

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 2 LANES OF I.R. 77 TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES (EXCEPT AS NOTED BELOW) BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AS PER PLAN, SHOULDER AND MEDIAN RESURFACING AND ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

A MINIMUM OF 1 LANE OF S.R. 21 TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES (EXCEPT AS NOTED BELOW) BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEM 410.

TRAFFIC ON ALL INTERCHANGE RAMP SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 240 CONSECUTIVE CALENDAR DAYS, WHEN THE RAMP FROM I.R. 77 NORTHBOUND TO S.R. 21 SOUTHBOUND TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 69. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

PRIOR TO IMPLEMENTATION OF PHASES 1 THROUGH 4, ALL EXISTING LANES SHALL BE OPEN AND NO WORK SHALL BE PERFORMED DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS. ADDITIONALLY, DURING IMPLEMENTATION OF PHASES 1 THROUGH 4, ALL LANES SHOWN OPEN IN THE PLANS SHALL BE OPEN TO TRAFFIC ON THESE DATES. THESE REQUIREMENTS ARE WAIVED FOR THE IR-77 NORTHBOUND TO SR-21 SOUTHBOUND RAMP DURING THE PERMITTED 240-DAY CLOSURE WINDOW.

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S	LABOR DAY
MEMORIAL DAY	THANKSGIVING
PGA CHAMPIONS TOUR KAULIG COMPANIES CHAMPIONSHIP	

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 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE BELOW.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
I.R. 77 NORTHBOUND & SOUTHBOUND LANES	HOLIDAYS AND EVENTS	1 HOUR	\$5,000
ALL INTERCHANGE RAMP LANES	HOLIDAYS AND EVENTS	1 HOUR	\$2,500
S.R. 21 NORTHBOUND LANES	HOLIDAYS AND EVENTS	1 HOUR	\$2,500

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 OFFICE OF COMMUNICATIONS. THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHALL INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES WHICH 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, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE 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		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.

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. (AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

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 RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, 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. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

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.

PRE-PHASE 1:

DURING THE TIMES SHOWN ON THE LANE CLOSURES NOTE ON SHEET 25, CLOSE THE RIGHT LANE OF I.R. 77 NORTHBOUND AND THE LEFT LANE OF S.R. 21 N.B. PER S.C.D. MT-95.30. PLACE ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC ON THE N.B. RIGHT SHOULDER AT THE FOLLOWING LOCATIONS: FROM @ EX. I.R. 77 N.B. STA. 498+25.00 TO STA. 501+25.00, FROM @ I.R. 77 S.B. STA. 512+23.50 TO STA. 520+05.00, AND INCLUDES @ S.R. 21 N.B. FROM STA. 518+25.00 TO STA. 520+05.00.

PHASE 1:

BOTH CROSSOVERS SHALL BE CONSTRUCTED AS SHOWN ON SHEETS 70 - 71, AND THE N.B. I.R. 77 MEDIAN SHOULDER STRENGTHENING AND OTHER PREPARATIVE WORK FOR PHASE 2 SHALL BE PERFORMED IN THIS PHASE. SHIFT I.R. 77 TRAFFIC AS SHOWN ON M.O.T. PHASE 1 PLAN SHEETS 49 - 53.

PHASE 2:

ERECT DETOUR SIGNING AND CLOSE THE RAMP FROM I.R. 77 N.B. TO S.R. 21 SOUTHBOUND AS SHOWN ON DETOUR PLAN SHEET 69. ERECT DETOUR SIGNING AND CLOSE OFF ACCESS FROM THE S.R. 18 EASTBOUND ON RAMP TO I.R. 77 SOUTHBOUND AS SHOWN ON DETOUR PLAN SHEET 71. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED ADVANCE OF THE WORK TO NOTIFY MOTORISTS OF THE CLOSURES. DEMOLISH THE EXISTING I.R. 77 SOUTHBOUND BRIDGE AND APPROACHES, AND NORTHBOUND MEDIAN BRIDGE RAIL. RECONSTRUCT THE MAJORITY OF THE SOUTHBOUND BRIDGE AND APPROACHES. SEE THE BRIDGE PHASING DETAILS SHOWN ON SHEETS 176 - 177 IN ADDITION, SHOULDER STRENGTHENING AND OTHER PREPARATIVE WORK ON S.B. I.R. 77 FOR USE IN PHASE 3 SHALL BE PERFORMED IN THIS PHASE. MAINTAIN TWO-WAY TRAFFIC AS SHOWN ON M.O.T PHASE 2 PLAN SHEETS 54 - 58.

