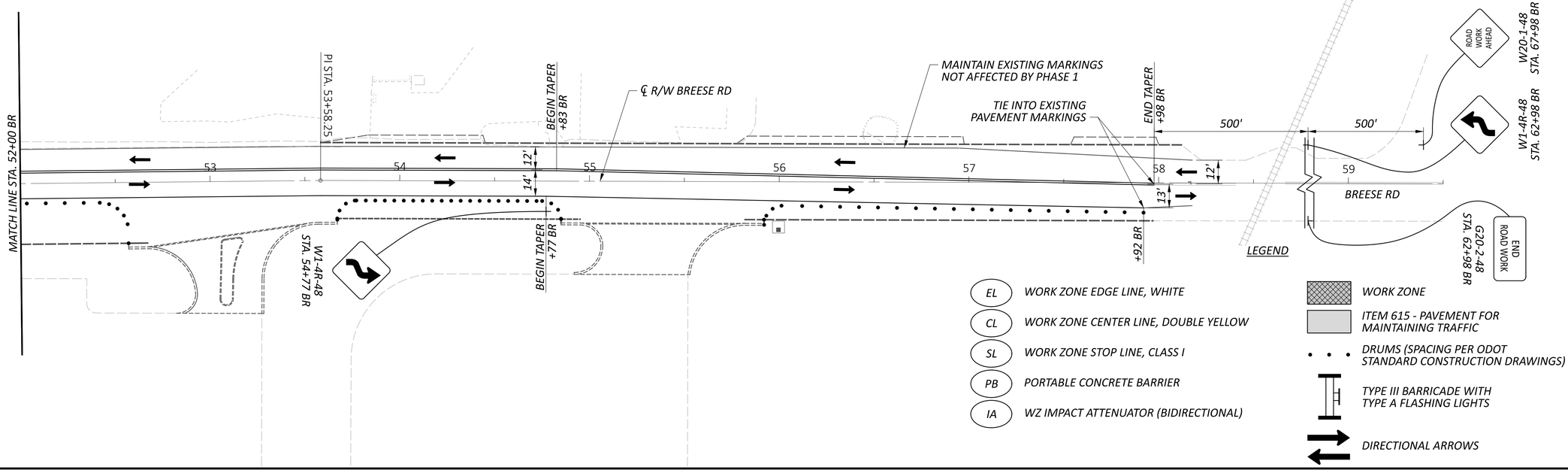
SECTION A-A

- ALL WORK SHALL COMPLY WITH SCD-101.90



SECTION B-B

- ALL WORK SHALL COMPLY WITH SCD-101.90



LEGEND

EL	WORK ZONE EDGE LINE, WHITE
CL	WORK ZONE CENTER LINE, DOUBLE YELLOW
SL	WORK ZONE STOP LINE, CLASS I
PB	PORTABLE CONCRETE BARRIER
IA	WZ IMPACT ATTENUATOR (BIDIRECTIONAL)

WORK ZONE

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC

DRUMS (SPACING PER ODOT STANDARD CONSTRUCTION DRAWINGS)

TYPE III BARRICADE WITH TYPE A FLASHING LIGHTS

DIRECTIONAL ARROWS

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PHASE 2
BREESE RD

DESIGN AGENCY
WOOLPERT

DESIGNER: AS
REVIEWER: CAG 05/19/26
PROJECT ID: 118884
SHEET: P.14 TOTAL: 60

ALL-C.R. 142-3.63/4.77

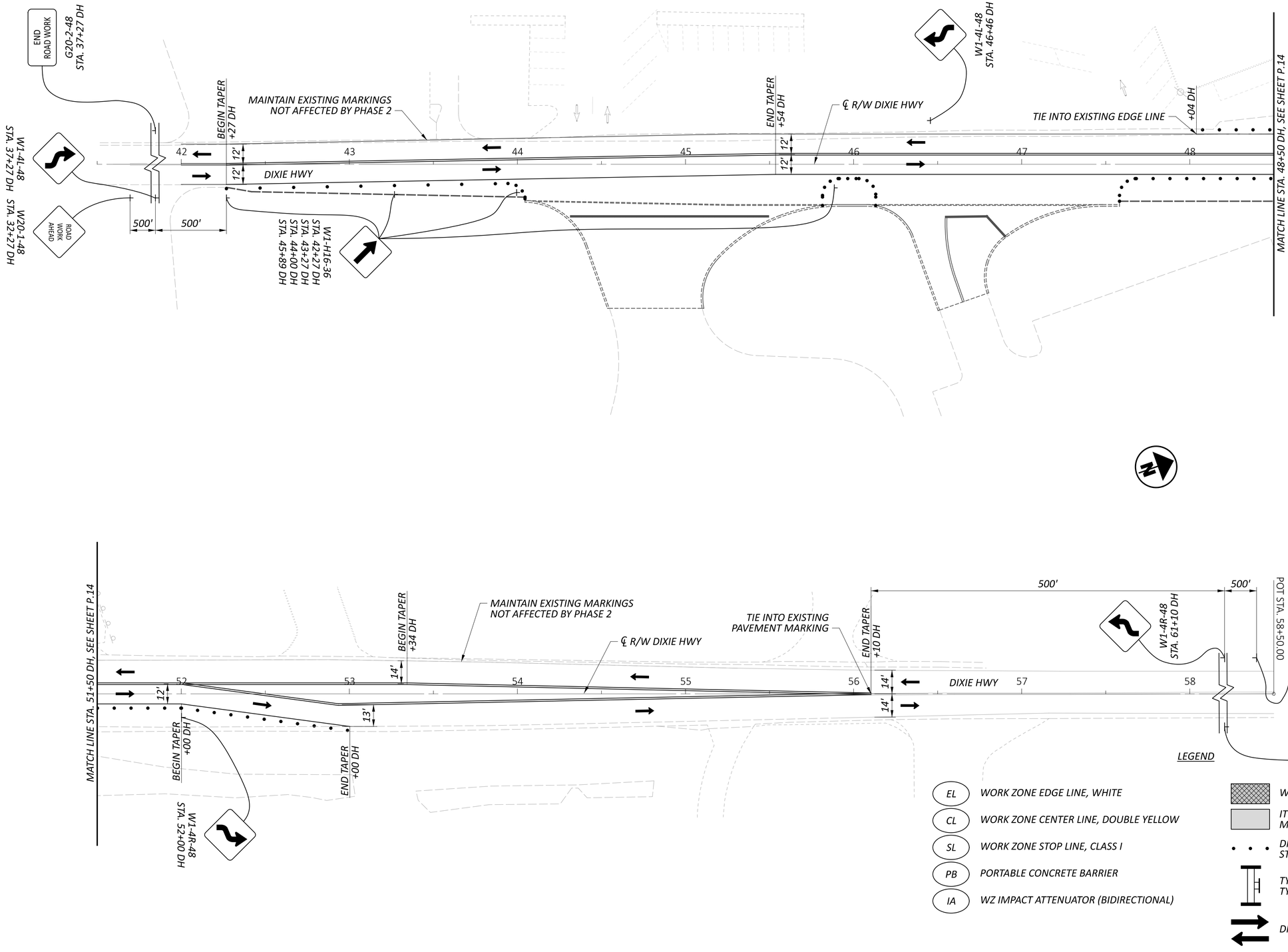
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

NOTES

- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION



LEGEND

EL	WORK ZONE EDGE LINE, WHITE
CL	WORK ZONE CENTER LINE, DOUBLE YELLOW
SL	WORK ZONE STOP LINE, CLASS I
PB	PORTABLE CONCRETE BARRIER
IA	WZ IMPACT ATTENUATOR (BIDIRECTIONAL)

WORK ZONE

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC

DRUMS (SPACING PER ODOT STANDARD CONSTRUCTION DRAWINGS)

TYPE III BARRICADE WITH TYPE A FLASHING LIGHTS

DIRECTIONAL ARROWS

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PHASE 2
DIXIE HWY

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.15 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: Dixie Hwy - 30S [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:07:11 PM USER: Goodnight
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

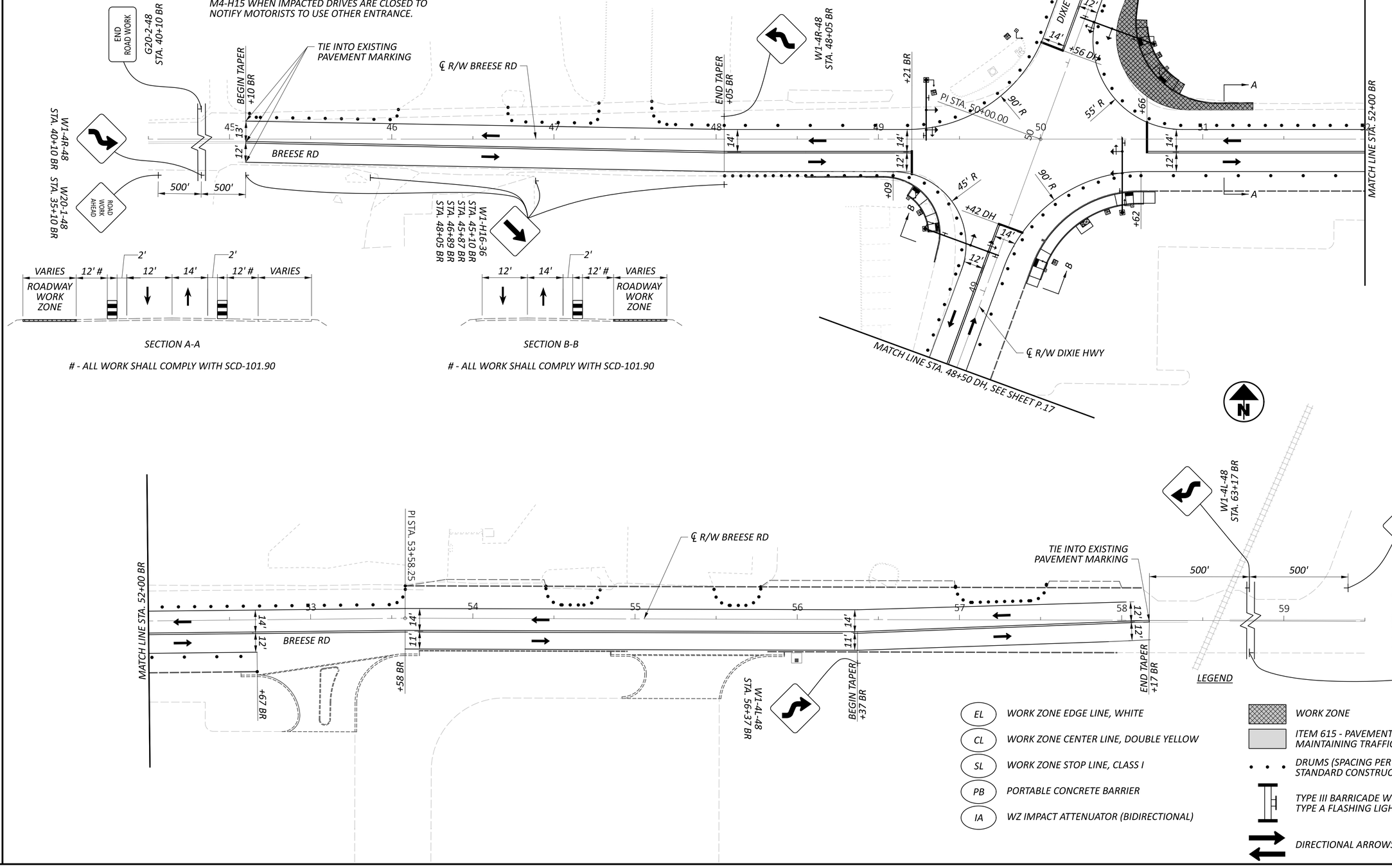
NOTES

- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION

- PROPOSED SIGNAL POLES TO BE INSTALLED DURING PHASE 1 AND ACTIVATED FOR THE PHASE 2 OPERATIONS. SHIFT THE HEADS AS INDICATED HEREIN FOR OPERATION DURING THIS PHASE.

- CONTRACTOR TO INSTALL BUSINESS ENTRANCE SIGN M4-H15 WHEN IMPACTED DRIVES ARE CLOSED TO NOTIFY MOTORISTS TO USE OTHER ENTRANCE.



HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PHASE 3
BREESE RD

DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.16
TOTAL	60

ALL-C.R. 142-3.63/4.77

MODEL: BREESE RD PH3 - 30 Scale [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:07:23 PM USER: Goodnight
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

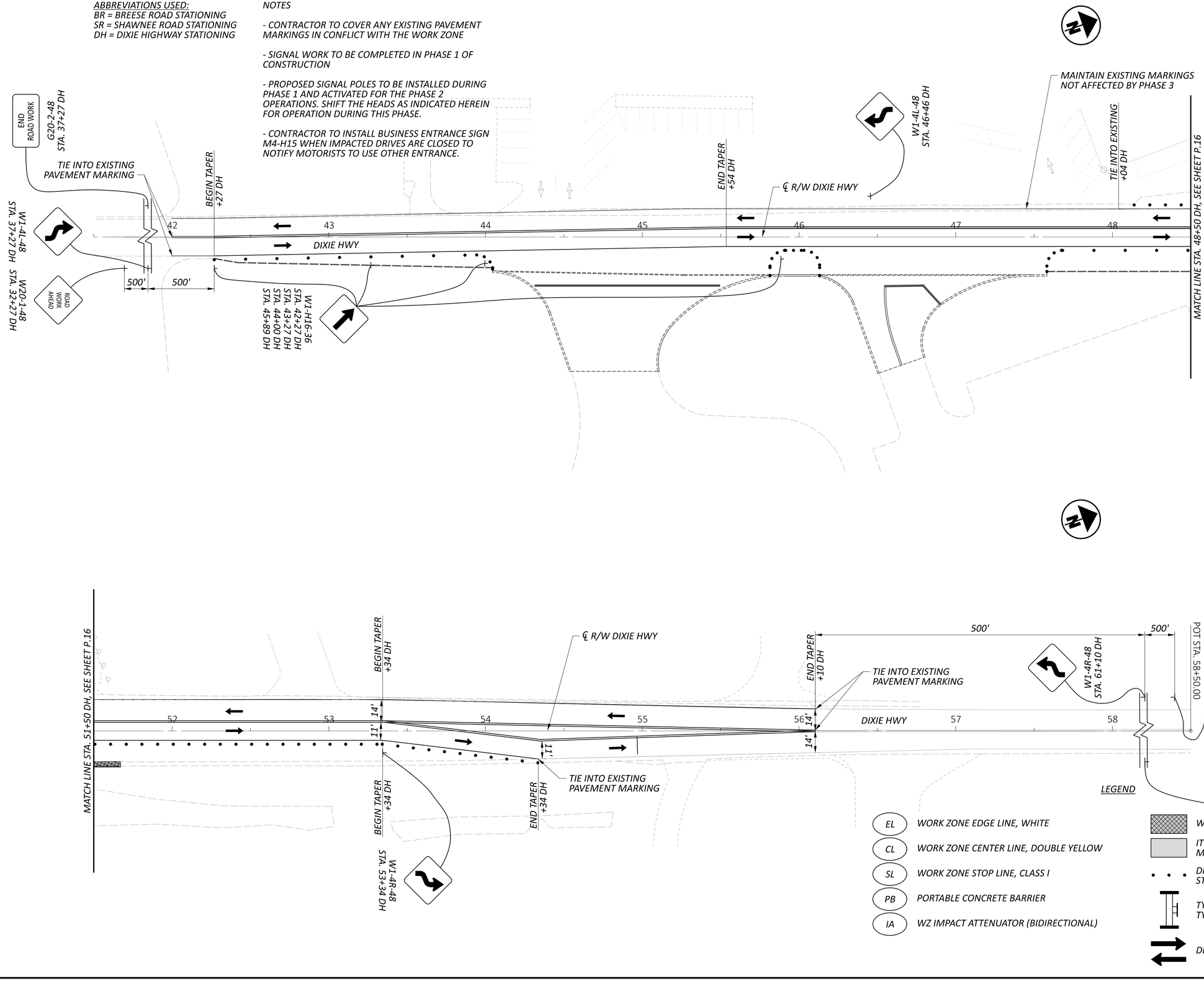
NOTES

- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION

- PROPOSED SIGNAL POLES TO BE INSTALLED DURING PHASE 1 AND ACTIVATED FOR THE PHASE 2 OPERATIONS. SHIFT THE HEADS AS INDICATED HEREIN FOR OPERATION DURING THIS PHASE.

- CONTRACTOR TO INSTALL BUSINESS ENTRANCE SIGN M4-H15 WHEN IMPACTED DRIVES ARE CLOSED TO NOTIFY MOTORISTS TO USE OTHER ENTRANCE.



HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PHASE 3
DIXIE HWY

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.17 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: Dixie Hwy PH3 - 30S [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:07:30 PM USER: Goodnight
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

NOTES

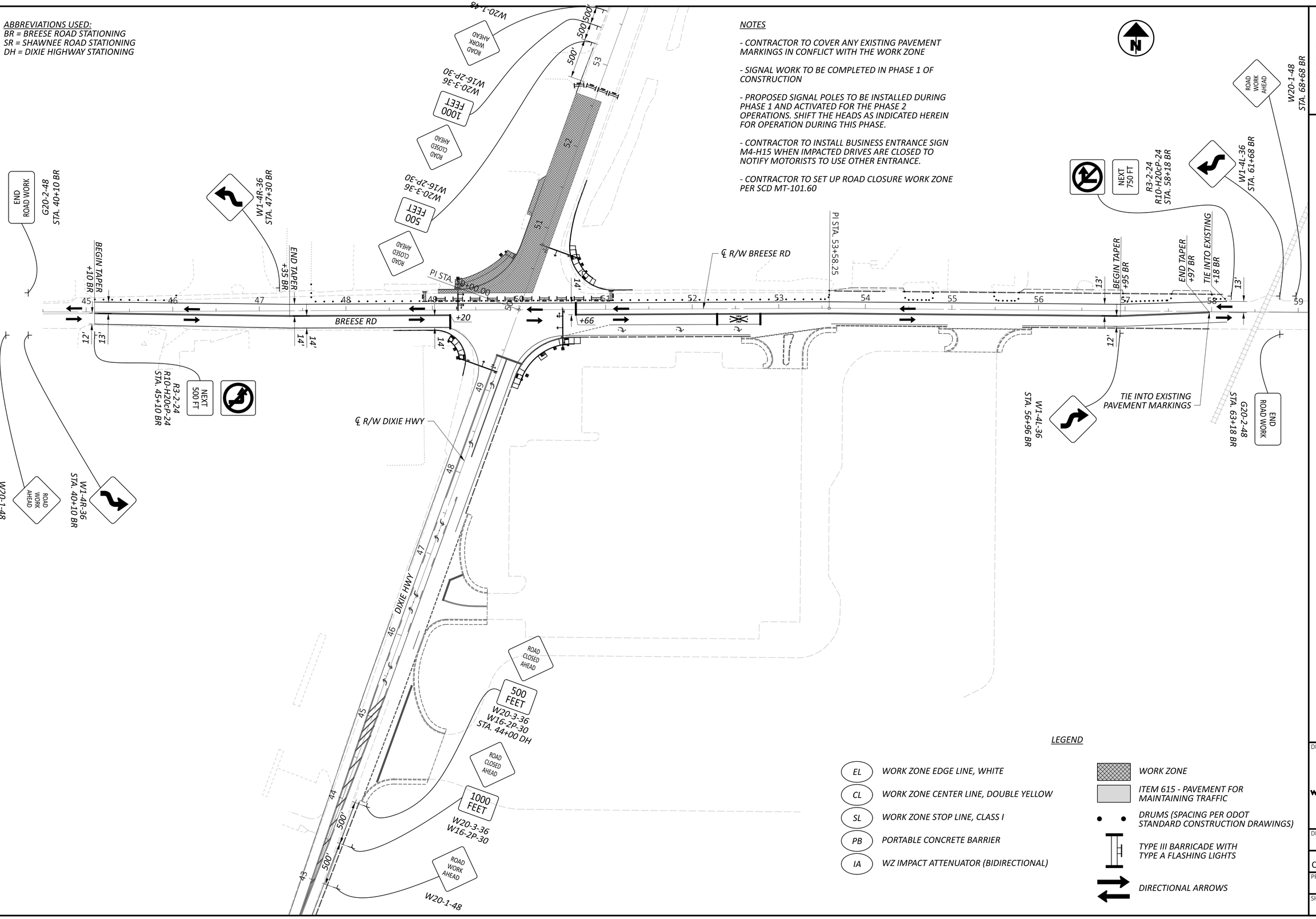
- CONTRACTOR TO COVER ANY EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE WORK ZONE

- SIGNAL WORK TO BE COMPLETED IN PHASE 1 OF CONSTRUCTION

- PROPOSED SIGNAL POLES TO BE INSTALLED DURING PHASE 1 AND ACTIVATED FOR THE PHASE 2 OPERATIONS. SHIFT THE HEADS AS INDICATED HEREIN FOR OPERATION DURING THIS PHASE.

- CONTRACTOR TO INSTALL BUSINESS ENTRANCE SIGN M4-H15 WHEN IMPACTED DRIVES ARE CLOSED TO NOTIFY MOTORISTS TO USE OTHER ENTRANCE.

- CONTRACTOR TO SET UP ROAD CLOSURE WORK ZONE PER SCD MT-101.60



LEGEND

- *EL — WORK ZONE EDGE LINE, WHITE*
- *CL — WORK ZONE CENTER LINE, DOUBLE YELLOW*
- *SL — WORK ZONE STOP LINE, CLASS I*
- *PB — PORTABLE CONCRETE BARRIER*
- *IA — WZ IMPACT ATTENUATOR (BIDIRECTIONAL)*
- *WORK ZONE*
- *ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC*
- *DRUMS (SPACING PER ODOT STANDARD CONSTRUCTION DRAWINGS)*
- *TYPE III BARRICADE WITH TYPE A FLASHING LIGHTS*
- *DIRECTIONAL ARROWS*

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PHASE 4 CLOSURE AT DIXIE HWY

DESIGN AGENCY
WOOLPERT

DESIGNER AS
REVIEWER CAG 05/19/26
PROJECT ID 118884
SHEET P.18 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: Phase 4 Dixie [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:07:40 PM USER: Goodnight
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ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

BEGIN WORK
BEGIN RESURFACING
STA 14+67.00 BR

1 STORY COMM.
2620 W. BREESE RD.
LIMA, OH 45806

EX. CURB
EX. EDGE OF PAVED SHOULDER (TYP.)
EX. EDGE OF PAVEMENT (TYP.)
℄ R/W BREESE RD.
N89°08'58"E
18.0'
18.7'
16 17 18 19

10" PVC
15"
EX. OVERHEAD (TBRL)
12" RCP
12" PVC
6" PVC (DND)
EX. GAS (DND)
EX. CB (DND)
15" RCP (DND)

BEGIN CURB, TYPE 6 & FULL DEPTH PAVEMENT - STA. 19+33.00 BR
BEGIN CURB, TYPE 6 & FULL DEPTH PAVEMENT - STA. 19+27.00 BR
BEGIN PROJECT STA. 19+27.00 BR
22.0'
21.5'

END CURB, TYPE 6 & FULL DEPTH PAVEMENT - STA. 20+77.00 SR
MATCH LINE STA. 21+00 SR, SEE SHEET P.21
SAWCUT
8" PVC (DND)
PR. PED PUSH BUTTON
CURB RAMP, TYPE B1
EX. POWER POLE (DND)
EX. OVERHEAD (TBRL)
EX. AEP POLE 41840945A30101 (TBRL)
PR. 6.5' WALK
EX. FH (TBR)
EX. BOLLARDS (TBR)
CURB RAMP, TYPE B1
PR. SIGNAL POLE
PR. FH
EX. WV (RTG)
℄ R/W SHAWNEE RD.
D-2
C
EX. OH (TBRL)
EX. SAN MH (ATG)
EX. WV (RTG)
EX. BOLLARDS (TBR, APP)
EX. WV (RTG)
EX. CB (TBR)
PR. MH-3
15" - B
12" - B

1 STORY COMM.
3679 SHAWNEE ROAD
LIMA, OH 45806
EX. SIGNAL POLE & CONTROLLER (TBR, APP)
EX. CURB (TBR, APP)
PR. SIGNAL POLE
CURB RAMP, TYPE B2
PR. 6.5' WALK
EX. BOLLARDS (TBR, APP)
EX. ELEC. PB & METER(TBR, APP)
PR. SIGNAL CONTROLLER
CURB RAMP, TYPE B2
PR. PED PUSH BUTTON
6" UD
PR. CB-3A
EX. UG ELEC. (DND)
EX. FO (DND)
EX. OVERHEAD (TBRL)
D-18
SAWCUT
TMP
46.00 BR, COMM. DR. ASPHALT
PR. CB-3A
D-21
12" - B
SAWCUT
6" UD
CURB, TYPE 6
8" PVC (DND)
EX. SAN MH (RTG)
EX. SIGNS (TBR)
29.0'
B-2
89°59'12"
B
A
20
21
EX. AEP POLE 41840945A30142 (TBRL)
24" RCP (DND)
24.4'
SAWCUT
EX. 4 GAS (DND)
EX. MH (ATG)
24" TELE.
EX. CB (DND)
END CURB, TYPE 6 STA. 20+56.27 BR
PR. SIGNAL POLE
CURB RAMP, TYPE B1
PR. PULL BOX
PR. 6.5' WALK
PR. PED PUSH BUTTON
CURB RAMP, TYPE B2
PR. 6.5' WALK
BEGIN CURB, TYPE 6 STA. 19+35.72 SR
EX. OVERHEAD (TBRL)
EX. CB (DND)
15" RCP (DND)
EX. GAS
EX. POWER POLE (DND)
EX. CB (DND)
6" PVC (DND)
20.6'
21.6'
1 STORY COMM.
3703 SHAWNEE ROAD &
2575-2569 W. BREESE ROAD
LIMA, OH 45806

MATCH LINE STA. 21+50 BR, SEE SHEET P.20

2 STORY RES.
2617 W. BREESE ROAD
LIMA, OH 45806
EX. CURB
12" PVC

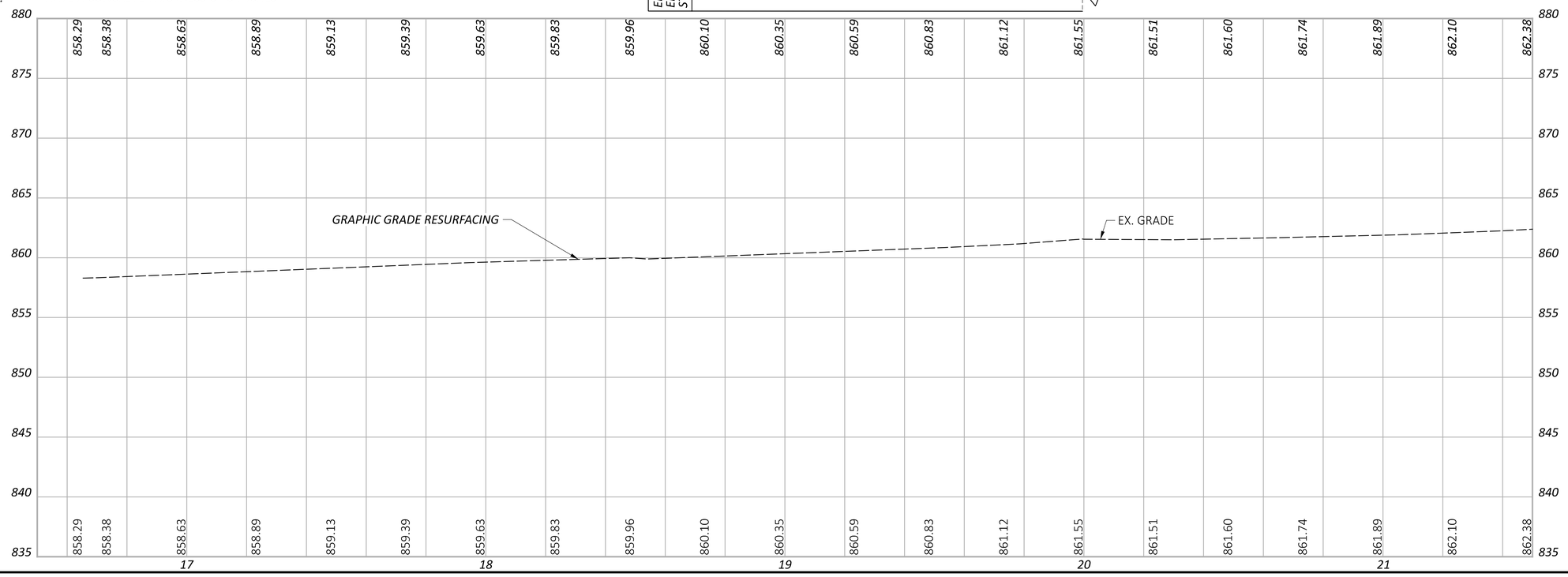
1 STORY COMM.
3710 SHAWNEE ROAD
LIMA, OH 45806
EX. CURB

