

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

PROJECT DESCRIPTION

PRELIMINARY STUDY OF POTENTIAL WIDENING OF SR63 IN WARREN COUNTY BETWEEN UNION ROAD AND EAST OF SR 741 INTERSECTION.

**WAR-SR63-0.83**  
CITY OF MONROE  
TURTLE CREEK TOWNSHIP  
WARREN COUNTY

EARTH DISTURBED AREAS

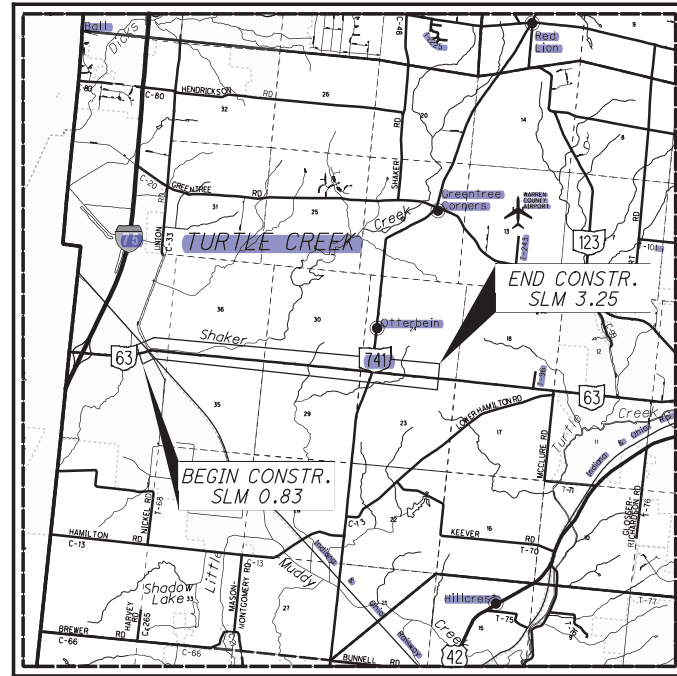
PROJECT EARTH DISTURBED AREA: \* ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: \* ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: \* ACRES  
\*SEE CULVERT PLAN AND DETAIL SHEETS

LIMITED ACCESS

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

2016 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.



LOCATION MAP

LATITUDE: 39°25'52" LONGITUDE: 84°17'03"  
SCALE IN MILES



INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTIONS	2, 2B
PLAN AND PROFILE	3-31
CROSS-SECTIONS	32-156

DESIGN DESIGNATIONS

CURRENT ADT (2020)	17,000
DESIGN YEAR ADT (2040)	20,000
DESIGN HOURLY VOLUME (2040)	3,419
DIRECTIONAL DISTRIBUTION	70%
TRUCKS (24 HOUR B&C)	6%
DESIGN SPEED	55
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN MINOR ARTERIAL
NHS PROJECT	NO
DESIGN EXCEPTION	NO

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**FEASIBILITY STUDY SUBMISSION**

**UNDERGROUND UTILITIES**  
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

  
**Ohio Utilities Protection SERVICE**  
Call Before You Dig  
**1-800-362-2764**

(Non-members must be called directly)

**OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE**  
**1-800-925-0988**

PLAN PREPARED BY:  
OHIO DEPARTMENT OF TRANSPORTATION  
DISTRICT 8 ENGINEERING  
505 S. SR 741  
LEBANON, OH 45036

SIGNED: \_\_\_\_\_  
DATE: \_\_\_\_\_

	STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
ENGINEERS SEAL:						

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

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

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FEDERAL PROJECT NO.

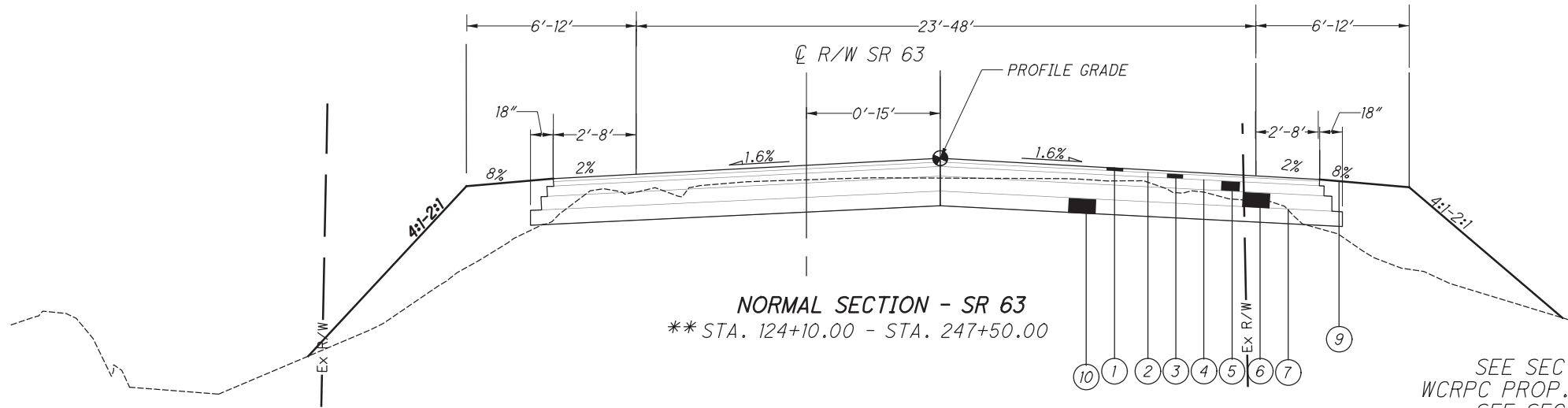
PID NO. **105399**

CONSTRUCTION PROJECT NO.

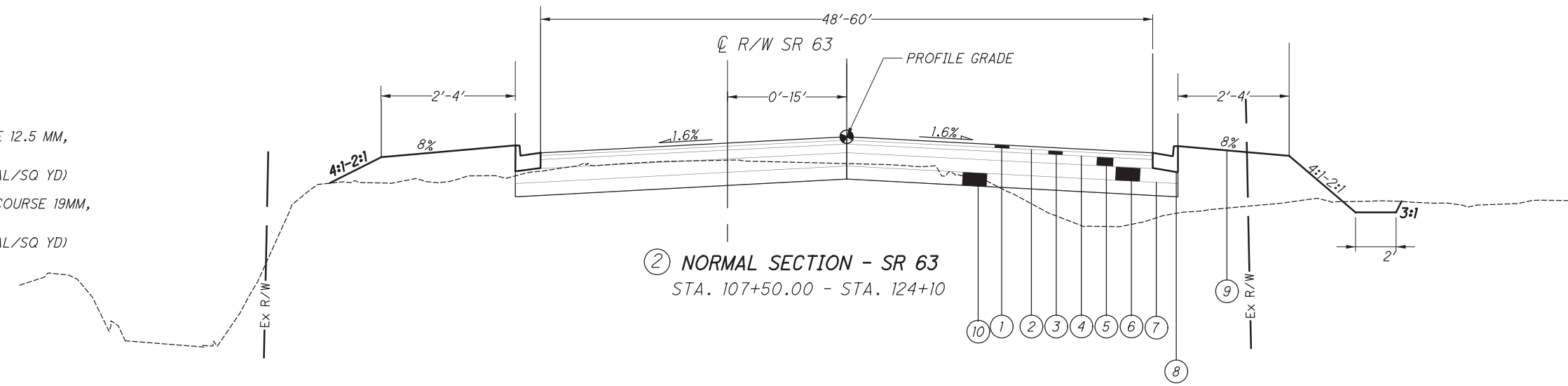
RAILROAD INVOLVEMENT **NONE**

**WAR-63-0.83**

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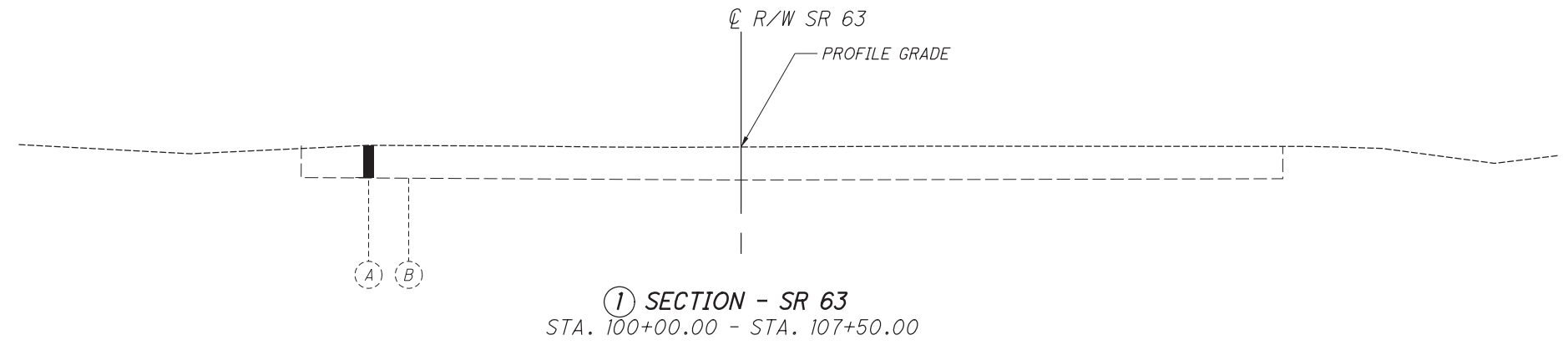
SEE SECTION 3 FOR  
 WCRPC PROP. INTERSECTIONS  
 SEE SECTION 4 FOR  
 SR 741 INTERSECTION

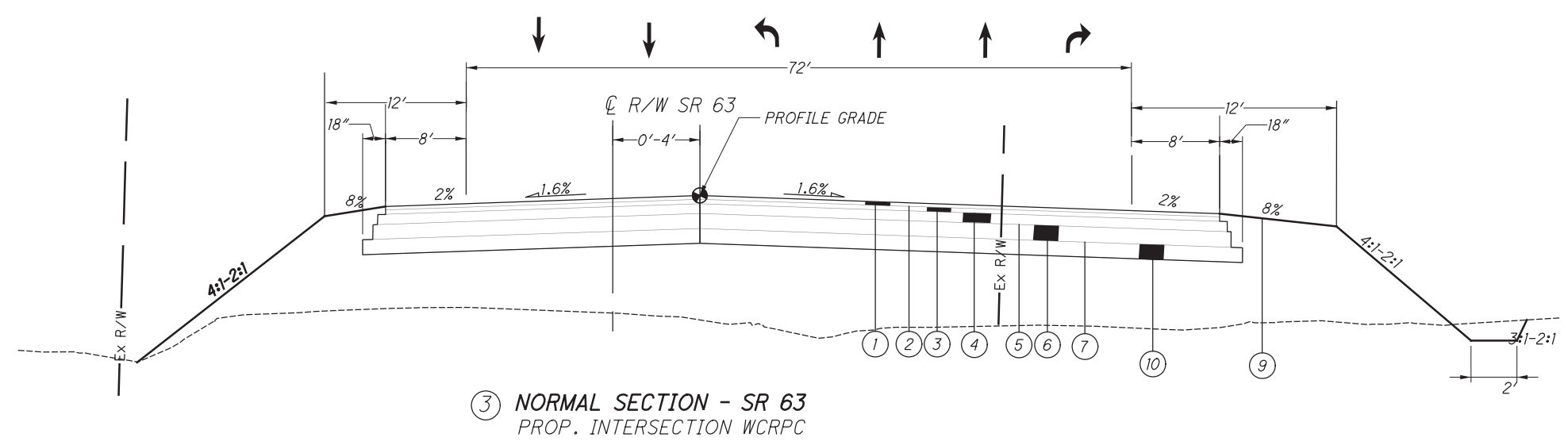
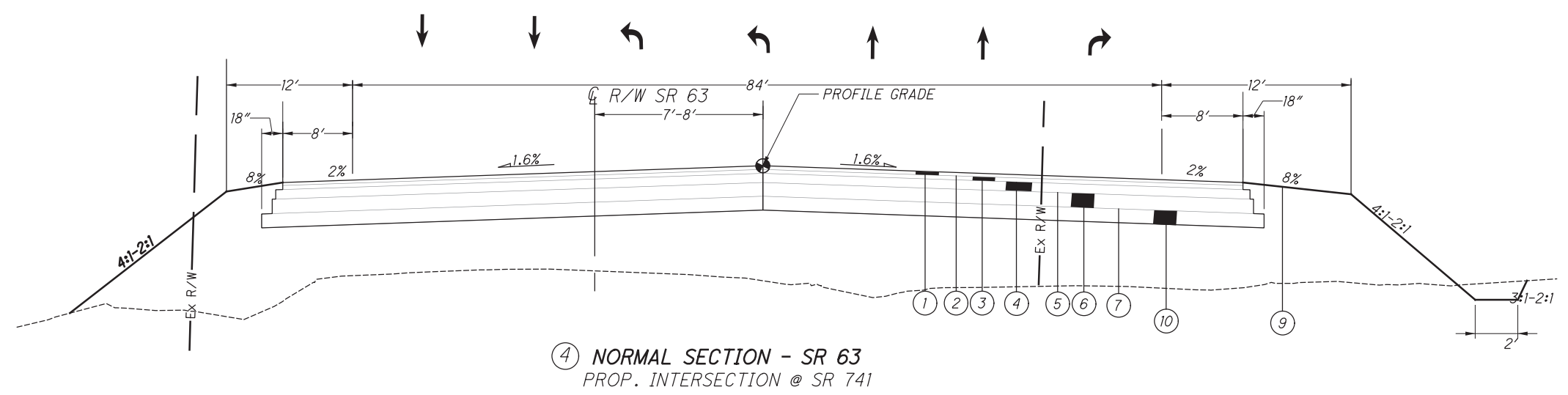


LEGEND

- ① ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (446)
- ② ITEM 407 - TACK COAT (APPLICATION RATE= 0.06 GAL/SQ YD)
- ③ ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE 19MM, TYPE A (446)
- ④ ITEM 407 - TACK COAT (APPLICATION RATE= 0.06 GAL/SQ YD)
- ⑤ ITEM 302 - 12" ASPHALT CONCRETE BASE, PG64-22
- ⑥ ITEM 304 - 6" AGGREGATE BASE
- ⑦ ITEM 204 - PROOF ROLLING
- ⑧ ITEM 609 - CURB, TYPE 2
- ⑨ ITEM 659 - SEEDING AND MULCHING
- ⑩ ITEM 206 - CEMENT STABILIZED SUBGRADE, 12"

- (A) ASPHALT CONCRETE
- (B) AGGREGATE BASE
- (C) GUARDRAIL, TYPE 5

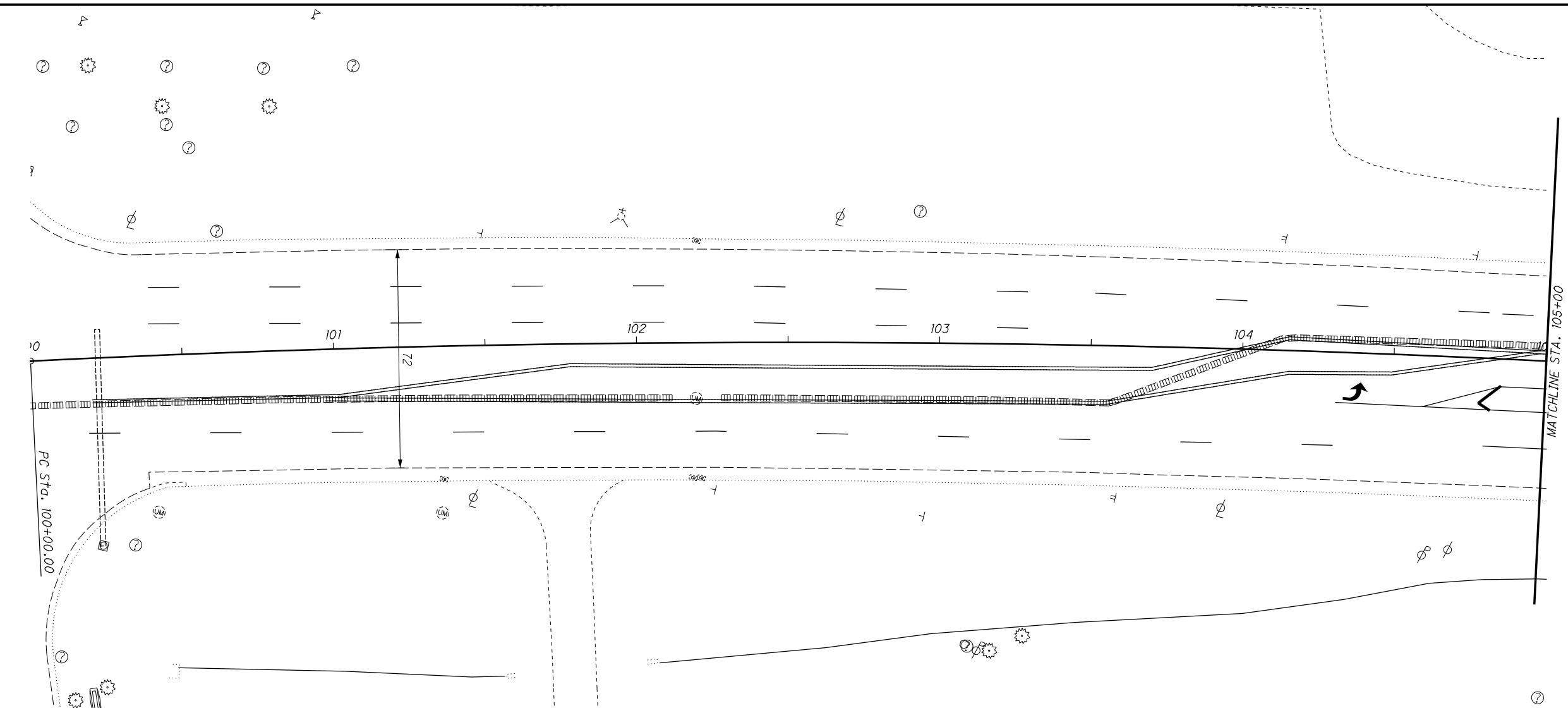
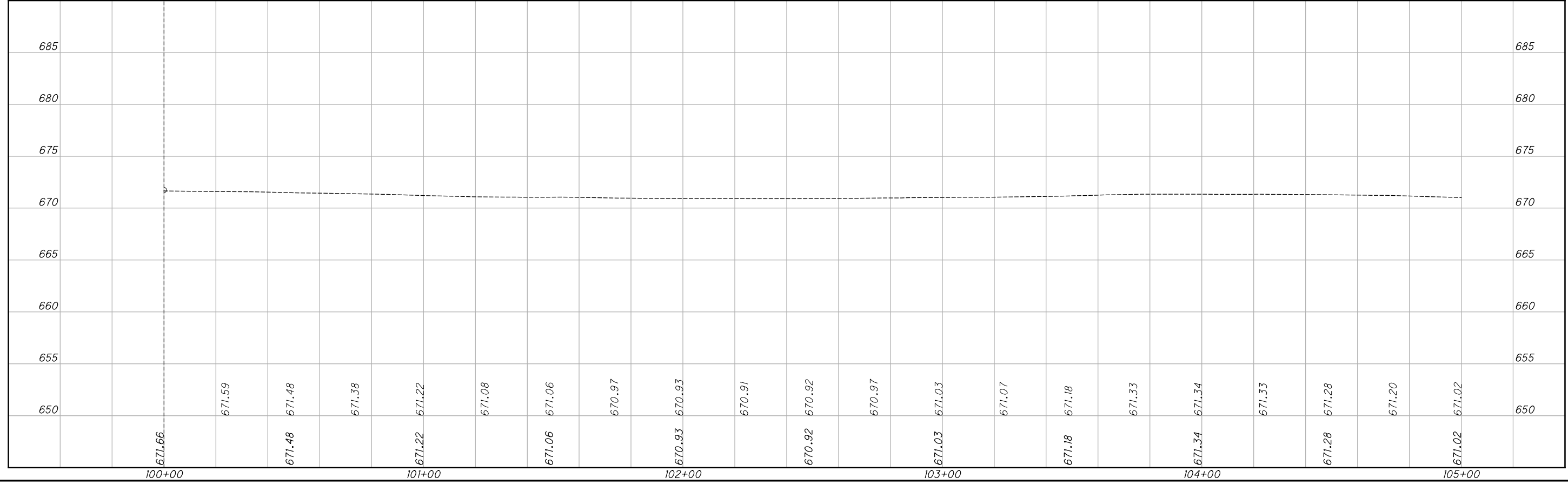




**LEGEND**

- ① ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (446)
  - ② ITEM 407 - TACK COAT (APPLICATION RATE= 0.06 GAL/SQ YD)
  - ③ ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE 19MM, TYPE A (446)
  - ④ ITEM 407 - TACK COAT (APPLICATION RATE= 0.06 GAL/SQ YD)
  - ⑤ ITEM 302 - 12" ASPHALT CONCRETE BASE, PG64-22
  - ⑥ ITEM 304 - 6" AGGREGATE BASE
  - ⑦ ITEM 204 - PROOF ROLLING
  - ⑧ ITEM 609 - CURB, TYPE 2
  - ⑨ ITEM 659 - SEEDING AND MULCHING
  - ⑩ ITEM 206 - CEMENT STABILIZED SUBGRADE, 12"
- (A) ASPHALT CONCRETE
  - (B) AGGREGATE BASE
  - (C) GUARDRAIL, TYPE 5

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SCALE IN FEET

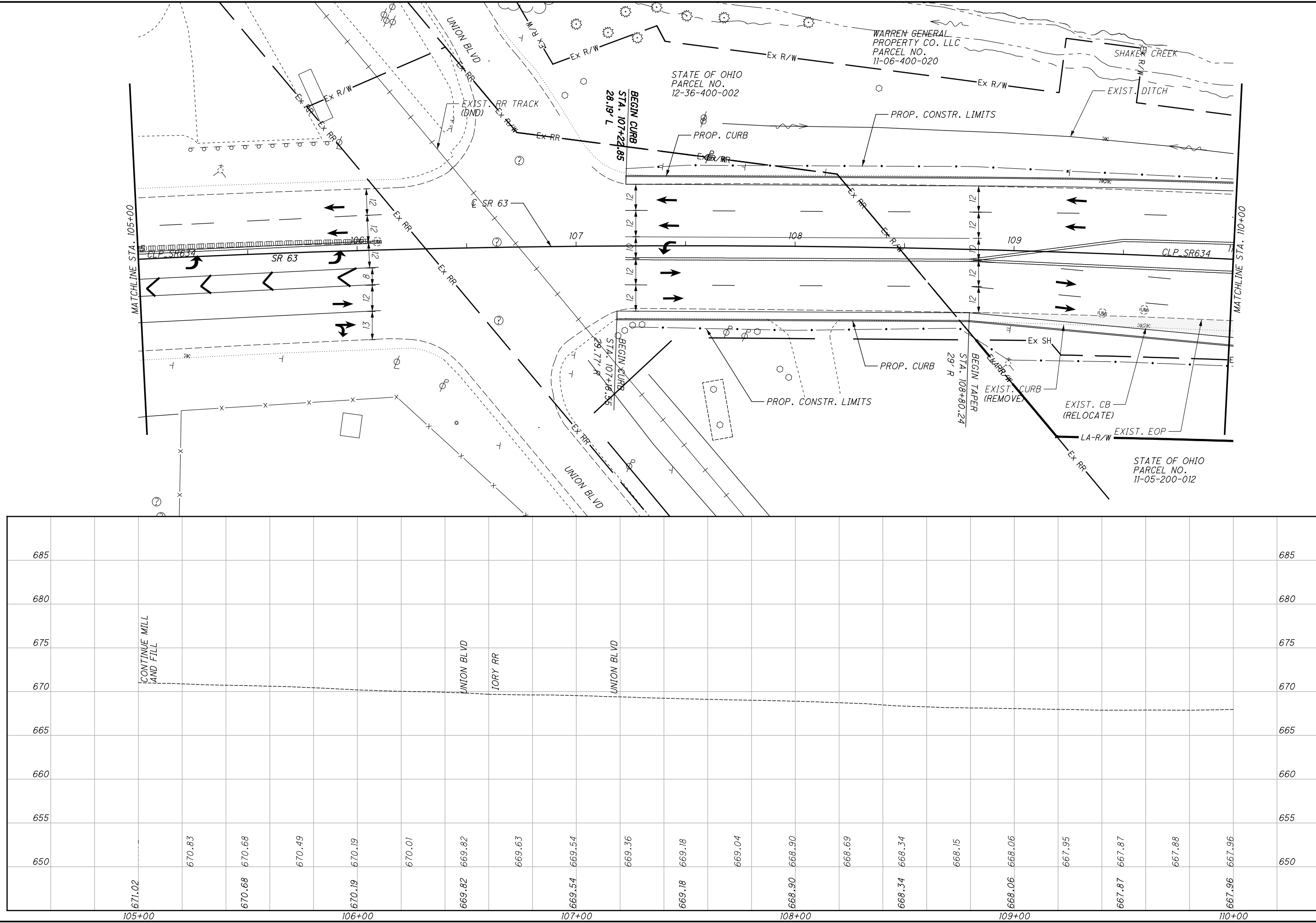
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**STA. 100+00 TO STA. 105+00**

**WAR-SR63-0.83**

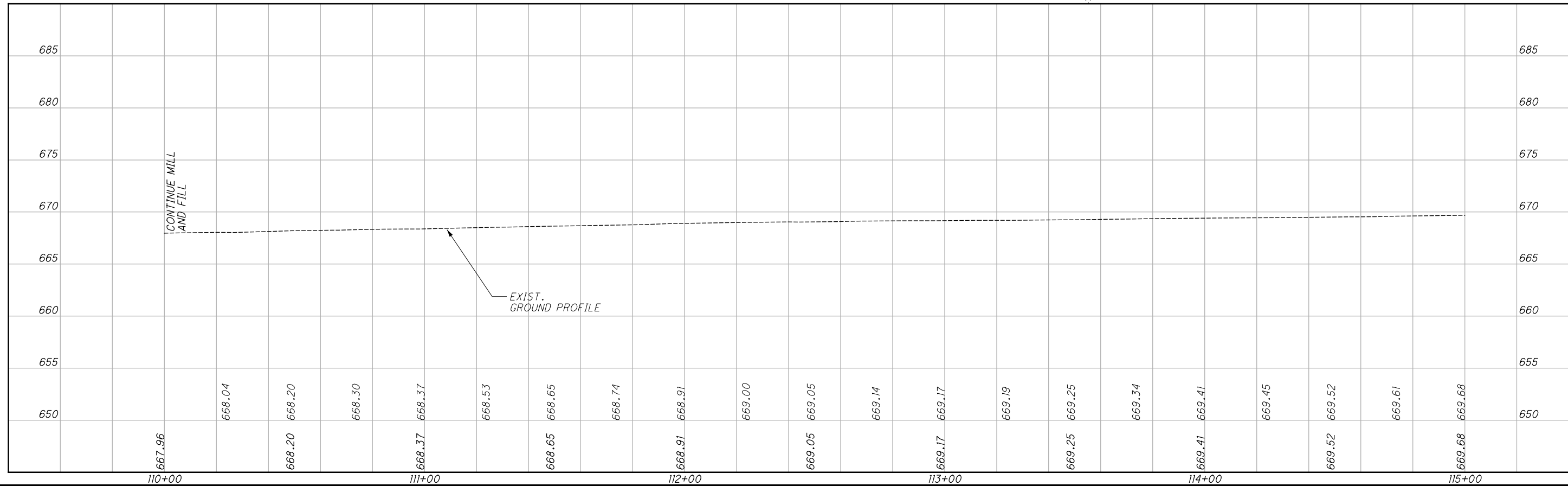
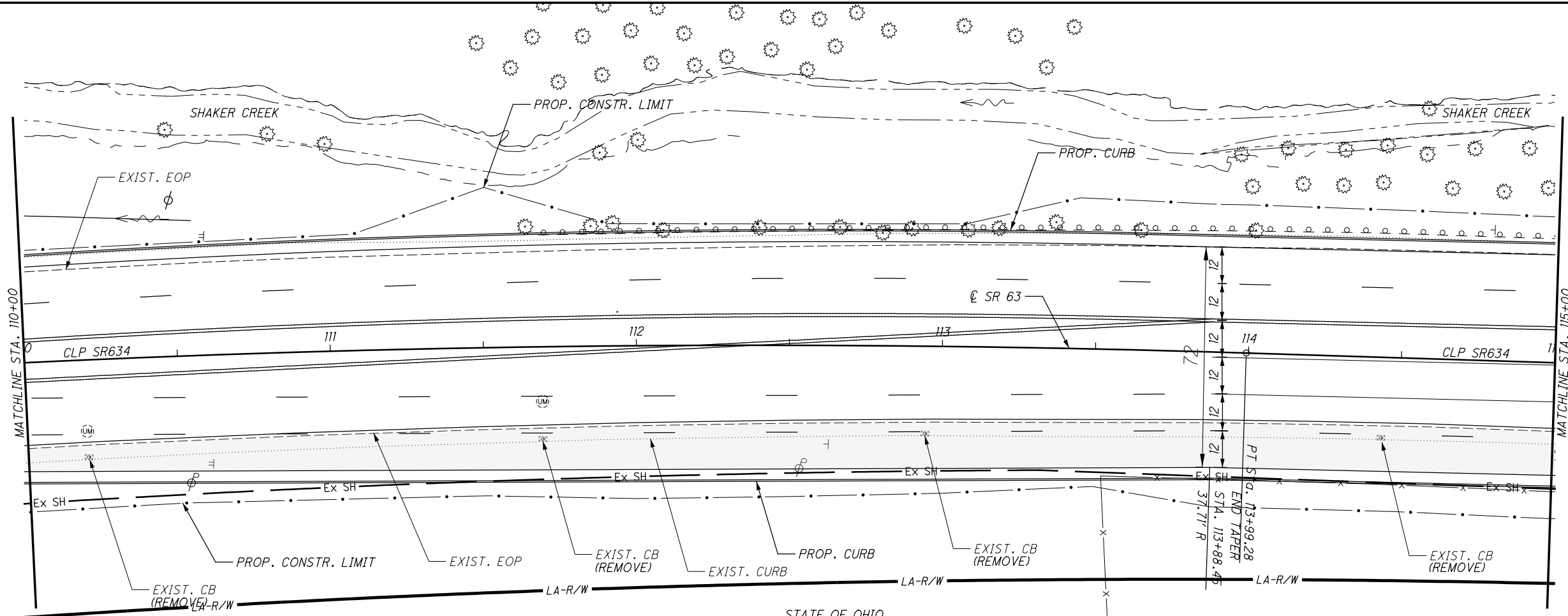


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**WAR-SR63-0.83**



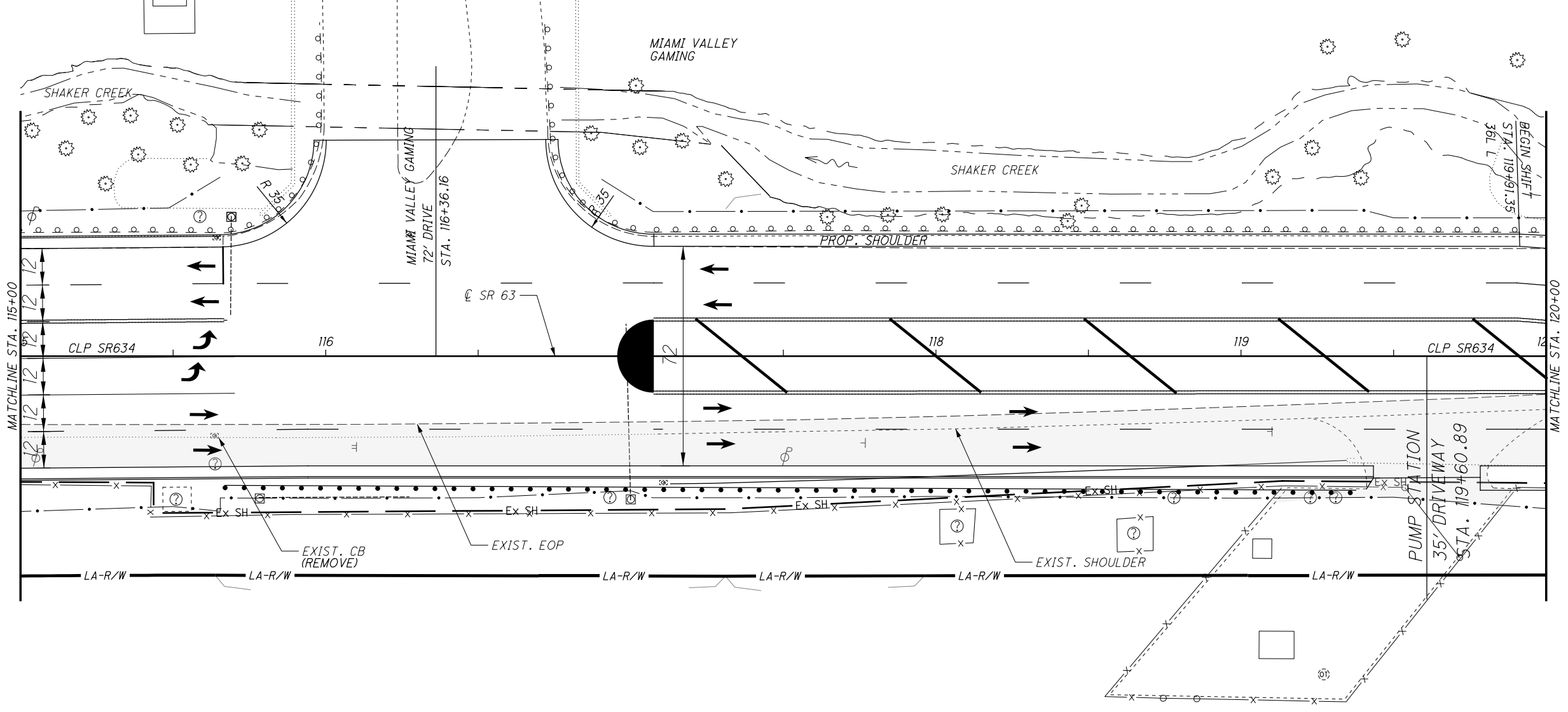
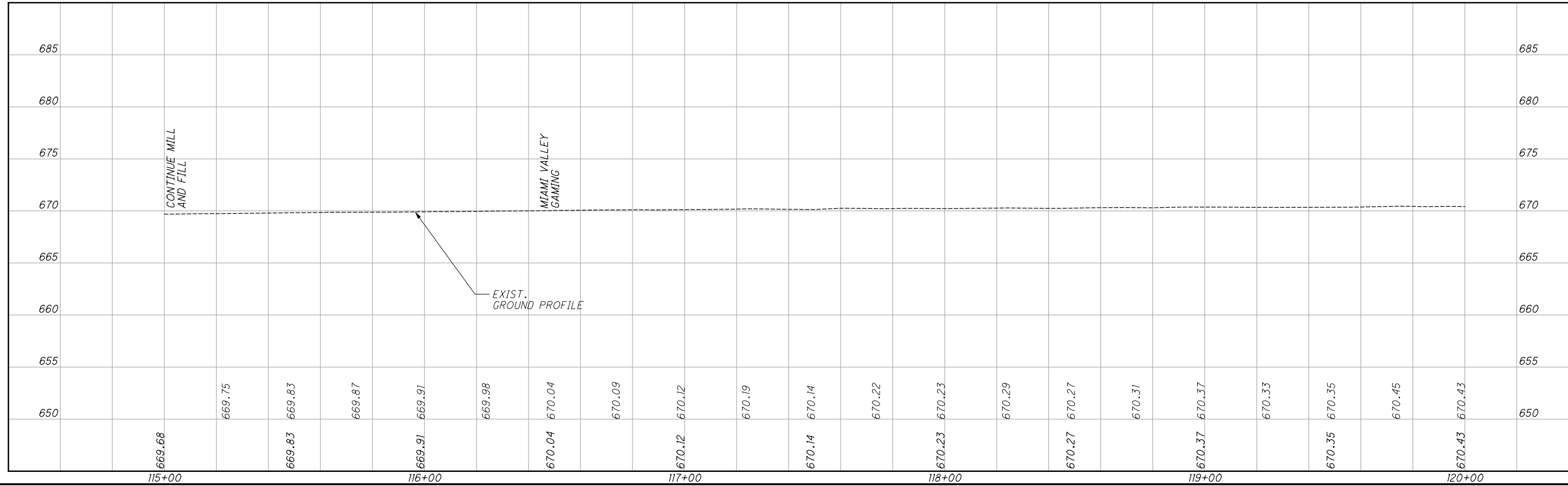
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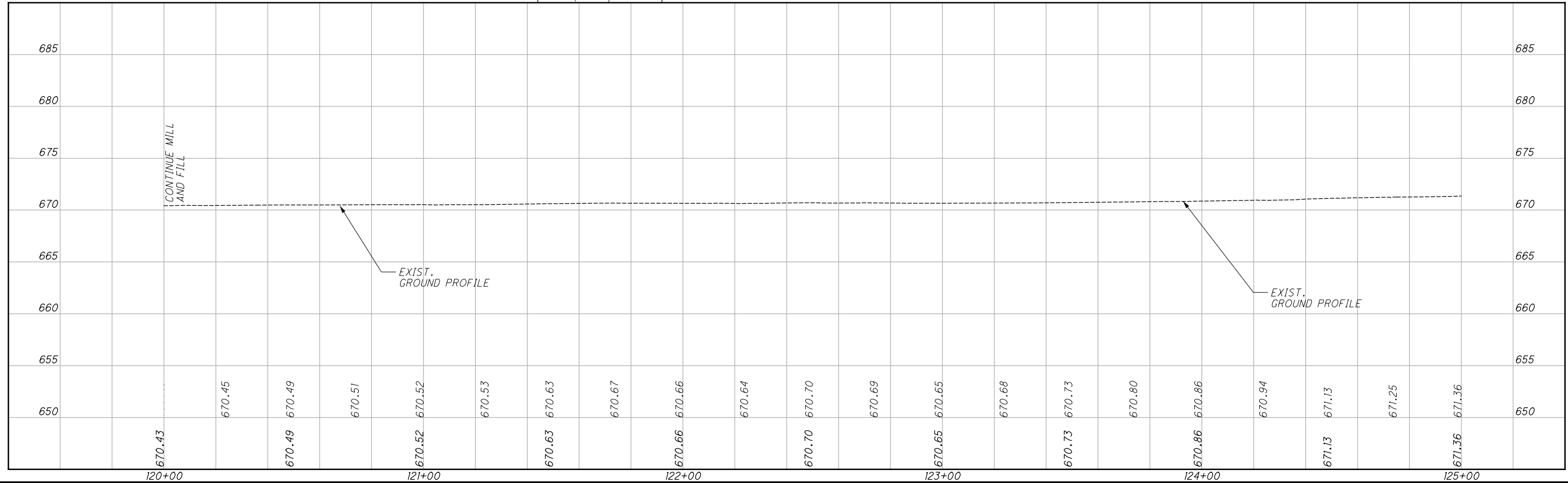
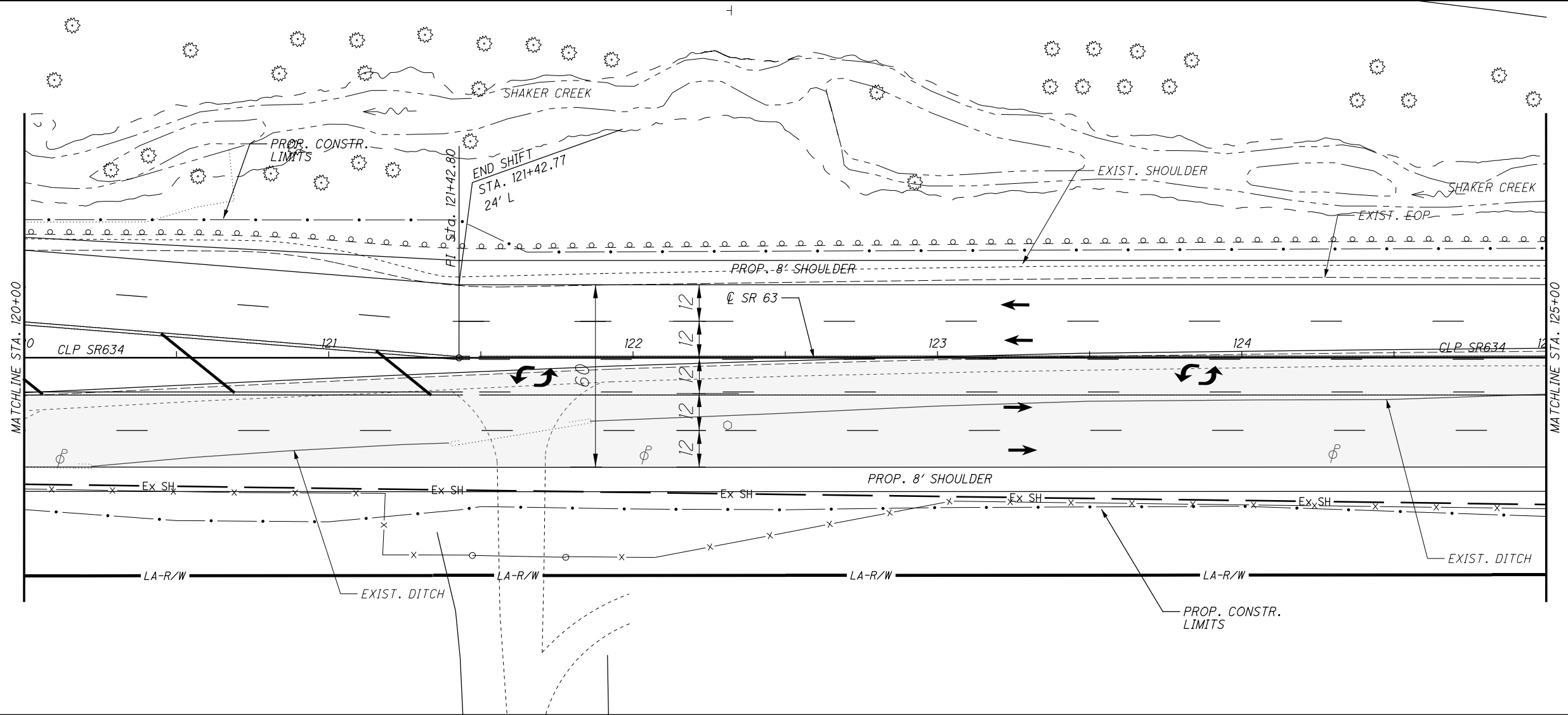
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PLAN AND PROFILE  
 STA. 115+00 TO STA. 120+00

WAR-SR63-0.83





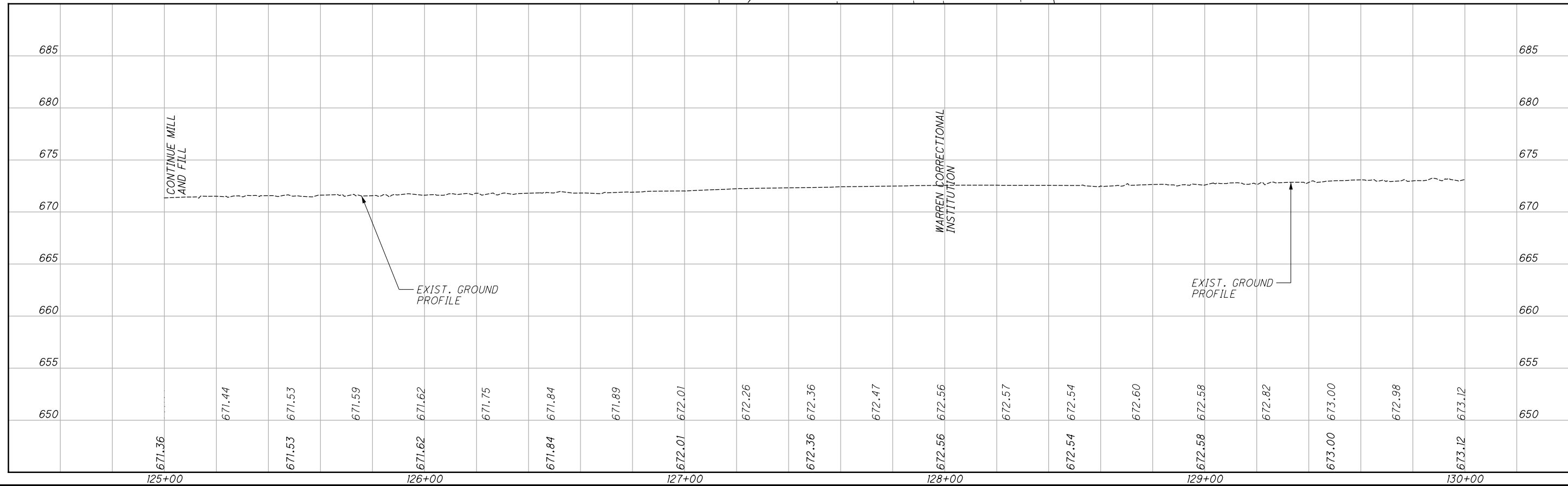
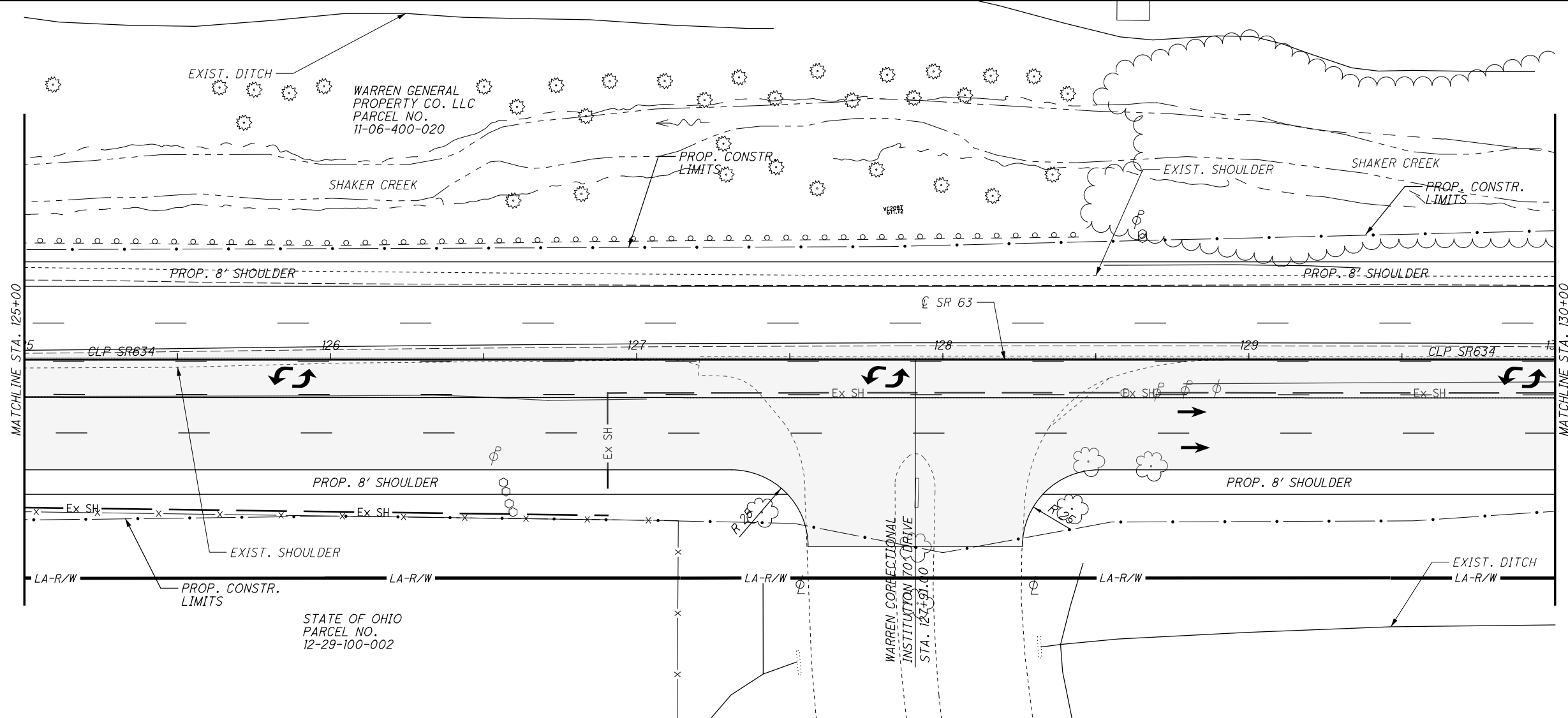
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**STA. 120+00 TO STA. 125+00**

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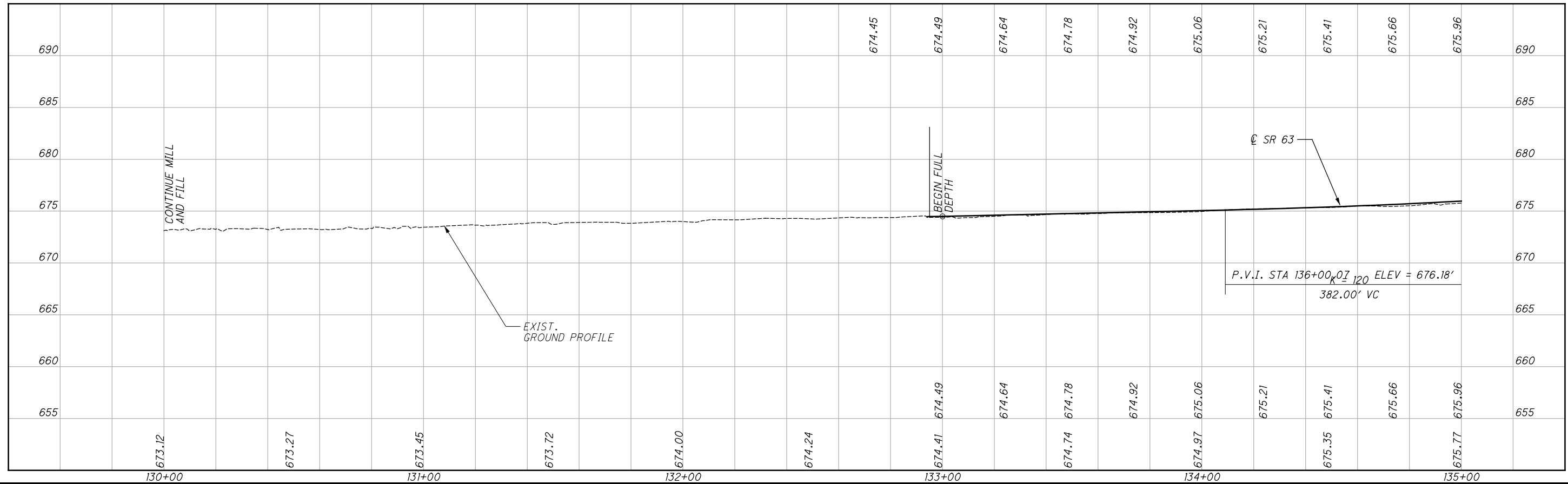
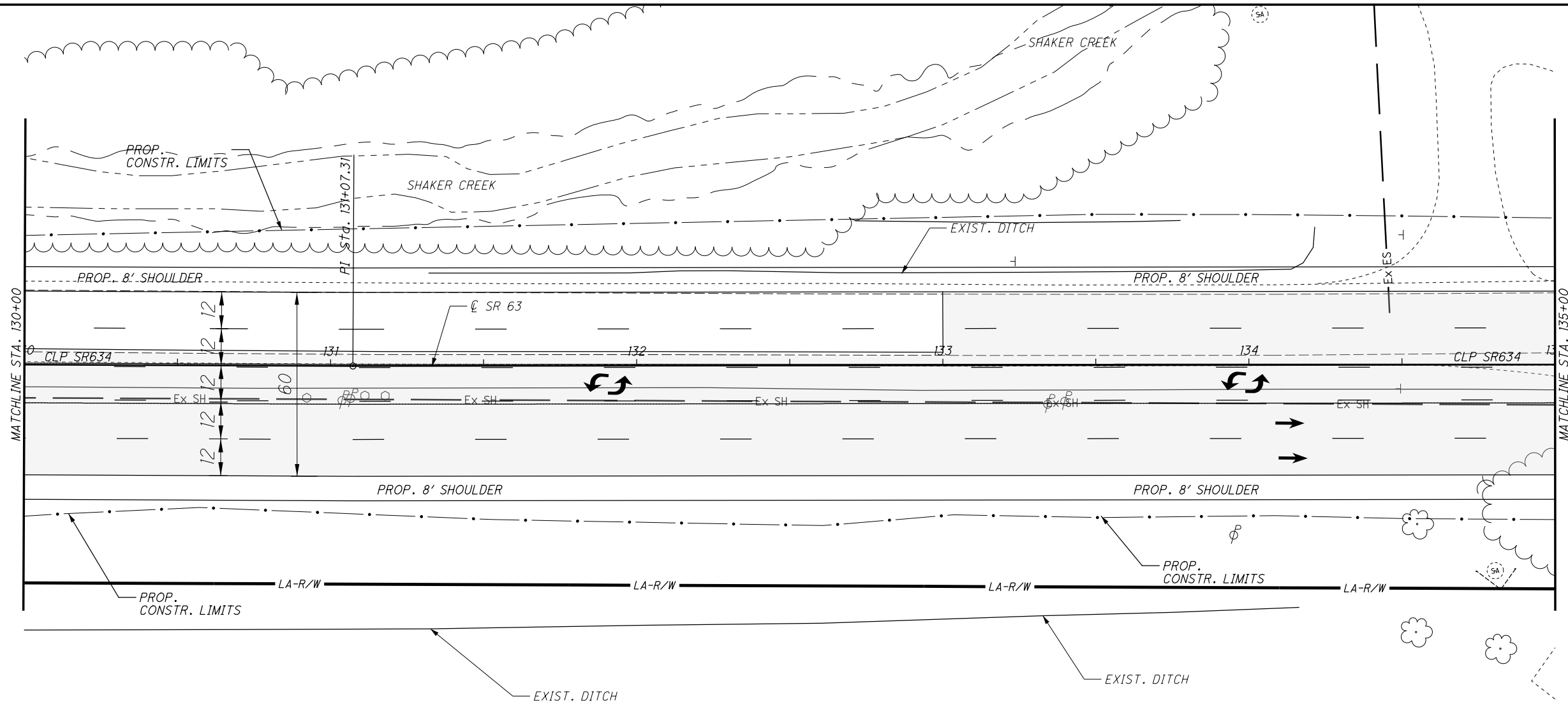


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**PLAN AND PROFILE**  
**STA. 125+00 TO STA. 130+00**

**WAR-SR63-0.83**

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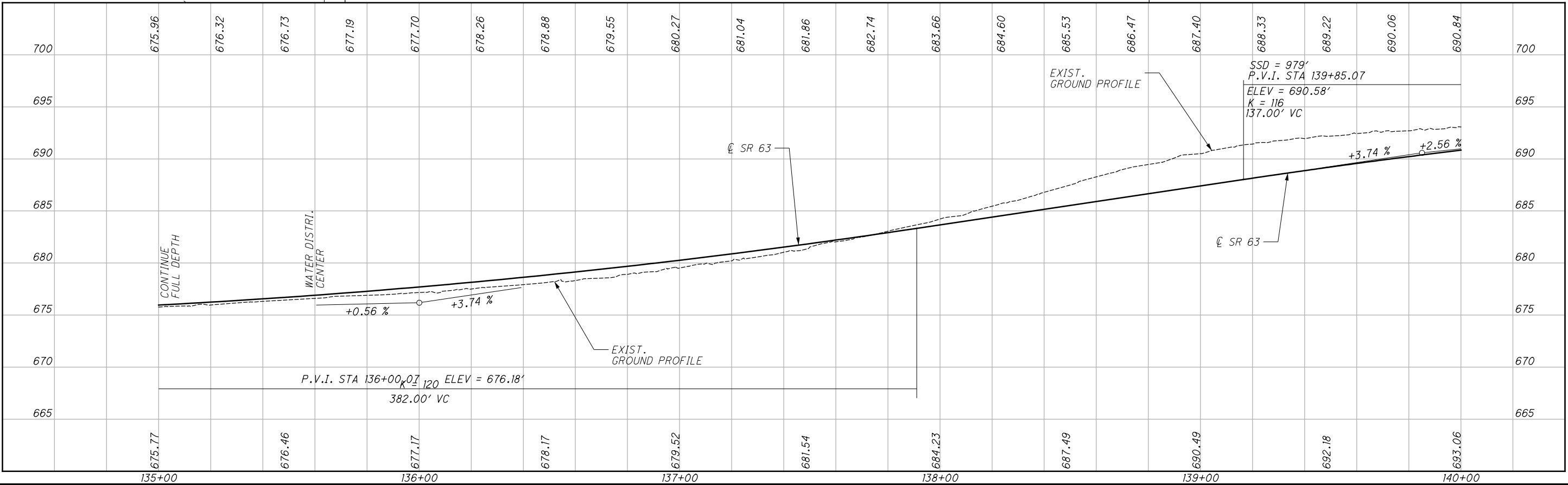
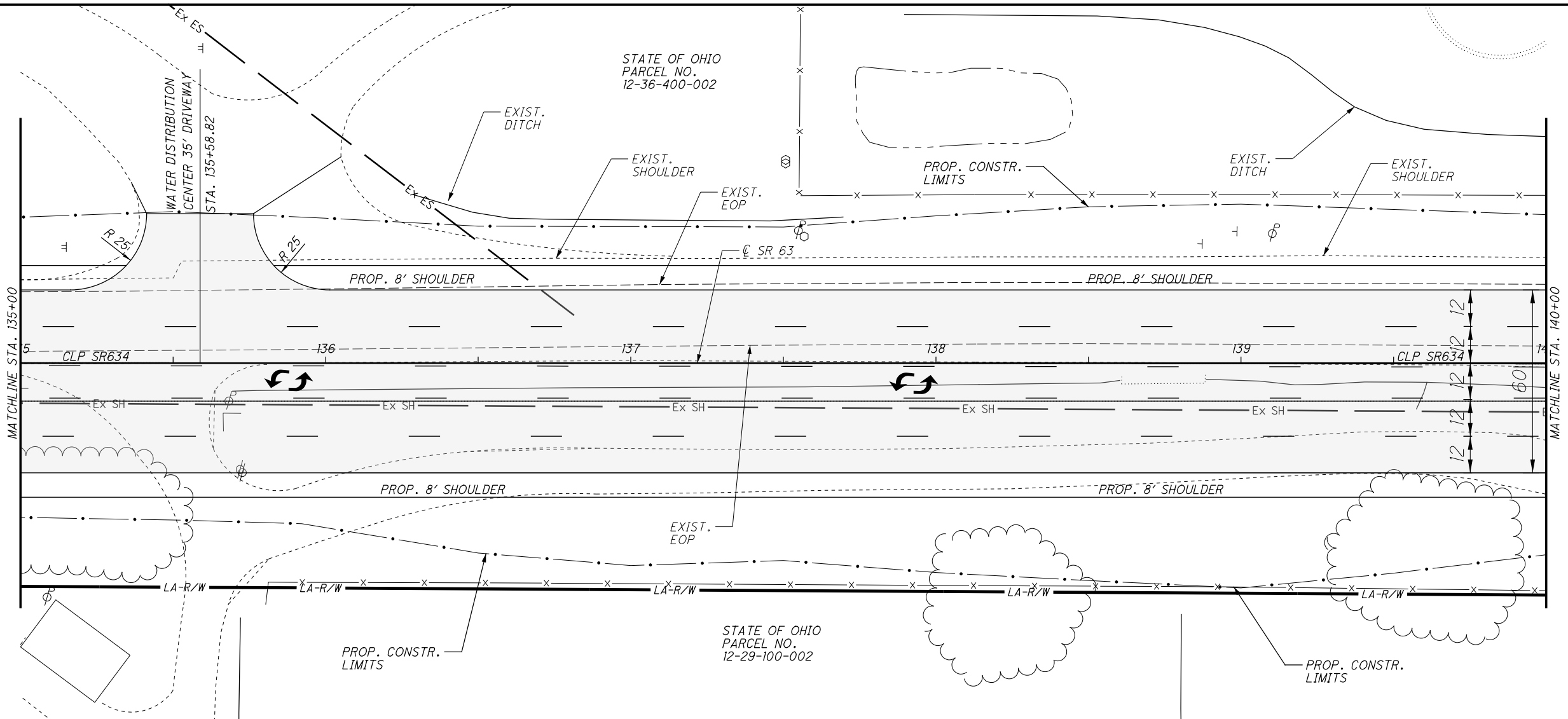
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**PLAN AND PROFILE**  
**STA. 130+00 TO STA. 135+00**

**WAR-SR63-0.83**

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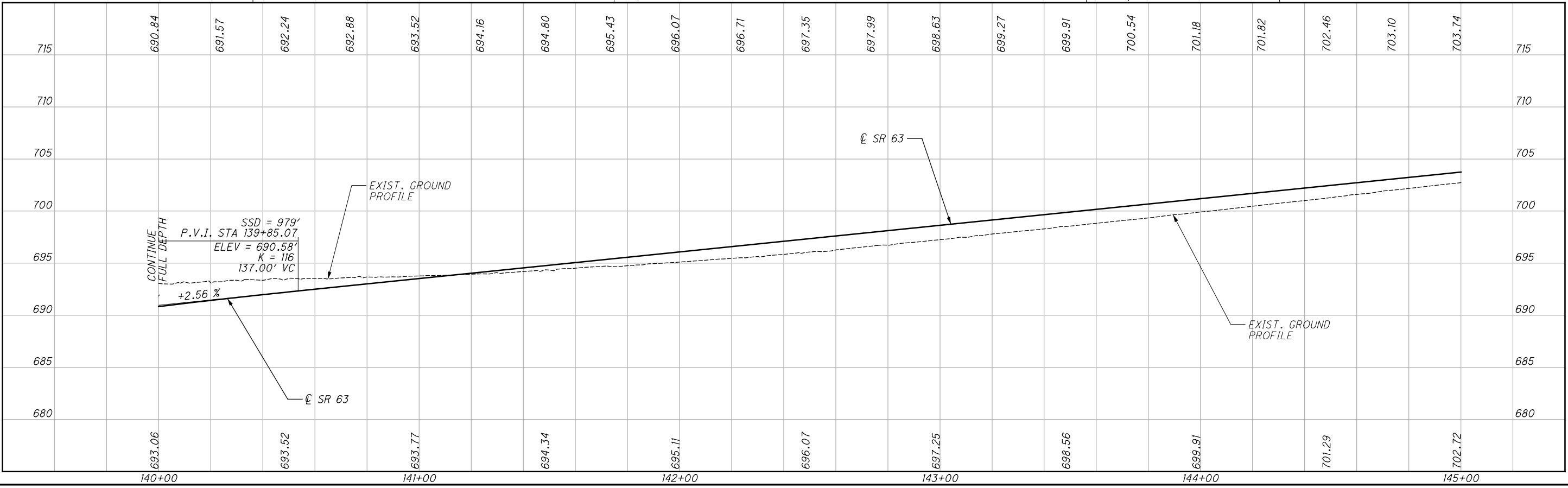
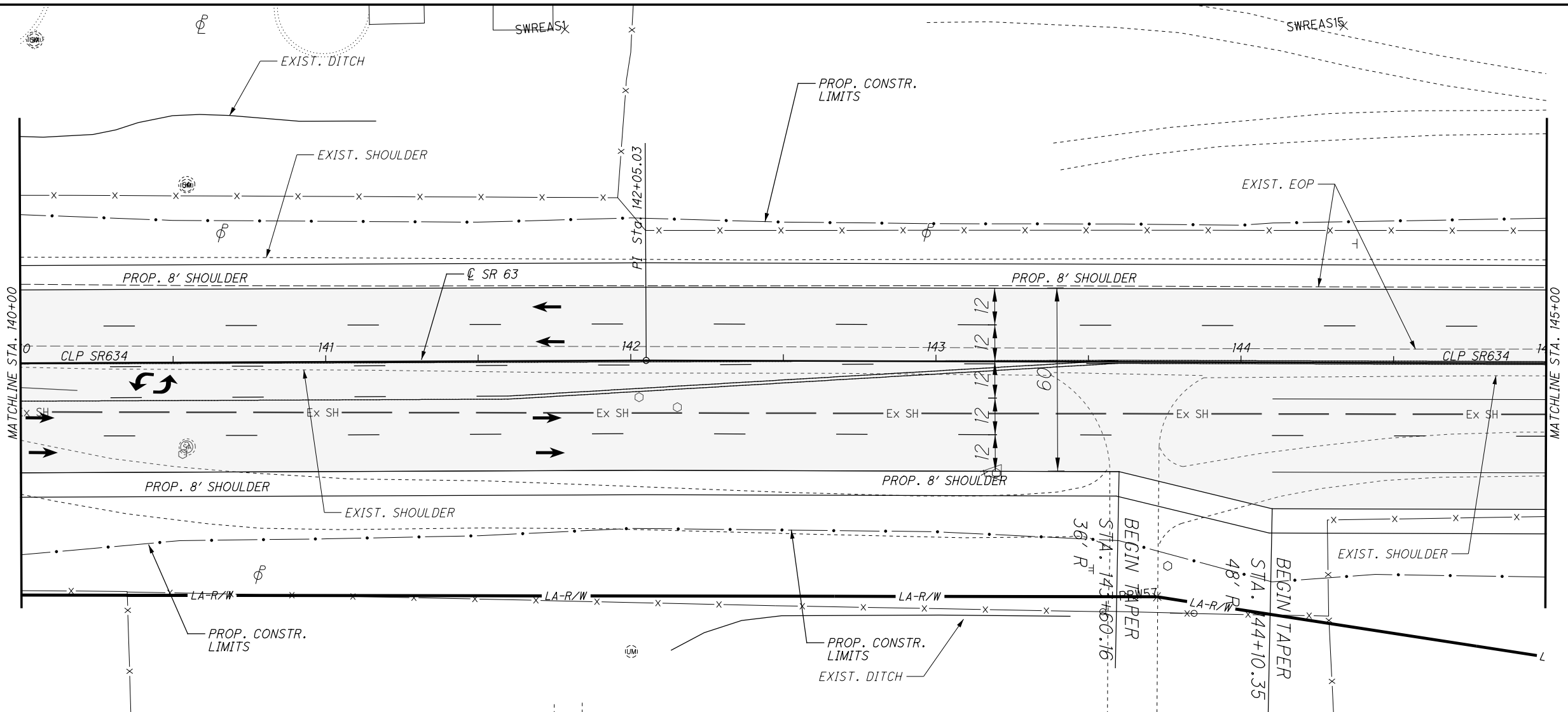
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HORIZONTAL SCALE IN FEET

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**WAR-SR63-0.83**

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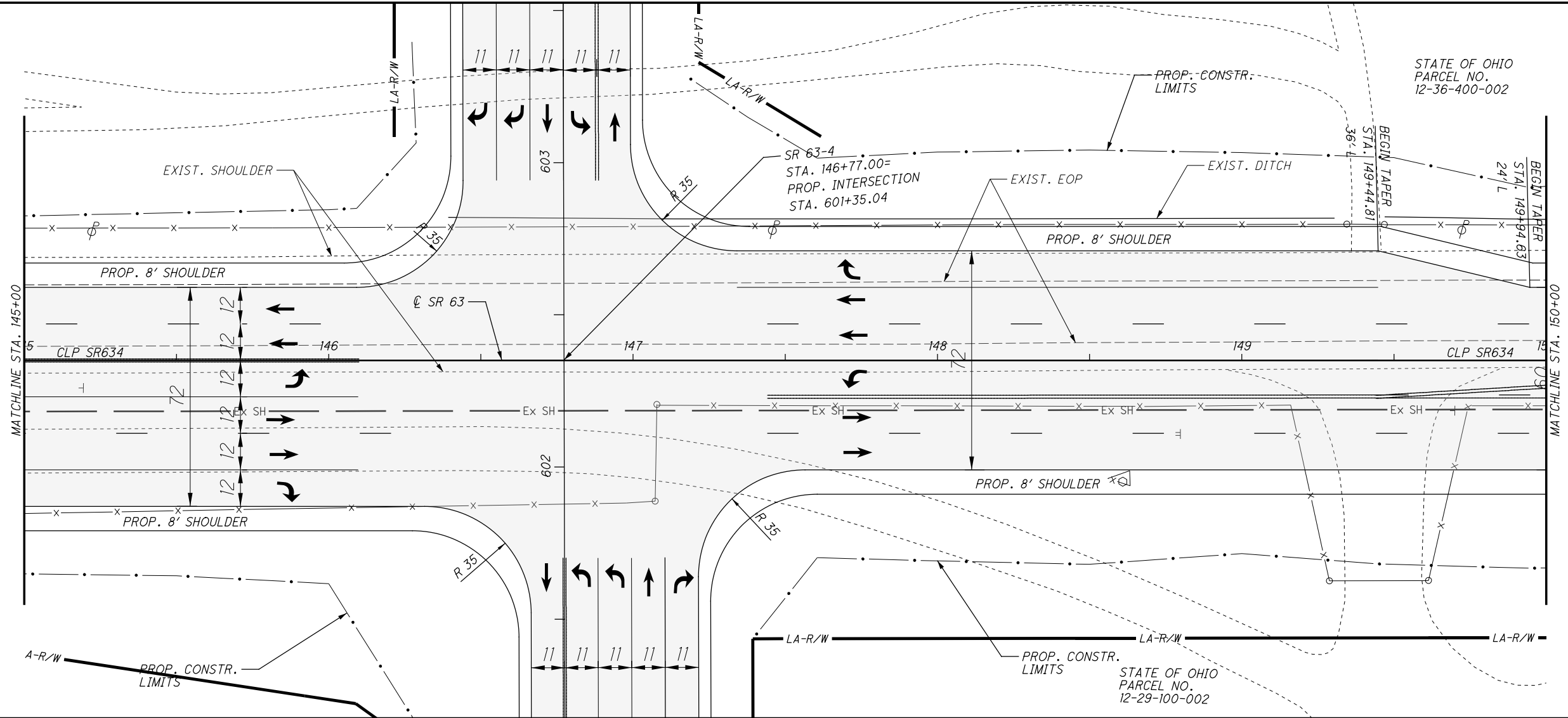
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**PLAN AND PROFILE**  
**STA. 140+00 TO STA. 145+00**

**WAR-SR63-0.83**

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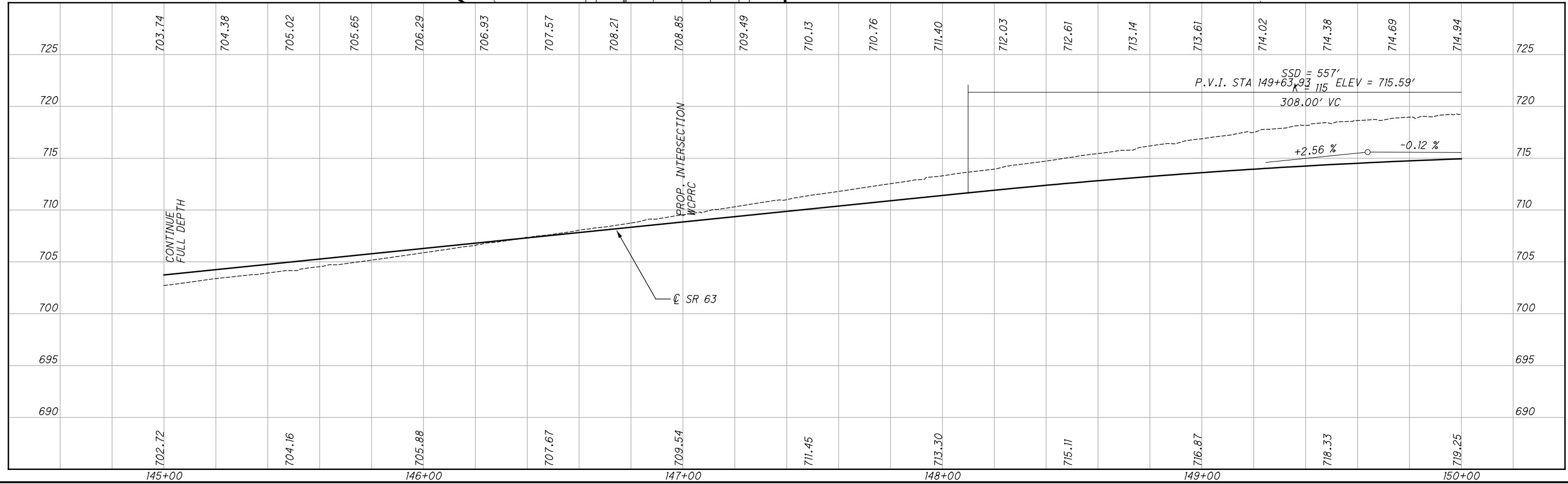


STATE OF OHIO  
PARCEL NO.  
12-36-400-002

STATE OF OHIO  
PARCEL NO.  
12-29-100-002



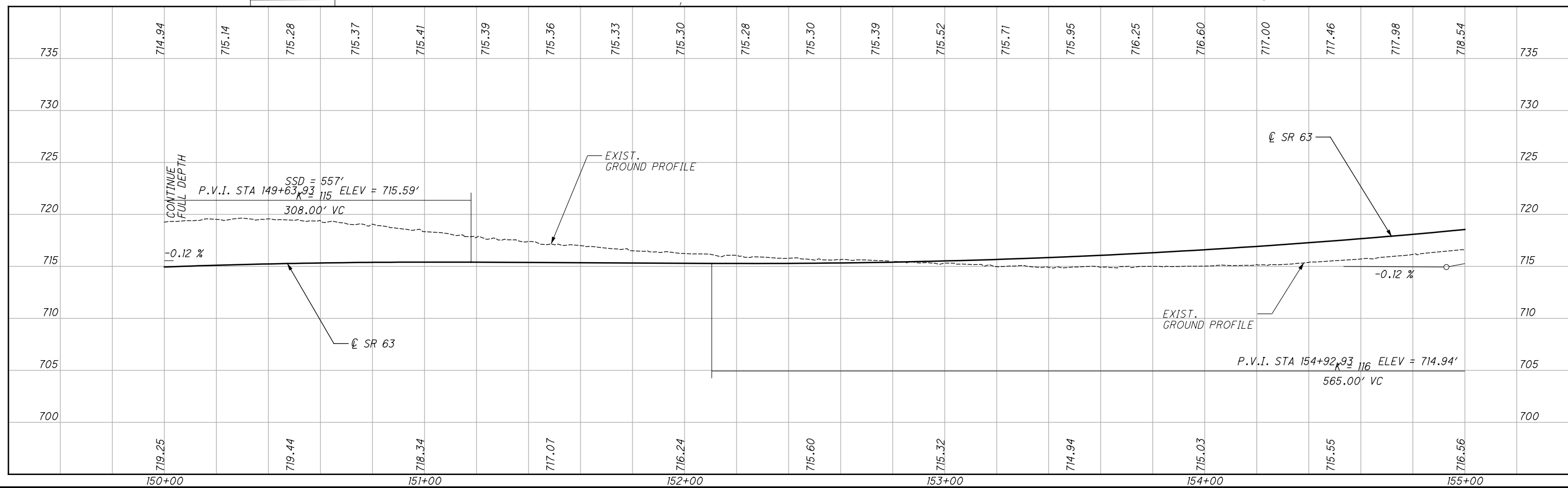
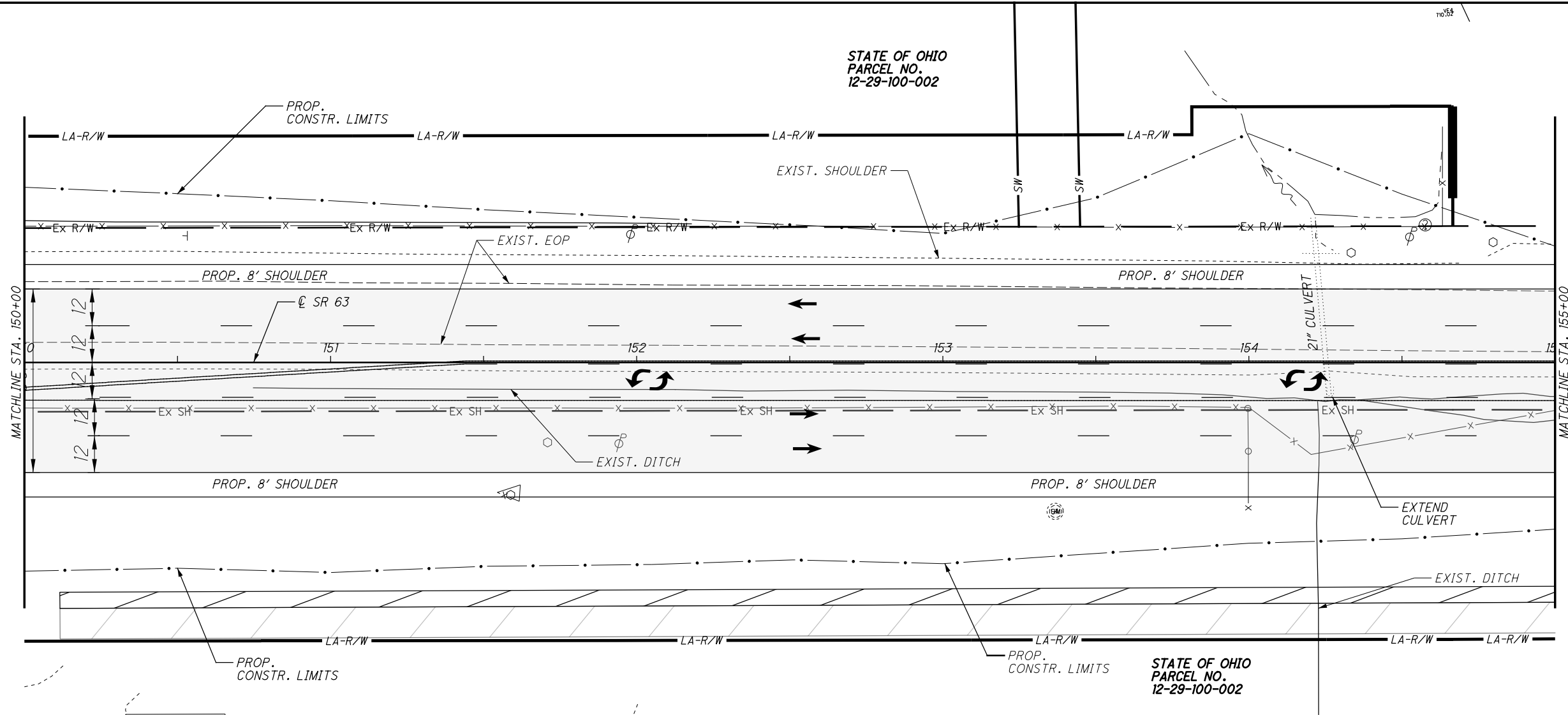
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**WAR-SR63-0.83**

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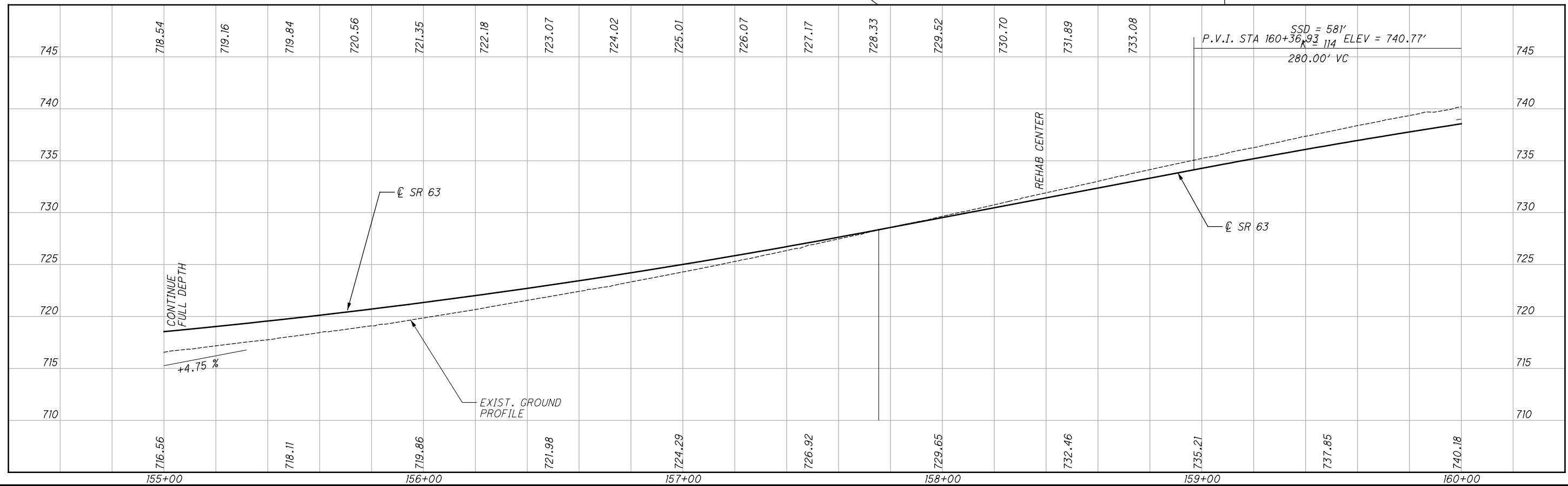
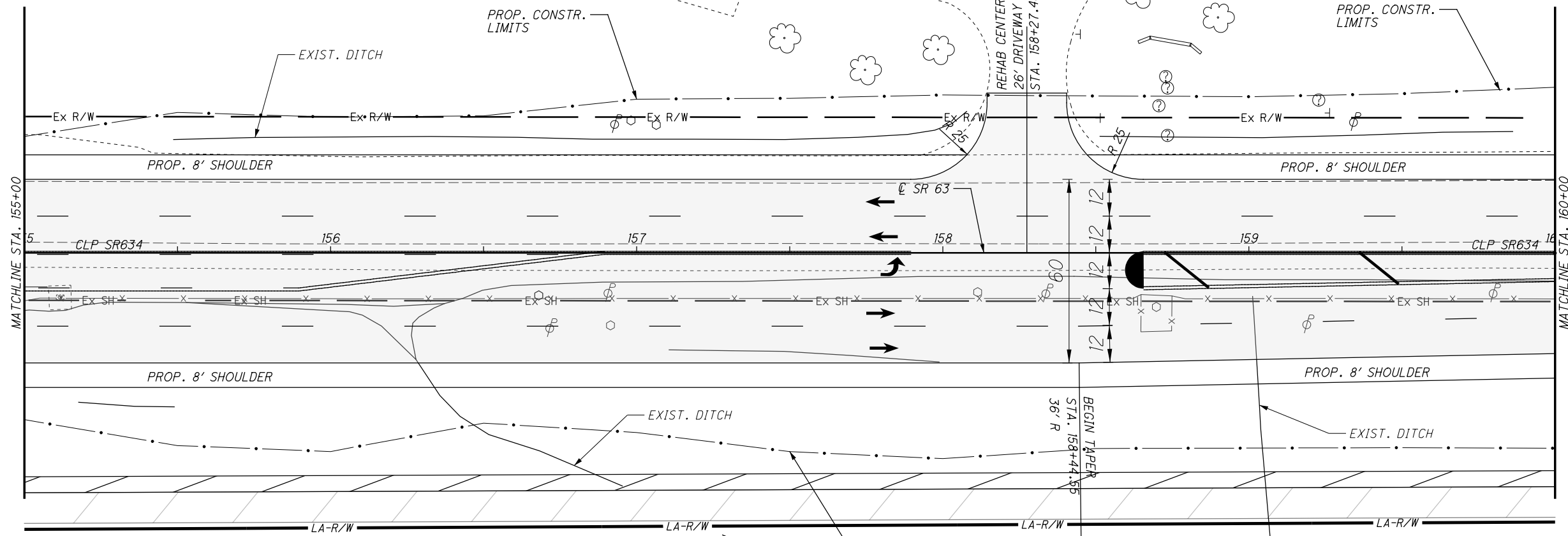


PLAN AND PROFILE  
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WAR-SR63-0.83  
13  
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BOARD OF COUNTY  
COMMISSIONERS OF  
WARREN COUNTY OHIO  
PARCEL NO. 12-36-400-001



