

FLEXIBLE START WINDOW CONTRACT

THE FOLLOWING TABLE SHALL BE USED IN CONJUNCTION WITH THE FLEXIBLE START WINDOW CONTRACT PROPOSAL NOTE.

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
RAMP HA	14 DAYS	\$1,500	START OF PHASE 3A	END OF PHASE 3A
WB RT TURN ON TO RAMP HA	45 DAYS	\$1,500	START OF PHASE 3B	END OF PHASE 3B
RAMP MC	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP MD	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP ME	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP MF	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP W1	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP W2	60 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP W1A	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP W2A	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP 140-3	60 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP 140-4	60 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP 117-5	45 DAYS	\$5,000	START OF PHASE 5	END OF PHASE 5
RAMP 117-7	60 DAYS	\$5,000	START OF PHASE 3	END OF PHASE 3
RAMP 117-8	45 DAYS	\$5,000	START OF PHASE 3	END OF PHASE 3
RAMP 117-9	60 DAYS	\$5,000	START OF PHASE 3	END OF PHASE 3
RAMP 117-11	60 DAYS	\$5,000	START OF PHASE 5	END OF PHASE 5
RAMP W13	45 DAYS	\$1,500	START OF PHASE 2	END OF PHASE 2
RAMP W13	14 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP W14	60 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3

R7

R7

R5

R9

NOTICE OF CLOSURE SIGNS

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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

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

THE PCMS SHALL DISPLAY THE NAME OF THE ROAD OR RAMP AND THE DATE OF THE CLOSURE IN MMM-DD FORMAT.

ROAD CLOSED SIGN

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

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

PLACEMENT OF ASPHALT CONCRETE

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

TRENCH FOR WIDENING

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

MAINTENANCE OF TRAFFIC NOTES

CUY-90-6-6.69

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DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0056A P.1587

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

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

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AAOT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 2,000 HOURS

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

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

WORK ZONE QUEUE DETECTION WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE PROBABLE INITIAL LOCATIONS OF THE WZQDWS DEVICES ARE: EASTBOUND

1. BETWEEN WOOSTER RD AND VALLEY VIEW DR
2. BETWEEN W. 159TH ST AND ALGER RD
3. BETWEEN BERA RD AND W. 117TH ST

WESTBOUND

4. BETWEEN VALLEY VIEW DR AND HILLIARD MCKINLEY AVE
5. BETWEEN WARREN RD AND JOSLYN RD
6. BETWEEN W. 117TH ST AND WEST BLVD

IT IS EXPECTED THAT LOCATIONS SHOWN ABOVE WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:

1. GREATER THAN OR EQUAL TO 50 MPH - USE FOUR CORNER FLASHING CAUTION MODE
2. BETWEEN 50 MPH AND 25 MPH - TRAFFIC AHEAD XX MPH / SLOW DOWN
3. BELOW OR EQUAL TO 25 MPH - TRAFFIC AHEAD XX MPH / PREPARE TO STOP

FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

WORK ZONE QUEUE DETECTION WARNING SYSTEM (CONTINUED)

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

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

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I 480 SNMT (ASSUMING 24 SENSORS FOR 20 MONTHS)

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 120 SNMT (ASSUMING 6 PCMS FOR 20 MONTHS)

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

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

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

WORK ZONE EGRESS WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE EGRESS WARNING SYSTEM (WZEWS) AS PER SUPPLEMENTAL SPECIFICATION 829.

THE PROBABLE INITIAL LOCATIONS OF THE WZEWS DEVICES ARE SHOWN ON THE MOT PLAN. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, AND MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

ALL COSTS FOR RELOCATION OF PORTABLE BARRIER, INSTALLATION, REPAIR, REPLACEMENT, AND REMOVAL OF IMPACT ATTENUATORS, GRADING FOR ACCESS DRIVES AND RELATED COSTS SHALL BE INCLUDED IN THE LUMP FOR ITEM 614 MAINTAINING TRAFFIC

ITEM 829, WORK ZONE EGRESS WARNING SYSTEM 38 SNMT

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

IN ADDITION TO THE REQUIREMENTS OF C&MS 441, ITEM 254, PAVEMENT PLANING AND ITEM 407 TACK COAT ARE INCIDENTAL. NO SEPARATE PAYMENT WILL BE MADE.

PAVEMENT REPAIRS FOR LANES TO BE MAINTAINED

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO REPAIR PAVEMENT THAT IS USED FOR MAINTENANCE OF TRAFFIC.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 200 CY

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A 4,000 SY

MAINTAINING TRAFFIC PRIOR TO SURFACE COURSE PAVING

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER FOR RAMPING THE INTERMEDIATE COURSE AT RAMPS, BRIDGES AND THE PROJECT TERMINI TO MAINTAIN TRAFFIC.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 250 CY

SHEET NUM.

PART.

ITEM

ITEM EXT

GRAND TOTAL

UNIT

DESCRIPTION

SEE SHEET NO.

SHEET NUM.				PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
48	63	346	347	01/IMS/04	02/IMS/13	03/IMS/13						
											DRAINAGE CONT.	
		2,127		2,127			611	06100	2,127	FT	15" CONDUIT, TYPE C	
		73		73			611	06700	73	FT	15" CONDUIT, TYPE F	
		382		382			611	07400	382	FT	18" CONDUIT, TYPE B	
	247			247			611	07401	247	FT	18" CONDUIT, TYPE B, AS PER PLAN	P.0063
	225	40		40			611	07600	40	FT	18" CONDUIT, TYPE C	
		232		232			611	08901	225	FT	21" CONDUIT, TYPE B, AS PER PLAN	P.0063
	197			197			611	10400	232	FT	24" CONDUIT, TYPE B	
		1,265		1,265			611	10401	197	FT	24" CONDUIT, TYPE B, AS PER PLAN	P.0063
				1,265			611	10600	1,265	FT	24" CONDUIT, TYPE C	
		527		527			611	13600	527	FT	30" CONDUIT, TYPE C	
		677		677			611	16400	677	FT	36" CONDUIT, TYPE B	
		247		247			611	16600	677	FT	36" CONDUIT, TYPE C	
	15	493		508			611	19400	247	FT	42" CONDUIT, TYPE B	
		2,816		2,816			611	19600	508	FT	42" CONDUIT, TYPE C	
		472		472			611	22600	2,816	FT	54" CONDUIT, TYPE C	
	10			10			611	23800	472	FT	60" CONDUIT, TYPE B	
		3,516		3,516			611	24000	10	FT	60" CONDUIT, TYPE C	
		1,245		1,245			611	96600	3,516	FT	CONDUIT, BORED OR JACKED, 15", TYPE B	
		1,387		1,387			611	96600	1,245	FT	CONDUIT, BORED OR JACKED, 18", TYPE B	
		114		114			611	96600	1,387	FT	CONDUIT, BORED OR JACKED, 24", TYPE B	
		150		150			611	96600	114	FT	CONDUIT, BORED OR JACKED, 30", TYPE B	
		254		254			611	96600	150	FT	CONDUIT, BORED OR JACKED, 36", TYPE B	
		143		143			611	96600	254	FT	CONDUIT, BORED OR JACKED, 36", TYPE C	
		102		102			611	96600	143	FT	CONDUIT, BORED OR JACKED, 42", TYPE B	
		140		140			611	96600	102	FT	CONDUIT, BORED OR JACKED, 48", TYPE B	
		455		455			611	96600	140	FT	CONDUIT, BORED OR JACKED, 54", TYPE B	
		122		122			611	96600	455	FT	CONDUIT, BORED OR JACKED, 60", TYPE B	
	74			74			611	96600	122	FT	CONDUIT, BORED OR JACKED, 66", TYPE B	
	15			15			611	96601	74	FT	CONDUIT, BORED OR JACKED, AS PER PLAN, 15", TYPE B	P.0063
	110			110			611	96601	15	FT	CONDUIT, BORED OR JACKED, AS PER PLAN, 18", TYPE B	P.0063
		24		24			611	97400	110	FT	CONDUIT, BORED OR JACKED, AS PER PLAN, 24", TYPE B	P.0063
		26		26			611	97400	24	FT	CONDUIT, MISC.: 12" CONDUIT, TYPE B, ROCK CUT	P.0049
		8,505		8,505			611	97400	26	FT	CONDUIT, MISC.: 12" CONDUIT, TYPE C, ROCK CUT	P.0049
		1,933		1,933			611	97400	8,505	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE B, ROCK CUT	P.0049
		85		85			611	97400	1,933	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE C, ROCK CUT	P.0049
		1,754		1,754			611	97400	85	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE F, ROCK CUT	P.0049
		1,019		1,019			611	97400	1,754	FT	CONDUIT, MISC.: 18" CONDUIT, TYPE B, ROCK CUT	P.0049
		501		501			611	97400	1,019	FT	CONDUIT, MISC.: 18" CONDUIT, TYPE C, ROCK CUT	P.0049
		469		469			611	97400	501	FT	CONDUIT, MISC.: 24" CONDUIT, TYPE B, ROCK CUT	P.0049
		76		76			611	97400	469	FT	CONDUIT, MISC.: 24" CONDUIT, TYPE C, ROCK CUT	P.0049
		6		6			611	97400	76	FT	CONDUIT, MISC.: 27" CONDUIT, TYPE C, ROCK CUT	P.0049
		1,394		1,394			611	97400	6	FT	CONDUIT, MISC.: 30" CONDUIT, TYPE B, ROCK CUT	P.0049
		248		248			611	97400	1,394	FT	CONDUIT, MISC.: 30" CONDUIT, TYPE C, ROCK CUT	P.0049
		332		332			611	97400	248	FT	CONDUIT, MISC.: 36" CONDUIT, TYPE B, ROCK CUT	P.0049
		262		262			611	97400	332	FT	CONDUIT, MISC.: 36" CONDUIT, TYPE C, ROCK CUT	P.0049
		1,180		1,180			611	97400	262	FT	CONDUIT, MISC.: 42" CONDUIT, TYPE B, ROCK CUT	P.0049
		2,467		2,467			611	97400	1,180	FT	CONDUIT, MISC.: 42" CONDUIT, TYPE C, ROCK CUT	P.0049
				2,467			611	97400	2,467	FT	CONDUIT, MISC.: 48" CONDUIT, TYPE B, ROCK CUT	P.0049
		368		368			611	97400	368	FT	CONDUIT, MISC.: 54" CONDUIT, TYPE B, ROCK CUT	P.0049
		399		399			611	97400	399	FT	CONDUIT, MISC.: 54" CONDUIT, TYPE C, ROCK CUT	P.0049
		555		555			611	97400	555	FT	CONDUIT, MISC.: 60" CONDUIT, TYPE B, ROCK CUT	P.0049
		209		209			611	97400	209	FT	CONDUIT, MISC.: 60" CONDUIT, TYPE C, ROCK CUT	P.0049
		2,085		2,085			611	97400	2,085	FT	CONDUIT, MISC.: 66" CONDUIT, TYPE B, ROCK CUT	P.0049
		182		182			611	97400	182	FT	CONDUIT, MISC.: 66" CONDUIT, TYPE C, ROCK CUT	P.0049
		38		38			611	98150	38	EACH	CATCH BASIN, NO. 3	
		1		1			611	98151	1	EACH	CATCH BASIN, NO. 3, AS PER PLAN	P.0048
		15		15			611	98180	15	EACH	CATCH BASIN, NO. 3A	
		62		62			611	98300	62	EACH	CATCH BASIN, NO. 5	
		1		1			611	98301	1	EACH	CATCH BASIN, NO. 5, AS PER PLAN	P.0048
		1		1			611	98301	1	EACH	CATCH BASIN, NO. 5, AS PER PLAN (2)	P.0063
		7		7			611	98370	7	EACH	CATCH BASIN, NO. 6	
		1		1			611	98371	1	EACH	CATCH BASIN, NO. 6, AS PER PLAN	P.0063
		1		1			611	98510	1	EACH	CATCH BASIN, NO. 2-3	
		1		1			611	98690	1	EACH	CATCH BASIN, MISC.: CITY OF CLEVELAND CB-1 CATCH BASIN	P.0048
		7		7			611	98820	7	EACH	INLET, NO. 3D	

GENERAL SUMMARY

CUY-90-6.69

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DESIGN AGENCY
STRUCTUREPOINT
 INC.
 REVIEWER
 VDK 08/09/23
 PROJECT ID
 76779
 SHEET TOTAL
 P.0318 | P.1587

ESTIMATED QUANTITIES

CUY-90-6.69

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Sheet 348	Sheet 349	Sheet 350	Sheet 351	Sheet 352	Sheet 353	Sheet 354	Sheet 355	Sheet 356	Sheet 357	Sheet 358	Sheet 359	Sheet 368	ITEM	EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
2717	4490	2447											202	35100	9,654	FT	PIPE REMOVED, 24" AND UNDER	
1960	4276	3921											202	35200	10,157	FT	PIPE REMOVED, OVER 24"	
17	11	9											202	58000	37	EACH	MANHOLE REMOVED	
40	30	31											202	58100	101	EACH	CATCH BASIN REMOVED	
33	65	52											202	58200	150	EACH	INLET REMOVED	
522	1455	2271											202	70000	4,248	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 15"	P.0046
215	162	201											202	70000	578	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 18"	P.0046
31	235	388											202	70000	654	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 21"	P.0046
527	68	669											202	70000	1,264	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 24"	P.0046
247													202	70000	247	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 30"	P.0046
	300	275											202	70000	575	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 36"	P.0046
73	310	287											202	70000	670	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 42"	P.0046
		773											202	70000	773	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 48"	P.0046
738	643	640											202	70000	2,021	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 54"	P.0046
1431		375											202	70000	1,806	FT	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 60"	P.0046
				145									202	70110	145	FT	SPECIAL - PIPE CLEANOUT, 24" AND UNDER	
				190									202	70120	190	FT	SPECIAL - PIPE CLEANOUT, 27" TO 48"	
												7.12	601	21050	7.12	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
												124329	605	11110	124,329	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
												102604	605	14021	102,604	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC, AS PER PLAN	P.0046
												5889	611	00510	5,889	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
												4	611	99710	4	EACH	PRECAST REINFORCED CONCRETE OUTLET	
		46	11										611	04400	68	FT	12" CONDUIT, TYPE B	
													611	04600	68	FT	12" CONDUIT, TYPE C	
		976	73					1534	940				611	05900	4,518	FT	15" CONDUIT, TYPE B	
		261	249					616	28	595	378		611	06100	2,127	FT	15" CONDUIT, TYPE C	
								73					611	06700	73	FT	15" CONDUIT, TYPE F	
									180	202	34		611	07400	382	FT	18" CONDUIT, TYPE B	
								6					611	07600	40	FT	18" CONDUIT, TYPE C	
				194					38				611	10400	232	FT	24" CONDUIT, TYPE B	
								916	17				611	10600	1,265	FT	24" CONDUIT, TYPE C	
								527					611	13600	527	FT	30" CONDUIT, TYPE C	
													611	16400		FT	36" CONDUIT, TYPE B	
													611	16600	677	FT	36" CONDUIT, TYPE C	
													611	19400	247	FT	42" CONDUIT, TYPE B	
													611	19600	493	FT	42" CONDUIT, TYPE C	
								640	2176				611	22600	2,816	FT	54" CONDUIT, TYPE C	
													611	23800	472	FT	60" CONDUIT, TYPE B	
								171	1112	512	332		611	96600	3,516	FT	CONDUIT, BORED OR JACKED, 15", TYPE B	
								136	127				611	96600	1,245	FT	CONDUIT, BORED OR JACKED, 18", TYPE B	
													611	96600	1,387	FT	CONDUIT, BORED OR JACKED, 24", TYPE B	
													611	96600	114	FT	CONDUIT, BORED OR JACKED, 30", TYPE B	
													611	96600	150	FT	CONDUIT, BORED OR JACKED, 36", TYPE B	
													611	96600	254	FT	CONDUIT, BORED OR JACKED, 36", TYPE C	
													611	96600	143	FT	CONDUIT, BORED OR JACKED, 42", TYPE B	
													611	96600	102	FT	CONDUIT, BORED OR JACKED, 48", TYPE B	
													611	96600	140	FT	CONDUIT, BORED OR JACKED, 54", TYPE B	
													611	96600	455	FT	CONDUIT, BORED OR JACKED, 60", TYPE B	
													611	96600	122	FT	CONDUIT, BORED OR JACKED, 66", TYPE B	
													611	97400	24	FT	CONDUIT, MISC.: 12" CONDUIT, TYPE B, ROCK CUT	P.0047

DRAINAGE SUB-SUMMARY

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0346 P.1587

ESTIMATED QUANTITIES

Sheet 351	Sheet 352	Sheet 353	Sheet 354	Sheet 355	Sheet 356	Sheet 357	Sheet 358	Sheet 359	Sheet 370	ITEM	EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET	
										611	97400	26	FT	CONDUIT, MISC.: 12" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	8,505	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	1,933	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	85	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE F, ROCK CUT	P.0047	
										611	97400	1,754	FT	CONDUIT, MISC.: 18" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	1,019	FT	CONDUIT, MISC.: 18" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	501	FT	CONDUIT, MISC.: 24" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	469	FT	CONDUIT, MISC.: 24" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	76	FT	CONDUIT, MISC.: 27" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	6	FT	CONDUIT, MISC.: 30" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	1,394	FT	CONDUIT, MISC.: 30" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	248	FT	CONDUIT, MISC.: 36" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	332	FT	CONDUIT, MISC.: 36" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	262	FT	CONDUIT, MISC.: 42" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	1,180	FT	CONDUIT, MISC.: 42" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	2,467	FT	CONDUIT, MISC.: 48" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	368	FT	CONDUIT, MISC.: 54" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	399	FT	CONDUIT, MISC.: 54" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	555	FT	CONDUIT, MISC.: 60" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	209	FT	CONDUIT, MISC.: 60" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	97400	2,085	FT	CONDUIT, MISC.: 66" CONDUIT, TYPE B, ROCK CUT	P.0047	
										611	97400	182	FT	CONDUIT, MISC.: 66" CONDUIT, TYPE C, ROCK CUT	P.0047	
										611	98150	38	EACH	CATCH BASIN, NO. 3		
										611	98151	1	EACH	CATCH BASIN, NO. 3, AS PER PLAN	P.0048	
										611	98180	15	EACH	CATCH BASIN, NO. 3A		
										611	98300	62	EACH	CATCH BASIN, NO. 5		
										611	98301	1	EACH	CATCH BASIN, NO. 5, AS PER PLAN	P.0048	
										611	98370	7	EACH	CATCH BASIN, NO. 6		
										611	98510	1	EACH	CATCH BASIN, NO. 2-3		
										611	98690	1	EACH	CATCH BASIN, MISC.: CITY OF CLEVELAND CB-1 CATCH BASIN	P.0048	
										611	99100	16	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1		
										611	99110	7	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1		
										611	98820	7	EACH	INLET, NO. 3D		
										611	98840	49	EACH	INLET, NO. 2-A-6		
										611	98850	35	EACH	INLET, NO. 2-A-8		
										611	98860	24	EACH	INLET, NO. 2-A-10		
										611	98870	12	EACH	INLET, NO. 2-A-12		
										611	98880	9	EACH	INLET, NO. 2-A-14		
										611	98890	1	EACH	INLET, NO. 2-A-16		
										611	99000	1	EACH	INLET, NO. 2-A-18		
										611	99574	73	EACH	MANHOLE, NO. 3		
										611	99575	33	EACH	MANHOLE, NO. 3, AS PER PLAN	P.0048	
										611	99575	1	EACH	MANHOLE, NO. 3, AS PER PLAN (2)	P.0048	
										611	99660	2	EACH	MANHOLE RECONSTRUCTED TO GRADE		
										633	99690	1	EACH	MANHOLE, MISC.: MH-3 MODIFIED	P.0048	
										1608	659	00300	1,608	CY	TOPSOIL	
										14216	670	00500	14,216	SY	SLOPE EROSION PROTECTION	
										11691	670	00720	11,691	SY	DITCH EROSION PROTECTION MAT, TYPE B	
										444	836	10000	444	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	
			FROM	TO		12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	15" CONDUIT, TYPE C	24" CONDUIT, TYPE C	MANHOLE RECONSTRUCTED TO GRADE	CONDUIT, BORED OR JACKED, 36", TYPE B	36" CONDUIT, TYPE C	42" CONDUIT, TYPE B	42" CONDUIT, TYPE C	60" CONDUIT, TYPE B	CONDUIT, BORED OR JACKED, 15", TYPE B	CONDUIT, BORED OR JACKED, 18", TYPE B	CONDUIT, BORED OR JACKED, 24", TYPE B	CONDUIT, BORED OR JACKED, 36", TYPE C	CATCH BASIN, NO. 3	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 5	INLET, NO. 2-A-6	INLET, NO. 2-A-8	INLET, NO. 2-A-10	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	MANHOLE, NO. 3	MANHOLE, NO. 3, AS PER PLAN
OUTFALL A																												
1047/1069	D2	WESTWAY DR	49+48.00	49+52.51	LT	6																						
OUTFALL AH																												
1048/1068	D3A	HILLIARD BLVD	82+10.38	82+13.00	LT	7																						
1048/1068	D4	HILLIARD BLVD	82+13.00	82+32.00	LT	19																						
OUTFALL B																												
1047/1070	D88	IR 90	530+69.00	530+69.00	LT/RT																							
1047/1070	D83	IR 90	530+69.00	530+69.00	RT																							
1047/1070	D79	IR 90	530+69.00	533+50.00	RT																							
1048/1070	D75	IR 90	533+50.00	535+20.00	RT																							
1048/1070	D71	IR 90	535+20.00	37+53.40	RT																							
1047/1075	D79A	IR 90	353+30.00		RT																							
1048/1070	D62	RAMP HA	37+53.40	37+60.00	LT/RT																							
1048/1070	D57	RAMP HA	37+60.00	40+16.00	RT																							
1048/1071	D50	RAMP HA	40+16.00	542+89.00	RT																							
1048/1071	D21	IR 90	542+89.00	545+10.00	RT																							
1049/1072	D19	IR 90	545+10.00	545+54.00	RT																							
1049/1072	D18	IR 90	545+54.00	547+00.00	RT																							
1049/1072	D17	IR 90	547+00.00	547+09.00	RT																							
1049/1072	D14	IR 90	547+09.00	547+65.00	RT																							
1049/1072	D11	IR 90	547+65.00	551+91.86	RT																							
1047/1075	D86	IR 90	529+87.00	530+69.00	RT																							
1047/1075	D85	IR 90	530+69.00	531+51.00	RT																							
1048/1075	D77	RAMP HB	32+51.00	533+50.00	LT																							
1048/1075	D78	IR 90	533+50.00	533+50.00	RT																							
1048/1075	D67	IR 90	535+40.00	535+20.00	RT																							
1048/1075	D72	RAMP HA	35+43.00	535+20.00	LT																							
1048/1075	D73	RAMP HA	35+43.00	35+70.00	LT/RT																							
1048/1075	D74	RAMP HA	35+70.00	35+75.00	RT																							
1048/1075	D66	IR 90	536+65.00	537+48.00	RT																							
1048/1076	D69	IR 90	537+47.00	537+50.00	LT																							
1048/1076	D65	IR 90	537+50.00	537+48.00	LT/RT																							
1048/1076	D64	IR 90	537+48.00	37+53.40	RT																							
1048/1076	D54	RAMP HA	39+68.00	40+16.00	RT																							
1048/1076	D53	RAMP HA	40+16.00	540+58.00	RT																							
1048/1076	D55	RAMP HA	40+16.00	40+16.00	RT																							
1048/1076	D51	RAMP HA	40+16.00	40+16.00	RT																							
1048/1076	D27	IR 90	542+00.00	542+75.00	RT																							
1048/1077	D49	RAMP HB	38+16.00	39+18.00	RT																							
1048/1077	D48	RAMP HB	39+18.00	39+85.00	RT																							
1048/1077	D47	RAMP HB	39+85.00	42+81.00	RT																							
1048/1077	D28	RAMP HB	42+81.00	542+75.00	RT																							
1048/1077	D26	IR 90	542+75.00	542+91.00	RT																							
1048/1077	D25	IR 90	542+91.00	542+89.00	RT																							
1048/1077	D22	IR 90	542+89.00	542+89.00	RT																							
1048/1077	D30	RAMP HB	42+73.50	42+73.50	LT																							
1048/1077	D29	RAMP HB	42+73.50	543+25.25	LT																							
1048/1077	D32	IR 90	543+25.25	543+75.00	LT																							
1048/1077	D33	IR 90	543+75.00	543+75.25	LT																							
1048/1078	D31	IR 90	543+25.25	42+81.00	LT																							
TOTALS CARRIED TO SHEETS 346 & 347						46	976	261	332	1	58	669	247	493	472	143	126	235	254	5	4	10	1	2	1	5	9	9

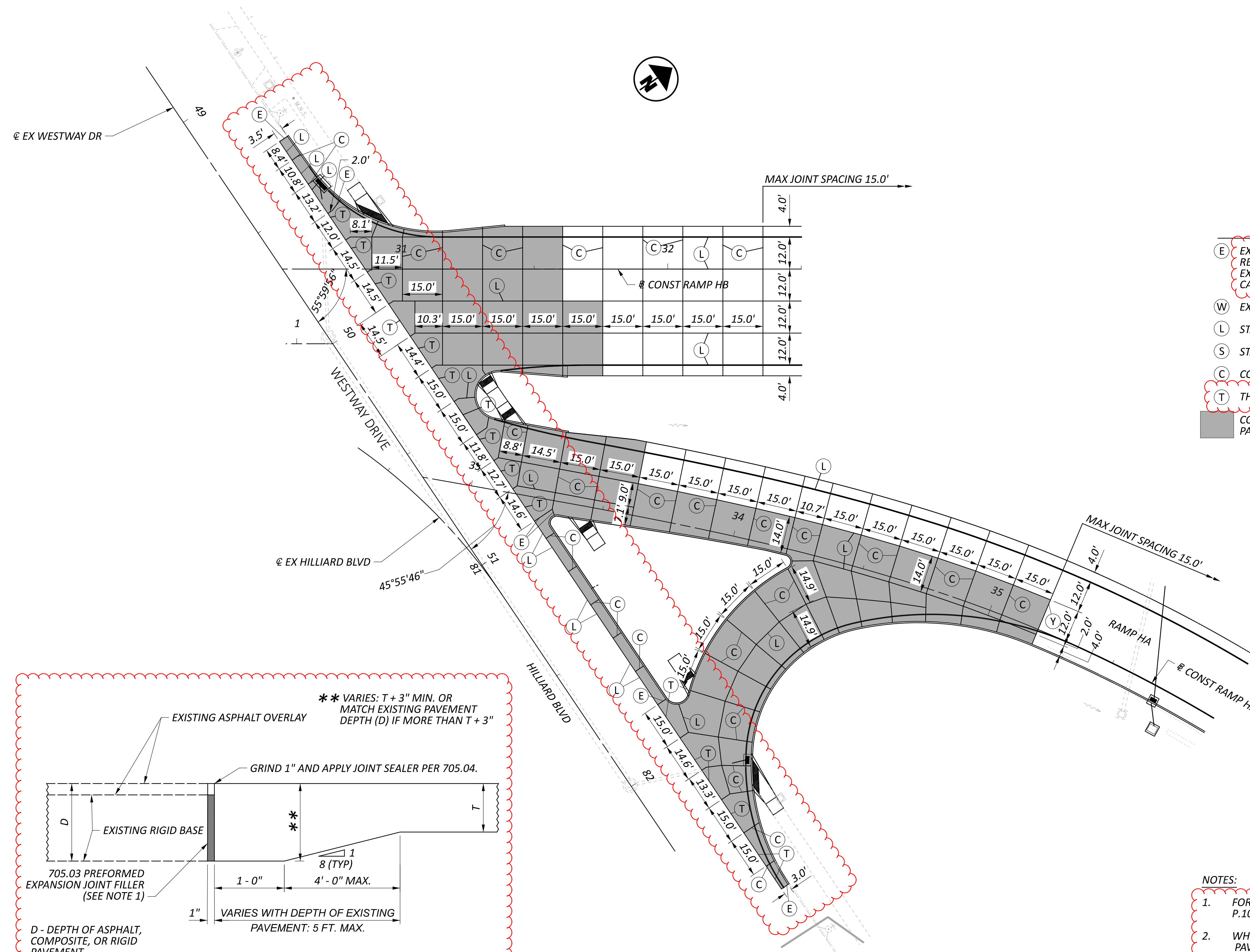
DRAINAGE ESTIMATED QUANTITIES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT
 INC.
 REVIEWER
 BER
 PROJECT ID
 VDK 08/09/23
 SHEET TOTAL
 P.0351 | P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	
			12" CONDUIT, TYPE B	12" CONDUIT, TYPE C		15" CONDUIT, TYPE B	15" CONDUIT, TYPE C	18" CONDUIT, TYPE C	CONDUIT, BORED OR JACKED, 15", TYPE B	CONDUIT, MISC.: 15" CONDUIT, TYPE B, ROCK CUT	CONDUIT, MISC.: 15" CONDUIT, TYPE C, ROCK CUT	CATCH BASIN, NO. 3	CATCH BASIN, NO. 3, AS PER PLAN	CATCH BASIN, NO. 5	CATCH BASIN, NO. 6	CATCH BASIN, MISC.: CB-1 (CITY OF CLEVELAND)	INLET, NO. 2-A-6	INLET, NO. 2-A-8	INLET, NO. 2-A-10	INLET, NO. 2-A-12	INLET, NO. 2-A-14	MANHOLE, NO. 3		
			FROM	TO		FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
OUTFALL M CONTINUED																								
1066/1144	D803	IR 90	755+76.25	755+63.00	LT			84																
1066/1144	D801	IR 90	755+63.00	755+65.00	LT/RT				15						1									
1066/1144	D802	IR 90	755+65.00	755+56.00	RT											1								
1066/1144	D799	IR 90	756+75.75	756+74.00	LT			87																
1066/1144	D796	IR 90	757+75.00	758+05.00	LT			92																
1067/1145	D793	IR 90	761+00.00	759+15.00	RT			190																
1067/1145	D792	IR 90	759+15.00	759+15.00	LT/RT																			
1067/1145	D786	IR 90	759+15.00	759+67.00	LT																			
1067/1145	D788	IR 90	759+67.00	760+85.00	LT			115																
1067/1145	D789	IR 90	760+85.00	762+45.00	LT																			
1067/1145	D790	IR 90	762+45.00	764+25.00	LT			156 176																
1067/1146	D780	IR 90	763+00.00	763+00.00	LT																			
1067/1146	D776	IR 90	765+70.00	768+52.00	LT											1								
1067/1146	D773	RAMP W13	68+31.00	68+34.87	LT																			
1067/1146	D772	IR 90	68+34.87	768+57.00	LT																			
1067/1146	D765	RAMP W13	70+27.00	70+28.00	RT																			
1067/1146	D764	RAMP W13	70+28.00	70+50.00	RT																			
1067/1146	D760	RAMP W13	70+50.00	70+60.00	RT																			
1067/1146	D761	RAMP W13	70+60.00	70+49.00	LT/RT																			
1067/1146	D762	RAMP W13	70+49.00	70+80.00	LT																			
OUTFALL G																								
1064/1147	D441	W 117TH ST	53+84.00	33+60.64	RT			6																
1064/1147	D442	W 117TH ST	33+60.64	53+88.60	RT			5																
OUTFALL H																								
1064/1148	D448	RAMP 117-8	32+94.00	44+09.59	LT																			
OUTFALL I																								
1067/1149	D452	RAMP W14	69+50.00	69+44.00	LT/RT																			
1067/1149	D451	RAMP W14	69+44.00	69+57.49	RT																			
1067/1149	D453	RAMP W14	69+13.00	69+44.00	RT																			
TOTALS CARRIED TO SHEETS 346 & 347						11	68	995	378	34	332	59	48	2	1	5	1	1	2	3	2	3	2	1

DRAINAGE ESTIMATED QUANTITIES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.
 DESIGNER
 BER
 REVIEWER
 VDK 08/09/23
 PROJECT ID
 76779
 SHEET TOTAL
 P.0359 | P.1587



LEGEND

- (E)** EXPANSION JOINT AS PER BP-2.2. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.
- (W)** EXPANSION JOINT AS PER BP-2.2 WITHOUT DOWEL BARS
- (L)** STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (S)** STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS
- (C)** CONTRACTION JOINT AS PER BP-2.2
- (T)** THICKENED EDGE EXPANSION JOINT. SEE DETAIL THIS SHEET.

■ CONCRETE PAVEMENT TO BE CONSTRUCTED USING ALTERNATE PAVING METHODS.

T - THICKENED EDGE EXPANSION JOINT

1. PEJF NOT REQUIRED WHEN ABUTTING FULL DEPTH ASPHALT PAVEMENT

**** VARIES: T + 3" MIN. OR MATCH EXISTING PAVEMENT DEPTH (D) IF MORE THAN T + 3"**

EXISTING ASPHALT OVERLAY

GRIND 1" AND APPLY JOINT SEALER PER 705.04.

EXISTING RIGID BASE

705.03 PREFORMED EXPANSION JOINT FILLER (SEE NOTE 1)

1 - 0"

4' - 0" MAX.

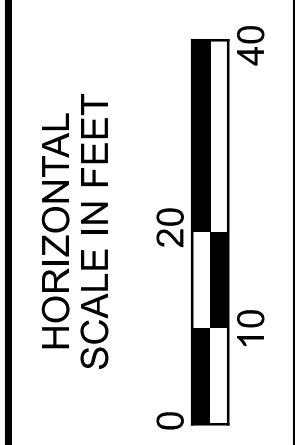
1"

VARIES WITH DEPTH OF EXISTING PAVEMENT: 5 FT. MAX.

