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 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 TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO PERMITS & PIO
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 CONSTRUCTION & 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.

PN 127 - LANE VALUE CONTRACT

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE 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 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

DESCRIPTION OF CRITCAL LANE/RAMP TO BE MAINTAINED	RESTRICED TIME PERIOD	TIME UNIT	DISINCENTIVE $ PER TIME UNIT
USR 35	SEE PLCS NOTE ON SHEET 16	PER LANE PER MINUTE	$250

SEQUENCE OF CONSTRUCTION

GENERAL

PRIOR TO THE START OF EACH PHASE OF CONSTRUCTION, PLACE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS REQUIRED FOR OPERATIONS DURING THAT PHASE.

THE CONTRACTOR MAY UTILIZE LANE SHIFTS OR LANE CLOSURES IN ORDER TO COMPLY PROTECTION OF DROP-OFFS IN WORK ZONES AS REQUIRED BY THE PLANS. LANE SHIFTS SHALL BE PER STANDARD CONSTRUCTION DRAWINGS MT-102.10 OR MT-102.20. LANE CLOSURES SHALL BE PER THE NOTES LISTED HEREIN. LANE CLOSURES SHALL BE PER STANDARD CONSTRUCTION DRAWING MT-95.30 OR MT-95.40.

PHASE 1

REMOVE AND REPLACE THE EXISTING MEDIAN CURB ISLAND ALONG WOODMAN DR. FROM STA. 9+45 TO STA. 12+45 WITH PAVEMENT FOR MAINTAINING TRAFFIC TO REMAIN IN PLACE FOLLOWING CONSTRUCTION, AND PLACE WOODMAN DRIVE TEMPORARY CROSSOVER PAVEMENT NORTH OF THE WOODMAN PARK DRIVE INTERSECTION AS DETAILED IN THE PLANS. UTILIZE SINGLE LANE CLOSURES TO COMPLETE WORK.

REMOVE PORTION OF EXISTING SOUTHBOUND MEDIAN CURB ISLAND INCONFLICT WITH PHASE 2 PORTABLE BARRIER FROM THE MOT-835-0002C STRUCTURE.

INSTALL TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS. PLACE ALL TEMPORARY PAVEMENT MARKINGS AND PLACE TEMPORARY SIGNALS IN OPERATION.

REMOVE OR COVER ALL SIGNING IN CONFLICT WITH PROPOSED MOT SCHEME. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS.

CONSTRUCT OBIE BIKE PATH CONNECTION TO THE CREEKSIDE TRAIL PRIOR TO THE START OF PHASE 2. PLACE DETOUR SIGNS FOR THE CLOSING OF THE CREEKSIDE TRAIL.

PHASE 2A

CLOSE EXISTING NORTHBOUND WOODMAN DRIVE LANES AND CROSS OVER NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE OF WOODMAN DRIVE.

CLOSE EXISTING LEFT-HAND LEFT TURN LANE ON EASTBOUND LINDEN AVE. AND EXISTING LEFT-HAND LEFT TURN LANE ON WESTBOUND LINDEN AVE.

KEEP ALL RAMPS OPEN TO TRAFFIC AS SHOWN IN THE PLANS.

BEGIN REMOVAL AND INSTALLATION OF THE RIGHT SIDE OF PROPOSED MOT-835-0002.

BEGIN RECONSTRUCTION OF MOT-74-0065 STRUCTURE. THE CONTRACTOR SHALL CLOSE THE CREEKSIDE TRAIL DURING PHASES 2A, 2B, AND 3A FOR A MAXIMUM DURATION OF 9 MONTHS. THE TRAIL SHALL BE DETOURED AS SHOWN IN THE PLANS.

CONSTRUCT PORTIONS OF PROPOSED RAMP D AS SHOWN IN THE PLANS, AND NORTHBOUND WOODMAN DRIVE NOT USED TO MAINTAIN TRAFFIC.

PHASE 2B

CLOSE EXISTING RAMP C TO TRAFFIC AS SHOWN IN THE PLANS. RAMP CLOSURES SHALL END AT THE START OF PHASE 3. THE MAXIMUM DURATION FOR THE EXISTING RAMP C CLOSURE SHALL BE FIFTY (50) CONSECUTIVE CALENDAR DAYS.

CONSTRUCT RAMP C AND REMAINING PROPOSED PAVEMENT ON NORTHBOUND WOODMAN DRIVE. UTILIZE SINGLE LANE CLOSURES ON U.S. 35 TO COMPLETE CONSTRUCTION OF RAMP C.

REMOVE AND REPLACE SECTION OF EXISTING RAMP D WITH PAVEMENT FOR MAINTAINING TRAFFIC AS SHOWN IN THE PLANS. DO NOT PLACE PROPOSED CURB. TEMPORARILY CLOSE EXISTING RAMP D TO COMPLETE PROPOSED FULL DEPTH PAVEMENT ON NORTHBOUND WOODMAN DRIVE. THE MAXIMUM DURATION FOR THE RAMP D CLOSURE SHALL BE FOUR (4) DAYS AND SHALL BEGIN ON A FRIDAY AND BE COMPLETED ON THE FOLLOWING MONDAY. REOPEN EXISTING RAMP D PRIOR TO THE END OF PHASE 2B.

PHASE 2B SHALL HAVE AN INTERIM COMPLETION DATE OF 10/14/2023 IN WHICH ALL TRAFFIC SHALL BE PLACED IN THE PHASE 3A CONFIGURATION WITH ALL RAMPS OPEN TO TRAFFIC. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $7,000 PER DAY THE PROPOSED INTERIM COMPLETION DATE IS EXCEEDED (PN 121).

PHASE 3A

KEEP EXISTING RAMP A, EXISTING RAMP B, WOODMAN DRIVE, EASTBOUND LINDEN AVE., AND WESTBOUND LINDEN AVE. OPEN TO TRAFFIC IN THE PHASE 2 CONFIGURATION AS SHOWN IN THE PLANS.

REMOVE OR COVER ALL SIGNING IN CONFLICT WITH PROPOSED MOT SCHEME. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS.

RECONFIGURE THE WESTBOUND LINDEN AVE. RIGHT TURN LANE, REOPEN PROPOSED RAMP C TO TRAFFIC AS SHOWN IN THE PLANS.

CLOSE EXISTING SOUTHBOUND WOODMAN DRIVE LANES AND CROSS OVER SOUTHBOUND TRAFFIC TO THE COMPLETED NORTHBOUND INSIDE LANE OF WOODMAN DRIVE PRIOR TO THE START OF THIS PHASE.

