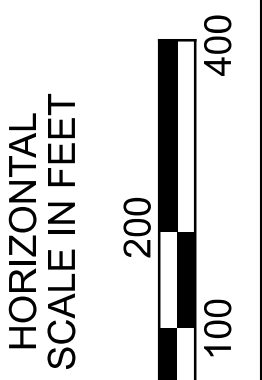
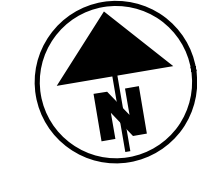


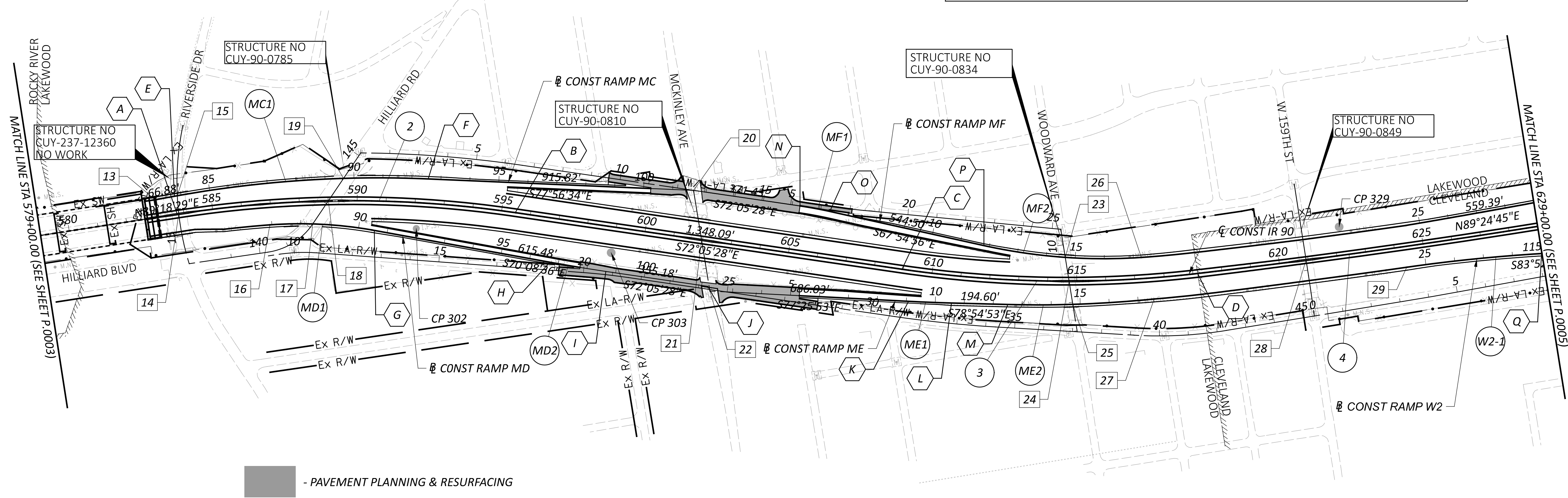
- 13 STA 83+10.00, \emptyset CONST RAMP MC = STA 583+10, 61.00' LT, \emptyset CONST IR 90
- 14 STA 15+77.03, \emptyset CONST RIVERSIDE DR = STA 583+82.38, \emptyset CONST IR 90
- 15 STA 16+40.13, \emptyset CONST RIVERSIDE DR = STA 83+87.02, \emptyset CONST RAMP MC
- 16 STA 86+93.07, \emptyset CONST RAMP MD = STA 586+93.07, 73.00' RT, \emptyset CONST IR 90
- 17 STA 142+15.42, \emptyset CONST HILLIARD RD = STA 88+41.24, \emptyset CONST RAMP MD
- 18 STA 143+11.17, \emptyset CONST HILLIARD RD = STA 589+00.40, \emptyset CONST IR 90
- 19 STA 144+05.14, \emptyset CONST HILLIARD RD = STA 89+64.10, \emptyset CONST RAMP MC
- 20 STA 101+71.95, \emptyset CONST RAMP MC = STA 1+61.37, \emptyset CONST RAMP MF = STA 13+72.51, \emptyset CONST MCKINLEY AVE
- 21 STA 11+99.41, \emptyset CONST MCKINLEY AVE = STA 601+96.62, \emptyset CONST IR 90

- 22 STA 10+20.96, \emptyset CONST MCKINLEY AVE = STA 2+21.52, \emptyset CONST RAMP ME
- 23 STA 9+56.40, \emptyset CONST WOODWARD AVE = STA 14+65.47, \emptyset CONST RAMP MF
- 24 STA 8+73.32, \emptyset CONST WOODWARD AVE = STA 614+73.70, \emptyset CONST IR 90
- 25 STA 7+92.35, \emptyset CONST WOODWARD AVE = STA 14+74.57, \emptyset CONST RAMP ME
- 26 STA 17+27.88, \emptyset CONST RAMP MF = STA 617+27.88, 73.00' LT, \emptyset CONST IR 90
- 27 STA 17+55.81, \emptyset CONST RAMP ME = STA 617+60.00, 73.00' RT, \emptyset CONST IR 90
- 28 STA 47+35.31, \emptyset CONST W 159TH ST = STA 620+93.04, \emptyset CONST IR 90
- 29 STA 24+33.17, \emptyset CONST RAMP W2 = STA 624+33.17, 71.50' RT, \emptyset CONST IR 90

- A PC STA 583+76.86, \emptyset CONST IR 90
- B PT STA 595+47.31, \emptyset CONST RAMP HB
- C PC STA 608+95.40, \emptyset CONST IR 90
- D PCC STA 617+16.30, \emptyset CONST IR 90
- E PC STA 83+76.88, \emptyset CONST RAMP MC
- F PT STA 92+56.13, \emptyset CONST RAMP MC
- G PT STA 90+54.99, \emptyset CONST RAMP MD
- H PC STA 96+70.47, \emptyset CONST RAMP MD
- I PT STA 98+65.79, \emptyset CONST RAMP MD
- J POT STA 102+20.96, \emptyset CONST IR 90
- K PC STA 9+07.54, \emptyset CONST RAMP ME
- L PT STA 10+55.88, \emptyset CONST RAMP ME
- M PC STA 12+50.48, \emptyset CONST RAMP ME
- N PC STA 5+32.80, \emptyset CONST RAMP MF
- O PT STA 6+37.19, \emptyset CONST RAMP MF
- P PC STA 11+81.70, \emptyset CONST RAMP MD
- Q PT STA 29+00.73, \emptyset CONST RAMP W2



STATION OVERLAP AREA	
REGION 1	REGION 2
STA 615+60.00 R1 TO STA 617+61.82 BK R1	STA 615+60.00 R2 TO STA 617+61.82 BK R2
STATION EQUATION	
STA 617+61.82 BK R1 = STA 615+60.00 AH R2	

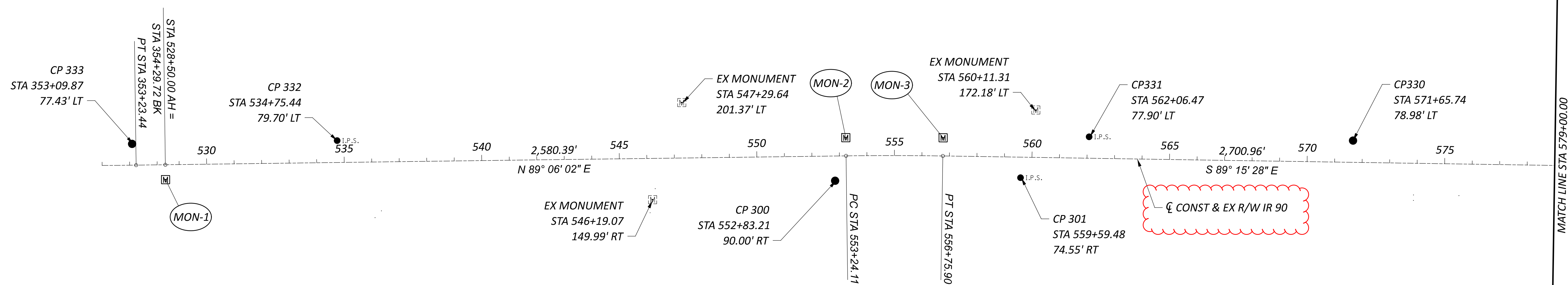


- 2 CURVE DATA IR 90
P.I. = STA 589+66.50
 $\Delta = 17^{\circ}10'00''$ RT
Dc = 01'28'00"
R = 3,906.53'
T = 589.64'
L = 1,170.45'
E = 44.25'
Emax = 0.036
PC STA 583+76.86
PT STA 595+47.31
- 3 CURVE DATA IR 90
P.I. = STA 614+09.70
 $\Delta = 15^{\circ}00'00''$ LT
Dc = 01'28'00"
R = 3,906.53'
T = 514.30'
L = 1,022.72'
E = 33.71'
Emax = 0.036
PC STA 608+95.40
PCC STA 617+16.30
- 4 CURVE DATA IR 90
P.I. = STA 623+63.66
 $\Delta = 02^{\circ}38'45''$ LT
Dc = 00'12'16"
R = 28,032.38'
T = 647.36'
L = 1,294.49'
E = 7.47'
Emax = NC
PCC STA 617+16.30
PT STA 630+10.79

