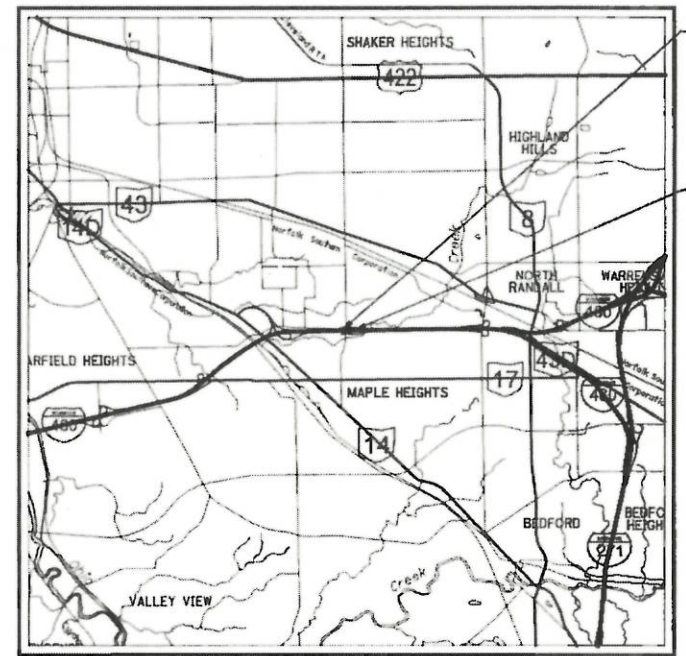


CUY - IR 480-22.41 Deck
 220394 PID - 114516
 Dist 12 6/30/2022

Contract Proposal available @
 www.contracts.dot.state.oh.us

1472-087-AN0

MODEL: Sheet PAPER SIZE: 34x22 (in.) DATE: 2022-03-08 TIME: 4:01:10 PM USER: connor.biggins
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LOCATION MAP

LATITUDE: 41°25'30" N LONGITUDE: 81°33'55" W



| | |
|-------------------------|-------|
| PORTION TO BE IMPROVED | ----- |
| INTERSTATE HIGHWAY | ===== |
| FEDERAL ROUTES | ----- |
| STATE ROUTES | ----- |
| COUNTY & TOWNSHIP ROADS | ----- |
| OTHER ROADS | ----- |

| DESIGN DESIGNATION | I.R. 480 | C.R. 8 (LEE ROAD) |
|-----------------------------------|-----------------------|--------------------------------|
| CURRENT ADT (2023) | 170,100 | 20,800 |
| DESIGN YEAR ADT (2043) | 186,700 | 22,800 |
| DESIGN HOURLY VOLUME (2043) | 16,803 | 2,052 |
| DIRECTIONAL DISTRIBUTION | 0.60 | 0.60 |
| TRUCKS (24 HOUR B&C) | 5% | 1% |
| DESIGN SPEED | 70 MPH | 40 MPH |
| LEGAL SPEED | 60 MPH | 35 MPH |
| DESIGN FUNCTIONAL CLASSIFICATION: | 01 INTERSTATE (URBAN) | 03 MINOR ARTERIAL ROAD (URBAN) |
| NHS PROJECT | YES | NO |

DESIGN EXCEPTIONS
 VERTICAL CLEARANCE 11/08/2021

ADA DESIGN WAIVERS
 NONE

UNDERGROUND UTILITIES
 Contact Two Working Days Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
 (Non members must be called directly)

PLAN PREPARED BY:
 IBI Group
 4150 Belden Village Street, Suite 104
 Canton, OH 44718 USA
 Phone: 330-491-9000
 Fax: 330-491-9001

ENGINEER'S SEAL:

SIGNED: *David Earl Buchanan*
 DATE: 3/1/2022

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CUY-480-22.41

CITIES OF CLEVELAND AND MAPLE HEIGHTS
CUYAHOGA COUNTY

INDEX OF SHEETS:

| | |
|-------------------------------|---------|
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| STANDARD CONSTRUCTION DRAWINGS | | | | | | | | | | SUPPLEMENTAL SPECIFICATIONS | | SPECIAL PROVISIONS | |
|--------------------------------|---------|-----------|---------|-----------|---------|-----------|----------|-----------|----------|-----------------------------|----------|--------------------|--|
| BP-3.1 | 1/21/22 | MGS-1.1 | 7/16/21 | SICD-2-14 | 1/15/21 | MT-95.31 | 7/19/19 | MT-105.10 | 1/17/20 | 800 | 05/02/22 | | |
| BP-3.2 | 1/18/19 | MGS-2.1 | 1/19/18 | | | MT-95.45 | 1/17/20 | | | 808 | 01/18/19 | | |
| BP-5.1 | 1/21/22 | MGS-3.1 | 1/19/18 | HL-10.13 | 4/17/20 | MT-95.71 | 1/17/20 | TC-41.20 | 10/18/13 | 821 | 04/20/12 | | |
| BP-9.1 | 1/18/19 | MGS-3.2 | 1/18/13 | HL-20.11 | 1/15/21 | MT-95.72 | 1/17/20 | TC-42.20 | 10/18/13 | 832 | 10/19/18 | | |
| | | MGS-4.3 | 1/18/13 | HL-20.13 | 4/17/20 | MT-95.73 | 1/17/20 | TC-52.10 | 10/18/13 | 839 | 07/16/21 | | |
| CB-6 | 1/21/22 | | | HL-30.11 | 1/15/21 | MT-99.20 | 4/19/19 | TC-52.20 | 1/15/21 | 846 | 04/17/15 | | |
| DM-1.1 | 7/17/20 | RM-4.1 | 1/17/20 | HL-30.22 | 1/15/21 | MT-99.30 | 1/17/20 | TC-65.10 | 1/17/14 | 908 | 10/20/17 | | |
| DM-1.2 | 7/16/21 | RM-4.2 | 4/17/20 | HL-30.32 | 4/17/20 | MT-100.00 | 7/16/21 | TC-65.11 | 7/21/17 | 921 | 04/20/12 | | |
| DM-1.3 | 7/18/14 | RM-4.3 | 1/21/22 | HL-30.41 | 1/21/22 | MT-101.60 | 1/17/20 | TC-72.20 | 7/20/18 | 939 | 01/17/20 | | |
| DM-4.3 | 1/15/16 | RM-4.4 | 7/19/19 | HL-40.20 | 7/17/20 | MT-101.70 | 1/17/20 | | | | | | |
| DM-4.4 | 1/15/16 | | | HL-50.11 | 1/16/15 | MT-101.75 | 1/17/20 | | | | | | |
| | | AS-1-15 | 7/17/15 | HL-50.21 | 1/15/21 | MT-101.80 | 1/17/20 | | | | | | |
| F-1.1 | 7/19/13 | AS-2-15 | 1/18/19 | HL-60.11 | 7/21/17 | MT-101.90 | 7/17/20 | | | | | | |
| F-2.1 | 7/20/18 | SBR-1-20 | 7/17/20 | HL-60.12 | 7/18/21 | MT-102.10 | 1/17/20 | | | | | | |
| | | SBR-2-20 | 1/15/21 | | | MT-102.30 | 10/16/15 | | | | | | |
| I-3B 3B1 | 7/16/21 | SICD-1-21 | 1/21/22 | MT-95.30 | 7/19/19 | MT-104.10 | 10/16/15 | | | | | | |

FEDERAL PROJECT NUMBER
 E220167

RAILROAD INVOLVEMENT
 NONE

PROJECT DESCRIPTION
 IMPROVEMENT OF I.R. 480 OVER LEE ROAD (CUY-480-2241) INCLUDING DECK REPLACEMENT, REHABILITATION OF SUBSTRUCTURE AND ASSOCIATED FULL-DEPTH APPROACH ROADWAY WORK ON I.R. 480 INCLUDING SIDEWALK AND CURB REPAIRS ALONG C.R. 8 (LEE ROAD).

EARTH DISTURBED AREAS
 PROJECT EARTH DISTURBED AREA: 0.86 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.00 ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES
 NOI NOT REQUIRED (ROUTINE MAINTENANCE PROJECT)

LIMITED ACCESS
 THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2019 SPECIFICATIONS
 THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE SIDE ROADS AS DESCRIBED ON SHEETS AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED *[Signature]*
 DATE 3/15/22 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
 DATE 3-9-22 DIRECTOR, DEPARTMENT OF TRANSPORTATION

TITLE SHEET

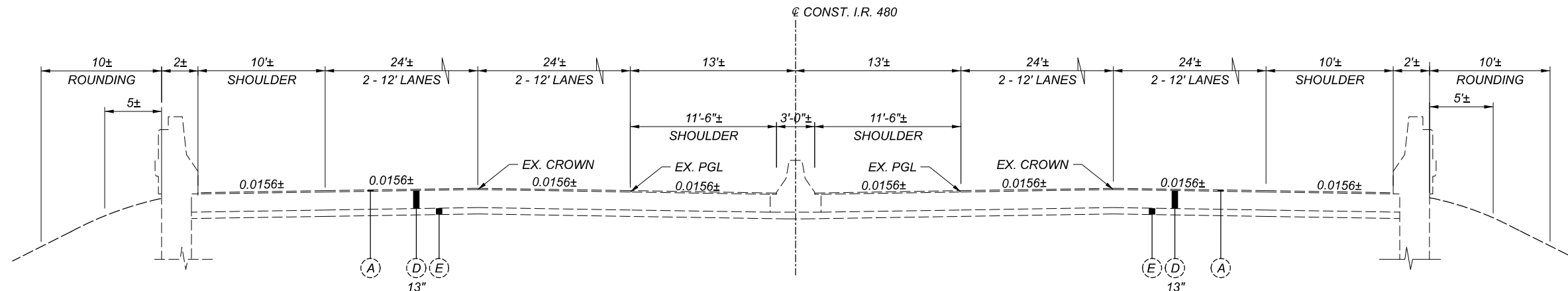
| | |
|---------------|--------|
| DESIGN AGENCY | IBI |
| DESIGNER | MEP |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SHEET TOTAL | 1 133 |

EXISTING LEGEND

- (A) 1.25" ASPHALT CONCRETE SURFACE COURSE
- (B) 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE
- (C) REINFORCED CONCRETE PAVEMENT (THICKNESS AS NOTED)
- (D) 13"(±) REINFORCED CONCRETE APPROACH SLAB
- (E) 6" SUBBASE
- (F) 3" BITUMINOUS AGGREGATE BASE
- (G) GUARDRAIL, TYPE 5
- (H) CONCRETE BARRIER
- (I) 6" SHALLOW PIPE UD

NOTES

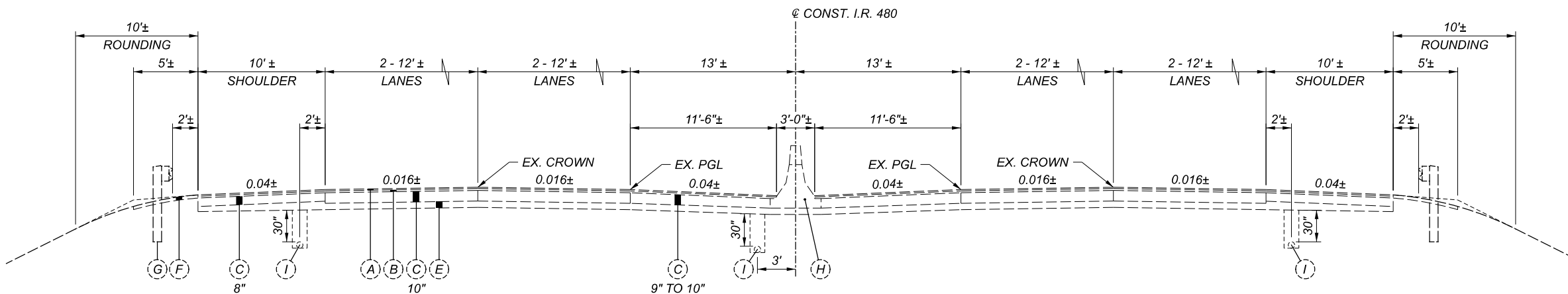
- (A) PROFILE GRADE LINE (PGL)



EXISTING APPROACH SLAB SECTION - I.R. 480
(NOT TO SCALE)

STA 1206+74± (SKEW) TO STA 1206+99± (SKEW)
STA 1209+10± (SKEW) TO STA 1209+35± (SKEW)

BRIDGE LIMITS
STA 1206+99± (SKEW) TO STA 1209+10± (SKEW)



EXISTING 8-LANE NORMAL SECTION - I.R. 480
(NOT TO SCALE)

STA 1206+15 TO STA 1206+74± (SKEW)
STA 1209+35± (SKEW) TO STA 1210+00

I.R. 480 EXISTING TYPICAL SECTIONS

CUY-480-22.41

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DESIGN AGENCY



| | |
|------------|--------------|
| DESIGNER | MEP |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 2 | 133 |

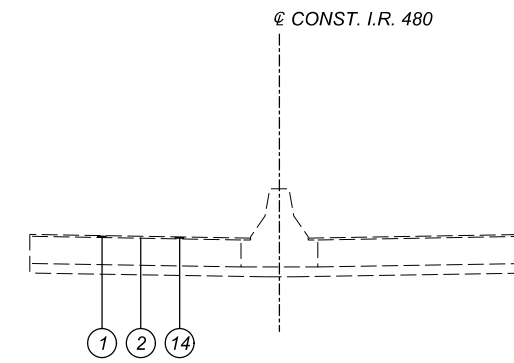
LEGEND

- ① ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN
- ② ITEM 407 - NON-TRACKING TACK COAT
- ③ ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448)
- ④ ITEM 302 - 11.75" ASPHALT CONCRETE BASE, PG64-22, (449) [PLACED IN TWO LIFTS]
- ⑤ ITEM 304 - 6" AGGREGATE BASE
- ⑥ ITEM 204 - SUBGRADE COMPACTION & PROOF ROLLING
- ⑦ ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS
- ⑧ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN [TRANSITION HEIGHT, WIDTH AND SHAPE TO/FROM EX. TO MATCH PROP. APPROACH SLAB BARRIER]
- ⑨ ITEM 606 - GUARDRAIL, TYPE MGS
- ⑩ ITEM 441 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL)

- ⑪ ITEM 609 - CURB, TYPE 4-C (WHERE REQUIRED BY SCD MGS-3.1)
- ⑫ ITEM 659 - SEEDING AND MULCHING, CLASS 3B
- ⑬ ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")
- ⑭ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"

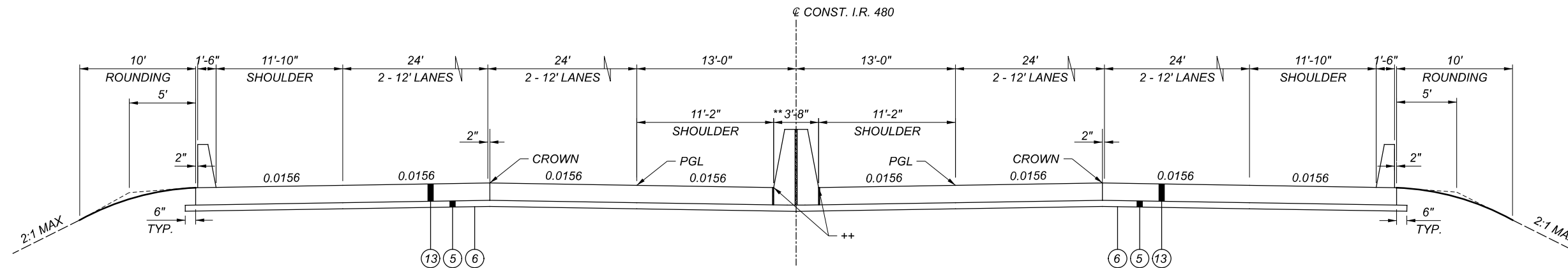
NOTES

- (A) PROFILE GRADE LINE (PGL)



PROPOSED RESURFACING DETAIL - I.R. 480 (NOT TO SCALE)

I.R. 480 EASTBOUND
 STA 1175+00.00 TO STA 1206+15.00
 STA 1210+00.00 TO STA 1239+05.00
 I.R. 480 WESTBOUND
 STA 1173+00 TO STA 1206+15
 STA 1210+00 TO STA 1248+30



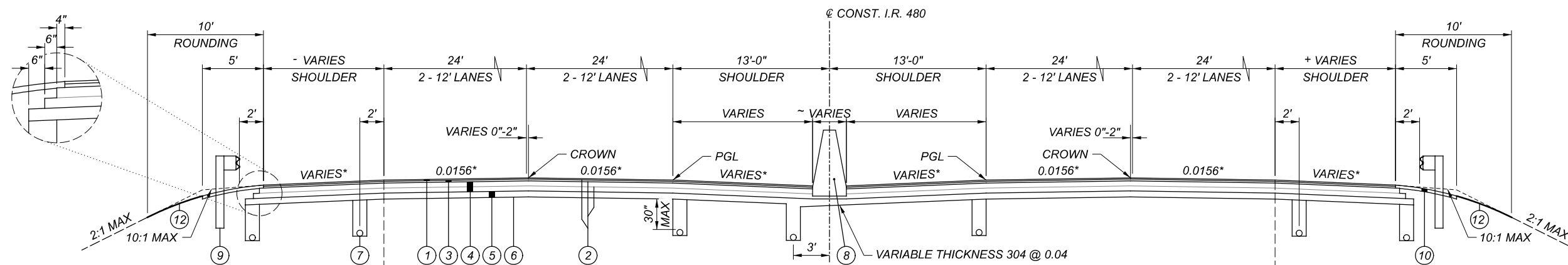
PROPOSED APPROACH SLAB SECTION - I.R. 480 (NOT TO SCALE)

STA 1206+72.19 (SKEW) TO STA 1206+97.19 (SKEW)
 STA 1209+12.19 (SKEW) TO STA 1209+37.19 (SKEW)

++ 1" PEJF, STA 1209+16.09 TO 1209+37.19

** VARIES 3'-8" TO 2'-9 3/4" FROM
 STA 1209+23.52 TO 1209+37.19

BRIDGE LIMITS
 STA 1206+97.19 (SKEW) TO STA 1209+12.19 (SKEW)



PROPOSED 8-LANE NORMAL SECTION - I.R. 480 (NOT TO SCALE)

STA 1206+15.00 TO STA 1206+72.19 (SKEW)
 STA 1209+37.19 (SKEW) TO STA 1210+00.00

* TRANSITION CROSS SLOPE TO/FROM EX. TO MATCH PROP. APPROACH SLAB WITHIN LIMITS OF FULL-DEPTH PAVEMENT

- STA 1206+15.00 = 9.52' TO STA 1206+74.16 = 11.83'
 STA 1209+63.61 = 11.83' TO STA 1210+00.00 = 10.15

* STA 1206+15.00 = 10.56' TO STA 1206+45.82 = 11.83'
 STA 1209+35.18 = 11.83' TO STA 1210+00.00 = 11.43'

- CONCRETE BARRIER TRANSITION LIMITS :
 STA 1205+95.00 - STA 1206+15.00
 STA 1210+80.00 - STA 1211+00.00

STA 1206+52.07 TO STA 1206+70.22 = 18.15'

STA 1209+39.21 TO STA 1209+57.36 = 18.15'

CUY-480-22.41

MODEL: Sheet PAPER: 17x11 (in.) DATE: 2022-03-09 TIME: 4:01:20 PM USER: comor.higgins
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I.R. 480 PROPOSED TYPICAL SECTIONS

DESIGN AGENCY



DESIGNER

MEP

REVIEWER

DEB 02-25-22

PROJECT ID

114516

SHEET

TOTAL

3 | 133

GENERAL

ROUNDING

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

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

| | |
|--|--|
| AT&T ATTN.: JAMES JANIS 13630 LORAIN AVENUE 2nd FLOOR CLEVELAND, OH 44111 PHONE: 216-476-6141 FAX: 216-476-6013 PJ8191@ATT.COM | CEI FIRST ENERGY (THE ILLUMINATING COMPANY) ATTN.: JOHN ZASSICK 6896 MILLER ROAD SUITE 101 BRECKSVILLE, OH 44141 PHONE: 440-546-8706 JMZASSICK@FIRSTENERGYCORP.COM |
|--|--|

| | |
|--|--|
| CENTURYLINK ATTN.: DAVID RUMMELL 3801 ELM ROAD NE WARREN, OH 44483 CELL: 330-219-2773 RELOCATIONS@LUMEN.COM DAVID.B.RUMMELL@LUMEN.COM | CHARTER COMMUNICATIONS (CLEVELAND EAST) ATTN.: PAT SANTOEMMO 7 SEVERANCE CIRCLE CLEVELAND HEIGHTS, OH 44118 PHONE: 216-575-8016 x12165554202 CELL: 216-701-6082 FAX: 216-581-3262 PAT.SANTOEMMO@CHARTER.COM |
|--|--|

| | |
|--|--|
| CITY OF CLEVELAND DIVISION OF PUBLIC POWER ATTN.: CHRISTOPHER HIRZEL, P.E. P.S. 1300 LAKESIDE AVENUE ROOM 152 CLEVELAND, OH 44114-1135 DIRECT: 216-563-7212 OFFICE: 216-664-3922 x76115 FAX: 216-664-2972 CHIRZEL@CPP.ORG | CITY OF CLEVELAND DIVISION OF TRAFFIC ENGINEERING ATTN.: ANDREW CROSS 601 LAKESIDE AVENUE ROOM 25 CLEVELAND, OH 44114 PHONE: 216-664-3197 FAX: 216-664-3167 ACROSS@CITY.CLEVELAND.OH.US |
|--|--|

| | |
|---|---|
| CITY OF CLEVELAND DEPT. OF PUBLIC WORKS ATTN.: MICHAEL COX 500 LAKESIDE AVENUE CLEVELAND, OH 44114 PHONE: 216-664-2485 FAX: 216-664-4086 RELAYSERVICE 711 | CITY OF CLEVELAND DIVISION OF WATER POLLUTION CONTROL ATTN.: ELIE RAMY 12302 KIRBY AVENUE CLEVELAND, OH 44108 PHONE: 216-664-2756 ERAMY@CLEVELANDWP.COM |
|---|---|

| | |
|--|---|
| CITY OF CLEVELAND DIVISION OF WATER ATTN.: FRED ROBERTS 1201 LAKESIDE AVENUE CLEVELAND, OH 44114 PHONE: 216-664-2444 x75590 FRED_ROBERTS@CLEVELANDWATER.COM | CITY OF MAPLE HEIGHTS ATTN.: EDWARD HREN, P.E. CHAGRIN VALLEY ENGINEERING 22999 FORBES ROAD OAKWOOD VILLAGE, OH 44146 PHONE: 440-439-1999 PHONE: 440-399-0816 CELL: 440-478-4239 HREN@CVELIMITED.COM |
|--|---|

| | |
|---|--|
| CUYAHOGA COUNTY DEPT. OF PUBLIC WORKS ATTN.: DAVID MARQUARD, P.E. P.S. 2079 E. 9th STREET 5th FLOOR CLEVELAND, OH 44115 PHONE: 216-698-8614 CELL: 216-209-6668 DMARQUARD1@CUYAHOGACOUNTY.US | CUYAHOGA COUNTY SANITARY ENGINEER DIVISION OF SANITARY ENGINEERS ATTN.: HUGH BLOCKSIDGE 2079 E. 9th STREET 5th FLOOR CLEVELAND, OH 44115 PHONE: 216-443-8205 CELL: 216-256-3619 FAX: 216-698-7595 HBLOCKSIDGE@CUYAHOGACOUNTY.US |
|---|--|

| | |
|---|--|
| DOMINION ENERGY OHIO 320 SPRINGSIDE DRIVE SUITE 320 AKRON, OH 44333 PHONE: 330-664-2409 RELOCATION@DOMINIONENERGY.COM | NEORS ATTN.: MARY MACIEJOWSKI 3900 EUCLID AVENUE CLEVELAND, OH 44115-2504 PHONE: 216-881-6600 x6466 MACIEJOWSKIM@NEORS.ORG |
|---|--|

| | |
|--|--|
| VERIZON CLEVELAND METRO AREA ATTN.: DAN ARZ 12300 RIDGE ROAD NORTH ROYALTON, OH 44133 OFFICE: 440-457-4832 CELL: 216-570-9343 DANIEL.ARZ@VERIZON.COM | ZAYO FIBER SOLUTIONS ATTN.: SCOTT HEINLEN 305 E. WIGGIN STREET GAMBIER, OH 43022 CELL: 740-501-6921 SCOTT.HEINLEN@ZAYO.COM |
|--|--|

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS

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

ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING, AS PER PLAN. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING, AS PER PLAN. THIS ITEM INCLUDES TRIMMING BACK OF ALL TREE BRANCHES AND BRUSH THAT ARE WITHIN 10'-0" OF ANY LOCATION TO HAVE A PAINTED OR SEALED SURFACE. NO COMPLETE TREE REMOVALS ARE PERMITTED, AND NO TREE REMOVALS ARE REQUIRED FOR CONSTRUCTION ACCESS.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET P.3 FOR ADDITIONAL INFORMATION.

ITEM 204 - PROOF ROLLING 4 HOUR

PROJECT COORDINATION

COORDINATE THE PROPOSED IMPROVEMENTS WITH THE ADJACENT SAFETY PROJECT, CUY-480-21.30 WB (PID 107657)

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 60 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND THE ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERRECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NUMBER 2021-AGL-21007-OE IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING FAA FORM 7460-1. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP
10101 HILLWOOD PARKWAY
FORT WORTH, TX 76177
FAX: 817-222-5920
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235

PAVEMENT

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.

ROADWAY

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 411 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING, AS PER PLAN SHALL CONSIST OF EXCAVATING TOPSOIL, AND PLACING GRANULAR MATERIAL.

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTIBLE GRANULAR MATERIAL CONFORMING TO 703.16 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING, AS PER PLAN. PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

METHOD A:
1. SET GUARDRAIL POSTS
2. PLACE ITEM 441

METHOD B:
1. PLACE ITEM 441
2. BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
3. SET GUARDRAIL POSTS
4. PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1 (448), UNDER GUARDRAIL, AS PER PLAN.

DRAINAGE

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, 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, NOTIFY THE ENGINEER 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, NOTIFY THE ENGINEER 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 IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN

REMOVAL OF THE EXISTING CONCRETE BARRIER FOUNDATION SHALL BE INCLUDED IN THIS ITEM OF WORK. THE CONTRACTOR MAY ELECT TO SAWCUT THE PAVEMENT AT THE BARRIER FOUNDATION EDGE PRIOR TO THE CONCRETE BARRIER AND CONCRETE BARRIER FOUNDATION REMOVAL AS TO PREVENT ADJACENT PAVEMENT FROM BEING DISTURBED. IN AREAS WHERE THE PROPOSED FOOTER LIMITS DIFFER FROM THE EXISTING FOOTER LIMITS, REMOVAL OF THE PAVEMENT BETWEEN THE SAWCUT AND THE EXISTING FOOTER SHALL BE INCLUDED IN THIS ITEM OF WORK.

THIS ITEM OF WORK SHALL INCLUDE REMOVAL OF REINFORCED SECTIONS OF BARRIER LOCATED WITHIN THE PROJECT LIMITS INCLUDING, BUT NOT LIMITED TO, LIGHT POLE FOUNDATIONS, INLET TOPS, AND SIGN FOUNDATIONS AS WELL AS REMOVAL OF ANY REFERENCE MARKERS AND BARRIER MOUNTED SUPPORTS LOCATED ON THE EXISTING BARRIER. REMOVAL OF THE EXISTING CONDUIT AND DISTRIBUTION CABLE SHALL ALSO BE INCLUDED IN THIS ITEM. EXISTING LIGHT POLE FOUNDATIONS SHALL BE REMOVED AS PER C&MS 625.21C. EXERCISE CAUTION SO AS NOT TO DAMAGE THE EXISTING CONDUIT ENTERING/EXITING THE BARRIER. WHEN REMOVING INLET TOPS, CARE SHOULD BE TAKEN TO AVOID DAMAGING INLET WALLS BELOW THE PAVEMENT SURFACE. EXISTING SIGN FOUNDATIONS SHALL BE REMOVED AS PER C&MS 630.12.

ALL COSTS FOR THIS ITEM OF WORK, INCLUDING SAW CUTTING, LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 202 CONCRETE BARRIER REMOVED, AS PER PLAN.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

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

INLETS REMOVED

CAREFULLY REMOVE AND STORE ALL CASTINGS WITHIN THE RIGHT OF WAY FOR SALVAGE BY DEPARTMENT FORCES.

PAYMENT FOR ALL OF THE ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE INCIDENTAL TO ITEM 615 - ROADS FOR MAINTAINING TRAFFIC.

EROSION CONTROL

SEEDING AND MULCHING

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

| | |
|--|-----------|
| ITEM 659, SOIL ANALYSIS TEST | 2 EACH |
| ITEM 659, TOPSOIL | 21 CY |
| ITEM 659, SEEDING AND MULCHING, CLASS 3B | 191 SY |
| ITEM 659, REPAIR SEEDING AND MULCHING | 10 SY |
| ITEM 659, INTER-SEEDING | 10 SY |
| ITEM 659, COMMERCIAL FERTILIZER | 0.03 TON |
| ITEM 659, LIME | 0.04 ACRE |
| ITEM 659, WATER | 2 M GAL |

APPLY SEEDING AND MULCHING S 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 203 EARTHWORK

| EARTHWORK/SEEDING QUANTITIES | | | | | |
|--|---------|------------|------------|----------------------|-----|
| SHEET NO. | STATION | 203 | | 659 | |
| | | EXCAVATION | EMBANKMENT | SEEDING AND MULCHING | |
| | | CY | CY | SY | |
| 68 | 1205+90 | 1206+72 | 22 | 4 | 70 |
| 69 | 1206+97 | 1209+37 | 18 | 5 | 76 |
| 70 | 1210+00 | 1210+25 | 30 | 1 | 45 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 70 | 10 | |
| TOTAL TO THIS SHEET | | | | | 191 |

ENVIRONMENTAL COMMITMENT NOTES

1. ALL WORK SHALL BE WITHIN EXISTING RIGHT OF WAY
2. NO WORK IN STREAMS, WETLANDS, OR POLLINATOR INITIATIVE SITES.
3. NO TREE REMOVAL



ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN, PG 76-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO A BLEND OF AIR-COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO AND LIMESTONE. THE CONTRACTOR SHALL USE A MINIMUM 60% OF ACBFS OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. AT LEAST 50% OF FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO ACBFS OR TRAP ROCK FROM ONTARIO.

TABLE 442.02-2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE, DO NOT EXCEED 63 IN PRODUCTION.

WHEN ACBFS IS USED FOR A FRACTION OF THE COARSE AGGREGATE, PROVIDE A TOTAL ASPHALT BINDER CONTENT GREATER THAN OR EQUAL TO 6.2 PERCENT. IF ACBFS MAKES UP 100% OF THE COARSE AGGREGATE, APPLY THE BINDER CONTENT REQUIREMENTS OF C&MS 442.

ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING TYPE B1 CONCRETE BARRIER ACCORDING TO THE CMS AND STANDARD CONSTRUCTION DRAWING RM-4.3 WITH THE FOLLOWING MODIFICATIONS:

1. PROVIDE A MIN. 9" THICK CONCRETE FOUNDATION WITH AN APPROXIMATE WIDTH OF 4.0' AS SHOWN IN THE TYPICAL SECTIONS.
2. INSTALL DOWEL BARS BETWEEN THE CONCRETE FOUNDATION AND THE CONCRETE BARRIER. THE SIZE, LENGTH AND PLACEMENT OF THE DOWEL BARS SHALL FOLLOW THE DOWELING DETAILS SHOWN ON SHEET 2 OF RM-4.3.

ALL COSTS FOR THIS ITEM WORK, INCLUDING SAW CUTTING OF THE EXISTING SHOULDER ASPHALT, LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN.

ITEM 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN

CONSTRUCT MEDIAN BARRIER ADJACENT TO INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE 1. PLACE DOWELS INTO THE ADJACENT INLETS ACCORDINGLY. SEE PLAN SHEET 82 AND SCD RM-4.3 FOR FURTHER DETAILS.

ITEM 623 CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO PROFESSIONAL SURVEYOR SHALL DETERMINE THE MINIMUM VERTICAL CLEARANCES OF ALL EXISTING AND NEW BRIDGES WITHIN THE PROJECT LIMITS. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH FASCIA BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANE LINES, AND CROWN OF THE ROADWAY BELOW. THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM SHALL BE USED, WHERE APPLICABLE, TO DOCUMENT THE MEASUREMENTS. WHERE THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND BELOW LANE AND SHOULDER CONFIGURATION. THE COMPLETED FORM SHALL BEAR THE STAMP OR SEAL OF THE OHIO PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING WEBSITE:

<http://www.dot.state.oh.us/districts/D12/HighwayManagement/Documents/>

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE BELOW FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

POSITIONING METHOD: STATIC GNSS
 MONUMENT TYPE: A & B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
 GEOID: GEOID12B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83(2011)
 ELLIPSOID: GRS80
 MAP PROJECTION:
 COORDINATE SYSTEM: OHIO STATE PLAN (NORTH) ZONE
 COMBINED SCALE FACTOR: 1.00007893
 ORIGIN OF COORDINATE SYSTEM: 0,0

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

UNITS ARE IN U.S. SURVEY FEET.

PERMIT

IN THE CITY OF CLEVELAND, ALL PERMITS MUST BE OBTAINED FROM THE DIVISION OF ASSESSMENTS AND LICENSES PRIOR TO BEGINNING ANY WORK. PERMITS INCLUDE BUT ARE NOT LIMITED TO STREET OPENING PERMIT, OVERLOAD PERMIT, OBSTRUCTION PERMIT AND/OR SIDEWALK PERMIT AND MAY BE OBTAINED THROUGH THE FOLLOWING:

https://clevelandohio.gov/sites/default/files/forms_publications/StreetOpeningSidewalkObstructionApp.pdf
 DIVISION OF ASSESSMENTS AND LICENSES
 601 LAKESIDE AVENUE, ROOM 122
 CLEVELAND, OHIO 44114
 PHONE: 216-664-2174
 EMAIL: DALpermits@city.cleveland.oh.us

ALL STREET OPENING REPAIRS, CURB REPAIRS, AND/OR SIDEWALK REPAIRS EITHER INCIDENTAL TO THE PROJECT OR PART OF THE PROJECT MUST BE PERFORMED IN ACCORDANCE TO CITY OF CLEVELAND STANDARDS. A COPY OF THE STANDARDS CAN BE OBTAINED FROM THE DIVISION OF ENGINEERING AND CONSTRUCTION BY CALLING 216-664-2381.

ALL PERMITS, FEES AND CHARGES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND THEIR ASSOCIATED COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR PERTINENT WORK ITEMS. FOR BIDDING PURPOSE, FEES AND CHARGES MAY BE OBTAINED FROM THE DIVISION OF ASSESSMENTS AND LICENSES AT 216-664-2174.

THE CITY OF CLEVELAND HAS STATED THAT AN OBSTRUCTION PERMIT WILL BE REQUIRED FOR THIS PROJECT. THE OBSTRUCTION WILL INCLUDE DETOURING AND CLOSURES ALONG LEE ROAD. INSTALLATIONS OVERHEAD, AND WILL BE PERMITTED AT A \$20 PER MONTH BASIS.

| PROJECT: CUY-480-22.41/Lee Road | | | | | | | | | | | | | |
|---|-------------------|------------|-------------------------------------|-------|---------------------------------|-------------|-----------------|---------|--|---|-------------|--------------|----------------|
| Import Units: | Ground Coordinate | | Unit Conversion Factor1 (sft->m): | | Unitless Ground to Grid Factor: | | | | | | | | |
| | U.S. Survey FT | sft | | | | | | | | | | | |
| Output Unit1: | Meters | | Unit Conversion Factor2 (sft->sft): | | Adjustment Factor1: | | 0.999921080 | | | | | | |
| Output Unit2: | U.S. Survey FT | | Adjustment Factor2: | | 0.99992108 | | | | | | | | |
| GROUND COORDINATES - U.S. Survey FT | | | | | | | | | | STATE PLANE GRID COORDINATES | | | |
| PROJECT coordinates are scaled from GRID coordinates about the Ohio North Zone grid point N=0, E=0 (N 39° 27' 01.76097", W 89° 28' 32.98476") | | | | | | | | | | Horiz. Datum: NAVD88 Vert. Datum: NAVD88 GP2 defined by GPS from CORS using NAVD88. | | | |
| NAME | Alignment Name | STATION | OFFSET (sft) | RT/LT | NORTH (sft) | EAST (sft) | ELEVATION (sft) | FEATURE | DESCRIPTION | NAME | NORTH (sft) | EAST (sft) | ORTHO HT (sft) |
| CP3 | CLX_I480 | 1206+25.62 | -74.83 | LT | 641994.726 | 2224950.441 | 911.52 | IPINS | 3/4" PROJECT CONTROL THOMAS FOK & ASSOC | CP3 | 641944.0597 | 2224774.8475 | 911.4481 |
| CP6 | CLX_I480 | 1206+52.46 | 74.29 | RT | 641846.105 | 2224979.905 | 911.72 | IPINS | 5/8" CONTROL POINT T.FOK & ASSOC | CP6 | 641795.4500 | 2224804.3093 | 911.6480 |
| BM3 | CLX_I480 | 1207+33.24 | 187.70 | RT | 641734.141 | 2225062.681 | 888.23 | BM | NE BOLT SIGNAL SUPPORT POLE, SE CORNER LEE RD & WB 480 EXIT RAMP | BM3 | 641683.4953 | 2224887.0791 | 888.1599 |
| CP4 | CLX_I480 | 1208+50.93 | 137.24 | RT | 641786.678 | 2225179.459 | 888.43 | IPINS | 5/8" CONTROL POINT T.FOK & ASSOC | CP4 | 641736.0281 | 2225003.8477 | 888.3599 |
| CP1 | CLX_I480 | 1208+61.31 | -136.36 | LT | 642060.414 | 2225185.000 | 895.91 | IPINS | | CP1 | 642009.7424 | 2225009.3885 | 895.8393 |
| BM1 | CLX_I480 | 1208+64.62 | -120.46 | LT | 642044.581 | 2225188.591 | 896.33 | BM | | BM1 | 641993.9108 | 2225012.9791 | 896.2593 |
| CP5 | CLX_I480 | 1209+74.98 | 75.38 | RT | 641850.720 | 2225302.398 | 915.99 | IPINS | 5/8" CONTROL POINT T.FOK & ASSOC | CP5 | 641800.0655 | 2225126.7770 | 915.9177 |
| CP2 | CLX_I480 | 1209+87.68 | -73.87 | LT | 642000.164 | 2225312.458 | 916.20 | IPINS | | CP2 | 641949.4972 | 2225136.8366 | 916.1277 |
| BM2 | CLX_I480 | 1212+18.62 | 85.09 | RT | 641845.318 | 2225546.173 | 917.78 | BM | WEST BOLT SE SUPPORT POST, OVERHEAD DMS SIGN ON E/B 480, 400' EAST OF LEE ROAD | BM2 | 641794.6636 | 2225370.5329 | 917.7076 |

GENERAL NOTES

DESIGN AGENCY



DESIGNER

MEP

REVIEWER

DEB 02-25-22

PROJECT ID

114516

SHEET TOTAL

5 | 133

SEQUENCE OF CONSTRUCTION

PRE-PHASE
 SHIFT WESTBOUND LANES TO THE OUTSIDE AND CLOSE EASTBOUND INSIDE SHOULDER. REMOVE MEDIAN BARRIER, INSTALL TEMPORARY DRAINAGE, AND PLACE TEMPORARY PAVEMENT FROM STA. 1182+60 TO STA. 1192+50 AND FROM STA. 1223+60 TO STA. 1233+50. WORK ON THE WESTERN PORTION SHALL BE POSTPONED UNTIL SPRING 2023 IF PROJECT CUY-480-21.30 WB SAFETY (PID 107657) IS STILL ONGOING IN FALL 2022.

WINTER SHUTDOWN 2022-2023
 RETURN TRAFFIC ON I-480 TO NORMAL CONDITIONS AND PLACE PORTABLE BARRIER TO CLOSE OFF CONTRAFLOW GAPS IN THE MEDIAN BARRIER.

PHASE 1
 SHIFT WESTBOUND LANES TO THE OUTSIDE. CROSS OVER TWO EASTBOUND LANES AND SHIFT REMAINING TWO EASTBOUND LANES TO THE INSIDE. CONSTRUCT OUTSIDE PORTION OF EASTBOUND BRIDGE.

PHASE 2
 MAINTAIN WESTBOUND LANE SHIFT AND CONTRAFLOW EASTBOUND LANES FROM PHASE 1. SHIFT REMAINING TWO EASTBOUND LANES TO THE OUTSIDE. CONSTRUCT INSIDE PORTION OF EASTBOUND BRIDGE.

WINTER SHUTDOWN 2023-2024
 RETURN TRAFFIC ON I-480 TO NORMAL CONDITIONS AND PLACE PORTABLE BARRIER TO CLOSE OFF CONTRAFLOW GAPS IN THE MEDIAN BARRIER.

PHASE 3
 SHIFT EASTBOUND LANES TO THE OUTSIDE. CROSS OVER TWO WESTBOUND LANES AND SHIFT REMAINING TWO WESTBOUND LANES TO THE INSIDE. CONSTRUCT OUTSIDE PORTION OF WESTBOUND BRIDGE.

PHASE 4
 MAINTAIN EASTBOUND LANE SHIFT AND CONTRAFLOW WESTBOUND LANES FROM PHASE 3. SHIFT REMAINING TWO WESTBOUND LANES TO THE OUTSIDE. CONSTRUCT INSIDE PORTION OF WESTBOUND BRIDGE.

WINTER SHUTDOWN 2024-2025
 RETURN TRAFFIC ON I-480 TO NORMAL CONDITIONS AND PLACE PORTABLE BARRIER TO CLOSE OFF CONTRAFLOW GAPS IN THE MEDIAN BARRIER.

PHASE 5
 SHIFT WESTBOUND LANES TO THE OUTSIDE AND CLOSE EASTBOUND INSIDE SHOULDER. REMOVE OR ABANDON TEMPORARY DRAINAGE. REMOVE TEMPORARY PAVEMENT AND RECONSTRUCT MEDIAN BARRIER.

FINAL PHASE
 RESURFACE LIMITS OF TEMPORARY MAKINGS AND PLACE FINAL PERMANENT PAVEMENT MARKINGS.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 4 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED ON IR-480 AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEM 614.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON LEE ROAD BY USE OF THE EXISTING PAVEMENT AND TEMPORARY SURFACES USING ITEM 614, EXCEPT FOR SHORT PERIODS OF TIME WHERE LEE ROAD BELOW THE BRIDGE MAY BE CLOSED AND TRAFFIC DETOURED AS DETAILED ON SHEET 15.

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 |
| 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 CALUE CONTRACT.

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.

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 500 CU. YD.

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.

TIME LIMITATIONS AND DISINCENTIVES

1) WORK TO PREPARE THE IR-480 MEDIAN FOR MAINTENANCE OF TRAFFIC MAY BEGIN IN 2022. LANE CLOSURES FOR THIS WORK MAY BE IMPLEMENTED PER THE D12 PERMITTED LANE CLOSURE SCHEDULE AND MOT STANDARD DRAWINGS. PROJECT CUY-480-21.30 WB SAFETY (PID 107657) MAY STILL BE ONGOING ON WESTBOUND IR-480. NO WORK ON THE BRIDGE DECKS (OTHER THAN MAINTENANCE WORK) IS TO BEGIN UNTIL 2023.

2) TRAFFIC SHALL BE SHIFTED TO THE CROSSOVER PATTERN FOR PHASE 1 & PHASE 2 BRIDGE WORK NO EARLIER THAN APRIL 1, 2023. ALL WORK ON THE EASTBOUND SUPERSTRUCTURE SHALL BE COMPLETED AND IR-480 TRAFFIC SHALL BE BACK IN THE NORMAL TRAFFIC CONFIGURATION IN BOTH DIRECTIONS BY THE INTERIM COMPLETION DATE OF SEPTEMBER 30, 2023. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$60,000 PER DAY FOR EACH CALENDAR DAY THE WORK IS NOT DONE BY THE SPECIFIED TIME.

3) TRAFFIC SHALL BE SHIFTED TO THE CROSSOVER PATTERN FOR PHASE 3 & PHASE 4 BRIDGE WORK NO EARLIER THAN APRIL 1, 2024. ALL WORK ON THE WESTBOUND SUPERSTRUCTURE AND LEE ROAD SHALL BE COMPLETED AND IR-480 TRAFFIC SHALL BE BACK IN THE NORMAL TRAFFIC CONFIGURATION IN BOTH DIRECTIONS BY THE INTERIM COMPLETION DATE OF SEPTEMBER 30, 2024. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$60,000 PER DAY FOR EACH CALENDAR DAY THE WORK IS NOT DONE BY THE SPECIFIED TIME.

4) TRAFFIC SHALL BE SHIFTED FOR PHASE 5 MEDIAN WORK NO EARLIER THAN APRIL 15, 2025.

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 LANE VALUE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL 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

| DESCRIPTION OF CRTICAL LANE/RAMP TO BE MAINTAINED | RESTRICTED TIME PERIOD | TIME UNIT | DISINCENTIVE PER TIME UNIT PER LANE |
|---|--|----------------------|-------------------------------------|
| ALL LANES OF IR-480 WB | AS PER THE D12 PERMITTED LANE CLOSURE SCHEDULE | EACH MINUTE PER LANE | \$606 |
| ALL LANES OF IR-480 EB | AS PER THE D12 PERMITTED LANE CLOSURE SCHEDULE | EACH MINUTE PER LANE | \$606 |

PERMITTED LANE CLOSURES

ALL LANE CLOSURES MAY ONLY BE IMPLEMENTED AT THE TIMES PERMITTED BY THE "DISTRICT 12 PERMITTED LANE CLOSURE TIMES" LIST, WHICH IS LOCATED ON THE ODOT WEBSITE:

<https://www.dot.state.oh.us/districts/D12/HighwayManagement/Pages/PermittedLaneClosures.aspx>

THE LATEST REVISION, AT 14 DAYS PRIOR TO THE BID DATE, SHALL BE IN EFFECT FOR THIS PROJECT.

NO LANE OR SHOULDER CLOSURES SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED, UNLESS DIRECTED BY THE ENGINEER. SHOULDER CLOSURES SHALL ONLY BE ALLOWED AT THE TIMES SPECIFIED FOR LANE CLOSURES.

ANY ROADWAY NOT LISTED SHALL NOT HAVE ANY LANE CLOSURES ON WEEKDAYS FROM 6:30AM TO 9:00AM AND 3:00PM TO 6:00PM. CONTACT TROY ONESTI, DISTRICT 12 WORK ZONE TRAFFIC MANAGER, AT (216) 584-2204 IF THERE ARE ANY QUESTIONS.

ALL NOTES ON THE PERMITTED LANE CLOSURE TIMES SHALL BE PART OF THE PROJECT.

DESIGN AGENCY



DESIGNER
MEP

REVIEWER
DEB 02-25-22

PROJECT ID
114516

SHEET TOTAL
6 | 133

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 4 EACH

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

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

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

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

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

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (CONT'D)

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

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

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

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 C&MS 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.

WORKSITE TRAFFIC SUPERVISOR (CONT'D)

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 C&MS 614.03.

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.

WORKSITE TRAFFIC SUPERVISOR (CONT'D)

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.

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.

DESIGN AGENCY



DESIGNER

MEP

REVIEWER

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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 (CONT'D)

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.

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

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

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

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

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

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

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

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

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

ITEM 614, WORK ZONE RAISED PAVEMENT MARKERS ON PERMANENT CONCRETE SURFACES

RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON PERMANENT CONCRETE SURFACES, SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS. WZRPMS ARE INTENDED FOR USE ONLY DURING THE NON-SNOW-PLOWING SEASON. WZRPMS SHALL NOT BE PROVIDED DURING THE SNOW-PLOWING SEASON.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

WHERE A TEMPORARY ALIGNMENT WILL REMAIN IN USE THROUGH THE WINTER, THE WZRPMS SHALL BE REMOVED PRIOR TO THE BEGINNING OF THE SNOW-PLOWING SEASON AND REPLACED APPROXIMATELY APRIL 1, OR AS OTHERWISE DETERMINED BY THE ENGINEER.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CM&S 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

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

ITEM 614, INCREASED BARRIER DELINEATION 8000 FT

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

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

DESIGN AGENCY



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DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

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

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

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

ITEM 614, BARRIER REFLECTOR, TYPE 2 (ONE-WAY) 80 EACH
 ITEM 614, OBJECT MARKER, ONE-WAY 80 EACH

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

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 OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, 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 OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) MAY 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).

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

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.

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 THEIR SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THEIR SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF THEIR 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 THEIR SHIFT.

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

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 1760 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

MEDIAN CROSSOVER CONSTRUCTION

THE CONTRACTOR SHALL CONSTRUCT THE MEDIAN CROSSOVERS VIA THE FOLLOWING SEQUENCE OF CONSTRUCTION AND AS DIRECTED BY THE ENGINEER:

1. REMOVE EX. MEDIAN BARRIER AND PAVEMENT FOR LIMITS DETAILED IN THE PLANS. CARE SHALL BE TAKEN TO NOT DAMAGE ANY EX. CONDUITS WITHIN THE MEDIAN BARRIER. ANY CONDUITS THAT ARE ENCOUNTERED SHALL BE RELOCATED BENEATH THE PAVEMENT, AS DIRECTED BY THE ENGINEER.

2. CONSTRUCT TEMPORARY PAVEMENT AND DRAINAGE INCLUDING BUT NOT LIMITED TO TEMPORARY PAVEMENT, TRENCH DRAIN, EX. INLET RECONSTRUCTION, PROP. CATCH BASINS AND PROP. CONDUIT. ALL CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS, C&MS SECTIONS 611, 614 AND 615, SS839/939 AND AS DIRECTED BY THE ENGINEER.

3. AFTER ALL PHASES OF CONSTRUCTION THAT UTILIZE THE CROSSOVERS ARE COMPLETE, ABANDON OR REMOVE ALL TEMPORARY FACILITIES, AS DIRECTED BY THE ENGINEER.

4. RECONSTRUCT THE MEDIAN PAVEMENT, BARRIER AND INLET(S). PAVEMENT BUILD-UP SHALL MATCH THE PROPOSED FULL-DEPTH ASPHALT BUILD-UP AS DETAILED IN THE TYPICAL SECTIONS OR AS DIRECTED BY THE ENGINEER. THE MEDIAN BARRIER SHALL BE RECONSTRUCTED WITH A SINGLE SLOPE. USE 20' TRANSITIONS TO MATCH THE HEIGHT, WIDTH AND SHAPE OF THE ADJACENT EX. MEDIAN BARRIER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - 15" CONDUIT, TYPE B 890 FT
 ITEM 611 - CATCH BASIN, NO.6, AS PER PLAN 9 EACH
 ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN 4 EACH
 (TWO INLETS EACH IN PRE-PHASE AND PHASE 5)
 ITEM 839 - TRENCH DRAIN, TYPE A WITH STANDARD GRATE 1635 FT

CONCRETE MEDIAN BARRIER REPLACEMENT

REMOVING, GRADING AND INSTALLING THE REPLACEMENT BARRIER IN A CONTINUOUS OPERATION SHALL BE LIMITED TO 1000 LINEAR FEET AND SHALL AT ALL TIMES BE SUBJECT TO THE APPROVAL OF THE ENGINEER. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

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 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 | 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.

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

THE CONTRACTOR SHALL MILL AND FILL THE EXISTING RUMBLE STRIPS IN AREAS WHERE LANES ARE SHIFTED ONTO EXISTING SHOULDERS. MILLING SHALL BE TO A SUFFICIENT DEPTH AS DIRECTED BY THE ENGINEER. REPLACEMENT PAVEMENT SHALL MATCH THE SURFACE COURSE AS DETAILED IN THE TYPICAL SECTIONS OR AS DIRECTED BY THE ENGINEER. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN 4.50 MILE



EXISTING BRIDGE MAINTENANCE FOR PROJECT DURATION

IN ADDITION TO C&MS 105.14, MAINTAIN THE EXISTING BRIDGE DECKS AND APPROACH SLABS ALONG WITH 25 FEET OF THE APPROACH PAVEMENTS FROM THE DATE OF SIGNED CONTRACT TO THE COMPLETION OF PERMANENT ITEMS OF WORK. THE MAINTENANCE WORK MAY INCLUDE SURFACE PATCHING AND/OR FULL DEPTH PATCHING TO PROVIDE SAFE AND SMOOTH TRAVEL ON THE EXISTING STRUCTURE AND APPROACH PAVEMENT. THE WORKSITE TRAFFIC SUPERVISOR (WTS) SHALL PERFORM DAILY WORK ZONE INSPECTIONS WITH THE INTENTION OF IDENTIFYING RIDING SURFACE DEFICIENCIES AND PROVIDE DAILY WORK REPORTS ALONG WITH DEFICIENCIES TO THE ENGINEER. PERFORM THE MAINTENANCE WORK APPROVED BY THE ENGINEER AND AS DIRECTED BY THE ENGINEER WITHIN THE PERMITTED LANE CLOSURE SCHEDULE. BEGIN THE WORK WITHIN 24 HOURS OF NOTICE FROM THE ENGINEER IN ACCORDANCE WITH C&MS 105.15 AND 614.14. MAINTAIN TRAFFIC FOR THE MAINTENANCE WORK IN ACCORDANCE WITH APPLICABLE MAINTENANCE OF TRAFFIC NOTES, ODOT STANDARD DRAWINGS AND THE ODOTCD.

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO MAINTAIN THE EXISTING BRIDGE DECKS, APPROACH SLABS, AND APPROACH PAVEMENT:

ITEM 519 - PATCHING CONCRETE BRIDGE DECK - TYPE B 1000 SY
 ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 50 CY
 ITEM 847 - FULL DEPTH REPAIR 20 CY

THE FOLLOWING QUANTITY IS CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO MAINTAIN TRAFFIC FOR PERFORMING THE MAINTENANCE WORK:

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 240 HOUR

ITEM 614 - MAINTAINING TRAFFIC, MISC.: WORK ZONE ONE-LANE/TWO LANE CLOSURE FOR MAINTENANCE REPAIR

THESE ITEMS CONSIST OF PROVIDING A ONE-LANE OR TWO-LANE CLOSURE ON IR-480 FOR THE PURPOSES OF PERFORMING MAINTENANCE REPAIRS ON THE BRIDGE DECKS, APPROACH SLABS, AND PAVEMENT. ONE-LANE OR TWO-LANE CLOSURES SHALL BE IN ACCORDANCE WITH APPLICABLE ODOT STANDARD DRAWINGS, THE ODOTCD, AND THE PERMITTED LANE CLOSURE SCHEDULE. ENTRANCE AND EXIT RAMPS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. THE UNIT COST BID PER EACH FOR THESE ITEMS SHALL INCLUDE ALL WORK AND MATERIALS REQUIRED TO SET UP, MAINTAIN, AND SUBSEQUENTLY REMOVE A ONE-LANE OR TWO-LANE CLOSURE FOR ONE DIRECTION, INCLUDING ALL DRUMS, FLASHING ARROW PANELS, TEMPORARY SIGNAGE, ETC., REQUIRED BY THE STANDARD DRAWINGS.

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO MAINTAIN TRAFFIC FOR PERFORMING THE MAINTENANCE WORK:

ITEM 614 - MAINTAINING TRAFFIC, MISC.: WORK ZONE ONE-LANE CLOSURE FOR MAINTENANCE REPAIR 12 EACH
 ITEM 614 - MAINTAINING TRAFFIC, MISC.: WORK ZONE TWO-LANE CLOSURE FOR MAINTENANCE REPAIR 12 EACH

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.

ITEM 614, REPLACEMENT SIGN

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

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

AN ESTIMATED QUANTITY OF 20 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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 5 M. GAL.

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.

THE SYSTEM SHALL BE INSTALLED AND FULLY OPERATIONAL BEFORE ANY EXISTING LUMINAIRES ARE REMOVED FROM SERVICE.

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 IS CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM 2 EACH

WORK ZONE SPEED ZONES

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER COUNTY-ROUTE-SECTION DIRECTION
 WZ-65242 CUY-480-22.41 EASTBOUND & WESTBOUND

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

WORK ZONE SPEED ZONES (CONT'D)

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN ODOTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH)
 FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

| ORIGINAL POSTED SPEED LIMIT | WITH POSITIVE PROTECTION | | WITHOUT POSITIVE PROTECTION | |
|-----------------------------|--------------------------|---------------------|-----------------------------|---------------------|
| | WORKERS PRESENT | WORKERS NOT PRESENT | WORKERS PRESENT | WORKERS NOT PRESENT |
| 70 | 60 | 65 | 55 | 65 |
| 65 | 55 | 60 | 50 | 60 |
| 60 | 55 | 60 | 50 | 60 |
| 55 | 50 | 55 | 45 | 55 |

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
 108 SIGN MNTH
 ASSUMING 4 DSL SIGN ASSEMBLIES FOR 27 MONTHS

DESIGN AGENCY



DESIGNER

MEP

REVIEWER
 DEB 02-25-22

PROJECT ID
 114516


SHEET TOTAL
 10 133

| REF. | SHEET | STATION TO STATION | 614 | | | | | | | | | | | | 615 | | 622 | | | | | | | | | | | |
|----------------------------|-------|--------------------|---|--|----------------------------------|---|------------------------------------|------------------------|---|---|--|---|--|---|---|-------------------------------------|-------------------------------|---|------------------------------------|------------------------------|----------------------------|--|--|--|--|--|--|--|
| | | | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) | WORK ZONE RAISED PAVEMENT MARKER | WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN | BARRIER REFLECTOR, TYPE 1, ONE-WAY | OBJECT MARKER, ONE WAY | WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (WHITE) | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (YELLOW) | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT | WORK ZONE GORE MARKING, CLASS II, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | ROADS FOR MAINTAINING TRAFFIC | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | PORTABLE BARRIER, 50", AS PER PLAN | PORTABLE BARRIER, UNANCHORED | PORTABLE BARRIER, ANCHORED | | | | | | | |
| | | | EACH | EACH | EACH | EACH | EACH | EACH | MILE | MILE | MILE | FT | FT | FT | FT | EACH | LS | SY | FT | FT | FT | | | | | | | |
| | 16 | LEE RD | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PRE-PHASE: I-480 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-1 | 25-26 | 1173+00 | 1185+50 | | | | 63 | | | | | | | | | | | | | | | | | | | | | |
| WCH-2 | 25-26 | 1173+00 | 1185+50 | | | | 63 | | | | | | | | | | | | | | | | | | | | | |
| WCH-3 | 25-26 | 1173+00 | 1185+50 | | | | 63 | | | | | | | | | | | | | | | | | | | | | |
| WEY-1 | 25-32 | 1176+00 | 1245+30 | | | | 117 | | | | | | | | | | | | | | | | | | | | | |
| WEW-1 | 25 | 1176+00 | 1178+92 | | | | 15 | | | | | 0.06 | | | | | | | | | | | | | | | | |
| WCH-4 | 25 | 1178+92 | 1181+46 | | | | 13 | | | | | | | | | | | | | | | | | | | | | |
| WDW-1 | 25-26 | 1181+46 | 1186+22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-1 | 25-26 | 1181+60 | 1192+60 | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| PB-2 | 25-27 | 1182+50 | 1193+50 | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| TEMP PAVEMENT | 36-37 | 1182+60 | 1192+50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WLL-1 | 26-31 | 1185+50 | 1237+50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WLL-2 | 26-31 | 1185+50 | 1237+50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WLL-3 | 26-31 | 1185+50 | 1237+50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEW-2 | 26-29 | 1186+22 | 1219+69 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-4 | 29 | 1219+69 | 1222+05 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WDW-2 | 29-30 | 1222+05 | 1227+72 | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-3 | 30-31 | 1223+10 | 1233+60 | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| PB-4 | 30-31 | 1223+50 | 1234+50 | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| TEMP PAVEMENT | 30-31 | 1223+60 | 1233+50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEW-3 | 30-32 | 1227+72 | 1245+30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-1 | 31-32 | 1237+50 | 1248+30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-2 | 31-32 | 1237+50 | 1248+30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-3 | 31-32 | 1237+50 | 1248+30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINTER SHUTDOWN 2022-2023 | | | | | | 194 | | | | | | | | | | | | | | | | | | | | | | |
| PHASE 1: I-480 EASTBOUND | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-1 | 36-38 | 1175+00 | 1194+41 | | | | 98 | | | | | | | | | | | | | | | | | | | | | |
| WCH-2 | 36-37 | 1175+00 | 1187+05 | | | | 61 | | | | | | | | | | | | | | | | | | | | | |
| WEY-1 | 36-42 | 1178+10 | 1236+05 | | | | 189 | | | | | | | | | | | | | | | | | | | | | |
| WCH-3 | 36-37 | 1178+10 | 1186+95 | | | | 45 | | | | | | | | | | | | | | | | | | | | | |
| WGM-1 | 36-37 | 1178+10 | 1186+95 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-4 | 36-41 | 1180+55 | 1224+00 | | | | 14 | | | | | | | | | | | | | | | | | | | | | |
| PB-1 | 36-42 | 1182+60 | 1233+50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-5 | 37-38 | 1183+55 | 1195+05 | | | | 58 | | | | | | | | | | | | | | | | | | | | | |
| WCH-6 | 37 | 1185+86 | 1190+93 | | | | 26 | | | | | | | | | | | | | | | | | | | | | |
| WEW-1 | 37-40 | 1183+55 | 1221+00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-2 | 37 | 1186+94 | 1192+50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEY-2 | 37-41 | 1186+95 | 1228+71 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEW-2 | 37-41 | 1186+95 | 1228+71 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WLL-1 | 38-40 | 1194+41 | 1220+60 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WDW-1 | 38-39 | 1195+05 | 1204+45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-3 | 38-39 | 1201+76 | 1209+50 | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| WCH-7 | 40-42 | 1220+60 | 1239+05 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-8 | 41-42 | 1228+71 | 1236+05 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-9 | 41-42 | 1228+71 | 1239+05 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 13 | | | | | | 5 | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-----------------------------------|---------------|-------------|
| MAINTENANCE OF TRAFFIC SUBSUMMARY | DESIGN AGENCY | [BI] |
| | DESIGNER | |
| | REVIEWER | |
| | PROJECT ID | |
| | SHEET TOTAL | |
| | MEP | |
| | DEB 02-25-22 | |
| | 114516 | |
| | 11 | 133 |

| REF. | SHEET | STATION TO STATION | 614 | | | | | | | | | | | | | | 615 | | 622 | | | |
|----------------------------|-------|--------------------|---|--|----------------------------------|---|------------------------------------|------------------------|---|---|--|---|--|---|---|-------------------------------------|-------------------------------|---|------------------------------------|------------------------------|----------------------------|---|
| | | | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) | WORK ZONE RAISED PAVEMENT MARKER | WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN | BARRIER REFLECTOR, TYPE 1, ONE-WAY | OBJECT MARKER, ONE WAY | WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (WHITE) | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (YELLOW) | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT | WORK ZONE GORE MARKING, CLASS II, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | ROADS FOR MAINTAINING TRAFFIC | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | PORTABLE BARRIER, 50", AS PER PLAN | PORTABLE BARRIER, UNANCHORED | PORTABLE BARRIER, ANCHORED | |
| | | | EACH | EACH | EACH | EACH | EACH | EACH | MILE | MILE | MILE | FT | FT | FT | FT | EACH | LS | SY | FT | FT | FT | |
| PHASE 1: I-480 WESTBOUND | | | | | | | | | | | | | | | | | | | | | | |
| WCH-10 | 36-37 | 1178+45 | 1192+20 | | | | 69 | | | | | | | | | | | | | | | |
| WCH-11 | 36-37 | 1178+45 | 1192+20 | | | | 69 | | | | | | | | | | | | | | | |
| WCH-12 | 36-37 | 1178+45 | 1192+20 | | | | 69 | | | | | | | | | | | | | | | |
| WEY-3 | 36-42 | 1181+45 | 1237+45 | | | | 161 | | | | | | | | | | | | | | | |
| WDW-2 | 36-37 | 1181+95 | 1185+87 | | | | | | | | | | | | | | | | | | | |
| WEW-3 | 37-40 | 1185+87 | 1219+69 | | | | | | | | | | | | | | | | | | | |
| WLL-2 | 37-40 | 1192+20 | 1222+00 | | | 3 | 22 | | 0.56 | | | | | | | | | | | | | |
| WLL-3 | 37-40 | 1192+20 | 1222+00 | | | 3 | 22 | | 0.56 | | | | | | | | | | | | | |
| WLL-4 | 37-40 | 1192+20 | 1222+00 | | | 3 | 22 | | 0.56 | | | | | | | | | | | | | |
| WCH-13 | 40 | 1219+69 | 1221+35 | | | | 9 | | | | | | | | | | | | | | | |
| WDW-3 | 40-41 | 1221+35 | 1227+20 | | | | | | | | | | | | | | | | | | | |
| WCH-14 | 40-42 | 1222+00 | 1240+45 | | | | 93 | | | | | | | | | | | | | | | |
| WCH-15 | 40-42 | 1222+00 | 1240+45 | | | | 93 | | | | | | | | | | | | | | | |
| WCH-16 | 40-42 | 1222+00 | 1240+45 | | | | 93 | | | | | | | | | | | | | | | |
| WEW-4 | 41-42 | 1227+20 | 1237+45 | | | | 67 | | | | | | | | | | | | | | | |
| PHASE 2: I-480 EASTBOUND | | | | | | | | | | | | | | | | | | | | | | |
| WLL-1 | 47-48 | 1180+50 | 1187+00 | | | | 6 | | 0.12 | | | | | | | | | | | | | |
| WCH-1 | 48 | 1183+55 | 1187+00 | | | | 18 | | | | | | | | | | | | | | | |
| WCH-2 | 48-49 | 1185+87 | 1196+05 | | | | 51 | | | | | | | | | | | | | | | |
| WEW-1 | 48-51 | 1185+91 | 1220+96 | | | 14 | 162 | | 0.66 | | | | | | | | | | | | | |
| WCH-3 | 48-49 | 1185+99 | 1196+05 | | | | 51 | | | | | | | | | | | | | | | |
| WEY-1 | 48-51 | 1187+00 | 1221+00 | | | 14 | 156 | | 0.64 | | | | | | | | | | | | | |
| WCH-4 | 48-51 | 1187+00 | 1221+60 | | | 14 | 159 | | | | | | | | | | | | | | | |
| WDW-1 | 49-50 | 1196+05 | 1204+20 | | | | | | | | | | | | | | | | | | | |
| PB-1 | 49-50 | 1201+75 | 1209+50 | 1 | | | 16 | 16 | | | | | | | | | | | | | | |
| WLL-2 | 51-52 | 1221+60 | 1224+00 | | | | 2 | | 0.05 | | | | | | | | | | | | | |
| WINTER SHUTDOWN 2023-2024 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 361 | 88 | 88 | 7.28 | 2.44 | 2.44 | | | | | | | | | | |
| PHASE 3: I-480 EASTBOUND | | | | | | | | | | | | | | | | | | | | | | |
| WCH-1 | 58-60 | 1174+50 | 1193+50 | | | | 95 | | | | | | | | | | | | | | | |
| WCH-2 | 58-60 | 1174+50 | 1193+50 | | | | 95 | | | | | | | | | | | | | | | |
| WCH-3 | 58-60 | 1174+50 | 1193+50 | | | | 95 | | | | | | | | | | | | | | | |
| WEY-1 | 58-64 | 1177+65 | 1234+90 | | | | 157 | | | | | | | | | | | | | | | |
| WEW-1 | 58-59 | 1177+65 | 1186+00 | | | | 42 | | 0.16 | | | | | | | | | | | | | |
| PB-1 | 58-64 | 1182+60 | 1233+50 | | | | 204 | 204 | | | | | | | | | | | | | | |
| WCH-4 | 59 | 1186+00 | 1190+25 | | | | 22 | | | | | | | | | | | | | | | |
| WDW-1 | 59-61 | 1190+25 | 1204+00 | | | | | | | | | | | | | | | | | | | |
| WEW-2 | 59-62 | 1191+50 | 1221+00 | | | | | | 0.56 | | | | | | | | | | | | | |
| WLL-1 | 60-62 | 1193+50 | 1222+35 | | | 3 | 22 | | 0.55 | | | | | | | | | | | | | |
| WLL-2 | 60-62 | 1193+50 | 1222+35 | | | 3 | 22 | | 0.55 | | | | | | | | | | | | | |
| WLL-3 | 60-62 | 1193+50 | 1222+35 | | | 3 | 22 | | 0.55 | | | | | | | | | | | | | |
| WCH-5 | 62-64 | 1221+00 | 1237+90 | | | | 85 | | | | | | | | | | | | | | | |
| WCH-6 | 62-64 | 1222+35 | 1237+90 | | | | 78 | | | | | | | | | | | | | | | |
| WCH-7 | 62-64 | 1222+35 | 1237+90 | | | | 78 | | | | | | | | | | | | | | | |
| WCH-8 | 62-64 | 1222+35 | 1237+90 | | | | 78 | | | | | | | | | | | | | | | |
| WEW-3 | 63-64 | 1224+57 | 1234+90 | | | | 67 | | 0.20 | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 13 | | | | 1 | 0 | 60 | 2745 | 308 | 308 | 10.78 | 4.85 | 5.22 | 0 | 31351 | 6417 | 0 | 0 | LS | 0 | 7270 | 775 | 0 |

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 MEP
 REVIEWER
 DEB 02-25-22
 PROJECT ID
 114516
 SHEET TOTAL
 12 133

| REF. | SHEET | STATION TO STATION | 614 | | | | | | | | | | | | | | 615 | | 622 | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|-------|--------------------|---|--|----------------------------------|---|------------------------------------|------------------------|---|---|--|---|--|---|---|-------------------------------------|-------------------------------|---|------------------------------------|------------------------------|----------------------------|---|-----|------|------|------|-------|-------|------|------|-------|-------|-----|------|------|------|-------|-------|-----|------|
| | | | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) | WORK ZONE RAISED PAVEMENT MARKER | WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN | BARRIER REFLECTOR, TYPE 1, ONE-WAY | OBJECT MARKER, ONE WAY | WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (WHITE) | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (YELLOW) | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT | WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT | WORK ZONE GORE MARKING, CLASS II, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | ROADS FOR MAINTAINING TRAFFIC | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | PORTABLE BARRIER, 50", AS PER PLAN | PORTABLE BARRIER, UNANCHORED | PORTABLE BARRIER, ANCHORED | | | | | | | | | | | | | | | | | | | |
| | | | EACH | EACH | EACH | EACH | EACH | EACH | MILE | MILE | MILE | FT | FT | FT | FT | EACH | LS | SY | FT | FT | FT | | | | | | | | | | | | | | | | | | | |
| PHASE 3: I-480 WESTBOUND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-9 | 58-60 | 1176+43 | 1195+50 | | | | 96 | | | | | | | | 1907 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-10 | 58-59 | 1176+43 | 1185+00 | | | | 43 | | | | | | | | 857 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEY-2 | 58-64 | 1177+48 | 1237+95 | | | | 173 | | | 1.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-11 | 58-59 | 1177+48 | 1185+00 | | | | 38 | | | | | | | | 752 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEY-3 | 59-63 | 1185+00 | 1229+15 | | | 14 | 178 | | | 0.84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEW-4 | 59-63 | 1185+00 | 1229+15 | | | | 91 | | | 0.84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-12 | 59-64 | 1190+85 | 1235+55 | | | 14 | 210 | | | | | | | 4470 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEW-5 | 45-47 | 1193+85 | 1220+05 | | | 14 | 132 | | | 0.50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WLL-4 | 60-62 | 1195+50 | 1221+50 | | | 3 | 19 | | | 0.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-2 | 61-62 | 1206+50 | 1214+34 | 1 | | | | 16 | 16 | | | | | | | | | | 484 | 300 | | | | | | | | | | | | | | | | | | | | |
| WCH-13 | 62-63 | 1220+05 | 1227+42 | | | | 37 | | | | | | | | 737 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-14 | 62-63 | 1221+35 | 1227+42 | | | | 31 | | | | | | | | 607 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-15 | 62-64 | 1221+50 | 1240+95 | | | | 98 | | | | | | | | 1945 | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-3 | 63 | 1223+60 | 1229+16 | | 1 | | | 24 | 24 | | | | | | | | | | 556 | | | | | | | | | | | | | | | | | | | | | |
| WDW-2 | 63 | 1227+42 | 1232+55 | | | | | | | | | | | | 513 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-16 | 63-64 | 1229+15 | 1240+95 | | | | 59 | | | | | | | | 1180 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-17 | 63-64 | 1229+15 | 1237+95 | | | | 44 | | | | | | | | 880 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WGM-1 | 63-64 | 1229+15 | 1237+95 | | | | | | | | | | | | | 350 | | | | | | | | | | | | | | | | | | | | | | | | |
| PHASE 4: I-480 WESTBOUND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WLL-1 | 55-56 | 1190+85 | 1196+60 | | | | 5 | | | 0.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEY-1 | 56-59 | 1193+85 | 1229+15 | | | 14 | 144 | | | | | | | | 0.67 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-1 | 56-59 | 1196+60 | 1228+05 | | | 14 | 144 | | | | | | | | 3145 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEW-1 | 56-58 | 1199+60 | 1220+05 | | | 14 | 104 | | | 0.39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-1 | 57-58 | 1206+50 | 1214+34 | 1 | | | | 16 | 16 | | | | | | | | | | 784 | | | | | | | | | | | | | | | | | | | | | |
| WCH-2 | 58 | 1220+05 | 1221+80 | | | | 9 | | | | | | | | 175 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WDW-1 | 58-59 | 1221+80 | 1228+05 | | | | | | | | | | | | 625 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WLL-2 | 59-60 | 1228+05 | 1235+55 | | | | 7 | | | 0.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WCH-3 | 59 | 1229+15 | 1232+55 | | | | 17 | | | | | | | | 340 | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINTER SHUTDOWN 2024-2025 | | | | | | | | | | | | | | | | | | | | | | | | | | 361 | 88 | 88 | 7.28 | 2.44 | 2.44 | | | 3216 | 3250 | | | 2180 | | |
| PHASE 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| QUANTITIES CARRIED FROM PRE-PHASE | | | | | | | | | | | | | | | | | | | | | 4 | | 9 | 676 | 174 | 174 | 2.94 | 1.02 | 1.31 | | | | | 7480 | 1043 | | | | | 4350 |
| PB-5 | 27 | 1204+50 | 1210+50 | 1 | | | | 12 | 12 | | | | | | | | | | | | 600 | | | | | | | | | | | | | | | | | | | |
| PB-6 | 27 | 1205+50 | 1211+50 | 1 | | | | 12 | 12 | | | | | | | | | | | | 600 | | | | | | | | | | | | | | | | | | | |
| TOTALS THIS SHEET | | | | | | | | | | | | | | | | | | | | | 8 | 1 | 96 | 2716 | 342 | 342 | 10.82 | 5.19 | 6.55 | 0 | 27691 | 5431 | 350 | 0 | LS | 0 | 2180 | 7374 | 300 | |
| TOTALS FROM SHEET 11 | | | | | | | | | | | | | | | | | | | | | 5 | 1 | 54 | 2176 | 506 | 506 | 7.72 | 3.54 | 4.51 | 208 | 21616 | 3026 | 350 | 3 | LS | 1100 | 7270 | 5380 | 300 | |
| TOTALS FROM SHEET 12 | | | | | | | | | | | | | | | | | | | | | 1 | 0 | 60 | 2745 | 308 | 308 | 10.78 | 4.85 | 5.22 | 0 | 31351 | 6417 | 0 | 0 | LS | 0 | 7270 | 775 | 0 | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | | | | | | | | | | | | | | 14 | 2 | 210 | 7637 | 1156 | 1156 | 29.32 | 29.86 | | 208 | 80658 | 14874 | 700 | 3 | LS | 1100 | 16720 | 13529 | 600 | |

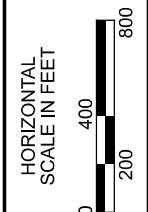
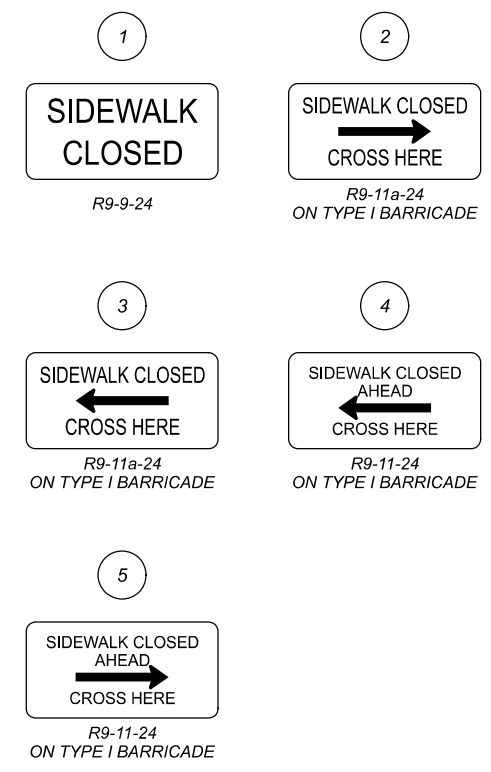
| | |
|---|--------------|
| DESIGN AGENCY | |
|  | |
| DESIGNER | MEP |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 13 | 133 |

MAINTENANCE OF TRAFFIC SUBSUMMARY

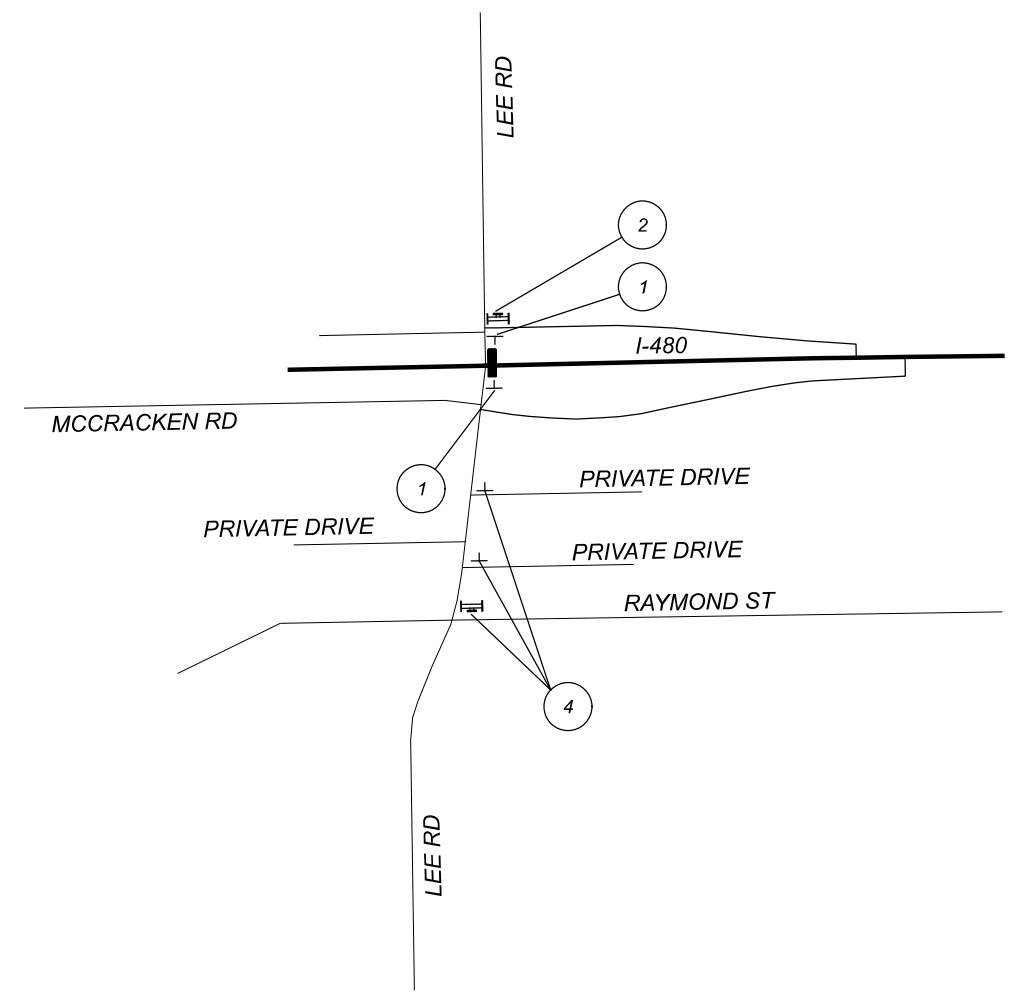
NOTES:

1. THE PEDESTRIAN SIDEWALK CLOSURES AND DETOURS AS SHOWN ON THIS SHEET MAY BE IMPLEMENTED AS NEEDED BY THE CONTRACTOR TO PERFORM BRIDGE PIER, SLOPE PROTECTION, CURB, AND SIDEWALK WORK. ONLY ONE SIDEWALK MAY BE CLOSED AT A TIME. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH MT-110.10.
2. ALL COSTS ASSOCIATED WITH PROVIDING, MAINTAINING, AND SUBSEQUENTLY REMOVING THE PEDESTRIAN DETOUR SIGNAGE ARE INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.

