

EXISTING LEGEND

- (A) ASPHALT OVERLAY (THICKNESS VARIES; 2.5"-4.5")
 BEGIN PROJECT TO STA 684+34.85: 3" TYPICAL (VARIES 2.5" TO 4.5")
 STA 684+34.85 TO STA 768+85.00: 3.75" TYPICAL (VARIES 2.5" TO 4.5")
- (B) 10" REINFORCED CONCRETE BASE
- (C) SUBBASE: 4" TYPICAL (VARIES 2.75" TO 7")
- (D) EXISTING GUARDRAIL
- (E) EXISTING CONCRETE BARRIER
- (F) 9" REINFORCED CONCRETE PAVEMENT
- (G) EXISTING CURB
- (H) EXISTING ASPHALT (DEPTH VARIES)

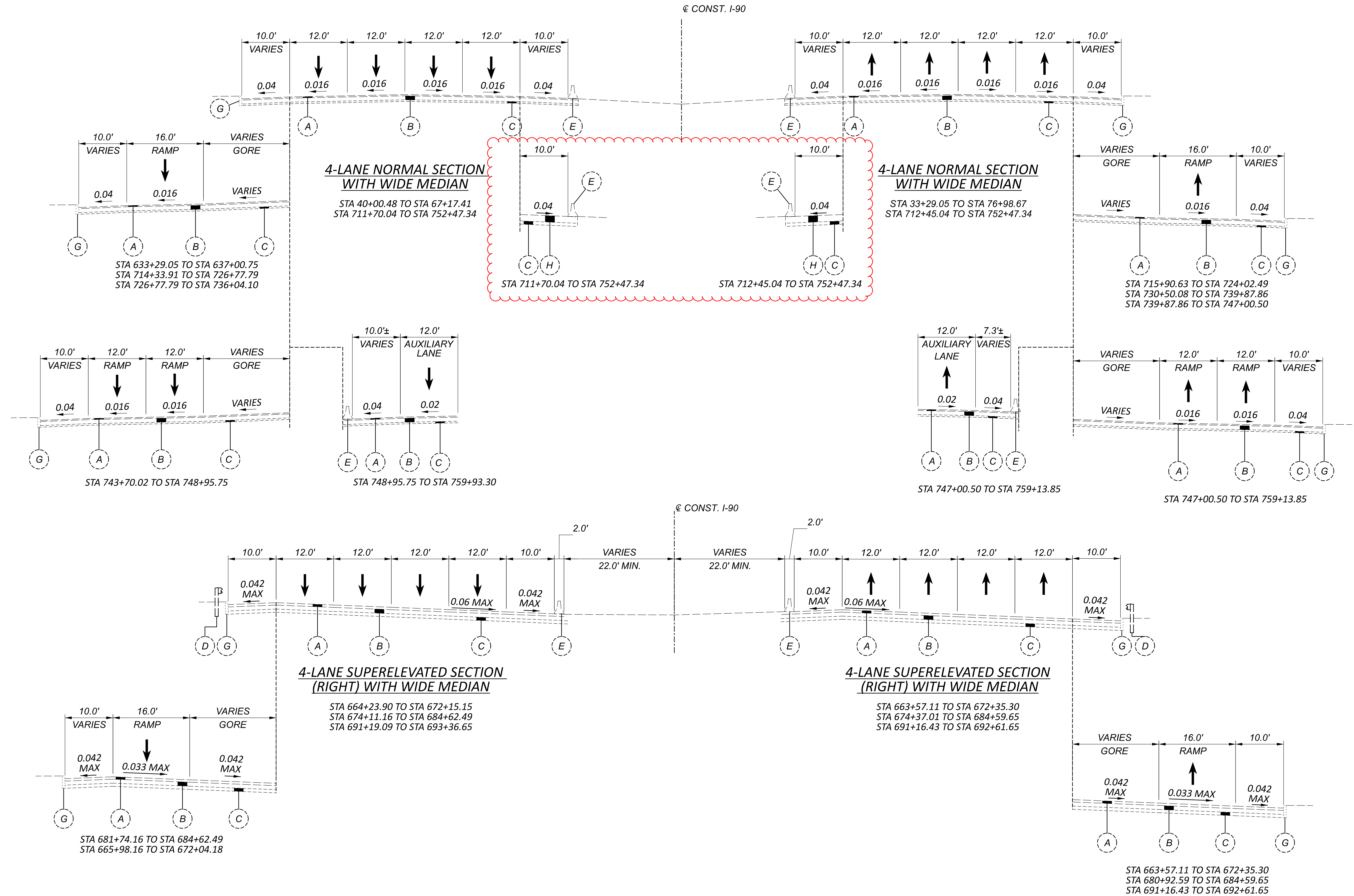
R2

PROPOSED LEGEND

- (1) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN, PG 76-22M
- (2) ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
- (3) ITEM 302 - 8.5" ASPHALT CONCRETE BASE, PG64-22, (449), AS PER PLAN, 25.0 MM GYRATORY MIX (TO BE PLACED IN 2 - 4.25" LIFTS)
- (4) ITEM 304 - 6" AGGREGATE BASE
- (5) ITEM 407 - TACK COAT
- (6) ITEM 204 - PROOF ROLLING
- (7) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
- (8) SUBGRADE TREATMENT, SEE GENERAL NOTES
- (9) ITEM 452 - 11.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA
- (10) ITEM 609 - CURB, TYPE 4-C
- (11) ITEM 609 - CURB, TYPE 4-A
- (12) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN
- (13) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN
- (14) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- (15) ITEM 659 - SEEDING AND MULCHING
- (16) ITEM 606 - GUARDRAIL, TYPE MGS
- (17) ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN
- (18) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")
- (19) ITEM 441 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN
- (20) ITEM 601 - CONCRETE SLOPE PROTECTION
- (21) ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC, AS PER PLAN
- (22) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN
- (23) ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, PG70-22M
- (24) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449), AS PER PLAN, VARIABLE, PG 76-22M
- (25) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN
- (26) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN
- (27) ITEM 609 - 4" CONCRETE TRAFFIC ISLAND
- (28) ITEM 622 - CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN
- (CJ) CONSTRUCTION JOINT, CONSTRUCTED AS PER AS-2-15
- (LJ) LONGITUDINAL JOINT, CONSTRUCTED AS PER BP-2.1

R1

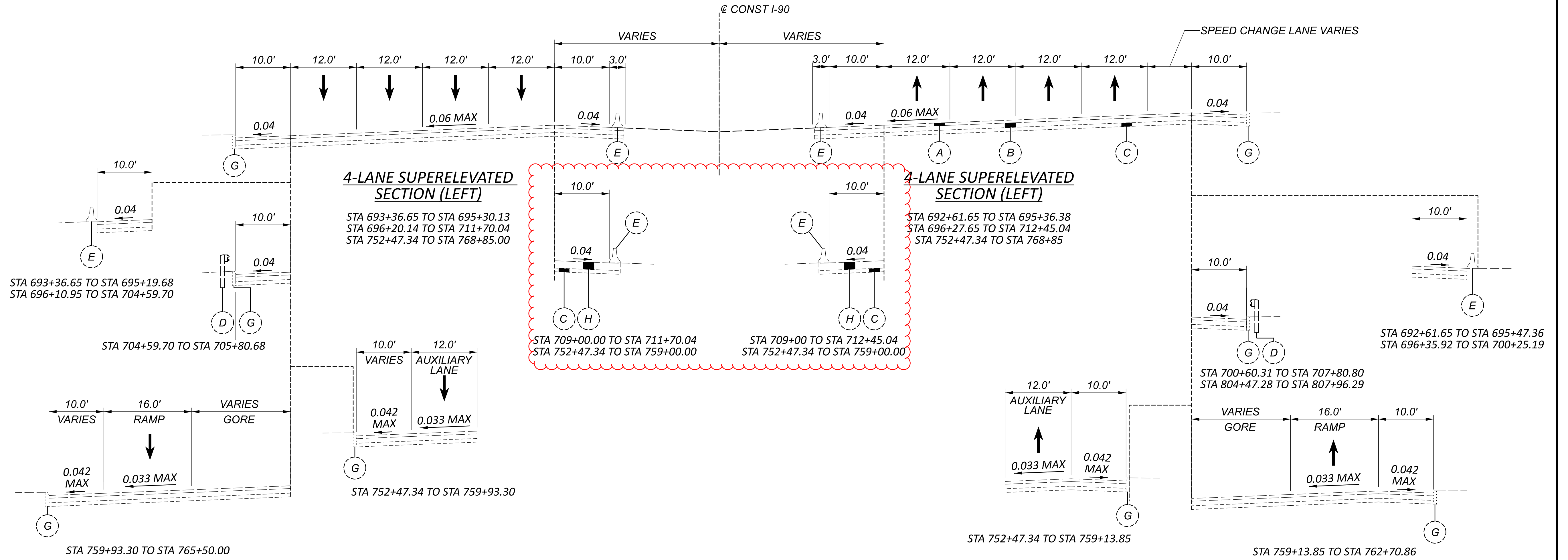
NOTES:
 1. GRADING ON THE TYPICAL SECTIONS IS FOR REFERENCE ONLY. THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED GRADING PER THE CROSS SECTIONS.



FOR LEGEND, SEE SHEET P.0015.

EXISTING TYPICAL SECTIONS

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CFA
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0018 P.1587



FOR LEGEND, SEE SHEET P.0015.

DESIGN AGENCY

STRUCTUREPOINT
INC.

DESIGNER

CFA

REVIEWER

VDK 08/09/23

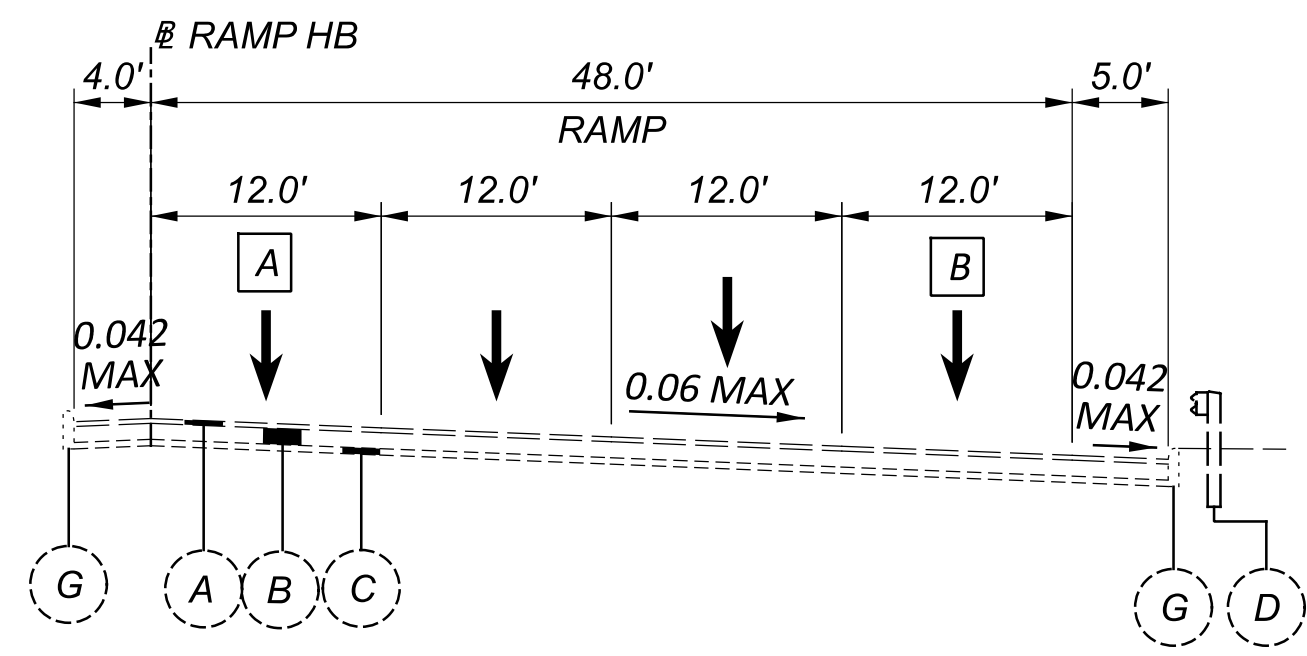
PROJECT ID

76779

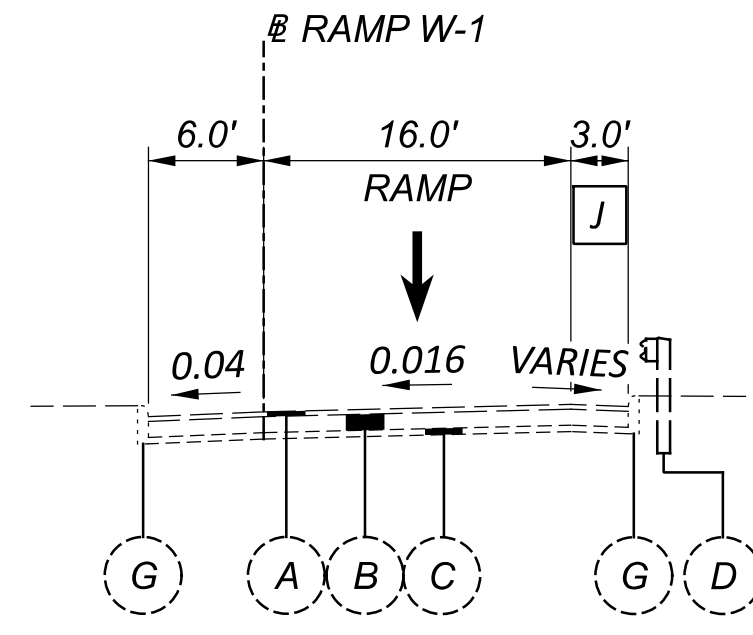
SHEET TOTAL

P.0019 P.1587

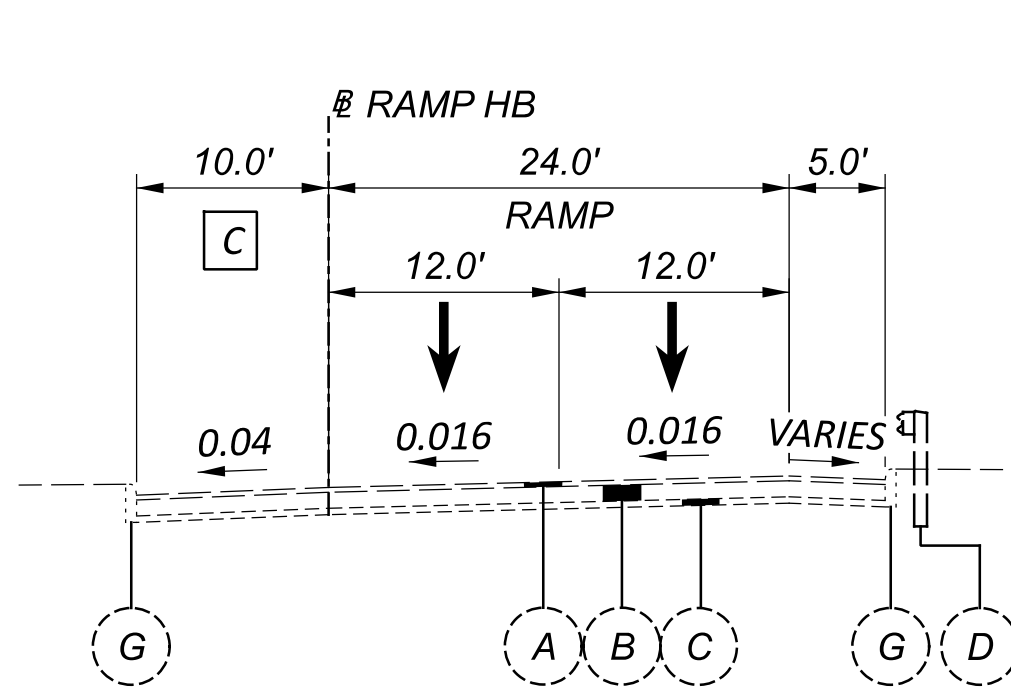
- A VARIES FROM 12.0' TO 0.0' FROM STA 30+82.43 TO STA 40+72.32
- B VARIES FROM 12.0' TO 0.0' FROM STA 30+82.43 TO STA 33+39.29
- C VARIES FROM 5.0' TO 10.0' FROM STA 40+79.72 TO STA 41+82.39
- D VARIES FROM 3.5' TO 11.0' FROM STA 35+01.64 TO STA 39+91.18
- E VARIES FROM 2.0' TO 6.0' FROM STA 7+94.52 TO STA 9+52.60
- F VARIES FROM 6.0' TO 1.5' FROM STA 93+92.14 TO STA 97+03.83
- G VARIES FROM 24.0' TO 16.0' FROM STA 2+43.27 TO STA 09+42.19
- H VARIES FROM 12.0' TO 2.5' FROM STA 2+43.27 TO STA 09+07.54
- I VARIES FROM 12.0' TO 16.0' FROM STA 2+43.27 TO STA 9+07.54
- J VARIES FROM 2.75' TO 3.5' FROM STA 36+98.92 TO STA 42+49.05
- K VARIES FROM 6.0' TO 2.0' FROM STA 34+27.52 TO STA 36+02.94
- L VARIES FROM 4.0' TO 10.0' FROM STA 38+56.04 TO STA 39+50.09



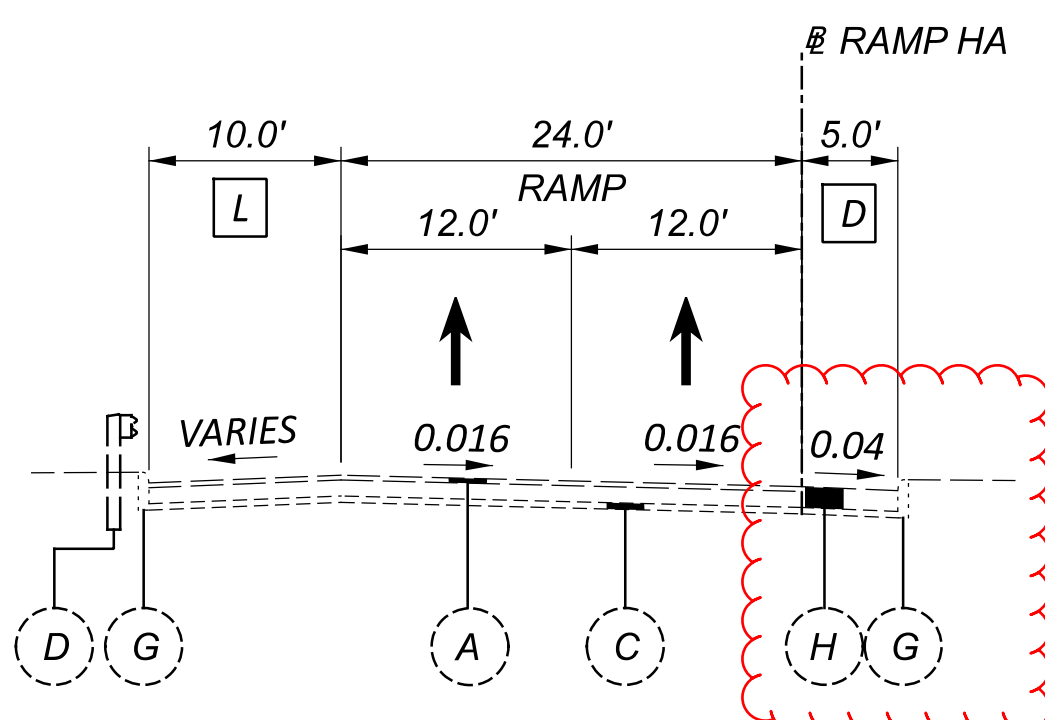
SUPERELEVATED SECTION (RIGHT) - RAMP HB
 STA 30+82.43 TO STA 40+72.32