PHASE 3:

MAINTAIN DETOUR SIGNING CLOSING OFF ACCESS FROM THE S.R 18 EASTBOUND ON RAMP TO I.R. 77 SOUTHBOUND AS SHOWN ON DETOUR PLAN SHEET 71. THE TOTAL DURATION OF THE DETOURED SR 18 EASTBOUND TO IR 77 SOUTHBOUND MOVEMENT, IMPLEMENTED WITH PHASE 2 AND REMOVED AT THE CONCLUSION OF PHASE 3 WORK, SHALL NOT EXCEED 380 CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER DAY THAT THE ACCESS FROM THE S.R 18 EASTBOUND ON RAMP TO I.R. 77 SOUTHBOUND REMAINS CLOSED OFF IN EXCESS OF 380 CALENDAR DAYS. DEMOLISH THE REMAINING EXISTING I.R. 77 NORTHBOUND BRIDGE AND APPROACHES, AND RECONSTRUCT THE NORTHBOUND BRIDGE AND APPROACHES. SEE BRIDGE PHASING DETAILS SHOWN ON SHEETS 178 - 179. MAINTAIN TWO-WAY TRAFFIC AS SHOWN ON M.O.T. PHASE 3 PLAN SHEETS 59 - 63. IN ADDITION, REMOVE PORTIONS OF TEMPORARY PAVEMENT TO THE LIMITS NOTED ON THE PLANS.

PHASE 4:

CONSTRUCT THE REMAINING PORTIONS OF THE SOUTHBOUND BRIDGE AND APPROACHES ON THE MEDIAN SIDE, SEE THE BRIDGE PHASING DETAILS SHOWN ON SHEET 180. IN ADDITION, REMOVE BOTH CROSSOVERS AND PERFORM RESTORATION. MAINTAIN TWO-WAY TRAFFIC AS SHOWN ON M.O.T. PHASE 4 PLAN SHEETS 64 - 68.

PHASE 5:

COMPLETE ALL REMAINING WORK INCLUDING SHOULDER RESTORATION, FINAL WEARING SURFACE, GUARDRAIL AND CURBING. PLACE PAVEMENT MARKINGS. SINGLE LANE CLOSURES PER S.C.D. MT-95.30 DURING THE TIMES SHOWN ON THE PERMITTED LANE CLOSURE SCHEDULE (PLCS). SEE LANE CLOSURES NOTE ON SHEET 25.

S.R. 21 DITCH AND STORM SEWER:

CONSTRUCT DRAINAGE IMPROVEMENTS ALONG THE LEFT SIDE OF S.R. 21 NORTHBOUND, INCLUDING BORING OR JACKING OF A 30" TYPE A CONDUIT UNDER S.R. 21 SOUTHBOUND AND 15" STORM SEWER CROSSING VIA OPEN CUT UNDER S.R. 21 NORTHBOUND. DETOUR S.R. 21 NORTHBOUND AS SHOWN ON SHEET 70. THE DETOUR SHALL BE IMPLEMENTED ONLY ON WEEKENDS, BETWEEN THE HOURS OF 9 P.M. FRIDAY TO 5 A.M. MONDAY, EXCLUDING HOLIDAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,500 PER HOUR FOR EACH HOUR THAT TWO (2) LANES OF S.R. 21 NORTHBOUND ARE CLOSED TO TRAFFIC OUTSIDE THE PERMITTED HOURS. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED ADVANCE OF THE WORK TO NOTIFY MOTORISTS OF THE CLOSURES. SHOULDER AND LANE CLOSURES SHALL BE PER S.C.D. MT-95.45 AND S.C.D. MT-95.30, RESPECTIVELY. SR 21 LANE CLOSURES WILL NOT BE PERMITTED BETWEEN THE HOURS OF 6 A.M. TO 9 A.M., MONDAY THROUGH FRIDAY. OVERNIGHT CLOSURES OF SR 21 ARE ALSO ALLOWED FOR BEAM REMOVAL AND ERECTION.