CALCULATED  
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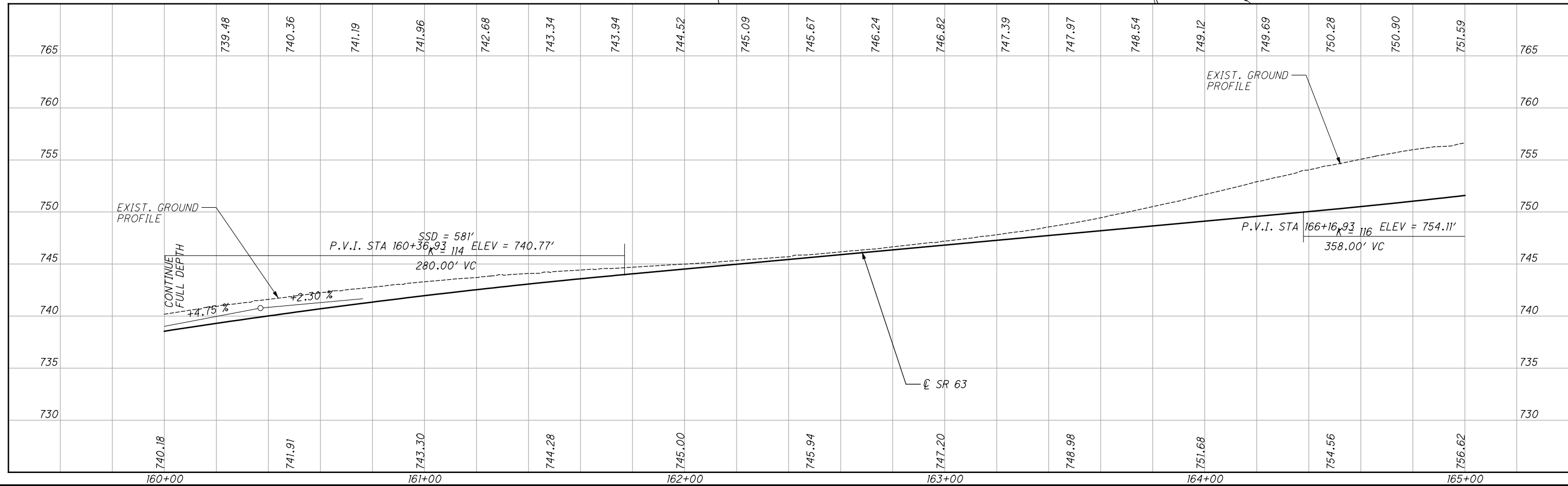
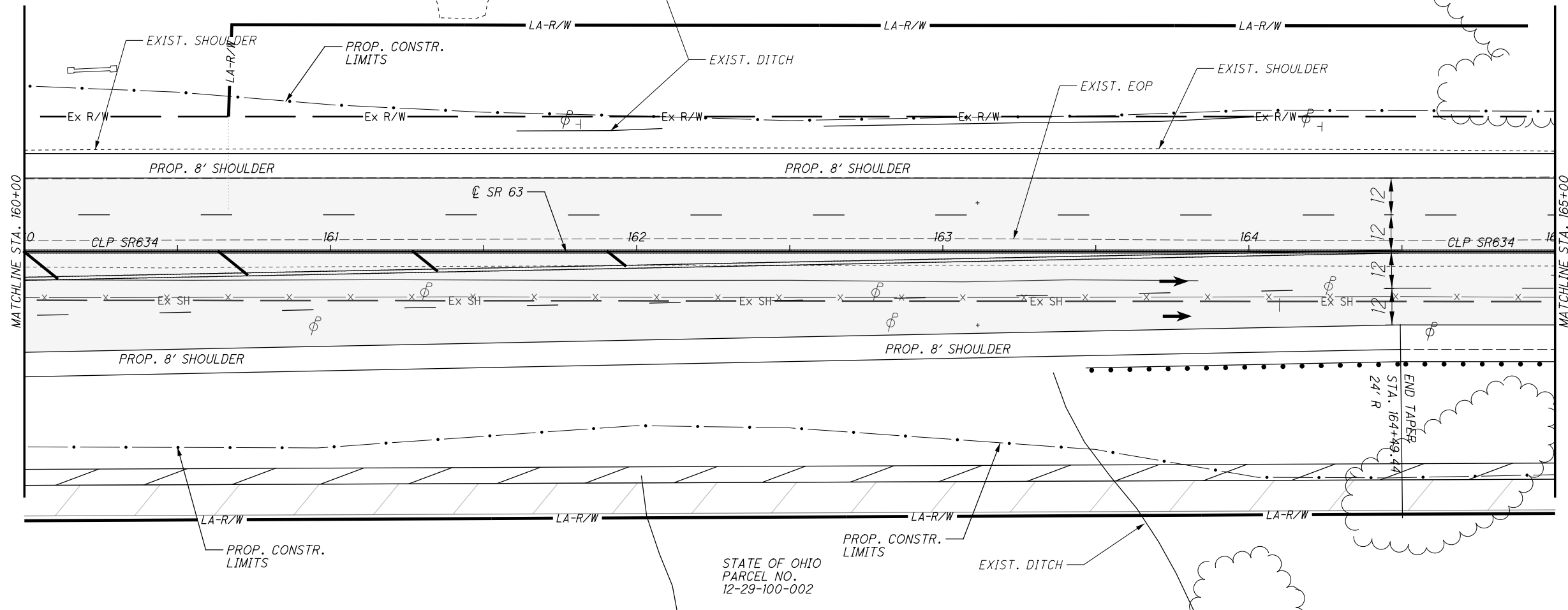
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**PLAN AND PROFILE**  
**STA. 155+00 TO STA. 160+00**

**WAR-SR63-0.83**

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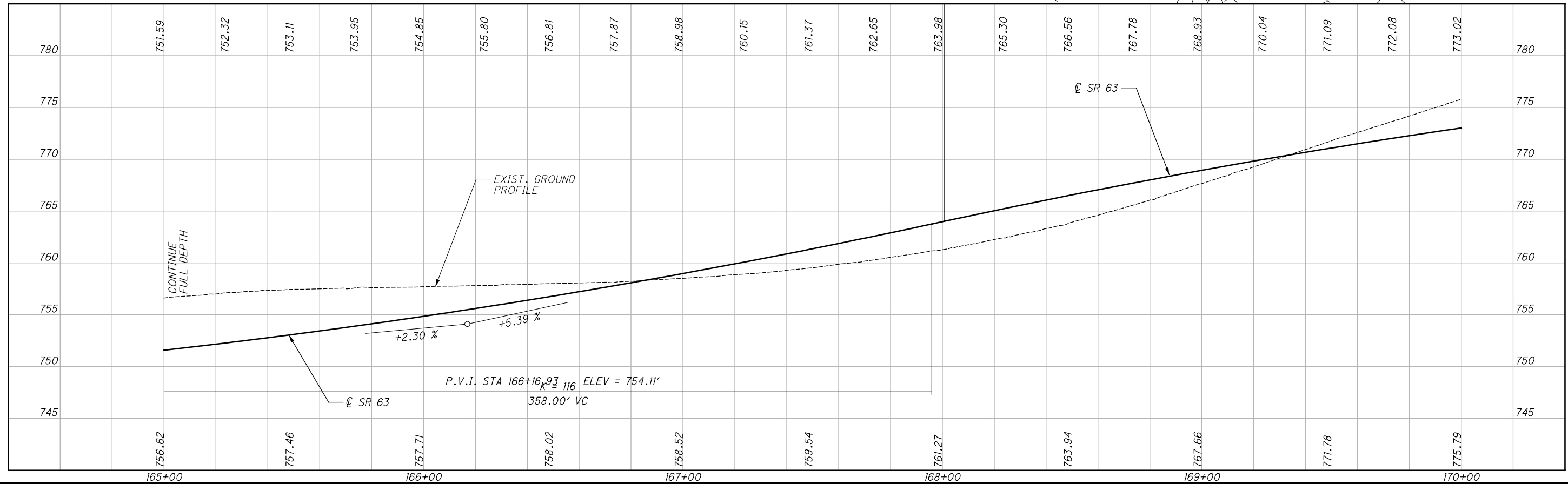
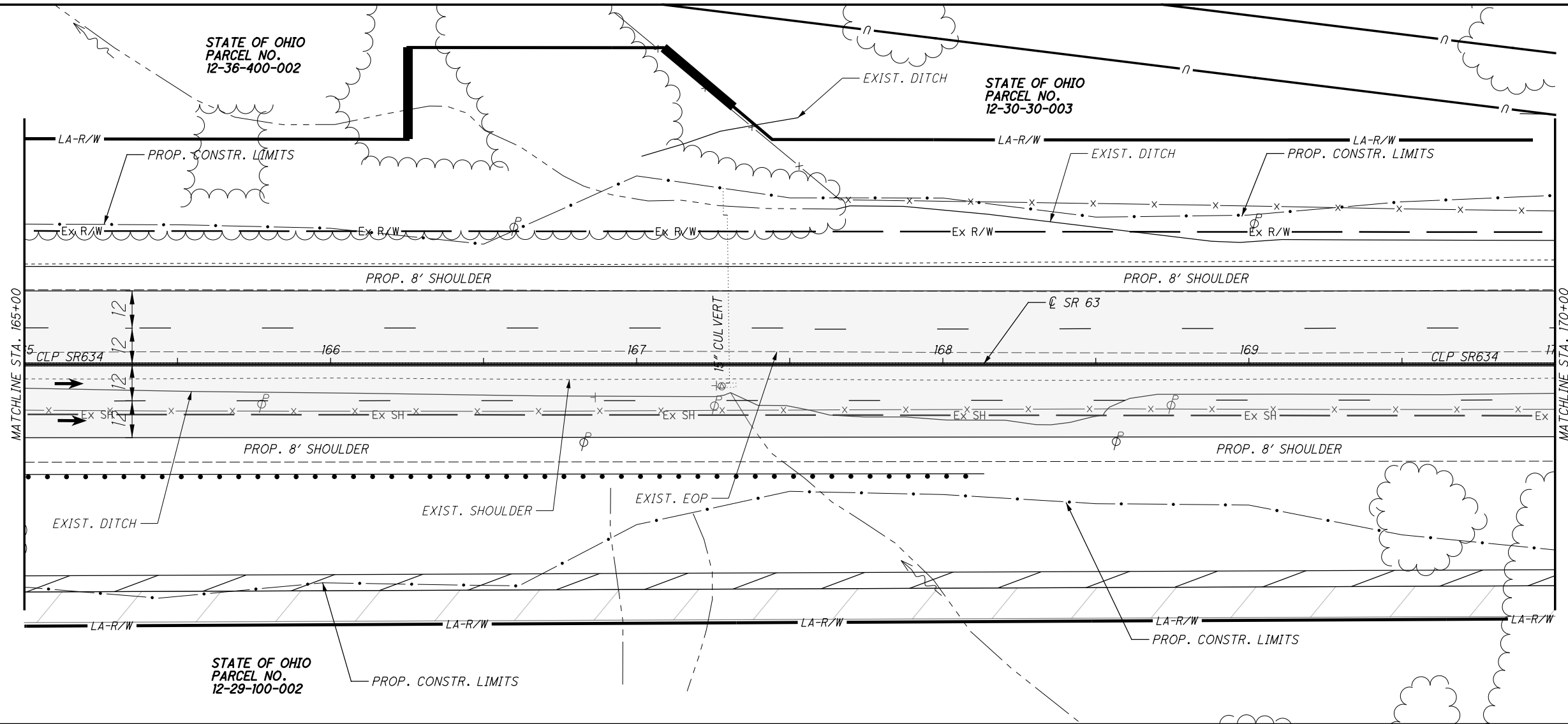
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**PLAN AND PROFILE**  
**STA. 160+00 TO STA. 165+00**

**WAR-SR63-0.83**



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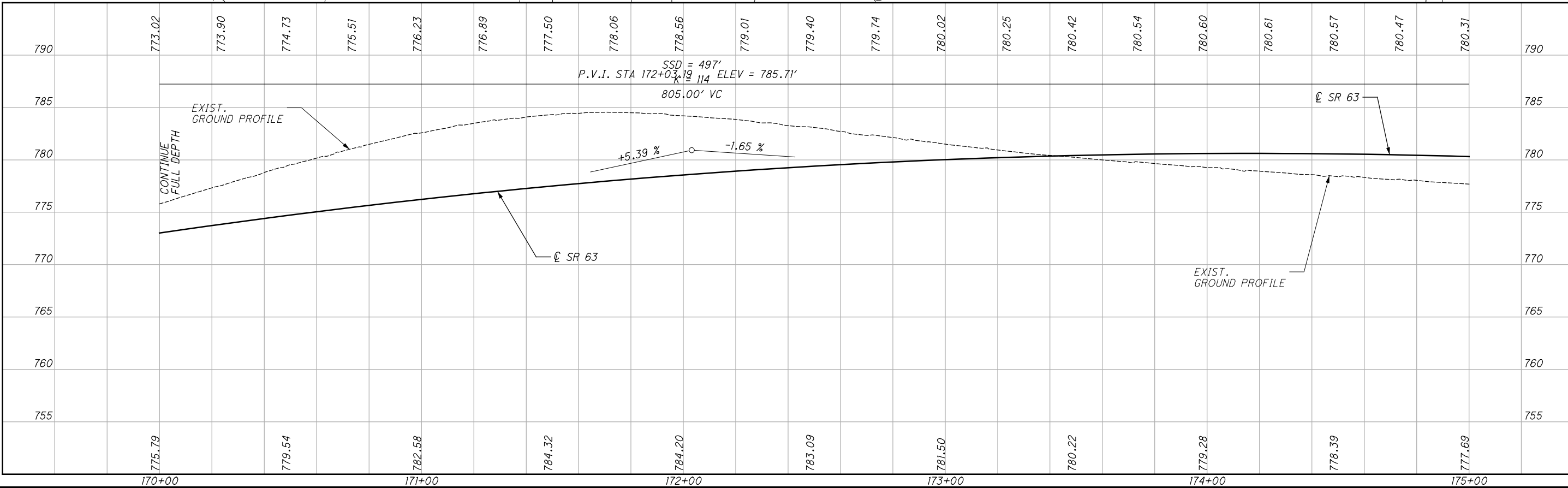
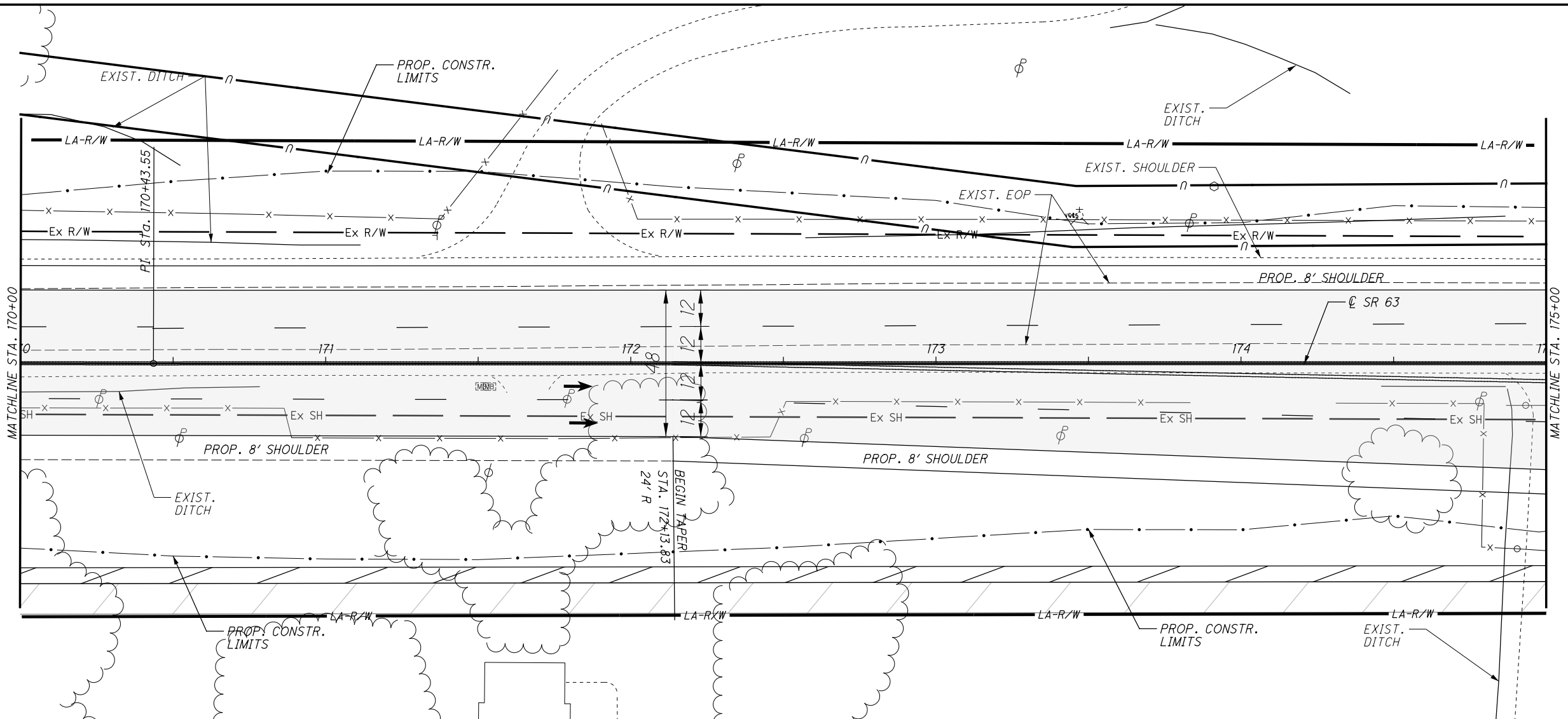


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**PLAN AND PROFILE**  
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**WAR-SR63-0.83**

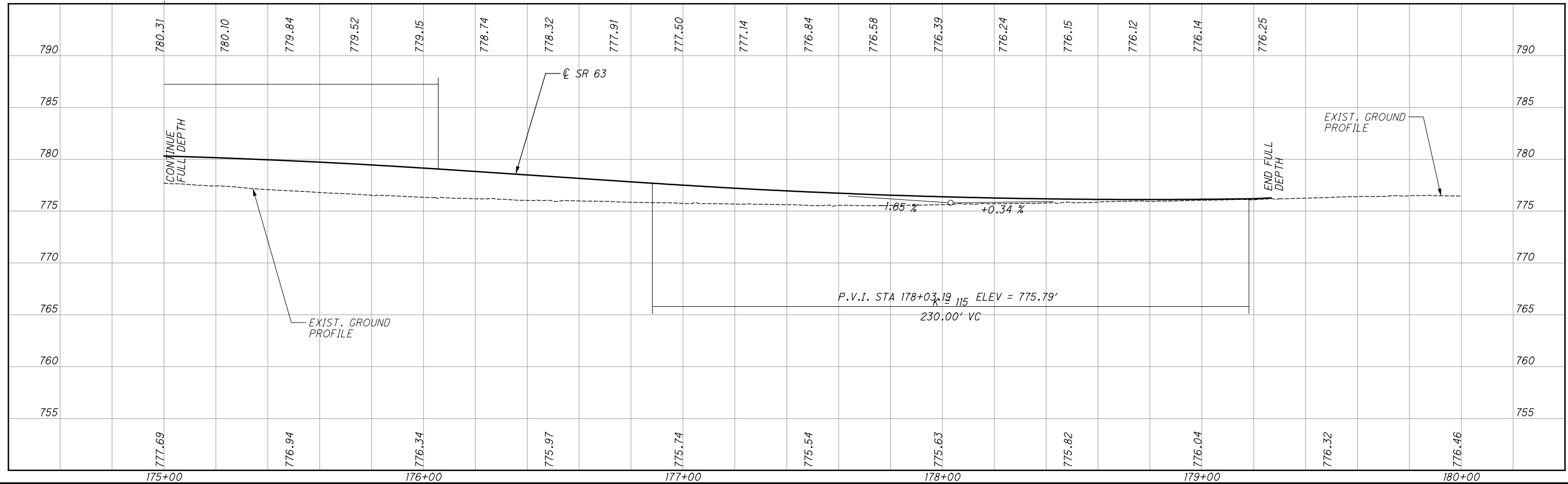
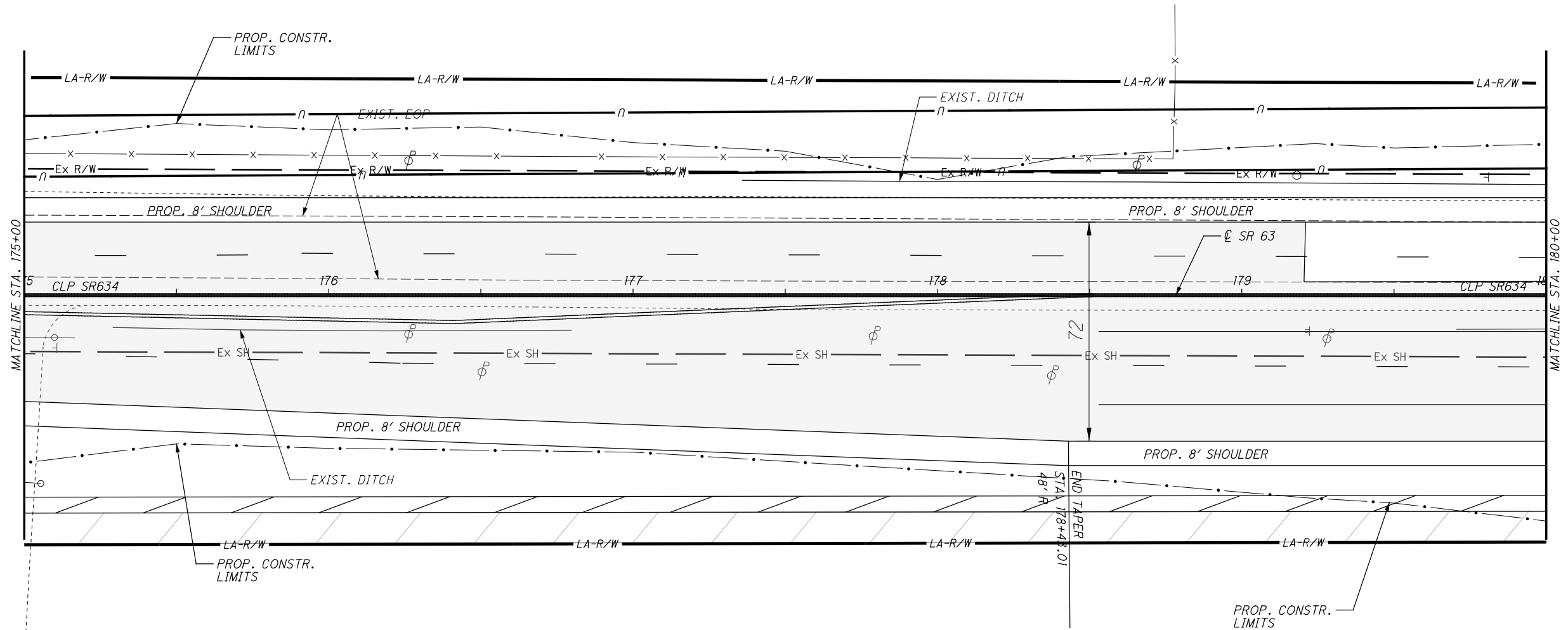
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**PLAN AND PROFILE**  
**STA. 170+00 TO STA. 175+00**

**WAR-SR63-0.83**

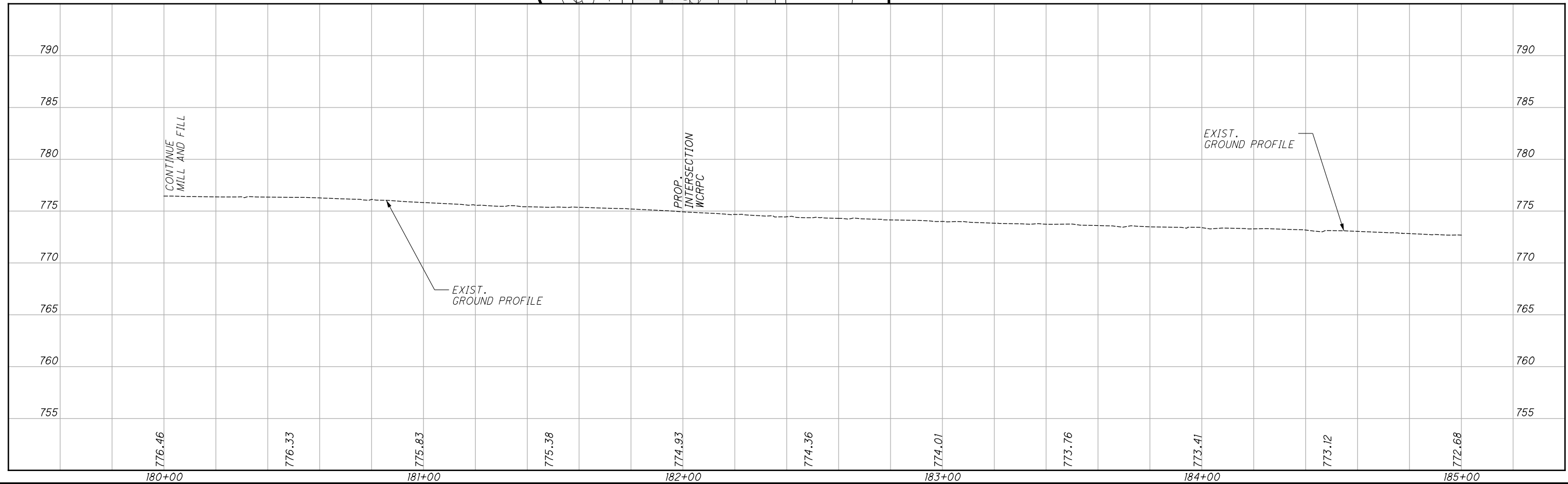
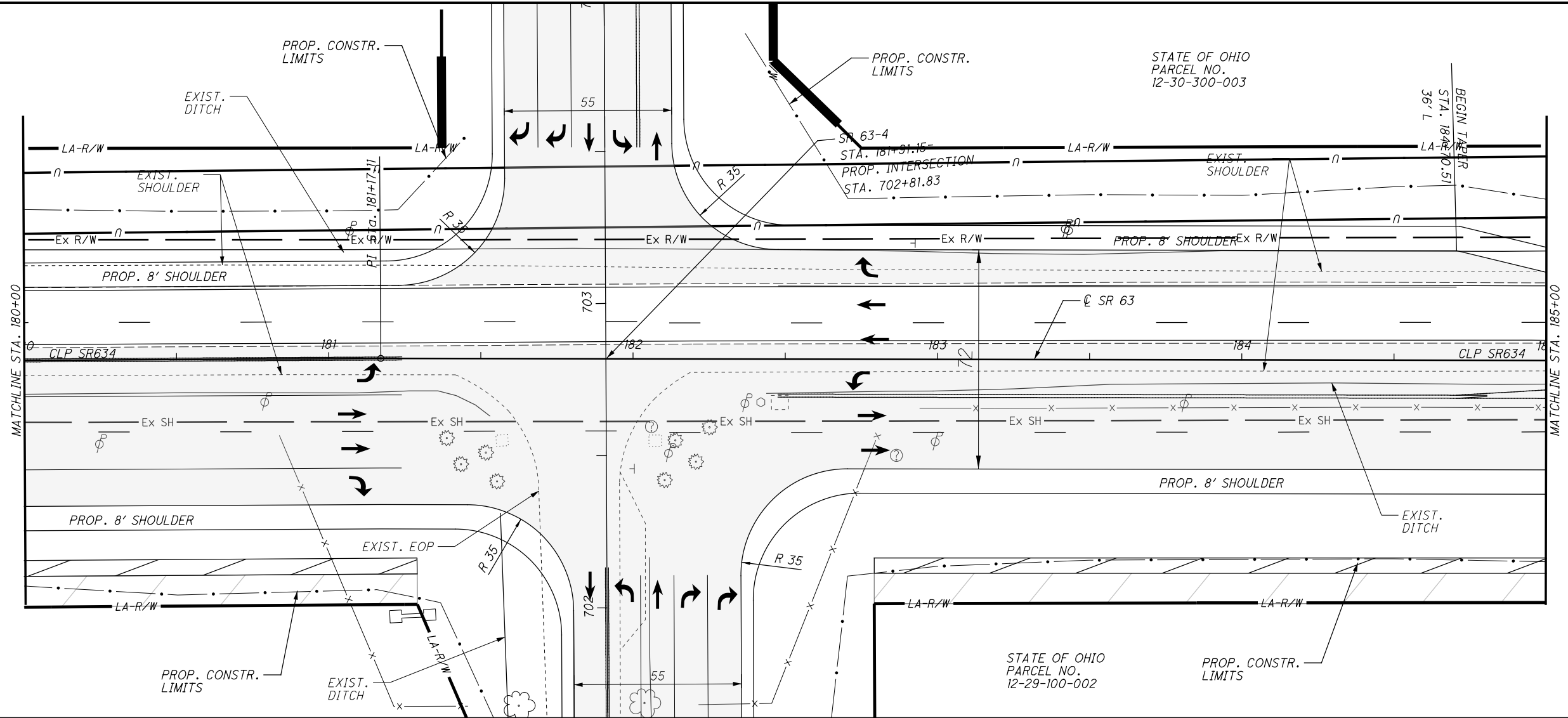


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**PLAN AND PROFILE**  
**STA. 175+00 TO STA. 180+00**

**WAR-SR63-0.83**

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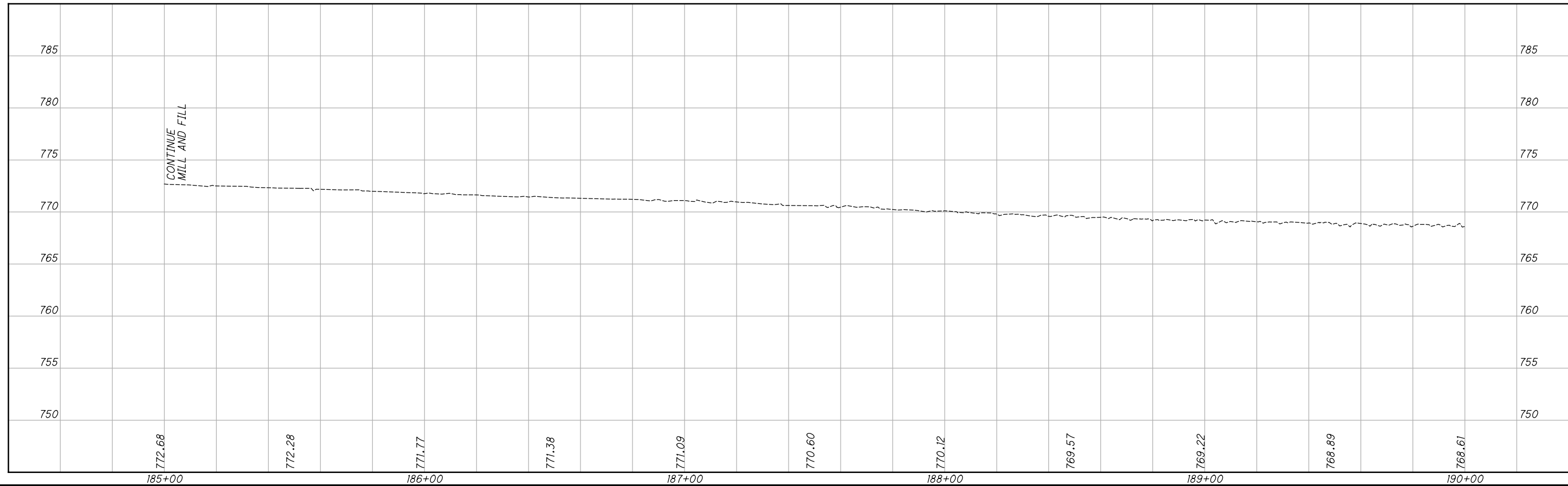
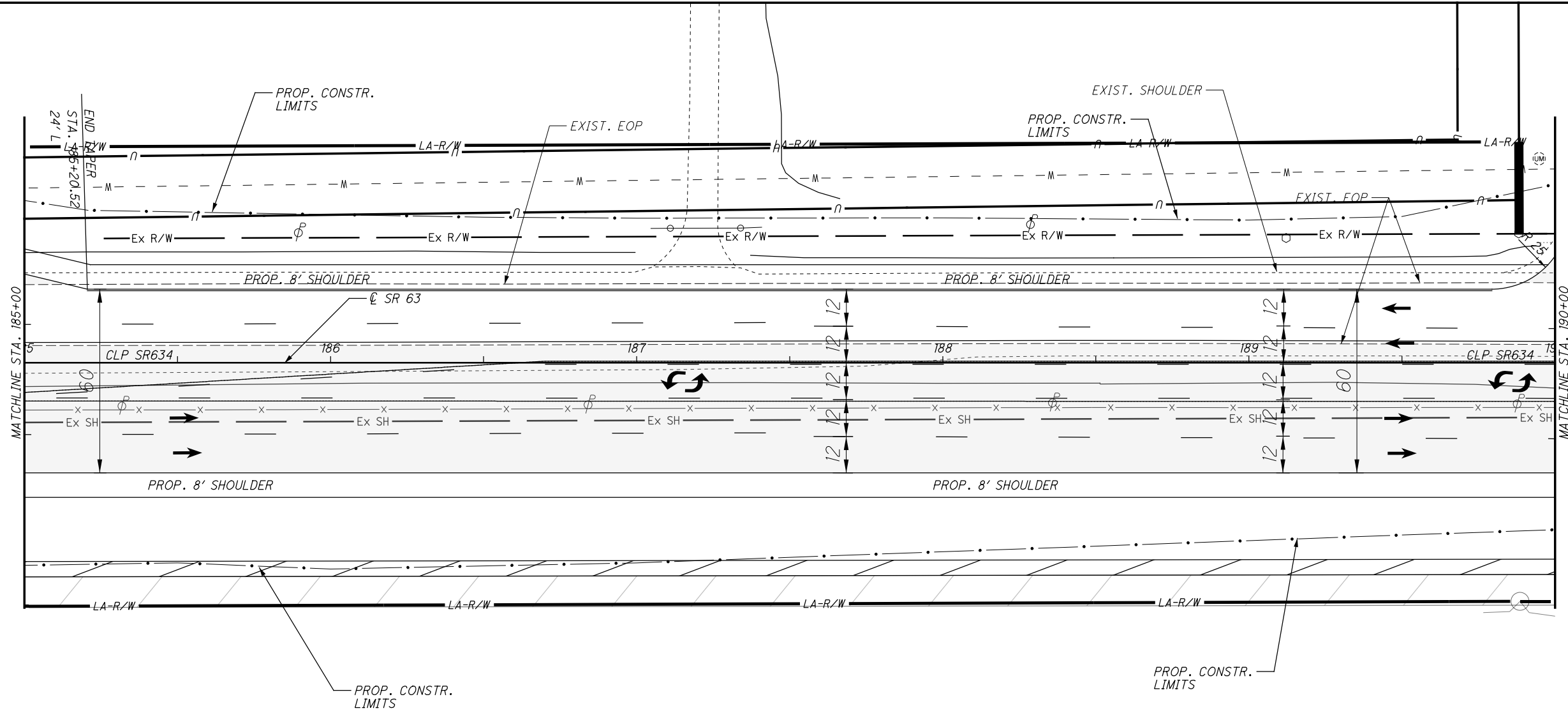


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**PLAN AND PROFILE**  
**STA. 180+00 TO STA. 185+00**

**WAR-SR63-0.83**

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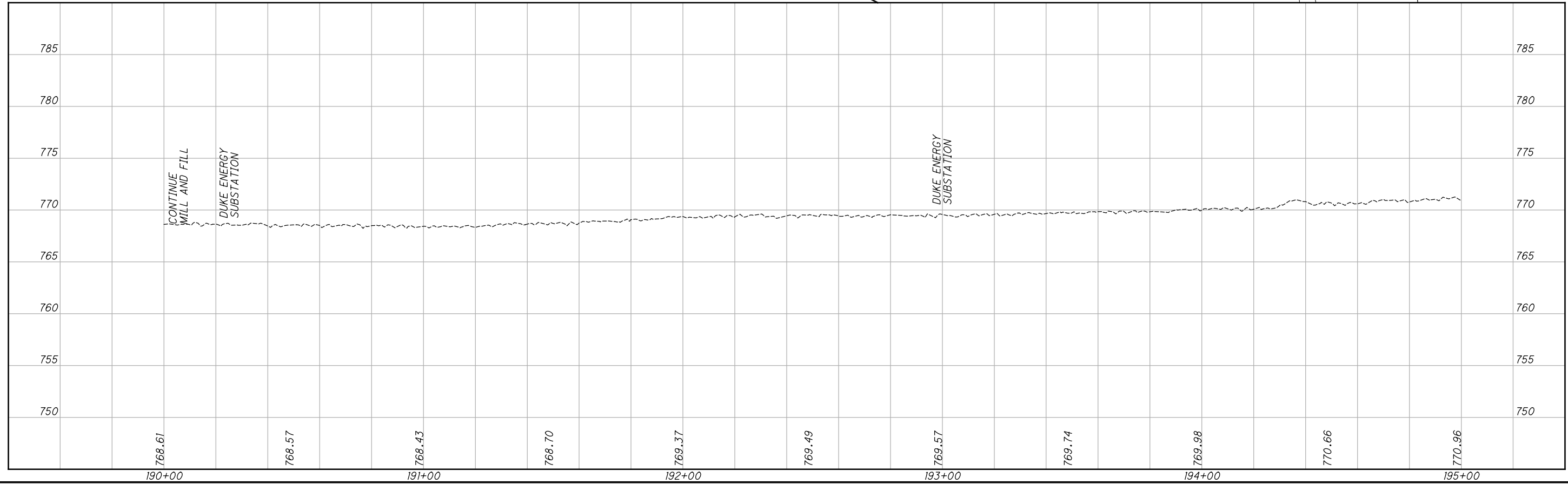
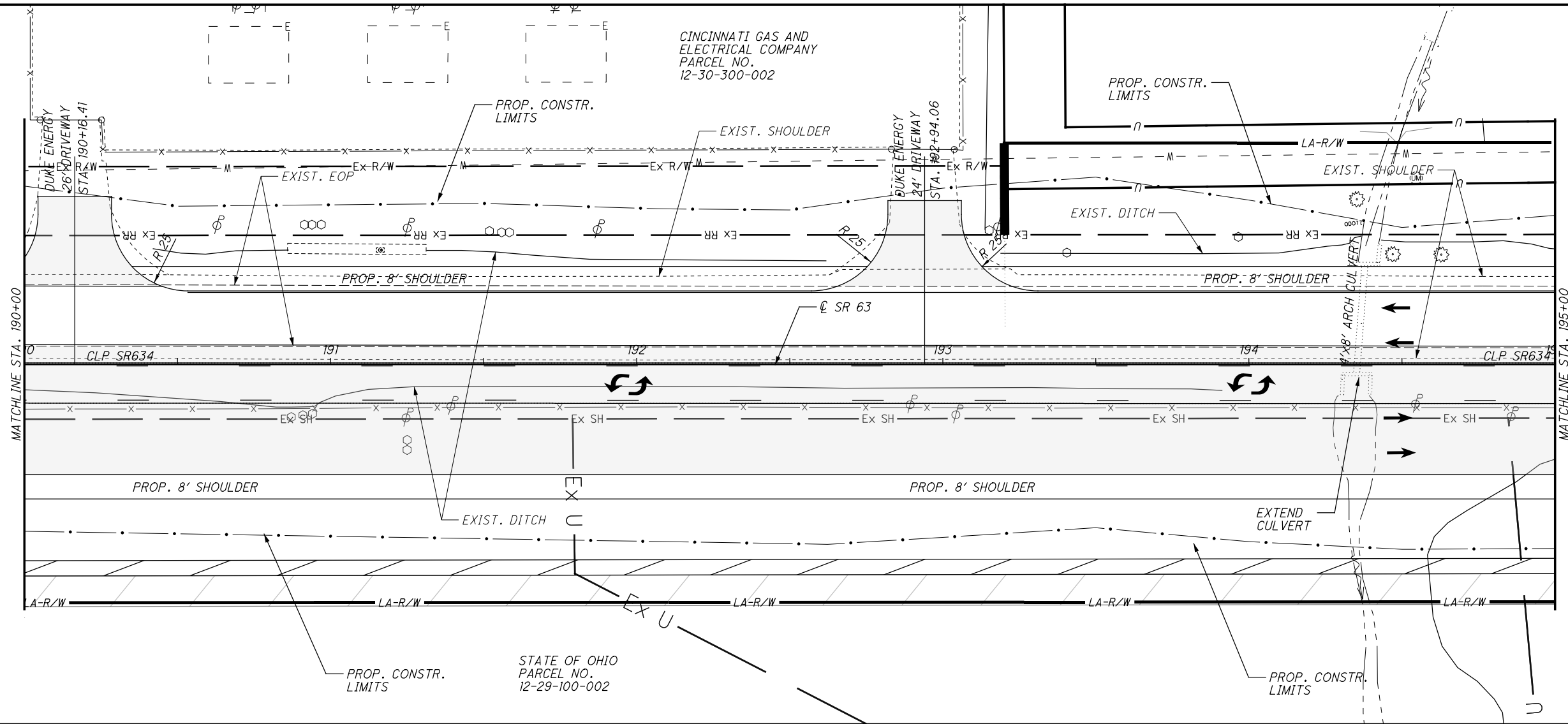
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**PLAN AND PROFILE**  
**STA. 185+00 TO STA. 190+00**

**WAR-SR3-0.83**

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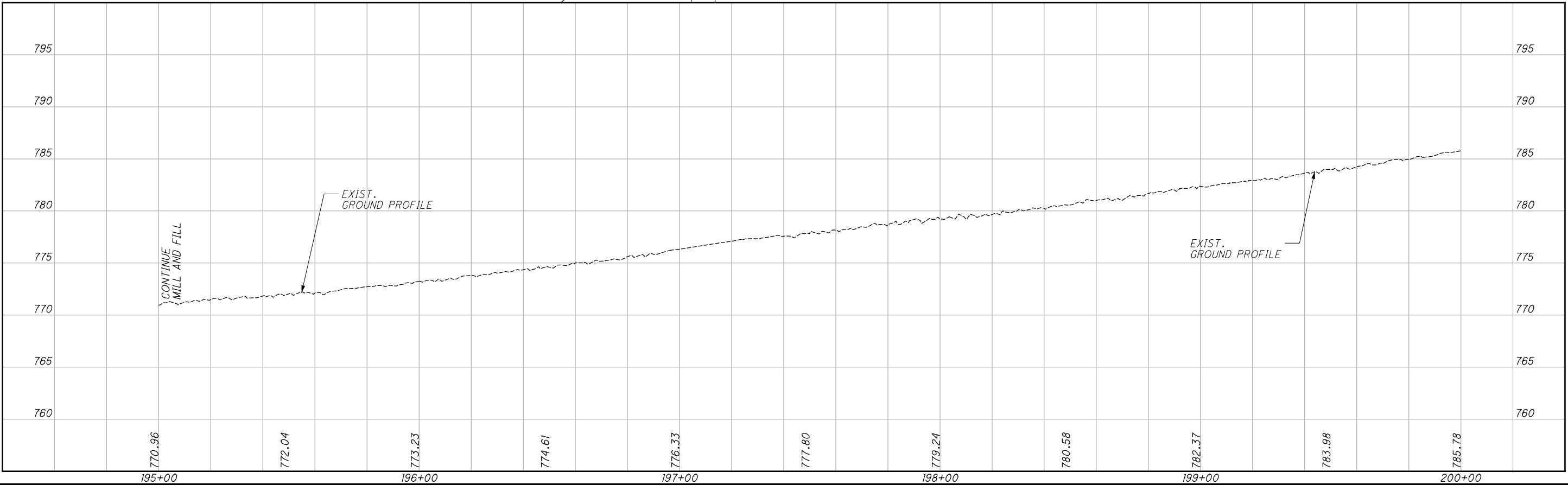
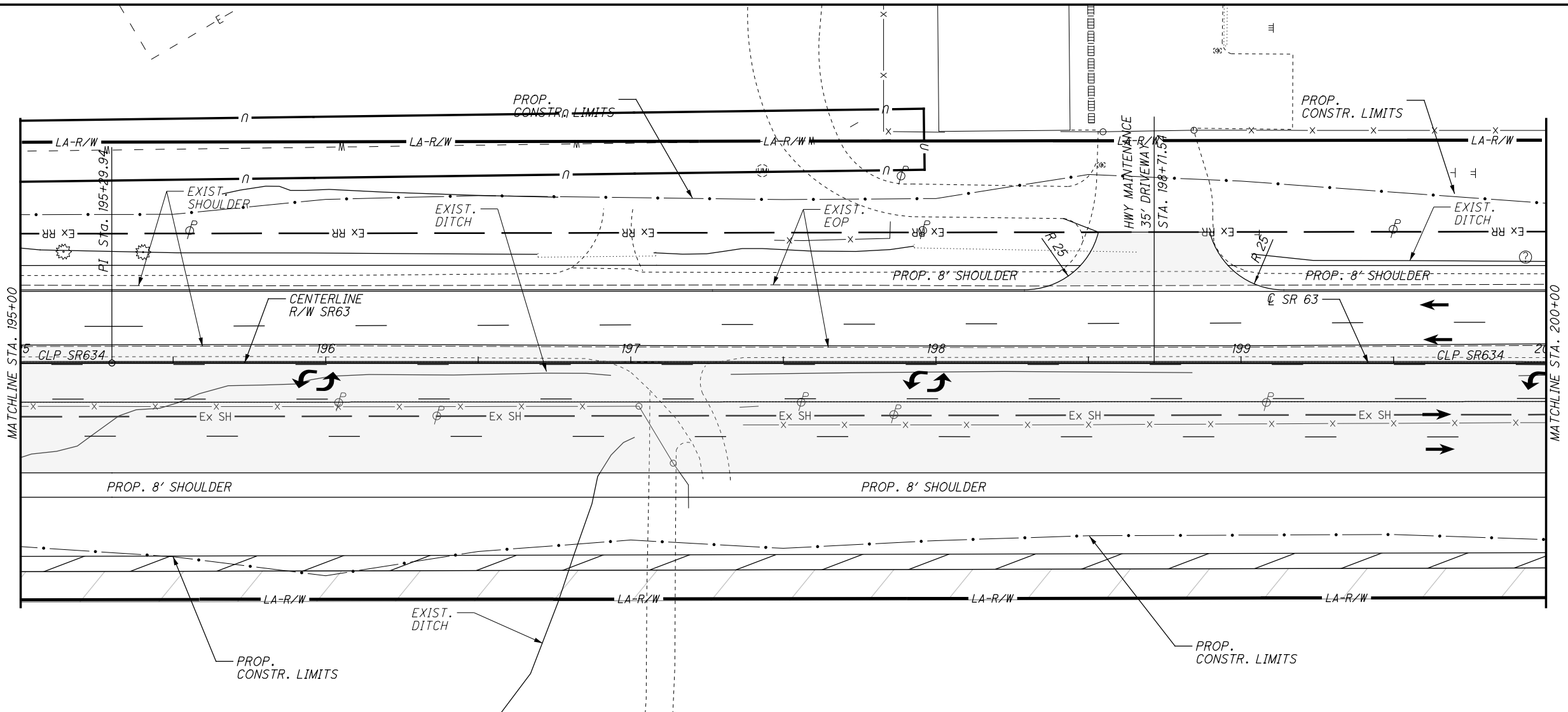


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**PLAN AND PROFILE**  
**STA. 190+00 TO STA. 195+00**

**WAR-SR63-0.83**

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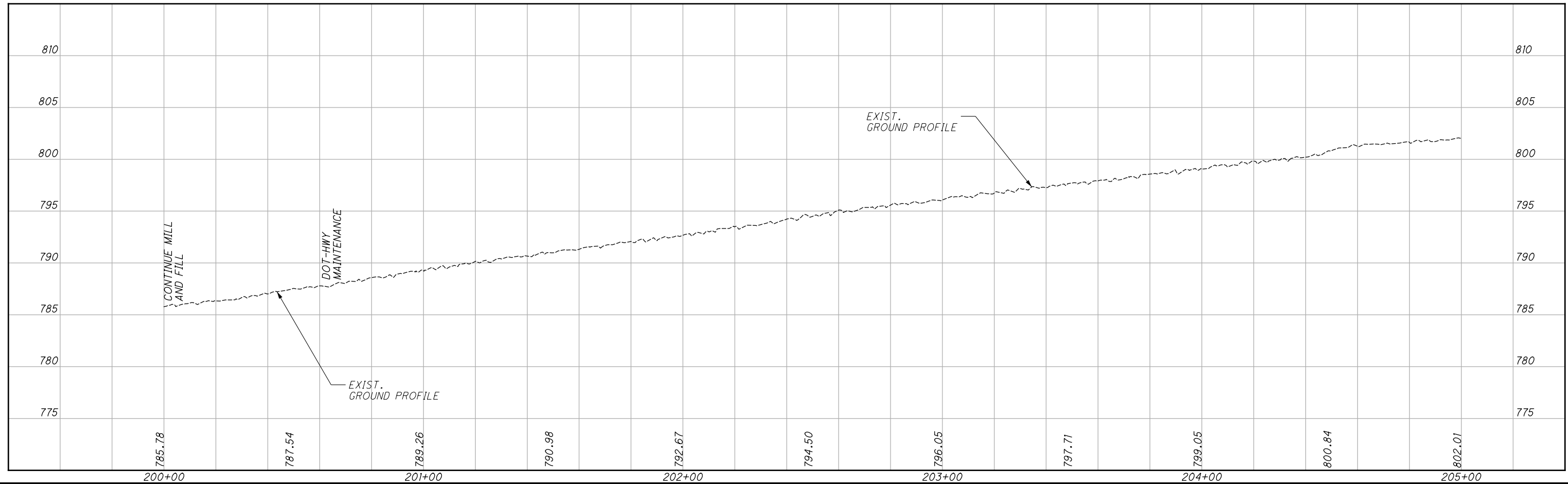
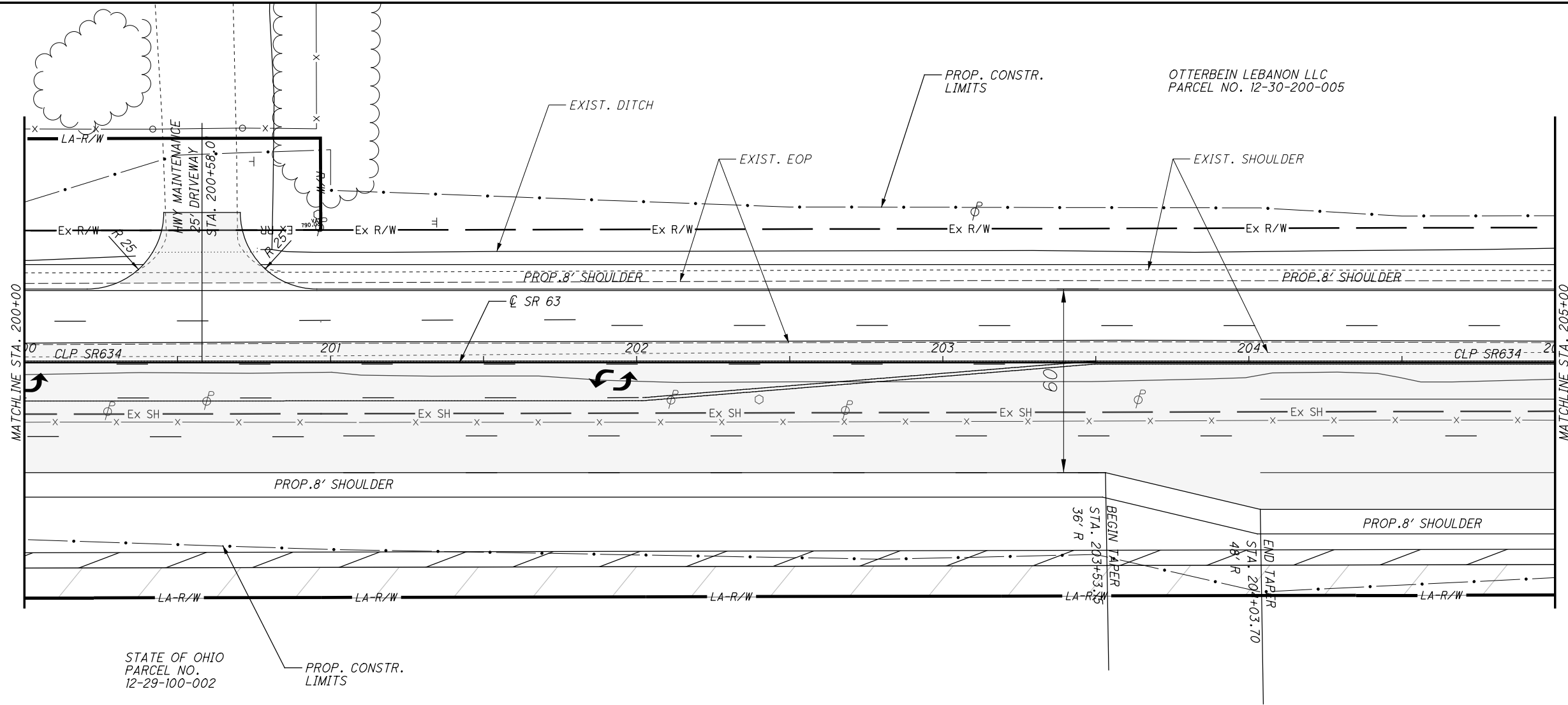


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**PLAN AND PROFILE**  
**STA. 195+00 TO STA. 200+00**

**WAR-SR63-0.83**

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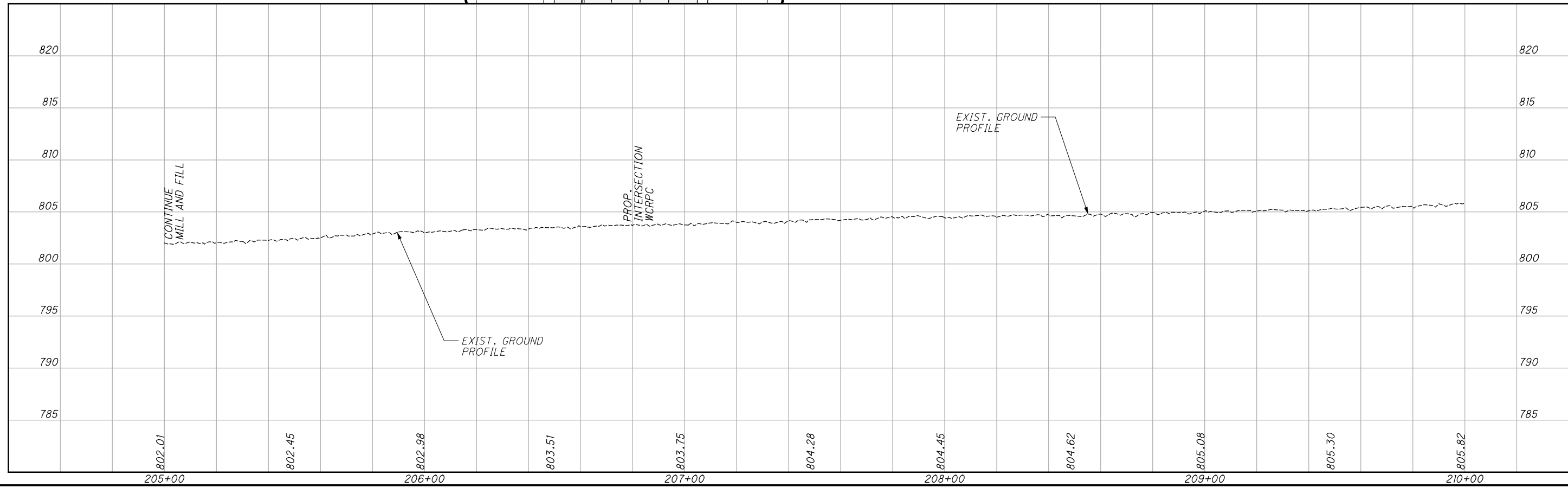
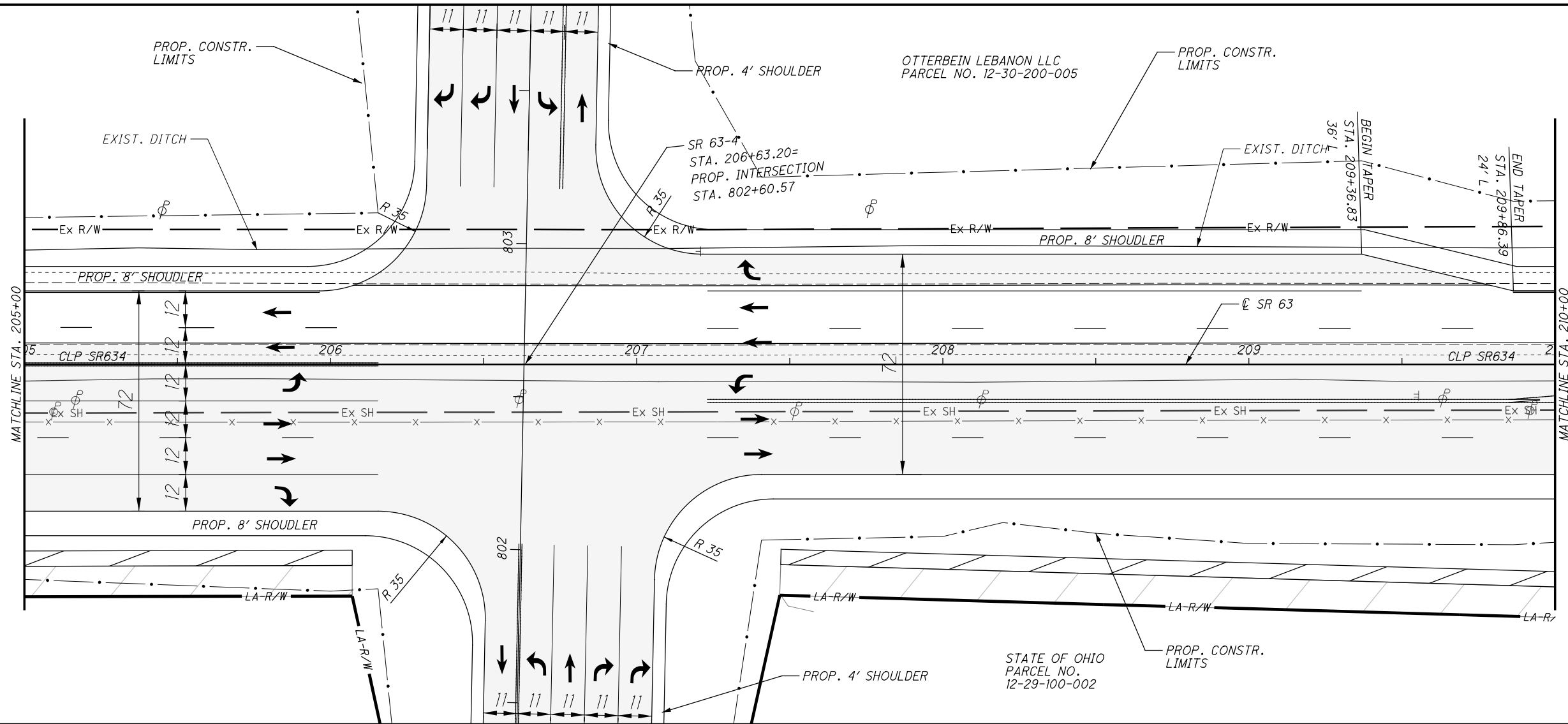
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**PLAN AND PROFILE**  
**STA. 200+00 TO STA. 205+00**

**WAR-SR63-0.83**



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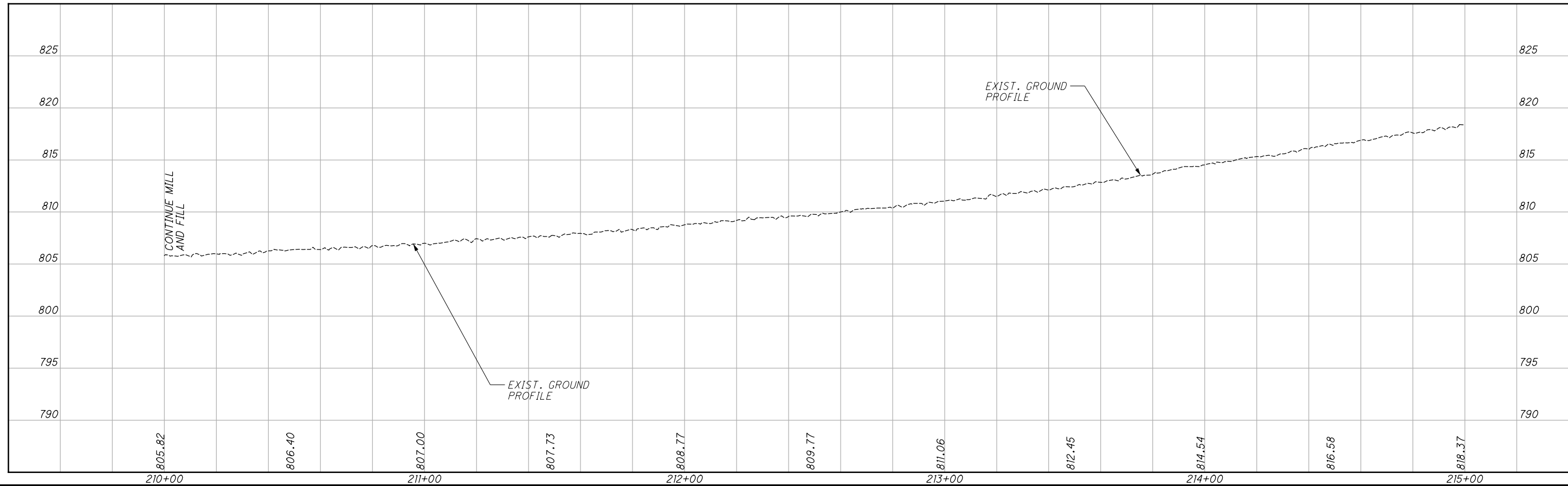
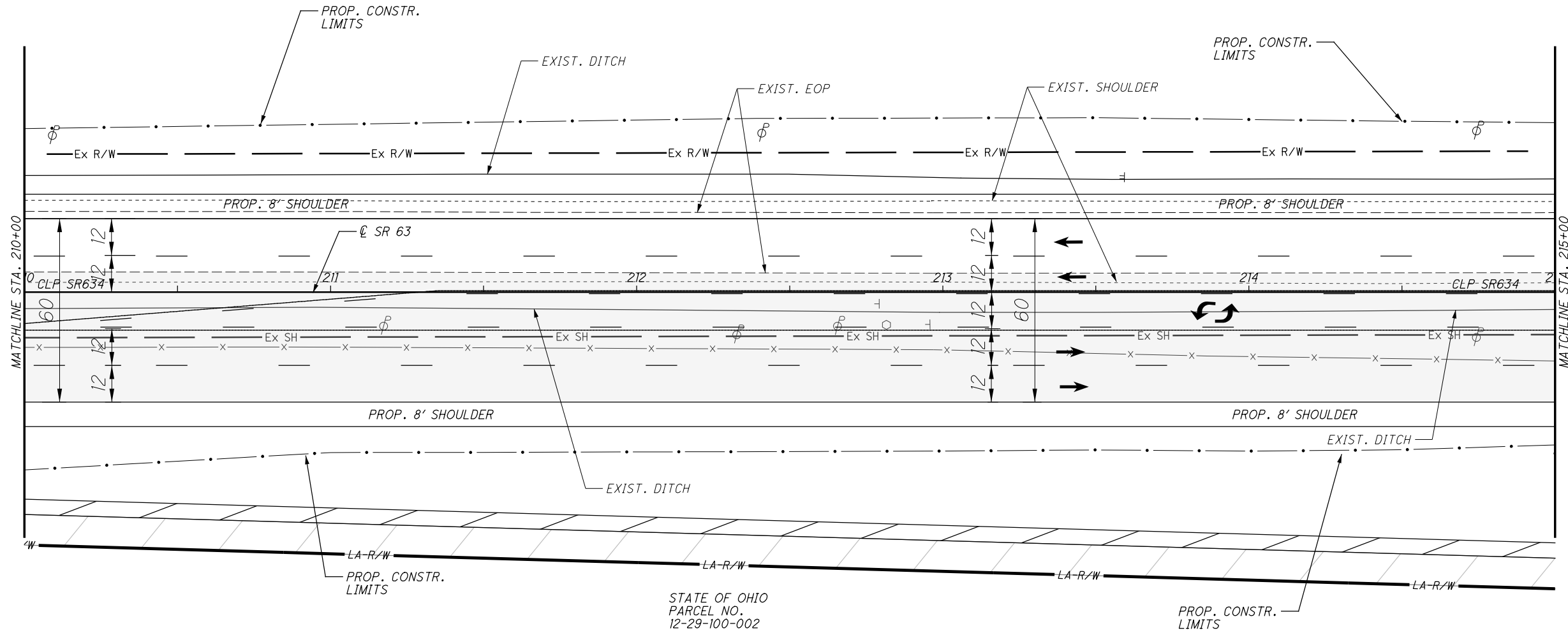
CALCULATED  
ABH  
CHECKED  
KSD

0 20 40  
HORIZONTAL  
SCALE IN FEET

**PLAN AND PROFILE**  
**STA. 205+00 TO STA. 210+00**

**WAR-SR63-0.83**

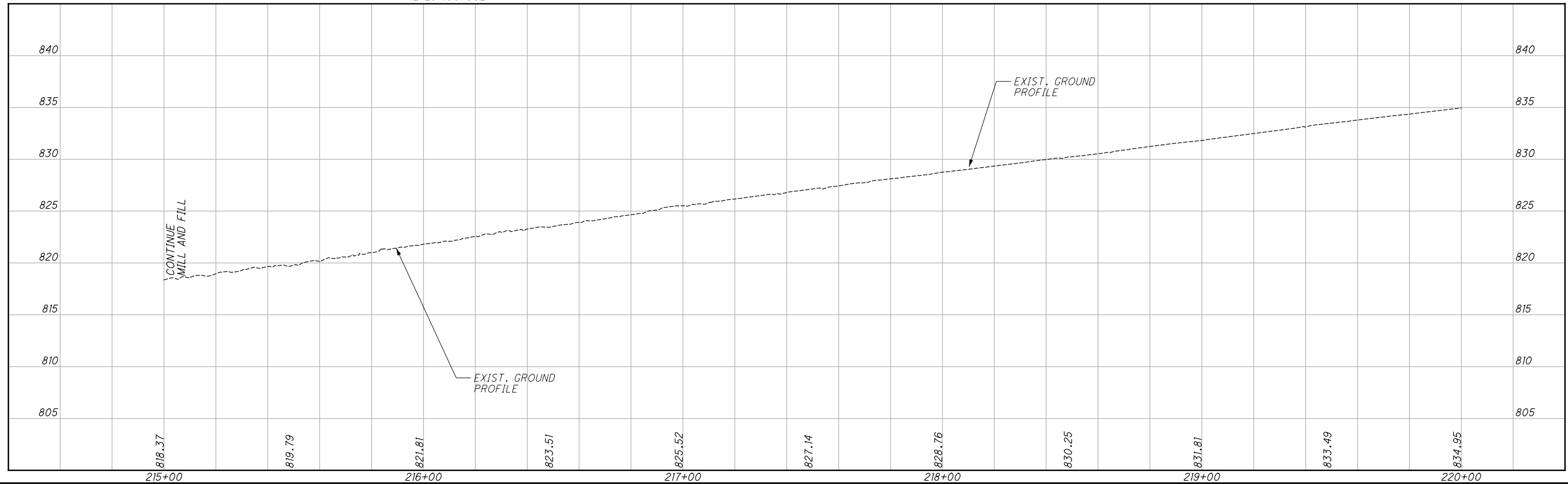
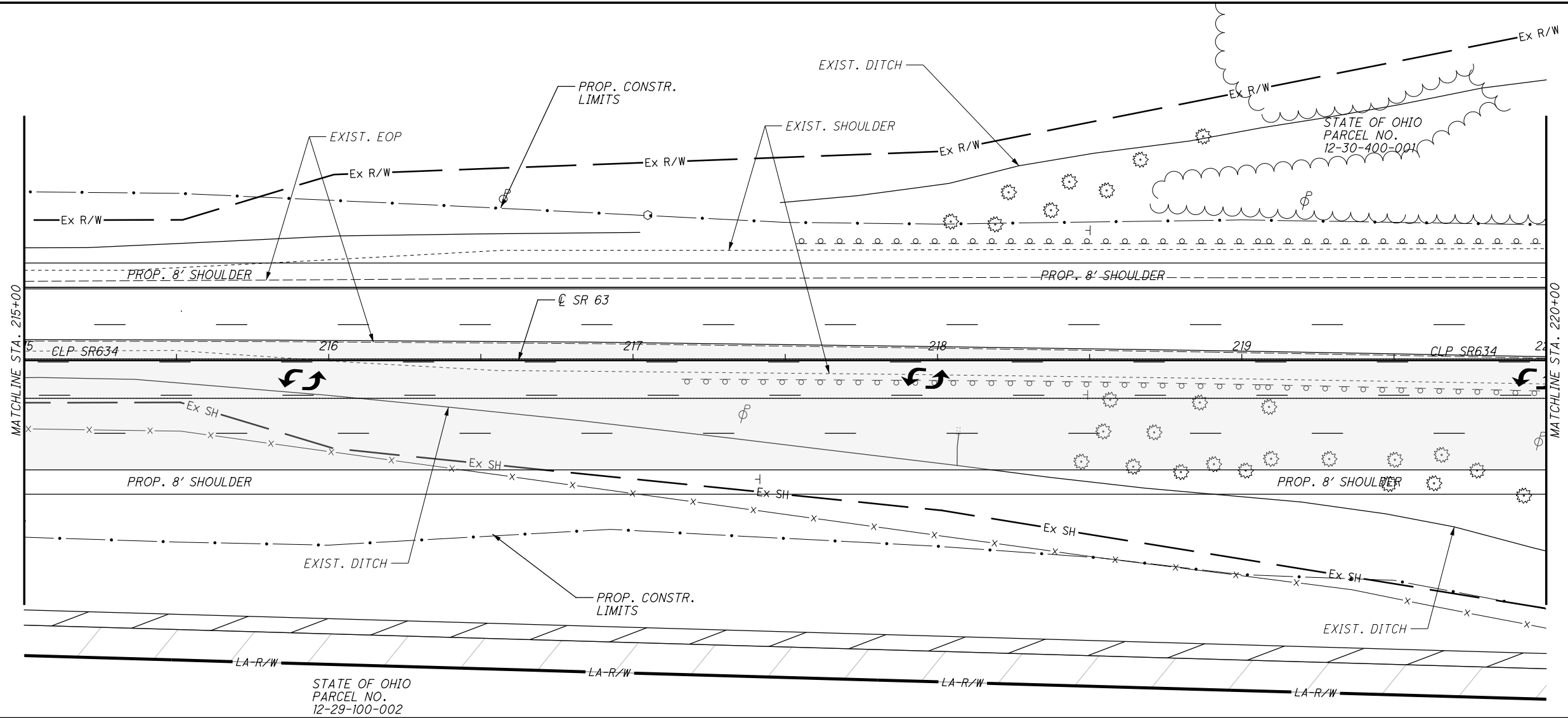
I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_GP023.dgn Sheet 6/10/2019 11:26 PM ahenders



CALCULATED ABH  
 CHECKED KSD  
**PLAN AND PROFILE**  
**STA. 210+00 TO STA. 215+00**

**WAR-SR63-0.83**  
 25  
 156

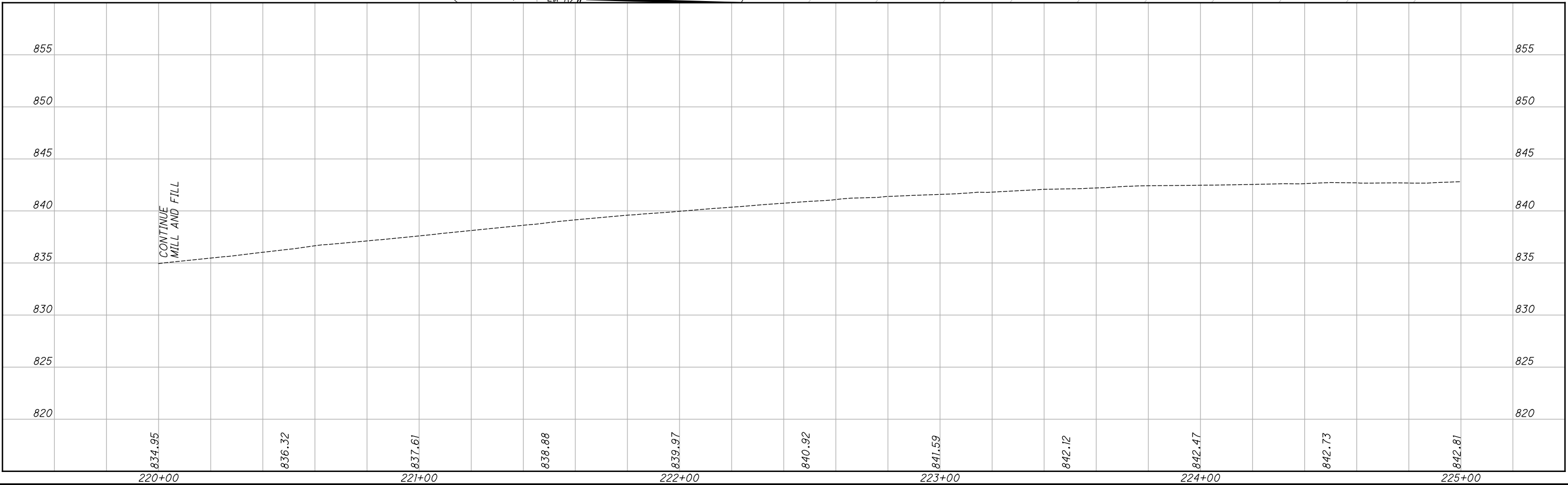
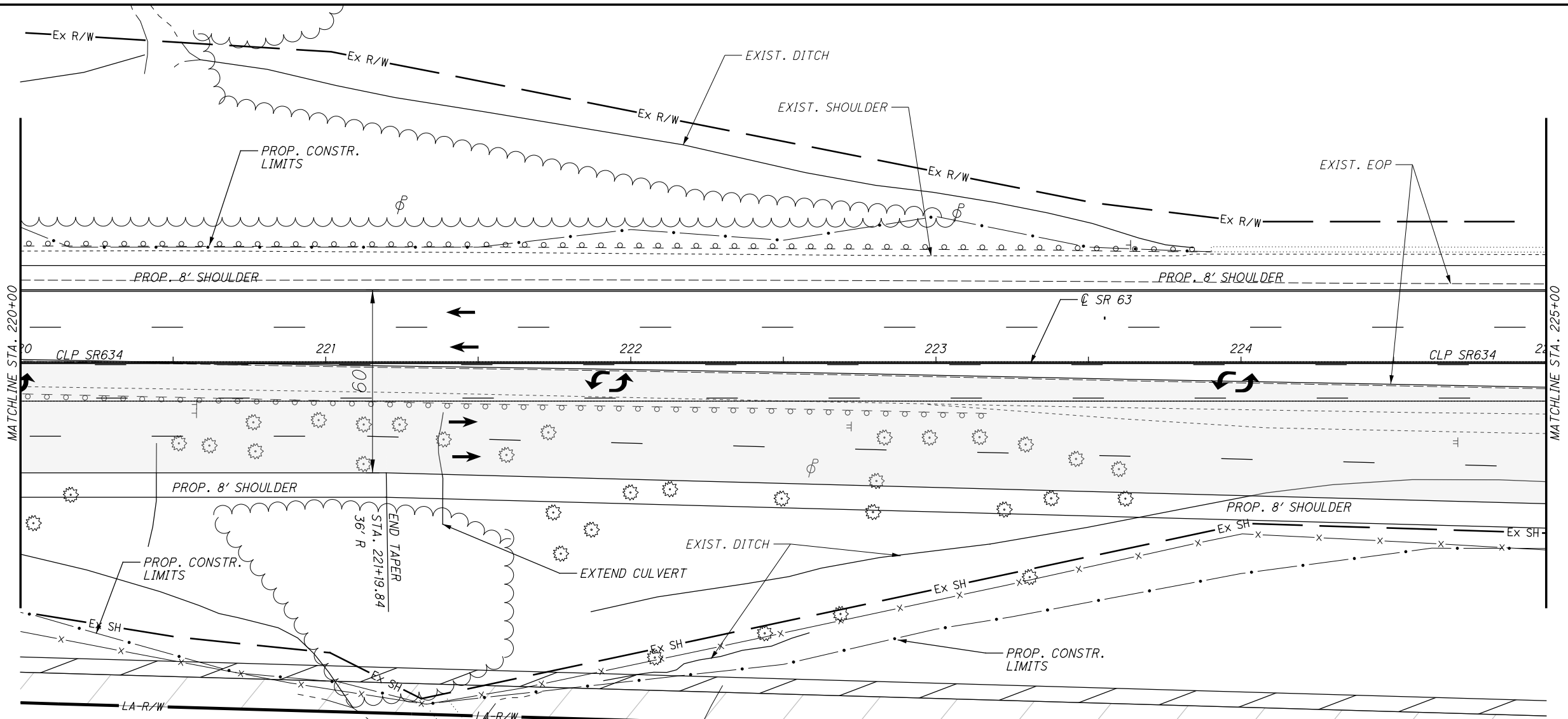
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CALCULATED ABH  
 CHECKED KSD  
**PLAN AND PROFILE**  
**STA. 215+00 TO STA. 220+00**

**WAR-SR63-0.83**  
 26  
 156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_GP025.dgn Sheet 6/10/2019 11:36 PM ahenders



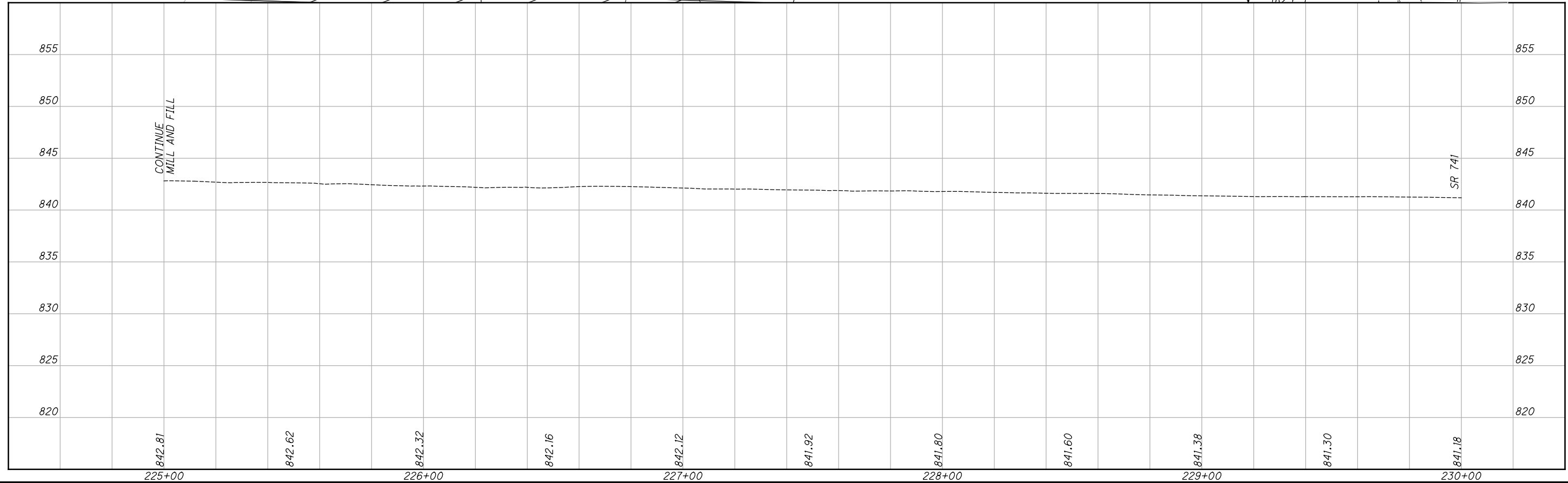
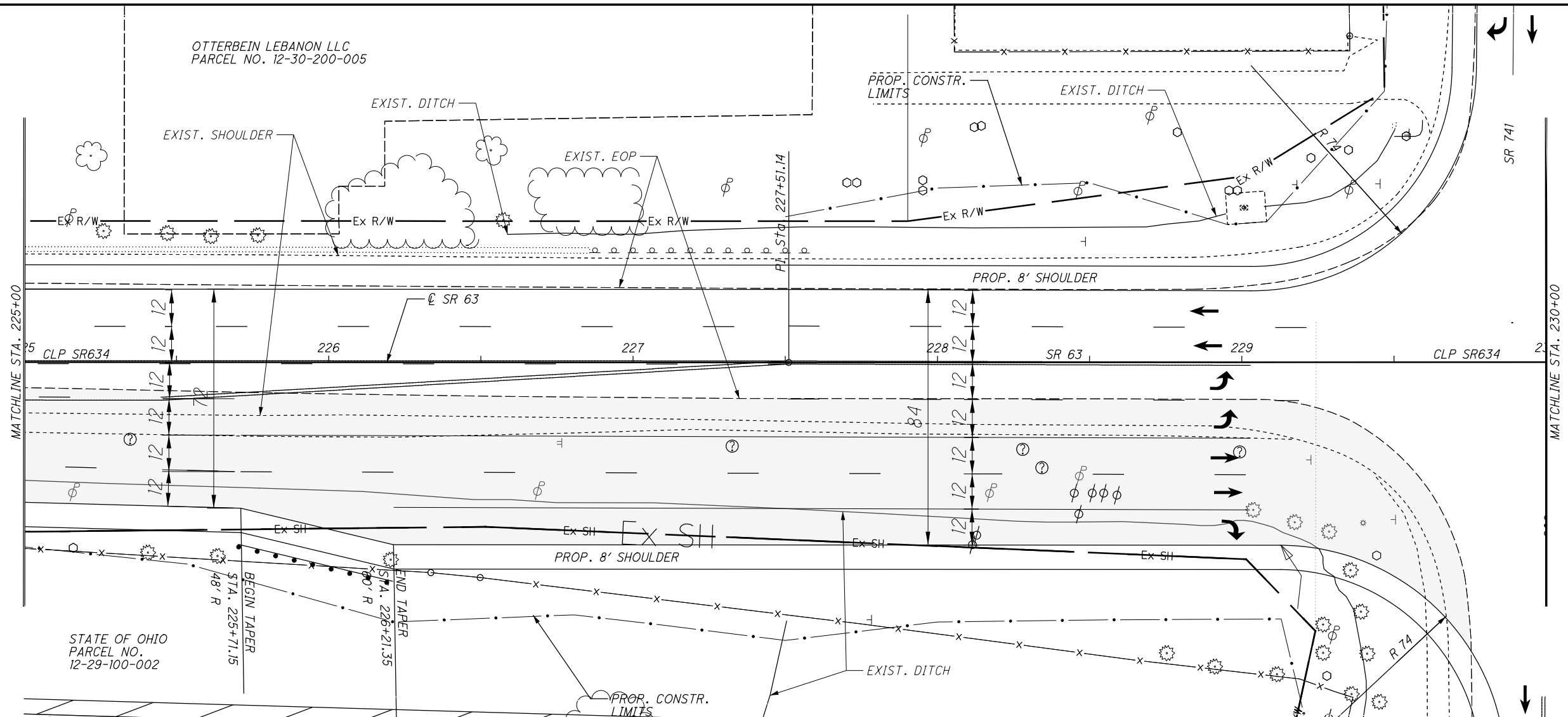
CALCULATED  
ABH  
CHECKED  
KSD

0 20 40  
HORIZONTAL  
SCALE IN FEET

**PLAN AND PROFILE**  
**STA. 220+00 TO STA. 225+00**

**WAR-SR63-0.83**

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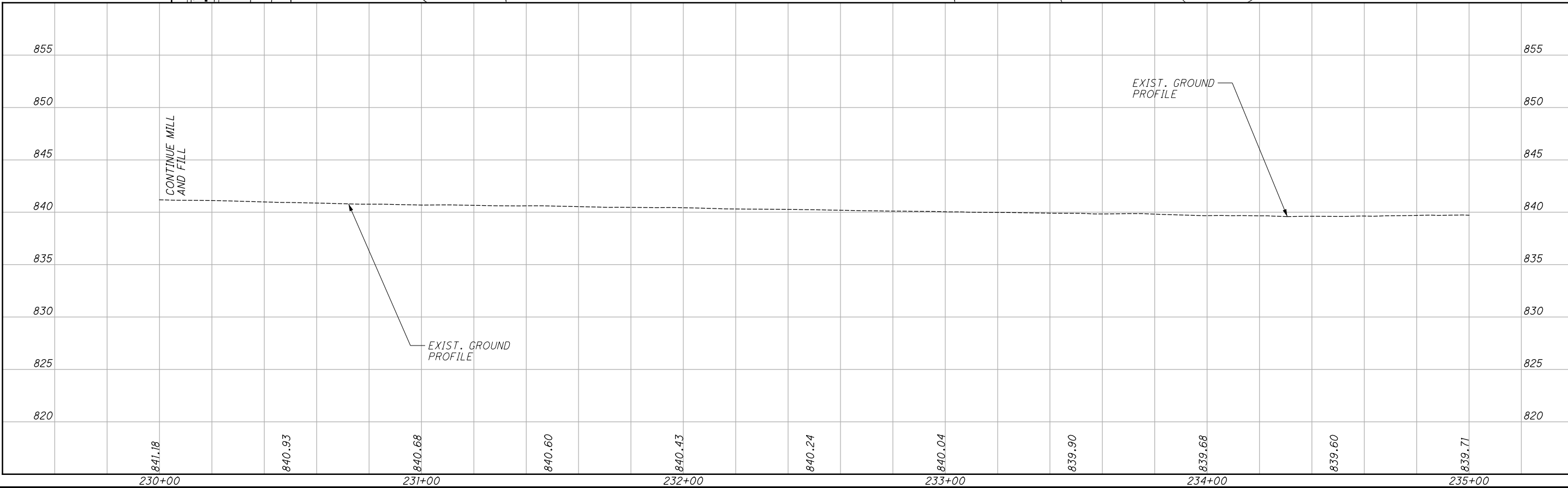
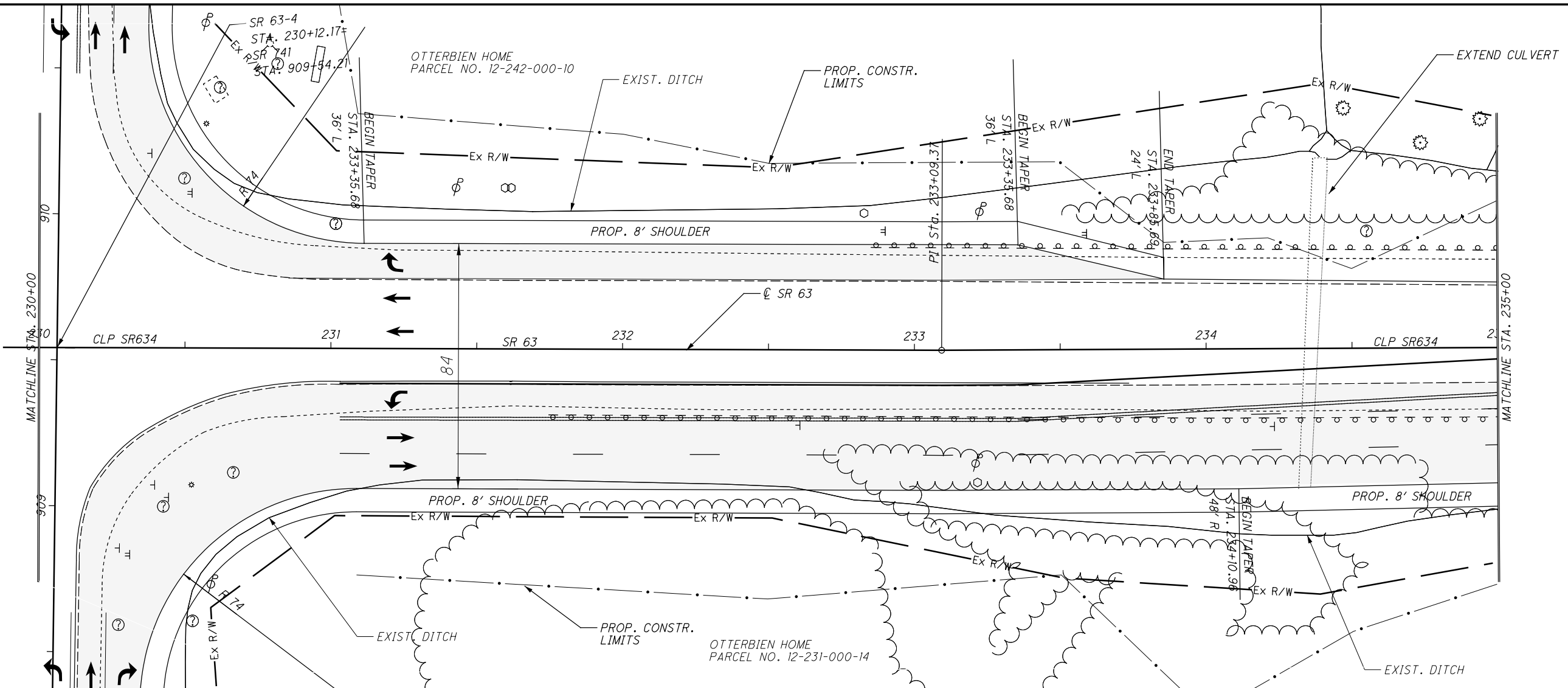
CALCULATED  
ABH  
CHECKED  
KSD