END WORK
END RESURFACING
STA 17+19.00 SR

LEGEND
- *FULL DEPTH PAVEMENT*
- *PR. DRIVEWAY*
- *6.25" MILL AND OVERLAY*

A *EX. MONUMENT BOX (ATG)*
B *STA. 20+00.00, ℄ R/W BREESE RD. = STA. 20+00.00, ℄ R/W SHAWNEE RD.*
C *BEGIN 6" MILL AND OVERLAY STA. 20+35, ℄ R/W SHAWNEE RD.*

NOTE: ALL WALKS AND CURB RAMPS SHALL HAVE A CONCRETE THICKNESS OF 8-INCHES



HORIZONTAL SCALE IN FEET
0 10 20 40

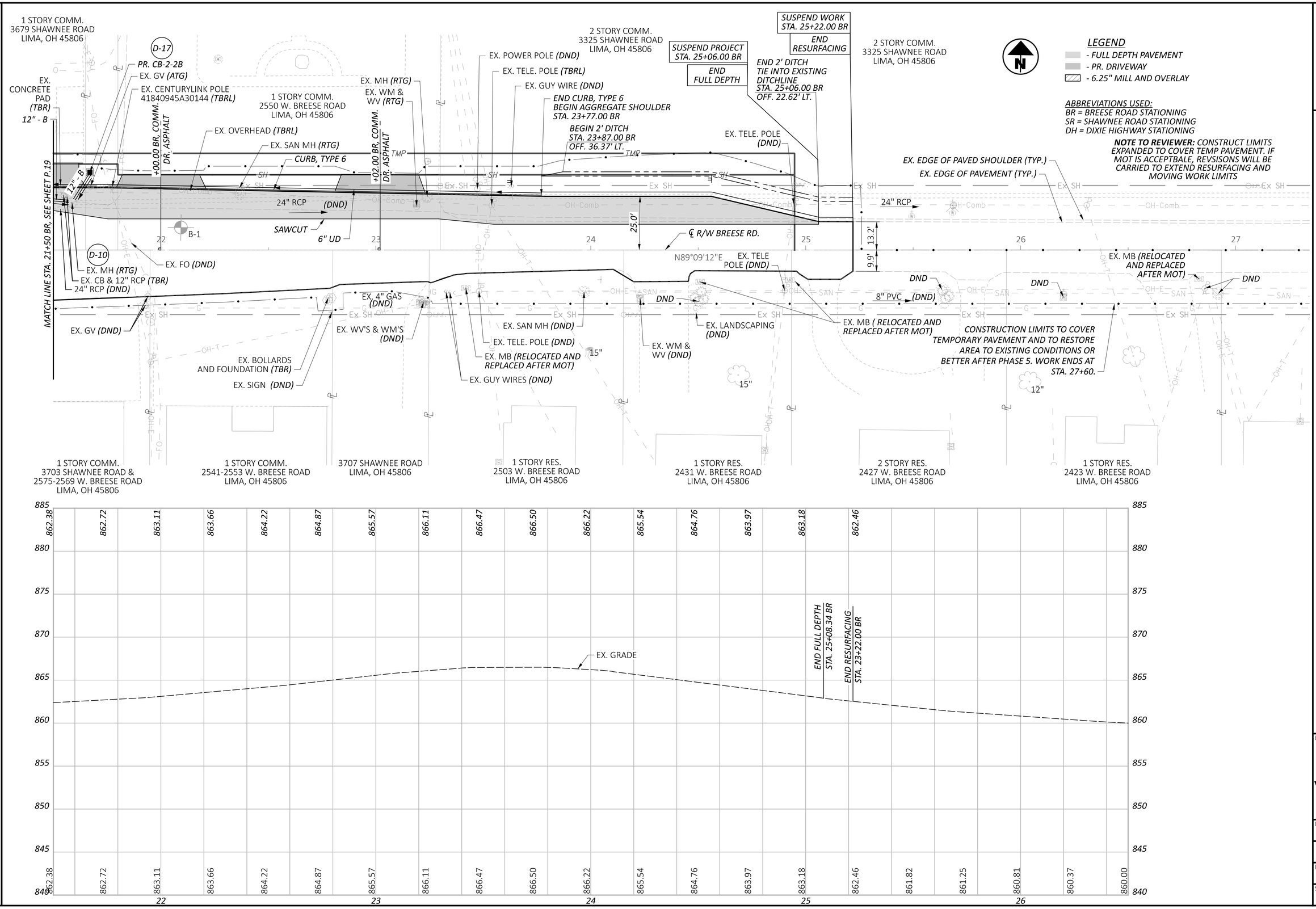
PLAN AND PROFILE - BREESE RD
STA. 16+50 BR TO STA. 21+50 BR

ALL-C.R. 142-3.63/4.77

MODEL: BREESE AT SHAWNEE [Sheet 1] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:08:03 PM USER: Goodnight
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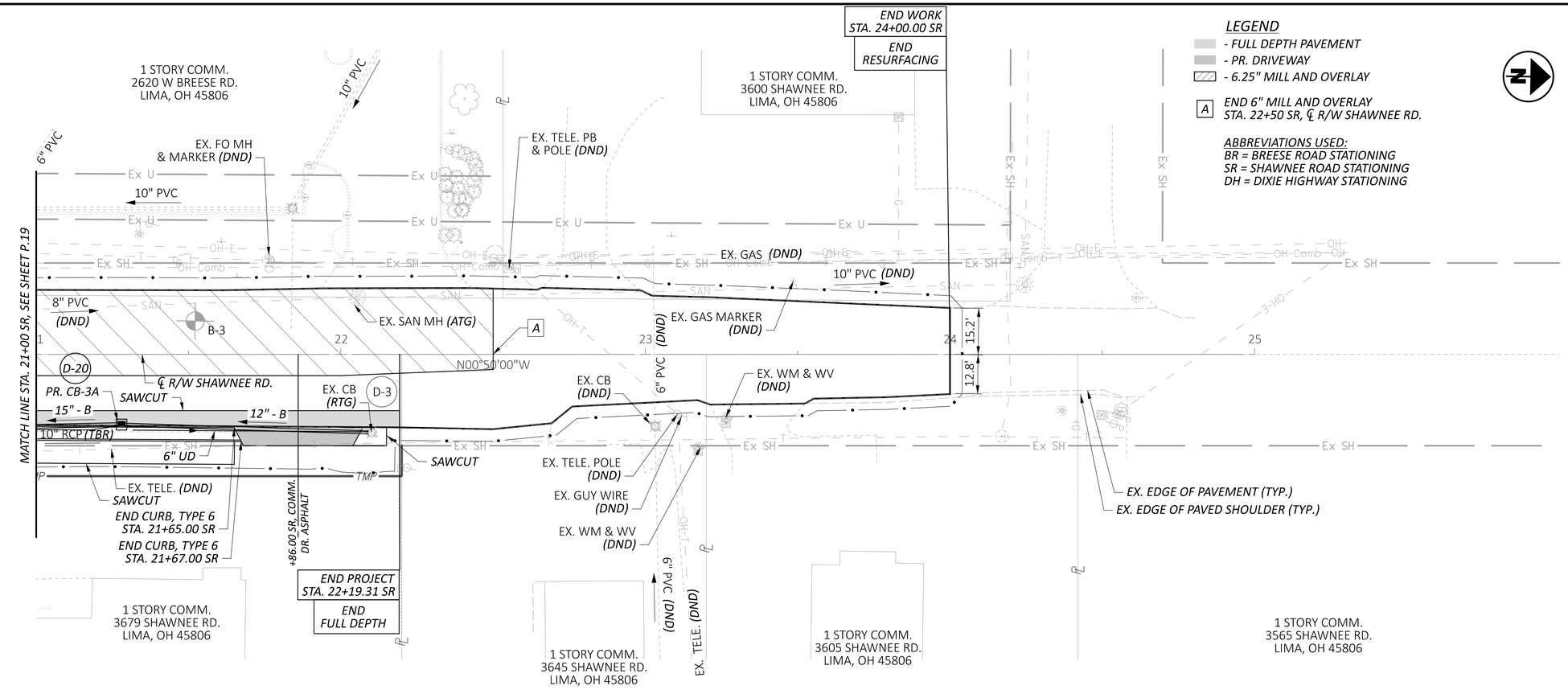
DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.19
TOTAL	60



ALL-C.R. 142-3.63/4.77

MODEL: BREESE AT SHAWNEE [Sheet2] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:08:10 PM USER: Goodnight
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HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - SHAWNEE RD
STA. 21+00 SR TO END

ALL-C.R. 142-3.63/4.77

MODEL: SHAWNEE - Plan [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:08:12 PM USER: Goodnight
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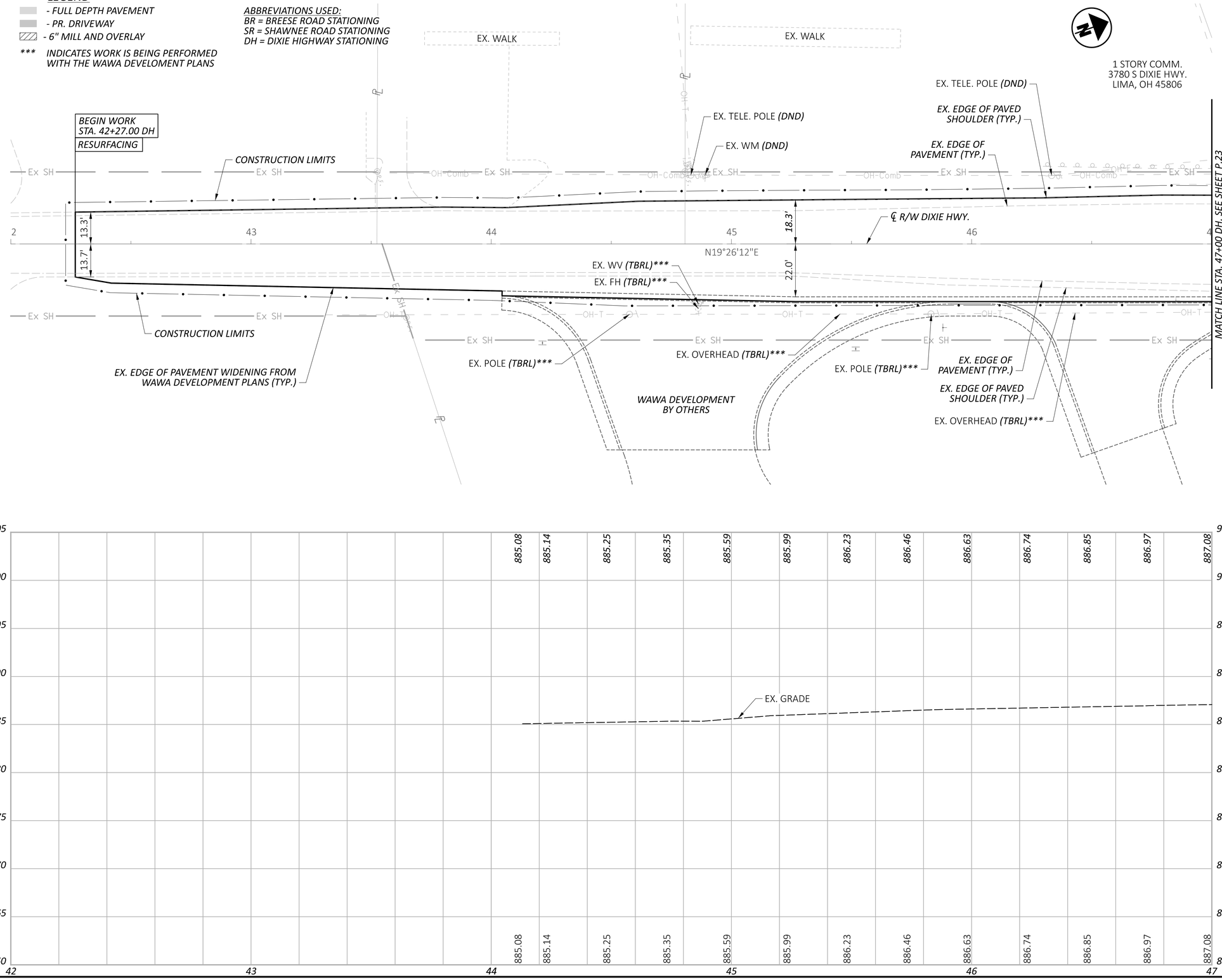
DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.21 TOTAL 60



HORIZONTAL SCALE IN FEET
0 10 20 40

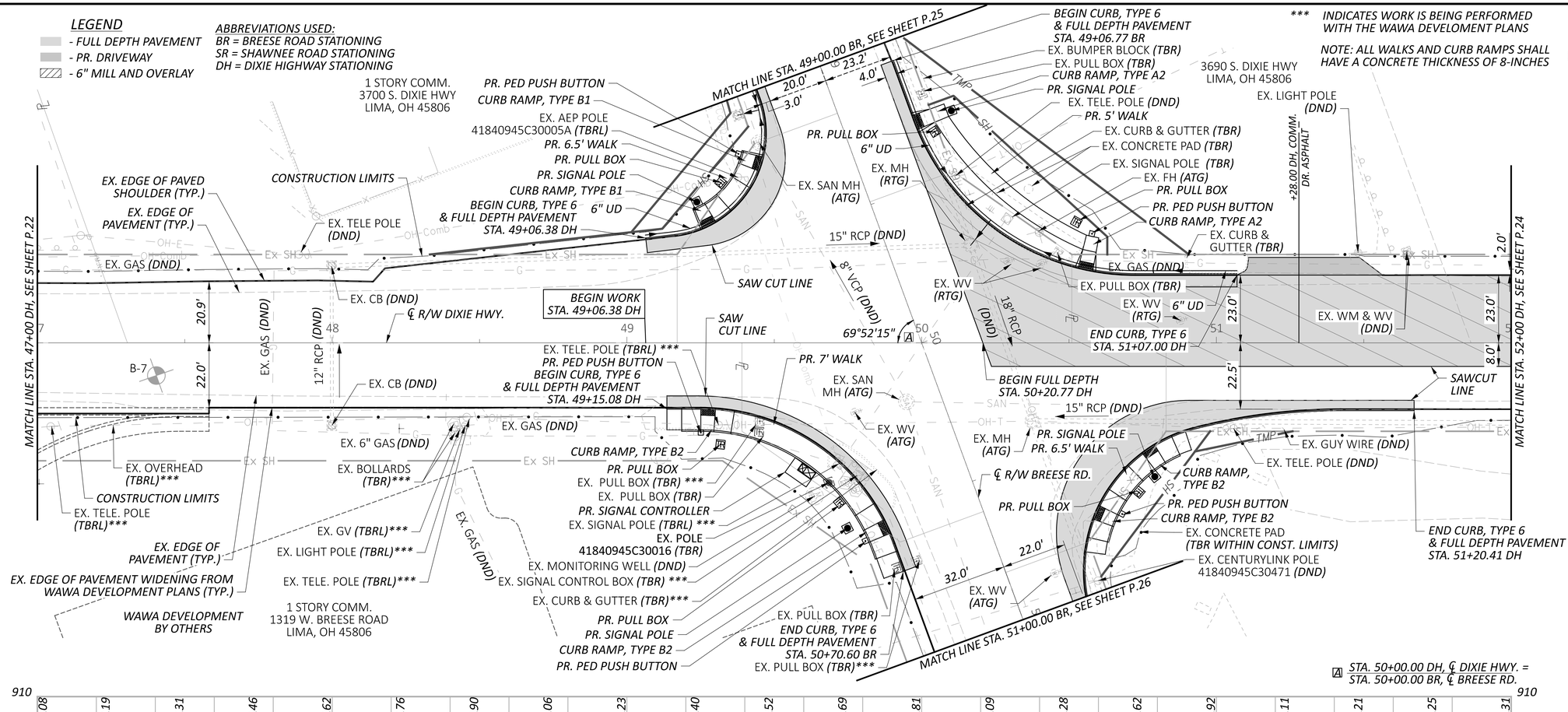
PLAN AND PROFILE - DIXIE HWY
BEGIN TO STA. 47+00 DH

ALL-C.R. 142-3.63/4.77

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DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.22
TOTAL	60



ALL-C.R. 142-3.63/4.77

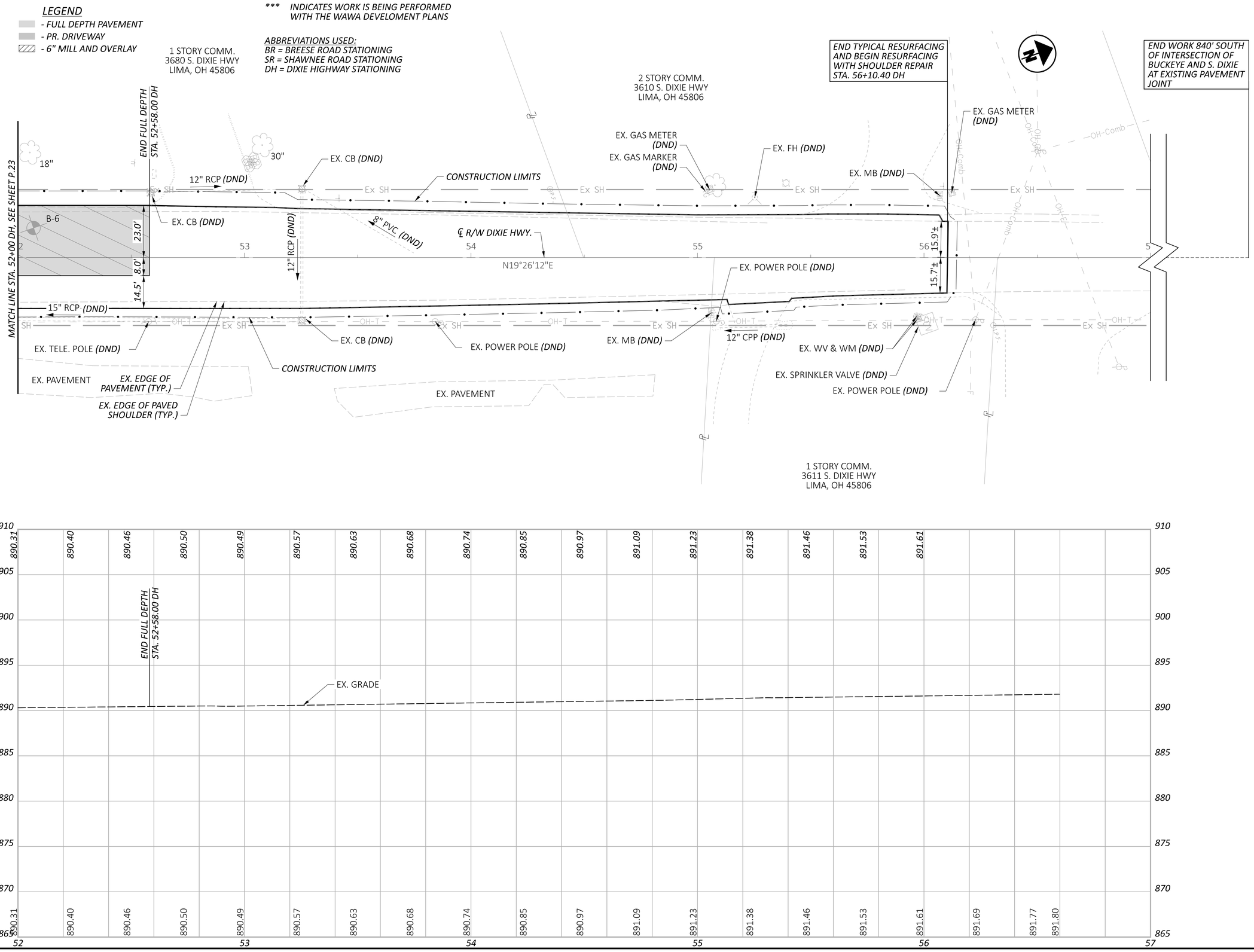
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HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - DIXIE HWY STA. 47+00 DH TO STA. 52+00 DH

DESIGN AGENCY
WOOLPERT

DESIGNER AS
REVIEWER CAG 05/19/26
PROJECT ID 118884
SHEET P.23 TOTAL 60



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - DIXIE HWY
STA. 52+00 DH TO END

ALL-C.R. 142-3.63/4.77

MODEL: DIXIE HWY [Sheet] 3 PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:08:43 PM USER: GoodnJght
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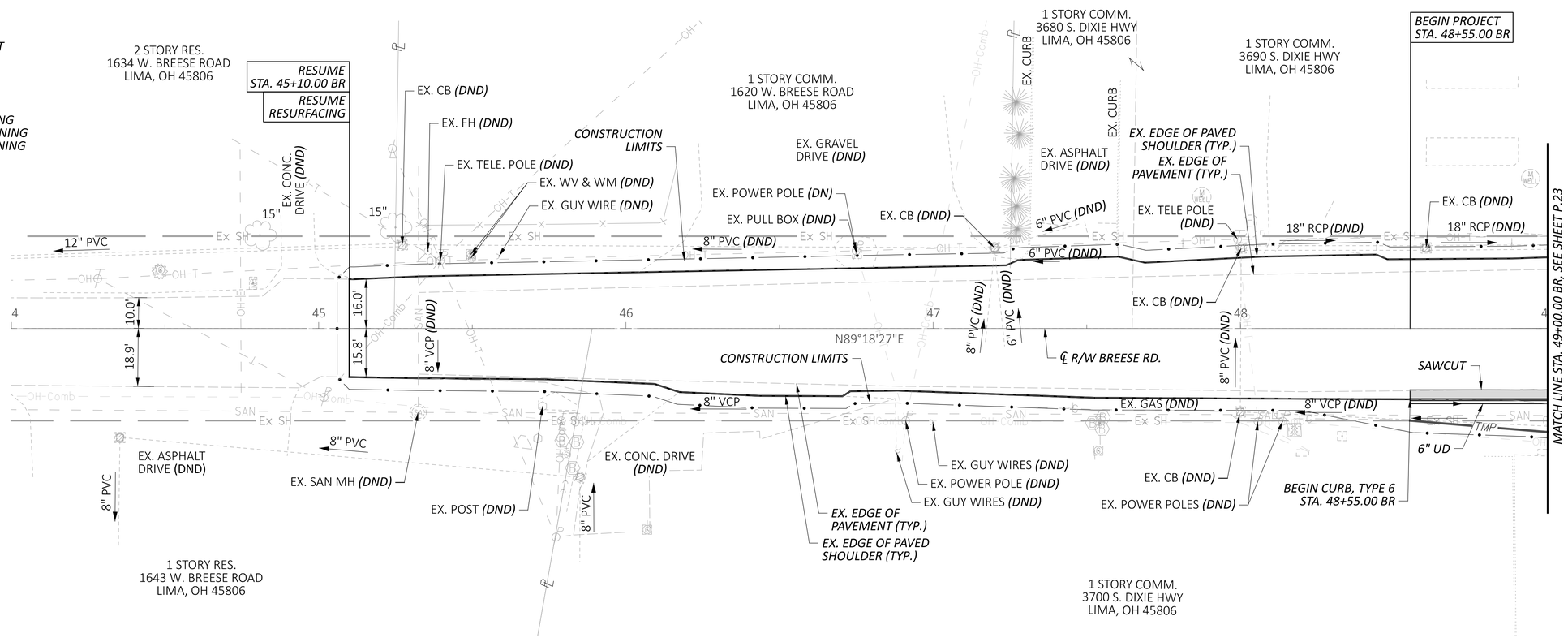
DESIGN AGENCY
WOOLPERT

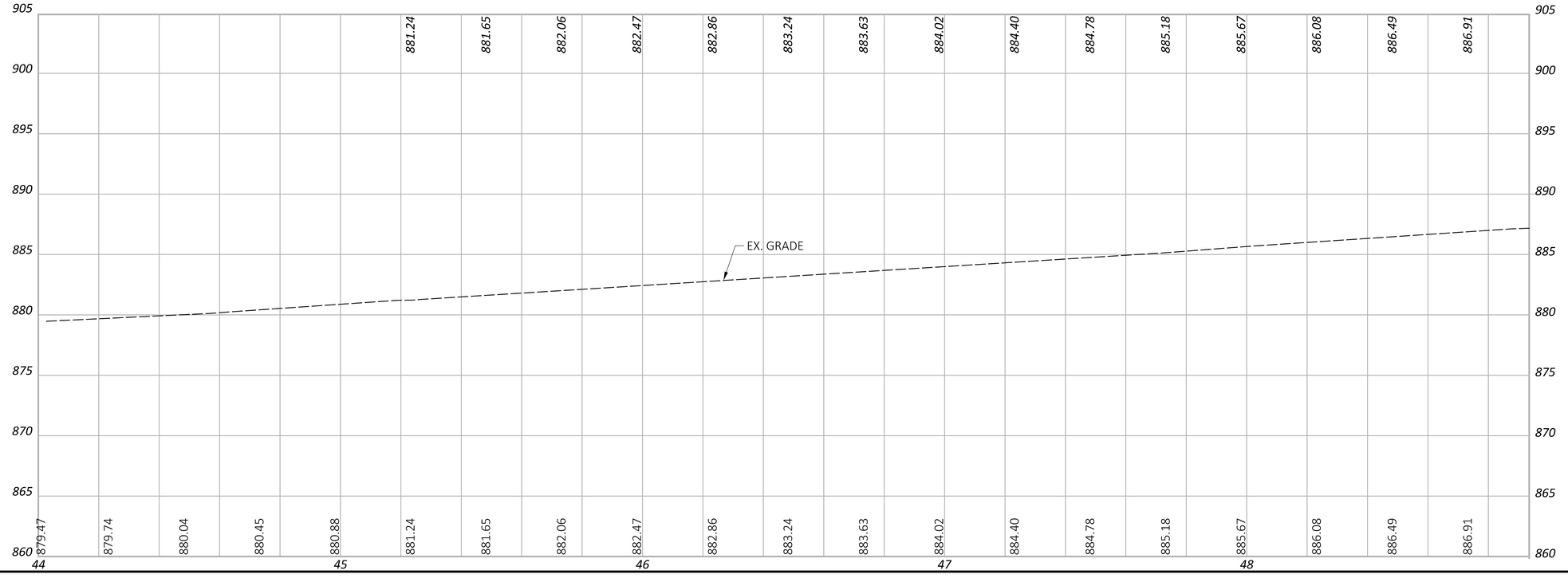
DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.24
TOTAL	60

LEGEND

- *FULL DEPTH PAVEMENT*
- *PR. DRIVEWAY*
- *6" MILL AND OVERLAY*

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING





HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - BREESE RD
BEGIN TO STA. 49+00.00 BR

