

SEQUENCE OF CONSTRUCTION

PHASE 1

CONSTRUCT THE EARTHWORK, DRAINAGE AND PAVEMENT FOR TEMPORARY RAMP (TO BE USED IN PHASE 2 BY DETOURED RAMP L TRAFFIC) FROM US 23 TO RAMP M. CONSTRUCT TEMPORARY SIGNAL AT TEMPORARY RAMP. THIS WORK MAY CONTINUE THROUGH PHASE 1A. RAMP M MAY BE DETOURED FOR UP TO TWO WEEKS TO CONSTRUCT THE TIE IN TO TEMPORARY RAMP L.

MAINTAIN TRAFFIC ON RIGHT SIDE OF RAMP P1 WHILE CONSTRUCTING THE EARTHWORK, DRAINAGE AND FULL DEPTH PAVEMENT FOR RAMP P2 AND WIDENING LEFT ON RAMP P1. CONSTRUCT THE EARTHWORK AND PAVEMENT FOR MAINTAINING TRAFFIC FOR THE CONNECTION OF RAMP P2 TO RAMP O (TO BE USED IN PHASE 2 BY DIVERTED RAMP R TRAFFIC) FROM US 23 TO RAMP O. CONSTRUCT PERMANENT SIGNAL AT RAMP P2 AND MODIFY FOR USE IN PHASE 1A. THE CONTRACTOR CAN CLOSE RAMP O FOR UP TO TWO WEEKS TO CONSTRUCT THE PROPOSED STORM SEWER BETWEEN RAMP O AND RAMP P2.

USING PERMISSIBLE LANE CLOSURES, CONSTRUCT EARTHWORK, DRAINAGE, PERMANENT PAVEMENT AND PAVEMENT FOR MAINTAINING TRAFFIC IN US 23 MEDIAN TO ACCOMMODATE LEFT TURN LANES.

ON I-270 EB, SHIFT LANES LEFT AND CONSTRUCT EARTHWORK, DRAINAGE, AND PERMANENT PAVEMENT ON RIGHT SIDE OF I-270 EB FROM STA. 534+00 TO STA. 539+00.

PHASE 1A

PLACE WORKZONE CONTROL MARKINGS ON US 23 AND ACTIVATE SIGNAL.

MAINTAIN TRAFFIC (270 EB TO 23 SB) ON THE LEFT SIDE OF RAMP P1 AND RAMP P2 TO THE MODIFIED SIGNAL. CONSTRUCT THE EARTHWORK AND PAVEMENT FOR THE RIGHT SIDE OF RAMP P1. CONSTRUCT THE EARTHWORK AND PAVEMENT FOR THE ACCELERATION LANE FOR RAMP P1 TO US 23 SOUTH USING PERMISSIBLE LANE CLOSURES AND ADHERING TO THE DROP OFF REQUIREMENTS OF SCD MT-101.90.

CONSTRUCT PERMANENT SIGNAL AT INTERSECTION OF RAMP P2 AND US 23 AND MODIFY FOR USE WITH ADDITIONAL US23 NB LEFT TURNING TRAFFIC REROUTED FROM RAMP R. (TO BE USED IN PHASE 2 BY DETOURED RAMP R TRAFFIC.)

PHASE 2

PLACE WORK ZONE CONTROL MARKINGS ON US 23 AND ACTIVATE SIGNAL TO MAINTAIN TRAFFIC (I 270 WB TO US 23 SB & NB AND US 23 NB TO I 270 EB) VIA RAMP P1, RAMP P2 AND RAMP O. CLOSE RAMP L AND RAMP R ROUTING TRAFFIC TO TEMPORARY RAMPS.

CONSTRUCT THE SUBSTRUCTURE REPAIRS ON RAMP L STRUCTURE OVER IR 270 AND THE SUBSTRUCTURE RAMP L STRUCTURE OVER US 23 USING PERMITTED LANE CLOSURES.

REMOVE THE EXISTING SUPERSTRUCTURE FOR RAMP L STRUCTURE OVER IR 270 USING PERMITTED LANE CLOSURES AND SHORT DURATION CLOSURES AT NIGHT FOR REMOVING EXISTING BEAMS.

CONSTRUCT RAMP L OVER IR 270 STRUCTURE WORK (ABUTMENT REHABILITATION, BEARINGS, BEAMS, DECK AND APPROACH SLAB REPLACEMENT) USING PERMITTED LANE CLOSURES AND SHORT DURATION CLOSURES AT NIGHT FOR PLACING BEAMS.*

CONSTRUCT THE SUPERSTRUCTURE REPAIRS AND OVERLAY ON RAMP L STRUCTURE OVER US 23.

PHASE 2 (CONT.)

CONSTRUCT THE EARTHWORK, DRAINAGE AND PAVEMENT FOR RAMP L. *

CONSTRUCT FULL DEPTH PAVEMENT ON RAMP P1 FROM STA. 684+89 TO STA. 688+00 DURING NON-PEAK HOURS USING LANE CLOSURES. THIS WORK SHOULD OCCUR DURING WEEKENDS BEGINNING NO EARLIER THAN 9 PM ON FRIDAY AND COMPLETED BY 6 AM ON MONDAY. SEE SHEET 52.

CONSTRUCT THE EARTHWORK, DRAINAGE AND PAVEMENT FOR RAMP R.

PLACE THE WORK ZONE CONTROL MARKINGS, DRUMS, AND TEMPORARY BARRIER TO MAINTAIN CD ROAD MERGE WITH I-270 AND CONSTRUCT THE EARTHWORK AND FULL DEPTH PAVEMENT ON THE CD ROAD/RAMP R ACCELERATION LANE TO THE RIGHT OF EXISTING PAVEMENT.

CONSTRUCT TEMPORARY PAVEMENT IN THE GORE AREA OF RAMP R AND THE CD ROAD.

DETOUR RAMP S AND CONSTRUCT EARTHWORK, DRAINAGE, FULL DEPTH PAVEMENT AND SIGNAL ON RAMP S.*

*THIS WORK MAY CONTINUE THROUGH PHASE 2A.

PHASE 2A

PLACE THE WORK ZONE CONTROL MARKINGS, DRUMS, AND TEMPORARY BARRIER TO MAINTAIN CD ROAD MERGE WITH I-270 VIA TEMPORARY PAVEMENT AND THE NEW PAVEMENT ON THE FAR RIGHT. CONSTRUCT THE EARTHWORK, DRAINAGE AND FULL DEPTH PAVEMENT ON THE CD ROAD/RAMP R ACCELERATION LANE BETWEEN I-270 EB AND THE NEW PAVEMENT WIDENING.

PHASE 3

MAINTAIN TRAFFIC ON I 270 WB BY SHIFTING 2 LANES LEFT AND MAKING RIGHT LANE EXIT ONLY TO US 23 ON RAMP S. CONSTRUCT THE EARTHWORK, DRAINAGE AND FULL DEPTH PAVEMENT ON THE RIGHT SIDE OF I 270 WB.

REMOVE PAVEMENT FOR MAINTAINING TRAFFIC BETWEEN RAMP P1 AND RAMP O AND PLACE REMAINING PAVEMENT ON RAMP P2 AT STA 867+00 TO 870+00.

MAINTAIN TRAFFIC USING BARRELS AND/OR FLAGGERS TO PLACE FINAL OVERLAY AND PAVEMENT MARKINGS, INCLUDING OVERLAY ON RAMP M AND RAMP O.

REMOVE TEMPORARY RAMP L, RAMP N, AND RAMP Q.

EARTHWORK FOR MAINTAINING TRAFFIC

WHEN UNDERCUTS ARE NECESSARY FOR PAVEMENT FOR MAINTAINING TRAFFIC OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

| | |
|------------------------------|------------------------------------|
| NEW YEAR'S (OBSERVED) | LABOR DAY |
| TOTAL SOLAR ECLIPSE (4/8/24) | GENERAL/REGULAR ELECTION DAY (NOV) |
| MEMORIAL DAY | THANKSGIVING |
| FOURTH OF JULY (OBSERVED) | CHRISTMAS (OBSERVED) |

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

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

SPECIAL EVENTS

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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

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

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.

MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

RAMP R AND L SHALL BE FULLY OPEN AND MAINTAINED FOR ONE WAY TRAFFIC AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 180 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 24. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$12,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

CRITICAL WORK FOR TIME LIMITATION ON A DETOUR

ALL PROPOSED PLAN BID WORK ON RAMPS R AND L INCLUDING BUT NOT LIMITED TO ALL ROADWAY WORK AND STRUCTURE WORK ON RAMP L STRUCTURES OVER I-270 AND US-23 SHALL BE COMPLETE SUCH THAT THE RAMPS CAN BE OPEN TO TRAFFIC WITH ALL SAFETY ITEMS IN PLACE IN ACCORDANCE WITH C&MS 108.07.



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MAINTENANCE OF TRAFFIC GENERAL NOTES

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WEEKLY MAINTENANCE OF TRAFFIC MEETING

AFTER THE INITIAL PRE-MAINTENANCE OF TRAFFIC MEETING, THE CONTRACTOR SHALL MEET WITH THE PROJECT ENGINEER ON A WEEKLY BASIS TO GO OVER A DETAILED MAINTENANCE OF TRAFFIC REPORT OF AT LEAST 7 CALENDAR DAYS. THIS MEETING SHOULD BE HELD ON THE SAME DAY AND TIME OF EACH WEEK.

THE CONTRACTOR WILL PROVIDE TO THE PROJECT ENGINEER A WRITTEN DETAIL OF THE INFORMATION REQUIRED BY THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE PRIOR TO THE MEETING.

IN ADDITION TO THE DETAILED MAINTENANCE OF TRAFFIC REPORT THE CONTRACTOR SHALL GIVE A GENERAL LOOK AHEAD OF AN ADDITIONAL 2 WEEKS OF UPCOMING WORK ACTIVITIES. THIS WILL INCLUDE ANY NOTIFICATION REQUIREMENTS FOR RESTRICTIONS THAT HAVE A DURATION GREATER THAN 12 HOURS.

PRE-MAINTENANCE OF TRAFFIC MEETING

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (DO6.MOT@DOT.OHIO.GOV) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

DUST CONTROL

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

ITEM 616, WATER M. GAL.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621. RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM THROUGH

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS:

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE SY

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN EACH

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

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

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

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

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

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

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

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

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

TRANSVERSE DRAINAGE CROSSINGS OF IR 270 AND US 23

BEFORE ANY ROADWAY CONSTRUCTION BEGINS THE CONTRACTOR SHALL CONSTRUCT THE TRANSVERSE DRAINAGE CROSSINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ADEQUATE DRAINAGE THROUGHOUT ALL PHASES OF CONSTRUCTION. THIS MAY REQUIRE CONSTRUCTION OF TEMPORARY CONDUITS AND/OR TEMPORARY DITCHING. TRAFFIC CONTROL DURING THIS OPERATION SHALL BE AS PER STANDARD DRAWING MT-97.10. ANY LANE RESTRICTIONS CAUSED BY THE TRANSVERSE DRAINAGE CROSSING WORK SHALL BE LIMITED TO BETWEEN THE HOURS OF 9:30 AM TO 3:30 PM TO MINIMIZE THE IMPACT ON TRAFFIC.

ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 UNLESS OTHERWISE NOTED IN THE PLANS.

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING REMOVAL AND INSTALLATION OF PIPES UNDER ITEMS 203 AND 603.

ITEM 301 ASPHALT CONCRETE BASE, PG64-22 150 CY

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 9 INCHES AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH. THE TRENCH WIDTH IS ASSUMED TO EQUAL THE SPAN TIMES 1.25 PLUS ONE FOOT.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITED STATED ABOVE AT NO ADDITIONAL COST.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.

2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.

3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND ONLINE.

4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:

- A. COLLABORATE WITH ODOT AND SAFETY FORCES;
- B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND

C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.

5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:

A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:

- I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
- II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
- III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
- IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
- V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
- VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE

B. FOLLOWING AN INCIDENT/CRASH:

- I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
- II. RECOMMEND ROADWAY REPAIR NEEDS.
- III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
- IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

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

ITEM 614, BARRIER REFLECTOR, TYPE (2, 3, 4, OR 5) (ONE-WAY OR BI-DIRECTIONAL) 1 EACH

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

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| SHEET NUM. | | | | | | | | | | | | PART. | | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. | | |
|------------|-------|----|----|----|----|----|----|----|----|----|-----|-----------|-----------|-----------|------|----------|-----------------|-------|-------------|---------------|---|--|
| 15 | 16 | 21 | 22 | 38 | 85 | 86 | 87 | 89 | 90 | 91 | 324 | 01/IMS/04 | 02/IMS/14 | 03/NHS/43 | | | | | | | | |
| | | | | | | | | | | | | | | | | | EROSION CONTROL | | | | | |
| | 7.79 | | | | | | | | | | | | | | | 7.79 | 659 | 20000 | 7.79 | TON | COMMERCIAL FERTILIZER | |
| | 10.38 | | | | | | | | | | | | | | | 10.38 | 659 | 31000 | 10.38 | ACRE | LIME | |
| | 407 | | | | | | | | | | | | | | | 407 | 659 | 35000 | 407 | MGAL | WATER | |
| | 113 | | | | | | | | | | | | | | | 113 | 659 | 40000 | 113 | MSF | MOWING | |
| | | | | | | | | | | | | | | | | 2,242 | 670 | 00700 | 2,242 | SY | DITCH EROSION PROTECTION | |
| | | | | | | | | | | | | | | | | 47,045 | 670 | 00500 | 47,045 | SY | SLOPE EROSION PROTECTION | |
| | | | | | | | | | | | | | | | | LUMP | 832 | 15000 | LS | | STORM WATER POLLUTION PREVENTION PLAN | |
| | | | | | | | | | | | | | | | | LUMP | 832 | 15002 | LS | | STORM WATER POLLUTION PREVENTION INSPECTIONS | |
| | | | | | | | | | | | | | | | | LUMP | 832 | 15010 | LS | | STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE | |
| | | | | | | | | | | | | | | | | 758,114 | 832 | 30000 | 758,114 | EACH | EROSION CONTROL | |
| | | | | | | | | | | | | | | | | 1,850 | 836 | 10000 | 1,850 | SY | SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1 | |
| | | | | | | | | | | | | | | | | 245 | 836 | 10020 | 245 | SY | SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 2 | |
| | | | | | | | | | | | | | | | | | | | | | DRAINAGE | |
| | | | | | | | | | | 73 | 12 | 2 | | | | 87 | 602 | 20000 | 87 | CY | CONCRETE MASONRY | |
| | | | | | | | | | | | | | | | | 300 | 605 | 05200 | 300 | FT | 4" UNCLASSIFIED PIPE UNDERDRAINS | |
| | | | | | | | | | | | | | | | | 11,235 | 605 | 06000 | 32,694 | FT | 4" BASE PIPE UNDERDRAINS | |
| | | | | | | | | | | | | | | | | 200 | 605 | 13300 | 200 | FT | 6" UNCLASSIFIED PIPE UNDERDRAINS | |
| | 200 | | | | | | | | | | | | | | | 50 | 605 | 31100 | 50 | FT | AGGREGATE DRAINS | |
| | | | | | | | | | | | | | | | | 90 | 611 | 00100 | 279 | FT | 4" CONDUIT, TYPE B | |
| | | | | | | | | | | | | | | | | 243 | 611 | 00510 | 3,506 | FT | 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS | |
| | 200 | | | | | | | | | | | | | | | 36 | 611 | 00900 | 435 | FT | 6" CONDUIT, TYPE B | |
| | 100 | | | | | | | | | | | | | | | | 611 | 01100 | 100 | FT | 6" CONDUIT, TYPE C | |
| | 200 | | | | | | | | | | | | | | | | 611 | 01400 | 292 | FT | 6" CONDUIT, TYPE E | |
| | | | | | | | | | | | | | | | | 300 | 611 | 01500 | 318 | FT | 6" CONDUIT, TYPE F | |
| | | | | | | | | | | | | | | | | | 611 | 04400 | 89 | FT | 12" CONDUIT, TYPE B, 706.02 | |
| | | | | | | | | | | | | | | | | | 611 | 05700 | 60 | FT | 15" CONDUIT, TYPE A 706.02, 707.01 ALUMINIZED, 707.04, 707.33 CPE SMOOTH LINED | |
| | | | | | | | | | | | | | | | | 95 | 611 | 05900 | 265 | FT | 15" CONDUIT, TYPE B | |
| | | | | | | | | | | | | | | | | 146 | 611 | 05901 | 146 | FT | 15" CONDUIT, TYPE B, AS PER PLAN, 707.13 | |
| | | | | | | | | | | | | | | | | | 611 | 06400 | 80 | FT | 15" CONDUIT, TYPE D | |
| | | | | | | | | | | | | | | | | 81 | 611 | 06700 | 81 | FT | 15" CONDUIT, TYPE F, 707.05 TYPE C, 707.21, OR 707.33 | |
| | | | | | | | | | | | | | | | | | 611 | 07200 | 64 | FT | 18" CONDUIT, TYPE A, 706.02 | |
| | | | | | | | | | | | | | | | | 303 | 611 | 07400 | 303 | FT | 18" CONDUIT, TYPE B | |
| | | | | | | | | | | | | | | | | 95 | 611 | 13200 | 95 | FT | 30" CONDUIT, TYPE A 706.02, 707.01 ALUMINIZED, 707.04, 707.33 CPE SMOOTH LINED | |
| | | | | | | | | | | | | | | | | | 611 | 22200 | 250 | FT | 54" CONDUIT, TYPE A, 707.01 (0.249), 707.02(0.064) ALUMINIZED, 707.04 (0.064 POLYMERIC), 706.02, 707.34, 707.35, 707.48, 707.65, SS938 (STEEL REINFORCED THERMOPLASTIC RIBBED PIPE) | |
| | | | | | | | | | | | | | | | | 70 | 611 | 26000 | 70 | FT | 72" CONDUIT, TYPE A, 706.02 | |
| | | | | | | | | | | | | | | | | 31 | 611 | 30000 | 31 | FT | 96" CONDUIT, TYPE A, 707.03 (0.249) | |
| | | | | | | | | | | | | | | | | 1 | 611 | 98180 | 1 | EACH | CATCH BASIN, NO. 3A | |
| | | | | | | | | | | | | | | | | | 611 | 98370 | 2 | EACH | CATCH BASIN, NO. 6 | |
| | | | | | | | | | | | | | | | | 1 | 611 | 98410 | 1 | EACH | CATCH BASIN, NO. 8 | |
| | | | | | | | | | | | | | | | | | 611 | 98470 | 1 | EACH | CATCH BASIN, NO. 2-2B | |
| | | | | | | | | | | | | | | | | 1 | 611 | 98630 | 1 | EACH | CATCH BASIN ADJUSTED TO GRADE | |
| | | | | | | | | | | | | | | | | | 611 | 99094 | 1 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B | |
| | | | | | | | | | | | | | | | | 3 | 611 | 99574 | 3 | EACH | MANHOLE, NO. 3 | |
| | | | | | | | | | | | | | | | | 3 | 611 | 99654 | 3 | EACH | MANHOLE ADJUSTED TO GRADE | |
| | 10 | | | | | | | | | | | | | | | 15 | 611 | 99710 | 51 | EACH | PRECAST REINFORCED CONCRETE OUTLET | |
| | | | | | | | | | | | | | | | | 2 | 611 | 99900 | 2 | EACH | DRAINAGE STRUCTURE, MISC.: FLAP GATE REMOVED | |
| | | | | | | | | | | | | | | | | 2 | 611 | 99900 | 2 | EACH | DRAINAGE STRUCTURE, MISC.: FLAP GATE, 72" | |
| | | | | | | | | | | | | | | | | 212 | 613 | 41200 | 212 | CY | LOW STRENGTH MORTAR BACKFILL | |
| | | | | | | | | | | | | | | | | 200 | 839 | 29000 | 200 | FT | TRENCH DRAIN, TYPE A, WITH STANDARD GRATE | |

