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 30 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 30 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 30 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 30 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	30	$2000
RAMP A3	PHASE 1	60	$2000
RAMP A4	PRE-PHASE 1	30	$2000
RAMP A4	PHASE 3	60	$2000
RAMP B1	PHASE 3	60	$2000
RAMP B2	PRE-PHASE 1	30	$2000
RAMP B2	PHASE 1	60	$2000
RAMP B2	PHASE 3	5	$2000
RAMP B3	PRE-PHASE 1	30	$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	30	$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.

MAINTENANCE OF TRAFFIC GENERAL NOTES

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

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MAINTENANCE OF POSITIVE DRAINAGE AND TEMPORARY DRAINAGE

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AT ALL TIMES. THE BELOW HIGHLIGHTS ASSUMED PHASING TO IMPLEMENT THE PROPOSED DRAINAGE SYSTEM AND MAINTAIN THE EXISTING DRAINAGE SYSTEM. BASED ON THE CONTRACTOR'S MEANS AND METHODS THE BELOW PHASING MAY BE MODIFIED AT THE DISCRETION OF THE CONTRACTOR WITH APPROVAL OF THE ENGINEER.

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE OR ABANDON (WITH APPROVAL OF THE ENGINEER) ALL TEMPORARY DRAINAGE INFRASTRUCTURE NEEDED TO MAINTAIN POSITIVE DRAINAGE. THOUGH SPECIFIC ITEMS ARE LISTED BELOW ADDITIONAL ITEMS AND INCIDENTALS MAY BE NECESSARY. PAYMENT FOR FURNISHING, INSTALLING, AND REMOVAL OF ADDITIONAL ITEMS AND INCIDENTALS AND REMOVAL OF ITEMIZED TEMPORARY DRAINAGE ITEMS SHALL BE INCLUDED WITH THE LUMP SUM PAYMENT FOR ITEM 615 - ROADS FOR MAINTAINING TRAFFIC. TEMPORARY DRAINAGE ITEMS WILL NOT BE SUBJECT TO 611.12 PERFORMANCE INSPECTIONS.

PRE-PHASE 1:
NORTHBOUND AND SOUTHBOUND I.R. 77
IN AREAS OF TEMPORARY PAVEMENT AND/OR CURB REMOVAL ADD TEMPORARY CATCH BASINS AND CONDUITS IN TEMPORARY SWALES. ABANDON EXISTING PAVEMENT INLETS/CATCH BASINS IN TEMPORARY PAVEMENT AREAS/CURB REMOVAL AREAS THAT ARE NO LONGER COLLECTING DRAINAGE. SEE MOT PLANS AND THE TABLE ON THIS SHEET FOR MORE DETAILS. CLEAN AND/OR ADJUST/RECONSTRUCT EXISTING MEDIAN INLETS TO GRADE AS DIRECTED BY THE ENGINEER. BEGIN CONSTRUCTION OF THE PROPOSED TRUNK DRAINAGE SYSTEM ALONG THE OUTSIDE OF SOUTHBOUND I.R. 77.

THE FOLLOWING DRAINAGE STRUCTURES AND CORRESPONDING CONDUIT SEGMENTS BETWEEN STRUCTURES ARE ASSUMED COMPLETE IN THE PRE-PHASE. SEE THE MOT PLANS FOR MORE DETAILS:

D3A, D3B, D3D, D3, D4C, D4D, D7, D12, D22, D27, D28, D31, D32, D37, D39, D41, D52, D43 (TEMP. CONNECT TO NEORSD), D43A, D55, D59, D59A, D61, D64A, D64, D71, D71A, D71B, D71C, D71D, D72, D83, D84, D86, D88, D96, D162, D168, D169, D170A, D170B, DZ-2, D220, D220A, D177, D178, D179, D180, D181, D182, D185, D186, D192, D193A, D193, D206.

THE FOLLOWING TEMPORARY DRAINAGE CONNECTIONS WILL NEED MADE TO KEEP POSITIVE DRAINAGE IN EXISTING DRAINAGE SYSTEMS. ALSO THE FOLLOWING EXISTING DRAIN RUNS NEED TO REMAIN ACTIVE:

TEMPORARY CONNECTION OF SWALE TO DA12A
TEMPORARY CONNECTION OF SWALE TO D22
TEMPORARY CONNECTION OF SWALE TO D28
TEMPORARY CONNECTION OF SWALE TO D37
TEMPORARY CONNECTION OF SWALE TO D41
TEMPORARY CONNECTION OF D-43 TO NEORSD MANHOLE SZ3
TEMPORARY CONNECTION OF SWALE TO DA-94B (JUST NORTH OF HARVARD)
TEMPORARY CONNECTION OF SWALE TO DA100
TEMPORARY CONNECTION OF SWALE TO DA149
TEMPORARY CONNECTION D206 TO DA283

PHASE 1:
COMPLETE THE REMAINING PORTIONS OF THE NEW TRUNK STORM SEWER SYSTEM AND DRAINAGE STRUCTURES ALONG THE SOUTHBOUND OUTSIDE SHOULDER. COMPLETE STORM SEWER LATERALS ACROSS THE PHASE JOINT LINE.

THE FOLLOWING DRAINAGE STRUCTURES AND CORRESPONDING CONDUIT SEGMENTS BETWEEN STRUCTURES AND LATERALS ARE ASSUMED COMPLETE IN THE PHASE 1:

D1, D2, D2A, D3C, D4B, D6, D10, D10A, D11, D15, D15C, D17, D17A, D18, D18A, D19, D21, D21A, D24, D26, D31C, D36, D37A, D40, D42, D49, D50, D51, D54, D60, D01B, D68, D69, D70, D85, D86A, D95A, D97, D98, D100, D100A, D101, D102, D103, D104, D163A, D163, D162, D168A, D164, D165, D166, D166A, D167, D170, D183A, D187A, D195, D199, D200, D201, D210, D211, D212, D212D, D213, D214, D215, D215C, D405, D399

THE FOLLOWING CONDUIT RUNS REQUIRING BORING OR JACKING TO CROSS I.R. 77 MAY NEED COMPLETED OR PARTIALLY COMPLETED DURING THIS PHASE:

D95 TO D95A

PHASE 2:
COMPLETE PROPOSED STORM SEWER LATERAL CROSSINGS OF SB I.R. 77 AND COMPLETE MEDIAN DRAINAGE STRUCTURES.

THE FOLLOWING DRAINAGE STRUCTURES AND CORRESPONDING CONDUIT SEGMENTS BETWEEN STRUCTURES AND LATERALS ARE ASSUMED COMPLETE IN THE PHASE 2:

D5, D9, D14, D16, D23, D32A, D38, D38A, D43, D43A, D43B, D43C, D43D, D48, D58, D63, D65, D66, D67, D82, D95, D156, D157, D158, D158A, D159, D160, D161, D183, D187, D194, D198, D197, D202, D203, D204, D205, D400, D401, D404, D403

MAINTENANCE OF POSITIVE DRAINAGE AND TEMPORARY DRAINAGE (CONT.)

PHASE 2 (CONT.):
THE FOLLOWING CONDUIT RUNS REQUIRING BORING AND JACKING TO CROSS I.R. 77 OR OVERHEAD STRUCTURES WILL NEED COMPLETED OR PARTIALLY COMPLETED THIS PHASE:

D38 TO D38A
D43D TO D43B
D95 TO D95A
D202 TO D205

THE FOLLOWING TEMPORARY DRAINAGE CONNECTIONS WILL NEED MADE TO KEEP POSITIVE DRAINAGE IN EXISTING DRAINAGE SYSTEMS. ALSO THE FOLLOWING EXISTING DRAIN RUNS NEED TO REMAIN ACTIVE:

DA2 TO DA3 (REMAIN ACTIVE)
TEMPORARY CONNECTION DA3 TO D5
TEMPORARY CONNECTION DA28 TO D14
TEMPORARY CONNECTION DA50 TO D28
DA149 TO DA130 (REMAIN ACTIVE)
DA133 TO DA130 (REMAIN ACTIVE)
ABANDON DA181 BYPASS TO DA175
DA175 TO DA167 (REMAIN ACTIVE)
TEMPORARY CONNECTION DA167 TO D95
DA192 TO DA196 (REMAIN ACTIVE)
TEMPORARY CONNECTION DA196 TO D157
ABANDON DA198 BYPASS TO DA201
DA201 TO DA206 (REMAIN ACTIVE)
DA205 TO DA206 (REMAIN ACTIVE)
DA212 TO DA211/SZ27 (REMAIN ACTIVE)
DA227 TO DA220 (REMAIN ACTIVE)
DA248 TEMPORARY OUTFALL TO SWALE TO D206

PHASE 3:
COMPLETE PROPOSED STORM SEWER LATERAL CROSSINGS OF NB I.R. 77 AND COMPLETE THE REMAINDER OF THE PROPOSED DRAINAGE SYSTEM. ABANDON ALL EXISTING FACILITIES THAT ARE NO LONGER INTENDED TO REMAIN IN SERVICE AFTER THE PROJECT IS COMPLETE.

THE FOLLOWING DRAINAGE STRUCTURES AND CORRESPONDING CONDUIT SEGMENTS BETWEEN STRUCTURES AND LATERALS ARE ASSUMED COMPLETE IN THE PHASE 3:

D4, D4A, D8, D13, D13A, D30, D31A, D31B, D33, D34, D34A, D44, D105, D45, D106, D46, D46A, D107, D47, D108, D47A, D47B, D47C, D53, D56, D56A, D57, D57A, D01A, D73, D74, D75, D76A, D76, D77, D78, D81, D80, D79, D81A, D84A, D87, D89, D90, D91, D92, D93, D94A, D94, D111, D150, D150A, D151, D151A, D152, D154, D155, D184, D188, D189A, D189, D190, D191, D191A, D207, D208, D208A, D209, D408

ITEM 614 - MAINTAINING TRAFFIC, MISC.: BURIAL OF EXISTING MANHOLES FOR MOT

EXISTING MANHOLES WITHIN ACTIVE TRAVEL LANES, WHETHER IT BE IN A PERMANENT OR TEMPORARY CONDITION, SHALL BE BURIED UNLESS OTHERWISE INDICATED WITHIN THESE PLANS.

PRIOR TO SHIFTING TRAFFIC INTO EACH PHASE, THE CONTRACTOR SHALL EVALUATE WHICH MANHOLES WILL BE WITHIN OR WITHIN CLOSE PROXIMITY TO TRAVELED LANES OF THE UPCOMING PHASE AND CONFIRM WORK LOCATIONS WITH THE ENGINEER. AFTER LOCATIONS ARE CONFIRMED THE CONTRACTOR SHALL PERFORM THE FOLLOWING WORK AT EACH LOCATION:

-PERFORM FULL DEPTH PAVEMENT SAWING CENTERED ON EACH MANHOLE LID, 6'X6' OR AS OTHERWISE DIRECTED BY THE ENGINEER.
-REMOVE THE MANHOLE FRAME, GRATE AND SURROUNDING FULL DEPTH PAVEMENT.
-CAP THE REMAINING DRAINAGE STRUCTURE WITH A 1" THICK STEEL PLATE, ENSURING THE PLATE IS LEVEL, CENTERED OVER THE STRUCTURE, AND BEARING FULLY ON THE STRUCTURE WALLS.
-REPLACE FULL DEPTH PAVEMENT CONFORMING TO CMS 252 OR 255, TYPE 1, QC RS.
-IF SUBSEQUENT WORK REQUIRES THE PLATING AND PAVEMENT COMPLETED BY THIS ITEM TO BE REMOVED, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THEM PER CMS 202.

PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, MISC.: BURIAL OF EXISTING MANHOLES.

THIS PAY ITEM IS ONLY INTENDED AS A TEMPORARY MOT CONDITION. THE FINAL DISPOSITION FOR EACH MANHOLE LOCATION WILL BE ADDRESSED BY OTHER 611 PAY ITEMS. WORK IS INTENDED TO BE COMPLETED WITHIN THE MOT ZONES SHOWN IN THE MOT PLANS OR BY USE OF LANE AND SHOULDER CLOSURES PER THE PLCS AND ODOT MT SERIES STANDARD CONSTRUCTION DRAWINGS. MOT TO COMPLETE THIS WORK SHALL BE INCIDENTAL TO THE LUMP SUM FOR ITEM 614 - MAINTAINING TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 614, MAINTAINING TRAFFIC, MISC.: BURIAL OF 15 EACH EXISTING MANHOLES FOR MOT

REF NO.	PHASE	SIDE	STATION	OFFSET	CASTING/ GRATE ELEV.	INLET INV. (*)	OUTLET INV. (*)	202 INLET ABANDONED EACH	611 CATCH BASIN, NO. 2-2B EACH	611 15" CONDUIT, TYPE B FT	611 24" CONDUIT, TYPE B FT	611 INLET ADJUSTED TO GRADE EACH	611 INLET RECONSTRUCTED TO GRADE EACH	611 15" SLOTTED DRAIN, TYPE 2 FT	611 MANHOLE, NO. 3 EACH	TEMP. DRAINAGE TROUGH 18" WIDE 1.25" DEEP (FOR INFORMATION ONLY) FT
			INTERSTATE 77													
DA-12A	*PRE-PHASE 1*	*SB*	*79+00*	*57' LT.*	*693.2*	*691.0*	*690.7*		*1*	*15*						
DA-21	*PRE-PHASE 1*	*NB*	*80+00*	*55' RT.*	*695.7*	*691.7*	*689.9*		*1*	*140*						
D-22	*PRE-PHASE 1*	*SB*	*86+00*	*70' LT.*	*692.3*	*688.3*	*685.6*		*1*	*15*						
DA-81	*PRE-PHASE 1*	*SB*	*106+50*	*80' LT.*	*680.5*	*678.0*	*677.5*		*1*	*100*						
DA-100	*PRE-PHASE 1*	*NB*	*117+00*	*70' RT.*	*666.3*	*662.3*	*659.0*		*1*	*90*						
DA-149	*PRE-PHASE 1*	*NB*	*136+50*	*65' RT.*	*652.5*	*650.0*	*649.7*		*1*	*20*						
DA-283	*PRE-PHASE 1*	*NB*	*199+50*	*83' RT.*	*657.5*	*653.5*	*651.6*		*1*	*35*						
D-206	*PRE-PHASE 1*	*NB*	*200+35*	*83' RT.*	*657.4*	*653.5*	*651.6*		*1*	*65*						
DA-163	*PRE-PHASE 1*	*MEDIAN*	*144+60*									*1*				
DA-167	*PRE-PHASE 1*	*MEDIAN*	*147+00*									*1*				
DA-172	*PRE-PHASE 1*	*MEDIAN*	*148+50*									*1*				
DA-237	*PRE-PHASE 1*	*MEDIAN*	*190+00*									*1*				
DA-244	*PRE-PHASE 1*	*MEDIAN*	*193+00*										*1*			
DA-253	*PRE-PHASE 1*	*MEDIAN*	*195+00*													
DA-270	*PRE-PHASE 1*	*MEDIAN*	*197+00*													
	PRE-PHASE 1	*MEDIAN*	*69+50 TO 74+40*					*SEE CROSSOVER DETAILS SHEET FOR INFO.*		*20*				*490*		
	PRE-PHASE 1	*MEDIAN*	*220+83 TO 225+40*					*SEE CROSSOVER DETAILS SHEET FOR INFO.*					*1*	*457*		
	PRE-PHASE 1	*MEDIAN*	*71+00*					*SEE CROSSOVER DETAILS SHEET FOR INFO.*								
	PRE-PHASE 1	*MEDIAN*	*73+00*					*SEE CROSSOVER DETAILS SHEET FOR INFO.*								
	PRE-PHASE 1	*MEDIAN*	*74+40*					*SEE CROSSOVER DETAILS SHEET FOR INFO.*							*1*	
	PRE-PHASE 1	*MEDIAN*	*223+60*					*SEE CROSSOVER DETAILS SHEET FOR INFO.*								
D-43	*PRE-PHASE 1*	*SB*	*110+80 TO 111+10*			*665.4*	*665.0*				*34*					
	PHASE 3	*NB MEDIAN*	*74+50 TO 220+83*							*500*						*14,633*
			TOTAL CARRIED TO THE GENERAL SUMMARY					*3*	*7*	*500*	*34*	*6*	*3*	*947*	*1*	