0 20 40  
HORIZONTAL  
SCALE IN FEET

**PLAN AND PROFILE**  
**STA. 225+00 TO STA. 230+00**

**WAR-SR63-0.83**

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CALCULATED  
ABH  
CHECKED  
KSD

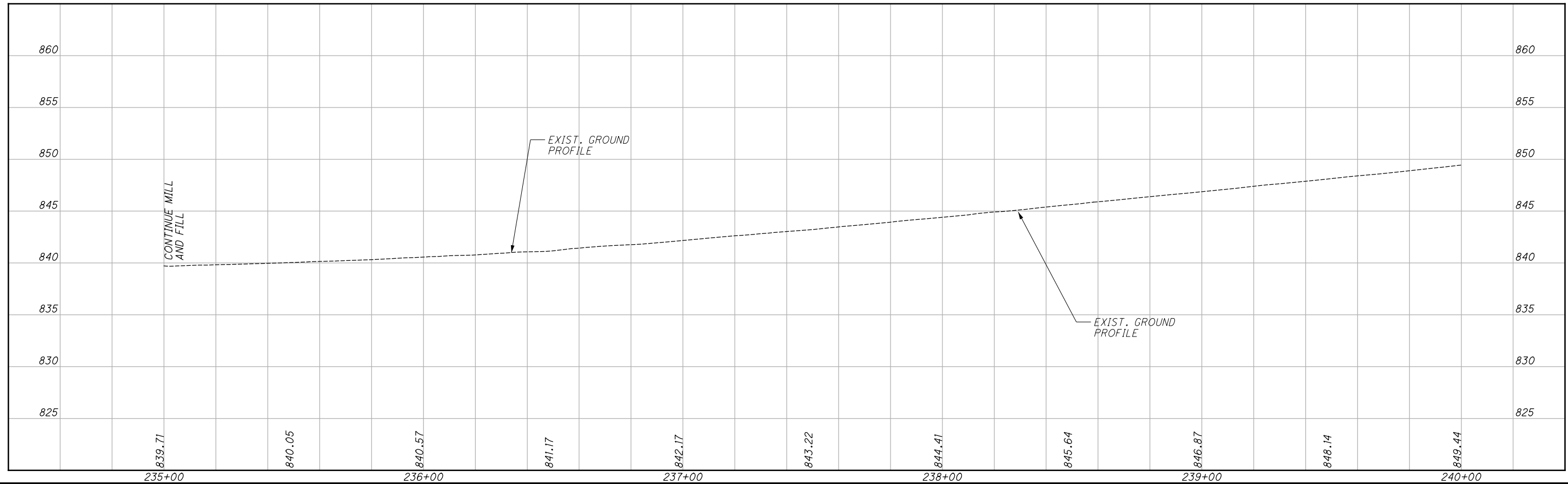
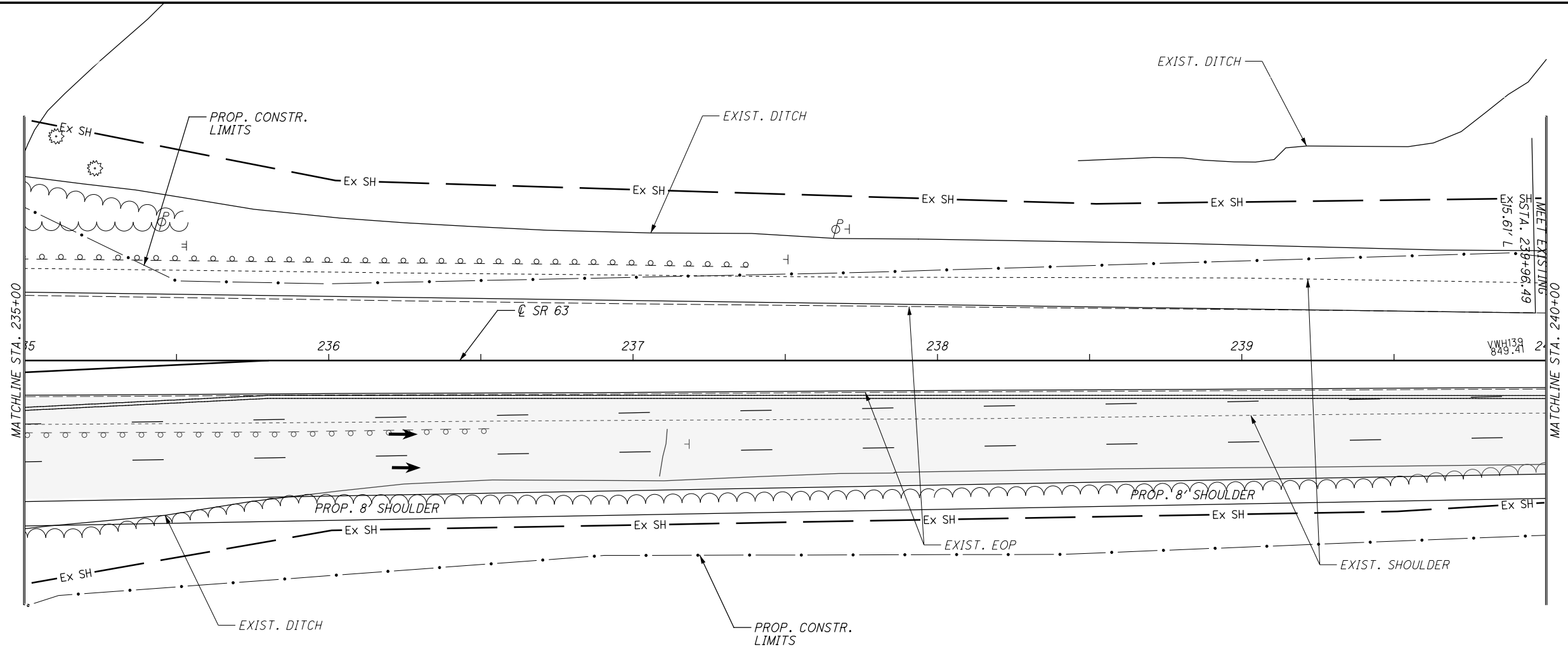
0 20 40  
HORIZONTAL SCALE IN FEET

29  
156

**PLAN AND PROFILE**  
**STA. 230+00 TO STA. 235+00**

**WAR-SR63-0.83**

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_GP028.dgn Sheet 6/10/2019 11:53 PM ahenders



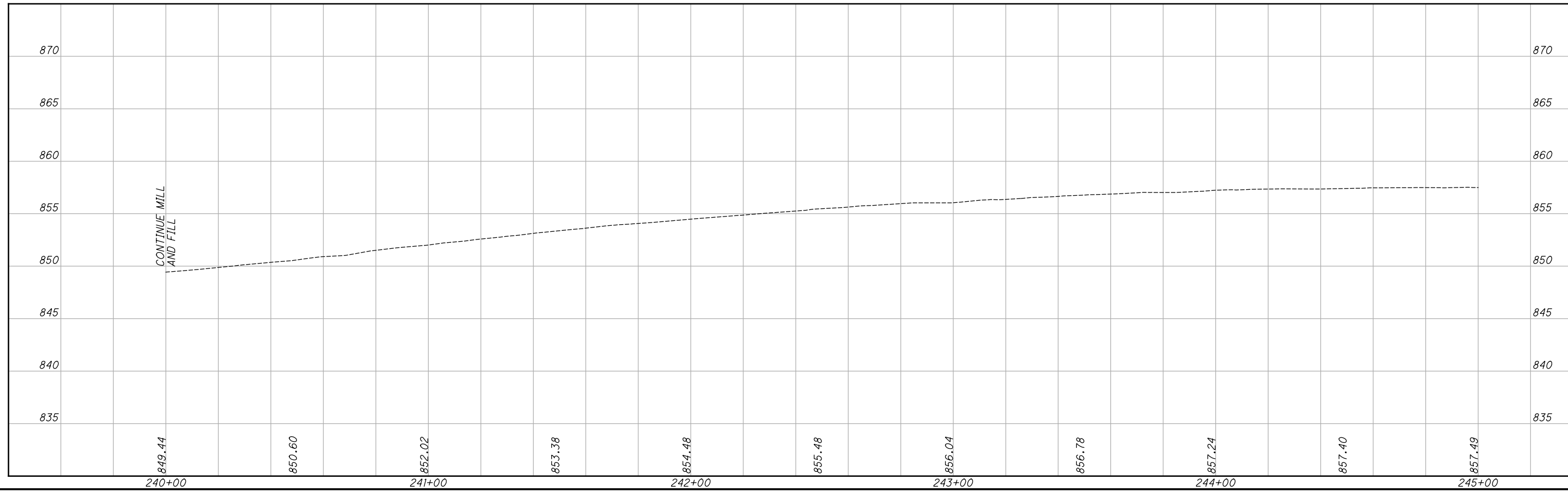
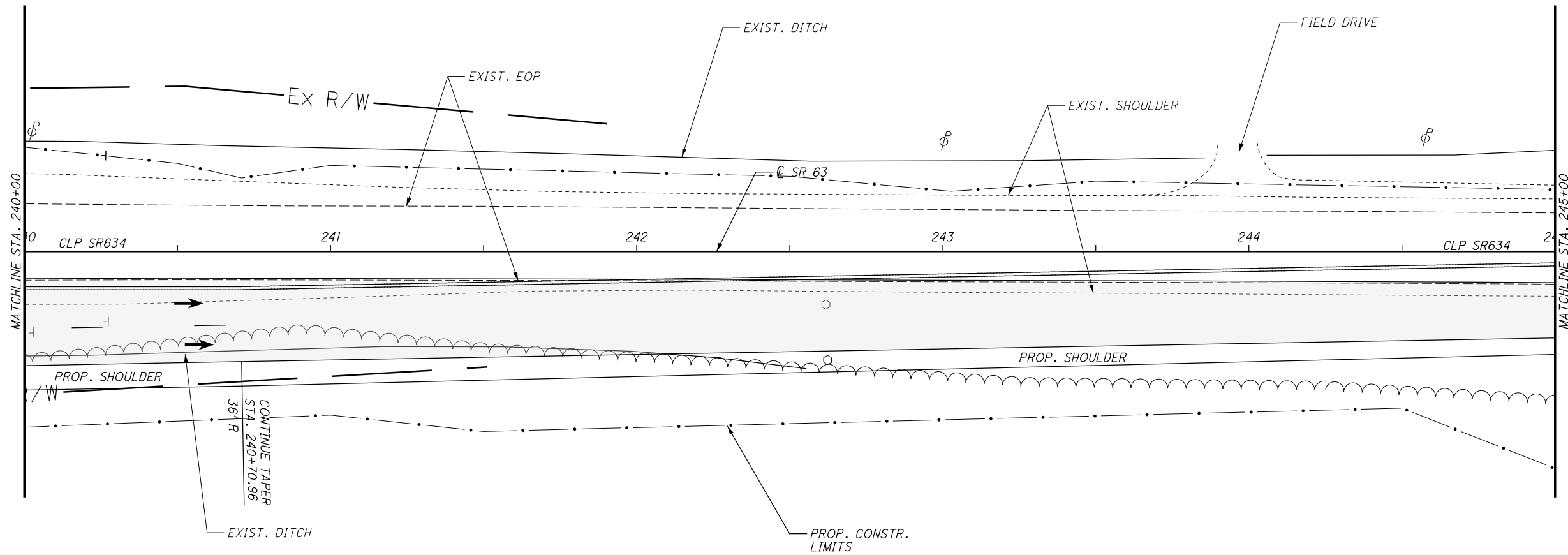
CALCULATED ABH CHECKED KSD

0 20 40  
10 HORIZONTAL SCALE IN FEET

**PLAN AND PROFILE**  
**STA. 235+00 TO STA. 240+00**

**WAR-SR63-0.83**

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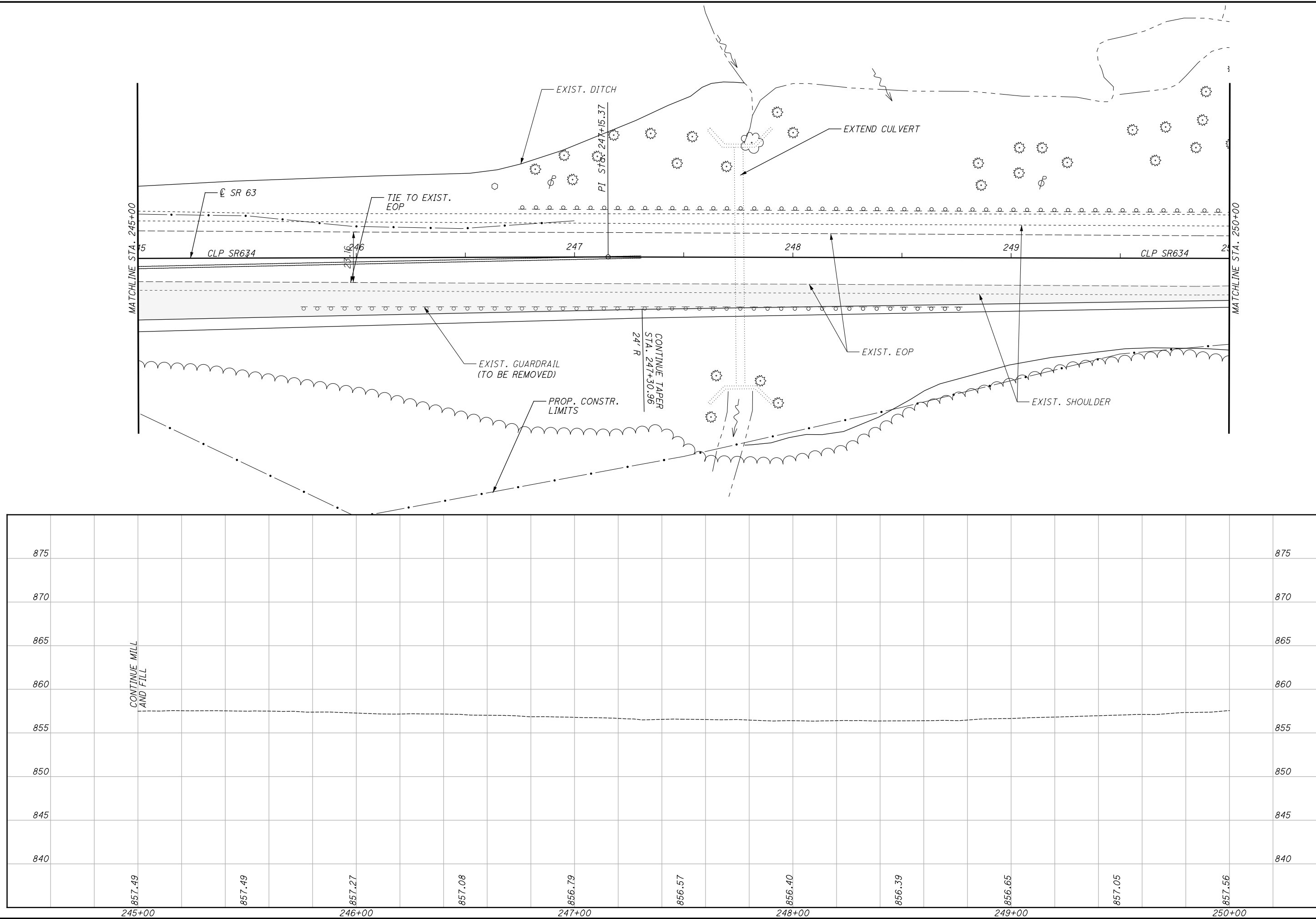


CALCULATED  
ABH  
CHECKED  
KSD

**PLAN AND PROFILE**  
**STA. 240+00 TO STA. 245+00**

**WAR-SR63-0.83**





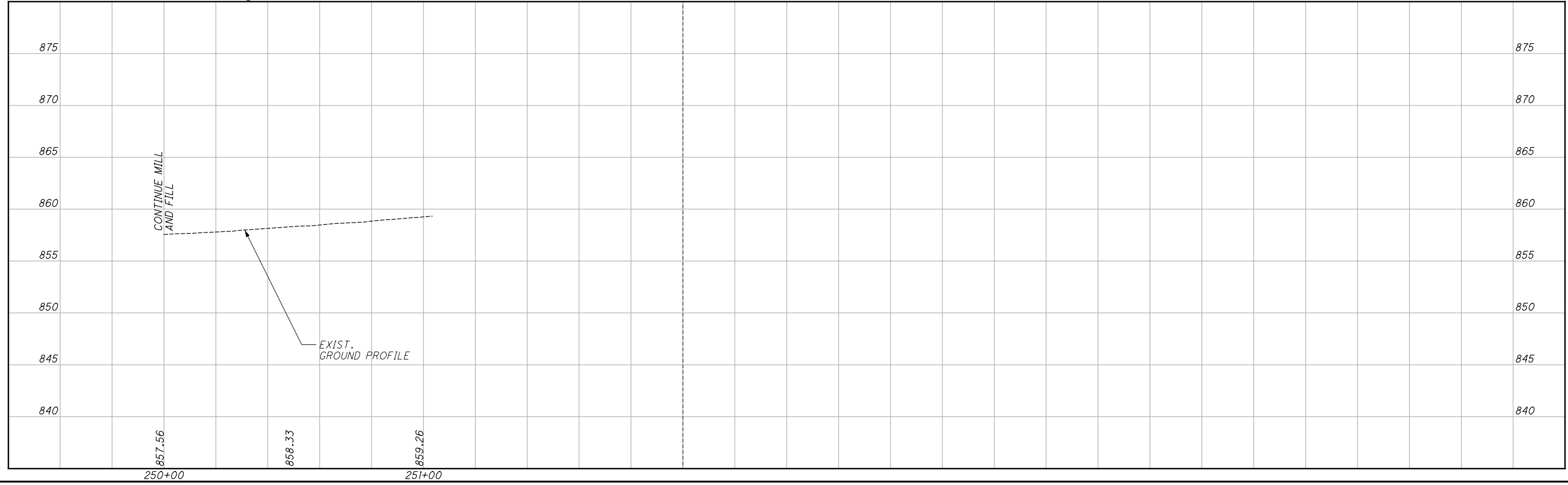
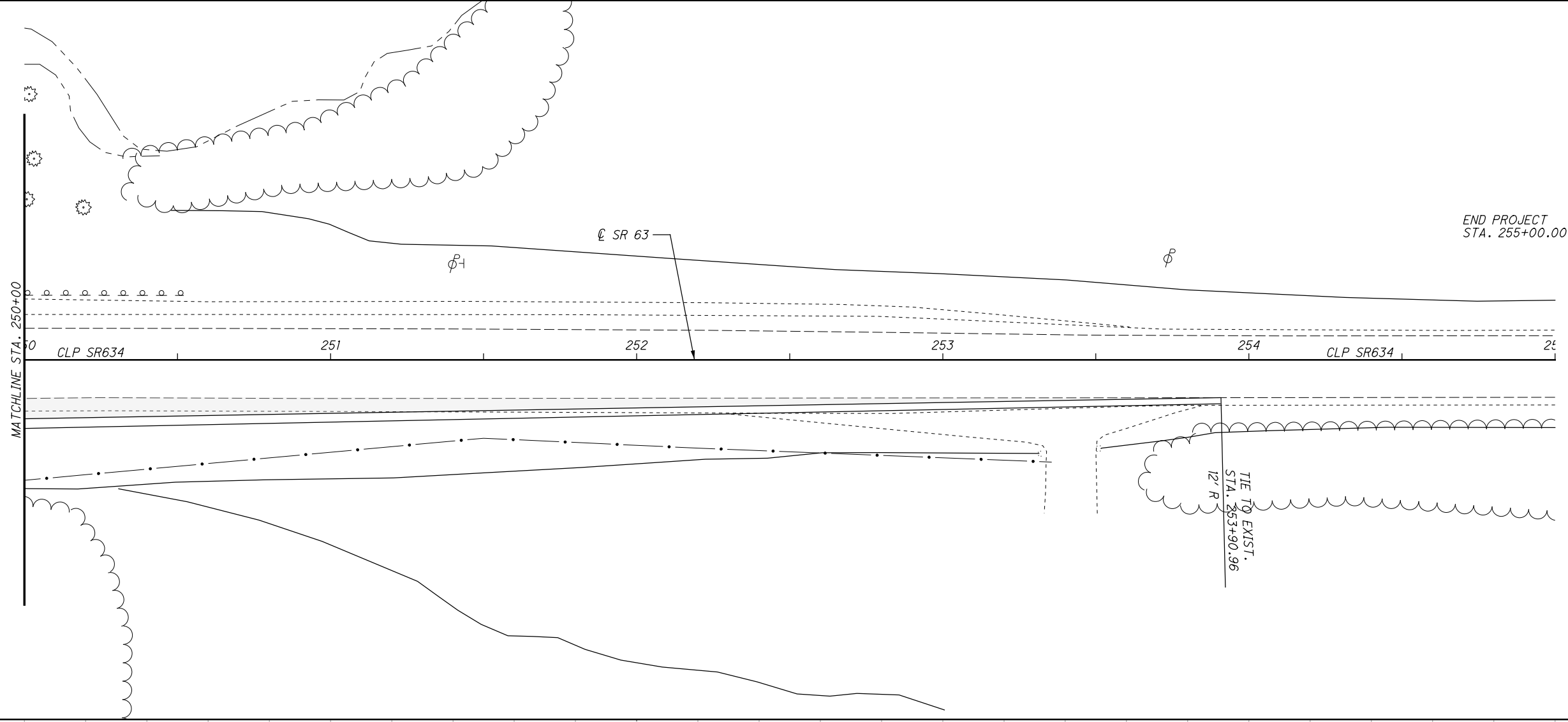
CALCULATED  
 ABH  
 CHECKED  
 KSD

0 20 40  
 HORIZONTAL  
 SCALE IN FEET

↑  
 N

**PLAN AND PROFILE**  
**STA. 245+00 TO STA. 250+00**

**WAR-SR63-0.83**



CALCULATED  
ABH  
CHECKED  
KSD

0 20 40  
HORIZONTAL  
SCALE IN FEET

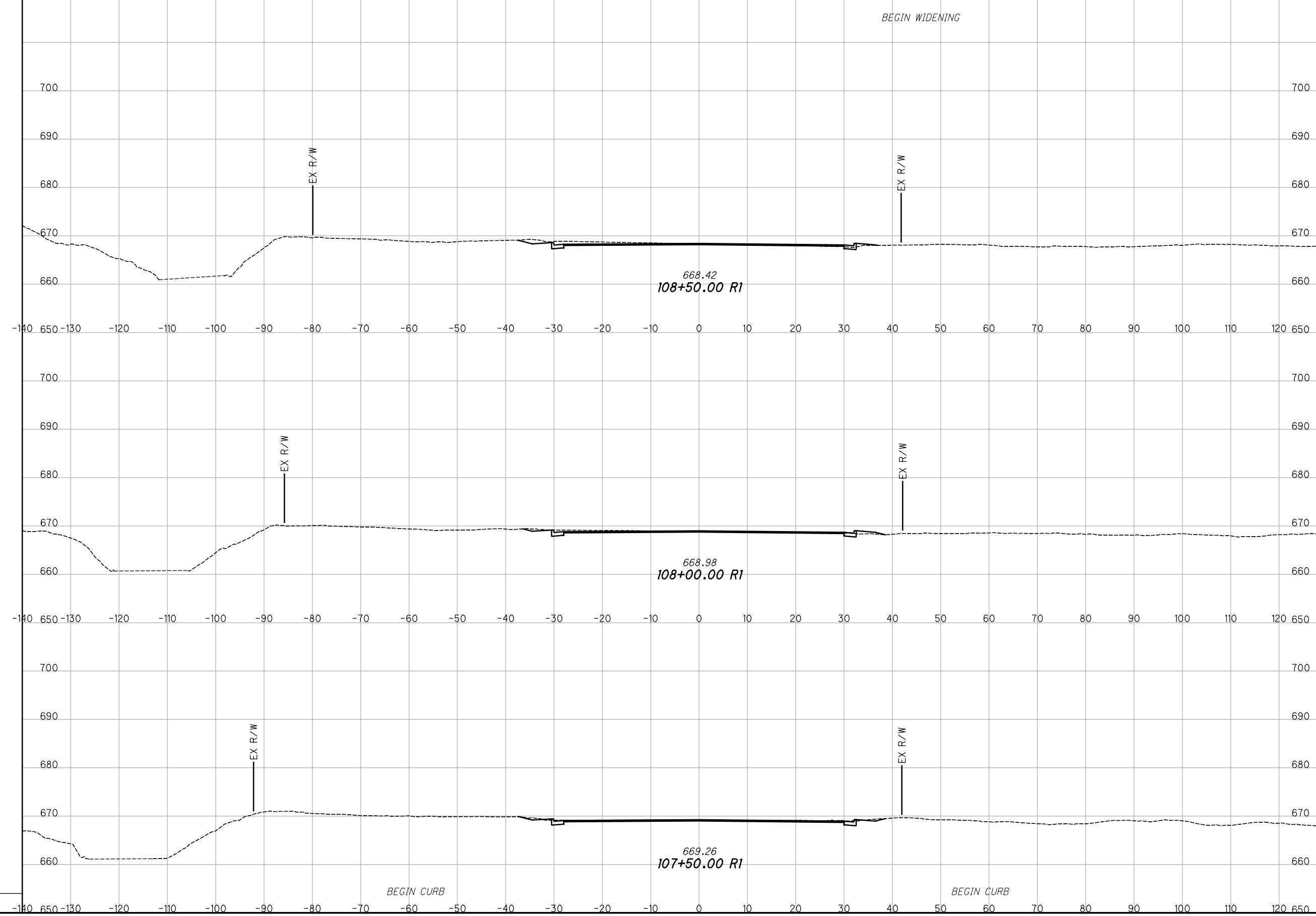
**PLAN AND PROFILE**  
**STA. 250+00 TO STA. 251+03.35**

**WAR-SR63-0.83**

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX

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END AREA		VOLUME		CALCULATED ABH	CHECKED XXX
CUT	FILL	CUT	FILL		
26	1	43	4		
20	2	39	3		
22	1	0	0		
		82	7		

**CROSS SECTIONS SR63  
STA. 107+50.00 R1 TO STA. 108+50.00 R1**

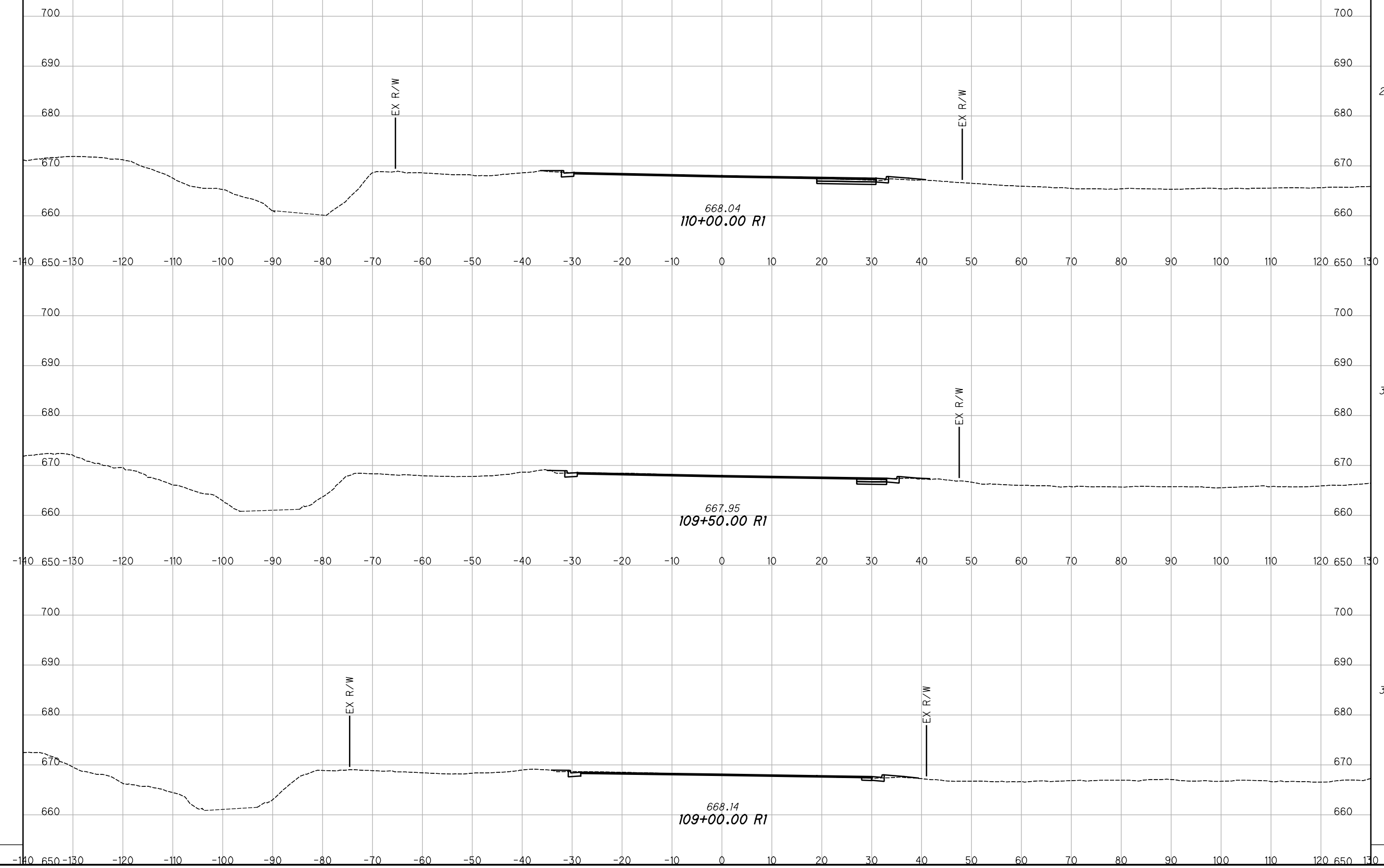
**WAR-SR63-0.83**

32  
156

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX

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END AREA	VOLUME
CUT	FILL
27	2
34	1
32	2
57	4
61	3
54	3
172	10

**CROSS SECTIONS SR63  
STA. 109+00.00 R1 TO STA. 110+00.00 R1**

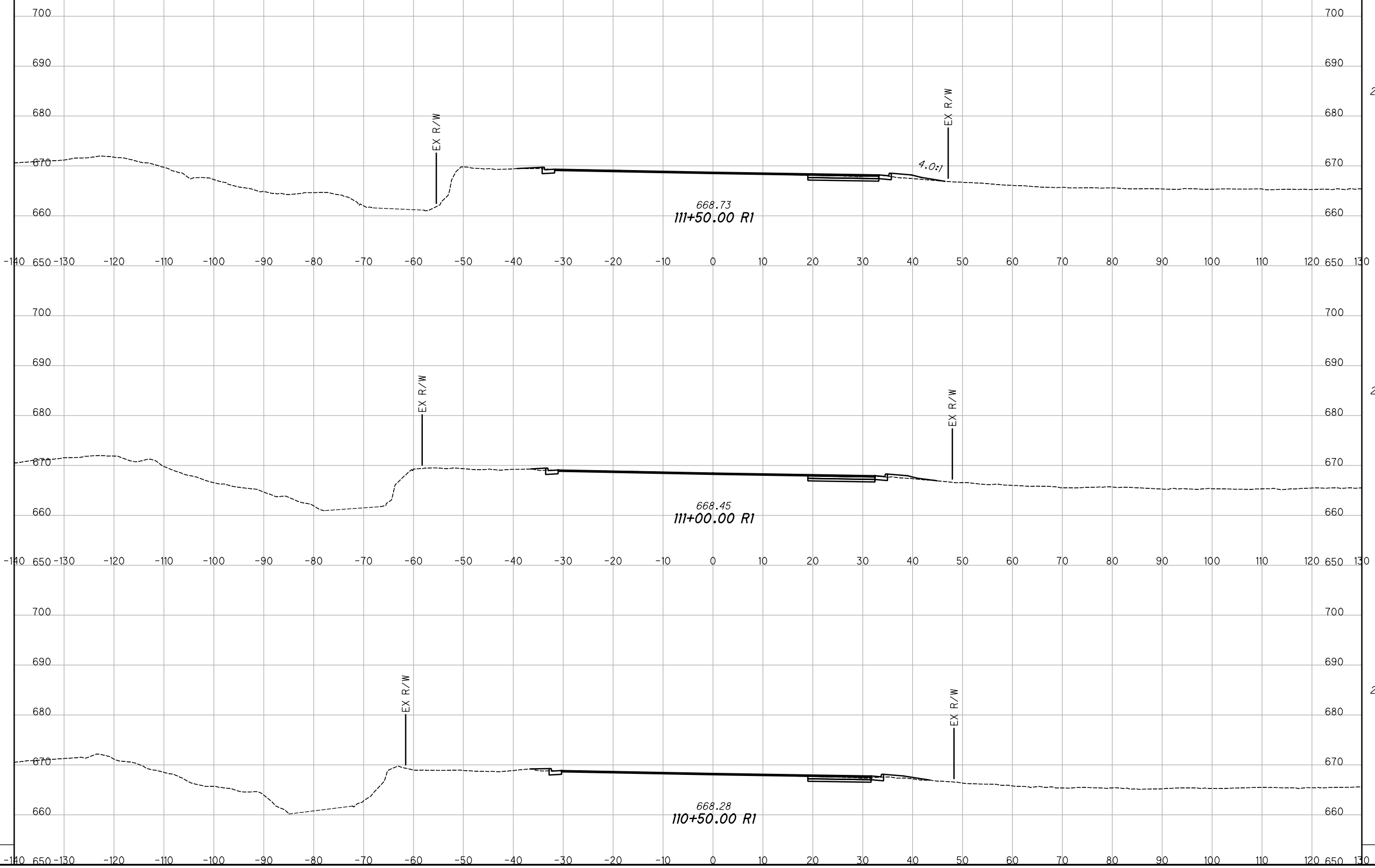
**WAR-SR63-0.83**

33  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 11:32 PM ahenders

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



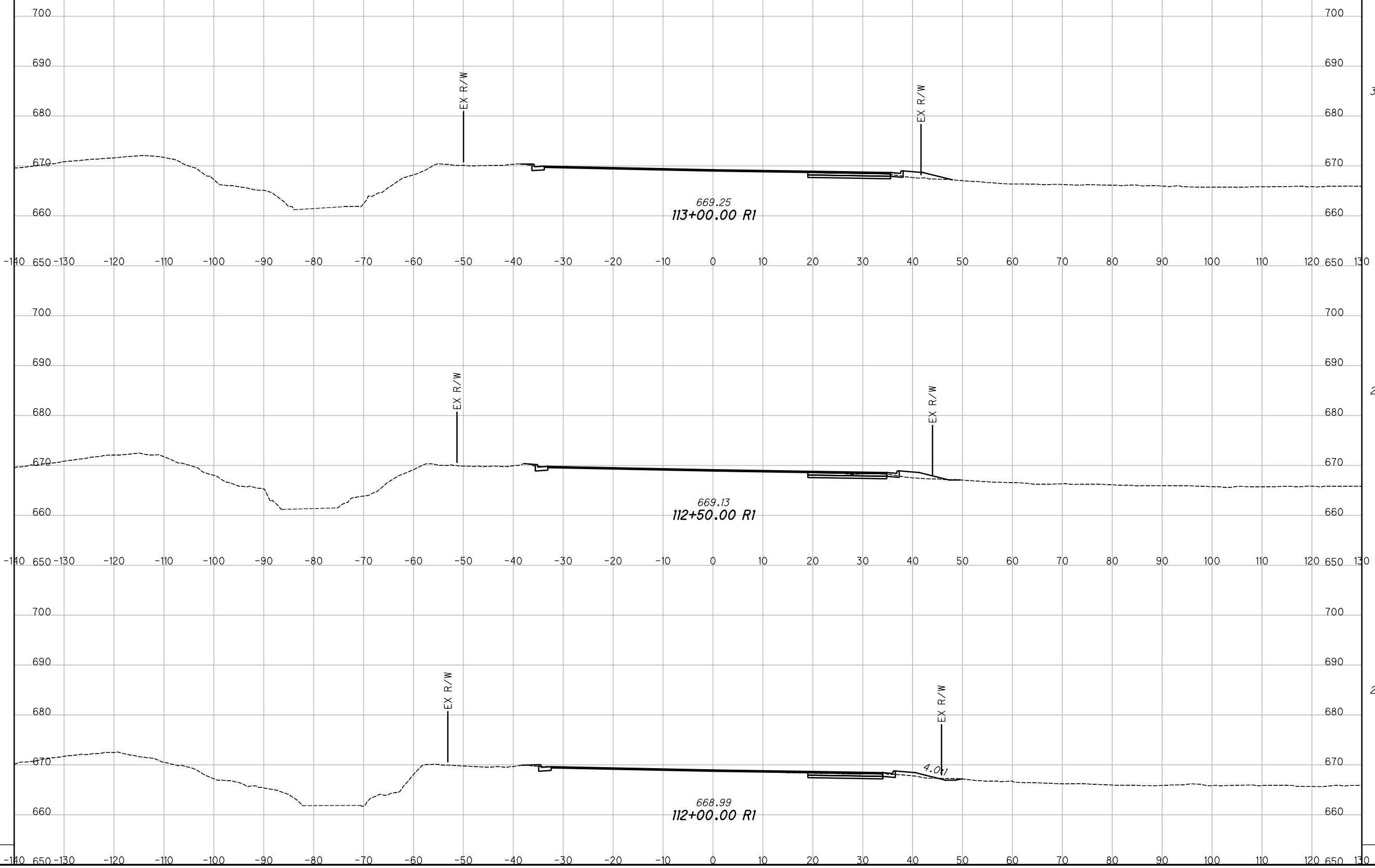
END AREA	VOLUME
CUT	FILL
27	4
28	3
25	3
150	20

**CROSS SECTIONS SR63**  
**STA. 110+50.00 R1 TO STA. 111+50.00 R1**  
**WAR-SR63-0.83**

34  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 11:19:38 PM ahenders

SEEDING  
END SO.  
WIDTH YDS.



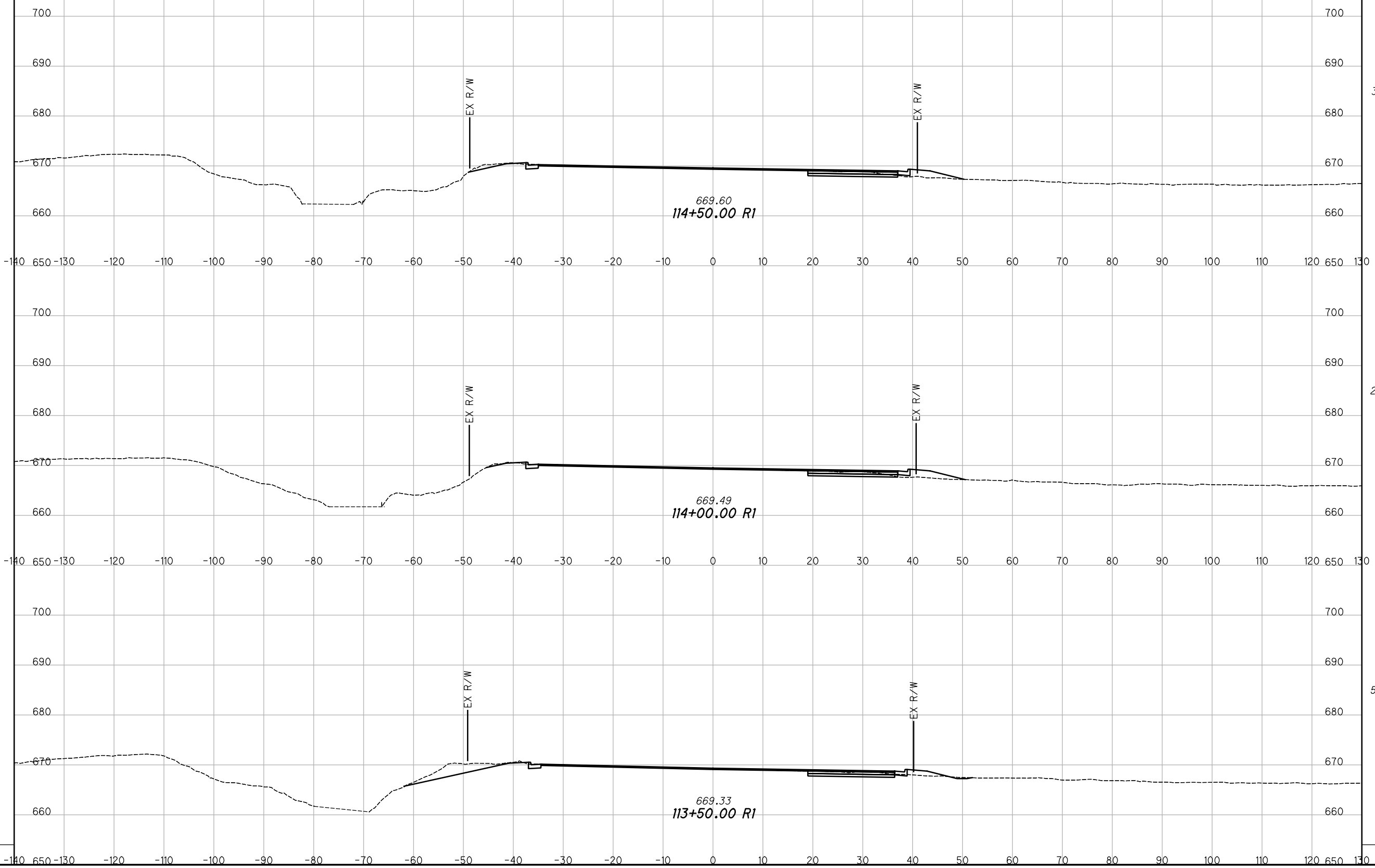
END AREA		VOLUME	
CUT	FILL	CUT	FILL
30	8	55	19
29	8	52	15
27	5	51	11
		158	45

CROSS SECTIONS SR63  
STA. 112+00.00 R1 TO STA. 113+00.00 R1  
WAR-SR63-0.83  
35  
156

CALCULATED  
ABH  
CHECKED  
XXX

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SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
31	11	53	27
26	13	74	22
54	6	77	17
		204	66

CALCULATED  
ABH  
CHECKED  
XXX

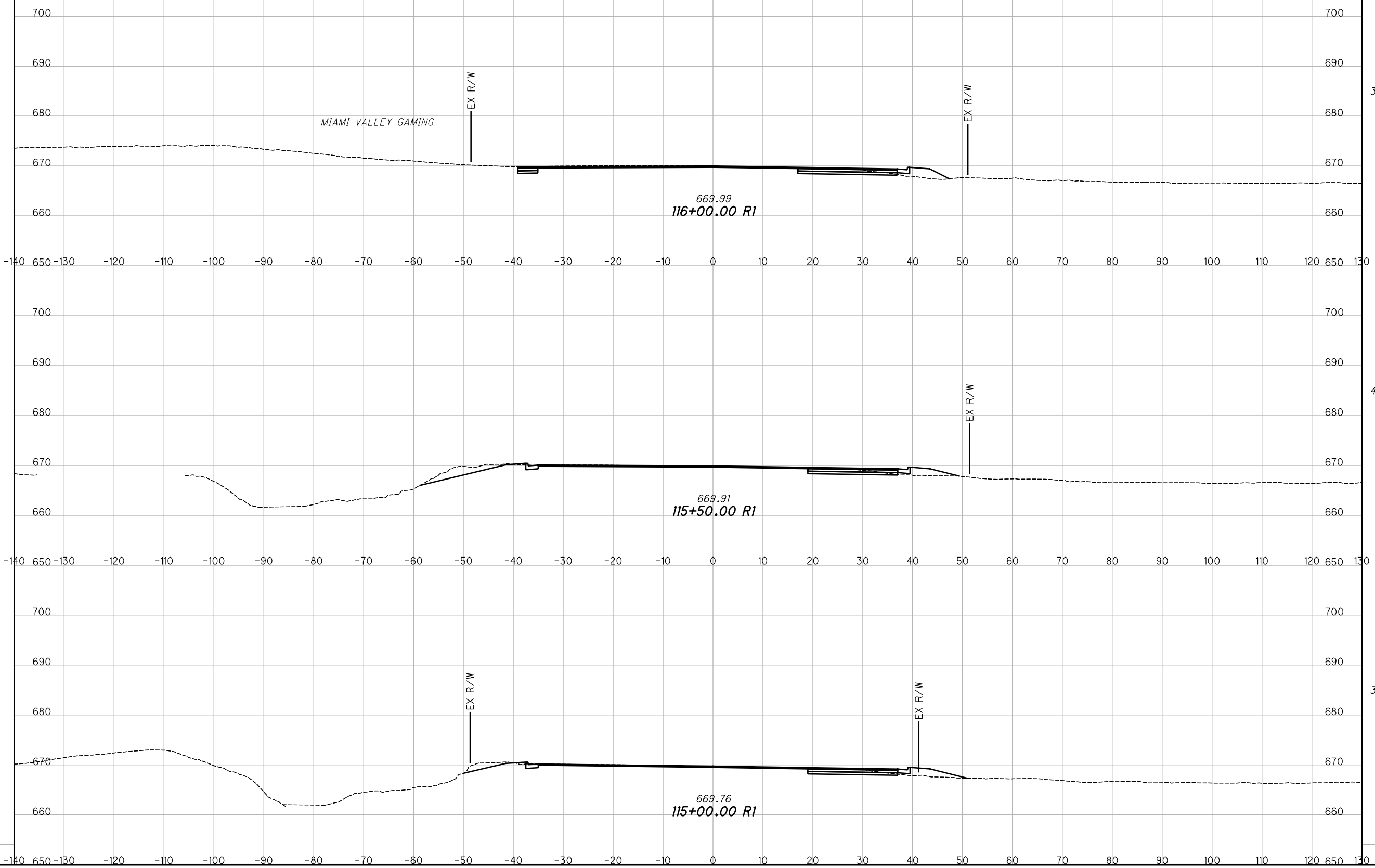
**CROSS SECTIONS SR63  
STA. 113+50.00 R1 TO STA. 114+50.00 R1**

**WAR-SR63-0.83**

36  
156

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SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
39	13	80	28
47	12	78	29
38	13	64	28
		222	85

CALCULATED  
ABH  
CHECKED  
XXX

**CROSS SECTIONS SR63  
STA. 115+00.00 R1 TO STA. 116+00.00 R1**

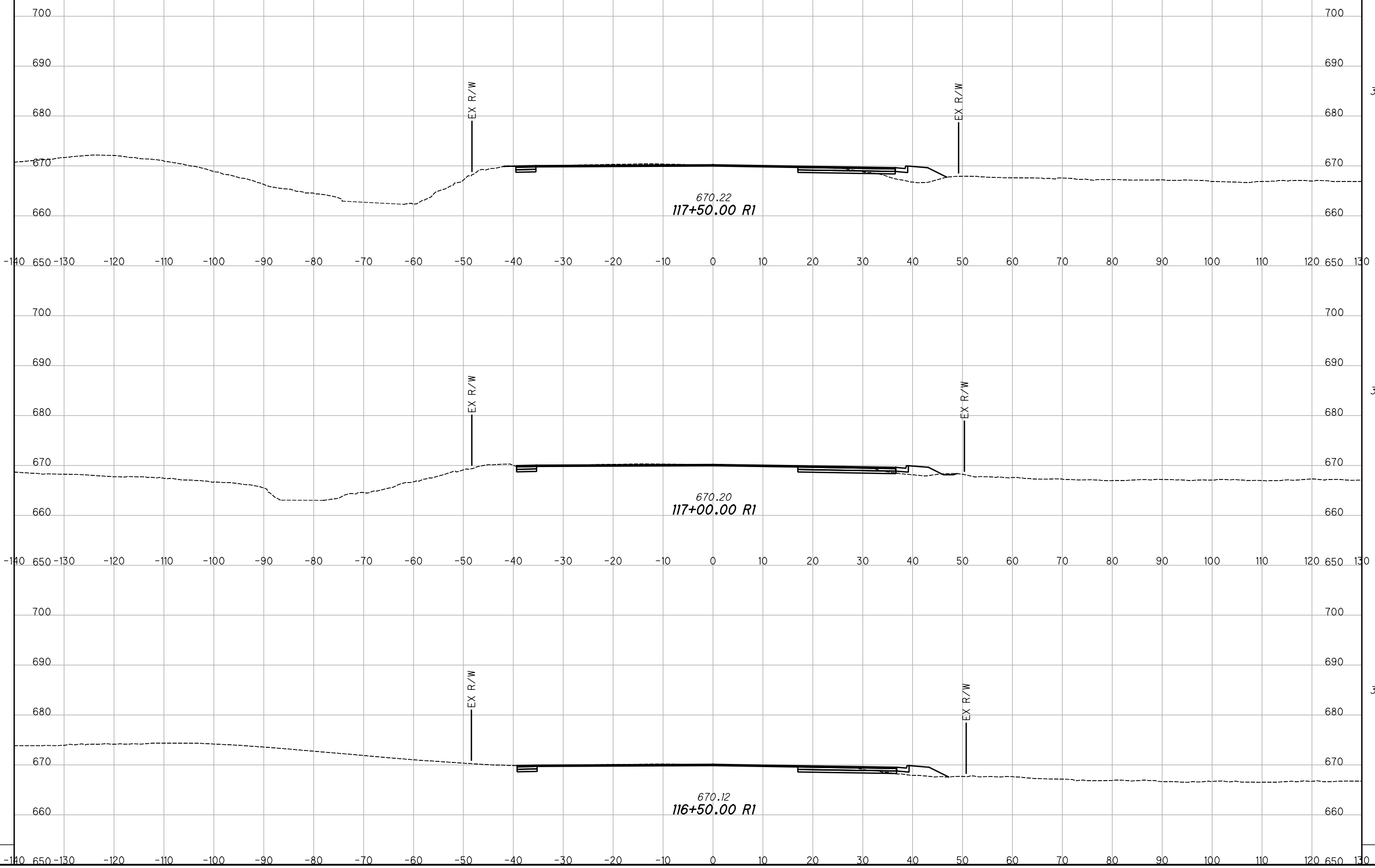
**WAR-SR63-0.83**

37  
156



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SEEDING	
END WIDTH	SO. YDS.



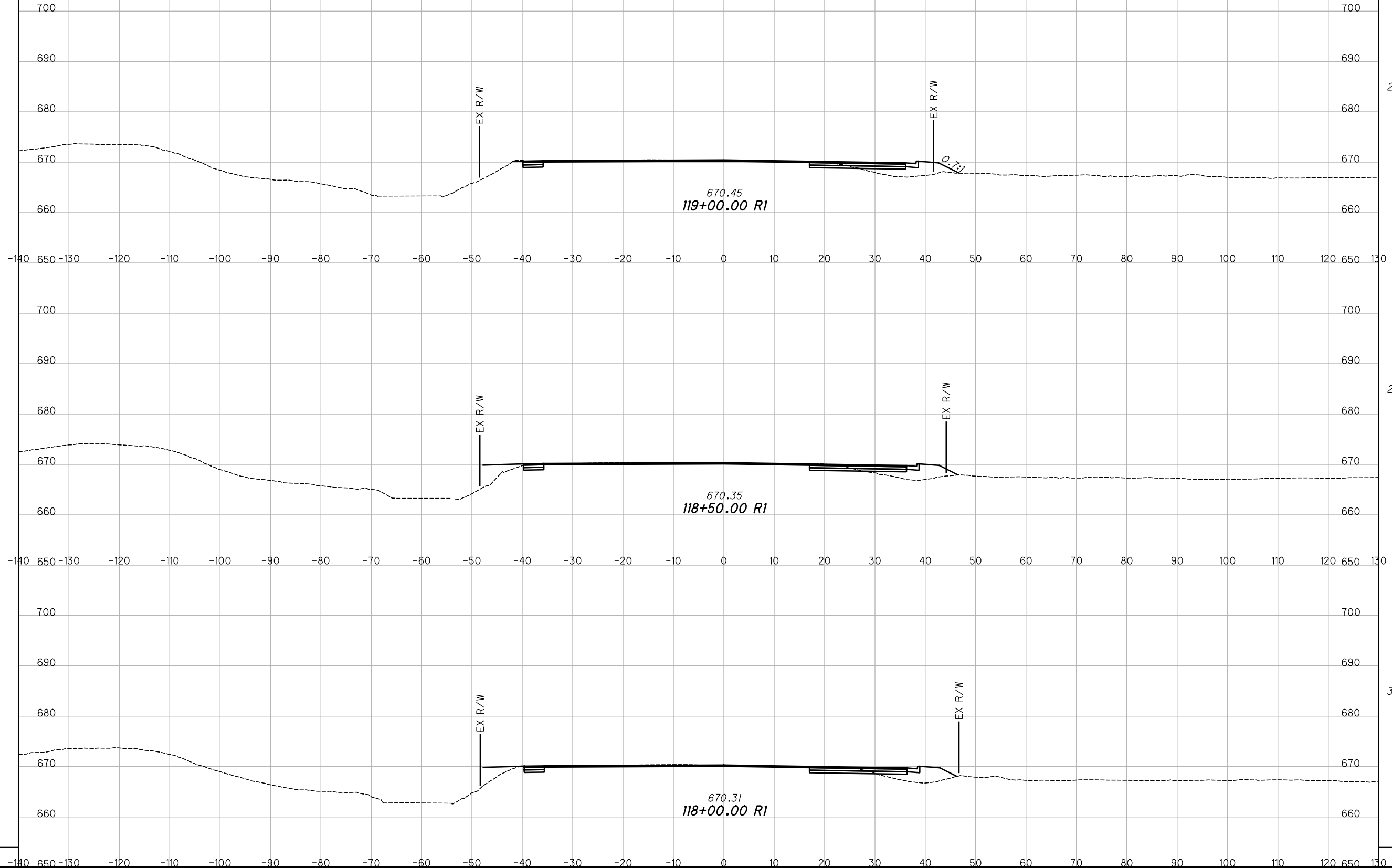
END AREA		VOLUME	
CUT	FILL	CUT	FILL
34	24	67	39
38	10	67	26
34	13	68	29

**CROSS SECTIONS SR63**  
**STA. 116+50.00 R1 TO STA. 117+50.00 R1**  
**WAR-SR63-0.83**

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SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



END AREA	VOLUME
CUT	FILL
26	14
28	27
30	37
60	70
165	192

CROSS SECTIONS SR63  
STA. 118+00.00 R1 TO STA. 119+00.00 R1

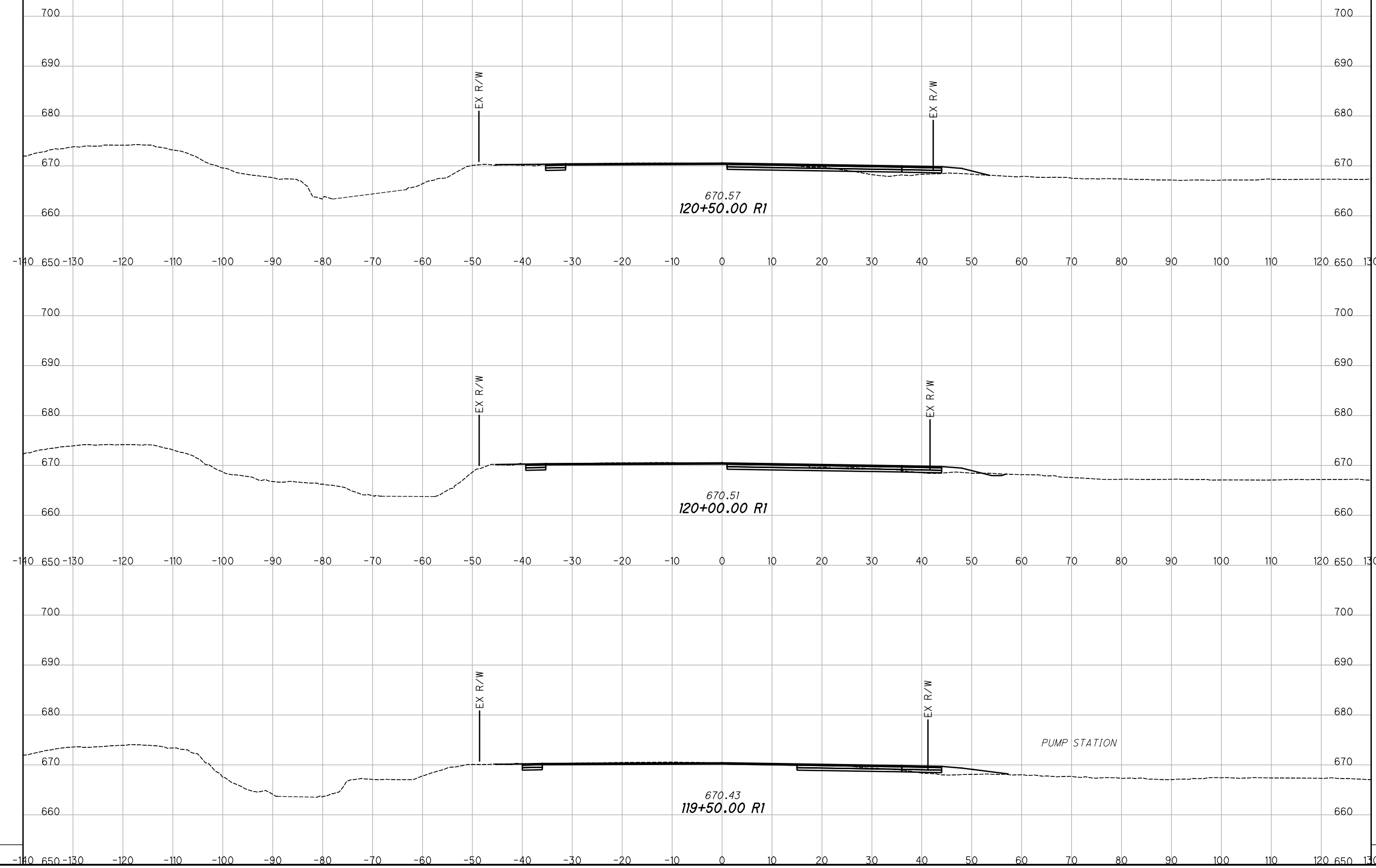
WAR-SR63-0.83

39  
156

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



END AREA		VOLUME	
CUT	FILL	CUT	FILL
37	17	78	28
48	7	94	21
54	11	74	29
246	78		

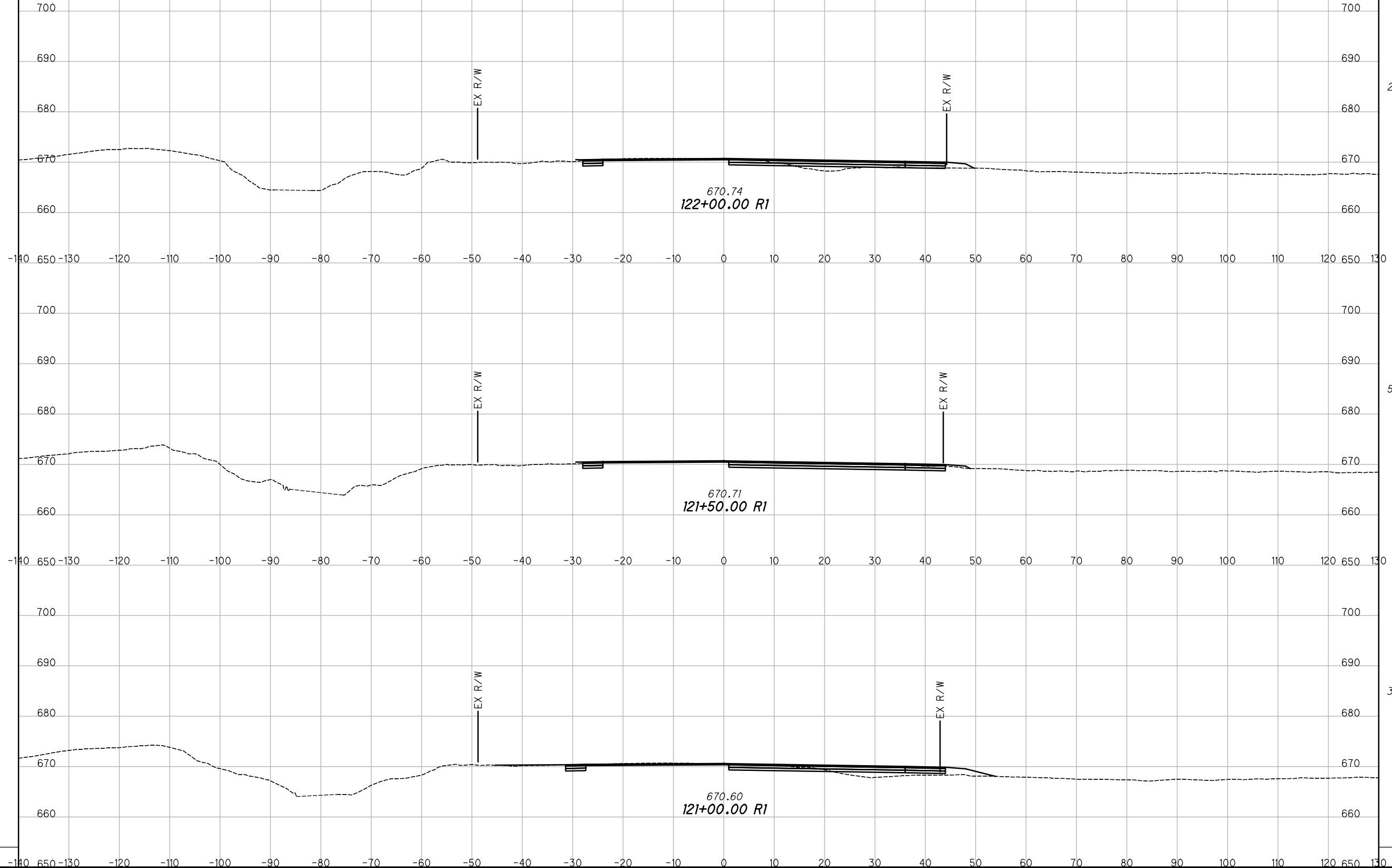
**CROSS SECTIONS SR63**  
**STA. 119+50.00 R1 TO STA. 120+50.00 R1**  
**WAR-SR63-0.83**

40  
156

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SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
					XXX



**CROSS SECTIONS SR63  
STA. 121+00.00 R1 TO STA. 122+00.00 R1**

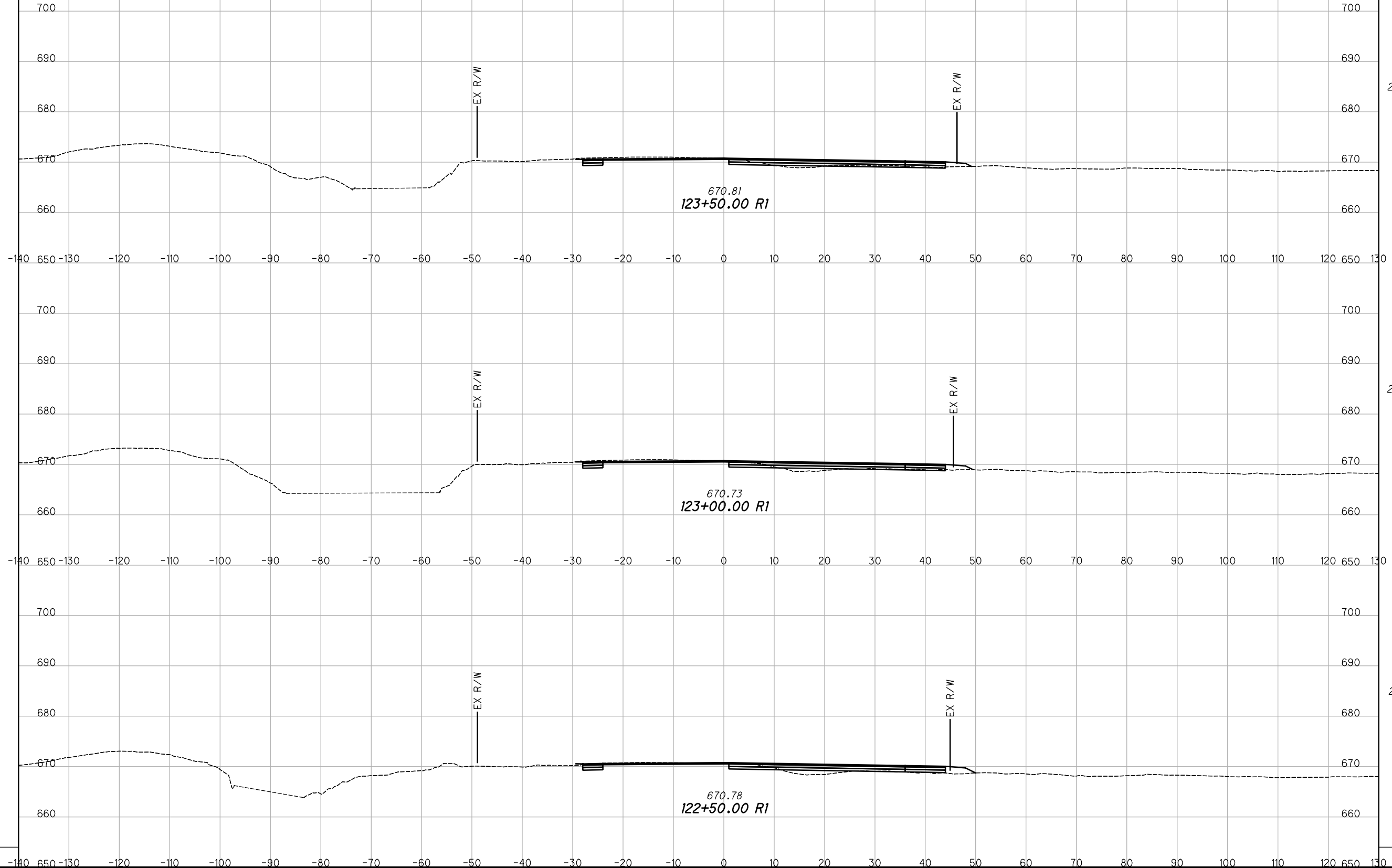
**WAR-SR63-0.83**

41  
156

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SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



END AREA	VOLUME
CUT	FILL
28	6
27	9
21	16

CUT	FILL
50	18
44	28
42	32

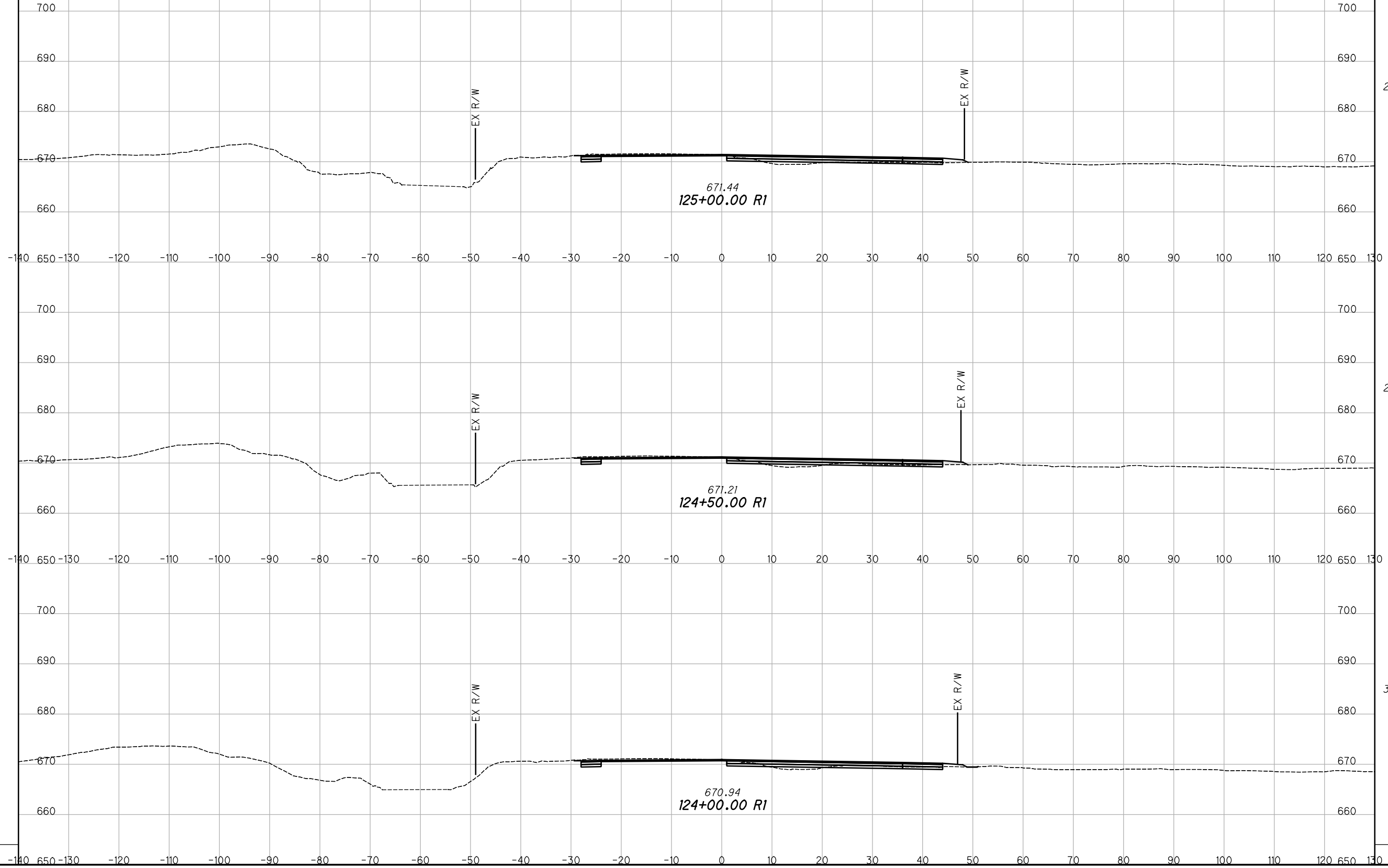
**CROSS SECTIONS SR63**  
**STA. 122+50.00 R1 TO STA. 123+50.00 R1**  
**WAR-SR63-0.83**

42  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:20:30 PM ahenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



END AREA	VOLUME
CUT	FILL
25	8
50	18
28	7
56	16
32	6
56	15

**CROSS SECTIONS SR63**  
**STA. 124+00.00 R1 TO STA. 125+00.00 R1**

**WAR-SR63-0.83**

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SEEDING

END WIDTH	SO. YDS.

END AREA

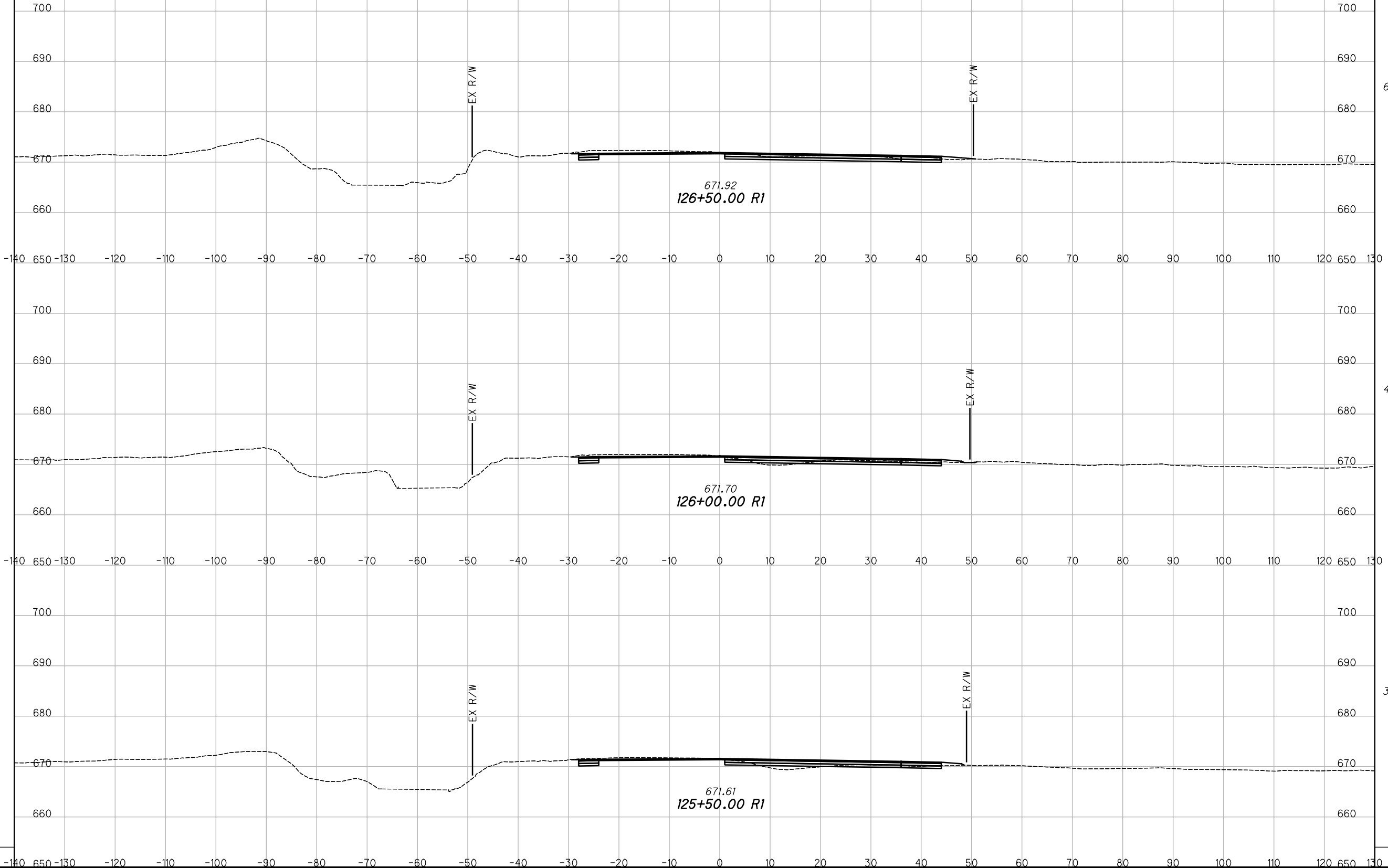
CUT	FILL	VOLUME	CUT	FILL
60	2	94	7	
42	4	67	14	
30	8	51	18	

CALCULATED  
ABH  
CHECKED  
XXX

**CROSS SECTIONS SR63**  
**STA. 125+50.00 R1 TO STA. 126+50.00 R1**

**WAR-SR63-0.83**

44  
156

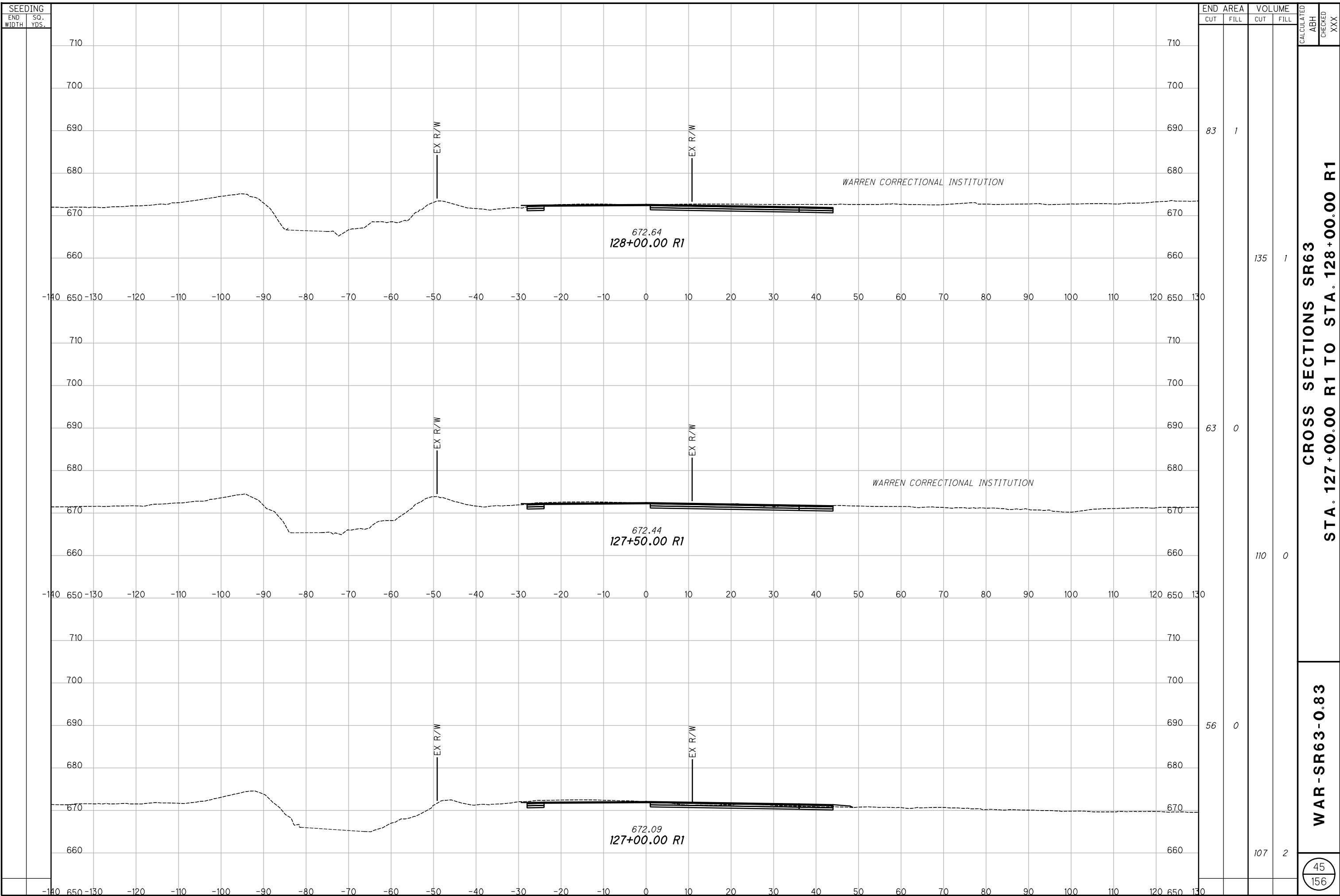


671.92  
126+50.00 R1

671.70  
126+00.00 R1

671.61  
125+50.00 R1

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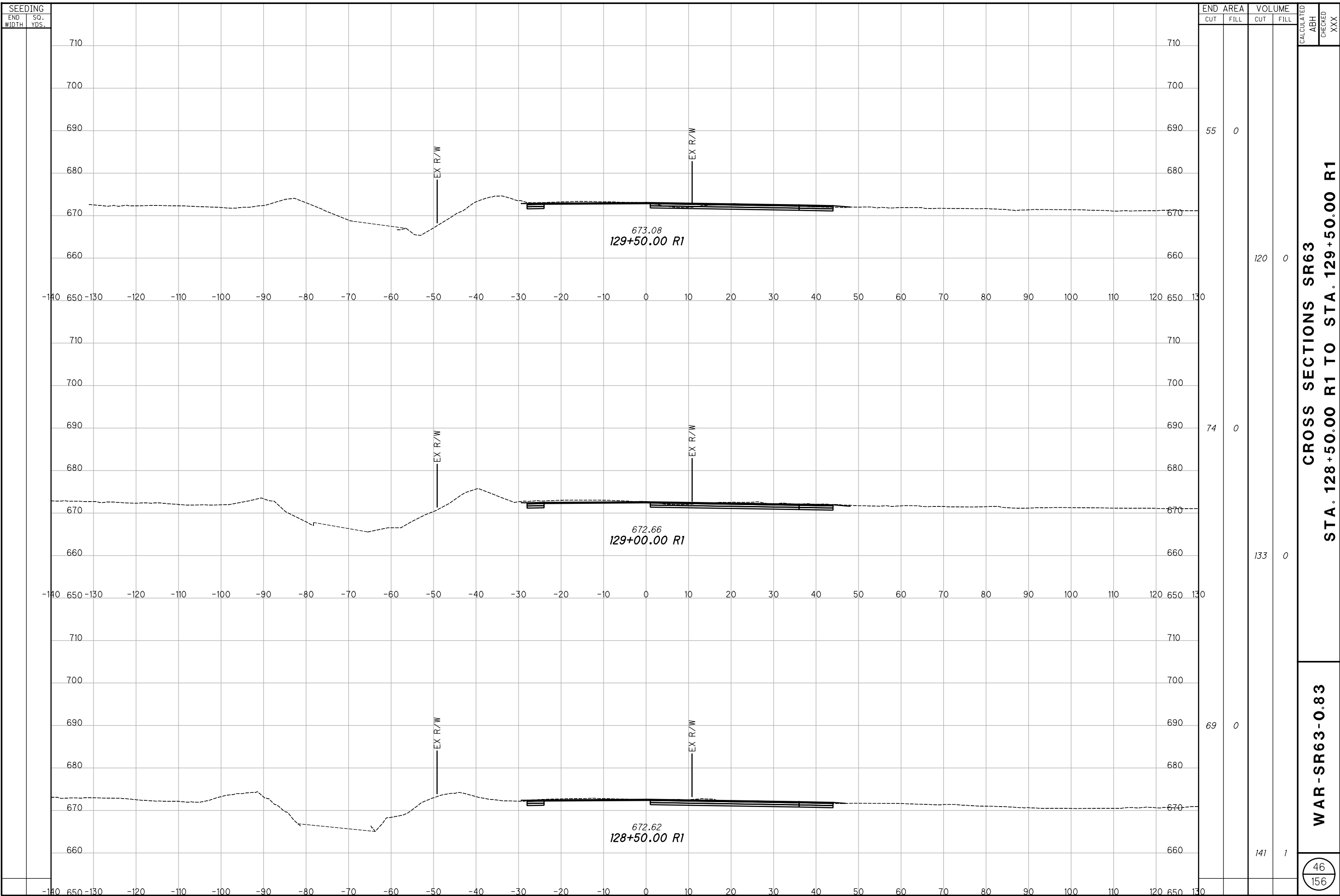


**CROSS SECTIONS SR63  
STA. 127+00.00 R1 TO STA. 128+00.00 R1**

**WAR-SR63-0.83**



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SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	ABH	CHECKED
		55	0	120	0		XXX
		74	0	133	0		
		69	0	141	1		

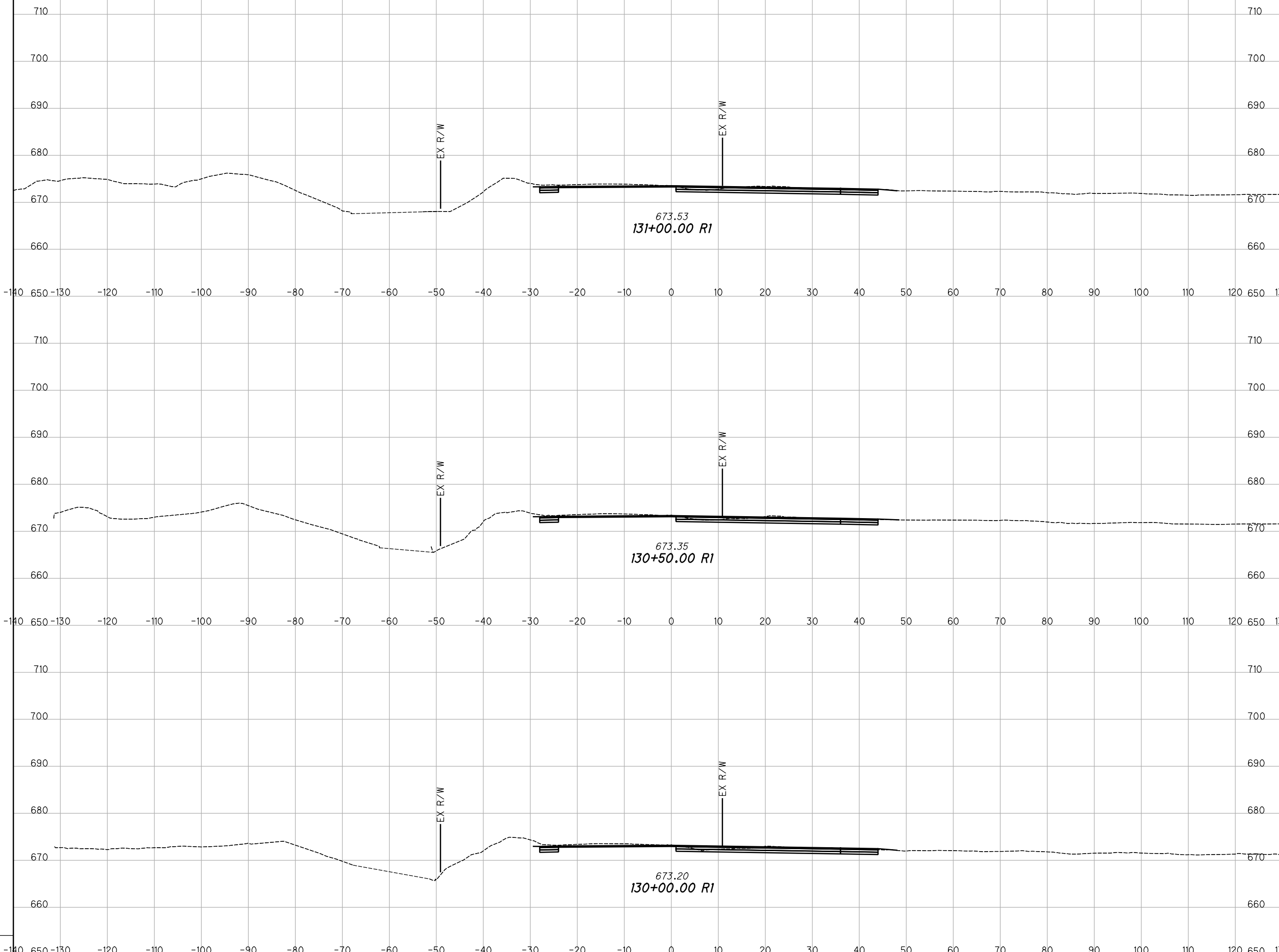
**CROSS SECTIONS SR63  
STA. 128+50.00 R1 TO STA. 129+50.00 R1**