GENERAL SUMMARY

FRA - 270-51.50

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| SHEET NUM. | | | | | | | | | | PART. | | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. | | | | |
|------------|---------|--|--|--|--|--|--|--|--|-----------|-----------|-----------|--|----------|-------------|---------|-------------|--|-----|--|--|--|
| 487 | 509 | | | | | | | | | 01/IMS/04 | 02/IMS/14 | 03/NHS/43 | | | | | | | | | | |
| | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-023-0517 SFN 2513447) | | | | | | | | | |
| 738 | | | | | | | | | | | 738 | | | 512 | 10100 | 738 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | 485 | | | |
| 51 | | | | | | | | | | | 51 | | | 512 | 10300 | 51 | SY | SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN | | | | |
| 4 | | | | | | | | | | | 4 | | | 512 | 10600 | 4 | FT | CONCRETE REPAIR BY EPOXY INJECTION | | | | |
| 35 | | | | | | | | | | | 35 | | | 512 | 33000 | 35 | SY | TYPE 2 WATERPROOFING | | | | |
| 187 | | | | | | | | | | | 187 | | | SPECIAL | 51271500 | 187 | SY | URETHANE TOP COAT SEALER | 485 | | | |
| 16 | | | | | | | | | | | 16 | | | 516 | 13600 | 16 | SF | 1" PREFORMED EXPANSION JOINT FILLER | | | | |
| 41 | | | | | | | | | | | 41 | | | 516 | 13900 | 41 | SF | 2" PREFORMED EXPANSION JOINT FILLER | | | | |
| 61 | | | | | | | | | | | 61 | | | 516 | 14020 | 61 | FT | SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL | | | | |
| 61 | | | | | | | | | | | 61 | | | 516 | 42600 | 61 | FT | ELASTOMERIC BEARING PAD, MISC.: 8" WIDE X 1" THICK ELASTOMERIC BEARING STRIP | | | | |
| | | | | | | | | | | | LUMP | | | 516 | 47001 | LS | | JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN | 485 | | | |
| 8 | | | | | | | | | | | 8 | | | 518 | 21200 | 8 | CY | POROUS BACKFILL WITH GEOTEXTILE FABRIC | | | | |
| 63 | | | | | | | | | | | 63 | | | 518 | 40000 | 63 | FT | 6" PERFORATED CORRUGATED PLASTIC PIPE | | | | |
| 246 | | | | | | | | | | | 246 | | | 518 | 40011 | 246 | FT | 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN | 485 | | | |
| 3,543 | | | | | | | | | | | 3,543 | | | SPECIAL | 51900100 | 3,543 | SF | COMPOSITE FIBER WRAP SYSTEM | | | | |
| 41 | | | | | | | | | | | 41 | | | 519 | 11101 | 41 | SF | PATCHING CONCRETE STRUCTURE, AS PER PLAN | 485 | | | |
| 161 | | | | | | | | | | | 161 | | | 526 | 25011 | 161 | SY | REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN | 486 | | | |
| 57 | | | | | | | | | | | 57 | | | 526 | 90030 | 57 | FT | TYPE C INSTALLATION | | | | |
| 136 | | | | | | | | | | | 136 | | | 840 | 23000 | 136 | CY | SELECT GRANULAR BACKFILL | | | | |
| 599 | | | | | | | | | | | 599 | | | 848 | 10000 | 599 | SY | MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, 2 1/2" THICK | | | | |
| 599 | | | | | | | | | | | 599 | | | 848 | 20000 | 599 | SY | SURFACE PREPARATION USING HYDRODEMOLITION | | | | |
| 9 | | | | | | | | | | | 9 | | | 848 | 30000 | 9 | CY | MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY | | | | |
| 1 | | | | | | | | | | | 1 | | | 848 | 50000 | 1 | SY | HAND CHIPPING | | | | |
| LUMP | | | | | | | | | | | LUMP | | | 848 | 50100 | LS | | TEST SLAB | | | | |
| 599 | | | | | | | | | | | 599 | | | 848 | 50320 | 599 | SY | EXISTING CONCRETE OVERLAY REMOVED, 1 1/2" THICK | | | | |
| 631 | | | | | | | | | | | 631 | | | 863 | 00100 | 631 | SY | GEOGRID, TYPE P1 | | | | |
| | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-270-5264, SFN 2513536) | | | | | | | | | |
| | | | | | | | | | | | LUMP | | | 202 | 11203 | LS | | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN | 507 | | | |
| | 89 | | | | | | | | | | 89 | | | 202 | 22900 | 89 | SY | APPROACH SLAB REMOVED | | | | |
| | 89 | | | | | | | | | | 89 | | | 202 | 23500 | 89 | SY | WEARING COURSE REMOVED | | | | |
| | 206 | | | | | | | | | | 206 | | | 503 | 21100 | 206 | CY | UNCLASSIFIED EXCAVATION | | | | |
| | 122,504 | | | | | | | | | | 122,504 | | | 509 | 10000 | 122,504 | LB | EPOXY COATED REINFORCING STEEL | | | | |
| | 117 | | | | | | | | | | 117 | | | 509 | 30020 | 117 | FT | NO. 4 GFRP DEFORMED BARS | | | | |
| | 495 | | | | | | | | | | 495 | | | 510 | 10000 | 495 | EACH | DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT | | | | |
| | 326 | | | | | | | | | | 326 | | | 511 | 34412 | 326 | CY | CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE | | | | |
| | 106 | | | | | | | | | | 106 | | | 511 | 34450 | 106 | CY | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) | | | | |
| | 14 | | | | | | | | | | 14 | | | 511 | 41010 | 14 | CY | CLASS QC1 CONCRETE, PIER ABOVE FOOTINGS | | | | |
| | 72 | | | | | | | | | | 72 | | | 511 | 45710 | 72 | CY | CLASS QC1 CONCRETE, ABUTMENT | | | | |
| | 1,250 | | | | | | | | | | 1,250 | | | 512 | 10100 | 1,250 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | | | | |
| | 34 | | | | | | | | | | 34 | | | 512 | 33000 | 34 | SY | TYPE 2 WATERPROOFING | | | | |
| | 372,900 | | | | | | | | | | 372,900 | | | 513 | 10280 | 372,900 | LB | STRUCTURAL STEEL MEMBERS, LEVEL 4 | | | | |
| | 4,701 | | | | | | | | | | 4,701 | | | 513 | 20000 | 4,701 | EACH | WELDED STUD SHEAR CONNECTORS | | | | |
| | 24,100 | | | | | | | | | | 24,100 | | | 514 | 00060 | 24,100 | SF | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT | | | | |
| | 24,100 | | | | | | | | | | 24,100 | | | 514 | 00066 | 24,100 | SF | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT | | | | |
| | 15 | | | | | | | | | | 15 | | | 514 | 10000 | 15 | EACH | FINAL INSPECTION REPAIR | | | | |
| | 61 | | | | | | | | | | 61 | | | 516 | 11210 | 61 | FT | STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL | | | | |
| | 18 | | | | | | | | | | 18 | | | 516 | 13900 | 18 | SF | 2" PREFORMED EXPANSION JOINT FILLER | | | | |

GENERAL SUMMARY

FRA - 270-51.50

ADDENDUM #2
05/05/2023

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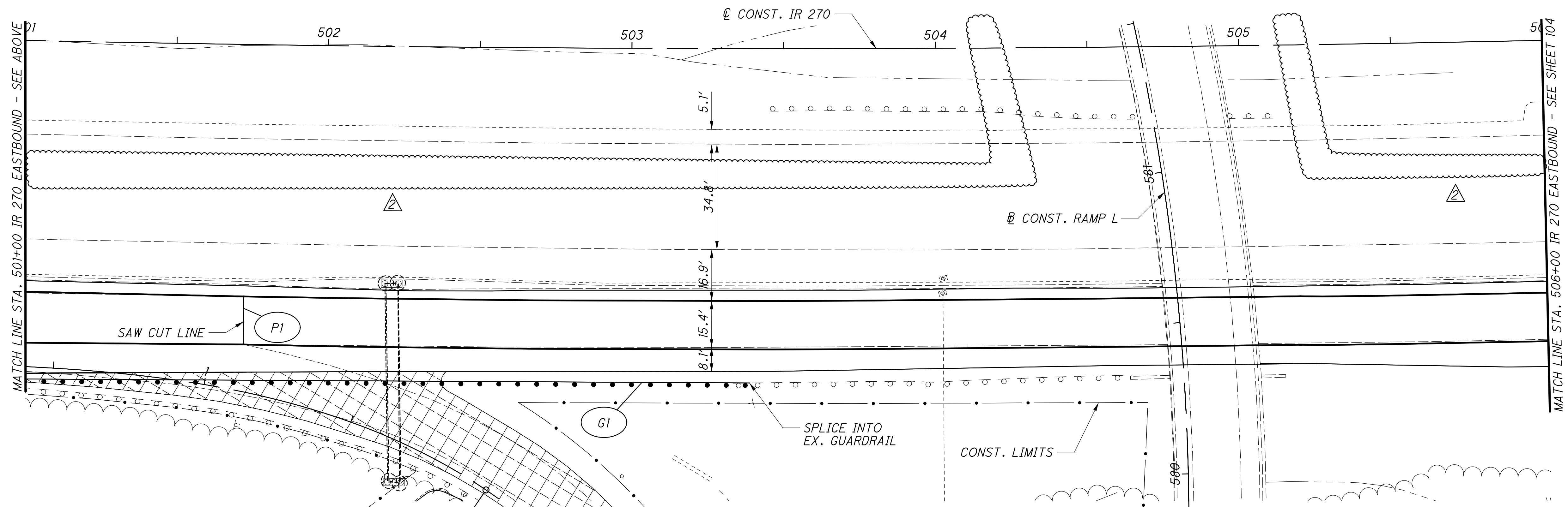
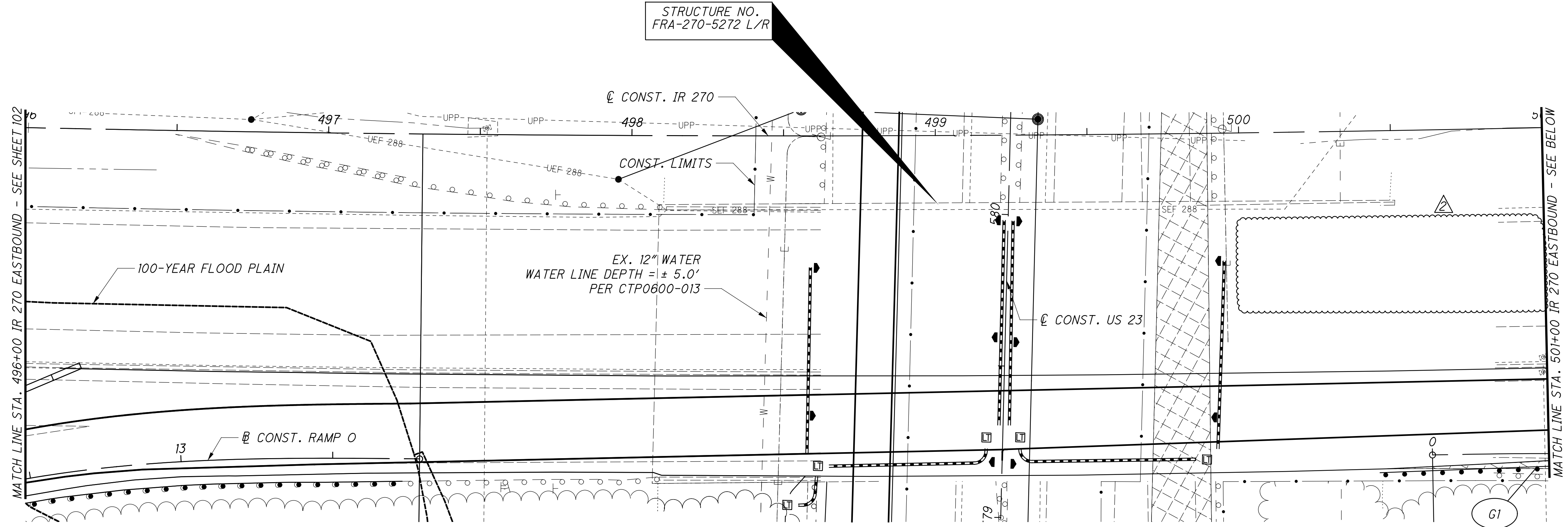
| SHEET NUM. | | | | | | | | | | PART. | | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. | CALCULATED | ACF | CHECKED | CSR |
|------------|----|-----|----|----|--------|------|--|--|--|-----------|-----------|-----------|------|----------|-------------|--------|-------------|--|------------|-----|---------|-----|
| 21 | 22 | 22A | 23 | 38 | 509 | | | | | 01/IMS/04 | 02/IMS/14 | 03/NHS/43 | | | | | | | | | | |
| | | | | | 8 | | | | | | 8 | | | 516 | 44101 | 8 | EACH | STRUCTURE REPAIR (FRA-270-5264, SFN 2513536) | | | | |
| | | | | | 4 | | | | | | 4 | | | 516 | 44101 | 4 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 20" X 16" X 1.50", NEOPRENE 15" DIA. X 2.950") | | | | |
| | | | | | 8 | | | | | | 8 | | | 516 | 44101 | 8 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 28" X 19" X 1.50", NEOPRENE 20" X 18" X 3.850") | | | | |
| | | | | | 48 | | | | | | 48 | | | 518 | 21200 | 48 | CY | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 25" X 25" X 1.50", NEOPRENE 24" DIA. X 4.975") | | | | |
| | | | | | 960 | | | | | | 960 | | | SPECIAL | 51900100 | 960 | SF | POROUS BACKFILL WITH GEOTEXTILE FABRIC | | | | |
| | | | | | 98 | | | | | | 98 | | | 519 | 11100 | 98 | SF | COMPOSITE FIBER WRAP SYSTEM | | | | |
| | | | | | 148 | | | | | | 148 | | | 526 | 25010 | 148 | SY | PATCHING CONCRETE STRUCTURE | | | | |
| | | | | | 58 | | | | | | 58 | | | 526 | 90030 | 58 | FT | REINFORCED CONCRETE APPROACH SLABS WITH QC/OA (T=15") | | | | |
| | | | | | | | | | | | | | | | | | | TYPE C INSTALLATION | | | | |
| | | | | | | | | | | | | | | | | | | MAINTENANCE OF TRAFFIC | | | | |
| | | | | | | | | | | | | | | | | | | ASPHALT CONCRETE BASE, PG64-22 | | | | |
| | | | | | 122 | | | | | | 122 | | | 611 | 04400 | 122 | FT | 12" CONDUIT, TYPE B | | | | |
| | | | | | 2 | | | | | | 2 | | | 611 | 98470 | 2 | EACH | CATCH BASIN, NO. 2-2B | | | | |
| | | | | | | | | | | | | | | | | | | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | | | | |
| | | | | | 17 | | | | | | 15 | 2 | | 614 | 12384 | 17 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) | | | | |
| LUMP | | | | | | | | | | | LUMP | | | 614 | 12420 | LS | | DETOUR SIGNING | | | | |
| 10 | | | | | | | | | | | 10 | | | 614 | 12500 | 10 | EACH | REPLACEMENT SIGN | | | | |
| | | | | | | | | | | | | | | | | | | REPLACEMENT DRUM | | | | |
| 100 | | | | | 4,763 | | | | | | 4,731 | 32 | | 614 | 12800 | 4,763 | EACH | WORK ZONE RAISED PAVEMENT MARKER | | | | |
| | | | | | 739 | | | | | | 681 | 58 | | 614 | 13310 | 739 | EACH | BARRIER REFLECTOR, TYPE 1, ONE-WAY | | | | |
| | | | | | 321 | | | | | | 309 | 12 | | 614 | 13350 | 321 | EACH | OBJECT MARKER, ONE WAY | | | | |
| 72 | | | | | | | | | | | 72 | | | 614 | 18601 | 72 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | | | | |
| | | | | | 0.08 | | | | | | 0.06 | 0.02 | | 614 | 20000 | 0.08 | MILE | WORK ZONE LANE LINE, CLASS I, 4" | | | | |
| | | | | | 15.54 | | | | | | 15.31 | 0.23 | | 614 | 22000 | 15.54 | MILE | WORK ZONE EDGE LINE, CLASS I, 4" | | | | |
| | | | | | 55,082 | | | | | | 55,082 | | | 614 | 23000 | 55,082 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8" | | | | |
| | | | | | 2,540 | | | | | | 1,961 | 579 | | 614 | 24000 | 2,540 | FT | WORK ZONE DOTTED LINE, CLASS I | | | | |
| | | | | | 254 | | | | | | 254 | | | 614 | 25000 | 254 | FT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I | | | | |
| | | | | | 112 | | | | | | 112 | | | 614 | 26000 | 112 | FT | WORK ZONE STOP LINE, CLASS I | | | | |
| | | | | | 14 | | | | | | 14 | | | 614 | 30000 | 14 | EACH | WORK ZONE ARROW, CLASS I | | | | |
| | | | | | 8 | | | | | | 8 | | | 614 | 31640 | 8 | EACH | WORK ZONE WORD ON PAVEMENT, 96", CLASS I | | | | |
| | | | | | | LUMP | | | | | LUMP | | | 615 | 10000 | LS | | ROADS FOR MAINTAINING TRAFFIC | | | | |
| | | | | | 21,695 | | | | | | 21,695 | | | 615 | 20000 | 21,695 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | | | | |
| | | | | | 15,930 | | | | | | 15,350 | 580 | | 622 | 41100 | 15,930 | FT | PORTABLE BARRIER, UNANCHORED | | | | |
| | | | | | | | | | | | | | | | | | | INCIDENTALS | | | | |
| | | | | | | | | | | | LUMP | | | 108 | 10000 | LS | | CPM PROGRESS SCHEDULE | | | | |
| | | | | | | | | | | | LUMP | | | 614 | 11000 | LS | | MAINTAINING TRAFFIC | | | | |
| | | | | | | | | | | | 24 | | | 619 | 16020 | 24 | MNTH | FIELD OFFICE, TYPE C | | | | |
| | | | | | | | | | | | LUMP | | | 623 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING | | | | |
| | | | | | | | | | | | LUMP | | | 624 | 10000 | LS | | MOBILIZATION | | | | |

