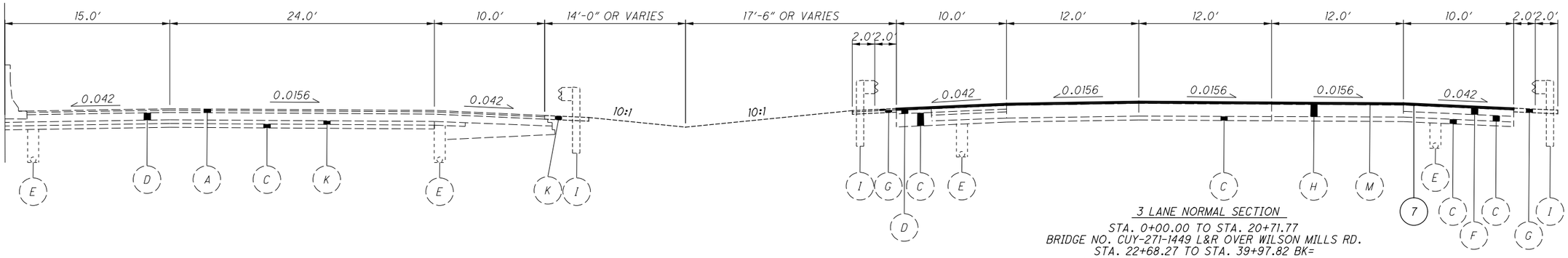
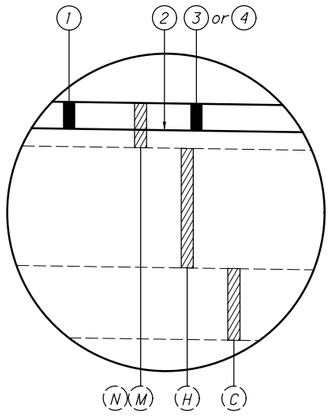
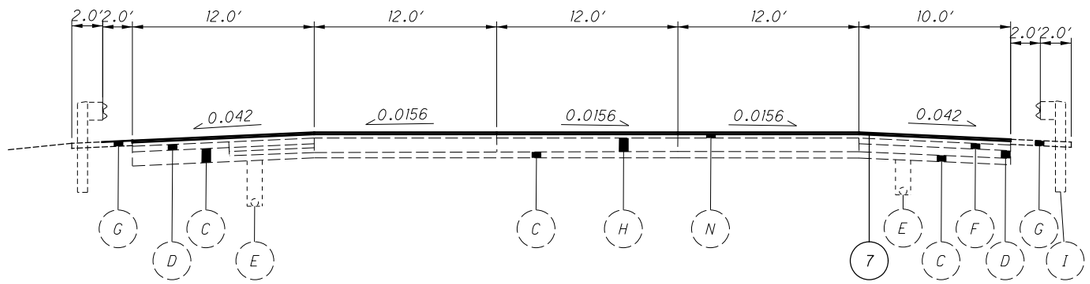


3 LANE NORMAL SECTION

STA. 0+00.00 TO STA. 20+71.77
BRIDGE NO. CUY-271-1449 L&R OVER WILSON MILLS RD.
STA. 22+68.27 TO STA. 39+97.82 BK=
STA. 40+00.00 AH TO STA. 84+62.33 BK=
STA. 84+48.97 AH TO STA. 134+58.35 BK=
STA. 0+00.20 AH
(CUYAHOGA COUNTY)