- MF1 CURVE DATA RAMP F
P.I. = STA 5+85.02
 $\Delta = 04^{\circ}10'33''$ RT
Dc = 04'00'00"
R = 1,432.39'
T = 52.22'
L = 104.39'
E = .95'
Emax = 0.028
PC STA 5+32.80
PT STA 6+37.19
- MF2 CURVE DATA RAMP F
P.I. = STA 14+56.67
 $\Delta = 16^{\circ}23'08''$ LT
Dc = 03'00'00"
R = 1,909.86'
T = 274.97'
L = 546.18'
E = 19.69'
Emax = 0.045
PC STA 11+81.70
PT STA 17+27.88
- ME1 CURVE DATA RAMP E
P.I. = STA 9+81.71
 $\Delta = 01^{\circ}29'00''$ LT
Dc = 01'00'00"
R = 5,729.58'
T = 74.17'
L = 148.33'
E = 0.48'
Emax = 0.020
PC STA 9+07.54
PT STA 10+55.88
- ME2 CURVE DATA RAMP E
P.I. = STA 15+03.49
 $\Delta = 07^{\circ}19'38''$ LT
Dc = 01'27'00"
R = 3,951.43'
T = 253.01'
L = 505.33'
E = 8.09'
Emax = 0.036
PC STA 12+50.48
PT STA 17+55.81
- MC1 CURVE DATA RAMP C
P.I. = STA 88+18.33
 $\Delta = 12^{\circ}44'57''$ RT
Dc = 01'27'00"
R = 3,951.43'
T = 441.45'
L = 879.25'
E = 24.58'
Emax = 0.036
PC STA 83+76.88
PT STA 92+56.13
- MD1 CURVE DATA RAMP D
P.I. = STA 88+75.00
 $\Delta = 14^{\circ}28'36''$ RT
Dc = 04'00'00"
R = 1,432.39'
T = 181.93'
L = 361.92'
E = 11.51'
Emax = 0.052
PC STA 86+93.07
PT STA 90+54.99
- MD2 CURVE DATA RAMP D
P.I. = STA 97+68.14
 $\Delta = 01^{\circ}56'52''$ LT
Dc = 00'59'50"
R = 5,745.58'
T = 97.67'
L = 195.32'
E = 0.83'
Emax = NC
PC STA 96+70.47
PT STA 98+65.79
- W2-1 CURVE DATA RAMP W2
P.I. = STA 26+67.08
 $\Delta = 04^{\circ}40'32''$ RT
Dc = 01'00'00"
R = 5,729.58'
T = 233.91'
L = 467.56'
E = 4.77'
Emax = 0.020
PC STA 24+33.17
PT STA 29+00.73

SCHEMATIC PLAN
STA 579+00.00 TO STA 629+00.00

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	CFA
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	P.0004
TOTAL	P.1587



MONUMENT TABLE						
REF.	CL of EX RIGHT OF WAY IR 90		PROJECT COORDINATES SEE SURVEY CERTIFICATION		MONUMENTS TO BE SET DURING CONSTRUCTION	DESCRIPTION
	STATION	OFFSET	NORTH (Y)	EAST (X)	MONUMENT ASSEMBLY	
MON-1	528+50.00	54' RT	658393.90	2148728.39	1	MONUMENT ASSEMBLY, TYPE C
MON-2	553+24.11	66' LT	658552.73	2151200.31	1	MONUMENT ASSEMBLY, TYPE C
MON-3	556+75.90	66' LT	658553.21	2151553.97	1	MONUMENT ASSEMBLY, TYPE C
MON-4	595+47.31	66' LT	658326.08	2155424.82	1	MONUMENT ASSEMBLY, TYPE C
MON-5	608+95.40	66' LT	657911.54	2156707.59	1	MONUMENT ASSEMBLY, TYPE C
MON-6	61716.30 R2	78' RT	657742.39	2157694.29	1	MONUMENT ASSEMBLY, TYPE C
MON-7	630+10.79	65' RT	657563.89	2158983.88	1	MONUMENT ASSEMBLY, TYPE C
MON-8	645+00.00	CL	657621.23	2160473.38	1	MONUMENT ASSEMBLY, TYPE C
MON-9	664+67.97	CL	657611.77	2162441.32	1	MONUMENT ASSEMBLY, TYPE C
MON-10	683+82.87	10' LT	657151.73	2164282.98	1	MONUMENT ASSEMBLY, TYPE C
MON-11	683+82.87	10' RT	657134.13	2164273.48	1	MONUMENT ASSEMBLY, TYPE C
MON-12	696+53.35	10' RT	656530.64	2165391.43	1	MONUMENT ASSEMBLY, TYPE C
MON-13	696+53.35	10' LT	656548.22	2165400.97	1	MONUMENT ASSEMBLY, TYPE C
MON-14	699+86.65	10' LT	656413.43	2165703.91	1	MONUMENT ASSEMBLY, TYPE C
MON-15	699+86.65	10' RT	656394.59	2165697.20	1	MONUMENT ASSEMBLY, TYPE C
MON-16	705+20.04	10' RT	656299.28	2166222.91	1	MONUMENT ASSEMBLY, TYPE C
MON-17	705+20.04	10' LT	656319.28	2166223.24	1	MONUMENT ASSEMBLY, TYPE C
MON-18	708+53.47	10' RT	656329.23	2166555.58	1	MONUMENT ASSEMBLY, TYPE C
MON-19	757+07.10	10' RT	656978.72	2171365.57	1	MONUMENT ASSEMBLY, TYPE C
MON-20	757+07.10	10' LT	656998.53	2171362.85	1	MONUMENT ASSEMBLY, TYPE C
TOTALS CARRIED TO GENERAL SUMMARY					20	

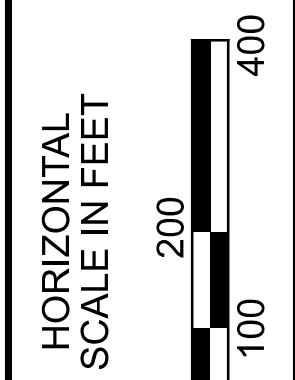
CURVE DATA
 PI = STA 555+00.01
 Δ = 01°38'30" RT
 Dc = 00°28'00"
 R = 12,277.67'
 T = 175.9'
 L = 351.79'
 E = 1.26'

CONTROL POINTS									
STATION	DISTANCE FROM CL EX R/W		STATE PLANE GRID COORDINATES		STATION	DISTANCE FROM CL EX R/W		STATE PLANE GRID COORDINATES	
	LEFT	RIGHT	NORTHING (Y)	EASTING (X)		LEFT	RIGHT	NORTHING (Y)	EASTING (X)
353+09.87	77.43		658523.43	2148606.54	650+35.11	108.02		657726.67	2161009.00
534+75.44	79.70		658537.40	2149351.65	659+97.94		223.99	657390.04	2161970.22
546+19.07		149.99	658325.69	2150498.74	660+01.13	211.85		657825.86	2161975.51
547+29.64	201.37		658678.75	2150603.79	666+48.11	245.29		657851.72	2162633.87
552+83.21		90.00	658396.10	2151161.87	666+73.51		229.70	657376.05	2162633.56
559+59.48		74.55	658409.00	2151835.71	668+01.95		160.14	657436.40	2162760.39
560+11.31	172.18		658655.04	2151890.73	672+31.99	432.77		657957.75	2163286.26
562+06.47	77.90		658558.24	2152084.66	676+68.24		111.91	657316.63	2163587.55
571+65.74	78.98		658546.89	2153043.86	679+72.95	709.34		657974.44	2164177.68
584+38.45	299.08		658749.91	2154324.02	679+76.39	567.49		657841.75	2164127.39
584+99.12	488.24		658936.50	2154397.66	680+79.90		1879.44	655558.31	2163244.36
587+73.72		168.74	658259.33	2154630.45	681+00.29	297.77		657539.62	2164147.06
590+10.74	165.24		658555.46	2154913.04	681+73.83	242.67		657456.66	2164195.39
592+09.23		89.27	658266.20	2155058.72	681+89.89	240.59		657447.46	2164209.91
594+96.27	165.23		658436.53	2155404.60	683+47.63	306.78		657430.79	2164390.42
598+29.56	165.03		658333.52	2155723.84	705+22.30	114.75		656423.97	2166227.10
598+94.53		88.69	658072.11	2155707.65	706+40.63	109.05		656420.30	2166338.35
601+37.35	187.53		658260.29	2156023.64	710+19.91	116.99		656467.74	2166704.59
601+44.38	165.03		658236.72	2156023.41	713+18.72	106.10		656497.56	2167002.23
602+48.93		165.25	657890.29	2156021.33	716+99.89	116.89		656560.02	2167378.27
602+56.52		190.14	657864.27	2156020.90	724+92.00		105.01	656447.79	2168193.18
604+33.58	276.65		658253.99	2156332.92	732+25.70	136.64		656516.14	2168924.38
606+56.97		404.35	657537.30	2156336.08	741+12.03		766.73	656012.31	2169888.10
607+08.72	359.56		658248.28	2156620.23	742+57.51	420.01		657207.81	2169871.00
609+20.85		319.03	657536.79	2156615.42	744+05.86		113.91	656698.99	2170090.51
614+44.12	178.76		657893.29	2157250.16	746+48.06		832.63	656019.83	2170428.11
614+71.01		179.01	657536.08	2157216.61	747+93.53	354.60		657215.82	2170410.94
615+83.75		202.65	657471.54	2157540.93	758+34.74		187.79	656822.91	2171521.94
620+85.53	264.56		657912.47	2158069.18	760+12.65	126.09		657165.15	2171638.27
620+96.18		194.94	657452.90	2158062.53	760+92.98	1027.29		658058.87	2171504.06
622+21.42	98.47		657741.71	2158198.23	762+99.95		98.04	657019.34	2171971.06
631+66.12	103.85		657731.48	2159140.01	763+00.01	121.79		657230.13	2171908.68
631+99.31		167.54	657459.94	2159171.89	766+15.44		273.23	656960.22	2172340.25
632+02.05	332.16		657959.62	2159177.04	767+45.74	105.90		657361.52	2172321.05
641+23.82	94.81		657717.84	2160097.66	770+68.86	746.33		658070.55	2172324.08
640+53.65		186.41	657435.52	2160326.13	773+74.33		235.32	657325.97	2173032.97
643+57.06	216.88		657838.79	2160331.48					