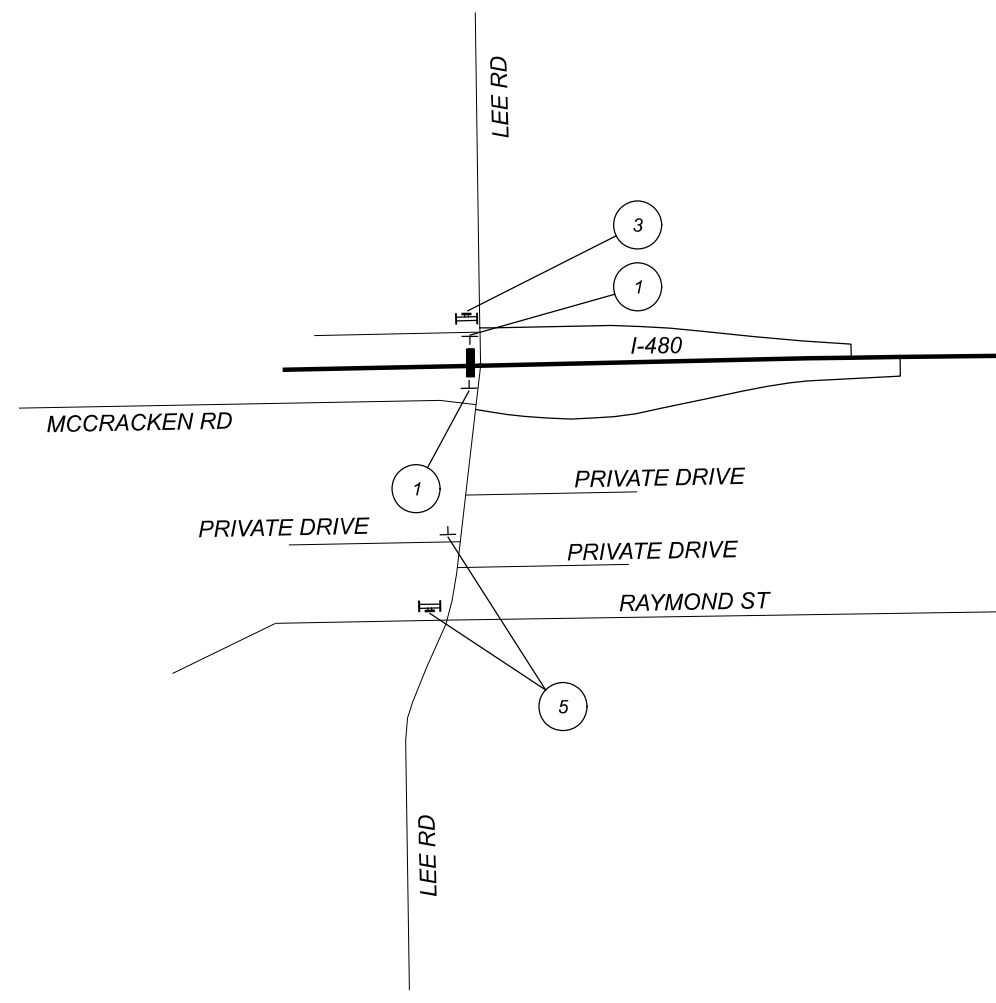
SIGN LEGEND



**MAINTENANCE OF TRAFFIC
LEE ROAD PEDESTRIAN DETOUR PLAN**



EAST SIDEWALK DETOUR PLAN



WEST SIDEWALK DETOUR PLAN

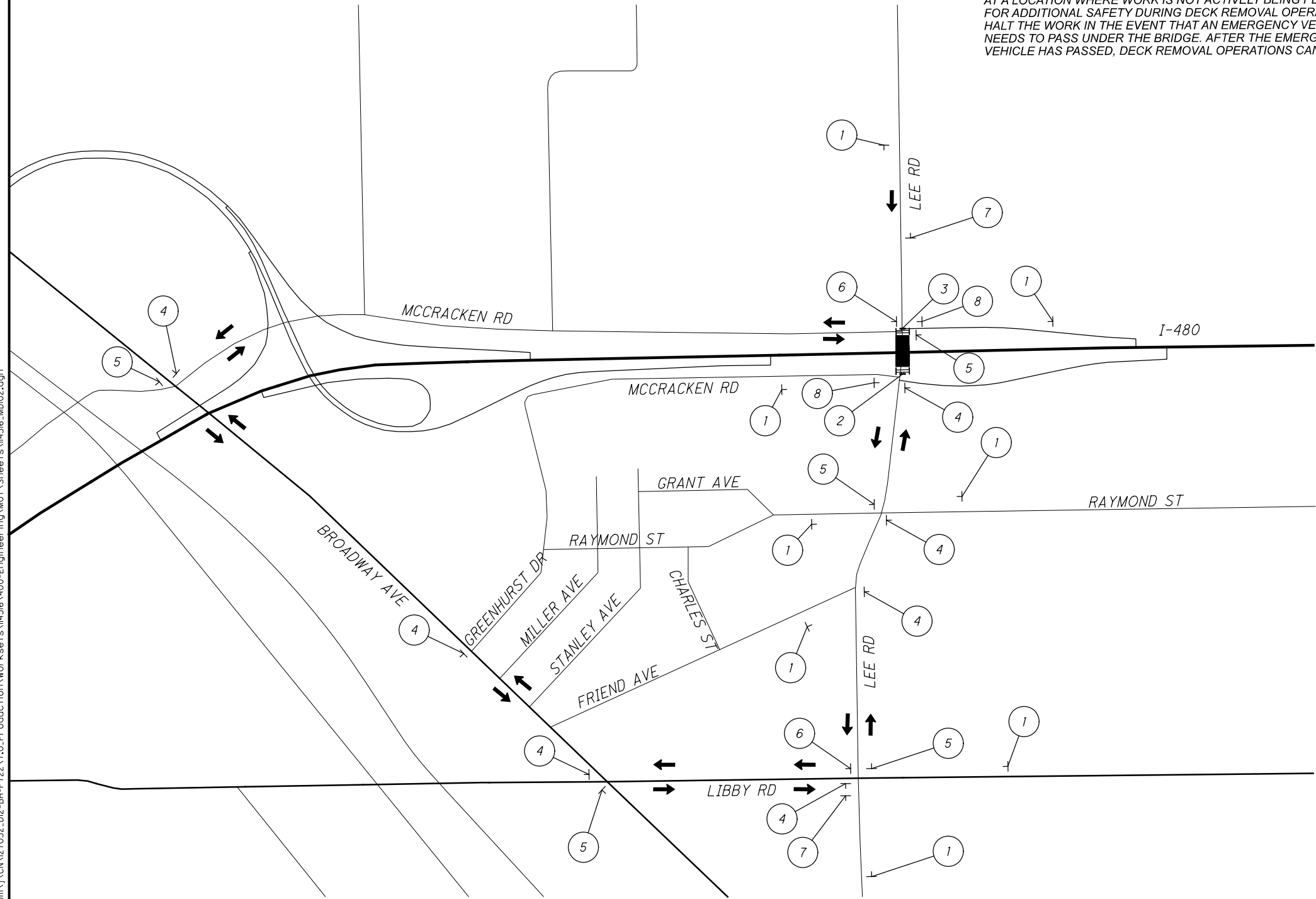
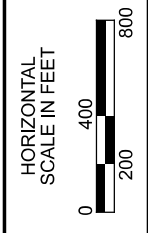
| | |
|---------------|--------------|
| DESIGN AGENCY | |
| [BI] | |
| DESIGNER | JMB |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 14 | 133 |



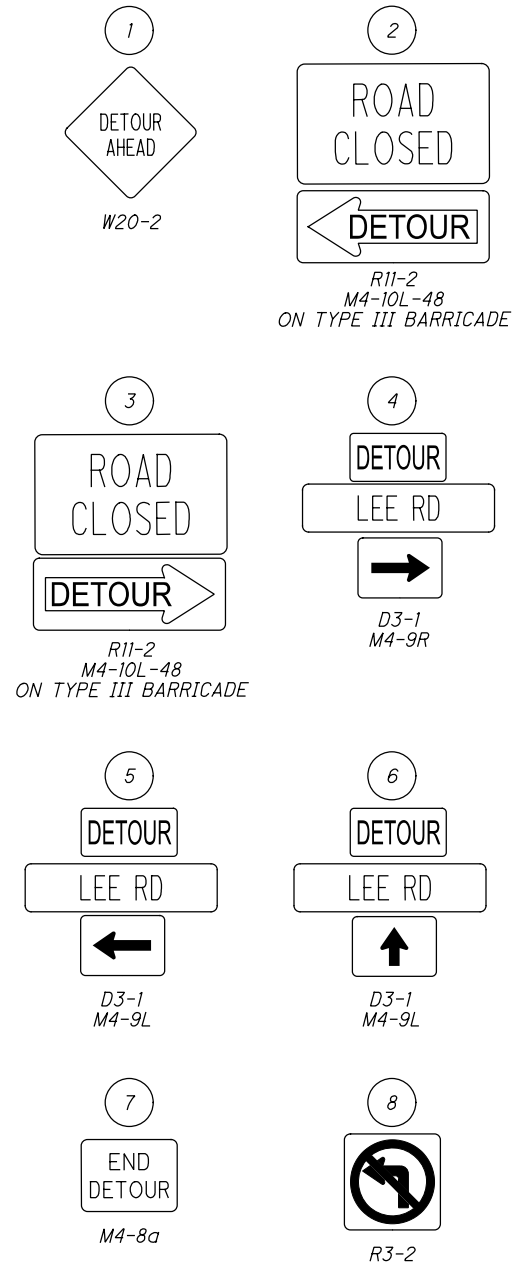
NOTES:

1. THE DETOUR SHOWN ON THIS SHEET SHALL BE IMPLEMENTED DURING PHASES 1, 2, 3, AND 4 WHEN BRIDGE DECK REMOVAL AND BRIDGE DECK CONCRETE PLACEMENT OPERATIONS REQUIRE THE COMPLETE CLOSURE OF LEE ROAD BELOW THE BRIDGE FOR THE PROTECTION AND SAFETY OF THE TRAVELING PUBLIC. ROAD CLOSURES ARE RESTRICTED TO NIGHTTIME HOURS, FROM 6:00PM TO 6:00AM. PROVIDE ADVANCE NOTIFICATION OF EACH ROAD CLOSURE IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC GENERAL NOTES.
2. PROVIDE A LAW ENFORCEMENT OFFICER (LEO) WITH PATROL CAR AT BOTH INTERSECTIONS OF LEE ROAD AND THE I-480 RAMP / McCRACKEN ROAD TO AID IN THE INITIAL SETUP OF THE ROAD CLOSURE AND TO REMAIN ON SITE FOR THE DURATION OF THE ROAD CLOSURE TO DIRECT TRAFFIC AND TO PERMIT THE PASSAGE OF EMERGENCY VEHICLES UNDER THE BRIDGE. GENERALLY, LEOS SHALL DIRECT EMERGENCY VEHICLES TO PASS UNDER THE BRIDGE AT A LOCATION WHERE WORK IS NOT ACTIVELY BEING PERFORMED. FOR ADDITIONAL SAFETY DURING DECK REMOVAL OPERATIONS, HALT THE WORK IN THE EVENT THAT AN EMERGENCY VEHICLE NEEDS TO PASS UNDER THE BRIDGE. AFTER THE EMERGENCY VEHICLE HAS PASSED, DECK REMOVAL OPERATIONS CAN RESUME.
3. WHEN THE DETOUR IS NOT IN USE, REMOVE OR COVER THE SIGNS.
4. BRIDGE PIER, SLOPE PROTECTION, CURB, AND SIDEWALK WORK SHALL BE PERFORMED WITH LEE ROAD OPEN TO TRAFFIC BY CLOSING THE OUTSIDE LANE(S) IN ACCORDANCE WITH STANDARD DRAWING MT-95.31 AND AS SHOWN ON SHEETS 16 AND 17. BOTH OUTSIDE LANES MAY BE CLOSED CONCURRENTLY, HOWEVER, ONLY ONE SIDEWALK MAY BE CLOSED AT ANY ONE TIME (SEE SHEET 14). THE OUTSIDE LANE(S) MAY NOT BE CLOSED FROM DECEMBER 1 THROUGH MARCH 15 TO FACILITATE SNOW AND ICE REMOVAL OPERATIONS.
5. ALL COSTS ASSOCIATED WITH PROVIDING, MAINTAINING, SUBSEQUENTLY REMOVING THE DETOUR SIGNAGE AND BARRICADES ARE INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.

3. WHEN THE DETOUR IS NOT IN USE, REMOVE OR COVER THE SIGNS.
4. BRIDGE PIER, SLOPE PROTECTION, CURB, AND SIDEWALK WORK SHALL BE PERFORMED WITH LEE ROAD OPEN TO TRAFFIC BY CLOSING THE OUTSIDE LANE(S) IN ACCORDANCE WITH STANDARD DRAWING MT-95.31 AND AS SHOWN ON SHEETS 16 AND 17. BOTH OUTSIDE LANES MAY BE CLOSED CONCURRENTLY, HOWEVER, ONLY ONE SIDEWALK MAY BE CLOSED AT ANY ONE TIME (SEE SHEET 14). THE OUTSIDE LANE(S) MAY NOT BE CLOSED FROM DECEMBER 1 THROUGH MARCH 15 TO FACILITATE SNOW AND ICE REMOVAL OPERATIONS.
5. ALL COSTS ASSOCIATED WITH PROVIDING, MAINTAINING, SUBSEQUENTLY REMOVING THE DETOUR SIGNAGE AND BARRICADES ARE INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.



SIGN LEGEND



MAINTENANCE OF TRAFFIC
LEE ROAD DETOUR PLAN

| | |
|---------------|--------|
| DESIGN AGENCY | [BI] |
| DESIGNER | JMB |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SHEET | 15 |
| TOTAL | 133 |



MAINTENANCE OF TRAFFIC
 LEE ROAD LANE CLOSURE PLAN (NB)

DESIGN AGENCY

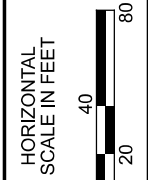


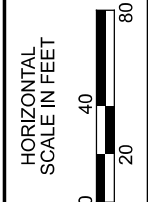
DESIGNER
 JMB

REVIEWER
 DEB 02-25-22

PROJECT ID
 114516

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| SHEET | TOTAL |
| 16 | 133 |





MAINTENANCE OF TRAFFIC
LEE ROAD LANE CLOSURE PLAN (SB)

DESIGN AGENCY

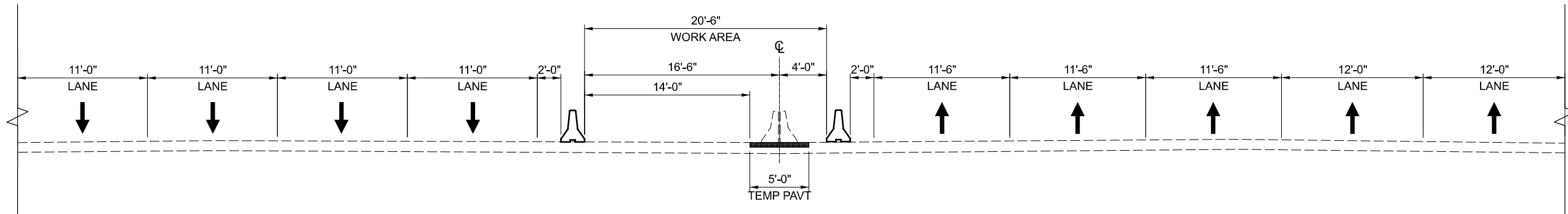


DESIGNER
JMB

REVIEWER
DEB 02-25-22

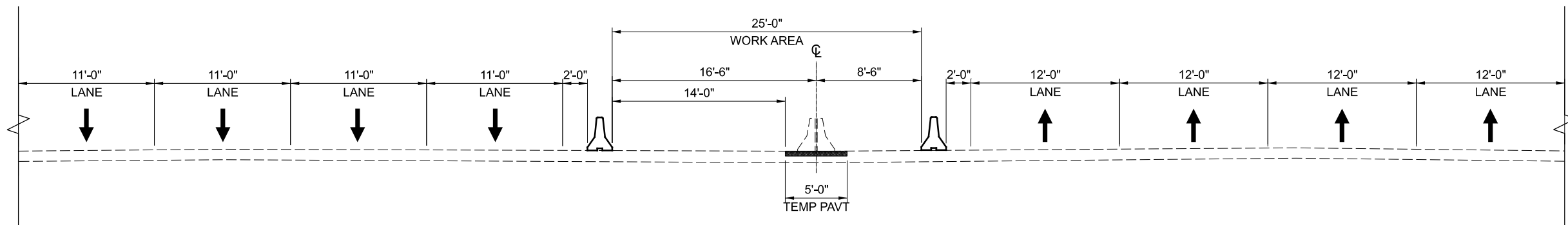
PROJECT ID
114516

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| SHEET | TOTAL |
| 17 | 133 |



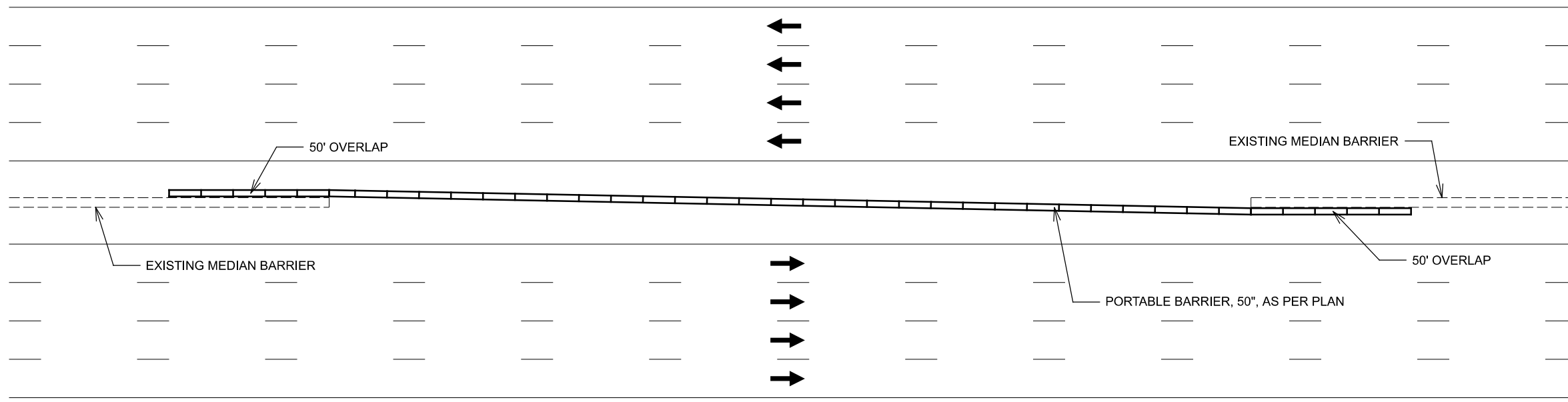
TYPICAL SECTION

PRE-PHASE MEDIAN BARRIER REMOVAL & TEMPORARY PAVEMENT
 PHASE 5 MEDIAN BARRIER REPLACEMENT
 STA 1223+60 TO STA 1233+50



TYPICAL SECTION

PRE-PHASE MEDIAN BARRIER REMOVAL & TEMPORARY PAVEMENT
 PHASE 5 MEDIAN BARRIER REPLACEMENT
 STA 1182+60 TO STA 1192+50



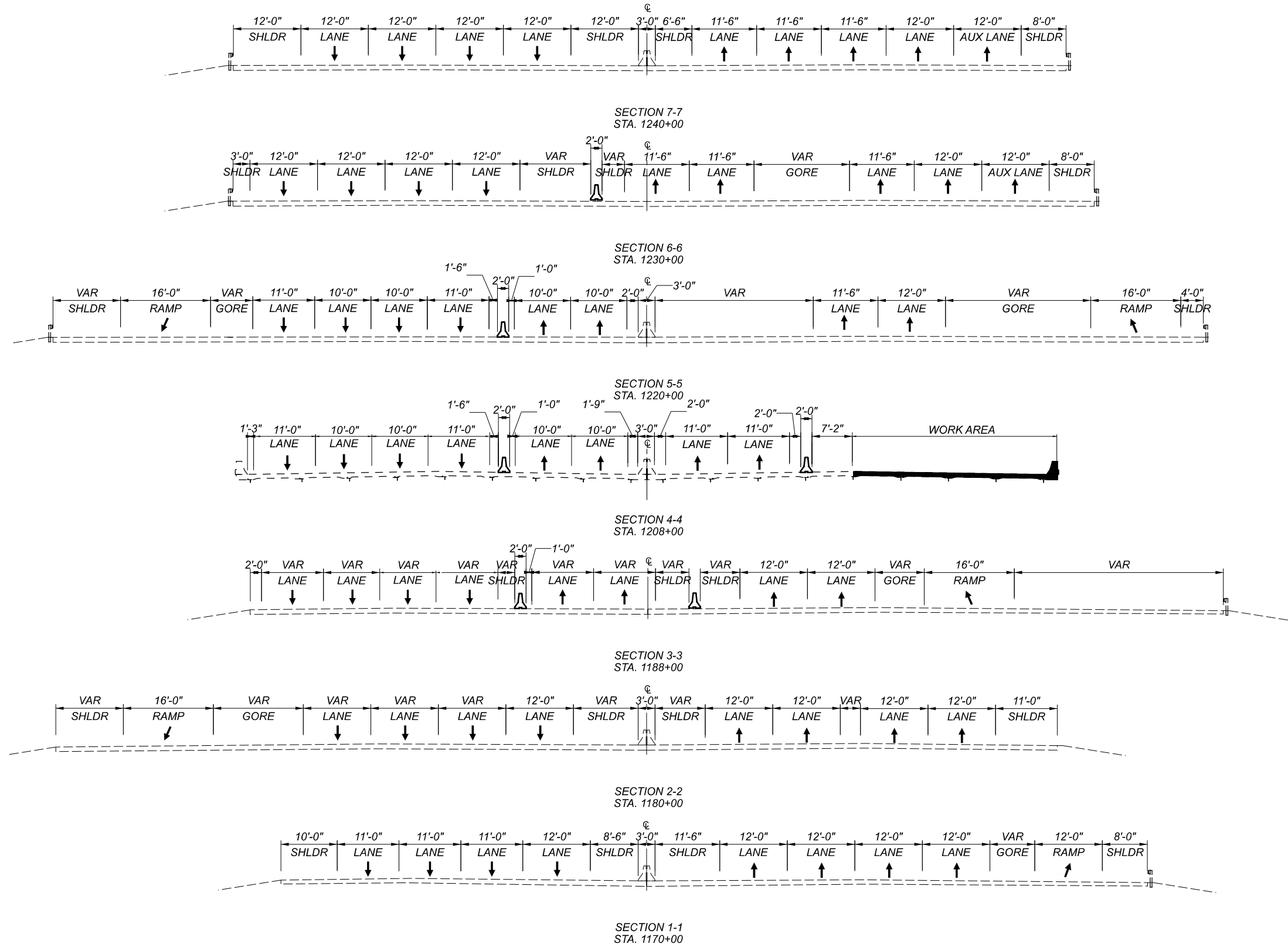
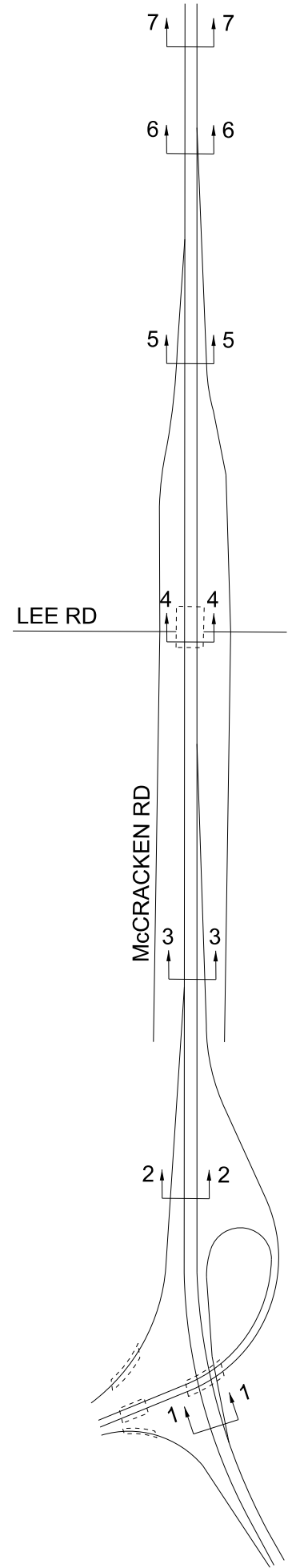
OVER WINTER SCHEMATIC
 MEDIAN CROSSOVER CLOSURE

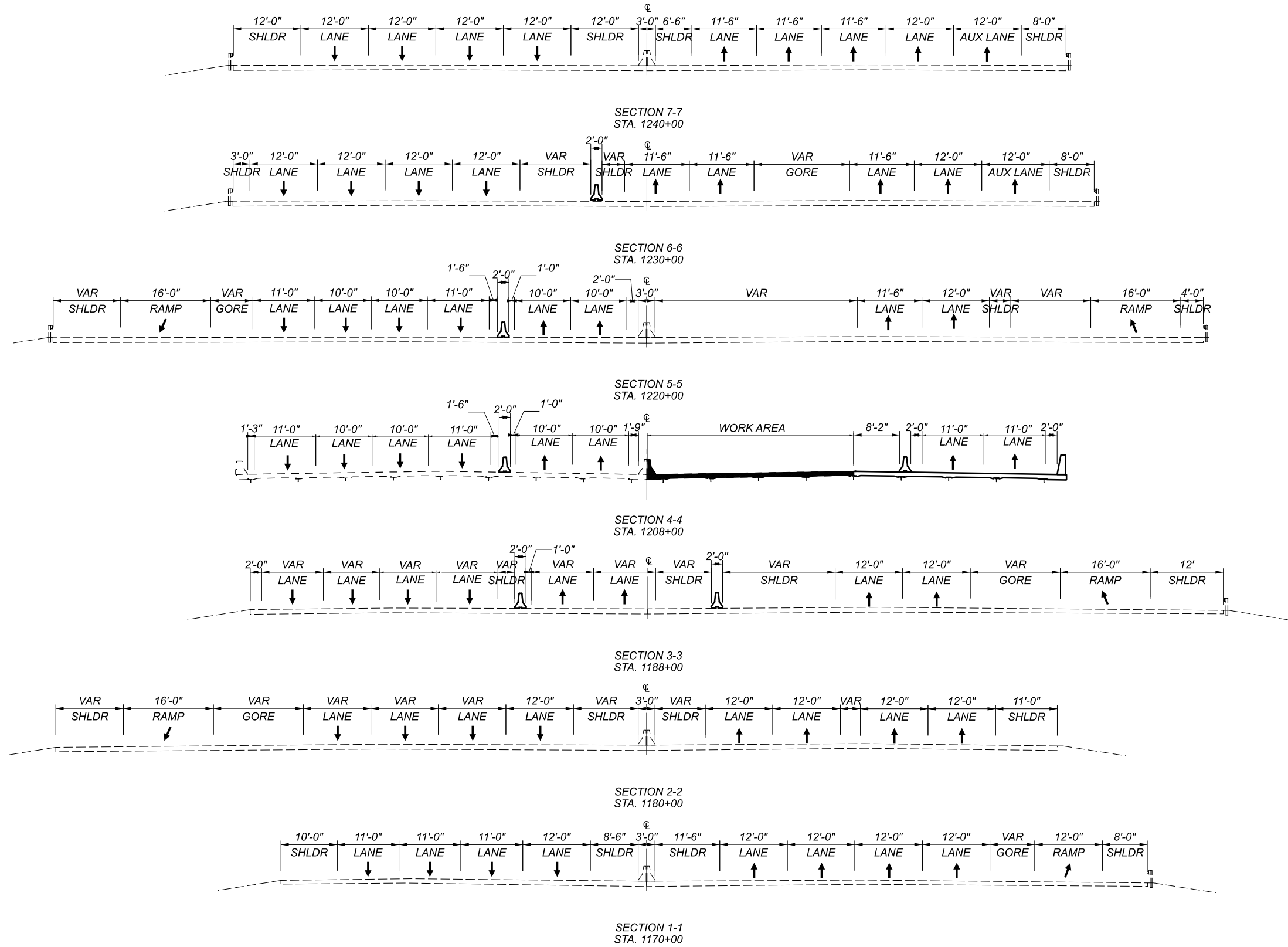
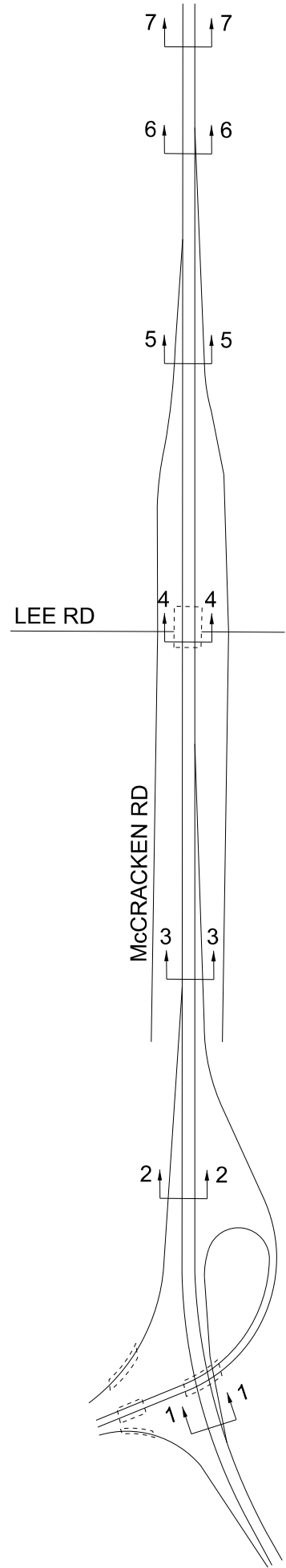
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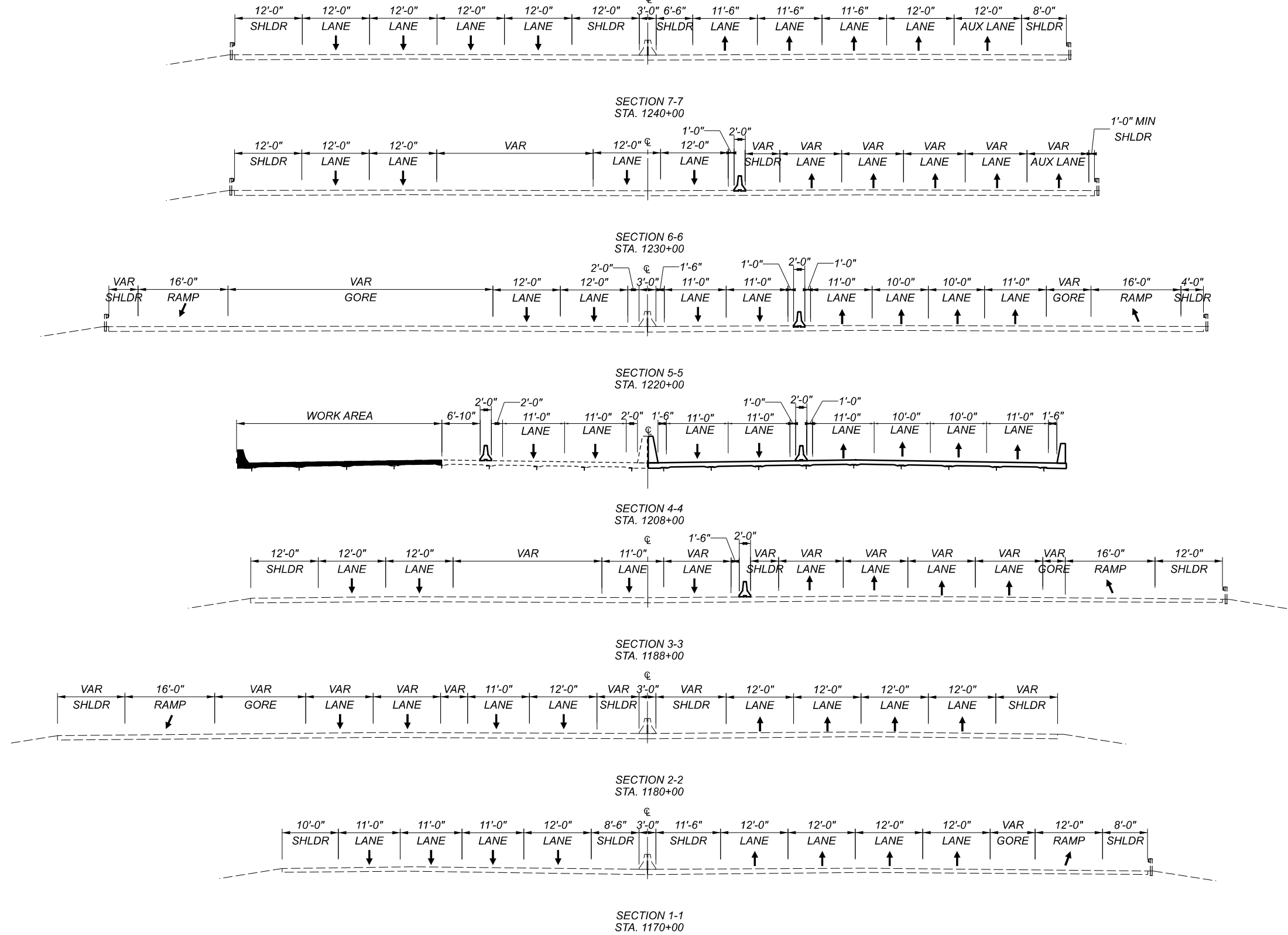
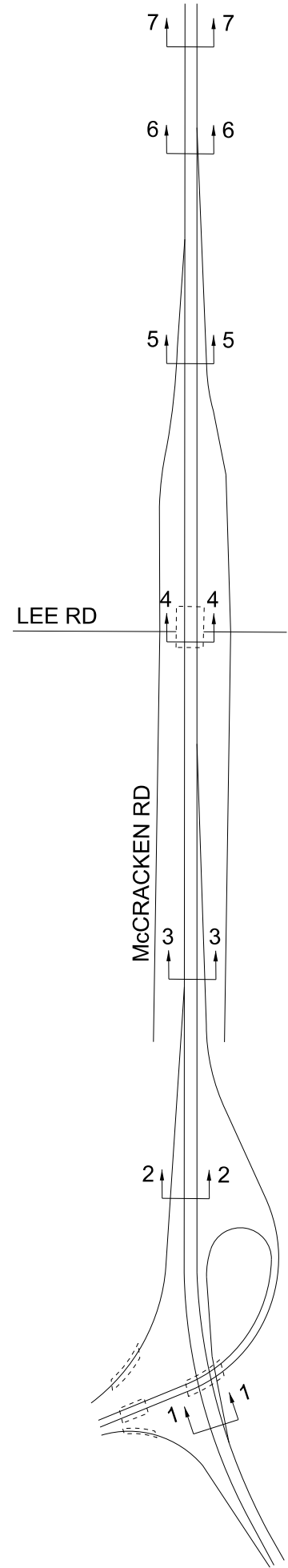
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MAINTENANCE OF TRAFFIC TYPICAL SECTIONS
 PRE-PHASE, OVER WINTER & PHASE 5

| | |
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| DESIGN AGENCY | [BI] |
| DESIGNER | BSS |
| REVIEWER | JMB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | 18 |
| TOTAL | 133 |

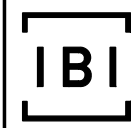






MAINTENANCE OF TRAFFIC TYPICAL SECTIONS
PHASE 3

DESIGN AGENCY

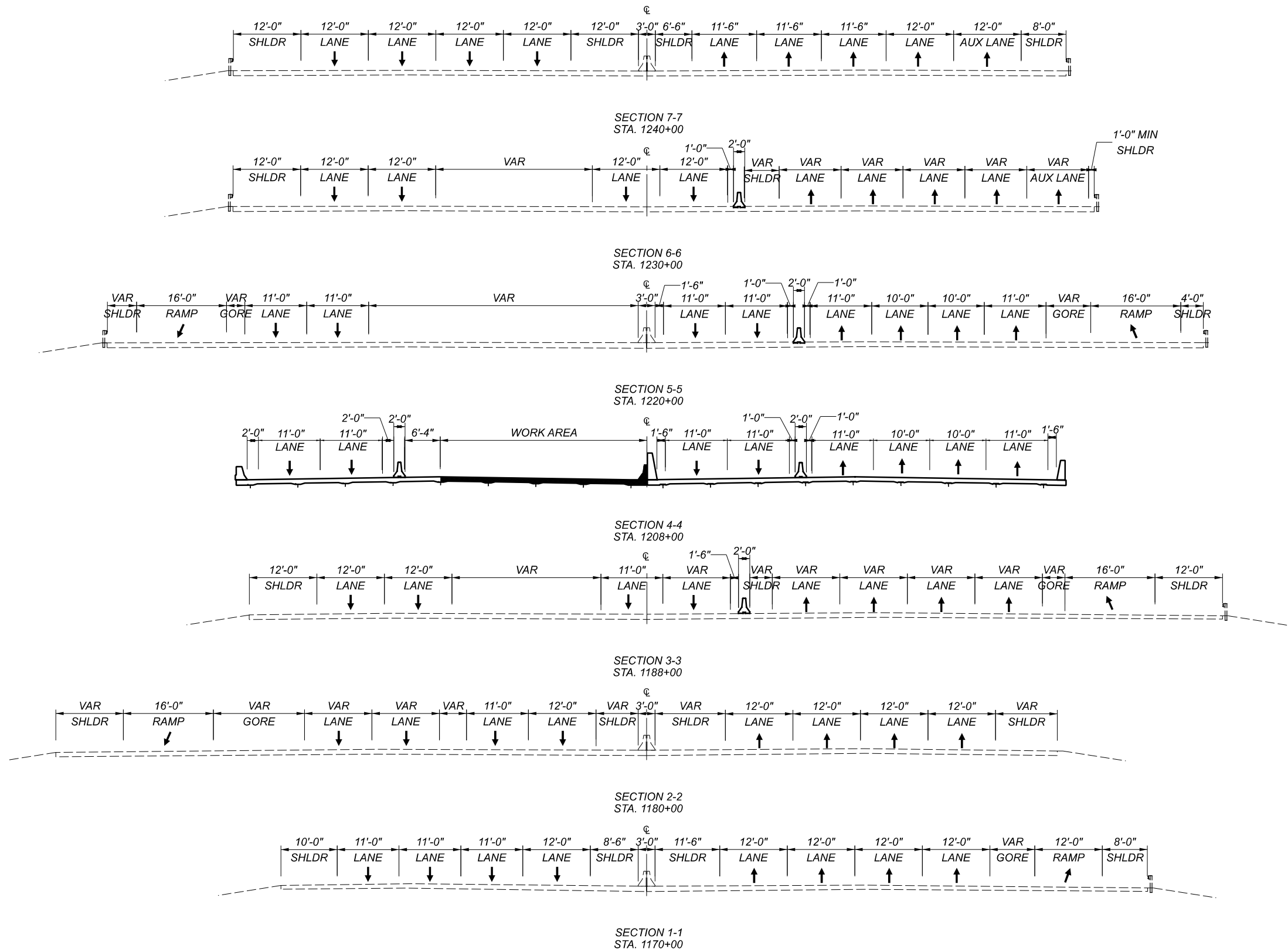
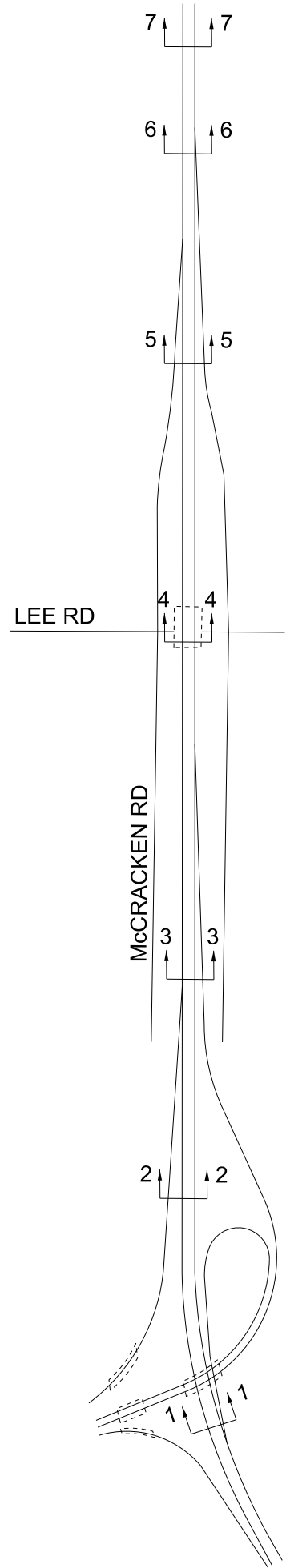


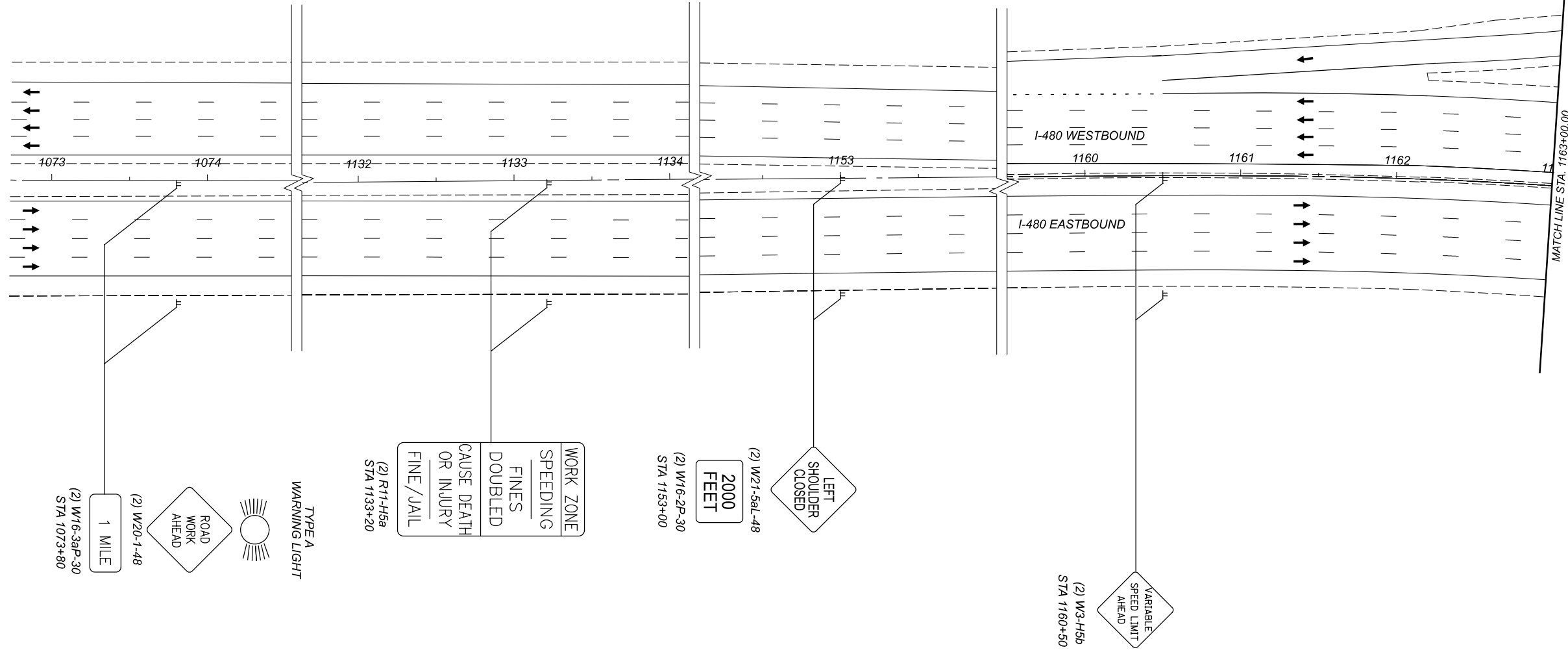
DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
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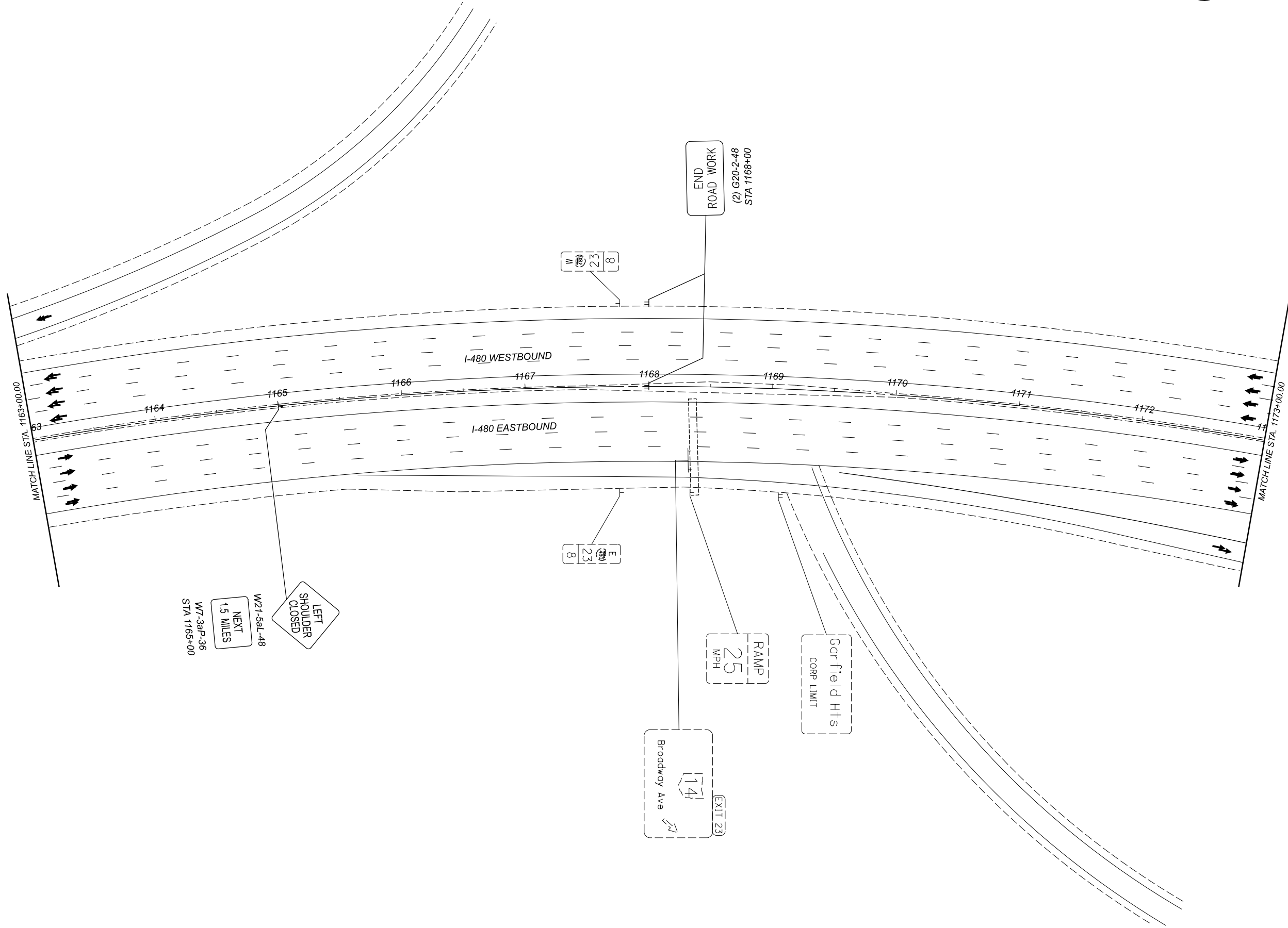
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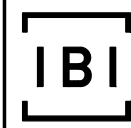
MAINTENANCE OF TRAFFIC PLAN
 PRE-PHASE & PHASE 5

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| DESIGN AGENCY | |
| [BI] | |
| DESIGNER | BSS |
| REVIEWER | JMB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 23 | 133 |



MAINTENANCE OF TRAFFIC PLAN
PRE-PHASE & PHASE 5

DESIGN AGENCY



DESIGNER

BSS

REVIEWER

JMB 02-25-22

PROJECT ID

114516

SHEET

24

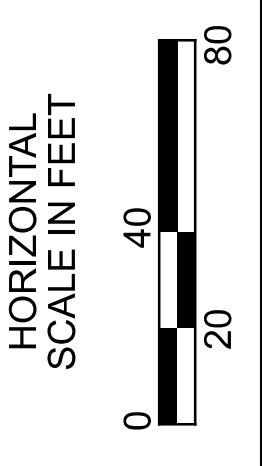
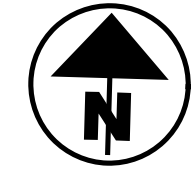
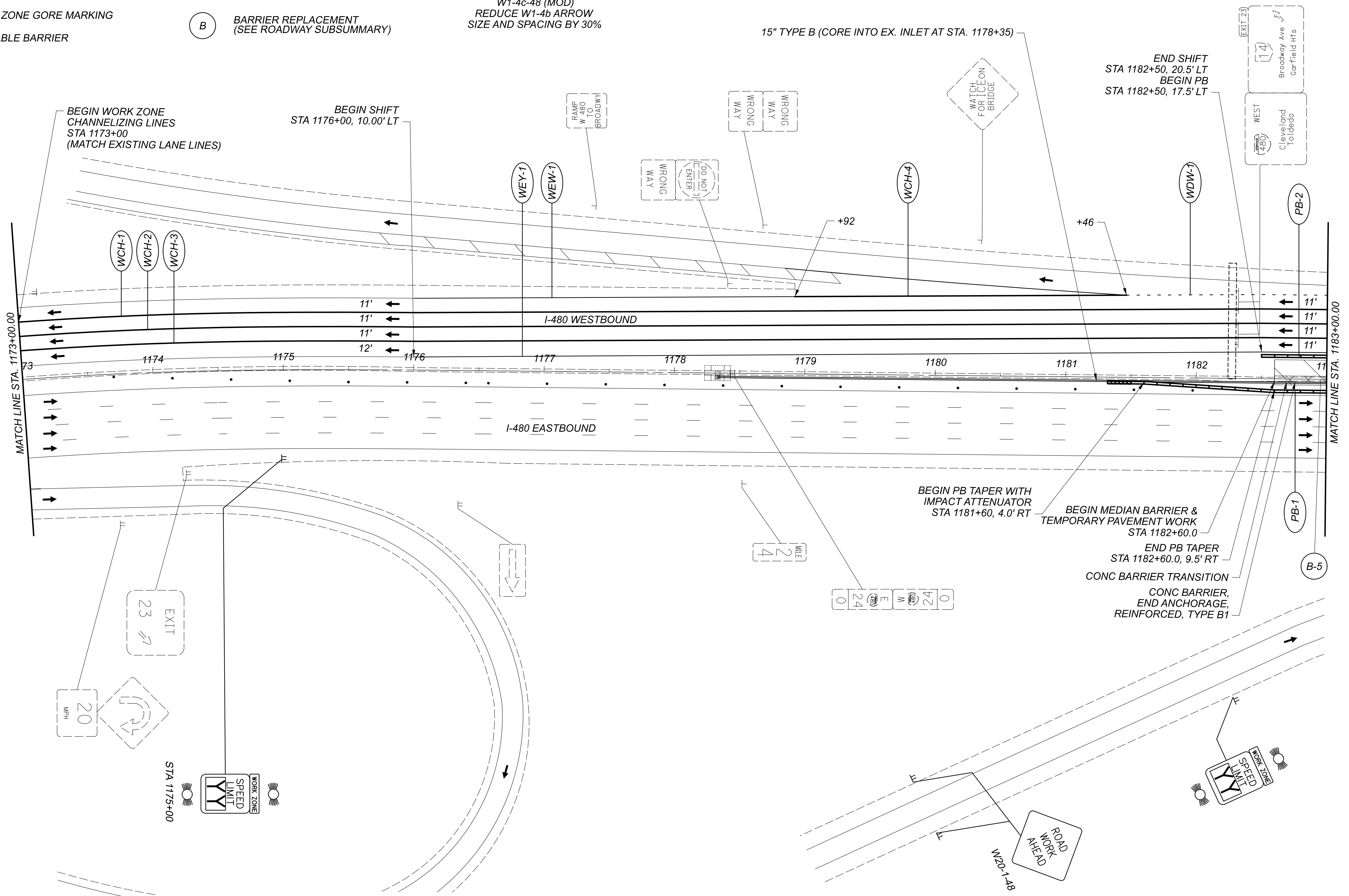
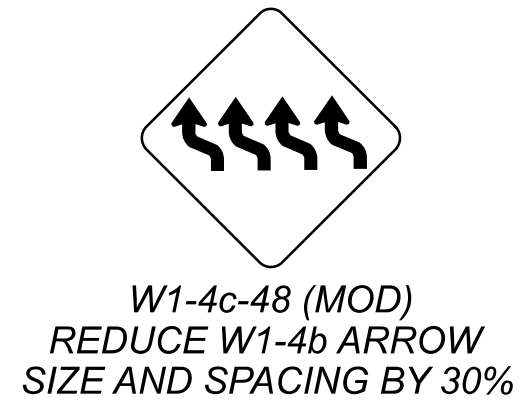
TOTAL

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MAINTENANCE OF TRAFFIC LEGEND

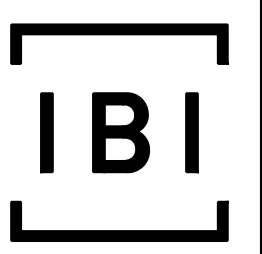
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- WEW WORK ZONE EDGE LINE, WHITE
- WEY WORK ZONE EDGE LINE, YELLOW
- WCH WORK ZONE CHANNELIZING LINE
- WDW WORK ZONE DOTTED LINE, WHITE
- WGM WORK ZONE GORE MARKING
- PB PORTABLE BARRIER
- DIRECTION OF TRAVEL
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- REMOVE CONFLICTING MARKINGS
- B BARRIER REPLACEMENT (SEE ROADWAY SUBSUMMARY)

SIGN MOD DETAIL



MAINTENANCE OF TRAFFIC PLAN
PRE-PHASE & PHASE 5

DESIGN AGENCY



DESIGNER
BSS

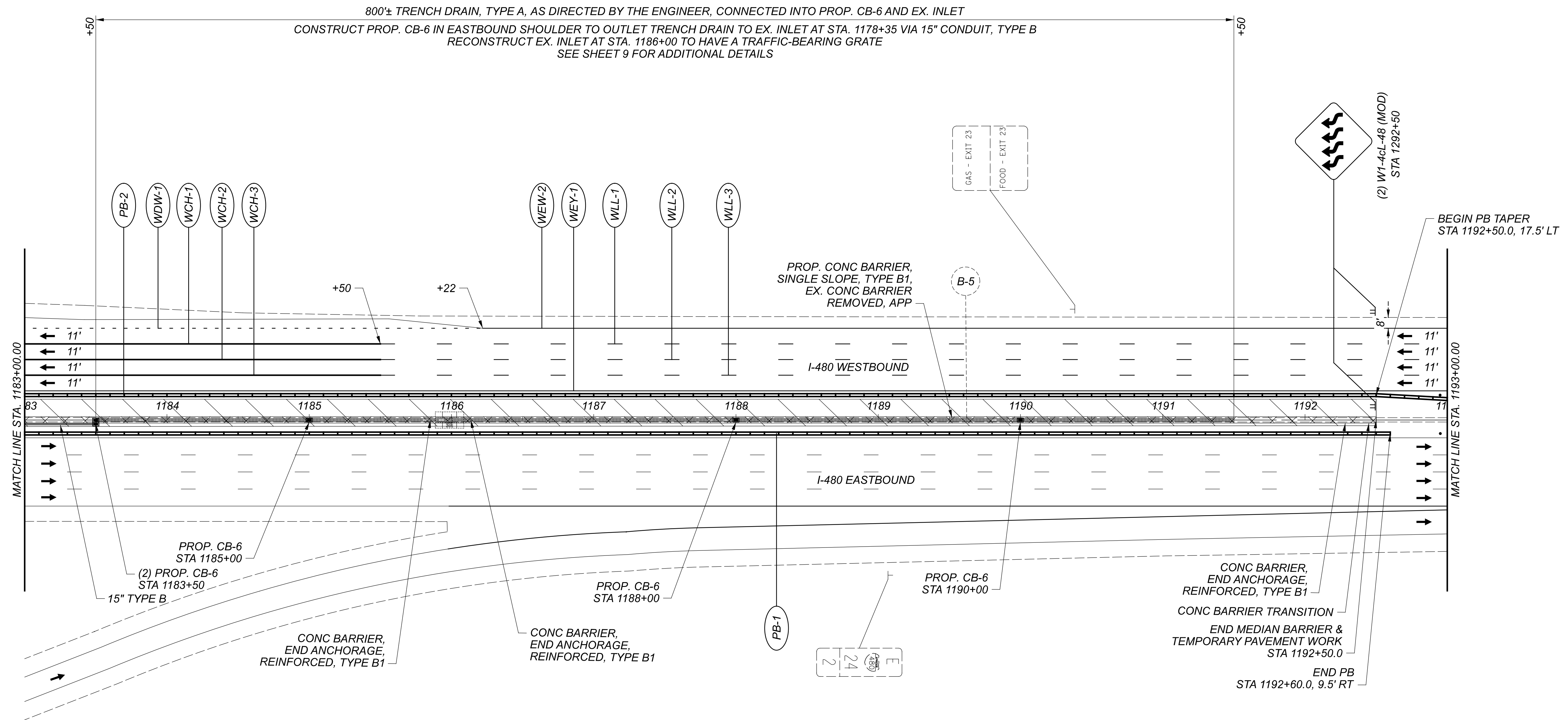
REVIEWER
JMB 02-25-22

PROJECT ID
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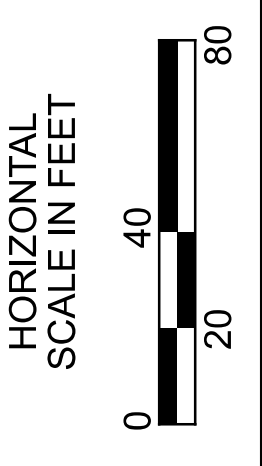
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| SHEET | TOTAL |
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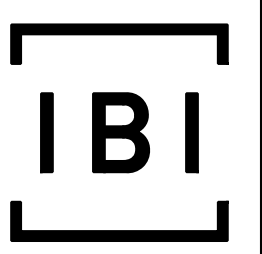


NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
 PRE-PHASE & PHASE 5

DESIGN AGENCY

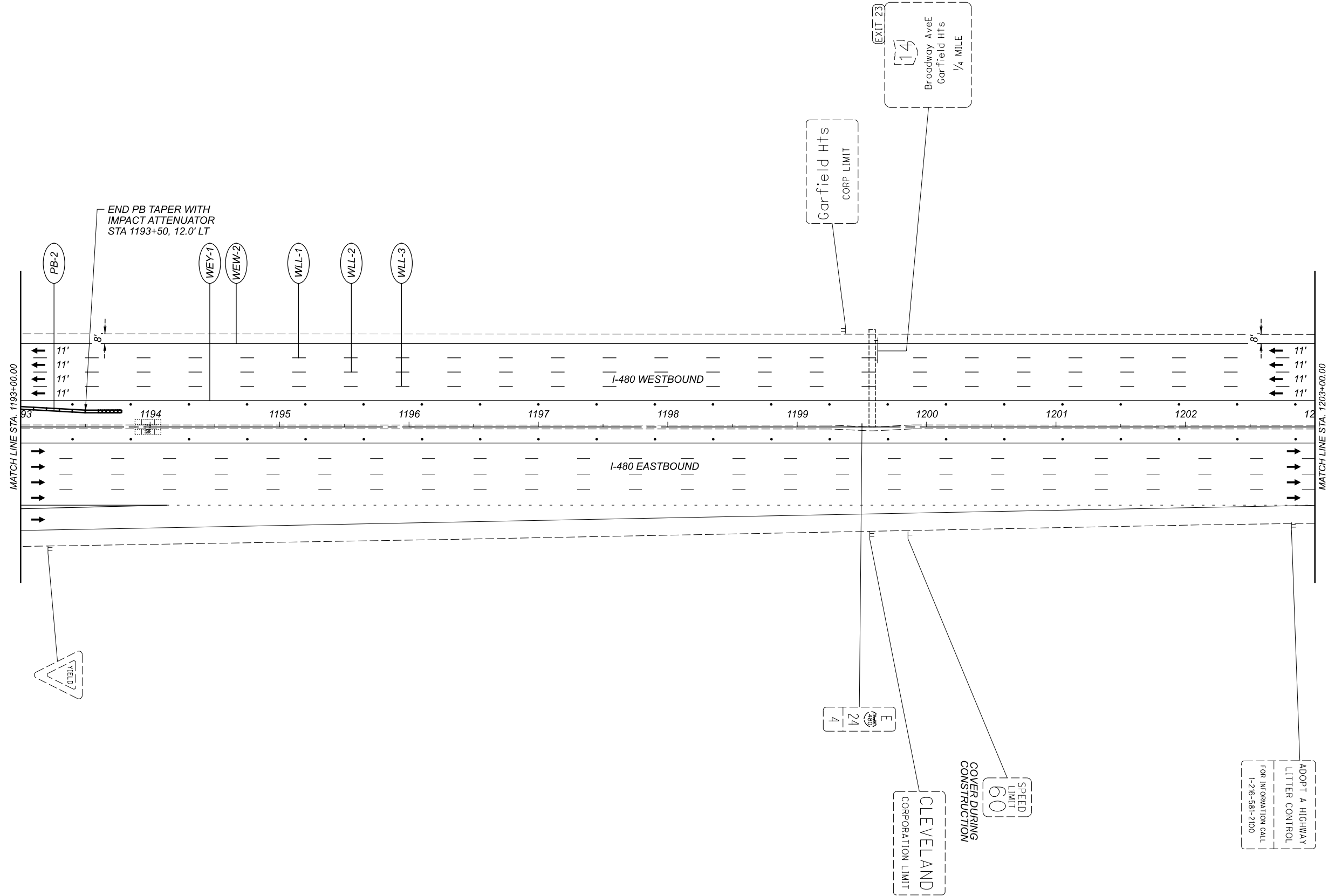


DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

SHEET TOTAL
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NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
PRE-PHASE & PHASE 5



DESIGN AGENCY



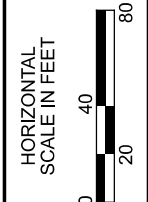
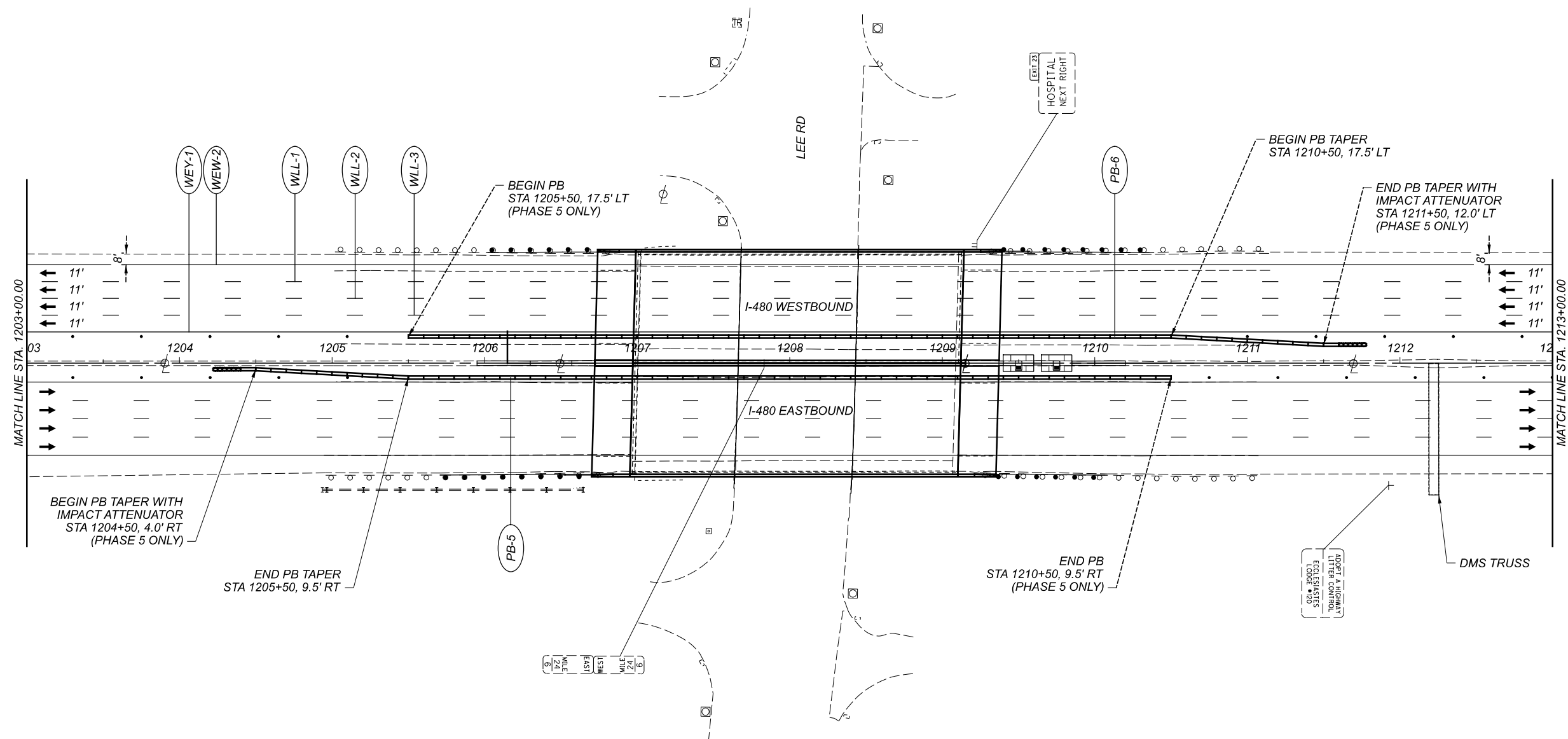
DESIGNER
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REVIEWER
JMB

PROJECT ID
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SHEET
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TOTAL
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MAINTENANCE OF TRAFFIC PLAN
 PRE-PHASE & PHASE 5

DESIGN AGENCY



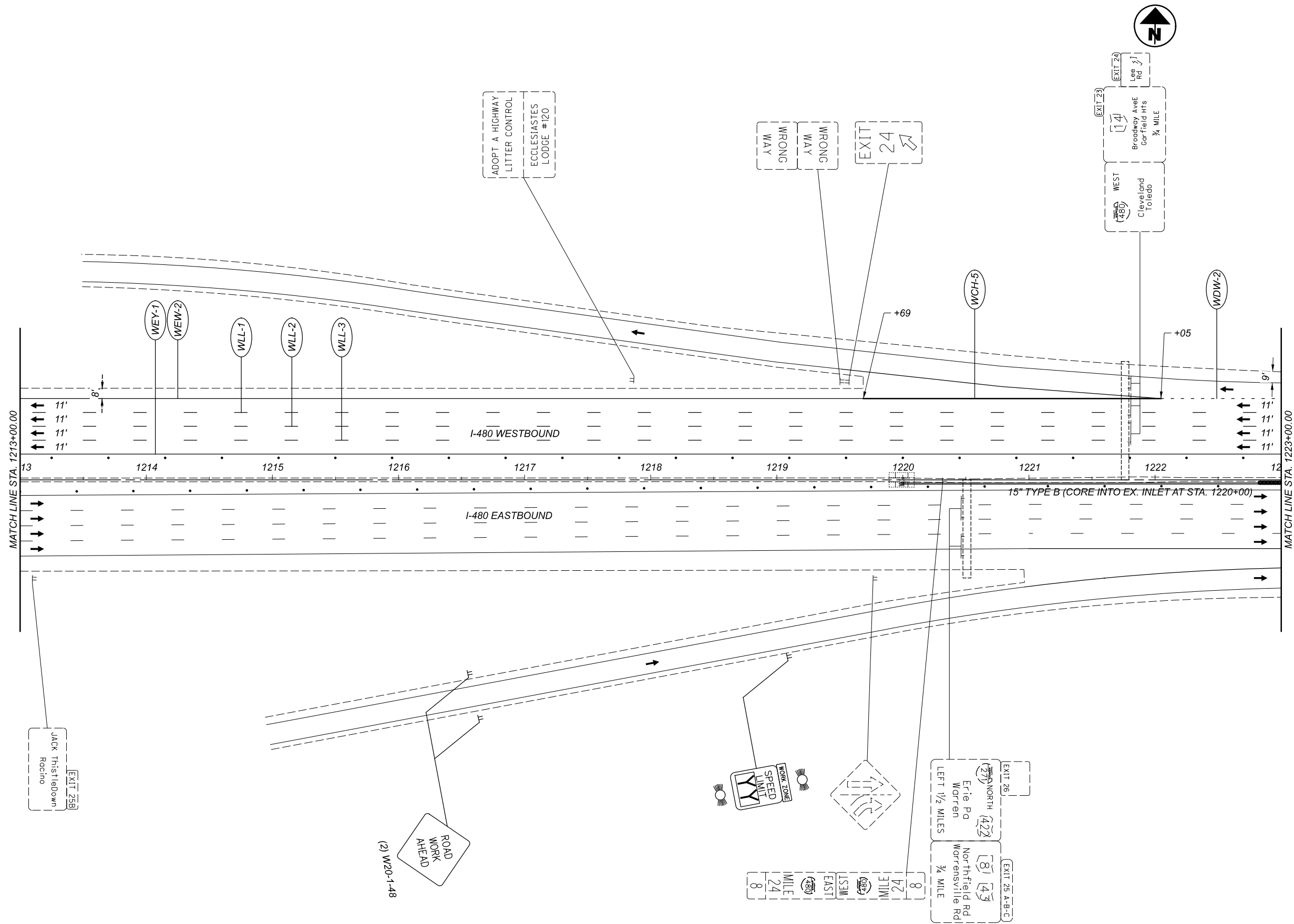
DESIGNER
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REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

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| SHEET | TOTAL |
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NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
PRE-PHASE & PHASE 5

DESIGN AGENCY



DESIGNER

BSS

REVIEWER

JMB 02-25-22

PROJECT ID

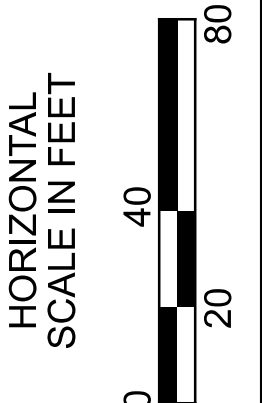
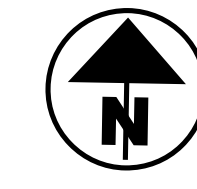
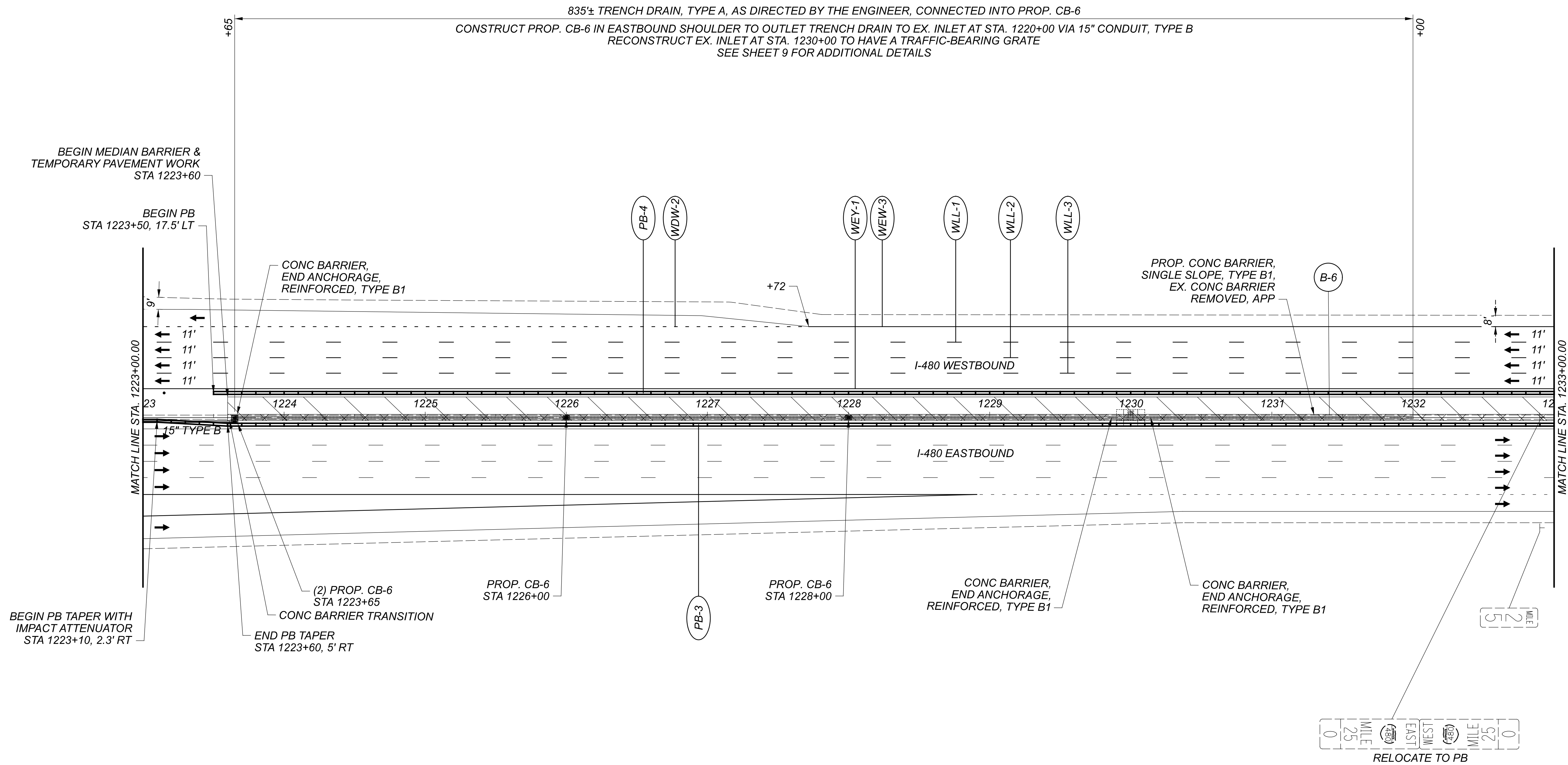
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SHEET

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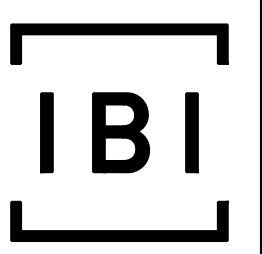
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MAINTENANCE OF TRAFFIC PLAN
 PRE-PHASE & PHASE 5

DESIGN AGENCY



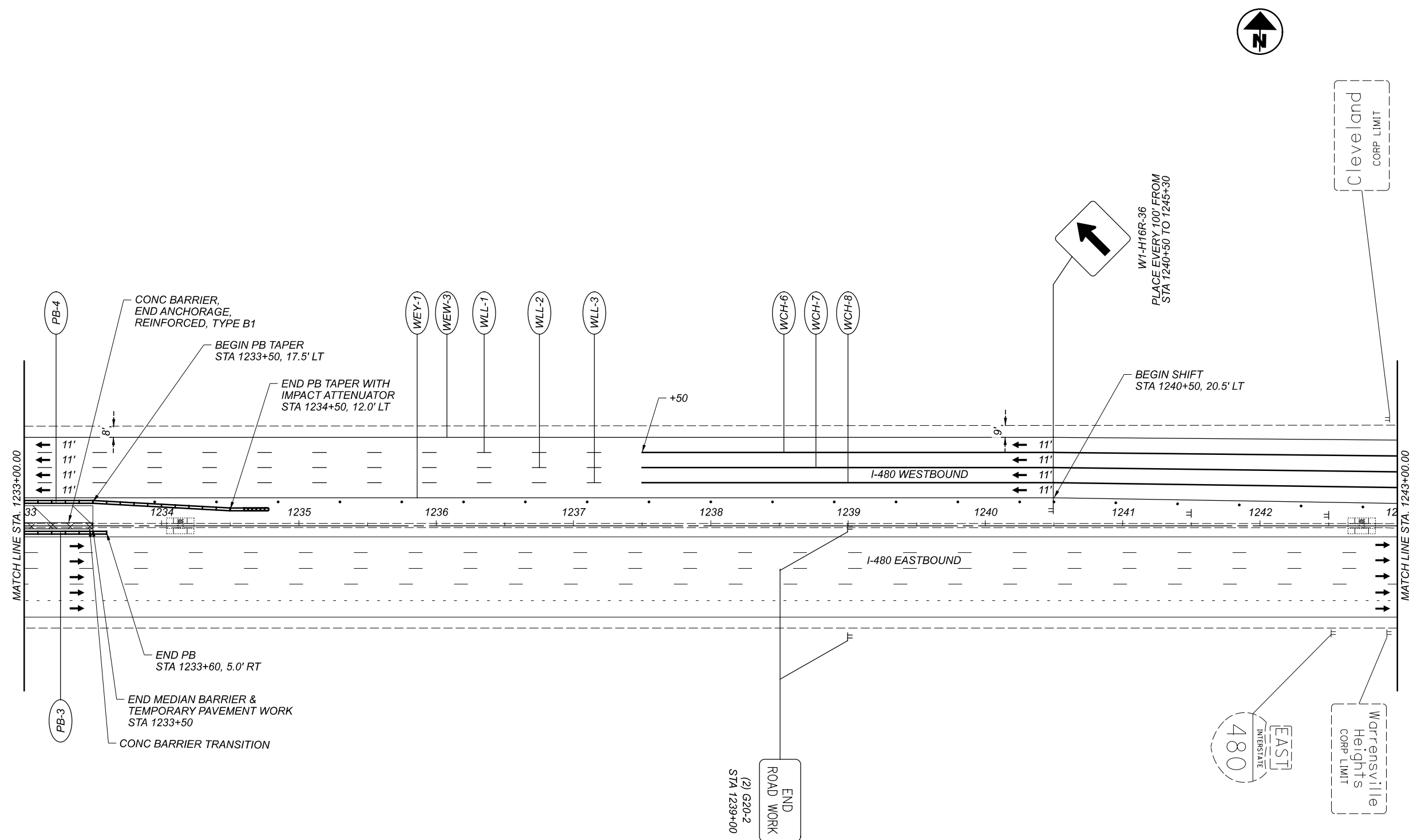
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REVIEWER
JMB 02-25-22

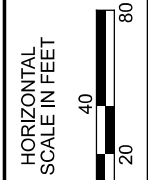
PROJECT ID
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| SHEET | TOTAL |
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NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
 PRE-PHASE & PHASE 5

DESIGN AGENCY

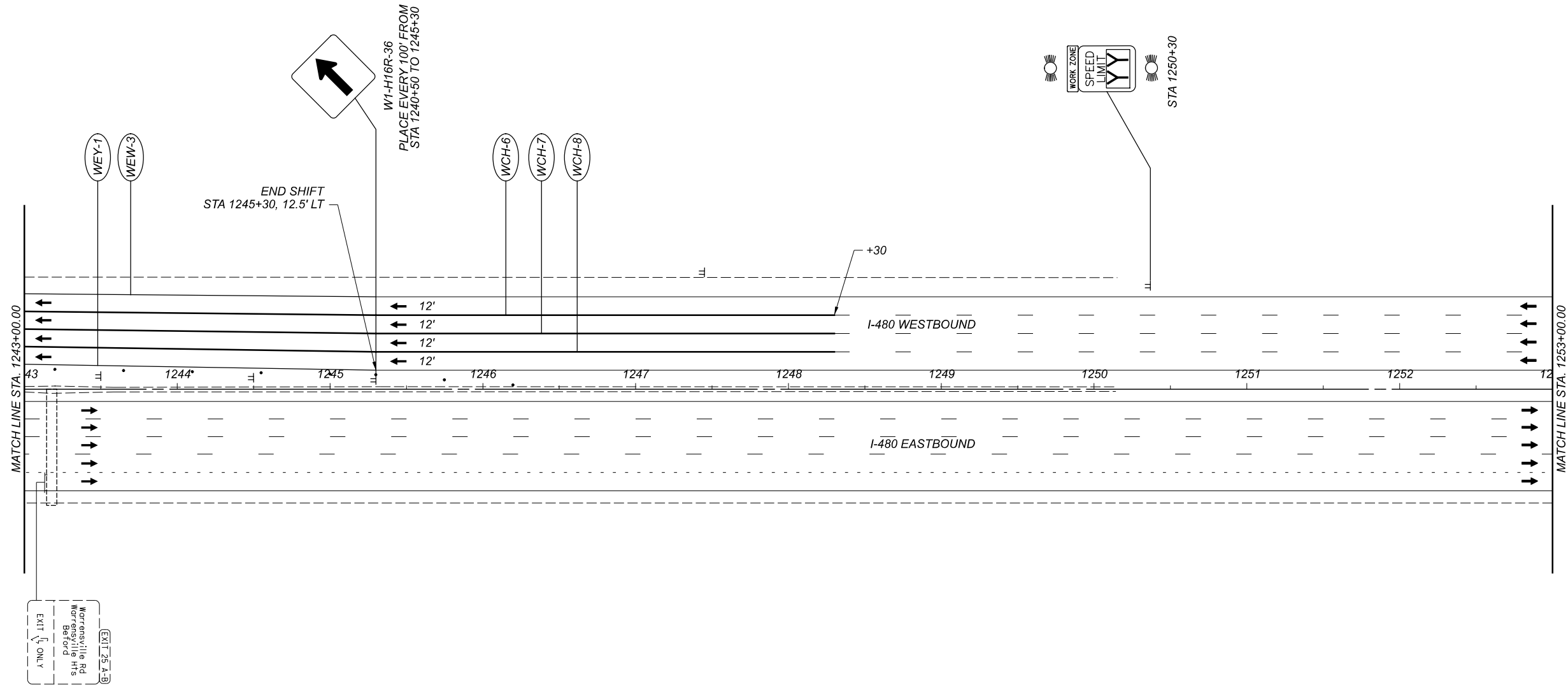


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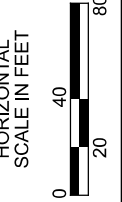
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 JMB 02-25-22

PROJECT ID
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NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
 PRE-PHASE & PHASE 5

DESIGN AGENCY

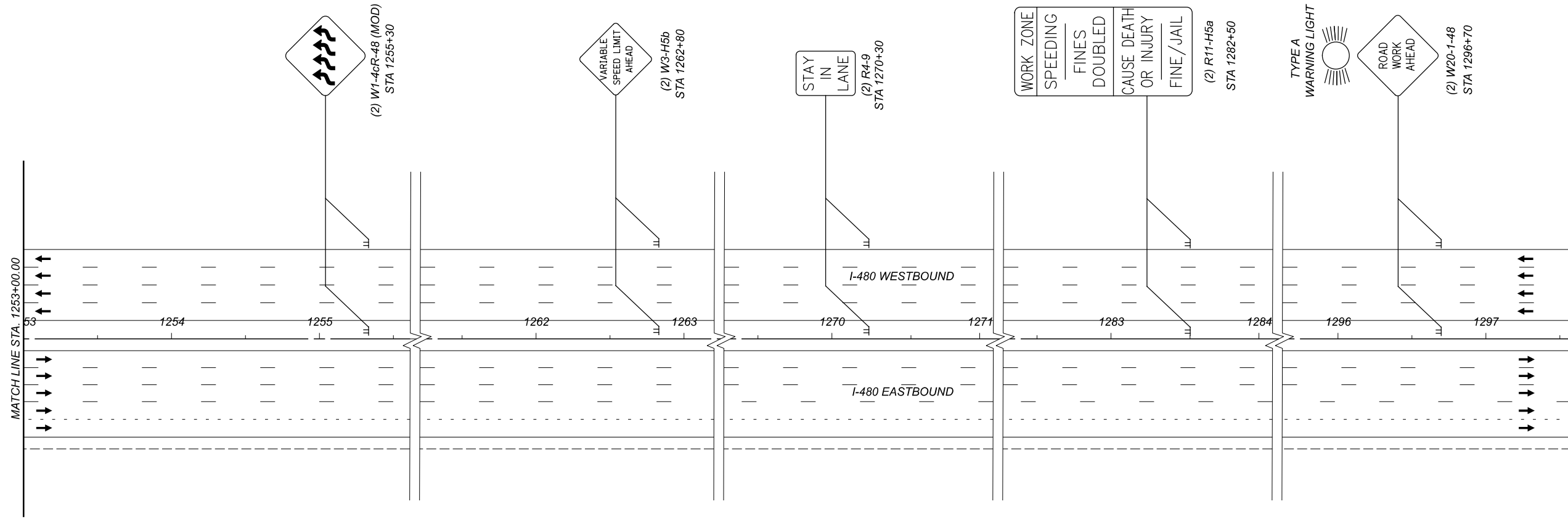


DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

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| SHEET | TOTAL |
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MAINTENANCE OF TRAFFIC PLAN
 PRE-PHASE & PHASE 5