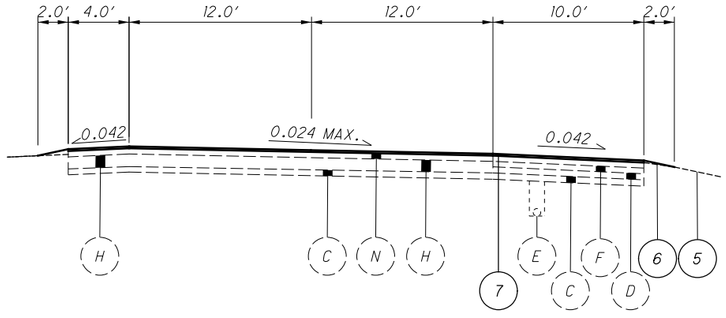


TYPICAL OVERLAY DETAIL



3 LANE NORMAL SECTION

STA. 0+00.20 AH TO STA. 55+40.60
(LAKE COUNTY)



2 LANE SUPERELEVATED SECTION

STA. 55+40.60 TO STA. 90+50.00 (CURVE RIGHT)
(LAKE COUNTY)

EXISTING LEGEND

- (A) ASPHALT OVERLAY (3"±)
- (B) 9" REINFORCED CONCRETE BASE
- (C) SUBBASE
- (D) BITUMINOUS AGGREGATE BASE
- (E) UNDERDRAIN
- (F) WATERPROOF AGGREGATE BASE
- (G) ASPHALT UNDER GUARDRAIL
- (H) 10" REINFORCED CONCRETE BASE
- (I) GUARDRAIL
- (J) CONCRETE BARRIER
- (K) FREE DRAINING BASE
- (L) CONCRETE CURB
- (M) ASPHALT OVERLAY (4-1/4"±)
- (N) ASPHALT OVERLAY (7"±)

PROPOSED LEGEND

1. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1-½"
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN, PG76-22M, 1-½"
4. ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN, PG76-22M, 1-½"
5. ITEM 209 - LINEAR GRADING, AS PER PLAN
6. ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN
7. ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

TYPICAL SECTIONS

CUY/LAK-271-
13.61/0.00

4
3.5

CALCULATED JDA
CHECKED EJK

Pavement

Profile and Alignment

Place the proposed pavement to follow the alignment of the existing pavement. Previous construction plans showing the original alignment are available for inspection at the ODOT District 12 office. Place the proposed asphalt concrete as shown on the typical sections. The intent of the plans is to maintain the existing profile.

Planing Requirements

The duration of time between planing the asphalt and placing the asphalt overlay shall be kept to a minimum. In no instance shall this time exceed 7 calendar days. The time limit shall begin on the first day of planing and shall continue based on calendar days, minus any weather days, until completion of the asphalt concrete surface course. This is to ensure that the potential degradation of the exposed pavement due to traffic is kept to a minimum. This requirement applies to both mainline and ramps alike.

In the event that the time between exposing the existing pavement and placing the asphalt surface course exceeds 7 calendar days, liquidated damages as per 108.07 of the CMS shall be assessed.

Asphalt Concrete Surface Course Sealing Requirements

In addition to the gutter sealing requirements specified in SCD BP-3.1 and C&MS 401.15, after completion of the surface course, the contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings including but not limited to monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs /inlays are not overlaid with an asphalt concrete surface course.
- All cold longitudinal joints between paved shoulders and guardrail asphalt.

The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

Longitudinal Joints (Flexible Pavement)

Longitudinal joints between a pavement lane and adjoining shoulder or speed change lane, and between a speed change lane and the adjoining shoulder shall be made the same day. All longitudinal joints shall be hot with the exception of one cold joint per roadway. Locate the cold joint along the centerline or a lane line. Longitudinal joint locations shall be as approved by the Engineer. Each ramp shall have a maximum of one longitudinal cold joint located approximately halfway across the ramp.