PHASE RESTRICTIONS - DELIVERY, STAGING, BEAM ERECTION, OVERHEAD SIGNING AND LIGHTING

DELIVERY, STAGING AND BEAM ERECTION, AND OVERHEAD SIGNING AND LIGHTING OPERATIONS MAY REQUIRE RESTRICTING TRAFFIC UNDER AN EXISTING BRIDGE VIA A COMPLETE CLOSURE OF S.R. 21 NORTHBOUND PER SCD MT-99.60. THE DURATION OF THESE CLOSURES SHALL BE A MAXIMUM OF 15 MINUTES. THESE SHORT DURATION CLOSURES SHALL NOT OCCUR BETWEEN THE HOURS OF 6 A.M. TO 9 A.M. AND 2 P.M. TO 4 P.M. MONDAY THRU FRIDAY AND SHALL NOT OCCUR DURING HOLIDAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,500 PER HOUR FOR EACH HOUR THAT TWO (2) LANES OF S.R. 21 NORTHBOUND IS CLOSED TO TRAFFIC OUTSIDE THE PERMITTED HOURS. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED IN ADVANCE OF THE WORK TO NOTIFY MOTORIST OF THE CLOSURES.

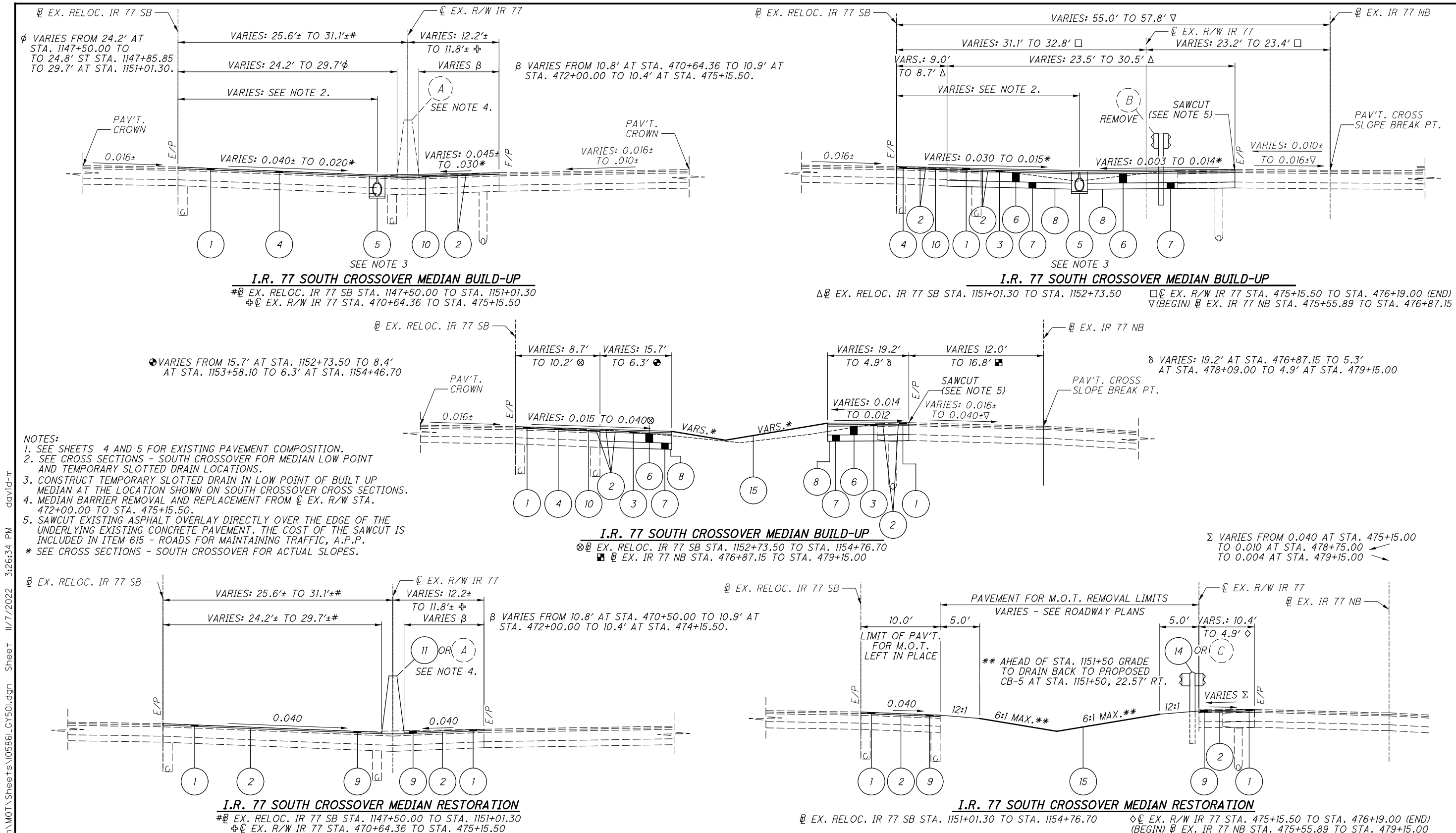
ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING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

