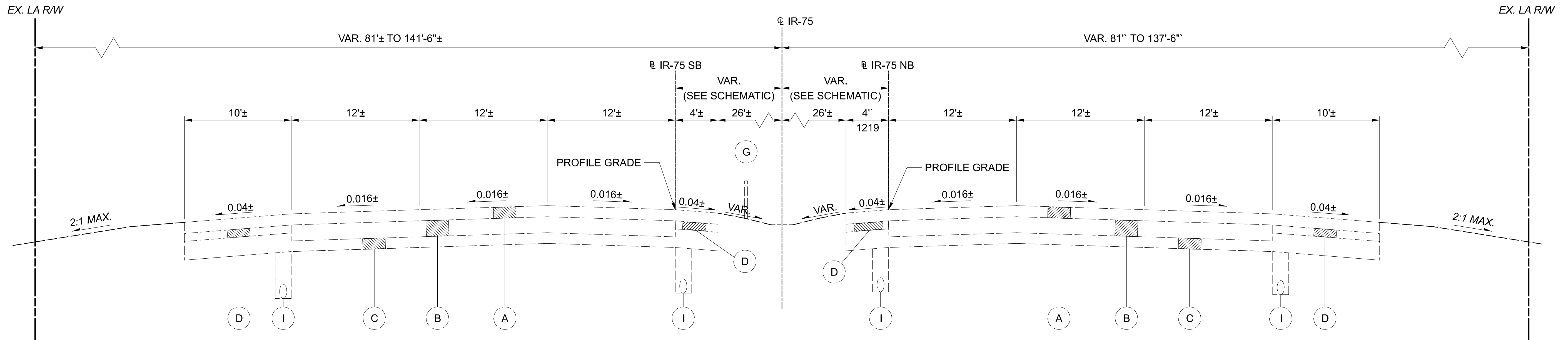


NOTES:

1. FOR LIMITS OF GUARDRAIL AND BARRIERS, SEE TABLES ON SHEET 7.
2. FOR EXISTING LEGEND, SEE SHEET 6.
3. ■ - STA. EQUATION: STA. 550+82.06 BK. = STA. 201+20.00 AHD.

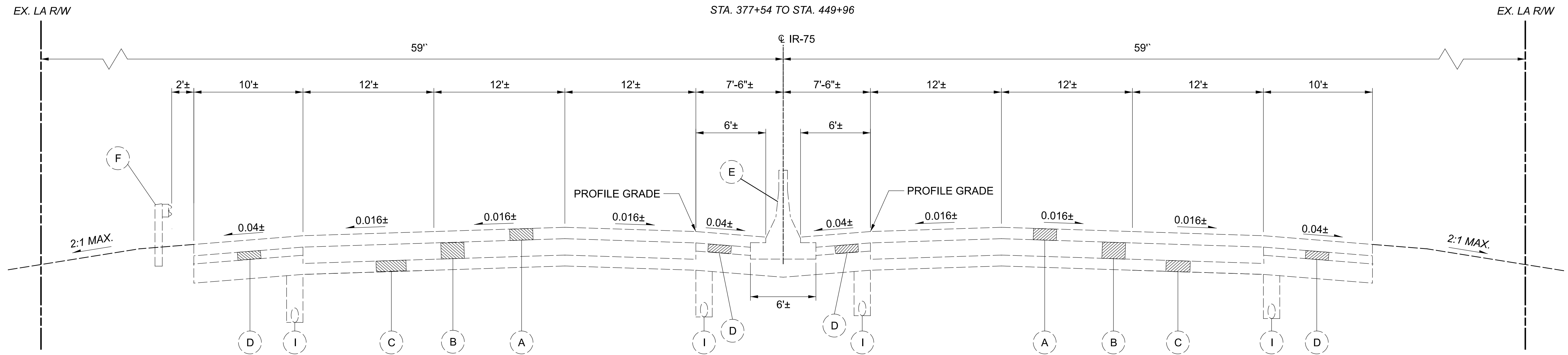
EXISTING LEGEND

- | | |
|---|----------------------------|
| (A) 7.5"± (AVERAGE) ASPHALT CONCRETE (11.75"± MAX.) | (F) GUARDRAIL, STEEL BEAM |
| (B) 10"± REINFORCED CONCRETE | (G) CABLE BARRIER |
| (C) 6"± SUBBASE | (H) CONCRETE MEDIAN |
| (D) 3"± ASPHALT BASE | (I) UNDERDRAIN |
| (E) CONCRETE BARRIER | (J) CONCRETE APPROACH SLAB |



IR-75 EXISTING NORMAL SECTION WITH GRASS MEDIAN

STA. 377+54 TO STA. 449+96



IR-75 EXISTING NORMAL SECTION WITH BARRIER MEDIAN

STA. 478+50 TO STA. 489+30
STA 523+00 TO STA. 550+82.06 BK ■

EXISTING TYPICAL SECTIONS

MOT-75-6.86

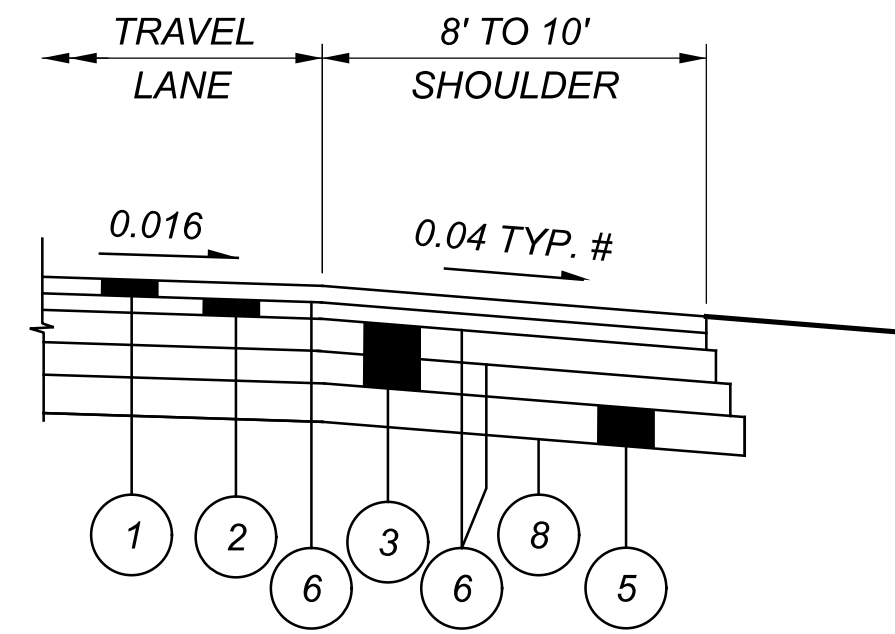
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DESIGNER
MJB
REVIEWER
KDK 12/30/21
PROJECT ID
107375
SHEET TOTAL
6 517

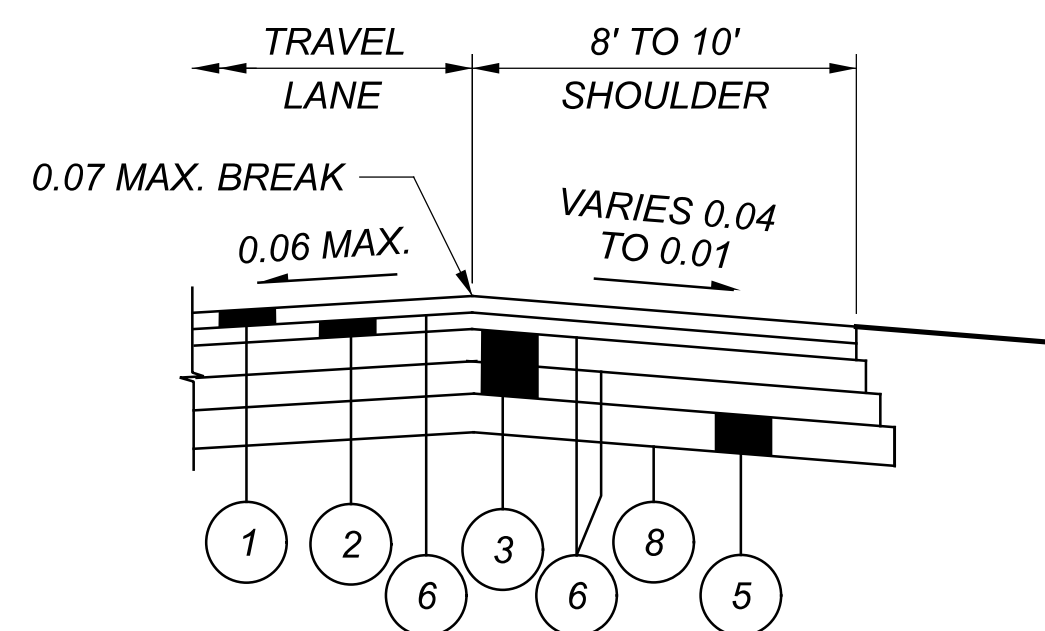
NOTES:

- 0.04' TYPICAL SHOULDER CROSS SLOPE.
- FOR >3% PVMT. SLOPE, SHOULDER CROSS SLOPE SHALL HAVE 7% MAX. BREAK ON HIGH SIDE
- FOR >4% PVMT. SLOPE, SHOULDER CROSS SLOPE SHALL MATCH PVMT. SLOPE ON LOW SIDE
SEE SHOULDER CROSS SLOPE DETAIL ON SHEET 9
- SEE CROSS SECTIONS FOR GRADING DETAILS.
- SEE ROADWAY PLAN AND PROFILE SHEETS FOR PROPOSED LIMITS OF GUARDRAIL AND CABLE RAIL.
- FOR PROPOSED LEGEND, SEE SHEET 9
- FOR SUPERELEVATION LIMITS, SEE SHEETS 431 TO 438

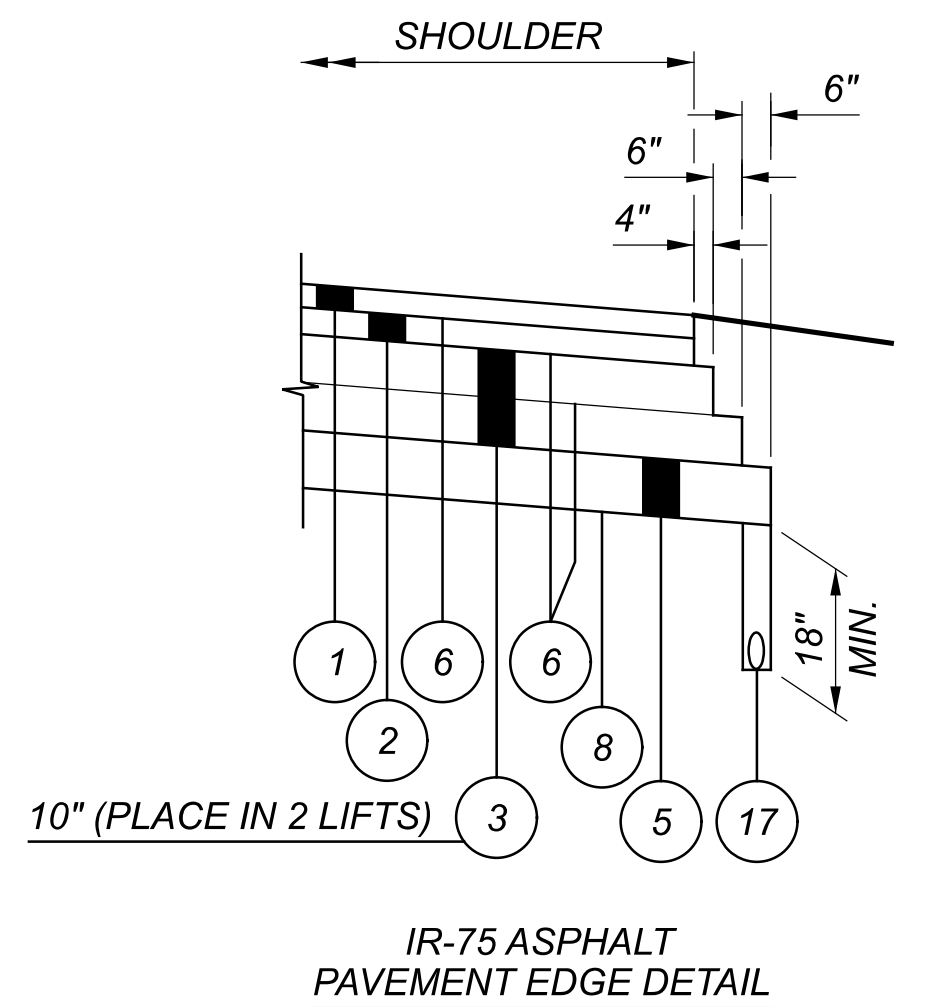


- 0.04 TYP. OR MATCH SUPER IF GREATER

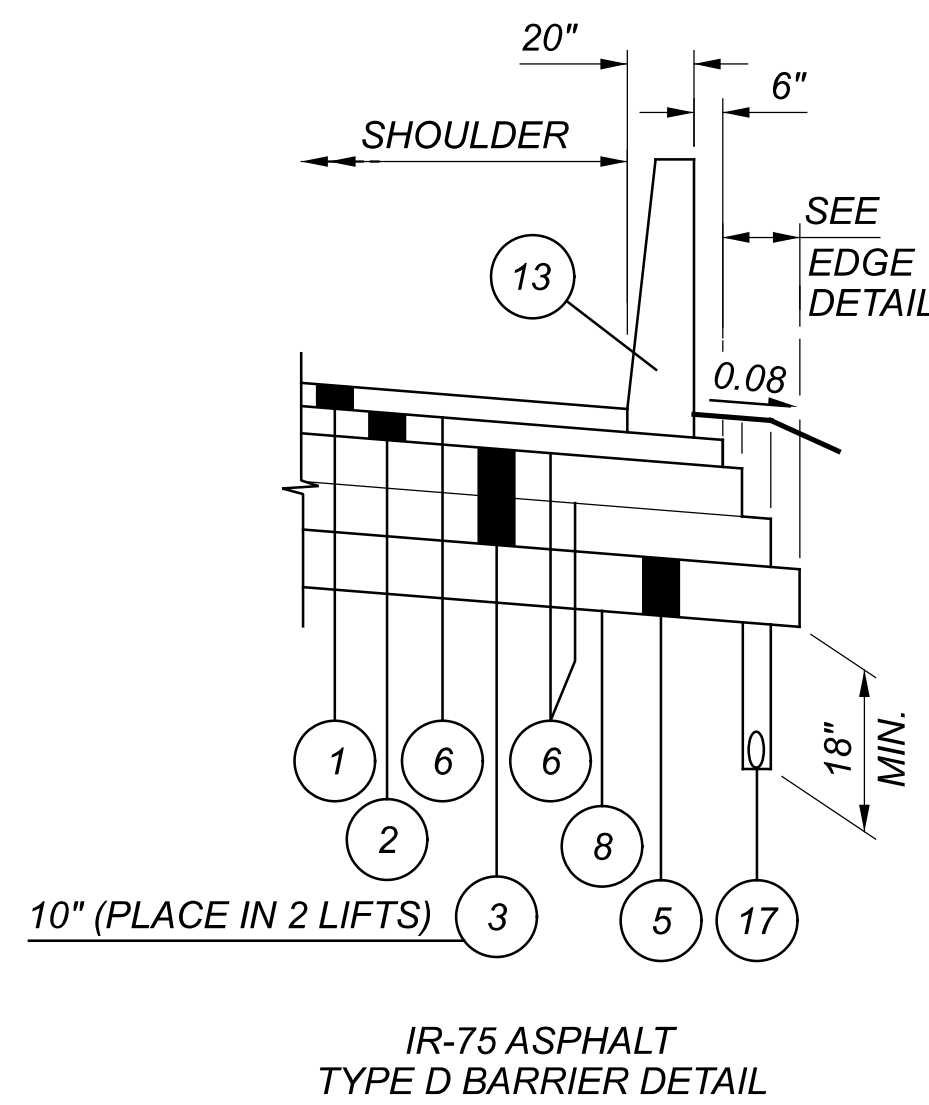
SHOULDER CROSS SLOPE LOW-SIDE SUPERELEVATION



SHOULDER CROSS SLOPE HIGH-SIDE SUPERELEVATION



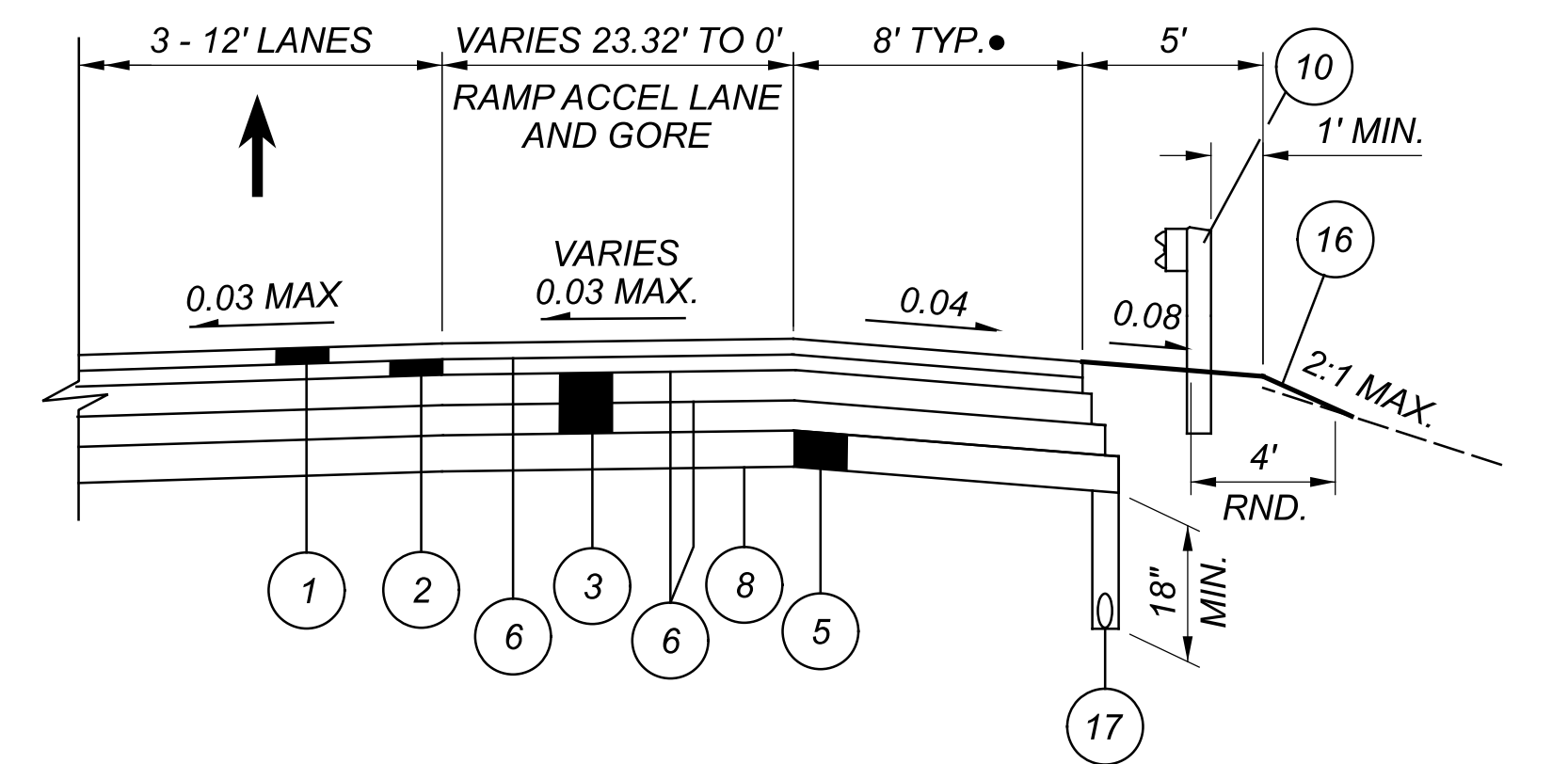
IR-75 ASPHALT PAVEMENT EDGE DETAIL



IR-75 ASPHALT TYPE D BARRIER DETAIL

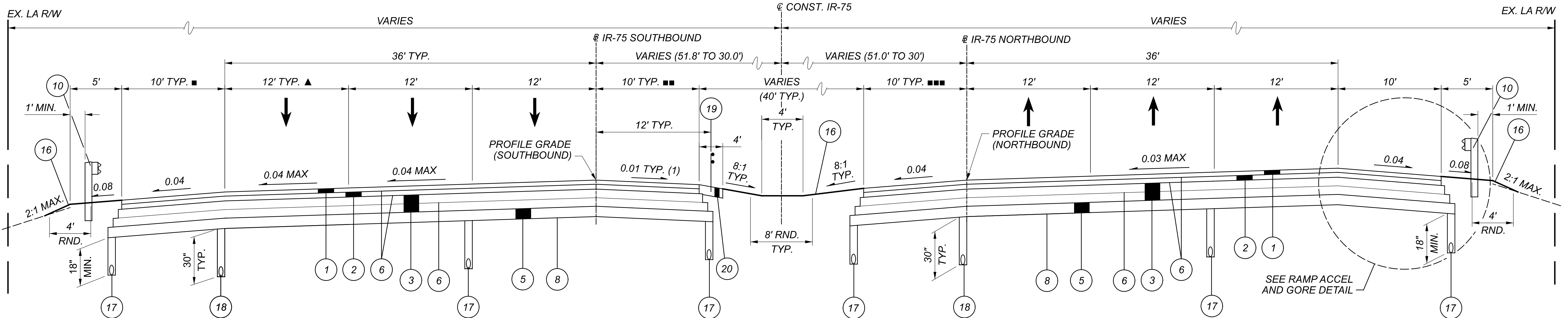
PROPOSED LEGEND

- | | | | |
|----|--|----|--|
| 1 | ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447), AS PER PLAN | 11 | ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 |
| 2 | ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446) | 12 | ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 |
| 3 | ITEM 302 - 10" ASPHALT CONCRETE BASE, PG64-22, (449) (2 - 5" LIFT THICKNESS) | 13 | ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D |
| 4 | ITEM 452 - 12.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 1P WITH QC/QA | 14 | ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN |
| 5 | ITEM 304 - 6" AGGREGATE BASE | 15 | ITEM 609 - CURB, TYPE 2-A |
| 6 | ITEM 407 - TACK COAT | 16 | ITEM 659 - SEEDING AND MULCHING |
| 7 | ITEM 407 - NON-TRACKING TACK COAT | 17 | ITEM 605 - 6" BASE PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC |
| 8 | ITEM 204 - SUBGRADE COMPACTION | 18 | ITEM 605 - 6" SHALLOW PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC |
| 9 | ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH) | 19 | ITEM 606 - CABLE GUARDRAIL |
| 10 | ITEM 606 - GUARDRAIL, TYPE MGS | 20 | ITEM SPECIAL - MISC.: MOW STRIP |
| | | 21 | ITEM 516 - JOINT SEALER, AS PER PLAN |



RAMP ACCEL LANE AND GORE
STA. 364+26.79 TO STA. 375+90.00

- STA. 364+26.79 TO STA. 374+90.00: 8'
- STA. 374+90.00 TO STA. 375+90.00: VARIES 8' TO 10'



- ▲ (RAMP EXIT - DECEL LANE):
STA. 364+03.80 TO STA. 366+00.00: 24' (■ - 8' SHLDR.)
STA. 366+00.00 TO STA. 367+00.00: VARIES 24' TO 12' (■ - SHLDR. VARIES 8' TO 10')
STA. 367+00.00 TO STA. 378+32.51: 12' (■ - 10' SHLDR.)

