

ITEM 690 - SPECIAL - MAILBOX REMOVED AND RESET

THIS WORK SHALL CONSIST OF REMOVAL OF EXISTING MAILBOX AND SUPPORT AND RESETTING EXISTING MAILBOX ON NEW SUPPORT WITH ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AT LOCATION SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE EXISTING MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

PAYMENT FOR ALL WORK DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX REMOVED AND RESET.

ITEM SPECIAL - SETTLEMENT PLATFORMS:

DESCRIPTION: THIS ITEM CONSISTS OF FURNISHING, CONSTRUCTING, AND MAINTAINING SETTLEMENT PLATFORMS AND OBTAINING SETTLEMENT READINGS AS REQUIRED BY THE PLANS OR AS ACCEPTED BY THE ENGINEER. AT THE OPTION AND EXPENSE OF THE CONTRACTOR, ADDITIONAL SETTLEMENT PLATFORMS MAY BE INSTALLED AT LOCATIONS APPROVED BY THE ENGINEER. SETTLEMENT READINGS SHALL BE TAKEN WEEKLY DURING CONSTRUCTION AND DURING ANY SPECIFIED WAITING PERIOD. THE READINGS SHALL BE PLOTTED ON GRAPH PAPER PRESENTING DEFORMATION (ON THE NEGATIVE Y-AXIS) AND FILL HEIGHT (ON THE POSITIVE Y-AXIS) VERSUS TIME (ON THE X-AXIS). IN ORDER TO CREATE THE GRAPH, USE THE SETTLEMENT PLATFORM SPREADSHEET LOCATED AT:

HTTPS://WWW.DOT.STATE.OH.US/GEOTECHNICAL/SETTLEMENT/BLANK_SETTLEMENT_READING_PLOTS-ENGLISH.XLS IN THE OGE WEBSITE DESIGN TOOLS AND RESOURCES SECTION. A COPY OF EACH CUMULATIVE PLOT SHALL BE SENT TO THE OFFICE OF CONSTRUCTION ENGINEERING, ATTENTION: STATE CONSTRUCTION GEOTECHNICAL ENGINEER, AFTER EACH SETTLEMENT READING IS RECORDED.

MATERIALS: SOUND LUMBER SUCH AS 3/4-INCH EXTERIOR GRADE PLYWOOD SHALL BE USED FOR THE BASE. THE PIPE SHALL BE 2-1/2-INCH STANDARD BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLATE 36" X 36" X 1/8" MAY BE SUBSTITUTED FOR THE LUMBER FOR THE PLATFORMS, AT THE CONTRACTOR'S OPTION.

CONSTRUCTION METHODS: THE PLATFORM SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS. THE PLATFORM SHALL BE SET ON A LEVEL SURFACE. THE PIPE SHALL BE FIRMLY SECURED TO THE PLATFORM AND SHALL BE MAINTAINED IN A PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. THE PIPE SHALL BE MARKED AT INTERVALS TO FACILITATE MEASUREMENT OF THE DEPTH OF FILL. THE CONTRACTOR SHALL STOP WORK IN ANY LOCATION WHERE THE SETTLEMENT PLATFORM HAS BEEN DISTURBED OR DAMAGED. PLATFORMS OR PIPES DAMAGED OR DISPLACED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR PROPER CONDITION AT THE CONTRACTOR'S EXPENSE.

PRIOR TO PAVING, THE TOP OF THE SETTLEMENT PLATFORM PIPE SHALL BE CUT OFF TWO FEET BELOW THE FINISHED SURFACE OF THE SUBGRADE OR FINISHED GROUND SURFACE, WHICHEVER IS APPLICABLE.

WAITING PERIOD: AS SOON AS THE SETTLEMENT INDICATORS ARE INSTALLED, THE ELEVATION OF EACH SETTLEMENT INDICATOR SHALL BE SURVEYED AND THIS MEASUREMENT WILL SERVE AS THE BASELINE FOR FUTURE SETTLEMENT READINGS. THE ELEVATION OF THE SETTLEMENT INDICATORS AS WELL AS THE FILL HEIGHT BEHIND THE ABUTMENT SHALL BE RECORDED AT LEAST TWICE WEEKLY UNTIL THE FULL EMBANKMENT HEIGHT IS ACHIEVED. THE SETTLEMENT MONITORING FREQUENCY MAY THEN BE ADJUSTED TO ONCE WEEKLY AND CONTINUE AT THIS FREQUENCY UNTIL THE WAITING PERIOD IS COMPLETE.

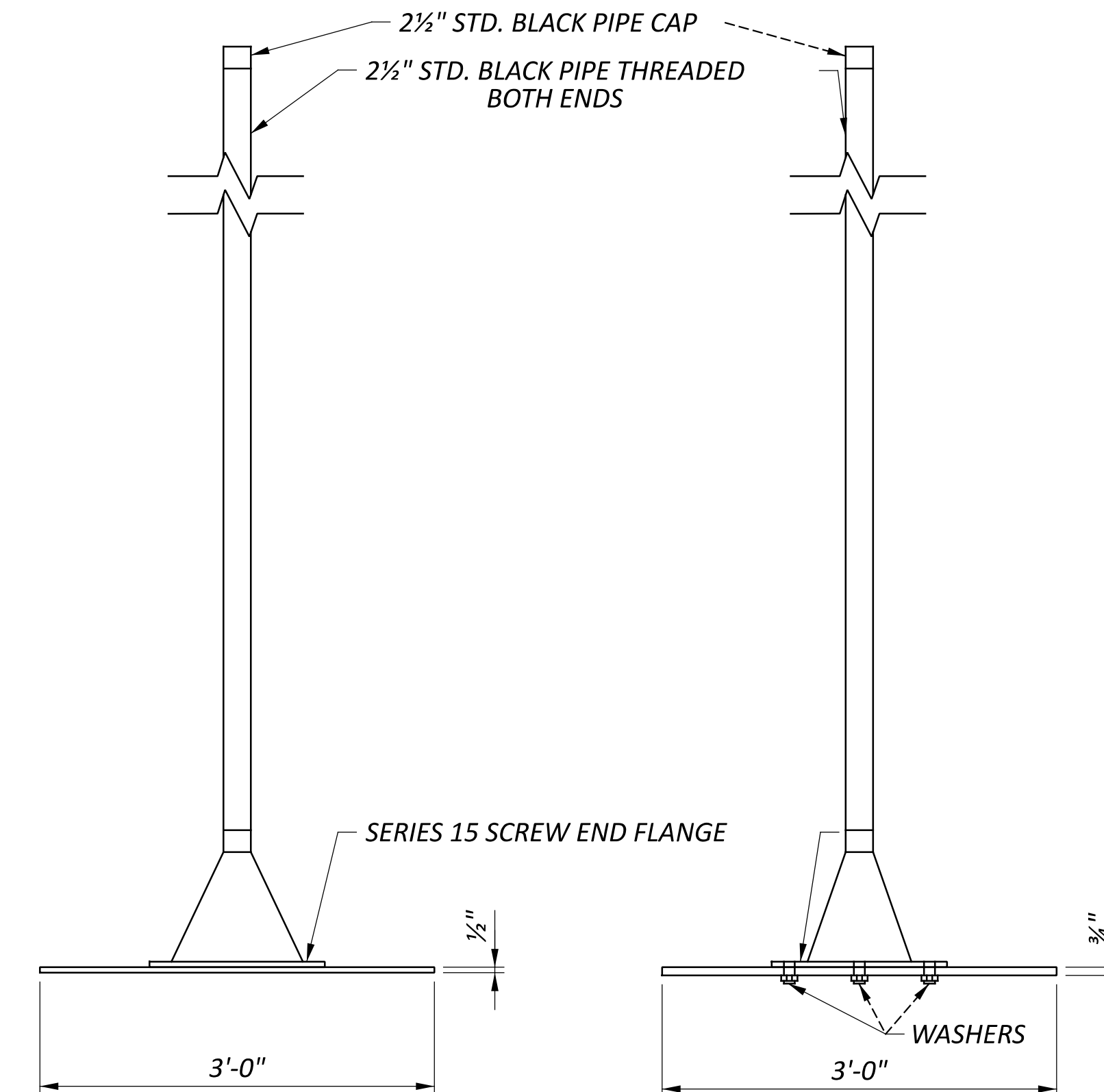
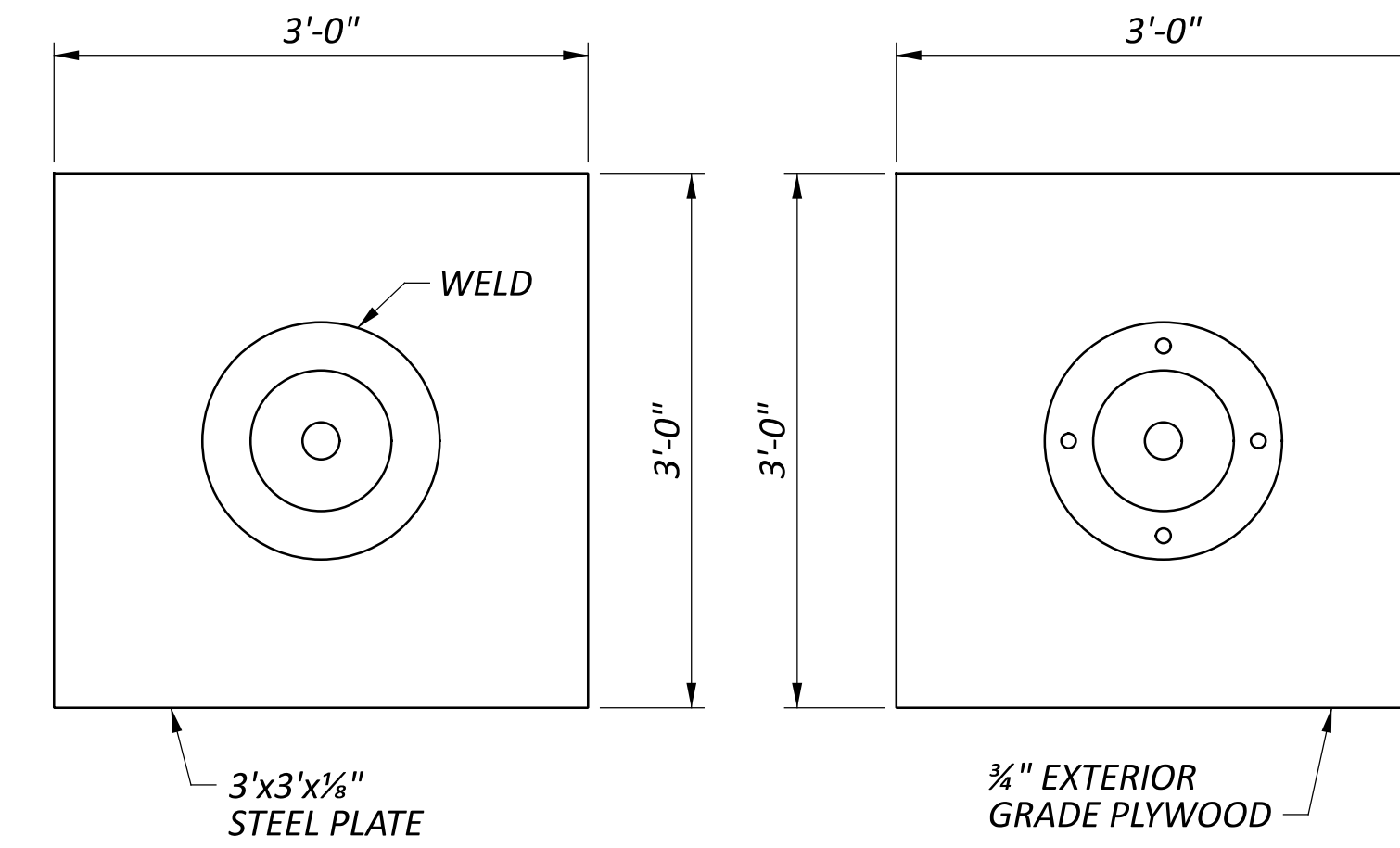
THE ENGINEER WILL CONSIDER THE WAITING PERIOD COMPLETE WHEN CONSECUTIVE SETTLEMENT READINGS, RECORDED AFTER THE FULL EMBANKMENT HEIGHT IS ACHIEVED, AND AT LEAST ONE WEEK (168 HOURS) APART, RESULT IN ELEVATION DIFFERENCES EQUAL TO OR LESS THAN 1/8 INCH. SEE PILE DRIVING CONSTRAINTS NOTE FROM STRUCTURE GENERAL NOTES FOR MORE INFORMATION REGARDING WAITING PERIOD. THE GEOTECHNICAL ENGINEER MAY CHANGE FREQUENCY OF THE SETTLEMENT READINGS AS DATA BECOMES AVAILABLE. SURVEY READINGS SHALL BE PROVIDED TO THE ENGINEER FOR EVALUATION AND DISPOSITION WITHIN 24 HOURS OF THE READINGS BEING TAKEN.

NO ABUTMENT PILE DRIVING, CONSTRUCTION OF SUBGRADE, APPROACH SLAB, OR PAVING OF ROADWAYS SHALL BEGIN UNTIL CONFIRMATION HAS BEEN MADE FROM THE ENGINEER THAT THE WAITING PERIOD IS COMPLETE.

METHOD OF MEASUREMENT: THE NUMBER OF SETTLEMENT PLATFORMS TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF SETTLEMENT PLATFORMS COMPLETED, MAINTAINED, AND ACCEPTED BY THE ENGINEER.

BASIS OF PAYMENT: PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE EACH FOR "ITEM SPECIAL SETTLEMENT PLATFORMS" WHICH IS COMPENSATION FOR CONSTRUCTING MAINTAINING, AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK. PAYMENT SHALL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS DUE TO DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.

SETTLEMENT MONITORING LOCATIONS			
MONITORING POINT	CONST. CR 99 WB		WAIT PERIOD (CALENDAR DAYS)
	STATION	OFFSET	
SP-1	CR 99 WB 283+90.00	25.00' RT.	30 (MIN.)-80 (MAX.)
SP-2	CR 99 WB 286+30.00	25.00' RT.	30 (MIN.)-80 (MAX.)



SETTLEMENT PLATFORM

NOTES:

1. SETTLEMENT PLATFORMS SHALL BE PLACED AT THE LOCATION INDICATED IN THE PLANS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. CONTRACTOR HAS OPTION OF USING EITHER STEEL OR PLYWOOD PLATFORM BASE.
3. CONTRACTOR SHALL FURNISH MATERIALS AND LABOR TO EXTEND PIPE UP THROUGH ENTIRE FILL.
4. SETTLEMENT PLATFORMS SHALL BE ANCHORED BY STAKES DRIVEN AT EACH CORNER TO PREVENT OVERTURNING.
5. PAY ITEM - SPECIAL - 20365000 - SETTLEMENT PLATFORM

DESIGN AGENCY



DESIGNER

MJL

REVIEWER

KF 05/20/22

PROJECT ID

102375

SHEET TOTAL

34 | 705

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B
 250 CU. YD.

ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN)

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

ALLEN TOWNSHIP 142

ITEM 614, MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)

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

PLACEMENT OF ASPHALT CONCRETE

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

TRENCH FOR WIDENING

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

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 2 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 25 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

UNAUTHORIZED LANE USE

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE UNAUTHORIZED LANE USE TABLE FOR EACH UNIT OF TIME A CRITICAL LANE/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE CONTRACT. THE DISINCENTIVES WILL BE FOR ANY LANE CLOSURE CAUSED BY THE CONTRACTOR DURING TIMES AND LOCATIONS NOT SPECIFICALLY PERMITTED BY THIS CONTRACT.

UNAUTHORIZED LANE USE TABLE (PN 128)		
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
ONE LANE IN EACH DIRECTION ON CR 99	EACH HOUR *	1,600
RAMPS FROM AND TO IR 75 AT CR 99	EACH HOUR*	1,000
* OR PORTION OF HOUR		

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

ALL LANE CLOSURES SHALL BE IMPLIMENTED AT THE TIMES PERMITTED IN THE TABLE BELOW.

NO LANE OR SHOULDER CLOSURES SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED. SHOULDER CLOSURES SHALL ONLY BE ALLOWED AT THE TIME SPECIFIED FOR LANE CLOSURES.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED IN THE TABLE BELOW, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

PERMITTED LANE CLOSURE SCHEDULE					
SECTION (SLM)	SEASON	EXISTING NUMBER OF LANES PER DIRECTION	LANE CLOSURES ARE NOT PERMITTED		
			LANE REDUCTION	MON TO FRI	SAT - SUN
IR 75	SUMMER	3	3 TO 1	7AM - 9PM	8AM - 7PM
	SPRING/FALL				9AM - 8PM
	WINTER			7AM - 8PM	9AM - 7PM
IR 75	SUMMER	3	3 TO 2	NO RESTRICTIONS	NO RESTRICTIONS
	SPRING/FALL				
	WINTER				
ALL SHOULDER CLOSURES WILL FOLLOW THE TIME OF DAY AND DURATIONS GIVEN FOR A SINGLE LANE CLOSURE					

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 200 M. GAL.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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

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.

LANE VALUE CONTRACT TABLE

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/RAMP/SHOULDER IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE.

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
3 LANES OF HAN IR 75	ALL TIMES EXCEPT AS NOTED BELOW	EACH 15 MINS.	10,000
2 LANES OF HAN IR 75 FOR BRIDGE WORK OVER IR 75 (PLACING AND REMOVING DECK AND FALSEWORK, PAINTING STEEL STRUCTURES AND SEALING OF CONCRETE SURFACES)	DURING NOTED BRIDGE WORK OVER IR 75	EACH 15 MINS.	3,500
1 LANE OF HAN IR 75 FOR BEAM PLACEMENT	SEE PLCS TABLE IN PLANS	EACH 15 MINS.	7,000

DESIGN AGENCY



DESIGNER

CO

REVIEWER

KF 05/20/22

PROJECT ID

102375

SHEET TOTAL

36 | 705

ITEM 614, WORK ZONE TRAFFIC SIGNAL

THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL WOOD POLES, DOWN GUYS, CONDUIT RISER, WEATHERHEAD, METER BASE, DISCONNECT SWITCH, MESSENGER WIRE (WITH ACCESSORIES), SIGNAL HEADS, CONTROLLER, WIRING AND ALL OTHER NECESSARY ITEMS IN ACCORDANCE WITH PLAN DETAILS FOR A COMPLETE WORK ZONE INSTALLATION AT THE NORTH RAMP INTERSECTION. MAINTENANCE OF ALL WORK ZONE TRAFFIC CONTROL EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE WORK ZONE SIGNALS ARE DESIGNED AND EXPECTED TO BE USED DURING EACH CONSTRUCTION STAGE.

DURING STAGE 1, THE CONTRACTOR SHALL:

INSTALL 45' TEMPORARY WOOD POLES AND APPURTENANCES AS SHOWN ON THE PLAN.

INSTALL 3/8" MESSENGER WIRE BETWEEN THE TEMPORARY WOOD POLES. MESSENGER WIRE ATTACHMENT HEIGHTS AT THE TEMPORARY WOOD POLES SHALL BE ADEQUATE TO PROVIDE A MINIMUM OF 16' CLEARANCE FOR SIGNAL HEADS WHEN INSTALLED.

INSTALL THE TEMPORARY CONTROLLER AND APPURTENANCES AT THE LOCATION SHOWN IN THE PLAN. REFER TO THE SCD TC-83.10 POWER SERVICE AND CONTROLLER MOUNTING ON WOOD POLES FOR MORE INFORMATION.

INSTALL THE TEMPORARY WORK ZONE SIGNAL HEADS AS SHOWN ON THE PLAN. COVER THE SIGNAL HEADS UNTIL NEEDED.

INSTALL THE SIGNAL CABLE FOR THE WORK ZONE SIGNAL HEADS IN ACCORDANCE WITH THE WIRING DIAGRAM. CABLE SHALL BE PROVIDED FROM THE HEAD TO THE CONTROLLER. COIL EXTRA WIRE FOR MOVING HEADS TO SERVE OTHER CONSTRUCTION STAGE PLACEMENTS.

PLACE THE WORK ZONE INSTALLATION INTO SERVICE.

THE CONTRACTOR IS RESPONSIBLE FOR REMOVING WORK ZONE INSTALLATION FROM SERVICE UPON COMPLETION OF THE PROJECT.

ALL MATERIALS FURNISHED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND REMOVED FROM THE PROJECT SITE.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, WORK ZONE TRAFFIC SIGNAL 4 EACH

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SHALL CONFORM TO C&MS 615 AND AS SPECIFIES HEREIN.





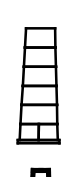

PAYMENT FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN INCLUDES THE INSTALLATION, MAINTENANCE AND REMOVAL OF ALL FENCING, EARTHWORK, GUARDRAIL, SIDEWALK, AND ALL OTHER ITEMS AS NECESSARY TO PROVIDE A COMPLETE, FUNCTIONAL, AND SAFE INSTALLATION FOR PUBLIC USE.

PHASE	ALIGNMENT	STATION LIMITS		AREA (SY)
PREPHASE 1	TECHNOLOGY DR.	5+61	9+55	694
	SPEEDWAY DR.	6+09	9+65	482
PHASE 1 STEP 1	CR 99	73+10	78+75	492
		81+60	82+50	1,139
		81+45	82+40	37
		87+40	88+55	501
	IR 75	1022+60	1025+40	182
PHASE 2	CR 99	82+10	82+40	294
		87+45	88+10	160
	IR 75	1042+70	1043+25	12
		1045+90	1046+90	32

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

ITEM 615, PAVEMENT FOR MAINTANING TRAFFIC, CLASS A, AS PER PLAN
 4,350 SY

MAINTENANCE OF TRAFFIC TYPICAL PLANS LEGEND

-  TEMPORARY PAVEMENT
-  TEMPORARY PAVEMENT CONST. IN PREVIOUS PHASE
-  DIRECTION OF EXISTING TRAFFIC
-  DIRECTION OF PROPOSED TRAFFIC
-  DRUMS
-  PORTABLE BARRIER

DESIGN AGENCY



DESIGNER

CO

REVIEWER

KF 05/20/22

PROJECT ID


102375

SHEET TOTAL

40 | 705


REF. NO.	SHEET TO SHEET		STATION TO STATION		614						622									
					WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	WORK ZONE LANE LINE, CLASS 1, 4", 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS 1, 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT, WHITE MILE	WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT, YELLOW MILE	WORK ZONE CHANNELIZING LINE, CLASS 1, 8", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS 1, 4", 642 PAINT FT	WORK ZONE STOP LINE, CLASS 1, 642 PAINT FT								PORTABLE BARRIER, UNANCHORED FT
PHASE 1 - IR 75																				
IA-1	57		1030+91		1															
PB-1	57	58	1030+91	1038+04								713								
IA-2	57		1030+92		1															
PB-2	57	58	1030+92	1037+04								613								
PB-3	58		1033+54	1040+41								688								
IA-3	58		1040+41		1															
PB-4	58		1033+54	1040+41								688								
IA-4	58		1040+41		1															
ELW-1	57		1019+96	1030+95				0.21												
ELW-2	57	59	1026+23	1044+59				0.29												
ELW-3	57	58	1027+00	1045+71				0.31												
ELW-4	58	59	1041+44	1050+04				0.17												
ELY-1	57	59	1019+65	1043+91					0.46											
ELY-2	57	59	1027+13	1050+38					0.45											
ELY-3	57		1029+35	1030+98					0.04											
ELY-4	58		1041+41	1042+95					0.03											
CH-1	56	59	1016+65	1046+91						3027										
CH-2	56	59	1016+65	1046+91						3027										
CH-3	57	59	1024+24	1053+38						2914										
CH-4	57	59	1024+24	1053+38						2914										
CH-5	57		1026+23	1029+35						312										
CH-6	57		1026+23	1029+35						313										
CH-7	58	59	1042+95	1045+71						276										
CH-8	58	59	1042+95	1045+71						277										
DL-1	57		1021+00	1026+23							524									
DL-2	59		1045+71	1051+49							578									
PHASE 1 STEP 1 - IR 75																				
IA-5	69		1017+11		1															
PB-5	69	71	1017+11	1031+18								1418								
IA-6	71		1033+14		1															
PB-6	71		1033+14	86+62 (CR 99)								304								
PB-7	70	71	1030+91	1040+27								936								
PB-8	70	71	1030+73	1040+27								954								
IA-8	71		1040+27		1															
PB-9	69	71	1013+73	81+85 (CR 99)								2291								
PB-10	71		1034+46	83+12 (CR 99)								161								
ELW-5	69	70	1007+77	1029+56				0.42												
ELW-6	71		1034+36	87+73 (CR 99)				0.04												
ELW-7	70	72	1029+35	1046+73				0.33												
ELW-8	69	71	1007+63	81+85 (CR 99)				0.58												
ELW-9	70	71	1030+80	1042+95				0.24												
ELW-10	72		1051+49	1053+65				0.05												
ELY-5	71		1033+07	86+87 (CR 99)					0.06											
ELY-6	69	72	1007+68	1046+73					0.74											
TOTALS CARRIED TO SHEET 47					7	0.00	0	2.64	1.78	13060	1102	0	8766	0						

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 CO
 REVIEWER
 KF 11/18/22
 PROJECT ID
 102375
 SHEET TOTAL
 41 | 705


REF. NO.	SHEET TO SHEET		STATION TO STATION		614					622								
					WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	WORK ZONE LANE LINE, CLASS 1, 4", 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS 1, 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT, WHITE MILE	WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT, YELLOW MILE	WORK ZONE CHANNELIZING LINE, CLASS 1, 8", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS 1, 4", 642 PAINT FT							
PHASE 1 STEP 1 - IR 75 (CONT.)																		
ELY-7	69	72	1007+81	1053+65				0.87										
ELY-8	70	71	1030+80	82+84 (CR 99)				0.11										
CH-9	68	72	1004+68	1049+72					4505									
CH-10	68	72	1004+68	1049+72					4505									
CH-11	70		1026+39	1029+35					299									
CH-12	70		1026+39	1029+35					296									
CH-13	68	73	1004+81	1056+65					5184									
CH-14	68	73	1004+81	1056+65					5184									
CH-15	70		1028+75	1030+80					208									
CH-16	70		1028+75	1030+80					205									
CH-17	71	72	1042+95	1047+57					462									
CH-18	72		1046+57	1047+57					100									
DL-3	70		1024+30	1026+39						209								
DL-4	70		1024+36	1028+75						440								
DL-5	72		1047+57	1051+49						392								
PHASE 1 STEP 2 - IR 75																		
IA-11	82		1022+89		1													
PB-11	82		1022+89	1027+84							495							
IA-12	83		1034+32		1													
PB-12	83		1034+32	89+32 (CR 99)							230							
IA-13	82		1021+47		1										1			
PB-13	82	83	1021+47	87+61 (CR 99)							1489							
PB-14	82	83	1021+47	1034+32							1308							
PB-15	82		1021+76	1030+73							897							
PB-16	82	83	1021+76	82+43 (CR 99)							1472							
PB-17	83		1033+67	80+98 (CR 99)							281							
ELW-11	81	83	1015+98	88+94 (CR 99)			0.40											
ELW-12	82		1021+47	1029+35			0.15											
ELW-13	82		1021+76	1030+80			0.18											
ELW-14	81	83	1013+83	80+98 (CR 99)			0.45											
ELY-9	82	83	1021+47	87+74 (CR 99)				0.29										
ELY-10	82	83	1021+76	82+44 (CR 99)				0.28										
CH-19	82		1020+18	1021+47					129									
CH-20	82		1020+18	1021+47					129									
CH-21	83		1032+42	1035+83					361									
CH-22	82		1019+53	1021+76					223									
CH-23	82		1019+53	1021+76					224									
DL-6	81	82	1015+98	1020+18						420								
DL-7	81	82	1013+83	1019+53						570								
PHASE 2 - IR 75																		
PB-100	98	99	87+80 (CR 99)	1045+71							1059							
PB-101	98		86+90 (CR 99)	1037+59							213							
PB-102	98		82+80 (CR 99)	1037+88							241							
IA-102	98		1037+88		1													
TOTALS CARRIED TO SHEET 47						4	0.00	0	1.18	1.55	22014	2031	0	7685	1			

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 CO
 REVIEWER
 KF 11/18/22
 PROJECT ID
 102375
 SHEET TOTAL
 42 705


REF. NO.	SHEET TO SHEET		STATION TO STATION		614						622								
					WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	WORK ZONE LANE LINE, CLASS 1, 4", 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS 1, 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT, WHITE MILE	WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT, YELLOW MILE	WORK ZONE CHANNELIZING LINE, CLASS 1, 8", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS 1, 4", 642 PAINT FT	WORK ZONE STOP LINE, CLASS 1, 642 PAINT FT							
PHASE 2 - IR 75 (CONT.)																			
PB-103	98	99	82+09 (CR 99)	1049+13	1								1398						
IA-103	99		1049+13																
LL-100	96	97	1004+68	1025+47		0.40													
LL-101	96	97	1004+68	1025+47		0.40													
LL-102	96	98	1004+81	1034+15		0.56													
LL-103	96	98	1004+81	1034+15		0.56													
ELW-100	96	98	1007+68	88+40 (CR 99)			0.54												
ELW-101	97	98	1027+19	1041+70			0.28												
ELW-102	98	100	87+80 (CR 99)	1057+75			0.43												
ELW-103	96	98	1007+81	81+15 (CR 99)			0.53												
ELW-104	97	98	1027+61	1042+95			0.30												
ELW-105	98		1033+42	82+20 (CR 99)			0.04												
ELW-106	98	100	82+09 (CR 99)	1060+48			0.49												
ELY-100	96	99	1007+68	1055+33				0.91											
ELY-101	97	98	1027+19	87+30 (CR 99)				0.16											
ELY-102	98		87+15 (CR 99)	1041+70				0.13											
ELY-103	96	100	1007+81	1060+48				1.00											
ELY-104	97	98	1027+61	82+86 (CR 99)				0.15											
ELY-105	98		1033+42	81+22 (CR 99)				0.05											
ELY-106	98		82+80 (CR 99)	1042+95				0.15											
CH-100	97		1024+11	1027+19					310										
CH-101	97		1024+11	1027+19					309										
CH-102	97	100	1025+47	1058+56					3310										
CH-103	97	100	1025+47	1058+56					3310										
CH-104	98		1032+42	1035+01					270										
CH-105	97		1022+02	1027+61					560										
CH-106	97		1022+02	1027+61					561										
CH-107	98	100	1034+15	1063+48					2934										
CH-108	98	100	1034+15	1063+48					2934										
CH-109	98	99	1042+95	1045+91					297										
CH-110	98	99	1042+95	1045+91					298										
DL-100	97		1020+79	1024+11						332									
DL-101	99		1043+84	1049+64						580									
DL-102	96	97	1013+83	1022+02						819									
DL-103	99		1045+91	1051+21						530									
PHASE 2 STEP 1 - IR 75																			
PB-104	108		88+55 (CR 99)	1037+09									189						
PB-105	108	109	87+44 (CR 99)	1045+71									1059						
IA-106	108		1037+84		1														
PB-106	108	109	1037+84	1045+71									787						
PB-107	108	109	1042+86	1050+26									740						
PB-108	108	109	82+50 (CR 99)	1050+26									2569						
IA-108	109		1050+26		1														
PB-109	108		81+63 (CR 99)	1036+89									159						
IA-109	108		1036+89		1														
PB-110	109		1046+48	1048+84									237						
IA-110	109		1048+84		1														
TOTALS CARRIED TO SHEET 47					5	1.92	0	2.61	2.55	15093	2261	0	7138	1					

MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF. NO.	SHEET TO SHEET		STATION TO STATION		614						622								
					WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, WHITE MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, YELLOW MILE	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT FT							
PHASE 2 STEP 1 - IR 75 (CONT.)																			
ELW-107	108	110	88+29 (CR 99)	1056+56				0.41											
ELW-108	108	109	1041+70	1045+71				0.08											
ELW-109	108		1034+36	81+74 (CR 99)				0.02											
ELW-110	108	110	81+63 (CR 99)	1056+47				0.41											
ELW-111	108	109	1042+95	1050+26				0.14											
ELY-107	107	108	1027+61	82+45 (CR 99)					0.15										
ELY-108	108		1034+36	81+22 (CR 99)				0.03											
ELY-109	108	109	87+63 (CR 99)	1045+71				0.21											
ELY-110	108	109	82+50 (CR 99)	1050+26				0.49											
CH-111	109		1045+71	1050+76						505									
CH-112	109		1045+71	1050+76						506									
CH-113	109		1050+26	1051+67						141									
CH-114	109		1050+26	1051+67						141									
DL-104	109	110	1050+76	1056+56							580								
DL-105	109	110	1051+67	1056+47							480								
PHASE 1 STEP 1 - CR 99																			
IA-18	62		73+75		1														
PB-18	62	63	73+75	81+85								810							
IA-19	63		83+12		1														
IA-20	63		86+26		1														
PB-20	63		86+26	86+62								37							
PB-21	63	64	87+54	93+26									578						
IA-21	64		93+26		1														
IA-22	64		94+83		1														
PB-22	64		94+83	101+29								646							
IA-23	64		101+29		1														
IA-24	64		103+01		1														
PB-24	64	65	103+01	111+64								864							
CL-1	60	61	51+96	59+28			0.14												
CL-2	61		5+68 (TECHNOLOGY DR.)	9+66 (TECHNOLOGY DR.)			0.08												
CL-3	61	63	60+09	82+00			0.42												
CL-4	63		83+28	86+50			0.07												
CL-5	63	64	88+00	93+25			0.10												
CL-6	64		6+10 (SPEEDWAY DR.)	9+40 (SPEEDWAY DR.)			0.07												
CL-7	64		94+70	96+70			0.04												
ELW-15	60	61	51+89	59+54			0.15												
ELW-16	60	61	51+89	59+28			0.14												
ELW-17	61		59+54	6+15 (TECHNOLOGY DR.)			0.08												
ELW-18	61		6+15 (TECHNOLOGY DR.)	60+39			0.08												
ELW-19	61	63	60+39	81+85			0.41												
ELW-20	63		82+84	86+87			0.08												
ELW-21	63	64	87+73	93+55			0.12												
ELW-22	64		93+55	6+10 (SPEEDWAY DR.)			0.08												
ELW-23	64		6+10 (SPEEDWAY DR.)	94+73			0.08												
ELW-24	64		94+73	101+61			0.14												
ELW-25	64		101+61	8+50 (VENTURA DR.)			0.04												
ELW-26	64		8+50 (VENTURA DR.)	102+70			0.04												
ELW-27	64	65	102+70	111+77			0.18												
TOTALS CARRIED TO SHEET 47					7	0.00	0.92	2.68	0.88	1293	1060	0	2935	0					

MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF. NO.	SHEET TO SHEET	STATION TO STATION	614					622										
			WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	WORK ZONE LANE LINE, CLASS 1, 4", 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS 1, 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT, WHITE MILE	WORK ZONE EDGE LINE, CLASS 1, 4", 642 PAINT, YELLOW MILE	WORK ZONE CHANNELIZING LINE, CLASS 1, 8", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS 1, 4", 642 PAINT FT	WORK ZONE STOP LINE, CLASS 1, 642 PAINT FT	PORTABLE BARRIER, UNANCHORED FT	DUAL PORTABLE BARRIER TRANSITION/TERMINATION EACH						
PHASE 1 STEP 1 - CR 99 (CONT.)																		
ELW-28	65	111+77 8+11 (NORTH MAIN ST.)				0.04												
ELW-29	65	7+21 (NORTH MAIN ST.) 113+33				0.06												
ELW-30	65	113+33 114+24				0.02												
ELW-31	65	111+64 12+86 (NORTH MAIN ST.)				0.06												
ELY-9	64	96+70 99+88					0.07											
ELY-10	64	96+70 99+88					0.07											
ELY-11	65	104+34 109+00					0.09											
ELY-12	65	105+00 109+50					0.09											
ELY-13	65	115+47 122+00					0.13											
CH-24	63	83+28 86+50							322									
CH-25	63	83+28 86+50							322									
CH-26	63	88+00 93+25							525									
CH-27	64	94+70 96+70							200									
CH-28	64	99+88 101+88							200									
CH-29	64	102+34 104+34							200									
CH-30	65	109+17 111+80							264									
CH-31	65	109+17 111+80							264									
CH-32	65	112+96 115+47							251									
DL-8	63	82+00 83+28								129								
DL-9	63	86+50 88+00								151								
SL-1	63	82+00									13							
SL-2	63	82+26 82+80									53							
SL-3	63	83+28									22							
SL-4	63	86+50									22							
SL-5	63	86+97 87+46									49							
SL-6	63	88+00									22							
SL-7	64	93+25									11							
SL-8	64	9+40 (SPEEDWAY DR.)									11							
SL-9	64	94+70									22							
SL-10	64	9+83 (VENTURA DR.)									34							
SL-11	65	111+31									12							
PHASE 1 STEP 2 - CR 99																		
PB-25	78	82+43 87+61										518						
IA-26	79	92+79	1															
CL-8	77	7+51 (TECHNOLOGY DR.) 9+79 (TECHNOLOGY DR.)			0.05													
CL-9	79	6+26 (SPEEDWAY DR.) 9+58 (SPEEDWAY DR.)			0.07													
CL-10	79	94+11 94+70			0.02													
ELW-32	77	59+07 8+00 (TECHNOLOGY DR.)				0.04												
ELW-33	77	7+10 (TECHNOLOGY DR.) 60+40				0.07												
ELW-34	78	82+44 87+74				0.11												
ELW-35	79	92+93 6+25 (SPEEDWAY DR.)				0.08												
ELW-36	79	6+27 (SPEEDWAY DR.) 94+73				0.09												
CH-33	79	94+11 94+70							59									
DL-10	78	81+13 83+28								215								
DL-11	78	81+13 83+28								215								
DL-12	78	86+50 88+48								198								
DL-13	78	86+50 88+48								198								
TOTALS CARRIED TO SHEET 47			1	0.00	0.14	0.57	0.45	2607	1106	271	518	0						

MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF. NO.	SHEET TO SHEET		STATION TO STATION		614						622							
					WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, WHITE MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, YELLOW MILE	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT FT						
PHASE 1 STEP 2 - CR 99 (CONT.)																		
SL-12	78		81+13								12							
SL-13	78		88+48								22							
SL-14	79		93+00								11							
SL-15	79		9+58 (SPEEDWAY DR.)								11							
SL-16	79		94+11								22							
PHASE 2 - CR 99																		
PB-111	91	92	75+50	82+09								660						
PB-112	92		82+80	83+26								47						
IA-112	92		83+26		1													
IA-113	92		86+18		1													
PB-113	92		86+18	86+90								72						
PB-114	92	93	87+80	94+34								660						
LL-104	94		109+46	111+76		0.05												
CL-100	89	92	52+22	79+25			0.52											
CL-101	90		8+25 (TECHNOLOGY DR.)	9+20 (TECHNOLOGY DR.)			0.02											
CL-102	92		83+04	87+00			0.08											
CL-103	93		94+57	96+72			0.05											
CL-104	93		8+50 (VENTURA DR.)	9+27 (VENTURA DR.)			0.02											
CL-105	94		107+46	111+46			0.08											
ELW-112	89	90	52+22	59+30			0.14											
ELW-113	89	92	52+12	82+09			0.57											
ELW-114	90	92	60+00	81+15			0.41											
ELW-115	92		81+22	82+20			0.02											
ELW-116	92		82+80	87+15			0.09											
ELW-117	92		82+86	87+30			0.09											
ELW-118	92	93	87+80	93+00			0.10											
ELW-119	92	93	88+40	92+97			0.09											
ELW-120	93		94+57	101+70			0.14											
ELW-121	93		94+57	101+70			0.14											
ELW-122	93	94	102+47	111+76			0.18											
ELW-123	93	94	102+47	111+73			0.18											
ELW-124	94		111+73	12+86 (NORTH MAIN ST.)			0.07											
ELW-125	94	95	112+97	123+22			0.20											
ELY-111	92		79+25	81+85			0.05											
ELY-112	92		79+25	81+85			0.05											
ELY-113	92	93	87+80	92+97			0.11											
ELY-114	92	93	87+80	92+97			0.11											
ELY-115	93		6+24 (SPEEDWAY DR.)	9+41 (SPEEDWAY DR.)			0.07											
ELY-116	93		6+24 (SPEEDWAY DR.)	9+41 (SPEEDWAY DR.)			0.07											
ELY-117	93		96+72	101+70			0.10											
ELY-118	93		96+72	101+70			0.10											
ELY-119	93	94	102+47	107+46			0.10											
ELY-120	93	94	102+47	107+46			0.10											
CH-115	92		83+04	87+00					397									
CH-116	92		83+04	87+00					397									
CH-117	93		7+91 (SPEEDWAY DR.)	9+42 (SPEEDWAY DR.)					151									
CH-118	93		94+57	96+72					215									
CH-119	94		109+46	111+76					230									
TOTALS CARRIED TO SHEET 47					2	0.05	0.77	2.42	0.86	1390	0	78	1439	0				

MAINTENANCE OF TRAFFIC SUBSUMMARY

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			WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, WHITE MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, YELLOW MILE	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT FT	PORTABLE BARRIER, UNANCHORED FT							
PHASE 2 - CR 99 (CONT.)																		
DL-106	93	92+97 94+57								161								
DL-107	93	93+00 94+57								158								
DL-108	94	107+46 109+46								200								
DL-109	94	111+73 112+97								122								
SL-100	90	9+20 (TECHNOLOGY DR.)								23								
SL-101	92	81+85								11								
SL-102	92	82+30 82+67								38								
SL-103	92	83+04								22								
SL-104	92	87+00								22								
SL-105	92	87+45 88+04								60								
SL-106	92	87+80								11								
SL-107	93	92+97								11								
SL-108	93	9+41 (SPEEDWAY DR.)								39								
SL-109	93	94+57								22								
SL-110	93	9+27 (VENTURA DR.)								15								
SL-111	94	111+46								11								
SL-112	94	111+76								25								
SL-113	94	9+37 (NORTH MAIN ST.)								46								
SL-114	94	10+60 (NORTH MAIN ST.)								24								
SL-115	94	112+97								41								
PHASE 2 STEP 1 - CR 99																		
PB-115	104	82+50 82+80									30							
PB-116	104	86+90 87+44									54							
PB-117	104	89+76 94+34									466							
CL-106	104	82+72 83+04			0.01													
CL-107	104	92+00 92+95			0.02													
ELW-126	104	82+45 82+86				0.01												
ELW-127	104	82+50 82+80				0.01												
ELW-128	104	87+15 87+63				0.01												
ELW-129	104	89+76 92+95				0.07												
ELY-121	104	88+40					0.01											
ELY-122	104	89+76 92+00					0.05											
CH-120	104	82+72 83+04						32										
CH-121	104	82+72 83+04						32										
DL-110	104	92+95 94+57							165									
SL-116	104	81+84 82+35								50								
SL-117	104	82+72								22								
SL-118	104	88+40								11								
TOTALS CARRIED FROM SHEET 41			7	0	0	2.64	1.78	13060	1102	0	8766	0						
TOTALS CARRIED FROM SHEET 42			4	0	0	1.18	1.55	22014	2031	0	7685	1						
TOTALS CARRIED FROM SHEET 43			5	1.92	0	2.61	2.55	15093	2261	0	7138	1						
TOTALS CARRIED FROM SHEET 44			7	0	0.92	2.68	0.88	1293	1060	0	2935	0						
TOTALS CARRIED FROM SHEET 45			1	0	0.14	0.57	0.45	2607	1106	271	518	0						
TOTALS CARRIED FROM SHEET 46			2	0.05	0.77	2.42	0.86	1390	0	78	1439	0						
TOTALS CARRIED TO GENERAL SUMMARY			26	1.97	1.86	12.2	8.18	55521	8366	853	29031	2						

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 CO
 REVIEWER
 KF 11/18/22
 PROJECT ID
 102375
 SHEET TOTAL
 47 705

HAN-75/CR99 INTERCHANGE REHAB

MODEL: GENERAL SUMMARY 7 PAPER SIZE: 34x22 (in.) DATE: 1/23/2024 TIME: 4:46:18 PM USER: COZA
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SHEET NUM.					PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
36	38	39	40	47	01/SK5/03	02/IMS/08	03/IMS/13	04/SK5/04						
MAINTENANCE OF TRAFFIC														
	525				525				254	01000	525	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
250					250				410	12000	250	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
		400			400				614	11110	400	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
			4		4				SPECIAL	61411300	4	EACH	WORK ZONE TRAFFIC SIGNAL	40
				26	26				614	12380	26	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
25					25				614	12500	25	EACH	REPLACEMENT SIGN	
	4,650				4,650				614	12800	4,650	EACH	WORK ZONE RAISED PAVEMENT MARKER	
	700				700				614	13310	700	EACH	BARRIER REFLECTOR, TYPE 1 (ONE WAY)	
	700				700				614	13350	700	EACH	OBJECT MARKER, ONE WAY	
				1.97	1.97				614	20100	1.97	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
				1.86	1.86				614	21100	1.86	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
				12.2	11.75			0.45	614	22100	12.2	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, WHITE	
				8.18	7.73			0.45	614	22100	8.18	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, YELLOW	
				55,521	52,973			2,548	614	23200	55,521	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
				8,366	8,044			322	614	24200	8,366	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
				853	776			77	614	26200	853	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
	11				11				614	40050	11	EACH	BUSINESS ENTRANCE SIGN	
4,350					4,350				615	20001	4,350	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	40
200					200				616	10000	200	MGAL	WATER	
				29,031	29,031				622	41100	29,031	FT	PORTABLE BARRIER, UNANCHORED	
				2	2				622	41060	2	EACH	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	
INCIDENTALS														
					LS				614	11000	LS		MAINTAINING TRAFFIC	
					24				619	16020	24	MNTH	FIELD OFFICE, TYPE C	
					LS				623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
					LS				623	11000	LS		PROVIDING ELECTRONIC INSTRUMENTATION	
					LS				624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
MJL

REVIEWER
PHF 11/22/22

PROJECT ID
102375

SHEET TOTAL
125 | 705

HAN-75/CR99 INTERCHANGE REHAB

MODEL: Roadway Subsummary 4 PAPER SIZE: 34x22 (in.) DATE: 1/23/2024 TIME: 4:54:21 PM USER: COZA
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REF NO.	SHEET NO.	STATION TO STATION				517	606	606	606	606	606	607	607	607	608	609	622	622	622	622	622	626	626	
						RAILING, MISC.:57" SINGLE SLOPE CONCRETE MEDIAN BRIDGE RAILING FT	GUARDRAIL, TYPE MGSS, AS PER PLAN FT	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) EACH	ANCHOR ASSEMBLY, MGS TYPE T EACH	FENCE, MISC.:WOOD FENCE - BIKEWAY RAILING PER SCD - RM-5.2 FT	FENCE, TYPE CLT, AS PER PLAN, BLACK VYNIL COATED FT	FENCE, TYPE 47 FT	CURB RAMP SF	CURB, TYPE 4-A FT	CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN EACH	CONCRETE BARRIER END SECTION, TYPE D EACH	CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EACH	CONCRETE BARRIER SINGLE SLOPE, TYPE B1 FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT	BARRIER REFLECTOR, TYPE 1 (ONE-WAY) EACH
CR11	190	9+33.00	LT	TO										191										
CR12	190	9+33.00	RT											157										
CR13	190	94+58.50	RT											43										
CR14	190	94+58.50	LT											101										
CR15	198	9+35.00	LT											77										
CR16	198	9+35.00	RT											77										
CR17	204	111+82.50	LT											49										
CR18	204	10+50.00	LT											65										
CR19	204	10+50.00	RT											80										
CR20	204	113+21.00	LT											44										
CR21	204	111+82.50	RT											49										
CR22	204	9+16.00	LT											83										
CR23	204	9+16.00	RT											85										
CR24	204	113+20.50	RT											45										
B1	182	183+89.75	LT		635+75.00	RT											1							
B2	182	183+19.30	RT		183+89.75	RT	26											1				28	2	
B3	182	183+61.75	RT		183+89.75	RT												1					2	
B4	178	282+96.63	LT		283+98.14	LT									1					2		51	3	
B5	182	435+50.00	RT		283+98.14	RT											1			1		32	2	
B6	182	186+17.03	LT		186+42.39	LT												1					2	
B7	182	186+17.03	RT		186+99.93	RT	38												1					
B8	182	186+17.03	RT		186+45.03	RT												1					2	
B9	182	286+25.47	LT		287+22.19	LT									1					2		49	2	
B10	182	286+25.47	RT		286+48.45	RT											1			1			2	
B11	182	1034+63.61	LT		1035+80.53	LT															117		4	
B13	221	531+28.07	RT		531+99.40	RT												1				44	2	
B14	221	527+63.86	RT		528+15.11	RT												1				23	2	
B15	190	10+80.00	LT		10+80.00	RT														1		42	1	
GR1	178	635+75.00	RT		637+91.43	RT									18.2								3	
GR2	178	433+18.11	RT		435+50.00	RT		100		1													3	
GR3	182	735+32.46	LT		736+89.93	LT		187.5			1												2	
GR4	182	533+28.99	LT		286+48.45	RT		112.5															4	
GR5	186	289+24.59	LT		738+83.62	RT		200		1					18.2								4	
GR6	186	531+99.40	RT		535+40.22	RT		275															4	
GR7	219	523+38.57	RT		527+63.86	RT		319.3		1													4	
GR8	226	637+62.50	LT		644+13.56	LT		350		1					18.2								5	
GR9	230	646+43.21	LT		648+68.74	LT		587.5			1												7	
F1	173	73+70.00	LT		81+08.17	LT		162.5															3	
F2	173	73+70.00	RT		80+97.67	RT																		
F3	182	83+49.48	RT		86+32.84	RT																		
F4	186	88+49.27	LT		93+30.00	LT							284											
F5	186	89+08.71	RT		93+00.00	RT																		
F6	178	1028+30.09	LT		1034+15.28	LT																		
F7	208	1018+78.39	LT		1021+72.45	LT																		
F8	178	1037+19.11	LT		1050+03.74	LT																		
F9	182	183+75.84	RT		283+84.25	LT																		
F10	182	186+30.97	RT		286+39.38	LT																		
F11	186	1037+29.03	RT		1044+07.29	RT																		
F12	186	1030+34.79	RT		1034+30.30	RT																		
TOTALS CARRIED TO SUBSUMMARY TOTAL SHEET 130					64	2295	3	3	6	6	284	2416	3448	1146	55	2	6	2	2	12	117	269	26	35

**ROADWAY SUBSUMMARY
ROADWAY ITEMS**

DESIGN AGENCY



DESIGNER
MJL

REVIEWER
VLE 11/22/22

PROJECT ID
102375

SHEET TOTAL
129 705

HAN-75/CR99 INTERCHANGE REHAB

MODEL: Roadway Subsummary - Total Summary Sheet PAPER SIZE: 34x22 (in.) DATE: 1/23/2024 TIME: 4:53:50 PM USER: COZA
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TOTALS CARRIED FROM SHEET LISTED BELOW	202	202	202	202	202	202	202	202	202	202	202	202	202	202	SPECIAL															
	SY	SF	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	FT	EACH															
126	30991	11135	117																											
127	1100		228	371	9383	3331	3974	7	7	2	6	16	1	4																
128																														
129																														
TOTAL CARRIED TO GENERAL SUMMARY	32,091	11,135	345	371	9,383	3,331	3,974	7	7	2	6	16	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTALS CARRIED FROM SHEET LISTED BELOW	517	606	606	606	606	606	607	607	607	608	608	609	609	609	609	609	622	622	622	622	622	622	622	622	626	626														
	FT	FT	EACH	EACH	EACH	EACH	FT	FT	FT	SF	SF	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	FT	EACH	EACH															
126																																								
127												1065	739																											
128	64		3	3	6	6	284	2416	3448	787	135	5029	5140			821	2	6	2	2	12	117	269	26	35															
129		2295																																						
TOTAL CARRIED TO GENERAL SUMMARY	64	2,295	3	3	6	6	284	2,416	3,448	1,933	135	6,094	5,879	55	821	2	6	2	2	12	117	269	26	35	0	0	0	0	0	0	0	0	0	0						

ROADWAY SUBSUMMARY PROJECT TOTALS

PAVEMENT LEGEND

PAVEMENT PLANING AND OVERLAY

CROSS REFERENCES	
SHEET	DESCRIPTION
248 - 287	CROSS SECTIONS - CR 99
426	DRIVEWAY PROFILES
427 - 457	STORM SEWER PLAN & PROFILES

SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS

NOTES:

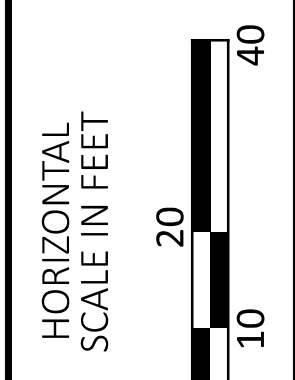
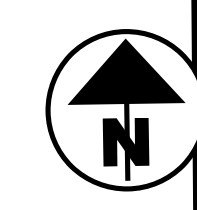
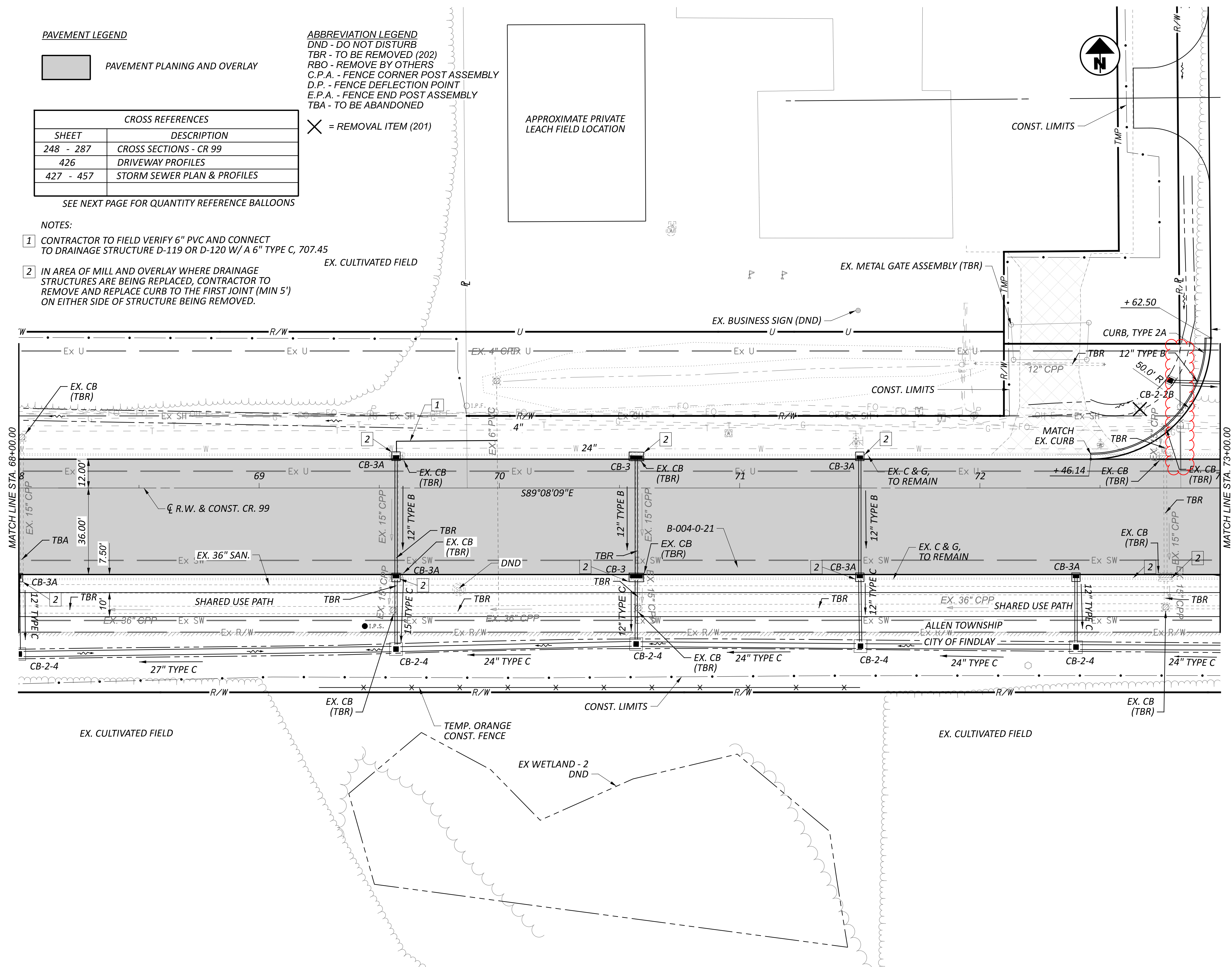
- CONTRACTOR TO FIELD VERIFY 6" PVC AND CONNECT TO DRAINAGE STRUCTURE D-119 OR D-120 W/ A 6" TYPE C, 707.45
- IN AREA OF MILL AND OVERLAY WHERE DRAINAGE STRUCTURES ARE BEING REPLACED, CONTRACTOR TO REMOVE AND REPLACE CURB TO THE FIRST JOINT (MIN 5') ON EITHER SIDE OF STRUCTURE BEING REMOVED.

ABBREVIATION LEGEND

DND - DO NOT DISTURB
 TBR - TO BE REMOVED (202)
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 TBA - TO BE ABANDONED

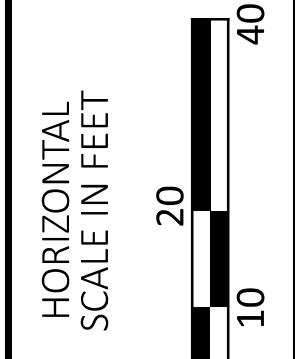
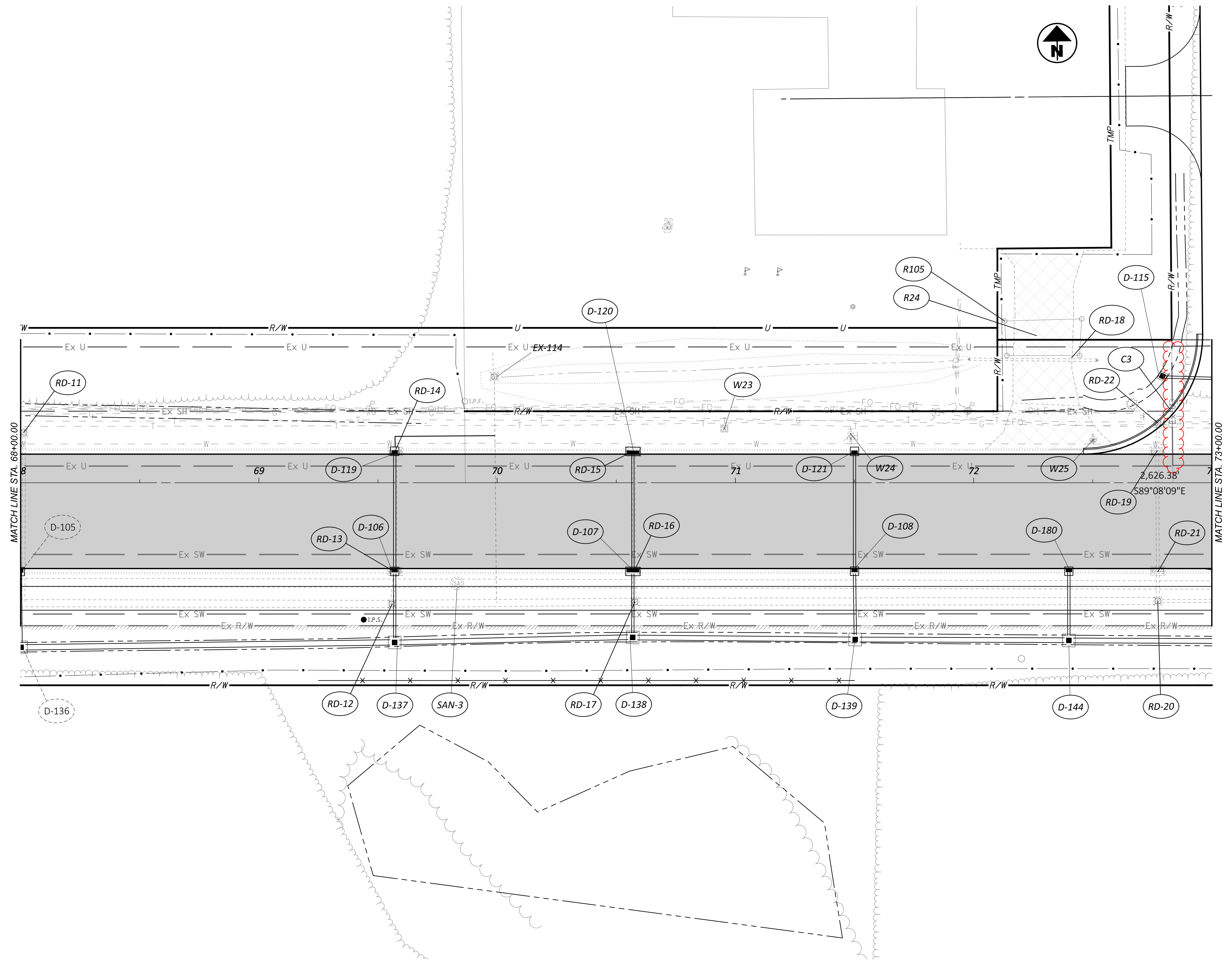
X = REMOVAL ITEM (201)

APPROXIMATE PRIVATE LEACH FIELD LOCATION



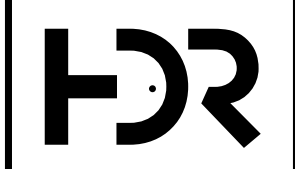
PLAN SHEET - CR 99
 STA. 68+00.00 TO STA. 73+00.00

DESIGN AGENCY	HR
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	169
TOTAL	705



QUANTITY PLAN SHEET - CR 99
 STA. 68+00.00 TO STA. 73+00.00

DESIGN AGENCY



DESIGNER
 MJL

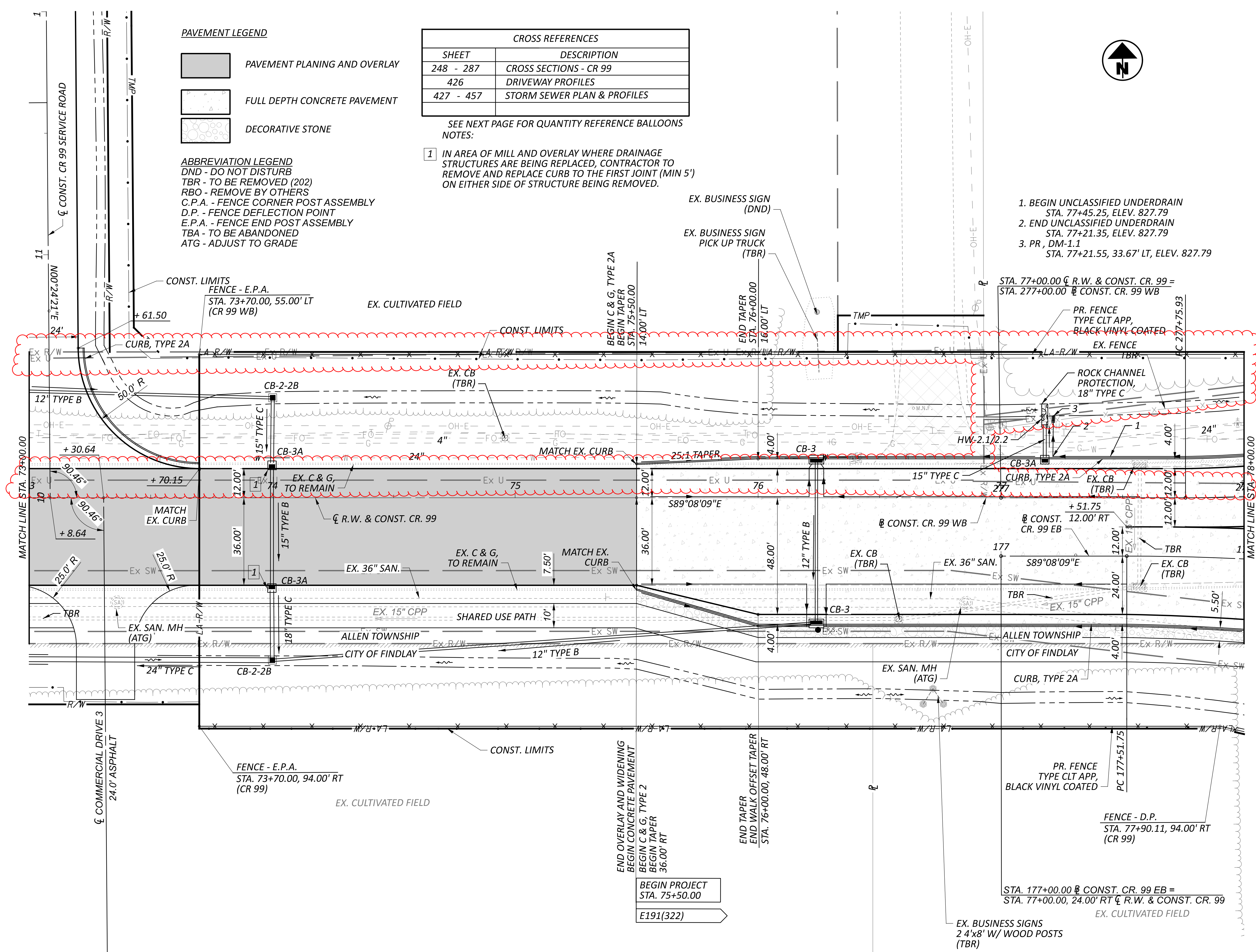
REVIEWER
 KF 05/20/22

PROJECT ID
 102375

SHEET	TOTAL
170	705

HAN-75/CR99 INTERCHANGE REHAB

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PAVEMENT LEGEND

	PAVEMENT PLANING AND OVERLAY
	FULL DEPTH CONCRETE PAVEMENT
	DECORATIVE STONE

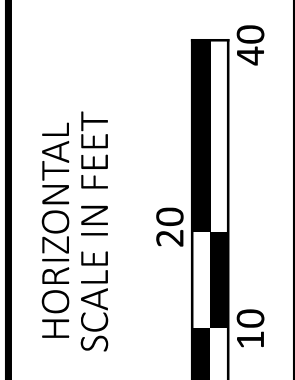
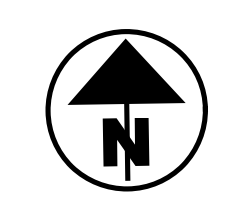
ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED (202)
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 TBA - TO BE ABANDONED
 ATG - ADJUST TO GRADE

CROSS REFERENCES

SHEET	DESCRIPTION
248 - 287	CROSS SECTIONS - CR 99
426	DRIVEWAY PROFILES
427 - 457	STORM SEWER PLAN & PROFILES

SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS NOTES:

- 1 IN AREA OF MILL AND OVERLAY WHERE DRAINAGE STRUCTURES ARE BEING REPLACED, CONTRACTOR TO REMOVE AND REPLACE CURB TO THE FIRST JOINT (MIN 5') ON EITHER SIDE OF STRUCTURE BEING REMOVED.



PLAN SHEET - CR 99
 STA. 73+00.00 TO STA. 78+00.00

DESIGN AGENCY

DESIGNER
MJL

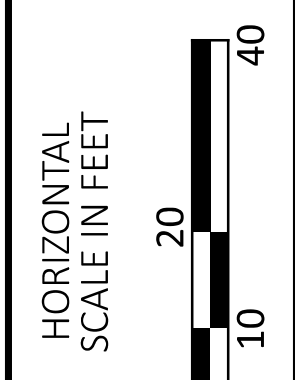
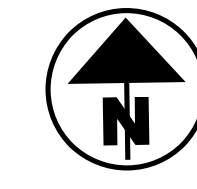
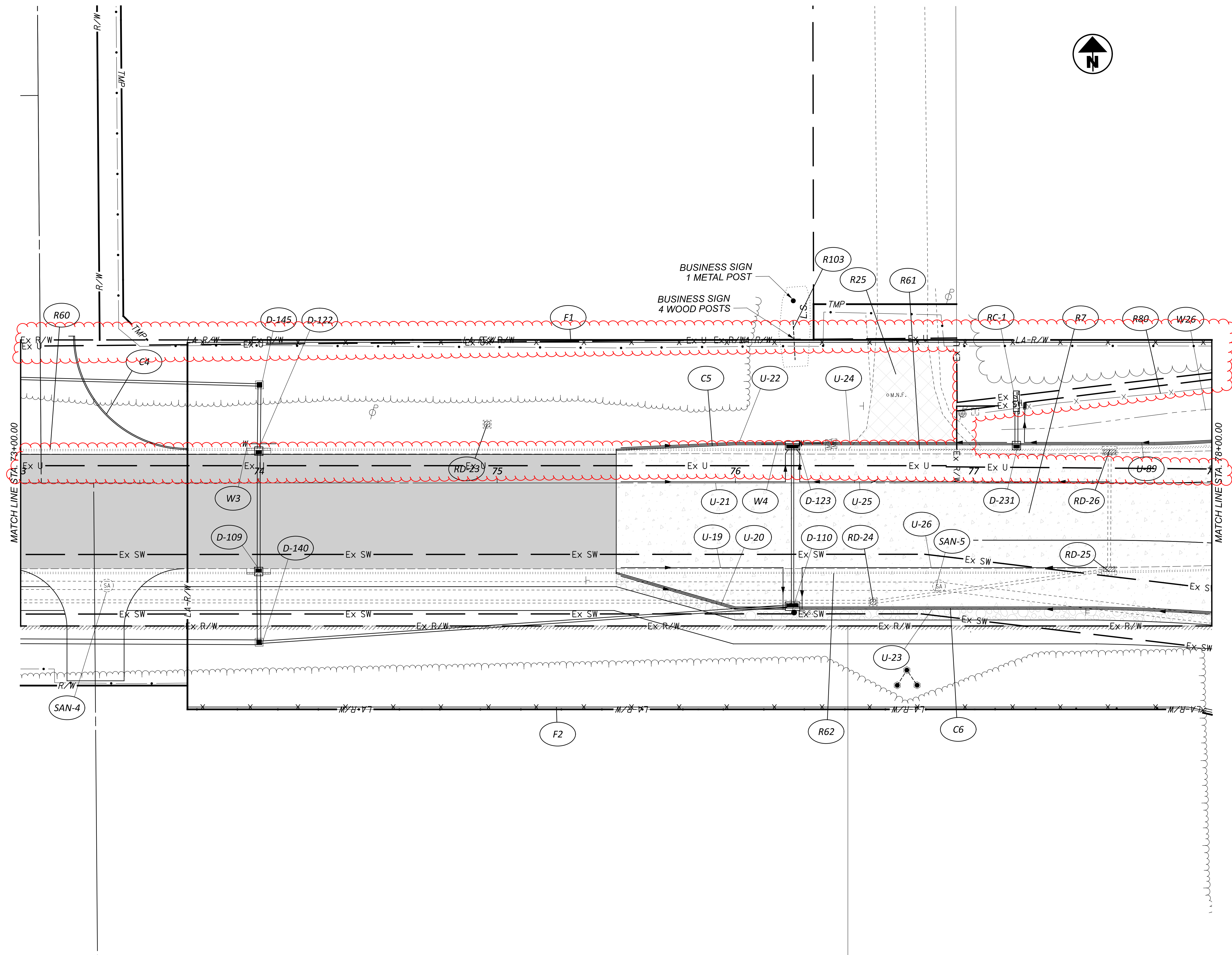
REVIEWER
KF 05/20/22

PROJECT ID
102375

SHEET TOTAL
172 705

HAN-75/CR99 INTERCHANGE REHAB

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QUANTITY PLAN SHEET - CR 99
STA. 73+00.00 TO STA. 78+00.00

DESIGN AGENCY



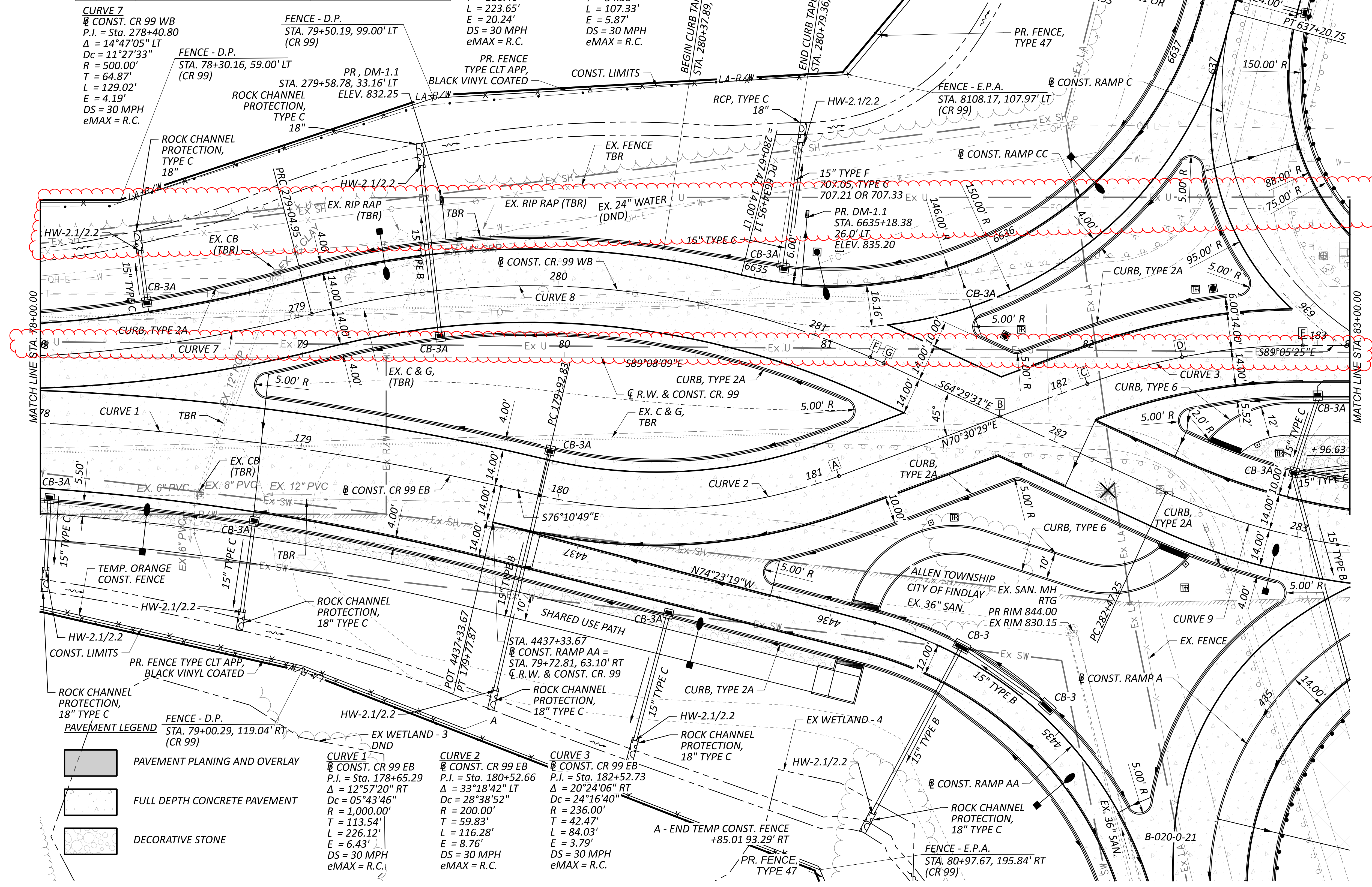
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	TOTAL
173	705