**-CONTRACTOR TO FIELD VERIFY INVERTS PRIOR TO ORDERING MATERIALS*

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY
HNTB

DESIGNER
MTD

REVIEWER
MTR 05/01/26

PROJECT ID
105743

SHEET P.35 | TOTAL P.1274

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
WORK ZONE PORTABLE BARRIER / BARRIER DELINEATION / IMPACT ATTENUATORS																									
PRE-PHASE 1	IR-77	NB	48+00	55+00							1			15			15						700		
PRE-PHASE 1	IR-77	SB	50+00	65+50							1			32			32						1550		
PRE-PHASE 1	IR-77	SB	74+00	85+00								1		23			23						1100		
PRE-PHASE 1	RAMP A3	SB	80+40	85+00										11			11						460		
PRE-PHASE 1	IR-77	SB	85+50	110+66							1			52			52						2520		
PRE-PHASE 1	RAMP A3 (*)	SB	85+00	88+78										9			9						380		
PRE-PHASE 1	RAMP B2	SB	108+00	110+66							1			7			7						270		
PRE-PHASE 1	RAMP B2 (*)	SB	97+50	108+00										22			22						1050		
PRE-PHASE 1	IR-77	SB	108+00	121+00										27			27						1300		
PRE-PHASE 1	RAMP B3	SB	117+90	121+00								1		8			8						310		
PRE-PHASE 1	RAMP B3 (*)	SB	121+00	128+50										16			16						750		
PRE-PHASE 1	IR-77	SB	119+50	150+00							1			62			62						3050		
PRE-PHASE 1	IR-77	SB	156+00	196+00							1			81			81						4000		
PRE-PHASE 1	RAMP D2 (*)	SB	178+50	192+00										28			28						1350		
PRE-PHASE 1	IR-77	SB	192+00	204+50							1			26			26						1250		
PRE-PHASE 1	IR-77	NB	85+00	100+00							1			31			31						1500		
PRE-PHASE 1	IR-77	NB	76+00	89+00										27			27						1300		
PRE-PHASE 1	IR-77	NB	106+50	119+00							1			26			26						1250		
PRE-PHASE 1	RAMP B4	NB	114+33	119+00							1			11			11						470		
PRE-PHASE 1	IR-77	NB	132+00	147+50							1			32			32						1550		
PRE-PHASE 1	RAMP C3	NB	146+00	147+50							1			4			4						150		
PRE-PHASE 1	IR-77	NB	163+25	170+50										16			16							730	
PRE-PHASE 1	IR-77	NB	190+00	208+40								1		38			38						1840		
PRE-PHASE 1	RAMP D1	NB	190+00	192+80										7			7						280		
PRE-PHASE 1	IR-77	NB	217+92	221+00								1		8			8						310		
PRE-PHASE 1	RAMP J4	NB	217+92	220+50										7			7						260		
PRE-PHASE 1	GRANT	EB	18+23	21+31										8			8						310		
RUMBLE STRIP REMOVAL																									
PRE-PHASE 1	IR-77	NB	69+50	83+80		398	34	17																	
PRE-PHASE 1	IR-77	NB	83+80	107+00		645	55	27																	
PRE-PHASE 1	IR-77	NB	106+20	121+90		437	38	19																	
PRE-PHASE 1	IR-77	NB	121+90	130+50		239	21	10																	
PRE-PHASE 1	IR-77	NB	131+45	152+55		587	50	25																	
PRE-PHASE 1	IR-77	NB	152+55	169+22		464	40	20																	
PRE-PHASE 1	IR-77	NB	170+50	174+94		124	11	6																	
PRE-PHASE 1	IR-77	NB	176+25	183+00		188	16	8																	
PRE-PHASE 1	IR-77	NB	190+25	204+00		382	33	16																	
PRE-PHASE 1	IR-77	NB	204+23	215+45		312	27	13																	
PRE-PHASE 1	IR-77	NB	218+50	226+00		209	18	9																	
SIGN OVERLAYS																									
PRE-PHASE 1	GRANT	EB	18+75																					9	
PRE-PHASE 1	GRANT	WB	18+75																					9	
PRE-PHASE 1	IR-77	SB	121+60																					12	
PRE-PHASE 1	IR-77	SB	114+00																					12	
PRE-PHASE 1	IR-77	SB	86+75																					12	
PRE-PHASE 1	HARVARD	EB	14+25																					9	
PRE-PHASE 1	HARVARD	WB	14+25																					9	
PRE-PHASE 1	IR-77	SB	171+90																					12	
PRE-PHASE 1	IR-77	SB	152+50																					12	
PRE-PHASE 1	IR-77	SB	132+90																					12	
PRE-PHASE 1	IR-77	SB	121+60																					12	
PRE-PHASE 1	GRANT	EB	21+00																					9	
PRE-PHASE 1	GRANT	WB	21+00																					9	
PRE-PHASE 1	IR-77	NB	69+25																					12	
SUBTOTALS FOR PRE-PHASE 1 CARRIED TO SHEET 47						3985	343	170			12	4		634			634						29260	730	150
(*) - PB PLACED FOR ALLOWABLE RAMP CLOSURE																									
WORK ZONE PORTABLE BARRIER / BARRIER DELINEATION / IMPACT ATTENUATORS																									
1A	IR-77	NB	69+50	74+50						1000					12			11			500				
1A	IR-77	NB	74+50	77+00											6			25				250			
1A	IR-77	NB	77+00	89+00											50						1200				
1A	IR-77	NB	89+00	96+00											30			15				700			
1A	IR-77	NB	96+00	106+00											42			21			1000				
SUBTOTALS FOR PHASE 1A CARRIED TO SHEET 47										1000					134			78			2700	950			

MAINTENANCE OF TRAFFIC SUBSUMMARY

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER
JEM

REVIEWER
MTR 05/01/26

PROJECT ID
105743

SHEET P.43 | TOTAL P.1274

MODEL: Unnamed Plan-6 - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:32:42 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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

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	3		634			634					29260	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			
TOTALS CARRIED TO GENERAL SUMMARY					1834	129435	11341	3477	1203	27114	41	15	833	2078	1410	58	2848	607	500	3892	25450	7300	84490	2330	716			

MAINTENANCE OF TRAFFIC SUBSUMMARY

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan-10 - Plan 11 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:46:31 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCE.v02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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DESIGN AGENCY: HNTB

DESIGNER: JEM

REVIEWER: MTR 05/01/26

PROJECT ID: 105743

MODEL: CLP_I077 - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:49:32 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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 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 CLOSE THE MAINLINE AND RAMP SHOULDER PER MT-95.45. LANE CLOSURES PER THE PLCS WILL BE PERMITTED.

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 158

Grant EXIT

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

PROP. STORM SEWER (SEE DRAINAGE DETAILS)

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.

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

LL ELW PB

RAMP A3 (OPEN*)

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

END PB - -46.7

END PB - -44.7

STA. 85+00

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

END ELW/ BEGIN CHW - -39.0

LL - -28.0

STA. 84+50

IA CHW

-64.0 - BEGIN PB

STA. 85+50

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.

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

STA. 86+00 PB

***

STA. 88+00

+50 **

IA

STA. 85+00

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

***-PORTABLE BARRIER TO BE PLACED FOR ALLOWABLE RAMP CLOSURE. SEE MT-98.29 FOR ADDITIONAL DETAILS.

HORIZONTAL SCALE IN FEET
0 25 50 100

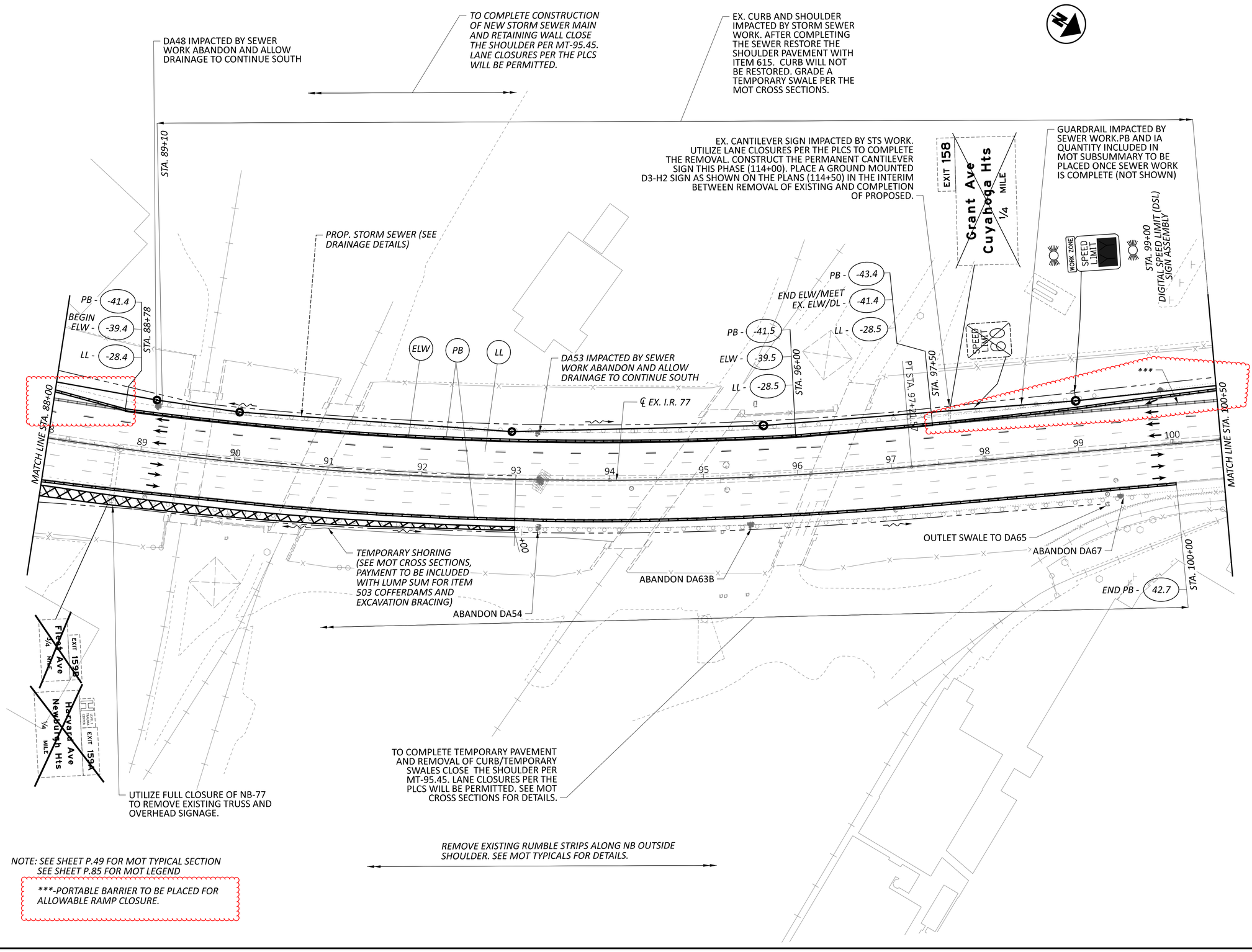
MAINTENANCE OF TRAFFIC - PRE-PHASE 1 STA. 75+50 TO STA. 88+00

DESIGN AGENCY
HNTB

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

MODEL: CLP_I077 - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:50:11 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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CUY-77-11.41 - PART 1



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

***-PORTABLE BARRIER TO BE PLACED FOR ALLOWABLE RAMP CLOSURE.

HORIZONTAL SCALE IN FEET
0 25 50 100

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

DESIGN AGENCY
HNTB

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

MODEL: CLP_I077 - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:50:52 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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 AND DETOUR RAMP B2 AS SHOWN IN PHASE 1B TO COMPLETE STORM SEWER WORK BETWEEN D37 TO D41 AND D43 TO D52. RESTORE THE TRENCH WITH ITEM 615.

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

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. 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)

REMOVE EXISTING RUMBLE STRIPS STA. 105+00 TO STA. 107+50

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO DA81 OR D41.

BEGIN PB - -59.9
BEGIN PB - -41.0
END CHW/ BEGIN ELW - -39.0
LL - -28.0
END PB - -134.0
END PB - -114.7
BEGIN CHW - -38.6
LL - -27.6
BEGIN PB - 46.2

STA. 108+00
STA. 106+50
STA 104+17
STA 110+66
STA. 110+50
STA. 106+50

LL
PB
CHW
ELW
IA

RAMP B2 (OPEN*)
RAMP B1 (OPEN)
℄ EX. I.R. 77

***
**

ABANDON DA91

MATCH LINE STA. 100+50
MATCH LINE STA. 113+00

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

PC STA. 103+22.36

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

STOP RUMBLE STRIP REMOVAL ALONG RAMP B1 AT STA. 107+00

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

REMOVE AND RELOCATE USE TEMPORARY SUPPORTS PER MT-105.10

Newburgh Hts CORP LIMIT

STA. 110+00 D3-H4 (12'x5') BLACK ON ORANGE ON TEMPORARY SUPPORTS PER MT-105.10

FLEET AVE 1/2 MILE

ABANDON DA93

HARVARD AVE.

STA. 109+00

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER (IR77 AND RAMP B1). SEE MOT TYPICALS FOR DETAILS.

** - 24" TEMPORARY CONNECTION FROM D-43 TO EXISTING NEORSD MANHOLE. SEE SHEET P.35 FOR DETAILS. UTILIZE LANE CLOSURES PER THE PLCS OR PERMITTED FULL CLOSURE PERIOD TO COMPLETE THE TEMPORARY CONNECTION WORK.

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.50 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND

***-PORTABLE BARRIER TO BE PLACED FOR ALLOWABLE RAMP CLOSURE.

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 D64A. 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

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

MATCH LINE STA. 125+50

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

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

***-PORTABLE BARRIER TO BE PLACED FOR ALLOWABLW RAMP CLOSURE. SEE MT-98.29 FOR ADDITIONAL DETAILS.

HORIZONTAL SCALE IN FEET
0 25 50 100

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
PROJECT ID 105743
SHEET P.91 TOTAL P.1274

MODEL: CLP_I077 - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:51:16 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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MODEL: CLP_I077 - Plan 8 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:51:48 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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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.

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 THE SIDE SLOPES TO DRAIN TO THE EXISTING SWALE PER THE MOT CROSS SECTIONS.

EXIT 159A
Harvard Ave
Newburgh Hts
1/4 MILE

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)

PB - -40.6
BEGIN ELW - -38.6
LL - -27.6
STA. 128+50

***

LL
ELW
PB

EX. CANTILEVER SIGN IMPACTED BY STS WORK. UTILIZE LANE CLOSURES PER THE PLCS TO COMPLETE THE REMOVAL.

STA. 134+50

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

PB

MATCH LINE STA. 125+50

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

MATCH LINE STA. 138+00

℄ EX. I.R. 77

PT STA. 131+31.78

RAMP C1 (OPEN)

STA. 132+00

IA

42.5 - BEGIN PB

STA. 136+50

PLACE CB2-2B TO COLLECT DRAINAGE FROM TEMP SWALE. OUTFALL BASIN TO DA149

STOP RUMBLE STRIP REMOVAL ALONG RAMP C1 AT STA. 130+50

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

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

Digital Speed Limit (DSL) Sign Assembly STA. 126+00

SPEED LIMIT
WORK ZONE

REMOVE EXISTING RUMBLE STRIPS ALONG NB OUTSIDE SHOULDER (IR77 AND RAMP C1). SEE MOT TYPICALS FOR DETAILS.

STA. 135+00

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

CITY OF CLEVELAND

NOTE: SEE SHEET P.53 FOR MOT TYPICAL SECTION
SEE SHEET P.85 FOR MOT LEGEND

****-PORTABLE BARRIER TO BE PLACED FOR ALLOWABLE RAMP CLOSURE. SEE MT-98.29 FOR ADDITIONAL DETAILS.*

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

MODEL: CLP_I077 - Plan 12 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:06:34 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCivil02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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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.

SPEED LIMIT

WORK ZONE SPEED LIMIT

DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY STA. 182+00

-43.0 - BEGIN PB

PB

STA. 178+50

PROP. STORM SEWER (SEE DRAINAGE DETAILS)

℄ EX. I.R. 77

PT STA. 183+85.53

***

MATCH LINE STA. 175+50

MATCH LINE STA. 188+00

176 177 178 179 180 181 182 183 184 185 186 187

RUFFINI CT

E 49TH ST

E 48TH ST

CITY OF CLEVELAND

STA. 183+00

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

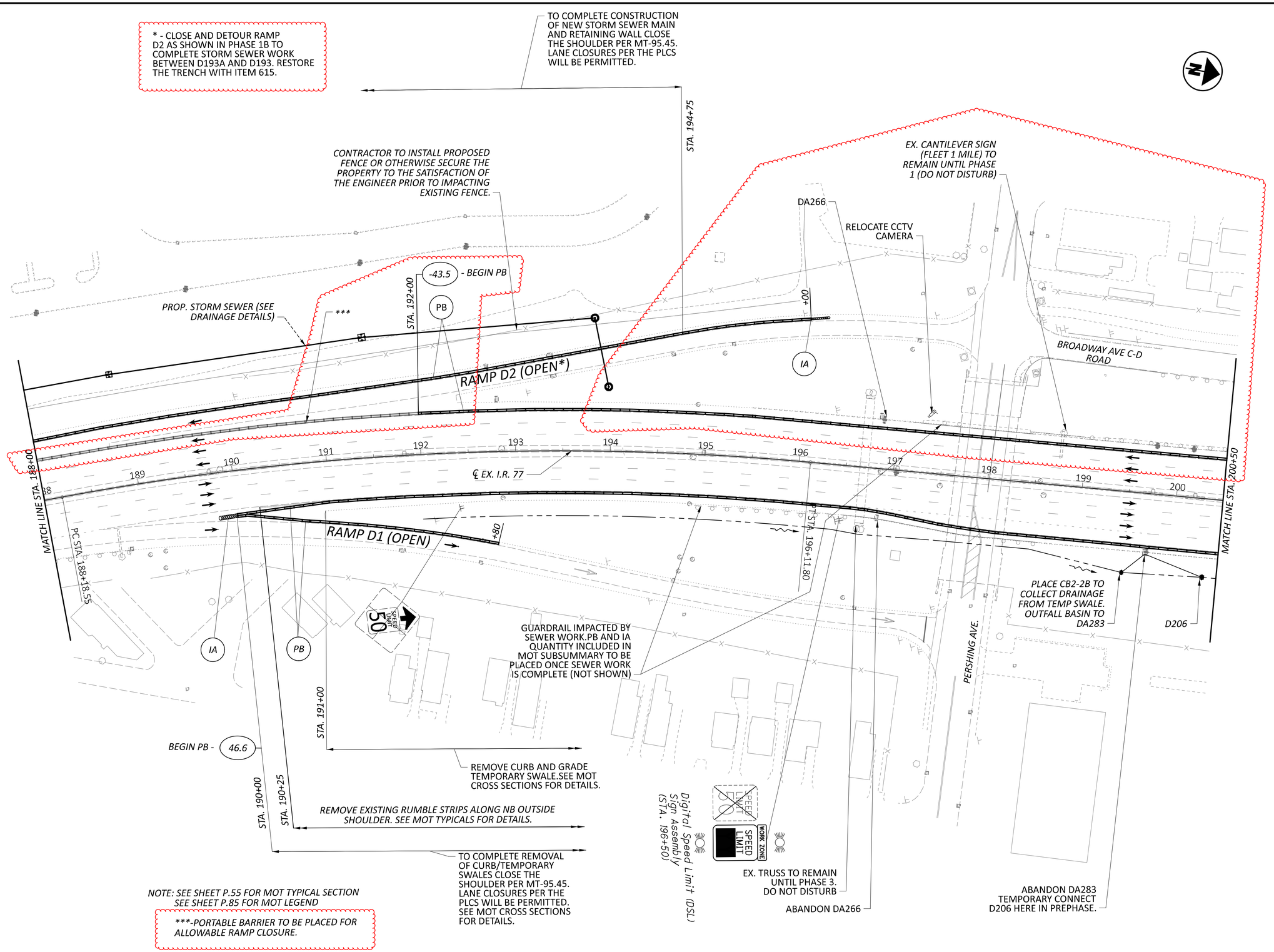
***-PORTABLE BARRIER TO BE PLACED FOR ALLOWABLE RAMP CLOSURE.