IR-75 PROPOSED SUPERELEVATED-LT SECTION

- IR-75 SOUTHBOUND : STA 364+03.80 TO STA 378+32.51
- IR-75 NORTHBOUND : STA. 364+26.79 TO STA. 378+69.07

- STA. 364+03.80 TO STA. 365+53.80: VARIES 4' TO 10'
- STA. 365+53.80 TO STA. 378+32.51: 10'
- STA. 364+26.79 TO STA. 364+88.79: VARIES 12.6' TO 10'
- STA. 364+88.79 TO STA. 378+69.07: 10'

NOTE: STA. 378+32.51 @ CONST. IR-75 SOUTHBOUND = STA. 378+50.00, 30.0' LT. @ CONST. IR-75
STA. 378+69.07 @ CONST. IR-75 NORTHBOUND = STA. 378+50.00, 30.0' RT. @ CONST. IR-75

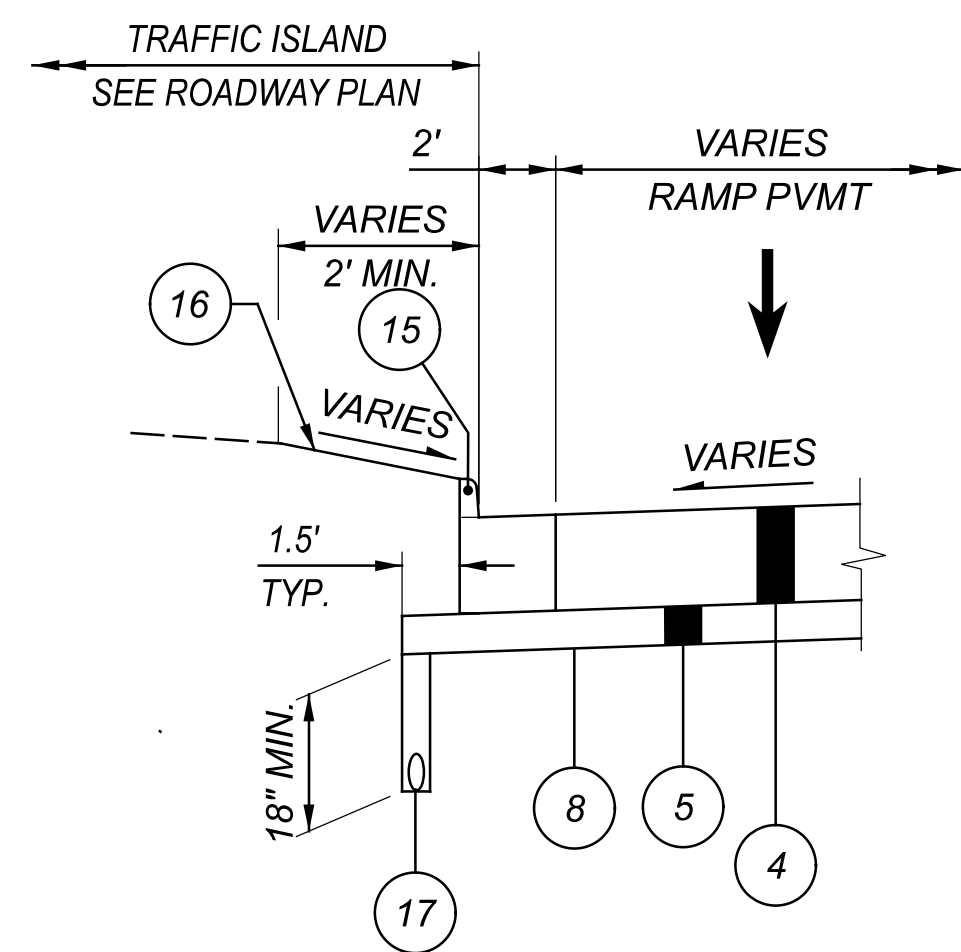
PROPOSED TYPICAL SECTIONS

MOT-75-6.86

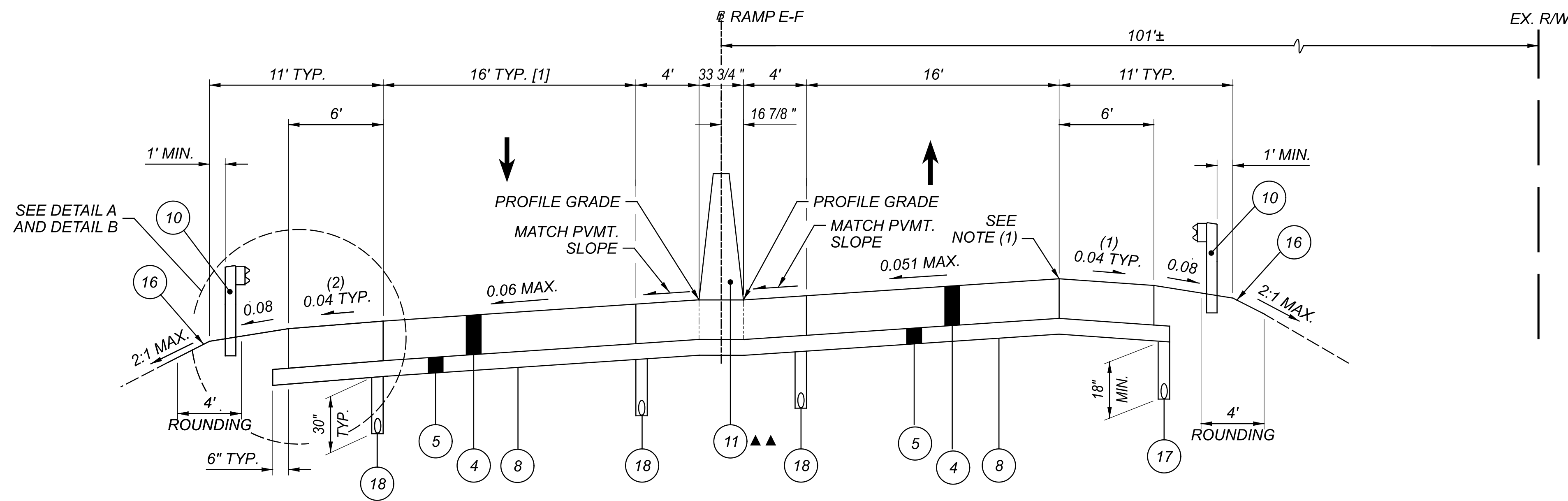
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DESIGNER
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REVIEWER
MAL 12/30/21
PROJECT ID
107375
SHEET TOTAL
9 517



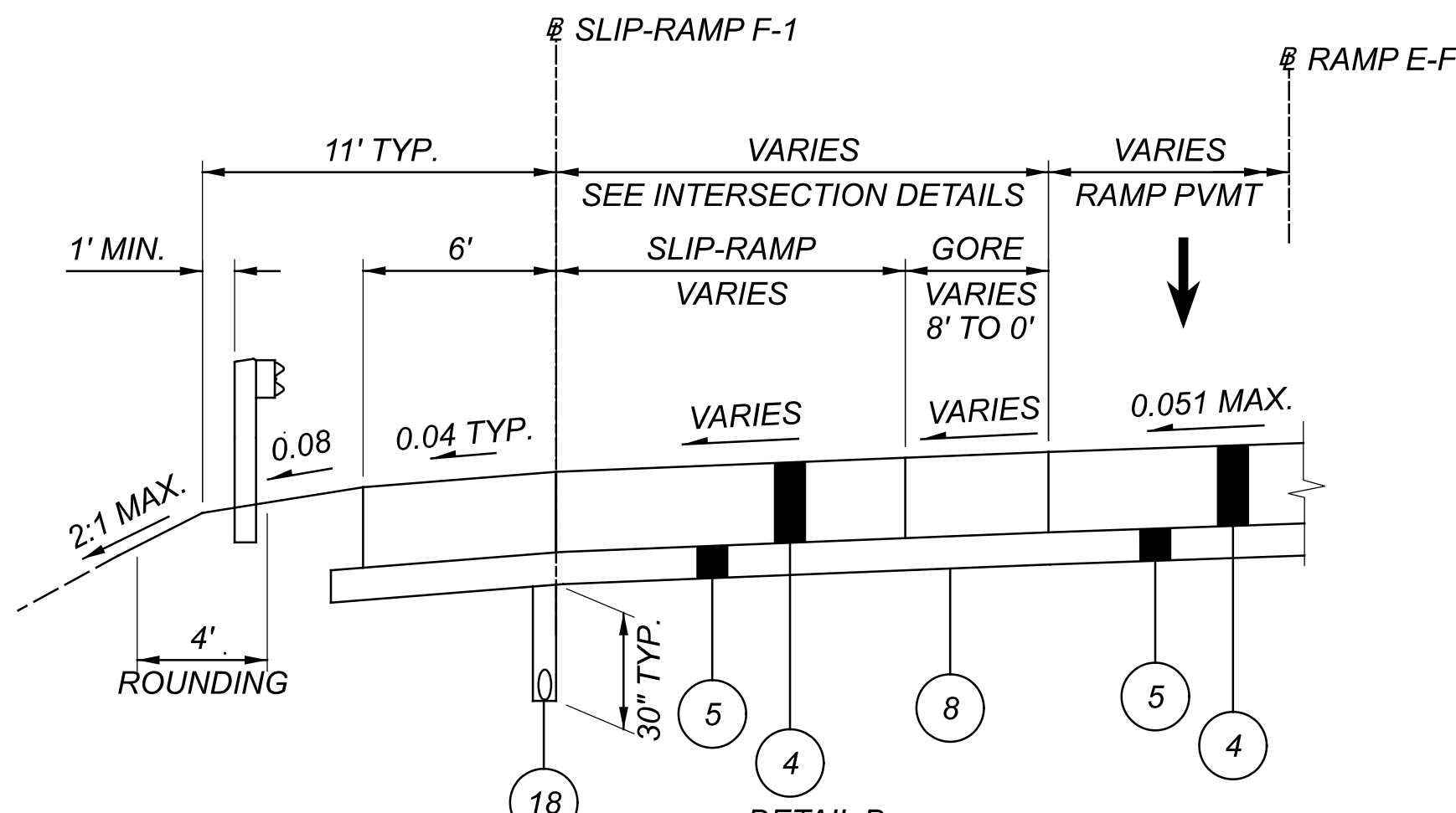
DETAIL A
 RAMP E-F : STA. 0+37.26 TO STA. 1+84.00



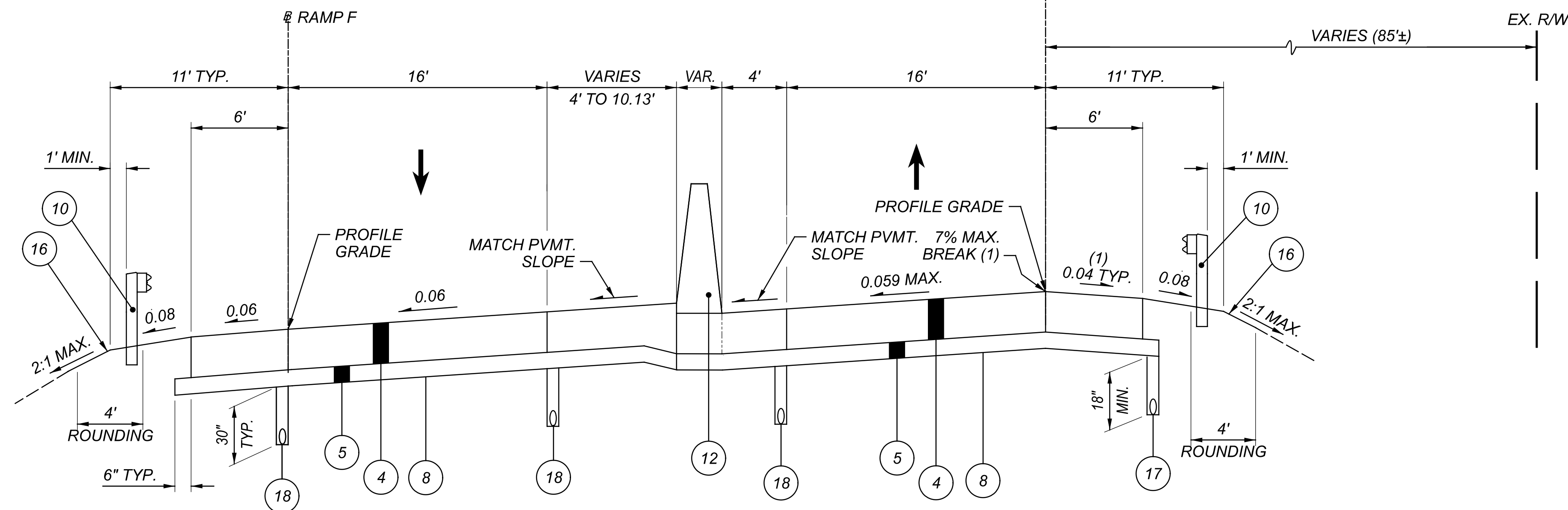
[1] STA. 0+37.26 TO STA. 0+50.00: 12'-0"
 STA. 0+50.00 TO STA. 3+25.85:
 VARIES 12'-0" TO 16'-0"

PROPOSED TYPICAL SECTION
 RAMP E-F : STA. 0+37.26 TO STA. 6+06.47

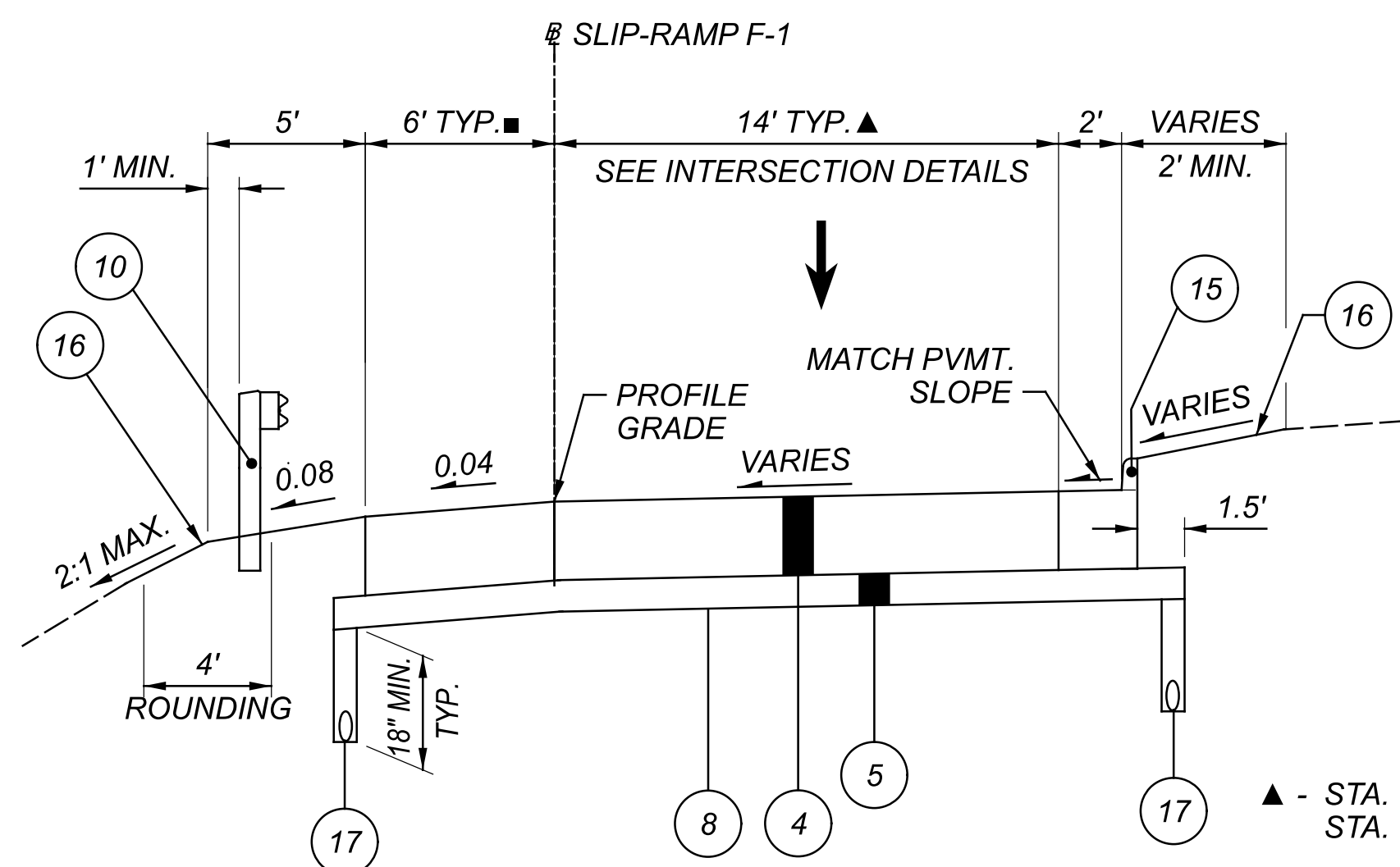
▲▲ - NO BARRIER
 STA. 0+37.26 TO STA. 1+27.65



DETAIL B
 RAMP E-F : STA. 1+84.00 TO STA. 3+25.85



PROPOSED TYPICAL SECTION
 RAMP E : STA. 6+06.47 TO STA. 7+82.44
 RAMP F : STA. 16+06.47 TO STA. 17+64.97



PROPOSED TYPICAL SECTION
 SLIP-RAMP F-1 : STA. 5+38.00 TO STA. 7+09.53

▲ - STA. 5+38.00 TO STA. 6+00.00: VARIES 12' TO 14'
 STA. 6+00.00 TO STA. 7+09.53: 14'
 ■ - STA. 5+38.00 TO STA. 6+00.00: VARIES 5' TO 6'
 STA. 6+00.00 TO STA. 7+09.53: 6"

FOR JOINT LOCATIONS AND DETAILS SEE SHEETS 450 - 451

NOTES:

- 0.04' TYPICAL SHOULDER CROSS SLOPE.
 - FOR >3% PVMT. SLOPE, SHOULDER CROSS SLOPE SHALL HAVE 7% MAX. BREAK ON HIGH SIDE
 - FOR >4% PVMT. SLOPE, SHOULDER CROSS SLOPE SHALL MATCH PVMT. SLOPE ON LOW SIDE
 SEE SHOULDER CROSS SLOPE DETAIL ON SHEET 9
- SEE CROSS SECTIONS FOR GRADING DETAILS.
- SEE ROADWAY PLAN AND PROFILE SHEETS FOR PROPOSED LIMITS OF GUARDRAIL AND CABLE RAIL.
- FOR PROPOSED LEGEND, SEE SHEET 9
- FOR SUPERELEVATION LIMITS, SEE SHEETS 439 TO 443

PROFILE AND ALIGNMENT

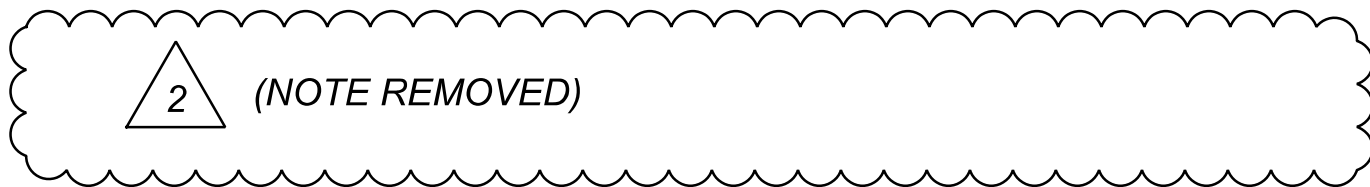
AS SHOWN IN THE PLANS FOR THE RESURFACING AREAS, PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.



ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, NCHRP 350/MASH 2016

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE TYPE 1 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 1 (UNIDIRECTIONAL OR BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED TRANSITIONS, HARDWARE, REFLECTIVE SHEETING AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - CABLE BARRIER

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE HIGH TENSION FOUR CABLE GUARDRAIL SYSTEMS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION, AND ITEM 606 CABLE BARRIER, ANCHOR ASSEMBLY AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL HIGH TENSION CABLE GUARDRAIL SYSTEM NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. THE LENGTH OF THE TENSIONED CABLE NECESSARY TO INSTALL A FUNCTIONAL ANCHOR SYSTEM SHALL BE INCLUDED IN ITEM 606, CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION.

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

SYSTEMS SHALL HAVE A MAXIMUM DEFLECTION OF 8 FEET AND THE MAXIMUM LONGITUDINAL DISTANCE BETWEEN POSTS SHALL BE 15 FEET.

INSTALLATION WILL BE A FOUR CABLE HIGH TENSION SYSTEM INSTALLED IN SOCKETED POSTS FOUNDATION WITH A FOUR FOOT WIDE "NO MOW STRIP".

DELINEATE THE CABLE BARRIER USING TYPE 6 BARRIER REFLECTORS PER ITEM 626. PROVIDE DELINEATORS ON THE GUARDRAIL POSTS AT A MAXIMUM INTERVAL OF 100 FEET. PAYMENT FOR THIS WORK IS INCLUDED WITH THE UNIT BID PRICE FOR ITEM 606, CABLE GUARDRAIL.

ANCHOR TERMINAL STRUTS SHALL BE COVERED COMPLETELY ON BOTH SIDES WITH YELLOW TYPE J, ASTM D 4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

TRANSITIONS TO W-BEAM GUARDRAIL ARE NOT ALLOWED.

REFER TO MANUFACTURER FOR MAXIMUM OFFSET FROM BREAK POINT.

TORPEDO OR BULLET SPLICES ARE NOT ALLOWED. ALL CABLE SPLICES SHALL BE A SWAGED OR OPEN BODY DESIGN THAT ALLOWS FOR ANNUAL INSPECTION BETWEEN THE WEDGE AND STRANDS OF CABLE.

POSTS ARE SET IN SOCKETED CONCRETE FOUNDATIONS AND SHALL NOT BE PERMANENTLY INSTALLED UNTIL THEIR RESPECTIVE RUNS OF TENSIONED CABLE GUARDRAIL ARE READY FOR FINAL CONNECTION TO THE END TERMINAL ASSEMBLY. THE CONTRACTOR SHALL REPLACE ANY POSTS DAMAGED DURING INSTALLATION AS DETERMINED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

ITEM SPECIAL - MOW STRIP

THE CONTRACTOR SHALL PROVIDE A 4 INCH DEEP MOW STRIP WITH MATERIALS CONFORMING TO ITEM 608, CONCRETE WALK, AS SHOWN IN THE TYPICAL SECTION.

THE MOW STRIP SHALL BE PLACED ON COMPACTED EARTH AND CONSTRUCTED USING CLASS QC1 CONCRETE WITH A CURING COMPOUND MEETING THE SPECIFICATIONS OF 705.07 OF THE CMS. THE MOW STRIP SHALL BE EITHER INTEGRAL TO THE SOCKETED CONCRETE FOUNDATION OR HAVE AN EXPANSION JOINT WITH MATERIALS MEETING THE REQUIREMENTS OF 705.03 OF THE CMS BETWEEN THE SOCKETED CONCRETE FOUNDATION AND THE CONCRETE MOW STRIP.

THE MOW STRIP SHALL HAVE A TRANSVERSE JOINT EVERY EIGHT FEET AND AN EXPANSION JOINT EVERY 100 FEET. THE METHODS AND MATERIALS USED TO CONSTRUCT THE JOINTS SHALL CONFORM TO CMS 608.03C.

ALL MATERIALS, LABOR, AND EQUIPMENT TO CONSTRUCT THE CONCRETE MOW STRIP SHALL BE PAID FOR UNDER ITEM SPECIAL - MOW STRIP.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

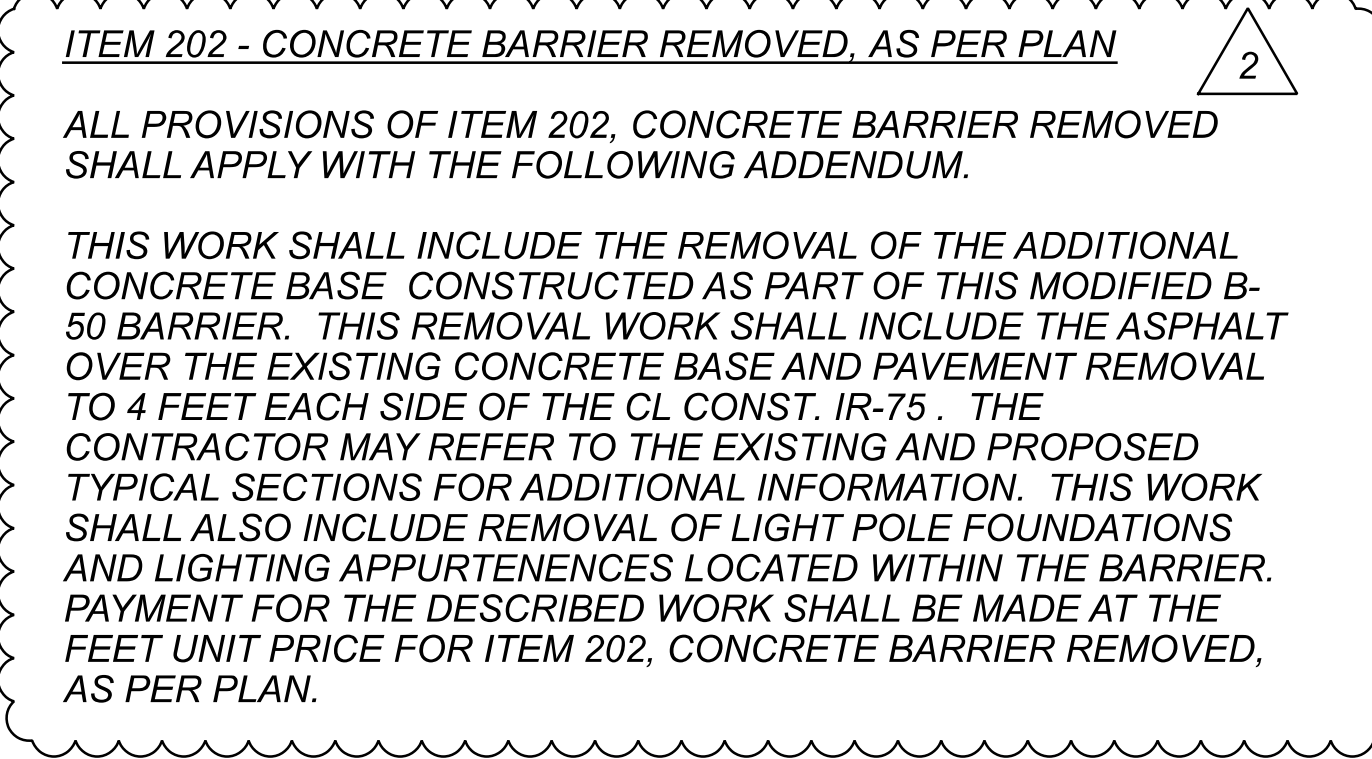
659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	12105 CU. YD.
659, SEEDING AND MULCHING	109053 SQ. YD.
659, REPAIR SEEDING AND MULCHING	5453 SQ. YD.
659, INTER-SEEDING	5453 SQ. YD.
659, COMMERCIAL FERTILIZER	24.54 TON
659, LIME	22.54 ACRES
659, WATER	604 M. GAL.
659, MOWING	246 M. SQ.FT.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ITEM 202 - CONCRETE MEDIAN REMOVED, AS PER PLAN

ALL PROVISIONS OF ITEM 202, CONCRETE MEDIAN REMOVED SHALL APPLY WITH THE FOLLOWING ADDENDUM.