DESIGN AGENCY



DESIGNER

BSS

REVIEWER

JMB 02-25-22

PROJECT ID

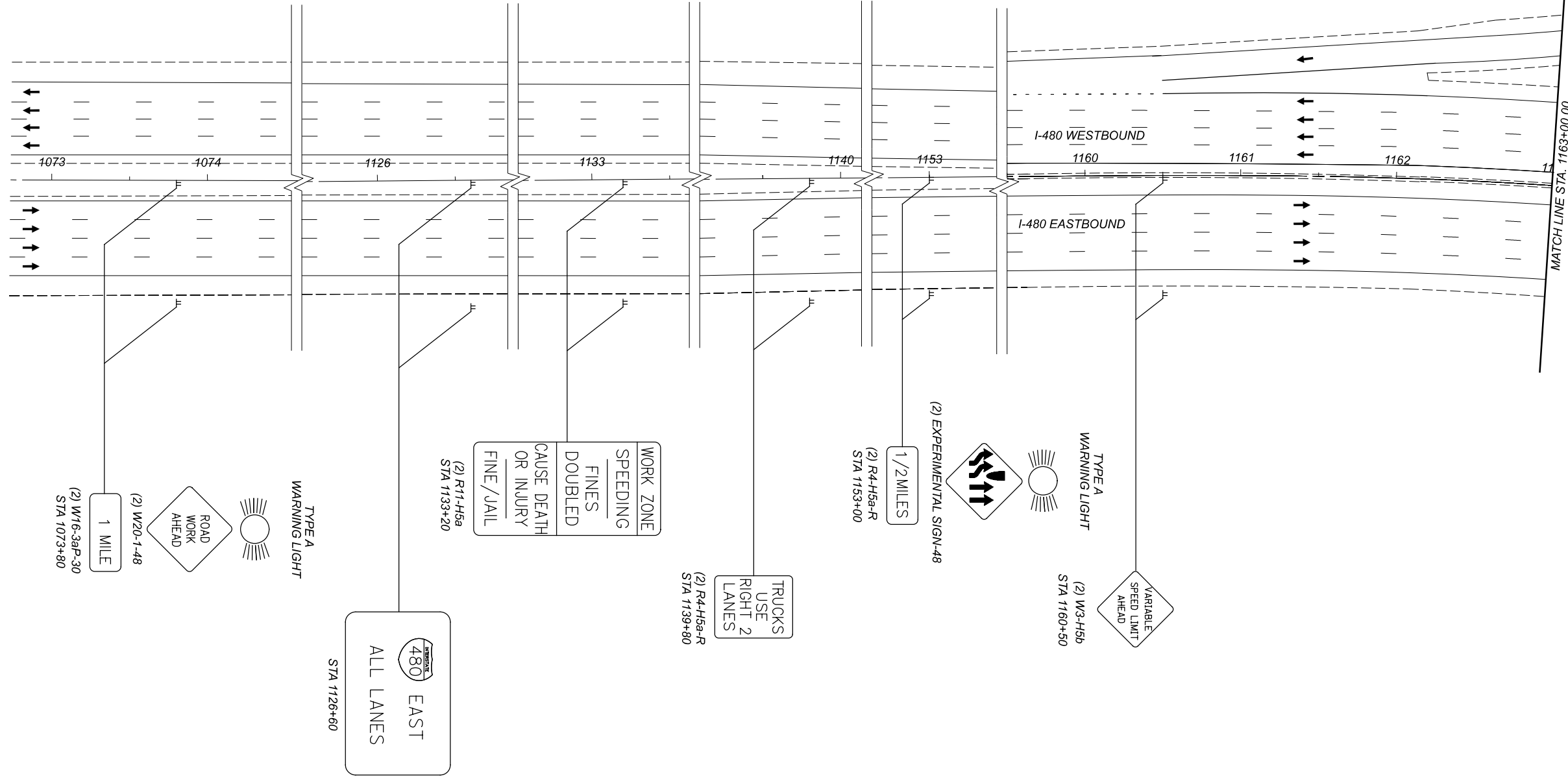
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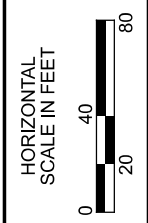
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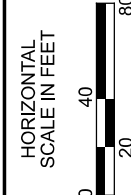
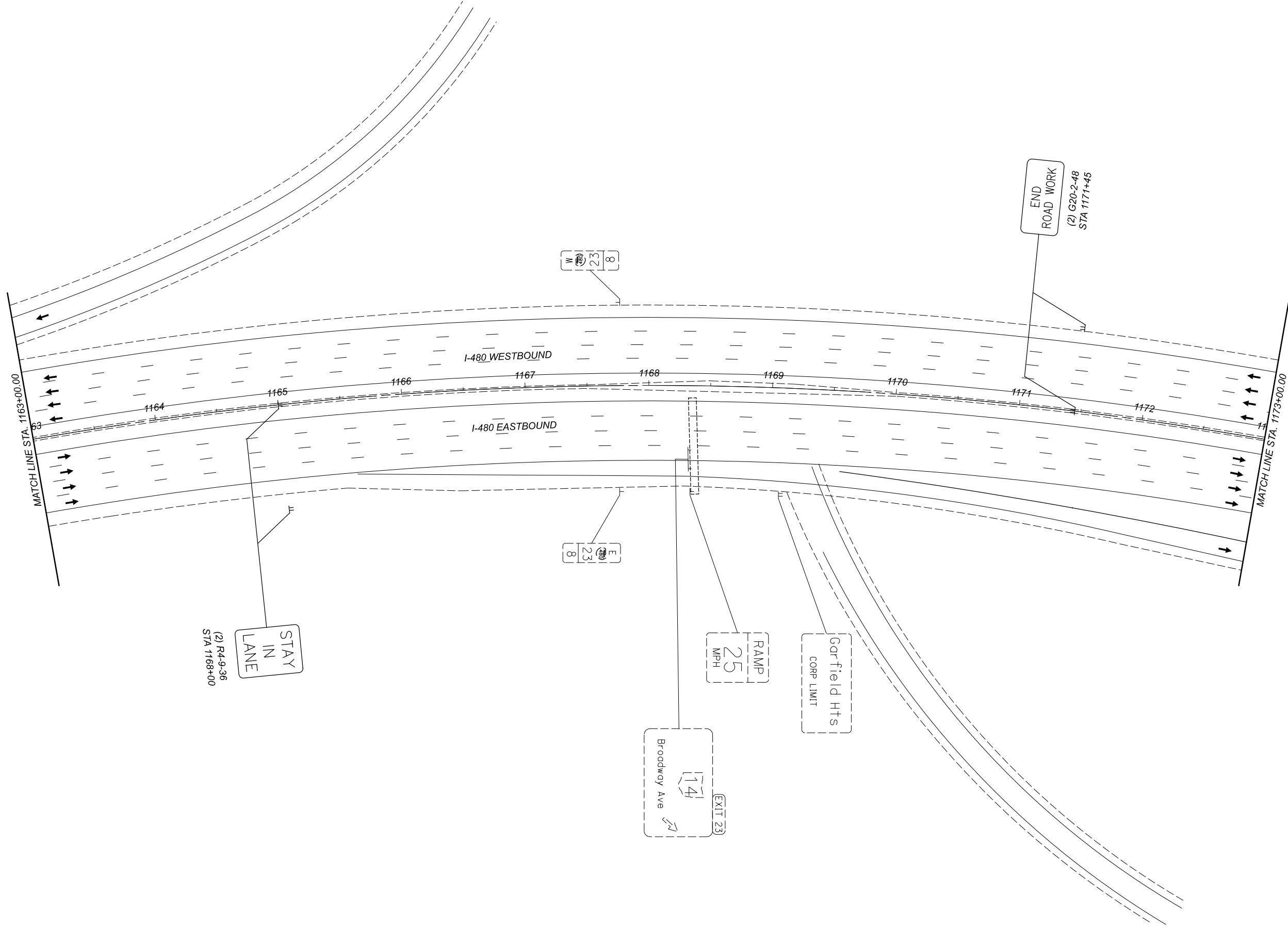
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MAINTENANCE OF TRAFFIC PLAN
 PHASE 1



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| DESIGN AGENCY | |
| [BI] | |
| DESIGNER | BSS |
| REVIEWER | JMB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 34 | 133 |



MAINTENANCE OF TRAFFIC PLAN
PHASE 1

DESIGN AGENCY



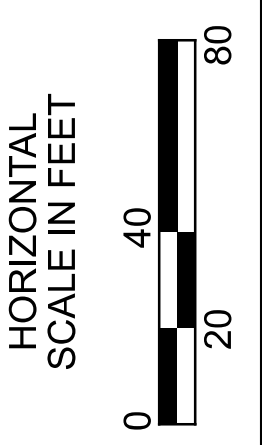
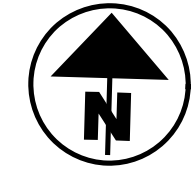
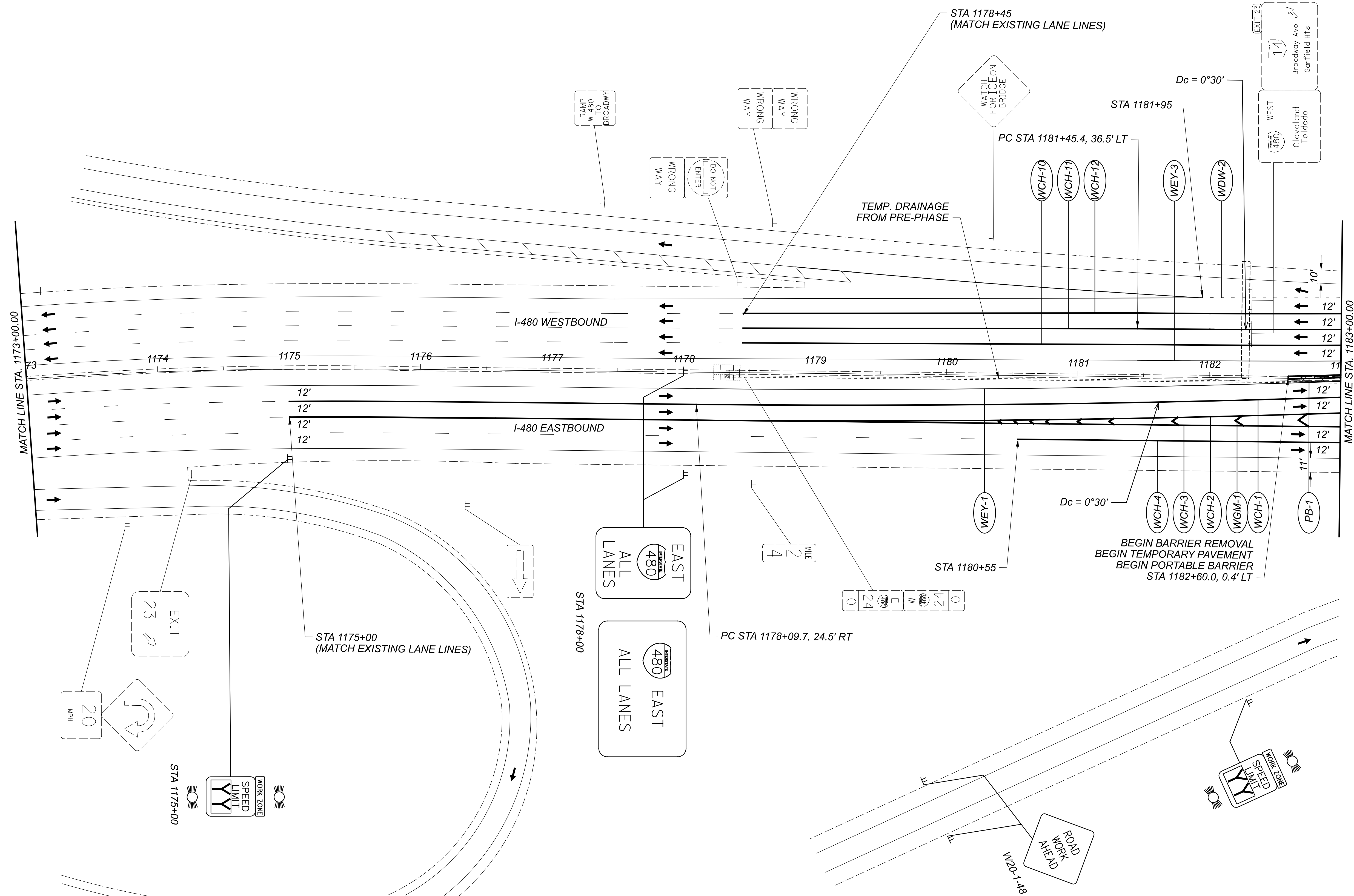
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JMB 02-25-22

PROJECT ID
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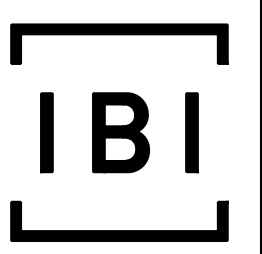
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| SHEET | TOTAL |
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NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 24



MAINTENANCE OF TRAFFIC PLAN
PHASE 1

DESIGN AGENCY

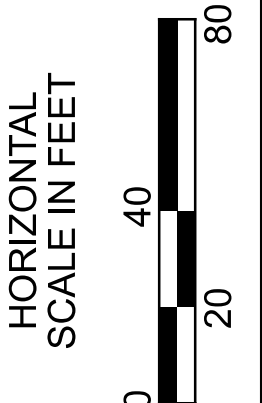
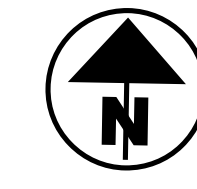
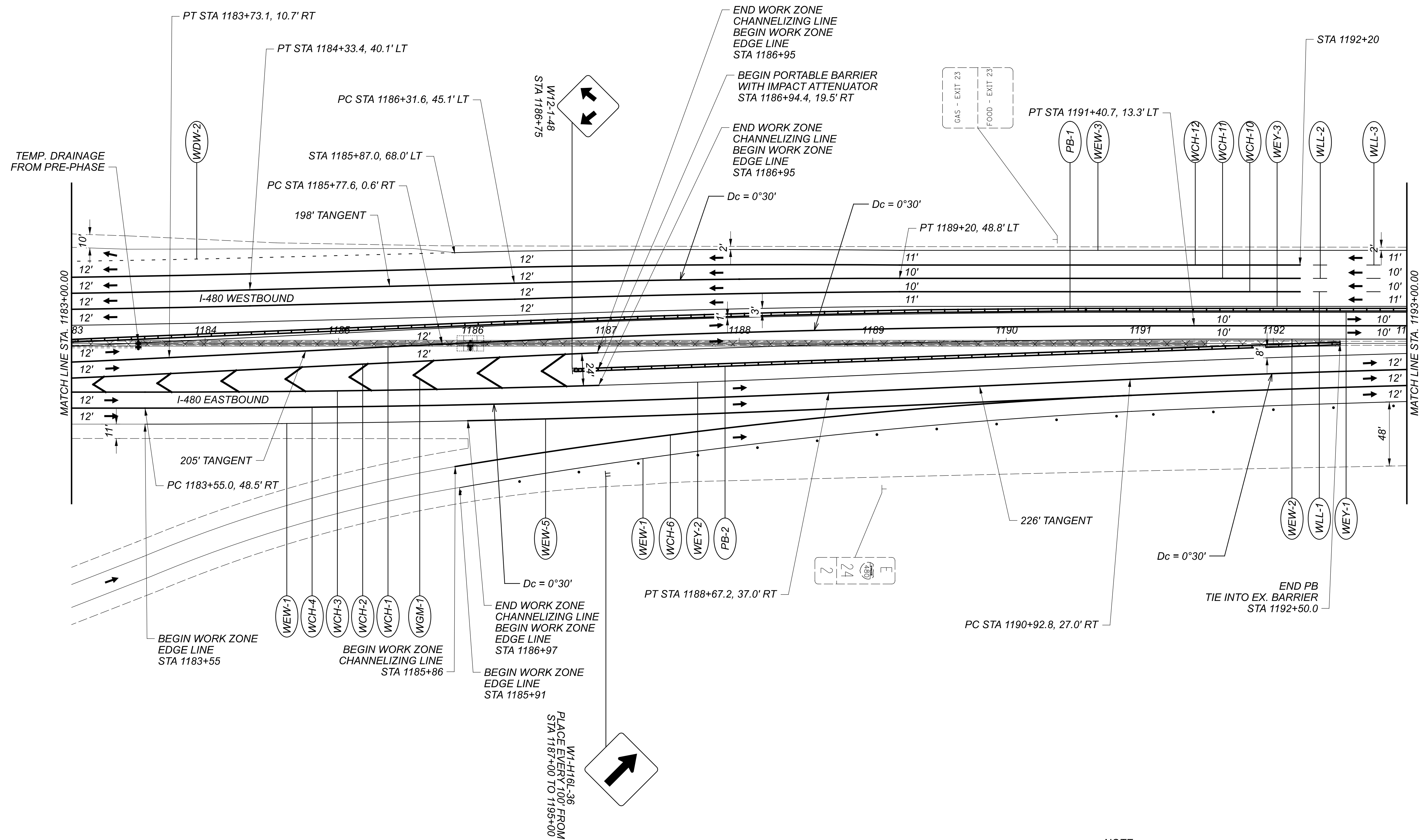


DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
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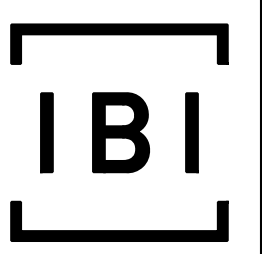
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MAINTENANCE OF TRAFFIC PLAN
PHASE 1

NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

DESIGN AGENCY

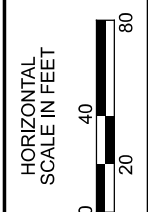
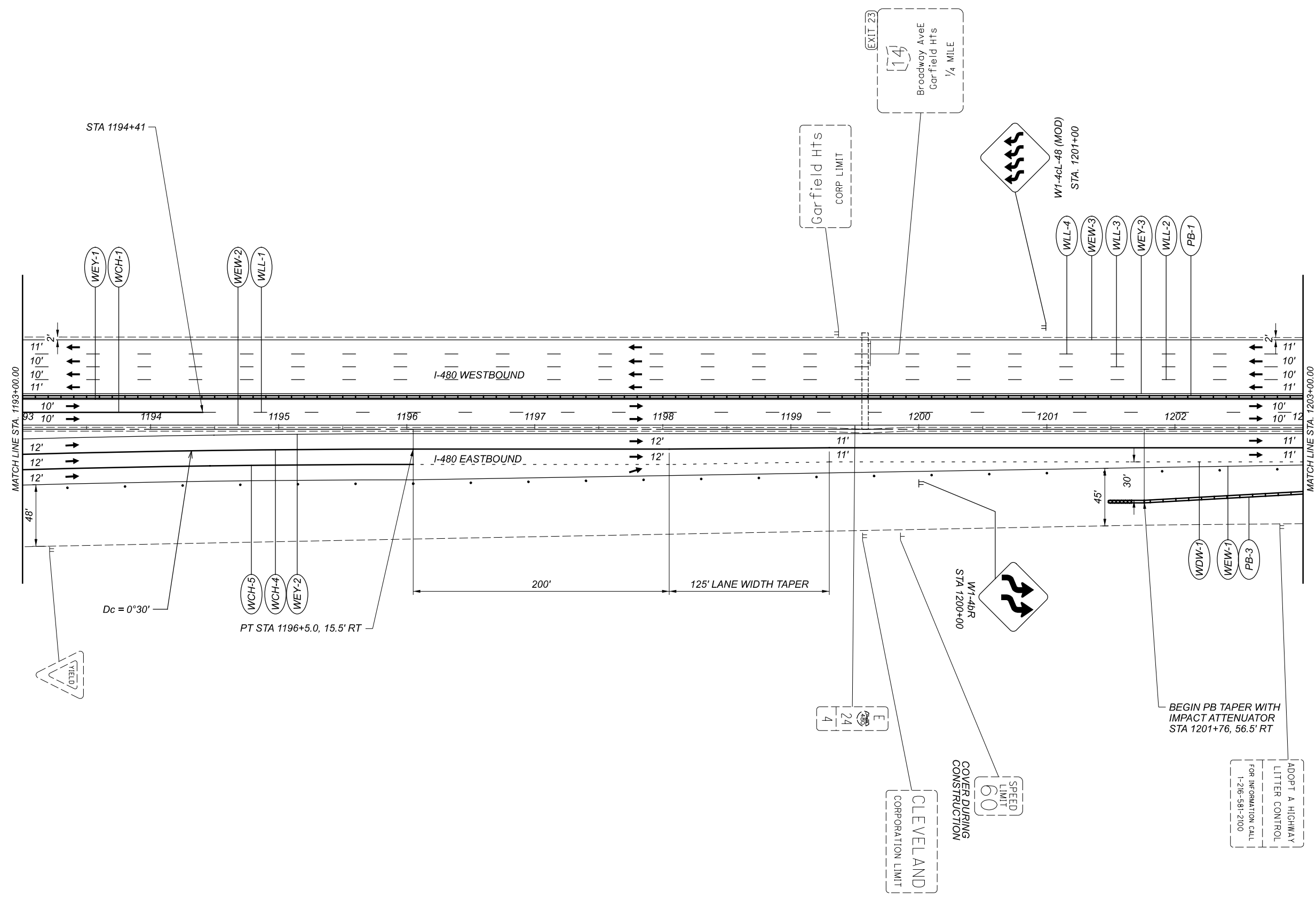


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BSS

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JMB 02-25-22

PROJECT ID
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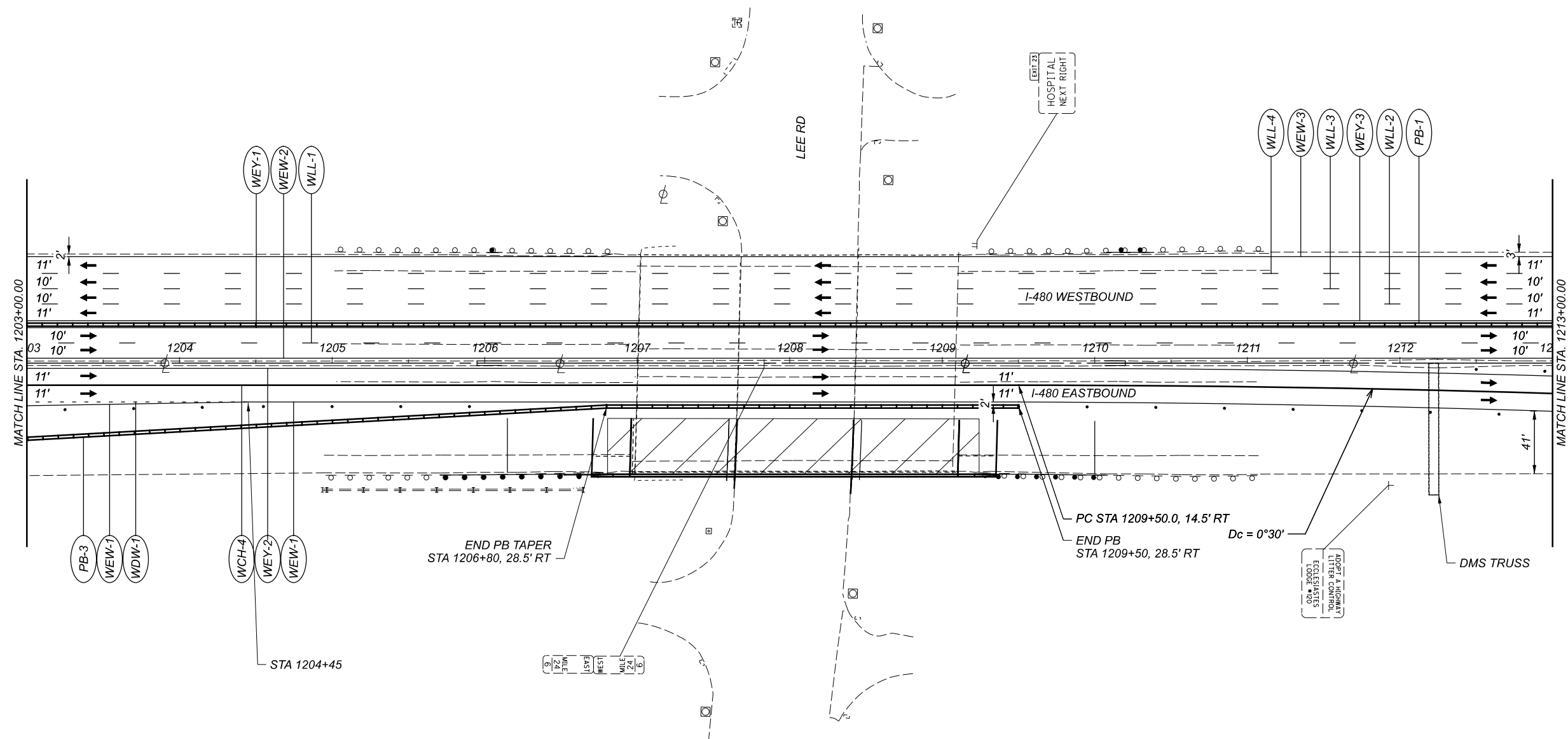
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MAINTENANCE OF TRAFFIC PLAN
 PHASE 1

| | |
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| DESIGN AGENCY | [BI] |
| DESIGNER | BSS |
| REVIEWER | JMB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 38 | 133 |

NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



6
3114
24
WEST
EAST
MILE
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NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
PHASE 1

DESIGN AGENCY

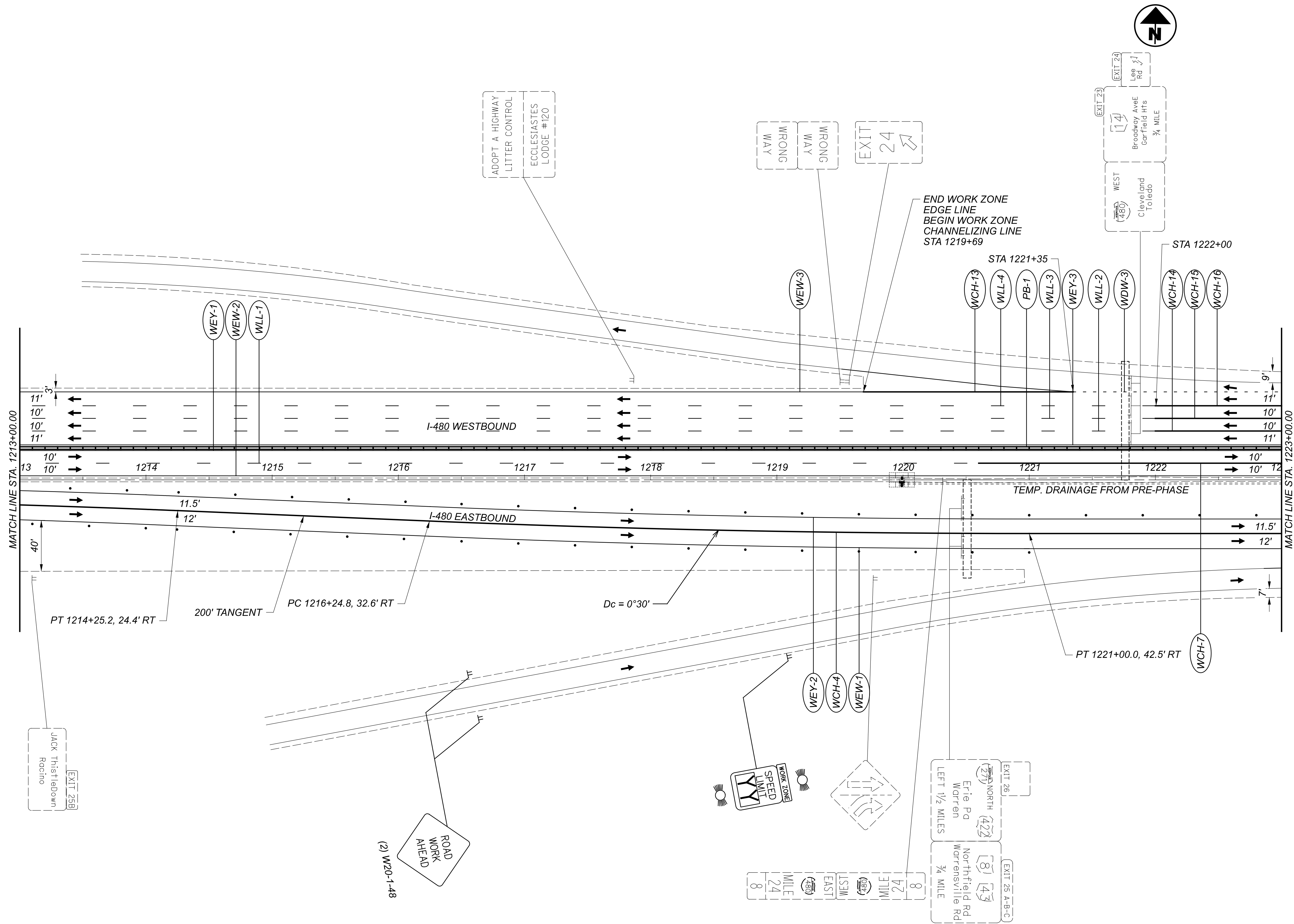


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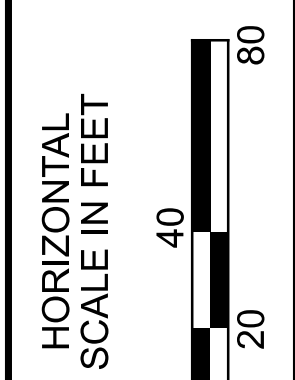
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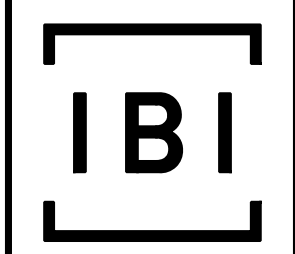


NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
 PHASE 1

DESIGN AGENCY

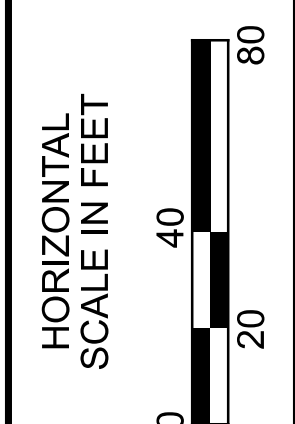
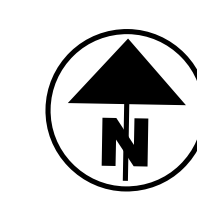
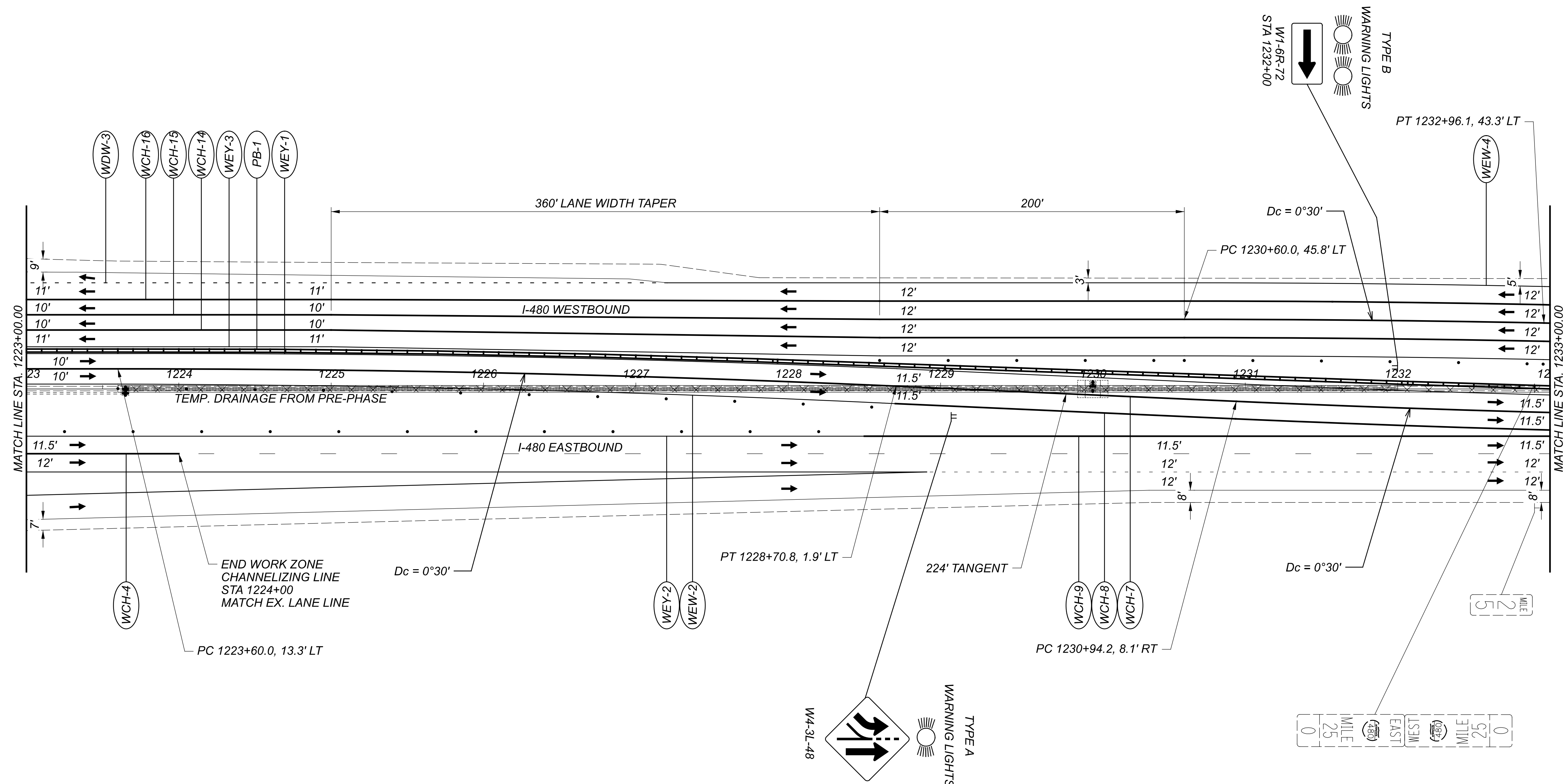


DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
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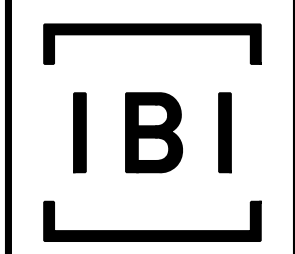
SHEET TOTAL
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MAINTENANCE OF TRAFFIC PLAN
 PHASE 1

NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

DESIGN AGENCY

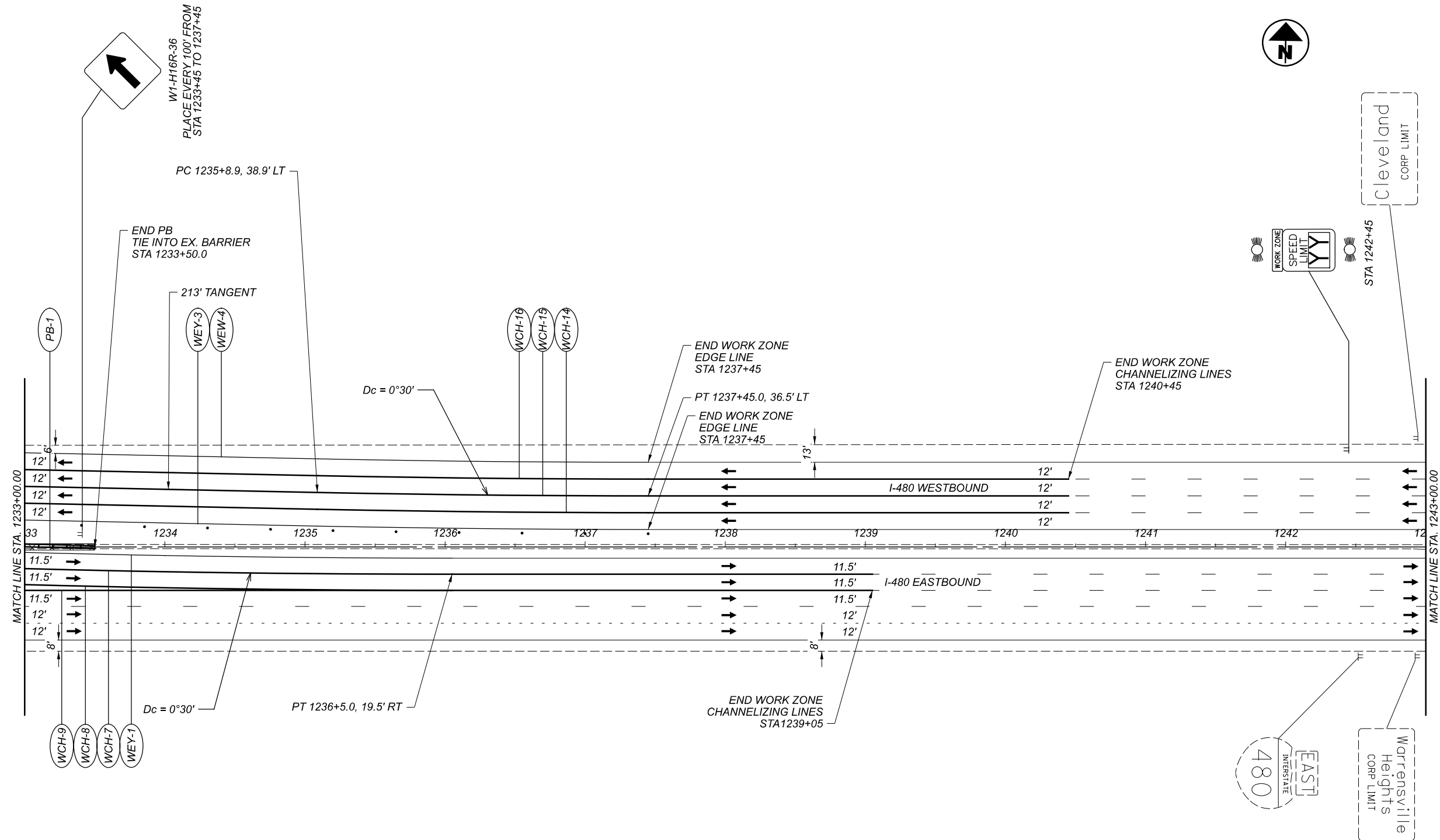


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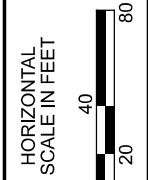
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PROJECT ID
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| SHEET | TOTAL |
| 41 | 133 |



NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
PHASE 1

DESIGN AGENCY

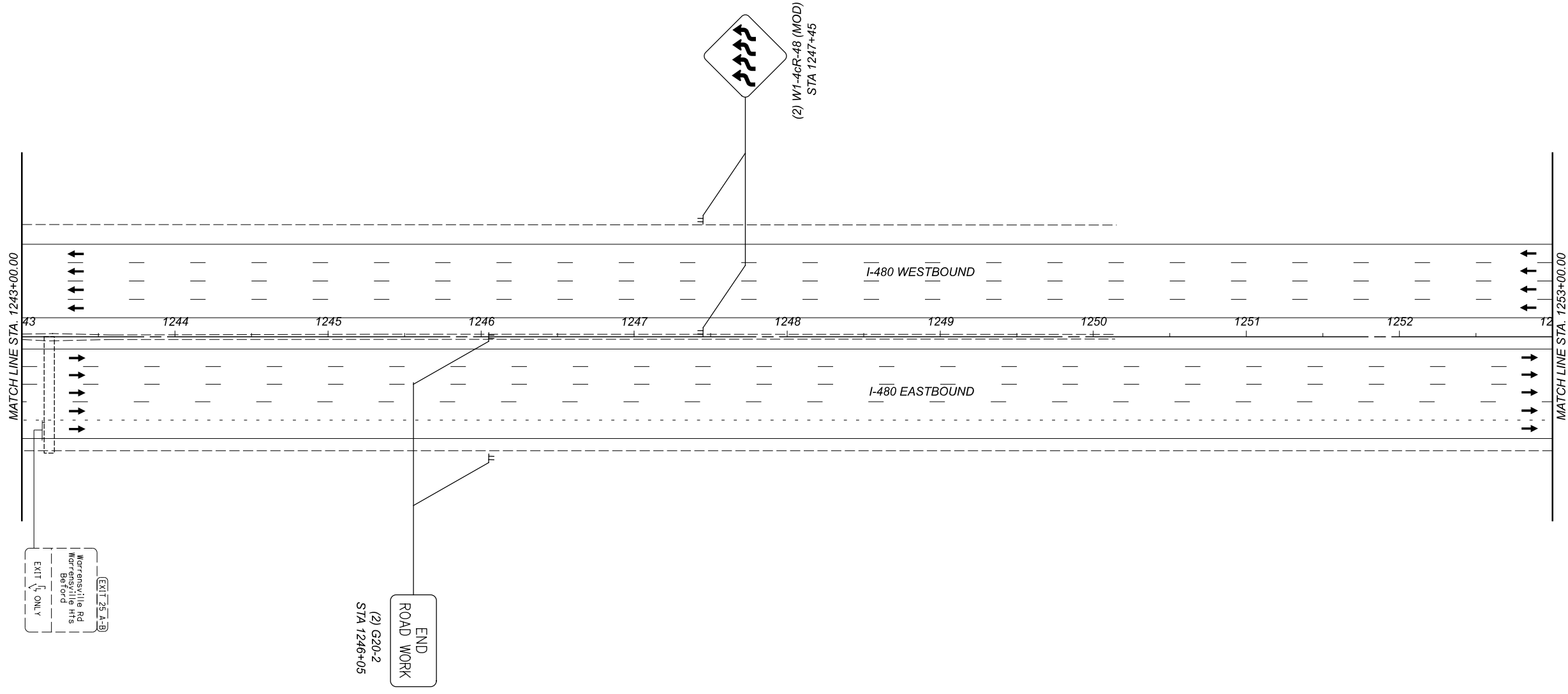


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BSS

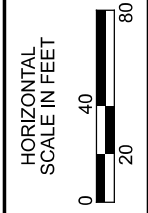
REVIEWER
JMB 02-25-22

PROJECT ID
114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 42 | 133 |



MAINTENANCE OF TRAFFIC PLAN
PHASE 1



DESIGN AGENCY

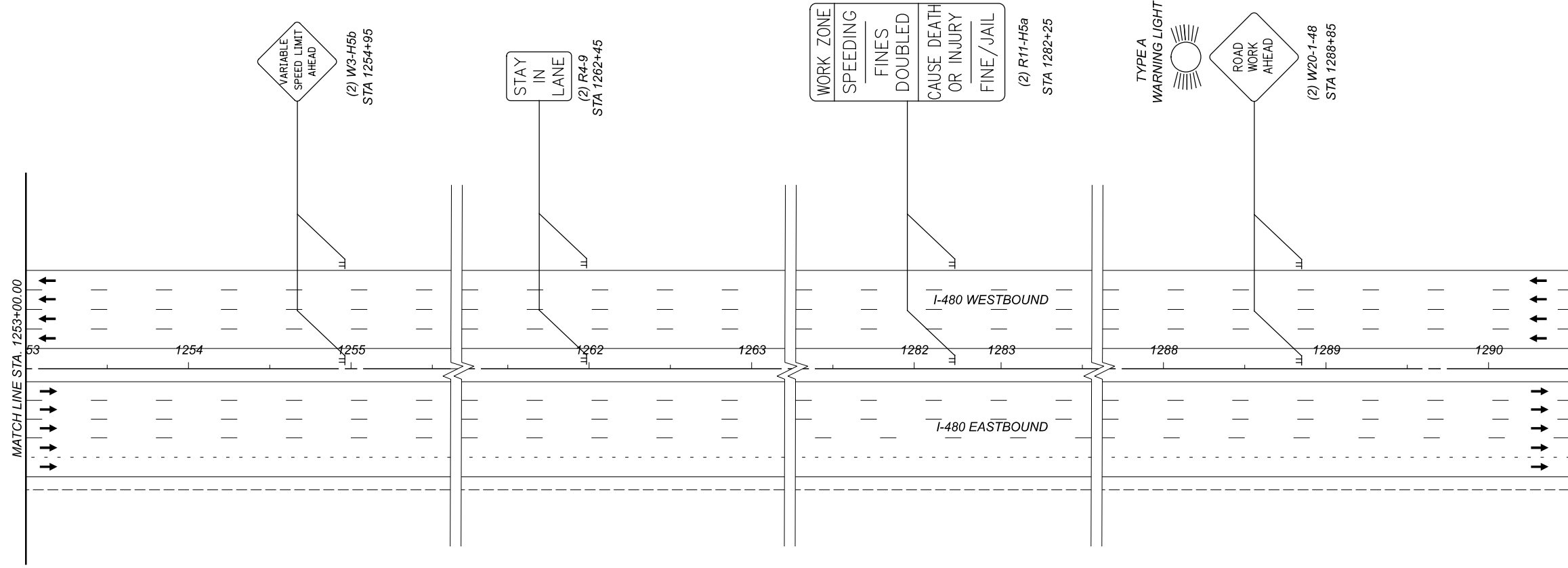


DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

| SHEET | TOTAL |
|-------|-------|
| 43 | 133 |



DESIGN AGENCY



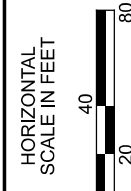
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BSS

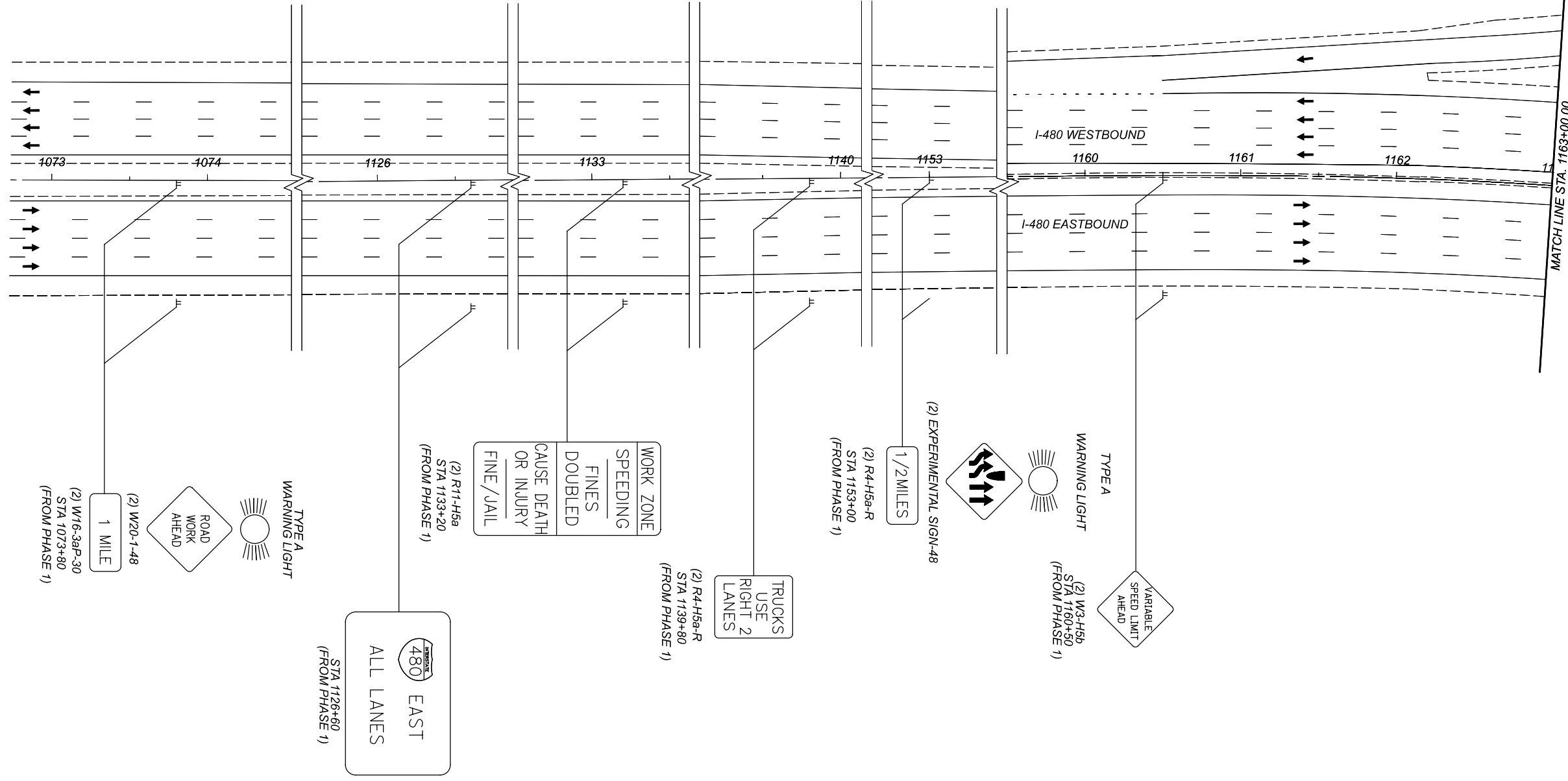
REVIEWER
JMB 02-25-22

PROJECT ID
114516

SHEET TOTAL
44 133

MAINTENANCE OF TRAFFIC PLAN
PHASE 1





MAINTENANCE OF TRAFFIC PLAN PHASE 2

DESIGN AGENCY

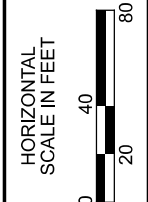


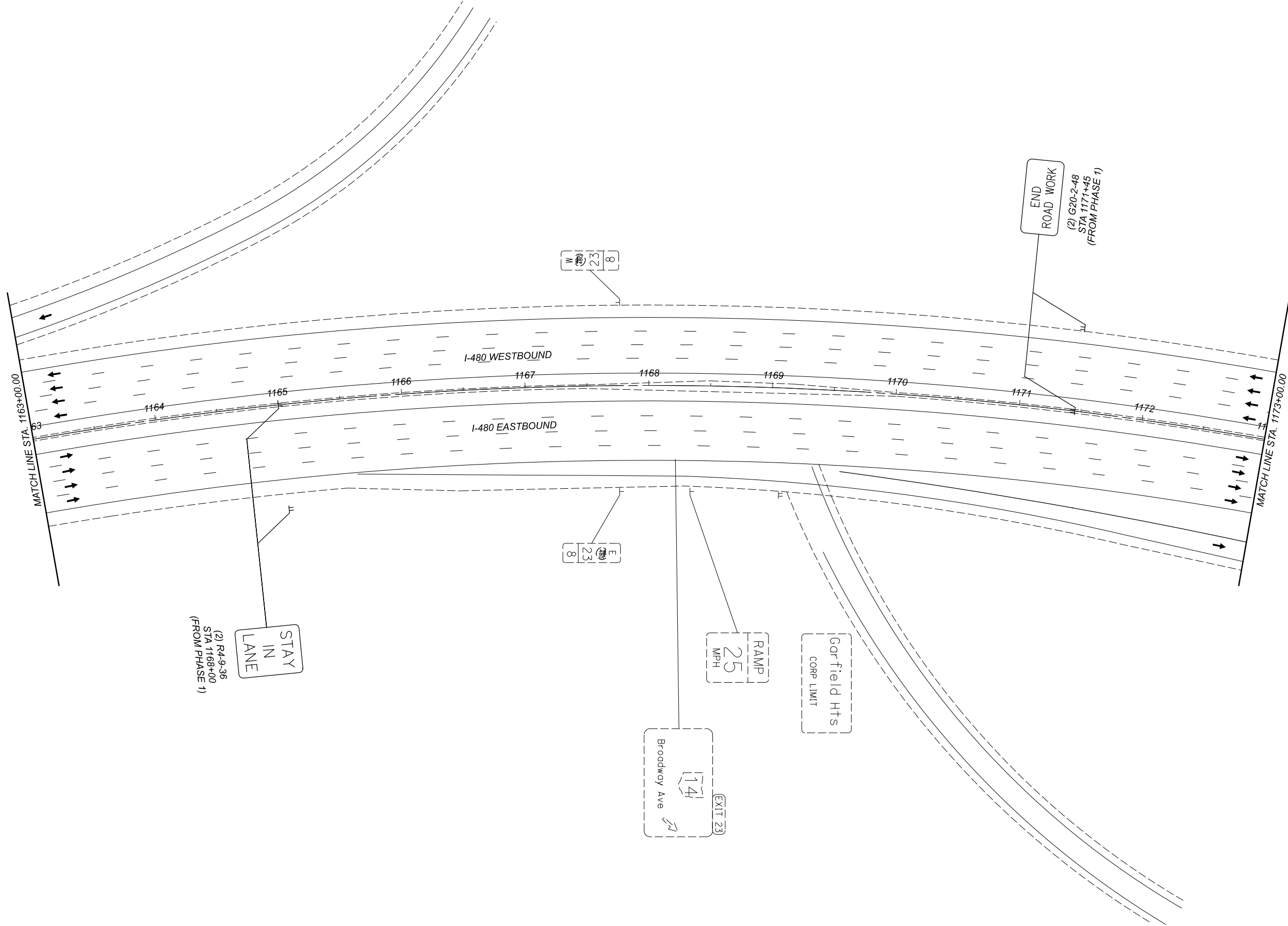
DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

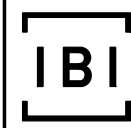
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| SHEET | TOTAL |
| 45 | 133 |





MAINTENANCE OF TRAFFIC PLAN
PHASE 2

DESIGN AGENCY



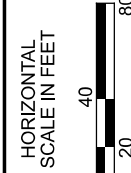
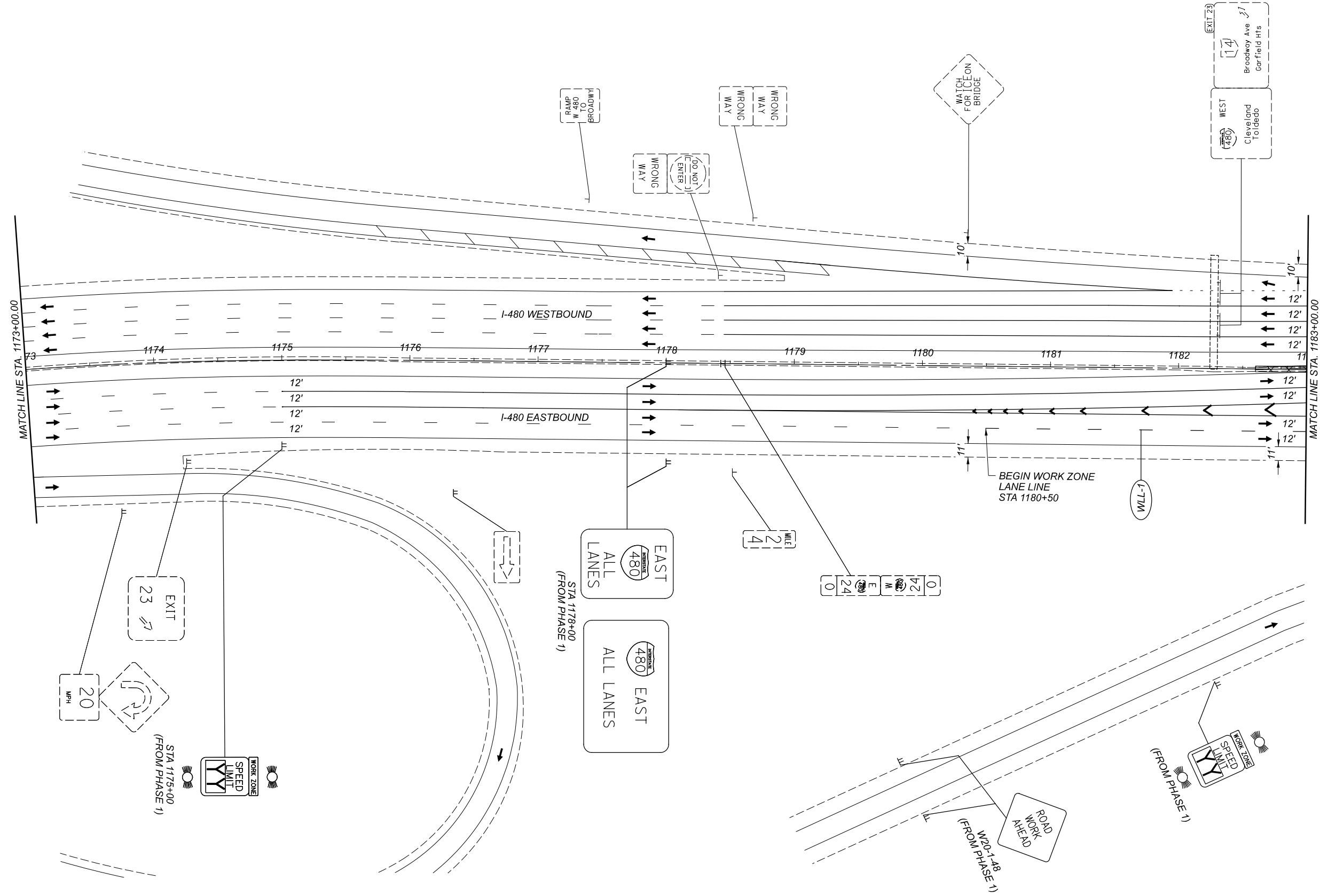
DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

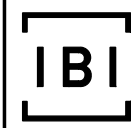
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|-------|-------|
| SHEET | TOTAL |
| 46 | 133 |

NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
PHASE 2

DESIGN AGENCY

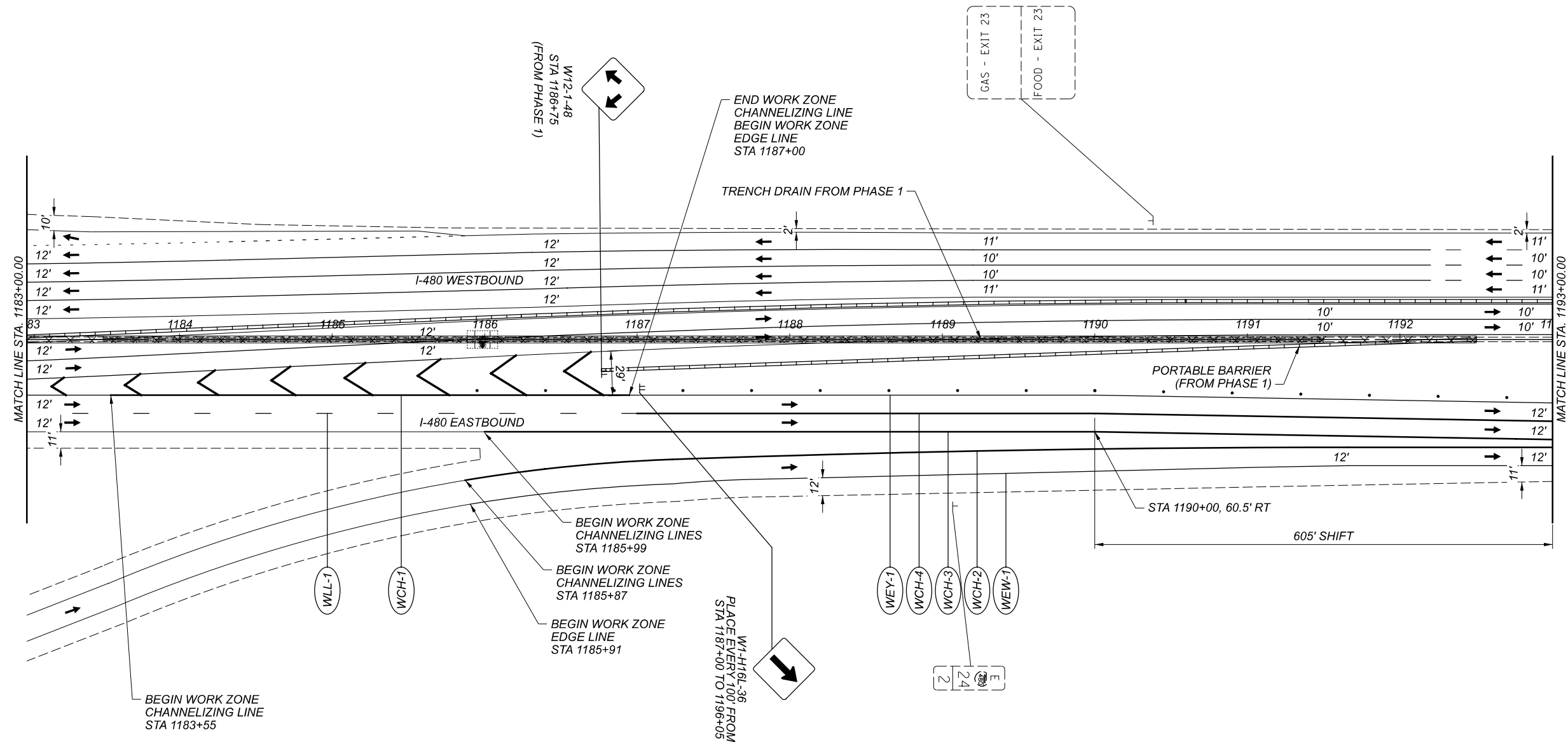


DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

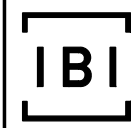
SHEET TOTAL
47 133



NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
 PHASE 2

DESIGN AGENCY

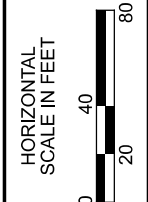


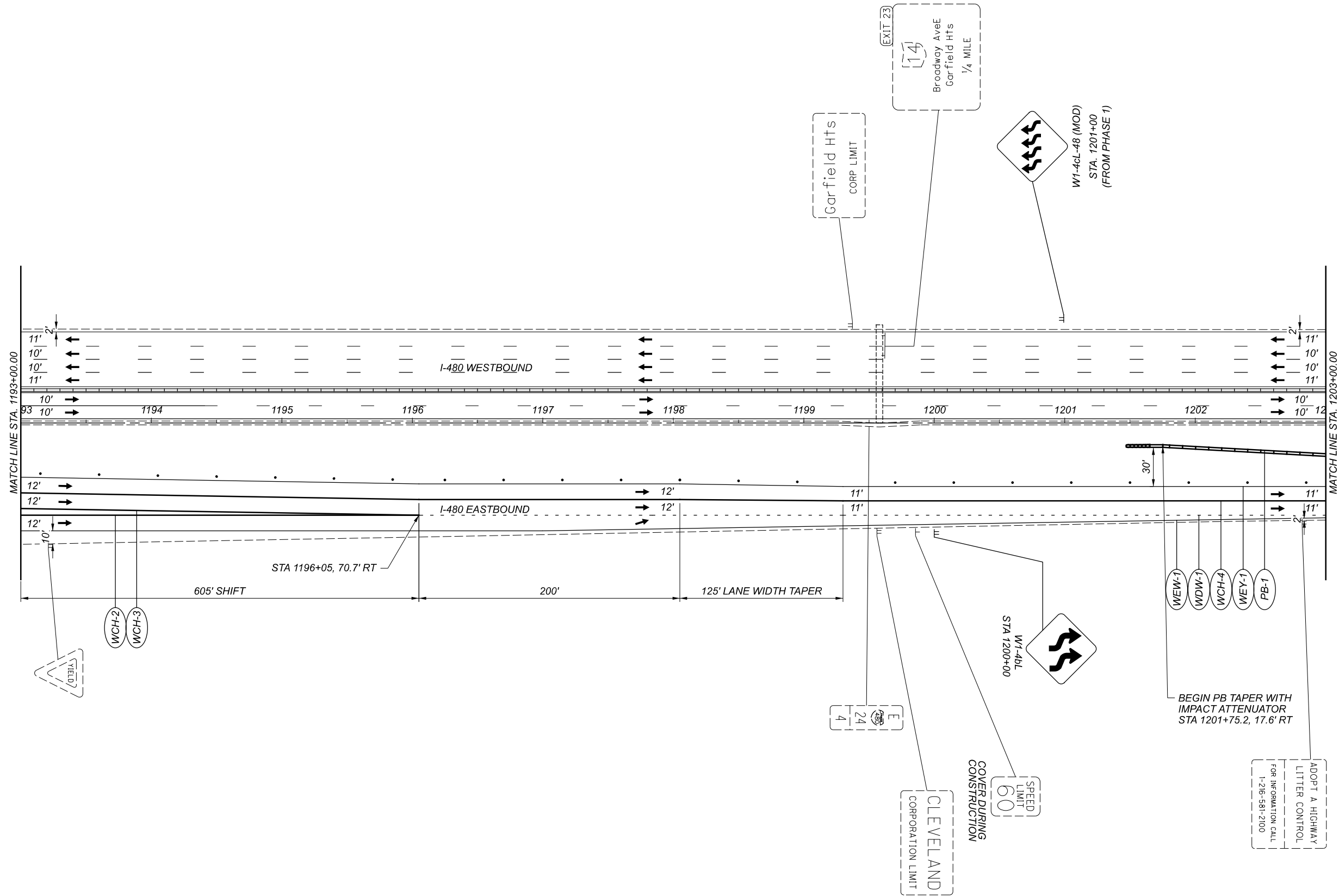
DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

SHEET TOTAL
 48 133





NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
PHASE 2

DESIGN AGENCY



DESIGNER

BSS

REVIEWER

JMB 02-25-22

PROJECT ID

114516

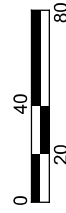
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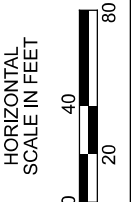
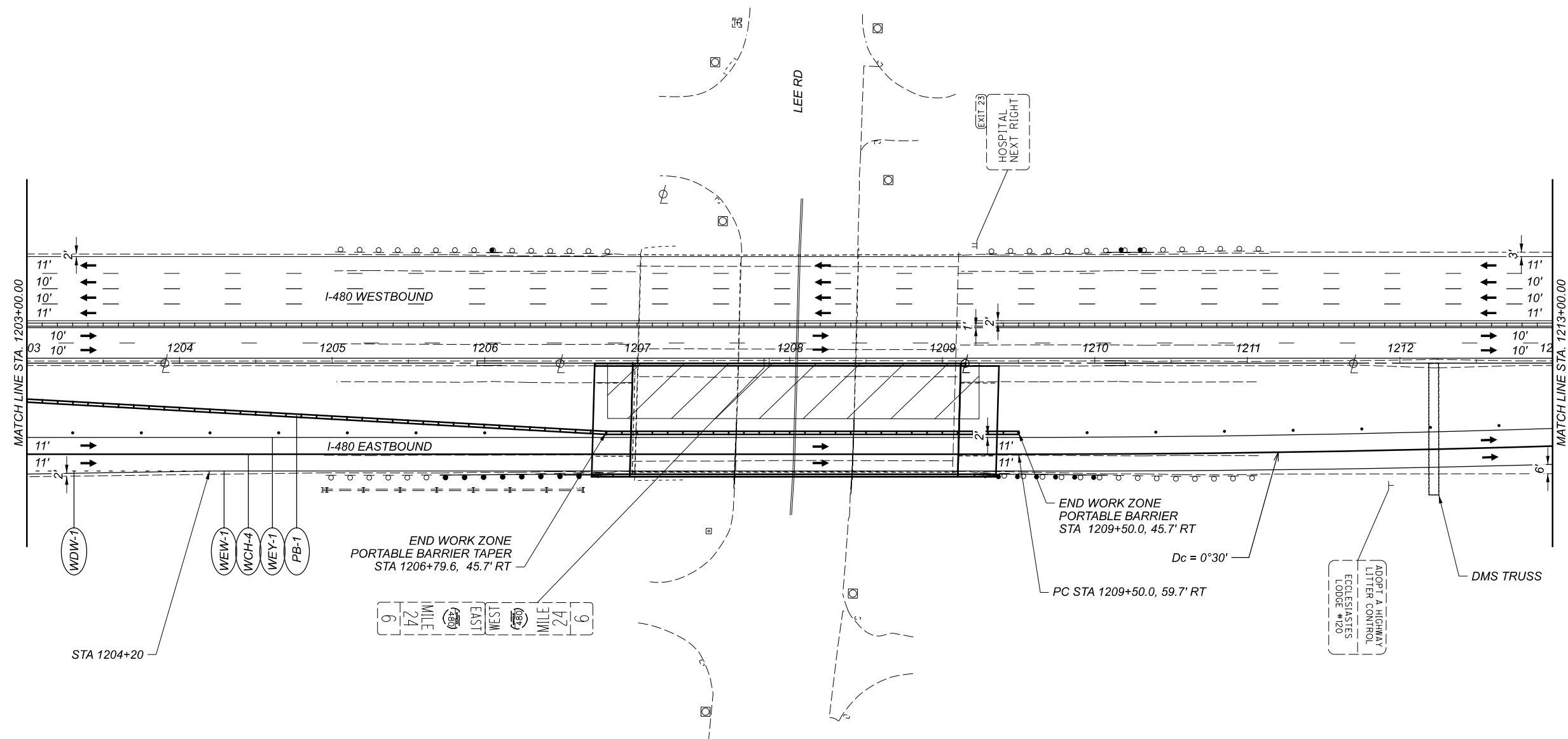
49

TOTAL

133

HORIZONTAL
SCALE IN FEET





MAINTENANCE OF TRAFFIC PLAN
PHASE 2

DESIGN AGENCY



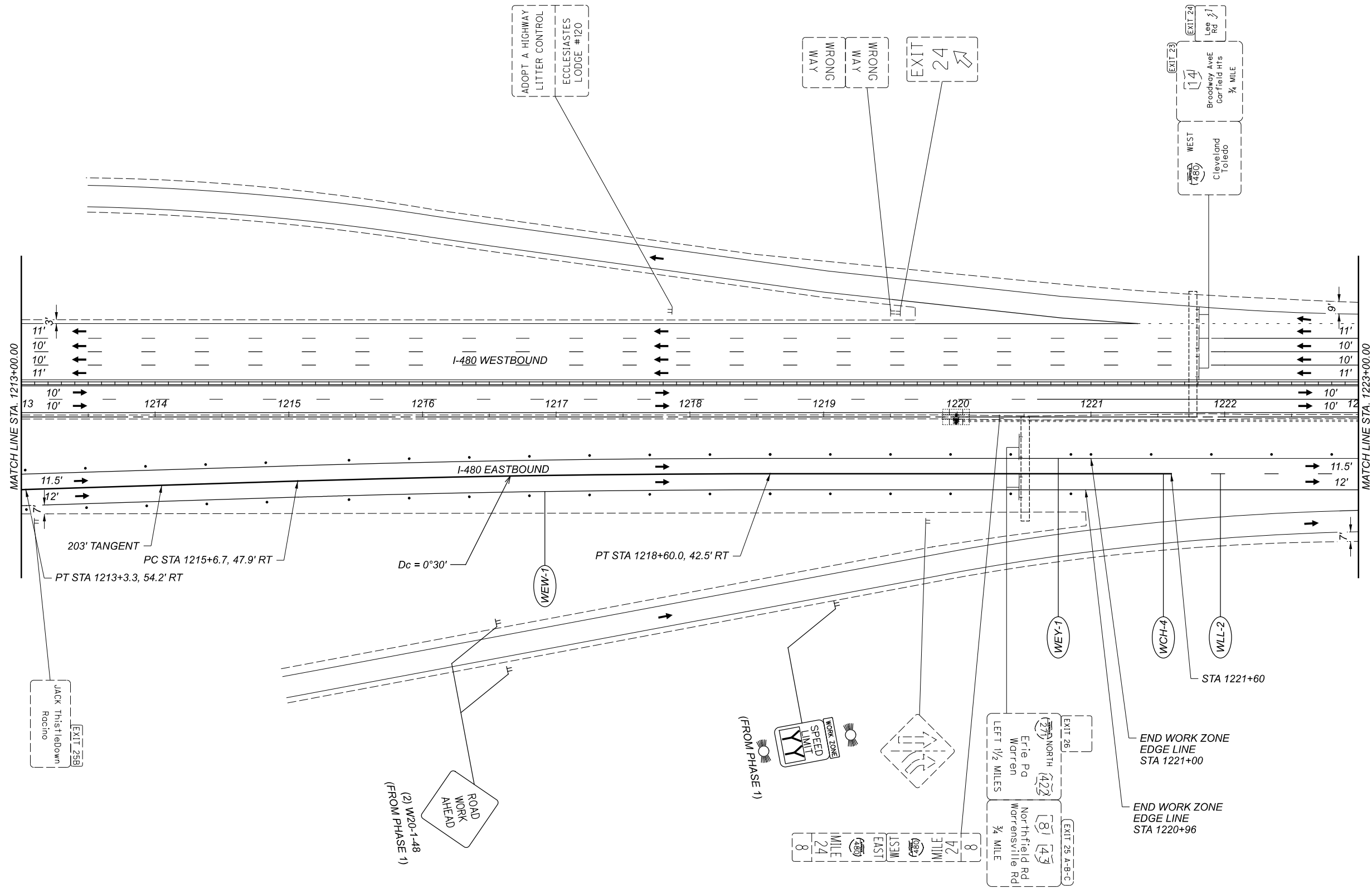
DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

SHEET TOTAL
50 133

NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
 PHASE 2

DESIGN AGENCY



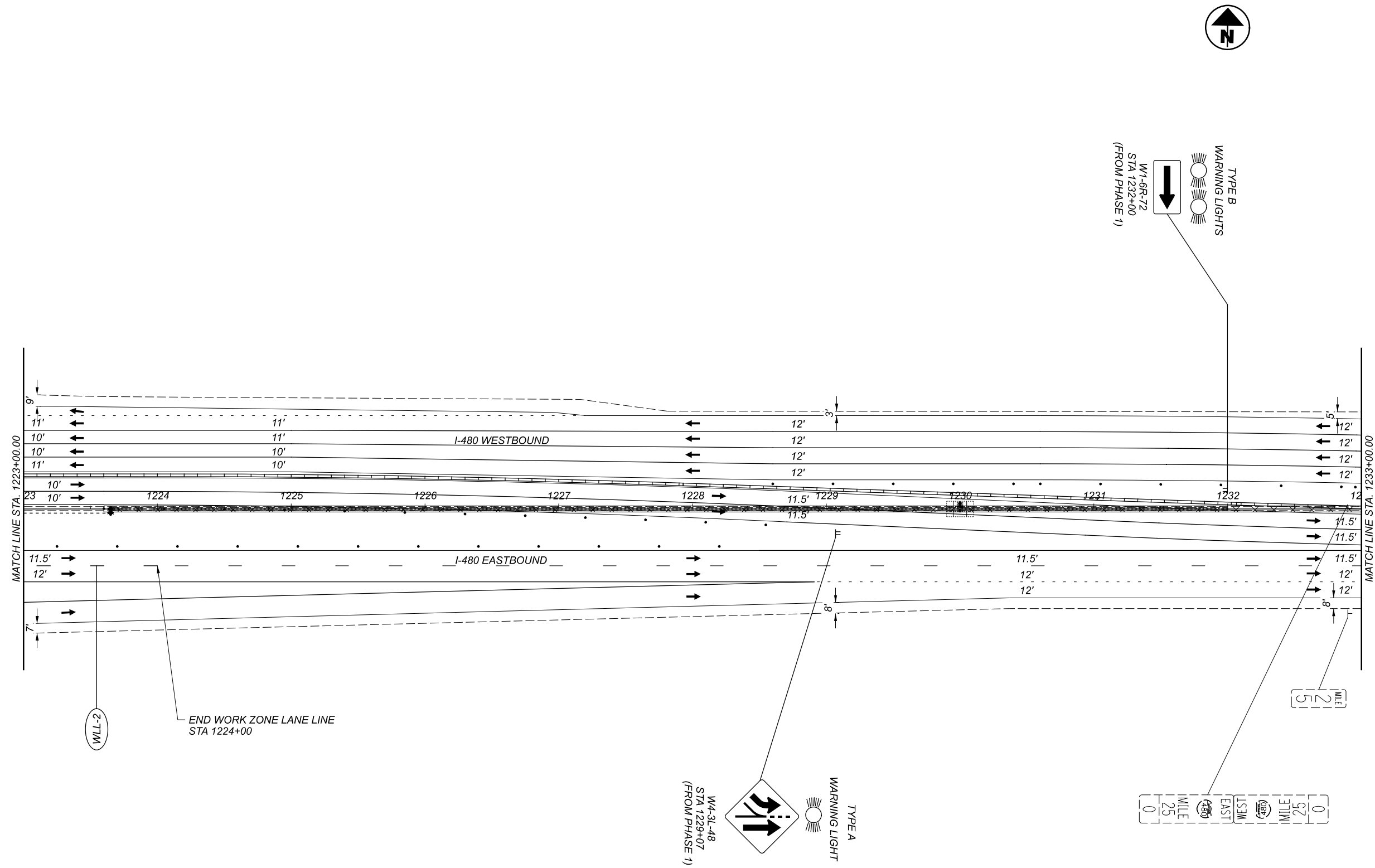
DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

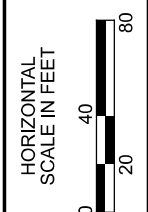
PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 51 | 133 |





NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
PHASE 2

DESIGN AGENCY

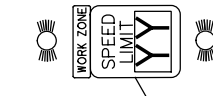
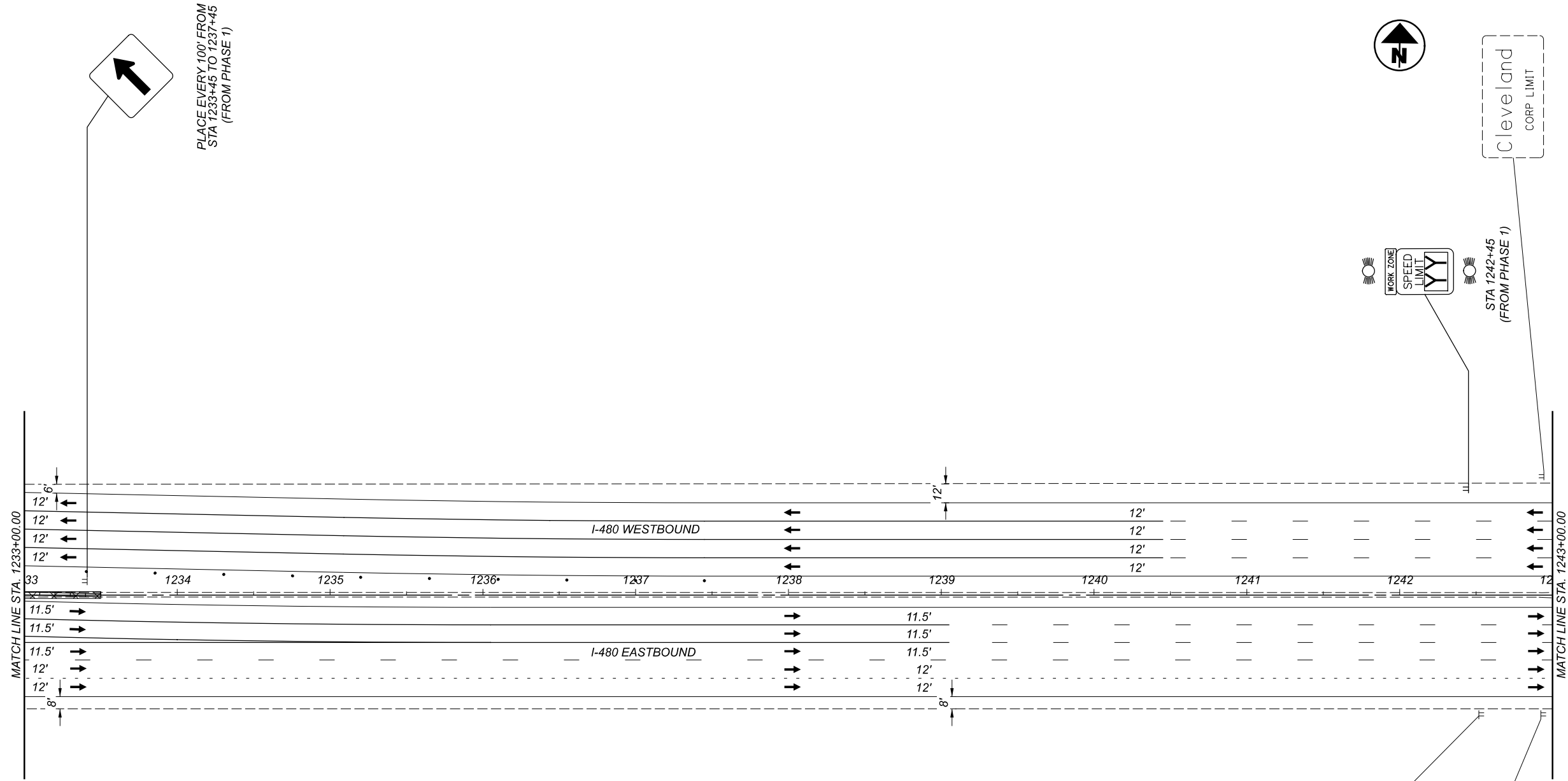


DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 52 | 133 |



MAINTENANCE OF TRAFFIC PLAN
 PHASE 2



NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

DESIGN AGENCY

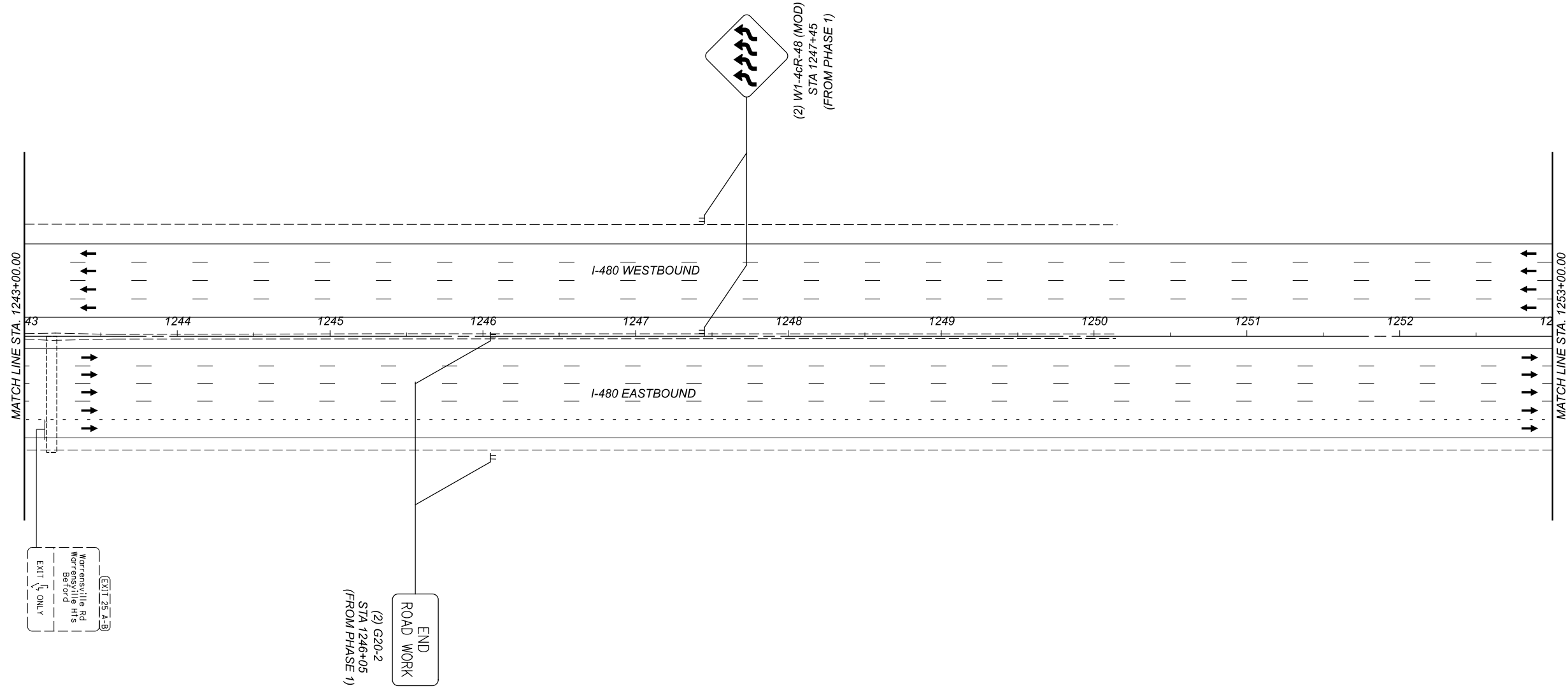


DESIGNER
 BSS

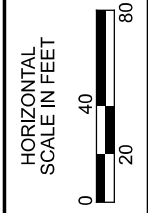
REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 53 | 133 |