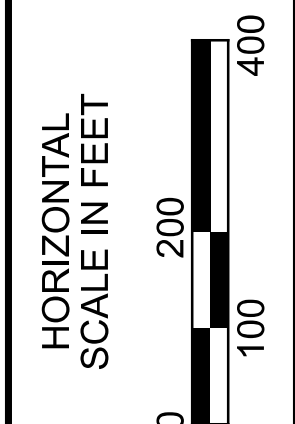
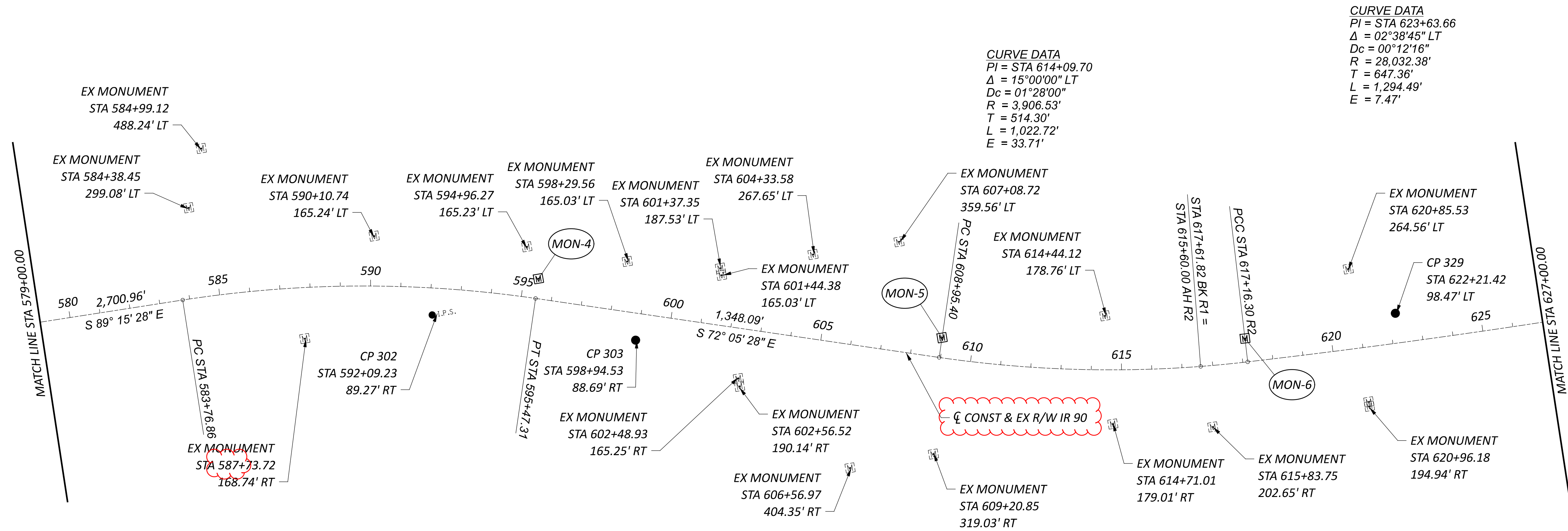
NOTE:
 THE EXISTING L/A WIDTH AND LOCATION HAS BEEN DETERMINED BY THE FOLLOWING EXISTING PLANS ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 12 OFFICE:

- MONUMENT LEGEND**
- ▣ EXISTING R/W MONUMENT BOX
 - ▣ PROPOSED R/W MONUMENT BOX
 - EXISTING CONCRETE MONUMENT
 - PROPOSED CONCRETE MONUMENT
 - RAILROAD SPIKE FOUND
 - RAILROAD SPIKE SET
 - I.P.F. IRON PIN FOUND
 - I.P.F. IRON PIN FOUND W/ ID CAP
 - I.P.S. IRON PIN SET W/ ID CAP
 - I.P.F. IRON PIPE FOUND
 - I.P.S. IRON PIPE SET
 - P.K.F. P.K. NAIL FOUND
 - P.K.S. P.K. NAIL SET

- CUY-90-6.62
- CUY-90-7.42
- CUY-90-7.69
- CUY-90-8.34
- CUY-90-9.63
- CUY-90-10.40



CENTERLINE REFERENCE
 STA 352+00.00 TO STA 579+00.00



CENTERLINE REFERENCE
 STA 579+00.00 TO STA 627+00.00

CURVE DATA
 PI = STA 589+66.50
 Δ = 17°10'00" RT
 Dc = 01°28'00"
 R = 3,906.53'
 T = 589.64'
 L = 1,170.45'
 E = 44.25'

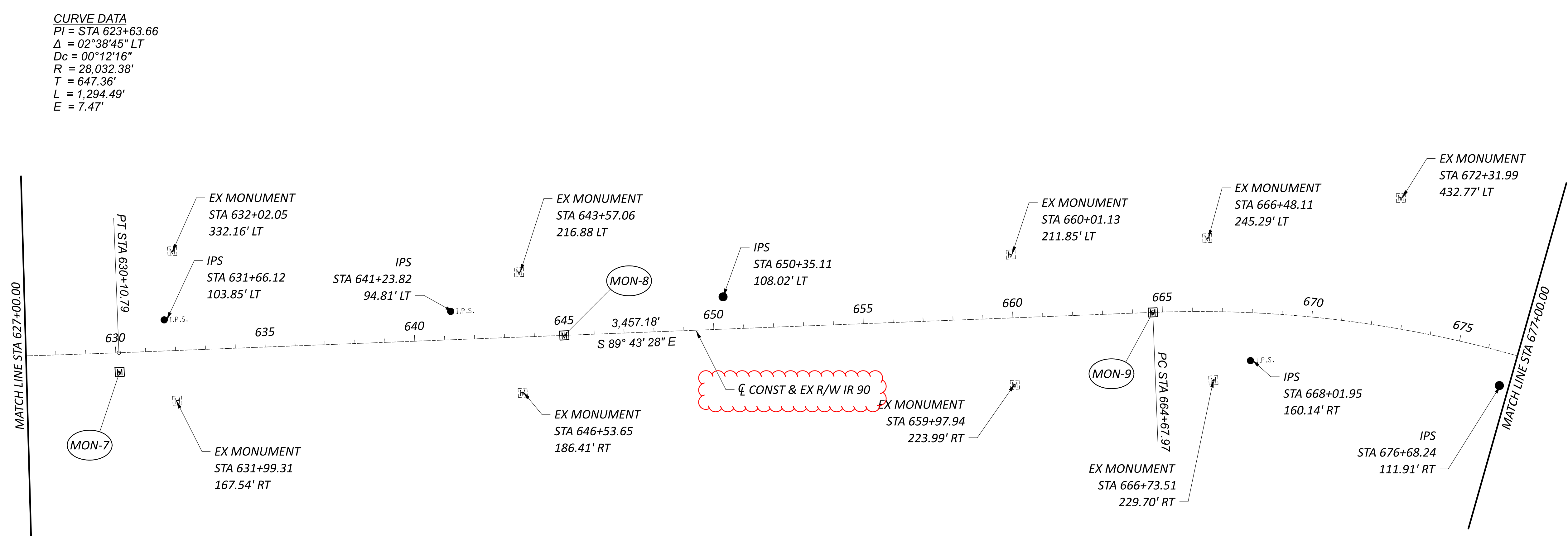
CURVE DATA
 PI = STA 614+09.70
 Δ = 15°00'00" LT
 Dc = 01°28'00"
 R = 3,906.53'
 T = 514.30'
 L = 1,022.72'
 E = 33.71'

CURVE DATA
 PI = STA 623+63.66
 Δ = 02°38'45" LT
 Dc = 00°12'16"
 R = 28,032.38'
 T = 647.36'
 L = 1,294.49'
 E = 7.47'