ALIGNMENT POINTS REFERENCE TABLE			
ID	LOC.	ALIGNMENT	STATION
A	PT	CONST. CR 99 EB	STA. 181+09.11
B	POT	CONST. CR 99 EB	STA. 181+74.59
B	POT	CONST. CR 99 WB	STA. 281+77.40
C	POT	R.W. & CONST. CR. 99	STA. 81+66.32, 22.63' RT
C	PC	CONST. CR 99 EB	STA. 182+10.26
D	POT	CONST. CR 99 WB	STA. 182+47.87
D	POT	R.W. & CONST. CR. 99	STA. 82+35.92
E	PT	CONST. CR 99 EB	STA. 182+94.30
F	POT	CONST. CR 99 WB	STA. 281+23.01
F	POT	R.W. & CONST. CR. 99	STA. 81+16.87
G	PT	CONST. CR 99 WB	STA. 281+28.60

CROSS REFERENCES	
SHEET	DESCRIPTION
248 - 287	CROSS SECTIONS - CR 99
374 - 399	INTERCHANGE DETAILS
427 - 457	STORM SEWER PLAN & PROFILES

ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED (202)
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 TBA - TO BE ABANDONED
 ATG - ADJUST TO GRADE
 RTG - RECONSTRUCT TO GRADE

✕ = REMOVAL ITEM (201)
 SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS



CURVE 7
 CONST. CR 99 WB
 P.I. = Sta. 278+40.80
 $\Delta = 14^\circ 47' 05''$ LT
 $Dc = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 64.87'$
 $L = 129.02'$
 $E = 4.19'$
 $DS = 30$ MPH
 $eMAX = R.C.$

FENCE - D.P.
 STA. 78+30.16, 59.00' LT
 (CR 99)
PR, DM-1.1
 STA. 279+58.78, 33.16' LT
 ELEV. 832.25
ROCK CHANNEL PROTECTION, TYPE C 18"

CURVE 8
 CONST. CR 99 WB
 P.I. = Sta. 280+21.41
 $\Delta = 39^\circ 25' 43''$ RT
 $Dc = 17^\circ 37' 46''$
 $R = 325.00'$
 $T = 116.46'$
 $L = 223.65'$
 $E = 20.24'$
 $DS = 30$ MPH
 $eMAX = R.C.$

CURVE 9
 CONST. CR 99 WB
 P.I. = Sta. 283+01.76
 $\Delta = 24^\circ 35' 54''$ LT
 $Dc = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 54.50'$
 $L = 107.33'$
 $E = 5.87'$
 $DS = 30$ MPH
 $eMAX = R.C.$

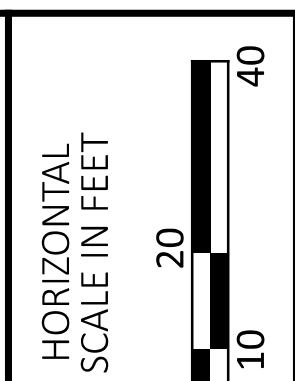
PAVEMENT LEGEND

 PAVEMENT PLANING AND OVERLAY
 FULL DEPTH CONCRETE PAVEMENT
 DECORATIVE STONE

CURVE 1
 CONST. CR 99 EB
 P.I. = Sta. 178+65.29
 $\Delta = 12^\circ 57' 20''$ RT
 $Dc = 05^\circ 43' 46''$
 $R = 1,000.00'$
 $T = 113.54'$
 $L = 226.12'$
 $E = 6.43'$
 $DS = 30$ MPH
 $eMAX = R.C.$

CURVE 2
 CONST. CR 99 EB
 P.I. = Sta. 180+52.66
 $\Delta = 33^\circ 18' 42''$ LT
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 59.83'$
 $L = 116.28'$
 $E = 8.76'$
 $DS = 30$ MPH
 $eMAX = R.C.$

CURVE 3
 CONST. CR 99 EB
 P.I. = Sta. 182+52.73
 $\Delta = 20^\circ 24' 06''$ RT
 $Dc = 24^\circ 16' 40''$
 $R = 236.00'$
 $T = 42.47'$
 $L = 84.03'$
 $E = 3.79'$
 $DS = 30$ MPH
 $eMAX = R.C.$

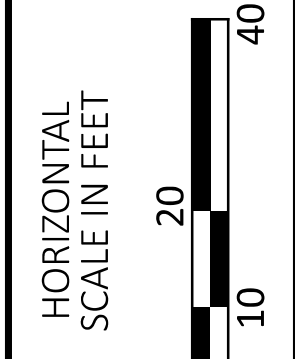
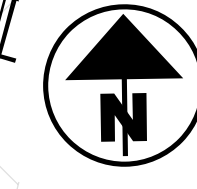
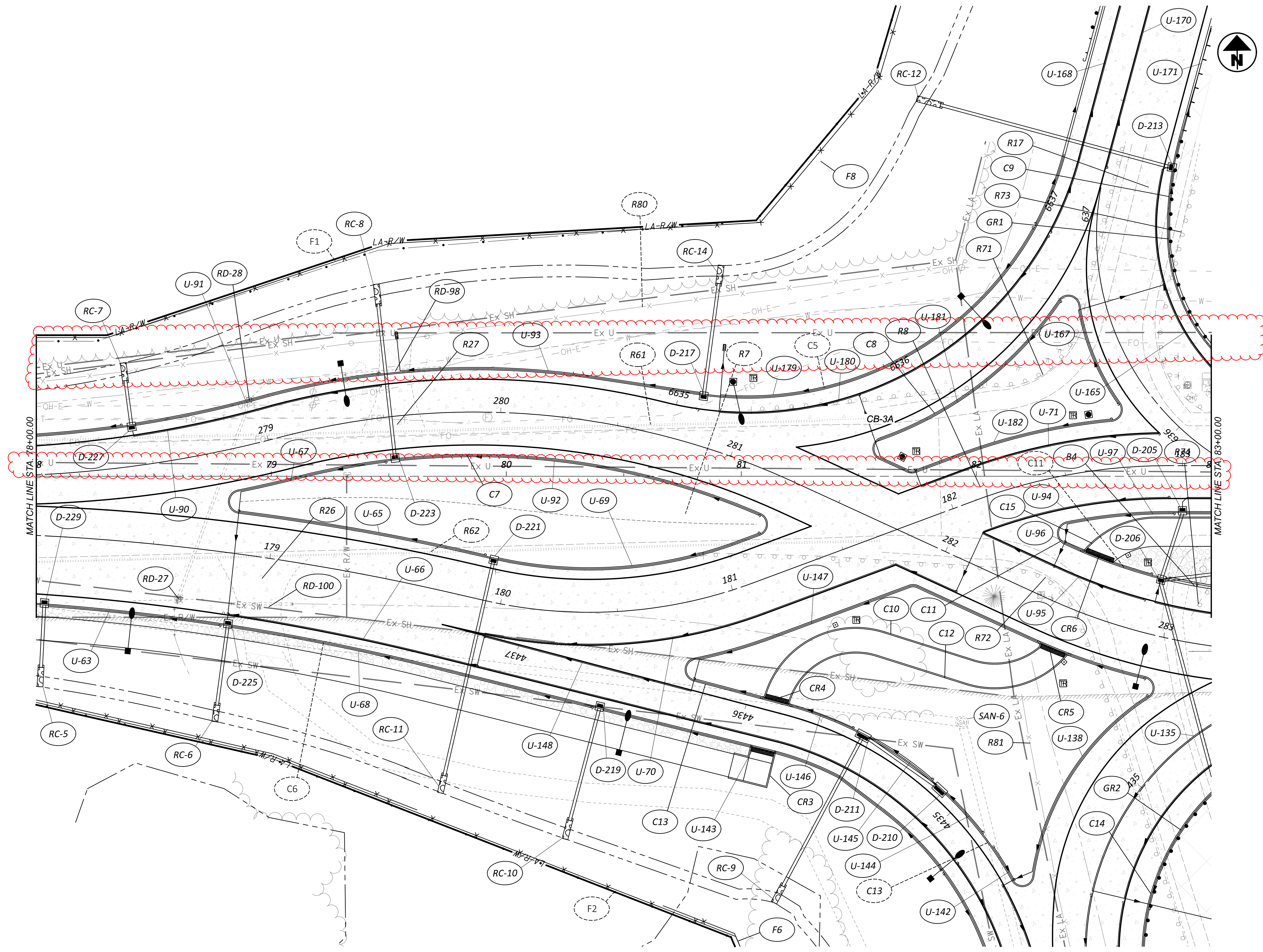


PLAN SHEET - CR 99
 STA. 78+00.00 TO STA. 83+00.00

DESIGN AGENCY	
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	177
TOTAL	705

HAN-75/CR99 INTERCHANGE REHAB

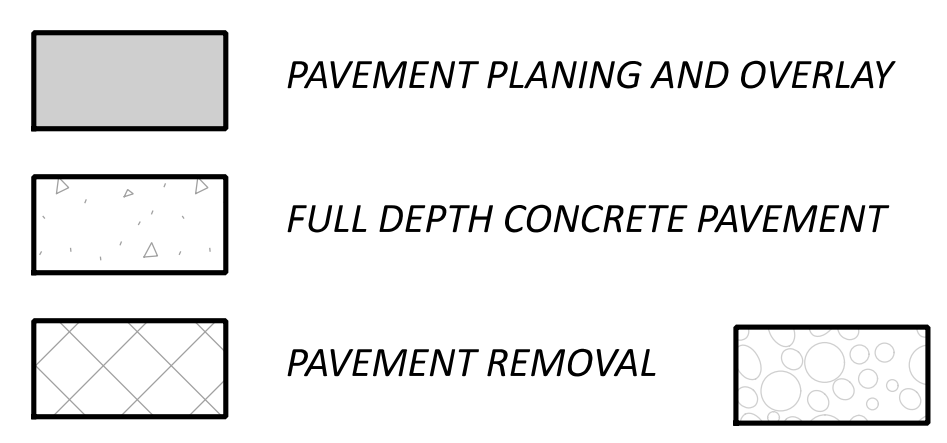
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QUANTITY PLAN SHEET - CR 99
STA. 78+00.00 TO STA. 83+00.00

DESIGN AGENCY	
	
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	TOTAL
178	705

PAVEMENT LEGEND



FENCE NOTE 1:
 PR. FENCE TYPE CLT APP
 BLACK VINYL COATED
 2 E.P.A.
 CR 99 EB STA. 183+75.84
 OFF. 36.67' RT
 CR 99 WB STA. 283+84.25
 OFF. 27.83' LT

FENCE NOTE 2:
 PR. FENCE TYPE CLT APP
 BLACK VINYL COATED
 2 E.P.A.
 CR 99 EB STA. 186+30.97
 OFF. 37.67' RT
 CR 99 WB STA. 286+39.38
 OFF. 27.83' LT

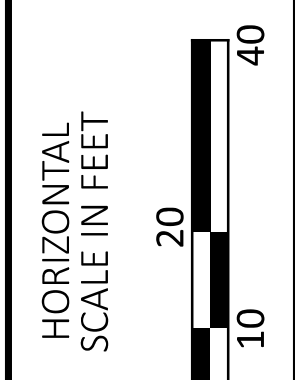
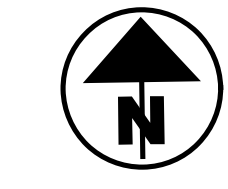
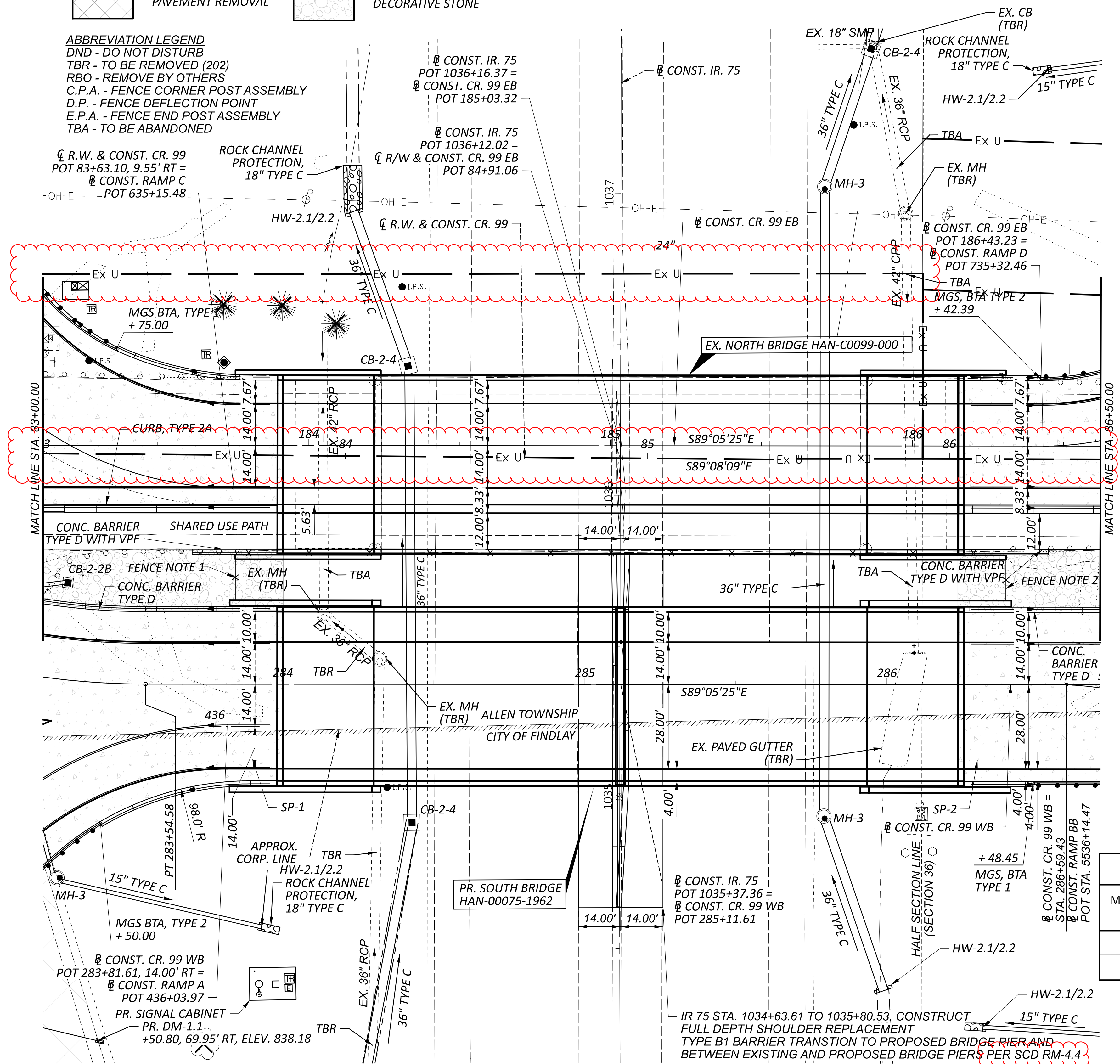
X = REMOVAL ITEM (201)

DECORATIVE STONE

CROSS REFERENCES	
SHEET	DESCRIPTION
248 - 287	CROSS SECTIONS - CR 99
374 - 399	INTERCHANGE DETAILS
427 - 457	STORM SEWER PLAN & PROFILES

SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS

ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED (202)
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 TBA - TO BE ABANDONED



PLAN SHEET - CR 99
 STA. 83+00.00 TO STA. 86+50.00

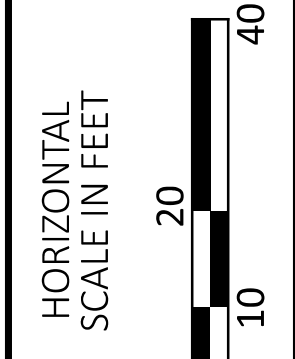
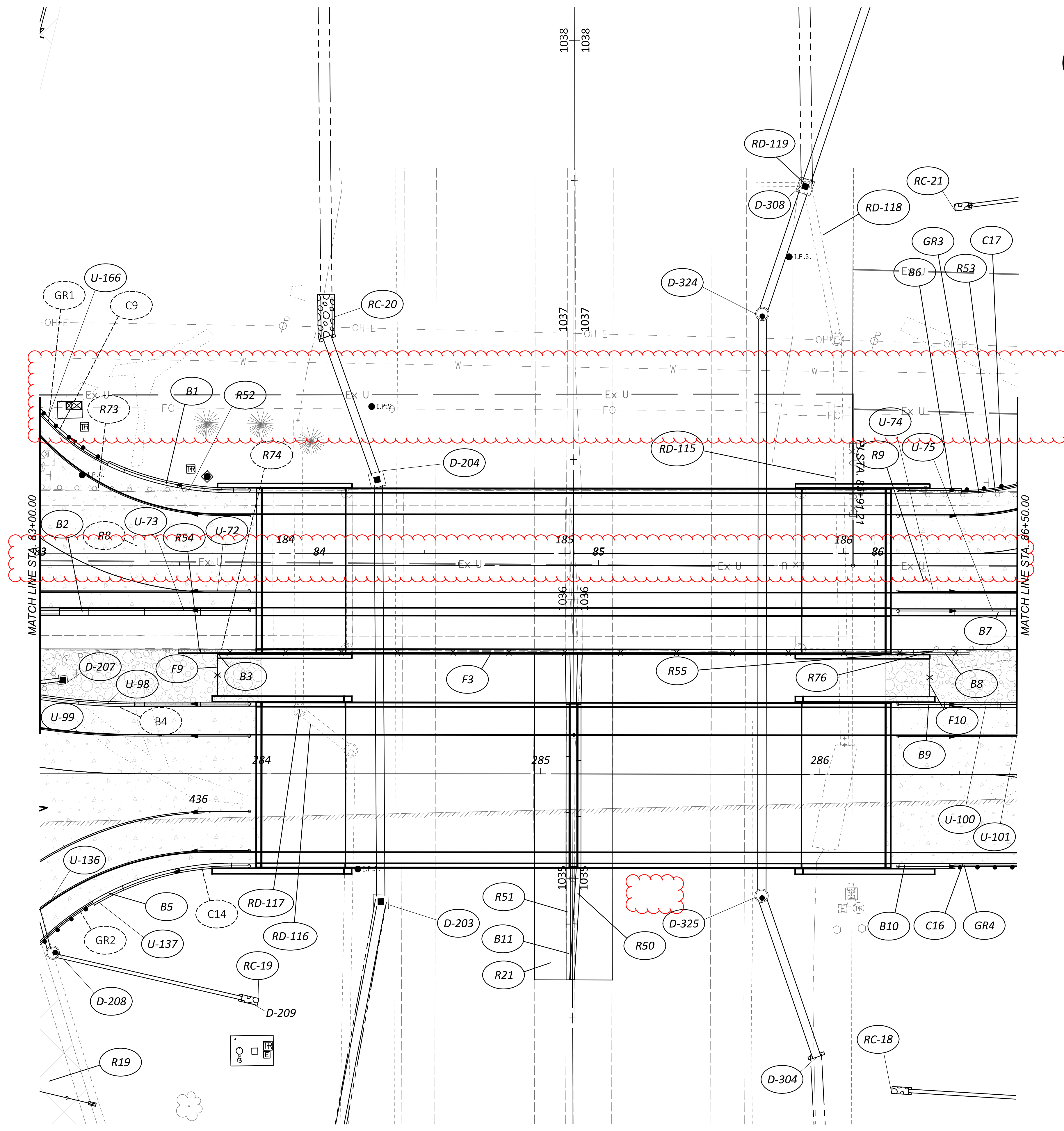
SETTLEMENT MONITORING LOCATIONS			
MONITORING POINT	LOCATION		WAIT PERIOD (CALENDAR DAYS)
	STATION	OFFSET	
SP-1	CR 99 WB 283+90.00	25.00' RT.	168
SP-2	CR 99 WB 286+30.00	25.00' RT.	168

DESIGN AGENCY	
DESIGNER	
REVIEWER	KF
DATE	05/20/22
PROJECT ID	102375
SHEET	181
TOTAL	705

IR 75 STA. 1034+63.61 TO 1035+80.53. CONSTRUCT FULL DEPTH SHOULDER REPLACEMENT TYPE B1 BARRIER TRANSITION TO PROPOSED BRIDGE PIERS AND BETWEEN EXISTING AND PROPOSED BRIDGE PIERS PER SCD RM-4.4

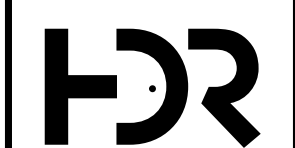
HAN-75/CR99 INTERCHANGE REHAB

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QUANTITY PLAN SHEET - CR 99
 STA. 83+00.00 TO STA. 86+50.00

DESIGN AGENCY



DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	182
TOTAL	705

CROSS REFERENCES	
SHEET	DESCRIPTION
248 - 287	CROSS SECTIONS - CR 99
374 - 399	INTERCHANGE DETAILS
427 - 457	STORM SEWER PLAN & PROFILES

ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED (202)
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 TBA - TO BE ABANDONED
 RTG - RECONSTRUCT TO GRADE

X = REMOVAL ITEM (201)
 SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS

PAVEMENT LEGEND

	PAVEMENT PLANING AND OVERLAY
	FULL DEPTH CONCRETE PAVEMENT
	PAVEMENT REMOVAL
	DECORATIVE STONE

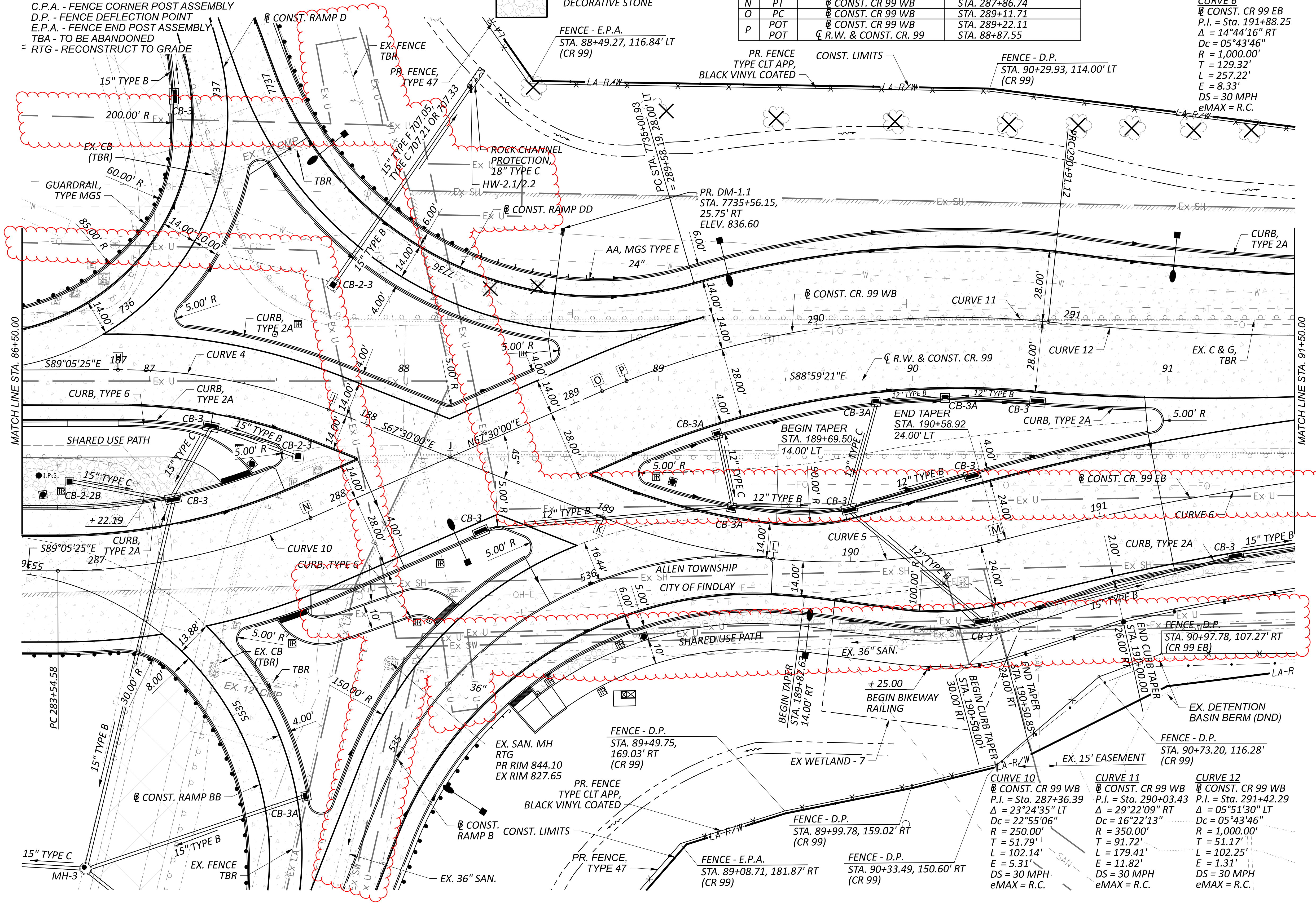
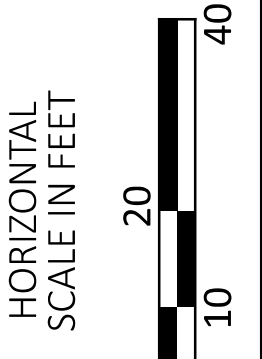
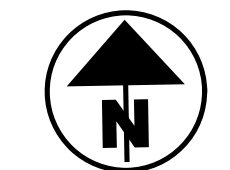
ALIGNMENT POINTS REFERENCE TABLE

ID	LOC.	ALIGNMENT	STATION
H	PC	CONST. CR 99 EB	STA. 186+99.93
I	PT	CONST. CR 99 EB	STA. 187+84.71
J	POT	CONST. CR 99 EB	STA. 188+36.01
K	POT	CONST. CR 99 WB	STA. 288+46.57
L	POT	CONST. CR 99 WB	STA. 289+11.71
M	PC	CONST. CR 99 WB	STA. 289+22.11
N	PT	CONST. CR 99 WB	STA. 287+86.74
O	POT	CONST. CR 99 WB	STA. 289+11.71
P	POT	CONST. CR 99 WB	STA. 289+22.11
		CL R.W. & CONST. CR 99	STA. 88+87.55

CURVE 4
 CONST. CR 99 EB
 P.I. = Sta. 187+42.83
 Δ = 21°35'25" RT
 Dc = 25°27'53"
 R = 225.00'
 T = 42.9'
 L = 84.78'
 E = 4.05'
 DS = 30 MPH
 eMAX = R.C.

CURVE 5
 CONST. CR 99 EB
 P.I. = Sta. 189+82.63
 Δ = 36°13'37" LT
 Dc = 22°55'06"
 R = 250.00'
 T = 81.78'
 L = 158.07'
 E = 13.04'
 DS = 30 MPH
 eMAX = R.C.

CURVE 6
 CONST. CR 99 EB
 P.I. = Sta. 191+88.25
 Δ = 14°44'16" RT
 Dc = 05°43'46"
 R = 1,000.00'
 T = 129.32'
 L = 257.22'
 E = 8.33'
 DS = 30 MPH
 eMAX = R.C.



PLAN SHEET - CR 99
 STA. 86+50.00 TO STA. 91+50.00

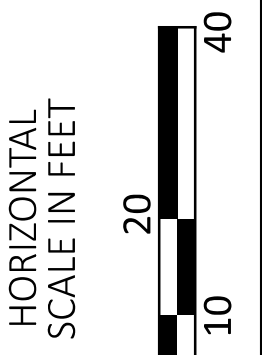
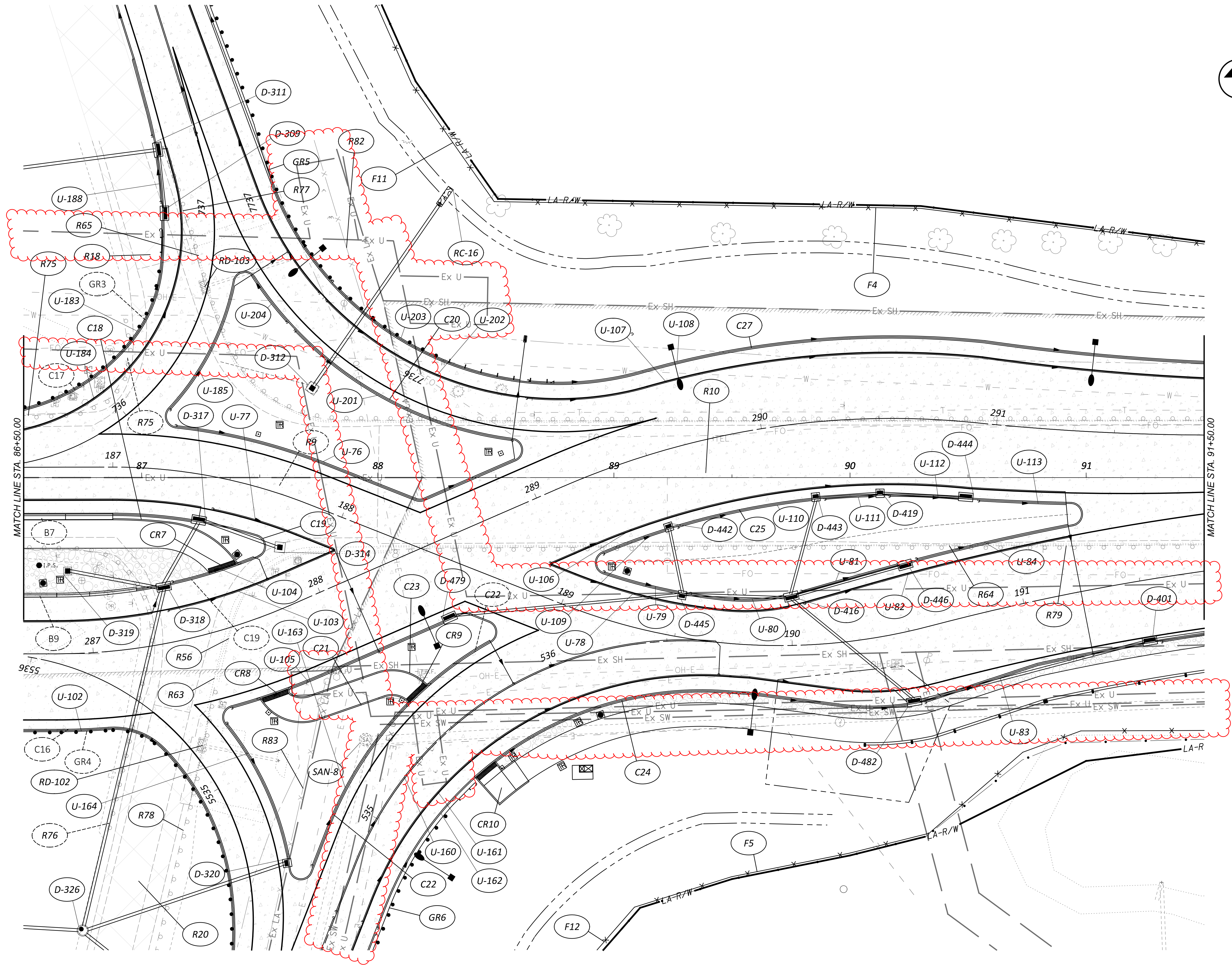
DESIGN AGENCY



DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	185
TOTAL	705

HAN-75/CR99 INTERCHANGE REHAB

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QUANTITY PLAN SHEET - CR 99
STA. 86+50.00 TO STA. 91+50.00

DESIGN AGENCY







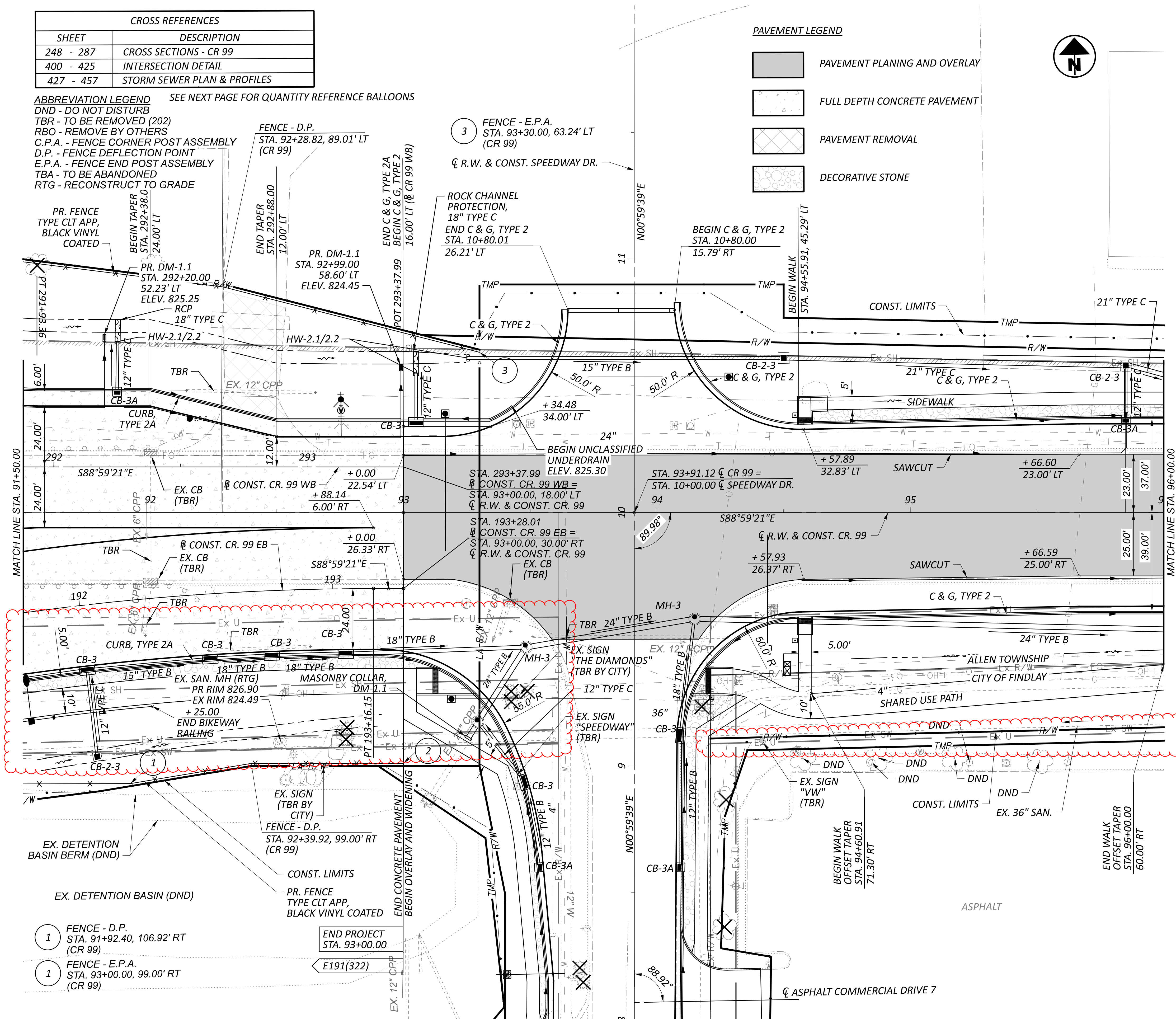
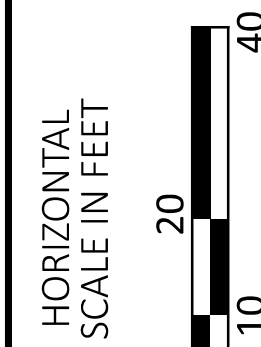
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	186
TOTAL	705

CROSS REFERENCES	
SHEET	DESCRIPTION
248 - 287	CROSS SECTIONS - CR 99
400 - 425	INTERSECTION DETAIL
427 - 457	STORM SEWER PLAN & PROFILES

ABBREVIATION LEGEND SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED (202)
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 TBA - TO BE ABANDONED
 RTG - RECONSTRUCT TO GRADE

PAVEMENT LEGEND

-  PAVEMENT PLANING AND OVERLAY
-  FULL DEPTH CONCRETE PAVEMENT
-  PAVEMENT REMOVAL
-  DECORATIVE STONE



- 1 FENCE - D.P.
STA. 91+92.40, 106.92' RT
(CR 99)
- 1 FENCE - E.P.A.
STA. 93+00.00, 99.00' RT
(CR 99)

END PROJECT
STA. 93+00.00

E191(322)