**WAR-SR63-0.83**

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED

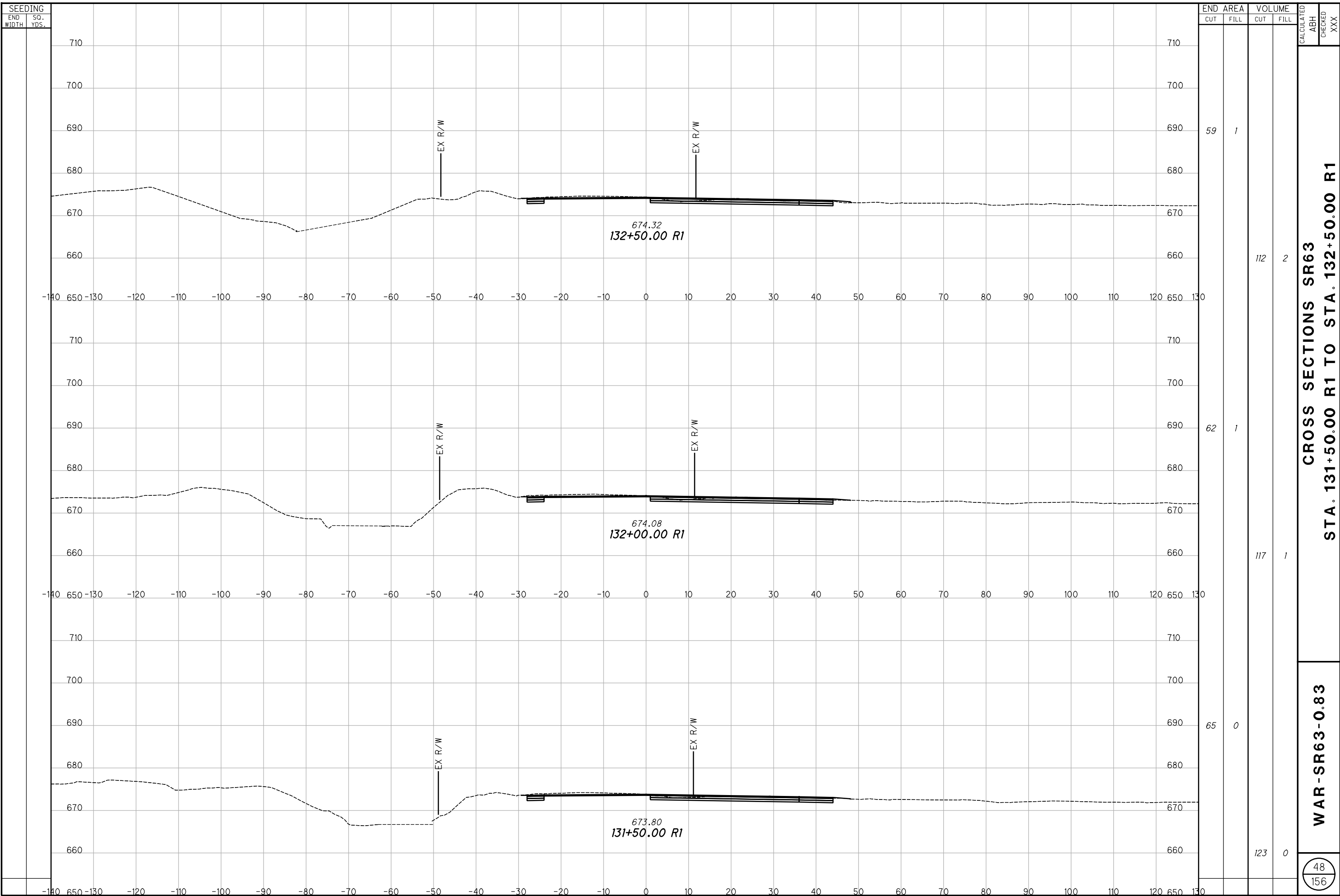


68	0	123	0		
64	0	117	0		
62	0	109	0		

**CROSS SECTIONS SR63  
STA. 130+00.00 R1 TO STA. 131+00.00 R1**

**WAR-SR63-0.83**

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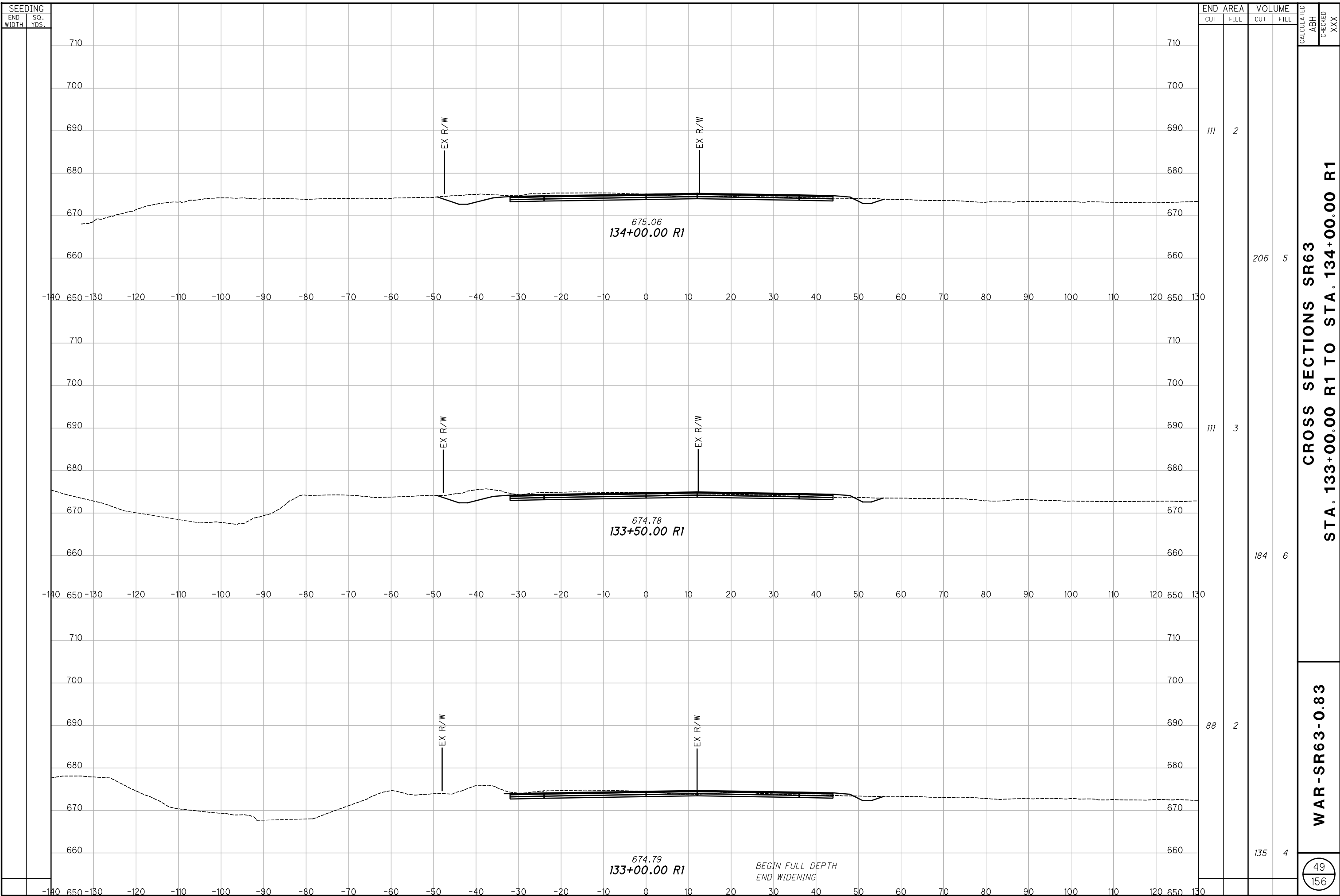
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
59	1	112	2		XXX
62	1	117	1		
65	0	123	0		

**CROSS SECTIONS SR63  
STA. 131+50.00 R1 TO STA. 132+50.00 R1**

**WAR-SR63-0.83**

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
111	2	206	5		XXX
111	3	184	6		
88	2	135	4		

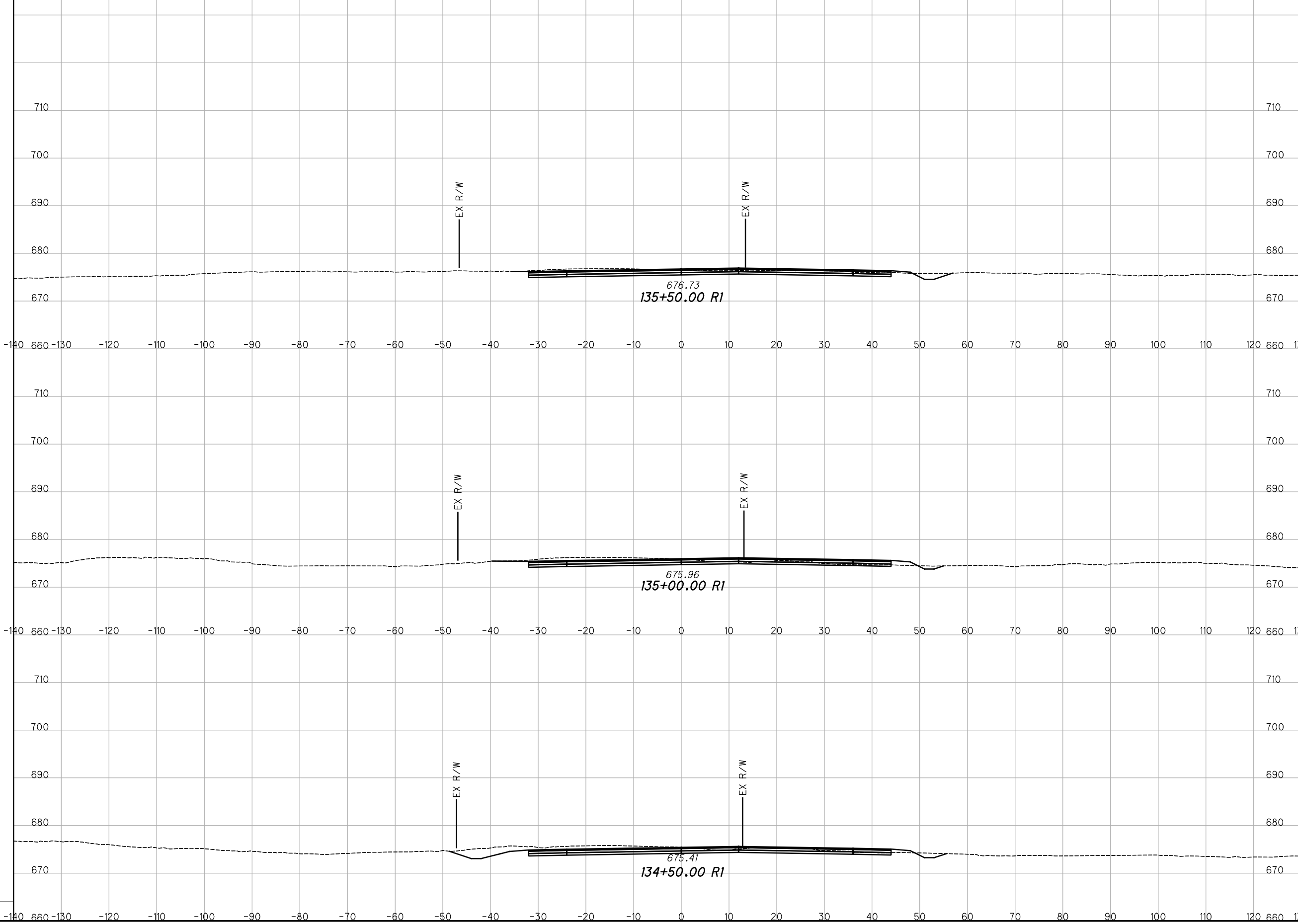
**CROSS SECTIONS SR63  
STA. 133+00.00 R1 TO STA. 134+00.00 R1**

**WAR-SR63-0.83**

49  
156

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SEEDING	
END WIDTH	SO. YDS.



END CUT	AREA FILL	VOLUME		CALCULATED ABH	CHECKED XXX
		CUT	FILL		
91	1	155	6		
76	4	178	8		
116	3	210	5		

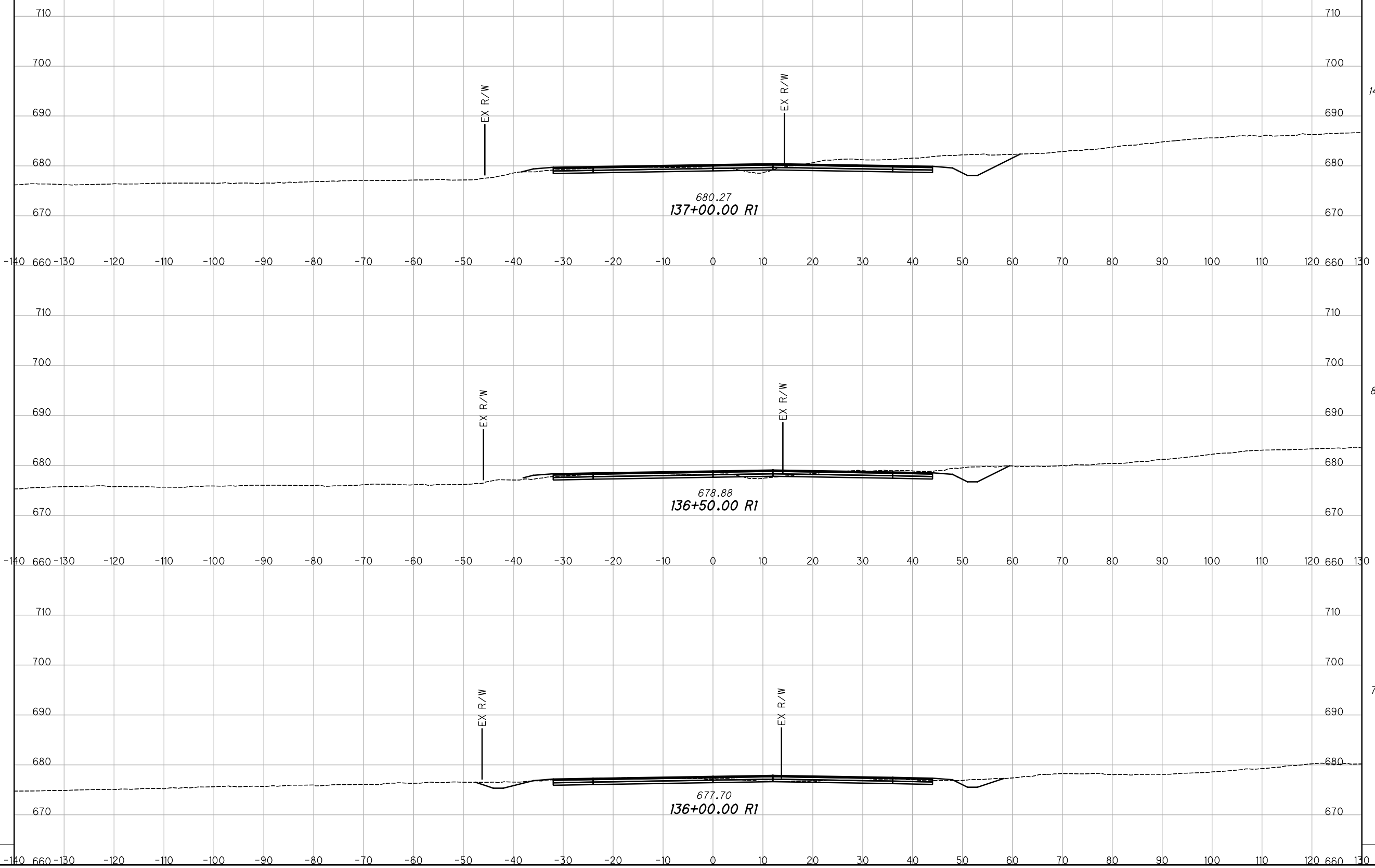
**CROSS SECTIONS SR63  
STA. 134+50.00 R1 TO STA. 135+50.00 R1**

**WAR-SR63-0.83**

50  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final\alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:21PM chenders

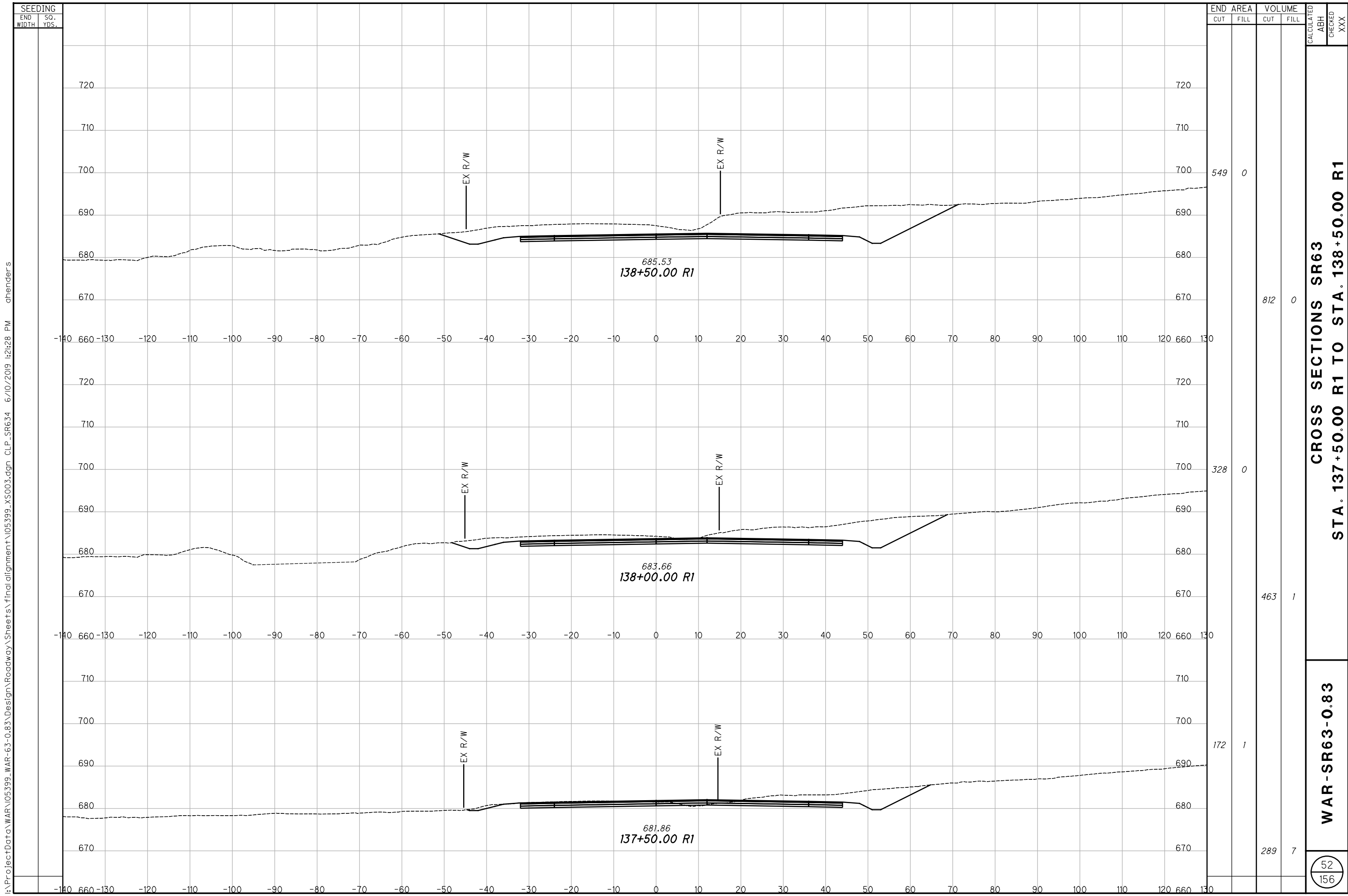
SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
140	5	211	13
88	6	151	9
75	2	153	4

CROSS SECTIONS SR63  
STA. 136+00.00 R1 TO STA. 137+00.00 R1  
WAR-SR63-0.83  
51  
156

CALCULATED  
ABH  
CHECKED  
XXX



SEEDING  
 END SO.  
 WIDTH YDS.  
 6/10/2019 12:28 PM ahenders

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
549	0	812	0		
328	0	463	1		
172	1	289	7		

**CROSS SECTIONS SR63**  
**STA. 137+50.00 R1 TO STA. 138+50.00 R1**

**WAR-SR63-0.83**

52  
156

SEEDING

END SO. WIDTH YDS.

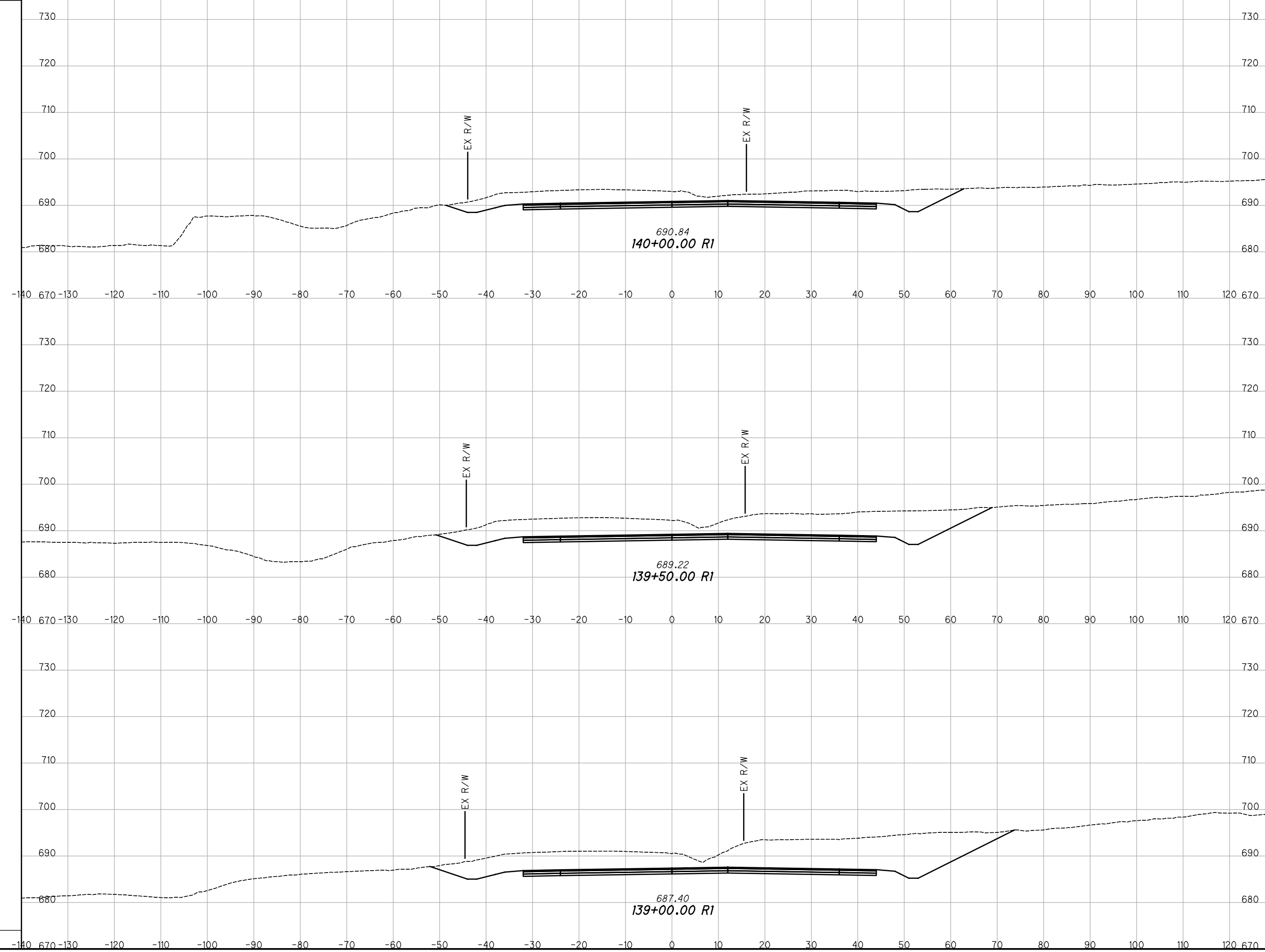
END AREA VOLUME CALCULATED ABH CHECKED XXX

CUT	FILL	CUT	FILL
354	0	836	0
549	0	1131	0
672	0	1130	0

CROSS SECTIONS SR63  
STA. 139+00.00 R1 TO STA. 140+00.00 R1

WAR-SR63-0.83

53  
156

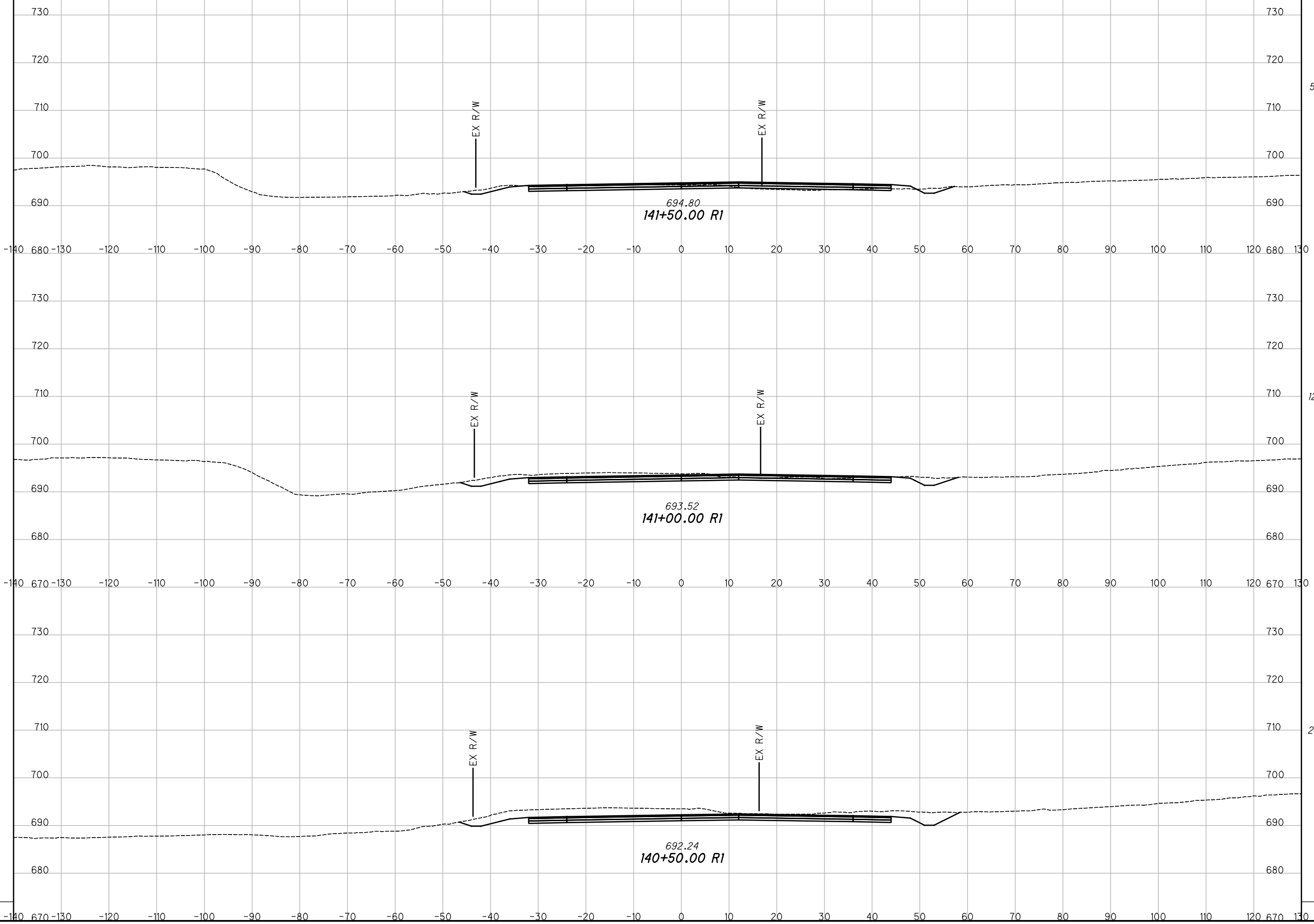


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SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME		CALCULATED ABH	CHECKED XXX
CUT	FILL	CUT	FILL		
56	7	165	8		
122	0	312	0		
215	0	527	0		

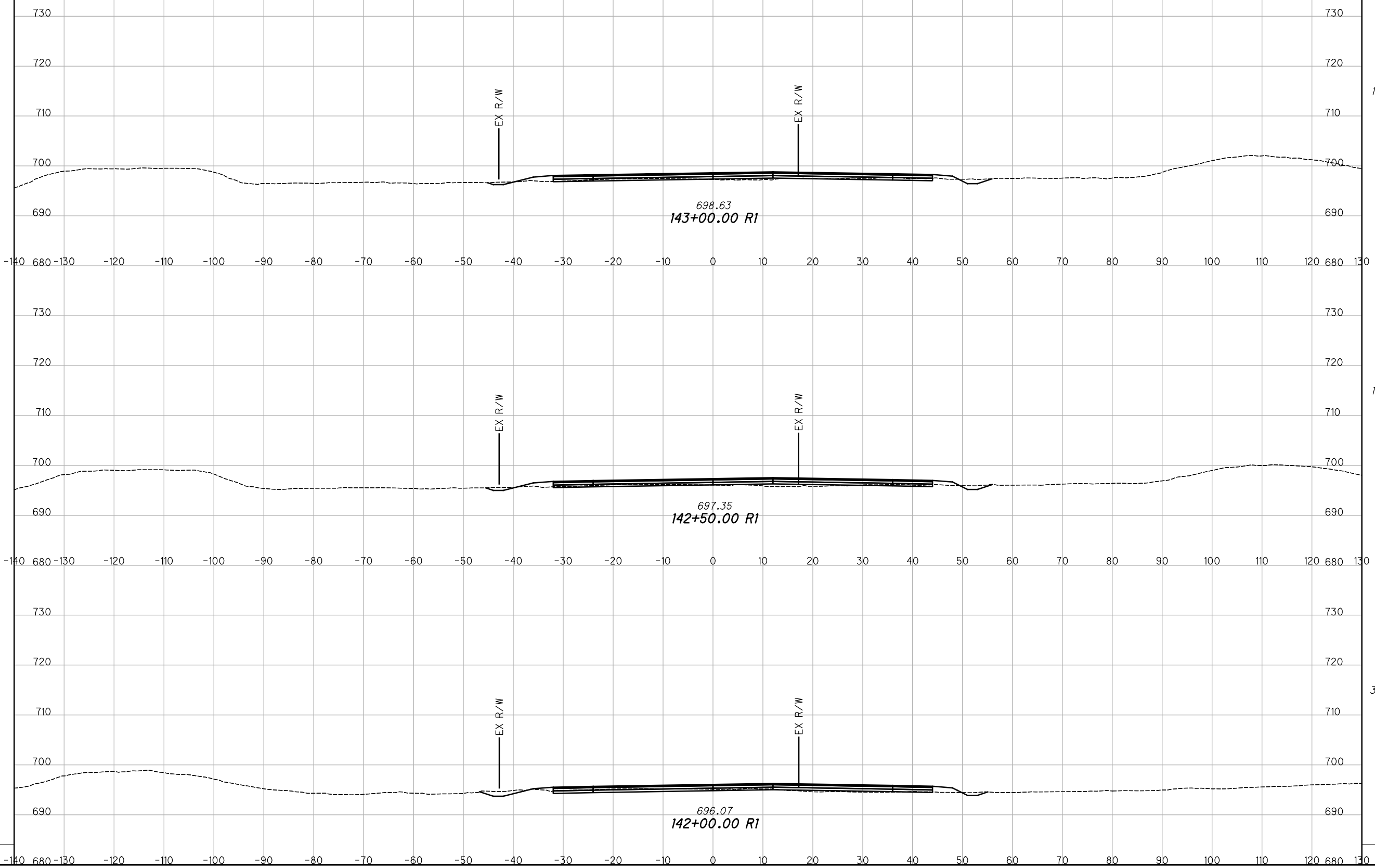
**CROSS SECTIONS SR63  
STA. 140+50.00 R1 TO STA. 141+50.00 R1**

**WAR-SR63-0.83**

54  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:47 PM ahenders

SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
19	12	32	32		XXX
16	16	42	31		
30	11	79	20		

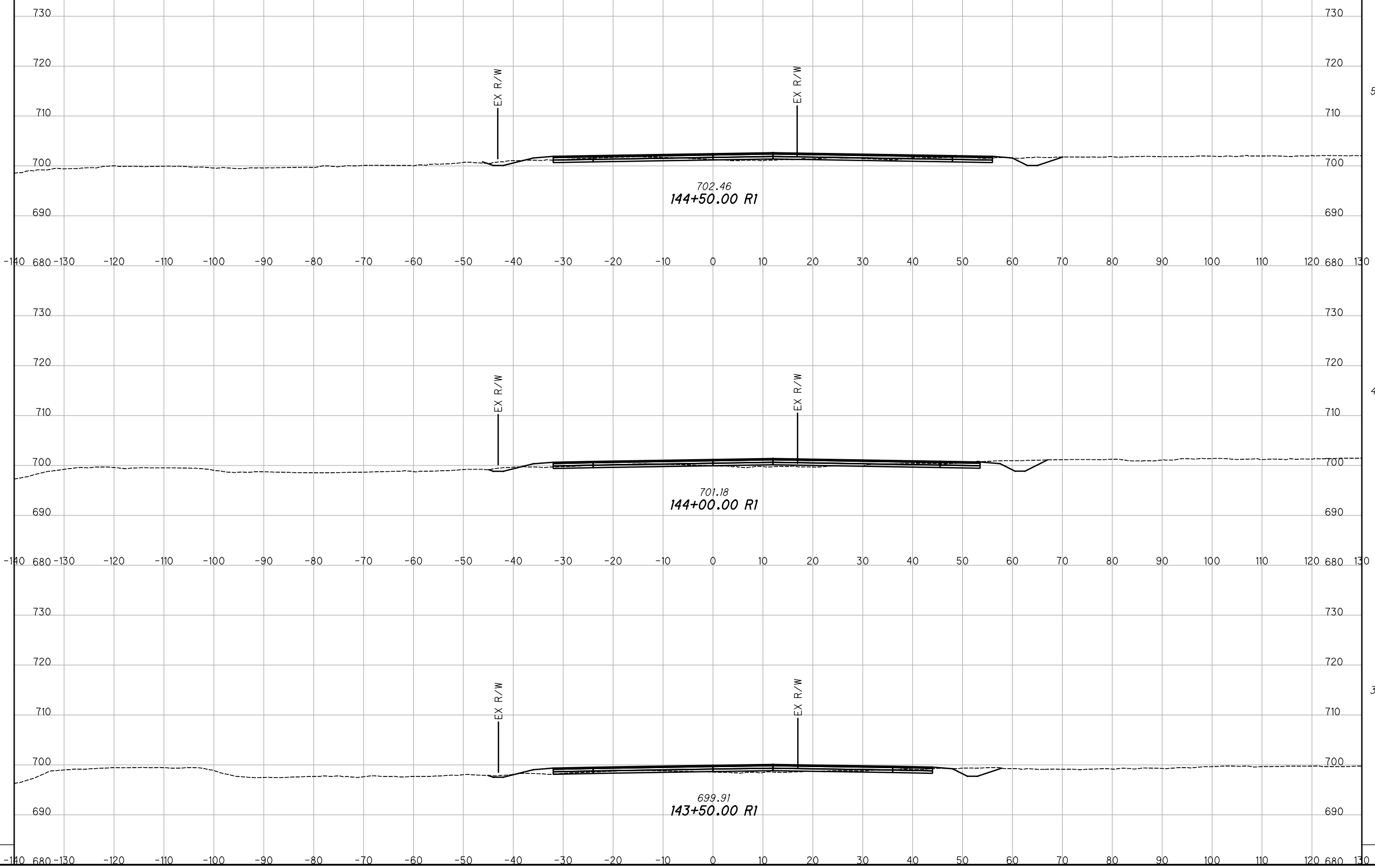
**CROSS SECTIONS SR63**  
**STA. 142+00.00 R1 TO STA. 143+00.00 R1**

**WAR-SR63-0.83**

55  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:54 PM ahenders

SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME		CALCULATED ABH	CHECKED XXX
CUT	FILL	CUT	FILL		
55	6	95	19		
48	11	72	25		
30	11	45	26		

**CROSS SECTIONS SR63  
STA. 143+50.00 R1 TO STA. 144+50.00 R1**

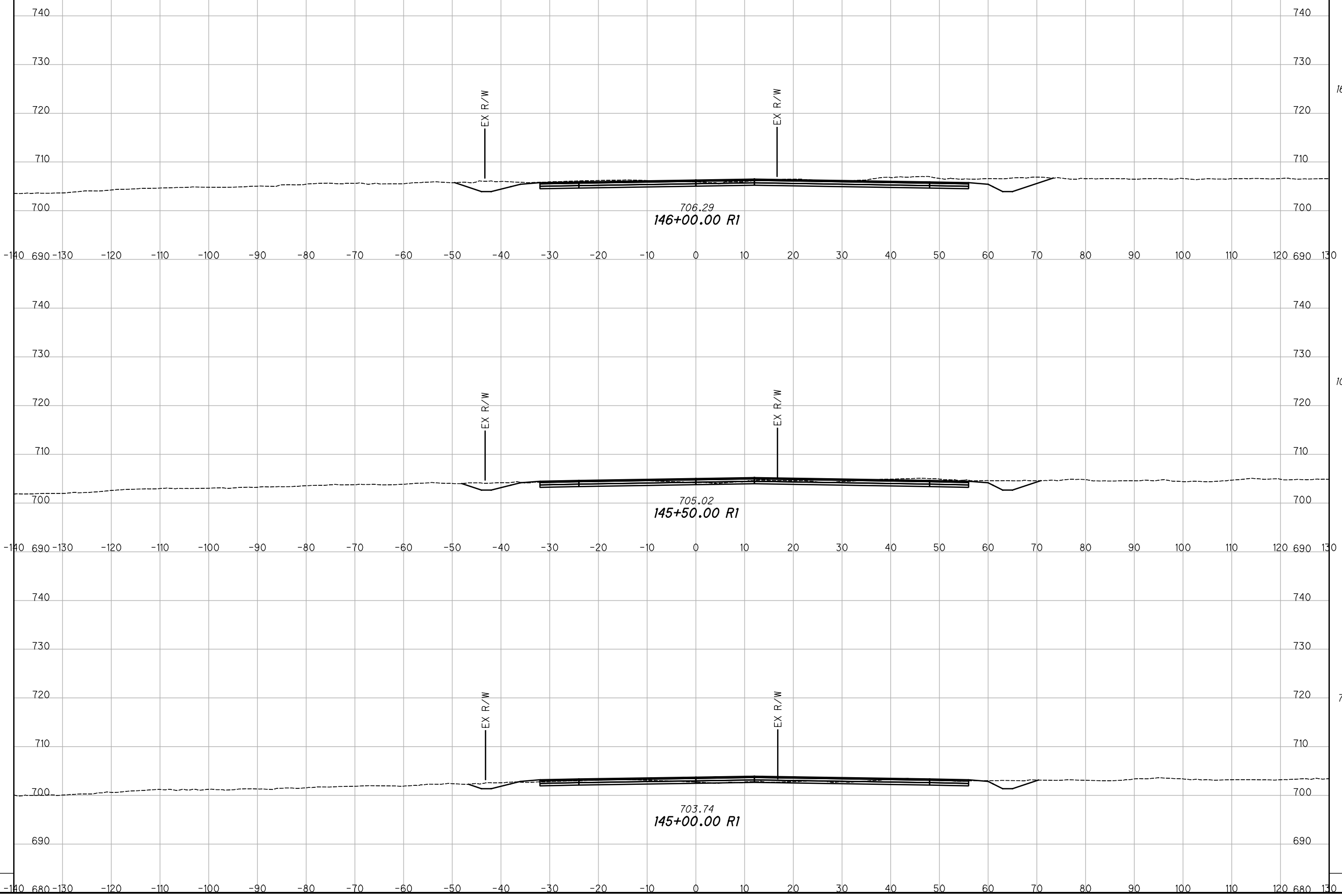
**WAR-SR63-0.83**

56  
156

I:\ProjectData\WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:22:00 PM ahenders

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



END AREA	VOLUME	CALCULATED
CUT	FILL	ABH
CUT	FILL	CHECKED
		XXX
168	0	
108	0	
73	2	
256	1	
168	3	
118	9	

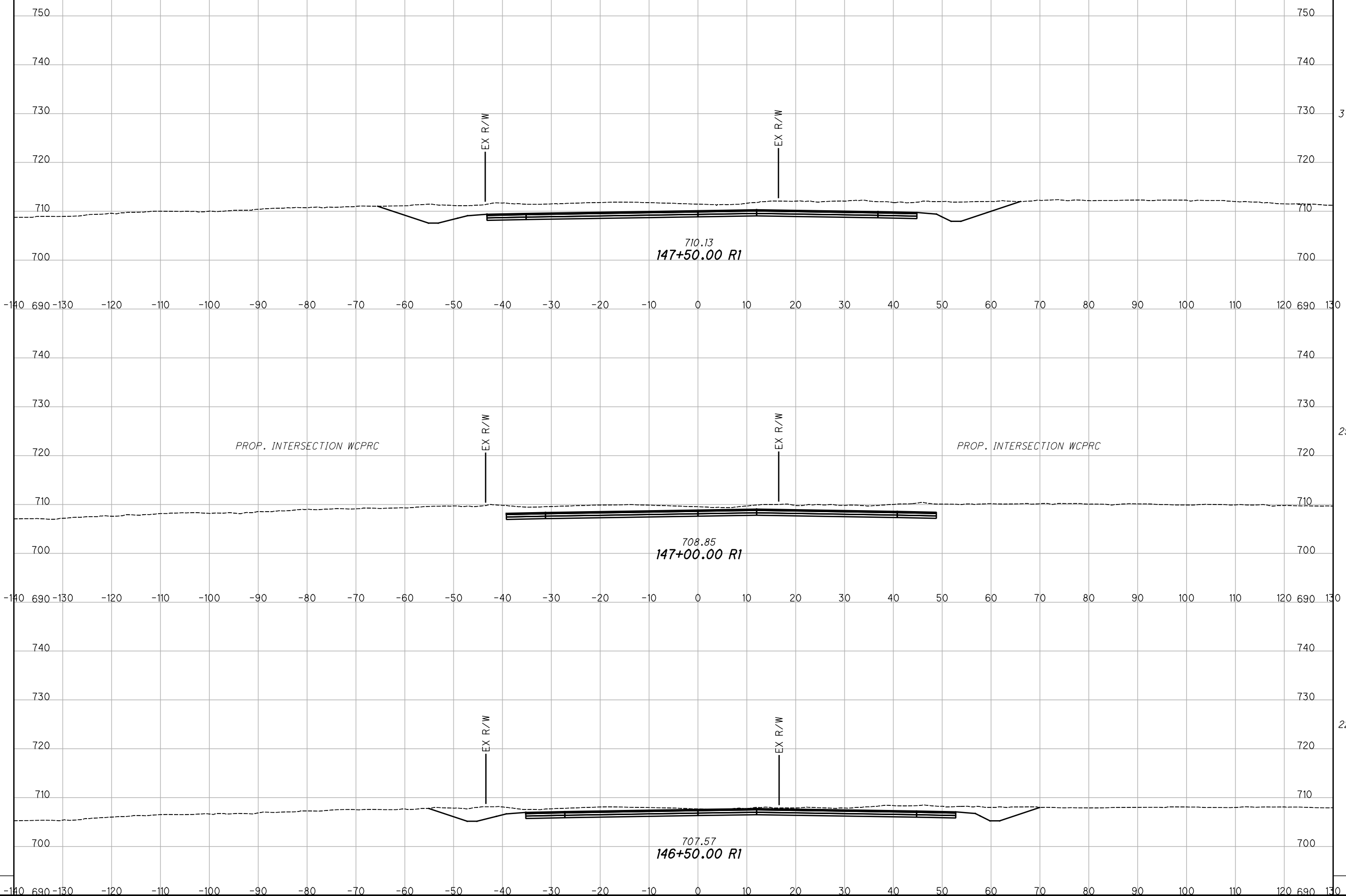
CROSS SECTIONS SR63  
STA. 145+00.00 TO 146+00.00 R1

WAR-SR63-0.83

57  
156

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SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME		CALCULATED ABH	CHECKED XXX
CUT	FILL	CUT	FILL		
376	0	620	0		
294	0	476	0		
220	0	360	0		

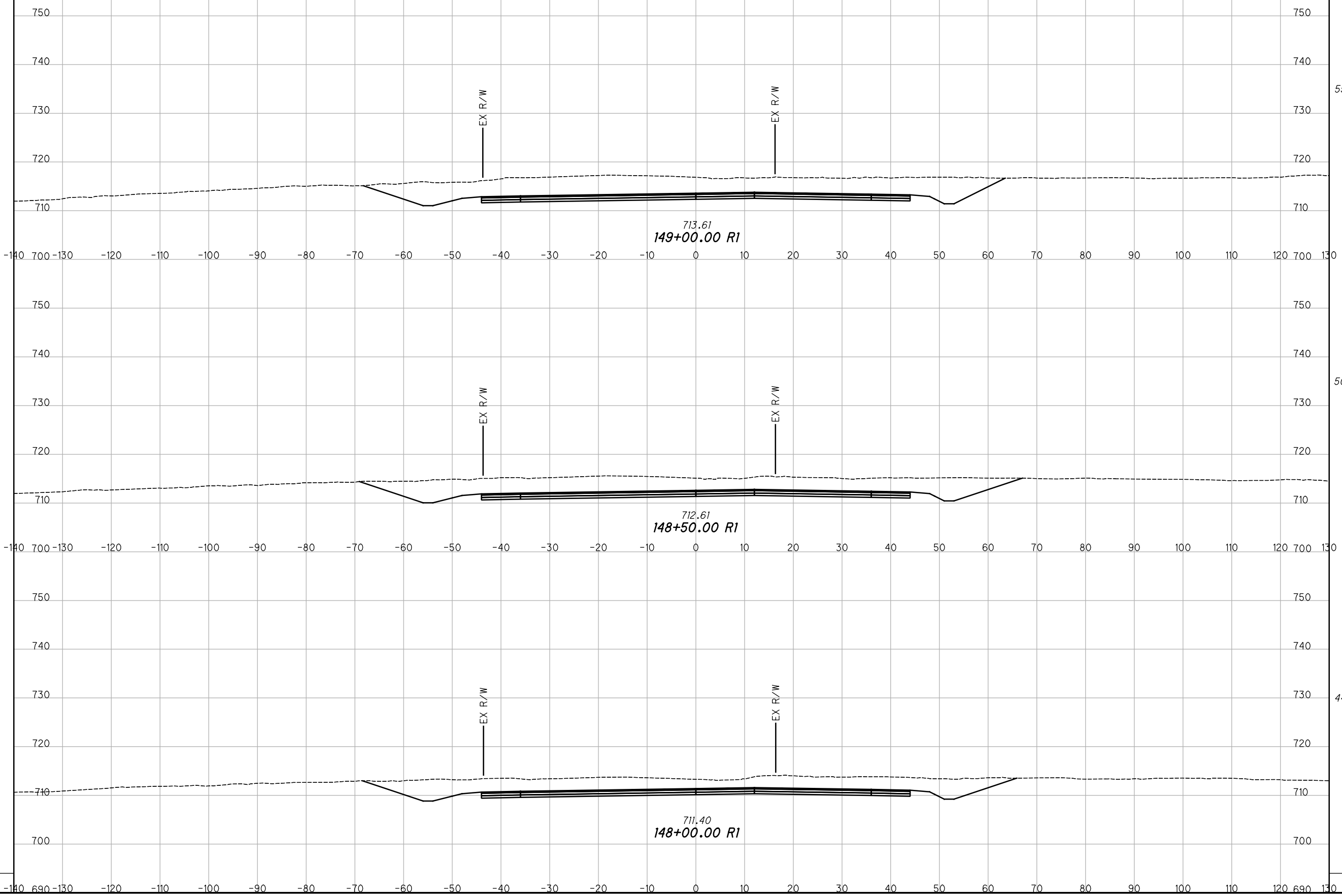
**CROSS SECTIONS SR63**  
**STA. 146 + 50.00 R1 SUB AREA 47 + 50.00 R1**

**WAR-SR63-0.83**

SEEDING

END SO. WIDTH YDS. 6/10/2019 12:21:13 PM ahenders

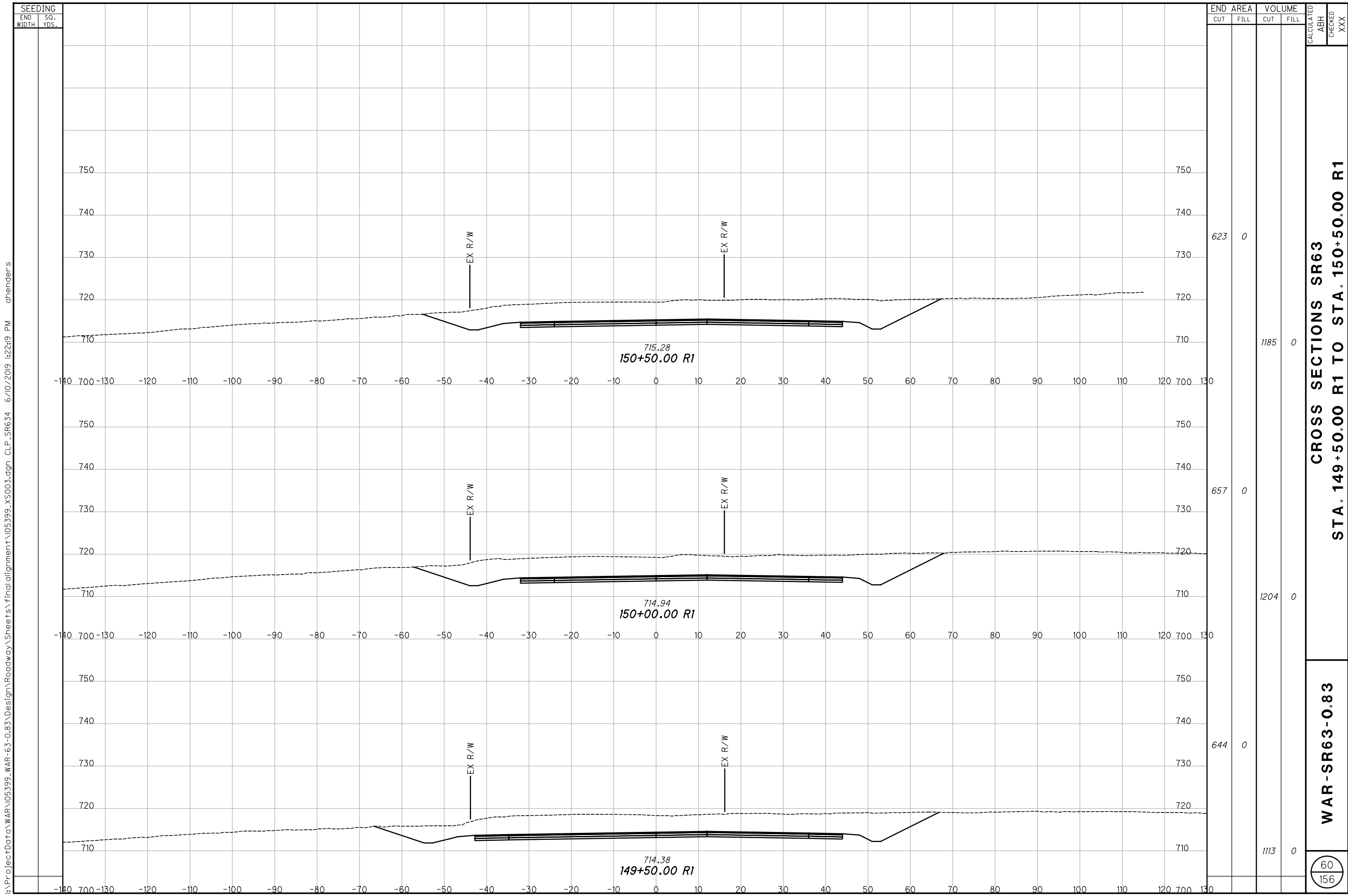
END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
558	0	980	0		XXX
500	0	875	0		
445	0	760	0		



**CROSS SECTIONS SR63**  
**STA. 148+00.00 R1 TO STA. 149+00.00 R1**

**WAR-SR63-0.83**

59  
156



SEEDING  
 END SO.  
 WIDTH YDS.  
 I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:21:9 PM ahenders

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
623	0	1185	0		XXX
657	0	1204	0		
644	0	1113	0		

**CROSS SECTIONS SR63**  
**STA. 149+50.00 R1 TO STA. 150+50.00 R1**

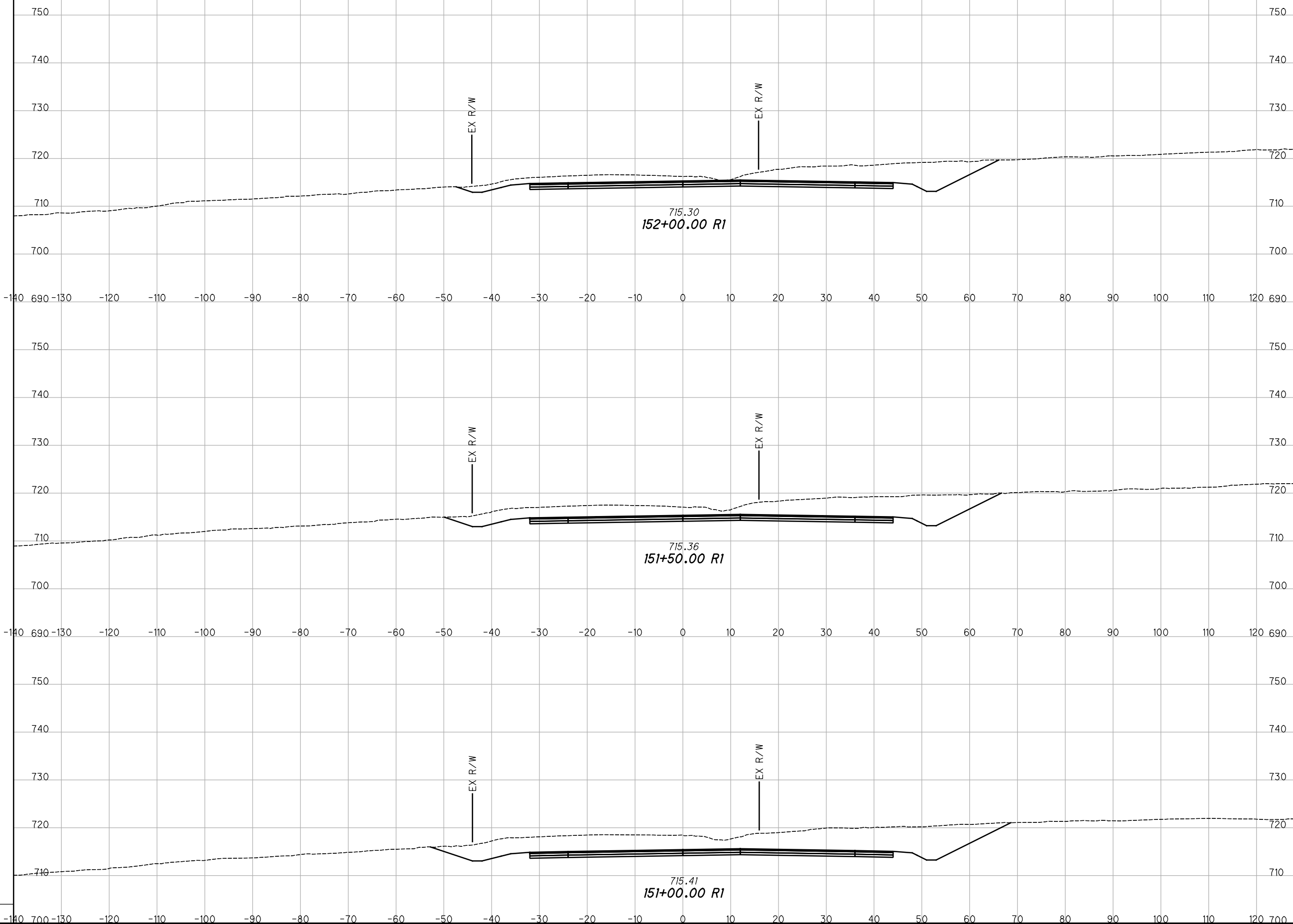
**WAR-SR63-0.83**

60  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:21:26 PM ahenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
337	0	697	0		
416	0	874	0		
528	0	1066	0		

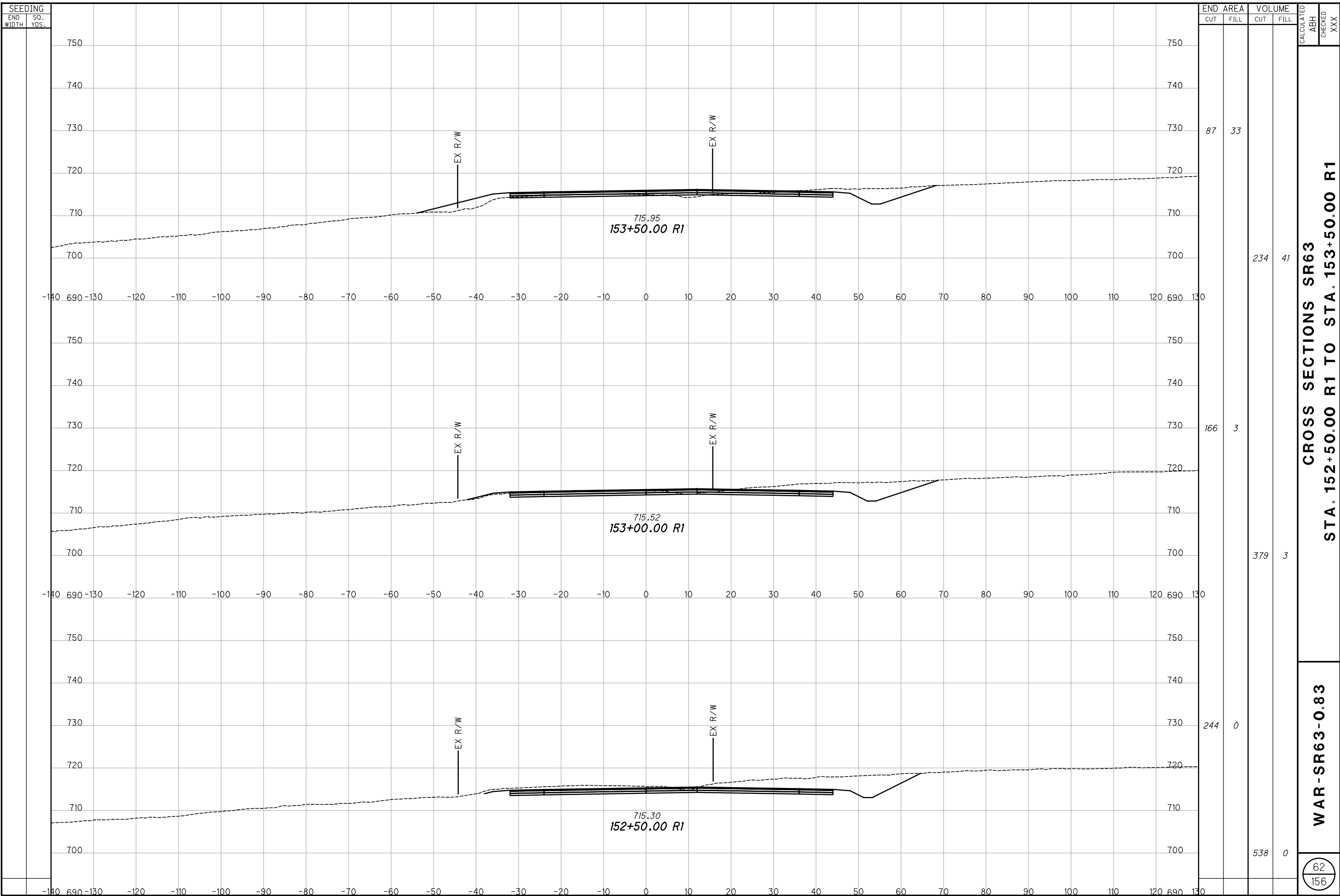
**CROSS SECTIONS SR63  
STA. 151+00.00 R1 TO STA. 152+00.00 R1**

**WAR-SR63-0.83**

61  
156



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**CROSS SECTIONS SR63  
STA. 152+50.00 R1 TO STA. 153+50.00 R1**

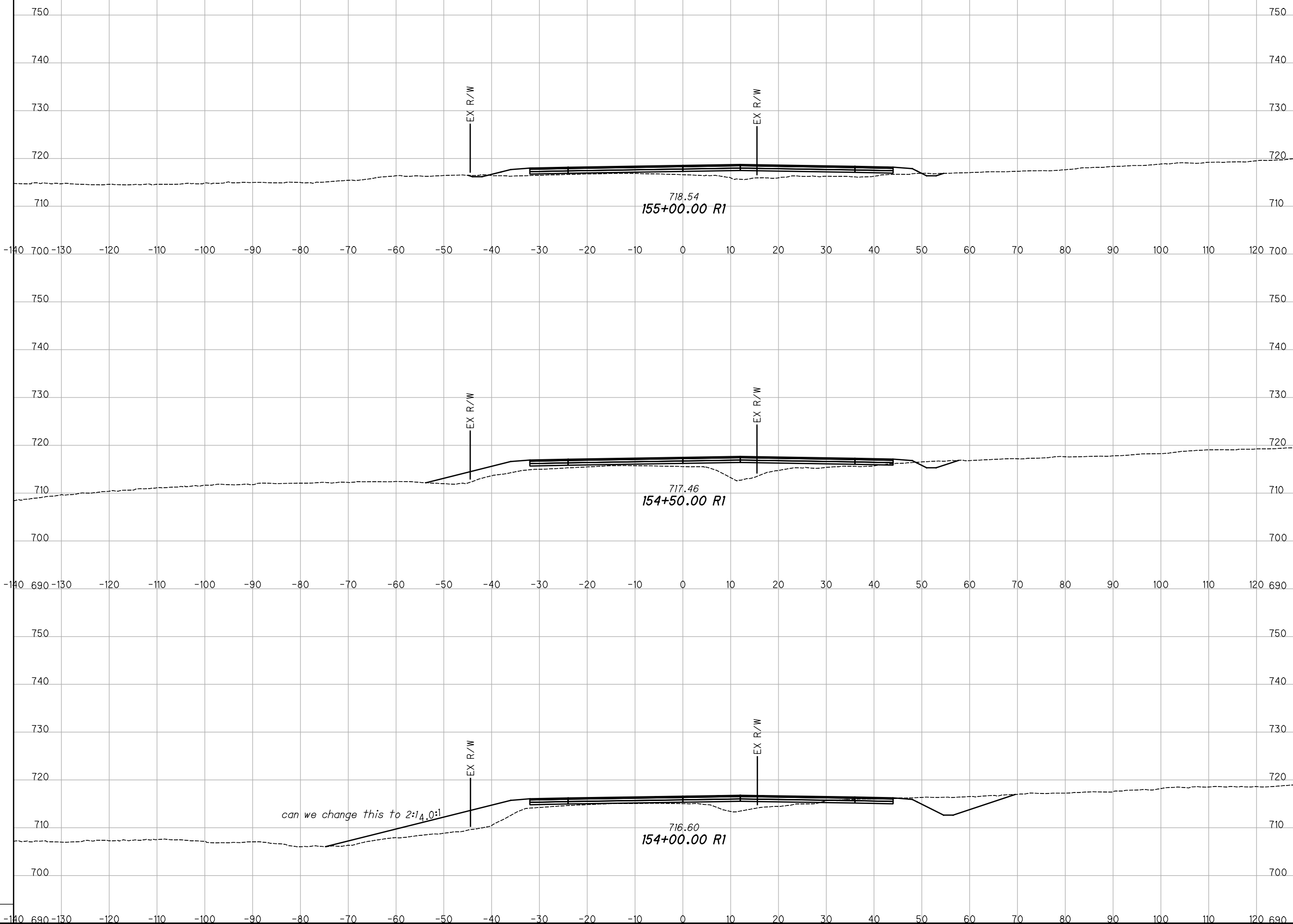
**WAR-SR63-0.83**

62  
156

I:\ProjectData\WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:21:38 PM chenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	ABH	XXX



**CROSS SECTIONS SR63  
STA. 154+00.00 R1 TO STA. 155+00.00 R1**

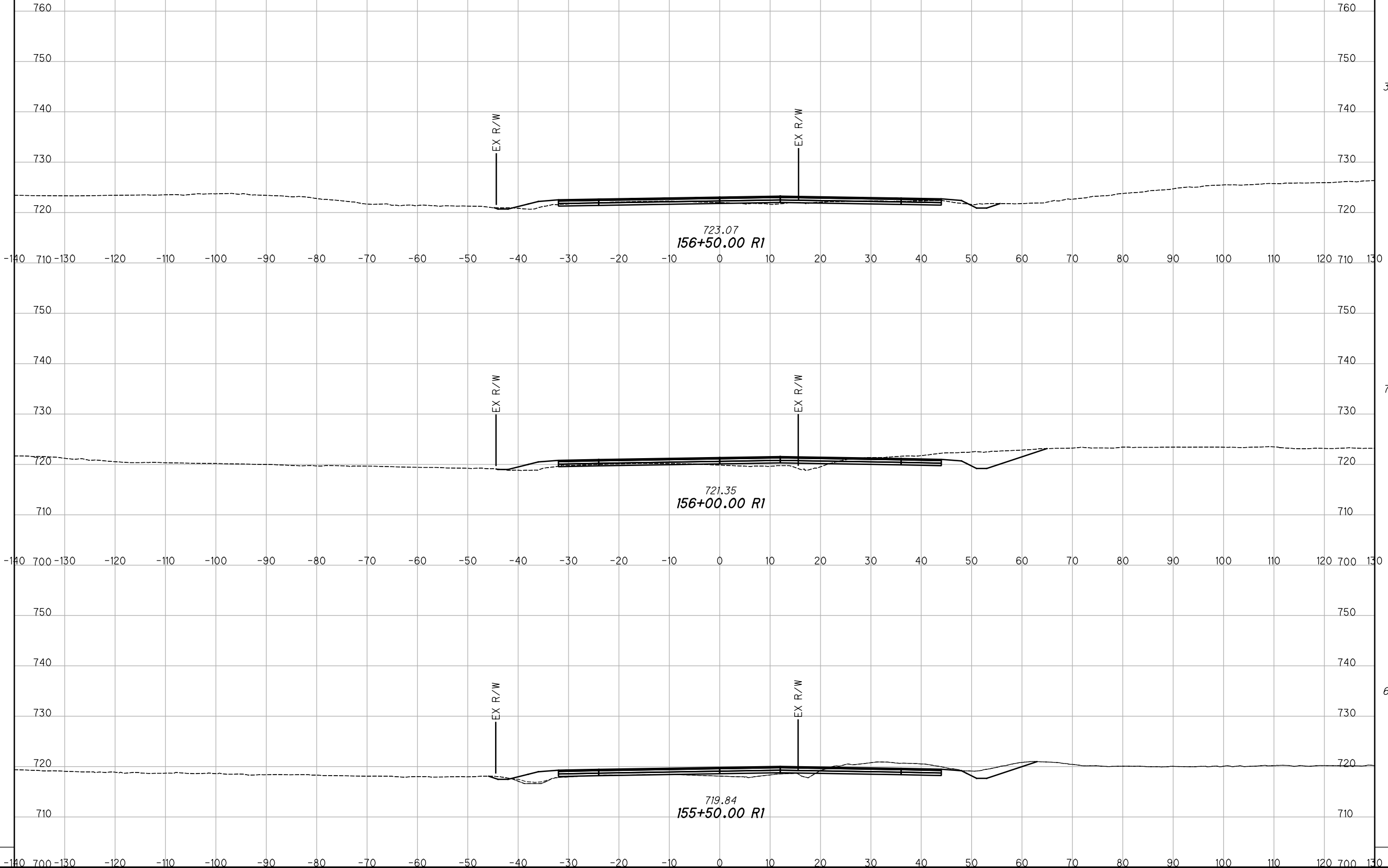
**WAR-SR63-0.83**

63  
156

3	73	10	214	8	112	60	294	57	142	133	202
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SEEDING  
END SO.  
WIDTH YDS.



END CUT	AREA FILL	VOLUME CUT	FILL	CALCULATED ABH	CHECKED XXX
34	12	105	43		
79	25	135	61		
67	27	65	116		

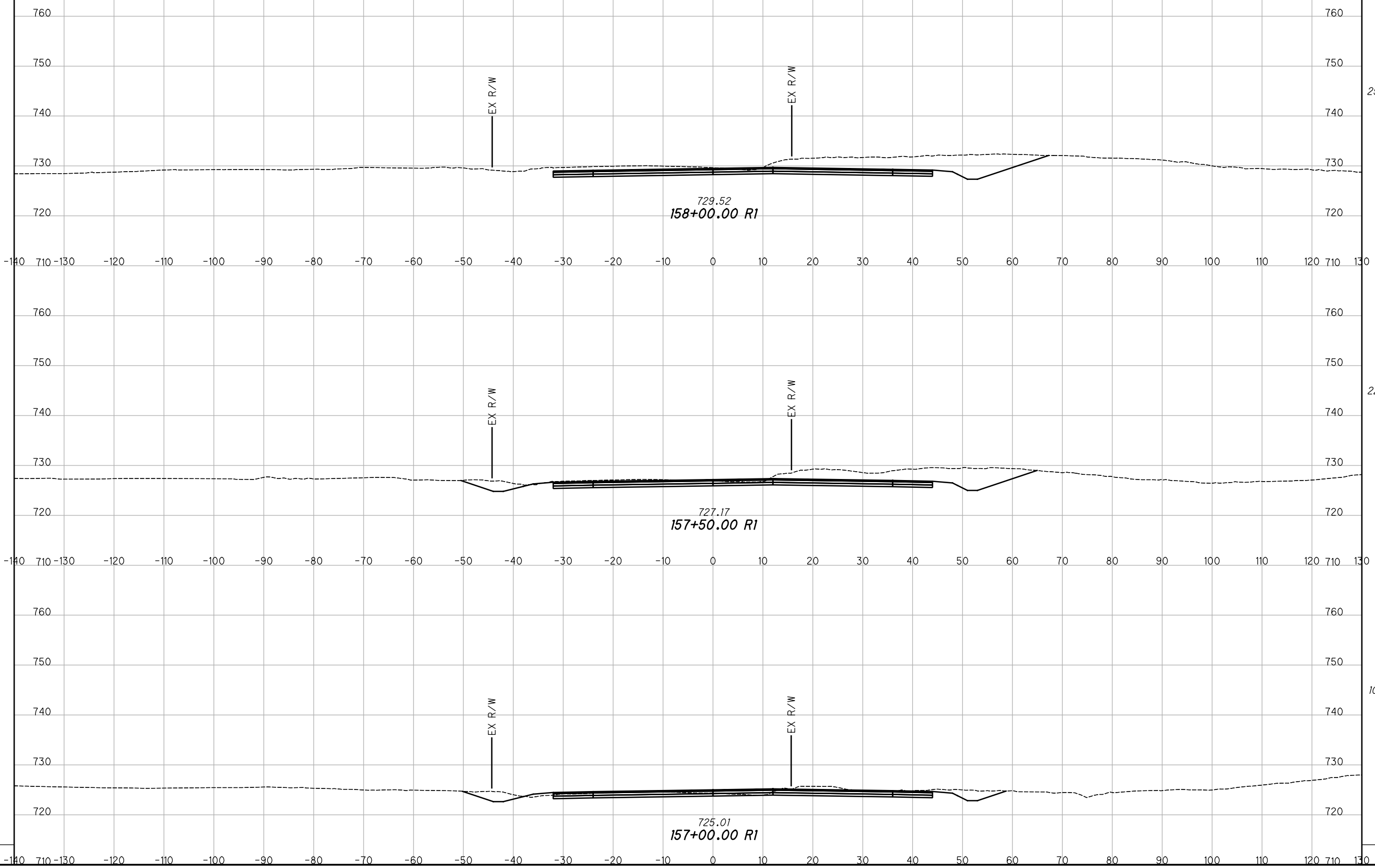
**CROSS SECTIONS SR63  
STA. 155+50.00 R1 TO STA. 156+50.00 R1**

**WAR-SR63-0.83**

64  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final\alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:25:15 PM ahenders

SEEDING	
END WIDTH	SO. YDS.