THIS WORK SHALL INCLUDE THE REMOVAL OF THE ADDITIONAL CONCRETE BASE BENEATH THE MEDIAN. THE CONTRACTOR MAY REFER TO THE EXISTING TYPICAL SECTIONS FOR ADDITIONAL INFORMATION. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE SQ. YD. UNIT PRICE FOR ITEM 202, CONCRETE MEDIAN REMOVED, AS PER PLAN.



ITEM 202 - REMOVAL MISC.: PORTABLE CONCRETE BARRIER

AT THE TWO LOCATIONS LISTED BELOW THE EXISTING MEDIAN BARRIER IS PORTABLE CONCRETE BARRIER.
STA. 525+12 TO STA. 531+12
STA. 238+30 TO STA. 242+30

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED IN THE GENERAL SUMMARY FOR PAYMENT FOR ITEM 202, REMOVAL MISC.: PORTABLE CONCRETE BARRIER. THIS WORK SHALL INCLUDE THE REMOVAL OF THE BARRIER, BARRIER ANCHORS, ATTACHED GUARDRAIL, AND ALL MISCELLANEOUS HARDWARE TO REMOVE COMPLETE THE PORTABLE BARRIER SECTIONS.

ITEM 202 - REMOVAL MISC.: PORTABLE CONCRETE BARRIER 1000 FT.

ITEM 607 - FENCE, AS PER PLAN

WHERE CONSTRUCTION WORK LIMITS IMPACT THE INTEGRITY OF THE EXISTING FENCING ALONG THE LIMITED ACCESS, THE CONTRACTOR SHALL REPLACE THE FENCE IN-KIND AS DIRECTED BY THE ENGINEER. REMOVAL AND DISPOSAL OF EXISTING FENCING IN ACCORDANCE WITH CMS 202 SHALL BE INCIDENTAL TO THIS WORK.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE FENCING ALONG THE LIMITED ACCESS AT ALL TIMES. ANY DAMAGES TO FENCING DUE TO THE NEGLIGENCE OF THE OF CONTRACTOR SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S COST.

FENCE, TYPE CLT OR 47, AS PER PLAN, FURNISHING AND INSTALLED COMPLETE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT. THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE BY ENGINEER.

ITEM 607 - FENCE, CLT, AS PER PLAN 200 FEET
ITEM 607 - FENCE, 47, AS PER PLAN 200 FEET

ITEM 203 - EMBANKMENT, AS PER PLAN

THIS WORK SHALL INCLUDE THE DISPOSAL OF A PORTION OF THE EXISTING PAVEMENT REMOVED FROM THE IR-75 MAINLINE UNDER THE PAY ITEM 202, PAVEMENT REMOVED.

ALL PROVISIONS OF CMS 203 SHALL APPLY WITH THE FOLLOWING AMENDMENTS:

THE CONSTRUCTION OF EMBANKMENT USING REMOVED PAVEMENT SHALL BE LIMITED TO TWO AREAS:
1. IN THE INFIELD BETWEEN THE DRYDEN INTERCHANGE RAMP E AND F, AND SOUTHBOUND IR-75
2. IN THE INFIELD BETWEEN DRYDEN INTERCHANGE RAMP G AND NORTHBOUND IR-75

ADDITIONALLY, EMBANKMENT USING REMOVED PAVEMENT SHALL BE PLACED ONLY WHERE 3 FEET OF 203, EMBANKMENT CAN BE CONSTRUCTED ABOVE THE REMOVED PAVEMENT TO THE PROPOSED GRADING LINE.

THE CONTRACTOR IS TO REFER TO PLAN CROSS SECTIONS FOR ADDITIONAL INFORMATION.

NO EXCAVATION OTHER THAN SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER IS PERMITTED IN THE INFIELD AREAS DESCRIBED ABOVE.

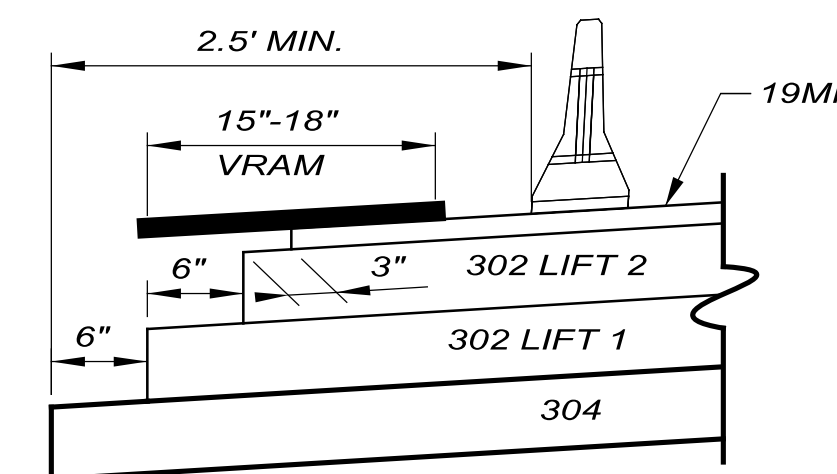
ALL LABOR, MATERIALS, AND EQUIPMENT TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE, CU. YD., FOR ITEM 203, EMBANKMENT, AS PER PLAN.

ITEM 872 - VOID REDUCING ASPHALT MEMBRANE (VRAM)

THIS CONTRACTOR SHALL PLACE VRAM MATERIAL UNDER THE INTENDED AREA OF A LONGITUDINAL CONSTRUCTION JOINTS PER THE DETAIL BELOW AND SS 872.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR VRAM PLACEMENT:

ITEM 872 - VOID REDUCING ASPHALT MEMBRANE 109,000 FT



REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM 442 - ASPHALT CONCRETE, SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN

FOLLOW 403, EXCEPT AS FOLLOWS:

- OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 403.06.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.
- DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC %. THE RAP AC % WILL BE WITHIN 0.3% OF THE AVERAGE RAP AC % FROM THE JMF. IF RAP AC % IS OUTSIDE OF THE 0.3%, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.3%, THE JMF WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 403.06 EXCEPT AS FOLLOWS:

- ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. ADJUSTMENTS TO MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2% FROM DESIGN AC % FROM JMF. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC % AT ALL TIMES AFTERWARDS.
- RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT'S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE, RAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199.

FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:

- FOLLOW 1043.07 EXCEPT AS FOLLOWS:
 - NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING VERIFICATION PANS.
 - DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC %. RAP AC % WILL BE WITHIN 0.3% OF RAP AC % DETERMINED IN JMF. IF OUTSIDE OF 0.3%, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
 - DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
 - MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
 - IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.
- FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

- ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.
- AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
- REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.
- FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC % TO OBTAIN THE OFFSET FOR THAT RUN.
- AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
- RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.
- DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14% OF THE JMF ASPHALT BINDER CONTENT. DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QC SAMPLES AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3% OF OFFSET AC GAUGE. IF MORE THAN 0.3% OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3% OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QC SAMPLES ARE WITHIN 0.3% OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

IN ADDITION, ALSO DETERMINE THE AC GAUGE OFFSET FOLLOWING THE CURRENT PROCEDURE AS OUTLINED IN SUPPLEMENT 1043 DATED JANUARY 21, 2022 AND PROVIDE THE INFORMATION TO THE DEPARTMENT. THIS AC GAUGE OFFSET NUMBER WILL NOT BE USED DURING QC TESTING.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN EXISTING 12" - 18" DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

ITEM 611 - CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 6 FEET TO THE (EDGE OF PAVEMENT) (NEAREST RAIL). PROVIDE A STEEL CASING PIPE CONFORMING TO 748.06. JOINTS WITH A CIRCUMFERENCIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER OR MACHINED INTERLOCKING JOINTS ARE PERMITTED. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

601, TIED CONCRETE BLOCK MAT, TYPE 1	7 SQ. YD.
611, 6" CONDUIT, TYPE F	100 FT.
611, PRECAST REINFORCED CONCRETE OUTLET	4 EACH

FARM DRAINS

PROVIDE UNOBSTRUCTED OUTLETS TO ALL FARM DRAINS ENCOUNTERED DURING CONSTRUCTION. REPLACE EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS, AND WHICH CROSS THE ROADWAY WITHIN THE CONSTRUCTION LIMITS WITH ITEM 611, CONDUIT, TYPE B, ONE COMMERCIAL SIZE LARGER THAN THE EXISTING CONDUIT.

OUTLET EXISTING COLLECTORS AND ISOLATED FARM DRAINS, WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF ROADWAY DITCHES INTO THE ROADWAY DITCH USING ITEM 611, TYPE F CONDUIT. THE OPTIMUM OUTLET ELEVATION IS ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. INTERCEPT LATERAL FIELD TILES WHICH CROSS THE ROADWAY WITH ITEM 611, TYPE E CONDUIT, AND CARRY IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

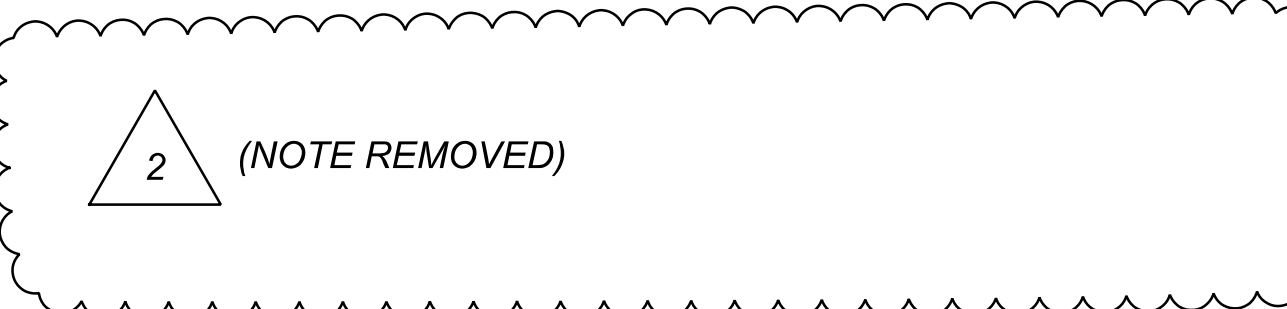
THE LOCATION, TYPE, SIZE AND GRADE OF REPLACEMENTS IS DETERMINED BY THE ENGINEER AND PAYMENT MADE ON FINAL MEASUREMENTS.

PROVIDE EROSION CONTROL PADS AT THE OUTLET END OF ALL FARM DRAINS PER STANDARD CONSTRUCTION DRAWING DM-1.1, EXCEPT WHEN THEY OUTLET INTO A DRAINAGE STRUCTURE.

PAYMENT FOR THE EROSION CONTROL PADS AND ANY NECESSARY BENDS OR BRANCHES IS INCLUDED FOR PAYMENT IN THE PERTINENT CONDUIT ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 611, 6" CONDUIT, TYPE B	100 FT.
ITEM 611, 6" CONDUIT, TYPE E	100 FT.
ITEM 611, 6" CONDUIT, TYPE F	100 FT.



MEDIAN CROSSOVER RESTORATION

WHEN THE NORTHERN CROSSOVER IS NO LONGER NEEDED FOR PHASE CONSTRUCTION, THE MEDIAN SHALL BE RESTORED TO A PERMANENT CONDITION. THE CONTRACTOR IS TO CONSTRUCT NEW MEDIAN BARRIER, TYPE B1 BETWEEN STA. 238+30 AND STA. 242+30. QUANTITIES FOR THE NEW BARRIER HAVE BEEN PROVIDED ON THE ROADWAY SUBSUMMARY SHEET 187.

IN ADDITION TO THE WORK TO CONSTRUCT NEW MEDIAN BARRIER, TWO LIGHT POLES AND ONE INLET ARE TO BE RE-ESTABLISHED AS DESCRIBED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED IN THE GENERAL SUMMARY FOR INSTALLATION OF LIGHT POLES AT STA. 238+97 AND STA. 240+81. THE REMOVAL OF EXISTING CIRCUITRY, CONDUIT, AND REQUIRED CONNECTIONS TO EXISTING LIGHTING SHALL BE INCIDENTAL TO THIS WORK.

ITEM 625 - LIGHT POLE, LOW MAST ALM50	2 EACH
ITEM 625 - LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN	2 EACH
ITEM 625 - MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	2 EACH
ITEM 625 - GROUND ROD	2 EACH
ITEM 625 - CONNECTION, FUSED PULL APART	4 EACH
ITEM 625 - CONNECTION, UNFUSED PULL APART	2 EACH
ITEM 625 - NO. 10 AWG POLE AND BRACKET CABLE	200 FT
ITEM 625 - NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	520 FT
ITEM 625 - LIGHT POLE FOUNDATION REMOVED	2 EACH

THE FOLLOWING QUANTITY HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR RESTORING THE EXISTING BARRIER INLET AT STA. 239+47.65. THE CONTRACTOR IS TO REMOVE THE STEEL PLATING COVERING THE EXISTING INLET AND RECONSTRUCT THE INLET NO.3, TYPE B1, BARRIER INLET PER STD. I-3B1. THE REMOVAL AND DISPOSAL OF STEEL PLATING SHALL BE INCIDENTAL TO THIS WORK.

ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN 1 EACH

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670, SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

DIGITAL DATA FOR MATERIAL TICKETING UTILIZING E-TICKETING PORTAL

THIS WORK CONSISTS OF PROVIDING DIGITAL DATA FOR PILOTING DIGITAL INFORMATION TRANSFER FOR MATERIAL WEIGHT TICKET INFORMATION FOR THE FOLLOWING:

- AGGREGATE
- ASPHALT CONCRETE
- PORTLAND CONCRETE

PROVIDE MATERIAL TICKET INFORMATION IN A DIGITAL FORMAT DIRECTLY RECORDED FROM THE MATERIAL LOADING SOURCE AS DESCRIBED BELOW.

THIS NOTE IN NO WAY SUPERSEDES ANY OTHER COMMERCIAL REGULATIONS OR ANY OTHER LEGAL REQUIREMENTS REGULATING THE TRANSPORTATION OF COMMERCIAL MATERIALS. THIS DOES NOT PRECLUDE OR DISMISS ANY REQUIREMENT FOR PAPER TICKETS REQUIRED BY OTHER RULES AND REGULATIONS.

REQUIREMENTS: SEND DIGITAL TICKET INFORMATION TO THE DEPARTMENT'S DIGITAL TICKETING PORTAL AS THE INDIVIDUAL MATERIAL LOADS ARE GENERATED AND SHIPPED TO THE PROJECT. THE DIGITAL MATERIAL TICKET SHALL CONTAIN INFORMATION AS REQUIRED PER THE APPLICABLE MATERIAL SPECIFICATION FOR WEIGHT MEASUREMENT AND OTHER MATERIAL CHARACTERISTICS.

THE DEPARTMENT WILL REJECT ANY LOAD THAT DOES NOT HAVE A CORRESPONDING ETICKET UNLESS THE CAUSE IS BEYOND THE CONTRACTOR'S CONTROL. IN SUCH CIRCUMSTANCES, PAPER TICKETS MAY BE PERMITTED.

SETUP, CALIBRATION, AND DATA INTEGRATION: SUPPLIERS SHALL COOPERATE WITH THE DEPARTMENT AND THE DEPARTMENT'S ETICKETING VENDOR TO ESTABLISH DIGITAL INFORMATION TRANSFER FROM THE SUPPLIERS TICKETING SYSTEM TO THE DEPARTMENT'S ETICKETING PORTAL. NO EARLIER THAN 14 DAYS AFTER PROJECT EXECUTION BUT NOT LATER THAN 30 DAYS PRIOR TO INITIATING WORK, IDENTIFY IN WRITING THE MATERIAL SOURCE LOAD READ-OUT WEIGHING SYSTEM THE SUPPLIER UTILIZES.

THE MATERIAL SUPPLIER SHALL COOPERATE WITH ODOT'S ETICKETING PORTAL VENDOR IN THE CREATION OF AN APPLICATION PROGRAMMING INTERFACE (API) TO INTEGRATE MATERIAL SOURCE LOAD READ-OUT DATA WITH THE DEPARTMENT'S ETICKETING PORTAL. THE DEPARTMENT'S ETICKETING PORTAL VENDOR SHALL BE RESPONSIBLE FOR LEADING THE API CREATION. UPON API CREATION, UTILIZE THE API TO PROVIDE DIGITAL MATERIAL SOURCE LOAD READ-OUT DATA FROM THE MATERIAL SOURCE LOAD READ-OUT WEIGHING SYSTEM TO THE DEPARTMENT'S ETICKETING PORTAL.

CONDUCT A TEST OF EACH SUPPLIER'S INTEGRATION WITH THE DEPARTMENT'S ETICKETING PORTAL PRIOR TO SHIPPING MATERIAL TO THE PROJECT. COMPLETE TEST AT LEAST 14 DAYS PRIOR TO SHIPPING MATERIAL UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE TEST MUST INVOLVE AT LEAST FOUR TEST ETICKETS FROM EACH SUPPLIER APPROVED FOR USED ON THE PROJECT FOR MATERIALS TO BE USED ON THE PROJECT. THE TEST ETICKETS MUST ACCURATELY REFLECT THE PROPER NOMENCLATURE AND ACCURACY DEFINED; ALL OTHER CATEGORIES SHALL BE MARKED "TEST". AFTER THE ENGINEER CONFIRMS THE TEST ETICKETS HAVE BEEN ENTERED INTO THE DEPARTMENT'S ETICKET PORTAL, VOID THE TEST ETICKETS WITH THE REASON "SETUP TESTING". IF ANY LOAD READ-OUT WEIGHING SYSTEM CHANGES ARE INTENDED BY THE SUPPLIER AFTER THE CREATION OF THE SUPPLIER SPECIFIC API, COORDINATE WITH THE ODOT TO ENSURE API COMPATIBILITY.

ENSURE CONTINUED INTERNET CONNECTIVITY DURING THE API USAGE TO MAINTAIN CONNECTION THE DEPARTMENT'S ETICKETING PORTAL DURING MATERIAL PRODUCTION AND DELIVERY TO THE PROJECT. ENSURE DELIVERY OF ETICKET PRIOR TO THE MATERIAL ARRIVING ON THE PROJECT, BUT NOT PRIOR TO THE LOADING OF MATERIAL AT THE SOURCE.

UPON SUCCESSFUL TESTING OF THE DATA INTEGRATION, PHYSICAL MATERIAL TICKETS FOR THE DEPARTMENT WILL NOT BE REQUIRED.

PAYMENT: FOR INITIAL SETUP OF THE API INTEGRATION, THE MATERIAL VENDORS SHALL ASSUME APPROXIMATELY 16 PERSON HOURS AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE MATERIAL. FOR EXTREME SITUATIONS INVOLVING EXCESSIVE ESTABLISHMENT OF THE API AND DIGITAL INFORMATION TRANSFER, NOTIFY THE ENGINEER PER CMS 104.02.

THE COST ASSOCIATED WITH CREATING AND MAINTAINING AN API AND PROVIDING DIGITAL TICKETING DATA IS INCIDENTAL TO THE COST OF THE ITEM UTILIZING THE MATERIAL BEING PLACED.

ITEM SPECIAL, ANTI-SEGREGATION EQUIPMENT

PROVIDE A MATERIAL TRANSFER VEHICLE (MTV) WITH PAVER HOPPER INSERT; A MATERIAL TRANSFER DEVICE (MTD) WITH PAVER HOPPER INSERT; OR A REMIXING PAVER SPECIFICALLY MANUFACTURED TO ELIMINATE SEGREGATION. USE PAVER HOPPER INSERTS WITH A MINIMUM CAPACITY OF 10 TONS (9 METRIC TONS). REMIXING MAY BE DONE BY THE MTV, MTD, IN THE PAVER HOPPER INSERT, OR BY THE REMIXING PAVER.

PROVIDE AND OPERATE EQUIPMENT IN A MANNER THAT DOES NOT RESULT IN PHYSICAL SEGREGATION AND LIMITS TEMPERATURE DIFFERENTIALS TO LESS THAN 35 °F (19.5 °C) THROUGHOUT THE MIXTURE AS MEASURED BEHIND THE PAVER AND BEFORE ROLLING. CONSTRUCT A TEST STRIP ACCORDING TO 401.08.B TO DEMONSTRATE THE EQUIPMENT MEETS THESE REQUIREMENTS.

USE ANTI-SEGREGATION EQUIPMENT FOR PAVING THE 302 BASE COURSE ON ALL LANES AND ADJACENT SHOULDERS INCLUDING MAINLINE LANES, EXPRESS LANES, COLLECTOR DISTRIBUTOR LANES, CONTINUOUS CENTER TURN LANES, ACCELERATION/ DECELERATION LANES, AND RAMP LANES.

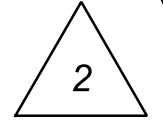
ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP)

THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTP) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. METHODS AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PAVER-MOUNTED THERMAL IMAGING SYSTEM SHALL CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISIONS.

ODOT OFFICE OF PAVEMENT ENGINEERING SHALL BE NOTIFIED AT LEAST TWO WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION.

ALL, LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZING THE DATA SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP).

ITEM 606, IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL)



THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 ((SPEED (35 MPH), HAZARD WIDTH (24 INCHES)), (BIDIRECTIONAL)), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 614, MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMP IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. THE CONTRACTOR SHALL INFORM THE ODOT DISTRICT 7 PUBLIC INFORMATION OFFICE AT (937) 497-6820 A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE BEGINNING OF WORK.
2. A MINIMUM OF THREE LANES OF TRAFFIC IN EACH DIRECTION ON IR-75 SHALL BE MAINTAINED BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT OR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. A REDUCTION IN THE NUMBER OF LANES ON IR-75 IS PERMITTED AS LONG AS IT IS IN COMPLIANCE WITH THE NOTES AND LANE VALUE CONTRACT TABLE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN THE TIME DETAILED IN THE NOTIFICATION OF TRAFFIC RESTRICTION TIME TABLE SHOWN ON THIS SHEET.
3. ALL SIGNS, BARRICADES, SIGN SUPPORTS, CONES, DRUMS, FLAGGERS, AND INCIDENTALS SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. INTERFERENCE WITH VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM AT ALL TIMES.
4. PRIOR TO OPENING TO TRAFFIC, EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES AS PER SCD MT-101.90.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL CONFLICTING PAVEMENT MARKINGS AND COVERING ALL CONFLICTING TRAFFIC CONTROL SIGNS DURING EACH CONSTRUCTION PHASE. AT THE CONCLUSION OF EACH PHASE, THE CONTRACTOR SHALL RESTORE ALL EXISTING PAVEMENT MARKINGS NEEDED TO MAINTAIN THE REQUIRED TRAFFIC CONTROL SHOWN ON THE PLAN SHEETS. PAYMENT FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC UNLESS OTHERWISE ITEMIZED IN THE PLAN.
6. LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.
7. 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 LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC AS SHOWN ON THE PLANS.
8. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN ON THE PLANS.
9. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 40 CU. YD.
ITEM 615, ROADS FOR MAINTAINING TRAFFIC LS

10. NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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

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

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THE FOLLOWING PHONE NUMBER FOR ODOT DISTRICT 7 SHALL BE USED: (888) 200-9919.

11. NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

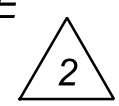
CHRISTMAS	FOURTH OF JULY
NEW YEAR'S	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

12. ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON IR-75 RAMP EXCEPT DURING PERIODS APPROVED BY THE ENGINEER OR AS PERMITTED BY THE NOTES HERE IN. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE IF THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.