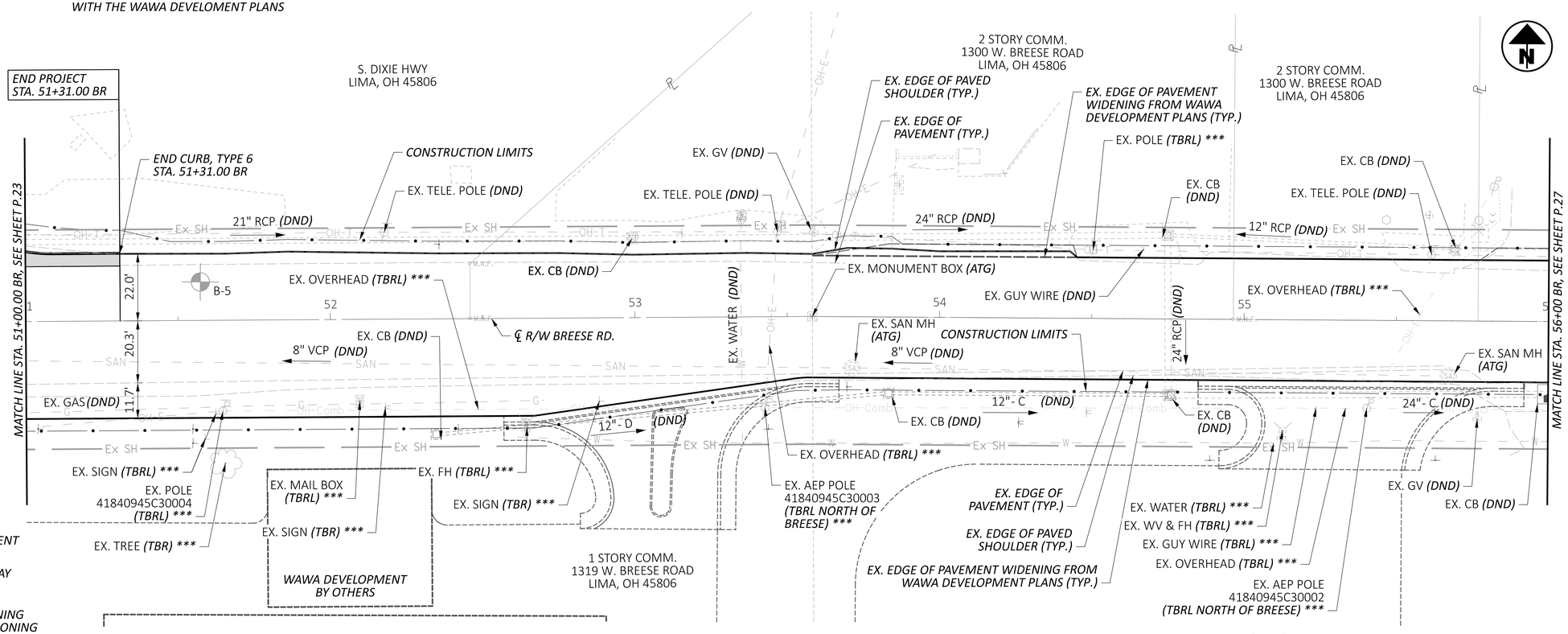
ALL-C.R. 142-3.63/4.77

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DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.25
TOTAL	60

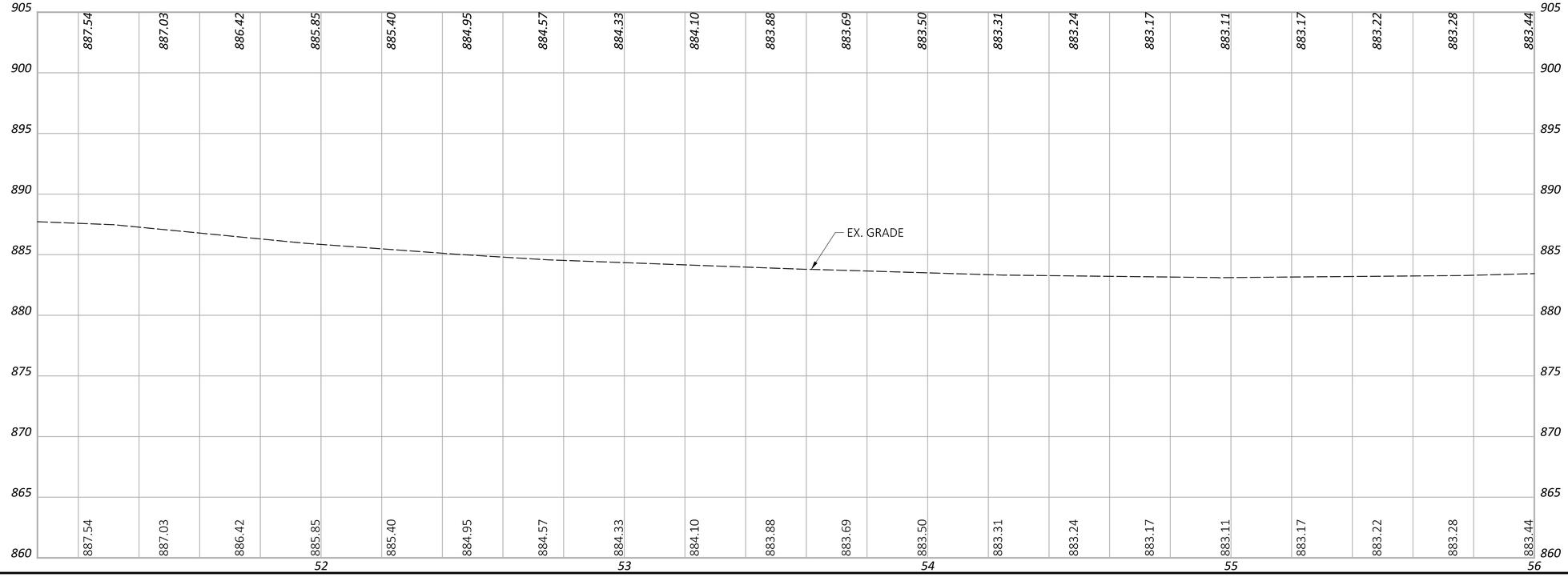
*** INDICATES WORK IS BEING PERFORMED WITH THE WAWA DEVELOMENT PLANS



LEGEND
- FULL DEPTH PAVEMENT
- PR. DRIVEWAY
- 6" MILL AND OVERLAY

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

NOTE TO REVIEWER:
WAWA REDEVELOP SHOWN FROM PRELIMINARY PLANS OVERTOP OF THE WOOLPERT SURVEY.



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - BREESE RD STA. 51+00 BR TO STA. 56+00 BR

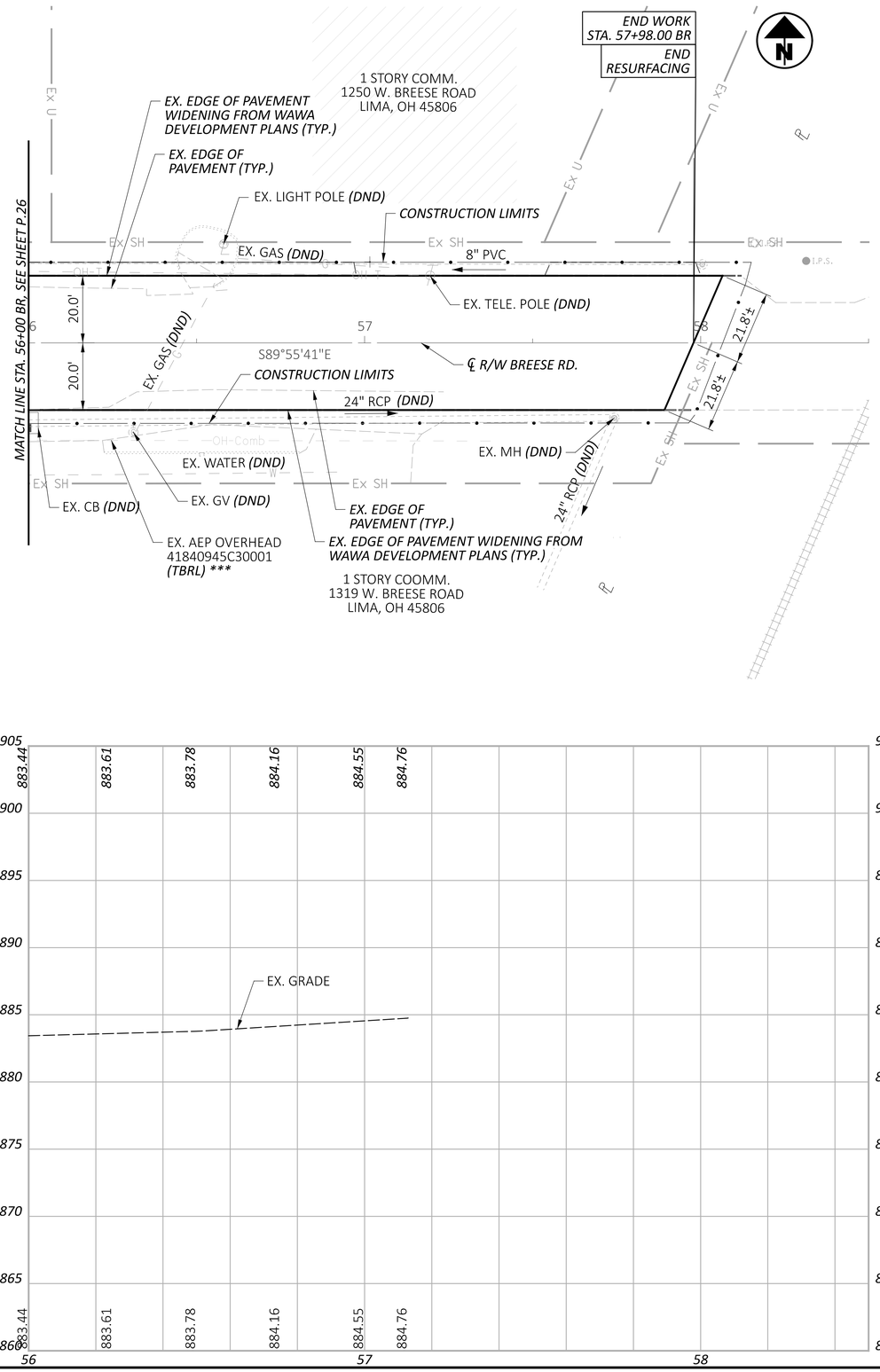
DESIGN AGENCY
WOOLPERT

DESIGNER: AS
REVIEWER: CAG 05/19/26
PROJECT ID: 118884
SHEET: P.26 TOTAL: 60

ALL-C.R. 142-3.63/4.77

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*** INDICATES WORK IS BEING PERFORMED WITH THE WAWA DEVELOMENT PLANS



LEGEND
- FULL DEPTH PAVEMENT
- PR. DRIVEWAY
- 6" MILL AND OVERLAY

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

HORIZONTAL SCALE IN FEET
0 10 20 40

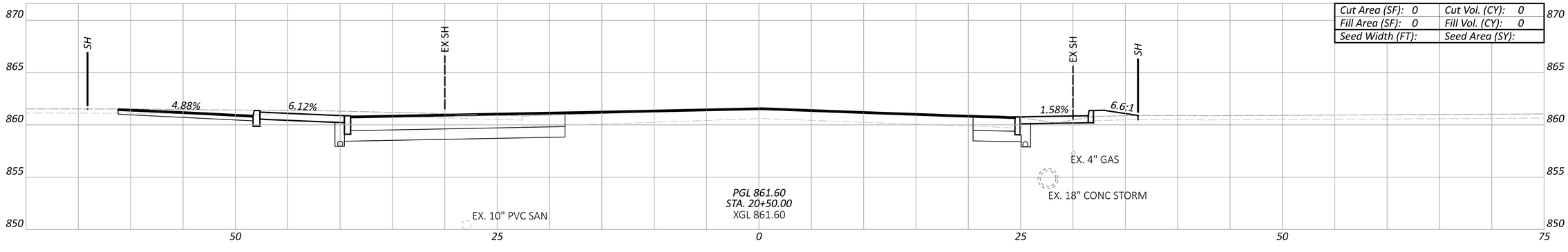
PLAN AND PROFILE - BREESE RD
STA. 56+00 BR TO END

DESIGN AGENCY
WOOLPERT

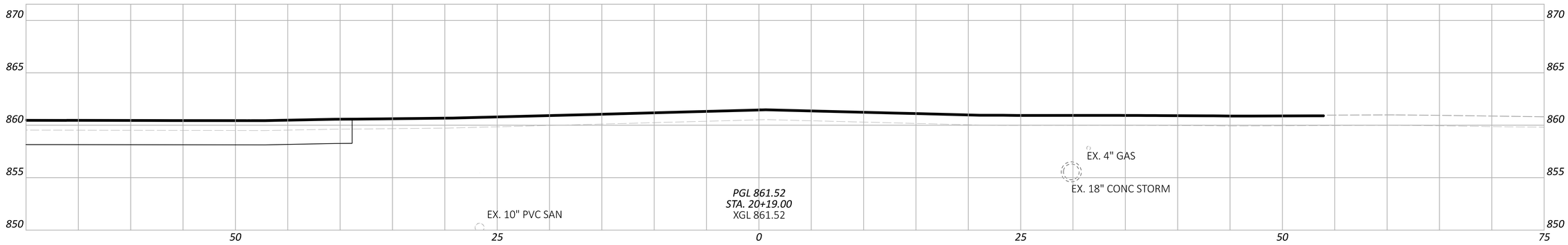
DESIGNER: AS
REVIEWER: CAG 05/19/26
PROJECT ID: 118884
SHEET: P.27 TOTAL: 60

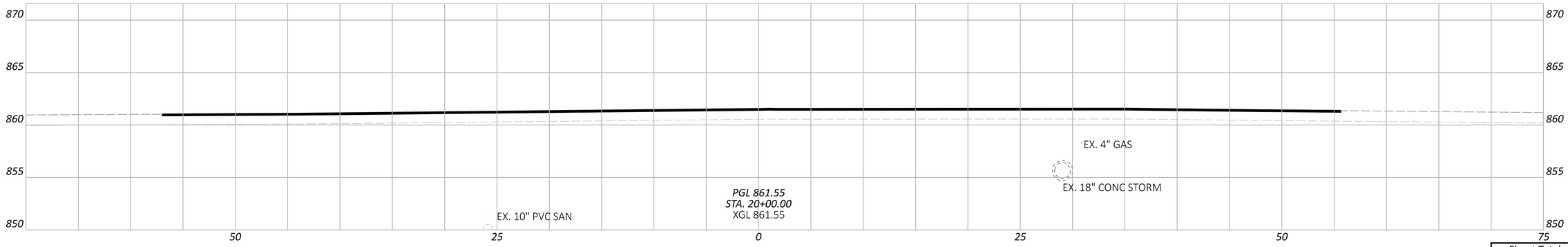
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Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):





Sheet Totals		
Seeding	Cut	Fill

ALL-C.R. 142-3.63/4.77

MODEL: BREESE AT SHAWNEE - 20+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:09:14 PM USER: Goodnight
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CROSS SECTIONS - BREESE RD
STA. 20+00.00 BR TO STA. 20+50.00 BR

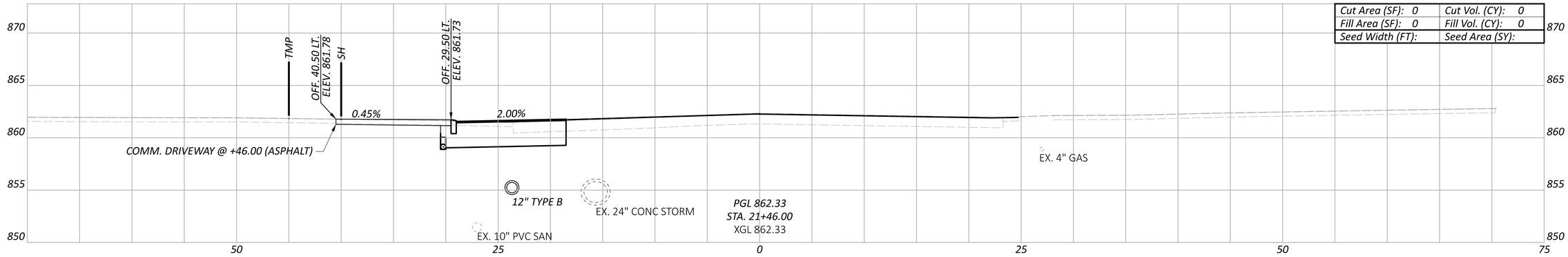
DESIGN AGENCY
WOOLPERT

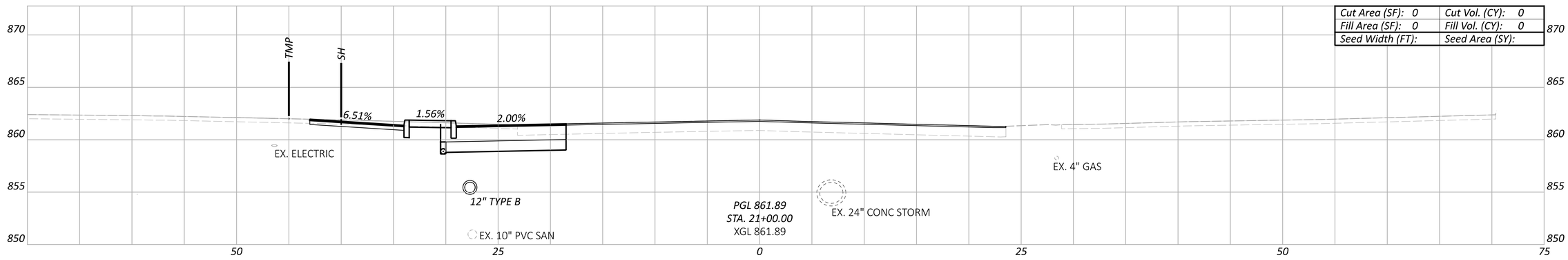
DESIGNER
AS

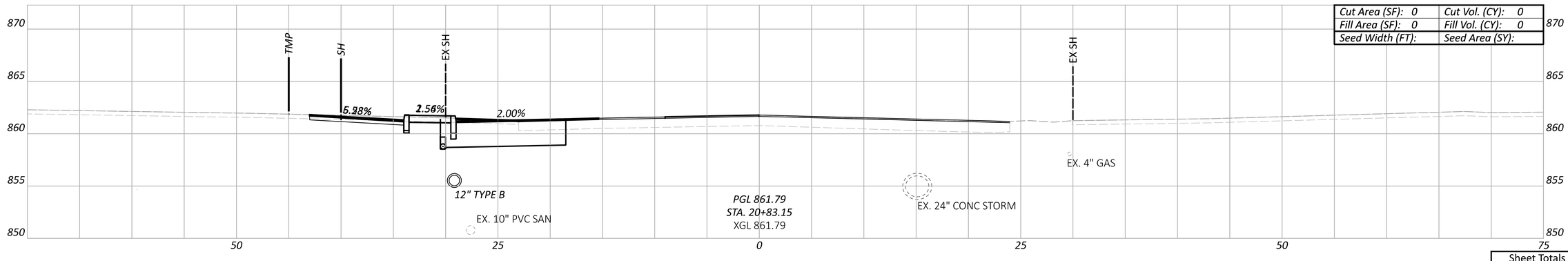
REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.28 | TOTAL 60







CROSS SECTIONS - BREESE RD
STA. 20+83.15 BR TO STA. 21+46.00 BR

ALL-C.R. 142-3.63/4.77

MODEL: BREESE AT SHAWNEE - 20+83.15 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:09:26 PM USER: Goodnight
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Sheet Totals		
Seeding	Cut	Fill

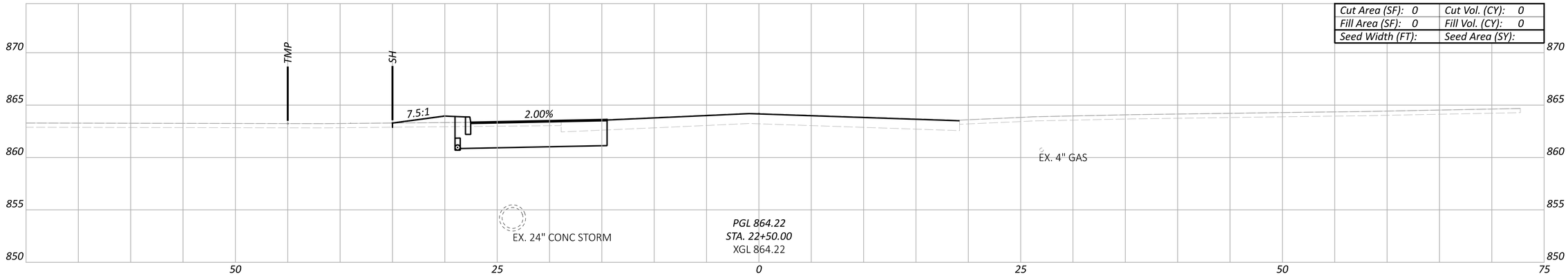
DESIGN AGENCY
WOOLPERT

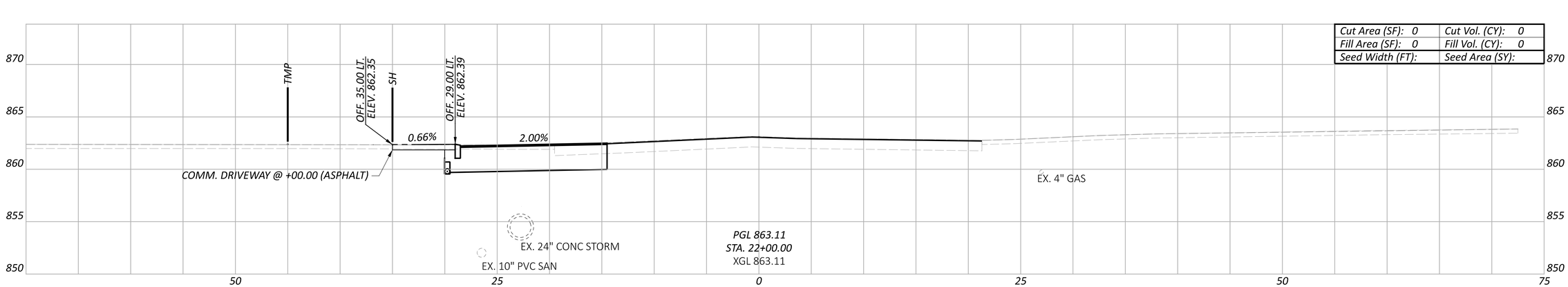
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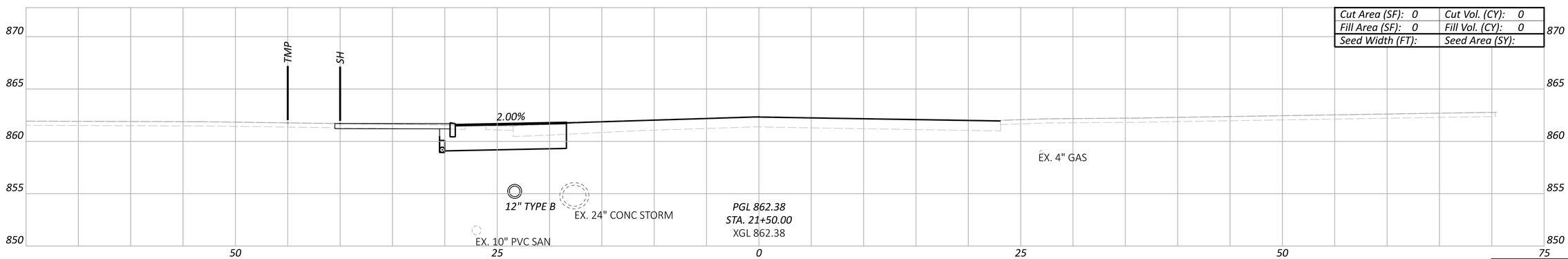
REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.29 | TOTAL 60







Sheet Totals

Seeding	Cut	Fill

ALL-C.R. 142-3.63/4.77

MODEL: BREESE AT SHAWNEE - 21+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:09:32 PM USER: Goodnight
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CROSS SECTIONS - BREESE RD
STA. 21+50.00 BR TO STA. 22+50.00 BR

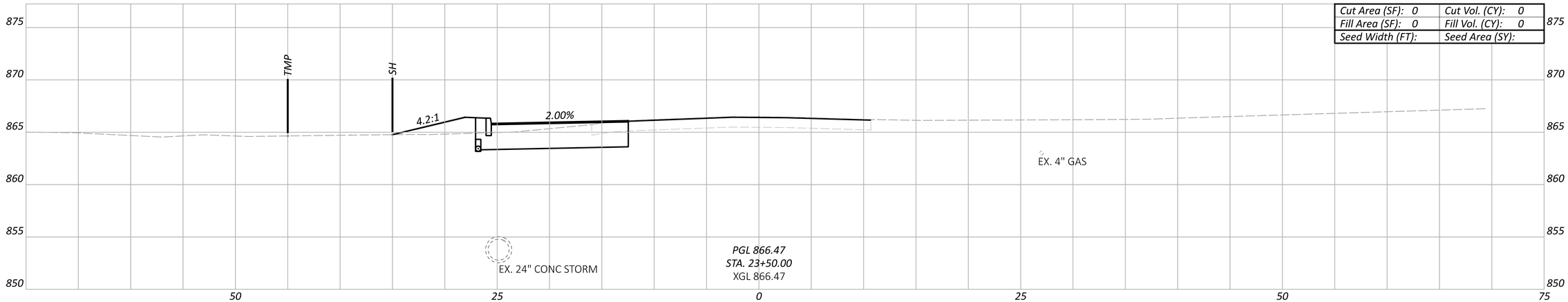
DESIGN AGENCY
WOOLPERT

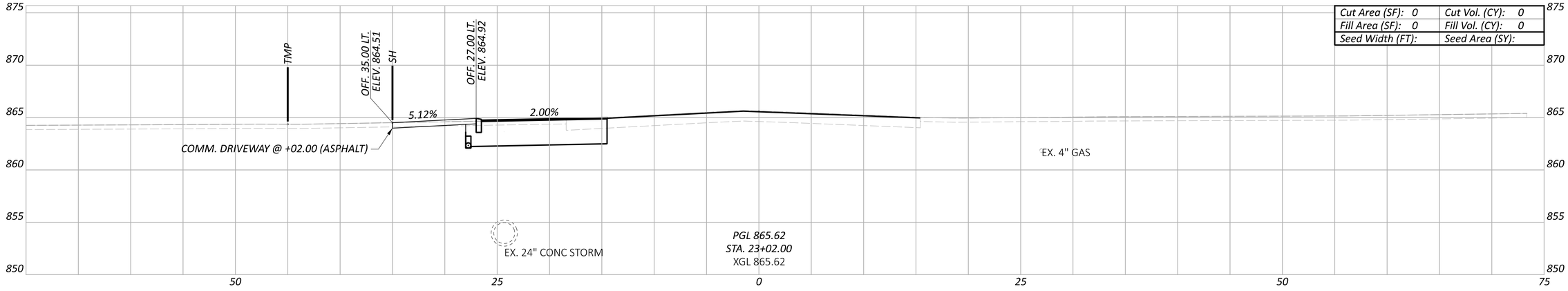
DESIGNER
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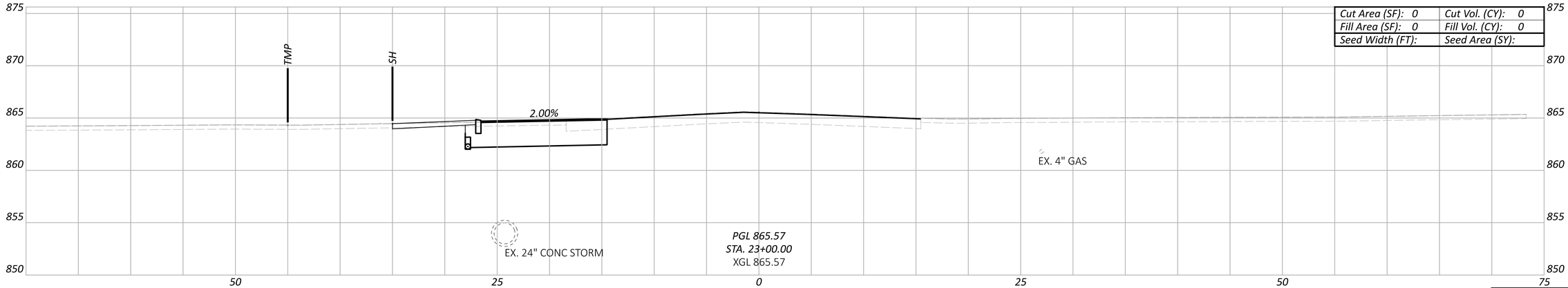
REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.30 TOTAL 60