GENERAL SUMMARY

FRA - 270 - 51.50

ADDENDUM #2
05/05/2023

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CALCULATED
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CSR

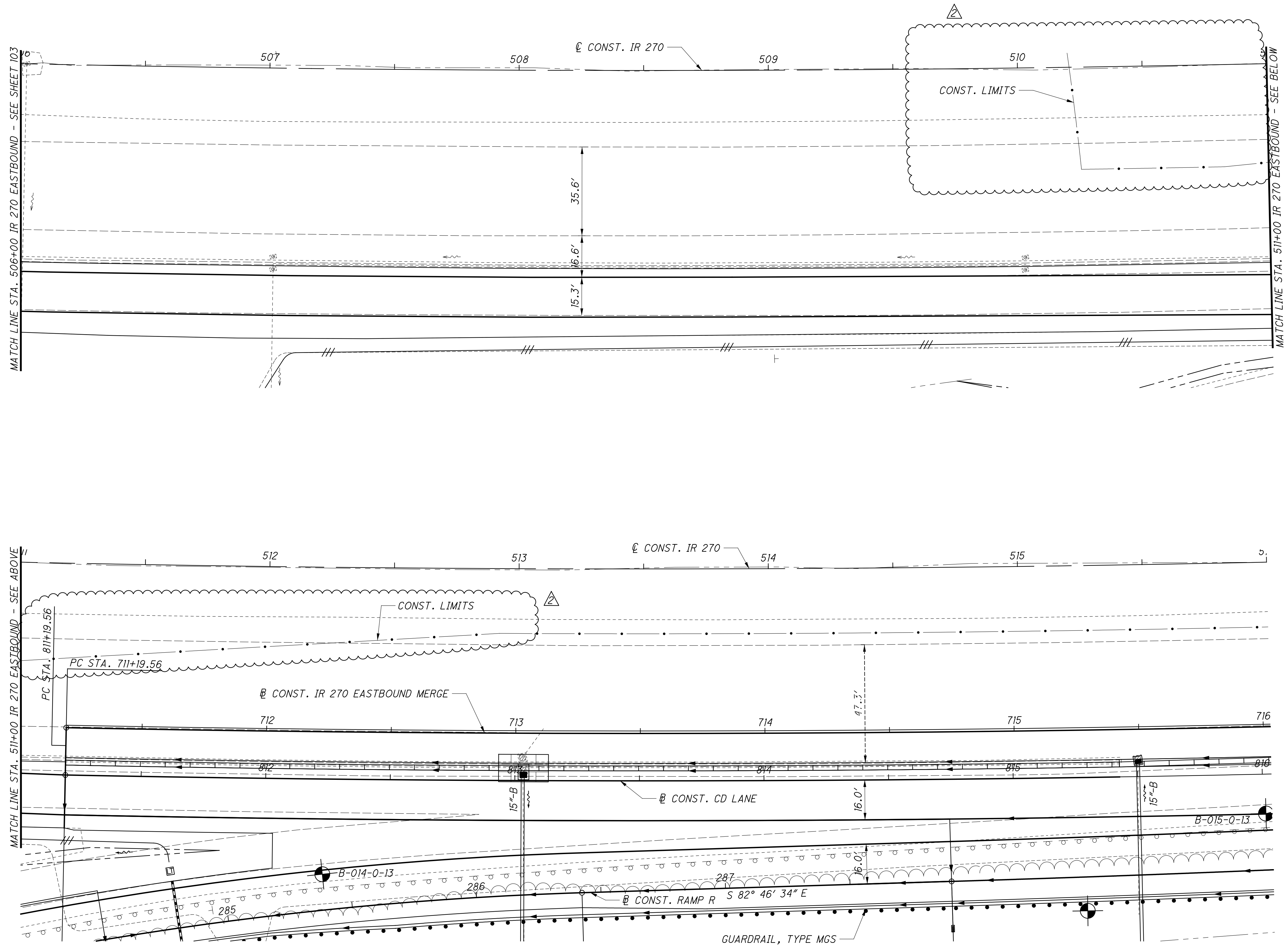
0 10 20 40
HORIZONTAL
SCALE IN FEET

**PLAN - IR 270 EASTBOUND
STA. 496+00 TO STA. 506+00**

FRA-270-51.50

ADDENDUM #2
05/05/2023

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CALCULATED
ACF
CHECKED
CSR

0 10 20 40
HORIZONTAL
SCALE IN FEET

▲
N

PLAN - IR 270 EASTBOUND
STA. 506+00 TO STA. 516+00

FRA - 270-51.50

▲ ADDENDUM #2
05/05/2023

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Table with columns for STATION, SEEDING (659, 670), EARTHWORK (203, 203), and EMBANKMENT, AS PER PLAN. It lists data for RAMP P1, RAMP R, and various station points (e.g., 694 00.00, 694 50.00, etc.) up to 266 00.00.

ADDENDUM #2 05/05/2023

TOTALS CARRIED TO SHEET - 324

10453 28646 34561 22710 1986

EARTHWORK SUBSUMMARY
CALCULATED 322
ACF 554
CHECKED
CSR

| STATION | SEEDING | | | | EARTHWORK | | | | | | STATION | SEEDING | | | | EARTHWORK | | | | | |
|------------------|----------------------|----------------------|--------------------------|--------------------------|------------|------------|------------|------------|-------------------------|-------------------------|------------------|----------------------|----------------------|--------------------------|--------------------------|------------|------------|------------|------------|-------------------------|-------------------------|
| | 659 | 659 | 670 | 670 | 203 | 203 | 203 | 203 | 203 | 203 | | 659 | 659 | 670 | 670 | 203 | 203 | 203 | 203 | 203 | 203 |
| | SEEDING AND MULCHING | SEEDING AND MULCHING | SLOPE EROSION PROTECTION | SLOPE EROSION PROTECTION | EXCAVATION | EXCAVATION | EMBANKMENT | EMBANKMENT | EMBANKMENT, AS PER PLAN | EMBANKMENT, AS PER PLAN | | SEEDING AND MULCHING | SEEDING AND MULCHING | SLOPE EROSION PROTECTION | SLOPE EROSION PROTECTION | EXCAVATION | EXCAVATION | EMBANKMENT | EMBANKMENT | EMBANKMENT, AS PER PLAN | EMBANKMENT, AS PER PLAN |
| | FT | SY | FT | SY | SF | CY | SF | CY | SF | CY | FT | SY | FT | SY | SF | CY | SF | CY | SF | CY | |
| RAMP S | | | | | | | | | | | US-23 ACCEL LANE | | | | | | | | | | |
| 799 00.00 | 32 | 0 | | | 29.6 | 0 | 22 | 0 | | | 555 00.00 | 33 | 92 | | | 27.6 | 49 | 17.2 | 27 | | |
| 799 50.00 | 66 | 272 | | | 0 | 28 | 253 | 255 | | | 555 50.00 | 34 | 186 | | | 26.5 | 51 | 22.8 | 38 | | |
| 800 00.00 | 60 | 350 | | | 92 | 86 | 163 | 386 | | | 556 00.00 | 33 | 186 | | | 25.2 | 49 | 35.7 | 55 | | |
| 800 50.00 | 52 | 311 | | | 38 | 121 | 75 | 221 | | | 556 50.00 | 33 | 183 | | | 24 | 46 | 39 | 71 | | |
| 801 00.00 | 72 | 344 | | | 34.3 | 67 | 48.9 | 115 | | | 557 00.00 | 36 | 192 | | | 28.7 | 50 | 32.5 | 68 | | |
| | | | | | | | | | | | 557 50.00 | 39 | 208 | | | 32.1 | 57 | 25.6 | 55 | | |
| 801 50.00 | 53 | 347 | | | 78.5 | 105 | 120.73 | 158 | | | 558 00.00 | 41 | 222 | | | 40.1 | 68 | 30 | 53 | | |
| 802 00.00 | 72 | 347 | | | 127.7 | 191 | 305.3 | 395 | | | 558 50.00 | 39 | 222 | | | 37.3 | 73 | 27.4 | 54 | | |
| 802 50.00 | 99 | 475 | | | 149.9 | 258 | 417.1 | 669 | | | 559 00.00 | 41 | 222 | | | 41.5 | 74 | 20 | 45 | | |
| 803 00.00 | 99 | 550 | | | 189.3 | 315 | 503.4 | 853 | | | 559 50.00 | 40 | 225 | | | 36 | 73 | 14.7 | 33 | | |
| 803 50.00 | 102 | 558 | | | 165.8 | 329 | 456.5 | 889 | | | 560 00.00 | 40 | 222 | | | 38.5 | 70 | 6.7 | 20 | | |
| 804 00.00 | 112 | 594 | | | 205.5 | 344 | 418.9 | 811 | | | US-23 DECEL LANE | | | | | | | | | | |
| 804 50.00 | 106 | 606 | | | 204 | 380 | 374.5 | 735 | | | 547 00.00 | 40 | 0 | | | 47.6 | 0 | 21.7 | 0 | | |
| 805 00.00 | 99 | 569 | | | 197.1 | 372 | 285.9 | 612 | | | 547 50.00 | 45 | 236 | | | 136.6 | 174 | 4 | 24 | | |
| 805 50.00 | 99 | 550 | | | 236 | 402 | 228.3 | 477 | | | 548 00.00 | 47 | 256 | | | 171.9 | 291 | 0 | 4 | | |
| 806 00.00 | 79 | 494 | | | 184.6 | 390 | 134.6 | 337 | | | 548 50.00 | 49 | 267 | | | 190.6 | 342 | 0 | 0 | | |
| 806 50.00 | 61 | 389 | | | 128.8 | 291 | 73.9 | 194 | | | 549 00.00 | 50 | 275 | | | 175.6 | 346 | 2 | 2 | | |
| 807 00.00 | 59 | 333 | | | 137.7 | 247 | 73.9 | 137 | | | 549 50.00 | 52 | 283 | | | 196.9 | 352 | 0.5 | 2 | | |
| 807 50.00 | 57 | 322 | | | 176.9 | 292 | 42.1 | 108 | | | 550 00.00 | 51 | 286 | | | 132.9 | 311 | 0 | 0 | | |
| 808 00.00 | 55 | 311 | | | 193.7 | 344 | 25.3 | 63 | | | 550 50.00 | 51 | 283 | | | 84.5 | 205 | 17 | 16 | | |
| 808 50.00 | 53 | 300 | | | 207 | 372 | 12.9 | 36 | | | 551 00.00 | 52 | 286 | | | 76 | 152 | 20.8 | 36 | | |
| 809 00.00 | 52 | 292 | | | 193.4 | 371 | 21.2 | 32 | | | 551 50.00 | 48 | 278 | | | 44.4 | 114 | 31.8 | 50 | | |
| 809 50.00 | 56 | 300 | | | 185.7 | 352 | 29.5 | 47 | | | 552 00.00 | 44 | 256 | | | 30.8 | 71 | 46.6 | 74 | | |
| 810 00.00 | 62 | 328 | | | 211.4 | 368 | 10 | 37 | | | 552 50.00 | 41 | 236 | | | 45.2 | 72 | 11 | 54 | | |
| 810 50.00 | 64 | 350 | | | 198.1 | 380 | 17 | 25 | | | 553 00.00 | 26 | 186 | | | 26.9 | 68 | 2 | 12 | | |
| 811 00.00 | 68 | 367 | | | 208.5 | 377 | 17 | 32 | | | 553 50.00 | 32 | 161 | | | 26.6 | 51 | 5.7 | 7 | | |
| 811 50.00 | 62 | 361 | | | 204.6 | 383 | 13 | 28 | | | 554 00.00 | 36 | 189 | | | 44.8 | 67 | 2 | 7 | | |
| 812 00.00 | 71 | 369 | | | 209.9 | 384 | 8 | 20 | | | 554 50.00 | 36 | 200 | | | 46.9 | 87 | 9.6 | 11 | | |
| 812 50.00 | 63 | 372 | | | 66.7 | 257 | 2 | 10 | | | 555 00.00 | 35 | 197 | | | 32.4 | 75 | 50.7 | 57 | | |
| 813 00.00 | 58 | 336 | | | 71 | 128 | 0 | 2 | | | 555 50.00 | 36 | 197 | | | 42.6 | 71 | 39.7 | 85 | | |
| US-23 ACCEL LANE | | | | | | | | | | | 556 00.00 | 35 | 197 | | | 40.1 | 78 | 39.3 | 75 | | |
| 547 00.00 | 34 | 0 | | | 21.9 | 0 | 35.5 | 0 | | | 556 50.00 | 34 | 192 | | | 31.4 | 68 | 48 | 82 | | |
| 547 50.00 | 32 | 183 | | | 13.8 | 34 | 34 | 66 | | | 557 00.00 | 33 | 186 | | | 34.9 | 63 | 48.4 | 91 | | |
| 548 00.00 | 35 | 186 | | | 26.7 | 38 | 23.9 | 55 | | | 557 50.00 | 34 | 186 | | | 35.6 | 67 | 52.6 | 95 | | |
| 548 50.00 | 38 | 203 | | | 46.7 | 69 | 16.8 | 38 | | | 558 00.00 | 35 | 192 | | | 40 | 71 | 38.4 | 86 | | |
| 549 00.00 | 37 | 208 | | | 47.7 | 89 | 12.1 | 27 | | | 558 50.00 | 33 | 189 | | | 36.1 | 72 | 26.4 | 61 | | |
| 549 50.00 | 0 | 103 | | | 15.7 | 60 | 6 | 17 | | | 559 00.00 | 33 | 183 | | | 35.8 | 68 | 16.6 | 41 | | |
| 550 00.00 | 0 | 0 | | | 11 | 25 | 16 | 21 | | | 559 50.00 | 33 | 183 | | | 39.8 | 71 | 9.34 | 24 | | |
| 550 50.00 | 34 | 94 | | | 35.3 | 44 | 11 | 26 | | | 560 00.00 | 32 | 181 | | | 40.3 | 76 | 3 | 12 | | |
| 551 00.00 | 36 | 194 | | | 41.9 | 73 | 14.7 | 24 | | | 560 09.71 | 30 | 172 | | | 34.2 | 70 | 9 | 11 | | |
| 551 50.00 | 37 | 203 | | | 38.5 | 76 | 23 | 36 | | | | | | | | | | | | | |
| 552 00.00 | 36 | 203 | | | 37.8 | 72 | 19.8 | 40 | | | | | | | | | | | | | |
| 552 50.00 | 33 | 192 | | | 30.1 | 64 | 18.5 | 36 | | | | | | | | | | | | | |
| 553 00.00 | 0 | 92 | | | 34 | 61 | 6 | 23 | | | | | | | | | | | | | |
| 553 50.00 | 0 | 0 | | | 19.5 | 51 | 7 | 12 | | | | | | | | | | | | | |
| 554 00.00 | 0 | 0 | | | 40 | 56 | 4 | 10 | | | | | | | | | | | | | |
| 554 50.00 | 0 | 0 | | | 24.2 | 61 | 11 | 14 | | | | | | | | | | | | | |

EARTHWORK SUBSUMMARY

FRA - 270-51.50

323
554

ADDENDUM #2
05/05/2023

TOTALS CARRIED TO SHEET - 324

| | | | |
|-------|---|-------|------|
| 21051 | 0 | 13020 | 9667 |
|-------|---|-------|------|