Item 251 - Partial Depth Pavement Repair (442), As Per Plan A

This item shall be used for the repair of unsound, cold-patch, or pop-out areas of longitudinal joints as directed by the Engineer. This work shall be performed prior to the planing operation. The depth of the repair shall be 4" below the top of the existing asphalt surface. The width of the repair shall be 12" centered over the existing joint.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity has been carried to the General Summary:

Item 251 – Partial Depth Pavement Repair (442),
As Per Plan A ..... **2,550 Sq Yd**

Item 251 - Partial Depth Pavement Repair (442), As Per Plan B

This item shall be used for the repair of unsound, cold-patch, or pop-out areas of transverse joints and cracks as directed by the Engineer. This work shall be performed prior to the planing operation. The depth of the repair shall be 4" below the top of the existing asphalt surface. The width of the repair shall be 12" centered over the existing joint.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity has been carried to the General Summary:

Item 251 – Partial Depth Pavement Repair (442),
As Per Plan B ..... **5,300 Sq Yd**

Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A, (446), As Per Plan, PG76-22M

Joint coring as per 446.04 will not be required for all asphalt concrete placed with cold longitudinal joints using Void Reducing Asphalt Membrane (VRAM). Construct cold longitudinal joints over VRAM using the same techniques, equipment, and roller patterns used on the rest of the mat. Obtain 10 mat cores for each lot of material per 446.04. Pay factors for each lot of material will be determined per Table 446.04-2.

The coarse virgin aggregate and at least 50% of fine virgin aggregate for this item shall be limited to air cooled blast furnace slag (ACBFS) or Trap Rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve, do not exceed 63 in production.

Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A, (447), As Per Plan, PG76-22M

The coarse virgin aggregate for this item shall be limited to a blend of air cooled blast furnace slag (ACBFS) or Trap Rock from Ontario and limestone. The Contractor shall use a minimum 60% of ACBFS or Trap Rock from Ontario with limestone comprising the remaining percentage. At least 50% of the fine virgin aggregate for this item shall be limited to ACBFS or Trap Rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve, do not exceed 63 in production.

When ACBFS is used for a fraction of the coarse aggregate, provide a total asphalt binder content greater than or equal to 6.2%. If ACBFS makes up 100% of the coarse aggregate, apply the binder content requirements of CMS 442.

Item 617 – Compacted Aggregate, As Per Plan

This item shall be used to place compacted aggregate at a variable depth only where needed to fill in low spots along the shoulder and eliminate drop offs. Material shall be limited to reclaimed asphalt concrete pavement (RAP).

The actual depth of compacted aggregate placed will vary depending upon existing conditions. For estimating purposes, an average depth of one inch (1") has been used. Water, if needed, shall be applied as per 617.05 and included under Item 617 – Compacted Aggregate, As Per Plan.

The following estimated quantity has been carried to the General Summary for use as directed by the Engineer:

Item 617 – Compacted Aggregate, As Per Plan..... **475 Cu Yd**

Item 618 – Rumble Strips, Shoulder (Asphalt Concrete), As Per Plan

For all freeways, the lateral position of edge line rumble strips shown in SCD BP-9.1 is revised as follows:

1. Median and Outside Shoulder Offset for shoulders less than 6':
   Dimension A and B are equal to 6"
2. Median and Outside Shoulder Offset for shoulders 6' to 12':
   Dimension A and B are equal to half the shoulder width minus 12".
3. Median and Outside Shoulder Offset for shoulders greater than 12':
   Dimension A and B are equal to 5'.

The following estimated quantity shall be used to construct Item 618 – Rumble Strips, Shoulder (Asphalt Concrete), As Per Plan as per Standard Drawing BP-9.1 except as noted above:

Item 618 – Rumble Strips, Shoulder (Asphalt Concrete),
As Per Plan..... **21.33 Miles**

GENERAL NOTES

CUY/LAK-271-
13.61/0.00

9
35

General

It is the responsibility of the Contractor to provide through vehicular access in both directions at all times throughout the project area. The project shall be constructed in phases in order to minimize traffic disruption and inconvenience to the general public. The Contractor shall be responsible for providing all equipment, materials and manpower needed to adequately maintain traffic as provided for in the plans and specifications.