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC - PRE-PHASE 1
STA. 175+50 TO STA. 188+00

DESIGN AGENCY
HNTB

DESIGNER CC
REVIEWER MTR 05/01/26
PROJECT ID 105743
SHEET P.96 TOTAL P.1274



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

CUY-77-11.41 - PART 1

MODEL: CLP_I077 - Plan 13 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:07:15 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kmays@hntb.com WORKSPACE: OHDOTCivil02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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MODEL: CLP_I077 - Plan 14 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:52:14 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCivil02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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CUY-77-11.41 - PART 1

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

BROADWAY AVE C-D ROAD

℄ EX. I.R. 77

MATCH LINE STA. 200+50

MATCH LINE STA. 213+00

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

WORK ZONE SPEED LIMIT YY

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

RAMP E1 (OPEN)

ABANDON DA287

ABANDON DA294

ABANDON DA303

ABANDON DA305

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

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

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

HORIZONTAL SCALE IN FEET
0 25 50 100

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

DESIGN AGENCY
HNTB

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

MODEL: CLP_I077 - Plan 13 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:08:39 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\trc-pw.bentley.com:trc-pw-01\Documents\5 - Projects - External\Ohio Department of Transportation (ODOT)\301525 - CUY-77-11.21\105743\d00-Engineering\MOT\Sheets\105743_MP100.dgn

CUY-77-11.41 - PART 1

HORIZONTAL SCALE IN FEET
0 25 50 100

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

DESIGN AGENCY
HNTB

DESIGNER	CC
REVIEWER	MTR 05/01/26
PROJECT ID	105743
SHEET	P.114
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	
				1,965								1,965			622	10100	1,965	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	

GENERAL SUMMARY

DESIGN AGENCY

HNTB

DESIGNER ASEP

REVIEWER KKP 05/01/26

PROJECT ID 105743

SHEET P.275 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/5/2026 TIME: 11:11:37 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCE.v02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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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	
		10,578									10,578			622	10140	10,578	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	
		12									12			622	25006	12	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
		7									7			622	25008	7	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C	
		93									93			622	25014	93	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	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	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

DESIGN AGENCY
HNTB

DESIGNER ASEP

REVIEWER KKP 05/02/26

PROJECT ID 105743

SHEET P.276 | TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 10:26:12 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smain@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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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	
						500					500			611	05900	500	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"	
						7					7			611	98470	7	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: 11/9/2026 TIME: 8:33:33 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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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	
							2,078				2,078			614	13310	2,078	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	
							2,848				2,848			614	13350	2,848	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							84,490				92,490			622	41100	92,490	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

MODEL: Unnamed Plan - Plan 9 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 8:53:47 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: kemays@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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

REF NO.	SHEET NO.	LOCATION	STATION TO STATION			SIDE	202 FENCE REMOVED	202 GATE REMOVED	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, TYPE E	606 ANCHOR ASSEMBLY, TYPE T	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	606 IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL)	607 FENCE, TYPE CLT	607 FENCE, TYPE CLT, AS PER PLAN A	607 FENCE, TYPE CLT, AS PER PLAN B	607 FENCE, TYPE CLT, AS PER PLAN C	607 GATE, TYPE CLT	607 FENCELINE SEEDING AND MULCHING	609 CURB, TYPE 2-A	609 CURB, TYPE 4-C	LENGTH DEDUCTED FOR SIGN STRUCTURES IN BARRIER	LENGTH DEDUCTED FOR LIGHTING STRUCTURES IN BARRIER	LENGTH DEDUCTED FOR DRAINAGE STRUCTURES IN BARRIER	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D	622 BARRIER TRANSITION	622 CONCRETE BARRIER END SECTION, TYPE D	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	622 BARRIER, MISC.:CONCRETE BARRIER END SECTION, TYPE C	625 GROUND ROD
							FT	EACH	FT	EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
F-2	P.1179	I.R. 77	89+77.30	TO	91+04.10	LT	122							122					122															
F-13	P.1179	I.R. 77	90+64.20	TO	93+80.20	RT	316	1						317				1	325															2
F-3	P.1179	I.R. 77	91+40.70	TO	95+20.20	LT	372							370					370															1
F-14	P.1179	I.R. 77	94+18.20	TO	95+68.00	RT	159							154					154															
F-15	P.1179	I.R. 77	95+99.40	TO	98+49.40	RT	259							254					254															
F-4	P.1179-P.1180	I.R. 77	96+91.00	TO	205+87.9 (RAMP B2)	LT	1510							1501					1501															
F-17	P.1181-P.1183	I.R. 77	400+48.2 (RAMP B4)	TO	111+82.3 (RAMP C1)	RT	2715							2715					2715															
F-6	P.1183	I.R. 77	141+21.20	TO	141+61.30	LT	47							47					47															
F-5	P.1181-P.1183	I.R. 77	300+39.1 (RAMP B3)	TO	141+24.70	LT	2996							3038					3038															
F-7	P.1183	I.R. 77	143+01.70	TO	147+18.70	LT	426							426					426															
F-18	P.1183-P.1184	I.R. 77	300+99.0 (RAMP C3)	TO	154+84.50	RT	1163							1163					1163															
F-19	P.1184-P.1185	I.R. 77	154+84.50	TO	171+00.00	RT	1621										1621																	
F-20	P.1185-P.1186	I.R. 77	171+00.00	TO	175+06.70	RT	433							433					433															
F-21	P.1186-P.1187	I.R. 77	176+15.20	TO	197+20.10	RT	2184							2227					2227															
F-23	P.1186-P.1187	I.R. 77	176+30.00	TO	208+30.2 (RAMP D2)	LT	2384							2141					2141															
F-24	P.709	CHARD AVE	156+25.00	TO	157+08.00	LT	833																											
F-1	P.1178-P.1179	RAMP A3	301+37.10	TO	89+45.2 (I.R. 77)	LT	1068							1080					1080															
F-12	P.1178-P.1179	RAMP A4	400+24.20	TO	89+33.0 (I.R. 77)	RT	1393	2						1387				2	1403															
F-16	P.1180-P.1181	RAMP B1	100+75.00	TO	109+58.10	RT	877							884					884															
F-8	P.1184	RAMP C2	203+40.00	TO	209+93.40	LT								592					592															
F-22	P.1187-P.1188	RAMP E1	100+09.80	TO	112+37.60	RT	1410							1407					1407															
F-9	P.1184-P.1185	MUP WEST	12+30.00	TO	22+05.20	LT	772								992				992															
F-10	P.1185-P.1186	MUP WEST	22+05.20	TO	30+52.50	LT	409							852					852															
F-11	P.1186-P.1187	MUP WEST	31+59.40	TO	52+71.10	LT										2213			2213															
GR-1	P.304	I.R. 77	51+09.00	TO	52+84.61	RT			162.5		1																							
GR-2	P.305	I.R. 77	73+12.89	TO	75+50.00	RT			175.0	1		1																						
GR-3	P.305	I.R. 77	77+40.00	TO	79+93.82	LT			162.5	1		1																						
GR-4	P.307-P.308	I.R. 77	103+05.40	TO	204+00.00 (RAMP B2)	LT			637.5	1		1																						
GR-5	P.306	I.R. 77	86+91.23	TO	88+75.00	RT			112.5	1		1																						
GR-6	P.307	I.R. 77	96+75.00	TO	99+60.00	RT			525.0			2																						
GR-9	P.308	I.R. 77	113+00.00	TO	115+37.50	LT			175.0	1		1																						
GR-8	P.307-P.308	I.R. 77	106+69.97	TO	112+00.00	RT			475.0			1	1																						
GR-7	P.309	I.R. 77	126+05.57	TO	128+21.40	RT			150.0	1	1																							
GR-10	P.308-P.309	I.R. 77	301+88.00 (RAMP B3)	TO	128+96.00	LT			###		1	1																						
GR-11	P.309-P.310	I.R. 77	131+64.00	TO	134+00.00	LT			162.5	1		1																						
GR-12	P.310	I.R. 77	132+91.47	TO	141+65.00	RT			825.0			1	1																						
GR-14	P.310-P.311	I.R. 77	143+25.00	TO	145+62.50	LT			175.0	1		1																						
GR-13	P.310-P.311	I.R. 77	142+65.00	TO	145+02.50	RT			200.0		1	1																						
GR-15	P.311	I.R. 77	152+62.50	TO	155+00.00	RT			162.5	1		1																						
GR-16	P.313	I.R. 77	171+00.00	TO	175+00.00	RT			350.0			2																						
GR-18	P.313-P.314	I.R. 77	177+25.53	TO	203+87.84 (RAMP D2)	LT			1512.5	1		1																						
GR-17	P.313-P.314	I.R. 77	176+48.00	TO	101+74.84 (RAMP D1)	RT			###			2																						
GR-19	P.314-P.315	I.R. 77	194+71.85	TO	197+50.00	RT			200.0	1		1																						
GR-20	P.315	I.R. 77	198+50.00	TO	200+62.50	LT			137.5	1		1																						
GR-21	P.317	I.R.77	211+25.00	TO	213+25.00	RT			137.5	1																								
GR-22	P.321	RAMP A2	15+06.92	TO	16+19.49	RT			87.5		1	1																						
GR-24	P.321	RAMP A3	300+58.83	TO	301+46.33	RT			12.5	1		1																						
GR-25	P.326-P.327	RAMP B1	104+58.38	TO	105+65.89	LT			37.5	1	1																							
GR-26	P.334-P.336	RAMP C1	105+04.33	TO	110+03.34	LT			488		1																							
GR-23	P.339	RAMP C3	300+61.50	TO	302+74.00	LT			150	1	1																							
GR-28	P.342	RAMP D1	103+41.88	TO	104+64.61	RT			87.5		1	1																						
GR-27	P.346-P.347	RAMP E1	102+90.48	TO	106+50.27	RT			325		2																							
BR-16	P.305	I.R. 77	69+50.00	TO	74+50.00	LT/RT																				480				1				
BR-1	P.305-P.307	I.R. 77	74+50.00	TO	99+90.00	LT/RT															20	88	140			1947						23		
BR-2	P.307-P.308	I.R. 77	99+60.00	TO	106+00.00 (RAMP B1)	RT																	80				637		1				9	
BR-3	P.307	I.R. 77	99+90.00	TO	100+75.00	LT/RT																8		77										
BR-4	P.307-P.310	I.R. 77	100+75.00	TO	133+85.00	LT/RT															20	104	120			2766						20		
BR-5	P.310	I.R. 77	133+85.00	TO	139+05.00	LT/RT																24	20	416						4				
BR-6	P.310-P.311	I.R. 77	139+05.00	TO	149+20.00	LT/RT																32	20			903						4		
BR-7	P.311	I.R. 77	149+20.00	TO	151+80.00	LT/RT																8		252										
BR-8	P.311-P.312	I.R. 77	151+80.00	TO	167+80.00	LT/RT															20	56	100			1154						18		
BR-9	P.312-P.313	I.R. 77	167+80.00	TO	172+95.00	LT/RT																24		491										
BR-10	P.313-P.315	I.R. 77	172+95.00	TO	199+38.00	LT/RT															20	96	80			2207						16		
BR-11	P.315	I.R. 77	199+38.00	TO	204+03.00	LT/RT																16	80	249						8				
BR-12	P.315-P.317	I.R. 77	204+03.00	TO	209+56.00	LT/RT																16				537								
BR-13	P.317	I.R. 77	209+56.00	TO	215+65.00	LT/RT															10	24	40			415						8		
BR-18	P.317	I.R. 77	210+75.00	TO	213+75.00	LT																					270						2	
TOTALS CARRIED TO SHEET P.288							23469	3	11100	16	11	24	2	21110	992	2213	1621	3	24339	0	0	90	496	680	1965	0	9929	907	1	1	12	0	89	11	0	3

ROADWAY SUBSUMMARY

DESIGN AGENCY
HNTB

DESIGNER
ASEP

REVIEWER
KKP 05/01/26

PROJECT ID
105743

SHEET P.287 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: roadway subsum - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 10:37:16 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smalin@hntb.com WORKSPACE: OHDOTCIVil2 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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\RoadwayEngineering\RoadwaySheets\105743_GS002.dgn

REF NO.	SHEET NO.	LOCATION	STATION TO STATION				202 FENCE REMOVED FT	202 GATE REMOVED EACH	606 GUARDRAIL, TYPE MGS FT	606 ANCHOR ASSEMBLY, TYPE E EACH	606 ANCHOR ASSEMBLY, TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) EACH	607 FENCE, TYPE CLT FT	607 FENCE, TYPE CLT, AS PER PLAN A FT	607 FENCE, TYPE CLT, AS PER PLAN B FT	607 FENCE, TYPE CLT, AS PER PLAN C FT	607 GATE, TYPE CLT EACH	607 FENCELINE SEEDING AND MULCHING FT	609 CURB, TYPE 2-A FT	609 CURB, TYPE 4-C FT	LENGTH DEDUCTED FOR SIGN STRUCTURES IN BARRIER FT	LENGTH DEDUCTED FOR LIGHTING STRUCTURES IN BARRIER FT	LENGTH DEDUCTED FOR DRAINAGE STRUCTURES IN BARRIER FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT	622 BARRIER TRANSITION EACH	622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EACH	622 BARRIER, MISC.:CONCRETE BARRIER END SECTION, TYPE C EACH	625 GROUND ROD EACH
BR-15	P.317-P.319	I.R. 77	217+91.00	TO	225+40.00	LT/RT																		40												
BR-19	P.324	RAMP A4	400+56.68	TO	400+95.00	LT																				649	25						4		2		
BR-17	P.337-P.338	RAMP C2	201+50.00	TO	209+93.40	LT																		80			614							10		
BR-20	P.305	I.R. 77	75+50.00	TO	76+40.00	RT																					63	1						1		
BR-21	P.305	I.R. 77	76+00.00	TO	77+40.00	LT																			95						1				1	
BR-22	P.306-P.307	I.R. 77	307+02.63 (RAMP A3)	TO	200+00.00 (RAMP B2)	LT																		140			1501	1						15		
BR-23	P.306	I.R. 77	88+75.00	TO	89+32.15	RT																			13						1				1	
BR-24	P.306-P.307	I.R. 77	89+32.15	TO	96+75.00	RT																		20			676	1						3		
BR-25	P.308	I.R. 77	111+80.00	TO	113+00.00	LT																					93	1						1		
BR-26	P.308	I.R. 77	112+00.00	TO	113+20.00	RT																					90	1						1		
BR-27	P.309	I.R. 77	128+96.00	TO	131+64.00	LT																		60			94	2						6		
BR-28	P.310	I.R. 77	141+25.00	TO	143+25.00	LT																		20		105						3			1	
BR-29	P.310	I.R. 77	141+65.00	TO	142+65.00	RT																					72	2								
BR-30	P.311-P.312	I.R. 77	155+00.00	TO	168+90.00	RT																		80			1173	1						9		
BR-31	P.313	I.R. 77	176+39.00	TO	177+25.53	LT																					57	1						1		
BR-32	P.342	RAMP D1	101+74.84	TO	103+41.88	RT																		20		58						2			2	
BR-33	P.315	I.R. 77	197+50.00	TO	198+50.00	RT																					72	1						1		
BR-34	P.315	I.R. 77	197+50.00	TO	198+50.00	LT																					71	1						1		
BR-35	P.321	RAMP A2	15+06.92	TO	16+19.49	RT																					4	1								
BR-36	P.321	RAMP A3	300+58.83	TO	301+46.33	RT																					33	1								
C-1	P.305	I.R. 77	74+50.00	TO	75+50.00	RT																100														
C-2	P.305	I.R. 77	74+50.00	TO	76+00.00	LT																150														
C-3	P.305	I.R. 77	76+40.00	TO	81+05.60	RT																473														
C-4	P.305-P.306	I.R. 77	77+40.00	TO	84+01.07	LT																652														
C-5	P.307	I.R. 77	96+75.00	TO	99+60.00	RT																572														
C-24	P.307-P.308	I.R. 77	103+05.40	TO	108+61.75	LT																567														
C-6	P.308	I.R. 77	108+64.93	TO	111+80.00	LT																319														
C-7	P.308	I.R. 77	113+20.00	TO	117+83.77	RT																458														
C-8	P.310	I.R. 77	132+91.43	TO	141+65.00	RT																882														
C-9	P.310-P.311	I.R. 77	142+65.00	TO	146+42.86	RT																384														
C-10	P.310-P.311	I.R. 77	143+25.00	TO	150+65.93	LT																745														
C-11	P.311	I.R. 77	146+46.39	TO	155+00.00	RT																1438														
C-12	P.313	I.R. 77	171+00.00	TO	175+00.00	RT																400														
C-13	P.313-P.314	I.R. 77	176+48.00	TO	183+99.10	RT																1739														
C-14	P.315-P.317	I.R. 77	198+50.00	TO	210+75.00	LT																1226														
C-15	P.321-P.322	RAMP A3	300+86.23	TO	307+02.63	LT															654																
C-16	P.324	RAMP A4	400+30.11	TO	400+89.01	RT															63																
C-25	P.327	RAMP B1	108+08.00	TO	109+15.89	LT															109																
C-17	P.327	RAMP B1	106+00.00	TO	109+15.89	RT															316																
C-18	P.328	RAMP B2	202+62.20	TO	204+73.29	LT															211																
C-19	P.329	RAMP B3	301+70.17	TO	303+50.00	LT/RT															358																
C-20	P.334-P.336	RAMP C1	104+81.00	TO	112+00.00	LT/RT															1261																
C-21	P.337	RAMP C2	201+50.00	TO	203+00.00	RT															301																
C-22	P.339-P.340	RAMP C3	300+46.76	TO	304+21.41	LT/RT															761																
C-23	P.342-P.343	RAMP D1	103+41.90	TO	106+50.00	RT															308																
C-25	P.354	RUFFINI	30+11.00 (MUP WEST)	TO	30+35.00 (MUP WEST)	RT															34																
TOTALS THIS SHEET							0	0	0	0	0	0	0	0	0	0	0	0	0	0	4376	10105			0	271	649	4638	0	15	0	7	4	51	5	0
TOTALS FROM SHEET P.287							23469	3	11100	16	11	24	2	21110	992	2213	1621	3	24339	0	0			1965	0	9929	907	1	1	12	0	89	11	0	3
TOTALS CARRIED TO GENERAL SUMMARY							23469	3	11100	16	11	24	2	21110	992	2213	1621	3	24339	4376	10105			1965	271	10578	5545	1	16	12	7	93	62	5	3

