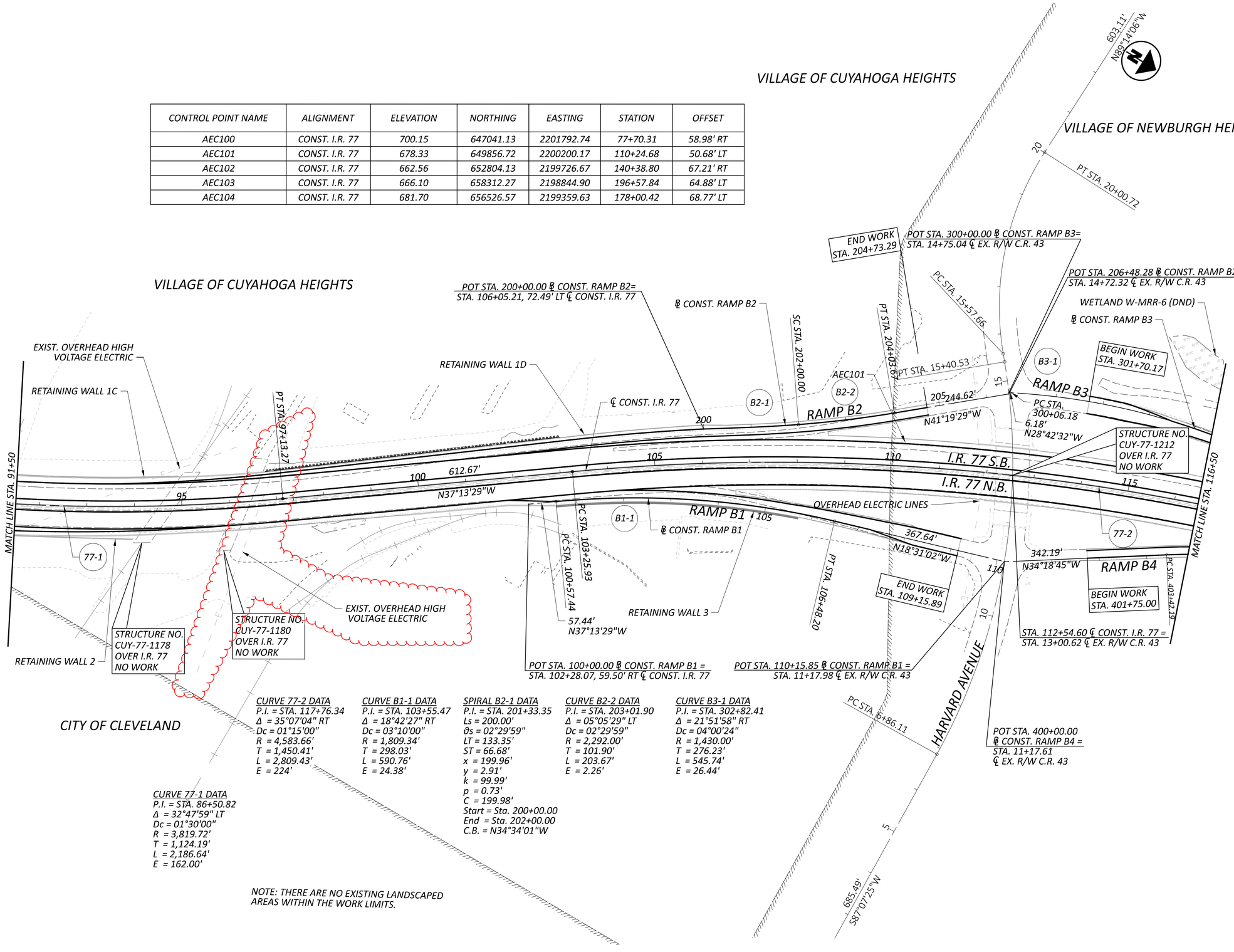
CONTROL POINT NAME	ALIGNMENT	ELEVATION	NORTHING	EASTING	STATION	OFFSET
AEC100	CONST. I.R. 77	700.15	647041.13	2201792.74	77+70.31	58.98' RT
AEC101	CONST. I.R. 77	678.33	649856.72	2200200.17	110+24.68	50.68' LT
AEC102	CONST. I.R. 77	662.56	652804.13	2199726.67	140+38.80	67.21' RT
AEC103	CONST. I.R. 77	666.10	658312.27	2198844.90	196+57.84	64.88' LT
AEC104	CONST. I.R. 77	681.70	656526.57	2199359.63	178+00.42	68.77' LT



CURVE 77-2 DATA
P.I. = STA. 117+76.34
Δ = 35°07'04" RT
Dc = 01°15'00"
R = 4,583.66'
T = 1,450.41'
L = 2,809.43'
E = 224'

CURVE B1-1 DATA
P.I. = STA. 103+55.47
Δ = 18°42'27" RT
Dc = 03°10'00"
R = 1,809.34'
T = 298.03'
L = 590.76'
E = 24.38'

SPIRAL B2-1 DATA
P.I. = STA. 201+33.35
Ls = 200.00'
ϑs = 02°29'59"
LT = 133.35'
ST = 66.68'
x = 199.96'
y = 2.91'
k = 99.99'
p = 0.73'
C = 199.98'
Start = Sta. 200+00.00
End = Sta. 202+00.00
C.B. = N34°34'01"W

CURVE B2-2 DATA
P.I. = STA. 203+01.90
Δ = 05°05'29" LT
Dc = 02°29'59"
R = 2,292.00'
T = 101.90'
L = 203.67'
E = 2.26'

CURVE B3-1 DATA
P.I. = STA. 302+82.41
Δ = 21°51'58" RT
Dc = 04°00'24"
R = 1,430.00'
T = 276.23'
L = 545.74'
E = 26.44'

CURVE 77-1 DATA
P.I. = STA. 86+50.82
Δ = 32°47'59" LT
Dc = 01°30'00"
R = 3,819.72'
T = 1,124.19'
L = 2,186.64'
E = 162.00'

NOTE: THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS.

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN
STA. 91+50.00 TO STA. 116+50.00

DESIGN AGENCY
HNTB

DESIGNER	KMM
REVIEWER	KKP 07/18/25
PROJECT ID	105743
SHEET	P.5
TOTAL	P.1274

CUY-77-11.41 - PART 1

PAVEMENT (CONT.)

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX (CONT.)

QUALITY CONTROL AND ACCEPTANCE - FOLLOW THE REQUIREMENTS AS SPECIFIED IN 403 USING 446 ACCEPTANCE EXCEPT AS MODIFIED BELOW:

RUN MSG AND AIR VOIDS AND FOLLOW 403.06.G INSTEAD OF 403.06.F.

TABLE 403.06-1

MIX CHARACTERISTIC	OUT OF SPECIFICATION LIMITS
ASPHALT BINDER CONTENT[1]	-0.30% TO 0.30%
1/2 INCH (12.5 MM) SIEVE[1]	-6% TO 6%
NO. 4 (4.75 MM) SIEVE[1]	-5% TO 5%
NO. 8 (2.36 MM) SIEVE[1]	-4% TO 4%
NO. 200 (75 M) SIEVE[1]	-2.0% TO 2.0%
AIR VOIDS[2]	2.5% TO 4.5%
MSG[3]	-0.012 TO 0.012
F/A[4]	1.2 MAX
VMA	11.5 MIN

[1] DEVIATION FROM THE JMF.
[2] FOR DESIGN AIR VOIDS OF 3.5%. USE A GYRATORY COMPACTOR.
[3] DEVIATION FROM THE MTD.
[4] CALCULATE THE F/A RATIO USING THE EFFECTIVE ASPHALT BINDER CONTENT.
[5] DO NOT FOLLOW THE MINIMUM 7% RETAINED DURING PRODUCTION PER 403.06.F.5.

FOLLOW REQUIREMENTS OF 446 AND REPLACE MSG COMPARISON IN TABLE 403.10-1 WITH 0.012.

FOR INFORMATION ONLY AND WHEN REQUESTED BY THE DEPARTMENT UP TO FIVE DIFFERENT PRODUCTION DAYS, HOT-COMPACT 10 GYRATORY SPECIMENS PER SUPPLEMENT 1033. DO NOT TEST THESE PILLS.

NOTIFY ERIC BIEHL - OMM 614-275-1380 TWO WEEKS PRIOR TO PLANNED BEGINNING PRODUCTION AND PLACEMENT. YOU MAY EMAIL THEM AS WELL.

PLACEMENT - ENSURE THE COMPACTION DEPTH OF ANY ONE LAYER IS A MINIMUM OF 4.0 INCHES AND A MAXIMUM OF 6.0 INCHES. IF THE PLAN THICKNESS IS 6.0 TO 7.75 INCHES, THE 302 MAY BE PLACED IN TWO LIFTS IF REQUESTED BY THE CONTRACTOR.

DENSITY ACCEPTANCE - FOLLOW THE REQUIREMENTS OF 446 ASPHALT CONCRETE CORE DENSITY ACCEPTANCE, INCLUDING JOINT CORES, EXCEPT AS MODIFIED BELOW:

OBTAIN 6-INCH DIAMETER CORES ON EACH LIFT PLACED.

OBTAIN JOINT CORES AT COLD LONGITUDINAL JOINTS SUCH THAT THE CORE'S CLOSEST EDGE IS 6 INCHES (152 MM) FROM THE EDGE OF THEMAT.

PAY FACTORS FOR EACH LIFT OF 302 APP WILL BE AS SPECIFIED IN THE FOLLOWING TABLE.

MEAN OF LOT CORE DENSITY[1]	PAY FACTOR 302, APP
>98.0%	[2]
>97.0% TO 98.0%	[3]
93.0% TO 97.0%	1.00
92.0% TO 92.9%	0.90
91.0% TO 91.9%	0.80
90.0% TO 90.9%	0.70
<90.0%	[4]

[1] MEAN OF CORES AS PERCENT OF AVERAGE MSG FOR THE PRODUCTION DAY.
[2] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.50.
[3] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.70.
[4] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.50.

IF MATERIAL IS REMOVED AND REPLACED THE CONTRACTOR WILL REMOVE AND REPLACE THIS COURSE AND ALL COURSES PAVED ON THIS COURSE.

ITEM 302 - 302 ASPHALT CONCRETE BASE, (449), PG 64-22, AS PER PLAN

ITEM 302 - 302 ASPHALT CONCRETE BASE, (449), PG 64-22, AS PER PLAN SHALL BE CONSTRUCTED PER C&MS 302 HOWEVER IT SHALL HAVE A VARIABLE DEPTH AND BE CONSTRUCTED USING MULTIPLE LIFTS PER DETAIL ON P.20.

PART-WIDTH CONSTRUCTION

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

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN SHALL BE CONSTRUCTED PER C&MS 254 HOWEVER IT SHALL HAVE A VARIABLE DEPTH.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN SHALL BE CONSTRUCTED PER C&MS 442 HOWEVER IT SHALL HAVE A VARIABLE DEPTH.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (447), AS PER PLAN, PG76-22M

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 MINMUM 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.

STORM PIPES

THE FOLLOWING STORM PIPES WITHIN THE PAVEMENT LIMITS WILL NOT BE ABLE TO REACH THE RECOMMENDED 12" COVER AND WILL REQUIRE CHEMICAL STABILIZATION TO BE OMMITED AND THE POOR SUBGRADE SOILS TO BE UNDERCUT AND REPLACED WITH STONE AND GEOGRID.

D-56, D-57, AND D-57A
D-154, D-155, D-161, AND D-209
D-400, D-401, AND D-404

THE FOLLOWING QUANTITIES ARE PROVIDED FOR EXCAVATION, STONE AND GEOGRID:

ITEM 204, GRANULAR MATERIAL TYPE B	112	CY
ITEM 204, EXCAVATION OF SUBGRADE	112	CY
ITEM 204, GEOGRID	461	SY

LONGITUDINAL JOINTS (FLEXIBLE PAVEMENT)

LONGITUDINAL JOINTS BETWEEN A PAVEMENT LANE AND ADJOINING SHOULDER OR SPEED CHANGE LANE, AND BETWEEN A SPEED CHANGE LANE AND THE ADJOINING SHOULDER SHALL BE MADE THE SAME DAY. ALL LONGITUDINAL JOINTS SHALL BE HOT WITH THE EXCEPTION OF ONE COLD JOINT PER ROADWAY. LOCATE THE COLD JOINT ALONG THE CENTERLINE OR LANE LINE. LONGITUDINAL JOINT LOCATIONS SHALL BE AS APPROVED BY THE ENGINEER. EACH RAMP SHALL HAVE A MAXIMUM OF ONE LONGITUDINAL COLD JOINT LOCATED APPROXIMATED HALFWAY ACROSS THE RAMP.

CONTRACTION AND/OR EXPANSION JOINTS

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

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

FOR ALL FREEWAYS, THE LATERAL POSITION OF EDGE LINE RUMBLE STRIPS SHOWN IN SCD BP-9.1 IS REVISED AS FOLLOWS:

1. MEDIAN AND OUTSIDE SHOULDER OFFSET FOR SHOULDER LESS THAN 6': DIMENSION A AND B ARE EQUAL TO 6"

2. MEDIAN AND OUTSIDE SHOULDER OFFSET FOR SHOULDERS 6' TO 12': DIMENSION A AND B ARE EQUAL TO HALF THE SHOULDER WIDTH MINUS 12".

3. MEDIAN AND OUTSIDE SHOULDER OFFSET FOR SHOULDERS GREATER THAN 12': DIMENSION A AND B ARE EQUAL TO 5'

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK:

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN 11.43 MILES

ENVIRONMENTAL

ASBESTOS

A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST SURVEYED THE FOLLOWING STRUCTURES.

1. CHARD PEDESTRIAN BRIDGE OVER I-77 (SFN 1806548)
2. MORGANA RUN BRIDGE CARRYING I-77 OVER MORGANA RUN (SFN 1806572)
3. RUFFINI COURT BRIDGE CARRYING I-77 OVER RUFFINI COURT (SFN 1806610)
4. RETAINING WALLS BETWEEN STA 99+00 THROUGH STA 174+00 (SEE ASBESTOS REPORT FOR EXACT LOCATIONS)

THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE STRUCTURES AND RETAINING WALLS. ODOT SHALL PROVIDE A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO ONE OF THE ADDRESSES BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

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

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

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. THE FORM SHALL INCLUDE: 1) THE CONTRACTORS NAME AND ADDRESS, 2) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USED. COPIES OF THE OEPA FORM AND BRIDGE INSPECTION REPORT ARE AVAILABLE FOR REVIEW AT [THE ODOT DISTRICT 12 OFFICE, 5500 TRANSPORTATION BLVD., GARFIELD HEIGHTS, OHIO 44125. BASIS FOR PAYMENT THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL 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.

EXISTING MONITORING WELLS

EXISTING MONITORING WELLS MAY BE PRESENT WITHIN THE LIMITED ACCESS OR HARVARD AVENUE RIGHT OF WAY AT THE BP GAS STATION AT 4910 HARVARD AVENUE, NEWBURGH HEIGHTS. THE CONTRACTOR SHALL AVOID IMPACTS TO THE MONITORING WELLS. IF DEEP EXCAVATION IS REQUIRED ADJACENT TO THIS SITE A PRE-CERCLA SCREENING WILL BE REQUIRED.

ECOLOGICAL

1) ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT AND THE STATE LISTED AND PROTECTED LITTLE BROWN BAT AND TRICOLORED BAT ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATE CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

2) IT IS THE INTENT OF THE PROJECT TO MINIMIZE TREE CLEARING ACTIVITIES AND EARTH DISTURBED AREAS TO THE EXTENT POSSIBLE. THE CONTRACTOR SHALL LIMIT TREE CUTTING AND CLEARING ACTIVITIES TO THAT REQUIRED TO CONSTRUCT THE PROJECT. FOR FENCE REPLACEMENT AREAS BEYOND THE CONSTRUCTION LIMITS, THE CONTRACTOR SHALL LIMIT TREE CUTTING AND CLEARING ACTIVITIES TO A 10' SWATH WIDTH, SEE NOTE "FENCE REMOVAL AND REPLACEMENT". THE CONTRACTOR SHALL MARK ALL TREES TO BE REMOVED FOR APPROVAL BY THE ENGINEER PRIOR TO PERFORMING TREE CUTTING ACTIVITIES.

SECTION 4(F)

1) THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE EXISTING MORGANA RUN TRAIL TO E49TH STREET AT ALL TIMES DURING CONSTRUCTION. DURING CONSTRUCTION OF THE EAST MULTI-USE PATH THE CONTRACTOR SHALL UTILIZE FLAGGERS AND/OR PARTIAL WIDTH CLOSURES, AS APPROVED BY THE ENGINEER TO MAINTAIN ACCESS ALONG THE EXISTING MORGANA RUN TRAIL.

2) TEMPORARY CONSTRUCTION FENCING SHALL BE INSTALLED ALONG THE CONSTRUCTION LIMITS ADJACENT TO THE EXISTING MORGANA RUN TRAIL PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE EXISTING 4(F) PROPERTY AND THE PUBLIC. SEE MT-110.10 FOR DETAILS OF THE FENCING.

3) APPROPRIATE SIGNAGE SHALL BE INSTALLED TO ALERT USERS OF THE MORGANA RUN TRAIL OF CONSTRUCTION ACTIVITIES, AND ACCESS RESTRICTIONS.

4) THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT AND THE OFFICIAL WITH JURISDICTION (OWJ) PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE OWJ CONTACT INFORMATION IS:

FRANK D. WILLIAMS, MPA
CITY OF CLEVELAND
DIRECTOR, PUBLIC WORKS
FWILLIAMS3@CLEVELANDOHIO.GOV
PHONE 216-664-2485
MOBILE 216-857-1815

EXCAVATION AT PARCEL 131-13-002

SOILS AT CLEVELAND CLIFFS STEELWORKS RAILWAY INC (F.K.A. CLEVELAND ISG WORKS WHEELING), AUDITOR PARCEL NUMBER 131-13-002, ARE ABOVE THE VAP RESIDENTIAL STANDARDS. ANY EXCAVATED MATERIALS FROM THIS PROPERTY MAY BE REUSED IN THE PROJECT. IF THESE MATERIALS CAN'T BE REUSED ON THE PROJECT, THEY ARE TO BE DISPOSED OF AS A SOLID WASTE. ALL EXTRA COSTS FOR OFF SITE DISPOSAL, IF REQUIRED, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

SOLID WASTE

ENVIRONMENTAL STUDIES INDICATED THAT SOLID WASTE WILL BE ENCOUNTERED DURING EXCAVATION WITHIN THE PROJECT LIMITS FROM STA. 158+72.86, 52.5 FT LT. "I.R.77" TO STA. 168+31.82, 48.9 FT LT. "I.R.77". ENVIRONMENTAL STUDIES ARE AVAILABLE AT HTTPS://FTP.DOT.STATE.OH.US/PUB/CONTRACTS/ATTACH/CUY-105743/REFERENCE%20FILES/. THE CONTRACTOR MUST DETERMINE APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT FOR THOSE WHO CONDUCT WORK WITHIN THE LIMITS OF THE SOLID WASTE.

ALL EXCAVATED SOLID WASTE THAT CANNOT BE REUSED ON THE PROJECT FILL SHALL BE MANAGED AND DISPOSED OF AT A LICENSED LANDFILL. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED SOLID WASTE INTO TRUCKS FOR TRANSPORT AND DISPOSAL. AS AN ALTERNATE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO TEMPORARILY STOCKPILE THE EXCAVATED SOLID WASTE ON AN IMPERMEABLE MEMBRANE, IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE STOCKPILE SHOULD BE SURROUNDED BY STRAW BALES TO REDUCE RUNOFF. THE CONTRACTOR WILL PROVIDE COMPLETED LOG FORMS AND MANIFESTS FOR TRANSPORT AND DISPOSAL TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING THAT THE LANDFILL MAY REQUIRE FOR DISPOSAL. IF EXCAVATIONS WITHIN THE SOLID WASTE AREA REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE AND DISPOSE OF WATERS BY METHOD APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS NEEDED TO STORE, TRANSPORT AND DISPOSE OF WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING REQUIRED FOR DISPOSAL.

ALL EXCAVATED AREAS SHALL BE BACKFILLED WITH SUITABLE MATERIAL IN ACCORDANCE WITH PROJECT PLANS, APPLICABLE ODOT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROPERLY MANAGE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS OR FEES WITHIN THE IDENTIFIED LIMITS. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID FOR THE BELOW ITEMS. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

ITEM 690, WORK INVOLVING NON-REGULATED MATERIAL	2824	TON
ITEM 690, WORK INVOLVING SOLID WASTE	2824	TON
ITEM 690, NON-REGULATED WATER	21220	GAL
ITEM 690, REGULATED WATER	21220	GAL

GENERAL NOTES

DESIGN AGENCY
HNTB

DESIGNER EAP
REVIEWER KKP 02/15/22
PROJECT ID 105743
SHEET P.28 TOTAL P.1274

CUY-77-11.41 - PART 1

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MAINTENANCE OF TRAFFIC

ITEM 614, MAINTAINING TRAFFIC

I.R. 77 NORTHBOUND AND SOUTHBOUND (PREPHASE, 2027)
A MINIMUM OF 3 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC AND TEMPORARY SURFACES USING ITEM 614. REDUCTIONS TO THE NUMBER OF LANES WILL BE PERMITTED PER THE PLCS. SEE THE PLCS NOTE FOR MORE DETAILS. SEE NOTE "I.R. 77 FULL CLOSURES" FOR DETAILS OF PERMITTED FULL CLOSURES OF I.R. 77 NORTHBOUND AND/OR SOUTHBOUND DURING THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL BE ASSESSED ROAD USER COSTS PER THE LANE VALUE CONTRACT TABLE FOR LANE CLOSURES THAT EXTEND BEYOND THE TIME PERIODS SPECIFIED IN THE PLANS AND PLCS. ROAD USER COST ASSESSMENT SHALL BE FOR EVERY MINUTE THE LANE REMAINS CLOSED BEYOND THE SPECIFIED LIMIT.

I.R. 77 NORTHBOUND AND SOUTHBOUND (PHASES 1-3)
A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED 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. REDUCTIONS TO THE NUMBER OF LANES WILL BE PERMITTED PER THE PLCS. SEE THE PLCS NOTE FOR MORE DETAILS. SEE NOTE "I.R. 77 FULL CLOSURES" FOR DETAILS OF PERMITTED FULL CLOSURES OF I.R. 77 NORTHBOUND AND/OR SOUTHBOUND DURING THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL BE ASSESSED ROAD USER COSTS PER THE LANE VALUE CONTRACT TABLE FOR LANE CLOSURES THAT EXTEND BEYOND THE TIME PERIODS SPECIFIED IN THE PLANS AND PLCS. ROAD USER COST ASSESSMENT SHALL BE FOR EVERY MINUTE THE LANE REMAINS CLOSED BEYOND THE SPECIFIED LIMIT.

GRANT AVENUE (PRE-PHASE, 2027)
A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE SOUTH CURB LANE MAY BE CLOSED PER MT-95.40 TO COMPLETE BRIDGE REPAIRS AND CURB RAMP WORK ALONG THE SOUTH EDGE OF GRANT AVENUE. DURING THE CURB LANE CLOSURE THE SOUTH SIDEWALK SHALL BE CLOSED AND PEDESTRIAN TRAFFIC DETOURED TO THE CURB LANE. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE LANE REMAIN CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. IN ADDITION RAMP A2 MAY BE CLOSED FOR A PERIOD NOT TO EXCEED 30 CALENDAR DAYS CONCURRENTLY TO THE CURB LANE CLOSURE. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 64. RAMP A2 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP B2 AND A DISINCENTIVE OF $2000 PER DAY SHALL BE ASSESSED FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED BEYOND THE SPECIFIED LIMIT.

GRANT AVENUE (PHASE 1B)
A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE NORTH CURB LANE OF GRANT AVENUE MAY BE CLOSED PER MT-95.40 TO COMPLETE BRIDGE REPAIRS AND CONSTRUCTION OF RAMP A3. DURING THE CURB LANE CLOSURE THE NORTH SIDEWALK SHALL BE CLOSED AND PEDESTRIAN TRAFFIC DETOURED TO THE CURB LANE. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE LANE REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

GRANT AVENUE (PHASE 3B)
A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE NORTH CURB LANE OF GRANT AVENUE MAY BE CLOSED PER MT-95.40 TO COMPLETE BRIDGE REPAIRS AND CONSTRUCTION OF RAMP A4. DURING THE CURB LANE CLOSURE THE NORTH SIDEWALK SHALL BE CLOSED AND PEDESTRIAN TRAFFIC DETOURED TO THE CURB LANE . A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY LANES REMAIN CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

GRANT AVENUE SOUTHBOUND EXIT (RAMP A3, PRE-PHASE, 2027)
EXISTING TRAFFIC LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 10 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.63. RAMP A3 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP B3 (HARVARD AVENUE SB EXIT). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

GRANT AVENUE SOUTHBOUND EXIT (RAMP A3)
EXISTING TRAFFIC LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.63. RAMP A3 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP B3 (HARVARD AVENUE SB EXIT). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

GRANT AVENUE NORTHBOUND ENTRANCE (RAMP A4)
A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.62. RAMP A4 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP B4 (HARVARD AVENUE NB ENTRANCE) OR RAMP C3 (FLEET AVENUE NB ENTRANCE). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

HARVARD AVENUE
ALL EXISTING LANES SHALL REMAIN OPEN TO TRAFFIC.

HARVARD AVENUE SOUTHBOUND EXIT (RAMP B3, PRE-PHASE, 2027)
EXISTING TRAFFIC LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 7 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.65. RAMP B3 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP A3 (GRANT AVENUE SB EXIT) OR RAMP C2 (FLEET AVENUE SB EXIT). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

HARVARD AVENUE SOUTHBOUND EXIT (RAMP B3)
EXISTING TRAFFIC LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.65. RAMP B3 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP A3 (GRANT AVENUE SB EXIT) OR RAMP C2 (FLEET AVENUE SB EXIT). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

HARVARD AVENUE SOUTHBOUND ENTRANCE (RAMP B2, PRE-PHASE, 2027)
A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 20 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.62. RAMP B2 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP A2 (GRANT AVENUE SB ENTRANCE). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

HARVARD AVENUE SOUTHBOUND ENTRANCE (RAMP B2)
A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.62. RAMP B2 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP A2 (GRANT AVENUE SB ENTRANCE). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

HARVARD AVENUE NORTHBOUND EXIT (RAMP B1)
EXISTING TRAFFIC LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.63. RAMP B1 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP A1 (GRANT AVENUE NB EXIT). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

HARVARD AVENUE NORTHBOUND ENTRANCE (RAMP B4)
A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.65. RAMP B4 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP A4 (GRANT AVENUE NB ENTRANCE) OR RAMP C3 (FLEET AVENUE NB ENTRANCE). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

FLEET AVENUE
ALL EXISTING LANES SHALL BE OPEN AT ALL TIMES WITH THE EXCEPTION OF THE WESTBOUND CURB LANE MAY BE CLOSED WITH DRUMS PER MT-95.31 DURING OFF PEAK HOURS (#) TO COMPLETE INSTALLATION OF NEW PEDESTRIAN SIGNALS AT RAMP C3. PEDESTRIAN SIGNALS SHALL BE INSTALLED CONCURRENTLY WITH THE PERMITTED RAMP C3 CLOSURE.

FLEET AVENUE SOUTHBOUND EXIT (RAMP C2)
EXISTING TRAFFIC LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.67. RAMP C2 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP B3 (HARVARD AVENUE SB EXIT), RAMP B4 (HARVARD AVENUE NB ENTRANCE) AND RAMP C1 (FLEET AVENUE NB EXIT). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

FLEET AVENUE NORTHBOUND EXIT (RAMP C1)
EXISTING TRAFFIC LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.66. RAMP C1 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP D1 (PERSHING AVENUE NB EXIT), RAMP D2 (PERSHING AVENUE SB ENTRANCE) AND RAMP C2 (FLEET AVENUE SB EXIT). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

FLEET AVENUE NORTHBOUND ENTRANCE (RAMP C3)
A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.68. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

EAST 49TH STREET
ALL EXISTING LANES SHALL REMAIN OPEN TO TRAFFIC EXCEPT FOR A PERIOD NOT TO EXCEED 3 CALENDAR DAYS WHEN THE ROAD MAY BE CLOSED PER MT-101.60 TO COMPLETE DEMOLITION AND REMOVAL OF THE CHARD AVENUE PEDESTRIAN BRIDGE. LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES. PCMS SHALL BE PLACED TO DIRECT MOTORISTS TO AN ALTERNATE ROUTE DURING CLOSURE. TO COMPLETE RETAINING WALL/RIGHT-OF-WAY FENCE REHABILITATION TWO-WAY TRAFFIC SHALL BE MAINTAINED WITH FLAGGERS PER MT-97.10.

EAST 48TH STREET
TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. DURING OFF PEAK HOURS (#) TWO-WAY TRAFFIC SHALL BE MAINTAINED WITH FLAGGERS PER MT-97.10.

CHARD AVENUE PEDESTRIAN BRIDGE/PEDESTRIAN TRAFFIC
THE CHARD AVENUE PEDESTRIAN BRIDGE SHALL REMAIN OPEN AND OPERATIONAL UNTIL THE ENGINEER PROVIDES PERMISSION TO CLOSE THE BRIDGE AND DETOUR PEDESTRIAN TRAFFIC PER SHEET P.81. IT IS THE INTENT OF THE PROJECT TO COMPLETE THE NEW CONNECTION FROM MORGANA RUN TRAIL/EAST 49TH STREET TO EAST 48TH STREET TO SIGNIFICANT COMPLETION PRIOR TO CLOSING/DEMOLISHING CHARD ROAD PEDESTRIAN BRIDGE TO MINIMIZE PEDESTRIAN DETOUR DURATIONS. DUE TO VERTICAL CLEARANCES THE CHARD ROAD PEDESTRIAN BRIDGE SUPERSTRUCTURE SHALL BE REMOVED PRIOR TO SHIFTING TRAFFIC LANES WESTWARD AND IS SHOWN REMOVED IN PHASE 1B WHEN RAMP C2 IS CLOSED. DURING PHASE 3 THE TRAIL UNDER I.R. 77 MAY BE CLOSED AND TRAFFIC DETOURED PER SHEET P.81 TO COMPLETE THE EAST END OF THE NEW MORGANA STRUCTURE. THE EXISTING TRAILHEAD FROM EAST 49TH STREET TO MORGANA RUN TRAIL SHALL REMAIN OPEN AT ALL TIMES.

RUFFINI COURT
ALL EXISTING LANES SHALL REMAIN OPEN TO TRAFFIC WITH THE EXCEPTION THAT DURING OFF PEAK PERIODS (AS APPROVED BY THE ENGINEER) LANE CLOSURES WITH FLAGGERS PER MT-97.10 ARE PERMITTED AND FOR A PERIOD NOT TO EXCEED 7 DAYS THE ROAD MAY BE CLOSED PER MT-101.60. A SIGNED DETOUR ROUTE WILL NOT BE PLACED HOWEVER A PCMS WILL BE PLACED AT EAST 49TH STREET DIRECTING TRAFFIC TO HEIDTMAN PARKWAY WITH A PHONE NUMBER PER THE EXISTING TRUCK ACCESS SIGNAGE THAT IS PRESENT.

PERSHING AVENUE
ALL EXISTING LANES SHALL REMAIN OPEN TO TRAFFIC.

PERSHING AVENUE SOUTHBOUND ENTRANCE (RAMP D2, PRE-PHASE, 2027)
A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 5 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.70. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

PERSHING AVENUE SOUTHBOUND ENTRANCE (RAMP D2)
A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.70. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

PERSHING AVENUE NORTHBOUND EXIT (RAMP D1)
A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.69. RAMP D1 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP E1 (BROADWAY AVENUE NB EXIT) OR RAMP C1 (FLEET AVENUE NB EXIT. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

BROADWAY AVENUE
ALL EXISTING LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 90 CALENDAR DAYS EACH WHEN THE CURB LANE OF BROADWAY AVENUE EASTBOUND MAY BE CLOSED PER MT-95.40. CURB LANE CLOSURE SHALL BE IN PLACE CONCURRENTLY WITH THE PERMITTED RAMP CLOSURE OF RAMP E1. DURING THE CURB LANE CLOSURE THE SIDEWALK ADJACENT THE LANE CLOSURE SHALL BE CLOSED AND PEDESTRIAN TRAFFIC DETOURED PER MT-110.10 VIA THE EXISTING SIGNALIZED CROSSINGS OF BROADWAY AVENUE AT DILLE AVENUE AND FINN AVENUE. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY LANES REMAIN CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

BROADWAY AVENUE NORTHBOUND EXIT (RAMP E1)
EXISTING TRAFFIC LANES SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR A PERIOD NOT TO EXCEED 90 CALENDAR DAYS WHEN THE RAMP MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEET P.71. RAMP E1 SHALL NOT BE CLOSED CONCURRENTLY WITH RAMP D1 (PERSHING AVENUE NB EXIT). A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

(#) - OFF PEAK HOURS ON LOCAL STREETS ARE MONDAY TO FRIDAY 9 AM TO 3 PM OR AFTER 6 PM, AND SATURDAY AND SUNDAY 9 AM TO 7 PM ALL SUBJECT TO LOCAL ORDINANCES.

I.R. 77 ALTERNATE ROUTE (PRE-PHASE 1) (I.R. 77, I.R. 480, I.R. 490, S.R. 176)
TO COMPLETE MODIFICATIONS TO OVERHEAD SIGNAGE AS SHOWN IN FULL CLOSURE DETOUR PLAN USE LANE CLOSURES PER THE PLCS. THE CONTRACTOR SHALL BE ASSESSED ROAD USER COSTS PER THE LANE VALUE CONTRACT TABLE FOR LANE CLOSURES THAT EXTEND BEYOND THE TIME PERIODS SPECIFIED IN THE PLCS. ROAD USER COST ASSESSMENT SHALL BE FOR EVERY MINUTE THE LANE REMAINS CLOSED BEYOND THE SPECIFIED LIMIT.

RAMP NO.	PHASE	CLOSURE DURATION (CALENDAR DAYS)	DISINCENTIVE ($ PER DAY)
RAMP A2	PRE-PHASE 1	30	$2000
RAMP A3	PRE-PHASE 1	10	$2000
RAMP A3	PHASE 1	60	$2000
RAMP A4	PRE-PHASE 1	10	$2000
RAMP A4	PHASE 3	60	$2000
RAMP B1	PHASE 3	60	$2000
RAMP B2	PRE-PHASE 1	20	$2000
RAMP B2	PHASE 1	60	$2000
RAMP B2	PHASE 3	5	$2000
RAMP B3	PRE-PHASE 1	7	$2000
RAMP B3	PHASE 1	60	$2000
RAMP B4	PHASE 3	60	$2000
RAMP C1	PHASE 3	60	$2000
RAMP C2	PHASE 1	60	$2000
RAMP C3	PHASE 3	60	$2000
RAMP D1	PHASE 3	60	$2000
RAMP D2	PRE-PHASE 1	5	$2000
RAMP D2	PHASE 1	60	$2000
RAMP E1	PHASE 3	90	$2000

GENERAL:
ALL EXISTING LANES, INCLUDING RAMPS SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL, PHASE 2 MOT SCHEME OR PROPOSED FINAL ALIGNMENT BETWEEN OCTOBER 15 AND APRIL 1 UNLESS OTHERWISE APPROVED BY THE ENGINEER. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED PER THE LANE VALUE CONTRACT TABLE.

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

NEW YEARS (OBSERVED)
MEMORIAL DAY
LABOR DAY
CHRISTMAS (OBSERVED)
GENERAL/REGULAR ELECTION DAY (NOV)
FOURTH OF JULY(OBSERVED)
THANKSGIVING

SEE ODOT PLCS FOR SPECIAL EVENTS EXCEEDING 10,000 IN ATTENDANCE.

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

DAY OF HOLIDAY OR SPECIAL 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
GEN./REG. ELECTION	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING ONLY	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

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.

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

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.

NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD, PEDESTRIAN BRIDGE, OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

DESIGN AGENCY
HNTB
DESIGNER MTD
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.29 TOTAL P.1274

CUY-77-11.41 - PART 1
MODEL: Sheet1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:40:15 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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ITEM 614, MAINTAINING TRAFFIC (CONT.)

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

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM:	DURATION OF CLOSURE:	SIGN DISPLAYED TO PUBLIC:
RAMP & ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	≤ 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H14 SIGN LISTS THE APPLICABLE AGENCY NAME IN WHICH A MOTORIST MAY CONTACT FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

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	250 CU. YD.
ITEM 614,	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL)	25 EACH
ITEM 615,	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	400 SY
ITEM 622,	PORTABLE BARRIER, UNANCHORED	8000 FT

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

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN ON THE MOT PLAN SHEETS AND MT SERIES STANDARD CONSTRUCTION DRAWINGS REFERENCED:

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.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:
-REDUCTION OF I.R. 77 THRU LANES FROM 3 TO 2 IN EACH DIRECTION. REDUCTION SHALL APPLY TO PHASE 1, 2 AND 3 OF MAINTENANCE OF TRAFFIC AS NOTED IN THE PLAN SET.

-11 WEEKEND FULL CLOSURES WITH DETOUR OF I.R. 77 NB & SB CLOSURE, 10PM FRIDAY TO MONDAY 5AM ONLY, HAVE BEEN APPROVED. IR 77 TRAFFIC SHALL BE DETOURED AS SHOWN IN THE PLANSET.
- PRE-PHASE (1 WEEKEND) - OVERHEAD SIGN TRUSS REMOVALS
- PHASE 1 (5 WEEKENDS) - MOT PLAN IMPLEMENTATION, OVERHEAD SIGN TRUSS REMOVALS, DMS TRUSS REMOVAL, CHARD RD PEDESTRIAN BRIDGE DEMO, SANITARY REPLACEMENT, WATERWORKS LINE REPLACEMENT, RESURFACING/CASTING MODIFICATIONS ALONG RAMP J5
- PHASE 2 (3 WEEKENDS) - MOT PLAN IMPLEMENTATION, OVERHEAD SIGN TRUSS REMOVALS, OVERHEAD SIGN TRUSS INSTALLATIONS, SANITARY SEWER WORK
- PHASE 3 (1 WEEKEND) - MOT PLAN IMPLEMENTATION
- POST PHASE 3 (1 WEEKEND) - MOT PLAN IMPLEMENTATION

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND THE CITIES OF CLEVELAND AND INDEPENDENCE, THE VILLAGES OF CUYAHOGA HEIGHTS, NEWBURGH HEIGHTS AND BROOKLYN HEIGHTS AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS (CONT.)

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 01/14/2025 OR 06/02/2026 FOR PID 105743" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

LANE VALUE CONTRACT TABLE

LANE/RAMP	DIRECTION	LANES	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE (PER TIME UNIT PER LANE)
I.R. 77	NB	3	AS PER THE PERMITTED LANE CLOSURE SCHEDULE AND MOT POLICY EXCEPTIONS	EACH MINUTE	$355
	SB				

I.R. 77 FULL CLOSURES

FOR SELECT OPERATIONS THE FULL CLOSURE OF I.R. 77 NORTHBOUND AND/OR I.R. 77 SOUTHBOUND WILL BE REQUIRED. THE FOLLOWING OPERATIONS SHALL BE CONSIDERED.

-DEMOLITION/REMOVAL OF CHARD ROAD PEDESTRIAN BRIDGE
-REMOVAL OF EXISTING OVERHEAD SIGN SUPPORTS
-ERECTION OF PROPOSED OVERHEAD SIGN SUPPORTS AND SIGNS
-SELECT PAVEMENT, DRAINAGE, AND TRAFFIC CONTROL OPERATIONS AS APPROVED BY THE ENGINEER.

I.R. 77 SHALL BE CLOSED PER MT-99.50 AND DETOURED AS SHOWN ON SHEETS P.72 -P.75 AND P.76 - P.80. ENTRANCE RAMPS SHALL BE CLOSED AT THE SIDE ROAD PER MT-101.60 AND MT-98.30 IF DEDICATED TURN LANES ARE PRESENT. EXIT RAMPS SHALL ALSO BE CLOSED AT THE SIDE ROAD PER MT-101.60. FULL CLOSURES SHALL NOT OCCUR DURING HOLIDAYS OR SPECIAL EVENTS AS OUTLINED IN THE PLAN NOTES. CLOSURES SHALL BE LIMITED TO 10PM FRIDAY NIGHT TO 5AM MONDAY MORNING. CLOSURES EXTENDING BEYOND THE SPECIFIED LIMIT SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $140 PER MINUTE FOR EACH MINUTE. LEOS WITH MARKED PATROL CARS SHALL BE PRESENT TO COMPLETE THE CLOSURES.

THE CONTRACTOR SHALL SUBMIT IN WRITING TO THE ENGINEER A REQUEST TO COMPLETE A FULL CLOSURE THIRTY (30) DAYS PRIOR TO THE DESIRED CLOSURE. THE REQUEST SHALL PROVIDE THE DETAILS OF WHAT FACILITIES WILL BE CLOSED, WORK TO BE COMPLETED, ANTICIPATED WORK DURATION AND WHEN FACILITIES WILL BE REOPENED. SEE "APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS" NOTE FOR MORE DETAILS.

RAMP CLOSURES FOR RESURFACING

THE CONTRACTOR MAY CLOSE INTERCHANGE RAMPS TO COMPLETE RESURFACING OPERATIONS (MILLING, PAVING, STRIPING). THE CLOSURES SHALL BE LIMITED TO THE HOURS OF 9PM TO 5AM AND WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. DETOUR ROUTES SHALL BE AS SHOWN IN THE PROJECT PLANS.

THE MOTORING PUBLIC SHALL BE GIVEN ADVANCE WARNING OF CLOSURES AT LEAST 72 HOURS IN ADVANCE THROUGH THE USE OF A PORTABLE CHANGEABLE MESSAGE SIGN. AN LEO WITH PATROL CAR (PAID FOR SEPARATELY) SHALL BE USED FOR EACH RAMP CLOSURE AND BE PRESENT FOR THE ENTIRE CLOSURE TIME.

FREEWAY ENTRANCE RAMPS SHALL BE CLOSED PER MT-101.60 WITH A PCMS DISPLAYING THE RECOMMENEDED DETOUR ROUTE. FREEWAY EXIT RAMPS SHALL BE CLOSED WITH A PCMS ROUTING TRAFFIC TO THE NEXT EXIT AND A SECOND PCMS INDICATING A U-TURN AT THE EXIT, UNLESS DIRECTED DIFFERENTLY BY THE PROJECT ENGINEER.

FOR RAMP CLOSURES, ONE OR TWO ADDITIONAL PCMS UNITS WILL BE NEEDED AS DESCRIBED ABOVE. THESE WILL BE IN ADDITION TO THE PCMS UNITS SPECIFIED IN THE PLANS AND SHALL BE INCLUDED FOR PAYMENT IN ITEM 614 - MAINTAINING TRAFFIC.

SEQUENCE OF CONSTRUCTION
PRE-PHASE (2027) (SEE SHEETS P.85 -P.101)
WORK THIS PHASE:

I.R. 77 NORTHBOUND
-REMOVE EXISTING CURB, BARRIERS, GUARDRAILS AND INCIDENTALS NECESSARY TO COMPLETE CONSTRUCTION OF TEMPORARY SWALES AND TEMPORARY PAVEMENTS ON THE OUTSIDE OF THE NORTHBOUND SHOULDER.
-BUILD TEMPORARY SWALES, TEMPORARY PAVEMENT, TEMPORARY DRAINAGE SYSTEMS AND INCIDENTALS INCLUDING RUMBLE STRIP REMOVAL NECESSARY FOR PHASE 1 NORTHBOUND TRAFFIC PATTERN CHANGES.
-REMOVE EXISTING MEDIAN BARRIER AND INSTALL TEMPORARY CROSSOVERS.
-INSTALL NEW DMS SIGN SOUTH OF CSX OVERPASS.
-BEGIN MORGANA RUN BOX CULVERT WORK.
-REMOVE EXISTING OVERHEAD SIGN SUPPORTS AS INDICATED ON THE MOT PLANS

I.R. 77 SOUTHBOUND
-BEGIN CONSTRUCTION OF PROPOSED RETAINING WALLS
-BEGIN CONSTRUCTION OF PROPOSED STORM SEWER MAIN AND SYSTEM.
-REMOVE EXISTING MEDIAN BARRIER AND INSTALL CROSSOVERS.
-RESTORE EXISTING DRAINAGE FEATURES, PAVEMENT AND OTHER INCIDENTAL ITEMS DISTURBED BY THE ABOVE WORK SO TRAFFIC CAN BE MAINTAINED IN FUTURE PHASES.
-BEGIN MORGANA RUN BOX CULVERT WORK.
-REMOVE EXISTING OVERHEAD SIGN SUPPORTS AS INDICATED ON THE MOT PLANS.

GRANT AVENUE
-COMPLETE REPAIRS TO THE EXISTING BRIDGE PARAPETS AND CURB RAMPS ALONG THE SOUTH SIDE OF GRANT AVENUE.

MAINTENANCE OF TRAFFIC:

I.R. 77 NORTHBOUND
-CLOSE THE OUTSIDE SHOULDER WITH PORTABLE BARRIER PER MT-95.45 AND USE OFF PEAK LANE CLOSURES PER THE PLCS AND MT-95.30.
-MAINTAIN INTERCHANGE RAMPS PER MT-98.10, MT-98.20, MT-98.21, MT-98.22 AND MT-98.28.
-UTILIZE FULL CLOSURES PER SHEETS P.76 -P.80 AND THE "I.R. 77 FULL CLOSURE" NOTE ON THIS SHEET TO COMPLETE REMOVAL OF OVERHEAD TRUSS SUPPORTS AS NOTED IN THE PLANS.

I.R. 77 SOUTHBOUND
-CLOSE THE OUTSIDE SHOULDER WITH PORTABLE BARRIER PER MT-95.45 AND USE OFF PEAK LANE CLOSURES PER THE PLCS AND MT-95.30.
-MAINTAIN INTERCHANGE RAMPS PER MT-98.10, MT-98.20, MT-98.21, MT-98.22 AND MT-98.28.
-CLOSE RAMPS AS PERMITTED PER MT-98.29, MT-98.30 AND MT-101.60.
-UTILIZE FULL CLOSURES PER SHEETS P.72 -P.75 AND THE "I.R. 77 FULL CLOSURE" NOTE ON THIS SHEET TO COMPLETE REMOVAL OF OVERHEAD TRUSS SUPPORTS AS NOTED IN THE PLANS.

GRANT AVENUE
-CLOSE THE EASTBOUND CURB LANE WITH PORTABLE BARRIER PER MT-95.41 AND AS MODIFIED IN THE PLAN SET.
-CLOSE THE WESTBOUND CURB LANE WITH DRUMS PER MT-95.31 AND AS MODIFIED IN THE PLAN SET.
-CLOSE THE SOUTH SIDEWALK AND DETOUR PEDESTRIANS TO THE NORTH SIDEWALK AS SHOWN IN THE PLANS. DETOUR WILL REQUIRE TEMPORARY CURB RAMPS, PEDESTRIAN SIGNALS AND CROSSWALKS PER MT-110.10.
-MAINTAIN RAMP A1 AND A2 PER MT-98.28 AND MT-98.10.

PHASE 1 (2028) (SEE SHEETS P.102 -P.146)

WORK THIS PHASE:

I.R. 77 SOUTHBOUND
-REMOVE THE WESTERN PORTION OF THE EXISTING MAINLINE PAVEMENT AND SOUTHBOUND INTERCHANGE RAMPS.
-REMOVE/ABANDON PORTIONS OF THE EXISTING DRAINAGE SYSTEM THAT ARE NO LONGER NEEDED.
-REMOVE EXISTING LIGHTING, TRAFFIC CONTROL AND OTHER INCIDENTALS WITHIN THE PHASE WORK LIMITS OR OTHERWISE IDENTIFIED IN THE PLANS.
-RELOCATE EXISTING 12" WATER LINE AND NEORSD SANITARY SEWER SOUTH OF GRANT AVENUE.
-BEGIN CONSTRUCTION OF NEW SOUTHBOUND MAINLINE PAVEMENT AND INTERCHANGE RAMPS. SEE BELOW FOR PHASE 1 RAMP SEQUENCE.
-PLACE SACRIFICIAL ASPHALT SURFACE COURSE PER PLAN DETAILS ON NEW FULL DEPTH FLEXIBLE PAVEMENTS.
-COMPLETE PORTIONS OF THE PROPOSED DRAINAGE SYSTEM.
-COMPLETE RETAINING WALLS ALONG SB I.R. 77.
-REMOVE WESTERN PORTIONS OF THE EXISTING MORGANA RUN BRIDGE AND COMPLETE THE NEW PEDESTRIAN UNDERPASS.
-COMPLETE CONSTRUCTION OF THE NEW SLAVIC VILLAGE DOWNTOWN CONNECTOR TRAIL (SVDC) FROM EAST 48TH STREET TO THE MORGANA RUN TRAIL/EAST 49TH STREET TRAILHEAD.
-REMOVE THE CHARD ROAD PEDESTRIAN BRIDGE.
-REMOVE PORTIONS OF THE I.R. 77 OVERPASS AT RUFFINI COURT.
-COMPLETE PORTIONS OF NEW ITS CONDUITS FOR CCTV CAMERAS.
-COMPLETE RESURFACING/CASTING MODIFICATIONS ALONG RAMP J5

SEQUENCE OF CONSTRUCTION (CONT.)
PHASE 1 (2028) (SEE SHEETS P.102 -P.146) (CONT.)

MAINTENANCE OF TRAFFIC:

I.R. 77 SOUTHBOUND
-MAINTAIN TWO LANES OF TRAFFIC USING CONTRAFLOW OPERATION ON THE EXISTING PAVEMENT AND TEMPORARY CROSSOVERS COMPLETED IN PRE-PHASE. ADDITIONAL OFF PEAK LANE CLOSURES PER THE PLCS MAY BE UTILIZED WITH APPROVAL OF THE ENGINEER.
-UTILIZE FULL CLOSURES PER SHEETS P.72 -P.75 AND THE "I.R. 77 FULL CLOSURE" NOTE ON THIS SHEET TO COMPLETE REMOVAL OF CHARD ROAD PEDESTRIAN BRIDGE, NEORSD SEWER RELOCATION, RESURFACING/CASTING MODIFICATION ALONG RAMP J5, AND OVERHEAD SIGN TRUSS SUPPORTS AS NOTED IN THE PLANS.

I.R. 77 NORTHBOUND
-MAINTAIN TWO LANES OF TRAFFIC USING EXISTING PAVEMENT AND ITEM 615-PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, ADDITIONAL OFF PEAK LANE CLOSURES PER THE PLCS MAY BE UTILIZED WITH APPROVAL OF THE ENGINEER.
-UTILIZE FULL CLOSURES PER SHEETS P.76 -P.80 AND THE "I.R. 77 FULL CLOSURE" NOTE ON THIS SHEET TO COMPLETE REMOVAL OF CHARD ROAD PEDESTRIAN BRIDGE, NEORSD SEWER RELOCATION AND OVERHEAD SIGN TRUSS SUPPORTS AS NOTED IN THE PLANS.

INTERCHANGE RAMP SEQUENCE OF CONSTRUCTION
MAINTENANCE OF TRAFFIC PLANS FOR THE PROJECT DEPICT THREE SUBPHASES DURING PHASE 1. NORTHBOUND I.R. 77 REMAINS THE SAME IN ALL THREE SUBPHASES. SOUTHBOUND I.R. 77 HAS THREE CONDITIONS SHOWN IN THE SUBPHASES. PHASE 1A SHOWS THE SOUTHBOUND CONTRAFLOW MOT SCENARIO WITH ALL EXISTING INTERCHANGE RAMPS OPEN AND USING EXISTING PAVEMENT TO MAINTAIN RAMP TRAFFIC. PHASE 1B SHOWS THE SAME MAINLINE CONTRAFLOW SCENARIO (EXCEPT NEAR THE NORTH PROJECT LIMIT) BUT ALL THE RAMPS ARE SHOWN CLOSED. CLOSURE OF ALL RAMPS CONCURRENTLY WILL NOT BE PERMITTED. SUBPHASE 1B DEPICTS THE MOT COUNTERMEASURES REQUIRED AT A RAMP DURING ALLOWABLE CLOSURES. PHASE 1C SHOWS THE MAINLINE CONTRAFLOW SCENARIO AND THE MOT FOR INTERCHANGE RAMPS WHEN THEY ARE REOPENED AND TRAFFIC IS DRIVING ON PROPOSED COMPLETED PAVEMENTS PRIOR TO SHIFTING TO PHASE 2. BASED ON SEQUENCING OF RAMPS ELEMENTS FROM PHASE 1A, 1B AND 1C MAY BE IN PLACE CONCURRENTLY. EACH RAMP WILL HAVE A 60 DAY CLOSURE AFTER WHICH THE RAMPS ARE REOPENED UNLESS NOTED OTHERWISE. A SUGGESTED RAMP CLOSURE SEQUENCE IS INCLUDED BELOW.

GROUP 1 CLOSURES
RAMP A3 (GRANT AVENUE. SB EXIT)
RAMP B2 (HARVARD AVENUE. SB ENTRANCE)

GROUP 2 CLOSURES
RAMP C2 (FLEET AVENUE. SB EXIT)

GROUP 3 CLOSURES (*)
RAMP B3 (HARVARD AVENUE. SB EXIT)
RAMP D2 (PERSHING AVENUE. SB ENTRANCE)

*DUE TO THE ELEVATION DIFFERENTIAL AT THE PHASE JOINT GROUP 3 RAMPS WILL NOT REOPEN IN A PHASE 1C CONDITION. WHEN THE RAMPS ARE COMPLETE SOUTHBOUND I.R. 77 AND ALL SOUTHBOUND INTERCHANGE RAMPS SHALL BE SET IN THE PHASE 2 CONDITION TO PROCEED OVER WINTER.

CHARD AVENUE PEDESTRIAN BRIDGE
-CLOSE THE BRIDGE AND DETOUR PEDESTRIAN TRAFFIC TO FLEET AVENUE PER SHEET P.81 AND MT-110.10
-TEMP CURB RAMPS PER MT-110.10
-USE FULL CLOSURE OF I.R. 77 AND EAST 49TH STREET TO COMPLETE REMOVAL OF THE BRIDGE SUPERSTRUCTURE.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY
HNTB

DESIGNER
MTD

REVIEWER
MTR 05/01/26

PROJECT ID
105743

SHEET P.30 | TOTAL P.1274

CUY-77-11.41 - PART 1

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SEQUENCE OF CONSTRUCTION (CONT.)

PHASE 2 - (2029) (SEE SHEETS P.147 -P.160)

OVERWINTER PERIODS 2028-2029 AND 2029-2030 SHALL FOLLOW PHASE 2 TRAFFIC CONFIGURATIONS SHOWN IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.

WORK THIS PHASE:

I.R. 77 SOUTHBOUND
-REMOVE PORTIONS OF THE EXISTING PAVEMENT AND MEDIAN BARRIER.
-COMPLETE CONSTRUCTION OF NEW SOUTHBOUND PAVEMENT.
-CONSTRUCT NEW MEDIAN BARRIER. OMIT PORTIONS PER THE PLANS TO ACCOMMODATE TEMPORARY CROSSOVERS.
-CONSTRUCT MEDIAN HIGHWAY LIGHTING.
-COMPLETE ITS CONDUITS FOR CCTV CAMERAS.
-PLACE SACRIFICIAL ASPHALT SURFACE COURSE.
-COMPLETE PORTIONS OF THE PROPOSED DRAINAGE SYSTEM.
-REMOVE PORTIONS OF THE EXISTING MORGANA RUN BRIDGE.
-COMPLETE PORTIONS OF THE NEW MORGANA RUN PEDESTRIAN UNDERPASS.
-REMOVE PORTIONS OF THE I.R. 77 OVERPASS AT RUFFINI COURT.
-CONSTRUCT PROPOSED OVERHEAD SIGN TRUSS SUPPORTS THAT SPAN SOUTHBOUND I.R. 77.
-BEGIN CONSTRUCTION OF NEW 36" WATER MAIN NEAR HARVARD (OPTIONAL WILL NOT BE COMPLETED UNTIL PHASE 3)

I.R. 77 NORTHBOUND
-REMOVE PORTIONS OF THE EXISTING PAVEMENT AND MEDIAN BARRIER.
-BEGIN CONSTRUCTION/COMPLETE PORTIONS OF THE NEW NORTHBOUND PAVEMENT AND DRAINAGE SYSTEM.
-CONSTRUCT MEDIAN HIGHWAY LIGHTING.
-PLACE SACRIFICIAL ASPHALT SURFACE COURSE.
-COMPLETE PORTIONS OF THE PROPOSED DRAINAGE SYSTEM.
-REMOVE PORTIONS OF THE EXISTING MORGANA RUN BRIDGE.
-COMPLETE PORTIONS OF THE NEW MORGANA RUN PEDESTRIAN UNDERPASS.
-REMOVE PORTIONS OF THE I.R. 77 OVERPASS AT RUFFINI COURT.
-BEGIN CONSTRUCTION OF NEW 36" WATER MAIN NEAR HARVARD (OPTIONAL WILL NOT BE COMPLETED UNTIL PHASE 3)

MAINTENANCE OF TRAFFIC:

I.R.77 SOUTHBOUND
-MAINTAIN TWO LANES OF TRAFFIC ON THE NEW SOUTHBOUND PAVEMENT. ADDITIONAL OFF PEAK LANE CLOSURES PER THE PLCS MAY BE UTILIZED WITH APPROVAL OF THE ENGINEER.
-UTILIZE FULL CLOSURES PER SHEETS P.72 -P.75 AND THE "I.R. 77 FULL CLOSURE" NOTE ON THIS SHEET TO COMPLETE PLACEMENT OF OVERHEAD SIGN TRUSS SUPPORTS AS NOTED IN THE PLANS.

I.R. 77 NORTHBOUND
-SAME AS PHASE 1.

SEQUENCE OF CONSTRUCTION (CONT.)

PHASE 3 (2030) (SEE SHEETS P.161 -P.200)

WORK THIS PHASE:

I.R. 77
-REMOVE THE REMAINING PORTION OF THE EXISTING MAINLINE PAVEMENT AND NORTHBOUND INTERCHANGE RAMPS.
-REMOVE/ABANDON PORTIONS OF THE EXISTING DRAINAGE SYSTEM THAT ARE NO LONGER NEEDED.
-REMOVE EXISTING LIGHTING, TRAFFIC CONTROL AND OTHER INCIDENTALS WITHIN THE PHASE WORK LIMITS OR OTHERWISE IDENTIFIED IN THE PLANS.
-COMPLETE CONSTRUCTION OF NEW NORTHBOUND MAINLINE PAVEMENT AND INTERCHANGE RAMPS.
-COMPLETE REMAINING PORTIONS OF THE PROPOSED DRAINAGE SYSTEM.
-COMPLETE RETAINING WALLS ALONG NB I.R. 77.
-REMOVE REMAINING PORTIONS OF THE EXISTING MORGANA RUN BRIDGE AND COMPLETE THE NEW PEDESTRIAN UNDERPASS.
-COMPLETE CONSTRUCTION OF THE NEW SLAVIC VILLAGE DOWNTOWN CONNECTOR TRAIL (SVDC) FROM EAST 48TH STREET TO THE MORGANA RUN TRAIL/EAST 49TH STREET TRAILHEAD.
-REMOVE REMAINING PORTIONS OF THE I.R. 77 OVERPASS AT RUFFINI COURT.
-COMPLETE REHABILITATION OF EX. RETAINING WALL AND RIGHT-OF-WAY FENCE ALONG EAST 49TH STREET.
-COMPLETE 36" WATERLINE CONSTRUCTION NEAR HARVARD AVENUE.

MAINTENANCE OF TRAFFIC:

I.R. 77 SOUTHBOUND
-SAME AS PHASE 2.
-CLOSE RAMP B2 (HARVARD AVENUE SB ENTRANCE) TO COMPLETE NEW 36" WATERLINE CONNECTION TO EXISTING WATERLINE. CLOSE OUTSIDE SHOULDER OF MAINLINE I.R. 77 PER MT-95.45.

I.R. 77 NORTHBOUND
-MAINTAIN TWO LANES OF TRAFFIC USING CONTRAFLOW OPERATION ON THE PREVIOUSLY CONSTRUCTED PERMANENT PAVEMENT AND TEMPORARY CROSSOVERS. ADDITIONAL OFF PEAK LANE CLOSURES PER THE PLCS MAY BE UTILIZED WITH APPROVAL OF THE ENGINEER.
-UTILIZE FULL CLOSURES PER SHEETS P.76 -P.80 AND THE "I.R. 77 FULL CLOSURE" NOTE ON THE PREVIOUS SHEET TO COMPLETE OVERHEAD SIGN TRUSS SUPPORTS AS NOTED IN THE PLANS.

INTERCHANGE RAMP SEQUENCE OF CONSTRUCTION
MAINTENANCE OF TRAFFIC PLANS FOR THE PROJECT DEPICT THREE SUBPHASES DURING PHASE 3. SOUTHBOUND I.R. 77 REMAINS THE SAME IN ALL THREE SUBPHASES. NORTHBOUND I.R. 77 HAS THREE CONDITIONS SHOWN IN THE SUBPHASES. PHASE 3A SHOWS THE NORTHBOUND CONTRAFLOW MOT SCENARIO WITH ALL EXISTING INTERCHANGE RAMPS OPEN AND USING EXISTING PAVEMENT TO MAINTAIN RAMP TRAFFIC (EXCEPT RAMPS B4 AND C1 SEE BELOW FOR MORE DETAIL) PHASE 3B SHOWS THE SAME MAINLINE CONTRAFLOW SCENARIO BUT ALL THE RAMPS ARE SHOWN CLOSED. CLOSURE OF ALL RAMPS CONCURRENTLY WILL NOT BE PERMITTED. SUBPHASE 3B DEPICTS THE MOT COUNTERMEASURES REQUIRED AT A RAMP DURING ALLOWABLE CLOSURES. PHASE 3C SHOWS THE MAINLINE CONTRAFLOW SCENARIO AND THE MOT FOR INTERCHANGE RAMPS WHEN THEY ARE REOPENED AND TRAFFIC IS DRIVING ON PROPOSED COMPLETED PAVEMENTS PRIOR TO PROJECT COMPLETION. BASED ON SEQUENCING OF RAMPS ELEMENTS FROM PHASE 3A, 3B AND 3C MAY BE IN PLACE CONCURRENTLY. EACH RAMP WILL HAVE A 60 DAY CLOSURE AFTER WHICH THE RAMPS ARE REOPENED UNLESS NOTED OTHERWISE. A SUGGESTED RAMP CLOSURE SEQUENCE IS INCLUDED BELOW.

GROUP 1 CLOSURES
RAMP B4 (HARVARD AVENUE NB ENTRANCE) (*)
RAMP C1 (FLEET AVENUE NB EXIT) (*)
*DUE TO THE ELEVATION DIFFERENTIAL AT THE PHASE JOINT THIS RAMP WILL NOT OPEN IN A PHASE 3A CONDITION. ONCE THE OVERWINTER PERIOD IS COMPLETE AND PHASE 3 CONTRAFLOW IS TO BE IMPLEMENTED THE RAMP SHALL CLOSE AND BE CONSTRUCTED.
RAMP E1 (BROADWAY AVENUE NB EXIT**)

GROUP 2 CLOSURES
RAMP A4 (GRANT AVENUE NB ENTRANCE)
RAMP B1 (HARVARD AVENUE NB EXIT)
RAMP E1 (BROADWAY AVENUE NB EXIT**)

GROUP 3 CLOSURES
RAMP C3 (FLEET AVENUE NB ENTRANCE)
RAMP D1 (PERSHING AVENUE NB EXIT)

** - RAMP CAN BE CLOSED FOR 90 DAYS TOTAL. MUST REOPEN PRIOR TO START OF GROUP 3 RESTRICTIONS.

SEQUENCE OF CONSTRUCTION (CONT.)

POST-PHASE 3 (2030) (NO SHEETS PROVIDED)

WORK THIS PHASE:

I.R. 77
-REMOVE AND RESTORE EXISTING CROSSOVER AREAS.
-REMOVE SACRIFICIAL SURFACE COURSE ALONG THE CORRIDOR AND COMPLETE RESURFACING OPERATIONS NEAR THE NORTH PROJECT LIMIT.
-PLACE FINAL ASPHALT SURFACE COURSE.
-PLACE PERMANENT PAVEMENT MARKINGS.
-PLACE PERMANENT SIGNAGE THAT HAS NOT YET BEEN PLACED AND RESTORE SIGNAGE TO REMAIN THAT WAS PREVIOUSLY MODIFIED.

MAINTENANCE OF TRAFFIC:

I.R. 77
-PLACE TRAFFIC IN PERMANENT LANE POSITIONS. MAINTAIN THREE LANES OF TRAFFIC IN EACH DIRECTION. USE SHOULDER AND LANE CLOSURES PER THE PLCS AND MT-95.45, MT-95.30, MT-99.20 AND MT-101.90.
-INTERCHANGE RAMP CLOSURES DURING OFF PEAK HOURS WILL BE PERMITTED TO COMPLETE RESURFACING OPERATIONS. SEE NOTE "RAMP CLOSURES FOR RESURFACING" FOR MORE DETAILS.

WORK ZONE PAVEMENT MARKINGS, SPRAY THERMOPLASTIC (648.02)

THE CONTRACTOR SHALL PLACE THE WORK ZONE PAVEMENT MARKINGS, SPRAY THERMOPLASTIC, AS PER PLAN PER ODOT SPECIFICATION 614.11 AND ODOT SPECIFICATION 648 WITH THE FOLLOWING EXCEPTIONS:

1.) ODOT SPECIFICATION 648.05 SHALL BE MODIFIED TO ALLOW PLACEMENT OF THE MATERIAL AT A TEMPERATURE OF NOT LESS THAN 35 DEGREES FAHRENHEIT.

2.) ODOT SPECIFICATION 614.11A SHALL BE MODIFIED TO REPAIR AND REPLACE MARKINGS AT NO ADDITIONAL COST TO THE DEPARTMENT FOR A PERIOD OF 30 MONTHS STARTING FROM THE DATE OF ORIGINAL ACCEPTANCE OF THE MARKING. MARKING MATERIALS AND APPLICATION RATES FOR MAINTENANCE AND REPAIRS SHALL EITHER BE PER CMS 648 OR CLASS I PER CMS 614.

THE LOCATIONS TO RECEIVE SPRAY THERMOPLASTIC MARKINGS HAVE BEEN IDENTIFIED IN THE PLANS AND ESTIMATED QUANTITIES ARE INCLUDED IN THE MOT SUBSUMMARY AND GENERAL SUMMARY. LINE THICKNESS SHALL MATCH THAT SPECIFIED FOR STANDARD CLASS I MARKINGS ON THE PROJECT.

THE DEPARTMENT WILL MAKE PAYMENT FOR ACCEPTED SPRAY THERMOPLASTIC MARKINGS PER THE CONTRACT PRICES AS FOLLOWS:

ITEM 614 WORK ZONE LANE LINE, CLASS I, 6", AS PER PLAN (MILE)
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 6", AS PER PLAN (MILE)
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", AS PER PLAN (FT)

ITEM 614 WORK ZONE DOTTED LINE, CLASS I, AS PER PLAN (FT)
ITEM 614 WORK ZONE LANE ARROW, CLASS I, AS PER PLAN (EACH)
ITEM 614 WORK ZONE STOP LINE, CLASS I, AS PER PLAN (FT)

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 870 M. GAL.

ITEM 614, REPLACEMENT SIGN

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

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

AN ESTIMATED QUANTITY OF 40 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS 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 BUSINESS 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. IN ADDITION THE CONTRACTOR SHALL SUPPLY NOTIFICATION FOR THE CHARD PEDESTRIAN BRIDGE CLOSURE PER THE ROADWAY/RAMP CLOSURE NOTIFICATION TIME TABLE.

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

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

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

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED. A QUANTITY OF 2 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR COMPLETION OF THE WORK ZONE CROSSOVER LIGHTING SYSTEMS.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY
HNTB

DESIGNER MTD
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.31 TOTAL P.1274

CUY-77-11.41 - PART 1

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MAINTENANCE OF TRAFFIC

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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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).
- DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC.], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDE VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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).

  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).

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

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 1490 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED. ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

WORKSITE TRAFFIC SUPERVISOR

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

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

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

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

WORKSITE TRAFFIC SUPERVISOR (CONT.)

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 (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR 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 ORGINAL 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 ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) 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 AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

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

CONTRACTOR ACCESS

THOUGH SPECIFIC LOCATIONS OF CONTRACTOR ACCESS TO COMPLETE HIGHWAY WORK HAVE NOT BEEN DESIGNATED ON THE MOT PLANS THE CONTRACTOR SHALL MAINTAIN ALL INGRESS/EGRESS POINTS TO WORK AREAS.

PRIOR TO STARTING EACH PHASE OF CONSTRUCTION THE CONTRACTOR SHALL PROVIDE A FORMAL ACCESS PLAN TO THE ENGINEER FOR APPROVAL. THE PLAN SHALL INDICATE LOCATIONS OF INGRESS AND EGRESS, REQUIRED TRAFFIC CONTROL AND DURATION OF TIME THAT SAID ACCESS POINTS WILL BE IN PLACE AND OPERATIONAL. SAID ACCESS POINTS MUST BE AS SHOWN IN MT-103.10. NO WORK ON A PHASE SHALL COMMENCE UNTIL APPROVAL OF THE ACCESS PLAN IS RECEIVED FROM THE ENGINEER. ANY SIGNIFICANT CHANGES TO THE THE MOT AS DETERMINED BY THE ENGINEER RESULTING FROM THE ACCESS PLANS SHALL BE STAMPED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF OHIO. SEE NOTE "WORK ZONE EGRESS WARNING SYSTEM" FOR MORE INFORMATION ON REQUIRED TRAFFIC CONTROL AT ACCESS POINTS.

PAYMENT FOR FURNISHING ACCESS PLANS SHALL BE INCLUDED WITH THE LUMP SUM PAYMENT FOR ITEM 614 - MAINTENANCE OF TRAFFIC. PORTABLE BARRIER AND WORK ZONE IMPACT ATTENUATORS SHALL BE PAID PER THE UNIT PRICE BIDS FOR INITIAL INSTALLATION. SEE MT-103.10 NOTE 9 FOR DETAILS ON MODIFYING ACCESS POINTS. THE PLAN QUANTITIES ASSUME THREE ACCESS POINTS PER PHASE.

WORK ZONE EGRESS WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE EGRESS WARNING SYSTEM (WZEWS) AS PER SUPPLEMENTAL SPECIFICATION 829.