The Contractor is reminded that, in the conduct of this project, the sequence of operations shall be planned in a fashion which minimizes the number of lane reductions and/or lane width reductions required to maintain traffic through the project.

Permitted lane closures shall be as shown on the "Schedule of Through Lanes to be Maintained" table. The time limits shown in this table shall be adhered to or road user costs will be assessed.

Construction Sequence

No permanent maintenance of traffic zones are detailed in these plans. Traffic shall be maintained in accordance to the "Schedule of Through Lanes to be Maintained" note. All work zone closures shall comply with the appropriate Standard Construction Drawings.

Prior to opening all lanes to normal traffic, the Contractor shall ensure that the pavement is in a drivable condition with no potholes or dust and that all longitudinal drop-offs greater that 1-1/2" and transverse drop-offs are ramped as per the "Maintaining Traffic and Sequence of Operations" note.

Maintenance of Traffic Control Zones

The Contractor shall be responsible to maintain the signs, drums or cones specified in the Standard Construction Drawings. When the Contractor is notified of deficiencies, he shall correct the deficiencies as soon as possible, preferably within 12 hours and no later than 24 hours. If any noted deficiencies are not corrected within 24 hours the Engineer shall deduct one day of liquidated damages per Table 108.07-1 of the CMS from Item 614 – Maintaining Traffic. The Contractor shall be subject to these road user costs for each and every day that these provisions are not met. All costs for maintaining the work zones as described above shall be included under Item 614 – Maintaining Traffic.

Suspension of Work

If the Contractor fails to comply with the provisions for traffic control as set forth in these plans or with provisions of the OMUTCD, the Engineer shall suspend work until the Contractor complies with the necessary requirements.

Lane Closure/Reduction Required

Length and duration of lane closures and restrictions shall be at the approval of the Engineer. It is the intent to minimize the impact to the traveling public. Lane closures or restrictions over segments of the project in which no work is anticipated within a reasonable time frame, as determined by the Engineer, shall not be permitted. The level of utilization of maintenance of traffic devices shall be commensurate with the work in progress.

Payment

All work and traffic control devices shall be in accordance with CMS 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 plans.

Schedule of Through Lanes to be Maintained

All lane closures may only be implemented at the times permitted by the "District 12 Permitted Lane Closure Times" list, which is located on the ODOT website:

www.dot.state.oh.us/districts/D12/HighwayManagement/Pages/PermittedLaneClosures.aspx

The latest revision, at 14 days prior to the bid date, shall be in effect for this project.

No lane or shoulder closures shall be in place when no work is being performed. Shoulder closures shall only be allowed at the times specified for lane closures.

Any roadway not listed shall not have any lane closures on weekdays from 6:30am to 9:00am and 3:00pm to 6:00pm. Contact Steven Tyneski, District 12 Work Zone Traffic Manager, at (216) 584-2128 if there are any questions.

IR-271 Ramps*		
Location	Permitted Ramp Closures, Lane Reductions	
	Short Term Closure	Partial Width Closure (maintain one 11' lane)
One-Lane Ramps	9:00pm – 5:00am **	7:00pm – 5:00am
Two-Lane Ramps	Not Permitted	7:00pm – 5:00am

*Not for use on the IR-271/IR-90 system interchange.

**Each ramp shall be closed for a maximum of two (2) separate times using an approved detour. Any closure shall be as directed by the Engineer.

Ramp Closures for Resurfacing

The Contractor may close one ramp at a time at each location for milling, partial depth pavement repairs, or resurfacing. Closures for ramps scheduled for repairs and resurfacing shall be limited according to the days of the week and hours shown in the "Schedule of Through Lanes to be Maintained" table.

The motoring public shall be given advance warning of closures at least 72 hours in advance through the use of either a ground mounted flat sheet sign or a portable changeable message sign. A LEO with patrol car (paid for separately) shall be used for each ramp closure and be present for the entire closure time.

Freeway entrance ramps shall be closed with a PCMS suggesting a recommended detour.