END AREA	VOLUME	CALCULATED	CHECKED				
				CUT	FILL	ABH	XXX
255	0	447	0				
228	0	311	3				
108	3	132	17				

**CROSS SECTIONS SR63**  
**STA. 157+00.00 R1 TO STA. 158+00.00 R1**

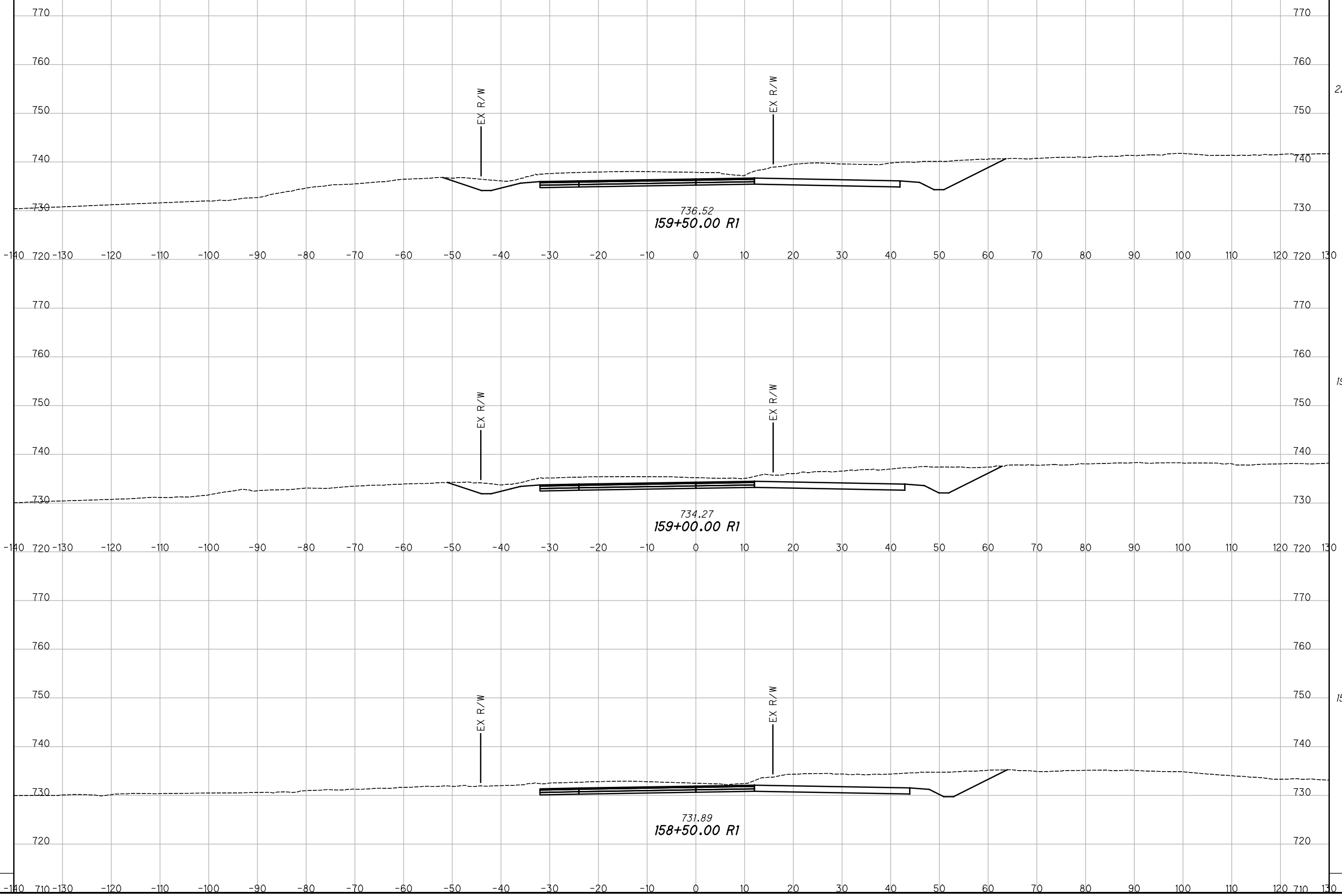
**WAR-SR63-0.83**

65  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:21:58 PM chenders

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
228	0	394	0		XXX
198	0	331	0		
159	0	384	0		



**CROSS SECTIONS SR63  
STA. 158+50.00 R1 TO STA. 159+50.00 R1**

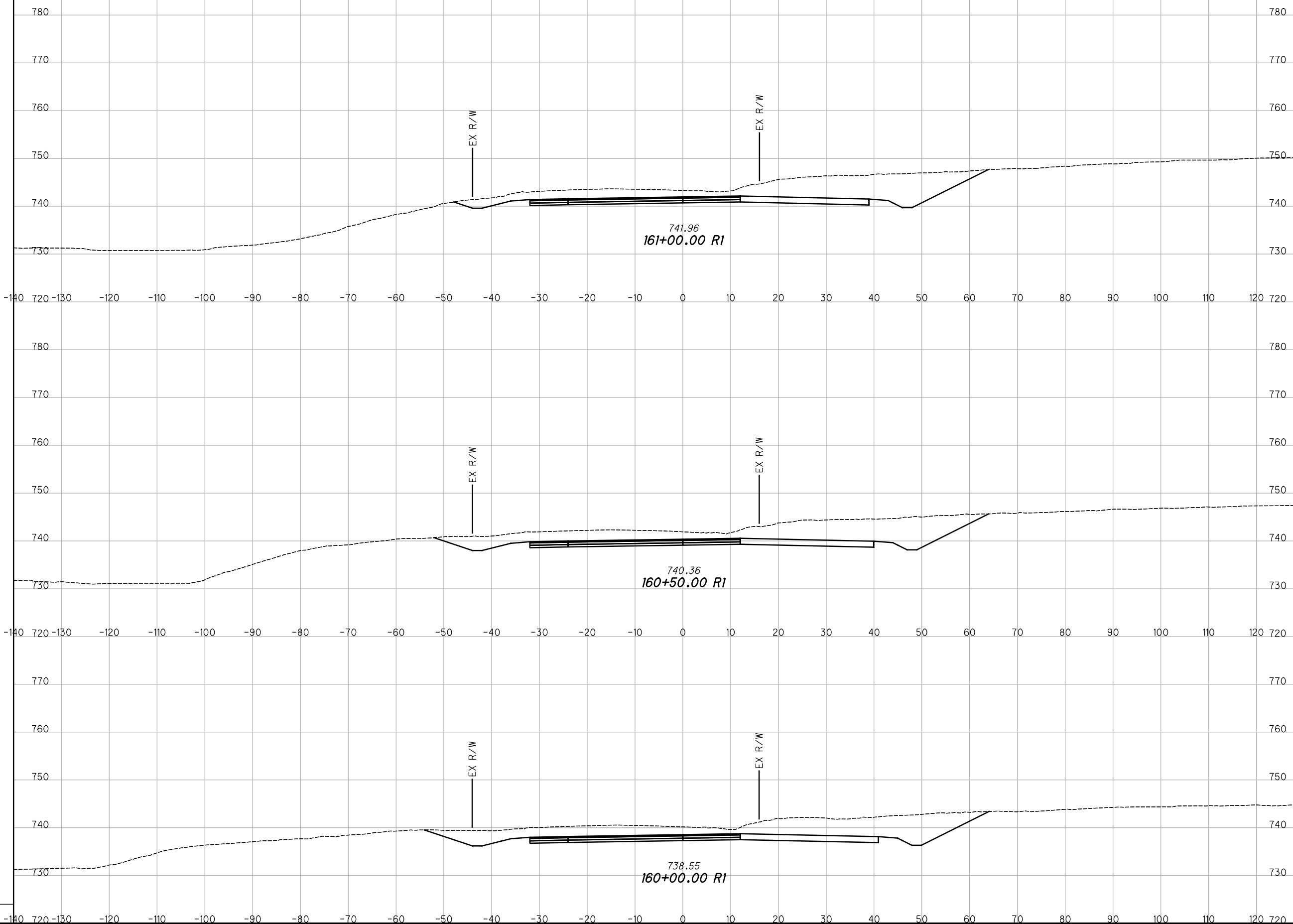
**WAR-SR63-0.83**

66  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:31:04 PM chenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
259	0	499	0		
279	0	514	0		
276	0	466	0		

**CROSS SECTIONS SR63**  
**STA. 160+00.00 R1 TO STA. 161+00.00 R1**

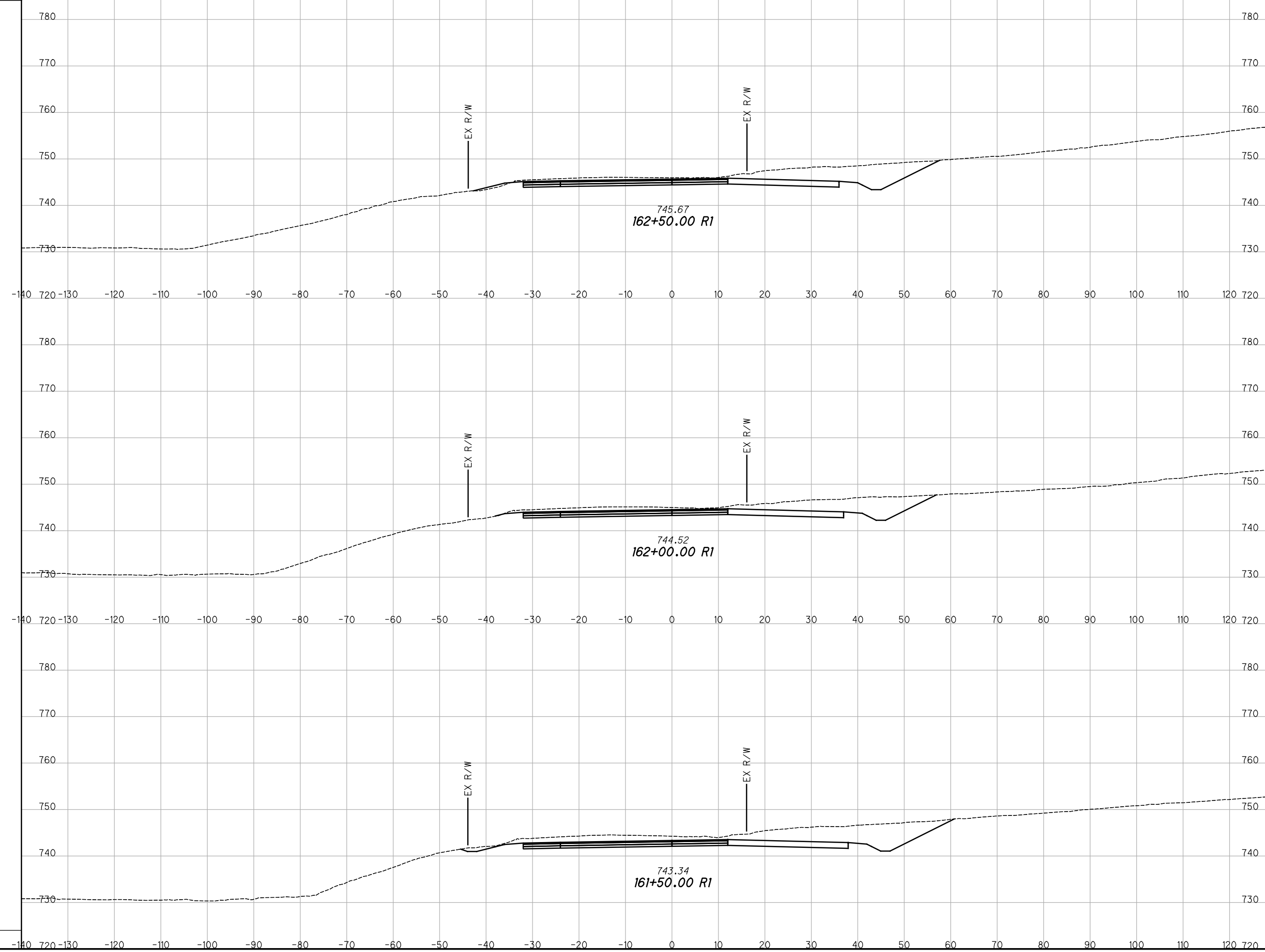
**WAR-SR63-0.83**

67  
156

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
					XXX

I:\ProjectData\WAR\105399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\105399\_XS003.dgn CLP\_SR634 6/10/2019 12:31:0 PM chenders



146	3	268	3	144	0	311	0	191	0	417	0
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**CROSS SECTIONS SR63**  
**STA. 161+50.00 R1**

**WAR-SR63-0.83**

68
156

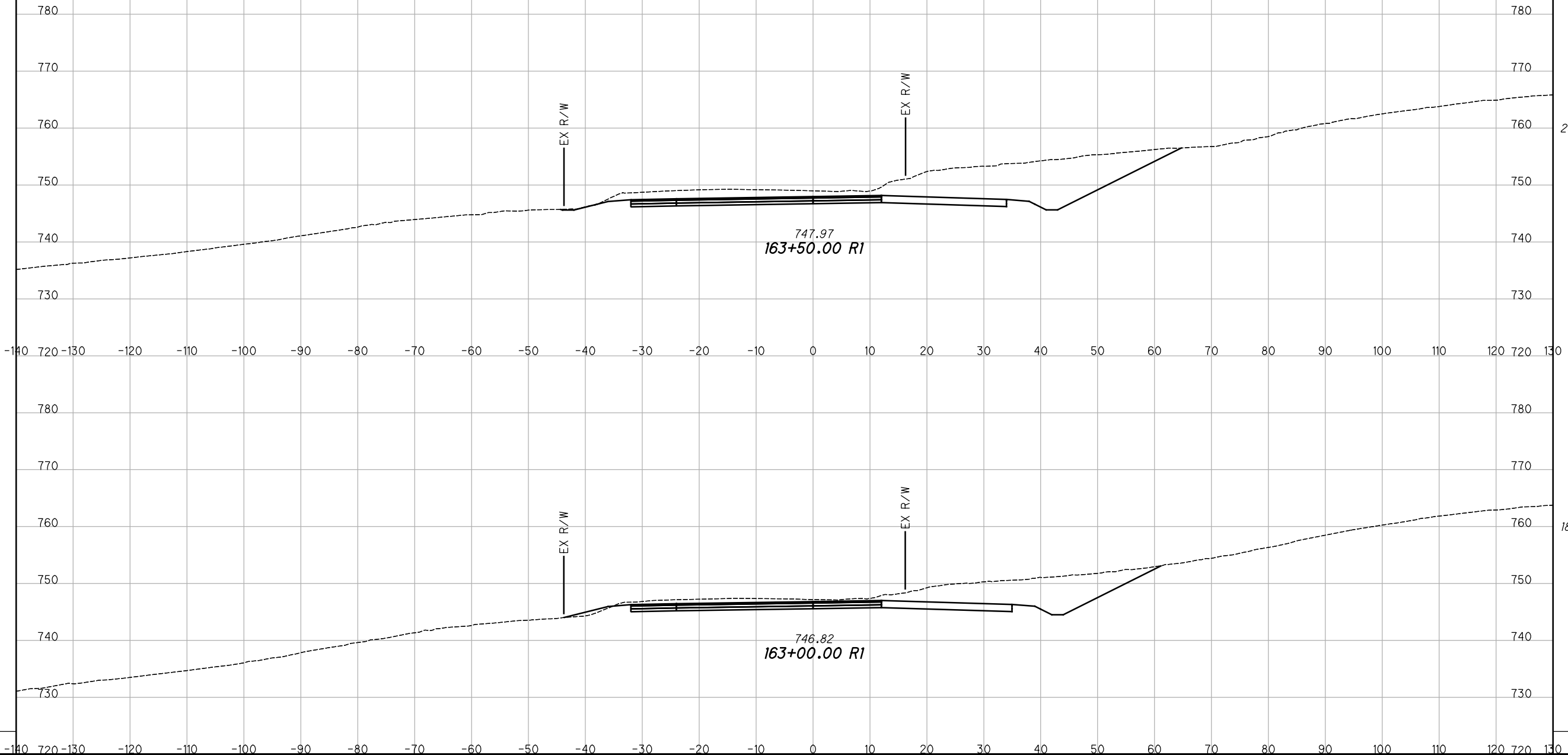
I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:31:17 PM ahenders

SEEDING

END WIDTH	SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	ABH	XXX
281	0	433	4		
187	4	308	7		



CROSS SECTIONS SR63  
STA. 163+00.00 R1 SUBALIGNMENT 163+50.00 R1

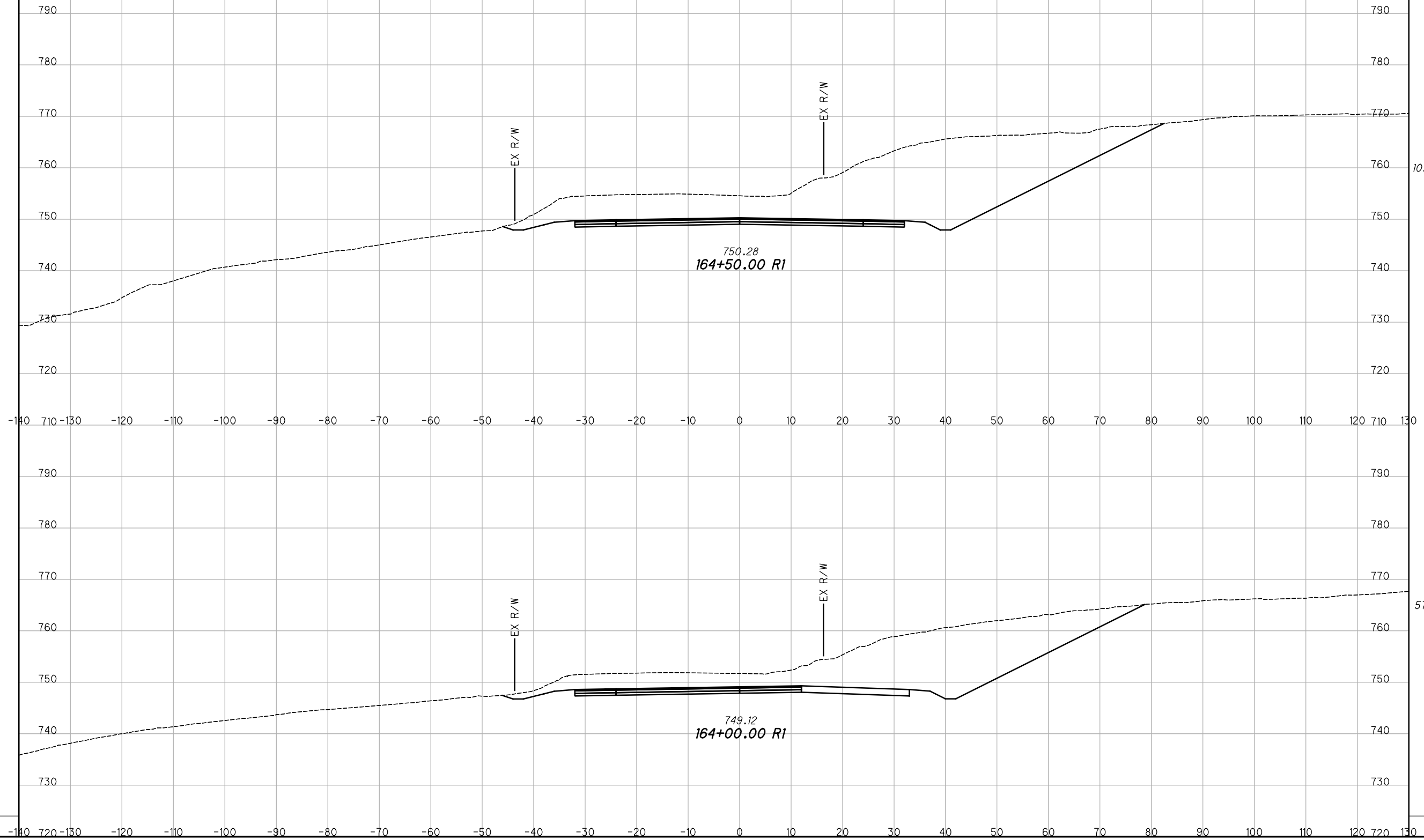
WAR-SR63-0.83



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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
					XXX



1036	0	1494	0	578	0	795	0
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**CROSS SECTIONS SR63  
STA. 164+00.00 R1 TO STA. 164+50.00 R1**

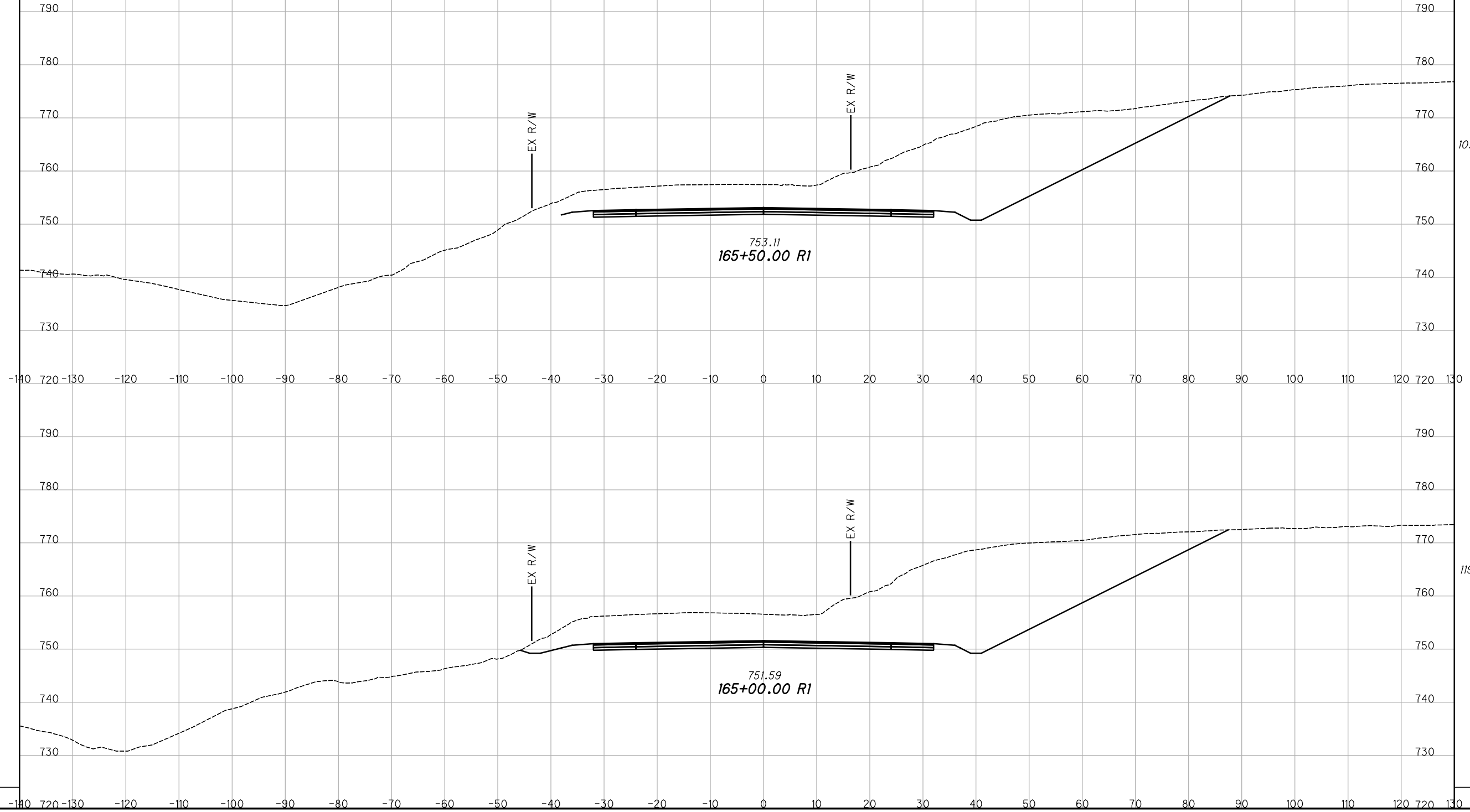
**WAR-SR63-0.83**

70  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final\alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:31:30 PM ahenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



1039	0	2072	0	1199	0	2069	0
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**CROSS SECTIONS SR63**  
**STA. 165+00.00 R1 TO STA. 165+50.00 R1**

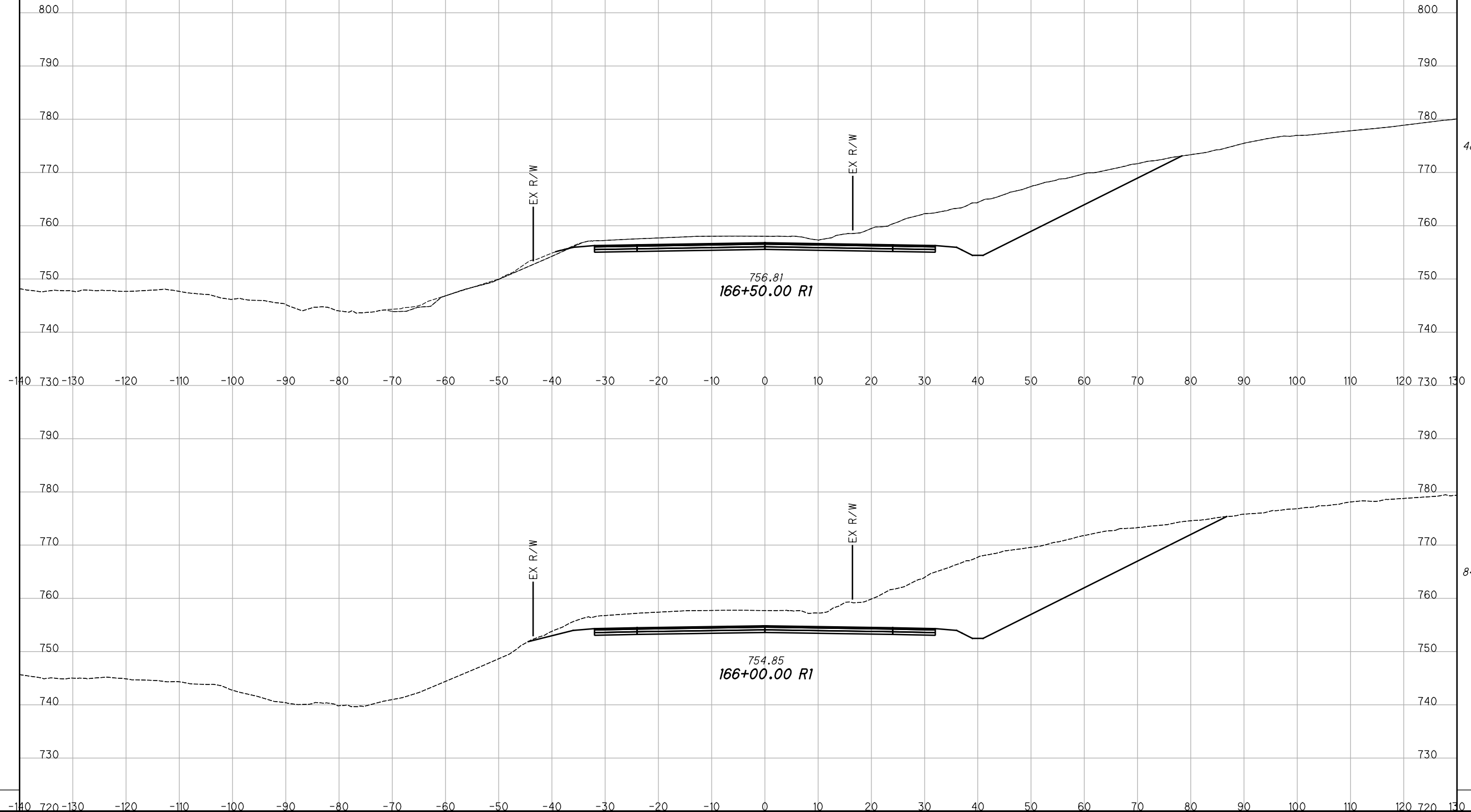
**WAR-SR63-0.83**

71  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final\alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:31:36 PM chenders

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



END AREA	VOLUME
CUT	FILL
488	1
1230	1
840	0
1740	0

**CROSS SECTIONS SR63**  
**STA. 166+00.00 R1 TO STA. 166+50.00 R1**

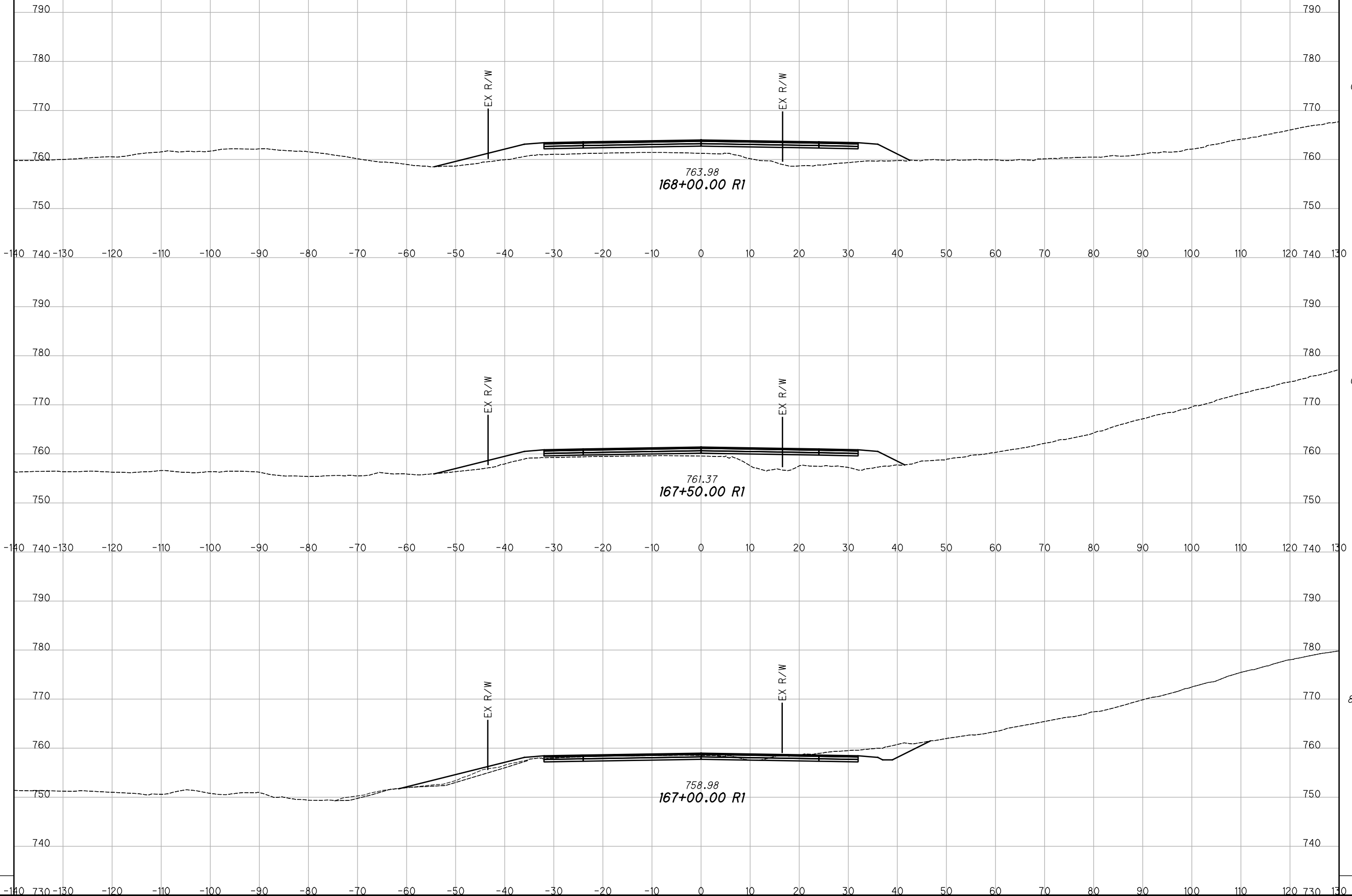
**WAR-SR63-0.83**

72  
156

I:\ProjectData\WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:34:42 PM danders

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
					XXX



763.98  
168+00.00 R1

761.37  
167+50.00 R1

758.98  
167+00.00 R1

0

0

88

186

0

82

533

186

364

128

184

31

37

CROSS SECTIONS SR63  
STA. 167+00.00 R1 TO STA. 168+00.00 R1

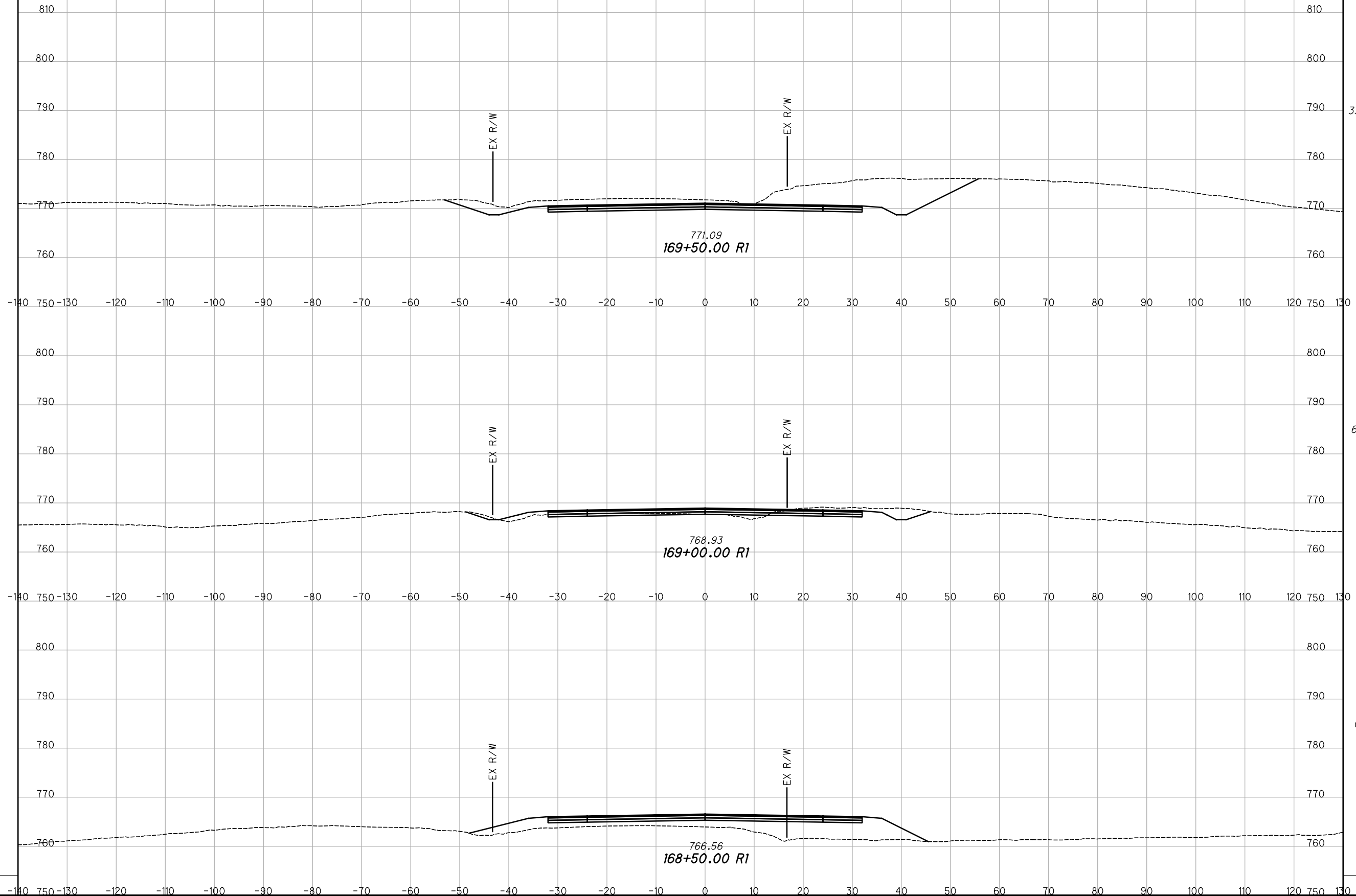
WAR-SR63-0.83

73  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:34:49 PM chenders

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



END AREA	VOLUME
CUT	FILL
338	0
60	12
0	187
369	14
56	230
0	432

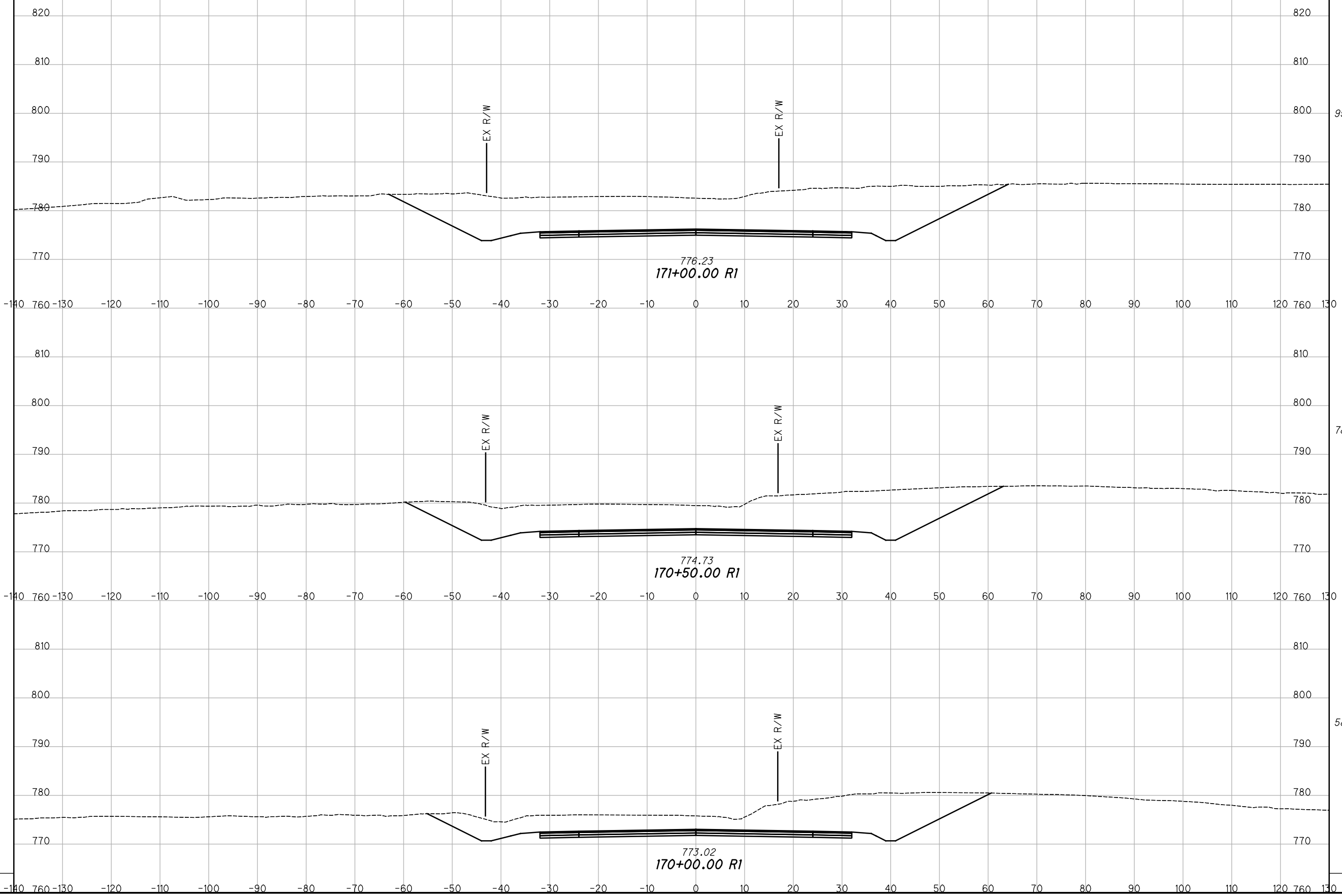
**CROSS SECTIONS SR63**  
**STA. 168+50.00 R1 TO STA. 169+50.00 R1**

**WAR-SR63-0.83**

74  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:31:55 PM chenders

SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME		CALCULATED ABH	CHECKED XXX
CUT	FILL	CUT	FILL		
952	0	1609	0		
786	0	1270	0		
586	0	856	0		

**CROSS SECTIONS SR63  
STA. 170+00.00 R1 TO STA. 171+00.00 R1**

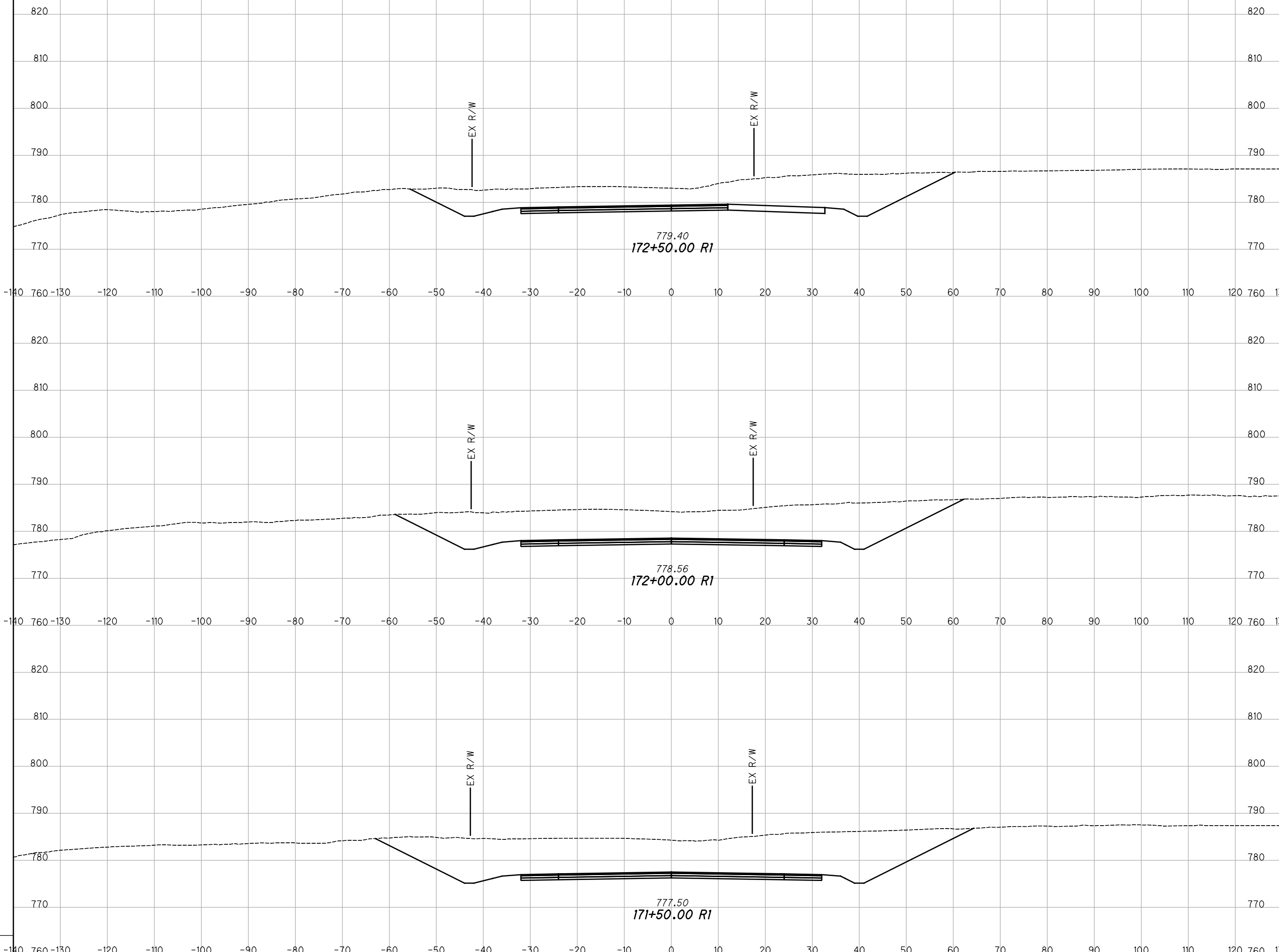
**WAR-SR63-0.83**

75  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:40:02 PM chenders

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
628	0	1334	0	XXX	XXX
813	0	1659	0		
979	0	1788	0		



**CROSS SECTIONS SR63  
STA. 171+50.00 R1 TO STA. 172+50.00 R1**

**WAR-SR63-0.83**

76  
156

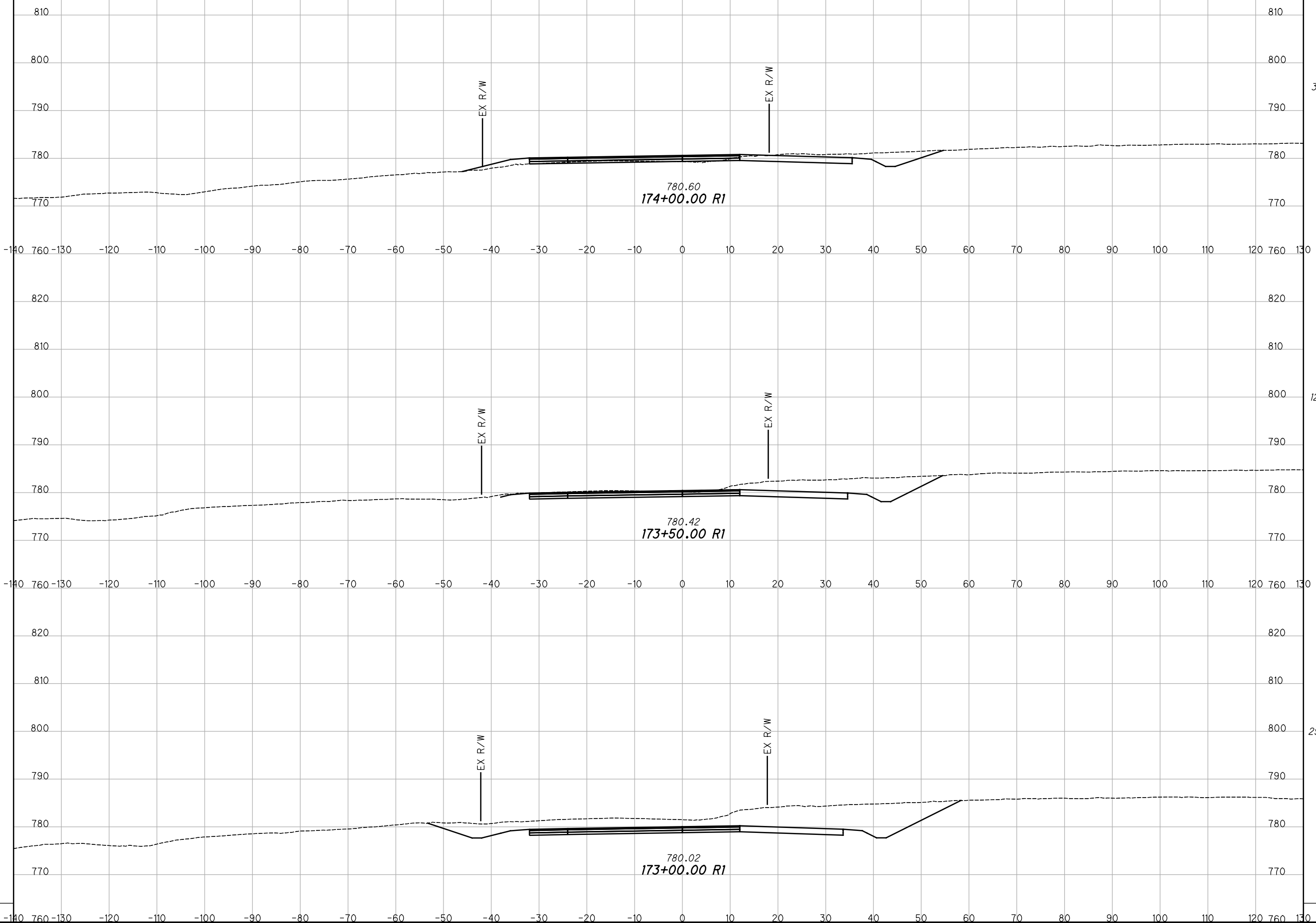
I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:4:08 PM chenders

SEEDING

END WIDTH	SO. YDS.
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END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	ABH	XXX

--	--	--	--	--	--



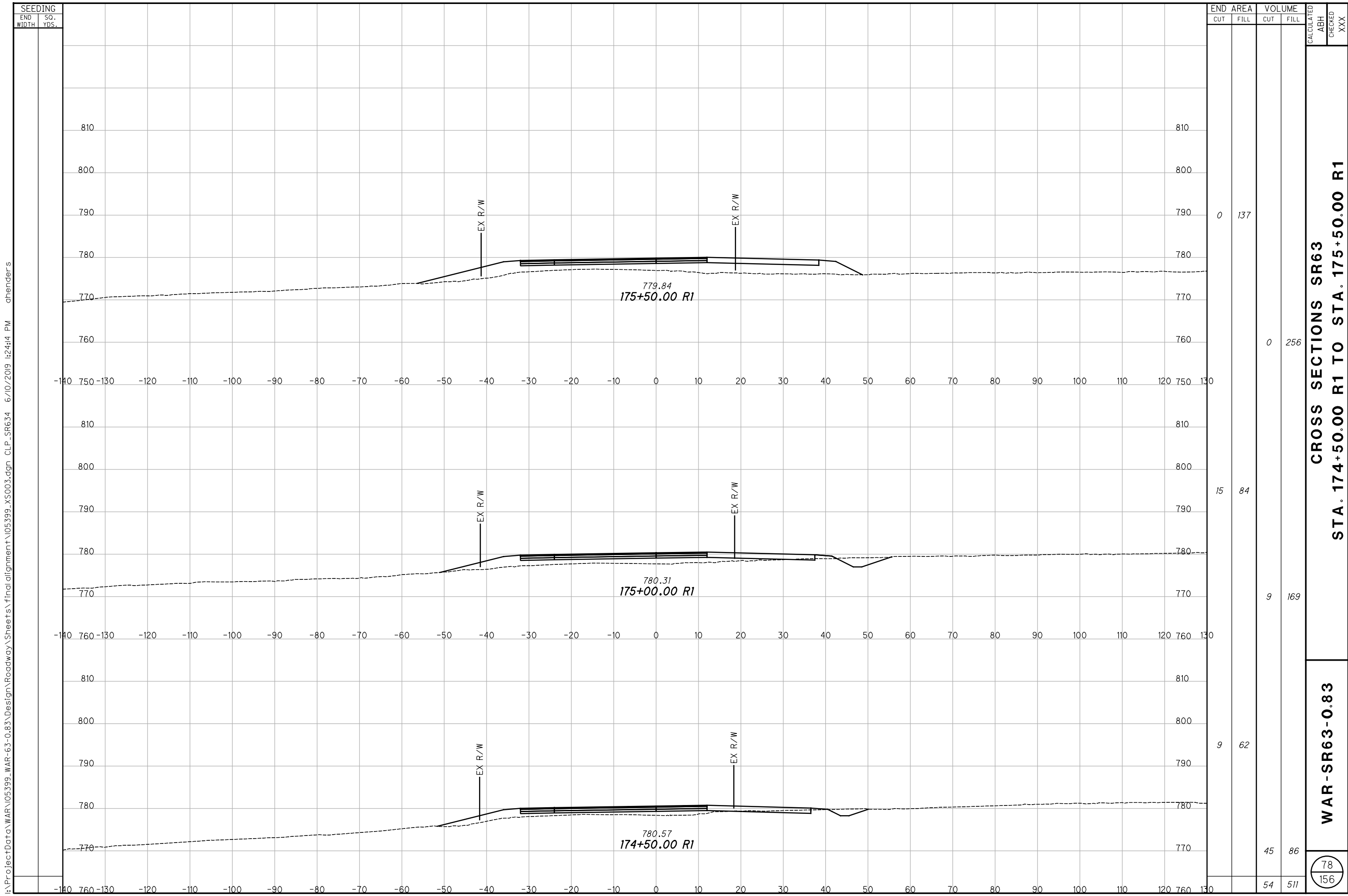
39	12	149	14	122	0	382	0	290	0	711	0
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**CROSS SECTIONS SR63  
STA. 173+00.00 R1 TO STA. 174+00.00 R1**

**WAR-SR63-0.83**

77  
156





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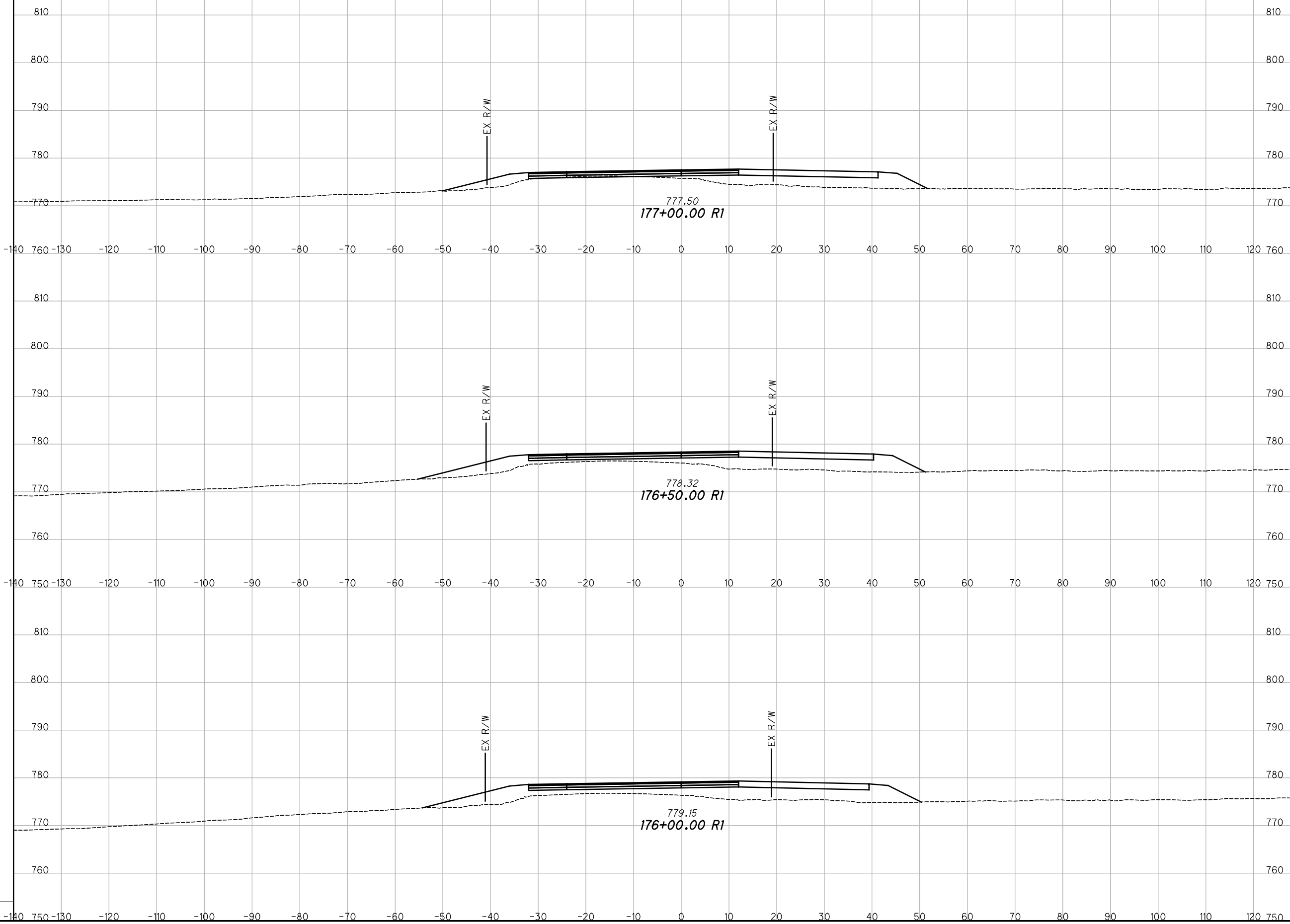
**CROSS SECTIONS SR63  
STA. 174+50.00 R1 TO STA. 175+50.00 R1**

**WAR-SR63-0.83**

78  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:42:1PM ananders

SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
3	67	3	204
0	109	0	282
0	134	0	314
		309	800

CALCULATED  
ABH  
CHECKED  
XXX

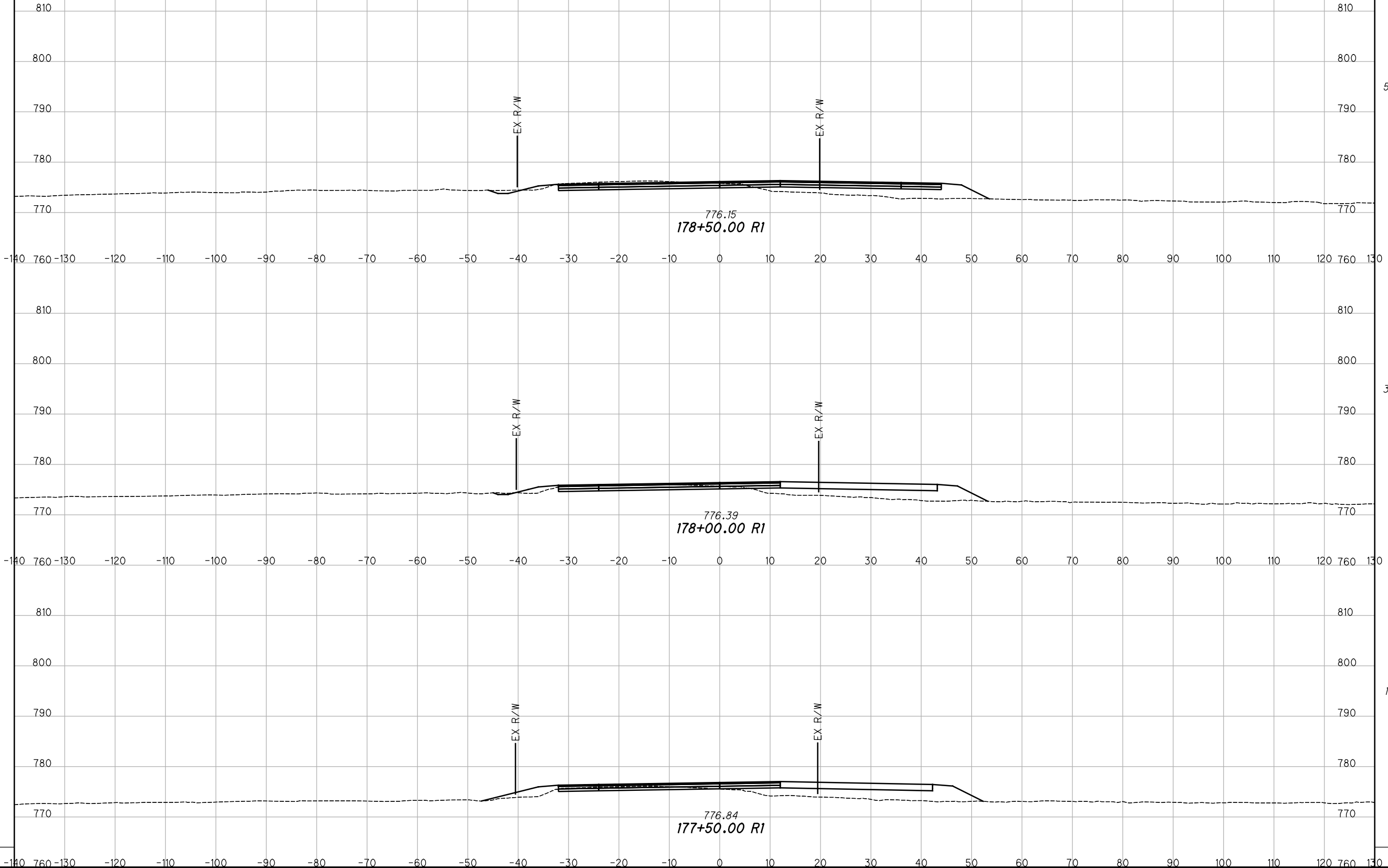
**CROSS SECTIONS SR63  
STA. 176+00.00 R1 TO STA. 177+00.00 R1**

**WAR-SR63-0.83**

79  
156

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SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
52	71	81	118
35	31	50	90
18	46	20	131
151	339		

**CROSS SECTIONS SR63**  
**STA. 177+50.00 R1 TO STA. 178+50.00 R1**

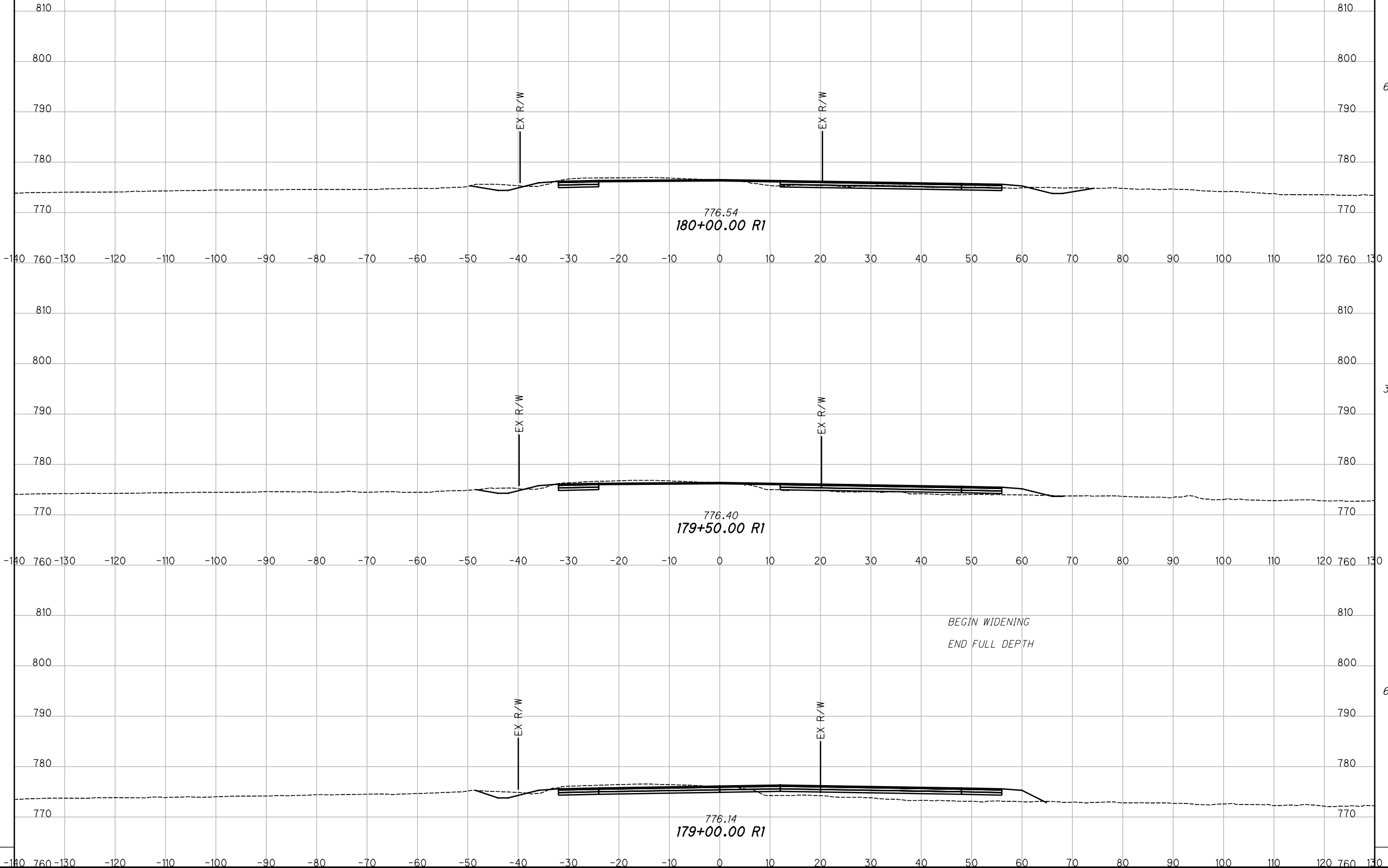
**WAR-SR63-0.83**

80  
156

CALCULATED	CHECKED
ABH	XXX

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SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
67	5	94	34
34	25	94	90
67	53	110	143
298	267		

CROSS SECTIONS SR63  
STA. 179+00.00 R1 TO STA. 180+00.00 R1

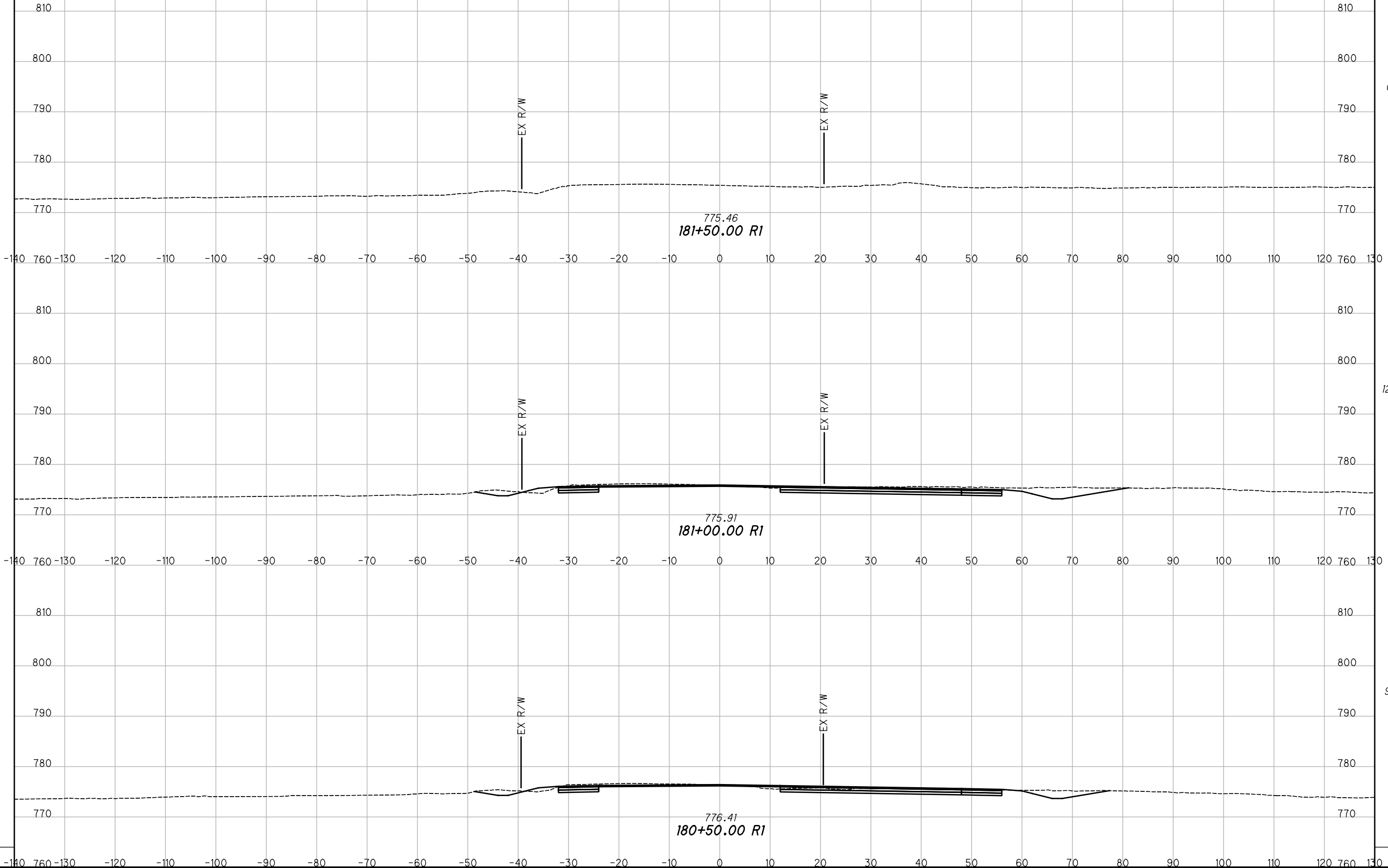
WAR-SR63-0.83

81  
156

CALCULATED  
ABH  
CHECKED  
XXX

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SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME		CALCULATED ABH	CHECKED XXX
CUT	FILL	CUT	FILL		
0	0	114	5		
123	4	198	9		
91	3	146	9		
458	23				

**CROSS SECTIONS SR63  
STA. 180+50.00 R1 TO STA. 181+50.00 R1**

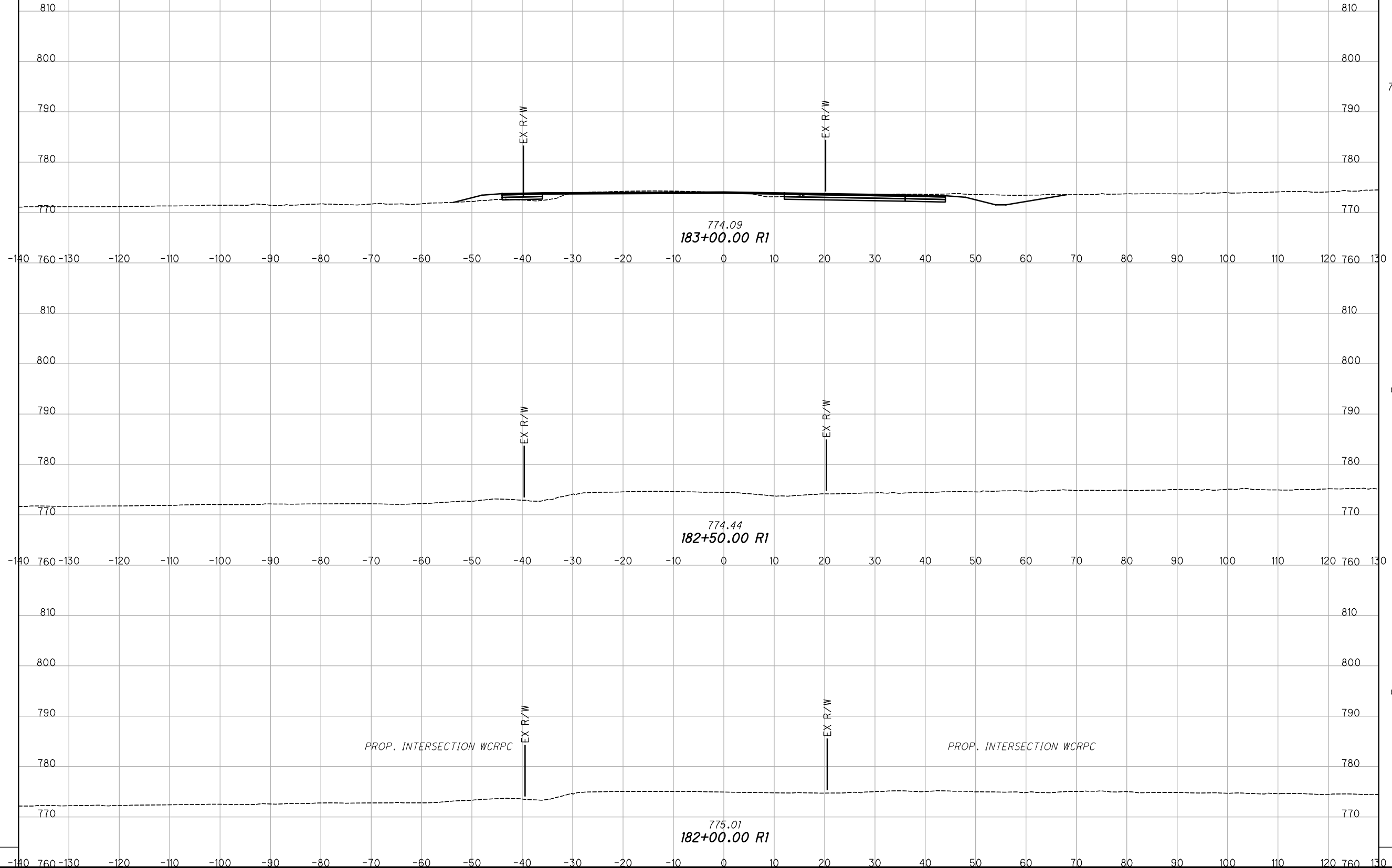
**WAR-SR63-0.83**

82  
156

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SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



END AREA		VOLUME	
CUT	FILL	CUT	FILL
77	12	71	14
0	0	0	0
0	0	0	0
0	0	0	0
77	12	71	14

CROSS SECTIONS SR63  
STA. 182+00.00 R1 TO STA. 183+00.00 R1

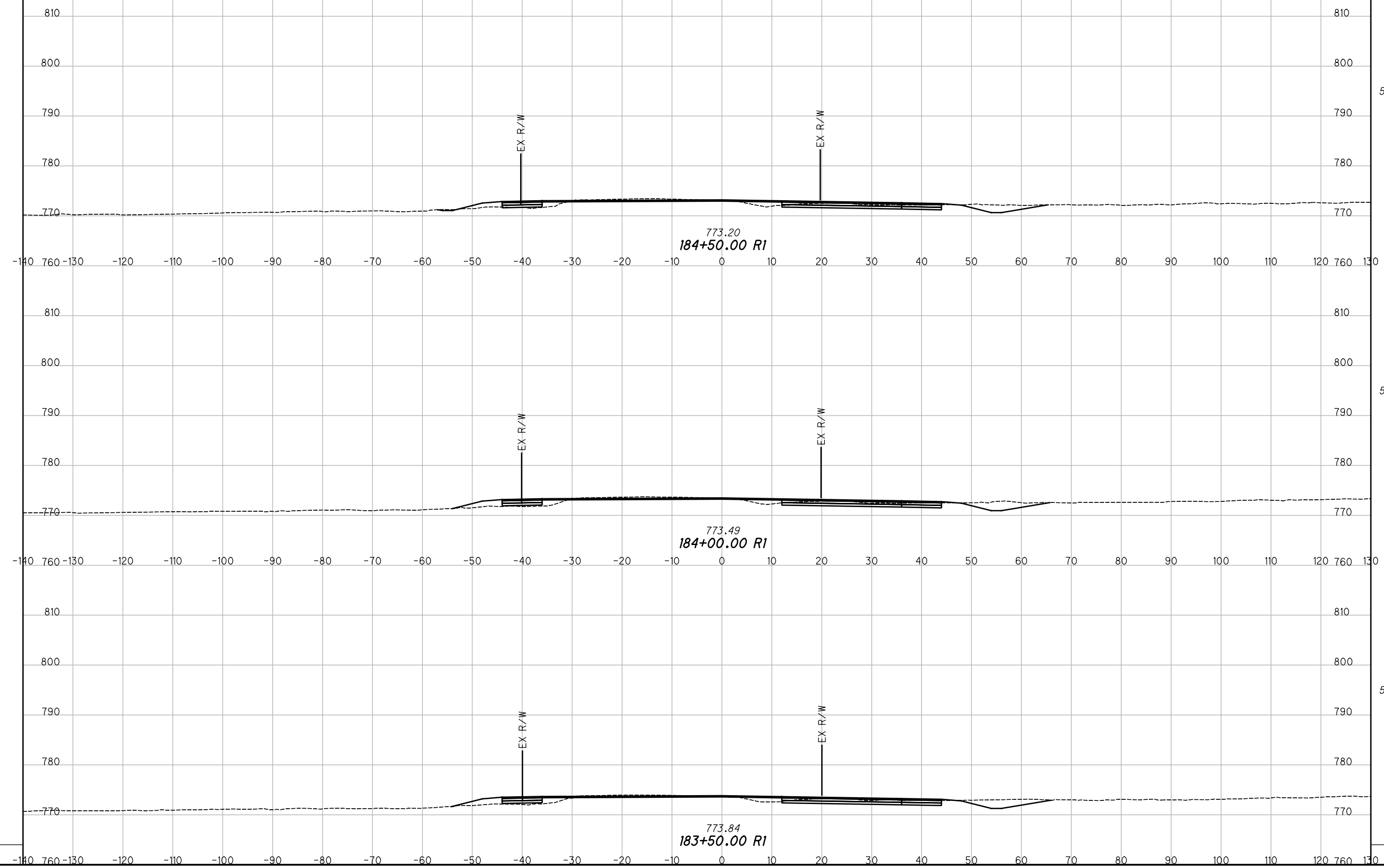
WAR-SR63-0.83

83  
156

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
56	11	106	29		
59	14	109	34		
59	15	125	32		
		340	95		

**CROSS SECTIONS SR63**  
**STA. 183+50.00 R1 TO STA. 184+50.00 R1**

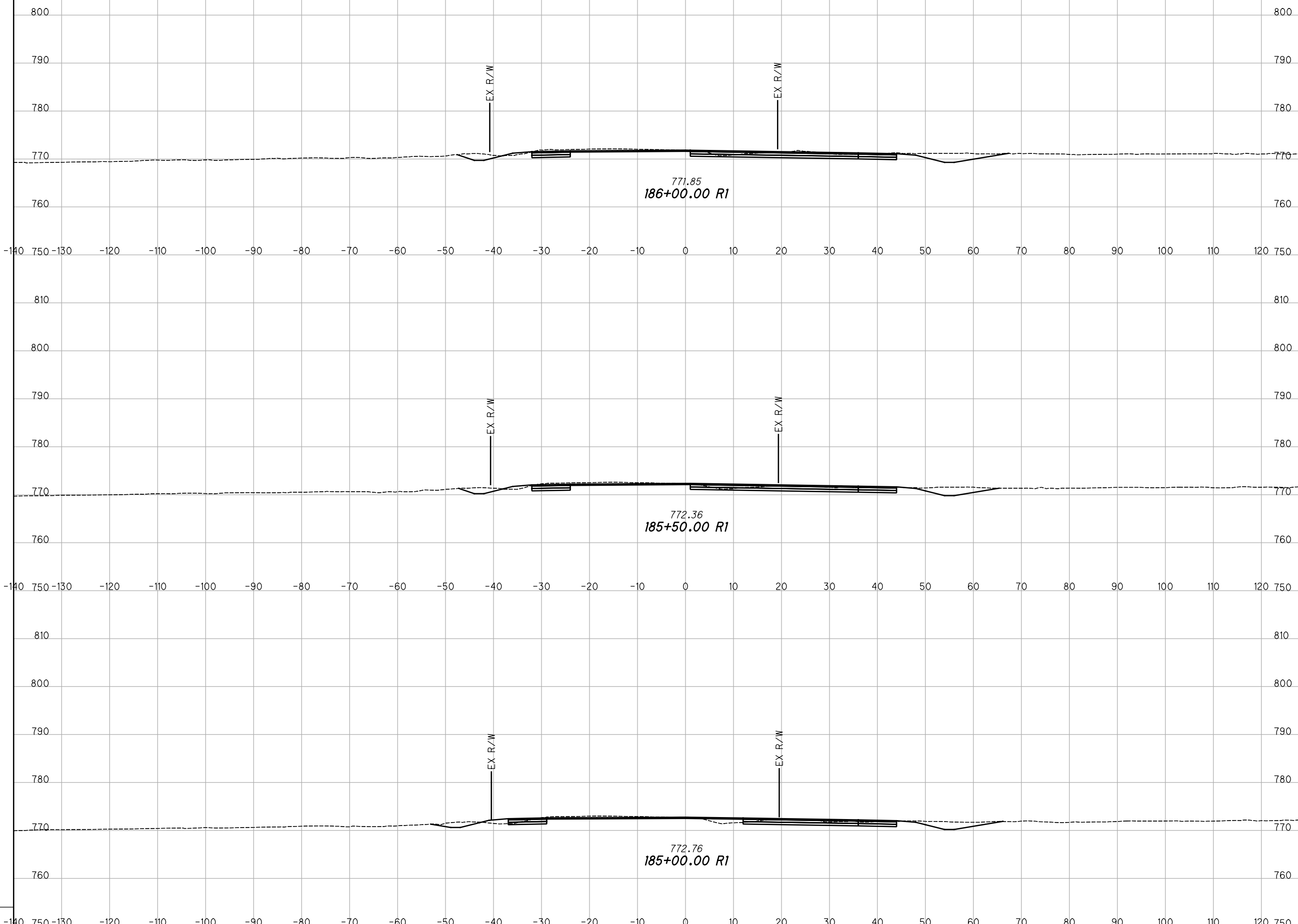
**WAR-SR63-0.83**

84  
156

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



96	2	167	5		
85	3	145	8		
72	4	118	17		
		430	30		

**CROSS SECTIONS SR63  
STA. 185+00.00 R1 TO STA. 186+00.00 R1**

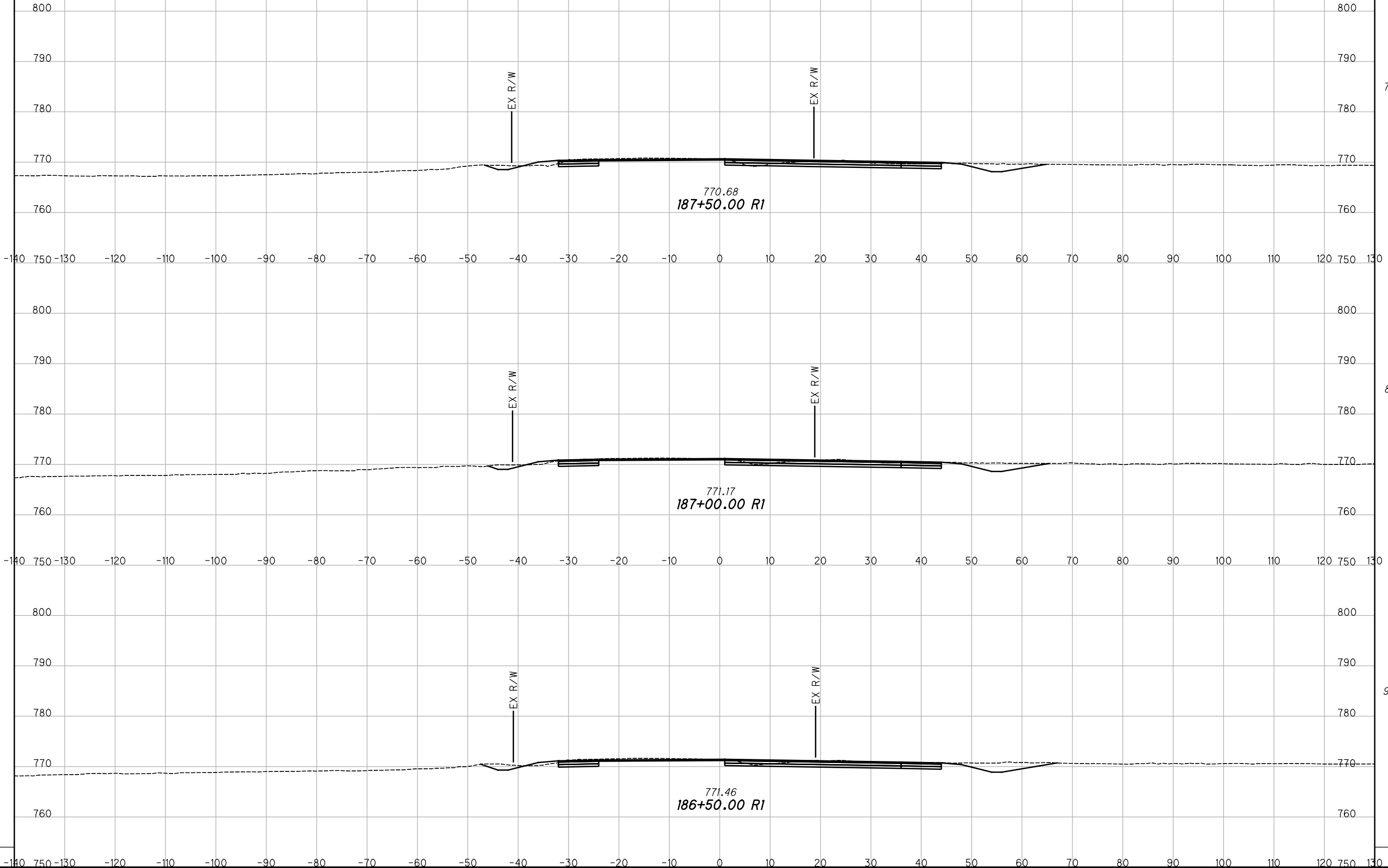
**WAR-SR63-0.83**

85  
156



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SEEDING	
END WIDTH	SO. YDS.



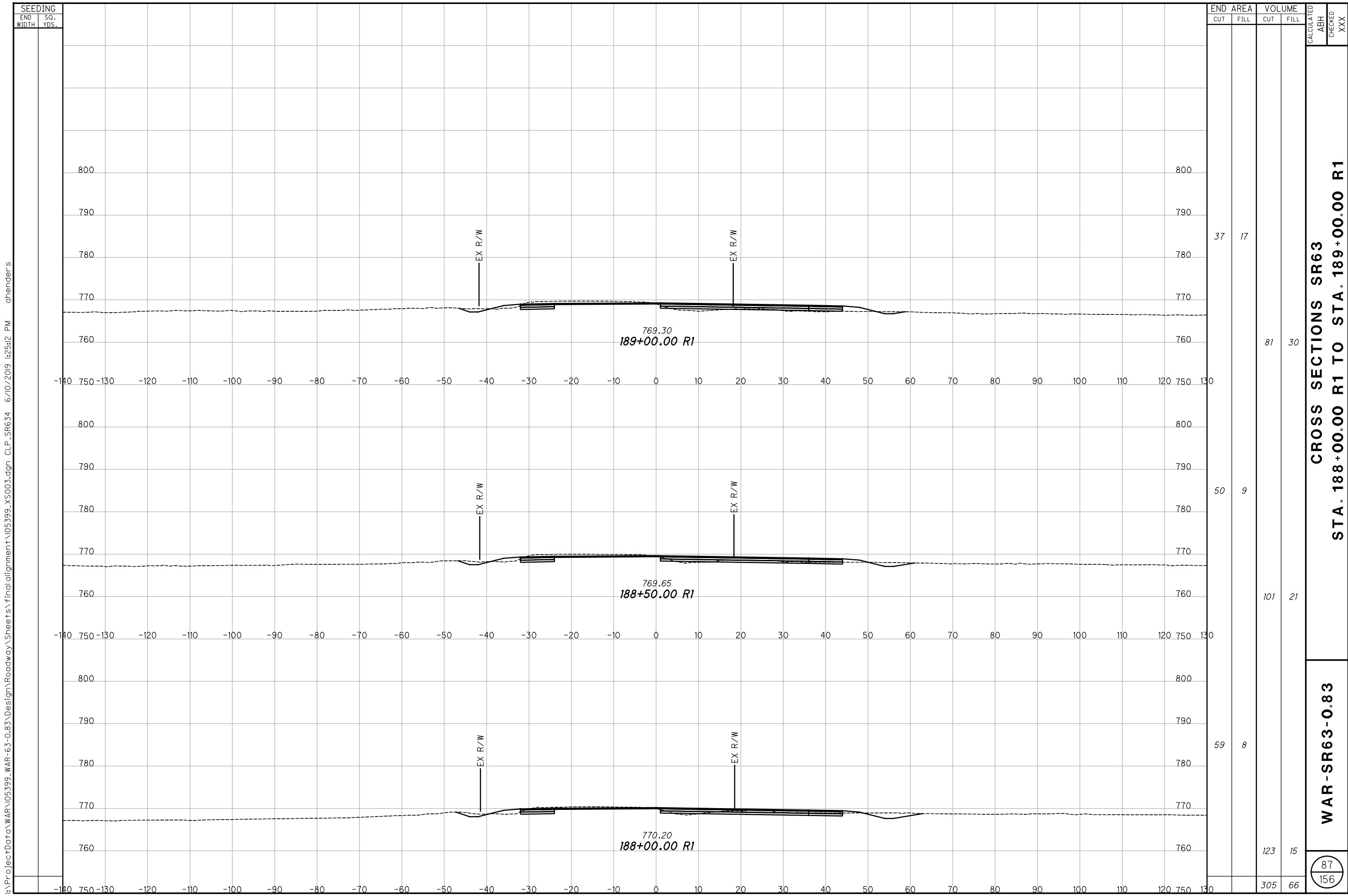
END AREA		VOLUME	
CUT	FILL	CUT	FILL
74	5	144	8
81	2	161	6
93	3	175	5
		480	19

**CROSS SECTIONS SR63**  
**STA. 186+50.00 R1 TO STA. 187+50.00 R1**

**WAR-SR63-0.83**

86  
156

CALCULATED	CHECKED
ABH	XXX



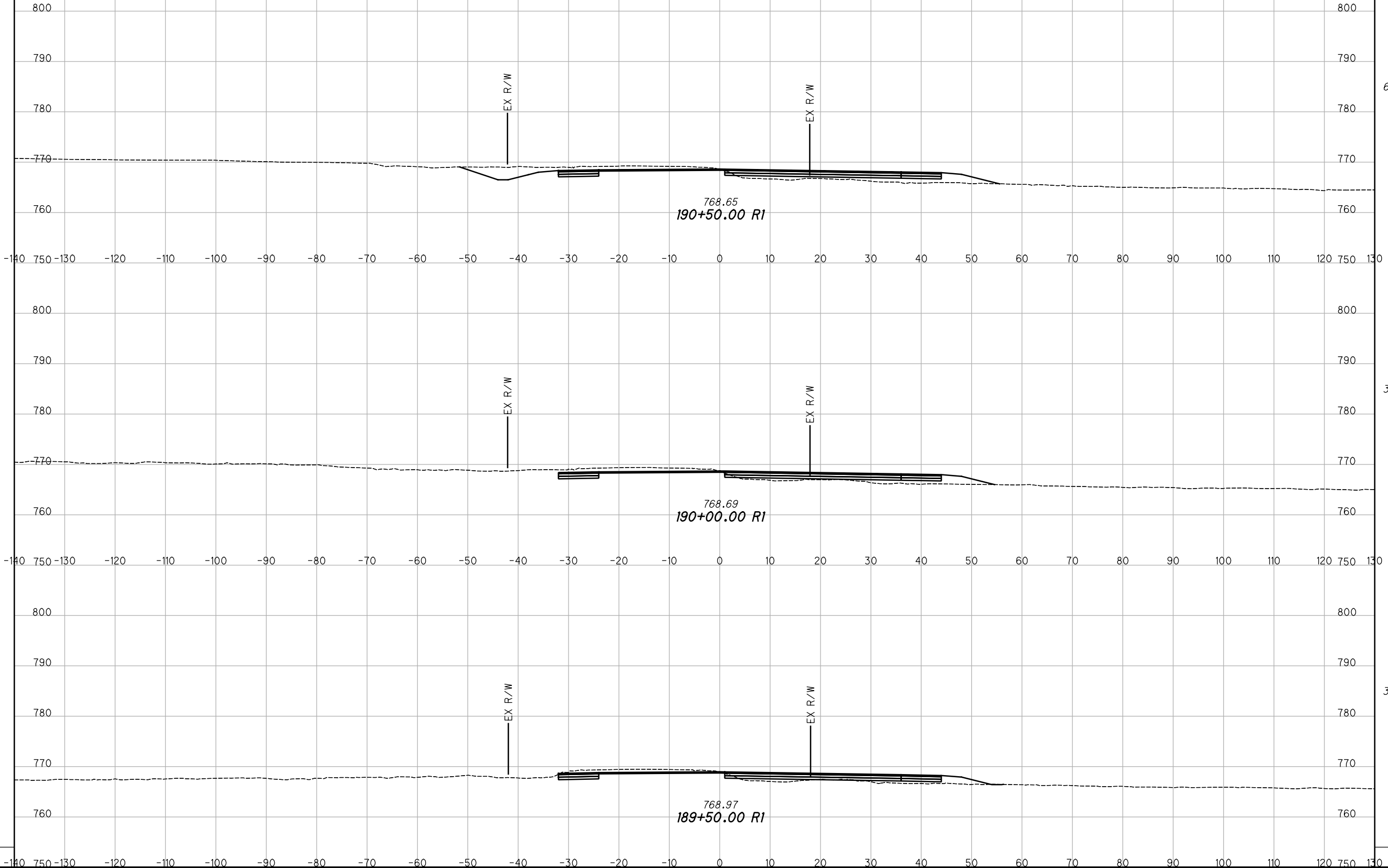
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**CROSS SECTIONS SR63  
STA. 188+00.00 R1 TO STA. 189+00.00 R1**

**WAR-SR63-0.83**

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SEEDING	
END WIDTH	SO. YDS.



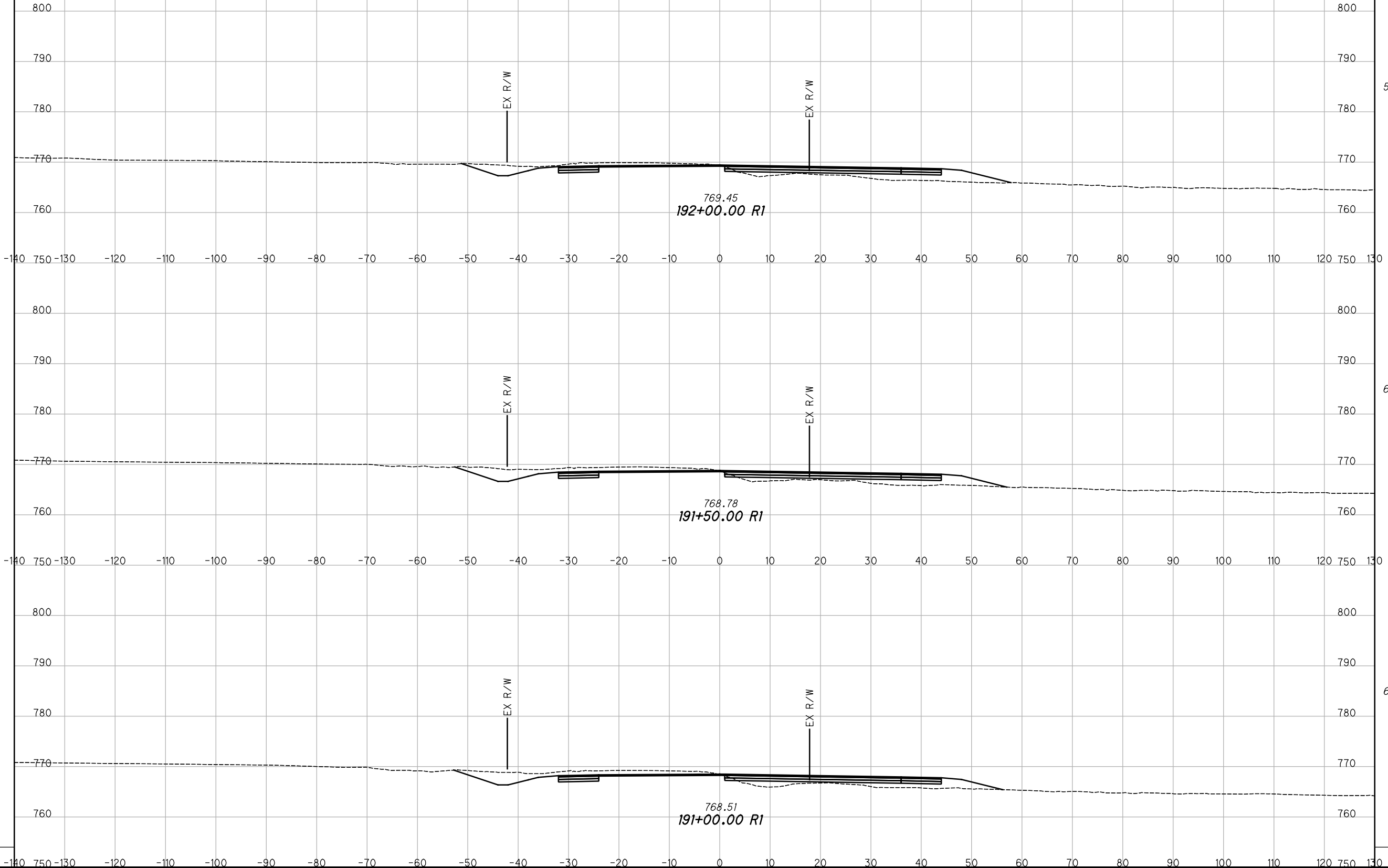
END AREA		VOLUME	
CUT	FILL	CUT	FILL
65	38	95	78
38	29	65	59
33	22	65	45
		225	182

**CROSS SECTIONS SR63**  
**STA. 189+50.00 R1 TO STA. 190+50.00 R1**  
**WAR-SR63-0.83**

88  
156

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SEEDING	
END WIDTH	SO. YDS.