Sheet Totals		
Seeding	Cut	Fill

ALL-C.R. 142-3.63/4.77

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CROSS SECTIONS - BREESE RD
STA. 23+00.00 BR TO STA. 23+50.00 BR

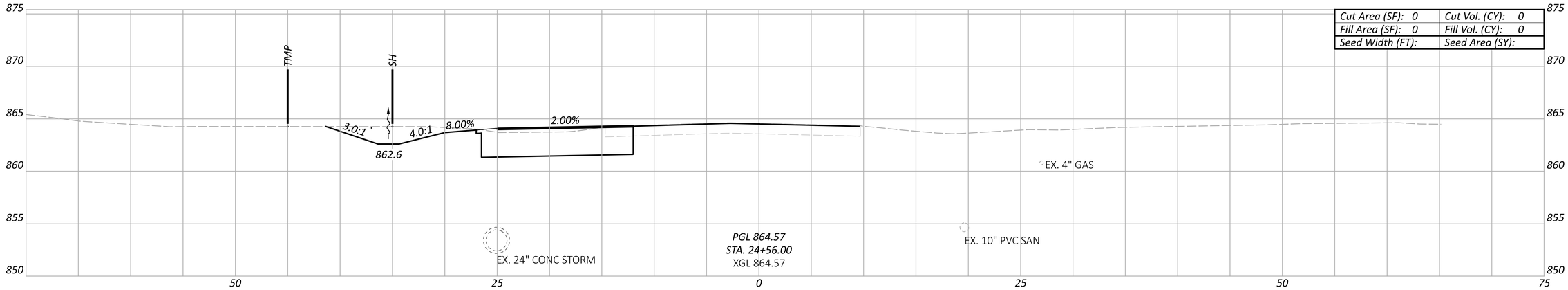
DESIGN AGENCY
WOOLPERT

DESIGNER
AS

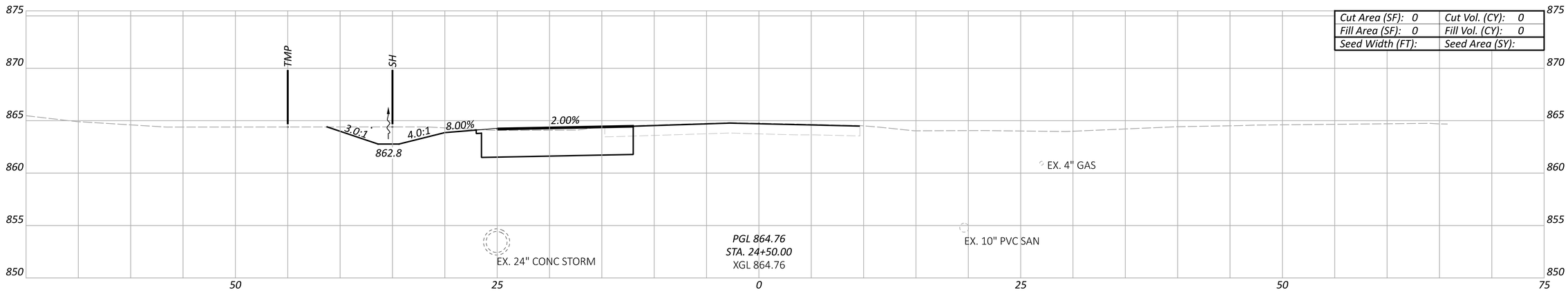
REVIEWER
CAG 05/19/26

PROJECT ID
118884

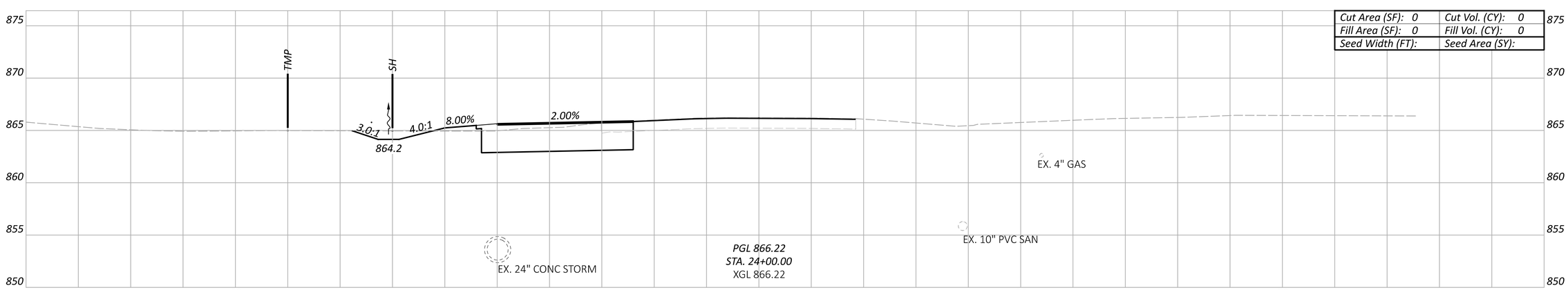
SHEET P.31 | TOTAL 60



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Seed Width (FT):	Seed Area (SY):



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Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS - BREESE RD
STA. 24+00.00 BR TO STA. 24+56.00 BR

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

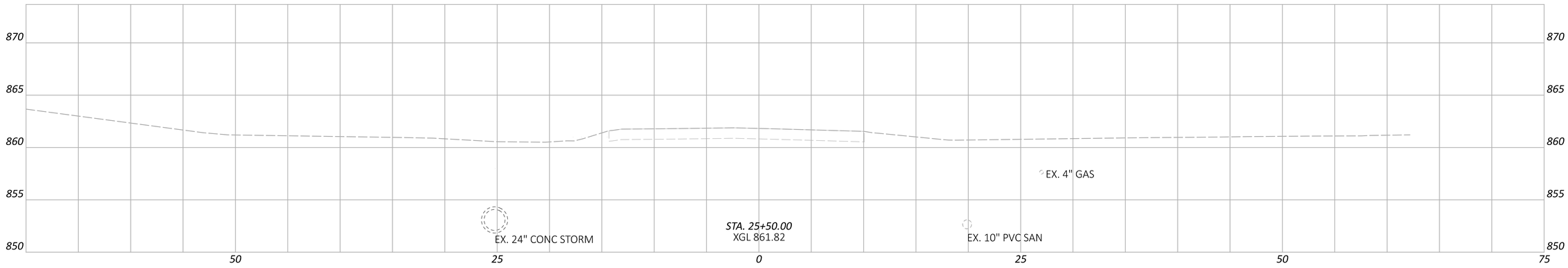
SHEET P.32 TOTAL 60

Sheet Totals

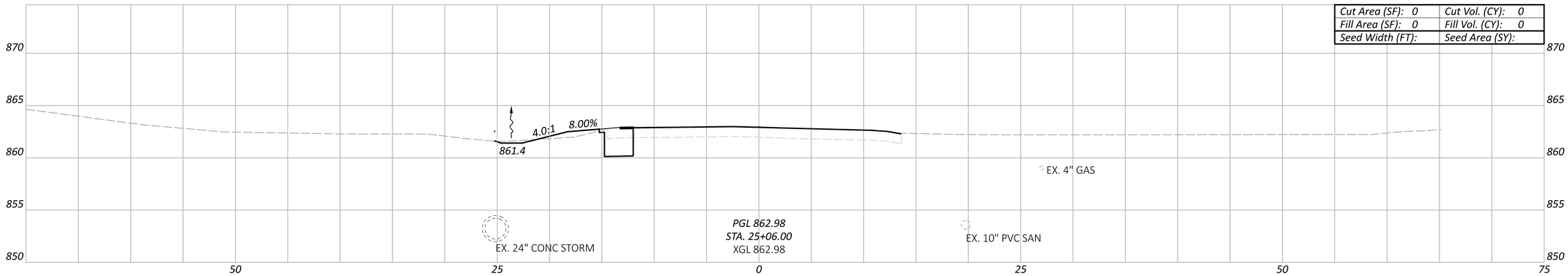
Seeding	Cut	Fill

ALL-C.R. 142-3.63/4.77

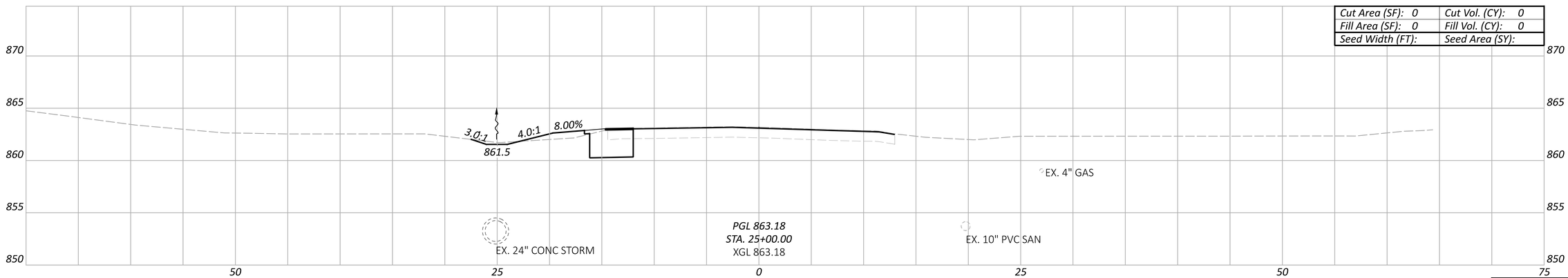
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Seed Width (FT):	Seed Area (SY):



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Seed Width (FT):	Seed Area (SY):



Sheet Totals		
Seeding	Cut	Fill

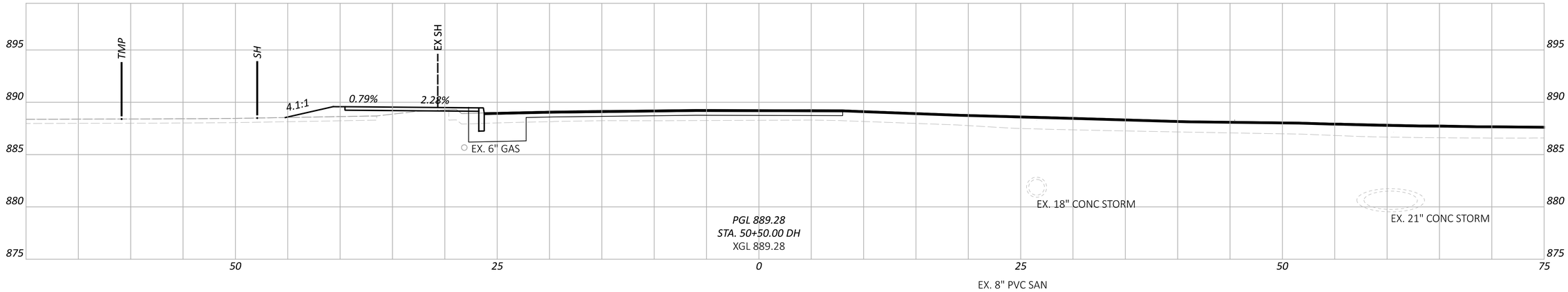
ALL-C.R. 142-3.63/4.77

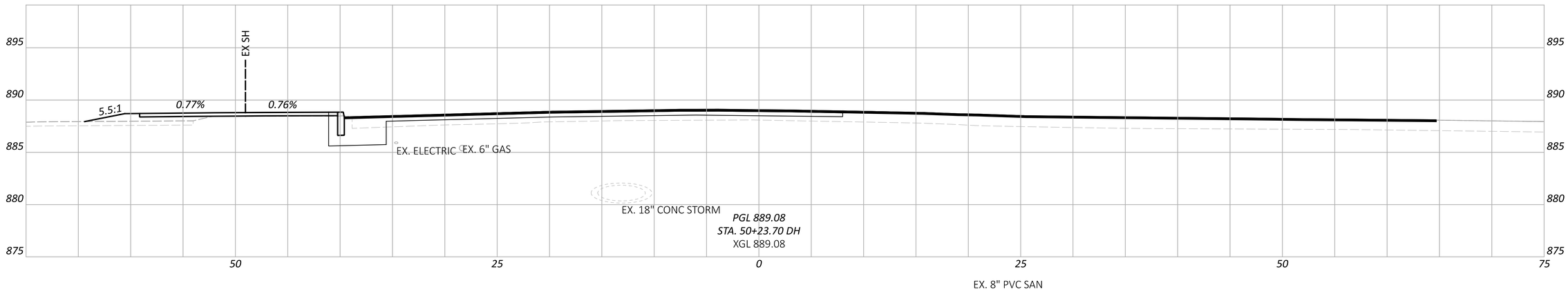
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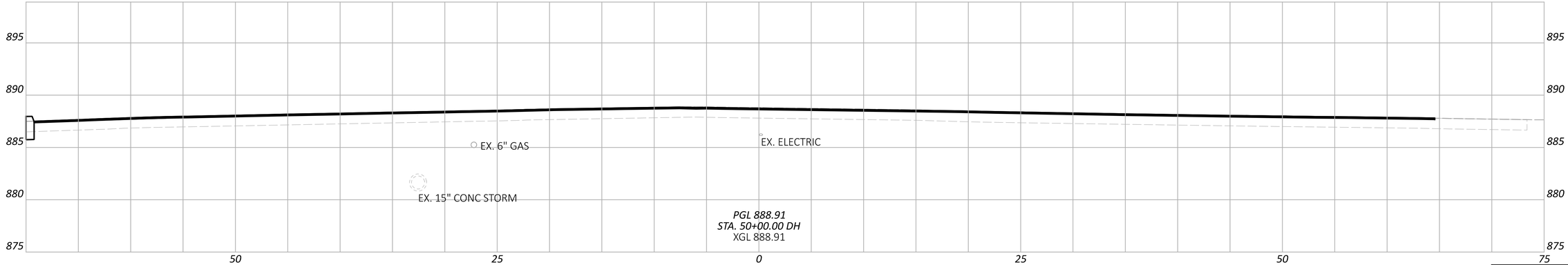
CROSS SECTIONS - BREESE RD
STA. 25+00.00 BR TO STA. 25+50.00 BR

DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.33
TOTAL	60







CROSS SECTIONS - DIXIE HWY
STA. 50+00.00 DH TO STA. 50+50.00 DH

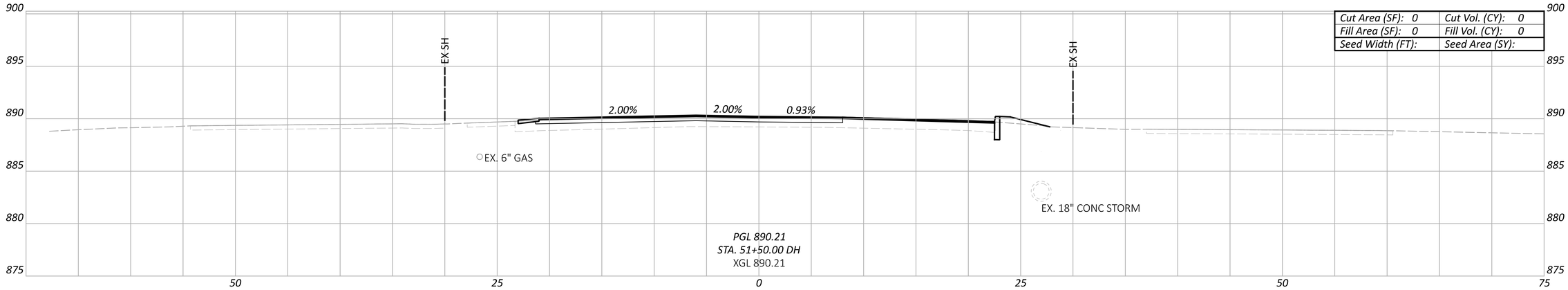
Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
WOOLPERT

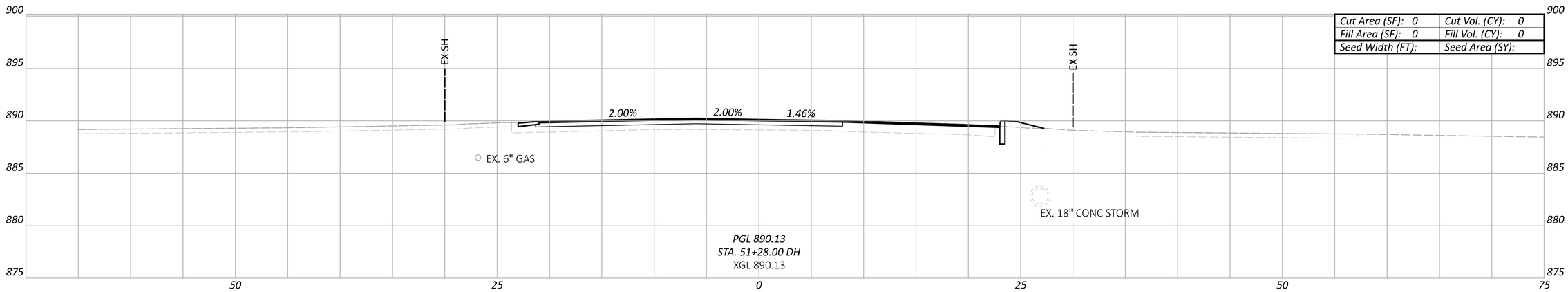
DESIGNER	
AS	
REVIEWER	
CAG	05/19/26
PROJECT ID	
118884	
SHEET	TOTAL
P.34	60

ALL-C.R. 142-3.63/4.77

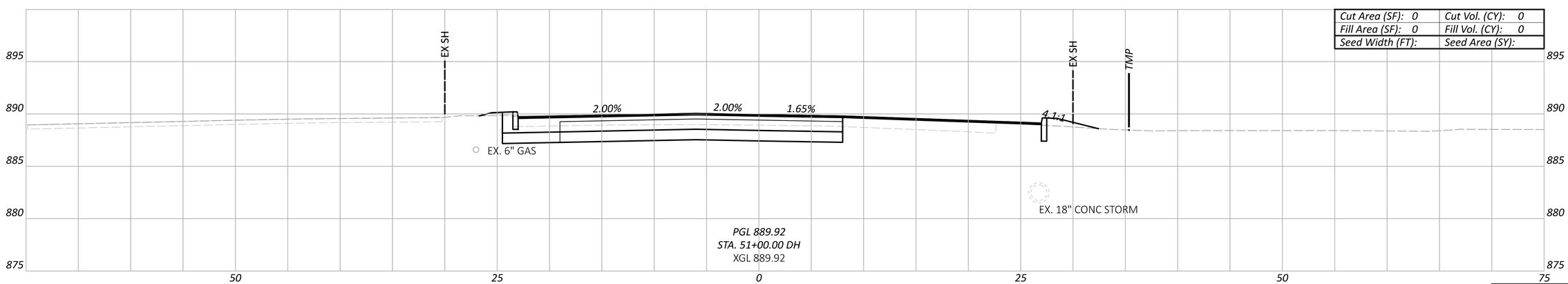
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Seed Width (FT):	Seed Area (SY):



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Sheet Totals		
Seeding	Cut	Fill

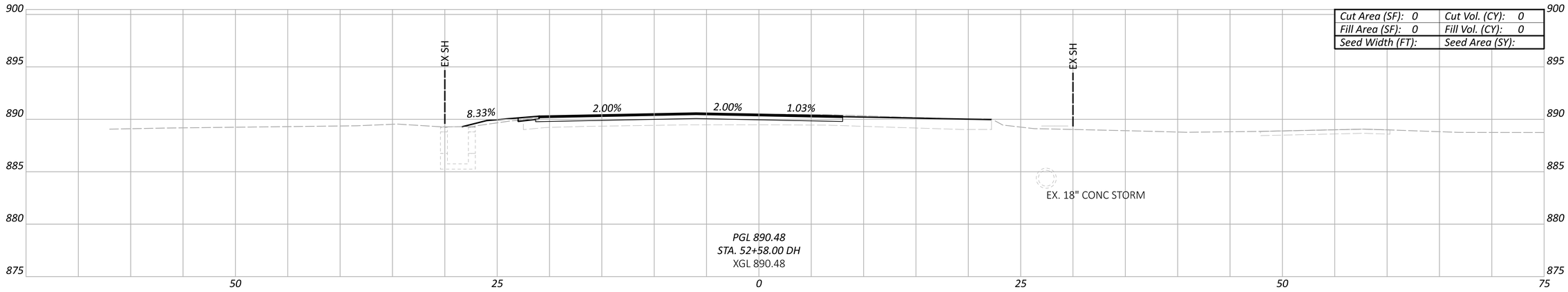
CROSS SECTIONS - DIXIE HWY
STA. 51+00.00 DH TO STA. 51+50.00 DH

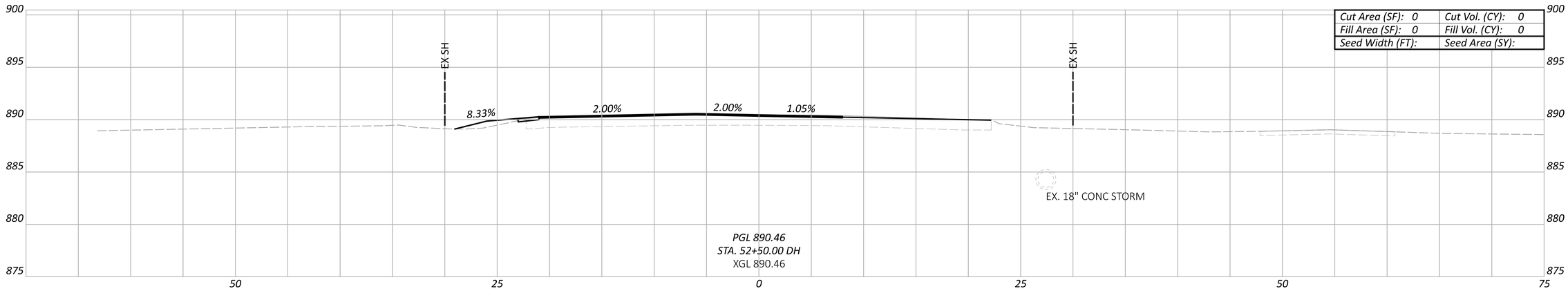
DESIGN AGENCY
WOOLPERT

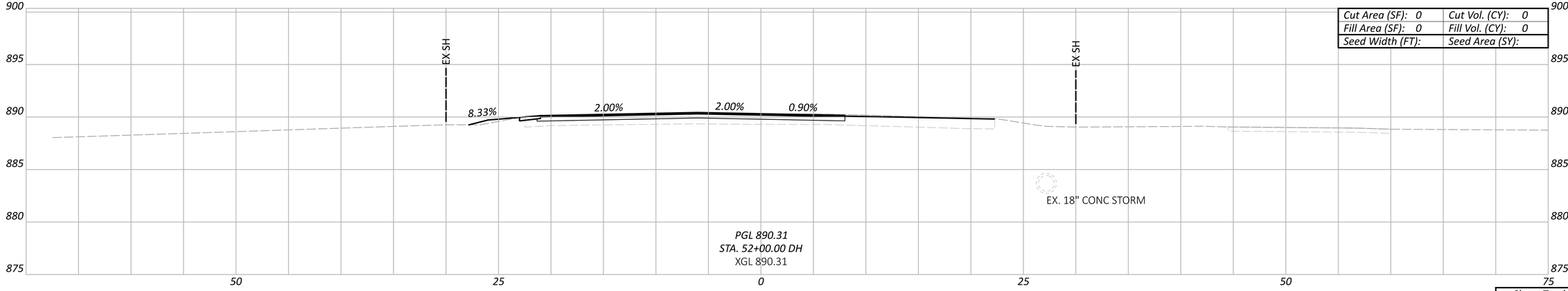
DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.35
TOTAL	60

ALL-C.R. 142-3.63/4.77

MODEL: DIXIE AT BREESE - 51+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:10:13 PM USER: Goodnight
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CROSS SECTIONS - DIXIE HWY
STA. 52+00.00 DH TO STA. 52+58.00 DH

ALL-C.R. 142-3.63/4.77

MODEL: DIXIE AT BREESE - 52+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:10:18 PM USER: Goodnight
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DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

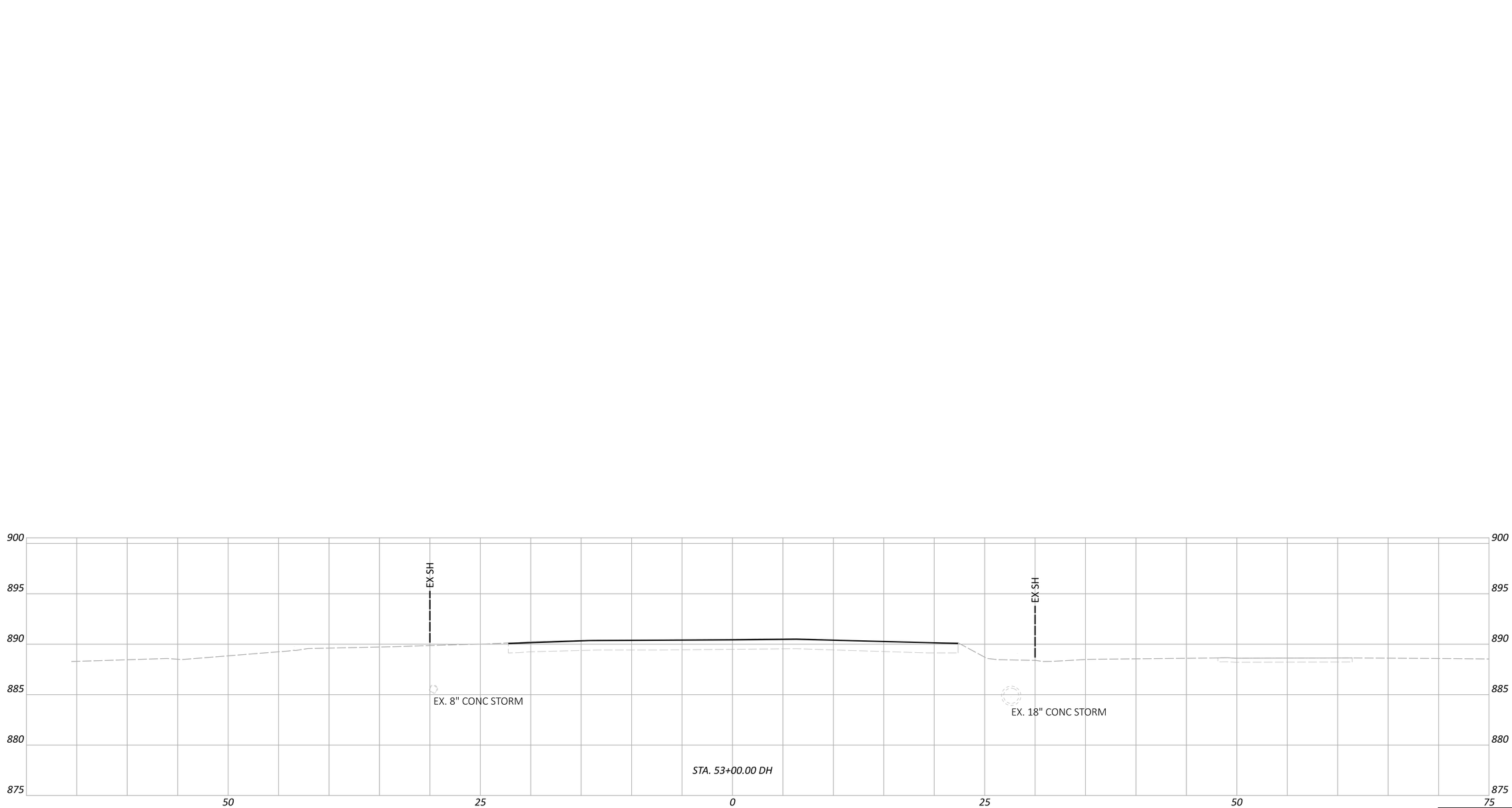
PROJECT ID
118884

Sheet Totals		
Seeding	Cut	Fill

SHEET P.36 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: DIXIE AT BREESE - 53+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:10:23 PM USER: Goodnight
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CROSS SECTIONS - DIXIE HWY
STA. 53+00.00 DH

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
CAG 05/19/26

PROJECT ID
118884

SHEET P.37 TOTAL 60

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

STA. 19+44.02 BR, OFF. 57.00' LT. BREESE RD. =
STA. 20+56.98 SR, OFF. 56.00' LT. SHAWNEE RD.
Δ = 89°58'58"
R = 35.00'
L = 54.97'