13. WINTER TIME LIMITATIONS: ALL EXISTING LANES, INCLUDING RAMP, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN OCTOBER 15TH AND APRIL 1ST. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED PER THE LANE VALUE CONTRACT TABLE.

14. 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.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONST. & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

PLACEMENT OF ASPHALT CONCRETE

ALL LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR PERMITTED LANE CLOSURES FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES AS PER ITEM 614, MAINTAINING TRAFFIC ON THIS SHEET.

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 THREE 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.

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 220 M. GAL.

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11 TO ASSIST IN CONSTRUCTION OF THE PROJECT. DURING ALL CONSTRUCTION PHASES, WORK ZONE PAVEMENT MARKINGS SHALL BE WET REFLECTIVE PAINT PER SS 807. IN ACCORDANCE OF C&MS 614.11.B, THE CONTRACTOR SHALL NOT USE WET REFLECTIVE OPTICS SPECIFIED IN SS 807 FOR COLD WEATHER APPLICATIONS.

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	3.66 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	9.56 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	5,260 FT
ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	6,985 FT

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, CLASS I, 12", 807 PAINT

THE FOLLOWING SHALL BE USED AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11 TO ASSIST IN CONSTRUCTION OF THE PROJECT. DURING ALL CONSTRUCTION PHASES, WORK ZONE PAVEMENT MARKINGS SHALL BE WET REFLECTIVE PAINT PER SS 807. IN ACCORDANCE OF C&MS 614.11.B, THE CONTRACTOR SHALL NOT USE WET REFLECTIVE OPTICS SPECIFIED IN SS 807 FOR COLD WEATHER APPLICATIONS.

THE PAVEMENT MARKING SHALL BE 12" WIDE AND ARE WHITE DOTTED LINE SEGMENTS 3' IN LENGTH SEPERATED BY 9' GAPS.

PAYMENT FOR THIS WORK WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 614, WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINES, CLASS I, 12", 807 PAINT PER FOOT AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK COMPLETE IN PLACE.

RAMP DETOUR TIME LIMITATIONS

A MINIMUM OF ONE LANE OF TRAFFIC ON THE DRYDEN ROAD RAMPS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS FOR EACH RAMP, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 174 TO 175. A DISINCENTIVE SHALL BE ASSESSED PER THE LANE VALUE CONTRACT TABLE IF THE RAMPS REMAIN CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.



ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE (OFFICE OF MATERIALS MANAGEMENT WEB PAGE). THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEETS 51 TO 150. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 4 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRE-CONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT)

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 96 SNMT (ASSUMES 4 SIGNS FOR 24 MONTHS)

ITEM 614 - WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL), AS PER PLAN

ALL PROVISIONS OF 614 SHALL APPLY WITH THE FOLLOWING ADDITIONS. WORK INCLUDES THE SAWCUTTING AND REMOVAL APPROXIMATELY 20' OF CONCRETE BARRIER (HEIGHT TRANSITION) AND RESTORATION/GRADING OF THE LOCATION TO MEET THE REQUIREMENTS OF SCD MT-101.75. CONNECTION TO THE EXISTING BARRIER SHALL MEET THE REQUIREMENTS OF MT-101.80, INCLUDING ANY BARRIER TRANSITIONS. ANY ASPHALT LEVELING SHALL ALSO BE INCLUDED WITH THIS ITEM. PAYMENT FOR THE ABOVE DESCRIBED WORK SHALL BE AT THE CONTRACT UNIT PRICE AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMTUCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTUCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMTUCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
 - ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
 - AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 - AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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

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

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

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

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS. IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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

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

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 1,920 HOURS

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

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

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN

THIS WORK SHALL CONSIST OF VARIABLE DEPTH MILLING AND PLACING ASPHALT FOR MAINTAINING TRAFFIC AT VARIABLE DEPTH (MIN. DEPTH 2") FROM THE EDGE OF THE PROPOSED PAVEMENT TO THE EXISTING MEDIAN BARRIER DURING PHASE 1. THE CROSS SLOPE SHALL NOT EXCEED LOCATION AND DESIGN VOLUME ONE DESIGN STANDARDS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO PLACE, COMPACT AND SUBSEQUENTLY REMOVE THE PAVEMENT.



DESIGN AGENCY	
ARCADIS 222 SOUTH MAIN STREET, SUITE 200 ANN ARBOR, MI 48106-1505 www.arcadis.com	
DESIGNER	BRO
REVIEWER	DRJ 12/30/21
PROJECT ID	107375
SHEET	TOTAL
24	517

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.

WORKSITE TRAFFIC SUPERVISOR (CONT)

9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.
12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

WORKSITE TRAFFIC SUPERVISOR (CONT)

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

LONGITUDINAL AND TRANSVERSE BUTT JOINTS

LONGITUDINAL BUTT JOINTS ARE REQUIRED ALONG AREAS WHERE TRAFFIC WILL CROSS FROM SURFACES (APPROACH SLABS AND/OR PAVEMENT) OF DIFFERENT ELEVATIONS AS DETAILED IN SCD MT-101.90. TRANSVERSE BUTT JOINTS AT BRIDGES AND AT THE RESURFACING LIMITS SHALL NOT BE LEFT OPEN TO TRAFFIC. BEFORE OPENING TO TRAFFIC, A TEMPORARY ASPHALT CONCRETE WEDGE OF SUFFICIENT LENGTH SHALL BE CONSTRUCTED AT THE LONGITUDINAL OR TRANSVERSE BUTT JOINT. ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL MEET THE REQUIREMENTS OF ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) AND SHALL BE USED FOR THE WEDGE CONSTRUCTION. IT SHALL BE PLACED WHILE TRAFFIC IS PROHIBITED (DURING PLCM TIMES OR DURING EACH PHASE). BEFORE THE NEW PAVEMENT IS PLACED, THE WEDGE SHALL BE REMOVED PRIOR TO PLACING THE SURFACE COURSE. ALL WEDGES SHALL HAVE A TAPER RATE PER MT-101.90.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE BY THE ENGINEER FOR LONGITUDINAL AND TRANSVERSE BUTT JOINTS, POT HOLE REPAIR, AND OTHER AREAS OF UNEVEN PAVEMENT.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 400 CU . YD.

FOR TRANSVERSE BUTT JOINTS, "BUMP" (W8-11) AND "ADVISORY SPEED" (W13-1) SIGNS AND SUPPORTS SHALL BE ERECTED AND MAINTAINED AT THE BUTT JOINT UNTIL THE SURFACE COURSE IS COMPLETED. THE COSTS OF PROVIDING, ERECTING, MAINTAINING AND SUBSEQUENTLY REMOVING THESE SIGNS AND SUPPORTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

MINIMIZING SPREAD DURING CONSTRUCTION

THE CONTRACTOR SHALL INSTALL ADDITIONAL INLETS TO MINIMIZE THE SPREAD DURING CONSTRUCTION. THE FOLLOWING LOCATIONS ARE LOCATIONS FOR ADDITIONAL INLETS IN THE MEDIAN BARRIER:

STA. 470+50, STA. 474+50, STA. 516+85, AND STA. 520+25

THE INLETS SHALL BE CONSTRUCTED PRIOR TO THE START OF PHASE 1. THE CONTRACTOR SHALL PLACE TWO SECTIONS OF PORTABLE BARRIER AS PER MT-101.80 AT THESE LOCATIONS UNTIL THE BARRIER IS CONSTRUCTED. QUANTITIES FOR THIS WORK ARE SHOWN ELSEWHERE IN THE PLANS.

TEMPORARY DRAINAGE ITEMS

THE FOLLOWING TEMPORARY DRAINAGE ITEMS FOR THE SOUTHERN CROSSOVER HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - 18" CONDUIT, TYPE A,	706.02	162 FT.
ITEM 611 - 12" CONDUIT, TYPE A		324 FT.

THE FOLLOWING TEMPORARY DRAINAGE HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 611 - 15" CONDUIT, TYPE B		100 FT.
ITEM 611 - 15" CONDUIT, TYPE C		100 FT.

MAINTAINING DRAINAGE DURING CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN DRAINAGE DURING CONSTRUCTION AT ALL TIMES. THIS SHALL BE ACHIEVED BY THE USE OF THE EXISTING DRAINAGE PIPES, DITCHES, CULVERTS, ETC. WHEN AT ALL POSSIBLE, AS WELL AS TEMPORARY AND PROPOSED DRAINAGE ITEMS.

GENERALLY, THE EXISTING DRAINAGE DEVICES SHALL REMAIN IN PLACE AND IN OPERATION UNTIL THE PROPOSED FEATURES ARE CONSTRUCTED AND OPERATIONAL. WHEN EXISTING DEVICES ARE NO LONGER NEEDED THEY SHALL BE REMOVED IF POSSIBLE OR PROPERLY PLUGGED AND FILLED. AT THE MEDIAN STORM CROSSINGS, THE CONTRACTOR SHALL HAVE THE OPTION OF INSTALLING TEMPORARY SHEETING OR BORING OR JACKING A PORTION OF THE PIPE UNDER THE ACTIVE LANES AT THE PHASE CUT LINES.

DURING PHASE CONSTRUCTION SOME LATERALS ARE REQUIRED TO BE BORED OR JACKED FROM BORING PIT TO BORING PIT OR BORING PIT UNTIL THE CONDUIT DAYLIGHTS FROM AN EXISTING SLOPE. THESE OPERATIONS MAY REQUIRE THE NEED FOR ADDITIONAL LENGTH OF CONDUIT TO BE BORED OR JACKED FROM THE PLAN QUANTITIES. THE ADDITIONAL LENGTH SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

UNLESS SEPARATELY ITEMIZED IN THE PLANS, ALL LABOR, EQUIPMENT, MATERIALS REQUIRED TO MAINTAIN DRAINAGE DURING CONSTRUCTION, INCLUDING SUBSEQUENT REMOVAL OF ANY TEMPORARY ITEMS, SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

EXISTING GUIDE SIGNS (OVERHEAD AND GROUND MOUNTED)

THE CONTRACTOR SHALL MAINTAIN EXISTING GUIDE SIGNS THROUGHOUT EACH PHASE OF CONSTRUCTION AS APPLICABLE. EXISTING OVERHEAD GUIDE SIGNS MAY BE REMOVED AND RE-ERECTED ON GROUND MOUNTS/POSTS. EXISTING GROUND MOUNTED GUIDE SIGNS MAY ALSO BE MOVED AND RE-ERECTED AS NECESSARY AND AS APPROVED BY THE ENGINEER.

TEMPORARY SIGN OVERLAYS NOT OTHERWISE DETAILED IN THE PLANS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

WHERE AN EXISTING GUIDE SIGN CANNOT BE USED OR RE-USED, THEN AN APPROPRIATE TEMPORARY REPLACEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

UNLESS SEPARATELY ITEMIZED IN THE PLANS, ALL LABOR, EQUIPMENT, MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, SPECIAL - WORK ZONE GUARDRAIL

WORK ZONE GUARDRAIL SHALL BE TYPE 5 OR MGS TO MATCH EXISTING AND BE AS PER ITEM 606. PAYMENT FOR THE GUARDRAIL SHALL BE MADE AT THE CONTRACT PRICE PER FOOT FOR ITEM 614, SPECIAL, WORK ZONE GUARDRAIL, AND SHALL INCLUDE THE COST OF ALL ANCHOR ASSEMBLIES AND BRIDGE TERMINAL ASSEMBLIES WITH THEIR LOCATION AS REQUIRED BY THE ODOT LOCATION AND DESIGN MANUAL. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE THE COST OF REMOVING THE WORK ZONE GUARDRAIL.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

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

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
 - A. COLLABORATE WITH ODOT AND SAFETY FORCES;
 - B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
 - C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:
 - A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
 - I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
 - II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
 - III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
 - IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
 - V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
 - VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
 - B. FOLLOWING AN INCIDENT/CRASH:
 - I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - II. RECOMMEND ROADWAY REPAIR NEEDS.
 - III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

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

TEMPORARY BARRIER PROTECTION

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR USE BY THE ENGINEERING FOR PROVIDING TEMPORARY PROTECTION DURING CONSTRUCTION OF PRE-PHASE 1 DRAINAGE ITEMS DESCRIBED IN THE PLANS, IN ADDITION TO OTHER AREAS DEEMED NECESSARY BY THE ENGINEER WHERE CONSTRUCTION EFFORTS MAY REQUIRE THE REMOVAL OF EXISTING BARRIER PROTECTION.

THE FOLLOWING QUANTITY HAS BEEN CARRIED FORWARD TO THE GENERAL SUMMARY FOR USE BY THE ENGINEER:

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN 2500 LF

LUMP SUM MINUS INCENTIVE

THE CONTRACTOR WILL BE PAID A LUMP SUM INCENTIVE FOR COMPLETING THE CRITICAL WORK BEFORE THE LUMP SUM MINUS INCENTIVE DATE. THE LUMP SUM INCENTIVE WILL BE DECREASED BY THE DAILY DEDUCTION AMOUNT FOR EACH DAY THE CONTRACTOR DOES NOT HAVE THE CRITICAL WORK ITEMS COMPLETED UNTIL THE LUMP SUM INCENTIVE REACHES ZERO. THE CONTRACTOR WILL NOT BE ACCESSED DISINCENTIVES FOR NOT MEETING THE LUMP SUM MINUS INCENTIVE DATE.

CRITICAL WORK IS DEFINED AS HAVING ALL LANES OF TRAFFIC IN THE FINAL CONFIGURATION AND OPEN TO UNRESTRICTED TRAFFIC. UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAVEL LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WIDTH AND LOCATION, FINAL SURFACE COURSE, WITH ALL FINAL MARKINGS, RPM'S, SIGNAGE, AND SAFETY FEATURES INSTALLED, THE CONTRACTOR MAY PERFORM LANE CLOSURES DURING OFF-PEAK HOURS AFTER THE LUMP SUM MINUS INCENTIVE DATE FOR MINOR WORK.

EXTENSIONS OF TIME FOR THE WORK ITEMS ON THE LONGEST PATH OF ACTIVITIES DRIVING THE LUMP SUM MINUS INCENTIVE DATE WILL BE CALCULATED IN ACCORDANCE WITH C&MS 108.06 EXCEPT ONLY EXCUSABLE DELAYS WHICH OCCUR DURING 2024 WILL BE RECOGNIZED AS IMPACTING THE LUMP SUM MINUS INCENTIVE DATE. THE CONTRACTOR IS TO ANTICIPATE WEATHER AND SEASONAL CONDITIONS.

LUMP SUM MINUS INCENTIVE CONTRACT TABLE			
DESCRIPTION OF CRITICAL WORK	LUMP SUM MINUS INCENTIVE DATE	LUMP SUM INCENTIVE	DAILY DEDUCTION PER DAY
AS DEFINED IN THE LUMP SUM MINUS INCENTIVE NOTE	10/1/24	\$300,000	\$10,000

LANE VALUE CONTRACT (PN 127)

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLES/TIME LIMITATION NOTES FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT AMOUNT IS LOCATED IN THE TIME LIMITATION AND GENERAL MOT NOTES. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

LANE VALUE CONTRACT TABLE: 2

CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
IR-75 MAINLINE LANES	OCT. 15TH - APRIL 1ST	MINUTE	\$200 (PER LANE/PER MIN)
	DESIGNATED HOLIDAYS (SEE SHEET 22)		
	APRIL 2ND - OCTOBER 14TH, 7AM - 7PM		
RAMPS	OCT. 15TH - APRIL 1ST	DAY	\$1500 (PER DAY)
NB EXIT RAMP TO DRYDEN ROAD SB EXIT RAMP TO DRYDEN ROAD SB ENTRANCE RAMP FROM DRYDEN ROAD	CLOSURE BEYOND THE ALLOTTED 60TH DAY		
RAMPS (CLOSURES DURING MAINLINE WORK - LIMITED NIGHT CLOSURE WITH APPROVAL FROM THE ENGINEER)	APRIL 2ND - OCTOBER 14TH, 7AM - 7PM	MINUTE	\$25 (PER MIN)

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING, AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.06, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FEET (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR CROSS OVER LIGHTING:

ITEM 614, WORK ZONE CROSS OVER LIGHTING SYTEM 4 EACH

ITEM 618, RUMBLE STRIPS (ASPHALT CONCRETE), AS PER PLAN 2

THIS ITEM IS FOR REMOVAL OF EXISTING RUMBLE STRIPS FOR MAINTENANCE OF TRAFFIC PURPOSES ONLY.

THE CONTRACTOR SHALL MILL 2 INCHES BY 2 FEET WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO REMOVE THE EXISTING RUMBLE STRIPS ALONG IR 75 IN THE AREA WHERE TRAFFIC IS SHIFTED. THE CONTRACTOR SHALL THEN COAT ALL MILLED SURFACES HORIZONTAL AND VERTICAL WITH APPROVED AC LIQUID. NEXT THE CONTRACTOR SHALL PLACE 2 INCHES OF ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-28. THE COST OF THE REMOVAL OF THE EXISTING PAVEMENT, AND PLACEMENT OF THE SURFACE COURSE SHALL BE INCLUDED IN UNIT PRICE PER FOOT OF ITEM 618 - RUMBLE STRIPS (ASPHALT CONCRETE), AS PER PLAN.

AN ESTIMATED QUANTITY OF 89,680 FEET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PERMITTED NIGHTLY LANE CLOSURES 2

DURING PHASED CONSTRUCTION AND FINAL SURFACE COURSE, RPM'S AND PAVEMENT MARKINGS, NIGHTLY SINGLE LANE CLOSURES WILL BE PERMITTED BETWEEN 7PM AND 7AM WITH A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE ON THIS SHEET. NIGHTLY RAMP CLOSURES DUE TO MAINLINE WORK MAY BE PERMITTED BETWEEN 7PM AND 7AM BUT SHALL BE MINIMIZED WHENEVER POSSIBLE AND AT THE APPROVAL OF THE ENGINEER.

WINTER TIME LIMITATIONS

CONDUCT ALL WORK SUBJECT TO THE FOLLOWING LIMITATIONS:

1. THE OVER WINTER WORK ZONE CONFIGURATION DESCRIBED BELOW SHALL BE IMPLEMENTED BY OCTOBER 15 OF EACH YEAR. OCTOBER 15 OF EACH YEAR SHALL BE CONSIDERED AN INTERIM COMPLETION DATE IN WHICH THE RESURFACING AND CROSSOVER CONSTRUCTION SHALL BE COMPLETE. ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN OCTOBER 15TH AND APRIL 1ST. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED PER THE LANE VALUE CONTRACT TABLE.
2. THE NORTHERN CROSSOVERS SHALL BE CLOSED WITH PORTABLE BARRIER USING SCD MT-101.80. PORTABLE BARRIER USED TO CLOSE THE CROSSOVERS SHALL BE CONCRETE AND INCLUDE ALL COST TO CONNECT TO THE EXISTING CONCRETE BARRIER. ALL REMAINING PB SHALL BE STORED AT A LOCATION APPROVED BY THE ENGINEER. SOUTHERN CROSSOVERS SHALL BE CLOSED WITH DRUMS SPACED AT 10 FOOT CENTERS AND TYPE III BARRICADES.
3. FROM OCTOBER 15 TO APRIL 1, COORDINATE ANY PROPOSED WORK REQUIRING LANE CLOSURES WITH ODOT. NO SHORT TERM LANE CLOSURES ARE PERMITTED DURING PERIODS WHEN ODOT IS CONDUCTING SNOW AND ICE OPERATIONS (INCLUDING PRE-TREATMENT) OR WHEN TEMPERATURES ARE BELOW 40 DEGREES AND SNOW IS IN THE FORECAST.
4. THE CONTRACTOR SHALL PLACE WORK ZONE MARKINGS TO REMAIN IN PLACE OVER WINTER BY OCTOBER 15, IN ACCORDANCE WITH THE TRAFFIC CONTROL SHEETS. MAINTAINING THREE LANES IN EACH DIRECTION AS DETAILED IN THE FINAL CONFIGURATION.

2

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR WORK ZONE WINTER TRAFFIC CONDITIONS:

ITEM 622 PORTABLE BARRIER, 50", AS PER PLAN	2,000 FT
ITEM 648 LANE LINE, 6"	22.55 MI
ITEM 648 EDGE LINE, 6"	24.63 MI
ITEM 648 CHANNELIZING LINE, 12"	8,985 FT
ITEM 648 DOTTED LINE, 6"	9,825 FT
ITEM 648 DOTTED LINE, 12"	1,760 FT

3RD WINTER OVER PHASE WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL UTILIZE THE PROPOSED TRAFFIC CONTROL PLANS FOR MARKING LAYOUT FOR THE 3RD WINTER OVER ZONE. PAVEMENT MARKINGS SHALL BE PER THE REQUIREMENTS OF C&MS 648.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 648 LANE LINE, 6" , AS PER PLAN	11.30 MI
ITEM 648 CHANNELIZING LINE, 12", AS PER PLAN	4,495 FT
ITEM 648 DOTTED LINE, 6", AS PER PLAN	4,915 FT
ITEM 648 DOTTED LINE, 12", AS PER PLAN	880 FT

ITEM SPECIAL - EDGE LINE, 6", 648

THIS ITEM OF WORK SHALL CONSIST OF MARKING THE EDGE LINES PER THE PROPOSED TRAFFIC CONTROL PLANS FOR THE 3RD WINTER OVER ZONE. EDGE LINES SHALL BE 6" WIDE AND BE SPRAY THERMOPLASTIC PAVEMENT MARKING PER C&MS 648 AND 740.10.

PAYMENT FOR THIS WORK WILL BE MADE AT THE UNIT PRICE BID FOR ITEM SPECIAL - EDGE LINE, 6", 648, PER MILE AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK COMPLETE IN PLACE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - EDGE LINE, 6", 648	12.32 MI
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SEQUENCE OF CONSTRUCTION

THE PROJECT SHALL BE CONSTRUCTED IN EIGHT MAIN PHASES.

THE CONTRACTOR HAS THE ABILITY TO DO ANY WORK CONCURRENTLY THAT WILL NOT EFFECT THE MAINLINE AT ANY TIME UNLESS OTHERWISE STATED IN THE NOTES. DURING COMPLETE SHORT-TERM CLOSURE OF THE FREEWAY FOR SIGN TRUSS INSTALLATION TRAFFIC SHALL BE MAINTAINED PER MT-99.60.

RAMPS

ALL RAMPS WITHIN THE PROJECT LIMITS SHALL HAVE A ROAD WORK AHEAD SIGN AND END WORK SIGN PLACED IN ACCORDANCE WITH APPLICABLE ODOT STANDARDS.

DRYDEN ROAD ENTRANCE RAMPS SHALL BE CLOSED AND DETOURED IN ACCORDANCE WITH THE DETOUR PLANS AND CLOSURES SHALL BE AS PER MT-101.60.

DRYDEN ROAD EXIT RAMPS SHALL BE CLOSED AND DETOURED IN ACCORDANCE WITH THE DETOUR PLANS AND THE RAMP CLOSURES SHALL BE AS PER MT-98.29.

DURING THE TIME PERIOD OF THE RAMP CLOSURE, IF APPLICABLE, THE CONTRACTOR SHALL PLACE THE PAVEMENT TO TIE THE RAMP TO THE EXISTING PAVEMENT AS SHOWN IN THE PLANS.

DRYDEN ROAD

TWO-WAY TRAFFIC ON DRYDEN ROAD SHALL BE MAINTAINED AT ALL TIMES WITH THE EXCEPTION OF LEFT TURN LANE CLOSURES DURING RAMP CLOSURES. TRAFFIC SHALL BE MAINTAINED PER MT-98.30 DURING THOSE PERIODS.

PRE-PHASE 1

PRE-PHASE 1 SHALL CONSIST OF THE CONSTRUCTION OF THE SOUTHERN CROSSOVERS, OPENING THE NORTHERN CROSSOVER, REMOVING THE STORM SEWER FROM THE EXISTING SHOULDER FROM APPROXIMATELY STA. 408+00 TO STA. 412+00 LT, CONSTRUCTING ADDITIONAL INLETS AND LATERALS IN THE MEDIAN SECTION PER THE DRAINAGE DETAILS AND CONSTRUCTING PAVEMENT FOR MAINTAINING TRAFFIC ALONG THE INSIDE SOUTHBOUND SHOULDER. TRAFFIC SHALL BE MAINTAINED PER MT-95.31 AND MT-95.45 DURING ACCEPTABLE PERMITTED LANE CLOSURE MAP (PLCM) TIMES.

PHASE 1

INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 1 CONFIGURATION. SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO THE OUTSIDE LANES AND SHOULDER WHILE CROSSING OVER ONE NORTHBOUND LANE TO THE SOUTHBOUND SIDE AS SHOWN IN THE PLANS.