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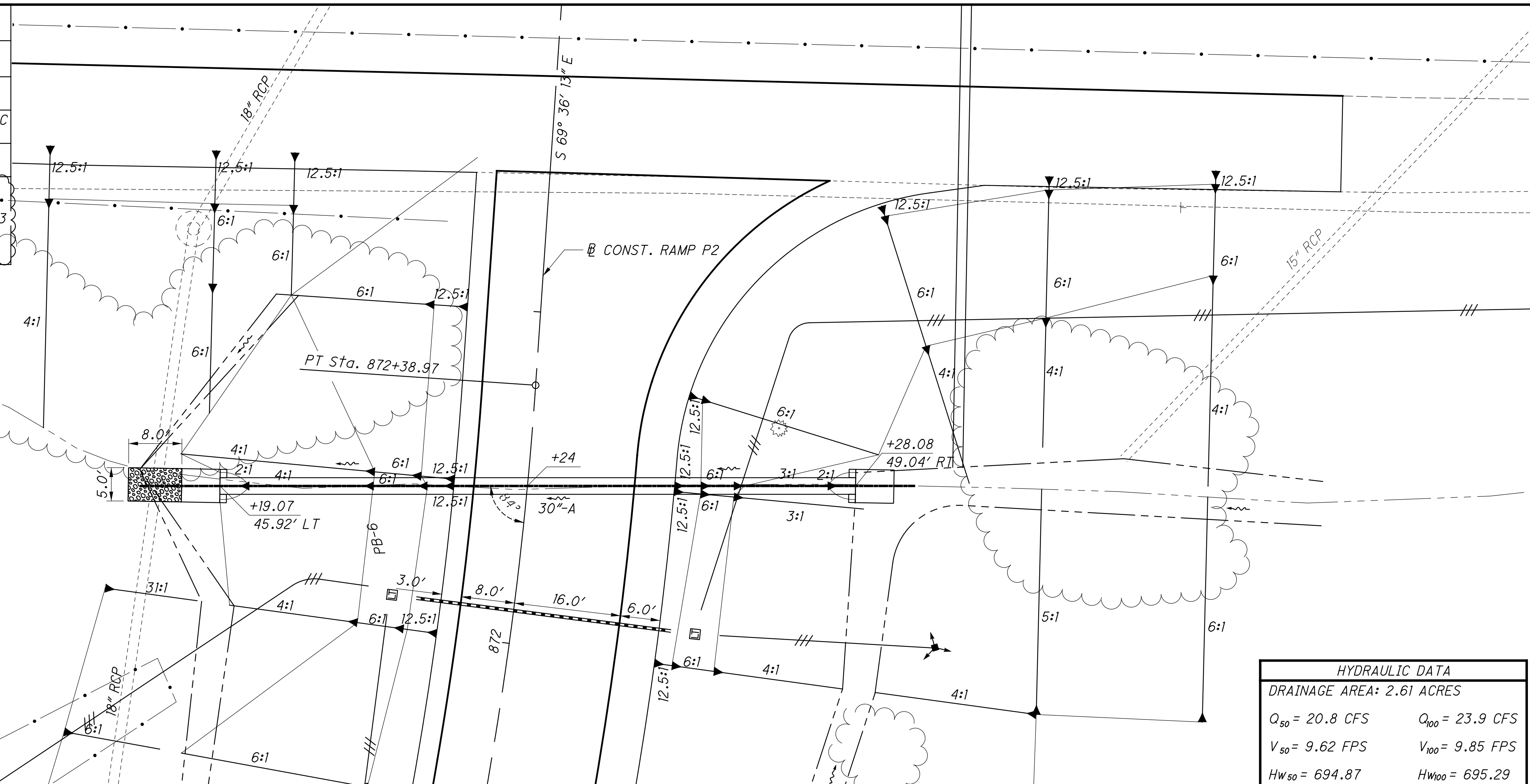
| STATION | SEEDING | | | | EARTHWORK | | | | | | STATION | SEEDING | | | | EARTHWORK | | | | | |
|-------------|----------------------|----------------------|--------------------------|--------------------------|------------|------------|------------|------------|-------------------------|-------------------------|-----------------------------------|----------------------|----------------------|--------------------------|--------------------------|------------|------------|------------|------------|-------------------------|-------------------------|
| | 659 | 659 | 670 | 670 | 203 | 203 | 203 | 203 | 203 | 203 | | 659 | 659 | 670 | 670 | 203 | 203 | 203 | 203 | 203 | 203 |
| | SEEDING AND MULCHING | SEEDING AND MULCHING | SLOPE EROSION PROTECTION | SLOPE EROSION PROTECTION | EXCAVATION | EXCAVATION | EMBANKMENT | EMBANKMENT | EMBANKMENT, AS PER PLAN | EMBANKMENT, AS PER PLAN | | SEEDING AND MULCHING | SEEDING AND MULCHING | SLOPE EROSION PROTECTION | SLOPE EROSION PROTECTION | EXCAVATION | EXCAVATION | EMBANKMENT | EMBANKMENT | EMBANKMENT, AS PER PLAN | EMBANKMENT, AS PER PLAN |
| FT | SY | FT | SY | SF | CY | SF | CY | SF | CY | FT | SY | FT | SY | SF | CY | SF | CY | SF | CY | | |
| I-270 MER E | | | | | | | | | | | I-270 MER E | | | | | | | | | | |
| 711 50.00 | 13 | 0 | 13 | 0 | 70 | 0 | 0 | 0 | | | 735 00.00 | 0 | 0 | 61 | 339 | 96 | 200 | 22 | 38 | | |
| 712 00.00 | 5 | 50 | 5 | 50 | 55 | 116 | 0 | 0 | | | 735 50.00 | 0 | 0 | 62 | 342 | 95 | 177 | 27 | 46 | | |
| 712 50.00 | 0 | 14 | 0 | 14 | 63 | 110 | 0 | 0 | | | 736 00.00 | 0 | 0 | 59 | 337 | 57 | 141 | 35 | 58 | | |
| 713 00.00 | 0 | 0 | 0 | 0 | 60 | 114 | 0 | 0 | | | 736 50.00 | 0 | 0 | 63 | 339 | 53 | 102 | 32 | 63 | | |
| 713 50.00 | 0 | 0 | 0 | 0 | 69 | 120 | 0 | 0 | | | 737 00.00 | 0 | 0 | 65 | 356 | 44 | 90 | 42 | 69 | | |
| 714 00.00 | 0 | 0 | 0 | 0 | 69 | 128 | 0 | 0 | | | 737 50.00 | 0 | 0 | 69 | 373 | 41 | 79 | 32 | 69 | | |
| 714 50.00 | 0 | 0 | 0 | 0 | 69 | 128 | 0 | 0 | | | 738 00.00 | 0 | 0 | 61 | 362 | 41 | 76 | 17 | 46 | | |
| 715 00.00 | 0 | 0 | 48 | 134 | 238 | 285 | 357 | 331 | | | 738 50.00 | 0 | 0 | 65 | 350 | 32 | 68 | 59 | 71 | | |
| 715 50.00 | 0 | 0 | 50 | 273 | 202 | 408 | 387 | 689 | | | 739 00.00 | 0 | 0 | 67 | 367 | 31 | 59 | 17 | 71 | | |
| 716 00.00 | 0 | 0 | 53 | 287 | 240 | 410 | 355 | 688 | | | 739 50.00 | 0 | 0 | 66 | 370 | 33 | 60 | 24 | 38 | | |
| 716 50.00 | 0 | 0 | 53 | 295 | 220 | 426 | 410 | 709 | | | | | | | | | | | | | |
| 717 00.00 | 0 | 0 | 48 | 281 | 177 | 368 | 412 | 762 | | | | | | | | | | | | | |
| 717 50.00 | 0 | 0 | 45 | 259 | 203 | 352 | 377 | 731 | | | | | | | | | | | | | |
| 718 00.00 | 0 | 0 | 47 | 256 | 246 | 416 | 429 | 747 | | | | | | | | | | | | | |
| 718 50.00 | 0 | 0 | 48 | 264 | 228 | 439 | 426 | 792 | | | | | | | | | | | | | |
| 719 00.00 | 0 | 0 | 49 | 270 | 232 | 426 | 401 | 766 | | | | | | | | | | | | | |
| 719 50.00 | 0 | 0 | 45 | 262 | 153 | 357 | 401 | 743 | | | | | | | | | | | | | |
| 720 00.00 | 0 | 0 | 45 | 250 | 179 | 308 | 396 | 738 | | | | | | | | | | | | | |
| 720 50.00 | 0 | 0 | 48 | 259 | 236 | 385 | 347 | 688 | | | | | | | | | | | | | |
| 721 00.00 | 0 | 0 | 50 | 273 | 239 | 440 | 297 | 597 | | | | | | | | | | | | | |
| 721 50.00 | 0 | 0 | 49 | 275 | 186 | 394 | 140 | 405 | | | | | | | | | | | | | |
| 722 00.00 | 0 | 0 | 50 | 275 | 190 | 349 | 211 | 325 | | | | | | | | | | | | | |
| 722 50.00 | 0 | 0 | 41 | 253 | 162 | 326 | 188 | 370 | | | | | | | | | | | | | |
| 723 00.00 | 0 | 0 | 42 | 231 | 144 | 284 | 122 | 288 | | | | | | | | | | | | | |
| 723 50.00 | 0 | 0 | 43 | 237 | 100 | 226 | 78 | 186 | | | | | | | | | | | | | |
| 724 00.00 | 0 | 0 | 42 | 237 | 112 | 197 | 82 | 149 | | | | | | | | | | | | | |
| 724 50.00 | 0 | 0 | 44 | 239 | 123 | 218 | 68 | 139 | | | | | | | | | | | | | |
| 725 00.00 | 0 | 0 | 44 | 245 | 111 | 217 | 59 | 118 | | | | | | | | | | | | | |
| 725 50.00 | 0 | 0 | 44 | 245 | 108 | 203 | 65 | 115 | | | | | | | | | | | | | |
| 726 00.00 | 0 | 0 | 45 | 248 | 139 | 229 | 67 | 123 | | | | | | | | | | | | | |
| 726 50.00 | 0 | 0 | 47 | 256 | 137 | 256 | 69 | 126 | | | | | | | | | | | | | |
| 727 00.00 | 0 | 0 | 49 | 267 | 146 | 263 | 68 | 127 | | | | | | | | | | | | | |
| 727 50.00 | 0 | 0 | 48 | 270 | 149 | 274 | 67 | 125 | | | | | | | | | | | | | |
| 728 00.00 | 0 | 0 | 48 | 267 | 143 | 271 | 61 | 119 | | | | | | | | | | | | | |
| 728 50.00 | 0 | 0 | 62 | 306 | 156 | 277 | 88 | 138 | | | | | | | | | | | | | |
| 729 00.00 | 0 | 0 | 61 | 342 | 149 | 283 | 84 | 160 | | | | | | | | | | | | | |
| 729 50.00 | 0 | 0 | 63 | 345 | 154 | 281 | 78 | 150 | | | | | | | | | | | | | |
| 730 00.00 | 0 | 0 | 59 | 339 | 128 | 262 | 74 | 141 | | | | | | | | | | | | | |
| 730 50.00 | 0 | 0 | 60 | 331 | 142 | 250 | 53 | 118 | | | | | | | | | | | | | |
| 731 00.00 | 0 | 0 | 62 | 339 | 181 | 300 | 30 | 77 | | | | | | | | | | | | | |
| 731 50.00 | 0 | 0 | 65 | 353 | 259 | 408 | 18 | 45 | | | | | | | | | | | | | |
| 732 00.00 | 0 | 0 | 65 | 362 | 248 | 470 | 9 | 25 | | | | | | | | | | | | | |
| 732 50.00 | 0 | 0 | 66 | 364 | 256 | 467 | 8 | 16 | | | | | | | | | | | | | |
| 733 00.00 | 0 | 0 | 66 | 367 | 237 | 457 | 14 | 21 | | | TOTALS THIS SHEET | 64 | | 13588 | | 13493 | | 13135 | | 0 | |
| 733 50.00 | 0 | 0 | 65 | 364 | 220 | 424 | 9 | 22 | | | TOTALS SHEET - 321 | 18269 | | 4811 | | 25698 | | 26928 | | 0 | |
| 734 00.00 | 0 | 0 | 64 | 359 | 161 | 353 | 21 | 28 | | | TOTALS SHEET - 322 | 10453 | | 28646 | | 34561 | | 22710 | | 1986 | |
| 734 50.00 | 0 | 0 | 61 | 348 | 120 | 261 | 18 | 37 | | | TOTALS SHEET - 323 | 21051 | | 0 | | 13020 | | 9667 | | 0 | |
| | | | | | | | | | | | TOTALS CARRIED TO GENERAL SUMMARY | 49837 | | 47045 | | 86772 | | 72440 | | 1986 | |

ADDENDUM #2
05/05/2023

CALCULATED ACF CHECKED CSR
EARTHWORK SUBSUMMARY
FRA - 270-51.50
 324
 554

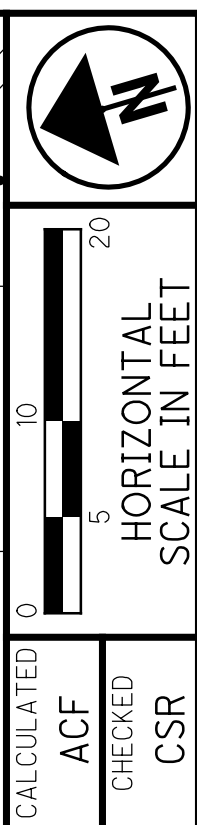
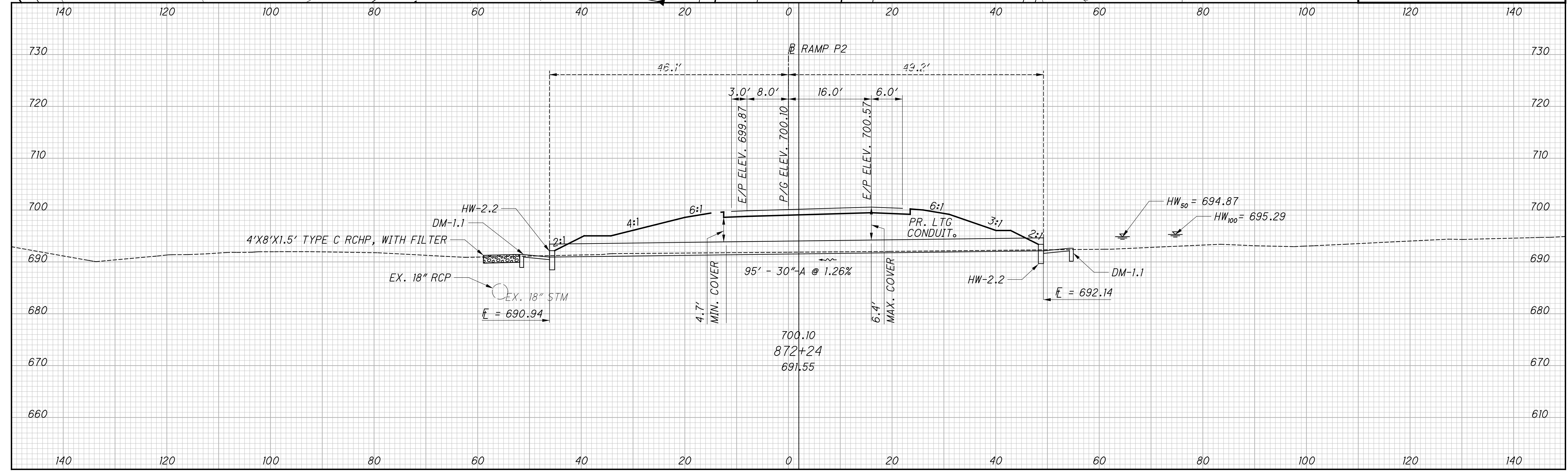
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| ESTIMATED QUANTITIES | | | |
|----------------------|----------|------|--|
| ITEM | QUANTITY | UNIT | DESCRIPTION |
| 601 | 10 | SY | RIPRAP, TYPE D |
| 601 | 2 | CY | ROCK CHANNEL PROTECTION, TYPE C WITH FILTER |
| 602 | 1.1 | CY | CONCRETE MASONRY |
| 611 | 95 | FT | 30" CONDUIT, TYPE A 706.02, 707.01 ALUMINIZED, 707.04, 707.33 CPE SMOOTH LINED |



ADDENDUM #2
05/05/2023

| HYDRAULIC DATA | |
|---------------------------|----------------------|
| DRAINAGE AREA: 2.61 ACRES | |
| $Q_{50} = 20.8$ CFS | $Q_{100} = 23.9$ CFS |
| $V_{50} = 9.62$ FPS | $V_{100} = 9.85$ FPS |
| $HW_{50} = 694.87$ | $HW_{100} = 695.29$ |



CALCULATED ACF
CHECKED CSR

CULVERT DETAILS - RAMP P2
STA. 872+24

FRA - 270-51.50

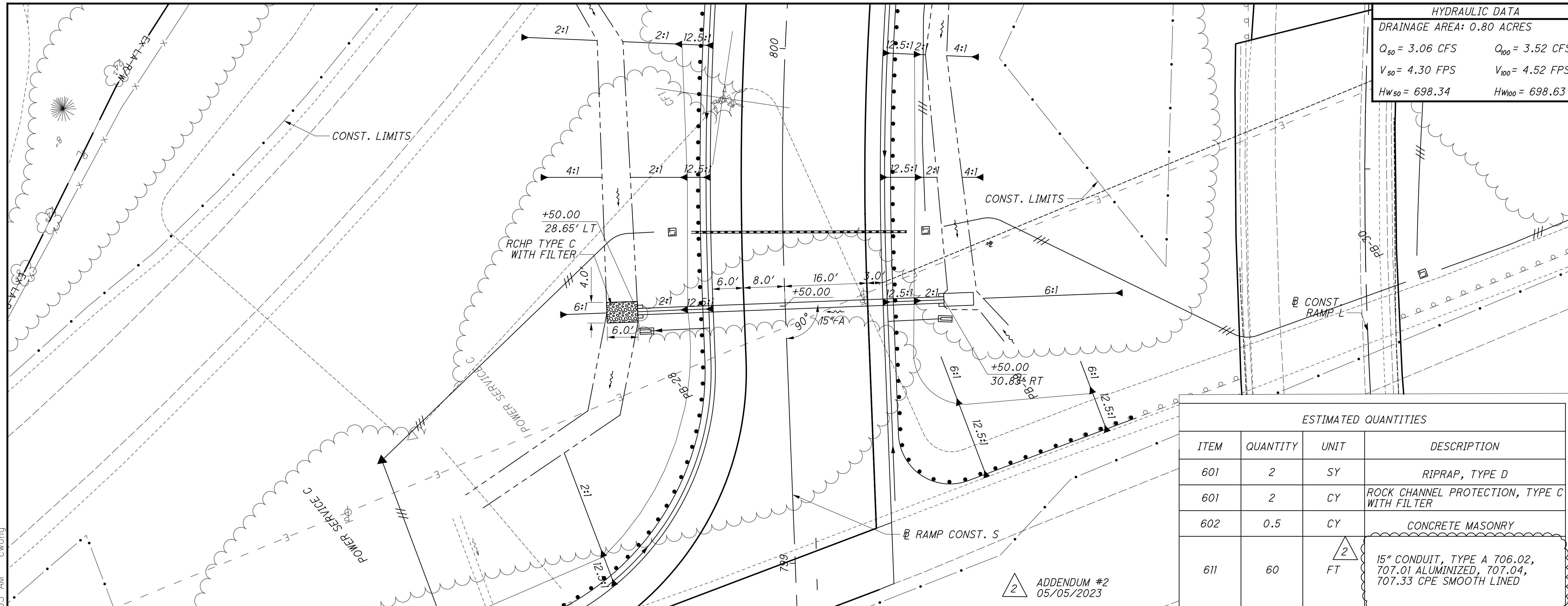
370
554

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HYDRAULIC DATA

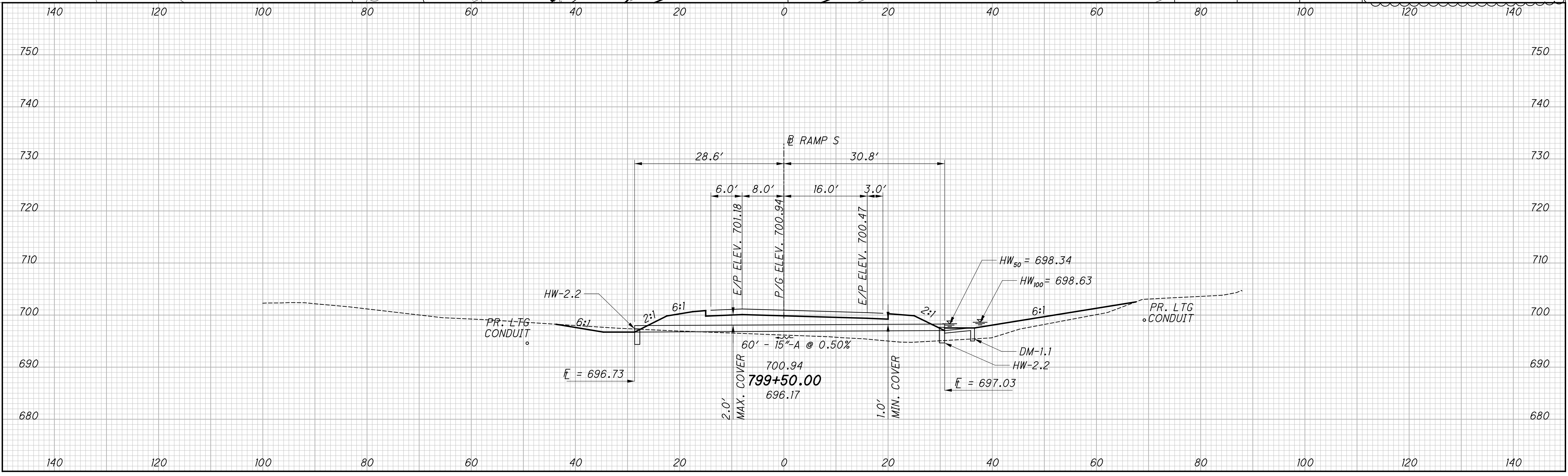
DRAINAGE AREA: 0.80 ACRES

| | |
|---------------------|----------------------|
| $Q_{50} = 3.06$ CFS | $Q_{100} = 3.52$ CFS |
| $V_{50} = 4.30$ FPS | $V_{100} = 4.52$ FPS |
| $HW_{50} = 698.34$ | $HW_{100} = 698.63$ |