ACCESS TO THE WOODMAN PARK APARTMENTS SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE NOTES SHOWN ON THE PLANS.

SHIFT TEMPORARY SIGNAL HEADS AND/OR PLACE TEMPORARY SIGNAL INTO PHASE 3 OPERATION.

REMOVE AND CONSTRUCT LEFT SIDE OF MOT-835-0002 STRUCTURE. REMOVE AND CONSTRUCT LEFT SIDE OF MOT-74-0065 STRUCTURE.

CONSTRUCT PORTIONS OF PROPOSED RAMP A AS SHOWN IN THE PLANS.

PHASE 3B

CLOSE EXISTING RAMPS A, B AND D TO TRAFFIC AS SHOWN IN THE PLANS. RAMP CLOSURES MAY BEGIN INDEPENDENT OF EACH OTHER. HOWEVER, RAMP CLOSURES SHALL END TOGETHER AT THE END OF PHASE 3. THE MAXIMUM DURATION FOR THE EXISTING RAMP A CLOSURE SHALL BE TWENTY-ONE (21) CONSECUTIVE CALENDAR DAYS. THE MAXIMUM DURATION FOR THE EXISTING RAMP B CLOSURE SHALL BE TWENTY-ONE (21) CALENDAR DAYS. THE MAXIMUM DURATION FOR THE EXISTING RAMP D CLOSURE SHALL BE TWENTY-ONE (21) CONSECUTIVE CALENDAR DAYS.

COMPLETE CONSTRUCTION OF RAMPS A, B AND D AND REMAINING PROPOSED PAVEMENT ON SOUTHBOUND WOODMAN DRIVE. UTILIZE SINGLE LANE CLOSURES ON U.S. 35 TO COMPLETE CONSTRUCTION OF RAMPS A AND D.

USR 35

THE CONTRACTOR MAY UTILIZE LANE SHIFTS OR LANE CLOSURES IN ORDER TO COMPLY WITH STANDARD CONSTRUCTION DRAWING MT-101.90 FOR PROTECTION OF DROP-OFFS IN WORK ZONES. LANE SHIFTS SHALL BE PER STANDARD CONSTRUCTION DRAWINGS MT-102.10 OR MT-102.20. LANE CLOSURES SHALL BE PER THE PERMITTED LANE CLOSURE SCHEDULE AND NOTES LISTED HEREIN. LANE CLOSURES SHALL BE PER STANDARD CONSTRUCTION DRAWING MT-95.30 OR MT-95.40.

PN 121 - INCENTENTIVE/DISINCENTIVE CONTRACT

THE CONTRACTOR SHALL COMPLETE ALL CRITICAL WORK AND SAFETY ITEMS ACCORDING TO THE INCENTIVE/ DISINCENTIVE CONTRACT TABLE. THE INCENTIVE/DISINCENTIVE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES.

IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE OPENING TO UNRESTRICTED TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE ACCORDING TO THE INCENTIVE/ DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS SHOWN IN THE INCENTIVE/DISINCENTIVE CONTRACT TABLE. CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK 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 AT THEIR FINAL DESIGN WIDTH WITH ALL MARKINGS, RPM'S, AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS WITHIN 2 FEET OF THE EDGE LINE ON THE SHOULDERS.

INCENTIVE/DISINCENTIVE TABLE

DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE OR TIME DURATION	TIME UNIT	DISINCENTIVE $ PER TIME UNIT
RAMP A	21 DAY CLOSURE	DAY	$7,000
RAMP B	21 DAY CLOSURE	DAY	$8,000
RAMP C	50 DAY CLOSURE	DAY	$14,000
RAMP D - PHASE 3B	21 DAY CLOSURE	DAY	$8,000
RAMP D - PHASE 2B	4 DAY CLOSURE	DAY	$8,000
INTERIM COMPLETION	10/14/23	DAY	$7,000

THE CONTRACTOR WILL BE PAID AN INCENTIVE OR WILL BE ASSESSED A DISINCENTIVE ACCORDING TO THE INCENTIVE/ DISINCENTIVE CONTRACT TABLE.

EXTENSIONS OF TIME WILL BE FOR CALENDAR DAYS AND CALCULATED IN ACCORDANCE WITH C&MS 108.06 EXCEPT AS FOLLOWS: NO EXTENSIONS OF TIME WILL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES (UNLESS SUCH DELAYS ARE INDUSTRY WIDE), AND LABOR STRIKES (UNLESS SUCH STRIKES ARE AREA WIDE).

CALCULATED TDP CHECKED MJC

MAINTENANCE OF TRAFFIC GENERAL NOTES

MOT-35-19.80

CURB REMOVED, AS PER PLAN

THIS ITEM SHALL CONSIST OF THE REMOVAL AND REPLACEMENT OF THE CURB ALONG WOODMAN DRIVE TO FACILITATE THE MAINTENANCE OF TRAFFIC USING THE CROSSOVERS. DURING CONSTRUCTION OF THE PROPOSED CROSSOVERS, THE EXISTING CURB SHALL BE REMOVED AND DISPOSED OF ACCORDING TO ITEM 202 FOR THE FOLLOWING LOCATIONS:

WOODMAN DRIVE NB - STA. 30+70 TO STA. 31+95
WOODMAN DRIVE SB - STA. 30+70 TO STA. 33+80

FOLLOWING THE REMOVAL OF THE CROSSOVER PAVEMENT, THE CONTRACTOR SHALL REPLACE THE CURB REMOVED WITH ITEM 609 - CURB, TYPE 6. THE LIMITS OF THE NEW CURB SHALL MATCH THE LIMITS OF THE CURB REMOVED.

ALL COSTS TO REMOVE THE CURB AND REPLACE THE CURB SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - CURB REMOVED, AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS.