MAINTENANCE OF TRAFFIC PLAN
PHASE 2



DESIGN AGENCY

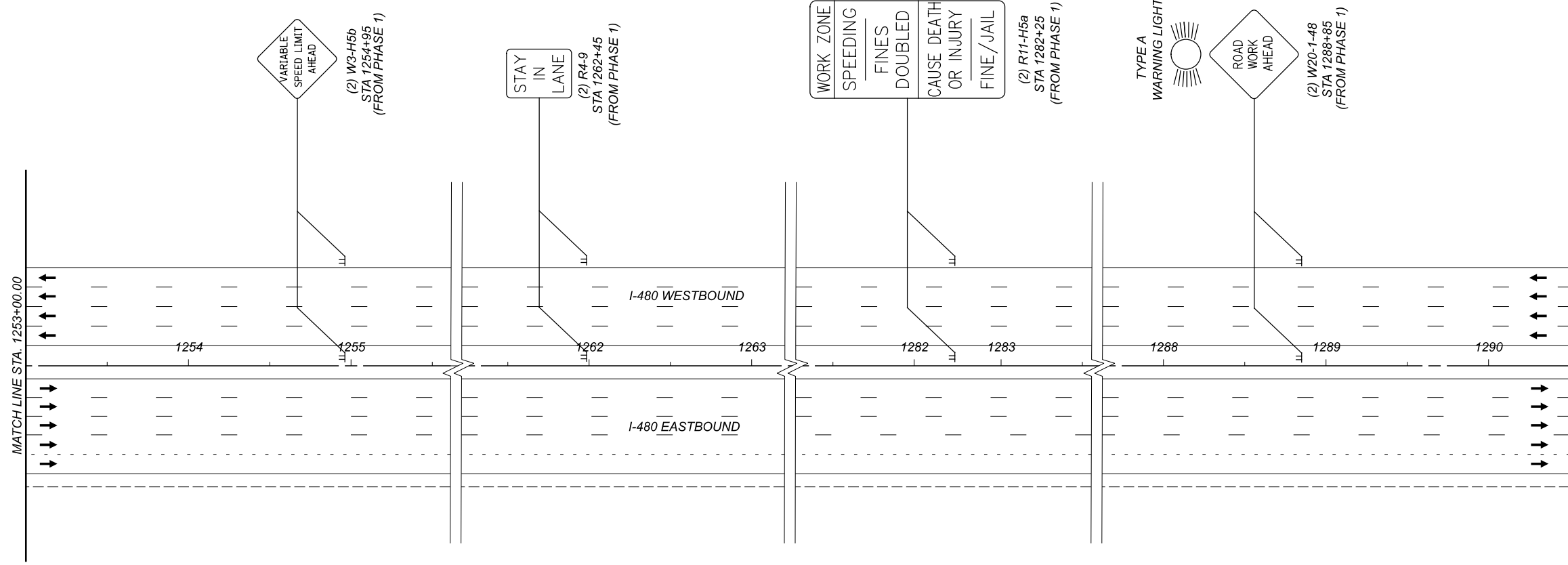


DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 54 | 133 |



MAINTENANCE OF TRAFFIC PLAN
PHASE 2

DESIGN AGENCY



DESIGNER
BSS

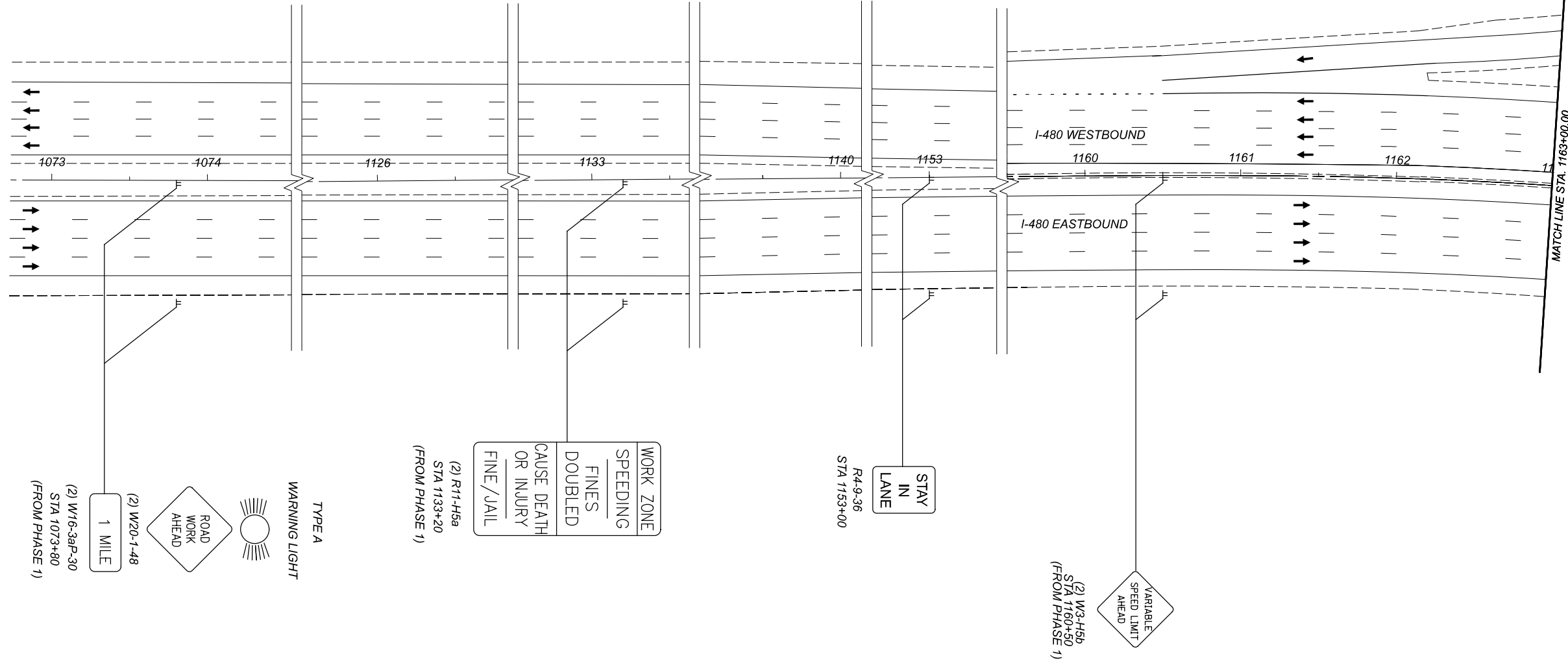
REVIEWER
JMB 02-25-22

PROJECT ID
114516

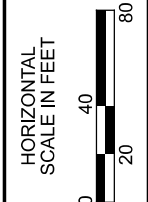
| | |
|-------|-------|
| SHEET | TOTAL |
| 55 | 133 |

HORIZONTAL
SCALE IN FEET





MAINTENANCE OF TRAFFIC PLAN
 PHASE 3



DESIGN AGENCY

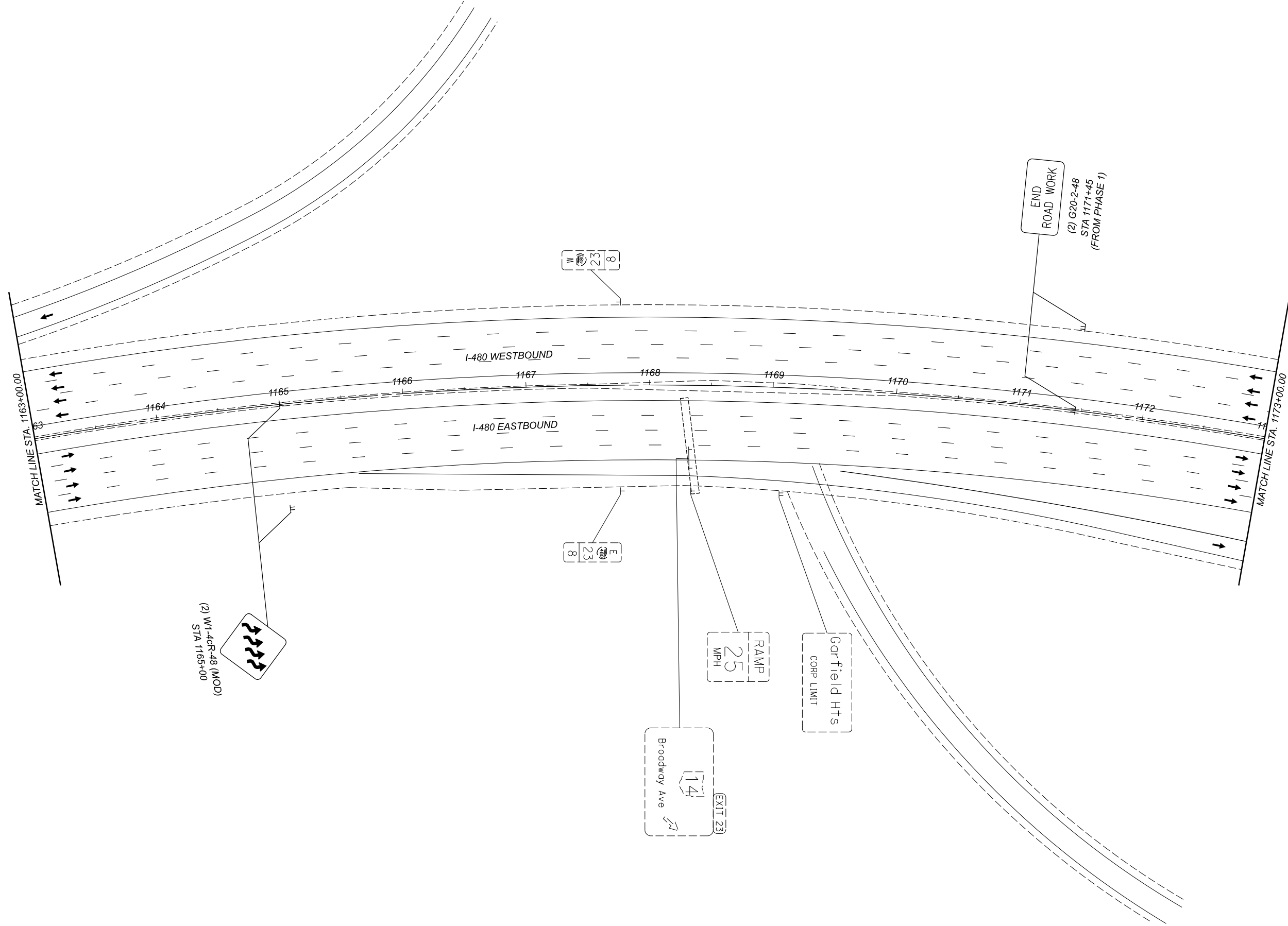


DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 56 | 133 |



MAINTENANCE OF TRAFFIC PLAN
PHASE 3

DESIGN AGENCY



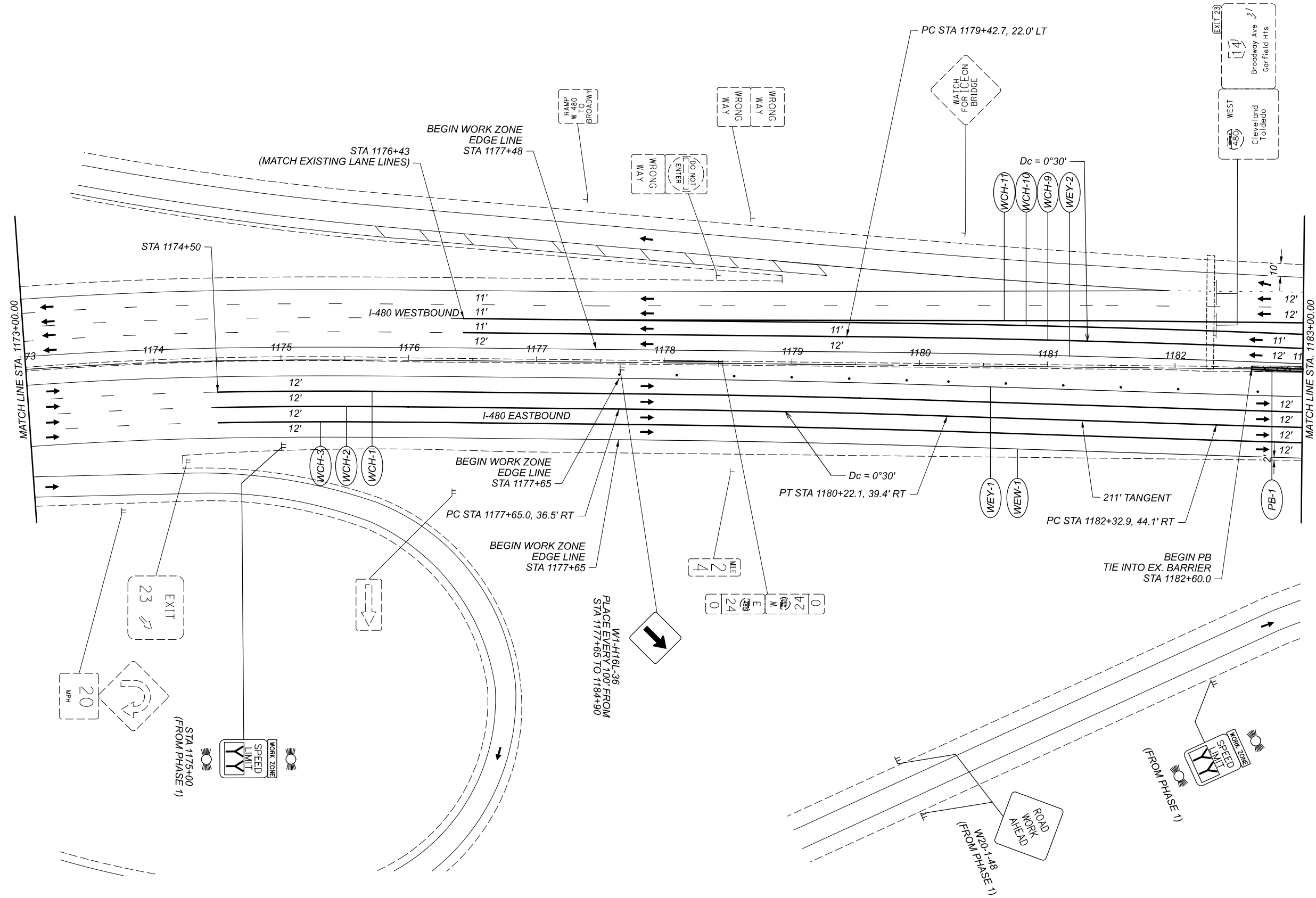
DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

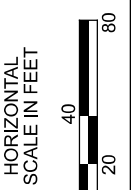
| | |
|-------|-------|
| SHEET | TOTAL |
| 57 | 133 |

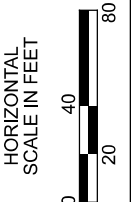
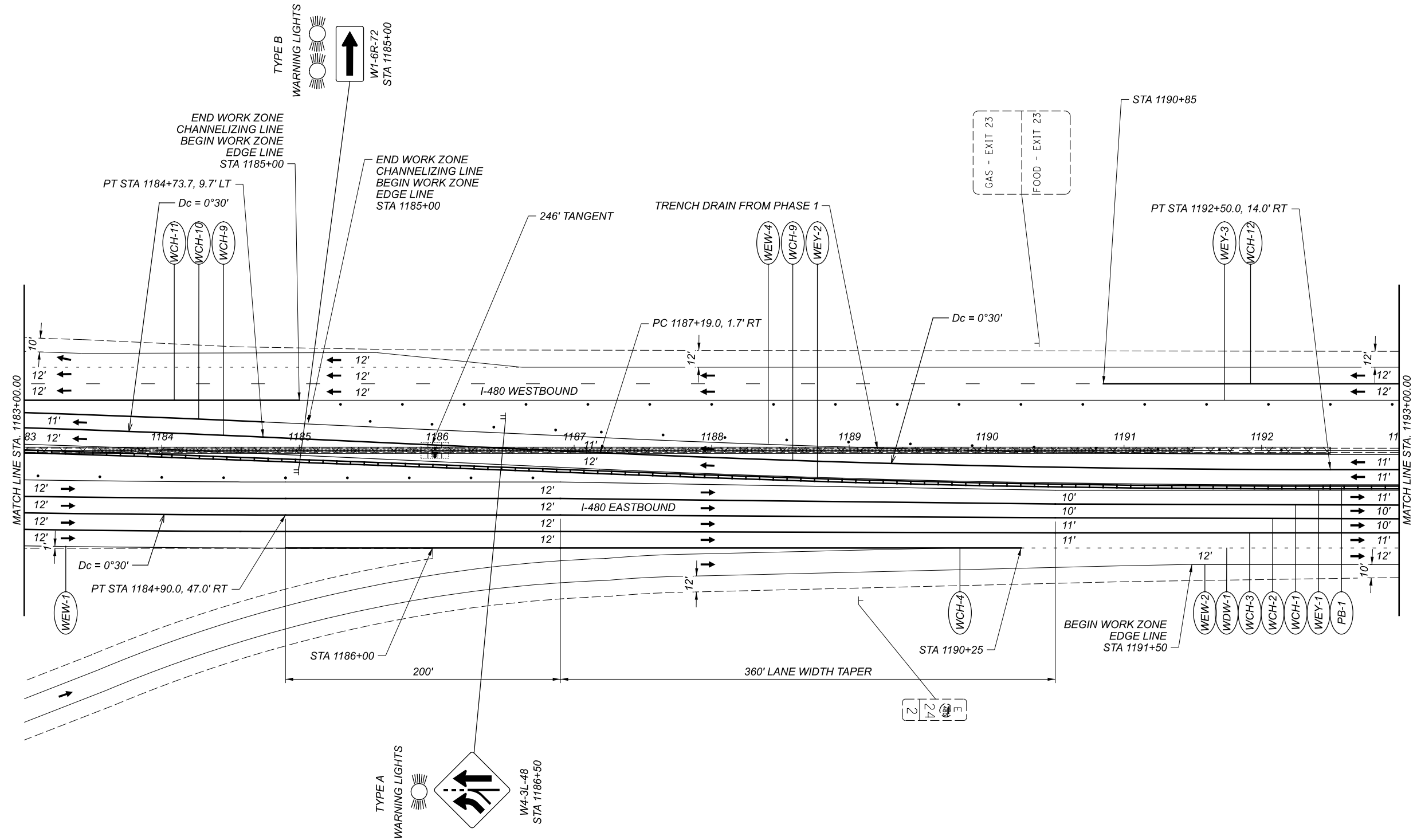
NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
PHASE 3

| | |
|---------------|--------------|
| DESIGN AGENCY | |
| [BI] | |
| DESIGNER | BSS |
| REVIEWER | JMB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 58 | 133 |





MAINTENANCE OF TRAFFIC PLAN
PHASE 3

DESIGN AGENCY



DESIGNER

BSS

REVIEWER

JMB 02-25-22

PROJECT ID

114516

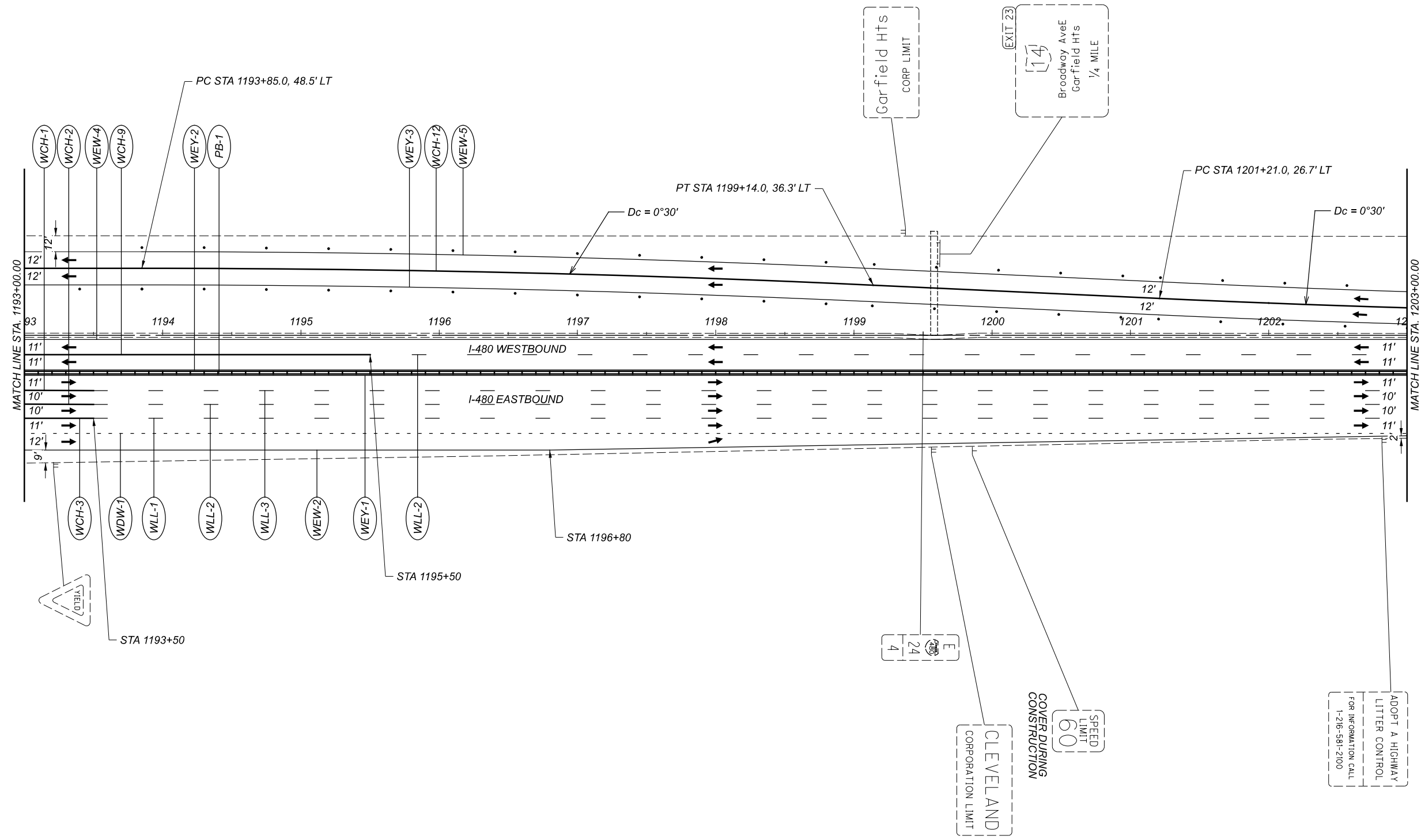
SHEET

59

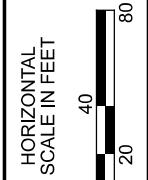
TOTAL

133

NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
PHASE 3

DESIGN AGENCY

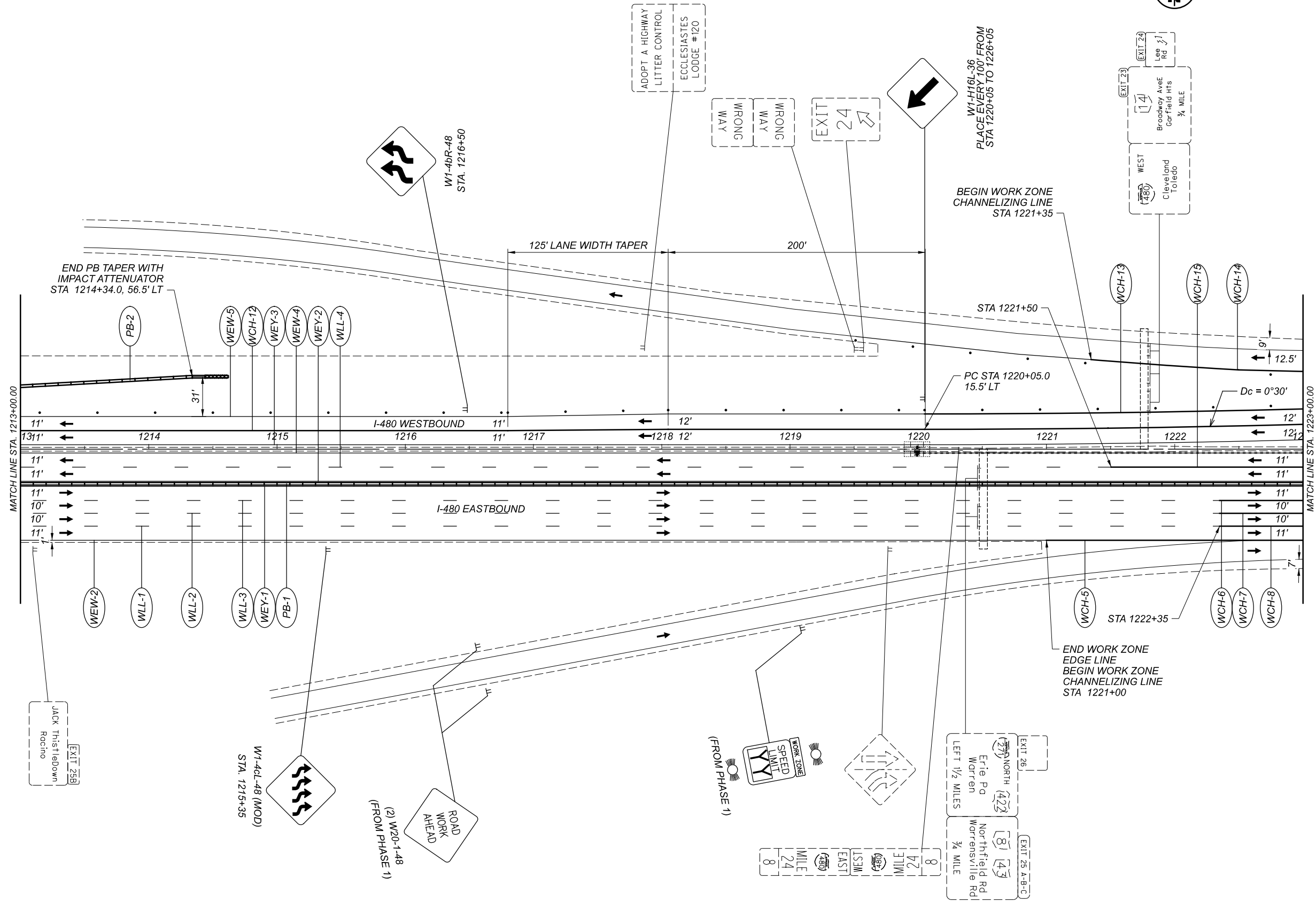


DESIGNER
BSS

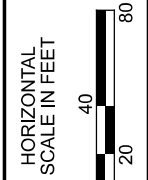
REVIEWER
JMB 02-25-22

PROJECT ID
114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 60 | 133 |



NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
PHASE 3

DESIGN AGENCY

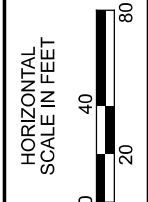
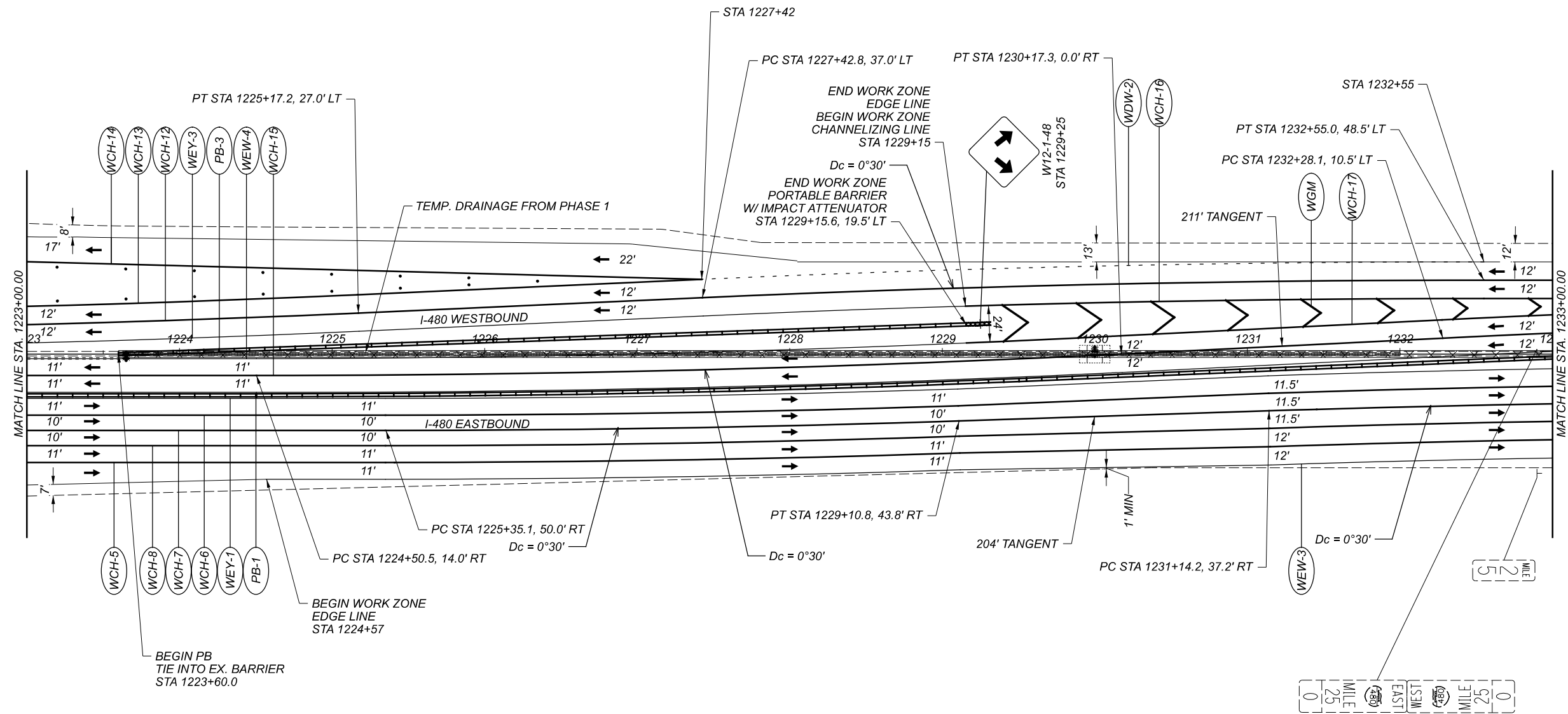


DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

SHEET TOTAL
62 133



MAINTENANCE OF TRAFFIC PLAN
PHASE 3

NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

DESIGN AGENCY

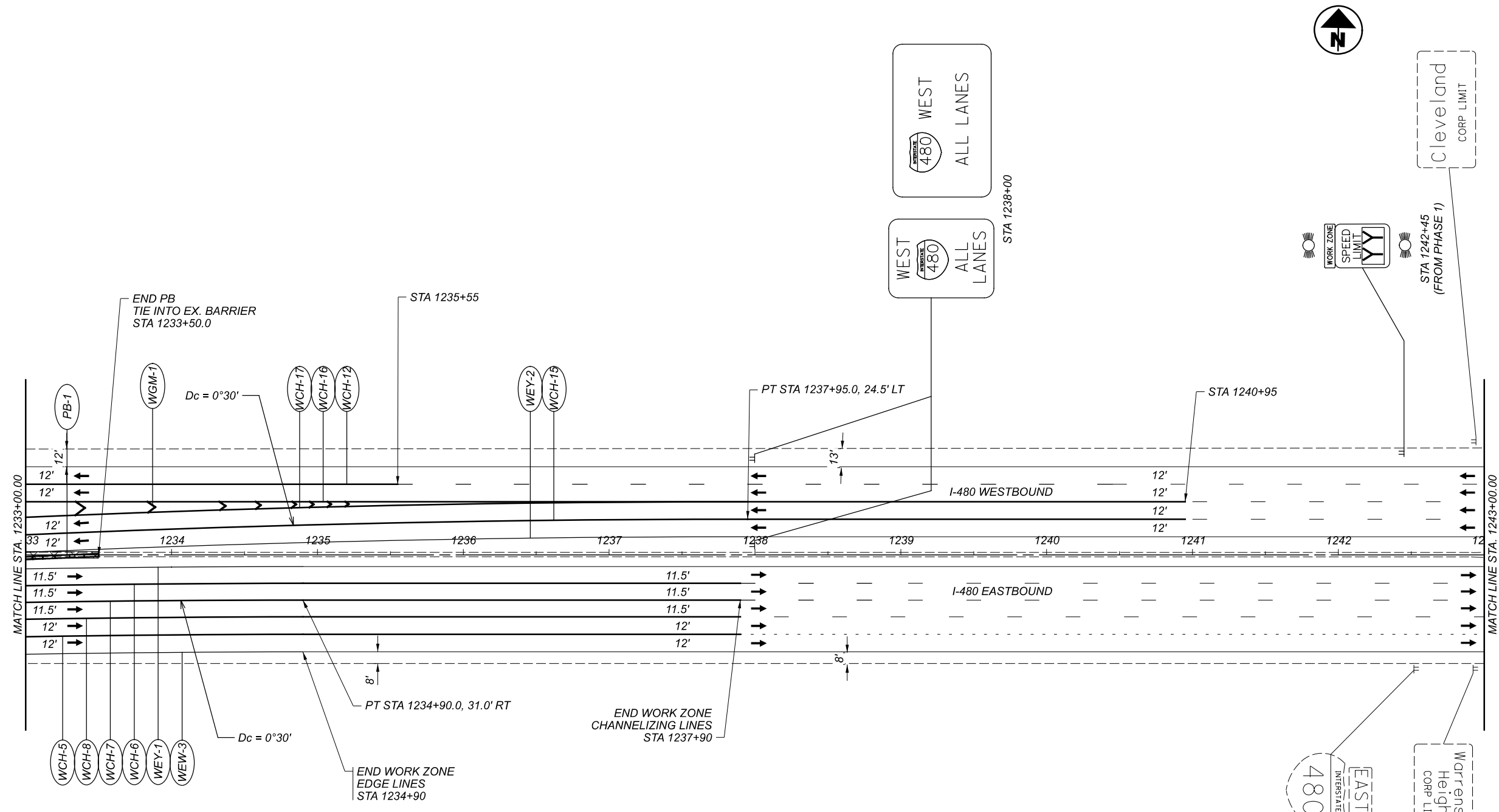


DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 63 | 133 |



NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
 PHASE 3

DESIGN AGENCY

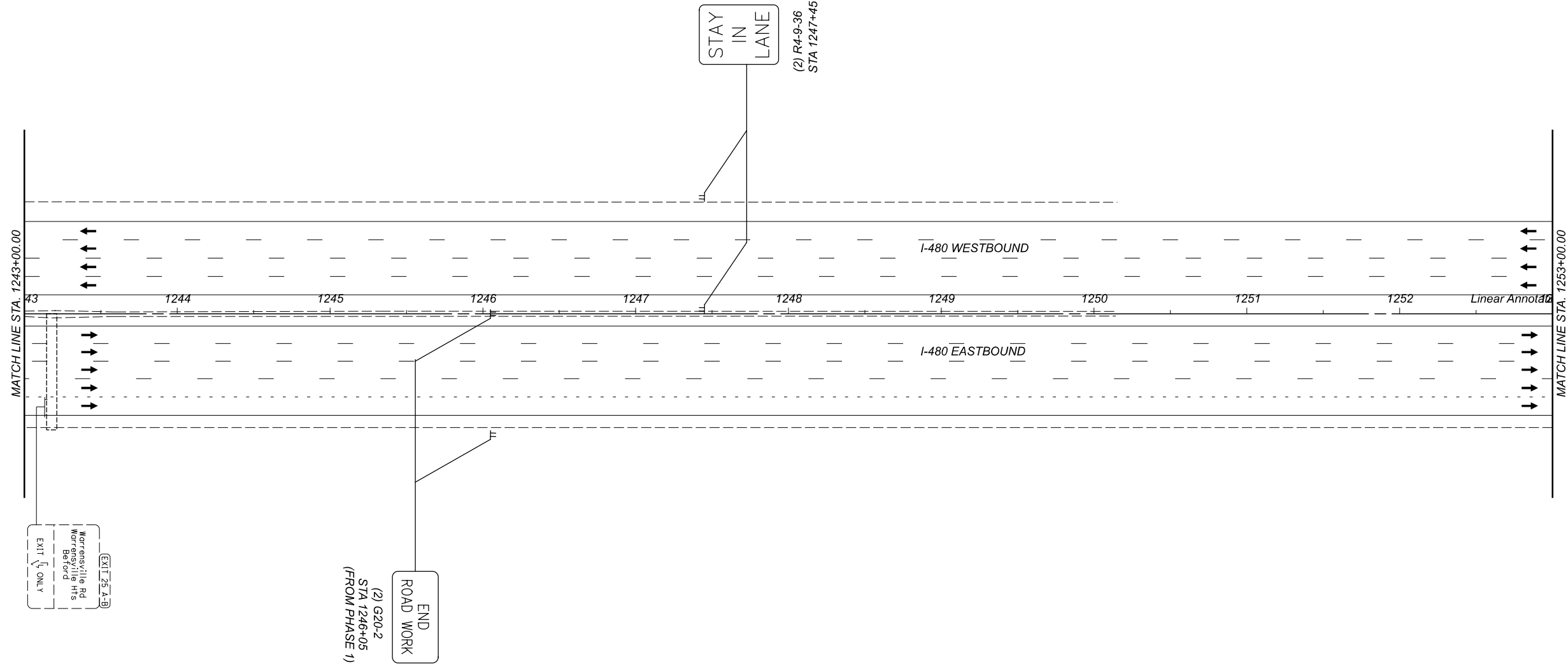


DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 64 | 133 |



MAINTENANCE OF TRAFFIC PLAN
PHASE 3

DESIGN AGENCY



DESIGNER

BSS

REVIEWER

JMB 02-25-22

PROJECT ID

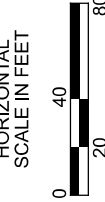
114516

SHEET

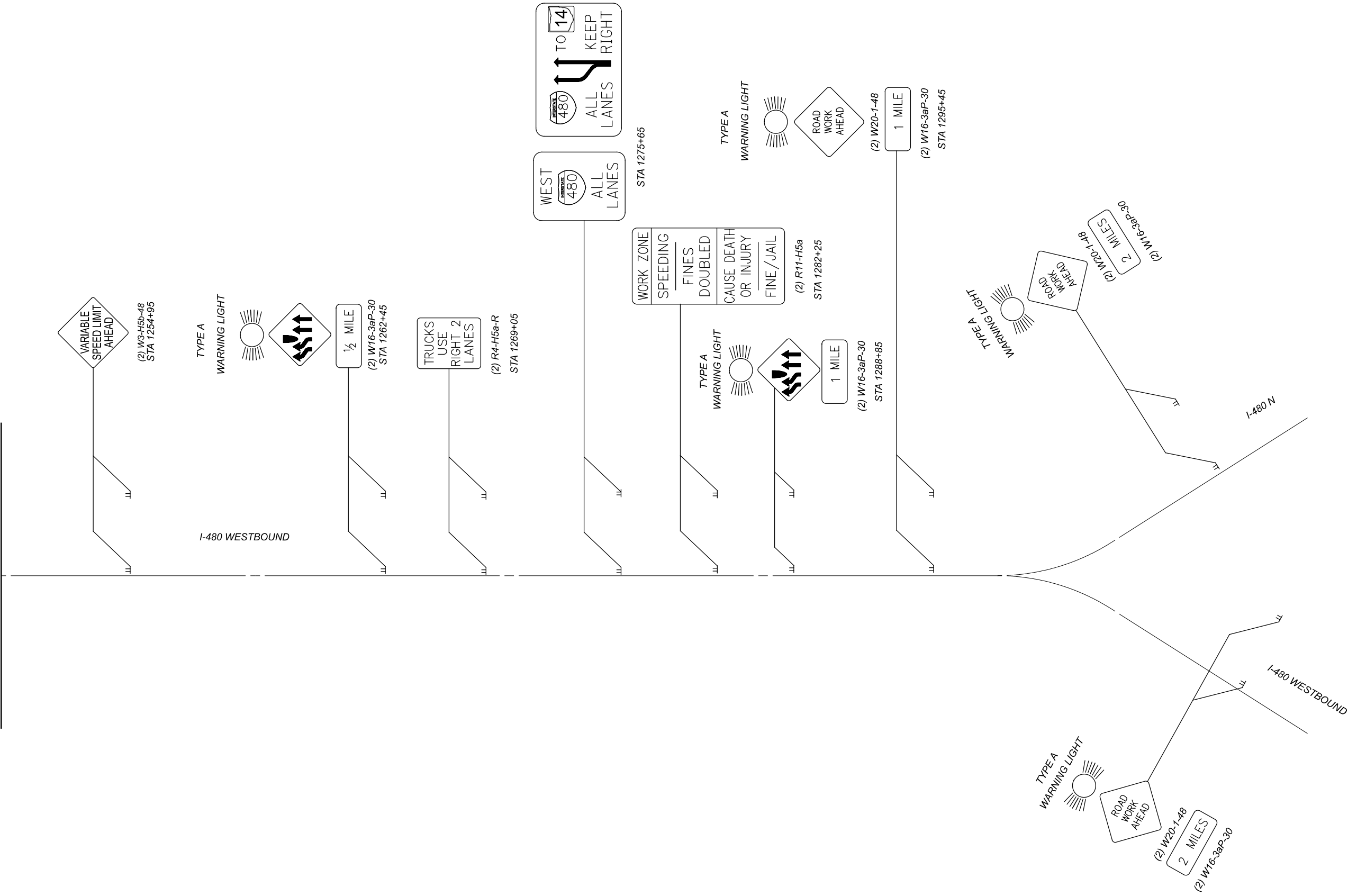
65

TOTAL

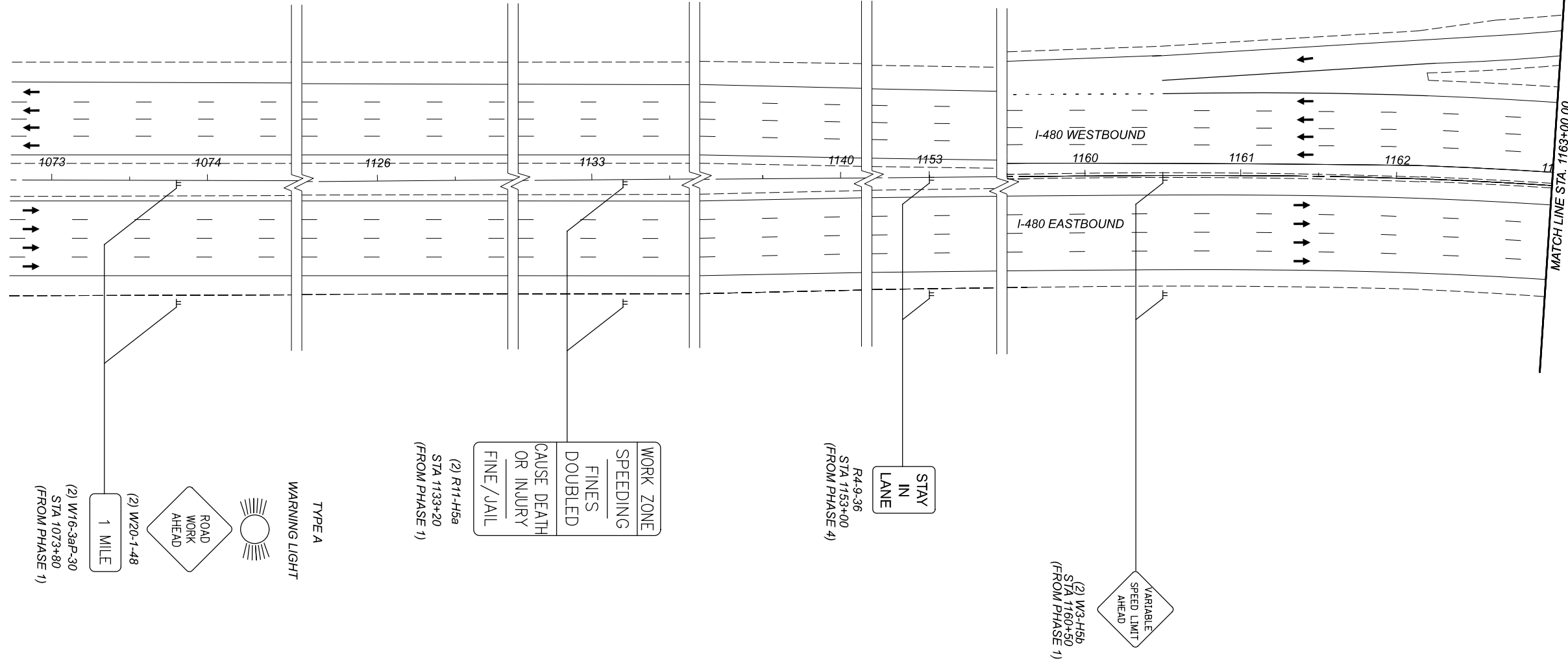
133



MATCH LINE STA. 1253+00.00



MAINTENANCE OF TRAFFIC PLAN
 PHASE 3



(2) W16-3aP-30
 STA 1073+80
 (FROM PHASE 1)

(2) W20-1-48
 1 MILE

TYPE A
 WARNING LIGHT

(2) R11-45a
 STA 1133+20
 (FROM PHASE 1)

WORK ZONE
 SPEEDING
 FINES
 DOUBLED
 CAUSE DEATH
 OR INJURY
 FINE/JAIL

R4-9-36
 STA 1153+00
 (FROM PHASE 4)

STAY
 IN
 LANE

(2) W3-45b
 STA 1160+30
 (FROM PHASE 1)

VARIABLE
 SPEED LIMIT
 AHEAD

MAINTENANCE OF TRAFFIC PLAN
 PHASE 4

DESIGN AGENCY

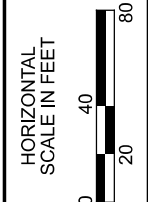


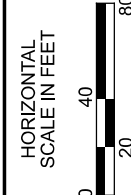
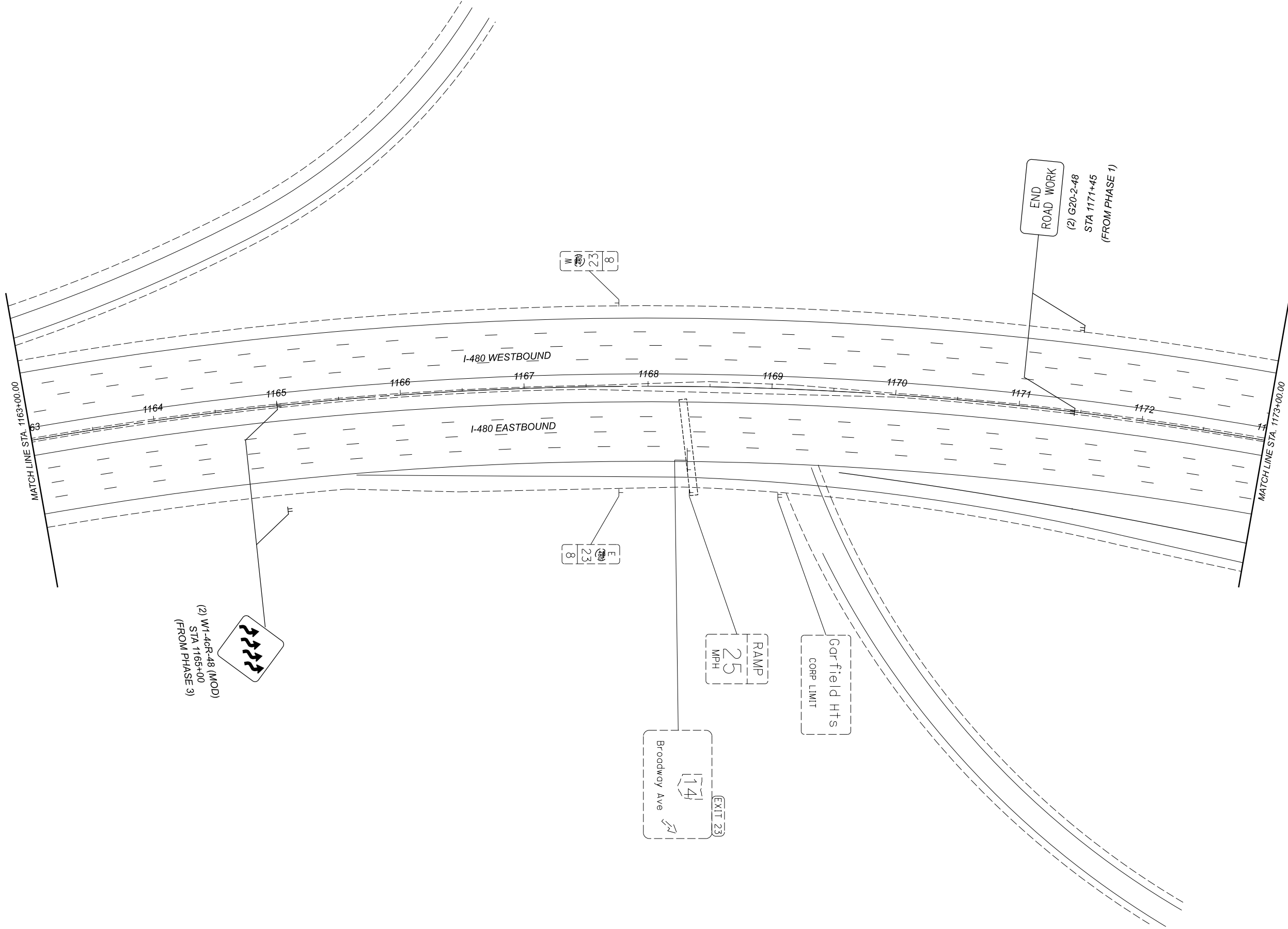
DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

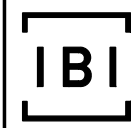
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|-------|-------|
| SHEET | TOTAL |
| 67 | 133 |





MAINTENANCE OF TRAFFIC PLAN
PHASE 4

DESIGN AGENCY



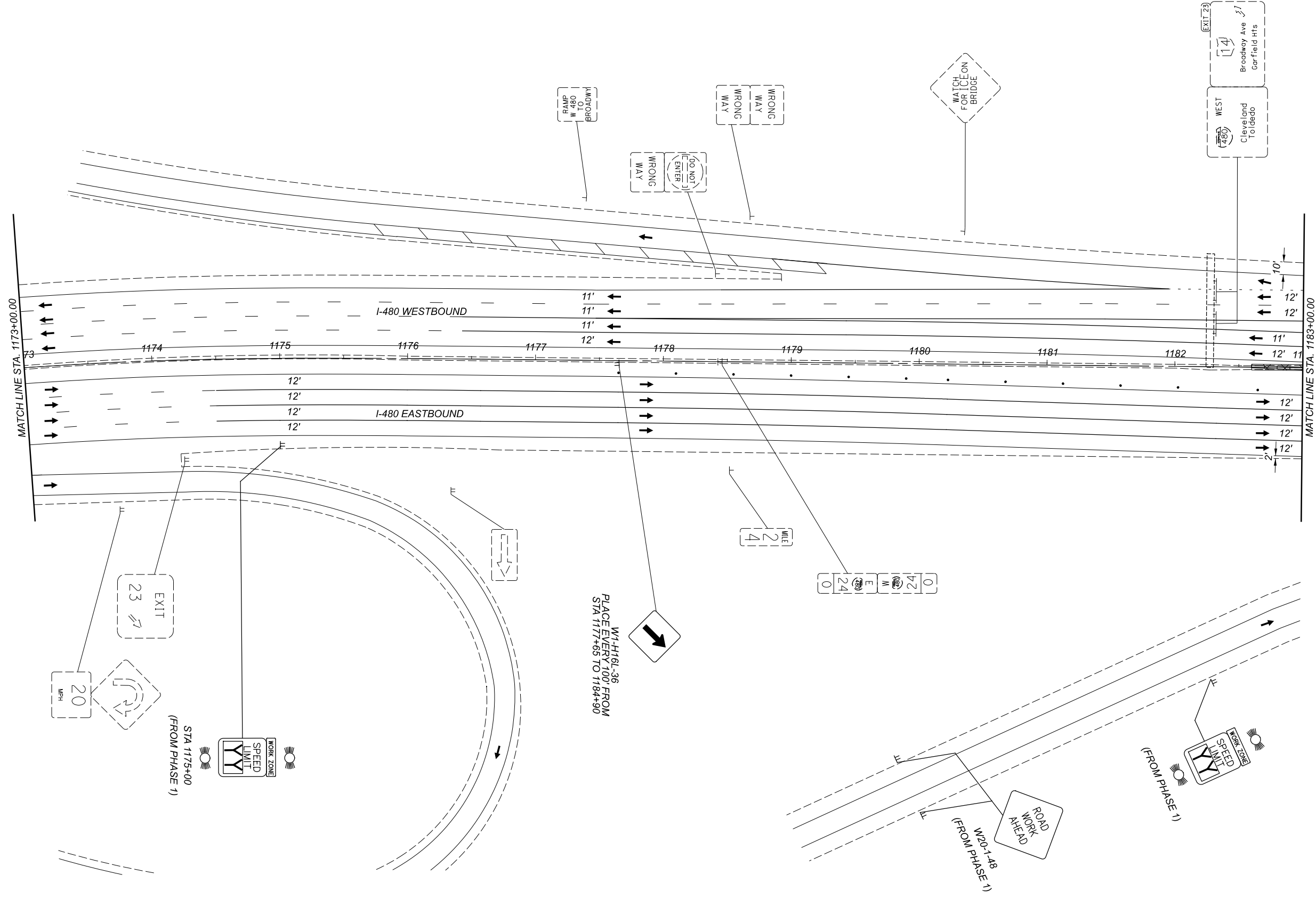
DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

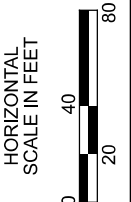
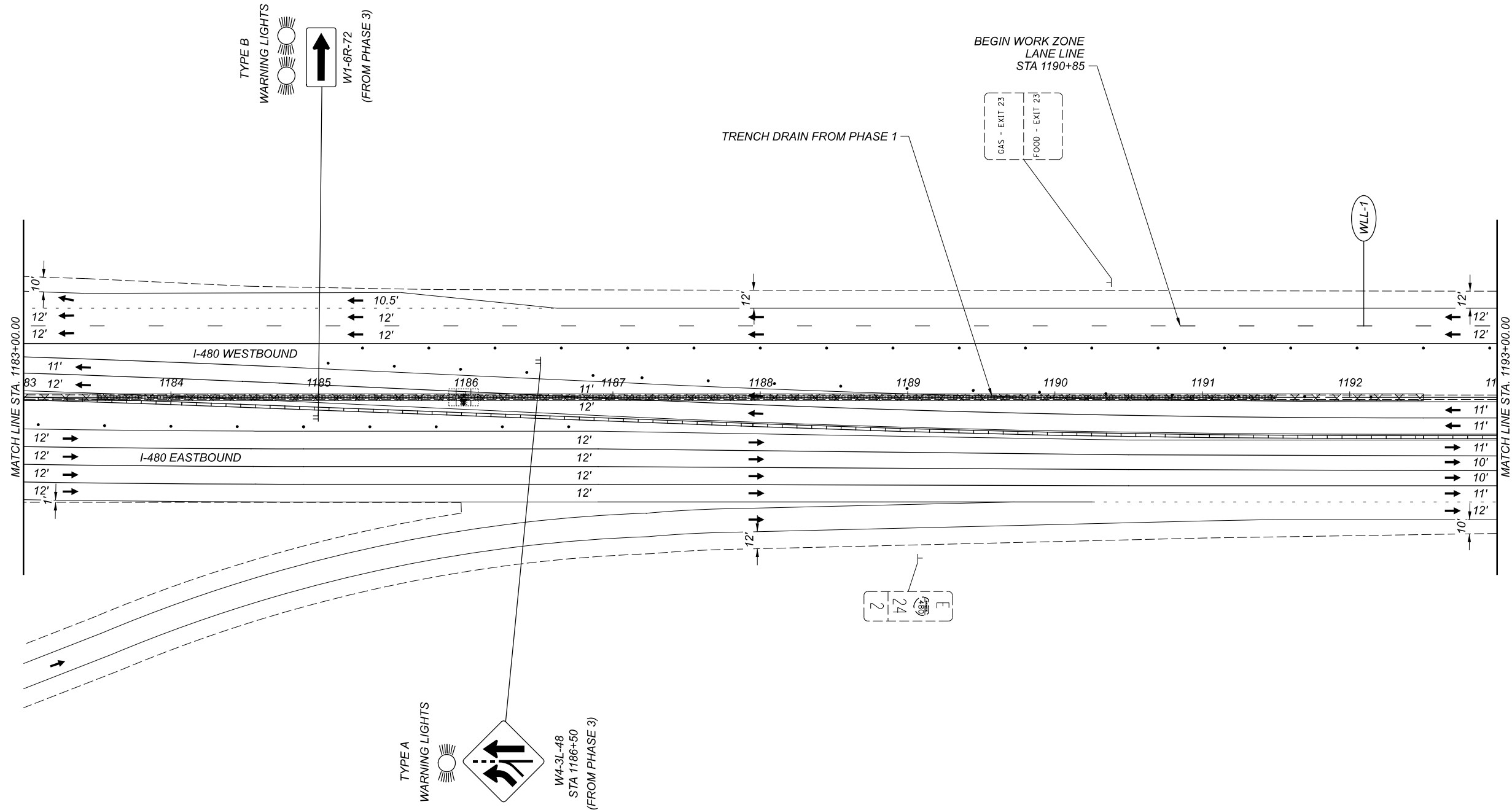
| | |
|-------|-------|
| SHEET | TOTAL |
| 68 | 133 |

NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



MAINTENANCE OF TRAFFIC PLAN
 PHASE 4

| | |
|---------------|--------------|
| DESIGN AGENCY | |
| [BI] | |
| DESIGNER | BSS |
| REVIEWER | JMB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 69 | 133 |



MAINTENANCE OF TRAFFIC PLAN
 PHASE 4

DESIGN AGENCY



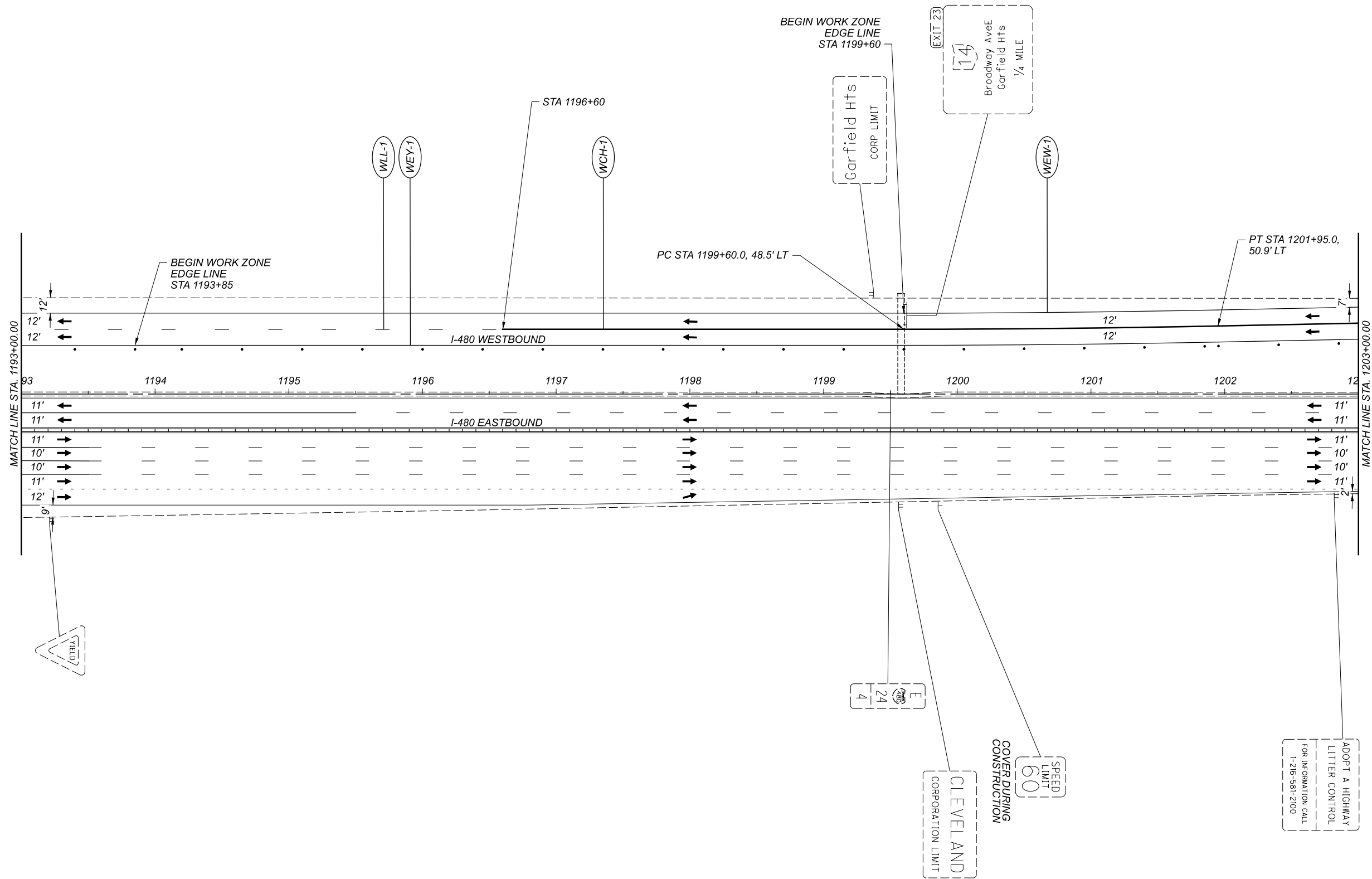
DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 70 | 133 |

NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
 PHASE 4



DESIGN AGENCY



DESIGNER

BSS

REVIEWER

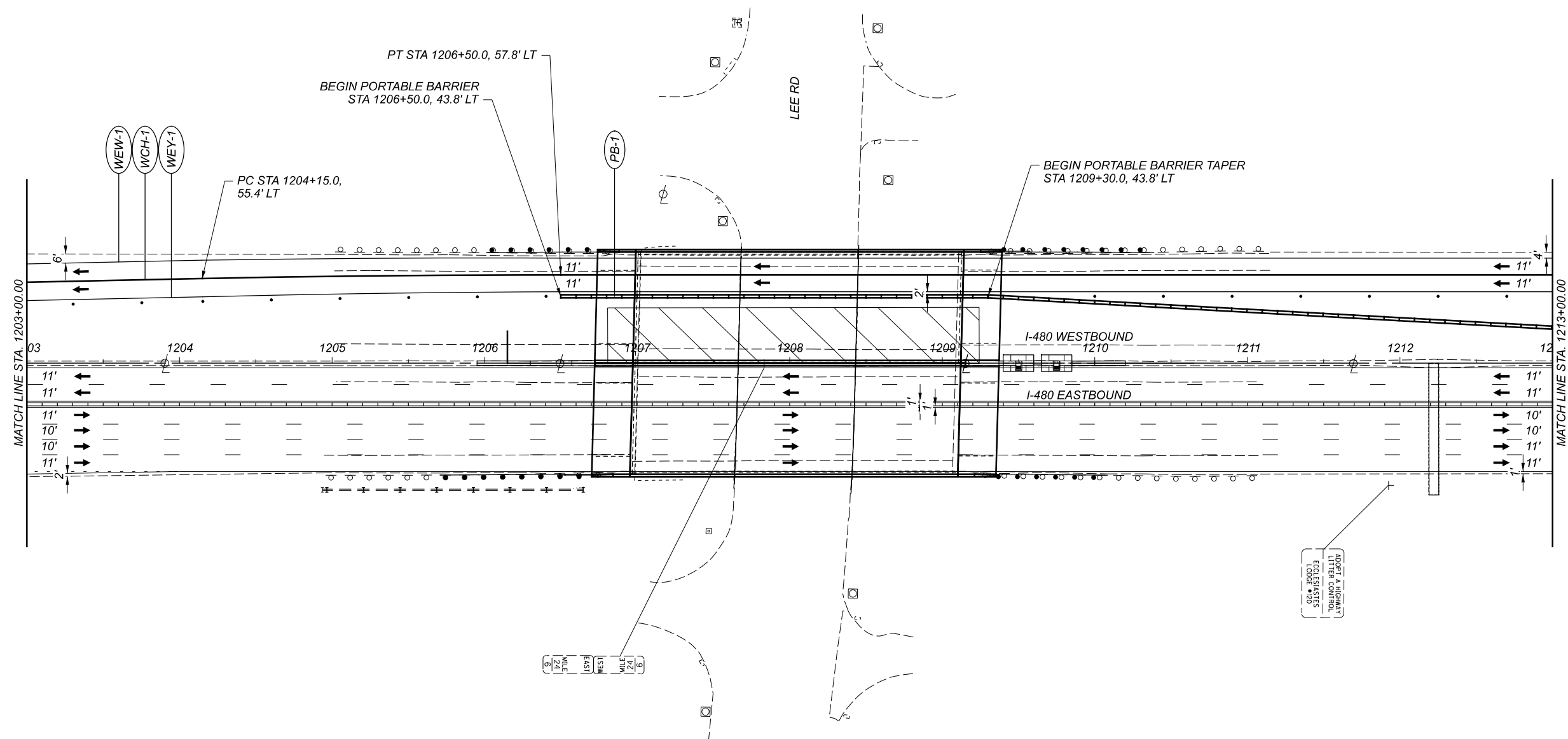
JMB 02-25-22

PROJECT ID

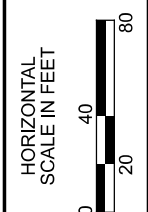
114516

SHEET TOTAL

71 133



ADOPT A HIGHWAY
 LITTER CONTROL
 ECCLISIATES
 CODE # 50



MAINTENANCE OF TRAFFIC PLAN
 PHASE 4

DESIGN AGENCY



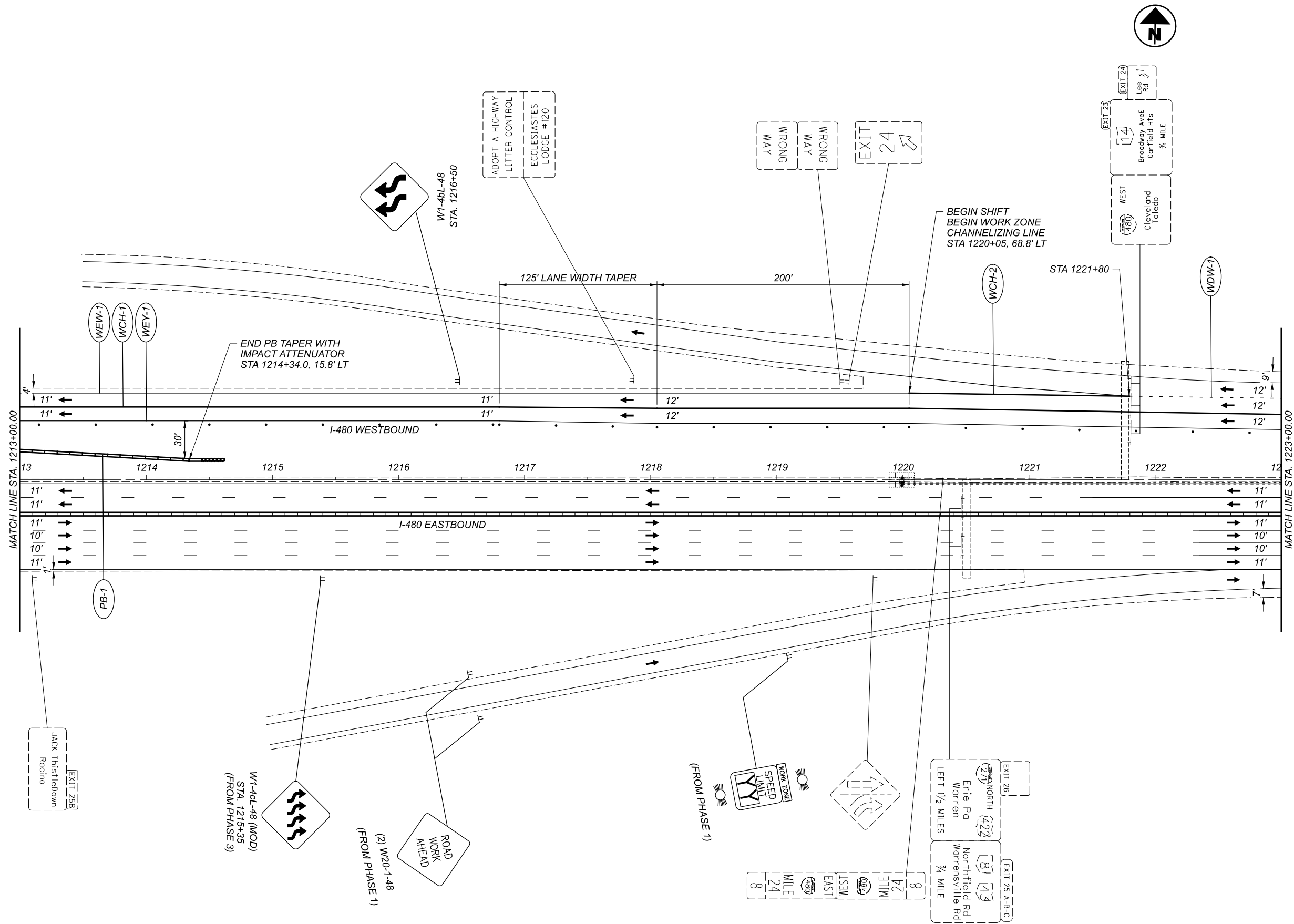
DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 72 | 133 |

NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



NOTE:
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
PHASE 4

DESIGN AGENCY

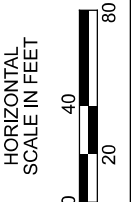
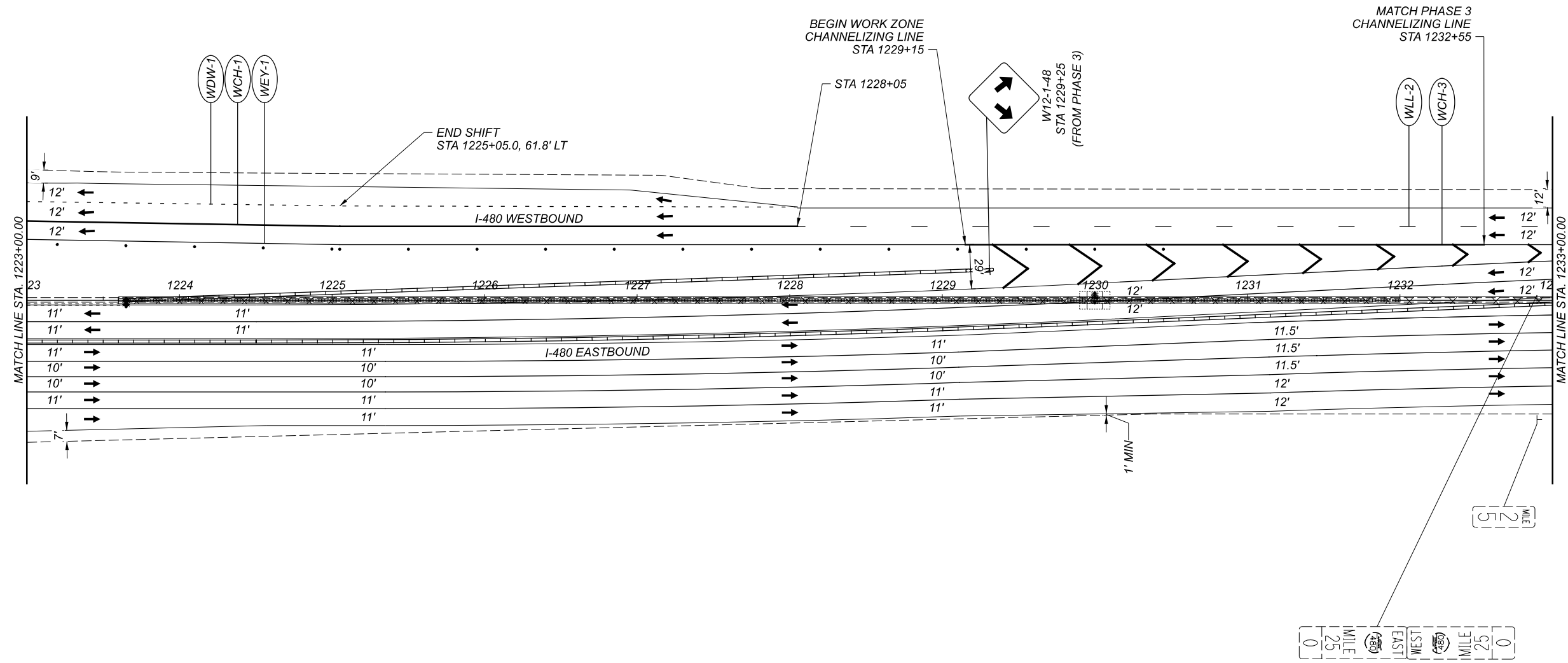


DESIGNER
BSS

REVIEWER
JMB 02-25-22

PROJECT ID
114516

SHEET TOTAL
73 133



MAINTENANCE OF TRAFFIC PLAN
 PHASE 4

DESIGN AGENCY



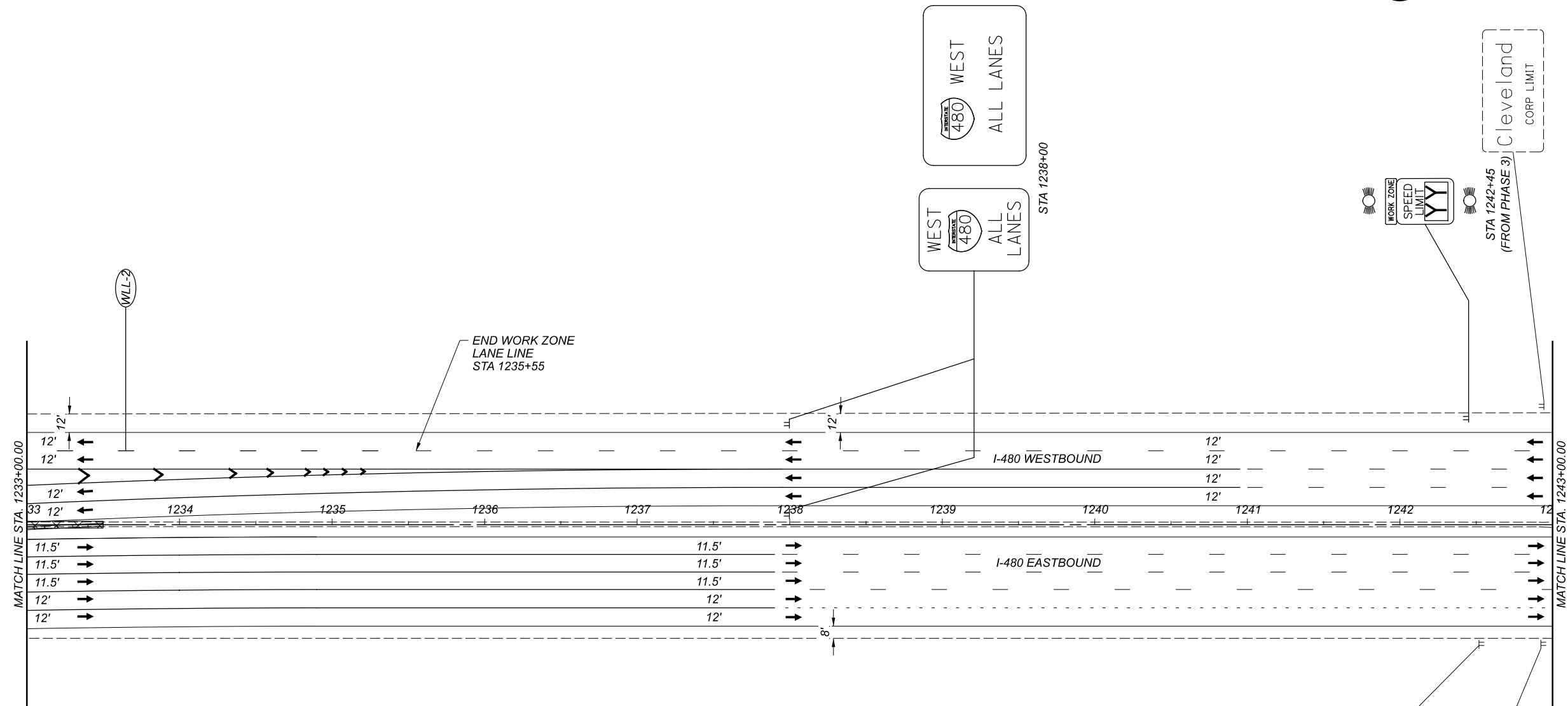
DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 74 | 133 |

NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



NOTE:
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN
 PHASE 4

DESIGN AGENCY

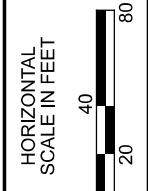


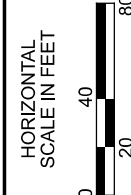
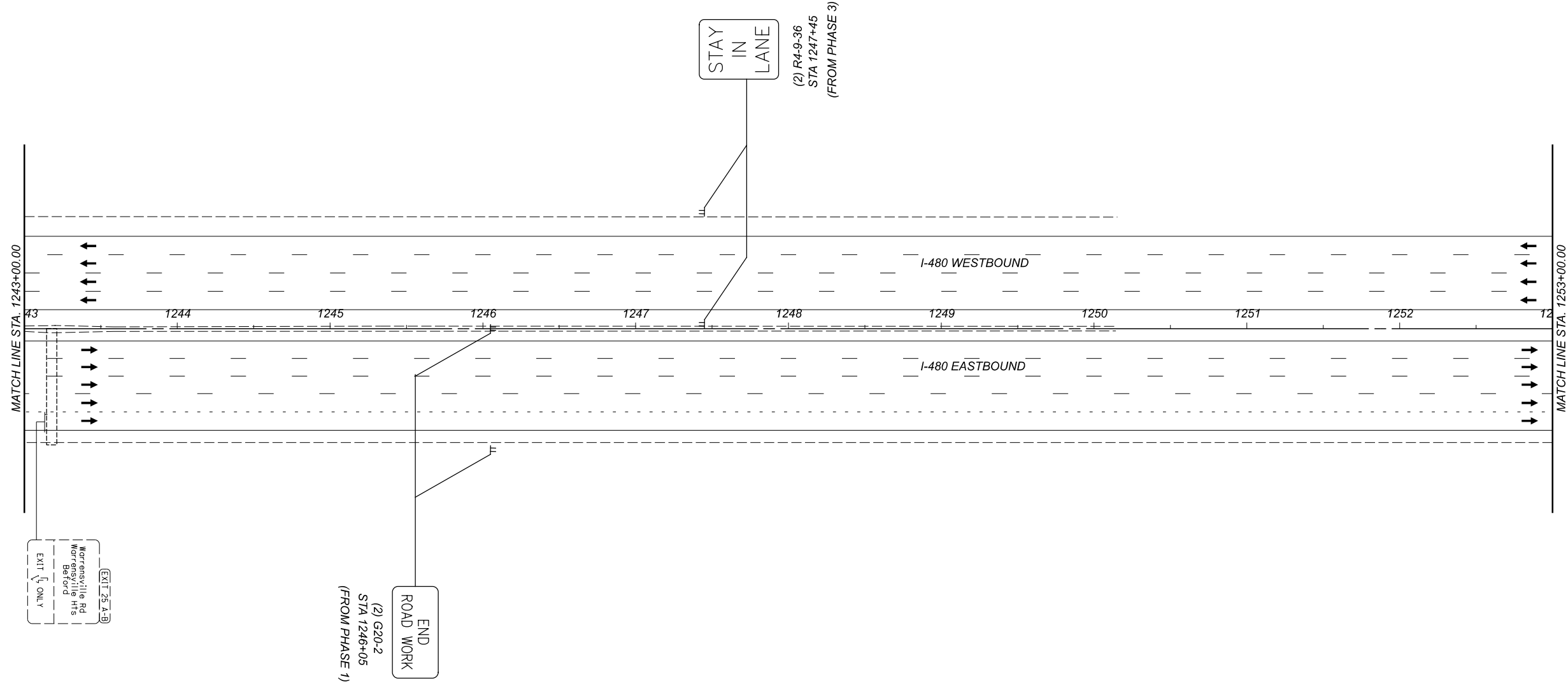
DESIGNER
 BSS

REVIEWER
 JMB 02-25-22

PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 75 | 133 |





MAINTENANCE OF TRAFFIC PLAN PHASE 4

DESIGN AGENCY



DESIGNER

BSS

REVIEWER

JMB 02-25-22

PROJECT ID

114516

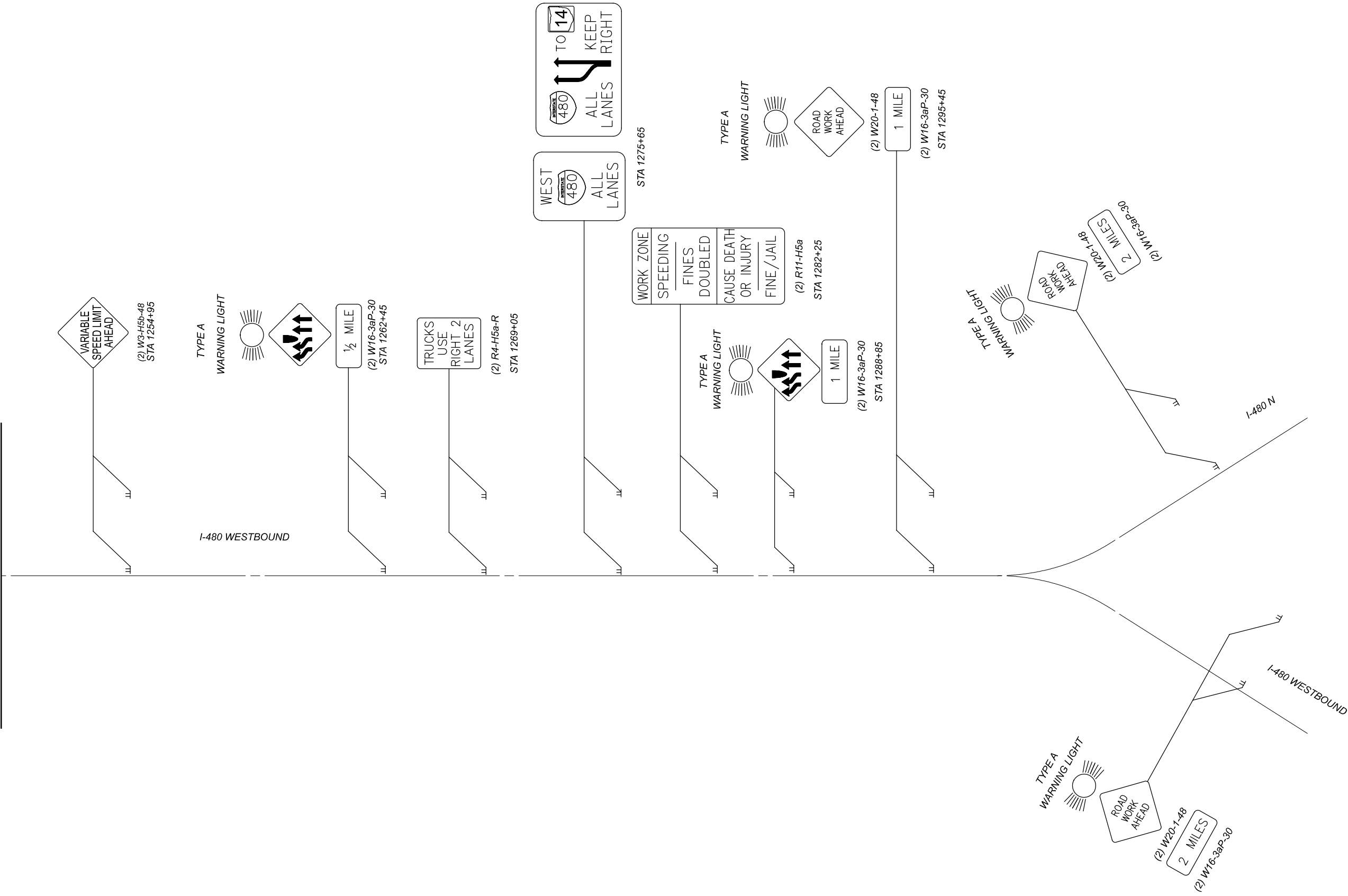
SHEET

76

TOTAL

133

MATCH LINE STA. 1253+00.00



MAINTENANCE OF TRAFFIC PLAN
 PHASE 4

| SHEET NUM. | | | | | | PART. 01/BRO/BR | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------------------|------|-------|-------|-------|-------|--------------------|------|-------------|----------------|------|---|------------------|
| CALCS | 4 | 9 | 81 | 82 | 96 | | | | | | | |
| ROADWAY | | | | | | | | | | | | |
| | | | | | | LS | 201 | 11001 | LS | | CLEARING AND GRUBBING, AS PER PLAN | 4 |
| 1,928 | | | | | | 1,928 | 202 | 23000 | 1,928 | SY | PAVEMENT REMOVED | |
| | | | 1,533 | | | 1,533 | 202 | 30000 | 1,533 | SF | WALK REMOVED | |
| | | | 2,100 | | | 2,100 | 202 | 30701 | 2,100 | FT | CONCRETE BARRIER REMOVED, AS PER PLAN | 4 |
| | | | 20 | | | 20 | 202 | 32000 | 20 | FT | CURB REMOVED | |
| | | | 300 | | | 300 | 202 | 38000 | 300 | FT | GUARDRAIL REMOVED | |
| | | | 4 | | | 4 | 202 | 47000 | 4 | EACH | BRIDGE TERMINAL ASSEMBLY REMOVED | |
| | | | | 2 | | 2 | 202 | 58200 | 2 | EACH | INLET REMOVED | |
| | | | 350 | | | 350 | 202 | 75000 | 350 | FT | FENCE REMOVED | |
| | 70 | | | | | 70 | 203 | 10000 | 70 | CY | EXCAVATION | |
| | 10 | | | | | 10 | 203 | 20000 | 10 | CY | EMBANKMENT | |
| 2,755 | | | | | | 2,755 | 204 | 10000 | 2,755 | SY | SUBGRADE COMPACTION | |
| | 4 | | | | | 4 | 204 | 45000 | 4 | HOUR | PROOF ROLLING | |
| | | | 300 | | | 300 | 606 | 15050 | 300 | FT | GUARDRAIL, TYPE MGS | |
| | | | 2 | | | 2 | 606 | 35002 | 2 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | |
| | | | 2 | | | 2 | 606 | 35102 | 2 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | |
| | | | 350 | | | 350 | 607 | 15000 | 350 | FT | FENCE, TYPE 47 | |
| | | | 1,533 | | | 1,533 | 608 | 10000 | 1,533 | SF | 4" CONCRETE WALK | |
| | | | 1,703 | | | 1,703 | 622 | 10101 | 1,703 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN | 5 |
| | | | 6 | | | 6 | 622 | 10200 | 6 | EACH | BARRIER TRANSITION | |
| | | | 11 | | | 11 | 622 | 25006 | 11 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | |
| | | | 2 | | | 2 | 622 | 25007 | 2 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN | 5 |
| EROSION CONTROL | | | | | | | | | | | | |
| | | | | 2 | | 2 | 601 | 21050 | 2 | SY | TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT | |
| | 2 | | | | | 2 | 659 | 00100 | 2 | EACH | SOIL ANALYSIS TEST | |
| | 21 | | | | | 21 | 659 | 00300 | 21 | CY | TOPSOIL | |
| | 191 | | | | | 191 | 659 | 00530 | 191 | SY | SEEDING AND MULCHING, CLASS 3B | |
| | 10 | | | | | 10 | 659 | 14000 | 10 | SY | REPAIR SEEDING AND MULCHING | |
| | 10 | | | | | 10 | 659 | 15000 | 10 | SY | INTER-SEEDING | |
| | 0.03 | | | | | 0.03 | 659 | 20000 | 0.03 | TON | COMMERCIAL FERTILIZER | |
| | 0.04 | | | | | 0.04 | 659 | 31000 | 0.04 | ACRE | LIME | |
| | 2 | | | | | 2 | 659 | 35000 | 2 | MGAL | WATER | |
| | | | | | | 5,000 | 832 | 30000 | 5,000 | EACH | EROSION CONTROL | |
| DRAINAGE | | | | | | | | | | | | |
| | | | | 1,137 | | 1,137 | 605 | 13300 | 1,137 | FT | 6" UNCLASSIFIED PIPE UNDERDRAINS | |
| | | | | 34 | | 34 | 611 | 00510 | 34 | FT | 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS | |
| | | 890 | | 33 | | 923 | 611 | 05900 | 923 | FT | 15" CONDUIT, TYPE B | |
| | | 9 | | | | 9 | 611 | 98371 | 9 | EACH | CATCH BASIN, NO. 6, AS PER PLAN | 9 |
| | | | | 2 | | 2 | 611 | 99100 | 2 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1 | |
| | | 4 | | | | 4 | 611 | 99155 | 4 | EACH | INLET RECONSTRUCTED TO GRADE, AS PER PLAN | 9 |
| | | | | 1 | | 1 | 611 | 99710 | 1 | EACH | PRECAST REINFORCED CONCRETE OUTLET | |
| | | 1,635 | | | | 1,635 | 839 | 29000 | 1,635 | FT | TRENCH DRAIN, TYPE A WITH STANDARD GRATE | |
| PAVEMENT | | | | | | | | | | | | |
| 111,330 | | | | | | 111,330 | 254 | 01000 | 111,330 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" | |
| 629 | | | | | | 629 | 302 | 56000 | 629 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | |
| 459 | | | | | | 459 | 304 | 20000 | 459 | CY | AGGREGATE BASE | |
| 9,781 | | | | | | 9,781 | 407 | 20000 | 9,781 | GAL | NON-TRACKING TACK COAT | |
| 11 | | | | | | 11 | 441 | 70800 | 11 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL) | |
| 4,719 | | | | | | 4,719 | 442 | 10001 | 4,719 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M | 5 |
| 94 | | | | | | 94 | 442 | 20200 | 94 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) | |
| | | | 36 | | | 36 | 609 | 24510 | 36 | FT | CURB, TYPE 4-C | |
| | | | 321 | | | 321 | 609 | 26000 | 321 | FT | CURB, TYPE 6 | |
| | | | | | | 5 | 618 | 40600 | 5 | MILE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) | |
| LIGHTING | | | | | | | | | | | | |
| | | | | | 11 | 11 | 625 | 00450 | 11 | EACH | CONNECTION, FUSED PULL APART | |
| | | | | | 11 | 11 | 625 | 00460 | 11 | EACH | CONNECTION, UNFUSED PULL APART | |
| | | | | | 9 | 9 | 625 | 14307 | 9 | EACH | MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN | 96 |
| | | | | | 4,390 | 4,390 | 625 | 23200 | 4,390 | FT | NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE | |
| | | | | | 1,998 | 1,998 | 625 | 23400 | 1,998 | FT | NO. 10 AWG POLE AND BRACKET CABLE | |