BRIDGE DECK STORM WATER RUNOFF RESTRICTIONS

THE CONTRACTOR SHALL BE REQUIRED TO PREVENT STORM WATER RUNOFF FROM SHEETING OFF THE I.R. 77 BRIDGE DECKS ONTO THE S.R. 21 NORTHBOUND PAVEMENT AND SHOULDERS DURING TIMES WHEN THE I.R. 77 BRIDGE RAILINGS ARE NOT PRESENT. THE CONTRACTOR SHALL PREPARE DRAWINGS AND/OR A NARRATIVE DETAILING THE MEANS AND METHODS TO BE USED TO CONTROL THE RUNOFF AS DESCRIBED ABOVE. THE CONTRACTOR SHALL SUBMIT ALL PERTINENT DOCUMENTS TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO THE IMPLEMENTATION OF THE STORM WATER CONTROL METHOD(S) FOR EACH MAINTENANCE OF TRAFFIC PHASE. THE CONTRACTOR SHALL REMOVE ALL MATERIAL USED TO CONTROL THE RUNOFF FROM THE NEW BRIDGE DECK(S) IN SUCH A MANNER AS TO NOT DAMAGE THE PERMANENT BRIDGE INSTALLATIONS. ANY DAMAGE TO THE PERMANENT BRIDGE INSTALLATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.

PAYMENT FOR ALL SUBMITTALS, LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS TO OBTAIN APPROVAL AND PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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- NOTES:**
- SEE SHEETS 4 AND 5 FOR EXISTING PAVEMENT COMPOSITION.
 - SEE CROSS SECTIONS - SOUTH CROSSOVER FOR MEDIAN LOW POINT AND TEMPORARY SLOTTED DRAIN LOCATIONS.
 - CONSTRUCT TEMPORARY SLOTTED DRAIN IN LOW POINT OF BUILT UP MEDIAN AT THE LOCATION SHOWN ON SOUTH CROSSOVER CROSS SECTIONS.
 - MEDIAN BARRIER REMOVAL AND REPLACEMENT FROM EX. R/W STA. 472+00.00 TO STA. 475+15.50.
 - SAWCUT EXISTING ASPHALT OVERLAY DIRECTLY OVER THE EDGE OF THE UNDERLYING EXISTING CONCRETE PAVEMENT. THE COST OF THE SAWCUT IS INCLUDED IN ITEM 615 - ROADS FOR MAINTAINING TRAFFIC, A.P.P.
- * SEE CROSS SECTIONS - SOUTH CROSSOVER FOR ACTUAL SLOPES.

PROPOSED ITEM LEGEND		EXISTING ITEM LEGEND	
1	ITEM 442 - 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN, PG 16-22M	6	ITEM 302 - 9" ASPHALT CONCRETE BASE, PG 64-22, (449)
2	ITEM 407 - NON-TRACKING TACK COAT	7	ITEM 304 - 6" AGGREGATE BASE
3	ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449)	8	ITEM 204 - SUBGRADE COMPACTION
4	ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1/2"	9	ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH
5	ITEM 611 - SLOTTED DRAIN, TYPE 1	10	ITEM 442 - VAR. THICKNESS ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449)
		11	ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
		12	ITEM 622 - BARRIER MISC.: NEW JERSEY SHAPE A
		13	ITEM 608 - GUARDRAIL, TYPE MGS
		14	ITEM 608 - GUARDRAIL, BARRIER DESIGN, TYPE MGS
		15	ITEM 659 - SEEDING AND MULCHING
		(A)	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
		(B)	GUARDRAIL, TYPE 5, BARRIER DESIGN
		(C)	GUARDRAIL, TYPE 5
		(D)	CONCRETE MEDIAN RETAINING WALL
		(E)	CONCRETE BARRIER, SINGLE SLOPE, TYPE D
		(F)	CONCRETE BARRIER, TYPE A (NEW JERSEY SHAPE)