SOUTHBOUND CROSSOVER CURVE (SB1)

P.I. Sta. 70+59.93
Δ = 5° 59′ 14″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 59.93′
L = 119.74′
E = 1.57′
C = 119.69′
C.B. = N 5° 10′ 19″ E

SOUTHBOUND CROSSOVER CURVE (SB2)

P.I. Sta. 72+18.44
Δ = 9° 50′ 44″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 98.70′
L = 196.91′
E = 4.24′
C = 196.67′
C.B. = N 7° 06′ 04″ E

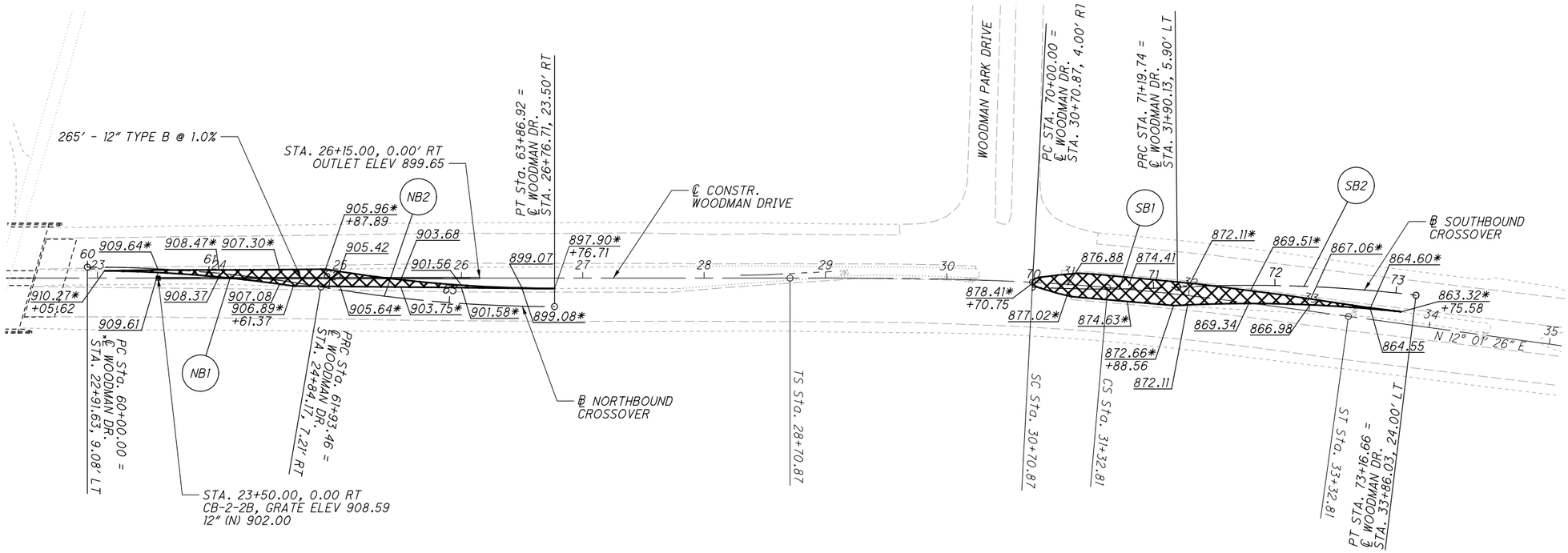
NOTES:

EXISTING ELEVATIONS (DENOTED WITH AN ASTERISK "*") ARE AT 50′ INTERVALS AND BASED ON THE ℄ OF CONSTRUCTION OF WOODMAN DRIVE. THE CONTRACTOR SHALL VERIFY ALL EXISTING ELEVATIONS PRIOR TO THE CONSTRUCTION OF THE CROSSOVERS.

THE ESTIMATED QUANTITY FOR ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SHALL BE FOR PLACEMENT OF PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A WITHIN THE CROSSOVER LIMITS.

FOR WORK ZONE DELINEATION, SEE STANDARD CONSTRUCTION DRAWING MT-99.30.

FOR WORK ZONE CROSSOVER LIGHTING SYSTEM, SEE STANDARD CONSTRUCTION DRAWING MT-100.00.



NORTHBOUND CROSSOVER CURVE (NB1)

P.I. Sta. 60+96.96
Δ = 9° 40′ 23″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 96.96′
L = 193.46′
E = 4.09′
C = 193.23′
C.B. = N 10° 00′ 07″ E

NORTHBOUND CROSSOVER CURVE (NB2)

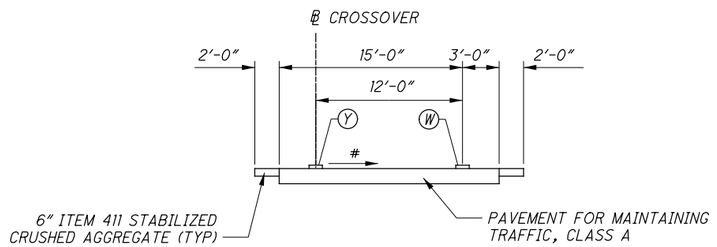
P.I. Sta. 62+90.42
Δ = 9° 40′ 23″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 96.96′
L = 193.46′
E = 4.09′
C = 193.23′
C.B. = N 10° 00′ 07″ E

LEGEND:

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A

* - EXISTING ELEVATIONS

ESTIMATED QUANTITIES	
ITEM 202 - CURB REMOVED, AS PER PLAN	435 FT.
ITEM 611 - 12″ CONDUIT, TYPE B	300 FT.
ITEM 611 - CATCH BASIN, NO. 2-2B	1 EA.
ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM	1 EA.
ITEM 615 - PAVMENT FOR MAINTAINING TRAFFIC, CLASS A	519 SQ. YD.



SINGLE LANE CROSSOVER TYPICAL SECTION

VARIES 0.016 TYP. TOWARD INSIDE OF CURVE

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED TDP
CHECKED MJC

MAINTENANCE OF TRAFFIC CROSSOVER DETAILS

MOT-35-19.80

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
16		17		18		35		70			01/NHS/OT	02/NHS/BR	03/NHS/OT						
																		MAINTENANCE OF TRAFFIC	
								107			107			202	30600	107	SY	CONCRETE MEDIAN REMOVED	
						435					435			202	32001	435	FT	CURB REMOVED, AS PER PLAN	36
						300					300			611	04400	300	FT	12" CONDUIT, TYPE B	
						1					1			611	98470	1	EACH	CATCH BASIN, NO. 2-2B	
		126									126			616	10000	126	MGAL	WATER	
				400							400			614	11110	400	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
								11			11			614	12384	11	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
											LS			614	12420	LS		DETOUR SIGNING	
						1					1			614	12756	1	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
100											100			614	13000	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		53									53			614	13310	53	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
		32									32			614	13312	32	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
		85									85			614	13360	85	EACH	OBJECT MARKER, TWO WAY	
		72									72			614	18601	72	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	18
								0.03			0.03			614	20110	0.03	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
								0.58			0.58			614	21100	0.58	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
								2.24			2.24			614	22110	2.24	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
								3,214			3,214			614	23210	3,214	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
								540			540			614	24202	540	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
								327			327			614	26200	327	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
								32			32			614	30200	32	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
											LS			615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
						519		260			779			615	20001	779	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
								2,607			2,607			622	41100	2,607	FT	PORTABLE BARRIER, UNANCHORED	
								350			350			622	41110	350	FT	PORTABLE BARRIER, ANCHORED	
																		INCIDENTALS	
											LS	LS		108	10000	LS		CPM PROGRESS SCHEDULE	
LS											LS	LS		614	11001	LS		MAINTAINING TRAFFIC, AS PER PLAN	17
											18			619	16020	18	MNTH	FIELD OFFICE, TYPE C	
											LS	LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS	LS		624	10000	LS		MOBILIZATION	