GENERAL SUMMARY

| | |
|---------------|--------------|
| DESIGN AGENCY | [BI] |
| DESIGNER | BSB |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | 78 |
| TOTAL | 133 |


CUY-480-22.41

MODEL: Sheet PAPER: 17x11 (in.) DATE: 2022-06-29 TIME: 7:46:42 AM USER: conor.higgins
 \\us-east-bldg-prod\group\cm\127052_D12-BH-FY227.0_Production\Worksheets\114516\400-Engineering\Roadway\Sheets\114516_GG002.dgn

| SHEET NUM. | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|---------|-----|--|--|--|-----------|---------|----------|---------|------|---|---------------|
| 88 | 96 | 105 | | | | 01/BRO/BR | EXT | TOTAL | | | | |
| | | | | | | | | | | | LIGHTING CONTINUED | |
| | 50 | | | | | 50 | 625 | 25400 | 50 | FT | CONDUIT, 2", 725.04 | |
| | 1,820 | | | | | 1,820 | 625 | 25600 | 1,820 | FT | CONDUIT, 4", 725.04 | |
| | 335 | | | | | 335 | 625 | 25910 | 335 | FT | CONDUIT CLEANED AND CABLES REMOVED | |
| | 9 | | | | | 9 | 625 | 27520 | 9 | EACH | REMOVAL OF LUMINAIRE AND REERECTION | |
| | 1 | | | | | 1 | 625 | 29930 | 1 | EACH | MEDIAN JUNCTION BOX | |
| | 9 | | | | | 9 | 625 | 32000 | 9 | EACH | GROUND ROD | |
| | 9 | | | | | 9 | 625 | 35010 | 9 | EACH | REMOVE AND REERECT EXISTING LIGHT POLE | |
| | LS | | | | | LS | SPECIAL | 62540000 | LS | | MAINTAIN EXISTING LIGHTING | 96 |
| | 2 | | | | | 2 | 625 | 75500 | 2 | EACH | LIGHT POLE FOUNDATION REMOVED | |
| | LS | | | | | LS | 625 | 98200 | LS | | LIGHTING, MISC.: REMOVE AND REERECT EXISTING UNDERPASS LIGHTING | 96 |
| | | | | | | | | | | | STRUCTURE OVER 20 FOOT SPAN (CUY-480-2241) | |
| | | LS | | | | LS | 202 | 11203 | LS | | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN | 104 |
| | 533 | | | | | 533 | 202 | 22900 | 533 | SY | APPROACH SLAB REMOVED | |
| | 3,854 | | | | | 3,854 | 202 | 23500 | 3,854 | SY | WEARING COURSE REMOVED | |
| | 1,007 | | | | | 1,007 | 202 | 32800 | 1,007 | SY | CONCRETE SLOPE PROTECTION REMOVED | 104 |
| | 190 | | | | | 190 | 203 | 20000 | 190 | CY | EMBANKMENT | 104 |
| | | LS | | | | LS | 503 | 11100 | LS | | COFFERDAMS AND EXCAVATION BRACING | |
| | 495 | | | | | 495 | 503 | 21100 | 495 | CY | UNCLASSIFIED EXCAVATION | |
| | 322,776 | | | | | 322,776 | 509 | 10000 | 322,776 | LB | EPOXY COATED REINFORCING STEEL | |
| | 8,392 | | | | | 8,392 | 509 | 30020 | 8,392 | FT | NO. 4 GFRP DEFORMED BARS | |
| | 7,340 | | | | | 7,340 | 509 | 30040 | 7,340 | FT | NO. 6 GFRP DEFORMED BARS | |
| | 424 | | | | | 424 | 510 | 10001 | 424 | EACH | DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN | 104 |
| | 8 | | | | | 8 | 511 | 33500 | 8 | EACH | SEMI-INTEGRAL DIAPHRAGM GUIDE | |
| | 1,135 | | | | | 1,135 | 511 | 34442 | 1,135 | SY | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK | |
| | 163 | | | | | 163 | 511 | 34450 | 163 | CY | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) | |
| | 33 | | | | | 33 | 511 | 41010 | 33 | CY | CLASS QC1 CONCRETE, PIER ABOVE FOOTINGS | |
| | 1,383 | | | | | 1,383 | 512 | 10100 | 1,383 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | |
| | 6 | | | | | 6 | 512 | 33000 | 6 | SY | TYPE 2 WATERPROOFING | |
| | 646 | | | | | 646 | SPECIAL | 51271500 | 646 | SY | URETHANE TOP COAT SEALER | 104 |
| | 10,476 | | | | | 10,476 | 513 | 20000 | 10,476 | EACH | WELDED STUD SHEAR CONNECTORS | |
| | 1,231 | | | | | 1,231 | 514 | 00050 | 1,231 | SF | SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL | |
| | 1,231 | | | | | 1,231 | 514 | 00056 | 1,231 | SF | FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT | |
| | 174 | | | | | 174 | 516 | 13600 | 174 | SF | 1" PREFORMED EXPANSION JOINT FILLER | |
| | 78 | | | | | 78 | 516 | 13900 | 78 | SF | 2" PREFORMED EXPANSION JOINT FILLER | |
| | 385 | | | | | 385 | 516 | 14020 | 385 | FT | SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL | |
| | 42 | | | | | 42 | 516 | 14600 | 42 | FT | STRUCTURAL JOINT OR JOINT SEALER, MISC.:COMPRESSED FOAM EXPANSION JOINT SEAL | 104 |
| | 36 | | | | | 36 | 516 | 44100 | 36 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)(LOAD PLATE 1'-1" x 1'-4" x 1.5" THICK, NEOPRENE 1'-0" x 1'-3" x 2.498" THICK) | |
| | 36 | | | | | 36 | 516 | 44100 | 36 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)(LOAD PLATE 1'-5" x 1'-5" x 1.5" THICK, NEOPRENE 1'-4" x 1'-4" x 2.948" THICK) | |
| | LS | | | | | LS | 516 | 47000 | LS | | JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE | |
| | 101 | | | | | 101 | 518 | 21200 | 101 | CY | POROUS BACKFILL WITH GEOTEXTILE FABRIC | |
| | 292 | | | | | 292 | 518 | 40000 | 292 | FT | 6" PERFORATED CORRUGATED PLASTIC PIPE | |
| | 332 | | | | | 332 | 518 | 40012 | 332 | FT | 6" NON-PERFORATED CORRUGATED PLASTIC PIPE | 104 |
| | 6,680 | | | | | 6,680 | SPECIAL | 51900100 | 6,680 | SF | COMPOSITE FIBER WRAP SYSTEM | 104 |
| | 93 | | | | | 93 | 519 | 11100 | 93 | SF | PATCHING CONCRETE STRUCTURE | |
| | 818 | | | | | 818 | 526 | 25001 | 818 | SY | REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN | 130-131 |
| | 298 | | | | | 298 | 526 | 90010 | 298 | FT | TYPE A INSTALLATION | |
| | 1,007 | | | | | 1,007 | 601 | 21000 | 1,007 | SY | CONCRETE SLOPE PROTECTION | 104 |
| | 430 | | | | | 430 | 625 | 25400 | 430 | FT | CONDUIT, 2", 725.04 | |
| | 124 | | | | | 124 | 846 | 00110 | 124 | CF | POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM | |
| | | | | | | | | | | | TRAFFIC CONTROL | |
| 404 | | | | | | 404 | 621 | 00100 | 404 | EACH | RPM | |
| 404 | | | | | | 404 | 621 | 54000 | 404 | EACH | RAISED PAVEMENT MARKER REMOVED | |
| 3 | | | | | | 3 | 630 | 79610 | 3 | EACH | SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED | |
| 6 | | | | | | 6 | 630 | 81000 | 6 | EACH | MAINLINE REFERENCE MARKER | |
| 4 | | | | | | 4 | 630 | 84900 | 4 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL | |
| 2 | | | | | | 2 | 630 | 86002 | 2 | EACH | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | |
| 5.28 | | | | | | 5.28 | 646 | 10010 | 5.28 | MILE | EDGE LINE, 6" | |
| 7.92 | | | | | | 7.92 | 646 | 10110 | 7.92 | MILE | LANE LINE, 6" | |
| 3,852 | | | | | | 3,852 | 646 | 10310 | 3,852 | FT | CHANNELIZING LINE, 12" | |

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
BSB

REVIEWER
DEB 02-25-22

PROJECT ID
114516

SHEET TOTAL
79 | 133

CUY-480-22.41

MODEL: Sheet PAPER: 17x11 (in.) DATE: 2022-06-22 TIME: 2:00:27 PM USER: brian.sezidal
\\us-east-1-bjrgroup.com\US\127052_D12-9H-FY22\7.0_Production\Worksheets\114516\4040-Engineering\Roadway\Sheets\114516_GG003.dgn

| SHEET NUM. | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE | |
|------------|---|-------|-------|-------|--------|-------|-----------|-------|-------|--------|------|--|----------------------|--|
| 6 | 7 | 8 | 9 | 10 | 13 | 88 | 01/BRO/BR | EXT | TOTAL | | | | SHEET NO. | |
| | | | | | | 2,930 | | 646 | 20504 | 2,930 | FT | TRAFFIC CONTROL CONTINUED | | |
| | | | | | | | | | | | | MAINTENANCE OF TRAFFIC | | |
| | | | 1,760 | 1,000 | | | | 519 | 12300 | 1,000 | SY | PATCHING CONCRETE BRIDGE DECK - TYPE B | | |
| | | 8,000 | 240 | | | | | 614 | 11110 | 2,000 | HOUR | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | | |
| | | | | | | | | 614 | 11630 | 8,000 | FT | INCREASED BARRIER DELINEATION | | |
| | | | | | 14 | | | 614 | 12380 | 14 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | | |
| | | | | | 2 | | | 614 | 12384 | 2 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) | | |
| | | | | | | | | LS | 614 | 12420 | LS | DETOUR SIGNING | | |
| | 4 | | | | | | | 614 | 12484 | 4 | EACH | WORK ZONE INCREASED PENALTIES SIGN | | |
| | | | | 20 | | | | 614 | 12500 | 20 | EACH | REPLACEMENT SIGN | | |
| | | | | 2 | | | | 614 | 12756 | 2 | EACH | WORK ZONE CROSSOVER LIGHTING SYSTEM | | |
| | | | | | 210 | | | 614 | 12800 | 210 | EACH | WORK ZONE RAISED PAVEMENT MARKER | | |
| 500 | | | | | 7,637 | | | 614 | 12801 | 7,637 | EACH | WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN | 8 | |
| | | | | 50 | | | | 550 | 614 | 13000 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | | |
| | | | | | 1,156 | | | 614 | 13310 | 1,156 | EACH | BARRIER REFLECTOR, TYPE 1, ONE-WAY | | |
| | | | 80 | | | | | 614 | 13312 | 80 | EACH | BARRIER REFLECTOR, TYPE 2, ONE-WAY | | |
| | | | 80 | | 1,156 | | | 1,236 | 614 | 13350 | EACH | OBJECT MARKER, ONE WAY | | |
| | | | | 12 | | | | 614 | 18000 | 12 | EACH | MAINTAINING TRAFFIC, MISC.:WORK ZONE ONE-LANE CLOSURE FOR MAINTENANCE REPAIR | 10 | |
| | | | | 12 | | | | 614 | 18000 | 12 | EACH | MAINTAINING TRAFFIC, MISC.:WORK ZONE TWO-LANE CLOSURE FOR MAINTENANCE REPAIR | 10 | |
| | | | | | 29.32 | | | 614 | 20110 | 29.32 | MILE | WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT | | |
| | | | | | 29.86 | | | 614 | 22110 | 29.86 | MILE | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT | | |
| | | | | | 208 | | | 614 | 23200 | 208 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT | | |
| | | | | | 80,658 | | | 614 | 23210 | 80,658 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT | | |
| | | | | | 14,874 | | | 614 | 24202 | 14,874 | FT | WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT | | |
| | | | | | 700 | | | 614 | 28200 | 700 | FT | WORK ZONE GORE MARKING, CLASS II, 642 PAINT | | |
| | | | | | 3 | | | 614 | 30200 | 3 | EACH | WORK ZONE ARROW, CLASS I, 642 PAINT | | |
| | | | | | LS | | | LS | 615 | 10000 | LS | ROADS FOR MAINTAINING TRAFFIC | | |
| | | | | | 1,100 | | | 615 | 20000 | 1,100 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | | |
| | | | | 5 | | | | 616 | 10000 | 5 | MGAL | WATER | | |
| | | | 4.5 | | | | | 618 | 40601 | 4.5 | MILE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN | 9 | |
| | | | | | 16,720 | | | 622 | 41011 | 16,720 | FT | PORTABLE BARRIER, 50", AS PER PLAN | 10 | |
| | | | | | 13,529 | | | 622 | 41100 | 13,529 | FT | PORTABLE BARRIER, UNANCHORED | | |
| | | | | | 600 | | | 622 | 41110 | 600 | FT | PORTABLE BARRIER, ANCHORED | | |
| | | | | | 108 | | | 808 | 18700 | 108 | SNMT | DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY | | |
| | | | | | 20 | | | 847 | 30200 | 20 | CY | FULL DEPTH REPAIR | | |
| | | | | | | | | | | | | INCIDENTALS | | |
| | | | | | | | | LS | 614 | 11000 | LS | MAINTAINING TRAFFIC | | |
| | | | | | | | | 18 | 619 | 16020 | 18 | MNTH | FIELD OFFICE, TYPE C | |
| | | | | | | | | LS | 623 | 10001 | LS | CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN | 5 | |
| | | | | | | | | LS | 624 | 10000 | LS | MOBILIZATION | | |

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
BSB

REVIEWER
DEB 02-25-22

PROJECT ID
114516

SHEET TOTAL
80 133

| SHEET NO. | REF NO. | STATION | | ROUTE | SIDE | 202 | 202 | 202 | 202 | 202 | 202 | 606 | 606 | 606 | 607 | 608 | 609 | 609 | 622 | 622 | 622 | 622 | | | | | | | | | | | | | | | | |
|-----------------------------------|---------|---------------|------------|--------|-------|--------------------|--|--------------------|-------------------------|---|---------------------|---------------------------|---|---|----------------------|------------------------|----------------------|--------------------|---|----------------------------|--|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | FROM | TO | | | WALK REMOVED SF | CONCRETE BARRIER REMOVED, AS PER PLAN FT | CURB REMOVED FT | GUARDRAIL REMOVED FT | BRIDGE TERMINAL ASSEMBLY REMOVED EACH | FENCE REMOVED FT | GUARDRAIL, TYPE MGS FT | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH | FENCE, TYPE 47 FT | 4" CONCRETE WALK SF | CURB, TYPE 4-C FT | CURB, TYPE 6 FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN FT | BARRIER TRANSITION EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN EACH | | | | | | | | | | | | | | | | |
| | | IR-480 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | B-1 | 1205+95.00 | 1206+72.19 | IR-480 | LT/RT | | 77 | | | | | | | | | | | | 19 | 1 | 2 | | | | | | | | | | | | | | | | | |
| 83 | B-2 | 1209+37.19 | 1209+39.95 | IR-480 | LT/RT | | 3 | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | |
| 83 | B-3 | 1209+59.95 | 1209+64.93 | IR-480 | LT/RT | | 5 | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | |
| 83 | B-4 | 1209+84.93 | 1210+19.93 | IR-480 | LT/RT | | 35 | | | | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | |
| 25-26 | B-5 | 1182+60.00 | 1192+50.00 | IR-480 | LT/RT | | 990 | | | | | | | | | | | | 838 | 2 | 4 | | | | | | | | | | | | | | | | | |
| 30-31 | B-6 | 1223+60.00 | 1233+50.00 | IR-480 | LT/RT | | 990 | | | | | | | | | | | | 846 | 2 | 4 | | | | | | | | | | | | | | | | | |
| 83 | GR-1 | 1205+70.82 | 1206+72.72 | IR-480 | RT | | | | 75 | 1 | | 75 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | GR-2 | 1206+01.16 | 1206+77.89 | IR-480 | LT | | | | 75 | 1 | | 75 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | GR-3 | 1209+31.44 | 1210+08.17 | IR-480 | RT | | | | 75 | 1 | | 75 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | GR-4 | 1209+36.70 | 1210+38.60 | IR-480 | LT | | | | 75 | 1 | | 75 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | C-1 | 1206+52.07 | 1206+70.22 | IR-480 | RT | | | | | | | | | | | | 18.15 | | | | | | | | | | | | | | | | | | | | | |
| 83 | C-2 | 1209+39.21 | 1209+57.36 | IR-480 | LT | | | | | | | | | | | 18.15 | | | | | | | | | | | | | | | | | | | | | | |
| | | CR-8 LEE ROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | C-3 | 44+27.50 | 45+86.47 | CR-8 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | C-4 | 44+28.21 | 45+89.76 | CR-8 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | W-1 | 44+32.58 | 45+86.47 | CR-8 | LT | 765 | | | | | | | | | | 765 | | | | | | | | | | | | | | | | | | | | | | |
| 83 | W-2 | 44+37.35 | 45+89.83 | CR-8 | RT | 768 | | | | | | | | | | 768 | | | | | | | | | | | | | | | | | | | | | | |
| 83 | F-1 | 44+21.00 | 45+96.00 | CR-8 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | F-2 | 44+21.00 | 45+96.00 | CR-8 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS | | | | | | 1533 | 2100 | 20 | 300 | 4 | 350 | 300.0 | 2 | 2 | 350 | 1533 | 36.30 | 320.52 | 1703.00 | 6 | 11 | 2 | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | 1533 | 2100 | 20 | 300 | 4 | 350 | 300 | 2 | 2 | 350 | 1533 | 36 | 321 | 1703 | 6 | 11 | 2 | | | | | | | | | | | | | | | | |

ROADWAY SUBSUMMARY

DESIGN AGENCY



DESIGNER

BSB

REVIEWER

DEB 02-25-22

PROJECT ID

114516

SHEET TOTAL

81 133

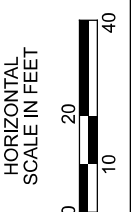
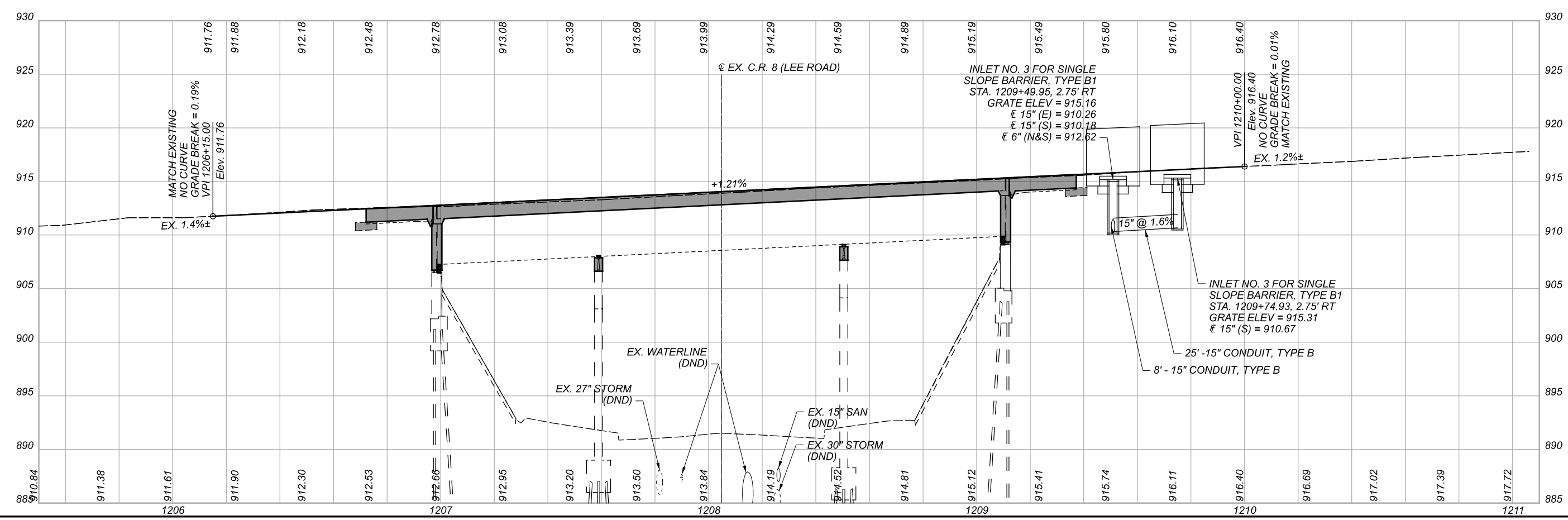
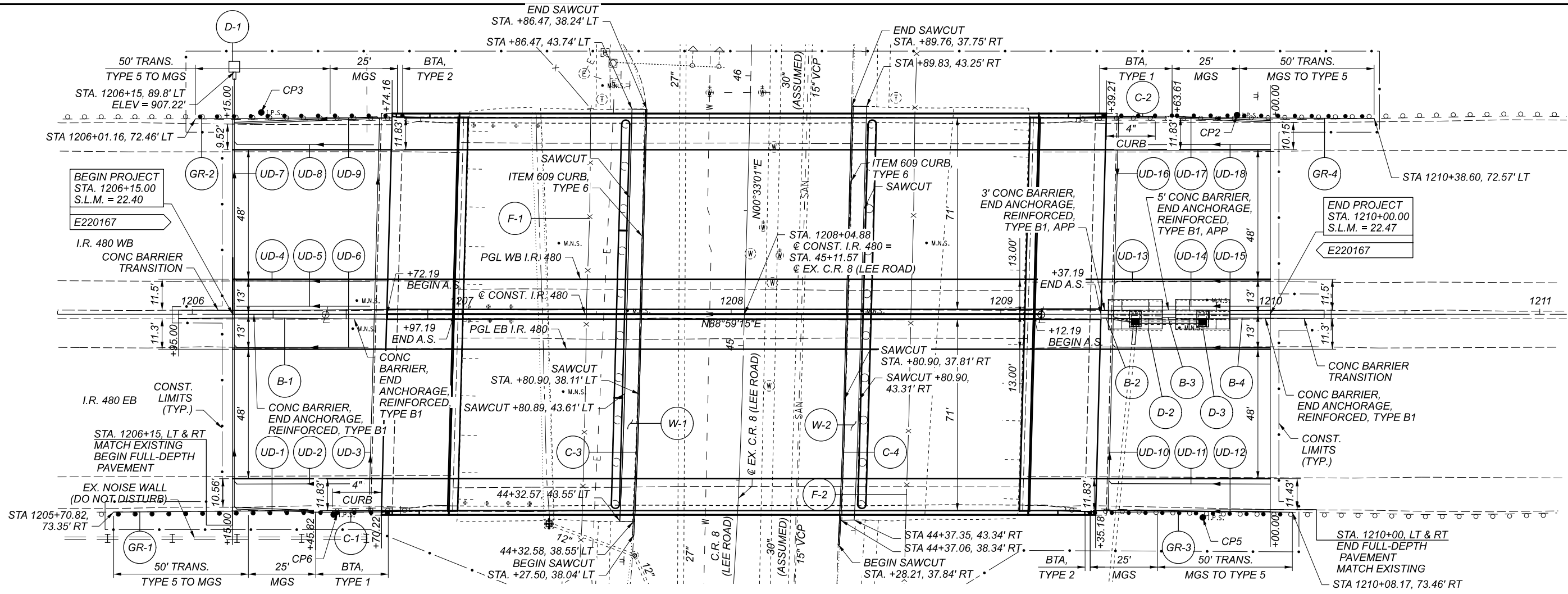
CUY-480-22.41

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Table with columns: SHEET NO., REF NO., STATION (FROM, TO), ROUTE, SIDE, 202 (INLET REMOVED EACH), 601 (TIED CONCRETE BLOCK MAT, TYPE 1 UNDERLAYMENT SY), 605 (6" UNCLASSIFIED PIPE UNDERDRAINS FT), 611 (6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT), 611 (15" CONDUIT, TYPE B FT), 611 (INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1 EACH), 611 (PRECAST REINFORCED CONCRETE OUTLET EACH). Rows include entries for IR-480 and UD-1 through UD-18.

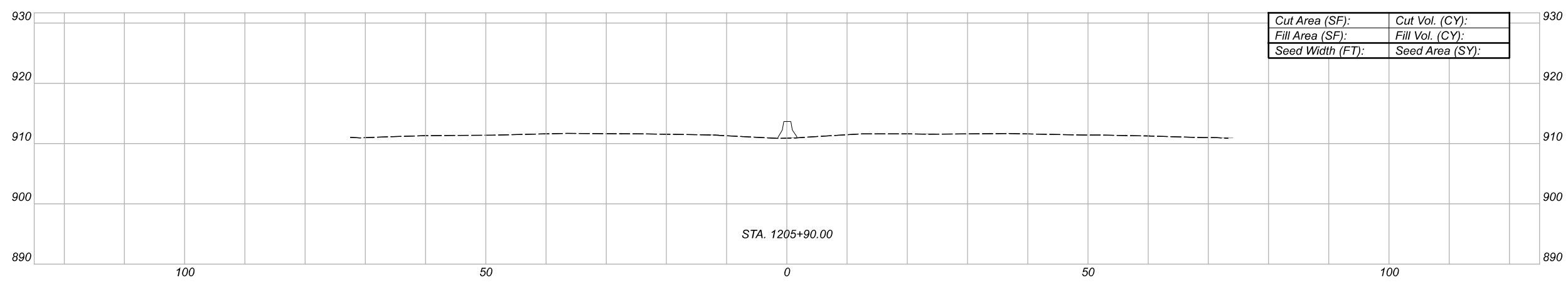
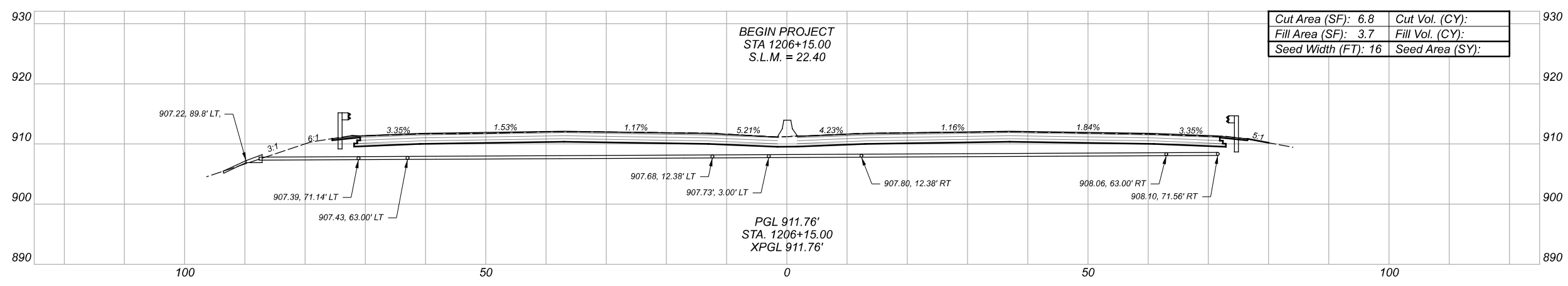
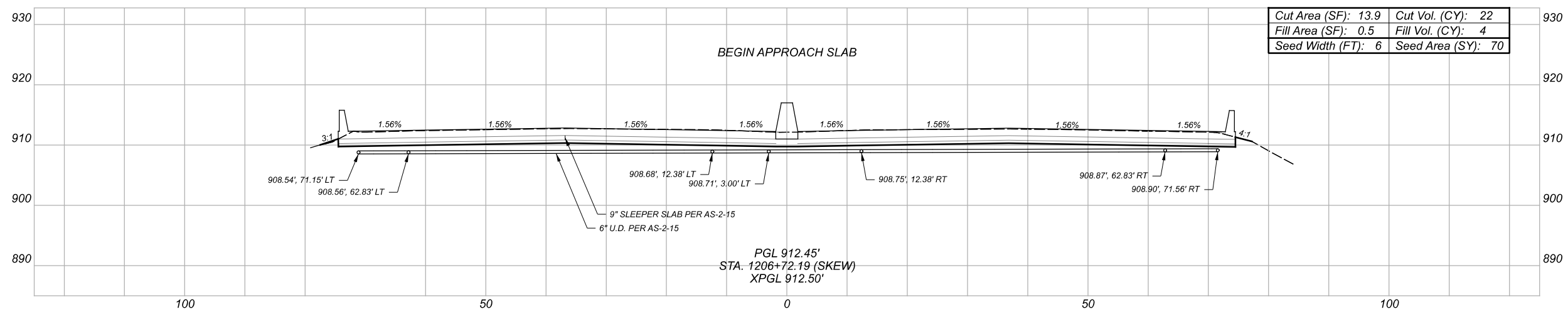
DRAINAGE SUBSUMMARY

DESIGN AGENCY [BI]
DESIGNER BSB
REVIEWER DEB 02-25-22
PROJECT ID 114516
SHEET TOTAL 82 133




PLAN AND PROFILE - I.R. 480
STA. 1205+50 TO STA. 1210+50

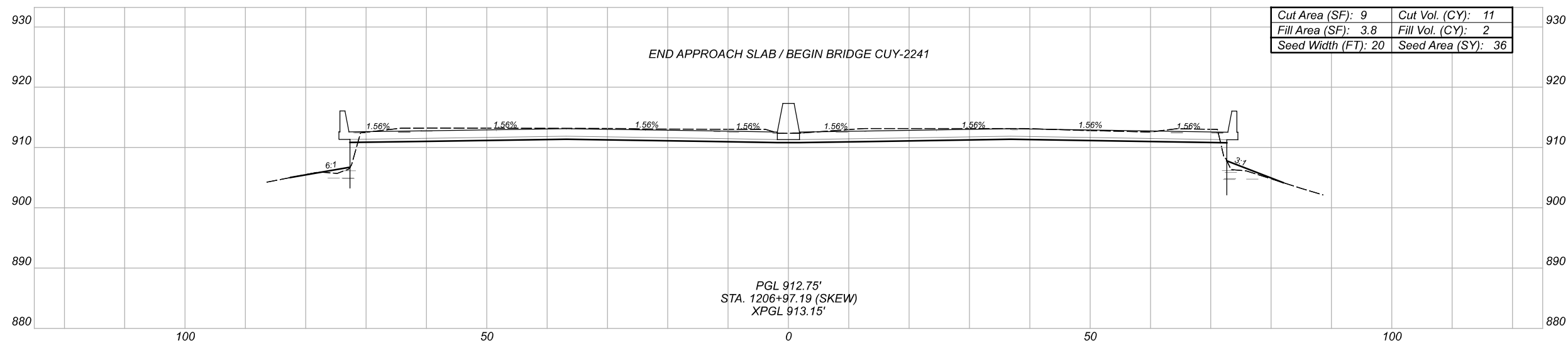
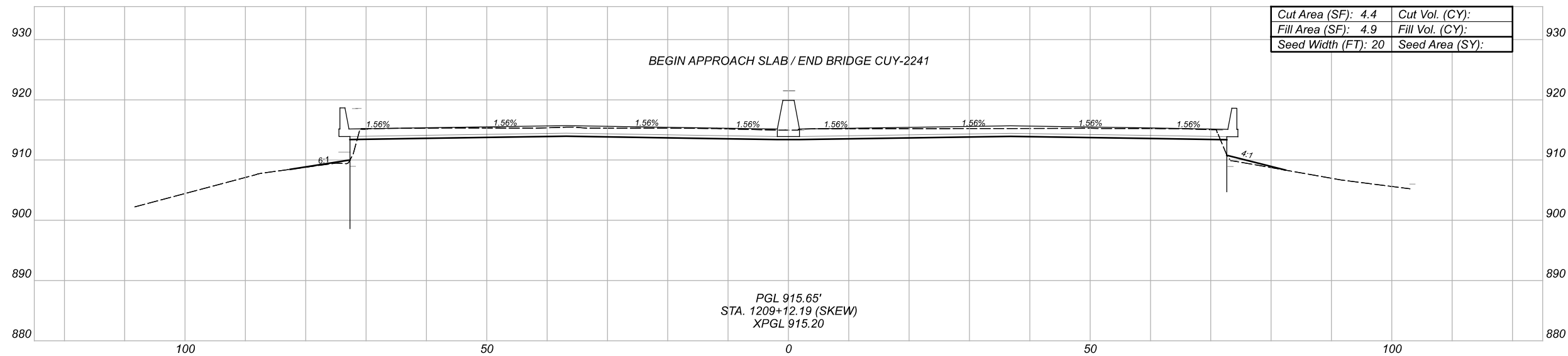
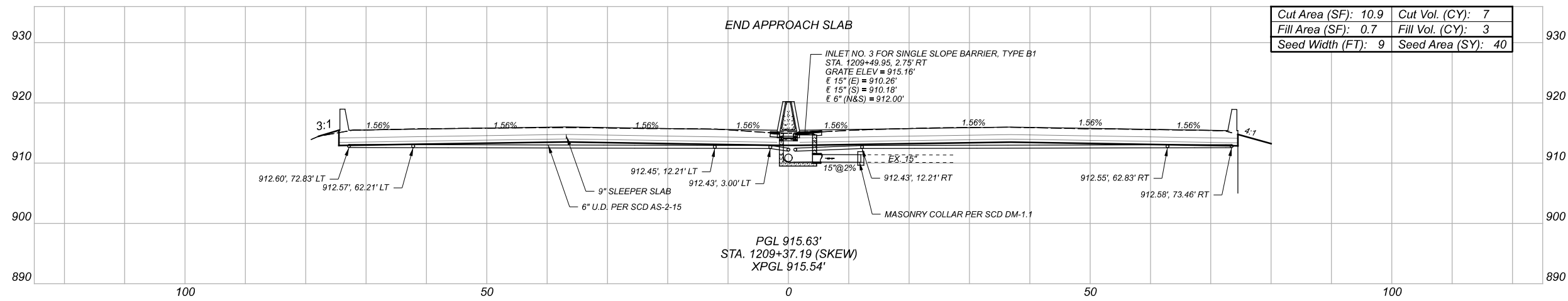
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| DESIGNER | MEP |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | 83 |
| TOTAL | 133 |



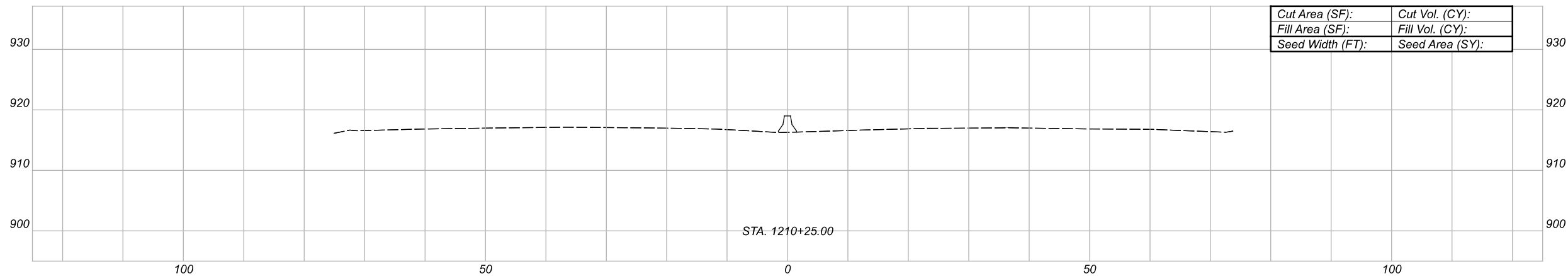
CROSS SECTIONS - I.R.-480
 STA 1205+90.00 TO STA 1206+72.19

DESIGN AGENCY

 DESIGNER
 BSB
 REVIEWER
 MEP 02-25-22
 PROJECT ID
 114516

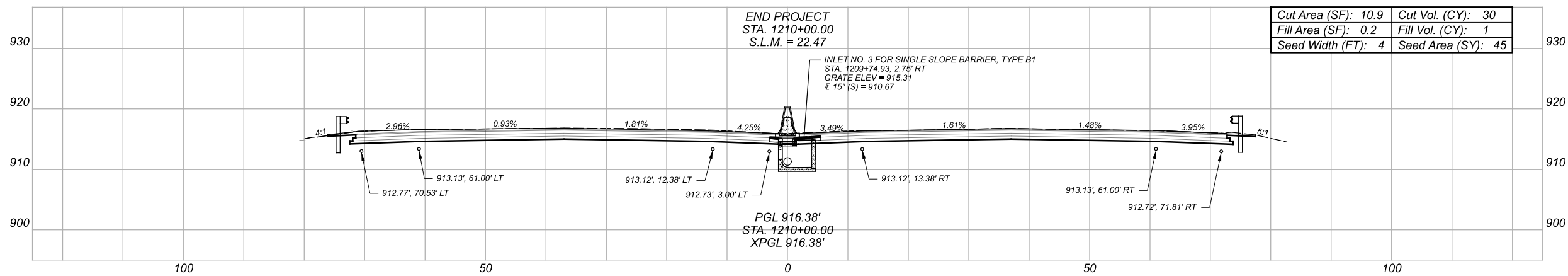
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| Seeding | Cut | Fill | SHEET | TOTAL |
| 70 | 22 | 4 | 84 | 133 |



| Sheet Totals | | | 114516 | |
|--------------|-----|------|--------|-------|
| Seeding | Cut | Fill | SHEET | TOTAL |
| 76 | 18 | 5 | 85 | 133 |



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



| | |
|---------------------|--------------------|
| Cut Area (SF): 10.9 | Cut Vol. (CY): 30 |
| Fill Area (SF): 0.2 | Fill Vol. (CY): 1 |
| Seed Width (FT): 4 | Seed Area (SY): 45 |

CROSS SECTIONS - I.R.-480
 STA 1210+00.00 TO STA 1210+25.00

DESIGN AGENCY



DESIGNER

BSB

REVIEWER

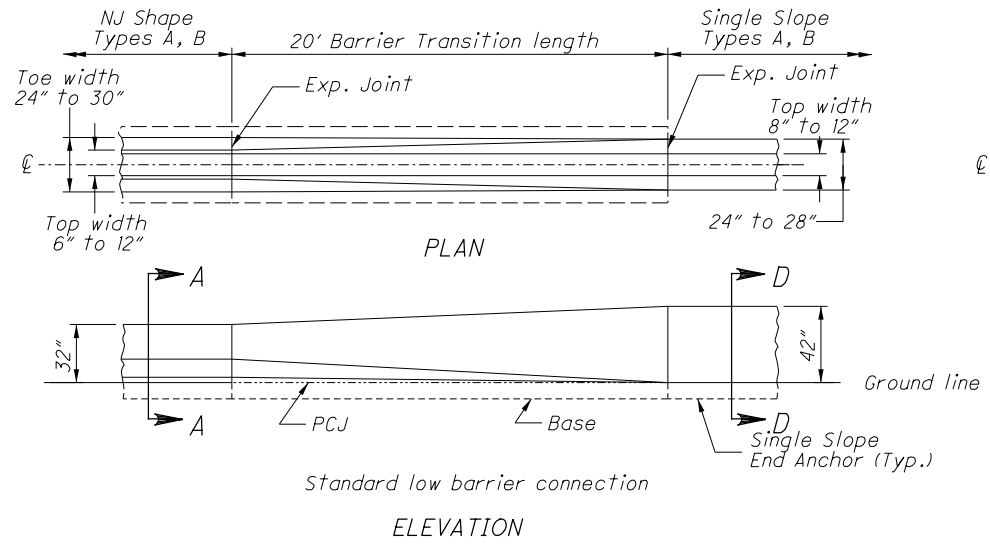
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PROJECT ID

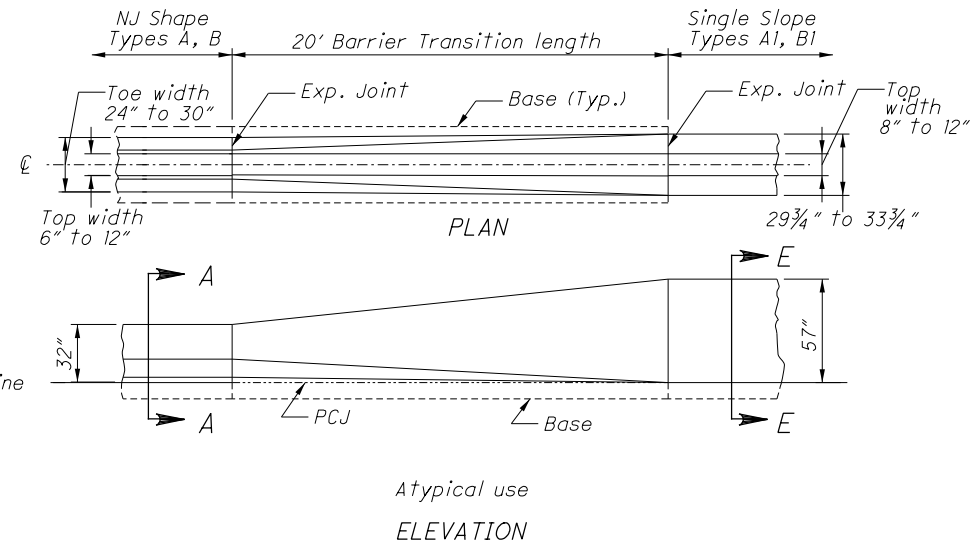
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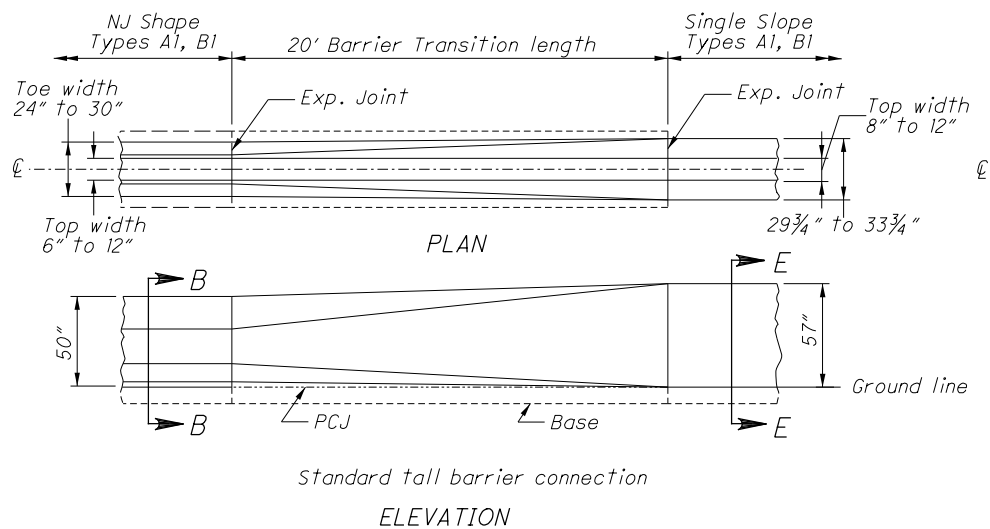
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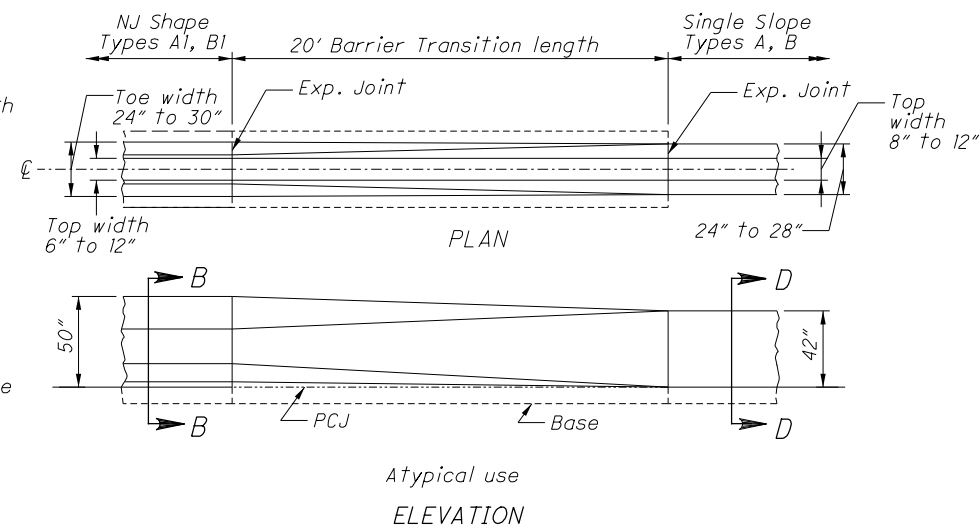
Standard low barrier connection
ELEVATION



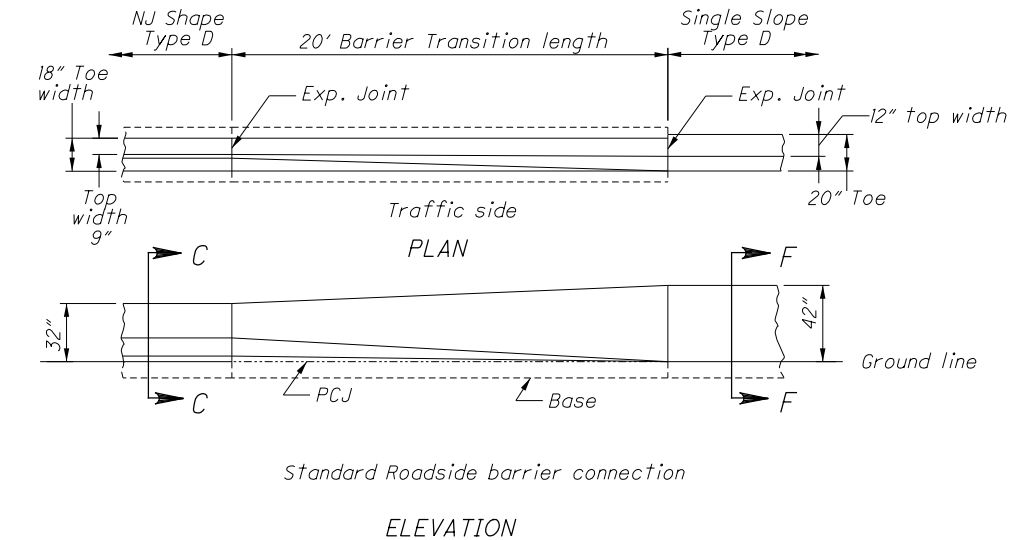
Atypical use
ELEVATION



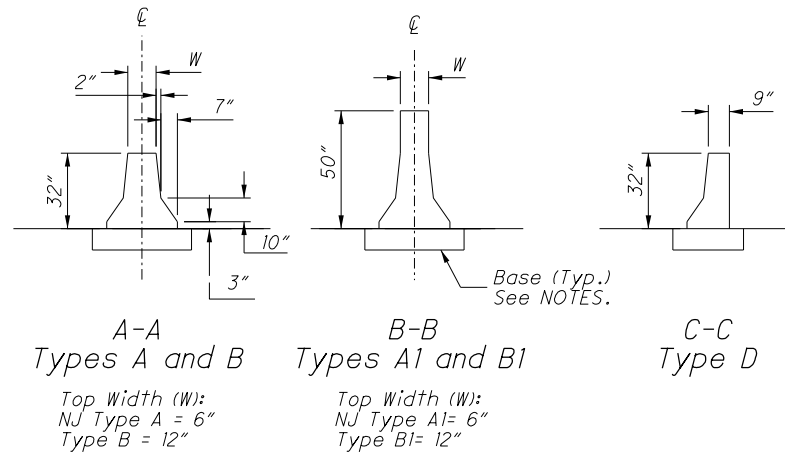
Standard tall barrier connection
ELEVATION



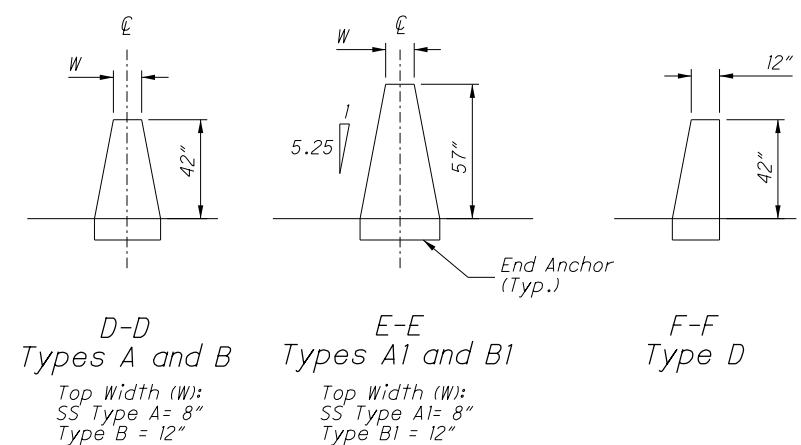
Atypical use
ELEVATION



Standard Roadside barrier connection
ELEVATION



A-A Types A and B
 Top Width (W):
 NJ Type A = 6"
 Type B = 12"
 B-B Types A1 and B1
 Top Width (W):
 NJ Type A1 = 6"
 Type B1 = 12"
 C-C Type D



D-D Types A and B
 Top Width (W):
 SS Type A = 8"
 Type B = 12"
 E-E Types A1 and B1
 Top Width (W):
 SS Type A1 = 8"
 Type B1 = 12"
 F-F Type D

NJ SHAPE SECTIONS
 See Plan Insert sheets for specific
 NJ Shape Concrete barrier details.

SINGLE SLOPE SECTIONS
 See SCD RM-4.3 and RM-4.5 for specific
 Single Slope concrete barrier details.

NOTES

GENERAL: This insert details the Barrier Transition, to connect existing NJ Concrete Barrier (safety shape) to a new run of Single Slope Concrete Barrier at locations shown on the plans. For NJ barrier shape and other details see the respective plan insert sheets. For Single Slope barrier details, see SCD RM-4.3 (RM-4.5 For Type D).

ADJACENT CONCRETE BARRIER RUNS: Remove any tapered end sections, Impact attenuators, or other guardrail hardware from existing barrier end. The barrier to barrier transition is not intended to be used at transition sections (those shown on SCD RM-4.4), Inlets, or on Type C or CI Barrier. If proposed adjacent single slope barrier is Type A or A1, the Barrier Transition should contain horizontal reinforcing steel similar to that required in the respective single slope barrier. Reinforcement is not shown and should be detailed separately. The adjacent single slope end should be terminated with a reinforced End Anchor as detailed on the SCDs.

BARRIER FACE TRANSITION: To prevent vehicle snagging, a smooth transition from the safety shape face to the single slope face is made over a 20' length. The actual shape of the Transition is dependent on both the adjacent NJ barrier and the single slope barrier Types, as detailed on the plans. The contractor and Engineer will agree on a construction method to ensure a smooth barrier face.

MATERIALS: Materials are same for those shown on RM-4.3 and RM-4.5, except that cast-in-place is the only acceptable method. Edges may be chamfered or radiused as shown on those drawings.

CONCRETE BASE: Construct base as shown on the NJ shape insert sheets, including the methods detailing the footing joint, Permissible Construction Joint (PCJ), and Dowelling requirements. The width of the base matches the existing NJ barrier.

JOINTS: Construct joints as shown on respective barrier drawings.

RACEWAYS: When specified, place raceway(s) to match raceway elevation in adjoining segments. Place to obtain maximum concrete cover.

METRIC UNITS: Refer to respective barrier drawings or inserts for metric dimensions.

PAYMENT: This Barrier Transition shall include all material and labor needed to construct this 20' section, including any raceways, reinforcing steel, dowels and other necessary incidentals. Payment shall be made at the unit price for Item 622 - Barrier Transition, Each.

| SHEET NO. | REFERENCE NO. | LOCATION | STATION | | SIDE | 621 | 621 | 646 | 646 | 646 | 646 |
|-----------------------------------|---------------|-------------------------|---------|---------|------|------|--------------------------------|---------------|---------------|------------------------|-----------------|
| | | | FROM | TO | | RPM | RAISED PAVEMENT MARKER REMOVED | EDGE LINE, 6" | LANE LINE, 6" | CHANNELIZING LINE, 12" | DOTTED LINE, 6" |
| | | | | | | EACH | EACH | MILE | MILE | FT | FT |
| 89-95 | EW | I-480 EB | 1175+00 | 1239+05 | RT | | | 1.21 | | | |
| 89-95 | EY | I-480 EB | 1175+00 | 1239+05 | RT | | | 1.21 | | | |
| 89-95 | LL | I-480 EB (X3) | 1175+00 | 1239+05 | RT | 160 | 160 | | 3.64 | | |
| 89-95 | EW | I-480 WB | 1173+00 | 1248+30 | LT | | | 1.43 | | | |
| 89-95 | EY | I-480 WB | 1173+00 | 1248+30 | LT | | | 1.43 | | | |
| 89-95 | LL | I-480 WB (X3) | 1173+00 | 1248+30 | LT | 188 | 188 | | 4.28 | | |
| 89 | CH | RAMP TO BROADWAY (X2) | 1179+27 | 1181+94 | LT | 14 | 14 | | | 535 | |
| 89 | DW | I-480 WB | 1181+94 | 1186+05 | LT | | | | | | 411 |
| 90 | CH | RAMP FROM BROADWAY (X2) | 1185+97 | 1191+65 | RT | 15 | 15 | | | 1137 | |
| 90-91 | DW | I-480 EB | 1191+65 | 1201+80 | RT | | | | | | 1015 |
| 93 | CH | RAMP TO LEE RD (X2) | 1219+68 | 1222+54 | LT | 15 | 15 | | | 590 | |
| 93-94 | CH | RAMP FROM LEE RD (X2) | 1220+96 | 1228+91 | RT | 12 | 12 | | | 1590 | |
| 93-94 | DW | RAMP TO LEE RD | 1222+54 | 1227+44 | LT | | | | | | 490 |
| 94-95 | DW | RAMP FROM LEE RD | 1228+91 | 1239+05 | RT | | | | | | 1014 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | 404 | 404 | 5.28 | 7.92 | 3852 | 2930 |

| SHEET NO. | REFERENCE NO. | LOCATION | STATION | SIDE | CODE | SIZE (INCHES) | 630 | 630 | 630 | 630 |
|-----------------------------------|---------------|----------|---------|------|----------|---------------|--|---------------------------|---|---|
| | | | | | | | SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED | MAINLINE REFERENCE MARKER | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL |
| | | | | | | | EACH | EACH | EACH | EACH |
| 90 | S-1 | I-480 | 1189+07 | CL | D10-5-18 | 18X60 | 1 | 2 | | |
| 92 | R-1 | I-480 | 1207+80 | CL | | | | | 1 | 2 |
| 92 | S-2 | I-480 | 1207+80 | CL | D10-5-18 | 18X60 | 1 | 2 | | |
| 94 | R-2 | I-480 | 1232+90 | CL | | | | | 1 | 2 |
| 94 | S-3 | I-480 | 1232+90 | CL | D10-5-18 | 18X60 | 1 | 2 | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | 3 | 6 | 2 | 4 |

TRAFFIC CONTROL SUBSUMMARIES

DESIGN AGENCY



DESIGNER

JMB

REVIEWER

BSS 02-25-22

PROJECT ID

114516

SHEET TOTAL

88 | 133

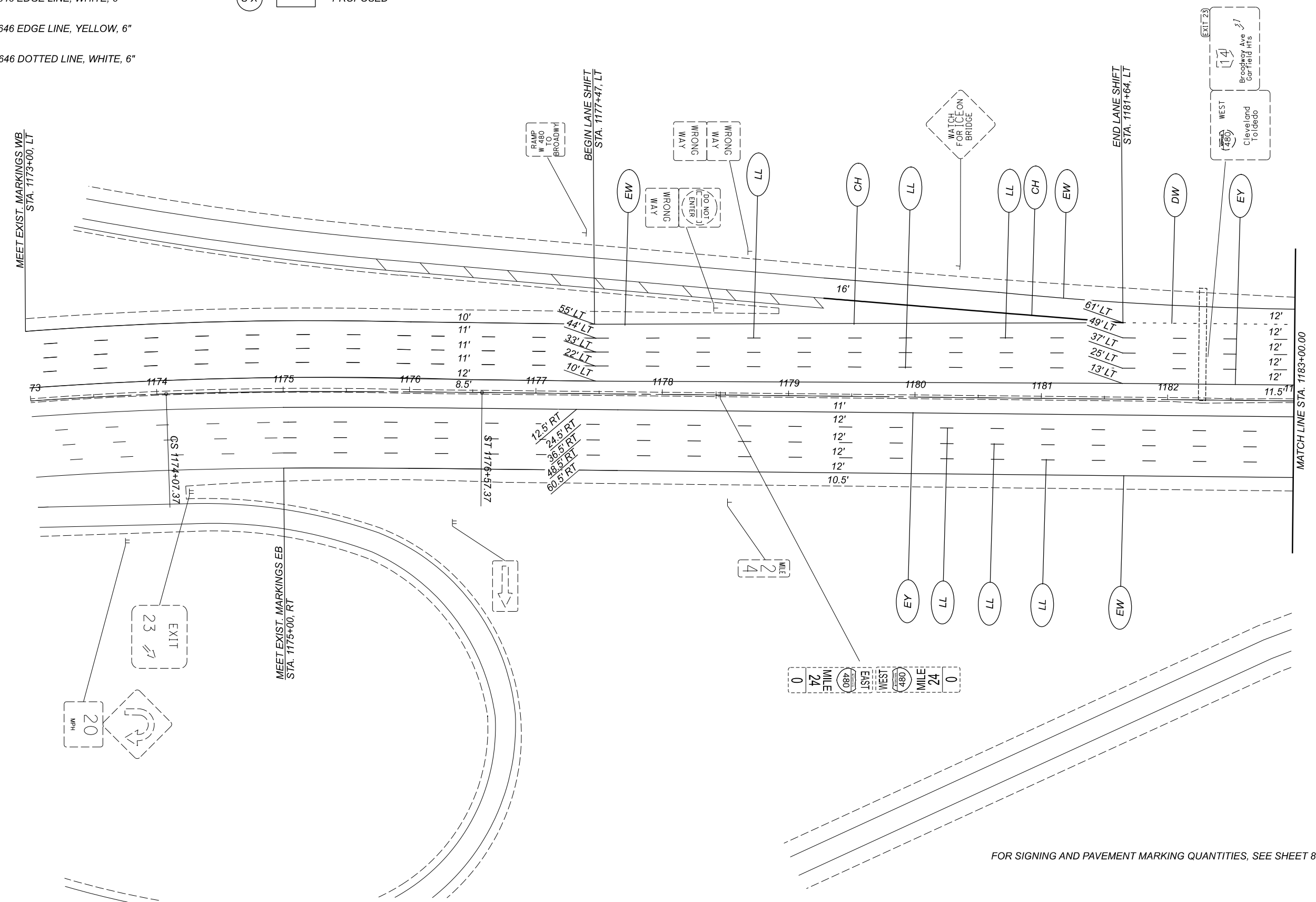
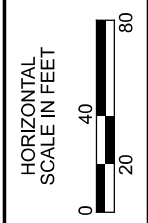
PAVEMENT MARKING LEGEND

- LL ITEM 646 LANE LINE, 6"
- CH ITEM 646 CHANNELIZING LINE, 12"
- EW ITEM 646 EDGE LINE, WHITE, 6"
- EY ITEM 646 EDGE LINE, YELLOW, 6"
- DW ITEM 646 DOTTED LINE, WHITE, 6"

SIGN LEGEND

- EXISTING TO REMAIN
- EXISTING TO BE REMOVED
- PROPOSED

NOTE: SIGNS INSTALLED AS PART OF PID 107657 ARE SHOWN AS EXISTING. THEY ARE ANTICIPATED TO BE INSTALLED PRIOR TO WORK ON WB I-480 COMMENCING ON THIS PROJECT (PID 114516).



SIGN AND PAVEMENT MARKING PLAN - CUY-480
 STA 1173+00 TO STA 1183+00

DESIGN AGENCY



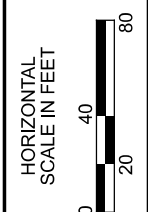
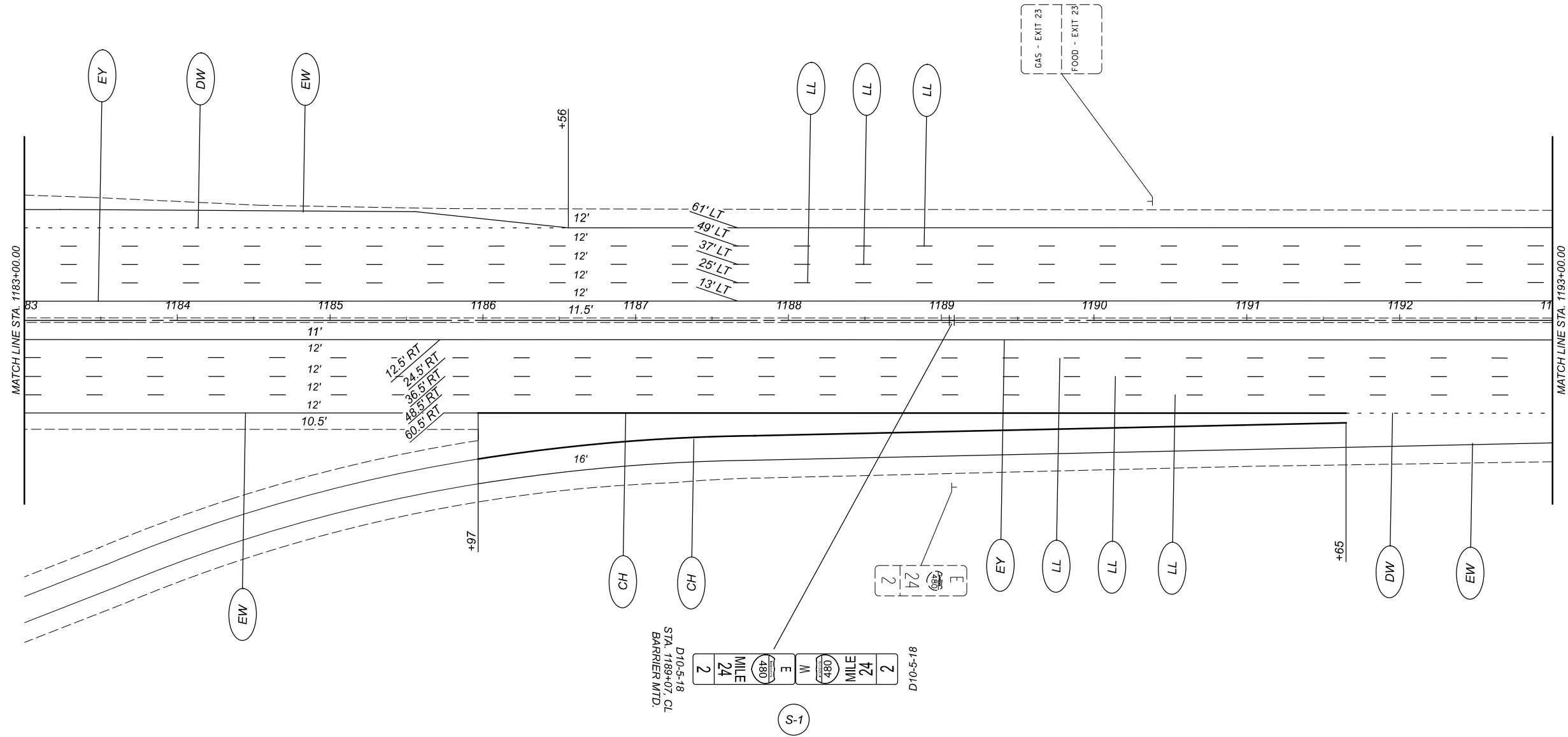
DESIGNER
JMB

REVIEWER
 BSS 02-25-22

PROJECT ID
 114516

SHEET TOTAL
 89 133

FOR SIGNING AND PAVEMENT MARKING QUANTITIES, SEE SHEET 88.



SIGN AND PAVEMENT MARKING PLAN - CUY-480
 STA 1183+00 TO STA 1193+00

DESIGN AGENCY



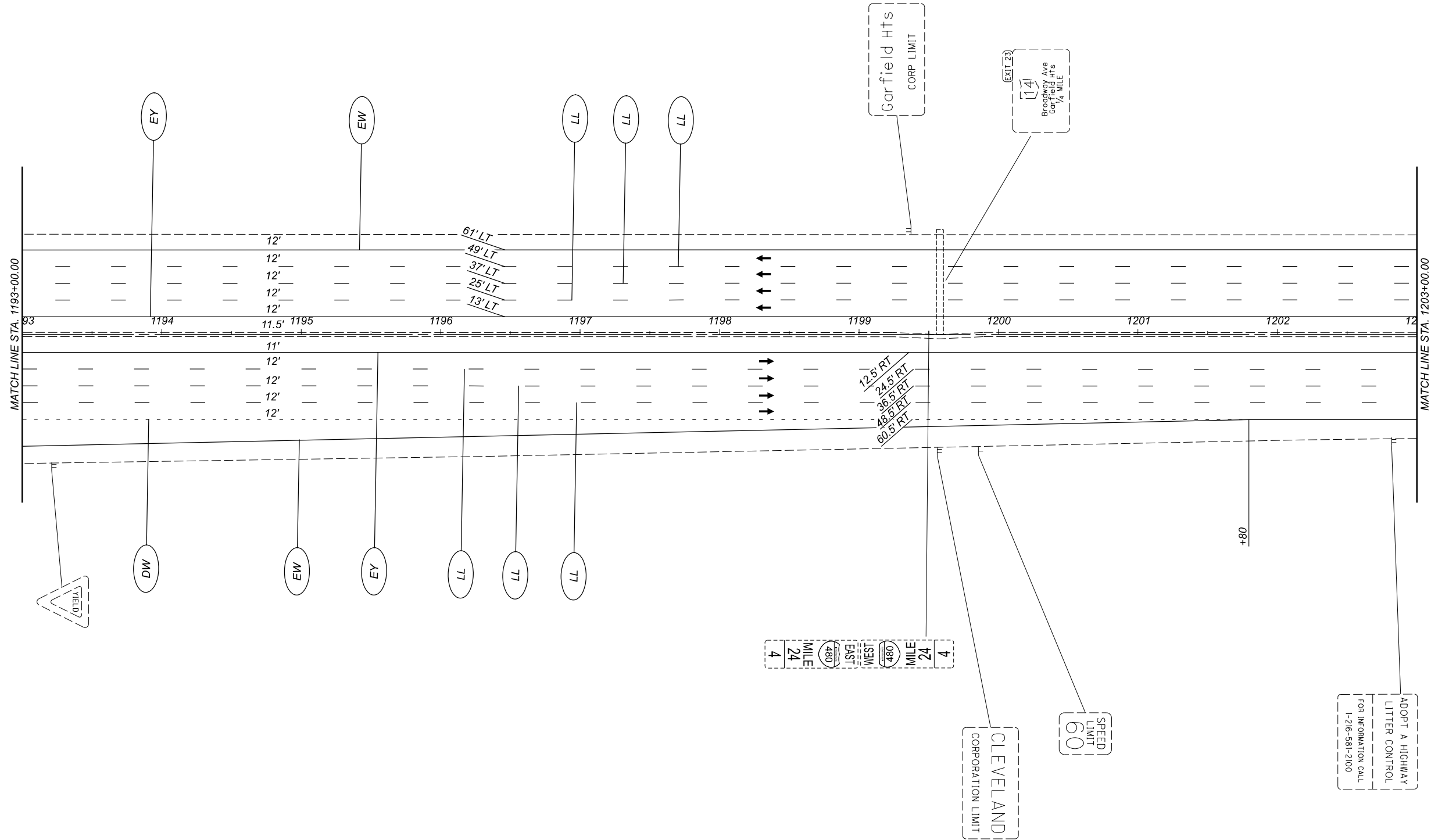
DESIGNER
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REVIEWER
 BSS 02-25-22

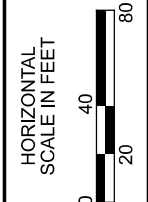
PROJECT ID
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| | |
|-------|-------|
| SHEET | TOTAL |
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FOR SIGNING AND PAVEMENT MARKING LEGENDS, SEE SHEET 89.
 FOR SIGNING AND PAVEMENT MARKING QUANTITIES, SEE SHEET 88.



FOR SIGNING AND PAVEMENT MARKING LEGENDS, SEE SHEET 89.
 FOR SIGNING AND PAVEMENT MARKING QUANTITIES, SEE SHEET 88.



SIGN AND PAVEMENT MARKING PLAN - CUY-480
 STA 1193+00 TO STA 1203+00

DESIGN AGENCY

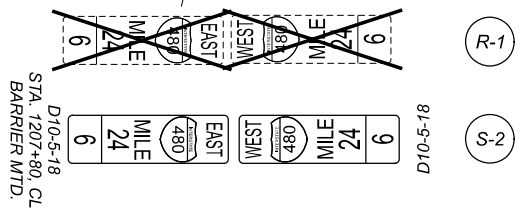
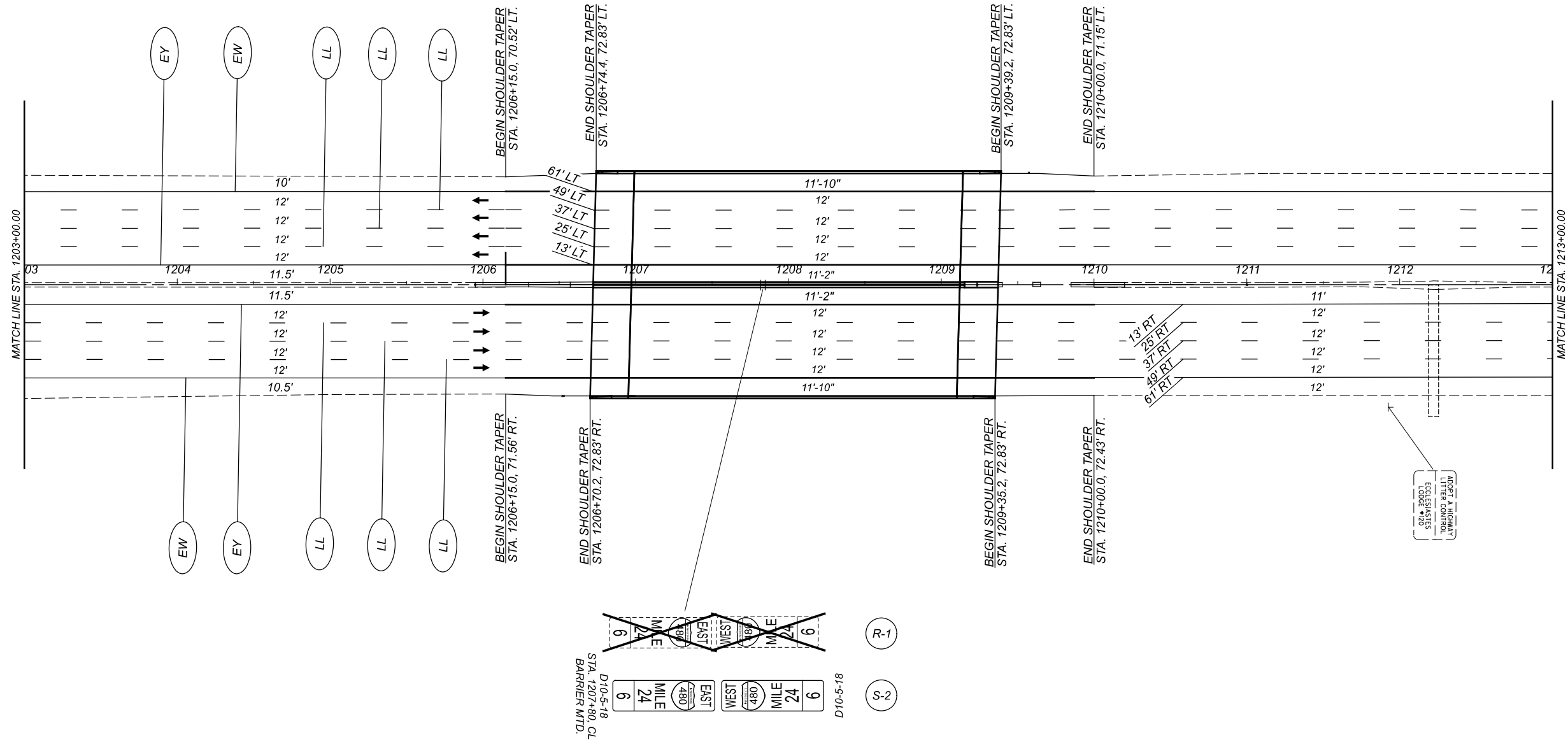


DESIGNER
JMB

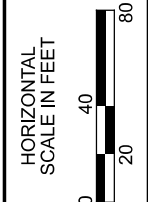
REVIEWER
 BSS 02-25-22

PROJECT ID
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FOR SIGNING AND PAVEMENT MARKING LEGENDS, SEE SHEET 89.
 FOR SIGNING AND PAVEMENT MARKING QUANTITIES, SEE SHEET 88.



SIGN AND PAVEMENT MARKING PLAN - CUY-480
 STA 1203+00 TO STA 1213+00

DESIGN AGENCY

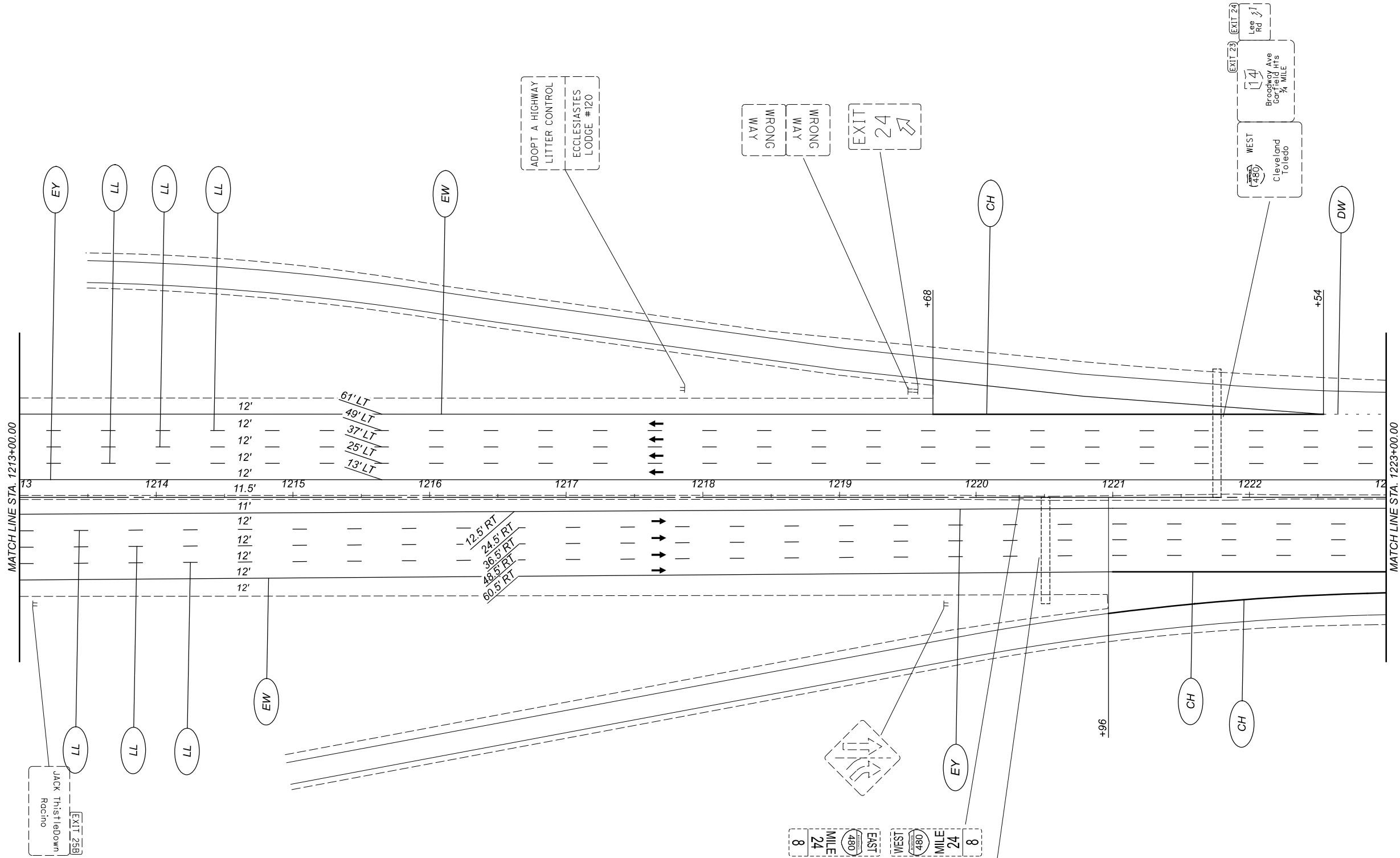


DESIGNER
 JMB

REVIEWER
 BSS 02-25-22

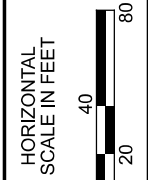
PROJECT ID
 114516

| | |
|-------|-------|
| SHEET | TOTAL |
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NOTE: SHOULDER AND LANE WIDTHS EAST OF LEE ROAD ARE APPROXIMATE.
 PAVEMENT MARKINGS SHALL BE PLACED AT OFFSETS SHOWN AT THE BRIDGE,
 AND TRANSITION TO MEET EXISTING AT THE EAST END OF THE PROJECT.

FOR SIGNING AND PAVEMENT MARKING LEGENDS, SEE SHEET 89.
 FOR SIGNING AND PAVEMENT MARKING QUANTITIES, SEE SHEET 88.



SIGN AND PAVEMENT MARKING PLAN - CUY-480
 STA 1213+00 TO STA 1223+00

DESIGN AGENCY



DESIGNER

JMB

REVIEWER

BSS 02-25-22

PROJECT ID

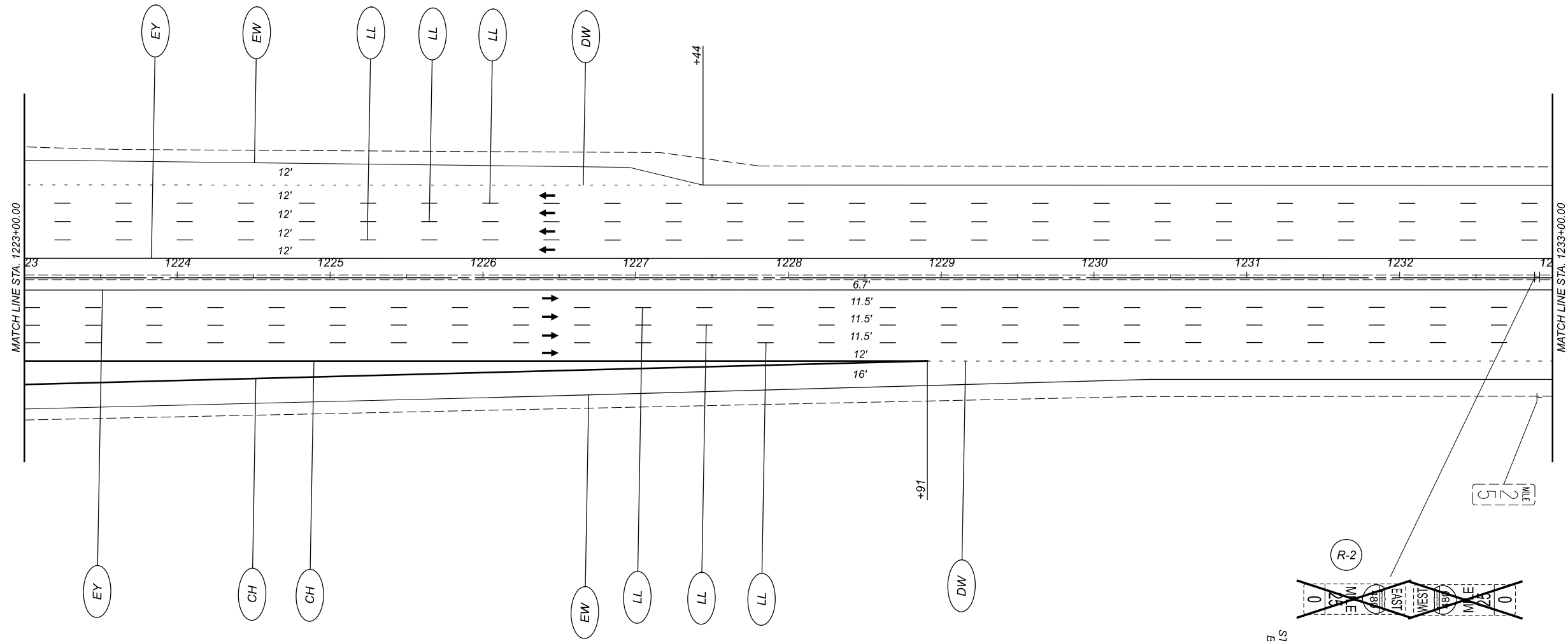
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SHEET

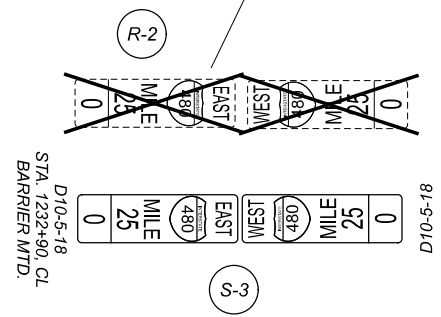
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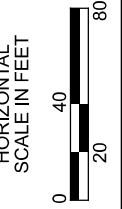
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NOTE: SHOULDER AND LANE WIDTHS EAST OF LEE ROAD ARE APPROXIMATE. PAVEMENT MARKINGS SHALL BE PLACED AT OFFSETS SHOWN AT THE BRIDGE, AND TRANSITION TO MEET EXISTING AT THE EAST END OF THE PROJECT.