THE PROBABLE INITIAL LOCATIONS OF THE WZEWS DEVICES SHALL BE SHOWN ON ACCESS PLANS DEVELOPED BY THE CONTRACTOR (SEE CONTRACTOR ACCESS NOTE) AND APPROVED BY THE ENGINEER. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, AND MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

WZEWS SHALL BE USED IN ACCORDANCE WITH MT-103.10.THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 829, WORK ZONE EGRESS WARNING SYSTEM 144 SIGN MONTH
ASSUMING 3 WORK ZONE EGRESS WARNING SYSTEMS FOR 48 MONTHS

WORK ZONE QUEUE DETECTION WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE PROBABLE INITIAL LOCATIONS OF THE WZQDWS DEVICES FOR SHALL BE AT THE APPROVAL OF THE ENGINEER. FOR I.R. 77 NORTHBOUND A WZQDWS SHALL BE SET AT THE LANE CLOSURE POINT, 0.5 MILES IN ADVANCE OF THE CLOSURE AND 1 MILE IN ADVANCE OF THE CLOSURE. FOR SOUTHBOUND I.R. 77 WZQDWS QUANTITY HAS BEEN INCLUDED FOR 3 SYSTEMS FOR 3 YEARS OF CONSTRUCTION. THE USAGE AND PLACEMENT OF THESE SHALL BE AS DIRECTED BY THE ENGINEER. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:

GREATER THAN OR EQUAL TO 50 MPH – USE FOUR CORNER FLASHING CAUTION MODE
BETWEEN 50 MPH AND 25 MPH – TRAFFIC AHEAD XX MPH / SLOW DOWN
BELOW OR EQUAL TO 25 MPH – TRAFFIC AHEAD XX MPH / PREPARE TO STOP

FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

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

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I 216 SIGN MONTH
ASSUMING 6 SENSOR(S) FOR 36 MONTH(S)

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 216 SIGN MONTH
ASSUMING 6 PCMS SIGN(S) FOR 36 MONTH(S)

DESIGN AGENCY
HNTB
DESIGNER MTD
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.34 TOTAL P.1274

CUY-77-11.41 - PART 1
MODEL: Unnamed Plan-3 - Sheet 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:40:22 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smalin@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\MOT\Sheets\105743_MN001.dgn

PHASE	ROAD	DIR.	BEGIN STA.	END STA.	202 WEARING COURSE REMOVED (SY)	254 PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5") (SY)	407 NON-TRACKING TACK COAT (0.085 GAL/SY) (GAL)	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), AS PER PLAN (T=1.25") (CY)	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), AS PER PLAN (T=1.5") (CY)	614 INCREASED BARRIER DELINEATION (FT)	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL) (EACH)	614 WORK ZONE IMPACT ATTENUATOR, MISC.:48" WIDE HAZARD (UNIDIRECTIONAL) (EACH)	614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (CY)	614 BARRIER REFLECTOR, TYPE 1, 1 WAY (EACH)	614 BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL (EACH)	614 BARRIER REFLECTOR, TYPE 2, 1 WAY (EACH)	614 OBJECT MARKER, ONE WAY (EACH)	614 OBJECT MARKER, TWO WAY (EACH)	614 WORK ZONE GORE MARKING, CLASS II, 740.06, TYPE I (FT)	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A (SY)	622 PORTABLE BARRIER, 50", AS PER PLAN A (FT)	622 PORTABLE BARRIER, 50", AS PER PLAN B (FT)	622 PORTABLE BARRIER, UNANCHORED (FT)	622 PORTABLE BARRIER, ANCHORED (FT)	630 SIGN, TEMPORARY OVERLAY (SF)
PAVEMENT FOR MOT																									
	IR-77	NB	86+50	93+00															418						
	IR-77	NB	219+27	220+44															53						
	IR-77	NB/SB	74+90																67						
	IR-77	NB/SB	110+00																112						
	IR-77	SB	75+50	78+50															134						
	IR-77	SB	84+50	87+00															223						
	IR-77	SB	87+00	99+00															534						
	IR-77	SB	99+00	106+50															834						
	IR-77	SB	109+00	110+00															112						
	IR-77	SB	110+75	115+50															264						
	IR-77	SB	120+00	120+25															28						
	IR-77	SB	120+25	126+00															256						
	IR-77	SB	126+00	129+00															334						
	IR-77	SB	129+00	134+00															278						
	RUFFINI																		27						
	IR-77	SB	194+00																23						
	IR-77	SB	196+00	199+50															195						
SUBTOTALS FOR PAVEMENT FOR MOT																			3892						
CROSSOVER INSTALLATION																									
SOUTH CROSSOVER			69+50	74+50		556	48						50												
NORTH CROSSOVER			220+83	225+40		889	76						80												
SUBTOTALS FOR CROSSOVER INSTALLATION						1445	124						130												
SACRIFICIAL SURFACE COURSE																									
PRE-PHASE	IR-77	SB	74+50	204+03		80597	6851	2799																	
PRE-PHASE	IR-77	SB	204+03	220+83		5040	429	175																	
PRE-PHASE	IR-77	SB	84+00	108+65		3053	260	106																	
PRE-PHASE	IR-77	SB	119+58	127+07		1118	96	39																	
PRE-PHASE	IR-77	SB	150+65	157+34		867	74	31																	
PRE-PHASE	IR-77	SB	165+60	192+13		2798	238	98																	
PRE-PHASE	IR-77	SB	201+50	213+75		1606	137	56																	
PRE-PHASE	IR-77	NB	74+50	220+83		28860	2454		1203																
SUBTOTALS FOR SACRIFICIAL SURFACE COURSE INSTALLATION						123939	10539	3304	1203																
PRE-PHASE 1 SUBTOTALS FROM SHEET 43						3985	343	170			12	4		633			633					29120	730	150	
PHASE 1A SUBTOTALS FROM SHEET 43										1000					134			78			2700	950			
PHASE 1A SUBTOTALS FROM SHEET 44						66	7	3		10340	16	5		588	805	58	821	249	100		7950	4050	22920	750	
PHASE 1B SUBTOTALS FROM SHEET 44							32			1100	1	1	45	167			191		100				9050	100	
PHASE 1C SUBTOTALS FROM SHEET 45							77			950	2		101	41	39		62	39			2850		1900		
PHASE 1 OVERLAYS SUBTOTALS FROM SHEET 45																									404
PHASE 2 SUBTOTALS FROM SHEET 45										6634	3			14	432		60	241			11350	2300	600		
PHASE 3A SUBTOTALS FROM SHEET 46					1834		219			3465	4	3	557	523			891		300		600		12100	750	
PHASE 3B SUBTOTALS FROM SHEET 46											1			95			95						4380		
PHASE 3C SUBTOTALS FROM SHEET 46										3625	2	3		16			94						4280		
PHASE 3 OVERLAYS SUBTOTALS FROM SHEET 46																									162
SIGN OVERLAYS																									
2	IR-77	NB	208+50																						9
TOTALS CARRIED TO GENERAL SUMMARY					1834	129435	11341	3477	1203	27114	41	16	833	2077	1410	58	2847	607	500	3892	25450	7300	84350	2330	725

MAINTENANCE OF TRAFFIC SUBSUMMARY

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan-10 - Plan 11 [Sheet] PAPERSIZE: 34X22 (in.) DATE: 11/2/2026 TIME: 2:11:43 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\MOT\Sheets\105743_MS001.dgn

DESIGN AGENCY: HNTB

DESIGNER: JEM

REVIEWER: MTR 05/01/26

PROJECT ID: 105743

LEGEND

- WORK ZONE IMPACT ATTENUATOR (IA)
- (ELW) WORK ZONE EDGE LINE (WHITE), CLASS I, 6"
- (ELY) WORK ZONE EDGE LINE (YELLOW), CLASS I, 6"
- (LA) WORK ZONE LANE ARROW, CLASS I
- (CHW) WORK ZONE CHANNELIZING LINE (WHITE), CLASS I, 12"
- (DL) WORK ZONE DOTTED LINE (WHITE), CLASS I
- (CL) WORK ZONE CENTER LINE (DOUBLE SOLID), CLASS I
- (LL) WORK ZONE LANE LINE, CLASS I, 6"
- (CW) WORK ZONE CROSSWALK LINE, CLASS I

- WORK AREA
- DRUMS (SPACING AS NOTED)
- PORTABLE BARRIER (PB) (32" HEIGHT, UNLESS NOTED OTHERWISE) (PB)
- TEMPORARY PAVEMENT BUILT IN THIS PHASE
- TEMPORARY PAVEMENT BUILT IN PREVIOUS PHASE

(*) - FOR EX. 77 CENTERLINE ALIGNMENT INFORMATION
SEE 105743 BK011.DGN IN THE PROJECT BID PACKAGE.

HORIZONTAL SCALE IN FEET
0 25 50 100

CLOSE SHOULDER PER MT-95.45 TO COMPLETE INSTALLATION OF ITS CONDUITS. LANE CLOSURES PER MT-95.30 AND THE PLCS WILL BE PERMITTED.

BEGIN PB - -42.2 (PB)

STA. 50+00

℄ EX. I.R. 77 (*)

PT STA. 41+83.87

38 39 40 41 42 43 44 45 46 47 48 49 50

MATCH LINE STA. 50+50

IA

STA. 48+00

27.5 - LL (ELW) (LL) (PB)

38.5 - ELW

40.5 - BEGIN PB

STA. 46+00

29.2 - BEGIN LL/MEET EX. LL

41.0 - BEGIN ELW/MEET EX. ELW

SPEED LIMIT 60 COVER SIGN

EX. TRUSS TO REMAIN (DO NOT DISTURB)

TO COMPLETE CONSTRUCTION OF NEW ITS EQUIPMENT AND ACCESS DRIVEWAY CLOSE THE SHOULDER PER MT-95.45. OFF PEAK LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

Digital Speed Limit (DSL) Sign Assembly
STA. 38+50
PLACE INCREASED PENALTY SIGNAGE AND ADVANCED SIGNAGE PER MT-102.30 AND MT-104.10

SPEED LIMIT WORK ZONE

NOTE: SEE SHEET 84 FOR SIGN SCHEMATIC

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 38+00 TO STA. 50+50

CUY-77-11.41 - PART 4

DESIGN AGENCY: HNTB

DESIGNER: CC
REVIEWER: MTR 05/01/26
PROJECT ID: 105743
SHEET: P.85 TOTAL: P.1274

MODEL: CLP_I077_South - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:44:55 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtx02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\MOT\Sheets\105743_MP000.dgn

CLOSE SHOULDER PER MT-95.45 TO COMPLETE INSTALLATION OF ITS CONDUITS. LANE CLOSURES PER MT-95.30 AND THE PLCS WILL BE PERMITTED.

TO COMPLETE CONSTRUCTION OF NEW STORM SEWER MAIN CLOSE THE SHOULDER PER MT-95.45. OFF PEAK LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

-55.4 - END PB

STA. 65+50

PB

IA

℄ EX. I.R. 77

MEET EX. ELW/BEGIN ELW - -39.9

MEET EX. LL/BEGIN LL - -28.5

STA. 72+00

STA. 74+00

-40.8 - BEGIN PB

-38.8 - ELW

-27.8 - LL

RAMP A2 (CLOSED*)

PB

LL

ELW

PC STA. 75+34.63

MATCH LINE STA. 63+00

63 64 65 66 67 68 69 70 71 72 73 74 75

**

MATCH LINE STA. 75+50

PT STA. 67+31.74

RAMP A1 (OPEN)

CLOSE LEFT TURN LANE OF RAMP A1 WITH DRUMS PER MT-98.28

EX. TRUSS TO REMAIN (DO NOT DISTURB)

BEGIN ELW/ MEET EX. ELW - 64.2

STA. 71+06

ELW

71+98

71+83

END ELW/MEET EX. ELW - 108.1

STA. 72+82

LA

R3-H60-30

GRANT AVE

Harvard Ave Newburgh Hts 3/4 MILE

EXIT 159A

Grant Ave Cuyahoga Hts

EXIT 158

EXISTING LANE USAGE SIGN TO BE COVERED

STA. 69+50

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER. SEE MOT TYPICALS FOR DETAILS.

NOTE: SEE SHEET P.48 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND
SEE SHEET P.101 FOR GRANT AVE MOT PLAN

* - SEE MOT NOTES FOR PERMITTED CLOSURES OF RAMP A2 TO COMPLETE BRIDGE AND CURB RAMP WORK ON GRANT AVENUE.

** - INSTALLATION OF MEDIAN CROSSOVER (STA. 69+50 TO STA. 74+50) TO TAKE PLACE IN PRE-PHASE 1. INSTALLATION USES A COMBINATION OF EXISTING LANE CLOSURES AND PHASE 1A LANE POSITIONS. SEE PHASE 1A SHEET P.202 FOR MORE DETAILS.

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 63+00 TO STA. 75+50

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.87 TOTAL P.1274

MODEL: CLP_I077_South - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:44:57 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\MOT\Sheets\105743_MP000.dgn

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* - CLOSE AND DETOUR RAMP A3 AS SHOWN IN PHASE 1B TO COMPLETE STORM SEWER WORK BETWEEN D12 AND D27. RESTORE THE TRENCH WITH ITEM 615.

CLOSE RAMP A4 PER MT-101.60 AND DETOUR AS SHOWN IN PHASE 3B TO COMPLETE TEMPORARY PAVEMENT WORK.

TO COMPLETE CONSTRUCTION OF NEW STORM SEWER MAIN AND RETAINING WALL CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

TO COMPLETE CONSTRUCTION OF NEW STORM SEWER MAIN CLOSE THE MAINLINE AND RAMP SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

EXIT 158

Grant EXIT

STA. 84+00 D3-1 (18"x48") E5-H2R BLACK ON ORANGE ON TEMPORARY SUPPORT

EX. CURB AND SHOULDER IMPACTED BY STORM SEWER WORK. AFTER COMPLETING THE SEWER RESTORE THE SHOULDER PAVEMENT WITH ITEM 615. CURB WILL NOT BE RESTORED. GRADE A TEMPORARY SWALE PER THE MOT CROSS SECTIONS.

PROP. STORM SEWER (SEE DRAINAGE DETAILS)

GUARDRAIL IMPACTED BY SEWER WORK.PB AND IA QUANTITY INCLUDED IN MOT SUBSUMMARY TO BE PLACED ONCE SEWER WORK IS COMPLETE (NOT SHOWN)

-116.0 - BEGIN PB

STA. 80+40

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO DA12A

℄ EX. I.R. 77

RAMP A3 (OPEN*)

LL ELW PB

END ELW/ BEGIN CHW - -39.0

LL - -28.0

STA. 84+50

REMOVE EXISTING RUMBLE STRIPS STA. 84+50 TO STA. 85+50

IA CHW

STA. 85+50

END PB - -46.7

END PB - -44.7

-64.0 - BEGIN PB

DA44 IMPACTED BY SEWER WORK ABANDON AND ALLOW DRAINAGE TO CONTINUE SOUTH.

EX. SIGN TRUSS TO REMAIN UNTIL PHASE 1B (SEE TRAFFIC CONTROL PLAN FOR DETAILS OF SIGNS).

EX. CURB AND SHOULDER IMPACTED BY STORM SEWER WORK. AFTER COMPLETING THE SEWER RESTORE THE SHOULDER PAVEMENT WITH ITEM 615. CURB WILL NOT BE RESTORED. GRADE A TEMPORARY SWALE PER THE MOT CROSS SECTIONS.

STA. 86+00

PB

GUARDRAIL IMPACTED BY SEWER WORK.PB AND IA QUANTITY INCLUDED IN MOT SUBSUMMARY TO BE PLACED ONCE SEWER WORK IS COMPLETE (NOT SHOWN)

MATCH LINE STA. 75+50

77 78 79 80 81 82 83 84 85 86 87

MATCH LINE STA. 88+00

RAMP A4 (OPEN*)

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO DA21

IA

STA. 85+00

+50

**

SPEED LIMIT 80

BEGIN PB - 59.1

STA. 85+93

END CHW/MEET EX. DL - -41.0

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO D22

TO COMPLETE TEMPORARY PAVEMENT CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED. SEE MOT CROSS SECTIONS FOR DETAILS OF TEMP SWALE.

Digital Speed Limit (DSL) Sign Assembly (STA. 88+00)

SPEED LIMIT WORK ZONE

EX. CANTILEVER SIGN IMPACTED BY STS WORK. UTILIZE LANE CLOSURES PER THE PLCS TO COMPLETE THE REMOVAL. CONSTRUCT THE NEW CANTILEVER SIGN THIS PHASE. IN THE INTERIM BETWEEN REMOVAL OF EXISTING AND COMPLETION OF PROPOSED. PLACE A GROUND MOUNTED E7-H1 SIGN (BLACK ON ORANGE) WITH WOODEN TEMPORARY SUPPORTS PER MT-105.10.

EX. SAFETY PATROL SIGN IMPACTED BY SEWER WORK. REMOVE PER THE TRAFFIC CONTROL PLANS.

480 1 ½
21 1

STA. 78+50
E7-H1 (7'X5')
BLACK ON ORANGE WITH TEMPORARY SUPPORTS PER MT-105.10

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER (IR77 AND RAMP A4). SEE MOT TYPICALS FOR DETAILS.

NOTE: SEE SHEET P.48 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND
SEE SHEET P.101 FOR GRANT AVENUE MOT PLAN

**-ITEM 615-PAVEMENT FOR MOT, CLASS A FROM STA. 86+50 TO STA. 91+50 WIDTH IS 6'. WIDTH VARIES FROM 6' TO 4' FROM STA 91+50 TO STA. 93+00

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 75+50 TO STA. 88+00

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.88 TOTAL P.1274

DA48 IMPACTED BY SEWER WORK ABANDON AND ALLOW DRAINAGE TO CONTINUE SOUTH

TO COMPLETE CONSTRUCTION OF NEW STORM SEWER MAIN AND RETAINING WALL CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

EX. CURB AND SHOULDER IMPACTED BY STORM SEWER WORK. AFTER COMPLETING THE SEWER RESTORE THE SHOULDER PAVEMENT WITH ITEM 615. CURB WILL NOT BE RESTORED. GRADE A TEMPORARY SWALE PER THE MOT CROSS SECTIONS.

EX. CANTILEVER SIGN IMPACTED BY STS WORK. UTILIZE LANE CLOSURES PER THE PLCS TO COMPLETE THE REMOVAL. CONSTRUCT THE PERMANENT CANTILEVER SIGN THIS PHASE (114+00). PLACE A GROUND MOUNTED D3-H2 SIGN AS SHOWN ON THE PLANS (114+50) IN THE INTERIM BETWEEN REMOVAL OF EXISTING AND COMPLETION OF PROPOSED.

GUARDRAIL IMPACTED BY SEWER WORK.PB AND IA QUANTITY INCLUDED IN MOT SUBSUMMARY TO BE PLACED ONCE SEWER WORK IS COMPLETE (NOT SHOWN)

PROP. STORM SEWER (SEE DRAINAGE DETAILS)

DA53 IMPACTED BY SEWER WORK ABANDON AND ALLOW DRAINAGE TO CONTINUE SOUTH

STA. 89+10

STA. 88+78

PB - -41.4
BEGIN ELW - -39.4
LL - -28.4

ELW
PB
LL

PB - -41.5
ELW - -39.5
LL - -28.5

STA. 96+00

PB - -43.4
END ELW/MEET EX. ELW/DL - -41.4
LL - -28.5

STA. 97+50

PT STA 97+21

EXIT 158
Grant Ave
Cuyahoga Hts
1/4 MILE

SPEED LIMIT

WORK ZONE
SPEED LIMIT

STA. 99+00
DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY

℄ EX. I.R. 77

MATCH LINE STA. 88+00

MATCH LINE STA. 100+50

89 90 91 92 93 94 95 96 97 98 99 100

TEMPORARY SHORING (SEE MOT CROSS SECTIONS, PAYMENT TO BE INCLUDED WITH LUMP SUM FOR ITEM 503 COFFERDAMS AND EXCAVATION BRACING)

ABANDON DA54

ABANDON DA63B

OUTLET SWALE TO DA65

ABANDON DA67

END PB - 42.7

STA. 100+00

EXIT 159B
Fleet Ave
¾ MILE

EXIT 159A
Harvard Ave
Newburgh Hts
¼ MILE
LIMIT LENGTH

UTILIZE FULL CLOSURE OF NB-77 TO REMOVE EXISTING TRUSS AND OVERHEAD SIGNAGE.

TO COMPLETE TEMPORARY PAVEMENT AND REMOVAL OF CURB/TEMPORARY SWALES CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED. SEE MOT CROSS SECTIONS FOR DETAILS.

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER. SEE MOT TYPICALS FOR DETAILS.

NOTE: SEE SHEET P.49 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 88+00 TO STA. 100+50

CUY-77-11.41 - PART 1

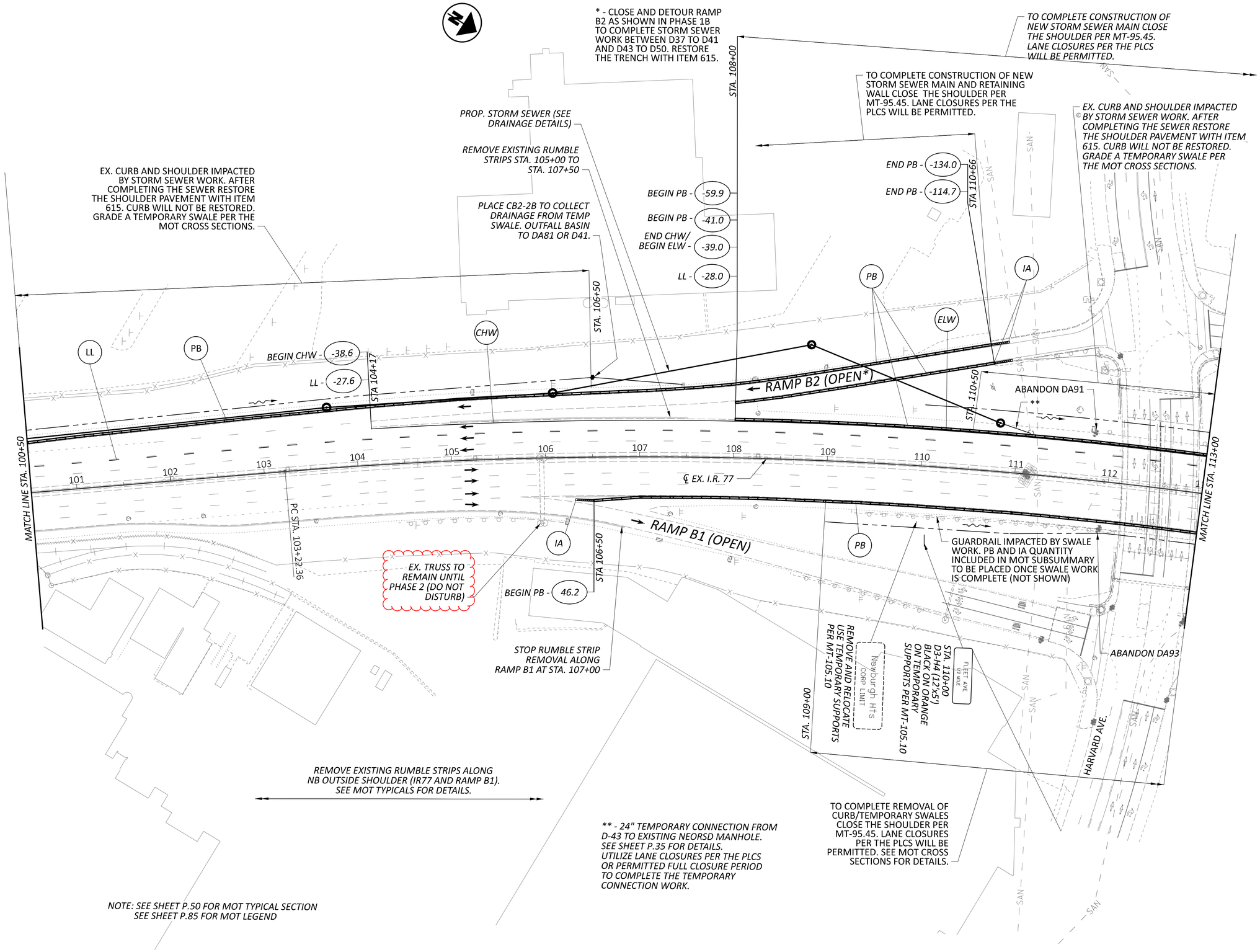
DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.89 TOTAL P.1274

MODEL: CLP_I077 - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:01 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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CUY-77-11.41 - PART 1

MODEL: CLP_i077 - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:03 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 100+50 TO STA. 113+00

DESIGN AGENCY
HNTB

DESIGNER	CC
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.90
TOTAL	P.1274

TO COMPLETE CONSTRUCTION OF NEW STORM SEWER MAIN AND SIGN SUPPORT CLOSE THE SHOULDER PER MT-95.45.LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

* - CLOSE AND DETOUR RAMP B3 AS SHOWN IN PHASE 1B TO COMPLETE STORM SEWER WORK BETWEEN D59 AND DA113. RESTORE THE TRENCH WITH ITEM 615.

EX. CURB AND SHOULDER IMPACTED BY STORM SEWER WORK. AFTER COMPLETING THE SEWER RESTORE THE SHOULDER PAVEMENT WITH ITEM 615. CURB WILL NOT BE RESTORED. GRADE A TEMPORARY SWALE PER THE MOT CROSS SECTIONS. CLOSE SHOULDER PER MT-95.45

N

HORIZONTAL SCALE IN FEET
0 25 50 100

EX.CURB AND SHOULDER IMPACTED BY STORM SEWER WORK. AFTER COMPLETING THE SEWER RESTORE THE SHOULDER PAVEMENT WITH ITEM 615. CURB WILL NOT BE RESTORED. GRADE A TEMPORARY SWALE PER THE MOT CROSS SECTIONS.

END ROAD WORK

G20-2-48

GRANT AVE 1/2 MILE

STA. 114+50 D3-H4 (12"x5') BLACK ON ORANGE ON TEMPORARY SUPPORTS PER MT-105.10

GUARDRAIL IMPACTED BY SEWER WORK.PB AND IA QUANTITY INCLUDED IN MOT SUBSUMMARY TO BE PLACED ONCE SEWER WORK IS COMPLETE (NOT SHOWN)

EXIT 159A

STA. 119+50

STA. 121+00

REMOVE EXISTING RUMBLE STRIPS STA. 120+00 TO END OF EX. RUMBLE STRIPS AT STA. 121+60 +/-

END PB - -48.1

END PB - -46.1

END ELW/ BEGIN CHW - -40.0

LL - -27.7

IA

UTILIZE FULL CLOSURE OF NB-77 TO REMOVE EXISTING TRUSS AND OVERHEAD SIGNAGE. CONSTRUCT PERMANENT CANTILEVER SIGN AT 114+00 THIS PHASE. PLACE TEMPORARY GROUND MOUNTED SIGNS (114+50 AND 120+50) IN THE INTERIM BETWEEN REMOVAL OF EXISTING AND COMPLETION OF THE PROPOSED SIGN

GUARDRAIL IMPACTED BY SEWER WORK.PB AND IA QUANTITY INCLUDED IN MOT SUBSUMMARY TO BE PLACED ONCE SWALE WORK IS COMPLETE (NOT SHOWN)

BEGIN PB - -104.3

STA. 117+90

BEGIN PB - -94.0

END CHW/ MEET EX. DL - -41.1

RAMP B3 (OPEN*)

PB

ABANDON DA113

OUTLET SWALE TO EXISTING CASTCH BASIN

STA. 114+50

ELW

PROP. STORM SEWER (SEE DRAINAGE DETAILS)

LL

MATCH LINE STA. 113+00

114 115 116 117 118 119 120 121 122 123 124 125

MATCH LINE STA. 125+50

GUARDRAIL IMPACTED BY SWALE WORK. PB AND IA QUANTITY INCLUDED IN MOT SUBSUMMARY TO BE PLACED ONCE SWALE WORK IS COMPLETE (NOT SHOWN)

℄ EX. I.R. 77

RAMP B4 (OPEN)

PB

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO DA100

42.3 - END PB

54.2 - END PB

CHW

Harvard EXIT

STA. 120+50 D3-1 (18"x48") E5-H2R BLACK ON ORANGE ON TEMPORARY SUPPORT

EXIT 159A Harvard Ave Newburgh Hts

EXIT 158 Grant Ave Cuyahoga Hts 3/4 MILE

IA

BEGIN PB - 129.7

STA. 114+33

REMOVE AND RELOCATE. USE TEMPORARY SUPPORTS PER MT-105.10

EX. CANTILEVER TO REMAIN (DO NOT DISTURB THIS PHASE)

REMOVE PER TRAFFIC CONTROL PLANS

STA. 119+00

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER (IR77 AND RAMP B4). SEE MOT TYPICALS FOR DETAILS.

TO COMPLETE REMOVAL OF CURB/TEMPORARY SWALES CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED. SEE MOT CROSS SECTIONS FOR DETAILS.

NOTE: SEE SHEET P.51-P.52 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 113+00 TO STA. 125+50

CUY-77-11.41 - PART 1

DESIGN AGENCY HNTB

DESIGNER CC

REVIEWER MTR 05/01/26

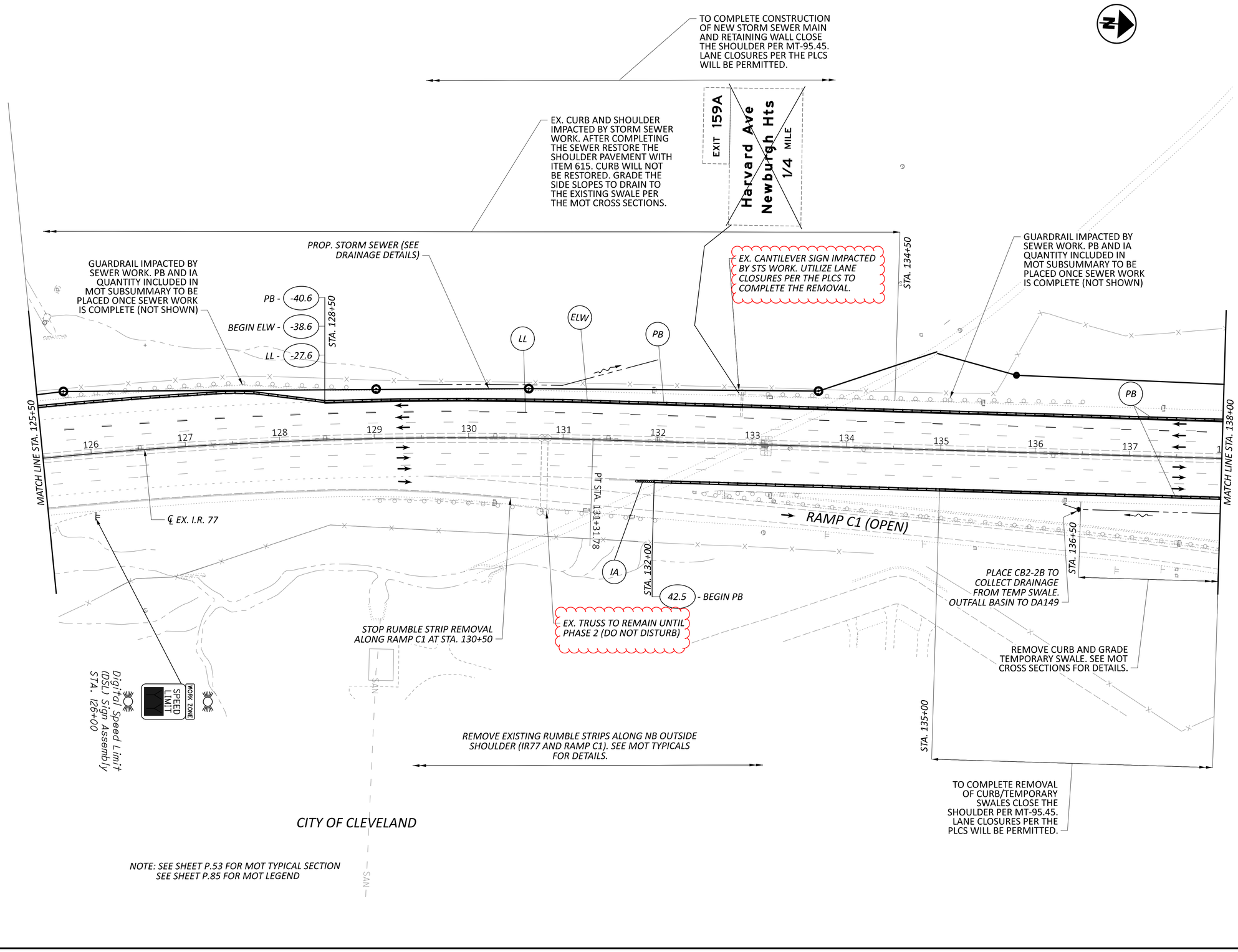
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SHEET P.91 TOTAL P.1274

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CUY-77-11.41 - PART 1



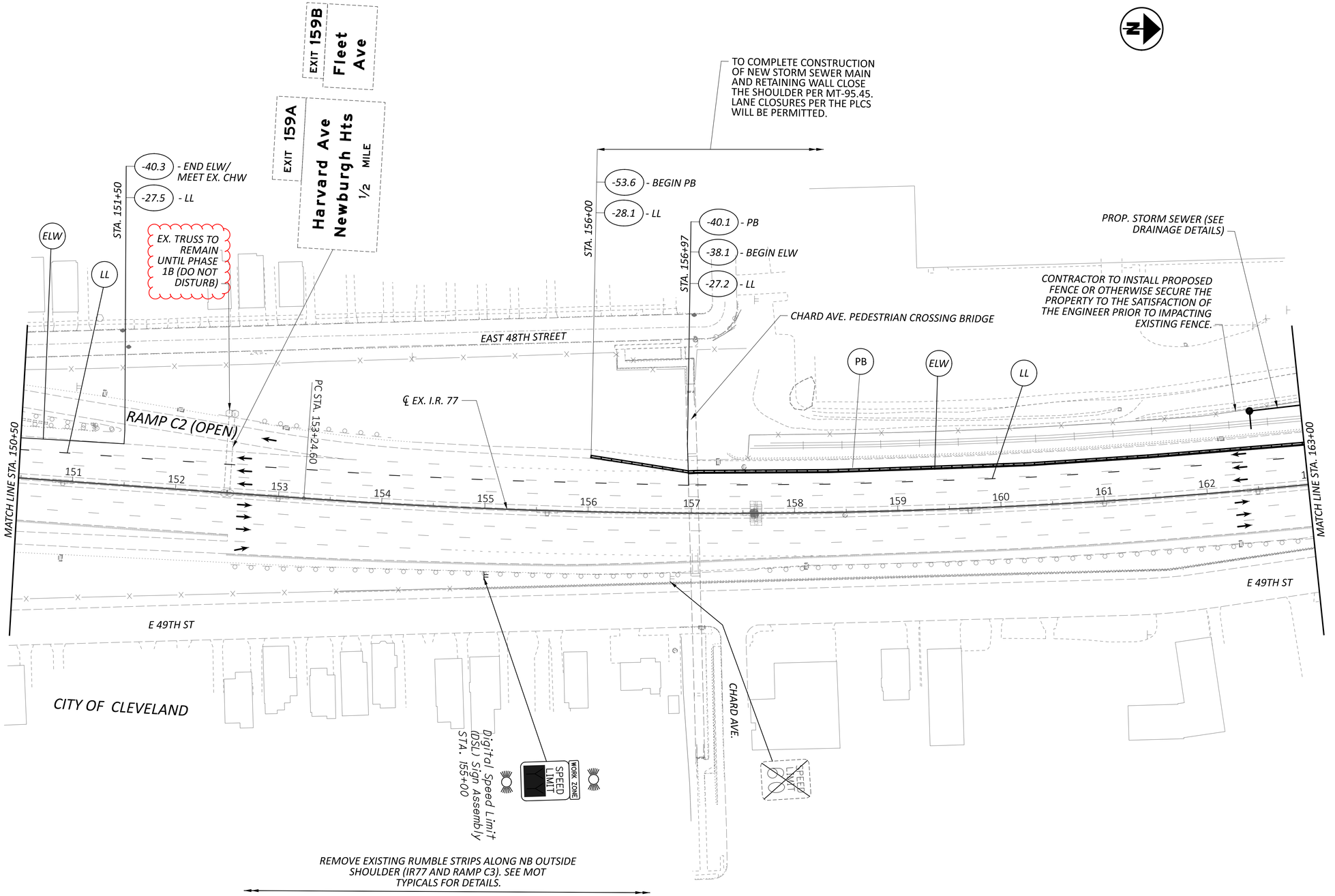
HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 125+50 TO STA. 138+00

DESIGN AGENCY
HNTB

DESIGNER	CC
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.92
TOTAL	P.1274

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 150+50 TO STA. 163+00



NOTE: SEE SHEET P.55 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

DESIGN AGENCY
HNTB

DESIGNER	CC
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.94
TOTAL	P.1274

CUY-77-11.41 - PART 1

MODEL: CLP_I077 - Plan 10 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:08 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MODEL: CLP_I077 - Plan 11 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:09 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.205
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CUY-77-11.41 - PART 1

TO COMPLETE CONSTRUCTION OF NEW STORM SEWER MAIN AND RETAINING WALL CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

EXIT 159B Fleet Ave ½ MILE

EXIT 159A Harvard Ave Newburgh Hts ½ MILE

-41.0 - PB
-39.0 - ELW
-28.0 - LL

PB
ELW
LL

PROP. STORM SEWER (SEE DRAINAGE DETAILS)

PT STA. 165+80.47

-43.6 - PB
-41.6 - END ELW/ MEET EX. ELW
-28.6 - END LL/ MEET EX. LL

STA. 174+00

PC STA. 175+06

OVERHEAD TRUSS TO REMAIN UNTIL PHASE 1B

MATCH LINE STA. 163+00

163 164 165 166 167 168 169 170 171 172 173 174 175

MATCH LINE STA. 175+50

E 49TH ST

EX. TRUSS TO REMAIN UNTIL PHASE 2 (DO NOT DISTURB)

℄ EX. I.R. 77

E 49TH ST

STA. 163+25

57.0 - BEGIN ANCHORED PB (PLACE END BEHIND EXISTING CONCRETE BARRIER)

END ANCHORED PB - 49.3

STA. 170+50

Digital Speed Limit (DSL) Sign Assembly STA. 174+50

WORK ZONE SPEED LIMIT

CITY OF CLEVELAND

RELOCATE AND EXTEND PORTABLE BARRIER PROTECTION OF EXISTING MORGANA RUN BRIDGE PARAPET. USE LANE CLOSURES PER THE PLCS AND MT-95.30. ANCHOR THE PORTIONS OF THE BARRIER ON THE BRIDGE DECK PER PCB-91

MORGANA RUN TRAIL

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER. SEE MOT TYPICALS FOR DETAILS.

NOTE: SEE SHEET P.55 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 163+00 TO STA. 175+50

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.95 TOTAL P.1274

MODEL: CLP_I077 - Plan 13 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:11 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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* - CLOSE AND DETOUR RAMP D2 AS SHOWN IN PHASE 1B TO COMPLETE STORM SEWER WORK BETWEEN D183A AND D193. RESTORE THE TRENCH WITH ITEM 615.

TO COMPLETE CONSTRUCTION OF NEW STORM SEWER MAIN AND RETAINING WALL CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

EX. CURB AND SHOULDER IMPACTED BY STORM SEWER WORK. AFTER COMPLETING THE SEWER RESTORE THE SHOULDER PAVEMENT WITH ITEM 615.CURB WILL NOT BE RESTORED.GRADE A TEMPORARY SWALE PER THE MOT CROSS SECTIONS.

CONTRACTOR TO INSTALL PROPOSED FENCE OR OTHERWISE SECURE THE PROPERTY TO THE SATISFACTION OF THE ENGINEER PRIOR TO IMPACTING EXISTING FENCE.

STA. 194+75

STA. 195+00

EX. CANTILEVER SIGN (FLEET 1 MILE) IMPACTED BY STS WORK. COMPLETE THE REMOVAL AND CONSTRUCT THE PERMANENT CANTILEVER SIGN THIS PHASE WITH LANE CLOSURES PER THE PLCS AND MT-95.30. PLACE TEMP. GROUND MOUNTED SIGN (199+25) IN THE INTERIM BETWEEN REMOVAL OF EXISTING AND COMPLETION OF PROPOSED.

ABANDON DA266

STA. 199+25 D3-H4 (12"x5') BLACK ON ORANGE ON TEMPORARY SUPPORTS PER MT-105.10

FLEET AVE 1 MILE

STA. 199+50

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO D195.

RELOCATE CCTV CAMERA

PROP. STORM SEWER (SEE DRAINAGE DETAILS)

PB

RAMP D2 (OPEN)*

+00

IA

BROADWAY AVE C-D ROAD

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO DA284 OR D201.

MATCH LINE STA. 188+00

189 190 191 192 193 194 195 196 197 198 199 200

℄ EX. I.R. 77

STA. 200+50

RAMP D1 (OPEN)

+80

PC STA. 188+18.55

PT STA. 196+11.80

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO DA283

D206

SPEED LIMIT 50

IA

PB

GUARDRAIL IMPACTED BY SEWER WORK.PB AND IA QUANTITY INCLUDED IN MOT SUBSUMMARY TO BE PLACED ONCE SEWER WORK IS COMPLETE (NOT SHOWN)

PERSHING AVE.

STA. 191+00

BEGIN PB - *46.6*

REMOVE CURB AND GRADE TEMPORARY SWALE.SEE MOT CROSS SECTIONS FOR DETAILS.

STA. 190+00

STA. 190+25

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER. SEE MOT TYPICALS FOR DETAILS.

TO COMPLETE REMOVAL OF CURB/TEMPORARY SWALES CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED. SEE MOT CROSS SECTIONS FOR DETAILS.

Digital Speed Limit (DSL) Sign Assembly (STA. 196+50)

SPEED LIMIT

SPEED LIMIT

WORK ZONE

EX. TRUSS TO REMAIN UNTIL PHASE 3. DO NOT DISTURB

ABANDON DA266

ABANDON DA283
TEMPORARY CONNECT
D206 HERE IN PREPHASE.

NOTE: SEE SHEET P.55 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 188+00 TO STA. 200+50

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.97 TOTAL P.1274

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 200+50 TO STA. 213+00

HORIZONTAL SCALE IN FEET
0 25 50 100

TO COMPLETE CONSTRUCTION OF NEW STORM SEWER MAIN CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

-50.3 - END PB

STA. 204+50

IA

PB

PROP. STORM SEWER (SEE DRAINAGE DETAILS)

℄ EX. I.R. 77

BROADWAY AVE C-D ROAD

WORK ZONE SPEED LIMIT YY

DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY (STA. 210+00)

MATCH LINE STA. 200+50

MATCH LINE STA. 213+00

201 202 203 204 205 206 207 208 209 210 211 212

ABANDON DA287

ABANDON DA294

ABANDON DA303

ABANDON DA305

RAMP E1 (OPEN)

GUARDRAIL IMPACTED BY SEWER WORK. PB AND IA QUANTITY INCLUDED IN MOT SUBSUMMARY TO BE PLACED ONCE SEWER WORK IS COMPLETE (NOT SHOWN)

EX. TRUSS TO REMAIN UNTIL PHASE 2. DO NOT DISTURB

EX. TRUSS TO REMAIN UNTIL PHASE 2 (DO NOT DISTURB)

WRONG WAY

WRONG WAY

REMOVE AND RELOCATE PER THE ENGINEER. USE TEMP SUPPORTS PER MT-105.10

REMOVE AND RELOCATE PER THE ENGINEER. USE TEMP SUPPORTS PER MT-105.10

REMOVE CURB AND GRADE TEMPORARY SWALE. SEE MOT CROSS SECTIONS FOR DETAILS.

END PB - 50.3

TO COMPLETE REMOVAL OF CURB/TEMPORARY SWALES CLOSE THE SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

FINN AVE

BROADWAY AVE

CITY OF CLEVELAND

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER (IR-77 AND RAMP E1). SEE MOT TYPICALS FOR DETAILS.

NOTE: SEE SHEET P.56-P.57 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND

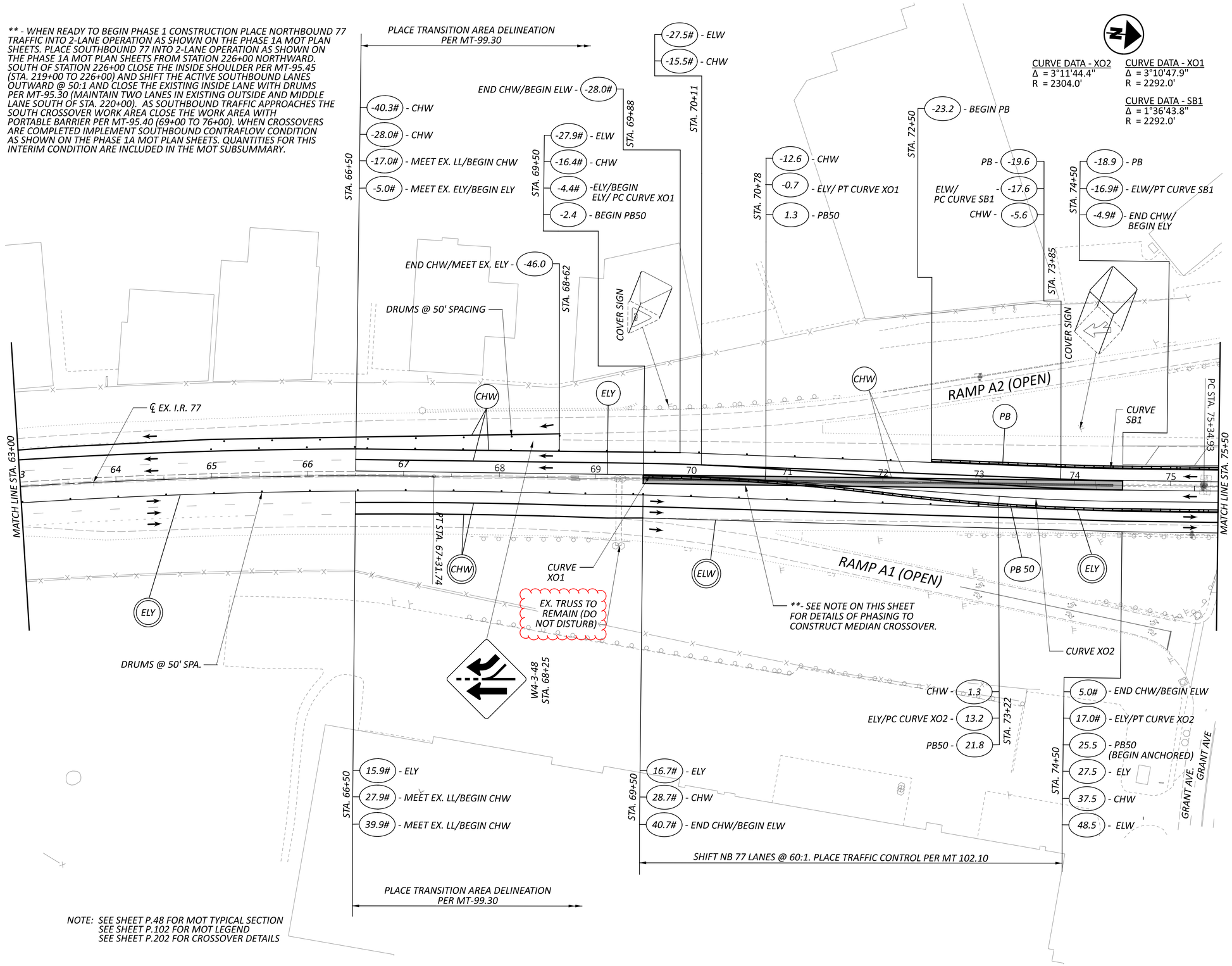
DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.98 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: CLP_i077 - Plan 14 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:12 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtx02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\MOT\Sheets\105743_MP000.dgn

*** - WHEN READY TO BEGIN PHASE 1 CONSTRUCTION PLACE NORTHBOUND 77 TRAFFIC INTO 2-LANE OPERATION AS SHOWN ON THE PHASE 1A MOT PLAN SHEETS. PLACE SOUTHBOUND 77 INTO 2-LANE OPERATION AS SHOWN ON THE PHASE 1A MOT PLAN SHEETS FROM STATION 226+00 NORTHWARD. SOUTH OF STATION 226+00 CLOSE THE INSIDE SHOULDER PER MT-95.45 (STA. 219+00 TO 226+00) AND SHIFT THE ACTIVE SOUTHBOUND LANES OUTWARD @ 50:1 AND CLOSE THE EXISTING INSIDE LANE WITH DRUMS PER MT-95.30 (MAINTAIN TWO LANES IN EXISTING OUTSIDE AND MIDDLE LANE SOUTH OF STA. 220+00). AS SOUTHBOUND TRAFFIC APPROACHES THE SOUTH CROSSOVER WORK AREA CLOSE THE WORK AREA WITH PORTABLE BARRIER PER MT-95.40 (69+00 TO 76+00). WHEN CROSSOVERS ARE COMPLETED IMPLEMENT SOUTHBOUND CONTRAFLOW CONDITION AS SHOWN ON THE PHASE 1A MOT PLAN SHEETS. QUANTITIES FOR THIS INTERIM CONDITION ARE INCLUDED IN THE MOT SUBSUMMARY.



NOTE: SEE SHEET P.48 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND
SEE SHEET P.202 FOR CROSSOVER DETAILS

HORIZONTAL SCALE IN FEET
0 25 50 100

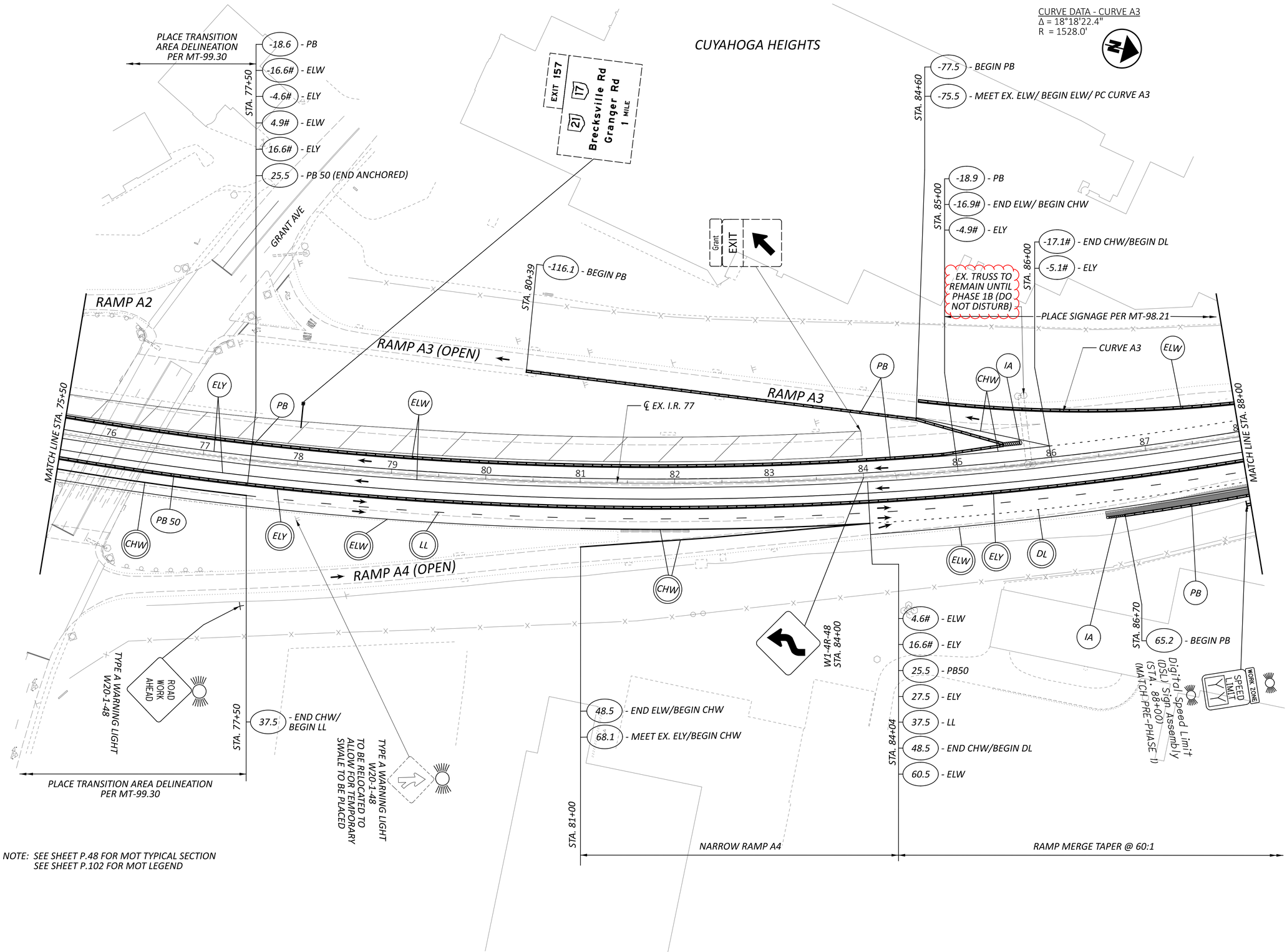
MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 63+00 TO STA. 75+50

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.104 TOTAL P.1274

MODEL: CLP_I077_South - Plan 3 |Sheet| PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:20 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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NOTE: SEE SHEET P.48 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 75+50 TO STA. 88+00

DESIGN AGENCY
HNTB

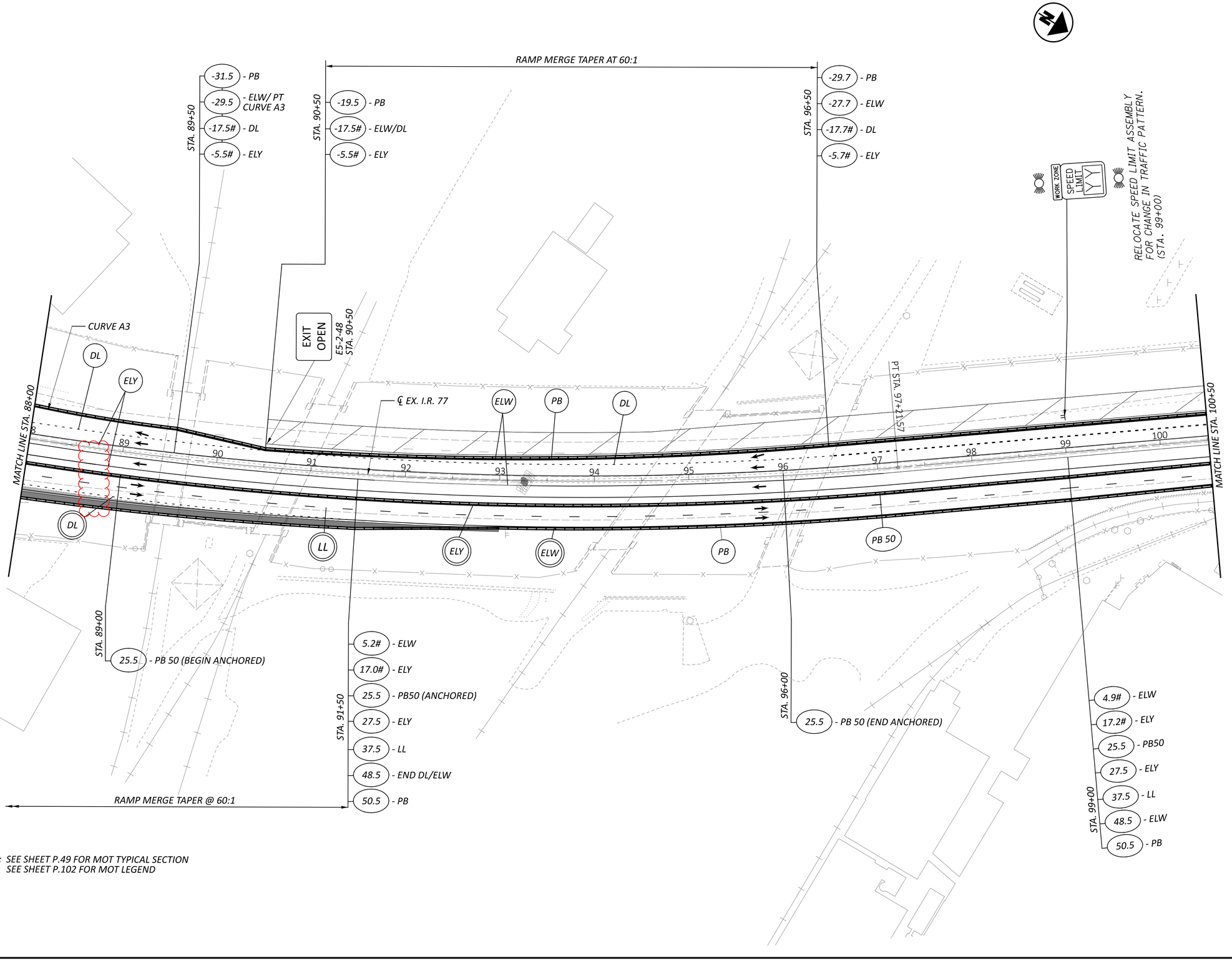
DESIGNER	CC
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.105
TOTAL	P.1274

CUY-77-11.41 - PART 1

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MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 88+00 TO STA. 100+50

HORIZONTAL SCALE IN FEET
0 25 50 100



NOTE: SEE SHEET P.49 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND

CUY-77-11.41 - PART 1

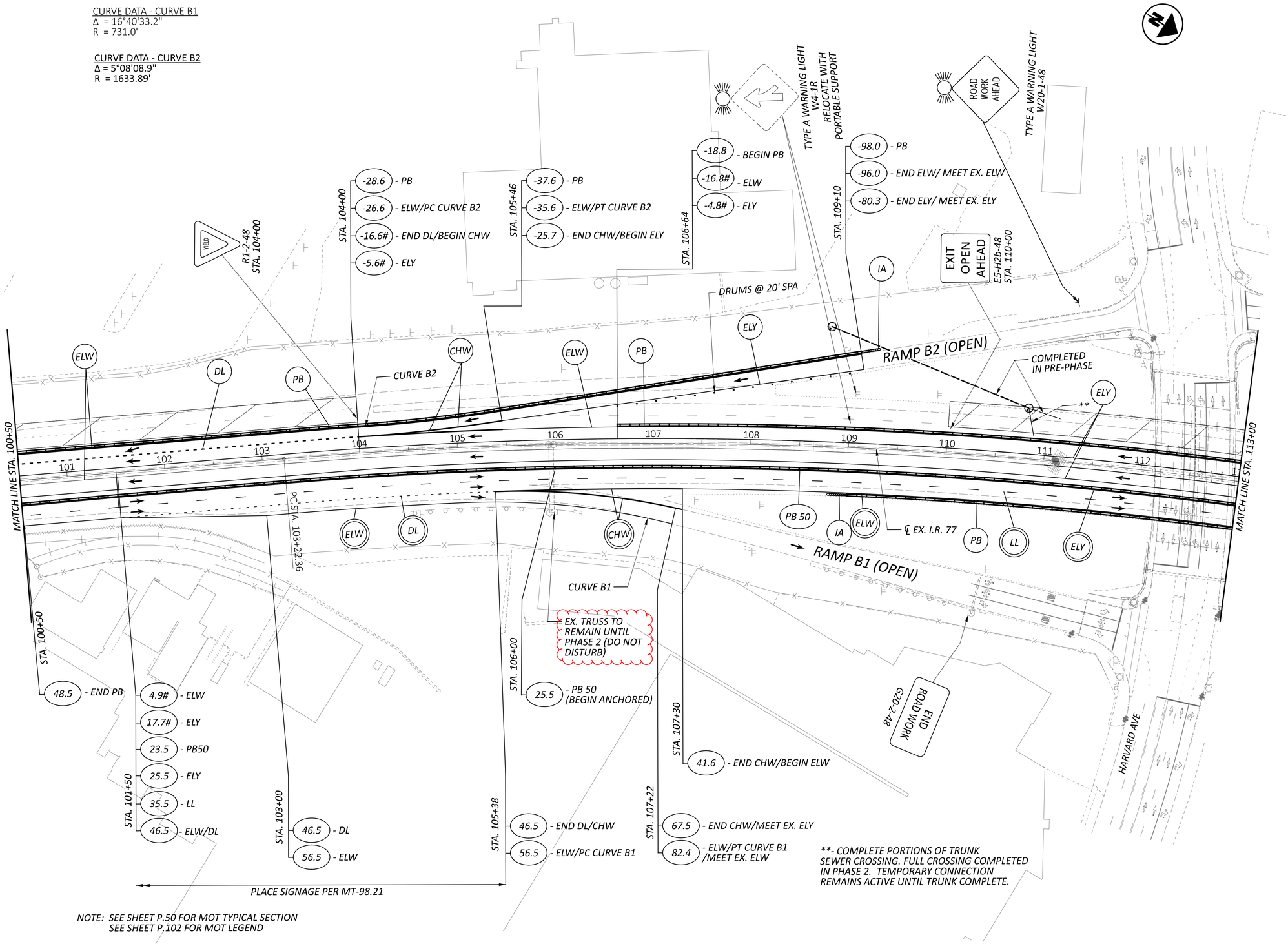
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DESIGN AGENCY
HNTB

DESIGNER	CC
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.106
TOTAL	P.1274

CURVE DATA - CURVE B1
Δ = 16°40'33.2"
R = 731.0'

CURVE DATA - CURVE B2
Δ = 5°08'08.9"
R = 1633.89'



**- COMPLETE PORTIONS OF TRUNK SEWER CROSSING. FULL CROSSING COMPLETED IN PHASE 2. TEMPORARY CONNECTION REMAINS ACTIVE UNTIL TRUNK COMPLETE.

NOTE: SEE SHEET P.50 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 100+50 TO STA. 113+00

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.107 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: CLP_I077 - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:25 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtx02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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CURVE DATA - CURVE B3
Δ = 3°34'13.5"
R = 1,557.92'

EXIT 158
Grant Ave
Cuyahoga Hts
1/2 MILE

NEWBURGH HEIGHTS

END ROAD WORK

RAMP B3 (OPEN)

RAMP B4 (OPEN)

COMPLETED IN PRE-PHASE

℄ EX. I.R. 77

MATCH LINE STA. 113+00

MATCH LINE STA. 125+50

STA. 118+90
-107.6 - BEGIN PB
-105.6 - ELW/ MEET EX. ELW
-88.8 - ELY/ MEET EX. ELY
-86.8 - BEGIN PB

Harvard EXIT

RELOCATE TO 121+50 ON PORTABLE SUPPORT

STA. 122+50
-50.2 - PB
-48.2 - ELW
-31.5 - END ELY/BEGIN CHW
-16.5# - END ELW/BEGIN CHW
-4.6# - ELY

STA. 124+00
-35.0 - PB
-33.0 - ELW
-16.6# - END CHW/ BEGIN DL
-4.6# - ELY

STA. 124+04
-32.7 - ELW/PC CURVE B3
-30.6 - PB
-28.6 - ELW/ PC CURVE B3
-16.6# - DL
-4.60# - ELY

STA. 125+00

CURVE B3

TYPE A WARNING LIGHT W20-1-48

ROAD WORK AHEAD

TYPE A WARNING LIGHT W4-1R-48
RELOCATE TO ALLOW TEMP. SWALE CONSTRUCTION

EX. TRUSS TO REMAIN UNTIL PHASE 3 (DO NOT DISTURB)

STA. 118+00
46.5 - END ELW/ BEGIN CHW
64.5# - MEET EX. ELY/ BEGIN CHW

STA. 119+82
52.5# - CHW
65.9# - MEET EX. ELW/ BEGIN ELW/BEGIN RAMP NARROWING

STA. 122+00
4.2# - ELW
16.2# - ELY
23.5 - PB50 (ANCHORED)
25.5 - ELY
35.5 - LL
46.5 - END CHW/BEGIN DL
-56.5 - ELW/END RAMP NARROWING

**- COMPLETE PORTIONS OF TRUNK SEWER CROSSING. FULL CROSSING COMPLETED IN PHASE 2. TEMPORARY CONNECTION REMAINS ACTIVE UNTIL TRUNK COMPLETE.