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SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
21	22	23	89	90	91	92	93	142	OFFICE CALCS	01/IMS/B R	02/IMS/OT	03/NHS/CV						
ROADWAY																		
LS										LS			201	11000	LS		CLEARING AND GRUBBING	
								1				1	202	20010	1	EACH	HEADWALL REMOVED	
									1,743	1,743			202	23000	1,743	SY	PAVEMENT REMOVED	
			1,191		203					1,394			202	30700	1,394	FT	CONCRETE BARRIER REMOVED	
				315	4					4		315	202	35100	319	FT	PIPE REMOVED, 24" AND UNDER	
													202	38000	1,847	FT	GUARDRAIL REMOVED	
			1,509		338					1,847			202	38300	313	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
			313							313			202	42010	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
					1					1			202	42040	3	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
			1		2					3			202	47000	8	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
			7		1					8								
				1	1					1		1	202	58100	2	EACH	CATCH BASIN REMOVED	
				3								3	202	58200	3	EACH	INLET REMOVED	
								160				160	SPECIAL	20270000	160	FT	FILL AND PLUG EXISTING CONDUIT	23
				965		619				1,584			203	10000	1,584	CY	EXCAVATION	
				87		238				325			203	20000	325	CY	EMBANKMENT	
						823				823			203	98000	823	CY	ROADWAY, MISC.: ROCK EXCAVATION	22
									5,087	5,087			204	10000	5,087	SY	SUBGRADE COMPACTION	
47										47			204	13000	47	CY	EXCAVATION OF SUBGRADE	
47										47			204	30010	47	CY	GRANULAR MATERIAL, TYPE B	
142										142			204	50000	142	SY	GEOTEXTILE FABRIC	
										15			209	60201	15	STA	LINEAR GRADING, AS PER PLAN	22
										2			209	98300	2	SY	LINEAR GRADING, MISC.: EX. R/W I.R. 77 STA. 475+15.00 TO STA. 475+33.65	22
			1,386.5		350					1,736.5			606	15050	1,736.5	FT	GUARDRAIL, TYPE MGS	
			250							250			606	15100	250	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
			312.5							312.5			606	15550	312.5	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
					2					2			606	26150	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
			3		1					4			606	26550	4	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
			3		1					4			606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
			1							1			606	35006	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, BARRIER DESIGN	
			3							3			606	35102	3	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
			236							236			622	10100	236	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
					178					178			622	10160	178	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
			1							1			622	24850	1	EACH	CONCRETE BARRIER END SECTION, TYPE B1	
					1					1			622	25000	1	EACH	CONCRETE BARRIER END SECTION, TYPE D	
					1					1			622	25050	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
			2							2			622	25006	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
			805							805			622	90000	805	FT	BARRIER, MISC.: NEW JERSEY SHAPE A	22
	2									2			SPECIAL	69098000	2	EACH	VERTICAL CLEARANCE	22
LS										LS			SPECIAL	69098400	LS		SURVEY CONTROL VERIFICATION	22
EROSION CONTROL																		
					56					56			601	20000	56	SY	CRUSHED AGGREGATE SLOPE PROTECTION	
				20						20			601	21000	20	SY	CONCRETE SLOPE PROTECTION	
		4								4			601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
				18						18			601	21060	18	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
					2			7		2		7	601	32204	9	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	
				1		1				2			659	00100	2	EACH	SOIL ANALYSIS TEST	
				182		411				593			659	00300	593	CY	TOPSOIL	
				1,637		3,697				5,334			659	10000	5,334	SY	SEEDING AND MULCHING	
				82		185				267			659	14000	267	SY	REPAIR SEEDING AND MULCHING	
				82		185				267			659	15000	267	SY	INTER-SEEDING	
				0.22		0.5				0.72			659	20000	0.72	TON	COMMERCIAL FERTILIZER	
				0.34		0.76				1.1			659	31000	1.1	ACRE	LIME	
				9		20				29			659	35000	29	MGAL	WATER	
				4		8				12			659	40000	12	MSF	MOWING	
					1,471					1,471			670	00700	1,471	SY	DITCH EROSION PROTECTION	
							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	
							194,148			194,148			832	30000	194,148	EACH	EROSION CONTROL	