D - DEPTH OF ASPHALT, COMPOSITE, OR RIGID PAVEMENT

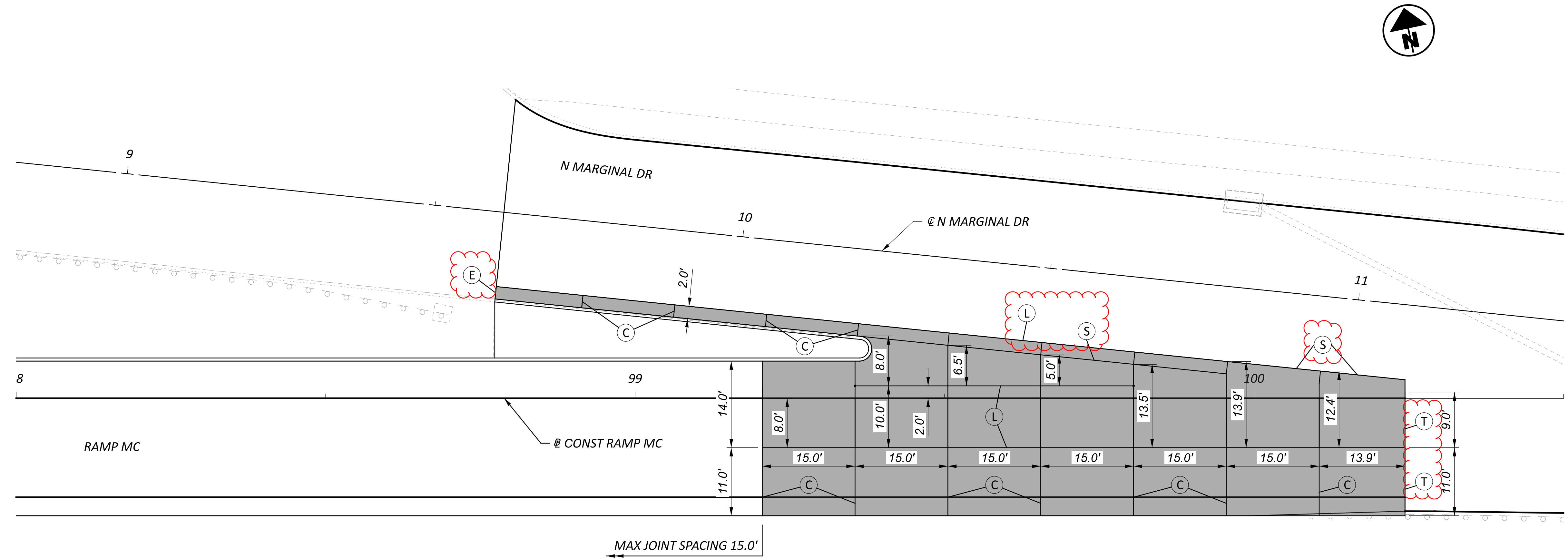
T

- NOTES:**
- FOR GRATE ELEVATIONS SEE DRAINAGE PLANS P.1047 TO P.1067.
 - WHERE PROPOSED CONCRETE ABUTS EXISTING CONCRETE OR COMPOSITE PAVEMENT, PROPOSED JOINTS SHALL MATCH EXISTING JOINT LOCATIONS UNLESS THE SPACING EXCEEDS WHAT IS ALLOWED BY THE STANDARD CONSTRUCTION DRAWINGS.
 - THE CONTRACTOR RESERVES THE RIGHT TO MODIFY THE JOINT SPACING AND LAYOUT AT NO ADDITIONAL COST TO THE PROJECT.
 - JOINTS TO BE 2'-0" MIN. (TYP.) PERPENDICULAR TO CURB



PAVEMENT JOINT DETAILS
RAMP HA AND HB

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	RDC 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1035 P.1587

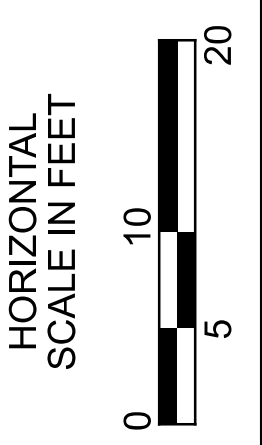
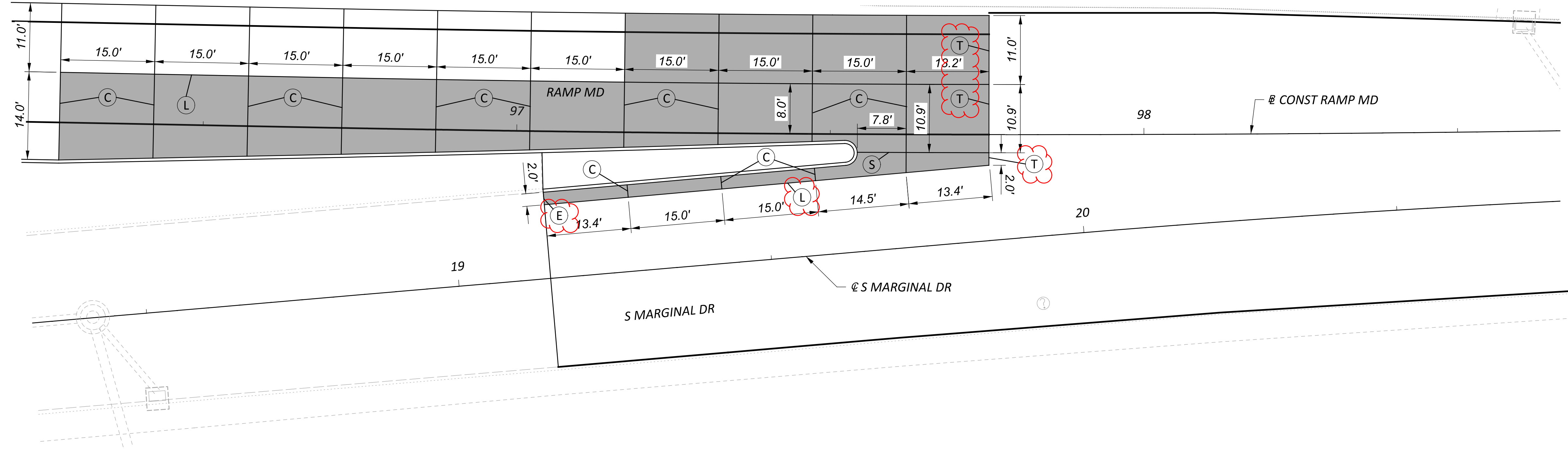


MAX JOINT SPACING 15.0'

1. FOR PAVEMENT JOINT LEGEND SEE SHEET P.1035.
2. FOR GRATE ELEVATIONS SEE DRAINAGE PLANS P.1047 TO P.1067.
3. WHERE PROPOSED CONCRETE ABUTS EXISTING CONCRETE OR COMPOSITE PAVEMENT, PROPOSED JOINTS SHALL MATCH EXISTING JOINT LOCATIONS UNLESS THE SPACING EXCEEDS WHAT IS ALLOWED BY THE STANDARD CONSTRUCTION DRAWINGS.
4. THE CONTRACTOR RESERVES THE RIGHT TO MODIFY THE JOINT SPACING AND LAYOUT AT NO ADDITIONAL COST TO THE PROJECT.
5. JOINTS TO BE 2'-0" MIN. (TYP.) PERPENDICULAR TO CURB

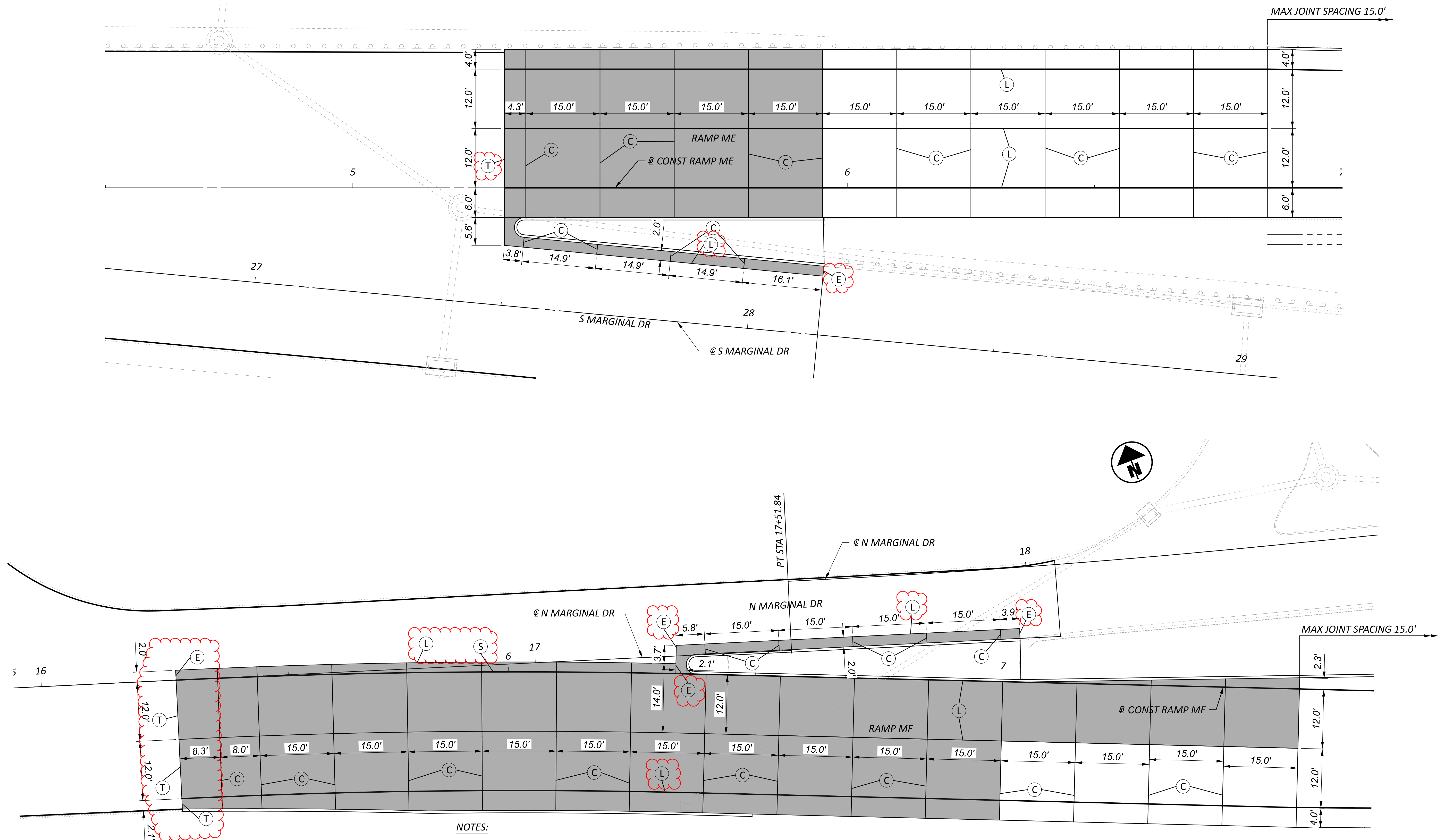
CONCRETE PAVEMENT TO BE CONSTRUCTED USING ALTERNATE PAVING METHODS.

MAX JOINT SPACING 15.0'



PAVEMENT JOINT DETAILS
 RAMP MC AND MD

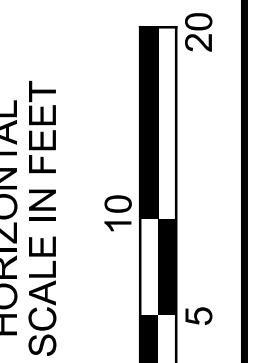
DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	RDC 08/09/23
PROJECT ID	76779
SHEET	TOTAL
P.1036	P.1587



NOTES:

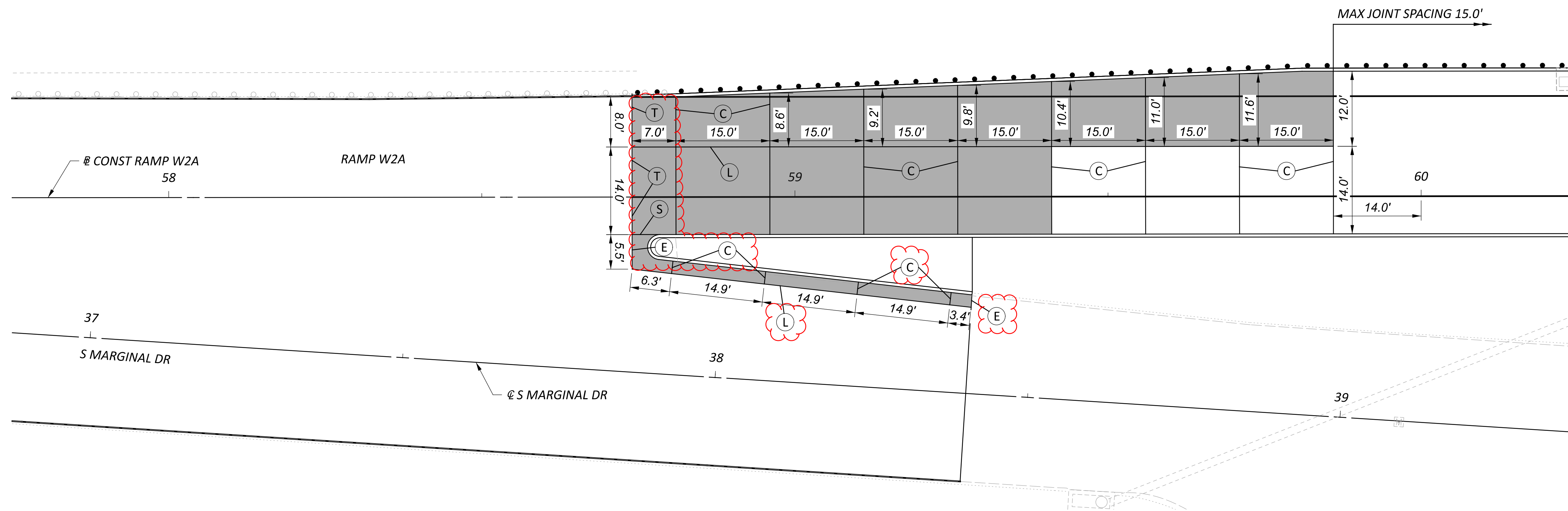
1. FOR PAVEMENT JOINT LEGEND SEE SHEET P.1035.
2. FOR GRATE ELEVATIONS SEE DRAINAGE PLANS P.1047 TO P.1067.
3. WHERE PROPOSED CONCRETE ABUTS EXISTING CONCRETE OR COMPOSITE PAVEMENT, PROPOSED JOINTS SHALL MATCH EXISTING JOINT LOCATIONS UNLESS THE SPACING EXCEEDS WHAT IS ALLOWED BY THE STANDARD CONSTRUCTION DRAWINGS.
4. THE CONTRACTOR RESERVES THE RIGHT TO MODIFY THE JOINT SPACING AND LAYOUT AT NO ADDITIONAL COST TO THE PROJECT.
5. JOINTS TO BE 2'-0" MIN. (TYP.) PERPENDICULAR TO CURB

CONCRETE PAVEMENT TO BE CONSTRUCTED USING ALTERNATE PAVING METHODS.



PAVEMENT JOINT DETAILS
RAMP ME AND MF

DESIGN AGENCY	CSC
DESIGNER	STRUCTUREPOINT INC.
REVIEWER	RDC 08/09/23
PROJECT ID	76779
SHEET	TOTAL
P.1037	P.1587

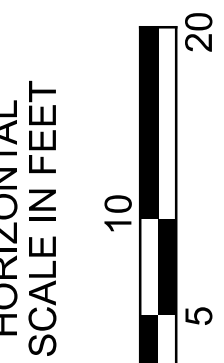


MAX JOINT SPACING 15.0'

NOTES:

1. FOR PAVEMENT JOINT LEGEND SEE SHEET P.1035.
 2. FOR GRATE ELEVATIONS SEE DRAINAGE PLANS P.1047 TO P.1067.
 3. WHERE PROPOSED CONCRETE ABUTS EXISTING CONCRETE OR COMPOSITE PAVEMENT, PROPOSED JOINTS SHALL MATCH EXISTING JOINT LOCATIONS UNLESS THE SPACING EXCEEDS WHAT IS ALLOWED BY THE STANDARD CONSTRUCTION DRAWINGS.
 4. THE CONTRACTOR RESERVES THE RIGHT TO MODIFY THE JOINT SPACING AND LAYOUT AT NO ADDITIONAL COST TO THE PROJECT.
 5. JOINTS TO BE 2'-0" MIN. (TYP.) PERPENDICULAR TO CURB
- CONCRETE PAVEMENT TO BE CONSTRUCTED USING ALTERNATE PAVING METHODS.

PAVEMENT JOINT DETAILS
RAMP W2A



DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER

CSC

REVIEWER

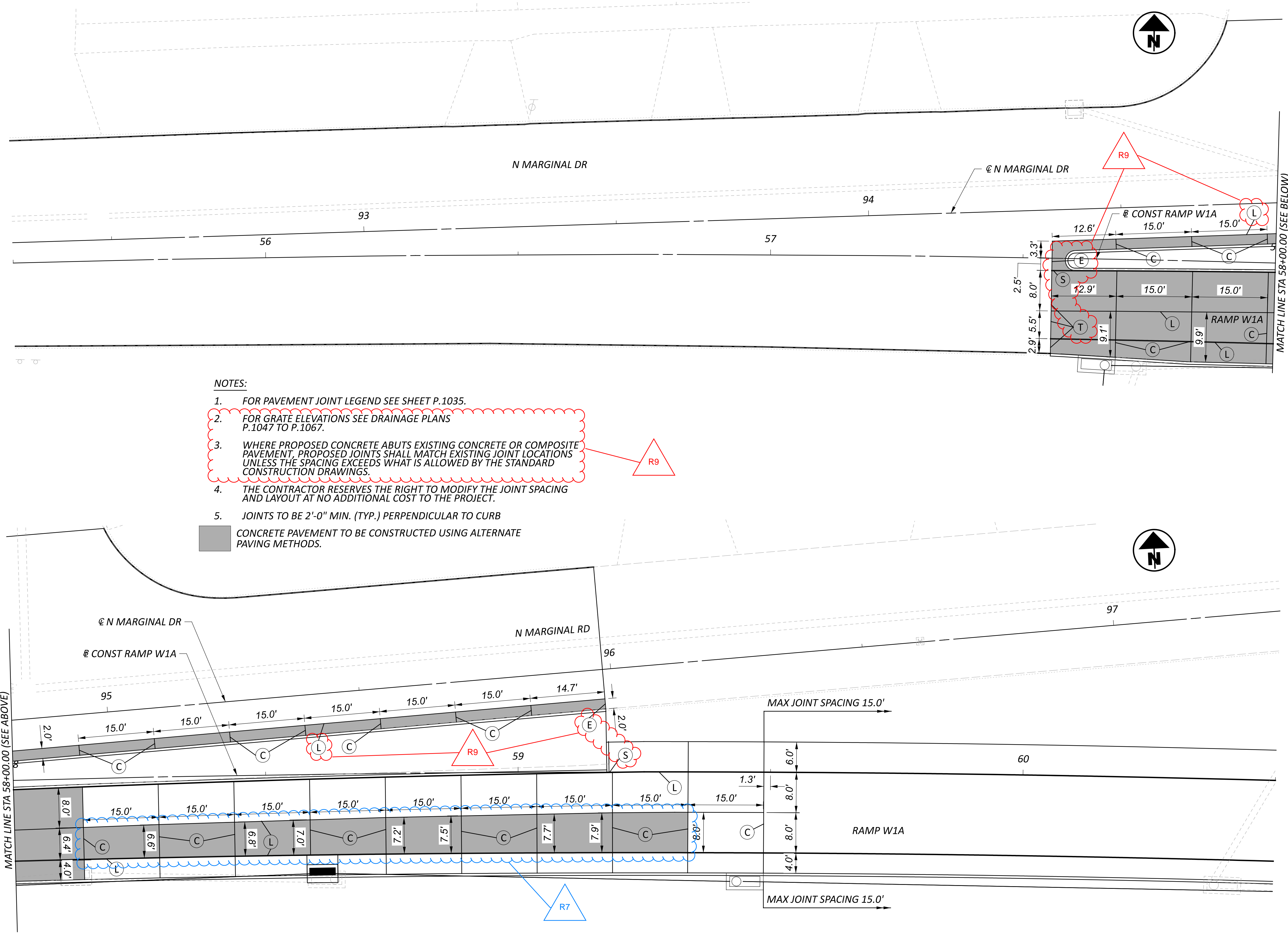
RDC 08/09/23

PROJECT ID

76779

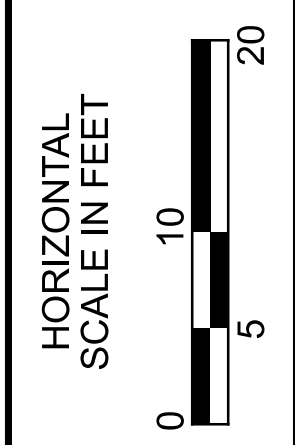
SHEET TOTAL

P.1039 P.1587



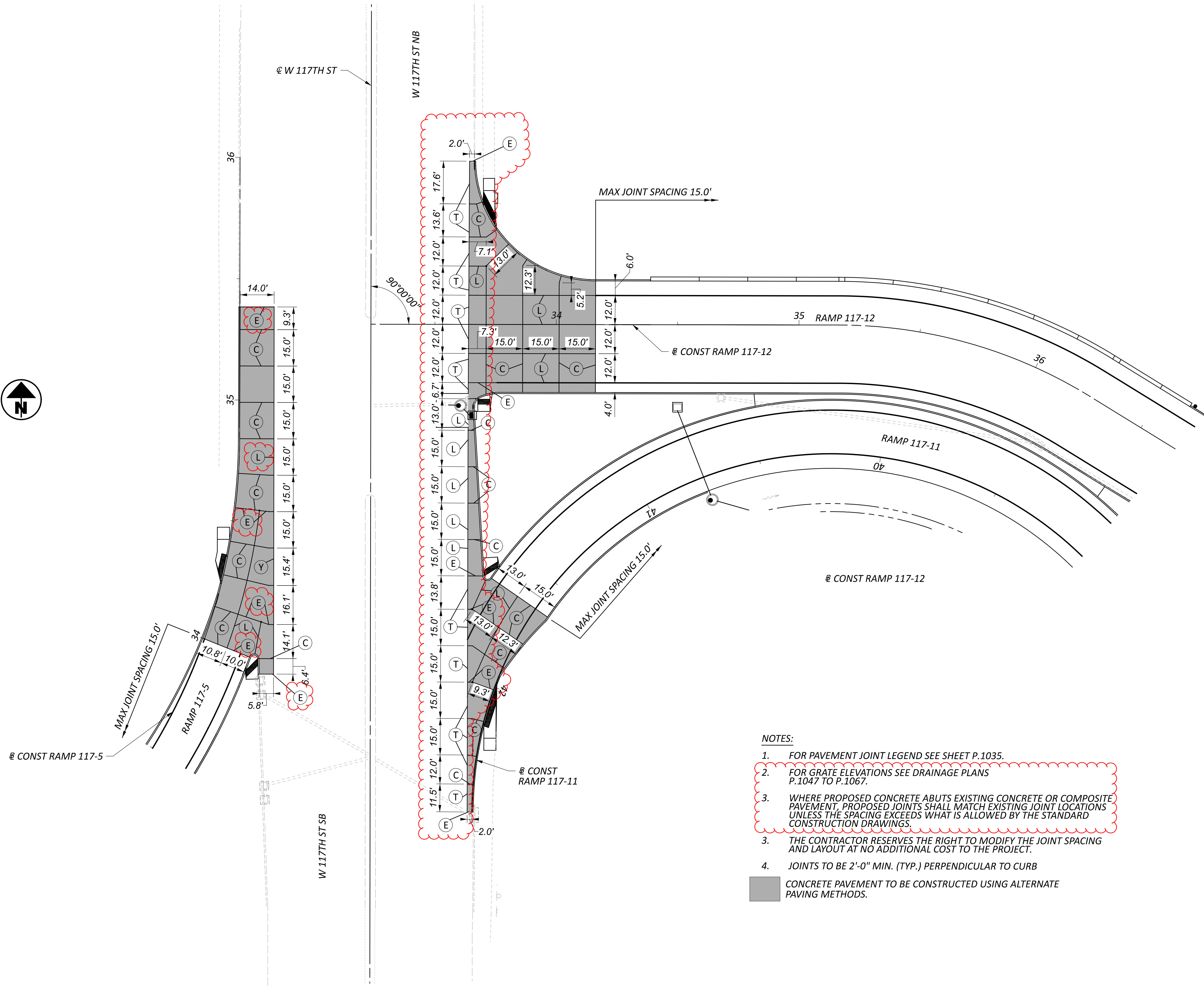
NOTES:

1. FOR PAVEMENT JOINT LEGEND SEE SHEET P.1035.
 2. FOR GRATE ELEVATIONS SEE DRAINAGE PLANS P.1047 TO P.1067.
 3. WHERE PROPOSED CONCRETE ABUTS EXISTING CONCRETE OR COMPOSITE PAVEMENT, PROPOSED JOINTS SHALL MATCH EXISTING JOINT LOCATIONS UNLESS THE SPACING EXCEEDS WHAT IS ALLOWED BY THE STANDARD CONSTRUCTION DRAWINGS.
 4. THE CONTRACTOR RESERVES THE RIGHT TO MODIFY THE JOINT SPACING AND LAYOUT AT NO ADDITIONAL COST TO THE PROJECT.
 5. JOINTS TO BE 2'-0" MIN. (TYP.) PERPENDICULAR TO CURB
- CONCRETE PAVEMENT TO BE CONSTRUCTED USING ALTERNATE PAVING METHODS.



PAVEMENT JOINT DETAILS
RAMP W1A

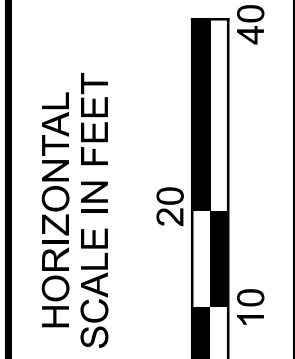
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STRUCTUREPOINT <small>AMERICAN</small>	
DESIGNER	
CSC	
REVIEWER	
RDC 08/09/23	
PROJECT ID	
76779	
SHEET	TOTAL
P.1040	P.1587



NOTES:

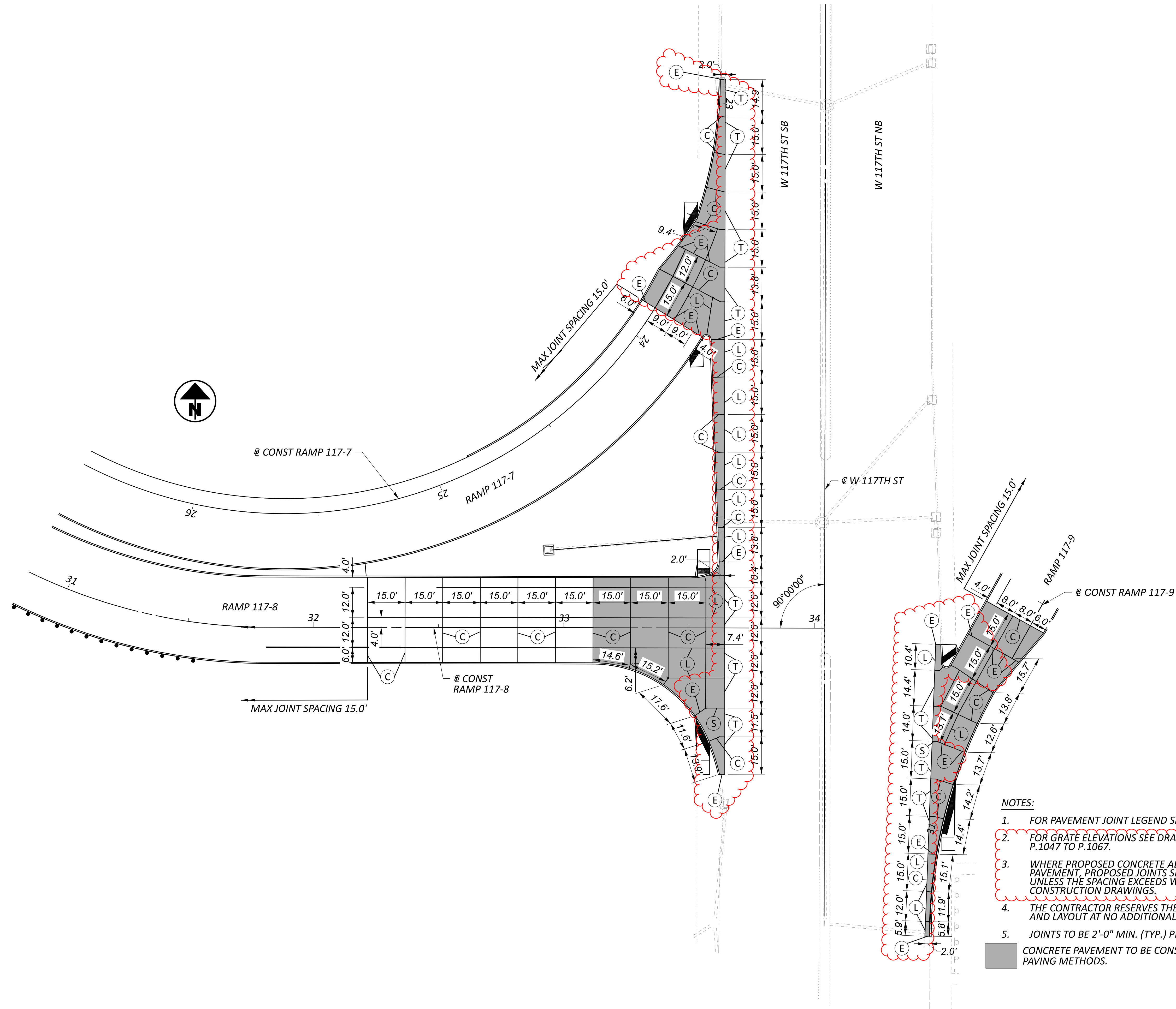
1. FOR PAVEMENT JOINT LEGEND SEE SHEET P.1035.
2. FOR GRATE ELEVATIONS SEE DRAINAGE PLANS P.1047 TO P.1067.
3. WHERE PROPOSED CONCRETE ABUTS EXISTING CONCRETE OR COMPOSITE PAVEMENT, PROPOSED JOINTS SHALL MATCH EXISTING JOINT LOCATIONS UNLESS THE SPACING EXCEEDS WHAT IS ALLOWED BY THE STANDARD CONSTRUCTION DRAWINGS.
3. THE CONTRACTOR RESERVES THE RIGHT TO MODIFY THE JOINT SPACING AND LAYOUT AT NO ADDITIONAL COST TO THE PROJECT.
4. JOINTS TO BE 2'-0" MIN. (TYP.) PERPENDICULAR TO CURB

CONCRETE PAVEMENT TO BE CONSTRUCTED USING ALTERNATE PAVING METHODS.



**PAVEMENT JOINT DETAILS
 RAMP 117-5, 117-11, AND 117-12**

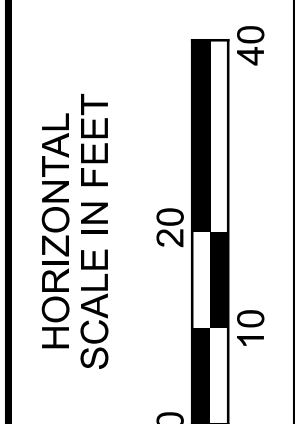
DESIGN AGENCY	
STRUCTUREPOINT INC.	
DESIGNER	CSC
REVIEWER	RDC 08/09/23
PROJECT ID	76779
SHEET	TOTAL
P.1042	P.1587



NOTES:

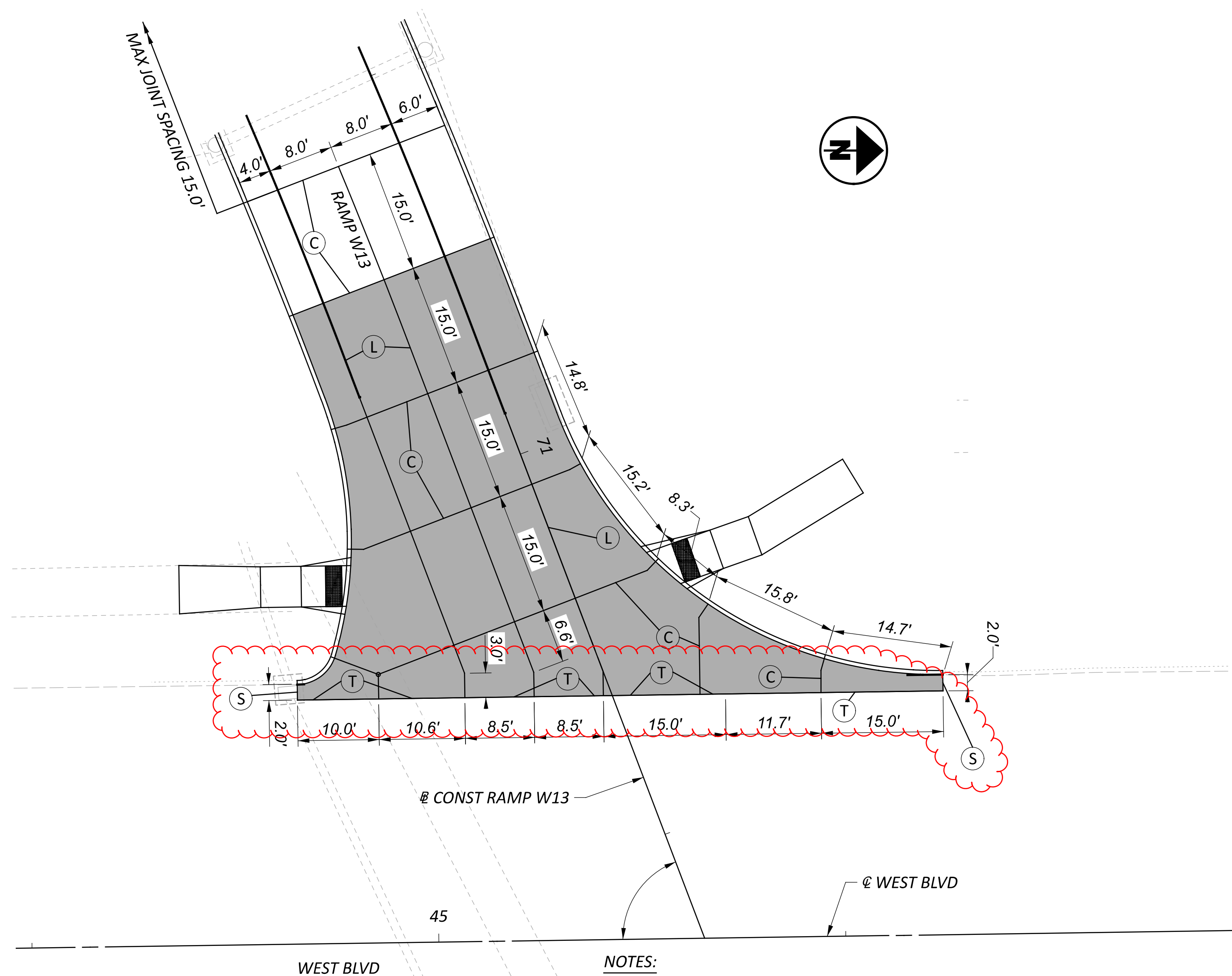
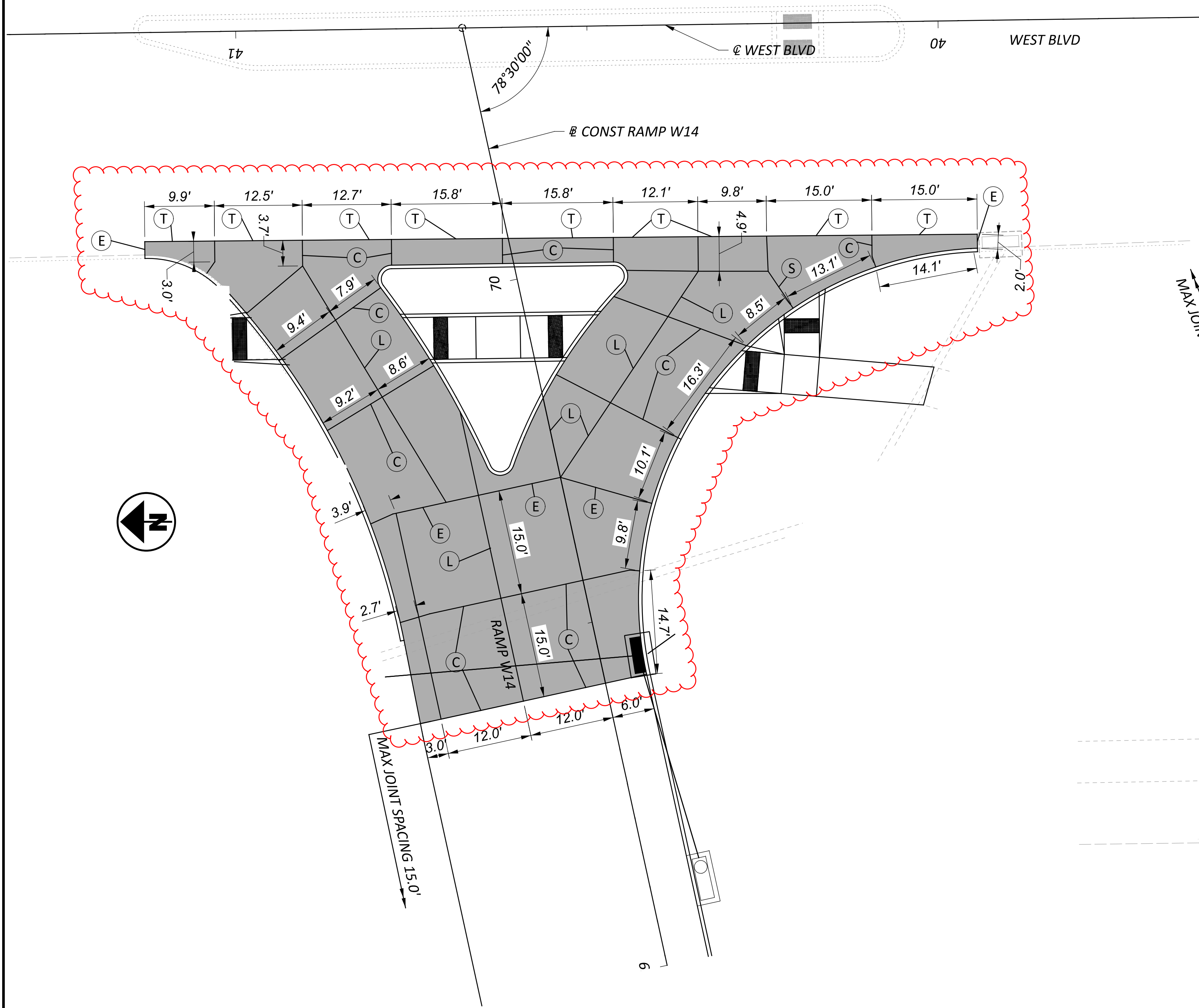
1. FOR PAVEMENT JOINT LEGEND SEE SHEET .
2. FOR GRATE ELEVATIONS SEE DRAINAGE PLANS P.1047 TO P.1067.
3. WHERE PROPOSED CONCRETE ABUTS EXISTING CONCRETE OR COMPOSITE PAVEMENT, PROPOSED JOINTS SHALL MATCH EXISTING JOINT LOCATIONS UNLESS THE SPACING EXCEEDS WHAT IS ALLOWED BY THE STANDARD CONSTRUCTION DRAWINGS.
4. THE CONTRACTOR RESERVES THE RIGHT TO MODIFY THE JOINT SPACING AND LAYOUT AT NO ADDITIONAL COST TO THE PROJECT.
5. JOINTS TO BE 2'-0" MIN. (TYP.) PERPENDICULAR TO CURB

CONCRETE PAVEMENT TO BE CONSTRUCTED USING ALTERNATE PAVING METHODS.

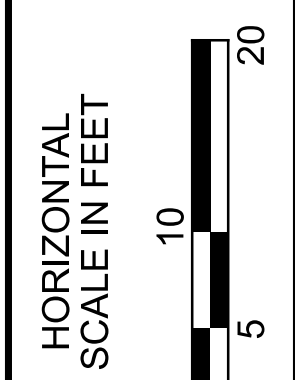


**PAVEMENT JOINT DETAILS
 RAMP 117-7, 117-8, AND 117-9**

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	RDC 08/09/23
PROJECT ID	76779
SHEET	P.1043
TOTAL	P.1587



- NOTES:**
1. FOR PAVEMENT JOINT LEGEND SEE SHEET P.1035.
 2. FOR GRATE ELEVATIONS SEE DRAINAGE PLANS P.1047 TO P.1067.
 3. WHERE PROPOSED CONCRETE ABUTS EXISTING CONCRETE OR COMPOSITE PAVEMENT, PROPOSED JOINTS SHALL MATCH EXISTING JOINT LOCATIONS UNLESS THE SPACING EXCEEDS WHAT IS ALLOWED BY THE STANDARD CONSTRUCTION DRAWINGS.
 4. THE CONTRACTOR RESERVES THE RIGHT TO MODIFY THE JOINT SPACING AND LAYOUT AT NO ADDITIONAL COST TO THE PROJECT.
 5. JOINTS TO BE 2'-0" MIN. (TYP.) PERPENDICULAR TO CURB
- CONCRETE PAVEMENT TO BE CONSTRUCTED USING ALTERNATE PAVING METHODS.