NOTE: SEE SHEET P.51 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 113+00 TO STA. 125+50

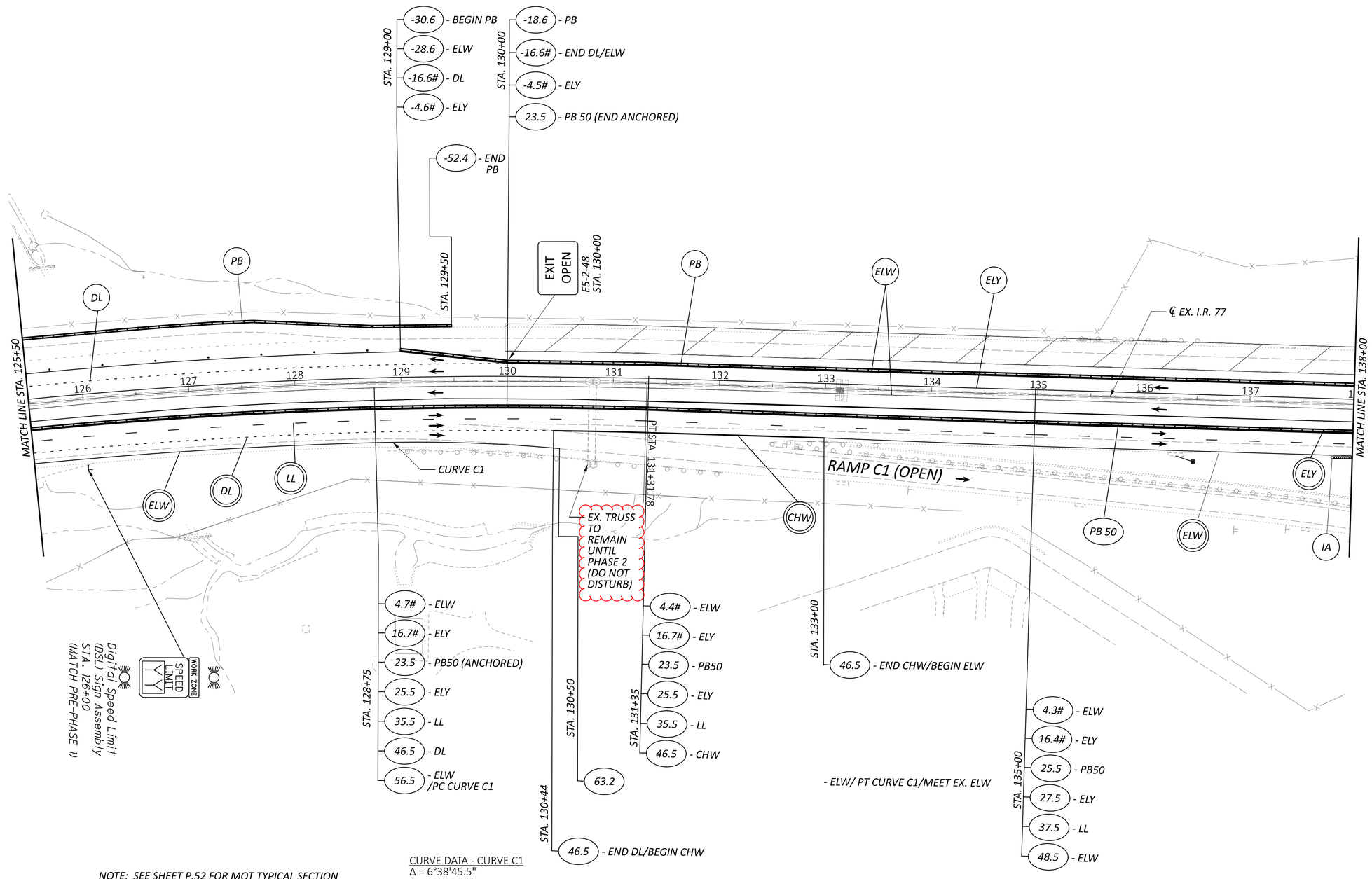
DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.108 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: CLP_I077 - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:27 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtx02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MODEL: CLP_I077 - Plan 8 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:28 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtx02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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NOTE: SEE SHEET P.52 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND

CURVE DATA - CURVE C1
Δ = 6°38'45.5"
R = 1,495.00'

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 125+50 TO STA. 138+00

DESIGN AGENCY
HNTB

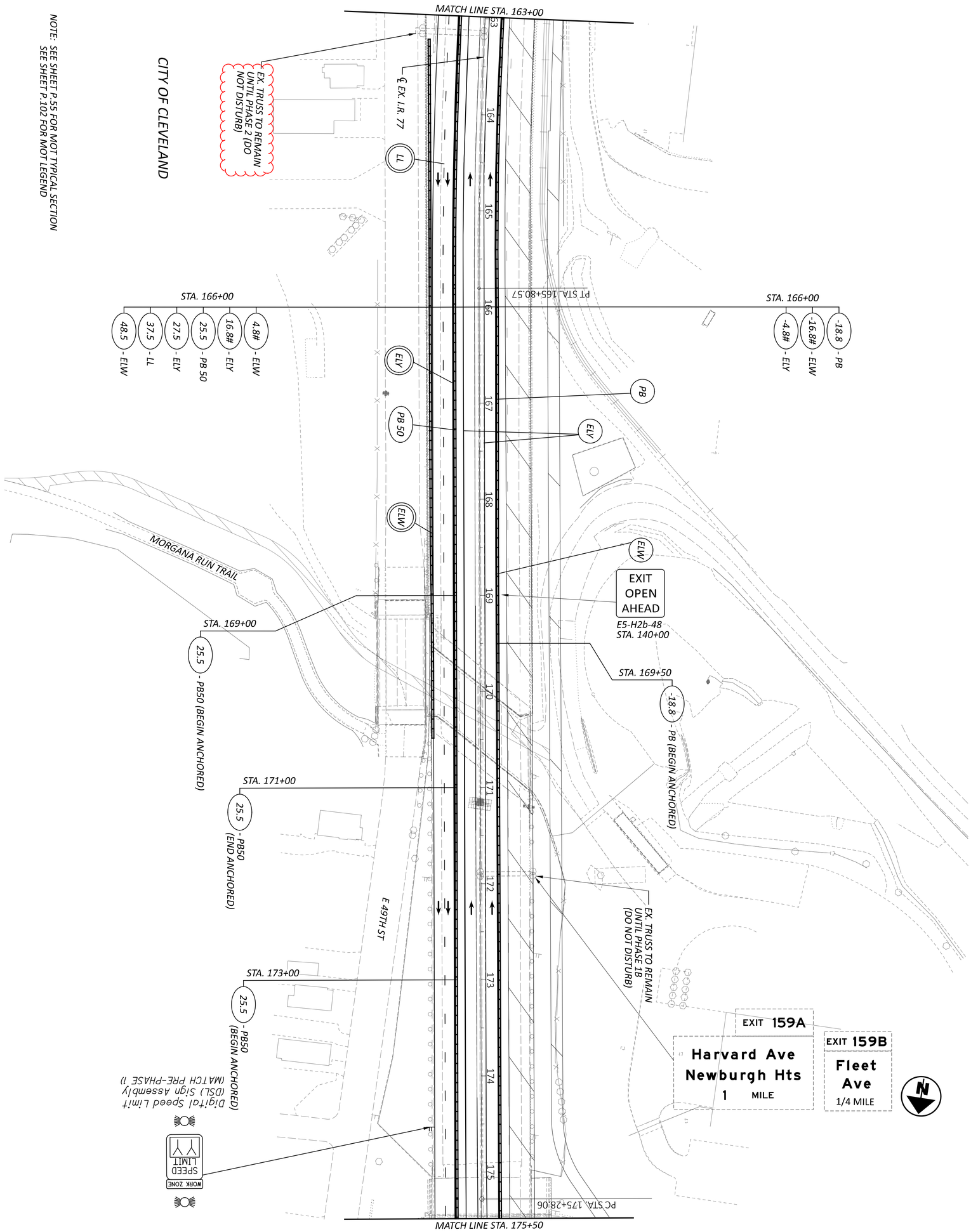
DESIGNER
CC

REVIEWER
MTR 05/01/26

PROJECT ID
105743

SHEET P.109 TOTAL P.1274

MODEL: CLP_I077 - Plan 11 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:45:29 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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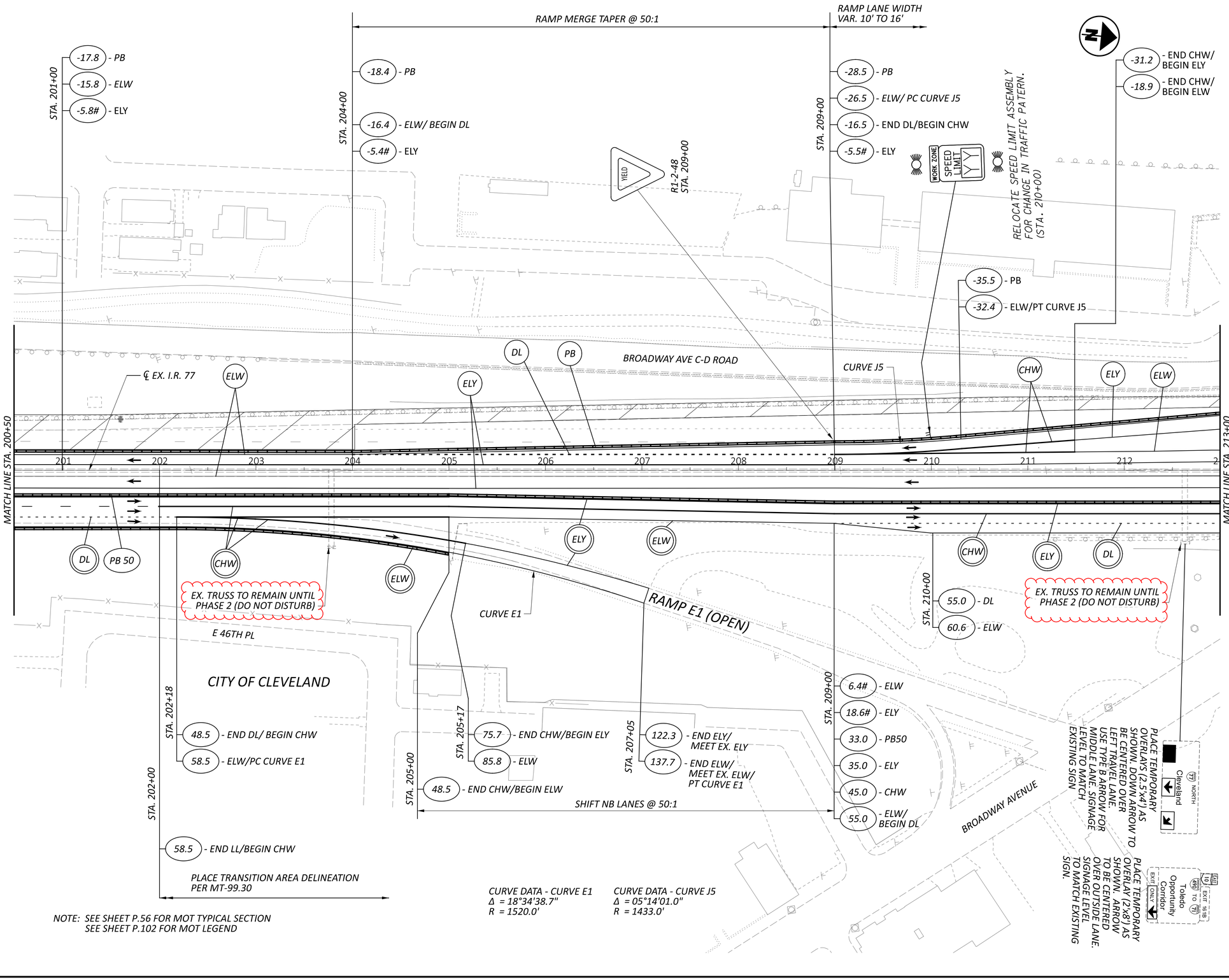
SHEET P.112 / TOTAL P.1274	PROJECT ID 105743	REVIEWER MTR 05/01/26	DESIGNER CC	HNTB	DESIGN AGENCY

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 163+00 TO STA. 175+50

HORIZONTAL SCALE IN FEET
0 50
25 100

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 200+50 TO STA. 213+00

HORIZONTAL SCALE IN FEET
0 25 50 100



NOTE: SEE SHEET P.56 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND

CURVE DATA - CURVE E1
Δ = 18°34'38.7"
R = 1520.0'

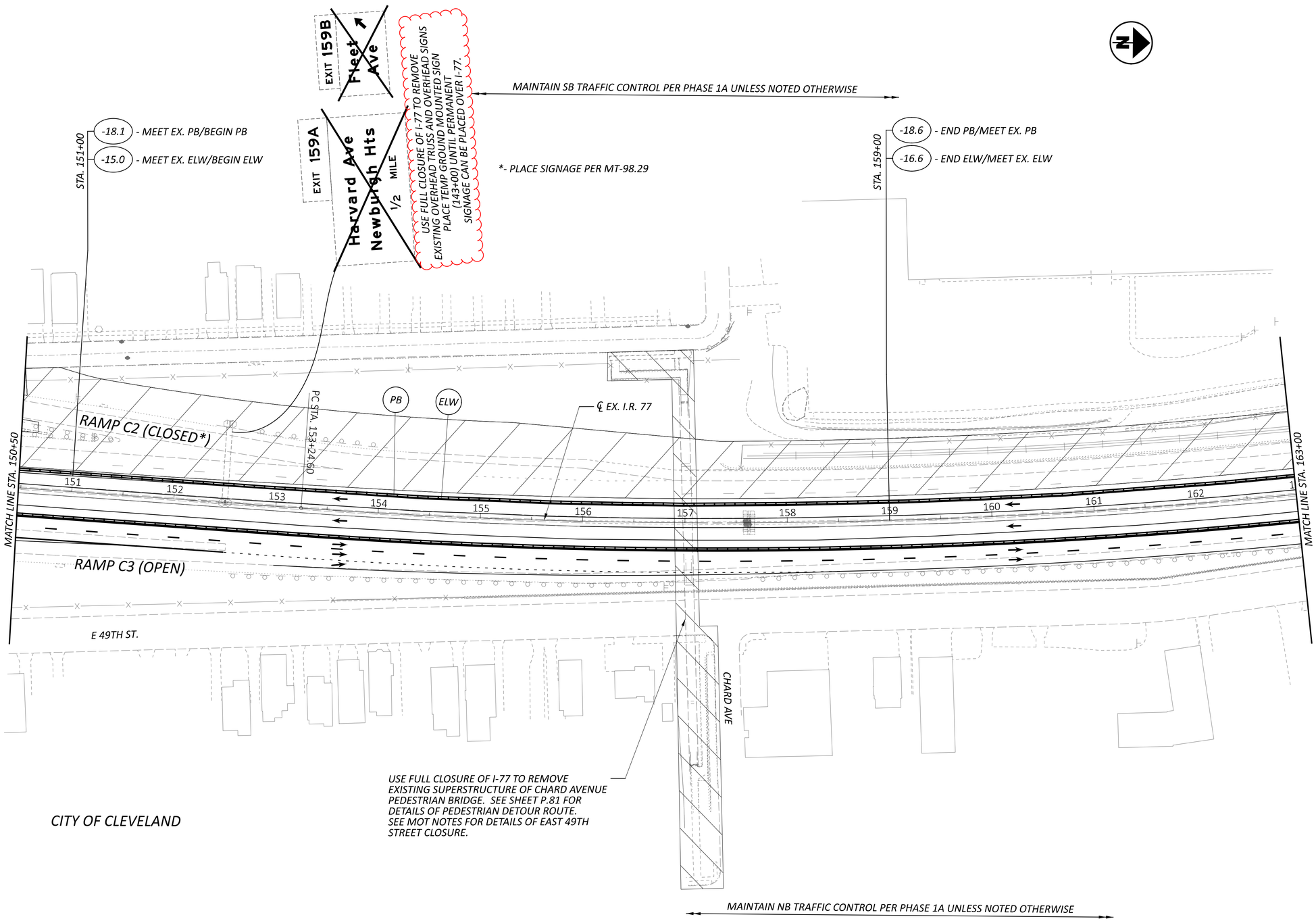
CURVE DATA - CURVE J5
Δ = 05°14'01.0"
R = 1433.0'

DESIGN AGENCY
HNTB

DESIGNER	CC
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.115
TOTAL	P.1274

CUY-77-11.41 - PART 1

MODEL: CLP_I077 - Plan 14 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 4:15:49 PM USER: smain
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NOTE: SEE SHEET P.55 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND
SEE SHEET P.67 FOR DETOUR PLAN FOR RAMP C2 CLOSURE

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 150+50 TO STA. 163+00

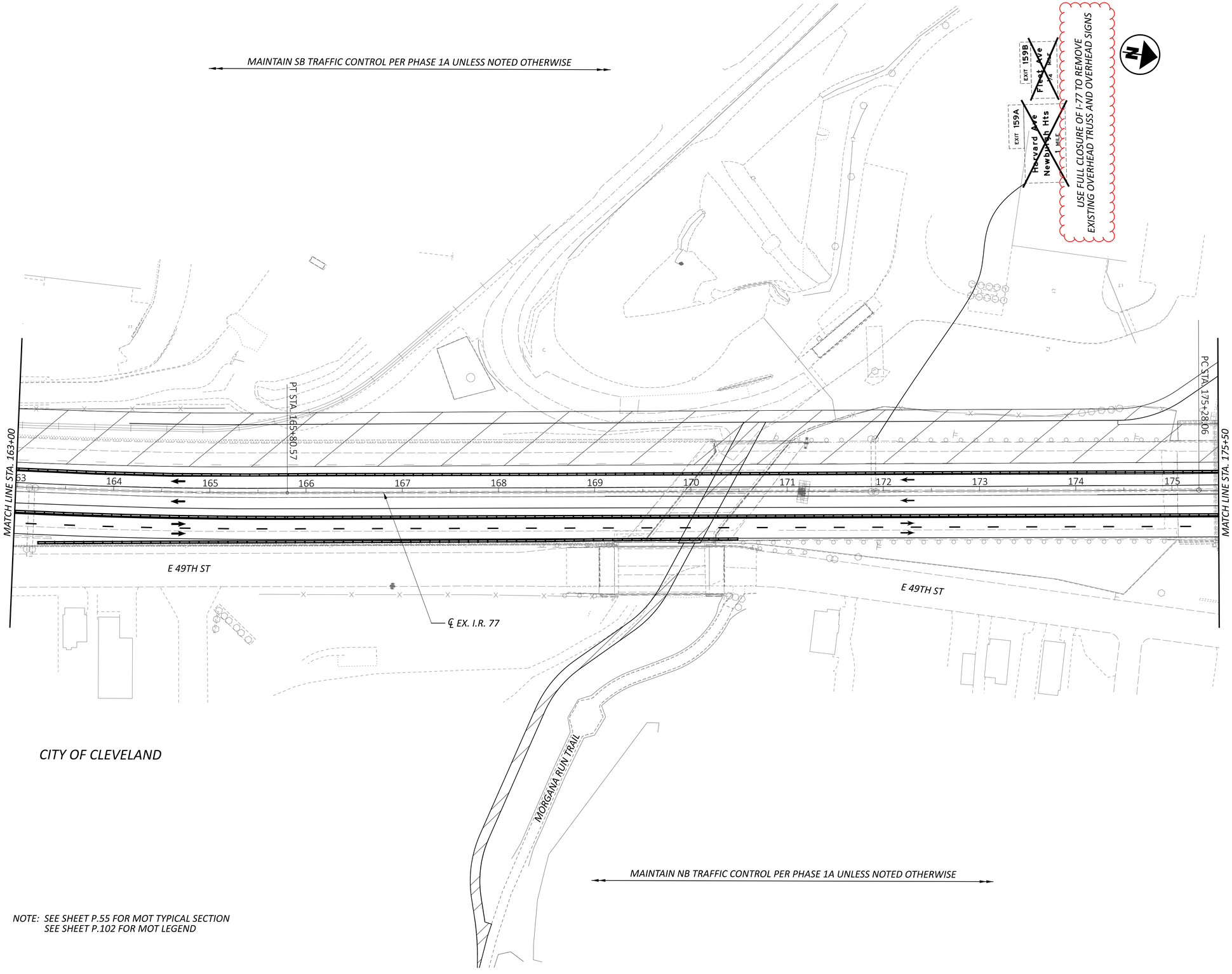
CUY-77-11.41 - PART 1

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DESIGN AGENCY
HNTB

DESIGNER	CC
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.129
TOTAL	P.1274

MODEL: CLP_I077 - Plan 11 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:47:32 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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NOTE: SEE SHEET P.55 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 163+00 TO STA. 175+50

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.130 TOTAL P.1274

CURVE DATA - CURVE SB2
Δ = 3°18'19.7"
R = 2292.0'

-51.1 - END PB
-47.5 - ELW/BEGIN DL
-37.5 - ELY/PT CURVE SB2
-35.5 - BEGIN PB
STA. 201+50

MAINTAIN SB TRAFFIC CONTROL PER PHASE 1A UNLESS NOTED OTHERWISE

W1-4L-48
STA. 201+50

W1-4L-48
STA. 208+00

WORK ZONE
SPEED LIMIT
YY

RELOCATE SPEED LIMIT ASSEMBLY FOR CHANGE IN TRAFFIC PATTERN.

-66.0 - ELW
-50.0 - CHW
-47.5 - END DL/BEGIN CHW
-37.5 - ELY
-35.5 - PB
STA. 210+75

N

BROADWAY AVE C-D ROAD

ELY
DRUMS @ 50' SPA.
IA
DL
ELW
PB
ELW
CHW

CURVE SB2

201 202 203 204 205 206 207 208 209 210 211 212 2

MATCH LINE STA. 200+50

MATCH LINE STA. 213+00

℄ EX. I.R. 77

RAMP E1 (OPEN)

E 46TH PL

CITY OF CLEVELAND

FINN AVE

BROADWAY AVE

MAINTAIN NB TRAFFIC CONTROL PER PHASE 1A UNLESS NOTED OTHERWISE

NOTE: SEE SHEET P.56 FOR MOT TYPICAL SECTION
SEE SHEET P.102 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 200+50 TO STA. 213+00

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.133 TOTAL P.1274

MODEL: CLP_I077 - Plan 14 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:47:33 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MAINTAIN NB TRAFFIC CONTROL PER PHASE 1C UNLESS NOTED OTHERWISE

-47.5 - MEET EX. DL/BEGIN DL
-37.5 - LL
-27.5 - MEET EX. ELY/BEGIN ELY
-25.5 - MEET EX. PB/BEGIN PB50
STA. 101+00

-47.5 - END DL/MEET EX CHW
STA. 104+25

-47.5 - END CHW/BEGIN ELW
-37.5 - LL
-27.5 - ELY
-25.5 - PB50
STA. 108+65

COMPLETE LATERAL CROSSING AND TRUNK SEWER UNDER HARVARD (BORE/JACK). ABANDON TEMP. CONNECTION TO NEORSD.

DL
LL
PB 50
ELY
CHW
ELW

← RAMP B2 (OPEN)

MATCH LINE STA. 100+50

101 102 103 104 105 106 107 108 109 110 111 112 113

MATCH LINE STA. 113+00

PT STA. 103+25.93

℄ CONST. I.R. 77

RAMP B1 (OPEN) →

UTILIZE FULL CLOSURE OF 77 NORTHBOUND TO REMOVE EXISTING OVERHEAD TRUSS AND SIGNAGE.

STA. 110+00 BEGIN OVERHEAD SIGNAGE SUPPORTS FOR MT-105-10 (TYP.)

FLEET AVE

EXIT 159B

Fleet Ave 1/2 MILE

Harvard Ave Newburgh Hts

EXIT 159A

TRAVEL CENTER

EXIT 159A

HARVARD AVE

MAINTAIN NB TRAFFIC CONTROL PER PHASE 1A UNLESS NOTED OTHERWISE

NOTE: SEE SHEET P.50 FOR MOT TYPICAL SECTION
SEE SHEET P.147 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 100+50 TO STA. 113+00

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER JEM
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.150 TOTAL P.1274

MODEL: CLP_I077 - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:49:52 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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RAMP B2 PLACE TEMPORARY MARKINGS
IN PERMANENT LOCATIONS SEE TRAFFIC
CONTROL PLANS FOR DETAILS
PLACE SIGNAGE PER MT-98.10

VILLAGE OF NEWBURGH HEIGHTS

-59.5 - ELW
-47.5 - DL
-37.5 - LL
-27.5 - ELY
-25.5 - PB50

STA. 126+08

-47.5 - END DL/ELW

STA. 127+08

-25.5 - PB50 (BEGIN ANCHORED)

STA. 131+50

DL
ELW
LL
ELY
PB 50

℄ CONST. I.R. 77

MATCH LINE STA. 125+50

126 127 128 129 130 131 132 133 134 135 136 137

MATCH LINE STA. 138+00

PT STA. 131+35.36

PB

RAMP C1 (OPEN)

EXIT 159B

STA. 125+50

64.8 - BEGIN PB

Pershing Ave
1 MILE
EXIT 160

STA. 128+50

64.9 - END PB

EXIT ONLY
Fleet Ave
EXIT 159B

UTILIZE FULL CLOSURE OF 77 NORTHBOUND
TO REMOVE EXISTING OVERHEAD TRUSS AND
SIGNAGE. CONSTRUCT NEW PERMANENT TRUSS
AT 128+00 PER THE TRAFFIC CONTROL PLANS. PLACE
TEMPORARY GROUND MOUNTED SIGNS (139+00 AND 174+00)
FOR THE INTERIM BETWEEN REMOVAL
OF THE EXISTING AND COMPLETION OF PROPOSED SIGNAGE.

MAINTAIN NB TRAFFIC CONTROL PER PHASE 1A UNLESS NOTED OTHERWISE

Broadway Ave
1½ MILES
14
EXIT 161A

Pershing Ave
1 MILE
EXIT 160

Fleet Ave
EXIT 159B

NOTE: SEE SHEET P.53 FOR MOT TYPICAL SECTION
SEE SHEET P.147 FOR MOT LEGEND

HORIZONTAL
SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 125+50 TO STA. 138+00

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER
JEM

REVIEWER
MTR 05/01/26

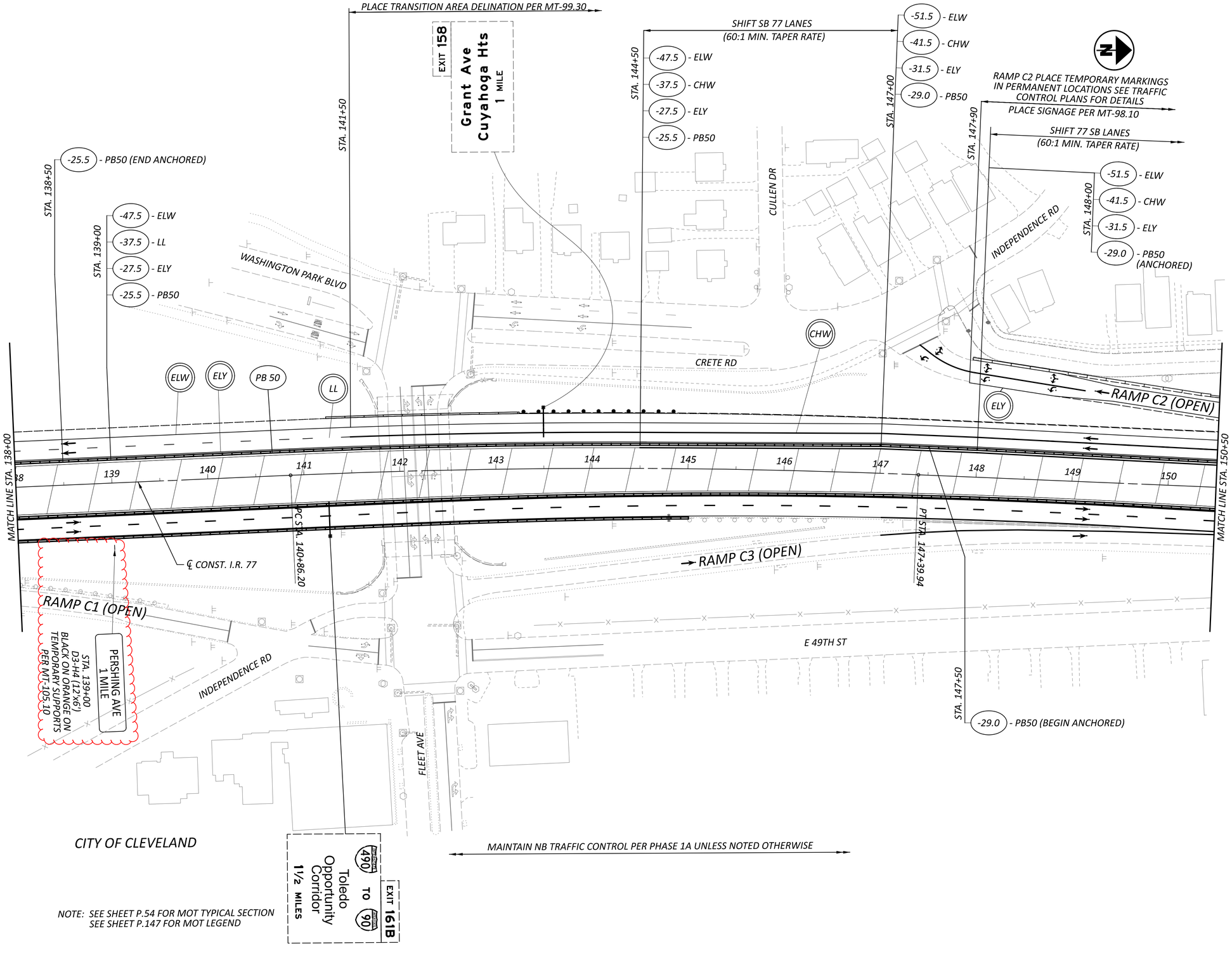
PROJECT ID
105743

SHEET P.152 TOTAL P.1274

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MODEL: CLP_I077 - Plan 9 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:49:55 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCtx02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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CUY-77-11.41 - PART 1



NOTE: SEE SHEET P.54 FOR MOT TYPICAL SECTION
SEE SHEET P.147 FOR MOT LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 138+00 TO STA. 150+50

DESIGN AGENCY
HNTB

DESIGNER
JEM

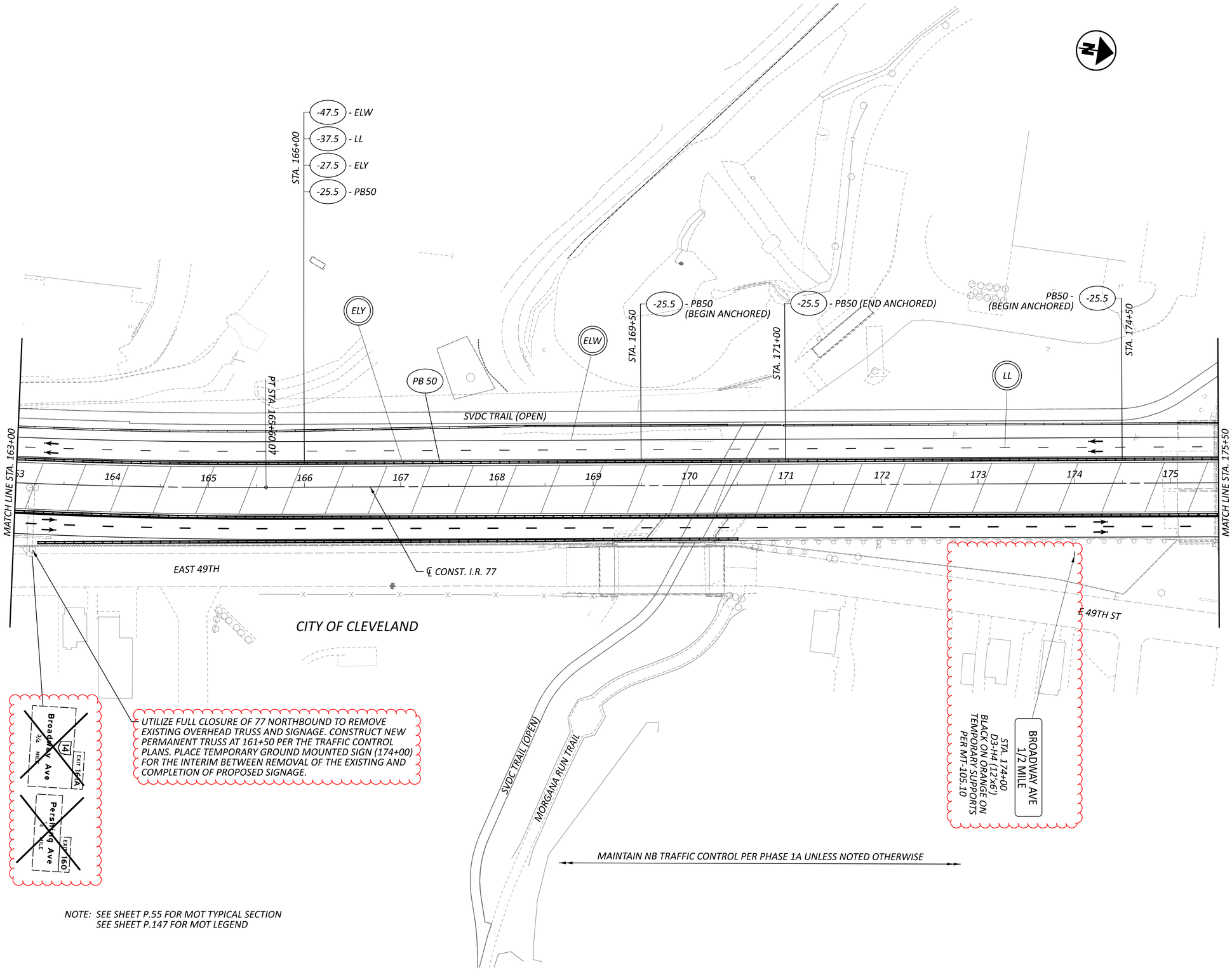
REVIEWER
MTR 05/01/26

PROJECT ID
105743

SHEET P.153 | TOTAL P.1274

MODEL: CLP_I077 - Plan 11 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:49:56 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.205
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CUY-77-11.41 - PART 1



NOTE: SEE SHEET P.55 FOR MOT TYPICAL SECTION
SEE SHEET P.147 FOR MOT LEGEND

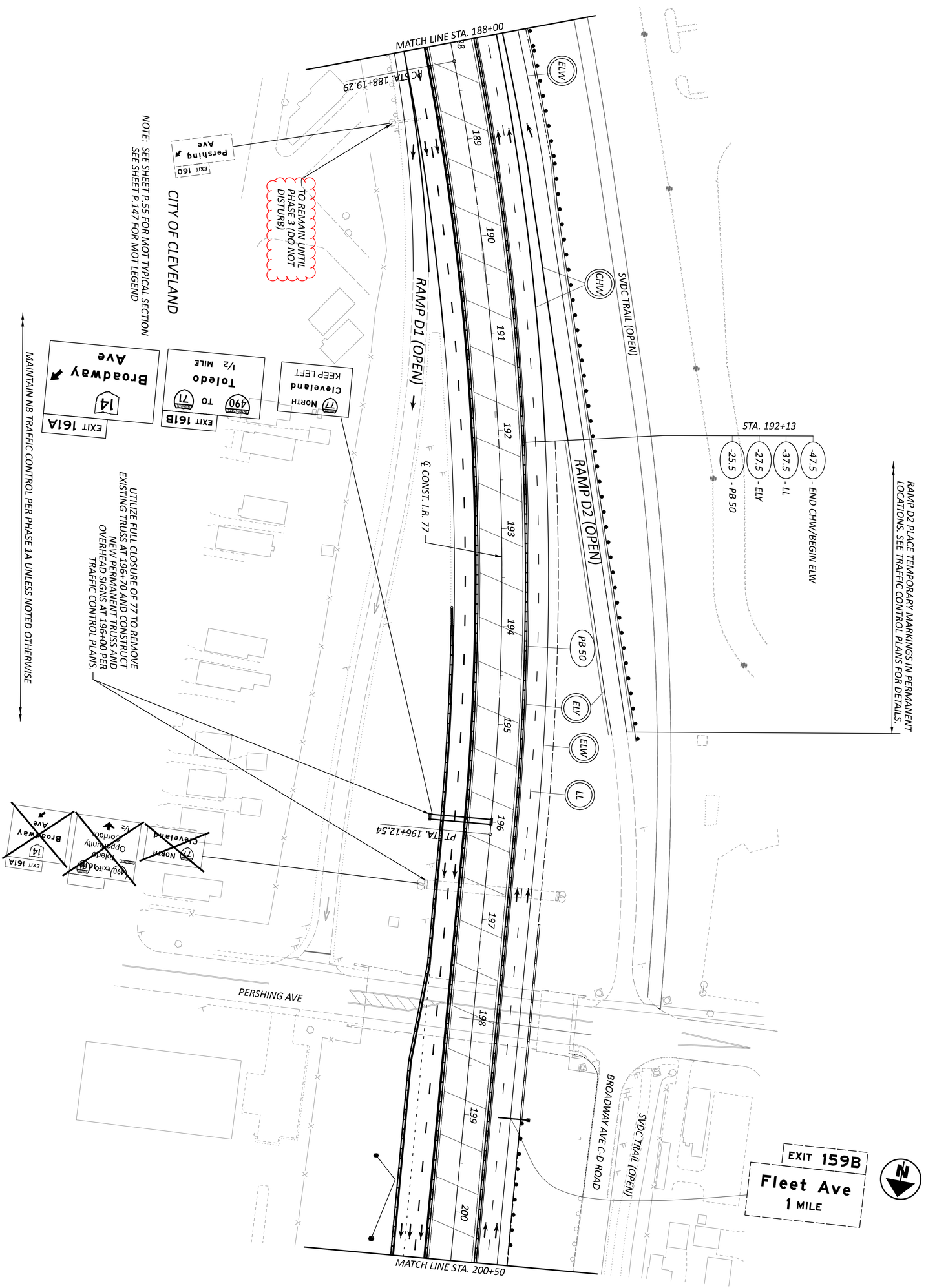
HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 163+00 TO STA. 175+50

DESIGN AGENCY
HNTB

DESIGNER	JEM
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.155
TOTAL	P.1274

MODEL: CLP_I077 - Plan 13 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/27/2026 TIME: 2:49:58 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_HNTB.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MAINTENANCE OF TRAFFIC - PHASE 2
STA. 188+00 TO STA. 200+50

HORIZONTAL SCALE IN FEET
0 50
25 100

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JEM	MTR 05/01/26	105743	P.157	P.1274

HNTB — DESIGN AGENCY

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 200+50 TO STA. 213+00

CUY-77-11.41 - PART 1

MODEL: CLP_I077 - Plan 14 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 4:35:30 PM USER: kperkins
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HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTAIN SB TRAFFIC CONTROL PER PHASE 1C UNLESS NOTED OTHERWISE

-47.5 - END ELW/MEET EX. DL/ELW
-37.5 - LL
-27.5 - ELY
-25.5 - PB 50
STA. 201+50

PLACE I-90 ROUTE SHIELD TEMPORARY OVERLAY OVER I-71 SHIELD (3'x3')

490 TO 90 Toledo Opportunity Corridor
EXIT 161B

DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY STA. 210+00 (PER PREVIOUS PHASE)

WORK ZONE SPEED LIMIT YY

77 NORTH Cleveland

490 TO 71 Toledo Opportunity Corridor EXIT ONLY
EXIT 161B

BROADWAY AVE C-D ROAD

ELY
PB 50
LL

RAMP J5 (OPEN)

MATCH LINE STA. 200+50

201 202 203 204 205 206 207 208 209 210 211 212

MATCH LINE STA. 213+00

UTILIZE FULL CLOSURE OF 77 NORTHBOUND TO REMOVE EXISTING OVERHEAD TRUSS AND SIGNAGE PER THE TRAFFIC CONTROL PLANS.

RAMP E1 (OPEN)

E 46TH PL

CITY OF CLEVELAND

UTILIZE FULL CLOSURE OF 77 NORTHBOUND TO REMOVE EXISTING OVERHEAD TRUSS AND SIGNAGE. CONSTRUCT NEW PERMANENT TRUSS AT 213+00 PER THE TRAFFIC CONTROL PLANS. PLACE A PCMS FOR THE INTERIM BETWEEN REMOVAL OF THE EXISTING AND COMPLETION OF PROPOSED SIGNAGE.

77 NORTH Cleveland

490 TO 71 Toledo Opportunity Corridor NEXT RIGHT
EXIT 161B

Broadway Ave 14
EXIT 161A

FINN AVE

BROADWAY AVE

77 NORTH Cleveland

490 TO 90 Toledo Opportunity Corridor EXIT ONLY
EXIT 161B

PLACE TEMPORARY OVERLAY (2'X8', SIGNAGE LEVEL 1) AS SHOWN. ARROW TO BE CENTERED OVER OUTSIDE LANE

MAINTAIN NB TRAFFIC CONTROL PER PHASE 1A UNLESS NOTED OTHERWISE

NOTE: SEE SHEET P.56 FOR MOT TYPICAL SECTION
SEE SHEET P.147 FOR MOT LEGEND

DESIGN AGENCY
HNTB

DESIGNER JEM
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.158 TOTAL P.1274

SHEET NUMBER												PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.25	P.26	P.28	P. 286	P. 288	P. 290	P.294	P.296	P.711	P.727	P.1015	P.1030	01/IMS	02/IMS	03/IMS						
																			ROADWAY	
LS												LS			201	11000	LS		CLEARING AND GRUBBING	P. 25
			192,047									192,047			202	23000	192,047	SY	PAVEMENT REMOVED	
			4,068									4,068			202	30000	4,068	SF	WALK REMOVED	
			11									11			202	30200	11	FT	STEPS REMOVED	
			15,947									15,947			202	30700	15,947	FT	CONCRETE BARRIER REMOVED	
			221									221			202	30800	221	SY	TRAFFIC ISLAND REMOVED	
			36,794									36,794			202	32000	36,794	FT	CURB REMOVED	
						7,109						7,109			202	23500	7,109	SY	WEARING COURSE REMOVED	
								2,000	8,752	383	162	11,297			202	35100	11,297	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
								500	2,129			2,629			202	35200	2,629	FT	PIPE REMOVED, OVER 24" DIAMETER	
			14,427									14,427			202	38000	14,427	FT	GUARDRAIL REMOVED	
			2									2			202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
								10	61	2		73			202	58000	73	EACH	MANHOLE REMOVED	
								10	135			145			202	58100	145	EACH	CATCH BASIN REMOVED	
								10	62			72			202	58200	72	EACH	INLET REMOVED	
									1			1			202	58401	1	EACH	INLET ABANDONED, AS PER PLAN	P.711
									2	4		6			202	58700	6	EACH	MANHOLE ABANDONED	
											228	228			SPECIAL	20270000	228	FT	FILL AND PLUG EXISTING CONDUIT, 12" WATER MAIN	P.1017
											281	281			SPECIAL	20270000	281	FT	FILL AND PLUG EXISTING CONDUIT, 36" WATER MAIN	P.1017
									11,791			11,791			SPECIAL	20270000	11,791	FT	FILL AND PLUG EXISTING CONDUIT, 24" AND UNDER	P.711
									7,450			7,450			SPECIAL	20270000	7,450	FT	FILL AND PLUG EXISTING CONDUIT, 27" TO 48"	P.711
									1,954			1,954			SPECIAL	20270110	1,954	FT	PIPE CLEANOUT, 24" AND UNDER	P.711
									499			499			SPECIAL	20270120	499	FT	PIPE CLEANOUT, 27" TO 48"	P.711
				23,469								23,469			202	75000	23,469	FT	FENCE REMOVED	
			329									329			202	38500	329	FT	BRIDGE RAILING REMOVED	
				3								3			202	75250	3	EACH	GATE REMOVED	
									1			1			202	98100	1	EACH	REMOVAL MISC.: MANUFACTURED SYSTEM, TYPE 1 REMOVED	P.711
			1,724									1,724			202	98200	1,724	FT	REMOVAL MISC.: RAILROAD RAILS AND TIES	P. 26
									466			466			202	98200	466	FT	REMOVAL MISC.: TRENCH DRAIN REMOVED	P.711
					152,342							152,342			203	10000	152,342	CY	EXCAVATION	
					48,459							48,459			203	20000	48,459	CY	EMBANKMENT	
							7,419					7,419			204	10000	7,419	SY	SUBGRADE COMPACTION	
		112										112			204	13000	112	CY	EXCAVATION OF SUBGRADE	P.28
		112										112			204	30010	112	CY	GRANULAR MATERIAL, TYPE B	P.28
						100	23					123			204	45000	123	HOUR	PROOF ROLLING	
		461										461			204	51000	461	SY	GEOGRID	P.28
						6,140	1,105					7,245			206	10500	7,245	TON	CEMENT	
						200,527	19,653					220,180			206	11000	220,180	SY	CURING COAT	
						200,527	19,653					220,180			206	15020	220,180	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
LS												LS			206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
	2.1											2.1			209	15051	2.1	MILE	RESHAPING UNDER GUARDRAIL, AS PER PLAN	P. 26
				11,100								11,100			606	15050	11,100	FT	GUARDRAIL, TYPE MGS	
				16								16			606	26100	16	EACH	ANCHOR ASSEMBLY, TYPE E	
				11								11			606	26500	11	EACH	ANCHOR ASSEMBLY, TYPE T	
				24								24			606	35002	24	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
				2								2			606	60022	2	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (65MPH/34")	
				21,110								21,110			607	23000	21,110	FT	FENCE, TYPE CLT	
				992								992			607	23001	992	FT	FENCE, TYPE CLT, AS PER PLAN, A	P. 27
				2,213								2,213			607	23001	2,213	FT	FENCE, TYPE CLT, AS PER PLAN, B	P. 27
				1,621								1,621			607	23001	1,621	FT	FENCE, TYPE CLT, AS PER PLAN, C	P. 27
				3								3			607	61200	3	EACH	GATE, TYPE CLT	
				24,339								24,339			607	70000	24,339	FT	FENCELINE SEEDING AND MULCHING	
			1,027									1,027			608	10000	1,027	SF	4" CONCRETE WALK	
			3,457									3,457			608	52000	3,457	SF	CURB RAMP	
				3,029								3,029			622	10100	3,029	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	

GENERAL SUMMARY

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER ASEP

REVIEWER KKP 05/01/26

PROJECT ID 105743

SHEET P.275 TOTAL P.1274

MODEL: Unnamed Plan - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 3:09:06 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smalin@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.27	P.28	P. 288	P. 290	P.303	P.711	P.728	P.744	P.753	P.1116		01/IMS	02/IMS	03/IMS						
																		ROADWAY (CONT.)	
		271									271			622	10120	271	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C	
		9,514									9,514			622	10140	9,514	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
		5,545									5,545			622	10160	5,545	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
		1									1			622	10200	1	EACH	BARRIER TRANSITION	
		16									16			622	25000	16	EACH	CONCRETE BARRIER END SECTION, TYPE D	
		24									24			622	25006	24	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
		7									7			622	25008	7	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C	
		81									81			622	25014	81	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
		62									62			622	25050	62	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
		5									5			622	90200	5	EACH	BARRIER, MISC.: CONCRETE BARRIER END SECTION, TYPE C	P. 27
8											8			623	38501	8	EACH	MONUMENT ASSEMBLY, TYPE C, AS PER PLAN	P. 27
8											8			623	40900	8	EACH	MONUMENT, MISC.: MONUMENT REFERENCING	P. 27
		3									3			625	32000	3	EACH	GROUND ROD	
																		EROSION CONTROL	
						8					8			601	11000	8	SY	RIPRAP, TYPE D	
					4			5.4			9.4			601	21050	9.4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
						70					70			601	32200	70	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
						300					300			601	37500	300	FT	PAVED GUTTER, TYPE 1-2	
2											2			659	00100	2	EACH	SOIL ANALYSIS TEST	
15,047				1,917							16,964			659	00300	16,964	CY	TOPSOIL	
			108,517								108,517			659	10000	108,517	SY	SEEDING AND MULCHING	
6,778											6,778			659	14000	6,778	SY	REPAIR SEEDING AND MULCHING	
6,778											6,778			659	15000	6,778	SY	INTER-SEEDING	
18.9											18.9			659	20000	18.9	TON	COMMERCIAL FERTILIZER	
28.01											28.01			659	31000	28.01	ACRE	LIME	
750											750			659	35000	750	MGAL	WATER	
305											305			659	40000	305	MSF	MOWING	
				13,406							13,406			670	00500	13,406	SY	SLOPE EROSION PROTECTION	
				5,375		2,541					7,916			670	00720	7,916	SY	DITCH EROSION PROTECTION MAT, TYPE B	
				LS							LS			832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
				LS							LS			832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
				LS							LS			832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
				700,000							700,000			832	30000	700,000	EACH	EROSION CONTROL	
						215					215			836	10000	215	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	
																		ENVIRONMENTAL / REMEDIATION	
	2,824										2,824			SPECIAL	69065000	2,824	TON	WORK INVOLVING NON-REGULATED MATERIALS	P.28
	2,824										2,824			SPECIAL	69065010	2,824	TON	WORK INVOLVING SOLID WASTE	P.28
	21,220										21,220			SPECIAL	69065022	21,220	GAL	WORK INVOLVING NON-REGULATED WATER	P.28
	21,220										21,220			SPECIAL	69065024	21,220	GAL	WORK INVOLVING REGULATED WATER	P.28
																		DRAINAGE	
							0.81				0.81			602	20000	0.81	CY	CONCRETE MASONRY	
					500			92,043			92,543			605	11110	92,543	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
					100			1,370			1,470			605	13300	1,470	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
									620		620			611	00400	620	FT	4" CONDUIT, TYPE E	
					250			3,607			3,857			611	00510	3,857	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
							9				9			611	00901	9	FT	6" CONDUIT, TYPE B, AS PER PLAN 1, 706.02	P.711
							35				35			611	00901	35	FT	6" CONDUIT, TYPE B, AS PER PLAN 1, 707.65	P.711
							5				5			611	01101	5	FT	6" CONDUIT, TYPE C, AS PER PLAN 1, 707.65	P.711
							8				8			611	01801	8	FT	8" CONDUIT, TYPE B, AS PER PLAN 1, 706.02	P.711
							20				20			611	02001	20	FT	8" CONDUIT, TYPE C, AS PER PLAN 1	P.711
							92				92			611	04401	92	FT	12" CONDUIT, TYPE B, AS PER PLAN 1, 706.02	P.711
							5,236				5,236			611	05901	5,236	FT	15" CONDUIT, TYPE B, AS PER PLAN 1	P.711
							56				56			611	05901	56	FT	15" CONDUIT, TYPE B, AS PER PLAN 1, 706.02	P.711
							30				30			611	05901	30	FT	15" CONDUIT, TYPE B, AS PER PLAN 1, 707.65	P.711
							181				181			611	05901	181	FT	15" CONDUIT, TYPE B, AS PER PLAN 3	P.712

GENERAL SUMMARY

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER ASEP

REVIEWER KKP 05/02/26

PROJECT ID 105743

SHEET P.276 TOTAL P.1274

MODEL: Unnamed Plan - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:55:22 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Roadway\Sheets\105743_GG001.dgn

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.744	P.745	P.746									01/IMS	02/IMS	03/IMS						
																		DRAINAGE (CONT.)	
3											3			611	05901	3	FT	15" CONDUIT, TYPE B, AS PER PLAN 5	P.712
721											721			611	06101	721	FT	15" CONDUIT, TYPE C, AS PER PLAN 1	P.711
283											283			611	06101	283	FT	15" CONDUIT, TYPE C, AS PER PLAN 1, 706.02	P.711
16											16			611	06101	16	FT	15" CONDUIT, TYPE C, AS PER PLAN 1, 707.65	P.711
26											26			611	06101	26	FT	15" CONDUIT, TYPE C, AS PER PLAN 3	P.712
226											226			611	06101	226	FT	15" CONDUIT, TYPE C, AS PER PLAN4	P.712
1,815											1,815			611	07401	1,815	FT	18" CONDUIT, TYPE B, AS PER PLAN1	P.711
6											6			611	07401	6	FT	18" CONDUIT, TYPE B, AS PER PLAN1, 706.02	P.711
10											10			611	07401	10	FT	18" CONDUIT, TYPE B, AS PER PLAN1, 707.65	P.711
458											458			611	07401	458	FT	18" CONDUIT, TYPE B, AS PER PLAN 2	P.712
714											714			611	07601	714	FT	18" CONDUIT, TYPE C, AS PER PLAN 1	P.711
299											299			611	07601	299	FT	18" CONDUIT, TYPE C, AS PER PLAN 1, 706.02	P.711
317											317			611	08901	317	FT	21" CONDUIT, TYPE B, AS PER PLAN 1	P.711
11											11			611	08901	11	FT	21" CONDUIT, TYPE B, AS PER PLAN 3	P.711
371											371			611	09101	371	FT	21" CONDUIT, TYPE C, AS PER PLAN 1	P.711
87											87			611	10401	87	FT	24" CONDUIT, TYPE B, AS PER PLAN 1	P.711
259											259			611	10601	259	FT	24" CONDUIT, TYPE C, AS PER PLAN 1	P.711
224											224			611	10601	224	FT	24" CONDUIT, TYPE C, AS PER PLAN 1, 706.02	P.711
5											5			611	10601	5	FT	24" CONDUIT, TYPE C, AS PER PLAN 1, 707.01	P.711
98											98			611	11901	98	FT	27" CONDUIT, TYPE B, AS PER PLAN 1	P.711
189											189			611	12101	189	FT	27" CONDUIT, TYPE C, AS PER PLAN 1	P.711
831											831			611	13401	831	FT	30" CONDUIT, TYPE B, AS PER PLAN 1	P.711
211											211			611	13401	211	FT	30" CONDUIT, TYPE B, AS PER PLAN 2	P.712
88											88			611	13601	88	FT	30" CONDUIT, TYPE C, AS PER PLAN 5	P.712
	30										30			611	16601	30	FT	36" CONDUIT, TYPE C, AS PER PLAN 1	P.711
	8										8			611	16601	8	FT	36" CONDUIT, TYPE C, AS PER PLAN 1, 706.02	P.711
	18										18			611	19601	18	FT	42" CONDUIT, TYPE C, AS PER PLAN 1, 706.02	P.711
	410										410			611	20901	410	FT	48" CONDUIT, TYPE B, AS PER PLAN 1	P.711
	1,830										1,830			611	21101	1,830	FT	48" CONDUIT, TYPE C, AS PER PLAN 1	P.711
	8										8			611	21101	8	FT	48" CONDUIT, TYPE C, AS PER PLAN 1, 706.02	P.711
	550										550			611	22401	550	FT	54" CONDUIT, TYPE B, AS PER PLAN 1	P.711
	444										444			611	22601	444	FT	54" CONDUIT, TYPE C, AS PER PLAN 1	P.711
	4,427										4,427			611	23801	4,427	FT	60" CONDUIT, TYPE B, AS PER PLAN 1	P.711
	132										132			611	25201	132	FT	66" CONDUIT, TYPE B, AS PER PLAN 1, 706.02	P.711
	133										133			611	52203	133	FT	14" X 23" CONDUIT, TYPE B, 706.04, AS PER PLAN 1	P.711
	269										269			611	52303	269	FT	19" X 30" CONDUIT, TYPE B, 706.04, AS PER PLAN 1	P.711
	231										231			611	53003	231	FT	38" X 60" CONDUIT, TYPE B, 706.04, AS PER PLAN 1	P.711
	1,182										1,182			611	96601	1,182	FT	CONDUIT, BORED OR JACKED, AS PER PLAN 1, 15", TYPE B	P.711
	99										99			611	96601	99	FT	CONDUIT, BORED OR JACKED, AS PER PLAN 1, 18", TYPE B	P.711
	133										133			611	96601	133	FT	CONDUIT, BORED OR JACKED, AS PER PLAN 1, 21", TYPE B	P.711
	224										224			611	96601	224	FT	CONDUIT, BORED OR JACKED, AS PER PLAN 1, 24", TYPE B	P.711
	134										134			611	96601	134	FT	CONDUIT, BORED OR JACKED, AS PER PLAN 1, 27", TYPE B	P.711
	183										183			611	96601	183	FT	CONDUIT, BORED OR JACKED, AS PER PLAN 1, 30", TYPE B	P.711
	117										117			611	96601	117	FT	CONDUIT, BORED OR JACKED, AS PER PLAN 1, 36", TYPE B	P.711
	165										165			611	96601	165	FT	CONDUIT, BORED OR JACKED, AS PER PLAN 1, 60", TYPE B	P.711
	64										64			611	97400	64	FT	CONDUIT, MISC.: 14" X 23" CONDUIT, TYPE C, 706.04, AS PER PLAN 1	P.711
	51										51			611	97400	51	FT	CONDUIT, MISC.: 24" X 38" CONDUIT, TYPE C, 706.04, AS PER PLAN 1	P.711
	3										3			611	98180	3	EACH	CATCH BASIN, NO. 3A	
	9										9			611	98300	9	EACH	CATCH BASIN, NO. 5	
	1										1			611	98301	1	EACH	CATCH BASIN, NO. 5, AS PER PLAN	P.712
	5										5			611	98371	5	EACH	CATCH BASIN, NO. 6, AS PER PLAN	P.712
	1										1			611	98430	1	EACH	CATCH BASIN, NO. 8 WITHOUT APRON	
	7										7			611	98510	7	EACH	CATCH BASIN, NO. 2-3	
	4										4			611	98520	4	EACH	CATCH BASIN, NO. 2-3 WITH BICYCLE SAFE GRATE	
	4										4			611	98580	4	EACH	CATCH BASIN, NO. 2-5 WITH BICYCLE SAFE GRATE	
	2										2			611	98610	2	EACH	CATCH BASIN, NO. 2-6 WITH BICYCLE SAFE GRATE	
	13										13			611	98630	13	EACH	CATCH BASIN ADJUSTED TO GRADE	
	2										2			611	98634	2	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
		9									9			611	98840	9	EACH	INLET, NO. 2-A-6	

GENERAL SUMMARY

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:12:16 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\(OHIO Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Roadway\Sheets\105743_GG001.dgn

DESIGN AGENCY
HNTB

DESIGNER ASEP
REVIEWER KKP 05/03/26
PROJECT ID 105743
SHEET P.277 TOTAL P.1274

NO CHANGES TO QUANTITIES ON THIS SHEET - PAY ITEM FROM PREVIOUS SHEET NOW SHOWN ON THIS SHEET

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P. 28	P. 286	P. 288	P.294	P.296	P.711	P.746	P.753	P.1030			01/IMS	02/IMS	03/IMS						
																		DRAINAGE (CONT.)	
						15					15			611	98850	15	EACH	INLET, NO. 2-A-8	
						26					26			611	98860	26	EACH	INLET, NO. 2-A-10	
						9					9			611	98870	9	EACH	INLET, NO. 2-A-12	
						1					1			611	98890	1	EACH	INLET, NO. 2-A-16	
						8					8			611	99100	8	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	
						20					20			611	99110	20	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	
						2					2			611	99111	2	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN	P.712
						25					25			611	99114	25	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	
						1					1			611	99115	1	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN1	P.712
						2					2			611	99115	2	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN2	P.712
						58					58			611	99500	58	EACH	INLET, MISC.: BARRIER INLET SCREEN	P.713
						19					19			611	99574	19	EACH	MANHOLE, NO. 3	
						12					12			611	99574	12	EACH	MANHOLE, NO. 3 WITH 60" BASE I.D.	
						2					2			611	99574	2	EACH	MANHOLE, NO. 3 WITH 72" BASE I.D.	
						7					7			611	99574	7	EACH	MANHOLE, NO. 3 WITH 84" BASE I.D.	
						1					1			611	99574	1	EACH	MANHOLE, NO. 3 WITH 90" BASE I.D.	
						1					1			611	99574	1	EACH	MANHOLE, NO. 3 WITH 96" BASE I.D.	
						1					1			611	99574	1	EACH	MANHOLE, NO. 3 WITH 108" BASE I.D.	
						1					1			611	99621	1	EACH	MANHOLE, NO. 5, AS PER PLAN	P.712
						1					1			611	99575	1	EACH	MANHOLE, NO. 3, AS PER PLAN	
						1					1			611	99575	1	EACH	MANHOLE, NO. 3, AS PER PLAN WITH 72" BASE I.D.	
						1					1			611	99575	1	EACH	MANHOLE, NO. 3, AS PER PLAN WITH 84" BASE I.D.	
						1					1			611	99575	1	EACH	MANHOLE, NO. 3, AS PER PLAN WITH 96" BASE I.D.	
						6					6			611	99654	6	EACH	MANHOLE ADJUSTED TO GRADE	
						1					1			611	99655	1	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	P.712
						3					3			611	99660	3	EACH	MANHOLE RECONSTRUCTED TO GRADE	
						5					5			611	99690	5	EACH	MANHOLE, MISC.: MANHOLE ADJUSTED TO GRADE WITH BOLTED COVER	P.712
						8					8			611	99690	8	EACH	MANHOLE, MISC.: MANHOLE NO. 3 WITH BOLTED COVER	P.712
						3					3			611	99690	3	EACH	MANHOLE, MISC.: MANHOLE NO. 3 WITH 60" BASE I.D. WITH BOLTED COVER	P.712
						1					1			611	99690	1	EACH	MANHOLE, MISC.: MANHOLE NO. 3 WITH 72" BASE I.D. WITH BOLTED COVER	P.712
						8					8			611	99690	8	EACH	MANHOLE, MISC.: MANHOLE NO. 3 WITH 90" BASE I.D. WITH BOLTED COVER	P.712
						11					11			611	99690	11	EACH	MANHOLE, MISC.: MANHOLE NO. 3 WITH 96" BASE I.D. WITH BOLTED COVER	P.712
							3				3			611	99710	3	EACH	PRECAST REINFORCED CONCRETE OUTLET	
					15,000						15,000			SPECIAL	61199820	15,000	LB	MISCELLANEOUS METAL	P.711
						1					1			611	99900	1	EACH	DRAINAGE STRUCTURE, MISC.: RESHAPE AND REESTABLISH EXISTING CONNECTION	P.712
																		PAVEMENT	
			712								712			254	01000	712	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
			9,697								9,697			254	01000	9,697	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.25"	
			5,105								5,105			254	01001	5,105	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 3.4" AVG.	P.28
			47,109								47,109			302	56001	47,109	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, 25.0 MM GYRATORY MIX	P.27-P.28
			255								255			302	56001	255	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	P.28
			33,204	5,033							38,237			304	20000	38,237	CY	AGGREGATE BASE	
			602	434							1,036			407	13900	1,036	GAL	TACK COAT, 702.13	
			35,224								35,224			407	20000	35,224	GAL	NON-TRACKING TACK COAT	
				257							257			441	50000	257	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
				356							356			441	50300	356	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	
			289	78							367			441	70801	367	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	P.26
			10,697								10,697			442	10080	10,697	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
			8,940								8,940			442	10301	8,940	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	P.28
			429								429			442	22401	429	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449), AS PER PLAN	P.28
				17,551							17,551			452	15010	17,551	SY	12" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
		4,376									4,376			609	14000	4,376	FT	CURB, TYPE 2-A	
		10,105									10,105			609	24510	10,105	FT	CURB, TYPE 4-C	
	275										275			609	26000	275	FT	CURB, TYPE 6	
	591										591			609	50000	591	SY	4" CONCRETE TRAFFIC ISLAND	

GENERAL SUMMARY

DESIGN AGENCY
HNTB

DESIGNER ASEP
REVIEWER KKP 05/04/26
PROJECT ID 105743
SHEET P.278 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:12:16 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smalin@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Roadway\Sheets\105743_GG001.dgn

NO CHANGES TO QUANTITIES ON THIS SHEET - PAY ITEM FROM PREVIOUS SHEET NOW SHOWN ON THIS SHEET

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P. 28	P.1015	P.1017	P.1030	P.1099	P.1117	P.1123	P.1124				01/IMS	02/IMS	03/IMS						
																		PAVEMENT (CONT.)	
11.43											11.43			618	40601	11.43	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	P.28
																		WATER WORK	
			302								302			638	02601	302	FT	12" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, BOLTLESS-RESTRAINED JOINTS AND FITTINGS, AS PER PLAN	P.1017
			2								2			638	08101	2	EACH	12" GATE VALVE AND VALVE BOX, AS PER PLAN	P.1017
			2								2			638	09201	2	EACH	12" CUTTING-IN SLEEVE, VALVE AND VALVE BOX, AS PER PLAN	P.1017
			121								121			SPECIAL	63820460	121	FT	20" STEEL PIPE ENCASEMENT, BORED OR JACKED, CWD	P.1017
			120								120			SPECIAL	63820484	120	FT	56" STEEL PIPE ENCASEMENT, BORED OR JACKED, CWD	P.1017
			10								10			638	98000	10	EACH	WATER WORK, MISC.: POTHOLING	P.1017
			318								318			638	98600	318	FT	WATER WORK, MISC.: 36" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, BOLTLESS RESTRAINED JOINTS AND	P.1017
																		FITTINGS	
			1								1			638	98000	1	EACH	WATER WORK, MISC.: 4" DRAIN ASSEMBLY	P.1017
			2								2			638	98000	2	EACH	WATER WORK, MISC.: CHLORINATION PIT	P.1017
		15,000									15,000			638	98000	15,000	EACH	WATER WORK, MISC.: CITY OF CLEVELAND WATER DEPARTMENT CHARGES	P.1017
		LS									LS			638	98100	LS		WATER WORK, MISC.: AS-BUILT DRAWINGS	P.1017
																		SANITARY SEWER	
	279										279			611	10401	279	FT	24" CONDUIT, TYPE B, AS PER PLAN, 748.01	P.1015
	4										4			611	99574	4	EACH	MANHOLE, NO. 3	
	5										5			611	99654	5	EACH	MANHOLE ADJUSTED TO GRADE	
	5										5			611	99660	5	EACH	MANHOLE RECONSTRUCTED TO GRADE	
	4										4			611	99690	4	EACH	MANHOLE, MISC.: MANHOLE ADJUSTED TO GRADE WITH BOLTED COVER	P.1015
	6										6			611	99690	6	EACH	MANHOLE, MISC.: MANHOLE RECONSTRUCTED TO GRADE WITH BOLTED COVER	P.1015
	2										2			611	99690	2	EACH	MANHOLE, MISC.: MANHOLE ADJUSTED TO GRADE, BURIED MANHOLES	
	4										4			611	99690	4	EACH	MANHOLE, MISC.: MANHOLE RECONSTRUCTED TO GRADE, BURIED MANHOLES	
																		LIGHTING	
							230				230			625	00450	230	EACH	CONNECTION, FUSED PULL APART	
							96				96			625	00480	96	EACH	CONNECTION, UNFUSED PERMANENT	
							46				46			625	10490	46	EACH	LIGHT POLE, CONVENTIONAL, A12B40	
							63				63			625	10494	63	EACH	LIGHT POLE, LOW MAST, ALM 41.25	
							252				252			625	10620	252	EACH	LIGHT POLE ANCHOR BOLTS, MISC.: MEDIAN MOUNTED ALM 41.25	P.1116
							46				46			625	14100	46	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
							63				63			625	14306	63	EACH	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	
							46,815				46,815			625	23200	46,815	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
							14,988				14,988			625	23400	14,988	FT	NO. 10 AWG POLE AND BRACKET CABLE	
							13,230				13,230			625	24320	13,230	FT	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	
							740				740			625	25600	740	FT	CONDUIT, 4", 725.04	
							630				630			625	25902	630	FT	CONDUIT, JACKED OR DRILLED, 725.04, 4"	
							46				46			625	26253	46	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN (IES-II, LED, 480V, 13,400-15,000 LUMENS)	P.1116
							63				63			625	26273	63	EACH	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN (IES-V, LED, 480V, 43,600-51,000 LUMENS)	P.1116
							5				5			625	27503	5	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (LED, 120V, 4,000-6,900 LUMENS)	P.1116
							13,120				13,120			625	29000	13,120	FT	TRENCH	
							4				4			625	29910	4	EACH	TRANSITION JUNCTION BOX	
							66				66			625	29930	66	EACH	MEDIAN JUNCTION BOX	
							28				28			625	30700	28	EACH	PULL BOX, 725.08, 18"	
							3				3			625	30706	3	EACH	PULL BOX, 725.08, 24"	
								20			20			625	31510	20	EACH	PULL BOX REMOVED	
							109				109			625	32000	109	EACH	GROUND ROD	
							5				5			625	34001	5	EACH	POWER SERVICE, AS PER PLAN	P.1116
							13,120				13,120			625	36010	13,120	FT	UNDERGROUND WARNING MARKING TAPE	
							2				2			625	37101	2	EACH	SERVICE TO UNDERPASS LIGHTING, AS PER PLAN	P.1116
								1			1			625	39520	1	EACH	PULL BOX CLEANED	P.1116
					LS						LS			SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	P.1117
					20						20			SPECIAL	62540010	20	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT	P.1117
								198			198			625	75400	198	EACH	LIGHT POLE REMOVED	
					198			198			396			625	75500	396	EACH	LIGHT POLE FOUNDATION REMOVED	
								5			5			625	75510	5	EACH	POWER SERVICE REMOVED	
								5			5			625	75800	5	EACH	DISCONNECT CIRCUIT	
							5				5			625	98000	5	EACH	LIGHTING, MISC.: ARC FLASH CALCULATIONS AND LABEL	P.1116

GENERAL SUMMARY

DESIGN AGENCY
HNTB

DESIGNER ASEP

REVIEWER KKP 05/05/26

PROJECT ID 105743

SHEET P.279 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:55:40 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smalin@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Roadway\Sheets\105743_GG001.dgn

NO CHANGES TO QUANTITIES ON THIS SHEET - PAY ITEM FROM PREVIOUS SHEET NOW SHOWN ON THIS SHEET

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.1038	P.1049	P.1050	P.1099								01/IMS	02/IMS	03/IMS						
																		TRAFFIC SURVEILLANCE	
			4,245								4,245			625	22900	4,245	FT	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE	
			492								492			625	23300	492	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE	
			1,679								1,679			625	25507	1,679	FT	CONDUIT, 3", 725.052, AS PER PLAN	P.1097
			812								812			625	25909	812	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 2"	P.1097
			1,026								1,026			625	25909	1,026	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"	P.1097
			197								197			625	25920	197	FT	CONDUIT, MISC.: CONDUIT REMOVED	P.1097
			355								355			625	25803	355	FT	CONDUIT, CONCRETE ENCASED, AS PER PLAN, 2"	P.1097
			1,677								1,677			625	29000	1,677	FT	TRENCH	
			5								5			625	30700	5	EACH	PULL BOX, 725.08, 18"	
			5								5			625	31510	5	EACH	PULL BOX REMOVED	
			1								1			625	31600	1	EACH	PULL BOX, MISC.: ENCOMPASSING WORK PAD FOR ITS INSTALLATION	P.1097
			2								2			625	31600	2	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE	P.1097
			9								9			625	32000	9	EACH	GROUND ROD	
			1								1			625	75510	1	EACH	POWER SERVICE REMOVED	
			1								1			630	70044	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL	
			1								1			630	70060	1	EACH	CATWALK, DMS PEDESTAL	
			1								1			630	70082	1	EACH	OVERHEAD DMS SUPPORT FOUNDATION, TYPE ITS-30.12	
			3								3			633	67100	3	EACH	CABINET FOUNDATION	
			19								19			809	00530	19	EACH	ITS JUNCTION BOX, 17x24x6 INCHES	
			5								5			809	01900	5	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1	
			2								2			809	02000	2	EACH	32" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, TYPE 2	
			1								1			809	02002	1	EACH	32" ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, TYPE 2	
			3								3			809	01920	3	EACH	ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, 32" WIDE, TYPE 1	
			61,144								61,144			809	23100	61,144	FT	MICRO-DUCT INNERDUCT, 14/10	
			60								60			809	23900	60	FT	CONDUIT, 2" DIAMETER, HDPE	
			586								586			809	24000	586	FT	CONDUIT, MULTICELL, JACKED OR DRILLED, 4"	
			1,257								1,257			809	24500	1,257	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS	
			1								1			809	56100	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 100 AMP	
			2								2			809	60000	2	EACH	CCTV IP-CAMERA SYSTEM, PTZ	
			1								1			809	61040	1	EACH	CCTV POLE, 70' TALL	
			2								2			809	61090	2	EACH	CCTV LOWERING UNIT	
			1								1			809	63000	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN	
			300								300			809	64550	300	FT	ETHERNET CABLE, OUTDOOR-RATED	
			2								2			809	65000	2	EACH	ITS CABINET - GROUND MOUNTED	
			1								1			809	65040	1	EACH	ITS CABINET - DMS	
			1								1			809	65110	1	EACH	STEP-DOWN TRANSFORMER, 7.5KVA	
			2								2			809	65990	2	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF CCTV AND LOWERING UNIT	P.1097
			1								1			809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DYNAMIC MESSAGE SIGN	P.1097
			1								1			809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CCTV POLE, CAMERA, FOUNDATION, AND CABINET ASSEMBLY	P.1097
			1								1			809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS SUPPORT STRUCTURE, FOUNDATIONS, AND CABINET ASSEMBLY	P.1097
			1								1			809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET	P.1097
											LS			809	70000	LS		MAINTAINING ITS DURING CONSTRUCTION	
											LS			809	70050	LS		AS-BUILT CONSTRUCTION PLANS	
																		TRAFFIC CONTROL	
1,102											1,102			621	00100	1,102	EACH	RPM	
1,102											1,102			621	54000	1,102	EACH	RAISED PAVEMENT MARKER REMOVED	
		35									35			625	32000	35	EACH	GROUND ROD	
	424										424			630	02100	424	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
	976										976			630	03100	976	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
	565										565			630	04100	565	FT	GROUND MOUNTED SUPPORT, NO. 4 POST	
	234										234			630	06100	234	FT	GROUND MOUNTED SUPPORT, NO. 6 POST	
	110										110			630	06400	110	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7	
	141										141			630	06500	141	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	
	40										40			630	07000	40	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18	
	38										38			630	07600	38	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	
	54										54			630	08000	54	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12X30	

GENERAL SUMMARY

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER ASEP

REVIEWER KKP 05/06/26

PROJECT ID 105743

SHEET P.280 TOTAL P.1274

MODEL: Unnamed Plan - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:12:18 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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NO CHANGES TO QUANTITIES ON THIS SHEET - PAY ITEM FROM PREVIOUS SHEET NOW SHOWN ON THIS SHEET

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.1038	P.1049	P.1050	P.1053	P.1096							01/IMS	02/IMS	03/IMS						
																		TRAFFIC CONTROL (CONT.)	
	356										356			630	08004	356	FT	ONE WAY SUPPORT, NO. 3 POST	
	159										159			630	08600	159	EACH	SIGN POST REFLECTOR	
	22										22			630	09000	22	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
	1										1			630	72320	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 6	
	4										4			630	72330	4	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 10	
	3										3			630	72340	3	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12	
	4										4			630	72410	4	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1	
	5										5			630	72420	5	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2	
		2									2			630	72540	2	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 12	
		26									26			630	75000	26	EACH	SIGN ATTACHMENT ASSEMBLY	
		6									6			630	79100	6	EACH	SIGN HANGER ASSEMBLY, MAST ARM	
	3										3			630	79500	3	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
		8									8			630	79610	8	EACH	SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED	
		1,831									1,831			630	80100	1,831	SF	SIGN, FLAT SHEET	
		846									846			630	80200	846	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
		5,248									5,248			630	80224	5,248	SF	SIGN, OVERHEAD EXTRUSHEET	
		9									9			630	80300	9	SF	SIGN, OVERLAY	
		16									16			630	80600	16	EACH	SIGN, DOUBLE FACED, MILE MARKER	
		2									2			630	81000	2	EACH	MAINLINE REFERENCE MARKER	
		6									6			630	81010	6	EACH	RAMP REFERENCE MARKER	
		15									15			630	81020	15	EACH	CONCRETE MEDIAN BARRIER SIGN BRACKET	
		31									31			630	82000	31	EACH	SIGN BACKING ASSEMBLY	
		9									9			630	84010	9	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50	
		18									18			630	84500	18	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
		22									22			630	84510	22	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
			176								176			630	84900	176	EACH	REMOVAL OF GROUND MOUNTED SIGN	
			2								2			630	85100	2	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
			14								14			630	85400	14	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN	
			179								179			630	86002	179	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT	
			28								28			630	86102	28	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT	
			46								46			630	87400	46	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN	
			14								14			630	87500	14	EACH	REMOVAL OF POLE MOUNTED SIGN	
			12								12			630	89706	12	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT, DUAL ARM CANTILEVER	
			13								13			630	89804	13	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115	
			2								2			630	89902	2	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC CONTROL ITEM, MEDIAN FOUNDATION	
311											311			646	10400	311	FT	STOP LINE	
1,177											1,177			646	10510	1,177	FT	CROSSWALK LINE, 12"	
41											41			646	10520	41	FT	CROSSWALK LINE, 24"	
10											10			646	10600	10	FT	TRANSVERSE/DIAGONAL LINE, WHITE	
881											881			646	10620	881	FT	CHEVRON MARKING	
1,940											1,940			646	10800	1,940	SF	ISLAND MARKING,WHITE	
34											34			646	20300	34	EACH	LANE ARROW	
13											13			646	20320	13	EACH	WRONG WAY ARROW	
832											832			646	20502	832	FT	DOTTED LINE, 4", WHITE (2' LINE, 4' GAP)	
5,210											5,210			646	20504	5,210	FT	DOTTED LINE, 6", YELLOW (3' DASH, 9' GAP)	
9.39											9.39			807	10010	9.39	MILE	WET REFLECTIVE TRAFFIC PAINT, EDGE LINE, 6", WHITE	
9.39											9.39			807	10010	9.39	MILE	WET REFLECTIVE TRAFFIC PAINT, EDGE LINE, 6", YELLOW	
15.76											15.76			807	10110	15.76	MILE	WET REFLECTIVE TRAFFIC PAINT, LANE LINE, 6"	
13,478											13,478			807	10310	13,478	FT	WET REFLECTIVE TRAFFIC PAINT, CHANNELIZING LINE, 12"	
12,402											12,402			807	10410	12,402	FT	WET REFLECTIVE TRAFFIC PAINT, DOTTED LINE, 6", WHITE (3' DASH, 9' GAP)	
495											495			807	10430	495	FT	WET REFLECTIVE TRAFFIC PAINT, DOTTED LINE, 12", WHITE (3' DASH, 9' GAP)	
35.2											35.2			850	10010	35.2	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
8,902											8,902			850	10110	8,902	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
13,973											13,973			850	10130	13,973	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
																		TRAFFIC SIGNALS	
				80							80			625	25408	80	FT	CONDUIT, 2", 725.051	
				70							70			625	29000	70	FT	TRENCH	
				10							10			625	29400	10	FT	TRENCH IN PAVED AREA	

GENERAL SUMMARY

DESIGN AGENCY
HNTB

DESIGNER ASEP
REVIEWER KKP 05/07/26
PROJECT ID 105743
SHEET P.281 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:12:19 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smalin@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.25	P.26	P.30	P.31	P.32	P.34	P.35	P.42	P.47	P.1096		01/IMS	02/IMS	03/IMS						
																		TRAFFIC SIGNALS (CONT.)	
									2		2			625	30706	2	EACH	PULL BOX, 725.08, 24"	
									1		1			625	32000	1	EACH	GROUND ROD	
									2		2			630	79500	2	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
									7.5		7.5			630	80100	7.5	SF	SIGN, FLAT SHEET	
									1		1			632	20731	1	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN (A)	P.1096
									1		1			632	20731	1	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN (B)	P.1096
									600		600			632	40500	600	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
									1		1			632	64020	1	EACH	PEDESTAL FOUNDATION	
									1		1			632	89920	1	EACH	PEDESTAL, 10.7' TALL, TRANSFORMER BASE	
																		RETAINING WALLS	
																		FOR RETAINING WALL 1A	P. 835
																		FOR RETAINING WALL 1B	P. 851
																		FOR RETAINING WALL 1C	P. 861
																		FOR RETAINING WALL 1D	P. 876
																		FOR RETAINING WALL 2A	P. 901
																		FOR RETAINING WALL 2	P. 907
																		FOR RETAINING WALL 3	P. 921
																		FOR RETAINING WALL 4	P. 935
																		FOR RETAINING WALL 5A	P. 946
																		FOR RETAINING WALL 5B	P.968
																		FOR RETAINING WALL 5C	P. 980
																		FOR RETAINING WALL 6	P. 986
																		FOR RETAINING WALL 7	P. 1001
																		FOR MOMENT SLABS	P. 1010
																		STRUCTURE OVER 20 FOOT SPAN	
																		FOR STRUCTURE CUY-77-1322	P. 1143
																		FOR STRUCTURE CUY-77-1331	P. 1168
																		MISCELLANEOUS STRUCTURE	
LS											LS			202	11001	LS		STRUCTURE REMOVED, AS PER PLAN A	P.25
LS											LS			202	11001	LS		STRUCTURE REMOVED, AS PER PLAN B	P. 25
LS											LS			202	11001	LS		STRUCTURE REMOVED, AS PER PLAN C	P. 25
LS											LS			202	11001	LS		STRUCTURE REMOVED, AS PER PLAN D	P. 25
	LS										LS			202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN A	P. 26
	LS										LS			202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN B	P. 26
	LS										LS			202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN C	P. 26
	LS										LS			202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN D	P. 26
	LS										LS			202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN E	P. 26
																		MAINTENANCE OF TRAFFIC	
									1,834		1,834			202	23500	1,834	SY	WEARING COURSE REMOVED	
						3					3			202	58400	3	EACH	INLET ABANDONED	
									129,435		129,435			254	01000	129,435	SY	PAVEMENT PLANING, ASPHALT CONCRETE, T=1.5"	
									11,341		11,341			407	20000	11,341	GAL	NON-TRACKING TACK COAT	
									4,680		4,680			441	70101	4,680	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	P. 36
									LS		LS			503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
						575					575			611	05900	575	FT	15" CONDUIT, TYPE B	
						34					34			611	10400	34	FT	24" CONDUIT, TYPE B	
						947					947			611	97010	947	FT	SLOTTED DRAIN, TYPE 2, 15"	
						9					9			611	98470	9	EACH	CATCH BASIN, NO. 2-2B	
						6					6			611	99150	6	EACH	INLET ADJUSTED TO GRADE	
						3					3			611	99154	3	EACH	INLET RECONSTRUCTED TO GRADE	
						1					1			611	99574	1	EACH	MANHOLE, NO. 3	
					1,490						1,490			614	11110	1,490	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
									27,114		27,114			614	11630	27,114	FT	INCREASED BARRIER DELINEATION	
		25							41		66			614	12380	66	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
									16		16			614	12400	16	EACH	WORK ZONE IMPACT ATTENUATOR, MISC.: 48" WIDE HAZARD (UNIDIRECTIONAL)	P. 32
											LS			614	12420	LS		DETOUR SIGNING	

GENERAL SUMMARY

DESIGN AGENCY

HNTB

DESIGNER ASEP

REVIEWER KKP 05/08/26

PROJECT ID 105743

SHEET P.282 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan - Plan 8 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:18:28 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.30	P.31	P.32	P.33	P.34	P.35	P.42	P.47				01/IMS	02/IMS	03/IMS						
																		MAINTENANCE OF TRAFFIC (CONT.)	
		42									42			614	12484	42	EACH	WORK ZONE INCREASED PENALTIES SIGN	
	40										40			614	12500	40	EACH	REPLACEMENT SIGN	
	2										2			614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
						2,260					2,260			614	12801	2,260	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	P. 36
250							833				1,083			614	13000	1,083	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
							2,077				2,077			614	13310	2,077	EACH	BARRIER REFLECTOR, TYPE 1, 1 WAY	
							1,410				1,410			614	13310	1,410	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	
							58				58			614	13312	58	EACH	BARRIER REFLECTOR, TYPE 2, 1 WAY	
							2,847				2,847			614	13350	2,847	EACH	OBJECT MARKER, ONE WAY	
					15						15			614	18000	15	EACH	MAINTAINING TRAFFIC, MISC.: BURIAL OF EXISTING MANHOLES FOR MOT	P. 35
							607				607			614	13360	607	EACH	OBJECT MARKER, TWO WAY	
			480								480			614	18601	480	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P. 33
						8.99					8.99			614	20011	8.99	MILE	WORK ZONE LANE LINE, CLASS I, 6", AS PER PLAN	P. 31
						35.7					35.7			614	20056	35.7	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
						30.31					30.31			614	22011	30.31	MILE	WORK ZONE EDGE LINE, CLASS I, 6", AS PER PLAN	P. 31
						102.78					102.78			614	22056	102.78	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
						30,176					30,176			614	23011	30,176	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", AS PER PLAN	P. 31
						76,549					76,549			614	23110	76,549	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
						9,892					9,892			614	24001	9,892	FT	WORK ZONE DOTTED LINE, CLASS I, AS PER PLAN	P. 31
						48,835					48,835			614	24102	48,835	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
						72					72			614	26001	72	FT	WORK ZONE STOP LINE, CLASS I, AS PER PLAN	P. 31
						810					810			614	26200	810	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
						1,070					1,070			614	27050	1,070	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	
							500				500			614	28400	500	FT	WORK ZONE GORE MARKING, CLASS II, 740.06, TYPE I	
						23					23			614	30001	23	EACH	WORK ZONE ARROW, CLASS I, AS PER PLAN	P. 31
						77					77			614	30200	77	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
											LS			615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
400							3,892				4,292			615	20000	4,292	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
	870										870			616	10000	870	MGAL	WATER	
							25,450				25,450			622	41011	25,450	FT	PORTABLE BARRIER, 50", AS PER PLAN A	P. 32
							7,300				7,300			622	41011	7,300	FT	PORTABLE BARRIER, 50", AS PER PLAN B	P. 32
8,000							84,350				92,350			622	41100	92,350	FT	PORTABLE BARRIER, UNANCHORED	
							2,330				2,330			622	41110	2,330	FT	PORTABLE BARRIER, ANCHORED	
							725				725			630	80300	725	SF	SIGN, OVERLAY	
						8,974					8,974			642	30000	8,974	FT	REMOVAL OF PAVEMENT MARKING	
						6					6			642	30020	6	EACH	REMOVAL OF PAVEMENT MARKING	
						24.77					24.77			642	30030	24.77	MILE	REMOVAL OF PAVEMENT MARKING	
		480									480			808	18700	480	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
				144							144			829	00100	144	SNMT	WORK ZONE EGRESS WARNING SYSTEM	
				216							216			896	00010	216	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I	
				216							216			896	00021	216	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.34

GENERAL SUMMARY

DESIGN AGENCY

HNTB

DESIGNER ASEP

REVIEWER KKP 05/08/26

PROJECT ID 105743

SHEET P.283 TOTAL P.1274

CUY-77-11.41 - PART 1

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DRAINAGE

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.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT, 24" AND UNDER

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT, 27" TO 48"

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

LOCATE THE BULKHEADS AT THE LIMITS OF THE AREA TO BE FILLED, AS INDICATED ON THE PLANS. THE BULKHEADS CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES. PUMP THE FILL MATERIAL INTO PLACE OR BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH IS FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR IS THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

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

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY. PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

ITEM 611 - CONDUIT, BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION IS PERMITTED WITHIN 10 FEET OF THE EDGE OF PAVEMENT. ANY ADDITIONAL CASING PIPE LENGTH NEEDED TO CONSTRUCT AND COMPLY WITH THE 10 FOOT EDGE OF PAVEMENT PARAMETER MENTIONED ABOVE, SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. THE DEPARTMENT WILL ONLY PAY FOR THE FINAL END PRODUCT PIPE LENGTH IN PLACE AND ACCEPTED BETWEEN DRAINAGE STRUCTURES. PROVIDE A STEEL CASING PIPE CONFORMING TO 748.06. JOINTS WITH A CIRCUMFERENCIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY CERTIFIED WELDER FOR WELDING CODE AMERICAN WELDING SOCIETY (AWS) D1. 1 OR MACHINED INTERLOCKING JOINTS ARE PERMITTED. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

ITEM SPECIAL- MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

SPECIAL, MISCELLANEOUS METAL	15,000 LB

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY STATE FORCES.