STA. 20+83.15 BR, OFF. 89.00' LT. BREESE RD. =
STA. 20+89.44 SR, OFF. 83.13' RT. SHAWNEE RD.
Δ = 90°23'49"
R = 60.00'
L = 94.66'

EX. WATER VALVE, ATG
PR., 860.51 , EX. 860.53

STA 20+24.87, 38.07' LT
PR. MH-3, GRATE ELEV 862.96

EX. SAN MH, ATG
PR. 860.90 , EX. 860.92

EX. WATER VALVE, ATG
PR. 860.92 , EX. 860.89

EX. SAN MH, ATG
PR. 860.96 , EX. 861.09

STA 20+75.01, 29.55' LT
PR. CB-3A, GRATE ELEV 860.86

STA 20+74.40, 34.85' LT
CB-3A, GRATE ELEV 861.21

STA 20+21.83, 29.93' RT
EX. MH, RIM ELEV 862.09

STA. 19+43.92 BR, OFF. 54.60' RT. BREESE RD. =
STA. 19+45.15 SR, OFF. 55.84' LT. SHAWNEE RD.
Δ = 88°57'48"
R = 35.00'
L = 54.34'

STA. 20+51.36 BR, OFF. 54.40' RT. BREESE RD. =
STA. 19+45.82 SR, OFF. 51.60' RT. SHAWNEE RD.
Δ = 89°45'06"
R = 30.00'
L = 46.99'

℄ R/W BREESE RD
℄ R/W SHAWNEE RD

89° 59' 12"
90° 00' 48"
90° 00' 48"
89° 59' 12"

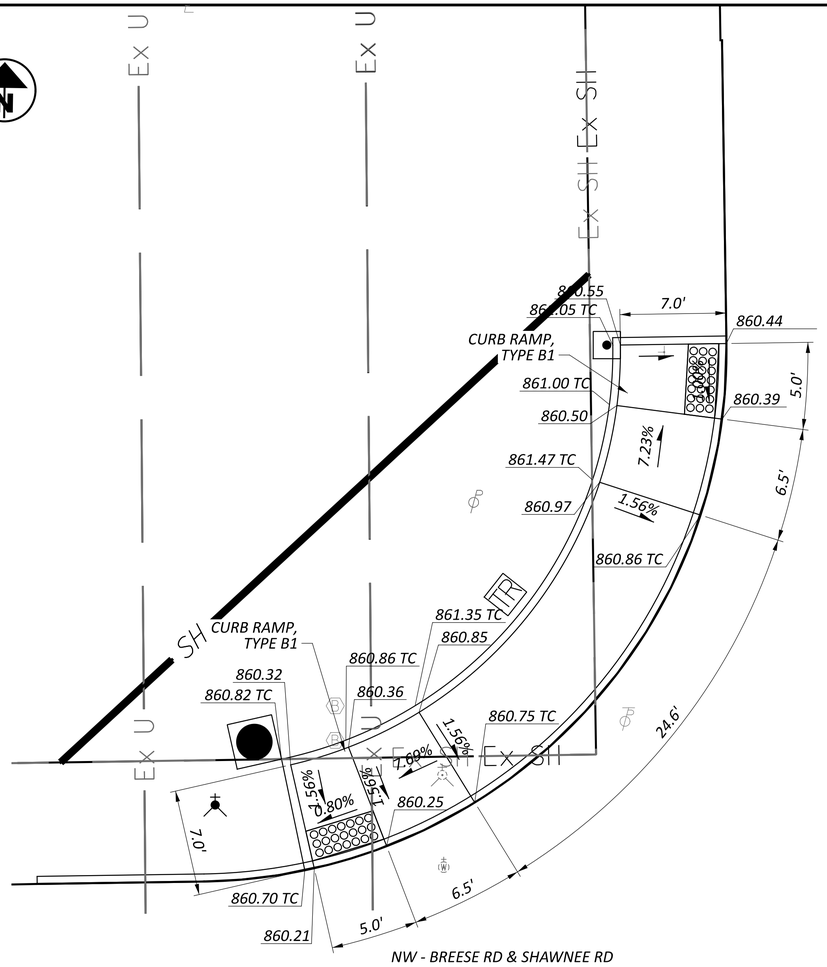
HORIZONTAL SCALE IN FEET
0 5 10 20

INTERSECTION DETAIL
BREESE RD AND SHAWNEE RD

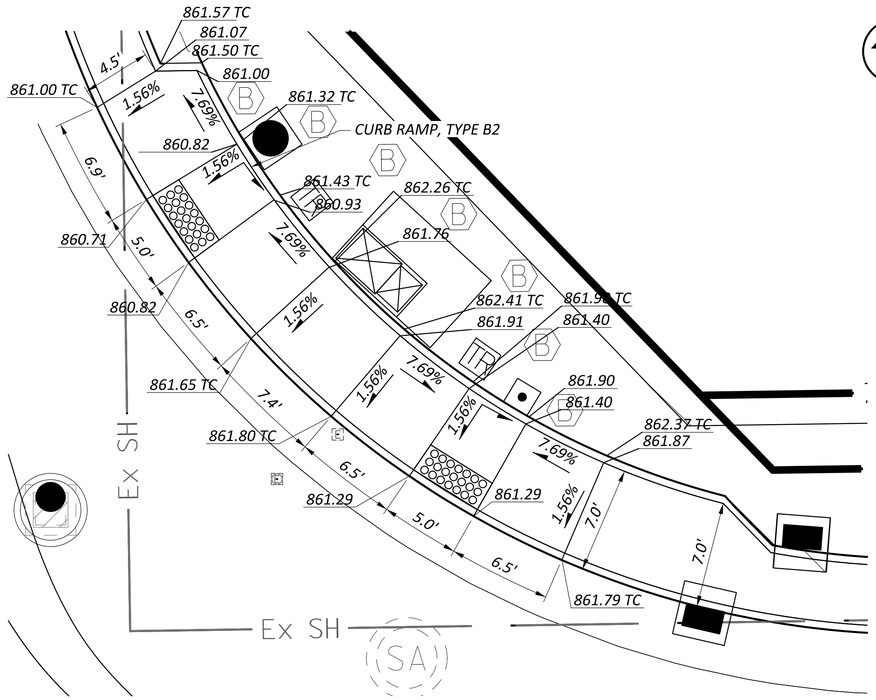
DESIGN AGENCY	WOOLPERT
DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.38
TOTAL	60

ALL-C.R. 142-3.63/4.77

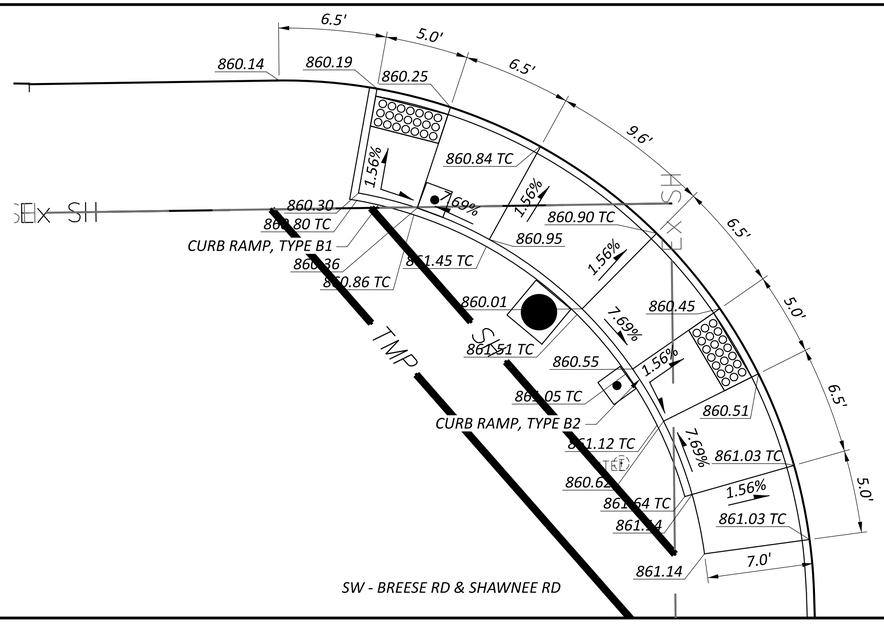
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:11:39 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Craig.Goodnight@Woolpert.com WORKSPACE: OHDOTCEv02_2024 WORKSET: 118884_ALL-C.R. 142-3.63_4.77-BreeseRd
G:\DE\Clients\OH_Allen_County\10022062_ALL-C.R. 142-3.63_4.77-BreeseRd\118884\400-Engineering\Roadway\Sheets\118884_GI201.dgn



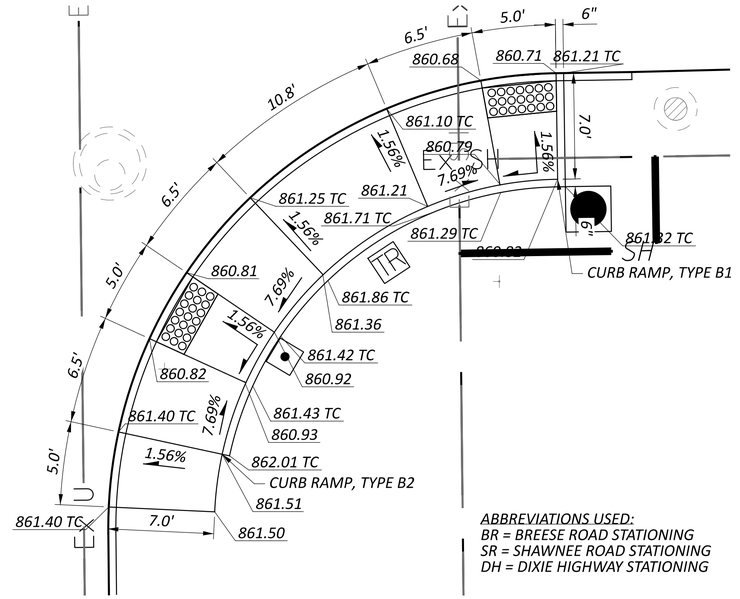
NW - BREESE RD & SHAWNEE RD



NE - BREESE RD & SHAWNEE RD



SW - BREESE RD & SHAWNEE RD



SE - BREESE RD & SHAWNEE RD

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

HORIZONTAL SCALE IN FEET
0 2.5 5 10

INTERSECTION DETAIL
CURB RAMP DETAILS - BREESE RD AND SHAWNEE RD

DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.39
TOTAL	60

ALL-C.R. 142-3.63/4.77

MODEL: Curb Ramp Details PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:16:34 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Craig.Goodnight@Woolpert.com WORKSPACE: OHDOTCEv02_2024 WORKSET: 118884_ALL-C.R. 142-3.63_4.77-BreeseRd
G:\DE\Clients\OH_Allen_County\10022062_ALL-C.R. 142-3.63_4.77-BreeseRd\118884\v00-Engineering\Roadway\Sheets\118884_GI201.dgn

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

STA. 49+28.23 BR, 103.50' LT., ℄ R/W BREESE RD. =
STA. 50+72.48 DH, 103.00' LT., ℄ R/W DIXIE HWY.
Δ = 69°52'15"
R = 80.00'
L = 97.56'

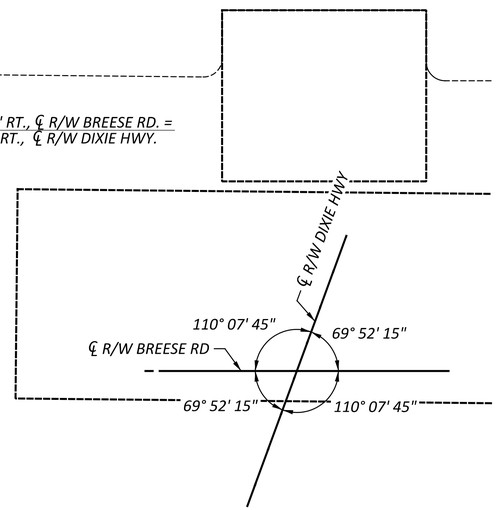
STA. 52+57.80 BR, 56.83' LT., ℄ R/W BREESE RD. =
STA. 51+42.08 DH, 222.50' RT., ℄ R/W DIXIE HWY
Δ = 14°19'26"
R = 200.00'
L = 50.00'

STA. 51+08.57 BR, 72.00' LT., ℄ R/W BREESE RD. =
STA. 51+04.97 DH, 77.16' RT., ℄ R/W DIXIE HWY
Δ = 95°48'18"
R = 50.00'
L = 83.61'

STA. 49+03.11 BR, 58.00' RT., ℄ R/W BREESE RD.=
STA. 49+12.20 DH, 71.01' LT., ℄ R/W DIXIE HWY.
Δ = 103°17'11"
R = 35.00'
L = 63.09'

STA. 50+00.00 BR, ℄ R/W BREESE RD. =
STA. 50+00.00 DH,℄ R/W DIXIE HWY.

STA. 50+60.60 BR, 102.00' RT., ℄ R/W BREESE RD. =
STA. 49+25.08 DH, 92.00' RT., ℄ R/W DIXIE HWY.
Δ = 69°52'15"
R = 70.00'
L = 85.36'



NOTE:
ELEVATIONS TANGENT TO ALIGNMENT SHOWN AT 25 FT INVERVALS.
ELEVATIONS AT RADIUS RETURNS ARE SHOWN 10 FT INTERVALS UNLESS DISPLAYED OTHERWISE

HORIZONTAL SCALE IN FEET
0 10 20 40

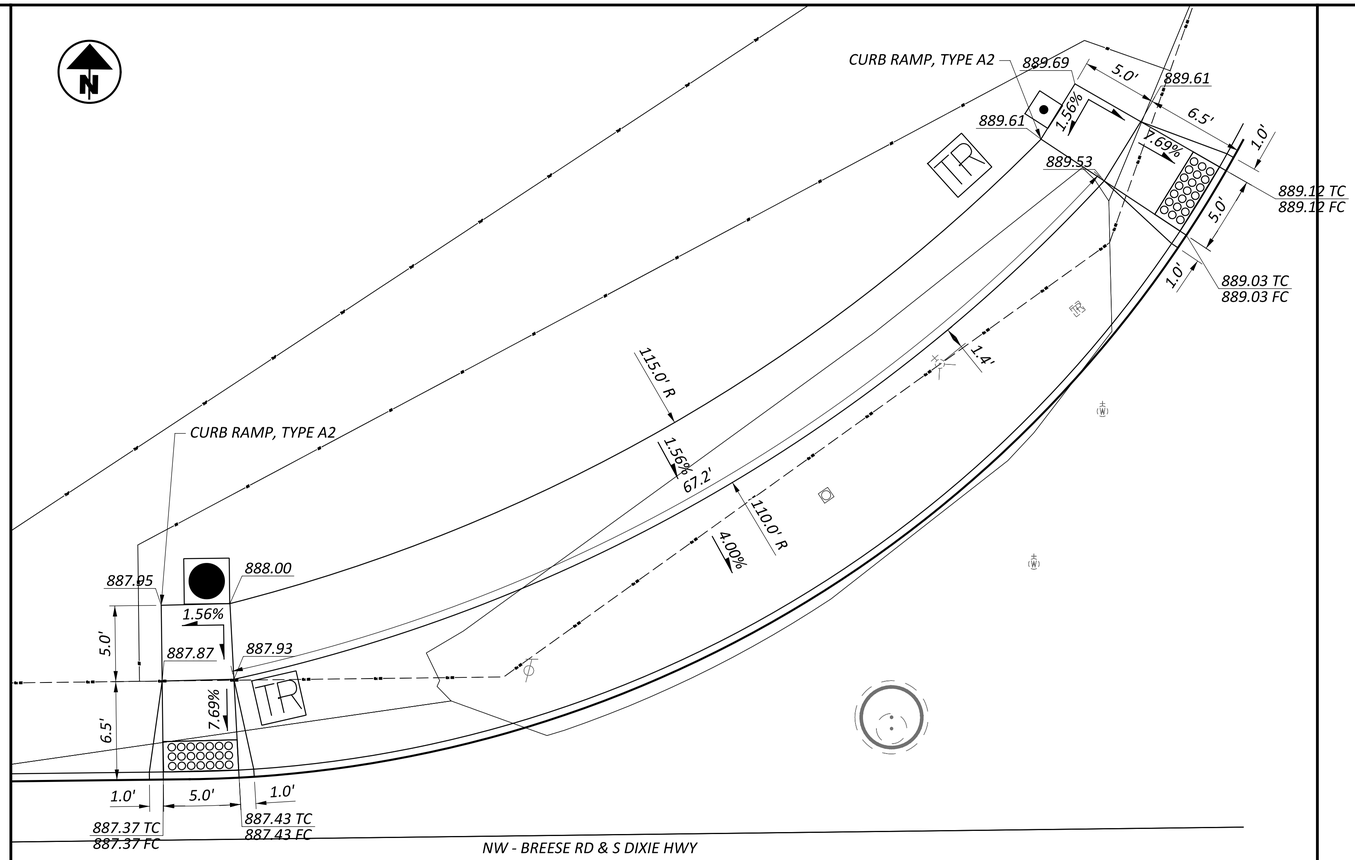
INTERSECTION DETAIL BREESE RD AND DIXIE HWY

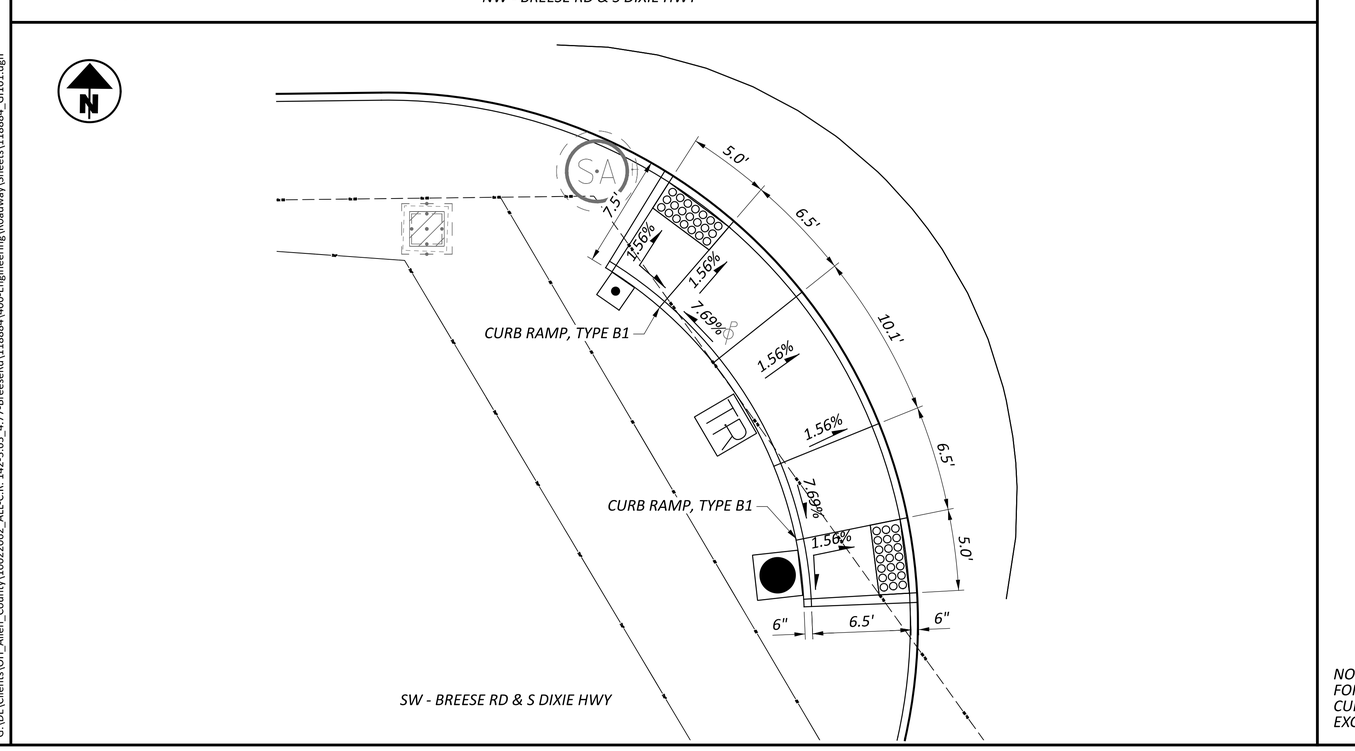
ALL-C.R. 142-3.63/4.77

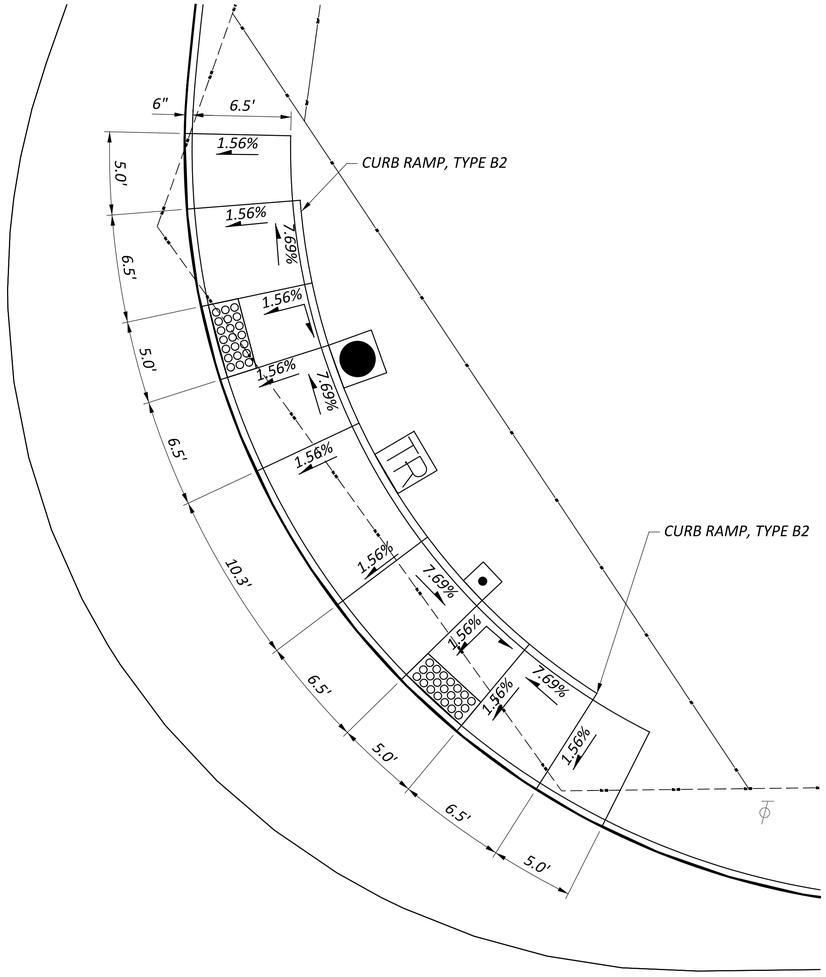
DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.40
TOTAL	60

MODEL: BREESE AT DIXIE -20S [Sheet 2] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:16:53 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Craig.Goodnight@Woolpert.com WORKSPACE: OHDOTCEv02_2024 WORKSET: 118884_ALL-C.R. 142-3.63_4.77-BreeseRd PRODUCT: OpenRoadsDesigner 24.00.02.25
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NOTES:
FOR CURB AND GUTTER, TYPE 6, THE TOP OF CURB IS 0.33' ABOVE THE EDGE OF PAVEMENT, EXCEPT IN CURB RAMP AND DROP CURB AREAS.

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING
TC = TOP OF CURB
FC = FACE OF CURB
EP = EDGE OF PAVEMENT
ME = MATCH EXISTING

HORIZONTAL SCALE IN FEET
0 2.5 5 10

INTERSECTION DETAIL
CURB RAMP DETAILS - BREESE RD AND DIXIE HWY

DESIGN AGENCY
WOOLPERT

DESIGNER: AS
REVIEWER: CAG 05/19/26
PROJECT ID: 118884
SHEET: P.41 TOTAL: 60

ALL-C.R. 142-3.63/4.77

MODEL: CURB RAMP DETAILS PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:39:18 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Craig.Goodnight@Woolpert.com WORKSPACE: OHDOTCEv02_2024 WORKSET: 118884_ALL-C.R. 142-3.63_4.77-BreeseRd PRODUCT: OpenRoadsDesigner 24.00.02.25
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NOTES:
FOR CURB AND GUTTER, TYPE 6, THE TOP OF CURB IS 0.33' ABOVE THE EDGE OF PAVEMENT, EXCEPT IN CURB RAMP AND DROP CURB AREAS.