DESIGN AGENCY



DESIGNER
MJL

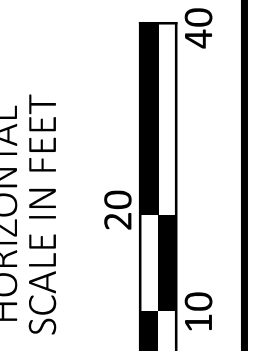
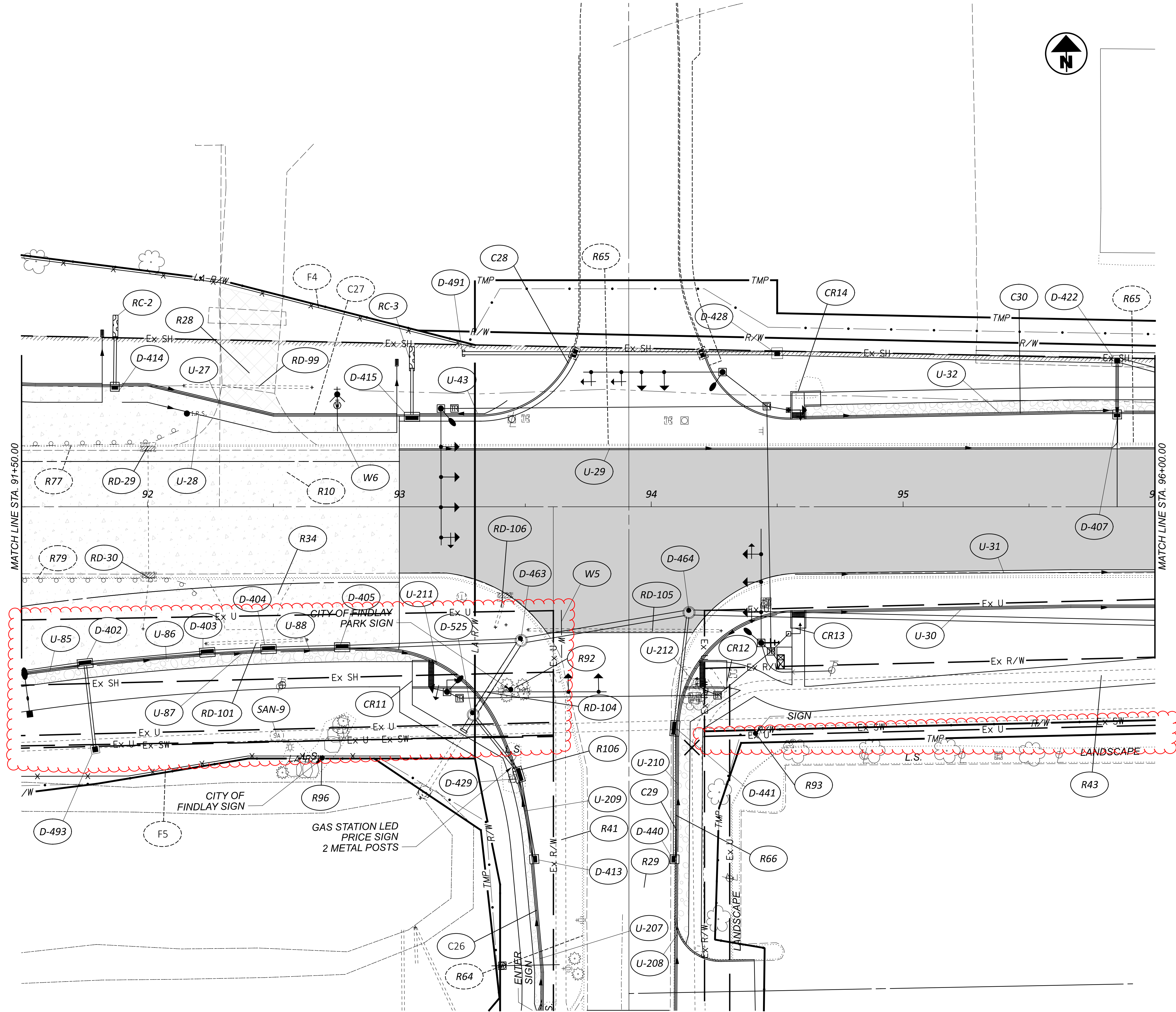
REVIEWER
KF 05/20/22

PROJECT ID
102375

SHEET TOTAL
189 705

HAN-75/CR99 INTERCHANGE REHAB

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QUANTITY PLAN SHEET - CR 99
STA. 91+50.00 TO STA. 96+00.00

DESIGN AGENCY



DESIGNER
MJL

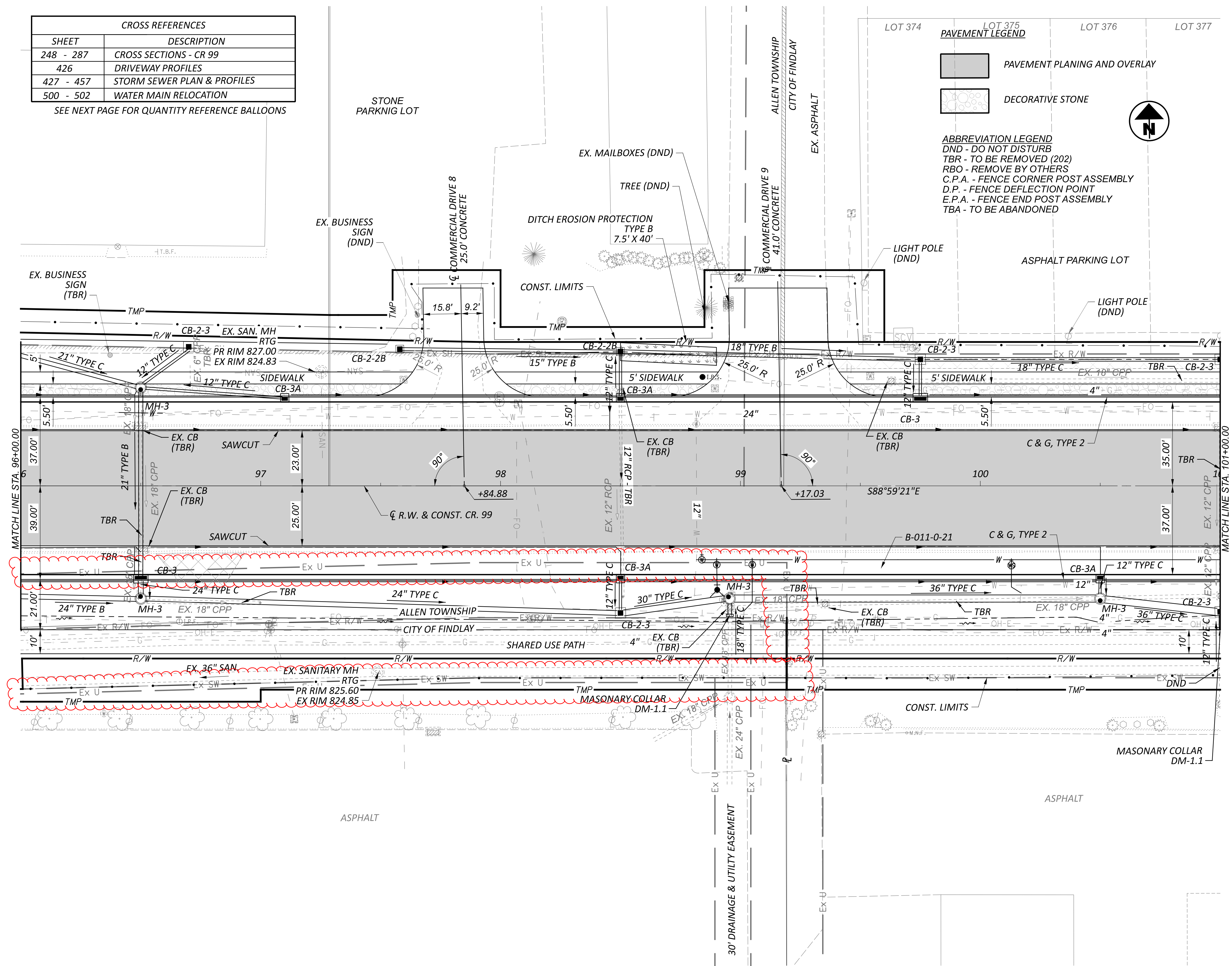
REVIEWER
KF 05/20/22

PROJECT ID
102375

SHEET TOTAL
190 | 705

CROSS REFERENCES	
SHEET	DESCRIPTION
248 - 287	CROSS SECTIONS - CR 99
426	DRIVEWAY PROFILES
427 - 457	STORM SEWER PLAN & PROFILES
500 - 502	WATER MAIN RELOCATION

SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS



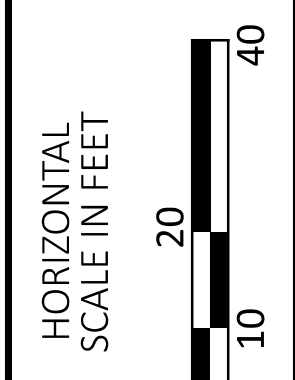
LOT 374 LOT 375 LOT 376 LOT 377

PAVEMENT LEGEND

- [Pattern] PAVEMENT PLANING AND OVERLAY
- [Pattern] DECORATIVE STONE

ABBREVIATION LEGEND

- DND - DO NOT DISTURB
- TBR - TO BE REMOVED (202)
- RBO - REMOVE BY OTHERS
- C.P.A. - FENCE CORNER POST ASSEMBLY
- D.P. - FENCE DEFLECTION POINT
- E.P.A. - FENCE END POST ASSEMBLY
- TBA - TO BE ABANDONED

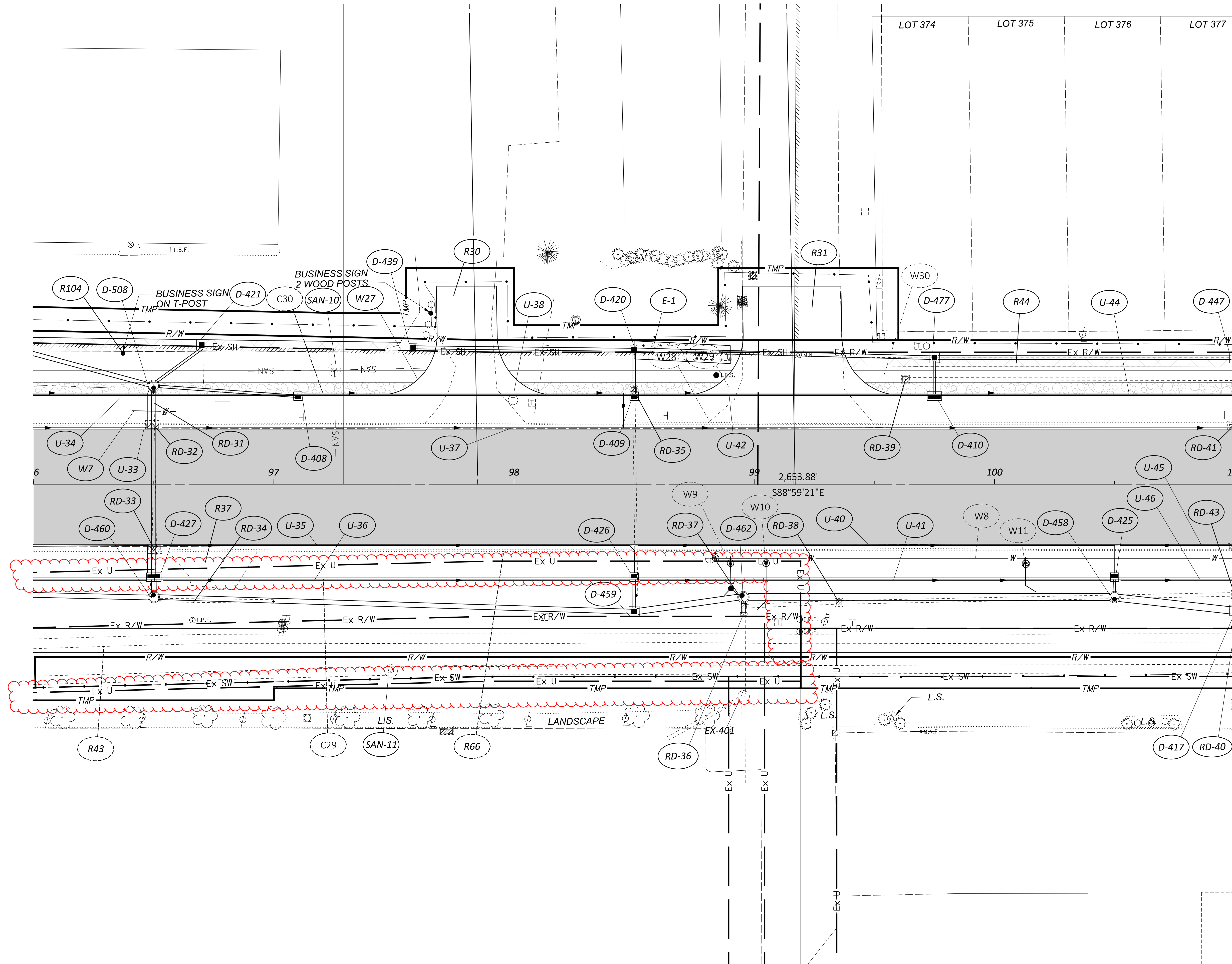


PLAN SHEET - CR 99
 STA. 96+00.00 TO STA. 101+00.00

DESIGN AGENCY	HR
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET TOTAL	194 705

HAN-75/CR99 INTERCHANGE REHAB

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QUANTITY PLAN SHEET - CR 99
 STA. 96+00.00 TO STA. 101+00.00

DESIGN AGENCY



DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	TOTAL
195	705

PAVEMENT LEGEND

	FULL DEPTH CONCRETE PAVEMENT
	PAVEMENT REMOVAL

CROSS REFERENCES

SHEET	DESCRIPTION
288 - 308	CROSS SECTIONS - RAMP A & AA
400 - 425	INTERCHANGE DETAILS
427 - 457	STORM SEWER PLAN & PROFILES

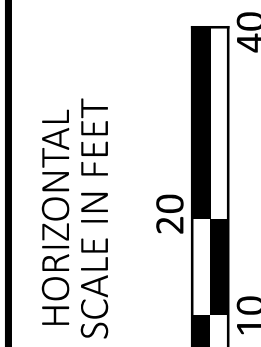
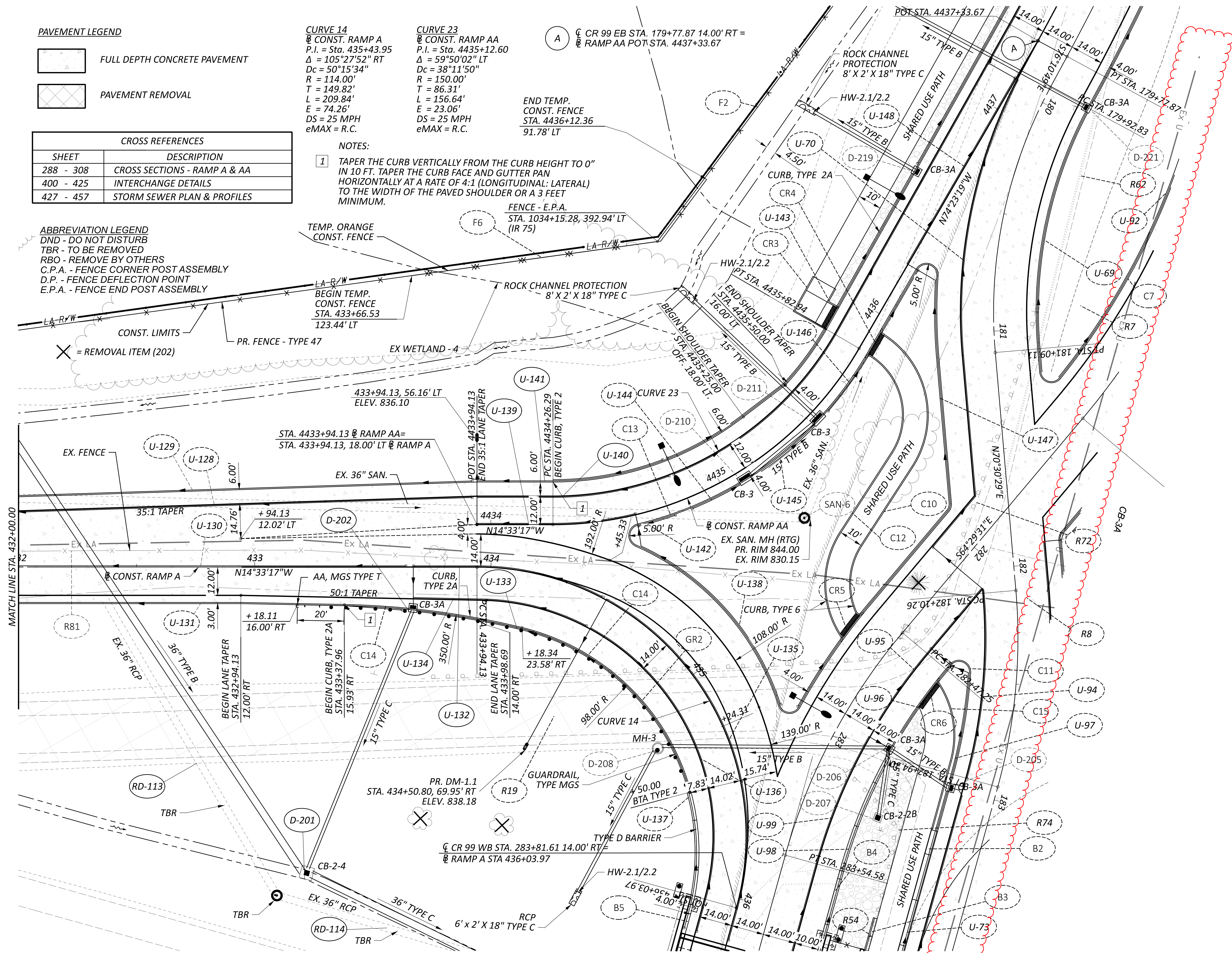
ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY

CURVE 14
 CONST. RAMP A
 P.I. = Sta. 435+43.95
 $\Delta = 105^{\circ}27'52''$ RT
 $D_c = 50^{\circ}15'34''$
 $R = 114.00'$
 $T = 149.82'$
 $L = 209.84'$
 $E = 74.26'$
 $DS = 25$ MPH
 $e_{MAX} = R.C.$

CURVE 23
 CONST. RAMP AA
 P.I. = Sta. 4435+12.60
 $\Delta = 59^{\circ}50'02''$ LT
 $D_c = 38^{\circ}11'50''$
 $R = 150.00'$
 $T = 86.31'$
 $L = 156.64'$
 $E = 23.06'$
 $DS = 25$ MPH
 $e_{MAX} = R.C.$

NOTES:

- TAPER THE CURB VERTICALLY FROM THE CURB HEIGHT TO 0" IN 10 FT. TAPER THE CURB FACE AND GUTTER PAN HORIZONTALLY AT A RATE OF 4:1 (LONGITUDINAL: LATERAL) TO THE WIDTH OF THE PAVED SHOULDER OR A 3 FEET MINIMUM.

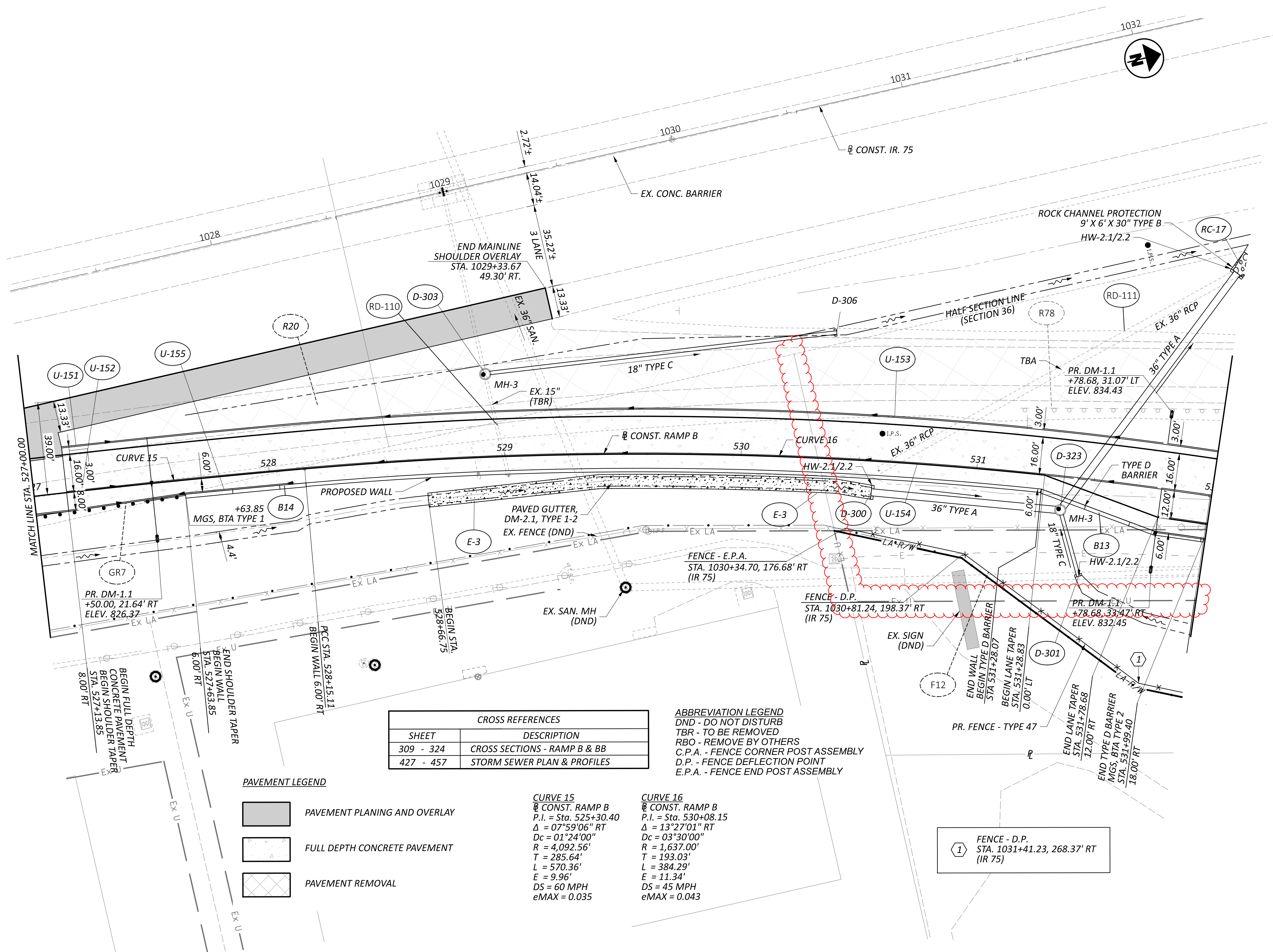


PLAN SHEET - RAMP A
 STA. 432+00.00 TO END

DESIGN AGENCY



DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	214
TOTAL	705



CROSS REFERENCES	
SHEET	DESCRIPTION
309 - 324	CROSS SECTIONS - RAMP B & BB
427 - 457	STORM SEWER PLAN & PROFILES

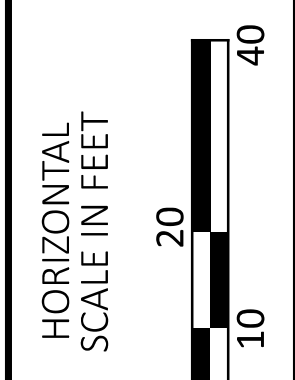
PAVEMENT LEGEND

- PAVEMENT PLANING AND OVERLAY
- FULL DEPTH CONCRETE PAVEMENT
- PAVEMENT REMOVAL

CURVE 15
 CONST. RAMP B
 P.I. = Sta. 525+30.40
 $\Delta = 07^{\circ}59'06''$ RT
 Dc = $01^{\circ}24'00''$
 R = 4,092.56'
 T = 285.64'
 L = 570.36'
 E = 9.96'
 DS = 60 MPH
 eMAX = 0.035

CURVE 16
 CONST. RAMP B
 P.I. = Sta. 530+08.15
 $\Delta = 13^{\circ}27'01''$ RT
 Dc = $03^{\circ}30'00''$
 R = 1,637.00'
 T = 193.03'
 L = 384.29'
 E = 11.34'
 DS = 45 MPH
 eMAX = 0.043

ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY



PLAN SHEET - RAMP B
 STA. 527+00.00 TO STA. 532+00.00

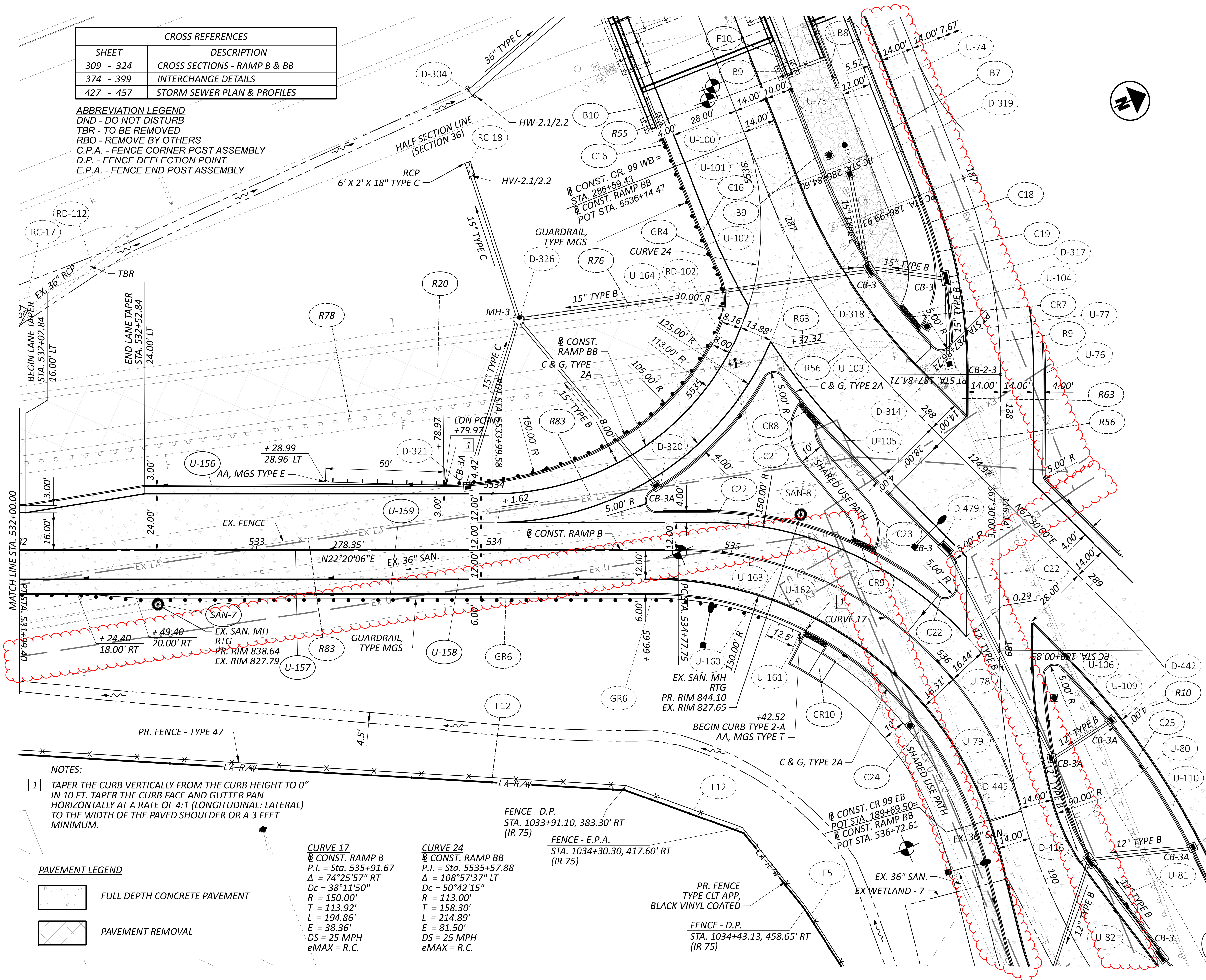
DESIGN AGENCY



DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	TOTAL
221	705

CROSS REFERENCES	
SHEET	DESCRIPTION
309 - 324	CROSS SECTIONS - RAMP B & BB
374 - 399	INTERCHANGE DETAILS
427 - 457	STORM SEWER PLAN & PROFILES

ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY



NOTES:
 1 TAPER THE CURB VERTICALLY FROM THE CURB HEIGHT TO 0" IN 10 FT. TAPER THE CURB FACE AND GUTTER PAN HORIZONTALLY AT A RATE OF 4:1 (LONGITUDINAL: LATERAL) TO THE WIDTH OF THE PAVED SHOULDER OR A 3 FEET MINIMUM.

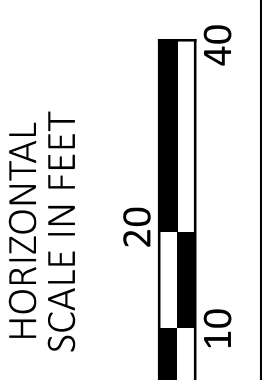
PAVEMENT LEGEND

	FULL DEPTH CONCRETE PAVEMENT
	PAVEMENT REMOVAL

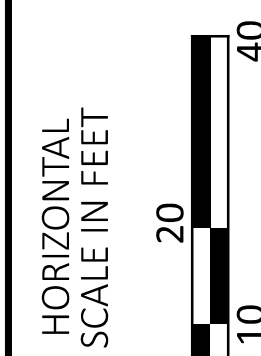
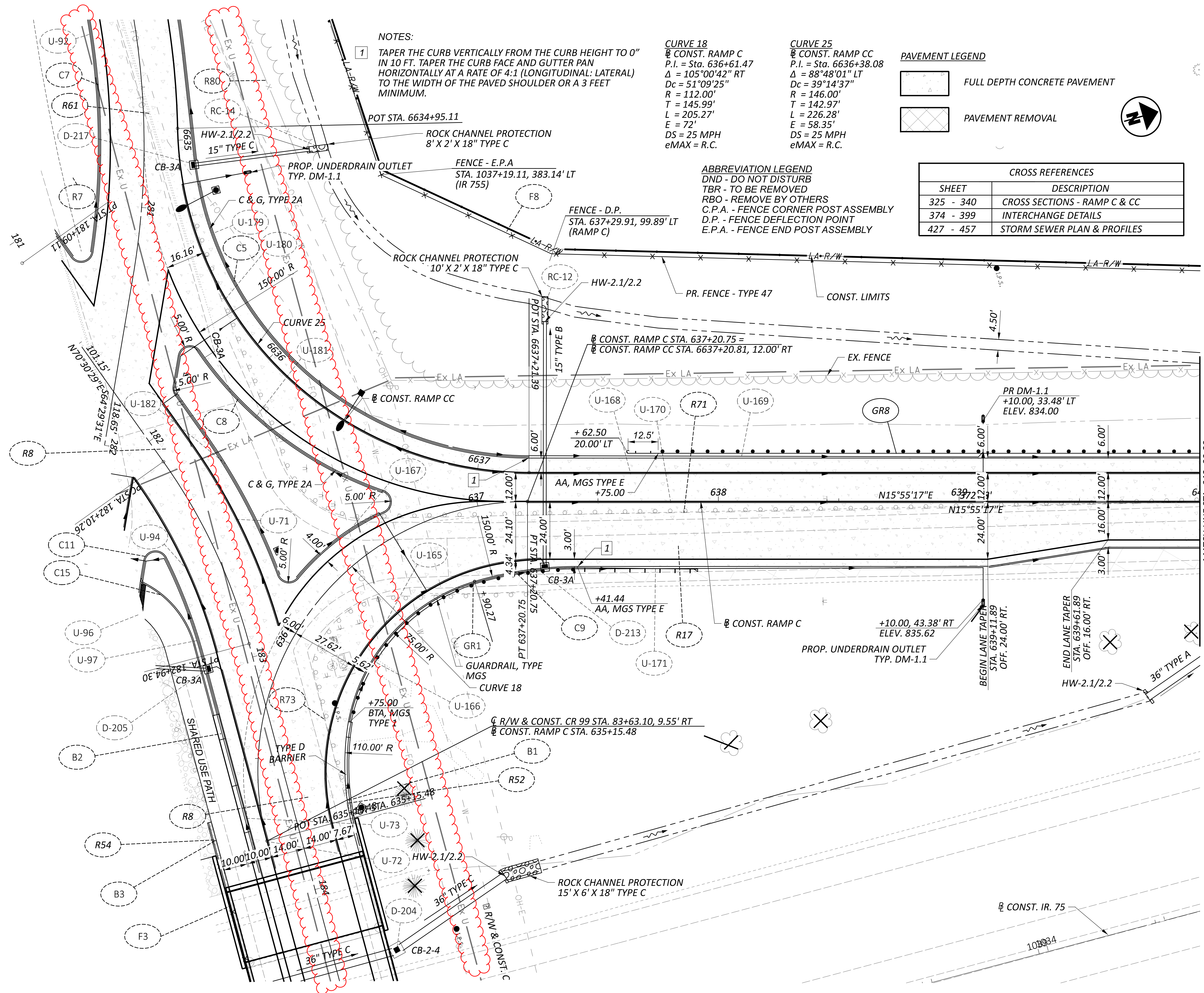
CURVE 17
 CONST. RAMP B
 P.I. = Sta. 535+91.67
 $\Delta = 74^{\circ}25'57''$ RT
 $D_c = 38^{\circ}11'50''$
 $R = 150.00'$
 $T = 113.92'$
 $L = 194.86'$
 $E = 38.36'$
 $DS = 25$ MPH
 $eMAX = R.C.$

CURVE 24
 CONST. RAMP BB
 P.I. = Sta. 5535+57.88
 $\Delta = 108^{\circ}57'37''$ LT
 $D_c = 50^{\circ}42'15''$
 $R = 113.00'$
 $T = 158.30'$
 $L = 214.89'$
 $E = 81.50'$
 $DS = 25$ MPH
 $eMAX = R.C.$

FENCE - D.P.
 STA. 1033+91.10, 383.30' RT (IR 75)
 FENCE - E.P.A.
 STA. 1034+30.30, 417.60' RT (IR 75)
 PR. FENCE TYPE CLT APP, BLACK VINYL COATED
 FENCE - D.P.
 STA. 1034+43.13, 458.65' RT (IR 75)



PLAN SHEET - RAMP B AND RAMP BB
 STA. 532+00.00 TO STA. 537+00.00



PLAN SHEET - RAMP C AND RAMP CC
 STA. 635+00.00 TO STA. 640+00.00

DESIGN AGENCY

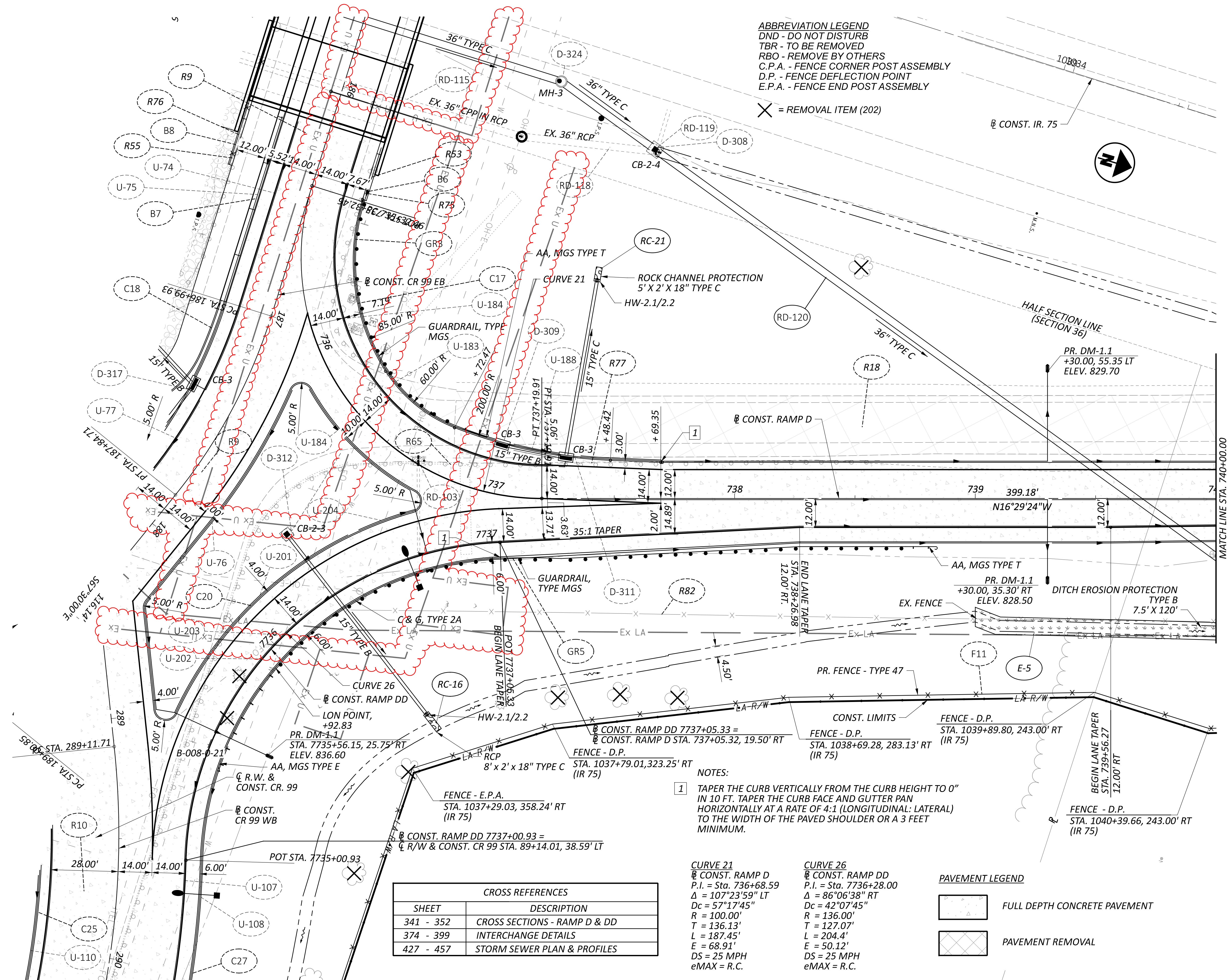


DESIGNER
 MJL

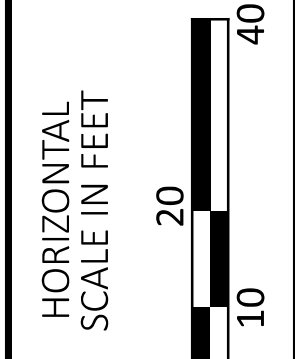
REVIEWER
 KF 05/20/22

PROJECT ID
 102375

SHEET TOTAL
 226 705



ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 X = REMOVAL ITEM (202)



PLAN SHEET - RAMP D AND RAMP DD
 STA. 735+00.00 TO STA. 740+00.00

CROSS REFERENCES	
SHEET	DESCRIPTION
341 - 352	CROSS SECTIONS - RAMP D & DD
374 - 399	INTERCHANGE DETAILS
427 - 457	STORM SEWER PLAN & PROFILES

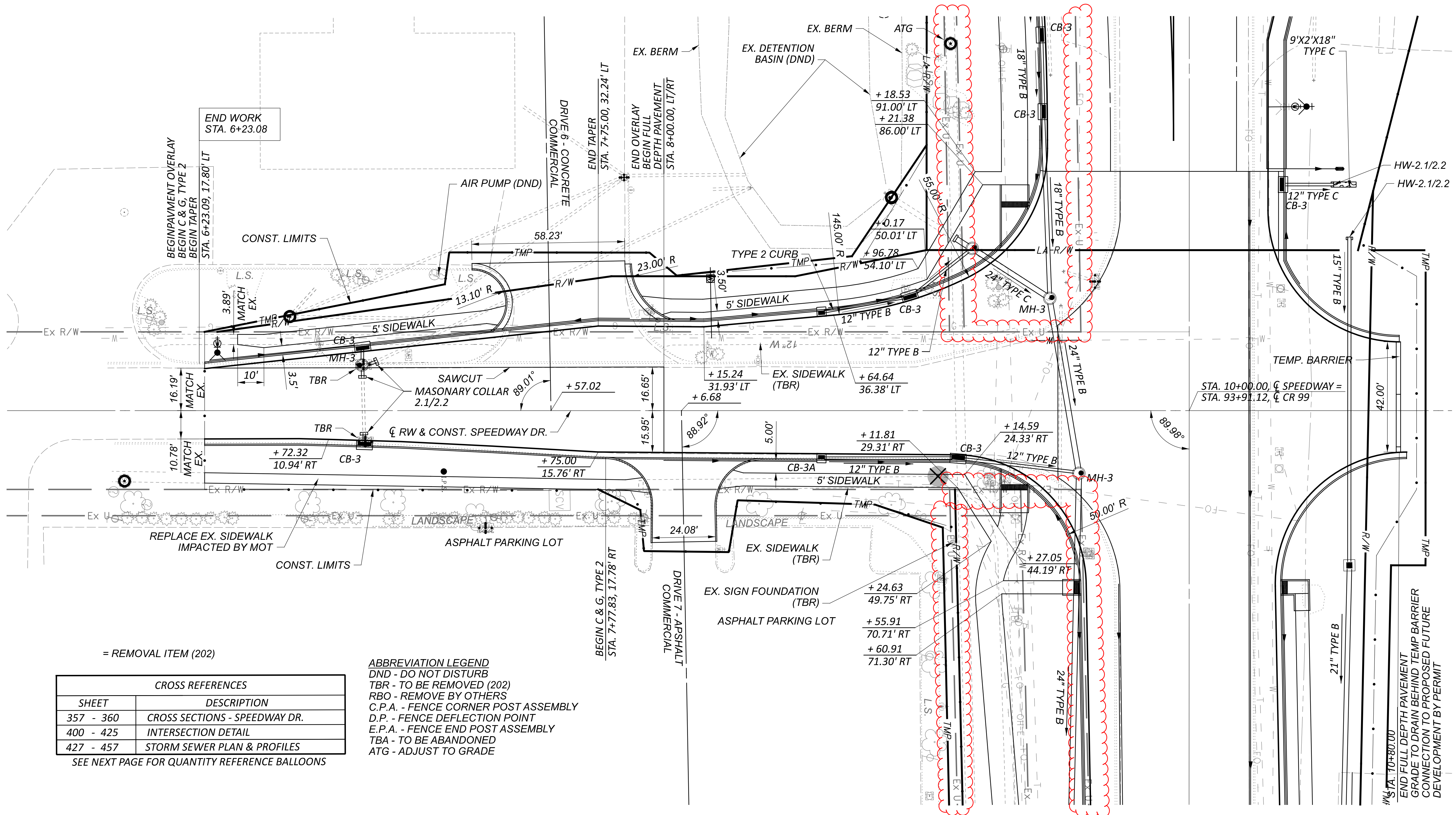
NOTES:
 1 TAPER THE CURB VERTICALLY FROM THE CURB HEIGHT TO 0" IN 10 FT. TAPER THE CURB FACE AND GUTTER PAN HORIZONTALLY AT A RATE OF 4:1 (LONGITUDINAL: LATERAL) TO THE WIDTH OF THE PAVED SHOULDER OR A 3 FEET MINIMUM.