CALCULATED TDP
CHECKED MJC

GENERAL SUMMARY

MOT-35-19.80

78
351

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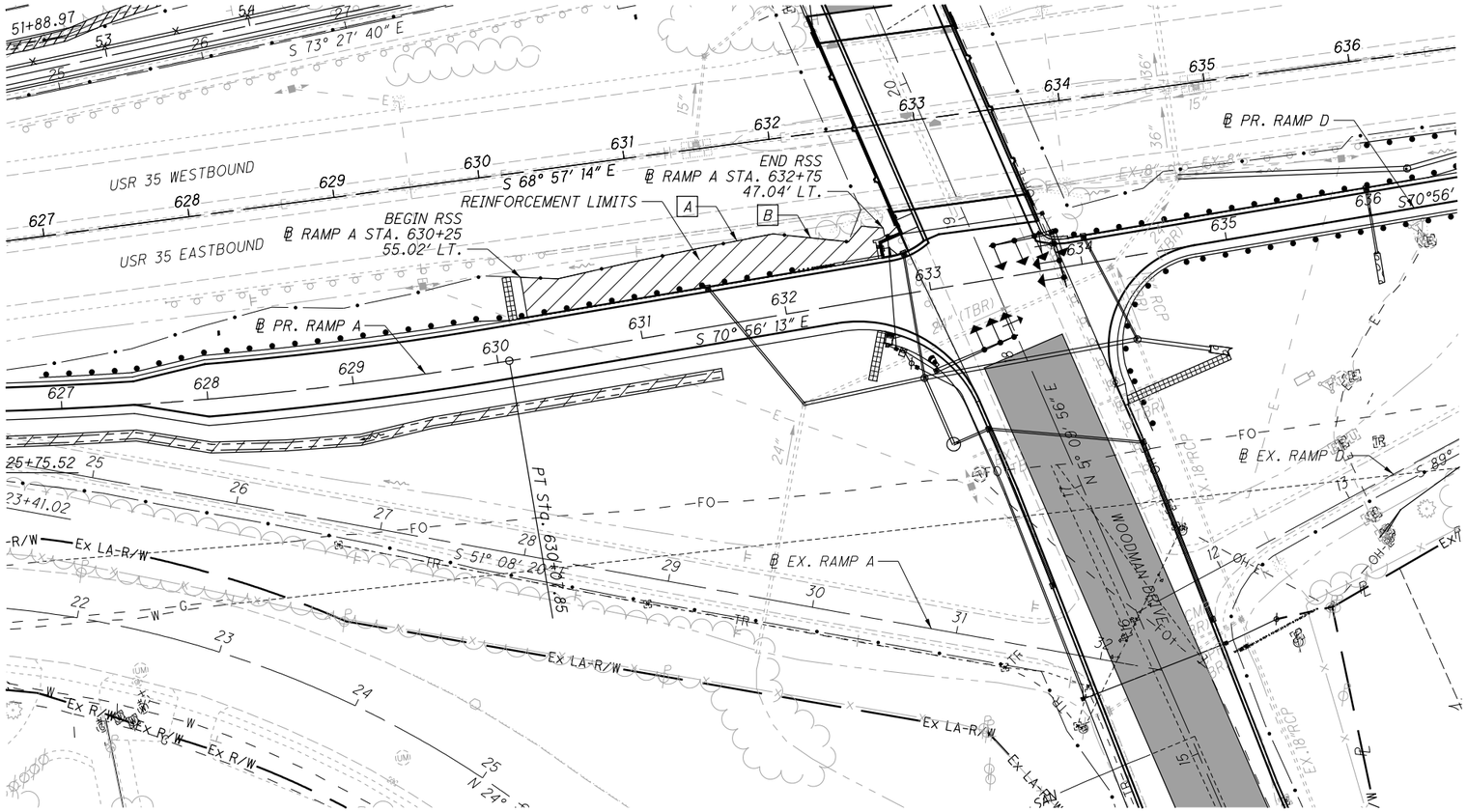
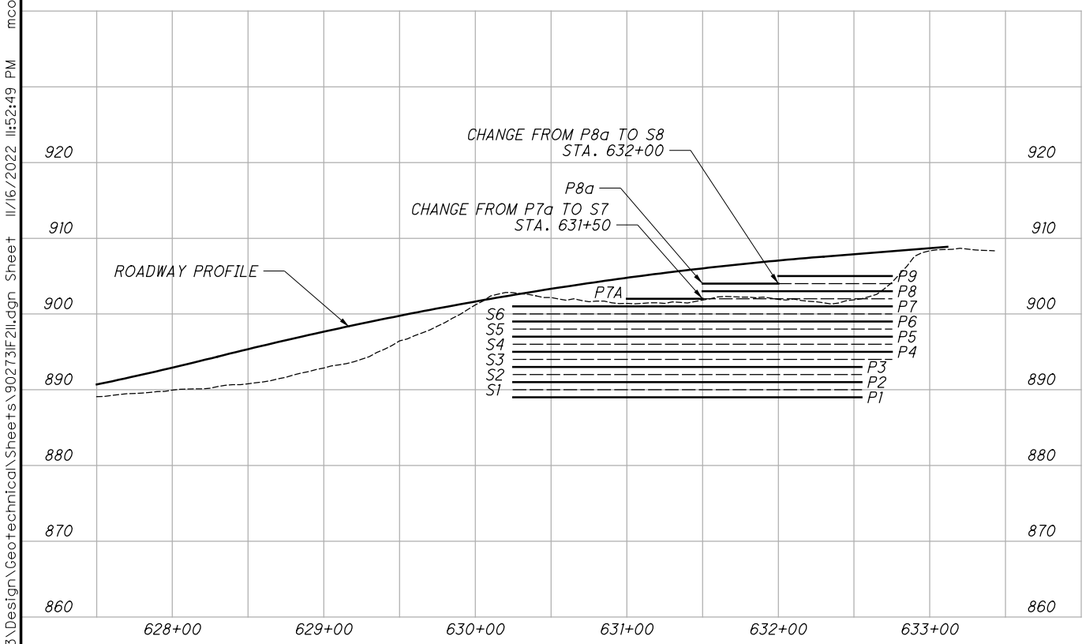
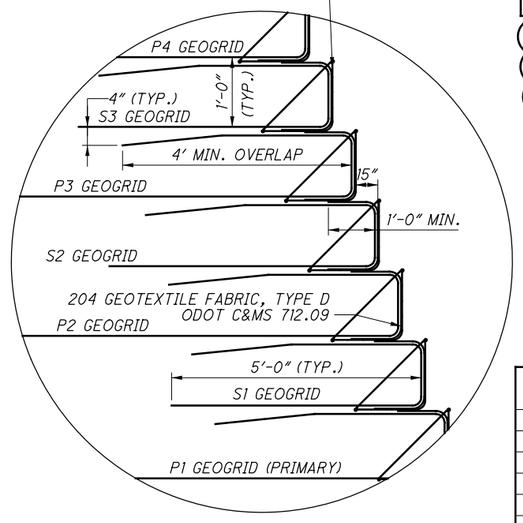