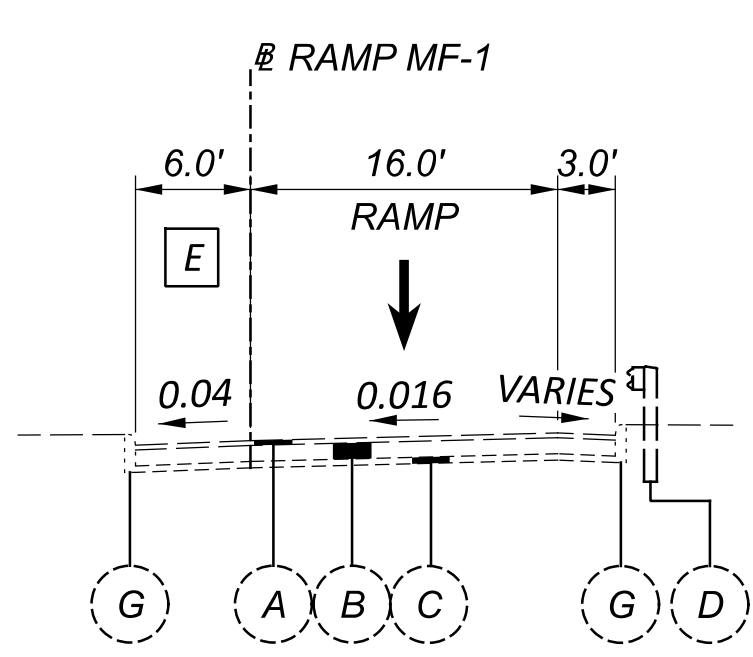
NORMAL SECTION - RAMP W-1
 STA 36+98.92 TO STA 43+09.09



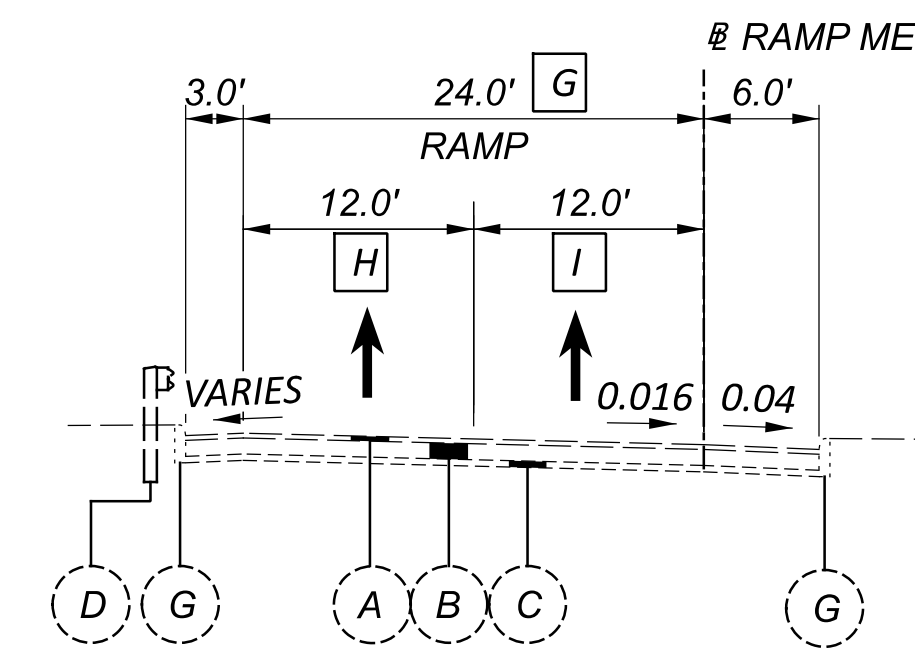
NORMAL SECTION - RAMP HB
 STA 40+74.32 TO STA 41+82.16



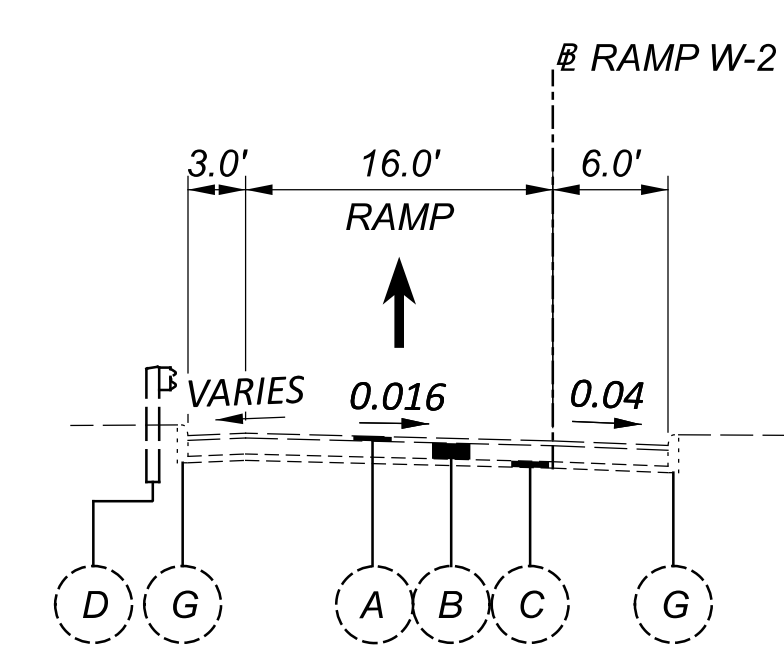
NORMAL SECTION - RAMP HA
 STA 38+67.97 TO STA 39+91.18



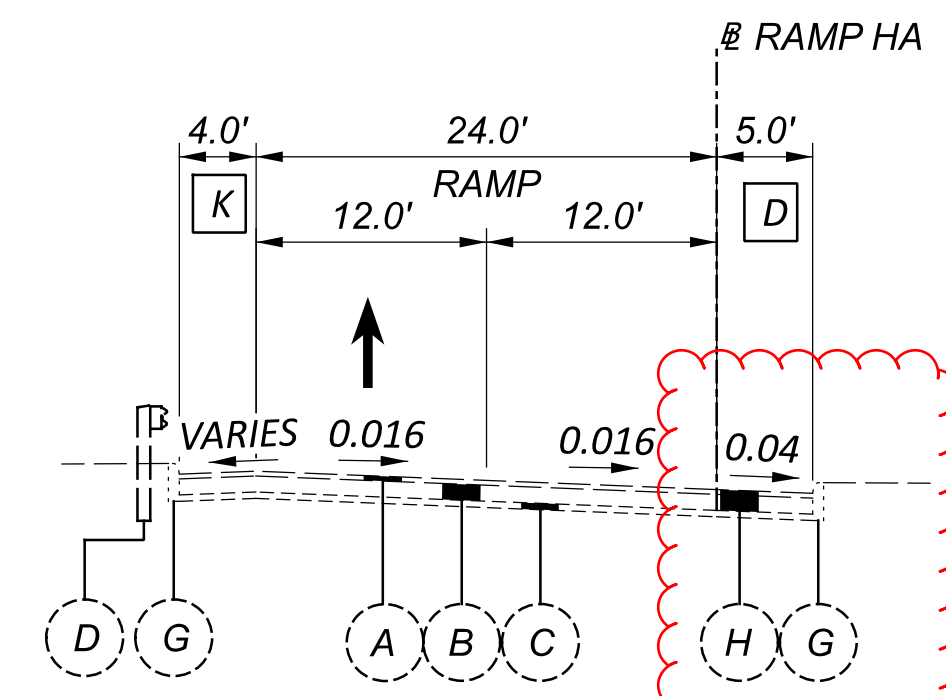
NORMAL SECTION - RAMP MF-1
 STA 5+32.80 TO STA 13+01.70



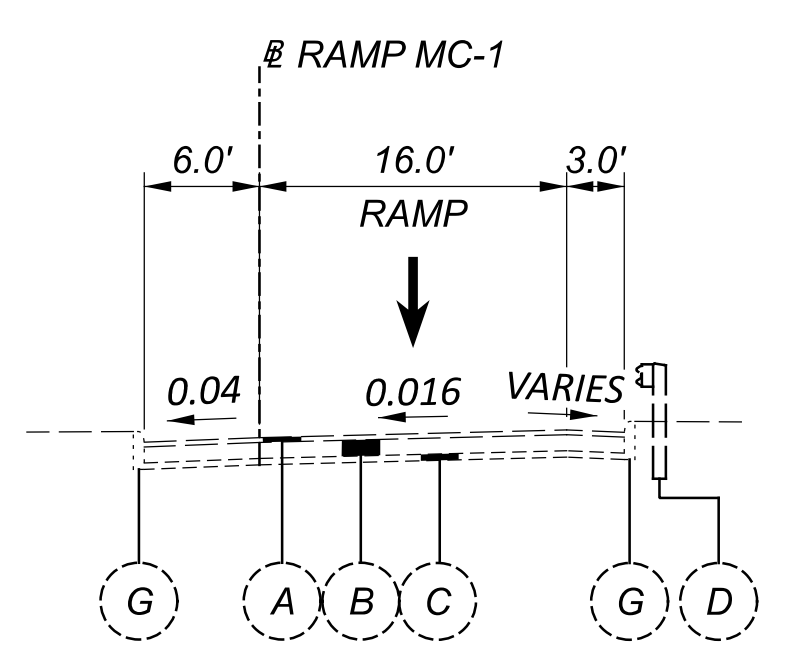
NORMAL SECTION - RAMP ME
 STA 2+43.27 TO STA 9+07.54



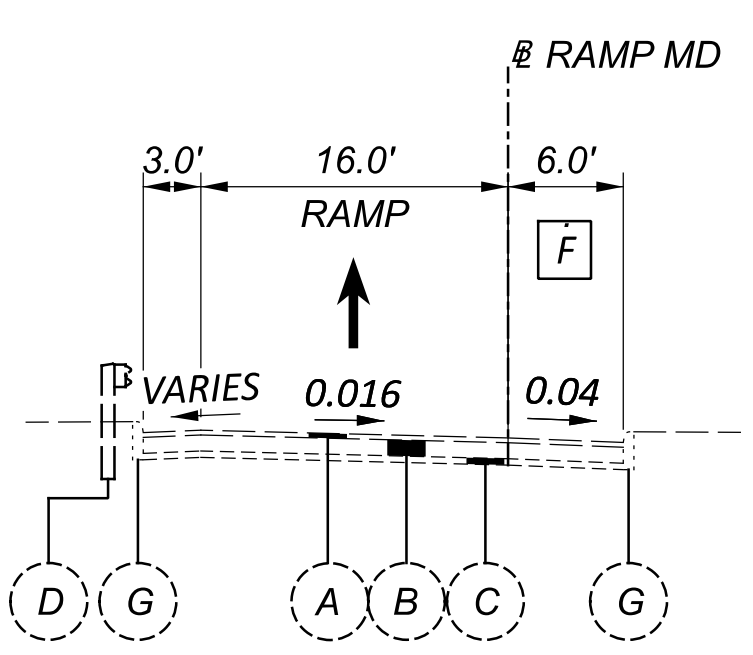
NORMAL SECTION - RAMP W-2
 STA 29+48.23 TO STA 30+16.53
 STA 33+40.18 TO STA 40+36.87



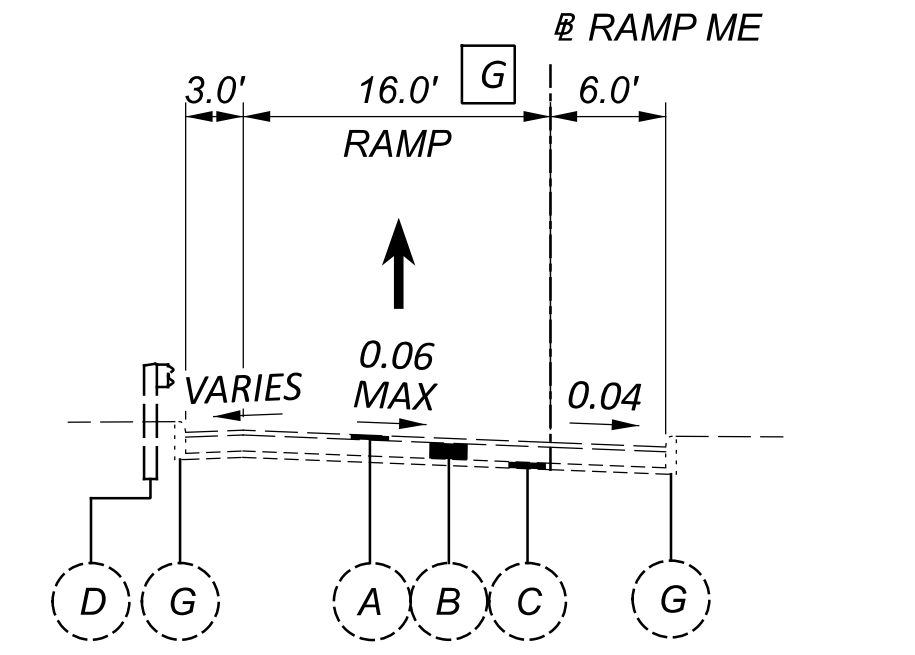
SUPERELEVATED SECTION - RAMP HA
 STA 33+31.88 TO STA 38+67.97



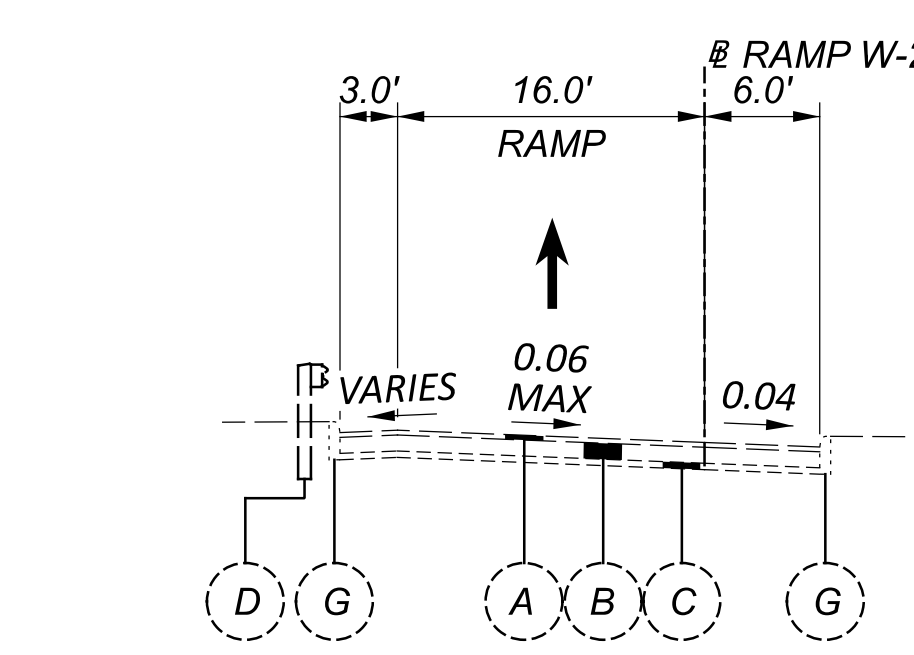
NORMAL SECTION - RAMP MC-1
 STA 95+30.22 TO STA 100+24.40



NORMAL SECTION - RAMP MD
 STA 90+58.25 TO STA 101+82.77



SUPERELEVATED SECTION - RAMP ME
 STA 9+07.54 TO STA 9+42.19

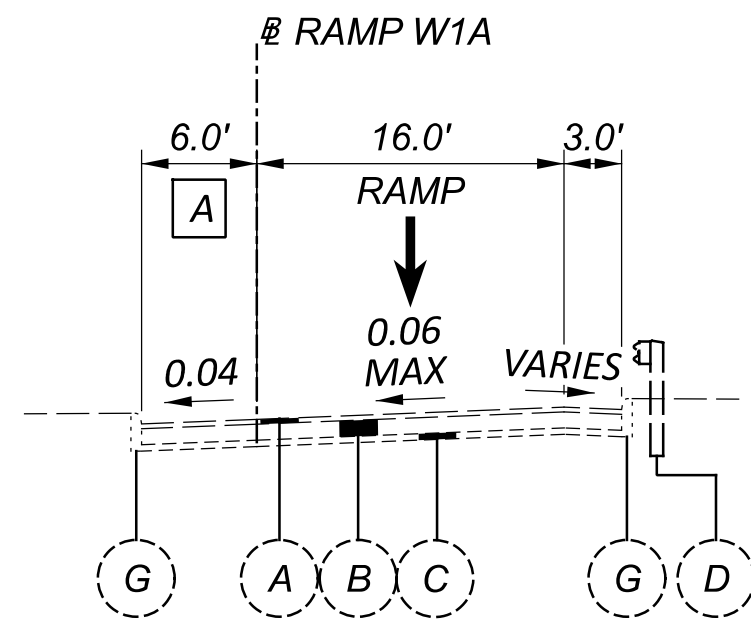


SUPERELEVATED SECTION - RAMP W-2
 STA 30+16.53 TO STA 33+40.18

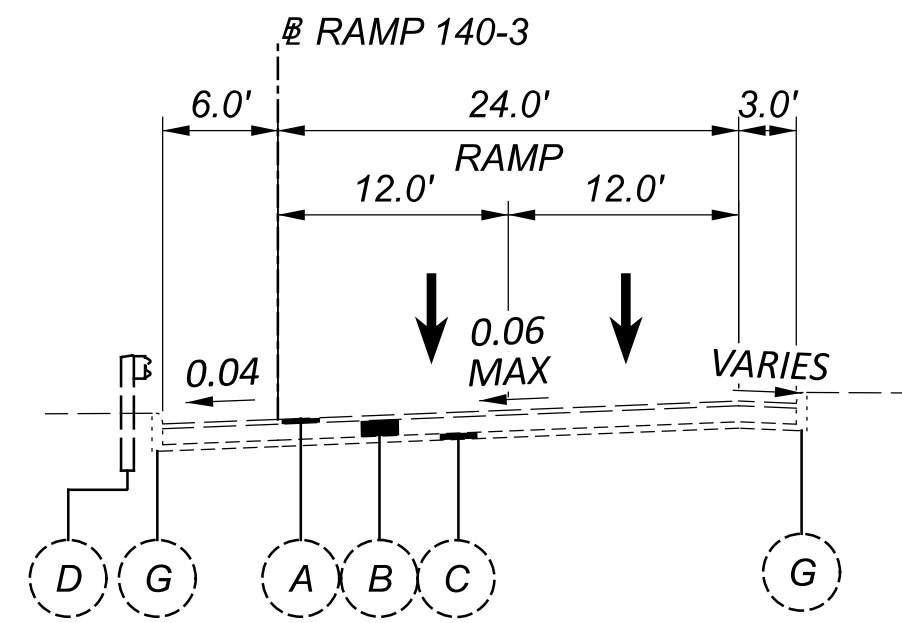
FOR LEGEND, SEE SHEET P.0015.