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

ITEM 611 - 15", SLOTTED DRAIN, TYPE 2

THIS ITEM SHALL CONSIST OF 15 INCH DIAMETER SLOTTED DRAIN ALUMINUM COATED STEEL CONDUIT 707.01 WITH 6 INCH TRAPEZOIDAL GALVANIZED SOLID BAR GRATE AS APPROVED BY THE ENGINEER. ALL COSTS FOR LABOR AND MATERIALS, INCLUDING TYPE 2 BEDDING, AND BACKFILLING AS DETAILED ON STANDARD CONSTRUCTION DRAWING DM-1.3 SHALL BE INCLUDED IN THE PRICE BID PER FOOT FOR ITEM 611 - 15" SLOTTED DRAIN, TYPE 2.

SEE THE MOT PHASING SHEETS FOR THE PROPOSED LOCATIONS OF THIS ITEM AND THE MOT SUBSUMMARIES FOR THE ESTIMATED QUANTITIES.

ITEM SPECIAL - PIPE CLEANOUT, 24" AND UNDER

ITEM SPECIAL - PIPE CLEANOUT, 27" TO 48"

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. DISPOSE OF ALL MATERIAL PER 105.16 AND 105.17. CLEAN OUT TO THE APPROVAL OF THE ENGINEER.

CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL, PIPE CLEANOUT. THIS PRICE INCLUDES THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

SUBSURFACE DRAINAGE

SUPPLEMENTAL UNDERDRAIN QUANTITIES HAVE BEEN INCLUDED TO ADDRESS LOCATIONS WITH HIGH GROUNDWATER ENCOUNTERED DURING CONSTRUCTION, AS DIRECTED BY THE PROJECT ENGINEER.

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL UNDERDRAINS. UNDERDRAINS MAY CONNECT TO PROPOSED UNDERDRAINS OR TO PROPOSED OUTLET STRUCTURES. PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR UNDERDRAINS THAT OUTLET TO A SLOPE.

PLANS WILL INCLUDE A CONTINGENCY FOR UNDERDRAINS, FOR USE BY THE PROJECT ENGINEER, AS DIRECTED. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 1	4 SY
ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	500 FT
ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS	100 FT
ITEM 611 - 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	250 FT
ITEM 611 - PRECAST REINFORCED CONCRETE OUTLET	1 EACH

ITEM 202 - REMOVAL MISC.: TRENCH DRAIN REMOVED

THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT CMS ITEM 202.

ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THE WORK TO REMOVE THE TRENCH DRAINS INDICATED ON THE PLAN SHEETS AS DA-102A AND DA-175A SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 202 - REMOVAL MISC.: TRENCH DRAIN REMOVED.

UNKNOWN DRAINAGE FACILITIES TO BE REMOVED

THERE MAY BE EXISTING CONDUITS AND DRAINAGE STRUCTURES PREVIOUSLY ABANDONED BUT NOT FIELD LOCATED WITHIN THE PROJECT LIMITS. THOSE FACILITIES MAY NEED REMOVED TO AVOID CONFLICT WITH PROPOSED WORK, AS DIRECTED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO ACCOUNT FOR THESE VARIOUS ELEMENTS AND SITUATIONS, AS DIRECTED BY THE ENGINEER:

ITEM 202 - PIPE REMOVED, 24" DIAMETER AND UNDER	2,000 FT
ITEM 202 - PIPE REMOVED, OVER 24" DIAMETER	500 FT
ITEM 202 - MANHOLE REMOVED	10 EACH
ITEM 202 - CATCH BASIN REMOVED	10 EACH
ITEM 202 - INLET REMOVED	10 EACH

ITEM 202 - REMOVAL MISC.: MANUFACTURED SYSTEM, TYPE 1 REMOVED

THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT CMS ITEM 202.

ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THE WORK TO REMOVE THE MANUFACTURED SYSTEM INDICATED ON THE PLAN SHEETS AS DA-241 SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 202 - REMOVAL MISC.: MANUFACTURED SYSTEM, TYPE 1 REMOVED.

ITEM 202 - INLET ABANDONED, AS PER PLAN

THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT CMS ITEM 202.

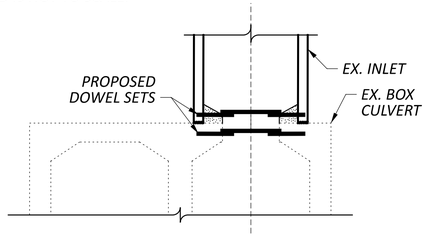
THE DA-130 INLET AT APPROX. STA 133+15 RESTS ATOP THE SKEWED EXISTING BOX CULVERT. THERE IS A RECTANGULAR CUT INTO THE TOP OF THE CULVERT, RESULTING IN TWO RECTANGLES SITTING ATOP ONE ANOTHER.

ODOT INSPECTED AND REVIEWED SITE PHOTOS. THE INLET SHALL BE ABANDONED IN THE FOLLOWING MANNER, OR AS DIRECTED BY THE PROJECT ENGINEER:

- THE CONTRACTOR SHALL REMOVE ALL EXISTING TUFA BUILDUP. THE CONTRACTOR SHALL EXPECT TO ENCOUNTER 6" TO 12" THICK OF TUFA BUILDUP THAT WILL NEED JACKHAMMERED OUT. HARDENED CONCRETE OR TUFA MATERIAL SHALL BE REMOVED TO EXPOSE THE EXISTING INLET AND BOX CULVERT WALLS.
- THE CONTRACTOR SHALL TAKE PHOTOS OF ABANDONMENT WORK TO AVOID THE CONSTRUCTION INSPECTION TEAM FROM NEEDING CONFINED SPACE ENTRY.
- THE CONTRACTOR SHALL REMOVE A PORTION OF THE PIPE ON EITHER SIDE OF THE INLET.
- THE CONTRACTOR SHALL DOWEL IN AND TIE INTO THE WALLS AND BOX CULVERT STRUCTURE WITH TWO SETS OF DOWELS.
- THE CONTRACTOR SHALL SPECIFY 12" THICKNESS TO SPAN.
- THE CONTRACTOR SHALL SPECIFY ACCESS STEPS.
- THE CONTRACTOR SHALL INSTALL LIGHT WEIGHT FILL ATOP.

PAYMENT FOR ALL OPERATIONS, LABOR, MATERIALS, AND EQUIPMENT DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR ITEM 202, INLET ABANDONED, AS PER PLAN.

THE FOLLOWING DETAIL IS FOR VISUALIZATION PURPOSES OF THE ABOVE NOTE ONLY AND IS NOT TO SCALE.



ELEVATION VIEW

ITEM 611 - CONDUIT, AS PER PLAN 1

ITEM 611 - CONDUIT MISC.: AS PER PLAN 1

IN ADDITION TO THE REQUIREMENTS LISTED IN CMS 611.04 AND 611.12, PROVIDE CONSTRUCTION INSPECTION DOCUMENTATION AND PERFORMANCE INSPECTION ACCORDING TO THE FOLLOWING:

PERFORM THE SEWER INSPECTION USING A COLOR, CLOSED-CIRCUIT TELEVISION CAMERA (CCTV) INSPECTION DEVICE AND DOCUMENT THE INSPECTION ON A DIGITAL RECORDER. INSPECTION LOGS, WHICH SHALL INCLUDE PIPE SEGMENT, END STRUCTURE TYPE AND LOCATION, AND DIGITAL PHOTOGRAPHS SHALL ACCOMPANY THE VIDEO INSPECTIONS FOR EACH PIPE SEGMENT. ALL CCTV AND INSPECTION LOG FILES SHALL BE NAMED BY THE SEGMENT (ODOT CFN OR STATION AND OFFSET IF A CFN IS NOT AVAILABLE). INCLUDE PLAN REFERENCE INFORMATION FOR EACH CONDUIT INCLUDING PLAN SHEET NUMBERS AND SUB-SUMMARY REFERENCE BALLOONS.

SUBMITTAL

PROVIDE THE ENGINEER WITH TWO (2) COPIES OF USB 3.0 FLASH DRIVES WITH INSPECTION DATA CONSISTING OF CCTV VIDEO, PERFORMANCE REPORT AND INSPECTION REPORTS (CA-P-1 AND CA-P-3), INCLUDING DIGITAL PHOTOS. INCLUDE ALL REPORTS AND VIDEOS FOR EACH PIPE SEGMENT IN A SEPARATE FOLDER FOR EACH ODOT CFN (OR STATION AND OFFSET IF A CFN IS NOT AVAILABLE).

1) VIDEO FILE: MPEG (.MPG). RECORD EACH CFN INSPECTION (END TO END) AS AN INDIVIDUAL FILE. INCLUDE THE ODOT CFN AS A PREFIX IN ALL FILENAMES.
2) PERFORMANCE REPORT IN PDF FORMAT. ONE REPORT PER SEGMENT. INCLUDE THE ODOT CFN AS A PREFIX IN ALL FILENAMES. REPORT SHALL INCLUDE THE FOLLOWING:
   a. INSPECTION HEADER INFO (WHO, WHAT, WHERE, WHEN)
   b. DEFECT LOG
   c. PHOTOS OF DEFECTS
   d. DEFECT PHOTOS: SCREEN CAPTURES FROM THE VIDEO (.JPG).
3) INSPECTION FORMS IN PDF FORMAT. ONE FORM PER SEGMENT (CA-P-1) OR STRUCTURE (CA-P-3). INCLUDE THE ODOT CFN AS A PREFIX IN ALL FILENAMES.

CCTV OPERATION

POSITION THE CCTV CAMERA AS CLOSE TO THE SPRING LINE AS POSSIBLE WHILE MAINTAINING THE REQUIRED EQUIPMENT STABILITY. THE CAMERA OR VIEWING SOFTWARE SHALL SLOWLY PAN THE PERIPHERY OF THE MANHOLE FROM CASTING TO INVERT. IF WATER LEVELS PREVENT ADEQUATE TELEVISING OF THE SEWER, THEN CONDUCTING THE WORK DURING LOW FLOW PERIODS OR OTHER METHODS APPROVED BY THE ENGINEER SHOULD BE IMPLEMENTED. THE CAMERA SHALL TRAVEL THROUGH THE SEWER AT A UNIFORM SLOW RATE. IN NO CASE SHALL THE VIDEO CAMERA TRAVEL AT A SPEED GREATER THAN 30 FEET PER MINUTE.

DATA DISPLAYS

THE CCTV IMAGES SHALL INCLUDE AN INITIAL DATA DISPLAY THAT IDENTIFIES THE SEWER REACH BEING SURVEYED, DIRECTION OF TRAVEL, AND A SURVEY STATUS DISPLAY THAT PROVIDES CONTINUOUSLY UPDATED INFORMATION ON THE LOCATION OF THE SURVEY UNIT (MEASURED IN FEET FROM INITIAL INSPECTION POINT) AS THE SURVEY IS BEING PERFORMED.

THESE DATA DISPLAYS SHALL BE IN ALPHANUMERIC FORM. THE SIZE AND POSITION OF THE DATA SHALL NOT INTERFERE WITH THE MAIN SUBJECT OF THE MONITOR PICTURE.

AT THE BEGINNING OF EACH SEWER BEING INSPECTED, THE FOLLOWING INFORMATION SHALL BE ELECTRONICALLY GENERATED AND DISPLAYED ON THE CCTV MONITORS AS WELL AS INCLUDED IN THE VIDEO FILE:

1) DATE OF SURVEY
2) LOCATION
3) DRAINAGE STRUCTURE NUMBER TO DRAINAGE STRUCTURE NUMBER
4) ODOT CFN
5) DIRECTION OF SURVEY (UPSTREAM OR DOWNSTREAM)
6) PIPE MATERIAL
7) TIME OF START OF SURVEY.

DURING INSPECTIONS, THE FOLLOWING INFORMATION SHALL BE ELECTRONICALLY GENERATED, AUTOMATICALLY UPDATED, AND DISPLAYED ON THE CCTV MONITORS:

1) SURVEY UNIT LOCATION IN THE SEWER LINE IN FEET AND TENTHS OF FEET FROM ADJUSTED ZERO
2) SEWER DIAMETER
3) ODOT CFN

PHOTOGRAPHS

DURING CCTV INSPECTIONS, SCREEN CAPTURES SHALL BE TAKEN FROM THE MONITOR IMAGES AND SAVED ELECTRONICALLY (JPEG FORMAT) OF ALL DEFECTS, DRAINAGE STRUCTURES (TWO PICTURES PER STRUCTURE MINIMUM TO BE USED FOR INTERNAL INSPECTION), BENDS, AND LATERAL CONNECTIONS. THE SCREEN CAPTURE SHALL HAVE THE REACH (IDENTIFIED BY THE CFN), SURVEY DIRECTION, FOOTAGE, AND DATE WHEN PHOTOGRAPH WAS TAKEN.

PROVIDE PROPER LIGHTING FOR DIFFERENT CONDITIONS (PIPE INTERIOR, MANHOLE INTERIOR, ETC.). FAILURE TO PROVIDE THE PROPER AMOUNT OF LIGHT (INSUFFICIENT OR EXCESSIVE) WHICH RESULTS IN POOR PICTURE QUALITY WILL BE GROUNDS FOR REJECTION.

THE IMAGES SHALL BE KEPT ELECTRONICALLY AND SUBMITTED WITH THE INSPECTION VIDEOS AND LOGS PER THE REQUIREMENTS ABOVE.

PAYMENT FOR THE INSPECTION PERFORMANCE AND DOCUMENTATION IS INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 611, CONDUIT, AS PER PLAN 1 OR ITEM 611, CONDUIT MISC.: AS PER PLAN 1.

CONDUITS WITH PREMIUM JOINTS

ALL PROPOSED CONDUITS SHALL BE FITTED WITH LEAK RESISTANT JOINTS PER AASHTO R-82.

PAYMENT FOR THE PREMIUM JOINTS IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT ITEM 611, CONDUIT, AS PER PLAN 1 OR ITEM 611, CONDUIT MISC.: AS PER PLAN 1.

CONDUIT VERIFICATION PRIOR TO FINAL ACCEPTANCE

IMMEDIATELY PRIOR TO FINAL INSPECTION PER C&MS 109.12.A, THE CONTRACTOR SHALL PERFORM A SECOND INSPECTION OF ALL CONDUITS AND DRAINAGE STRUCTURES PER THE REQUIREMENTS OF 611.12. AS PART OF THIS INSPECTION, THE CONTRACTOR SHALL IDENTIFY AND CLEAN ANY CONDUITS OR DRAINAGE STRUCTURES INSTALLED AS PART OF THE PROJECT FOUND TO HAVE DIRT, DEBRIS, OR ANY OTHER FOREIGN MATTER PRESENT. PROVIDE A REPORT DETAILING THE FINDINGS ALONG WITH THE VIDEO OF THE INSPECTION THAT DOCUMENTS THE CLEAN CONDITION. THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR REPAIRS AS A RESULT ANY NEW DEFECTS IDENTIFIED DURING THE SECOND PERFORMANCE INSPECTION.

PAYMENT FOR THIS WORK IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 ITEMS.

DESIGN AGENCY
AECOM

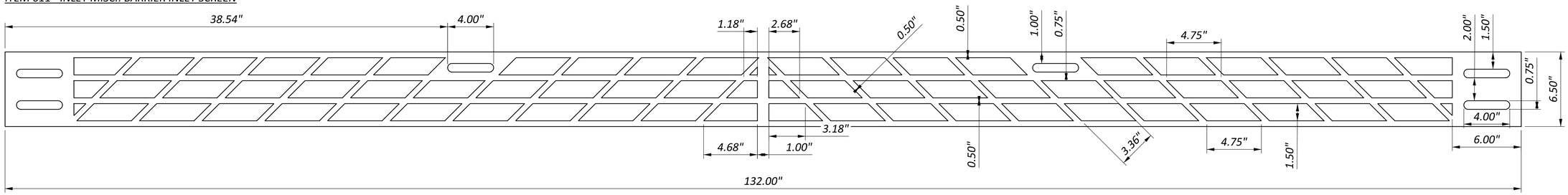
DESIGNER
SMS

REVIEWER
MAW 03/14/26

PROJECT ID
105743

SHEET P.711 TOTAL P.1274

ITEM 611 - INLET MISC.: BARRIER INLET SCREEN



THIS ITEM OF WORK INCLUDES FURNISHING AND INSTALLING A BARRIER INLET SCREEN.

MANUFACTURE GRATES FROM ¼" THICK ASTM A36 HOT ROLLED STEEL PLATE ACCORDING TO THE DETAIL ON THIS PAGE.

PRIOR TO INSTALLATION, APPLY A MINIMUM OF 3 COATS OF COLD GALVANIZING PAINT TO ALL SURFACES OF THE GRATE. COLD GALVANIZING COATING MUST MEET ASTM A780. APPLY THE COLD GALVANIZING ACCORDING TO THE MANUFACTURERS INSTRUCTIONS.

SECURE THE GRATE TO THE CONCRETE BARRIER WITH 4 – ½" X 3" LONG CONCRETE ANCHOR SCREWS AND 9/16" ZINC COATED WASHERS.

INSTALL THE BARRIER INLET SCREEN ON THE CATCH BASIN SIDE OF THE INLET UNLESS OTHERWISE NOTED.

INCLUDE THE COSTS FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO PERFORM THE WORK DESCRIBED ABOVE IN THE UNIT PRICE BID PER EACH FOR ITEM 611 – INLET MISC.: BARRIER INLET SCREEN.

PIPE CONNECTIONS TO CORRUGATED METAL STRUCTURES

PROVIDE CONNECTIONS OF PROPOSED LONGITUDINAL DRAINAGE TO CORRUGATED METAL STRUCTURES BY MEANS OF A SHOP FABRICATED OR FIELD WELDED STUB ON THE STRUCTURE. FURNISH A STUB MEETING THE REQUIREMENTS OF 707 WITH A MINIMUM LENGTH OF 2 FEET AND A MINIMUM WALL THICKNESS OF 0.064 INCHES.

THE LOCATION AND ELEVATION OF THE STUB ARE TO BE CONSIDERED APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER TO AVOID CUTTING THROUGH JOINTS IN THE STRUCTURE.

THOROUGHLY CLEAN AND REGALVANIZE OR OTHERWISE SUITABLY REPAIR THE FIELD WELDED JOINT, IF USED. MEET WELDING REQUIREMENTS OF 513.21.

PROVIDE A MASONRY COLLAR PER STANDARD CONSTRUCTION DRAWING DM-1.1, TO CONNECT THE LONGITUDINAL DRAINAGE TO THE STUB, WHEN PIPE OTHER THAN CORRUGATED METAL IS USED FOR THE LONGITUDINAL DRAINAGE.

PAYMENT FOR CUTTING INTO THE STRUCTURE AND PROVIDING THE CONNECTION DESCRIBED, IS INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 OR 522.

TEMPORARY CONNECTION TO NEORSD SEWER

FOR TEMPORARY CONNECTION TO STRUCTURE D-43 (STA. 110+80.00 TO 111+12.50), LT. SIDE SEE SHEETS P.35 AND P.90 FOR ADDITIONAL DETAILS.

CONTRACTOR SHALL NOTE THAT THERE IS HEAVY SCALE IN THE SZ-3 MANHOLE CONE. THIS SCALE WILL LIKELY NEED TO BE REMOVED TO COMPLETE THE TEMPORARY CONNECTION.

THE CONTRACTOR SHALL NOTE THAT AT THE TIME OF CONNECTION TO THE 48 INCH BRICK SEWER, A 1-INCH THICK GEOPOLYMER LINER WILL BE IN PLACE FROM A PREVIOUS NEORSD PROJECT.

FOR THE PENETRATION AND CONNECTION, PLEASE REFERENCE THE TEMPORARY CONNECTION TO NEORSD SEWER DETAIL (SEE THIS SHEET). EXCESSIVE GROUNDWATER INFLOW INTO THE CULVERT SHALL BE AVOIDED. THE TEMPORARY CONNECTION TO NEORSD SEWER DETAIL SHALL ASSIST IN MAINTAINING THE LONG-TERM CONDITION PRIOR TO THE BULKHEAD INSTALLATION.

ONCE THE PROPOSED STORM SEWER SYSTEM IS INSTALLED AND FULLY OPERATIONAL, THE CONTRACTOR SHALL THEN ABANDON AND PERMANENTLY PLUG THE TEMPORARY SEWER CONNECTION TO THE NEORSD SEWER SYSTEM FROM THE D-43 MANHOLE ACCESS POINT.

PRIOR TO ABANDONMENT, THE CONTRACTOR SHALL COORDINATE THE PROPOSED METHOD AND MATERIALS WITH THE PROJECT ENGINEER AND NEORSD. THE TEMPORARY SEWER SHALL BE CLEANED AND FREE OF DEBRIS, SEDIMENT, AND STANDING WATER.

ACCESS TO THE TEMPORARY SEWER SHALL BE PROVIDED FROM THE D-43 SIDE AS THE D-43 MANHOLE IS BOLTED RATHER THAN THE SZ-3 MANHOLE WHICH IS BURIED. THE CONTRACTOR SHALL INSTALL AN INTERNAL EXPANDABLE PLUG, BLADDER, OR EQUIVALENT SYSTEM WITHIN THE TEMPORARY SEWER PIPE. THE PLUG SHALL BE EXPANDED TO PROVIDE A TIGHT, CONTINUOUS CLOSURE OF THE TEMPORARY PIPE AND SHALL BE CAPABLE OF REMAINING IN PLACE PERMANENTLY.

FOLLOWING INSTALLATION OF THE INTERNAL PLUG, THE REMAINING ACCESSIBLE PORTION OF THE TEMPORARY SEWER SHALL BE COMPLETELY FILLED WITH AN APPROVED FLOWABLE, NON-SHRINK, OR CELLULAR MATERIAL TO PREVENT FUTURE COLLAPSE, SETTLEMENT, GROUNDWATER INFILTRATION, OR UNINTENDED FLOW THROUGH THE ABANDONED PIPE.

ACCEPTABLE FILL MATERIALS MAY INCLUDE CELLULAR CONCRETE (FOAMED CONCRETE), CONTROLLED LOW-STRENGTH MATERIAL (CLSM), POLYSTYRENE, OR OTHER EXPANDABLE/NON-SHRINK MATERIAL APPROVED BY THE PROJECT ENGINEER AND NEORSD.

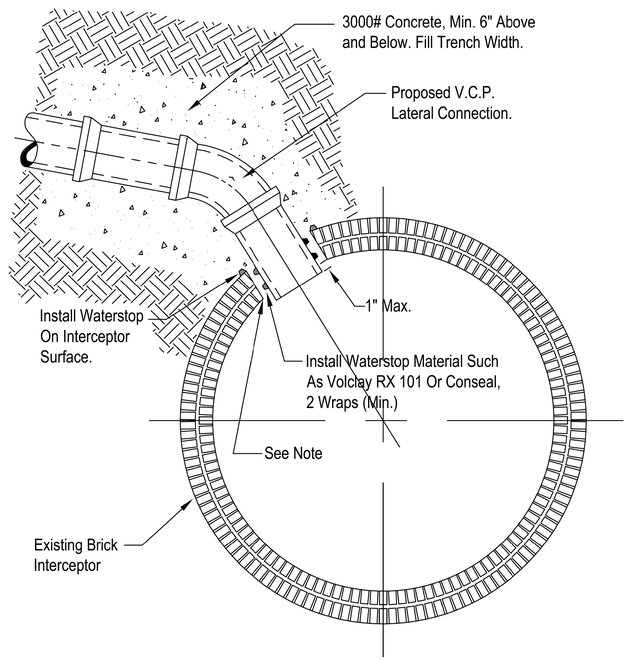
THE CONTRACTOR SHALL ENSURE THAT THE ABANDONMENT MATERIAL COMPLETELY FILLS THE ACCESSIBLE PORTION OF THE TEMPORARY SEWER AND PROVIDES A PERMANENT, STABLE OBSTRUCTION TO FLOW. NO VOIDS OR OPEN PATHWAYS THAT COULD PERMIT FUTURE FLOW THROUGH THE ABANDONED CONNECTION SHALL REMAIN.

THE CONTRACTOR SHALL PROTECT THE EXISTING NEORSD SEWER AND D-43 FACILITIES DURING THE ABANDONMENT OPERATION. NO MATERIAL, DEBRIS, OR GROUT SHALL BE ALLOWED TO ENTER THE ACTIVE NEORSD SEWER.

UPON COMPLETION, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION OF THE ABANDONMENT, INCLUDING THE LOCATION, METHOD, MATERIALS USED, AND PHOTOGRAPHS OR OTHER VERIFICATION ACCEPTABLE TO THE PROJECT ENGINEER AND NEORSD.

PAYMENT FOR ALL LABOR, EQUIPMENT, ACCESS, PLUGS, FILL MATERIAL, COORDINATION, AND INCIDENTAL WORK NECESSARY TO ABANDON AND PERMANENTLY PLUG THE TEMPORARY SEWER CONNECTION SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 - 24" CONDUIT, TYPE B, AS PER PLAN.

TEMPORARY CONNECTION TO NEORSD SEWER DETAIL



NOTE:
CORE DRILL HOLE WITH SUFFICIENT CLEARANCE FOR LATERAL PIPE. POSITION LATERAL CONNECTION IN WALL OF THE INTERCEPTOR SUCH THAT ALL RINGS OF BRICK REMAIN SUPPORTED. THE LATERAL SHALL NOT PROTRUDE INTO THE INTERCEPTOR MORE THEN ONE (1) INCH AT ANY POINT. THE CONTRACTOR SHALL TRIM THE CONNECTION END AS NEEDED, TO MEET BOTH OF THESE REQUIREMENTS. THE ANNULAR SPACE BETWEEN THE CORED HOLE AND THE LATERAL SHALL BE COMPLETELY FILLED TO THE INSIDE FACE OF THE INTERCEPTOR, WITH NON-SHRINK HYDRAULIC CEMENT.

DRAINAGE NOTES AND DETAILS

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
MAW 03/14/26

PROJECT ID
105743

SHEET P.713 | TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 3 PAPERSIZE: 34x22 (in.) DATE: 10/25/2026 TIME: 10:00:35 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743400-Engineering\Drainage\Sheets\105743_DN001.dgn

DRAINAGE REMOVAL SUBSUMMARY

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION	ALIGNMENT	202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"	202 MANHOLE REMOVED	202 CATCH BASIN REMOVED	202 INLET REMOVED	202 INLET ABANDONED, AS PER PLAN	202 MANHOLE ABANDONED	SPECIAL FILL AND PLUG EXISTING CONDUIT, 24" AND UNDER	SPECIAL FILL AND PLUG EXISTING CONDUIT, 27" TO 48"	SPECIAL PIPE CLEANOUT, 24" AND UNDER	SPECIAL PIPE CLEANOUT, 27" TO 48"	202 REMOVAL MISC.: MANUFACTURED SYSTEM, TYPE 1 REMOVED	202 REMOVAL MISC.: TRENCH DRAIN REMOVED
					FT	FT	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT
DA-251		P.779	192+86.13 LT TO 192+86.47 RT	CLP_I077			1					52					
DA-253		P.779	192+86.47 RT TO 194+88.46 RT	CLP_I077		10	1						193				
DA-254		P.779	193+36.74 LT TO 193+40.88 LT	CLP_I077				1				23					
DA-254A		P.779	194+63.14 RT TO 194+88.46 RT	CLP_I077								26					
DA-255		P.779	194+63.62 LT TO 194+91.01 LT	CLP_I077				1				59					
DA-256		P.779	194+78.90 RT TO 194+87.04 RT	CLP_I077	27									31			
DA-257		P.779	194+87.04 RT TO 194+88.46 RT	CLP_I077			1					50					
DA-258		P.779	194+88.46 RT TO 194+91.01 LT	CLP_I077			1					56					
DA-259		P.779	194+88.46 RT TO 194+99.69 LT	CLP_I077					1			13					
DA-260		P.779	194+88.46 RT TO 196+87.23 RT	CLP_I077		199	1										
DA-261		P.779	194+91.01 LT TO 195+15.80 LT	CLP_I077			1					62					
DA-262		P.779	195+15.80 LT TO 195+24.46 LT	CLP_I077				1				14					
DA-263		P.779-P.780	195+15.80 LT TO 197+09.17 LT	CLP_I077			1					199					
DA-264		P.779	196+55.22 LT TO 196+83.78 LT	CLP_I077								41					
DA-265		P.779	196+67.22 LT TO 196+83.78 LT	CLP_I077								43					
DA-266		P.779	196+82.25 RT TO 196+87.23 RT	CLP_I077				1				48					
DA-267		P.779	196+83.78 LT TO 196+87.23 RT	CLP_I077				1				57					
DA-268		P.779-P.780	196+83.78 LT TO 197+00.26 LT	CLP_I077	10												
DA-269		P.779-P.780	196+87.23 RT TO 197+50.74 RT	CLP_I077			1						65				
DA-270		P.779-P.780	196+87.23 RT TO 197+04.72 LT	CLP_I077					1			19					
DA-271		P.780	197+09.17 LT TO 197+14.46 LT	CLP_I077				1				60					
DA-272		P.780	197+09.17 LT TO 197+15.60 LT	CLP_I077	7									5			
DA-274		P.780	197+50.74 RT TO 198+60.74 RT	CLP_I077			1						110				
DA-273		P.780	197+56.66 LT TO 197+57.89 LT	CLP_I077	10												
DA-275		P.780	198+38.34 LT TO 198+42.84 LT	CLP_I077	10												
DA-276		P.780	198+56.00 LT	CLP_I077			1										
DA-278		P.780	198+60.74 RT TO 199+75.65 LT	CLP_I077		10			1				106				
DA-277		P.780	199+09.79 RT TO 199+28.80 RT	CLP_I077	10												
DA-279		P.780	199+36.94 LT TO 199+76.27 LT	CLP_I077	41												
DA-280		P.780	199+49.30 RT TO 199+75.23 RT	CLP_I077								41					
DA-281		P.780	199+56.00 RT TO 199+75.23 RT	CLP_I077								43					
DA-282		P.780	199+61.84 RT TO 199+75.23 RT	CLP_I077								40					
DA-283		P.780	199+75.23 RT TO 199+75.65 LT	CLP_I077				1				67					
DA-287		P.780	199+75.23 RT TO 201+08.08 RT	CLP_I077				1				133					
DA-284		P.780	199+75.65 LT TO 199+76.27 LT	CLP_I077				1				48					
DA-286		P.780	199+75.65 LT TO 200+20.41 LT	CLP_I077					1				45				
DA-285		P.780	199+76.27 LT TO 200+15.07 LT	CLP_I077	39			1									
DA-288		P.780	200+11.20 LT TO 200+15.07 LT	CLP_I077								40					
DA-289		P.780	200+15.07 LT TO 200+18.94 LT	CLP_I077	20									21			
DA-290		P.780	200+15.07 LT TO 200+54.88 LT	CLP_I077	40												
DA-291		P.780	200+20.41 LT TO 202+98.46 LT	CLP_I077		10			1				269				
DA-292		P.780	200+20.41 LT TO 201+07.41 LT	CLP_I077	10				1			77					
DA-295		P.780	201+07.41 LT TO 201+34.02 LT	CLP_I077	15		1					46					
DA-293		P.780	201+08.08 RT TO 201+11.95 RT	CLP_I077								40					
DA-294		P.780-P.781	201+08.08 RT TO 202+06.65 RT	CLP_I077				1				100					
DA-296		P.780-P.781	201+31.69 LT TO 202+90.32 LT	CLP_I077								159					
DA-297		P.780	201+34.02 LT TO 201+60.85 LT	CLP_I077	28			1									
DA-298		P.780-P.781	201+60.85 LT TO 202+00.66 LT	CLP_I077	40												
DA-299		P.781	202+98.46 LT TO 203+01.34 LT	CLP_I077	10		1					55					
DA-300		P.781	202+98.46 LT TO 205+95.10 RT	CLP_I077	10		1					296					
TOTALS CARRIED TO P.727					327	229	13	12	6			2007	788	57			

DESIGN AGENCY
AECOM

DESIGNER SMS
REVIEWER AKM 05/01/26
PROJECT ID 105743
SHEET P.726 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 6 PAPERSIZE: 34x22 (in.) DATE: 10/25/2026 TIME: 9:32:29 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCE.v02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Drainage\Sheets\105743_DS006.dgn

DRAINAGE REMOVAL SUBSUMMARY

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION	ALIGNMENT	202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"	202 MANHOLE REMOVED	202 CATCH BASIN REMOVED	202 INLET REMOVED	202 INLET ABANDONED, AS PER PLAN	202 MANHOLE ABANDONED	SPECIAL FILL AND PLUG EXISTING CONDUIT, 24" AND UNDER	SPECIAL FILL AND PLUG EXISTING CONDUIT, 27" TO 48"	SPECIAL PIPE CLEANOUT, 24" AND UNDER	SPECIAL PIPE CLEANOUT, 27" TO 48"	202 REMOVAL MISC.: MANUFACTURED SYSTEM, TYPE 1 REMOVED	202 REMOVAL MISC.: TRENCH DRAIN REMOVED
					FT	FT	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT
DA-301		P.781	203+01.34 LT TO 203+04.45 LT	CLP_I077	10							31					
DA-302		P.781	203+01.34 LT TO 204+35.96 LT	CLP_I077	22									180			
DA-303		P.781	205+90.10 RT TO 205+95.10 RT	CLP_I077				1				38					
DA-308		P.782	210+25.05 LT TO 210+35.78 LT	CLP_I077	10									30			
DA-311		P.782	210+35.78 LT TO 211+67.65 LT	CLP_I077	20									120			
DA-309		P.782	211+67.65 LT	CLP_I077			1										
DA-310		P.782-P.783	211+67.65 LT TO 212+08.64 LT	CLP_I077	17									65			
DA-312		P.783	212+08.64 LT TO 212+09.30 LT	CLP_I077					1			62					
DA-313		P.783	214+10.23 RT TO 215+55.00 RT	CLP_I077	145				1								
DA-315		P.783	215+39.02 LT TO 215+54.96 LT	CLP_I077	11			1						37			
DA-314		P.783	215+54.96 LT TO 215+55.00 RT	CLP_I077	10			1									
DA-321		P.784	217+47.87 LT TO 217+87.29 LT	CLP_I077	40												
DA-322		P.784	220+60.41 RT TO 221+11.40 LT	CLP_I077	11				1					73			
DA-323		P.785	223+23.38 RT TO 223+58.76 LT	CLP_I077	11				1					97			
DA-324		P.785	223+58.76 LT TO 223+96.59 LT	CLP_I077	22									57			
DA-7		P.786	299+25.34 RT TO 300+16.27 RT	BLP_R283A3	6			1						86			
DA-8		P.786	300+73.08 LT TO 301+55.68 LT	BLP_R283A3	11									72			
DA-8A		P.786	301+17.43 LT TO 301+55.68 LT	BLP_R283A3	11									54			
DA-9		P.786	301+46.37 LT TO 301+66.98 LT	BLP_R283A3	23												
DA-10		P.786	301+55.68 LT TO 303+57.04 LT	BLP_R283A3	201		1					166					
DA-11		P.786	301+55.68 LT TO 301+66.98 LT	BLP_R283A3	16			1									
DA-12		P.786	301+66.75 RT TO 301+66.98 LT	BLP_R283A3				1				25					
DA-17		P.786	303+12.31 LT TO 303+53.47 LT	BLP_R283A3	42												
DA-16		P.786	303+13.65 RT TO 303+54.92 RT	BLP_R283A3	42												
DA-19		P.786	303+53.47 LT TO 303+57.04 LT	BLP_R283A3				1				17					
DA-18		P.786	303+53.47 LT TO 303+54.92 RT	BLP_R283A3				1				25					
DA-20		P.786-P.787	303+57.04 LT TO 305+37.79 LT	BLP_R283A3	181		1										
DA-25		P.787	305+07.74 LT TO 305+49.93 LT	BLP_R283A3								43					
DA-26		P.787	305+13.14 RT TO 305+54.44 RT	BLP_R283A3								42					
DA-30		P.787	305+37.79 LT TO 305+60.44 RT	BLP_R283A3	85		1										
DA-31		P.787	305+37.79 LT TO 305+49.93 LT	BLP_R283A3				1				18					
DA-33		P.787	305+54.44 RT TO 305+60.44 RT	BLP_R283A3	42			1									
DA-5A		P.788	399+92.00 LT TO 400+51.55 LT	BLP_R283A4	6			1				54					
DA-14		P.789	404+40.64 LT TO 404+42.89 RT	BLP_R283A4				1				28					
DA-15		P.789	404+42.89 RT TO 406+14.82 RT	BLP_R283A4				1				175					
DA-90		P.790	109+04.61 RT TO 109+46.46 RT	BLP_R043B1	13			1				52					
DA-304		P.791	107+76.44 LT TO 108+90.56 LT	BLP_R043E1			1					118					
DA-306		P.791-P.792	108+90.56 LT TO 110+09.34 LT	BLP_R043E1			1					121					
DA-305		P.792	110+08.04 RT TO 110+09.34 LT	BLP_R043E1			1					28					
DA-307		P.792	110+09.34 LT TO 112+17.26 LT	BLP_R043E1			1					210					
DA-332		P.792	112+17.26 LT TO 112+28.77 RT	BLP_R043E1			1					48					
TOTALS CARRIED FROM THIS SHEET					1008		9	14	4			1301		871			
TOTALS CARRIED FROM P.721					1457	908	11	22	8		1	1048	1469	436	42		74
TOTALS CARRIED FROM P.722					2209	240	8	24	9			1163	2242	14			186
TOTALS CARRIED FROM P.723					1806	270	7	24	11	1	1	1193	1149	209			
TOTALS CARRIED FROM P.724					1214		2	24	13			3397		70			206
TOTALS CARRIED FROM P.725					731	482	11	15	11			1682	1802	297	457	1	
TOTALS CARRIED FROM P.726					327	229	13	12	6			2007	788	57			
TOTALS CARRIED TO GENERAL SUMMARY					8752	2129	61	135	62	1	2	11791	7450	1954	499	1	466

CUY-77-11.41 - PART 1

MODEL: Sheet 7 PAPERSIZE: 34x22 (in.) DATE: 10/25/2026 TIME: 9:37:38 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Drainage\Sheets\105743_DS006.dgn

DESIGN AGENCY
AECOM

DESIGNER SMS
REVIEWER AKM 05/01/26
PROJECT ID 105743
SHEET P.727 TOTAL P.1274

DRAINAGE SUBSUMMARY

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	602 CONCRETE MASONRY CY	611 6" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 6" CONDUIT, TYPE B, AS PER PLAN 1, 707.65 FT	611 6" CONDUIT, TYPE C, AS PER PLAN 1, 707.65 FT	611 8" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 8" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 12" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 1, 707.65 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 3 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 5 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 1, 707.65 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 3 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 4 FT	611 18" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 18" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 18" CONDUIT, TYPE B, AS PER PLAN 1, 707.65 FT	611 18" CONDUIT, TYPE B, AS PER PLAN 2 FT	611 18" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 18" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 21" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 21" CONDUIT, TYPE B, AS PER PLAN 3 FT	611 21" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 24" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 24" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 24" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 24" CONDUIT, TYPE C, AS PER PLAN 1, 707.01 FT	611 27" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 27" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 30" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 30" CONDUIT, TYPE B, AS PER PLAN 2 FT	611 30" CONDUIT, TYPE C, AS PER PLAN 5 FT
D-4B	2001856	P.755	75+00.00	RT	TO	75+10.00	RT	CLP_I077																									10								
D-4A	2001855	P.755	75+07.00	RT	TO	75+10.00	RT	CLP_I077																																	
D-4C		P.755	75+07.00	LT	TO	75+11.00	LT	CLP_I077																										10						
D-4D	2001857	P.755	75+11.00	LT	TO	75+56.50	LT	CLP_I077																														49		
D-3A	2001850	P.755-P.756	75+56.50	LT	TO	77+70.00	LT	CLP_I077							6																								211	
D-3B	2001851	P.756	77+70.00	LT	TO	78+50.00	LT	CLP_I077																														79		
D-3C	2001852	P.756	77+70.00	LT	TO	77+70.00	LT	CLP_I077										9																					
D-3D	2001853	P.756	78+50.00	LT	TO	78+98.50	LT	CLP_I077																														54		
D-5	2001858	P.756	78+90.00	RT	TO	78+90.00	LT	CLP_I077																																
D-6	2001859	P.756	78+90.00	LT	TO	78+98.50	LT	CLP_I077								18																								
D-3		P.756	78+98.50	LT	TO	81+60.50	LT	CLP_I077																																
D-4	2001854	P.756	79+00.00	RT	TO	80+96.00	RT	CLP_I077								198																								
D-10A	2001862	P.756	80+62.00	LT	TO	81+60.00	LT	CLP_I077								96																								
D-8	2001860	P.756	80+96.00	RT	TO	81+67.00	RT	CLP_I077								69																								
D-9	2001858	P.756	81+60.00	RT	TO	81+60.00	LT	CLP_I077																																
D-10		P.756	81+60.00	LT	TO	81+60.50	LT	CLP_I077																										17						
D-13A	2001866	P.756	81+60.00	RT	TO	81+67.00	RT	CLP_I077																																
D-14	2001867	P.756-P.757	81+60.00	RT	TO	82+56.86	RT	CLP_I077								97																								
D-7		P.756-P.757	81+60.50	LT	TO	83+51.00	LT	CLP_I077																																
D-13	2001865	P.756	81+67.00	RT	TO	81+68.41	RT	CLP_I077																																
D-15C	2001869	P.757	82+25.00	LT	TO	82+56.86	LT	CLP_I077								30																								
D-15	2001868	P.757	82+56.86	LT	TO	82+90.00	LT	CLP_I077								34																								
D-16	2001870	P.757	82+56.86	RT	TO	83+50.00	RT	CLP_I077								93																								
D-17A	2001871	P.757	82+90.00	LT	TO	83+49.00	LT	CLP_I077								57																								
D-17		P.757	83+49.00	LT	TO	83+51.00	LT	CLP_I077																		7													
D-12	2001864	P.757	83+51.00	LT	TO	85+99.00	LT	CLP_I077																																
D-19	2001873	P.757	83+51.00	LT	TO	83+72.06	LT	CLP_I077								41																								
D-18	2001872	P.757	83+72.06	LT	TO	83+98.50	LT	CLP_I077								24																								
D-18A		P.757	83+98.50	LT	TO	84+30.58	LT	CLP_I077																									29						
D-21A	2001875	P.757	84+32.23	LT	TO	84+82.84	LT	CLP_I077								50																								
D-21	2001874	P.757	84+82.84	LT	TO	85+99.31	LT	CLP_I077								115																								
D-22	2001876	P.757-P.758	85+99.00	LT	TO	89+10.00	LT	CLP_I077																																
D-24	2001878	P.757	85+99.31	LT	TO	85+99.00	LT	CLP_I077								16																								
D-23	2001877	P.757	85+99.00	LT	TO	86+00.00	RT	CLP_I077																																
D-26	2001879	P.758	88+17.21	LT	TO	89+10.00	LT	CLP_I077								92																								
D-27	2001880	P.758	89+09.16	LT	TO	90+00.00	LT	CLP_I077							1																								
D-30	2001882	P.758	89+98.44	RT	TO	90+00.00	LT	CLP_I077					8		1	111																								
D-28	2001881	P.758-P.759	90+00.00	LT	TO	92+94.00	LT	CLP_I077																																
D-31C	2001885	P.759	92+82.00	LT	TO	92+94.00	LT	CLP_I077												16																				
D-31	2001883	P.759	92+94.00	LT	TO	95+65.00	LT	CLP_I077																																
D-31A	2001884	P.759	92+94.00	LT	TO	92+94.16	RT	CLP_I077																																
D-31B		P.759	92+94.16	RT	TO	93+24.40	RT	CLP_I077																									31						
D-33		P.759	95+17.09	RT	TO	95+42.82	RT	CLP_I077						20																									
D-34A	2001889	P.759	95+42.82	RT	TO	95+56.94	LT	CLP_I077																																
D-34	2001888	P.759	95+42.82	RT	TO	95+55.00	RT	CLP_I077								15																								
D-36	2001890	P.759	95+55.00	LT	TO	95+65.00	LT	CLP_I077							4					12																				
D-32A	2001887	P.759	95+56.94	LT	TO	95+65.00	LT	CLP_I077																																
D-32	2001886	P.759-P.760	95+65.00	LT	TO	99+00.00	LT	CLP_I077																																
D-37A	2001892	P.760	98+90.00	LT	TO	99+00.00	LT	CLP_I077												15																				
D-37	2001891	P.760-P.761	99+00.00	LT	TO	103+77.00	LT	CLP_I077																																
TOTALS CARRIED TO P.744													8	20	31	1156				52				60										10	27				182	211	

CUY-77-11.41 - PART 1

MODEL: Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 10/25/2026 TIME: 11:01:52 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Drainage\Sheets\105743_DS002.dgn

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.729 | TOTAL P.1274

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	611 36" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 36" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 42" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 48" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 54" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 54" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 60" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 66" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 14" X 23" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 19" X 30" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 38" X 60" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 15", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 18", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 21", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 24", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 27", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 30", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 36", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 60", TYPE B FT	611 CONDUIT, MISC., 14" X 23", CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CONDUIT, MISC., 24" X 38", CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 5 EACH	611 CATCH BASIN, NO. 5, AS PER PLAN EACH	611 CATCH BASIN, NO. 6, AS PER PLAN EACH	611 CATCH BASIN, NO. 8 WITHOUT APRON EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, NO. 2-3 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-5 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-6 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 CATCH BASIN RECONSTRUCTED TO GRADE EACH
D-4B	2001856	P.755	75+00.00	RT	TO	75+10.00	RT	CLP_I077																		62																
D-4A	2001855	P.755	75+07.00	RT	TO	75+10.00	RT	CLP_I077																57																		
D-4C		P.755	75+07.00	LT	TO	75+11.00	LT	CLP_I077																																
D-4D	2001857	P.755	75+11.00	LT	TO	75+56.50	LT	CLP_I077																																
D-3A	2001850	P.755-P.756	75+56.50	LT	TO	77+70.00	LT	CLP_I077																																
D-3B	2001851	P.756	77+70.00	LT	TO	78+50.00	LT	CLP_I077																																
D-3C	2001852	P.756	77+70.00	LT	TO	77+70.00	LT	CLP_I077																																
D-3D	2001853	P.756	78+50.00	LT	TO	78+98.50	LT	CLP_I077																																
D-5	2001858	P.756	78+90.00	RT	TO	78+90.00	LT	CLP_I077																62																
D-6	2001859	P.756	78+90.00	LT	TO	78+98.50	LT	CLP_I077																																
D-3		P.756	78+98.50	LT	TO	81+60.50	LT	CLP_I077								257																							
D-4	2001854	P.756	79+00.00	RT	TO	80+96.00	RT	CLP_I077																																
D-10A	2001862	P.756	80+62.00	LT	TO	81+60.00	LT	CLP_I077																																
D-8	2001860	P.756	80+96.00	RT	TO	81+67.00	RT	CLP_I077																																
D-9	2001858	P.756	81+60.00	RT	TO	81+60.00	LT	CLP_I077																				62											
D-10		P.756	81+60.00	LT	TO	81+60.50	LT	CLP_I077																																
D-13A	2001866	P.756	81+60.00	RT	TO	81+67.00	RT	CLP_I077																				54											
D-14	2001867	P.756-P.757	81+60.00	RT	TO	82+56.86	RT	CLP_I077																																
D-7		P.756-P.757	81+60.50	LT	TO	83+51.00	LT	CLP_I077								187																							
D-13	2001865	P.756	81+67.00	RT	TO	81+68.41	RT	CLP_I077																				46										1	
D-15C	2001869	P.757	82+25.00	LT	TO	82+56.86	LT	CLP_I077																																
D-15	2001868	P.757	82+56.86	LT	TO	82+90.00	LT	CLP_I077																																
D-16	2001870	P.757	82+56.86	RT	TO	83+50.00	RT	CLP_I077																																
D-17A	2001871	P.757	82+90.00	LT	TO	83+49.00	LT	CLP_I077																																
D-17		P.757	83+49.00	LT	TO	83+51.00	LT	CLP_I077																																
D-12	2001864	P.757	83+51.00	LT	TO	85+99.00	LT	CLP_I077									244																							
D-19	2001873	P.757	83+51.00	LT	TO	83+72.06	LT	CLP_I077																																
D-18	2001872	P.757	83+72.06	LT	TO	83+98.50	LT	CLP_I077																																
D-18A		P.757	83+98.50	LT	TO	84+30.58	LT	CLP_I077																															1	
D-21A	2001875	P.757	84+32.23	LT	TO	84+82.84	LT	CLP_I077																																
D-21	2001874	P.757	84+82.84	LT	TO	85+99.31	LT	CLP_I077																																
D-22	2001876	P.757-P.758	85+99.00	LT	TO	89+10.00	LT	CLP_I077									306																							
D-24	2001878	P.757	85+99.31	LT	TO	85+99.00	LT	CLP_I077																																
D-23	2001877	P.757	85+99.00	LT	TO	86+00.00	RT	CLP_I077																																
D-26	2001879	P.758	88+17.21	LT	TO	89+10.00	LT	CLP_I077																61																
D-27	2001880	P.758	89+09.16	LT	TO	90+00.00	LT	CLP_I077																																
D-30	2001882	P.758	89+98.44	RT	TO	90+00.00	LT	CLP_I077																																
D-28	2001881	P.758-P.759	90+00.00	LT	TO	92+94.00	LT	CLP_I077																																
D-31C	2001885	P.759	92+82.00	LT	TO	92+94.00	LT	CLP_I077																																
D-31	2001883	P.759	92+94.00	LT	TO	95+65.00	LT	CLP_I077																																
D-31A	2001884	P.759	92+94.00	LT	TO	92+94.16	RT	CLP_I077																																
D-31B		P.759	92+94.16	RT	TO	93+24.40	RT	CLP_I077																120																
D-33		P.759	95+17.09	RT	TO	95+42.82	RT	CLP_I077	30	8																														
D-34A	2001889	P.759	95+42.82	RT	TO	95+56.94	LT	CLP_I077																																
D-34	2001888	P.759	95+42.82	RT	TO	95+55.00	RT	CLP_I077																																
D-36	2001890	P.759	95+55.00	LT	TO	95+65.00	LT	CLP_I077																																
D-32A	2001887	P.759	95+56.94	LT	TO	95+65.00	LT	CLP_I077																																
D-32	2001886	P.759-P.760	95+65.00	LT	TO	99+00.00	LT	CLP_I077																																
D-37A	2001892	P.760	98+90.00	LT	TO	99+00.00	LT	CLP_I077																																
D-37	2001891	P.760-P.761	99+00.00	LT	TO	103+77.00	LT	CLP_I077																																
TOTALS CARRIED TO P.745									30	8						550	444	1459				300				224			117						1		2						

DRAINAGE SUBSUMMARY

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.730 | TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 8:51:59 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\05 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Drainage\Sheets\105743_DS002.dgn

DRAINAGE SUBSUMMARY

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	611 36" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 36" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 42" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 48" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 54" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 54" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 60" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 66" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 14" X 23" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 19" X 30" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 38" X 60" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 15", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 18", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 21", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 24", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 27", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 30", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 36", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 60", TYPE B FT	611 CONDUIT, MISC.; 14" X 23" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CONDUIT, MISC.; 24" X 38" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 5 EACH	611 CATCH BASIN, NO. 5, AS PER PLAN EACH	611 CATCH BASIN, NO. 6, AS PER PLAN EACH	611 CATCH BASIN, NO. 8 WITHOUT APRON EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, NO. 2-3 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-5 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-6 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 CATCH BASIN RECONSTRUCTED TO GRADE EACH
D-38	2001893	P.760	99+00.00	RT	TO	99+00.00	LT	CLP_I077													53																			
D-38A	2001894	P.760	99+00.00	RT	TO	99+00.00	RT	CLP_I077													59															1				
D-40A		P.761	102+82.00	LT	TO	103+70.00	LT	CLP_I077																															
D-40	2001896	P.761	103+70.00	LT	TO	103+77.00	LT	CLP_I077																															
D-39	2001895	P.761	103+77.00	LT	TO	106+08.00	LT	CLP_I077									235																						
D-44	2001901	P.761	104+29.01	RT	TO	104+39.38	RT	CLP_I077																															
D-105	2001963	P.761	104+39.38	RT	TO	106+54.68	RT	CLP_I077																															
D-41	2001897	P.761-P.762	106+08.00	LT	TO	108+77.88	LT	CLP_I077									279																						
D-42	2001898	P.761	106+08.00	LT	TO	106+08.00	LT	CLP_I077																												1			
D-45	2001902	P.761	106+46.03	RT	TO	106+54.68	RT	CLP_I077																															
D-106	2001964	P.761-P.762	106+54.68	RT	TO	107+03.26	RT	CLP_I077																															
D-46A	2001904	P.761	106+96.56	RT	TO	106+97.52	RT	CLP_I077																												1			
D-46	2001903	P.761-P.762	106+97.52	RT	TO	107+03.26	RT	CLP_I077																															
D-107		P.762	107+03.26	RT	TO	108+16.81	RT	CLP_I077																															
D-47C		P.762	108+06.97	RT	TO	108+08.12	RT	CLP_I077																												1			
D-47	2001905	P.762	108+08.12	RT	TO	108+16.81	RT	CLP_I077																															
D-51	2001908	P.762	108+15.93	LT	TO	108+85.67	LT	CLP_I077																															
D-108		P.762	108+16.81	RT	TO	110+80.00	RT	CLP_I077																															
D-52	2001909	P.762	108+77.88	LT	TO	110+80.00	LT	CLP_I077									218																						
D-50		P.762	108+77.88	LT	TO	108+85.67	LT	CLP_I077																															
D-49	2001907	P.762	108+85.67	LT	TO	109+17.68	LT	CLP_I077																															
D-47A		P.762	110+67.63	RT	TO	110+80.00	RT	CLP_I077																															
D-53	2001910	P.762	110+80.00	RT	TO	110+80.00	LT	CLP_I077																												1			
D-48	2001906	P.762	110+80.00	LT	TO	110+88.00	LT	CLP_I077																															
D-43	2001899	P.762	110+80.00	LT	TO	110+88.00	LT	CLP_I077									40																						
D-54	2001911	P.762	110+80.00	LT	TO	111+12.00	LT	CLP_I077																															
D-43C		P.762	110+88.00	LT	TO	113+39.00	LT	CLP_I077									84																						
D-43D		P.762-P.763	111+74.00	LT	TO	113+39.00	LT	CLP_I077																															
D-43B		P.763	113+39.00	LT	TO	113+39.00	LT	CLP_I077									40																						
D-43A	2001900	P.763-P.764	113+39.00	LT	TO	117+52.00	LT	CLP_I077									419																						
D-56	2001913	P.763	116+25.00	RT	TO	116+30.00	RT	CLP_I077																															
D-56A		P.763-P.764	116+30.00	RT	TO	117+57.00	RT	CLP_I077																															
D-57	2001914	P.764	117+51.00	RT	TO	117+57.00	RT	CLP_I077																															
D-55	2001912	P.764	117+52.00	LT	TO	120+00.00	LT	CLP_I077									252																						
D-58	2001916	P.764	117+52.00	LT	TO	117+54.00	LT	CLP_I077													67																		
D-57A	2001915	P.764	117+57.00	RT	TO	117+74.52	RT	CLP_I077																															
D-O1		P.764	117+74.52	RT				CLP_I077																															
D-60	2001919	P.764	118+51.00	LT	TO	118+70.76	LT	CLP_I077																												1			
D-O2		P.764	118+70.76	LT				CLP_I077																															
D-59	2001917	P.764	120+00.00	LT	TO	120+14.49	LT	CLP_I077									29																						
D-59A	2001918	P.764-P.765	120+14.49	LT	TO	125+78.00	LT	CLP_I077									572																						
DZ-32		P.765	125+46.92	RT				CLP_I077																															
D-61	2001920	P.765-P.766	125+78.00	LT	TO	129+06.00	LT	CLP_I077									332																						
D-63	2001921	P.765	125+78.00	LT	TO	125+78.00	LT	CLP_I077													59																		
D-65	2001924	P.766	129+00.00	LT	TO	129+06.00	LT	CLP_I077													45																		
D-64A	2001923	P.766	129+06.00	LT	TO	130+65.00	LT	CLP_I077									161																						
D-69	2001928	P.766	129+06.00	LT	TO	129+07.00	LT	CLP_I077																															
D-66	2001925	P.766	129+77.31	LT	TO	130+65.00	LT	CLP_I077																															
D-70	2001929	P.766	129+77.31	LT	TO	130+65.00	LT	CLP_I077																															
D-67	2001926	P.766	130+65.00	LT	TO	130+65.00	LT	CLP_I077																															
D-68	2001927	P.766	130+65.00	LT	TO	130+65.00	LT	CLP_I077																															
D-64	2001922	P.766-P.767	130+65.00	LT	TO	133+71.00	LT	CLP_I077									307																						
D-74	2001932	P.767	132+98.96	RT	TO	133+00.00	RT	CLP_I077																															
D-76	2001934	P.767	132+98.96	RT	TO	134+59.58	RT	CLP_I077																															
D-73	2001931	P.767	132+98.96	RT	TO	133+00.15	RT	CLP_I077																															
D-75	2001933	P.767	133+00.00	RT	TO	135+83.00	RT	CLP_I077																															
TOTALS CARRIED TO P.745																	2968				283	45	75					165					2			4						

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.733 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 5 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 8:54:04 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\3015525 - CUY-77-11.21\105743\400-Engineering\Drainage\Sheets\105743_DS002.dgn

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	611 36" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 36" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 42" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 48" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 54" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 54" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 60" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 66" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 14" X 23" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 19" X 30" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 38" X 60" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 15", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 18", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 21", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 24", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 27", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 30", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 36", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 60", TYPE B FT	611 CONDUIT, MISC.: 14" X 23" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CONDUIT, MISC.: 24" X 38" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 5 EACH	611 CATCH BASIN, NO. 5, AS PER PLAN EACH	611 CATCH BASIN, NO. 6, AS PER PLAN EACH	611 CATCH BASIN, NO. 8 WITHOUT APRON EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, NO. 2-3 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-5 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-6 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 CATCH BASIN RECONSTRUCTED TO GRADE EACH
D-71A	2001930	P.767	133+71.00	LT	TO	134+96.00	LT	CLP_I077										132																						
D-71B		P.767	134+02.00	LT	TO	134+66.50	LT	CLP_I077																							64			1						
D-71C		P.767	134+54.42	LT	TO	134+66.50	LT	CLP_I077																																
D-76A	2001935	P.767	134+57.89	RT	TO	134+59.58	RT	CLP_I077																																
D-77	2001936	P.767	134+59.58	RT	TO	135+95.27	RT	CLP_I077																																
D-71D		P.767	134+66.50	LT	TO	134+96.00	LT	CLP_I077																								51									
D-71		P.767	134+96.00	LT				CLP_I077																																
D-72		P.767	134+96.00	LT	TO	135+80.00	LT	CLP_I077																																
D-83	2001943	P.767-P.768	135+80.00	LT	TO	138+75.00	LT	CLP_I077																																
D-82	2001942	P.767	135+80.00	LT	TO	135+80.00	LT	CLP_I077																																
D-81	2001940	P.767	135+80.00	LT	TO	135+83.00	RT	CLP_I077																																
D-81A	2001941	P.767-P.768	135+83.00	RT	TO	139+00.00	RT	CLP_I077																																
D-78	2001937	P.767	135+95.27	RT	TO	135+97.56	RT	CLP_I077																																
D-80	2001939	P.767-P.768	135+95.27	RT	TO	137+59.48	RT	CLP_I077																																
D-79	2001938	P.768	137+59.48	RT	TO	139+83.44	RT	CLP_I077																																
D-84	2001944	P.768	138+75.00	LT	TO	141+57.00	LT	CLP_I077																																
D-84A	2001945	P.768	139+00.00	RT	TO	141+56.00	RT	CLP_I077																																
D-85	2001946	P.768	141+50.00	LT	TO	141+57.00	LT	CLP_I077																																
D-87	2001949	P.768-P.769	141+56.00	RT	TO	142+72.00	RT	CLP_I077																																
D-86	2001947	P.768-P.769	141+57.00	LT	TO	143+30.00	LT	CLP_I077																																
D-94A	2001956	P.769	142+72.00	RT	TO	144+25.00	RT	CLP_I077																																
D-86A	2001948	P.769	143+30.00	LT	TO	143+30.00	LT	CLP_I077																														1		
D-88	2001950	P.769	143+30.00	LT	TO	146+03.00	LT	CLP_I077																																
D-94		P.769	144+25.00	RT	TO	146+03.64	RT	CLP_I077																																
D-93	2001955	P.769	145+79.78	RT	TO	146+07.19	RT	CLP_I077																																
D-95A		P.769	146+03.00	LT	TO	146+07.05	LT	CLP_I077																																
D-95	2001957	P.769	146+03.00	LT	TO	146+07.05	LT	CLP_I077																																
D-96		P.769-P.770	146+03.00	LT	TO	147+90.00	LT	CLP_I077																																
D-92	2001954	P.769	146+03.64	RT	TO	146+07.19	RT	CLP_I077																																
D-91	2001953	P.769	146+07.19	RT	TO	146+34.94	RT	CLP_I077																																
D-90	2001952	P.769-P.770	146+34.94	RT	TO	147+74.77	RT	CLP_I077																																
D-89	2001951	P.770	147+74.77	RT	TO	148+50.00	RT	CLP_I077																																
D-97		P.770	147+90.00	LT	TO	150+16.00	LT	CLP_I077																																
D-104		P.770	147+91.30	LT	TO	148+05.00	LT	CLP_I077																																
D-98		P.770	150+16.00	LT	TO	150+60.00	LT	CLP_I077																														1		
D-101	2001960	P.770	150+16.00	LT	TO	150+18.19	LT	CLP_I077																																
D-100	2001958	P.770	150+18.19	LT	TO	150+61.06	LT	CLP_I077																																
D-100A	2001959	P.770	150+61.06	LT	TO	150+62.00	LT	CLP_I077																															1	
D-102	2001961	P.770	150+61.06	LT	TO	150+99.98	LT	CLP_I077																																
D-103	2001962	P.770-P.771	150+99.98	LT	TO	151+99.41	LT	CLP_I077																																
D-163A	2001980	P.772	157+55.00	LT	TO	159+90.00	LT	CLP_I077																																
D-150	2001965	P.772	159+85.00	RT	TO	161+60.00	RT	CLP_I077																																
D-163	2001979	P.772-P.773	159+90.00	LT	TO	162+50.00	LT	CLP_I077																																
D-150A		P.772-P.773	161+60.00	RT	TO	162+50.00	RT	CLP_I077																																
D-168A	2001987	P.773	162+21.00	LT	TO	162+50.00	LT	CLP_I077																															1	
D-157	2001972	P.773	162+25.00	RT	TO	162+50.00	RT	CLP_I077																																
D-151	2001966	P.773	162+50.00	RT	TO	162+50.00	RT	CLP_I077																																
D-156	2001971	P.773	162+50.00	RT	TO	162+50.00	LT	CLP_I077																																
D-162	2001978	P.773	162+50.00	LT	TO	162+50.00	LT	CLP_I077																																
D-168	2001986	P.773	162+50.00	LT	TO	164+70.54	LT	CLP_I077																																
TOTALS CARRIED TO P.745																		132				56		58		134	61				64	51			1		1	1	2			

DRAINAGE SUBSUMMARY

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.736 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 8 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 8:56:07 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\05 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743400-Engineering\Drainage\Sheets\105743_DS002.dgn