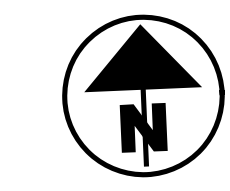
- MONUMENT LEGEND**
- ☐ EXISTING R/W MONUMENT BOX
 - ▣ PROPOSED R/W MONUMENT BOX
 - ⊙ EXISTING CONCRETE MONUMENT
 - PROPOSED CONCRETE MONUMENT
 - ⚡ RAILROAD SPIKE FOUND
 - ⚡ RAILROAD SPIKE SET
 - I.P.F. IRON PIN FOUND
 - ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
 - I.P.S. IRON PIN SET W/ ID CAP
 - ⊙ I.P.F. IRON PIPE FOUND
 - ⊙ I.P.S. IRON PIPE SET
 - ⊙ P.K.F. P.K. NAIL FOUND
 - P.K.S. P.K. NAIL SET

CROSS REFERENCES:	
DESCRIPTION	SHEET NO
REFERENCE MONUMENTS TABLE	P.0010

DESIGN AGENCY	
STRUCTUREPOINT INC.	
DESIGNER	
BER	
REVIEWER	
VDK 08/09/23	
PROJECT ID	
76779	
SHEET	TOTAL
P.0011	P.1587



CURVE DATA
 PI = STA 623+63.66
 $\Delta = 02^\circ 38' 45''$ LT
 Dc = $00^\circ 12' 16''$
 R = 28,032.38'
 T = 647.36'
 L = 1,294.49'
 E = 7.47'

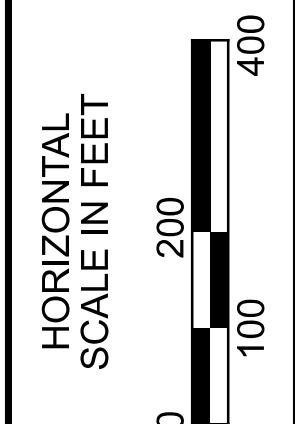


MONUMENT LEGEND

- ☐ EXISTING R/W MONUMENT BOX
- ▣ PROPOSED R/W MONUMENT BOX
- ⊙ EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- ⌵ RAILROAD SPIKE FOUND
- ⌴ RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- ⊙ I.P.F. IRON PIPE FOUND
- ⊙ I.P.S. IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

CROSS REFERENCES:	
DESCRIPTION	SHEET NO
REFERENCE MONUMENTS TABLE	P.0010

CURVE DATA
 PI = STA 674+45.06
 $\Delta = 28^\circ 05' 07''$ RT
 Dc = $01^\circ 28' 00''$
 R = 3,906.53'
 T = 977.1'
 L = 1,914.91'
 E = 120.34'



CENTERLINE REFERENCE
 STA 627+00.00 TO STA 677+00.00

DESIGN AGENCY



DESIGNER

BER

REVIEWER

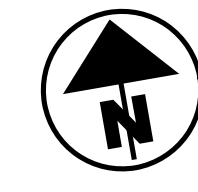
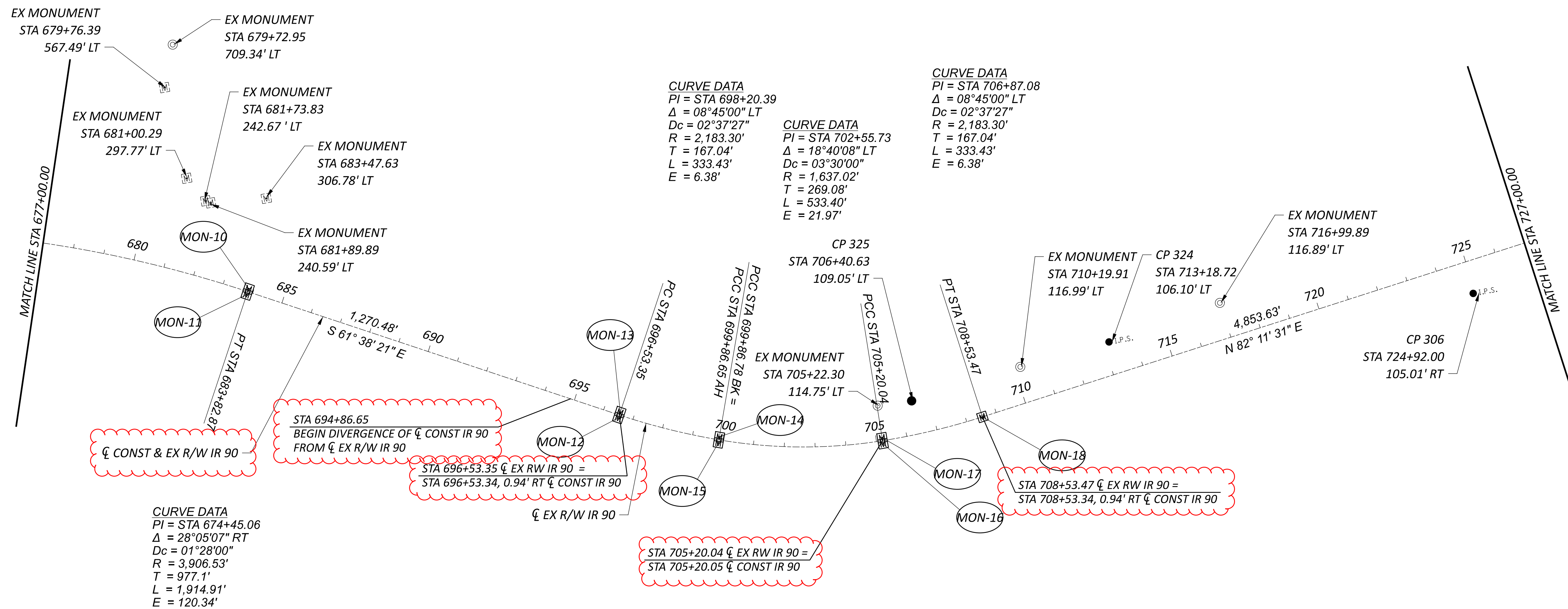
VDK 08/09/23

PROJECT ID

76779

SHEET TOTAL

P.0012 | P.1587



$\text{STA } 694+86.65$
 BEGIN DIVERGENCE OF CL CONST IR 90
 FROM CL EX R/W IR 90

$\text{STA } 696+53.35$ CL EX RW IR 90 =
 $\text{STA } 696+53.34$, 0.94' RT CL CONST IR 90

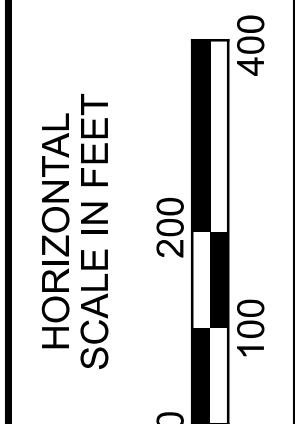
$\text{STA } 705+20.04$ CL EX RW IR 90 =
 $\text{STA } 705+20.05$ CL CONST IR 90

$\text{STA } 708+53.47$ CL EX RW IR 90 =
 $\text{STA } 708+53.34$, 0.94' RT CL CONST IR 90