ROADWAY SUBSUMMARY

CUY-77-11.41 - PART 1

DESIGN AGENCY
HNTB

DESIGNER
ASEP

REVIEWER
KKP 05/01/26

PROJECT ID
105743

SHEET P.288 | TOTAL P.1274

MODEL: roadway subsum - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 10:36:35 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smalin@hntb.com WORKSPACE: OHDOTCEv02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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_GS002.dgn

STATION TO STATION			SIDE	204 SUBGRADE COMPACTION SY	204 PROOF ROLLING HOUR	206 CEMENT TON	206 CURING COAT SY	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP SY	304 AGGREGATE BASE, T = 4" CY	304 AGGREGATE BASE, T = 6" CY	304 AGGREGATE BASE, T=8" CY	304 AGGREGATE BASE, T=12" CY	407 TACK COAT, 702.13 GAL	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, T=1.25" CY	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), T=1.75" CY	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN CY	452 12" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY
RAMP D2																	
202+86.05	TO	205+90.00	LT		0.47	29	946	946		158						9	845
RAMP E1																	
105+70.26	TO	106+20.26	RT		0.08	5	161	161		27							145
106+20.26	TO	110+50.00	RT		0.67	40	1337	1337		223							1194
110+50.00	TO	111+50.00	RT		0.16	9	311	311		59							323
111+50.00	TO	113+78.06	RT		4.90	296	1089	1089	45	182							1029
WEST MUP																	
5+25.95	TO	5+55.78									9		2	2	2		
5+55.78	TO	18+80.23		1472	0.74						328		88	52	72		
18+80.23	TO	30+33.94		1539	0.77						342		92	54	75		
INTERSECTION (THROUGH 31+37.19)																	
31+37.19	TO	52+69.01		3317	1.66						737		199	116	162		
EAST MUP																	
20+07.98	TO	21+50.79		318	0.16						71		19	12	16		
21+50.79	TO	26+22.90		525	0.26						117		31	19	26		
26+22.90	TO	26+58.61		47							11		3	2	3		
RUFFINI COURT																	
30+11.00 (MUP WEST)	TO	30+35.00 (MUP WEST)			0.02	1	37	37		6							49
TOTALS FROM THIS SHEET				7218	10	380	3881	3881	45	655	1615	0	434	257	356	9	3585
TOTALS FROM P.295				201	13	725	15772	15772	23	2628	0	67	0	0	0	69	13966
TOTALS CARRIED TO THE GENERAL SUMMARY				7419	23	1105	19653	19653	5033				434	257	356	78	17551

PAVEMENT SUBSUMMARY

CUY-77-11.41 - PART 1

MODEL: Unnamed Plan - MUP-Ramp Subsum [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/5/2026 TIME: 11:11:13 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: smalin@hntb.com WORKSPACE: OHDOTCE\v02 WORKSET: 105743 PRODUCT: OpenRoadsDesigner 24.00.03.05
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_GS001.dgn

DESIGN AGENCY
HNTB

DESIGNER
ASEP

REVIEWER
KKP 05/01/26

PROJECT ID
105743

SHEET P.296 | 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 (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 (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							11																												
D-30	2001882	P.758	89+98.44 RT TO 90+00.00 LT	CLP_I077					8		10	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			7											10	27					182	211	

CUY-77-11.41 - PART 1

MODEL: Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 11/4/2026 TIME: 10:11:03 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.729 TOTAL P.1274

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	602 CONCRETE MASONRY CY	611 6" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 8" 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 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-38	2001893	P.760	99+00.00	RT	TO	99+00.00	LT	CLP_I077																																	
D-38A	2001894	P.760	99+00.00	RT	TO	99+00.00	RT	CLP_I077																																	
D-40A		P.761	102+82.00	LT	TO	103+70.00	LT	CLP_I077								60																							
D-40	2001896	P.761	103+70.00	LT	TO	103+77.00	LT	CLP_I077											10																				
D-39	2001895	P.761	103+77.00	LT	TO	106+08.00	LT	CLP_I077																															
D-44	2001901	P.761	104+29.01	RT	TO	104+39.38	RT	CLP_I077											11																				
D-105	2001963	P.761	104+39.38	RT	TO	106+54.68	RT	CLP_I077								213																							
D-41	2001897	P.761-P.762	106+08.00	LT	TO	108+77.88	LT	CLP_I077																															
D-42	2001898	P.761	106+08.00	LT	TO	106+08.00	LT	CLP_I077											14																				
D-45	2001902	P.761	106+46.03	RT	TO	106+54.68	RT	CLP_I077											9																				
D-106	2001964	P.761-P.762	106+54.68	RT	TO	107+03.26	RT	CLP_I077								53																							
D-46A	2001904	P.761	106+96.56	RT	TO	106+97.52	RT	CLP_I077											6																				
D-46	2001903	P.761-P.762	106+97.52	RT	TO	107+03.26	RT	CLP_I077								33																							
D-107		P.762	107+03.26	RT	TO	108+16.81	RT	CLP_I077																														112	
D-47C		P.762	108+06.97	RT	TO	108+08.12	RT	CLP_I077								6																							
D-47	2001905	P.762	108+08.12	RT	TO	108+16.81	RT	CLP_I077								47																							
D-51	2001908	P.762	108+15.93	LT	TO	108+85.67	LT	CLP_I077								65																							
D-108		P.762	108+16.81	RT	TO	110+80.00	RT	CLP_I077																														259	
D-52	2001909	P.762	108+77.88	LT	TO	110+80.00	LT	CLP_I077																															
D-50		P.762	108+77.88	LT	TO	108+85.67	LT	CLP_I077												21																			
D-49	2001907	P.762	108+85.67	LT	TO	109+17.68	LT	CLP_I077								33																							
D-47A		P.762	110+67.63	RT	TO	110+80.00	RT	CLP_I077												57																			
D-53	2001910	P.762	110+80.00	RT	TO	110+80.00	LT	CLP_I077																															
D-48	2001906	P.762	110+80.00	LT	TO	110+88.00	LT	CLP_I077																														11	
D-43	2001899	P.762	110+80.00	LT	TO	110+88.00	LT	CLP_I077																															
D-54	2001911	P.762	110+80.00	LT	TO	111+12.00	LT	CLP_I077								37																							
D-43C		P.762	110+88.00	LT	TO	113+39.00	LT	CLP_I077																															
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																															
D-43A	2001900	P.763-P.764	113+39.00	LT	TO	117+52.00	LT	CLP_I077																															
D-56	2001913	P.763	116+25.00	RT	TO	116+30.00	RT	CLP_I077											8																				
D-56A		P.763-P.764	116+30.00	RT	TO	117+57.00	RT	CLP_I077												125																			
D-57	2001914	P.764	117+51.00	RT	TO	117+57.00	RT	CLP_I077											7																				
D-55	2001912	P.764	117+52.00	LT	TO	120+00.00	LT	CLP_I077																															
D-58	2001916	P.764	117+52.00	LT	TO	117+54.00	LT	CLP_I077																															
D-57A	2001915	P.764	117+57.00	RT	TO	117+74.52	RT	CLP_I077								41																							
D-O1		P.764	117+74.52	RT				CLP_I077	0.27																														
D-60	2001919	P.764	118+51.00	LT	TO	118+70.76	LT	CLP_I077								67																							
D-O2		P.764	118+70.76	LT				CLP_I077	0.27																														
D-59	2001917	P.764	120+00.00	LT	TO	120+14.49	LT	CLP_I077																															
D-59A	2001918	P.764-P.765	120+14.49	LT	TO	125+78.00	LT	CLP_I077																															
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																															
D-63	2001921	P.765	125+78.00	LT	TO	125+78.00	LT	CLP_I077																															
D-65	2001924	P.766	129+00.00	LT	TO	129+06.00	LT	CLP_I077																															
D-64A	2001923	P.766	129+06.00	LT	TO	130+65.00	LT	CLP_I077																															
D-69	2001928	P.766	129+06.00	LT	TO	129+07.00	LT	CLP_I077											8																				
D-66	2001925	P.766	129+77.31	LT	TO	130+65.00	LT	CLP_I077								88																							
D-70	2001929	P.766	129+77.31	LT	TO	130+65.00	LT	CLP_I077								89																							
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											8																				
D-64	2001922	P.766-P.767	130+65.00	LT	TO	133+71.00	LT	CLP_I077																															
D-74	2001932	P.767	132+98.96	RT	TO	133+00.00	RT	CLP_I077											7																				
D-76	2001934	P.767	132+98.96	RT	TO	134+59.58	RT	CLP_I077								161																							
D-73	2001931	P.767	132+98.96	RT	TO	133+00.15	RT	CLP_I077								30																							
D-75	2001933	P.767	133+00.00	RT	TO	135+83.00	RT	CLP_I077																															
TOTALS CARRIED TO P.744									0.54							1023			88		203															11	371						

DESIGN AGENCY
AECOM
DESIGNER
SMS
REVIEWER
AKM 05/01/26
PROJECT ID
105743
SHEET P.732 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 4 PAPERSIZE: 34x22 (in.) DATE: 11/4/2026 TIME: 10:13:11 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 FT	611 6" CONDUIT, TYPE C, 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 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-71A	2001930	P.767	133+71.00	LT	TO	134+96.00	LT	CLP_I077																																
D-71B		P.767	134+02.00	LT	TO	134+66.50	LT	CLP_I077																																
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								28																							
D-77	2001936	P.767	134+59.58	RT	TO	135+95.27	RT	CLP_I077								136																							
D-71D		P.767	134+66.50	LT	TO	134+96.00	LT	CLP_I077																																
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																																86
D-83	2001943	P.767-P.768	135+80.00	LT	TO	138+75.00	LT	CLP_I077																								295								
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																												317					
D-78	2001937	P.767	135+95.27	RT	TO	135+97.56	RT	CLP_I077								28																							
D-80	2001939	P.767-P.768	135+95.27	RT	TO	137+59.48	RT	CLP_I077								164																							
D-79	2001938	P.768	137+59.48	RT	TO	139+83.44	RT	CLP_I077								228																							
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												9																			
D-87	2001949	P.768-P.769	141+56.00	RT	TO	142+72.00	RT	CLP_I077		9																													
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												9																			
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																								179								
D-93	2001955	P.769	145+79.78	RT	TO	146+07.19	RT	CLP_I077								19																							
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								28																							
D-91	2001953	P.769	146+07.19	RT	TO	146+34.94	RT	CLP_I077								27																							
D-90	2001952	P.769-P.770	146+34.94	RT	TO	147+74.77	RT	CLP_I077								140																							
D-89	2001951	P.770	147+74.77	RT	TO	148+50.00	RT	CLP_I077								74																							
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							14																							
D-98		P.770	150+16.00	LT	TO	150+60.00	LT	CLP_I077																																
D-101	2001960	P.770	150+16.00	LT	TO	150+18.19	LT	CLP_I077								31																							
D-100	2001958	P.770	150+18.19	LT	TO	150+61.06	LT	CLP_I077								43																							
D-100A	2001959	P.770	150+61.06	LT	TO	150+62.00	LT	CLP_I077												8																			
D-102	2001961	P.770	150+61.06	LT	TO	150+99.98	LT	CLP_I077								39																							
D-103	2001962	P.770-P.771	150+99.98	LT	TO	151+99.41	LT	CLP_I077								100																							
D-163A	2001980	P.772	157+55.00	LT	TO	159+90.00	LT	CLP_I077								233																							
D-150	2001965	P.772	159+85.00	RT	TO	161+60.00	RT	CLP_I077								177																							
D-163	2001979	P.772-P.773	159+90.00	LT	TO	162+50.00	LT	CLP_I077								257																							
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								30																							
D-157	2001972	P.773	162+25.00	RT	TO	162+50.00	RT	CLP_I077								25																							
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																																17
D-168	2001986	P.773	162+50.00	LT	TO	164+70.54	LT	CLP_I077																																218
TOTALS CARRIED TO P.744										9					14	1807			26		330					226	1080			174	474		317			50	5		86	235			

DRAINAGE SUBSUMMARY

CUY-77-11.41 - PART 1

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.735 TOTAL P.1274

MODEL: Sheet 7 PAPERSIZE: 34x22 (in.) DATE: 11/4/2026 TIME: 10:40:09 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

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	602 CONCRETE MASONRY CY	611 6" CONDUIT, TYPE B, AS PER PLAN 1 FT	611 6" CONDUIT, TYPE C, 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 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-151A	2001967	P.773	162+50.00	RT	TO	164+70.54	RT	CLP_I077																	223																	
D-158A	2001974	P.773	162+50.00	RT	TO	163+35.00	RT	CLP_I077																	86																	
D-164	2001981	P.773	162+50.00	LT	TO	163+35.00	LT	CLP_I077																	84																	
D-158	2001973	P.773	163+35.00	RT	TO	163+35.00	RT	CLP_I077											5																						
D-159	2001975	P.773	163+35.00	RT	TO	164+70.54	RT	CLP_I077																																	
D-165	2001982	P.773	163+35.00	LT	TO	164+50.00	LT	CLP_I077																	114																	
D-166	2001983	P.773	164+50.00	LT	TO	165+25.00	LT	CLP_I077								74																									
D-169	2001988	P.773-P.774	164+70.54	LT		167+14.00	LT	CLP_I077																															242			
D-152	2001968	P.773	164+70.54	RT	TO	165+30.00	RT	CLP_I077																	60																	
D-160	2001976	P.773	164+70.54	RT	TO	165+64.87	RT	CLP_I077								94																									
D-166A	2001984	P.773	165+25.00	LT	TO	165+75.00	LT	CLP_I077								50																									
D-154	2001969	P.773	165+30.00	RT	TO	166+27.00	RT	CLP_I077																	97																	
D-167	2001985	P.773-P.774	165+75.00	LT	TO	167+75.00	LT	CLP_I077								200																									
D-155	2001970	P.773-P.774	166+27.00	RT	TO	167+60.00	RT	CLP_I077																																	
D-170	2001989	P.774	167+14.00	LT	TO	167+14.00	LT	CLP_I077								12																									
D-170A	2001990	P.774	167+14.00	LT	TO	168+86.00	LT	CLP_I077																															172			
D-161	2001977	P.774	167+60.00	RT	TO	167+70.00	RT	CLP_I077																																	
D-170B		P.774	168+86.00	LT	TO	169+10.82	LT	CLP_I077																																	88
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																																	
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																																	
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																																	
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																																	
D-180		P.775	175+85.00	LT	TO	176+51.00	LT	CLP_I077																																	
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																																	
D-182		P.776-P.777	180+00.00	LT	TO	183+53.00	LT	CLP_I077																																	
D-184	2001993	P.777	183+42.06	RT	TO	183+50.00	RT	CLP_I077								61																									
D-183	2001992	P.777	183+50.00	RT	TO	183+53.00	LT	CLP_I077																																	
D-183A		P.777	183+53.00	LT	TO	183+53.00	LT	CLP_I077														39																			
D-185		P.777	183+53.00	LT	TO	186+21.00	LT	CLP_I077																																	
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																																	
D-188	2001995	P.778	188+13.30	RT	TO	189+81.15	RT	CLP_I077								160																									
D-187A		P.778	188+87.00	LT	TO	188+91.00	LT	CLP_I077														30																			
D-192		P.778	188+87.00	LT	TO	191+45.00	LT	CLP_I077																																	
D-187	2001994	P.778	188+91.00	LT	TO	189+00.00	LT	CLP_I077																																	
D-189A	2001997	P.778	189+81.15	RT	TO	191+64.83	RT	CLP_I077								183																									
D-193A		P.778-P.779	191+45.00	LT	TO	193+82.93	LT	CLP_I077																																	
D-189	2001996	P.778	191+64.83	RT	TO	191+95.42	RT	CLP_I077								23																									
D-190	2001999	P.778-P.779	191+95.42	RT	TO	192+36.22	RT	CLP_I077																	39																	
D-191	2002000	P.779	192+36.22	RT	TO	192+38.63	RT	CLP_I077																	32																	
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																																	
TOTALS CARRIED TO P.744																857			5		69					735													414		88

DRAINAGE SUBSUMMARY

CUY-77-11.41 - PART 1

MODEL: Sheet 10 PAPERSIZE: 34x22 (in.) DATE: 11/4/2026 TIME: 11:03:58 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
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.738 | TOTAL P.1274

REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	602 CONCRETE MASONRY CY	611 6" CONDUIT, TYPE B, AS PER PLAN 1 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 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-194	2002002	P.779	193+98.00	LT	TO	194+00.00	LT	CLP_I077															9																				
D-195	2002003	P.779	193+98.00	LT	TO	196+89.00	LT	CLP_I077																																				
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															9																				
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																																				
D-201	2002005	P.779-P.780	196+89.00	LT	TO	199+20.00	LT	CLP_I077																																				
D-199	2002004	P.779-P.780	196+89.00	LT	TO	197+00.00	LT	CLP_I077										23																										
D-200		P.779-P.780	197+00.00	LT	TO	197+09.04	LT	CLP_I077													59		6																				
D-210	2002012	P.780	199+18.00	LT	TO	199+20.00	LT	CLP_I077											10																										
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										98																										
D-211	2002013	P.780	199+20.00	LT	TO	200+16.50	LT	CLP_I077				5																																
D-212E	2002015	P.780	199+98.00	LT	TO	200+19.50	LT	CLP_I077										14																										
D-212		P.780	200+16.50	LT	TO	200+19.50	LT	CLP_I077																	7																		
D-213		P.780	200+16.50	LT	TO	201+19.00	LT	CLP_I077																																			103	
D-212D	2002014	P.780	200+19.50	LT	TO	200+42.00	LT	CLP_I077										24																										
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																																				
D-214		P.780	201+19.00	LT	TO	201+22.00	LT	CLP_I077																	6																		
D-215		P.780-P.781	201+19.00	LT	TO	203+01.34	LT	CLP_I077												10				10																				
D-208		P.781	202+16.94	RT	TO	204+88.77	RT	CLP_I077														274																				
D-215C		P.781	203+01.34	LT	TO	203+04.00	LT	CLP_I077																	6																		
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									56																										
D-405	2002020	P.782	210+31.50	LT	TO	210+35.78	LT	CLP_I077			5										3																						
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			10								10												6	10											
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										89																										
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												10																								
D-401	2002018	P.783	215+55.00	RT	TO	215+55.00	LT	CLP_I077										9																										
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.744											15	5				257	56	30	10	3	59	283	16	19			6	10			299					182	163		98	103			