PHASE 1 SHALL CONSIST OF THE CONSTRUCTION OF THE INSIDE LANE AND SHOULDER UP TO AND INCLUDING THE INTERMEDIATE COURSE OF THE NORTHBOUND DIRECTION AND PLACE PAVEMENT FOR MAINTAINING TRAFFIC ON THE INSIDE NORTHBOUND PROPOSED SHOULDER IN THE GRASS MEDIAN SECTION. THE BARRIER SECTION SHALL REPLACE THE INSIDE NORTHBOUND LANE AND SHOULDER. PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE PLACED FROM THE INSIDE LANE TO THE EXISTING BARRIER. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING THE ENTIRETY OF THIS PHASE.

PHASE 2

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 2 CONFIGURATION.

PHASE 2 (CONTINUED)

ALL LANES WILL REMAIN THE SAME AS PHASE 1 FOR THE GRASS MEDIAN SECTION. THE SOUTHBOUND LANES AND THE NORTHBOUND CROSS OVER LANE WILL REMAIN AS IN PHASE 1 IN THE CONCRETE BARRIER SECTION. THE OUTSIDE NORTHBOUND LANE WILL REMAIN WHILE THE INSIDE LANE WILL BE SHIFTED TO THE MEDIAN ON THE NORTHBOUND SIDE.

PHASE 2 SHALL CONSIST OF COMPLETING THE PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE FOR THE INSIDE LANE AND SHOULDER IN THE GRASS MEDIAN SECTION FROM PHASE 1 AND SHALL CONSTRUCT THE MIDDLE LANE OF THE CONCRETE BARRIER SECTION. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING ENTIRETY OF THIS PHASE.

PHASE 3

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 3 CONFIGURATION. THE SOUTHBOUND LANES AND THE NORTHBOUND CROSS OVER LANE WILL REMAIN AS IN PHASES 1&2. THE NORTHBOUND LANES WILL BE SHIFTED TO THE MEDIAN ON THE NORTHBOUND SIDE.

PHASE 3 SHALL CONSIST OF THE CONSTRUCTION OF THE PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE FOR THE NORTHBOUND OUTSIDE LANE AND SHOULDER. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. THE NORTHBOUND DRYDEN ROAD EXIT RAMP WILL BE DETOURED FOR 60 CALENDAR DAYS PER THE PLANS DURING PHASE 3. ALL OTHER RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED AND DETOURED DURING ENTIRETY OF THIS PHASE.

PHASE 4

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 4 CONFIGURATION. ALL OF THE NORTHBOUND AND SOUTHBOUND LANES SHALL BE SHIFTED TO THE OUTSIDE IN EACH DIRECTION.

PHASE 4 SHALL CONSIST OF THE CONSTRUCTION OF THE CONCRETE BARRIER AND INSIDE SHOULDERS UP TO AND INCLUDING THE INTERMEDIATE COURSE OF THE CONCRETE BARRIER SECTION. ALL MEDIAN DRAINAGE INCLUDING THE JACKING OR BORING OF CONDUIT SHALL BE CONSTRUCTED IN THIS PHASE. ALL LIGHTING, AND OTHER MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING ENTIRETY OF THIS PHASE.

PHASE 5

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 5 CONFIGURATION. SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO THE OUTSIDE LANES AND SHOULDER WHILE CROSSING OVER ONE SOUTHBOUND LANE TO THE NORTHBOUND SIDE AS SHOWN IN THE PLANS.

PHASE 5 (CONTINUED)

PHASE 5 SHALL CONSIST OF THE CONSTRUCTION OF THE INSIDE LANE AND SHOULDER UP TO AND INCLUDING THE INTERMEDIATE COURSE OF THE SOUTHBOUND DIRECTION AND PLACE PAVEMENT FOR MAINTAINING TRAFFIC ON THE INSIDE SOUTHBOUND PROPOSED SHOULDER IN THE GRASS MEDIAN SECTION. THE CONCRETE BARRIER SECTION SHALL REPLACE THE INSIDE SOUTHBOUND LANE. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING ENTIRETY OF THIS PHASE.

PHASE 6

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 6 CONFIGURATION. ALL LANES WILL REMAIN THE SAME AS PHASE 5 FOR THE GRASS MEDIAN SECTION. THE NORTHBOUND LANES AND THE SOUTHBOUND CROSS OVER LANE WILL REMAIN AS IN PHASE 5 IN THE CONCRETE BARRIER SECTION. THE OUTSIDE SOUTHBOUND LANE WILL REMAIN WHILE THE INSIDE LANE WILL BE SHIFTED TO THE MEDIAN ON THE SOUTHBOUND SIDE.

PHASE 6 SHALL CONSIST OF COMPLETING THE PAVEMENT FOR THE INSIDE LANE AND SHOULDER UP TO AND INCLUDING THE INTERMEDIATE COURSE IN THE GRASS MEDIAN SECTION FROM PHASE 5 AND SHALL CONSTRUCT THE MIDDLE LANE OF THE CONCRETE BARRIER SECTION. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED DURING ENTIRETY OF THIS PHASE.

PHASE 7

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 7 CONFIGURATION. THE NORTHBOUND LANES AND THE SOUTHBOUND CROSS OVER LANE WILL REMAIN AS IN PHASES 5&6. THE SOUTHBOUND LANES WILL BE SHIFTED TO THE MEDIAN ON THE SOUTHBOUND SIDE.

PHASE 7 SHALL CONSIST OF THE CONSTRUCTION OF THE PAVEMENT FOR THE SOUTHBOUND OUTSIDE LANE AND SHOULDER UP TO AND INCLUDING THE INTERMEDIATE COURSE. ALL DRAINAGE AND MISCELLANEOUS ITEMS SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE WORK AREA. THE SOUTHBOUND DRYDEN ROAD ENTRANCE AND EXIT RAMPS WILL BE DETOURED EACH FOR 60 CALENDAR DAYS PER THE PLANS DURING PHASE 7. ALL OTHER RAMPS SHALL REMAIN OPEN DURING THIS PHASE WITH THE EXCEPTION OF THE DRYDEN NORTHBOUND ENTRANCE RAMP WHICH IS CLOSED AND DETOURED DURING ENTIRETY OF THIS PHASE.

PHASE 8

PHASE 8 SHALL CONSIST OF COMPLETING ALL REMAINING WORK ITEMS INCLUDING THE PLACEMENT OF THE FINAL SURFACE COURSE, INSTALLING CABLE RAIL AND PLACEMENT OF THE PERMANENT PAVEMENT MARKINGS. THIS PHASE SHALL ALSO REMOVE THE NORTHERN AND SOUTHERN CROSSOVERS, MEDIAN TEMPORARY PAVEMENT AND RESTORE THE AREAS. THE NORTHERN CROSSOVER SHALL PLACE PERMANENT BARRIER IN THE MEDIAN. 3 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED PER THE LANE VALUE CONTRACT TABLE TIMES. TRAFFIC SHALL BE MAINTAINED PER MT-95.30, OMITCD FIGURE 6H-37 AND MT-99.20 DURING SURFACE COURSE AND PAVEMENT MARKING INSTALLATION. ALL RAMPS SHALL REMAIN OPEN DURING THIS PHASE.

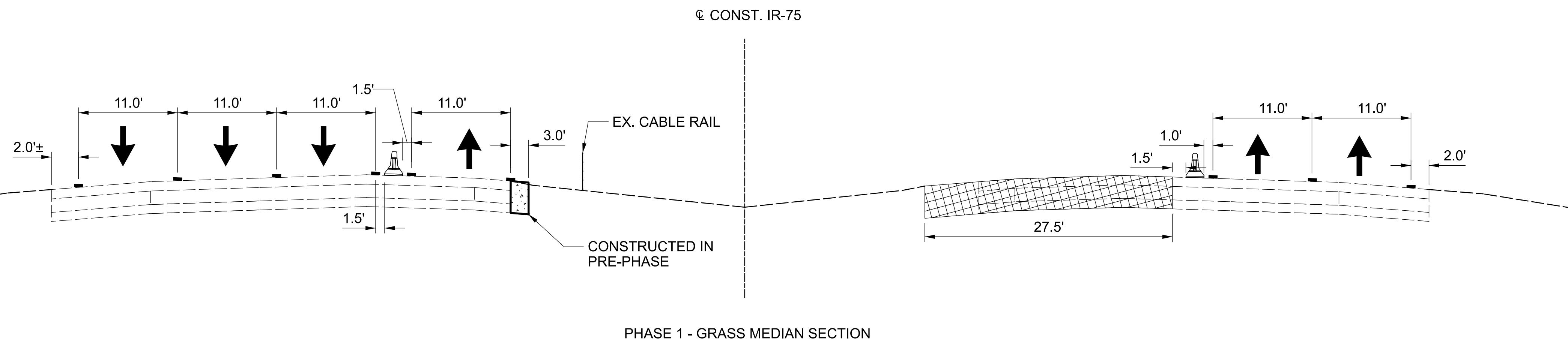
DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET, SUITE 200
 ANN ARBOR, MI 48106-1500
 (313) 434-1985
 www.arcadis.com

DESIGNER
BRO

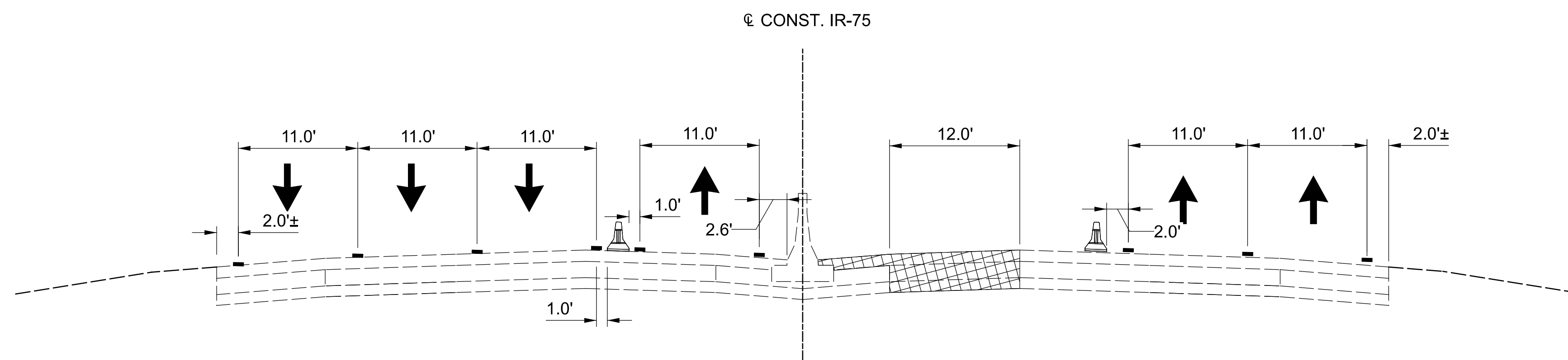
REVIEWER
DRJ 12/30/21

PROJECT ID
107375

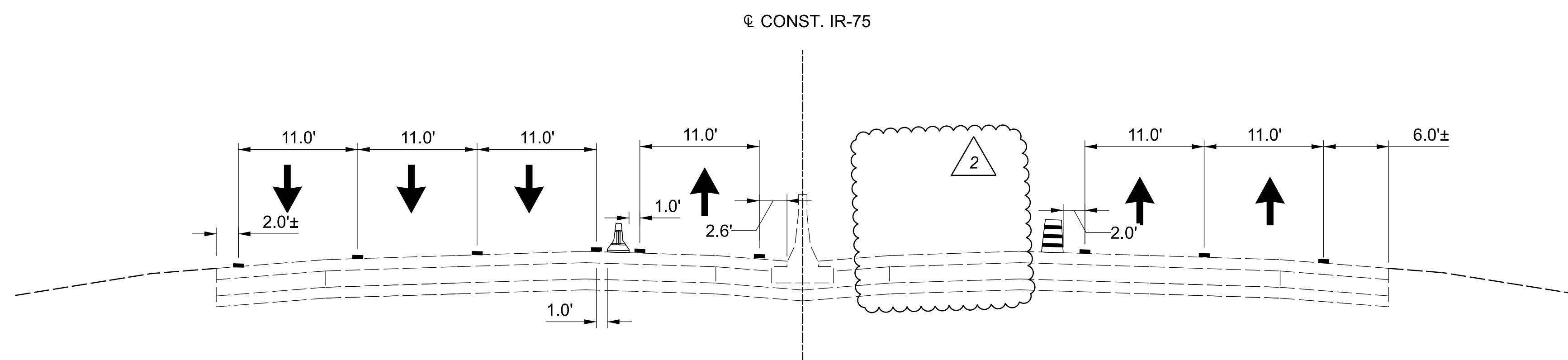
SHEET TOTAL
 28 | 517



PHASE 1 - GRASS MEDIAN SECTION



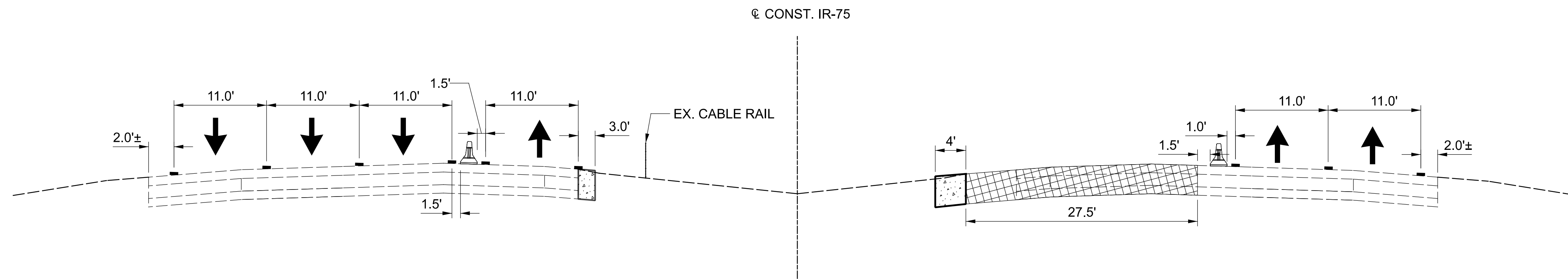
PHASE 1 - BARRIER MEDIAN SOUTH OF SR 741 BRIDGE SECTION



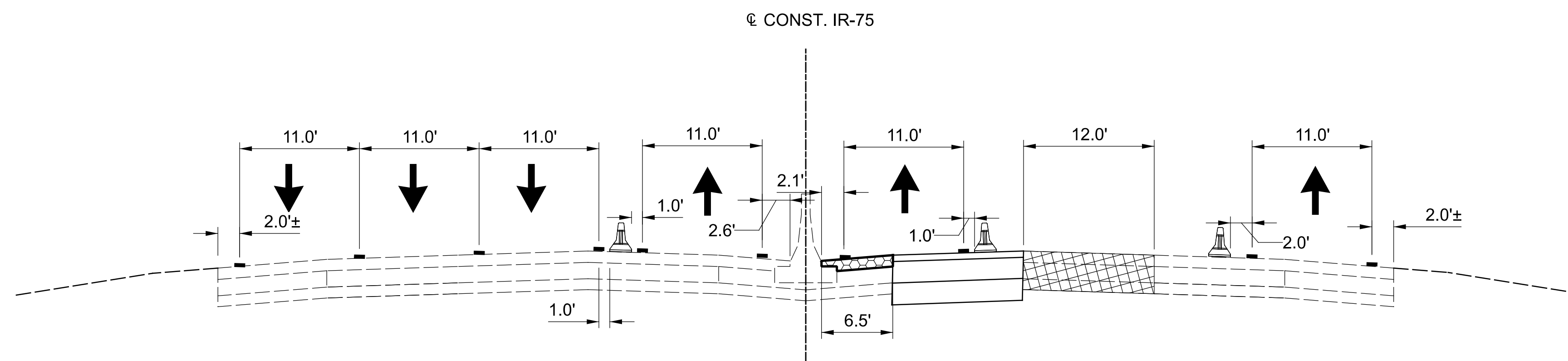
PHASE 1 - BARRIER MEDIAN NORTH OF SR 741 BRIDGE SECTION

PLAN LEGEND

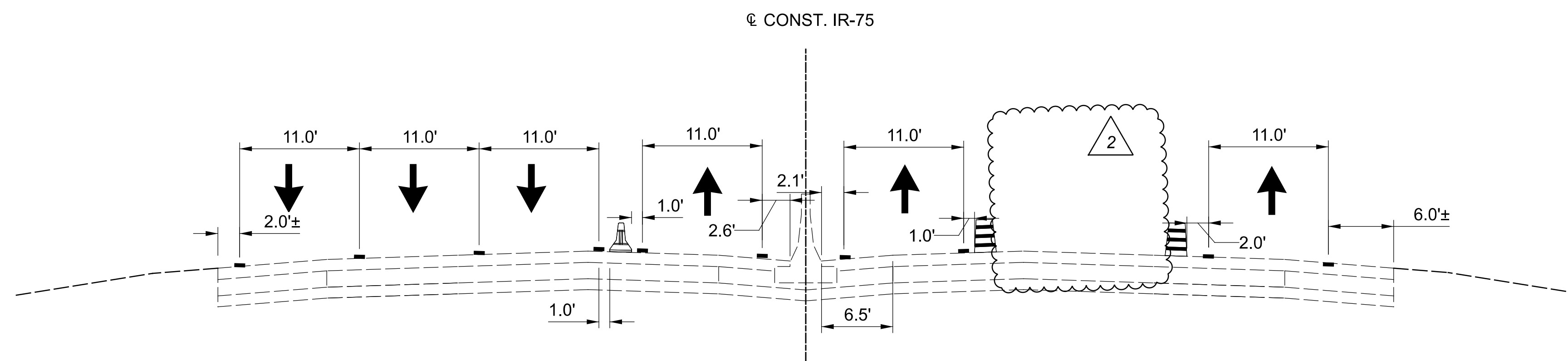
- WORK ZONE MARKING (ELEVATION VIEW)
- PORTABLE BARRIER (ELEVATION VIEW)
- DRUM (ELEVATION VIEW)
- WORK AREA
- PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A (FULL DEPTH)
- ASPHALT FOR MAINTAINING TRAFFIC, AS PER PLAN (PARTIAL DEPTH)
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATOR, PLACEMENT PER MT-101.75
- TYPE A WARNING LIGHT
- TEMPORARY SIGN SUPPORT
- CONSTRUCTION DRUM
- TYPE 3 BARRICADE
- PAVEMENT MARKING REMOVED
- WORK ZONE EDGE LINE, CLASS I (WHITE)
- WORK ZONE EDGE LINE, CLASS I (YELLOW)
- WORK ZONE LANE LINE, CLASS I
- WORK ZONE CHANNELIZING LINE, CLASS I
- WORK ZONE DOTTED LINE, CLASS I
- WORK ZONE GORE MARKING, CLASS II
- PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A
- PORTABLE BARRIER
- IMPACT ATTENUATOR
- SIGN, TEMPORARY OVERLAY
- WORK ZONE GUARDRAIL



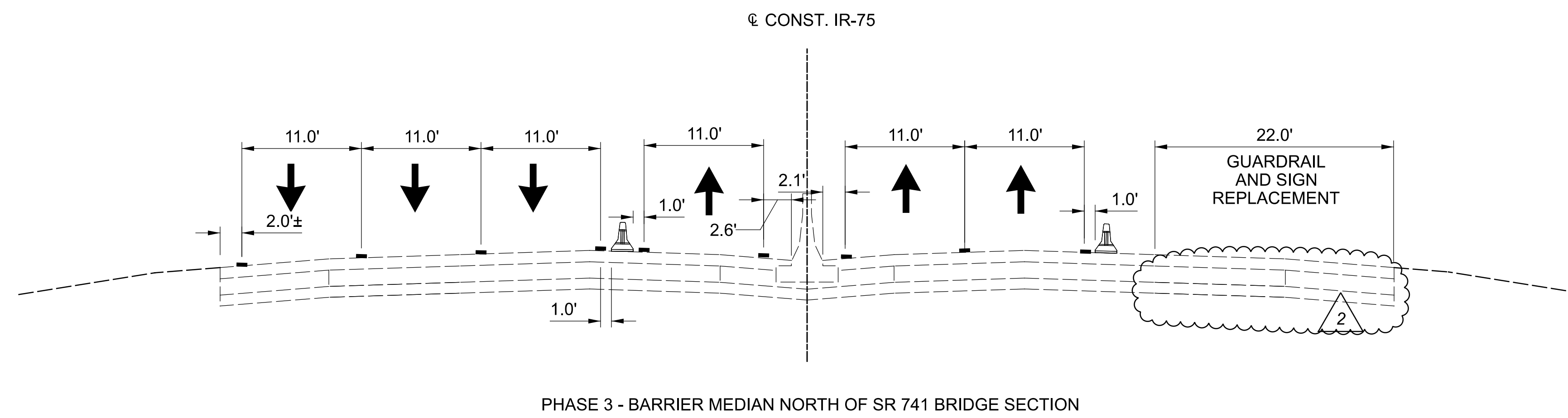
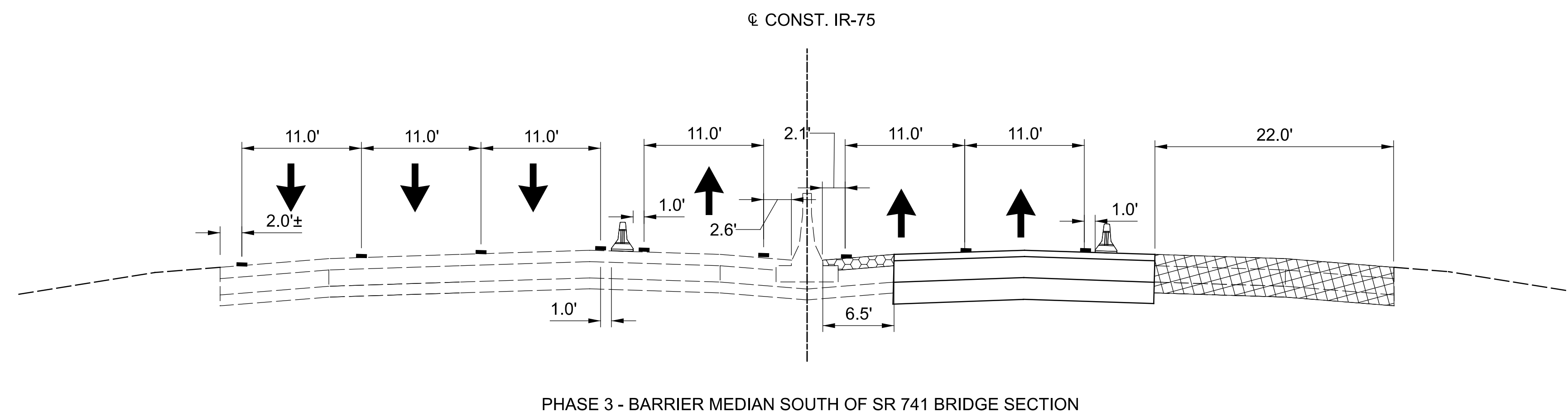
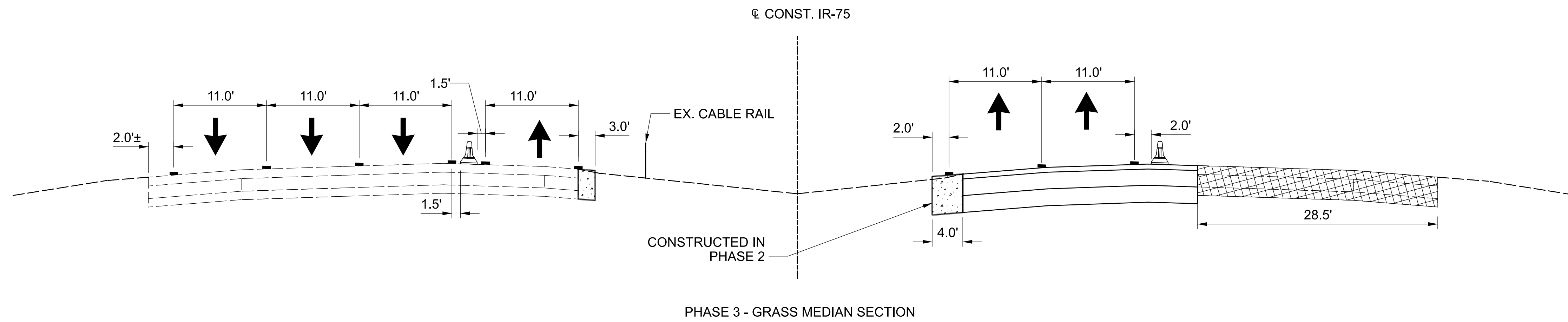
PHASE 2 - GRASS MEDIAN SECTION