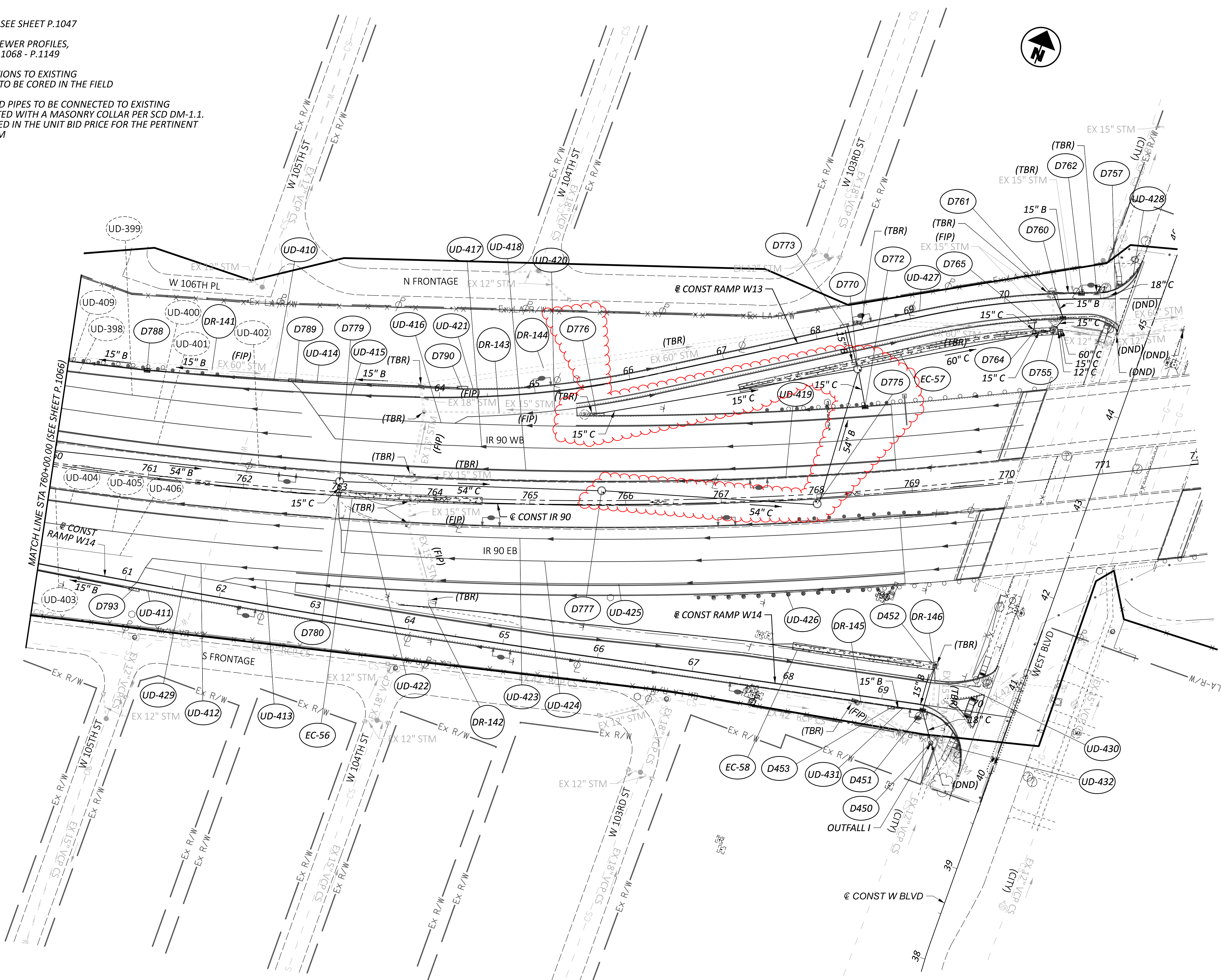
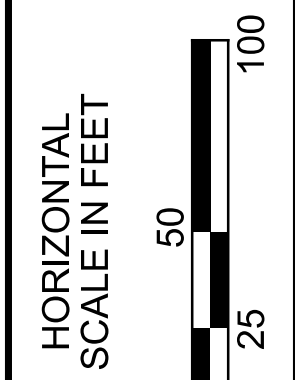


PAVEMENT JOINT DETAILS
 RAMP W13 AND W14

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	RDC 08/09/23
PROJECT ID	76779
SHEET	P.1044
TOTAL	P.1587

NOTES:

1. FOR LEGEND, SEE SHEET P.1047
2. FOR STORM SEWER PROFILES, SEE SHEETS P.1068 - P.1149
3. ALL CONNECTIONS TO EXISTING STRUCTURES TO BE CORED IN THE FIELD
4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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DRAINAGE PLAN SHEET - IR 90
 STA 760+00.00 TO STA 772+00.00

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1067 P.1587

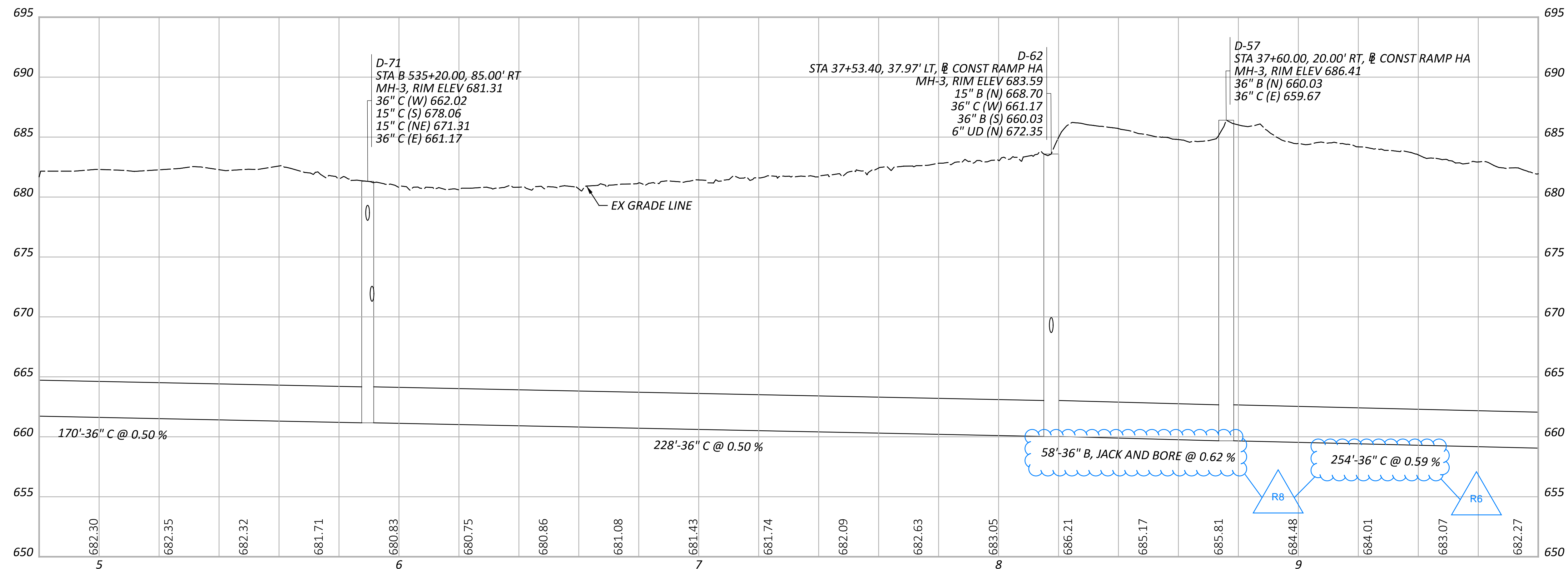
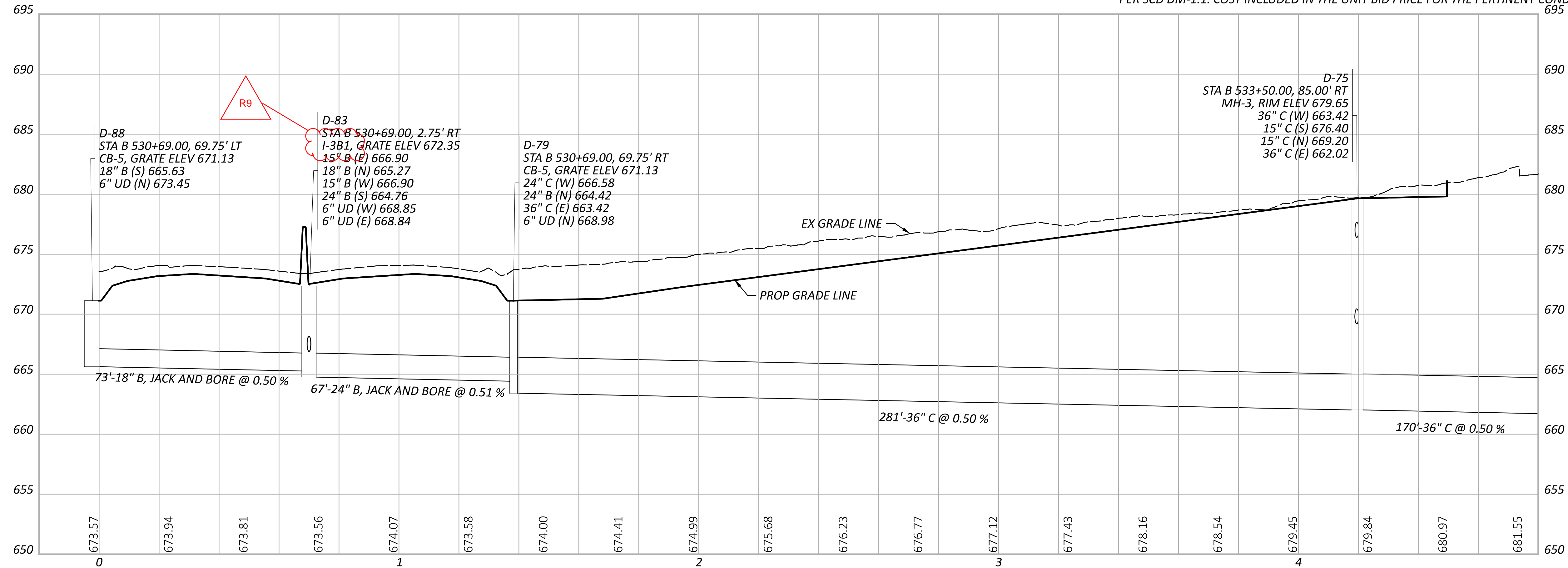
NOTES:

1. ALL STATIONING TAKEN FROM ζ CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
OUTFALL B

DESIGN AGENCY

STRUCTUREPOINT
INC.

DESIGNER

AJO

REVIEWER

KEM 08/09/23

PROJECT ID

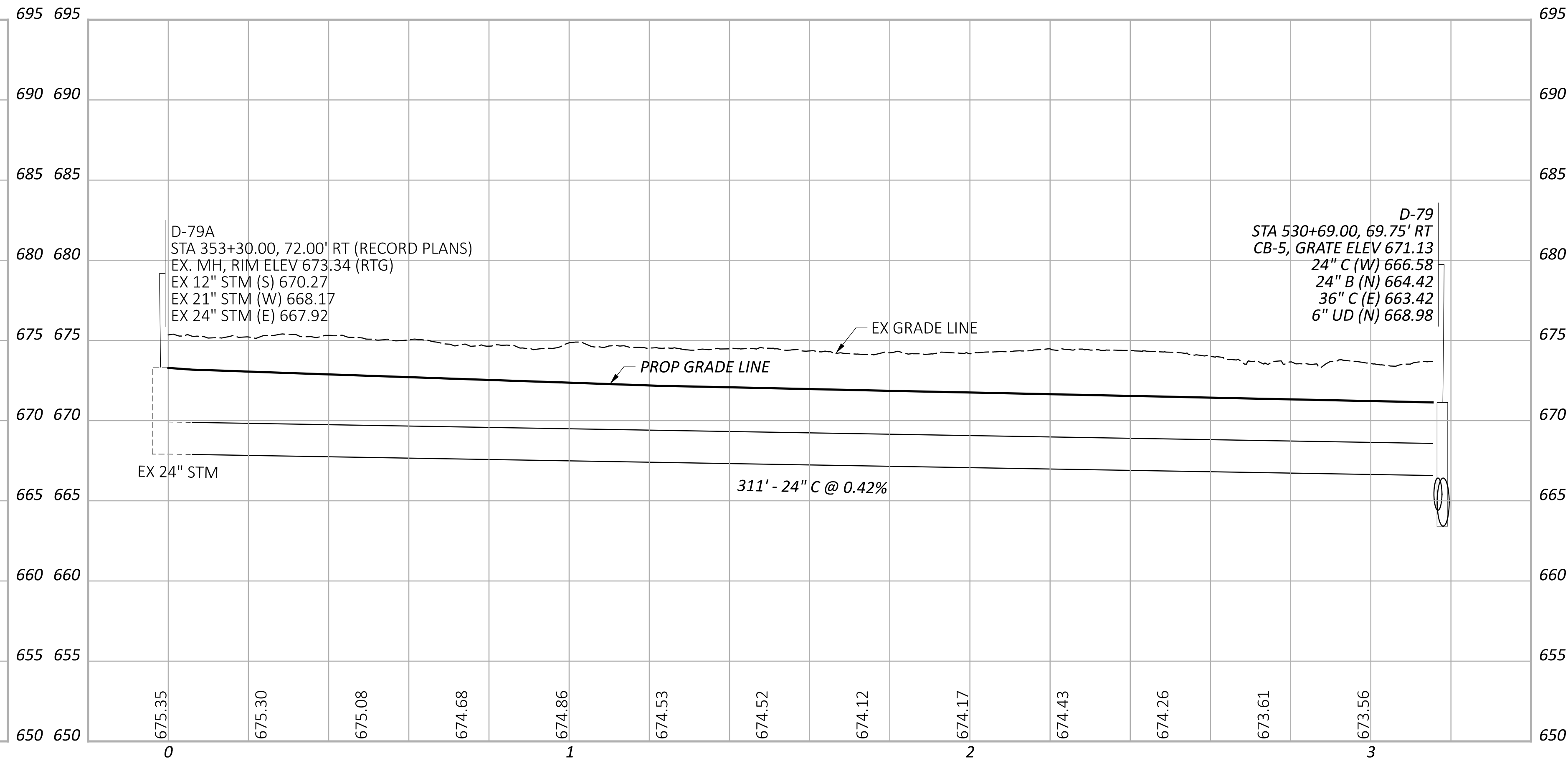
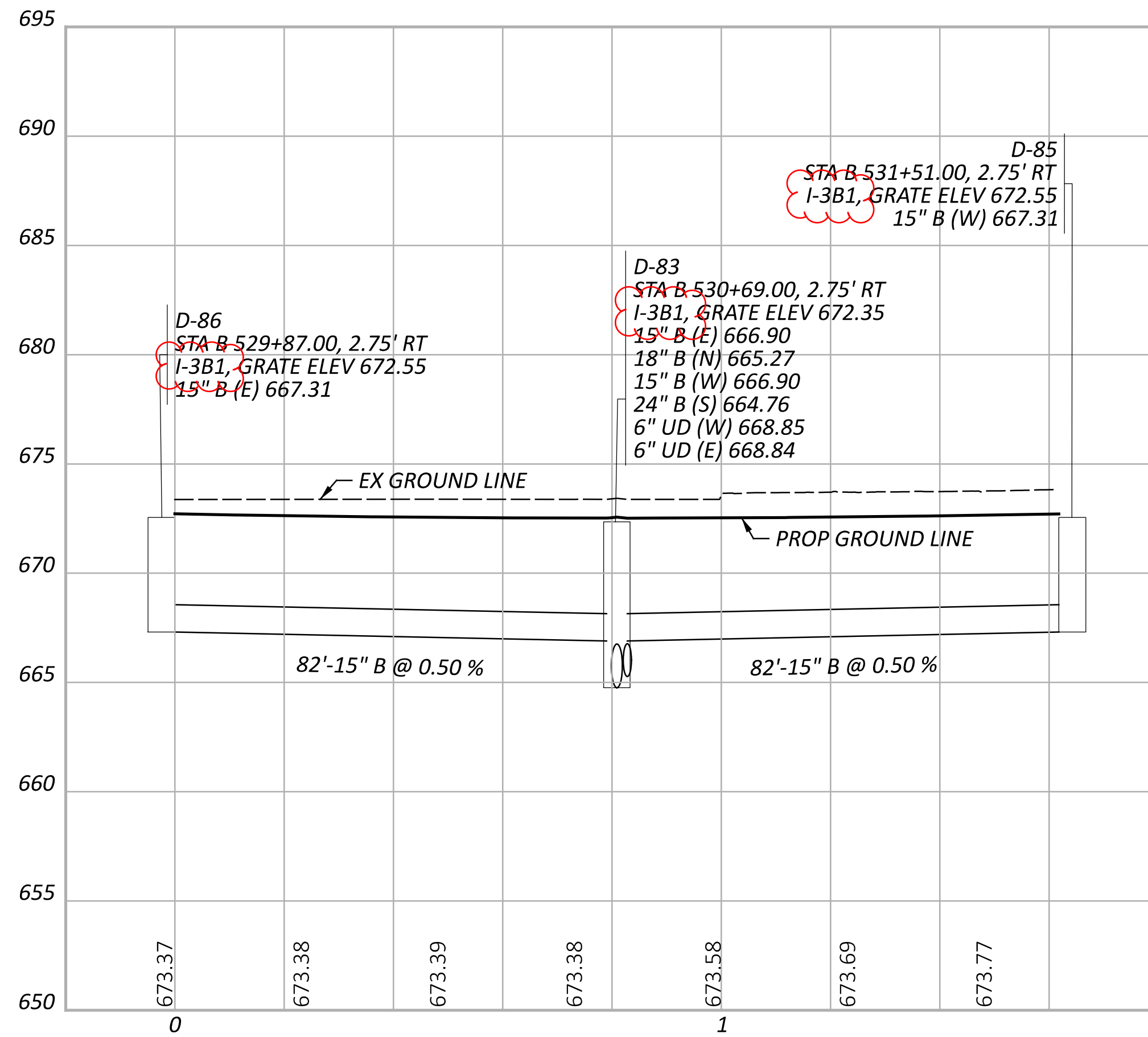
76779

SHEET TOTAL

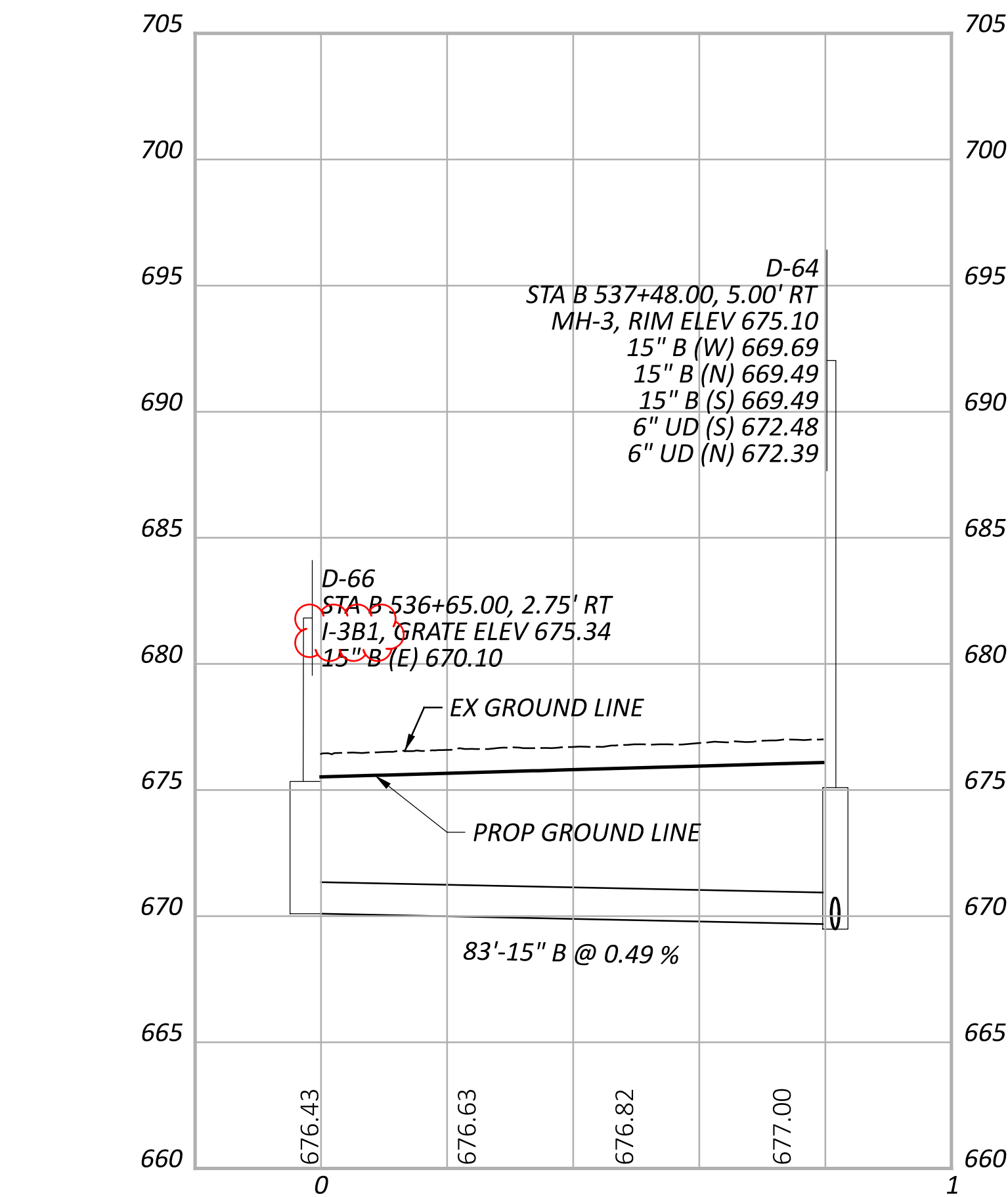
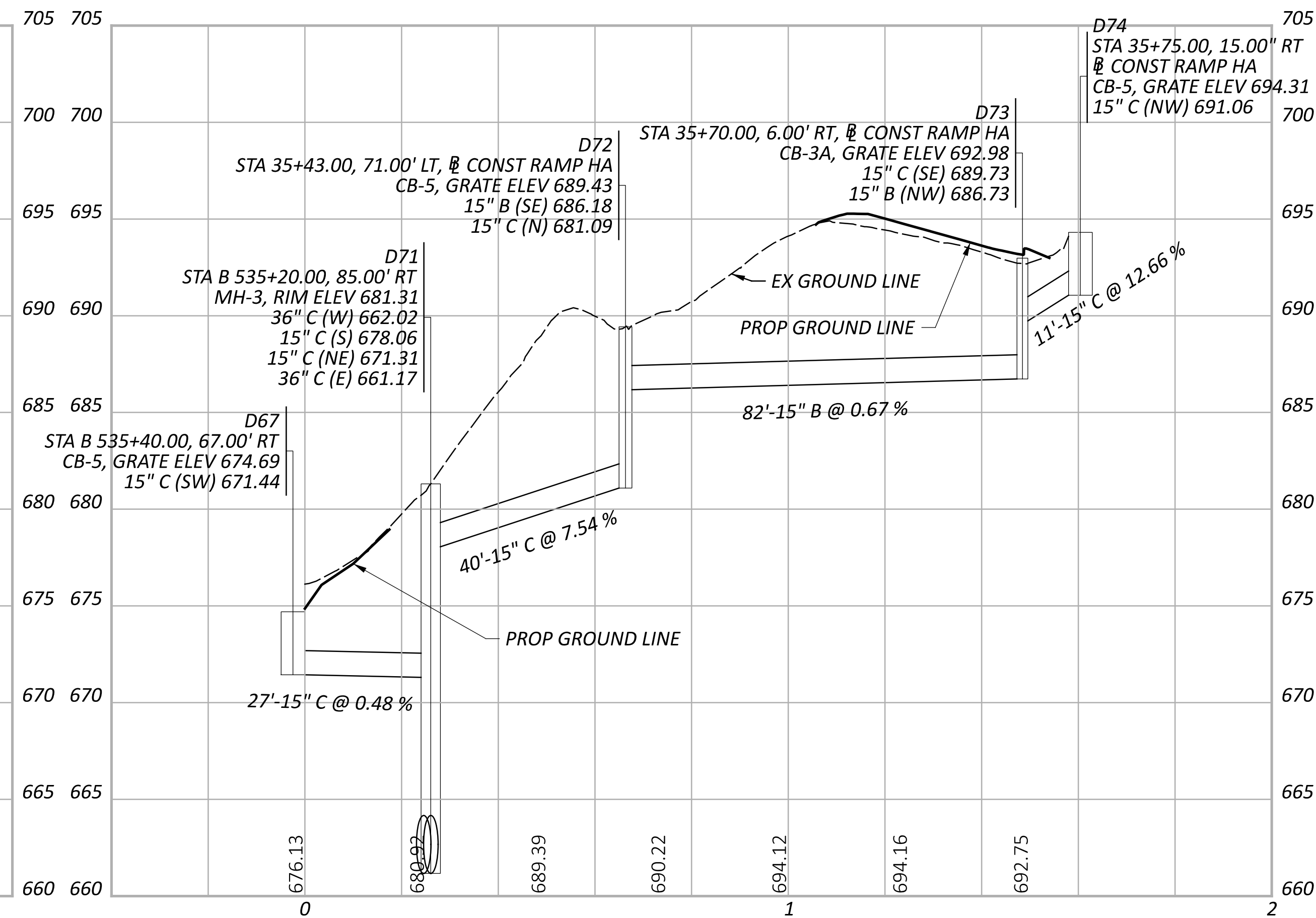
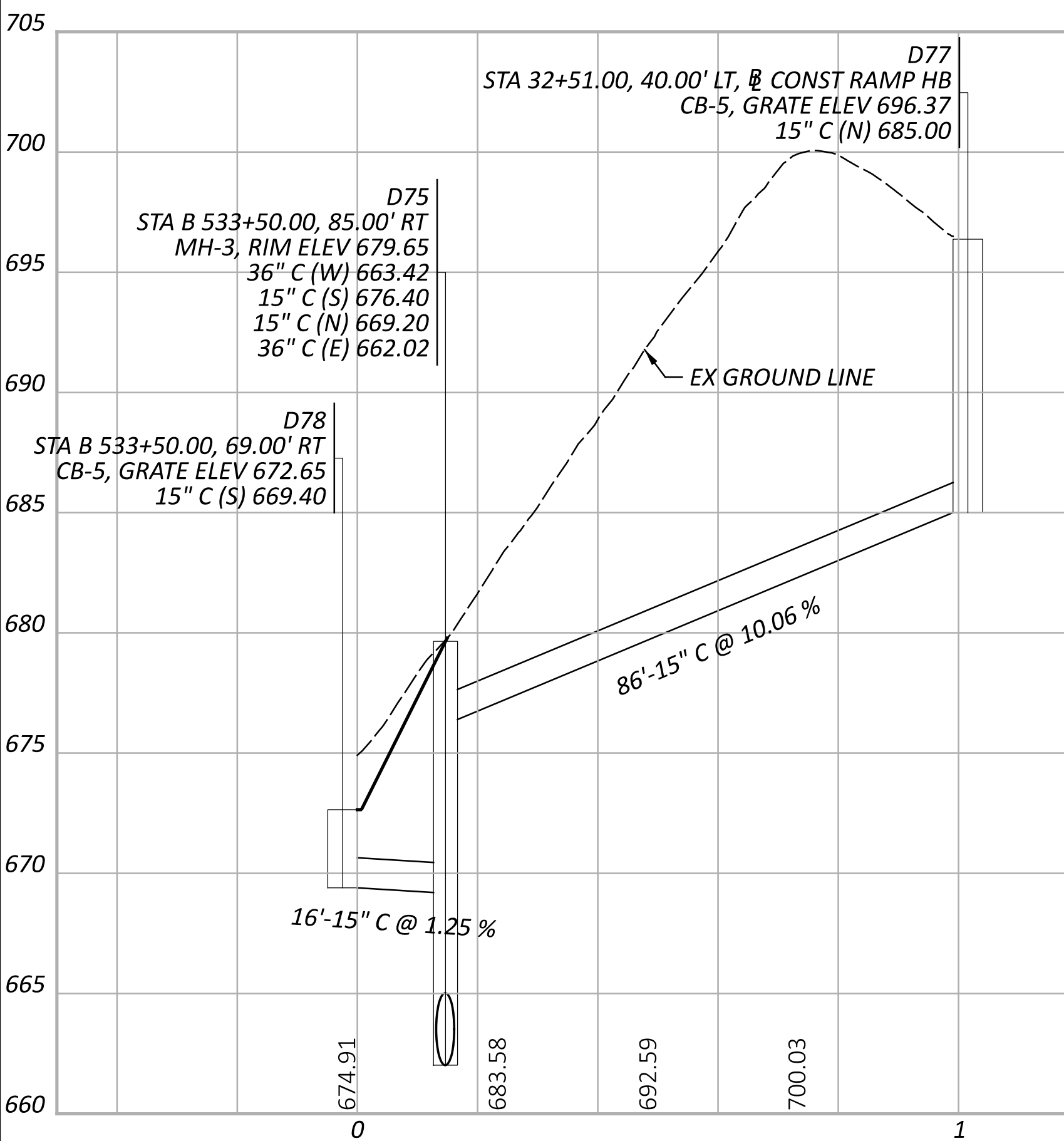
P.1070 P.1587

NOTES:

1. ALL STATIONING TAKEN FROM ξ CONST IR 90 UNLESS OTHERWISE NOTED
2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067
3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD
4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



STORM SEWER PROFILES
OUTFALL B



CUY-90-6.69

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DESIGN AGENCY	
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1075 P.1587

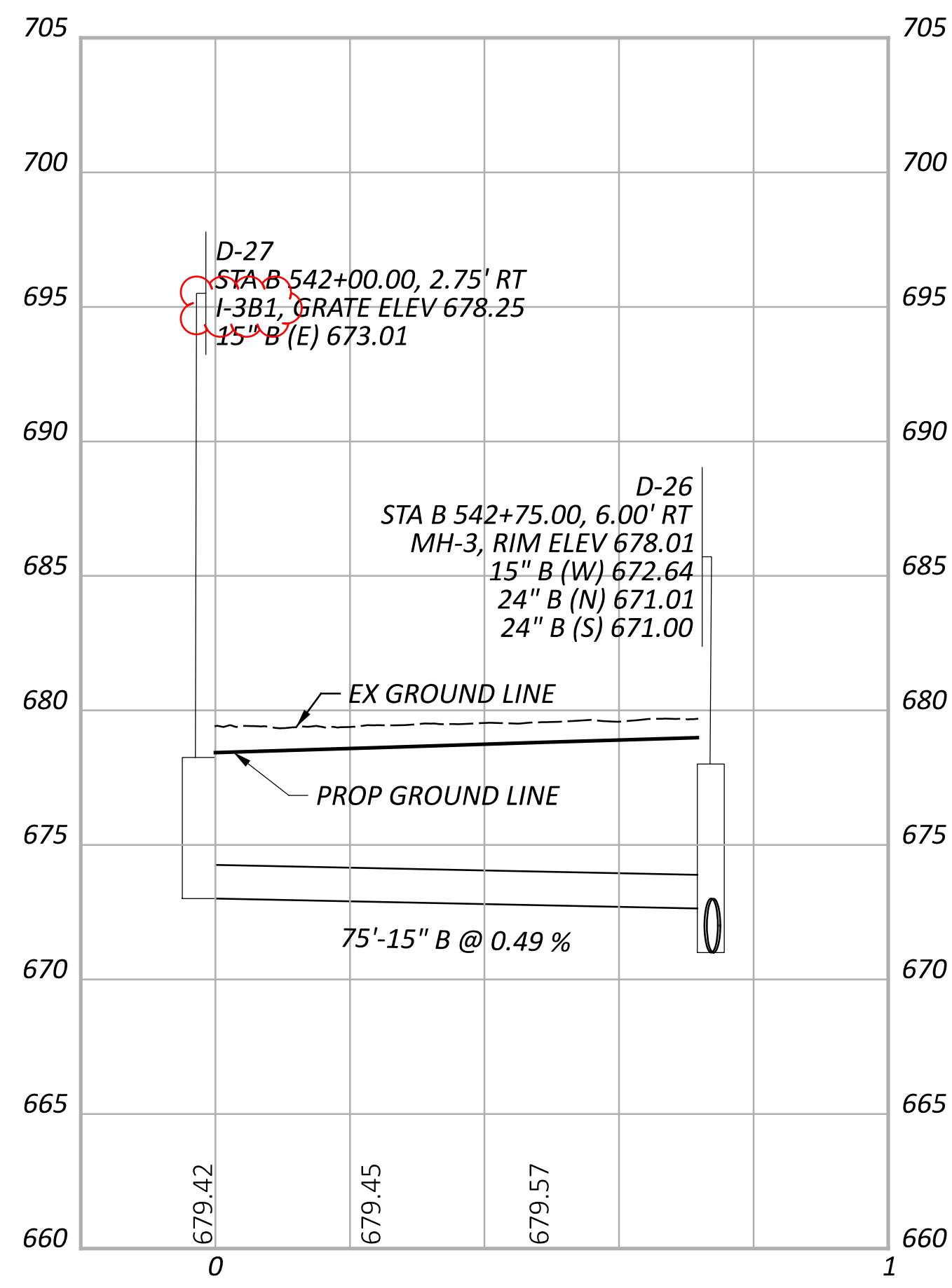
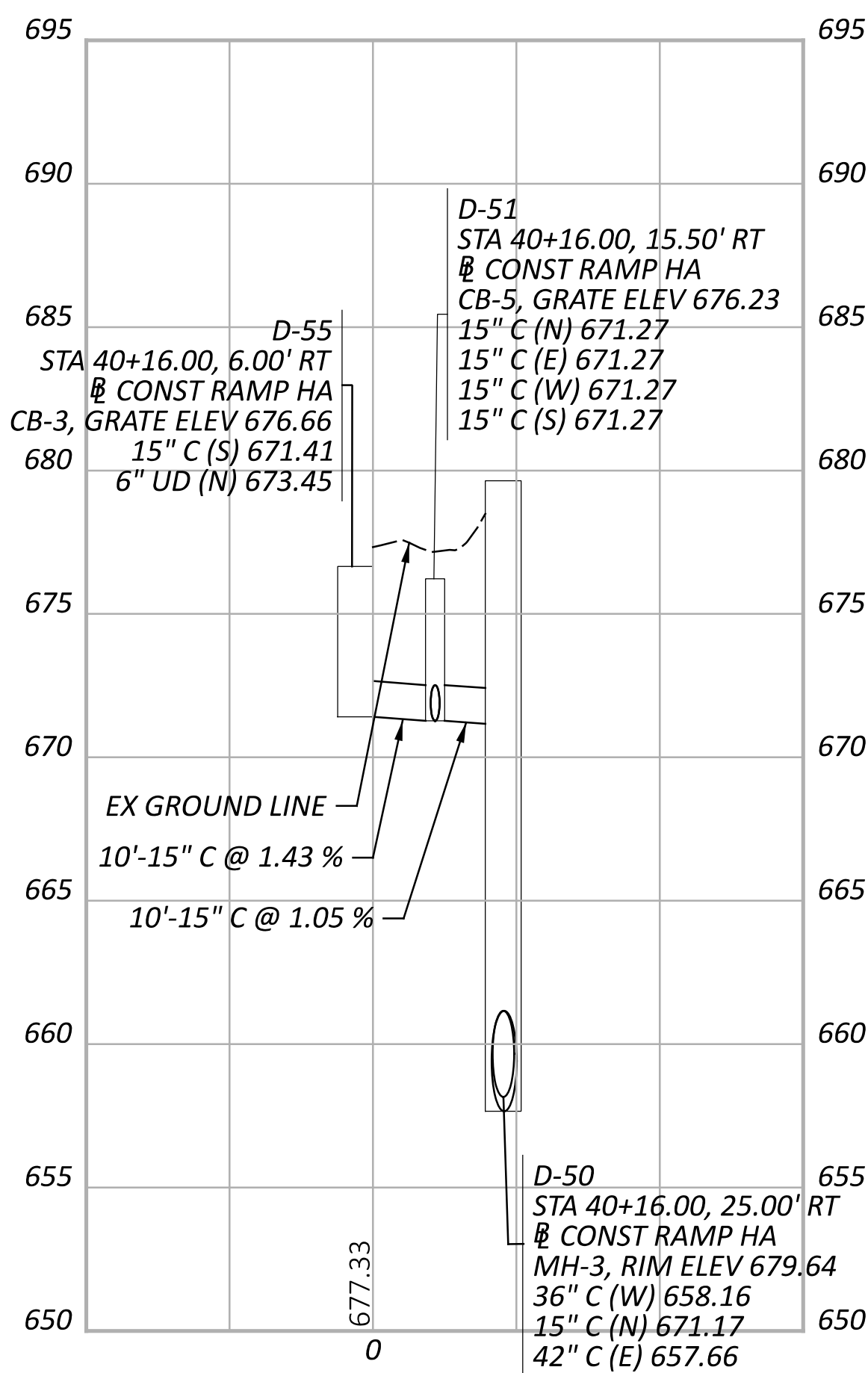
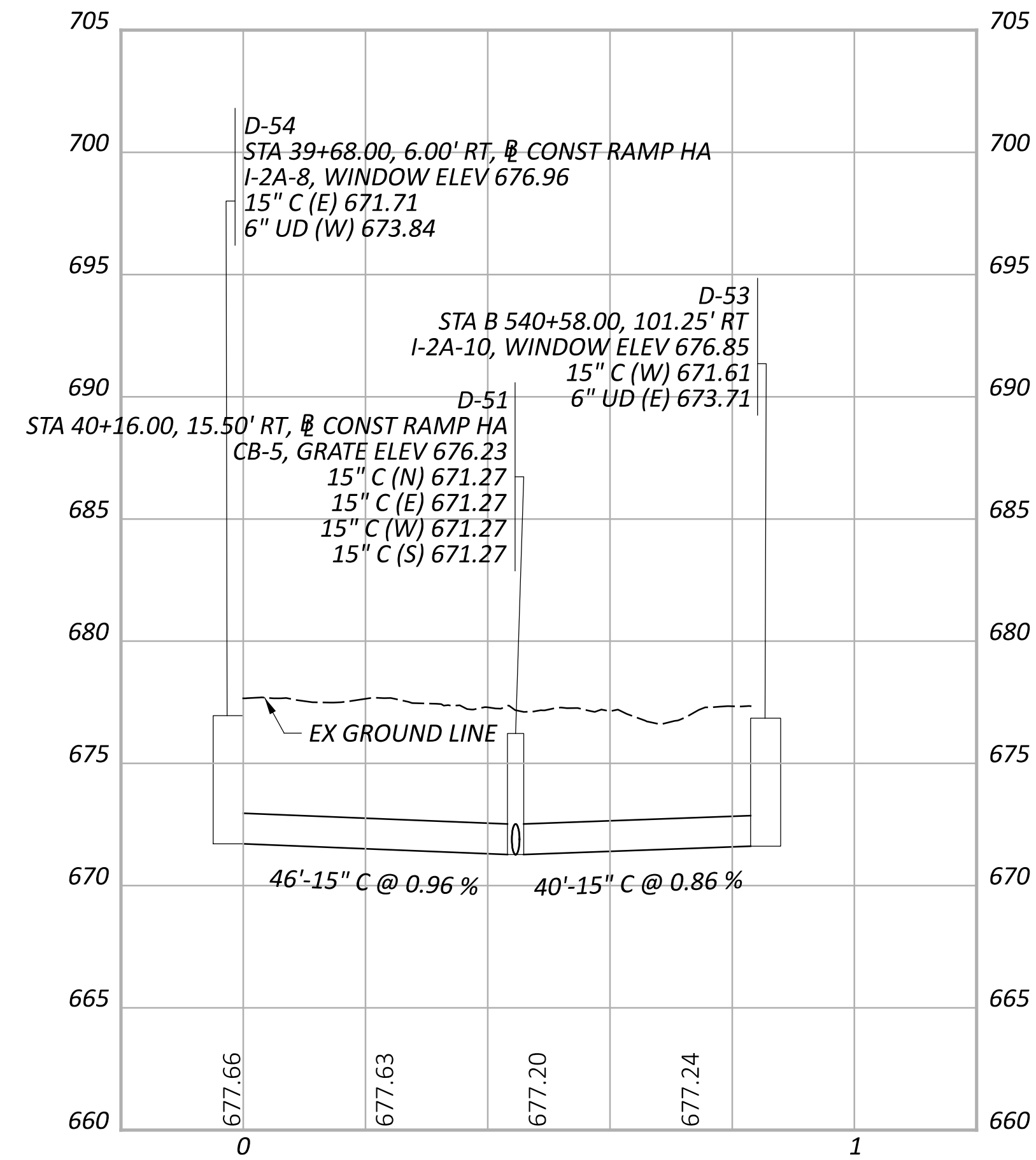
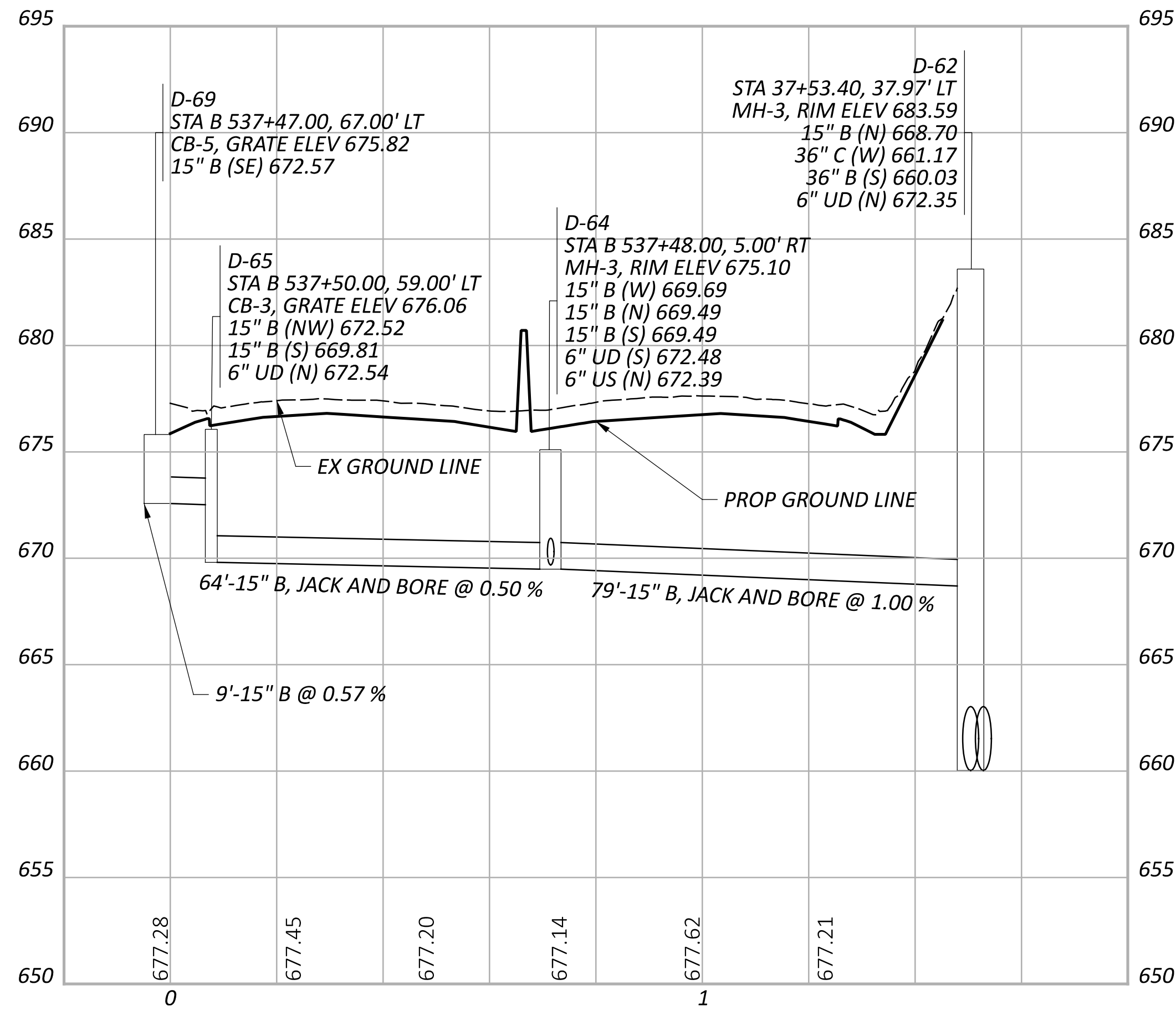
NOTES:

1. ALL STATIONING TAKEN FROM ξ CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



STORM SEWER PROFILES
OUTFALL B

CUY-90-6.69

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DESIGN AGENCY	
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1076 P.1587

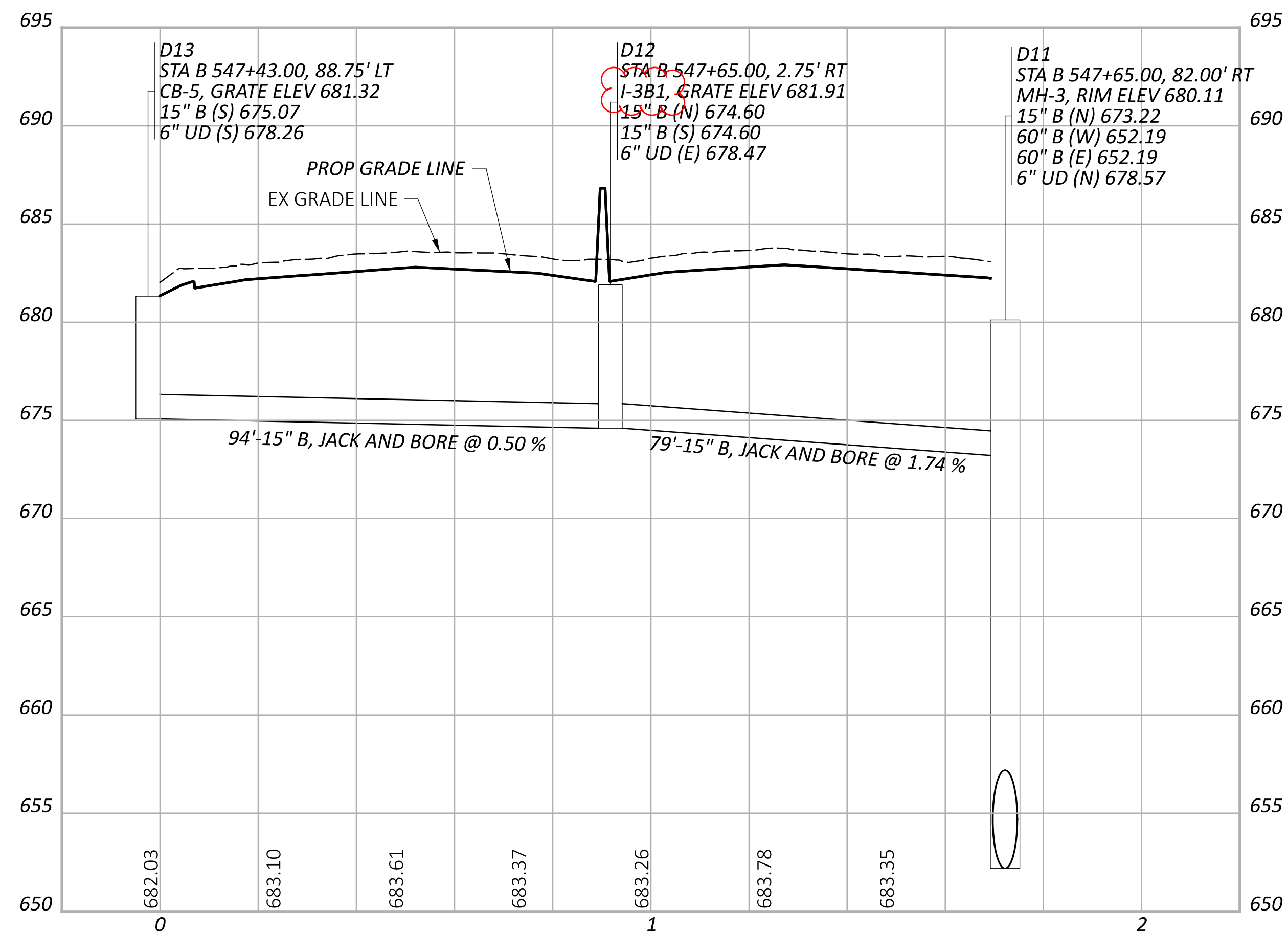
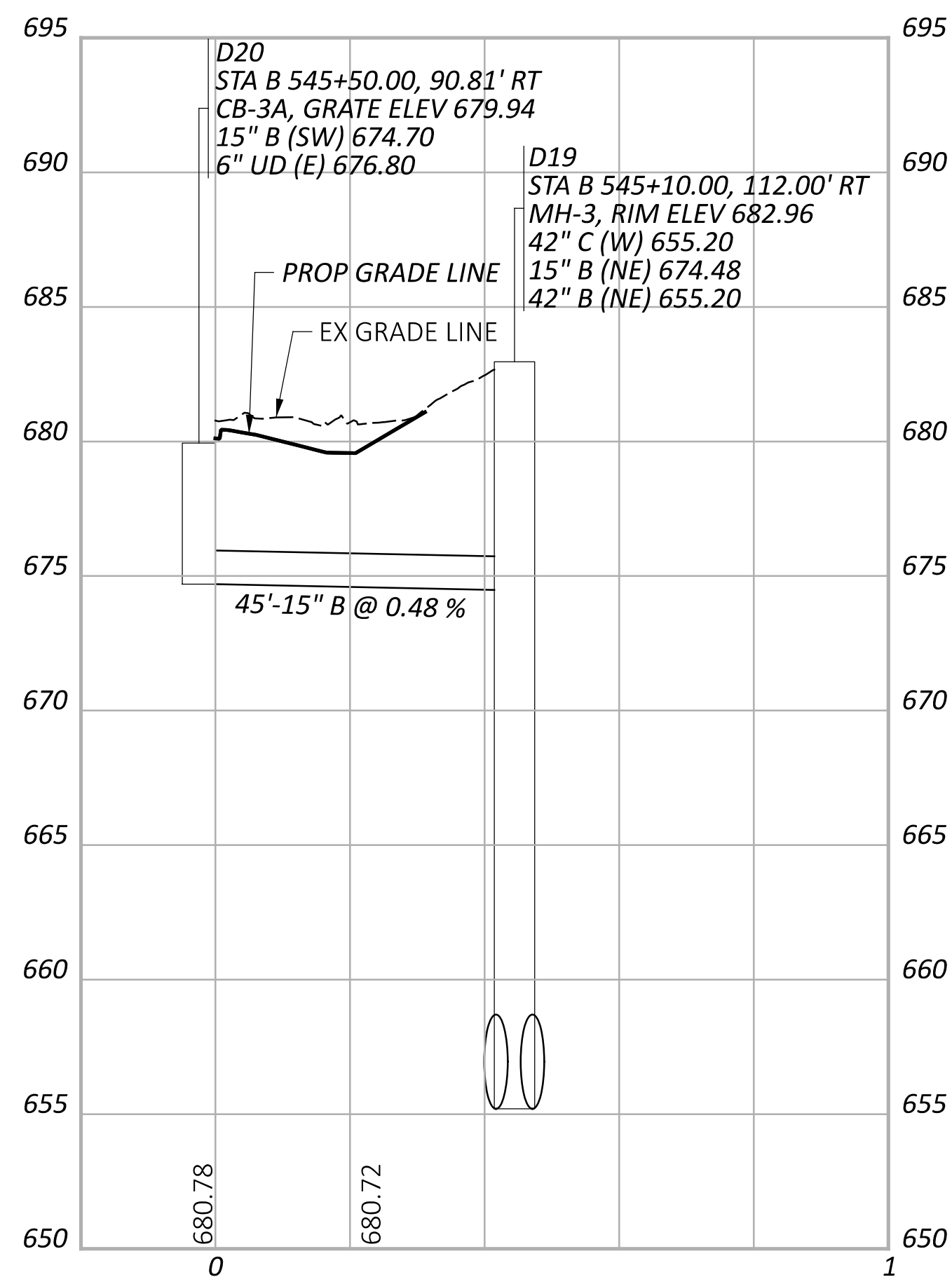
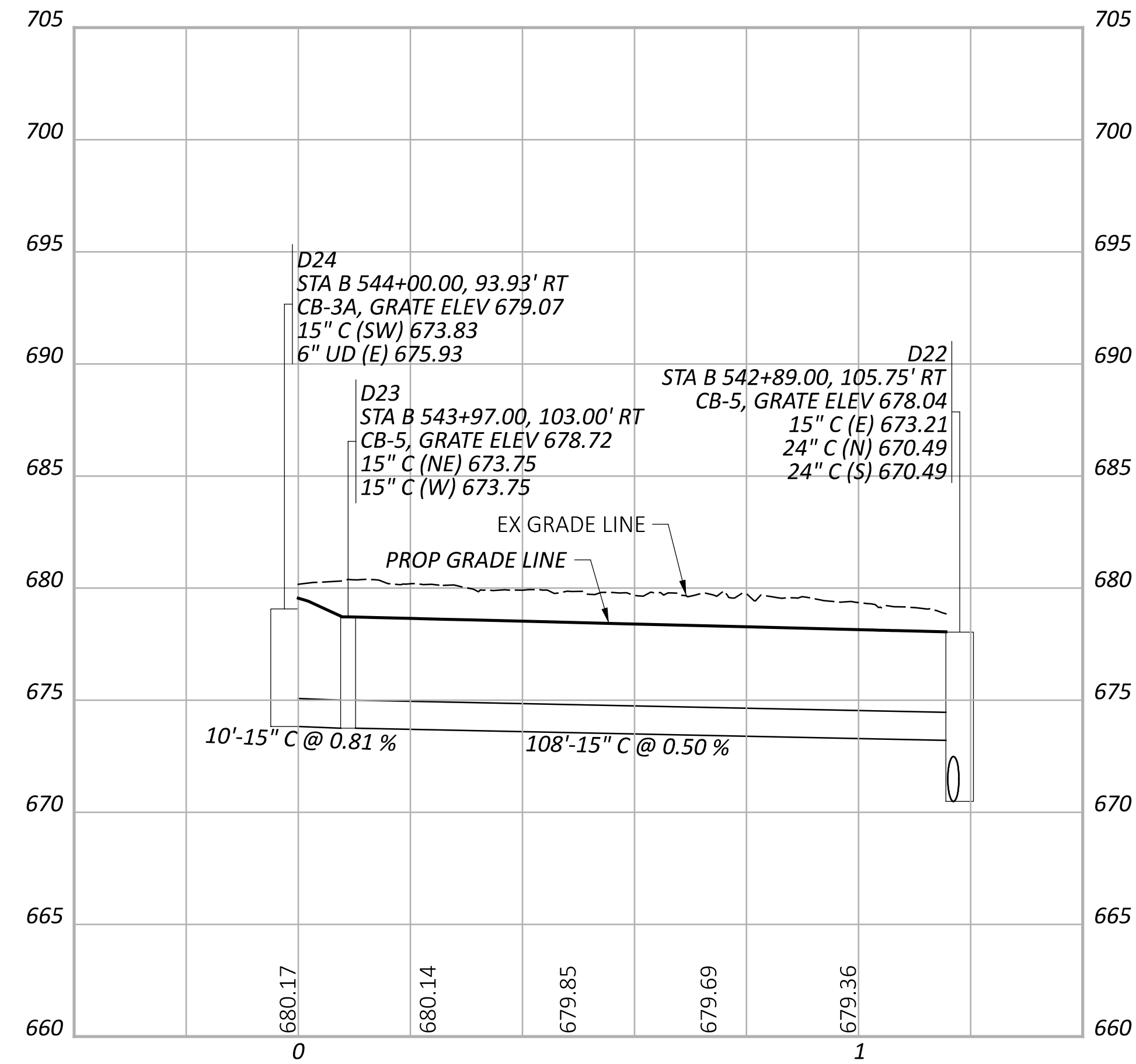
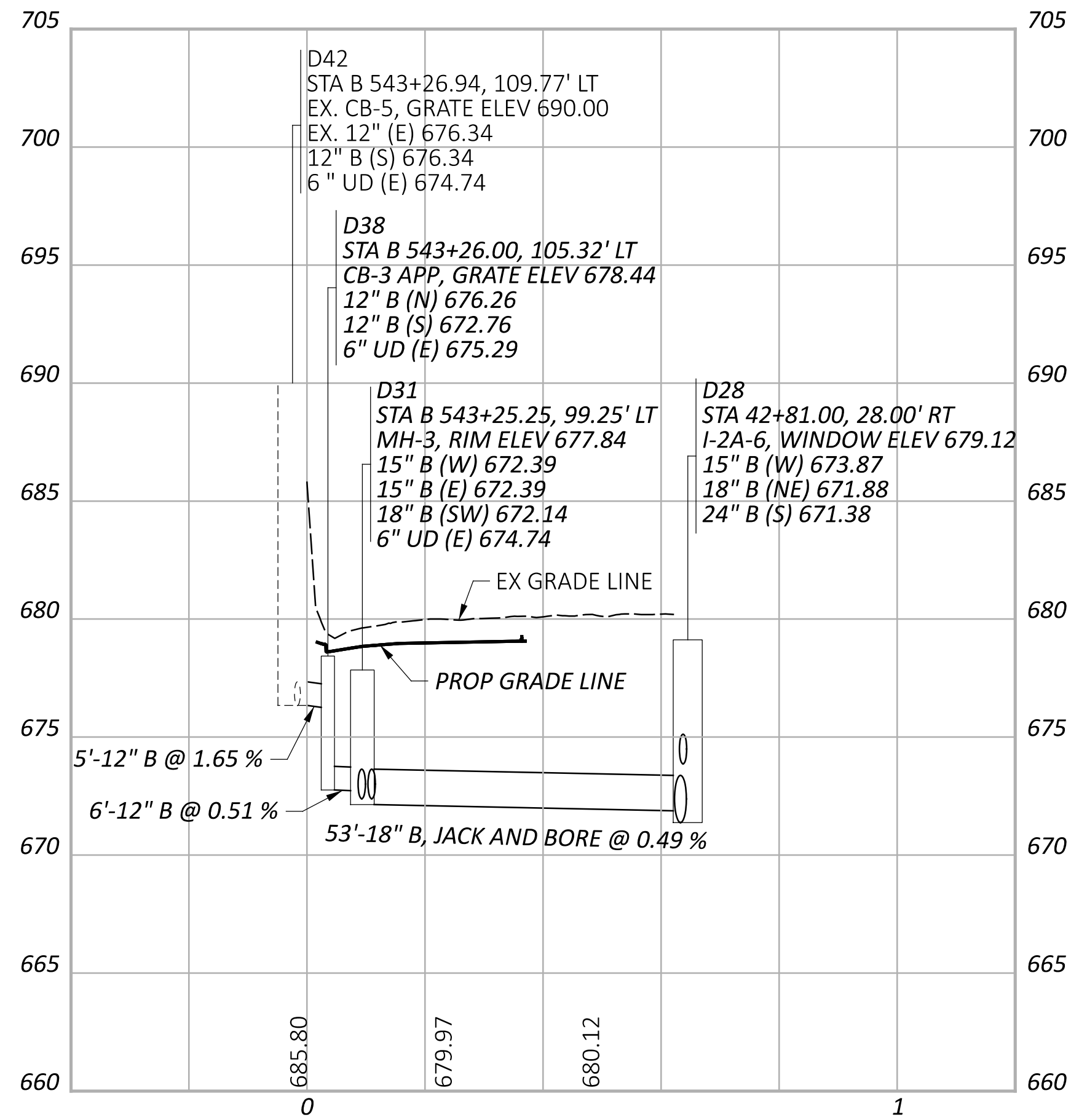
NOTES:

1. ALL STATIONING TAKEN FROM C CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
OUTFALL B

DESIGN AGENCY

DESIGNER
AJO

REVIEWER
KEM 08/09/23

PROJECT ID
76779

SHEET TOTAL
P.1078 | P.1587

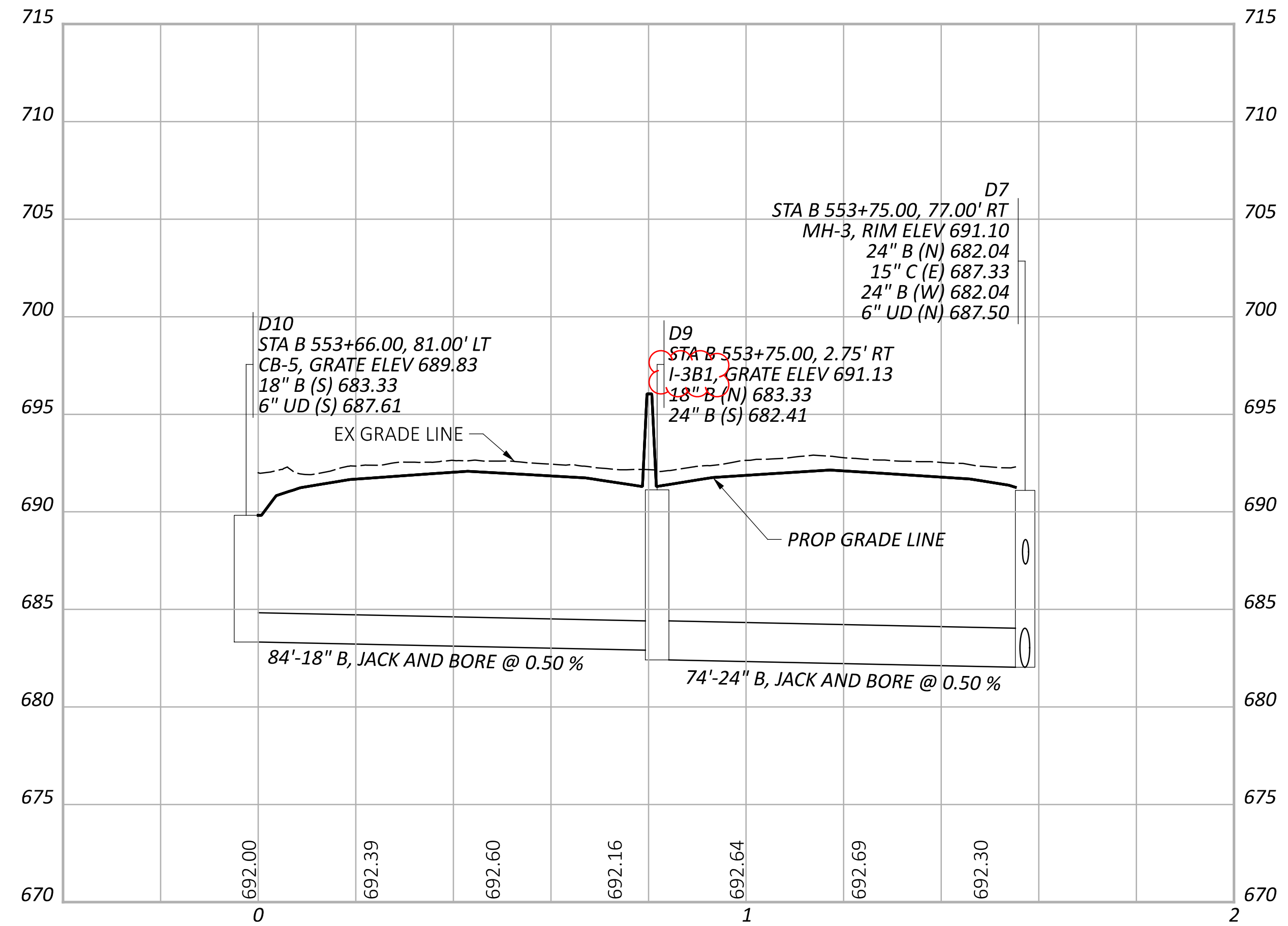
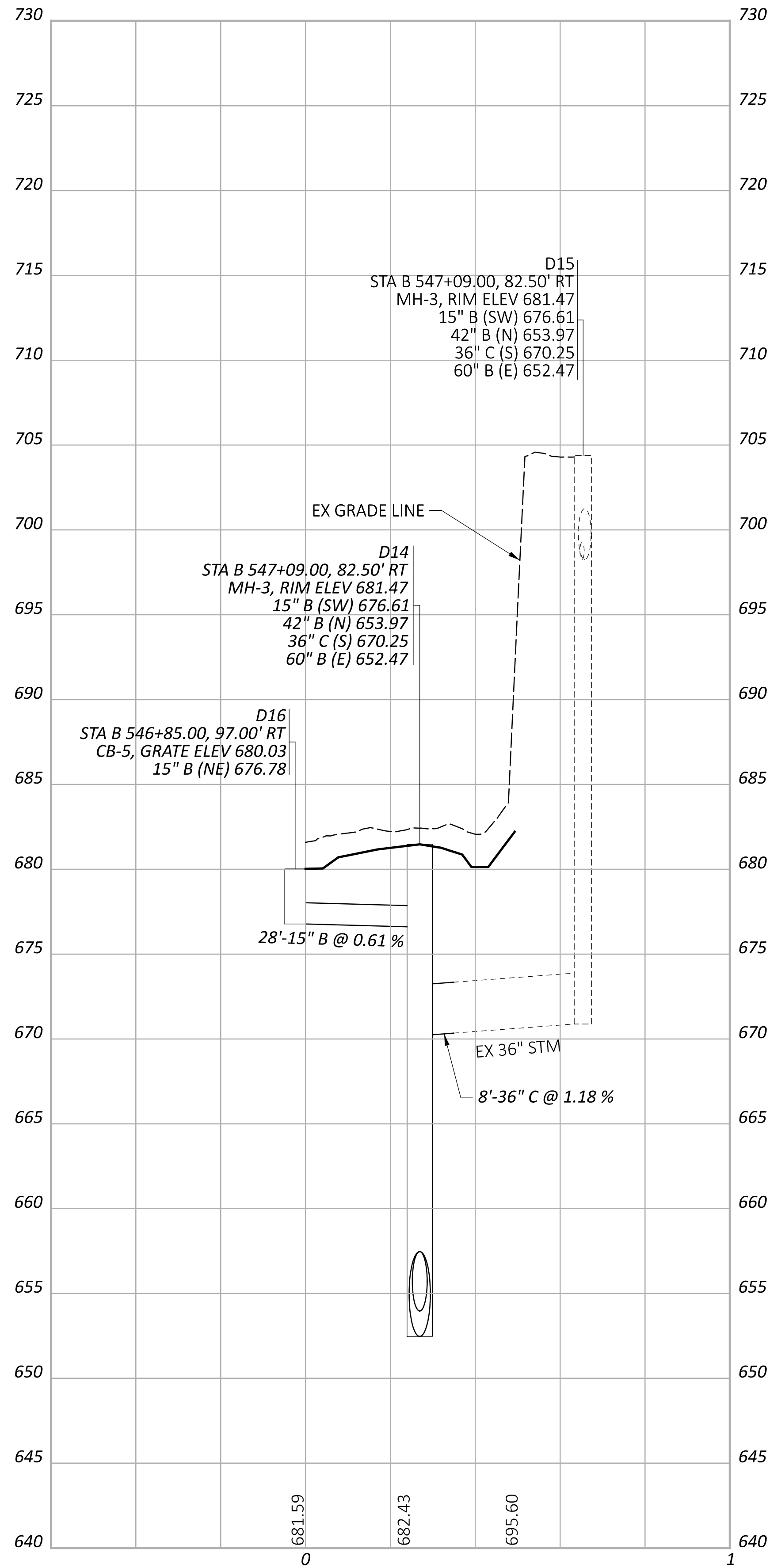
NOTES:

1. ALL STATIONING TAKEN FROM Ç CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
 OUTFALL B

DESIGN AGENCY

DESIGNER
 AJO

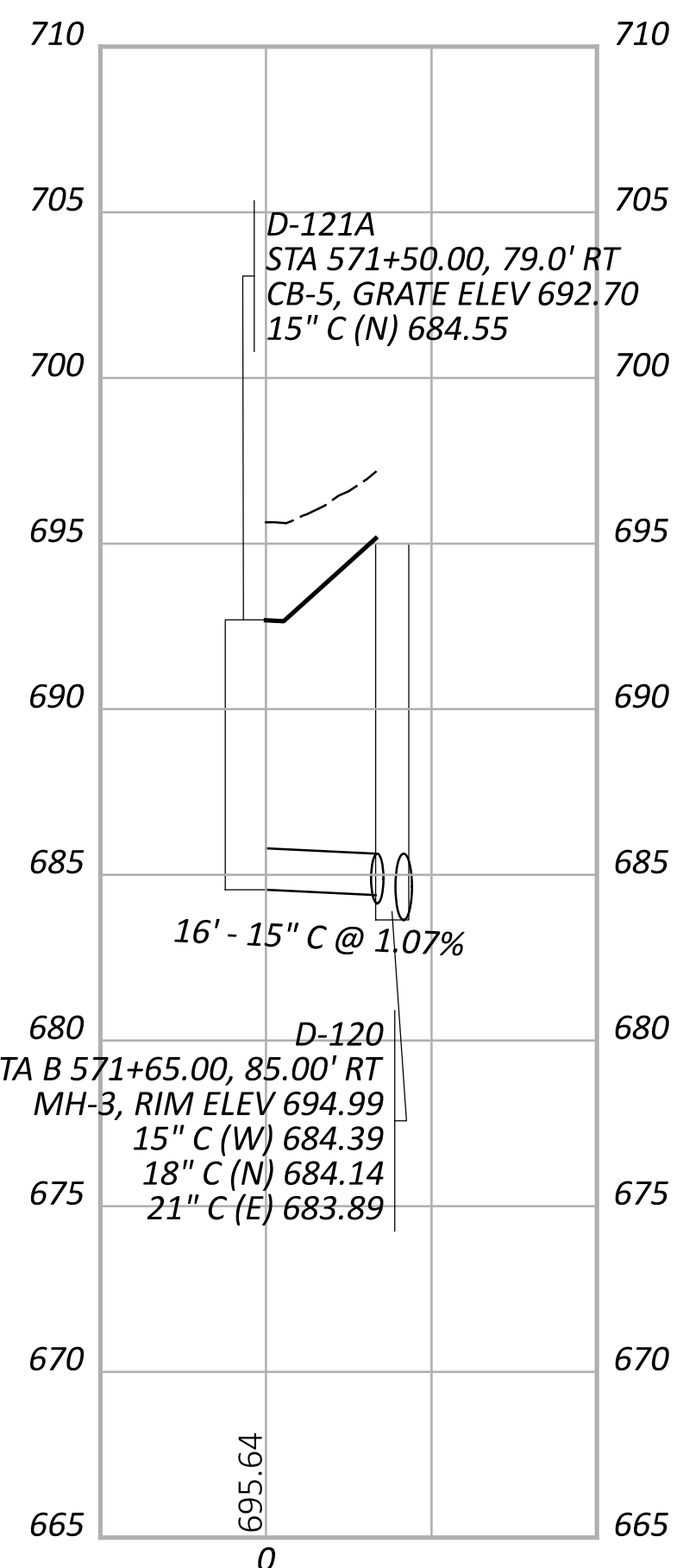
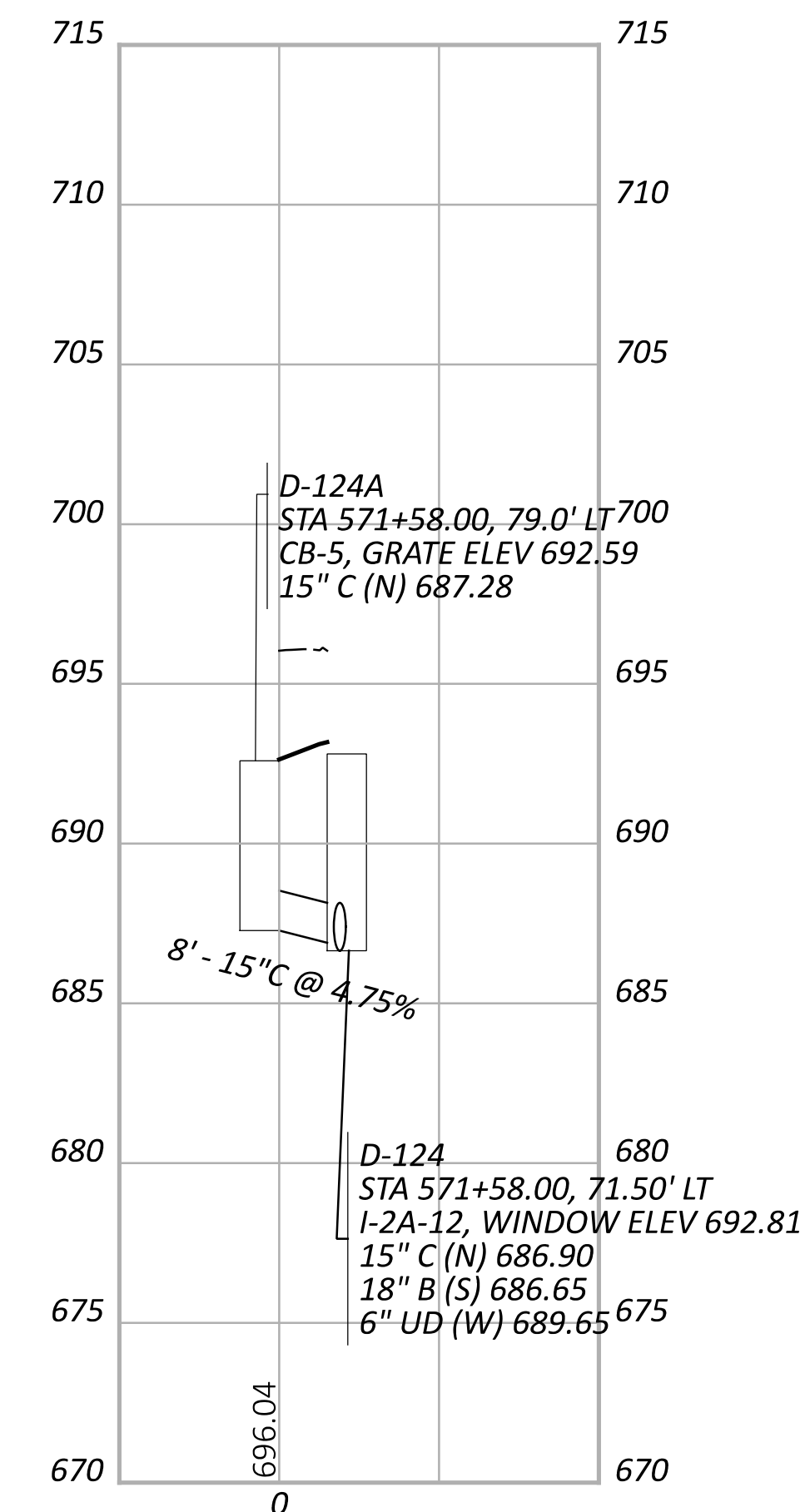
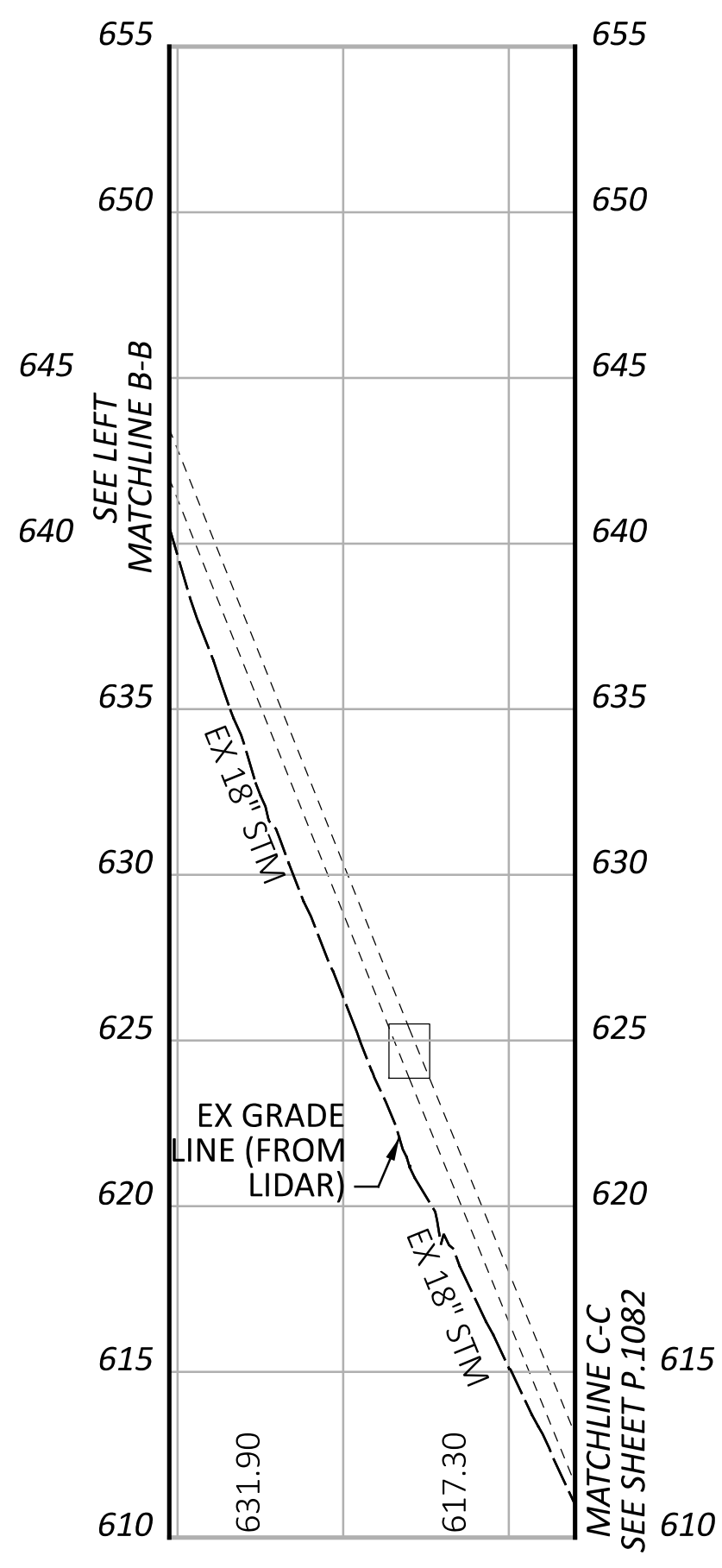
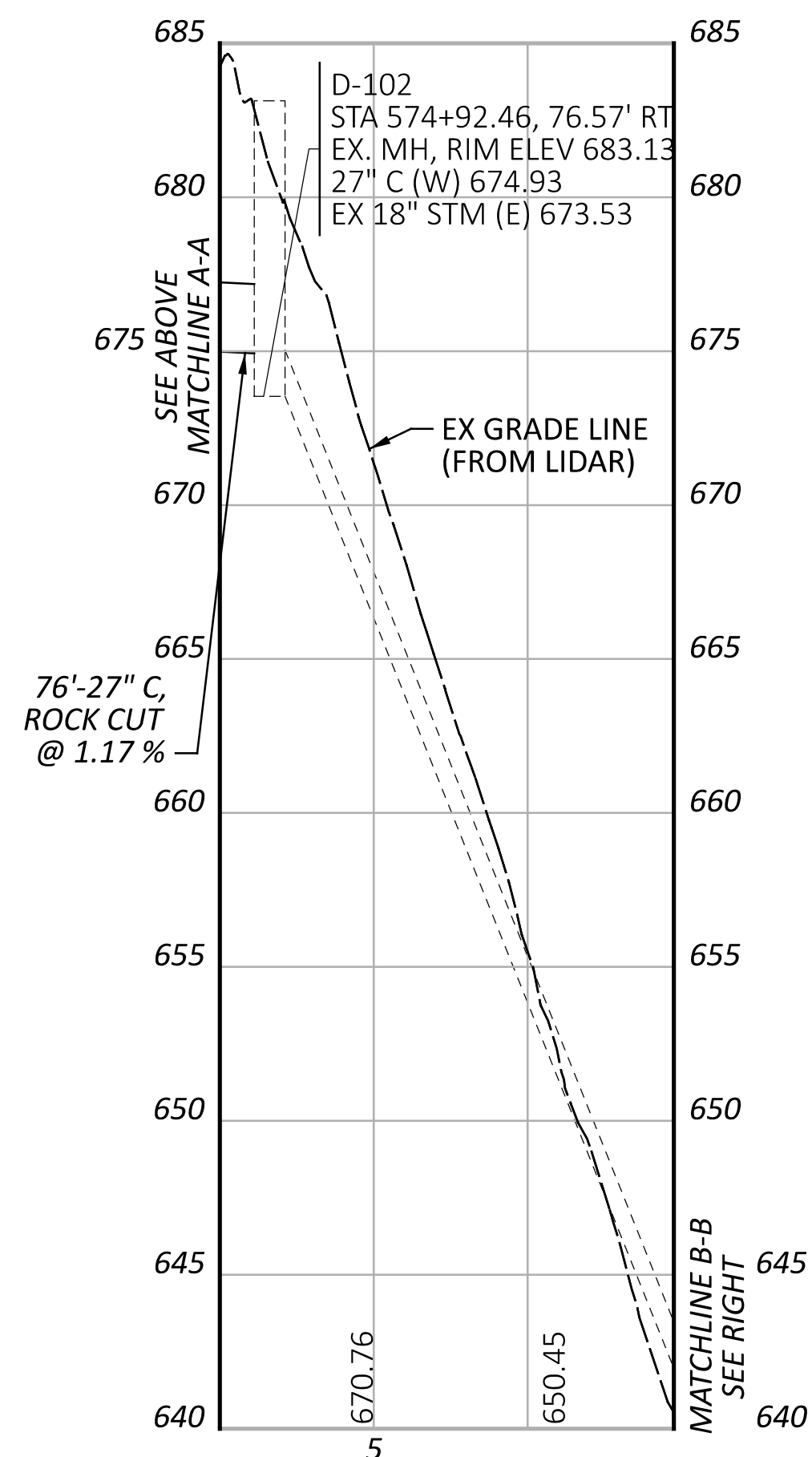
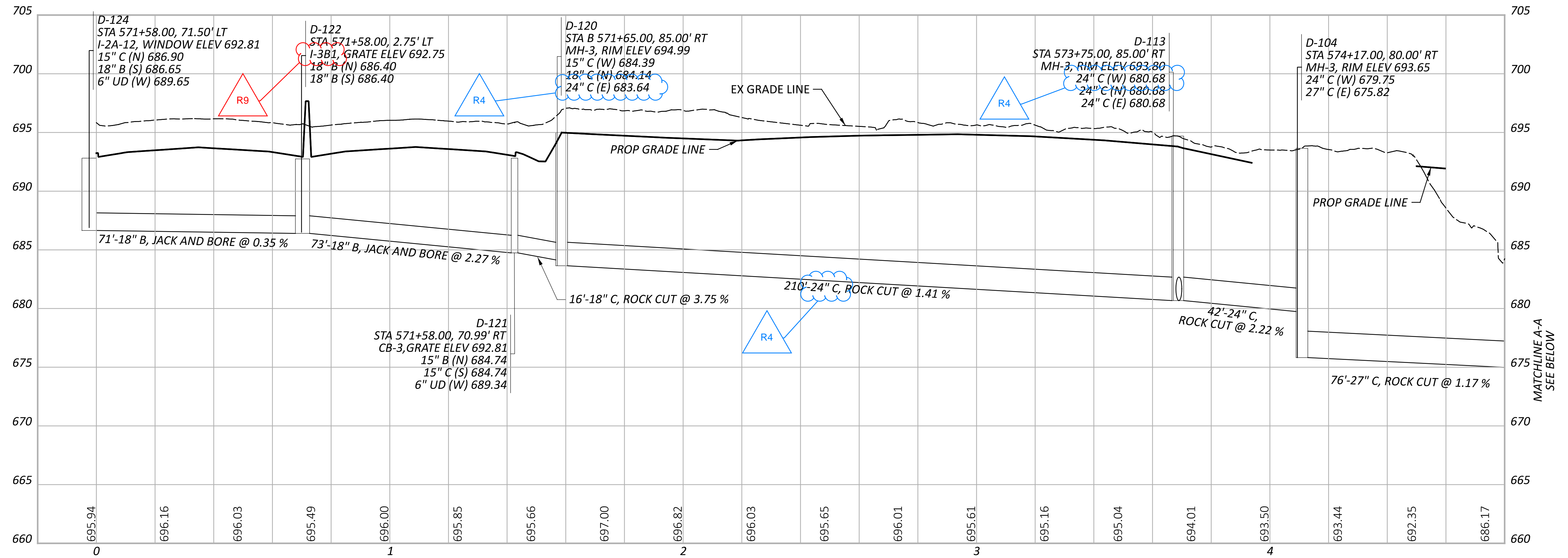
REVIEWER
 KEM 08/09/23