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING
TC = TOP OF CURB
FC = FACE OF CURB
EP = EDGE OF PAVEMENT
ME = MATCH EXISTING

HORIZONTAL SCALE IN FEET
0 2.5 5 10

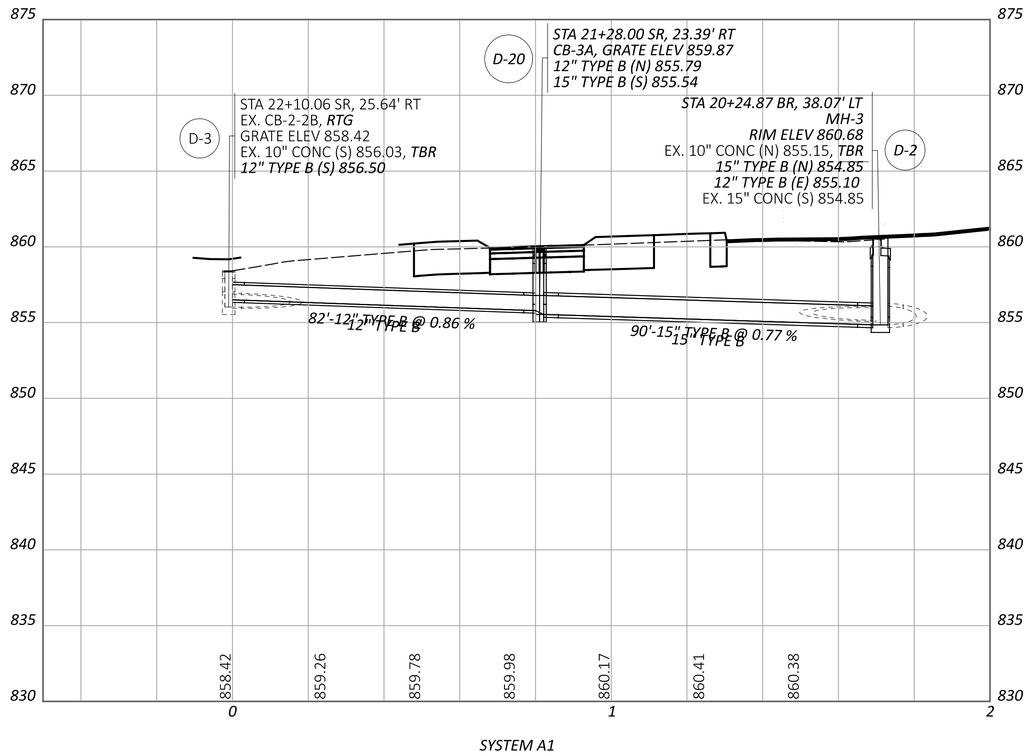
INTERSECTION DETAIL
CURB RAMP DETAILS - BREESE RD AND DIXIE HWY

DESIGN AGENCY
WOOLPERT

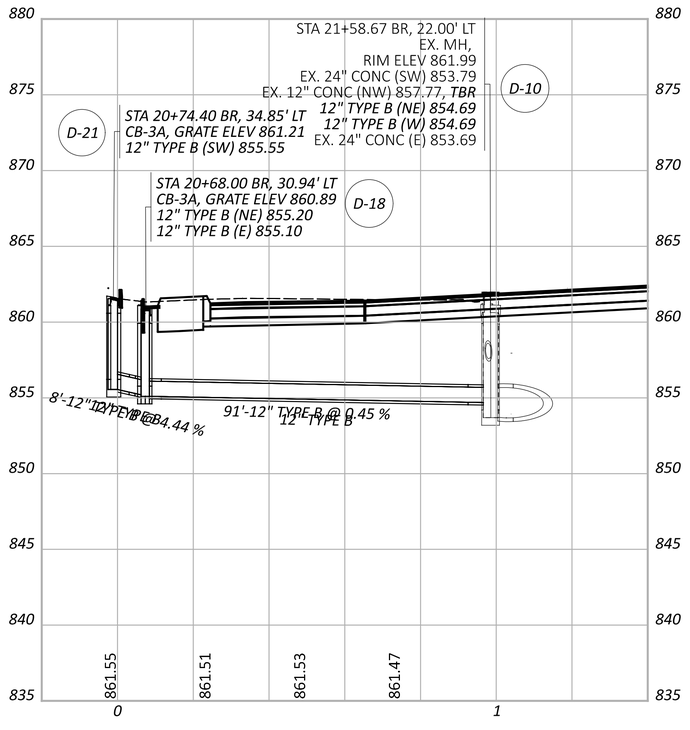
DESIGNER: AS
REVIEWER: CAG 05/19/26
PROJECT ID: 118884
SHEET: P.42 TOTAL: 60

ALL-C.R. 142-3.63/4.77

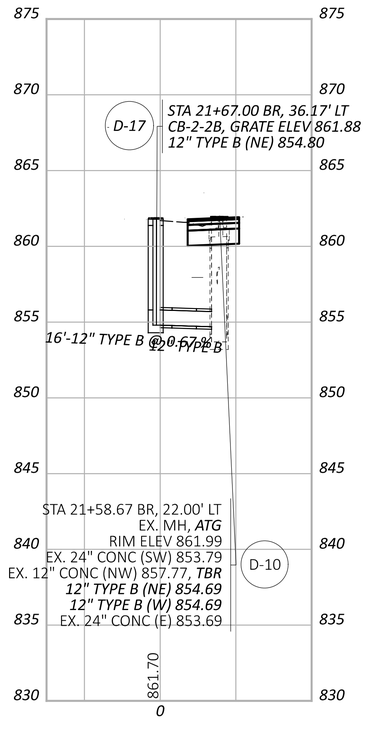
MODEL: CURB RAMP DETAILS [SHEET 2] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:57:43 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Craig.Goodnight@Woolpert.com WORKSPACE: OHDOTCEv02_2024 WORKSET: 118884_ALL-C.R. 142-3.63_4.77-BreeseRd PRODUCT: OpenRoadsDesigner 24.00.02.25
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SYSTEM A1



SYSTEM A3



SYSTEM A4

STORM SEWER PROFILES
BREESE RD AND SHAWNEE RD

DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	CAG 05/19/26
PROJECT ID	118884
SHEET	P.43
TOTAL	60

ALL-C.R. 142-3.63/4.77

MODEL: Shawnee Drainage Profiles PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:17:18 PM USER: GoodnJght
G:\DE\Clients\OH_Allen_County\10022062_ALL-C.R. 142-3.63_4.77-BreeseRd\118884\400-Engineering\Drainage\Sheets\118884_DF001.dgn

LEGEND

S — PROPOSED SIGN

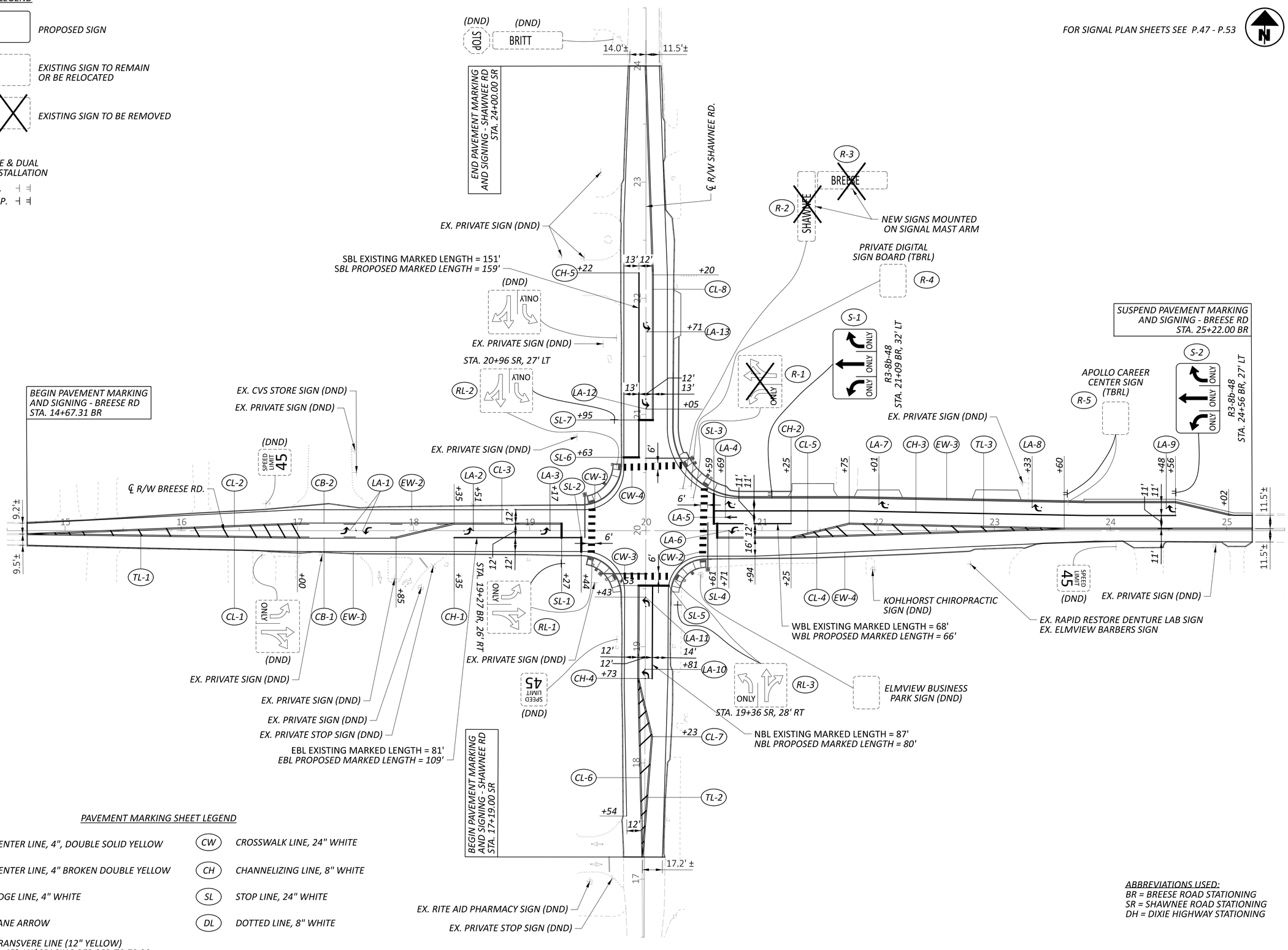
RL — EXISTING SIGN TO REMAIN OR BE RELOCATED

R — EXISTING SIGN TO BE REMOVED

SINGLE & DUAL POST INSTALLATION

EX. ⊣ ⫞

PROP. ⊣ ⫞



PAVEMENT MARKING SHEET LEGEND

CL — CENTER LINE, 4", DOUBLE SOLID YELLOW

CB — CENTER LINE, 4" BROKEN DOUBLE YELLOW

EW — EDGE LINE, 4" WHITE

LA — LANE ARROW

TL — TRANSVERE LINE (12" YELLOW) @ 45°, W/ SPACING PER SCD TC-72.20

CW — CROSSWALK LINE, 24" WHITE

CH — CHANNELIZING LINE, 8" WHITE

SL — STOP LINE, 24" WHITE

DL — DOTTED LINE, 8" WHITE

ABBREVIATIONS LISED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

SIGNING AND PAVEMENT MARKING PLAN BREESE RD AND SHAWNEE RD

DESIGN AGENCY: WOOLPERT

DESIGNER: AS

REVIEWER: CAG 05/19/26

PROJECT ID: 118884

SHEET: P.44 TOTAL: 60

ALL-C.R. 142-3.63/4.77

MODEL: Breese Rd at Shawnee - 40s [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:17:29 PM USER: Goodnight
G:\DE\Clients\OH_Allen_County\10022062_ALL-C.R. 142-3.63_4.77-BreeseRd\118884\40D-Engineering\Traffic\Sheets\118884_TP002.dgn

SIGN LEGEND

S — *PROPOSED SIGN*

RL — *EXISTING SIGN TO REMAIN OR BE RELOCATED*

R — *EXISTING SIGN TO BE REMOVED*

SINGLE & DUAL POST INSTALLATION

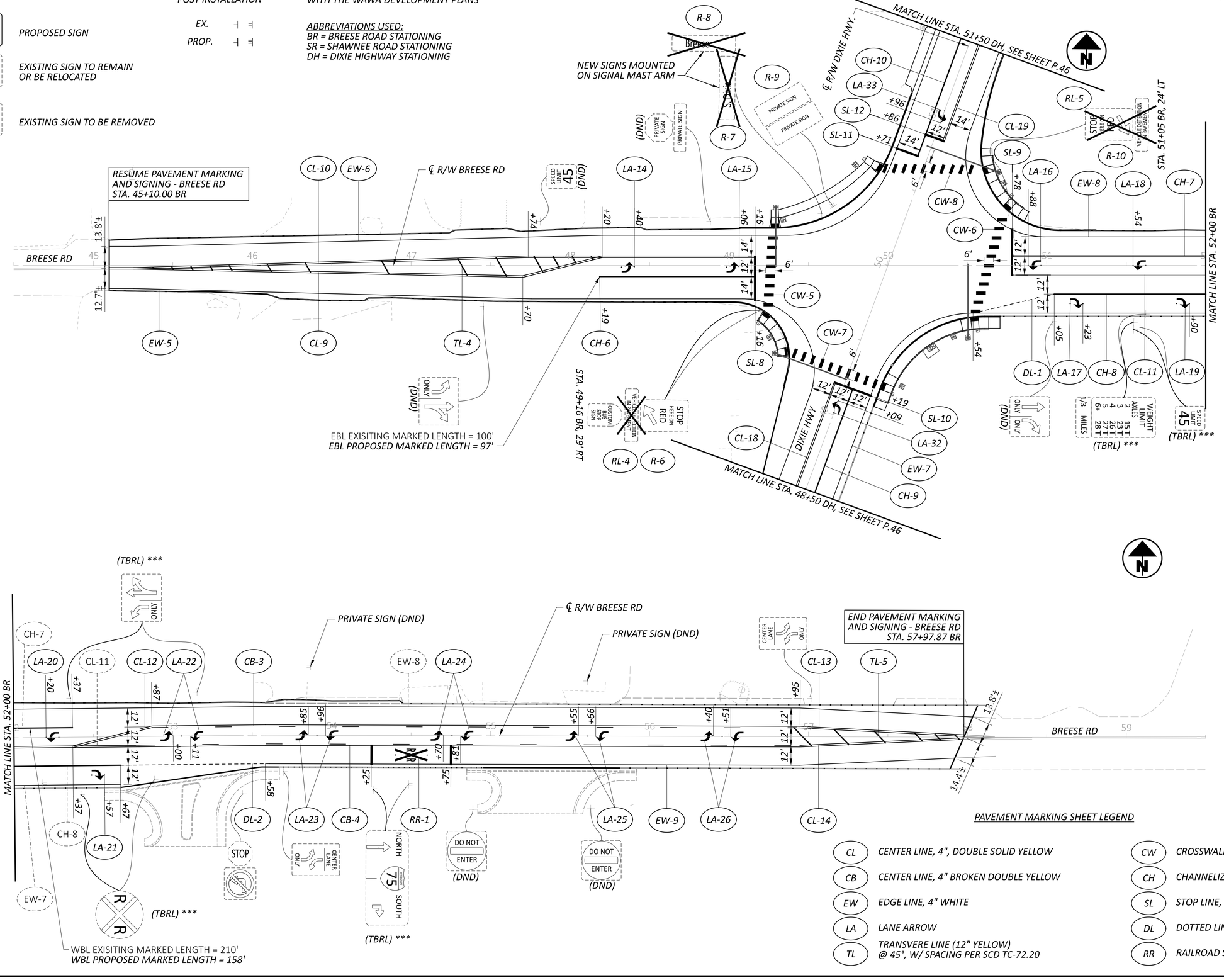
EX. ⊣ ⊣

PROP. ⊣ ⊣

**** INDICATES WORK IS BEING PERFORMED WITH THE WAWA DEVELOPMENT PLANS*

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

FOR SIGNAL PLAN SHEETS SEE P.54 - P.60



PAVEMENT MARKING SHEET LEGEND

CL	*CENTER LINE, 4", DOUBLE SOLID YELLOW*	CW	*CROSSWALK LINE, 24" WHITE*
CB	*CENTER LINE, 4" BROKEN DOUBLE YELLOW*	CH	*CHANNELIZING LINE, 8" WHITE*
EW	*EDGE LINE, 4" WHITE*	SL	*STOP LINE, 24" WHITE*
LA	*LANE ARROW*	DL	*DOTTED LINE, 8" WHITE*
TL	*TRANSVERE LINE (12" YELLOW) @ 45°, W/ SPACING PER SCD TC-72.20*	RR	*RAILROAD SYMBOL MARKING*

HORIZONTAL SCALE IN FEET
0 15 30 60

SIGNING AND PAVEMENT MARKING PLAN
BREESE RD

DESIGN AGENCY
WOOLPERT

DESIGNER AS
REVIEWER CAG 05/19/26
PROJECT ID 118884
SHEET P.45 TOTAL 60

ALL-C.R. 142-3.63/4.77

MODEL: BREESE RD - 30 Scale [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:26:12 PM USER: Goodnight
G:\DE\Clients\OH_Allen_County\100220062_ALL-C.R. 142-3.63_4.77-BreeseRd\118884\400-Engineering\Traffic\Sheets\118884_TP001.dgn

SIGN LEGEND

S — *PROPOSED SIGN*

RL — *EXISTING SIGN TO REMAIN OR BE RELOCATED*

R — *EXISTING SIGN TO BE REMOVED*

SINGLE & DUAL POST INSTALLATION

EX. ⊣ ⊣

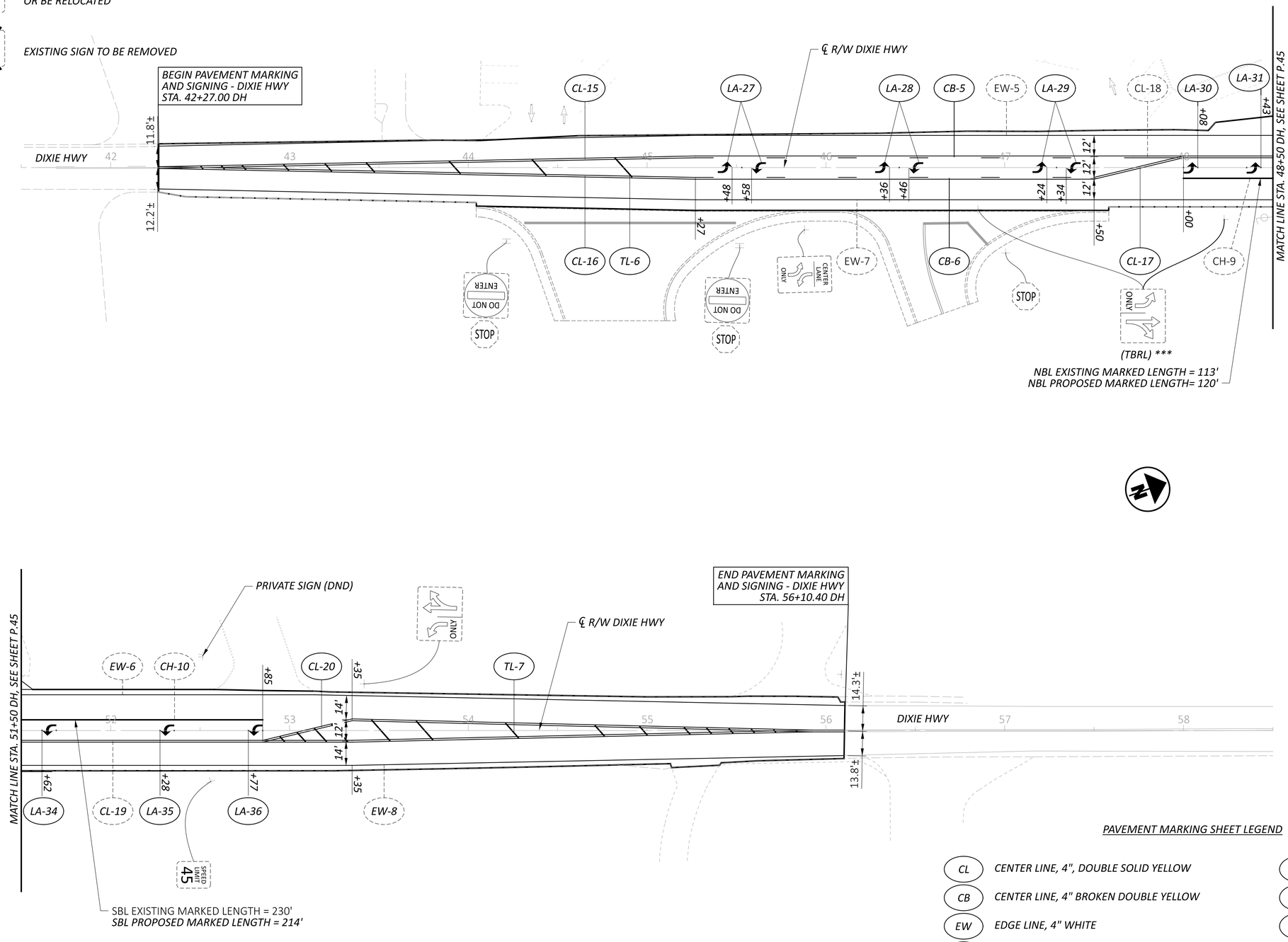
PROP. ⊣ ⊣

*** *INDICATES WORK IS BEING PERFORMED WITH THE WAWA DEVELOPMENT PLANS*

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

FOR SIGNAL PLAN SHEETS SEE P.54 - P.60

HORIZONTAL SCALE IN FEET
0 15 30 60



PAVEMENT MARKING SHEET LEGEND

CL	*CENTER LINE, 4", DOUBLE SOLID YELLOW*	CW	*CROSSWALK LINE, 24" WHITE*
CB	*CENTER LINE, 4" BROKEN DOUBLE YELLOW*	CH	*CHANNELIZING LINE, 8" WHITE*
EW	*EDGE LINE, 4" WHITE*	SL	*STOP LINE, 24" WHITE*
LA	*LANE ARROW*	DL	*DOTTED LINE, 8" WHITE*
TL	*TRANSVERE LINE (12" YELLOW) @ 45°, W/ SPACING PER SCD TC-72.20*	RR	*RAILROAD SYMBOL MARKING*

SIGNING AND PAVEMENT MARKING PLAN DIXIE HIGHWAY

DESIGN AGENCY
WOOLPERT

DESIGNER AS
REVIEWER CAG 05/19/26
PROJECT ID 118884
SHEET P.46 | TOTAL 60

ALL-C.R. 142-3.63/4.77

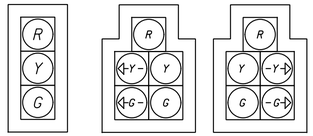
MODEL: Dixie Hwy - 30S [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 3:31:10 PM USER: Goodnight
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PROPOSED SIGNAL HEADS

PEDESTRIAN SIGNAL HEAD
(LED, COUNTDOWN, TYPE D2)



P1 - P8



2, 4, 6A, 8 | 1, 3, 5, 7 | 6B

12" LENS WITH BACKPLATES

ALL POLYCARBONATE SIGNALS, 12" LED
WITH BACKPLATES, CUTAWAY, BLACK

PEDESTRIAN SIGNS

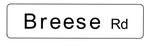
SP-1, PS-3,
SP-3, SP-4

PS-1, PS-2,
PS-4, PS-5

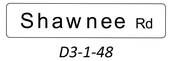
R10-3e-9

LEFT OR RIGHT ARROW AS APPROPRIATE
INCLUDED WITH PUSH BUTTON

OVERHEAD SIGNS



D3-1
72" x 18"
S2, S5



D3-1-48
84" x 18"
S3, S7

SIGNS

R3-5L-30
S1, S4, S6, S8

PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	20+40.6 SR	LT	35.8	24"
PB-2	19+66.2 SR	LT	42.6	24"
PB-3	19+63.4 SR	RT	40.3	24"
PB-4	20+58.3 SR	RT	42.4	24"
PB-5	20+47.6 SR	RT	53.3	24"

LEGEND

	PROP.	EXIST.
SIGNAL SUPPORT POLE	●	○
PEDESTAL SUPPORT	⊡	
TRAFFIC PULL BOX	PB	PB
TRAFFIC SIGNAL, 2 UNIT, 3 UNIT		
TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		
TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
VIDEO DETECTION UNIT		
VIDEO DETECTION ZONE		
RADAR DETECTION ZONE		
CONTROLLER CABINET AND WORK PAD (TS2P)		

ABBREVIATIONS USED:
BR = BREESE ROAD STATIONING
SR = SHAWNEE ROAD STATIONING
DH = DIXIE HIGHWAY STATIONING

HORIZONTAL SCALE IN FEET
0 10 20 40

SIGNAL LAYOUT
BREESE RD AND SHAWNEE RD

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
KWA 05/19/26

PROJECT ID
118884

SHEET P.47 | TOTAL 60

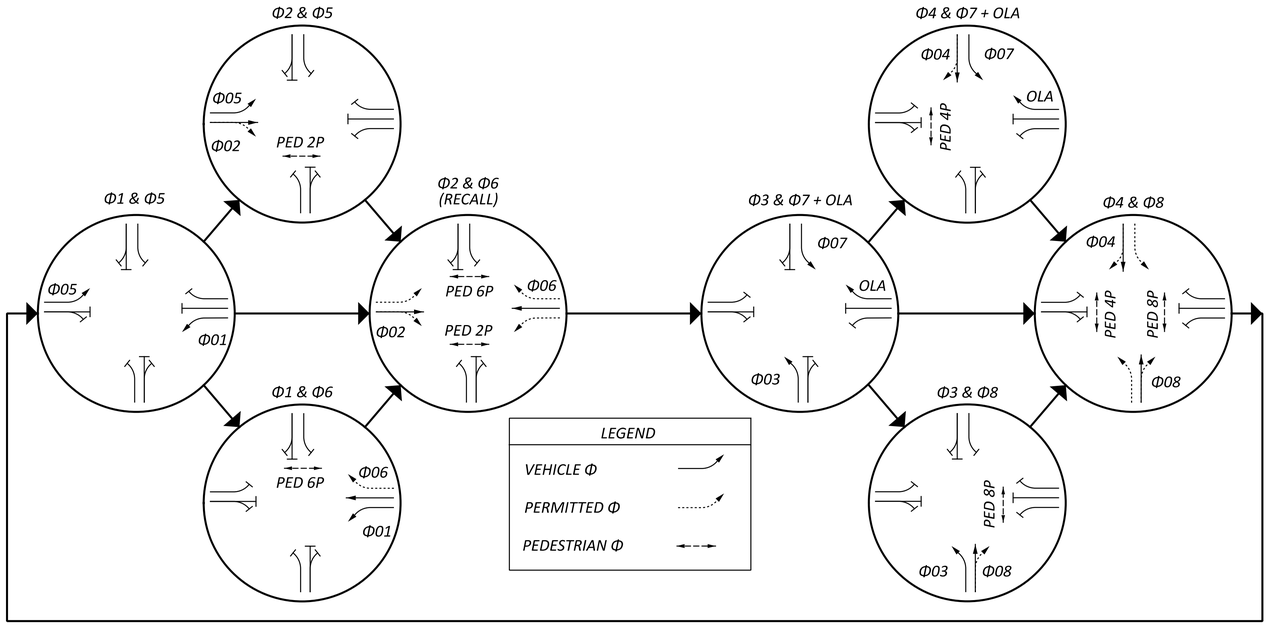
ALL-C.R. 142-3.63/4.77

MODEL: SHAWNEE - 2D Scale [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:18:14 PM USER: Goodnight
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SIGNAL TIMING CHART

INTERSECTION: BREESE RD / SHAWNEE RD									
MAINTAINING AGENCY: ALLEN COUNTY									
START UP		DUAL ENTRY: YES		PHASES:			2 & 6, 4 & 8		
		REST IN RED:		RING 1 -			RING 2 -		
START IN: ALL-RED FLASH TIME FOR: FLASH , ALL RED (SEC.): 9, 6 FIRST PHASE(S): 2 & 6 COLOR DISPLAYED: GREEN		OVERLAP				A	B	C	D
		PHASES				7	-	-	-
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		WB LT	EB	NBL	SB	EB LT	WB	SB LT	NB
MINIMUM GREEN (INITIAL)	(SEC.)	7	20	7	10	7	20	7	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	3	3	3	3	3	3	3	3
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	20	30	20	30	20	30	20	30
MAXIMUM GREEN II	(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE	(SEC.)	5	4	5	4	6	4	6	3
ALL RED CLEARANCE	(SEC.)	2	2	2	2	2	2	2	2
DELAYED GREEN (LPI) '	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE	(SEC.)	-	13	-	12	-	14	-	17
RECALL	MAXIMUM (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO
	MINIMUM (ON/OFF)	NO	YES	NO	NO	NO	YES	NO	NO
	PEDESTRIAN (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



VIDEO DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
VDZ1	WBL	PRESENCE	1	-	2	V1	STOP	20
VDZ2A	EBT	PRESENCE	2	-	0.1	V2	ADV	300
VDZ2B	EBT	PRESENCE	2	-	2	V2	STOP	20
VDZ3	NBL	PRESENCE	3	-	2	V3	STOP	20
VDZ4	SBT	PRESENCE	4	-	2	V4	STOP	20
VDZ5	EBL	PRESENCE	5	-	2	V4	STOP	20
VDZ6A	WBT	PRESENCE	6A	-	0.1	V1	ADV	300
VDZ6C	WBT	PRESENCE	6A	-	2	V1	STOP	20
VDZ6B	WBR	PRESENCE	6B	-	2	V1	STOP	20
VDZ7	SBL	PRESENCE	7	-	2	V2	STOP	20
VDZ8	NBT	PRESENCE	8	-	2	V3	STOP	20