ESTIMATED QUANTITIES

| ITEM | QUANTITY | UNIT | DESCRIPTION |
|------|----------|------|--|
| 601 | 2 | SY | RIPRAP, TYPE D |
| 601 | 2 | CY | ROCK CHANNEL PROTECTION, TYPE C WITH FILTER |
| 602 | 0.5 | CY | CONCRETE MASONRY |
| 611 | 60 | FT | 15" CONDUIT, TYPE A 706.02, 707.01 ALUMINIZED, 707.04, 707.33 CPE SMOOTH LINED |



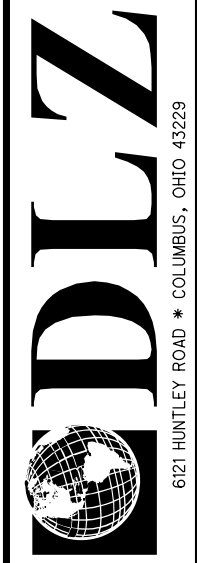
CULVERT DETAILS - RAMP S
STA. 799+23.00

FRA - 270-51.50

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| FUNDING | | ESTIMATED QUANTITIES | | | | | | REAR | FORWARD | CALC. BY: PAT/MHK | | DATE: 9/13/22 |
|-----------|---------|----------------------|---------|------|--|----------|----------|-------|-----------------|-------------------|----------------|---------------|
| 02/IMS/BR | ITEM | ITEM EXTENSION | TOTAL | UNIT | DESCRIPTION | ABUTMENT | ABUTMENT | PIERS | SUPER-STRUCTURE | GENERAL | REF. SHEET NO. | |
| | 202 | 11203 | LS | | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN | | | | | LS | 3 | |
| 89 | 202 | 22900 | 89 | SY | APPROACH SLAB REMOVED | | | | | 89 | | |
| 89 | 202 | 23500 | 89 | SY | WEARING COURSE REMOVED | | | | | 89 | | |
| 206 | 503 | 21100 | 206 | CY | UNCLASSIFIED EXCAVATION | 94 | 112 | | | | | |
| 122,504 | 509 | 10000 | 122,504 | LB | EPOXY COATED STEEL REINFORCEMENT | 4,254 | 4,654 | 2,318 | 111,278 | 0 | | |
| 117 | 509 | 30020 | 117 | FT | NO. 4 GFRP DEFORMED BARS | | | | 117 | | | |
| 495 | 510 | 10000 | 495 | EACH | DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT | 138 | 149 | 208 | | | | |
| 326 | 511 | 34412 | 326 | CY | CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE | | | | 326 | | | |
| 106 | 511 | 34450 | 106 | CY | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) | | | | 106 | | | |
| 14 | 511 | 41010 | 14 | CY | CLASS QC1 CONCRETE, PIER ABOVE FOOTINGS | | | 14 | | | | |
| 72 | 511 | 45710 | 72 | CY | CLASS QC1 CONCRETE, ABUTMENT | 36 | 37 | | | | | |
| 1,250 | 512 | 10100 | 1,250 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | 66 | 79 | 252 | 853 | | | |
| 34 | 512 | 33000 | 34 | SY | TYPE 2 WATERPROOFING | 16 | 18 | | | | | |
| 372,900 | 513 | 10280 | 372,900 | LB | STRUCTURAL STEEL MEMBERS, LEVEL 4 | | | | 372,900 | | 2 | |
| 4,701 | 513 | 20000 | 4,701 | EACH | WELDED STUD SHEAR CONNECTORS | | | | 4,701 | | 2 | |
| 24,100 | 514 | 00060 | 24,100 | SF | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT | | | | 24,100 | | 2 | |
| 24,100 | 514 | 00066 | 24,100 | SF | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT | | | | 24,100 | | 2 | |
| 15 | 514 | 10000 | 15 | EACH | FINAL INSPECTION REPAIR | | | | 15 | | | |
| 61 | 516 | 11210 | 61 | FT | STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL | | | | 61 | | | |
| 18 | 516 | 13900 | 18 | SF | 2" PREFORMED EXPANSION JOINT FILLER | 9 | 9 | | | | | |
| 8 | 516 | 44101 | 8 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 20" x 16" x 1.50", NEOPRENE 15" DIA. x 2.950") | 4 | 4 | | | | 18 | |
| 4 | 516 | 44101 | 4 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 28" x 19" x 1.50", NEOPRENE 20" x 18" x 3.850") | | | 4 | | | 20 | |
| 8 | 516 | 44101 | 8 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 25" x 25" x 1.50", NEOPRENE 24" DIA. x 4.975") | | | 8 | | | 19 | |
| 48 | 518 | 21200 | 48 | CY | POROUS BACKFILL WITH GEOTEXTILE FABRIC | 23 | 25 | | | | | |
| 960 | SPECIAL | 51900100 | 960 | SF | SPECIAL - COMPOSITE FIBER WRAP SYSTEM | | | 960 | | | | |
| 98 | 519 | 11100 | 98 | SF | PATCHING CONCRETE STRUCTURE | 4 | 81 | 13 | | | | |
| 148 | 526 | 25010 | 148 | SY | REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15") | | | | | 148 | | |
| 58 | 526 | 90030 | 58 | FT | TYPE C INSTALLATION | | | | | 58 | | |

2 ADDENDUM #2
05/05/2023



DATE: 12/6/22
REVIEWED: MJL
STRUCTURE FILE NUMBER: 2515536

DRAWN: PAT/MHK
CHECKED: JN/JDA
REVISED:

ESTIMATED QUANTITIES
BRIDGE NO. FRA-270-5264
RAMP L OVER I.R. 270

FRA-270-51.50
PID No. 92616

5 / 41

509
554

CITY OF COLUMBUS DPS E-PLAN NUMBER

3667E

CITY OF COLUMBUS DOW PROJECT NUMBER

20-100

2018 SPECIFICATIONS (CITY OF COLUMBUS)

THE CITY OF COLUMBUS CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMSC), 2018 EDITION INCLUDING ALL REVISIONS AND SUPPLEMENTS IN EFFECT AT THE TIME OF SIGNATURE BY THE DIRECTOR OF PUBLIC SERVICE SHALL GOVERN THE FOLLOWING CITY OF COLUMBUS CONSTRUCTION ITEMS THAT ARE PART OF THIS PLAN: WATER WORKS, TRAFFIC SIGNALS, TRAFFIC SIGNAL INTERCONNECT, AND LIGHTING.

CITY OF COLUMBUS APPROVALS

CITY OF COLUMBUS SIGNATURES ON THIS PLAN SIGNIFY ONLY CONCURRENCE WITH THE GENERAL PURPOSES AND GENERAL LOCATION OF THE PROJECT. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE ENGINEER PREPARING THE PLANS.

APPROVED Steven Wasohy
 DATE 4/21/2023 DESIGN SECTION ENGINEER,
 DIVISION OF DESIGN AND CONSTRUCTION

APPROVED Patricia A. Austin smg
 DATE 4/26/2023 ADMINISTRATOR,
 DIVISION OF POWER

APPROVED RMV Robert Priestas
 DATE 4/26/2023 ADMINISTRATOR,
 DIVISION OF SEWERAGE AND DRAINAGE

APPROVED TEH John Newsome
 DATE 4/26/2023 ASSISTANT ADMINISTRATOR,
 DIVISION OF WATER

APPROVED Kristen L. Altha by AMd
 DATE 5/2/2023 DIRECTOR,
 DEPARTMENT OF PUBLIC UTILITIES

APPROVED Rob Comer C102
 DATE 4/26/2023 FIRE PREVENTION BUREAU,
 DIVISION OF FIRE

APPROVED Darryl Joyce
 DATE 4/26/2023 ENGINEERING SUPERVISOR,
 DEPARTMENT OF TECHNOLOGY

APPROVED Don E. Evans for Bernita A Reese
 DATE 5/1/2023 DIRECTOR,
 DEPARTMENT OF RECREATION AND PARKS

APPROVED James Young
 DATE 5/3/2023 CITY ENGINEER/ADMINISTRATOR,
 DIVISION OF DESIGN AND CONSTRUCTION

APPROVED Jennifer Gallagher
 DATE 5/4/2023 DIRECTOR,
 DEPARTMENT OF PUBLIC SERVICE

DESIGN AGENCY



| | |
|------------|--------------|
| DESIGNER | WLC |
| REVIEWER | KMK 01-22-12 |
| PROJECT ID | 92616 |
| SHEET | TOTAL |
| P.2 | 170 |

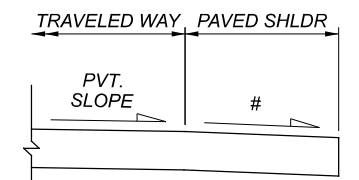
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EXISTING LEGEND: (SEE NOTE #2)

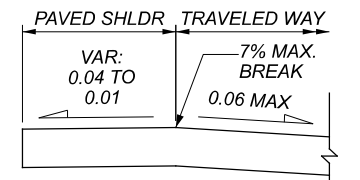
- (A#) (20± WIDTH) NB TRAVELED WAY
 A1-(8.5±) ASPHALT CONCRETE (2± ORIGINAL + 6.5± SHOWN PER 2013 PLANS)
 A2-(1± ORIGINAL) ROAD MIX SURFACE COURSE±
 A3-(3.5± ORIGINAL) BRICK
 A4-(5.5± ORIGINAL) PLAIN CONCRETE
 A5-(12±X4± ORIGINAL INTEGRAL CONCRETE CURB (WITH A1 ON TOP)
- (B#) (2± WIDTH) NB INSIDE/OUTSIDE SHOULDER
 B1-(8.5±) ASPHALT CONCRETE (2± ORIGINAL + 6.5± SHOWN PER 2013 PLANS)
 B2-(3± ORIGINAL) BITUMINOUS BASE COURSE
 B3-(1.5± ORIGINAL) INSULATION COURSE
- (C#) (24± WIDTH) SB TRAVELED WAY
 C1-(6± SHOWN PER 2013 PLANS) ASPHALT CONCRETE
 C2-(9± PER 1954 PLANS) REINFORCED CONCRETE PAVEMENT
 C3-(4± PER 1954 PLANS) SUBBASE
- (D#) (4± ORIGINAL WIDTH) SB OUTSIDE SHOULDER
 D1-(6± SHOWN PER 2013 PLANS) ASPHALT CONCRETE
 D2-(6± PER 1954 PLANS) STABILIZED CRUSHED AGGREGATE SHOULDER
- (E#) (2± WIDTH) NB INSIDE SHOULDER
 (8± WIDTH) NB OUTSIDE SHOULDER
 (2± WIDTH) SB INSIDE SHOULDER
 (5± WIDTH) SB OUTSIDE SHOULDER
 E1-(6± PER 1986 PLANS) ASPHALT CONCRETE
 E2-(6± PER 1986 PLANS) AGGREGATE BASE
- (F#) F1-(1.25± PER 1989 PLANS) ASPHALT SURFACE COURSE
 F2-(1.75± PER 1989 PLANS) ASPHALT INTERMEDIATE COURSE
 F3-(8" PER 1989 PLANS) ASPHALT CONCRETE BASE
 F4-(8" PER 1989 PLANS) AGGREGATE BASE
- (G) (2± WIDTH) ALONG SHOULDERS
 (2± AVG. DEPTH) COMPACTED AGGREGATE (PER 2013 PLANS)
- (H) 6" DEEP UNDERDRAINS (50" TYP) (PER 1954 PLANS)
 (STA 495+00 TO STA 545+00, STA 547+00 TO STA 570+50
 NOTE: AGGREGATE DRAINS BETWEEN STA 545+00 TO STA 547+00
- (I) SPECIAL 8" COMBINED CURB AND GUTTER (2± WIDTH) (PER 1989 PLANS)
- (J) 4" BASE PIPE UNDERDRAINS (<18" TYP) (PER 1989 PLANS)
- (K) SHOULDER RUMBLE STRIPS (16" WIDE PER 2013 PLANS)
- (L) 8± TO 14± ASPHALT CONCRETE
- (M) 6± TO 8± AGGREGATE BASE
- (N) GUARDRAIL
- (O) UPDATED DMS LOCATION ON EX. DMS SUPPORT CONSTRUCTED PER
 FRA-DMS REPLACEMENT FY20 PROJECT IN 2020 (PID 109467) (US-23 NB DMS)

PROPOSED LEGEND:

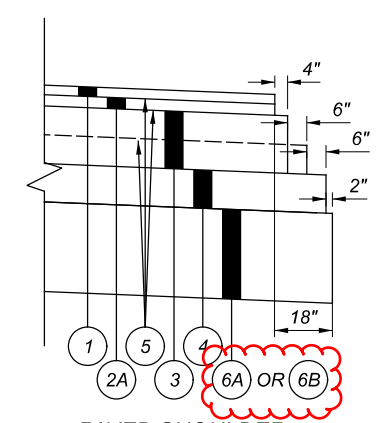
- (1) US-23 - (1.50") ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (446), PG70-22M
 CR-121 - (1.25") ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M
- (2A) US-23 - (1.75") ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A, (446)
 CR-121 - (1.75") ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
- (2B) US-23 - (1.75") ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A, (448), PG 64-28, AS PER PLAN
- (3) US-23 - (9") ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449) (PLACED IN TWO LIFTS)
 CR-121 - (9") ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449) (PLACED IN TWO LIFTS)
- (4) (VAR., 6" MIN) ITEM 304 - AGGREGATE BASE (SEE NOTE #4)
- (5) ITEM 407 - NON-TRACKING TACK COAT (PLACED IN BETWEEN LIFT OF ASPHALT) (APPLIED AT 0.055 GAL/SY AVG FOR NEW PAVEMENT (APPLIED AT 0.085 GAL/SY AVG FOR PLANED ASPHALT SURFACE)
- (6A) SUBGRADE STABILIZATION (FOR US-23 AND DW-1): UNSTABLE SUBGRADE - CHEMICALLY STABILIZED SUBGRADE
 ITEM 204 - PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION) (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)
 ITEM 206 - CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)
 ITEM 206 - CEMENT STABILIZED SUBGRADE, 12-INCHES DEEP
 ITEM 206 - CURING COAT
 ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS (SPECIFIED ON PROJECTS > 40,000 SY, SEE SUPPLEMENT 1120
- (6B) SUBGRADE STABILIZATION (FOR CR-121) UNSTABLE SUBGRADE - EXCAVATE AND REPLACE
 ITEM 204 - SUBGRADE COMPACTION (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION) (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)
 (12") ITEM 204 - EXCAVATION OF SUBGRADE
 (12") ITEM 204 - GRANULAR MATERIAL, TYPE B
 ITEM 204 - GEOTEXTILE FABRIC
- (7) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1" MIN, 3.25" MAX)
- (8) ITEM 202 - PAVEMENT REMOVED (SEE NOTE #3)
- (9) ITEM 605 - 4" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC (VAR. 18" TO 30" DEPTH)
- (10) ITEM 605 - 4" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC (18" DEPTH)
- (11) ITEM 606 - GUARDRAIL, TYPE MGS
- (12) ITEM 606 - GUARDRAIL, BARRIER DESIGN, TYPE MGS
- (13) ITEM 609 - CURB, TYPE 4-C
- (14) ITEM 618 - RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE)
 ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
- (15) ITEM 659 - SEEDING AND MULCHING, CLASS 2



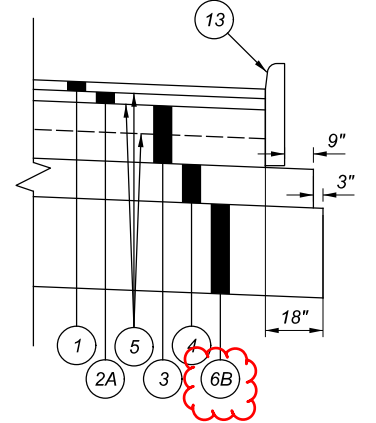
PAVED SHOULDER (ANY WIDTH) CROSS SLOPE DETAILS FOR LOW SIDE OF SUPERELEVATED SECTION
 # = 0.040 OR SUPERELEVATION RATE, WHICHEVER IS GREATER



PAVED SHOULDER (4' TO 10' WIDTH) CROSS SLOPE DETAILS FOR HIGH SIDE OF SUPERELEVATED SECTION



PAVED SHOULDER EDGE COURSE DETAIL FOR US-23 & CR-121



PAVED SHOULDER EDGE COURSE DETAIL WITH CURB, TYPE 4-C FOR CR-121

TYPICAL SECTION NOTES:

1. SEE CROSS SECTIONS FOR DETAILED GRADING AND SIDESLOPE CONDITIONS, INCLUDING DITCH SECTIONS.
2. THE EXISTING PAVEMENT BUILDUP (COMPOSITION AND DEPTHS) ARE BASED ON EXISTING PLAN INFORMATION AND AVERAGE RESULTS OF BORING LOCATIONS PER REPORT OF ROADWAY EXPLORATION DATED 11-18-2020 BY STANTEC.
3. ALL SAWCUTS AND THE REMOVAL LIMITS AND THE REMOVAL OF ALL EXISTING PAVEMENT LAYERS, INCLUDING ASPHALT, CONCRETE, BRICK, FROM THE SURFACE TO THE BOTTOM OF PAVEMENT COURSES AT LOCATIONS SHOWN IN THE PLANS SHALL BE PAID UNDER ITEM 202 - PAVEMENT REMOVED. THE REMOVAL OF ANY UNBOUND AGGREGATE OR NATURAL SOIL MATERIAL IS NOT INCLUDED AND SHALL BE PAID UNDER ITEM 203 - EXCAVATION.
4. FOR FULL DEPTH ASPHALT PAVEMENT WIDENING, THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT PER ODOT C&MS 202.05 AT LOCATIONS SHOWN IN THE ROADWAY PLANS OR AT SOUND PAVEMENT, AS DIRECTED BY THE ENGINEER. THE EXISTING PAVEMENT AND FULL DEPTH ASPHALT WIDENING SECTION SHOULD MEET AT THE SAME SUBGRADE ELEVATION. THE BASE UNDER THE WIDENING SECTION SHOULD BE THICKENED TO MATCH THE ADJACENT SUBGRADE OF EXISTING MAINLINE PAVEMENT AND PROPOSED DRIVEWAY PAVEMENT.
5. THE CONSTRUCTION LIMITS SHOWN IN ROADWAY PLANS ARE DEFINED BY 2' OFFSET FROM EDGE OF PROPOSED GRADING DUE TO ROUNDING.