PROJECT ID
 76779

SHEET TOTAL
 P.1079 | P.1587

NOTES:

1. ALL STATIONING TAKEN FROM ξ CONST IR 90 UNLESS OTHERWISE NOTED
2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067
3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD
4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
OUTFALL C

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET	TOTAL
P.1081	P.1587

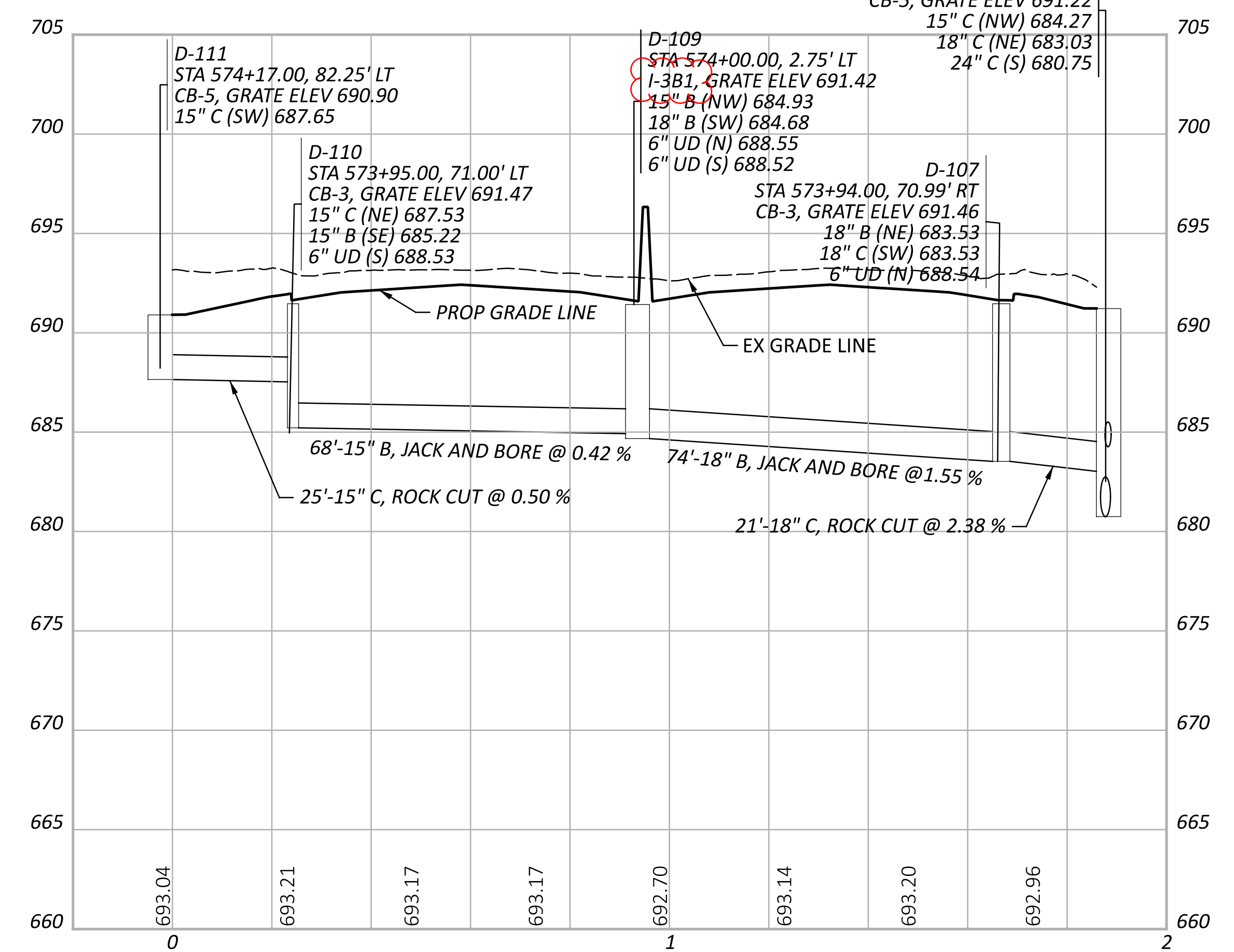
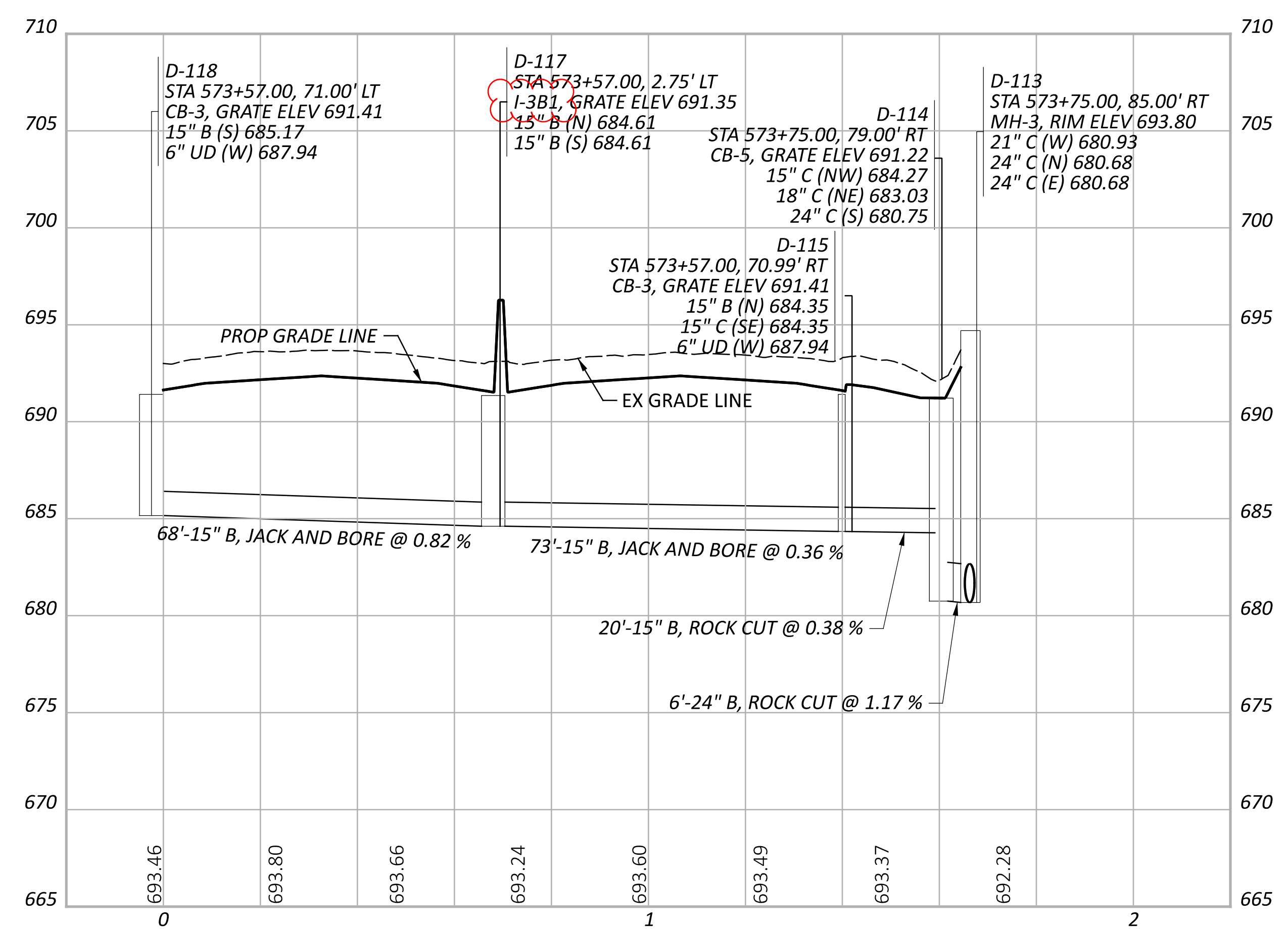
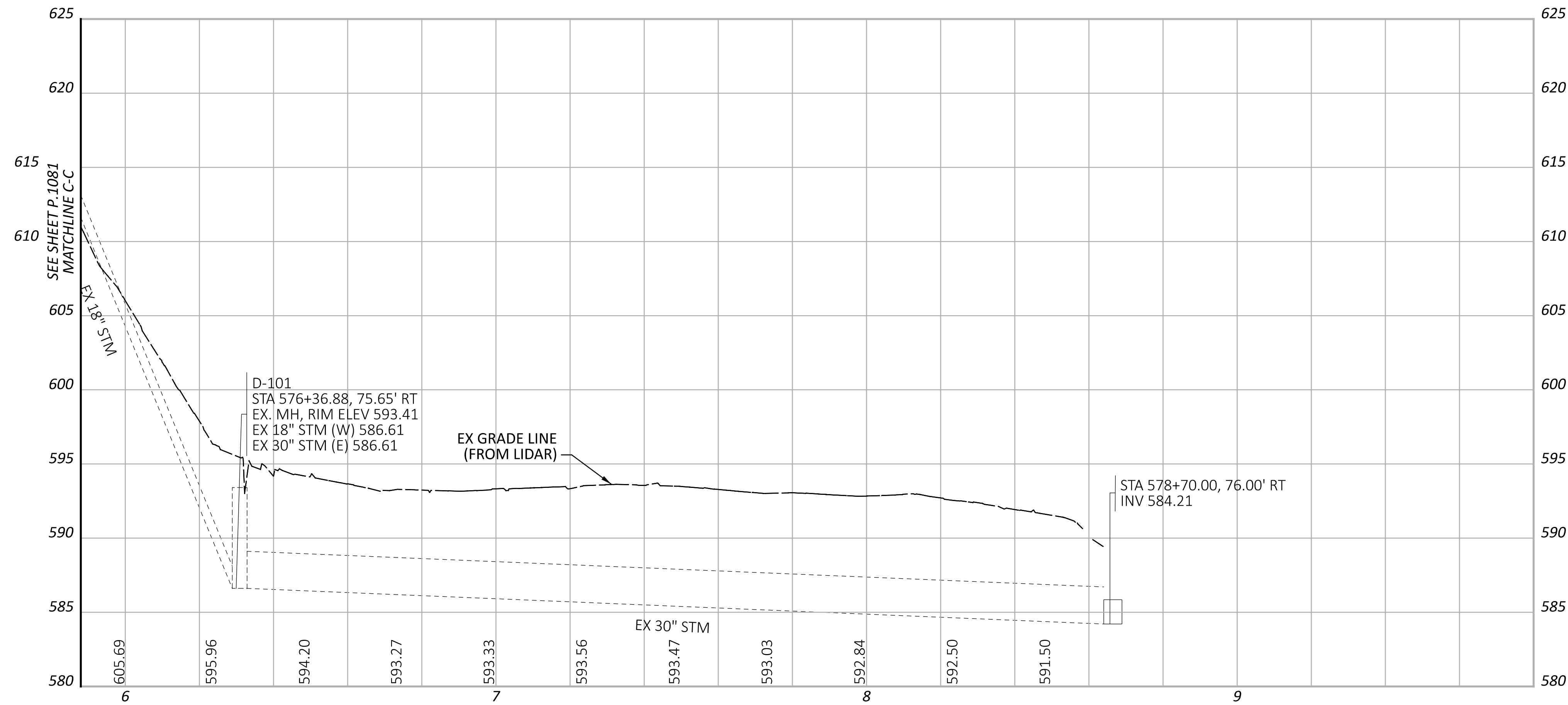
NOTES:

1. ALL STATIONING TAKEN FROM C CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



STORM SEWER PROFILES
OUTFALL C

CUY-90-6.69

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DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1082 P.1587

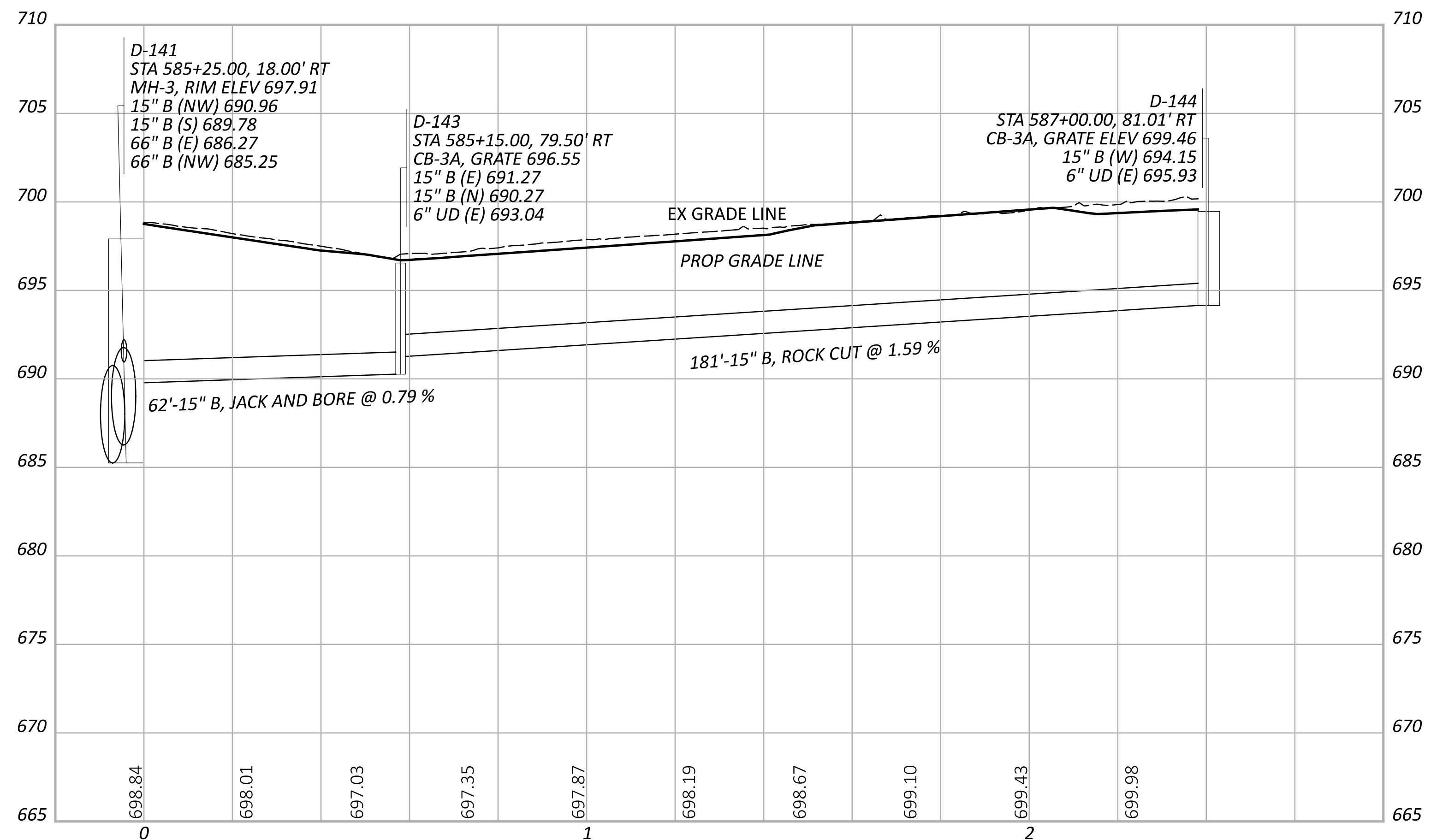
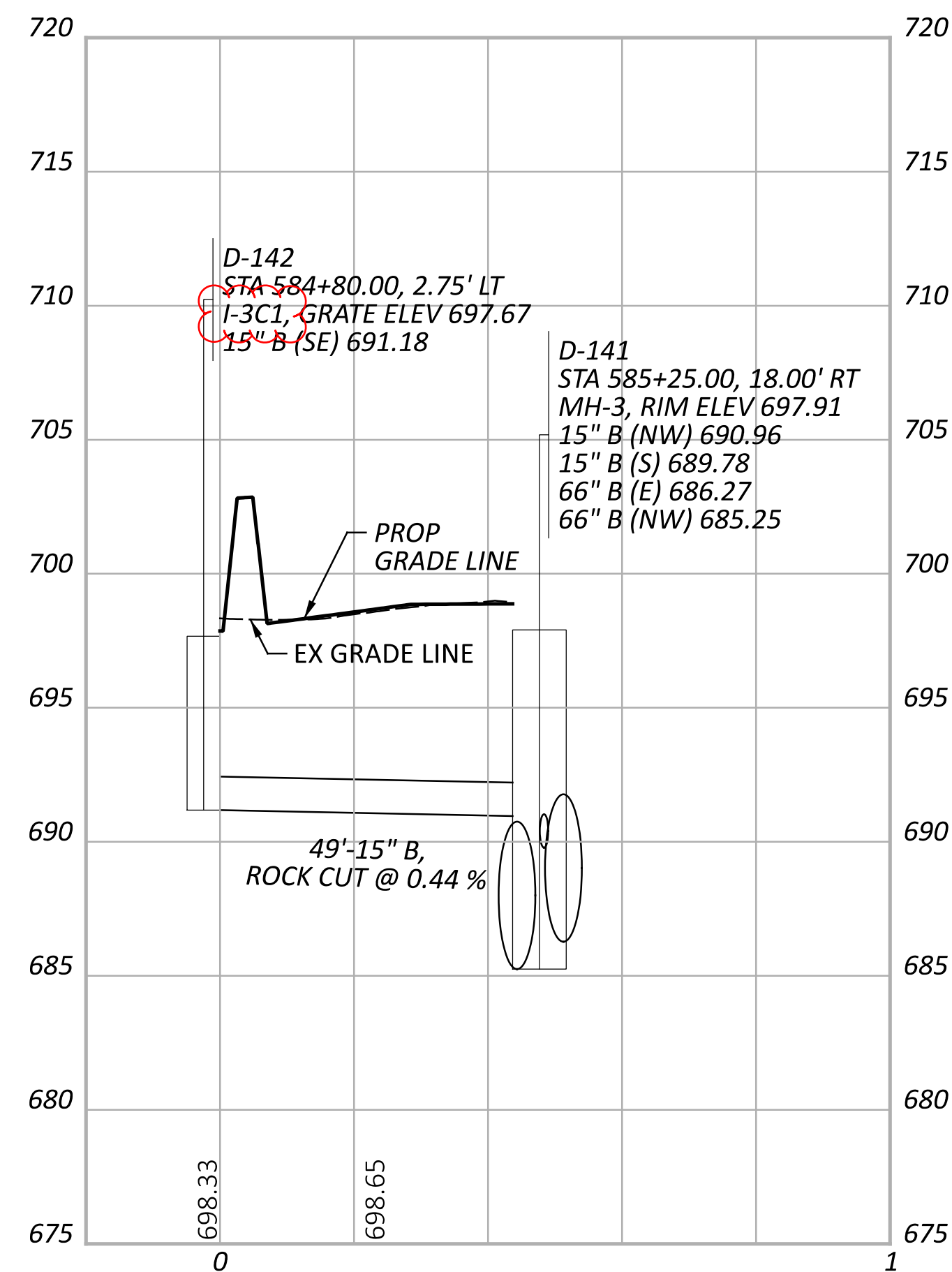
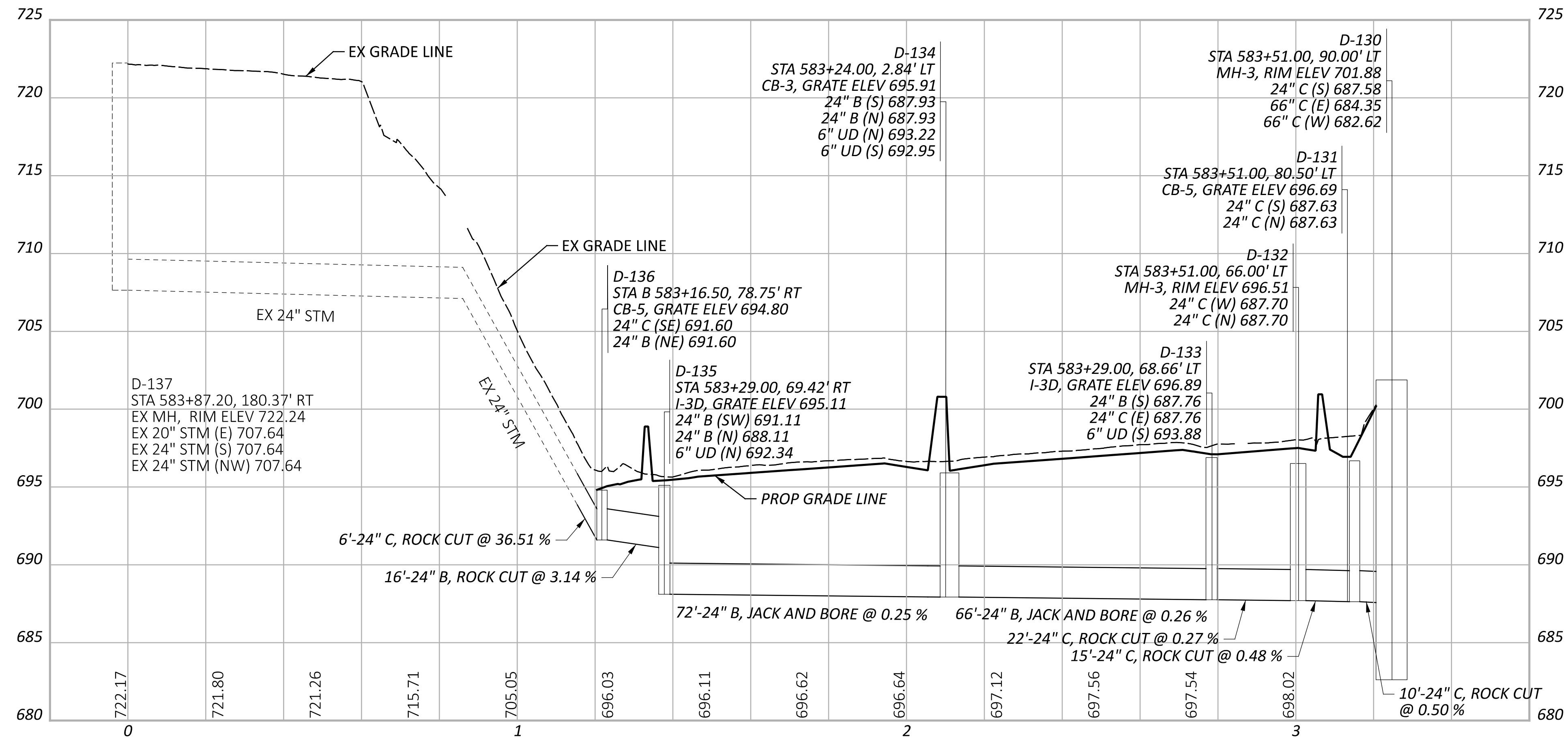
NOTES:

1. ALL STATIONING TAKEN FROM C CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
 OUTFALL D

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1094 P.1587

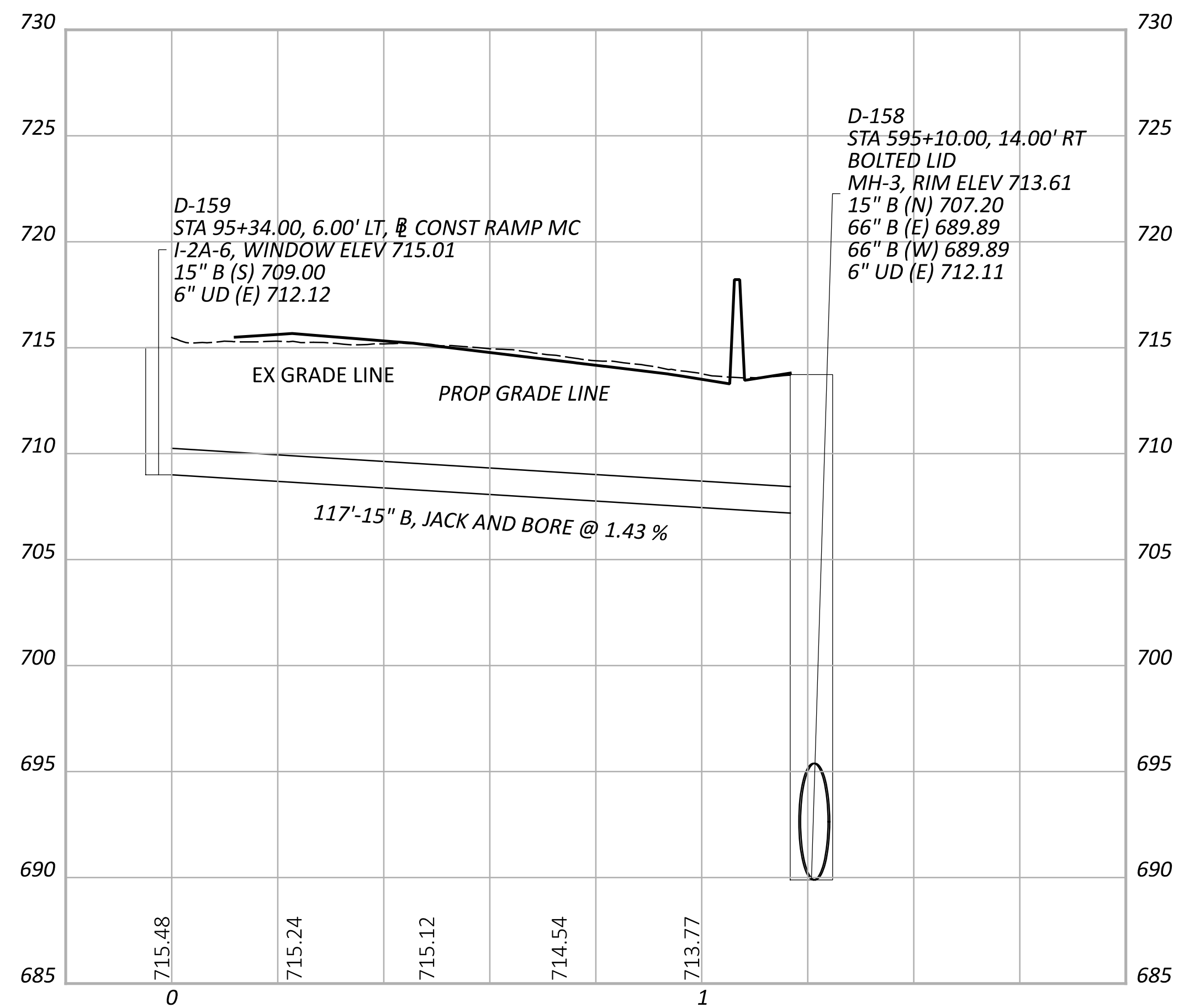
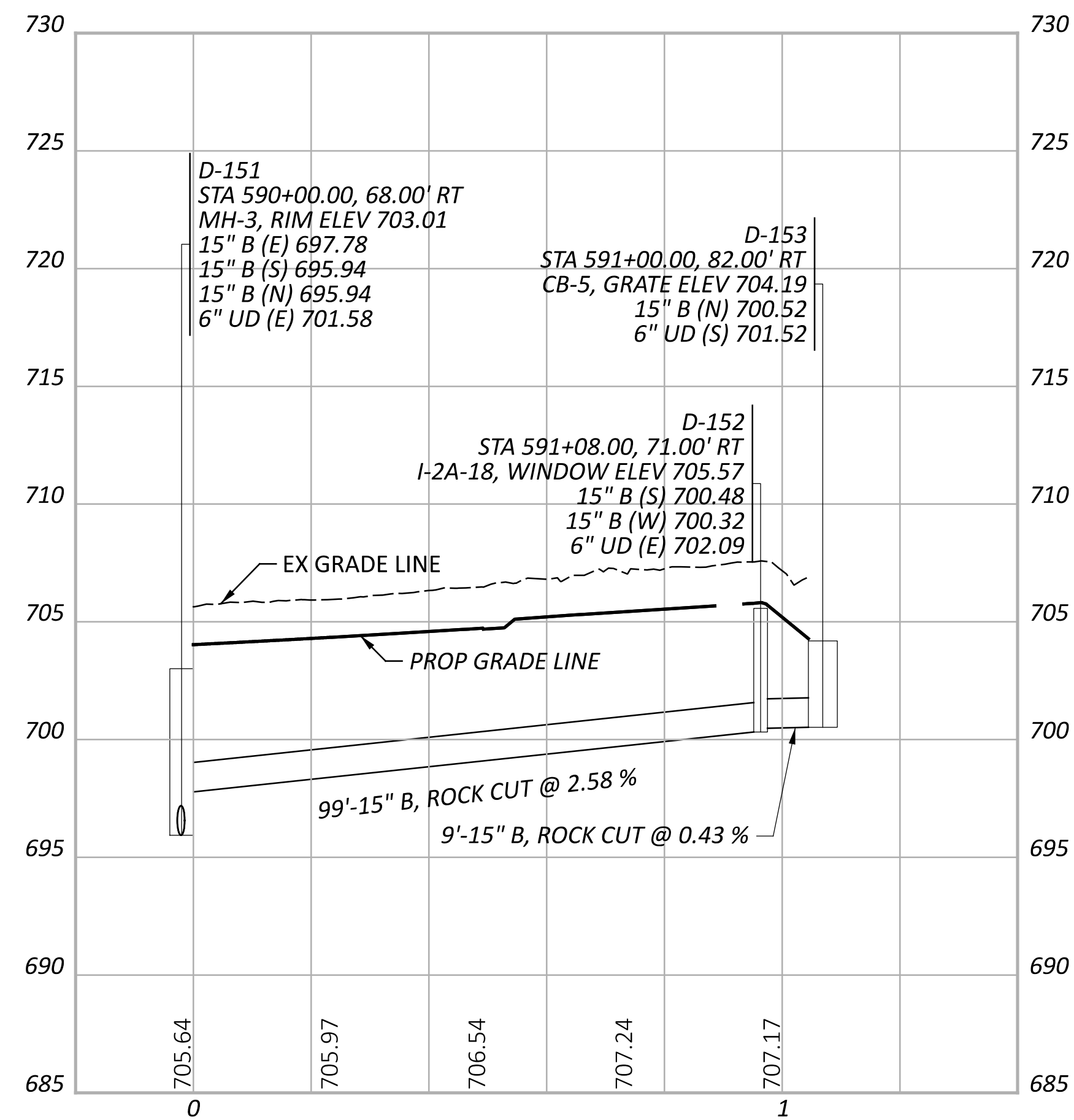
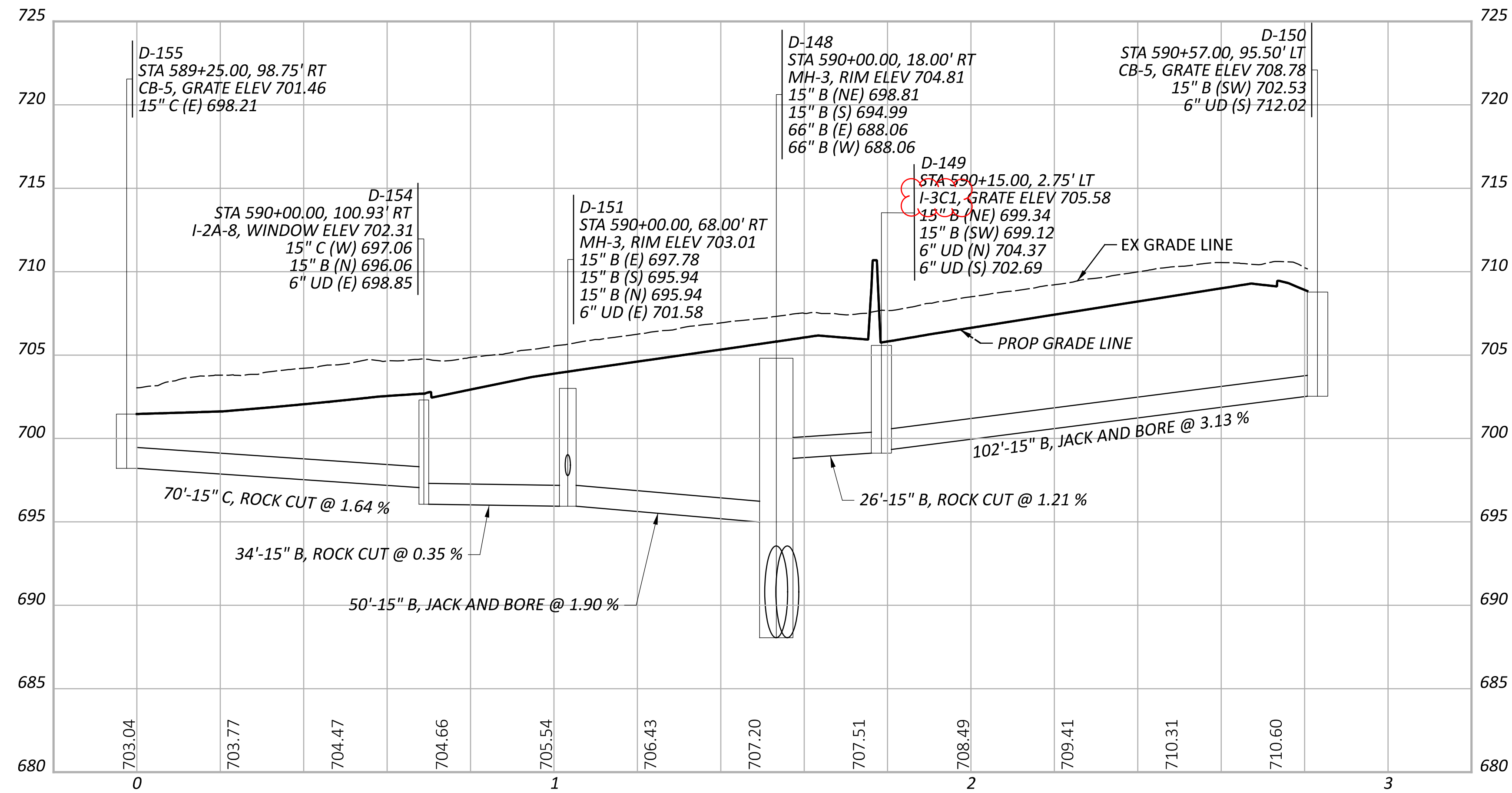
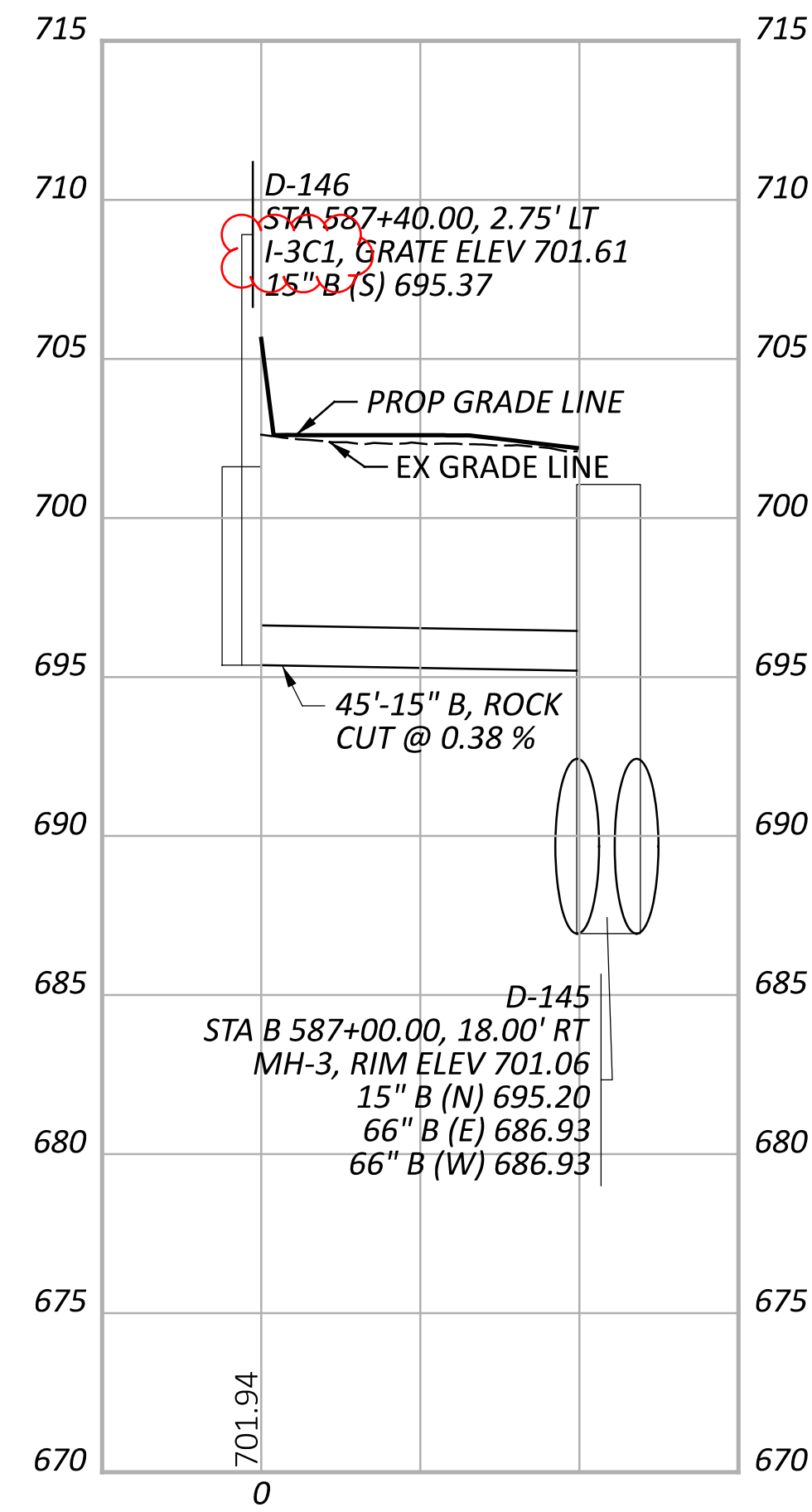
NOTES:

1. ALL STATIONING TAKEN FROM C CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
OUTFALL D

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1095 P.1587

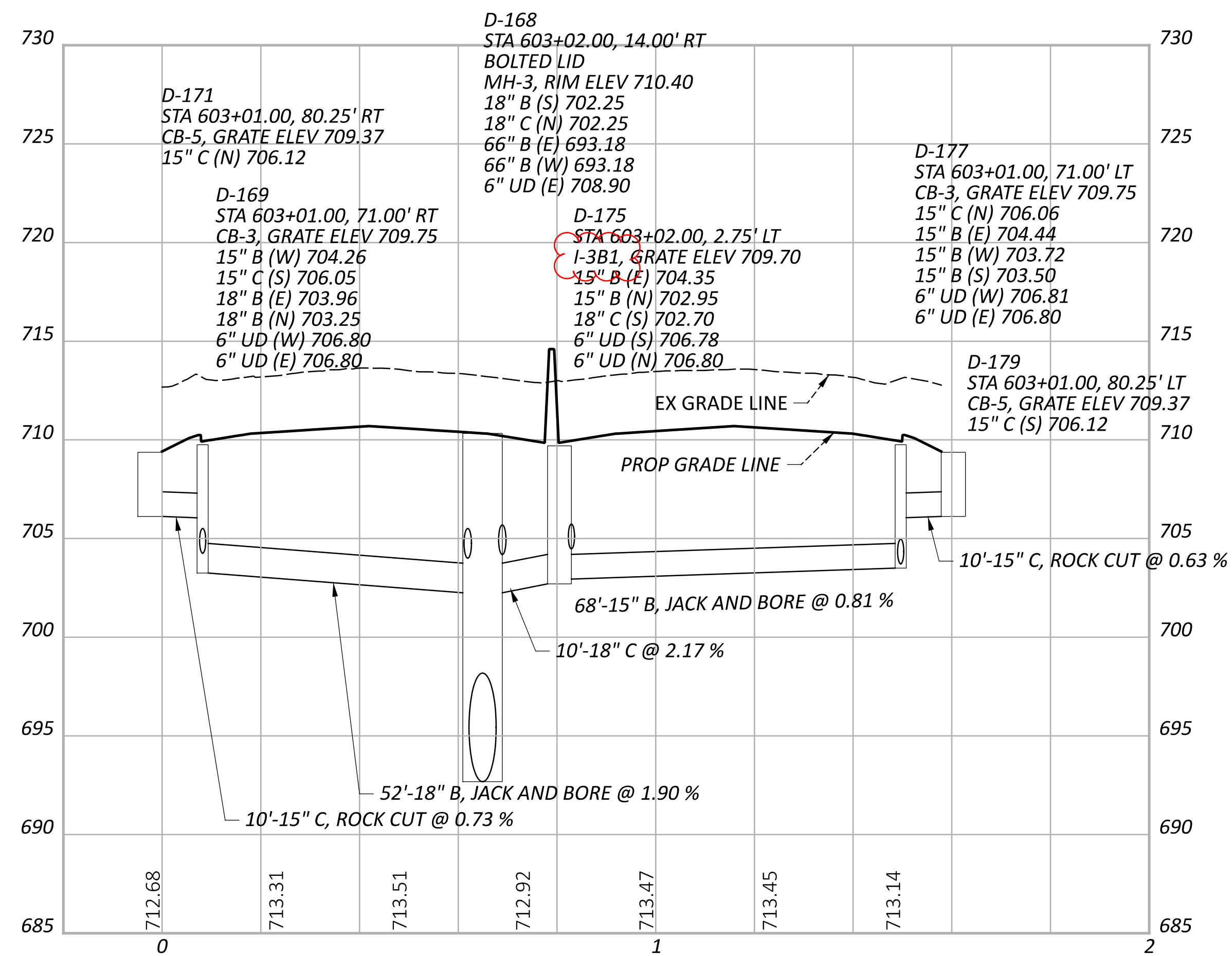
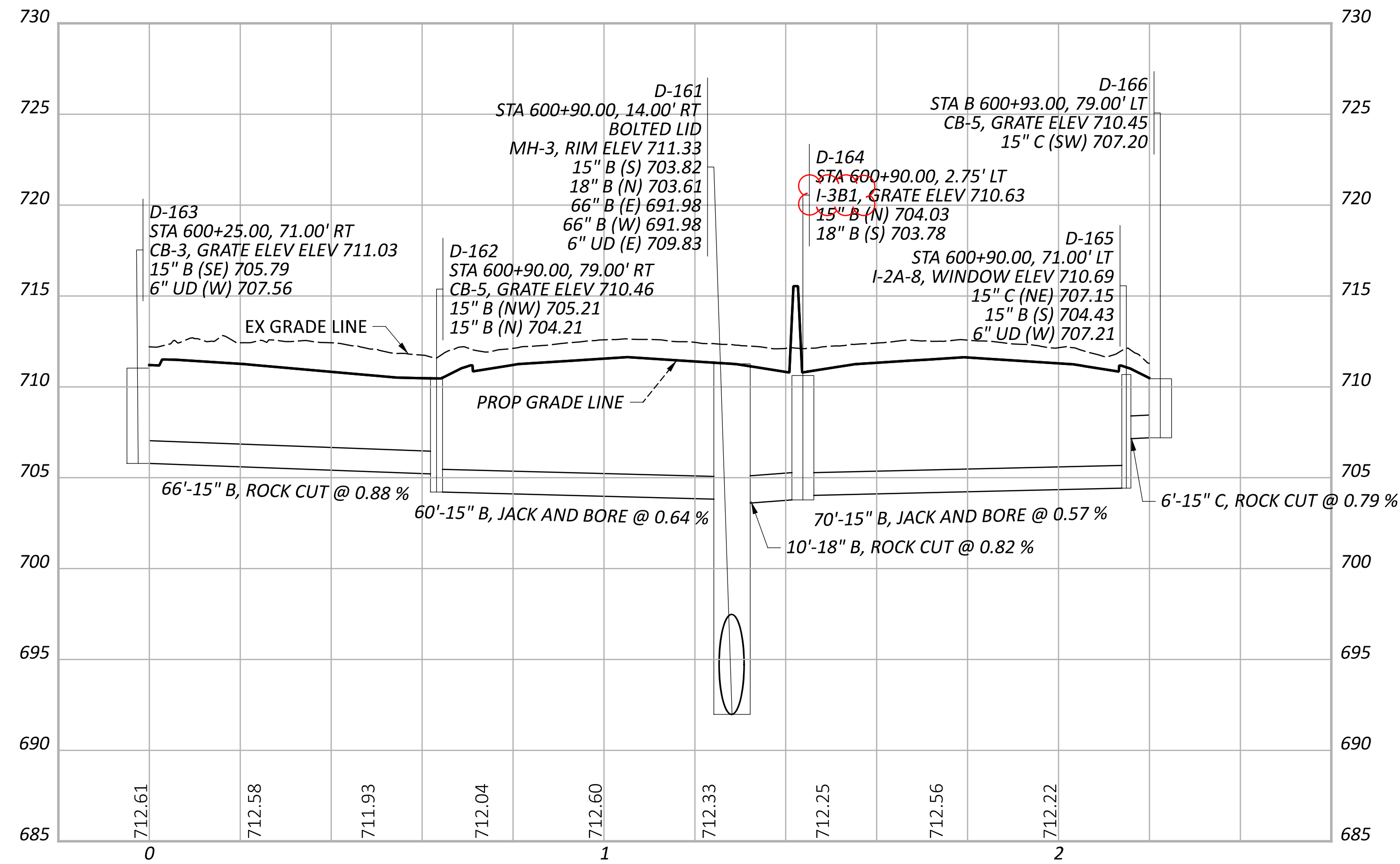
NOTES:

1. ALL STATIONING TAKEN FROM ξ CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
OUTFALL D

DESIGN AGENCY

STRUCTUREPOINT
INC.

DESIGNER

AJO

REVIEWER

KEM 08/09/23

PROJECT ID

76779

SHEET

P.1096

TOTAL

P.1587

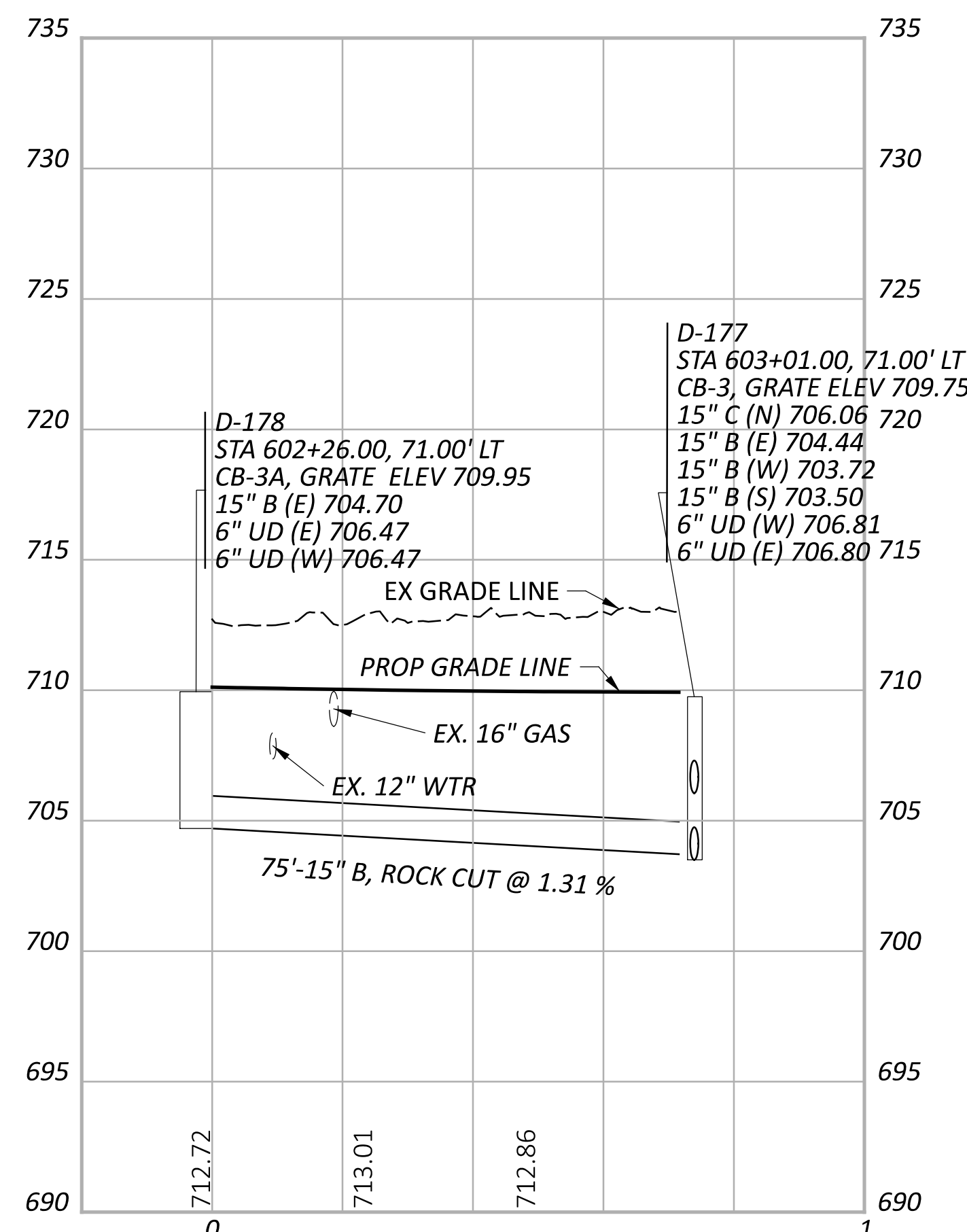
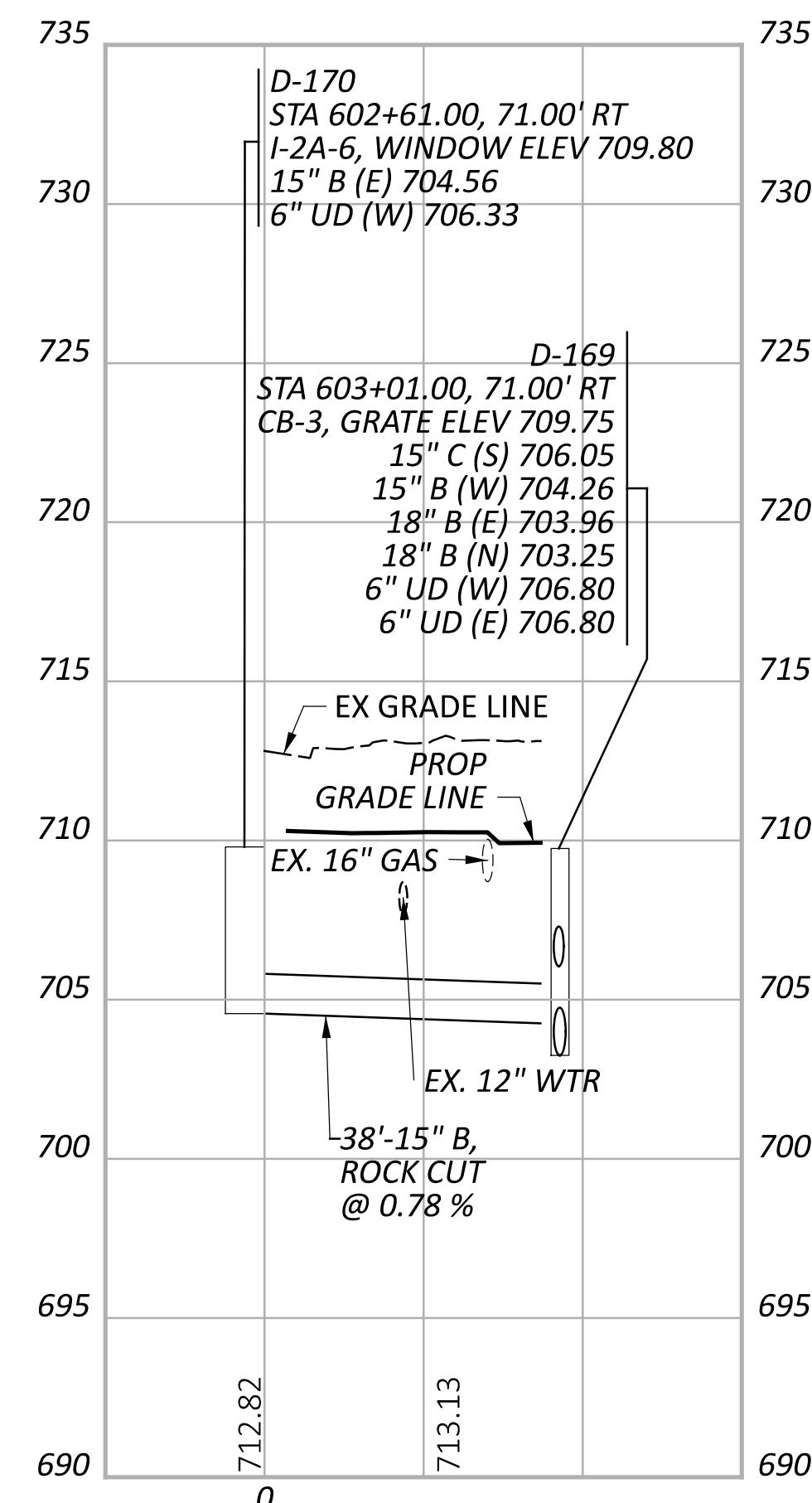
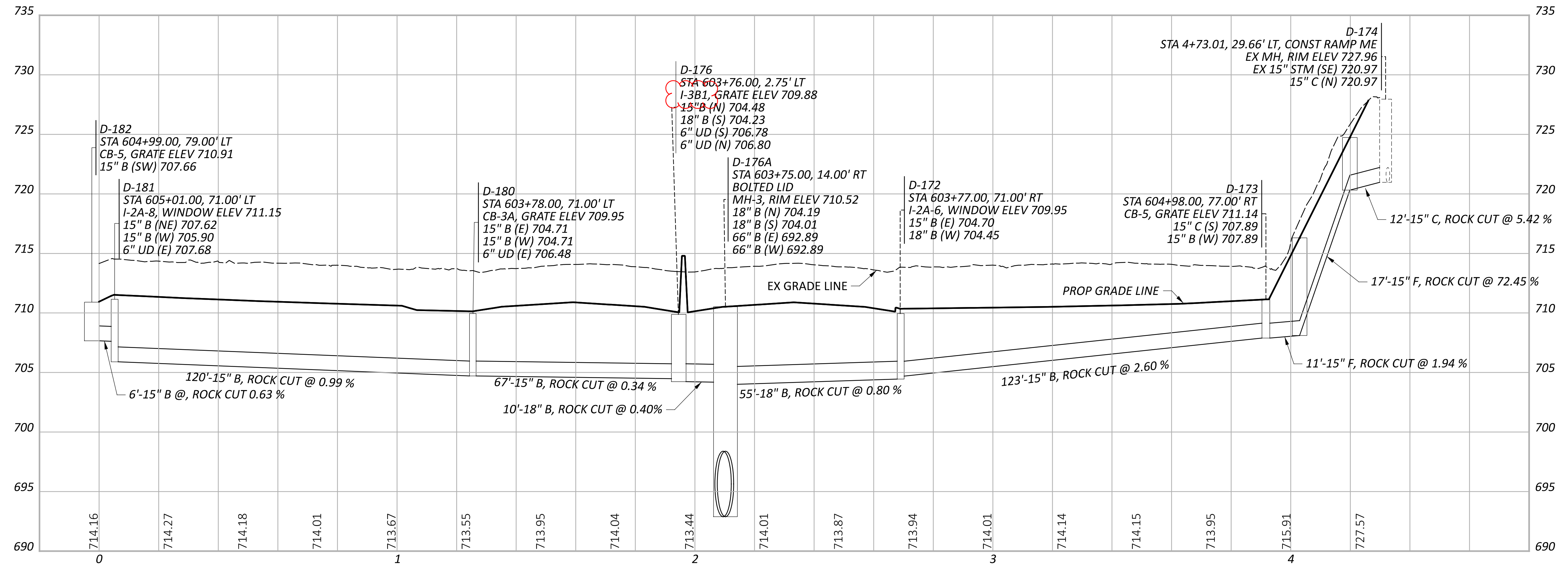
NOTES:

1. ALL STATIONING TAKEN FROM C CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
 OUTFALL

DESIGN AGENCY

STRUCTUREPOINT
 INC.

DESIGNER
 AJO

REVIEWER
 KEM 08/09/23

PROJECT ID
 76779

SHEET TOTAL
 P.1097 P.1587

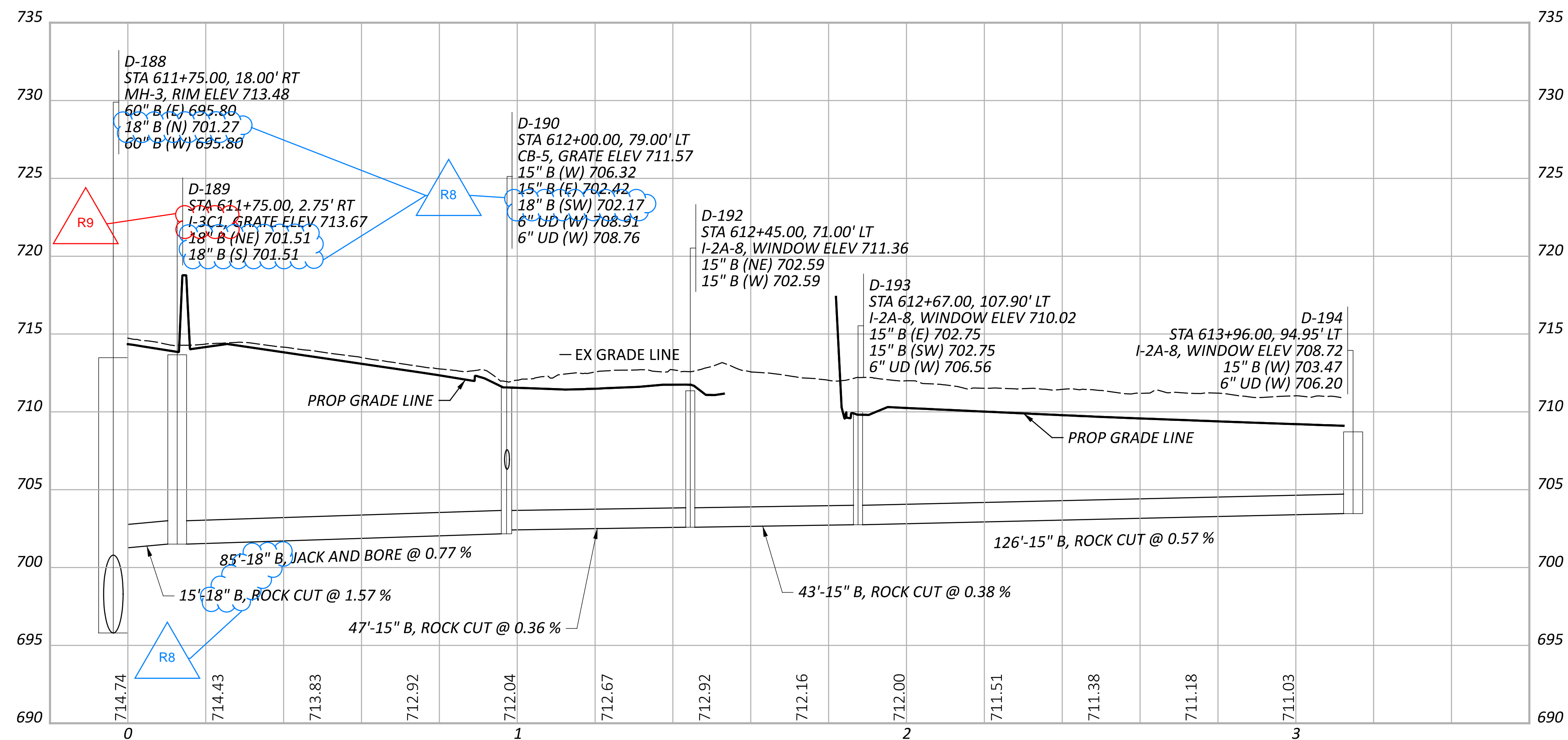
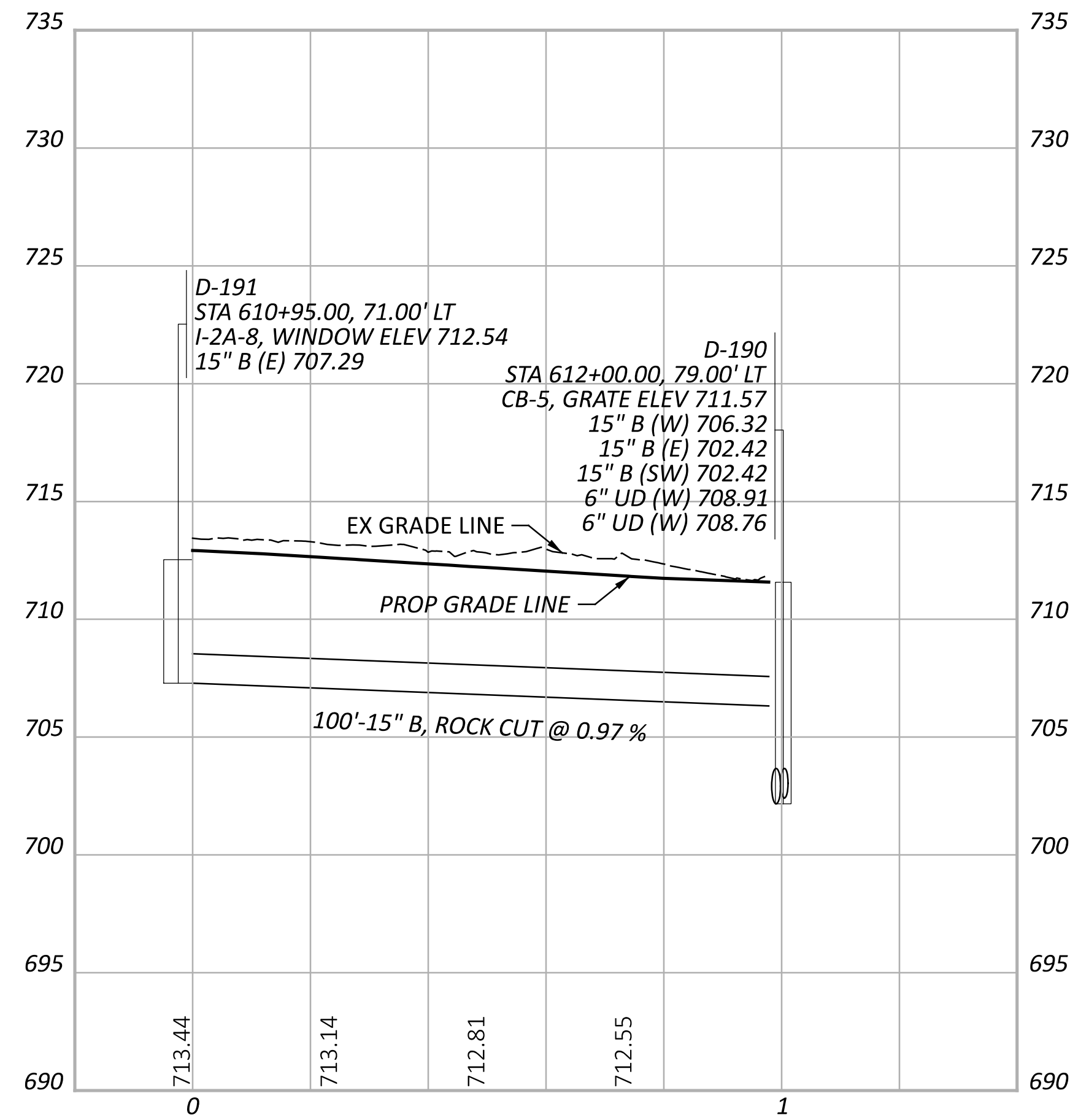
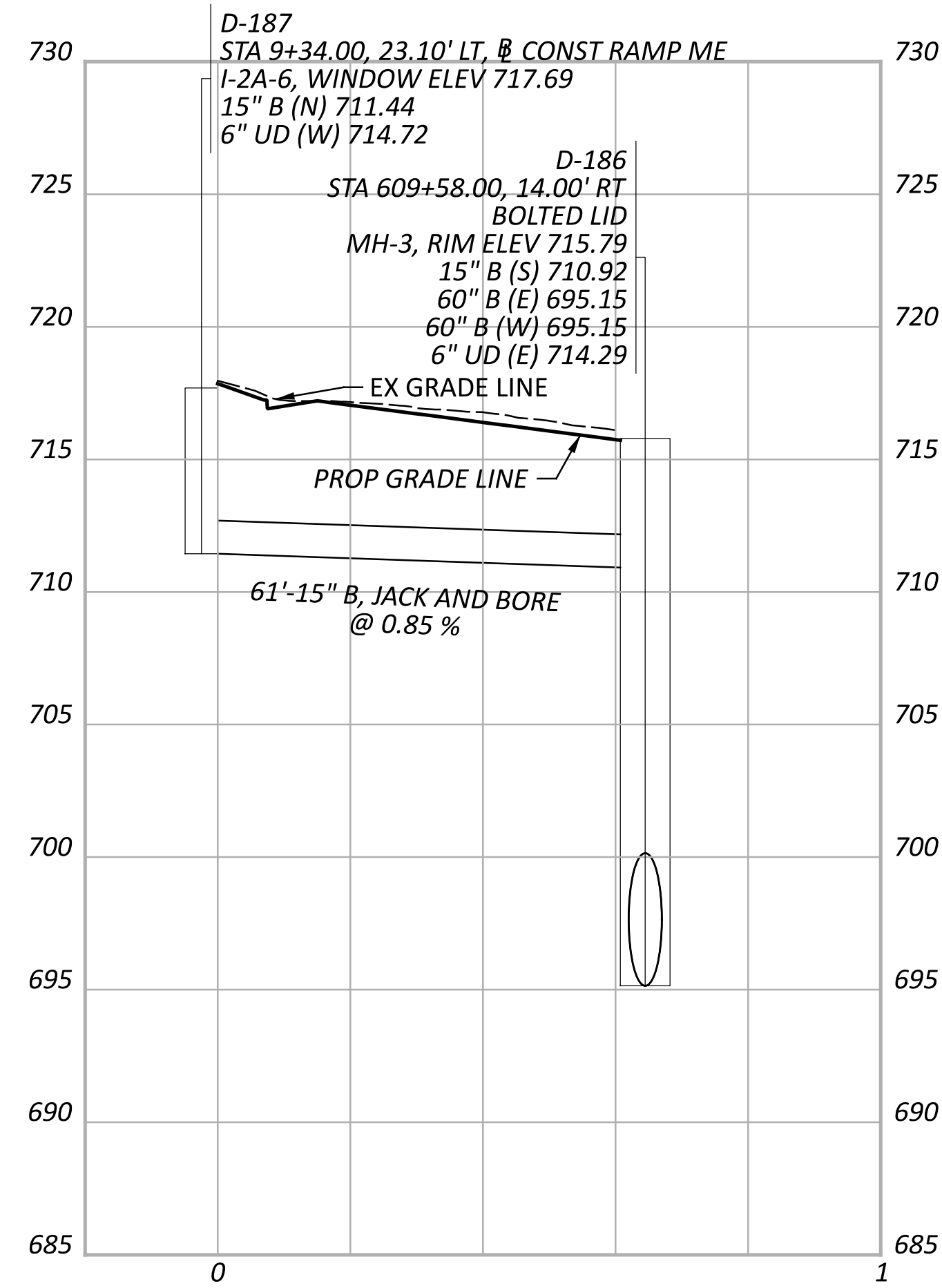
NOTES:

1. ALL STATIONING TAKEN FROM ξ CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM

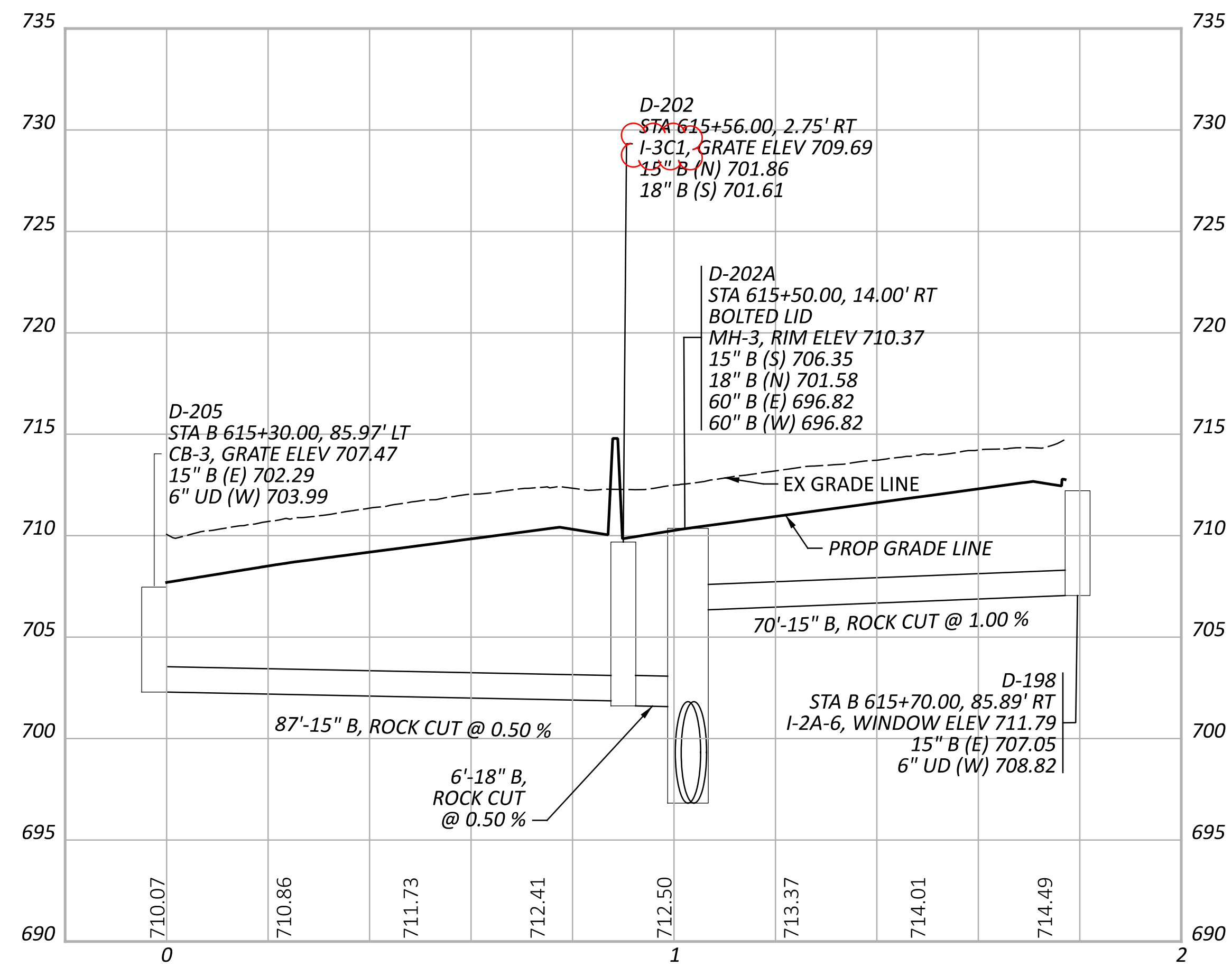
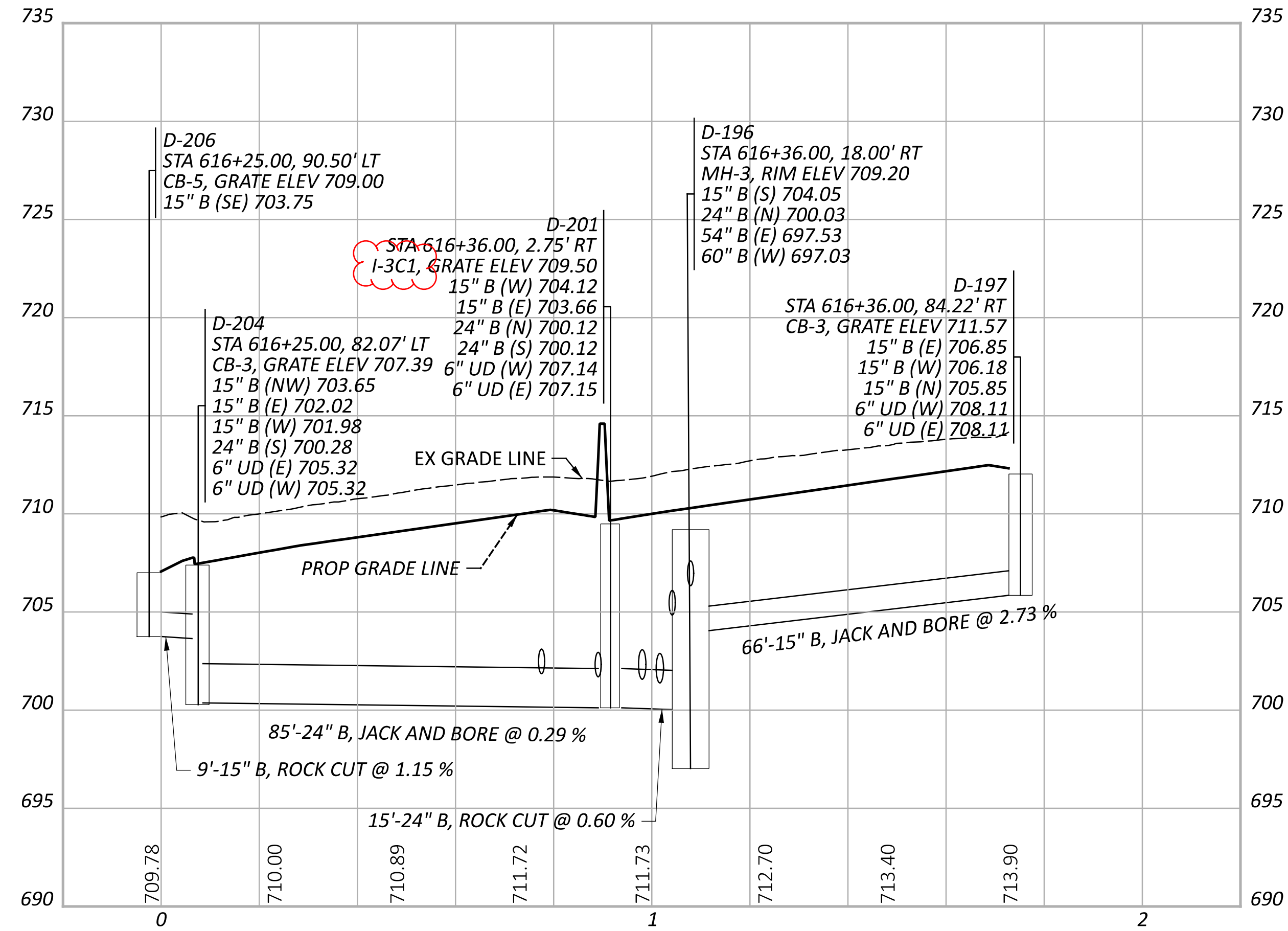


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STORM SEWER PROFILES
OUTFALL D

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1098 P.1587



STORM SEWER PROFILES
 OUTFALL D

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET	P.1099
TOTAL	P.1587

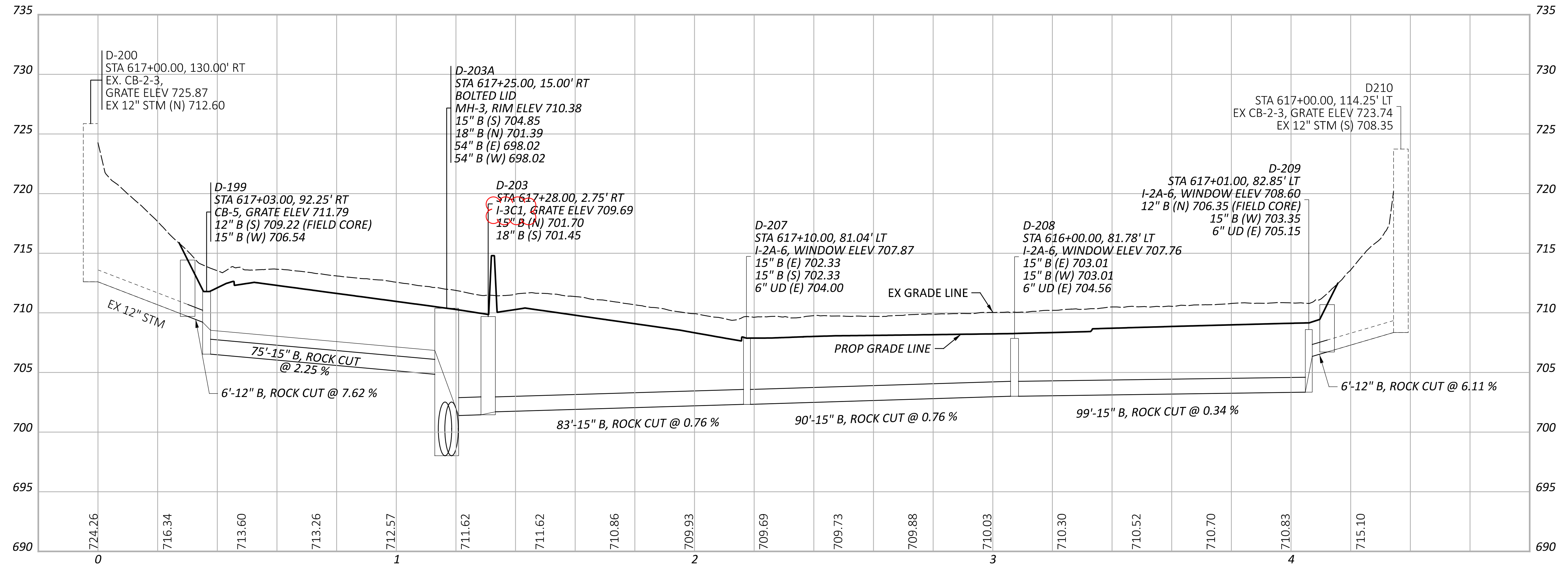
NOTES:

1. ALL STATIONING TAKEN FROM C CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



STORM SEWER PROFILES
OUTFALL D

CUY-90-6-69

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DESIGN AGENCY	
STRUCTUREPOINT INC.	
DESIGNER	
AJO	
REVIEWER	
KEM 08/09/23	
PROJECT ID	
76779	
SHEET	TOTAL
P.1100	P.1587

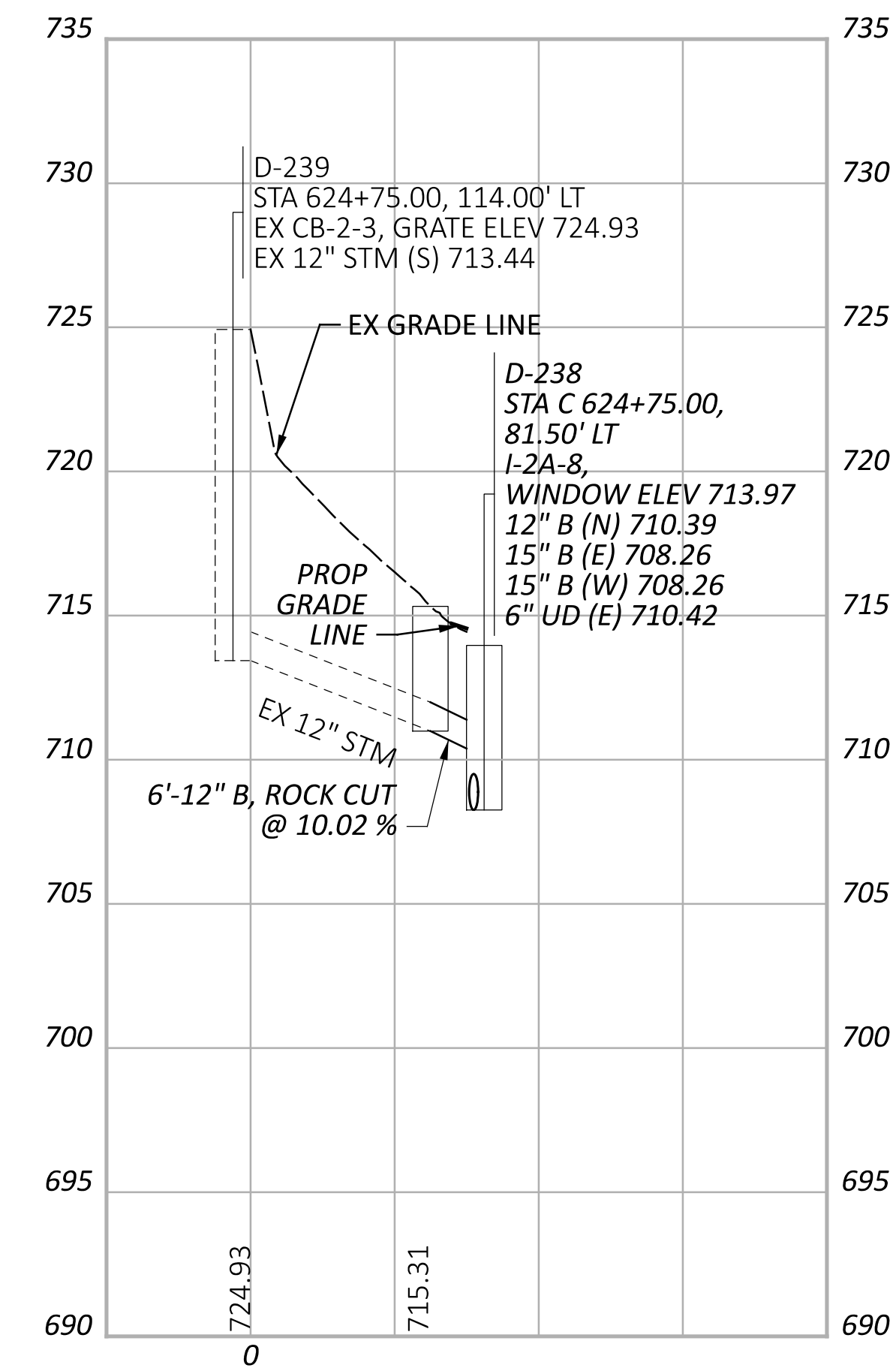
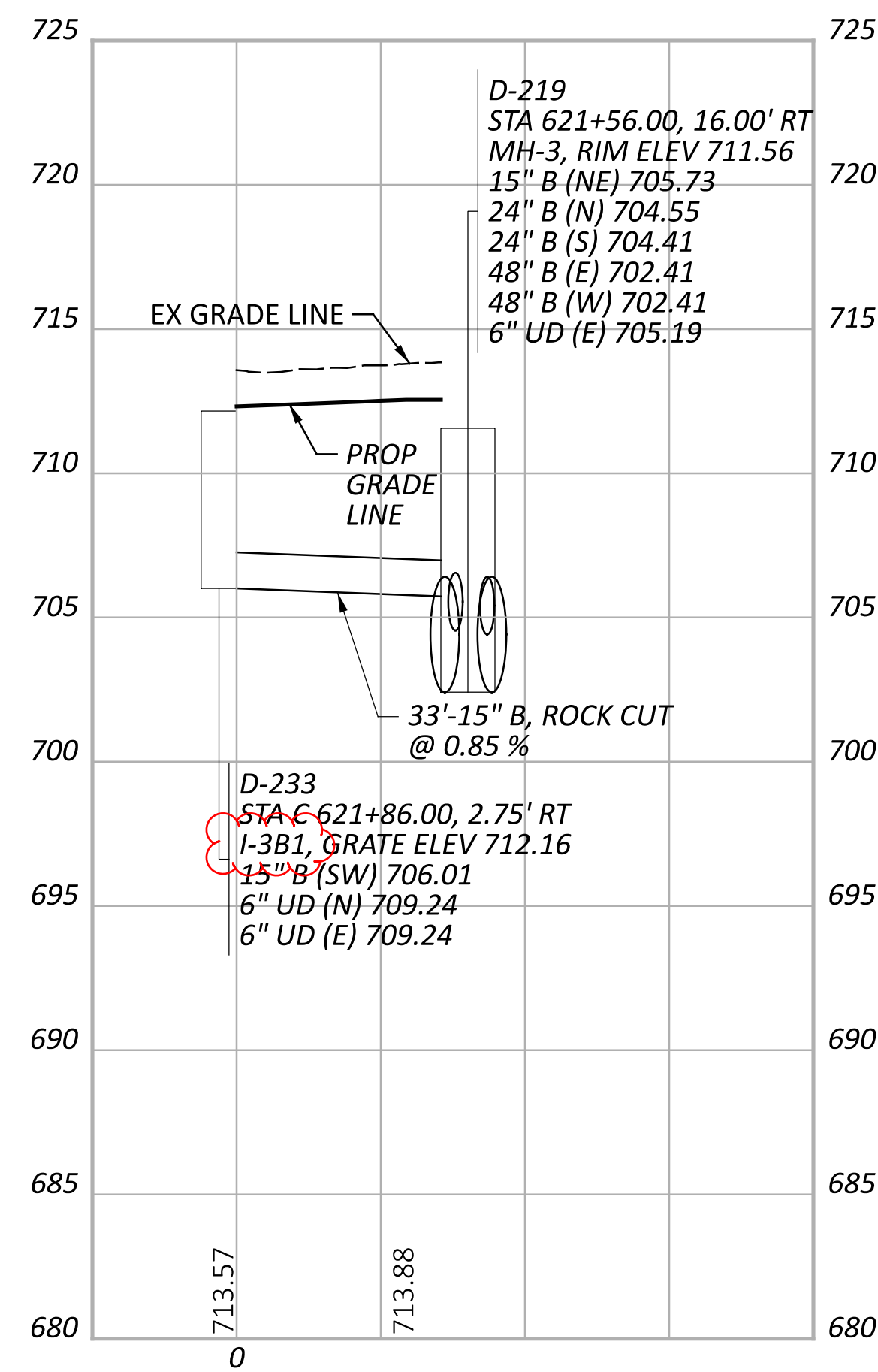
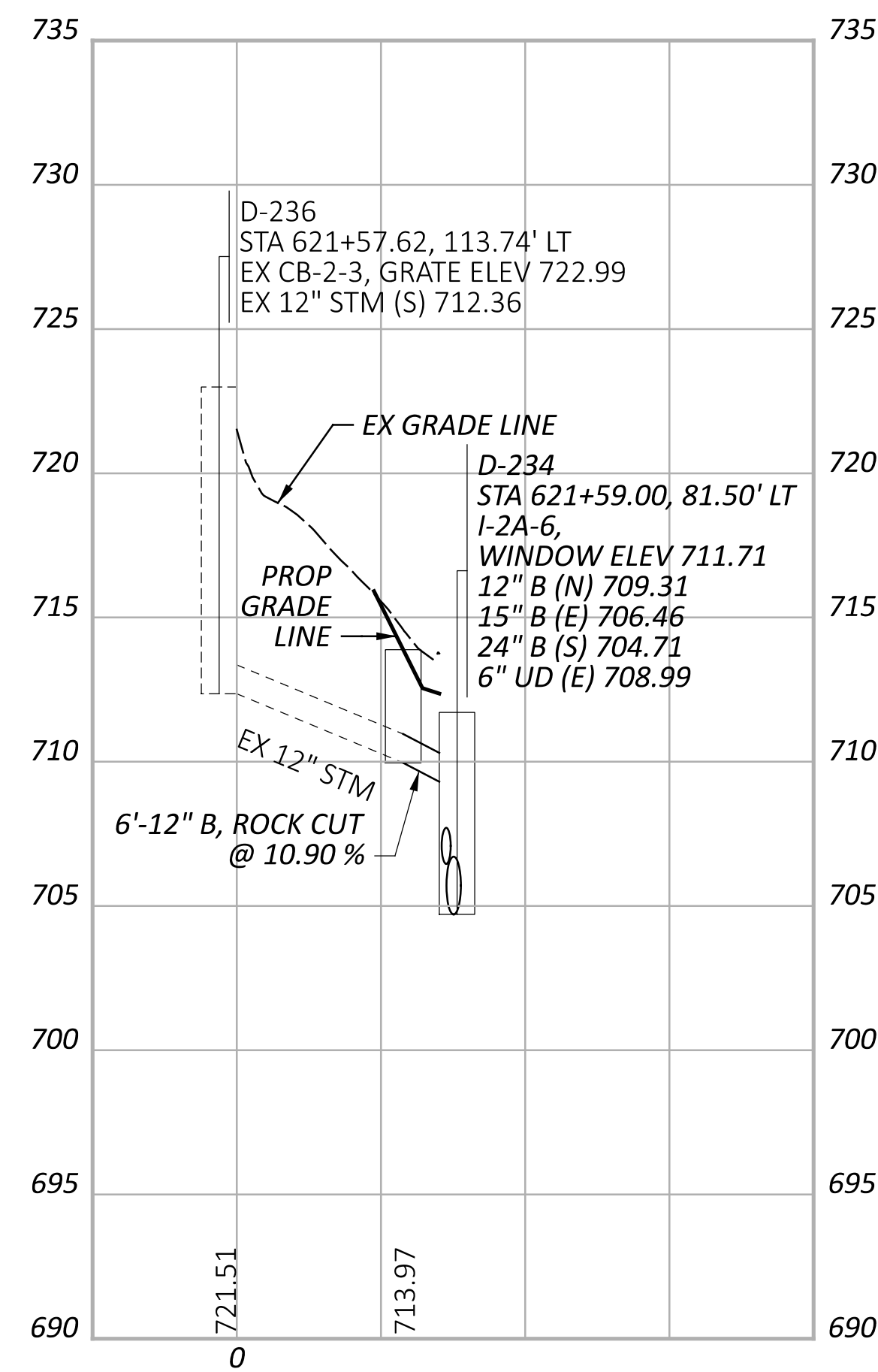
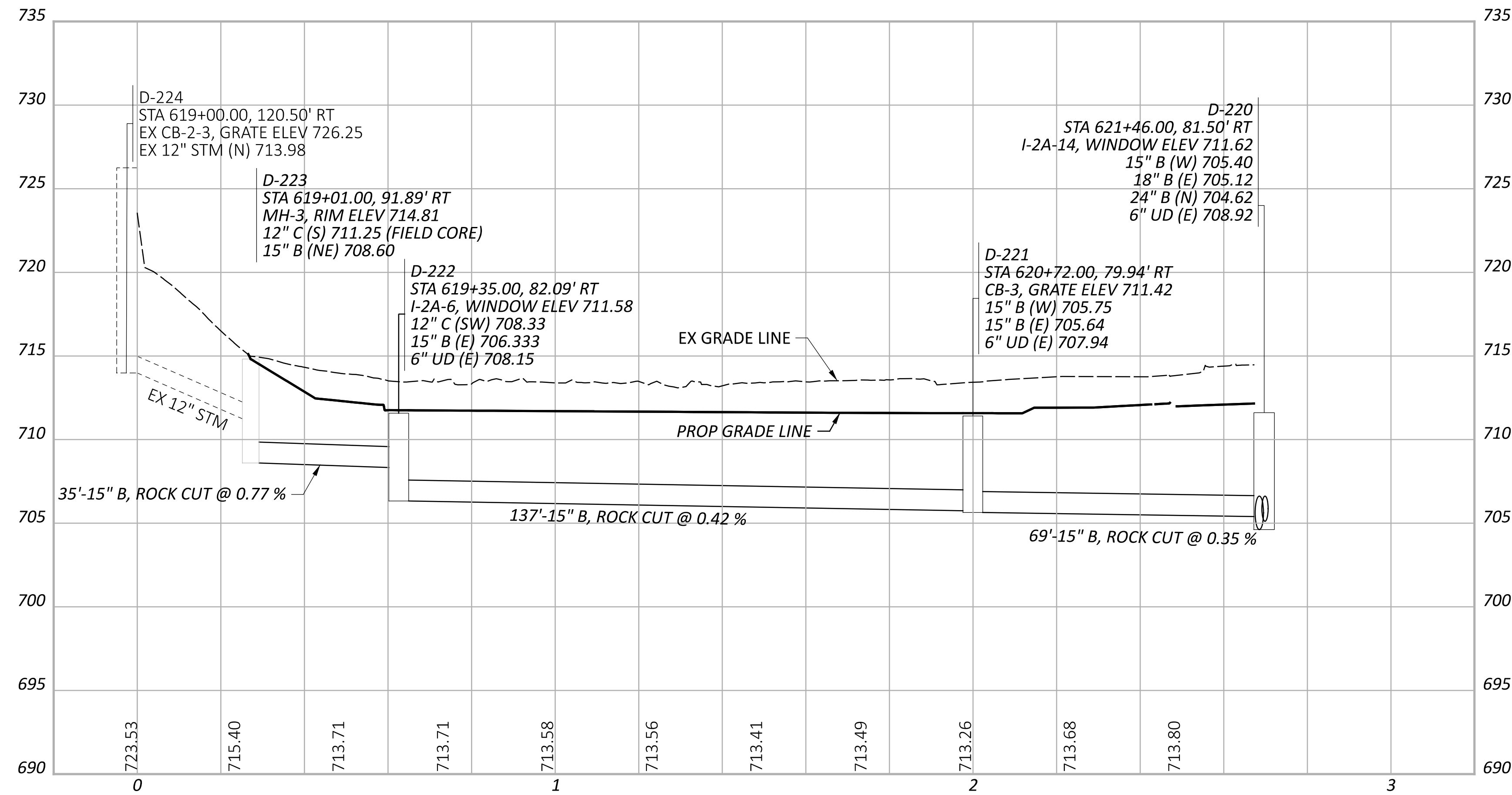
NOTES:

1. ALL STATIONING TAKEN FROM C CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
OUTFALL D

DESIGN AGENCY

DESIGNER
AJO

REVIEWER
KEM 08/09/23

PROJECT ID
76779

SHEET TOTAL
P.1104 P.1587

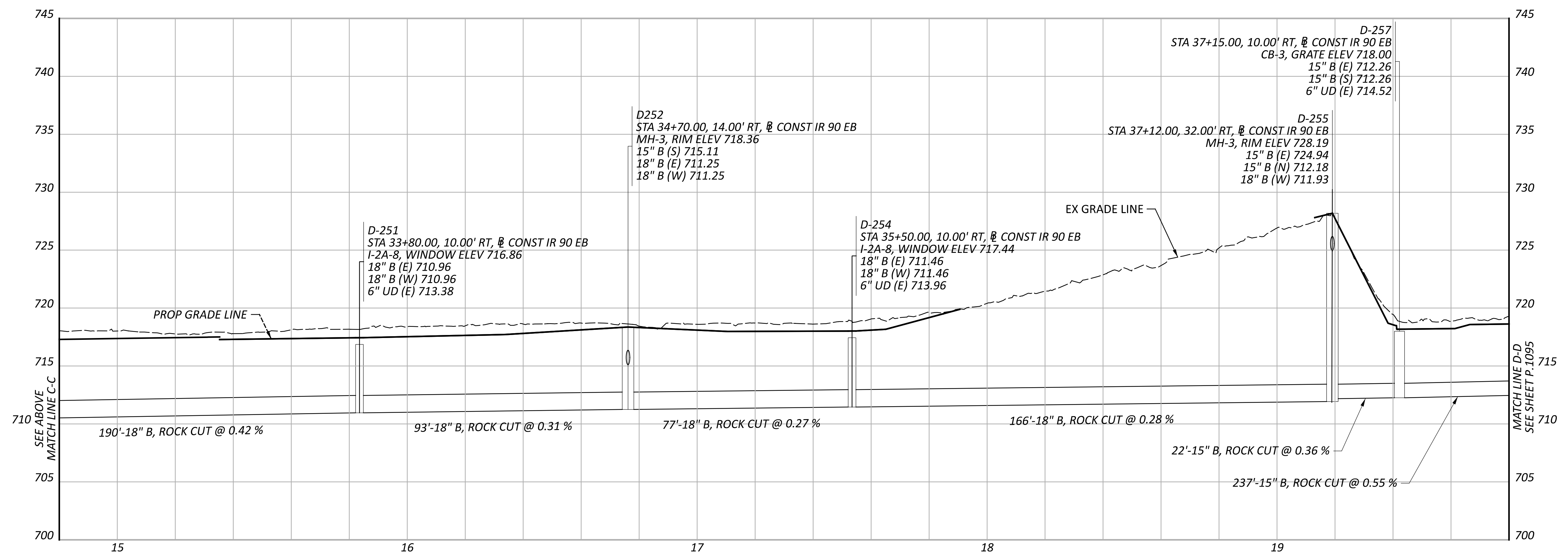
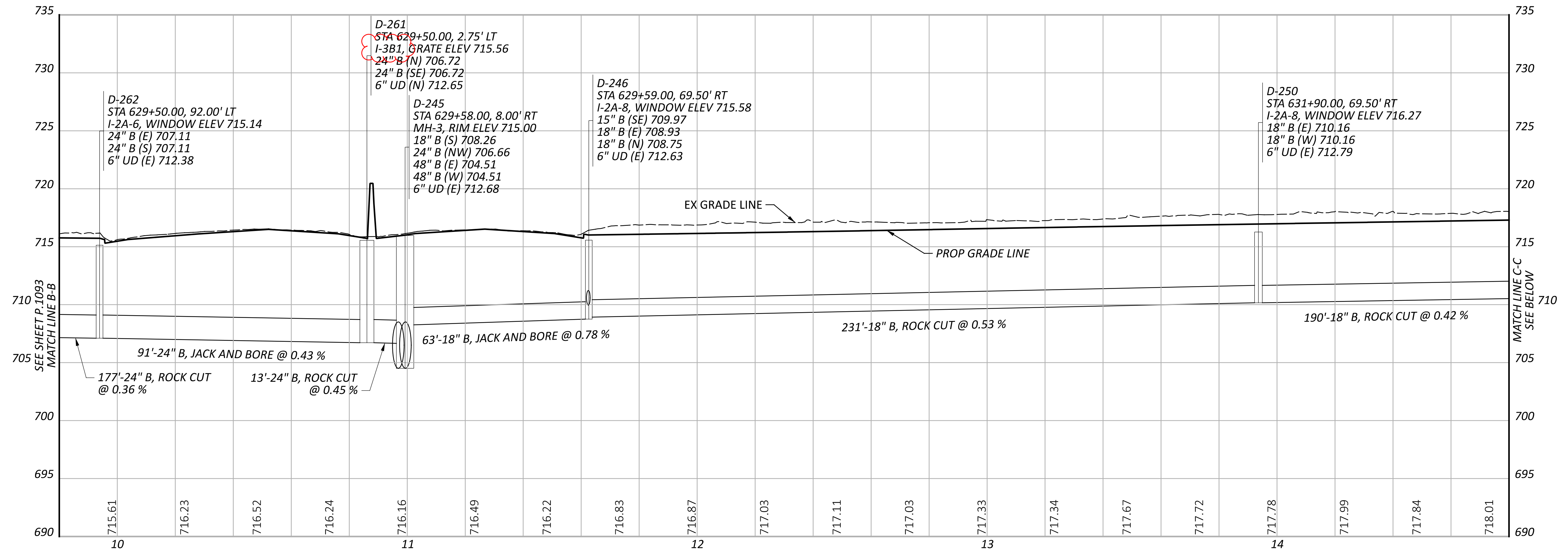
NOTES:

1. ALL STATIONING TAKEN FROM \varnothing CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



CUY-90-6.69

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STORM SEWER PROFILES
OUTFALL D