CURVE 21
 CONST. RAMP D
 P.I. = Sta. 736+68.59
 Δ = 107°23'59" LT
 Dc = 57°17'45"
 R = 100.00'
 T = 136.13'
 L = 187.45'
 E = 68.91'
 DS = 25 MPH
 eMAX = R.C.

CURVE 26
 CONST. RAMP DD
 P.I. = Sta. 7736+28.00
 Δ = 86°06'38" RT
 Dc = 42°07'45"
 R = 136.00'
 T = 127.07'
 L = 204.4'
 E = 50.12'
 DS = 25 MPH
 eMAX = R.C.

PAVEMENT LEGEND

	FULL DEPTH CONCRETE PAVEMENT
	PAVEMENT REMOVAL

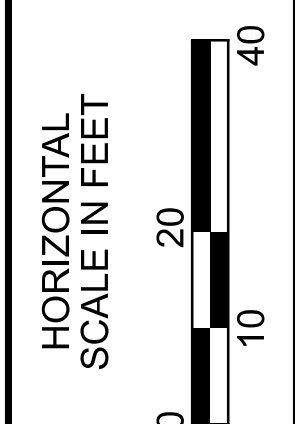
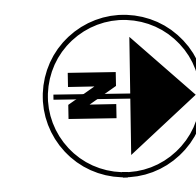


= REMOVAL ITEM (202)

CROSS REFERENCES	
SHEET	DESCRIPTION
357 - 360	CROSS SECTIONS - SPEEDWAY DR.
400 - 425	INTERSECTION DETAIL
427 - 457	STORM SEWER PLAN & PROFILES

SEE NEXT PAGE FOR QUANTITY REFERENCE BALLOONS

ABBREVIATION LEGEND
 DND - DO NOT DISTURB
 TBR - TO BE REMOVED (202)
 RBO - REMOVE BY OTHERS
 C.P.A. - FENCE CORNER POST ASSEMBLY
 D.P. - FENCE DEFLECTION POINT
 E.P.A. - FENCE END POST ASSEMBLY
 TBA - TO BE ABANDONED
 ATG - ADJUST TO GRADE



PLAN - SPEEDWAY AVE.
 STA. 5+50.00 TO STA. 10+00.00

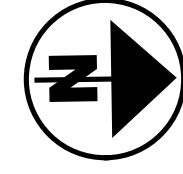
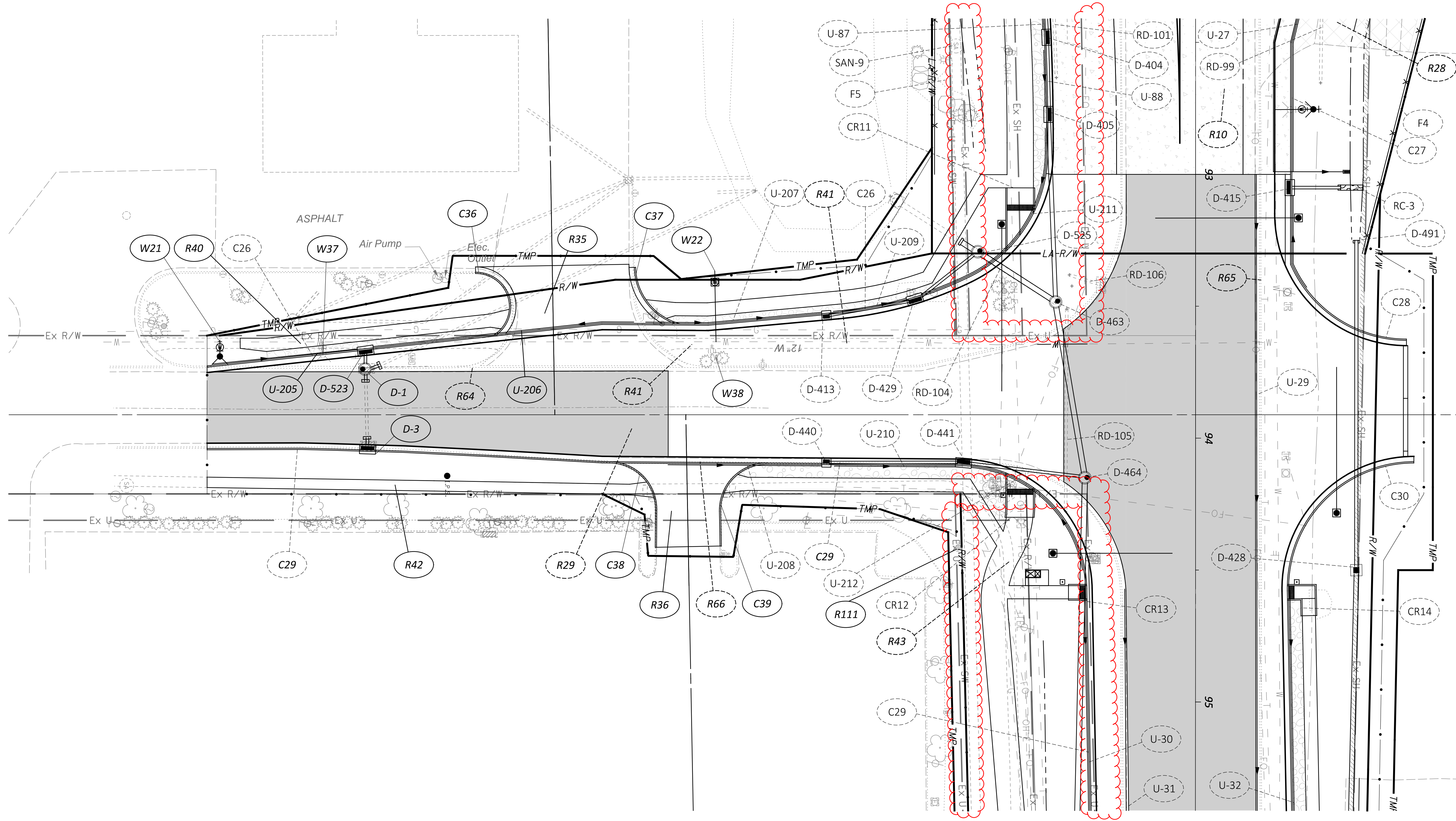
DESIGN AGENCY



DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
SHEET	TOTAL
242	705

HAN-75/CR99 INTERCHANGE REHAB

c:\pwworking\roads\02375\02375_GP501A.dgn 1/24/2024 4:40:16 PM COZA
MODEL: 102375_GP501A PAPER SIZE: 34x22 (in.) DATE: 1/24/2024 TIME: 4:40:16 PM USER: COZA



QUANTITY PLAN - SPEEDWAY AVE.
STA. 5+50.00 TO STA. 10+00.00



DESIGN AGENCY

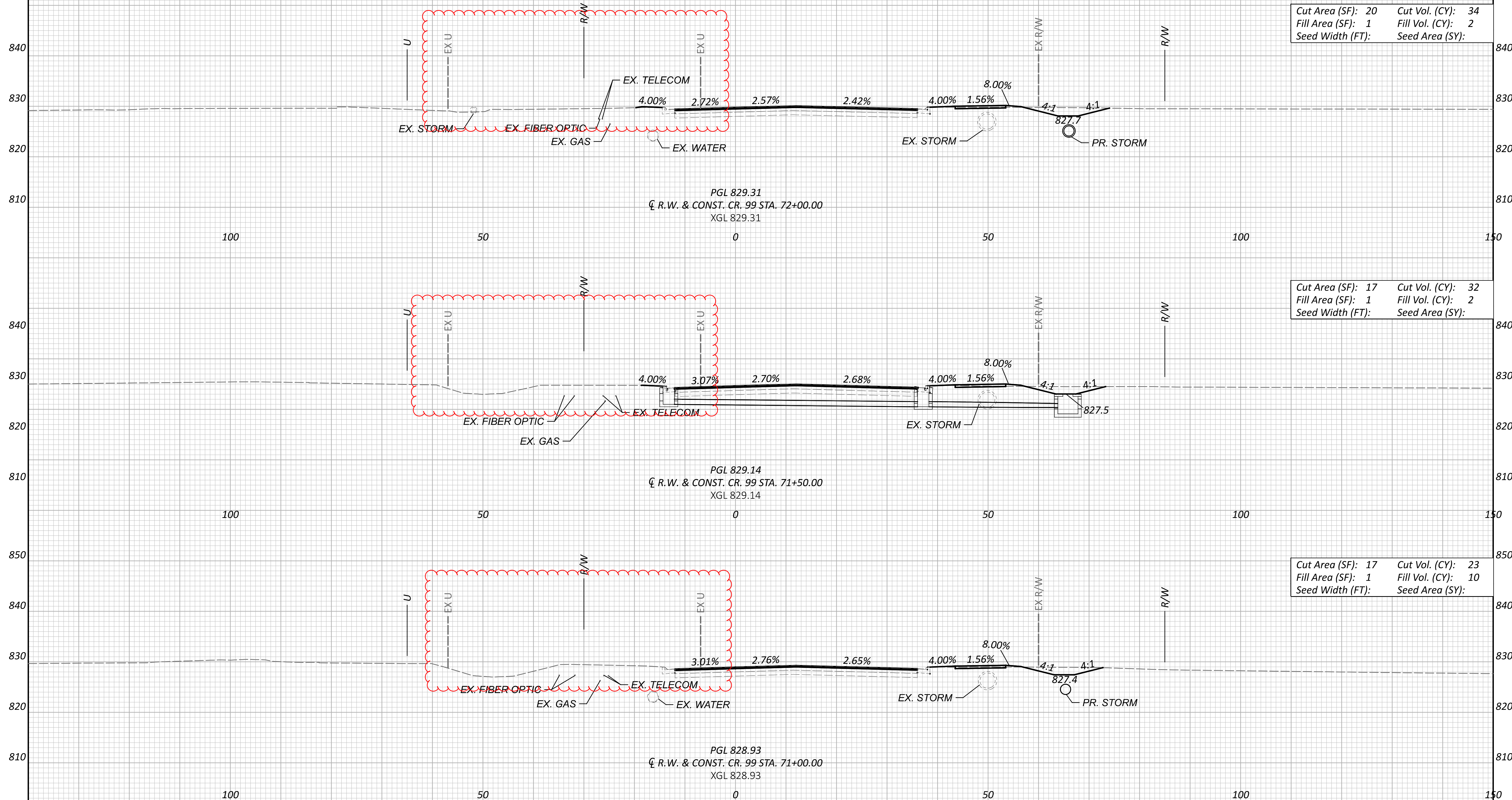


DESIGNER
MJL

REVIEWER
KF 05/20/22

PROJECT ID
102375

SHEET	TOTAL
243	705



Cut Area (SF):	20	Cut Vol. (CY):	34
Fill Area (SF):	1	Fill Vol. (CY):	2
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	17	Cut Vol. (CY):	32
Fill Area (SF):	1	Fill Vol. (CY):	2
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	17	Cut Vol. (CY):	23
Fill Area (SF):	1	Fill Vol. (CY):	10
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - CR 99
 STA. 71+00.00 TO STA. 72+00.00

DESIGN AGENCY



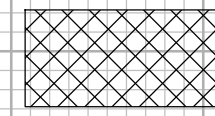
DESIGNER
 MJL

REVIEWER
 KF 05/20/22

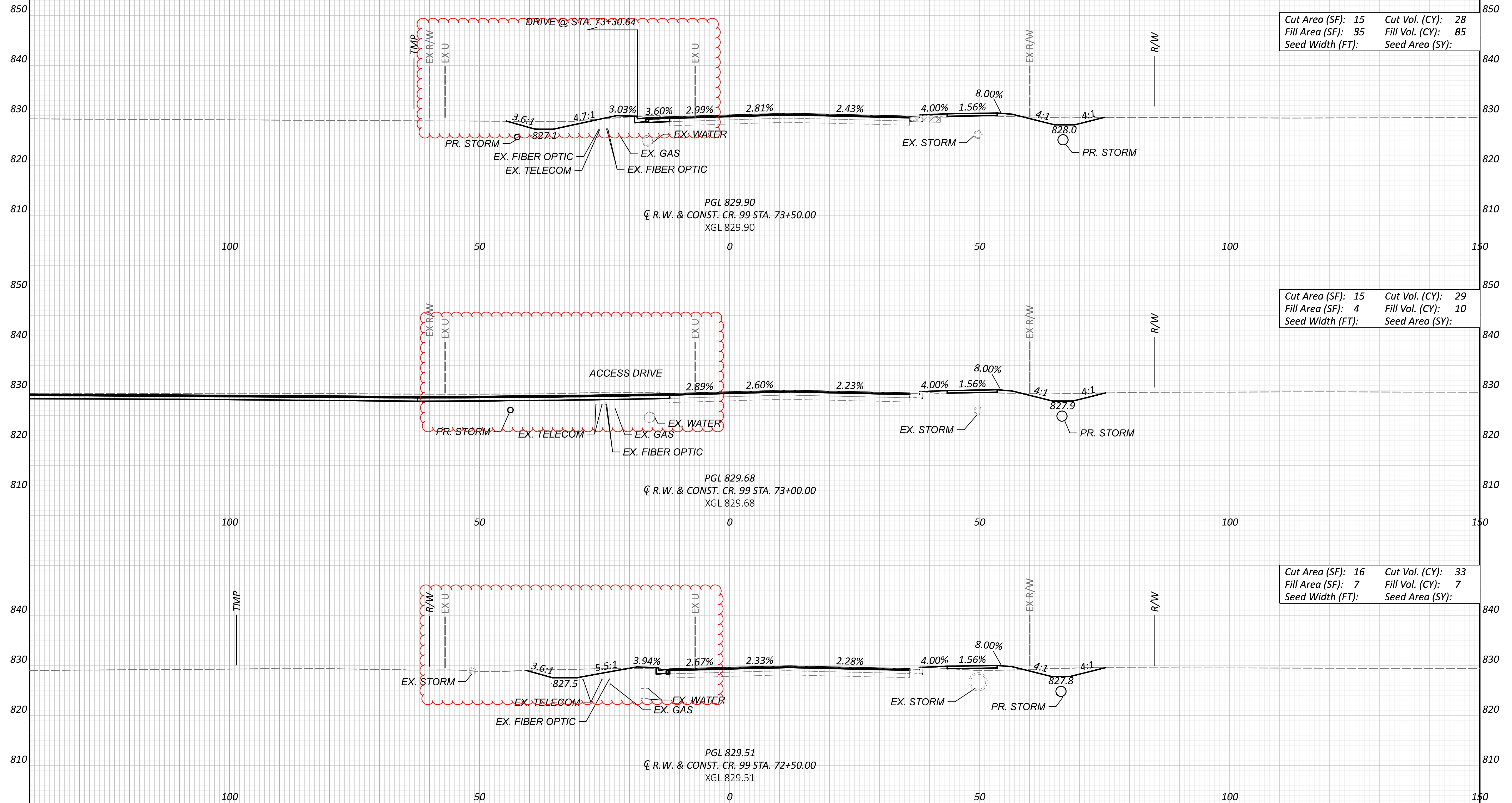
PROJECT ID
 102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
·	89	14	259	705

LEGEND



TEMPORARY PAVEMENT FOR
MAINTENANCE OF TRAFFIC



Cut Area (SF): 15	Cut Vol. (CY): 28
Fill Area (SF): 95	Fill Vol. (CY): 85
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 15	Cut Vol. (CY): 29
Fill Area (SF): 4	Fill Vol. (CY): 10
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 16	Cut Vol. (CY): 33
Fill Area (SF): 7	Fill Vol. (CY): 7
Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS - CR 99
STA. 72+50.00 TO STA. 73+50.00

DESIGN AGENCY



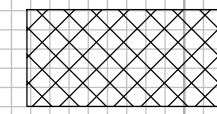
DESIGNER
MJL

REVIEWER
KF 05/20/22

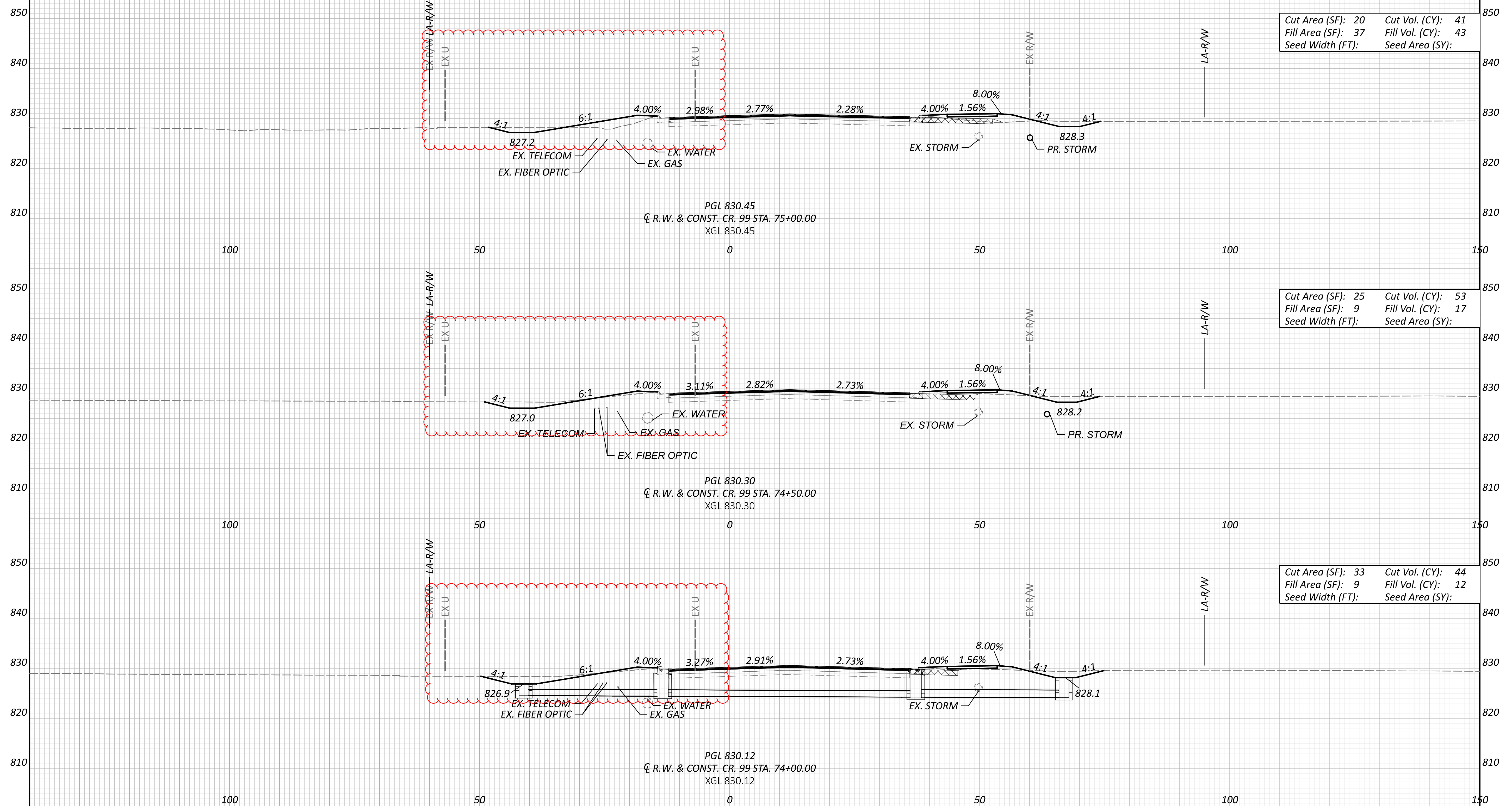
PROJECT ID
102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	260	705
.	90	25		

LEGEND



TEMPORARY PAVEMENT FOR
 MAINTENANCE OF TRAFFIC



Cut Area (SF): 20	Cut Vol. (CY): 41
Fill Area (SF): 37	Fill Vol. (CY): 43
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 25	Cut Vol. (CY): 53
Fill Area (SF): 9	Fill Vol. (CY): 17
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 33	Cut Vol. (CY): 44
Fill Area (SF): 9	Fill Vol. (CY): 12
Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS - CR 99
 STA 74+00.00 TO STA. 75+00.00

DESIGN AGENCY



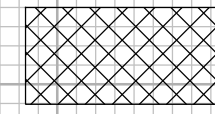
DESIGNER
 MJL

REVIEWER
 KF 05/20/22

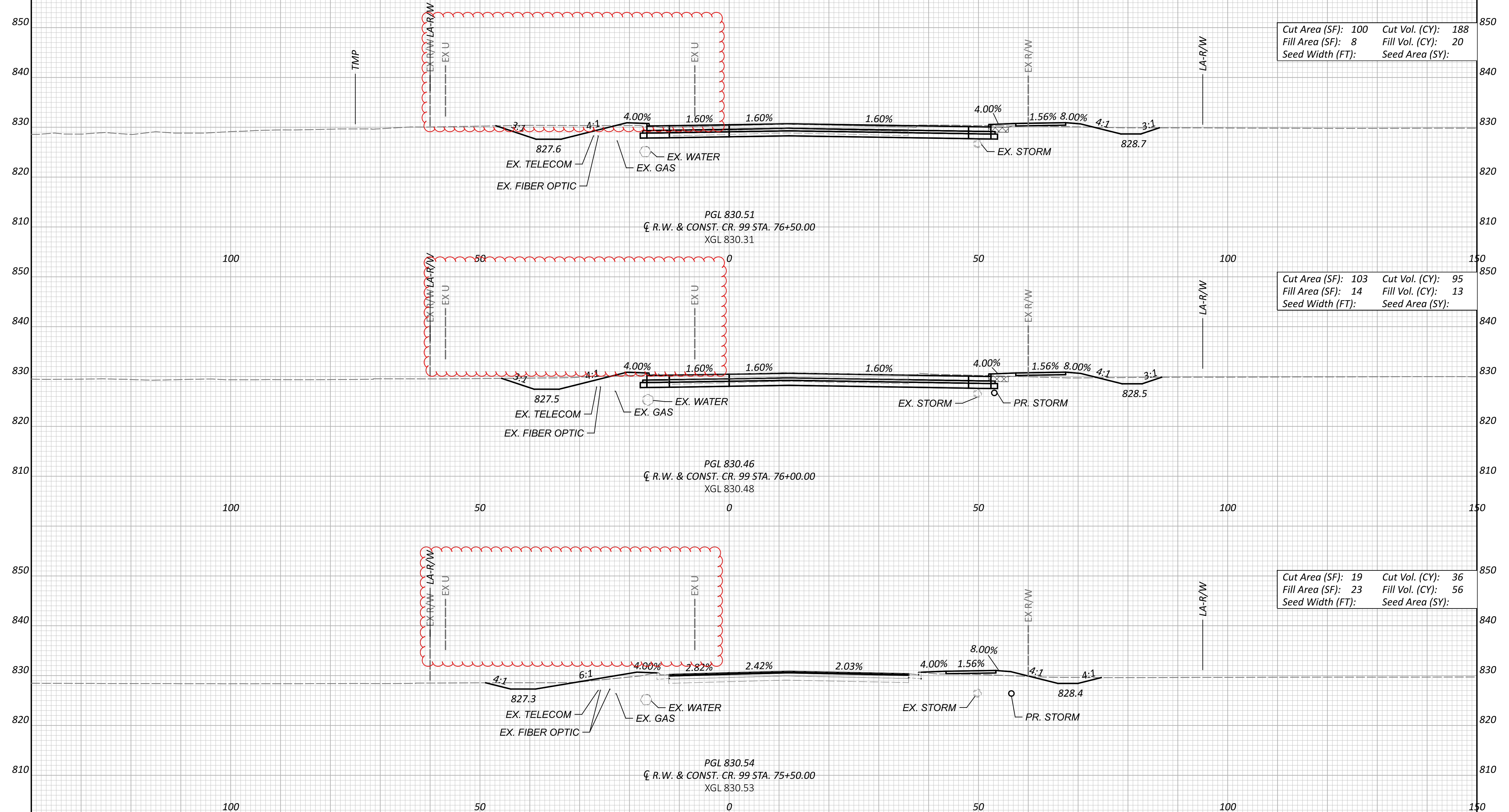
PROJECT ID
 102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	261	705
.	139	72		

LEGEND



TEMPORARY PAVEMENT FOR MAINTENANCE OF TRAFFIC



Cut Area (SF):	100	Cut Vol. (CY):	188
Fill Area (SF):	8	Fill Vol. (CY):	20
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	103	Cut Vol. (CY):	95
Fill Area (SF):	14	Fill Vol. (CY):	13
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	19	Cut Vol. (CY):	36
Fill Area (SF):	23	Fill Vol. (CY):	56
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - CR 99
 STA. 75+50.00 TO STA. 76+50.00

DESIGN AGENCY



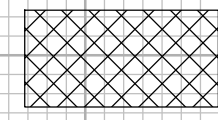
DESIGNER
 MJL

REVIEWER
 KF 05/20/22

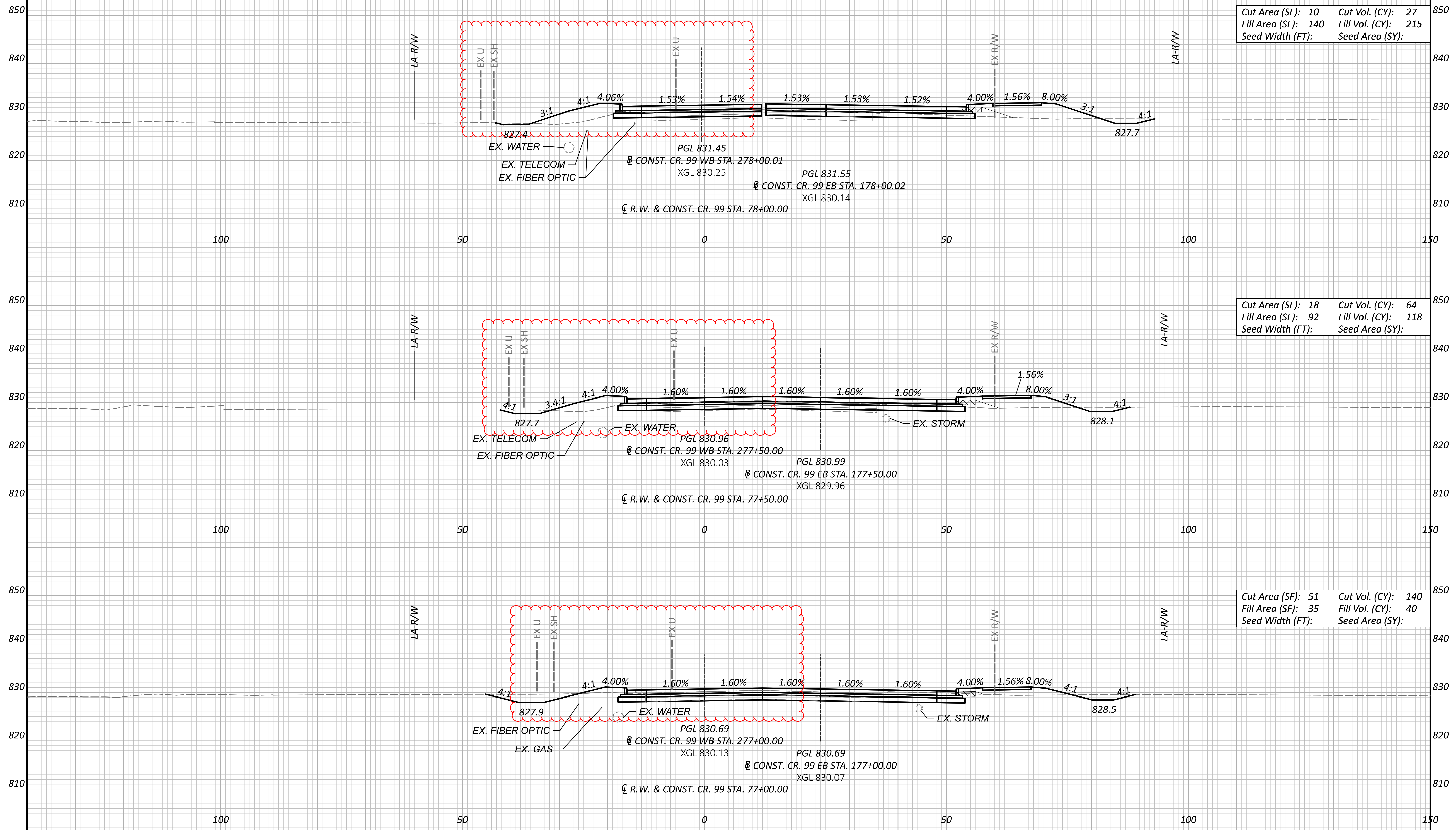
PROJECT ID
 102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	262	705
.	337	110		

LEGEND



TEMPORARY PAVEMENT FOR MAINTENANCE OF TRAFFIC



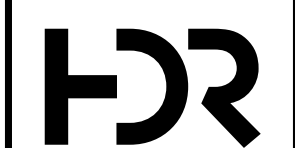
Cut Area (SF):	10	Cut Vol. (CY):	27
Fill Area (SF):	140	Fill Vol. (CY):	215
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	18	Cut Vol. (CY):	64
Fill Area (SF):	92	Fill Vol. (CY):	118
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	51	Cut Vol. (CY):	140
Fill Area (SF):	35	Fill Vol. (CY):	40
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - CR 99
 STA. 77+00.00 TO STA. 78+00.00

DESIGN AGENCY



DESIGNER
 MJL

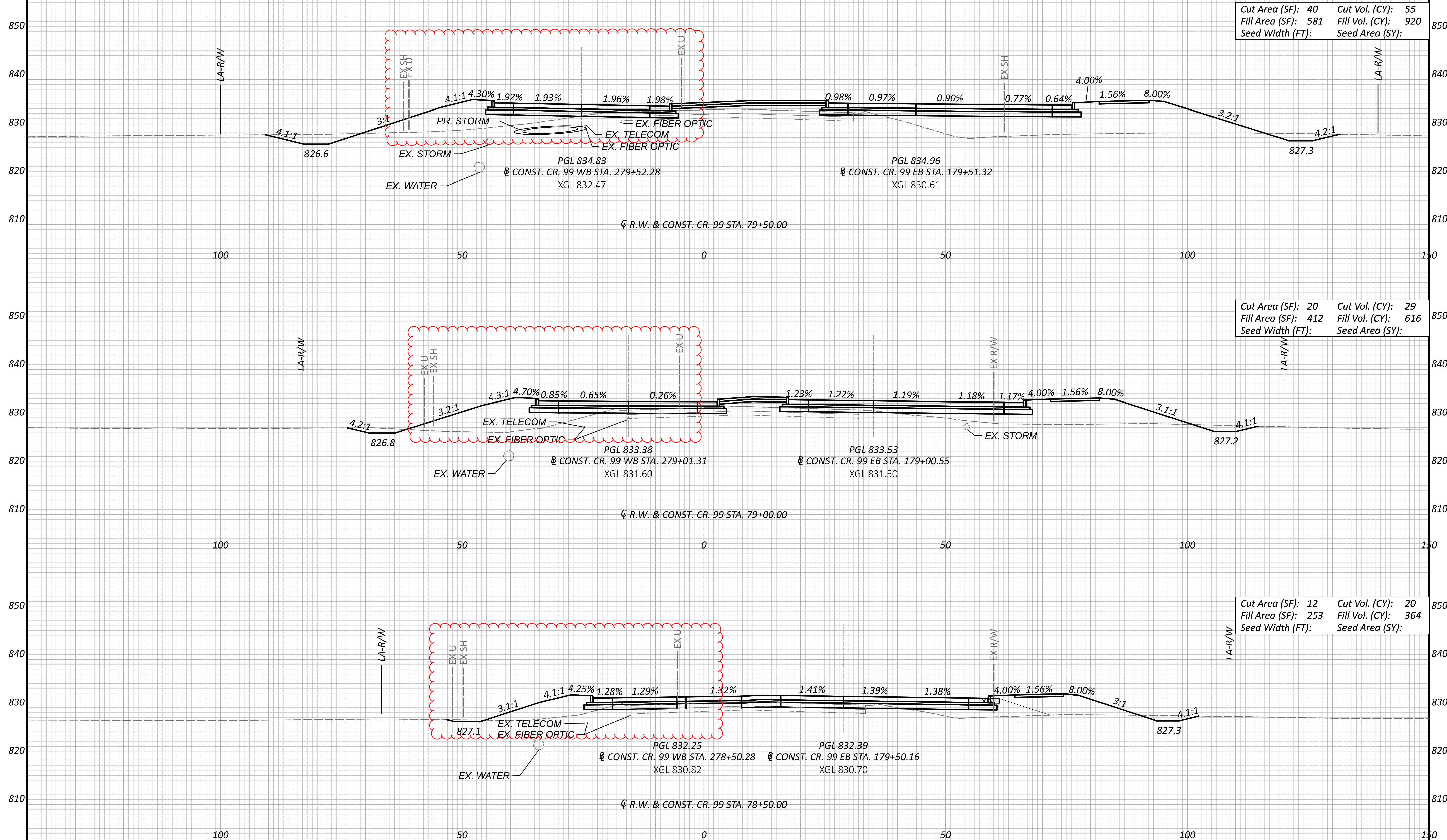
REVIEWER
 KF 05/20/22

PROJECT ID
 102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	263	705
.	230	372		