MONUMENT LEGEND

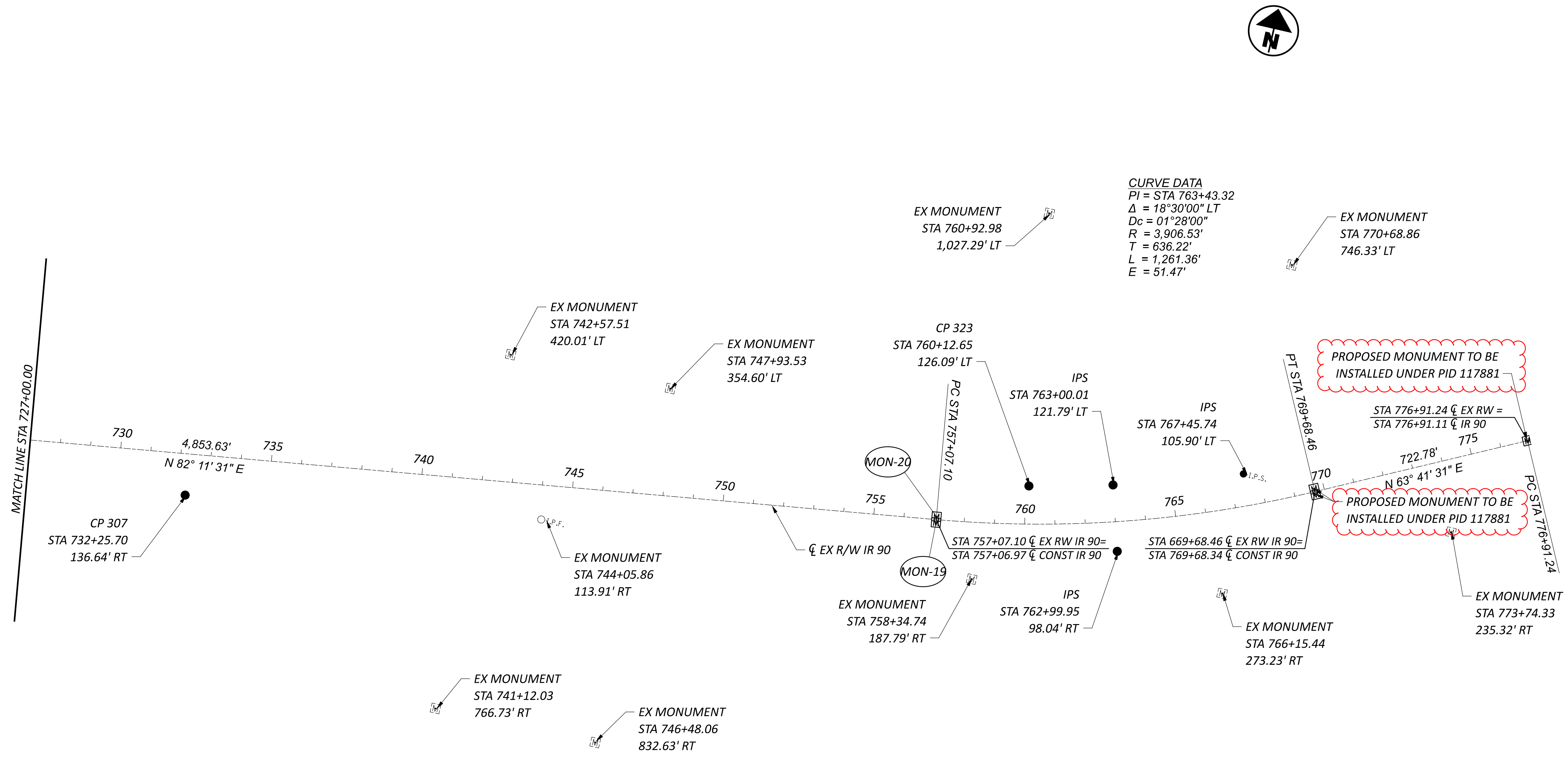
- ◻ EXISTING R/W MONUMENT BOX
- ◻ PROPOSED R/W MONUMENT BOX
- ⊙ EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- ⊗ RAILROAD SPIKE FOUND
- ⚡ RAILROAD SPIKE SET
- ⊙ I.P.F. IRON PIN FOUND
- ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- ⊙ P.F. IRON PIPE FOUND
- ⊙ P.S. IRON PIPE SET
- ⊙ P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

CROSS REFERENCES:	
DESCRIPTION	SHEET NO
REFERENCE MONUMENTS TABLE	P.0010



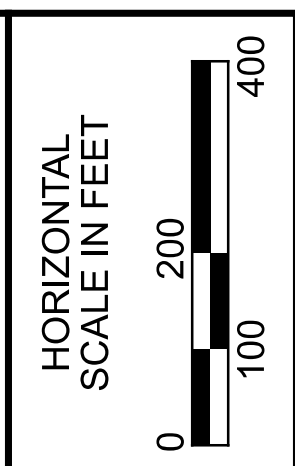
CENTERLINE REFERENCE
 STA 677+00.00 TO STA 727+00.00

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	P.0013
TOTAL	P.1587



- MONUMENT LEGEND**
- ☐ EXISTING R/W MONUMENT BOX
 - ▣ PROPOSED R/W MONUMENT BOX
 - EXISTING CONCRETE MONUMENT
 - PROPOSED CONCRETE MONUMENT
 - ⊙ RAILROAD SPIKE FOUND
 - ⊙ RAILROAD SPIKE SET
 - ⊙ I.P.F. IRON PIN FOUND
 - ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
 - I.P.S. IRON PIN SET W/ ID CAP
 - ⊙ I.P.F. IRON PIPE FOUND
 - ⊙ I.P.S. IRON PIPE SET
 - ⊙ P.K.F. P.K. NAIL FOUND
 - P.K.S. P.K. NAIL SET

CROSS REFERENCES:	
DESCRIPTION	SHEET NO
REFERENCE MONUMENTS TABLE	P.0010



CENTERLINE REFERENCE
 STA 727+00.00 TO STA 777+00.00

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	P.0014
TOTAL	P.1587

TEMPORARY DRAINAGE

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE FOR ALL EXISTING STORM SEWER CONDUITS AND STRUCTURES UNLESS OTHERWISE NOTED IN THE PLANS.

CROSSOVER DRAINAGE

SLOTTED DRAINS WILL BE PLACED AT ALL MEDIAN CROSSOVER LOCATIONS DURING MOT. DETAILS FOR THE MEDIAN CROSSOVERS AND THEIR TEMPORARY DRAINAGE ARE DETAILED IN THE MOT PLANS. THESE SLOTTED DRAINS WILL BE TEMPORARILY CONNECTED TO THE CLOSEST EXISTING DRAINAGE STRUCTURE OR OUTLET TO THE EXISTING MEDIAN DITCH DEPENDING ON THE CROSSOVER LOCATION. THE OUTLET LOCATION OF THE SLOTTED DRAINS ARE SHOWN ON THE CROSSOVER DETAILS. SLOTTED DRAIN PIPE SHALL BE SLOPED TO DRAIN TO THE OUTLET LOCATION. THE MEDIAN CROSSOVERS SHOULD BE GRADED TO DRAIN EITHER TO EXISTING DRAINAGE STRUCTURES TO REMAIN, MEDIAN DITCHES, OR THE TEMPORARY SLOTTED DRAINS.

ITEM 614 MAINTAINING TRAFFIC, MISC.: TROUGHS

TEMPORARY TROUGHS WILL BE ADDED THROUGHOUT THE CORRIDOR TO CONTROL THE SPREAD FOR THE TWO-YEAR STORM DRAINAGE. THE LOCATION AND SIZE OF THESE TROUGHS ARE SHOWN IN THE MOT PLANS. WHERE THE TROUGHS ARE PLACED WITHIN EXISTING PAVEMENT LIMITS, THE PLAN SPECIFIED DEPTH WILL BE MILLED FROM THE TROUGH AREA SHOWN IN THE PLANS. IN LOCATIONS WHERE THE TROUGHS ARE TO BE PLACED WITHIN PROPOSED PAVEMENT LIMITS, THE INTERMEDIATE COURSE WILL NOT BE PLACED WITHIN THE TROUGH AREAS UNTIL THE MOT PHASES FOR WHICH THEY ARE REQUIRED ARE COMPLETED. A 3:1 SLOPE SHALL BE MAINTAINED ON TROUGHS DEPTHS OVER 1.5". THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 614 MAINTAINING TRAFFIC, MISC.: TROUGHS.

TEMPORARY CONNECTIONS

TO MAINTAIN FLOW, THE EXISTING TRUNK LINE WILL REMAIN IN SERVICE WHILE THE PROPOSED IS BEING CONSTRUCTED, UNLESS REMOVAL IS REQUIRED BASED ON THE LOCATION OF THE NEW SEWER. THE TRUNK LINE DRAINING TO OUTFALL B WILL BE CONSTRUCTED IN PHASES 1 AND 2, AND WILL REQUIRE REMOVAL OF THE EXISTING SEWER, AND BOTH PROPOSED AND EXISTING INLETS WILL BE CONNECTED TO THE NEW TRUNK LINE AS IT IS CONSTRUCTED. OUTFALL C WILL BE CONSTRUCTED IN PHASE 2 AND WILL REQUIRE TEMPORARY CONNECTIONS FOR THE INLETS ON THE NORTH SIDE OF I-90 WB, AS DESCRIBED BELOW. THE PROPOSED TRUNK LINE FOR OUTFALL D WILL BE INSTALLED DURING PHASE 2 CONSTRUCTION, WITH THE EXISTING TRUNKLINE REMAINING IN SERVICE. TEMPORARY CONNECTIONS WILL BE REQUIRED AS DESCRIBED BELOW. IN ORDER TO MAINTAIN DRAINAGE IN BOTH THE EXISTING AND PROPOSED SYSTEMS, STRUCTURE D140 WILL MAINTAIN THE EXISTING 60" CONDUIT CONNECTING FROM THE EAST UNTIL THE EXISTING SYSTEM IS NO LONGER IN USE. AT THAT TIME, THE EXISTING 60" FROM THE EAST CAN BE REMOVED/PLUGGED AT THE MANHOLE. OUTFALL M WILL BE CONSTRUCTED UP TO THE POINT WHERE IT TIES IN WITH THE EXISTING TRUNKLINE AT WEST BOULEVARD. THE NEW TRUNKLINE WILL BE CONSTRUCTED IN THE MEDIAN DURING PHASES 1 AND 2. THE 54" PIPE CROSSING FROM THE MEDIAN TO THE NORTHERN INFIELD WILL BE JACK AND BORED AND THE TRUNKLINE INSTALLATION IN THE INFIELD WILL ALSO TAKE PLACE DURING PHASES 1 AND 2.