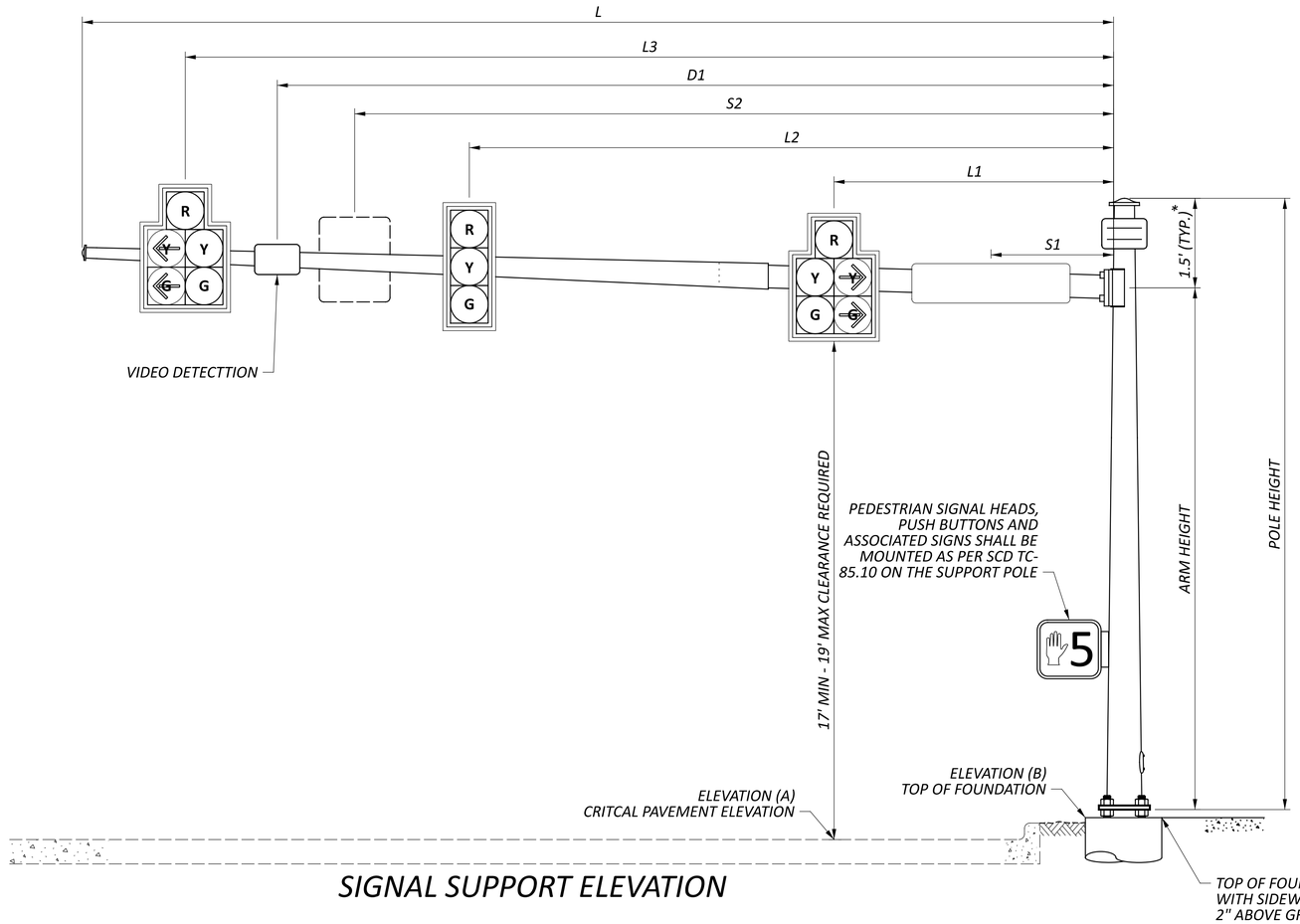
TRAFFIC SIGNAL PLAN DETAILS
BREESE RD AND SHAWNEE RD

DESIGN AGENCY
WOOLPERT

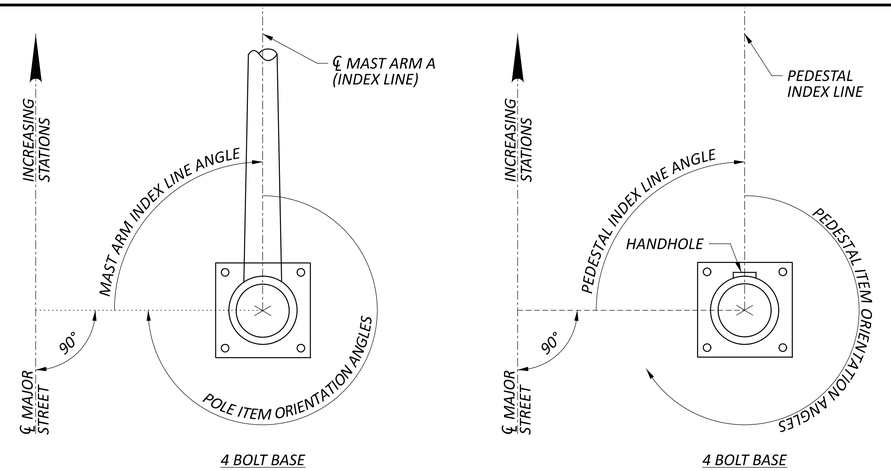
DESIGNER AS
REVIEWER KWA 05/19/26
PROJECT ID 118884
SHEET P.48 TOTAL 60

ALL-C.R. 142-3.63/4.77

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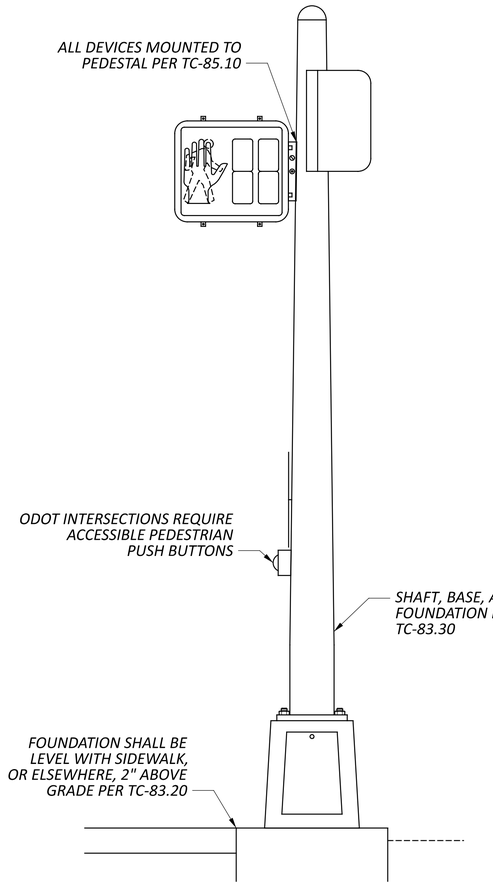
SIGNAL SUPPORT ELEVATION



POLE ORIENTATION

MAST ARM AND PEDESTAL TABLE

SUPPORT NO.	STATION	OFFSET	ELEVATION A (Pavement Elevation)	ELEVATION B (Top of Foundation)	SIGNAL SUPPORT DETAILS: DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	S1	S2	D1	ORIENTATION ANGLES (DEG.) FROM INDEX LINE: MAST ARM INDEX LINE ANGLE	PEDESTAL INDEX LINE ANGLE	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
							FT	FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-1	20+31.1 SR	52.4 LT	860.81	860.36	TC-81.22	12	21.5	20	37	11.2	19.7	31.2	5.2	29.6	23.3	180	-	270	270	-	-	180	180	-
SP-2	19+62.8 SR	38.8 LT	861.28	861.73	TC-81.22	12	21	19.5	40	20	33	-	7.2	37.9	29.2	90	-	-	-	-	-	90	180	-
SP-3	19+66.8 SR	53.5 RT	861.41	862.1	TC-81.22	12	20.5	19	40	15.4	27.4	-	6	33.4	23.5	0	-	270	270	-	-	0	180	-
SP-4	20+62.4 SR	39.7 RT	860.85	861.94	TC-81.22	12	20.5	19	40	17.9	33.5	-	6	37.9	29.5	270	-	90	90	-	-	270	180	-
PS-1	20+57.0 SR	28.9 LT	-	861.53			8									-	180	180	180	-	-	-	-	-
PS-2	19+70.3 SR	45.6 LT	-	860.85			8									-	90	270	270	-	-	-	-	-
PS-3	19+57.9 SR	33.7 LT	-	861.62			8									-	90	90	90	-	-	-	-	-
PS-4	19+57.3 SR	33.4 RT	-	861.99			8									-	0	0	0	-	-	-	-	-
PS-5	20+45.08 SR	56.1 RT	-	861.98			8									-	270	270	270	-	-	-	-	-



PEDESTAL ELEVATION

TRAFFIC SIGNAL PLAN DETAILS
BREESE RD / SHAWNEE RD

DESIGN AGENCY
WOOLPERT

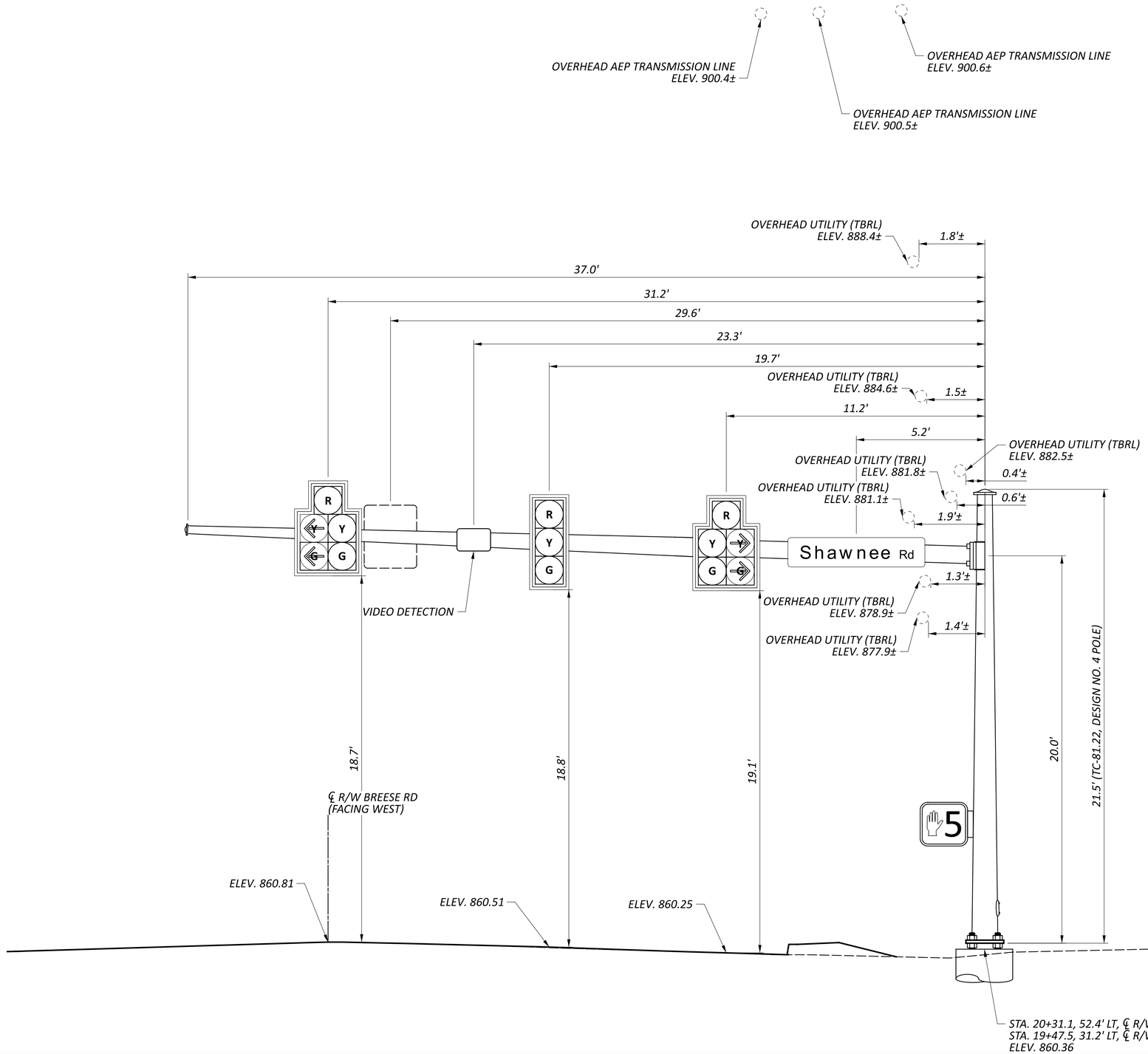
DESIGNER AS
REVIEWER KWA 05/19/26
PROJECT ID 118884
SHEET P.49 TOTAL 60

ALL-C.R. 142-3.63/4.77

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SP-1
TC-81.22
DESIGN NO. 12

FOR SIGNAL SUPPORT LENGTHS AND ORIENTATION ANGLES SUMMARY SEE SHEET P.49.



SIGNAL SUPPORT ELEVATION VIEW - SP-1
BREESE RD / SHAWNEE RD

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
KWA 05/19/26

PROJECT ID
118884

SHEET P.50 TOTAL 60

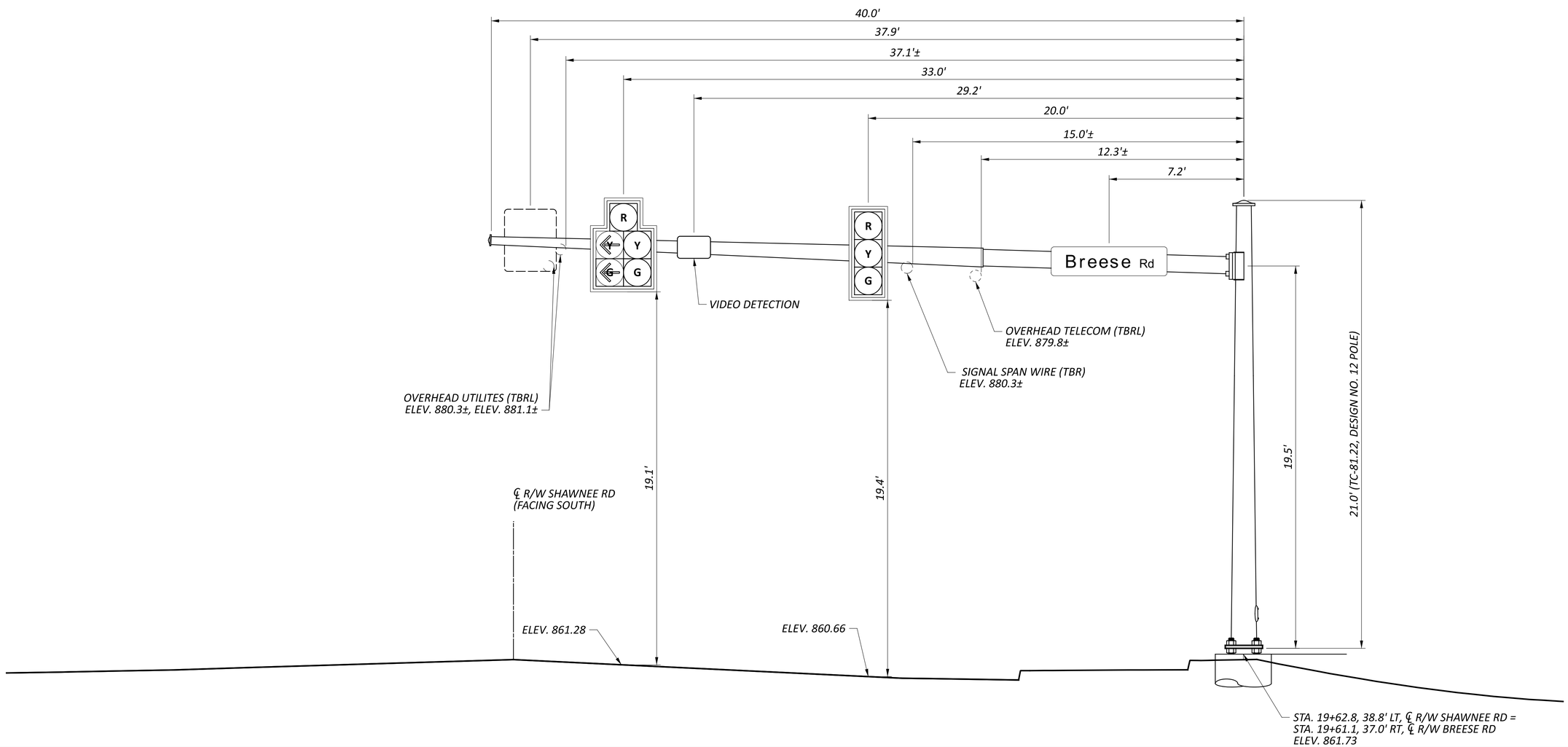
ALL-C.R. 142-3.63/4.77

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SP-2
TC-81.22
DESIGN NO. 12

FOR SIGNAL SUPPORT LENGTHS AND ORIENTATION ANGLES SUMMARY SEE SHEET P.49.

OVERHEAD AEP TRANSMISSION LINES
ELEVATIONS VARY FROM 906.2± TO 950.4±



ALL-C.R. 142-3.63/4.77

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:18:55 PM USER: Goodnight
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SIGNAL SUPPORT ELEVATION VIEW - SP-2
BREESE RD / SHAWNEE RD

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

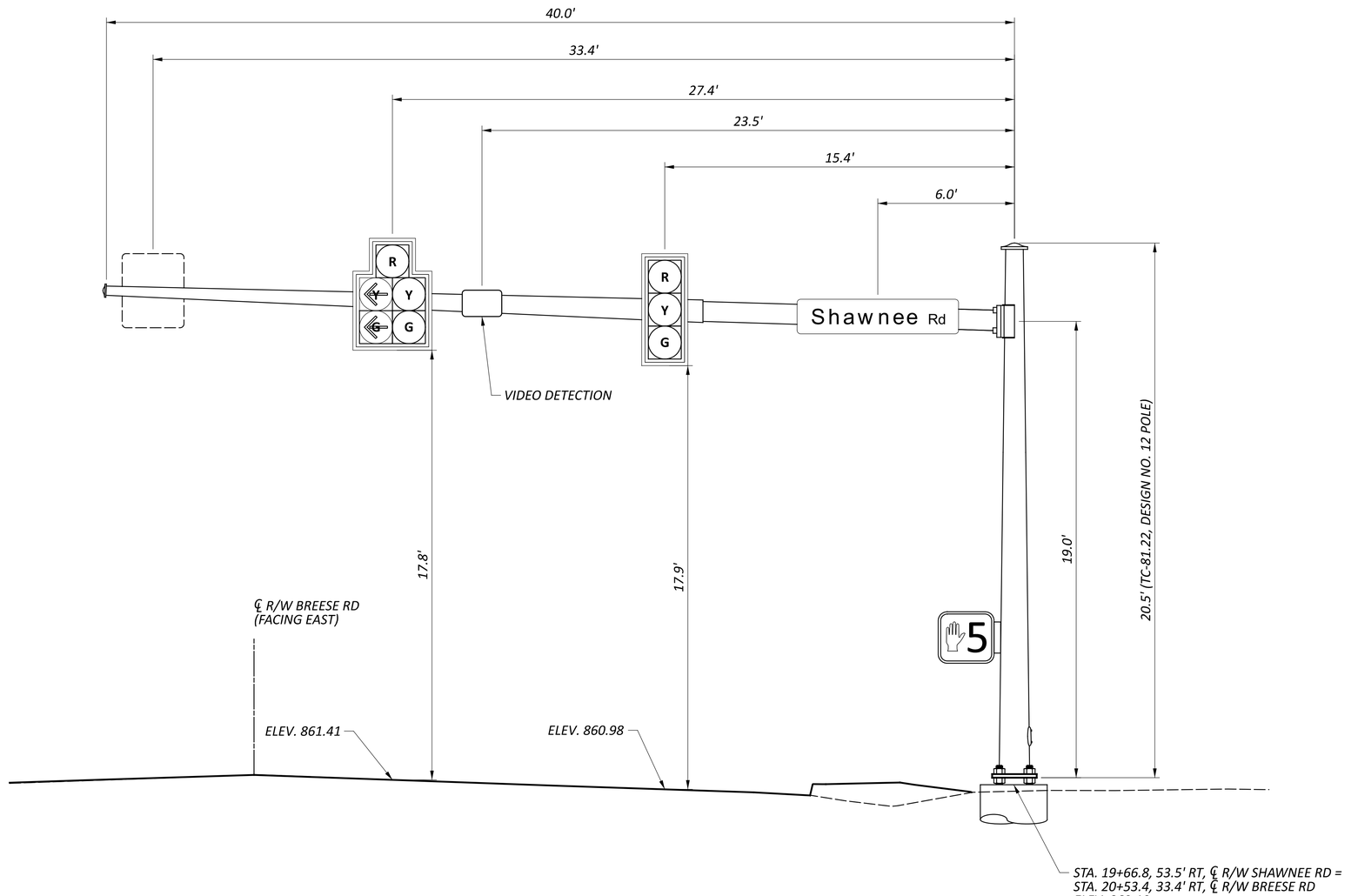
REVIEWER
KWA 05/19/26

PROJECT ID
118884

SHEET P.51 | TOTAL 60

SP-3
TC-81.22
DESIGN NO. 12

FOR SIGNAL SUPPORT LENGTHS AND ORIENTATION ANGLES SUMMARY SEE SHEET P.49.



SIGNAL SUPPORT ELEVATION VIEW - SP-3
BREESE RD / SHAWNEE RD

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
KWA 05/19/26

PROJECT ID
118884

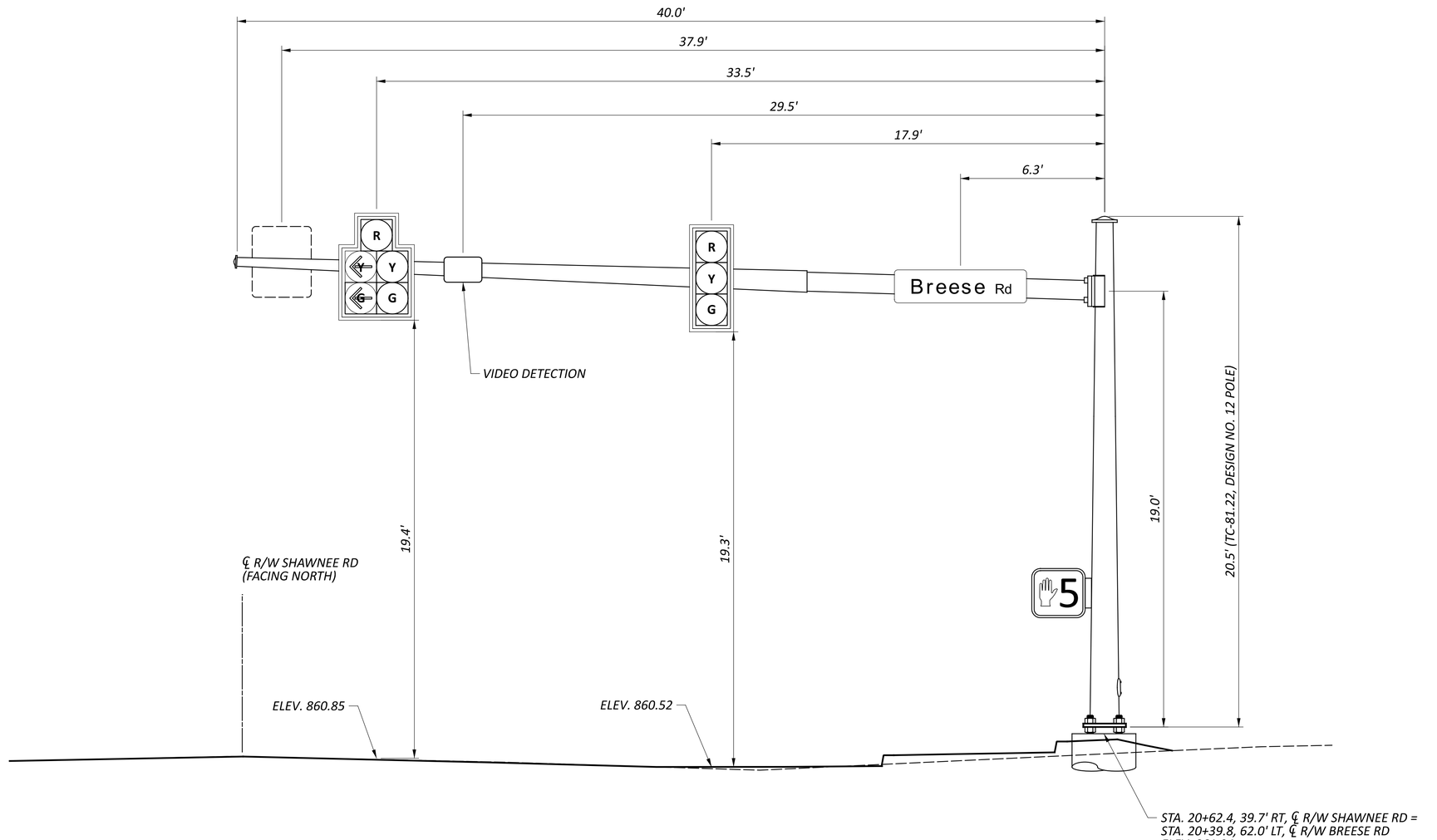
SHEET P.52 TOTAL 60

ALL-C.R. 142-3.63/4.77

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SP-4
TC-81.22
DESIGN NO. 12

FOR SIGNAL SUPPORT LENGTHS AND ORIENTATION ANGLES SUMMARY SEE SHEET P.49.