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	CFA
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	P.0020
TOTAL	P.1587

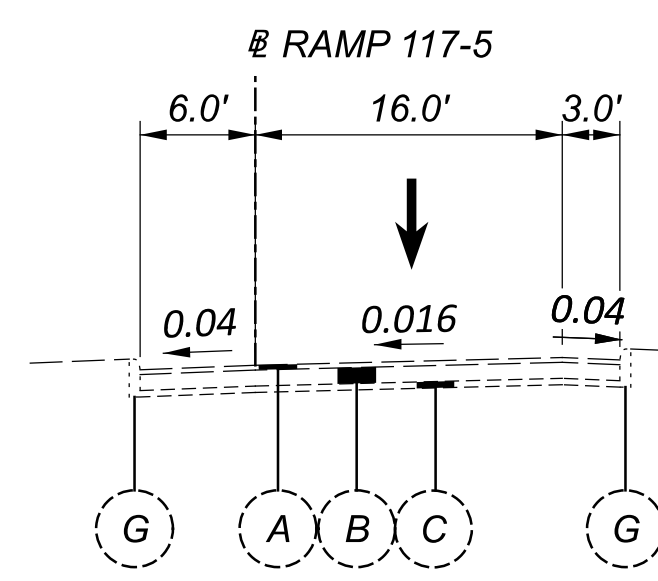
- A** VARIES FROM 2.0' TO 6.0' FROM STA 59+17.93 TO STA 60+87.04
- B** VARIES FROM 3.0' TO 6.0' FROM STA 58+81.15 TO STA 59+44.15
VARIES FROM 6.0' TO 1.0' FROM STA 60+28.25 TO STA 64+64.83
- C** VARIES FROM 4.0' TO 6.0' FROM STA 58+81.15 TO STA 64+64.83
- D** VARIES FROM 12.0' TO 5.0' FROM STA 73+94.74 TO STA 77+96.98
- E** VARIES FROM 13.0' TO 0.0' FROM STA 77+96.98 TO STA 81+03.82
- F** VARIES FROM 16.0' TO 24.0' FROM STA 28+79.28 TO STA 31+82.20



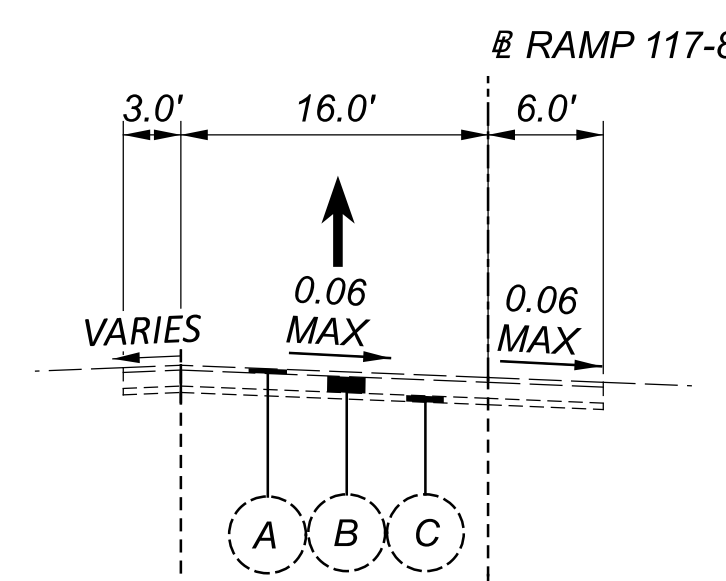
SUPERELEVATED SECTION - RAMP W1A
 STA 59+17.93 TO STA 63+93.84



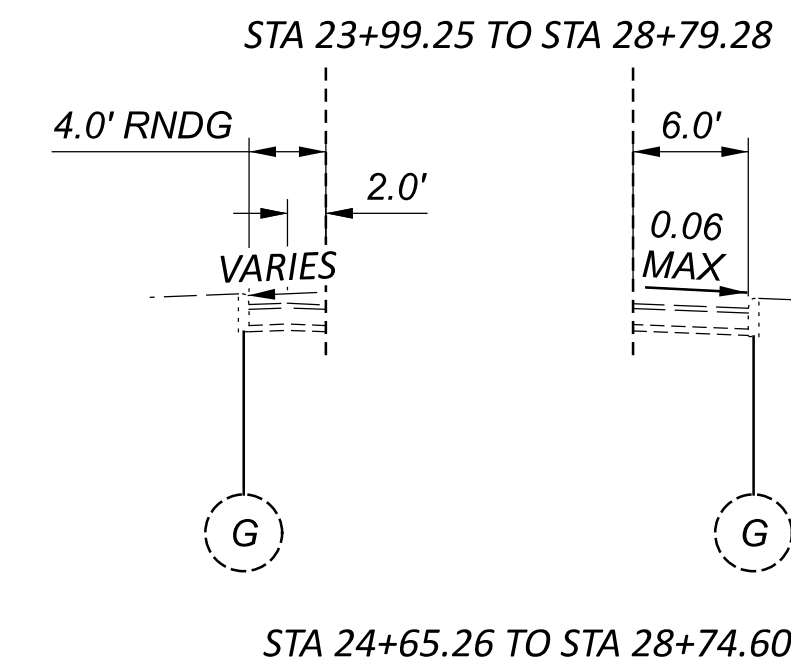
SUPERELEVATED SECTION - RAMP 140-3
 STA 71+92.95 TO STA 78+36.98



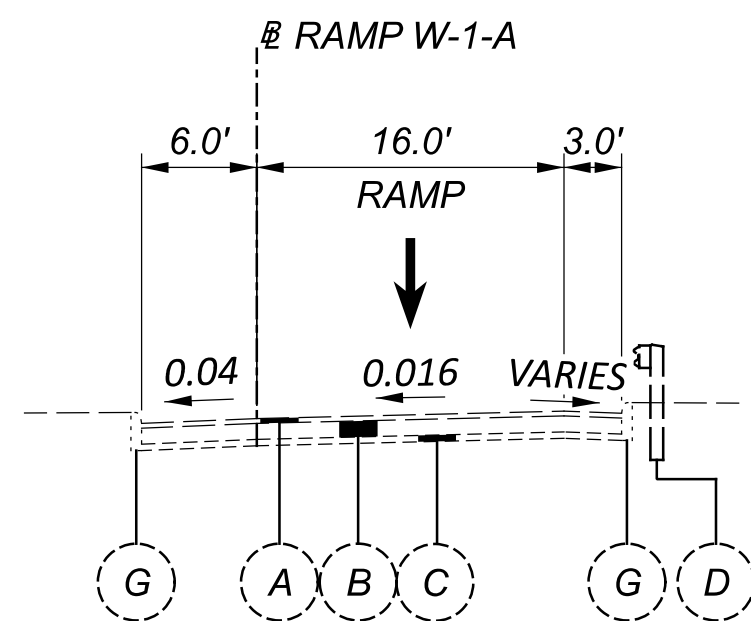
NORMAL SECTION - RAMP 117-5
 STA 26+74.87 TO STA 28+86.13



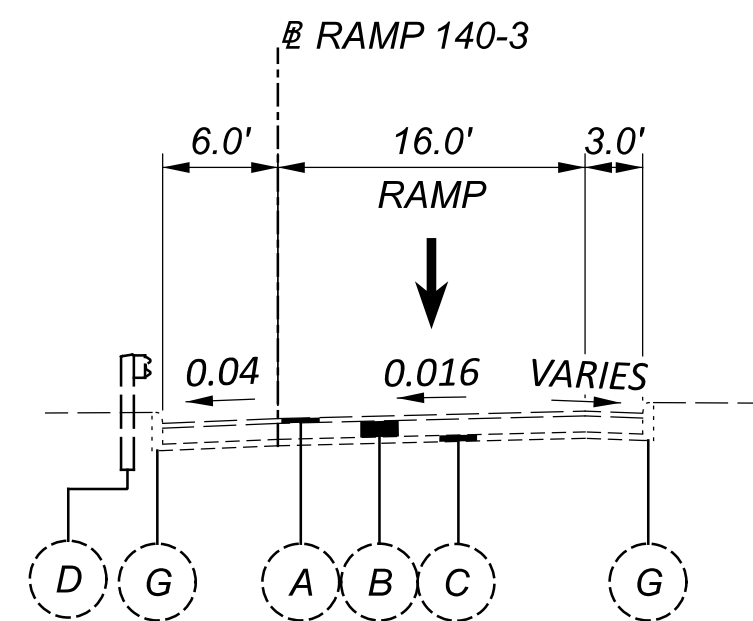
SUPERELEVATED SECTION - RAMP 117-8



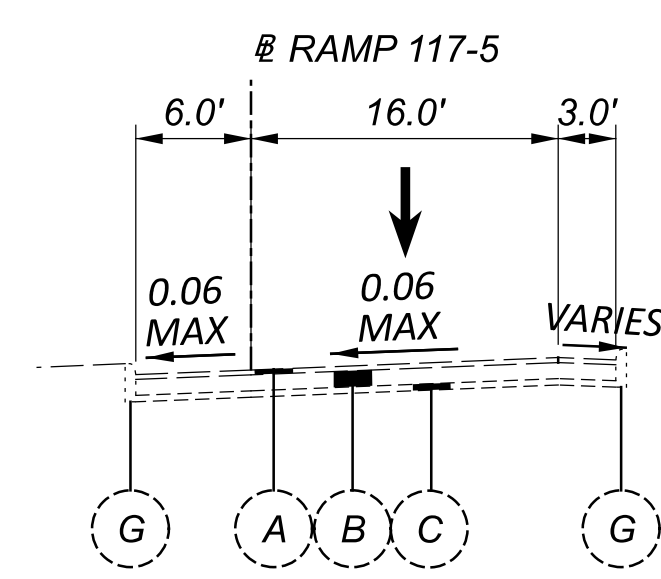
STA 23+99.25 TO STA 28+79.28
 STA 24+65.26 TO STA 28+74.60



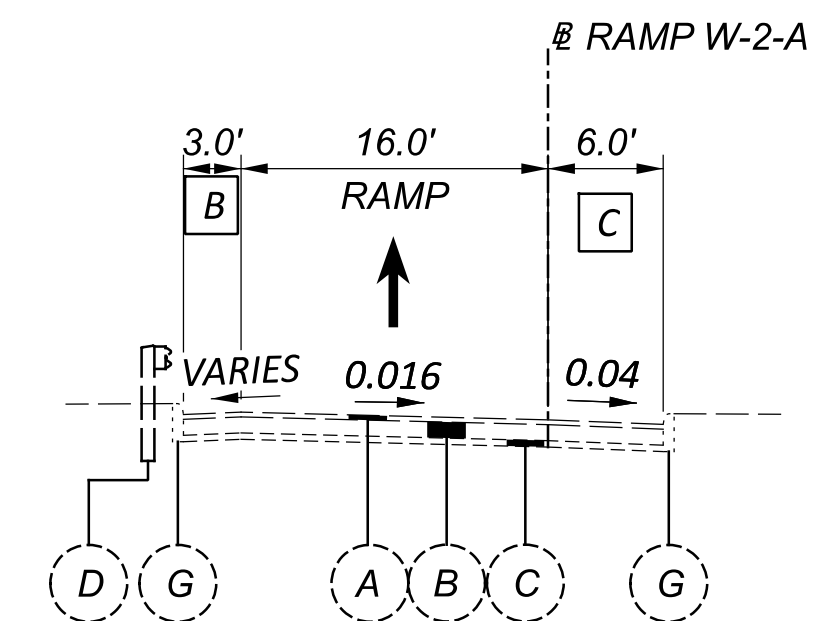
NORMAL SECTION - RAMP W1A
 STA 63+93.84 TO STA 65+41.46



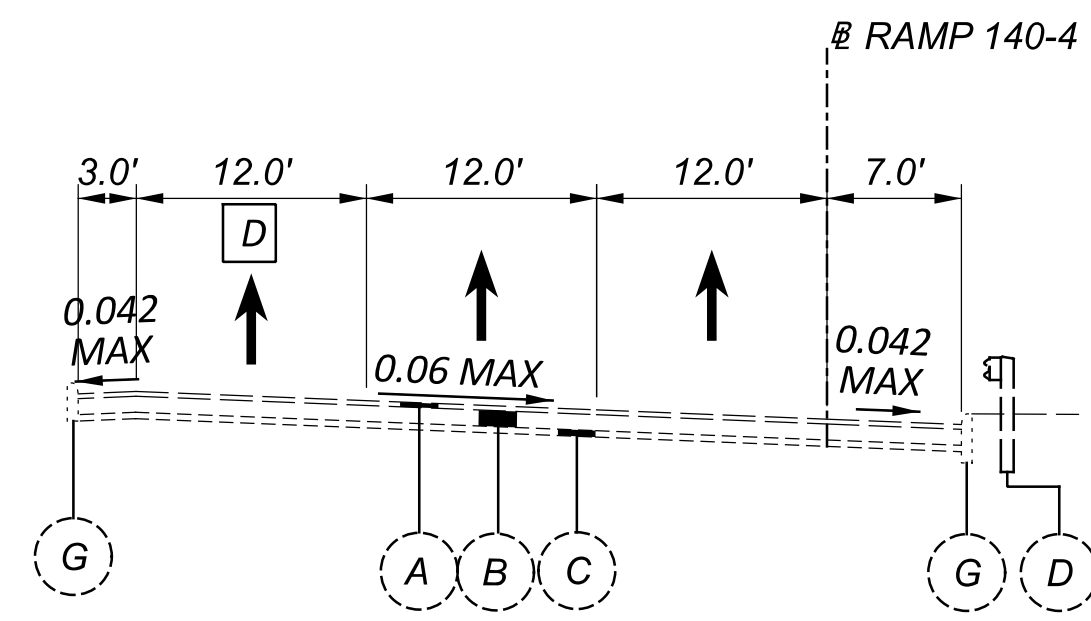
NORMAL SECTION - RAMP 140-3
 STA 78+36.98 TO STA 80+75.00



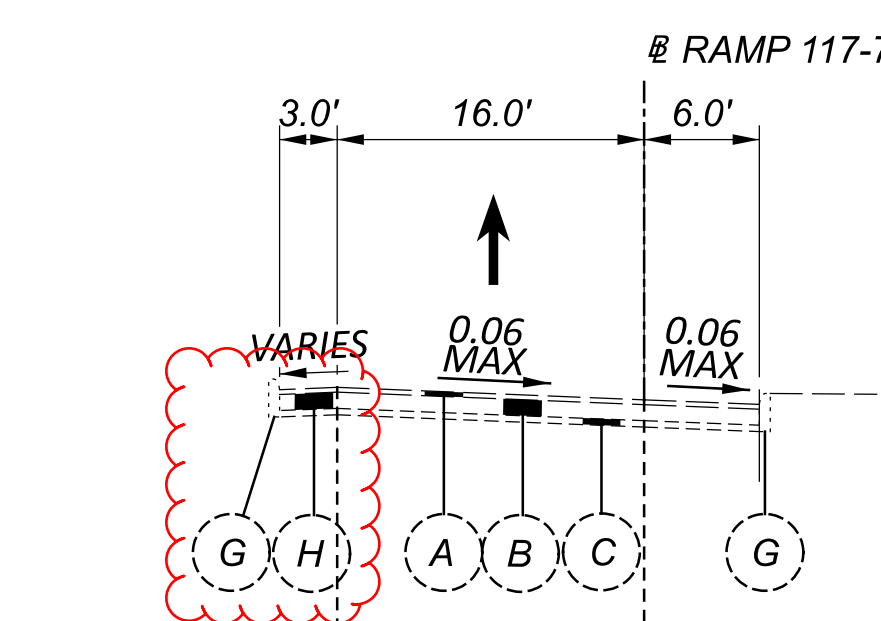
SUPERELEVATED SECTION - RAMP 117-5
 STA 28+86.13 TO STA 34+40.60



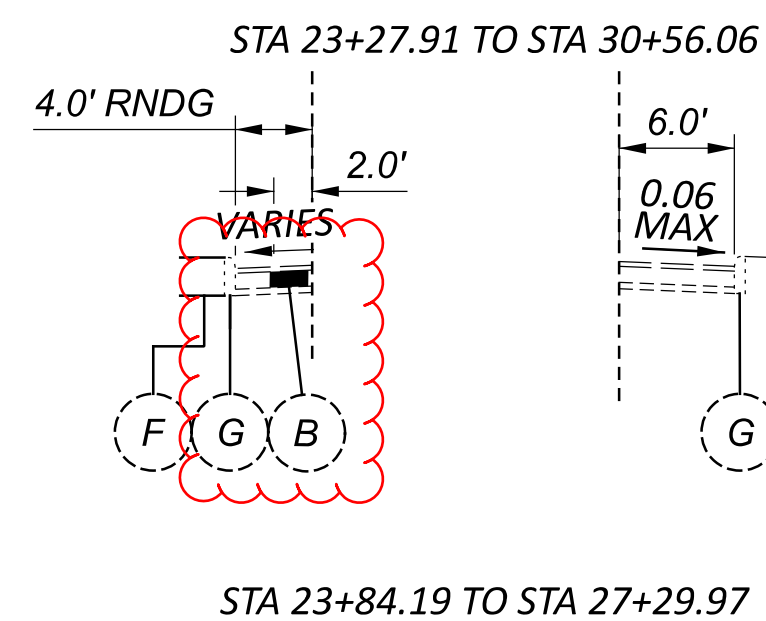
NORMAL SECTION - RAMP W2A
 STA 58+81.15 TO STA 63+46.94



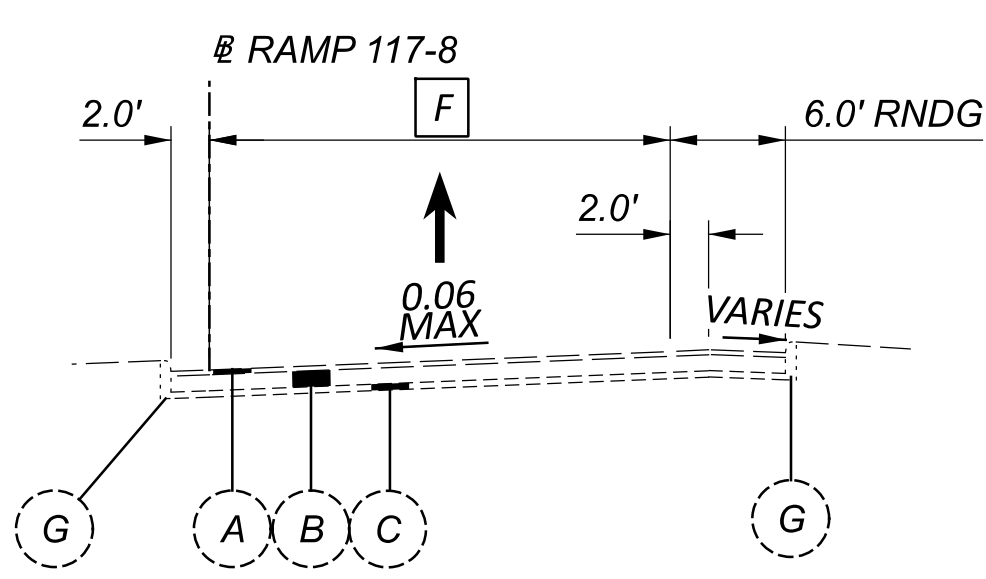
SUPERELEVATED SECTION (RIGHT) - RAMP 140-4
 STA 73+94.74 TO STA 77+96.98