CROSS REFERENCES:

SEE SHEET P.4 FOR TYPICAL SECTION NOTES
 SEE SHEET P.4 FOR PAVED SHOULDER DETAILS
 SEE SHEET P.4 FOR GEOTECHNICAL BORING INFO
 SEE SHEET P.5-7 FOR US-23 TYPICAL SECTIONS
 SEE SHEET P.8 FOR CR-121 TYPICAL SECTIONS
 SEE SHEET P.9 FOR ROADSIDE GRADING DETAILS
 SEE SHEET P.10 FOR END CONDITIONS
 SEE SHEET P.95 FOR INTERSECTION DETAILS - US-23 & CR-121
 SEE SHEET P.96 FOR DRIVE DETAILS
 SEE SHEET P.97-106 FOR DRAINAGE DETAILS

GEOTECHNICAL BORING INFORMATION

| BORING ID | STATION | OFFSET | ROADWAY | LOCATION | EXISTING PAVEMENT COMPOSITION |
|------------|-----------|-----------|------------|----------------------|-------------------------------|
| B-001-0-20 | 525+42.77 | 19.88' RT | US-23 | NB INSIDE THRU LANE | 13" ASPHALT, 3.5" BRICK |
| B-002-0-20 | 525+96.25 | 34.29' RT | US-23 | SB OUTSIDE THRU LANE | 6" ASPHALT, 8" CONCRETE |
| B-003-0-20 | 528+46.43 | 43.86' RT | US-23 | NB OUTSIDE SHOULDER | 9.5" ASPHALT |
| B-004-0-20 | 528+82.42 | 14.83' LT | US-23 | SB INSIDE SHOULDER | 3.25" ASPHALT |
| B-005-0-20 | 531+06.81 | 44.27' RT | US-23 | NB OUTSIDE SHOULDER | 7" ASPHALT |
| B-006-0-20 | 531+56.69 | 43.16' LT | US-23 | SB OUTSIDE SHOULDER | 6.75" ASPHALT |
| B-007-0-20 | 532+71.37 | 1.99' LT | US-23 | NB LT. TURN LANE | 13" ASPHALT |
| B-008-0-20 | 533+46.90 | 46.05' RT | US-23 | NB RT. TURN LANE | 12" ASPHALT |
| B-008-1-20 | 107+84.65 | 21.21' LT | CR-121 | WB LANE | 9.75" ASPHALT |
| B-008-2-20 | 0+95.94 | 22.28' RT | QUARRY DR. | WB LANE | 15.5" ASPHALT |
| B-009-0-20 | 536+11.09 | 6.63' RT | US-23 | SB LT. TURN LANE | 13" ASPHALT |
| B-010-0-20 | 536+02.26 | 37.02' RT | US-23 | NB OUTSIDE THRU LANE | 12.25" ASPHALT, 4.5" CONCRETE |
| B-011-0-20 | 537+16.32 | 45.57' LT | US-23 | SB RT. TURN LANE | 13" ASPHALT |
| B-012-0-20 | 539+00.04 | 46.81' RT | US-23 | NB OUTSIDE SHOULDER | 6" ASPHALT |
| B-013-0-20 | 540+12.56 | 19.35' LT | US-23 | SB INSIDE LANE | 5.25" ASPHALT, 9.5" CONCRETE |
| B-014-0-20 | 542+05.06 | 19.97' RT | US-23 | NB INSIDE LANE | 13" ASPHALT, 3.5" BRICK |
| B-015-0-20 | 543+06.58 | 15.79' RT | US-23 | SB INSIDE LANE | 6" ASPHALT, 9" CONCRETE |
| B-016-0-20 | 545+13.97 | 43.34' RT | US-23 | NB OUTSIDE SHOULDER | 7" ASPHALT |
| B-017-0-20 | 546+23.77 | 41.51' LT | US-23 | NB OUTSIDE SHOULDER | 7" ASPHALT |
| B-018-0-20 | 550+89.29 | 43.86' RT | US-23 | NB OUTSIDE SHOULDER | 7" ASPHALT |
| B-019-0-20 | 554+09.68 | 18.74' RT | US-23 | NB INSIDE LANE | 18" ASPHALT |
| B-020-0-20 | 556+15.66 | 43.83' RT | US-23 | NB OUTSIDE SHOULDER | N/A - SOIL |

DESIGN AGENCY



DESIGNER
WLC

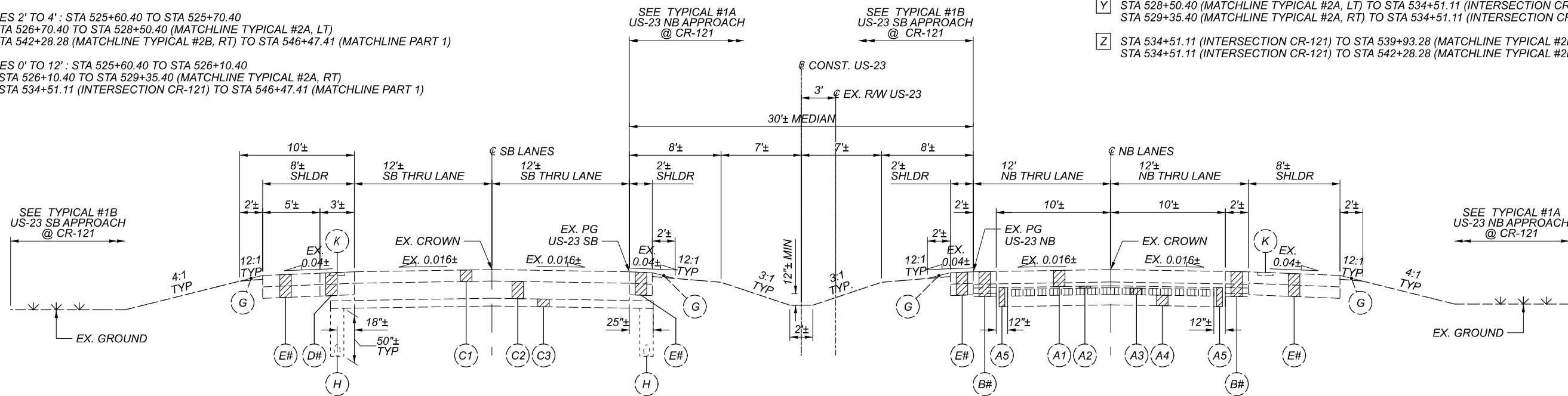
REVIEWER
KMK 12-01-22

PROJECT ID
92616

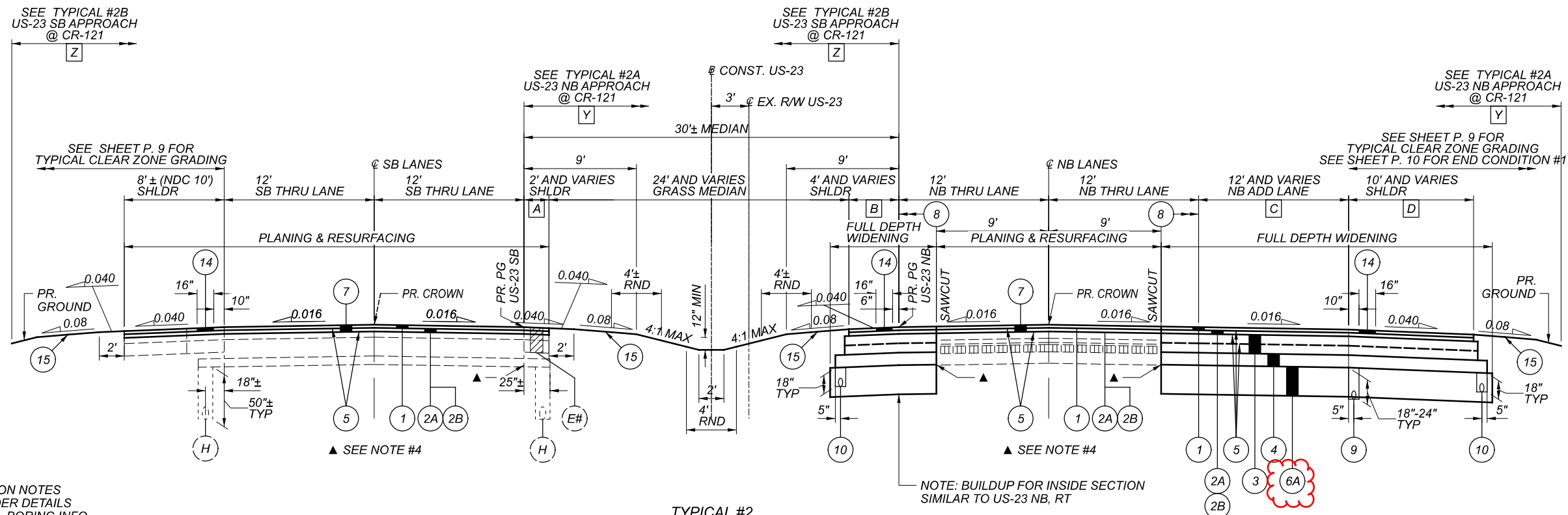
SHEET TOTAL
P.4 | 170

- A** 2'± (NDC 4'): STA 525+60.40 TO STA 528+00.40
 VARIES 2'± (NDC 4') TO 4': STA 528+00.40 TO STA 528+50.40 (MATCHLINE TYPICAL #2A, LT)
 VARIES 4' TO 2'± (NDC 4'): STA 542+28.28 (MATCHLINE TYPICAL #2B, RT) TO STA 542+78.28
 2'± (NDC 4'): STA 542+78.28 TO STA 546+47.41 (MATCHLINE PART 1)
- B** VARIES 2' TO 4': STA 525+60.40 TO STA 525+70.40
 4': STA 526+70.40 TO STA 528+50.40 (MATCHLINE TYPICAL #2A, LT)
 4': STA 542+28.28 (MATCHLINE TYPICAL #2B, RT) TO STA 546+47.41 (MATCHLINE PART 1)
- C** VARIES 0' TO 12': STA 525+60.40 TO STA 526+10.40
 12': STA 526+10.40 TO STA 529+35.40 (MATCHLINE TYPICAL #2A, RT)
 12': STA 534+51.11 (INTERSECTION CR-121) TO STA 546+47.41 (MATCHLINE PART 1)

- D** VARIES 8' TO 10': STA 525+60.40 TO STA 526+10.40
 10': STA 526+10.40 TO STA 529+35.40 (MATCHLINE TYPICAL #2A, RT)
 10': STA 535+17.27 (MATCHLINE INTERSECTION CR-121) TO STA 546+47.41 (MATCHLINE PART 1)
- Y** STA 528+50.40 (MATCHLINE TYPICAL #2A, LT) TO STA 534+51.11 (INTERSECTION CR-121)
 STA 529+35.40 (MATCHLINE TYPICAL #2A, RT) TO STA 534+51.11 (INTERSECTION CR-121)
- Z** STA 534+51.11 (INTERSECTION CR-121) TO STA 539+93.28 (MATCHLINE TYPICAL #2B, LT)
 STA 534+51.11 (INTERSECTION CR-121) TO STA 542+28.28 (MATCHLINE TYPICAL #2B, RT)



TYPICAL #1
 EXISTING NORMAL SECTION - US-23 (SOUTH HIGH STREET)
 SB LANES: STA 525+60.40 TO STA 546+47.41 (MATCHLINE PART 1)
 NB LANES: STA 525+60.40 TO STA 546+47.41 (MATCHLINE PART 1)



TYPICAL #2
 PROPOSED NORMAL WIDENING & RECONSTRUCTION SECTION - US-23 (SOUTH HIGH STREET)
 SB LANES: STA 525+60.40 TO STA 546+47.41 (MATCHLINE PART 1)
 NB LANES: STA 525+60.40 TO STA 546+47.41 (MATCHLINE PART 1)

CROSS REFERENCES:

- SEE SHEET P.4 FOR TYPICAL SECTION NOTES
- SEE SHEET P.4 FOR PAVED SHOULDER DETAILS
- SEE SHEET P.4 FOR GEOTECHNICAL BORING INFO
- SEE SHEET P.5-7 FOR US-23 TYPICAL SECTIONS
- SEE SHEET P.8 FOR CR-121 TYPICAL SECTIONS
- SEE SHEET P.9 FOR ROADSIDE GRADING DETAILS
- SEE SHEET P.10 FOR END CONDITIONS
- SEE SHEET P.95 FOR INTERSECTION DETAILS - US-23 & CR-121
- SEE SHEET P.96 FOR DRIVE DETAILS
- SEE SHEET P.97-106 FOR DRAINAGE DETAILS