GENERAL SUMMARY

SUM-77-22.30

I.R. 77 ROADWAY SUBSUMMARY

REF. NO.	SHEET NO.	STATION		SIDE	LENGTH	202					606					609	622					
						CONCRETE BARRIER REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, BARRIER DESIGN	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSEMBLY REMOVED	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS WITH LONG POSTS	GUARDRAIL, BARRIER DESIGN, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, BARRIER DESIGN	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	CONCRETE BARRIER END SECTION, TYPE B1	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	BARRIER, MISC.; NEW JERSEY SHAPE A
						FT	FT	FT	EACH	EACH	FT	FT	FT	EACH	EACH	EACH	EACH	FT	FT	EACH	EACH	FT
FROM	TO																					
		☉ EX R/W IR 77																				
B1	95, 97	472+00.00	475+15.50	☉	315.50	316																
B2	109, 111	513+00.00	521+75.00	☉	875.00	875																
		☉ EX R/W IR 77																				
C1	97	475+15.50	475+33.65	LT	18.15																	
C2	97	475+15.50	475+33.65	RT	18.15																	
		BL EX IR 77 SB																				
C3	104	503+00.98	503+07.64	LT	6.66																	
		BL EX IR 77 NB																				
C4	104	502+77.90	502+86.36	RT	8.46																	
		BL EX IR 77 SB																				
C5	104	505+04.87	505+18.40	LT	13.92																	
		BL EX IR 77 NB	BL EX IR 77 SB																			
C6	104,107	505+16.54	511+06.22	RT	401.31																	
		BL EX IR 77 SB																				
C7	107	511+58.20	511+76.75	RT	18.15																	
		☉ EX R/W IR 77	BL EX IR 77 NB																			
GR1	97	475+14.90	478+51.00	☉/LT	337.50			313		1												
		BL EX RELOC IR 77 SB																				
GR2	97	1154+64.20	1154+76.70	RT																		
		BL EX IR 77 NB																				
GR3	102,104	500+61.50	503+07.40	RT	237.50																	
		BL EX IR 77 SB																				
GR4	104	502+74.42	503+12.58	LT	37.50																	
GR5	104,107	504+87.66	511+15.46	LT	621.78																	
		BL EX IR 77 NB	BL EX IR 77 SB																			
GR6	104,107	505+10.38	511+77.36	RT	476.71																	
		BL EX IR 77 SB																				
GR7	107,109	512+21.50	515+86.45	RT	362.50																	
TOTALS CARRIED GENERAL SUMMARY						1191	1509	313	1	7	1386.5	250.0	312.5	3	3	1	3	484	236	1	2	805

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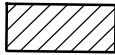