PROFILE ALONG ℄ RAMP A



TYPICAL BENT WELDED-WIRE MESH FACING DETAIL FOR REINFORCED SOIL SLOPE (NOT TO SCALE)

PROPOSED WORK:

1. RECONFIGURATION OF THE WOODMAN AVENUE INTERCHANGE AT U.S.R. 35.
2. THE RAMP ALLIGNMENT IS TO BE ACCOMODATED BY CONSTRUCTING A REINFORCED SOIL SLOPE (RSS).

LEGEND

RSS	- REINFORCED SOIL SLOPE
	- REINFORCED LIMITS FOR THE RSS
	- REINFORCEMENT TYPE P1
P1 .. P9	- PRIMARY REINFORCEMENT LAYER NUMBER
	- REINFORCEMENT TYPE S1
S1 .. S8	- SECONDARY REINFORCEMENT LAYER NUMBER

NOTES:

A END 1:1.25 SLOPE
BEGIN TRANSITION TO 1:1 SLOPE

B END TRANSITION TO 1:1 SLOPE
BEGIN 1:1 SLOPE

PRIMARY REINFORCEMENT DATA

LAYER	ELEVATION	TYPE	STATION FROM	STATION TO	QUANTITY (SQ YDS)	GEOTEXTILE FABRIC (SQ YDS)
P1	889.00	P1	630+25.00	632+50.00	500	75
P2	891.00	P1	630+25.00	632+50.00	500	75
P3	893.00	P1	630+25.00	632+50.00	500	75
P4	895.00	P1	630+25.00	633+13.00	640	96
P5	897.00	P1	630+25.00	633+13.00	640	96
P6	899.00	P1	630+25.00	633+13.00	959	96
P7	901.00	P1	630+25.00	633+13.00	959	96
P7a	902.00	P1	631+00.00	631+50.00	167	17
P8	903.00	P1	631+50.00	633+13.00	543	54
P8a	904.00	P1	631+50.00	632+00.00	167	17
P9	905.00	P1	632+00.00	633+13.00	376	38
TOTAL CARRIED TO GENERAL SUMMARY					5951	735

ITEM 204 GEOTEXTILE FABRIC, AS PER PLAN

FURNISH WELDED-WIRE MESH FORMS AT THE FACE OF THE RSS AS SHOWN. FURNISH WELDED-WIRE MESH THAT IS RECOMMENDED BY THE GEOGRID SUPPLIER FOR USE IN REINFORCED SOIL SLOPE CONSTRUCTION. INCLUDE THE COST OF THE WELDED-WIRE MESH IN THE CONTRACT UNIT PRICE FOR ITEM 204, GEOTEXTILE FABRIC, AS PER PLAN.

SECONDARY REINFORCEMENT DATA

LAYER	ELEVATION	TYPE	STATION FROM	STATION TO	QUANTITY (SQ YDS)	GEOTEXTILE FABRIC (SQ YDS)
S1	890.00	S1	630+25.00	632+50.00	250	75
S2	892.00	S1	630+25.00	632+50.00	250	75
S3	894.00	S1	630+25.00	632+50.00	250	75
S4	896.00	S1	630+25.00	633+13.00	320	96
S5	898.00	S1	630+25.00	633+13.00	320	96
S6	900.00	S1	630+25.00	633+13.00	320	96
S7	902.00	S1	631+50.00	633+13.00	181	54
S8	904.00	S1	632+00.00	633+13.00	126	38
TOTAL CARRIED TO GENERAL SUMMARY					2017	605

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www.elrobinsonengineering.com