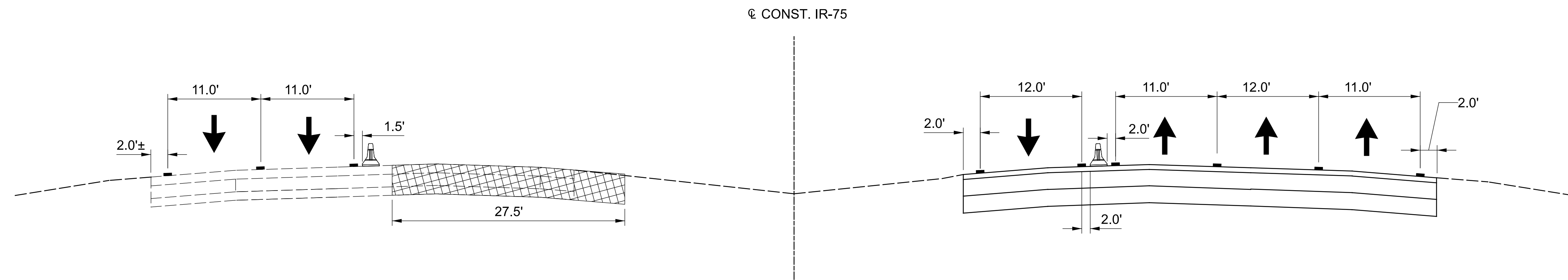


PHASE 2 - BARRIER MEDIAN SOUTH OF SR 741 BRIDGE SECTION

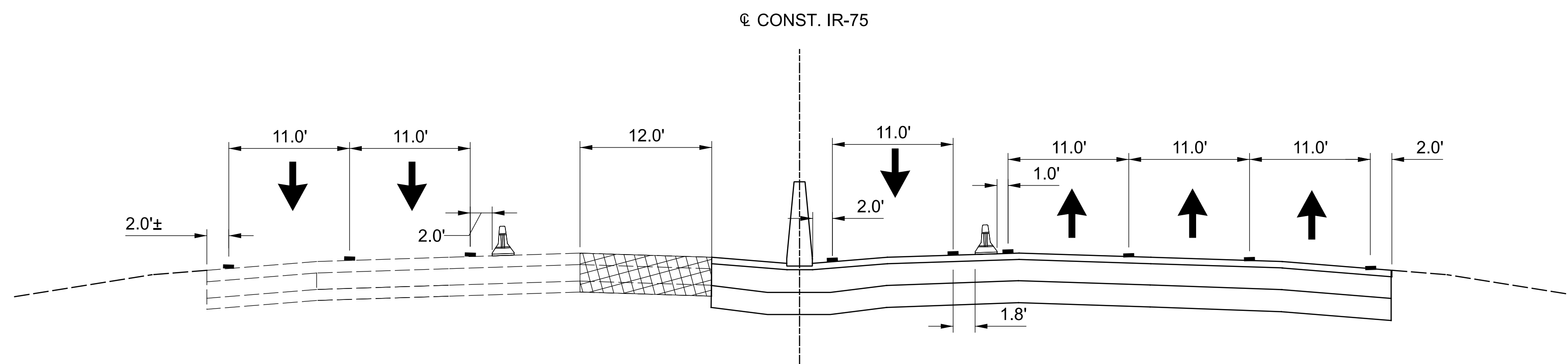


PHASE 2 - BARRIER MEDIAN NORTH OF SR 741 BRIDGE SECTION

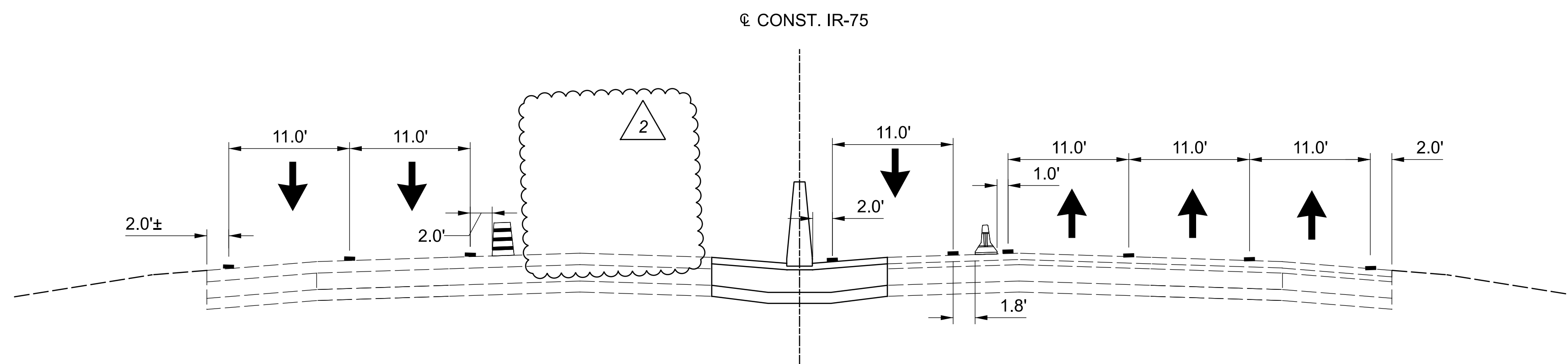




PHASE 5 - GRASS MEDIAN SECTION



PHASE 5 - BARRIER MEDIAN SOUTH OF SR 741 BRIDGE SECTION



PHASE 5 - BARRIER MEDIAN NORTH OF SR 741 BRIDGE SECTION

DESIGN AGENCY

ARCADIS
222 SOUTH MAIN STREET SUITE 200
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DESIGNER

BRO

REVIEWER

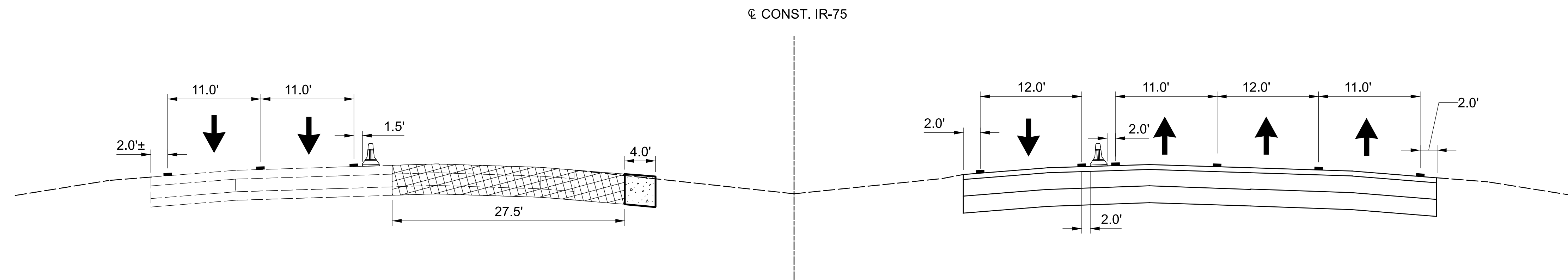
DRJ 12/30/21

PROJECT ID

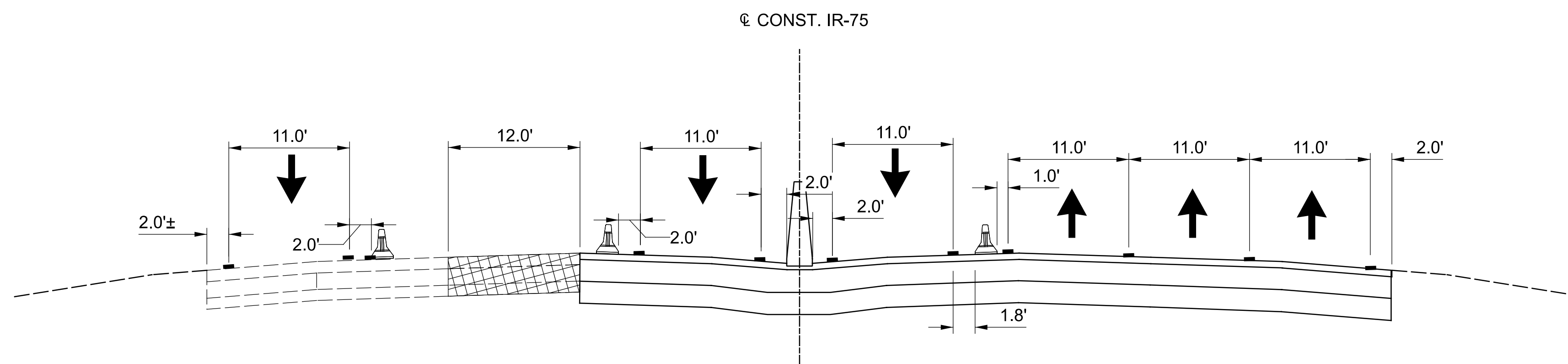
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SHEET TOTAL

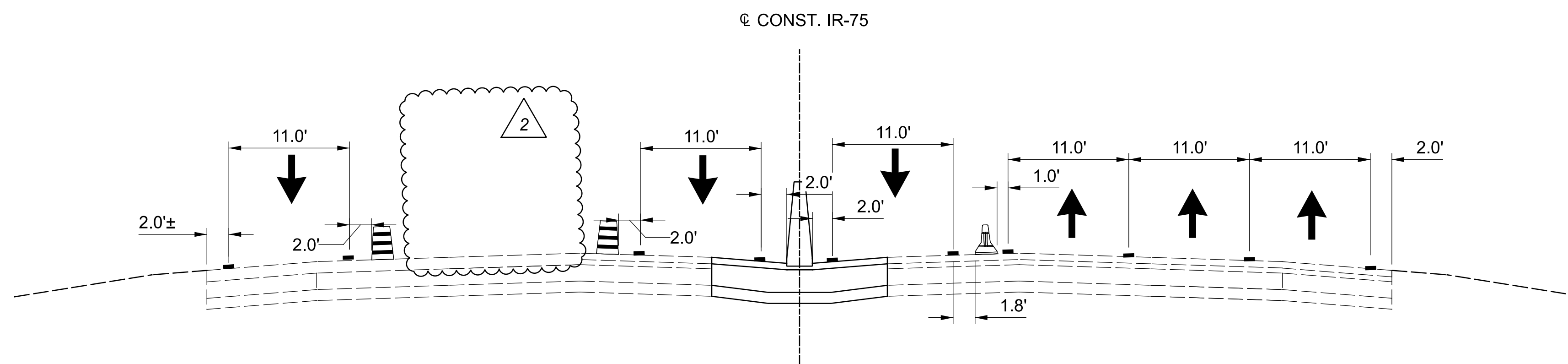
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PHASE 6 - GRASS MEDIAN SECTION



PHASE 6 - BARRIER MEDIAN SOUTH OF SR 741 BRIDGE SECTION



PHASE 6 - BARRIER MEDIAN NORTH OF SR 741 BRIDGE SECTION

DESIGN AGENCY

ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 FAYETTEVILLE, NC 28404
 (704) 330-1344
 www.arcadis.com

DESIGNER

BRO

REVIEWER

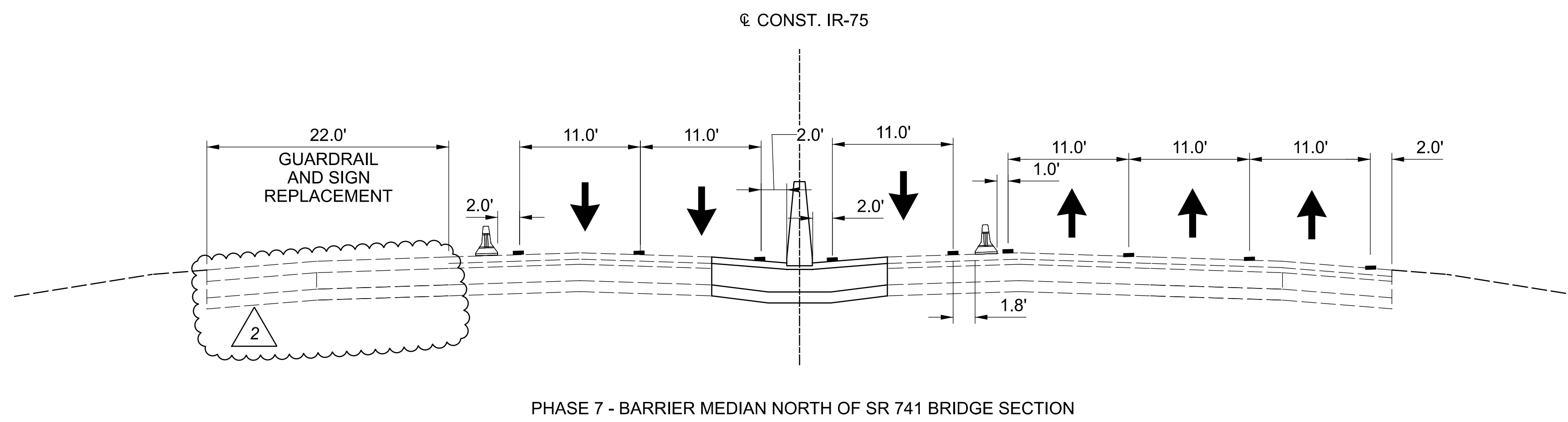
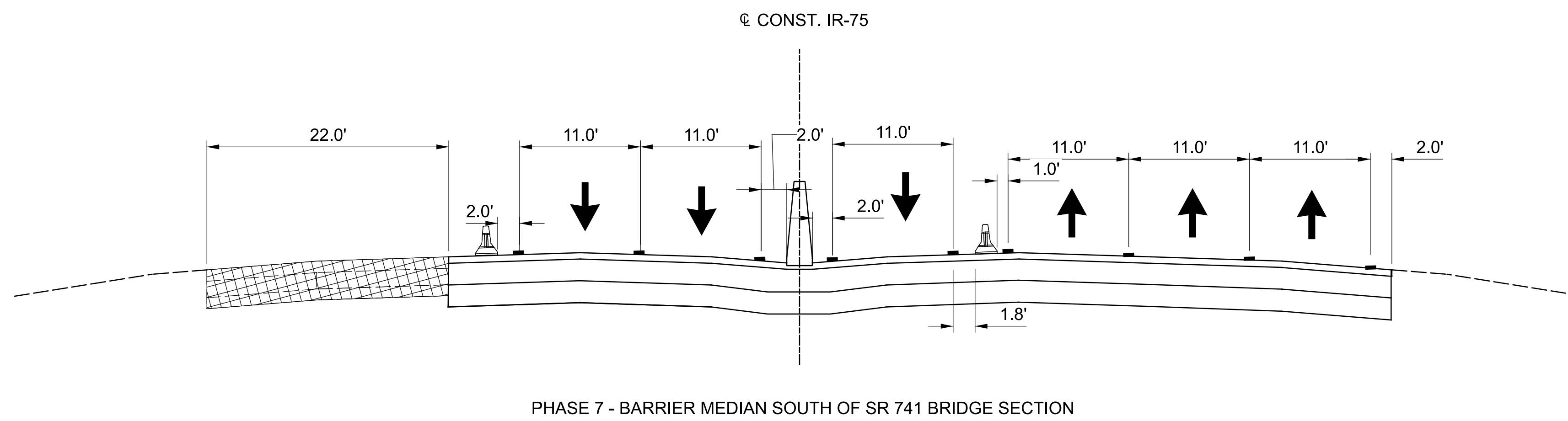
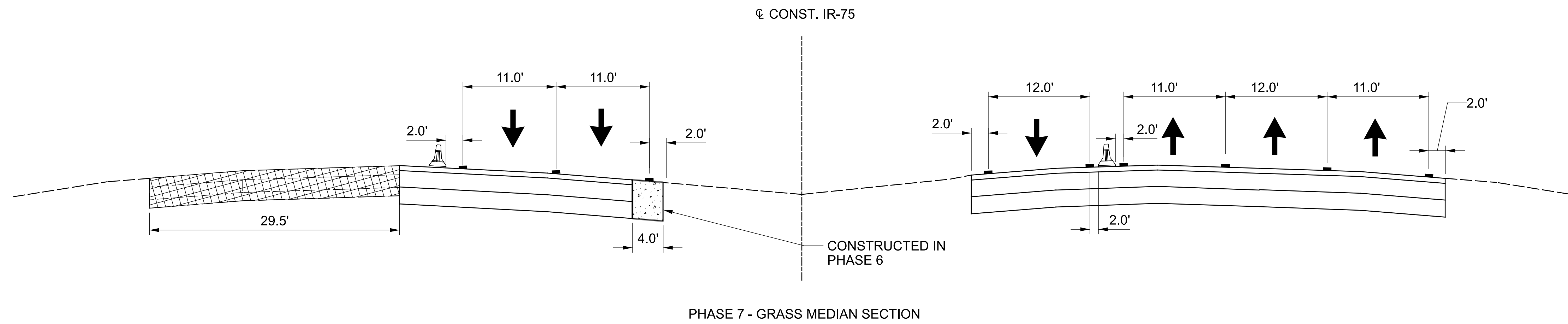
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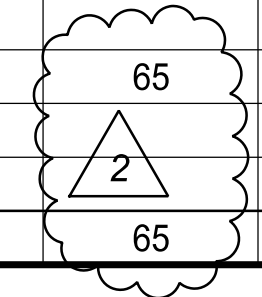
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SHEET TOTAL

34 517



REF NO.	SHEET NO.	STATION		SIDE	614	614	614	614	614	614	614	614	614	614	615	622	622									
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PHASE 1 CONTINUED																										
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WCH-35	62	210+00.00	211+80.00	LT										180												
WCH-36	62	227+35.00	231+00.00	LT										365												
WCH-37	62	227+35.00	231+00.00	LT										365												
WEY-40	62	206+00.00	231+00.00	RT								2500														
WEY-41	62	211+80.00	214+25.00	LT										245												
WEY-42	62	206+00.00	231+00.00	LT										2500												
WEY-43	62	206+00.00	231+00.00	LT										2500												
WEY-44	62	225+25.00	227+35.00	LT										210												
WL-32	62	206+00.00	231+00.00	LT					2500																	
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WL-35	62	225+25.00	226+15.00	LT					90																	
PB-18	62	206+00.00	231+00.00	LT													2500									
PB-19	63	231+00.00	242+80.00	LT														1180								
PB-20	63	234+00.00	240+35.00	RT														635		1						
PB-21	63	237+71.44	240+35.00	LT/RT														264								
PB-22	63	239+01.00	243+35.00	LT/RT														434								
WDL-17	63	231+00.00	235+05.00	RT									405													
WDL-18	63	234+15.00	240+50.00	LT																						
WEW-49	63	231+00.00	247+40.00	LT						1640					635											
WEW-50	63	231+00.00	240+35.00	LT/RT						935																
WEW-51	63	231+00.00	245+50.00	RT						1450																
WCH-38	63	231+00.00	234+15.00	LT										315												
WCH-39	63	240+35.00	242+50.00	RT										215												
WCH-40	63	240+35.00	245+50.00	RT										515												
WCH-41	63	237+50.00	247+40.00	LT										990												
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WL-37	63	231+00.00	237+50.00	LT					650																	
WL-38	63	231+00.00	245+50.00	RT					1450																	
WEY-45	63	231+00.00	245+50.00	LT/RT									1450													
WEY-46	63	231+00.00	247+40.00	LT										1640												
WEY-47	63	231+00.00	240+35.00	RT										935												
WIA-3	63		234+00.00	RT																						
WIA-4	63		239+01.00	LT																						
WIA-5	63		242+80.00	LT																						
PHASE 2																										
WCH-44	71	442+64.00	448+65.00	RT										601												
WCH-45	71	445+63.00	448+65.00	RT										302												
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WEY-48	71	445+63.00	456+00.00	RT																						
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PB-23	71	448+90.00	456+00.00	RT																						
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WEW-53	72	456+00.00	481+00.00	RT																						
WEY-50	72	456+00.00	481+00.00	RT						2500				2500												
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PB-25	72	456+00.00	481+00.00	RT																						
PB-26	72	456+00.00	481+00.00	RT																						
TP-13	72	468+91.00	481+00.00	RT																						
SUBTOTALS CARRIED TO SHEET				50		4						65	9790	7260	18752	5708	405	188	635			11433	1			



MAINTENANCE OF TRAFFIC
SUBSUMMARY

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
ANN ARBOR MI 48106
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www.arcadis.com

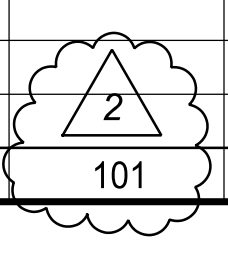
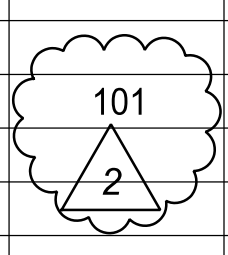
DESIGNER
TB

REVIEWER
BRO 12/30/21

PROJECT ID
107375

SHEET TOTAL
40 517

REF NO.	SHEET NO.	STATION		SIDE	614	614	614	614	614	614	614	614	614	614	615	622	622					
		FROM	TO		FT	EACH	EACH	CY	FT	FT	FT	FT	FT	FT	FT	SY	FT	EACH				
PHASE 2 CONTINUED																						
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WEY-52	73	481+00.00	506+00.00	RT							2500											
WEY-53	73	481+00.00	506+00.00	RT							2500											
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TP-14	73	481+00.00	505+40.00	RT																		
PB-29	74	506+00.00	512+00.00	RT																		
PB-30	74	506+00.00	512+00.00	RT													600					
WEW-55	74	506+00.00	531+00.00	RT						2500												
WEY-54	74	506+00.00	531+00.00	RT							2500											
WEY-55	74	506+00.00	531+00.00	RT							2500											
WEW-56	75	531+00.00	203+35.00	RT						2197												
WEY-56	75	531+00.00	203+35.00	RT							2197											
WEY-57	75	531+00.00	205+50.00	RT							2412											
WCH-46	75	203+35.00	205+50.00	RT								215										
WCH-47	75	203+35.00	205+50.00	RT								215										
PHASE 3																						
WIA-7	81	355+84.00		RT																		
WEY-58	81	354+00.00	356+00.00	RT		1					200											
WCH-48	81	354+00.00	356+00.00	RT								200										
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PB-31	81	355+84.00	356+00.00	RT																		
PB-32	82	356+00.00	381+00.00	RT																		
PB-33	82	361+50.00	381+00.00	RT																		
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WCH-49	82	356+00.00	361+66.00	RT								566										
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WCH-51	83	381+50.00	383+50.00	RT								200										
TP-16	83	381+00.00	406+00.00	RT																1111		
WL-40	83	381+00.00	406+00.00	RT					2500													
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WDL-19	83	383+50.00	398+36.00	RT										1486								
TP-17	84	406+00.00	431+00.00	RT																		
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WL-40	84	406+00.00	431+00.00	RT					2500													
WEW-61	84	406+00.00	431+00.00	RT						2500												
PB-37	84	406+00.00	431+00.00	RT																	2500	
SUBTOTALS CARRIED TO SHEET				50		3				6934	16876	24338	1596	1486		2971	15677	1				



**MAINTENANCE OF TRAFFIC
SUBSUMMARY**

DESIGN AGENCY
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 222 SOUTH MAIN STREET, SUITE 200
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DESIGNER
 TB