LEGEND

 TEMPORARY PAVEMENT FOR MAINTENANCE OF TRAFFIC



Cut Area (SF): 40	Cut Vol. (CY): 55
Fill Area (SF): 581	Fill Vol. (CY): 920
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 20	Cut Vol. (CY): 29
Fill Area (SF): 412	Fill Vol. (CY): 616
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 12	Cut Vol. (CY): 20
Fill Area (SF): 253	Fill Vol. (CY): 364
Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS - CR 99
 STA. 78+50.00 TO STA. 79+50.00

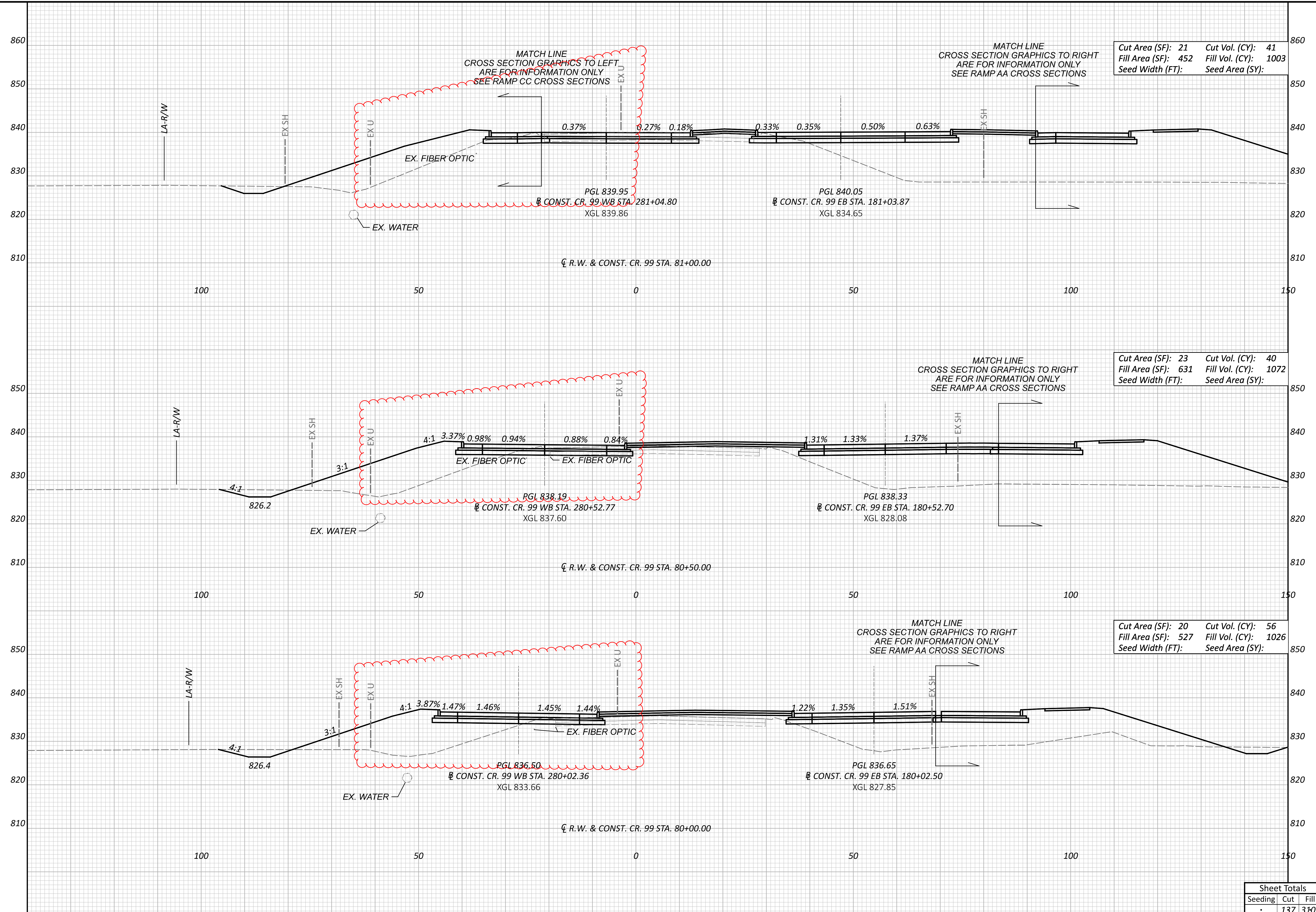
DESIGN AGENCY

 DESIGNER
 MJL
 REVIEWER
 KF 05/20/22
 PROJECT ID
 102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	264	705
.	105	1900		

HAN-75/CR99 INTERCHANGE REHAB

c:\pwworking\east01\1477058\102375_XS001.dgn 1/25/2024 3:33:53 PM MLORENZ
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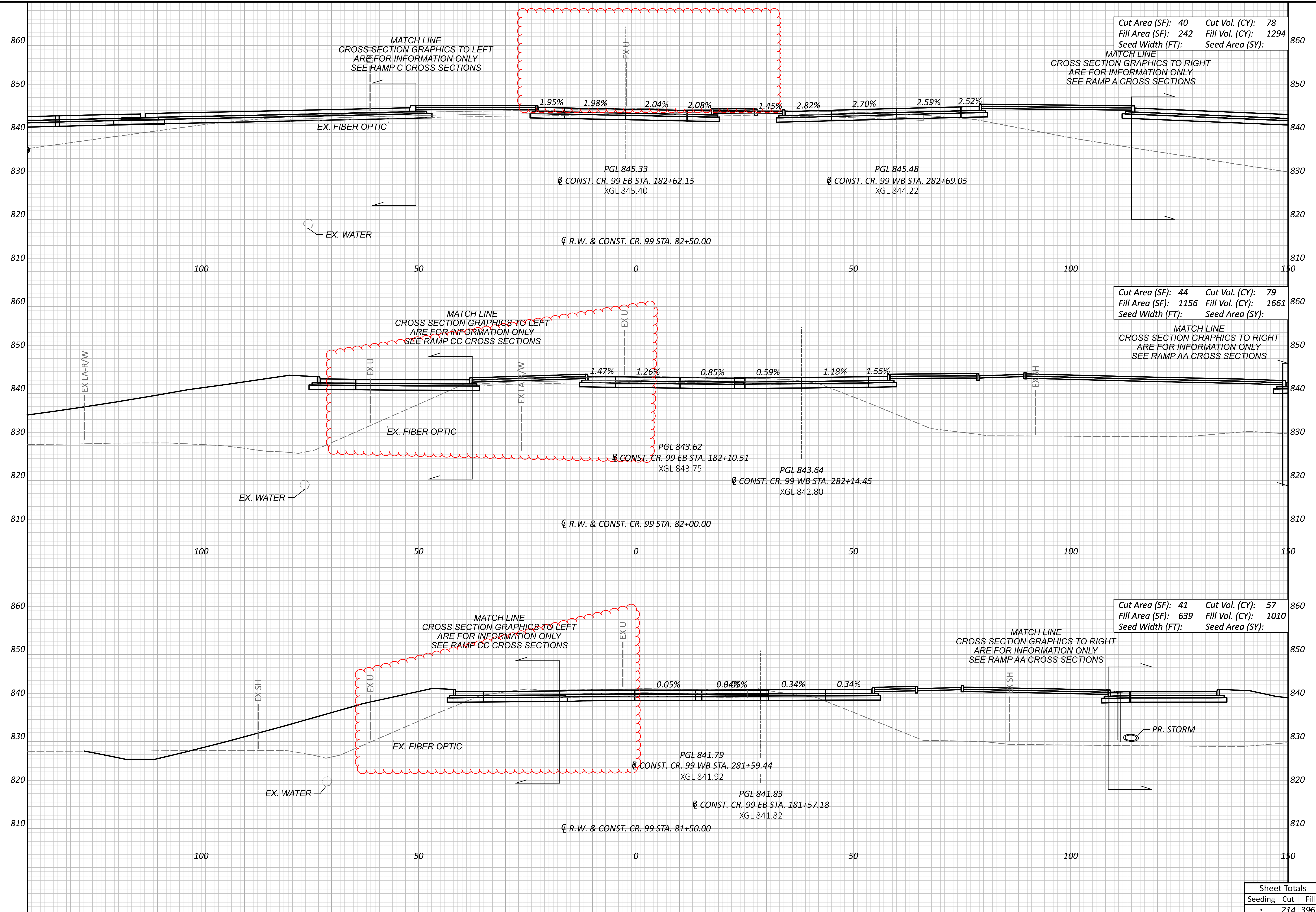


**CROSS SECTIONS - CR 99
 STA. 80+00.00 TO STA. 81+00.00**

DESIGN AGENCY	HR
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
Sheet Totals	
Seeding	137
Cut	3107
Fill	265
SHEET TOTAL	705

HAN-75/CR99 INTERCHANGE REHAB

c:\pwworking\east01\1477058\102375_XS001.dgn 1/25/2024 3:34:03 PM MLORENZ
 MODEL: CLP_CR99 - 81+50.00 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 1/25/2024 TIME: 3:34:03 PM USER: MLORENZ



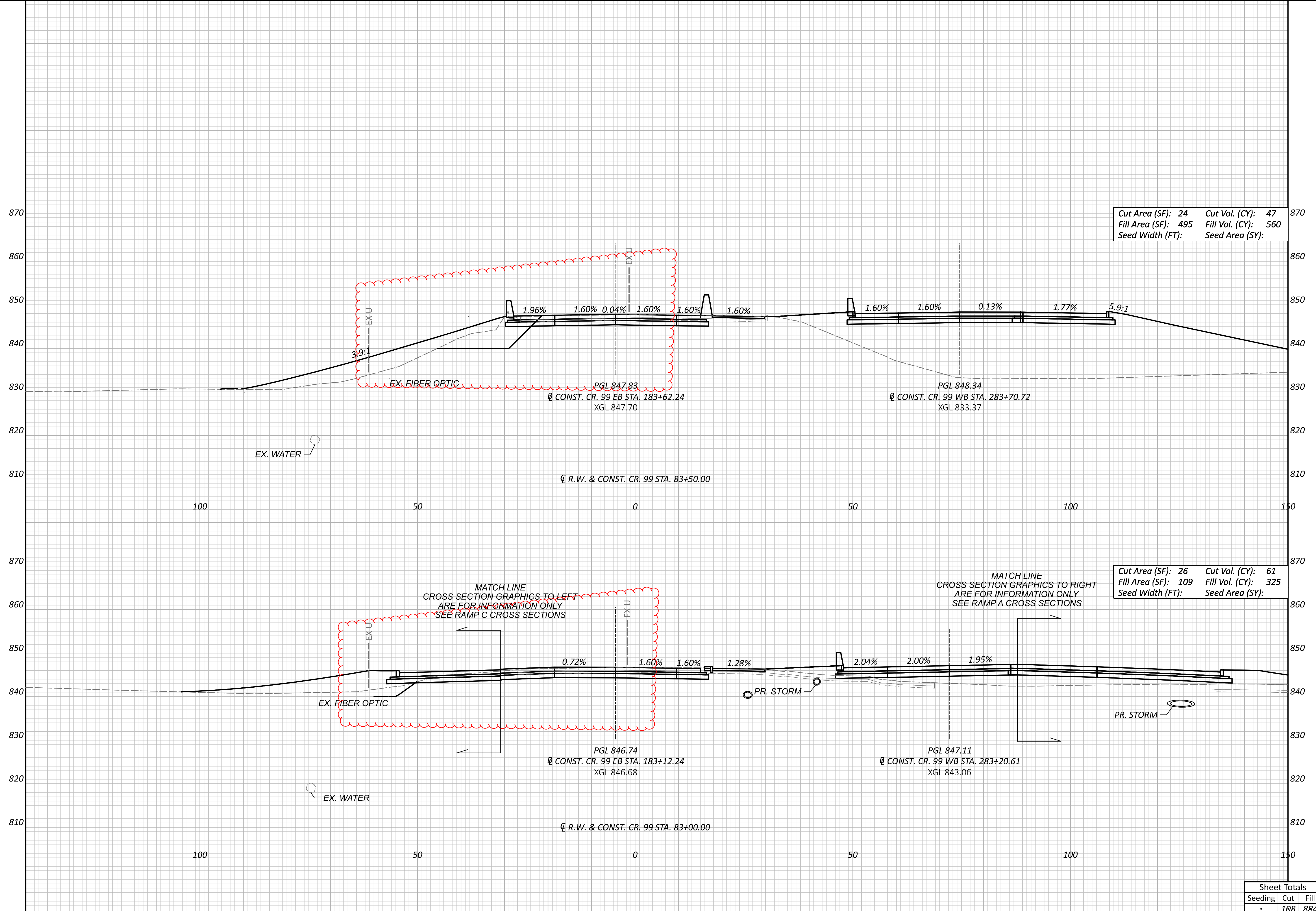
Cut Area (SF): 40	Cut Vol. (CY): 78
Fill Area (SF): 242	Fill Vol. (CY): 1294
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 44	Cut Vol. (CY): 79
Fill Area (SF): 1156	Fill Vol. (CY): 1661
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 41	Cut Vol. (CY): 57
Fill Area (SF): 639	Fill Vol. (CY): 1010
Seed Width (FT):	Seed Area (SY):

**CROSS SECTIONS - CR 99
 STA. 81+50.00 TO STA. 82+50.00**

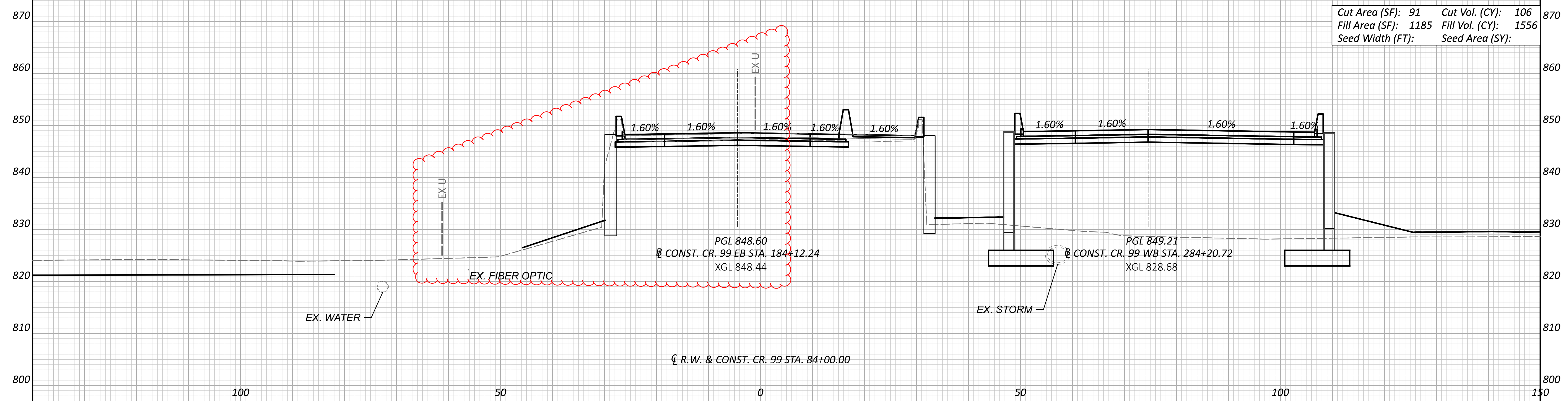
DESIGN AGENCY	HR
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
Sheet Totals	Seeding: 214, Cut: 3965, Fill: 266, TOTAL: 705



CROSS SECTIONS - CR 99
 STA. 83+00.00 TO STA. 83+50.00

DESIGN AGENCY	HR
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	267	705
·	108	884		



Cut Area (SF):	91	Cut Vol. (CY):	106
Fill Area (SF):	1185	Fill Vol. (CY):	1556
Seed Width (FT):		Seed Area (SY):	

DESIGN AGENCY

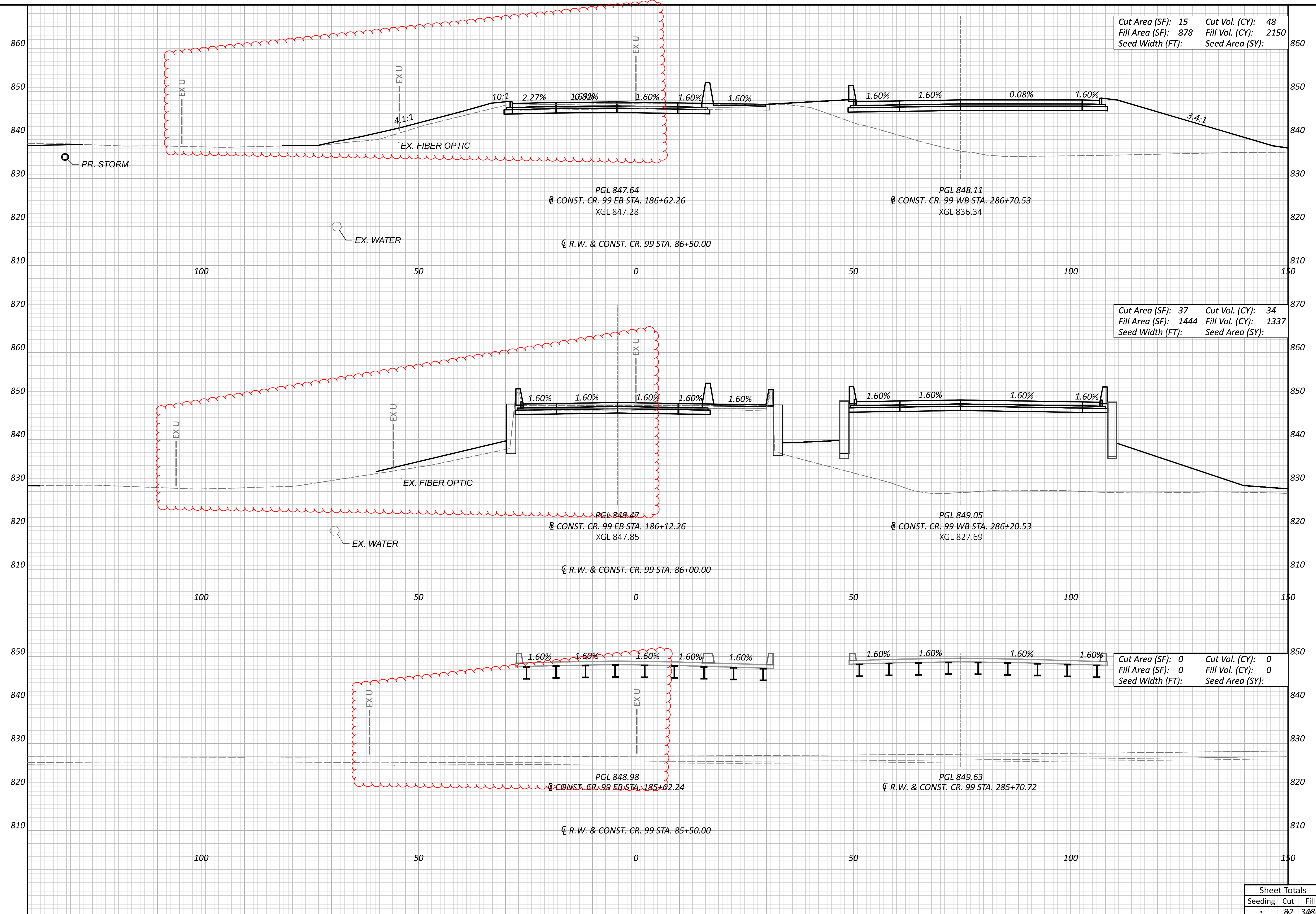


DESIGNER
 MJL

REVIEWER
 KF 05/20/22

PROJECT ID
 102375

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	SHEET	TOTAL
.	106	1556	268	705



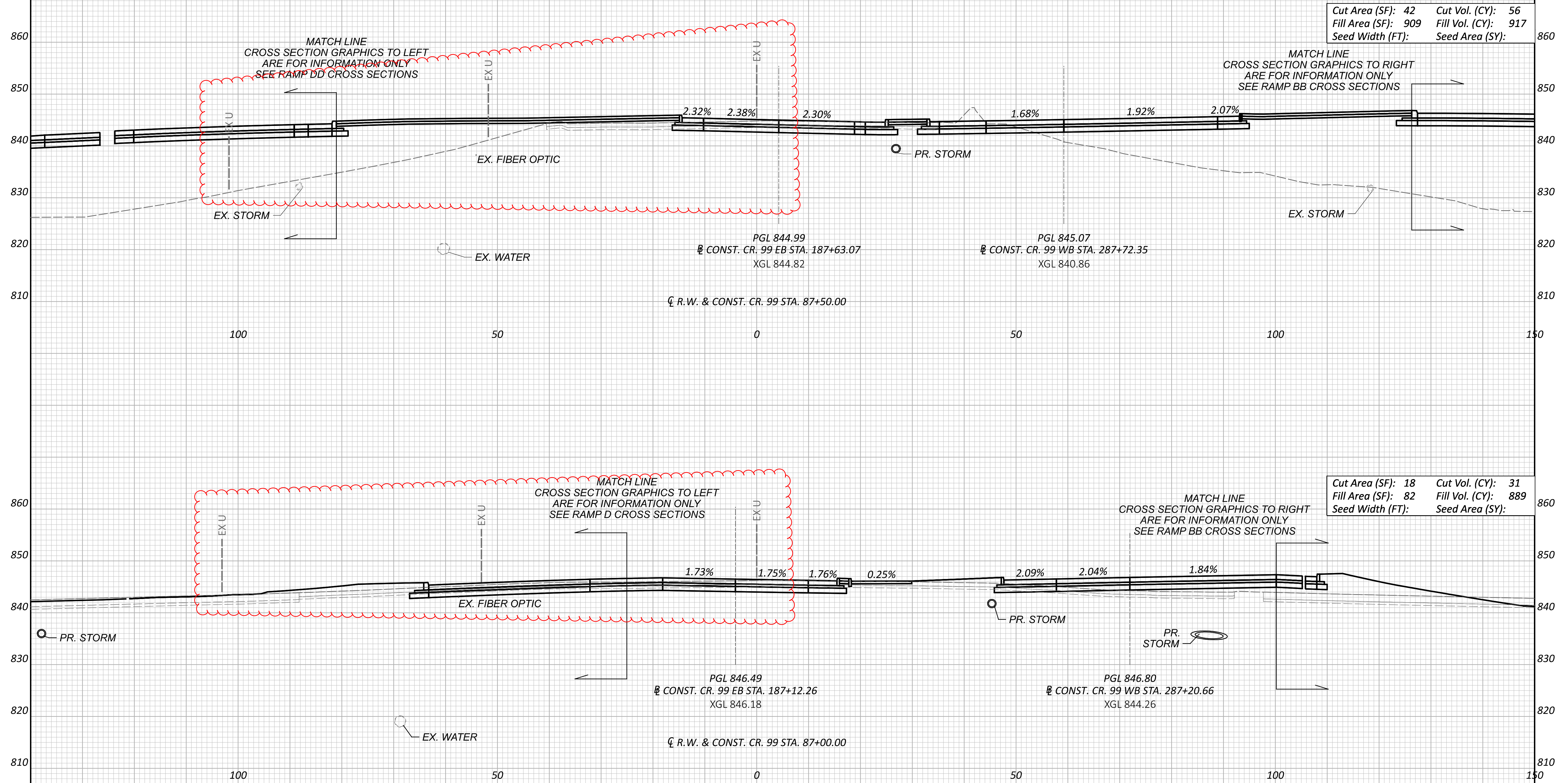
Cut Area (SF):	15	Cut Vol. (CY):	48
Fill Area (SF):	878	Fill Vol. (CY):	2150
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	37	Cut Vol. (CY):	34
Fill Area (SF):	1444	Fill Vol. (CY):	1337
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	0	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - CR 99
 STA. 85+50.00 TO STA. 86+50.00

DESIGN AGENCY	HR
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
Sheet Totals	Seeding: 82, Cut: 3486, Fill: 269, TOTAL: 705



CROSS SECTIONS - CR 99
 STA. 87+00.00 TO STA. 87+50.00

DESIGN AGENCY



DESIGNER

MJL

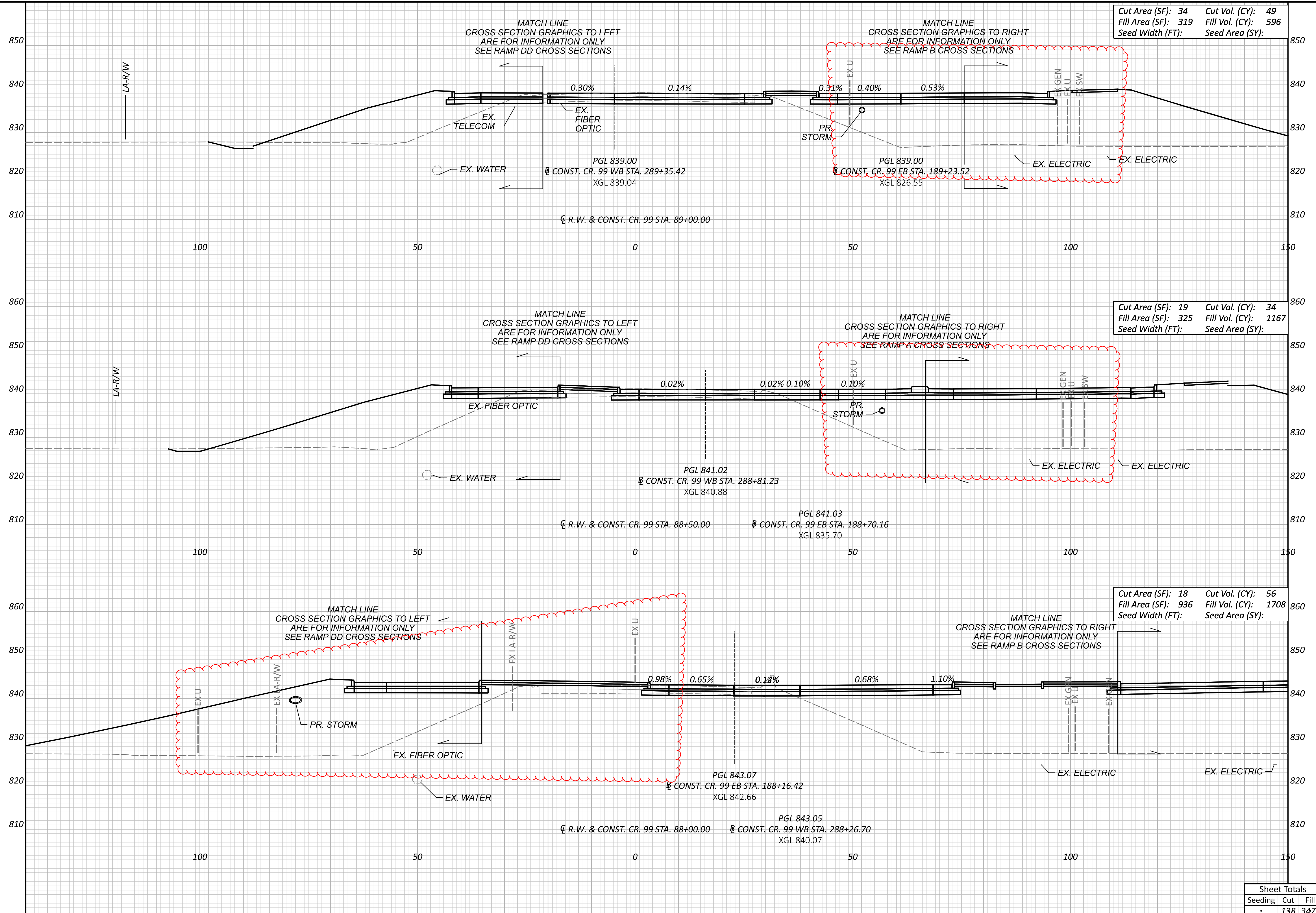
REVIEWER

KF 05/20/22

PROJECT ID

102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
.	87	1806	270	705

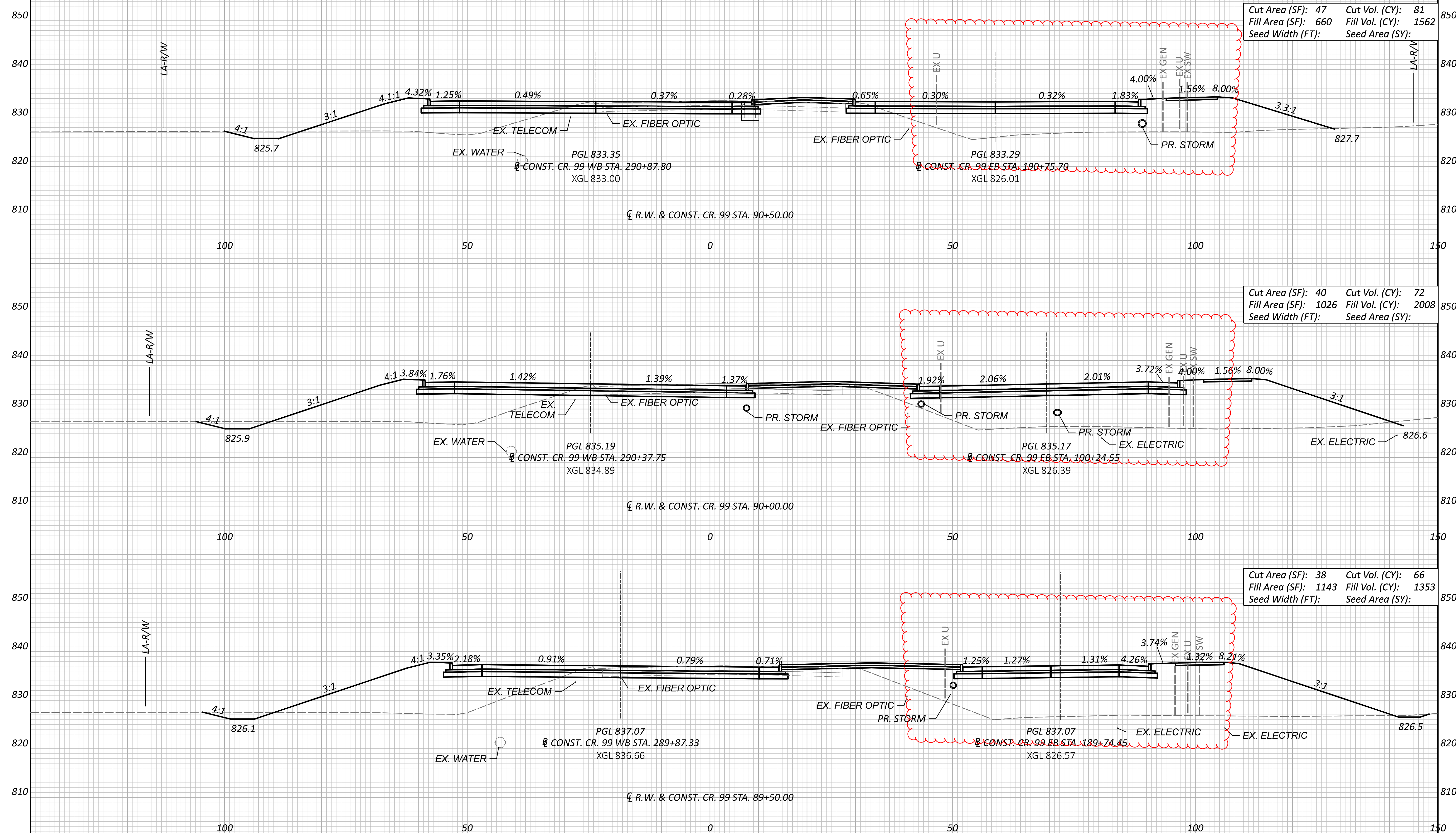


CROSS SECTIONS - CR 99
 STA. 88+00.00 TO STA. 89+00.00

DESIGN AGENCY	
DESIGNER	
MJL	
REVIEWER	
KF 05/20/22	
PROJECT ID	
102375	
Sheet Totals	
Seeding	Cut Fill
138	3471
SHEET	TOTAL
271	705

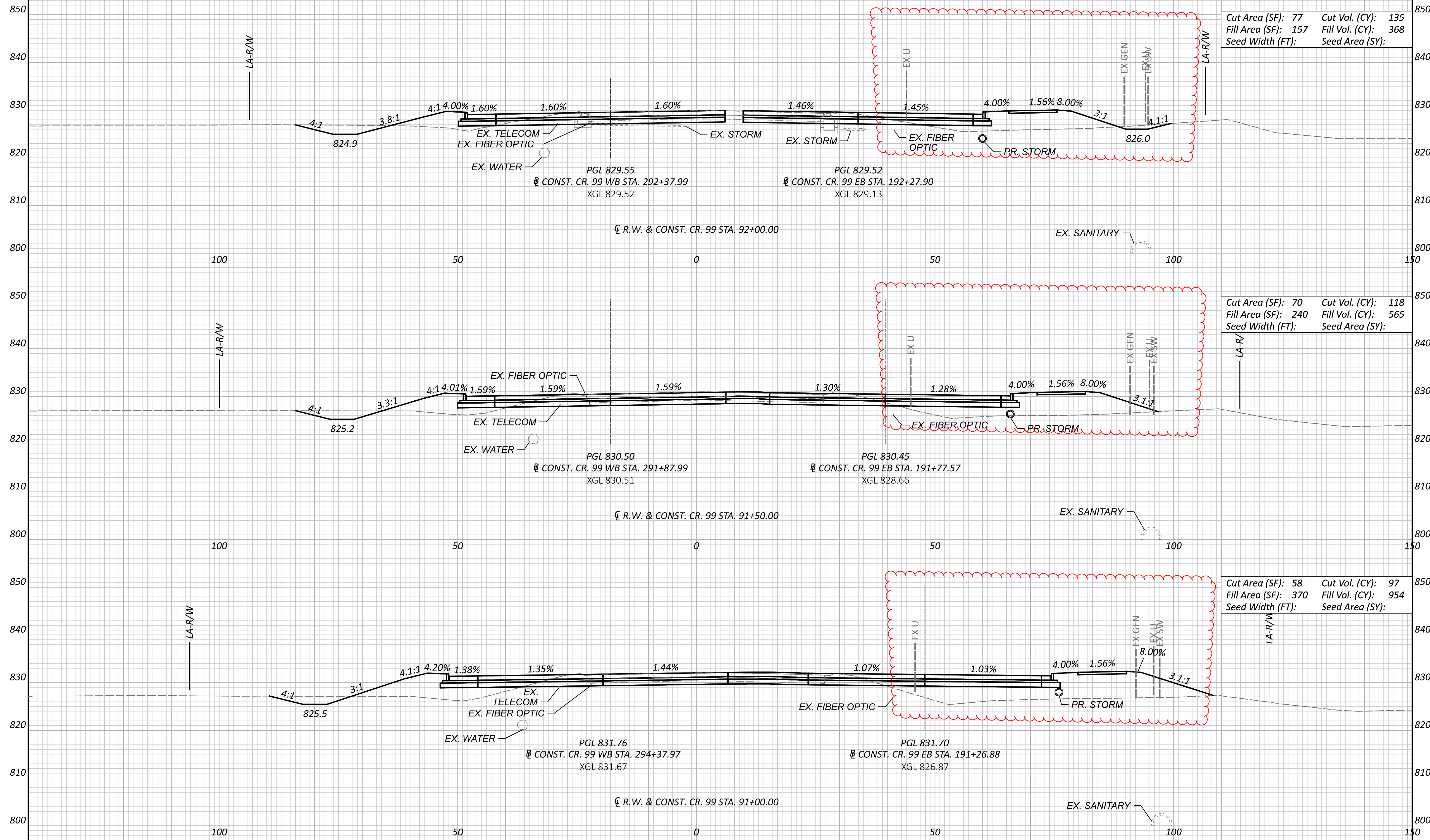
HAN-75/CR99 INTERCHANGE REHAB

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**CROSS SECTIONS - CR 99
 STA. 89+50.00 TO STA. 90+50.00**

DESIGN AGENCY	
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375
Sheet Totals	
Seeding	219
Cut	4923
Fill	272
SHEET TOTAL	705



Cut Area (SF): 77	Cut Vol. (CY): 135
Fill Area (SF): 157	Fill Vol. (CY): 368
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 70	Cut Vol. (CY): 118
Fill Area (SF): 240	Fill Vol. (CY): 565
Seed Width (FT):	Seed Area (SY):