SUPERELEVATED SECTION - RAMP 117-7

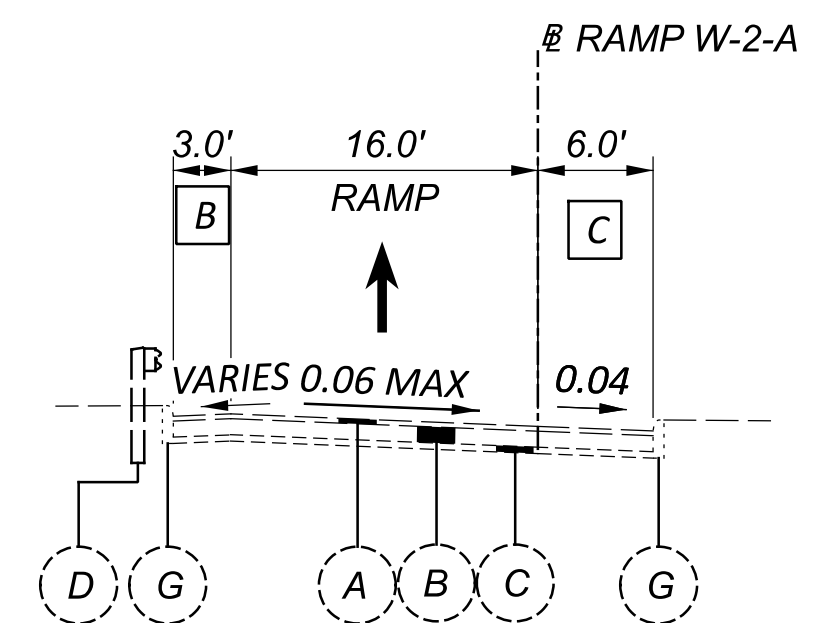


STA 23+27.91 TO STA 30+56.06
 STA 23+84.19 TO STA 27+29.97

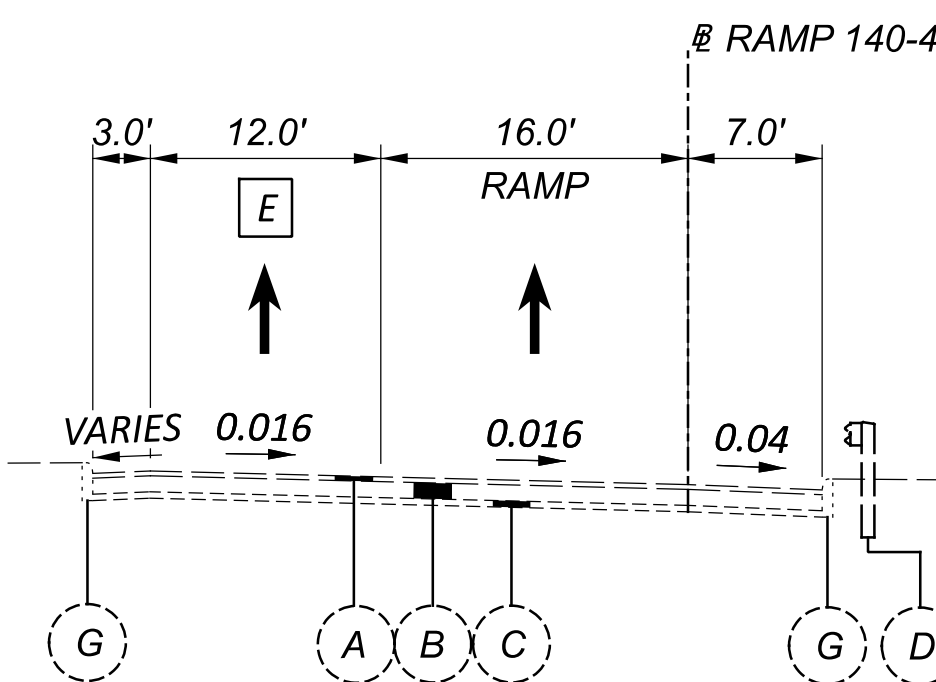


SUPERELEVATED SECTION - RAMP 117-8

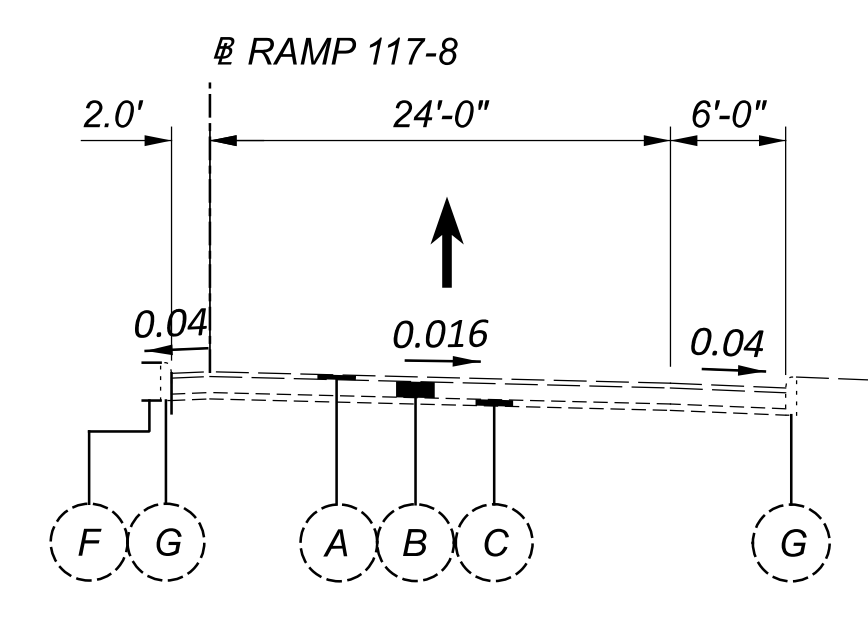
STA 28+79.28 TO STA 31+82.20



SUPERELEVATED SECTION - RAMP W2A
 STA 63+46.94 TO STA 64+64.83



NORMAL SECTION - RAMP 140-4
 STA 77+96.98 TO STA 81+03.82

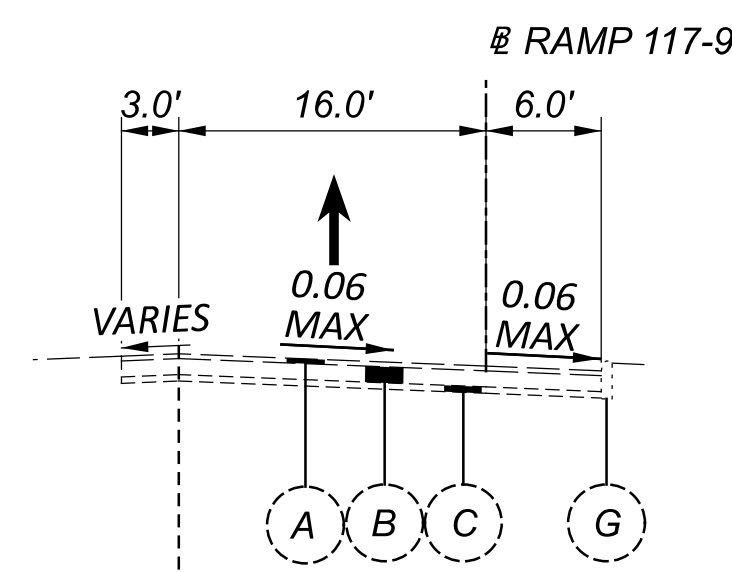


NORMAL SECTION - RAMP 117-8

STA 31+82.20 TO STA 33+64.71

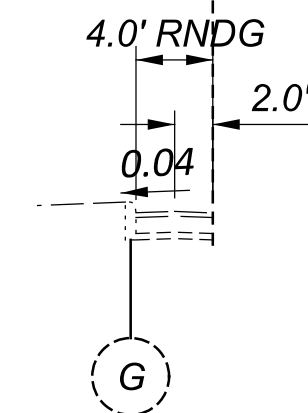
FOR LEGEND, SEE SHEET P.0015.

- A VARIES FROM 12.0' TO 0.0' FROM STA. 37+75.26 TO STA. 42+77.50
- B VARIES FROM 16.0' TO 24.0' FROM STA. 65+57.07 TO STA. 67+63.36
- C VARIES FROM 8.0' TO 12.0' FROM STA. 65+57.07 TO STA. 67+63.36

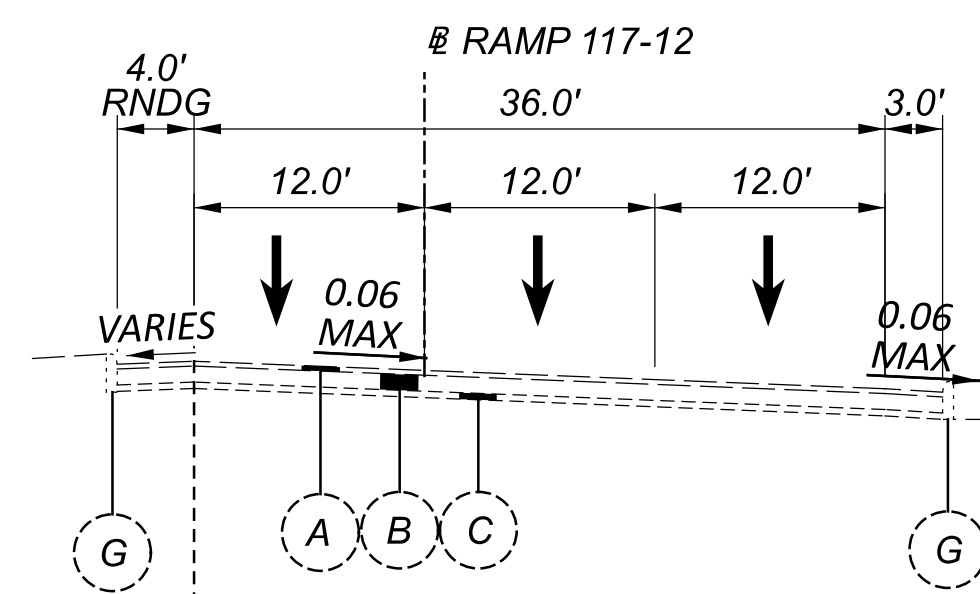


SUPERELEVATED SECTION - RAMP 117-9

STA 30+94.61 TO STA 39+90.01

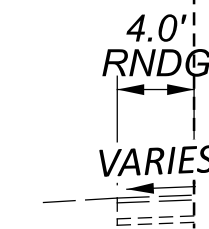


STA 39+27.55 TO STA 39+90.01

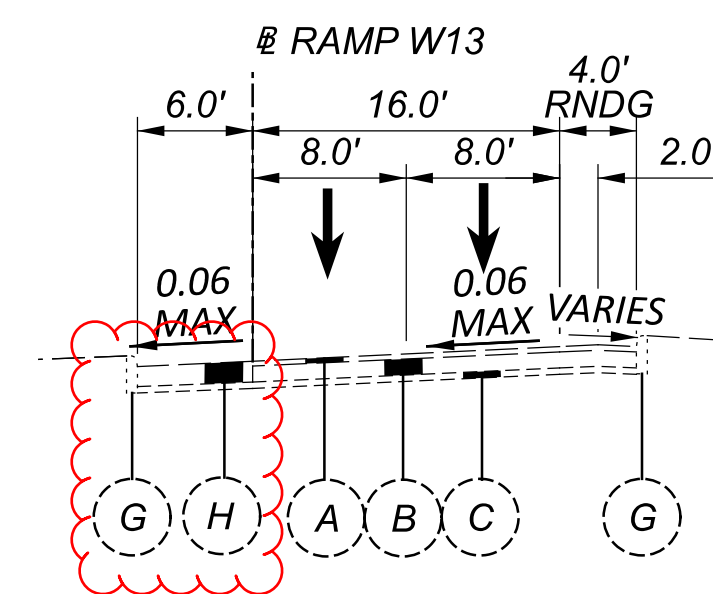


SUPERELEVATED SECTION - RAMP 117-12

STA 33+79.26 TO STA 37+75.26

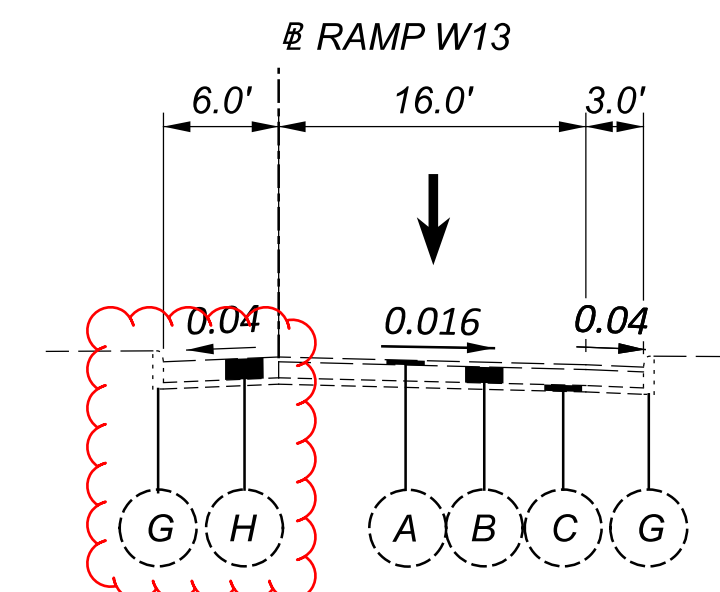


STA 36+00.00 TO STA 37+75.26



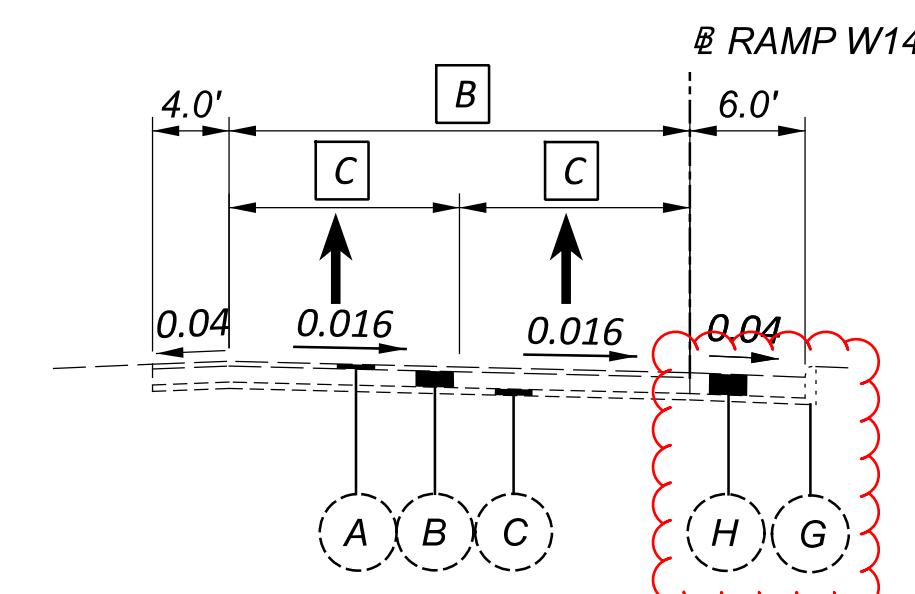
SUPERELEVATED SECTION - RAMP W13

STA 65+40.76 TO STA 66+24.87



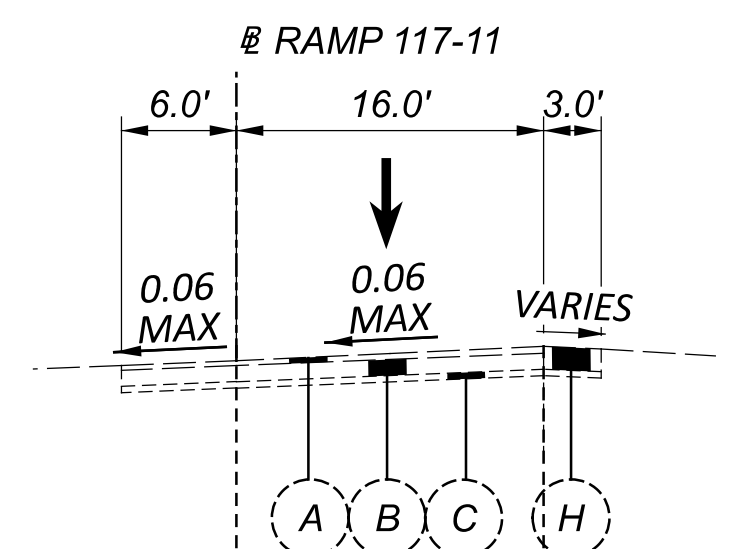
NORMAL SECTION - RAMP W13

STA 66+24.87 TO STA 69+11.09



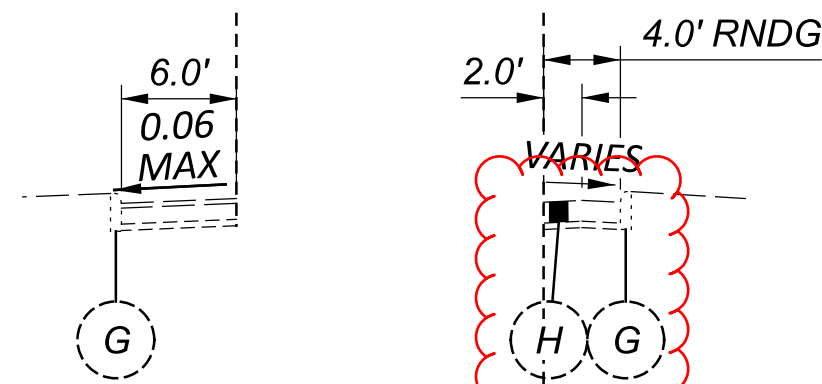
NORMAL SECTION - RAMP W14

STA 65+57.07 TO STA 70+01.74

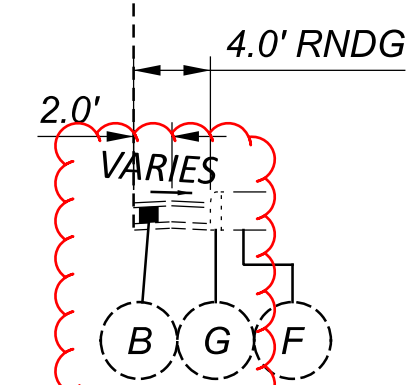


SUPERELEVATED SECTION - RAMP 117-11

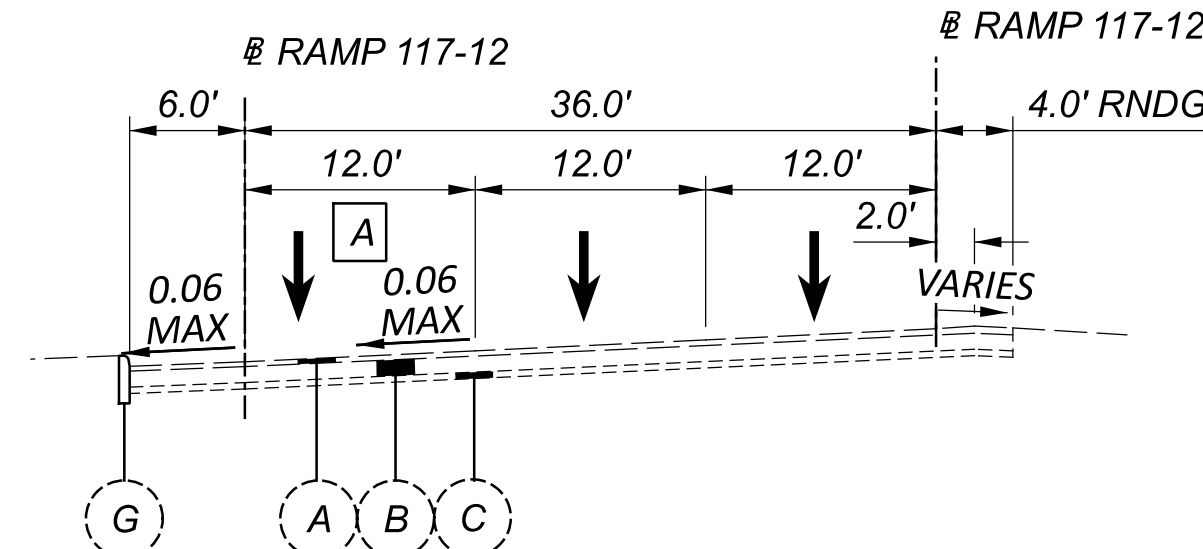
STA 36+00.00 TO STA 41+87.35



STA 36+00.00 TO STA 38+96.09

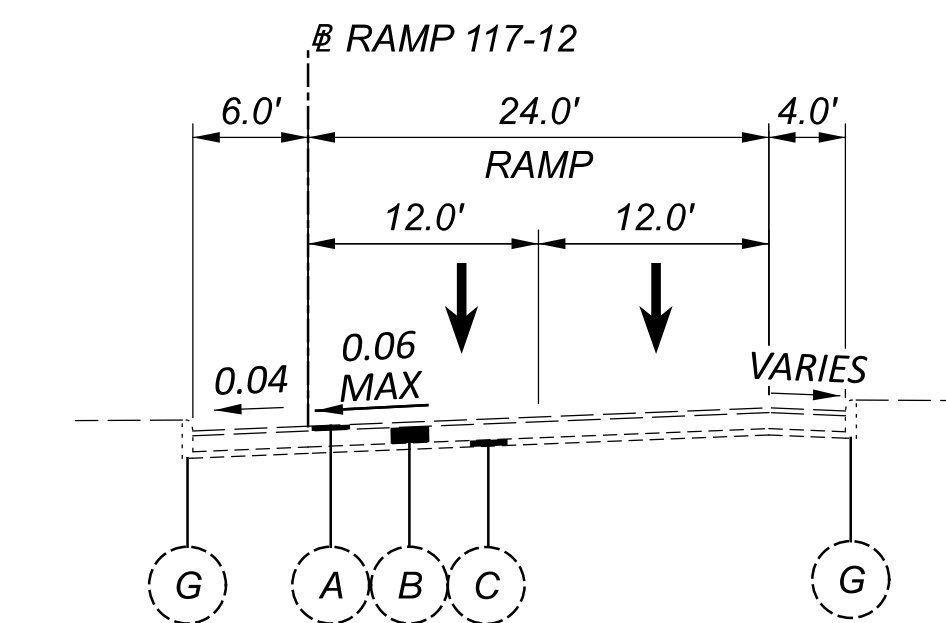


STA 38+96.09 TO STA 41+87.35



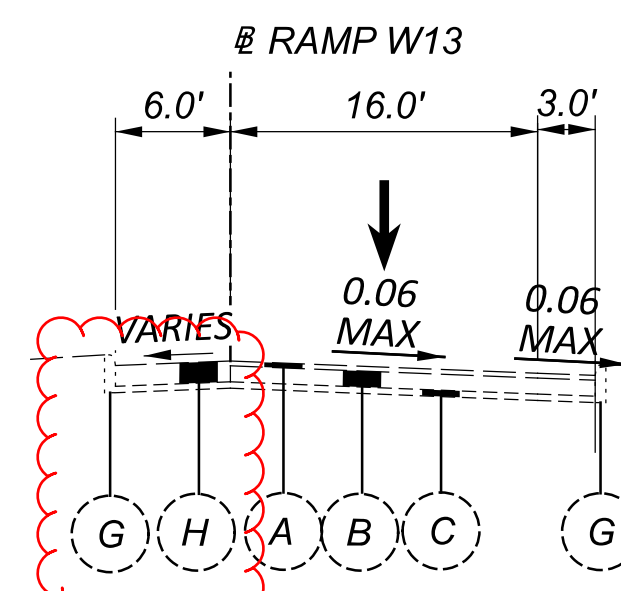
SUPERELEVATED SECTION - RAMP 117-12

STA 37+75.26 TO STA 42+77.50



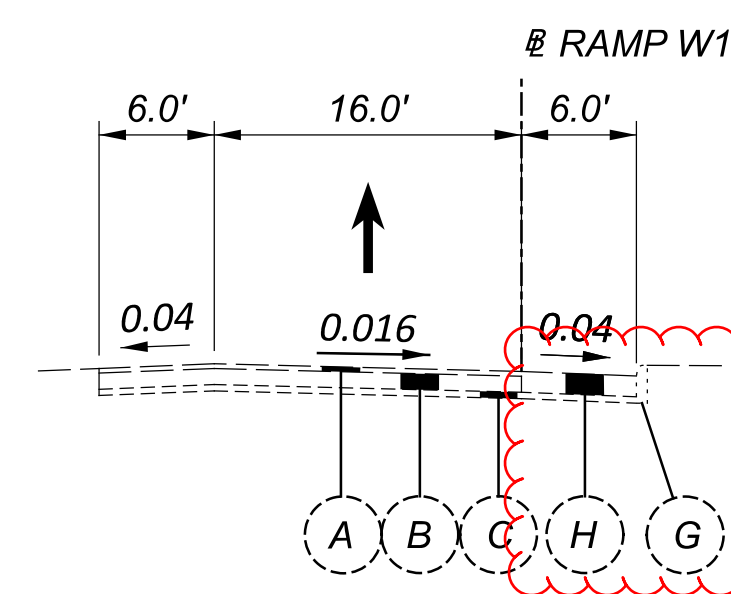
SUPERELEVATED SECTION - RAMP 117-12

STA 42+77.50 TO STA 43+74.98



SUPERELEVATED SECTION - RAMP W13

STA 69+11.09 TO STA 71+24.84



NORMAL SECTION - RAMP W14

STA 62+84.52 TO STA 65+57.07

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CFA
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	TOTAL
P.0022	P.1587

FOR LEGEND, SEE SHEET P.0015.