SIGNAL SUPPORT ELEVATION VIEW - SP-4
BREESE RD / SHAWNEE RD

DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	KWA 05/19/26
PROJECT ID	118884
SHEET	P.53
TOTAL	60

ALL-C.R. 142-3.63/4.77

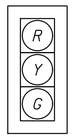
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PROPOSED SIGNAL HEADS

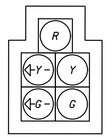
PEDESTRIAN SIGNAL HEAD
(LED, COUNTDOWN, TYPE D2)



P9 - P16



2, 4, 6, 8



1, 3, 5, 7

12" LENS WITH BACKPLATES

ALL POLYCARBONATE SIGNALS, 12" LED
WITH BACKPLATES, CUTAWAY, BLACK

PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-6	50+52.5 DH	LT	41.0	24"
PB-7	49+34.2 DH	LT	28.8	24"
PB-8	49+31.9 DH	LT	54.3	24"
PB-9	50+73.7 DH	RT	50.7	24"
PB-10	49+72.1 DH	RT	54.1	24"
PB-11	49+31.7 DH	RT	34.5	24"

PEDESTRIAN SIGNS

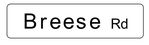
SP-5, SP-6
SP-8, PS-9

PS-6, PS-7
PS-8, PS-10

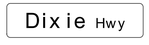
R10-3e-9

LEFT OR RIGHT ARROW AS APPROPRIATE
INCLUDED WITH PUSH BUTTON

OVERHEAD SIGNS



D3-1-72
72" x 18"
S10, S13



D3-1-84
72" x 18"
S11, S16

SIGNS

R3-5L-30
S9, S12, S14, S15

LEGEND

	PROP.	EXIST.
SIGNAL SUPPORT POLE	●	○
PEDESTAL SUPPORT	⊡	
TRAFFIC PULL BOX	PB	PB
TRAFFIC SIGNAL, 2 UNIT, 3 UNIT	●→	○→
TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		○→
TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"	●→	○→
PEDESTRIAN HEAD	↓	
PEDESTRIAN PUSH BUTTON	—	
VIDEO DETECTION UNIT	▬	
VIDEO DETECTION ZONE	▨	▭
RADAR DETECTION ZONE		
CONTROLLER CABINET AND WORK PAD (TS2P)	⊠	⊠

SIGNAL LAYOUT
BREESE RD AND DIXIE HWY

DESIGN AGENCY
WOOLPERT

DESIGNER AS
REVIEWER KWA 05/19/26
PROJECT ID 118884
SHEET P.54 TOTAL 60

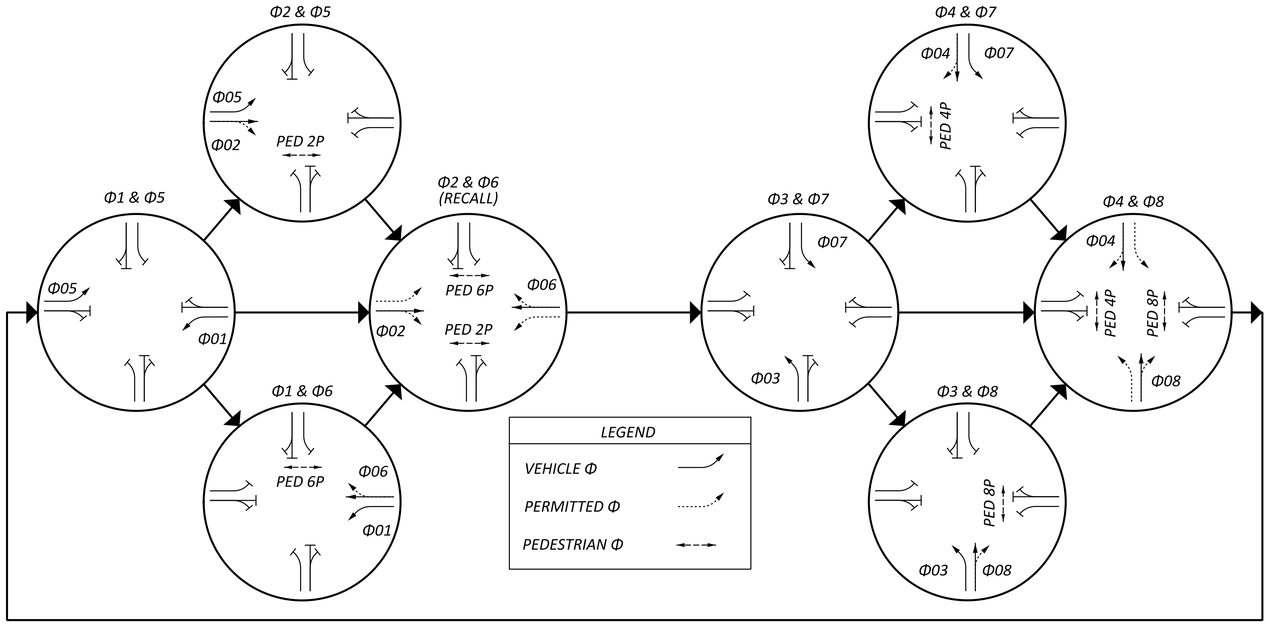
ALL-C.R. 142-3.63/4.77

MODEL: BREESE AT DIXIE [20 Scale] [Sheet] PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:19:38 PM USER: Goodnight
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SIGNAL TIMING CHART

INTERSECTION: BREESE RD / DIXIE HWY									
MAINTAINING AGENCY: ALLEN COUNTY									
START UP		DUAL ENTRY: YES		PHASES:			2 & 6, 4 & 8		
		REST IN RED:		RING 1	-		RING 2	-	
START IN: ALL-RED FLASH		OVERLAP			A	B	C	D	
TIME FOR: FLASH , ALL RED (SEC.): 9, 6									
FIRST PHASE(S): 2 & 6		PHASES			-	-	-	-	
COLOR DISPLAYED: GREEN									
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		WB LT	EB	NBL	SB	EB LT	WB	SB LT	NB
MINIMUM GREEN (INITIAL)	(SEC.)	7	20	7	10	7	20	7	10
ADDED INITIAL	*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	3	3	3	3	3	3	3	3
TIME BEFORE REDUCTION	*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I	(SEC.)	20	30	20	30	20	30	20	30
MAXIMUM GREEN II	(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE	(SEC.)	5	4	6	5	6	4	5	5
ALL RED CLEARANCE	(SEC.)	2	2	2	2	2	2	2	2
DELAYED GREEN (LPI) '	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE	(SEC.)	-	18	-	14	-	19	-	18
RECALL	MAXIMUM (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO
	MINIMUM (ON/OFF)	NO	YES	NO	NO	NO	YES	NO	NO
	PEDESTRIAN (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO
MEMORY	(ON/OFF)	-	-	-	-	-	-	-	-

PHASING DIAGRAM



VIDEO DETECTION CHART

DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
VDZ1	WBL	PRESENCE	1	-	2	V1	STOP	20
VDZ2A	EBT	PRESENCE	2	-	0.1	V2	ADV	300
VDZ2B	EBT	PRESENCE	2	-	2	V2	STOP	20
VDZ3	NBL	PRESENCE	3	-	2	V3	STOP	20
VDZ4	SBT	PRESENCE	4	-	2	V4	STOP	20
VDZ5	EBL	PRESENCE	5	-	2	V4	STOP	20
VDZ6A	WBT	PRESENCE	6	-	0.1	V1	ADV	300
VDZ6B	WBT	PRESENCE	6	-	2	V1	STOP	20
VDZ7	SBL	PRESENCE	7	-	2	V2	STOP	20
VDZ8	NBT	PRESENCE	8	-	2	V3	STOP	20

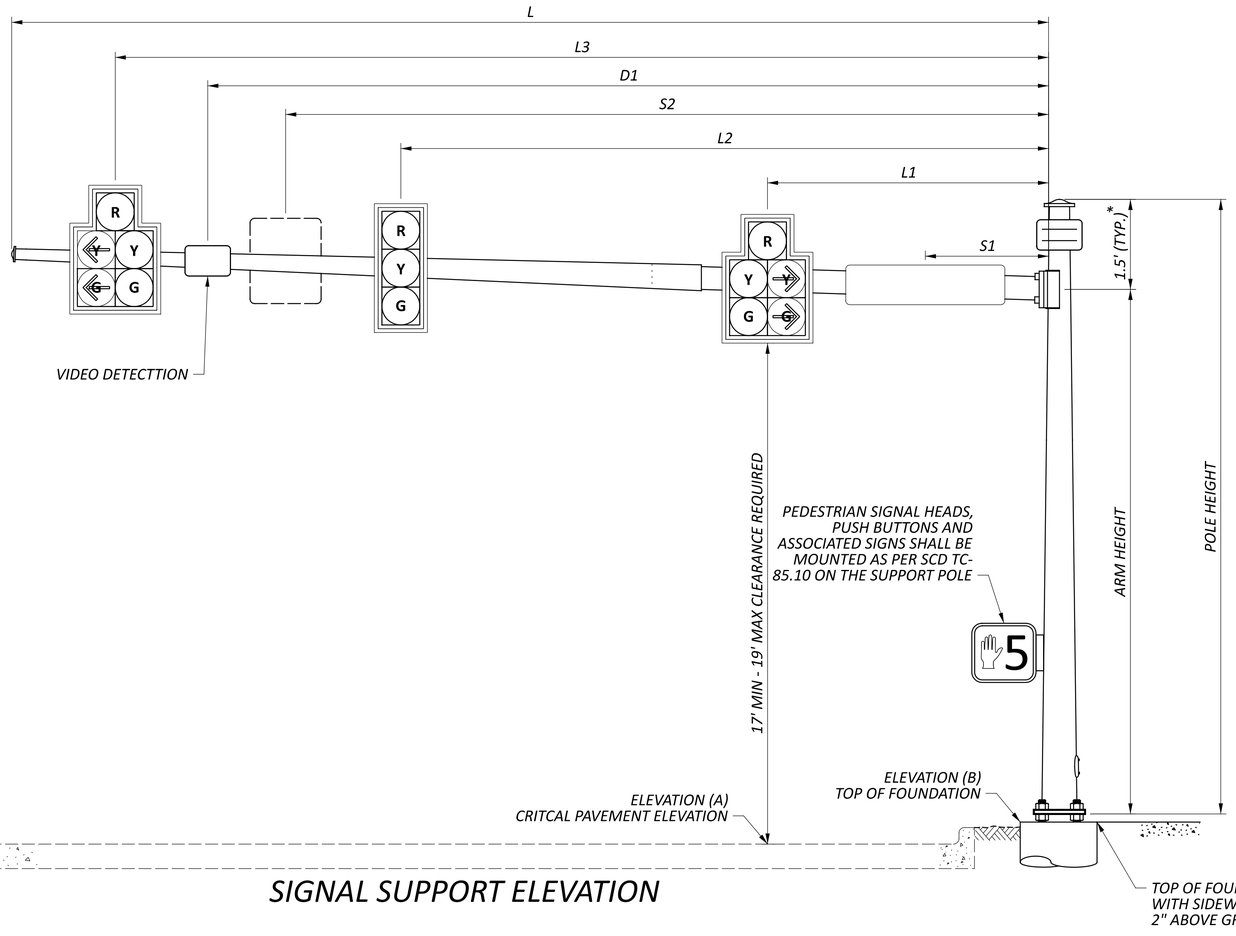
TRAFFIC SIGNAL PLAN DETAILS
BREESE RD AND DIXIE HWY

DESIGN AGENCY
WOOLPERT

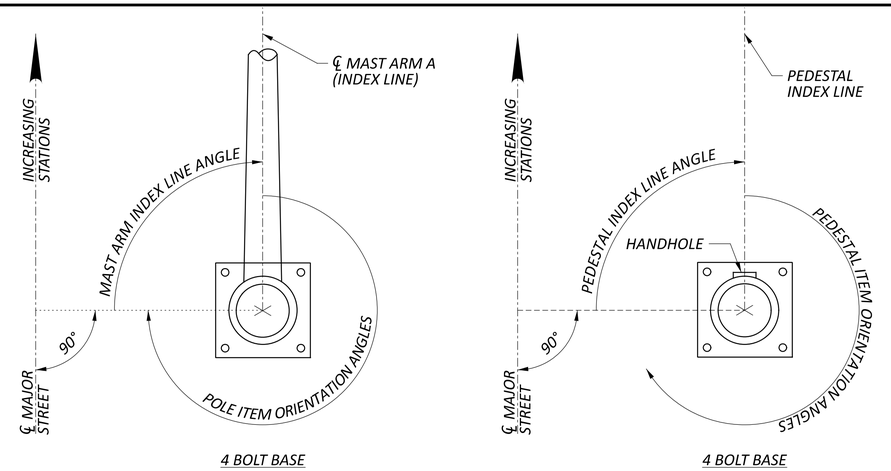
DESIGNER AS
REVIEWER KWA 05/19/26
PROJECT ID 118884
SHEET P.55 TOTAL 60

ALL-C.R. 142-3.63/4.77

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SIGNAL SUPPORT ELEVATION



POLE ORIENTATION

MAST ARM AND PEDESTAL TABLE

SUPPORT NO.	STATION	OFFSET	ELEVATION A (Pavement Elevation)	ELEVATION B (Top of Foundation)	SIGNAL SUPPORT DETAILS: DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	S1	S2	D1	ORIENTATION ANGLES (DEG.) FROM INDEX LINE: MAST ARM INDEX LINE ANGLE	PEDESTAL INDEX LINE ANGLE	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	HANDHOLE	CABLE ENTRANCE 12" FROM TOP OF POLE EXTENSION
							FT	FT	FT	FT	FT	FT	FT	FT	DEG	DEG	DEG	DEG	DEG	DEG	DEG	DEG
SP-5	###### DH	78.8 LT	887.64	887.64	TC-81.22	12	21.5	20	37	18.3	30.8	11	34.3	27.1	180	-	270	270	-	-	180	-
SP-6	###### DH	47.8 LT	888.35	888.06	TC-81.22	12	21.5	20	48	29.8	41.3	12.5	46.4	37.8	110	-	250	250	-	-	180	-
SP-7	###### DH	62.9 RT	888.11	888.7	TC-81.22	12	20.5	19	46	24.2	37.7	12.5	42.9	34.2	0	-	-	-	-	-	180	-
SP-8	###### DH	45.4 RT	889.1	889.64	TC-81.22	12	21.5	20	48	27.5	39.5	12.5	45.4	34.4	250	-	290	290	-	-	180	-
PS-6	###### DH	37.0 LT	-	889.12			8								-	180	180	180	-	-	-	-
PS-7	###### DH	64.1 LT	-	887.77			8								-	90	90	90	-	-	-	-
PS-8	###### DH	30.4 RT	-	888.58			8								-	0	20	20	-	-	-	-
PS-9	###### DH	67.2 RT	-	888.64			8								-	0	270	270	-	-	-	-
PS-10	###### DH	58.0 RT	-	889.03			8								-	270	270	270	-	-	-	-

PEDESTAL ELEVATION

TRAFFIC SIGNAL PLAN DETAILS
BREESE RD / DIXIE HWY

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
KWA 05/19/26

PROJECT ID
118884

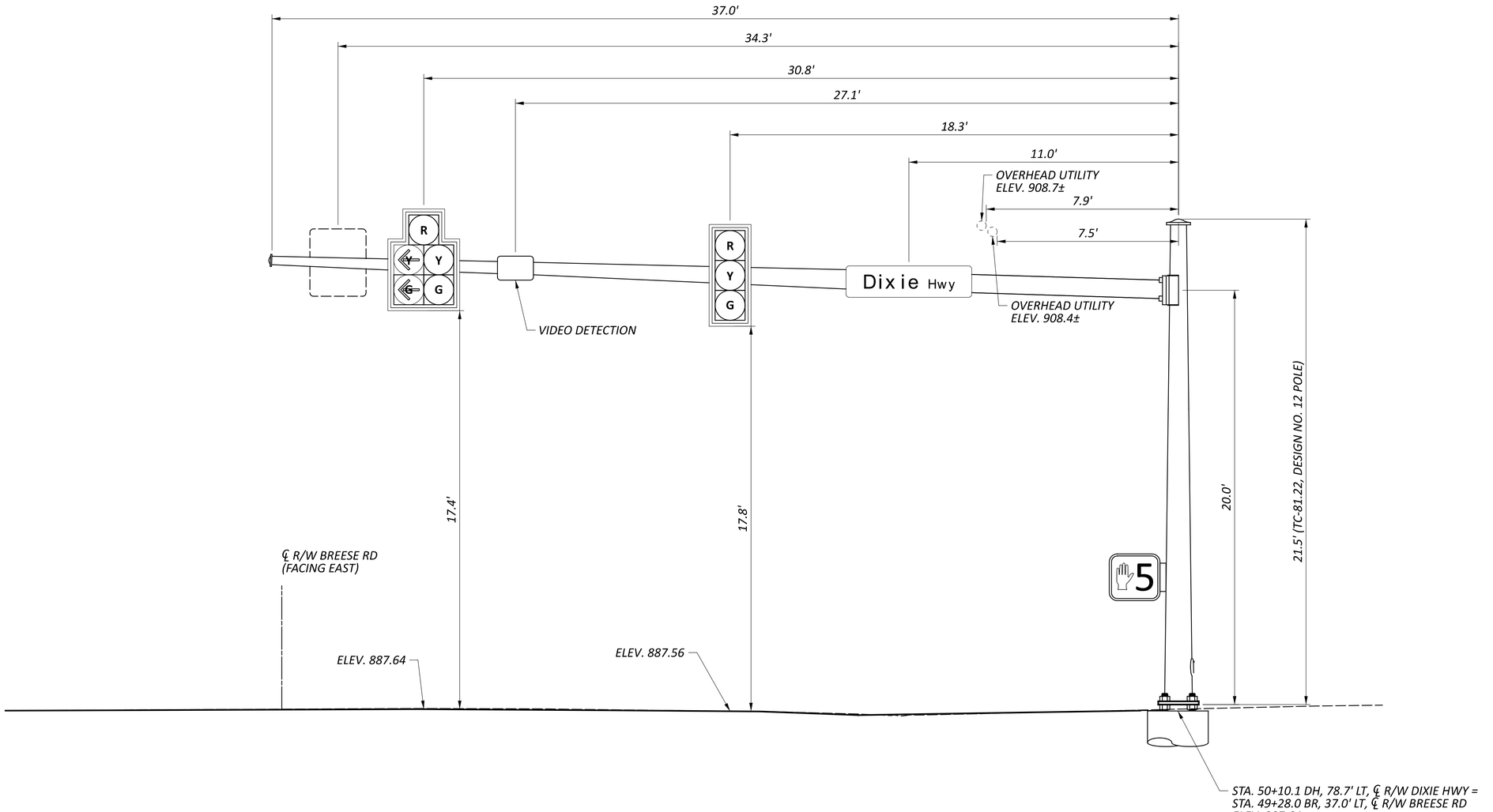
SHEET P.56 | TOTAL 60

ALL-C.R. 142-3.63/4.77

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SP-5
TC-81.22
DESIGN NO. 12

FOR SIGNAL SUPPORT LENGTHS AND ORIENTATION ANGLES SUMMARY SEE SHEET P.56.



SIGNAL SUPPORT ELEVATION VIEW - SP-5
BREESE RD / DIXIE HWY

ALL-C.R. 142-3.63/4.77

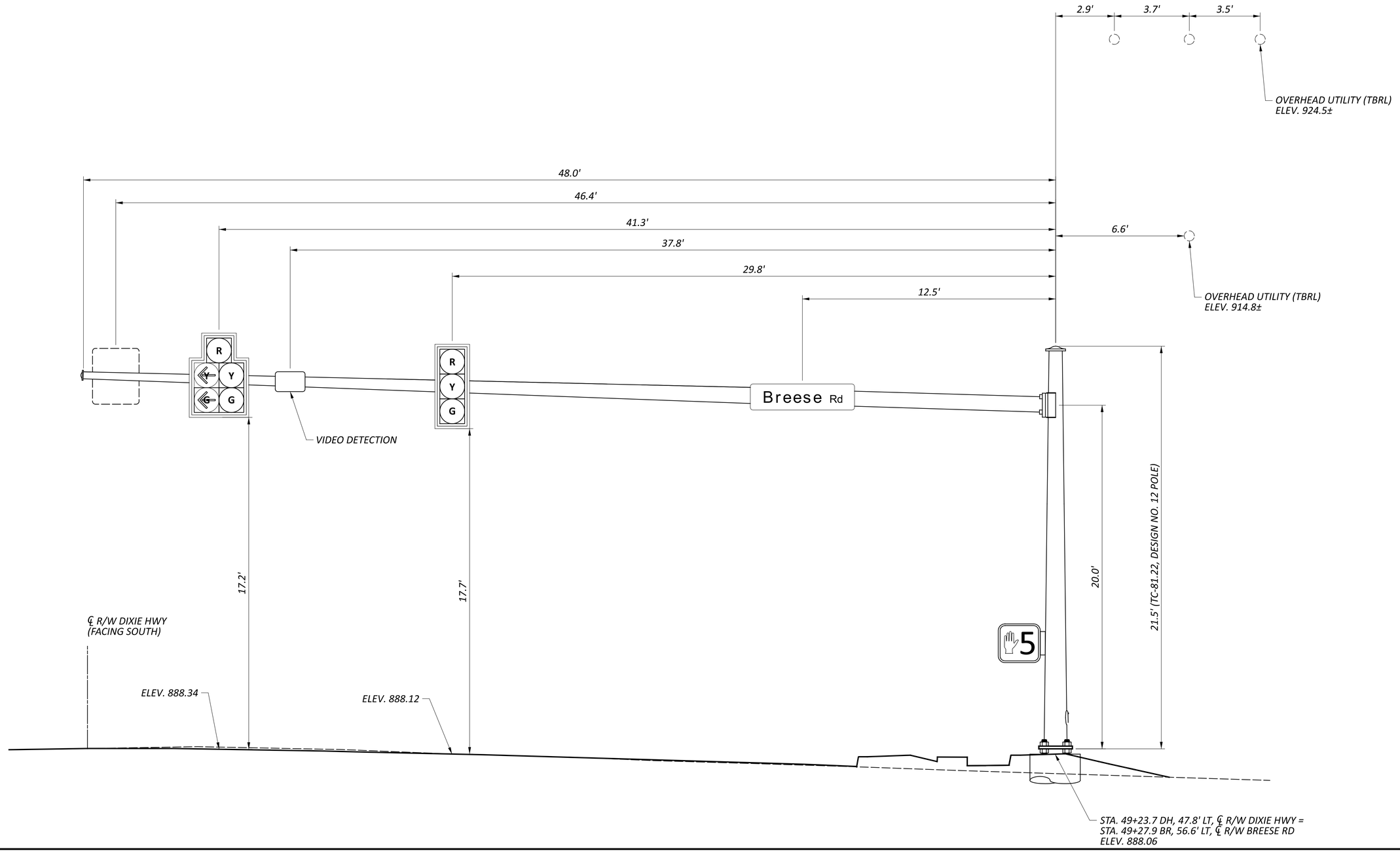
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DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	KWA 05/19/26
PROJECT ID	118884
SHEET	P.57
TOTAL	60

SP-6
TC-81.22
DESIGN NO. 12

FOR SIGNAL SUPPORT LENGTHS AND ORIENTATION ANGLES SUMMARY SEE SHEET P.56.



SIGNAL SUPPORT ELEVATION VIEW - SP-6
BREESE RD / DIXIE HWY

ALL-C.R. 142-3.63/4.77

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:20:08 PM USER: Goodnight
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DESIGN AGENCY
WOOLPERT

DESIGNER
AS

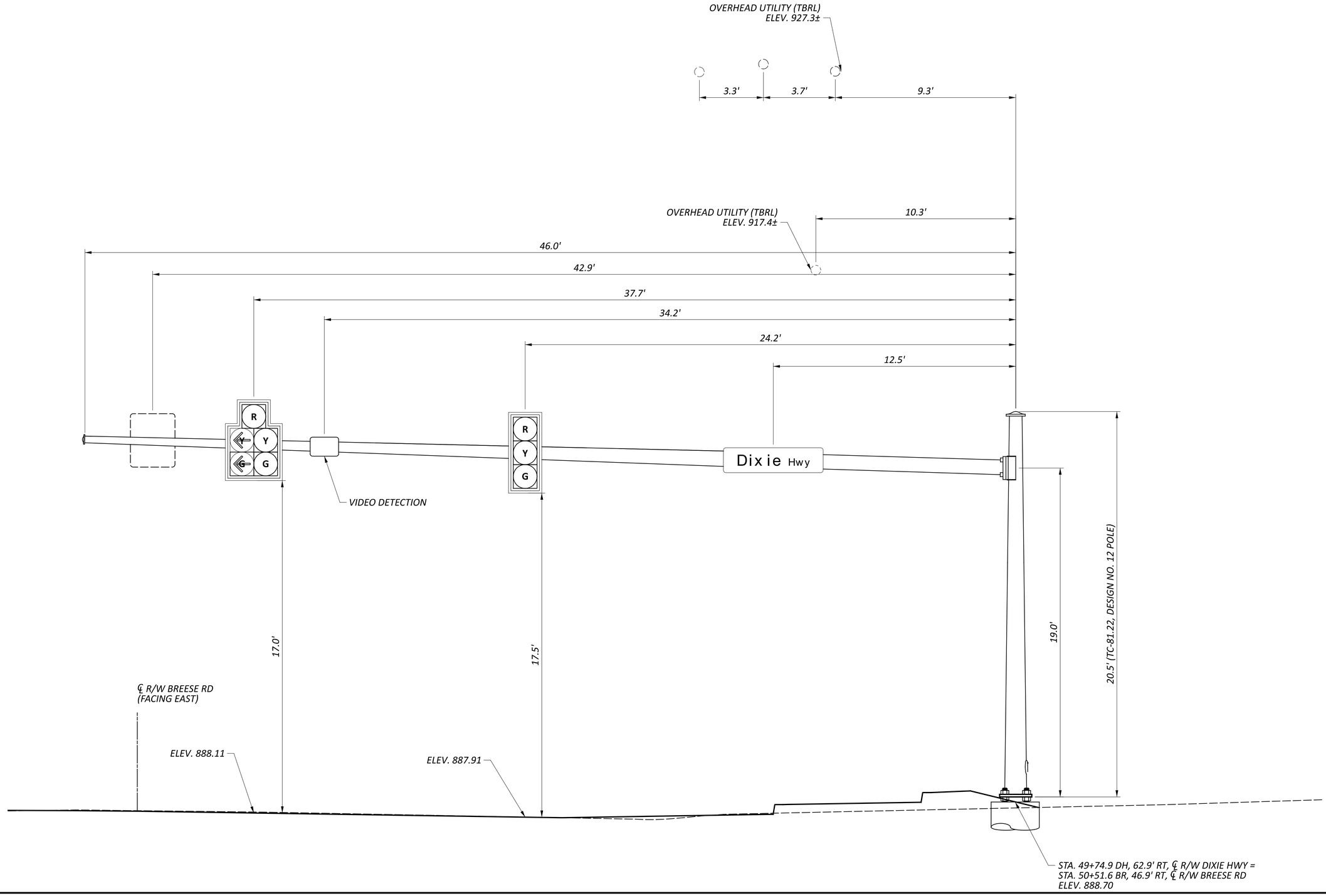
REVIEWER
KWA 05/19/26

PROJECT ID
118884

SHEET P.58 | TOTAL 60

SP-7
TC-81.22
DESIGN NO. 12

FOR SIGNAL SUPPORT LENGTHS AND ORIENTATION ANGLES SUMMARY SEE SHEET P.56.



SIGNAL SUPPORT ELEVATION VIEW - SP-7
BREESE RD / DIXIE HWY

ALL-C.R. 142-3.63/4.77

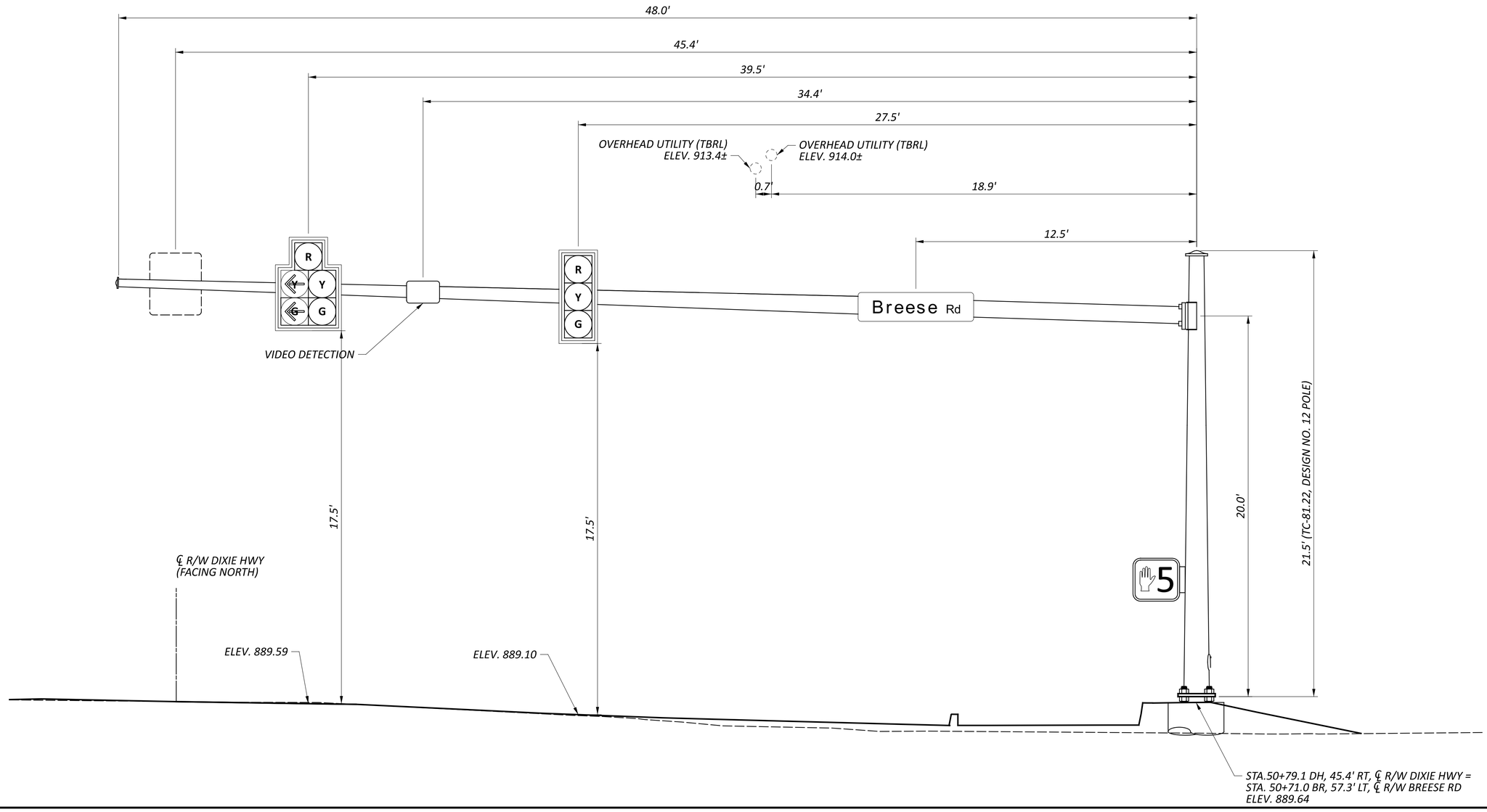
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DESIGN AGENCY
WOOLPERT

DESIGNER	AS
REVIEWER	KWA 05/19/26
PROJECT ID	118884
SHEET	P.59
TOTAL	60

SP-8
TC-81.22
DESIGN NO. 12

FOR SIGNAL SUPPORT LENGTHS AND ORIENTATION ANGLES SUMMARY SEE SHEET P.56.



ALL-C.R. 142-3.63/4.77

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 5/22/2026 TIME: 2:20:19 PM USER: Goodnight
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SIGNAL SUPPORT ELEVATION VIEW - SP-8
BREESE RD / DIXIE HWY

DESIGN AGENCY
WOOLPERT

DESIGNER
AS

REVIEWER
KWA 05/19/26

PROJECT ID
118884

SHEET P.60 | TOTAL 60