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET	TOTAL
P.1106	P.1587

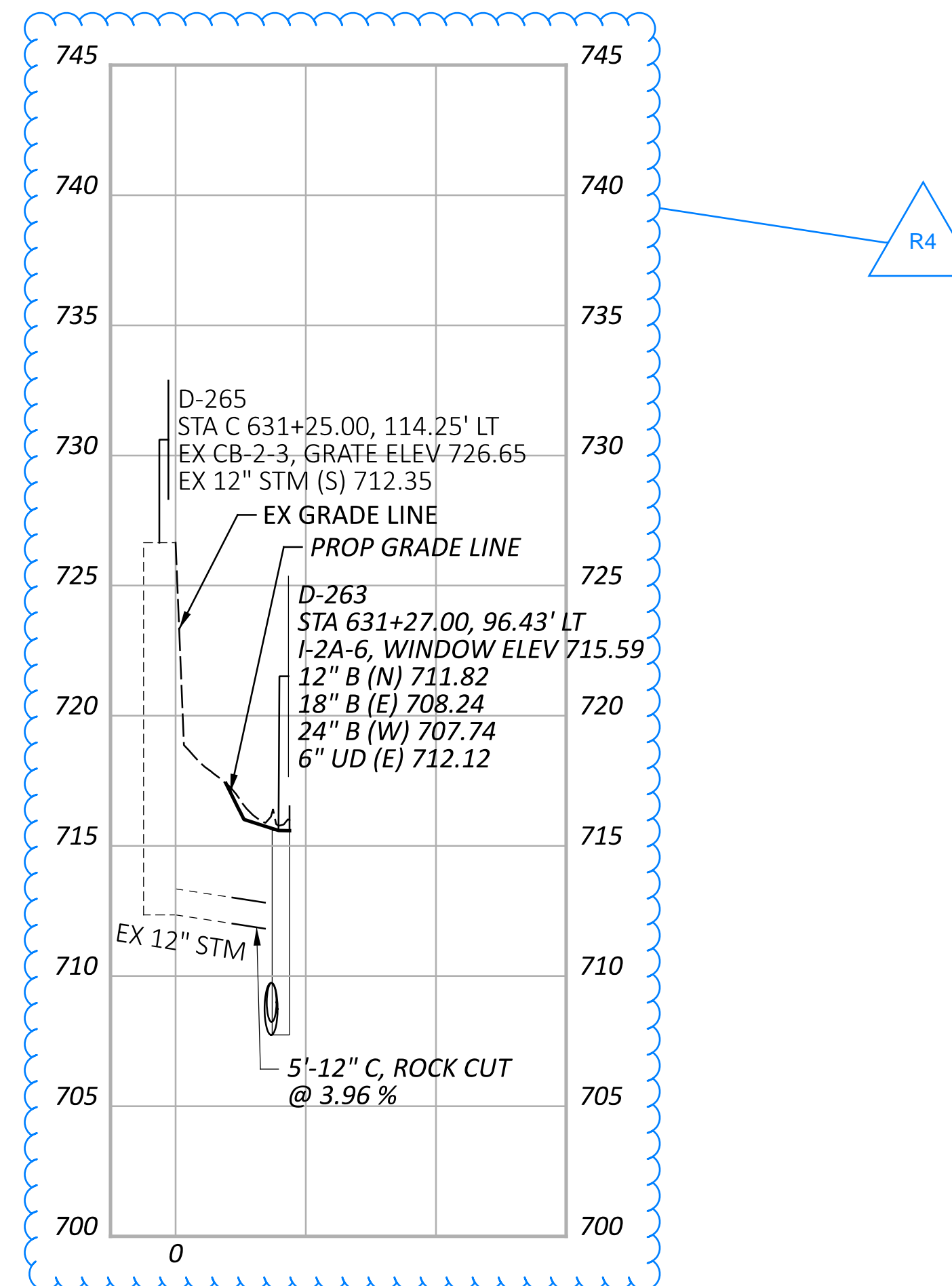
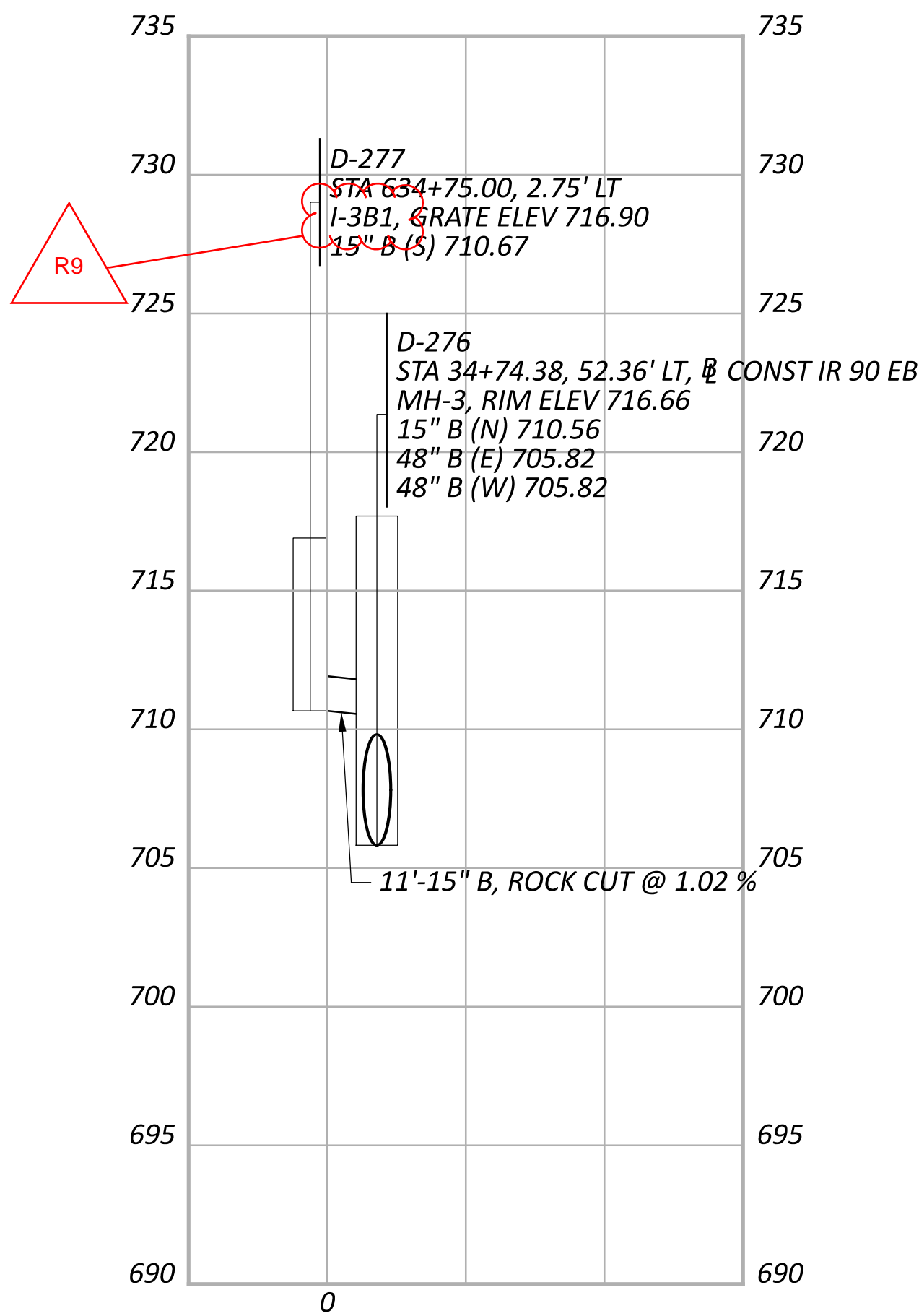
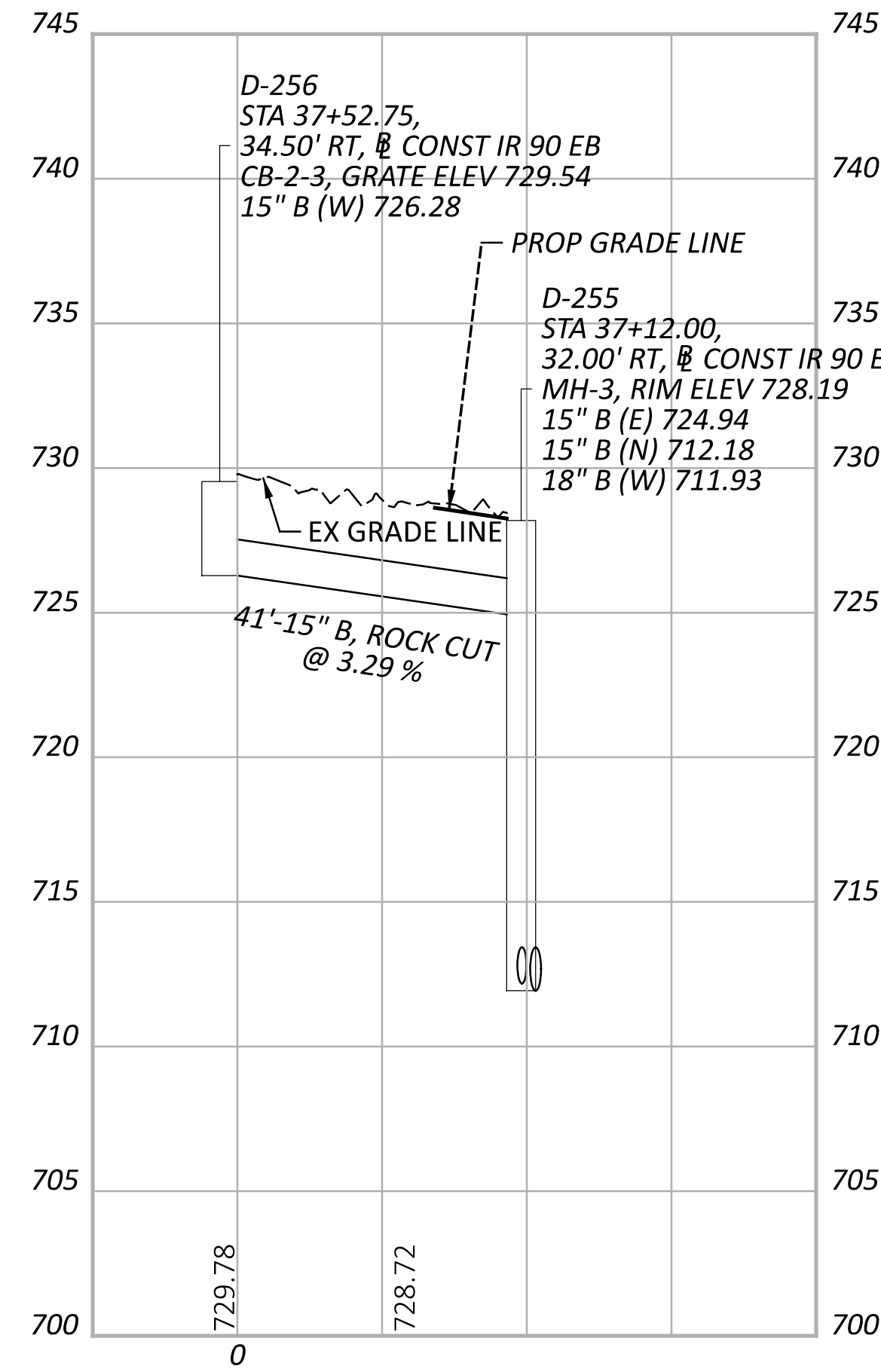
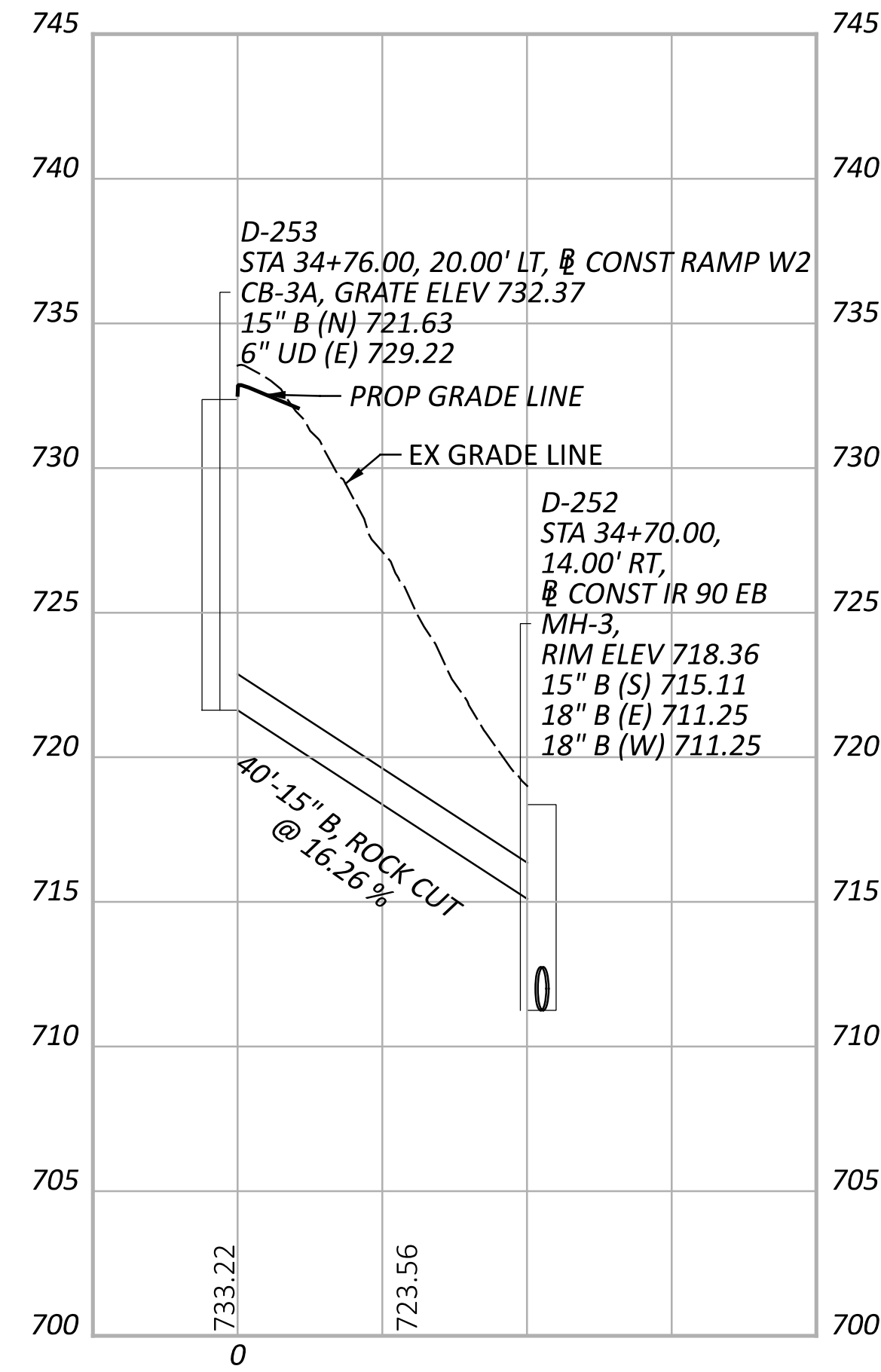
NOTES:

1. ALL STATIONING TAKEN FROM \varnothing CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



STORM SEWER PROFILES
OUTFALL D

CUY-90-6.69

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DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1108 P.1587

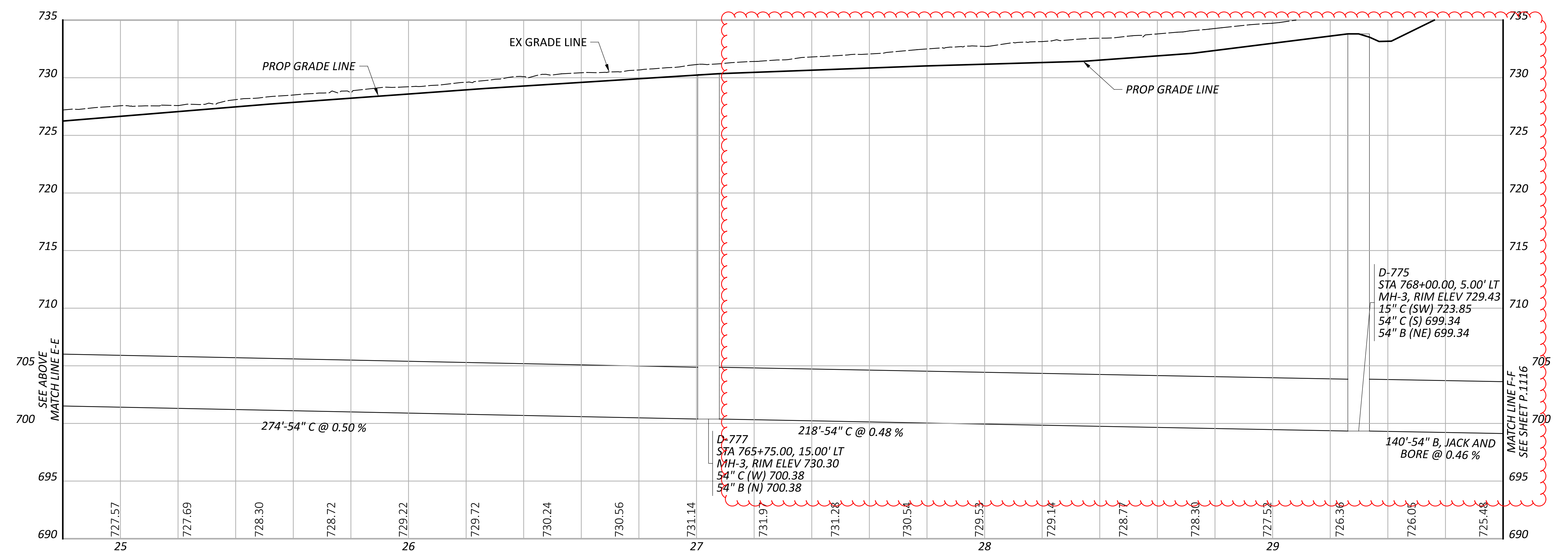
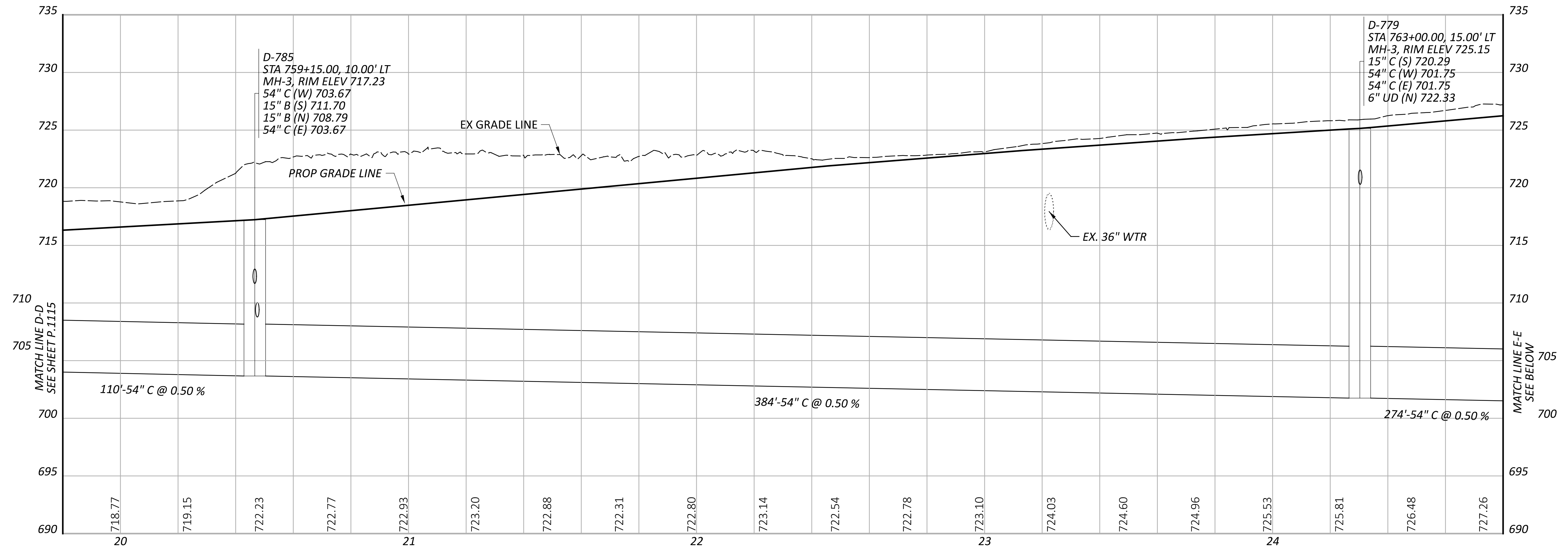
NOTES:

1. ALL STATIONING TAKEN FROM @ CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD

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CUY-90-6.69

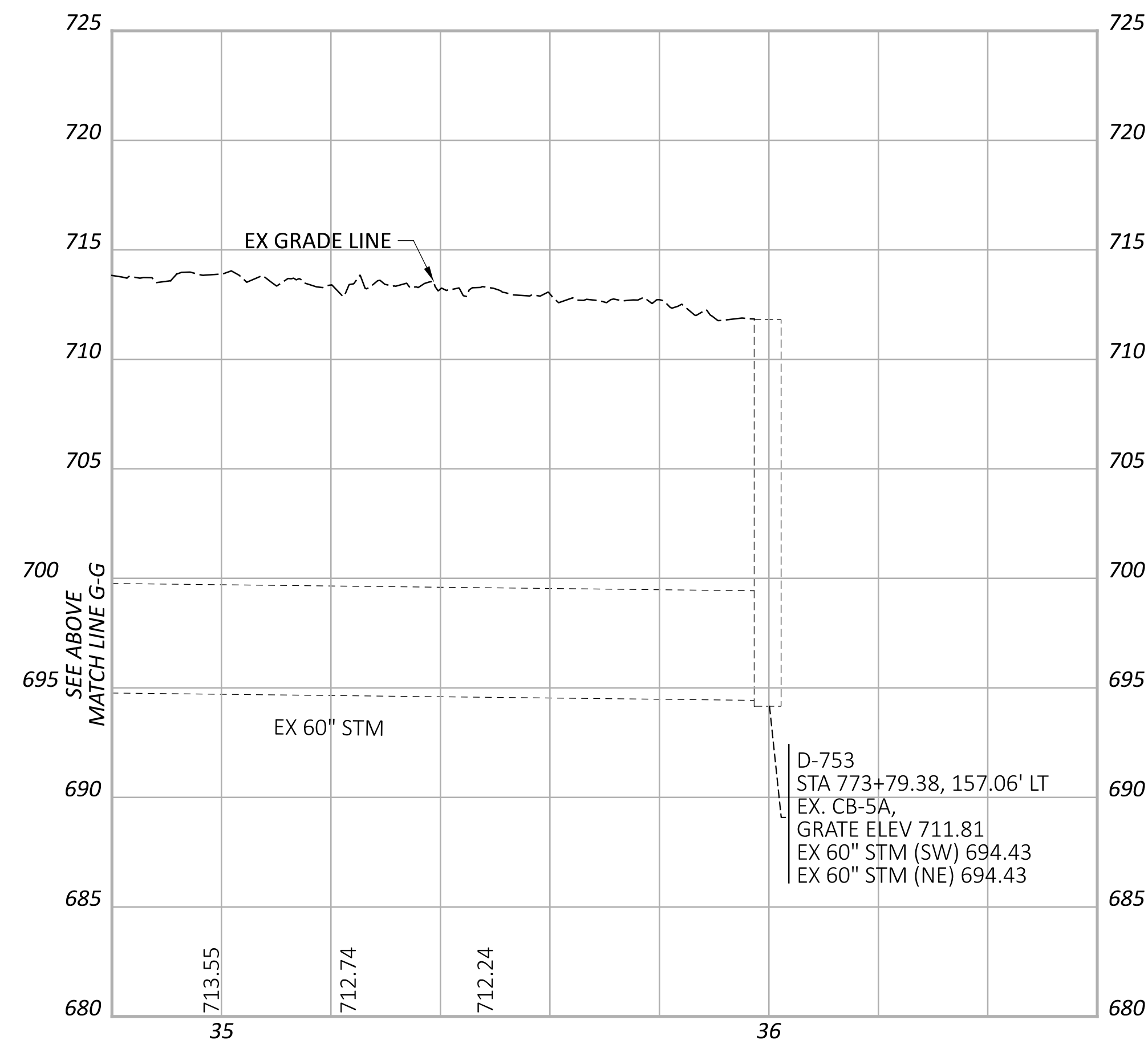
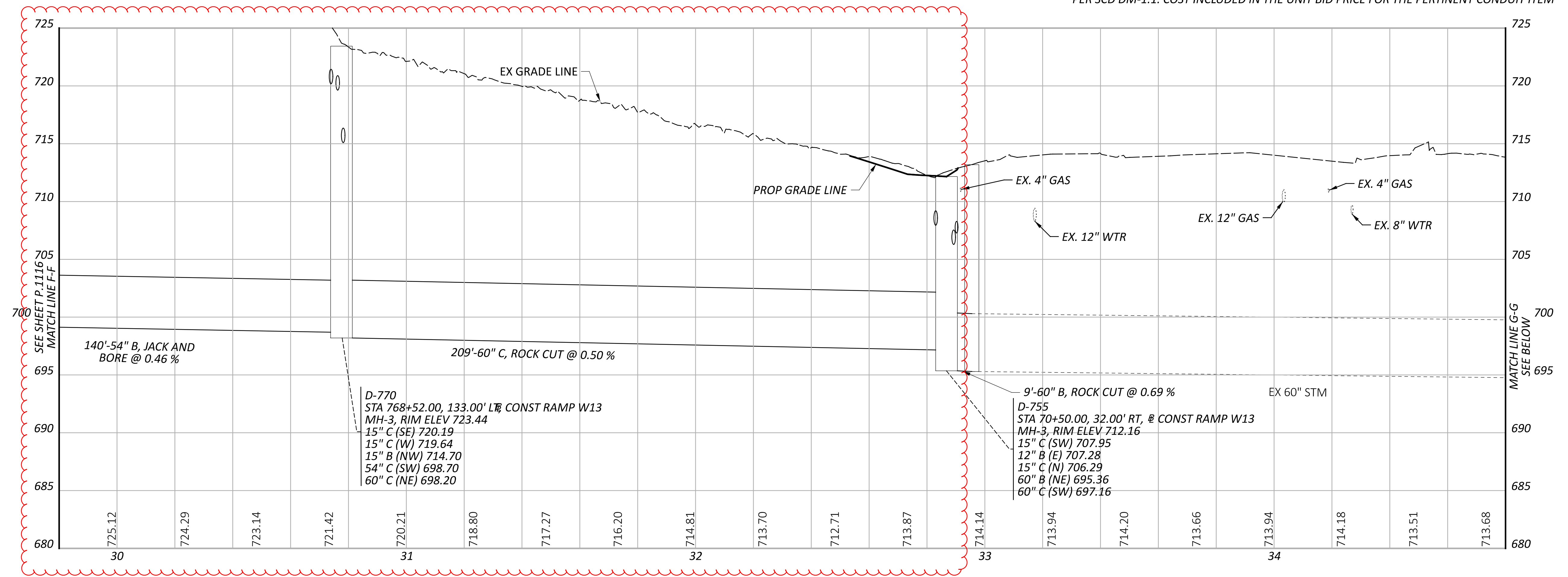
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STORM SEWER PROFILES
OUTFALL M

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	AJO
REVIEWER	KEM 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.1128 P.1587

NOTES:

1. ALL STATIONING TAKEN FROM @ CONST IR 90 UNLESS OTHERWISE NOTED
2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067
3. ALL EXISTING CONNECTIONS TO BE CORED IN THE FIELD
4. ALL PROPOSED PIPES TO BE CONNECTED TO EXISTING SHALL BE FITTED WITH A MASONRY COLLAR PER SCD DM-1.1. COST INCLUDED IN THE UNIT BID PRICE FOR THE PERTINENT CONDUIT ITEM



STORM SEWER PROFILES
OUTFALL M

DESIGN AGENCY



DESIGNER

AJO

REVIEWER

KEM 08/09/23

PROJECT ID

76779

SHEET TOTAL

P.1129 P.1587

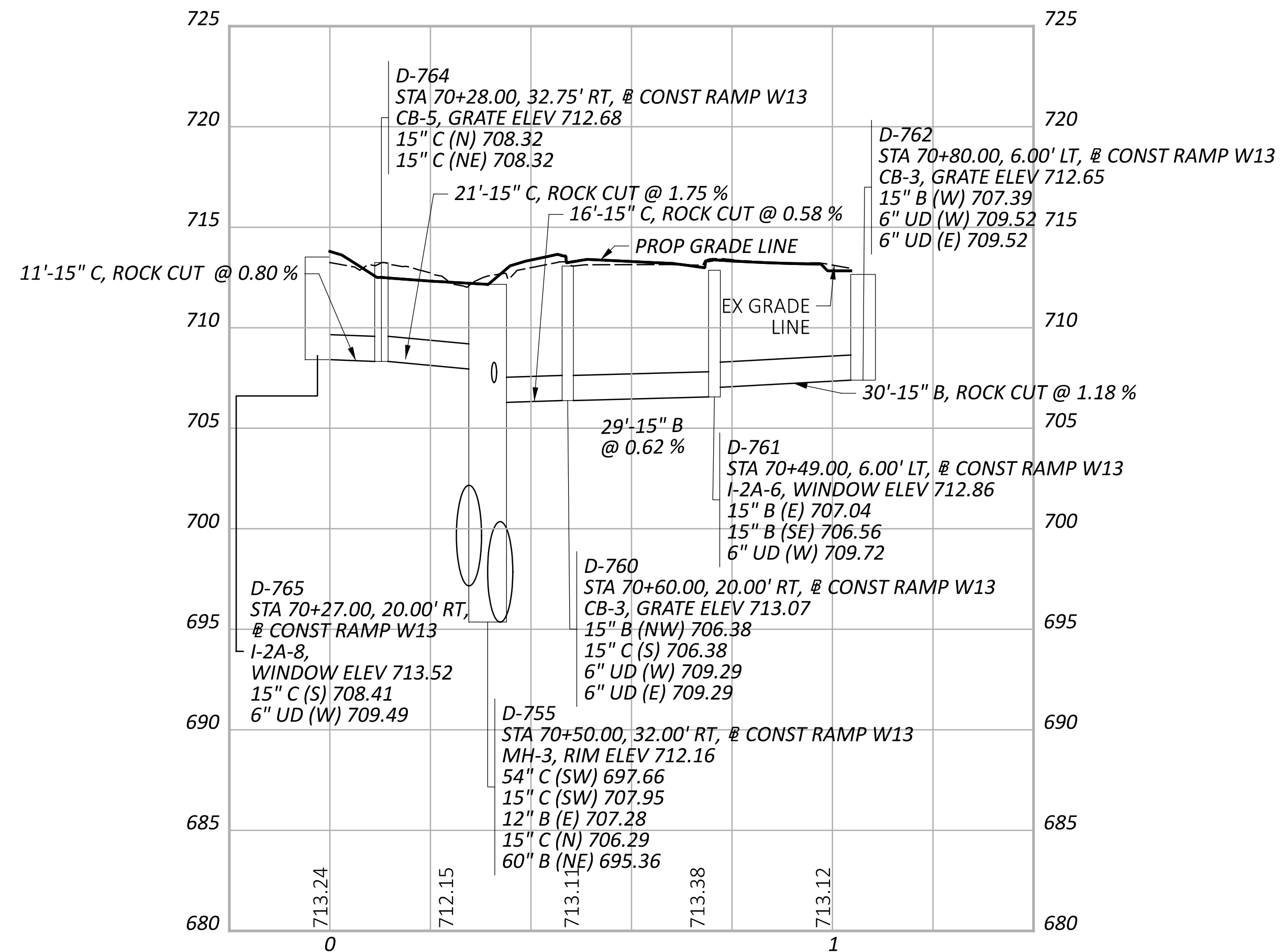
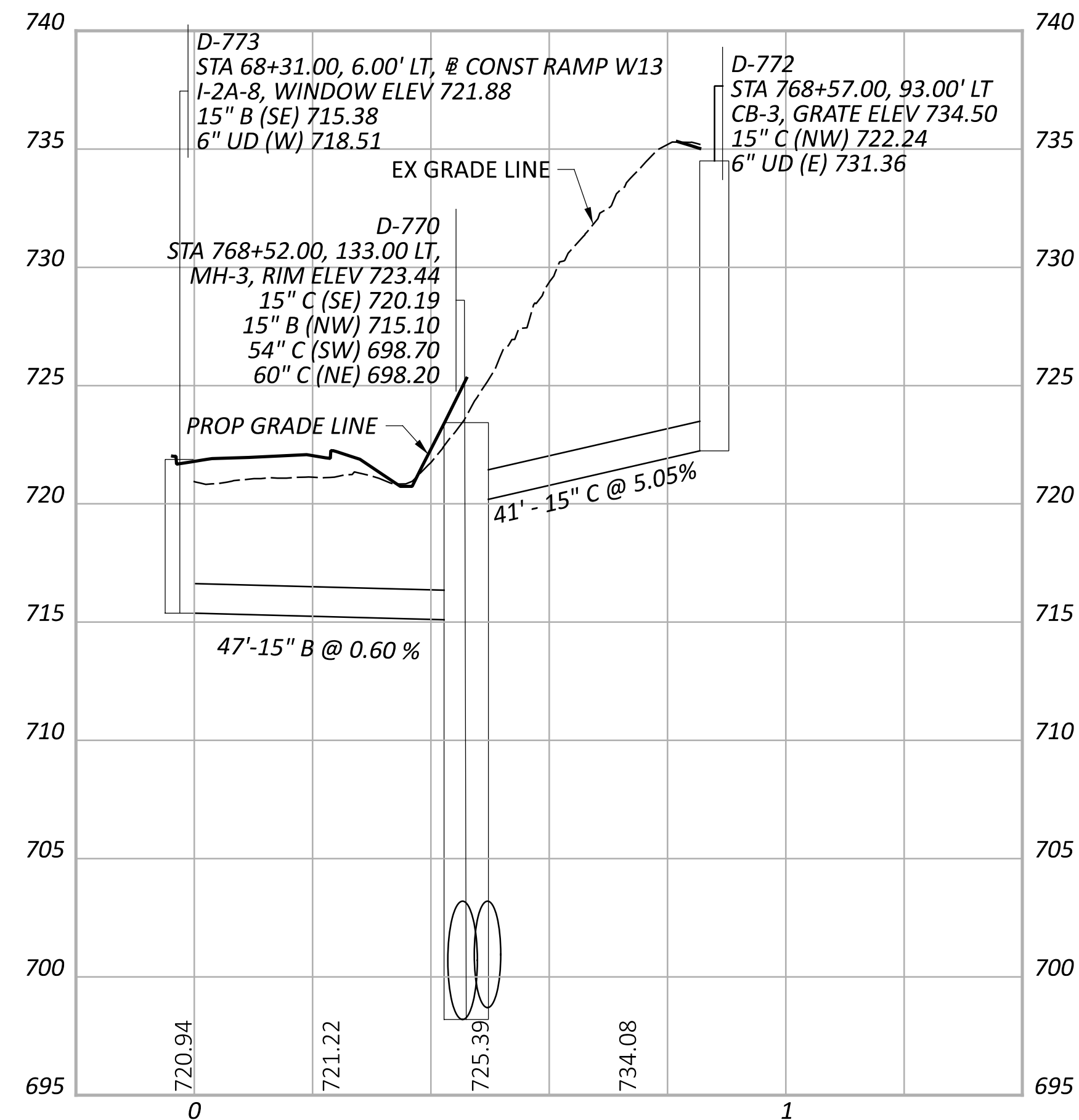
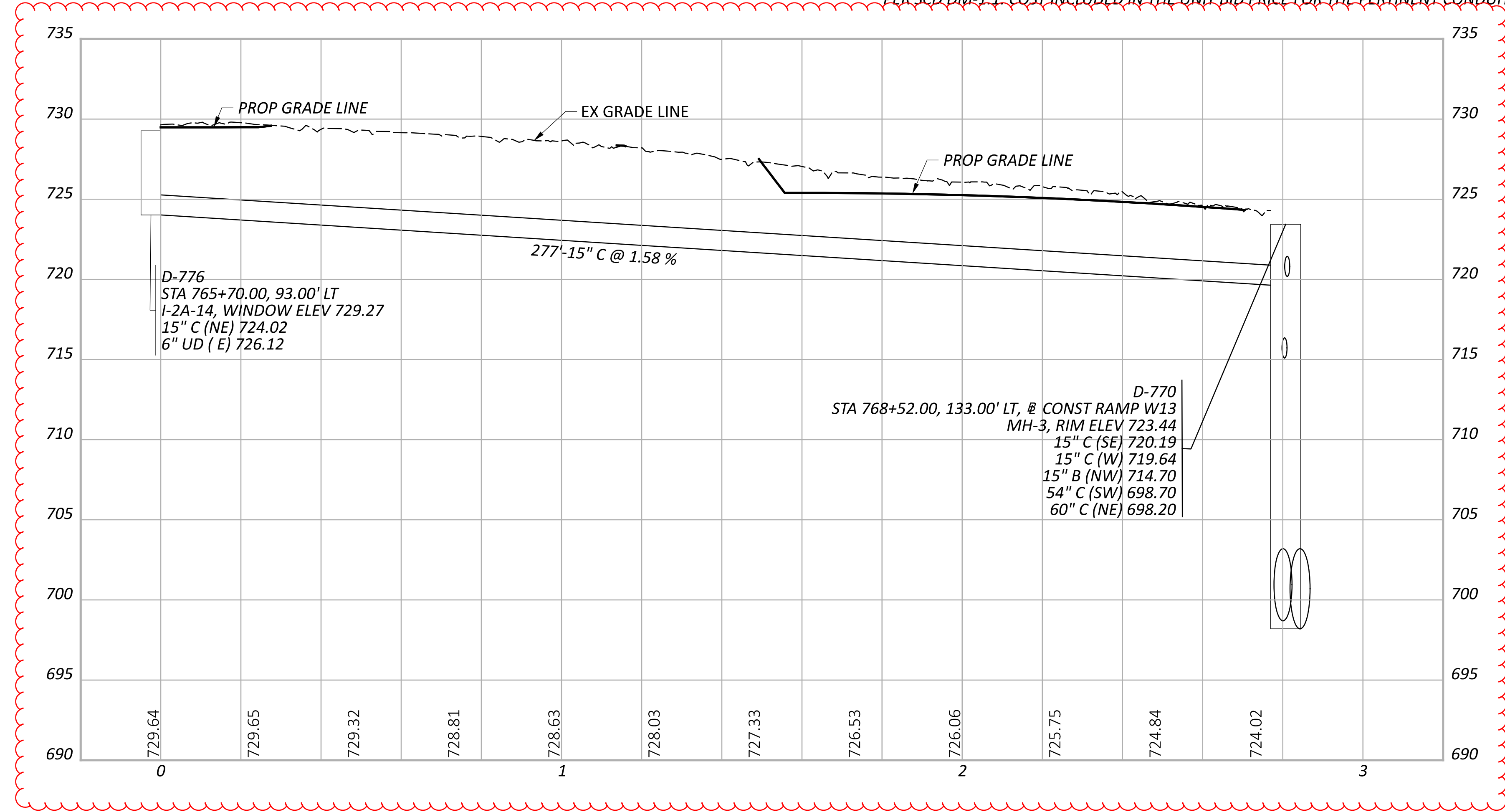
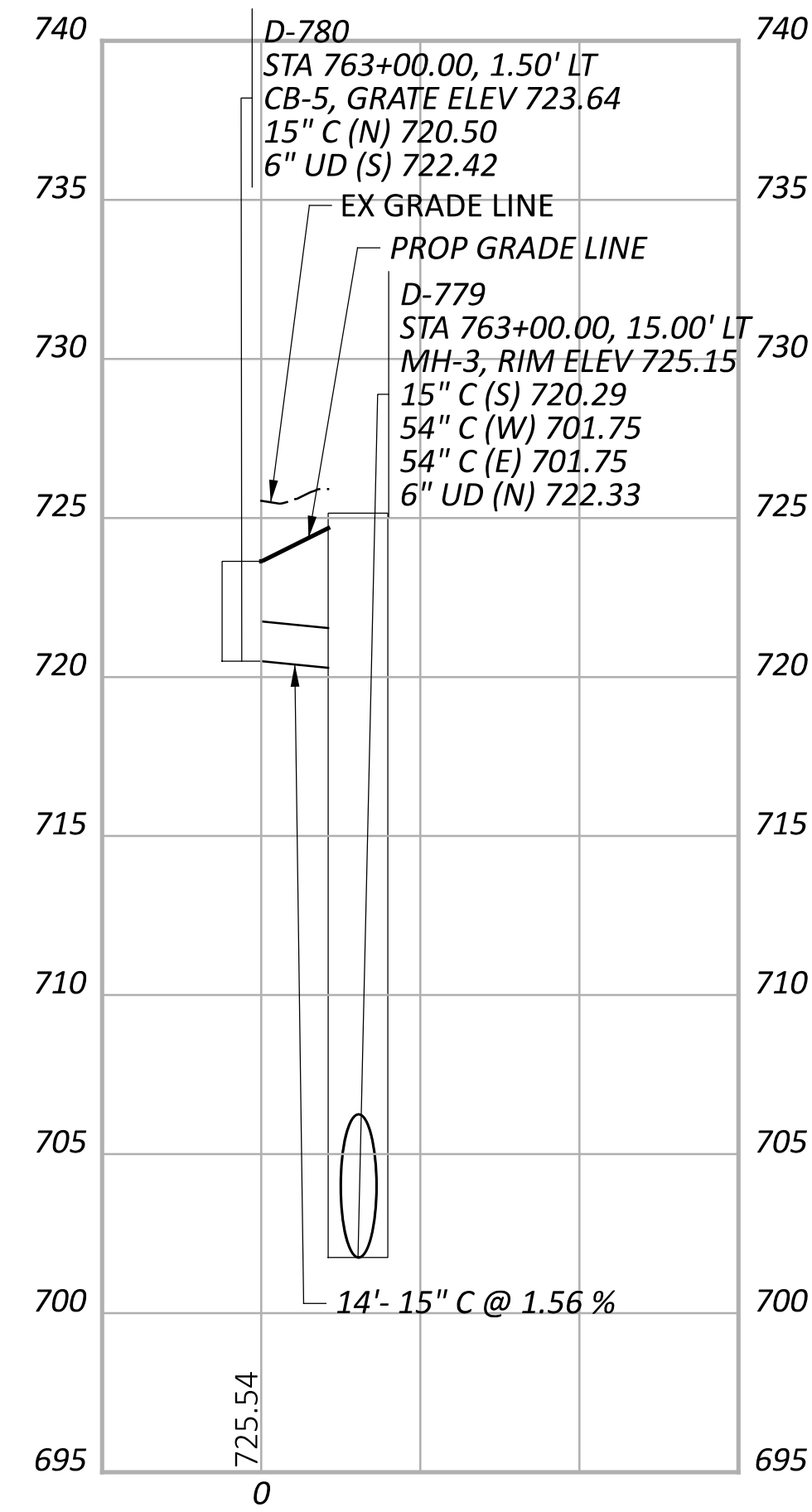
NOTES:

1. ALL STATIONING TAKEN FROM @ CONST IR 90 UNLESS OTHERWISE NOTED

2. FOR DRAINAGE PLAN SHEETS, SEE SHEET P.1047 - P.1067

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CUY-90-6.69

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STORM SEWER PROFILES
 OUTFALL M

DESIGN AGENCY

STRUCTUREPOINT
 INC.

DESIGNER

AJO

REVIEWER

KEM 08/09/23

PROJECT ID

76779

SHEET TOTAL

P.1146 P.1587