DRAINAGE SUBSUMMARY

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	611 36" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 36" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 42" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 48" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 54" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 54" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 60" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 66" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 14" X 23" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 19" X 30" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 38" X 60" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 15", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 18", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 21", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 24", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 27", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 30", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 36", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 60", TYPE B FT	611 CONDUIT, MISC.: 14" X 23" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CONDUIT, MISC.: 24" X 38" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 5 EACH	611 CATCH BASIN, NO. 5, AS PER PLAN EACH	611 CATCH BASIN, NO. 6, AS PER PLAN EACH	611 CATCH BASIN, NO. 8 WITHOUT APRON EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, NO. 2-3 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-5 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-6 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 CATCH BASIN RECONSTRUCTED TO GRADE EACH
D-151A	2001967	P.773	162+50.00	RT	TO	164+70.54	RT	CLP_I077														136																			
D-158A	2001974	P.773	162+50.00	RT	TO	163+35.00	RT	CLP_I077																																	
D-164	2001981	P.773	162+50.00	LT	TO	163+35.00	LT	CLP_I077																										1							
D-158	2001973	P.773	163+35.00	RT	TO	163+35.00	RT	CLP_I077																																	
D-159	2001975	P.773	163+35.00	RT	TO	164+70.54	RT	CLP_I077																136																	
D-165	2001982	P.773	163+35.00	LT	TO	164+50.00	LT	CLP_I077																										1							
D-166	2001983	P.773	164+50.00	LT	TO	165+25.00	LT	CLP_I077																										1							
D-169	2001988	P.773-P.774	164+70.54	LT		167+14.00	LT	CLP_I077																																	
D-152	2001968	P.773	164+70.54	RT	TO	165+30.00	RT	CLP_I077																																	
D-160	2001976	P.773	164+70.54	RT	TO	165+64.87	RT	CLP_I077																																	
D-166A	2001984	P.773	165+25.00	LT	TO	165+75.00	LT	CLP_I077																										1							
D-154	2001969	P.773	165+30.00	RT	TO	166+27.00	RT	CLP_I077																																	
D-167	2001985	P.773-P.774	165+75.00	LT	TO	167+75.00	LT	CLP_I077																										1							
D-155	2001970	P.773-P.774	166+27.00	RT	TO	167+60.00	RT	CLP_I077												133																					
D-170	2001989	P.774	167+14.00	LT	TO	167+14.00	LT	CLP_I077																														1			
D-170A	2001990	P.774	167+14.00	LT	TO	168+86.00	LT	CLP_I077																																	
D-161	2001977	P.774	167+60.00	RT	TO	167+70.00	RT	CLP_I077																	54																
D-170B		P.774	168+86.00	LT	TO	169+10.82	LT	CLP_I077																																	
DZ-2		P.774	169+10.82	LT				CLP_I077																																	
D-220	2002016	P.774	169+78.29	RT	TO	170+60.75	LT	CLP_I077																116														1			
DZ-3		P.774	170+05.17	LT				CLP_I077																																	
D-220A		P.774	170+60.75	LT				CLP_I077																																	
D-177		P.775	175+27.65	LT	TO	175+35.54	LT	CLP_I077												8																					
DZ-4A		P.775	175+32.26	T				CLP_I077																																	
D-178		P.775	175+35.54	LT	TO	175+58.05	LT	CLP_I077												10				22																	
DZ-4B		P.775	175+50.05	LT				CLP_I077																																	
D-179	2001991	P.775	175+51.28	LT	TO	175+85.00	LT	CLP_I077															39																		
D-180		P.775	175+85.00	LT	TO	176+51.00	LT	CLP_I077																75																	
DZ-4		P.775	176+19.99	LT				CLP_I077																																	
DZ-5		P.775	176+38.15	LT				CLP_I077																																	
DZ-6		P.775	176+51.07	LT				CLP_I077																																	
D-181		P.775-P.776	176+51.00	LT	TO	180+00.00	LT	CLP_I077																338																	
D-182		P.776-P.777	180+00.00	LT	TO	183+53.00	LT	CLP_I077																342																	
D-184	2001993	P.777	183+42.06	RT	TO	183+50.00	RT	CLP_I077																																	
D-183	2001992	P.777	183+50.00	RT	TO	183+53.00	LT	CLP_I077																83																	
D-183A		P.777	183+53.00	LT	TO	183+53.00	LT	CLP_I077																																	
D-185		P.777	183+53.00	LT	TO	186+21.00	LT	CLP_I077																267																	
DZ-8		P.777	185+12.23	RT				CLP_I077																																	
D-186		P.777-P.778	186+21.00	LT	TO	188+87.00	LT	CLP_I077																269																	
D-188	2001995	P.778	188+13.30	RT	TO	189+81.15	RT	CLP_I077																																	
D-187A		P.778	188+87.00	LT	TO	188+91.00	LT	CLP_I077																																	
D-192		P.778	188+87.00	LT	TO	191+45.00	LT	CLP_I077																270																	
D-187	2001994	P.778	188+91.00	LT	TO	189+00.00	LT	CLP_I077																86																	
D-189A	2001997	P.778	189+81.15	RT	TO	191+64.83	RT	CLP_I077																																	
D-193A		P.778-P.779	191+45.00	LT	TO	193+82.93	LT	CLP_I077																247																	
D-189	2001996	P.778	191+64.83	RT	TO	191+95.42	RT	CLP_I077																																	
D-190	2001999	P.778-P.779	191+95.42	RT	TO	192+36.22	RT	CLP_I077																																	
D-191	2002000	P.779	192+36.22	RT	TO	192+38.63	RT	CLP_I077																																	
D-191A		P.779	192+38.63	RT	TO	194+84.50	RT	CLP_I077																																	
D-193	2002001	P.779	193+82.93	LT	TO	193+98.00	LT	CLP_I077															75																	
TOTALS CARRIED TO P.745													18	114	1830	8				133		421	54											5			2	4	2	2	

CUY-77-11.41 - PART 1

MODEL: Sheet 11 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 8:57:47 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Drainage\Sheets\105743_DS002.dgn

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.739 | TOTAL P.1274

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	611 36" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 36" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 42" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 48" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 54" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 54" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 60" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 66" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 14" X 23" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 19" X 30" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 38" X 60" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 15", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 18", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 21", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 24", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 27", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 30", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 36", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 60", TYPE B FT		611 CONDUIT, MISC., 14" X 23" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CONDUIT, MISC.: 24" X 38" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 5 EACH	611 CATCH BASIN, NO. 5, AS PER PLAN EACH	611 CATCH BASIN, NO. 6, AS PER PLAN EACH	611 CATCH BASIN, NO. 8 WITHOUT APRON EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, NO. 2-3 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-5 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-6 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 CATCH BASIN RECONSTRUCTED TO GRADE EACH
D-194	2002002	P.779	193+98.00	LT	TO	194+00.00	LT	CLP_I077														65																			
D-195	2002003	P.779	193+98.00	LT	TO	196+89.00	LT	CLP_I077				296																													
DZ-10		P.779	194+78.22	RT				CLP_I077																																	
DZ-9		P.779	194+78.90	RT				CLP_I077																																	
D-198		P.779	194+84.50	RT	TO	196+50.50	RT	CLP_I077																																	
DZ-11		P.779	194+93.12	RT				CLP_I077																																	
D-197		P.779-P.780	196+50.50	RT	TO	199+19.01	RT	CLP_I077											269																					
D-201	2002005	P.779-P.780	196+89.00	LT	TO	199+20.00	LT	CLP_I077												231																				
D-199	2002004	P.779-P.780	196+89.00	LT	TO	197+00.00	LT	CLP_I077																																	
D-200		P.779-P.780	197+00.00	LT	TO	197+09.04	LT	CLP_I077																																	
D-210	2002012	P.780	199+18.00	LT	TO	199+20.00	LT	CLP_I077																																	
D-205	2002009	P.780	199+19.01	RT	TO	199+20.00	LT	CLP_I077																																	
D-206		P.780	199+19.01	RT	TO	200+35.09	RT	CLP_I077																																	
D-202	2002006	P.780	199+20.00	LT	TO	199+20.00	LT	CLP_I077																																	
D-203	2002007	P.780	199+20.00	LT	TO	200+17.51	LT	CLP_I077																																	
D-211	2002013	P.780	199+20.00	LT	TO	200+16.50	LT	CLP_I077																																	
D-212E	2002015	P.780	199+98.00	LT	TO	200+19.50	LT	CLP_I077																																	
D-212		P.780	200+16.50	LT	TO	200+19.50	LT	CLP_I077																																	
D-213		P.780	200+16.50	LT	TO	201+19.00	LT	CLP_I077																																	
D-212D	2002014	P.780	200+19.50	LT	TO	200+42.00	LT	CLP_I077																																	
D-207		P.780-P.781	200+35.09	RT	TO	202+16.94	RT	CLP_I077																																	
D-204	2002008	P.780	201+15.00	LT	TO	201+22.00	LT	CLP_I077																57																	
D-214		P.780	201+19.00	LT	TO	201+22.00	LT	CLP_I077																																	
D-215		P.780-P.781	201+19.00	LT	TO	203+01.34	LT	CLP_I077																																	
D-208		P.781	202+16.94	RT	TO	204+88.77	RT	CLP_I077																																	
D-215C		P.781	203+01.34	LT	TO	203+04.00	LT	CLP_I077																																	
DZ-12		P.781	204+35.96	LT				CLP_I077																																	
D-209	2002011	P.781	204+88.77	RT	TO	204+98.00	RT	CLP_I077																																	
D-405	2002020	P.782	210+31.50	LT	TO	210+35.78	LT	CLP_I077																																	
DZ-14		P.782	210+35.78	LT				CLP_I077																																	
D-399		P.782	211+57.40	LT	TO	211+77.53	LT	CLP_I077																																	
DZ-16		P.783	212+08.64	LT				CLP_I077																																	
DZ-18		P.783	213+42.14	LT				CLP_I077																																	
DZ-19		P.783	214+38.68	LT				CLP_I077																																	
D-400	2002017	P.783	214+66.00	RT	TO	215+55.00	RT	CLP_I077																																	
DZ-20		P.783	215+11.70	LT				CLP_I077																																	
DZ-21		P.783	215+33.24	LT				CLP_I077																																	
DZ-21A		P.783	215+39.02					CLP_I077																																	
D-404		P.783	215+51.48	LT	TO	215+55.00	LT	CLP_I077																																	
D-401	2002018	P.783	215+55.00	RT	TO	215+55.00	LT	CLP_I077																																	
DZ-22		P.783	215+62.50	LT				CLP_I077																																	
DZ-23		P.783	216+13.50	LT				CLP_I077																																	
DZ-24		P.783	216+41.32	LT				CLP_I077																																	
DZ-25		P.783	216+76.31	LT				CLP_I077																																	
DZ-26		P.784	217+28.28	LT				CLP_I077																																	
DZ-27		P.784	217+42.37	LT				CLP_I077																																	
TOTALS CARRIED TO P.745												296							269	231	122					122								6							8	1

DRAINAGE SUBSUMMARY

CUY-77-11.41 - PART 1

DESIGN AGENCY
AECOM

DESIGNER SMS
REVIEWER AKM 05/01/26
PROJECT ID 105743
SHEET P.742 | TOTAL P.1274

MODEL: Sheet 14 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:05:51 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Drainage\Sheets\105743_DS002.dgn

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	602 CONCRETE MASONRY CY	611 6" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 6" CONDUIT, TYPE B, AS PER PLAN 1, 707.65 FT	611 6" CONDUIT, TYPE C, AS PER PLAN 1, 707.65 FT	611 8" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 8" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 12" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 1, 707.65 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 3 FT	611 15" CONDUIT, TYPE B, AS PER PLAN 5 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 1, 707.65 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 3 FT	611 15" CONDUIT, TYPE C, AS PER PLAN 4 FT	611 18" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 18" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 18" CONDUIT, TYPE B, AS PER PLAN 1, 707.65 FT	611 18" CONDUIT, TYPE B, AS PER PLAN 2 FT	611 18" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 18" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 21" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 21" CONDUIT, TYPE B, AS PER PLAN 3 FT	611 21" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 24" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 24" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 24" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 24" CONDUIT, TYPE C, AS PER PLAN 1, 707.01 FT	611 27" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 27" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 30" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 30" CONDUIT, TYPE B, AS PER PLAN 2 FT	611 30" CONDUIT, TYPE C, AS PER PLAN 5 FT
DZ-28		P.784	218+44.05	LT				CLP_I077																																		
DZ-29		P.784	218+68.32	RT				CLP_I077																																			
DZ-31		P.784	219+47.00	LT				CLP_I077																																			
D-403		P.784	220+60.41	RT	TO	220+66.89	LT	CLP_I077							10																											
D-408		P.785	223+54.84	RT	TO	223+68.54	LT	CLP_I077			20				10																											
D-110		P.786	300+11.25	RT	TO	300+15.60	RT	BLP_R283A3							4																											
DZ-1		P.786	300+73.08	LT				BLP_R283A3																																		
D-1		P.786	78+32.14	LT	TO	78+94.10	LT	CLP_I077							11																											
D-2	2001848	P.786	78+52.89	LT	TO	78+94.10	LT	CLP_I077								36																										
D-2A	2001849	P.786	78+94.10	LT	TO	78+98.50	RT	CLP_I077																																		
D-11	2001863	P.787	81+47.25	LT	TO	81+60.50	RT	CLP_I077								54																										
D-111		P.788	400+46.58	LT	TO	400+51.31	LT	BLP_R283A4							4																											
D-47B		P.790	109+10.00	RT	TO	109+12.60	RT	BLP_R043B1							8																											
D-O5		P.792	112+09.35	RT				BLP_R043E1	0.27																																	
D-208A	2002010	P.792	112+09.35	RT	TO	112+36.00	RT	BLP_R043E1								46																											
TOTALS CARRIED FROM THIS SHEET									0.27		20				47	136																		77	50	11						
TOTALS CARRIED FROM P.729													8	20	31	1156			52		60			7										10	27				182	211	
TOTALS CARRIED FROM P.732									0.54							1033			88		203								284				11	371							
TOTALS CARRIED FROM P.735										9					14	1807			26		330				226	1080			174	474		317				50	5		86	235		
TOTALS CARRIED FROM P.738																857			5		69					735				240									414		88
TOTALS CARRIED FROM P.741											15	5				257	56	30	10	3	59	283	16	19			6	10			299				182	163		98	103			
TOTALS CARRIED TO GENERAL SUMMARY									0.81	9	35	5	8	20	92	5236	56	30	181	3	721	283	16	26	226	1815	6	10	458	714	299	317	11	371	87	259	224	5	98	189	831	211	88

DRAINAGE SUBSUMMARY

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.744 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 16 PAPERSIZE: 34x22 (in.) DATE: 10/25/2026 TIME: 11:08:31 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
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REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	611 36" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 36" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 42" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 48" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 48" CONDUIT, TYPE C, AS PER PLAN 1, 706.02 FT	611 54" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 54" CONDUIT, TYPE C, AS PER PLAN 1 FT	611 60" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 66" CONDUIT, TYPE B, AS PER PLAN 1, 706.02 FT	611 14" X 23" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 19" X 30" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 38" X 60" CONDUIT, TYPE B, 706.04, AS PER PLAN 1 FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 15", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 18", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 21", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 24", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 27", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 30", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 36", TYPE B FT	611 CONDUIT, BORED OR JACKED, AS PER PLAN 1, 60", TYPE B FT	611 CONDUIT, MISC.: 14" X 23" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CONDUIT, MISC.: 24" X 38" CONDUIT, TYPE C, 706.04, AS PER PLAN 1 FT	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 5 EACH	611 CATCH BASIN, NO. 5, AS PER PLAN EACH	611 CATCH BASIN, NO. 6, AS PER PLAN EACH	611 CATCH BASIN, NO. 8 WITHOUT APRON EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, NO. 2-3 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-5 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN, NO. 2-6 WITH BICYCLE SAFE GRATE EACH	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 CATCH BASIN RECONSTRUCTED TO GRADE EACH
DZ-28		P.784	218+44.05	LT				CLP_I077																														1	
DZ-29		P.784	218+68.32	RT				CLP_I077																														1	
DZ-31		P.784	219+47.00	LT				CLP_I077																														1	
D-403		P.784	220+60.41	RT	TO	220+66.89	LT	CLP_I077																															
D-408		P.785	223+54.84	RT	TO	223+68.54	LT	CLP_I077																															
D-110		P.786	300+11.25	RT	TO	300+15.60	RT	BLP_R283A3																												1			
DZ-1		P.786	300+73.08	LT				BLP_R283A3																															1
D-1		P.786	301+45.41	LT	TO	302+05.00	LT	BLP_R283A3																															
D-2	2001848	P.786	301+65.56	LT	TO	302+05.00	LT	BLP_R283A3																															
D-2A	2001849	P.786	302+05.00	LT	TO	302+13.18	RT	BLP_R283A3																															
D-11	2001863	P.787	304+50.00	LT	TO	304+69.01	RT	BLP_R283A3																															
D-111		P.788	400+46.58	LT	TO	400+51.31	LT	BLP_R283A4																												1			
D-47B		P.790	109+10.00	RT	TO	109+12.60	RT	BLP_R043B1																															
D-O5		P.792	112+09.35	RT				BLP_R043E1																															
D-208A	2002010	P.792	112+09.35	RT	TO	112+36.00	RT	BLP_R043E1																												1			
TOTALS CARRIED FROM THIS SHEET																																		3			
TOTALS CARRIED FROM P.730									30	8					550	444	1459				300			224			117						1				
TOTALS CARRIED FROM P.733																	2968				283	45	75					165					2				
TOTALS CARRIED FROM P.736																		132			56		58		134	61			64	51		1		1	1	2			
TOTALS CARRIED FROM P.739				18	114	1830	8					133									421	54											5			2	4	2	2	
TOTALS CARRIED FROM P.742					296								269	231							122					122						6					8	1
TOTALS CARRIED TO GENERAL SUMMARY				18	410	1830	8		30	8	18	133	269	231	550	444	4427	132	133	269	1182	99	133	224	134	183	117	165	64	51	3	9	1	5	1	7	4	4	2	13	2

DRAINAGE SUBSUMMARY

CUY-77-11.41 - PART 1

MODEL: Sheet 17 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:08:01 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
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DESIGN AGENCY
AECOM

DESIGNER SMS
REVIEWER AKM 05/01/26
PROJECT ID 105743
SHEET P.745 | TOTAL P.1274

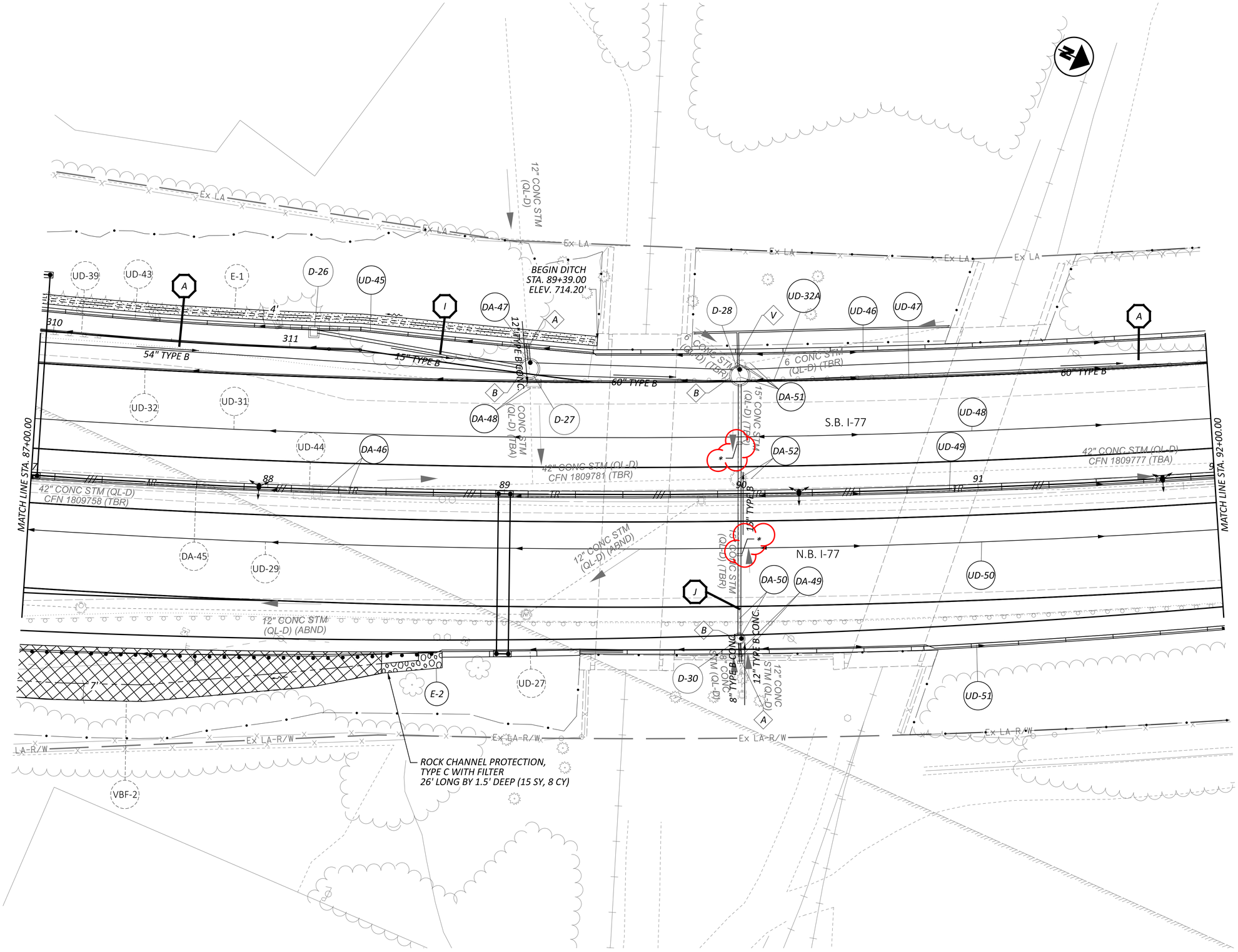
NOTES

FOR ADDITIONAL ROADWAY PLAN DETAILS, SEE SHEETS P.305 - P.360

FOR STORM SEWER PROFILES, SEE SHEETS P.793 - P.832

FOR LEGEND AND DIAMOND NOTES, SEE SHEET P.716

* NEW SEWER WILL BE OPEN CUT AND CAPPED AT THE MOT PHASE LINES.



HORIZONTAL SCALE IN FEET
0 10 20 40

DRAINAGE PLAN - I.R. 77
STA. 87+00.00 TO STA. 92+00.00

DESIGN AGENCY	AECOM
DESIGNER	SMS
REVIEWER	AKM 05/01/26
PROJECT ID	105743
SHEET	P.758
TOTAL	P.1274

CUY-77-11.41 - PART 1

MODEL: CLP_I077 - Plan 5 PAPERSIZE: 34x22 (in.) DATE: 10/25/2026 TIME: 10:50:28 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
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NOTES

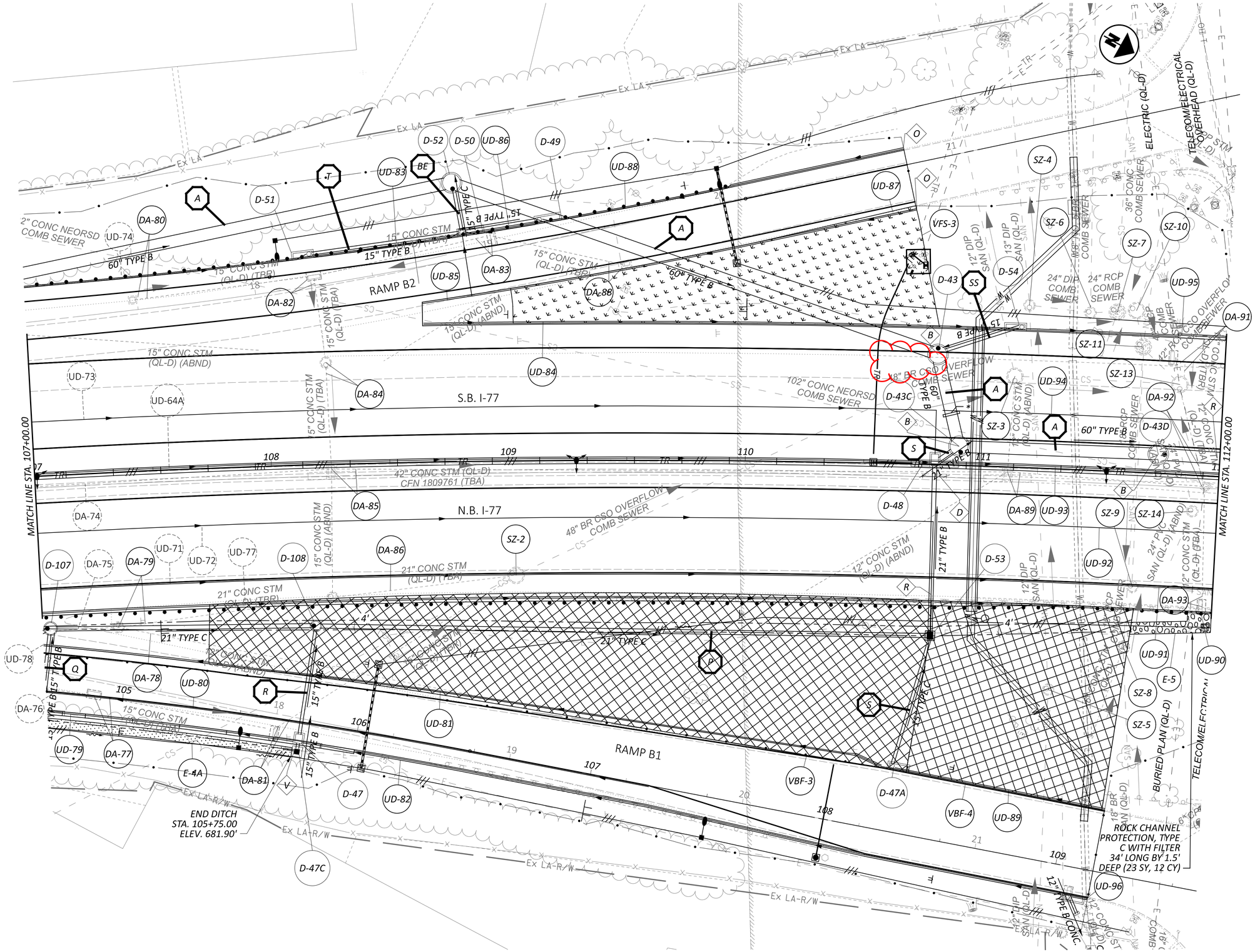
FOR ADDITIONAL ROADWAY PLAN DETAILS, SEE SHEETS P.305 - P.360

FOR STORM SEWER PROFILES, SEE SHEETS P.793 - P.832

FOR RAMP B1 DRAINAGE PLAN, SEE SHEET P.790

FOR LEGEND AND DIAMOND NOTES, SEE SHEET P.716

** NEW SEWER WILL BE CAPPED AT THE MOT PHASE LINE. PORTION TO THE WEST BUILT IN MOT PHASE 1 AND PORTION TO THE EAST BUILT IN MOT PHASE 2.*



HORIZONTAL SCALE IN FEET
0 10 20 40

DRAINAGE PLAN - I.R. 77
STA. 107+00.00 TO STA. 112+00.00

CUY-77-11.41 - PART 1

MODEL: CLP_I077 - Plan 9 PAPERSIZE: 34x22 (in.) DATE: 10/7/2026 TIME: 1:55:02 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
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DESIGN AGENCY
AECOM

DESIGNER	SMS
REVIEWER	AKM 05/01/26
PROJECT ID	105743
SHEET	P.762
TOTAL	P.1274

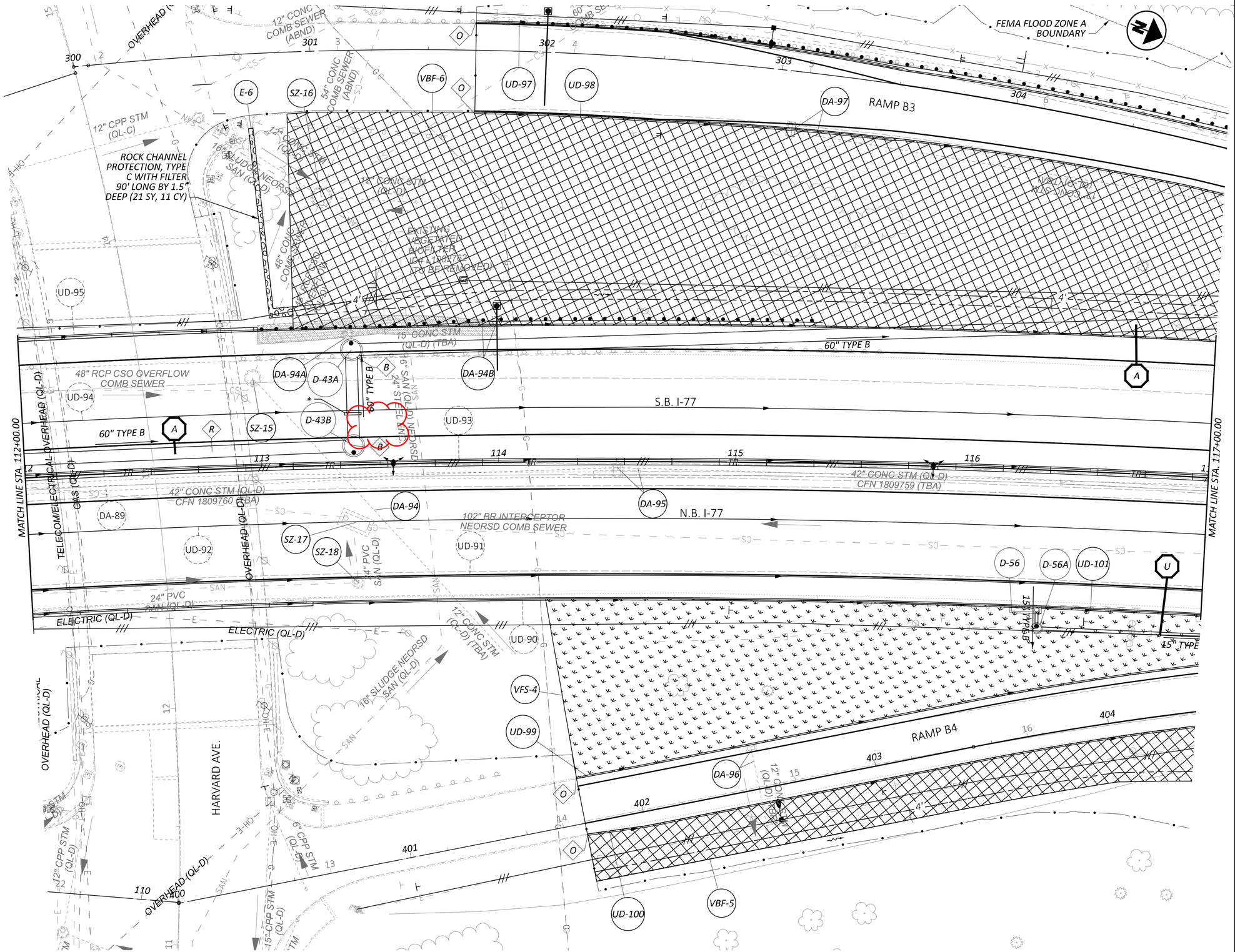
NOTES

FOR ADDITIONAL ROADWAY PLAN DETAILS, SEE SHEETS P.305 - P.360

FOR STORM SEWER PROFILES, SEE SHEETS P.793 - P.832

FOR LEGEND AND DIAMOND NOTES, SEE SHEET P.716

** NEW SEWER WILL BE CAPPED AT THE MOT PHASE LINE. PORTION TO THE WEST BUILT IN MOT PHASE 1 AND PORTION TO THE EAST BUILT IN MOT PHASE 2.*



DRAINAGE PLAN - I.R. 77
STA. 112+00.00 TO STA. 117+00.00

DESIGN AGENCY	AECOM
DESIGNER	SMS
REVIEWER	AKM 05/01/26
PROJECT ID	105743
SHEET	P.763
TOTAL	P.1274

CUY-77-11.41 - PART 1

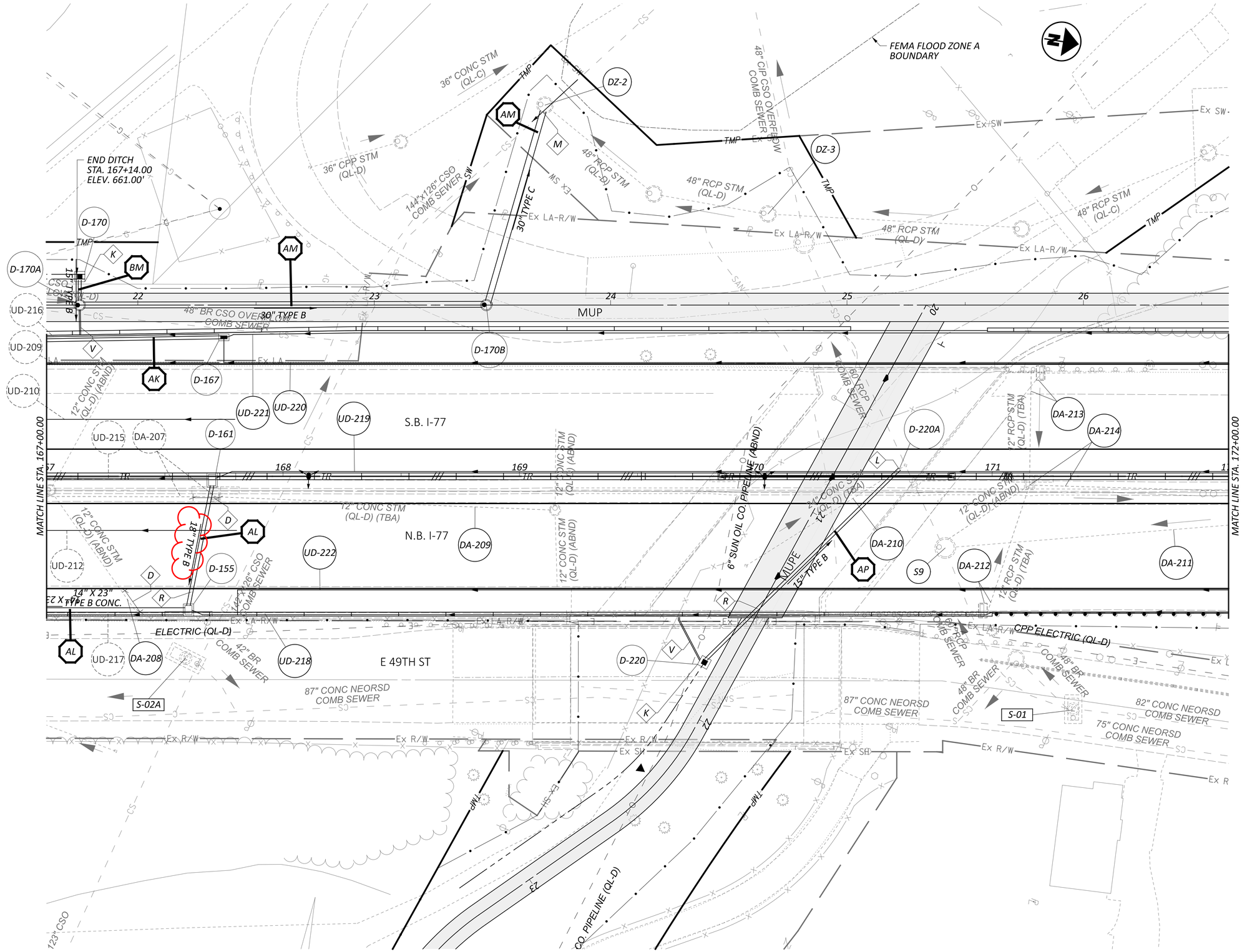
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NOTES

FOR ADDITIONAL ROADWAY PLAN DETAILS, SEE SHEETS P.305 - P.360

FOR STORM SEWER PROFILES, SEE SHEETS P.793 - P.832

FOR LEGEND AND DIAMOND NOTES, SEE SHEET P.716



HORIZONTAL SCALE IN FEET
0 10 20 40

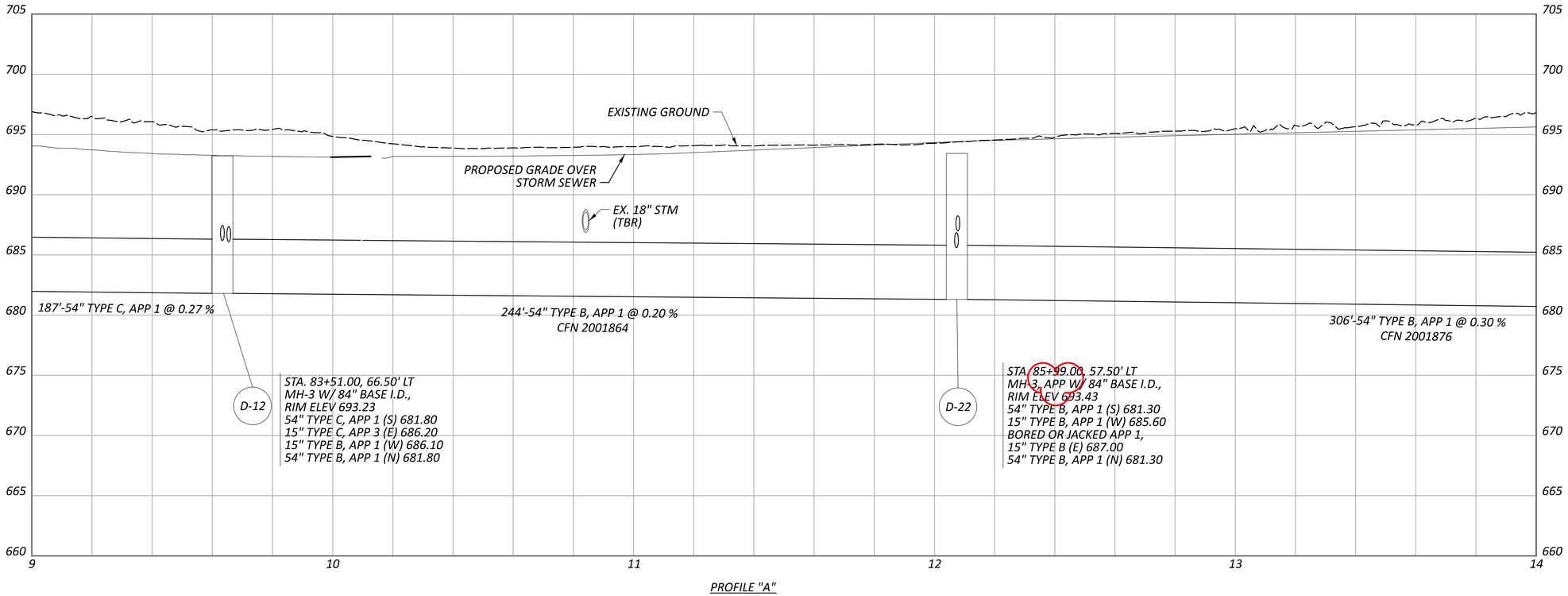
DRAINAGE PLAN - I.R. 77
STA. 167+00.00 TO STA. 172+00.00

DESIGN AGENCY	AECOM
DESIGNER	SMS
REVIEWER	AKM 05/01/26
PROJECT ID	105743
SHEET	P.774
TOTAL	P.1274

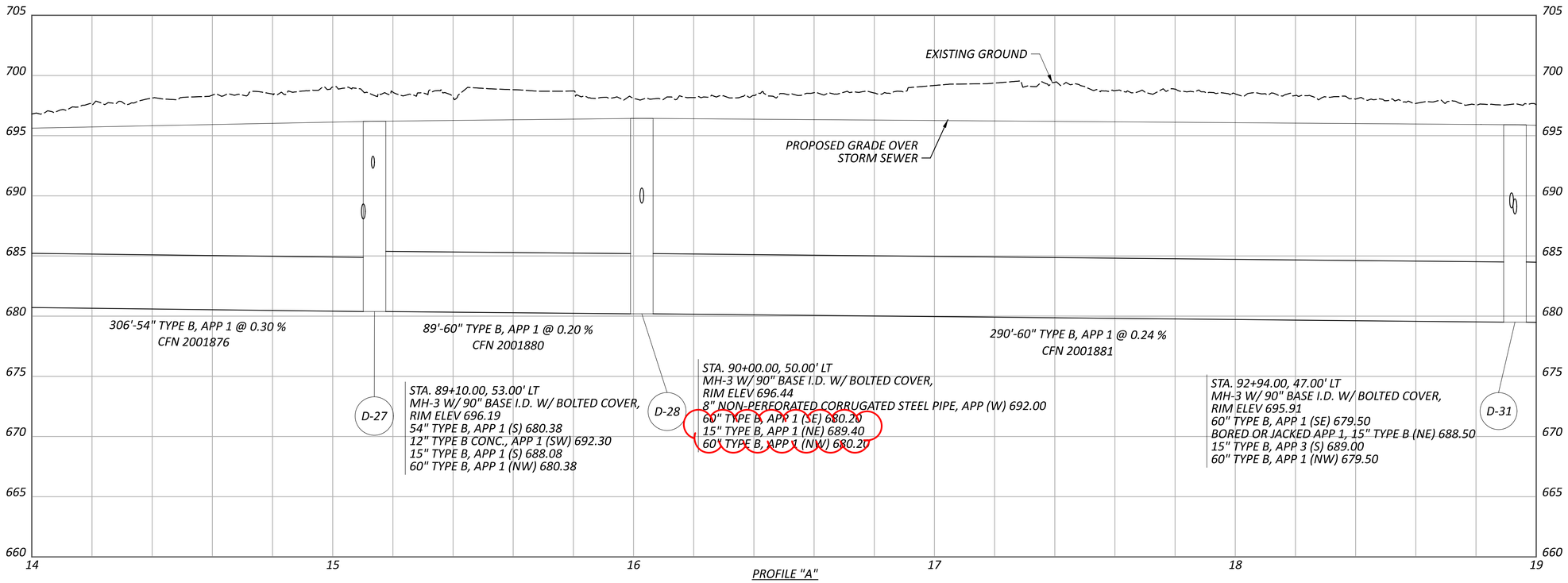
CUY-77-11.41 - PART 1

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PROFILE "A"



PROFILE "A"

DRAINAGE PROFILES - I.R. 77
PROFILE "A"

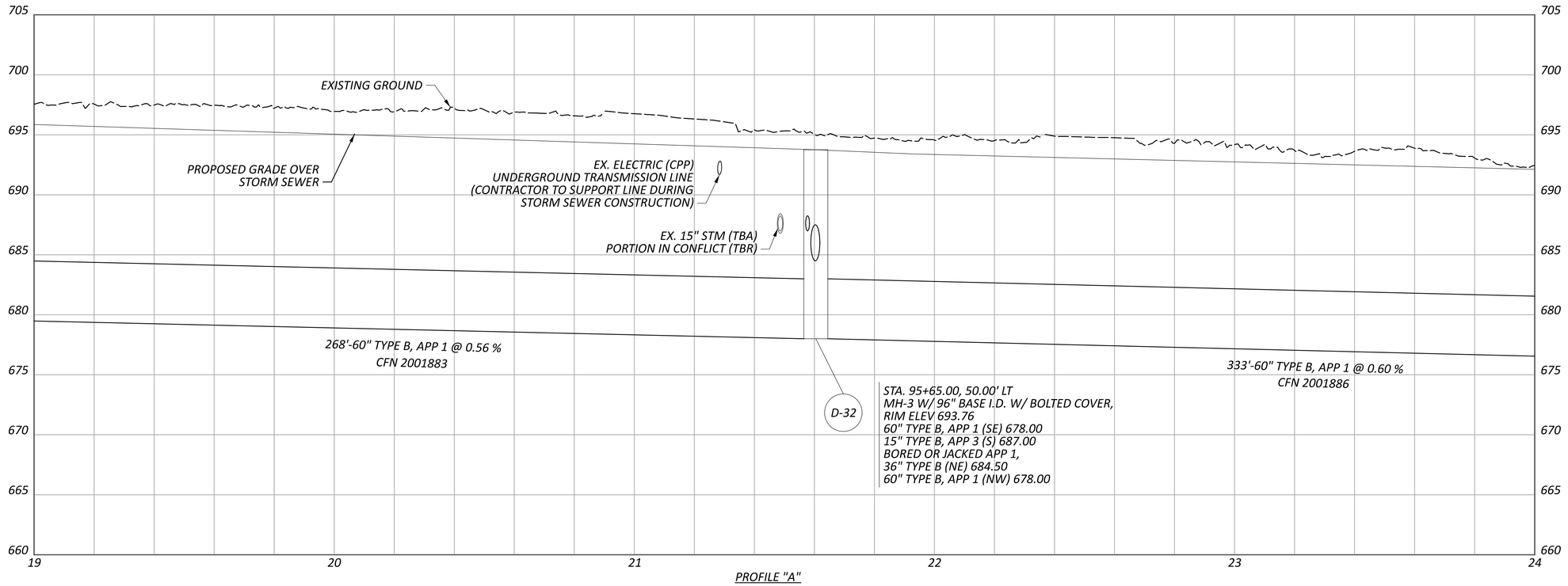
DESIGN AGENCY
AECOM

DESIGNER
SMS

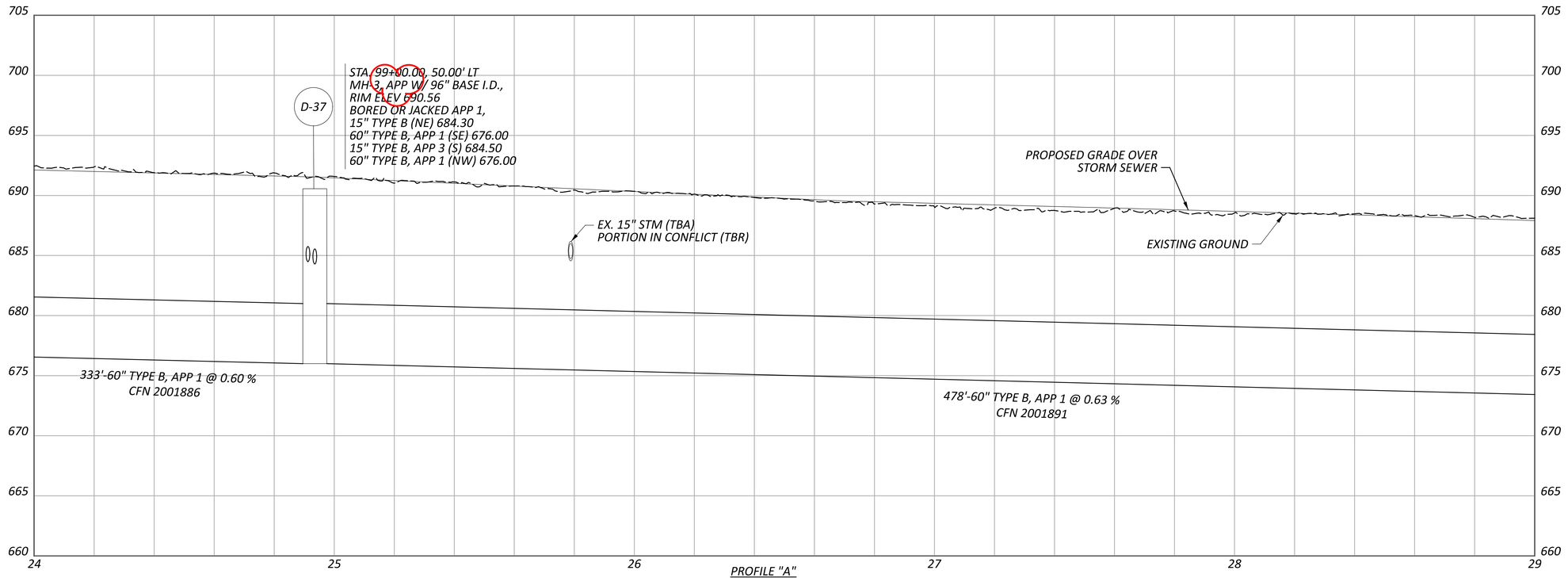
REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.794 TOTAL P.1274



PROFILE "A"



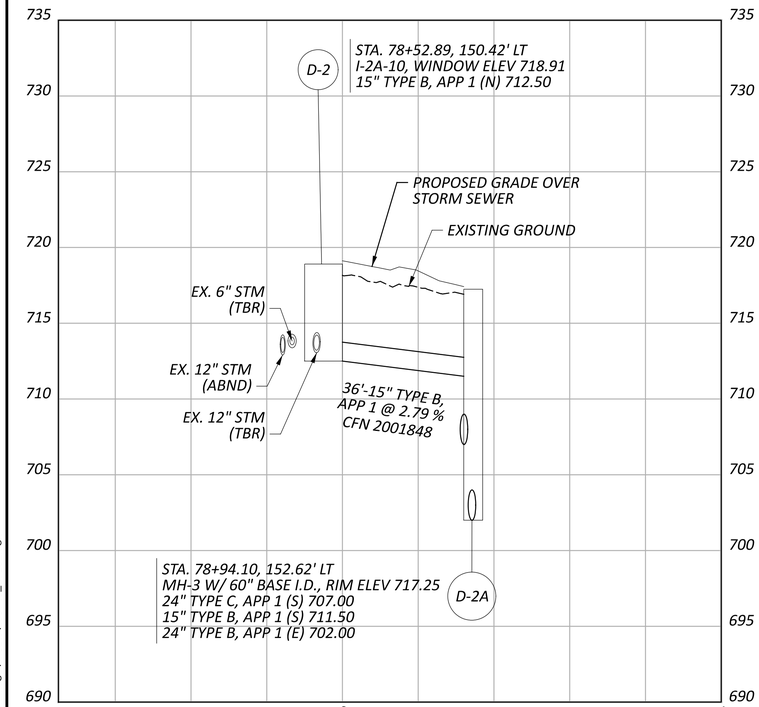
PROFILE "A"

DRAINAGE PROFILES - I.R. 77
PROFILE "A"

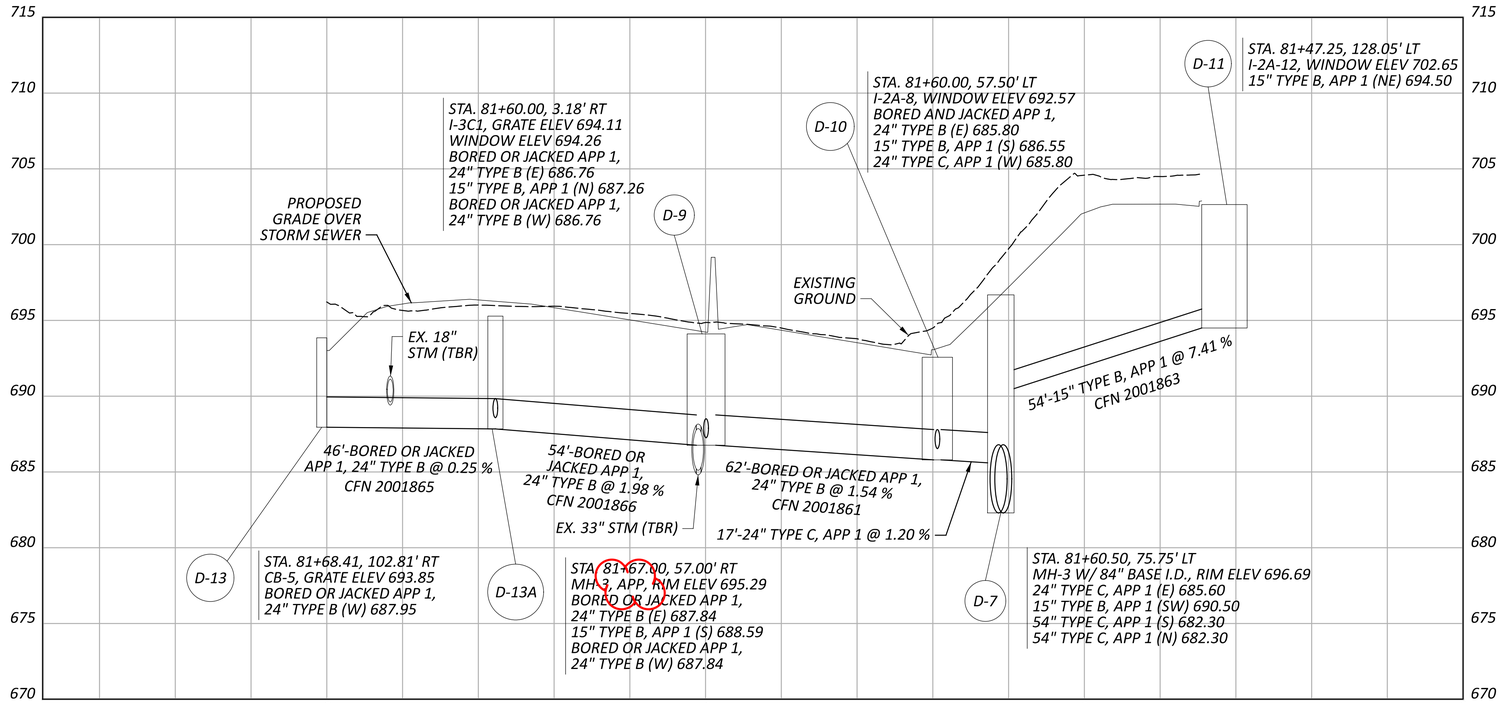
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DESIGNER	SMS
REVIEWER	AKM 05/01/26
PROJECT ID	105743
SHEET	P.795
TOTAL	P.1274

CUY-77-11.41 - PART 1

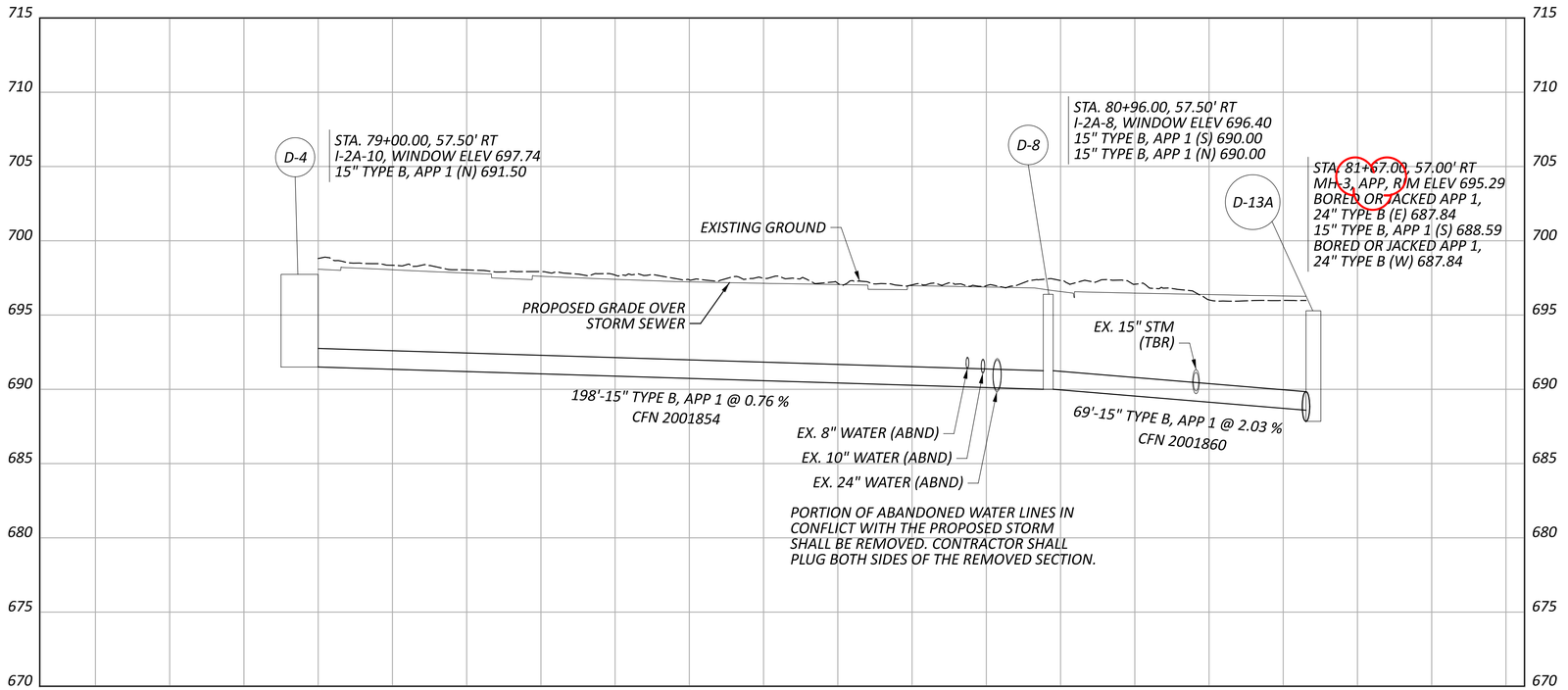
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PROFILE "C"



PROFILE "E"



PROFILE "D"

DRAINAGE PROFILES - I.R. 77
PROFILES "C", "D", "E"

CUY-77-11.41 - PART 1

MODEL: Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 10/25/2026 TIME: 8:56:14 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: sydney.stefanek@aecom.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.02.25
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sydney.stefanek@aecom.com

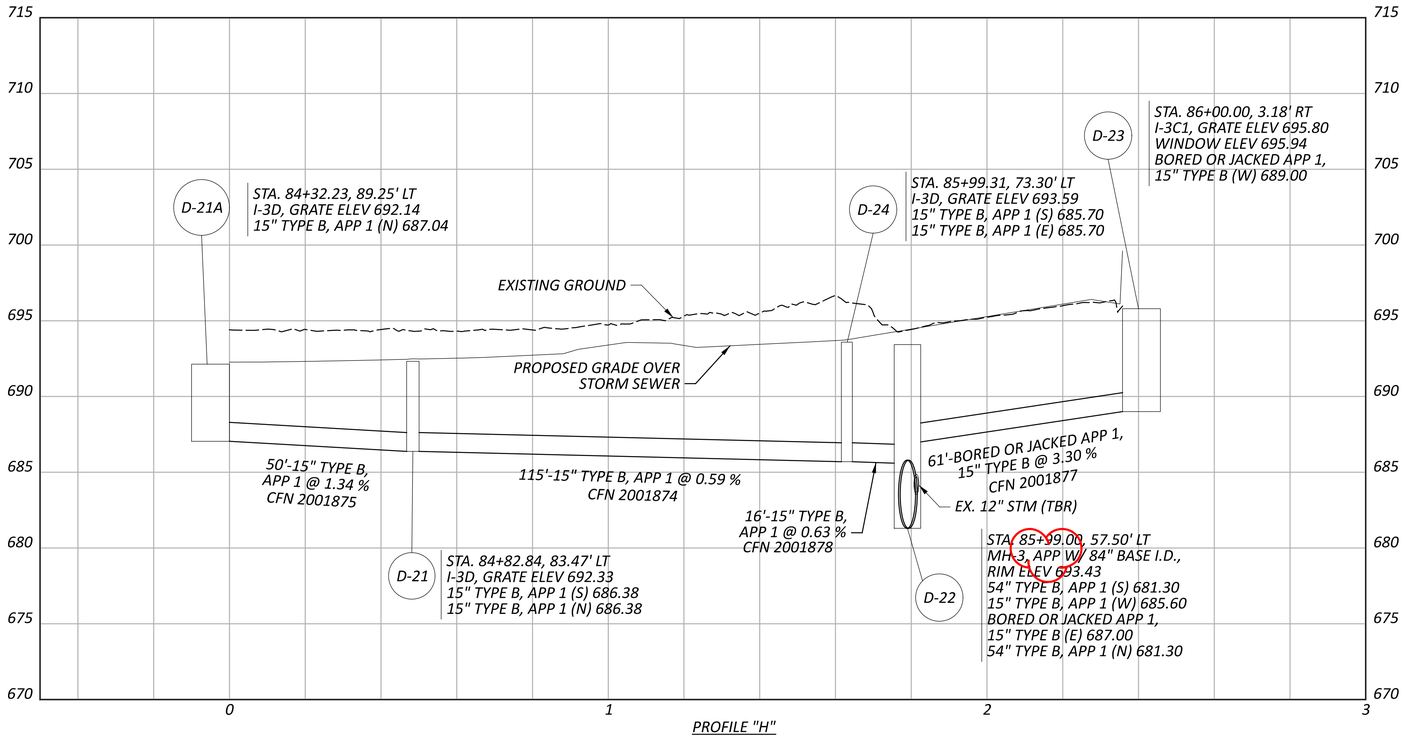
DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.801 | TOTAL P.1274



PROFILE "H"

PROFILE "I"

DRAINAGE PROFILES - I.R. 77
PROFILES "H", "I"

DESIGN AGENCY
AECOM

DESIGNER
SMS

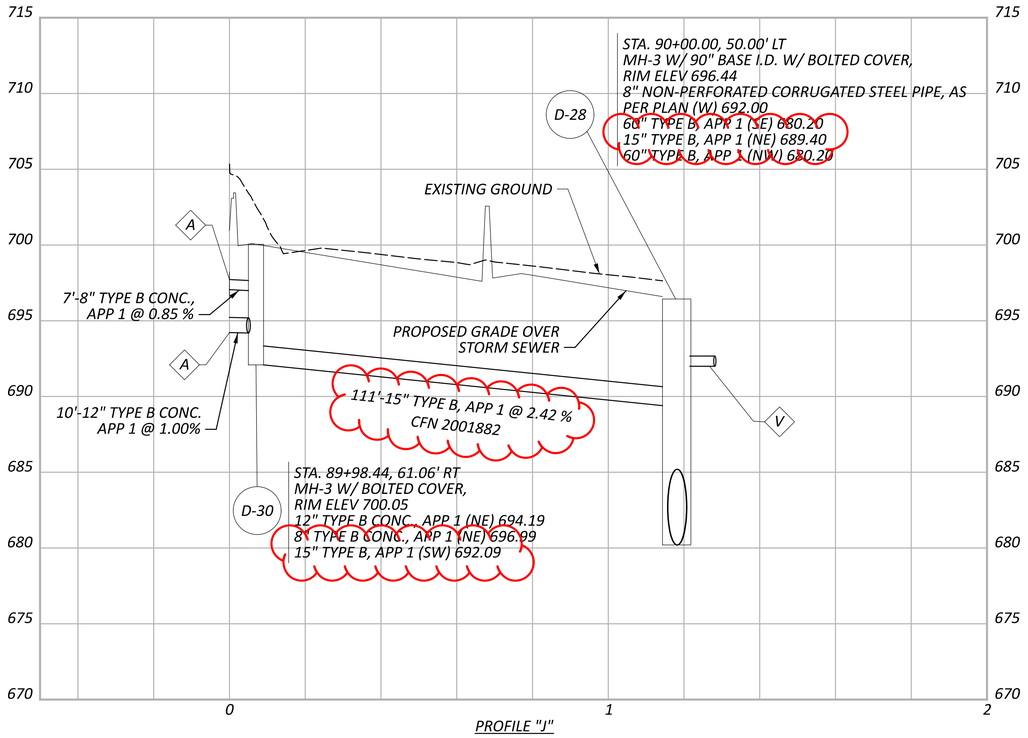
REVIEWER
AKM 05/01/26

PROJECT ID
105743

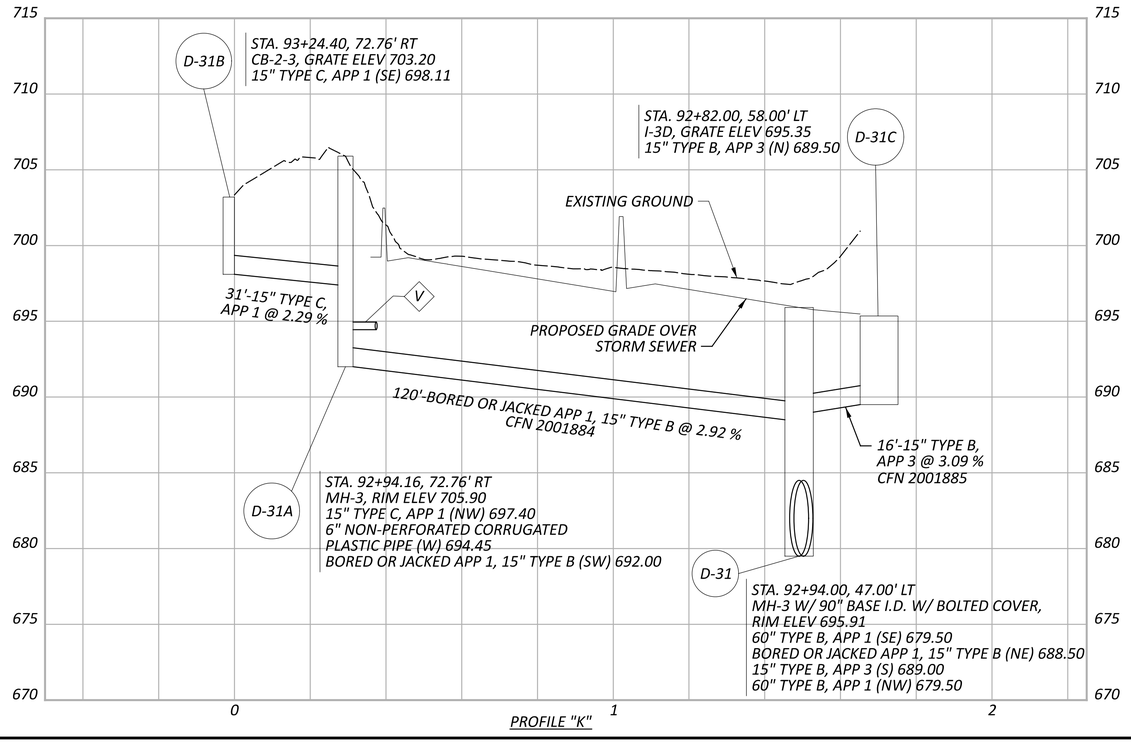
SHEET P.803 | TOTAL P.1274

CUY-77-11.41 - PART 1

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PROFILE "J"



PROFILE "K"

DRAINAGE PROFILES - I.R. 77
PROFILES "J", "K"

DESIGN AGENCY
AECOM

DESIGNER
SMS

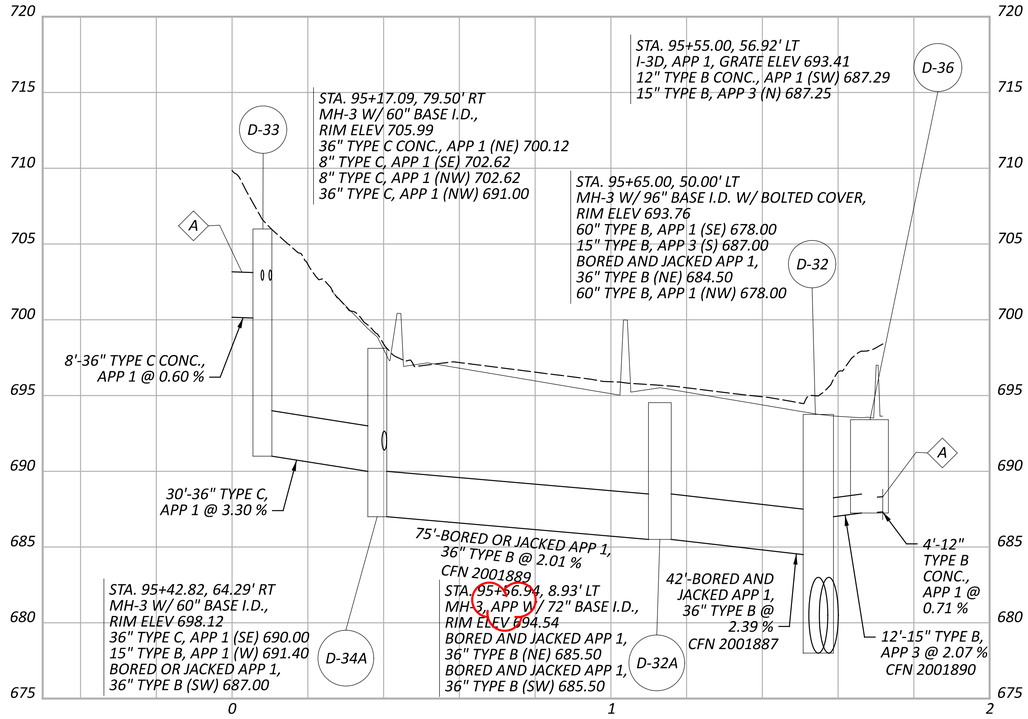
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AKM 05/01/26

PROJECT ID
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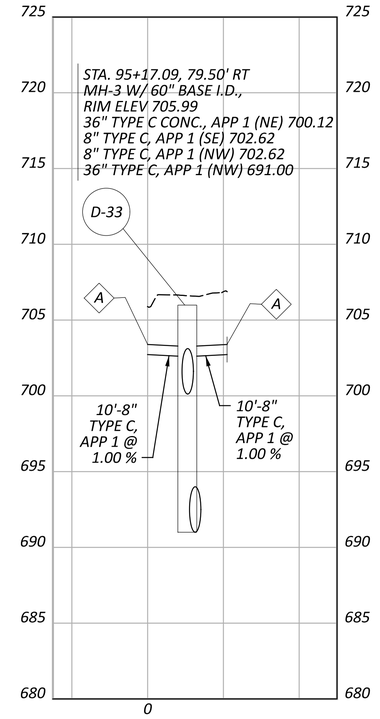
SHEET P.804 TOTAL P.1274

CUY-77-11.41 - PART 1

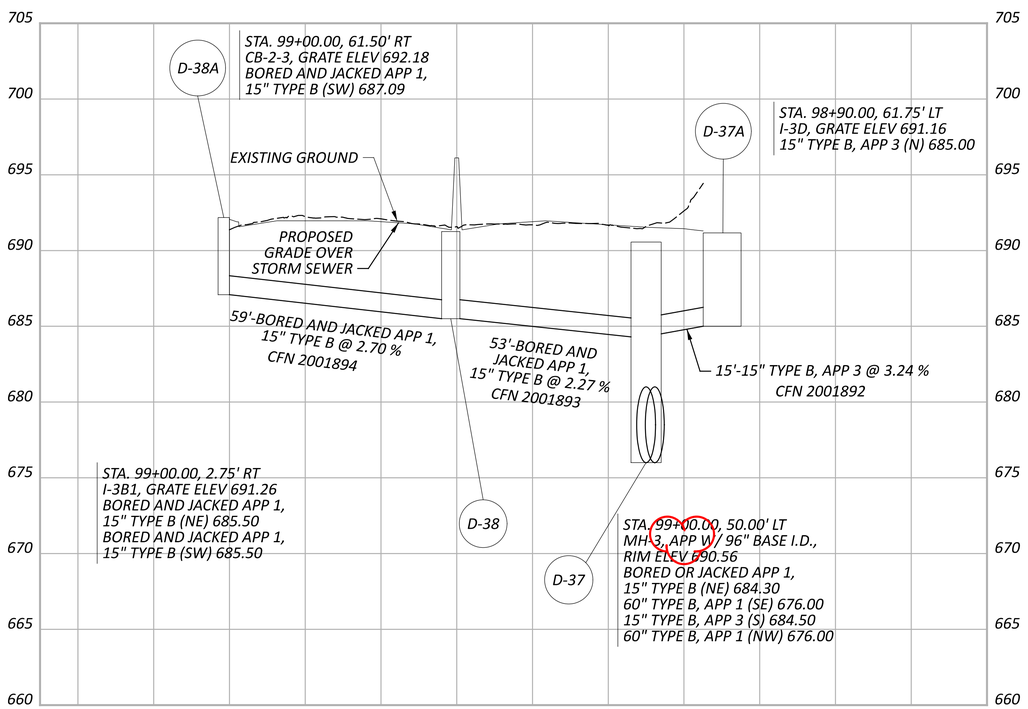
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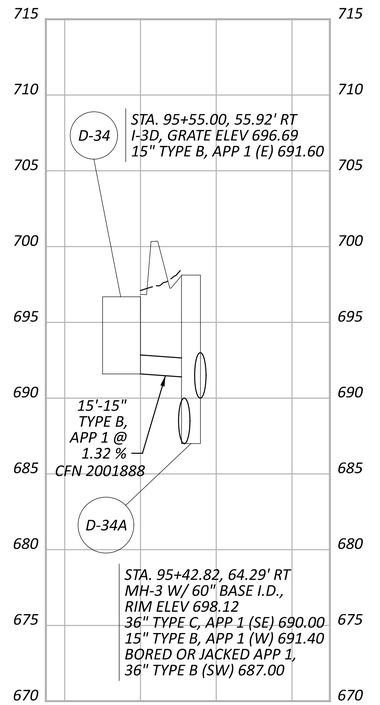
PROFILE "L"



PROFILE "BV"



PROFILE "M"



PROFILE "BW"

DRAINAGE PROFILES - I.R. 77
PROFILES "L", "M", "BV", "BW"