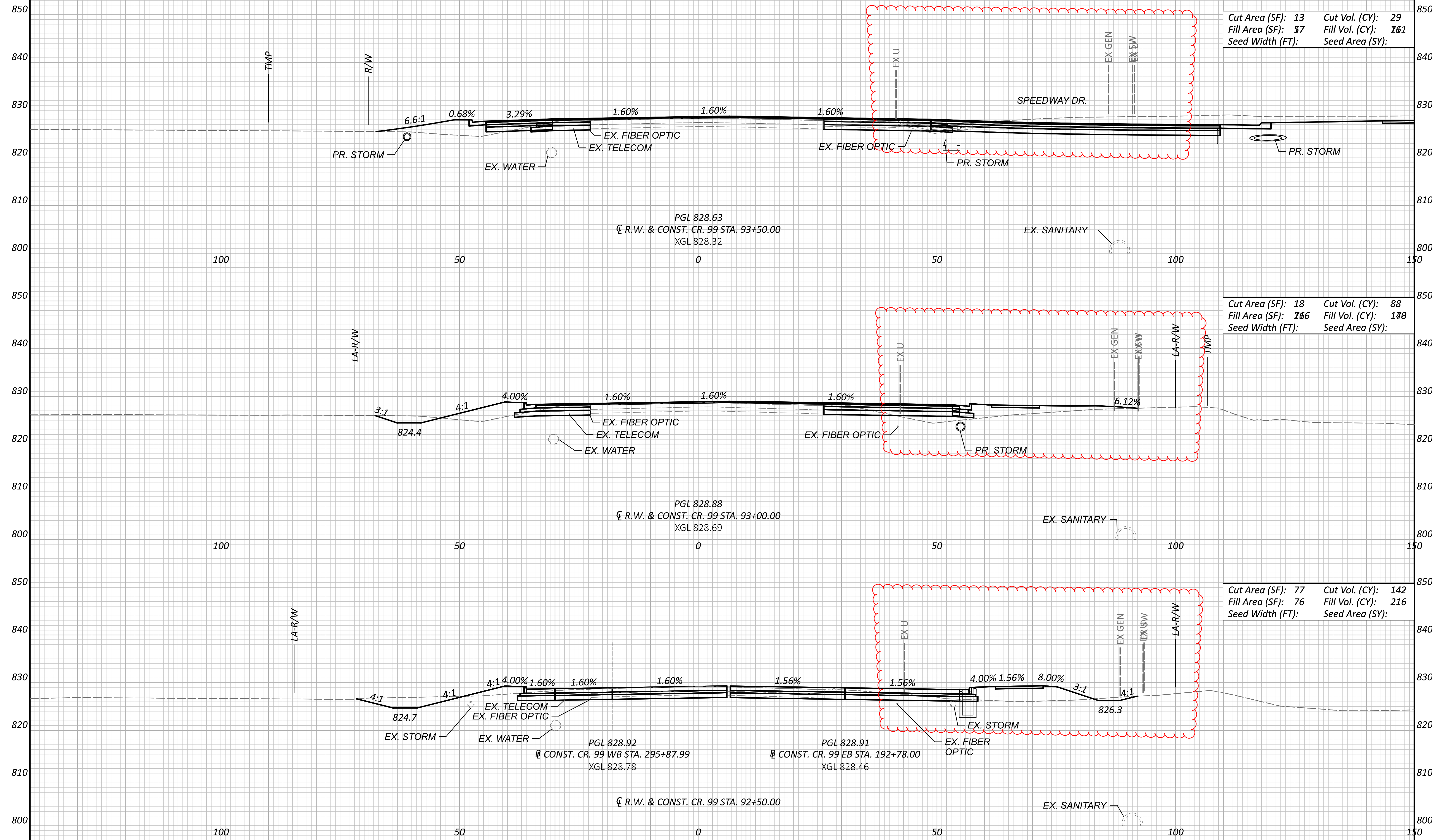
Cut Area (SF): 58	Cut Vol. (CY): 97
Fill Area (SF): 370	Fill Vol. (CY): 954
Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS - CR 99
 STA. 91+00.00 TO STA. 92+00.00

DESIGN AGENCY	
DESIGNER	
REVIEWER	
PROJECT ID	

DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	273	705
.	350	1887		



Cut Area (SF):	13	Cut Vol. (CY):	29
Fill Area (SF):	57	Fill Vol. (CY):	161
Seed Width (FT):		Seed Area (SY):	

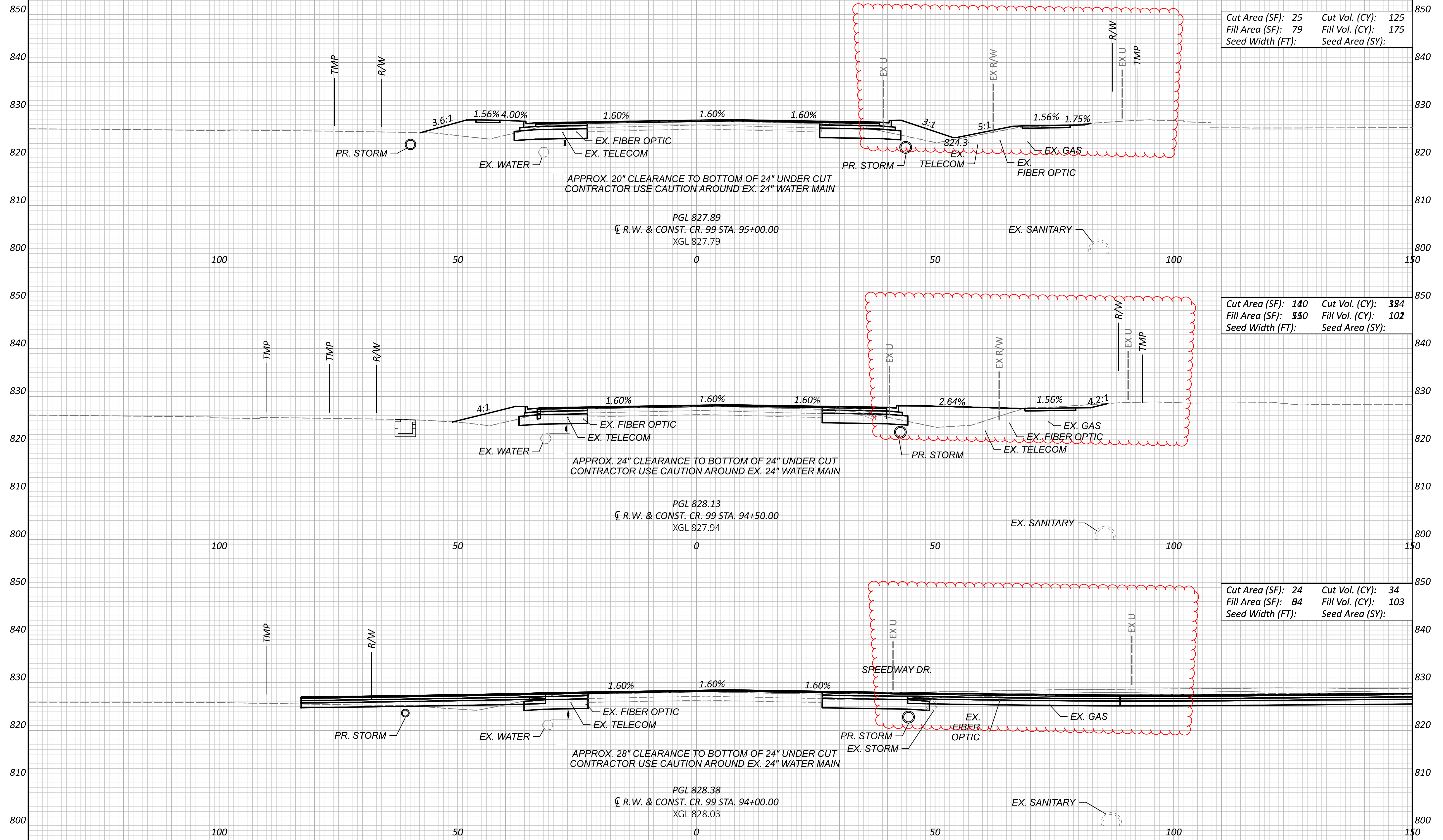
Cut Area (SF):	18	Cut Vol. (CY):	88
Fill Area (SF):	166	Fill Vol. (CY):	178
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	77	Cut Vol. (CY):	142
Fill Area (SF):	76	Fill Vol. (CY):	216
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - CR 99
 STA. 92+50.00 TO STA. 93+50.00

DESIGN AGENCY	HR
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	274	705
.	259	427		



Cut Area (SF): 25	Cut Vol. (CY): 125
Fill Area (SF): 79	Fill Vol. (CY): 175
Seed Width (FT):	Seed Area (SY):

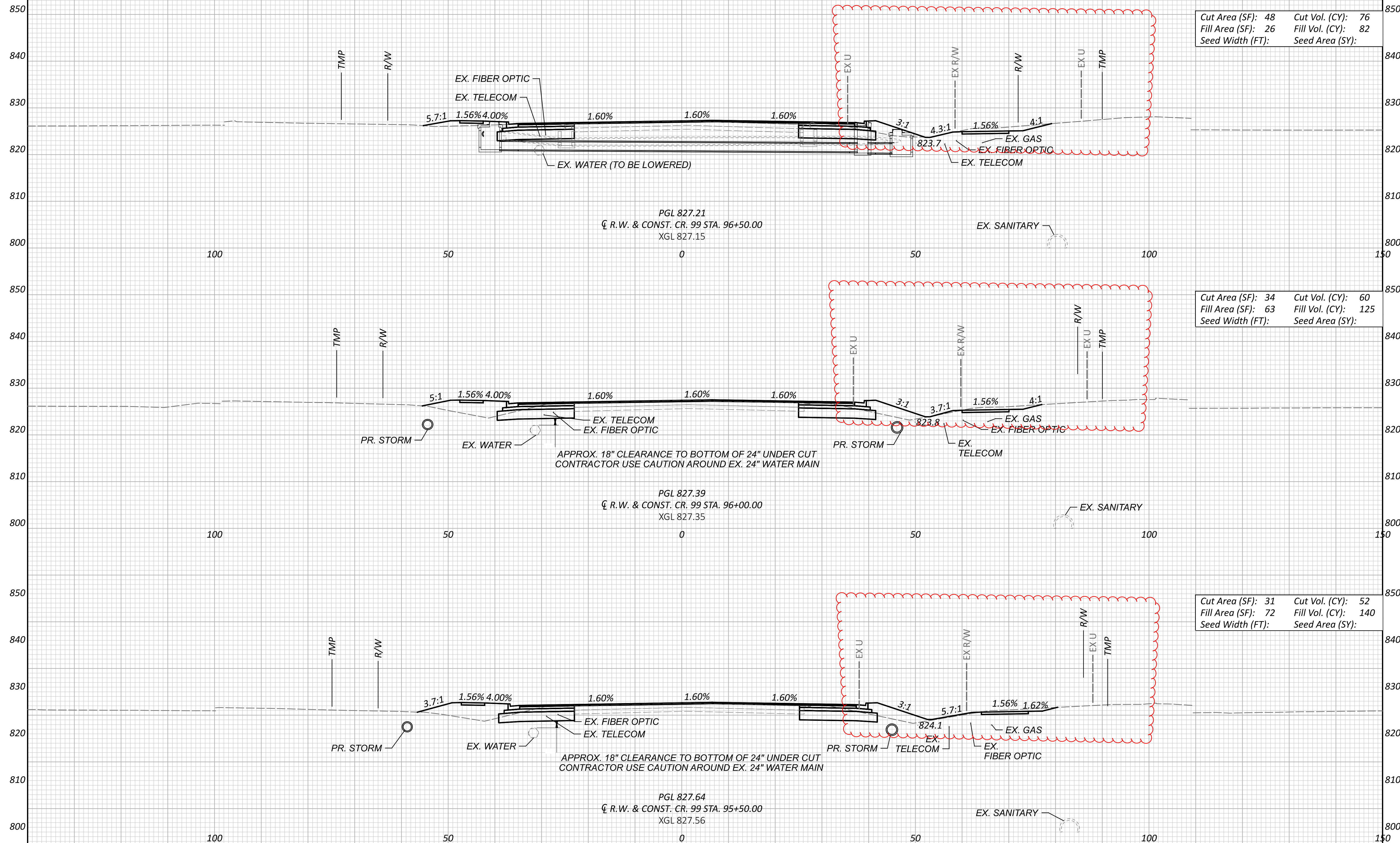
Cut Area (SF): 140	Cut Vol. (CY): 384
Fill Area (SF): 330	Fill Vol. (CY): 102
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 24	Cut Vol. (CY): 34
Fill Area (SF): 64	Fill Vol. (CY): 103
Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS - CR 99
 STA. 94+00.00 TO STA. 95+00.00

DESIGN AGENCY	
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	275	705
	283	278		



Cut Area (SF):	48	Cut Vol. (CY):	76
Fill Area (SF):	26	Fill Vol. (CY):	82
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	34	Cut Vol. (CY):	60
Fill Area (SF):	63	Fill Vol. (CY):	125
Seed Width (FT):		Seed Area (SY):	

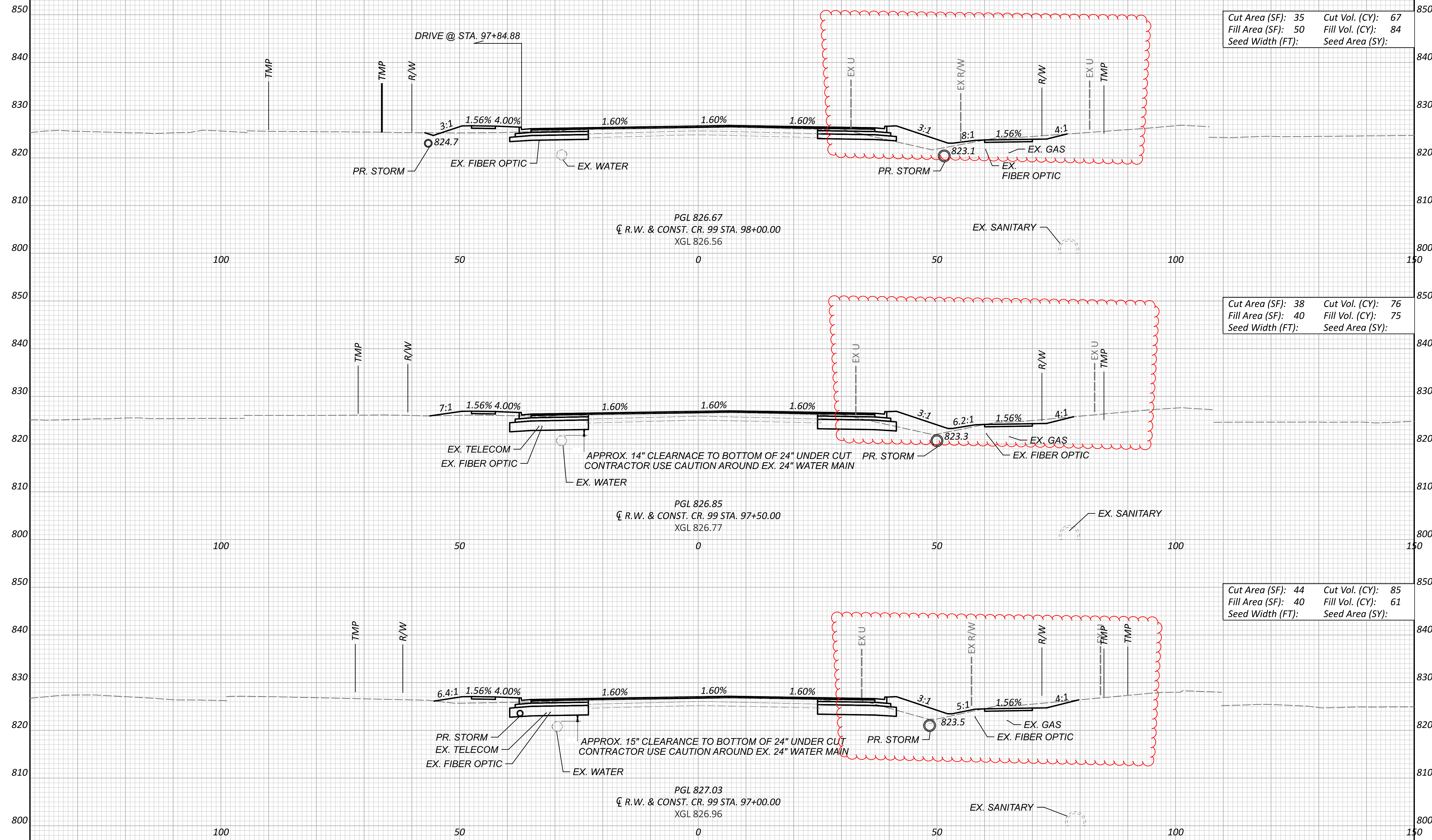
Cut Area (SF):	31	Cut Vol. (CY):	52
Fill Area (SF):	72	Fill Vol. (CY):	140
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - CR 99
 STA. 95+50.00 TO STA. 96+50.00

DESIGN AGENCY	
DESIGNER	
REVIEWER	MJL
PROJECT ID	KF 05/20/22

Sheet Totals	102375	
Seeding	Cut	Fill
	189	347

SHEET	TOTAL
276	705



Cut Area (SF):	35	Cut Vol. (CY):	67
Fill Area (SF):	50	Fill Vol. (CY):	84
Seed Width (FT):		Seed Area (SY):	

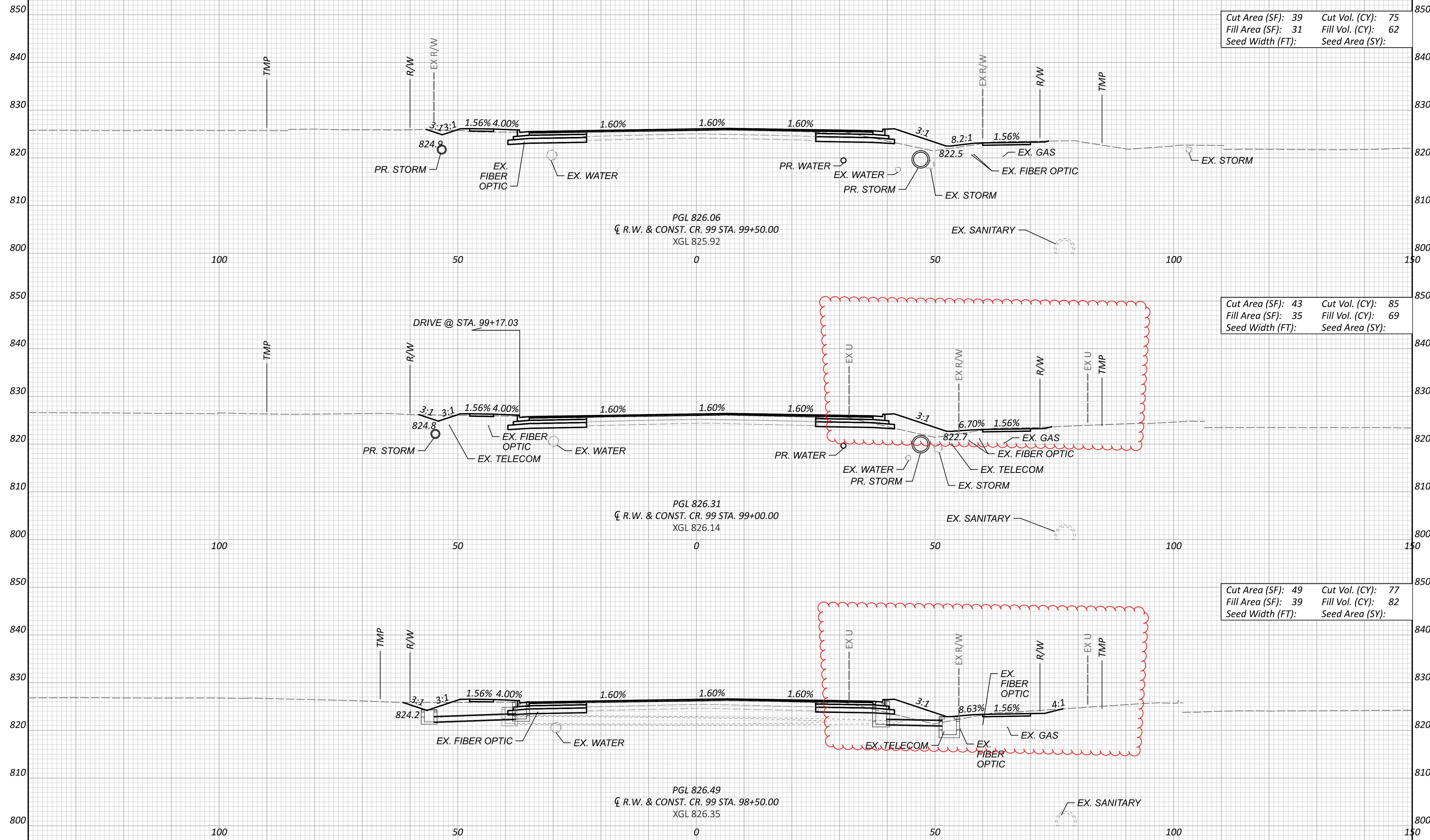
Cut Area (SF):	38	Cut Vol. (CY):	76
Fill Area (SF):	40	Fill Vol. (CY):	75
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	44	Cut Vol. (CY):	85
Fill Area (SF):	40	Fill Vol. (CY):	61
Seed Width (FT):		Seed Area (SY):	


CROSS SECTIONS - CR 99
 STA. 97+00.00 TO STA. 98+00.00

DESIGN AGENCY	
DESIGNER	MJL
REVIEWER	KF 05/20/22
PROJECT ID	102375

Sheet Totals	102375	
Seeding	Cut	Fill
·	228	220
SHEET	277	TOTAL
		705



CROSS SECTIONS - CR 99
 STA. 98+50.00 TO STA. 99+50.00

DESIGN AGENCY

 DESIGNER
 MJL
 REVIEWER
 KF 05/20/22
 PROJECT ID
 102375

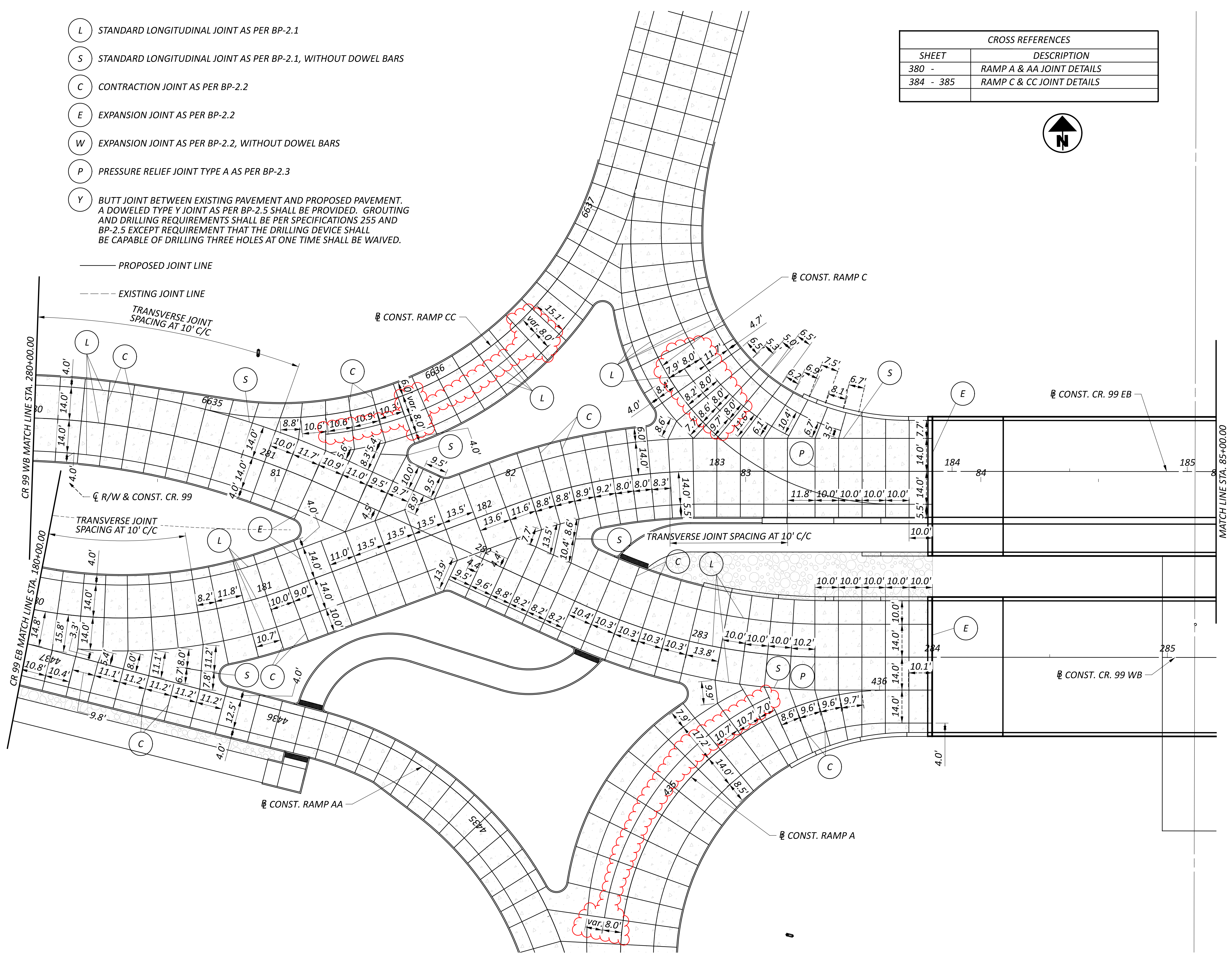
Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	278	705
.	237	212		

HAN-75/CR99 INTERCHANGE REHAB

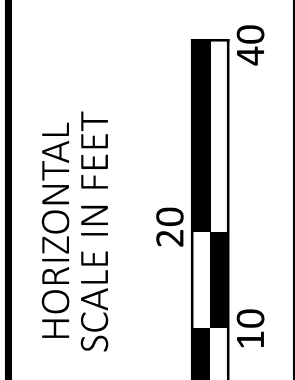
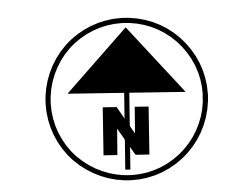
MODEL: 102375_GA002_PAPER/SCALE: 34x22 (in.) DATE: 1/24/2024 TIME: 2:20:47 AM USER: COZA
 pw:\pwhdruseas01\HDR_US_East_01\Documents\Ohio_DOT\ODT-HAN-75_99_interchange\6.0_CAD_BIM\6.2_WIP\01_Design\102375\400-Engineering\Roadway\Sheets\Joint Detail CR99 Sta. 80+00 to Sta. 85+00

- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT AS PER BP-2.1, WITHOUT DOWEL BARS
- (C) CONTRACTION JOINT AS PER BP-2.2
- (E) EXPANSION JOINT AS PER BP-2.2
- (W) EXPANSION JOINT AS PER BP-2.2, WITHOUT DOWEL BARS
- (P) PRESSURE RELIEF JOINT TYPE A AS PER BP-2.3
- (Y) BUTT JOINT BETWEEN EXISTING PAVEMENT AND PROPOSED PAVEMENT. A DOWELED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATIONS 255 AND BP-2.5 EXCEPT REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

— PROPOSED JOINT LINE
 - - - EXISTING JOINT LINE



CROSS REFERENCES	
SHEET	DESCRIPTION
380 -	RAMP A & AA JOINT DETAILS
384 - 385	RAMP C & CC JOINT DETAILS



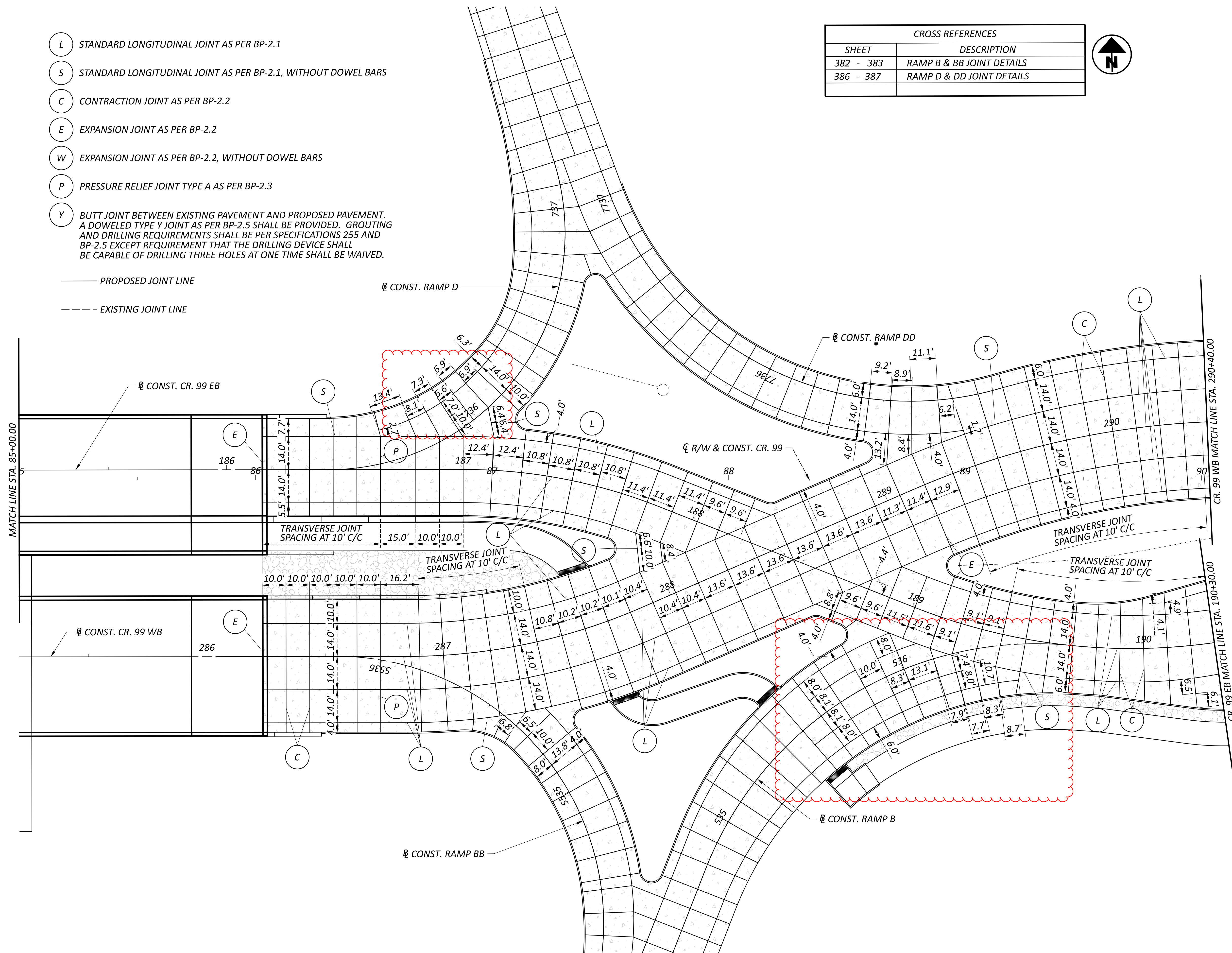
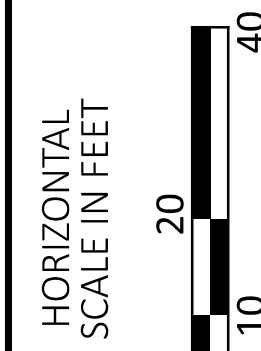
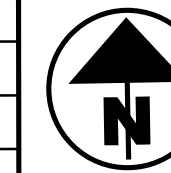
**PAVEMENT JOINT DETAIL
 CR. 99, CR. 99 EB, AND CR. 99 WB**

DESIGN AGENCY	
DESIGNER	MJL
REVIEWER	VLE 05/20/22
PROJECT ID	102375
SHEET	377
TOTAL	705

- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT AS PER BP-2.1, WITHOUT DOWEL BARS
- (C) CONTRACTION JOINT AS PER BP-2.2
- (E) EXPANSION JOINT AS PER BP-2.2
- (W) EXPANSION JOINT AS PER BP-2.2, WITHOUT DOWEL BARS
- (P) PRESSURE RELIEF JOINT TYPE A AS PER BP-2.3
- (Y) BUTT JOINT BETWEEN EXISTING PAVEMENT AND PROPOSED PAVEMENT. A DOWELED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATIONS 255 AND BP-2.5 EXCEPT REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

— PROPOSED JOINT LINE
 - - - EXISTING JOINT LINE

CROSS REFERENCES	
SHEET	DESCRIPTION
382 - 383	RAMP B & BB JOINT DETAILS
386 - 387	RAMP D & DD JOINT DETAILS



PAVEMENT JOINT DETAIL
 CR. 99, CR. 99 EB, AND CR. 99 WB

DESIGN AGENCY

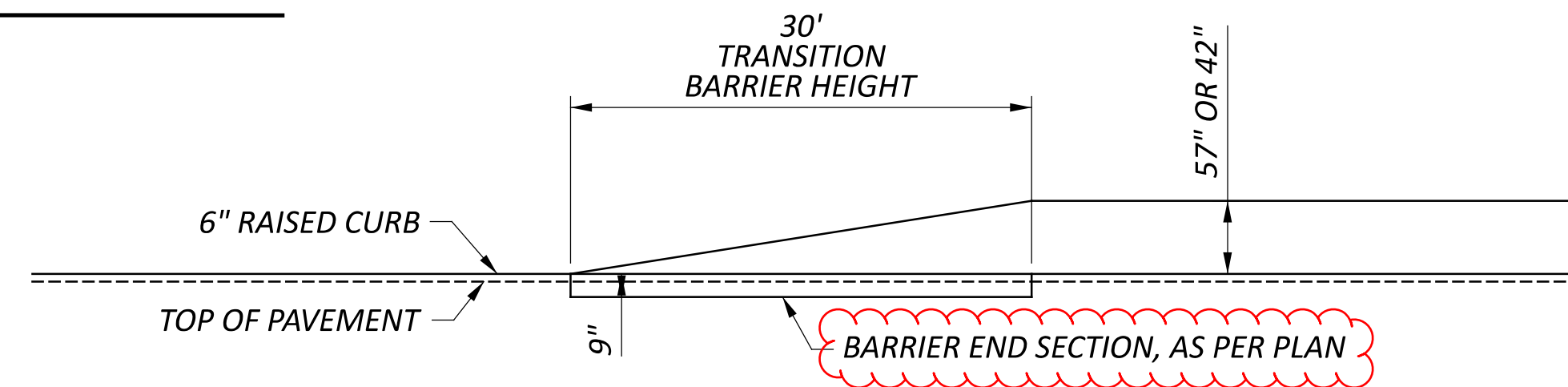
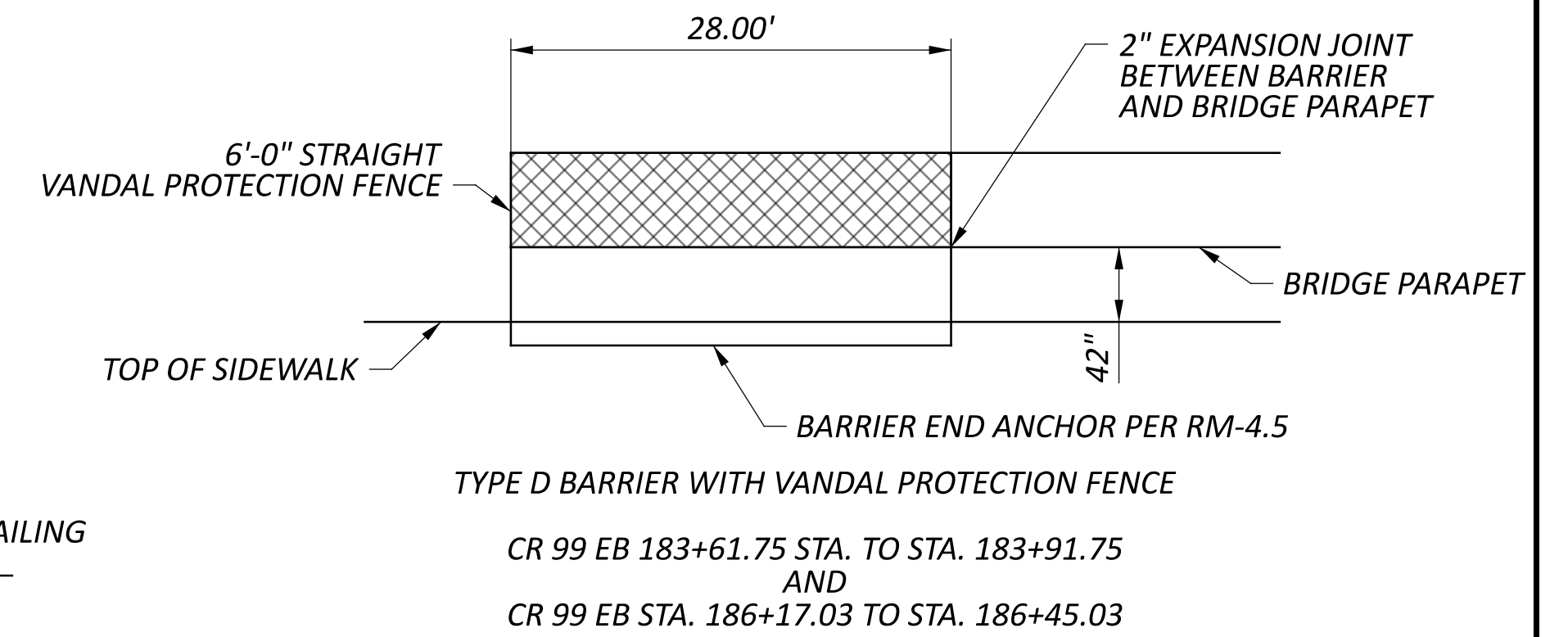
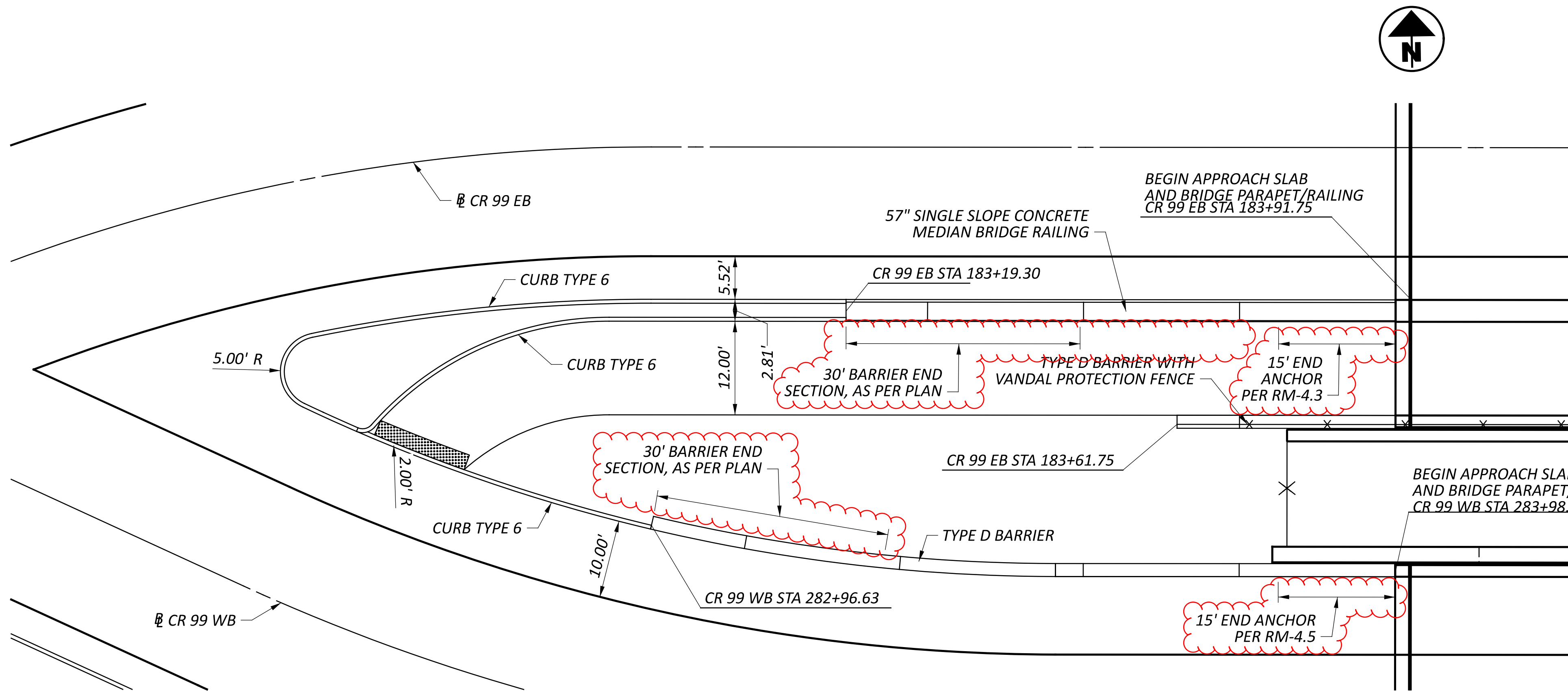