DRAINAGE SUBSUMMARY

DESIGN AGENCY
AECOM

DESIGNER
SMS

REVIEWER
AKM 05/01/26

PROJECT ID
105743

SHEET P.741 TOTAL P.1274

CUY-77-11.41 - PART 1

MODEL: Sheet 13 PAPERSIZE: 34x22 (in.) DATE: 11/4/2026 TIME: 11:07:34 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
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REF NO.	CFN NO.	SHEET NO.	STATION TO STATION					ALIGNMENT	602 CONCRETE MASONRY CY	611 6" CONDUIT, TYPE B, AS PER PLAN 1 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 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				52		60			7										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							1023				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

CUY-77-11.41 - PART 1

DESIGN AGENCY
AECOM

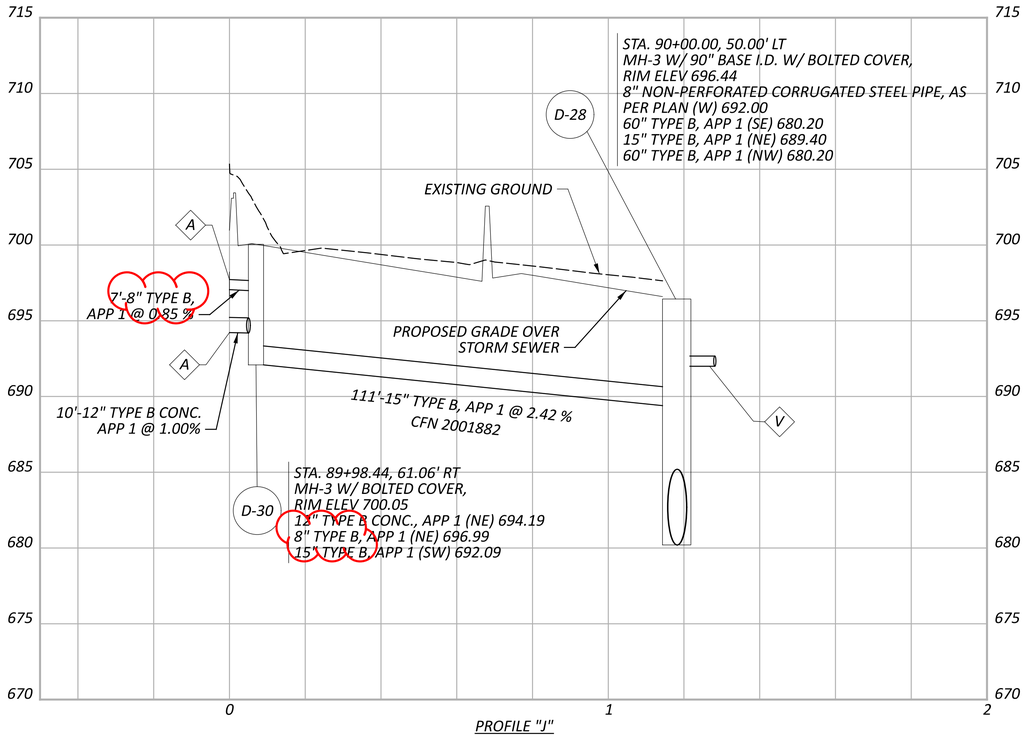
DESIGNER
SMS

REVIEWER
AKM 05/01/26

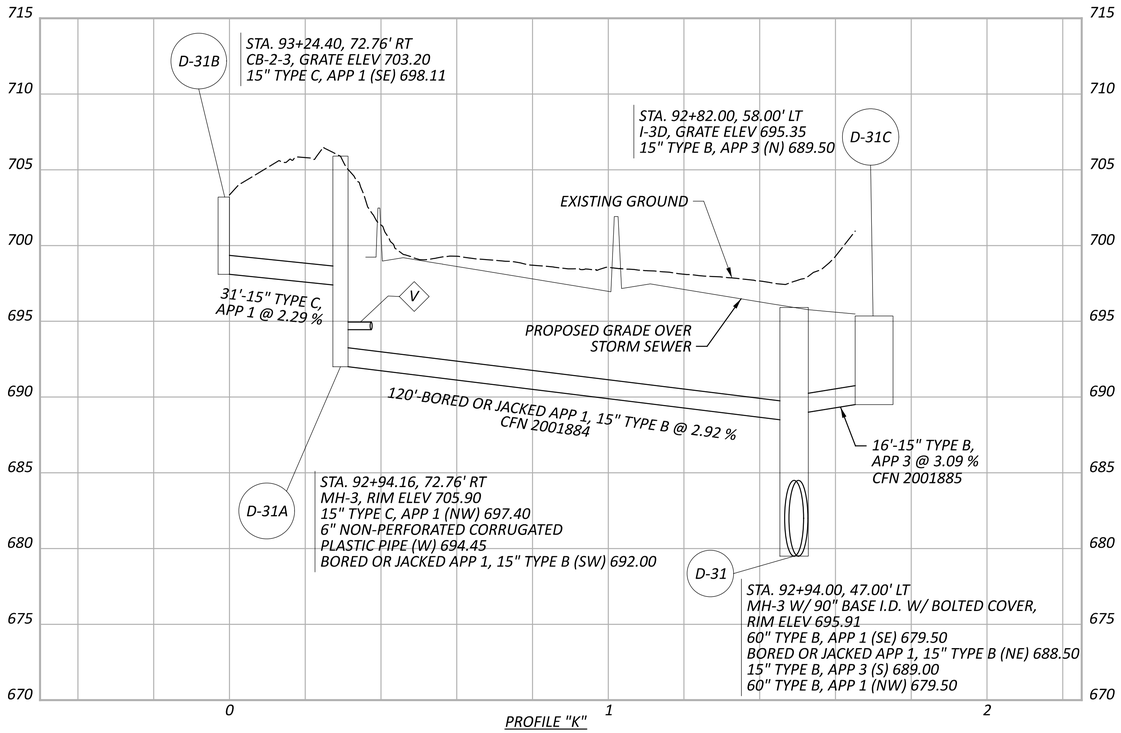
PROJECT ID
105743

SHEET P.744 | TOTAL P.1274

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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



PROFILE "J"



PROFILE "K"

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

DESIGN AGENCY
AECOM

DESIGNER
SMS

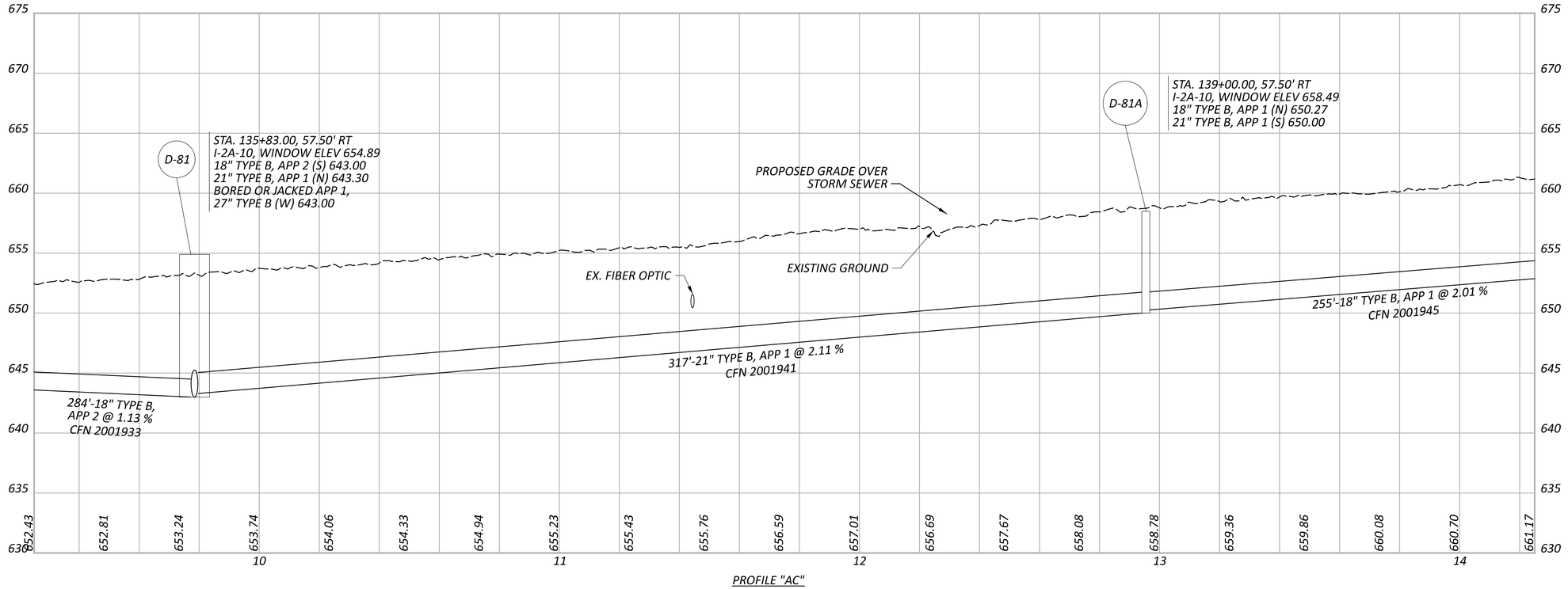
REVIEWER
AKM 05/01/26

PROJECT ID
105743

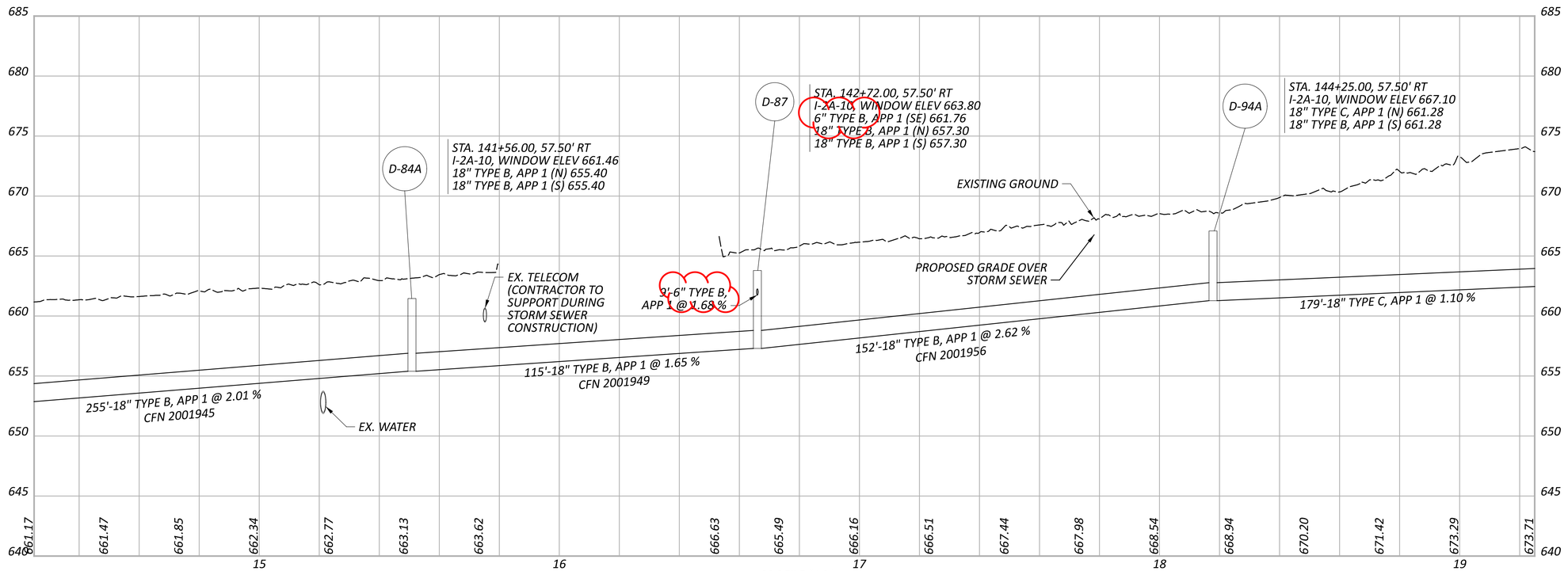
SHEET P.804 | TOTAL P.1274

CUY-77-11.41 - PART 1

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PROFILE "AC"



PROFILE "AC"

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

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.814
TOTAL	P.1274

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*	*248*	*FT*	*DRILLED SHAFTS, 24" DIAMETER, ABOVE BEDROCK, AS PER PLAN*	*2*
524	*94603*	*411*	*FT*	*DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN*	*2*
524	*94703*	*319*	*FT*	*DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN*	*2*
524	*94803*	*976*	*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

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	704	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2
SPECIAL	53051020	887	SF	RETAINING WALL, TIMBER LAGGING	2

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

CUY-77-11.41 - PART 1

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	2153	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

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	863	FT	DRILLED SHAFTS, 24" DIAMETER, ABOVE BEDROCK, AS PER PLAN	3
524	94603	275	FT	DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN	3
524	94703	994	FT	DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN	3
SPECIAL	53051020	3917	SF	RETAINING WALL, TIMBER LAGGING	3

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

CUY-77-11.41 - PART 1

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	110	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

ESTIMATED QUANTITIES (WALL 2)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
203	20000	1414	CY	EMBANKMENT	
503	21101	102	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	11
507	00400	1915	FT	STEEL PILES, MISC.: SOLDIER PILES, W33x169	2
509	10000	28633	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46013	232	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	13
512	10001	591	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION)	2
512	10101	591	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	2
512	33001	63	SY	TYPE 2 WATERPROOFING, AS PER PLAN	2
513	20001	1508	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	2
516	13600	265	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	13900	790	SF	2" PREFORMED EXPANSION JOINT FILLER	
518	20000	589	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	12	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	40000	318	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
518	40010	3	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
524	94903	1530	FT	DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN	2
SPECIAL	53051020	2629	SF	RETAINING WALL, TIMBER LAGGING	2

ESTIMATED QUANTITIES
RETAINING WALL 2

DESIGN AGENCY
TRC

DESIGNER
CEJ

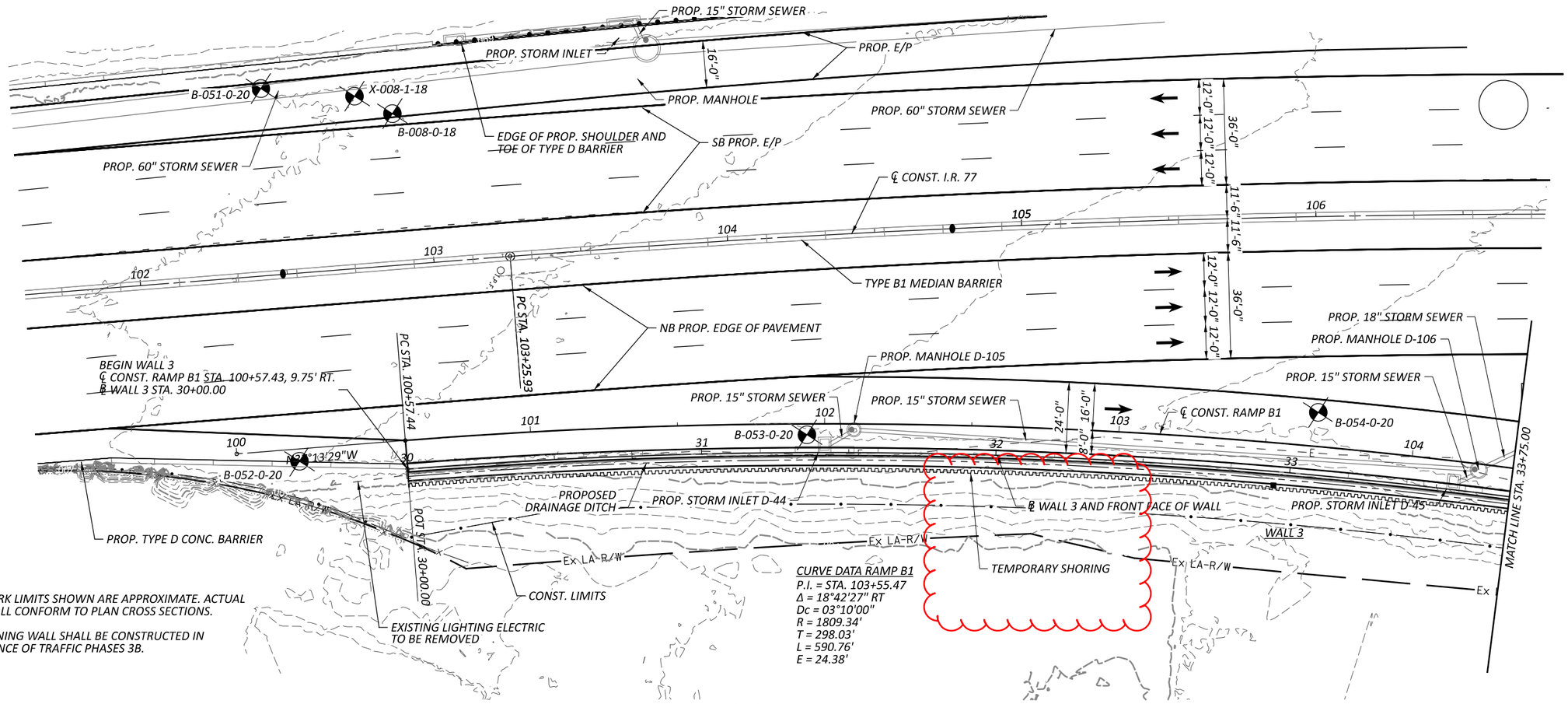
REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 3 | TOTAL 14

SHEET P.907 | TOTAL P.1274

CUY-77-11.41 - PART 1



NOTES:

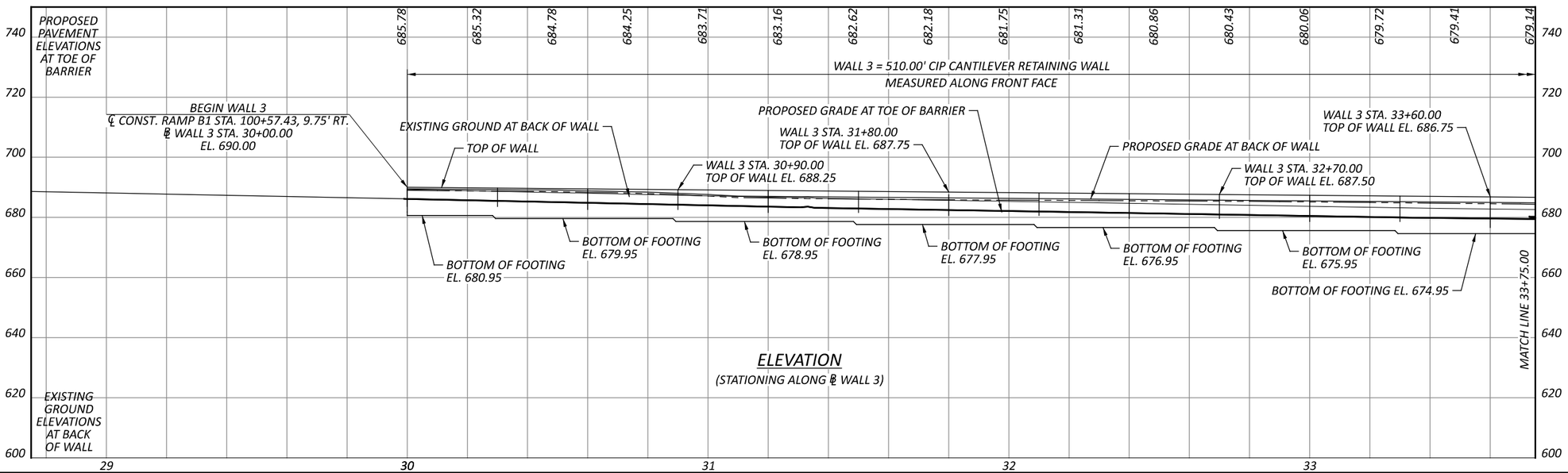
1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. THE RETAINING WALL SHALL BE CONSTRUCTED IN MAINTENANCE OF TRAFFIC PHASES 3B.