DESIGN AGENCY
AECOM

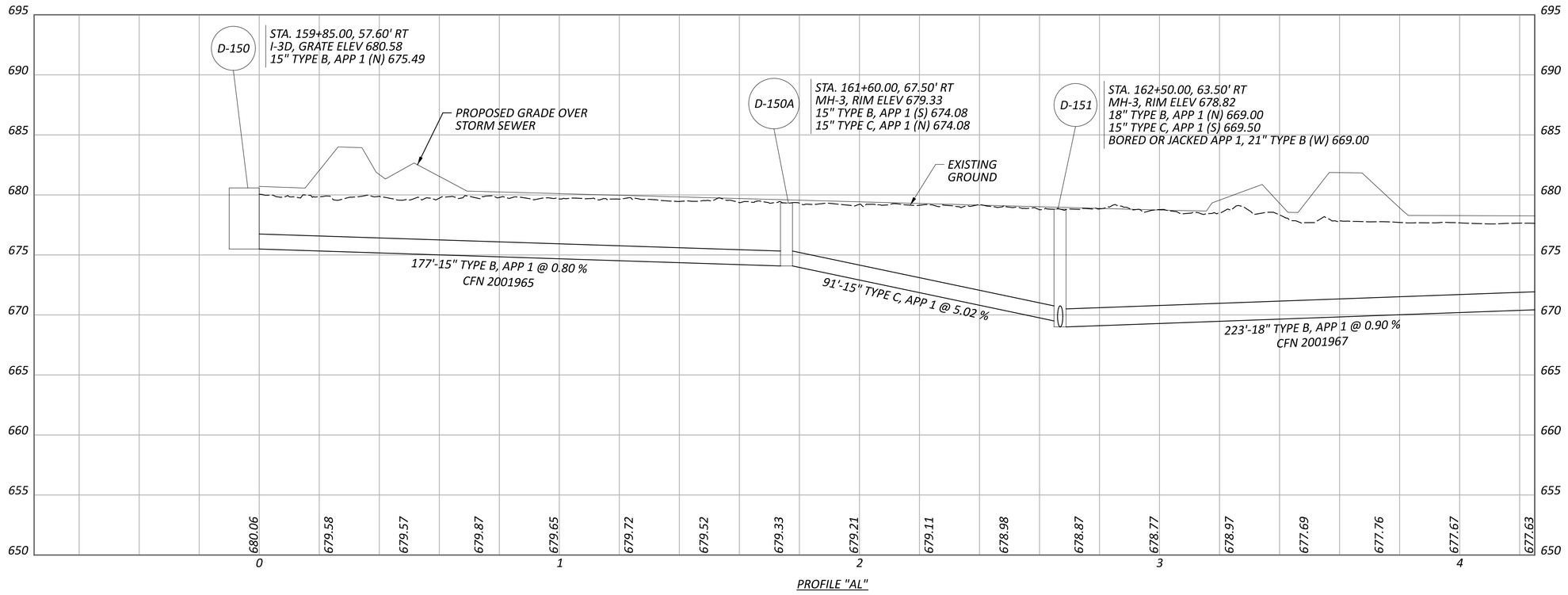
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REVIEWER	AKM 05/01/26
PROJECT ID	105743
SHEET	P.805
TOTAL	P.1274

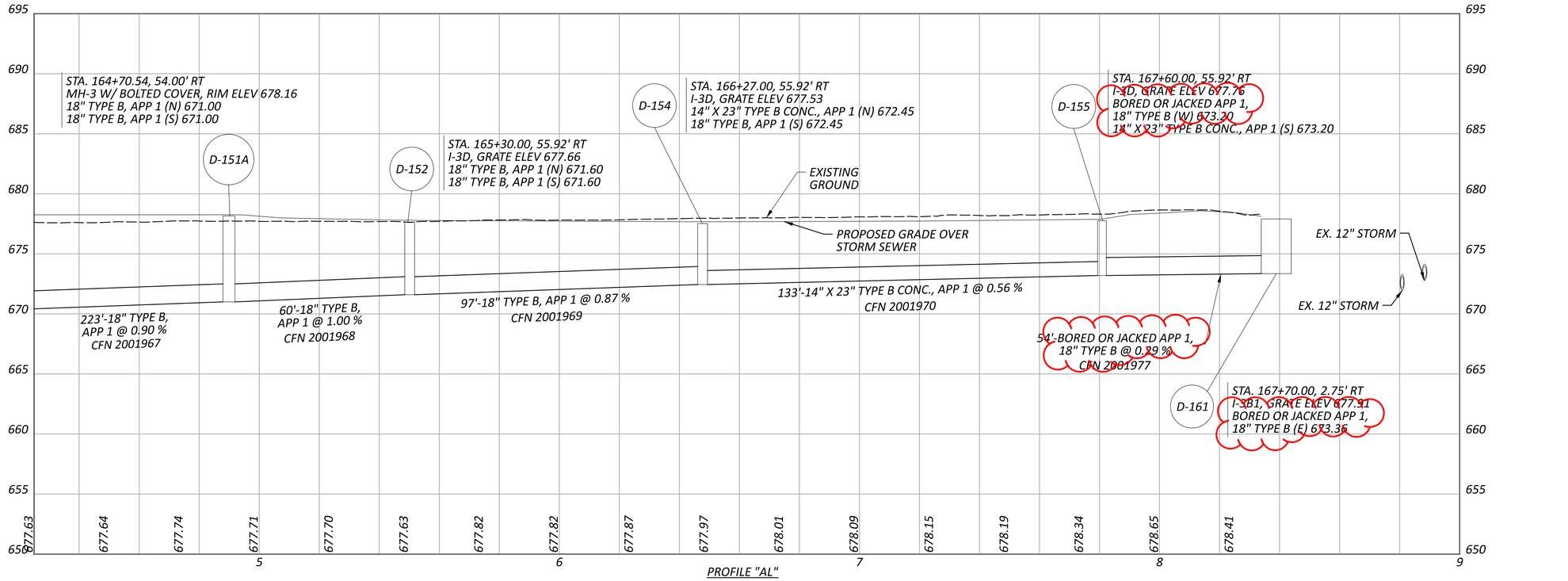
CUY-77-11.41 - PART 1

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CUY-77-11.41 - PART 1





DRAINAGE PROFILES - I.R. 77
PROFILE "AL"

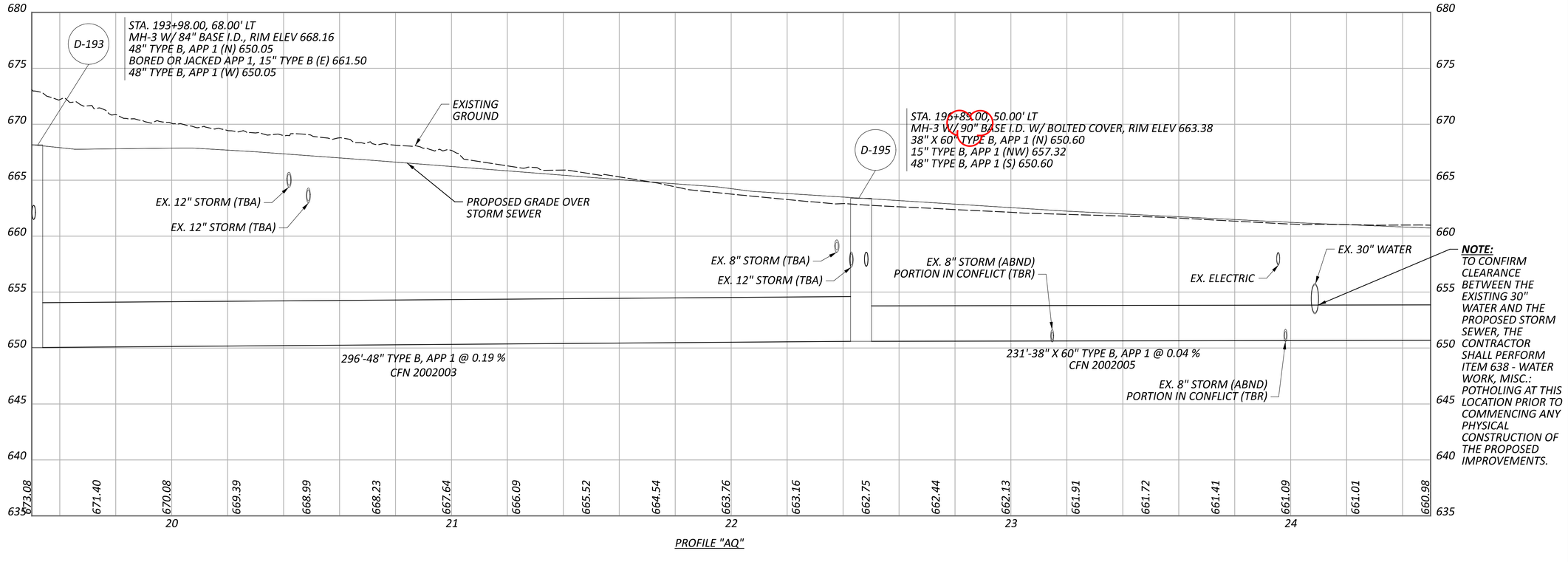
DESIGN AGENCY
AECOM

DESIGNER
SMS

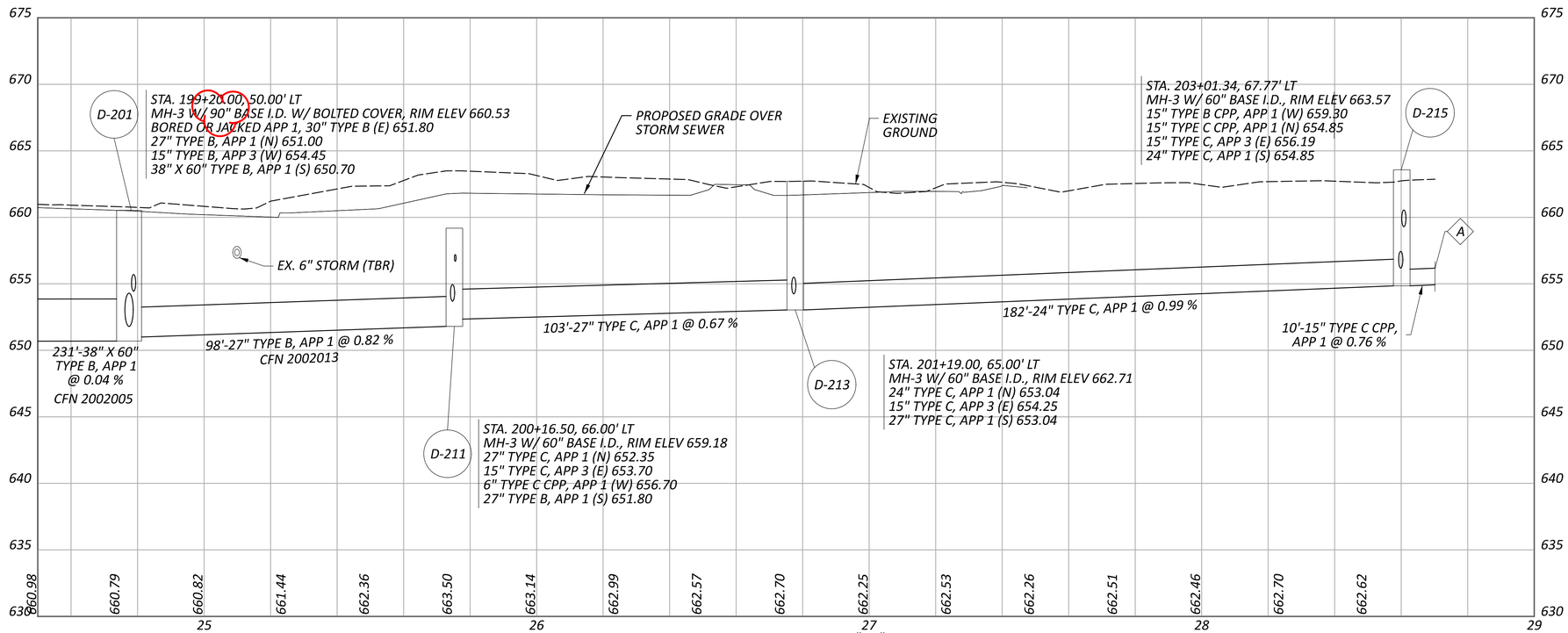
REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.817 TOTAL P.1274



PROFILE "AQ"



PROFILE "AQ"

DRAINAGE PROFILES - I.R. 77
PROFILE "AQ"

CUY-77-11.41 - PART 1

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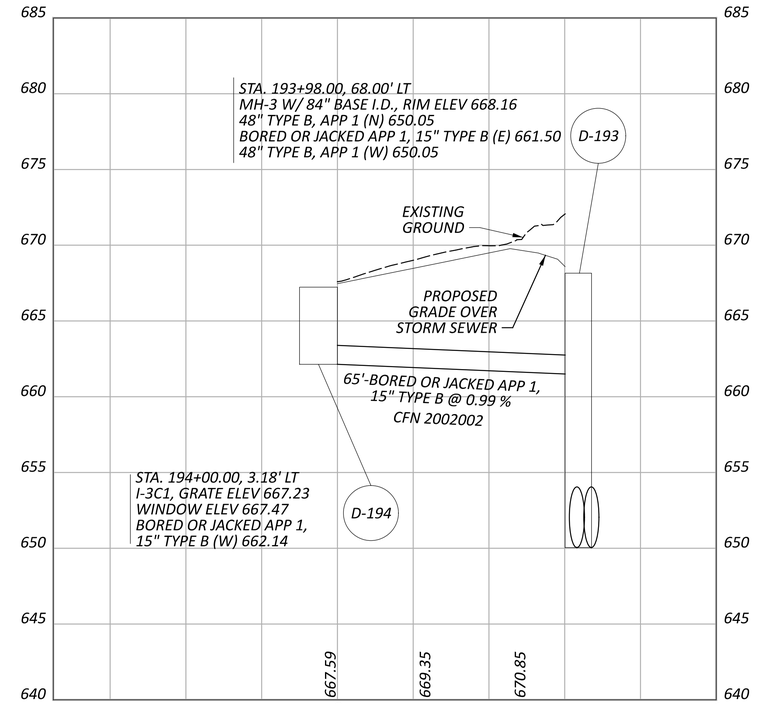
DESIGN AGENCY
AECOM

DESIGNER
SMS

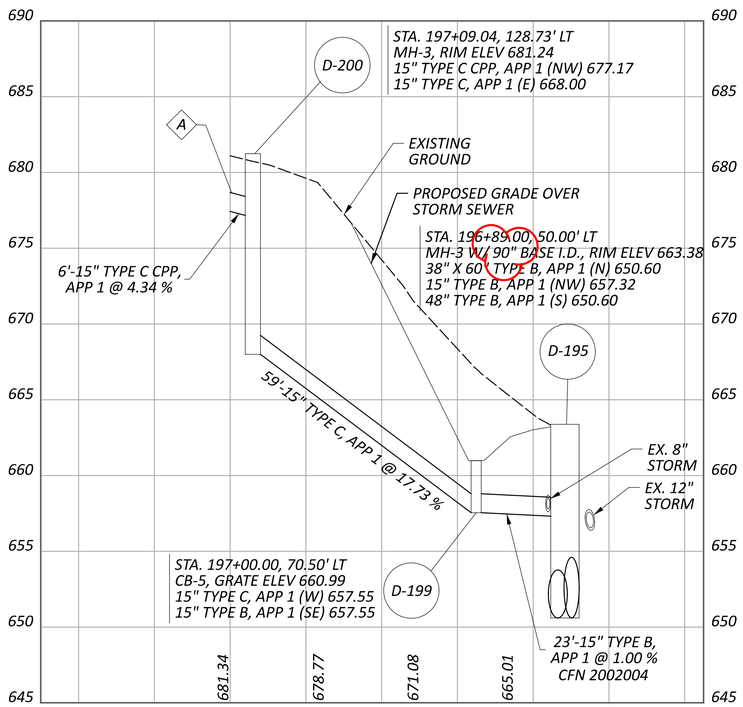
REVIEWER
AKM 11/17/25

PROJECT ID
105743

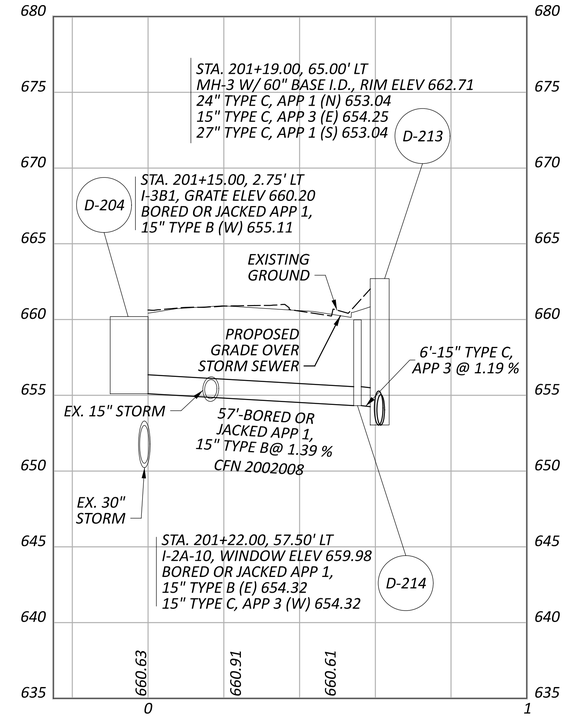
SHEET P.825 TOTAL P.1274



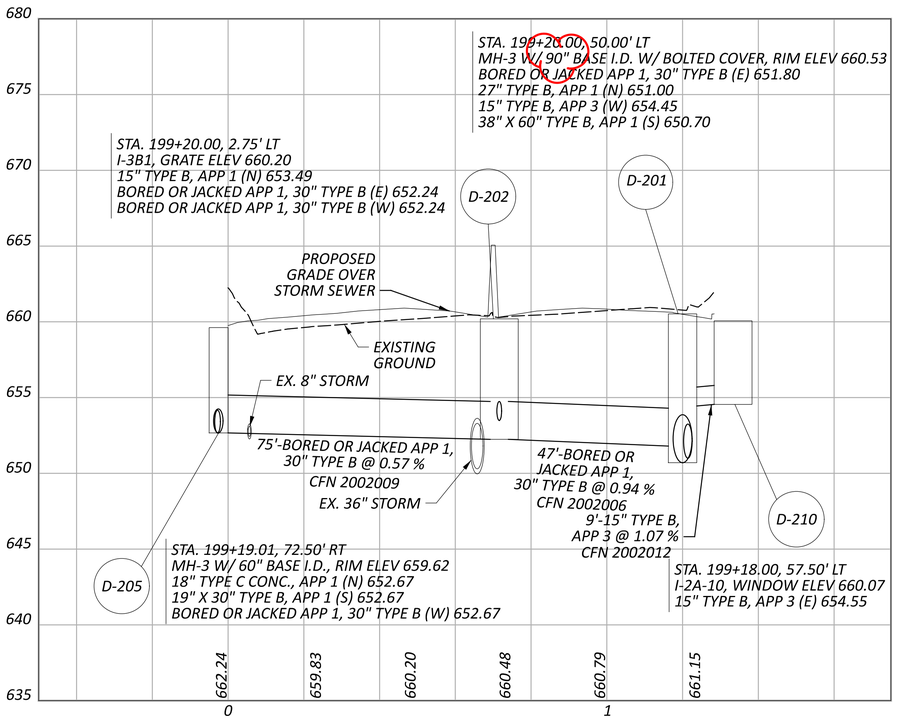
PROFILE "AU"



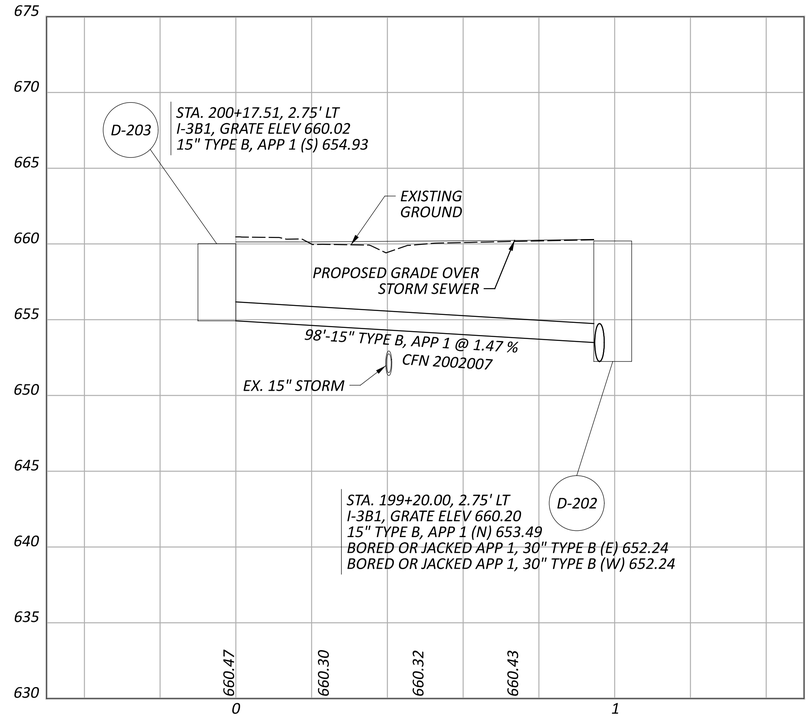
PROFILE "AV"



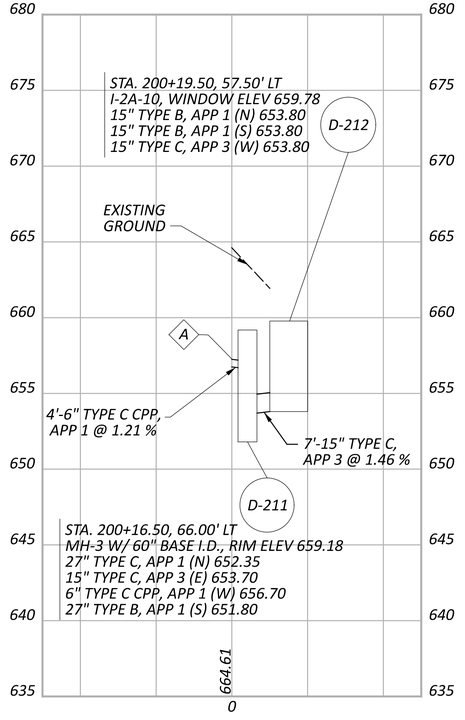
PROFILE "AZ"



PROFILE "AW"



PROFILE "AX"



PROFILE "AY"

DRAINAGE PROFILES - I.R. 77
PROFILES "AU", "AV", "AW", "AX", "AY", "AZ"

CUY-77-11.41 - PART 1

DESIGN AGENCY	AECOM
DESIGNER	SMS
REVIEWER	AKM 11/17/25
PROJECT ID	105743
SHEET	P.828
TOTAL	P.1274

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ESTIMATED QUANTITIES (WALL 1A)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
203	20000	650	CY	EMBANKMENT	
503	21101	126	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	13
507	00400	235	FT	STEEL PILES, MISC.: SOLDIER PILES, W16x36	2
507	00400	206	FT	STEEL PILES, MISC.: SOLDIER PILES, W21x48	2
507	00400	227	FT	STEEL PILES, MISC.: SOLDIER PILES, W21x73	2
507	00400	368	FT	STEEL PILES, MISC.: SOLDIER PILES, W24x94	2
507	00400	810	FT	STEEL PILES, MISC.: SOLDIER PILES, W24x162	2
507	00400	351	FT	STEEL PILES, MISC.: SOLDIER PILES, W33X169	2
509	10000	30423	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46013	268	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	15
512	10001	584	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION)	2
512	10101	584	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	2
512	33001	73	SY	TYPE 2 WATERPROOFING, AS PER PLAN	2
513	20001	1400	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	2
516	13600	1832	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	13900	21	SF	2" PREFORMED EXPANSION JOINT FILLER	
518	20000	519	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	19	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
524	94503	200	FT	DRILLED SHAFTS, 24" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2
524	94603	328	FT	DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2
524	94703	252	FT	DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2
524	94803	712	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2
SPECIAL	53051020	3238	SF	RETAINING WALL, TIMBER LAGGING	2

ESTIMATED QUANTITIES
RETAINING WALL 1A

DESIGN AGENCY
TRC

DESIGNER
CEJ

REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 3 | TOTAL 16

SHEET P.835 | TOTAL P.1274

CUY-77-11.41 - PART 1

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ESTIMATED QUANTITIES (WALL 1B)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
202	35100	112	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	4
203	20000	710	CY	EMBANKMENT	
503	21101	36	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	8
507	00400	867	FT	STEEL PILES, MISC.: SOLDIER PILES, W30x211	2
509	10000	9551	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46013	84	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	9
512	10001	209	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION)	2
512	10101	209	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	2
512	33001	21	SY	TYPE 2 WATERPROOFING, AS PER PLAN	2
513	20001	614	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	2
516	13600	394	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	13900	326	SF	2" PREFORMED EXPANSION JOINT FILLER	
518	20000	216	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	4	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	42301	123	FT	8" NON-PERFORATED CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01, AS PER PLAN	2
524	94803	560	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2
SPECIAL	53051020	887	SF	RETAINING WALL, TIMBER LAGGING	2

CUY-77-11.41 - PART 1

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ESTIMATED QUANTITIES
RETAINING WALL 1B

DESIGN AGENCY
TRC

DESIGNER
CEJ

REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 3 | TOTAL 10

SHEET P.851 | TOTAL P.1274

ESTIMATED QUANTITIES (WALL 1C)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
203	20000	1564	CY	EMBANKMENT	
503	21101	131	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	11
507	00400	2567	FT	STEEL PILES, MISC.: SOLDIER PILES, W30x211	2
509	10000	31192	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46013	271	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	11
512	10001	665	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION)	2
512	10101	665	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	2
512	33001	72	SY	TYPE 2 WATERPROOFING, AS PER PLAN	2
513	20001	1768	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	2
516	13600	1306	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	13900	1032	SF	2" PREFORMED EXPANSION JOINT FILLER	
518	20000	693	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	14	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
524	94803	1680	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2
SPECIAL	53051020	3369	SF	RETAINING WALL, TIMBER LAGGING	2

ESTIMATED QUANTITIES
RETAINING WALL 1C

DESIGN AGENCY
TRC

DESIGNER
CEJ

REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 3 | TOTAL 14

SHEET P.861 | TOTAL P.1274

CUY-77-11.41 - PART 1

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ESTIMATED QUANTITIES (WALL 1D)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
203	20000	144	CY	EMBANKMENT	
503	21101	163	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	22
507	00400	257	FT	STEEL PILES, MISC.: SOLDIER PILES, W16x36	3
507	00400	568	FT	STEEL PILES, MISC.: SOLDIER PILES, W16x45	3
507	00400	275	FT	STEEL PILES, MISC.: SOLDIER PILES, W21x93	3
507	00400	899	FT	STEEL PILES, MISC.: SOLDIER PILES, W27x114	3
507	00400	166	FT	STEEL PILES, MISC.: SOLDIER PILES, W27x129	3
509	10000	27545	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46013	240	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	25
512	10001	409	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION)	3
512	10101	409	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	3
512	33001	60	SY	TYPE 2 WATERPROOFING, AS PER PLAN	3
513	20001	1254	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	3
516	13600	67	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	13900	2201	SF	2" PREFORMED EXPANSION JOINT FILLER	
518	20000	441	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	24	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
524	94503	596	FT	DRILLED SHAFTS, 24" DIAMETER, ABOVE BEDROCK, AS PER PLAN	3
524	94603	192	FT	DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN	3
524	94703	752	FT	DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN	3
SPECIAL	53051020	3917	SF	RETAINING WALL, TIMBER LAGGING	3

CUY-77-11.41 - PART 1

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ESTIMATED QUANTITIES
RETAINING WALL 1D

DESIGN AGENCY
TRC

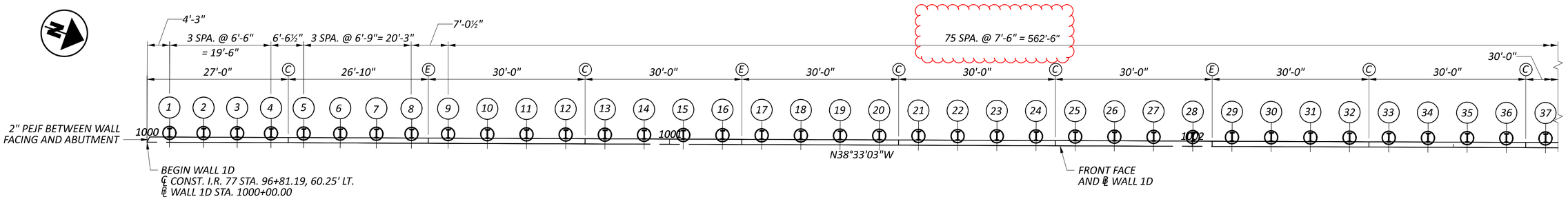
DESIGNER
CEJ

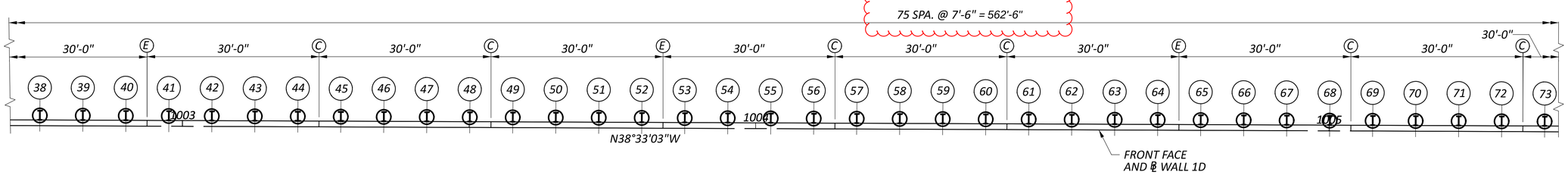
REVIEWER
CJW 11/17/25

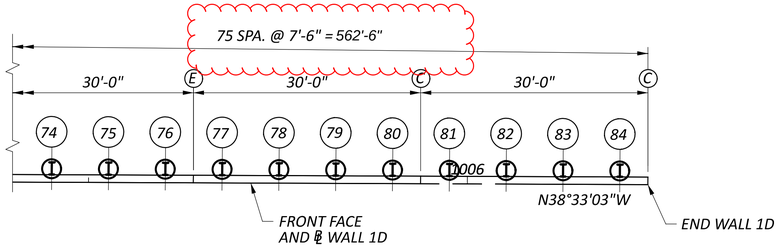
PROJECT ID
105743

SUBSET 4 | TOTAL 26

SHEET P.876 | TOTAL P.1274







GENERAL PLAN

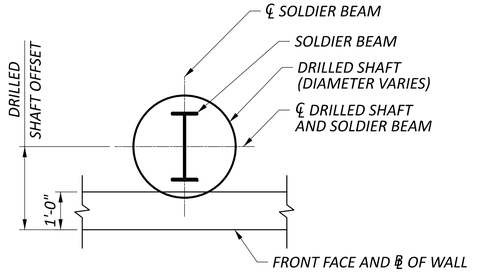
(DIMENSIONS ARE MEASURED ALONG FRONT FACE OF WALL)

NOTE:

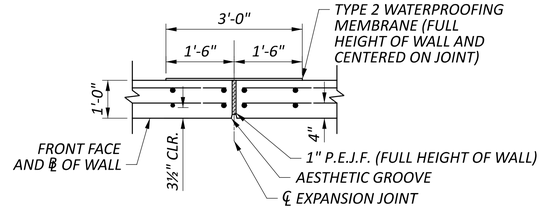
1. FOR WALL ELEVATION VIEW, SEE SHEET 6/26 THRU 21/26.
2. FOR SIZES AND OFFSET DIMENSIONS OF DRILLED SHAFTS AND SOLDIER BEAMS, SEE SHEET 23/26 AND 24/26.
3. FOR AESTHETIC GROOVE DETAILS, SEE SHEET 25/26.

LEGEND:

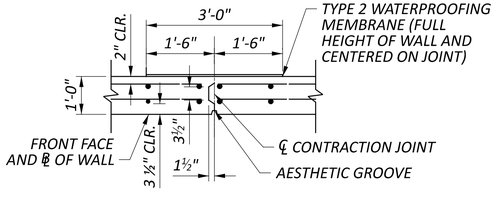
- I — DENOTES DRILLED SHAFT WITH SOLDIER BEAM.
- (#) — DRILLED SHAFT NUMBER
- (C) — CONTRACTION JOINT
- (E) — EXPANSION JOINT



DRILLED SHAFT LOCATION DETAIL



EXPANSION JOINT DETAIL



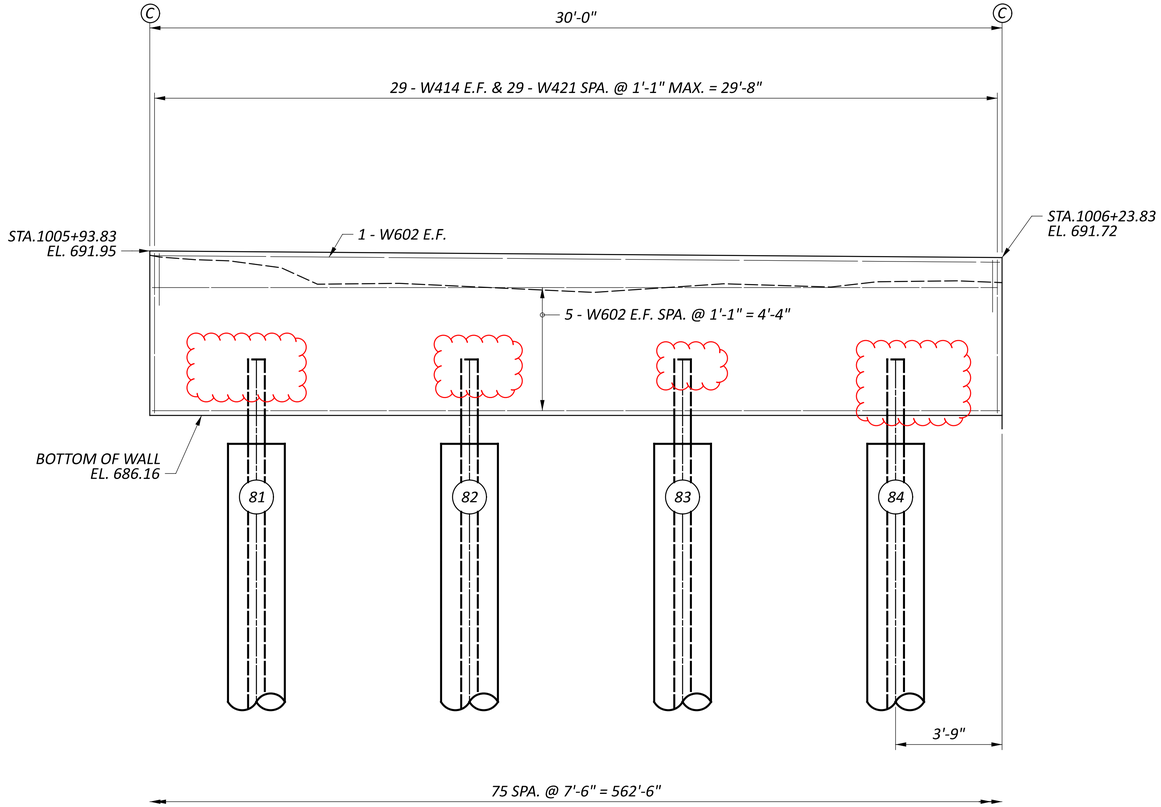
CONTRACTION JOINT DETAIL

PILE LAYOUT
RETAINING WALL 1D

CUY-77-11.41 - PART 1

MODEL: Pile Layout PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:39:31 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCtv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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DESIGN AGENCY: TRC
DESIGNER: CEJ
REVIEWER: CJW 11/17/25
PROJECT ID: 105743
SUBSET: 5 | TOTAL: 26
SHEET: P.877 | TOTAL: P.1274



PARTIAL ELEVATION

MIN. LAP LENGTH	
NO. 4 BAR	1'-11"

LEGEND:

- (#) - DRILLED SHAFT NUMBER
- (Ⓒ) - CONTRACTION JOINT
- (Ⓔ) - EXPANSION JOINT

NOTES:

1. ALL DIMENSIONS AND STATIONS ARE MEASURED ON THE FRONT FACE OF WALL.
2. FOR DRILLED SHAFT LAYOUT PLAN, SEE SHEET 5/26.

WALL ELEVATION
RETAINING WALL 1D

DESIGN AGENCY: TRC

DESIGNER: CEJ

REVIEWER: CJW 11/17/25

PROJECT ID: 105743

SUBSET: 16 | TOTAL: 26

SHEET: P.888 | TOTAL: P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 11 - Panels 21-22 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:40:54 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEx02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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ESTIMATED QUANTITIES (WALL 2A)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
503	21101	9	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	5
507	00400	102	FT	STEEL PILES, MISC.: SOLDIER PILES, W21x48	2
509	10000	1154	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46012	9	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING	
512	10001	15	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	2
512	10101	15	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	2
513	20001	44	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	2
516	13600	53	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	13800	53	SF	1-1/2" PREFORMED EXPANSION JOINT FILLER	
516	13900	8	SF	2" PREFORMED EXPANSION JOINT FILLER	
518	20000	15	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	2	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
524	94603	80	FT	DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2
SPECIAL	53051020	129	SF	RETAINING WALL, TIMBER LAGGING	2

ESTIMATED QUANTITIES
RETAINING WALL 2A

DESIGN AGENCY
TRC

DESIGNER
CEJ

REVIEWER
CJW 11/17/25

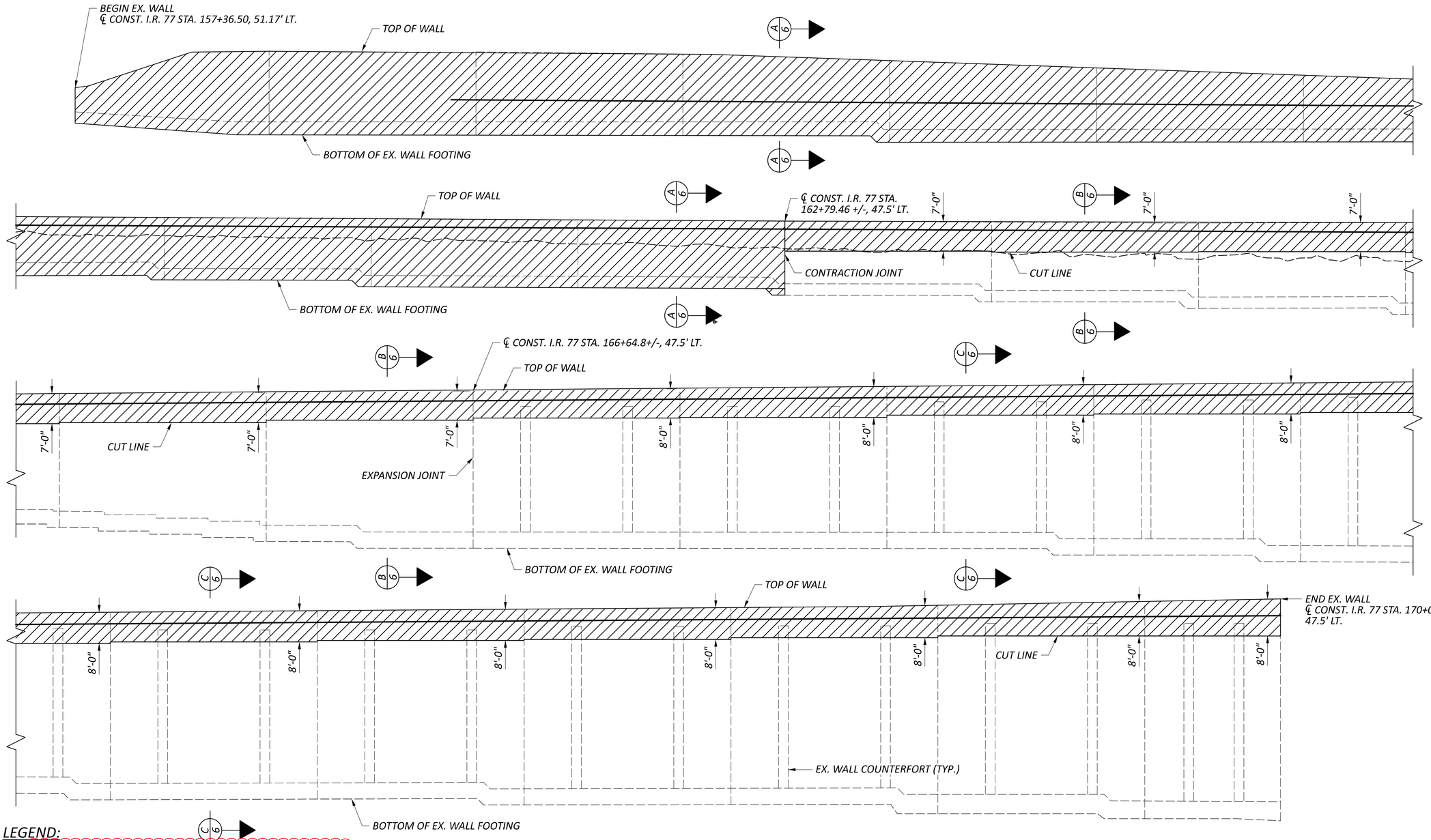
PROJECT ID
105743

SUBSET 3 | TOTAL 6

SHEET P.901 | TOTAL P.1274

CUY-77-11.41 - PART 1

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EXISTING WALL ELEVATIONS

(LOOKING AT BACK FACE OF WALL)

LEGEND:

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

NOTE:

1. OFFSET IS GIVEN TO FRONT FACE OF EXISTING WALL.
2. OPERATIONS TO REMOVE PORTIONS OF EXISTING RETAINING WALL SHALL BE PERFORMED IN MAINTENANCE OF TRAFFIC PHASES 1A AND 1B.
3. EXISTING FENCE AND LIGHTPOLE FOUNDATIONS (NOT SHOWN FOR CLARITY) SHALL BE REMOVED. REMOVAL OF FENCE AND OTHER APPURTENANCES SHALL BE INCIDENTAL TO ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

REMOVAL DETAILS
RETAINING WALL 5A

DESIGN AGENCY
TRC

DESIGNER
CEJ

REVIEWER
CJW 11/17/25

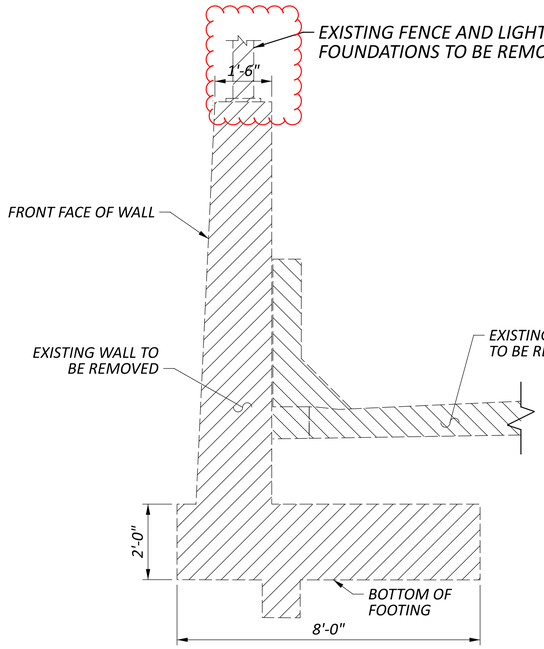
PROJECT ID
105743

SUBSET 5 | TOTAL 23

SHEET P.947 | TOTAL P.1274

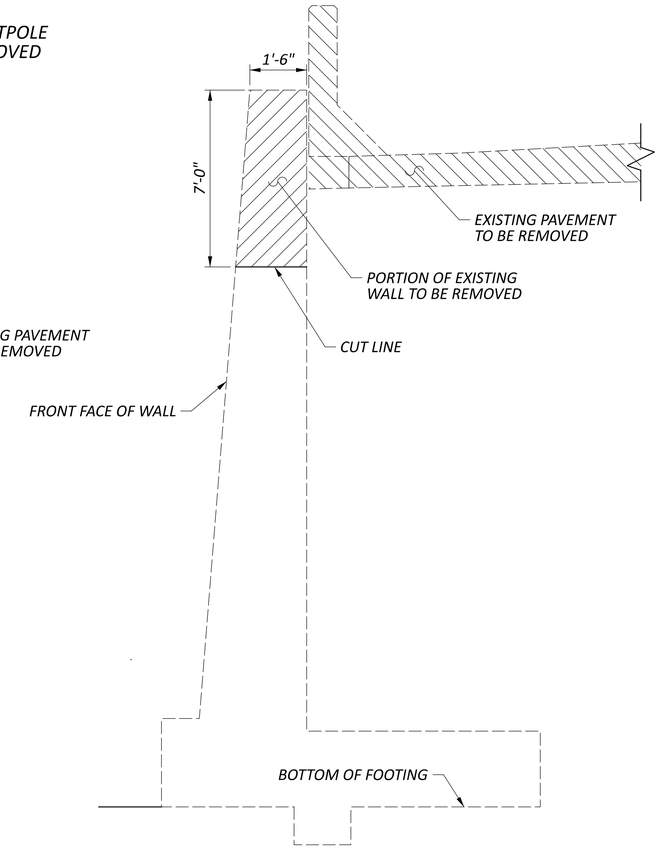
CUY-77-11.41 - PART 1

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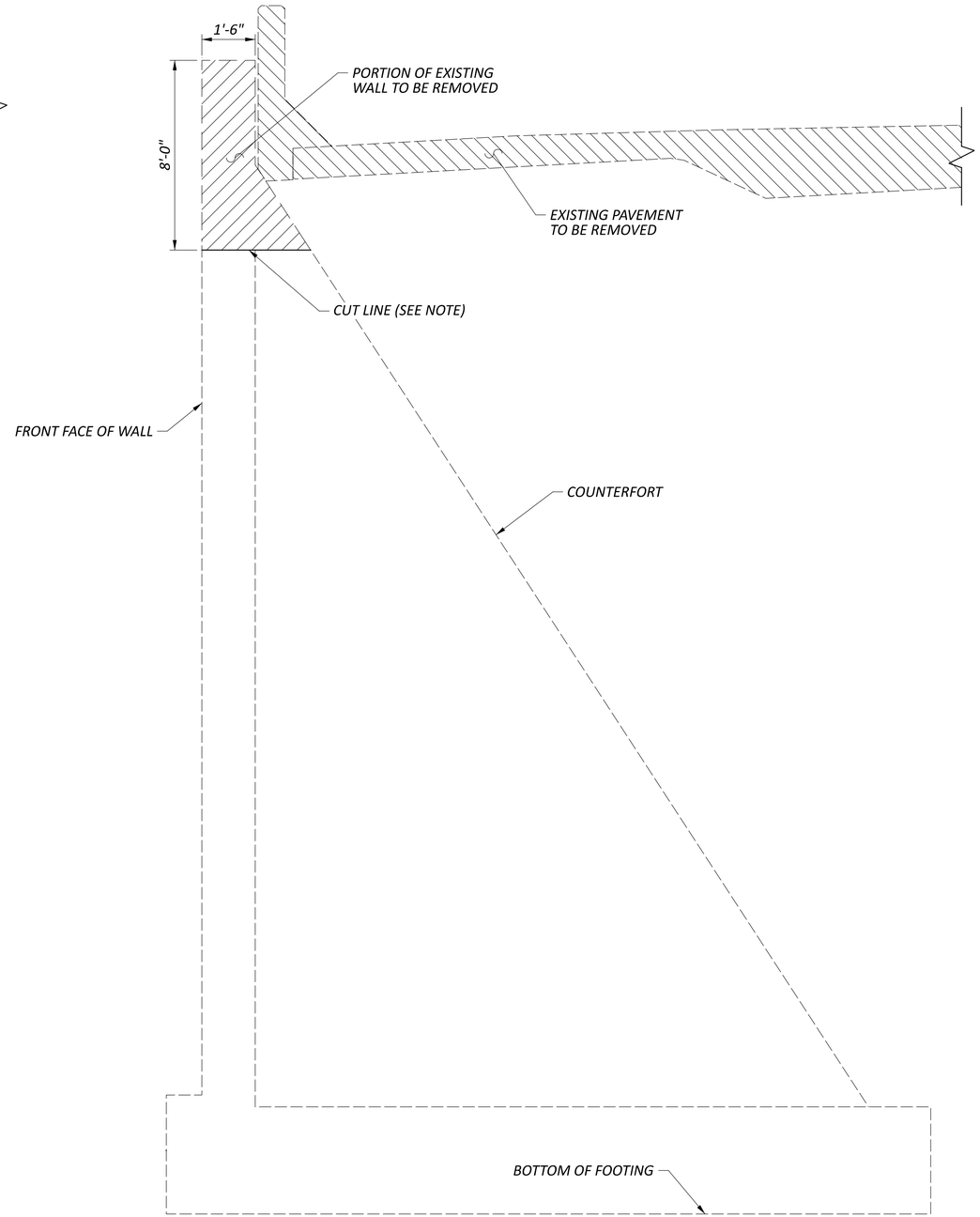
SECTION A-A

(TYPICAL FROM STA. 157+36.5 TO 162+79.46)



SECTION B-B

(TYPICAL FROM STA. 162+79.46 TO 166+64.80)



SECTION C-C

(TYPICAL FROM STA. 166+64.80 TO 170+05.80)

LEGEND:

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

PAVEMENT AND BARRIER REMOVAL ITEMIZED ON ROADWAY SUBSUMMARIES, SHEETS 285-288

NOTE:

1. *REMOVAL CUTS SHALL NOT BE PERFORMED ON THE EXISTING WINGWALL STEM AND COUNTERFORTS UNTIL BACKFILL HAS BEEN PLACED AND COMPACTED BETWEEN THE EXISTING RETAINING WALL AND THE PROPOSED WAL IN FRONT OF IT UP TO AN ELEVATION WITHIN 2 FEET OF THE CUT LINE.*

REMOVAL DETAILS RETAINING WALL 5A

CUY-77-11.41 - PART 1

MODEL: Removal Sections PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:43:59 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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DESIGN AGENCY: TRC

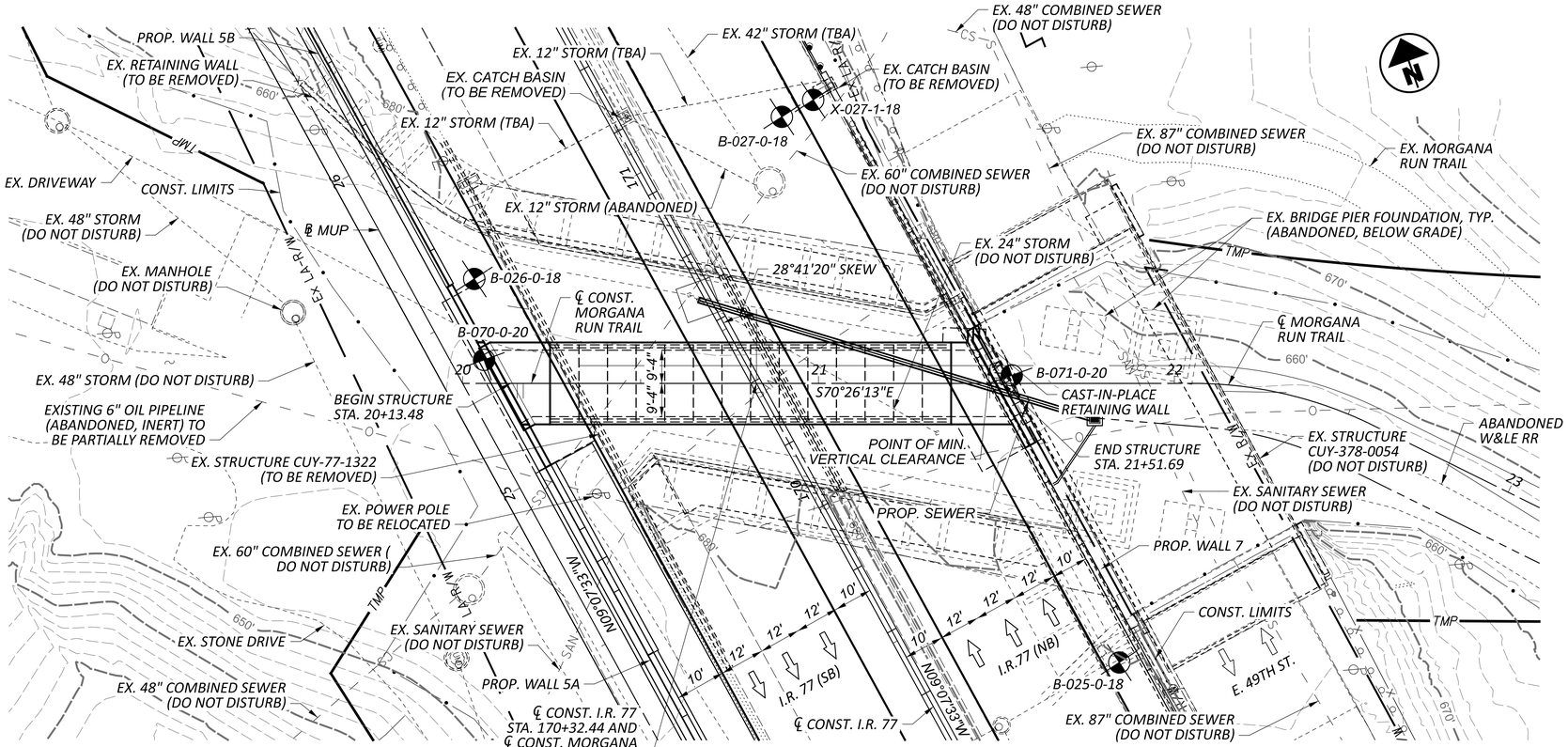
DESIGNER: CEJ

REVIEWER: CJW 11/17/25

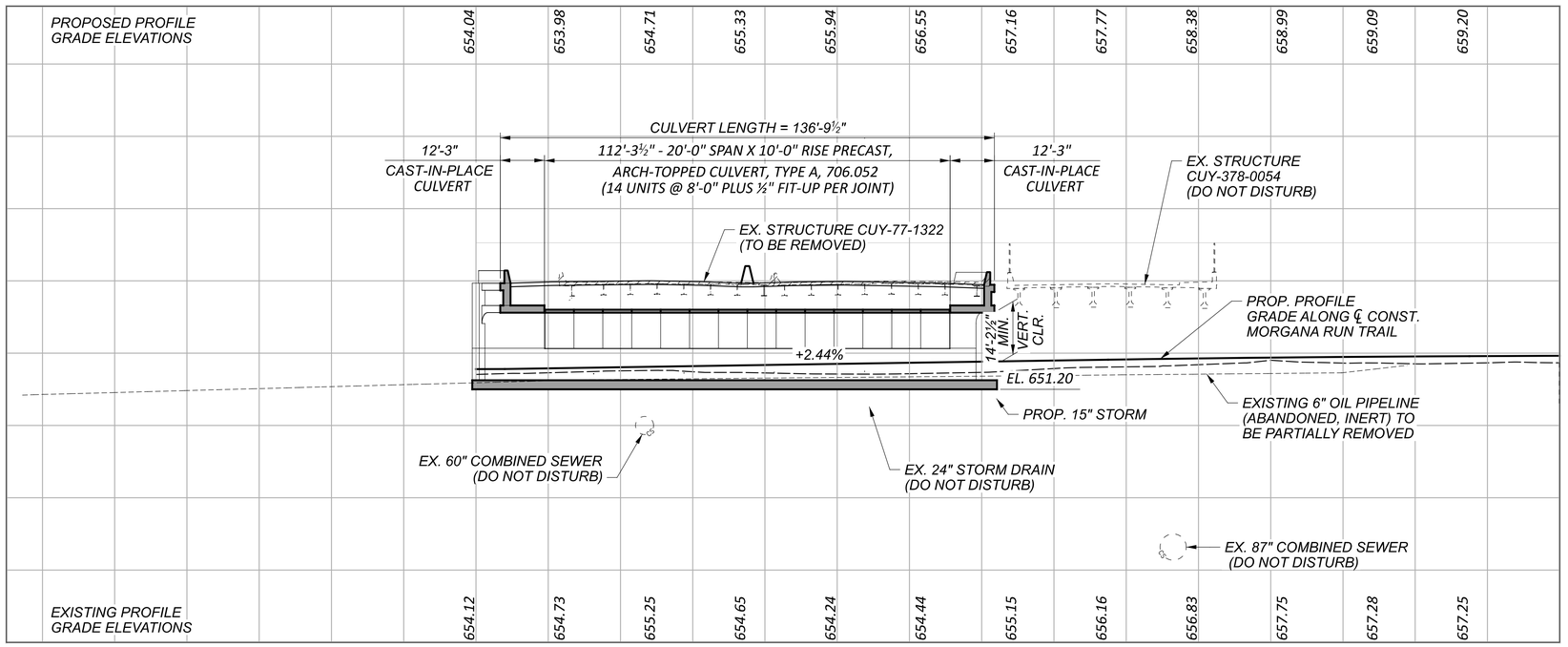
PROJECT ID: 105743

SUBSET: 6 | TOTAL: 23

SHEET: P.948 | TOTAL: P.1274



PLAN



PROFILE ALONG ℄ CONST. MORGANA RUN TRAIL

FOR BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 5 OF 1274.

NOTES

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

MINIMUM VERTICAL CLEARANCE
10'-0" REQUIRED
14'-2½" PROVIDED

DESIGN TRAFFIC:
2043 ADT = 126,600 2043 ADTT = 7,560

DIRECTIONAL DISTRIBUTION = 52%

LEGEND

BORING OR PAVEMENT CORE LOCATION

EXISTING STRUCTURE

TYPE: SIMPLE SPAN, NON-COMPOSITE STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: SINGLE SPAN VARIES, 75'-7¾" +/- WEST FASCIA BEAM, 66'-6" +/- INTERIOR BEAMS, 70'-4⅞" +/- EAST FASCIA BEAM, 34'-0" +/- EAST FASCIA WIDENING BEAM (C/C BRG)

ROADWAY: 49'-0" +/- NB & SB TOE/TOE BARRIER

LOADING: HS20-44 & ALTERNATE MILITARY LOADING

SKEW: 38°-55' +/- LF

WEARING SURFACE: 1" +/- MONOLITHIC CONCRETE

APPROACH SLABS: 15' LONG (AS-1-67)

ALIGNMENT: TANGENT

CROWN: 3/16"/FT +/-

STRUCTURE FILE NUMBER: 1806572

DATE BUILT: 1950, REHABILITATED 1975

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: 3-SIDED ARCH-TOP PRECAST CONCRETE UNITS ON CONCRETE PEDESTALS AND SPREAD MAT FOOTING WITH 3-SIDED CAST-IN-PLACE REINFORCED CONCRETE FRAME END SECTIONS

SPANS: 21.28' CLEAR SPAN

ROADWAY: 56'-0" NB & SB TOE/TOE PARAPET

LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE

SKEW: 28°-41'-20" LF

WEARING SURFACE: ASPHALT

APPROACH SLABS: NONE

ALIGNMENT: TANGENT

CROWN: 0.0156 FT/FT

DECK AREA: NONE

STRUCTURE FILE NUMBER: 1806573

COORDINATES: LATITUDE N41°-27'-48.38"

LONGITUDE W81°-39'-26.92"

SITE PLAN
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573

DESIGN AGENCY TRC

DESIGNER JCP | CHECKER CEJ

REVIEWER CJW 11/17/25

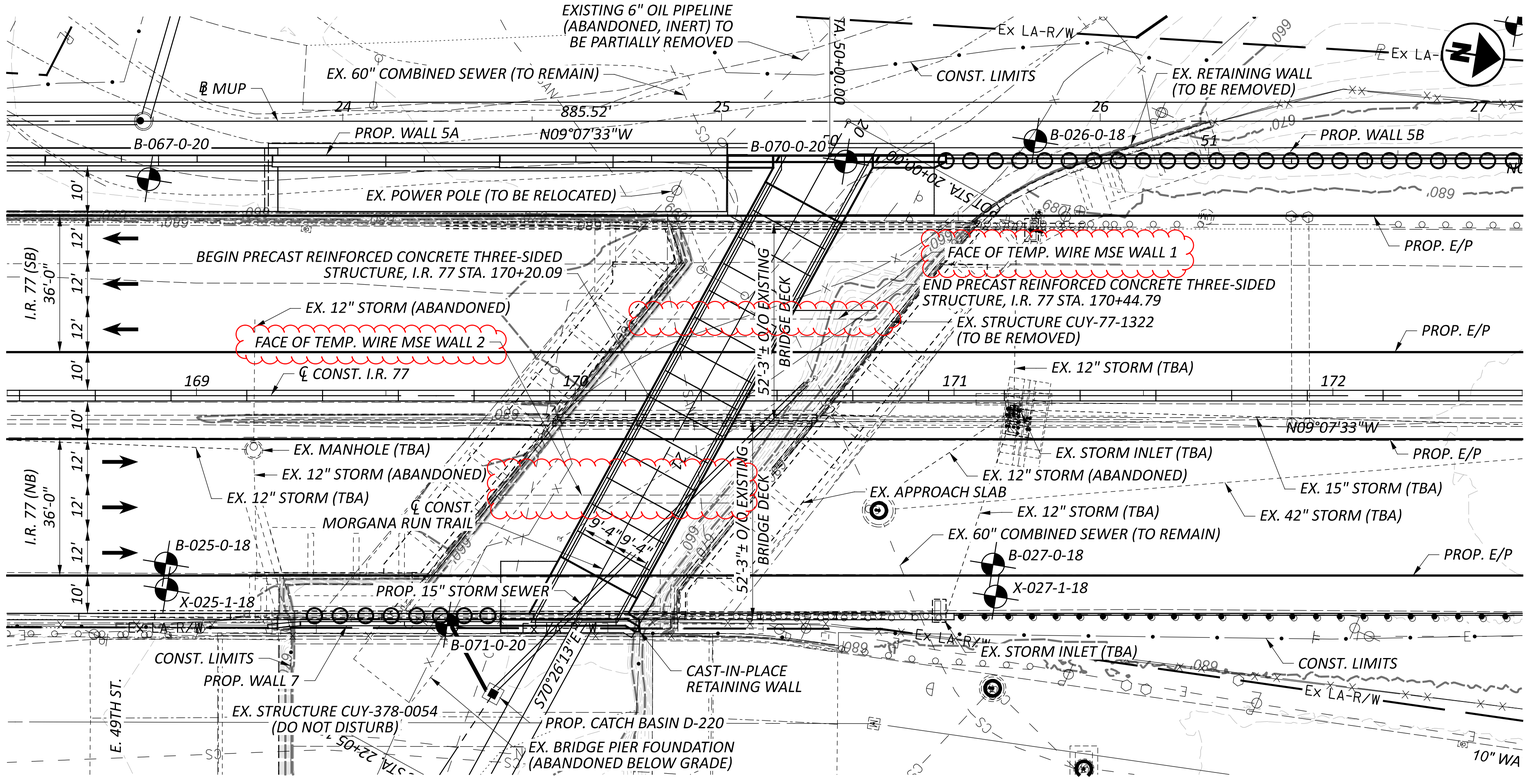
PROJECT ID 105743

SUBSET 1 | TOTAL 25

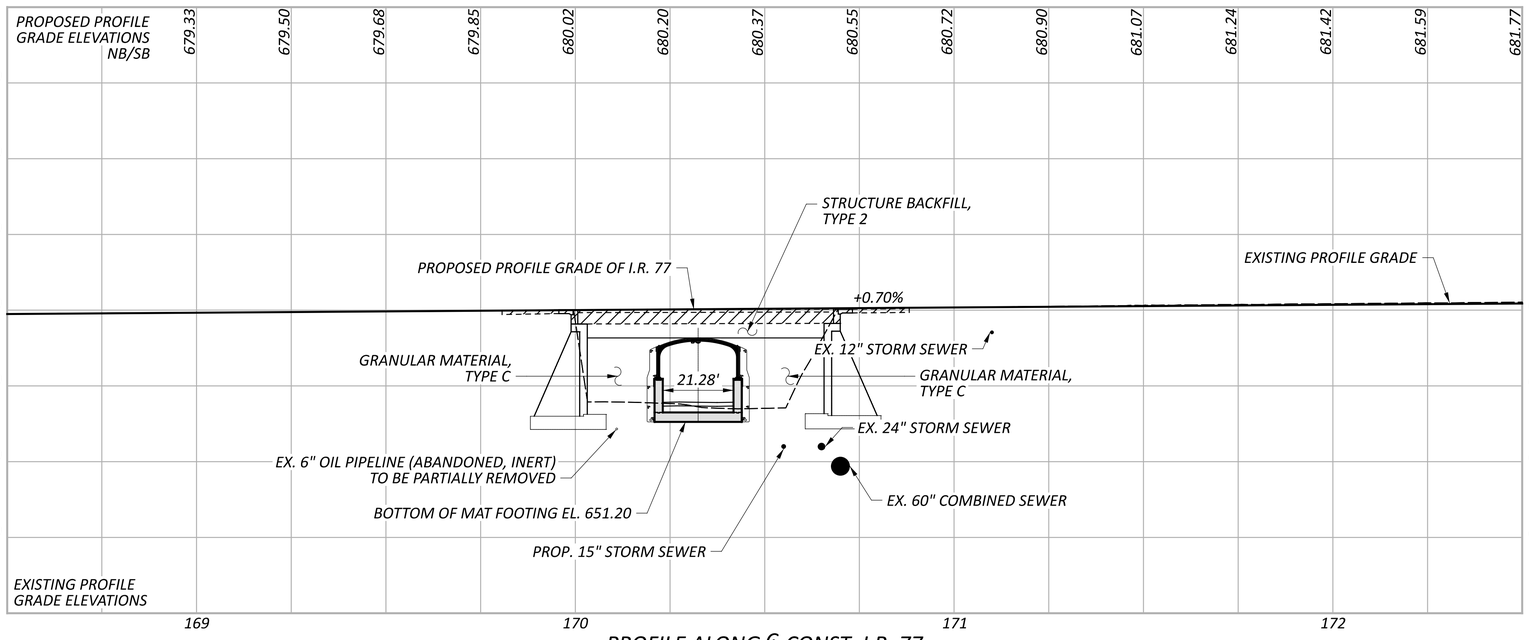
SHEET P.1140 | TOTAL P.1274

CUY-77-11.41 - PART 1

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PLAN



PROFILE ALONG ℄ CONST. I.R. 77

FOR BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 5 OF 1274.

NOTES

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

MINIMUM VERTICAL CLEARANCE
10'-0" REQUIRED
14'-2" PROVIDED

DESIGN TRAFFIC:
2025 ADT = 118,000 20XX ADTT = 7,080
2043 ADT = 126,600 2043 ADTT = 7,560
DIRECTIONAL DISTRIBUTION = 52%

LEGEND

BORING OR PAVEMENT CORE LOCATION

EXISTING STRUCTURE

TYPE: SIMPLE SPAN, NON-COMPOSITE STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: SINGLE SPAN VARIES, 75'-7¾"± WEST FASCIA BEAM, 66'-6"± INTERIOR BEAMS, 70'-47/8"± EAST FASCIA BEAM, 34'-0"± EAST FASCIA WIDENING BEAM (C/C BRG.)

ROADWAY: 49'-0"± NB & SB TOE/TOE BARRIER

LOADING: HS20-44 & ALTERNATIVE MILITARY LOADING

SKEW: 38°-55'-00"± LF

WEARING SURFACE: 1"± MONOLITHIC CONCRETE

APPROACH SLABS: 15' LONG (AS-1-67)

ALIGNMENT: TANGENT

CROWN: 3/16" / FT±

STRUCTURE FILE NUMBER: 1806572

DATE BUILT: 1950, REHABILITATED 1975

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: 3-SIDED ARCH-TOP PRECAST CONCRETE UNITS ON CONCRETE PEDESTALS AND SPREAD MAT FOOTING WITH 3-SIDED CAST-IN-PLACE REINFORCED CONCRETE FRAME END SECTIONS

SPANS: 21.28' CLEAR SPAN

ROADWAY: 56'-0" NB & SB TOE/TOE PARAPET

LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE

SKEW: 28°-41'-20" LF

WEARING SURFACE: ASPHALT

APPROACH SLABS: NONE

ALIGNMENT: TANGENT

CROWN: 0.0156 FT/FT

DECK AREA: NONE

STRUCTURE FILE NUMBER: 1806573

COORDINATES: LATITUDE N41°-27'-48.38"
LONGITUDE W81°-39'-26.92"

SITE PLAN
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	2
TOTAL	25
SHEET	P.1141
TOTAL	P.1274

CUY-77-11.41 - PART 1

MODEL: BRIDGE SITE PLAN PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:35:04 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD DRAWINGS:

SBR-1-20 DATED (REVISED) 7-19-24
VPF-1-24 DATED (REVISED) 1-17-25

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

SS867 DATED 4-15-22
SS878 DATED 1-21-22

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA

CONCRETE CLASS QC2:
COMPRESSIVE STRENGTH 4.5 KSI (BARRIER)

CONCRETE CLASS QC1:
COMPRESSIVE STRENGTH 4.0 KSI (CULVERT, HEADWALLS, WINGWALLS, SUBSTRUCTURE)

EPOZY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI

OPERATIONAL IMPORTANCE

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

DESIGN LOADING

VEHICULAR DESIGN LOAD: HL-93
FUTURE WEARING SURFACE (FWS): 0.060 KSF
LIVE LOAD SURCHARGE: 2 FEET OF 125 PCF OVERBURDEN

FOUNDATION BEARING RESISTANCE

THE FOUNDATION, AS DESIGNED, PRODUCES A MAXIMUM SERVICE LOAD PRESSURE OF 2.50 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 3.30 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 20.90 KIPS PER SQUARE FOOT.

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 CMS SECTIONS 102.05, 105.02 AND 513.04. BASE CONTRACT BID PRICES UPON 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 IN THE FIELD.

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

DESCRIPTION: THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE REINFORCEMENT IN PORTIONS OF THE STRUCTURE REQUIRED TO SUPPORT TRAFFIC DURING CONSTRUCTIONS PHASES. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING BEGINS, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF CONCRETE REINFORCEMENT IN THE DECK SLAB. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO TO REMAIN IN THE CURRENT CONSTRUCTION PHASE. 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

SUBSTRUCTURE CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOERAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED IN THE CURRENT CONSTRUCTION PHASE. OUTSIDE THE 18-IN LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER.

THE EXISTING IR-77 BRIDGE ADJOINS THE EXISTING EAST 49TH STREET BRIDGE, (CUY-378-0054) AT THE ABUTMENTS. THESE PLANS MAY NOT ACCURATELY DEPICT THE INTERFACE BETWEEN THE TWO EXISTING STRUCTURES, PARTICULARLY WITH REGARDS TO EXISTING CONCRETE INTERFACING WITH EXISTING STONE. TO ENSURE NO DAMAGE IS CAUSED TO THE EXISTING EAST 49TH STREET BRIDGE, THE CONTRACTOR AND THE ENGINEER SHALL WORK TOGETHER TO MARK PROPOSED REMOVAL LIMITS ON THE EXISTING STRUCTURE BEFORE PERFORMING ANY REMOVAL OF EXISTING MATERIALS WITHING THREE (3) FEET OF THE L/A AND R/W LINE. EXERCISE CARE IN PERFORMING REMOVALS TO NOT DAMAGE ANY PORTIONS OF THE EXISTING EAST 49TH STREET BRIDGE. REPAIR ANY BRIDGE COMPONENTS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS 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, AS PER PLAN.

ITEM 511 - CLASS QC2 CONCRETE, MISC.: BARRIER ON HEADWALL/WINGWALL WITH QC/QA

THIS ITEM SHALL IINCLUDE REINFORCING STEEL, CONCRETE, FORMWORK, AND ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO CONSTRUCT THE SBR-1-20 BARRIER ON THE HEADWALL AND WINGWALLS AT THE WEST END PORTAL OF THE PROPOSED STRUCTURE.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

SEAL SURFACES OF THE CAST-IN-PLACE CONCRETE WALL FACING AS DETAILED IN THE PLANS WITH A EPOXY-URETHANE SEALER AS PER C&MS 512. THE COLOR OF THE SEALER SHALL BE FEDERAL COLOR STANDARD NUMBER 17875.