DESIGNED JN | DRAWN TDP | CHECKED IA | REVISED TDP | REVIEWED MJC 12/18/2020 | DATE | STRUCTURE FILE NUMBER NA

SLOPE REINFORCEMENT PLAN AND PROFILE
STA. 630+25 TO STA. 633+75
ALONG RAMP A

MOT-35-19.80
PID No. 90273

1 / 3

202
351

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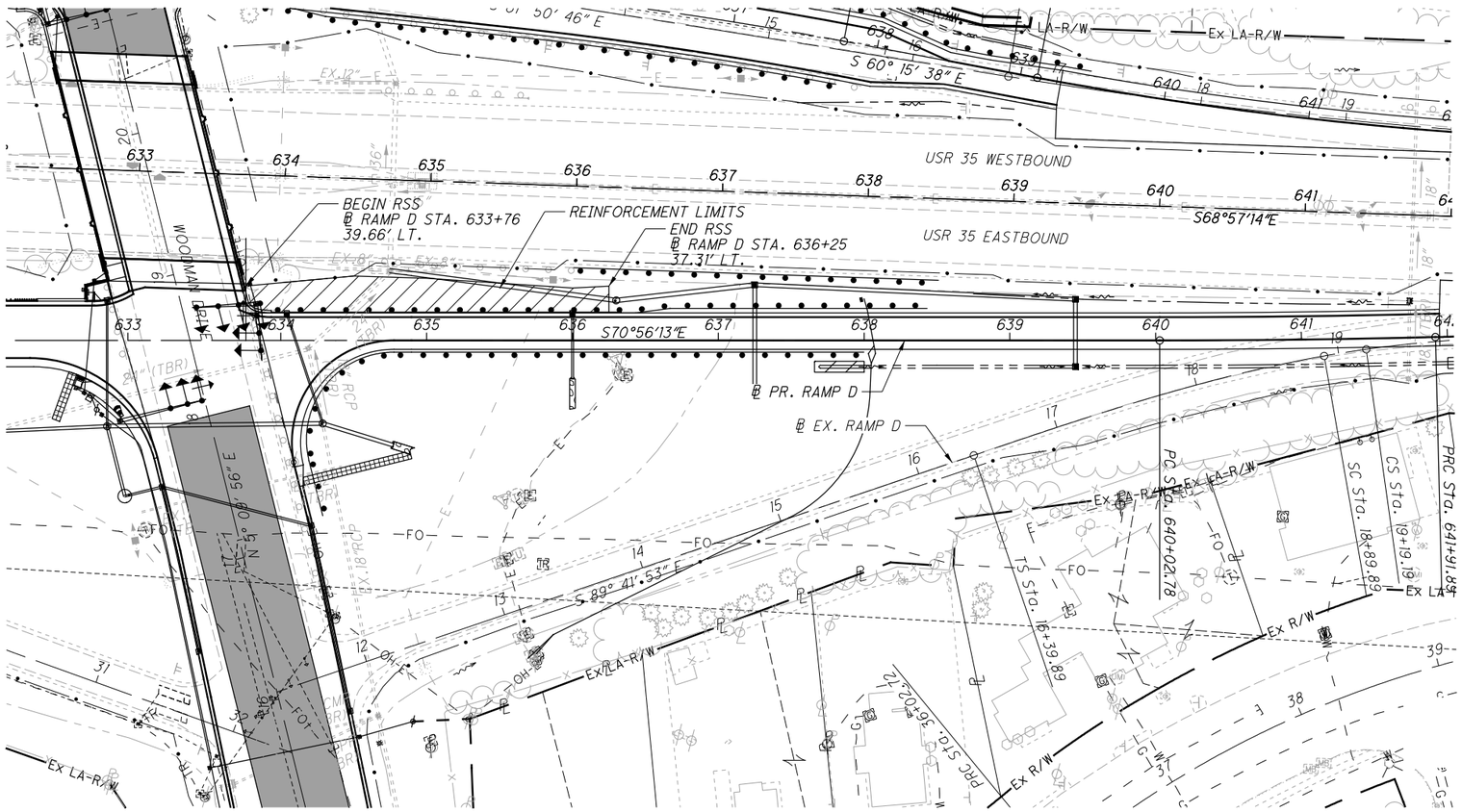
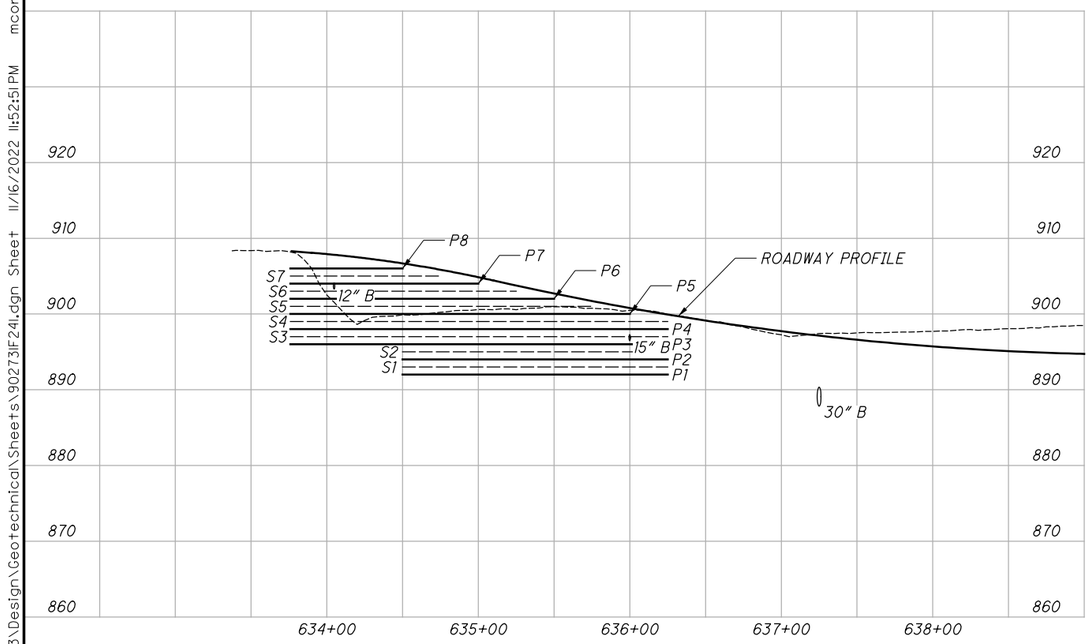




PROFILE ALONG ℄ RAMP D

PROPOSED WORK:

1. RECONFIGURATION OF THE WOODMAN AVENUE INTERCHANGE AT U.S.R. 35.
2. THE RAMP ALLIGNMENT IS TO BE ACCOMODATED BY CONSTRUCTING A REINFORCED SOIL SLOPE (RSS).