REVIEWER
 BRO 12/30/21

PROJECT ID
 107375

SHEET TOTAL
 41 517

MODEL: M5015 PAPER SIZE: 34x22 (in.) DATE: 6/13/2022 TIME: 4:05:59 PM USER: move
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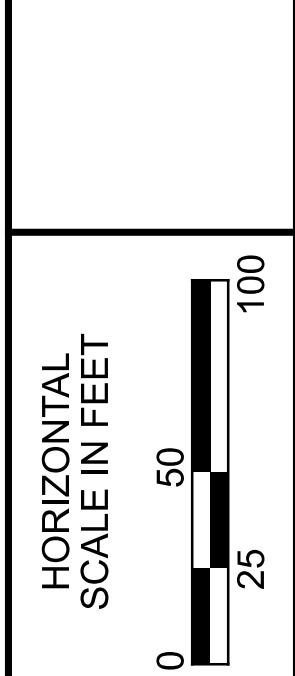
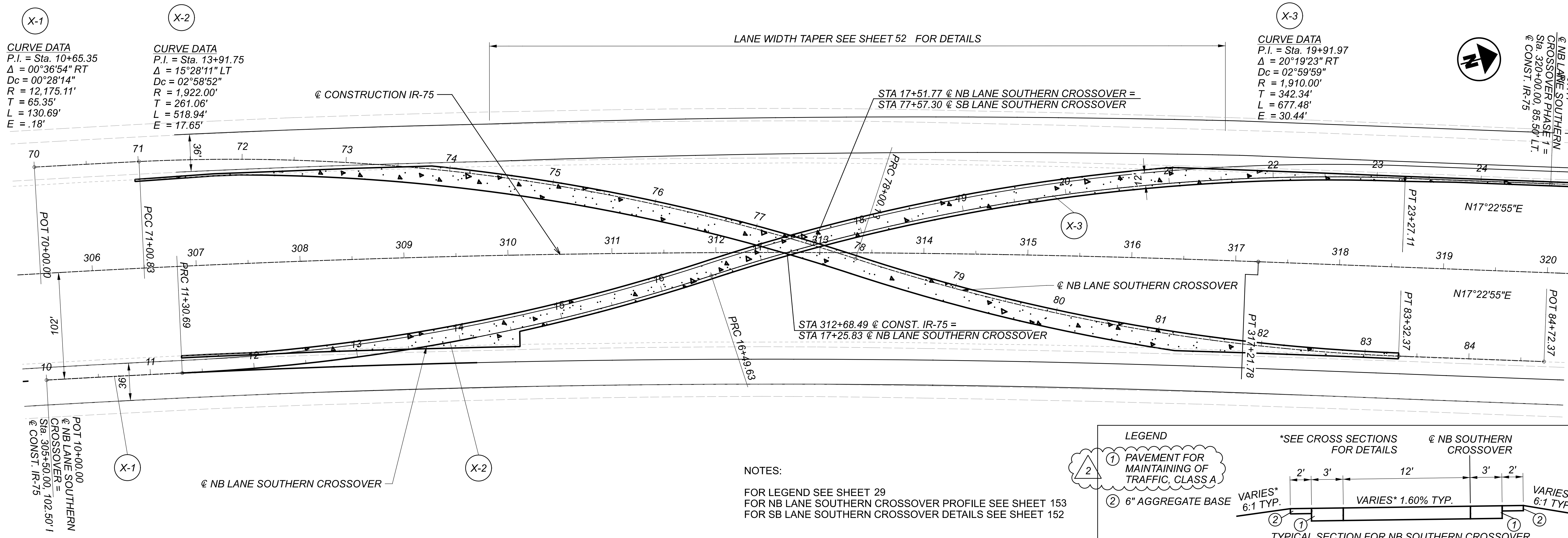
REF NO.	SHEET NO.	STATION		SIDE	614	614	614	614	614	614	614	614	614	614	615	622	622					
		FROM	TO		FT	EACH	EACH	CY	FT	FT	FT	FT	FT	FT	FT	SY	FT	EACH				
PHASE 7 CONTINUED																						
PB-97	146	506+00.00	531+00.00	LT																		
PB-98	146	530+80.00	531+00.00	LT																		
WEW-137	146	506+00.00	531+00.00	LT								2500										
WEW-138	146	529+00.00	531+00.00	LT								200										
WL-100	146	506+00.00	531+00.00	LT							2500											
PB-99	147	531+00.00	206+00.00	LT																		
PB-100	147	531+00.00	532+06.00	LT																		
PB-101	147	531+00.00	532+06.00	LT																		
WEW-139	147	531+00.00	532+32.00	LT								132										
WEW-140	147	531+00.00	206+00.00	LT								2462										
WIA-24	147		532+06.00	LT				1														
WCH-125	147	532+32.00	534+60.00	LT																		
WCH-126	147	532+32.00	534+60.00	LT										228								
WL-101	147	531+00.00	206+00.00	LT							2462											
WDL-40	147	534+60.00	538+80.00	LT																		
WDL-41	147	201+20.00	206+00.00	LT																		
WL-102	148	206+00.00	213+00.00	LT							700											
PB-102	148	206+00.00	211+45.00	LT																		
WDL-42	148	206+00.00	209+35.00	LT																		
WCH-127	148	209+35.00	213+00.00	LT																		
WCH-128	148	209+35.00	213+00.00	LT																		
WCH-129	148	213+00.00	217+00.00	LT																		
WIA-25	148		211+45.00	LT				1														
TP-28	148	212+07.00	212+76.00	LT																		
WEW-141	148	206+00.00	214+82.00	LT								882										
WEY-149	148	206+00.00	214+82.00	LT																		
SUBTOTALS FROM THIS SHEET																						
SUBTOTALS CARRIED FROM SHEET 36					868					12615	15664	15667	5819	2080	173		4628	4201				
SUBTOTALS CARRIED FROM SHEET 37					1110	1				21800	22708	22636	1576	1718			3309	14980				
SUBTOTALS CARRIED FROM SHEET 38								1		22500	22891	22812	936	1866			1423	15000				
SUBTOTALS CARRIED FROM SHEET 39										13336	23189	15234	3746	13297				5562				
SUBTOTALS CARRIED FROM SHEET 40						4			65	9790	7260	18752	5708	405	188	635		11433	1			
SUBTOTALS CARRIED FROM SHEET 41						3			101	6934	16876	24338	1596	1486			2971	15677	1			
SUBTOTALS CARRIED FROM SHEET 42						3			2	11714	15357	13814	2540	3315			784	14537	1			
SUBTOTALS CARRIED FROM SHEET 43						1				27175	13817	17339	5950	2100				9185				
SUBTOTALS CARRIED FROM SHEET 44						1				23524	16466	13303	3556	2394				12242				
SUBTOTALS CARRIED FROM SHEET 45					290	1				12115	6080	15323	7675			1640	481	2200				
SUBTOTALS CARRIED FROM SHEET 46					1217					6040	19530	32955	2332	342			465	15165				
SUBTOTALS CARRIED FROM SHEET 47						1				8010	15761	27484	4606	1284		220		7846	1			
SUBTOTALS CARRIED FROM SHEET 48						4					14526	26916	1682		376			15876	1			
SUBTOTALS CARRIED FROM SHEET 49						4				12950	13406	7880	3264	38316			4054	13127	2			
LINEAR TOTALS				FT	3485					194165	229707	275335	52572	69838	737	2495	18157	162770	7			
LINEAR TOTALS				MI						36.774	43.505	52.147										
TOTALS CARRIED TO GENERAL SUMMARY					3485	25	1	166	37	96		52572	69838	737	2495	18157	162770	7				

MAINTENANCE OF TRAFFIC SUBSUMMARY

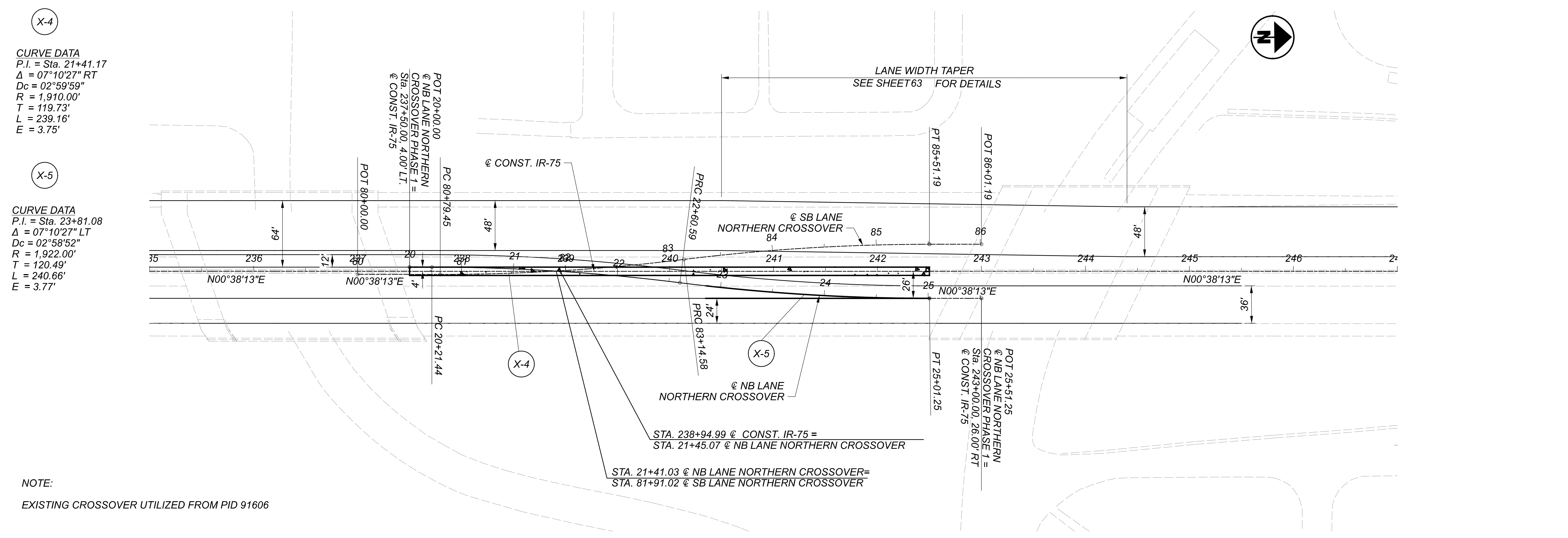
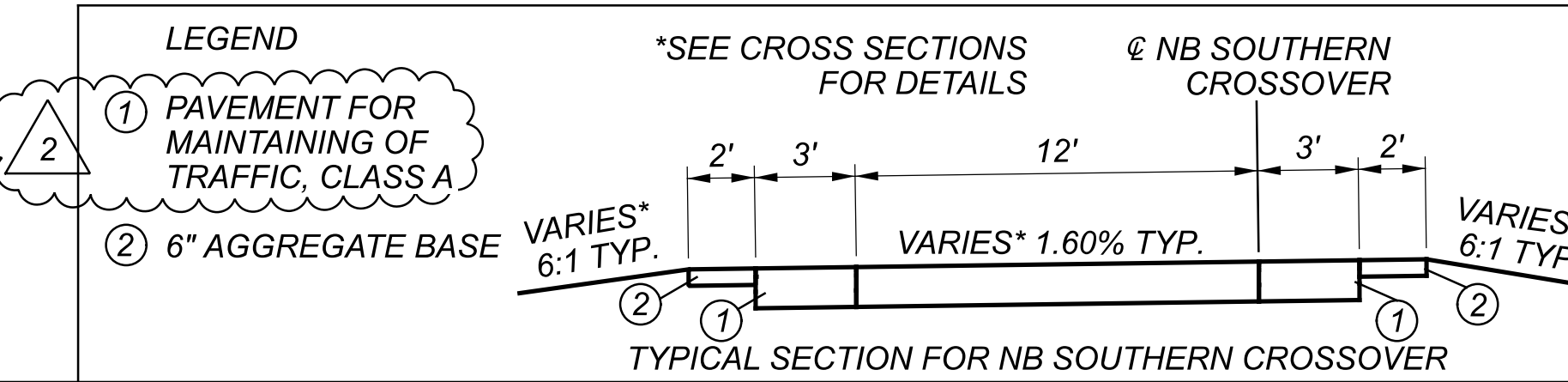
DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 ANTONIO, CO 81605
 (303) 434-1985
 www.arcadis.com

DESIGNER
TB
 REVIEWER
BRO 12/30/21
 PROJECT ID
107375
 SHEET TOTAL
50 517

MODEL: Plan [Sheet] PAPER SIZE: 34x22 (in.) DATE: 6/23/2022 TIME: 12:23:02 PM USER: mlove
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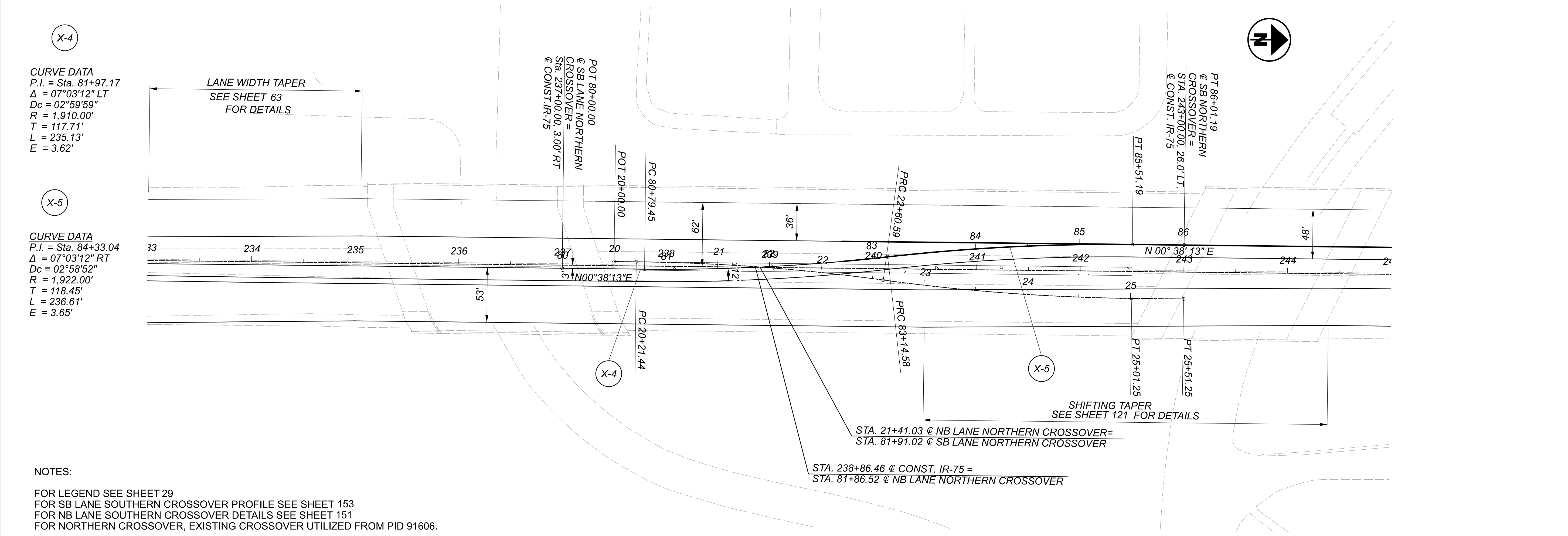
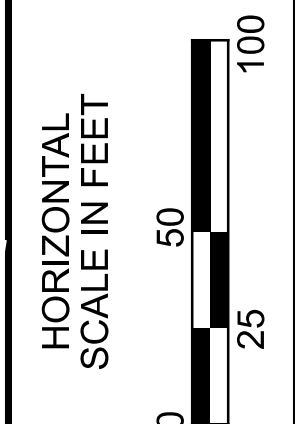
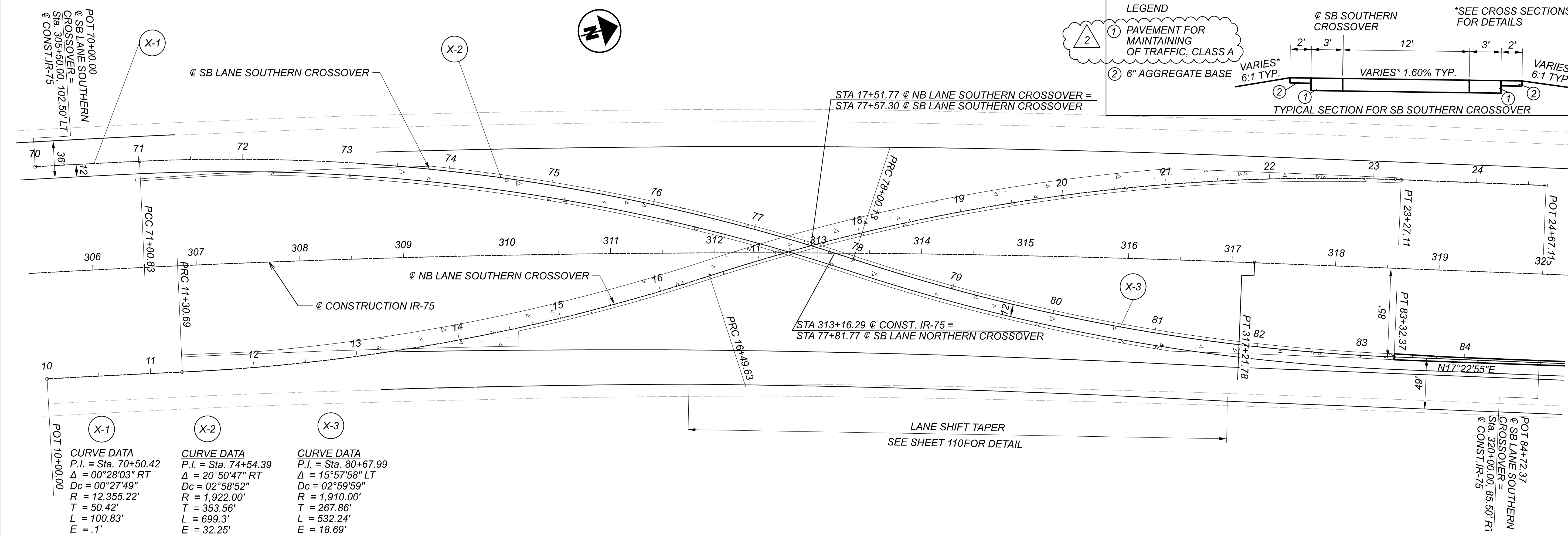
NOTES:
 FOR LEGEND SEE SHEET 29
 FOR NB LANE SOUTHERN CROSSOVER PROFILE SEE SHEET 153
 FOR SB LANE SOUTHERN CROSSOVER DETAILS SEE SHEET 152



NOTE:
 EXISTING CROSSOVER UTILIZED FROM PID 91606

NB LANE NORTHERN AND SOUTHERN CROSSOVER DETAILS
 BEGIN & END - PHASE 1 - 3

DESIGN AGENCY	
ARCADIS 222 SOUTH MAIN STREET SUITE 200 ANN ARBOR MI 48106-1505 www.arcadis.com	
DESIGNER	CAJ
REVIEWER	DRJ
PROJECT ID	107375
SHEET	TOTAL
151	517



SB LANE NORTHERN AND SOUTHERN CROSSOVER DETAILS
 BEGIN & END PHASES 5-7

DESIGN AGENCY	
ARCADIS	
222 SOUTHERN STREET SUITE 200 ARLINGTON, VA 22206 PHONE: (703) 434-1985 WWW.ARCADIS.COM	
DESIGNER	CAJ
REVIEWER	DRJ
PROJECT ID	107375
SHEET	TOTAL
152	517

NOTES:
 FOR LEGEND SEE SHEET 29
 FOR SB LANE SOUTHERN CROSSOVER PROFILE SEE SHEET 153
 FOR NB LANE SOUTHERN CROSSOVER DETAILS SEE SHEET 151
 FOR NORTHERN CROSSOVER, EXISTING CROSSOVER UTILIZED FROM PID 91606.

MOT-75-6.86

MODEL: Sheet PAPER: 34x22 (in.) DATE: 6/15/2022 TIME: 4:23:37 PM USER: mlove
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SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.		
19	20	187	188	189	190	191	361	430		Office Calc	01/IMS/PV	02/IMS/BR	03/IMS/PV							04/IMS/OT	
										ROADWAY											
LS					15	5					LS					201	11000	LS		CLEARING AND GRUBBING	
											20					202	20010	20	EACH	HEADWALL REMOVED	
										180,992	180,992					202	23000	180,992	SY	PAVEMENT REMOVED	
			291								291					202	30601	291	SY	CONCRETE MEDIAN REMOVED, AS PER PLAN	20
			663	50							713					202	30700	713	FT	CONCRETE BARRIER REMOVED	
		6,832									3,674			3,158		202	30701	6,832	FT	CONCRETE BARRIER REMOVED, AS PER PLAN	20
			491	464							955					202	32000	955	FT	CURB REMOVED	
					543	441					956			28		202	35100	984	FT	PIPE REMOVED, 24" AND UNDER	
											17,100					202	38000	17,100	FT	GUARDRAIL REMOVED	
											725					202	38300	725	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
											1					202	42000	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A	
											13	2				202	42010	15	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
											9	1				202	42040	10	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
											5					202	42050	5	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B	
											1					202	42210	1	EACH	ANCHOR ASSEMBLY REMOVED, BARRIER DESIGN	
											20	3				202	47000	23	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
											1					202	47800	1	EACH	IMPACT ATTENUATOR REMOVED	
											9,217					202	48000	9,217	FT	CABLE BARRIER REMOVED	
											1					202	58000	1	EACH	MANHOLE REMOVED	
											11	9				202	58100	20	EACH	CATCH BASIN REMOVED	
											11			9		202	58200	20	EACH	INLET REMOVED	
											1,768					SPECIAL	20270000	1,768	FT	FILL AND PLUG EXISTING CONDUIT	21
	1,000													1,000		202	98200	1,000	FT	REMOVAL MISC.: PORTABLE CONCRETE BARRIER	20
											41,414	5,961				203	10000	47,375	CY	EXCAVATION	
											12,175	5,130				203	20000	17,305	CY	EMBANKMENT	
											18,664	4,354				203	20001	23,018	CY	EMBANKMENT, AS PER PLAN	20
											203,995			3,495		204	10000	203,995	SY	SUBGRADE COMPACTION	
7,000											7,000					204	13000	7,000	CY	EXCAVATION OF SUBGRADE	
7,000											7,000					204	30020	7,000	CY	GRANULAR MATERIAL, TYPE C	
73											71					204	45000	73	HOUR	PROOF ROLLING	
2,000											2,000					204	50000	2,000	SY	GEOTEXTILE FABRIC	
											12,851					606	15050	12,851	FT	GUARDRAIL, TYPE MGS	
											3,775					606	15100	3,775	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
											100					606	15200	100	FT	GUARDRAIL, TYPE MGS HALF POST SPACING WITH LONG POSTS	
											300					606	15550	300	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
											1					606	25550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE A	
											12					606	26150	12	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
											8					606	26550	8	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
											11					606	35002	11	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
											4					606	35102	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
											9,360					SPECIAL	60655010	9,360	FT	CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	20
											8					SPECIAL	60655150	8	EACH	CABLE BARRIER, ANCHOR ASSEMBLY	20
											4					606	60012	4	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	20
											1					606	60028	1	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) [35 MPH/24 INCH]	21A
	200										200					607	15001	200	FT	FENCE, TYPE 47, AS PER PLAN	20
	200										200					607	23001	200	FT	FENCE, TYPE CLT, AS PER PLAN	20
											2,376			3,287		622	10100	5,663	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
											80			80		622	10101	80	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN	452
											1,268					622	10140	1,268	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
											400					622	10160	400	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
											1					622	24850	1	EACH	CONCRETE BARRIER END SECTION, TYPE B1	
											26			35		622	25006	61	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
											3			1		622	25007	4	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN	453
											6					622	25000	6	EACH	CONCRETE BARRIER END SECTION, TYPE D	
											13					622	25014	13	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
											6					622	25050	6	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
											36,640					SPECIAL	69098200	36,640	SF	MOW STRIP	20

GENERAL SUMMARY

DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 ARCADIS, ILLINOIS 62424-1985
 www.arcadis.com

DESIGNER
SMG

REVIEWER
KDK 09/30/21

PROJECT ID
107375

SHEET TOTAL
 181 | 517

SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
20	21	26		190	191	195	205			Office Calc	01/IMS/PV	02/IMS/BR	03/IMS/PV						
EROSION CONTROL																			
	7					94					101				601	21050	101	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT
				24	12						33			3	601	32204	36	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC
							4,254				4,254				653	10000	4,254	CY	TOPSOIL FURNISHED AND PLACED
2											2				659	00100	2	EACH	SOIL ANALYSIS TEST
12,105											12,105				659	00300	12,105	CY	TOPSOIL
109,053											109,053				659	10000	109,053	SY	SEEDING AND MULCHING
5,453											5,453				659	14000	5,453	SY	REPAIR SEEDING AND MULCHING
5,453											5,453				659	15000	5,453	SY	INTER-SEEDING
24.54											24.54				659	20000	24.54	TON	COMMERCIAL FERTILIZER
22.54											22.54				659	31000	22.54	ACRE	LIME
604											604				659	35000	604	MGAL	WATER
246											246				659	40000	246	MSF	MOWING
							38,669				38,669				670	00500	38,669	SY	SLOPE EROSION PROTECTION
							217				217				670	00710	217	SY	DITCH EROSION PROTECTION MAT, TYPE A
							LS				LS				832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN
							LS				LS				832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS
							LS				LS				832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE
							100,000				100,000				832	30000	100,000	EACH	EROSION CONTROL
							126				126				836	10000	126	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1
DRAINAGE																			
				6	3						8			1	602	20000	9	CY	CONCRETE MASONRY
						52,243					52,243				605	11110	52,243	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
						70,190					66,523			3,667	605	14020	70,190	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
						1,502					1,382			120	611	00510	1,502	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS
	100					1,483					1,583				611	00900	1,583	FT	6" CONDUIT, TYPE B
	100										100				611	01400	100	FT	6" CONDUIT, TYPE E
	200										200				611	01500	200	FT	6" CONDUIT, TYPE F
											324				611	04200	324	FT	12" CONDUIT, TYPE A
											20			20	611	04400	20	FT	12" CONDUIT, TYPE B
					20						1,175			8	611	05900	1,183	FT	15" CONDUIT, TYPE B
					962	121					587				611	06100	587	FT	15" CONDUIT, TYPE C
					453	34					505			192	611	06700	697	FT	15" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21
					355	342					162				611	07200	162	FT	18" CONDUIT, TYPE A, 706.02
											196			4	611	07400	200	FT	18" CONDUIT, TYPE B
											66				611	07600	66	FT	18" CONDUIT, TYPE C
											109				611	08900	109	FT	21" CONDUIT, TYPE B
											118			4	611	10400	122	FT	24" CONDUIT, TYPE B
							226				226				611	96600	226	FT	CONDUIT, BORED OR JACKED, 6" TYPE B
					934	289					1,124			99	611	96600	1,223	FT	CONDUIT, BORED OR JACKED, 15" TYPE B
					92						92				611	96600	92	FT	CONDUIT, BORED OR JACKED, 18" TYPE B
						1					1				611	98180	1	EACH	CATCH BASIN, NO. 3A
					12						12				611	98230	12	EACH	CATCH BASIN, NO. 4
					1						1				611	98510	1	EACH	CATCH BASIN, NO. 2-3
					1						1				611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE
						1					1				611	98634	1	EACH	CATCH BASIN RECONSTRUCTED TO GRADE
					9	15					13			11	611	99100	24	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1
					4	2					6				611	99110	6	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1
	1										5			1	611	99155	1	EACH	INLET RECONSTRUCTED TO GRADE, AS PER PLAN
					5						56				611	99574	5	EACH	MANHOLE, NO. 3
	4					52					56				611	99710	56	EACH	PRECAST REINFORCED CONCRETE OUTLET