GENERAL (CONTINUED)

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING 71 HOUR

ROADWAY

ITEM 203 - EMBANKMENT, AS PER PLAN AND ITEM 203 - EXCAVATION, AS PER PLAN

ALL PROVISIONS OF 203 APPLY EXCEPT THE METHOD OF MEASUREMENT. THE METHOD OF MEASUREMENT WILL USE THE EARTHWORK CALCULATIONS SHOWN IN THE PLANS INSTEAD OF THE AVERAGE END AREA METHOD. THE CALCULATIONS ARE BASED ON DIGITAL TERRAIN MODEL COMPARISONS BETWEEN EXISTING AND FINAL SURFACES EXCLUDING THE PAVEMENT.

CEMENT STABILIZATION

THIS PROJECT REQUIRES SUBGRADE IMPROVEMENTS USING CEMENT STABILIZATION PRIOR TO PAVEMENT CONSTRUCTION. CEMENT STABILIZATION SHALL BE PERFORMED TO A DEPTH OF 12 INCHES EXCEPT AREAS FOUND TO CONTAIN UNSUITABLE SOILS SHALL BE STABILIZED TO A DEPTH OF 14 INCHES PER THE TABLE BELOW.

STATION RANGES OF UNSUITABLE SOILS			
ALIGNMENT	BEGIN STATION	END STATION	LENGTH (FT)
IR 90	742+00.00	746+00.00	400.00
RAMP 117-11	35+50.00	42+52.49	702.49
RAMP 117-12	33+63.90	43+76.68	1,012.78

CHEMICALLY STABILIZE SUBGRADES TO 18 INCHES BEYOND THE EDGE OF THE SURFACE OF PAVEMENT, PAVED SHOULDERS, PAVED MEDIANS AND 18 INCHES BEHIND THE FACE OF NEW CURBS. WHERE CEMENT STABILIZATION IS PERFORMED, ITEM 204 - SUBGRADE COMPACTION SHALL NOT BE PERFORMED.

THE CONTRACTOR SHALL PERFORM THE MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS ACCORDING TO 206 OF THE C&MS AND SUPPLEMENT 1120. PAYMENT FOR THE MIX DESIGN SHALL BE PER:

ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS, LUMP

IN ACCORDANCE WITH SECTIONS 107.10 AND 107.16 OF THE C&MS, THE CONTRACTOR SHALL EXERCISE CAUTION WHEN PERFORMING CEMENT STABILIZATION IN THE VICINITY OF ALL EXISTING AND PROPOSED UTILITY CROSSINGS. THE UTILITY DEPTHS ARE NEAR THE MINIMUM COVER REQUIREMENTS. THE CONTRACTOR SHALL AVOID USING POWER DRIVEN ROTARY MIXERS DIRECTLY ON TOP OF THE UTILITY CROSSINGS.

SUBGRADE EXCAVATION

IN AREAS WHERE SHALLOW ROCK IS ENCOUNTERED IN THE PROPOSED SUBGRADE WITHIN 12 INCHES BELOW THE BOTTOM OF THE PROPOSED PAVEMENT BUILDUP, CEMENT STABILIZATION SHALL NOT BE PERFORMED. THE CONTRACTOR SHALL EXCAVATE TO A DEPTH 6 INCHES BELOW THE FINAL SUBGRADE ELEVATION. THE WIDTH OF THE UPPER 6 INCHES OF AGGREGATE BASE SHALL EXTEND 18 INCHES BEYOND PAVED SHOULDERS. THE ADDITIONAL 6 INCHES BELOW THE BOTTOM OF THE 6 INCH AGGREGATE BASE SHALL BE REPLACED WITH ITEM 304 AGGREGATE BASE AND SHALL EXTEND A MINIMUM OF 12 INCHES BEYOND PAVED SHOULDERS.

THE FOLLOWING LOCATIONS REPRESENT AREAS WHERE SHALLOW ROCK EXISTS BASED ON THE SUBSURFACE INVESTIGATION.

204 - EXCAVATION OF SUBGRADE, AS PER PLAN - SHALLOW ROCK				
ALIGNMENT	BEGIN STA	END STA	LENGTH (FT)	VOLUME (CU YD)
IR 90	563+00.00	659+00.00	9,801.82*	25,969
IR 90	674+00.00	682+00.00	800.00	2,075
IR 90	726+00.00	738+00.00	1,200.00	3,728
RAMP W1	36+39.23	42+13.75	574.52	341
RAMP W2	29+40.99	37+80.90	839.91	438
RAMP 117-5	27+06.36	31+00.00	393.64	197
RAMP 117-8	24+03.19	33+64.10	960.91	569
RAMP 117-9	30+57.77	39+69.36	911.59	431

*STATION EQUATION: STA. 617+61.82 BK R1 = STA. 615+60.00 AH R2

ADDITIONAL LOCATIONS WHERE EXCAVATION AND REPLACEMENT IS REQUIRED AS DESCRIBED ABOVE ARE AS FOLLOWS:

- WB MEDIAN SHOULDER FROM STA 539+50 TO STA 546+10 FOR THE AREA WITHIN THE MAINTENANCE OF TRAFFIC CROSSOVER.
- FULL WIDTH OF THE EASTBOUND AND WESTBOUND PAVEMENT AND SHOULDERS FROM STA 696+30 TO STA 708+00.

204 - EXCAVATION OF SUBGRADE, AS PER PLAN - ADDITIONAL AREAS				
ALIGNMENT	BEGIN STA	END STA	LENGTH (FT)	VOLUME (CU YD)
IR 90	539+50.00	546+10.00	660.00	417
IR 90	696+30.00	708+00.00	1,170.00	3,001

A VOLUME OF ITEM 204 EXCAVATION OF SUBGRADE, AS PER PLAN HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK DESCRIBED ABOVE.

ITEM 304 AGGREGATE BASE IS NOT INCLUDED IN THE COST OF ITEM 204 ABOVE AND WILL BE PAID FOR SEPARATELY AS ITEMIZED IN THE GENERAL SUMMARY.

ITEM 622 - CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN

CONSTRUCT REFERENCE CB-106 PER STANDARD CONSTRUCTION DRAWING RM-4.5M DATED 6/30/95. IT IS NOT NECESSARY TO TRANSITION THE BACK SIDE OF THE BARRIER TO MATCH THE EXISTING TYPE B NEW JERSEY SHAPE.

TEST HOLES

WHERE PLANS PROVIDE FOR PROPOSED SUBGRADE STABILIZATION, UNDERCUTTING, UNDERDRAIN, LIGHTING CONDUIT OR ITS CONDUIT TO CROSS OVER OR UNDER AN EXISTING UNDERGROUND UTILITY AND THE UTILITY DEPTH IS NOT SHOWN ON THE PLAN, THE CONTRACTOR WILL BE REQUIRED TO PERFORM TEST HOLES TO DETERMINE THE DEPTH OF THE UTILITY AT THE DIRECTION OF THE ENGINEER.

THE CONTRACTOR SHALL HAVE THE UTILITY MARKED USING OHIO 811 AND/OR BY USE OF RADIO FREQUENCY LOCATORS OR OTHER APPROVED METHOD. ONCE LOCATED, THE CONTRACTOR SHALL CAREFULLY HAND AND/OR VACUUM EXCAVATE TO DETERMINE THE DEPTH OF THE EXISTING UTILITY AND PROVIDE THE SURVEYED COORDINATE AND ELEVATION INFORMATION TO THE ENGINEER.

TEST HOLES (CONTINUED)

IF IT IS DETERMINED THAT THE PROPOSED SUBGRADE STABILIZATION, LIGHTING CONDUIT OR ITS CONDUIT WILL BE IN CONFLICT WITH AN EXISTING UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED WORK WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

THE FOLLOWING QUANTITY IS INCLUDED FOR USE AS DIRECTED BY THE ENGINEER FOR THE UTILITY LOCATION BY USE OF TEST HOLES AS DESCRIBED ABOVE:

ITEM 203 - ROADWAY, MISC.: TEST HOLE 24 EACH

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

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

ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN GUARDRAIL, TYPE MGS HALF POST SPACING, AS PER PLAN GUARDRAIL, TYPE MGS QUARTER POST SPACING, AS PER PLAN

THE POSTS FOR THESE ITEMS SHALL BE STEEL PER 710.15. ALL OTHER PROVISIONS OF 606 SHALL APPLY.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER C&MS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

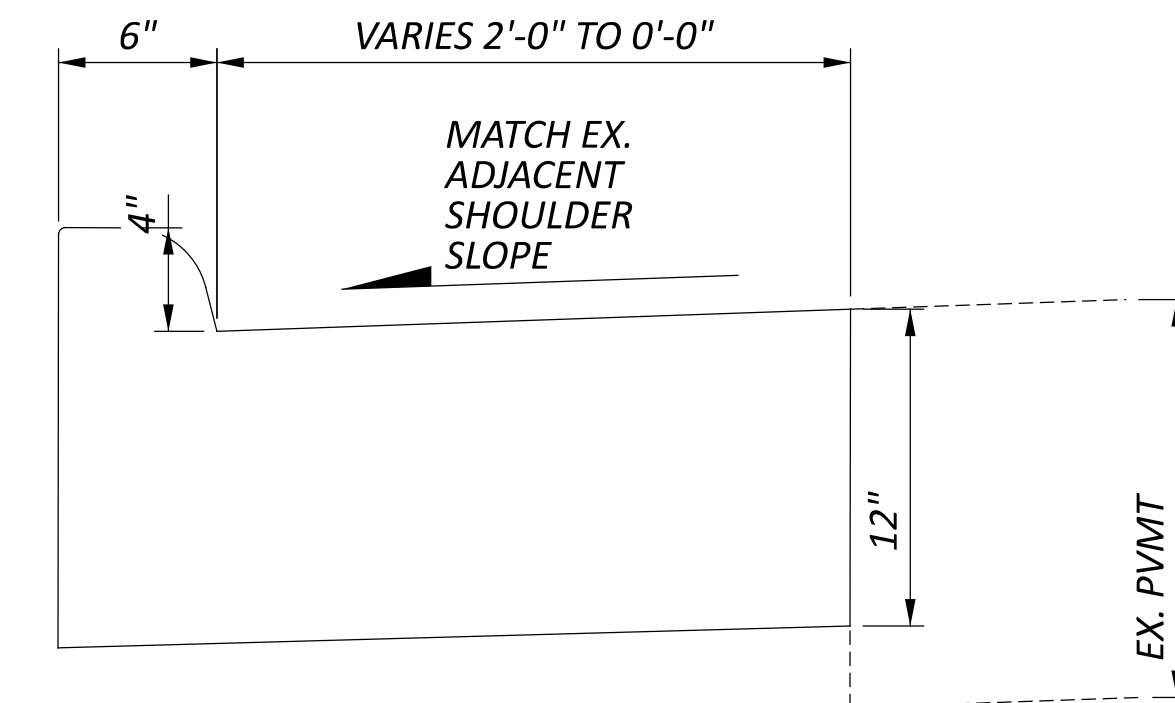
ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF EXISTING PAVEMENT TO THE MAXIMUM DEPTHS AS INDICATED ON THE TYPICAL SECTIONS OR TO A GREATER DEPTH IF THE EXISTING PAVEMENT IS THICKER. THIS INCLUDES THE REMOVAL OF ANY EXISTING EARTH OR SUBGRADE MATERIAL FOUND AT THIS DEPTH IF THE EXISTING PAVEMENT IS THINNER THAN SHOWN IN THE EXISTING TYPICAL SECTIONS.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN

THE FOLLOWING VARIABLE WIDTH GUTTER DETAIL BELOW IS PROVIDED FOR THE LONG-TERM TEMPORARY TRANSITION FROM THE PROPOSED 12 FOOT INSIDE SHOULDER TO THE EXISTING 10 FOOT SHOULDER AT THE FOLLOWING LOCATION:

-STA. 768+85.00 TO STA. 769+18.60 EASTBOUND



THE CURB HEIGHT SHALL BE A UNIFORM 4 INCHES.

PAYMENT FOR ALL MATERIALS, TOOLS, EQUIPMENT AND LABOR REQUIRED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE MADE AT THE UNIT PRICE BID PER FOOT FOR:

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN

ITEM 622 - BARRIER, MISC.: PORTABLE BARRIER REMOVED AND RESET

THE CONTRACTOR SHALL REMOVE THE EXISTING PORTABLE CONCRETE BARRIER ON THE EAST SIDE OF W. 140TH ST. NORTH OF RAMP 140-3 TO ALLOW FOR THE RECONSTRUCTION OF THE CURB, CURB RAMP AND SIDEWALK. THE CONTRACTOR MAY STORE THE BARRIER EAST OF THE EXISTING SIDEWALK OR OTHER LOCATION APPROVED BY THE ENGINEER THAT DOES NOT ADVERSELY AFFECT THE SAFETY OF THE PUBLIC. AFTER WORK HAS BEEN COMPLETED IN THIS AREA INCLUDING NECESSARY CONCRETE CURING TIMES, THE CONTRACTOR SHALL RESET THE BARRIER IN ITS ORIGINAL LOCATION AND ORIENTATION.

ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE (B1, C1, D), AS PER PLAN

AT LOCATIONS WHERE THE ENTIRE 15 FOOT LENGTH OF END ANCHORAGES CANNOT BE ACHIEVED OR WHERE THERE IS INSUFFICIENT SPACE FOR TWO BACK-TO-BACK END ANCHORAGES REQUIRED PER THE STANDARD CONSTRUCTION DRAWINGS, THE FOLLOWING WILL BE REQUIRED. THE 6-INCH SPACING OF THE Y401 STEEL REINFORCING BARS SHALL BE MAINTAINED UNIFORMLY FOR THE ENTIRE LENGTH OF THE ANCHORAGE(S) EXCEPT AT EACH END WHERE THE FIRST AND LAST Y401 BAR SHALL BE 4 INCHES FROM THE END OF THE END ANCHORAGE OR EXPANSION JOINT.

THE UNIT PRICE BID FOR EACH AS PER PLAN END ANCHORAGE SHALL INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE AND WILL BE PAID FOR PER EACH FOR THE APPLICABLE ITEM LISTED BELOW:

- ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN
- ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN
- ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN

ITEM 614, MAINTAINING TRAFFIC

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.

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

NO WORK SHALL BE PERFORMED AND LANES IN THE THEN CURRENT MAINTENANCE OF TRAFFIC SCHEME SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

- NEW YEAR'S DAY (OBSERVED)
MEMORIAL DAY
FOURTH OF JULY (OBSERVED)
LABOR DAY
GENERAL/REGULAR ELECTION DAY (NOVEMBER)
THANKSGIVING
CHRISTMAS (OBSERVED)

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

Table with 2 columns: DAY OF HOLIDAY OR SPECIAL, TIME ALL LANES MUST BE OPEN FOR TRAFFIC. Rows include SUNDAY, MONDAY, MONDAY (TOTAL SOLAR ECLIPSE), TUESDAY, TUESDAY (GEN./REG. ELECTION), WEDNESDAY, THURSDAY, THURSDAY (THANKSGIVING ONLY), FRIDAY, SATURDAY.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT FOUND IN THESE MOT NOTES.

ALL EXISTING RAMPS LANES SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT AT ALL TIMES EXCEPT RAMPS MAYBE BE CLOSED FOR A PERIOD NOT TO EXCEED THE NUMBER OF CALENDAR DAYS LISTED IN THE WINDOW CONTRACT NOTE, WHEN TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS P.0084 TO P.0102. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE TABLE IN THE WINDOW CONTRACT NOTE. CLOSING OF CONSECUTIVE ENTRANCE RAMPS OR CONSECUTIVE EXIT RAMPS WILL NOT BE PERMITTED.

EXCEPT AS DESCRIBED IN THE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION, A MINIMUM OF 4 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EAST OF THE HILLARD BLVD. INTERCHANGE BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614, EXCEPT 3 LANES SHALL BE MAINTAINED IN EACH DIRECTION WEST OF THE HILLIARD BLVD. INTERCHANGE.

ITEM 614, MAINTAINING TRAFFIC (CONTINUED)

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT DURING WINTER MONTHS DEFINED TO BE FROM OCTOBER 31 THROUGH MARCH 15. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE TABLE IN THE INCENTIVE/DISINCENTIVE CONTRACT NOTE.

SCHEDULE OF THROUGH LANES TO BE MAINTAINED

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

http://www.dot.state.oh.us/districts/D12/HighwayManagement/Pages/PermittedLaneClosures.aspx

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

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

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

WORK TO REPAIR THE FASCIA BEAM AT WOOSTER ROAD STRUCTURE CUY-00020-08.470 DETAILED ON SHEETS P.1352, P.1353 AND P.1355A SHALL BE PERFORMED AT TIMES ALLOWED BY THE "DISTRICT 12 PERMITTED LANE CLOSURE TIMES." ALL TRAFFIC CONTROL DEVICES NECESSARY TO COMPLETE THIS WORK SHALL BE IN ACCORDANCE WITH AND ARE INCIDENTAL TO THE LUMP SUM FOR ITEM 614 - MAINTAINING TRAFFIC. NO SEPARATE PAYMENT WILL BE MADE.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE AN APPROVED MOT EXCEPTION PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)). THE APPROVED MOT EXCEPTION FOR IR 90 IS AS FOLLOWS:

PHASE 1: -ONE LANE CLOSURE ON IR 90 EASTBOUND (STA 540+44 TO STA. 662+88)
-ONE LANE CLOSURE ON IR 90 WESTBOUND FOR 90 DAYS (STA 582+50 TO STA 605+00)

PHASES 2-3: -ONE LANE CLOSURE ON IR 90 EASTBOUND (STA 540+44 TO STA. 662+88)

PHASES 4-5: -ONE LANE CLOSURE ON IR 90 EASTBOUND (STA 540+44 TO STA. 662+88)

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

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION (CONTINUED)

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND E-MAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 11/26/2024 FOR PID 76779" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

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

LANE VALUE CONTRACT TABLE

OUTSIDE OF WINTER MONTHS AND THE APPROVED MOT POLICY EXCEPTION, THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED BELOW. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE. DISINCENTIVES SHALL APPLY TO EACH LANE RESTRICTED BEYOND THOSE ALLOWED IN THE D12 PERMITTED LANE TIMES.