FOR SIGNING AND PAVEMENT MARKING LEGENDS, SEE SHEET 89.
 FOR SIGNING AND PAVEMENT MARKING QUANTITIES, SEE SHEET 88.



SIGN AND PAVEMENT MARKING PLAN - CUY-480
 STA 1223+00 TO STA 1233+00

DESIGN AGENCY

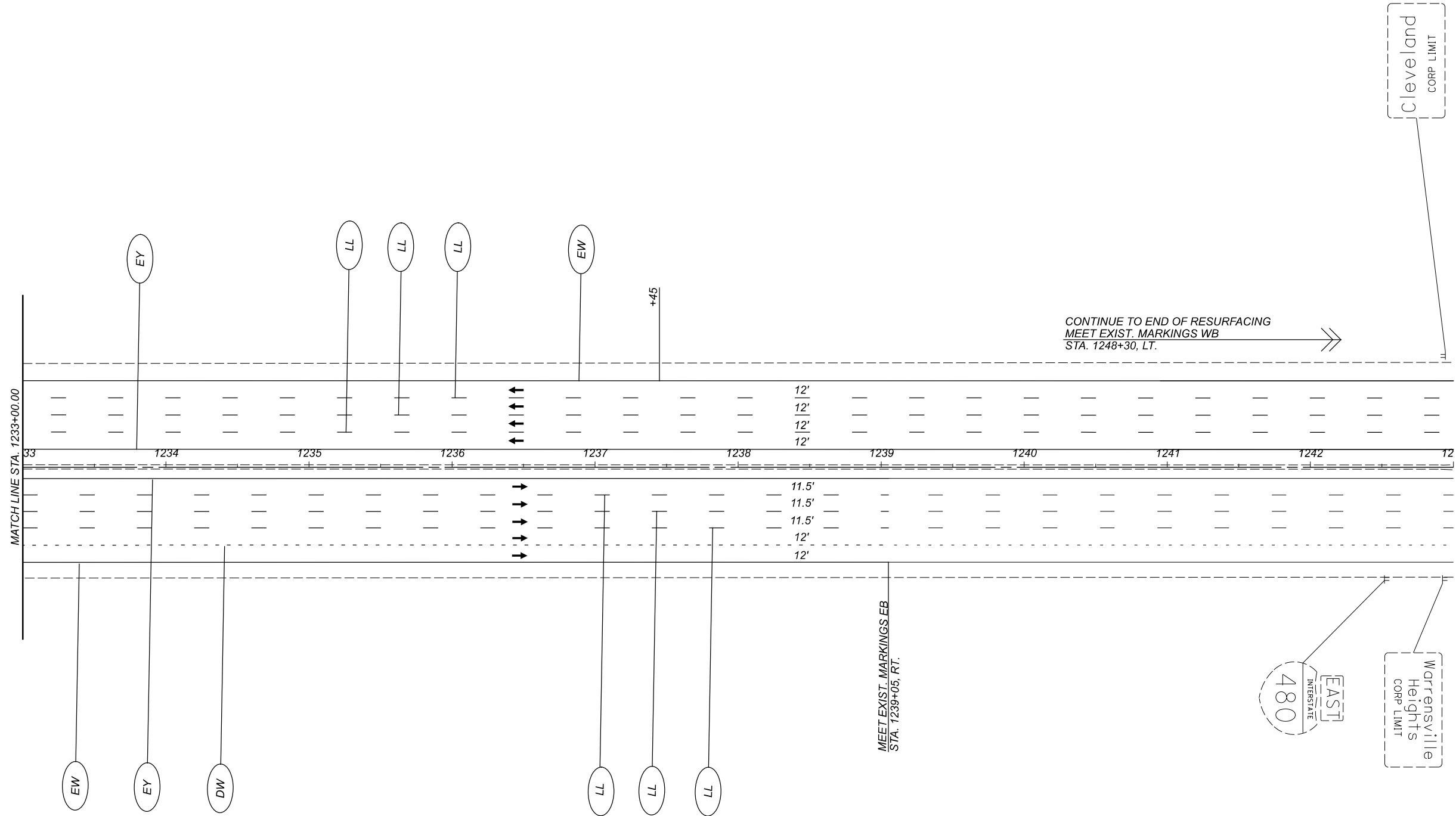


DESIGNER
 JMB

REVIEWER
 BSS 02-25-22

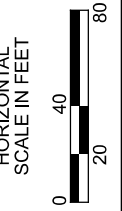
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| | |
|-------|-------|
| SHEET | TOTAL |
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NOTE: SHOULDER AND LANE WIDTHS EAST OF LEE ROAD ARE APPROXIMATE. PAVEMENT MARKINGS SHALL BE PLACED AT OFFSETS SHOWN AT THE BRIDGE, AND TRANSITION TO MEET EXISTING AT THE EAST END OF THE PROJECT.

FOR SIGNING AND PAVEMENT MARKING LEGENDS, SEE SHEET 89.
 FOR SIGNING AND PAVEMENT MARKING QUANTITIES, SEE SHEET 88.



SIGN AND PAVEMENT MARKING PLAN - CUY-480
 STA 1233+00 TO STA 1243+00

DESIGN AGENCY



| | |
|------------|--------------|
| DESIGNER | JMB |
| REVIEWER | BSS 02-25-22 |
| PROJECT ID | 114516 |
| SHEET | TOTAL |
| 95 | 133 |

ITEM 625 - SPECIAL, MAINTAIN EXISTING LIGHTING
 EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC ACCIDENTS.

REPLACEMENT OF KNOCKED DOWN UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

THE UNIT PRICE BID FOR ITEM SPECIAL "REPLACEMENT OF EXISTING LIGHTING UNIT" SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING LIGHTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT.

ITEM 625 - MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS AND STANDARD DRAWINGS THE CONTRACT SHALL ENSURE THE BOLT SPACING FOR THE FOUNDATION MATCHES THE EXISTING BOLT SPACING OF THE EXISTING LIGHT POLES REMOVED WITH THIS PROJECT, WHICH WILL BE REERECTED ON THE FOUNDATION.

FOR LIGHT POLE-8 (AT STATION 1209+15) SEE STANDARD DRAWING HL-20.13 FOR DETAILS AND THE FOLLOWING SHALL APPLY. THE DEPTH FROM THE TOE OF BARRIER TO THE PERMISSIBLE CONSTRUCTION JOINT SHALL BE 1'-3" INSTEAD OF 9", WITH THE WIDTH MATCHING THE APPROACH SLAB MEDIAN BARRIER.

ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS REQUIRED TO PERFORM THE ABOVE DESCRIBED WORK SHALL BE INCLUDED FOR PAYMENT AT THE CONTRACT PRICE FOR ITEM 625 - MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN.

ITEM 625 - LIGHTING, MISC.: REMOVE AND REERECT EXISTING UNDERPASS LIGHTING







THIS WORK SHALL CONSIST OF THE REMOVAL AND REERECTION OF THE EXISTING TOP-MOUNTED AND SIDE-MOUNTED UNDERPASS LUMINAIRES AND APPURTENANCES. BEFORE PERFORMING ANY REMOVALS, POWER TO THE EXISTING LUMINAIRES SHALL BE DISCONNECTED. CONTRACTOR SHALL REMOVE BOTH TOP-MOUNTED AND SIDE-MOUNTED LUMINAIRES AND APPURTENANCES AS SHOWN IN THE PLANS AND SET ASIDE TO BE REERECTED AFTER THE CONSTRUCTION OF THE PIER CAP EXTENSION. ANY ADDITIONAL CONDUIT AND REWIRING NEEDED DUE TO THE LUMINAIRE RELOCATION SHALL BE INCLUDED IN THE LUMP SUM BID. ANY LUMINAIRES DAMAGED DURING REMOVAL SHALL BE REPLACED AT NO ADDITIONAL COST TO THE STATE.

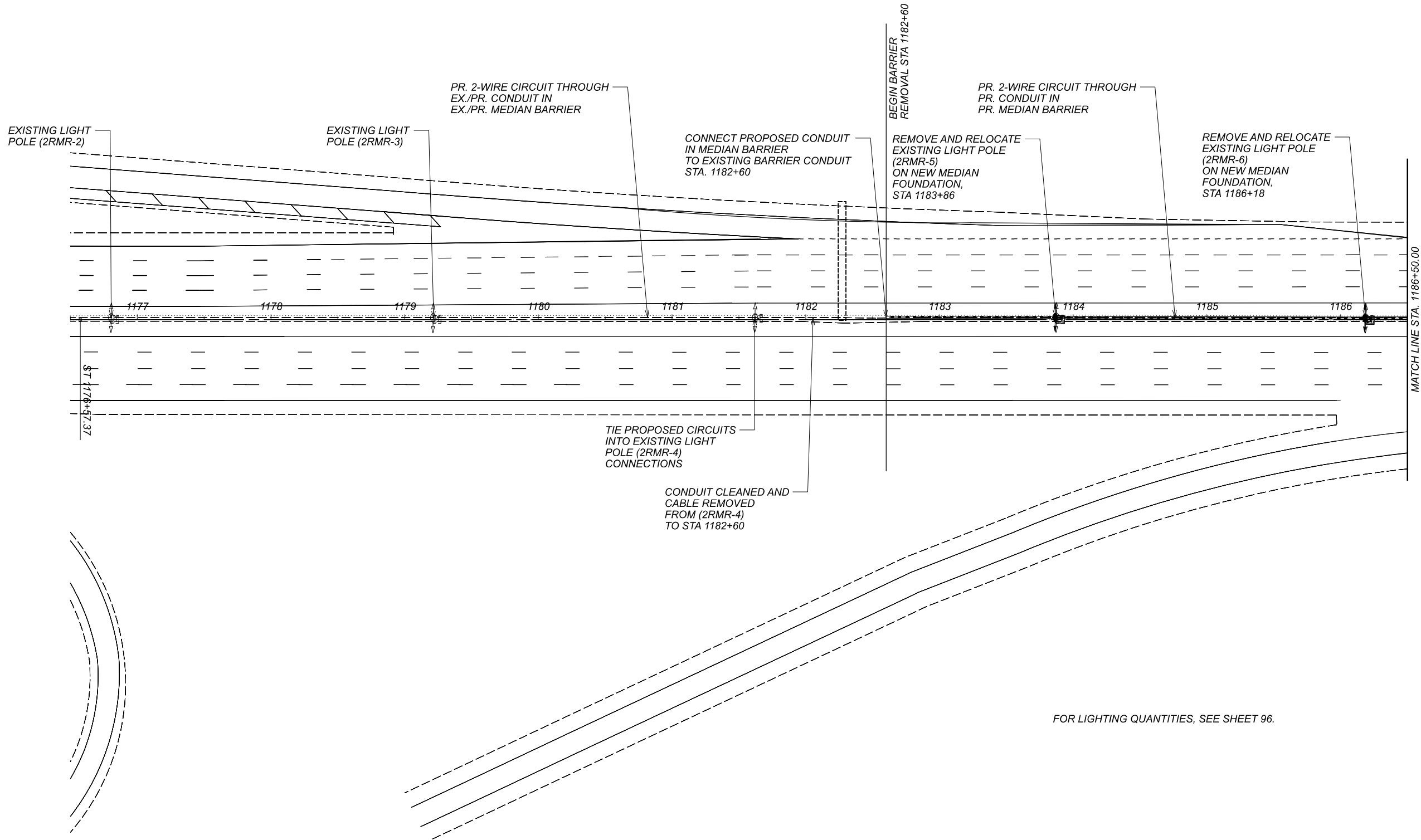
AFTER THE CONSTRUCTION OF THE PIER CAP EXTENSIONS, REERECT TOP-MOUNTED AND SIDE-MOUNTED LUMINAIRES AND APPURTENANCES AT THE LOCATIONS SHOWN IN THE PLAN OR AS DIRECTED BY THE ENGINEER.

ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS REQUIRED TO PERFORM THE ABOVE DESCRIBED WORK SHALL BE INCLUDED FOR PAYMENT AT THE LUMP SUM CONTRACT PRICE FOR ITEM 625 - LIGHTING, MISC.: REMOVE AND REERECT EXISTING UNDERPASS LIGHTING.

| ITEM | SHEET NO. | SIDE | ROADWAY | STATION | 625 | | | | | | | | | | | | | | |
|-----------------------------------|-----------|------|---------|---------|------------------------------|--------------------------------|---|--|-----------------------------------|---------------------|---------------------|------------------------------------|-------------------------------------|---------------------|------------|--|-------------------------------|--------------------------------------|---|
| | | | | | CONNECTION, FUSED PULL APART | CONNECTION, UNFUSED PULL APART | MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN | NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE | NO. 10 AWG POLE AND BRACKET CABLE | CONDUIT, 2", 725.04 | CONDUIT, 4", 725.04 | CONDUIT CLEANED AND CABLES REMOVED | REMOVAL OF LUMINAIRE AND REERECTION | MEDIAN JUNCTION BOX | GROUND ROD | REMOVE AND REERECT EXISTING LIGHT POLE | LIGHT POLE FOUNDATION REMOVED | SPECIAL - MAINTAIN EXISTING LIGHTING | LIGHTING, MISC.: REMOVE AND REERECT EXISTING UNDERPASS LIGHTING |
| | | | | | EACH | EACH | EACH | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | LUMP | LUMP |
| EX. 2RMR-4 | 97 | LT | I-480 | 1181+60 | 1 | 1 | | 460 | | | | 130 | 100 | | | | | | |
| 2RMR-5 | 97 | LT | I-480 | 1183+86 | 1 | 1 | 1 | 470 | 222 | | | 235 | | 1 | | 1 | | | |
| 2RMR-6 | 97 | LT | I-480 | 1186+18 | 1 | 1 | 1 | 470 | 222 | | | 235 | | 1 | | 1 | | | |
| 2RMR-7 | 98 | LT | I-480 | 1188+52 | 1 | 1 | 1 | 480 | 222 | | | 240 | | 1 | | 1 | | | |
| 2RMR-8 | 98 | LT | I-480 | 1190+87 | 1 | 1 | 1 | 540 | 222 | | | 165 | | 1 | | 1 | | | |
| BRIDGE NO. CUY-480-2241 | | | | | | | | | | | | | | | | | | | |
| MJB-2 | 99 | LT | I-480 | 1206+75 | | | | | | | | | | | 1 | | | | LUMP |
| 1ML-1 | 99 | LT | I-480 | 1206+50 | 1 | 1 | 1 | 50 | 222 | 50 | | | | 1 | | 1 | 1 | 1 | |
| 1ML-2 | 99 | LT | I-480 | 1209+15 | 1 | 1 | 1 | 50 | 222 | | 25 | | | 1 | | 1 | 1 | 1 | |
| 1PC-9 | 100 | LT | I-480 | 1225+76 | 1 | 1 | 1 | 810 | 222 | | | 405 | | 1 | | 1 | 1 | | |
| MJB-1 | 101 | RT | I-480 | 1227+77 | | | | | | | | 85 | | | 1 | | | | LUMP |
| 1PC-6 | 101 | LT | I-480 | 1229+76 | 1 | 1 | 1 | 530 | 222 | | | 265 | | 1 | | 1 | 1 | | |
| 1PC-5 | 101 | LT | I-480 | 1232+35 | 1 | 1 | 1 | 530 | 222 | | | 120 | | 1 | | 1 | 1 | | |
| EX. 1PC-4 | 101 | LT | I-480 | 1234+95 | 1 | 1 | | | | | | 150 | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | 11 | 11 | 9 | 4,390 | 1,998 | 50 | 1,820 | 335 | 9 | 2 | 9 | 9 | 2 | LUMP | LUMP |

LEGEND

-  PR. CIRCUIT
-  PR. CONDUIT
-  EX. LOW MAST POLE/LUMINAIRE
-  PR. LOW MAST POLE RELOCATED
-  EX. JUNCTION BOX
-  PR. JUNCTION BOX



FOR LIGHTING QUANTITIES, SEE SHEET 96.

LIGHTING PLAN
STA 1176+50 TO STA 1186+50

DESIGN AGENCY



DESIGNER
JAW

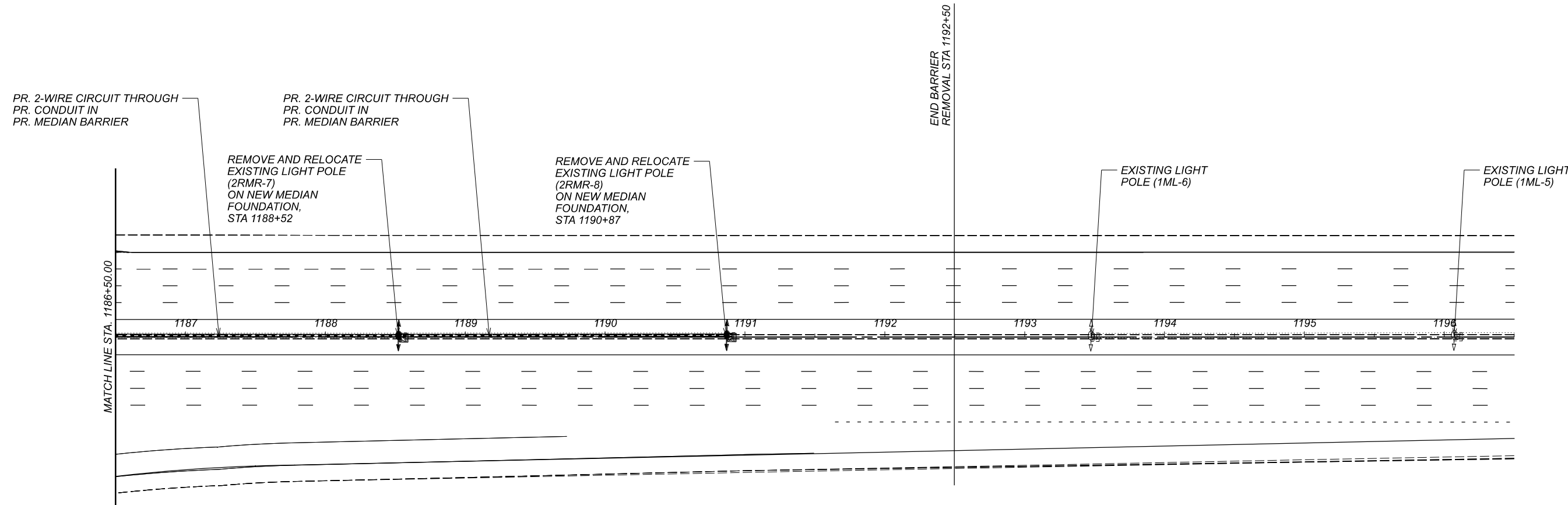
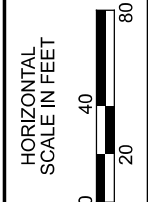
REVIEWER
JMB 02-25-22

PROJECT ID
114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 97 | 133 |

LEGEND

- PR. CIRCUIT
- PR. CONDUIT
- EX. LOW MAST POLE/LUMINAIRE
- PR. LOW MAST POLE RELOCATED
- EX. JUNCTION BOX
- PR. JUNCTION BOX



LIGHTING PLAN
 STA 1186+50 TO STA 1196+50

FOR LIGHTING QUANTITIES, SEE SHEET 96.

DESIGN AGENCY



DESIGNER

JAW

REVIEWER

JMB 02-25-22

PROJECT ID

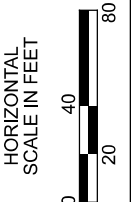
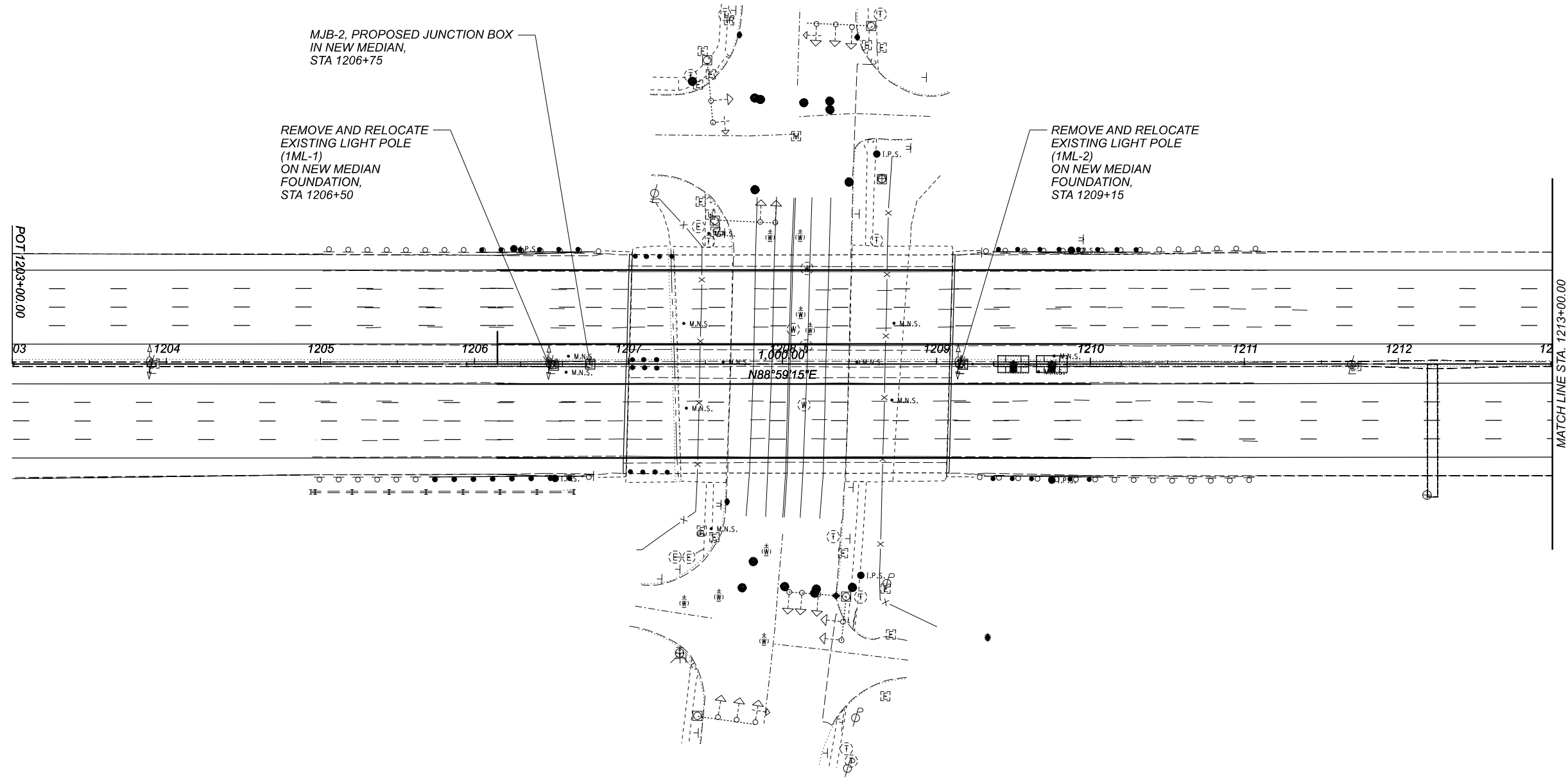
114516

SHEET

98

TOTAL

133



LIGHTING PLAN
STA 1203+00 TO STA 1213+00

FOR LIGHTING QUANTITIES, SEE SHEET 96.

DESIGN AGENCY



DESIGNER
JAW

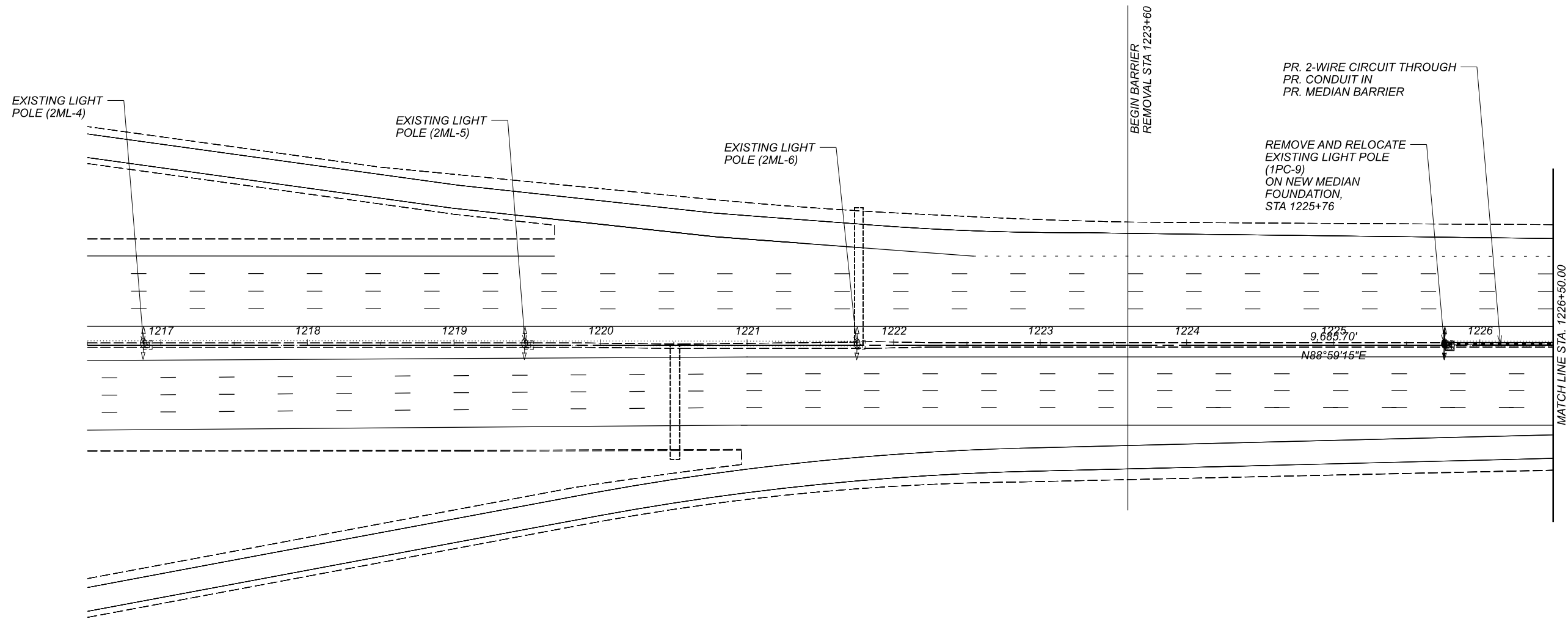
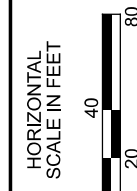
REVIEWER
DEB 11-19-21

PROJECT ID
114516

| | |
|-------|-------|
| SHEET | TOTAL |
| 99 | 133 |

LEGEND

- PR. CIRCUIT
- PR. CONDUIT
- EX. LOW MAST POLE/LUMINAIRE
- PR. LOW MAST POLE RELOCATED
- EX. JUNCTION BOX
- PR. JUNCTION BOX



FOR LIGHTING QUANTITIES, SEE SHEET 96.

LIGHTING PLAN
 STA 1216+50 TO STA 1226+50

DESIGN AGENCY



DESIGNER

JAW

REVIEWER

JMB 02-25-22

PROJECT ID

114516

SHEET

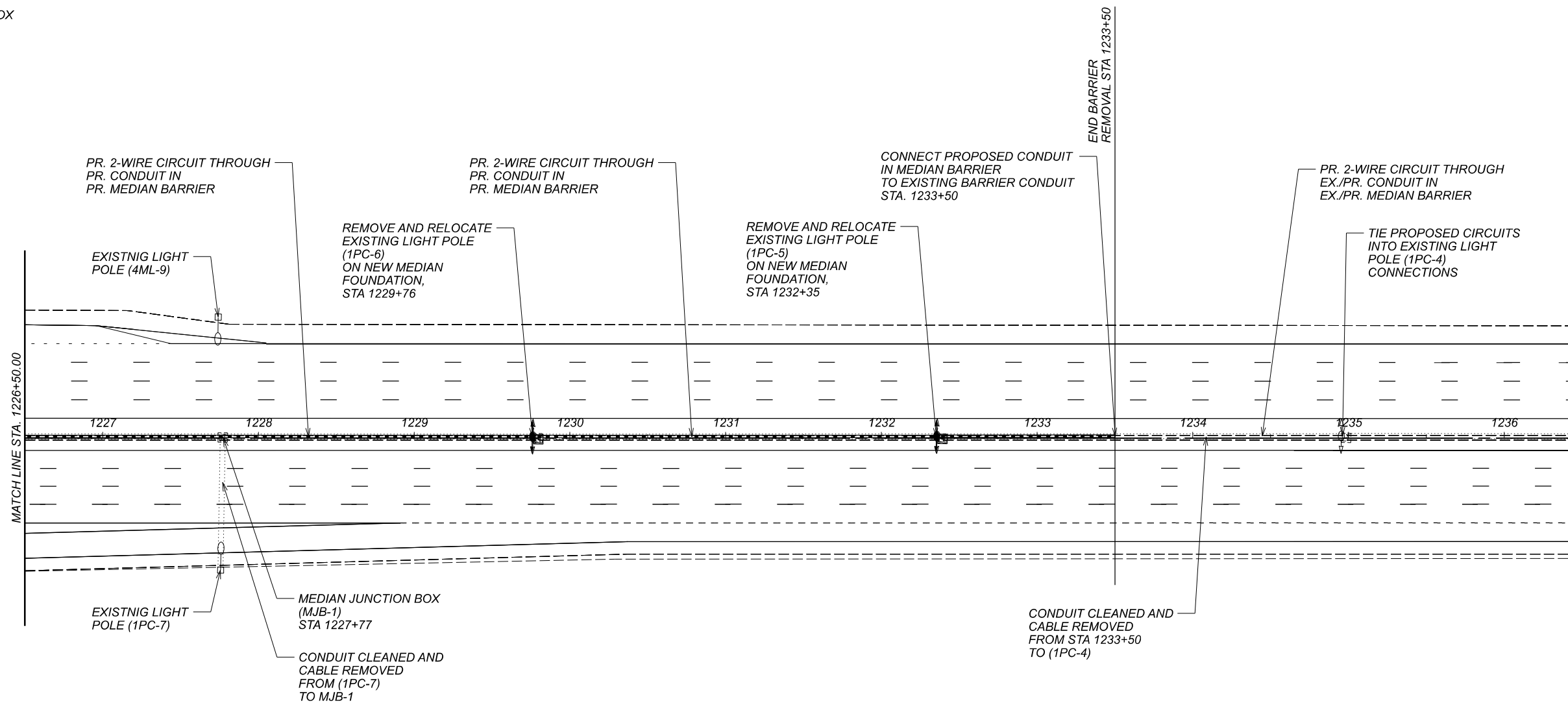
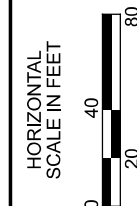
100

TOTAL

133

LEGEND

- /// PR. CIRCUIT
- PR. CONDUIT
- EX. LOW MAST POLE/LUMINAIRE
- PR. LOW MAST POLE RELOCATED
- EX. JUNCTION BOX
- ▣ PR. JUNCTION BOX



LIGHTING PLAN
 STA 1226+50 TO STA 1236+50

FOR LIGHTING QUANTITIES, SEE SHEET 96.

DESIGN AGENCY



DESIGNER

JAW

REVIEWER

JMB 02-25-22

PROJECT ID

114516

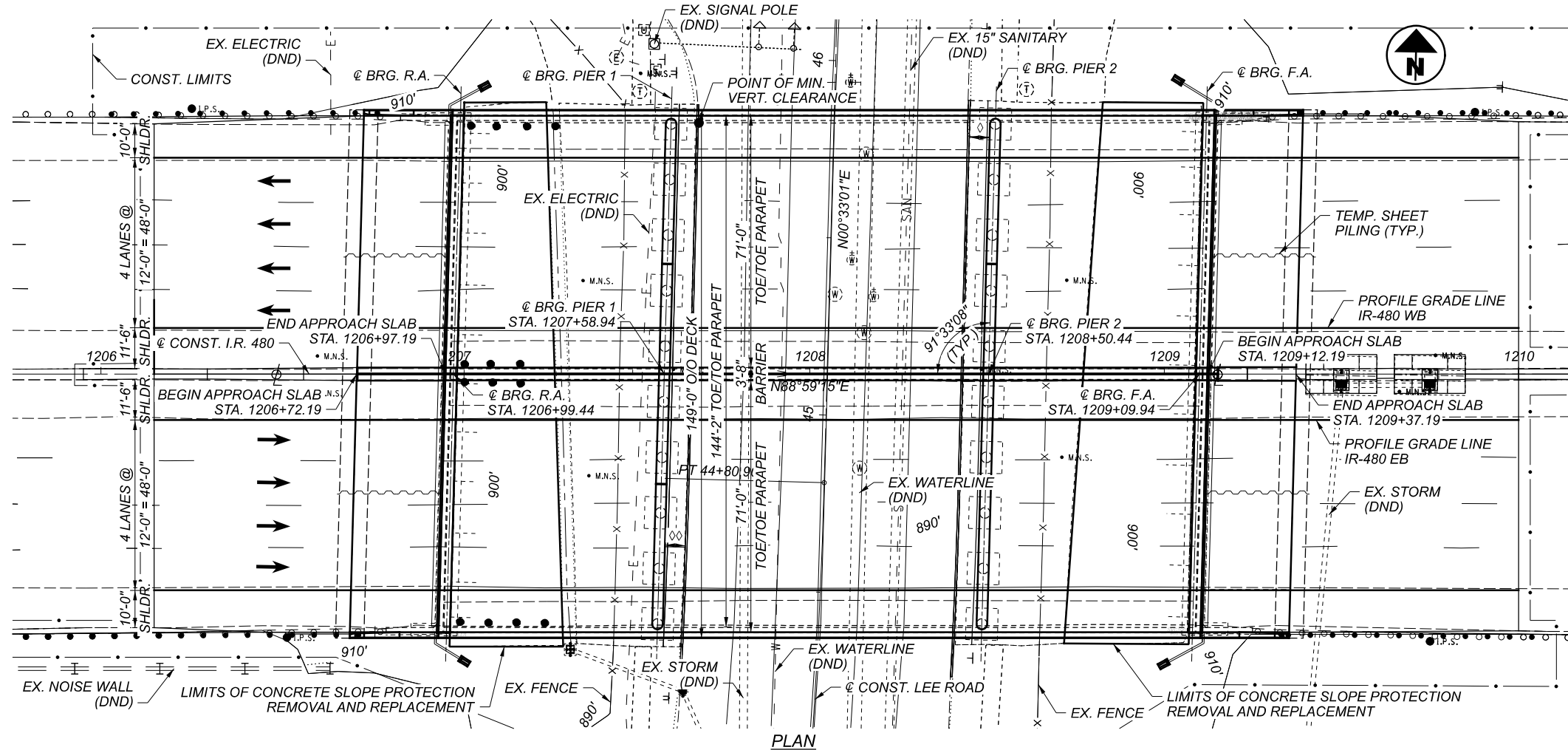
SHEET

101

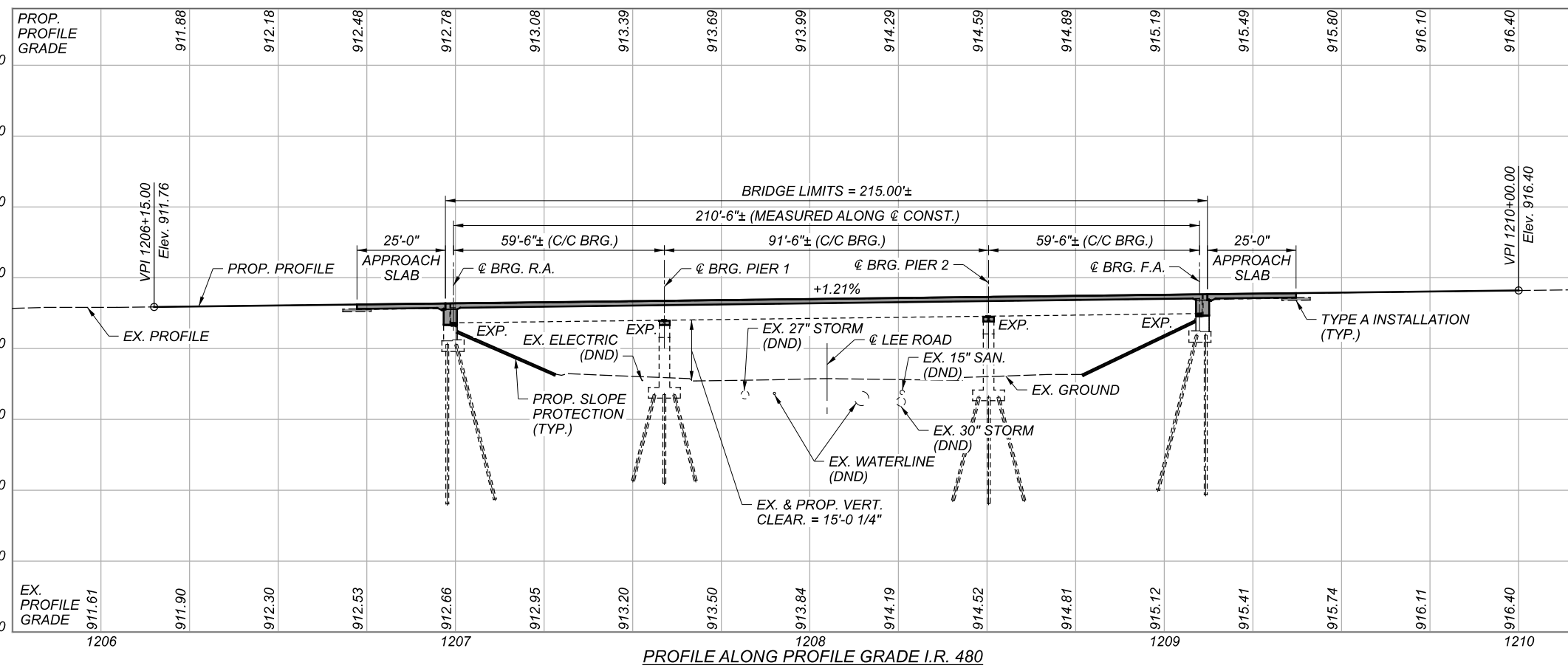
TOTAL

133

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 (\uss-east.bjg\group.com)\CN\127052_D12-BH-FY227.0_Production\Worksheets\114516\400-Engineering\Structures\SFN1813404\Sheets\114516_SF1813404_SP001.dgn



PLAN



PROFILE ALONG PROFILE GRADE I.R. 480

BENCHMARK DATA

| | | | | | |
|------------|------------|-------|--------|--------|--------------|
| BM #1 STA. | 1208+64.62 | ELEV. | 896.33 | OFFSET | 120.46', LT. |
| BM #2 STA. | 1212+18.62 | ELEV. | 917.78 | OFFSET | 85.09', RT. |
| BM #3 STA. | 1207+33.24 | ELEV. | 888.23 | OFFSET | 187.70', RT. |

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

EXISTING UTILITIES ARE TO REMAIN UNLESS NOTES OTHERWISE

DESIGN TRAFFIC:

| | | | |
|--------------------------------|---------|-------------|------|
| 2023 ADT = | 170,100 | 2023 ADTT = | 8505 |
| 2043 ADT = | 186,700 | 2043 ADTT = | 9335 |
| DIRECTIONAL DISTRIBUTION = 55% | | | |

LEGEND

- ◆ BORING LOCATION
- * - PHASE 1 CONSTRUCTION
- ** - PHASE 2 CONSTRUCTION
- 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
- 15'-0 1/4" ACTUAL MINIMUM VERTICAL CLEARANCE
- ◇ - EX. & PROP. HORIZONTAL CLEARANCE = 5'-8 11/16"±
- ◇◇ - EX. & PROP. HORIZONTAL CLEARANCE = 5'-7 15/16"±



SITE PLAN
BRIDGE NO. CUY-480-2241
I.R. 480 OVER LEE ROAD

EXISTING STRUCTURE

TYPE: CONTINUOUS WELDED STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 59'-6"±, 91'-6"±, 59'-6"± (C/C BRG.)

ROADWAY: 144'-0"± F/F PARAPET
3'-0"± BARRIER MEDIAN

LOADING: CF2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING

SKEW: 1°33'45" LEFT FORWARD

WEARING SURFACE: 2 1/4" MICRO-SILICA MODIFIED CONCRETE OVERLAY

APPROACH SLABS: AS-1-67 (25' LONG)

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

STRUCTURE FILE NUMBER: 1813404

DATE BUILT: 1971

DISPOSITION: TO BE REHABILITATED

PROPOSED STRUCTURE

TYPE: CONTINUOUS WELDED STEEL GIRDER WITH COMPOSITE REINFORCED CONCRETE DECK AND SEMI-INTEGRAL ABUTMENTS AND REINFORCED CONCRETE PIERS

SPANS: 59'-6", 91'-6", 59'-6" (C/C BRG.)

ROADWAY: 144'-2" TOE/TOE PARAPET

VEHICULAR LIVE LOAD: HL93 (SUPERSTRUCTURE)
HS20 (SUBSTRUCTURE)

FUTURE WEARING SURFACE: 0.060 KSF

SKEW: 1°33'08" LEFT FORWARD

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" LONG (AS-1-15, AS-2-15), MODIFIED

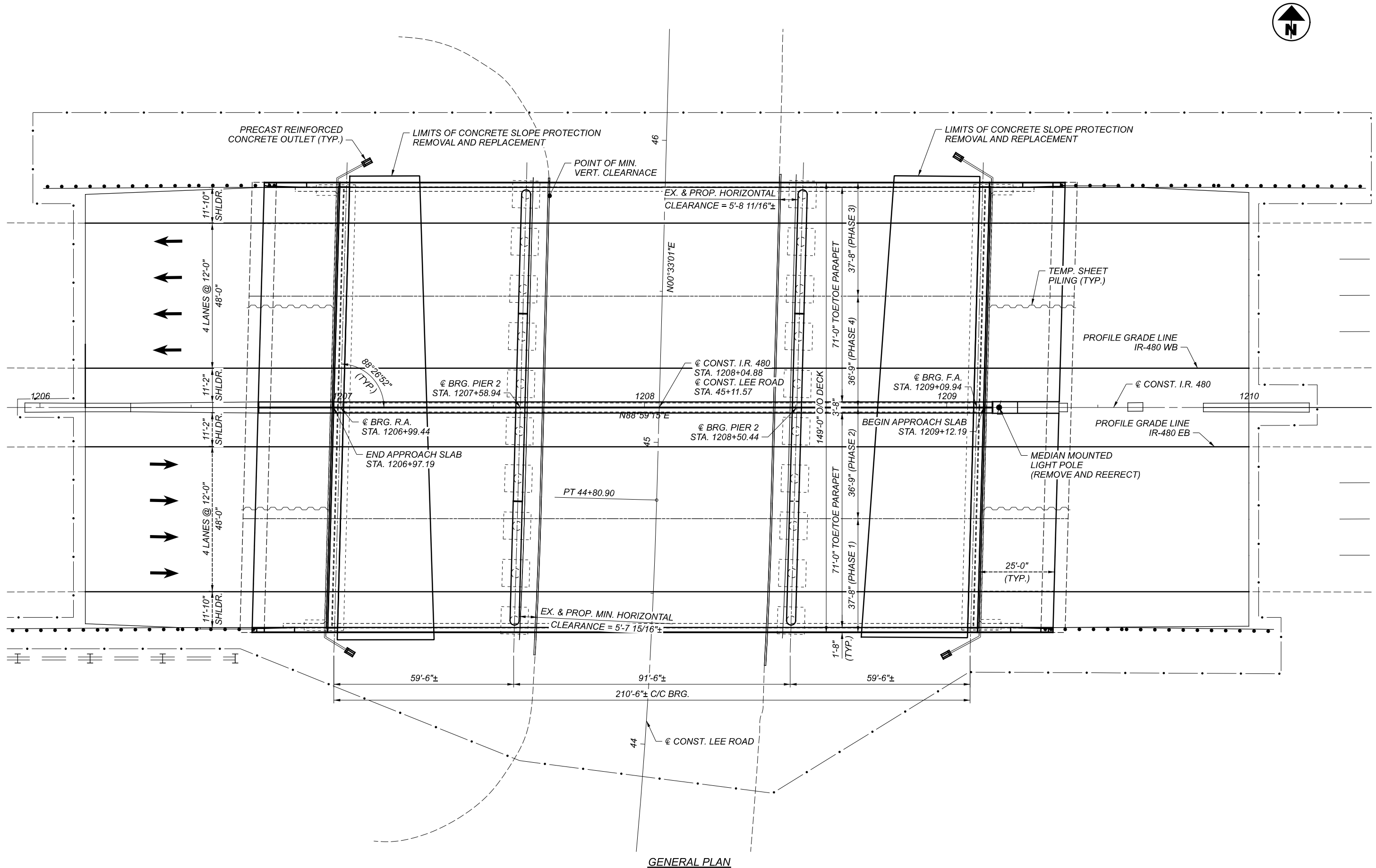
ALIGNMENT: TANGENT

CROWN: 0.0156 FT/FT

DECK AREA: 32,036 SF

COORDINATES: LATITUDE 41° 25' 28.92" N
LONGITUDE 81° 33' 54.84" W

| | |
|------------------|--------------|
| SFN | 1813404 |
| DESIGN AGENCY | [BI] |
| DESIGNER/CHECKER | CDH / IMF |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SUBSET | 1 / 32 |
| SHEET | 102 / 133 |



GENERAL PLAN
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | |
|---------------|---------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER | CDH |
| CHECKER | IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 2 |
| TOTAL | 32 |
| SHEET | 103 |
| TOTAL | 133 |

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

Table with 3 columns: Drawing ID, Status, Date. Rows include AS-1-15 REVISED 07-17-15, AS-2-15 REVISED 01-18-19, SBR-1-20 REVISED 07-17-20, SBR-2-20 REVISED 01-15-21, SICD-1-21 DATED 01-15-21, SICD-2-14 REVISED 01-15-21.

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

Table with 3 columns: Item No., Date, Description. Rows include 800 DATED 05-02-22, 846 DATED 04-17-15.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATION" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2021.

DESIGN LOADING:

Table with 2 columns: Load Type, Specification. Rows include VEHICULAR LIVE LOAD: HL-93 (SUPERSTRUCTURE) HS-20 (SUBSTRUCTURE).

FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/FT²

DESIGN DATA:

Table with 2 columns: Material/Component, Specification. Rows include CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE), CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4 KSI (SUBSTRUCTURE), REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI, STRUCTURAL STEEL - ASTM A36 (EXISTING).

MONOLITHIC WEARING SURFACE

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

EXISTING STRUCTURE VERIFICATION:

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

PROPOSED WORK:

- 1. REMOVE EXISTING CONCRETE RAILING ON THE BRIDGE DECK AND APPROACH RETAINING WALLS.
2. REMOVE EXISTING UNDERPASS LIGHTING AND CONSTRUCT TEMPORARY LIGHTING.
3. REMOVE EXISTING 1 1/2" ASPHALT WEARING SURFACE, 2 1/4" MSC OVERLAY, AND 8 1/4" CONCRETE BRIDGE DECK, APPROACH SLABS, AND ABUTMENT BACKWALLS.
4. INSTALL SHEAR STUDS TO EXISTING STEEL GIRDER.
5. CONSTRUCT PIER CAP EXTENSION AND NEW ELASTOMERIC BEARING ASSEMBLIES.
6. FIBER WRAP PIER 1 & PIER 2 COLUMNS AND CAPS.
7. CONSTRUCT NEW SEMI-INTEGRAL ABUTMENT END DIAPHRAGMS, CONCRETE BRIDGE DECK, AND APPROACH SLABS.
8. CONSTRUCT NEW SINGLE SLOPE CONCRETE PARAPETS ON THE BRIDGE DECK AND APPROACH SLABS.
9. REERECT EXISTING UNDERPASS LIGHTING LUMINAIRES AND CONSTRUCT CONDUIT CONNECTION TO EXISTING PULL BOXES.
10. SEAL EXPOSED SURFACES WITH EPOXY-URETHANE.

ASBESTOS NOTIFICATION

A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST INSPECTED THE BRIDGE STRUCTURE SCHEDULED FOR DEMOLITION AND/OR REHABILITATION. THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE STRUCTURE.

THE DEPARTMENT HAS PROVIDED A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM (PARTIALLY COMPLETED) AND THE ASBESTOS INSPECTION REPORT IN THE REFERENCE FILES FOR THIS PROJECT. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO THE OEPA AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND OR RENOVATION. ONLINE SUBMISSION IS AVAILABLE AT "HTTP://WWW.EPA.OHIO.GOV.ASBESTOS" AND IS ENCOURAGED OR, THE CONTRACTOR SHALL SUBMIT IT TO ONE OF THE ADDRESSES BELOW.

ASBESTOS PROGRAM
OHIO EPA, SAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049

OR

ASBESTOS PROGRAM
OHIO EPA, DAPC
50 W. TOWN ST., SUITE 700
COLUMBUS, OH 43215

THE FORM SHALL INCLUDE:

- 1. THE CONTRACTORS NAME AND ADDRESS
2. THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE STRUCTURE DEMOLITION AND/OR RENOVATION.
3. DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHODS TO BE USED.
4. ALL NECESSARY FEES.

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED NOTIFICATION OF DEMOLITION AND RENOVATION FORM TO THE PROJECT ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIALS NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

DECK PLACEMENT DESIGN ASSUMPTIONS:

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

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.25 KIPS.

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

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48".

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

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

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING CONCRETE BRIDGE RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (GIRDERS, CROSS-FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS:

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

REMOVAL METHODS:

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

EXISTING WELDED ATTACHMENTS:

REMOVE EXISTING WELDED ATTACHMENTS (E.G. FINISHING MACHINE AND FORM SUPPORTS; AND SUPPORTS FOR SCUPPERS WHICH ARE TO BE REMOVED) LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL:

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE OF THE 18 INCH LIMIT, THE CONTRACTORS MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (CONT.):

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVAL ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN

PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL WITH AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS EXCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. ALL WORK SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN.

ITEM SPECIAL - URETHANE TOP COAT SEALER

SEAL ON TOP OF POLYMER REINFORCED FIBER WRAP SYSTEM TO PROTECT THE FIBER FROM THE ELEMENTS, SPECIFICALLY UV RADIATION AND TO GIVE THEM THE FINAL AESTHETIC EFFECT. ALL EQUIPMENT, LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO SEAL ALL OF THE AREAS DETAILED IN THE PLANS SHALL BE INCLUDED FOR PAYMENT UNDER ITEM SPECIAL - URETHANE TOP COAT SEALER.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED FOAM EXPANSION JOINT SEAL

THIS ITEM CONSISTS OF INSTALLING A COMPRESSED FOAM EXPANSION JOINT SEAL AT THE LOCATIONS DETAILED IN THE PLANS. FURNISH A COMPRESSED FOAM EXPANSION JOINT SEAL SIZED FOR THE NOMINAL JOINT OPENING SHOWN IN THE PLANS SUCH AS METAZEAL BY CHASE CORPORATION, EMSEAL 25V BY EMSEAL JOINT SYSTEMS, LTD., OR EQUAL AS APPROVED BY THE ENGINEER.

INSTALL THE COMPRESSED FOAM EXPANSION JOINT SEAL IN ONE PIECE FOR THE FULL HEIGHT OF VERTICAL EXPANSION JOINTS. FOR MEDIAN BARRIER EXPANSION JOINTS WHERE THE SEAL TURNS HORIZONTAL ACROSS THE TOP OF THE MEDIAN BARRIER, FURNISH A SEAL FABRICATED TO THE REQUIRED SHAPE OR MITER AND BOND THE TOP CORNERS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

PAYMENT FOR ALL EQUIPMENT, LABOR, MATERIALS AND OTHER INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DETAILED IN THE PLANS WILL BE MADE UNDER ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED FOAM EXPANSION JOINT SEAL.

ITEM SPECIAL - COMPOSITE FIBER WRAP SYSTEM

THIS WORK SHALL CONSIST OF PROVIDING AND INSTALLING A FIBER WRAP SYSTEM INCLUDING PREPARATION, WRAPPING THE PIER, AND ALL INCIDENTALS NECESSARY TO COMPLETE THIS WORK PER THE REQUIREMENTS OF PN519. THE INSTALLATION SHALL BE PER THE MANUFACTURER'S REQUIREMENTS. ALL EQUIPMENT, LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED FOR PAYMENT UNDER ITEM SPECIAL - COMPOSITE FIBER WRAP SYSTEM.

REPLACEMENT OF EXISTING CONCRETE SLOPE PROTECTION

REMOVE AND REPLACE THE EXISTING CONCRETE SLOPE PROTECTION IN FRONT OF BOTH ABUTMENTS FROM THE FACE OF THE EXISTING ABUTMENT BREASTWALL TO THE BACK OF THE EXISTING PAVED DITCH AT THE TOE OF SLOPE. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR THIS WORK:

Table with 2 columns: Item Description, Quantity. Rows include ITEM 202 - CONCRETE SLOPE PROTECTION REMOVED 1007 SY, ITEM 601 - CONCRETE SLOPE PROTECTION 1007 SY.

PRIOR TO REMOVING EXISTING SLOPE PROTECTION ADJACENT TO THE EXISTING PAVED DITCH, MAKE A FULL-DEPTH SAW CUT AT THE REMOVAL LIMIT. INCLUDE ALL RELATED COSTS FOR SAW CUTTING IN THE UNIT PRICE BID FOR ITEM 202 - CONCRETE SLOPE PROTECTION REMOVED.

WHERE VOIDS EXIST BELOW THE EXISTING SLOPE PROTECTION, PLACE EMBANKMENT AS DIRECTED BY THE ENGINEER. REMOVE AND REPLACE ALL EXISTING 6" DIAMETER ABUTMENT DRAINAGE OUTLET PIPES WHERE THE EXISTING PIPE IS DAMAGED BY THE REMOVAL OF THE EXISTING CONCRETE SLOPE PROTECTION OR IS DETERMINED BY THE ENGINEER TO BE DETERIORATED OR OF INSUFFICIENT LENGTH. A SUGGESTED METHOD OF REPLACEMENT IS TO CUT OFF THE EXISTING NON-PERFORATED PIPE 6" FROM THE FACE OF THE ABUTMENT BREASTWALL AND ATTACH A NEW LENGTH OF NON-PERFORATED PIPE WITH A COUPLING. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER:

Table with 2 columns: Item Description, Quantity. Rows include ITEM 203 - EMBANKMENT 190 CY, ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE 275 FT.



ESTIMATED QUANTITIES

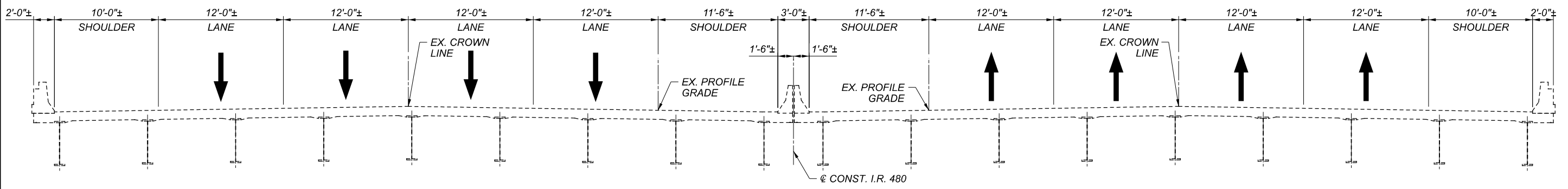
| ITEM | EXT. | TOTAL | UNIT | DESCRIPTION | SUPERSTR. | REAR ABUT. | FWD. ABUT. | PIERS. | GENERAL | REF. SHEET |
|---------|----------|---------|------|--|-----------|------------|------------|--------|---------|------------|
| 202 | 11203 | | LS | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN | | | | | | 3/32 |
| 202 | 22900 | 533 | SY | APPROACH SLAB REMOVED | | | | | 533 | |
| 202 | 23500 | 3,854 | SY | WEARING COURSE REMOVED | 3,321 | | | | 533 | |
| 202 | 32800 | 1,007 | SY | CONCRETE SLOPE PROTECTION REMOVED | | | | | 1,007 | 3/32 |
| 203 | 20000 | 190 | CY | EMBANKMENT * | | | | | 190 * | 3/32 |
| 503 | 11100 | | LS | COFFERDAMS AND EXCAVATION BRACING | | | | | | |
| 503 | 21100 | 495 | CY | UNCLASSIFIED EXCAVATION | | 251 | 244 | | | |
| 509 | 10000 | 322,776 | LB | EPOXY COATED REINFORCING STEEL | 281,985 | 15,019 | 15,019 | 10,753 | | |
| 509 | 30020 | 8,392 | FT | NO. 4 GFRP DEFORMED BARS | 8,392 | | | | | |
| 509 | 30040 | 7,340 | FT | NO. 6 GFRP DEFORMED BARS | 7,340 | | | | | |
| 510 | 10001 | 424 | EACH | DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN | | | | 424 | | 3/32 |
| 511 | 33500 | 8 | EACH | SEMI-INTEGRAL DIAPHRAGM GUIDE | | 4 | 4 | | | |
| 511 | 34446 | 1,135 | CY | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK | 1,135 | | | | | |
| 511 | 34450 | 163 | CY | CLASS CQ2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) | 163 | | | | | |
| 511 | 41010 | 33 | CY | CLASS QC1 CONCRETE, PIER ABOVE FOOTINGS | | | | 33 | | |
| 512 | 10100 | 1,383 | SY | SEALING OF CONCRETE SURFACES (EPOXY URETHANE) | 1,187 | 99 | 97 | | | |
| 512 | 33000 | 6 | SY | TYPE 2 WATERPROOFING | | 3 | 3 | | | |
| SPECIAL | 51271500 | 646 | SY | URETHANE TOP COAT SEALER | | | | 646 | | 3/32 |
| 513 | 20000 | 10,476 | EACH | WELDED STUD SHEAR CONNECTORS | 10,476 | | | | | |
| 514 | 00050 | 1,231 | SF | SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL | 1,231 | | | | | |
| 514 | 00056 | 1,231 | SF | FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT | 1,231 | | | | | |
| 516 | 13600 | 174 | SF | 1" PREFORMED EXPANSION JOINT FILLER | 43 | | | | 131 | |
| 516 | 13900 | 78 | SF | 2" PREFORMED EXPANSION JOINT FILLER | | 24 | 23 | | 31 | |
| 516 | 14020 | 385 | FT | SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL | | 193 | 192 | | | |
| 516 | 14600 | 42 | FT | STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED FOAM EXPANSION JOINT SEAL | | 10 | 9 | | 23 | 3/32 |
| 516 | 44100 | 36 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (LOAD PLATE 1'-1" x 1'-4" x 1.5" THICK, NEOPRENE 1'-0" x 1'-3" x 2.498" THICK) | | 18 | 18 | | | |
| 516 | 44100 | 36 | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (LOAD PLATE 1'-5" x 1'-5" x 1.5" THICK, NEOPRENE 1'-4" x 1'-4" x 2.948" THICK) | | | | 36 | | |
| 516 | 47000 | | LS | JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE | | | | | | |
| 518 | 21200 | 101 | CY | POROUS BACKFILL WITH GEOTEXTILE FABRIC | | 51 | 50 | | | |
| 518 | 40000 | 292 | FT | 6" PERFORATED CORRUGATED PLASTIC PIPE | | 146 | 146 | | | |
| 518 | 40012 | 332 | FT | 6" NON-PERFORATED CORRUGATED PLASTIC PIPE | | 26 | 31 | | 275 * | 3/32 |
| SPECIAL | 51900100 | 6,680 | SF | COMPOSITE FIBER WRAP SYSTEM | | | | 6,680 | | 3/32 |
| 519 | 11100 | 93 | SF | PATCHING CONCRETE STRUCTURE | | | | 93 | | |
| 526 | 25001 | 818 | SY | REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN | | | | | 818 | 29-30/32 |
| 526 | 90010 | 298 | FT | TYPE A INSTALLATION | | | | | 298 | |
| 601 | 21000 | 1,007 | SY | CONCRETE SLOPE PROTECTION | | | | | 1,007 | 3/32 |
| 625 | 25400 | 430 | FT | CONDUIT, 2", 725.04 | | | | | 430 | |
| 846 | 00110 | 124 | CF | POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM | | | | | 124 | |

LEGEND:

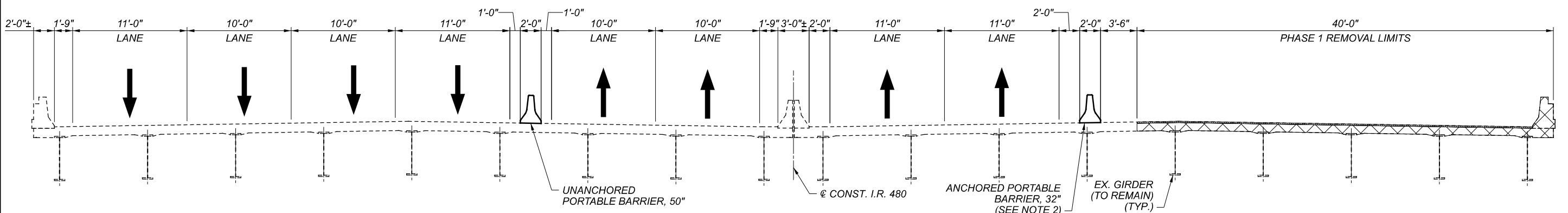
* DENOTES ITEM TO BE USED "AS DIRECTED BY THE ENGINEER"

ESTIMATED QUANTITIES
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

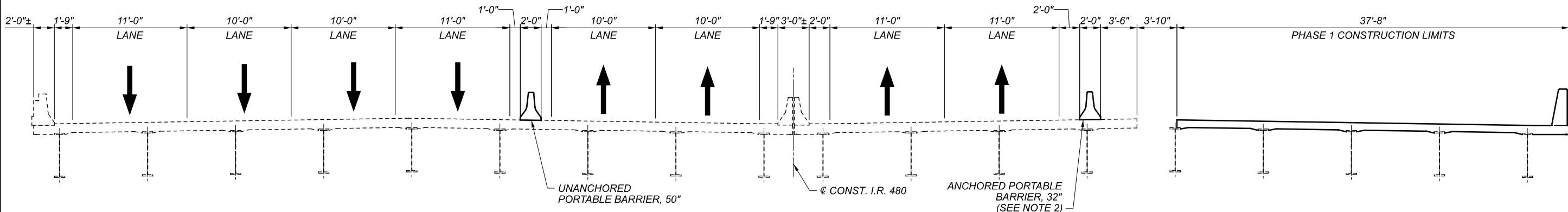
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| SFN | 1813404 |
| DESIGN AGENCY | [BI] |
| DESIGNER | CDH |
| CHECKER | IMF |
| REVIEWER | DEB |
| DATE | 02-25-22 |
| PROJECT ID | 114516 |
| SUBSET | 4 |
| TOTAL | 32 |
| SHEET | 105 |
| TOTAL | 133 |



EXISTING TRANSVERSE SECTION





PHASE 1 REMOVAL



PHASE 1 CONSTRUCTION

LEGEND:

-  - ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
-  - ITEM 202 - WEARING COURSE REMOVED

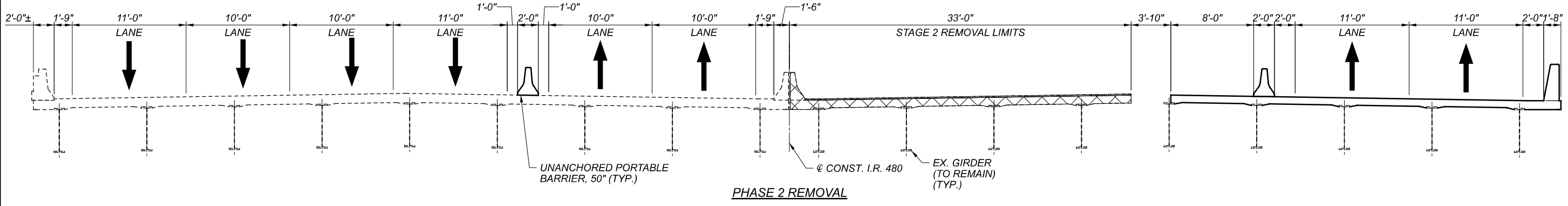
NOTES:

1. FOR ADDITIONAL PHASED CONSTRUCTION DETAILS, SEE SHEETS 6/32 THROUGH 7/32.
2. THE FOLLOWING NUMBER OF ANCHORS SHALL BE USED PER ANCHORED PORTABLE BARRIER SEGMENT:
 PCB-91 - 3 ANCHORS
 RM-4.2 - 2 ANCHORS

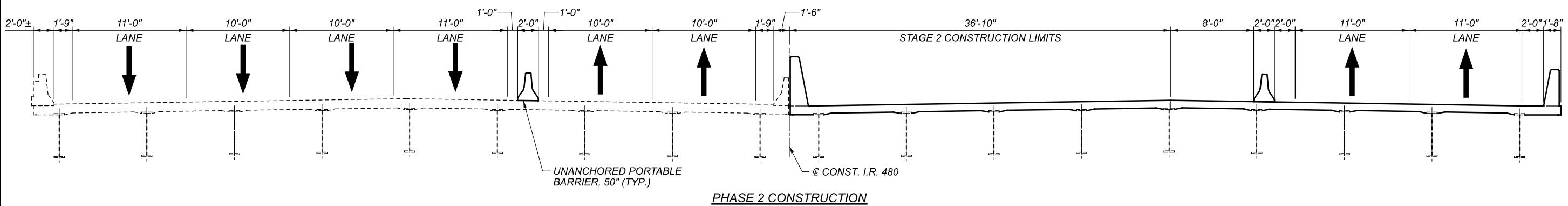
PHASE CONSTRUCTION DETAILS
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | |
|---------------|--------------|
| SFN | 1813404 |
| DESIGN AGENCY | |
| DESIGNER | CDH |
| CHECKER | IMF |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SUBSET | 5 |
| TOTAL | 32 |
| SHEET | 106 |
| TOTAL | 133 |

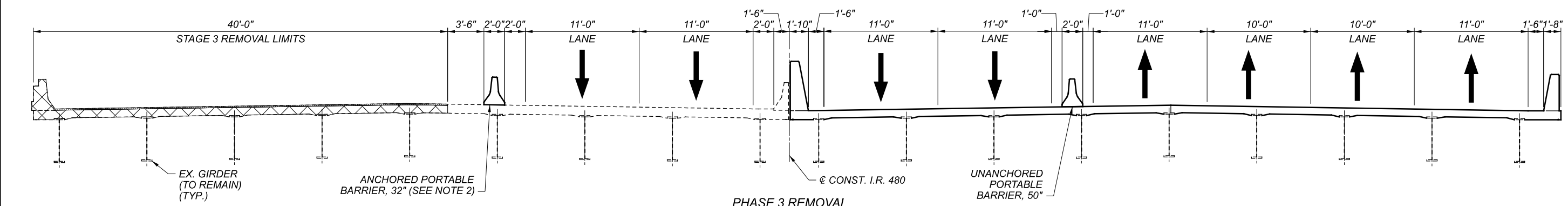




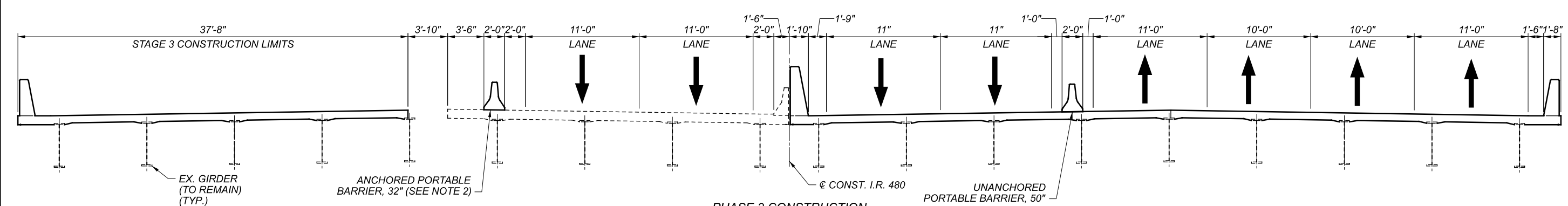
PHASE 2 REMOVAL



PHASE 2 CONSTRUCTION



PHASE 3 REMOVAL



PHASE 3 CONSTRUCTION

LEGEND:

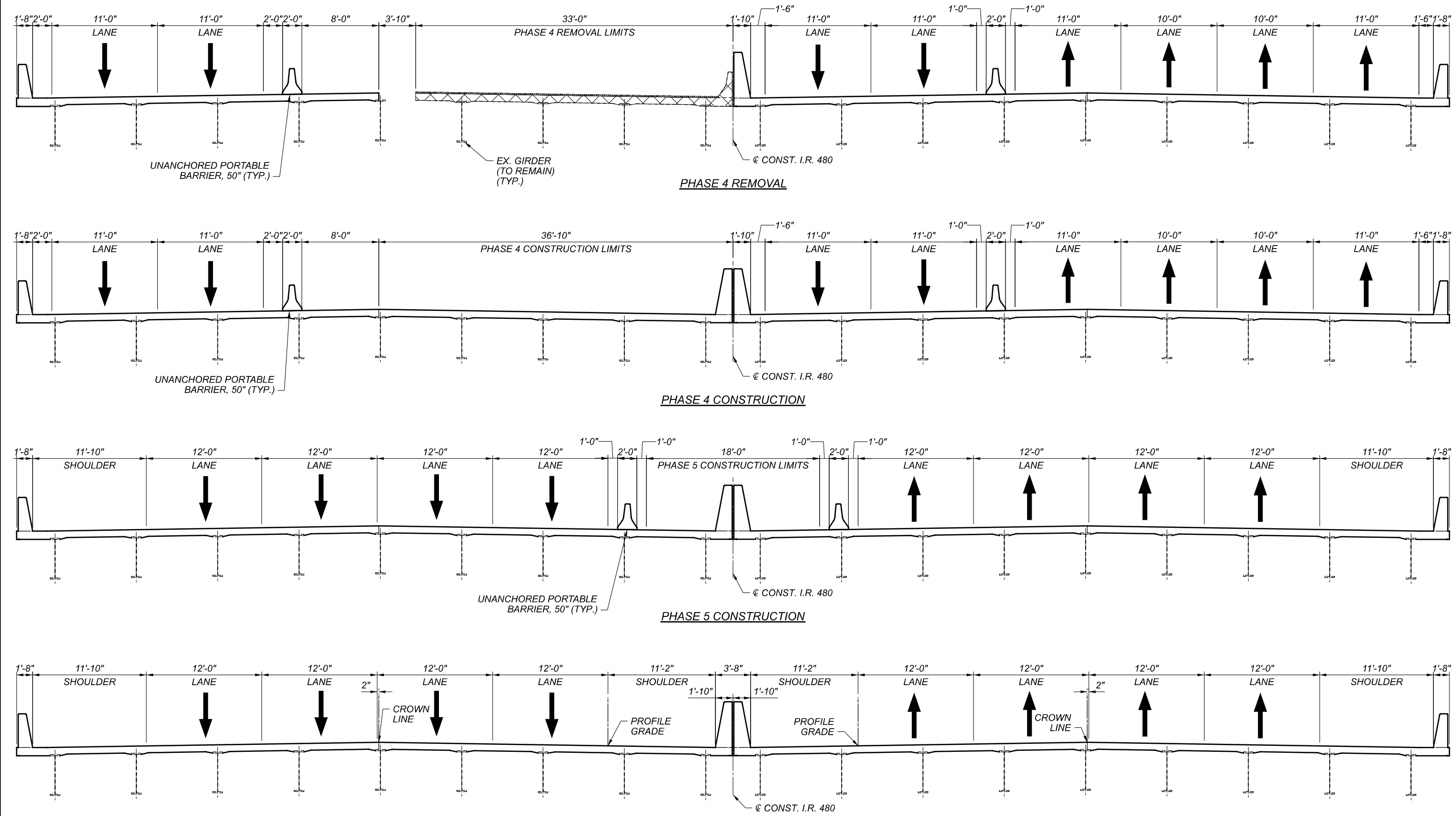
- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
- ITEM 202 - WEARING COURSE REMOVED

NOTES:

1. FOR ADDITIONAL PHASED CONSTRUCTION DETAILS, SEE SHEETS 5/32 AND 7/32
2. THE FOLLOWING NUMBER OF ANCHORS SHALL BE USED PER ANCHORED PORTABLE BARRIER PANEL:
 PCB-91 - 3 ANCHORS
 RM-4.2 - 2 ANCHORS

PHASE CONSTRUCTION DETAILS
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | |
|---------------|--------------|
| SFN | 1813404 |
| DESIGN AGENCY | |
| | |
| DESIGNER | CHECKER |
| CDH | IMF |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SUBSET | TOTAL |
| 6 | 32 |
| SHEET | TOTAL |
| 107 | 133 |



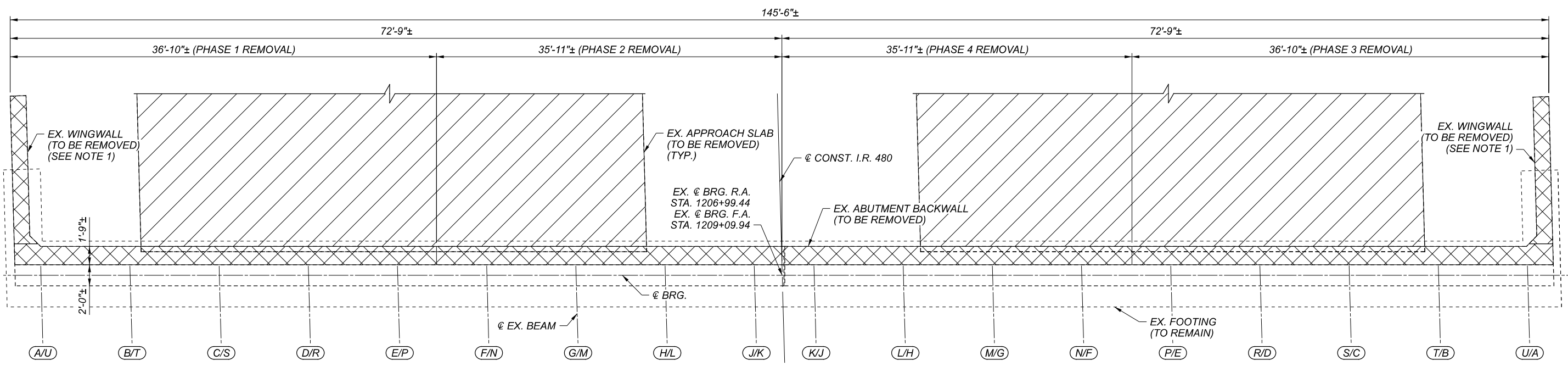
- LEGEND:**
- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
 - ITEM 202 - WEARING COURSE REMOVED

NOTES:

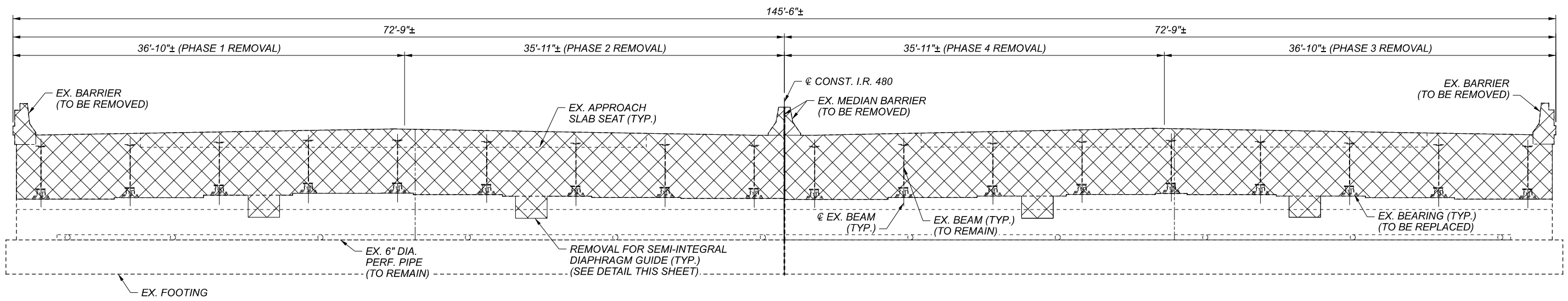
- FOR ADDITIONAL PHASED CONSTRUCTION DETAILS, SEE SHEETS 5/32 THROUGH 6/32.

PHASE CONSTRUCTION DETAILS
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

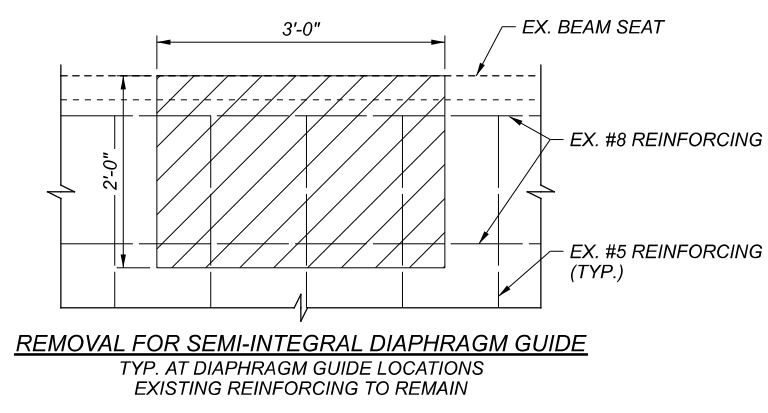
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| DESIGN AGENCY | | [BI] | |
| DESIGNER | CHECKER | REVIEWER | TOTAL |
| CDH | IMF | DEB | 02-25-22 |
| PROJECT ID | | 114516 | |
| SUBSET | TOTAL | SUBSET | TOTAL |
| 7 | 32 | 108 | 133 |



TYPICAL ABUTMENT REMOVAL PLAN
 EXISTING PILES AND REINFORCING NOT SHOWN FOR CLARITY



TYPICAL ABUTMENT REMOVAL ELEVATION
 EXISTING PILES AND REINFORCING NOT SHOWN FOR CLARITY



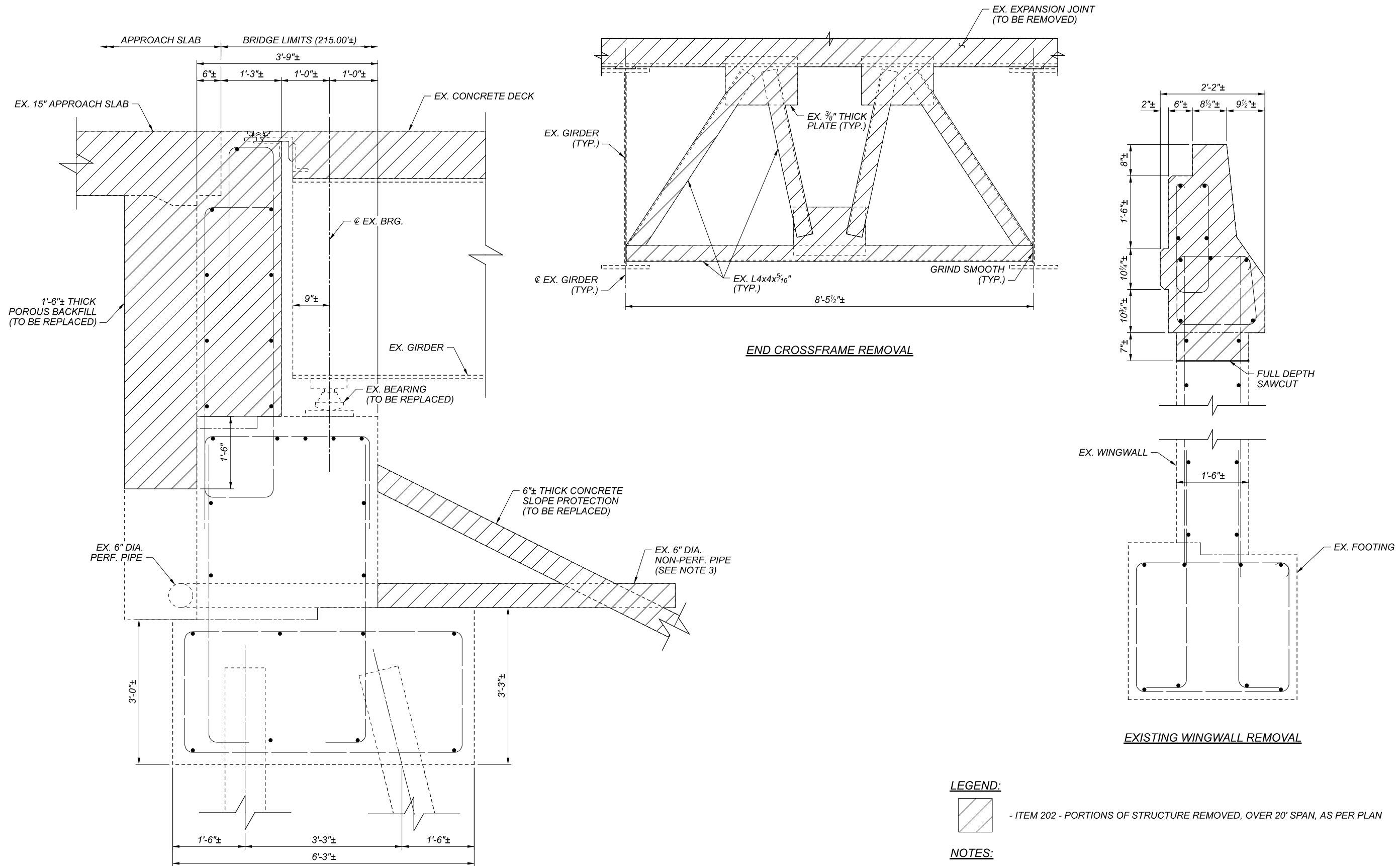
REMOVAL FOR SEMI-INTEGRAL DIAPHRAGM GUIDE
 TYP. AT DIAPHRAGM GUIDE LOCATIONS
 EXISTING REINFORCING TO REMAIN

- LEGEND:**
- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN
 - ITEM 202 - APPROACH SLAB REMOVED

- NOTES:**
1. FOR ABUTMENT REMOVAL SECTIONS AND WINGWALL REMOVAL DETAILS, SEE SHEET 9/32 THROUGH 10/32.