GENERAL SUMMARY

DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 ANTONIO, TEXAS 78103
 (210) 434-1985
 www.arcadis.com

DESIGNER
SMG

REVIEWER
KDK 09/30/21

PROJECT ID
107375

SHEET TOTAL
 182 | 517

SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
20	21	187	188	189	457	458	458A	464	486	487	488	Office Calc	01/IMS/PV	02/IMS/BR	03/IMS/PV						
PAVEMENT																					
												168,360	69,053		99,307		254	01000	168,360	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)
												51,093	50,122		971		302	56000	51,093	CY	ASPHALT CONCRETE BASE, PG64-22, (449)
												34,004	33,421		583		304	20000	34,004	CY	AGGREGATE BASE
												30,107	29,722		385		407	10000	30,107	GAL	TACK COAT
												9,261	3,798		5,463		407	20000	9,261	GAL	NON-TRACKING TACK COAT
												15,644	12,646		2,998		442	00100	15,644	CY	ANTI-SEGREGATION EQUIPMENT
												8,791	8,621		170		442	10080	8,791	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)
												14,441	10,208		4,233		442	10301	14,441	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
												16,242	16,242				452	15060	16,242	SY	12.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA
			338	452									790				609	14000	790	FT	CURB, TYPE 2-A
			54										54				609	24510	54	FT	CURB, TYPE 4-C
												105,591	76,959		28,632		618	40100	105,591	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
109,000													109,000				872	10000	109,000	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)
												LS	LS				SPECIAL	69098400	LS		PAVER MOUNTED THERMAL PROFILING (PMTP)
												51,093	50,122		971		SPECIAL	69098700	51,093	CY	ANTI-SEGREGATION EQUIPMENT
LIGHTING																					
	4												4			42	625	00450	46	EACH	CONNECTION, FUSED PULL APART
	2												2			21	625	00460	23	EACH	CONNECTION, UNFUSED PULL APART
													12			3	625	00470	15	EACH	CONNECTION, UNFUSED BOLTED
													3				625	00480	3	EACH	CONNECTION, UNFUSED PERMANENT
	2												19			21	625	10494	21	EACH	LIGHT POLE, LOW MAST, ALM50
													2				625	10495	2	EACH	LIGHT POLE, LOW MAST, AS PER PLAN, ALM50
	2												19			21	625	14306	21	EACH	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP
	520												18,189			12,577	625	23200	18,709	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
	200												2,100			2,100	625	23400	2,300	FT	NO. 10 AWG POLE AND BRACKET CABLE
													22				625	25500	22	FT	CONDUIT, 3", 725.04
													220				625	25900	220	FT	CONDUIT, JACKED OR DRILLED, 3"
													135				625	25910	135	FT	CONDUIT CLEANED AND CABLES REMOVED
	2												21			21	625	26273	23	EACH	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, TYPE V
													220				625	29002	220	FT	TRENCH, 24" DEEP
													2			1	625	29910	2	EACH	TRANSITION JUNCTION BOX
													3				625	29930	3	EACH	MEDIAN JUNCTION BOX
													2				625	30700	2	EACH	PULL BOX, 725.08, 18"
	2												19			21	625	32000	21	EACH	GROUND ROD
													1				625	34001	1	EACH	POWER SERVICE, AS PER PLAN
													LS				SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING
													1				SPECIAL	62540010	1	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT
													12			10	625	75400	12	EACH	LIGHT POLE REMOVED
	2												12			2	625	75500	2	EACH	LIGHT POLE FOUNDATION REMOVED
													1			10	625	75506	12	EACH	LUMINAIRE REMOVED
													1				625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, CONTROL CENTER "M"
TRAFFIC CONTROL																					
					120								120				620	00500	120	EACH	DELINEATOR, POST GROUND MOUNTED
													841			350	621	00100	1,191	EACH	RPM
						1,118							786			332	621	54000	1,118	EACH	RAISED PAVEMENT MARKER REMOVED
													6			4	625	32000	10	EACH	GROUND ROD
								10					69			95	626	00102	164	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL
													13				626	00102	13	EACH	BARRIER REFLECTOR, TYPE 1, ONE WAY
													205				626	00112	205	EACH	BARRIER REFLECTOR, TYPE 3, BIDIRECTIONAL
													117				626	00112	117	EACH	BARRIER REFLECTOR, TYPE 3, ONE WAY

GENERAL SUMMARY

DESIGNER AGENCY
ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 ANCHORAGE, ALASKA 99501
 PHONE: (303) 434-1985
 WWW.ARCADIS.COM

DESIGNER
SMG

REVIEWER
KDK 09/30/21

PROJECT ID
107375

SHEET TOTAL
183 517

SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
22	23	24	25	26	27	28		50		01/IMS/PV	02/IMS/BR	03/IMS/PV	04/IMS/OT						
MAINTENANCE OF TRAFFIC																			
		1,920								1,920				614	11110	1,920	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	24
			34,000							34,000				614	11630	34,000	FT	INCREASED BARRIER DELINEATION	
								3,485		3,485				SPECIAL	61412200	3,485	FT	WORK ZONE GUARDRAIL	26
								25		25				614	12380	25	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	23
								1		1				614	12381	1	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), AS PER PLAN	24
	LS									LS				614	12420	LS		DETOUR SIGNING	
	12									12				614	12484	12	EACH	WORK ZONE INCREASED PENALTIES SIGN	
	30									30				614	12500	30	EACH	REPLACEMENT SIGN	23
	40									40				614	12600	40	EACH	REPLACEMENT DRUM	23
					4					4				614	12756	4	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
		1,489								1,489				614	12801	1,489	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	25
40				400						440				614	13000	440	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
										166				614	13001	166	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	24
										3,395				614	13310	3,395	EACH	BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL	
										708				614	13318	708	EACH	BARRIER REFLECTOR, TYPE 5, BI-DIRECTIONAL	
										4,103				614	13360	4,103	EACH	OBJECT MARKER, TWO WAY	
		96								96				614	18601	96	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	24
3.66								37		40.66				614	20010	40.66	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
9.56								96		105.56				614	22010	105.56	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
5,260								52,572		57,832				614	23010	57,832	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
6,985								69,838		76,823				614	24000	76,823	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
								737		737				614	28200	737	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	
								2,495		2,495				614	98100	2,495	FT	WORK ZONE PAVEMENT MARKING, MISC.:DOTTED LINE, CLASS I, 12", 807 PAINT	22
LS										LS				615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
								18,157		18,157				615	20000	18,157	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
220										220				616	10000	220	MGAL	WATER	
										89,680				618	40101	89,680	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	27
										2,500				622	41011	167,270	FT	PORTABLE BARRIER, 50", AS PER PLAN	22
										2,000				622	41050	7	EACH	PORTABLE BARRIER, "Y" CONNECTOR	
										24.63				648	00104	24.63	MILE	EDGE LINE, 6"	
										22.55				648	00204	22.55	MILE	LANE LINE, 6"	
										11.3				648	00205	11.3	MILE	LANE LINE, 6", AS PER PLAN	28
										8,985				648	00404	8,985	FT	CHANNELIZING LINE, 12"	
										4,495				648	00405	4,495	FT	CHANNELIZING LINE, 12", AS PER PLAN	28
										9,825				648	01510	9,825	FT	DOTTED LINE, 6"	
										4,915				648	01511	4,915	FT	DOTTED LINE, 6", AS PER PLAN	28
										1,760				648	01520	1,760	FT	DOTTED LINE, 12"	
										880				648	01521	880	FT	DOTTED LINE, 12", AS PER PLAN	28
										12.32				SPECIAL	69098500	12.32	MILE	EDGE LINE, 6", 648	28
		252								252				808	18700	252	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
INCIDENTALS																			
										LS				108	10000	LS		CPM PROGRESS SCHEDULE	
LS										LS				614	11000	LS		MAINTAINING TRAFFIC	
										34				619	16020	34	MNTH	FIELD OFFICE, TYPE C	
										LS				623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
										LS				624	10000	LS		MOBILIZATION	

DESIGN AGENCY
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DESIGNER
SMG

REVIEWER
 KDK 09/30/21

PROJECT ID
 107375

SHEET TOTAL
 185 517

Table with columns: REF NO., SHEET NO., STATION TO STATION, and various material descriptions (e.g., CONCRETE BARRIER, GUARDRAIL, ANCHOR ASSEMBLY, MGS). Includes sub-sections for BASELINE IR-75 SOUTHBOUND, BASELINE IR-75 NORTHBOUND, and IR-75. Total quantities are listed at the bottom: 5053, 7913, 3450, 0, 300, 0, 10, 7, 10, 3, 4, 0, 9360, 8, 3285, 0, 1110, 400, 31, 4, 6, 12, 6, 0, 13, 95, 117, 125, 36640.

ROADWAY SUBSUMMARY

DESIGN AGENCY: ARCADIS
DESIGNER: SMG
REVIEWER: KDK 12/30/21
PROJECT ID: 107375
SHEET TOTAL: 186 517

REF NO.	SHEET NO.	STATION TO STATION		202	606	606	606	606	606	606	606	606	606	606	606	606	622	622	622	622	622	622	622	622	626	626	626	626	SPECIAL			
				CONCRETE BARRIER REMOVED, AS PER PLAN	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS WITH LONG POSTS	GUARDRAIL, TYPE MGS HALF POST SPACING WITH LONG POSTS	GUARDRAIL, BARRIER DESIGN, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE A	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) [35MPH, 24" WIDE]	CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	CABLE BARRIER, ANCHOR ASSEMBLY	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER END SECTION, TYPE B1	BARRIER REFLECTOR, TYPE 1, ONE WAY	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	BARRIER REFLECTOR, TYPE 3, ONE WAY	BARRIER REFLECTOR, TYPE 3, BIDIRECTIONAL	MOW STRIP		
				FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SF			
IR-75																																
GR-52	227	527+40.05	TO 529+20.05														180															
GR-53	227-228	529+28.05	TO 530+05.54														62				1						3					
GR-54	228	530+25.54	TO 531+22.38	62													82				1						2					
GR-55	228	531+30.38	TO 532+63.00	133													103				2						3					
GR-56	228	532+73.00	TO 534+00.07	127													97				2						2					
GR-57	228	534+08.07	TO 534+55.37	47													32				1						2					
GR-58	228	534+75.37	TO 536+12.45	137													122				1						3					
GR-59	228	536+20.45	TO 538+12.00	192													162				2						3					
GR-60	228	538+22.00	TO 538+62.00	40													25				1						2					
GR-61	228	538+62.00	TO 539+04.94	43													13				2						2					
GR-62	228-229	539+24.94	TO 540+59.80	135													120				1						3					
GR-63	229	540+67.80	TO 542+88.14	220													220										4					
GR-64	229	542+96.14	TO 543+30.85	35													20				1						2					
GR-65	229	543+50.85	TO 544+37.40	87													72				1						2					
GR-66	229	544+45.40	TO 546+03.86	158													158										3					
GR-67	229	546+11.86	TO 547+05.69	94													79				1						2					
GR-68	229	547+25.69	TO 547+54.05	28													13				1						2					
GR-69	229	547+62.05	TO 548+95.27	133													125										3					
GR-70	229	549+01.71	TO 549+41.71	40																							2					
GR-71	229-230	549+51.71	TO 550+20.03	68													13	40			1						2					
GR-76	232	238+30.00	TO 238+93.00														48				1						2					
GR-77	232	239+01.00	TO 239+37.65														22				1						2					
GR-78	232	239+57.65	TO 240+77.00														104				1						3					
GR-79	232	240+85.00	TO 242+30.00														130				1						3					
Dryden/Ramp E																																
GR-73	233	25+68.00	RT TO 18+97.00 LT		1812.5	100			1				1																21			
Ramp F																																
GR-72	233	538+00 (F1)	LT TO 25+88.00 LT		1725	225	100						1																42			
Ramp G																																
GR-74	236	4+75.00	LT TO 9+12.50 LT		387.5								1																5			
Ramp H																																
GR-75	237	6+05.50	RT TO 504+60 (IR-75) RT		1012.5								1		1														12			
Ramp EF																																
GR-80		1+27.65	TO 1+57.65										1																1			
GR-81		1+77.65	TO 2+90.00													82.35					2							2				
GR-82		3+10.00	TO 4+40.00													100					2							2				
GR-83		4+60.00	TO 5+90.00													100					2							2				
GR-84		6+10.00	TO 8+75.00													92.56		157.44										4				
TOTALS THIS SHEET				1779	4938	325	100	0	1	2	1	1	1	0	1	0	0	2378	80	158	0	30	0	0	1	0	1	0	69	0	80	0
TOTALS FROM PREVIOUS SHEET				5053	7913	3450	0	300	0	10	7	10	3	4	0	9360	8	3285	0	1110	400	31	4	6	12	6	0	13	95	117	125	36640
TOTALS CARRIED TO GENERAL SUMMARY				6832	12851	3775	100	300	1	12	8	11	4	4	1	9360	8	5663	80	1268	400	61	4	6	13	6	1	13	164	117	205	36640

ROADWAY SUBSUMMARY

DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 ARCADIS, MISSOURI 64480
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 www.arcadis.com

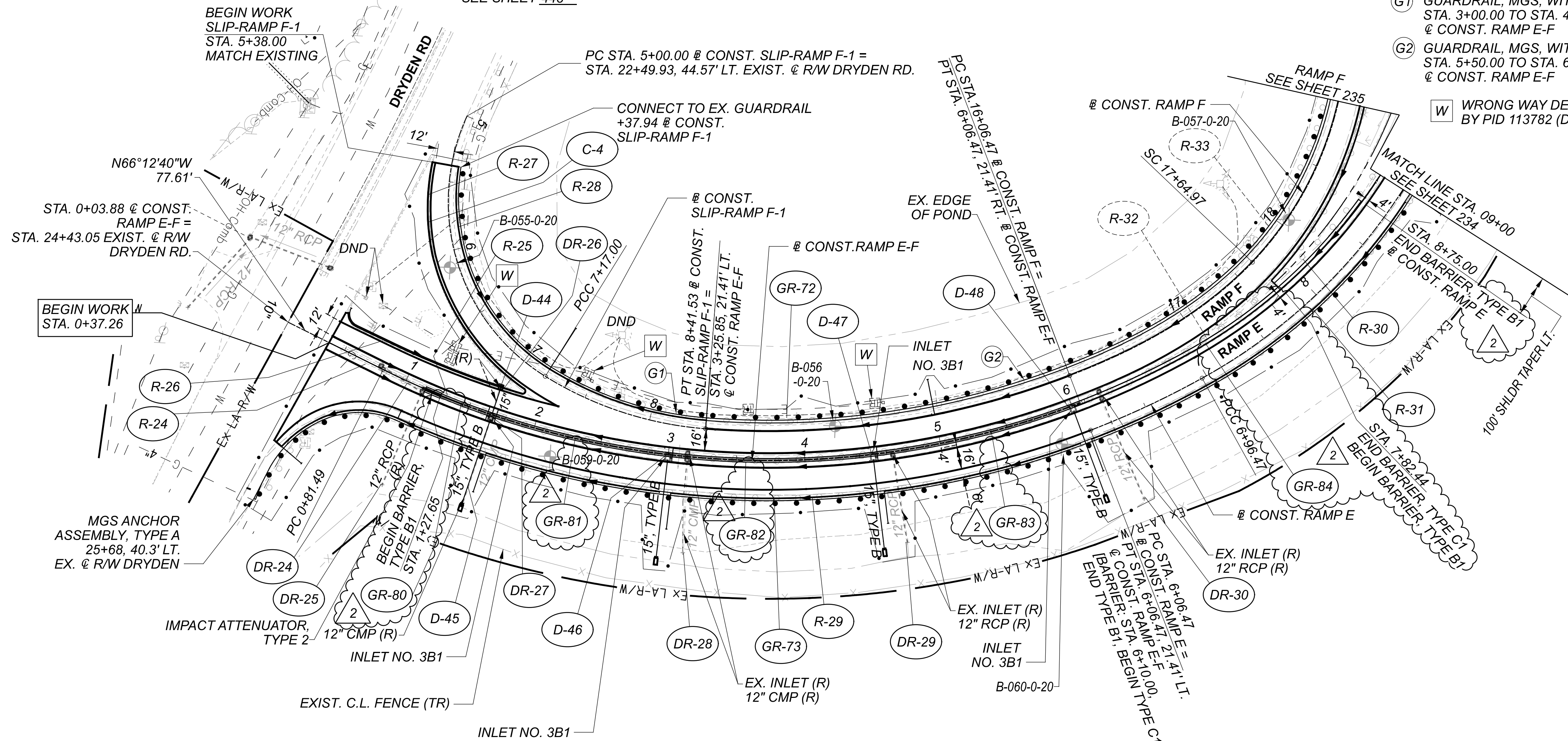
DESIGNER
SMG

REVIEWER
KDK 12/30/21

PROJECT ID
107375

SHEET TOTAL
187 517

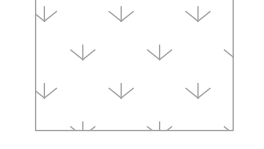
FOR ADDITIONAL RAMP E-F, SLIP-RAMP F-1 AND DRYDEN RD INTERSECTION DETAILS, SEE SHEET 448



LEGEND

- (G1) GUARDRAIL, MGS, WITH LONG POSTS STA. 3+00.00 TO STA. 4+25.00, LT. @ CONST. RAMP E-F
- (G2) GUARDRAIL, MGS, WITH LONG POSTS STA. 5+50.00 TO STA. 6+50.00, LT. @ CONST. RAMP E-F
- (W) WRONG WAY DETECTION SYSTEM BY PID 113782 (DND)

- (R) - TO BE REMOVED
- (TR) - TO REMAIN
- (DND)- DO NOT DISTURB



VEGETATED FILTER STRIP
ITEM 653 - 4" TOPSOIL FURNISHED AND PLACED
ITEM 670 - SLOPE EROSION PROTECTION

@ CONST. RAMP E-F
CURVE DATA
P.I. = Sta. 3+60.12
 $\Delta = 47^{\circ}29'17''$ LT
Dc = $09^{\circ}02'44''$
R = 633.41'
T = 278.63'
L = 524.98'
E = 58.57'
 $e_{max} = 5.10\%$

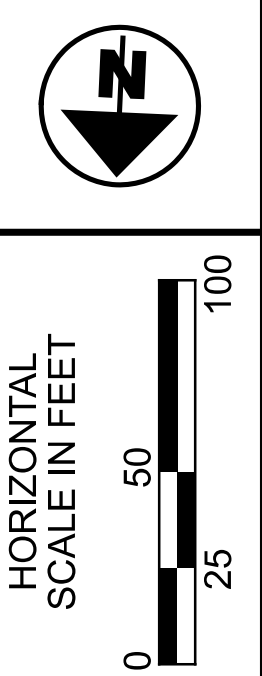
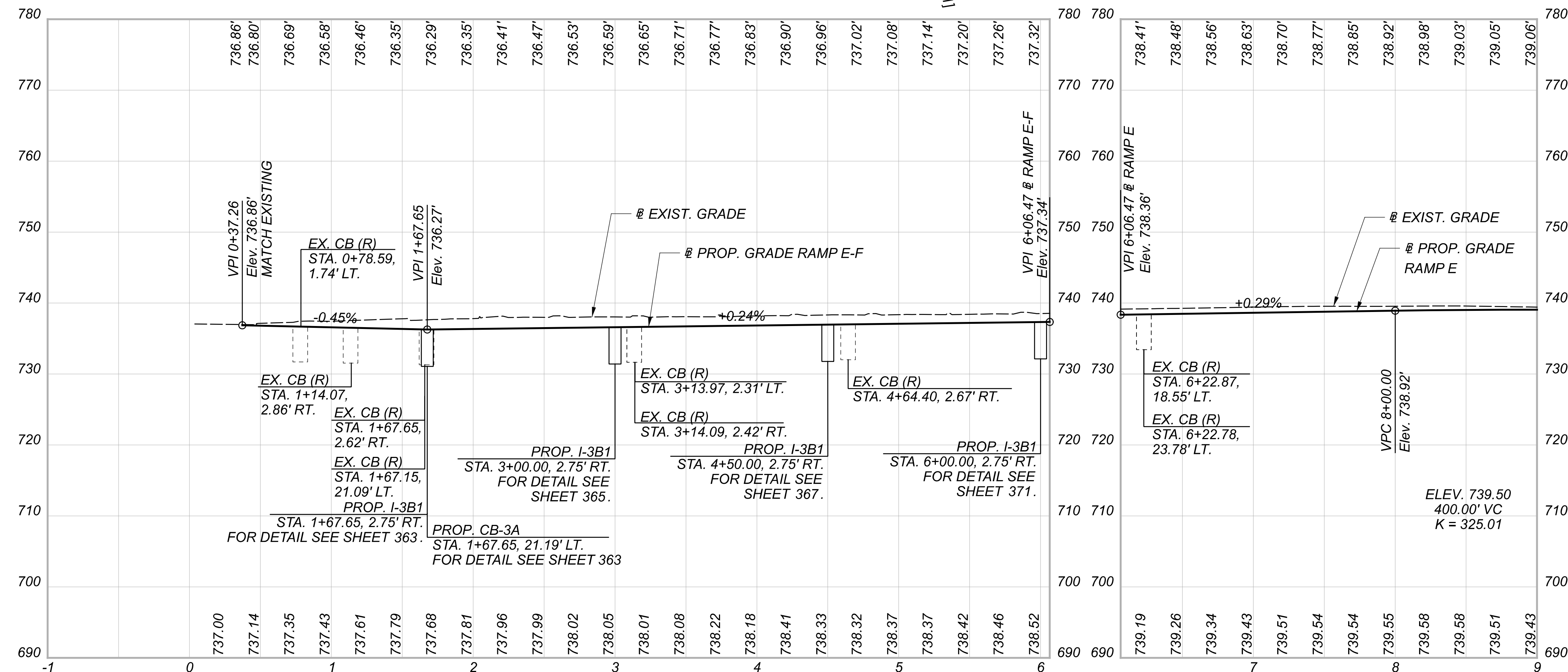
@ CONST. SLIP-RAMP F-1
CURVE DATA
P.I. = Sta. 6+32.45
 $\Delta = 82^{\circ}53'16''$ LT
Dc = $38^{\circ}11'50''$
R = 150.00'
T = 132.45'
L = 217.00'
E = 50.11'

@ CONST. SLIP-RAMP F-1
CURVE DATA
P.I. = Sta. 7+80.48
 $\Delta = 27^{\circ}26'34''$ LT
Dc = $22^{\circ}02'13''$
R = 260.00'
T = 63.48'
L = 124.53'
E = 7.64'

@ CONST. RAMP E-F
SPIRAL DATA
P.I. = Sta. 16+98.15
Ls = 158.50'
 $\theta_s = 25^{\circ}34'56''$
LT = 91.67'
ST = 69.42'
x = 154.29'
y = 29.98'
k = 46.34'
p = 2.47'
C = 157.17'
Start = Sta. 16+06.47
End = Sta. 17+64.97
C.B. = $S55^{\circ}31'16''$ W

@ CONST. RAMP E-F
CURVE DATA
P.I. = Sta. 6+51.54
 $\Delta = 07^{\circ}52'30''$ LT
Dc = $08^{\circ}45'00''$
R = 654.81'
T = 45.07'
L = 90.00'
E = 1.55'
 $e_{max} = 5.90\%$

@ CONST. RAMP E-F
CURVE DATA
P.I. = Sta. 8+42.42
 $\Delta = 39^{\circ}16'40''$ LT
Dc = $14^{\circ}00'31''$
R = 409.00'
T = 145.95'
L = 280.38'
E = 25.26'
 $e_{max} = 5.90\%$



PLAN AND PROFILE - RAMP E & F
STA. 0+03.88 TO STA. 9+00