Table with 4 columns: DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED, RESTRICTION TIME PERIOD, TIME UNIT, DISINCENTIVE \$ PER TIME UNIT PER LANE. Rows include I.R. 90 FROM LAKEVIEW AVE TO WOOSTER RD, I.R. 90 FROM WOOSTER RD TO WEST BLVD, RAMPS HB AND 117-12.

INCENTIVE/DISINCENTIVE CONTRACT

THE CONTRACTOR SHALL COMPLETE ALL CRITICAL WORK AND SAFETY ITEMS ACCORDING TO THE DISINCENTIVE CONTRACT TABLES. THE INCENTIVE/DISINCENTIVE CONTRACT TABLE ARE LOCATED BELOW. IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE OPENING TO UNRESTRICTED TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE ACCORDING TO THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS SHOWN IN THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLES, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WIDTH WITH ALL MARKINGS, RPM'S, AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS WITHIN 2 FEET OF THE EDGE LINE ON THE SHOULDERS.

Table with 5 columns: DESCRIPTION OR LOCATION OF CRITICAL WORK, COMPLETION DATE, TIME PERIOD, DISINCENTIVE \$ PER TIME PERIOD, INCENTIVE \$ PER TIME PERIOD. Rows include PHASE 3 COMPLETE; START WINTER PHASE 2, PHASE 5 COMPLETE; START WINTER PHASE 3.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 353 M. GAL.

DETOUR SIGNING

DETOUR SIGNING SHALL BE AS DETAILED IN THE PLANS. THE FOLLOWING ITEM HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

ITEM 614, DETOUR SIGNING LUMP SUM

690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF \$1 PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 200,000 EACH

SEQUENCE OF CONSTRUCTION

FOR TEMPORARY DRAINAGE, SEE MOT PLANS AND DRAINAGE DETAILS

PHASE 1

TRAFFIC:

- 1. SHIFT IR 90 EASTBOUND LANES TO OUTSIDE OF IR 90 EASTBOUND SIDE BETWEEN WEST OF LAKEVIEW AVE AND ALGER RD
2. ONE EASTBOUND LANE IS CLOSED FROM BETWEEN WOOSTER RD AND VALLEY VIEW DR TO ALGER RD
3. SHIFT IR 90 WESTBOUND LANES TO OUTSIDE OF IR 90 WESTBOUND SIDE BETWEEN THE WB ENTRANCE RAMP FROM ALGER RD/WARREN RD AND EAST OF W 85TH ST UTILIZING EXISTING SHOULDER
4. ONE WESTBOUND LANE IS CLOSED FROM MCKINLEY AVE TO THE ROCKY RIVER BRIDGE SUBJECT TO THE RESTRICTIONS ON SHEETS P.0056 AND P.0056A
5. RAMPS HA AND W13 ARE CLOSED FOR LIMITED DURATIONS

CONSTRUCTION:

- 1. FOUR CROSSEOVERS. FIRST WEST OF LAKEVIEW AVE, SECOND WEST OF WOOSTER RD, THIRD WEST OF ALGER RD, AND FOURTH EAST OF W 85TH ST
2. TEMPORARY PAVEMENT WESTBOUND FROM ALGER RD TO WEST BLVD
3. RAMPS HA AND W13
4. BEGIN CONSTRUCTING DRAINAGE OUTFALLS B, C, D, E & M AS DESCRIBED ON P.0063

WINTER PHASE 1

TRAFFIC:

- 1. PHASE 1 MOT BULLET POINTS 1, 2 AND 3 SHALL CONTINUE THROUGH WINTER PHASE 1 UNTIL MARCH 15, 2026.
2. CROSSEOVERS SHALL BE PROTECTED USING PORTABLE BARRIER

CONSTRUCTION:

- 1. CONTINUE CONSTRUCTING DRAINAGE OUTFALLS B, C, D, E & M AS DESCRIBED ON P.0063

PHASE 2 STEP A

TRAFFIC:

- 1. ALL RAMPS ARE OPEN
2. ONE EASTBOUND LANE IS CLOSED FROM HILLIARD BLVD TO THE WARREN RD ENTRANCE RAMP.
3. SHIFT IR 90 WESTBOUND LANES TO OUTSIDE OF IR 90 WESTBOUND SIDE BETWEEN WEST OF LAKEVIEW AVE AND EAST OF W 85TH ST UTILIZING EXISTING SHOULDER
4. CROSSOVER INSIDE IR 90 EASTBOUND LANE TO INSIDE OF IR 90 WESTBOUND SIDE WEST OF LAKEVIEW AVE
5. CROSSOVER INSIDE IR 90 EASTBOUND LANE TO INSIDE OF IR 90 WESTBOUND SIDE WEST OF ALGER RD
6. CROSSOVER TWO INSIDE IR 90 EASTBOUND LANES BACK TO IR 90 EASTBOUND SIDE EAST OF W 85TH ST
7. SHIFT TWO OUTSIDE IR 90 EASTBOUND LANES TO OUTSIDE OF IR 90 EASTBOUND SIDE BETWEEN WEST OF LAKEVIEW AVE AND EAST OF W 85TH ST

CONSTRUCTION:

- 1. INSIDE PORTION OF IR 90 EASTBOUND SIDE BETWEEN EAST OF LAKEVIEW AVE AND WEST OF WEST BLVD UP TO INTERMEDIATE COURSE

PHASE 2 STEP B (WILL BE COMPLETED DURING NIGHTTIMES AND WEEKENDS)

TRAFFIC:

- 1. TRAFFIC PATTERN FOR IR 90 EASTBOUND AND WESTBOUND SIDES REMAINS UNCHANGED
2. CLOSE CROSSOVER LANE THAT LOCATED WEST OF ALGER RD

CONSTRUCTION:

- 1. REMAINING INSIDE PORTION OF IR 90 EASTBOUND SIDE AT THE SECOND CROSSOVER LOCATION UP TO INTERMEDIATE COURSE

STEPS SEQUENCE DURING PHASE 2:

- STEP B CAN BE COMPLETED ANYTIME DURING STEP A

PHASE 3 STEP A

TRAFFIC:

- 1. ALL RAMPS ARE OPEN EXCEPT SHORT-TERM CLOSURE OF RAMP HA
2. TRAFFIC PATTERN FOR IR 90 WESTBOUND SIDE REMAINS UNCHANGED
3. SHIFT TWO OUTSIDE IR 90 EASTBOUND LANES TO INSIDE OF IR 90 EASTBOUND SIDE BETWEEN WEST OF LAKEVIEW AVE AND EAST OF W 85TH ST

PHASE 3 STEP A (CONTINUED)

CONSTRUCTION:

- 1. OUTSIDE PORTION OF IR 90 EASTBOUND SIDE BETWEEN EAST OF LAKEVIEW AVE AND WEST OF WEST BLVD UP TO INTERMEDIATE COURSE
2. DRAINAGE IN FRONT OF WOOSTER ROAD REAR ABUTMENT
3. INSTALL TEMPORARY PAVEMENT MARKINGS IN PERMANENT LOCATION

PHASE 3 STEP B

TRAFFIC:

- 1. TRAFFIC PATTERN FOR IR 90 EASTBOUND AND WESTBOUND SIDES REMAINS UNCHANGED
2. RAMPS MD, W2A, 117-8 AND 117-7 ARE CLOSED

CONSTRUCTION:

- 1. RAMPS MD, W2A, 117-8 AND 117-7

PHASE 3 STEP C

TRAFFIC:

- 1. TRAFFIC PATTERN FOR IR 90 EASTBOUND AND WESTBOUND SIDES REMAIN UNCHANGED
2. RAMPS ME, W2, 140-4, 117-9 AND W14 ARE CLOSED

CONSTRUCTION:

- 1. RAMPS ME, W2, 140-4, 117-9 AND W14

STEPS SEQUENCE DURING PHASE 3:

- STEP B CAN BE COMPLETED ANYTIME DURING STEP A
- STEP B MUST BE COMPLETED BEFORE STEP C BEGINS
- STEP C MUST BE COMPLETED AS THE LAST PART OF STEP A

RAMP CONSTRUCTION SEQUENCE DURING PHASE 3:

- RAMPS ME AND W2 MUST BE DONE AS THE LAST PART OF PHASE 3

WINTER PHASE 2

- 1. THE EASTBOUND LANE THAT WAS CLOSED IN PHASE 2 STEP A IS OPEN
2. ALL LANES ARE OPEN AND RESTORED TO THEIR PRE-CONSTRUCTION LOCATION
3. CROSSEOVERS SHALL BE PROTECTED USING PORTABLE BARRIER

PHASE 4 STEP A

TRAFFIC:

- 1. ALL RAMPS ARE OPEN
2. ONE EASTBOUND LANE IS CLOSED FROM HILLIARD BLVD TO THE WARREN RD ENTRANCE RAMP.
3. PATTERN REMAINS UNCHANGED FOR THE TWO OUTSIDE IR 90 WESTBOUND LANES
4. CROSSOVER INSIDE IR 90 WESTBOUND LANE TO INSIDE OF IR 90 EASTBOUND SIDE WEST OF LAKEVIEW AVE
5. SHIFT IR 90 EASTBOUND LANES TO OUTSIDE OF IR 90 EASTBOUND SIDE BETWEEN WEST OF LAKEVIEW AVE AND EAST OF W 85TH ST
6. CROSSOVER INSIDE IR 90 WESTBOUND LANE TO INSIDE OF IR 90 EASTBOUND SIDE WEST OF ALGER RD
7. CROSSOVER TWO INSIDE IR 90 WESTBOUND LANES BACK TO IR 90 WESTBOUND SIDE EAST OF W 85TH ST

CONSTRUCTION:

- 1. INSIDE PORTION OF IR 90 WESTBOUND SIDE BETWEEN EAST OF LAKEVIEW AVE AND WEST OF W 85TH ST UP TO INTERMEDIATE COURSE

PHASE 4 STEP B (WILL BE COMPLETED DURING NIGHT TIMES AND WEEKENDS)

TRAFFIC:

- 1. TRAFFIC PATTERN FOR IR 90 EASTBOUND AND WESTBOUND SIDES REMAIN UNCHANGED
2. CLOSE CROSSOVER LANE LOCATED WEST OF WOOSTER RD

CONSTRUCTION:

- 1. REMAINING INSIDE PORTION OF IR 90 WESTBOUND SIDE AT CROSSOVER LOCATION WEST OF WOOSTER RD UP TO INTERMEDIATE COURSE

STEPS SEQUENCE DURING PHASE 4:

- STEP B CAN BE COMPLETED ANYTIME DURING STEP A

PHASE 5 STEP A

TRAFFIC:

- 1. ALL RAMPS ARE OPEN
2. TRAFFIC PATTERN FOR IR 90 EASTBOUND SIDE REMAINS UNCHANGED
3. SHIFT TWO OUTSIDE IR 90 WESTBOUND LANES TO INSIDE OF IR 90 WESTBOUND SIDE BETWEEN WEST OF LAKEVIEW AVE AND EAST OF W 85TH ST
4. SHIFT RAMP HB TRAFFIC TO OUTSIDE OF ITS PAVEMENT

CONSTRUCTION:

- 1. OUTSIDE PORTION OF IR 90 WESTBOUND SIDE BETWEEN EAST OF LAKEVIEW AVE AND WEST OF W 85TH ST UP TO INTERMEDIATE COURSE
2. INSIDE PORTION OF RAMP HB AND RAMP 117-12

PHASE 5 STEP B

TRAFFIC:

- 1. TRAFFIC PATTERN FOR IR 90 EASTBOUND AND WESTBOUND SIDES REMAINS UNCHANGED
2. RAMPS MC, W1A, 117-5, AND 117-11 ARE CLOSED
3. SHIFT RAMP HB TRAFFIC TO INSIDE OF ITS PAVEMENT

CONSTRUCTION:

- 1. RAMPS MC, W1A, 117-5, AND 117-11
2. OUTSIDE PORTION OF RAMP HB AND RAMP 117-12

PHASE 5 STEP C

TRAFFIC:

- 1. TRAFFIC PATTERN FOR IR 90 EASTBOUND AND WESTBOUND SIDES REMAINS UNCHANGED
2. RAMPS MF, W1, 140-3 AND W13 ARE CLOSED

CONSTRUCTION:

- 1. RAMPS MF, W1, 140-3, AND W13 CONNECTION

STEP SEQUENCE DURING PHASE 5:

- STEP B CAN BE COMPLETED ANYTIME DURING STEP A
- STEP B MUST BE COMPLETED BEFORE STEP C BEGINS
- STEP C MUST BE COMPLETED AS THE LAST PART OF STEP A

RAMP CONSTRUCTION SEQUENCE DURING PHASE 5:

- RAMPS MF AND W1 MUST BE DONE AS THE LAST PART OF PHASE 5

MOT DRAINAGE CURB REMOVAL

THE CONTRACTOR SHALL REMOVE THE EXISTING OUTSIDE CURB WHERE NECESSARY TO FACILITATE DRAINAGE DURING MOT. ALL WORK SHALL BE IN ACCORDANCE WITH C&MS 202 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS. PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED AT THE UNIT PRICE BID FOR ITEM 202, CURB REMOVAL.

THE FOLLOWING IS A LIST OF LOCATIONS WHERE THE CONTRACTOR IS TO REMOVE THE EXISTING OUTSIDE CURB FOR MOT PHASES 1 AND 2:

Table with columns: BEGIN STATION, BEGIN ALIGNMENT, END STATION, END ALIGNMENT, SIDE, NOTES. Contains data for CURB REMOVAL locations during MOT Phases 1 & 2.

WINTER PHASE 3

- 1. THE EASTBOUND LANE THAT WAS CLOSED IN PHASE 4 STEP A IS OPEN
2. ALL LANES ARE OPEN AND RESTORED TO THEIR PRE-CONSTRUCTION LOCATION
3. CROSSEOVERS SHALL BE PROTECTED USING PORTABLE BARRIER

PHASE 6

TRAFFIC:

- 1. ALL RAMPS ARE OPEN
2. TRAFFIC PATTERN FOR IR 90 EASTBOUND AND WESTBOUND IS IN ITS PERMANENT LOCATION
3. SHOULDER CLOSURE PER SCD MT-95.45

CONSTRUCTION:

- 1. MEDIAN BARRIER AT FIRST CROSSOVER WEST OF LAKEVIEW AVE
2. MEDIAN BARRIER AT SECOND CROSSOVER WEST OF WOOSTER RD
3. MEDIAN BARRIER AND TEMPORARY PAVEMENT REMOVAL AT THIRD CROSSOVER WEST OF ALGER RD
4. INSTALL SURFACE COURSE BETWEEN WEST END OF THE PROJECT AND EAST END OF PROJECT
5. INSTALL TEMPORARY AND SUBSEQUENTLY PERMANENT PAVEMENT MARKINGS IN PERMANENT LOCATION

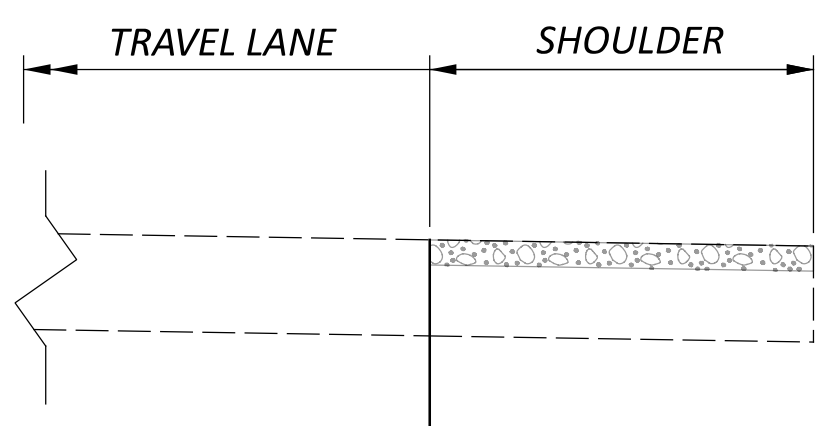
MOT DRAINAGE TEMPORARY FILTER SOCK, FILTER FENCE, OR TEMPORARY STORAGE DITCHES

THE CONTRACTOR SHALL INSTALL TEMPORARY FILTER SOCK, FILTER FENCE, OR TEMPORARY STORAGE DITCHES BEHIND THE CURB TO SLOW THE SURFACE RUNOFF FROM THE SLOPE, OVER THE CURB, INTO THE ROADWAY DURING MOT PHASES 1 AND 2. INSTALLATION OF THESE MATERIALS SHOULD BE CONSISTENT WITH THE ODOT TEMPORARY EROSION AND SEDIMENT CONTROL MANUAL AND ALL APPLICABLE SECTIONS OF THE ODOT C&MS. THE INSTALLATION OF THESE MATERIALS SHALL BE INCIDENTAL TO THE LUMP SUM PRICE FOR 614, MAINTAINING TRAFFIC.

THE FOLLOWING IS A LIST OF LOCATIONS WHERE THE CONTRACTOR IS TO PROVIDE TEMPORARY FILTER SOCK, FILTER FENCE, OR TEMPORARY STORAGE DITCHES BEHIND THE CURB FOR MOT PHASES 1 AND 2:

Table with columns: BEGIN STATION, BEGIN ALIGNMENT, END STATION, END ALIGNMENT, SIDE. Contains data for FILTER SOCK, FILTER FENCE, OR TEMP STORAGE DITCH LOCATIONS during MOT Phases 1 & 2.

SHOULDER RESURFACING DETAIL

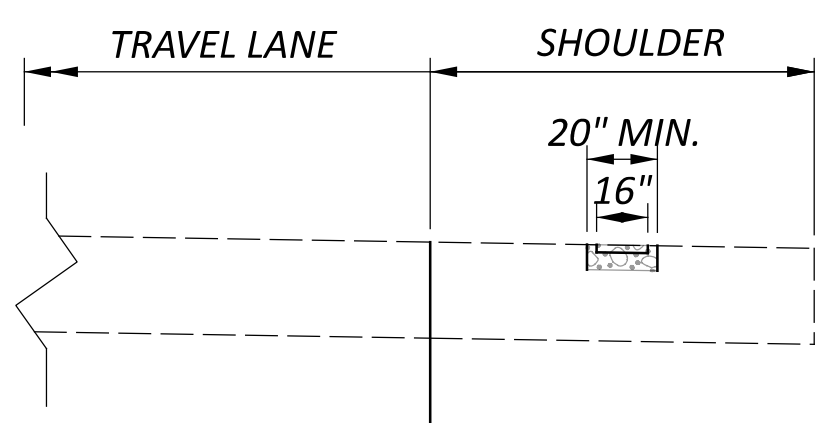


SHOULDER RESURFACING
1.5" - ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22
SEE NOTE ON SHEET P.0061.