TEMPORARY DRAINAGE CONNECTIONS WILL BE REQUIRED WHEN THE EXISTING BARRIER AND INLETS ARE REMOVED, AND EXISTING INLETS ON THE NORTH AND SOUTH SIDE OF THE HIGHWAY ARE NO LONGER CONNECTED TO THE EXISTING TRUNK LINE. IN GENERAL, THE PROPOSED TRUNK LINE WILL BE CONSTRUCTED DURING THE FIRST ROADWAY PAVEMENT PHASE (PHASES 1 AND 2). WHEN THE NEW TRUNK LINE IS INSTALLED, PORTIONS OF THE EXISTING SYSTEM WILL BE REMOVED AND/OR DISCONNECTED, AND EXISTING INLETS NEED TO BE TEMPORARILY CONNECTED TO MAINTAIN POSITIVE FLOW. THESE LOCATIONS ARE LISTED BELOW.

STA 530+50
EX. BARRIER INLET ALONG C TO BE REMOVED IN PHASE 2, BLOCKING DRAINAGE FROM NORTH SIDE OF I-90 WB. CONSTRUCT TEMPORARY MANHOLE IN LINE WITH EXISTING LATERAL CONNECTION ALONG WB OUTSIDE LANES TO PROVIDE POSITIVE DRAINAGE VIA PROPOSED 18" CONDUIT NEAR INLET D88 TO BE INSTALLED IN PHASE 2 VIA JACK AND BORE OPERATION. MANHOLE ON SOUTH SIDE OF I-90 EB TO BE CONNECTED TO PROPOSED INLET D79.

STA 536+00
EX BARRIER INLET ALONG C TO BE ABANDONED IN PHASE 2, ALLOWING FLOW TO CONTINUE TO SOUTH SIDE OF I-90. TEMPORARY DRAINAGE STRUCTURE TO BE INSTALLED ALONG PROPOSED 30" TYPE C TO CONNECT LATERAL TO NEW TRUNK LINE. A TEMPORARY BLIND TIE OF THE THE EXISTING 18" PIPE TO BE INSTALLED ALONG PROPOSED 36" TO CONNECT LATERAL TO THE NEW TRUNK LINE.

STA 542+75
EX. BARRIER INLET ALONG C REMOVED IN PHASE 2, BLOCKING DRAINAGE CONNECTIONS FROM NORTH SIDE OF I-90 WB. PLACE PROPOSED INLET D28 AS PART OF PHASE 2, IN LINE WITH EXISTING LATERAL CONNECTION ON WB SIDE OF I-90. THIS WILL REQUIRE OFF-PEAK CLOSURE OF INSIDE EXIT LANE TO HILLIARD BLVD. PROVIDE FLOW FROM INLETS ON NORTH SIDE OF I-90 WB VIA PROPOSED 24" TYPE B CONDUIT TO BE INSTALLED VIA JACK AND BORE OPERATION PERFORMED IN PHASE 2.

STA 547+25
EX. BARRIER INLET ALONG CL REMOVED IN PHASE 2, BLOCKING DRAINAGE CONNECTION FROM NORTH SIDE OF I-90 WB. INSTALL STRUCTURE D13 AS PART OF PHASE 2. INSTALL PROPOSED 15" TYPE B CONDUIT VIA JACK AND BORE OPERATION.

TEMPORARY DRAINAGE (CONTINUED)

TEMPORARY CONNECTIONS (CONTINUED)

STA 554+00
EX. BARRIER INLET AT 554+00 ALONG CL TO BE ABANDONED IN PHASE 2. CONSTRUCT TEMPORARY CONNECTION FROM EXISTING (ABANDONED) INLET TO D9 TO PROVIDE POSITIVE DRAINAGE FOR EXISTING INLETS ON THE OUTSIDE WB SIDE OF I-90. CONSTRUCTION OF PROPOSED TRUNK LINE ON SOUTH SIDE OF I-90 WILL REQUIRE REMOVAL OF EXISTING CURB INLET ON SOUTH SIDE OF EB LANES. REMOVE EXISTING CURB AND DIRECT FLOW TO PROPOSED INLET D8.

STA 574+17
EXISTING BARRIER INLET AT 574+17 TO BE ABANDONED. CONSTRUCT TEMPORARY CONNECTION BETWEEN EXISTING ABANDONED INLET AND D109 TO PROVIDE POSITIVE DRAINAGE FOR EXISTING STRUCTURES ON NORTH SIDE OF I90 VIA PROPOSED 15" LATERAL TO BE JACKED OR BORED DURING PHASE 2. EX. CURB INLET ON SOUTH SIDE OF I-90 TO BE TEMPORARILY CONNECTED TO MH D104.

STA 583+25
EX. BARRIER INLET TO BE ABANDONED DURING PHASE 2 CONSTRUCTION. FLOW FROM SOUTH SIDE OF I-90 TO CONTINUE THROUGH TO THE NORTH SIDE, AND EXISTING CURB INLET ON NORTH SIDE OF I-90 TO BE TEMPORARILY CONNECTED TO EXISTING MH D128.

STA 590+15
EX. BARRIER INLET AT 590+50 TO BE ABANDONED DURING PHASE 2 CONSTRUCTION. EXISTING ABANDONED INLET TO BE TEMPORARILY CONNECTED TO PROPOSED INLET D149 TO PROVIDE POSITIVE DRAINAGE FOR INLETS ON THE SOUTH SIDE OF I-90 EB.

STA 601+00
EX. BARRIER INLET AT 601+00 TO BE ABANDONED DURING PHASE 2 CONSTRUCTION. EXISTING ABANDONED INLET TO BE TEMPORARILY CONNECTED TO PROPOSED INLET D164 TO PROVIDE POSITIVE DRAINAGE FOR INLETS ON THE SOUTH SIDE OF I-90 EB.

STA 612+20
EX. BARRIER INLET TO BE ABANDONED DURING PHASE 2 CONSTRUCTION. EXISTING 15" LATERAL TO THE NORTH WILL BE OUT OF SERVICE DUE TO JACK AND BORE OPERATION FOR PROPOSED 15" LATERAL TO THE NORTH. EXISTING 15" LATERAL FROM THE SOUTH TO BE MAINTAINED INTO ABANDONED INLET AND CONNECTED TO PROPOSED INLET D189.

STA 617+00
EX. BARRIER INLET AT STA. 617+00 TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONSTRUCT TEMPORARY CONNECTION TO PROVIDE POSITIVE DRAINAGE VIA PROPOSED MEDIAN INLET D203 TO BE INSTALLED IN PHASE 2.

STA 621+56
EX. BARRIER INLET TO BE REMOVED IN PHASE 2 CONSTRUCTION. CONSTRUCT TEMPORARY CONNECTION FROM EX. CURB INLET ON THE SOUTH SIDE OF I-90 TO THE PROPOSED 30" TYPE B TO BE INSTALLED IN PHASE 2 VIA JACK AND BORE OPERATION.

TEMPORARY DRAINAGE (CONTINUED)

TEMPORARY CONNECTIONS (CONTINUED)

STA 629+58
EX. BARRIER INLET TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION, BLOCKING DRAINAGE FROM THE EXISTING 15" LATERAL TO THE SOUTH. CONSTRUCT TEMPORARY CONNECTION FROM EXISTING INLET TO PROPOSED 24" LATERAL BEING INSTALLED DURING PHASE 2 JACK AND BORE. THIS WILL REQUIRE SHORT TERM CLOSURE OF I-90 EB TO WARREN EXIT RAMP.

STA 634+75
EX. 15" LATERAL FROM THE SOUTH WILL BE SEVERED WHEN PROPOSED BARRIER INLET D277 IS INSTALLED. CONSTRUCT TEMPORARY CONNECTION OF EX. 15" LATERAL INTO PROPOSED MH D276.

STA 639+25, 20' RT
EX. 15" LATERAL FROM THE SOUTH WILL BE SEVERED WHEN PROPOSED MANHOLE D280 IS INSTALLED. CONSTRUCT TEMPORARY CONNECTION FROM EX. 15" LATERAL FROM THE SOUTH TO PROVIDE POSITIVE DRAINAGE VIA PROPOSED MANHOLE D280 TO BE INSTALLED IN PHASE 2.

STA 649+25
EX. BARRIER INLETS ON EB AND WB SIDE TO BE ABANDONED DURING PHASE 2 CONSTRUCTION. EX. 15", 18" AND 24" LATERALS TO REMAIN IN PLACE TO CARRY FLOW FROM CURB INLET ON SOUTH SIDE OF I-90 EB.

STA 655+00
EX. BARRIER INLET TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. 18" TYPE B CONDUIT TO BE INSTALLED VIA CONVENTIONAL OPEN CUT METHOD, CONNECTING TO EX. 18" PIPE AT PHASE LINE. CONNECT TO MH D319.

STA. 660+50
EX. BARRIER INLET AND PORTION OF EX. 18" LATERAL TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. 15" TYPE B CONDUIT TO BE INSTALLED VIA JACK AND BORE OPERATION, CONNECTING TO EX. 18" PIPE AT PHASE LINE.

STA 666+40 TO 669+30, I-90 WB
REMOVE TWO BARRIER INLET STRUCTURES AS PART OF PHASE 1 TEMP PAVEMENT CONSTRUCTION. DURING PHASE 2, THERE WILL BE NO PIPE FLOW COMING FROM THE NORTH.