Freeway exit ramps shall be closed with a PCMS routing traffic to the next exit and a second PCMS indicating a U-turn at the exit, unless directed differently by the Project Engineer.

For ramp closures, one or two additional PCMS units will be needed as described above. These will be in addition to the PCMS units specified in the plans and shall be included for payment in Item 614 – Maintaining Traffic.

Alternate Methods

If the Contractor so elects, he may submit alternate methods for the maintenance of traffic, provided the intent of the provisions is followed and no additional inconvenience to the traveling public results there from. No alternate plan shall be placed into effect until approval has been granted, in writing, by the Director.

All items proposed for use under these provisions must comply with current Department standards for their use when the plan detail, Standard Construction Drawing or other bid document governing their use is not provided as part of the bid package.

Construction Traffic

All construction traffic shall use acceptable truck routes to access the construction area. Use of local residential streets is strictly prohibited unless allowed in writing by the local enforcement authorities.

Lane Value Contract Table

Description of Critical Lane/Ramp to be Maintained	Direction	Lanes	Restricted Time Period	Time Unit	Disincentive (per time unit per lane)
IR-271:					
US-322 to IR-90	NB & SB	3	As Per the Permitted Lane Closure Schedule	Each Minute	$390
Ramp C	NB to WB	2	As Per the Permitted Lane Closure Schedule	Each Minute	$175
Ramp A	EB to SB	2	As Per the Permitted Lane Closure Schedule	Each Minute	$225
IR-90					
Rockefeller Rd. to IR-271	EB & WB	3	As Per the Permitted Lane Closure Schedule	Each Minute	$280
IR-271 to SR-91	EB & WB	3	As Per the Permitted Lane Closure Schedule	Each Minute	$280

The Contractor shall be assessed a disincentive in the amount of the largest disincentive within all sections impacted by the physical lane restriction, including the Transition Area, Activity Area, and Termination Area as defined by the OMUTCD.