LEGEND

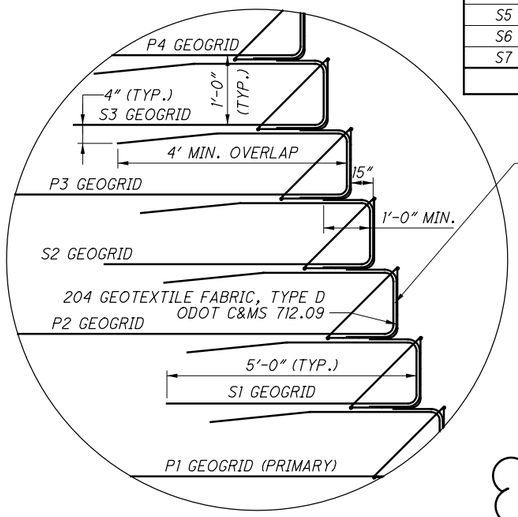
RSS	- REINFORCED SOIL SLOPE
	- REINFORCED LIMITS FOR THE RSS
	- REINFORCEMENT TYPE P1
P1 .. P8	- PRIMARY REINFORCEMENT LAYER NUMBER
	- REINFORCEMENT TYPE S1
S1 .. S7	- SECONDARY REINFORCEMENT LAYER NUMBER

PRIMARY REINFORCEMENT DATA

LAYER	ELEVATION	TYPE	STATION FROM	STATION TO	QUANTITY (SQ YDS)	GEOTEXTILE FABRIC (SQ YDS)
P1	892.00	P1	634+50.00	636+25.00	389	58
P2	894.00	P1	634+50.00	636+25.00	389	58
P3	896.00	P1	633+76.00	636+25.00	555	83
P4	898.00	P1	633+76.00	636+25.00	555	83
P5	900.00	P1	633+76.00	636+00.00	624	75
P6	902.00	P1	633+76.00	635+50.00	485	58
P7	904.00	P1	633+76.00	635+00.00	346	41
P8	906.00	P1	633+76.00	634+50.00	207	25
TOTAL CARRIED TO GENERAL SUMMARY					3550	481

SECONDARY REINFORCEMENT DATA

LAYER	ELEVATION	TYPE	STATION FROM	STATION TO	QUANTITY (SQ YDS)	GEOTEXTILE FABRIC (SQ YDS)
S1	893.00	S1	634+50.00	636+25.00	195	58
S2	895.00	S1	634+50.00	636+25.00	195	58
S3	897.00	S1	633+76.00	636+25.00	278	83
S4	899.00	S1	633+76.00	636+25.00	278	83
S5	901.00	S1	633+76.00	636+00.00	250	75
S6	903.00	S1	633+76.00	635+25.00	166	50
S7	905.00	S1	633+76.00	634+75.00	111	33
TOTAL CARRIED TO GENERAL SUMMARY					1473	440



BENT WELDED-WIRE MESH FORM 12" x 12" INCLUDED WITH GEOTEXTILE FABRIC FOR PAYMENT

TYPICAL BENT WELDED-WIRE MESH FACING DETAIL FOR REINFORCED SOIL SLOPE (NOT TO SCALE)

ITEM 204 GEOTEXTILE FABRIC, AS PER PLAN

FURNISH WELDED-WIRE MESH FORMS AT THE FACE OF THE RSS AS SHOWN. FURNISH WELDED-WIRE MESH THAT IS RECOMMENDED BY THE GEOGRID SUPPLIER FOR USE IN REINFORCED SOIL SLOPE CONSTRUCTION. INCLUDE THE COST OF THE WELDED-WIRE MESH IN THE CONTRACT UNIT PRICE FOR ITEM 204, GEOTEXTILE FABRIC, AS PER PLAN.

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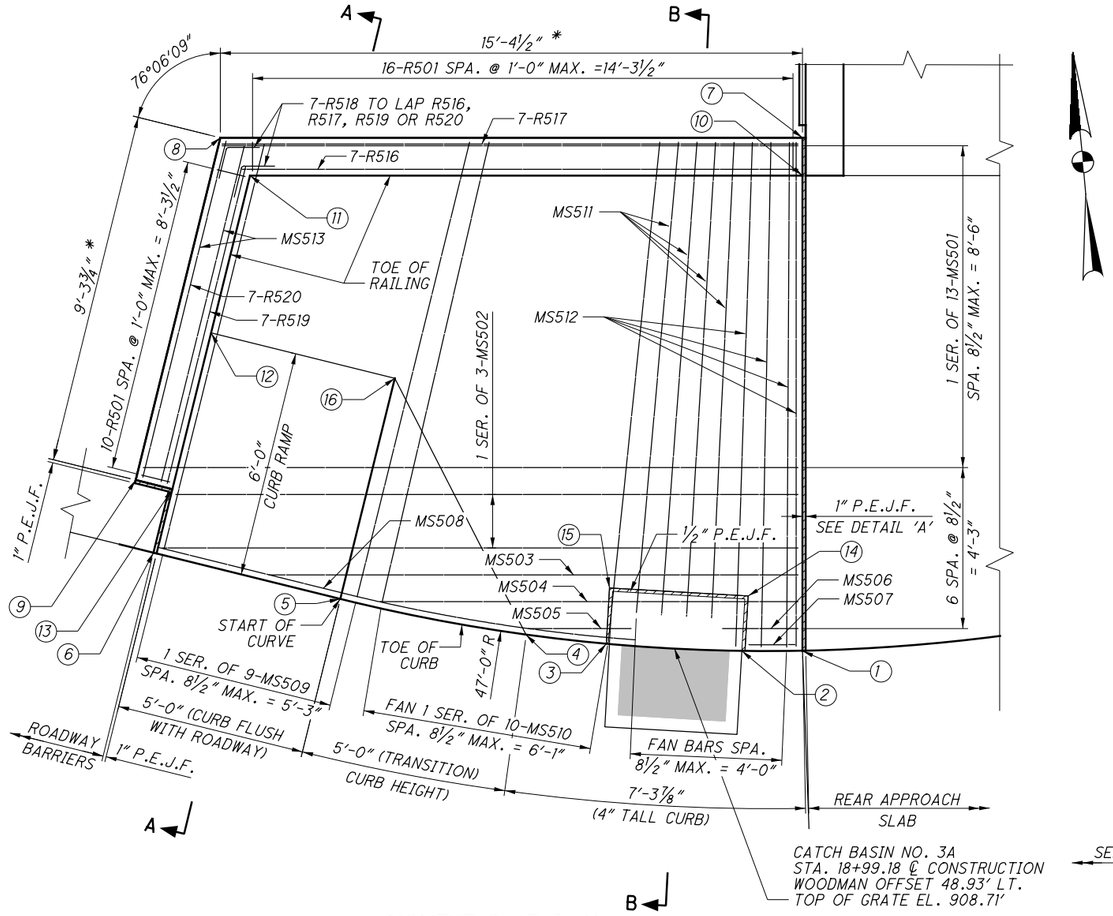
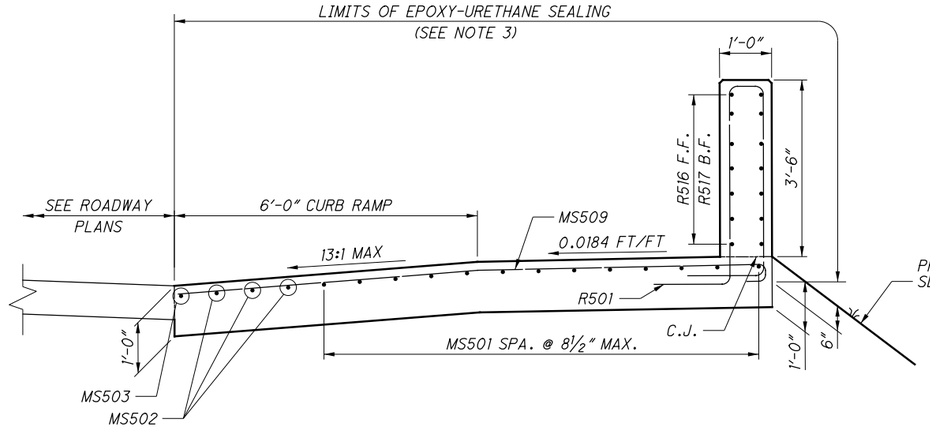
DESIGNED	DRAWN	REVIEWED	DATE
JN	TDP	MJC	12/18/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
IA	TDP	NA	