CURVE DATA RAMP B1
P.I. = STA. 103+55.47
Δ = 18°42'27" RT
Dc = 03°10'00"
R = 1809.34'
T = 298.03'
L = 590.76'
E = 24.38'

LEGEND:

- SOIL BORING OR PAVEMENT CORING LOCATION

PLAN



ELEVATION

(STATIONING ALONG ℄ WALL 3)

SITE PLAN 1 OF 2
RETAINING WALL 3

CUY-77-11.41 - PART 1

DESIGN AGENCY
TRC

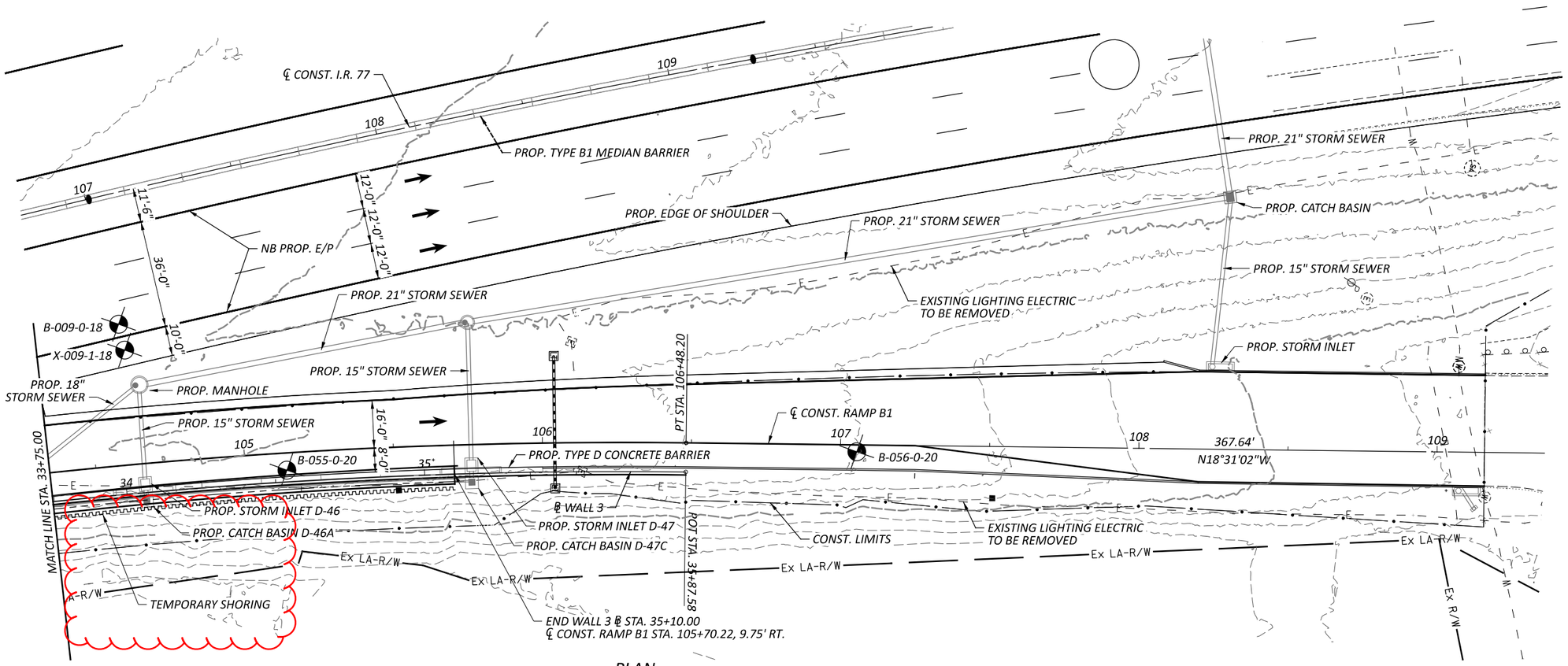
DESIGNER
JCP

REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 1 | TOTAL 14

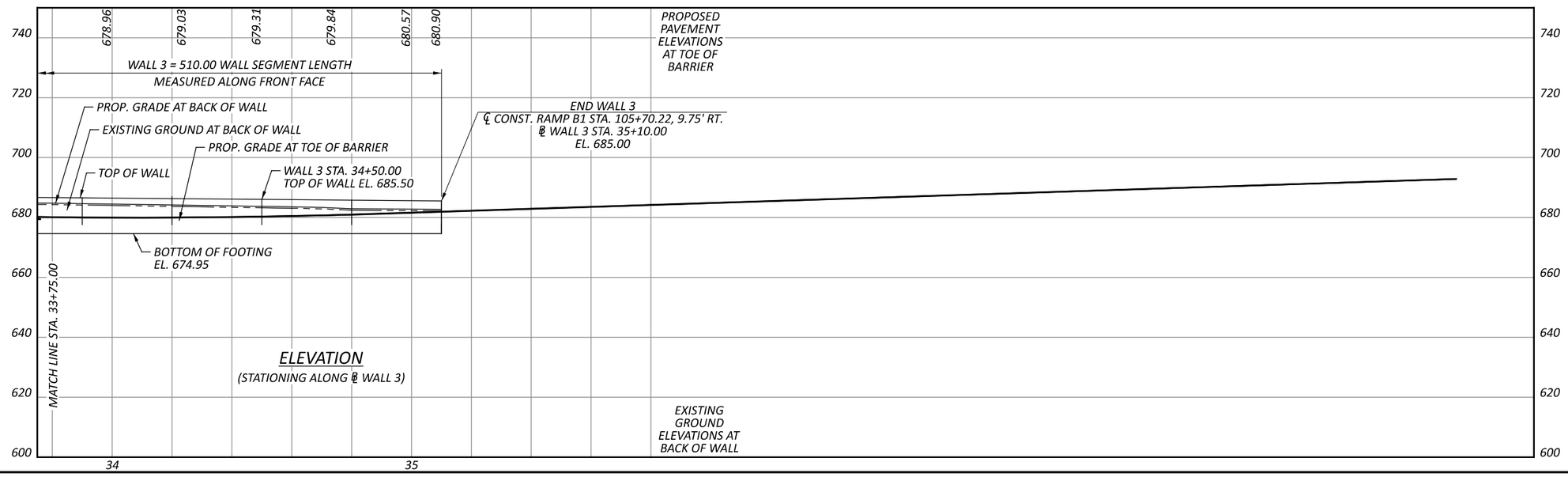
SHEET P.919 | TOTAL P.1274



PLAN

LEGEND:

- SOIL BORING OR PAVEMENT CORING LOCATION



ELEVATION

(STATIONING ALONG ℄ WALL 3)

CUY-77-11.41 - PART 1

SITE PLAN 2 OF 2
RETAINING WALL 3

DESIGN AGENCY
TRC

DESIGNER
JCP

REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 2 | TOTAL 14

SHEET P.920 | TOTAL P.1274

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.

OPERATIONAL IMPORTANCE

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

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI

EPOXY COATED REINFORCING STEEL - MIN. YIELD STRENGTH 60 KSI

FOUNDATION BEARING RESISTANCE

THE RETAINING WALL FOOTING BETWEEN STA. 30+00 AND STA. 32+20, AS DESIGNED, PRODUCES A MAXIMUM SERVICE LOAD PRESSURE OF 1.51 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 1.99 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 5.40 KIPS PER SQUARE FOOT.

THE RETAINING WALL FOOTING BETWEEN STA. 32+20 AND STA. 34+00, AS DESIGNED, PRODUCES A MAXIMUM SERVICE LOAD PRESSURE OF 1.70 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 2.19 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 7.10 KIPS PER SQUARE FOOT.

THE RETAINING WALL FOOTING BETWEEN STA. 34+00 AND STA. 35+10, AS DESIGNED, PRODUCES A MAXIMUM SERVICE LOAD PRESSURE OF 1.60 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 2.06 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 6.40 KIPS PER SQUARE FOOT.

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 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

1. THE TEMPORARY CANTILEVER SHEET PILE WALL SHALL HAVE A MINIMUM SECTION MODULUS OF THE TEMPORARY CANTILEVER SHEET PILE WALL SHALL HAVE A MINIMUM SECTION MODULUS OF 60 IN3/FT AND A YIELD STRENGTH OF 50 KSI.

2. THE SELECTED SHEET PILE SHALL HAVE A MINIMUM MOMENT OF INERTIA OF 490 IN4/FT TO LIMIT THE DEFLECTION TO LESS THAN 1 INCH OR 1 PERCENT OF THE HEIGHT, WHICHEVER IS LESS.

3. TEMPORARY SHEETING SHALL BE INSTALLED BEFORE EXCAVATION FOR WALL FOUNDATION AND SHALL REMAIN IN PLACE UNTIL WALL CONSTRUCTION AND BACKFILL IS COMPLETE WITHIN THE AREA BEING TEMPORARY SUPPORTED BY THE SHEET PILES.

4. ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS NEEDED TO TO INSTALL AND REMOBE THE TEMPORARY SHORING SHALL BE INDLUDED FOR PAYMENT IN THE LUMP SUM PRICE FOR ITEM NO. ****

5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE SAFETY OF THE ADJACENT BUILDINGS AND STRUCTURES. CONTRACTOR SHALL PERFORM VIBRATION MONITORING AS WELL AS PRE AND POST CONSTRUCTION SURVEYS OF THE EXISTING BUILDING.

ABBREVIATIONS:

ABUT. - ABUTMENT
APPR. - APPROACH
B - BOTTOM
\ - BASELINE
B.F. - BACK FACE
BM - BENCHMARK
BOT. OR BTM. - BOTTOM
| - CENTERLINE
C/C - CENTER TO CENTER
C.I.P. - CAST-IN-PLACE
C.J. - CONSTRUCTION JOINT
CLR. - CLEAR
CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONC. - CONCRETE
CONST. - CONSTRUCTION
DIA. - DIAMETER
DIM. - DIMENSION
DWG. - DRAWING
E.F. - EACH FACE
EL. OR ELEV. - ELEVATION
EQ. - EQUAL
EQ. - EQUAL
EST. - ESTIMATED
EX. - EXISTING
F/F - FACE TO FACE
F.F. - FRONT FACE
FT. - FOOT OR FEET
FTG. - FOOTING
FWD. - FORWARD
IN. - INCH
JT. - JOINT
LT. - LEFT
MAX. - MAXIMUM
MIN. - MINIMUM
MISC. - MISCELLANEOUS
MSE - MECHANICALLY STABILIZED EARTH
N - NORTH
NB - NORTHBOUND
NO. - NUMBER
N.P.C.P.P. - NON-PERFORATED CORRUGATED PLASTIC PIPE
OHWM - ORDINARY HIGH WATER MARK
O/O - OUT TO OUT
P.C.P.P. - PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
PROP. - PROPOSED
PSF - POUNDS PER SQUARE FOOT
S - SOUTH
SB - SOUTHBOUND
SER. - SERIES
SHLDR - SHOULDER
SPA. - SPACE OR SPACES
STA. - STATION
STD. - STANDARD
STR - STRAIGHT
T - TOP
T&B - TOP & BOTTOM
TBR - TO BE REMOVED
TEMP. - TEMPORARY
TYP. - TYPICAL
U.N.O. - UNLESS NOTED OTHERWISE
VAR. - VARIES
VERT. - VERTICAL

ESTIMATED QUANTITIES (WALL 3)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
203	20000	598	CY	EMBANKMENT	
503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	
503	21100	1565	CY	UNCLASSIFIED EXCAVATION	
509	10000	50453	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46012	206	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING	
511	46512	520	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
512	10101	227	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	3
512	33000	40	SY	TYPE 2 WATERPROOFING	
516	13600	1881	SF	1" PREFORMED EXPANSION JOINT FILLER	
518	20000	369	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	75	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	40000	505	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
518	40010	9	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	