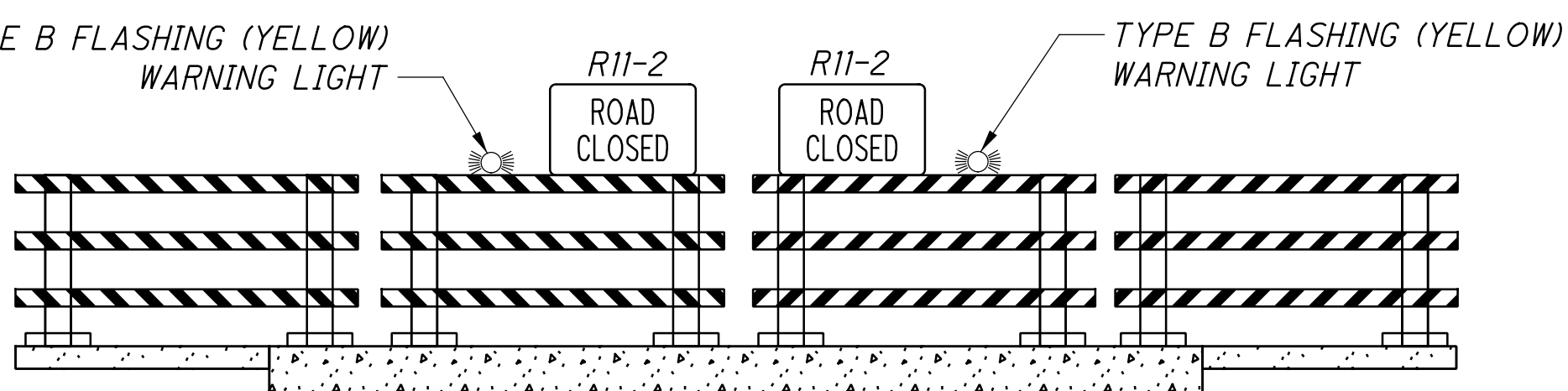
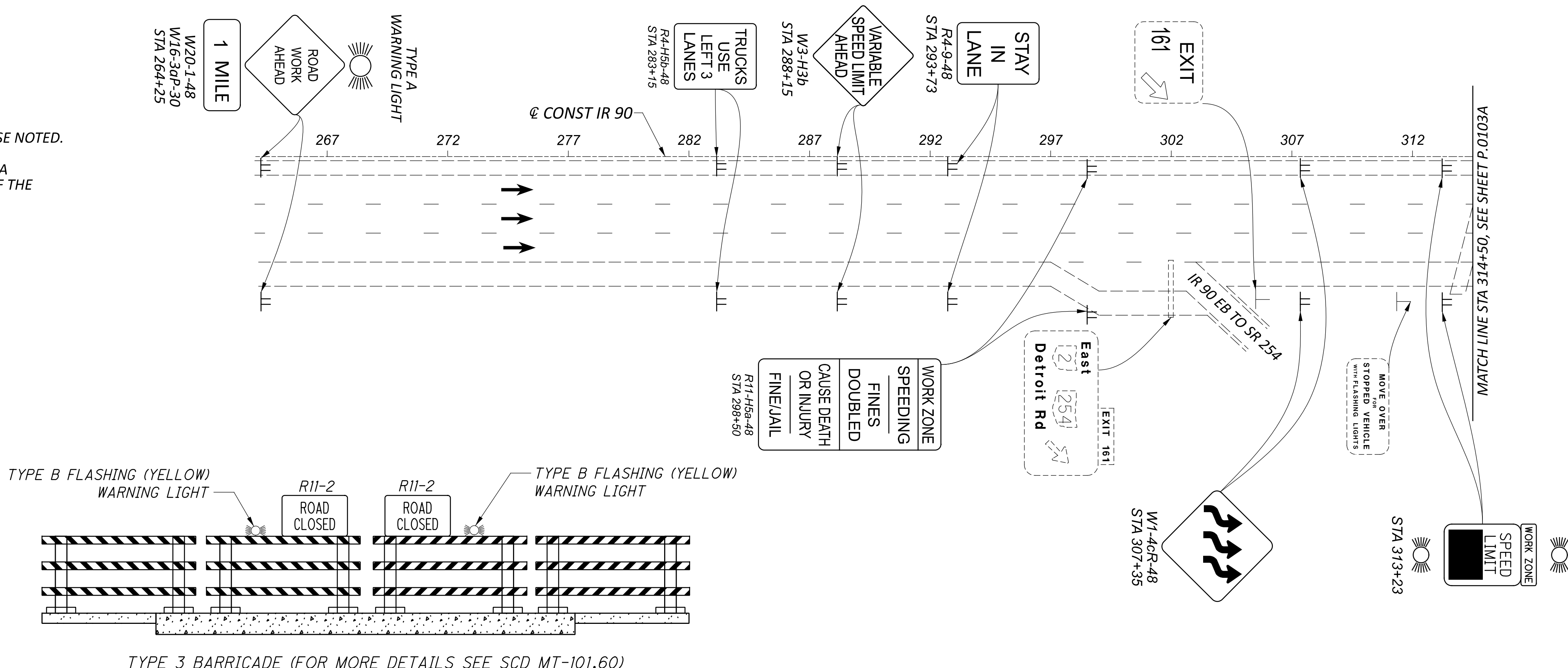
NOTES:

- ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.
- THE RUMBLE STRIP RESURFACING WIDTH SHALL INCLUDE A MINIMUM OF TWO ADDITIONAL INCHES ON EACH SIDE OF THE EXISTING RUMBLE STRIPS.

RUMBLE STRIP RESURFACING DETAIL



RUMBLE STRIP RESURFACING
1.5" - ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22
SEE NOTE ON SHEET P.0061.



TYPE 3 BARRICADE (FOR MORE DETAILS SEE SCD MT-101.60)

LEGEND

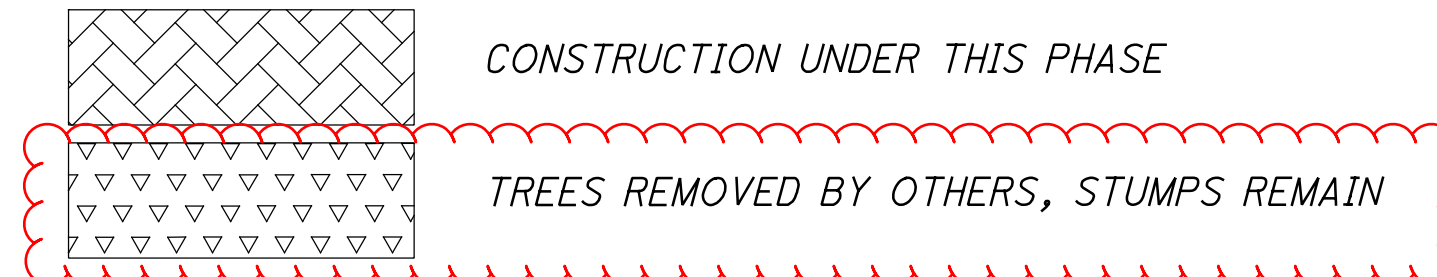
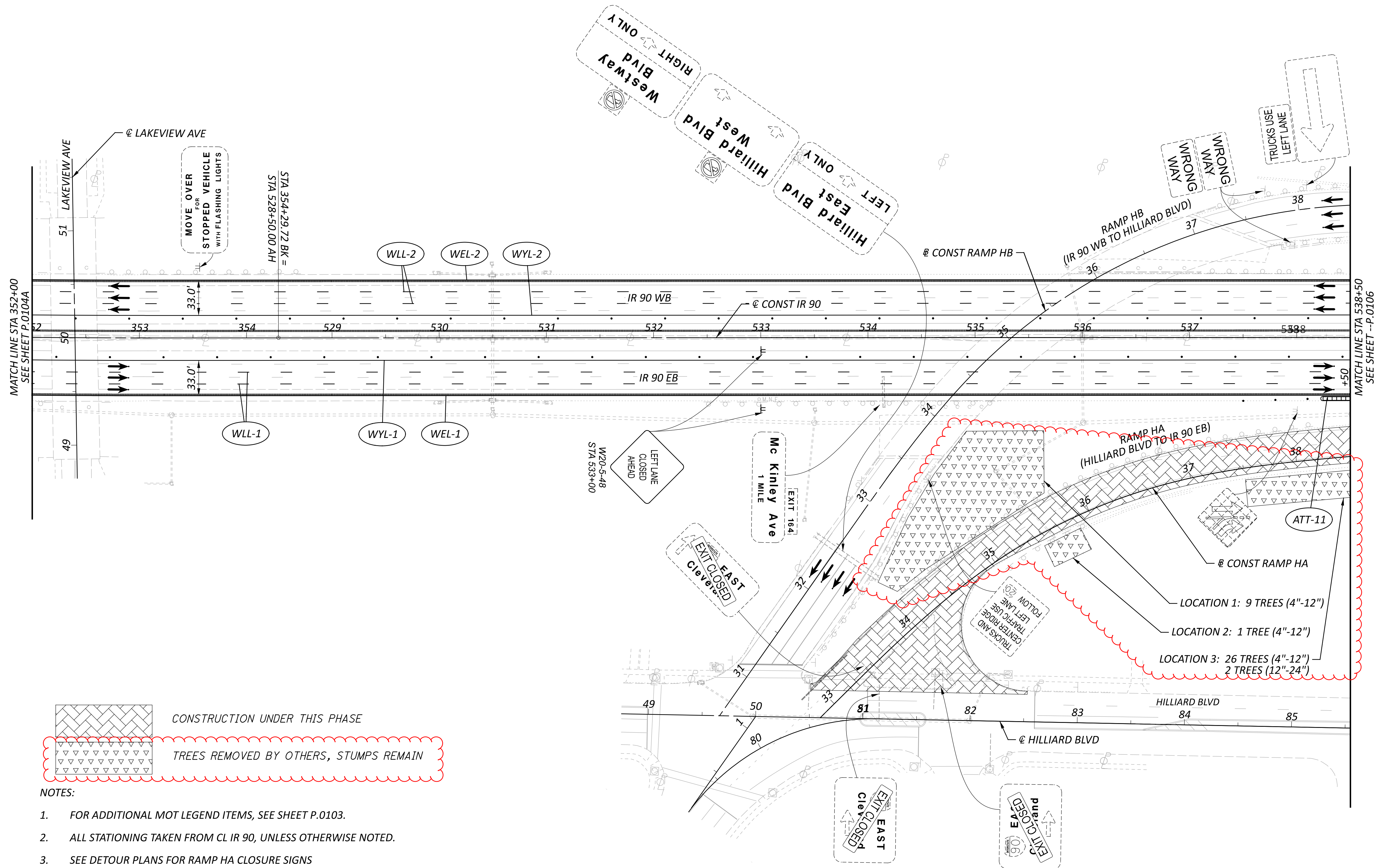
	IMPACT ATTENUATOR		PROPOSED WORK ZONE SIGN		ITEM 614 - WORK ZONE EDGE LINE, WHITE		CONSTRUCTION UNDER THIS PHASE
	TYPE 3 BARRICADE (SEE ABOVE)		EXISTING SIGNS		ITEM 614 - WORK ZONE LANE LINE		CONSTRUCTION UNDER PREVIOUS PHASE(S)
	PORTABLE CHANGEABLE MESSAGE SIGN		EXISTING COVERED SIGNS		ITEM 614 - WORK ZONE EDGE LINE, YELLOW		TEMPORARY CONSTRUCTION UNDER THIS PHASE
	"Y" CONNECTOR		EXISTING SIGN TO BE REMOVED		ITEM 614 - WORK ZONE CHANNELIZING LINE		TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)
	PORTABLE BARRIER (PB), 32"				ITEM 614 - WORK ZONE DOTTED LINE		TEMPORARY PAVEMENT REMOVAL UNDER THIS PHASE
	PORTABLE BARRIER (PB), 50", APP				ITEM 614 - WORK ZONE TRANSVERSE LINE		RESURFACING OF RUMBLE STRIPS UNDER THIS PHASE
	DIRECTION OF TRAFFIC (NOT PVMT MARKINGS)				ITEM 614 - WORK ZONE GORE MARKING		TREES REMOVED BY OTHERS, STUMPS REMAIN
	MOT DRUM (FOR DRUM SPACING, SEE MT-95.40, TABLE II)				ITEM 614 - SPECIAL - WORK ZONE GUARDRAIL		
					ITEM 611 - TEMPORARY DRAINAGE		
					ITEM 614 - WORK ZONE IMPACT ATTENUATOR		
					ITEM 615 - TEMPORARY PAVEMENT FOR MAINTAINING TRAFFIC		
					ITEM 622 - PORTABLE BARRIER		
					ITEM 622 - PORTABLE BARRIER, "Y" CONNECTOR		

CUY-90-6.69

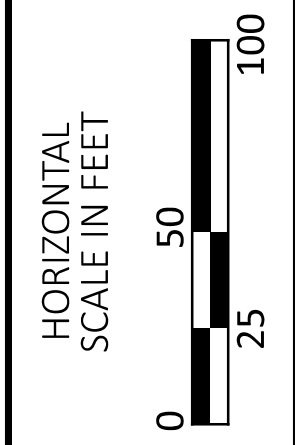
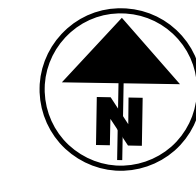
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MAINTENANCE OF TRAFFIC PHASE 1
STA 264+00 TO STA 314+50

DESIGN AGENCY	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0103 P.1587

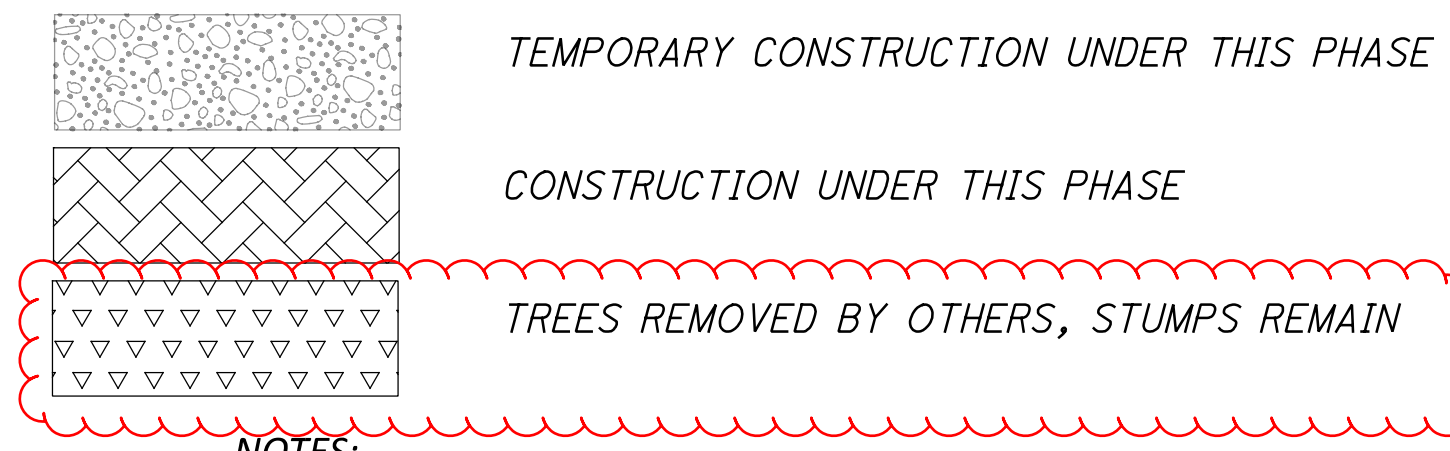
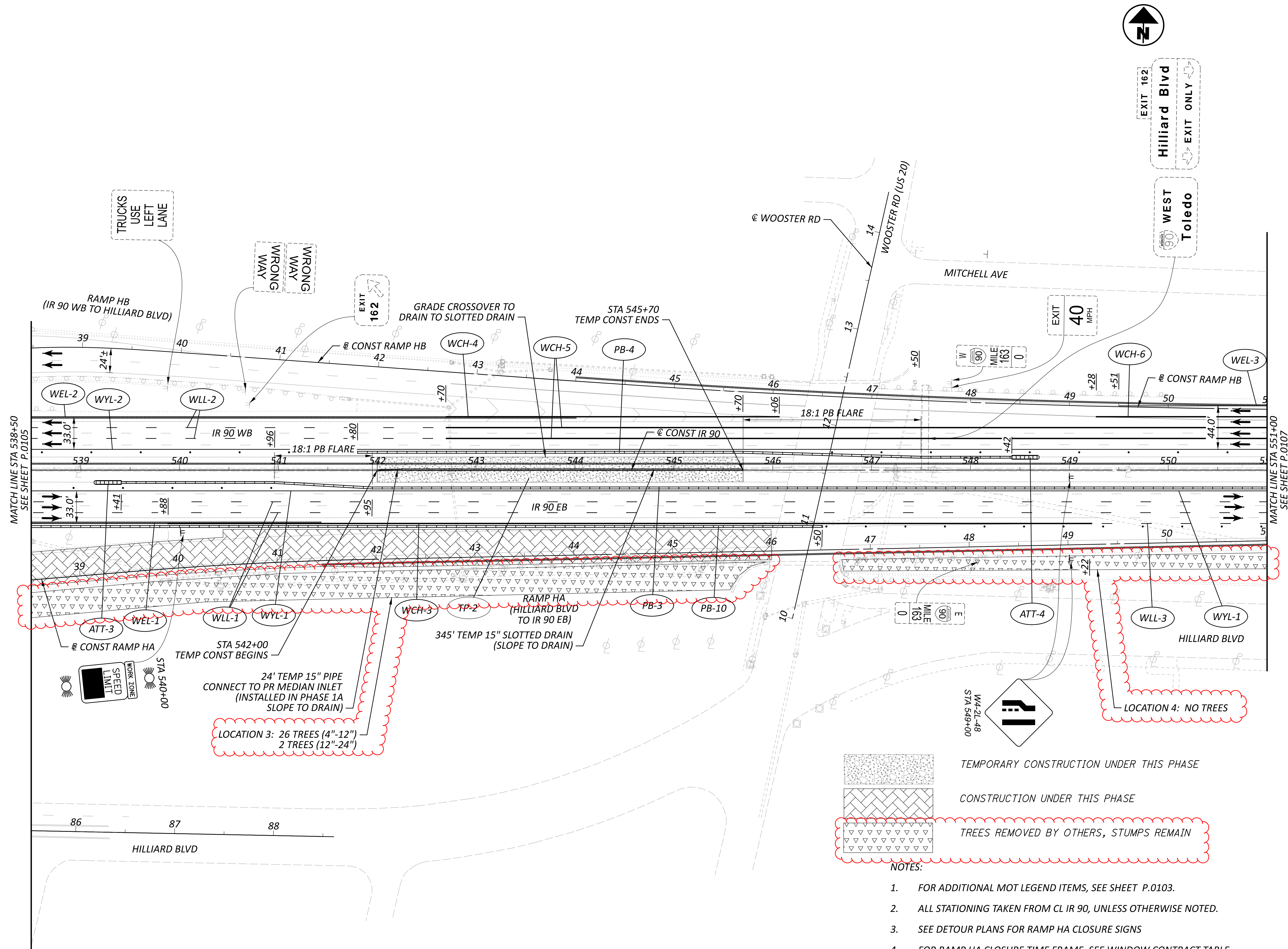