ITEM 516 - NYLON REINFORCED NEOPRENE SHEETING, AS PER PLAN

THE CONTRACTORS SHALL FURNISH AND INSTALL 3 FOOT WIDE NEOPRENE SHEETS ON THE BACK SIDE OF JOINTS AS SPECIFIED IN THE PLANS. THE SHEETING SHALL BE 3/32 INCH THICK GENERAL PURPOSE, HEAVY-DUTY NEOPRENE WITH NYLON FABRIC REINFORCEMENT PER 705.13. THE CONCRETE FASTENERS SHALL BE 1 1/4 INCH BY #10 GAGE (LENGTH X SHANK DIAMETER) GALVANIZED BUTTON HEAD SPIKES THROUGH A 1 INCH OUTSIDE DIAMETER, #10 GAGE GALVANIZED WASHER. USE OF OTHER SIMILAR GALVANIZED DEVICES, WHICH WILL NOT DAMAGE EITHER THE NEOPRENE OR THE CONCRETE, WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

CENTER THE NEOPRENE STRIPS ON THE VERTICAL JOINTS AND SECURE WITH A SINGLE VERTICAL LINE OF FASTENERS, STARTING AT APPROXIMATELY 6 INCHES FROM THE VERTICAL EDGE OF THE STRIP AGAINST THE PROPOSED CONCRETE. MAXIMUM FASTENER SPACING IS 9 INCHES. INSTALL TWO ADDITIONAL FASTENERS AT 6 INCHES, CENTER TO CENTER, ACROSS THE TOP OF EACH NEOPRENE STRIP ON THE SAME SIDE OF THE VERTICAL JOINT AS THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.

WHERE SPECIFIED IN THE PLANS, APPLY TYPE 2 WATERPROOFING TO STONE AND CONCRETE SURFACES IN ACCORDANCE WITH CMS 512.08 PRIOR TO INSTALLATION OF NEOPRENE SHEETING AT VERTICAL JOINTS. ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO INSTALL THE WATERPROOFING AND NEOPRENE SHEETS WILL BE INCLUDED FOR PAYMENT AT THE CONTRACT UNIT PRICE FOR ITEM 516, NYLON REINFORCED NEOPRENE SHEETING, AS PER PLAN.

CONSTRUCTION SEQUENCE

PRE-PHASE:
1. MAINTAIN TRAFFIC ON EXISTING STRUCTURE.
2. CONSTRUCT SLAB FOOTING, PEDESTAL WALLS, PRECAST CULVERT UNITS, AND CAST-IN-PLACE END PORTALS.
3. CONSTRUCT EAST WINGWALLS UP TO THE TOP OF END PORTAL.
4. CONSTRUCT WEST HEADWALL AND WINGWALLS.

PHASE 1A, 1B AND 1C:
1. MAINTAIN TRAFFIC ON EXISTING STRUCTURES ARE SHOWN.
2. REMOVE WESTERN PORTION OF EXISTING SOUTHBOUND STRUCTURE AS SHOWN.
3. INSTALL COMPACTED BACKFILL AND TEMPORARY WIRE WALL 1 ABOVE CULVERT STRUCTURE.
4. CONSTRUCT PROPOSED ROADWAY AS SHOWN.

PHASE 2:
1. MAINTAIN TRAFFIC ON EXISTING STRUCTURES ARE SHOWN.
2. REMOVE CENTER PORTION OF EXISTING STRUCTURES AS SHOWN.
3. INSTALL COMPACTED BACKFILL AND TEMPORARY WIRE WALL 2 ABOVE CULVERT STRUCTURE.
4. CONSTRUCT PROPOSED ROADWAY AS SHOWN.

PHASE 3A, 3B AND 3C:
1. MAINTAIN TRAFFIC ON EXISTING STRUCTURES ARE SHOWN.
2. REMOVE EASTERN PORTION OF EXISTING STRUCTURES AS SHOWN.
3. CONSTRUCT REMAINING PORTIONS OF EAST WINGWALLS AND HEADWALL.
4. INSTALL COMPACTED BACKFILL ABOVE CULVERT STRUCTURE.
5. CONSTRUCT PROPOSED ROADWAY AS SHOWN.

ABBREVIATIONS

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS TO INDICATE THE DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

ABUT. - ABUTMENT
ADT - AVERAGE DAILY TRAFFIC
ADTT - AVERAGE DAILY TRUCK TRAFFIC
APPROX. - APPROXIMATE
ASTM - AMERICAN SOCIETY OF TESTING AND MATERIALS
B.F. - BACK FACE
BOT. - BOTTOM
BRGS. - BEARINGS
℄ - CENTERLINE
C/C - CENTER TO CENTER
CIP - CAST-IN-PLACE
C.J. - CONSTRUCTION JOINT
CLR. - CLEARANCE
CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONST. - CONSTRUCTION
DIA. - DIAMETER
DWG. - DRAWING
E.F. - EACH FACE
E/P - EDGE OF PAVEMENT
E/S - EDGE OF SHOULDER
EL. - ELEVATION
EQ. - EQUAL
EX. - EXISTING
F.A. - FORWARD ABUTMENT
F.F. - FRONT FACE
F/F - FACE TO FACE
FTG. - FOOTING
FT/FT - FOOT PER FOOT
FWD. - FORWARD
I - INTERSTATE ROUTE
JT. - JOINT
LT. - LEFT
MAX. - MAXIMUM
MIN. - MINIMUM
MOT - MAINTENANCE OF TRAFFIC
NB - NORTHBOUND
N.C.P.P. - NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O - OUT TO OUT
P.C.P.P - PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
R.A. - REAR ABUTMENT
RT. - RIGHT
SB - SOUTHBOUND
S.O. - SERIES OF
SPA. - SPACES OR SPACING
STA. - STATION
STD. - STANDARD
STR. - STRAIGHT
TEMP. - TEMPORARY
T/T - TOE TO TOE
TYP. - TYPICAL
VERT. - VERTICAL

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

THIS ITEM SHALL BE AS PER THE DETAILS IN THE PLAN, THE APPLICABLE PORTION OF STANDARD DRAWING VPF-1-24, AND THE MANUFACTURER'S RECOMMENDATIONS.

THE ANCHORS ON THE TOP OF THE PROPOSED CONCRETE BRIDGE RAILING SHALL BE CAST IN PLACE WITH A 6" OR 7" MINIMUM EMBEDMENT LENGTH, AS SHOWN ON THE STANDARD DRAWING FOR THE SPECIFIED BASE PLATE TYPE.

AT LOCATIONS WHERE THE FENCE SPANS ACROSS AN EXPANSION JOINT IN THE BRIDGE RAILING AT AN INTEGRAL OR SEMI-INTEGRAL ABUTMENT, DO NOT INSTALL LINE RAILS AND EXPANSION JOINT SLEEVES; HOWEVER, THE FABRIC SHALL REMAIN CONTINUOUS ACROSS THE EXPANSION JOINT.

THE COLOR OF THE FENCE FABRIC, RAILS, POSTS, PLATES, TIE WIRES, AND ADDITIONAL VISUAL HARDWARE AND CAULK SHALL BE BLACK.

PAYMENT FOR THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR ITEM 607 - VANDAL PROTECTION FENCE 6' STRAIGHT, COATED FABRIC, AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

GENERAL NOTES
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573
DESIGN AGENCY TRC
DESIGNER JCP CHECKER CEJ
REVIEWER CJW 11/17/25
PROJECT ID 105743
SUBSET 3 TOTAL 25
SHEET P.1142 TOTAL P.1274

CUY-77-11.41 - PART 1

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ESTIMATED QUANTITIES (CUY-77-1322)

ITEM	EXTENSION	TOTAL PART 02/IMS	UNIT	DESCRIPTION	SEE SHEET
202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	3
202	22900	260	SY	APPROACH SLAB REMOVED	
203	35120	3578	CY	GRANULAR MATERIAL, TYPE C	
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
503	21100	1475	CY	UNCLASSIFIED EXCAVATION	
509	10000	93577	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46013	79	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	22, 25
511	46512	387	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
511	46612	21	CY	CLASS QC1 CONCRETE WITH QC/QA, HEADWALL	
511	47012	353	CY	CLASS QC1 CONCRETE WITH QC/QA, CULVERT	
511	53012	10	CY	CLASS QC2 CONCRETE, MISC.: BARRIER ON HEADWALL/WINGWALL, WITH QC/QA	3
512	10101	927	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	3
512	33000	414	SY	TYPE 2 WATERPROOFING	
516	13600	298	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	25001	78	SF	NYLON REINFORCED NEOPRENE SHEETING, AS PER PLAN	3, 23
518	20000	100	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	266	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	40000	322	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
607	39901	58	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN	
611	71000	112	FT	CONDUIT, TYPE A, PRECAST REINFORCED CONCRETE ARCH SECTIONS (20'-0" SPAN x 10'-0" RISE)	
867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL	

ESTIMATED QUANTITIES
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573

DESIGN AGENCY TRC

DESIGNER	CHECKER
JCP	CEJ

REVIEWER CJW 11/17/25

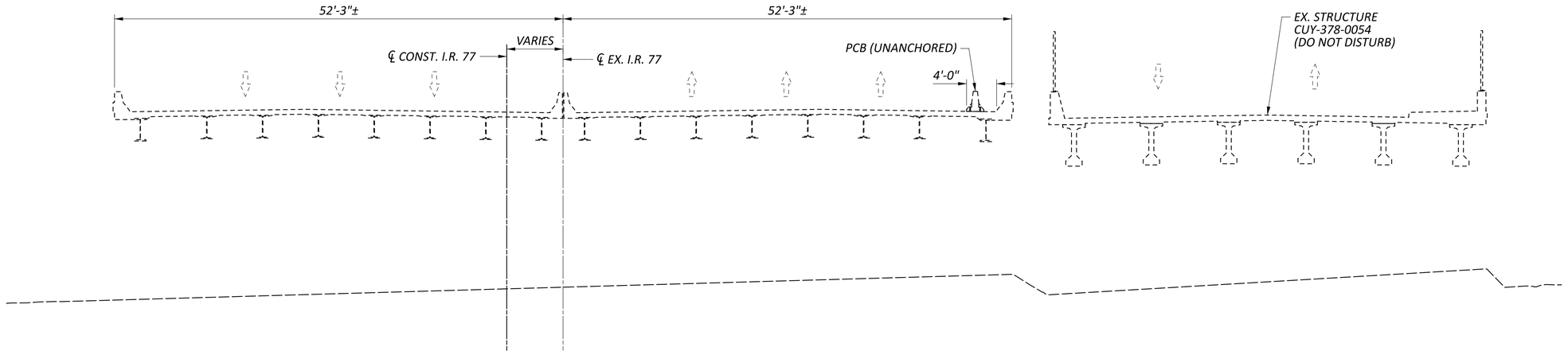
PROJECT ID 105743

SUBSET	TOTAL
4	25

SHEET	TOTAL
P.1143	P.1274

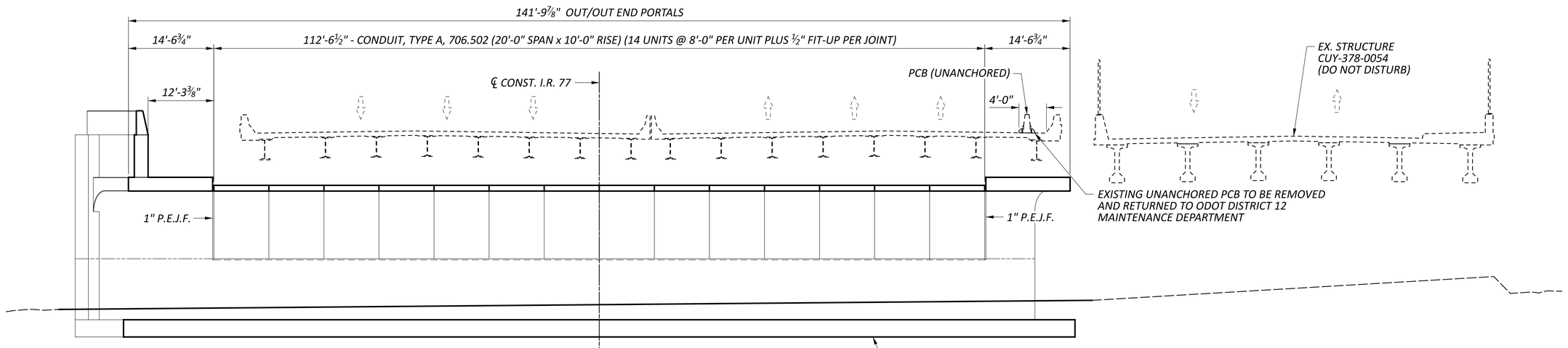
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EXISTING

DIMENSIONS NORMAL TO ℄ CONST. I.R. 77



PRE-PHASE - CONSTRUCTION

DIMENSIONS MEASURED ALONG ℄ CONST. MUP EAST

PHASED CONSTRUCTION DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

CUY-77-11.41 - PART 1

SFN 1806573

DESIGN AGENCY TRC

DESIGNER	CHECKER
JCP	CEJ

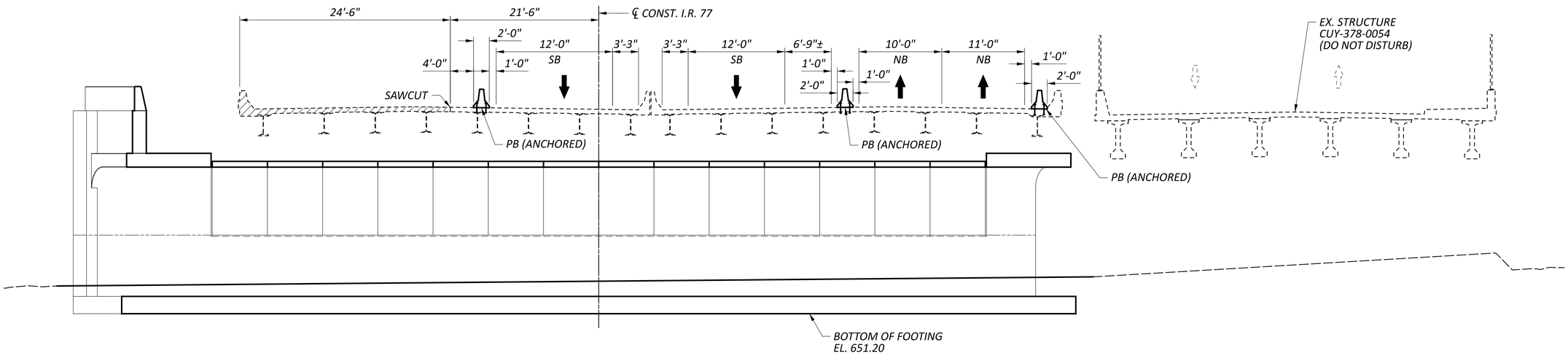
REVISER CJW 11/17/25

PROJECT ID 105743

SUBSET	TOTAL
5	25

SHEET	TOTAL
P.1144	P.1274

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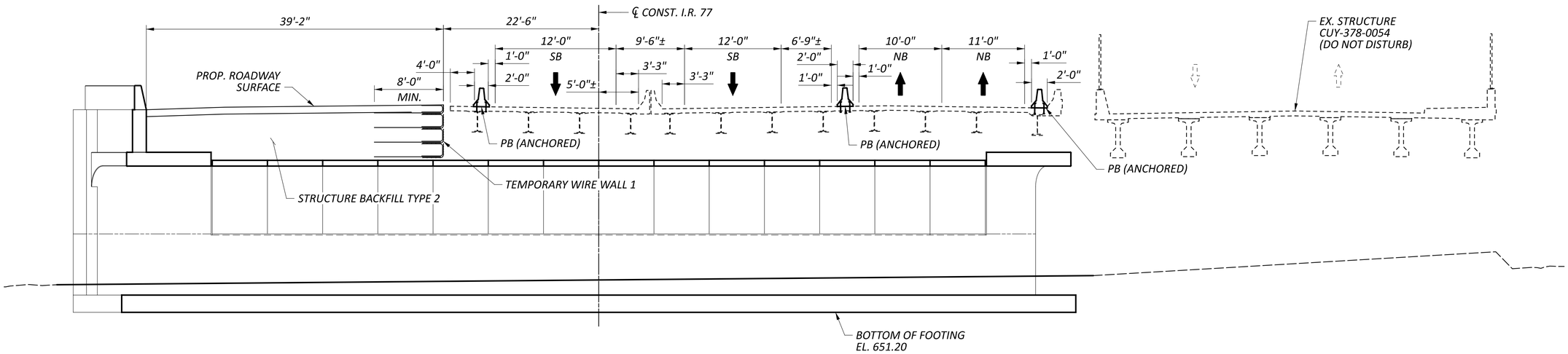
PHASE 1A, 1B, & 1C

DIMENSIONS NORMAL TO ℄ CONST. I.R. 77

NOTES:

1. GRANULAR MATERIAL, TYPE C, COMPACTED PER CMS 203, SHALL BE PLACED UP TO THE TOP OF THE BURIED FRAME BETWEEN THE PROPOSED STRUCTURE AND THE WALL ABUTMENTS OF THE EXISTING BRIDGE OR THE LIMITS OF THE PROPOSED WINGWALLS.

2. STRUCTURE BACKFILL, TYPE 2 SHALL BE PLACED AND COMPACTED ABOVE THE TYPE C GRANULAR MATERIAL BEHIND THE TEMPORARY MSE WALLS AND BETWEEN THE LIMITS OF THE EXISTING BRIDGE ABUTMENTS OR THE PROPOSED WINGWALLS UPTO THE ROADWAY SUBGRADE. ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR THIS BACKFILL PLACEMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 611 CONDUIT, TYPE A, PRECAST REINFORCED CONCRETE ARCH SECTIONS (20'-0" SPAN X 10'-" RISE).



PHASE 1A, 1B, & 1C

DIMENSIONS NORMAL TO ℄ CONST. I.R. 77

LEGEND

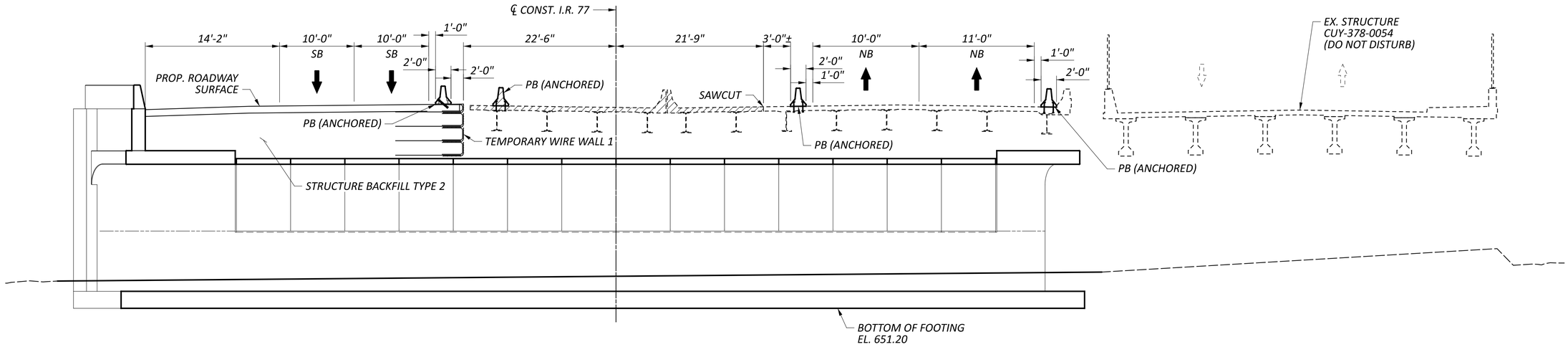
REMOVAL LIMITS

PHASED CONSTRUCTION DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	6
TOTAL	25
SHEET	P.1145
TOTAL	P.1274

CUY-77-11.41 - PART 1

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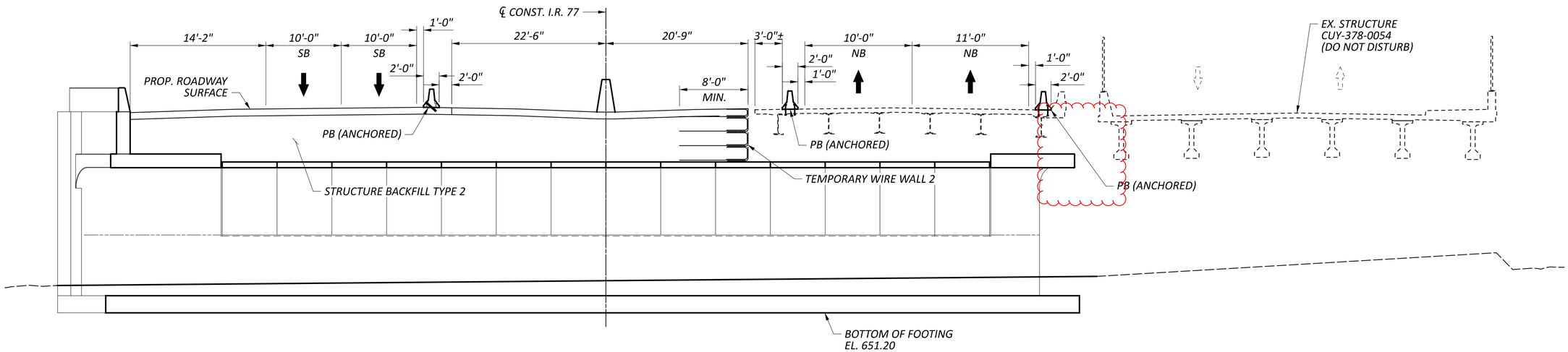
PHASE 2

DIMENSIONS NORMAL TO ℄ CONST. I.R. 77

NOTES:

1. GRANULAR MATERIAL, TYPE C, COMPACTED PER CMS 203, SHALL BE PLACED UP TO THE TOP OF THE BURIED FRAME BETWEEN THE PROPOSED STRUCTURE AND THE WALL ABUTMENTS OF THE EXISTING BRIDGE OR THE LIMITS OF THE PROPOSED WINGWALLS.

2. STRUCTURE BACKFILL, TYPE 2 SHALL BE PLACED AND COMPACTED ABOVE THE TYPE C GRANULAR MATERIAL BEHIND THE TEMPORARY MSE WALLS AND BETWEEN THE LIMITS OF THE EXISTING BRIDGE ABUTMENTS OR THE PROPOSED WINGWALLS UPTO THE ROADWAY SUBGRADE. ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR THIS BACKFILL PLACEMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 611 CONDUIT, TYPE A, PRECAST REINFORCED CONCRETE ARCH SECTIONS (20'-0" SPAN X 10'-" RISE).



PHASE 2

DIMENSIONS NORMAL TO ℄ CONST. I.R. 77

LEGEND

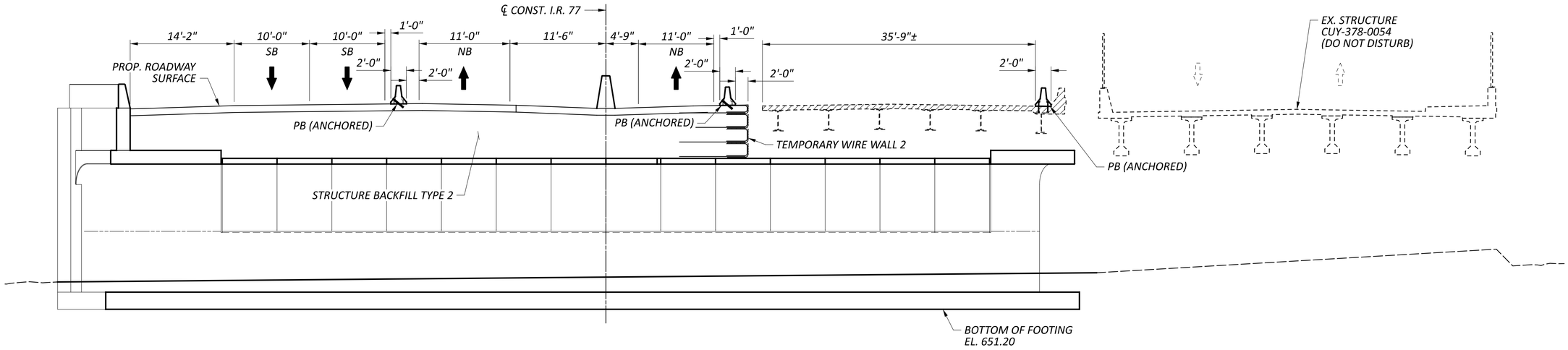
REMOVAL LIMITS

PHASED CONSTRUCTION DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN	1806573
DESIGN AGENCY	TRC
DESIGNER / CHECKER	JCP / CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET / TOTAL	7 / 25
SHEET / TOTAL	P.1146 / P.1274

CUY-77-11.41 - PART 1

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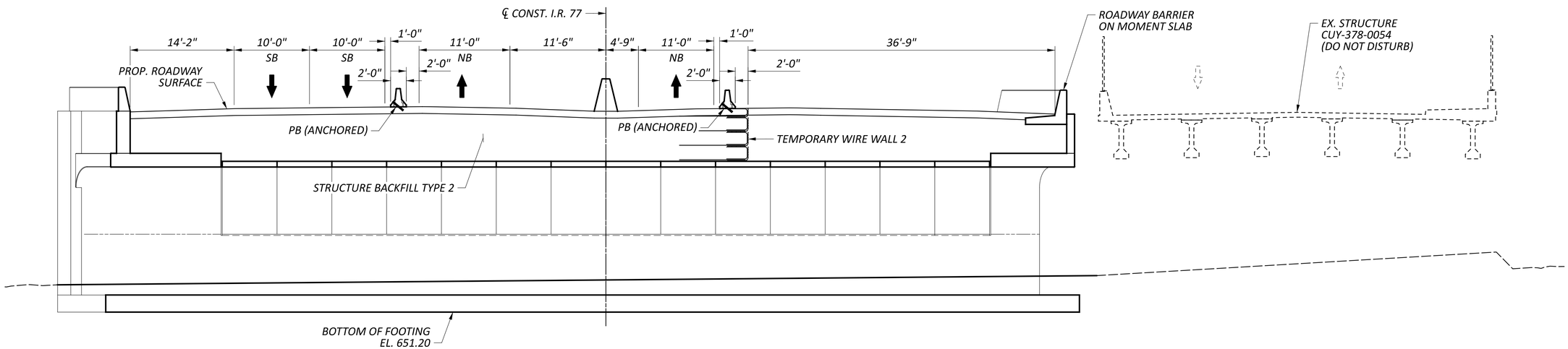
PHASE 3A, 3B, & 3C

DIMENSIONS NORMAL TO ℄ CONST. I.R. 77

NOTES:

1. GRANULAR MATERIAL, TYPE C, COMPACTED PER CMS 203, SHALL BE PLACED UP TO THE TOP OF THE BURIED FRAME BETWEEN THE PROPOSED STRUCTURE AND THE WALL ABUTMENTS OF THE EXISTING BRIDGE OR THE LIMITS OF THE PROPOSED WINGWALLS.

2. STRUCTURE BACKFILL, TYPE 2 SHALL BE PLACED AND COMPACTED ABOVE THE TYPE C GRANULAR MATERIAL BEHIND THE TEMPORARY MSE WALLS AND BETWEEN THE LIMITS OF THE EXISTING BRIDGE ABUTMENTS OR THE PROPOSED WINGWALLS UPTO THE ROADWAY SUBGRADE. ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR THIS BACKFILL PLACEMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 611 CONDUIT, TYPE A, PRECAST REINFORCED CONCRETE ARCH SECTIONS (20'-0" SPAN X 10'-" RISE).



PHASE 3A, 3B, & 3C

DIMENSIONS NORMAL TO ℄ CONST. I.R. 77

LEGEND

REMOVAL LIMITS

PHASED CONSTRUCTION DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573

DESIGN AGENCY TRC

DESIGNER JCP | CHECKER CEJ

REVIEWER CJW 11/17/25

PROJECT ID 105743

SUBSET 8 | TOTAL 25

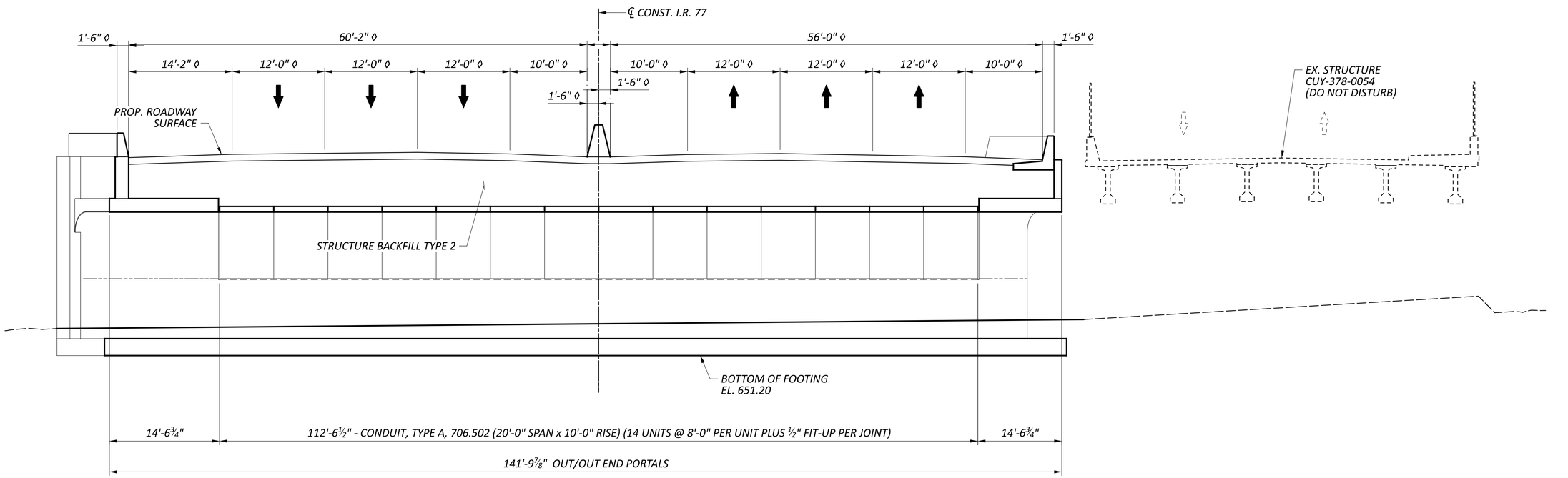
SHEET P.1147 | TOTAL P.1274

CUY-77-11.41 - PART 1

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CUY-77-11.41 - PART 1



FINAL

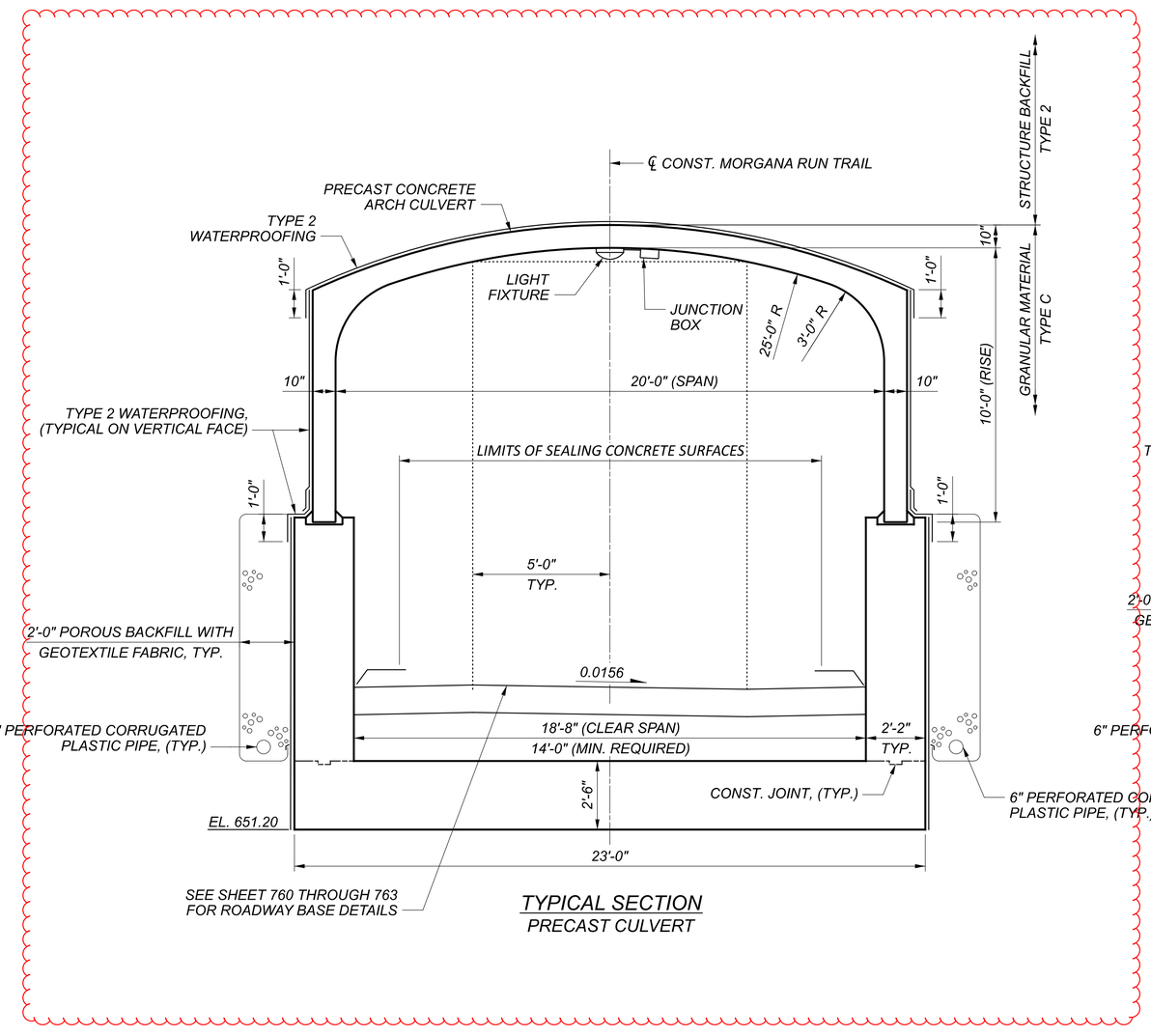
DIMENSIONS MEASURED ALONG ℄ CONST. MORGANA RUN TRAIL, UNLESS NOTED OTHERWISE

LEGEND

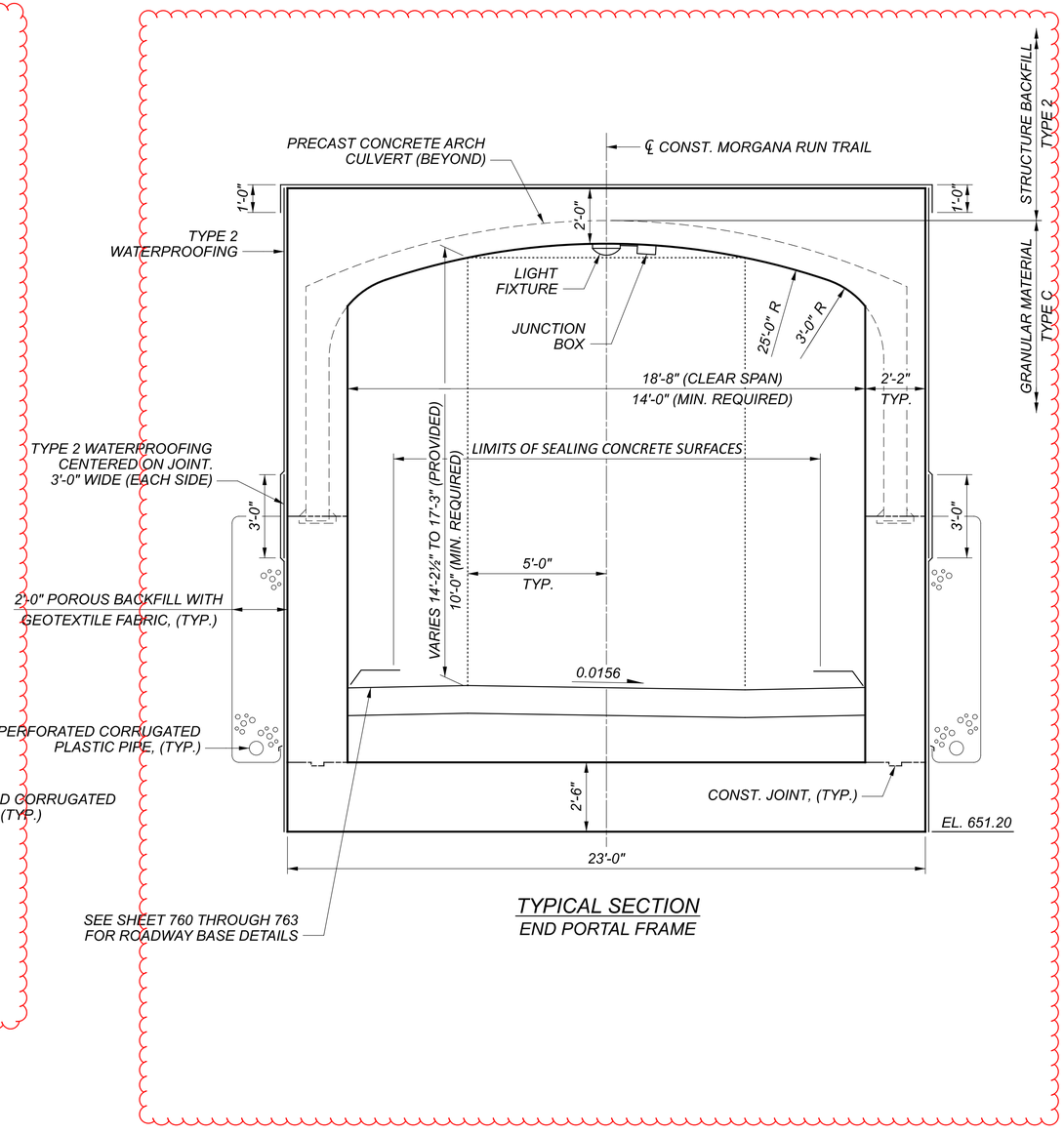
REMOVAL LIMITS

PHASED CONSTRUCTION DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	9
TOTAL	25
SHEET	P.1148
TOTAL	P.1274



TYPICAL SECTION
PRECAST CULVERT



TYPICAL SECTION
END PORTAL FRAME

NOTE:

1. *SEE LIGHTING PLANS FOR DETAILS OF LIGHT FIXTURES, WIRING AND CONDUIT FACILITIES.*

TRANSVERSE SECTION
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

CUY-77-11.41 - PART 1

SFN 1806573

DESIGN AGENCY TRC

DESIGNER	CHECKER
JCP	CEJ

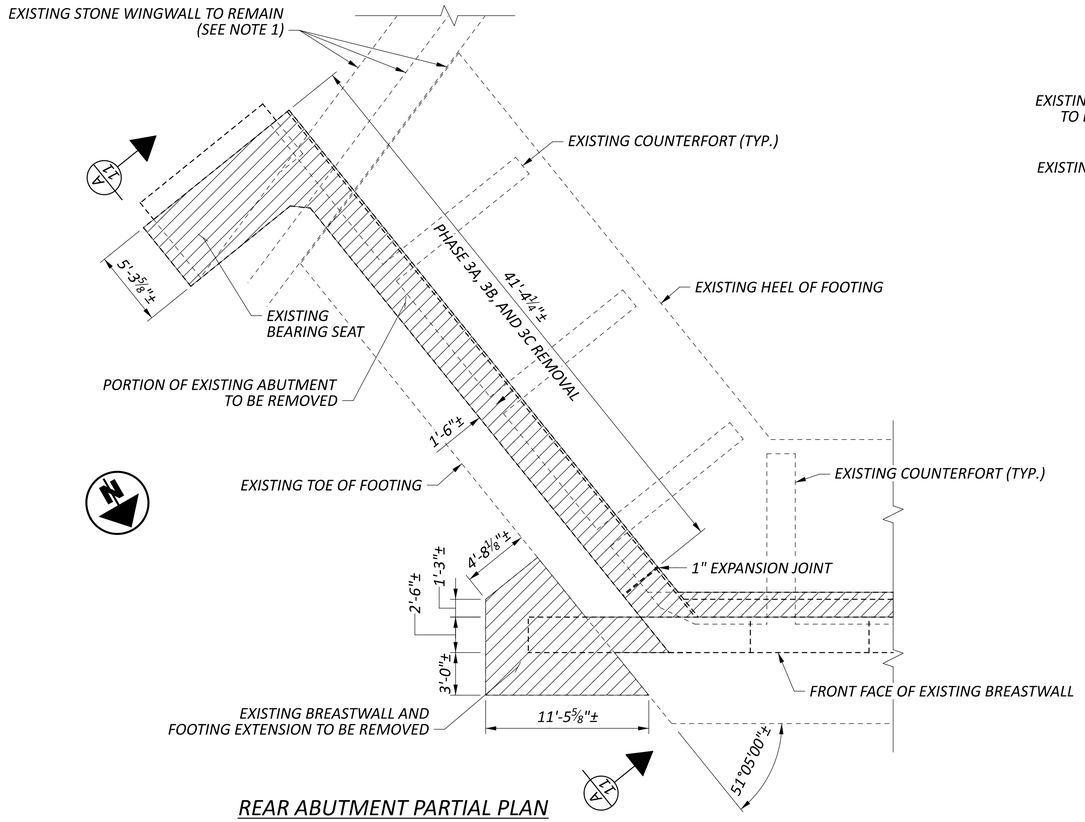
REVIEWER: CJW 11/17/25

PROJECT ID: 105743

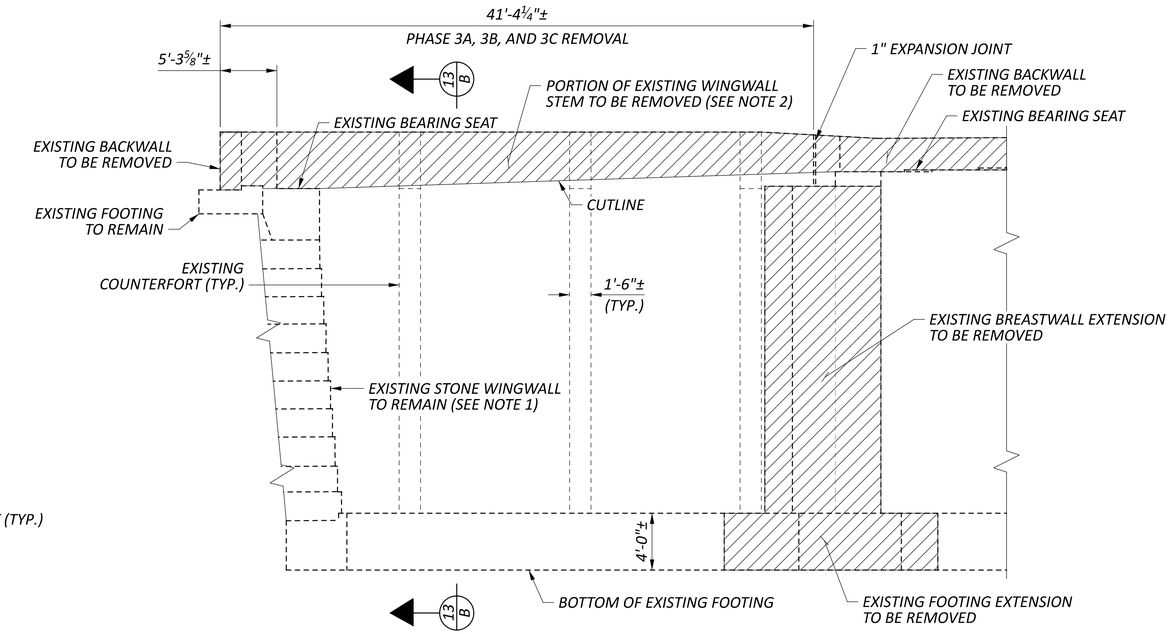
SUBSET	TOTAL
10	25

SHEET	TOTAL
P.1149	P.1274

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:36:16 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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REAR ABUTMENT PARTIAL PLAN



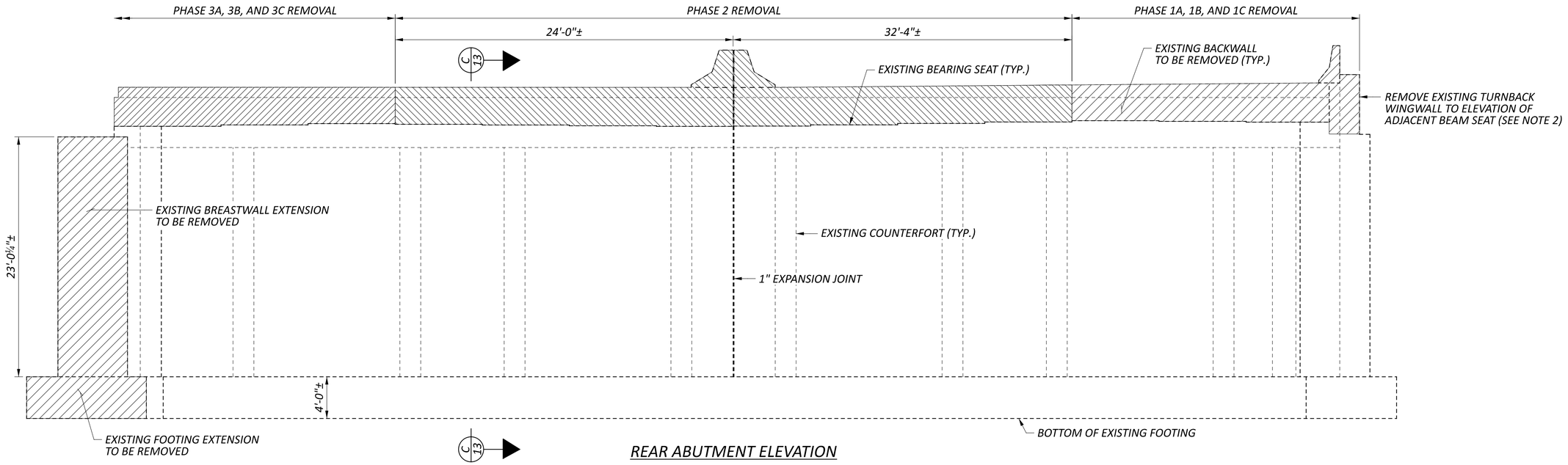
VIEW A-A

NOTES:

1. THE EXISTING WINGWALL AND BACKWALL OF BRIDGE CUY-77-1322 ADJOIN THE REAR ABUTMENT OF THE EAST 49TH STREET (CR 378) BRIDGE. DURING CUTTING AND STRUCTURE REMOVAL OPERATIONS, CARE SHALL BE EXERCISED TO PROTECT FROM DAMAGE THE EXISTING STONE BLOCK WINGWALL AND ADJACENT BRIDGE ABUTMENT.

2. REMOVAL CUTS SHALL NOT BE PERFORMED ON THE EXISTING WINGWALL STEM AND COUNTERFORTS UNTIL BACKFILL HAS BEEN PLACED AND COMPACTED BETWEEN THE EXISTING SUBSTRUCTURE AND THE PROPOSED RETAINING WALL IN FRONT OF IT UP TO AN ELEVATION WITHIN 2 FEET OF THE CUT LINE.

3. FOR SECTION B-B AND SECTION C-C, SEE SHEET 13/25.



REAR ABUTMENT ELEVATION

ABUTMENT REMOVAL DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573

DESIGN AGENCY TRC

DESIGNER	CHECKER
JCP	CEJ

REVIEWER CJW 11/17/25

PROJECT ID 105743

SUBSET	TOTAL
11	25

SHEET	TOTAL
P.1150	P.1274

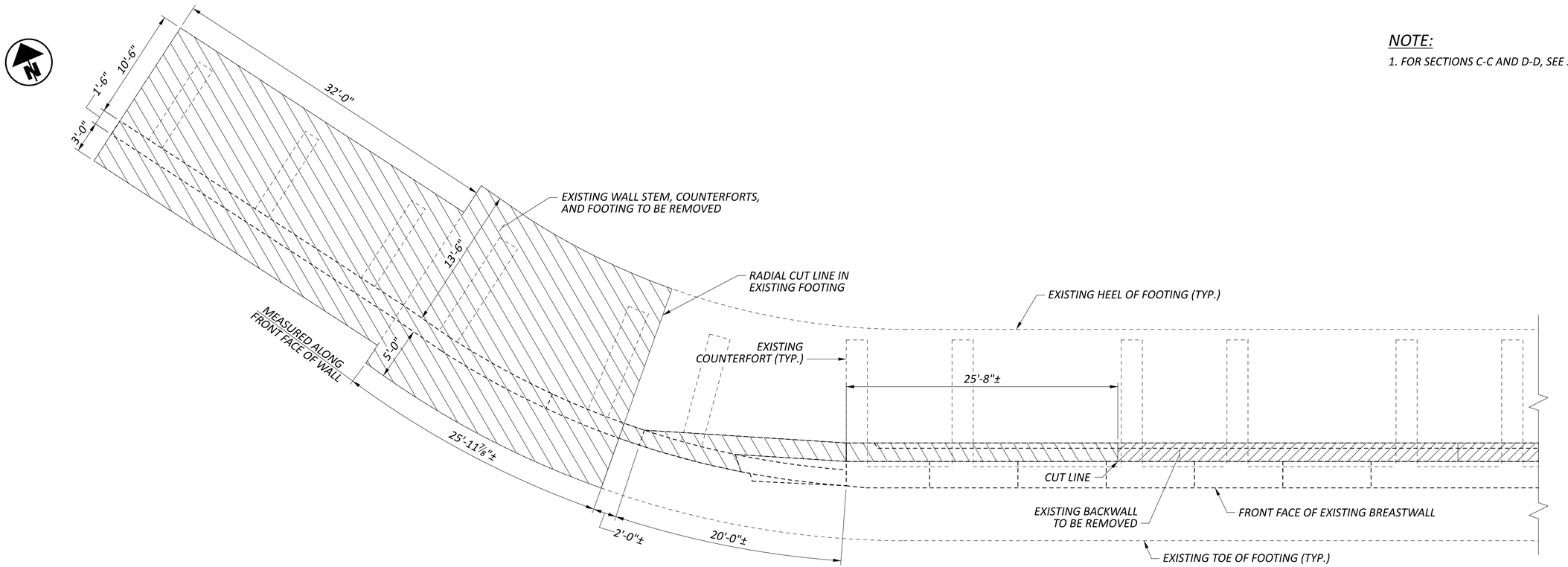
CUY-77-11.41 - PART 1

MODEL: Structure Removal PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:36:24 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Structures\SFN_1806572\Sheets\105743_SFN_1835246_SV001.dgn
SRose@trcsolutions.com
400-Engineering\Structures\SFN_1806572\Sheets\105743_SFN_1835246_SV001.dgn

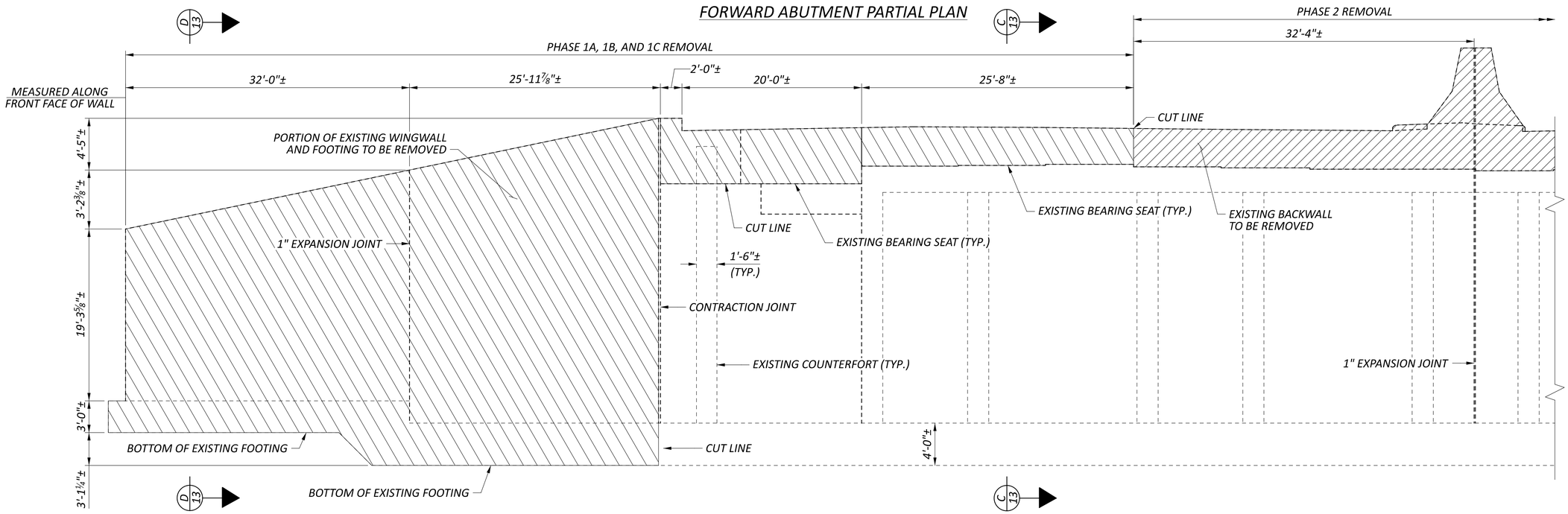
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pw:\\trc-pw.bentley.com:trc-pw-01\Documents\S - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Structures\SFN_1806572\Sheets\105743_SFN_1835246_SV002.dgn

NOTE:

1. FOR SECTIONS C-C AND D-D, SEE SHEET 13/25.



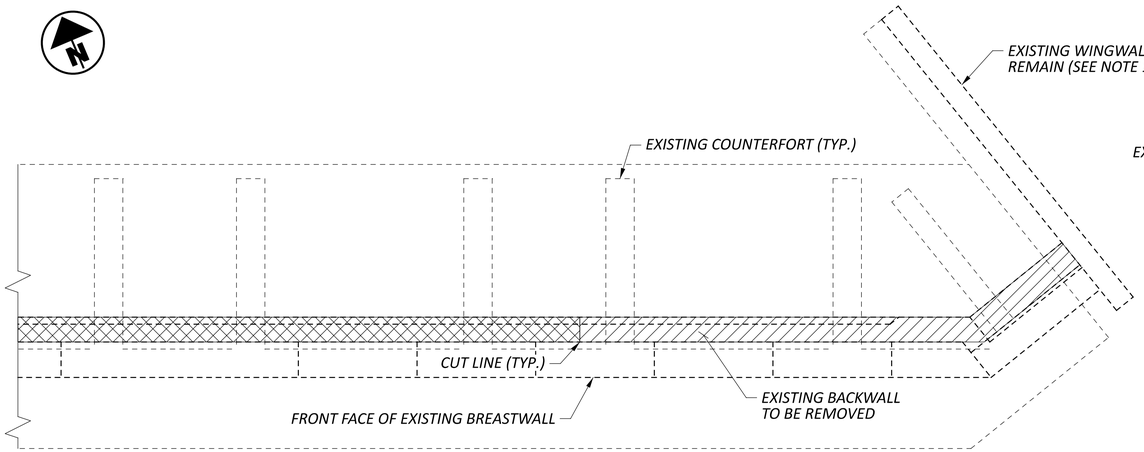
FORWARD ABUTMENT PARTIAL PLAN



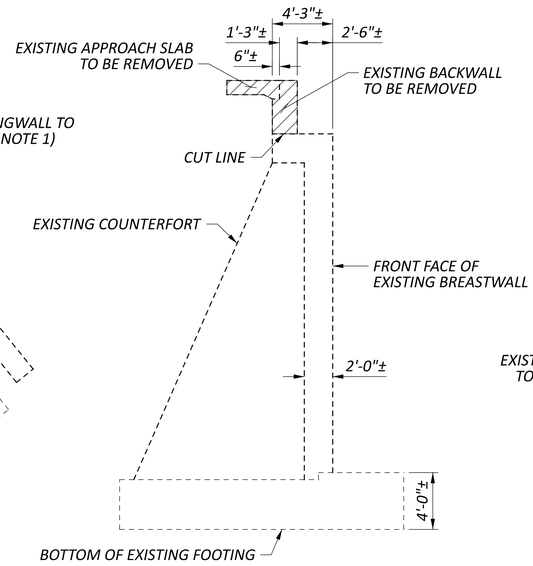
FORWARD ABUTMENT PARTIAL ELEVATION

ABUTMENT REMOVAL DETAILS
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

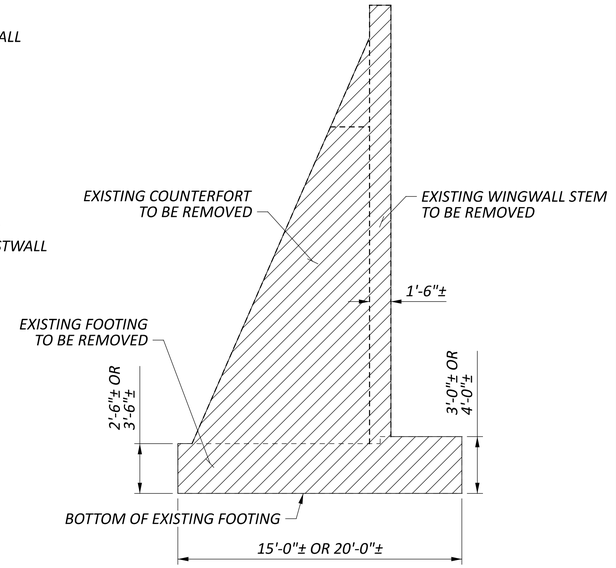
SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	12
TOTAL	25
SHEET	P.1151
TOTAL	P.1274



FORWARD ABUTMENT PARTIAL PLAN



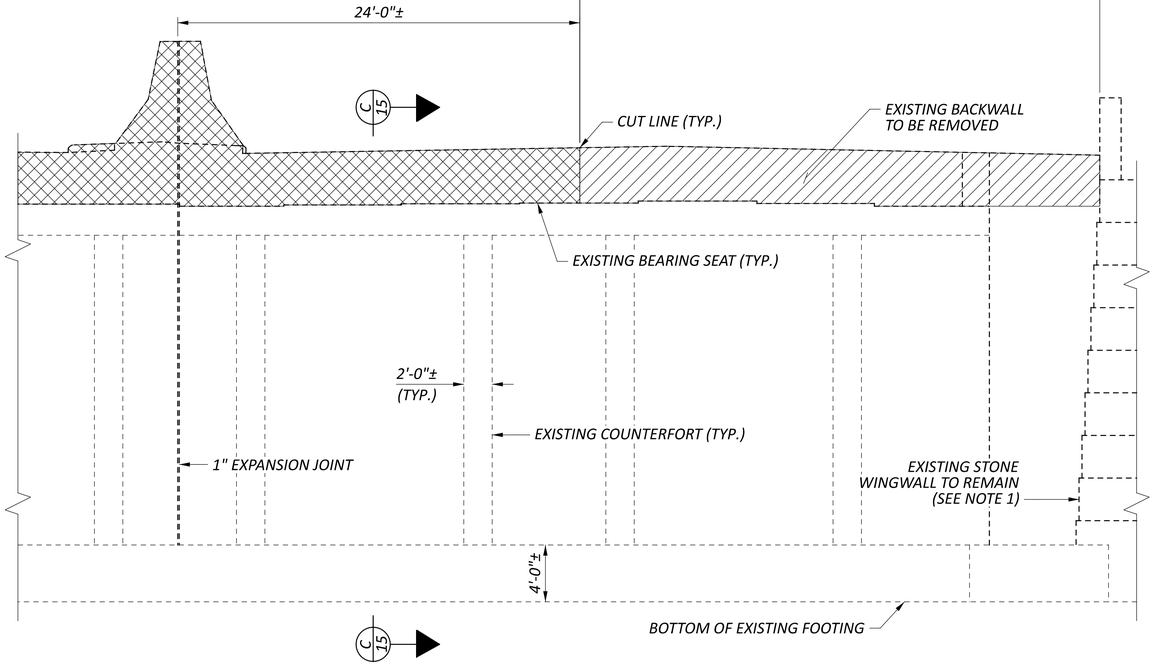
SECTION C-C



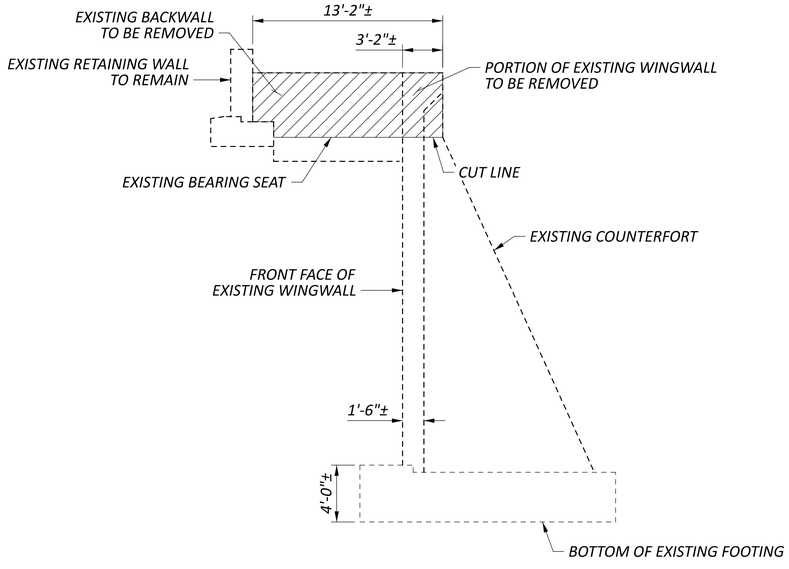
SECTION D-D

NOTES:

1. THE EXISTING BACKWALL OF BRIDGE CUY-77-1322 ADJOINS THE FORWARD ABUTMENT OF THE EAST 49TH STREET (CR378) BRIDGE. DURING CUTTING AND STRUCTURE REMOVAL OPERATIONS, CARE SHALL BE EXERCISED TO PROTECT FROM DAMAGE THE ADJACENT BRIDGE ABUTMENT AND WINGWALL. AS SUCH, PRIOR TO ANY REMOVAL WORK TO TAKE PLACE WITHIN 3 FEET OF THE L/A AND R/W LINE, THE CONTRACTOR AND THE ENGINEER SHALL WORK TOGETHER TO MARK PROPOSED REMOVAL LIMITS ON THE EXISTING STRUCTURE. ANY COMPONENTS OF THE EXISTING 49TH STREET BRIDGE DAMAGED BY REMOVAL OPERATIONS SHALL BE REPAIRED AT NO COST TO THE PROJECT.
2. FOR LOCATION OF SECTION B-B AND ADDITIONAL REMOVAL DETAILS AND NOTES, SEE SHEET 11/25.
3. FOR LOCATION OF SECTION D-D, SEE SHEET 12/25.



FORWARD ABUTMENT PARTIAL ELEVATION



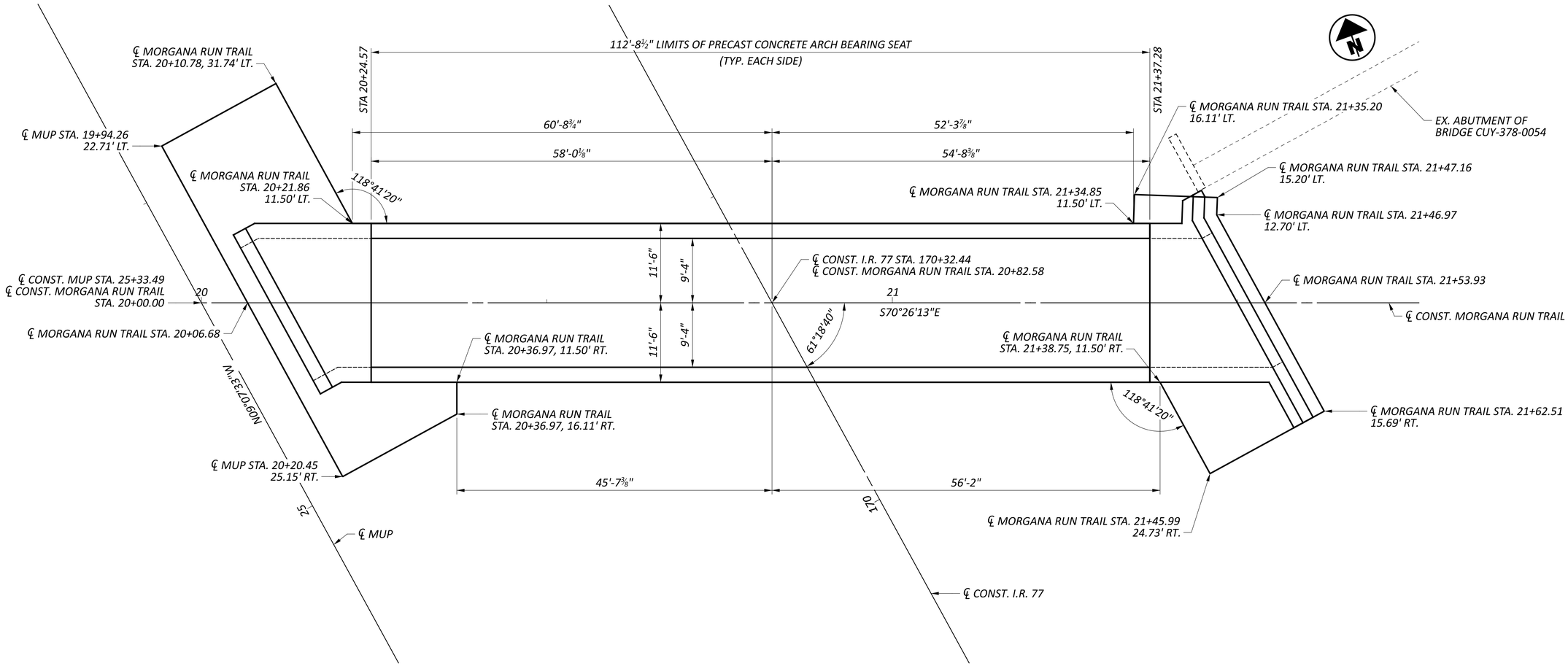
SECTION B-B

ABUTMENT REMOVAL DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

CUY-77-11.41 - PART 1

MODEL: Structure Removal -- 2 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:36:34 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	13
TOTAL	25
SHEET	P.1152
TOTAL	P.1274



FOUNDATION PLAN AND GEOMETRY SCHEMATIC

(END PORTALS AND WINGWALLS NOT SHOWN)

FOUNDATION PLAN
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

CUY-77-11.41 - PART 1

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:36:52 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SFN 1806573

DESIGN AGENCY TRC

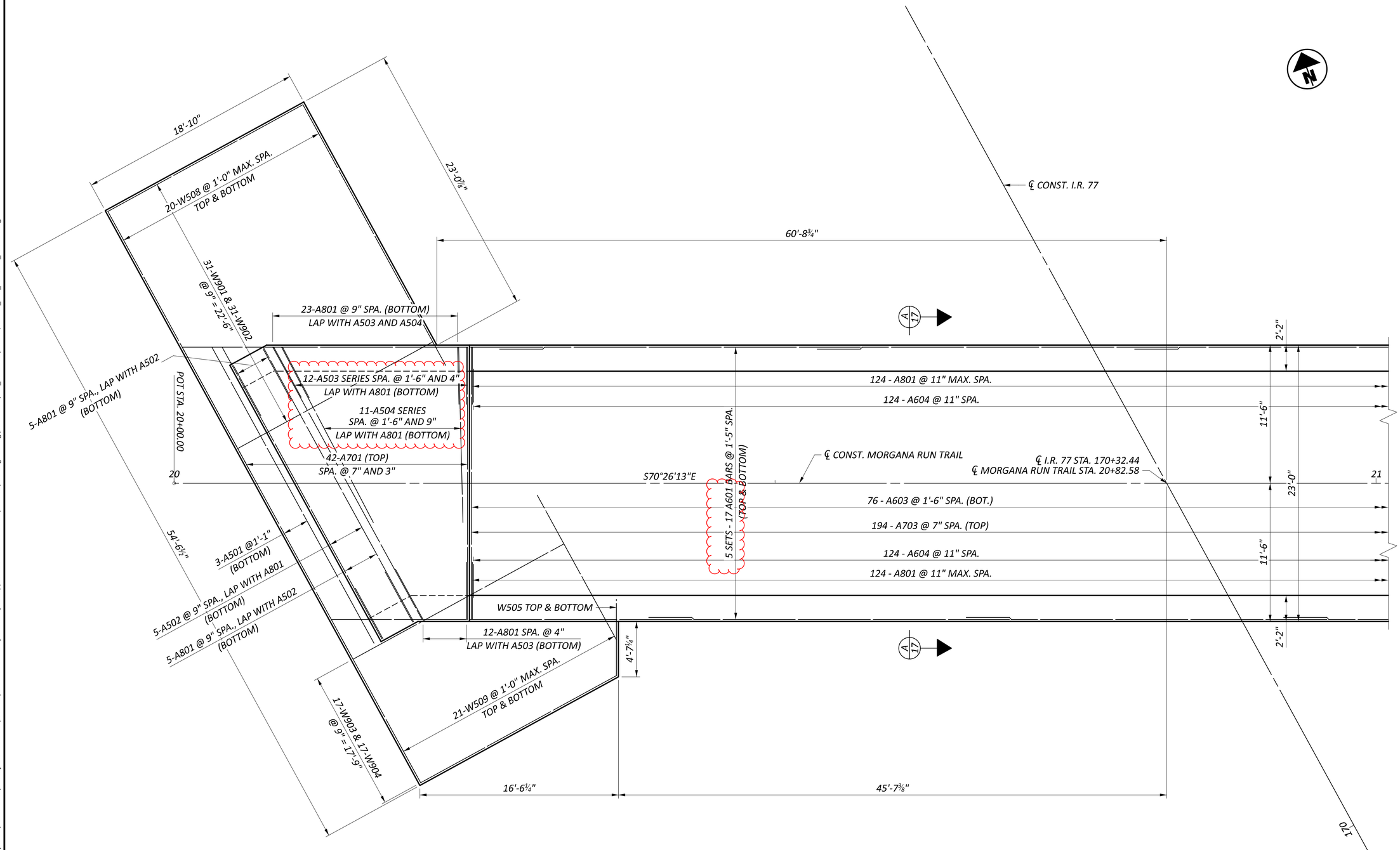
DESIGNER	CHECKER
JCP	CEJ

REVIEWER CJW 11/17/25

PROJECT ID 105743

SUBSET	TOTAL
14	25

SHEET	TOTAL
P.1153	P.1274



NOTE:

1. FOR SECTION A-A DETAILS, SEE SHEET 17/25.

PARTIAL FOOTING PLAN

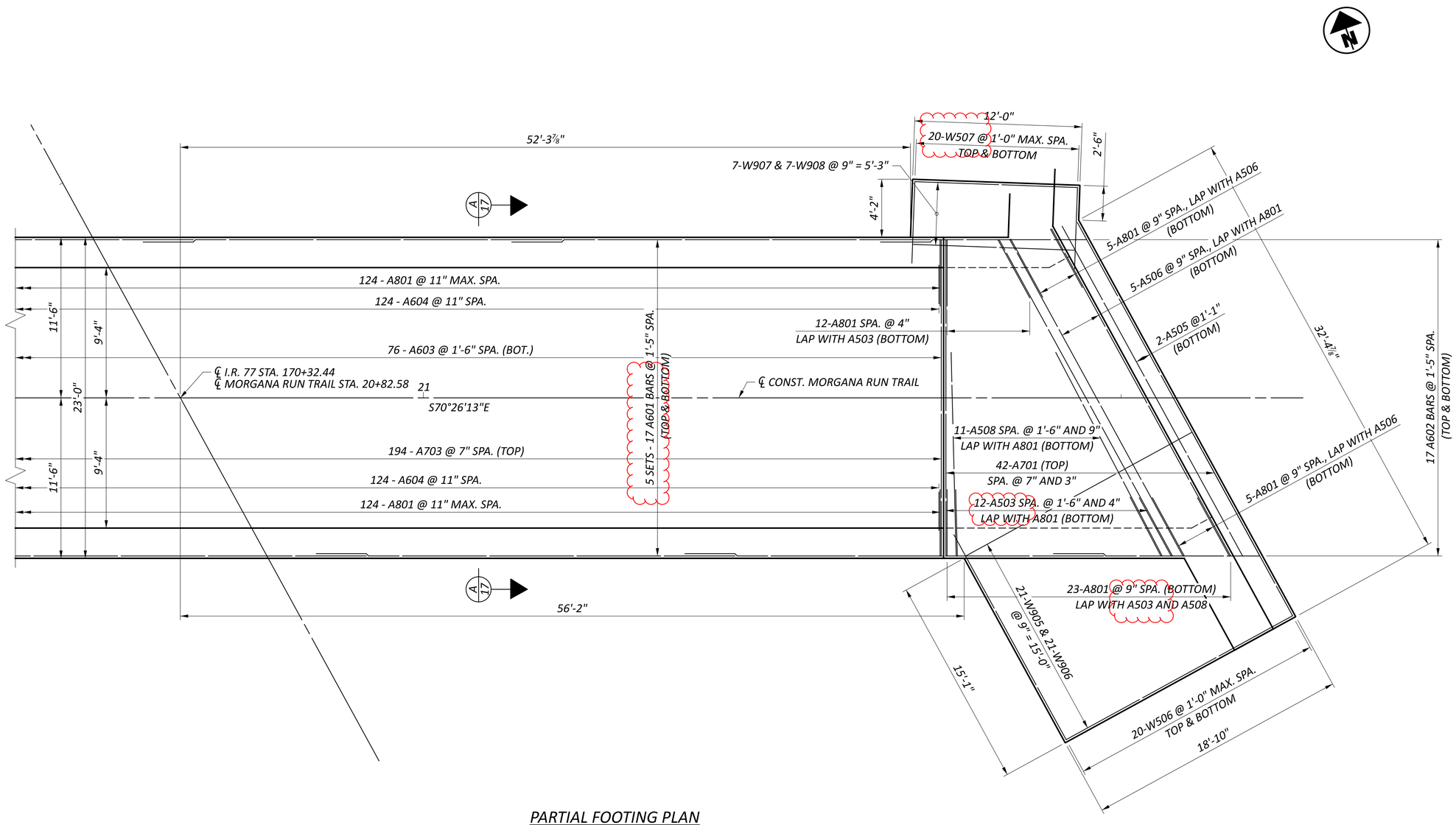
(END PORTALS AND WINGWALLS NOT SHOWN)

FOUNDATION DETAILS - I
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

CUY-77-11.41 - PART 1

SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	15
TOTAL	25
SHEET	P.1154
TOTAL	P.1274

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PARTIAL FOOTING PLAN

(END PORTALS AND WINGWALLS NOT SHOWN)

NOTE:

1. FOR LOCATION OF SECTION A-A SEE SHEETS 17/25.

FOUNDATION DETAILS - II
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

CUY-77-11.41 - PART 1

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:37:09 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SFN 1806573

DESIGN AGENCY TRC

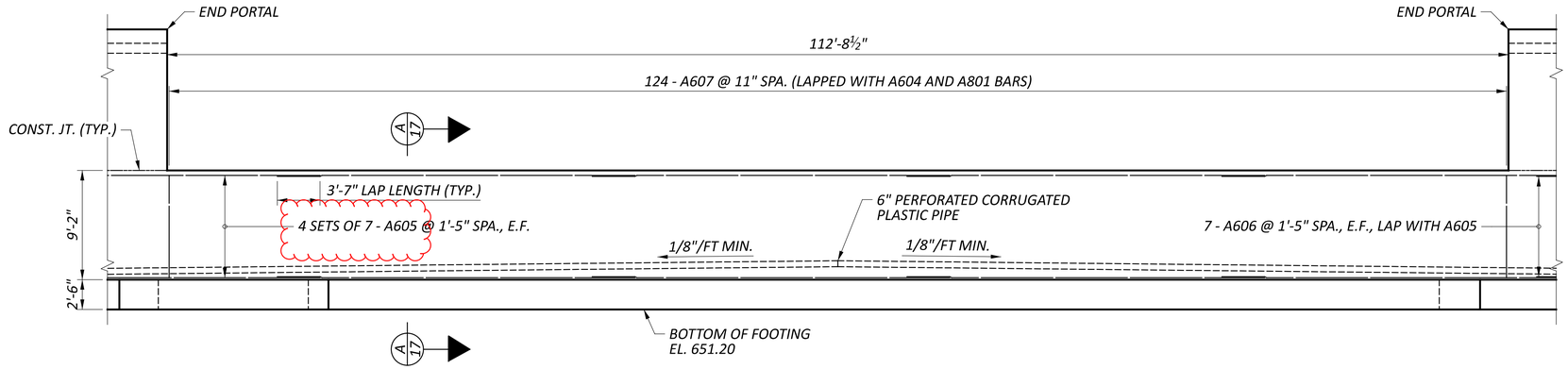
DESIGNER	CHECKER
JCP	CEJ

REVIEWER CJW 11/17/25

PROJECT ID 105743

SUBSET	TOTAL
16	25

SHEET	TOTAL
P.1155	P.1274

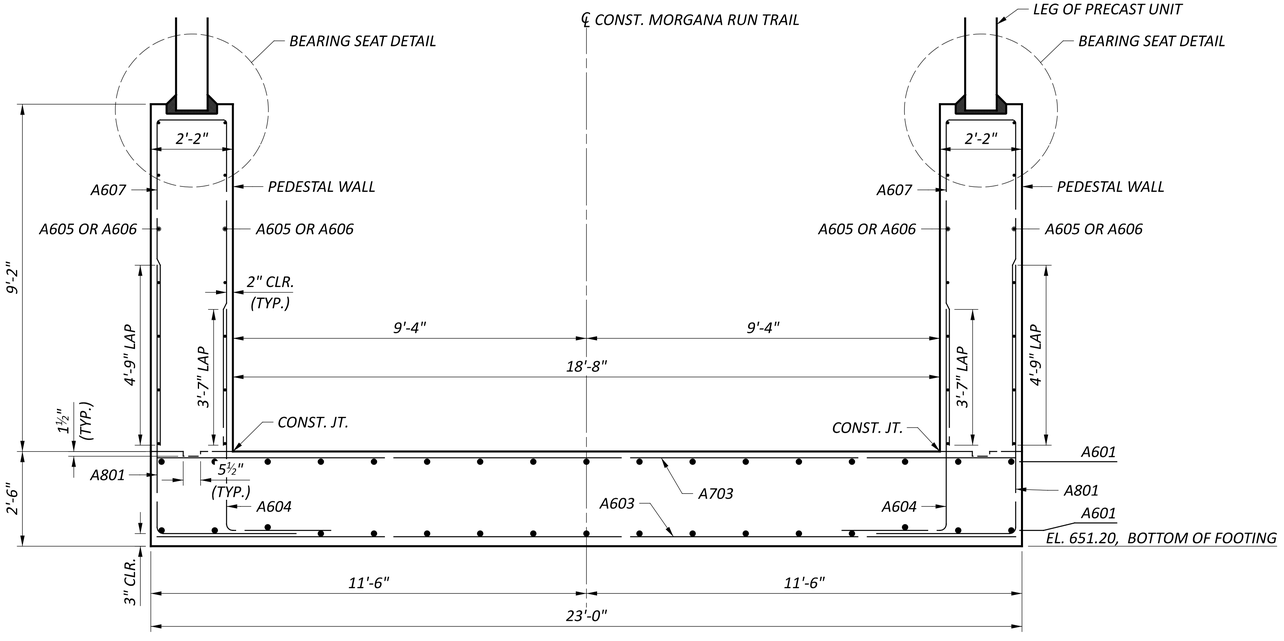


PEDESTAL ELEVATION

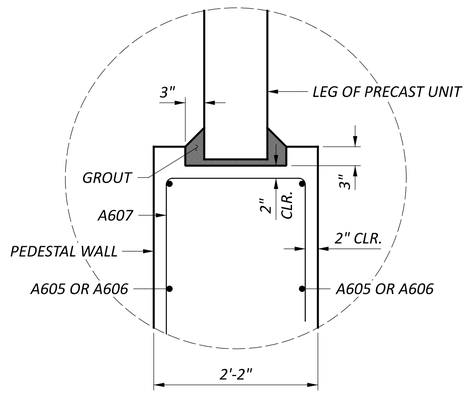
(TYPICAL EACH SIDE)

NOTES:

1. SEE SHEET 15/26 & SHEET 16/25 FOR FOOTING REINFORCEMENT DETAILS.
2. SEE SHEET 14/25 FOR FOOTING LAYOUT DETAILS.
3. LOCATIONS OF SECTION A-A ARE ALSO SHOWN ON SHEETS 15/25 AND 16/25.