CALCULATED JDA CHECKED EJK

GENERAL NOTES

CUY/LAK-271-13.61/0.00

11 3,5

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
6-12	13-15		17	18	19	20						01/IMS/PV							
																		ROADWAY	
769												769		209	60201	769	STA	LINEAR GRADING, AS PER PLAN	7
																		EROSION CONTROL	
												1,000		832	30000	1,000	EACH	EROSION CONTROL	
																		DRAINAGE	
6												6		611	98631	6	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	8
1,000												1,000		SPECIAL	61199820	1,000	LB	MISCELLANEOUS METAL	8
																		PAVEMENT	
2,550												2,550		251	01021	2,550	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN A	
5,300												5,300		251	01021	5,300	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN B	
			305,532	21,057								326,589		254	01000	326,589	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
690												690		254	01011	690	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN, 1.5"	
58			25,971	1,789								27,818		407	20000	27,818	GAL	NON-TRACKING TACK COAT	
			8,848	420								9,268		442	00100	9,268	CY	ANTI-SEGREGATION EQUIPMENT	
31				551								582		442	10001	582	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M, 1.5"	9
			12,753	337								13,090		442	10301	13,090	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG76-22M, 1.5"	9
475												475		617	10101	475	CY	COMPACTED AGGREGATE, AS PER PLAN	9
21.33												21.33		618	40601	21.33	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	9
				3,616								3,616		872	10000	3,616	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	
																		TRAFFIC CONTROL	
					1,376	215						1,591		621	00100	1,591	EACH	RPM	
1,200												1,200		621	54000	1,200	EACH	RAISED PAVEMENT MARKER REMOVED	
					18.03	3.3						112,529		646	10010	21.33	MILE	EDGE LINE, 6"	
					16.57	1.07						17.64		646	10110	17.64	MILE	LANE LINE, 6"	
					10,320	941						11,261		646	10310	11,261	FT	CHANNELIZING LINE, 12"	
						104						104		646	10400	104	FT	STOP LINE	
						461						461		646	10500	461	FT	CROSSWALK LINE	
					1,636							1,636		646	10600	1,636	FT	TRANSVERSE/DIAGONAL LINE	
						15						15		646	20300	15	EACH	LANE ARROW	
						6						6		646	20320	6	EACH	WRONG WAY ARROW	
					5,638							5,638		646	20504	5,638	FT	DOTTED LINE, 6"	
																		TRAFFIC SIGNALS	
6												6		632	26501	6	EACH	DETECTOR LOOP, AS PER PLAN	10
																		MAINTENANCE OF TRAFFIC	
	300											300		614	11110	300	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	10											10		614	12484	10	EACH	WORK ZONE INCREASED PENALTIES SIGN	
	50											50		614	13001	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	12
	9											9		614	18601	9	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	13
	17.64											17.64		614	20110	17.64	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
	17.64											17.64		614	20560	17.64	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	21.33											21.33		614	22110	21.33	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
	21.33											21.33		614	22360	21.33	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	11,261											11,261		614	23210	11,261	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
	11,261											11,261		614	23690	11,261	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	5,638											5,638		614	24202	5,638	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
	5,638											5,638		614	24612	5,638	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
	104											104		614	26200	104	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
	104											104		614	26610	104	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	461											461		614	27200	461	FT	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT	
	461											461		614	27620	461	FT	WORK ZONE CROSSWALK LINE, CLASS III, 642 PAINT	
	15											15		614	30200	15	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
	15											15		614	30650	15	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
	300											300		630	97800	300	SF	SIGNING, MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER	15
	36											36		808	18700	36	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																		INCIDENTALS	
												LS		614	11000	LS		MAINTAINING TRAFFIC	
6												6		619	16011	6	MNTH	FIELD OFFICE, TYPE B, AS PER PLAN	
LS												LS		623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	6
												LS		624	10000	LS		MOBILIZATION	

CALCULATED JDA
CHECKED EJK

GENERAL SUMMARY

CUY/LAK-271-
13.61/0.00

16
3.5

i:\Project Data\CUY\9090\Design\Roadway\Sheets\9090_GG001.dgn Sheet 2/1/2021 10:19:31 AM jalbrigl

STATION TO STATION		LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	407 NON-TRACKING TACK COAT	442 ANTI-SEGREGATION EQUIPMENT	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M, 1.5"	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG76-22M, 1.5"
		FT.	FT.	FT.	FT.	SY	SY	GAL	CY	CY	CY
IR-271 Northbound											
733+17.16	757+21.58	2404.42	56.0	56.0	56.0	14961	14961	1272	423		624
757+21.58	758+20.77	99.19	56.0	68.0	62.0	683	683	58	20		29
758+20.77	758+66.41	45.64	68.0	69.0	68.5	347	347	29	11		15
Sta. 758+66.41 BK = Sta. 0+00.00 AH											
0+00.00	3+00.00	300.00	69.0	72.0	70.5	2350	2350	200	73		98
3+00.00	7+00.00	400.00	72.0	74.0	73.0	3244	3244	276	102		136
7+00.00	10+84.86	384.86	74.0	100.0	87.0	3720	3720	316	123		155
10+84.86	11+54.33	69.47	56.0	56.0	56.0	432	432	37	12		18
Suspend Mainline Work											
Resume Mainline Work											
29+76.00	30+05.84	29.84	56.0	56.0	56.0	186	186	16	5		8
30+05.84	34+62.78	456.94	95.0	85.0	90.0	4569	4569	388	152		191
34+62.78	37+25.77	262.99	85.0	78.0	81.5	2382	2382	202	77		100
37+25.77	45+41.77	816.00	78.0	56.0	67.0	6075	6075	516	185		254
45+41.77	84+58.74	3916.97	56.0	56.0	56.0	24372	24372	2072	689		1016
Sta. 84+58.74 BK = Sta. 84+48.97 AH											
84+48.97	94+05.27	956.30	56.0	56.0	56.0	5950	5950	506	168		248
94+05.27	99+89.81	584.54	98.0	97.5	97.8	6349	6349	540	216		265
99+89.81	116+29.89	1640.08	78.8	56.0	67.4	12282	12282	1044	375		512
116+29.89	125+88.34	958.45	56.0	56.0	56.0	5964	5964	507	169		249
125+88.34	134+64.42	876.08	56.0	58.0	57.0	5549	5549	472	158		232
Sta. 134+64.42 BK = Sta. 0+00.00 AH											
0+00.00	53+50.00	5350.00	58.0	58.0	58.0	34478	34478	2931	991		1437
53+50.00	58+97.35	547.35	58.0	96.0	77.0	4683	4683	398	150		196
58+97.35	65+30.00	632.65	52.0	38.0	45.0	3163	3163	269	79		132
65+30.00	87+63.18	2233.18	38.0	38.0	38.0	9429	9429	801	207		393
87+63.18	90+58.72	295.54	38.0	41.0	39.5	1297	1297	110	29		55
TOTALS, LEFT COLUMN							152,465	12,960	4,414		6,363