STA. 674+50 TO STA. 678+00
PHASE 1 CONSTRUCTION WILL INCLUDE THE REMOVAL / ABANDONMENT OF THE EXISTING WB BARRIER, AND REMOVAL OF ASSOCIATED BARRIER INLETS. FLOW FROM WB SIDE WILL SHEET FLOW INTO MEDIAN, AND PROPOSED INLET D361 WILL BE INSTALLED AND TEMPORARILY CONNECTED TO THE ABANDONED EXISTING BARRIER INLET AT 674+50.

STA 698+75
EX. BARRIER INLET ON WB SIDE TO BE REMOVED IN PHASE 1. CONNECT EX. 15" LATERAL TO PROPOSED MH D934 TO PROVIDE FLOW FOR EXISTING CURB INLET ON THE NORTH SIDE OF I-90 WB.

TEMPORARY DRAINAGE (CONTINUED)

TEMPORARY CONNECTIONS (CONTINUED)

STA 708+75
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 15" AND 21" LATERALS.

STA 718+75
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 15" AND 21" LATERALS.

STA 728+00
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 15" AND 18" LATERALS.

STA 736+00
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 21" AND 24" LATERALS.

STA 744+25
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 21" AND 24" LATERALS.

STA 751+27
EX. TRUNKLINE WILL BE SEVERED BY PROPOSED TRUNKLINE. CONTRACTOR TO PROVIDE TEMPORARY CONNECTION FOR THE 54" TRUNKLINE UNTIL THE EXISTING TRUNKLINE ON THE EB LANES CAN BE TAKEN OUT OF SERVICE.

STA 754+57
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 15" LATERALS.

STA 755+56
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 15" LATERALS.

STA 756+56
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 15" LATERALS.

STA 763+75
EX. BARRIER INLETS TO BE REMOVED AS PART OF PHASE 2 CONSTRUCTION. CONTRACTOR TO PROVIDE TEMPORARY CONNECTIONS TO PROVIDE CONTINUOUS PIPE FLOW FOR EX. 15" LATERALS.

PAYMENT FOR ALL LABOR, TOOLS, MATERIALS AND EQUIPMENT NECESSARY TO MAINTAIN DRAINAGE AS DESCRIBED ABOVE AND ALL OTHER AREAS ON THE PROJECT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE ITEMS IN THE TABLE BELOW:

Table with columns: SHEET NO., REFERENCE NO., LOCATION, STATION (FROM, TO), SIDE, and various pipe types (MANHOLE, CATCH BASIN, INLET, CONDUIT, etc.) with corresponding quantities.

TOTALS CARRIED TO GENERAL SUMMARY

MAINTENANCE OF TRAFFIC NOTES

CUY-90-6.83

MODEL: Sheet 08 PAPER SIZE: 34x22 (in.) DATE: 3/21/2024 TIME: 5:15:12 AM USER: brieder p:\structurepoint-pw\benley.com\structurepoint-pw-01\Documents\Projects\20200062\76779\400-Engineering\WOTTSheets\76779_MN001.dgn

DESIGN AGENCY: AMERICAN STRUCTUREPOINT INC. DESIGNER: BER REVIEWER: VDK 08/09/23 PROJECT ID: 76779 SHEET TOTAL: P.0063 | P.1587

CUY-90-6.69

MODEL: Sheet 1 PAPER SIZE: 34x22 (in.) DATE: 3/18/2024 TIME: 1:09:24 PM USER: brieder
p:\structurepoint-pw\benley.com\structurepoint-pw-01\Documents\Projects\2020006276779\400-Engineering\Roadway\Sheets\76779_CG001.dgn

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	45	46	47	332	337	338	340	341	346		01/IMS/04	02/IMS/13	03/IMS/13						
	LS										LS			201	11000	LS	ROADWAY CLEARING AND GRUBBING		
				420,404							420,404			202	23000	420,404	SY	PAVEMENT REMOVED	
				40,075		6,343					6,343			202	30000	6,343	SF	WALK REMOVED	
				2,234							2,234			202	30700	40,075	FT	CONCRETE BARRIER REMOVED	
				54,446							54,446			202	30800	2,234	SY	TRAFFIC ISLAND REMOVED	
														202	32000	54,446	FT	CURB REMOVED	
				204							204			202	32800	204	SY	CONCRETE SLOPE PROTECTION REMOVED	
											9,907			202	35100	9,907	FT	PIPE REMOVED, 24" AND UNDER	
											10,484			202	35200	10,484	FT	PIPE REMOVED, OVER 24"	
				12,141							12,141			202	38000	12,141	FT	GUARDRAIL REMOVED	
				39							39			202	42010	39	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
				25							25			202	42040	25	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
				33							33			202	47000	33	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
				2							2			202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
											37			202	58000	37	EACH	MANHOLE REMOVED	
											101			202	58100	101	EACH	CATCH BASIN REMOVED	
											150			202	58200	150	EACH	INLET REMOVED	
											22			SPECIAL	20270000	22	FT	FILL AND PLUG EXISTING CONDUIT, 12"	P.0048
											4,248			SPECIAL	20270000	4,248	FT	FILL AND PLUG EXISTING CONDUIT, 15"	P.0048
											578			SPECIAL	20270000	578	FT	FILL AND PLUG EXISTING CONDUIT, 18"	P.0048
											654			SPECIAL	20270000	654	FT	FILL AND PLUG EXISTING CONDUIT, 21"	P.0048
											804			SPECIAL	20270000	804	FT	FILL AND PLUG EXISTING CONDUIT, 24"	P.0048
											247			SPECIAL	20270000	247	FT	FILL AND PLUG EXISTING CONDUIT, 30"	P.0048
											575			SPECIAL	20270000	575	FT	FILL AND PLUG EXISTING CONDUIT, 36"	P.0048
											529			SPECIAL	20270000	529	FT	FILL AND PLUG EXISTING CONDUIT, 42"	P.0048
											773			SPECIAL	20270000	773	FT	FILL AND PLUG EXISTING CONDUIT, 48"	P.0048
											2,021			SPECIAL	20270000	2,021	FT	FILL AND PLUG EXISTING CONDUIT, 54"	P.0048
											1,806			SPECIAL	20270000	1,806	FT	FILL AND PLUG EXISTING CONDUIT, 60"	P.0048
											145			SPECIAL	20270110	645	FT	PIPE CLEANOUT, 24" AND UNDER	P.0047
											500			SPECIAL	20270120	690	FT	PIPE CLEANOUT, 27" TO 48"	P.0047
											500			SPECIAL	20270130	500	FT	PIPE CLEANOUT OVER 48"	P.0047
											40,911			202	75000	40,911	FT	FENCE REMOVED	
											LS			202	98000	LS		REMOVAL MISC.:TRAFFIC MONITORING EQUIPMENT	P.1268
											262,875			203	10000	262,875	CY	EXCAVATION	
											7,422			203	20000	7,422	CY	EMBANKMENT	
											24			203	98600	24	EACH	ROADWAY, MISC.:TEST HOLE	P.0046
											3,567			204	13000	3,567	CY	EXCAVATION OF SUBGRADE	
											35,190			204	13001	35,190	CY	EXCAVATION OF SUBGRADE, AS PER PLAN	P.0046
											71			204	45000	71	HOUR	PROOF ROLLING	
											5,522			206	10500	5,522	TON	CEMENT	
											210,895			206	11000	210,895	SY	CURING COAT	
											178,010			206	15010	178,010	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
											32,498			206	15020	32,498	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
											LS			206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
											0.25			209	15051	0.25	MILE	RESHAPING UNDER GUARDRAIL, AS PER PLAN	P.0049
											20,246			606	15051	20,246	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	P.0046
											125			606	15151	125	FT	GUARDRAIL, TYPE MGS HALF POST SPACING, AS PER PLAN	P.0046
											62.5			606	15251	62.5	FT	GUARDRAIL, TYPE MGS QUARTER POST SPACING, AS PER PLAN	P.0046
											57			606	26150	57	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
											35			606	26550	35	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
											42			606	35002	42	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
											20			606	35102	20	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
											40,911			607	23000	40,911	FT	FENCE, TYPE CLT	
											40,911			607	70000	40,911	FT	FENCELINE SEEDING AND MULCHING	

GENERAL SUMMARY

DESIGN AGENCY
AMERICAN STRUCTUREPOINT
INC.