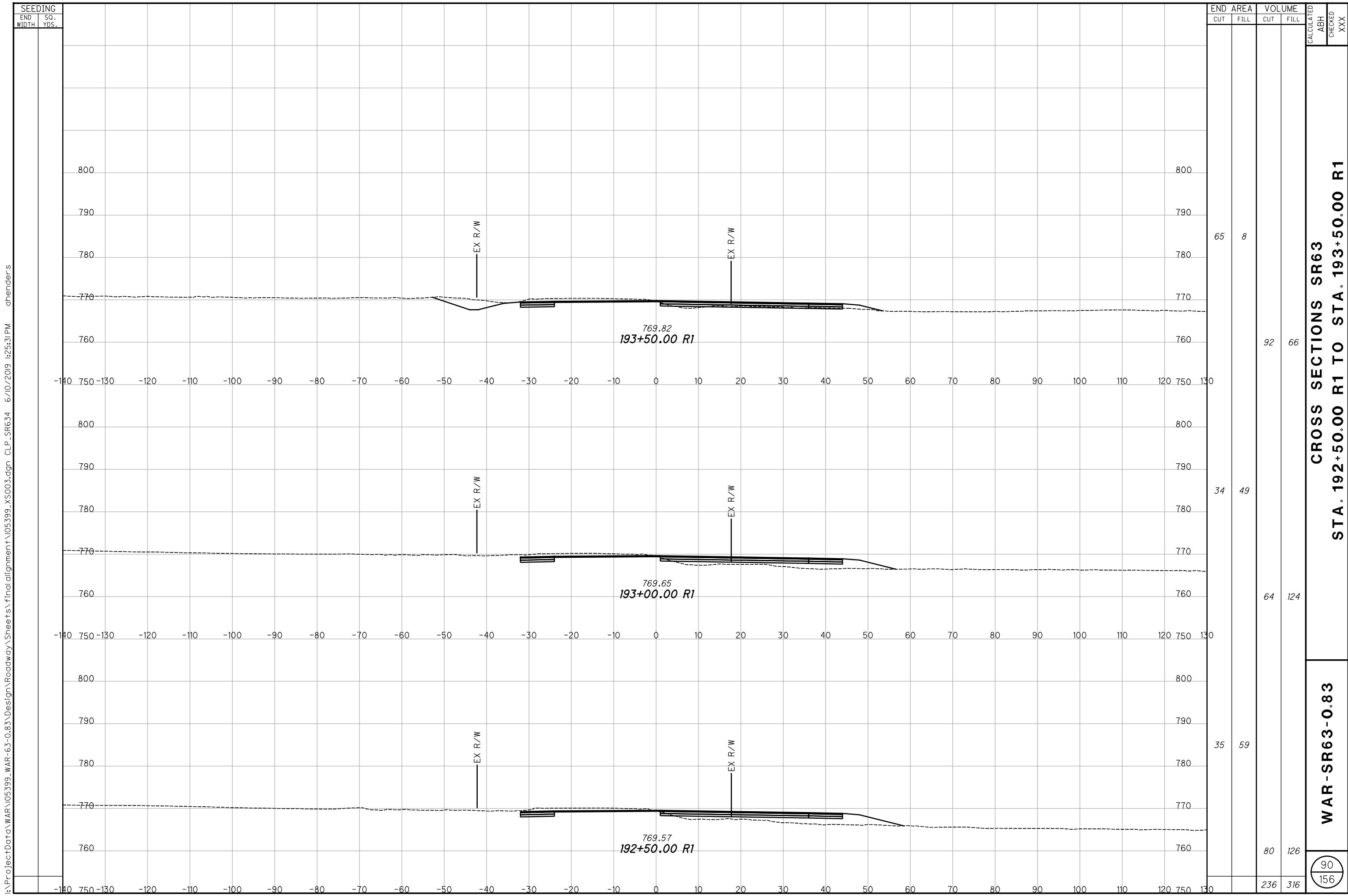
END AREA		VOLUME	
CUT	FILL	CUT	FILL
52	50	110	107
67	42	126	97
69	42	124	92
		360	296

**CROSS SECTIONS SR63**  
**STA. 191+00.00 R1 TO STA. 192+00.00 R1**

**WAR-SR63-0.83**

89  
156

CALCULATED  
ABH  
CHECKED  
XXX



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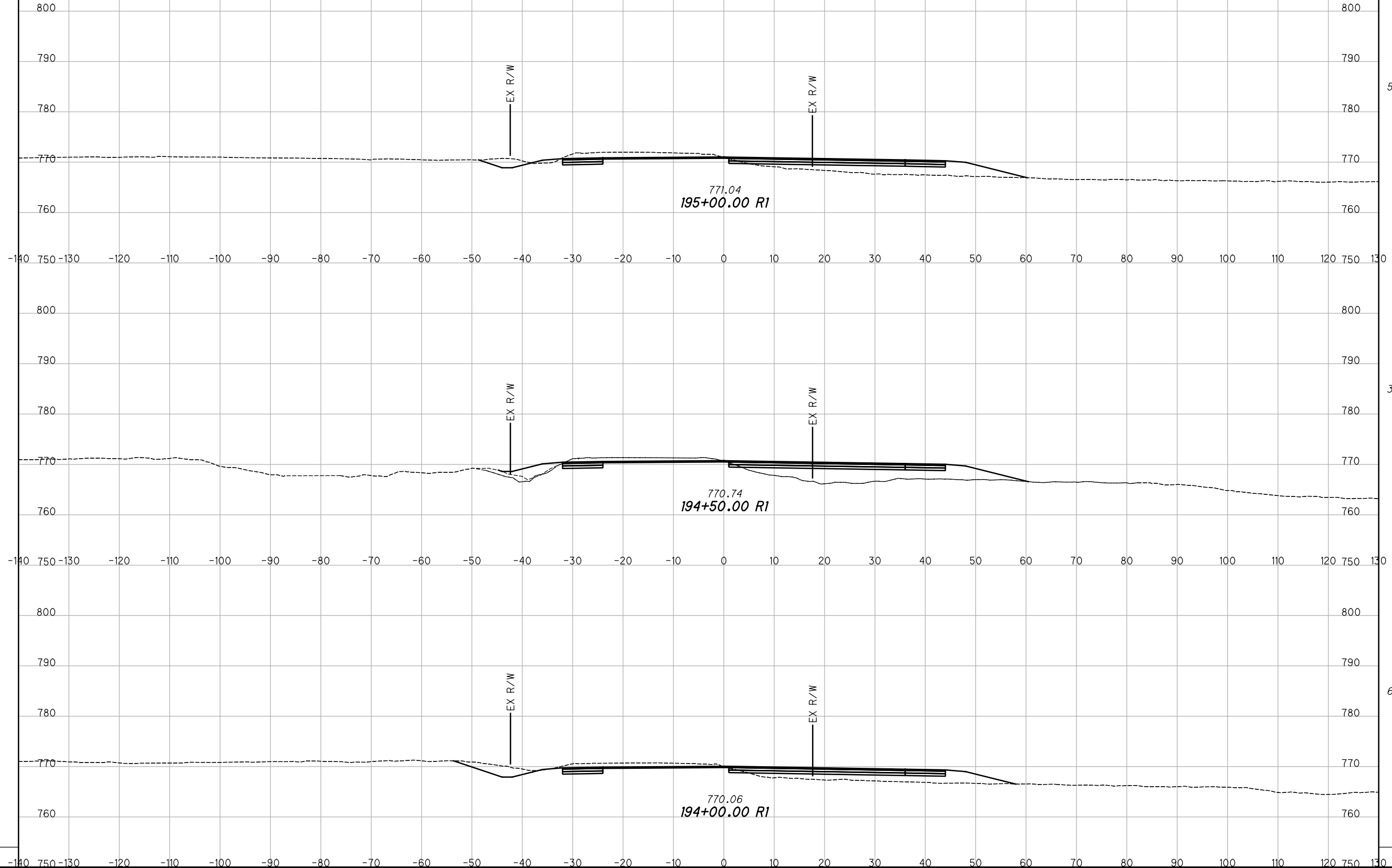
**CROSS SECTIONS SR63  
STA. 192+50.00 R1 TO STA. 193+50.00 R1**

**WAR-SR63-0.83**

90  
156

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SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
57	78	87	241		XXX
37	130	90	224		
60	63	116	83		
		293	548		

**CROSS SECTIONS SR63  
STA. 194+00.00 R1 TO STA. 195+00.00 R1**

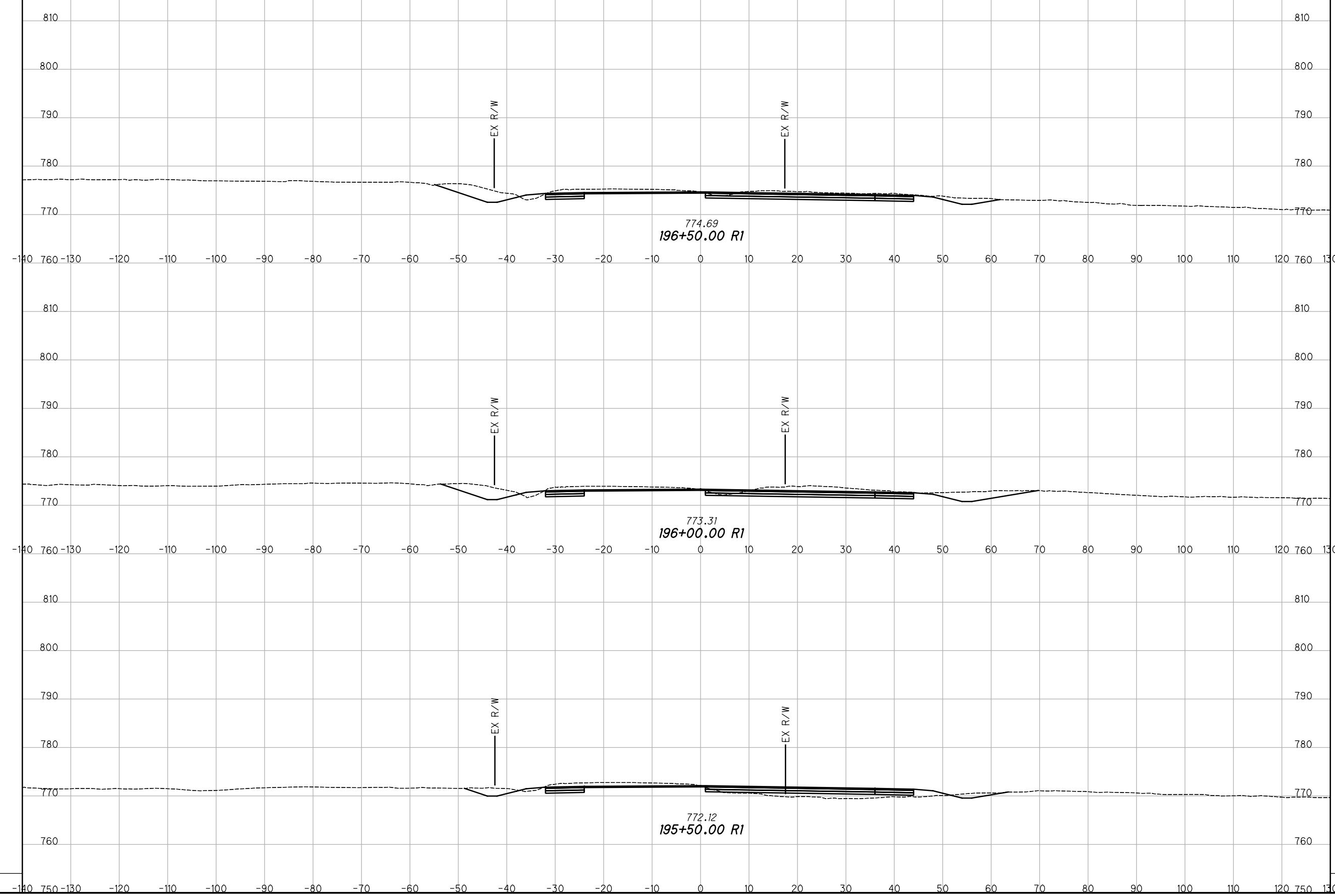
**WAR-SR63-0.83**

91  
156

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



136	4	268	8		
154	3	193	41		
54	33	103	128		
		564	177		

**CROSS SECTIONS SR63**  
**STA. 195+50.00 R1 TO STA. 196+50.00 R1**

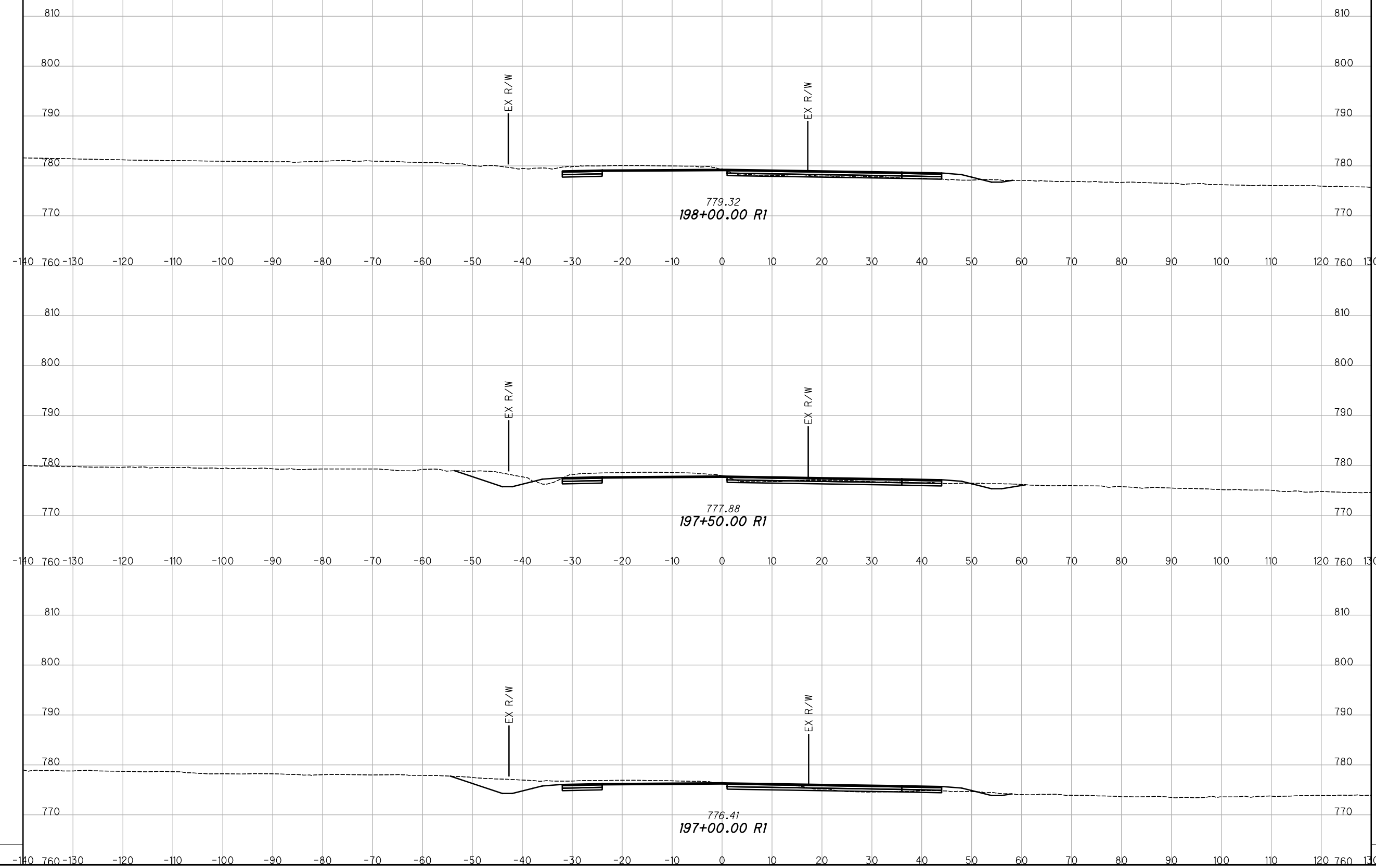
**WAR-SR63-0.83**

92  
156

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX

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END AREA	VOLUME
CUT	FILL
52	7
93	6
90	5
209	10
514	39

CROSS SECTIONS SR63  
STA. 197+00.00 R1 TO STA. 198+00.00 R1

WAR-SR63-0.83

93  
156

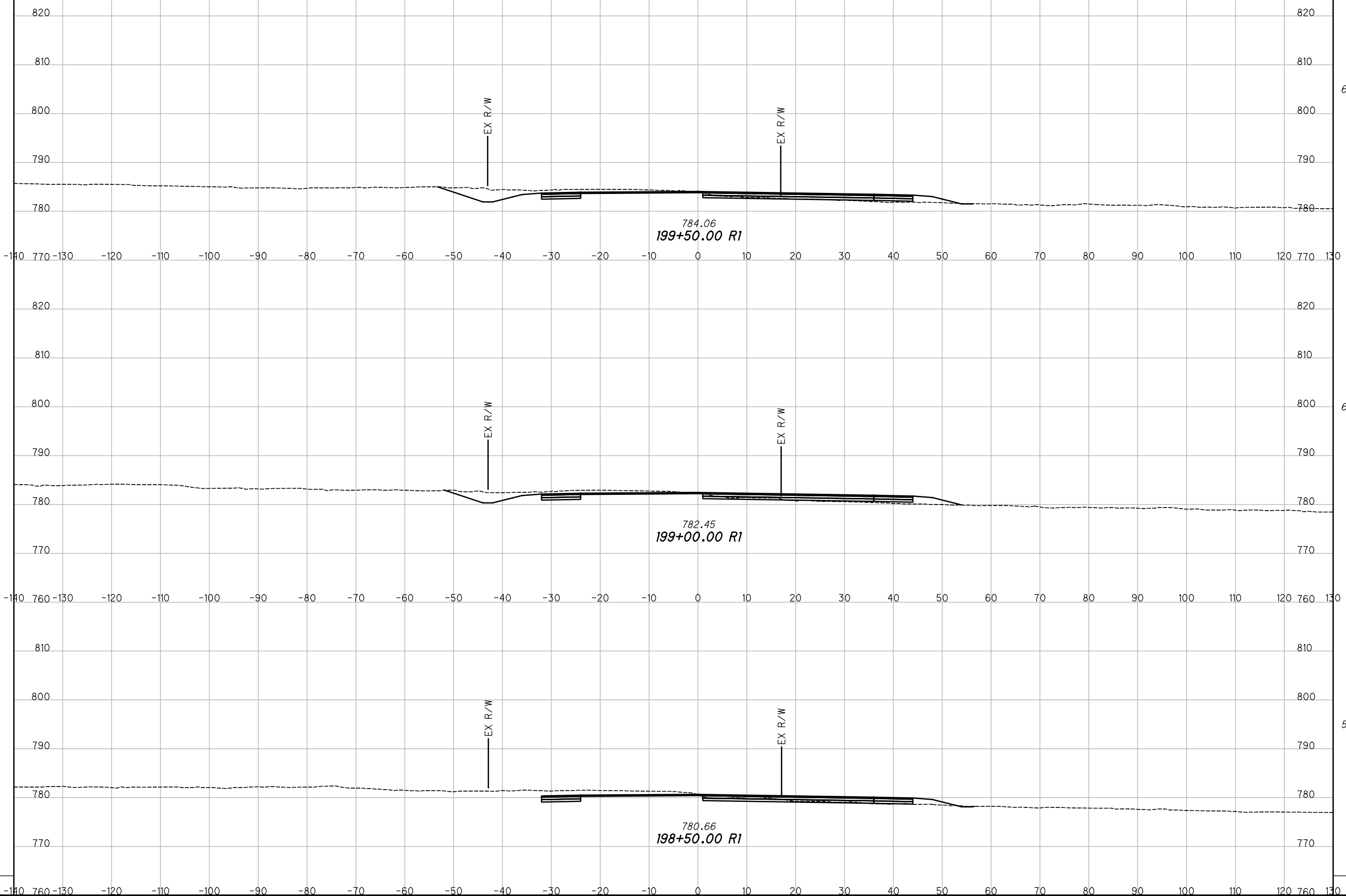


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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
67	12	117	31		XXX
60	15	106	27		
55	8	99	17		
		322	75		



**CROSS SECTIONS SR63  
STA. 198+50.00 R1 TO STA. 199+50.00 R1**

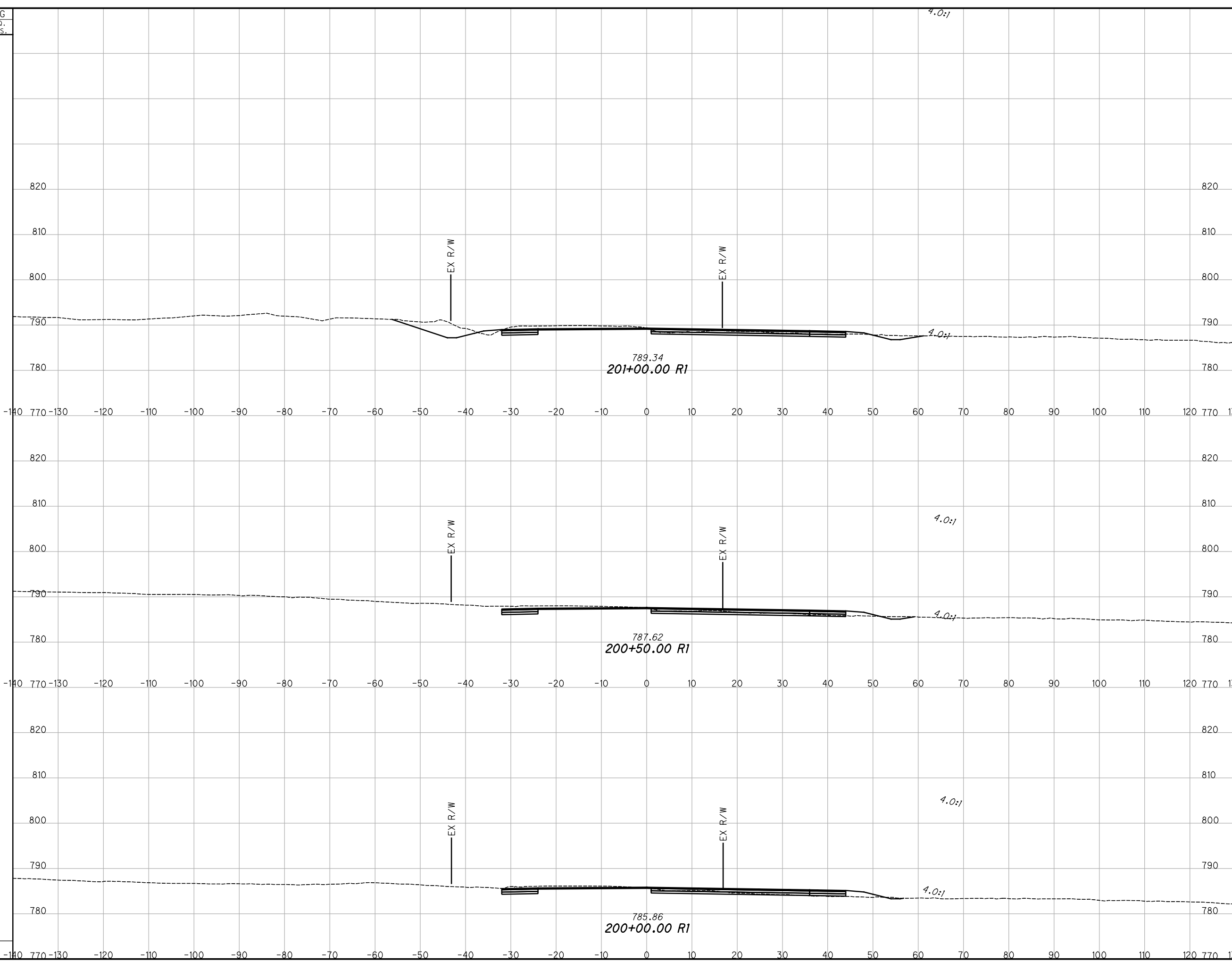
**WAR-SR63-0.83**

94  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:26:03 PM ahenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
101	5	142	12		
52	5	85	16		
39	8	98	23		
		325	51		

**CROSS SECTIONS SR63  
STA. 200+00.00 R1 TO STA. 201+00.00 R1**

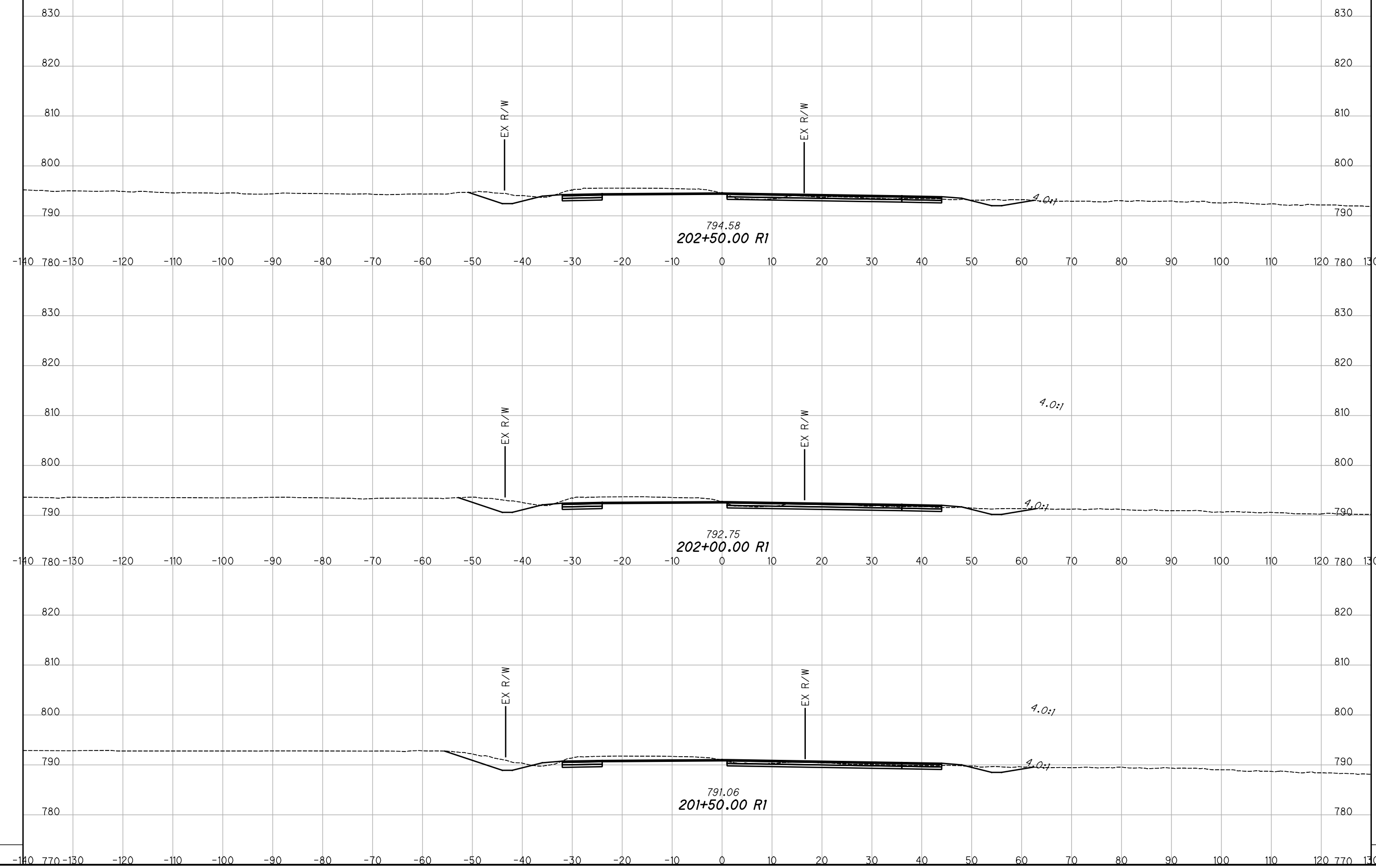
**WAR-SR63-0.83**

95  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:26:10 PM chenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
				XXX	XXX



99	2	114	1	100	4
		198	6		
				186	10
				581	20

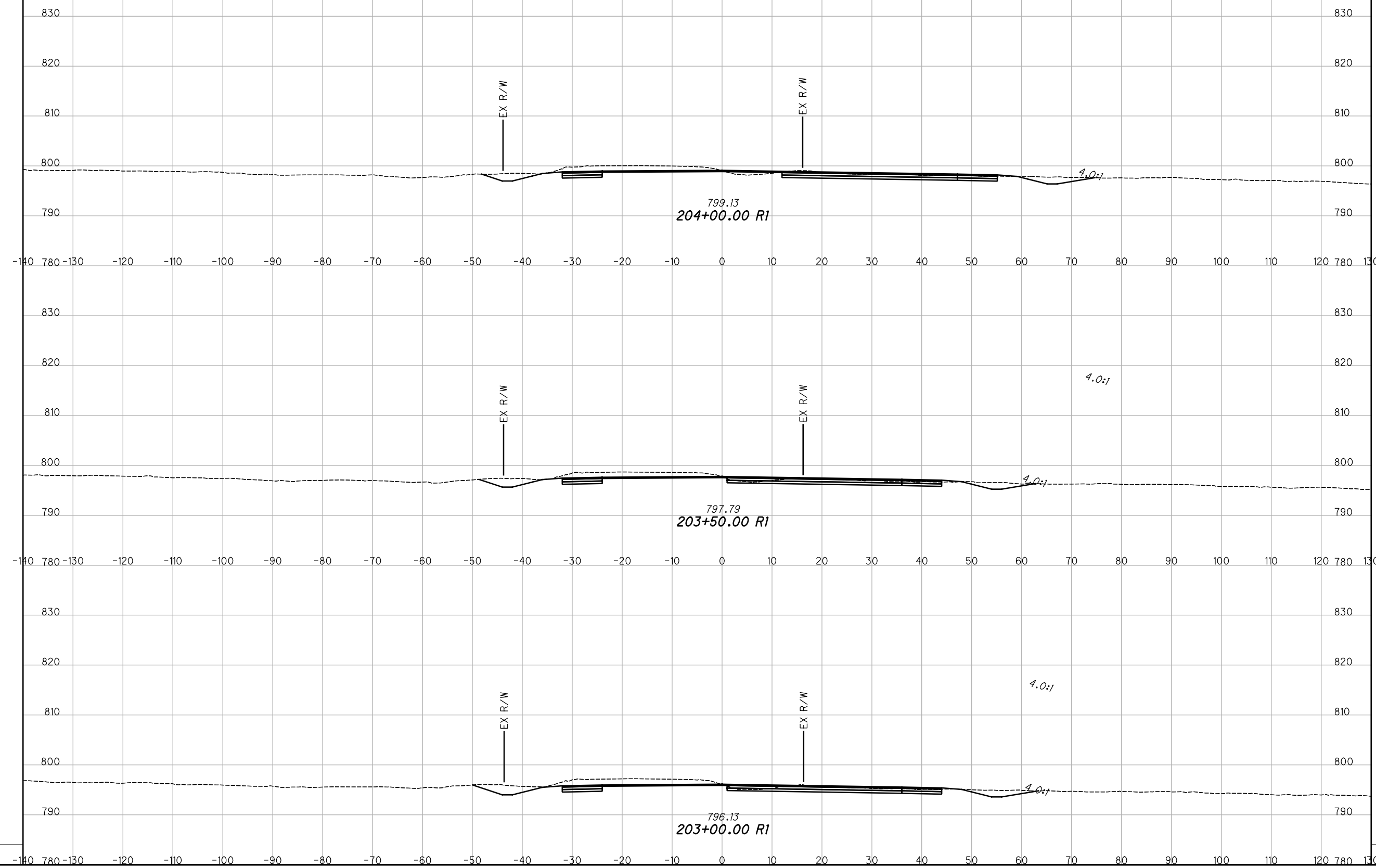
**CROSS SECTIONS SR63**  
**STA. 201+50.00 R1 TO STA. 202+50.00 R1**  
**WAR-SR63-0.83**

96  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final\alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:26:16 PM anenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
					XXX



**CROSS SECTIONS SR63**  
**STA. 203+00.00 R1 TO STA. 204+00.00 R1**

**WAR-SR63-0.83**

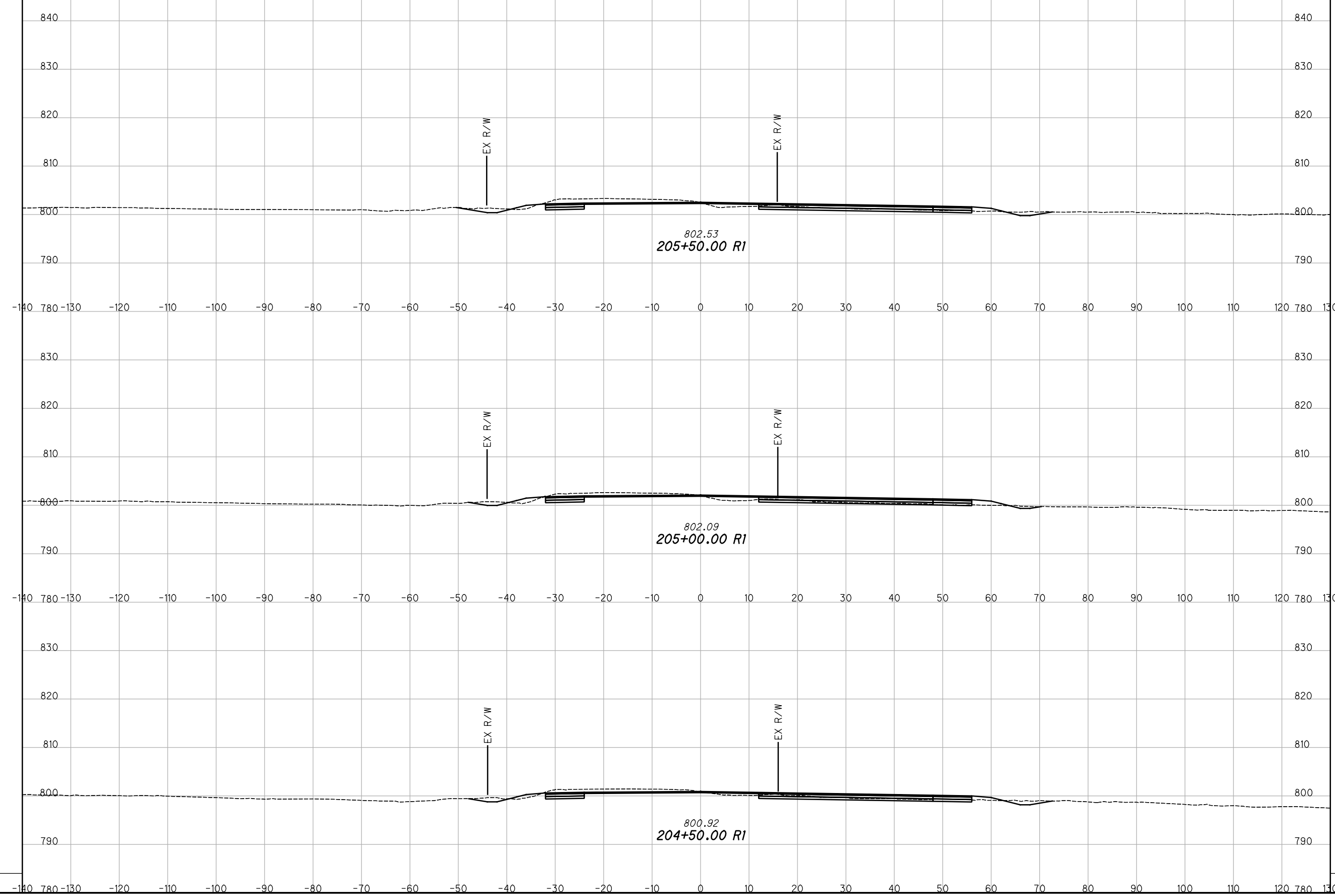
97  
156

114	1	201	2
103	1	202	1
115	0	198	3
601	6		

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SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



END AREA	VOLUME
CUT	FILL
73	6
49	9
65	6
385	44

CROSS SECTIONS SR63  
STA. 204+50.00 R1 TO STA. 205+50.00 R1

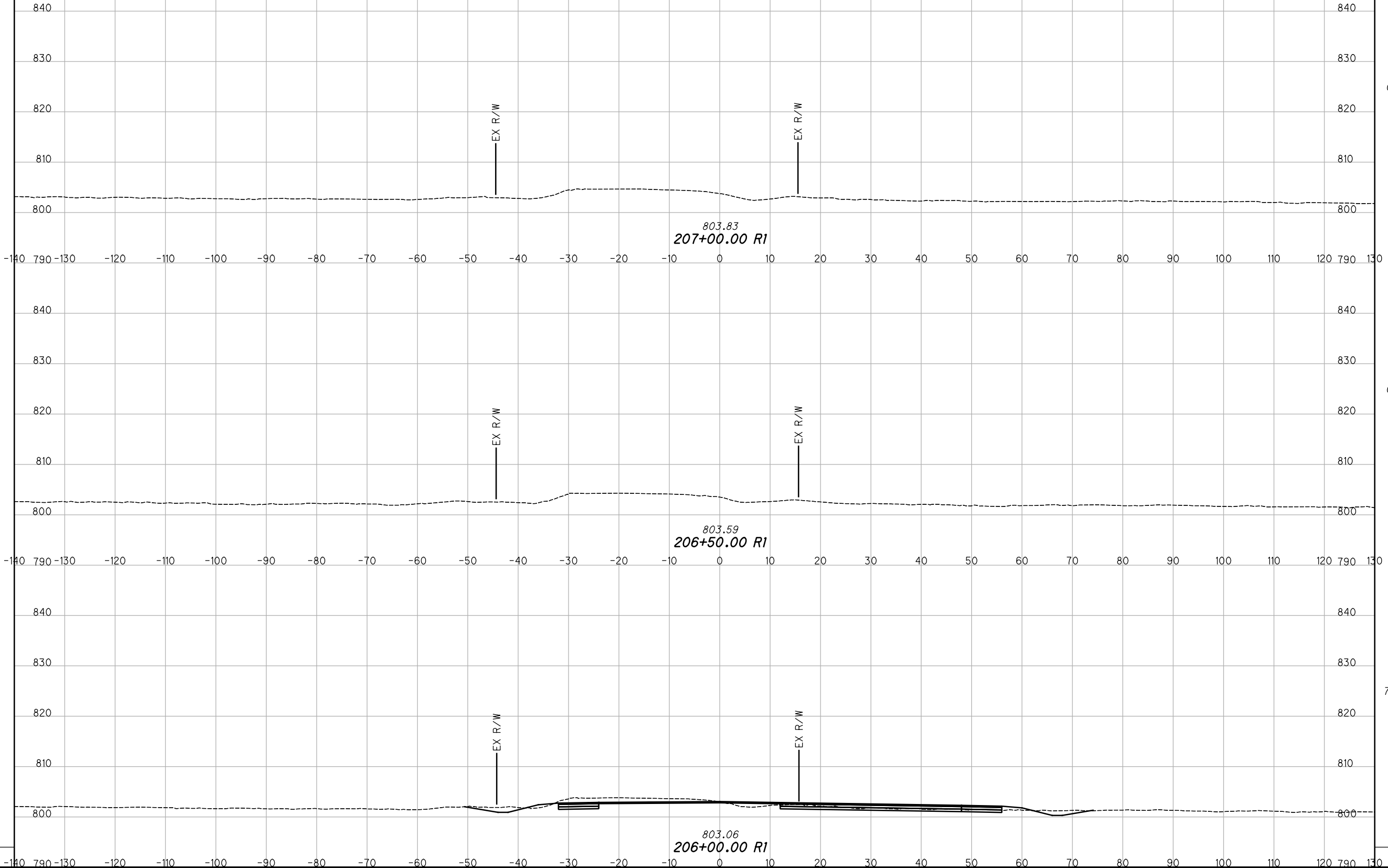
WAR-SR63-0.83

98  
156

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SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	ABH	XXX



0	0	0	0		
0	0	70	6		
76	5	138	13		
208	19				

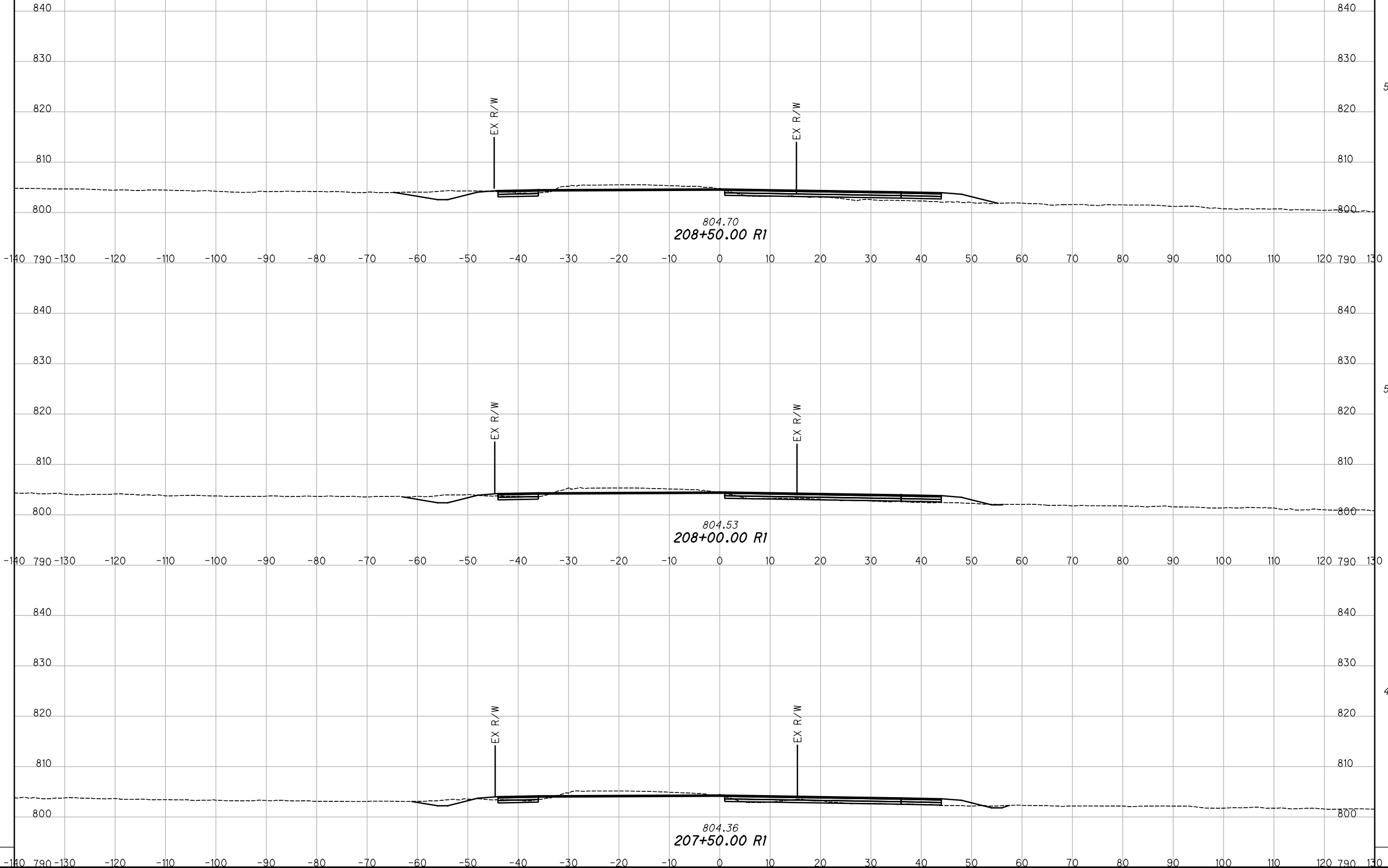
CROSS SECTIONS SR63  
STA. 206+00.00 R1 TO STA. 207+00.00 R1

WAR-SR63-0.83

99  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:26:36 PM ahenders

SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
56	24	100	41
52	11	94	24
49	10	45	11
		239	76

**CROSS SECTIONS SR63  
STA. 207+50.00 R1 TO STA. 208+50.00 R1**

**WAR-SR63-0.83**

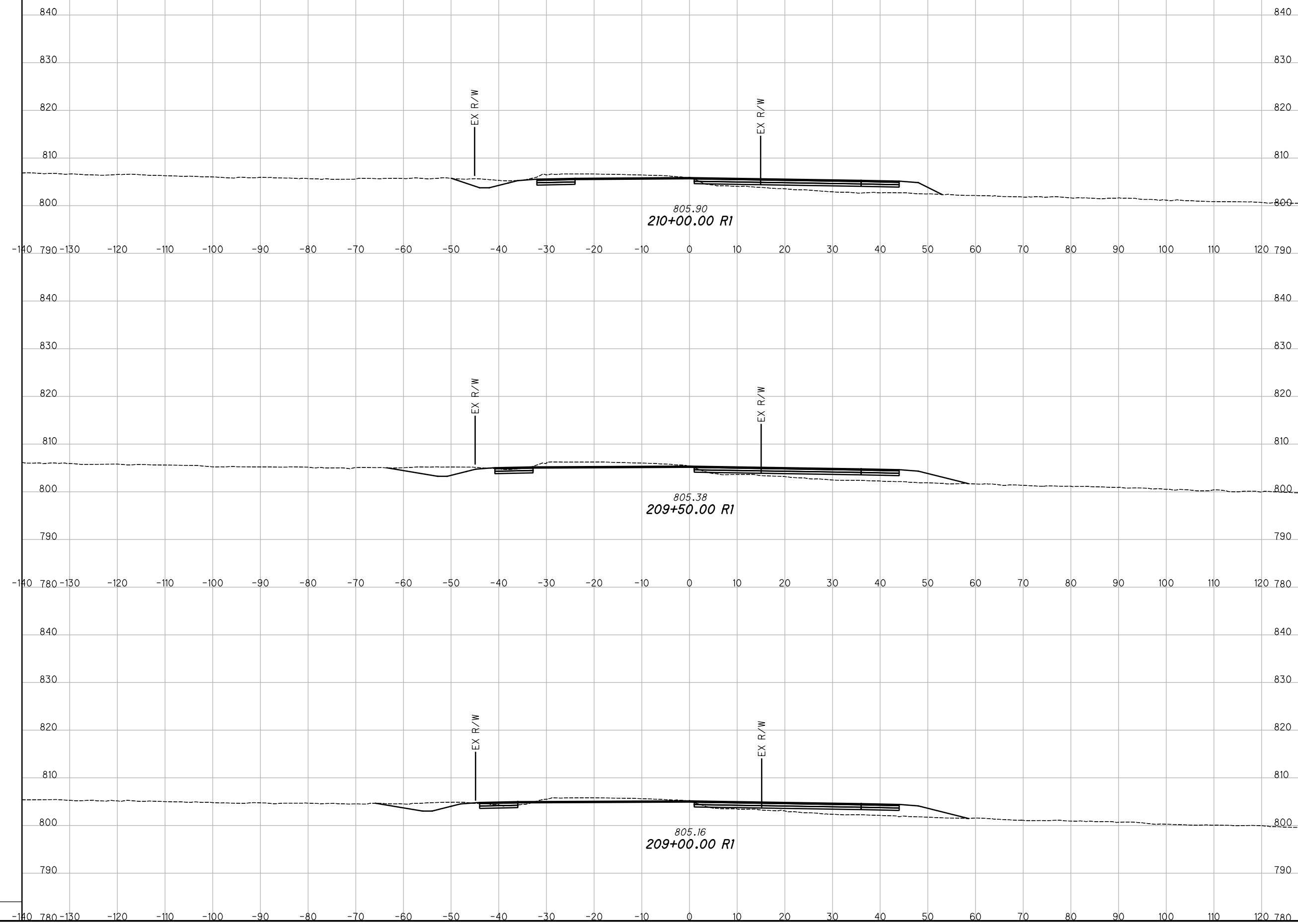
100  
156

CALCULATED  
ABH  
CHECKED  
XXX

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final\alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:27:08 PM ahenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	ABH	XXX



53	51	108	123
63	55	105	124
50	51	98	87
		311	334

**CROSS SECTIONS SR63  
STA. 209+00.00 R1 TO STA. 210+00.00 R1**

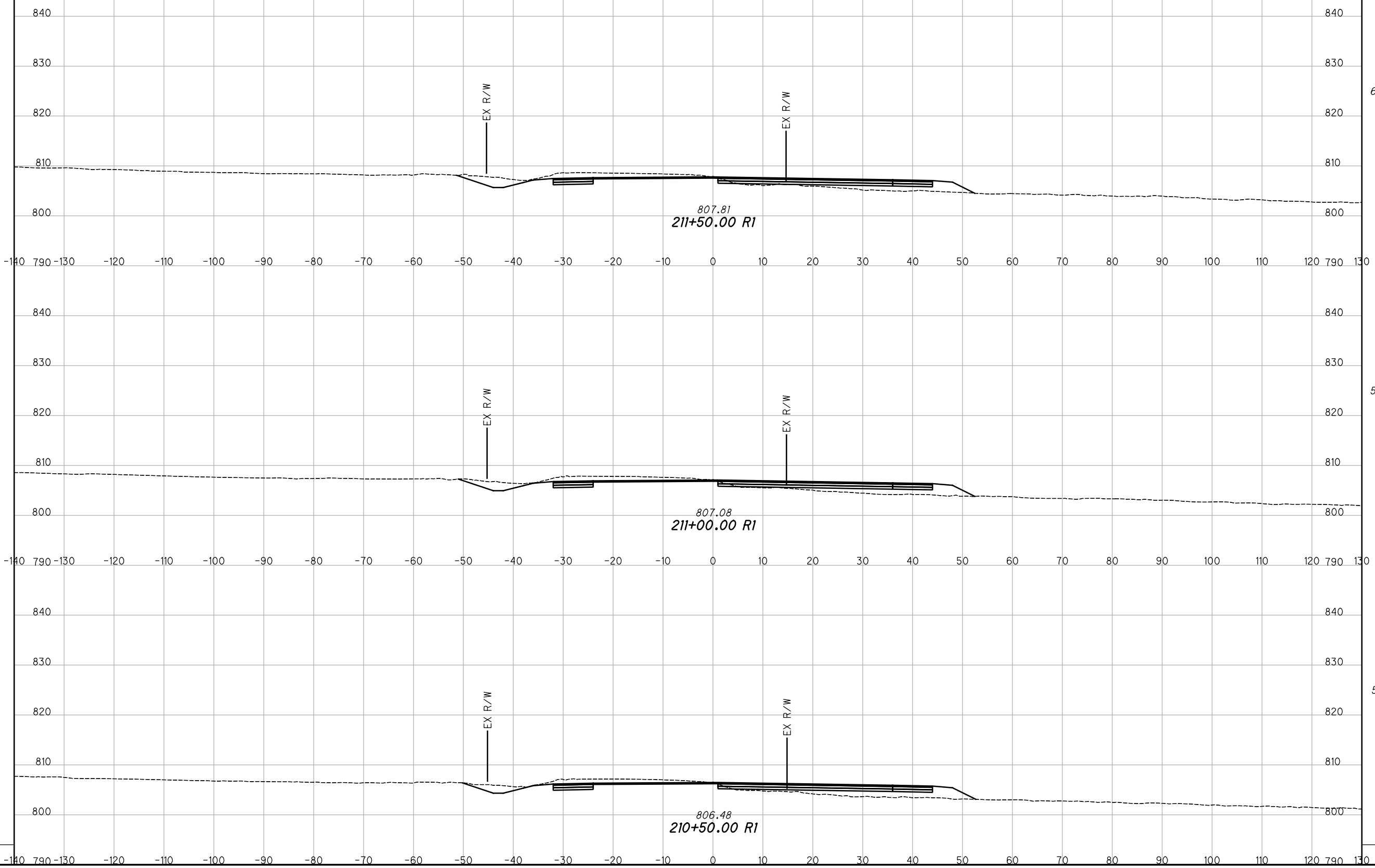
**WAR-SR63-0.83**

101  
156



I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:21:16 PM chenders

SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME		CALCULATED ABH	CHECKED XXX
CUT	FILL	CUT	FILL		
62	33	109	82		
56	38	99	95		
51	44	96	111		
		304	288		

**CROSS SECTIONS SR63**  
**STA. 210+50.00 R1 TO STA. 211+50.00 R1**

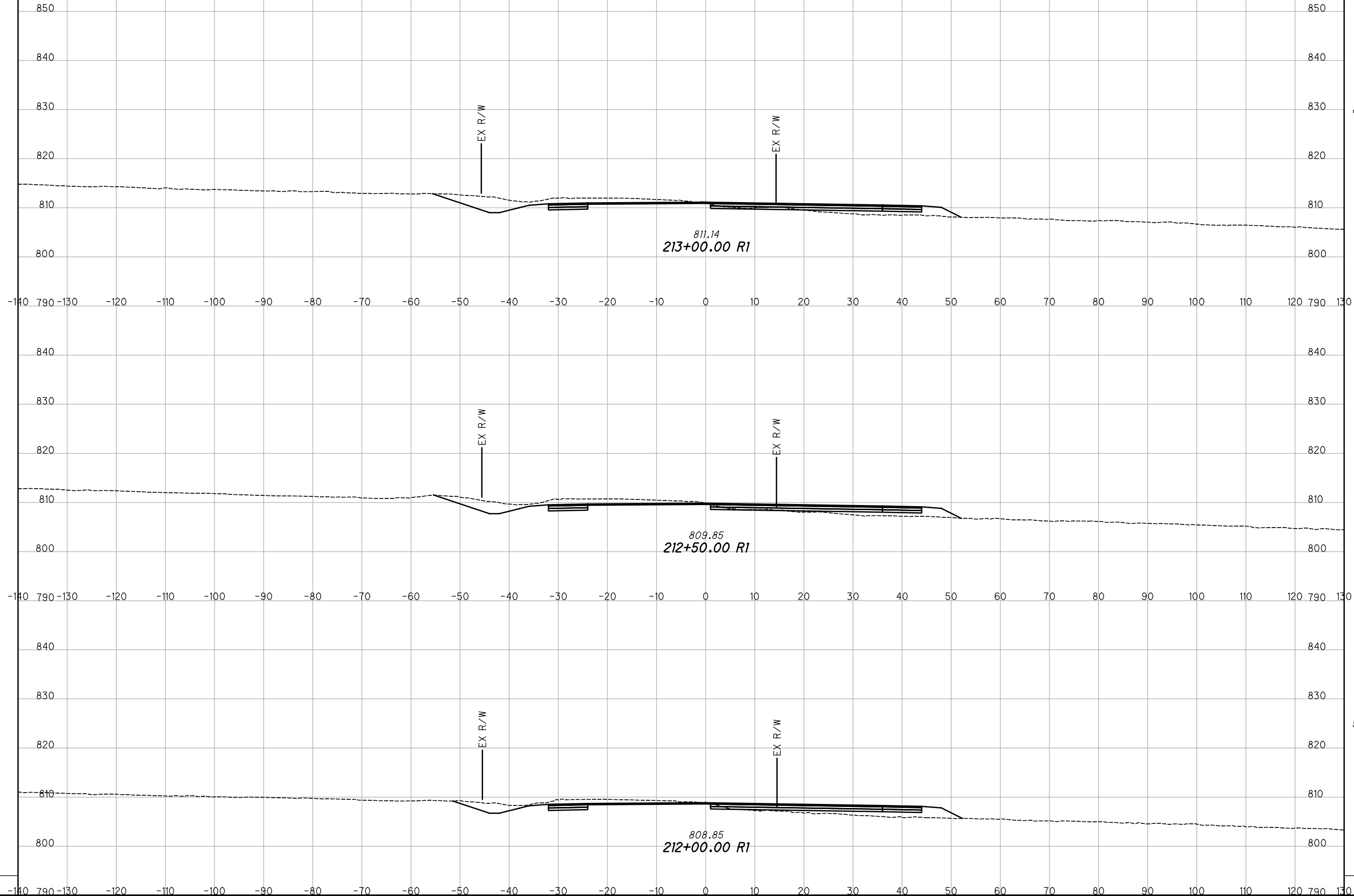
**WAR-SR63-0.83**

102  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:21:22 PM chenders

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
				XXX	XXX



86	25	148	59
75	26	122	70
57	35	110	79
		380	208

**CROSS SECTIONS SR63  
STA. 212+00.00 R1 TO STA. 213+00.00 R1**

**WAR-SR63-0.83**

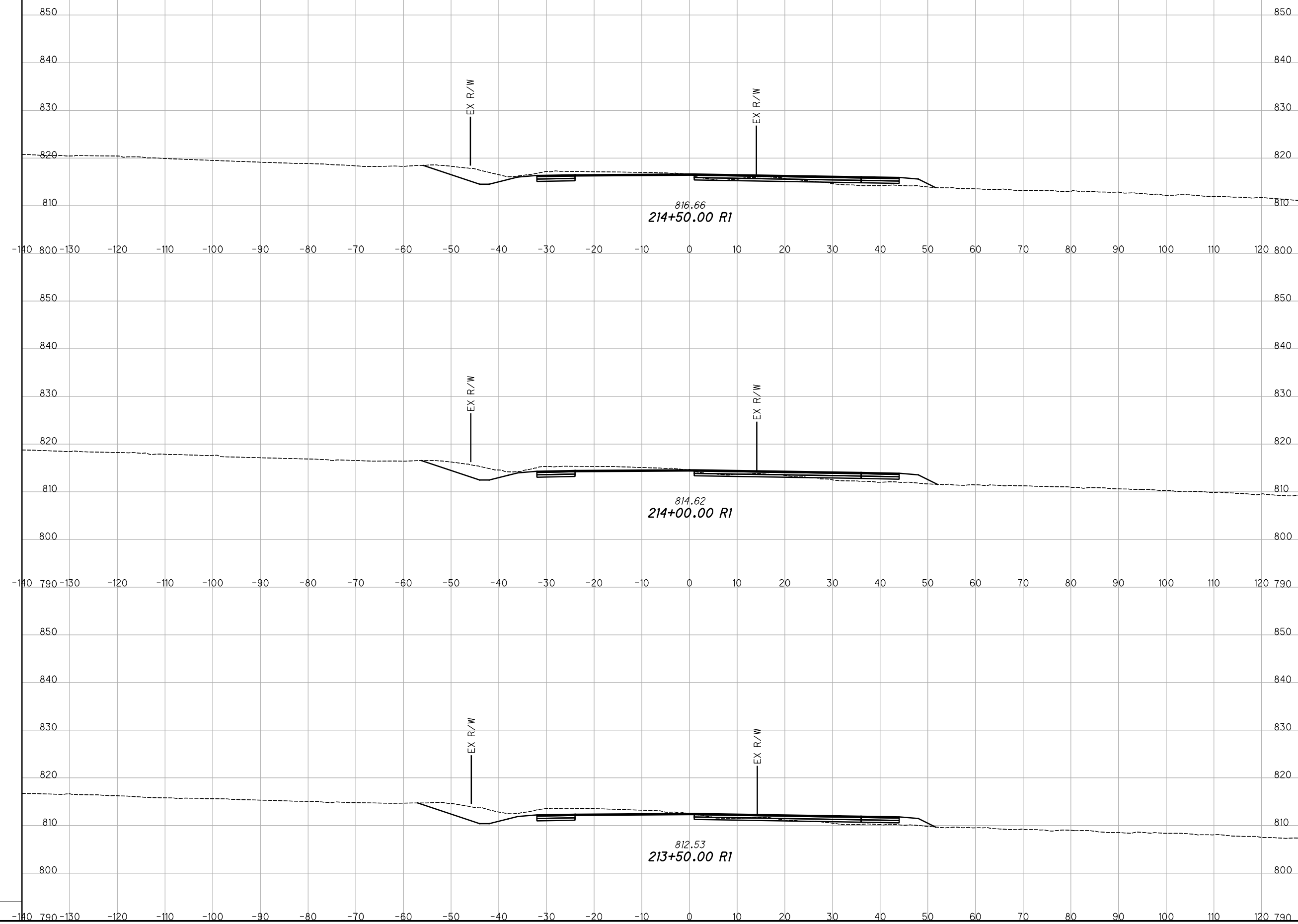
103  
156

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED

2.0:1



850	850	77	16		
840	840				
830	830				
820	820				
810	810				
800	800				
790	790				
850	850	83	20		
840	840				
830	830				
820	820				
810	810				
800	800				
790	790				
850	850	99	16		
840	840				
830	830				
820	820				
810	810				
800	800				
790	790				
487	129				

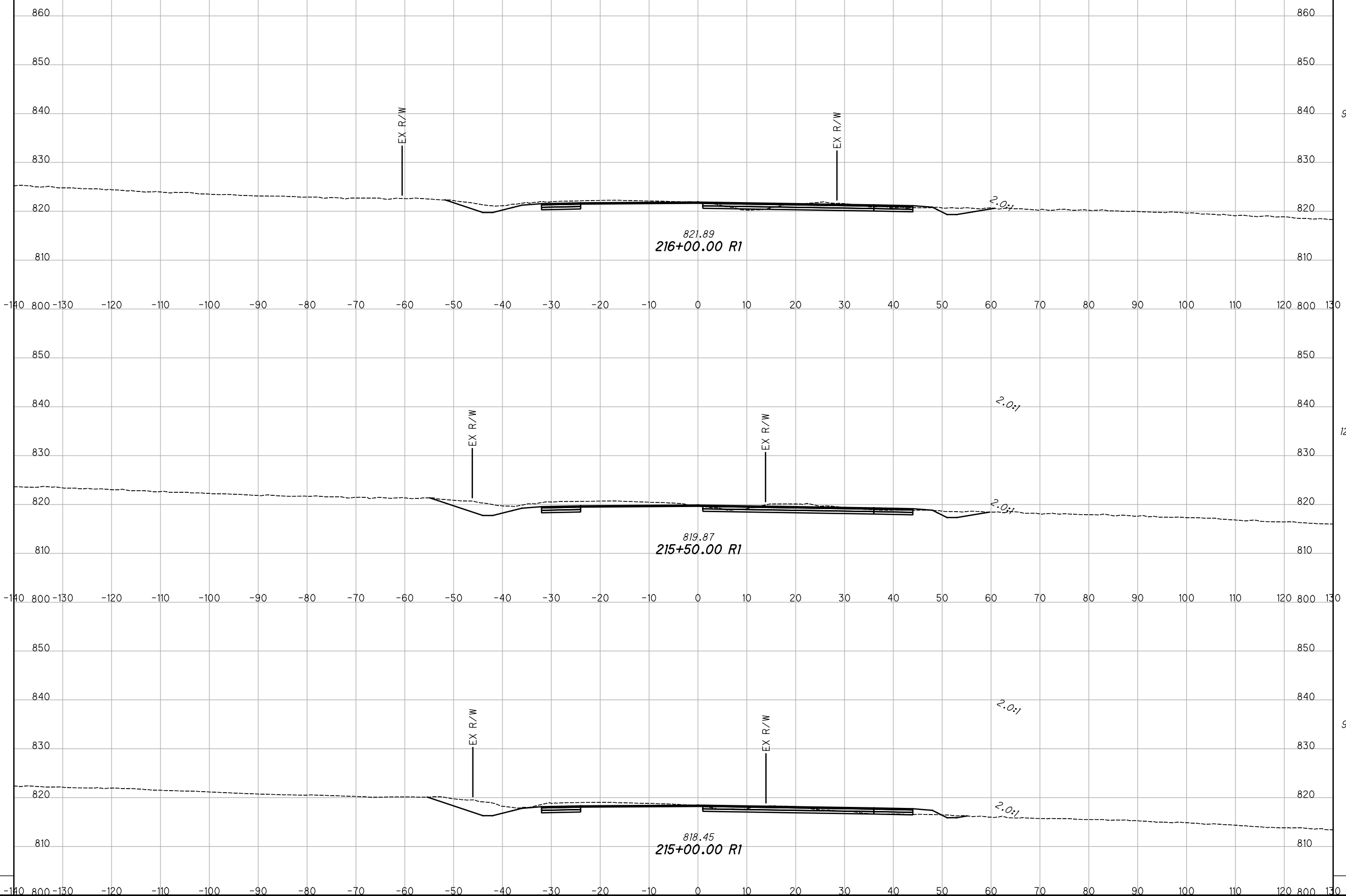
**CROSS SECTIONS SR63  
STA. 213+50.00 R1 TO STA. 214+50.00 R1**

**WAR-SR63-0.83**

104  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:21:35 PM chenders

SEEDING	
END WIDTH	SO. YDS.



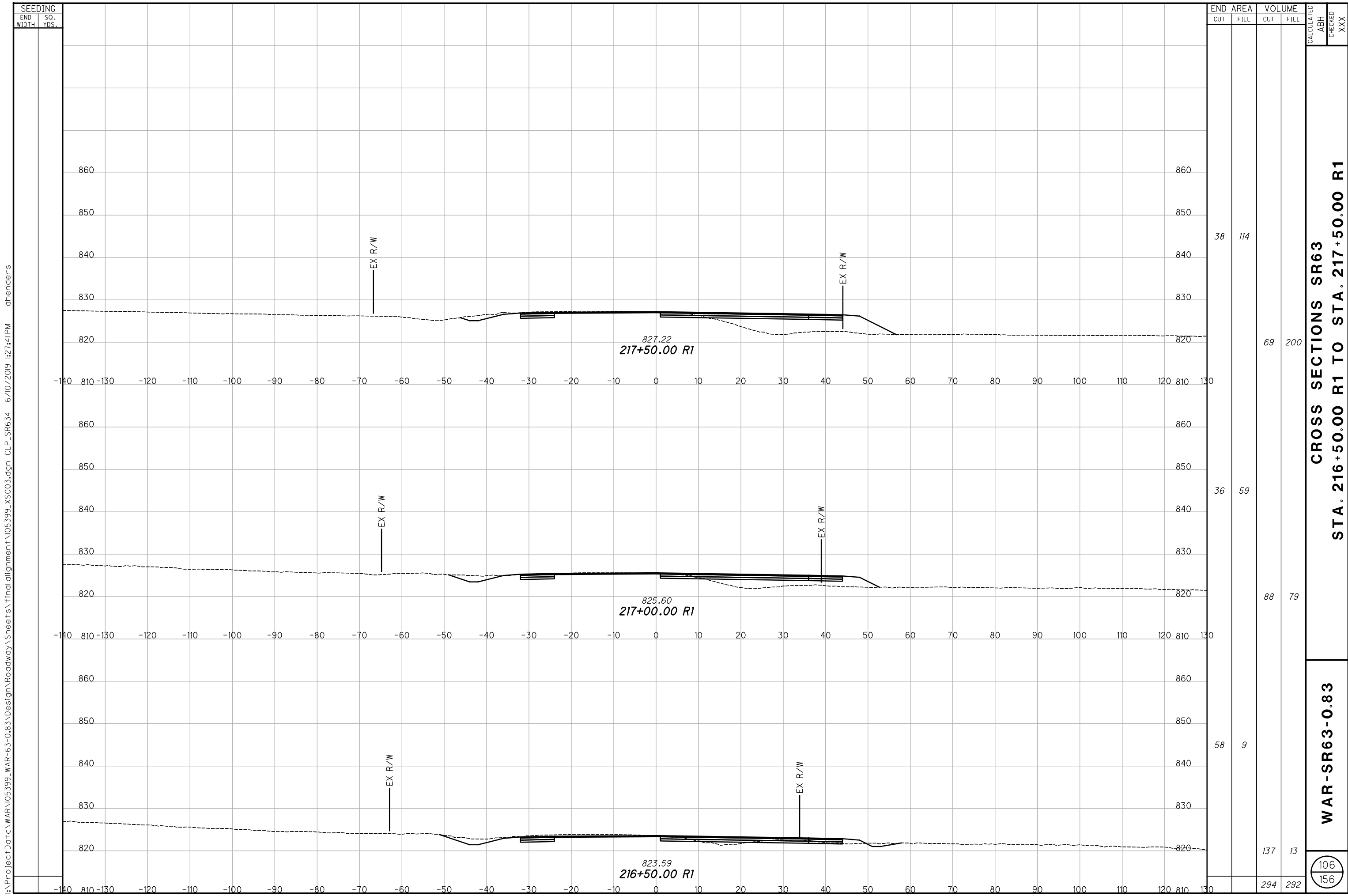
END CUT	AREA FILL	VOLUME	
		CUT	FILL
90	2		
		201	3
127	1		
		203	6
92	5		
		157	24
		561	33

**CROSS SECTIONS SR63**  
**STA. 215+00.00 R1 TO STA. 216+00.00 R1**

**WAR-SR63-0.83**

105  
156

CALCULATED	ABH
CHECKED	XXX



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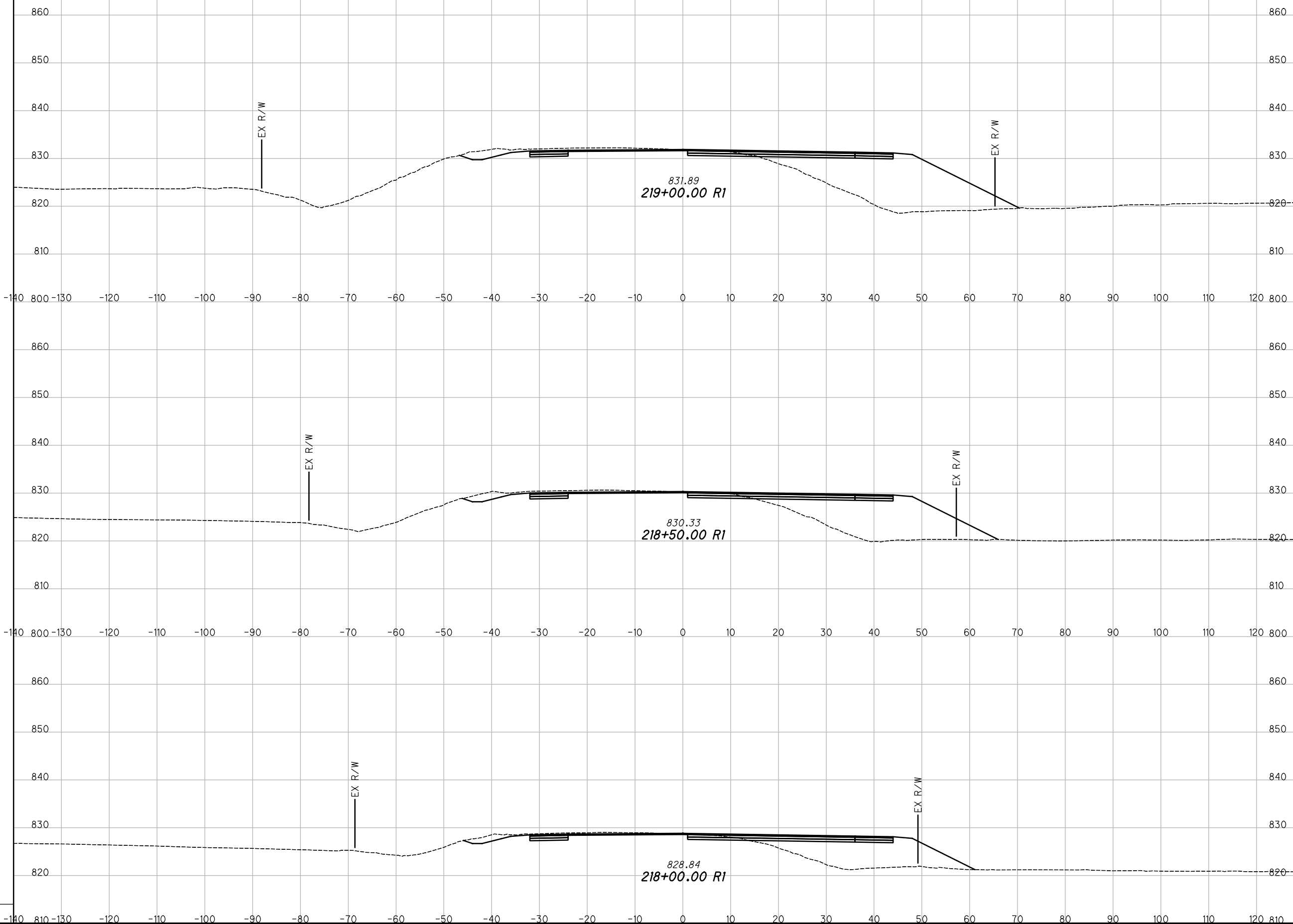
**CROSS SECTIONS SR63  
STA. 216+50.00 R1 TO STA. 217+50.00 R1**

**WAR-SR63-0.83**

106  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:27:48 PM chenders

SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
56	335	98	687
50	259	85	502
42	174	74	333
257	1522		

**CROSS SECTIONS SR63**  
**STA. 218+00.00 R1 TO STA. 219+00.00 R1**  
**WAR-SR63-0.83**

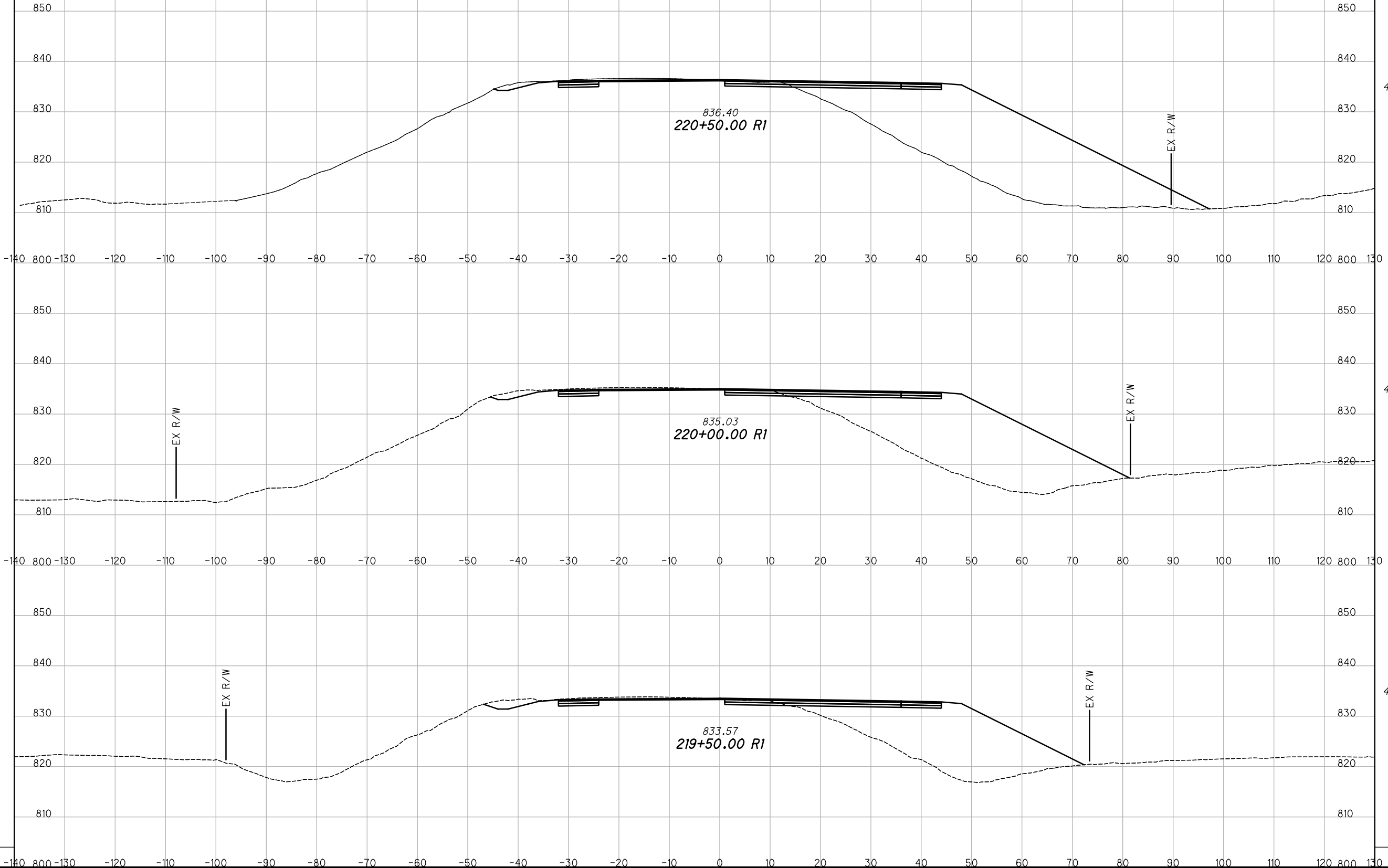
107  
156

CALCULATED  
ABH  
CHECKED  
XXX

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:27:54 PM dhendrs

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
43	799	82	1606		XXX
45	588	86	1169		
47	422	96	876		
		264	3651		



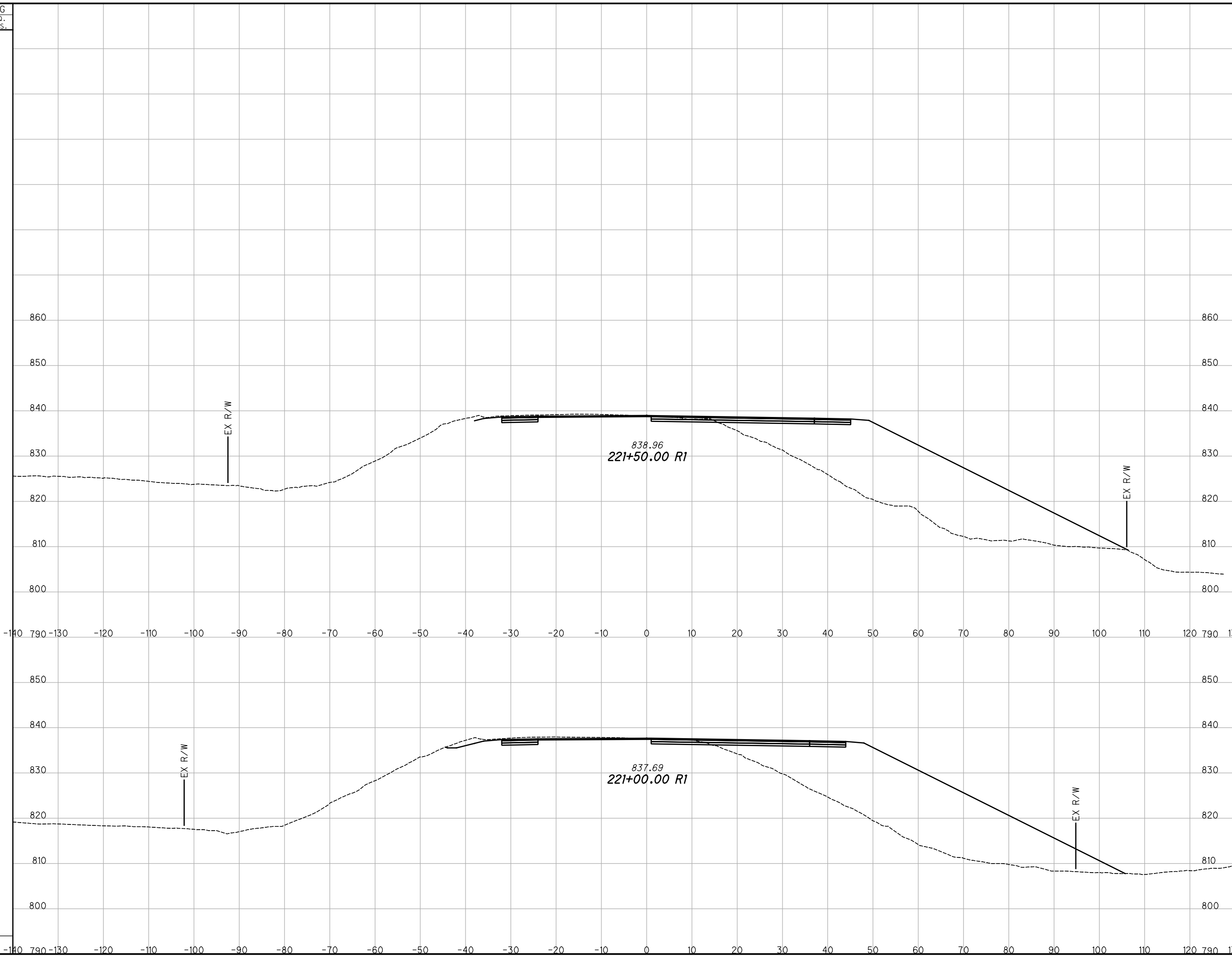
CROSS SECTIONS SR63  
STA. 219+50.00 R1 TO STA. 220+50.00 R1

WAR-SR63-0.83

108  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final\alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:28:01 PM ananders

SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
38	864	77	2001
45	865	81	1926
158	3927		

**CROSS SECTIONS SR63**  
**STA. 221+00.00 R1 TO STA. 221+50.00 R1**  
**WAR-SR63-0.83**

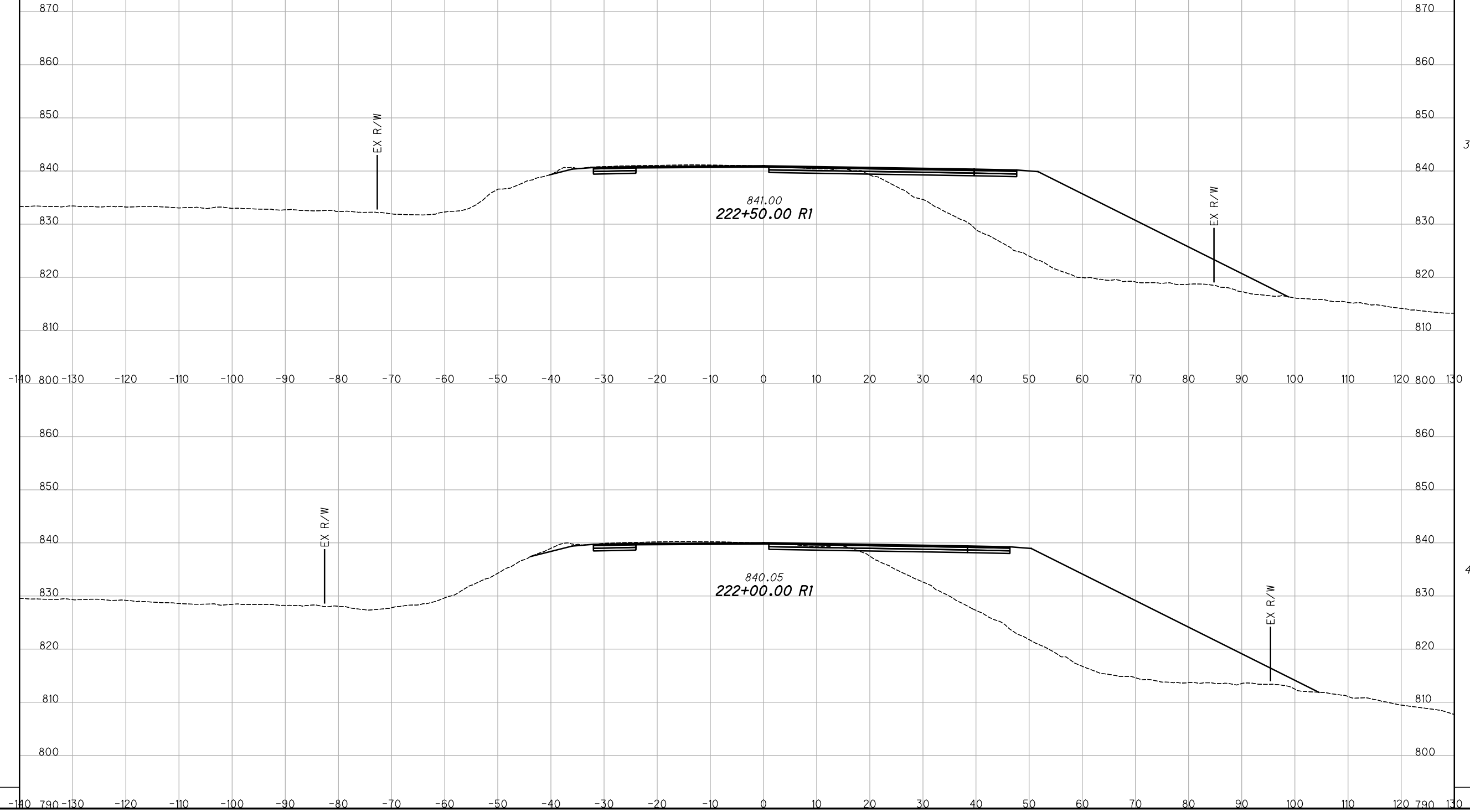
CALCULATED ABH  
 CHECKED XXX  
 109  
 156



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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



39 684

74 1761

41 838

73 1969

147 3730

**CROSS SECTIONS SR63  
STA. 222+00.00 R1 TO STA. 222+50.00 R1**

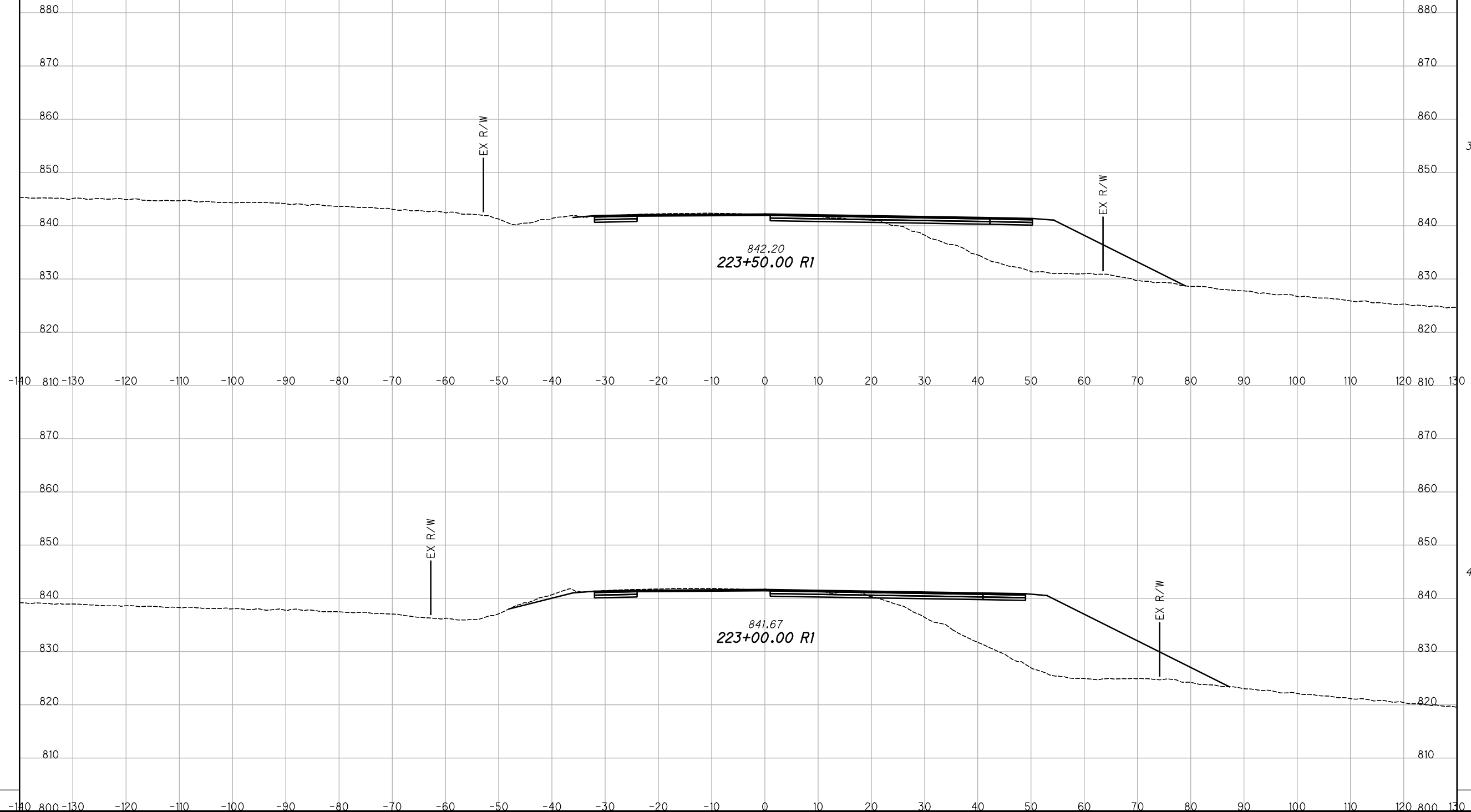
**WAR-SR63-0.83**

110  
156

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SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
				XXX	XXX