ABUTMENT REMOVAL DETAILS
BRIDGE NO. CUY-480-2241
I.R. 480 OVER LEE ROAD


| | | | |
|---------------|---------|--------------|--|
| SFN | | 1813404 | |
| DESIGN AGENCY | | | |
| [B] | | | |
| DESIGNER | CHECKER | | |
| CDH | IMF | | |
| REVIEWER | | DEB 02-25-22 | |
| PROJECT ID | | | |
| 114516 | | | |
| SUBSET | TOTAL | | |
| 8 | 32 | | |
| SHEET | TOTAL | | |
| 109 | 133 | | |

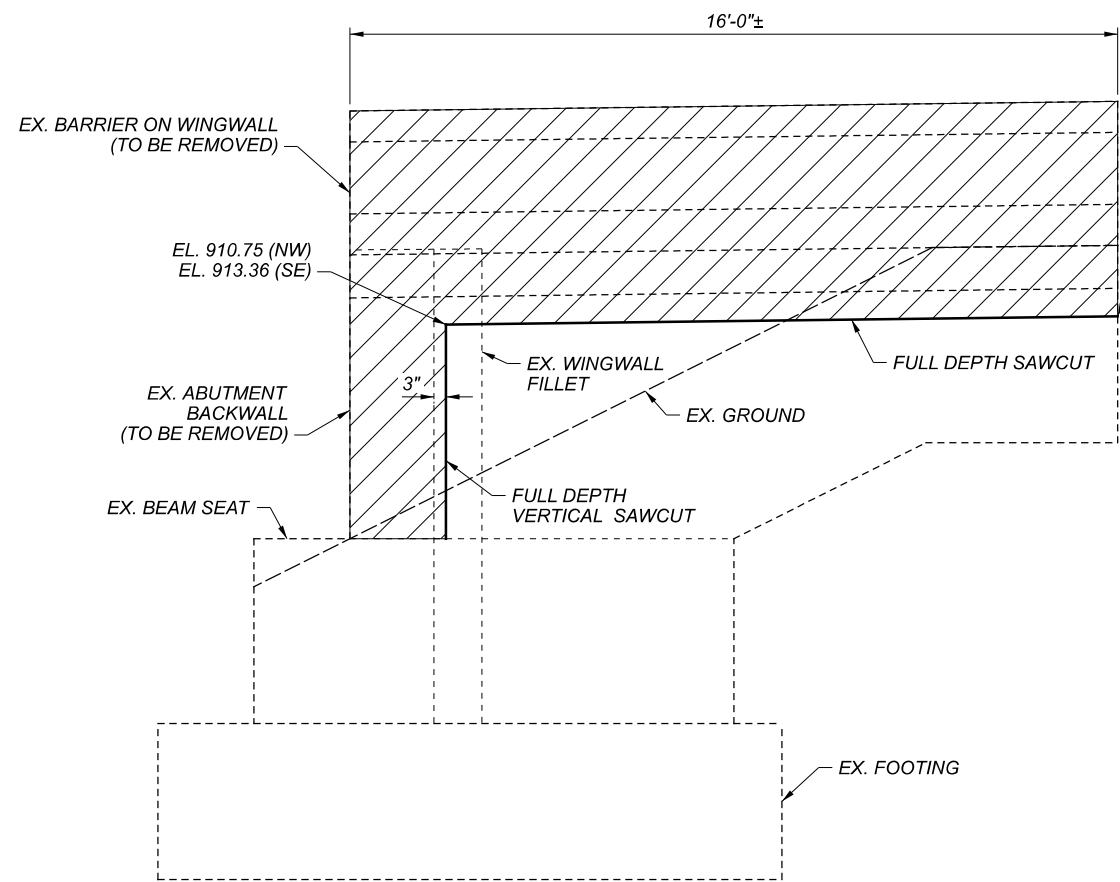


LEGEND:
 - ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN

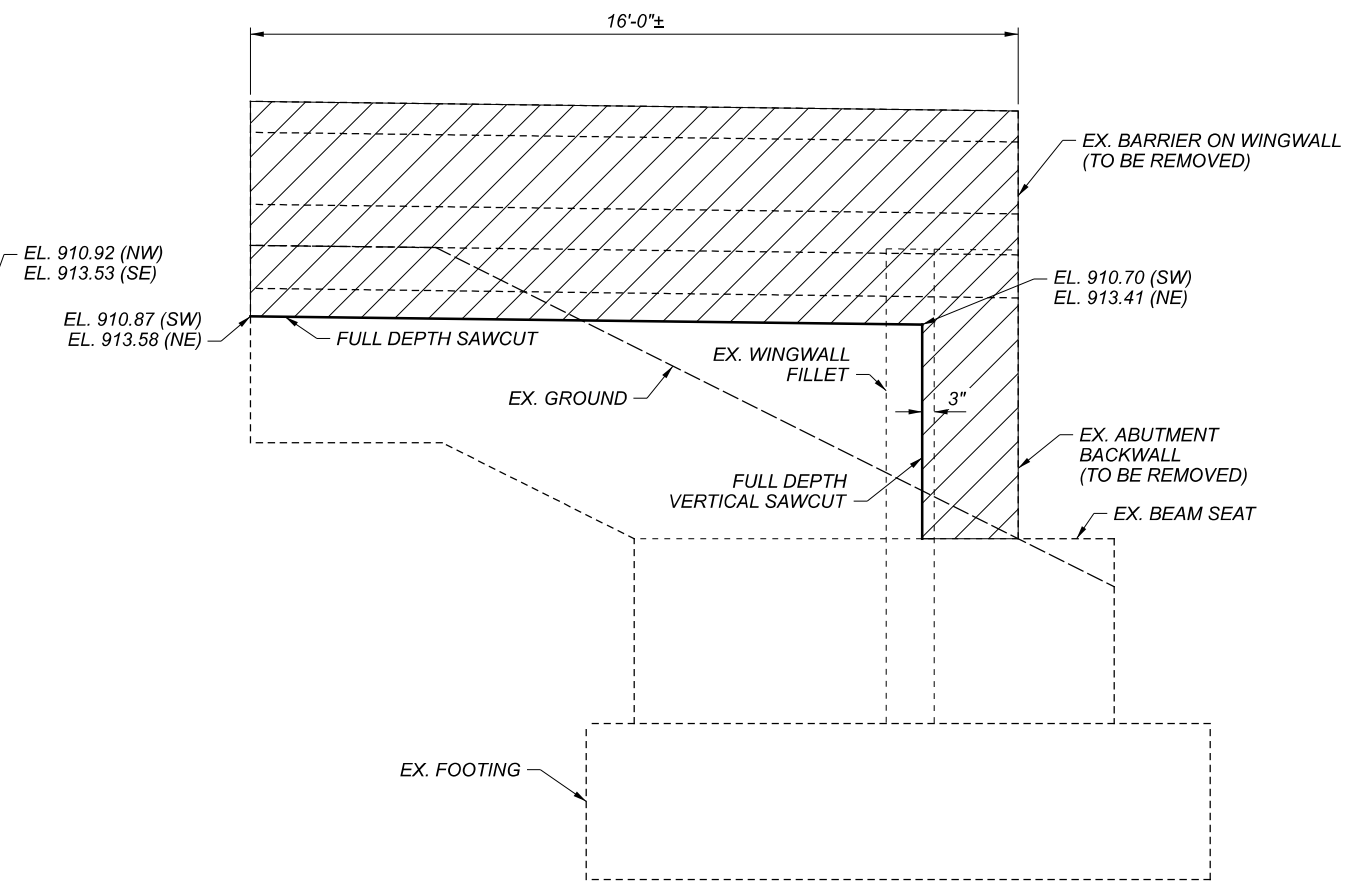
- NOTES:**
1. FOR WINGWALL REMOVAL ELEVATIONS, SEE SHEET 10/32.
 2. FOR ABUTMENT PLAN AND ELEVATION, SEE SHEET 11/32.
 3. REMOVE AND REPLACE ALL EXISTING 6" DIAMETER ABUTMENT DRAINAGE OUTLET PIPES WHERE THE EXISTING PIPE IS DAMAGED BY THE REMOVAL OF THE EXISTING CONCRETE SLOPE PROTECTION OR IS DETERMINED BY THE ENGINEER TO BE DETERIORATED OR OF INSUFFICIENT LENGTH.

ABUTMENT REMOVAL DETAILS
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | | | |
|---|-------|--------------|---------|
| SFN | | 1813404 | |
| DESIGN AGENCY | | | |
|  | | DESIGNER | CHECKER |
| | | CDH | IMF |
| REVIEWER | | DEB 02-25-22 | |
| PROJECT ID | | | |
| | | 114516 | |
| SUBSET | TOTAL | | |
| 9 | 32 | | |
| SHEET | TOTAL | | |
| 110 | 133 | | |



NORTHWEST AND SOUTHEAST WINGWALL REMOVAL



SOUTHWEST AND NORTHEAST WINGWALL REMOVAL

LEGEND:



- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN

NOTES:

- FOR ADDITIONAL REMOVAL DETAILS, SEE SHEET 8/32 THROUGH 9/32.

WINGWALL REMOVAL DETAILS
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

SFN
 1813404

DESIGN AGENCY



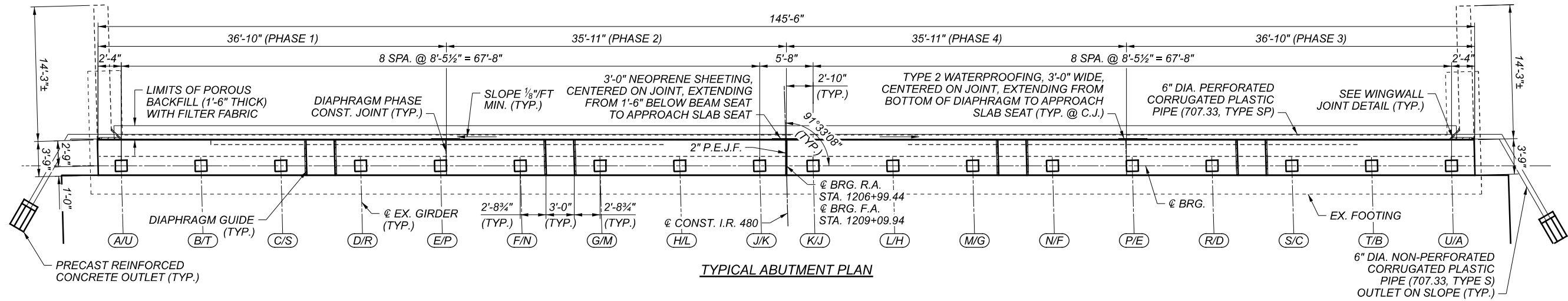
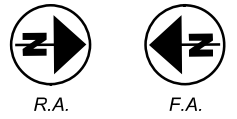
DESIGNER CHECKER
 CDH IMF

REVIEWER
 DEB 02-25-22

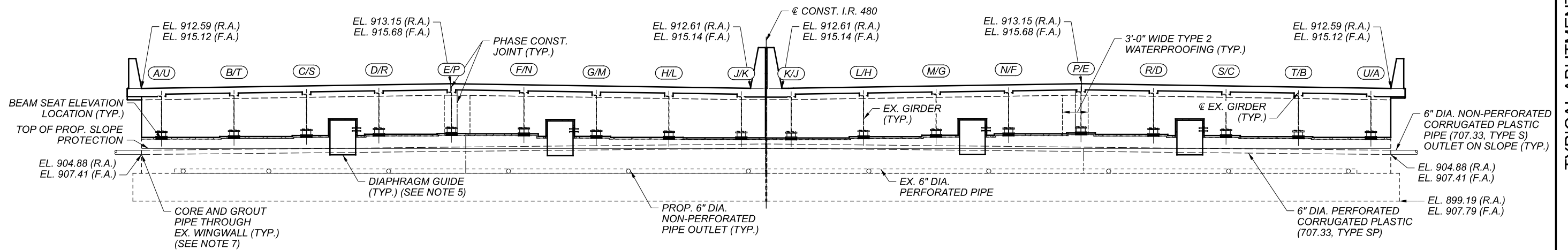
PROJECT ID
 114516

| | |
|--------|-------|
| SUBSET | TOTAL |
| 10 | 32 |

| | |
|-------|-------|
| SHEET | TOTAL |
| 111 | 133 |



TYPICAL ABUTMENT PLAN



TYPICAL ABUTMENT ELEVATION
REINFORCING AND PILES NOT SHOWN FOR CLARITY

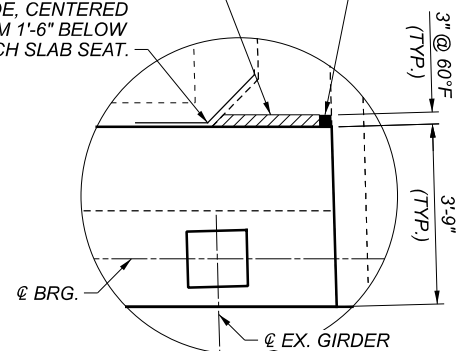
| BEAM SEAT ELEVATIONS | | |
|----------------------|---------------|------------------|
| GIRDER | REAR ABUTMENT | FORWARD ABUTMENT |
| A | 906.33 | 909.02 |
| B | 906.46 | 909.12 |
| C | 906.61 | 909.24 |
| D | 906.76 | 909.39 |
| E | 906.87 | 909.47 |
| F | 906.76 | 909.43 |
| G | 906.62 | 909.14 |
| H | 906.47 | 909.03 |
| J | 906.30 | 908.97 |
| K | 906.39 | 908.96 |
| L | 906.48 | 909.10 |
| M | 906.60 | 909.27 |
| N | 906.76 | 909.43 |
| P | 906.89 | 909.54 |
| R | 906.85 | 909.37 |
| S | 906.70 | 909.24 |
| T | 906.46 | 909.10 |
| U | 906.32 | 909.02 |

NOTE: ALL ELEVATIONS ARE ±

EXPANDED POLYSTYRENE OR REMOVABLE FORM, INCLUDED FOR PAYMENT WITH ITEM 511-CLASS QC2 CONCRETE, BRIDGE DECK

NEOPRENE SHEETING, 3'-0" WIDE, CENTERED ON JOINT AND EXTENDING FROM 1'-6" BELOW BEAM SEAT ELEVATION TO APPROACH SLAB SEAT.

COMPRESSED FOAM EXPANSION JOINT SEAL EXTENDING THE FULL HEIGHT OF THE VERTICAL JOINT. PAYMENT WILL BE MADE UNDER ITEM 516-STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED FOAM EXPANSION JOINT SEAL.



TYPICAL WINGWALL JOINT DETAIL

LEGEND:

(X/Y) - FORWARD ABUTMENT GIRDER / REAR ABUTMENT GIRDER

NOTES:

- ALL DIMENSIONS ARE MEASURED ALONG \emptyset BRG.
- SEAL ALL EXPOSED ABUTMENT CONCRETE SURFACES WITH AN EPOXY-URETHANE SEALER PER CMS 512.
- FOR REINFORCING STEEL LIST, SEE SHEET 31/32.
- FOR ABUTMENT & WINGWALL SECTIONS, SEE SHEET 12/32.
- FOR DIAPHRAGM REINFORCING AND GUIDE DETAIL, SEE SHEET 18/32.
- FOR ABUTMENT & WINGWALL REMOVAL DETAILS, SEE SHEET 9/32.
- CORE HOLE SHALL BE 8" DIAMETER. USE NON-SHRINK, NON-METALLIC GROUT PER THE REQUIREMENTS OF CMS 705.20. PAYMENT SHALL BE INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

TYPICAL ABUTMENT PLAN AND ELEVATION
BRIDGE NO. CUY-480-2241
I.R. 480 OVER LEE ROAD

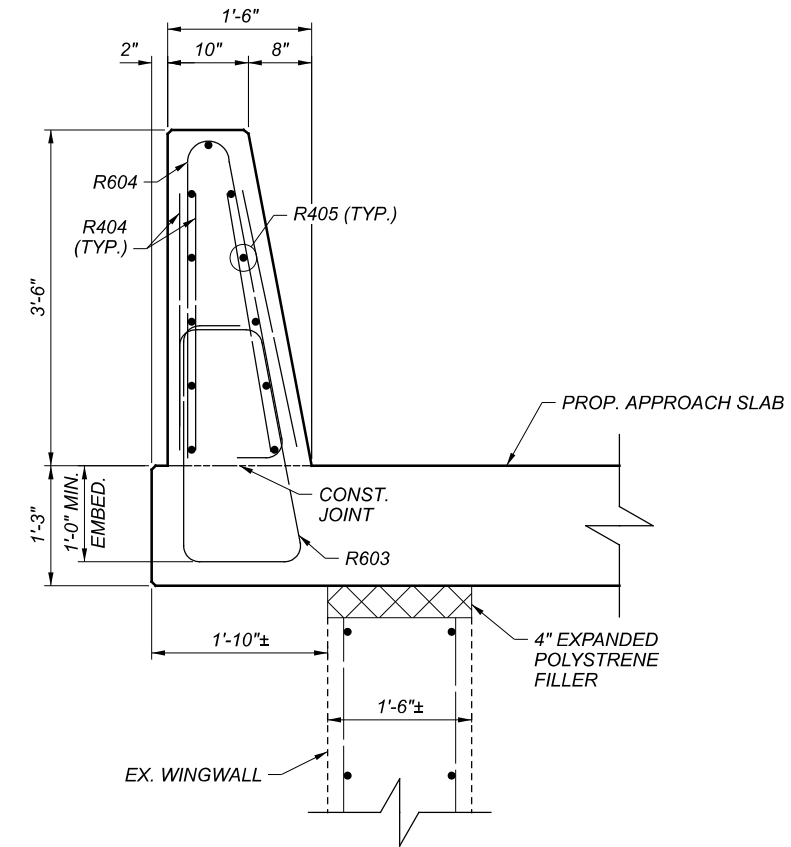
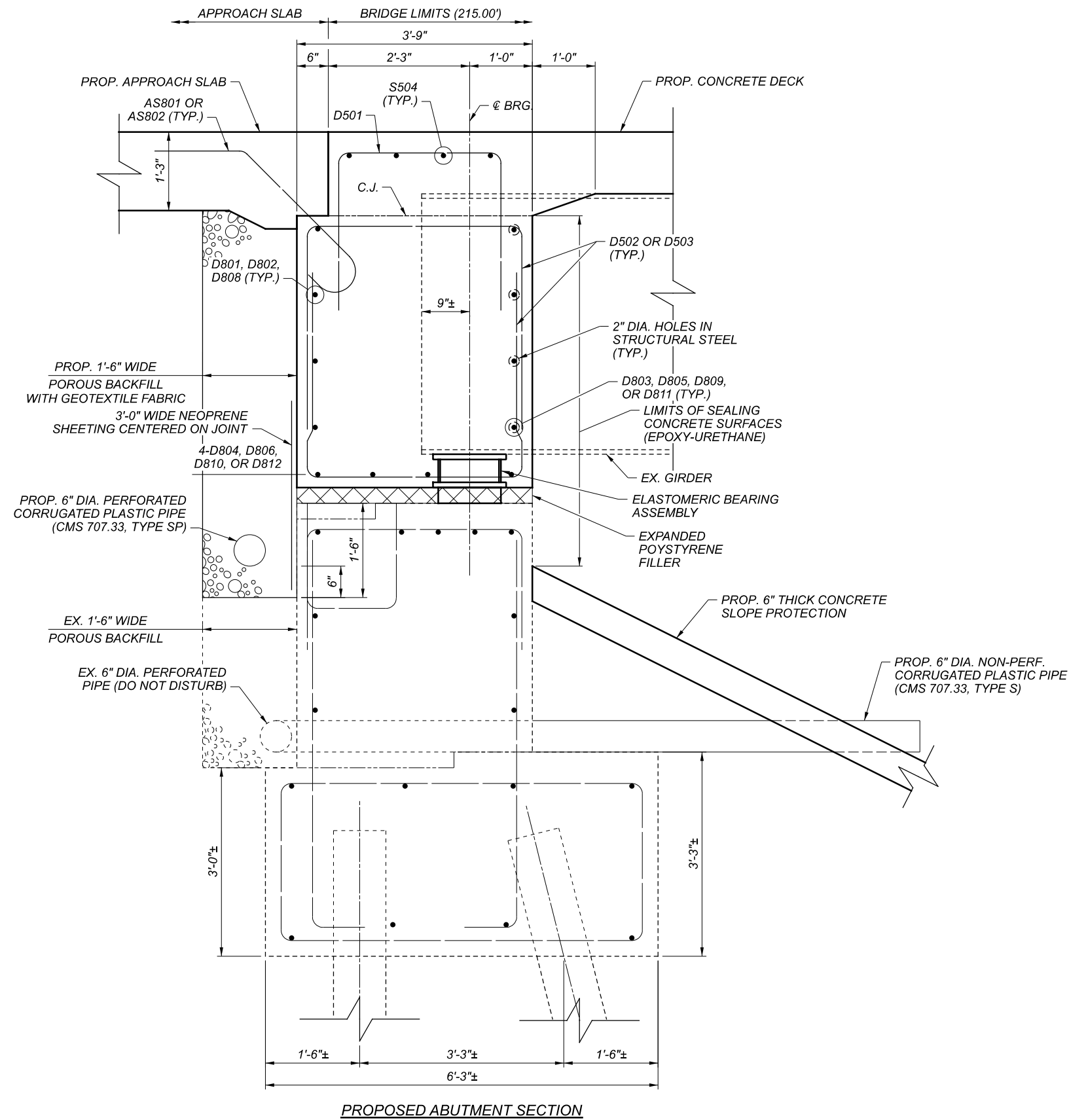
SFN
1813404
DESIGN AGENCY



| | | |
|------------------|--------|-----------|
| DESIGNER/CHECKER | CDH | IMF |
| REVIEWER | DEB | 02-25-22 |
| PROJECT ID | 114516 | |
| SUBSET | 11 | TOTAL 32 |
| SHEET | 112 | TOTAL 133 |

CUY-480-22.41

MODEL: Untitled Sheet PAPER SIZE: 17x11 (in.) DATE: 2022-05-10 TIME: 7:53:50 AM USER: connor.higgins (us-east-highgroup.com)\\CN127052_D12-BH-FY227.0_Product\om\Worksheets\114516\400-Engineering\Structures\SFN1813404\Sheets\114516_SFN1813404_SR002.dgn

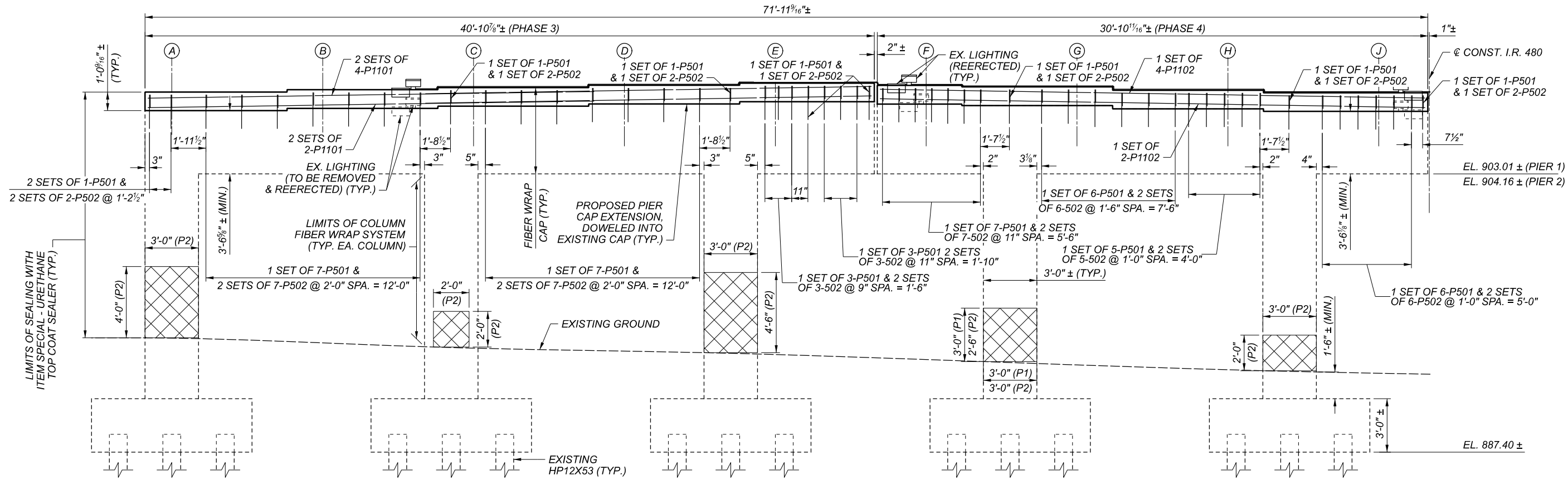


PROPOSED WINGWALL SECTION
 APPROACH SLAB REINFORCING NOT SHOWN FOR CLARITY

NOTES:

- FOR ABUTMENT PLAN AND ELEVATION, SEE SHEET 11/32.
- FOR DIAPHRAGM REINFORCEMENT ELEVATION, SEE SHEET 18/32.





PIER ELEVATION
NORTH SECTION.
EXISTING REINFORCEMENT NOT SHOWN FOR CLARITY

| LAP SPLICE LENGTH | |
|-------------------|-------|
| #11 | 8'-8" |

LEGEND:

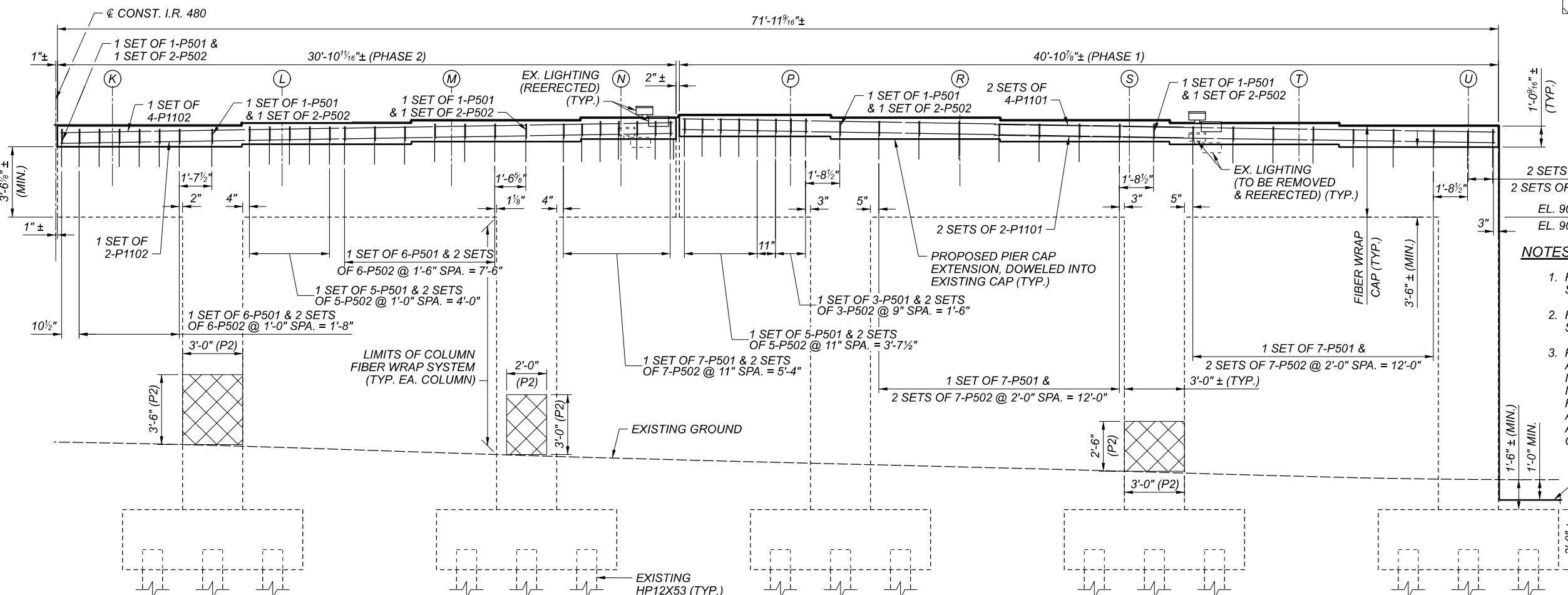
- ITEM 519 - PATCHING CONCRETE STRUCTURE
- PX - PIER NUMBER

| ITEM 519: PATCHING CONCRETE STRUCTURE | |
|---------------------------------------|-------|
| PIER 1 | 9 SF |
| PIER 2 | 65 SF |
| TOTAL | 74 SF |

NOTES:

1. FOR REINFORCING STEEL LIST, SEE SHEET 31/32.
2. FOR PIER BEAM SEAT ELEVATIONS, SEE SHEET 14/32.
3. PATCHING LOCATIONS ARE CONSIDERED APPROXIMATE FROM 2020 FIELD INSPECTION. QUANTITIES HAVE BEEN INCREASED BY A FACTOR OF 1.25 FROM FIELD MEASUREMENTS. FINAL QUANTITIES AND AREAS TO BE REPAIRED SHALL BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING PATCHING.

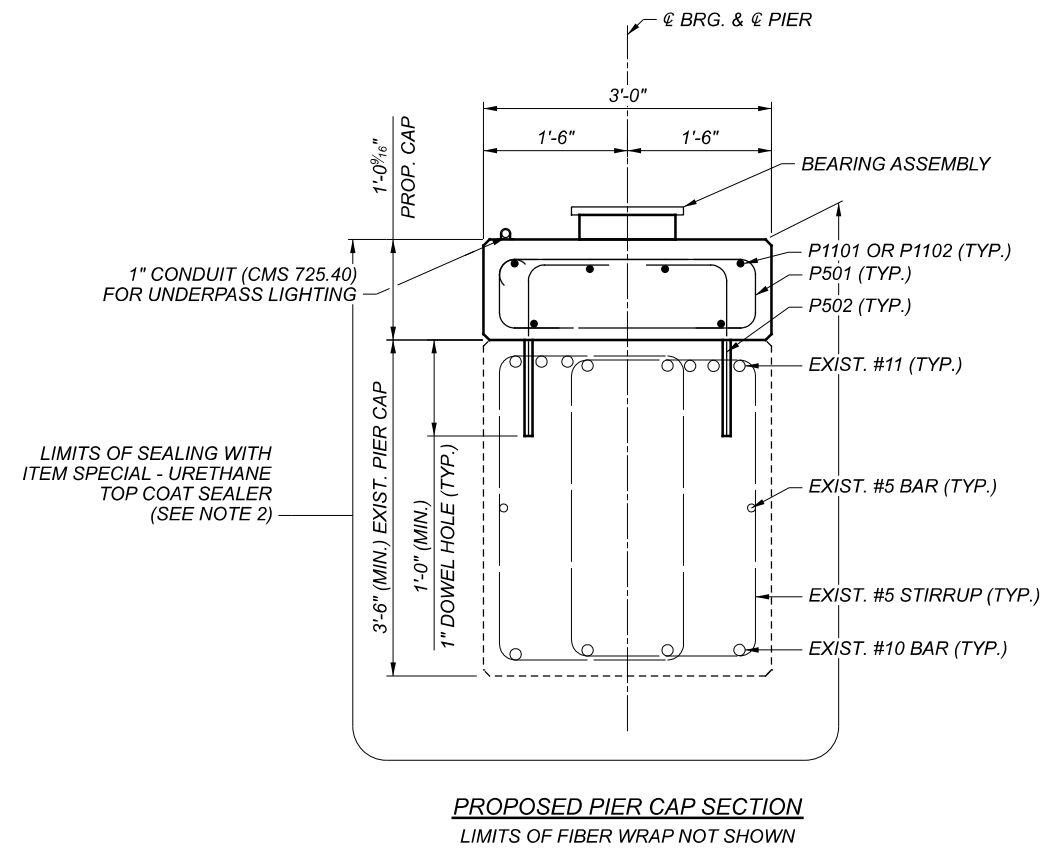
1" CONDUIT (CMS 725.04)
TO EX. PULL BOX AT:
STA. 1207+55.86, 112.45' RT. (PIER 1)
STA. 1208+39.40, 122.78' RT. (PIER 2)



PIER ELEVATION
SOUTH SECTION.
EXISTING REINFORCEMENT NOT SHOWN FOR CLARITY

PIER ELEVATIONS
BRIDGE NO. CUY-480-22.41
I.R. 480 OVER LEE ROAD

| | |
|------------------|---------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER/CHECKER | KCS IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 13 |
| TOTAL | 32 |
| SHEET | 114 |
| TOTAL | 133 |

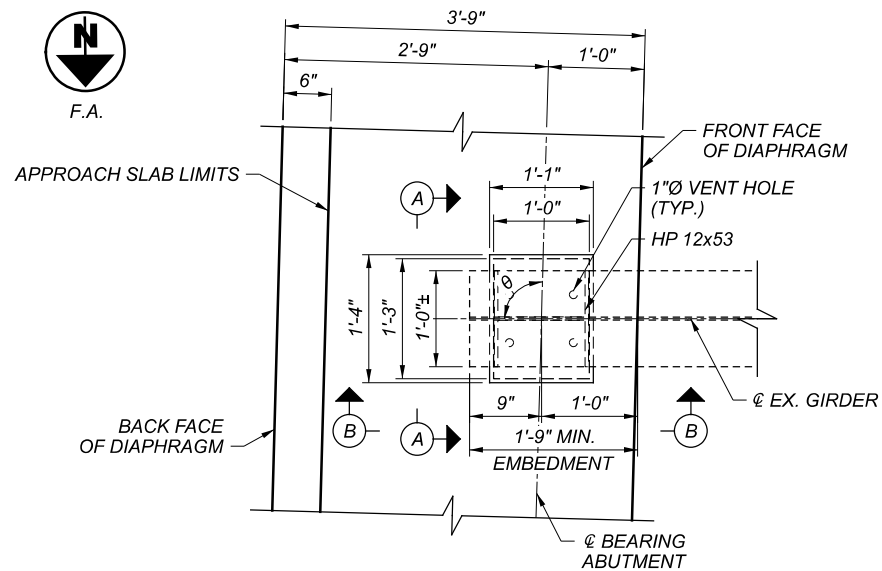
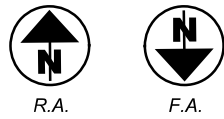


| BEAM SEAT ELEVATION | | |
|---------------------|--------|--------|
| GIRDER | PIER 1 | PIER 2 |
| A | 907.55 | 908.71 |
| B | 907.72 | 908.87 |
| C | 907.83 | 908.89 |
| D | 907.92 | 909.15 |
| E | 908.06 | 909.13 |
| F | 907.94 | 909.00 |
| G | 907.83 | 908.85 |
| H | 907.68 | 908.77 |
| J | 907.52 | 908.55 |
| K | 907.52 | 908.57 |
| L | 907.67 | 908.71 |
| M | 907.77 | 908.82 |
| N | 907.92 | 908.95 |
| P | 908.06 | 909.08 |
| R | 907.89 | 908.96 |
| S | 907.79 | 908.88 |
| T | 907.65 | 908.71 |
| U | 907.53 | 908.64 |

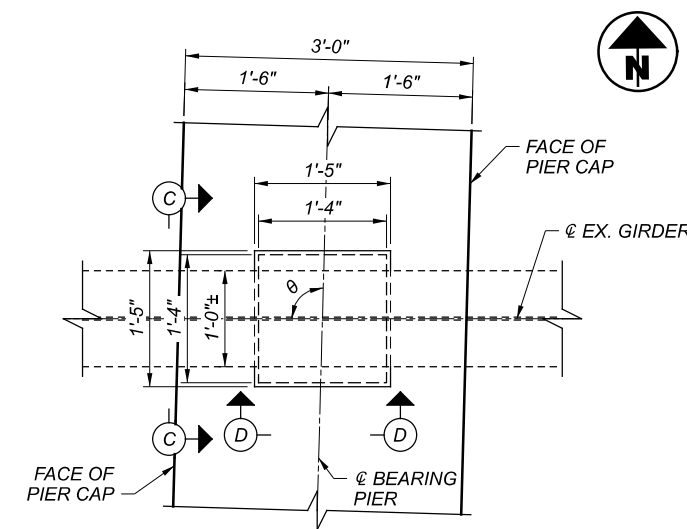
NOTES:

- FIBER WRAP ENTIRE LENGTH OF CAP AND EACH COLUMN AFTER CONSTRUCTION OF THE PROPOSED CONCRETE. THE FIBER WRAP SYSTEM SHALL MEET THE REQUIREMENTS OF PN519 AND THE MINIMUM CONFINING STRESS DUE THE FRP JACKET SHALL BE 0.150KSI.
- URETHANE TOP COAT SEALER SHALL BE APPLIED AFTER THE PIER CAPS AND COLUMNS HAVE BEEN WRAPPED BY THE FIBER WRAP SYSTEM.
- FOR BEARING DETAILS, SEE SHEET 15/32.

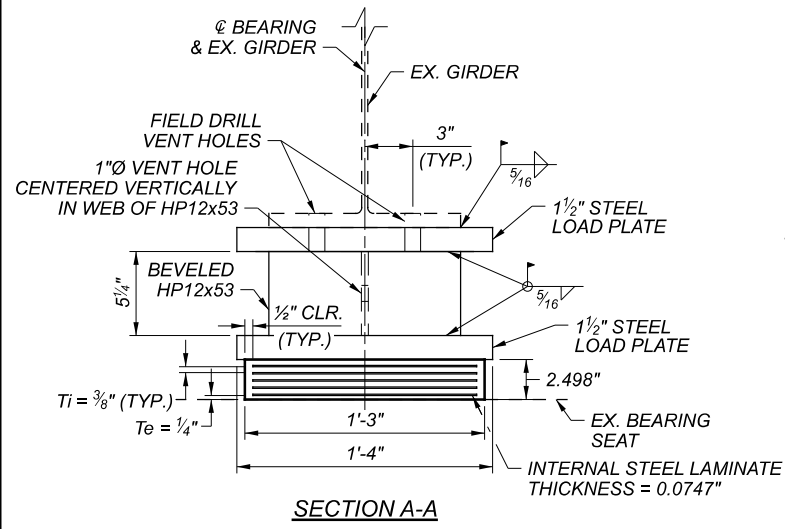
| | |
|---------------|---------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER | KCS |
| CHECKER | IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 14 |
| TOTAL | 32 |
| SHEET | 115 |
| TOTAL | 133 |



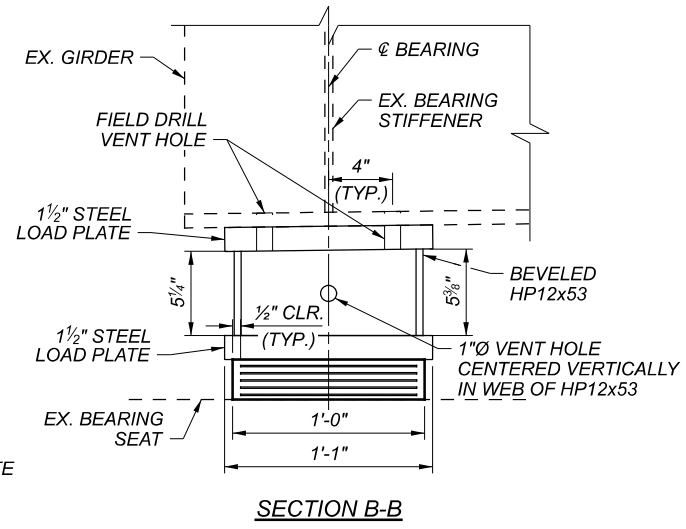
ABUTMENT BEARING PLAN
REAR ABUTMENT SHOWN
FORWARD ABUTMENT SIMILAR



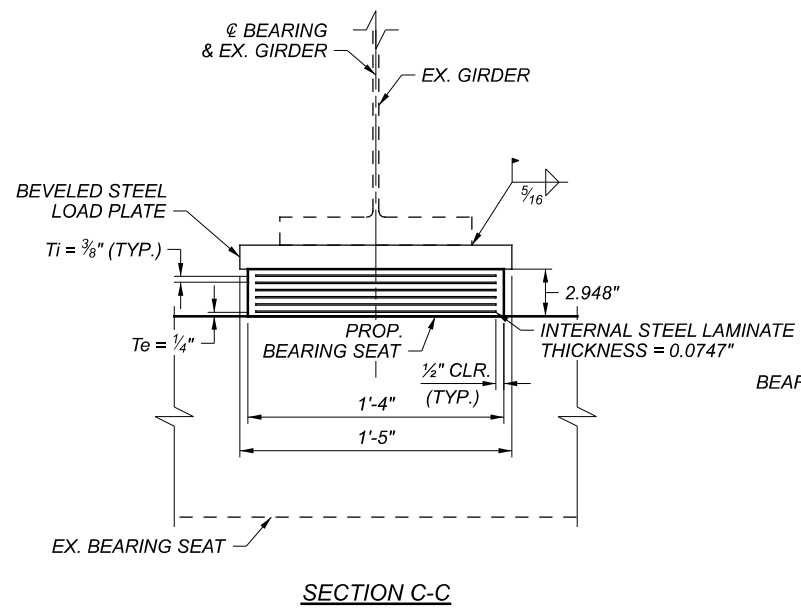
PIER BEARING PLAN



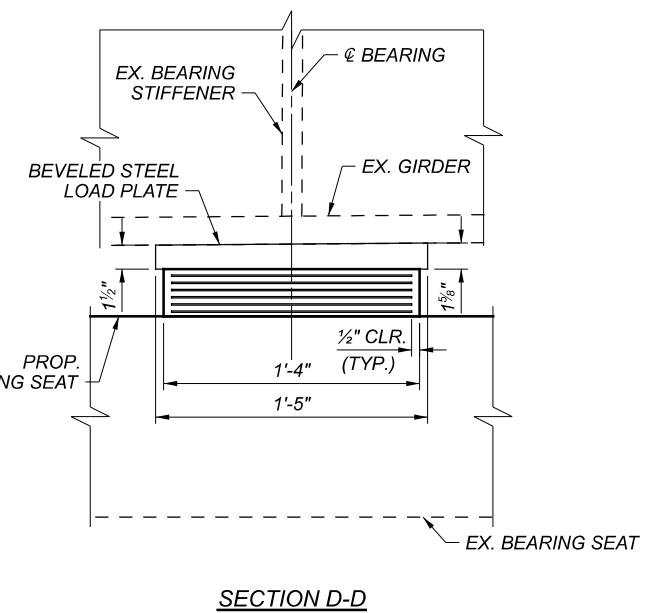
SECTION A-A



SECTION B-B
UP STATION



SECTION C-C



SECTION D-D
UP STATION

LEGEND:
 $\theta = 91^\circ 33' 08''$

- NOTES:**
- ELASTOMER IN THE ELASTOMERIC BEARINGS SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
 - THE ELASTOMERIC BEARINGS ARE DESIGNED FOR SERVICE I LOADS AND LIVE LOADS WITHOUT DYNAMIC ALLOWANCE.
 - GRADE 50 STEEL SHALL BE USED FOR ALL STEEL PLATES & HP SECTIONS AND SHALL BE GALVANIZED ACCORDING TO CMS 711.02. LOAD PLATES SHALL BE BONDED BY VULCANIZATION TO THE LAMINATED ELASTOMERIC PAD DURING THE MOLDING PROCESS.
 - EACH BEARING ASSEMBLY SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION: FORWARD STATION DIRECTION, LOCATION (REAR ABUTMENT, FORWARD ABUTMENT, PIER 1, OR PIER 2), AND BEAM NUMBER. THE MARK SHALL BE PLACED SO THAT IT WILL BE VISABLE ONCE THE BEARING ASSEMBLY HAS BEEN INSTALLED.

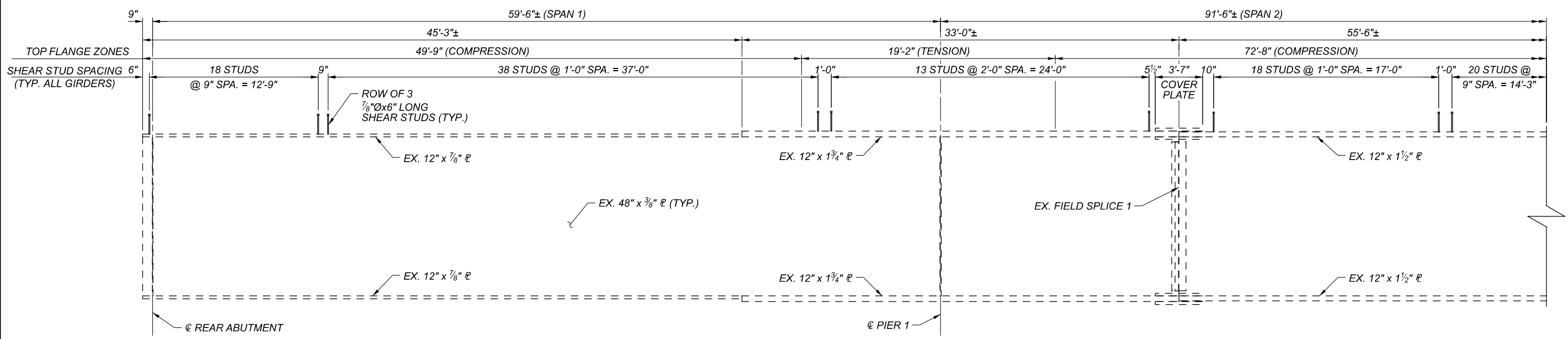
| LAMINATED ELASTOMERIC BEARING DATA | | | | | |
|------------------------------------|--------------|--------------|-----------------------------|-----------------------------|--------------------------------------|
| BEARING LOCATION | BEARING TYPE | NO. REQUIRED | UNFACTORED DEAD LOAD [KIPS] | UNFACTORED LIVE LOAD [KIPS] | UNFACTORED TOTAL LOAD (DL+LL) [KIPS] |
| R.A. | EXPANSION | 18 | 93 | 81 | 174 |
| PIER 1 | FIXED | 18 | 203 | 103 | 306 |
| PIER 2 | EXPANSION | 18 | 203 | 103 | 306 |
| F.A. | EXPANSION | 18 | 93 | 81 | 174 |

CUY-480-22.41

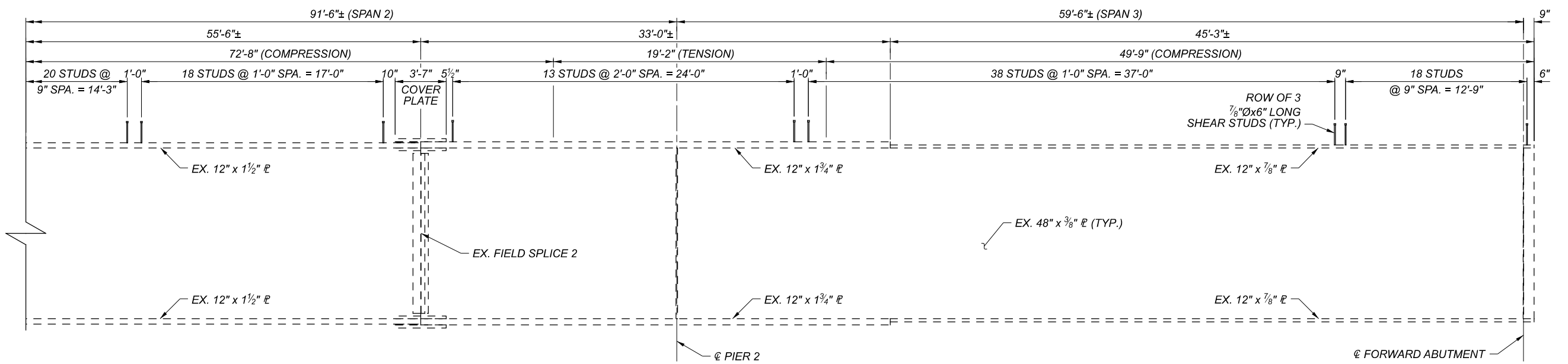
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BEARING DETAILS
BRIDGE NO. CUY-480-2241
I.R. 480 OVER LEE ROAD

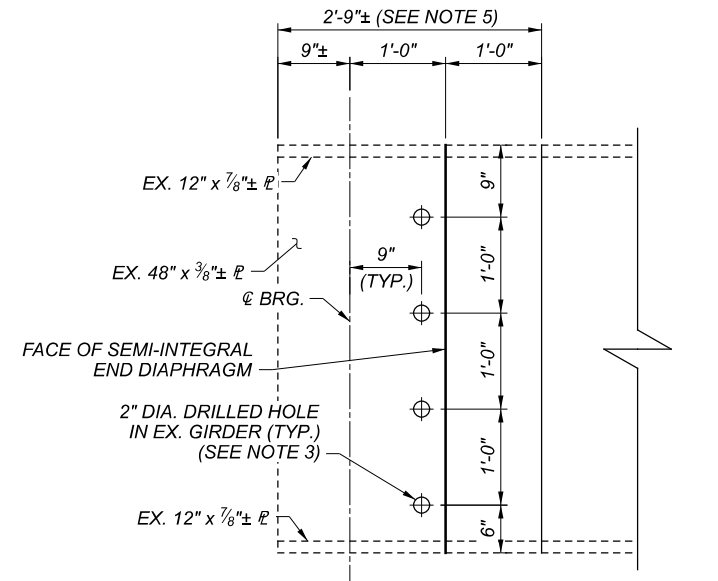
SFN 1813404
DESIGN AGENCY
[BI]
DESIGNER CHECKER
CDH IMF
REVIEWER
DEB 02-25-22
PROJECT ID
114516
SUBSET TOTAL
15 32
SHEET TOTAL
116 133



TYPICAL GIRDER ELEVATION
 ALL PLATE DIMENSIONS ARE ±



TYPICAL GIRDER ELEVATION
 ALL PLATE DIMENSIONS ARE ±

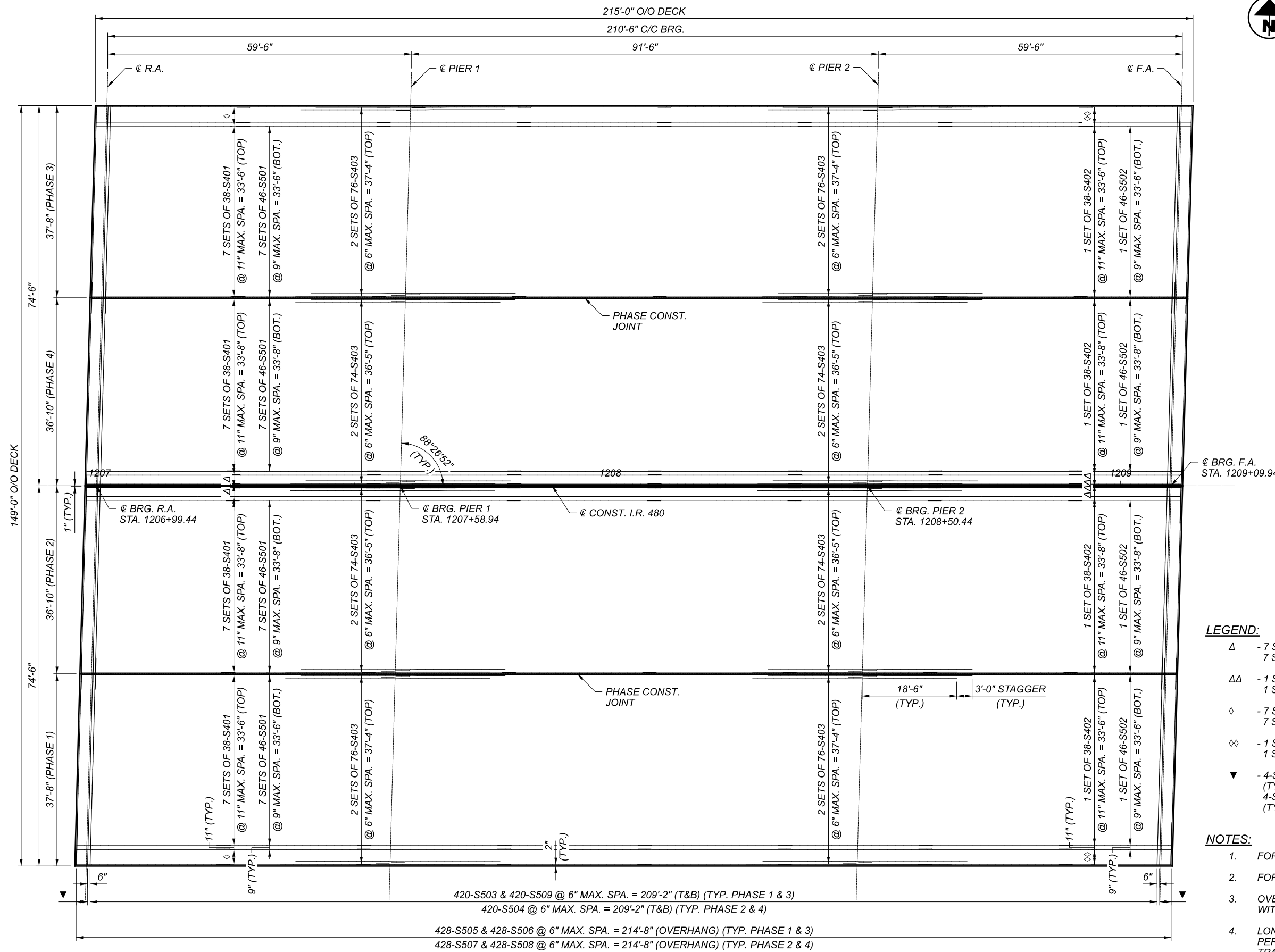


TYPICAL GIRDER END PREPARATION DETAIL

NOTES:

- FOR TRANSVERSE SECTION, SEE SHEET 19/32.
- SHEAR STUDS SHALL MEET THE REQUIREMENTS OF CMS 513.22.
- WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESS UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK.
- DRILL THE GIRDER END HOLES BEFORE PERFORMING ANY SURFACE PREPARATION OF PAINTING WORK.
- LIMITS OF ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL AND ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT. ITEMS SHALL INCLUDE ALL AREAS OF THE EXISTING GIRDER WITHIN THE LIMITS SHOWN, INCLUDING THE DRILLED HOLES.

| | |
|------------------|---------|
| SFN | 1813404 |
| DESIGN AGENCY | [BI] |
| DESIGNER/CHECKER | CDH/IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 16 |
| TOTAL | 32 |
| SHEET | 117 |
| TOTAL | 133 |



| LAP SPLICE LENGTH | |
|-------------------|-------|
| #4 | 2'-6" |
| #5 | 3'-1" |

LEGEND:

- Δ - 7 SETS OF 3-S401 @ 11" MAX. SPA. = 1'-8" (TOP)
7 SETS OF 4-S501 @ 9" MAX. SPA. = 1'-10" (BOT.)
- ΔΔ - 1 SET OF 3-S402 @ 11" MAX. SPA. = 1'-8" (TOP)
1 SET OF 4-S502 @ 9" MAX. SPA. = 1'-10" (BOT.)
- ◇ - 7 SETS OF 5-S401 @ 11" MAX. SPA. = 2'-11" (TOP)
7 SETS OF 6-S501 @ 9" MAX. SPA. = 3'-1" (BOT.)
- ◇◇ - 1 SET OF 5-S402 @ 11" MAX. SPA. = 2'-11" (TOP)
1 SET OF 6-S502 @ 9" MAX. SPA. = 3'-1" (BOT.)
- ▼ - 4-S503 & 4-S509 @ 9" MAX. SPA. = 2'-3" (TOP) (TYP. PHASE 1 & 3)
4-S504 & 4-S509 @ 9" MAX/ SPA. = 2'-3" (TOP.) (TYP. PHASE 2 & 4)

NOTES:

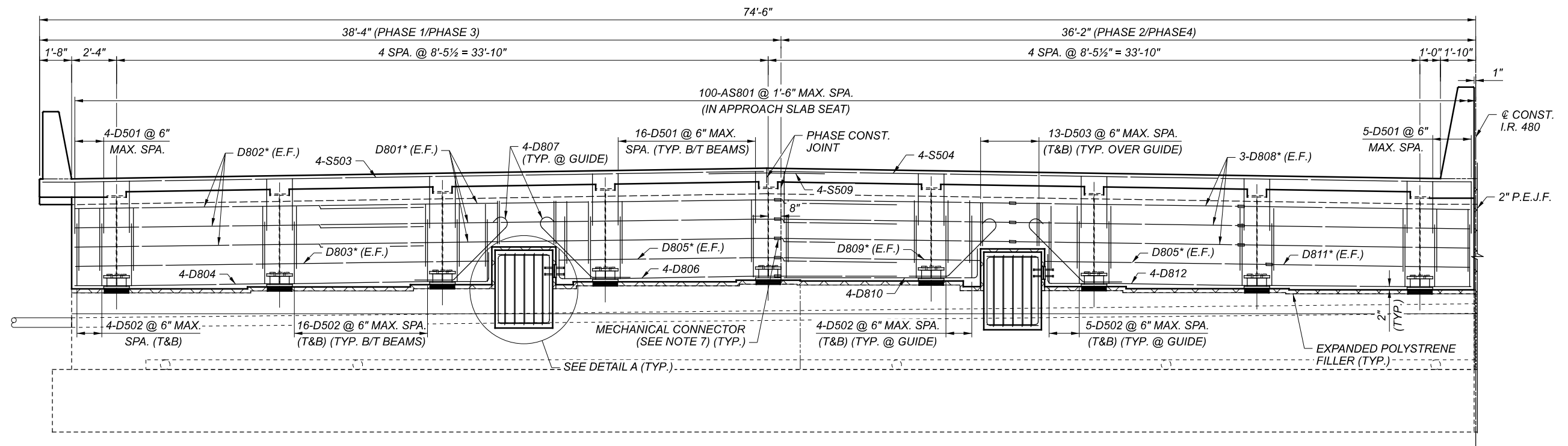
1. FOR TRANSVERSE SECTION, SEE SHEET 19/32.
2. FOR REINFORCING SCHEDULE, SEE SHEET 31/32.
3. OVERHANG REINFORCEMENT SHALL BE LAPPED WITH TRANSVERSE REINFORCEMENT.
4. LONGITUDINAL BAR SPACINGS ARE MEASURED PERPENDICULAR TO ϕ CONSTRUCTION AND TRANSVERSE BAR SPACINGS ARE MEASURED ALONG ϕ CONSTRUCTION.
5. MECHANICAL CONNECTORS PER CMS 509 MAY BE USED AS AN ALTERNATE TO LAP SPLICING THE S509 BARS AT NO ADDITIONAL COST TO THE STATE.

420-S503 & 420-S509 @ 6" MAX. SPA. = 209'-2" (T&B) (TYP. PHASE 1 & 3)
 420-S504 @ 6" MAX. SPA. = 209'-2" (T&B) (TYP. PHASE 2 & 4)
 428-S505 & 428-S506 @ 6" MAX. SPA. = 214'-8" (OVERHANG) (TYP. PHASE 1 & 3)
 428-S507 & 428-S508 @ 6" MAX. SPA. = 214'-8" (OVERHANG) (TYP. PHASE 2 & 4)

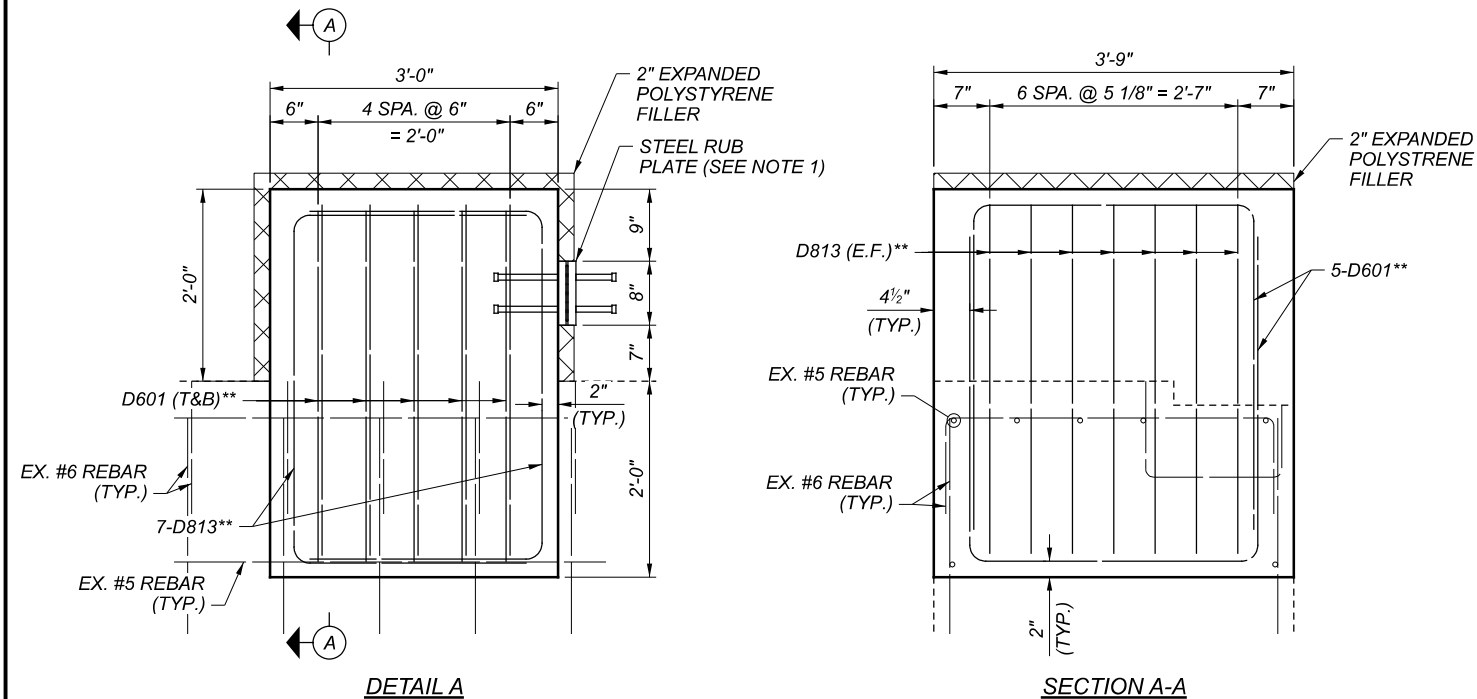
DECK PLAN

DECK PLAN
BRIDGE NO. CUY-480-2241
I.R. 480 OVER LEE ROAD

| | |
|---------------|---------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER | CDH |
| CHECKER | IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 17 |
| TOTAL | 32 |
| SHEET | 118 |
| TOTAL | 133 |



TYPICAL ABUTMENT DIAPHRAGM ELEVATION
 SYMMETRICAL ABOUT @ CONSTRUCTION I.R. 480
 FORWARD ABUTMENT SHOWN, REAR ABUTMENT SIMILAR



| LAP SPLICE LENGTH | |
|-------------------|-------|
| #8 | 5'-4" |

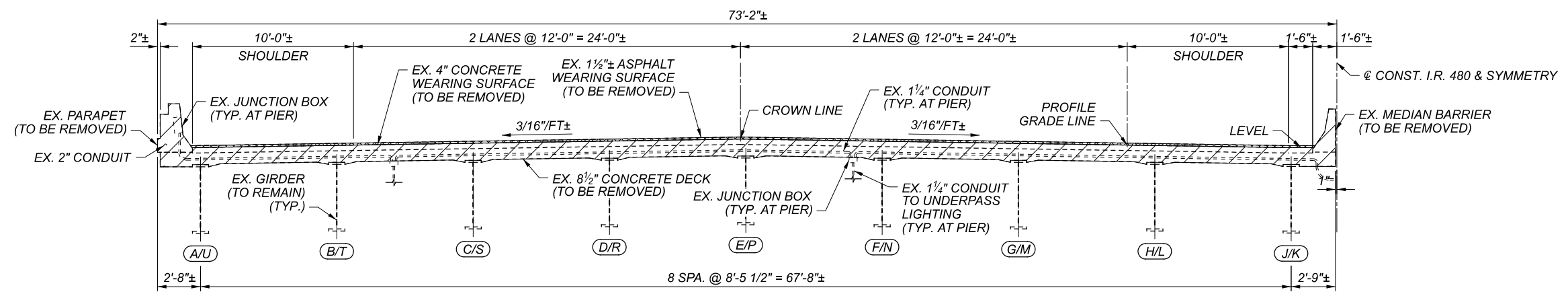
LEGEND:

- * - PLACE THE REINFORCING ON NEAR FACE THROUGH HOLES IN STRUCTURAL STEEL.
- ** - EXISTING REINFORCEMENT HAS BEEN LOCATED FROM EXISTING PLANS. ADJUST LOCATION OF PROPOSED REINFORCEMENT AS DIRECTED BY ENGINEER TO AVOID CONFLICTS WITH EXISTING REINFORCEMENT.

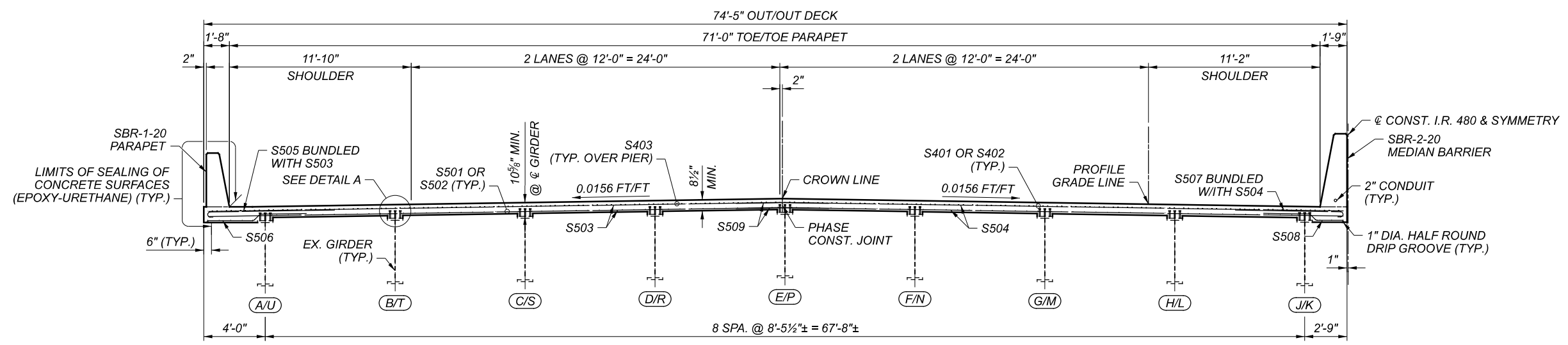
NOTES:

1. STEEL RUB PLATE SHALL BE LOCATED ON THE NORTH SIDE OF THE DIAPHRAGM GUIDE AT BOTH THE REAR AND FORWARD ABUTMENTS. STUDS SHALL BE 3/4"x8" END WELDED STUDS ON THE FACE INSIDE OF THE DIAPHRAGM GUIDE AND 3/4"x5" END WELDED STUD ON THE FACE EXPOSED TO THE DIAPHRAGM.
2. FOR ADDITIONAL NOTES AND DETAILS, SEE ODOT STD. DWGS. SICD-1-21 AND SICD-2-14.
3. PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS OF AN INDIVIDUAL PHASE WITH THE DECK CONCRETE.
4. VERTICAL REINFORCING STEEL TO BE PLACED PARALLEL TO @ CONSTRUCTION I.R. 480. HORIZONTAL REINFORCING STEEL TO BE PLACED PARALLEL TO @ BEARING.
5. FOR ABUTMENT AND DIAPHRAGM SECTIONS, SEE SHEET 12/32.
6. FOR REINFORCING STEEL LIST, SEE SHEET 31/32.
7. MECHANICAL CONNECTORS PER THE REQUIREMENTS OF CMS 509 SHALL BE USED FOR ALL NO. 8 BARS AT THE PHASE CONSTRUCTION JOINT. THE CONTRACTOR SHALL HAVE THE OPTION TO LAP SPLICE THE NO. 8 BARS ON THE FRONT FACE (BRIDGE SIDE) OF THE DIAPHRAGM PER THE DIAGRAM ON SHEET 31/32 AT NO ADDITIONAL COST TO THE STATE. ALL EQUIPMENT, LABOR, MATERIALS AND OTHER INCIDENTALS NECESSARY TO INSTALL THE MECHANICAL CONNECTORS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 509 - EPOXY COATED REINFORCING STEEL.
8. FOR PHASE CONSTRUCTION DETAILS, SEE SHEET 5/32 THROUGH 7/32.

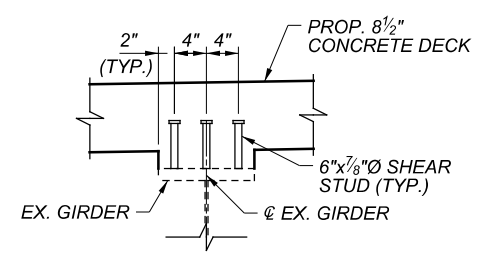




EXISTING TRANSVERSE SECTION
 HALF OF STRUCTURE SHOWN,
 BRIDGE SYMMETRICAL ABOUT C.I.R. 480



PROPOSED TRANSVERSE SECTION
 HALF OF STRUCTURE SHOWN,
 BRIDGE SYMMETRICAL ABOUT C.I.R. 480



DETAIL A

LEGEND:

- (X/Y) - WB GIRDER / EB GIRDER
- [Cross-hatched box] - ITEM 202 - WEARING COURSE REMOVED
- [Diagonal line box] - ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

NOTES:

1. THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH OF 3/8 INCHES AND A HAUNCH WIDTH EQUAL TO THE TOP FLANGE WIDTH. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISH GRADE.

 THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.23.
2. FOR DECK REINFORCING DETAILS, SEE SHEET 17/32.
3. FOR BARRIER REINFORCING DETAILS, SEE SHEETS 25/32 THROUGH 28/32.
4. FOR PHASE CONSTRUCTION DETAILS, SEE SHEETS 5/32 THROUGH 7/32.

TRANSVERSE SECTION
BRIDGE NO. CUY-480-2241
I.R. 480 OVER LEE ROAD

| | |
|---------------|---------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER | CDH |
| CHECKER | IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 19 |
| TOTAL | 32 |
| SHEET | 120 |
| TOTAL | 133 |

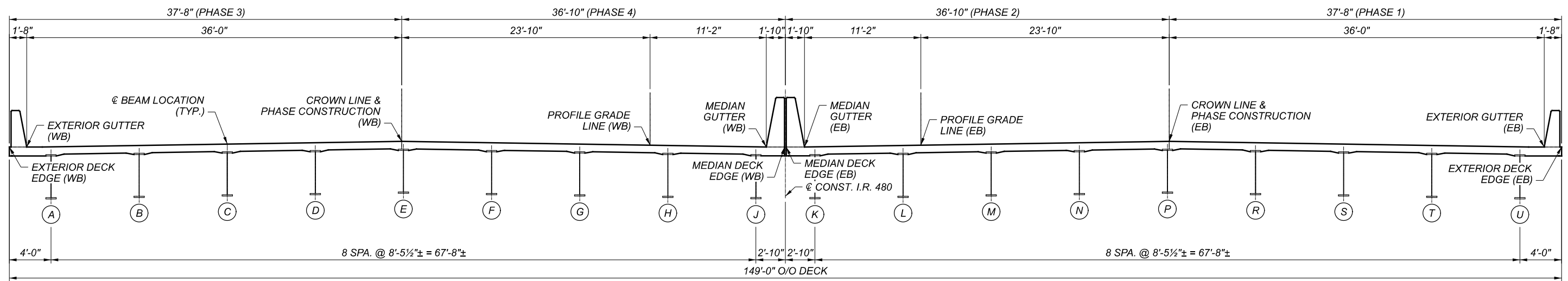
WB I.R. 480 DECK SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS

| POINT | STATION | ¢ BRG. REAR ABUT. | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 1 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 2 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. FWD. ABUT. |
|---------------------------|-----------------------------|-------------------|------------|------------|------------|---------------|------------|------------|------------|---------------|------------|------------|------------|-------------------|
| | | 1207+01.46 | 1207+16.33 | 1207+31.21 | 1207+46.08 | 1207+60.96 | 1207+83.83 | 1208+06.71 | 1208+29.58 | 1208+52.46 | 1208+67.33 | 1208+82.21 | 1208+97.08 | 1209+11.96 |
| EXTERIOR DECK EDGE | STATION | 1207+01.46 | 1207+16.33 | 1207+31.21 | 1207+46.08 | 1207+60.96 | 1207+83.83 | 1208+06.71 | 1208+29.58 | 1208+52.46 | 1208+67.33 | 1208+82.21 | 1208+97.08 | 1209+11.96 |
| | OFFSET | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 |
| | FINAL DECK ELEVATION | 912.59 | 912.77 | 912.94 | 913.12 | 913.30 | 913.58 | 913.85 | 914.13 | 914.41 | 914.59 | 914.76 | 914.94 | 915.12 |
| | DECK SCREED ELEVATION | 912.59 | | | | 913.30 | | | | 914.41 | | | | 915.12 |
| EXTERIOR GUTTER | STATION | 1207+01.41 | 1207+16.29 | 1207+31.16 | 1207+46.04 | 1207+60.91 | 1207+83.79 | 1208+06.66 | 1208+29.54 | 1208+52.41 | 1208+67.29 | 1208+82.16 | 1208+97.04 | 1209+11.91 |
| | OFFSET | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 |
| | FINAL DECK ELEVATION | 912.61 | 912.79 | 912.97 | 913.15 | 913.33 | 913.60 | 913.88 | 914.16 | 914.43 | 914.61 | 914.79 | 914.97 | 915.15 |
| | DECK SCREED ELEVATION | 912.61 | | | | 913.33 | | | | 914.43 | | | | 915.15 |
| GIRDER A | STATION | 1207+01.35 | 1207+16.00 | 1207+30.87 | 1207+45.75 | 1207+60.85 | 1207+83.50 | 1208+06.37 | 1208+29.25 | 1208+52.35 | 1208+67.00 | 1208+81.87 | 1208+96.75 | 1209+11.85 |
| | OFFSET | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 |
| | A ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E FINAL DECK ELEVATION | 912.65 | 912.82 | 913.00 | 913.18 | 913.36 | 913.64 | 913.91 | 914.19 | 914.47 | 914.75 | 915.03 | 915.31 | 915.59 |
| | F DECK SCREED ELEVATION | 912.65 | | | | 913.36 | | | | 914.47 | | | | 915.59 |
| G TOP OF HAUNCH ELEVATION | 911.94 | | | | 912.66 | | | | 913.76 | | | | 914.86 | |
| GIRDER B | STATION | 1207+01.12 | 1207+16.00 | 1207+30.87 | 1207+45.75 | 1207+60.62 | 1207+83.50 | 1208+06.37 | 1208+29.25 | 1208+52.12 | 1208+67.00 | 1208+81.87 | 1208+96.75 | 1209+11.62 |
| | OFFSET | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 |
| | A ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E FINAL DECK ELEVATION | 912.78 | 912.96 | 913.14 | 913.31 | 913.49 | 913.77 | 914.04 | 914.32 | 914.60 | 914.88 | 915.16 | 915.44 | 915.72 |
| | F DECK SCREED ELEVATION | 912.78 | | | | 913.49 | | | | 914.60 | | | | 915.72 |
| G TOP OF HAUNCH ELEVATION | 912.07 | | | | 912.79 | | | | 913.89 | | | | 914.99 | |
| GIRDER C | STATION | 1207+00.89 | 1207+15.77 | 1207+30.64 | 1207+45.52 | 1207+60.39 | 1207+83.27 | 1208+06.14 | 1208+29.02 | 1208+51.89 | 1208+66.77 | 1208+81.64 | 1208+96.52 | 1209+11.39 |
| | OFFSET | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 |
| | A ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E FINAL DECK ELEVATION | 912.91 | 913.08 | 913.26 | 913.44 | 913.62 | 913.90 | 914.17 | 914.45 | 914.73 | 915.01 | 915.29 | 915.57 | 915.85 |
| | F DECK SCREED ELEVATION | 912.91 | | | | 913.62 | | | | 914.73 | | | | 915.85 |
| G TOP OF HAUNCH ELEVATION | 912.20 | | | | 912.91 | | | | 914.02 | | | | 915.12 | |

- NOTES:**
1. NEGATIVE OFFSETS ARE TO THE INSIDE (MEDIAN SIDE) OF THE PROFILE GRADE LINE, POSITIVE OFFSETS ARE TO THE OUTSIDE (EXTERIOR SIDE) OF THE PROFILE GRADE LINE.
 2. THE COST OF SURVEYING IS INCLUDED FOR PAYMENT WITH ITEM 623.
 3. FOR TRANSVERSE SECTION AND ADDITIONAL NOTES, SEE SHEET 19/32.
 4. FOR ADDITIONAL SCREED TABLES, SEE SHEET 21/32 THROUGH 23/32.

FIELD PROCEDURES DURING PHASE CONSTRUCTION OF DECKS WITHOUT CLOSURE POURS:

1. SURVEY BOTTOM OF EXISTING GIRDERS AT THE LOCATIONS SHOWN IN THE TABLE PRIOR TO REMOVING DECK AND WEARING SURFACE.
2. COMPUTE THE AMOUNT OF SURVEYED REBOUND FOR THESE GIRDERS BY SUBTRACTING THE ELEVATIONS AFTER REMOVAL FROM THE ELEVATIONS BEFORE REMOVAL (B - A = C).
3. COMPUTE THE ADJUSTED REBOUND FOR THESE GIRDERS BY MULTIPLYING THE SURVEYED REBOUND BY THE RATIOS OF THE PROPOSED DEAD LOAD TO THE EXISTING DEAD LOAD. (C x RATIO = D) FOR BEAMS A & U RATIO IS 0.97, FOR BEAMS J & K RATIO IS 0.58, AND FOR ALL REMAINING BEAMS RATIO IS 0.61.
4. ADD THE AMOUNT OF ADJUSTED REBOUND TO THE FINAL TOP OF DECK ELEVATIONS TO OBTAIN THE DECK SCREED ELEVATIONS. USE REBOUND OF THE CLOSEST GIRDER TO OBTAIN DECK EDGE, GUTTER, CROWN AND PROFILE GRADE SCREED ELEVATION (D + E = F).
5. TOP OF HAUNCH ELEVATION IS DECK SCREED ELEVATION MINUS DECK THICKNESS (F - 8.5IN. = G).
6. AFTER PHASE 1 DECK PLACEMENT, REPEAT STEPS 1 THROUGH 5 FOR REMAINING GIRDERS PRIOR TO AND AFTER EACH PHASE DECK AND WEARING SURFACE REMOVALS.



SCREED TRANSVERSE SECTION

CUY-480-22.41

MODEL: Sheet PAPER: 17x11 (in.) DATE: 2022-03-09 TIME: 4:02:56 PM USER: comor.higgins
 (\uss-east.bjgroupp.com)\CM127052_D12-BH-FY227.0_Production\Worksheets\114516\400-Engineering\Structures\SFN1813404\Sheets\114516_SFN1813404_SD003.dgn

SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATION TABLES
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | |
|------------------|---------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER/CHECKER | CDH/IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 20 |
| TOTAL | 32 |
| SHEET | 121 |
| TOTAL | 133 |

WB I.R. 480 DECK SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS

| POINT | | ¢ BRG. REAR ABUT. | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 1 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 2 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. FWD. ABUT. | |
|---------------------------------|-------------------------|---------------------------|------------|------------|------------|---------------|------------|------------|------------|---------------|------------|------------|------------|-------------------|--------|
| GIRDER D | STATION | 1207+00.66 | 1207+15.54 | 1207+30.41 | 1207+45.29 | 1207+60.16 | 1207+83.04 | 1208+05.91 | 1208+28.79 | 1208+51.66 | 1208+66.54 | 1208+81.41 | 1208+96.29 | 1209+11.16 | |
| | OFFSET | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C | SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D | ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E | FINAL DECK ELEVATION | 913.03 | 913.21 | 913.39 | 913.57 | 913.75 | 914.03 | 914.30 | 914.58 | 914.85 | 915.03 | 915.21 | 915.39 | 915.57 |
| | F | DECK SCREED ELEVATION | 913.03 | | | | 913.75 | | | | 914.85 | | | | 915.57 |
| G | TOP OF HAUNCH ELEVATION | 912.33 | | | | 913.04 | | | | 914.15 | | | | 914.86 | |
| GIRDER E | STATION | 1207+00.43 | 1207+15.31 | 1207+30.18 | 1207+45.06 | 1207+59.93 | 1207+82.81 | 1208+05.68 | 1208+28.56 | 1208+51.43 | 1208+66.31 | 1208+81.18 | 1208+96.06 | 1209+10.93 | |
| | OFFSET | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C | SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D | ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E | FINAL DECK ELEVATION | 913.16 | 913.34 | 913.52 | 913.70 | 913.88 | 914.15 | 914.43 | 914.70 | 914.98 | 915.16 | 915.34 | 915.52 | 915.70 |
| | F | DECK SCREED ELEVATION | 913.16 | | | | 913.88 | | | | 914.98 | | | | 915.70 |
| G | TOP OF HAUNCH ELEVATION | 912.45 | | | | 913.17 | | | | 914.27 | | | | 914.99 | |
| CROWN LINE & PHASE CONSTRUCTION | STATION | 1207+00.44 | 1207+14.67 | 1207+29.54 | 1207+44.42 | 1207+59.94 | 1207+82.17 | 1208+05.04 | 1208+27.92 | 1208+51.44 | 1208+65.67 | 1208+80.54 | 1208+95.42 | 1209+10.94 | |
| | OFFSET | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | |
| | E | FINAL DECK ELEVATION | 913.16 | 913.33 | 913.51 | 913.69 | 913.88 | 914.15 | 914.42 | 914.70 | 914.98 | 915.15 | 915.33 | 915.51 | 915.70 |
| | F | DECK SCREED ELEVATION | 913.16 | | | | 913.88 | | | | 914.98 | | | | 915.70 |
| GIRDER F | STATION | 1207+00.20 | 1207+15.08 | 1207+29.95 | 1207+44.83 | 1207+59.70 | 1207+82.58 | 1208+05.45 | 1208+28.33 | 1208+51.20 | 1208+66.08 | 1208+80.95 | 1208+95.83 | 1209+10.70 | |
| | OFFSET | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C | SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D | ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E | FINAL DECK ELEVATION | 913.02 | 913.20 | 913.38 | 913.56 | 913.74 | 914.02 | 914.29 | 914.57 | 914.84 | 915.02 | 915.20 | 915.38 | 915.56 |
| | F | DECK SCREED ELEVATION | 913.02 | | | | 913.74 | | | | 914.84 | | | | 915.56 |
| G | TOP OF HAUNCH ELEVATION | 912.32 | | | | 913.03 | | | | 914.14 | | | | 914.85 | |
| GIRDER G | STATION | 1206+99.97 | 1207+14.85 | 1207+29.72 | 1207+44.60 | 1207+59.47 | 1207+82.35 | 1208+05.22 | 1208+28.10 | 1208+50.97 | 1208+65.85 | 1208+80.72 | 1208+95.60 | 1209+10.47 | |
| | OFFSET | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C | SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D | ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E | FINAL DECK ELEVATION | 912.89 | 913.07 | 913.25 | 913.43 | 913.61 | 913.88 | 914.16 | 914.43 | 914.71 | 914.89 | 915.07 | 915.25 | 915.43 |
| | F | DECK SCREED ELEVATION | 912.89 | | | | 913.61 | | | | 914.71 | | | | 915.43 |
| G | TOP OF HAUNCH ELEVATION | 912.18 | | | | 912.90 | | | | 914.00 | | | | 914.72 | |
| PROFILE GRADE LINE | STATION | 1206+99.79 | 1207+14.67 | 1207+29.54 | 1207+44.42 | 1207+59.29 | 1207+82.17 | 1208+05.04 | 1208+27.92 | 1208+50.79 | 1208+65.67 | 1208+80.54 | 1208+95.42 | 1209+10.29 | |
| | OFFSET | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | E | FINAL DECK ELEVATION | 912.78 | 912.96 | 913.14 | 913.32 | 913.50 | 913.77 | 914.05 | 914.33 | 914.60 | 914.78 | 914.96 | 915.14 | 915.32 |
| | F | DECK SCREED ELEVATION | 912.78 | | | | 913.50 | | | | 914.60 | | | | 915.32 |
| GIRDER H | STATION | 1206+99.75 | 1207+14.62 | 1207+29.50 | 1207+44.37 | 1207+59.25 | 1207+82.12 | 1208+05.00 | 1208+27.87 | 1208+50.75 | 1208+65.62 | 1208+80.50 | 1208+95.37 | 1209+10.25 | |
| | OFFSET | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C | SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D | ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E | FINAL DECK ELEVATION | 912.75 | 912.93 | 913.11 | 913.29 | 913.47 | 913.75 | 914.02 | 914.30 | 914.57 | 914.75 | 914.93 | 915.11 | 915.29 |
| | F | DECK SCREED ELEVATION | 912.75 | | | | 913.47 | | | | 914.57 | | | | 915.29 |
| G | TOP OF HAUNCH ELEVATION | 912.05 | | | | 912.76 | | | | 913.87 | | | | 914.58 | |

NOTES:

- FOR ADDITIONAL NOTES AND PROCEDURES, SEE SHEET 20/32.

SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATION TABLES
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | |
|------------------|--------------|
| SFN | 1813404 |
| DESIGN AGENCY | [BI] |
| DESIGNER/CHECKER | CDH / IMF |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SUBSET | 21 / 32 |
| SHEET | 122 / 133 |

WB I.R. 480 DECK SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS

| POINT | | ¢ BRG. REAR ABUT. | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 1 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 2 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. FWD. ABUT. |
|---------------------------|-----------------------------|-------------------|------------|------------|------------|---------------|------------|------------|------------|---------------|------------|------------|------------|-------------------|
| GIRDER J | STATION | 1206+99.52 | 1207+14.39 | 1207+29.27 | 1207+44.14 | 1207+59.02 | 1207+81.89 | 1208+04.77 | 1208+27.64 | 1208+50.52 | 1208+73.39 | 1208+96.27 | 1209+19.14 | 1209+10.02 |
| | OFFSET | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 |
| | A ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E FINAL DECK ELEVATION | 912.62 | 912.80 | 912.98 | 913.16 | 913.34 | 913.61 | 913.89 | 914.16 | 914.44 | 914.72 | 914.99 | 915.27 | 915.16 |
| | F DECK SCREED ELEVATION | 912.62 | | | | 913.34 | | | | 914.44 | | | | 915.16 |
| G TOP OF HAUNCH ELEVATION | 911.91 | | | | 912.63 | | | | 913.73 | | | | 914.45 | |
| MEDIAN GUTTER | STATION | 1206+99.49 | 1207+14.36 | 1207+29.24 | 1207+44.11 | 1207+58.99 | 1207+81.86 | 1208+04.74 | 1208+27.61 | 1208+50.49 | 1208+65.36 | 1208+80.24 | 1208+95.11 | 1209+09.99 |
| | OFFSET | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 |
| | E FINAL DECK ELEVATION | 912.60 | 912.78 | 912.96 | 913.14 | 913.32 | 913.60 | 913.87 | 914.15 | 914.42 | 914.60 | 914.78 | 914.96 | 915.14 |
| | F DECK SCREED ELEVATION | 912.60 | | | | 913.32 | | | | 914.42 | | | | 915.14 |
| MEDIAN DECK EDGE | STATION | 1206+99.44 | 1207+14.32 | 1207+29.19 | 1207+44.07 | 1207+58.94 | 1207+81.82 | 1208+04.69 | 1208+27.57 | 1208+50.44 | 1208+65.32 | 1208+80.19 | 1208+95.07 | 1209+09.94 |
| | OFFSET | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 |
| | E FINAL DECK ELEVATION | 912.58 | 912.76 | 912.93 | 913.11 | 913.29 | 913.57 | 913.84 | 914.12 | 914.40 | 914.58 | 914.75 | 914.93 | 915.11 |
| | F DECK SCREED ELEVATION | 912.58 | | | | 913.29 | | | | 914.40 | | | | 915.11 |

NOTES:

- FOR ADDITIONAL NOTES AND PROCEDURES, SEE SHEET 20/32.

EB I.R. 480 DECK SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS

| POINT | | ¢ BRG. REAR ABUT. | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 1 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 2 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. FWD. ABUT. |
|---------------------------|-----------------------------|-------------------|------------|------------|------------|---------------|------------|------------|------------|---------------|------------|------------|------------|-------------------|
| MEDIAN DECK EDGE | STATION | 1206+99.47 | 1207+14.34 | 1207+29.22 | 1207+44.09 | 1207+58.97 | 1207+81.84 | 1208+04.72 | 1208+27.59 | 1208+50.47 | 1208+65.34 | 1208+80.22 | 1208+95.09 | 1209+09.97 |
| | OFFSET | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 | -12.92 |
| | E FINAL DECK ELEVATION | 912.58 | 912.76 | 912.94 | 913.11 | 913.29 | 913.57 | 913.84 | 914.12 | 914.40 | 914.58 | 914.75 | 914.93 | 915.11 |
| | F DECK SCREED ELEVATION | 912.58 | | | | 913.29 | | | | 914.40 | | | | 915.11 |
| MEDIAN GUTTER | STATION | 1206+99.42 | 1207+14.29 | 1207+29.17 | 1207+44.04 | 1207+58.92 | 1207+81.79 | 1208+04.67 | 1208+27.54 | 1208+50.42 | 1208+65.29 | 1208+80.17 | 1208+95.04 | 1209+09.92 |
| | OFFSET | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 | -11.17 |
| | E FINAL DECK ELEVATION | 912.60 | 912.78 | 912.96 | 913.14 | 913.32 | 913.60 | 913.87 | 914.15 | 914.42 | 914.60 | 914.78 | 914.96 | 915.14 |
| | F DECK SCREED ELEVATION | 912.60 | | | | 913.32 | | | | 914.42 | | | | 915.14 |
| GIRDER K | STATION | 1206+99.39 | 1207+14.27 | 1207+29.14 | 1207+44.02 | 1207+58.89 | 1207+81.77 | 1208+04.64 | 1208+27.52 | 1208+50.39 | 1208+73.27 | 1208+96.14 | 1209+19.02 | 1209+09.89 |
| | OFFSET | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 | -10.17 |
| | A ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E FINAL DECK ELEVATION | 912.62 | 912.80 | 912.98 | 913.16 | 913.34 | 913.61 | 913.89 | 914.16 | 914.44 | 914.71 | 914.99 | 915.27 | 915.16 |
| | F DECK SCREED ELEVATION | 912.62 | | | | 913.34 | | | | 914.44 | | | | 915.16 |
| G TOP OF HAUNCH ELEVATION | 911.91 | | | | 912.63 | | | | 913.73 | | | | 914.45 | |
| GIRDER L | STATION | 1206+99.16 | 1207+14.04 | 1207+28.91 | 1207+43.79 | 1207+58.66 | 1207+81.54 | 1208+04.41 | 1208+27.29 | 1208+50.16 | 1208+65.04 | 1208+79.91 | 1208+94.79 | 1209+09.66 |
| | OFFSET | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 | -1.71 |
| | A ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E FINAL DECK ELEVATION | 912.75 | 912.93 | 913.11 | 913.29 | 913.46 | 913.74 | 914.02 | 914.29 | 914.57 | 914.75 | 914.93 | 915.11 | 915.28 |
| | F DECK SCREED ELEVATION | 912.75 | | | | 913.46 | | | | 914.57 | | | | 915.28 |
| G TOP OF HAUNCH ELEVATION | 912.04 | | | | 912.76 | | | | 913.86 | | | | 914.58 | |
| PROFILE GRADE LINE | STATION | 1206+99.12 | 1207+13.99 | 1207+28.87 | 1207+43.74 | 1207+58.62 | 1207+81.49 | 1208+04.37 | 1208+27.24 | 1208+50.12 | 1208+64.99 | 1208+79.87 | 1208+94.74 | 1209+09.62 |
| | OFFSET | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | E FINAL DECK ELEVATION | 912.77 | 912.95 | 913.13 | 913.31 | 913.49 | 913.77 | 914.04 | 914.32 | 914.59 | 914.77 | 914.95 | 915.13 | 915.31 |
| | F DECK SCREED ELEVATION | 912.77 | | | | 913.49 | | | | 914.59 | | | | 915.31 |

SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATION TABLES
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

SFN

1813404

DESIGN AGENCY



DESIGNER/CHECKER

CDH IMF

REVIEWER

DEB 02-25-22

PROJECT ID

114516

SUBSET TOTAL

22 32

SHEET TOTAL

123 133

EB I.R. 480 DECK SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS

| | POINT | ¢ BRG. REAR ABUT. | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 1 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 2 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. FWD. ABUT. | |
|---------------------------------|-------------------------|---------------------------|------------|------------|------------|---------------|------------|------------|------------|---------------|------------|------------|------------|-------------------|------------|
| | | STATION | 1206+98.93 | 1207+13.81 | 1207+28.68 | 1207+43.56 | 1207+58.43 | 1207+81.31 | 1208+04.18 | 1208+27.06 | 1208+49.93 | 1208+64.81 | 1208+79.68 | 1208+94.56 | 1209+09.43 |
| GIRDER M | | OFFSET | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | 6.75 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | | | | | | | | | |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | | | | | | | | | |
| | C | SURVEYED REBOUND | - | | | | | | | | | | | | |
| | D | ADJUSTED REBOUND | - | | | | | | | | | | | | |
| | E | FINAL DECK ELEVATION | 912.88 | 913.06 | 913.24 | 913.41 | 913.59 | 913.87 | 914.15 | 914.42 | 914.70 | 914.88 | 915.06 | 915.23 | 915.41 |
| | F | DECK SCREED ELEVATION | 912.88 | | | | 913.59 | | | | 914.70 | | | | 915.41 |
| | G | TOP OF HAUNCH ELEVATION | 912.17 | | | | 912.89 | | | | 913.99 | | | | 914.71 |
| GIRDER N | | STATION | 1206+98.70 | 1207+13.58 | 1207+28.45 | 1207+43.33 | 1207+58.20 | 1207+81.08 | 1208+03.95 | 1208+26.83 | 1208+49.70 | 1208+64.58 | 1208+79.45 | 1208+94.33 | 1209+09.20 |
| | | OFFSET | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | 15.21 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | | | | | | | | | |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | | | | | | | | | |
| | C | SURVEYED REBOUND | - | | | | | | | | | | | | |
| | D | ADJUSTED REBOUND | - | | | | | | | | | | | | |
| | E | FINAL DECK ELEVATION | 913.01 | 913.19 | 913.36 | 913.54 | 913.72 | 914.00 | 914.27 | 914.55 | 914.83 | 915.01 | 915.18 | 915.36 | 915.54 |
| | F | DECK SCREED ELEVATION | 913.01 | | | | 913.72 | | | | 914.83 | | | | 915.54 |
| G | TOP OF HAUNCH ELEVATION | 912.30 | | | | 913.01 | | | | 914.12 | | | | 914.83 | |
| CROWN LINE & PHASE CONSTRUCTION | | STATION | 1206+98.47 | 1207+13.99 | 1207+28.87 | 1207+43.74 | 1207+57.97 | 1207+81.49 | 1208+04.37 | 1208+27.24 | 1208+49.47 | 1208+64.99 | 1208+79.87 | 1208+94.74 | 1209+08.97 |
| | | OFFSET | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 | 23.83 |
| | E | FINAL DECK ELEVATION | 913.14 | 913.32 | 913.50 | 913.68 | 913.85 | 914.14 | 914.41 | 914.69 | 914.96 | 915.14 | 915.32 | 915.50 | 915.67 |
| | F | DECK SCREED ELEVATION | 913.14 | | | | 913.85 | | | | 914.96 | | | | 915.67 |
| GIRDER P | | STATION | 1206+98.47 | 1207+13.35 | 1207+28.22 | 1207+43.10 | 1207+57.97 | 1207+80.85 | 1208+03.72 | 1208+26.60 | 1208+49.47 | 1208+64.35 | 1208+79.22 | 1208+94.10 | 1209+08.97 |
| | | OFFSET | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | 23.67 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | | | | | | | | | |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | | | | | | | | | |
| | C | SURVEYED REBOUND | - | | | | | | | | | | | | |
| | D | ADJUSTED REBOUND | - | | | | | | | | | | | | |
| | E | FINAL DECK ELEVATION | 913.14 | 913.31 | 913.49 | 913.67 | 913.85 | 914.13 | 914.40 | 914.68 | 914.96 | 915.13 | 915.31 | 915.49 | 915.67 |
| | F | DECK SCREED ELEVATION | 913.14 | | | | 913.85 | | | | 914.96 | | | | 915.67 |
| G | TOP OF HAUNCH ELEVATION | 912.43 | | | | 913.14 | | | | 914.25 | | | | 914.96 | |
| GIRDER R | | STATION | 1206+98.24 | 1207+13.12 | 1207+27.99 | 1207+42.87 | 1207+57.74 | 1207+80.62 | 1208+03.49 | 1208+26.37 | 1208+49.24 | 1208+64.12 | 1208+78.99 | 1208+93.87 | 1209+08.74 |
| | | OFFSET | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | 32.13 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | | | | | | | | | |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | | | | | | | | | |
| | C | SURVEYED REBOUND | - | | | | | | | | | | | | |
| | D | ADJUSTED REBOUND | - | | | | | | | | | | | | |
| | E | FINAL DECK ELEVATION | 913.01 | 913.18 | 913.36 | 913.54 | 913.72 | 914.00 | 914.27 | 914.55 | 914.83 | 915.00 | 915.18 | 915.36 | 915.54 |
| | F | DECK SCREED ELEVATION | 913.01 | | | | 913.72 | | | | 914.83 | | | | 915.54 |
| G | TOP OF HAUNCH ELEVATION | 912.30 | | | | 913.01 | | | | 914.12 | | | | 914.83 | |
| GIRDER S | | STATION | 1206+98.02 | 1207+12.89 | 1207+27.77 | 1207+42.64 | 1207+57.52 | 1207+80.39 | 1208+03.27 | 1208+26.14 | 1208+49.02 | 1208+63.89 | 1208+78.77 | 1208+93.64 | 1209+08.52 |
| | | OFFSET | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | 40.58 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | | | | | | | | | |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | | | | | | | | | |
| | C | SURVEYED REBOUND | - | | | | | | | | | | | | |
| | D | ADJUSTED REBOUND | - | | | | | | | | | | | | |
| | E | FINAL DECK ELEVATION | 912.87 | 913.05 | 913.23 | 913.41 | 913.59 | 913.86 | 914.14 | 914.42 | 914.69 | 914.87 | 915.05 | 915.23 | 915.41 |
| | F | DECK SCREED ELEVATION | 912.87 | | | | 913.59 | | | | 914.69 | | | | 915.41 |
| G | TOP OF HAUNCH ELEVATION | 912.16 | | | | 912.88 | | | | 913.98 | | | | 914.70 | |

NOTES:

- FOR ADDITIONAL NOTES AND PROCEDURES, SEE SHEET 20/32.

SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATION TABLES
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | |
|------------------|--------------|
| SFN | 1813404 |
| DESIGN AGENCY | [BI] |
| DESIGNER/CHECKER | CDH / IMF |
| REVIEWER | DEB 02-25-22 |
| PROJECT ID | 114516 |
| SUBSET | 23 / 32 |
| SHEET | 124 / 133 |

EB I.R. 480 DECK SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS

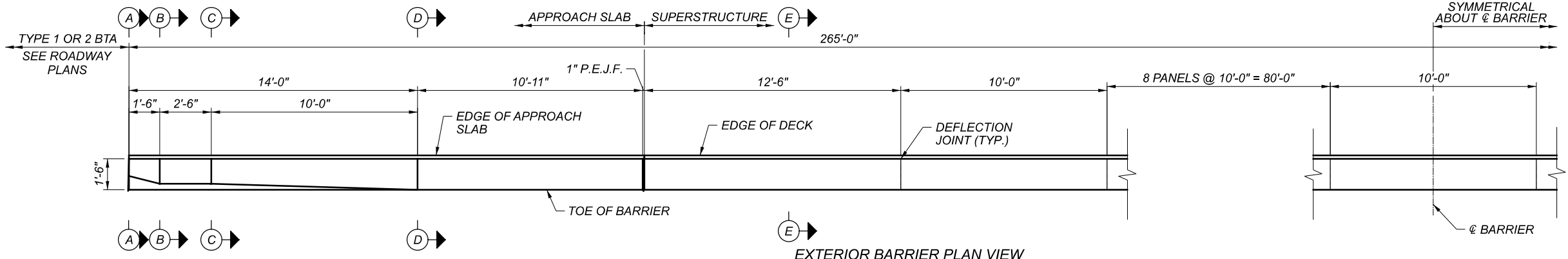
| POINT | | ¢ BRG. REAR ABUT. | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 1 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. PIER 2 | 1/4 POINT | 1/2 POINT | 3/4 POINT | ¢ BRG. FWD. ABUT. | |
|--------------------|-------------------------|---------------------------|------------|------------|------------|---------------|------------|------------|------------|---------------|------------|------------|------------|-------------------|--------|
| GIRDER T | STATION | 1206+97.79 | 1207+12.66 | 1207+27.54 | 1207+42.41 | 1207+57.29 | 1207+80.16 | 1208+03.04 | 1208+25.91 | 1208+48.79 | 1208+63.66 | 1208+78.54 | 1208+93.41 | 1209+08.29 | |
| | OFFSET | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | 49.04 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C | SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D | ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E | FINAL DECK ELEVATION | 912.74 | 912.92 | 913.09 | 913.27 | 913.45 | 913.73 | 914.00 | 914.28 | 914.56 | 914.74 | 914.91 | 915.09 | 915.27 |
| | F | DECK SCREED ELEVATION | 912.74 | | | | 913.45 | | | | 914.56 | | | | 915.27 |
| G | TOP OF HAUNCH ELEVATION | 912.03 | | | | 912.75 | | | | 913.85 | | | | 914.56 | |
| GIRDER U | STATION | 1206+97.56 | 1207+12.66 | 1207+27.54 | 1207+42.41 | 1207+57.06 | 1207+80.16 | 1208+03.04 | 1208+25.91 | 1208+48.56 | 1208+63.66 | 1208+78.54 | 1208+93.41 | 1209+08.06 | |
| | OFFSET | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | 57.50 | |
| | A | ELEV. BEFORE DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | B | ELEV. AFTER DECK REMOVAL | - | | | | - | | | | - | | | | - |
| | C | SURVEYED REBOUND | - | | | | - | | | | - | | | | - |
| | D | ADJUSTED REBOUND | - | | | | - | | | | - | | | | - |
| | E | FINAL DECK ELEVATION | 912.60 | 912.78 | 912.96 | 913.14 | 913.32 | 913.60 | 913.87 | 914.15 | 914.42 | 914.60 | 914.78 | 914.96 | 915.14 |
| | F | DECK SCREED ELEVATION | 912.60 | | | | 913.32 | | | | 914.42 | | | | 915.14 |
| G | TOP OF HAUNCH ELEVATION | 911.89 | | | | 912.61 | | | | 913.71 | | | | 914.43 | |
| EXTERIOR GUTTER | STATION | 1206+97.49 | 1207+12.37 | 1207+27.24 | 1207+42.12 | 1207+56.99 | 1207+79.87 | 1208+02.74 | 1208+25.62 | 1208+48.49 | 1208+63.37 | 1208+78.24 | 1208+93.12 | 1209+07.99 | |
| | OFFSET | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | 59.83 | |
| | E | FINAL DECK ELEVATION | 912.56 | 912.74 | 912.92 | 913.10 | 913.28 | 913.56 | 913.83 | 914.11 | 914.38 | 914.56 | 914.74 | 914.92 | 915.10 |
| | F | DECK SCREED ELEVATION | 912.56 | | | | 913.28 | | | | 914.38 | | | | 915.10 |
| EXTERIOR DECK EDGE | STATION | 1206+97.45 | 1207+12.32 | 1207+27.20 | 1207+42.07 | 1207+56.95 | 1207+79.82 | 1208+02.70 | 1208+25.57 | 1208+48.45 | 1208+63.32 | 1208+78.20 | 1208+93.07 | 1209+07.95 | |
| | OFFSET | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | 61.50 | |
| | E | FINAL DECK ELEVATION | 912.54 | 912.72 | 912.90 | 913.08 | 913.25 | 913.53 | 913.81 | 914.08 | 914.36 | 914.54 | 914.72 | 914.90 | 915.07 |
| | F | DECK SCREED ELEVATION | 912.54 | | | | 913.25 | | | | 914.36 | | | | 915.07 |

NOTES:

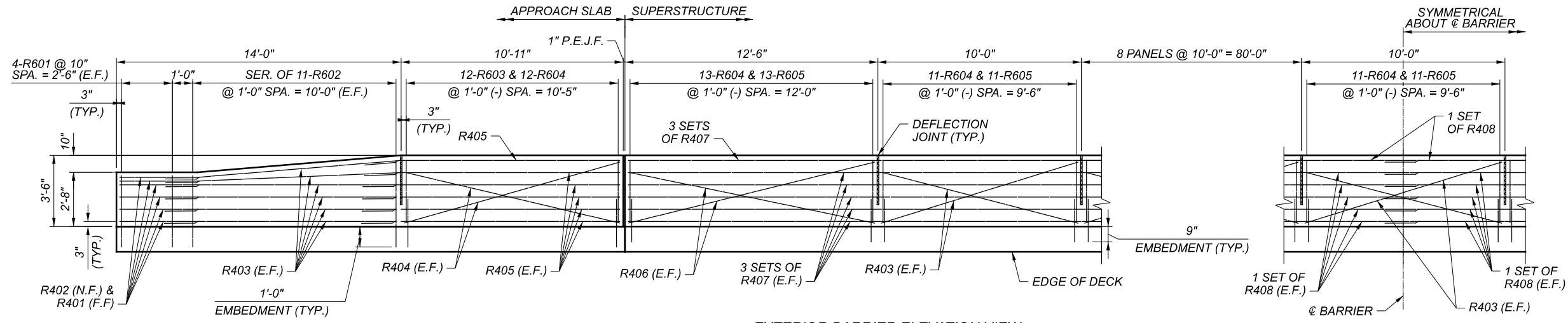
- FOR ADDITIONAL NOTES AND PROCEDURES, SEE SHEET 20/32.

SCREED, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATION TABLES
BRIDGE NO. CUY-480-2241
I.R. 480 OVER LEE ROAD

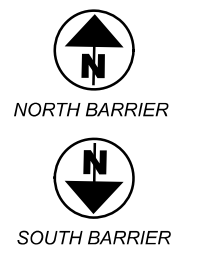
| | |
|---------------|----------|
| SFN | 1813404 |
| DESIGN AGENCY | |
| [BI] | |
| DESIGNER | CHECKER |
| CDH | IMF |
| REVIEWER | |
| DEB | 02-25-22 |
| PROJECT ID | 114516 |
| SUBSET | TOTAL |
| 24 | 32 |
| SHEET | TOTAL |
| 125 | 133 |



EXTERIOR BARRIER PLAN VIEW
 (NORTH BARRIER SHOWN, SOUTH SIMILAR)



EXTERIOR BARRIER ELEVATION VIEW
 (NORTH BARRIER SHOWN, SOUTH SIMILAR)

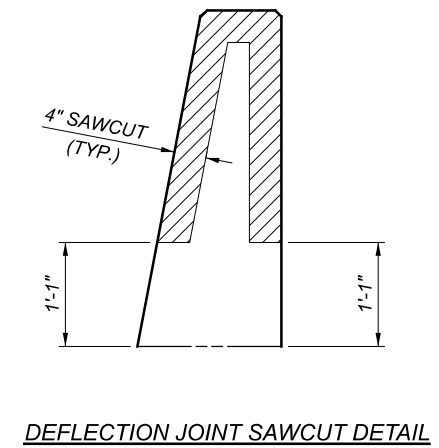
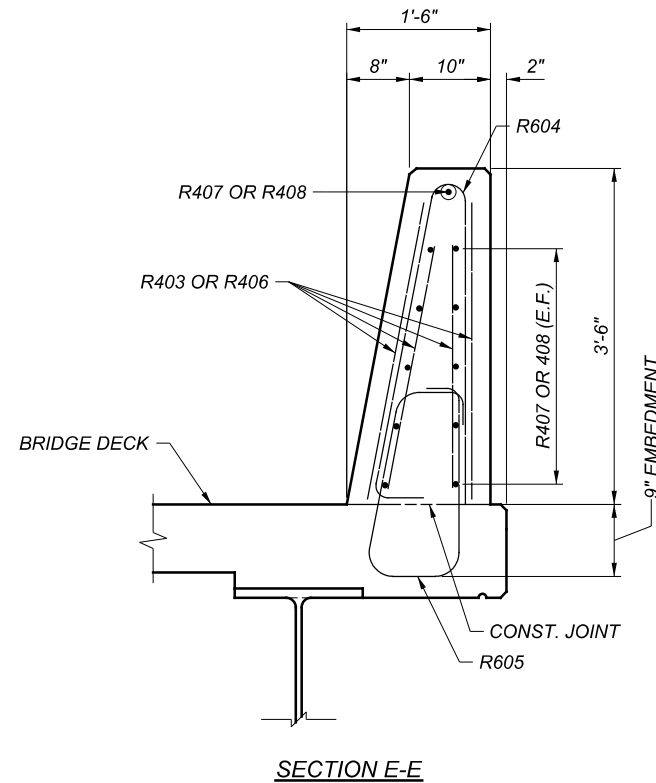
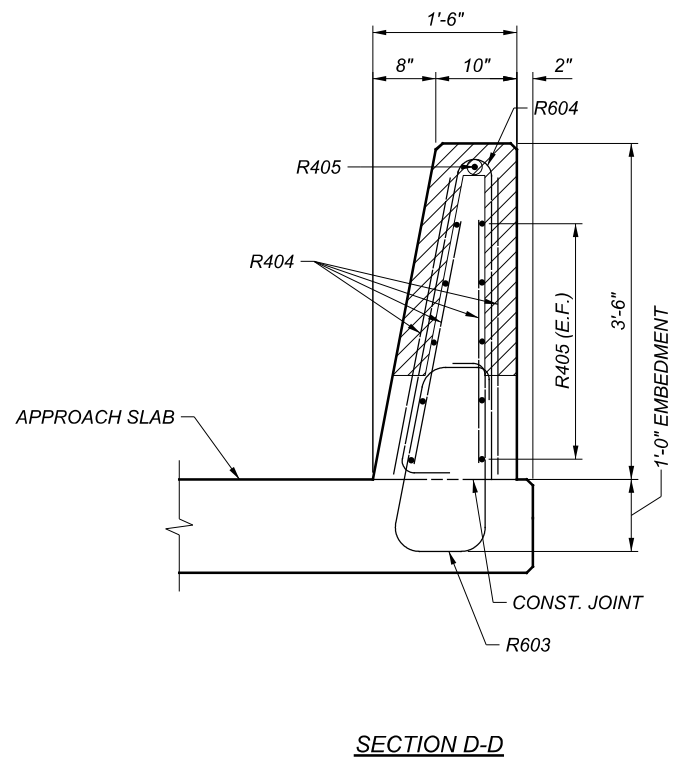
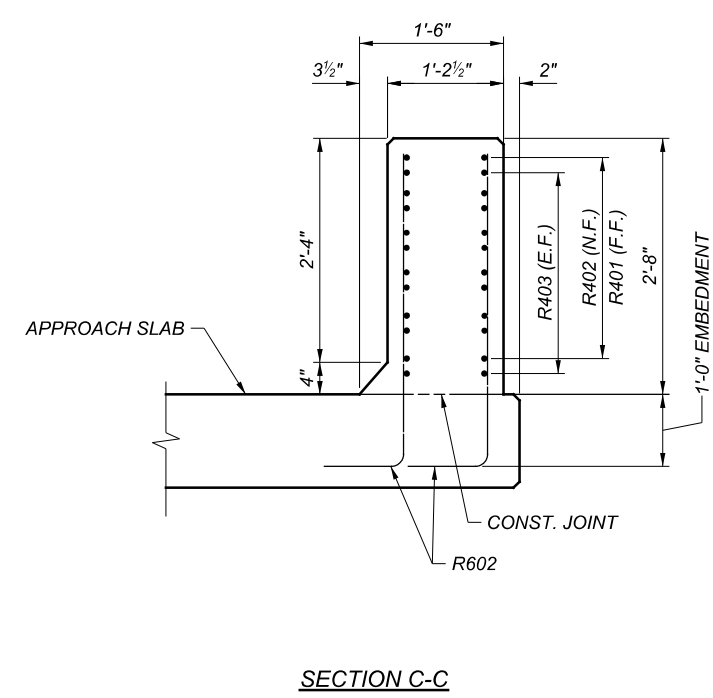
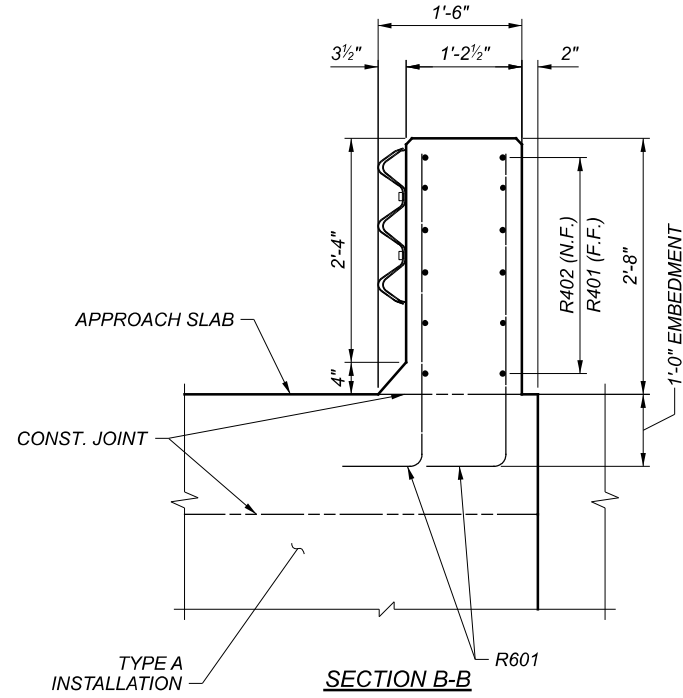
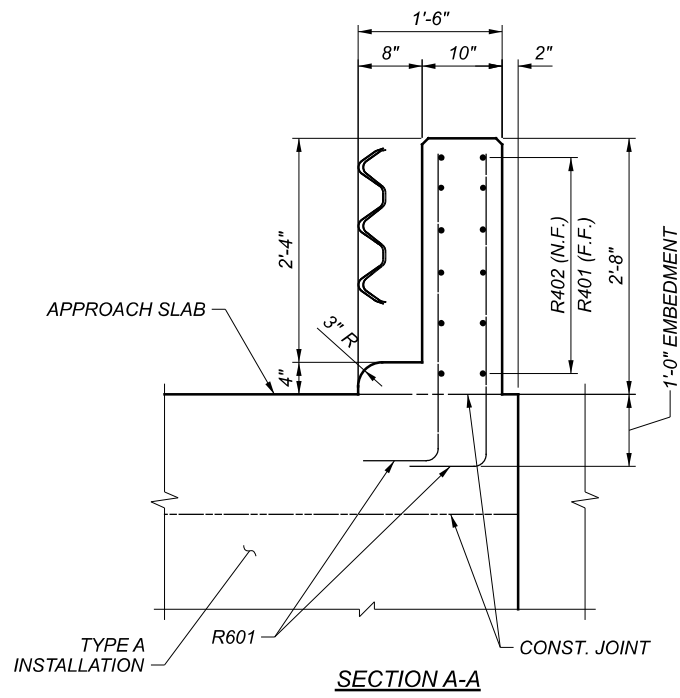


NOTES:

- FOR ADDITIONAL BARRIER DETAILS, SEE STANDARD DRAWING SBR-1-20.
- ALL MATERIALS, LABOR, EQUIPMENT, AND OTHER INCIDENTALS NECESSARY TO CONSTRUCT THE BARRIER ON THE APPROACH SLAB, EXCLUDING THE GFRP BARS, SHALL BE PAID FOR UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN.
- MINIMUM LAP SPLICE LENGTH
NO. 4 = 2'-6"
- FOR BARRIER SECTION DETAILS AND NOTES, SEE SHEET 26/32.
- FOR REINFORCING STEEL LIST, SEE SHEET 31/32.
- FOR TRANSVERSE SECTION, SEE SHEET 19/32.

EXTERIOR BARRIER PLAN AND ELEVATION
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | |
|---------------|----------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER | KCS |
| CHECKER | IMF |
| REVIEWER | DEB |
| DATE | 02-25-22 |
| PROJECT ID | 114516 |
| SUBSET | 25 |
| TOTAL | 32 |
| SHEET | 126 |
| TOTAL | 133 |

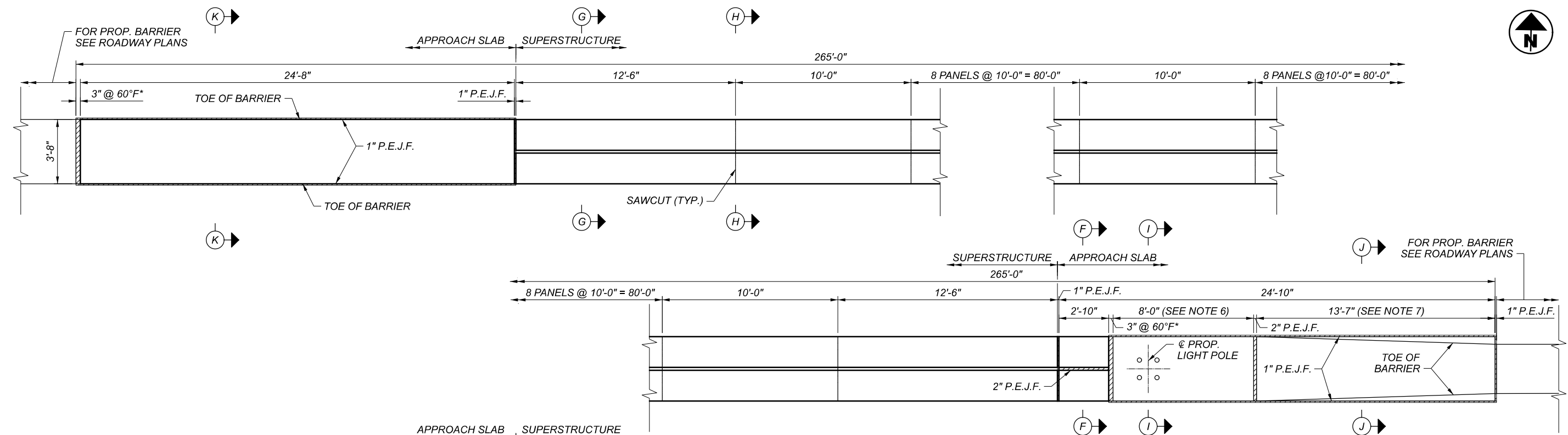


NOTES:

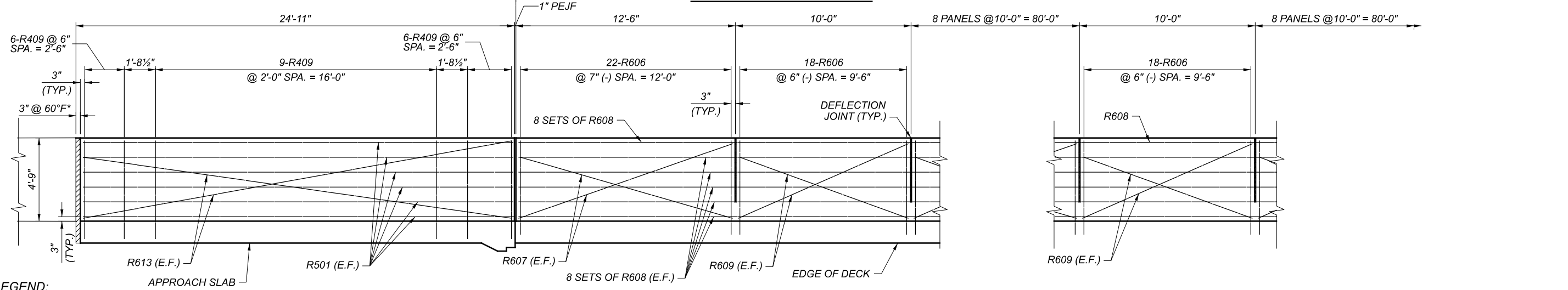
1. FOR ADDITIONAL BARRIER DETAILS, SEE STANDARD DRAWING SBR-1-20.
2. FOR BARRIER PLAN AND ELEVATION, SEE SHEET 25/32.
3. FOR REINFORCING STEEL LIST, SEE SHEET 31/32.
4. FOR TRANSVERSE SECTION, SEE SHEET 19/32.



| | |
|------------|---------|
| DESIGNER | CHECKER |
| KCS | IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | TOTAL |
| 26 | 32 |
| SHEET | TOTAL |
| 127 | 133 |



MEDIAN BARRIER PLAN VIEW



MEDIAN BARRIER ELEVATION VIEW

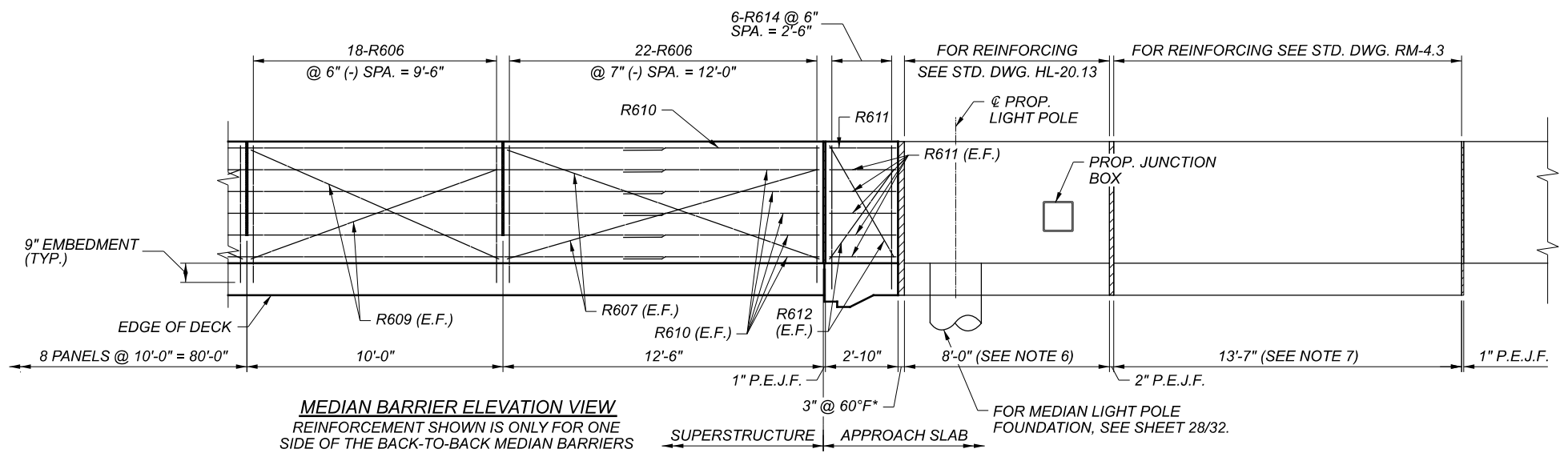
REINFORCEMENT SHOWN IS ONLY FOR ONE SIDE OF THE BACK-TO-BACK MEDIAN BARRIERS

LEGEND:

* INSTALL EXPANDED POLYSTYRENE WITH COMPRESSED FOAM EXPANSION JOINT SEAL FROM TOE OF BARRIER TO TOE OF BARRIER ALONG PERIMETER OF JOINT.

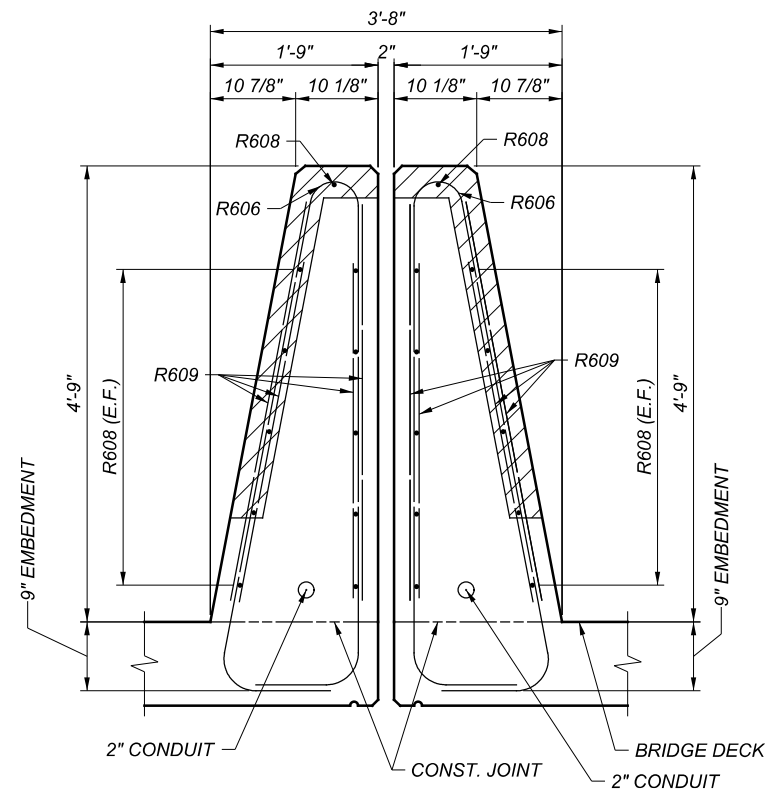
NOTES:

- FOR ADDITIONAL BARRIER DETAILS, SEE STANDARD DRAWINGS SBR-2-20 AND HL-20.13.
- MINIMUM LAP SPLICE LENGTH NO. 6 = 4'-0"
- FOR BARRIER SECTION DETAILS, SEE SHEET 28/32.
- FOR REINFORCING STEEL LIST, SEE SHEET 31/32.
- FOR TRANSVERSE SECTION, SEE SHEET 19/32.
- ALL MATERIALS, LABOR, EQUIPMENT AND OTHER INCIDENTALS REQUIRED TO CONSTRUCT THE MEDIAN LIGHT POLE BARRIER, FOUNDATION, AND WIRING SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 625 - MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN. SEE SHEET 96/133 FOR ADDITIONAL NOTES.
- ALL MATERIALS, LABOR, EQUIPMENT, AND OTHER INCIDENTALS REQUIRED TO CONSTRUCT THE MEDIAN END ANCHORAGE BARRIER SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, AS PER PLAN. SEE SHEET 5/133 FOR ADDITIONAL NOTES.
- ALL MATERIAL, LABOR, EQUIPMENT, AND OTHER INCIDENTALS REQUIRED TO CONSTRUCT THE MEDIAN BARRIER ON THE APPROACH SLAB, EXCLUDING THE GFRP BARS, SHALL BE PAID FOR UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN.

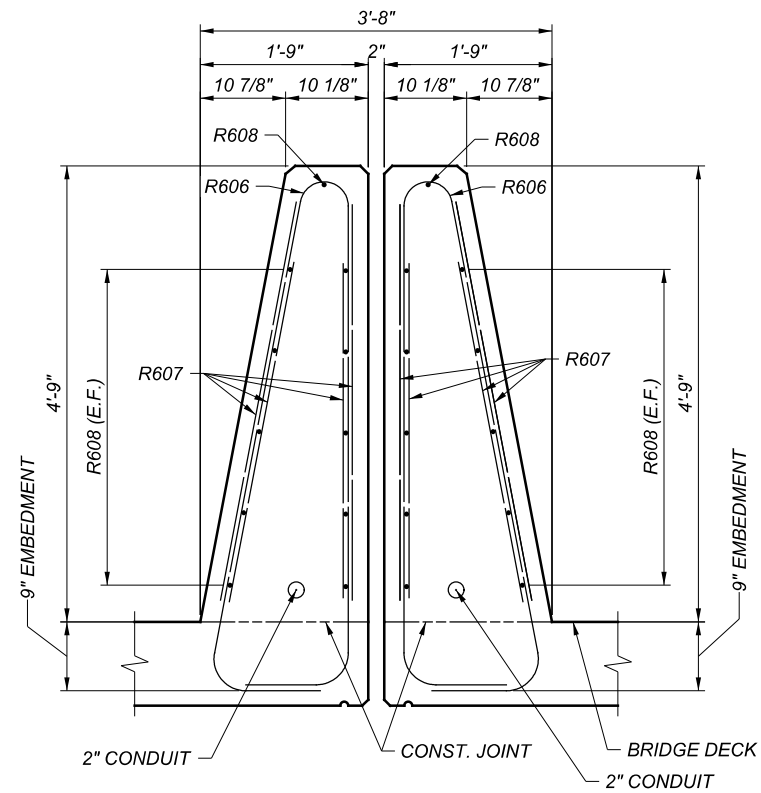


MEDIAN BARRIER PLAN AND ELEVATION
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

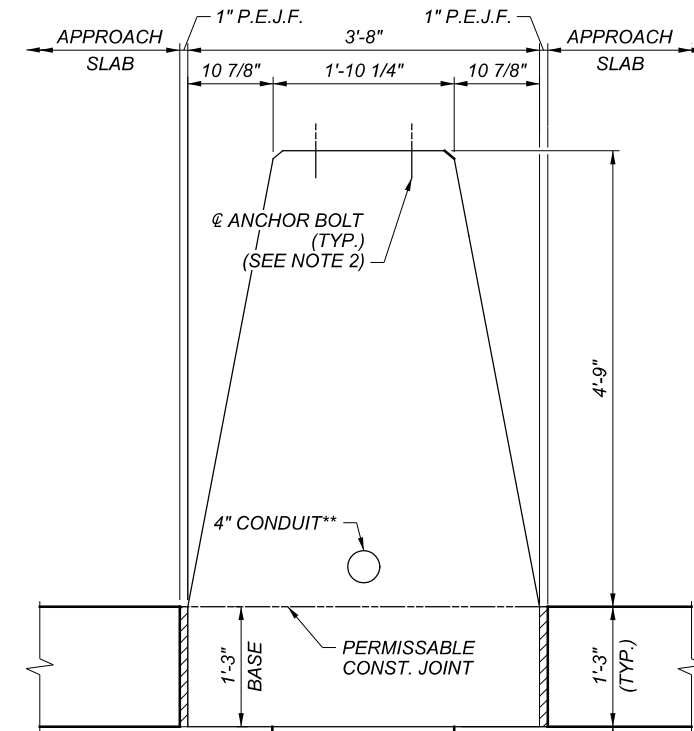
| | |
|------------------|-----------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER/CHECKER | KCS / IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 27 |
| TOTAL | 32 |
| SHEET | 128 |
| TOTAL | 133 |



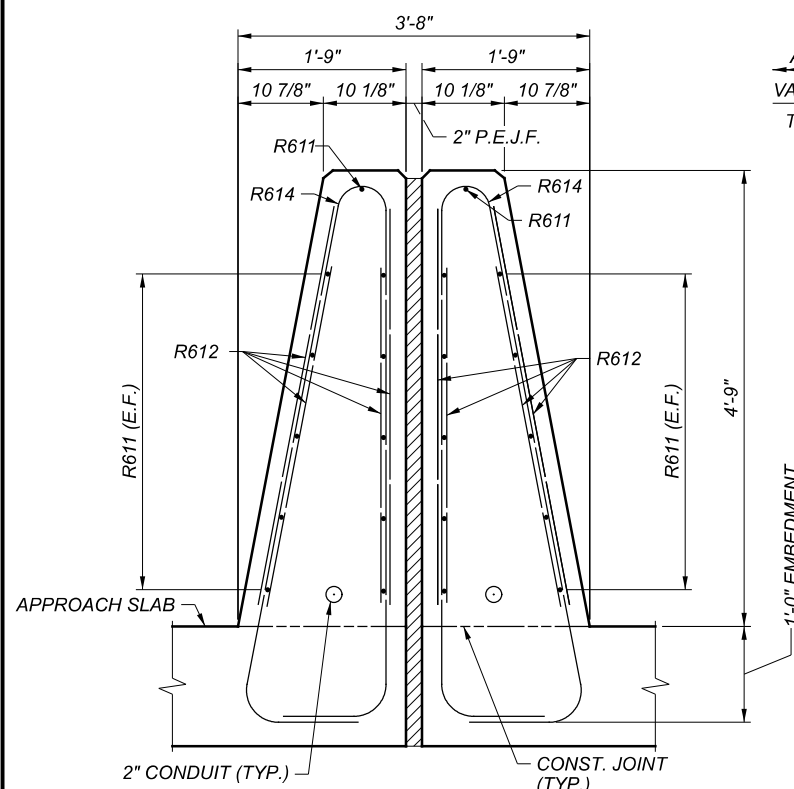
SECTION H-H



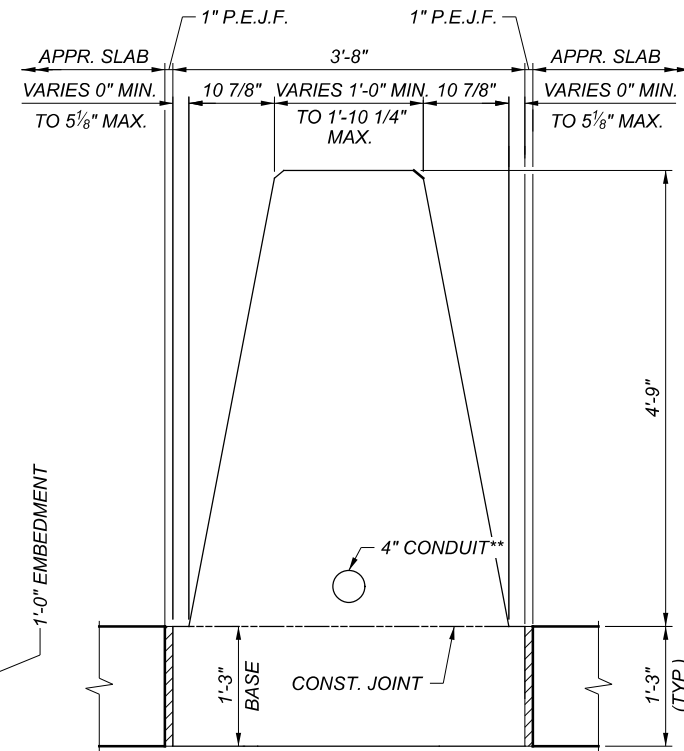
SECTION G-G



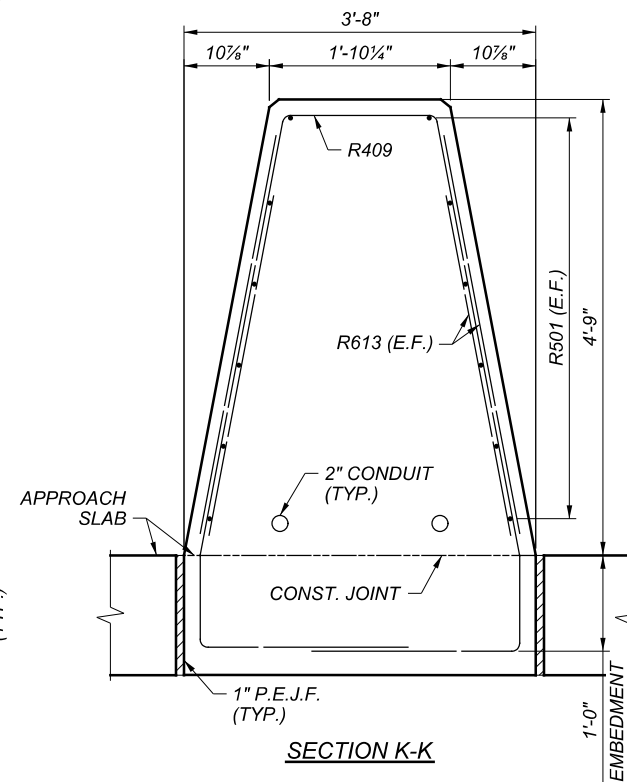
SECTION I-I
 FOR REINFORCEMENT AND OTHER
 DETAILS, SEE STD. DWG. HL-20.13



SECTION F-F



SECTION J-J
 FOR REINFORCEMENT AND OTHER
 DETAILS, SEE STD. DWG. RM-4.3



SECTION K-K

LEGEND:

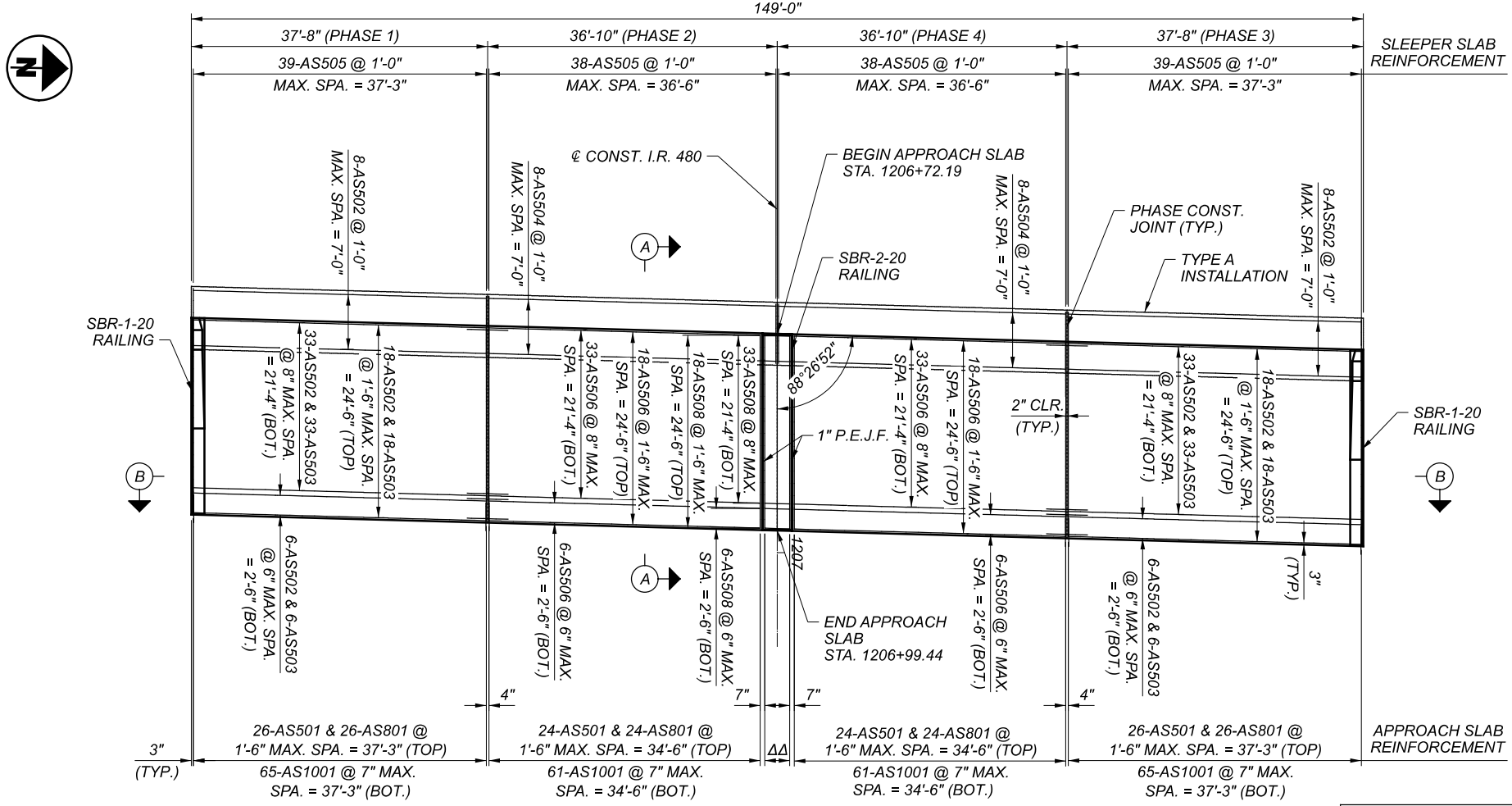
- * - DIMENSION OF CONSTANT BARRIER SLOPE WIDTH
- ** - SEE LIGHTING PLANS FOR QUANTITY

NOTES:

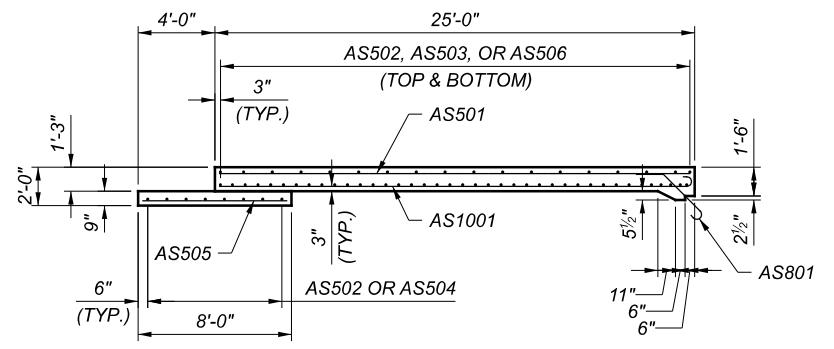
1. FOR ADDITIONAL BARRIER DETAILS AND NOTES, SEE STANDARD DRAWING SBR-2-20.
2. PROPOSED ANCHOR BOLT SPACING SHALL MATCH SPACING OF EX. BASE DIMENSIONS.
3. FOR BARRIER PLAN AND ELEVATION, SEE SHEET 27/32.
4. FOR REINFORCING STEEL LIST, SEE SHEET 31/32.
5. FOR TRANSVERSE SECTION, SEE SHEET 19/32.



MODEL: Sheet PAPER: 17x11 (in.) DATE: 2022-06-22 TIME: 3:47:23 PM USER: comor.higgins
 (\uss-east.bhggroup.com)\CM\127052_D12-BHF\227.0_Production\Worksheets\114516\400-Engineering\Structures\SFN1813404\Sheets\114516_SFN1813404_S1M001.dgn



REAR APPROACH SLAB PLAN

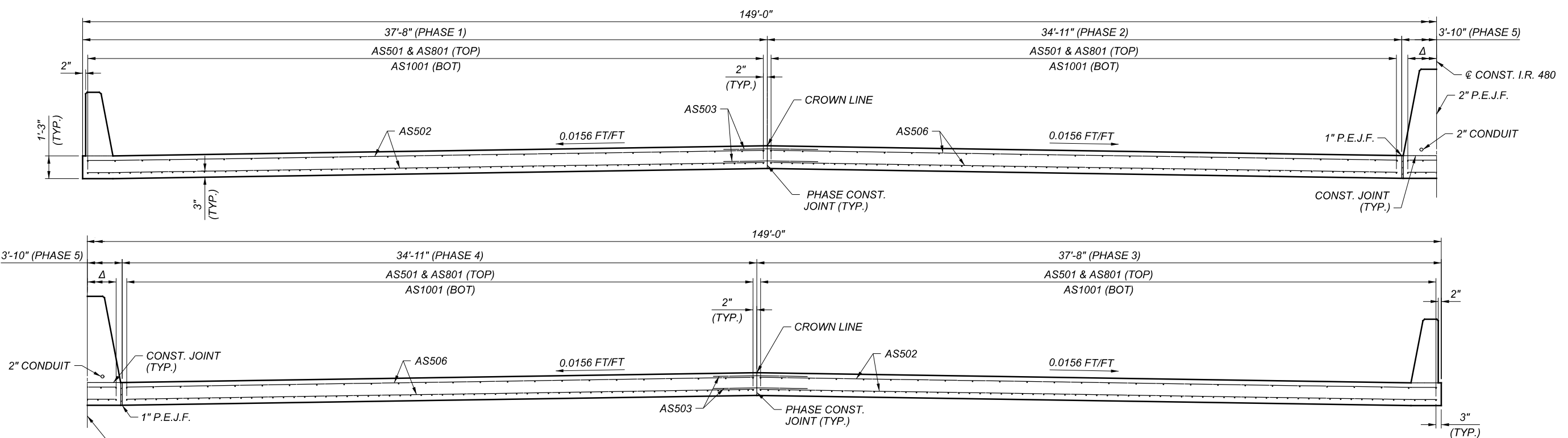


SECTION A-A

NOTES:

- Δ AS501 & AS801 (TOP)
AS1001 (BOTTOM)
 - ΔΔ 4-AS501 & 4-AS501 @ 1'-6" MAX. SPA. = 3'-2" (TOP)
7-AS1001 @ 7" MAX. SPA. = 3'-2" (BOTTOM)
- NOTES:
1. FOR ADDITIONAL NOTES AND DETAILS, SEE STANDARD DRAWING AS-1-15 AND AS-2-15
 2. FOR REINFORCING LIST SEE SHEET 31/32.
 3. FOR BARRIER DETAILS SEE SHEETS 25/32 THROUGH 28/32.
 4. LONGITUDINAL BAR SPACINGS ARE MEASURED PERPENDICULAR TO ϵ I.R. 480 AND TRANSVERSE BARS ARE MEASURED ALONG ϵ I.R. 480.
 5. PROVIDE A 20" WIDE X 3" THICK POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM AT THE PAVEMENT END OF THE APPROACH SLAB PER AS-2-15 AND SUPPLEMENTAL SPECIFICATION 846. ALL MATERIALS, LABOR, EQUIPMENT, AND OTHER INCIDENTALS REQUIRED TO CONSTRUCT THE POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM SHALL BE PAID FOR UNDER ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.

| LAP SPLICE LENGTH | |
|-------------------|-------|
| #5 | 3'-1" |
| #8 | 5'-4" |
| #10 | 8'-2" |

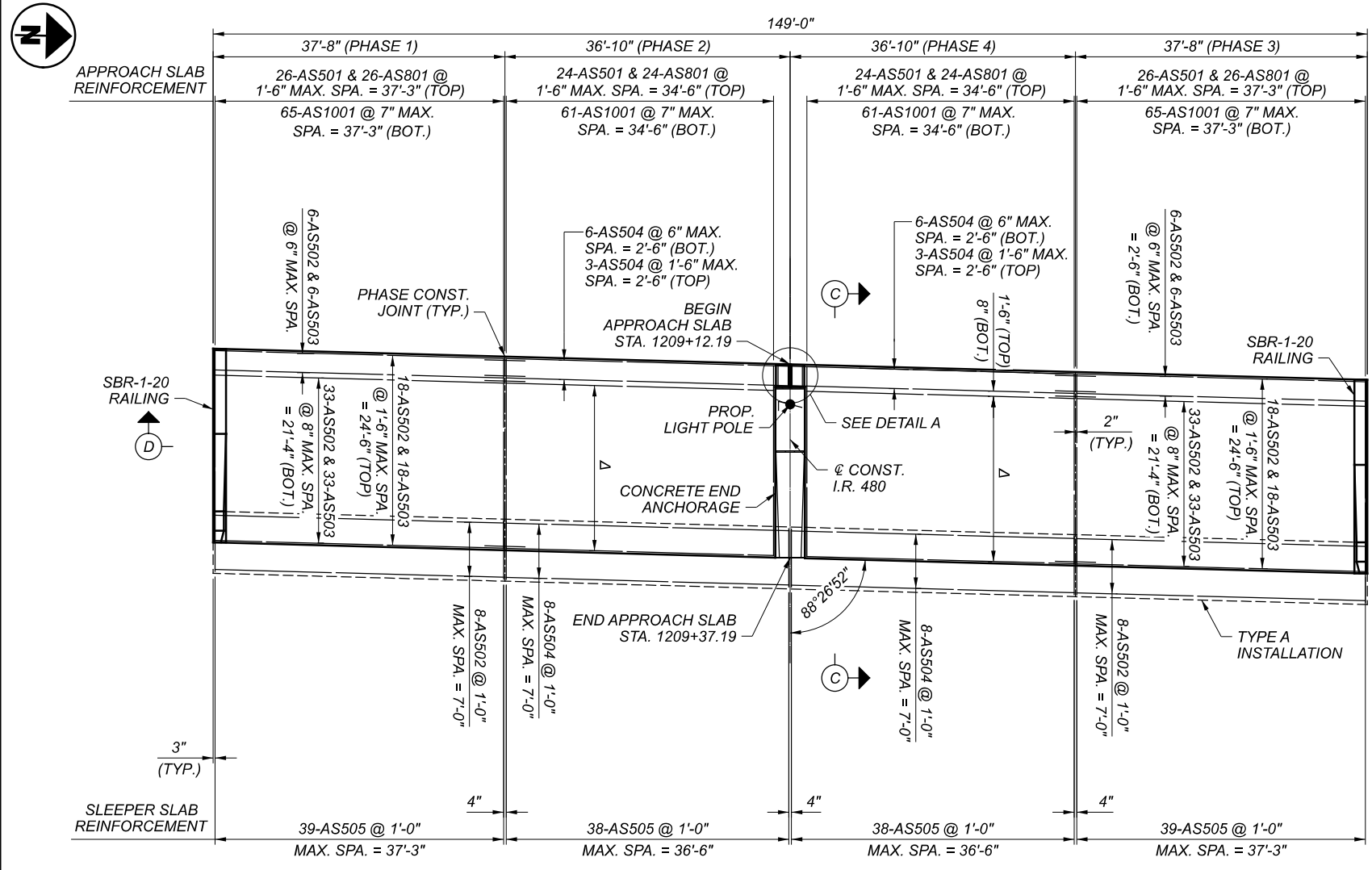


SECTION B-B

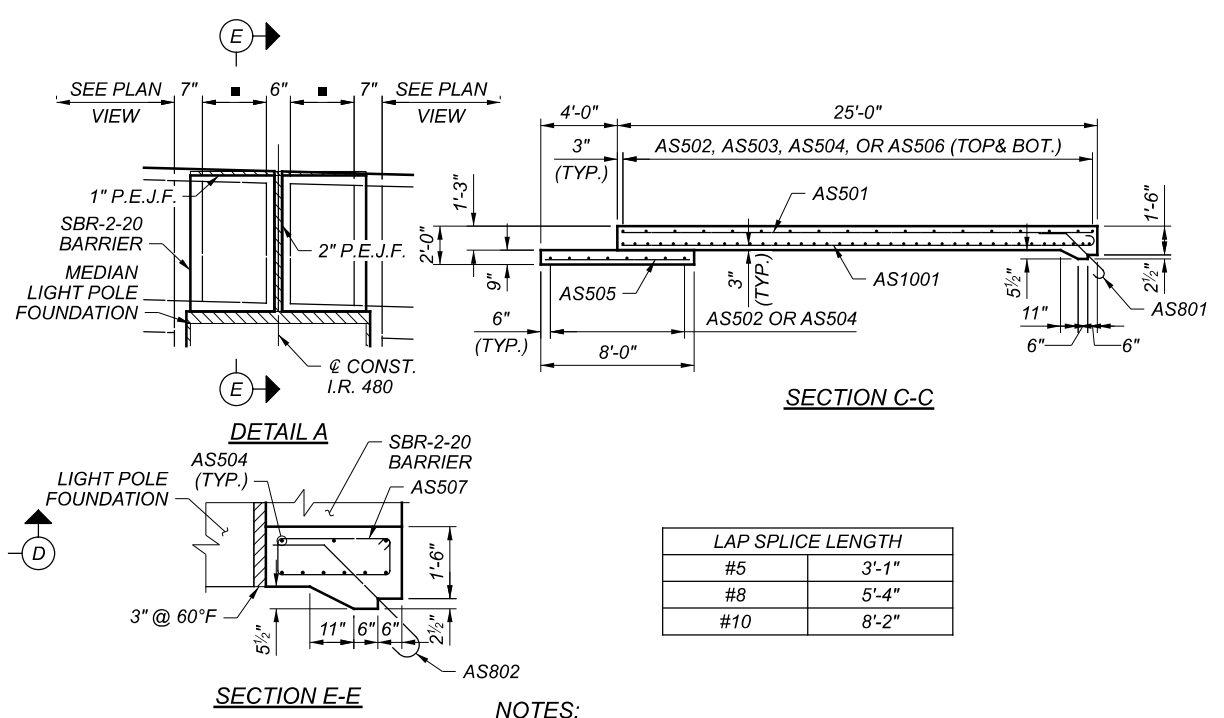
(LOOKING UPSTATION)
 BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY

REAR APPROACH SLAB DETAILS
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

| | |
|------------------|-----------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER/CHECKER | KCS / IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 29 |
| TOTAL | 32 |
| SHEET | 130 |
| TOTAL | 133 |



FORWARD APPROACH SLAB PLAN

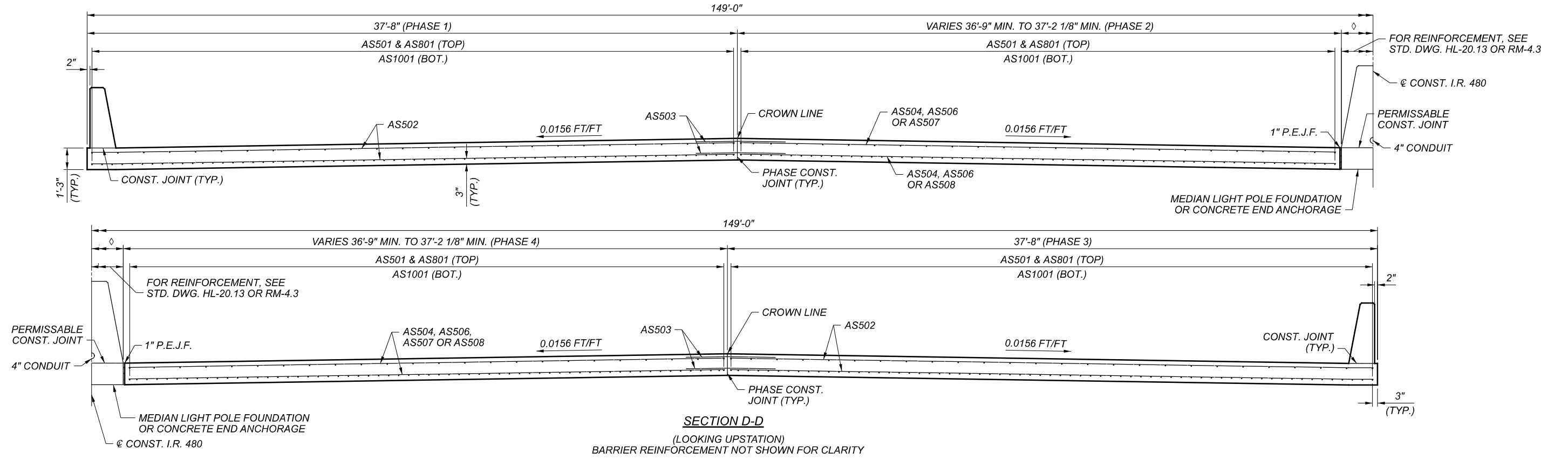


LEGEND:

- - 2-AS507 @ 1'-6" MAX. SPA. = 1'-4"
2-AS802 @ 1'-6" MAX. SPA. = 1'-4"
- Δ - 15-AS506 @ 1'-6" MAX. SPA. = 20'-6" (TOP)
33-AS506 @ 8" MAX. SPA. = 21'-4" (BOT.)
- ◇ - VARIES 2'-9 3/4" MIN. TO 3'-8" MAX.

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE STANDARD DRAWING AS-1-15 AND AS-2-15.
2. FOR REINFORCING LIST SEE SHEET 31/32.
3. FOR BARRIER DETAILS SEE SHEET 25/32 THROUGH 28/32.
4. LONGITUDINAL BAR SPACINGS ARE MEASURED PERPENDICULAR TO I.R. 480 AND TRANSVERSE BARS ARE MEASURED ALONG I.R. 480.
5. PROVIDE A 20" WIDE X 3" THICK POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM AT THE PAVEMENT END OF THE APPROACH SLAB PER AS-2-15 AND SUPPLEMENTAL SPECIFICATION 846. ALL MATERIALS, LABOR, EQUIPMENT, AND OTHER INCIDENTALS REQUIRED TO CONSTRUCT THE POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM SHALL BE PAID FOR UNDER ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.



SECTION D-D

(LOOKING UPSTATION)
 BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY

FORWARD APPROACH SLAB DETAILS
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

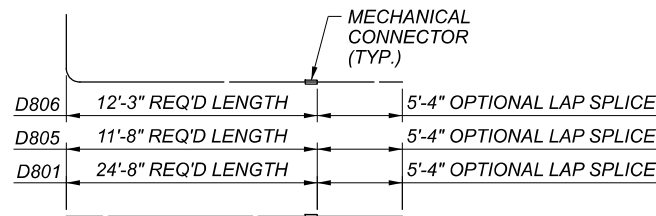
| | |
|------------------|---------|
| SFN | 1813404 |
| DESIGN AGENCY | [B] |
| DESIGNER/CHECKER | KCS/IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 30 |
| TOTAL | 32 |
| SHEET | 131 |
| TOTAL | 133 |

| MARK | NUMBER | | LENGTH | WEIGHT | TYPE | DIMENSIONS | | | | | |
|---------------------------|--------|--|---------|--------|------|------------|--------|-------|---|---|---|
| | TOTAL | | | | | A | B | C | D | E | R |
| ABUTMENT DIAPHRAGM | | | | | | | | | | | |
| D501 | 548 | | 7'-10" | 4477 | 2 | 2'-8" | 2'-9" | 2'-8" | | | |
| D502 | 944 | | 9'-8" | 9518 | 2 | 3'-3" | 3'-5" | 3'-3" | | | |
| D503 | 208 | | 7'-8" | 1663 | 2 | 2'-3" | 3'-5" | 2'-3" | | | |
| D601 | 80 | | 10'-5" | 1252 | 2 | 3'-8" | 3'-5" | 3'-8" | | | |
| D801♦ | 24 | | 24'-0" | 1538 | STR | | | | | | |
| D802 | 24 | | 18'-1" | 1159 | STR | | | | | | |
| D803 | 8 | | 21'-5" | 457 | STR | | | | | | |
| D804 | 16 | | 22'-9" | 968 | 1 | 1'-6" | 21'-5" | | | | |
| D805♦ | 16 | | 11'-8" | 498 | STR | | | | | | |
| D806♦ | 16 | | 13'-7" | 577 | 1 | 1'-6" | 12'-3" | | | | |
| D807 | 64 | | 6'-9" | 1153 | 18 | 4'-0" | 1'-5" | 1'-5" | | | |
| D808♦ | 72 | | 11'-11" | 2291 | STR | | | | | | |
| D809 | 8 | | 10'-2" | 217 | STR | | | | | | |
| D810 | 16 | | 11'-4" | 484 | 1 | 1'-6" | 10'-0" | | | | |
| D811♦ | 8 | | 10'-5" | 222 | STR | | | | | | |
| D812 | 16 | | 23'-4" | 997 | 1 | 1'-6" | 22'-0" | | | | |
| D813 | 112 | | 8'-7" | 2567 | 2 | 2'-8" | 3'-8" | 2'-8" | | | |
| TOTAL | | | | 30038 | | | | | | | |

| MARK | NUMBER | | LENGTH | WEIGHT | TYPE | DIMENSIONS | | | | | |
|--------------|--------|--|---------|--------|------|------------|-------|---|---|---|---|
| | TOTAL | | | | | A | B | C | D | E | R |
| PIER | | | | | | | | | | | |
| P501 | 212 | | 7'-6" | 1658 | 3 | 2'-8" | 0'-9" | | | | |
| P502 | 424 | | 2'-8" | 1179 | 1 | 1'-10" | 1'-0" | | | | |
| P1101 | 48 | | 19'-7" | 4994 | STR | | | | | | |
| P1102 | 24 | | 22'-11" | 2922 | STR | | | | | | |
| TOTAL | | | | 10753 | | | | | | | |

| MARK | NUMBER | | LENGTH | WEIGHT | TYPE | DIMENSIONS | | | | | |
|--------------|--------|--|--------|--------|------|------------|-------|-------|-------|---|---|
| | TOTAL | | | | | A | B | C | D | E | R |
| DECK | | | | | | | | | | | |
| S401 | 1176 | | 30'-0" | 23567 | STR | | | | | | |
| S402 | 168 | | 22'-2" | 2488 | STR | | | | | | |
| S403 | 1200 | | 21'-0" | 16834 | STR | | | | | | |
| S501 | 1428 | | 30'-0" | 44682 | STR | | | | | | |
| S502 | 204 | | 28'-0" | 5958 | STR | | | | | | |
| S503 | 1696 | | 37'-2" | 65744 | STR | | | | | | |
| S504 | 1696 | | 36'-5" | 64418 | STR | | | | | | |
| S505 | 856 | | 8'-10" | 7886 | 16 | 8'-3" | | | | | |
| S506 | 856 | | 6'-11" | 6175 | 37 | 3'-0" | 0'-6" | 0'-6" | 3'-0" | | |
| S507 | 856 | | 7'-7" | 6770 | 16 | 7'-0" | | | | | |
| S508 | 856 | | 5'-8" | 5059 | 37 | 1'-9" | 0'-6" | 0'-6" | 3'-0" | | |
| S509 | 1712 | | 6'-0" | 10714 | STR | | | | | | |
| TOTAL | | | | 260295 | | | | | | | |

| MARK | NUMBER | | LENGTH | WEIGHT | TOTAL NO. 4 LENGTH | TOTAL NO. 6 LENGTH | TYPE | DIMENSIONS | | | | | |
|----------------|----------|--|---------|--------|--------------------|--------------------|------|------------|-------|-------|--------|-------|---|
| | TOTAL | | | | | | | A | B | C | D | E | R |
| RAILING | | | | | | | | | | | | | |
| R401* | 24 | | 5'-1" | | 122'-0" | | STR | | | | | | |
| R402* | 24 | | 6'-4" | | 152'-0" | | 25 | 2'-6" | 2'-5" | 1'-5" | 0'-1½" | 0'-5" | |
| R403* | 200 | | 10'-0" | | 2000'-0" | | STR | | | | | | |
| R404* | 16 | | 10'-11" | | 174'-8" | | STR | | | | | | |
| R405* | 48 | | 13'-3" | | 636'-0" | | STR | | | | | | |
| R406* | 16 | | 12'-6" | | 200'-0" | | STR | | | | | | |
| R407* | 132 | | 30'-0" | | 3960'-0" | | STR | | | | | | |
| R408* | 44 | | 26'-1" | | 1147'-8" | | STR | | | | | | |
| R409 | 21 | | 16'-11" | 237 | | | 36 | 1'-0" | 1'-0" | 3'-4" | 1'-7" | 4'-7" | |
| R501 | 12 | | 24'-5" | 306 | | | STR | | | | | | |
| R601 | 16 | | 4'-4" | 104 | | | 1 | 1'-0" | 3'-6" | | | | |
| | 8 SERIES | | 4'-4" | | | | | | 3'-6" | | | | |
| R602 | OF | | TO | 628 | | | 1 | 1'-0" | TO | | 0'-1" | | |
| | 11 | | 5'-2" | | | | | | 4'-4" | | | | |
| R603 | 48 | | 7'-8" | 553 | | | 38 | 1'-0" | 1'-5" | 1'-0" | 0'-9" | 0'-7" | |
| R604 | 518 | | 7'-4" | 3962 | | | 23 | 0'-11" | 3'-3" | 3'-0" | | 0'-3" | |
| R605 | 470 | | 7'-2" | 5059 | | | 38 | 0'-9" | 1'-5" | 1'-0" | 0'-9" | 0'-7" | |
| R606 | 772 | | 13'-3" | 10669 | | | 35 | 0'-9" | 1'-5" | 1'-0" | 4'-7" | 0'-3" | |
| R607** | 16 | | 12'-6" | | 200'-0" | | STR | | | | | | |
| R608** | 176 | | 30'-0" | | 5280'-0" | | STR | | | | | | |
| R609** | 152 | | 10'-0" | | 1520'-0" | | STR | | | | | | |
| R610** | 22 | | 6'-8" | | 146'-8" | | STR | | | | | | |
| R611** | 22 | | 2'-6" | | 55'-0" | | STR | | | | | | |
| R612** | 8 | | 5'-0" | | 40'-0" | | STR | | | | | | |
| R613** | 4 | | 24'-6" | | 98'-0" | | STR | | | | | | |
| R614 | 12 | | 13'-9" | 172 | | | 35 | 1'-0" | 1'-6" | 1'-0" | 4'-7" | 0'-2" | |
| TOTAL | | | | 21690 | 8392'-4" | 7339'-8" | | | | | | | |



OPTIONAL LAP SPLICE DIAGRAM
 IF ELECTED, ADD THE OPTIONAL LAP SPLICE LENGTH TO THE LENGTH SHOWN IN THE REINFORCING STEEL LIST

LEGEND:

- * DENOTES GFRP BAR TO BE INCLUDED WITH ITEM 509 - NO. 4 GFRP DEFORMED BARS FOR PAYMENT.
- ** DENOTES GFRP BAR TO BE INCLUDED WITH ITEM 509 - NO. 6 GRFP DEFORMED BARS FOR PAYMENT.
- ♦ DENOTES EPOXY COATED REINFORCING STEEL BAR REQUIRING A MECHANICAL CONNECTOR. OPTIONAL LAP SPLICES MAY BE PROVIDED AS SHOWN IN THE OPTIONAL LAP SPLICE DIAGRAM WHERE SPECIFIED IN THE PLANS.

NOTES:

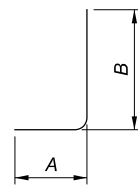
1. THE BAR SIZE IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S501 IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
3. "STR" IN THE TYPE COLUMN INDICATES STRAIGHT BARS.
4. REFER TO CMS 509.05 FOR STANDARD BEND DIMENSIONS.
5. FOR ADDITIONAL REINFORCING STEEL LISTS AND BAR BENDING DIAGRAMS, SEE SHEET 32/32.

REINFORCING STEEL LIST
BRIDGE NO. CUY-480-2241
I.R. 480 OVER LEE ROAD

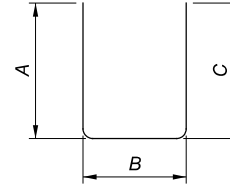
| | |
|------------------|-----------|
| SFN | 1813404 |
| DESIGN AGENCY | |
| DESIGNER/CHECKER | CDH / IMF |
| REVIEWER | DEB |
| PROJECT ID | 114516 |
| SUBSET | 31 / 32 |
| SHEET | 132 / 133 |



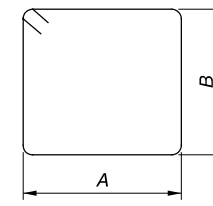
| MARK | NUMBER | | LENGTH | WEIGHT | TYPE | DIMENSIONS | | | | | |
|----------------|--------|--|---------|--------|------|------------|-------|-------|---|---|---|
| | TOTAL | | | | | A | B | C | D | E | R |
| APPROACH SLABS | | | | | | | | | | | |
| AS501 | 204 | | 24'-6" | 5213 | STR | | | | | | |
| AS502 | 260 | | 37'-4" | 10124 | STR | | | | | | |
| AS503 | 228 | | 6'-6" | 1546 | STR | | | | | | |
| AS504 | 50 | | 36'-5" | 1899 | STR | | | | | | |
| AS505 | 308 | | 7'-6" | 2409 | STR | | | | | | |
| AS506 | 210 | | 34'-7" | 7575 | STR | | | | | | |
| AS507 | 4 | | 6'-10" | 29 | 3 | 2'-4" | 0'-9" | | | | |
| AS508 | 57 | | 3'-2" | 188 | STR | | | | | | |
| AS801 | 204 | | 5'-2" | 2814 | 18 | 3'-0" | 1'-0" | 1'-0" | | | |
| AS802 | 4 | | 4'-10" | 52 | 18 | 3'-0" | 0'-9" | 0'-9" | | | |
| AS1001 | 511 | | 25'-11" | 56986 | 16 | 24'-6" | | | | | |
| | | | TOTAL | 88724 | | | | | | | |



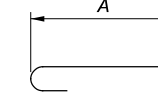
TYPE-1



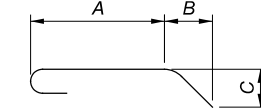
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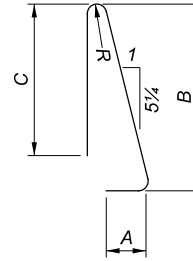
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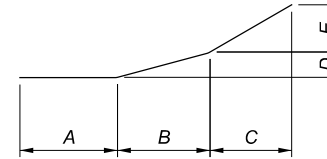
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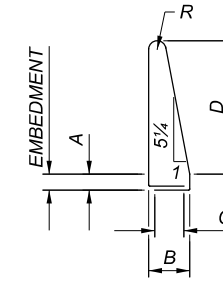
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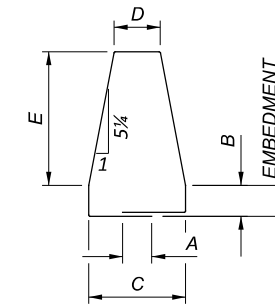
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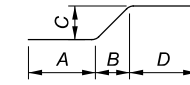
TYPE-25



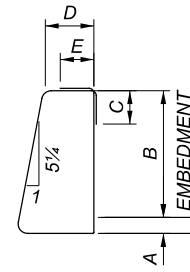
TYPE-35



TYPE-36



TYPE-37



TYPE-38

NOTES:

- FOR ADDITIONAL REINFORCING STEEL LISTS AND NOTES, SEE SHEET 31/32.
- APPROACH SLAB REINFORCING STEEL LIST IS PROVIDED FOR INFORMATION ONLY. ALL REINFORCING STEEL REQUIRED FOR APPROACH SLABS IS INCLUDED FOR PAYMENT WITH ITEM 526 - REINFORCED CONCRETE APPROACH SLABS, T = 15", AS PER PLAN.

REINFORCING STEEL LIST
 BRIDGE NO. CUY-480-2241
 I.R. 480 OVER LEE ROAD

SFN 1813404

DESIGN AGENCY



DESIGNER CHECKER
 CDH IMF

REVIEWER
 DEB 02-25-22

PROJECT ID
 114516

SUBSET TOTAL
 32 32

SHEET TOTAL
 133 133