DESIGNER
BER

REVIEWER
VDK 08/09/23

PROJECT ID
76779

SHEET TOTAL
P.0316 | P.1587

SHEET NO.	LOCATION	203	203	659	659	659												
		EXCAVATION CY	EMBANKMENT CY	SEEDING AND MULCHING, CLASS 2 SY	SEEDING AND MULCHING, CLASS 3A SY	SEEDING AND MULCHING, CLASS 3B SY												
	IR 90	226711	5337	100021	11768	5884												
	RAMP HA	1804	260	568	211	185												
	RAMP HB	2568	6	695														
	RAMP MC	929		309	263	59												
	RAMP MD	1998	13	257	216	971												
	RAMP ME	1178		6		686												
	RAMP MF	2477		364	271	1022												
	RAMP W1	1208	9	778														
	RAMP W2	2019	4	431		909												
	RAMP W1A	885	94	338		569												
	RAMP W2A	991	4	282	153													
	RAMP 104-3	1413	83	1239	355													
	RAMP 104-4	1427	780	216	2057	186												
	RAMP 117-5	921	90	1569	185	93												
	RAMP 117-7	979	74	1649	194	97												
	RAMP 117-8	763	64	1341	158	79												
	RAMP 117-9	2206		3613	426	213												
	RAMP 117-11	8268	55	5151	607	304												
	RAMP 117-12	2775	12	3719	438	219												
	RAMP W13	218	531	1473	174	87												
	RAMP W14	1137	6	2060	243	122												
TOTALS CARRIED TO GENERAL SUMMARY		262,875	7,422	126,079	17,719	11,685												

EARTHWORK ESTIMATED QUANTITIES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.
 DESIGNER
 BER
 REVIEWER
 VDK 08/09/23
 PROJECT ID
 76779
 SHEET TOTAL
 P.0341 | P.1587

CUY-90-6.69

MODEL: Sheet_3_PAPER SIZE: 34x22 (in.) DATE: 3/18/2024 TIME: 1:00:41 PM USER: bledar...
C:\Users\bledar\Documents\Projects\202001082179400-Engineering\Roadway\Sheets\76775_S0308.dgn

Table with columns: STATION, CUT AREA SF, CUT VOLUME CY, FILL AREA SF, FILL VOLUME CY. Rows include stations from 33+29.05 to 68+00.00 and a totals row.

Table with columns: STATION, CUT AREA SF, CUT VOLUME CY, FILL AREA SF, FILL VOLUME CY. Rows include stations from 68+50.00 to 709+00.00 and a totals row.

Table with columns: STATION, CUT AREA SF, CUT VOLUME CY, FILL AREA SF, FILL VOLUME CY. Rows include stations from 709+50.00 to 744+50.00 and a totals row.

Table with columns: STATION, CUT AREA SF, CUT VOLUME CY, FILL AREA SF, FILL VOLUME CY. Rows include stations from 745+00.00 to 768+85.00 and multiple totals rows.

AMERICAN STRUCTURE POINT INC. DESIGNER: BER REVIEWER: VDK 08/09/23 PROJECT ID: 76779 SHEET: P.0344 TOTAL: P.1587

EARTHWORK CALCULATIONS

EARTHWORK QUANTITIES
RAMP 117-5

STATION	CUT AREA	CUT VOLUME	FILL AREA	FILL VOLUME
	SF	CY	SF	CY
27+06.36	0		0	
27+50.00	3	2	12	10
28+00.00	3	6	14	24
28+50.00	4	6	11	23
29+00.00	6	9	7	17
29+50.00	12	17	2	8
30+00.00	21	31	2	4
30+50.00	22	40	0	2
31+00.00	31	49	1	1
31+50.00	45	70	0	1
32+00.00	101	135	0	0
32+50.00	151	233	0	0
33+00.00	40	177	0	0
33+50.00	34	69	0	0
34+00.00	11	42	0	0
34+50.00	7	17	0	0
35+00.00	7	13	0	0
35+38.38	0	5	0	0
TOTALS CARRIED TO SHEET 341		921		90

EARTHWORK QUANTITIES
RAMP 117-7

STATION	CUT AREA	CUT VOLUME	FILL AREA	FILL VOLUME
	SF	CY	SF	CY
22+90.62	0		0	
23+00.00	1	0	0	0
23+50.00	2	3	0	0
24+00.00	4	6	0	0
24+50.00	33	34	5	5
25+00.00	18	47	7	11
25+50.00	23	38	7	13
26+00.00	37	56	5	11
26+50.00	43	74	3	7
27+00.00	39	76	3	6
27+50.00	41	74	2	5
28+00.00	52	86	1	3
28+50.00	48	93	2	3
29+00.00	52	93	2	4
29+50.00	68	111	2	4
30+00.00	46	106	0	2
30+50.00	43	82	0	0
TOTALS CARRIED TO SHEET 341		979		74

EARTHWORK QUANTITIES
RAMP 117-8

STATION	CUT AREA	CUT VOLUME	FILL AREA	FILL VOLUME
	SF	CY	SF	CY
24+03.19	9		1	
24+50.00	8	15	1	2
25+00.00	39	44	1	2
25+50.00	33	67	1	2
26+00.00	35	63	1	2
26+50.00	30	60	1	2
27+00.00	31	56	0	1
27+50.00	29	56	0	0
28+00.00	23	48	1	1
28+50.00	24	44	2	3
29+00.00	9	31	4	6
29+50.00	13	20	4	7
30+00.00	15	26	2	6
30+50.00	19	31	0	2
31+00.00	21	37	1	1
31+50.00	15	33	5	6
32+00.00	11	24	6	10
32+50.00	12	21	3	8
33+00.00	15	25	0	3
33+50.00	24	36	0	0
33+64.10	76	26	0	0
TOTALS CARRIED TO SHEET 341		763		64

EARTHWORK QUANTITIES
RAMP 117-9

STATION	CUT AREA	CUT VOLUME	FILL AREA	FILL VOLUME
	SF	CY	SF	CY
31+60.63	9		0	
32+00.00	37	34	0	0
32+50.00	40	71	0	0
33+00.00	88	119	0	0
33+50.00	43	121	0	0
34+00.00	35	72	0	0
34+50.00	49	78	0	0
35+00.00	51	93	0	0
35+50.00	61	104	0	0
36+00.00	76	127	0	0
36+50.00	88	152	0	0
37+00.00	94	169	0	0
37+50.00	116	194	0	0
38+00.00	142	239	0	0
38+50.00	98	222	0	0
39+00.00	107	190	0	0
39+50.00	94	186	0	0
39+69.36	4	35	0	0
TOTALS CARRIED TO SHEET 341		2,206		0

EARTHWORK QUANTITIES
RAMP 117-11

STATION	CUT AREA	CUT VOLUME	FILL AREA	FILL VOLUME
	SF	CY	SF	CY
36+08.61	281		0	
36+50.00	243	402	0	0
37+00.00	313	515	0	0
37+50.00	409	669	0	0
38+00.00	466	810	0	0
38+50.00	671	1053	0	0
39+00.00	692	1262	2	2
39+50.00	584	1181	1	3
40+00.00	494	998	2	3
40+50.00	451	875	9	10
41+00.00	9	426	15	22
41+50.00	24	31	1	15
41+63.41	27	13	0	0
42+00.00	8	24	0	0
42+50.00	1	8	0	0
42+52.48	3	1	0	0
TOTALS CARRIED TO SHEET 341		8,268		55

EARTHWORK QUANTITIES
RAMP 117-12

STATION	CUT AREA	CUT VOLUME	FILL AREA	FILL VOLUME
	SF	CY	SF	CY
33+63.90	50		0	
34+00.00	20	47	0	0
34+50.00	34	50	0	0
35+00.00	27	56	0	0
35+50.00	24	47	0	0
36+00.00	44	63	0	0
36+50.00	47	84	0	0
37+00.00	35	76	0	0
37+50.00	58	86	0	0
38+00.00	59	108	0	0
38+50.00	50	101	0	0
39+00.00	55	97	0	0
39+50.00	97	141	0	0
40+00.00	130	210	0	0
40+50.00	147	256	0	0
41+00.00	165	289	5	5
41+50.00	104	249	1	6
42+00.00	95	184	0	1
42+50.00	96	177	0	0
43+00.00	77	160	0	0
43+50.00	109	172	0	0
43+76.68	138	122	0	0
TOTALS CARRIED TO SHEET 341		2,775	-	12

EARTHWORK QUANTITIES
RAMP W13

STATION	CUT AREA	CUT VOLUME	FILL AREA	FILL VOLUME
	SF	CY	SF	CY
65+41.11	43		9	
65+50.00	16	10	11	3
66+00.00	5	19	33	41
66+50.00	3	7	42	69
67+00.00	2	5	39	75
67+50.00	8	9	48	81
68+00.00	7	14	47	88
68+50.00	4	10	37	78
69+00.00	4	7	22	55
69+50.00	13	16	7	27
70+00.00	18	29	4	10
70+50.00	17	32	0	4
71+00.00	25	39	0	0
71+31.75	10	21	0	0
TOTALS CARRIED TO SHEET 341		218		531

EARTHWORK QUANTITIES
RAMP W14

STATION	CUT AREA	CUT VOLUME	FILL AREA	FILL VOLUME
	SF	CY	SF	CY
62+70.31	0		0	
63+00.00	23	13	0	0
63+50.00	25	44	0	0
64+00.00	33	54	0	0
64+50.00	54	81	0	0
65+00.00	56	102	0	0
65+50.00	55	103	0	0
66+00.00	52	99	0	0
66+50.00	55	99	0	0
67+00.00	52	99	0	0
67+50.00	42	87	1	1
68+00.00	42	78	1	2
68+50.00	38	74	1	2
69+00.00	34	67	0	1
69+50.00	8	39	0	0
70+00.00	83	84	0	0
70+05.94	43	14	0	0
TOTALS CARRIED TO SHEET 341		1,137		6