STATION TO STATION		LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	407 NON-TRACKING TACK COAT	442 ANTI-SEGREGATION EQUIPMENT	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M, 1.5"	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG76-22M, 1.5"
		FT.	FT.	FT.	FT.	SQ. YD.	SY	GAL	CY	CY	CY
IR-271 Southbound											
733+17.16	754+15.91	2098.75	56.0	56.0	56.0	13059	13059	1110	369		545
754+15.91	758+66.42	450.51	56.0	65.0	60.5	3028	3028	257	89		127
Sta. 758+66.42 BK = Sta. 0+00.00 AH											
0+00.00	4+76.56	476.56	65.00	75.00	70.0	3707	3707	315	115		155
4+76.56	11+00.00	623.44	75.0	93.5	84.3	5836	5836	496	191		244
11+00.00	11+54.33	54.33	56.0	56.0	56.0	338	338	29	10		15
Suspend Mainline Work											
Resume Mainline Work											
28+83.68	29+74.57	90.89	44.0	33.0	38.5	389	389	33	9		17
29+74.57	33+18.31	343.74	89.0	68.0	78.5	2998	2998	255	96		125
33+18.31	40+14.21	695.90	68.0	68.5	68.3	5277	5277	449	162		220
40+14.21	41+16.18	101.97	68.5	56.0	62.3	705	705	60	21		30
41+16.18	99+40.85	5824.67	56.0	56.0	56.0	36242	36242	3081	1025		1511
99+40.85	106+80.62	739.77	97.5	97.5	97.5	8014	8014	681	272		334
106+80.62	110+70.80	390.18	78.5	69.0	73.8	3197	3197	272	101		134
110+70.80	114+56.57	385.77	69.0	64.0	66.5	2850	2850	242	87		119
114+56.57	115+91.14	134.57	64.0	56.0	60.0	897	897	76	26		38
115+91.14	126+25.56	1034.42	56.0	56.0	56.0	6436	6436	547	182		269
126+25.56	126+88.34	62.78	56.0	58.0	57.0	398	398	34	11		17
126+88.34	134+64.42	776.08	58.0	58.0	58.0	5001	5001	425	144		209
Sta. 134+64.42 BK = Sta. 0+00.00 AH											
0+00.00	46+98.00	4698.00	58.0	58.0	58.0	30276	30276	2573	870		1262
46+98.00	58+97.88	1199.88	58.0	70.0	64.0	8532	8532	725	256		356
58+97.88	63+72.46	474.58	70.0	90.0	80.0	4218	4218	359	136		176
63+72.46	67+47.71	375.25	44.3	38.0	41.1	1715	1715	146	40		72
67+47.71	85+83.78	1836.07	38.0	38.0	38.0	7752	7752	659	170		323
85+83.78	90+58.54	474.76	38.0	45.5	41.8	2202	2202	187	52		92
TOTALS, RIGHT COLUMN							153,067	13,011	4,434		6,390
TOTALS, LEFT COLUMN							152,465	12,960	4,414		6,363
TOTALS CARRIED TO GENERAL SUMMARY							305,532	25,971	8,848		12,753