SLOPE REINFORCEMENT PLAN AND PROFILE
STA. 634+00 TO STA. 636+00
ALONG RAMP D

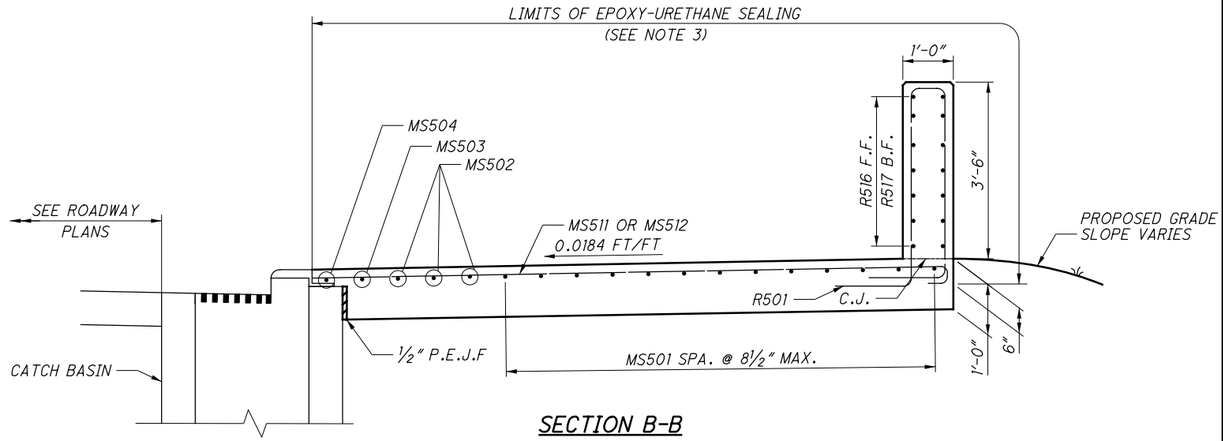
MOT-35-19.80
PID No. 90273



MOMENT SLAB PLAN

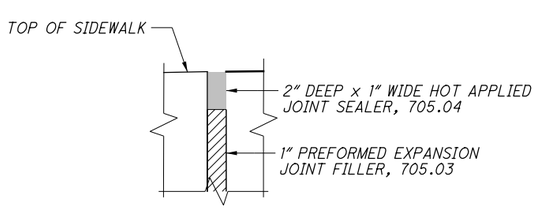


SECTION A-A



SECTION B-B

MOMENT SLAB ELEVATIONS			
LOCATION	STATION	OFFSET FROM CENTERLINE CONSTR. WOODMAN DR.	TOP OF SLAB EL.
1	18+94.04	45.08 LT.	909.57
2	18+94.04	46.60 LT.	909.55
3	18+94.23	50.26 LT.	909.49
4	18+94.47	52.38 LT.	909.47
5	18+95.41	57.29 LT.	909.07
6	18+96.61	62.14 LT.	909.02
7	19+07.59	45.08 LT.	909.82
8	19+07.59	60.46 LT.	909.58
9	18+98.55	62.69 LT.	909.04
10	19+06.59	45.08 LT.	909.81
11	19+06.59	59.67 LT.	909.57
12	19+02.44	60.70 LT.	909.48
13	18+98.31	61.72 LT.	909.05
14	18+95.49	46.52 LT.	909.58
15	18+95.70	50.18 LT.	909.52
16	19+01.24	55.85 LT.	909.53



DETAIL 'A'

JOINT SEALER INCIDENTAL WITH 1" P.E.J.F. FOR PAYMENT

LEGEND:

(#) - ELEVATION LOCATION

* - LIMITS OF MOMENT SLAB RAILING

NOTES:

1. INSTALL DETECTABLE WARNINGS AT THE END OF THE CURB RAMP. SEE ODOT STANDARD BP-7.1 FOR DETAILS.
2. RAILING CONCRETE PAID FOR WITH ITEM 511, CLASS QC2 WITH QC/QA, BRIDGE DECK (PARAPET). RAIL REINFORCING STEEL PAID FOR WITH ITEM 509, REINFORCING STEEL MISC.: GALVANIZED REINFORCING STEEL.
3. INTEGRATE SILICA SAND INTO SIDEWALK SURFACE TO PRODUCE NON-SKID SURFACE PER ODOT C&MS 512.03.
4. REBAR SHALL BE FIELD BENT AS NEEDED TO ACCOMODATE THE GEOMETRY OF THE MOMENT SLAB AND CURB RAMP. FIELD BENDING SHALL BE PAID FOR UNDER ITEM 509 REINFORCING STEEL MISC.: GALVANIZED REINFORCING STEEL.
5. MOMENT SLAB CONCRETE IS TO BE PAID FOR WITH ITEM 511, CLASS QC2 CONCRETE WITH QC/QA, SIDEWALK, AS PER PLAN.

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www.elrobinsonengineering.com

DESIGNED JLS | DRAWN JLS | REVIEWED DFT | DATE 9/1/2021
CHECKED TAS | REVISED - | STRUCTURE FILE NUMBER 5703069

MOMENT SLAB PLAN
BRIDGE NO. MOT-00835-0002O
WOODMAN DRIVE OVER U.S. 35

MOT-35-19.80
PID No. 90273

37 / 47

284 / 351