GENERAL NOTES AND QUANTITIES
RETAINING WALL 3

DESIGN AGENCY
TRC

DESIGNER
JCP

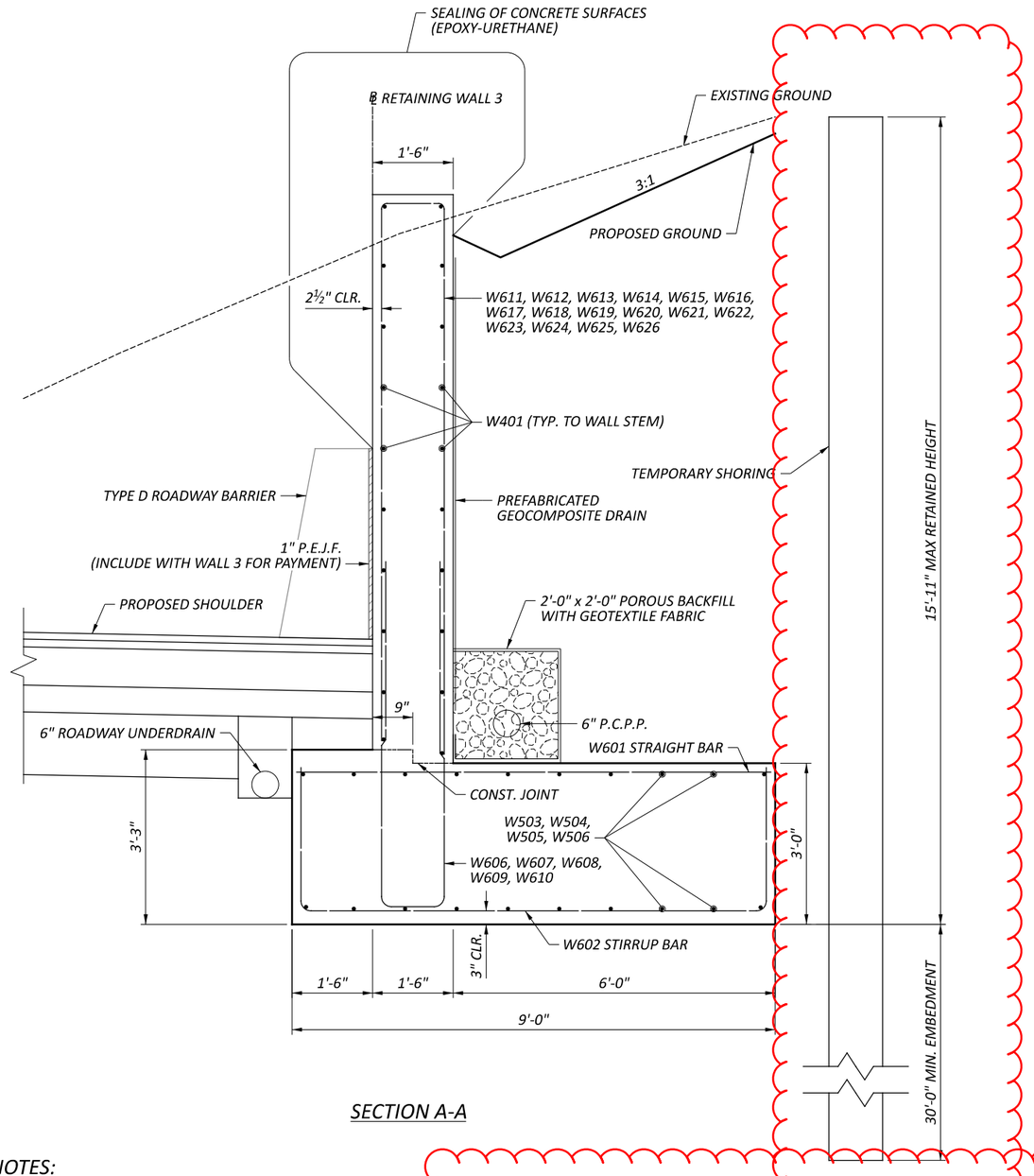
REVIEWER
CJW 11/17/25

PROJECT ID
105743

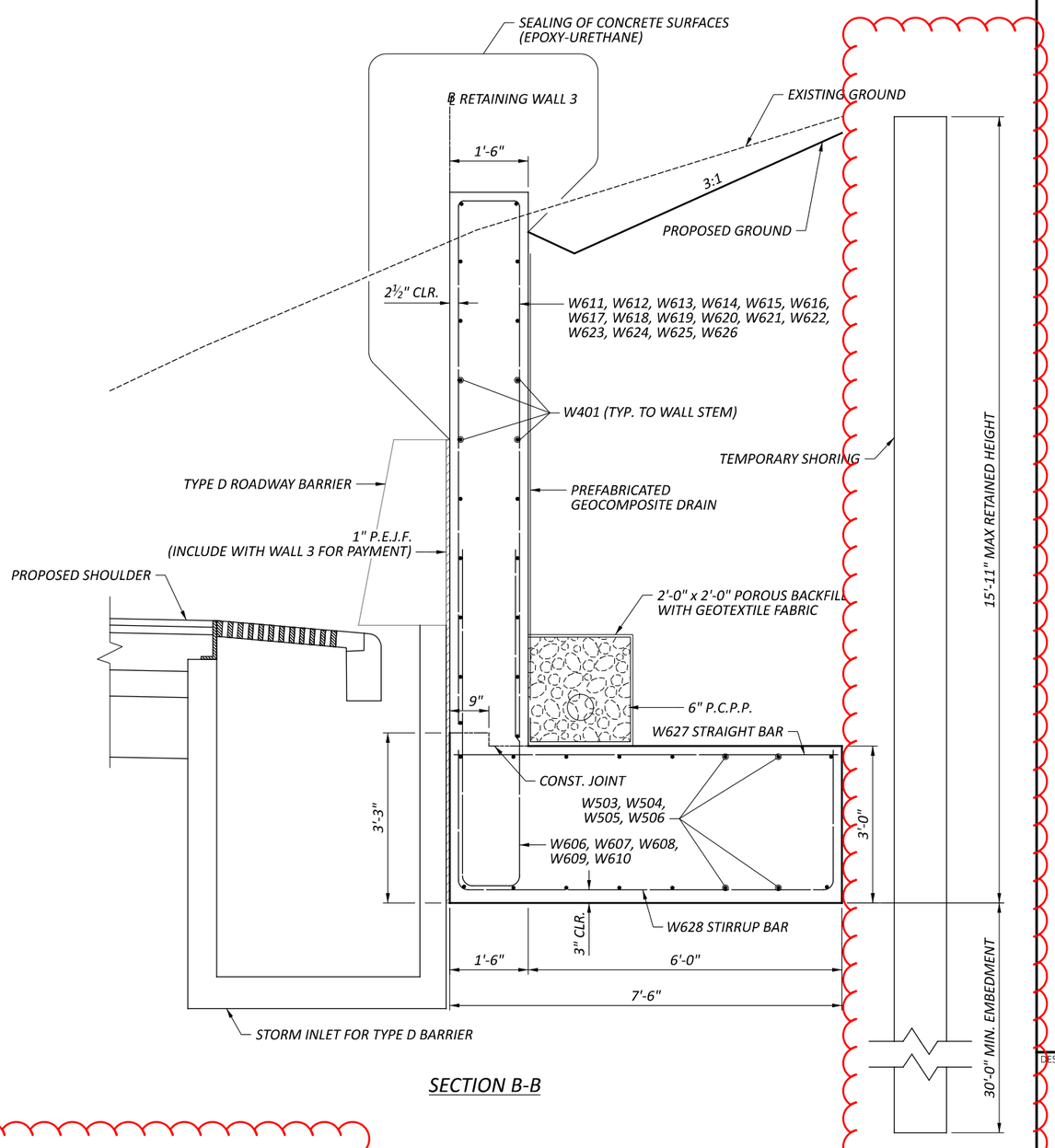
SUBSET 3 | TOTAL 14

SHEET P.921 | TOTAL P.1274

CUY-77-11.41 - PART 1



SECTION A-A



SECTION B-B

NOTES:

1. FOR WALL ELEVATIONS, SEE SHEETS 4/14 THRU 12/14.
2. FOR REINFORCING STEEL LIST, SEE SHEET 14/14.
3. SEE DRAINAGE PLANS FOR STORM INLET DETAILS.
4. PREFABRICATED GEOCOMPOSITE DRAIN SHALL EXTEND AT LEAST 6 INCHES INTO THE POROUS BACKFILL BEHIND THE WALL STEM.
5. THE TEMPORARY CANTILEVER SHEET PILE WALL SHALL HAVE A MINIMUM SECTION MODULUS OF 60 IN^3/FT AND A MINIMUM YIELD STRENGTH OF 50 KSI.
6. THE SELECTED SHEET PILE SHALL HAVE A MINIMUM MOMENT OF INERTIA OF 490 IN/FT TO LIMIT DEFLECTION TO LESS THAN 1 INCH OR 1 PERCENT OF THE WALL HEIGHT, WHICHEVER IS LESS.
7. TEMPORARY SHEETING SHALL BE INSTALLED PRIOR TO EXCAVATION FOR THE WALL FOUNDATION AND SHALL REMAIN IN PLACE UNTIL WALL CONSTRUCTION AND BACKFILL OPERATIONS ARE COMPLETE WITHIN THE AREA SUPPORTED BY THE SHEET PILES.
8. ALL MATERIALS, EQUIPMENT, LABOR, AND INCIDENTALS REQUIRED TO INSTALL AND REMOVE THE TEMPORARY SHORING SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM NO. 503, COFFERDAMS AND EXCAVATION BRACING, AS SHOWN IN THE PLANS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE EXISTING BUILDING, PARKING AREA, AND ASSOCIATED FACILITIES LOCATED UPSLOPE OF THE PROPOSED WALL AND SHORING.
10. THE CONTRACTOR SHALL PERFORM PRE-CONSTRUCTION AND POST-CONSTRUCTION SURVEYS AND MONITOR VIBRATION LEVELS DURING SHEET PILE INSTALLATION AND EXCAVATION ACTIVITIES. IF MONITORED VIBRATIONS LEVELS APPROACH OR EXCEED THE ESTABLISHED THRESHOLDS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND IMPLEMENT APPROPRIATE MITIGATION MEASURES, WHICH MAY INCLUDE PRE-DRILLING, MODIFICATION OF INSTALLATION METHODS, REDUCED DRIVING ENERGY, OR TEMPORARY SUSPENSION OF WORK, AS DIRECTED BY THE ENGINEER.

TYPICAL SECTIONS RETAINING WALL 3

CUY-77-11.41 - PART 1

DESIGN AGENCY TRC

DESIGNER JCP

REVIEWER CJW 11/17/25

PROJECT ID 105743

SUBSET 13 | TOTAL 14

SHEET P.931 | TOTAL P.1274

ESTIMATED QUANTITIES (WALL 5A)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	5, 6
203	35120	5040	CY	GRANULAR MATERIAL, TYPE C	
503	21100	1986	CY	UNCLASSIFIED EXCAVATION	
509	10000	200196	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46013	905	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	21
511	46512	785	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
511	53012	109	CY	CLASS QC2 CONCRETE, MISC.: WITH QC/QA, BARRIER ON WALL STEM	3
512	10101	1681	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	3
512	33000	129	SY	TYPE 2 WATERPROOFING	
516	13600	325	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	13900	70	SF	2" PREFORMED EXPANSION JOINT FILLER	
518	20000	997	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	107	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	40000	700	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
518	40010	74	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
601	21050	2	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
607	39901	720	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN	3
611	99710	1	EACH	PRECAST REINFORCED CONCRETE OUTLET	

ESTIMATED QUANTITIES
RETAINING WALL 5A

DESIGN AGENCY
TRC

DESIGNER
CEJ

REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 4 | TOTAL 23

SHEET P.946 | TOTAL P.1274

CUY-77-11.41 - PART 1

ITEM 203 - ROADWAY MISC.: EPS GEOFOAM FILL

THIS WORK CONSISTS FURNISHING, TRIMMING AND PLACING BLOCK-MOLDED EXPANDED POLYSTYRENE (EPS) FOR USE AS A GEOFOAM GEOSYNTHETIC PRODUCT IN APPLICATIONS REQUIRING LIGHTWEIGHT FILL MATERIAL.

FURNISH EPS GEOFOAM BLOCKS PRODUCED BY A MANUFACTURER WITH A QUALITY CONTROL PROGRAM WHICH IS MONITORED AND CERTIFIED BY AN ACCREDITED, THIRD-PARTY TESTING ORGANIZATION. AT LEAST 20 DAYS BEFORE THE WORK IS TO BEGIN, SUBMIT TO THE ENGINEER THE FOLLOWING DOCUMENTS:

1. CERTIFIED TEST DATA SHOWING THE EPS GEOFOAM MEETS THE SPECIFIED REQUIREMENTS.
2. MANUFACTURER'S QUALITY CONTROL PLAN AND EVIDENCE OF THIRD-PARTY QUALITY CONTROL MONITORING.
3. SHOP DRAWINGS SHOWING BLOCK THICKNESS, WIDTH, LENGTH AND LAYING PATTERN OR SCHEDULE.

FURNISH EPS GEOFOAM BLOCKS CONFORMING TO ASTM D 6817, RIGID CELLULAR POLYSTYRENE GEOFOAM, ACCORDING TO THE GEOFOAM TYPE INDICATED IN THE PLANS AND THE TABLE BELOW.

ASTM TYPE	EPS22	EPS29
MINIMUM DENSITY, LB/CU. FT.	1.35	1.8
COMPRESSIVE RESISTANCE		
AT 1% STRAIN, PSI	7.3	10.9
AT 5% STRAIN, PSI	16.7	25.0
AT 10% STRAIN, PSI	19.6	29.0
FLEXURAL STRENGTH, PSI	35.0	50.0

FURNISH BLOCKS TREATED BY THE MANUFACTURER WITH A TESTED AND PROVEN TERMITE TREATMENT FOR BELOW GRADE APPLICATIONS. THE TREATMENT SHALL BE EPA REGISTERED, MEET REQUIREMENTS OF ICC ES AC 239, AND BE RECOGNIZED IN AN ICC ES REPORT. FURNISH BLOCKS THAT MEET THE PRODUCT FLAMMABILITY REQUIREMENTS SPECIFIED IN ASTM C578.

FURNISH BLOCKS THAT ARE SMOOTH AND FLAT ON ALL SURFACES AND HAVE A DIMENSIONAL TOLERANCE OF ±0.5 PERCENT. THE CORNER OR EDGE FORMED BY ANY TWO FACES OF A BLOCK SHALL BE PERPENDICULAR. THE DEVIATION OF ANY FACE OF THE BLOCK FROM A THEORETICAL PERPENDICULAR PLANE SHALL NOT EXCEED 1/8 INCH OVER A DISTANCE OF 20 INCHES. ANY ONE FACE OF A BLOCK SHALL NOT DEVIATE FROM A THEORETICAL PLANE BY MORE THAN 1/4 INCH WHEN MEASURED USING A STRAIGHTEDGE WITH A LENGTH OF 10 FEET.

BEFORE SHIPPING TO THE SITE, ENSURE BLOCKS ARE SEASONED BY STORING THEM AT THE MANUFACTURER'S FACILITY FOR AT LEAST 72 HOURS AT NORMAL AMBIENT ROOM TEMPERATURE AFTER BEING RELEASED FROM THE MOLD. DURING SEASONING, ALLOW ADEQUATE SPACE BETWEEN THE BLOCKS TO ALLOW AIR CIRCULATION SO AS TO FOSTER THE OUTGASSING OF BLOWING AGENT AND TRAPPED CONDENSATE FROM WITHIN THE BLOCKS.

LABEL EACH BLOCK WITH THE MANUFACTURER'S NAME, ASTM EPS TYPE, THE DATE THE BLOCK WAS MOLDED, THE WEIGHT AND THE DENSITY OF THE BLOCK AS MEASURED AFTER SEASONING.

PROTECT THE BLOCKS FROM EXPOSURE TO THE FOLLOWING:

1. ORGANIC SOLVENTS SUCH AS ACETONE, BENZENE, AND PAINT THINNER
2. PETROLEUM BASED SOLVENTS SUCH AS GASOLINE AND DIESEL FUEL
3. HEAT SOURCES OR ACTIVITY THAT PRODUCE HEAT OR FLAME, INCLUDING TOBACCO SMOKING
4. MORE THAN 30 DAYS EXPOSURE TO SUNLIGHT

PROVIDE TIE DOWN STRAPS, SANDBAGS OR OTHER FLEXIBLE WEIGHTS TO PREVENT BLOCKS FROM BEING DISLODGED BY WIND. DO NOT STORE WHERE THERE IS A POTENTIAL FOR FLOODING.

PROTECT BLOCKS FROM DAMAGE. BLOCKS WITH SLIGHT DAMAGE WHICH AFFECTS A VOLUME OF 0.12 CUBIC FEET OR LESS MAY BE USED AS IS. BLOCKS WITH MODERATE DAMAGE WHICH AFFECTS A VOLUME OF 0.35 CUBIC FEET OR LESS MAY BE USED AND THE DAMAGED AREA FILLED WITH SAND. DO NOT USE BLOCKS WITH DAMAGE THAT AFFECTS A VOLUME GREATER THAN 0.35 CUBIC FEET. THE CONTRACTOR MAY CUT AND REMOVE THE DAMAGED PORTION OF A BLOCK AND THEN USE THE REMAINING UNDAMAGED PORTION OF THE BLOCK IF IT MEETS ALL OTHER REQUIREMENTS.

PREPARE THE SURFACE ON WHICH THE FIRST LAYER OF BLOCKS WILL BE PLACED BY STRIPPING ALL VEGETATION AND GRADING SO THAT IT IS LEVEL WITHIN A TOLERANCE OF 0.5 INCH OVER A 10 FT DISTANCE. PLACE GRANULAR MATERIAL CONFORMING TO SIZE NO. 9 IN TABLE 703.01 IN THE CM&S ON THE SURFACE TO FILL ANY LOW SPOTS IN THE SURFACE. ALSO USE NO. 9 GRANULAR MATERIAL TO FILL VOIDS BETWEEN THE SIDES OF BLOCKS AND ADJACENT SOIL OR RETAINING WALL COMPONENTS.

PLACE BLOCKS AS INDICATED ON THE PLANS AND SHOP DRAWINGS. CUT BLOCKS AS NEEDED TO FIT BETWEEN WALL SOLDIER BEAMS. PLACE BLOCKS SO THAT ALL VERTICAL AND HORIZONTAL JOINTS BETWEEN BLOCKS ARE TIGHT. GAPS BETWEEN BLOCKS AND ALONG THE RETAINING WALL SHALL NOT EXCEED 1 INCH. AVOID CONTINUOUS VERTICAL JOINTS BY OFFSETTING AND ROTATING SUCCESSIVE LAYERS OF BLOCKS. OFFSET BLOCKS AT LEAST 2 FEET BETWEEN LAYERS. THE SURFACE OF EACH LAYER OF BLOCKS ON WHICH ANOTHER LAYER WILL BE PLACED MUST BE LEVEL TO WITHIN 0.5 INCH OVER A 10 FT DISTANCE. CONSTRUCT THE SURFACE OF THE UPPERMOST LAYER OF BLOCKS TO THE GRADE SHOWN ON THE PLANS TO A TOLERANCE OF ZERO TO MINUS 2.5 INCHES.

TRIM THE BLOCKS AS REQUIRED USING A SAW OR HOTWIRE.

PLACE CONNECTOR PLATES BETWEEN HORIZONTAL LAYERS OF BLOCKS. PLACE AT LEAST TWO CONNECTOR PLATES PER BLOCK. FURNISH CONNECTOR PLATES MANUFACTURED FROM GALVANIZED STEEL OR STAINLESS STEEL AND THAT ARE BARBED ON BOTH SIDES. EACH CONNECTOR PLATE SHALL HAVE A LATERAL HOLDING STRENGTH OF AT LEAST 60 LBS.

PORTIONS OF THE GEOFOAM FILL THAT ARE NOT BENEATH A CONCRETE DISTRIBUTION SLAB OR CONCRETE APPROACH SLAB MUST BE PROTECTED FROM HYDROCARBON SPILLS (E.G. DIESEL OR GASOLINE) BY COVERING THE GEOFOAM BLOCKS ON THE TOP AND SIDES FURNISH A GEOMEMBRANE MANUFACTURED FROM A TRI-POLYMER MATERIAL CONSISTING OF POLYVINYL CHLORIDE, ETHYLENE INTERPOLYMER ALLOY, AND A POLYURETHANE OR A COMPARABLE POLYMER COMBINATION. THE MATERIAL SHALL MEET THE FOLLOWING PHYSICAL AND CHEMICAL REQUIREMENTS.

1. THICKNESS: MINIMUM 30 MILS (ASTM D751)
2. UNLEADED GASOLINE VAPOR MAXIMUM TRANSMISSION RATE 0.40 OZ. PER SQUARE FOOT PER 24 HOURS (ASTM D814)
3. GRAB TENSILE STRENGTH: MINIMUM 550 LBS BOTH MACHINE AND CROSS DIRECTION (ASTM D751)
4. ELONGATION AT BREAK: 20% MINIMUM (ASTM D751)
5. TOUGHNESS: MINIMUM 11,000 POUNDS (GRAB TENSILE STRENGTH MULTIPLIED BY PERCENT ELONGATION)
6. PUNCTURE RESISTANCE: MINIMUM 750 LB (ASTM D751 BALL TIP)
7. COLD CRACK: PASS AT -30° FAHRENHEIT (ASTM D2136 1 INCH MANDREL, 4 HOURS)
8. FACTORY SEAMS: 2-INCH MINIMUM BONDED WIDTH
9. SHEAR: MINIMUM 320 LB (ASTM D751)

PROVIDE CERTIFIED TEST DATA FROM THE MANUFACTURER THATS DEMONSTRATES THE GEOMEMBRANE MEETS THE ABOVE REQUIREMENTS. OVERLAP THE GEOMEMBRANE A MINIMUM OF 18 INCHES AT THE ENDS AND SIDES. PLACE THE BEGINNING OF EACH NEW ROLL BENEATH THE END OF THE PREVIOUS ROLL TO PREVENT THE ADVANCING FILL FROM LIFTING THE GEOMEMBRANE. STAGGER END OVERLAPS AT LEAST 5 FEET FROM THE OTHER END OVERLAPS IN ADJACENT ROLLS.