37	279	78	865
47	468	80	1333
158	2198		

**CROSS SECTIONS SR63  
STA. 223+00.00 R1 TO STA. 223+50.00 R1**

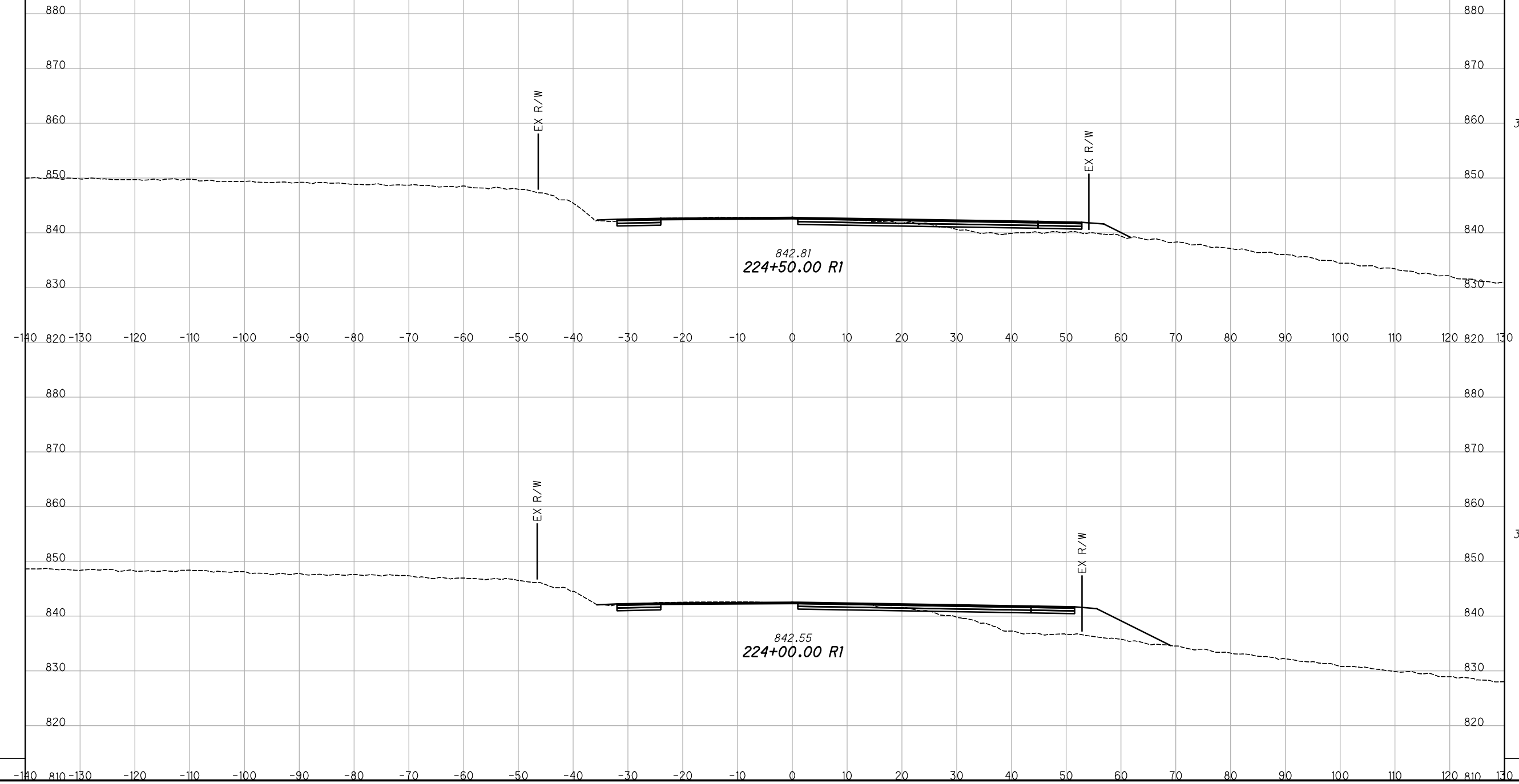
**WAR-SR63-0.83**

111  
156

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



**CROSS SECTIONS SR63  
STA. 224+00.00 R1 TO STA. 224+50.00 R1**

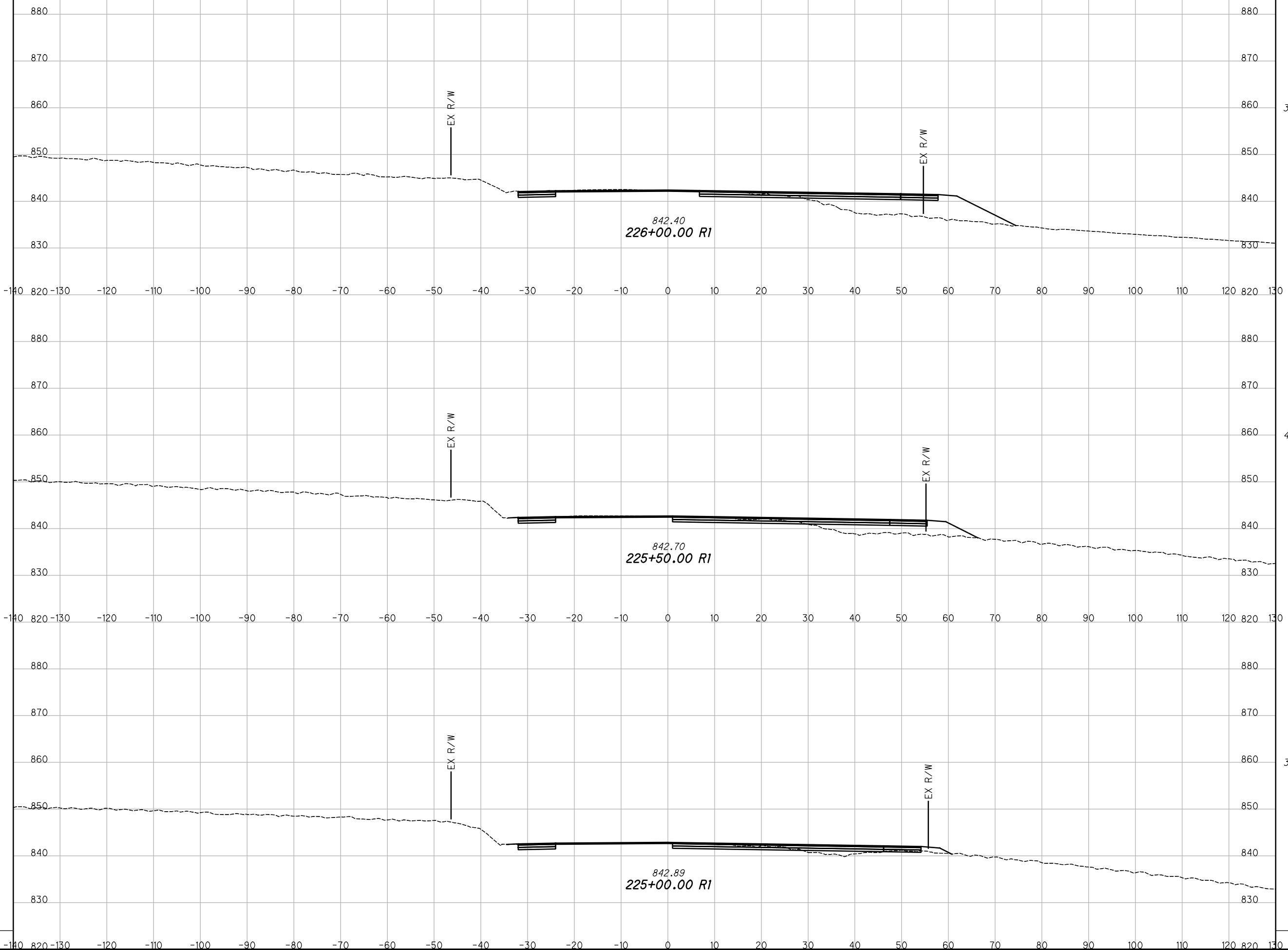
**WAR-SR63-0.83**

112  
156

37	32	68	181
37	124	69	467
137	648		

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SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME		CALCULATED ABH	CHECKED XXX
CUT	FILL	CUT	FILL		
37	128	73	220		
42	62	74	88		
38	15	69	54		
		216	362		

**CROSS SECTIONS SR63  
STA. 225+00.00 R1 TO STA. 226+00.00 R1**

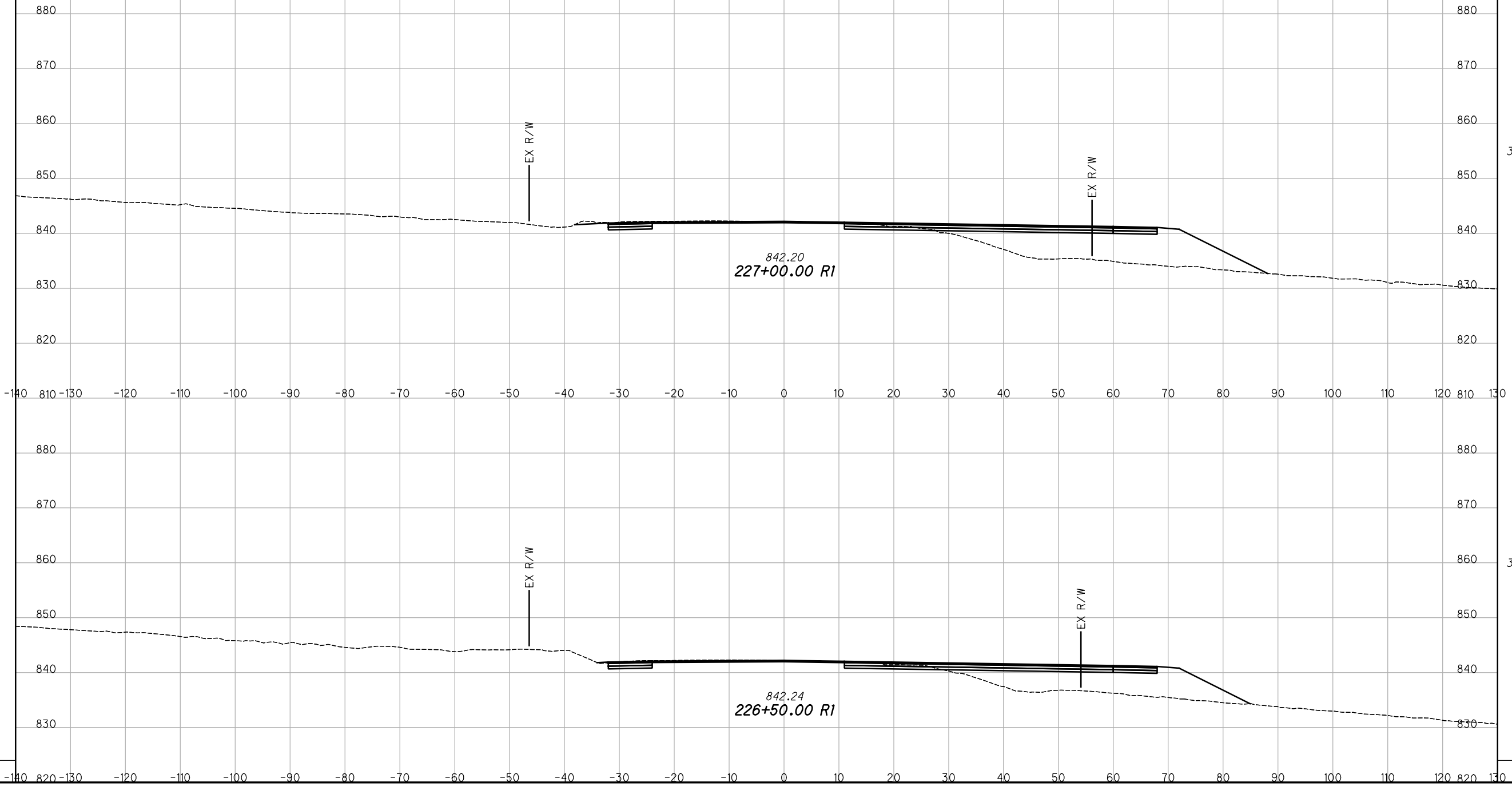
**WAR-SR63-0.83**

113  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:28:32 PM chenders

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
				XXX	XXX



**CROSS SECTIONS SR63**  
**STA. 226+50.00 R1 TO STA. 227+00.00 R1**

**WAR-SR63-0.83**

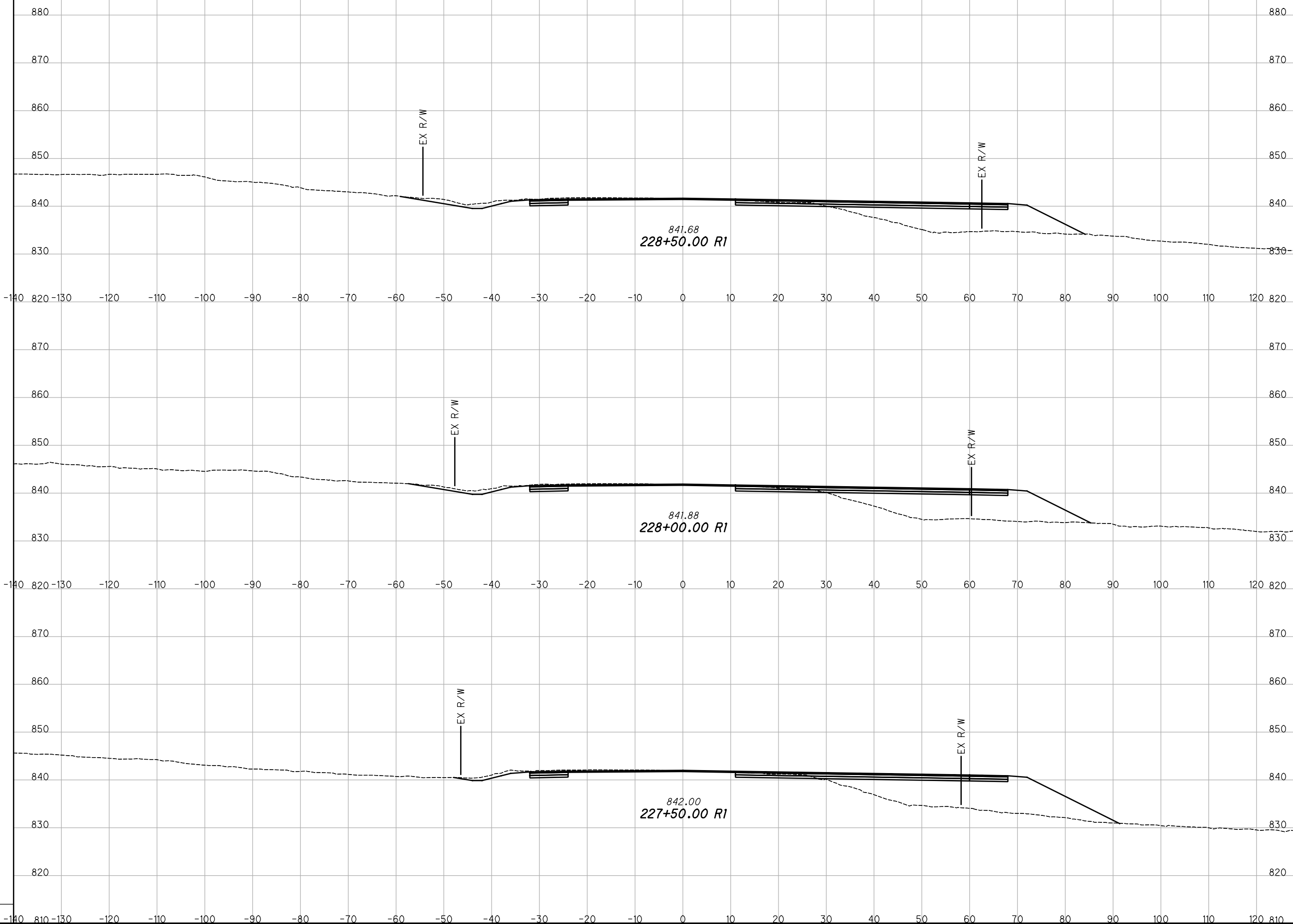
114  
156

35	236	65	479
35	178	66	354
131	833		

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED
51	187	92	469		
48	218	85	569		
44	274	73	590		
		250	1628		

**CROSS SECTIONS SR63**  
**STA. 227+50.00 R1 TO STA. 228+50.00 R1**

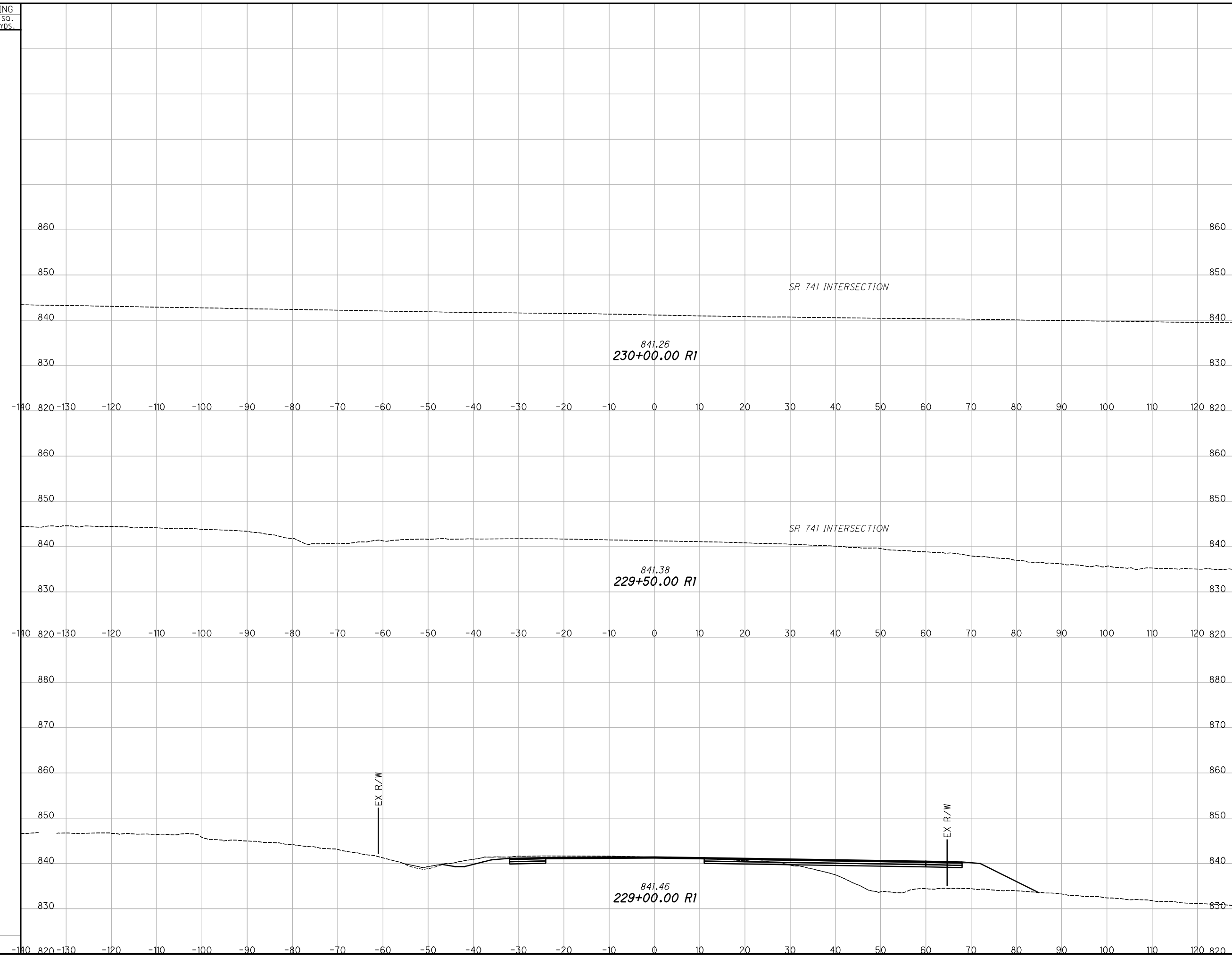
**WAR-SR63-0.83**

115  
156

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



0	0	0	0		
0	0	47	234		
51	202	95	451		
142	685				

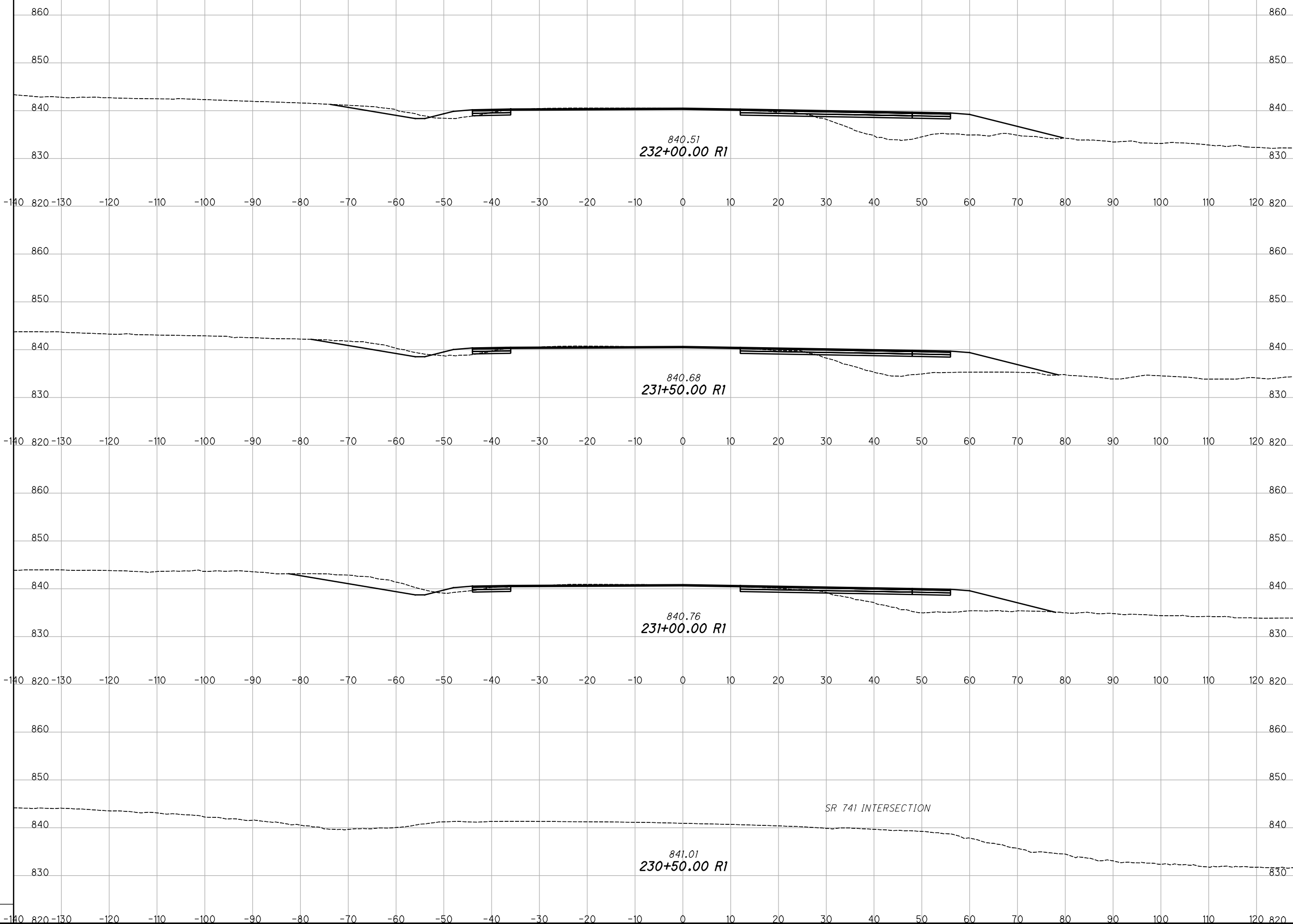
**CROSS SECTIONS SR63**  
**STA. 229+00.00 R1 TO STA. 230+00.00 R1**  
**WAR-SR63-0.83**

116  
 156

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	ABH	CHECKED



46	115	88	256		
49	106	46	123		
0	0	0	0		
0	0	0	0		
0	0	0	0		
134	379				

**CROSS SECTIONS SR63  
STA. 230+50.00 R1 TO STA. 232+00.00 R1**

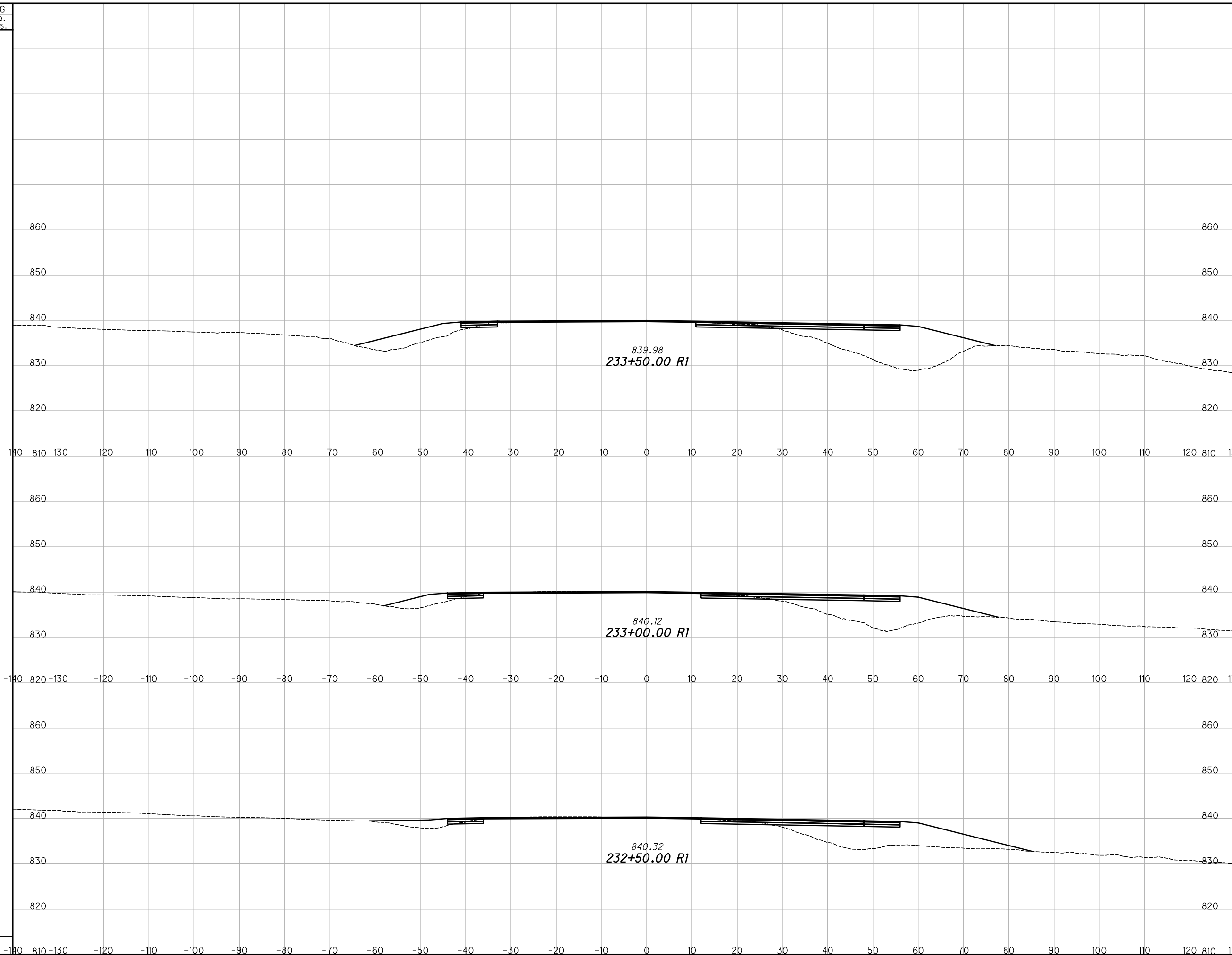
**WAR-SR63-0.83**

117  
156



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SEEDING	
END WIDTH	SO. YDS.

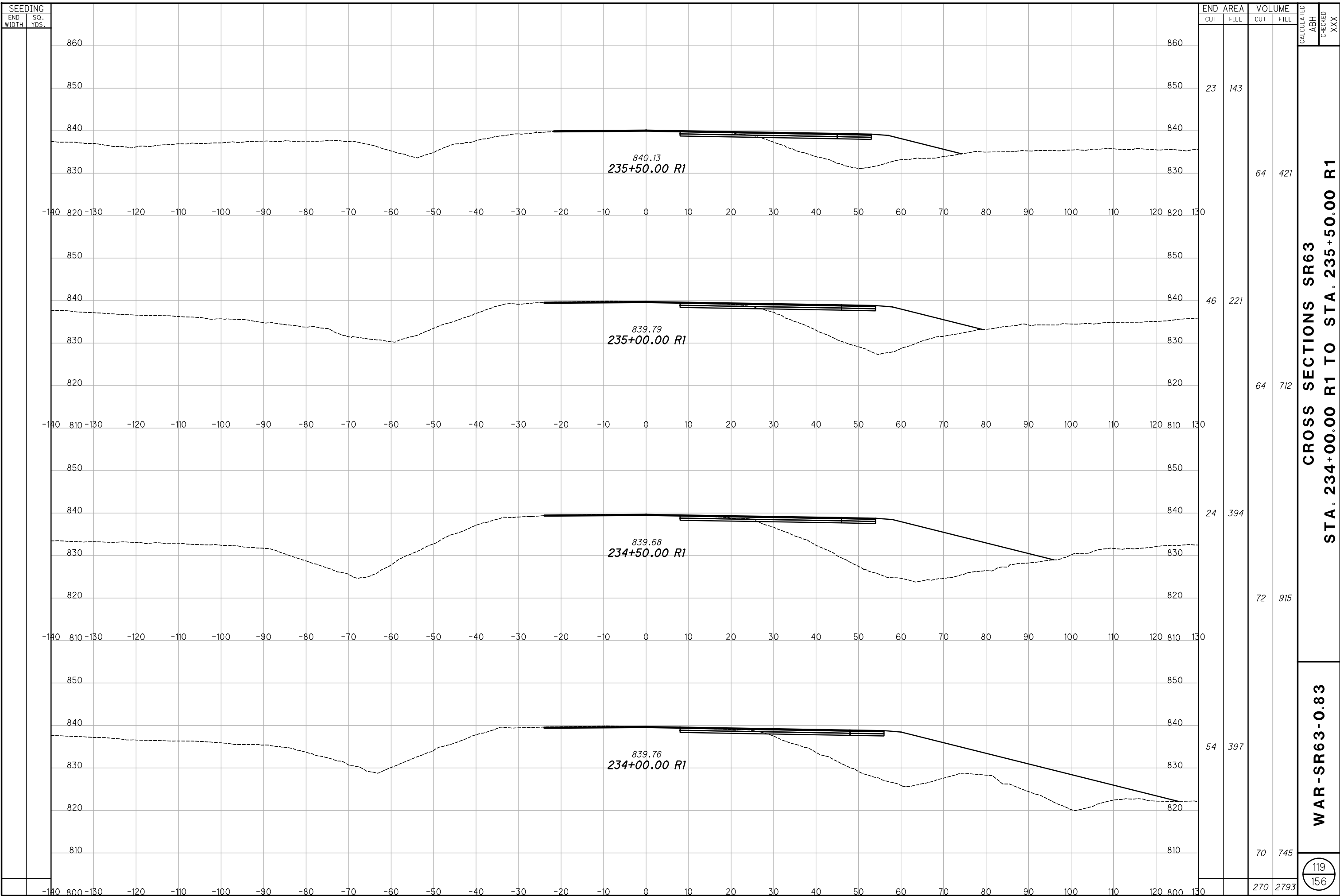


END AREA		VOLUME	
CUT	FILL	CUT	FILL
22	247	43	462
24	152	46	332
25	134	66	289
155	1083	155	1083

**CROSS SECTIONS SR63**  
**STA. 232+50.00 R1 TO STA. 233+50.00 R1**  
**WAR-SR63-0.83**

118  
156

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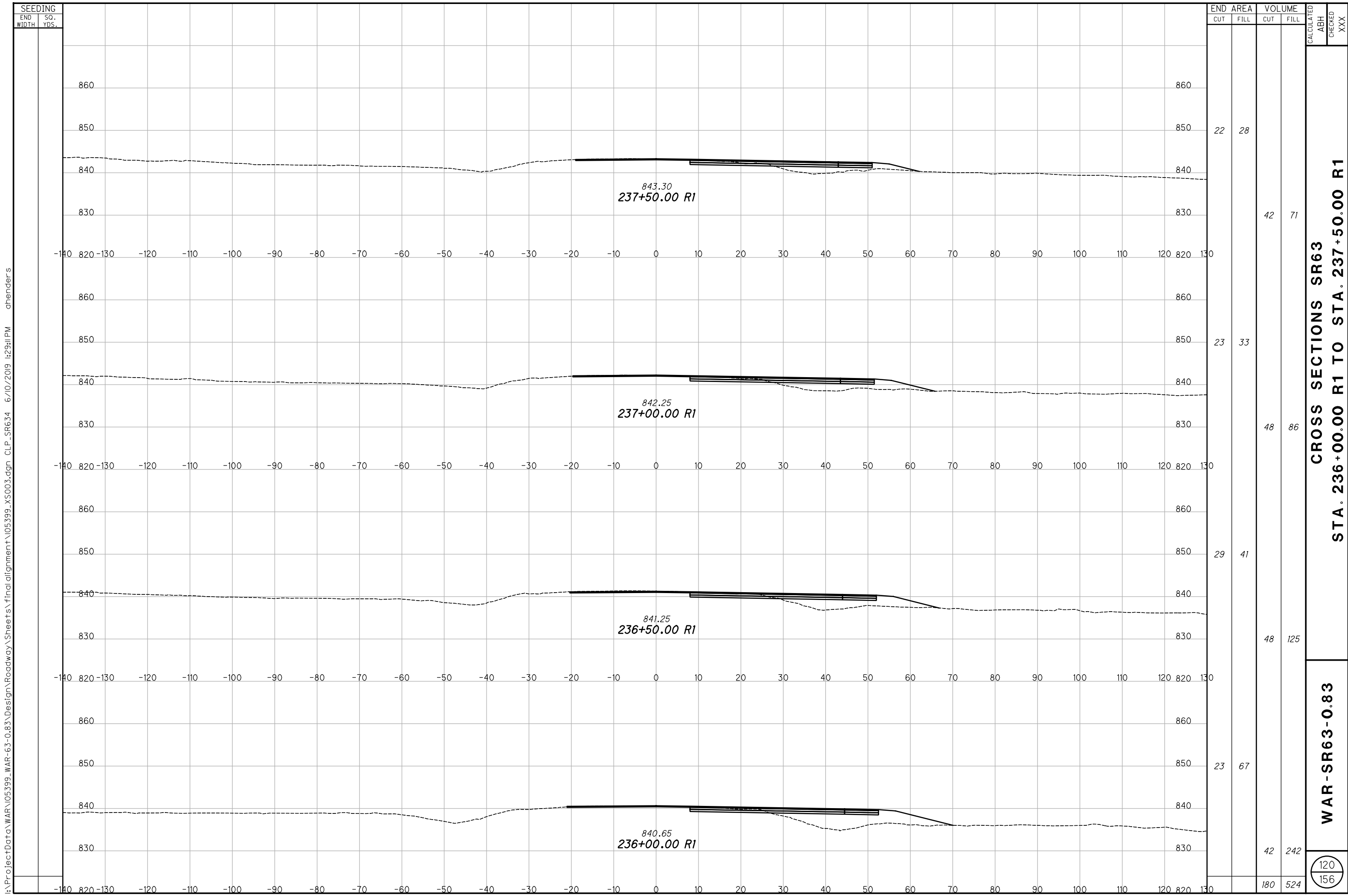
SEEDING	
END WIDTH	SO. YDS.

END CUT	AREA FILL	VOLUME		CALCULATED ABH	CHECKED XXX
		CUT	FILL		
23	143	64	421		
46	221	64	712		
24	394	72	915		
54	397	70	745		
		270	2793		

**CROSS SECTIONS SR63  
STA. 234+00.00 R1 TO STA. 235+50.00 R1**

**WAR-SR63-0.83**

119  
156

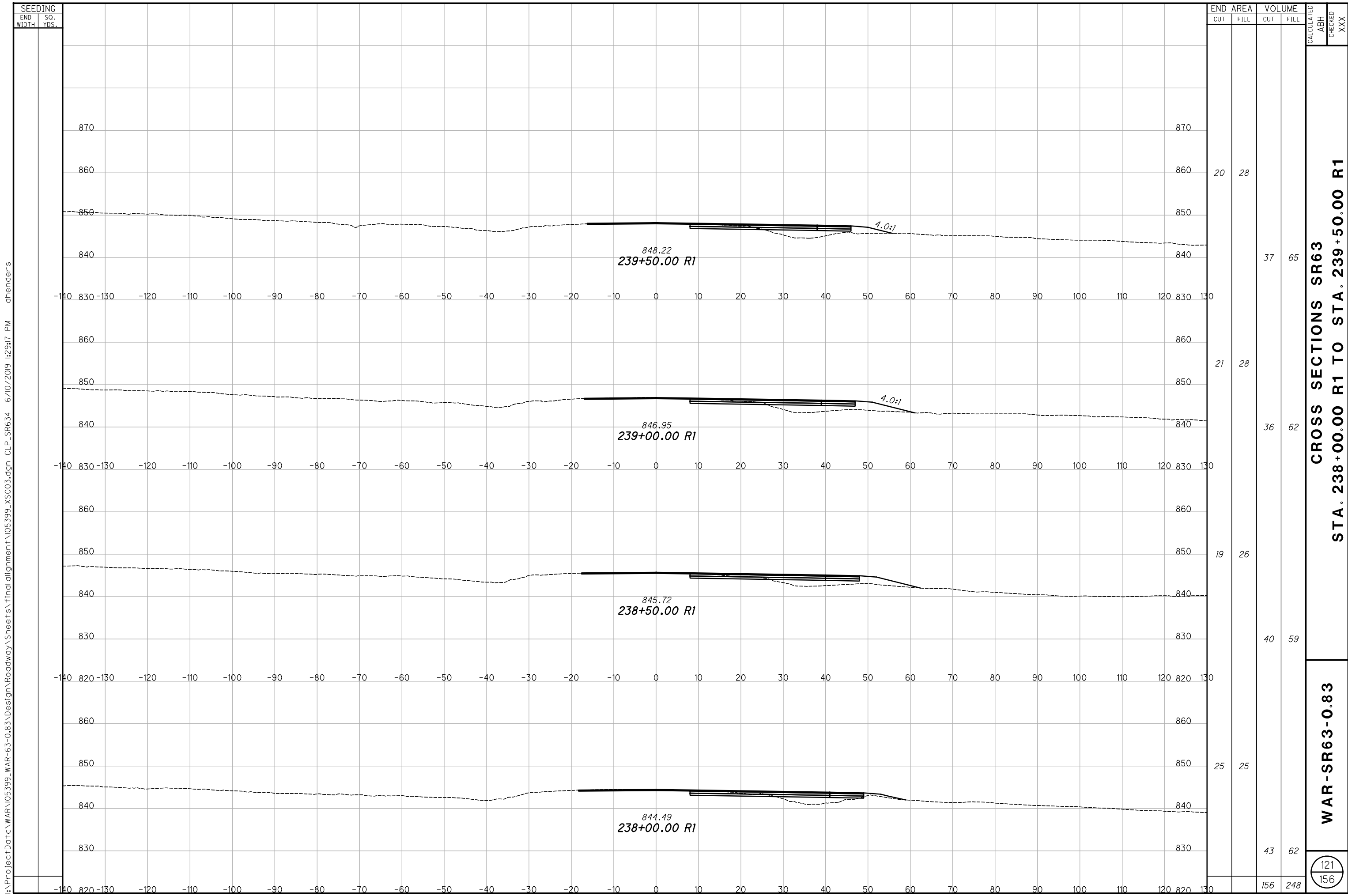


**CROSS SECTIONS SR63**  
**STA. 236+00.00 R1 TO STA. 237+50.00 R1**

**WAR-SR63-0.83**

120  
 156

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SEEDING  
 END SO.  
 WIDTH YDS.  
 -140 830 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 830 130

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	ABH	XXX
20	28	37	65		
21	28	36	62		
19	26	40	59		
25	25	43	62		
156	248				

**CROSS SECTIONS SR63**  
**STA. 238+00.00 R1 TO STA. 239+50.00 R1**

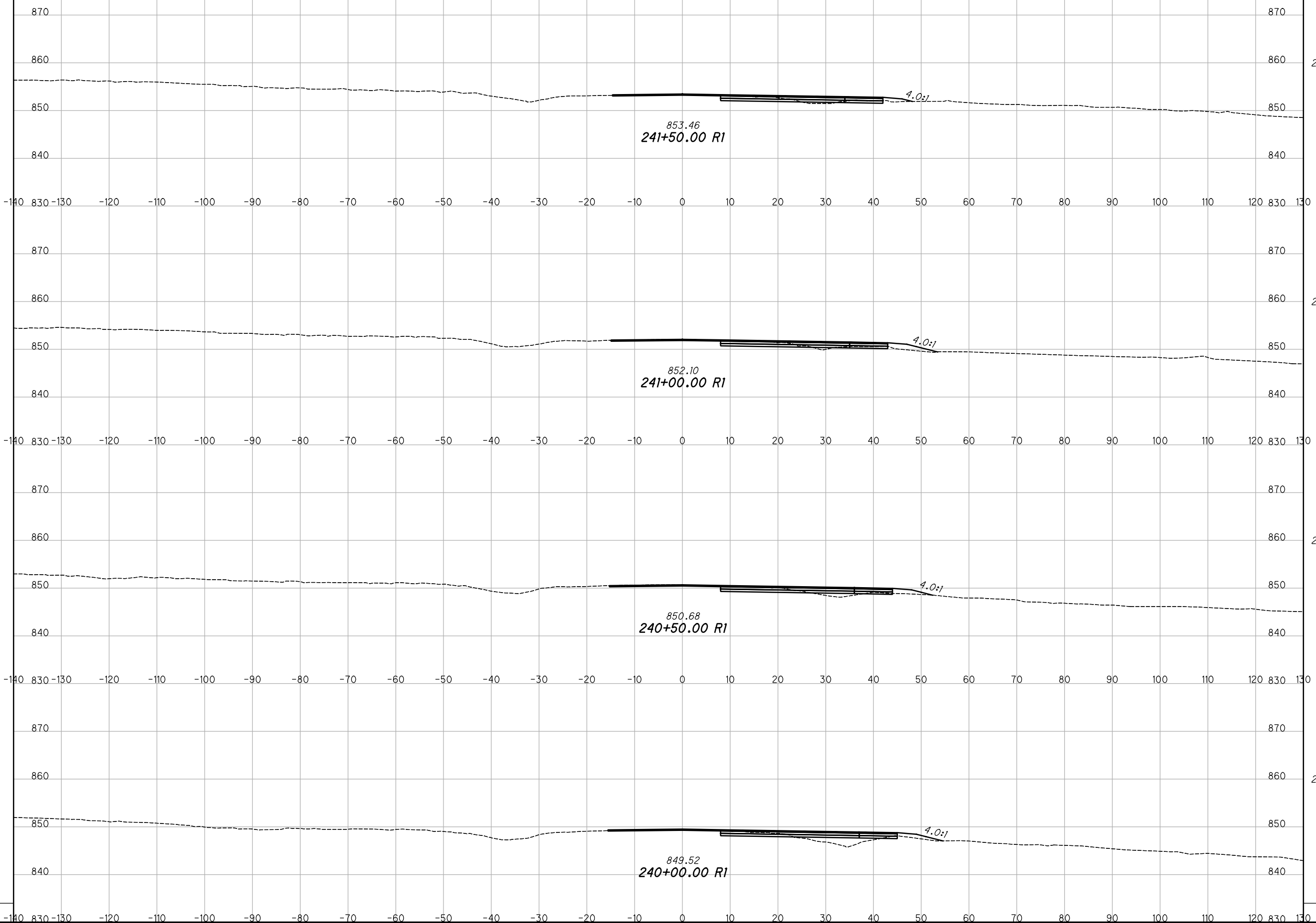
**WAR-SR63-0.83**

121  
 156

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SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
25	7	47	15
26	6	48	20
25	11	42	38
20	22	36	57
173	130		

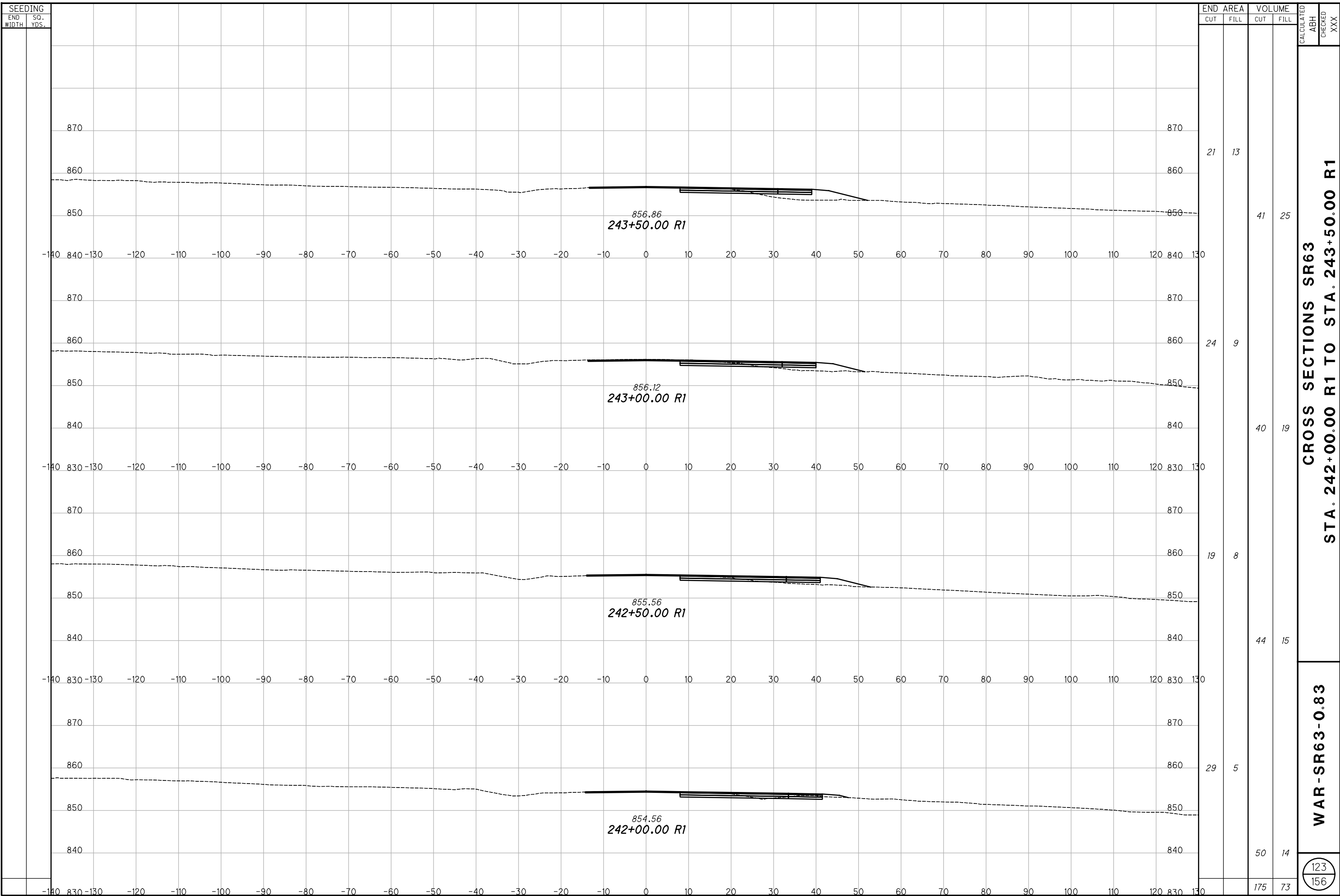
**CROSS SECTIONS SR63**  
**STA. 240+00.00 R1 TO STA. 241+50.00 R1**

**WAR-SR63-0.83**

CALCULATED	CHECKED
ABH	XXX

122
156

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SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	ABH	CHECKED
		21	13	41	25		XXX
		24	9	40	19		
		19	8	44	15		
		29	5	50	14		
		175	73				

**CROSS SECTIONS SR63  
STA. 242+00.00 R1 TO STA. 243+50.00 R1**

**WAR-SR63-0.83**

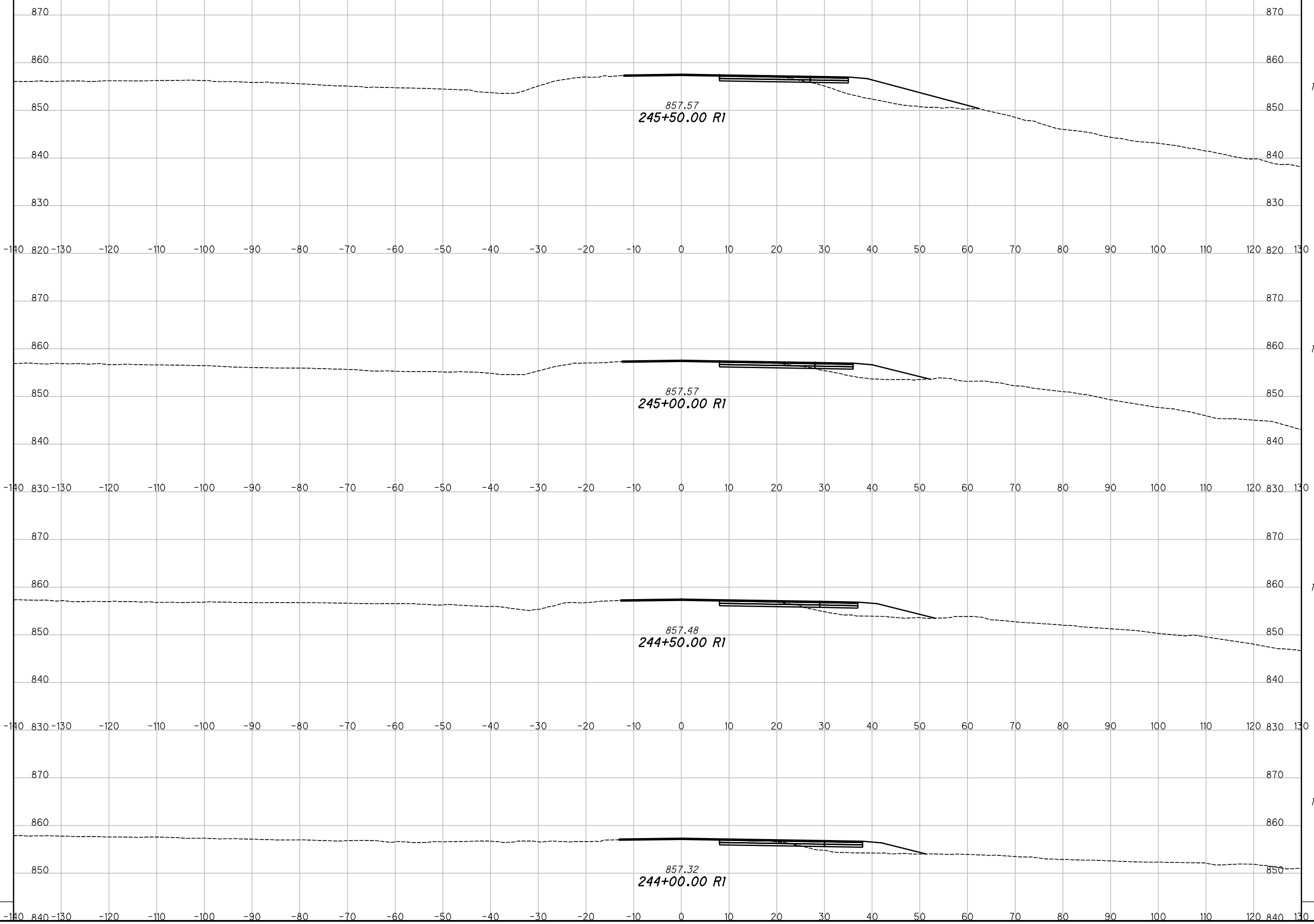
123  
156

I:\ProjectData\WAR\05399\_WAR-63-0.83\Design\Roadway\Sheets\final alignment\05399\_XS003.dgn CLP\_SR634 6/10/2019 12:29:37 PM chenders

SEEDING  
END SO.  
WIDTH YDS.

TOTAL	
CUT	FILL
62544 C.Y.	25009 C.Y.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	ABH	XXX
18	13	34	21		
19	5	35	19		
19	12	34	28		
18	13	36	30		
		139	98		



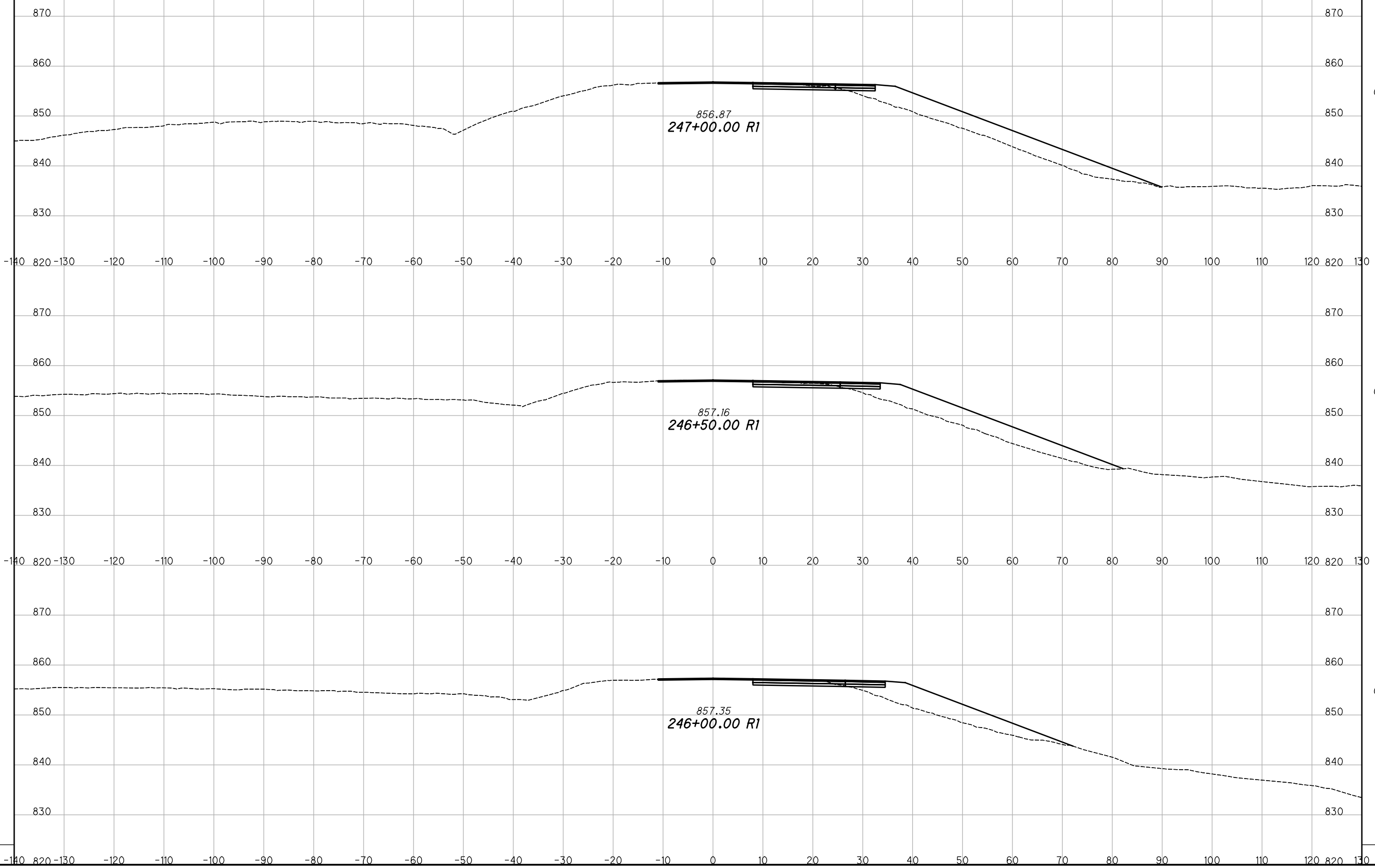
CROSS SECTIONS SR63  
STA. 244+00.00 R1 TO STA. 245+50.00 R1

WAR-SR63-0.83

124  
156

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SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
0	0	17	15

CALCULATED  
ABH  
CHECKED  
XXX

**CROSS SECTIONS SR63  
STA. 246+00.00 R1 TO STA. 247+00.00 R1**

**WAR-SR63-0.83**

125  
156

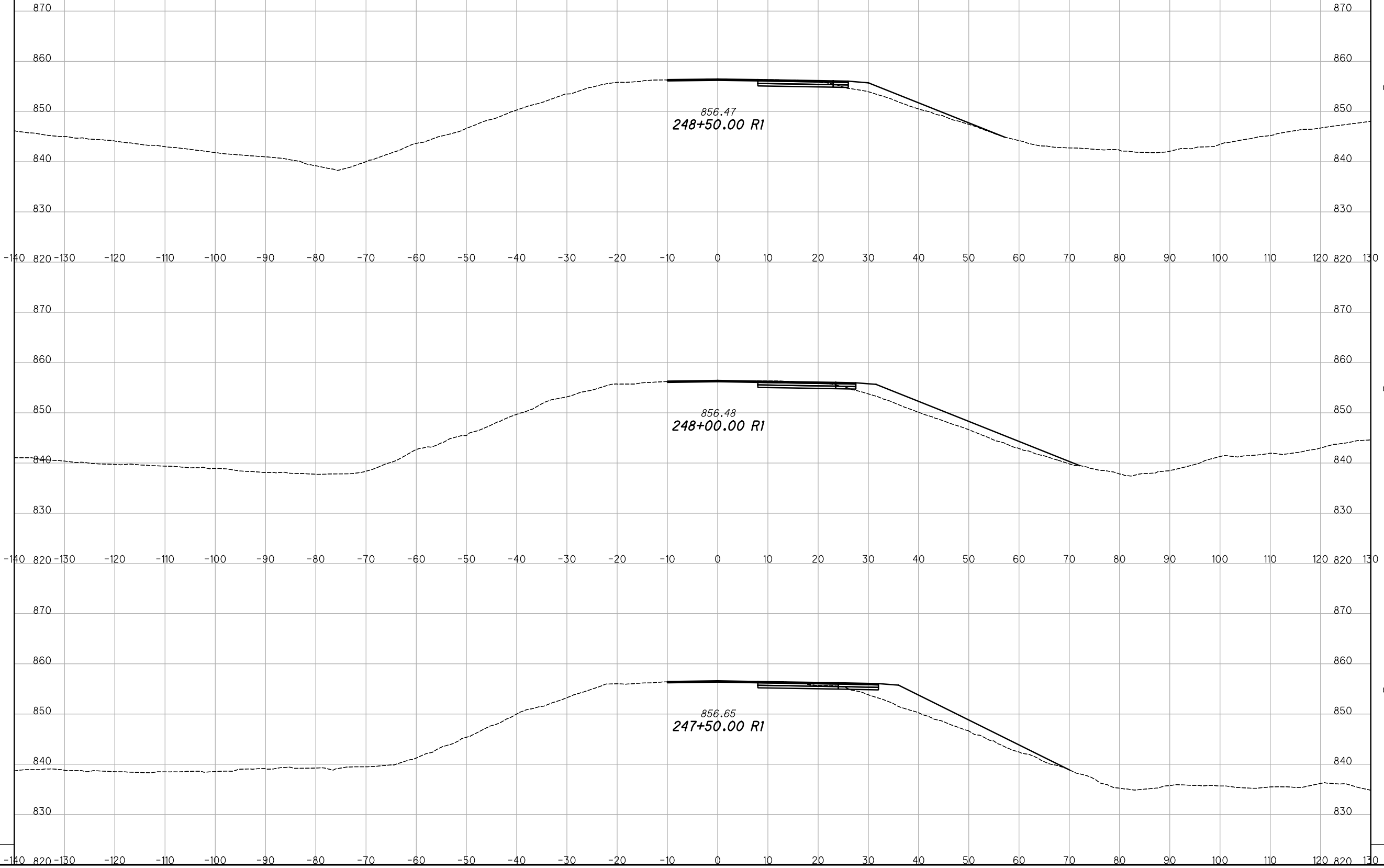


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SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
ABH  
CHECKED  
XXX



END AREA	VOLUME
CUT	FILL
0	0
0	0
0	0

**CROSS SECTIONS SR63  
STA. 247+50.00 R1 TO STA. 248+50.00 R1**

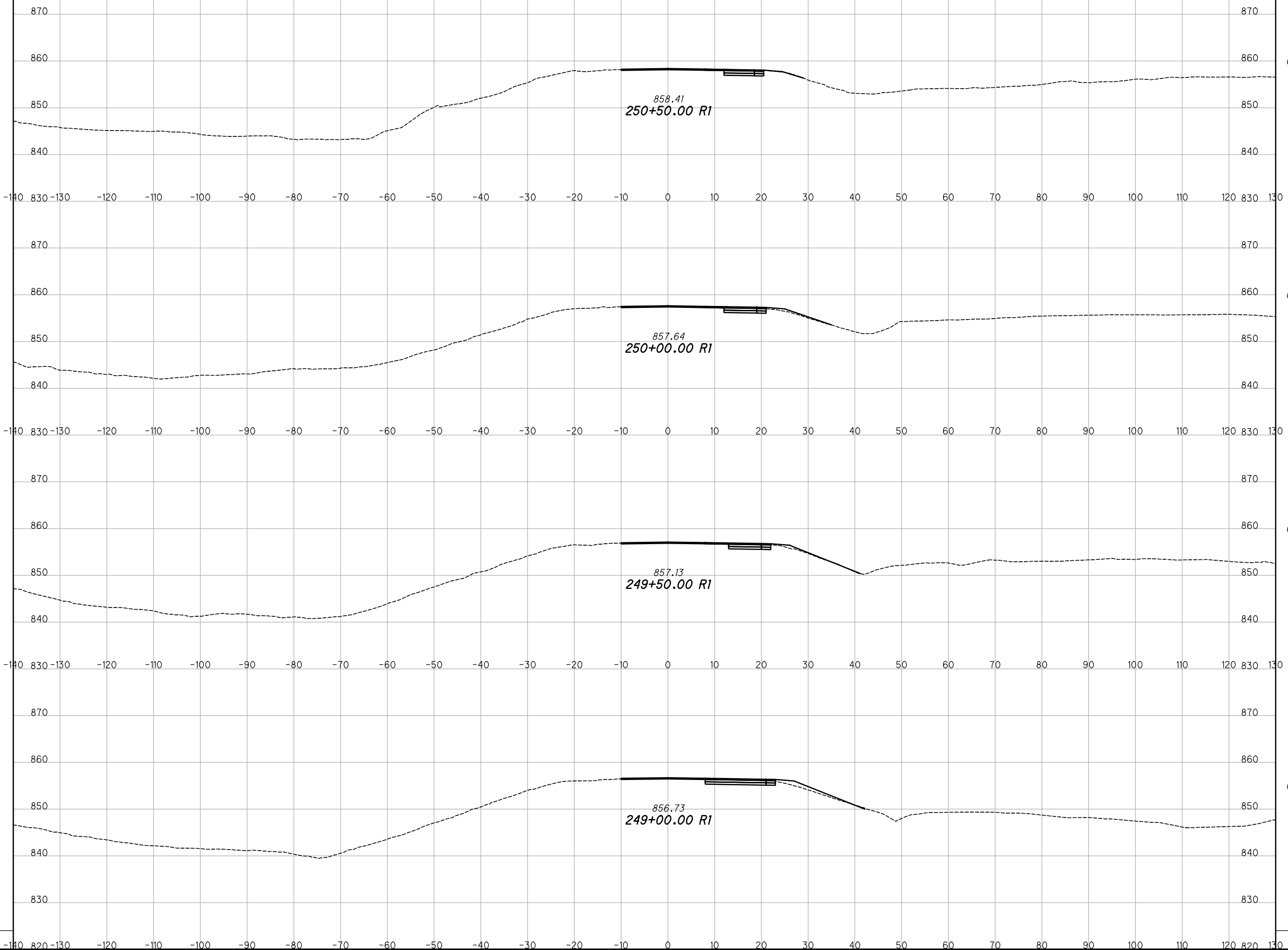
**WAR-SR63-0.83**

126  
156

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SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
ABH  
CHECKED  
XXX



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

CROSS SECTIONS SR63  
STA. 249+00.00 R1 TO STA. 250+50.00 R1

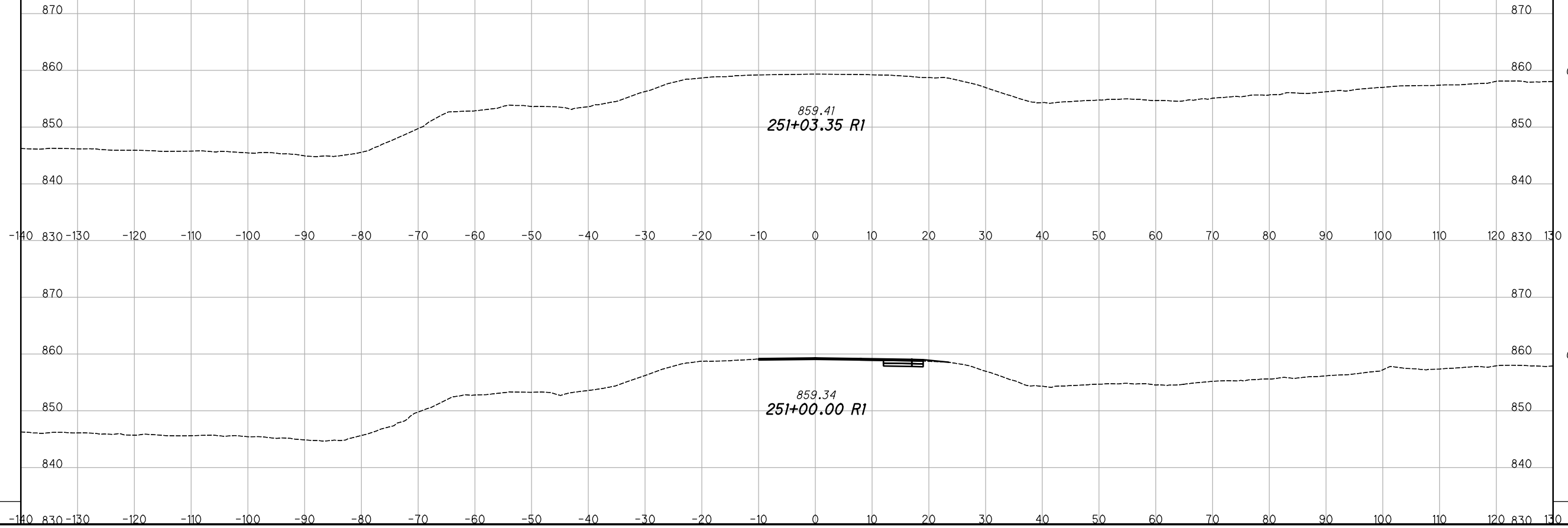
WAR-SR63-0.83

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SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
ABH  
CHECKED  
XXX



CROSS SECTIONS SR63  
STA. 251+00.00 R1 TO STA. 251+03.35 R1

WAR-SR63-0.83

128  
156

# FY 2019-2023 Business Plan Inflation Calculator:

[Not sure if you have the latest calculator? Click here.](#)

Last Modified: 7/19/2018

Today's Date:  
October 25, 2018

Please Enter Values in the Yellow Areas Only:

**Estimation Start Date:**

Less than or Equal to Today's Date  
(mm/dd/yyyy)

10/25/2018

Start Date:

**Enter Construction Mid-Point Date:**

(cannot exceed 10/25/2043)  
(mm/dd/yyyy)

10/1/2021

Construction Mid-Point Date:

**Present-Day Estimated Cost:**

\$17,012,996.00

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

36

Months

Inflation - Start to Mid-Point of Construction:

(compounded growth rate)

Inflated Dollar Amount:

Business Plan

10.4%

\$18,775,812.10

Estimator's Name:

County - Route - Section:

WAR-63-0.83

PID: 105399

Estimator's Notes:

Item	Unit	Item Description	Quantity	Unit Price	Extension
<b>Roadway</b>					
201	LS	Clearing and Grubbing	1	\$15,000.00	\$15,000.00
202	SY	Pavement Removed, Asphalt	12,337	\$10.00	\$123,370.00
203	CY	Excavation	62,544	\$40.00	\$2,501,760.00
203	CY	Embankment	25,009	\$40.00	\$1,000,360.00
204	HOUR	Proof Rolling	45	\$200.00	\$9,079.53
606	FT	Guardrail, Type MGS	2,247	\$15.00	\$33,705.00
609	FT	Curb	2,360	\$25.00	\$59,000.00
206	SY	Subgrade Compaction Treatment	90,795	\$8.00	\$726,362.67
<b>Roadway Subtotal</b>					<b>\$4,468,637.20</b>
<b>Sediment and Erosion Control</b>					
207	SY	Seeding and Mulching	52,068	\$1.25	\$65,084.72
659	CY	Topsoil (4")	5,780	\$25.00	\$144,500.00
659	TON	Commercial Fertilizer	7	\$750.00	\$5,272.50
659	SY	Lime	11	\$1.25	\$13.45
659	M GAL	Water	281	\$35.00	\$9,842.00
832	EACH	Erosion Control	242,696	\$1.00	\$242,696.20
<b>Erosion Subtotal</b>					<b>\$467,408.87</b>
<b>Drainage</b>					
605	FT	4" Pipe Underdrain	32,658	\$10.00	\$326,580.00
611	FT	6" Conduit,	2,500	\$20.00	\$50,000.00
611	EACH	3 culvert rehab 3 replace (headwall and structure only)	1	\$280,000.00	\$280,000.00
611	LS	BMP	1	\$30,000.00	\$30,000.00
<b>Drainage Subtotal</b>					<b>\$686,580.00</b>
<b>Pavement</b>					
254	SY	Pavement Planing (1.5"_)	108,814	\$3.75	\$408,054.17
301	CY	Asphalt Concrete Base (8")	30,265	\$100.00	\$3,026,511.11
304	CY	Aggregate Base	20,177	\$40.00	\$807,069.63
407	GAL	Tack Coat (0.055 Gal/SY) full depth	4,994	\$2.50	\$12,484.36
407	GAL	Tack Coat (0.085 Gal/SY) Resurfacing	10,298	\$2.50	\$25,744.73
448	CY	Asphalt Concrete, Intermediate Course	4,414	\$200.00	\$882,732.41
448	CY	Asphalt Concrete, Surface Course	5,048	\$250.00	\$1,261,996.53
<b>Pavement Subtotal</b>					<b>\$6,424,592.93</b>
<b>Maintenance of Traffic</b>					
SPEC	LS	Maintenance of Traffic-Miscellaneous (8%)	1	\$1,008,177.52	\$1,008,177.52
<b>MOT Subtotal</b>					<b>\$1,008,177.52</b>
<b>Traffic Control</b>					
SPEC	LS	Traffic Control	1	\$50,000.00	\$50,000.00
<b>Traf Contr Subtotal</b>					<b>\$50,000.00</b>
<b>Traffic Signal (upgrade at sr 741)</b>					
632	LS	Existing Flashing Signal To Be Replaced	1	\$150,000.00	\$150,000.00
<b>Traf Signal Subtotal</b>					<b>\$150,000.00</b>
<b>Incidentals</b>					
619	MONTH	Field Office, T ype B	30	\$2,500.00	\$75,000.00
623	LS	Construction Layout Stakes, As Per Plan	1	\$30,000.00	\$30,000.00
624	LS	Mobilization	1	\$150,000.00	\$150,000.00
878	LS	Inspection and Compaction Testing of UB Materials	1	\$100,000.00	\$100,000.00
<b>Incidental Subtotal</b>					<b>\$355,000.00</b>

Construction Total      \$13,610,396.53  
25% contingency      \$3,402,599.13  
**\$17,012,995.66**

TECHNICAL SUMMARY MEMORANDUM – EXAMINATION OF ODOT BASELINE (4/5 LANE) AND POSSIBLE LONG-TERM (4 LANE + MEDIAN) OPTIONS FOR PRIORITY WEST SEGMENT UNION TO SR 741

WAR-63 BUILD PROJECT

APRIL 12, 2019

The RL RECORD project team completed an examination of design options and considerations for the WAR-63 BUILD priority project, from Union Road to State Route 741. The technical lead on the work was subconsultant SHA Engineering LLC team member Jamal Adhami, P.E., POTE.

The work consisted of these major parts:

- Initial review of ODOT "Baseline" 4/5 Lane Concept Design, Quantities and Costs
- Development of Critical Cross Sections for a Possible "Long-Term" 4 Lane + Median Concept Design, consistent with recommendations made in the Scoping Study for the Route 63 Corridor (WCTID, April 2017)
- Development of additional quantities and costs – concept level only - for the "Long-Term" 4 Lane + Median Concept Design, as incremental adds over the "Baseline" 4/5 Lane Concept Design
- Possible adjustments to ODOT "Baseline" Costs
- Estimation of additional ROW needs and costs for the "Long-Term" 4 Lane + Median Concept
- Identification of additional considerations, including utilities, MOT and other.

All of this work is part of the information needs for the DOT *BUILD* package submittal to inform required Life Cycle and Benefit-Cost Analyses.

Summary findings and an overview of the work performed are as follows:

Initial review of ODOT "Baseline" 4/5 Lane Concept Design

With cooperative assistance from ODOT D8, the project team received MicroStation and related files for preliminary engineering design work completed by an in-house ODOT team for the 4/5 Lane Design Concept. ODOT used new technology (Open Roads 3-D modeling) for this project as a Pilot, so some files (such as cross sections) had to be developed using in current Microstation/Geopak software. We reviewed the file assembly in check against a reference .pdf set of drawings, and checked for consistency and fit. We then reviewed against the general listing of construction quantities and costs provided by ODOT. We also made an initial assessment of how quantities were treated, and items that may need a revisit, including possible missing pay items of significance.

Development of Critical Cross Sections for a Possible "Long-Term" 4 Lane + Median Concept Design

Part of the BUILD funding application merit considerations are Benefit-Cost ratio and underlying Life Cycle Costs of the Project. For the WAR-63 Priority Project, the demonstration of a "best value" proposal for Merit consideration will extend from Life Cycle and Benefit Cost analysis of a least first cost "Baseline" project (4/5 lane section, narrower ROW) compared to a higher first cost "Long Term" project (4 lane + median section, wider ROW). We reviewed the "Baseline" concept plan, profile and cross sections established by ODOT, and identified a total of 18 critical cross section locations along the 3 mile length of the project that could reasonably represent additional quantities needed for the "Long Term" concept plan. In developing the critical cross sections, the same roadway profile established by ODOT was maintained, and the same location of the two-through lane westbound lane set was held (common point of registration being left edge of left travel lane). All section widening needed for the "Long Term" (4 lane + median) concept was carried to the south side as an expansion of the ODOT "Baseline" cross section, including drainage and probable ROW needs. The attached schematic sheet shows the locations of the critical cross sections, followed by 18 cross section sheets, showing on each sheet the 4/5 Lane and 4 Lane + Median section conditions for the Station location indicated.

Additional Quantities and Costs for a "Long-Term" 4 Lane + Median Concept Design Over 4/5 Lane

The tabulation sheet (following the cross section sheets) shows ODOT's "Baseline" 4/5 Lane quantities and cost estimate, and the incremental (additional) quantities and costs required to execute the project as the "Long Term" 4 lane + median project, assuming extension from the basic ODOT unit cost framework. Items highlighted in green are those pay items that are not common between concepts. Absolute total costs are not as important in this illustration as net cost difference. From this work, it is estimated that the 4 Lane + Median concept could be constructed for an additional \$3.802 million over the 4/5 lane "Baseline" concept, not including ROW. Other costs, shown in the ODOT work up or not, are common to both alternatives. For example, overhead utilities relocation costs are not shown in the estimate provided by ODOT, but they are the same for either the 4/5 Lane or 4 Lane + Median concepts. A possible modification to the 4 Lane + Median concept, where taper to the 4/5 Lane section would occur prior to the SR 741 intersection, with the tape beginning at STA 212+30, rather than carry the median through the 741 intersection, would likely reduce the incremental cost to +\$3.2 million or less (quantities and costs not confirmed) and may be appropriate for other reasons.

Possible Adjustments to ODOT "Baseline" Costs

The second cost tabulation shows adjustments to certain quantities or unit prices that may be appropriate and should be considered line item by line item for possible inclusion. Items noted for consideration are highlighted in yellow in the tabulation.

#### Estimation of additional ROW needs and costs for the "Long-Term" 4 Lane + Median Concept Design

The 4 Lane + Median concept design would require 30 to 40 feet (on average) of additional ROW width, and about 7 to 8 acres total in strip configuration, all on the south side of the existing ROW. The additional ROW needs are indicated on the critical cross sections, and in the shaded area on the schematic plan (approximate only).

#### Identification of Additional Considerations

Future Traffic – The ODOT Baseline Concept Design plan set indicates a Year 2040 Design 24-Hour Traffic Volume of 20,000 vpd. However, current year (2019) volumes are already approaching 19,000 vpd. With expected development and economic investment in the corridor and local area feeder network, and associated travel demand, daily traffic volumes of 30,000 to 40,000 vpd could be realized by 2040 or sooner. Heavy trucks are already at 8% of total 24-hr volume, and truck numbers will increase with expected continuation of logistics-based economic development. Flexibility to accommodate future travel demand and increased traffic volumes, possibly more than 2 times existing levels, needs to be a primary consideration, and will also be accounted for in life cycle and benefit cost analysis.

Future Lane Additions – This segment of SR 63, up through the operating legs of the SR 741 intersection, will be under significant increasing travel demand pressure for the foreseeable future: new economic and jobs development, 9,000 to conceivably 20,000 new homes in the whole of the travel shed, existing attractions, a new national scale sports park, and the increasing importance of Lebanon and Mason as trip origins and destinations, all are major factors. The need for future through-lane addition in this segment should be anticipated as likely, if for no more than to keep access points and intersections operating acceptably. The 4/5 lane design is constrained in ability to accommodate future lane additions; the 4 lane + median concept can readily accommodate inboard through lane additions in the section established by initial construction. Similar flexibility is available for additional turn lane additions.

MOT – Maintenance of traffic is more difficult but workable with the 4/5 Lane design, requires some extent of temporary pavement, and could keep 2 lanes open, but would operate with greater friction and lower through-put, as well as tighter constraints for work crews. The 4 Lane + Median design offers more separation and working space, and easier MOT conditions.

Utilities Relocation – Utility poles are located along both sides of the existing roadway. Utility relocation impacts and costs are about the same under either the 4/5 Lane or 4 Lane + Median section design concepts. On the north side of existing SR 63, there are 62 poles total; at least 28 and as many as 33 are located within the existing roadway ROW, but only 2 or 3 (estimated) will require relocation; however, at least 52 will require clear zone protection. On the south side of the roadway, there are 88 poles total; 69 are located within the existing ROW, and at least 83 ( 4/5 Lane design, with 65 of these 83 located within

the existing ROW) and up to 88 (4 Lane + Median design, with 69 of these 88 located within existing ROW) will require relocation. No costs for relocation or clear zone protection were included in the ODOT construction estimate provided, and costs and cost shares at yet to be determined.

Access Management – Both the 4/5 Lane and 4 Lane + Median design concepts assume access control and 3 major new access points to be established at roughly half-mile spacing, consistent with minimum recommendations of the April 2017 Scoping Study. However, further access point consultation is required, including access roads and driveway, to achieve safety and capacity goals of the roadway investment, also per the 2107 Scoping Study. No costs, design or ROW elements were included by ODOT in the baseline design. Access management will be easier and more reliably established under the 4 Lane + Median design.

Safety – Both options will improve roadway safety over existing conditions, but there are fundamental differences in safety performance between the two design options. Performance research, by the Texas Transportation Institute and others, has found that a 4 lane + median highway typically yields about 20% lower fatality and serious injury crashes compared to a 4/5 lane undivided highway of the same design speed and operating condition.

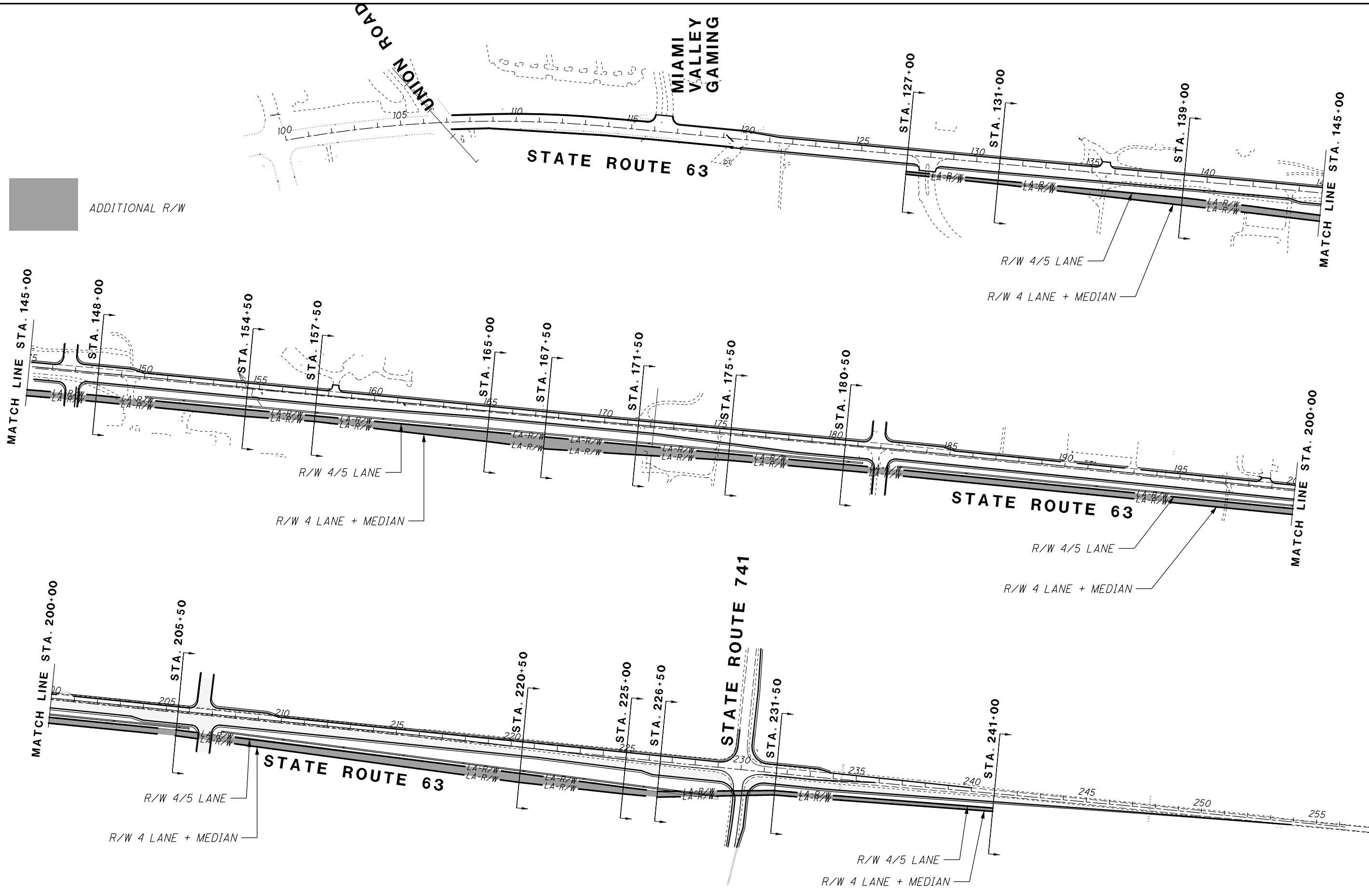
Lighting – No provisions or costs for roadway or intersection lighting were provided by ODOT in the Baseline 4/5 Lane design concept work up. Lighting at intersections is recommended (see Technology), and has been included in the Modified ODOT cost estimate provided.

Technology – Certain roadway management technology elements are recommended for consideration and incorporation in the project, as determined by cost-effectiveness and partnership cost sharing opportunities. These may include smart intersection lighting and pavement marking, fiber optic cable, variable speed limits, and incident management, among others. These technologies are targeted at safety, capacity and system reliability benefits, all important to economic development and stakeholder goals and expectations.