SECTION A-A



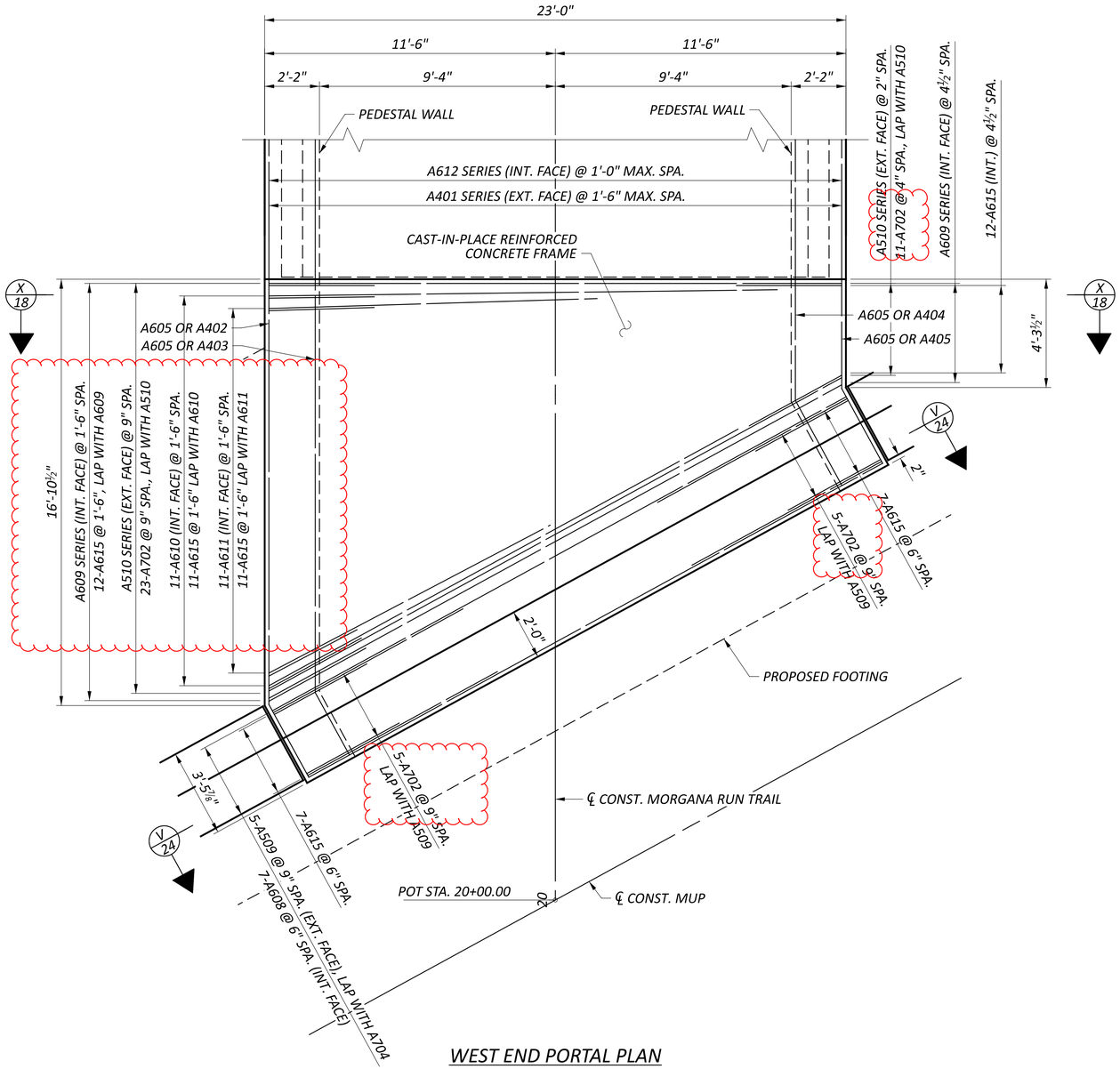
BEARING SEAT DETAIL

PEDESTAL WALL DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

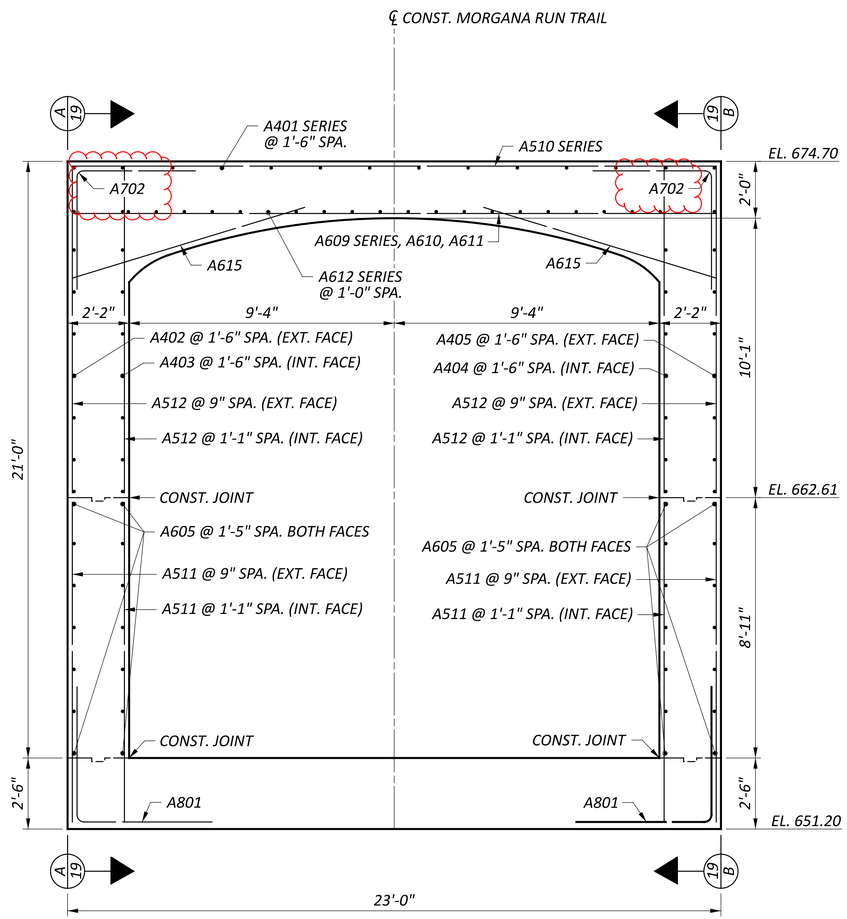
SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	17
TOTAL	25
SHEET	P.1156
TOTAL	P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:37:17 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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WEST END PORTAL PLAN



SECTION X-X

NOTES:

1. FOR SECTIONS A-A AND B-B, SEE SHEET 19/25.
2. FOR SECTION V-V, SEE SHEET 24/25

CUY-77-11.41 - PART 1

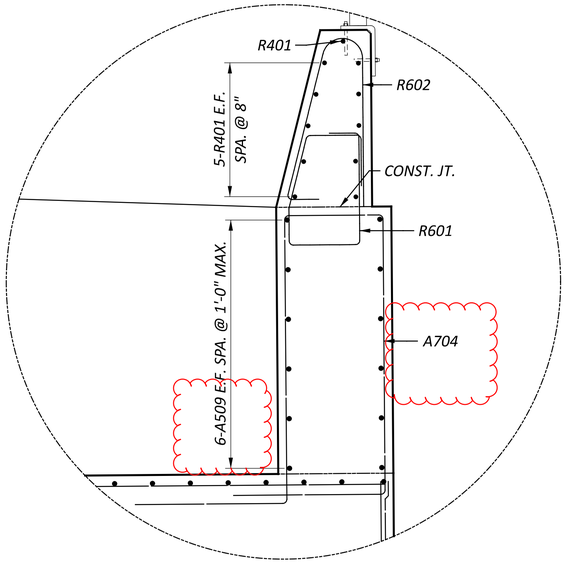
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WEST END PORTAL DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

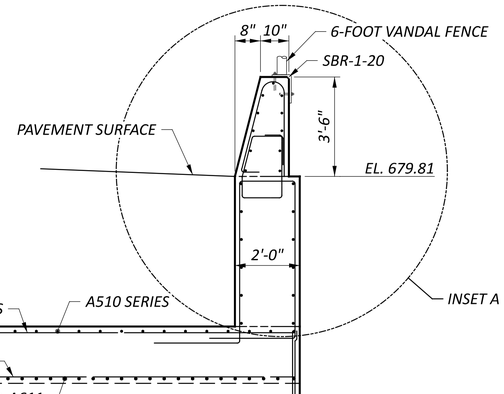
SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	18
TOTAL	25
SHEET	P.1157
TOTAL	P.1274

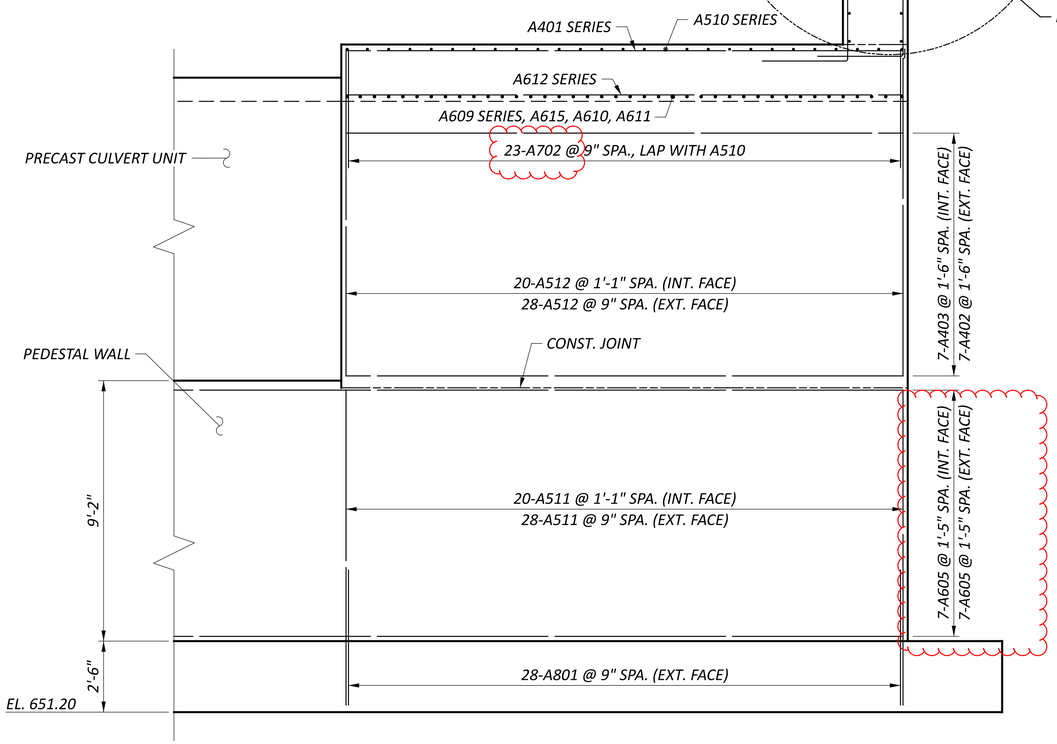
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CUY-77-11.41 - PART 1

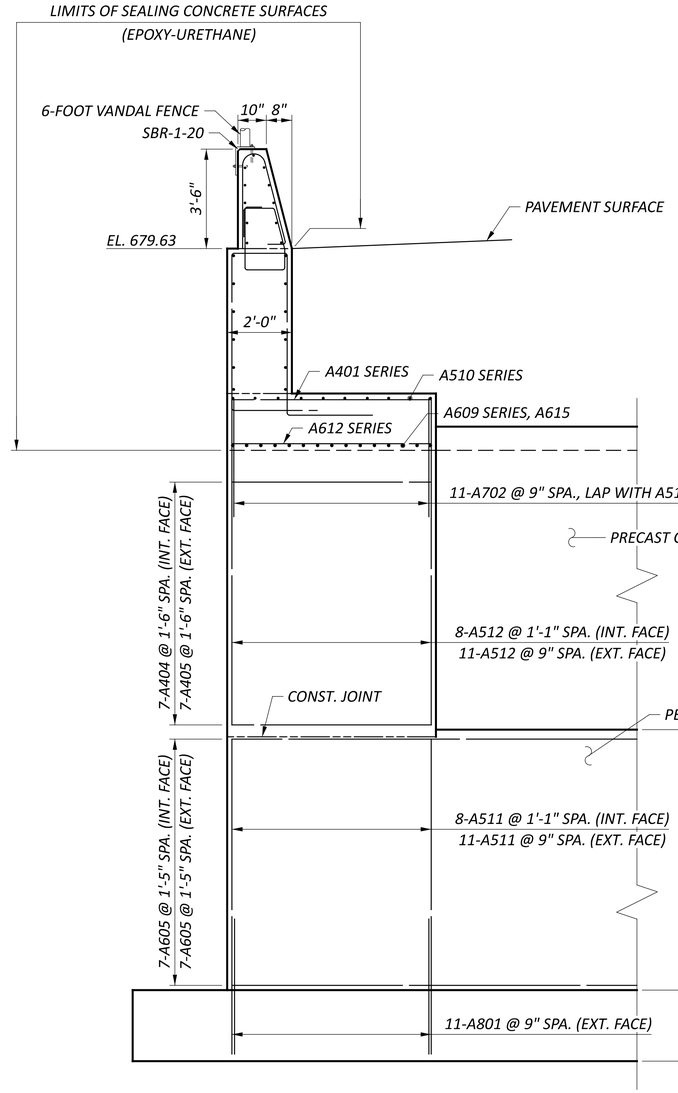


INSET A





SECTION A-A



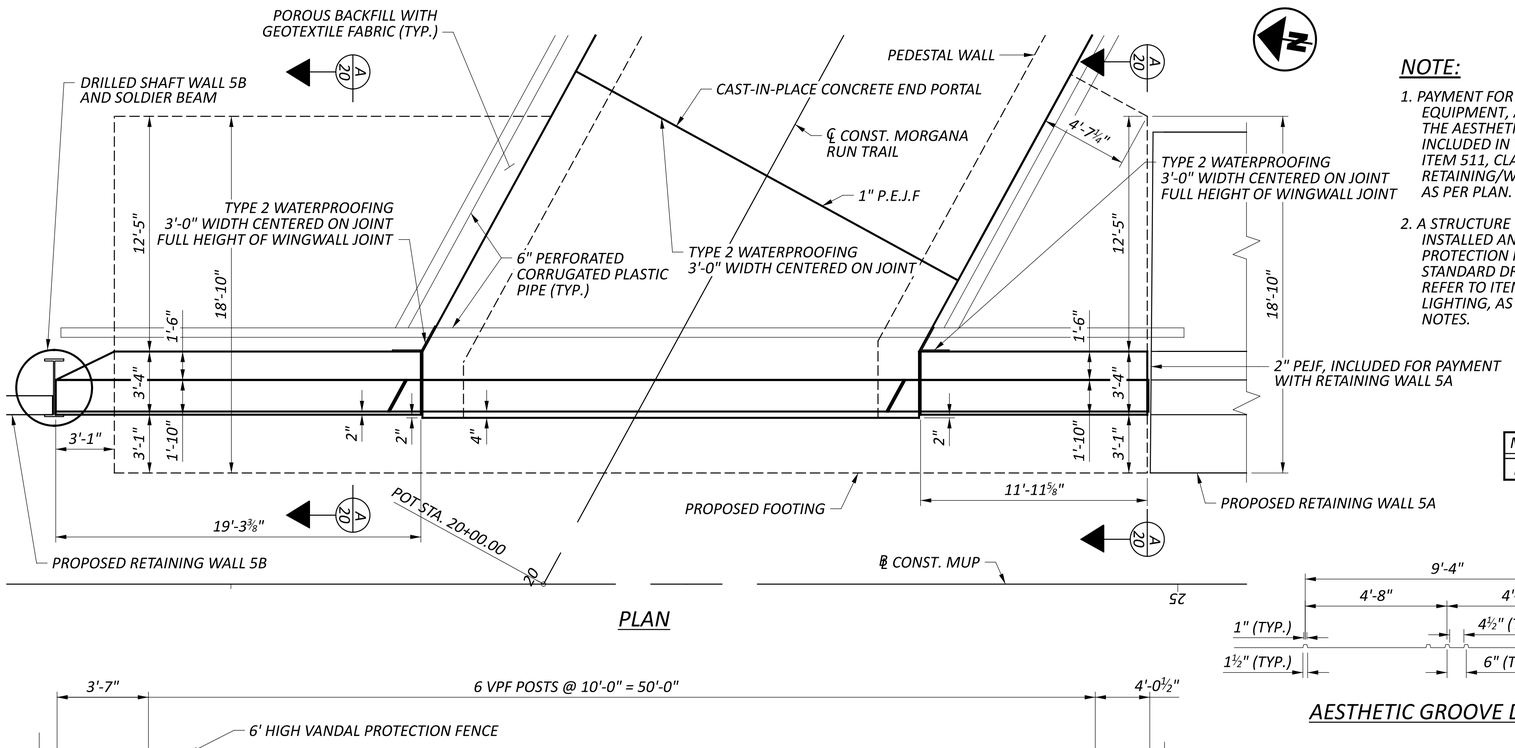
SECTION B-B

NOTE:

1. FOR LOCATION OF SECTIONS A-A AND B-B, SEE SHEET 18/25.

WEST END PORTAL DETAILS
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	19
TOTAL	25
SHEET	P.1158
TOTAL	P.1274



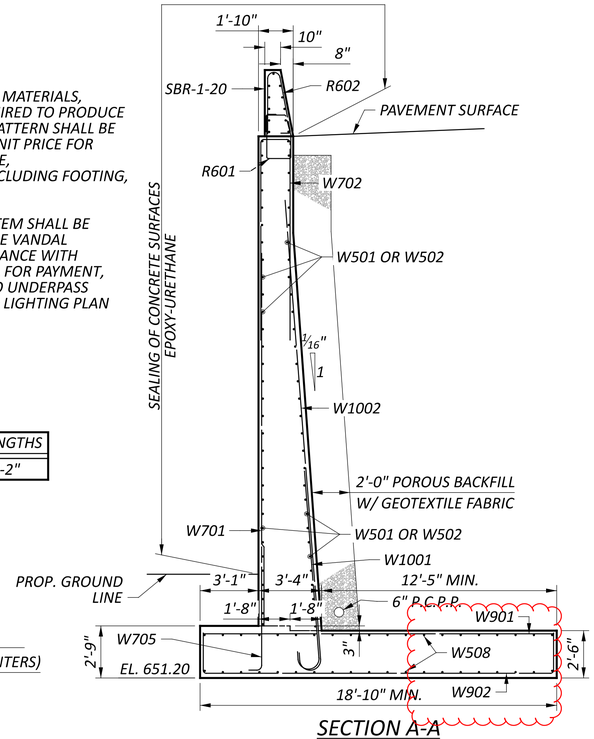
PLAN

NOTE:

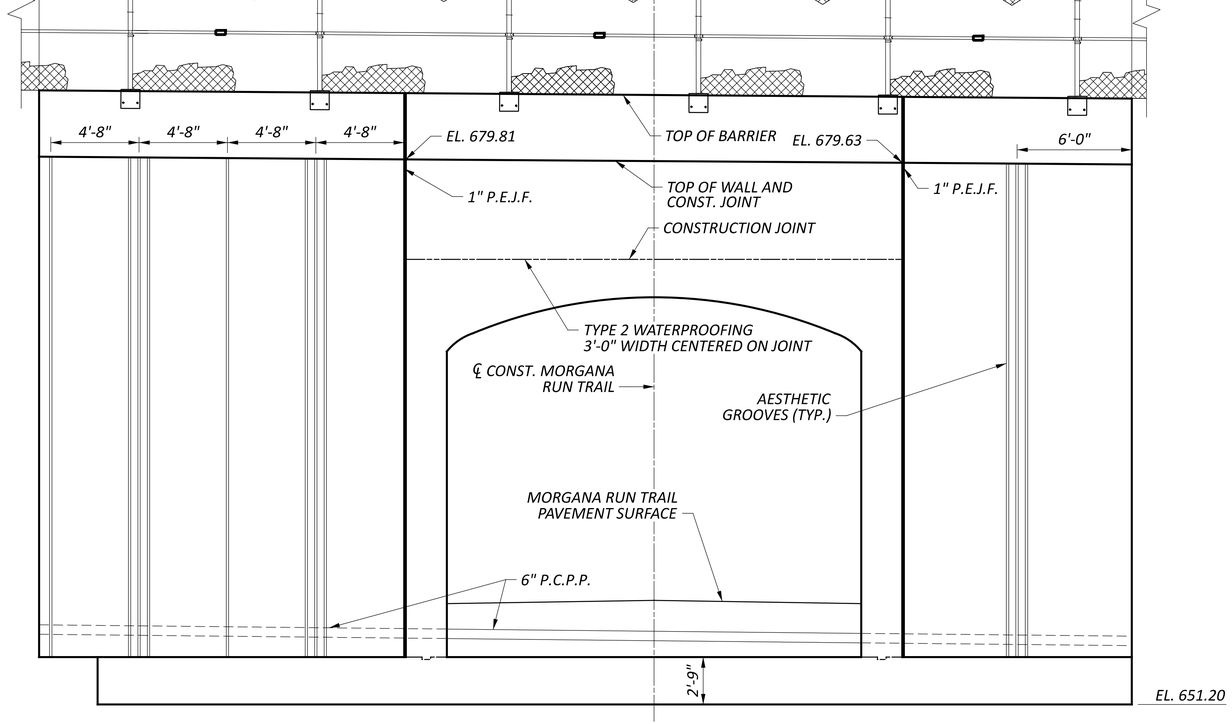
1. PAYMENT FOR ALL FORMWORK, MATERIALS, EQUIPMENT, AND LABOR REQUIRED TO PRODUCE THE AESTHETIC WALL FACING PATTERN SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 511, CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN.
2. A STRUCTURE GROUNDING SYSTEM SHALL BE INSTALLED AND BONDED TO THE VANDAL PROTECTION FENCE IN ACCORDANCE WITH STANDARD DRAWING HL-50.21. FOR PAYMENT, REFER TO ITEM 625, SERVICE TO UNDERPASS LIGHTING, AS PER PLAN, IN THE LIGHTING PLAN NOTES.

MINIMUM LAP LENGTHS	
NO. 7 BAR	4'-2"

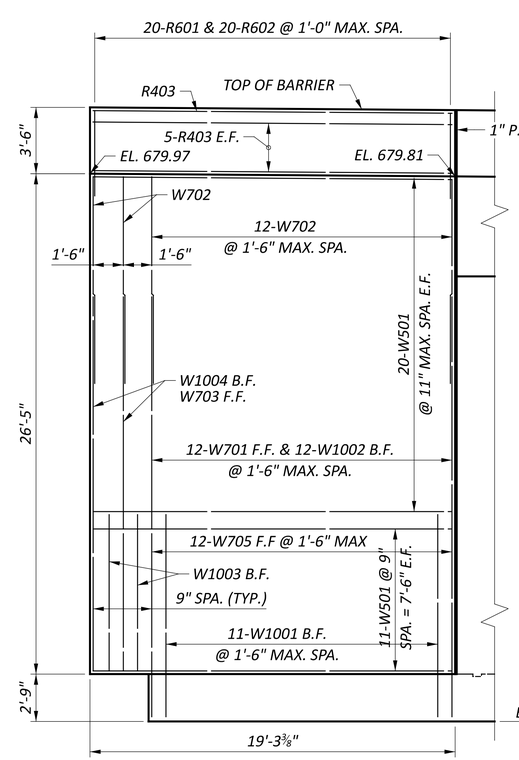
AESTHETIC GROOVE DETAILS



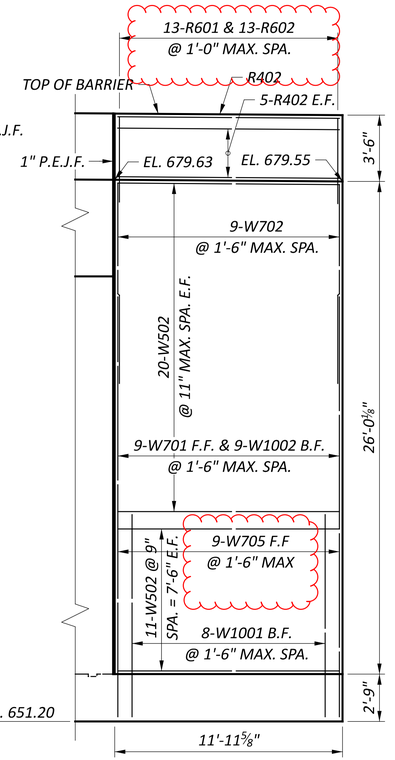
SECTION A-A



AESTHETIC ELEVATION DETAILS



NORTH WINGWALL ELEVATION



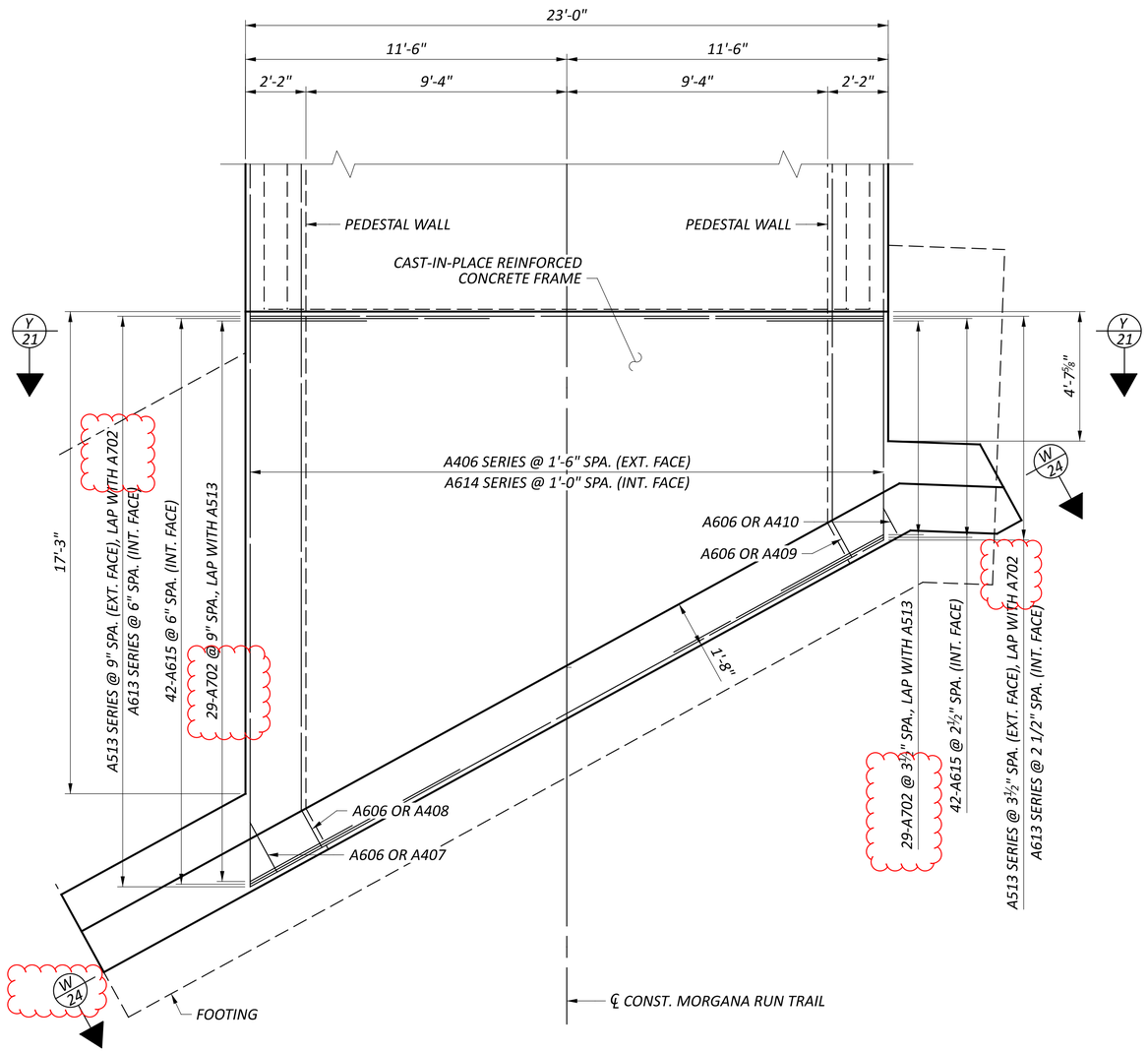
SOUTH WINGWALL ELEVATION

WEST WINGWALL DETAILS
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

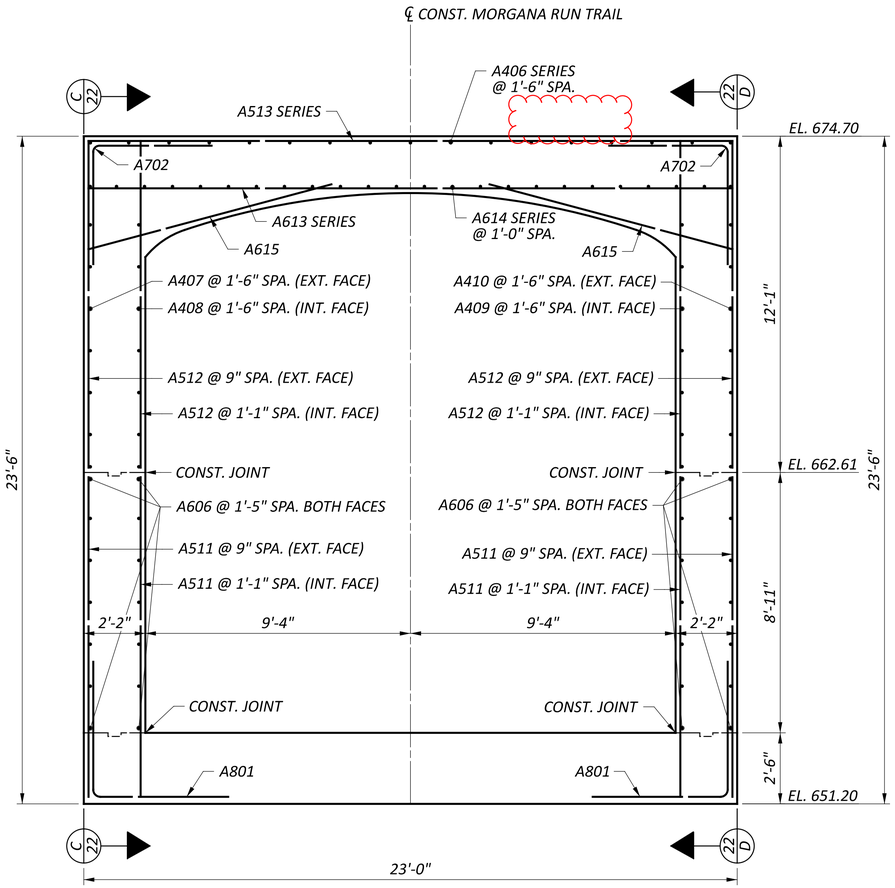
SFN 1806573
DESIGN AGENCY TRC
DESIGNER JCP | CHECKER CEJ
REVIEWER CJW 11/17/25
PROJECT ID 105743
SUBSET 20 | TOTAL 25
SHEET P.1159 | TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:37:44 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
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EAST END PORTAL PLAN



SECTION Y-Y

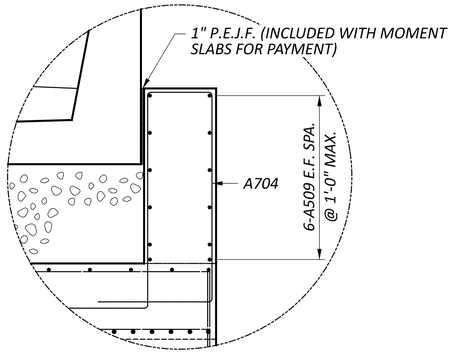
1. FOR SECTIONS C-C AND D-D, SEE SHEET 22/25.
2. FOR SECTION W-W, SEE SHEET ##/25.

EAST END PORTAL DETAILS
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

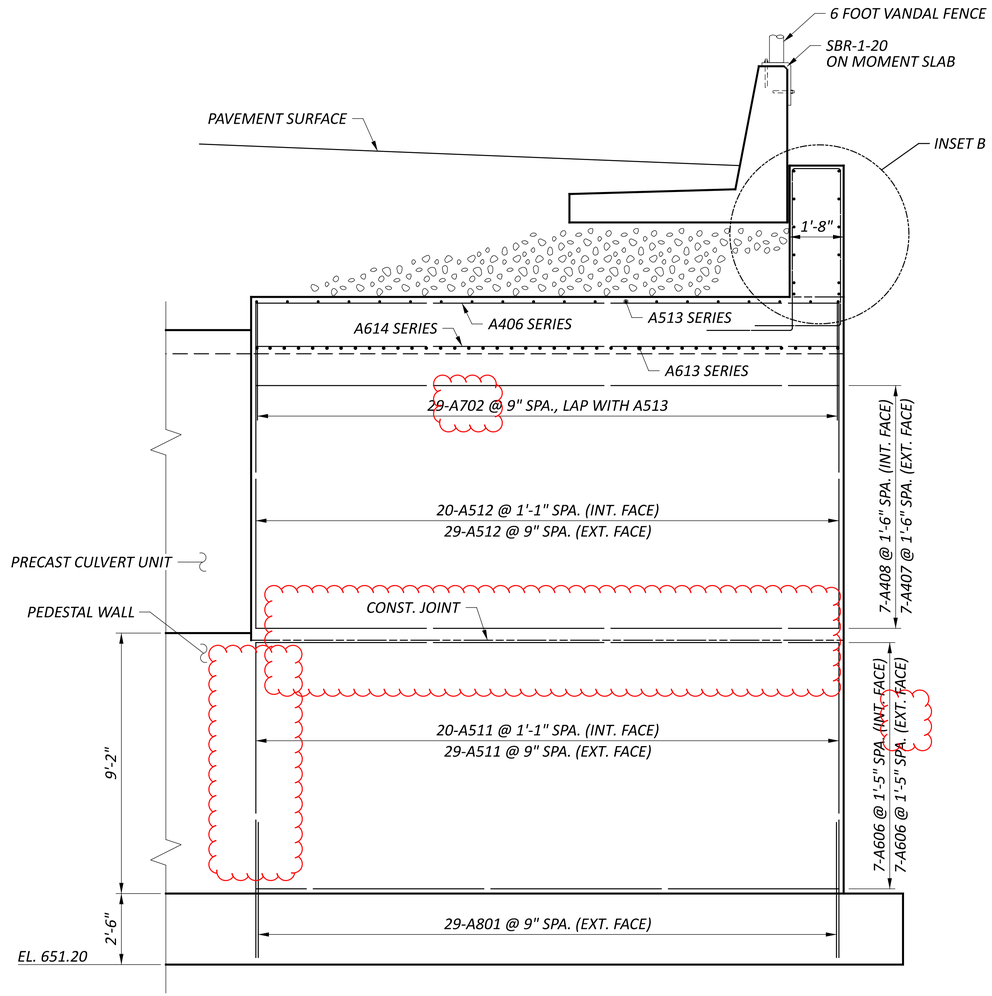
SFN	1806573
DESIGN AGENCY	TRC
DESIGNER	JCP
CHECKER	CEJ
REVIEWER	CJW 11/17/25
PROJECT ID	105743
SUBSET	21
TOTAL	25
SHEET	P.1160
TOTAL	P.1274

CUY-77-11.41 - PART 1

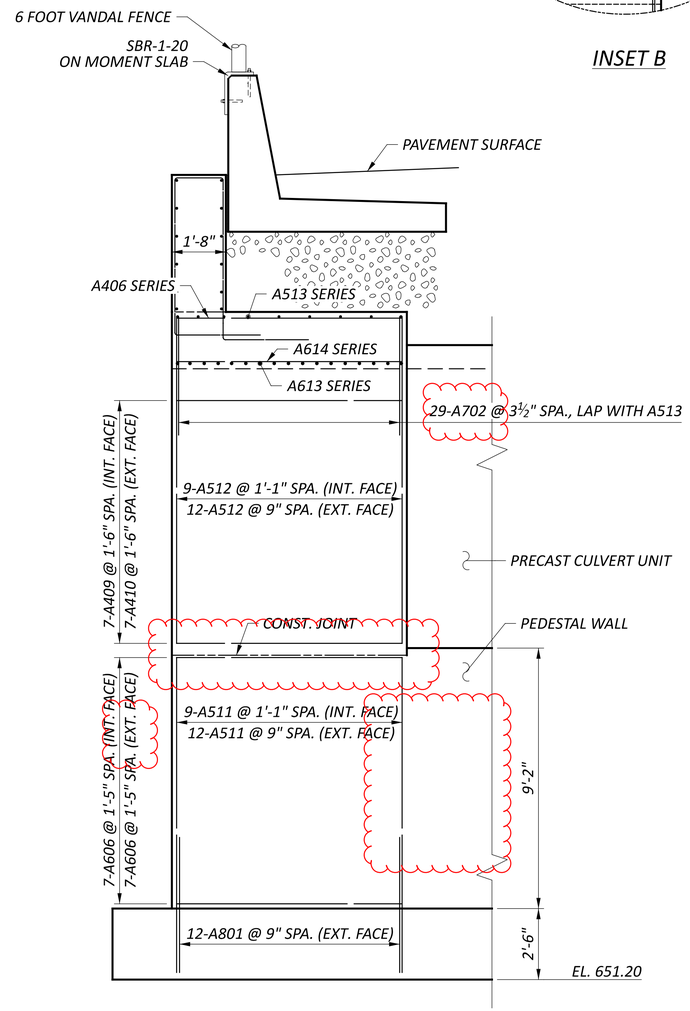
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INSET B



SECTION C-C



SECTION D-D

1. FOR LOCATION OF SECTIONS C-C AND D-D, SEE SHEET 21/24.

EAST END PORTAL DETAILS
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573

DESIGN AGENCY TRC

DESIGNER	CHECKER
JCP	CEJ

REVIEWER CJW 11/17/25

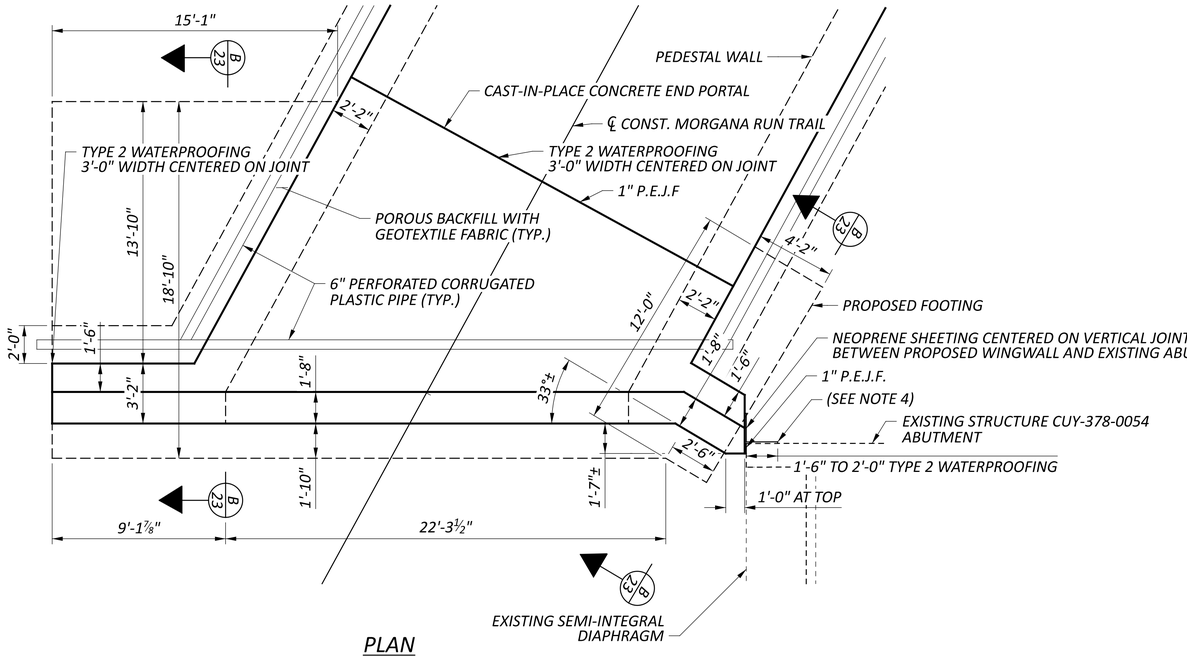
PROJECT ID 105743

SUBSET	TOTAL
22	25

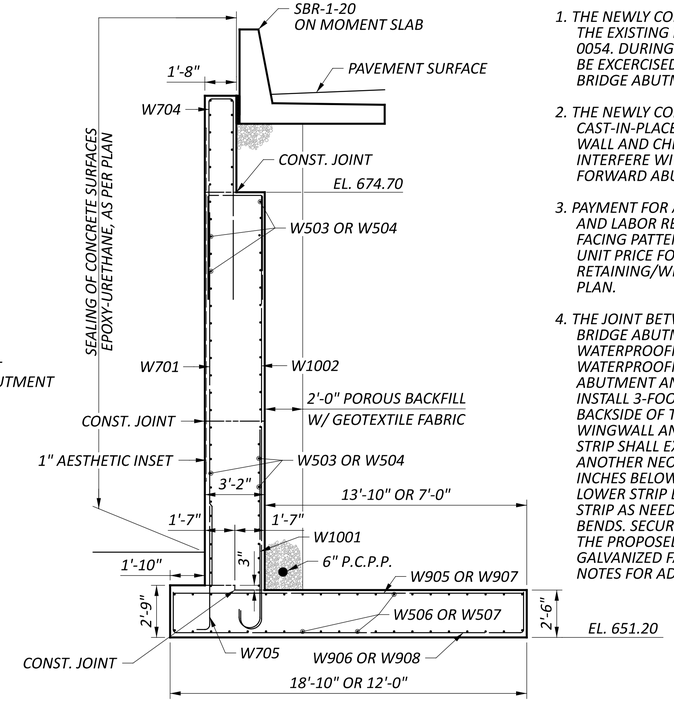
SHEET	TOTAL
P.1161	P.1274

CUY-77-11.41 - PART 1

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PLAN

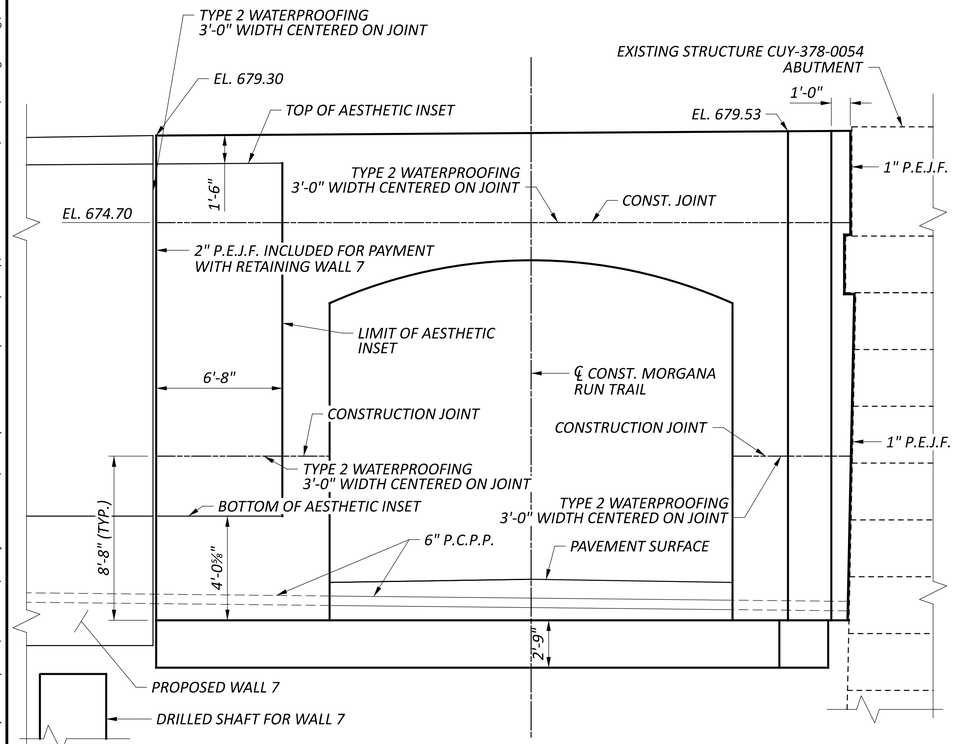


SECTION B-B

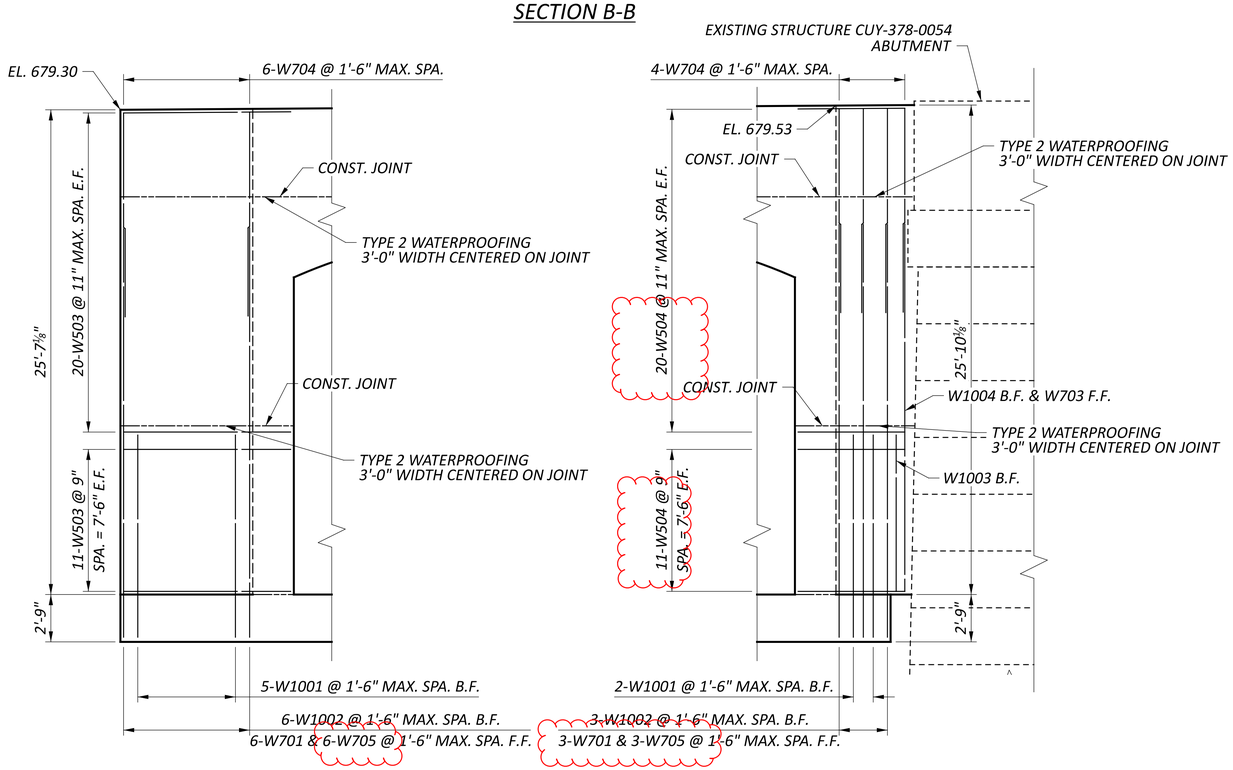
NOTES:

1. THE NEWLY CONSTRUCTED NORTH WINGWALL WILL ADJOIN THE EXISTING FORWARD ABUTMENT OF BRIDGE CUY-378-0054. DURING CONSTRUCTION OPERATIONS, CARE SHALL BE EXCERCISED TO PROTECT FROM DAMAGE THE ADJACENT BRIDGE ABUTMENT AND WINGWALL.
2. THE NEWLY CONSTRUCTED NORTH WINGWALL IS TO BE CAST-IN-PLACE AGAINST THE EXISTING ABUTMENT STONE WALL AND CHEEKWALL. THE WINGWALL SHALL NOT INTERFERE WITH MOVEMENT OF THE CUY-378-0054 FORWARD ABUTMENT SEMI-INTEGRAL DIAPHRAGM.
3. PAYMENT FOR ALL FORMWORK, MATERIALS, EQUIPMENT, AND LABOR REQUIRED TO PRODUCE THE AESTHETIC WALL FACING PATTERN SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 511, CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN.
4. THE JOINT BETWEEN PROPOSED WINGWALL AND EXISTING BRIDGE ABUTMENT SHALL BE SEALED BY PLACEMENT OF WATERPROOFING AND NEOPRENE SHEETING. APPLY TYPE 2 WATERPROOFING TO THE SURFACES OF STONE MASONRY ABUTMENT AND CONCRETE CHEEKWALL AS DETAILED. INSTALL 3-FOOT WIDE VERTICAL NEOPRENE SHEETS ON THE BACKSIDE OF THE JOINT BETWEEN THE PROPOSED WINGWALL AND EXISTING ABUTMENT. ONE NEOPRENE STRIP SHALL EXTEND THE HEIGHT OF THE WINGWALL STEM. ANOTHER NEOPRENE STRIP SHALL EXTEND DOWN FROM 6 INCHES BELOW THE TOP OF HEADWALL AND OVERLAP THE LOWER STRIP BY AT LEAST 18 INCHES. CUT THE NEOPRENE STRIP AS NEEDED TO COVER IRREGULAR SURFACES AND BENDS. SECURE THE NEOPRENE SHEETING TO CONCRETE OF THE PROPOSED HEADWALL OR WINGWALL STEM WITH GALVANIZED FASTENERS AND WASHERS. SEE THE GENERAL NOTES FOR ADDITIONAL INFORMATION.

MINIMUM LAP LENGTHS	
NO. 7 BAR	4'-2"



ELEVATION



SOUTH WINGWALL ELEVATION

NORTH WINGWALL ELEVATION

EAST WINGWALL DETAILS
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573

DESIGN AGENCY TRC

DESIGNER	CHECKER
JCP	CEJ

REVIEWER CJW 11/17/25

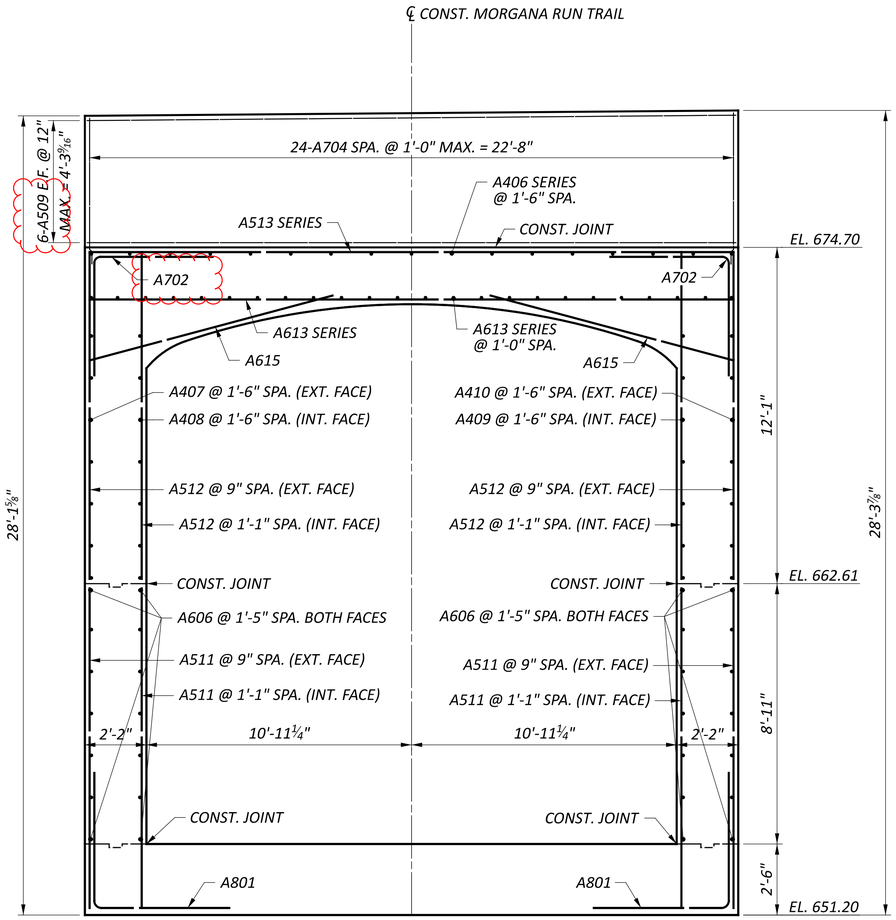
PROJECT ID 105743

SUBSET	TOTAL
23	25

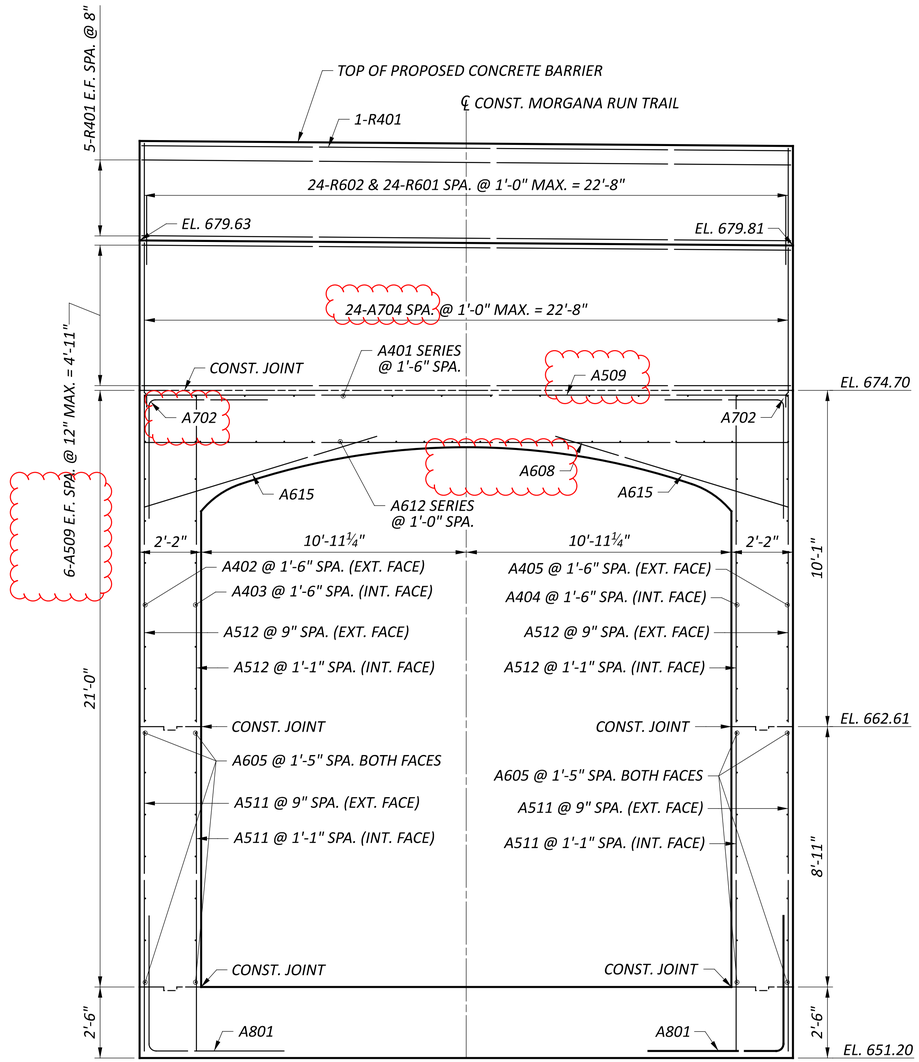
SHEET	TOTAL
P.1162	P.1274

CUY-77-11.41 - PART 1

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SECTION W-W



SECTION V-V

NOTES:

1. FOR LOCATION OF SECTION W-W, SEE SHEET 18/25.
2. FOR LOCATION OF SECTION V-V, SEE SHEET 21/25.

END PORTAL DETAILS
BRIDGE NO. CUY-77-1322 OVER ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573

DESIGN AGENCY TRC

DESIGNER JCP | CHECKER CEJ

REVIEWER CJW 11/17/25

PROJECT ID 105743

SUBSET 24 | TOTAL 25

SHEET P.1163 | TOTAL P.1274

CUY-77-11.41 - PART 1

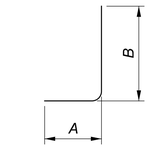
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MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
CULVERT STRUCTURE											
	1 SR	9'-9"									
A401	OF	TO	181	STR							0'-9 ¼"
	17	22'-2"									
A402	7	22'-2"	104	STR							
A403	7	21'-2"	99	STR							
A404	7	10'-9"	50	STR							
A405	7	9'-9"	46	STR							
	1 SR	6'-6"									
A406	OF	TO	144	STR							0'-9 ¼"
	17	18'-10"									
A407	7	18'-10"	88	STR							
A408	7	17'-10"	83	STR							
A409	7	7'-5"	35	STR							
A410	7	6'-5"	30	STR							
A501	3	25'-10"	81	STR							
A502	5	23'-1"	120	STR							
	2 SR	22'-8"									
A503	OF	TO	607	STR							0'-3 ½"
	12	25'-10"									
	1 SR	14'-7"									
A504	OF	TO	178	STR							0'-2 ¼"
	11	16'-6"									
A505	2	26'-11"	56	STR							
A506	5	25'-10"	135	STR							
	1 SR	14'-7"									
A508	OF	TO	178	STR							0'-2 ¼"
	11	16'-5"									
A509	29	25'-10"	781	STR							
A510	23	22'-9"	546	STR							
A511	137	11'-3"	1608	STR							
A512	137	11'-6"	1643	STR							
	1 SR	22'-8"									
A513	OF	TO	733	STR							0'-1 ¼"
	29	25'-10"									
A601	170	30'-0"	7660	STR							
A602	34	11'-6"	587	STR							
A603	76	22'-8"	2587	STR							
A604	248	8'-6"	3135	1	2'-9"	5'-10"					
A605	112	30'-0"	5047	STR							
A606	28	6'-7"	277	STR							
A607	248	18'-8"	6953	2	8'-7"	1'-10"	8'-7"				
A608	7	25'-10"	272	STR							
	1 SR	22'-8"									0'-6 ½"
A609			437	STR							0'-3 ½"
	12	25'-10"									
A610	11	21'-2"	350	STR							
A611	11	13'-0"	215	STR							
	1 SR	9'-2"									
A612	OF	TO	511	STR							0'-5 ¼"
	24	19'-2"									
	1 SR	6'-5"									
A613	OF	TO	796	STR							0'-3 ¾"
	42	18'-10"									
	1 SR	8'-0"									
A614	OF	TO	511	STR							0'-6 ½"
	24	20'-4"									
A615	148	8'-10"	1964	STR							
SUB-TOTAL			38,047								

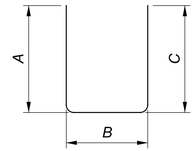
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
CULVERT STRUCTURE (CONT.)											
	2 SR	22'-8"									
A701	OF	TO	4486	STR							0'-2"
	42	29'-7"									
A702	102	8'-2"	1703	1	4'-2"	4'-2"					
A703	194	22'-8"	8988	STR							
A704	48	17'-9"	1741	30	3'-0"	1'-4"	5'-8"	5'-6"			
A801	418	10'-6"	11719	1	3'-8"	7'-1"					
SUB-TOTAL			28,637								
WINGWALL STEM AND FOOTINGS											
W501	62	18'-11"	1223	STR							
W502	62	11'-8"	754	STR							
W503	62	8'-10"	571	STR							
W504	62	5'-8"	366	STR							
W505	2	6'-5"	13	STR							
W506	40	16'-9"	699	STR							
W507	40	5'-10"	243	STR							
W508	40	24'-9"	1033	STR							
W509	42	13'-9"	602	STR							
W701	30	22'-2"	1359	1	21'-8"	0'-8"					
W702	23	22'-3"	1046	2	10'-7"	1'-6"	10'-7"				
W703	3	22'-7"	138	1	19'-9"	3'-0"					
W704	34	22'-2"	1540	2	10'-7"	1'-4"	10'-7"				
W705	30	7'-0"	429	1	1'-2"	6'-0"					
W901	31	18'-6"	1950	STR							
W902	31	22'-1"	2328	2	2'-1"	18'-6"	2'-1"				
W903	17	20'-0"	1156	STR							
W904	17	23'-7"	1363	2	2'-1"	20'-0"	2'-1"				
W905	21	18'-6"	1321	STR							
W906	21	22'-1"	1577	2	2'-1"	18'-6"	2'-1"				
W907	7	11'-8"	278	STR							
W908	7	15'-3"	363	2	2'-1"	11'-8"	2'-1"				
W1001	26	13'-4"	1492	16	11'-11"						
W1002	30	27'-8"	3571	16	26'-3"						
W1003	3	8'-3"	106	STR							
W1004	3	19'-9"	255	STR							
SUB-TOTAL			25,776								
BARRIER											
R401	11	22'-8"	167	STR							
R402	11	11'-8"	86	STR							
R403	11	18'-11"	139	STR							
R601	57	4'-6"	386	37	0'-9"	0'-9 ½"	1'-5"	1'-0"	0'-7"		
R602	57	5'-8"	339	23	0'-6"	3'-3"	3'-3"			0'-2"	
SUB-TOTAL			1,117								

NOTES:

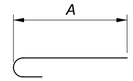
1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, W601 IS A NO. 6 BAR AND W1001 IS A NO. 10 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. ALL REINFORCING STEEL TO BE EPOXY COATED.
3. SERIES BARS - BAR LENGTHS VARY BY TABULATED INCREMENT.



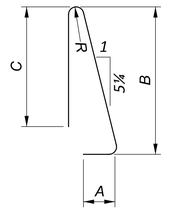
TYPE-1



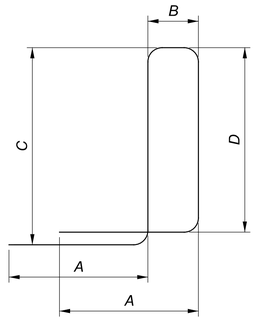
TYPE-2



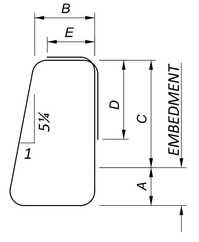
TYPE-16



TYPE-23



TYPE-30



TYPE-37

REINFORCING STEEL LIST
BRIDGE NO. CUY-77-1322 OVER
ABANDONED W&LE RR (FUTURE MORGANA RUN TRAIL)

SFN 1806573

DESIGN AGENCY TRC

DESIGNER	CHECKER
JCP	CEJ

REVIEWER CJW 11/17/25

PROJECT ID 105743

SUBSET	TOTAL
25	25

SHEET	TOTAL
P.1164	P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 1:38:26 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: SRose@trcsolutions.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\400-Engineering\Structures\SFN_1806572\Sheets\105743_SFN_1806572_SL001.dgn