NOTE: BUILDUP FOR INSIDE SECTION SIMILAR TO US-23 NB, RT

DESIGN AGENCY



DESIGNER

WLC

REVIEWER

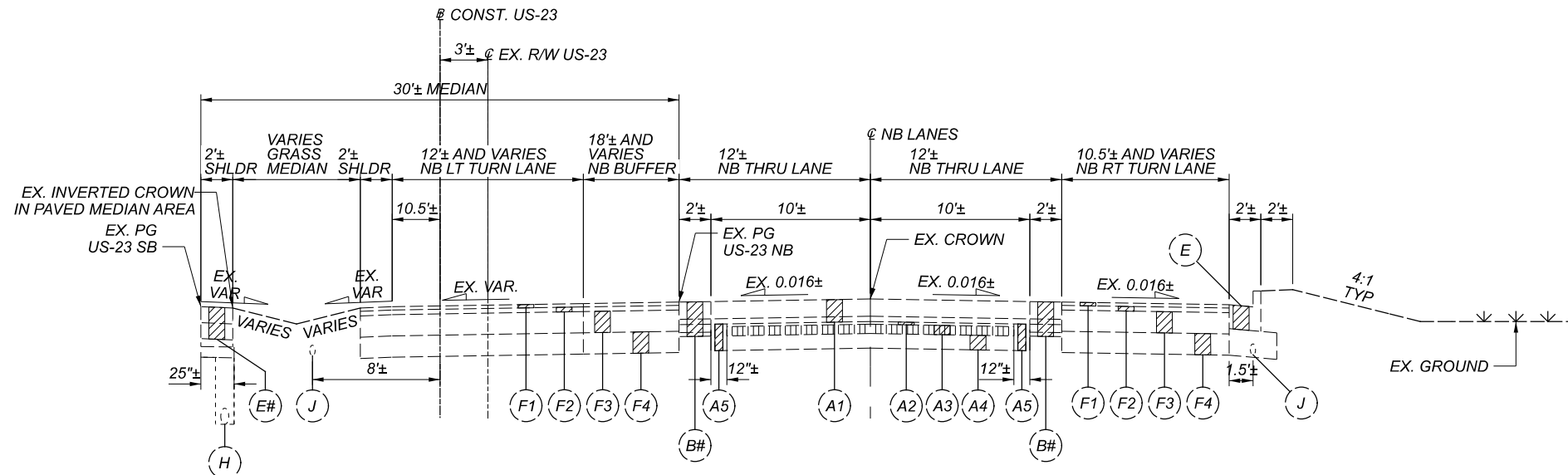
KMK 12-01-22

PROJECT ID

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SHEET TOTAL

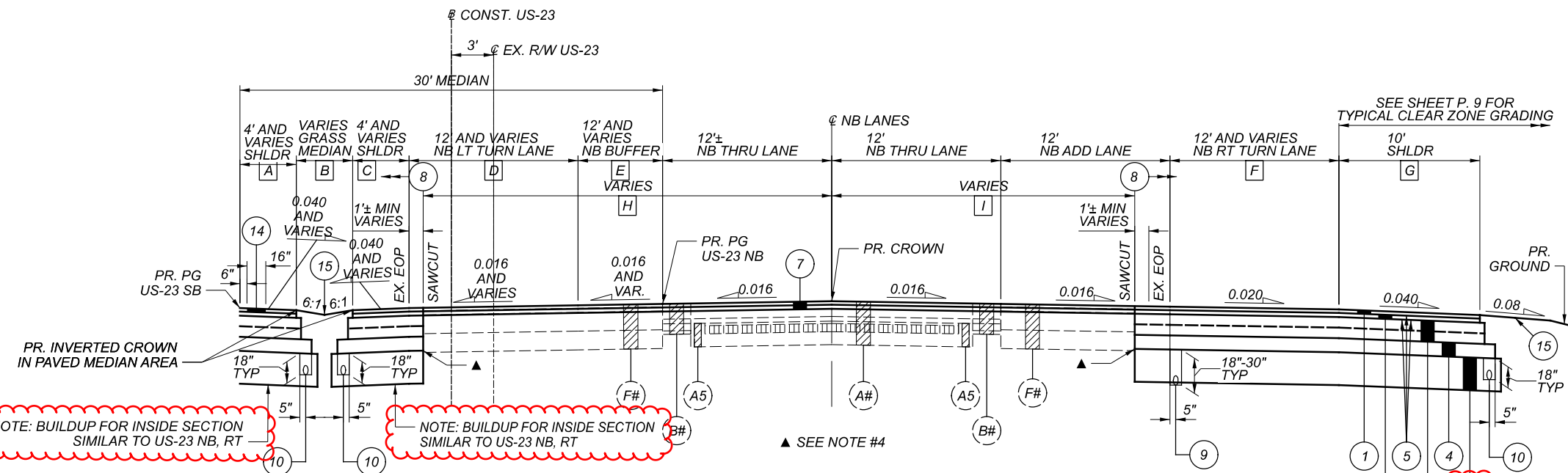
P.5 170



TYPICAL #1A
 US-23 NB APPROACH @ CR-121

- A** 4' : STA 528+50.40 (MATCHLINE TYPICAL #2A, LT) TO STA 531+83.02
 VARIES 4' TO 6' : STA 531+83.02 TO STA 531+85.01 (END GRASS MEDIAN)
 VARIES 6' TO 3' : STA 531+85.01 (END GRASS MEDIAN) TO STA 532+31.58
 3' : STA 532+31.58 TO STA 533+75.40
 0' MAINLINE RESURFACING APPLIES: STA 533+75.40 TO STA 534+51.11 (INTERSECTION CR-121)
- B** VARIES 22' TO 10' : STA 528+50.40 (MATCHLINE TYPICAL #2A, LT) TO STA 529+00.40
 10' : STA 529+00.40 TO STA 531+35.40
 VARIES 10' TO 0' : STA 531+35.40 TO STA 531+85.01 (END GRASS MEDIAN)
- C** 4' : STA 528+50.40 (MATCHLINE TYPICAL #2A, LT) TO STA 531+83.02
 VARIES 4' TO 6' : STA 531+83.02 TO STA 531+85.01 (END GRASS MEDIAN)
 VARIES 6' TO 3' : STA 531+85.01 (END GRASS MEDIAN) TO STA 532+31.58
 3' : STA 532+31.58 TO STA 533+75.40
 0' MAINLINE RESURFACING APPLIES: STA 533+75.40 TO STA 534+51.11 (INTERSECTION CR-121)

- D** VARIES 0' TO 12' : STA 528+49.65 (MATCHLINE TYPICAL #2A, LT) TO STA 529+00.40
 12' : STA 529+00.40 TO STA 534+49.07 (INTERSECTION CR-121)
- E** VARIES 0' TO 12' : STA 531+34.65 TO STA 532+30.65
 12' : STA 532+30.65 TO STA 534+49.07 (INTERSECTION CR-121)
- F** VARIES 0' TO 12' : STA 531+00.07 (MATCHLINE TYPICAL #2A, RT) TO STA 531+50.07
 12' : STA 531+50.07 TO STA 533+48.00 (MATCHLINE INTERSECTION CR-121)
- G** 10' : STA 531+00.07 TO STA 533+48.00 (MATCHLINE INTERSECTION CR-121)
- H** SAWCUT, LT
- I** SAWCUT, RT



TYPICAL #2A
 US-23 NB APPROACH @ CR-121

STA 528+50.40 (MATCHLINE TYPICAL #2A, LT) TO STA 534+51.11 (INTERSECTION CR-121)
 STA 529+35.40 (MATCHLINE TYPICAL #2A, RT) TO STA 534+51.11 (INTERSECTION CR-121)

CROSS REFERENCES:

- SEE SHEET P.4 FOR TYPICAL SECTION NOTES
- SEE SHEET P.4 FOR PAVED SHOULDER DETAILS
- SEE SHEET P.4 FOR GEOTECHNICAL BORING INFO
- SEE SHEET P.5-7 FOR US-23 TYPICAL SECTIONS
- SEE SHEET P.8 FOR CR-121 TYPICAL SECTIONS
- SEE SHEET P.9 FOR ROADSIDE GRADING DETAILS
- SEE SHEET P.10 FOR END CONDITIONS
- SEE SHEET P.95 FOR INTERSECTION DETAILS - US-23 & CR-121
- SEE SHEET P.96 FOR DRIVE DETAILS
- SEE SHEET P.97-106 FOR DRAINAGE DETAILS

DESIGN AGENCY



DESIGNER

WLC

REVIEWER

KMK 12-01-22

PROJECT ID

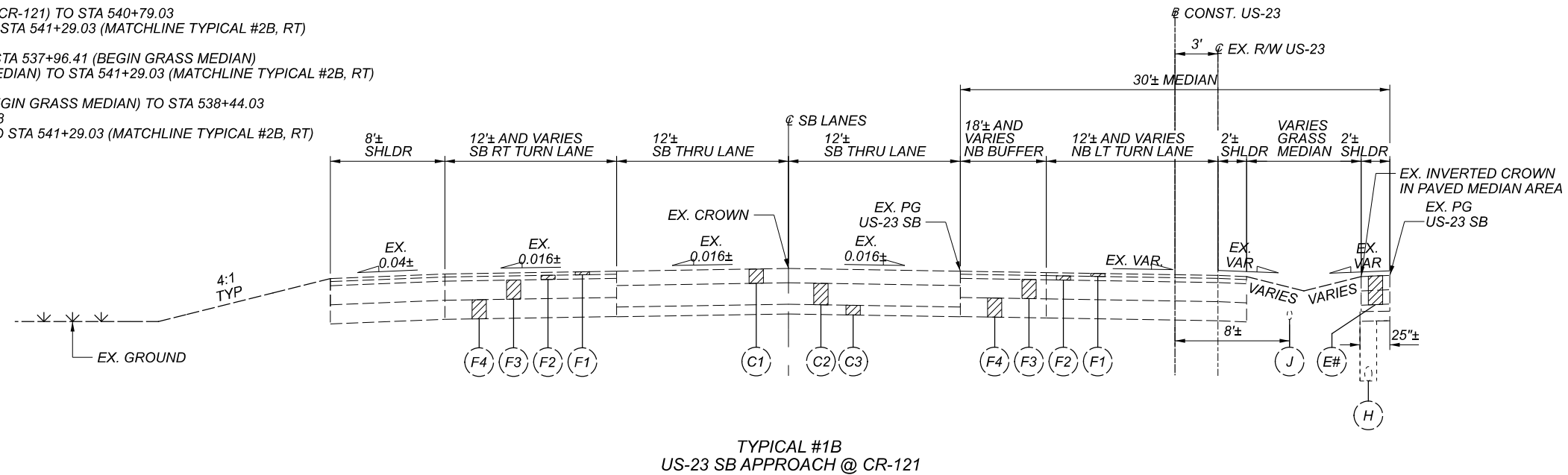
92616

SHEET TOTAL

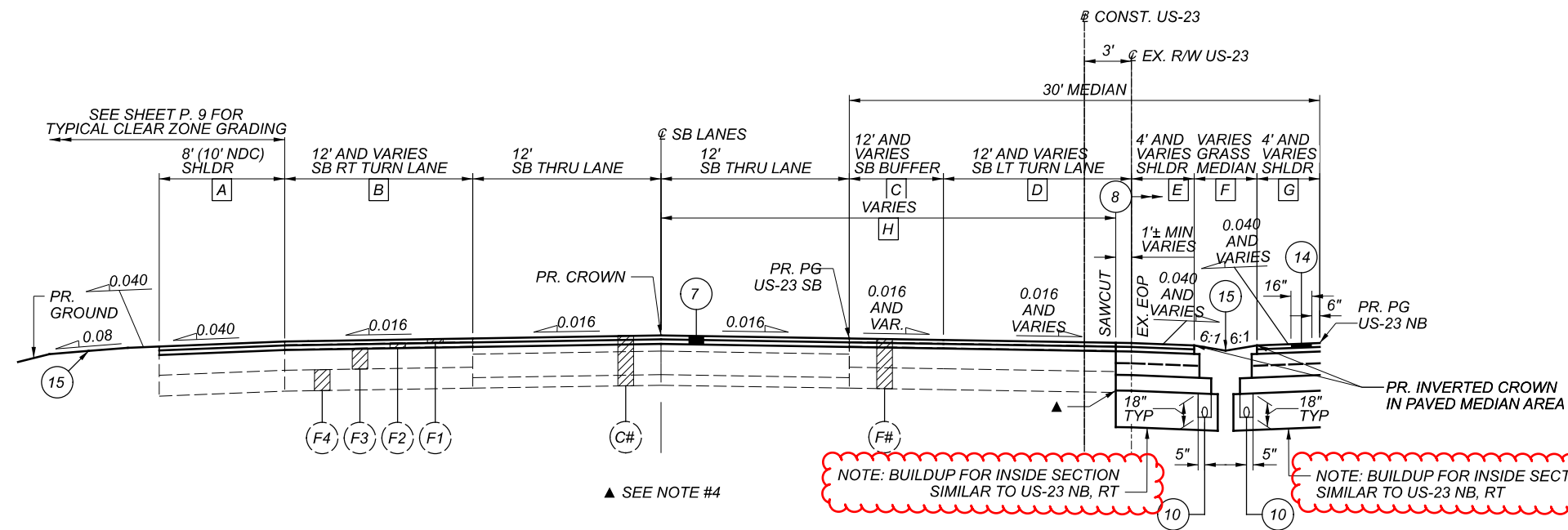
P.6 170

- A 0' DW-1 APPLIES: STA 534+51.11 TO STA 535+53.40 (MATCHLINE INTERSECTION DW-1)
8±: STA 535+53.40 (MATCHLINE INTERSECTION DW-1) TO STA 539+93.29
- B 12': STA 535+53.40 (MATCHLINE INTERSECTION CR-121) TO STA 539+32.98
VARIES 12' TO 0': STA 539+32.98 TO STA 539+82.99 (MATCHLINE TYPICAL #2B, LT)
- C 12': STA 534+49.07 (INTERSECTION CR-121) TO STA 537+48.03
VARIES 12' TO 0': STA 537+48.03 TO STA 538+44.03
- D 12': STA 534+49.07 (INTERSECTION CR-121) TO STA 540+79.03
VARIES 12' TO 0': STA 540+79.03 TO STA 541+29.03 (MATCHLINE TYPICAL #2B, RT)
- E VARIES 0' TO 6': STA 537+48.03 TO STA 537+96.41 (BEGIN GRASS MEDIAN)
4': STA 537+96.41 (BEGIN GRASS MEDIAN) TO STA 541+29.03 (MATCHLINE TYPICAL #2B, RT)
- F VARIES 4' TO 10': STA 537+96.41 (BEGIN GRASS MEDIAN) TO STA 538+44.03
10': STA 538+44.03 TO STA 540+48.28
VARIES 10' TO 22': STA 540+48.28 TO STA 541+29.03 (MATCHLINE TYPICAL #2B, RT)

- G 6': STA 534+49.07 (INTERSECTION CR-121) TO STA 537+96.41 (BEGIN GRASS MEDIAN)
4': STA 537+96.41 (BEGIN GRASS MEDIAN) TO STA 541+29.03 (MATCHLINE TYPICAL #2B, RT)
- H SAWCUT, RT



TYPICAL #1B
US-23 SB APPROACH @ CR-121



TYPICAL #2B
US-23 SB APPROACH @ CR-121

STA 534+51.11 (INTERSECTION CR-121) TO STA 539+93.28 (MATCHLINE TYPICAL #2B, LT)
STA 534+51.11 (INTERSECTION CR-121) TO STA 542+28.28 (MATCHLINE TYPICAL #2B, RT)

CROSS REFERENCES:

- SEE SHEET P.4 FOR TYPICAL SECTION NOTES
- SEE SHEET P.4 FOR PAVED SHOULDER DETAILS
- SEE SHEET P.4 FOR GEOTECHNICAL BORING INFO
- SEE SHEET P.5-7 FOR US-23 TYPICAL SECTIONS
- SEE SHEET P.8 FOR CR-121 TYPICAL SECTIONS
- SEE SHEET P.9 FOR ROADSIDE GRADING DETAILS
- SEE SHEET P.10 FOR END CONDITIONS
- SEE SHEET P.95 FOR INTERSECTION DETAILS - US-23 & CR-121
- SEE SHEET P.96 FOR DRIVE DETAILS
- SEE SHEET P.97-106 FOR DRAINAGE DETAILS

DESIGN AGENCY

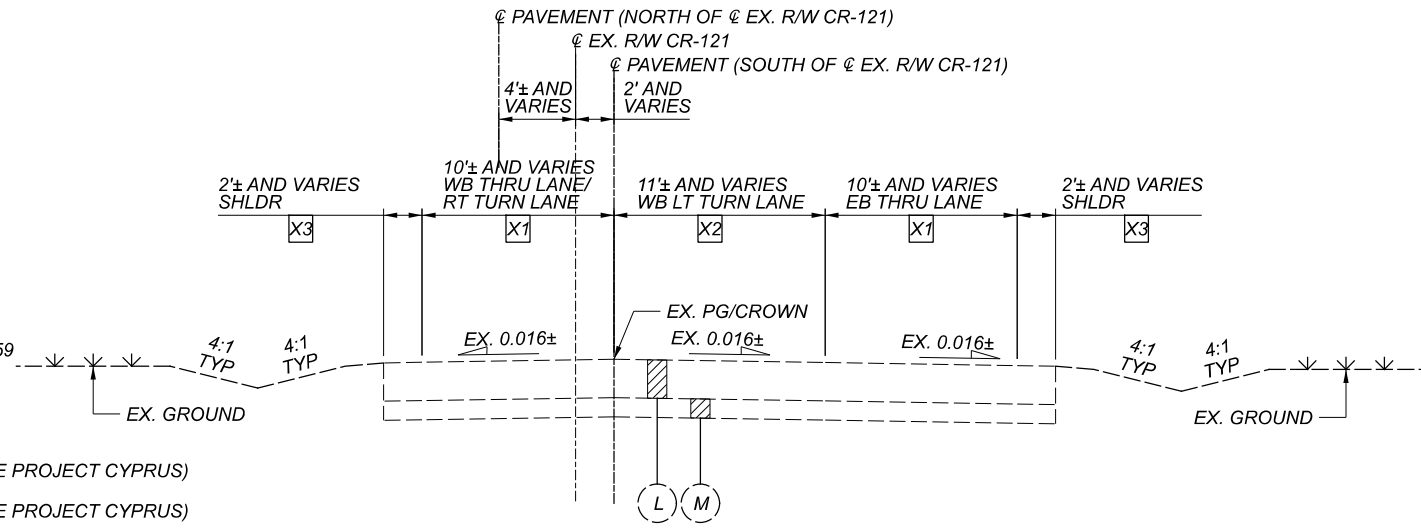


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|------------|--------------|
| DESIGNER | WLC |
| REVIEWER | KMK 12-01-22 |
| PROJECT ID | 92616 |
| SHEET | TOTAL |
| P.7 | 170 |

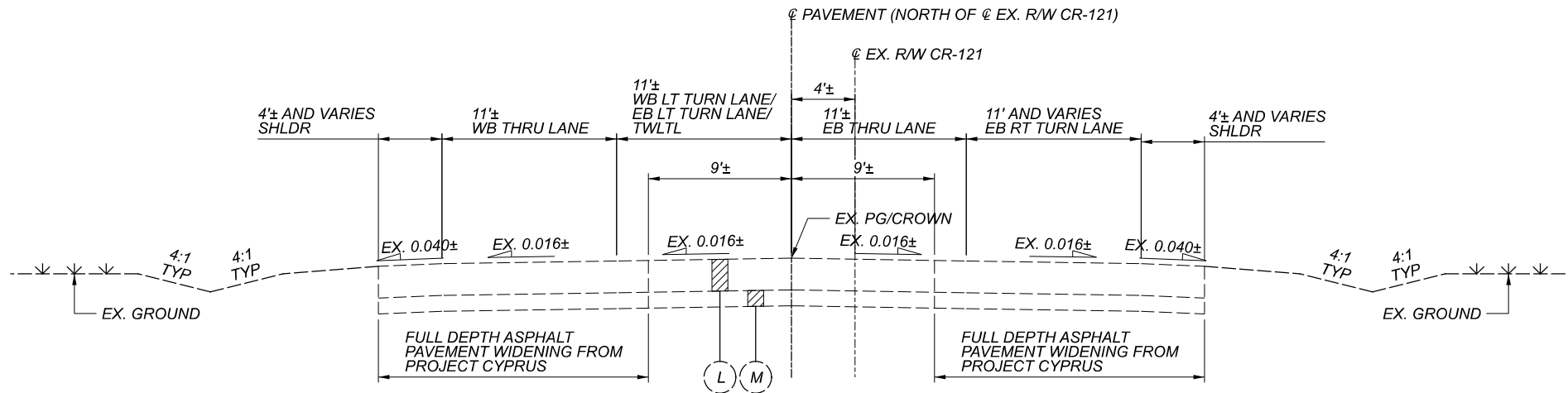
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- X1 11±: CR-121 WB APPROACH @ US-23
- X2 VARIES 11± TO 0': CR-121 WB APPROACH @ US-23
- X3 3±: CR-121 WB APPROACH @ US-23