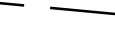




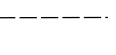
CALCULATED
DAM
CHECKED
DCJ

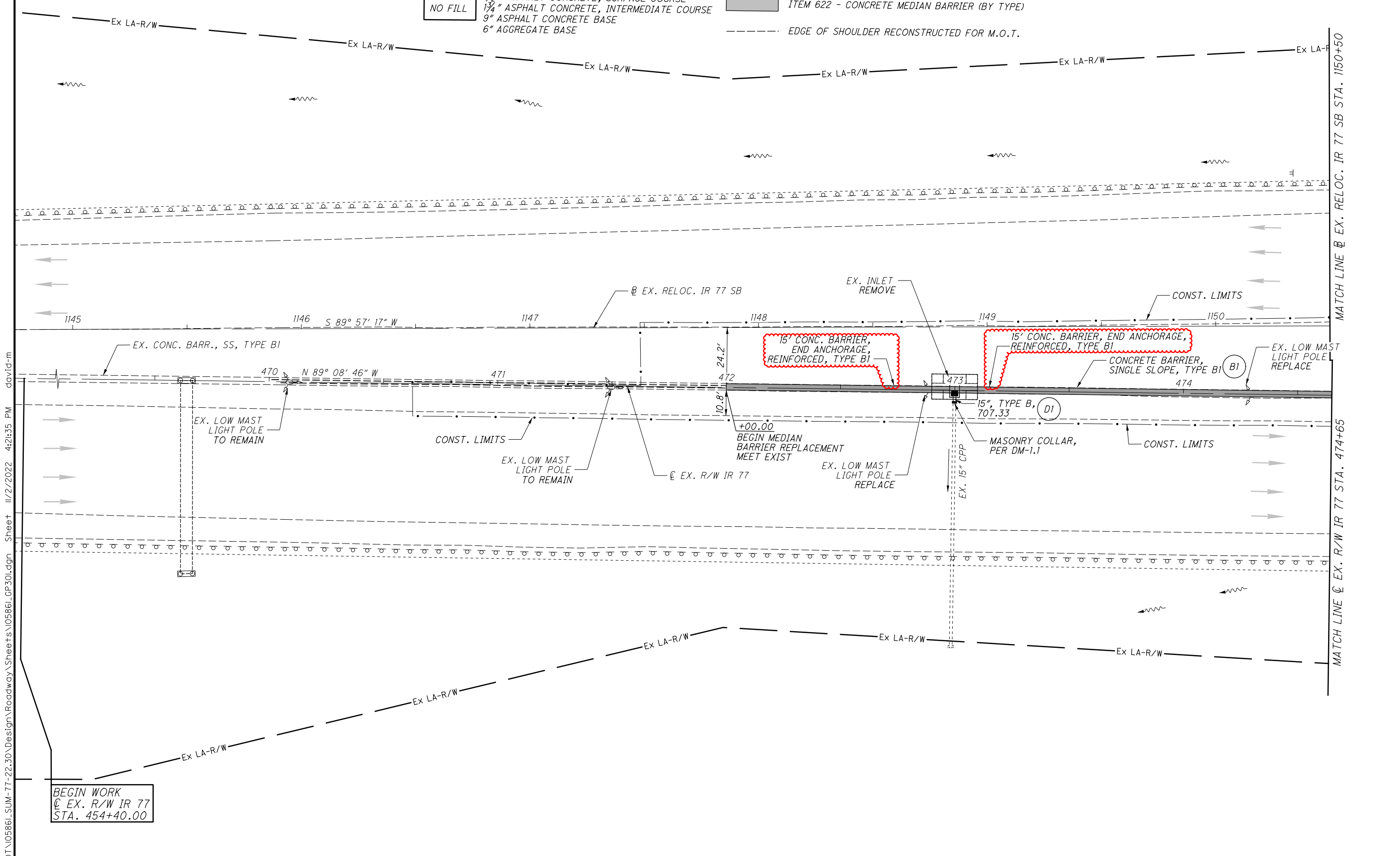
ESTIMATED QUANTITIES - I.R. 77

SUM-77-22.30

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
2 - 3	REFERENCES AND BENCH MARKS
89 - 90	ESTIMATED QUANTITIES - I.R. 77
72	M.O.T CROSSOVER PLAN AND PROFILE

LEGEND

-  RESURFACING: 3" AVG. PAVEMENT PLANING & 1 1/2" ASPHALT CONCRETE, SURFACE COURSE
-  1 3/4" ASPHALT CONCRETE, INTERMEDIATE COURSE
-  FULL DEPTH: 1 1/2" ASPHALT CONCRETE, SURFACE COURSE
-  1 3/4" ASPHALT CONCRETE, INTERMEDIATE COURSE
-  9" ASPHALT CONCRETE BASE
-  6" AGGREGATE BASE
-  ITEM 601 - CONCRETE SLOPE PROTECTION
-  ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION (T = 12")
-  ITEM 622 - CONCRETE MEDIAN BARRIER (BY TYPE)
-  EDGE OF SHOULDER RECONSTRUCTED FOR M.O.T.







 HORIZONTAL SCALE IN FEET

CALCULATED DAM DCJ
 CHECKED DCJ
PLAN - I.R. 77 S.B. STA. 1145+00 TO STA. 1150+50
I.R. 77 C.L.R/W STA. 469+00 TO STA. 474+65

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 95
 284

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