Section Width, Setbacks and Visibility – The 4/5 Lane and 4 Lane + Median section design concepts will have very different visual outcomes from the user (motorist) perspective. With improved but still significant variation in vertical profile, the 4/5 lane section will be narrow and "busy" from the driver perspective, with shallower setback of development and signage and requiring greater driver attention and less desirable corridor aesthetic effect. This in turn will have an effect on marketability of the corridor and resultant economic development benefit to the County and its stakeholders. The 4 Lane + Median design concept will feel (and be) safer and less visually invasive from the driver perspective, on the same profile grade, with resultant benefits to corridor economic development outcomes.

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SCALE IN FEET

**STATE ROUTE 63  
SCHEMATIC PLAN**

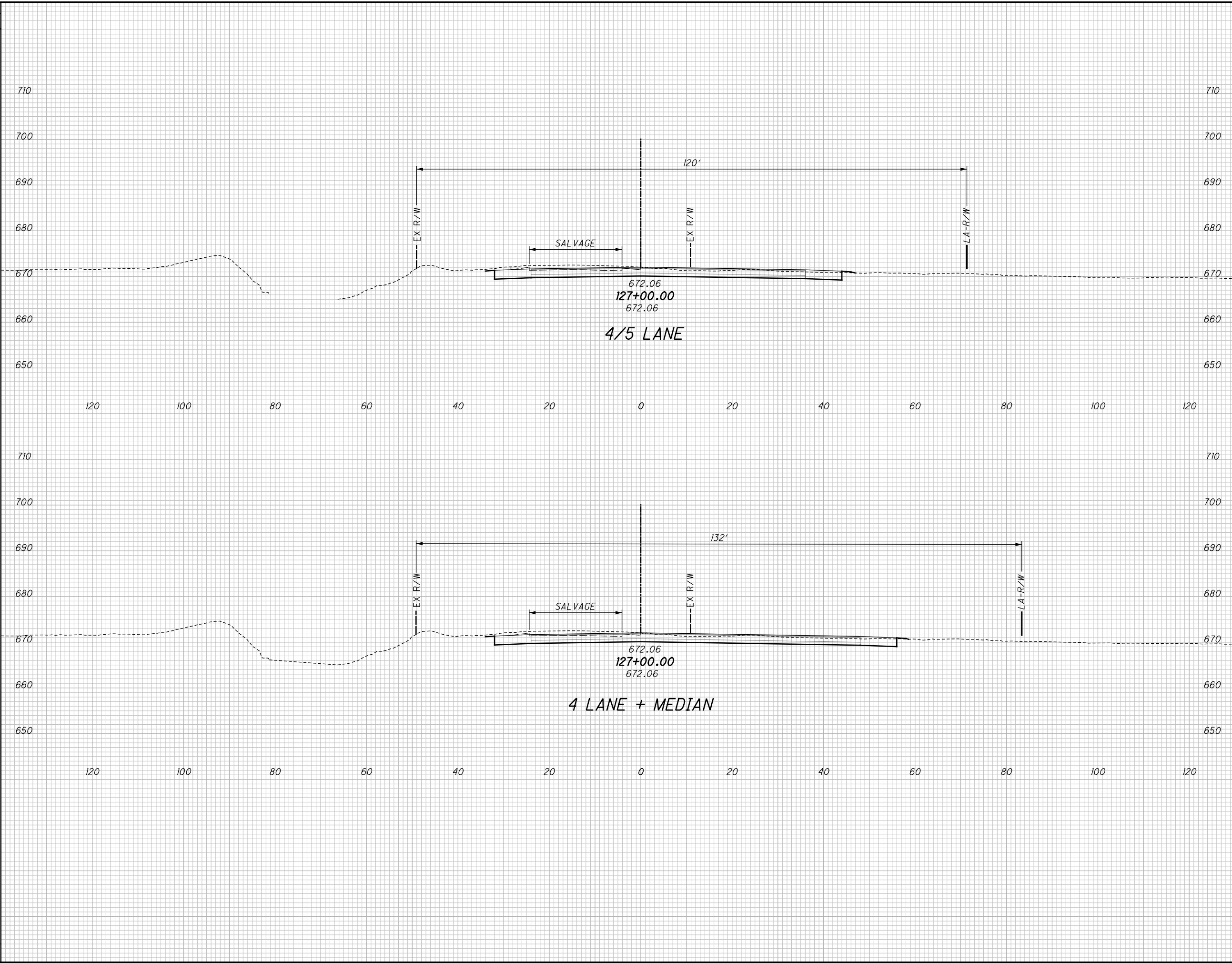
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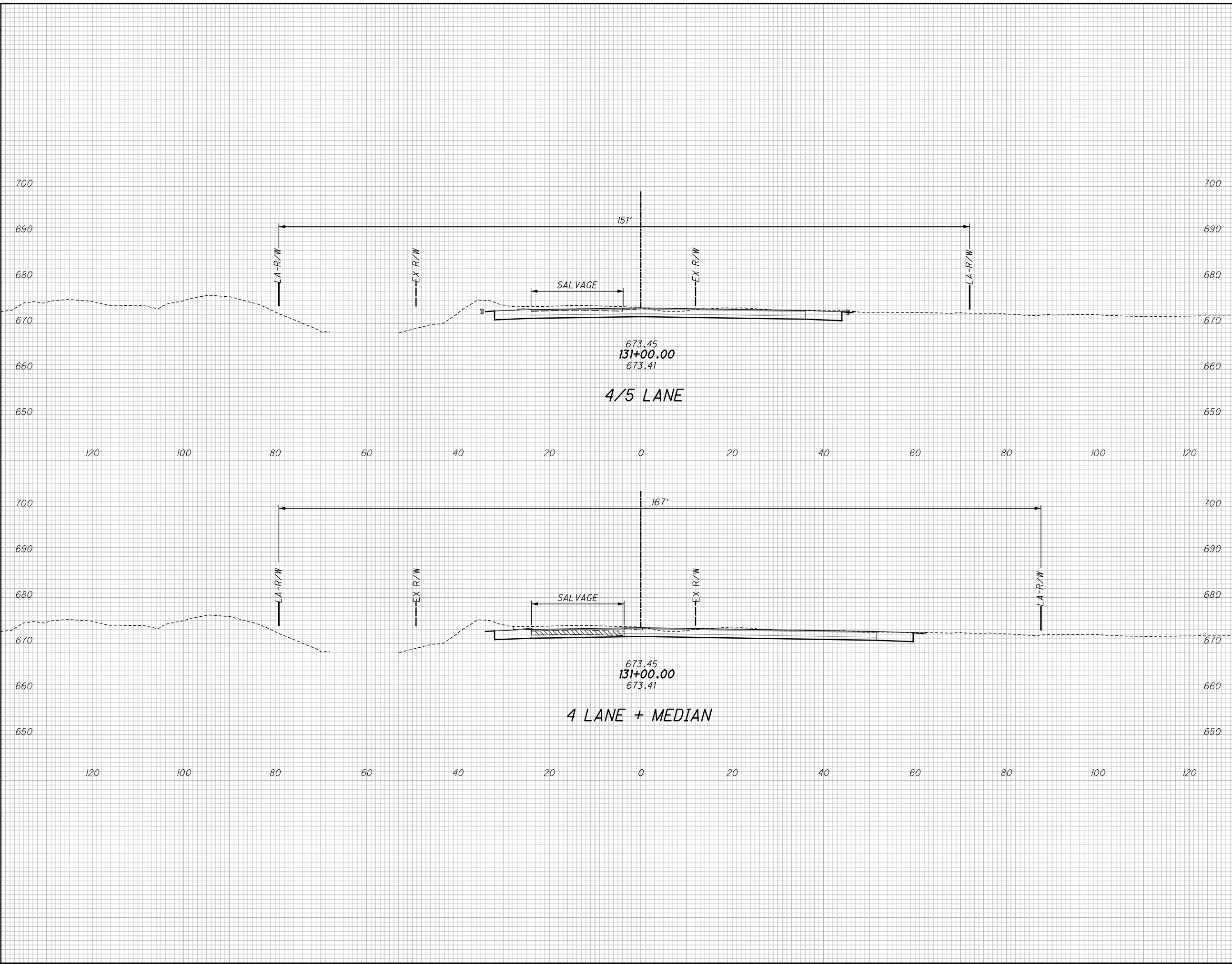
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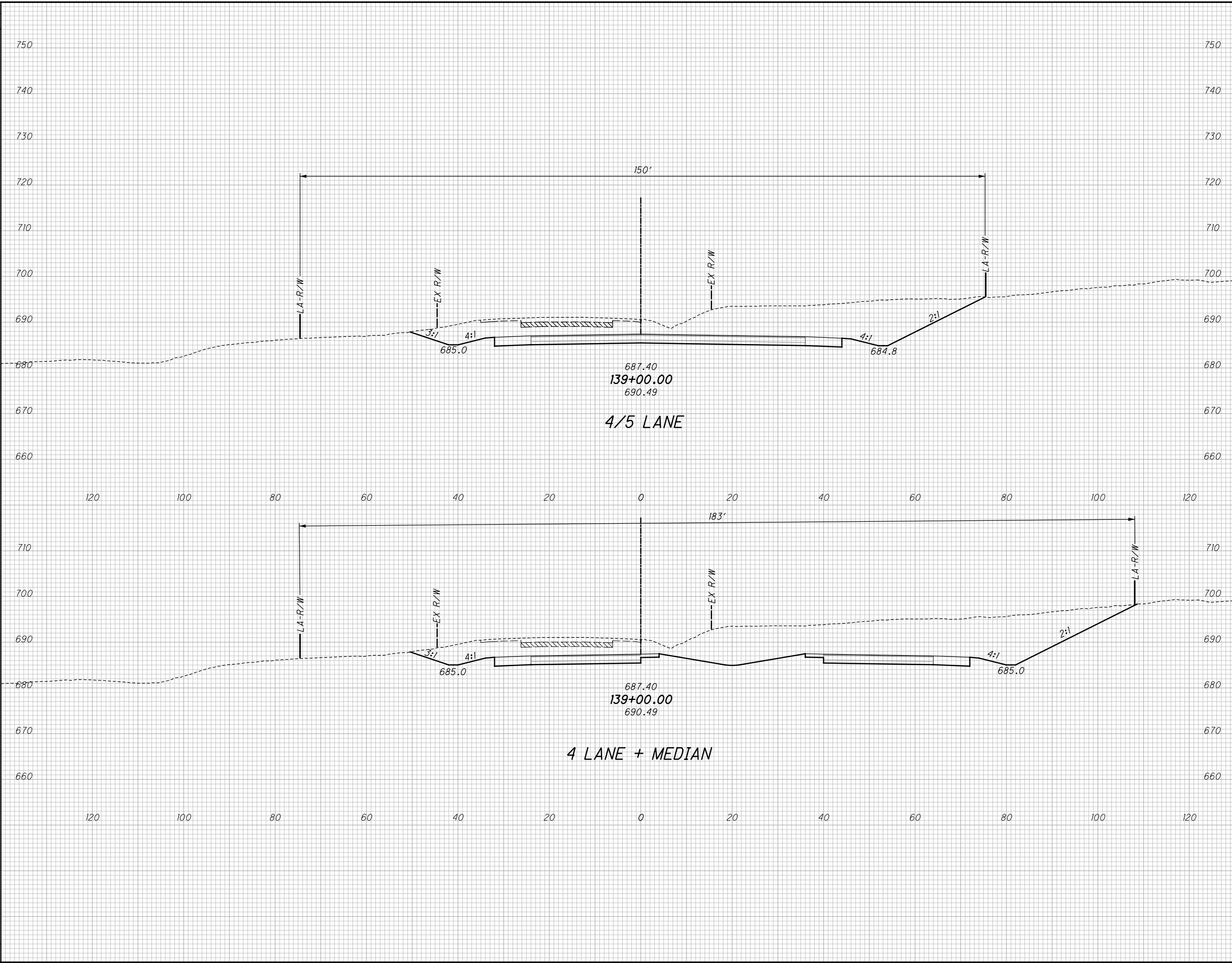
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**WAR-SR 63-0.83**

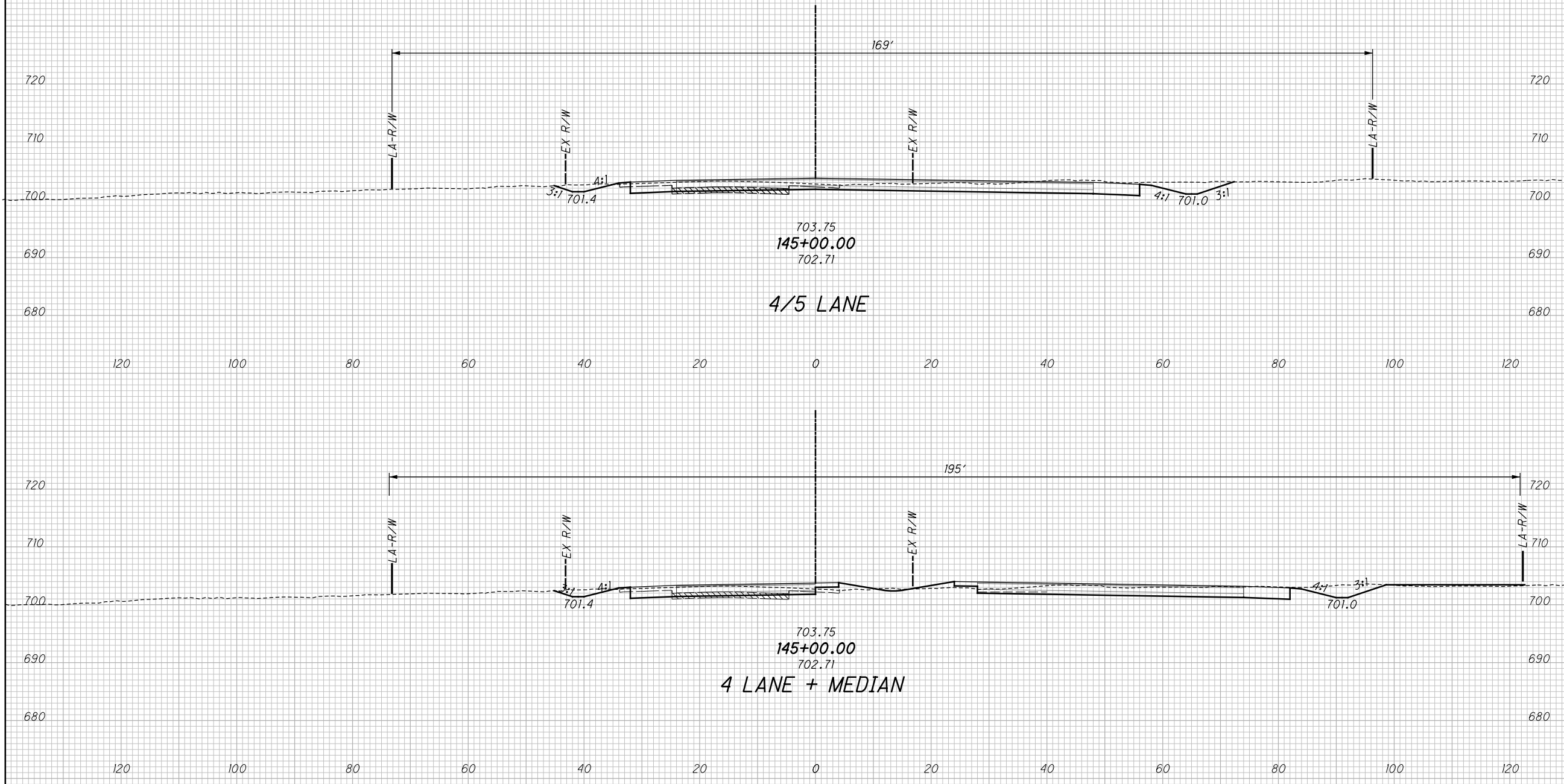
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WAR-SR 63-0.83

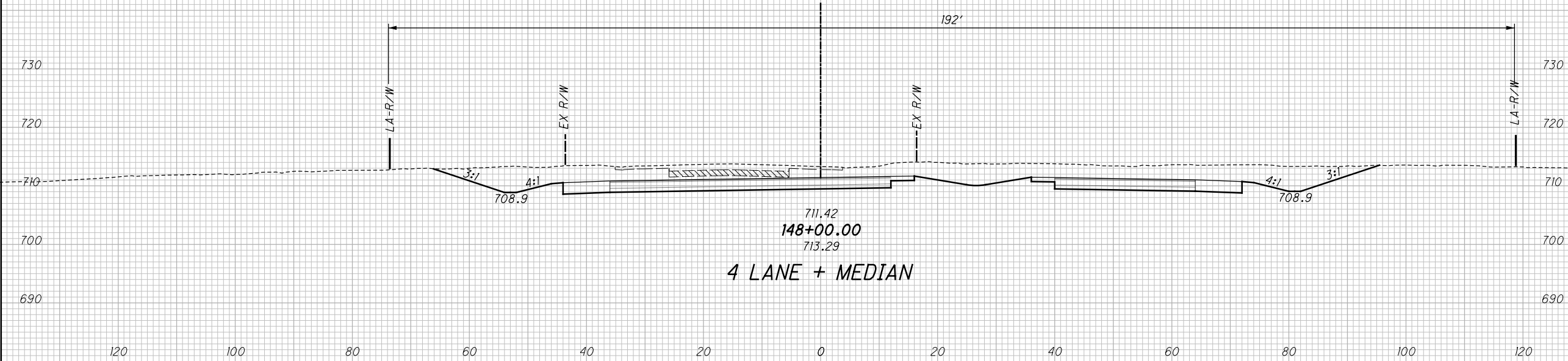
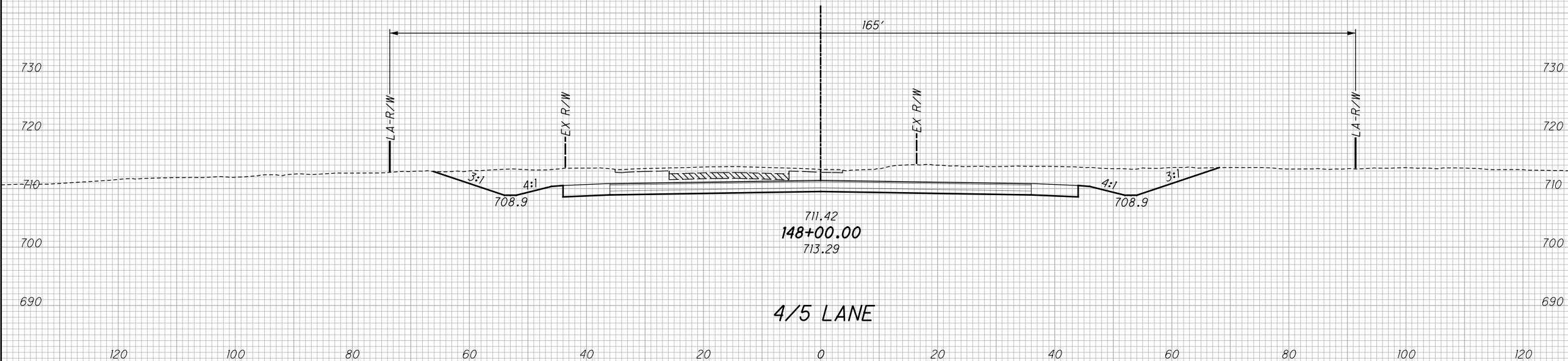
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**WAR-SR 63-0.83**

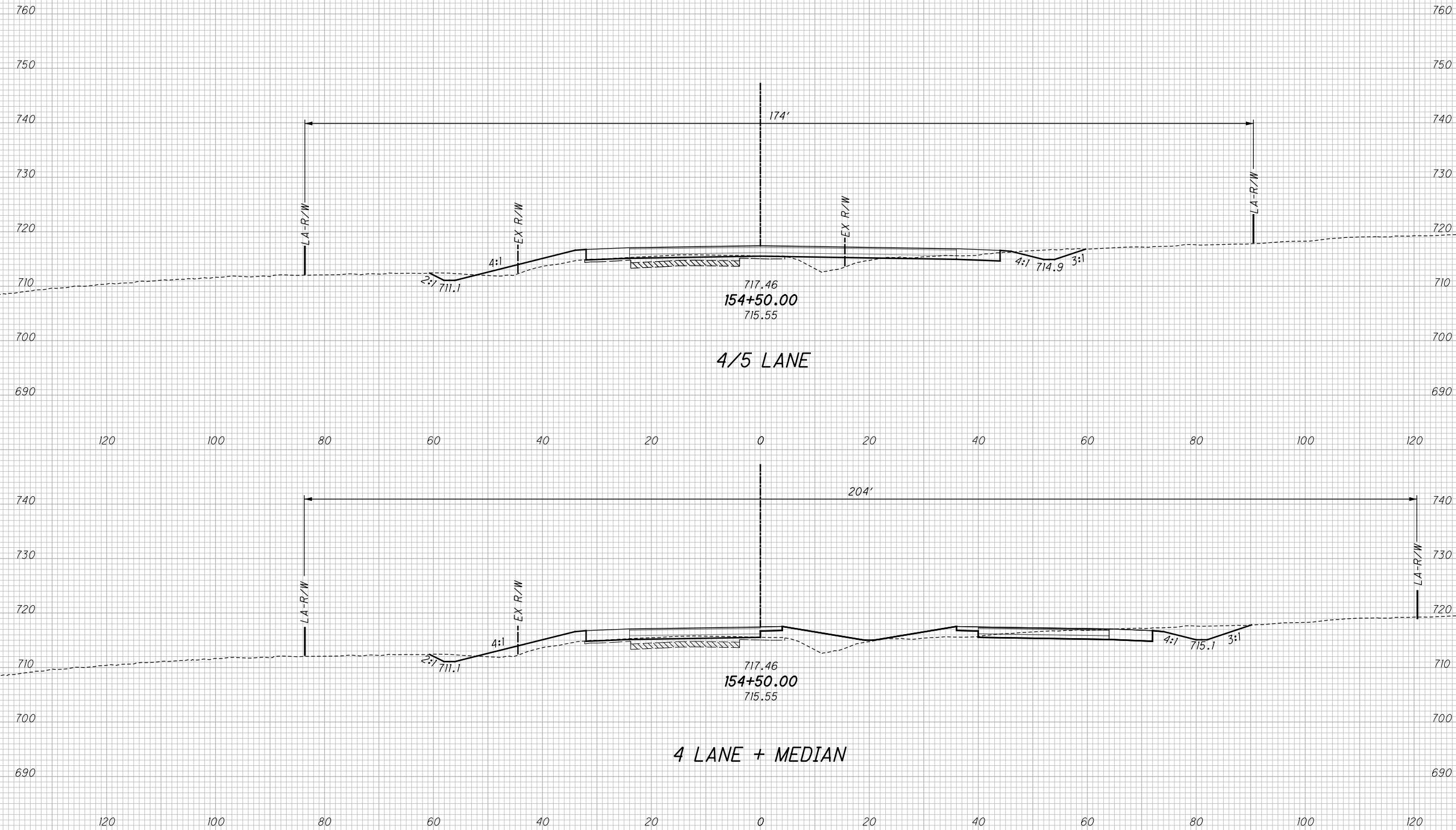
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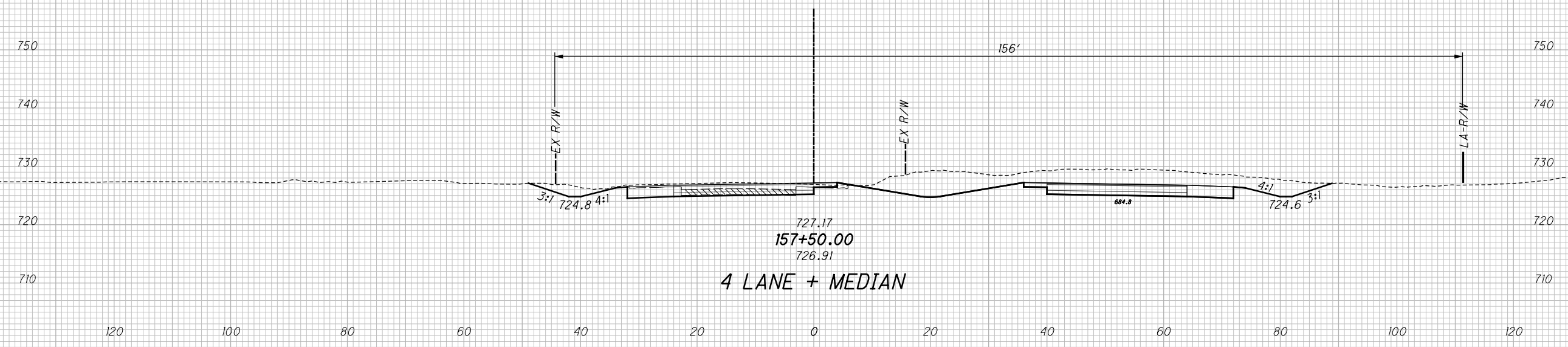
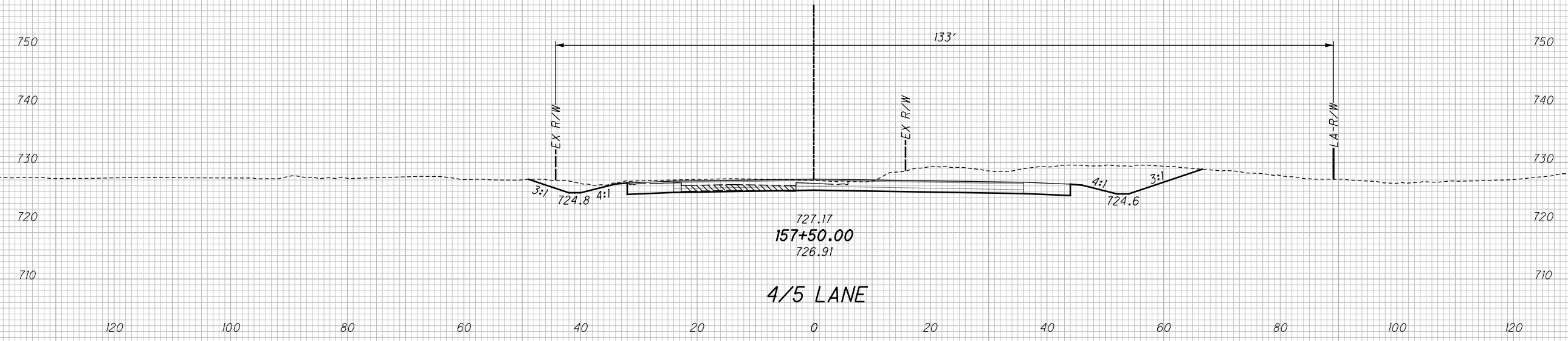


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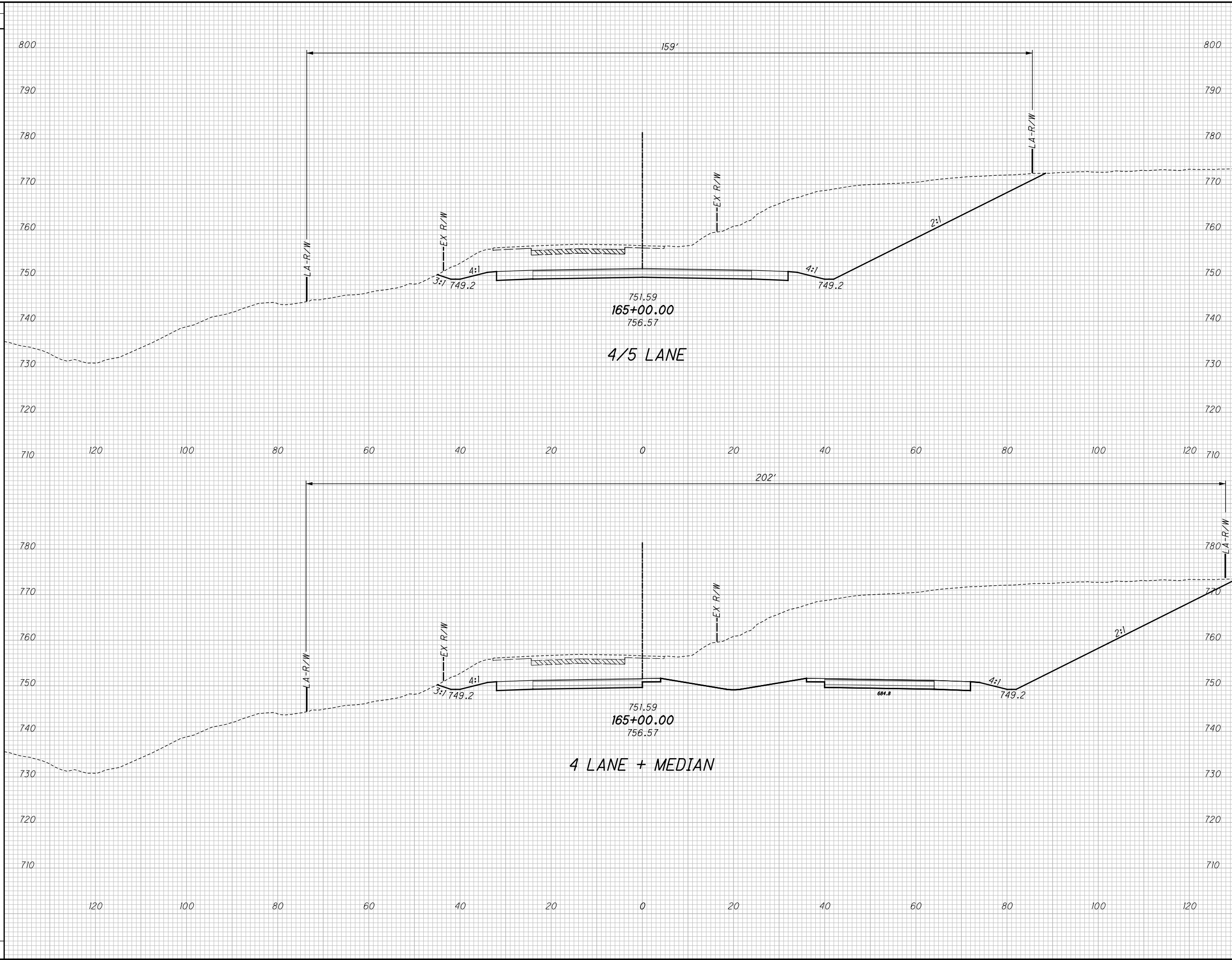
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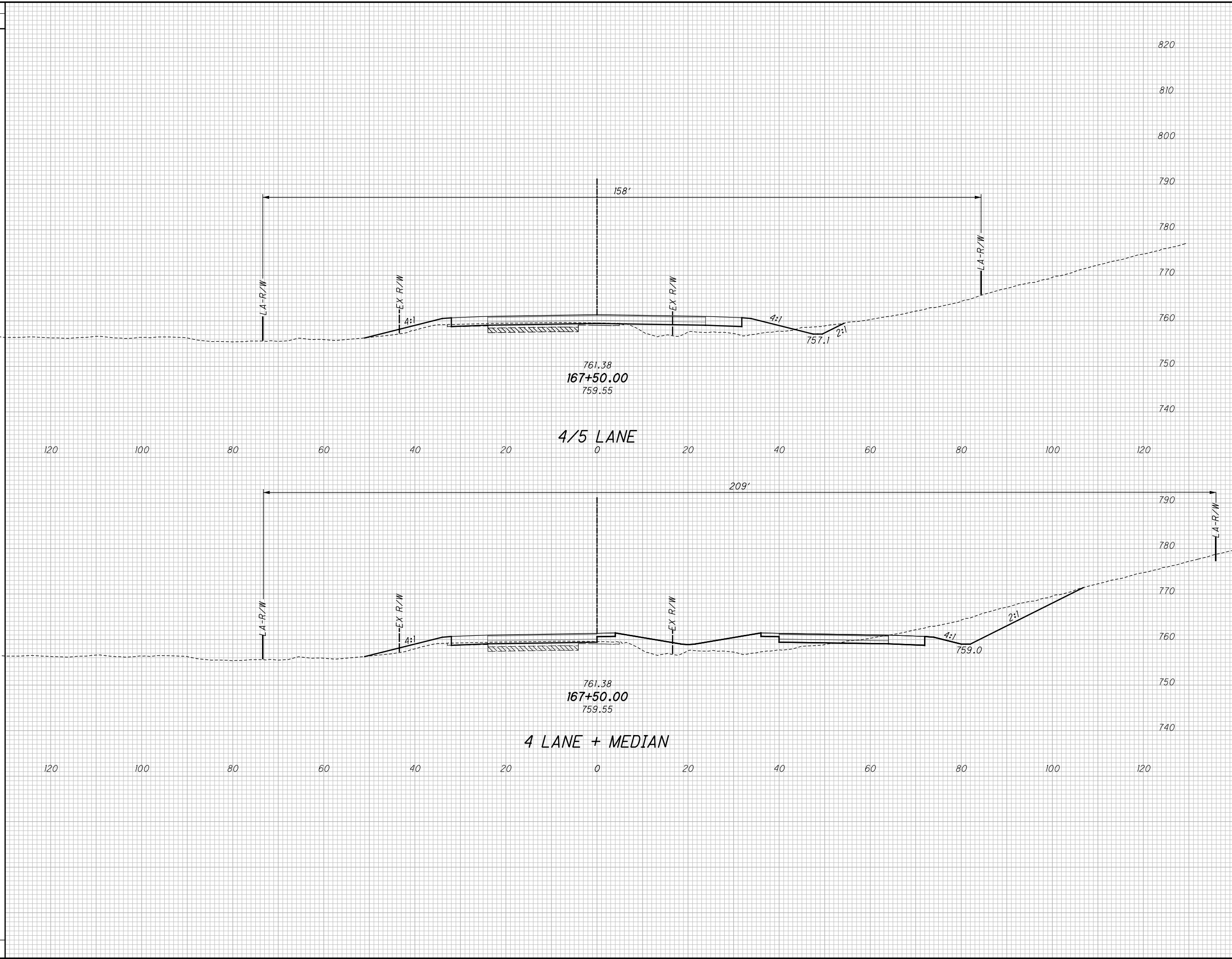
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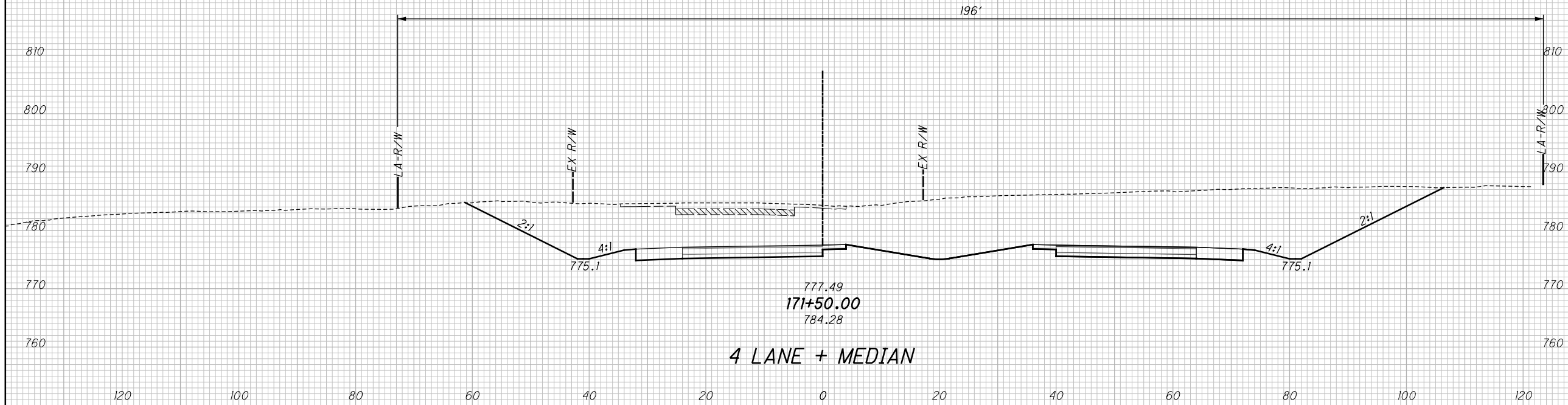
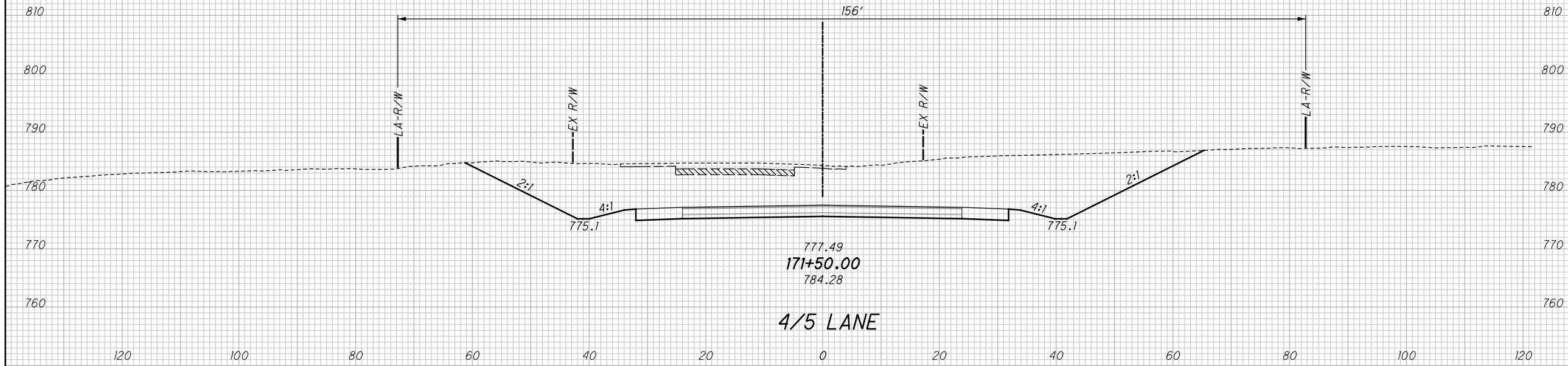
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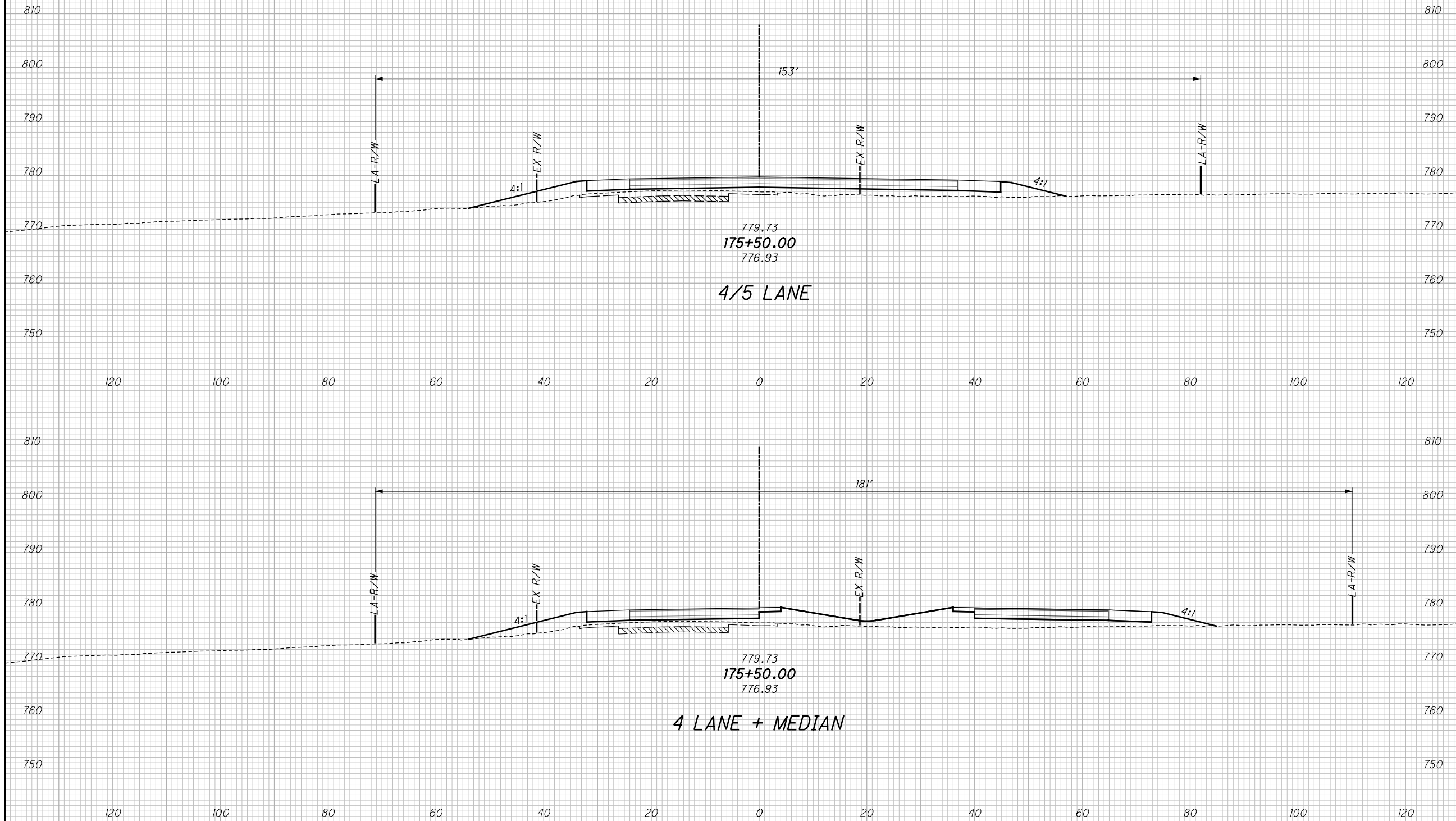
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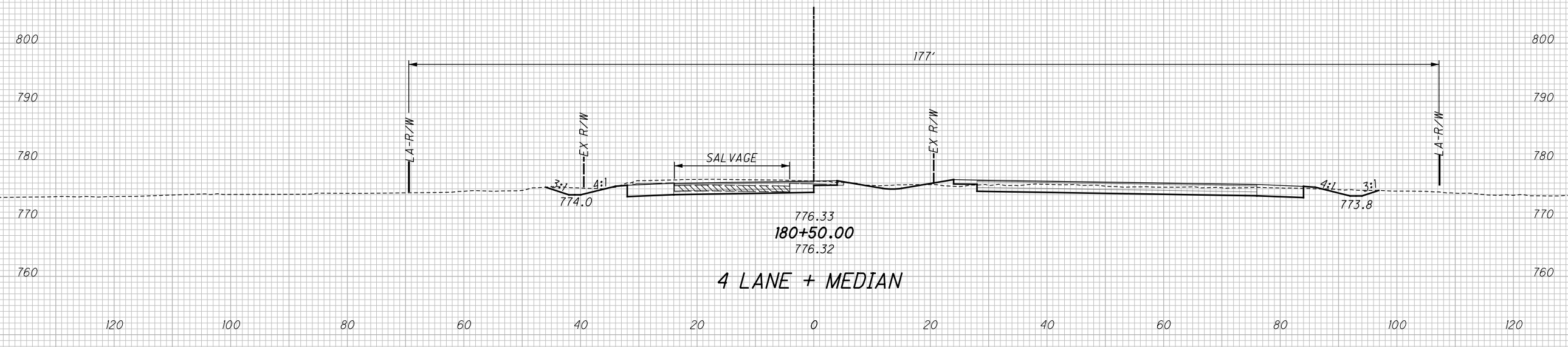
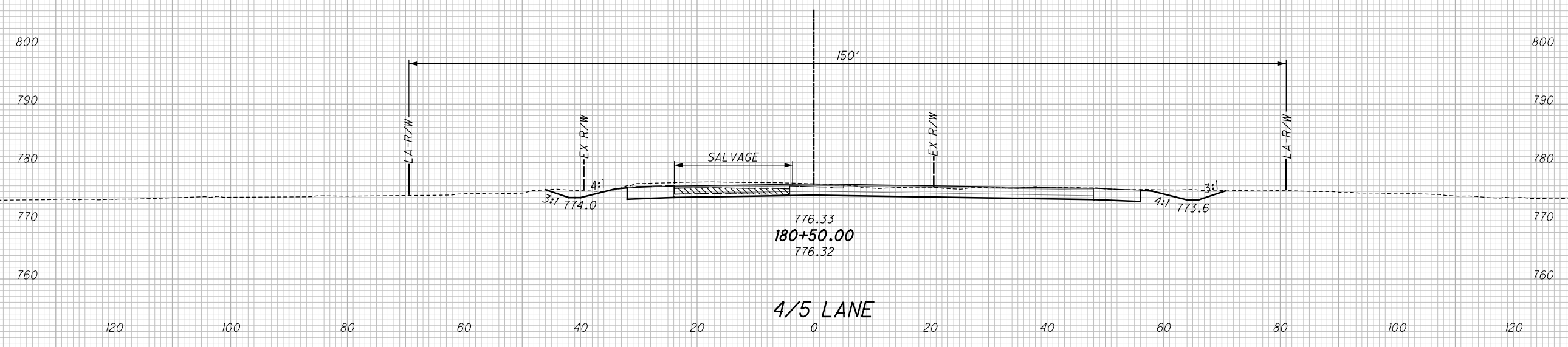
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CUT	FILL	CUT	FILL	MG	JA



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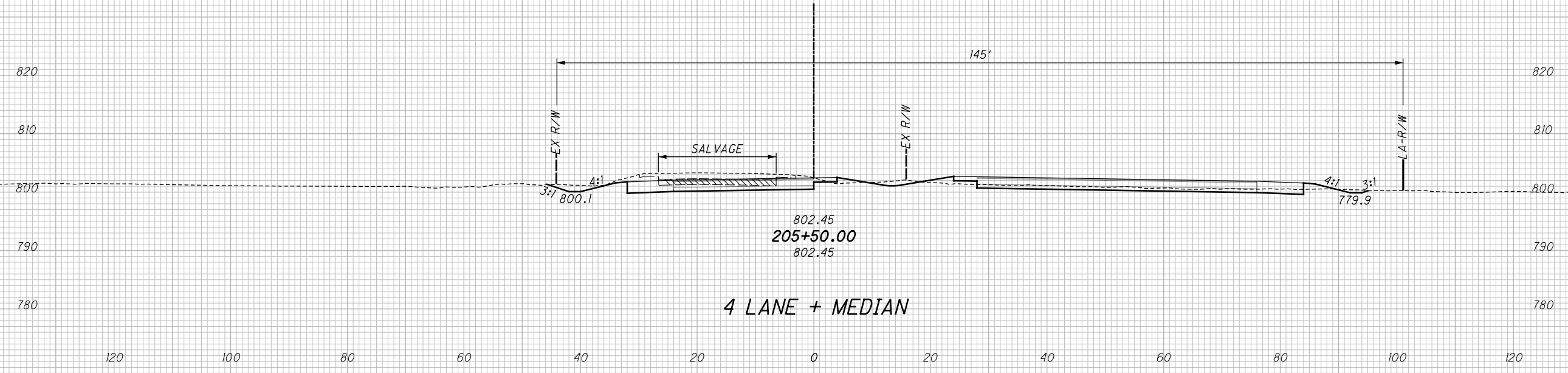
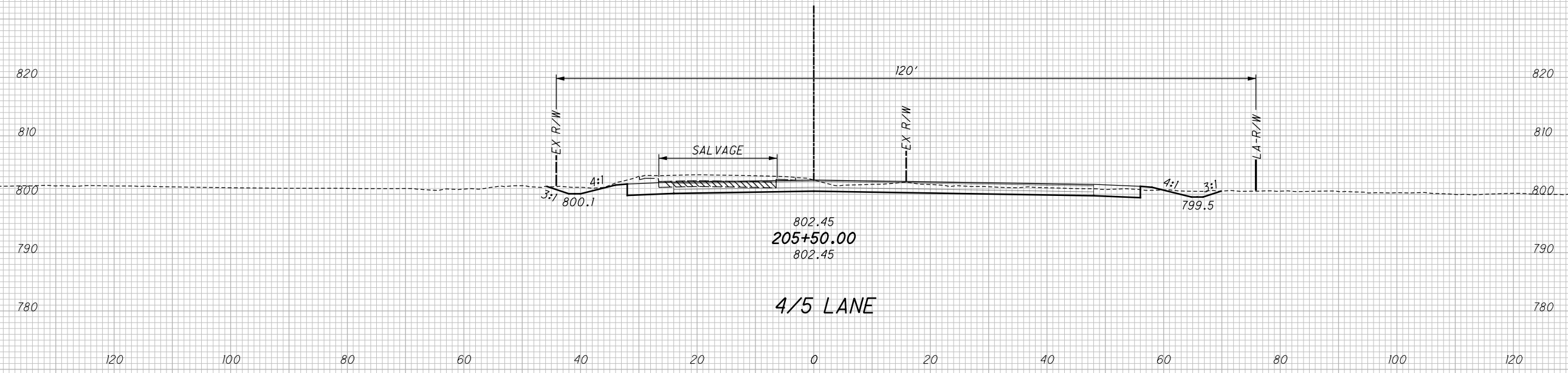
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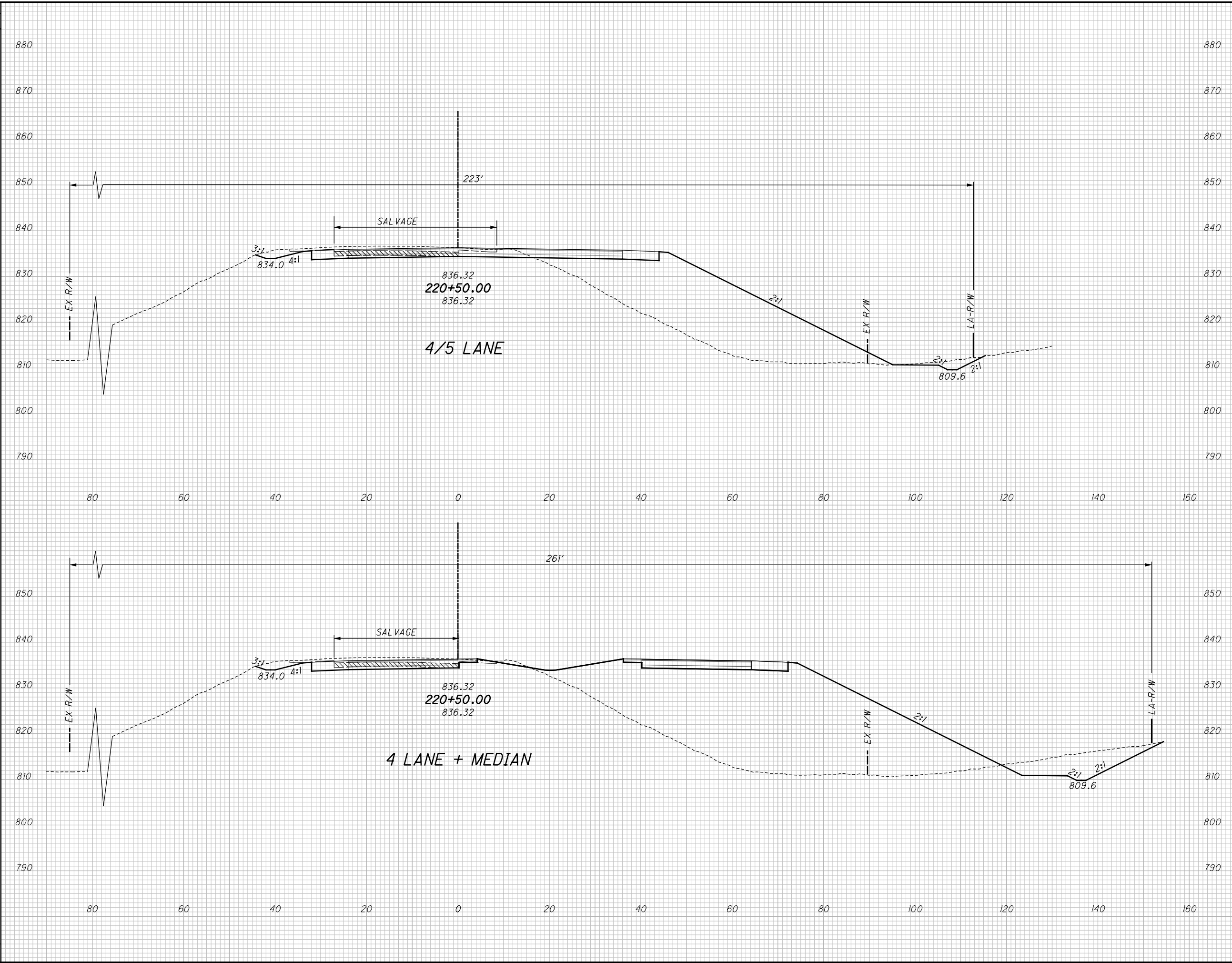


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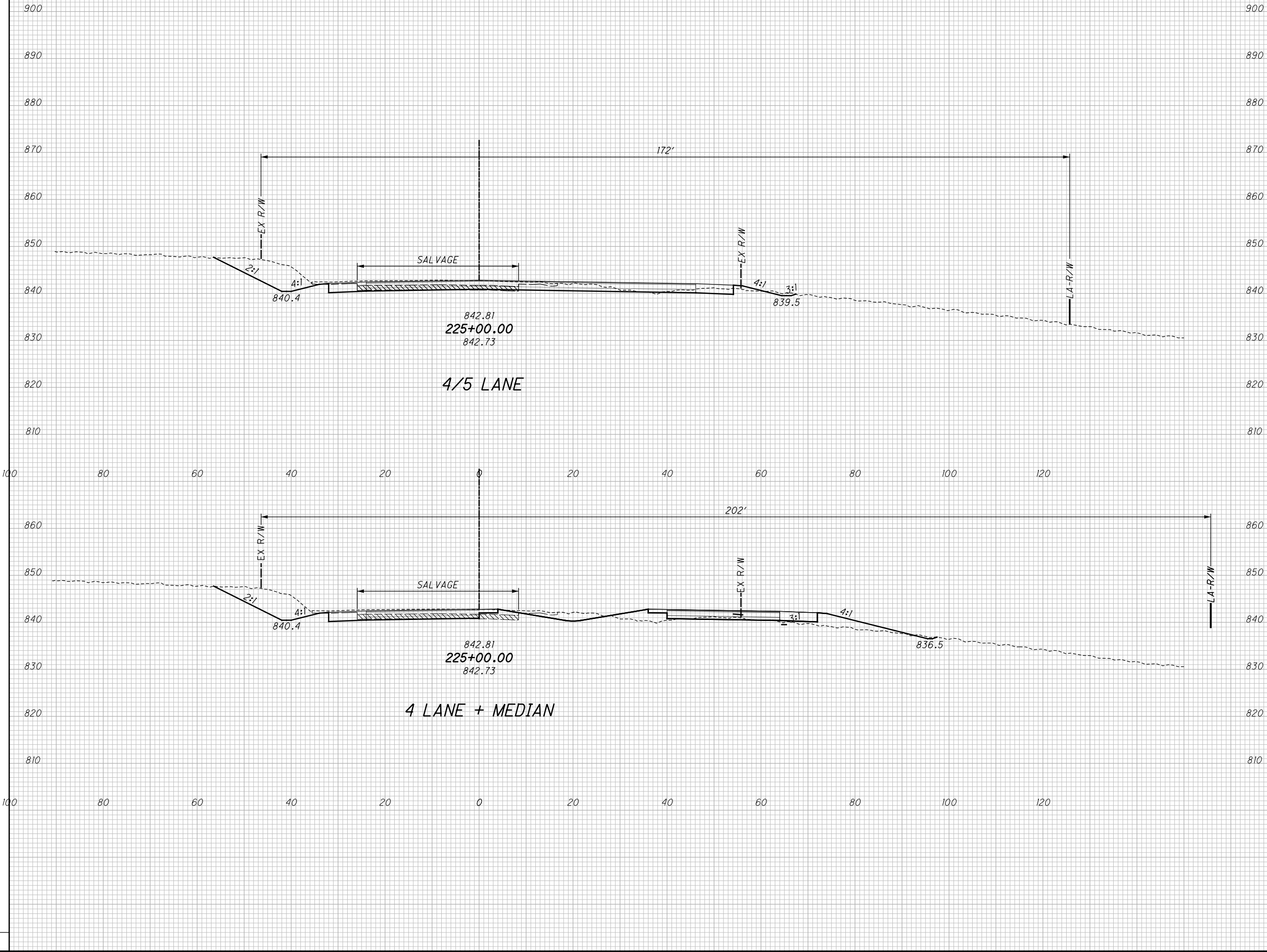
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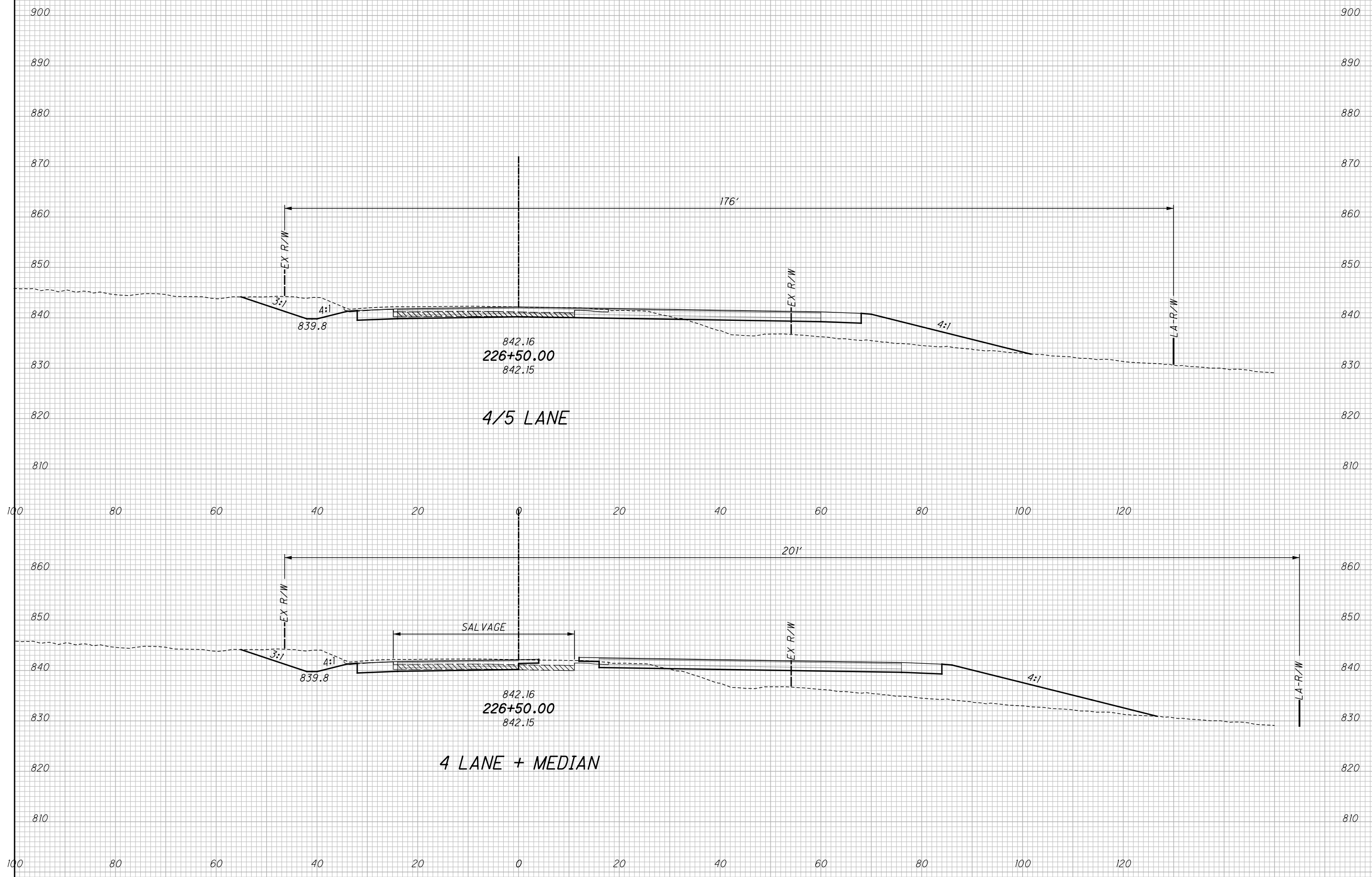
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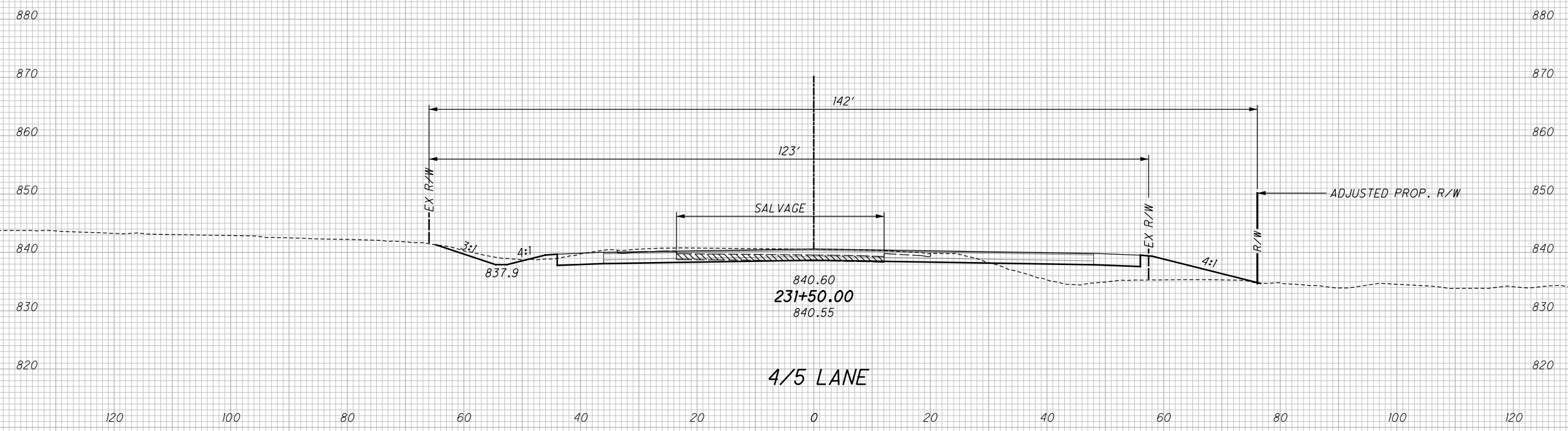
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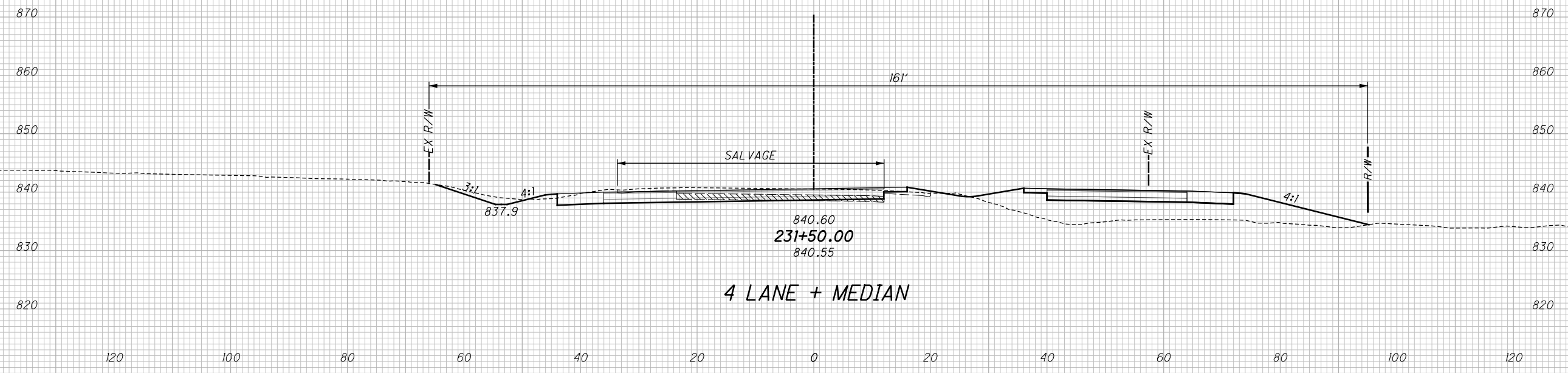
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4/5 LANE



4 LANE + MEDIAN

CROSS SECTIONS SR 63 - 4/5 LANE & 4 LANE + MEDIAN  
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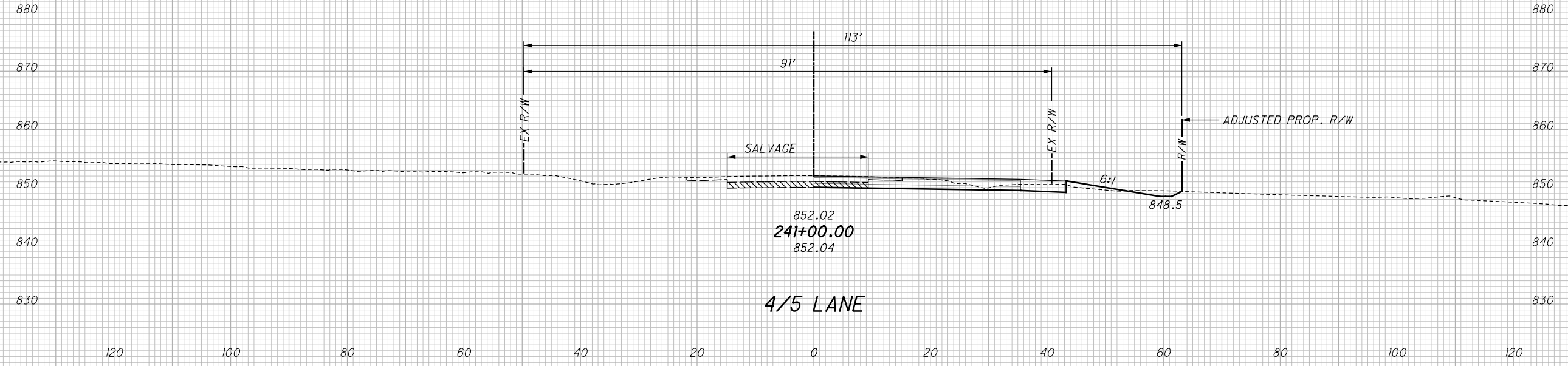
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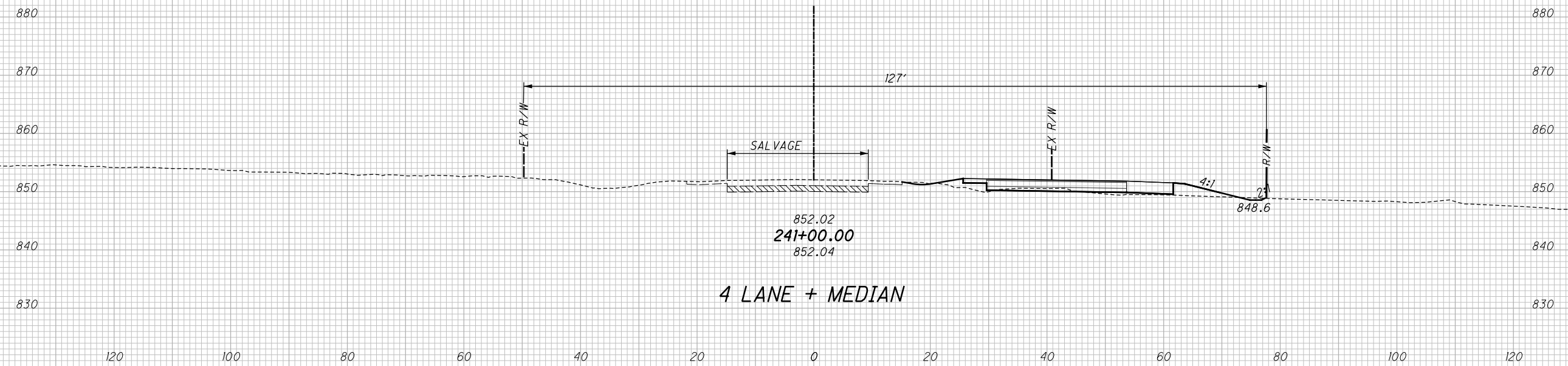
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4/5 LANE



4 LANE + MEDIAN

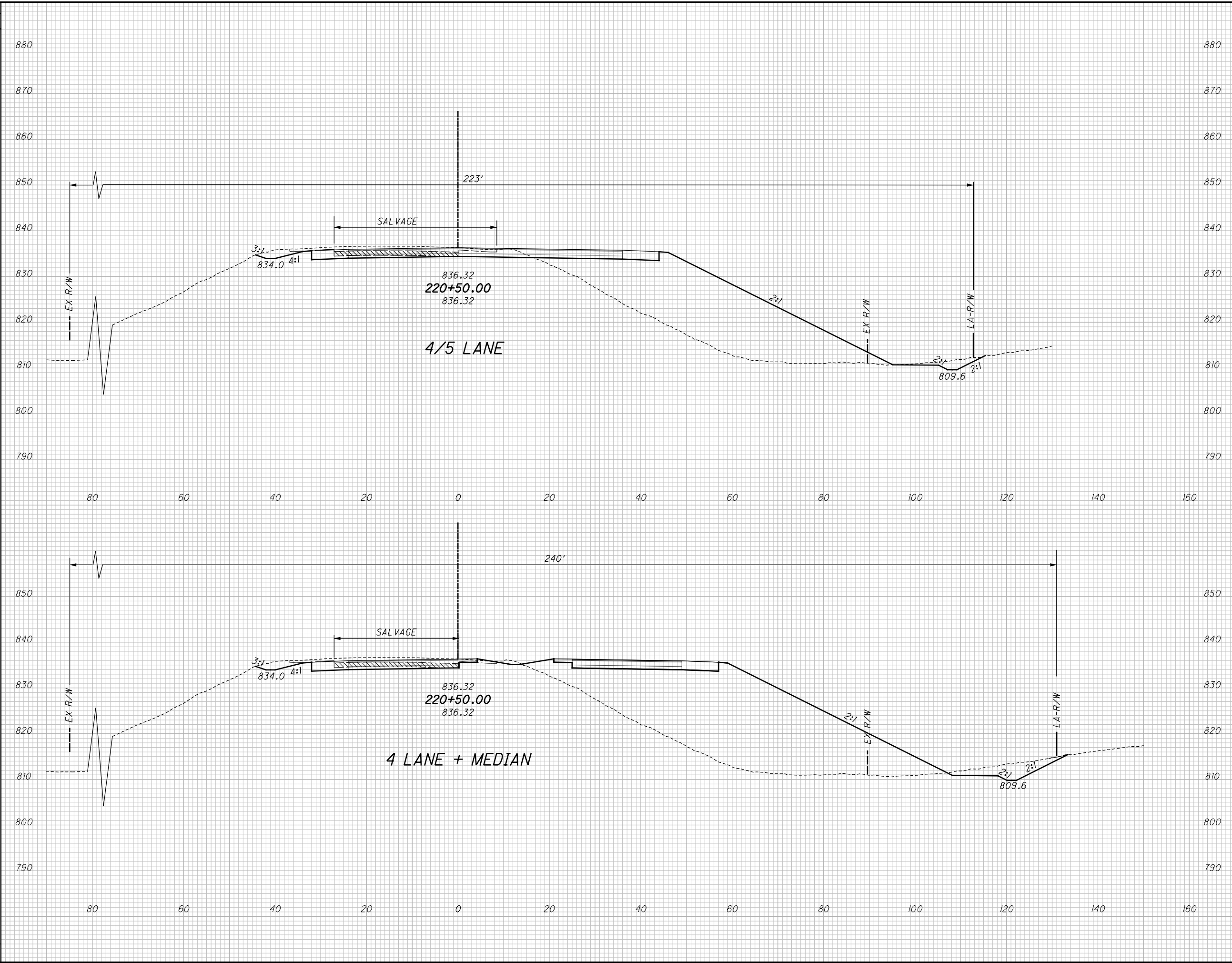
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CROSS SECTIONS SR 63 - 4/5 LANE & 4 LANE + MEDIAN  
ALTERNATIVE 1 - STA. 220+50.00

WAR-SR 63-0.83

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COMPARISON OF ODOT 4/5 LANE TO 4-LANE WITH MEDIAN

Item	Unit	Item Description	4/5 LANE			4 LANE + MEDIAN			Comments
			Quantity	Unit Price	Extension	Quantity	Unit Price	Cost	
<b>Roadway</b>									
201	LS	Clearing and Grubbing	1	\$15,000.00	\$15,000.00				
202	SY	Pavement Removed, Asphalt	12,337	\$10.00	\$123,370.00				
203	CY	Excavation	62,544	\$40.00	\$2,501,760.00	15687.00	\$40.00	\$627,480.00	
203	CY	Embankment	25,009	\$40.00	\$1,000,360.00	33476.00	\$40.00	\$1,339,040.00	
204	HOURL	Proof Rolling	45	\$200.00	\$9,079.53				
60	FT	Guardrail, Type MGS	2,247	\$15.00	\$33,705.00				
606	FT	SPECIAL-Cable Barrier				9000.00	\$25.00	\$225,000.00	
609	FT	Curb	2,360	\$25.00	\$59,000.00				
206	SY	Subgrade Compaction Treatment	90,795	\$8.00	\$726,362.67	6095.00	\$8.00	\$48,760.00	
				<b>Roadway Subtotal</b>	<b>\$4,468,637.20</b>				
<b>Sediment and Erosion Control</b>									
207	SY	Seeding and Mulching	52,068	\$1.25	\$65,084.72	29428.00	\$1.25	\$36,785.00	
659	CY	Topsoil (4")	5,780	\$25.00	\$144,500.00	364.00	\$25.00	\$9,100.00	
659	TON	Commercial Fertilizer	7	\$750.00	\$5,272.50	7.00	\$750.00	\$5,250.00	
659	SY	Lime	11	\$1.25	\$13.45	22.00	\$1.25	\$27.50	
659	M GAL	Water	281	\$35.00	\$9,842.00	280.00	\$35.00	\$9,800.00	
832	EACH	Erosion Control	242,696	\$1.00	\$242,696.00				
				<b>Erosion Subtotal</b>	<b>\$467,408.67</b>				
<b>Drainage</b>									
605	FT	4" Pipe Underdrain	32,658	\$10.00	\$326,580.00	18000.00	\$10.00	\$180,000.00	
611	FT	6" Conduit,	2,500	\$20.00	\$50,000.00				
611	EACH	3 culvert rehab 3 replace (headwall and structure only)	1	\$280,000.00	\$280,000.00			\$86,800.00	
611	LS	BMP	1	\$30,000.00	\$30,000.00			31% increase in length	
611	EACH	CATCH BASIN, NO. 4				18.00	\$5,000.00	\$90,000.00	
611	FT	18" CONDUIT, TYPE B				1260.00	\$110.00	\$138,600.00	
				<b>Drainage Subtotal</b>	<b>\$686,580.00</b>				
<b>Pavement</b>									
254	SY	Pavement Planing (1.5" )	108,814	\$3.75	\$408,054.17				
301	CY	Asphalt Concrete Base (8")	30,265	\$100.00	\$3,026,500.00	1354.00	\$100.00	\$135,400.00	
304	CY	Aggregate Base (6")	20,177	\$40.00	\$807,080.00	1016.00	\$40.00		
407	GAL	Tack Coat (0.055 Gal/SY) full depth	4,994	\$2.50	\$12,484.36				
407	GAL	Tack Coat (0.085 Gal/SY) Resurfacing	10,298	\$2.50	\$25,744.73				
448	CY	Asphalt Concrete, Intermediate Course (1.75")	4,414	\$200.00	\$882,800.00	297.00	\$200.00	\$59,400.00	
448	CY	Asphalt Concrete, Surface Course (1.5")	5,048	\$250.00	\$1,262,000.00	254.00	\$200.00	\$50,800.00	
				<b>Pavement Subtotal</b>	<b>\$6,424,663.25</b>				
<b>Maintenance of Traffic</b>									
SPEC	LS	Maintenance of Traffic-Miscellaneous (8%)	1	\$1,008,183.13	\$1,008,183.13				
615	SY	Pavement for Maintaning Traffic	1,200	\$52.00	\$62,400.00				
				<b>MOT Subtotal</b>	<b>\$1,070,583.13</b>				
<b>Traffic Control</b>									
SPEC	LS	Traffic Control	1	\$50,000.00	\$50,000.00				
				<b>Traf Contr Subtotal</b>	<b>\$50,000.00</b>				
<b>Traffic Signal (upgrade at sr 741)</b>									
632	LS	Existing Flashing Signal To Be Replaced	1	\$150,000.00	\$150,000.00				
				<b>Traf Signal Subtotal</b>	<b>\$150,000.00</b>				
<b>Incidentals</b>									
619	MONTH	Field Office, T ype B	30	\$2,500.00	\$75,000.00				
623	LS	Construction Layout Stakes, As Per Plan	1	\$30,000.00	\$30,000.00				
624	LS	Mobilization	1	\$150,000.00	\$150,000.00				
878	LS	Inspection and Compaction Testing of UB Materials	1	\$100,000.00	\$100,000.00				
				<b>Incidental Subtotal</b>	<b>\$355,000.00</b>				
				<b>Construction Total</b>	<b>\$13,672,872.26</b>			<b>\$3,042,242.50</b>	
				25% contingency	\$3,418,218.06			\$760,560.63	
					<b>\$17,091,090.32</b>			<b>\$3,802,803.13</b>	

ODOT 4/5 LANE - MODIFIED

Item	Unit	Item Description	4/5 LANE			Comments	
			Quantity	Unit Price	Extension		
<b>Roadway</b>							
201	LS	Clearing and Grubbing	1	\$50,000.00	\$50,000.00		
202	SY	Pavement Removed, Asphalt	12,337	\$10.00	\$123,370.00		
203	CY	Excavation	62,544	\$20.00	\$1,250,880.00		
203	CY	Embankment	25,009	\$20.00	\$500,180.00		
204	HOURL	Proof Rolling	45	\$200.00	\$9,079.53		
60	FT	Guardrail, Type MGS	2,247	\$15.00	\$33,705.00		
609	FT	Curb & Gutter Type 2	3,400	\$25.00	\$85,000.00		
206	SY	Subgrade Compaction Treatment	90,795	\$8.00	\$726,362.67		
					<b>Roadway Subtotal</b>	<b>\$2,778,577.20</b>	
<b>Sediment and Erosion Control</b>							
207	SY	Seeding and Mulching	52,068	\$1.25	\$65,084.72		
659	EACH	Soil Analysis Test	6	\$150.00	\$900.00		
659	CY	Topsoil (4")	5,780	\$25.00	\$144,500.00		
659	TON	Commercial Fertilizer	7	\$750.00	\$5,272.50		
659	Acre	Lime	11	\$1.25	\$13.45		
659	M GAL	Water	281	\$35.00	\$9,842.00		
832	EACH	Erosion Control	1	\$242,696.00	\$242,696.00		
					<b>Erosion Subtotal</b>	<b>\$468,308.67</b>	
<b>Drainage</b>							
605	FT	4" Pipe Underdrain	32,658	\$10.00	\$326,580.00		
611	FT	6" Conduit,	2,500	\$20.00	\$50,000.00		
611	EACH	3 culvert rehab 3 replace (headwall and structure only)	1	\$280,000.00	\$280,000.00		
611	LS	BMP	1	\$30,000.00	\$30,000.00		
611	EACH	CATCH BASIN, NO. 3	12	\$3,500.00	\$42,000.00		
611	EACH	CATCH BASIN, NO. 4	6	\$5,000.00	\$30,000.00		
611	EACH	MANHOLE, TYPE 3	6	\$5,500.00	\$33,000.00		
611	FT	18" CONDUIT, TYPE B	2,060	\$110.00	\$226,600.00		
					<b>Drainage Subtotal</b>	<b>\$1,018,180.00</b>	
<b>Pavement</b>							
254	SY	Pavement Planing (1.5" )	108,814	\$3.75	\$408,054.17		
301	CY	Asphalt Concrete Base (8")	30,265	\$140.00	\$4,237,100.00		
304	CY	Aggregate Base (6")	20,177	\$52.00	\$1,049,204.00		
407	GAL	Tack Coat (0.055 Gal/SY) full depth	4,994	\$2.50	\$12,484.36		
407	GAL	Tack Coat (0.085 Gal/SY) Resurfacing	10,298	\$2.50	\$25,744.73		
442	CY	Asphalt Concrete, Intermediate Course (1.75")	4,414	\$200.00	\$882,800.00	No Quantities Included	
442	CY	Asphalt Concrete, Surface Course (1.5")	5,048	\$250.00	\$1,262,000.00	No Quantities Included	
					<b>Pavement Subtotal</b>	<b>\$7,877,387.25</b>	
<b>Maintenance of Traffic</b>							
SPEC	LS	Maintenance of Traffic-Miscellaneous (8%)	1	\$1,018,996.25	\$1,018,996.25		
615	SY	Pavement for Maintaning Traffic	1,200	\$52.00	\$62,400.00		
					<b>MOT Subtotal</b>	<b>\$1,081,396.25</b>	
<b>Traffic Control</b>							
SPEC	LS	Traffic Control	1	\$50,000.00	\$50,000.00		
					<b>Traf Contr Subtotal</b>	<b>\$50,000.00</b>	
<b>Traffic Signal (upgrade at sr 741)</b>							
632	LS	Existing Flashing Signal To Be Replaced	1	\$150,000.00	\$150,000.00		
					<b>Traf Signal Subtotal</b>	<b>\$150,000.00</b>	
<b>Intersection Lighting</b>							
625	EACH	Lighting Misc: Intersection Lighting	4	\$60,000.00	\$240,000.00		
					<b>Lighting Sub-Total</b>	<b>\$150,000.00</b>	
<b>Incidentals</b>							
619	MONTH	Field Office, T ype B	30	\$2,500.00	\$75,000.00		
623	LS	Construction Layout Stakes, As Per Plan	1	\$70,000.00	\$70,000.00		
624	LS	Mobilization	1	\$150,000.00	\$150,000.00		
878	LS	Inspection and Compaction Testing of UB Materials	1	\$100,000.00	\$100,000.00		
					<b>Incidental Subtotal</b>	<b>\$395,000.00</b>	
					<b>Construction Total</b>	<b>\$13,968,849.38</b>	
					25% contingency	\$3,492,212.34	
						<b>\$17,461,061.72</b>	

ID	Task Name	Duration	Start	Finish	23, '18	Oct 21, '18	Nov 18, '18	Dec 16, '18	Jan 13, '19	Feb 10, '19	Mar 10, '19	Apr 7, '19	May 5, '19	Jun 2, '19	Jun 30, '19	Jul 28, '19	Aug 25, '19	Sep 22, '19	Oct 20, '19	Nov 17, '19	Dec 15, '19	Jan				
					W	S	T	M	F	T	S	W	S	T	M	F	T	S	W	S	T	M	F	T	S	W
1	<b>CE Document Start to Finish</b>	<b>389 days</b>	<b>Mon 12/3/18</b>	<b>Thu 12/26/19</b>																						
2	NEPA Start Date	0 days	Mon 12/3/18	Mon 12/3/18																						
3	<b>Public Involvement</b>	<b>329 days</b>	<b>Mon 12/3/18</b>	<b>Sun 10/27/19</b>																						
4	Public Involvement Plan	30 days	Mon 12/3/18	Tue 1/1/19																						
5	<b>PI Meeting</b>	<b>90 days</b>	<b>Tue 7/30/19</b>	<b>Sun 10/27/19</b>																						
6	<b>RMR (ESA)</b>	<b>60 days</b>	<b>Mon 12/3/18</b>	<b>Thu 1/31/19</b>																						
7	RMR - Screening	60 days	Mon 12/3/18	Thu 1/31/19																						
8	<b>Section 106 Cultural Resources</b>	<b>315 days</b>	<b>Mon 12/3/18</b>	<b>Sun 10/13/19</b>																						
9	<b>Section 106 SRF</b>	<b>60 days</b>	<b>Mon 12/3/18</b>	<b>Thu 1/31/19</b>																						
10	<b>Phase I (Cultural)</b>	<b>75 days</b>	<b>Fri 2/1/19</b>	<b>Tue 4/16/19</b>																						
11	<b>Phase II (Cultural)</b>	<b>180 days</b>	<b>Wed 4/17/19</b>	<b>Sun 10/13/19</b>																						
12	<b>Ecological Coordination</b>	<b>60 days</b>	<b>Mon 4/1/19</b>	<b>Thu 5/30/19</b>																						
13	Ecological Survey Report - Level 1	60 days	Mon 4/1/19	Thu 5/30/19																						
14	<b>Waterway Permit</b>	<b>165 days</b>	<b>Fri 5/31/19</b>	<b>Mon 11/11/19</b>																						
15	Waterway PDR	60 days	Fri 5/31/19	Mon 7/29/19																						
16	Waterway Permit Determination Complete	0 days	Mon 7/29/19	Mon 7/29/19																						
17	<b>Waterway PCN</b>	<b>105 days</b>	<b>Tue 7/30/19</b>	<b>Mon 11/11/19</b>																						
18	404/401 to Agency	60 days	Tue 7/30/19	Fri 9/27/19																						
19	404/401 Permits Submitted to Agencies	0 days	Fri 9/27/19	Fri 9/27/19																						
20	Agency Review of 404/401	45 days	Sat 9/28/19	Mon 11/11/19																						
21	404/401 Permits Received from Agencies	0 days	Mon 11/11/19	Mon 11/11/19																						
22	<b>Environmental Document Submission</b>	<b>60 days</b>	<b>Mon 10/28/19</b>	<b>Thu 12/26/19</b>																						
23	Environmental Document Approved	0 days	Thu 12/26/19	Thu 12/26/19																						

Project: 105399 - Environmental  
Date: Fri 11/30/18

Task		Inactive Task		Manual Summary Rollup		External Milestone		Manual Progress	
Split		Inactive Milestone		Manual Summary		Deadline			
Milestone		Inactive Summary		Start-only		Critical			
Summary		Manual Task		Finish-only		Critical Split			
Project Summary		Duration-only		External Tasks		Progress			