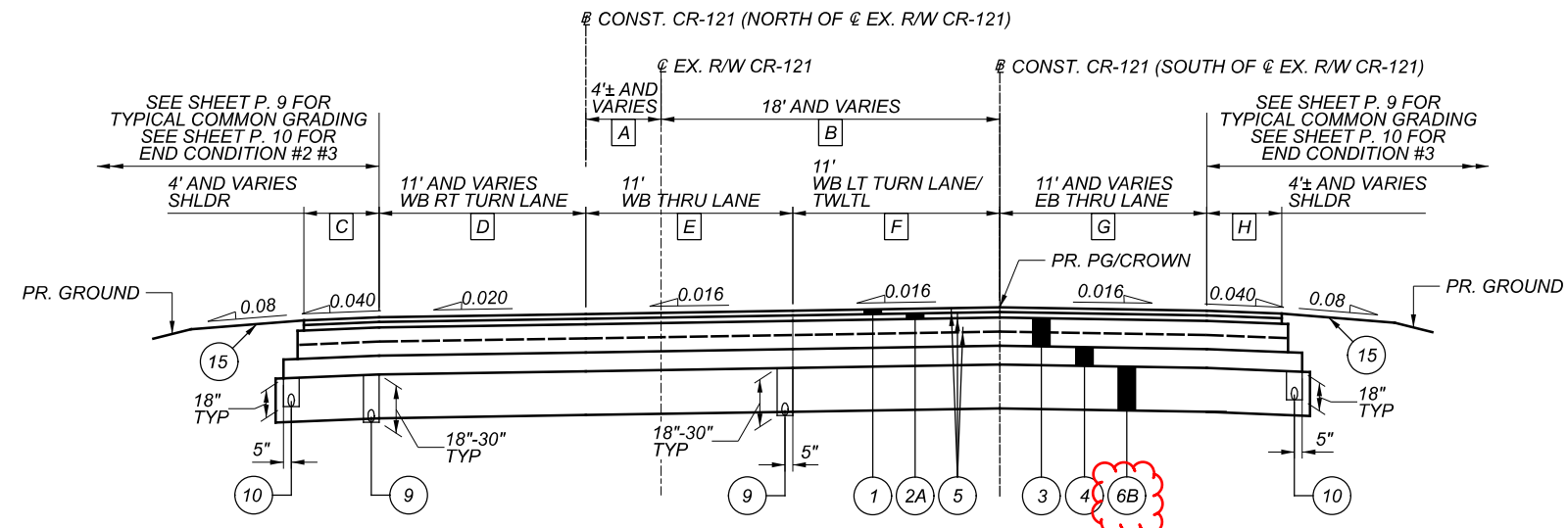
- A VARIES 0' TO 4' : STA 110+32.67 TO STA 112+98.23 (MATCHLINE PROJECT CYPRUS)
- B 18' : STA 100+51.64 (MATCHLINE INTERSECTION US-23) TO STA 104+17.40
VARIES 18' TO 0' : STA 104+17.40 TO STA 110+32.67
- C VARIES 10' TO 4' : STA 535+17.27 (MATCHLINE INTERSECTION US-23) TO STA 100+88.59
4' : STA 100+88.89 TO STA 112+98.23 (MATCHLINE PROJECT CYPRUS)
- D 11' : STA 100+51.64 (MATCHLINE INTERSECTION US-23) TO STA 107+07.40
VARIES 11' TO 0' : STA 107+07.40 TO STA 107+57.40
- E 11' : STA 100+51.64 (MATCHLINE INTERSECTION US-23) TO STA 112+98.23 (MATCHLINE PROJECT CYPRUS)
- F 11' : STA 100+51.64 (MATCHLINE INTERSECTION US-23) TO STA 112+98.23 (MATCHLINE PROJECT CYPRUS)
- G 17' : STA 100+51.64 (MATCHLINE INTERSECTION US-23) TO STA 101+32.62
VARIES 17' TO 11' : STA 101+32.62 TO STA 101+92.62
11' : STA 101+92.62 TO STA 112+98.23 (MATCHLINE PROJECT CYPRUS)
- H VARIES 10' TO 4' : STA 533+51.04 (MATCHLINE INTERSECTION US-23) TO STA 101+32.62
4' : STA 101+32.62 TO STA 112+98.23 (MATCHLINE PROJECT CYPRUS)



TYPICAL #5
 EXISTING NORMAL SECTION - CR-121 (RATHMELL ROAD)
 STA 99+99.82 (INTERSECTION US-23) TO STA 112+98.23 (MATCHLINE PROJECT CYPRUS)



TYPICAL #6
 (FUTURE) EXISTING NORMAL SECTION - CR-121 (RATHMELL ROAD)
 STA 112+98.23 (MATCHLINE PROJECT CYPRUS) TO EAST



TYPICAL #7
 PROPOSED NORMAL SECTION - CR-121 (RATHMELL ROAD)
 STA 99+99.82 (INTERSECTION US-23) TO STA 112+98.23 (MATCHLINE PROJECT CYPRUS)

CROSS REFERENCES:
 SEE SHEET P.4 FOR TYPICAL SECTION NOTES
 SEE SHEET P.4 FOR PAVED SHOULDER DETAILS
 SEE SHEET P.4 FOR GEOTECHNICAL BORING INFO
 SEE SHEET P.5-7 FOR US-23 TYPICAL SECTIONS
 SEE SHEET P.8 FOR CR-121 TYPICAL SECTIONS
 SEE SHEET P.9 FOR ROADSIDE GRADING DETAILS
 SEE SHEET P.10 FOR END CONDITIONS
 SEE SHEET P.95 FOR INTERSECTION DETAILS - US-23 & CR-121
 SEE SHEET P.96 FOR DRIVE DETAILS
 SEE SHEET P.97-106 FOR DRAINAGE DETAILS

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|---------------|--------------|
| DESIGN AGENCY | [BI] |
| DESIGNER | WLC |
| REVIEWER | KMK 12-01-22 |
| PROJECT ID | 92616 |
| SHEET | P.8 |
| TOTAL | 170 |

GENERAL NOTES (CONT.)

EXISTING PLANS:

THE FOLLOWING EXISTING PLANS ARE AVAILABLE AT ODOT D-6 UPON REQUEST:

ODOT:

- 1954 - PIC-23-17.66 & FRA-23-(0.00-5.37) (US-23 SB NEW CONSTRUCTION)
- 1962 - FRA-200-9.46 (I-270 & US-23 INTERCHANGE)
- 1986 - FRA-23-(2.05-5.41) (US-23 RESURFACING)
- 2003 - FRA-23-00.32 (PID 23410) (US-23 RESURFACING)
- 2003 - COLUMBUS METRO FREEWAY MGMT SYSTEM (US-23 NB DMS)
- 2013 - FRA-23-(0.00-5.63) (PID 80108) (US-23 RESURFACING)
- 2019 - FRA-DMS REPLACEMENT-FY20 (PID 109467) (US-23 NB DMS)
- 2022 - FRA-270-51.50 (PID 92616) PART 1 (I-270 & US-23 INTERCHANGE)

CITY OF COLUMBUS:

- 1989 - US-23 & RATHMELL RD. INTERSECTION IMPROVEMENT (1989-73)
- 2022 - FRA-RATHMELL ROAD WIDENING (E-XXX)
- 2022 - FRA-TRAFFIC SIGNAL SYSTEM (CTSS) – PHASE F (E-03676) (PID 110521)

FRANKLIN COUNTY ENGINEER:

- 1835 - HIGH ST. ROAD RECORD
- 1837 -RATHMELL RD. ROAD RECORD
- 1935 - RATHMELL ROAD IMPROVEMENT (US-23 TO GROVEPORT RD.)

SURVEYING PARAMETERS - FRA-23-4.19 PART 2 (PID 110380):

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.3 FOR PROJECT CONTROL INFORMATION FOR THIS PROJECT.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL:

POSITIONING METHOD: STATIC GNSS
 MONUMENT TYPE: B

VERTICAL POSITIONING:

ORTHOMETRIC HEIGHT DATUM: NAVD88
 GEOID: GEOID12B

HORIZONTAL POSITIONING:

REFERENCE FRAME: NAD83 (2011) (EPOCH:2010.0000)
 ELLIPSOID: GRS80
 MAP PROJECTION: LAMBERT CONFORMAL CONIC
 COORDINATE SYSTEM: OHIO STATE PLANE (SOUTH) ZONE
 COMBINED SCALE FACTOR: 1.00005833
 PROJECT ADJUSTMENT FACTOR (1/X): 0.99994167
 ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH C&MS 623.

UNITS ARE IN U.S. SURVEY FEET.

SURVEYING PARAMETERS - FRA-270-51.50 PART 1 (PID 92616):

SEE FRA-270-51.50 PART 1 (PID 92616) PLANS.

WORK LIMITS:

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

ROUNDING:

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS SECTIONS EVEN THOUGH OTHERWISE SHOWN.

BENCHING OF FOUNDATION SLOPES:

ALTHOUGH CROSS SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN C&MS 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF C&MS 203.05.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING:

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS).
- IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.
3. COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO C&MS 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.
6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204- EXCAVATION OF SUBGRADE.

DESIGN AGENCY



DESIGNER

WLC

REVIEWER

KMK 12-01-22

PROJECT ID

92616

SHEET TOTAL

P.12 | 170

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 2023-05-04 TIME: 4:29:45 PM USER: william.croxson
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Table with columns: OFFICE CALCS, SHEET NUM. (P.13-P.146), PART. (04/NHS/04, 05/NHS/05), ITEM, ITEM EXT, GRAND TOTAL, UNIT, DESCRIPTION, SEE SHEET NO. The table lists various construction items such as ROADWAY CLEARING, ROADWAY PAVEMENT, ROADWAY CURB AND GUTTER, ROADWAY PIPE, ROADWAY FENCE, ROADWAY REMOVAL MISC., ROADWAY EXCAVATION, ROADWAY EMBANKMENT, ROADWAY SUBGRADE COMPACTION, ROADWAY EXCAVATION OF SUBGRADE, ROADWAY GRANULAR MATERIAL, ROADWAY PROOF ROLLING, ROADWAY GEOTEXTILE FABRIC, ROADWAY CEMENT, ROADWAY CURING COAT, ROADWAY CEMENT STABILIZED SUBGRADE, ROADWAY GUARDRAIL, ROADWAY ANCHOR ASSEMBLY, ROADWAY IMPACT ATTENUATOR, ROADWAY MONUMENT ASSEMBLY, ROADWAY REFERENCE MONUMENT, ROADWAY RIGHT-OF-WAY MONUMENT, ROADWAY PRE-CONSTRUCTION VIDEO, ROADWAY SURVEY AND MONITORING OF EXISTING BUILDING, ROADWAY EROSION CONTROL, ROADWAY SOIL ANALYSIS TEST, ROADWAY TOPSOIL, ROADWAY SEEDING AND MULCHING, ROADWAY REPAIR SEEDING AND MULCHING, ROADWAY INTER-SEEDING, ROADWAY COMMERCIAL FERTILIZER, ROADWAY LIME, ROADWAY WATER, ROADWAY MOWING, ROADWAY DITCH EROSION PROTECTION, ROADWAY STORM WATER POLLUTION PREVENTION PLAN, ROADWAY STORM WATER POLLUTION PREVENTION INSPECTIONS, ROADWAY STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE, and ROADWAY EROSION CONTROL.

7,335
2,445
2,445
9
7,335
249
9,617
9,617

12 INCHES DEEP

GENERAL SUMMARY (1 OF 5)

DESIGN AGENCY



DESIGNER

WLC

REVIEWER

KMK 12-01-22

PROJECT ID

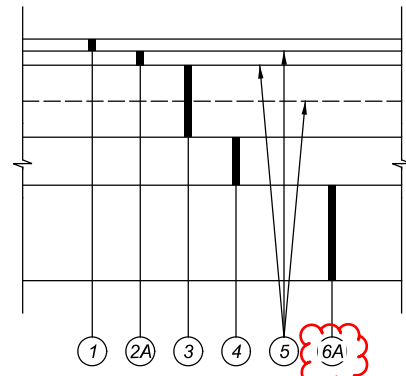
92616

SHEET

P.38

TOTAL

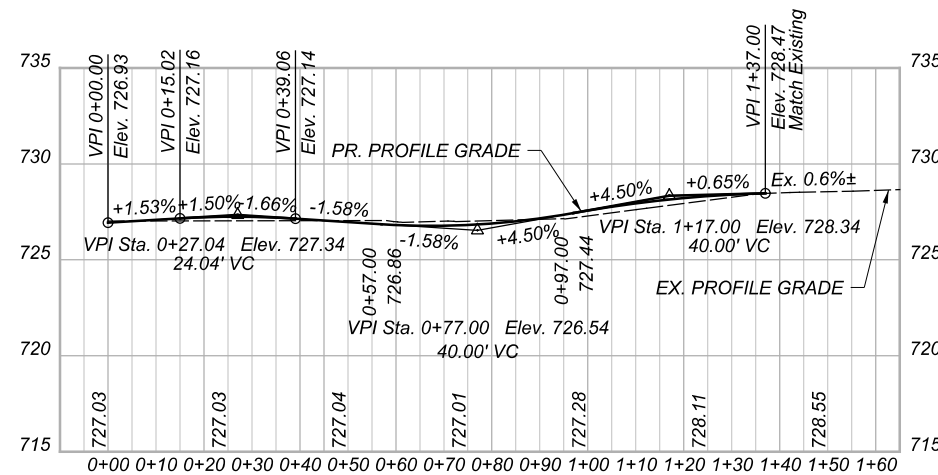
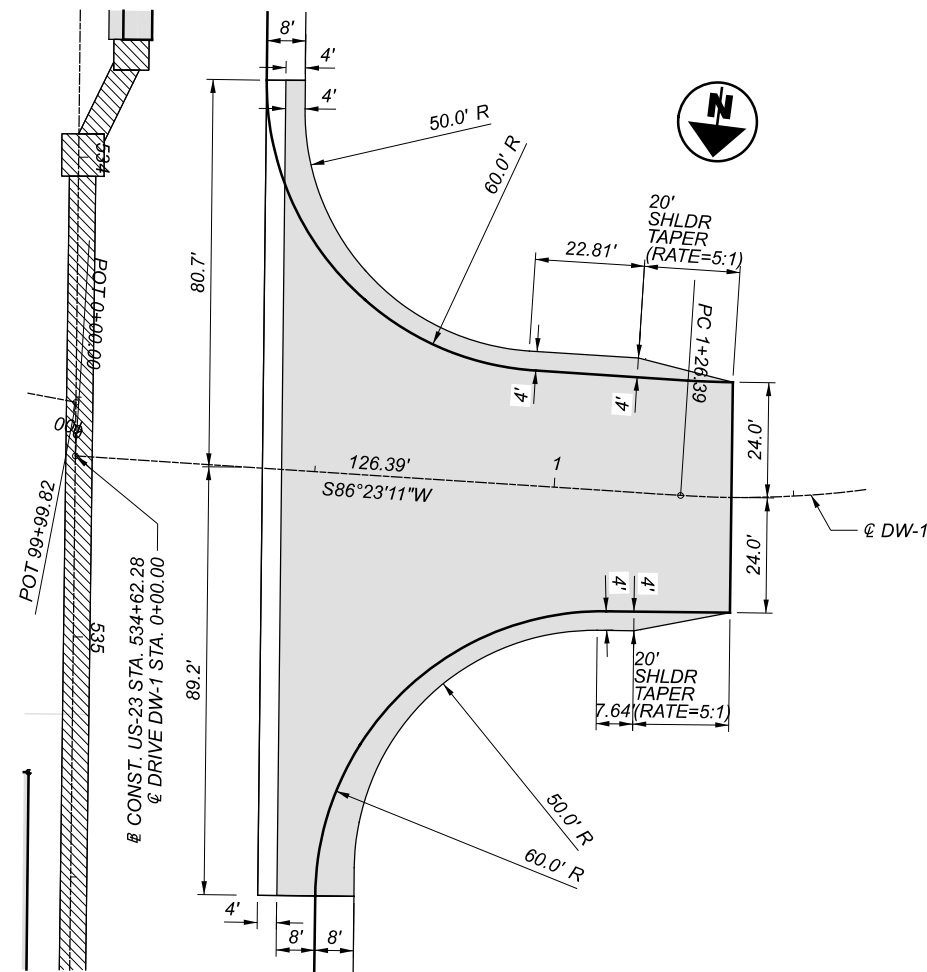
170



DRIVEWAY PAVEMENT BUILDUP
 DW-1
 (SIMILAR PAVEMENT BUILDUP TO ADJACENT US-23 MAINLINE)

PROPOSED LEGEND:

- 1 (1.50") ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (446), PG70-22M
- 2A (1.75") ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A, (446)
- 3 (9") ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449)
 (PLACED IN TWO LIFTS)
- 4 (6") ITEM 304 - AGGREGATE BASE
- 5 ITEM 407 - NON-TRACKING TACK COAT
 (PLACED IN BETWEEN LIFT OF ASPHALT)
 (APPLIED AT 0.055 GAL/SY AVG FOR NEW PAVEMENT)
- 6A SUBGRADE STABILIZATION (FOR US-23 AND DW-1):
 UNSTABLE SUBGRADE - CHEMICALLY STABILIZED SUBGRADE
 ITEM 204 - PROOF ROLLING
 (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)
 (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)
 ITEM 206 - CEMENT
 (APPLIED AT 5% PER 115 LB/CF SOIL)
 ITEM 206 - CEMENT STABILIZED SUBGRADE, 12-INCHES DEEP
 ITEM 206 - CURING COAT
 ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS
 (SPECIFIED ON PROJECTS > 40,000 SY, SEE SUPPLEMENT 1120)



DRIVEWAY PLAN AND PROFILE
 DW-1
 STA. 534+62.28 (LT)

PAVEMENT LEGEND:

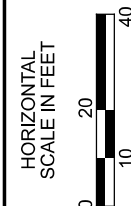
- PLANING (VAR. DEPTH) & RESURFACING (3.25") WITH PR. ASPHALT LEVELING COURSES (VAR. DEPTH)
- PR. ASPHALT PAVEMENT (FULL DEPTH)
- PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS (SEE SHEET P.16)

CROSS REFERENCES:

SEE SHEET P.95 FOR INTERSECTION DETAILS - US-23 & CR-121 & DW-1

NOTES:

1. DUE TO SIMILAR FULL DEPTH PAVEMENT BUILDUP TO ADJACENT US-23 MAINLINE, THE DRIVEWAY PAVEMENT CALCULATIONS FOR DW-1 HAVE BEEN INCLUDED WITH GENERAL PAVEMENT CALCULATIONS. THE DRIVEWAY PAVEMENT ESTIMATED QUANTITIES HAVE BEEN CARRIED TO GENERAL SUMMARY AND LISTED UNDER OFFICE CALCS.



DRIVE DETAILS

DESIGN AGENCY



DESIGNER

WLC

REVIEWER

KMK 12-01-22

PROJECT ID

92616

SHEET TOTAL

P.96 170