CALCULATED JDA
CHECKED EJK

PAVEMENT SUBSUMMARY

CUY/LAK-271-
13.61/0.00

1.7
3.5

STATION TO STATION		LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	407 NON-TRACKING TACK COAT	442 ANTI-SEGREGATION EQUIPMENT	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M, 1.5"	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG76-22M, 1.5"
		FT.	FT.	FT.	FT.	SY	SY	GAL	CY	CY	CY
Ramp A-1											
10+76.16	11+24.94	48.78	29.0	29.0	29.0	157	157	13	2	7	
11+24.94	13+54.73	229.79	29.0	23.7	26.4	673	673	57	9	29	
13+54.73	15+45.84	191.11	23.7	29.0	26.4	560	560	48	7	24	
15+45.84	18+92.00	346.16	29.0	44.0	36.5	1404	1404	119	30	59	
18+92.00	21+61.03	269.03	44.0	43.5	43.8	1308	1308	111	32	55	
Ramp A-2											
1+94.06	4+08.40	214.34	41.0	41.0	41.0	976	976	83	23	41	
4+08.40	5+45.55	137.15	41.0	31.0	36.0	549	549	47	11	23	
5+45.55	7+04.72	159.17	31.0	27.5	29.3	517	517	44	8	22	
7+04.72	8+80.54	175.82	27.5	27.3	27.4	535	535	45	8	23	
Ramp A-3											
11+05.50	12+50.00	144.50	28.6	27.0	27.8	446	446	38	7	19	
12+50.00	13+54.73	104.73	27.0	24.0	25.5	297	297	25	4	13	
13+54.73	18+79.39	524.66	24.0	44.0	34.0	1982	1982	168	39	83	
18+79.39	21+03.07	223.68	44.0	45.0	44.5	1106	1106	94	27	47	
Ramp A-4											
1+73.00	1+94.57	21.57	15.0	15.0	15.0	36	36	3	0	2	
1+94.57	9+46.88	752.31	27.0	27.0	27.0	2257	2257	192	31	95	
9+46.88	10+11.78	64.90	27.0	29.0	28.0	202	202	17	3	9	
Ramp C											
41+50.00	42+25.46	75.46	33.0	39.0	36.0	302	302	26	6		13
Ramp A											
5+52.38	6+05.06	52.68	40.0	39.0	39.5	231	231	20	5		10
6+05.06	21+36.67	1531.61	39.0	39.0	39.0	6637	6637	564	149		277
21+36.67	23+48.42	211.75	39.0	36.0	37.5	882	882	75	19		37
TOTALS, LEFT COLUMN							21,057	1,789	420	551	337

STATION TO STATION		LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1.5"	407 NON-TRACKING TACK COAT	442 ANTI-SEGREGATION EQUIPMENT	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M, 1.5"	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG76-22M, 1.5"	872 VOID REDUCING ASPHALT MEMBRANE (VRAM)
		FT.	FT.	FT.	FT.	SQ. YD.	SY	GAL	CY	CY	CY	FT
TOTALS, RIGHT COLUMN												
TOTALS, LEFT COLUMN							21,057	1,789	420	551	337	3,616
TOTALS CARRIED TO GENERAL SUMMARY							21,057	1,789	420	551	337	3,616

CALCULATED JDA
CHECKED EJK

PAVEMENT SUBSUMMARY

CUY/LAK-271-
13.61/0.00

18
35