DO NOT DRIVE, OPERATE CONSTRUCTION EQUIPMENT, OR PLACE CONCENTRATED LOADS DIRECTLY ON THE BLOCKS. REMOVE AND REPLACE BLOCKS DAMAGED DUE TO THE CONTRACTOR'S OPERATIONS AT NO EXPENSE TO THE DEPARTMENT. PLACE AT LEAST 12 INCHES OF FILL OVER THE TOP OF THE BLOCKS BEFORE BEGINNING COMPACTION.

THE DEPARTMENT WILL MEASURE THE QUANTITY OF EPS GEOFOAM FILL BY THE NUMBER OF CUBIC YARDS COMPLETED AND ACCEPTED IN PLACE. INCLUDE IN THE CONTRACT UNIT PRICE FOR EPS GEOFOAM FILL THE COST OF SITE PREPARATION, GRANULAR MATERIAL, CONNECTOR PLATES, GEOMEMBRANE WRAP, AND OTHER ITEMS WHICH DO NOT HAVE A SEPARATE PAY ITEM BUT ARE NECESSARY TO INSTALL THE EPS GEOFOAM FILL. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
203	CY	ROADWAY MISC.: EPS GEOFOAM FILL, TYPE EPS22
203	CY	ROADWAY MISC.: EPS GEOFOAM FILL, TYPE EPS29

ESTIMATED QUANTITIES (WALL 5B)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
203	98000	713	CY	ROADWAY, MISC.: EPS GEOFOAM FILL, TYPE EPS22	3
203	98000	340	CY	ROADWAY, MISC.: EPS GEOFOAM FILL, TYPE EPS29	3
503	21101	1452	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	12
507	00400	4365	FT	STEEL PILES, MISC.: SOLDIER PILES, W36x256	2
516	13600	604	SF	1" PREFORMED EXPANSION JOINT FILLER	
524	94903	4362	FT	DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN	
SPECIAL	53051010	9540	SF	RETAINING WALL, PRECAST LAGGING	2, 13
601	21000	6	SY	CONCRETE SLOPE PROTECTION	

GENERAL NOTES AND ESTIMATED QUANTITIES 2 OF 2
RETAINING WALL 5B

DESIGN AGENCY TRC
DESIGNER CEJ
REVIEWER CJW 11/17/25
PROJECT ID 105743
SUBSET 3 TOTAL 13
SHEET P.968 TOTAL P.1274

CUY-77-11.41 - PART 1

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.

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 PARAMETERS:

LIVE LOAD SURCHARGE = 250 PSF (2' DEPTH OF SOIL OVERBURDEN)

DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI

EPOXY COATED WELDED WIRE REINFORCEMENT - YIELD STRENGTH 70 KSI (PRECAST LAGGING)

STEEL SOLDIER PILES - ASTM A572 - YIELD STRENGTH 50 KSI

ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES, W36X194

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES. THE DEPARTMENT WILL MEASURE SOLDIER PILES ALONG THE AXIS OF THE SOLDIER PILES FROM THE TOP OF WALL ELEVATION TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507, STEEL PILES, MISC.: SOLDIER PILES

ALL SURFACES OF SOLDIER PILES SHALL BE SHOP PAINTED WITH A PRIME COAT FROM A DEPTH OF 3 FEET BELOW TOP OF DRILLED SHAFT TO THE TOP OF PILE. AFTER ALL LAGGING PANELS ARE INSTALLED, THE EXPOSED FLANGE SHALL BE PAINTED WITH A FINISH COAT THAT HAS A COLOR SIMILAR TO THE SEALANT ON THE CONCRETE LAGGING. ALL LABOR AND MATERIALS REQUIRED FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO PLACEMENT OF THE STEEL SOLDIER PILES, W36X194.

ITEM SPECIAL - RETAINING WALL, PRECAST CONCRETE LAGGING:

THIS WORK CONSISTS OF FURNISHING AND PLACING PRECAST REINFORCED CONCRETE PANELS BETWEEN THE SOLDIER PILES TO FUNCTION AS LAGGING FOR THE RETAINING WALL. PROVIDE PRECAST CONCRETE LAGGING FROM A PRECAST CONCRETE MANUFACTURER CERTIFIED ACCORDING TO SUPPLEMENT 1073. PROVIDE CLASS QC 1 CONCRETE ACCORDING TO C&MS 499. PROVIDE EPOXY COATED REINFORCING STEEL ACCORDING TO C&MS 709.00. IN LIEU OF EPOXY COATING, A CORROSION INHIBITING CONCRETE ADMIXTURE MAY BE USED AT THE SPECIFIED DOSAGE RATE. A QUALIFIED PRODUCT LIST OF CORROSION INHIBITING ADMIXTURES IS ON FILE AT THE LABORATORY. MANUFACTURERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR MAY AFFECT THE STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE MANUFACTURER'S CHOICE TO USE ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING ALL DESIGN REQUIREMENTS. DO NOT ALLOW THE DIMENSIONS OF THE LAGGING OR LOCATION OF THE REINFORCING STEEL TO VARY BY MORE THAN 1/4-INCH. CAST THREADED INSERTS INTO THE TOP OF EACH PANEL FOR LIFTING AND PLACING.

FILL ALL CAVITIES PRODUCED BY FORM TIES AND OTHER SINGLE DEFECTS OR DEFECTED AREAS AND WITH A PREQUALIFIED TROWELABLE MORTAR IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 843.02 AND 843.06. LIKEWISE FILL CAVITIES FOR LIFTING INSERTS IN THE TOP ROW OF PRECAST CONCRETE LAGGING PANELS. PROVIDE A BROOM/BRUSH FINISH TO ALL TROWELABLE MORTAR PATCHES. CURE THE TROWELABLE MORTAR ACCORDING TO SUPPLEMENTAL SPECIFICATION 843.07. AIR DRY FOR AT LEAST 10 DAYS AFTER COMPLETION OF THE MANUFACTURER'S RECOMMENDED CURE TIME FOR TROWELABLE MORTAR. BRUSH ABRASIVE BLAST, FOLLOWED BY AIR BROOMING OR POWER SWEEPING, TO REMOVE DUST AND SAND FROM THE SURFACE AND OPENED PORES.

FINISH THE FACES OF THE PRECAST CONCRETE LAGGING PANELS THAT WILL NOT BE EXPOSED TO A UNIFORM SURFACE, FREE OF OPEN POCKETS OF AGGREGATE. FINISH THE EXPOSED FACE OF THE PANELS TO A SMOOTH SURFACE. SEAL THE FRONT (EXPOSED) FACE, SIDES, TOP, BOTTOM, AND 3" MINIMUM OF THE BACK FACE OF THE CONCRETE PANEL WITH ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE). THE COLOR OF THE URETHANE SHALL BE FEDERAL COLOR NUMBER 17778 (LIGHT NEUTRAL). COST OF SEALING SHALL BE INCIDENTAL AND INCLUDED WITH THE PRECAST CONCRETE LAGGING PANELS FOR PAYMENT.

PERMANENTLY MARK EACH PRECAST CONCRETE LAGGING PANEL TO INDICATE WHICH FACE WILL BE PLACED AGAINST THE SOIL. PLACE THE PANEL BETWEEN THE FLANGES OF THE SOLDIER PILES AND BEARING AGAINST THE FLANGES ON THE EXPOSED SIDE OF THE WALL SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST ONE INCH MORE THAN THE CONCRETE COVER OVER THE REINFORCING STEEL AT BOTH ENDS OF THE LAGGING.

HANDLE, STORE AND SHIP THE PRECAST CONCRETE LAGGING PANELS TO AVOID CHIPPING, CRACKING AND FRACTURING THE PANELS. SUPPORT THE PANELS ON FIRM BLOCKING WHILE STORING AND SHIPPING. DO NOT SHIP PANELS UNTIL CONCRETE HAS ATTAINED A MINIMUM 3000 PSI COMPRESSIVE STRENGTH. SUBMIT SHIPMENT DOCUMENTATION TO THE ENGINEER AS THE PANELS ARE DELIVERED TO THE PROJECT, INCLUDING THE PRECASTER'S RECORD OF FINAL INSPECTION, THE MEASUREMENTS AND TOLERANCES, STRENGTH, AND DIMENSIONS OF EACH PANEL, ALONG WITH THE TE-24 SHIPPING DOCUMENT.

INSPECT ALL PRECAST CONCRETE LAGGING PANELS AND REJECT PANELS HAVING ANY OF THE FOLLOWING:

1. DEFECTS THAT INDICATE IMPERFECT MOLDING.
2. DEFECTS THAT INDICATE HONEYCOMBED OR OPEN TEXTURE CONCRETE.
3. DEFECTS IN THE PHYSICAL CHARACTERISTICS OF THE CONCRETE, OR DAMAGE TO THE SEALING OF CONCRETE SURFACE TREATMENT OR TO AESTHETIC SURFACE TREATMENTS.
4. CONCRETE CHIPS OR SPALLS THAT ARE LARGER THAN 4 INCHES WIDE OR 2 INCHES DEEP. REPAIR ALL CHIPS AND SPALLS THAT ARE SMALLER.
5. STAINED FORM FACES DUE TO FORM OIL, CURING, OR OTHER CONTAMINANTS.
6. SIGNS OF AGGREGATE SEGREGATION.
7. CRACKS WIDER THAN 0.01 INCHES, PENETRATING MORE THAN 1 INCH OR LONGER THAN 20 PERCENT OF THE LENGTH OF THE FACE CONTAINING THE CRACK. REPAIR ALL CRACKS THAT ARE SMALLER.
8. PANELS THAT DO NOT MEET THE SPECIFIED DIMENSIONAL TOLERANCES.
9. UNUSABLE LIFTING INSERTS.
10. EXPOSED REINFORCING STEEL.
11. INSUFFICIENT CONCRETE COMPRESSIVE STRENGTH.

EITHER REPLACE DAMAGED PRECAST CONCRETE LAGGING PANELS OR DOCUMENT THE DAMAGE AND PROPOSE TO THE ENGINEER A REPAIR METHOD FOR THE DAMAGED PANEL; PERFORM REPAIRS WITH THE ACCEPTANCE OF THE ENGINEER. PROVIDE ACCEPTABLE REPLACEMENT PANELS FOR ANY THAT ARE REJECTED. WHEN INSTALLING THE PRECAST CONCRETE LAGGING PANELS, PLACE HARDWOOD WEDGES NEAR THE TOP AND BOTTOM N EACH SIDE TO HOLD THE LAGGING PANELS AGAINST THE FRONT INSIDE FLANGE OF THE STEEL PILES.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIAL REQUIRED TO FABRICATE, TRANSPORT, AND INSTALL THE PRECAST CONCRETE LAGGING PANELS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR ITEM 530 SPECIAL - RETAINING WALL, PRECAST CONCRETE LAGGING.

ITEM 524 - DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE AND LAGGING WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS ACCORDING TO C&MS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

EXCAVATE THE HOLE FOR THE DRILLED SHAFT WITHIN 3 INCHES OF THE PLAN LOCATION. PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL AND NOT INCLINED MORE THAN 1 INCH BETWEEN TOP AND BOTTOM. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT.

USE CLASS QC1 CONCRETE ACCORDING TO C&MS 511. PLACE CONCRETE TO THE ELEVATION FOR THE TOP OF THE DRILLED SHAFT. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CHECK THE POSITION, THE VERTICAL ALIGNMENT AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES.

IF REQUIRED TO MAINTAIN HOLE STABILITY, FILL THE HOLE ABOVE THE BOTTOM OF THE LAGGING TO THE EXISTING GROUND SURFACE WITH ITEM 613 LOW STRENGTH MORTAR BACKFILL (LSM).
REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. PLACE THE LAGGING SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST 2 INCHES AT BOTH ENDS OF THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE IN THE DRILLED SHAFTS BEFORE PLACING LAGGING.

SEQUENCE OF INSTALLATION: INSTALL THE DRILLED SHAFTS IN A SEQUENCE SUCH THAT NO DRILLED SHAFT IS INSTALLED ADJACENT TO EITHER AN OPEN DRILLED SHAFT EXCAVATION OR A DRILLED SHAFT IN WHICH THE CONCRETE HAS LESS THAN A 48 HOUR CURE. INSTALLING THE SHAFTS IN AN ALTERNATING SEQUENCE OR ANY OTHER SEQUENCE THAT MEETS THIS CRITERIA IS PERMISSIBLE.

PROTECTION OF UNATTENDED OPEN SHAFTS: COVER UNATTENDED OPEN SHAFTS. USE TEMPORARY COVERS OF ADEQUATE STRENGTH TO PREVENT A PERSON OR ANIMAL FROM FALLING IN. LEAVE NO DRILLED SHAFT EXCAVATION UN-POURED OVERNIGHT.

THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHOD USED TO CONSTRUCT THE DRILLED SHAFTS AND PLACE LAGGING. ANY TEMPORARY GRADING, EXCAVATION, EMBANKMENT, AGGREGATE, DRAINAGE, SHEETING, ETC. NEEDED TO COMPLETE THE WORK IS INCLUDED IN THE BID PRICE FOR THE DRILLED SHAFTS. THE COST OF ANY EXCAVATION AND SUBSEQUENT REPLACEMENT OF EMBANKMENT (PER ITEM 203 EMBANKMENT) IS INCLUDED IN THE VARIOUS BID ITEMS FOR THE DRILLED SHAFTS AND LAGGING, UNLESS SEPARATELY ITEMIZED. NO SEPARATE PAYMENT WILL BE MADE.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE EXISTING GROUND SURFACE TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE LAGGING.

ABBREVIATIONS:

ABUT. - ABUTMENT
APPR. - APPROACH
B - BOTTOM
℄ - BASELINE
B.F. - BACK FACE
BM - BENCHMARK
BOT. OR BTM. - BOTTOM
℄ - CENTERLINE
C/C - CENTER TO CENTER
C.I.P. - CAST-IN-PLACE
C.J. - CONSTRUCTION JOINT
CLR. - CLEAR
CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONC. - CONCRETE
CONST. - CONSTRUCTION
DIA. - DIAMETER
DIM. - DIMENSION
DWG. - DRAWING
E.F. - EACH FACE
EL. OR ELEV. - ELEVATION
EQ. - EQUAL
EST. - ESTIMATED
EX. - EXISTING
F/F - FACE TO FACE
F.F. - FRONT FACE
FT. - FOOT OR FEET
FTG. - FOOTING
FWD. - FORWARD
IN. - INCH
JT. - JOINT
LT. - LEFT
MAX. - MAXIMUM
MIN. - MINIMUM
MISC. - MISCELLANEOUS
MSE - MECHANICALLY STABILIZED EARTH
N - NORTH
NB - NORTHBOUND
NO. - NUMBER
N.P.C.P.P. - NON-PERFORATED CORRUGATED PLASTIC PIPE
OHWM - ORDINARY HIGH WATER MARK
O/O - OUT TO OUT
P.C.P.P. - PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
PROP. - PROPOSED
PSF - POUNDS PER SQUARE FOOT
S - SOUTH
SB - SOUTHBOUND
SER. - SERIES
SHLDR - SHOULDER
SPA. - SPACE OR SPACES
STA. - STATION
STD. - STANDARD
STR - STRAIGHT
T - TOP
T&B - TOP & BOTTOM
TBR - TO BE REMOVED
TEMP. - TEMPORARY
TYP. - TYPICAL
U.N.O. - UNLESS NOTED OTHERWISE
VAR. - VARIES
WWR - WELDED WIRE REINFORCEMENT

ESTIMATED QUANTITIES (WALL 5C)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
507	00400	248	FT	STEEL PILES, MISC.: SOLDIER PILES, W36x194	2
516	13600	26	SF	1" PREFORMED EXPANSION JOINT FILLER	
524	94903	247	FT	DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN	2
SPECIAL	53051010	318	SF	RETAINING WALL, PRECAST CONCRETE LAGGING	2, 4
601	21000	5	SY	CONCRETE SLOPE PROTECTION	

GENERAL NOTES AND ESTIMATED QUANTITIES
RETAINING WALL 5C

DESIGN AGENCY
TRC

DESIGNER
CEJ

REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 2 | TOTAL 4

SHEET P.980 | TOTAL P.1274

CUY-77-11.41 - PART 1

ESTIMATED QUANTITIES (WALL 7)

ITEM	EXTENSION	TOTAL PART 01/IMS	UNIT	DESCRIPTION	SEE SHEET
202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	5
203	35120	378	CY	GRANULAR MATERIAL, TYPE C	2
203	98000	99	CY	ROADWAY, MISC.: EPS GEOFOAM FILL TYPE EPS22	3
203	98000	37	CY	ROADWAY, MISC.: EPS GEOFOAM FILL TYPE EPS29	3
507	00400	466	FT	STEEL PILES, MISC.: SOLDIER PILES, W36x256	2
509	10000	7385	LB	EPOXY COATED STEEL REINFORCEMENT	
510	10000	34	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
511	46013	63	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	6
512	10101	166	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	2
512	33001	17	SY	TYPE 2 WATERPROOFING, AS PER PLAN	2
513	20001	386	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	2
516	13900	59	SF	2" PREFORMED EXPANSION JOINT FILLER	
518	20000	124	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	3	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	40000	63	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
518	40010	19	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
524	94903	492	FT	DRILLED SHAFTS, 48" DIAMETER, ABOVE BEDROCK, AS PER PLAN	2

ESTIMATED QUANTITIES
RETAINING WALL 7

DESIGN AGENCY
TRC

DESIGNER
CEJ

REVIEWER
CJW 11/17/25

PROJECT ID
105743

SUBSET 4 | TOTAL 8

SHEET P.1001 | TOTAL P.1274

CUY-77-11.41 - PART 1