DESIGNER
 MJL

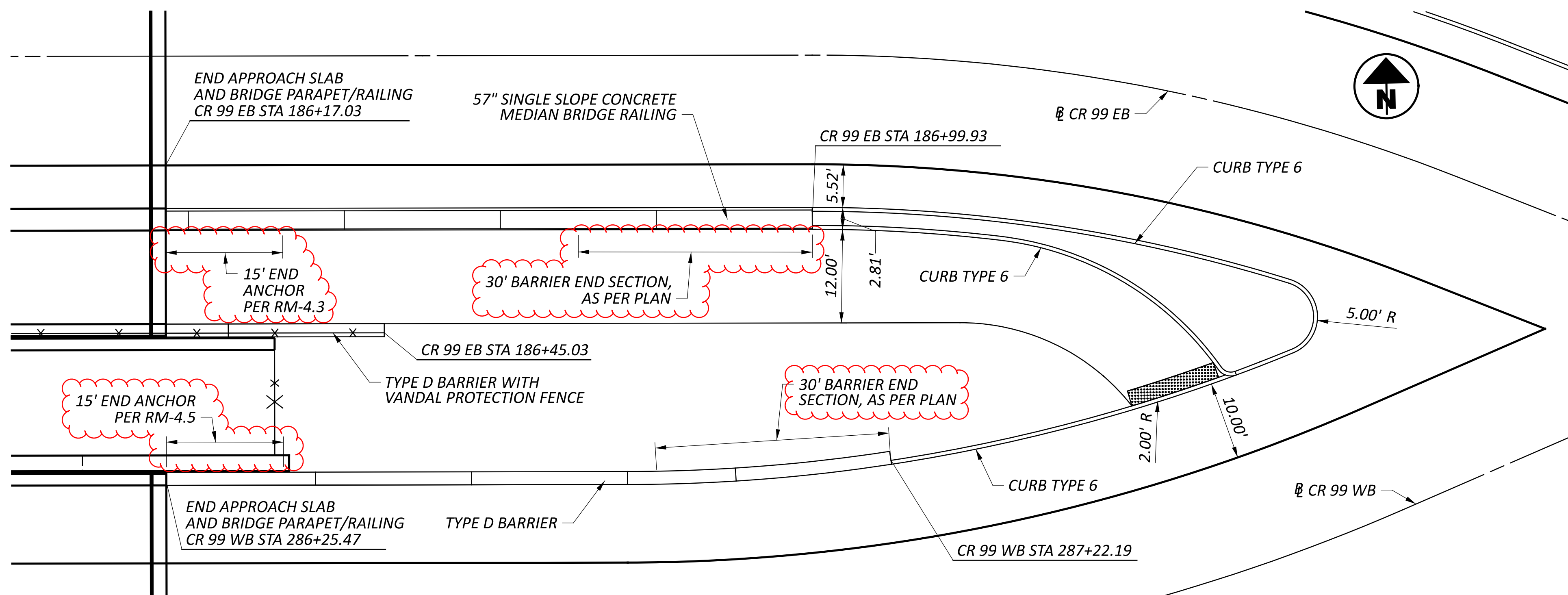
REVIEWER
 VLE 05/20/22

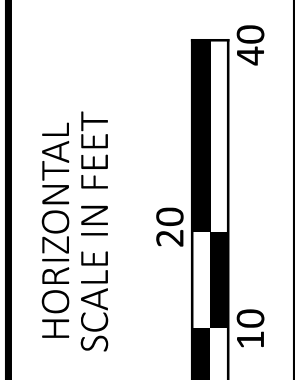
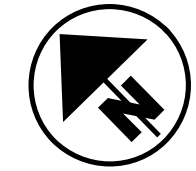
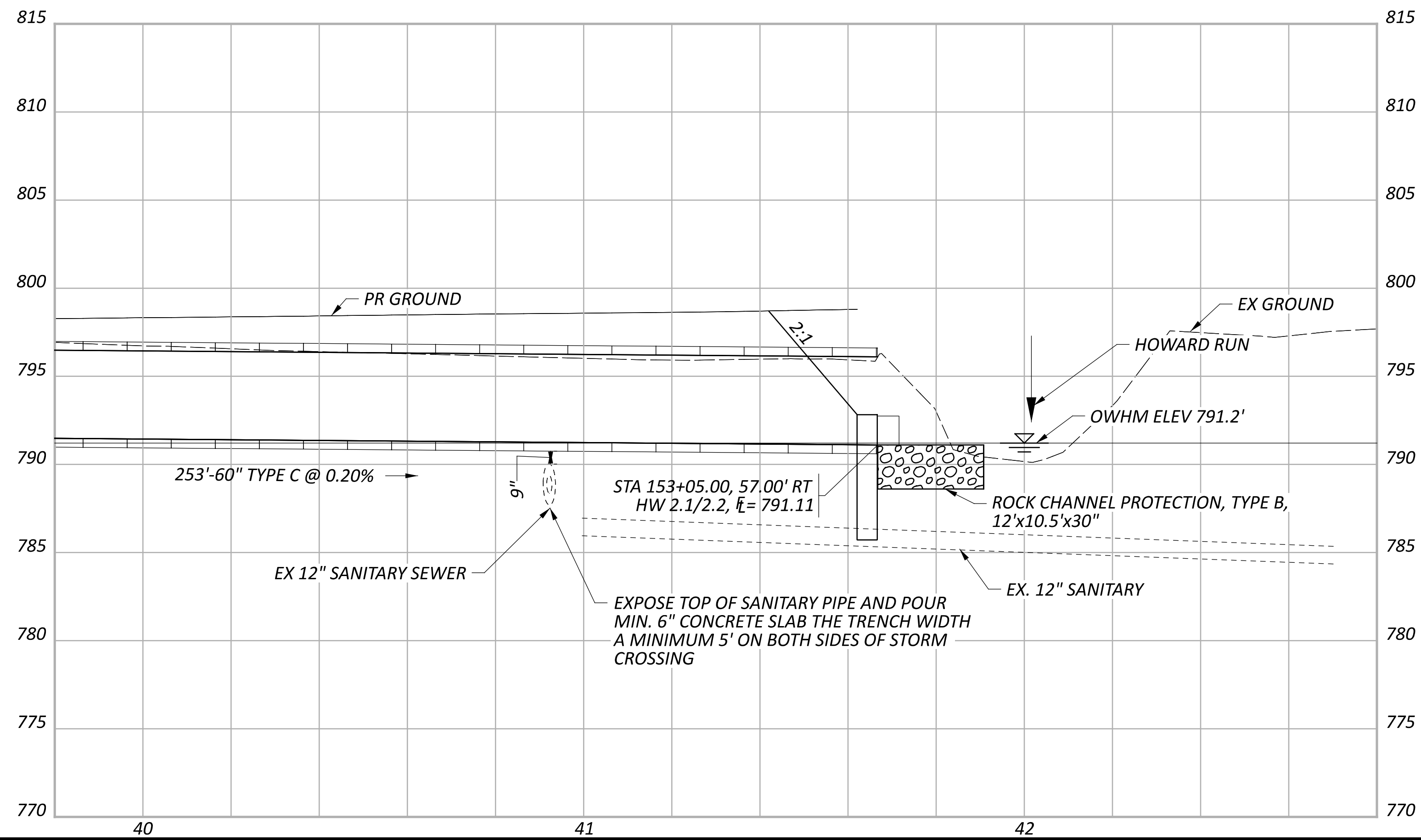
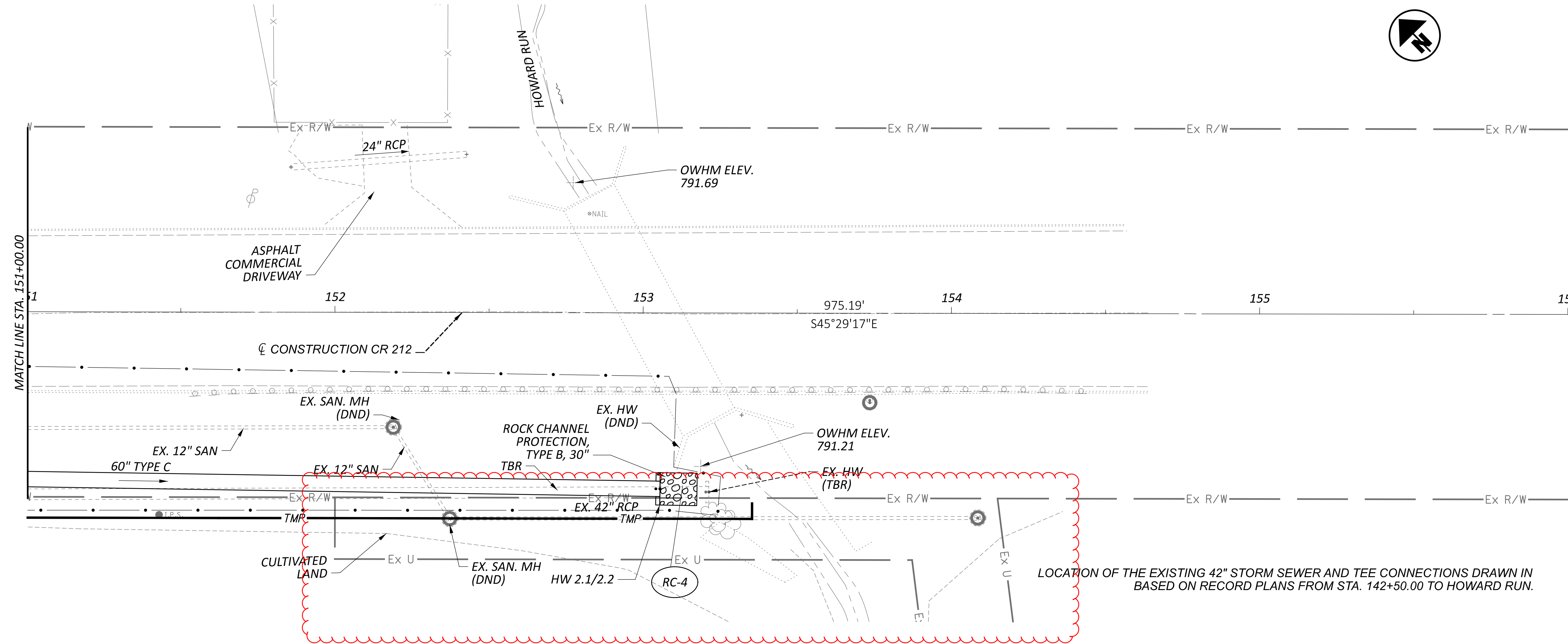
PROJECT ID
 102375

SHEET TOTAL
 378 705



57" SINGLE SLOPE BRIDGE RAILING AND TYPE D BARRIER SLOPED END DETAIL
57" SINGLE SLOPE
STA. 183+19.30 AND STA. 186+99.93
TYPE D BARRIER
STA. 282+96.63 AND STA. 287+22.19





CR 99 STORM SEWER EXTENSION
 STA. 151+00 TO STA. 156+00

DESIGN AGENCY



DESIGNER	ARG
REVIEWER	KAG
DATE	11/22/22
PROJECT ID	102375
SHEET	435
TOTAL	705

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:
SBR-1-20 REVISED 07-21-23

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:
800 DATED 07-21-23

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI
(BRIDGE RAILING)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(RETAINING WALL FOOTING AND STEM)

CONCRETE REINFORCEMENT:

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI
(RETAINING WALL FOOTING AND STEM)
GFRP REINFORCEMENT (BRIDGE RAILING)

MAINTENANCE OF TRAFFIC:

REFER TO THE PROJECT'S OVERALL MAINTENANCE OF TRAFFIC PLANS FOR ADDITIONAL INFORMATION WITH RESPECT TO MAINTENANCE OF TRAFFIC.

FOUNDATION BEARING RESISTANCE:

WALL FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.70 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.40 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 7.04 KIPS PER SQUARE FOOT.

CALC:	JML	DATE:	8/30/2022
CHECKED:	THS	DATE:	9/16/2022

ESTIMATED QUANTITIES (01/S5K/03)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	WALL	SEE SHEET
503	21100	530	CY	UNCLASSIFIED EXCAVATION	530	
509	10000	38687	LB	EPOXY COATED STEEL REINFORCEMENT	38687	
509	30020	4738	FT	NO. 4 DEFORMED GFRP REINFORCEMENT	4738	
511	46212	330	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL INCLUDING FOOTING	330	
511	53012	50	CY	CLASS QC2 CONCRETE, MISC.:BRIDGE RAILING ON RETAINING WALL	50	
512	10100	470	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	470	
512	33000	35	SY	TYPE 2 WATERPROOFING	35	
516	13600	50	SF	1" PREFORMED EXPANSION JOINT FILLER	50	
516	13900	295	SF	2" PREFORMED EXPANSION JOINT FILLER	295	
518	21200	180	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	180	
518	40000	312	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	312	
518	40010	10	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	10	

SFN

N/A

DESIGN AGENCY



600 SUPERIOR AVENUE
SUITE 1700
CLEVELAND, OH 44114
216.912.4240

DESIGNER	CHECKER
JML	THS

REVIEWER

DWW 11/10/22

PROJECT ID	102375
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SUBSET	TOTAL
2	6

SHEET	TOTAL
492	705

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-15	REVISED	01-20-23
AS-2-15	REVISED	07-21-23
SBR-1-20	REVISED	07-21-23
SBR-2-20	REVISED	07-21-23
SICD-2-14	REVISED	01-15-21
VPF-1-90	REVISED	07-21-23

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800	DATED	07-21-23
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DESIGN SPECIFICATIONS:

ALL PROPOSED COMPONENTS OF THIS STRUCTURE CONFORM TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF ALL PROPOSED COMPONENTS OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING INCLUDES:

DECK:	VEHICULAR LIVE LOAD: HL-93 FUTURE WEARING SURFACE (FWS) OF 0.06 KIPS/SQ.FT. 0.75 KIPS/SQ.FT. APPLIED TO SHARED USE PATH
EXISTING BEAMS:	LOAD RATED WITH VEHICULAR LIVE LOAD: HL-93 FUTURE WEARING SURFACE (FWS) OF 0.06 KIPS/SQ.FT. 0.75 KIPS/SQ.FT. APPLIED TO SHARED USE PATH
EXISTING SUBSTRUCTURE:	VEHICULAR LIVE LOAD: HS20-44 & ALTERNATE MILITARY LOADING FUTURE WEARING SURFACE (FWS) OF 0.00 KIPS/SQ.FT.
EXISTING FOUNDATION:	VEHICULAR LIVE LOAD: HS20-44 & ALTERNATE MILITARY LOADING FUTURE WEARING SURFACE (FWS) OF 0.00 KIPS/SQ.FT.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI
(SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(SUBSTRUCTURE)

CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI
(DECK, BRIDGE RAILING, ABUTMENT, APPROACH SLAB)
GFRP REINFORCEMENT (BRIDGE RAILING)

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

EXISTING STRUCTURAL STEEL - YIELD STRENGTH 50 KSI

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

PROPOSED WORK:

1. REMOVE DECK, ABUTMENT BACKWALLS, PORTIONS OF ABUTMENT STEMS, EXPANSION JOINTS, APPROACH SLABS, END CROSSFRAMES AND BEARINGS AT THE ABUTMENTS AND PIER .
2. CONSTRUCT NEW PORTIONS OF ABUTMENTS INCLUDING WINGWALLS, ABUTMENT SEATS, AND SEMI-INTEGRAL DIAPHRAGM GUIDES. INSTALL NEW BEARINGS AT THE ABUTMENTS AND PIER.
3. CONSTRUCT NEW PORTIONS OF SUPERSTRUCTURE INCLUDING SEMI-INTEGRAL DIAPHRAGMS, DECK, BRIDGE RAILINGS AND APPROACH SLABS.
4. INSTALL NEW FENCING, REPLACE SEALER ON EXISTING CONCRETE SURFACES AT THE ABUTMENTS, SEAL ALL NEW CONCRETE SURFACES, AND PAINT ENTIRE STEEL SUPERSTRUCTURE.

STRUCTURE GROUNDING:

STRUCTURE GROUNDING IS REQUIRED FOR THIS BRIDGE. FOR STRUCTURE GROUNDING DETAILS, SEE ODOT STD. DWG. HL-50.21. STRUCTURE GROUNDING SHALL BE INCLUDED WITH ITEM 625, HIGHWAY LIGHTING, FOR PAYMENT. FOR ADDITIONAL DETAILS, SEE LIGHTING PLANS.

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED ON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN FIELD VERIFIED.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.5 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA BEAM TO THE FACE OF THE SAFETY HANDRAIL OF 65".

PLANS OF EXISTING BRIDGE:

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 1 OFFICE, 1885 N. McCULLOUGH STREET, LIMA, OH 45801 AND ARE AVAILABLE FOR REFERENCE.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN:

DESCRIPTION:

THIS WORK CONSISTS OF THE REMOVAL OF THE CONCRETE DECK, CONCRETE BRIDGE RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, CROSSFRAMES, ETC.). THIS ITEM INCLUDES TAKING SURVEY SHOTS OF THE BEAM FLANGES BEFORE AND AFTER DECK REMOVAL AND CALCULATING THE REQUIRED ITEMS TO DETERMINE THE SCREED AND TOP OF HAUNCH ELEVATIONS. IT SHALL ALSO INCLUDE REMOVAL OF PORTIONS OF THE CONCRETE ABUTMENT BACKWALLS AND WINGWALLS, ABUTMENT BEARINGS, PIER BEARINGS, PORTIONS OF THE ABUTMENT BREASTWALL, POROUS BACKFILL, AND OTHER APPURTENANCES AS SHOWN IN THE PLANS. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS:

BEFORE DECK SLAB CUTTING BEGINS, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF THE DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF CONCRETE REINFORCEMENT IN THE DECK SLAB. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

REMOVAL METHODS:

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (STEEL BEAM), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS. DUE TO THE POSSIBLE PRESENCE OF ATTACHMENTS (E.G. FINISHING MACHINE, SCUPPER AND FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.


DECK REMOVALS:

DUE TO THE PRESENCE OF WELDED STUDS TO THE EXISTING STEEL, SUBMIT A DETAILED PROCEDURE OF DECK REMOVAL WITH THE ENGINEERED DRAWINGS ACCORDING TO C&MS 501.05. DEPARTMENT ACCEPTANCE IS NOT REQUIRED. THE PROCEDURE SHALL INCLUDE ALL DETAILS, EQUIPMENT AND METHODS TO BE USED FOR REMOVAL OF THE CONCRETE OVER THE FLANGES AND AROUND THE STUDS. REPLACE OR REPAIR MAIN STEEL AND STUDS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN ACCORDING TO C&MS 501.05.C TO THE ENGINEER TO REPLACE OR REPAIR STRUCTURAL STEEL AND STUDS DAMAGED BY THE REMOVAL OPERATIONS. THE DEPARTMENT WILL NOT PAY FOR DAMAGE REPAIRS.

EXISTING WELDED ATTACHMENTS:

REMOVE EXISTING WELDED ATTACHMENTS (E.G. FINISHING MACHINE AND FORM SUPPORTS) LOCATED ALONG THE ENTIRE LENGTH OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.

GENERAL NOTES (1 OF 2)
BRIDGE NO. HAN-C0099-000
CR 99 EB OVER IR. 75

SFN	3203131
DESIGN AGENCY	
DESIGNER	JML
CHECKER	JMS
REVIEWER	DWW
PROJECT ID	102375
SUBSET	2
TOTAL	28
SHEET	585
TOTAL	705


CALC:	JML	DATE:	8/30/2022
CHECKED:	THS	DATE:	9/16/2022

ESTIMATED QUANTITIES (03/IMS/13)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	SEE SHEET
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					2, 3, 5, 6, 22 / 28
202	22900	327	SY	APPROACH SLAB REMOVED				327	
503	21301	LS	LS	UNCLASSIFIED EXCAVATION, AS PER PLAN					3 / 28
509	10000	132298	LB	EPOXY COATED STEEL REINFORCEMENT	23249		109049*		
509	30020	6855	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			6855*		
510	10001	724	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	724				3, 9, 12, 13 / 28
511	33501	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	4				9 & 12 / 28
511	34447	320	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN			320		20 / 28
511	34451	145	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN			145*		18, 24, 25 / 28
511	45712	231	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT	231				
512	10100	1460	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	585		875*		
512	33000	100	SY	TYPE 2 WATERPROOFING	100				
512	74000	333	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	333				
513	20000	378	EACH	WELDED STUD SHEAR CONNECTORS			378		
513	95030	72	EACH	STRUCTURAL STEEL, MISC.:2" DIA. FIELD DRILLED HOLES			72		14 / 28
514	00050	16260	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			16260		
514	00056	16260	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			16260		
514	00060	16470	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			16470		
514	00066	16470	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			16470		
514	00504	25	MNHR	GRINDING FINIS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			25		
514	10000	12	EACH	FINAL INSPECTION REPAIR			12		
514	27702	18	EACH	FIELD PAINTING, MISC.:COATING OF BEAM ENDS			18		3 / 28
516	10010	114	FT	ARMORLESS PREFORMED JOINT SEAL				114	
516	13600	195	SF	1" PREFORMED EXPANSION JOINT FILLER	160		35		
516	13900	260	SF	2" PREFORMED EXPANSION JOINT FILLER	225		35		
516	14020	209	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	209				
516	44101	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15"x15"x2.811" WITH 16"x16"x1 1/2" LOAD PLATE)	18				15 / 28
516	44101	9	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15"x21"x2.811" WITH 16"x22"x1 1/2" LOAD PLATE)		9			15 / 28
516	47001	LS	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					3 / 28
518	21200	260	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	260				
526	30010	396	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")				396	
526	90030	120	FT	TYPE C INSTALLATION				120	
607	39901	387	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN			387		3 / 28

* INCLUDES RAILINGS ON APPROACH SLABS

ESTIMATED QUANTITIES
 BRIDGE NO. HAN-C0099-000
 CR 99 EB OVER IR. 75

SFN	3203131
DESIGN AGENCY	
DESIGNER	JML
CHECKER	THS
REVIEWER	DWW 11/10/22
PROJECT ID	102375
SUBSET	4
TOTAL	28
SHEET	587
TOTAL	705

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-15	REVISED	01-20-23
AS-2-15	REVISED	07-21-23
GSD-1-19	REVISED	01-15-21
SBR-1-20	REVISED	07-21-23
SICD-2-14	REVISED	01-15-21
VPF-1-90	REVISED	07-21-23

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800	DATED	07-21-23
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DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING INCLUDES:

VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.06 KIPS/SQ.FT.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI
(SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(SUBSTRUCTURE)

CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI
(DECK, BRIDGE RAILING, ABUTMENT, PIER, APPROACH SLAB)
GFRP REINFORCEMENT (BRIDGE RAILING)

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

CAST-IN-PLACE STEEL PILE - ASTM A252, STEEL PIPE GRADE 3
- MINIMUM YIELD STRENGTH 45 KSI

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

STRUCTURE GROUNDING:

STRUCTURE GROUNDING IS REQUIRED FOR THIS BRIDGE. FOR STRUCTURE GROUNDING DETAILS, SEE ODOT STD. DWG. HL-50.21. STRUCTURE GROUNDING SHALL BE INCLUDED WITH ITEM 625, HIGHWAY LIGHTING, FOR PAYMENT. FOR ADDITIONAL DETAILS, SEE LIGHTING PLANS.

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING PILES AT THE ABUTMENTS, CONSTRUCT THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENTS UP AT A 1:1 SLOPE FROM THE BOTTOM OF THE HEEL OF THE FOOTING TO THE SUBGRADE ELEVATION AND FOR A MINIMUM DISTANCE OF 100-FT BEHIND THE ABUTMENTS. DO NOT BEGIN THE INSTALLATION OF THE ABUTMENT PILES UNTIL AFTER THE ABOVE REQUIRED EMBANKMENT HAS BEEN CONSTRUCTED AND AN 80 CALENDAR DAY WAITING PERIOD HAS ELAPSED. AFTER A MINIMUM WAITING PERIOD OF 30 CALENDAR DAYS, THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV. AFTER THE FOOTING AND THE BREASTWALL HAVE BEEN CONSTRUCTED, CONSTRUCT THE EMBANKMENT IMMEDIATELY BEHIND THE ABUTMENTS UP TO THE BEAM SEAT ELEVATION AND ON A 1:1 SLOPE UP TO THE SUBGRADE ELEVATION PRIOR TO SETTING THE BEAMS ON THE ABUTMENTS.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 202.6 KIPS PER PILE FOR THE ABUTMENT PILES.
THE ULTIMATE BEARING VALUE IS 325.7 KIPS PER PILE FOR THE PIER PILES.

REAR ABUTMENT PILES:

14" DIA. CAST-IN-PLACE REINFORCED CONCRETE PILES 60 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES:

14" DIA. CAST-IN-PLACE REINFORCED CONCRETE PILES 60 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PIER 1 PILES:

14" DIA. CAST-IN-PLACE REINFORCED CONCRETE PILES 65 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS OF 0.25" AT THE ABUTMENTS AND 0.375" AT THE PIER FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.5 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA BEAM TO THE FACE OF THE SAFETY HANDRAIL OF 65".

ITEM 507 - 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN:

FURNISH STEEL FOR CAST-IN-PLACE REINFORCED CONCRETE PILES CONFORMING TO C&MS 507 WITH THE EXCEPTION OF THE STEEL FOR THE PILES, WHICH SHALL BE ASTM A252, GRADE 3, WITH A YIELD STRENGTH OF 45 KSI AT ALL SUBSTRUCTURE UNITS.

ITEM 514 - PAINTING OF STRUCTURAL STEEL:

PAINT ALL PROPOSED STRUCTURAL STEEL PER ITEM 514 WITH A THREE-COAT PAINT SYSTEM CONSISTING OF AN INORGANIC ZINC PRIME COAT, AN EPOXY INTERMEDIATE COAT AND A URETHANE FINISH COAT. THE INORGANIC PRIME COAT IS SHOP APPLIED WHILE THE INTERMEDIATE AND TOP COATS ARE FIELD APPLIED. TINT THE FINISH COAT TO APPROXIMATELY THE SAME COLOR AS THE ADJACENT EXISTING BRIDGE FINISH COLOR AS SPECIFIED BY THE ENGINEER.

ITEM 607 - VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN:

THIS ITEM CONSISTS OF FURNISHING AND INSTALLING VANDAL PROTECTION FENCING PER ODOT STANDARD DRAWING VPR-1-90 ON NEW CONCRETE BRIDGE RAILINGS, AS INDICATED IN THE PLANS. COATING OF ALL FENCING ITEMS SHALL BE AS NOTED BELOW.

THE 11 GAGE (0.120") CORE WIRES OF THE STEEL FABRIC SHALL BE UNIFORMLY GALVANIZED WITH ZINC METAL OF 0.30 OZ/SQ. FT. MINIMUM WEIGHT IN ACCORDANCE WITH ASTM A641. THE GALVANIZED WIRE SHALL THEN BE PVC COATED TO CLOSELY APPROACH FEDERAL COLOR STANDARD FS-595B -27040 (BLACK) IN ACCORDANCE WITH ASTM F668, CLASS 2A OR 2B.

IN ADDITION TO THE CONSTRUCTION AND MATERIAL SPECIFICATIONS PROVIDED IN ODOT STANDARD BRIDGE DRAWING VPF-1-90, ALL GALVANIZED POSTS, RAILS, BASE PLATES AND HARDWARE SHALL BE COATED WITH TWO SHOP APPLIED COATS AS FOLLOWS:

COATING OF ALL FENCING ITEMS SHALL BE IN ACCORDANCE WITH C&MS 514, EXCEPT AS NOTED BELOW.

THE GALVANIZED COATING SYSTEM MAY BE APPLIED BY A GALVANIZER NOT PRE-QUALIFIED AS A FABRICATION SHOP UNDER SUPPLEMENT 1078, BUT THE PRE-QUALIFIED FABRICATOR OF THE FENCING SHALL BE RESPONSIBLE FOR THE QUALITY OF THE APPLIED GALVANIZED COATING SYSTEM AND ANY REPAIRS, RE-FABRICATION AND ADDITIONAL ASSEMBLIES REQUIRED TO ASSURE THE FABRICATED STEEL MEETS THE PLAN REQUIREMENTS.

THE TWO SHOP COATS SHALL BE APPLIED IN A STRUCTURAL STEEL FABRICATION SHOP HAVING PERMANENT BUILDINGS PER 513.04 AND PRE QUALIFIED AT THE UF LEVEL. THE PAINT QUALITY CONTROL SPECIALIST (QCS) SHALL BE QUALIFIED AS SPECIFIED IN 514.04.

PRIOR TO GALVANIZING, ALL CORNERS OF THERMALLY CUT OR SHEARED EDGES SHALL HAVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A SUITABLE ANGLE.

GALVANIZE THE FABRICATED FENCING AND HARDWARE ACCORDING TO C&MS 711.02, EXCEPT DO NOT PERFORM WATER QUENCHING.

AFTER GALVANIZATION, REMOVE ZINC HIGH SPOTS SUCH AS METAL DRIP LINE AND OTHERS THAT WOULD DETRACT FROM THE PAINT APPEARANCE BY SSPC SP2 OR SP3. TAKE CARE THAT THE BASE GALVANIZED COATING IS NOT REMOVED. CHECK REPAIRED AREAS FOR REQUIRED COATING THICKNESS.

REPAIR GALVANIZED COATINGS DAMAGED IN THE SHOP ACCORDING TO ASTM A780 METHOD A3. REPAIR GALVANIZED COATINGS DAMAGED IN THE FIELD ACCORDING TO ASTM A780 METHOD A1.


AFTER REMOVING HIGH SPOTS, CLEAN THE GALVANIZED COATING ACCORDING TO SSPC SP-1. THE CLEANING SOLUTION SHALL BE AN ALKALINE SOLUTION WITH A PH RANGING FROM A MINIMUM OF 11 TO A MAXIMUM OF 12. THIS SOLUTION CAN BE APPLIED BY IMMERSION, SPRAY OR SOFT NYLON BRUSH. FOLLOW CLEANING WITH A HOT WATER OR HOT PRESSURE WASHER RINSE. SEPARATE INDIVIDUAL PIECES AND POSITION TO FACILITATE DRAINAGE AND DRYING. THE PIECES SHALL BE COMPLETELY DRY BEFORE PROCEEDING.

AFTER CLEANING, ABRASIVE BLAST THE PIECES ACCORDING TO SSPC-SP7 BRUSH-OFF BLAST CLEANING. THE BLASTING OPERATION SHALL ROUGHEN THE GALVANIZED SURFACE TO AN ANGULAR SURFACE PROFILE OF 0.75 TO 1.00 MILLS. SELECT THE BLASTING EQUIPMENT, TECHNIQUE AND ABRASIVE MATERIAL TO PROVIDE FOR THE SPECIFIED SURFACE PROFILE WITHOUT REMOVAL OF EXCESSIVE ZINC LAYERS. THE AMOUNT OF REMOVAL OF ZINC MILAGE SHALL NOT EXCEED 1.0 MIL. REMOVE ALL ABRASIVE RESIDUE WITH CLEAN COMPRESSED AIR OR OTHER METHODS ACCEPTABLE TO THE DEPARTMENT.

AFTER OBTAINING SURFACE PROFILE, SHOP APPLY A TWO COAT PAINT SYSTEM CONSISTING OF EPOXY INTERMEDIATE COAT AND A URETHANE FINISH COAT MEETING THE REQUIREMENTS OF C&MS 708.02. THE FINISH COAT SHALL MATCH FEDERAL COLOR STANDARD FS-595B -27040 (BLACK). APPLY THE EPOXY COATING WITHIN 24 HOURS OF THE BRUSH-OFF BLASTING.

PRIOR TO FABRICATION OF THE FENCING SYSTEM, FABRICATE A SAMPLE FENCE PANEL OF A LENGTH AGREEABLE TO THE ENGINEER WHICH INCLUDES TWO POST, ALL HARDWARE, INCIDENTALS AND COATINGS. THE ENGINEER WILL USE THIS SAMPLE PANEL TO JUDGE ACCEPTANCE OF THE FABRICATION, COATINGS AND QUALITY CONTROL PROGRAM. AFTER THE REVIEW OF THIS SAMPLE, THE DEPARTMENT AND THE CONTRACTOR MAY AGREE UPON ANY FABRICATION, COATING, QUALITY CONTROL OR INSTALLATION CHANGES AS A MODIFICATION TO THESE NOTES. THE FABRICATION CAN PROCEED ANYTIME AFTER THE ACCEPTANCE OF THIS SAMPLE PANEL. THE SAMPLE PANEL MAY BE INCORPORATED INTO THE FINISHED WORK AT THE DISCRETION OF THE ENGINEER.

GENERAL NOTES (1 OF 2)
BRIDGE NO. HAN-00075-1962
CR 99 WB OVER IR. 75

SFN	
3203133	
DESIGN AGENCY	
	
600 SUPERIOR AVENUE SUITE 1700 CLEVELAND, OH 44114 216.912.4240	
DESIGNER	CHECKER
JML	JMS
REVIEWER	
DWW 11/10/22	
PROJECT ID	
102375	
SUBSET	TOTAL
2	35
SHEET	TOTAL
613	705

CALC: JML DATE: 8/30/2022
 CHECKED: THS DATE: 9/19/2022

ESTIMATED QUANTITIES (02/IMS/08)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	SEE SHEET
503	21300	LS	LS	UNCLASSIFIED EXCAVATION					
505	11100	LS	LS	PILE DRIVING EQUIPMENT MOBILIZATION					
507	00600	7690	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	6490	1200			
507	00651	8380	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	7080	1300			2 / 35
509	10000	222909	LB	EPOXY COATED STEEL REINFORCEMENT	108276	17122	97511*		
509	30020	6855	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			6855*		
511	33501	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	4				9 & 13 / 35
511	34447	315	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN			315		27 / 35
511	34451	69	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN			69*		25, 31, 32 / 35
511	41012	46	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		46			
511	44112	244	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING	244				
511	46012	224	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING	224				
511	46512	381	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	336	45			
512	10100	1177	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	537	117	523*		
512	33000	25	SY	TYPE 2 WATERPROOFING	25				
513	10260	376200	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3			376200		
513	20000	5265	EACH	WELDED STUD SHEAR CONNECTORS			5265		
514	00060	16470	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			16470		
514	00066	16470	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			16470		
514	10000	12	EACH	FINAL INSPECTION REPAIR			12		
516	10010	114	FT	ARMORLESS PREFORMED JOINT SEAL				114	
516	13600	205	SF	1" PREFORMED EXPANSION JOINT FILLER	188		17		
516	13900	240	SF	2" PREFORMED EXPANSION JOINT FILLER	223		17		
516	14020	208	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	208				
516	44101	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15"x15"x2.811" WITH 16"x16"x1 1/2" LOAD PLATE)	18				22 / 35
516	44101	9	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15"x21"x2.811" WITH 16"x22"x1 1/2" LOAD PLATE)		9			22 / 35
518	21200	380	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	380				
518	40000	332	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	332				
518	40010	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	40				
523	20000	3	EACH	DYNAMIC LOAD TESTING	2	1			
526	30010	396	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")				396	
526	90030	120	FT	TYPE C INSTALLATION				120	
SPECIAL	53013000	1850	SF	FORM LINER	1850				3 / 35
607	39901	322	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN			322		2 / 35

* INCLUDES RAILINGS ON APPROACH SLABS

ESTIMATED QUANTITIES
 BRIDGE NO. HAN-00075-1962
 CR 99 WB OVER I.R. 75

SFN
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