- NOTES:**
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.
 - SEE DETOUR PLANS FOR RAMP HA CLOSURE SIGNS

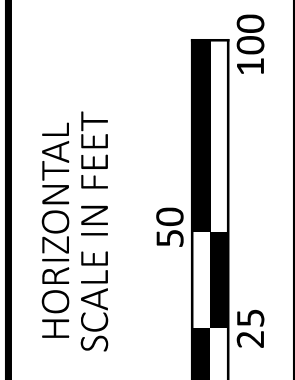


**MAINTENANCE OF TRAFFIC PHASE 1
 STA 352+00 TO STA 538+50**

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0105 P.1587

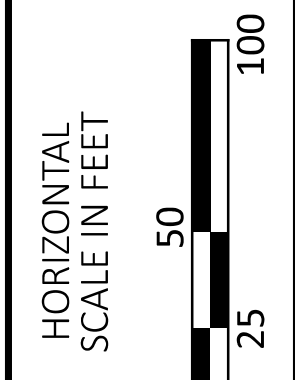
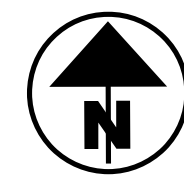
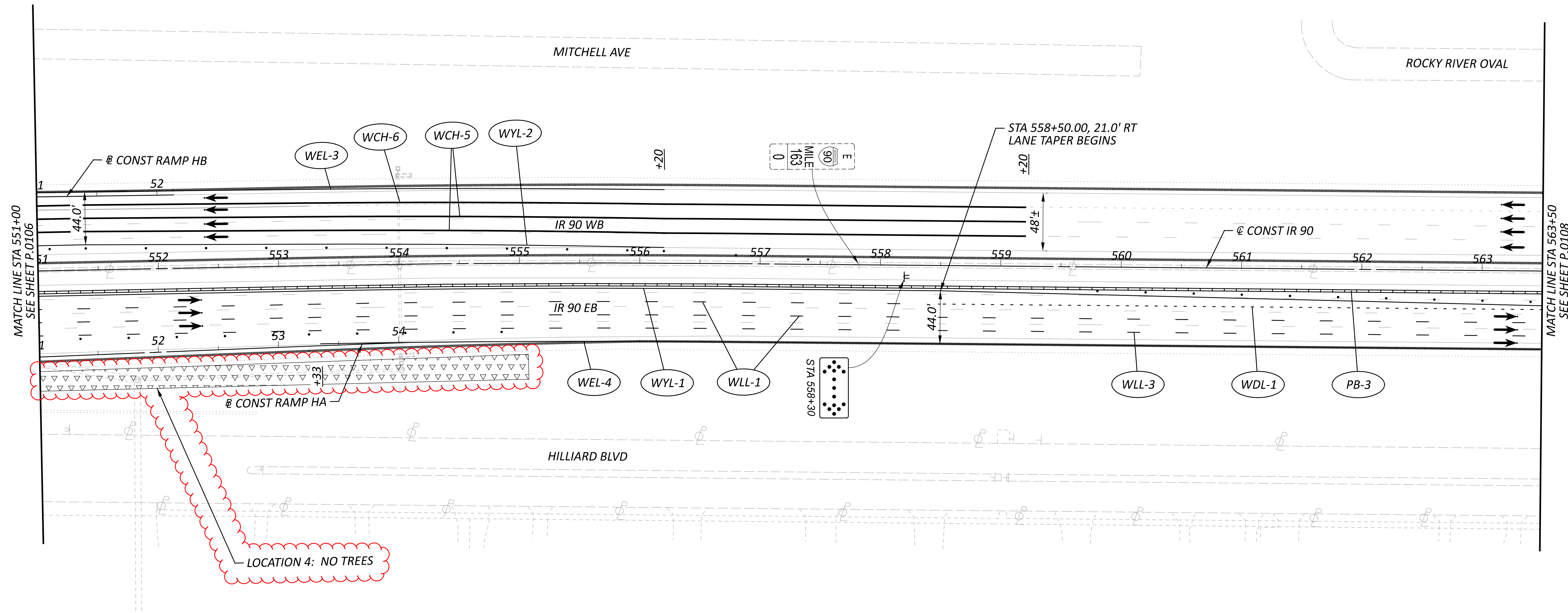


- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.
 - SEE DETOUR PLANS FOR RAMP HA CLOSURE SIGNS
 - FOR RAMP HA CLOSURE TIME FRAME, SEE WINDOW CONTRACT TABLE

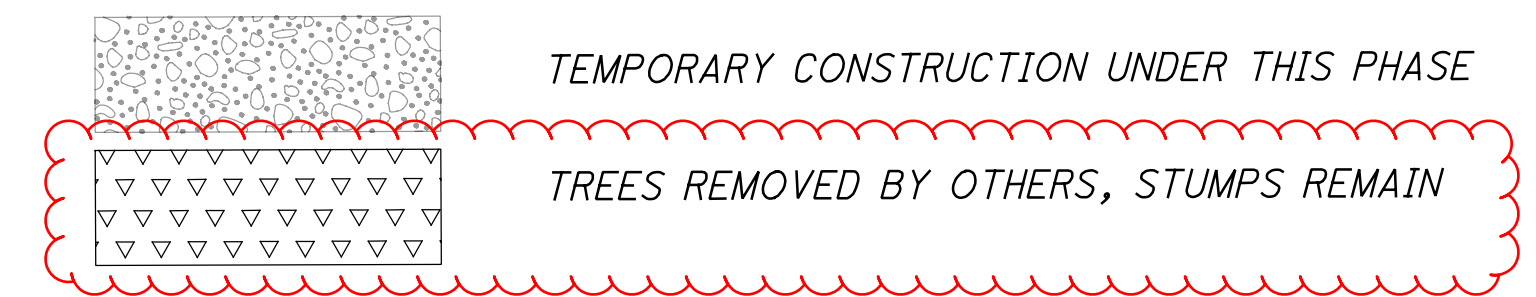


MAINTENANCE OF TRAFFIC PHASE 1
 STA 538+50 TO STA 551+00

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0106 P.1587

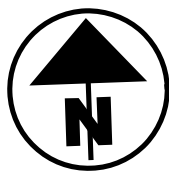
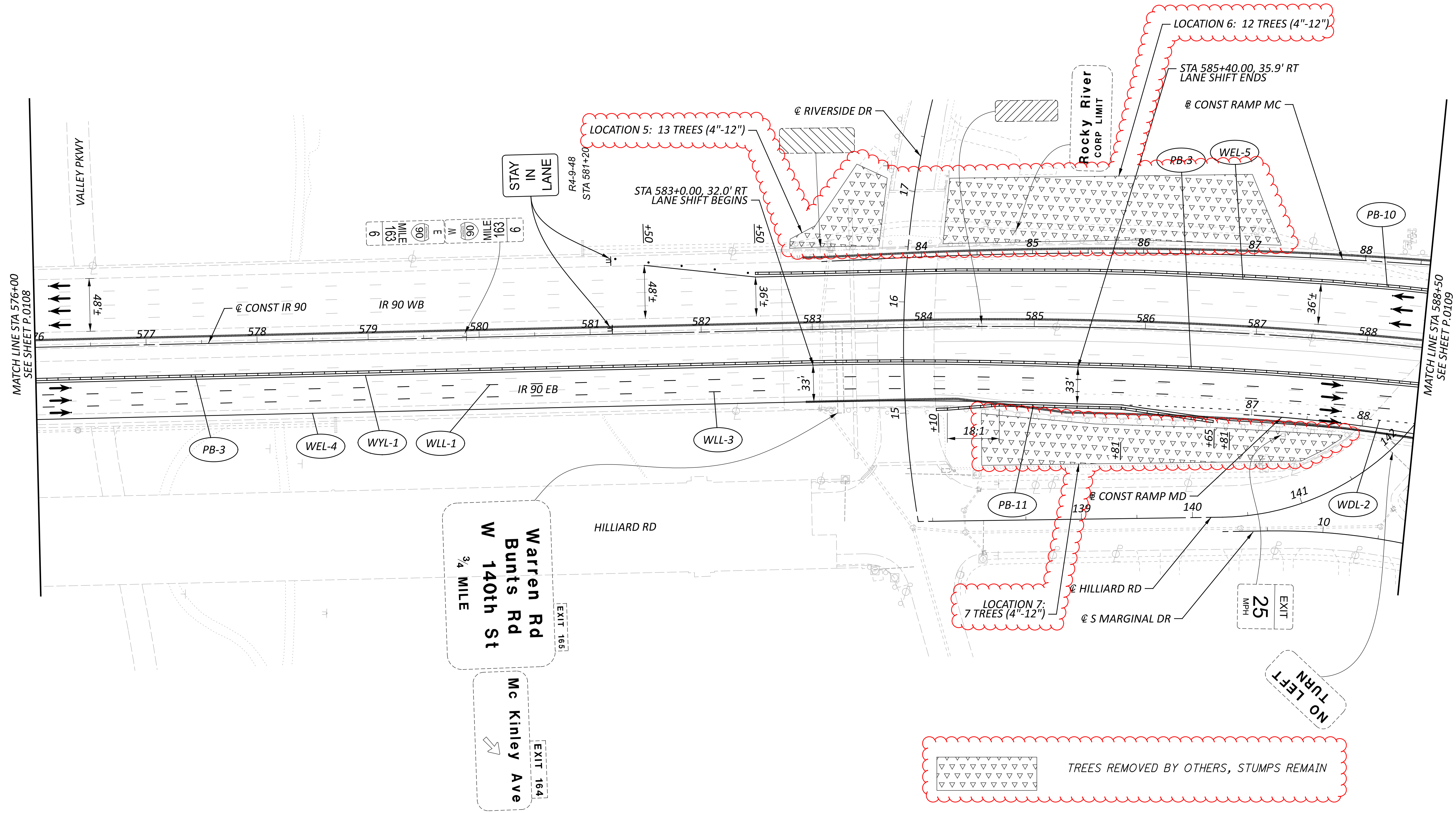


MAINTENANCE OF TRAFFIC PHASE 1
 STA 551+00 TO STA 563+50



- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0107 P.1587

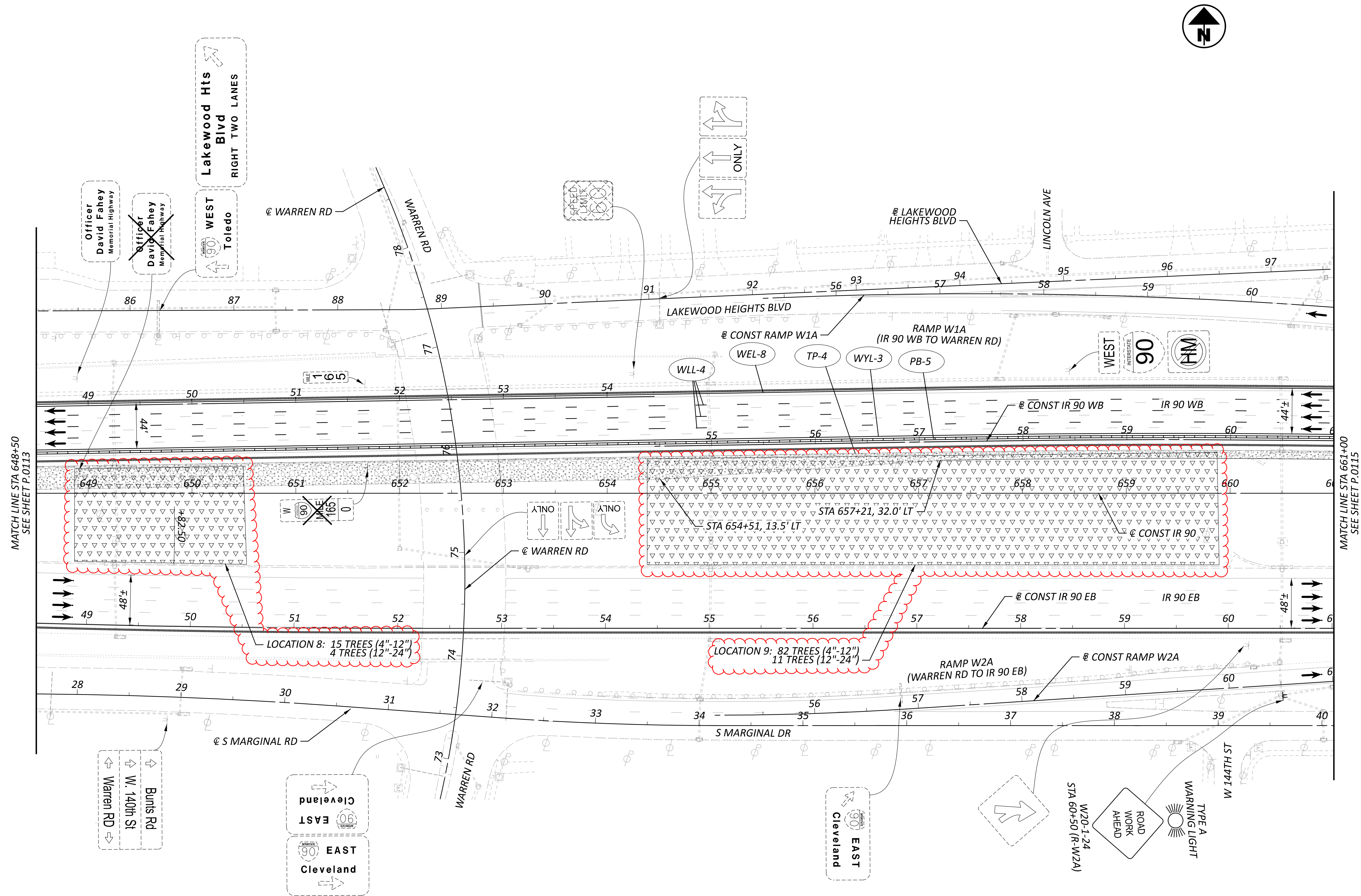


MAINTENANCE OF TRAFFIC PHASE 1
 STA 576+00 TO STA 588+50

TREES REMOVED BY OTHERS, STUMPS REMAIN

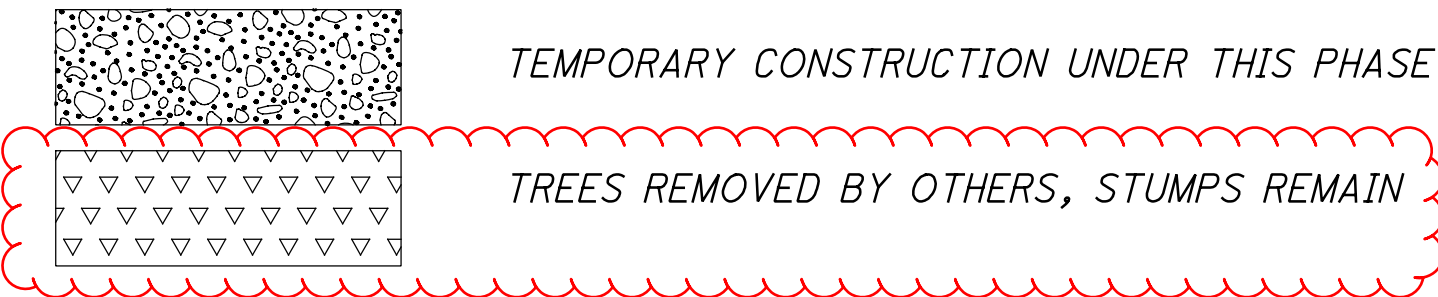
- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0108A P.1587

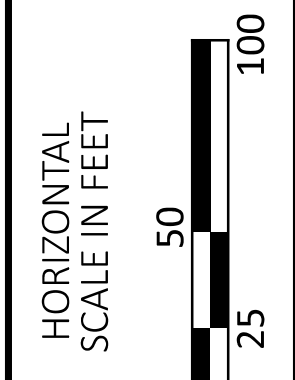
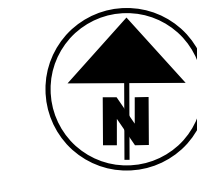


MATCH LINE STA 648+50
SEE SHEET P.0113

MATCH LINE STA 661+00
SEE SHEET P.0115

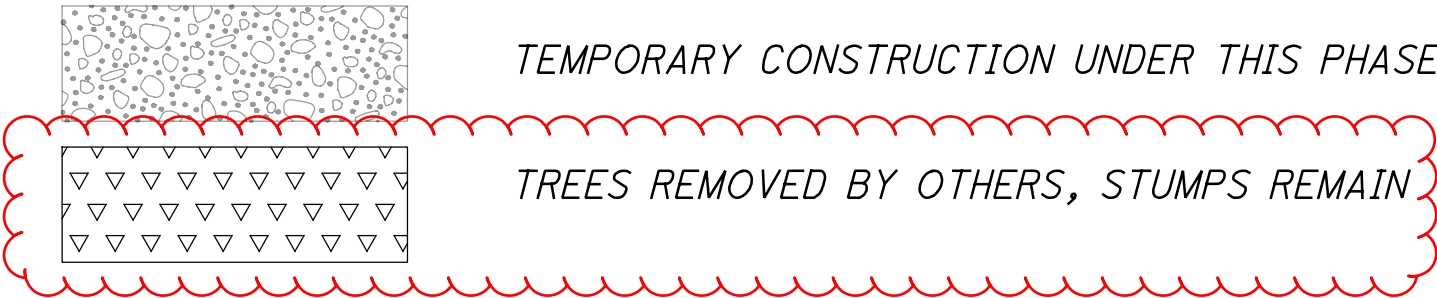
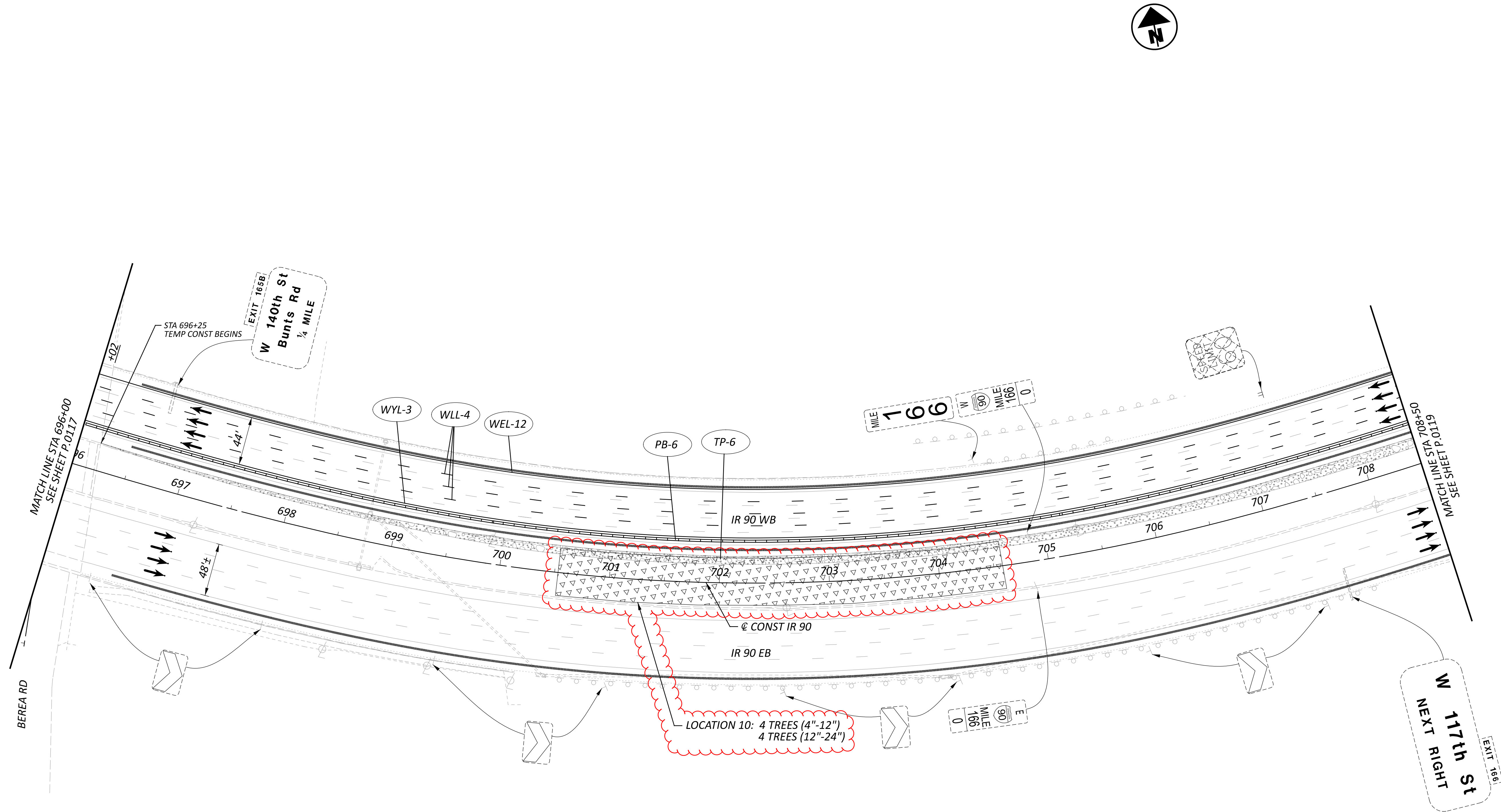


- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.

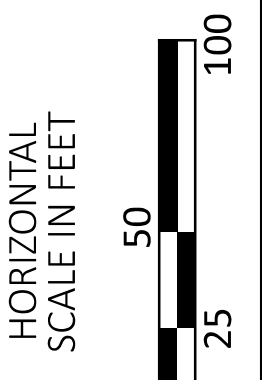


MAINTENANCE OF TRAFFIC PHASE 1
 STA 648+50 TO STA 661+00

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0114 P.1587

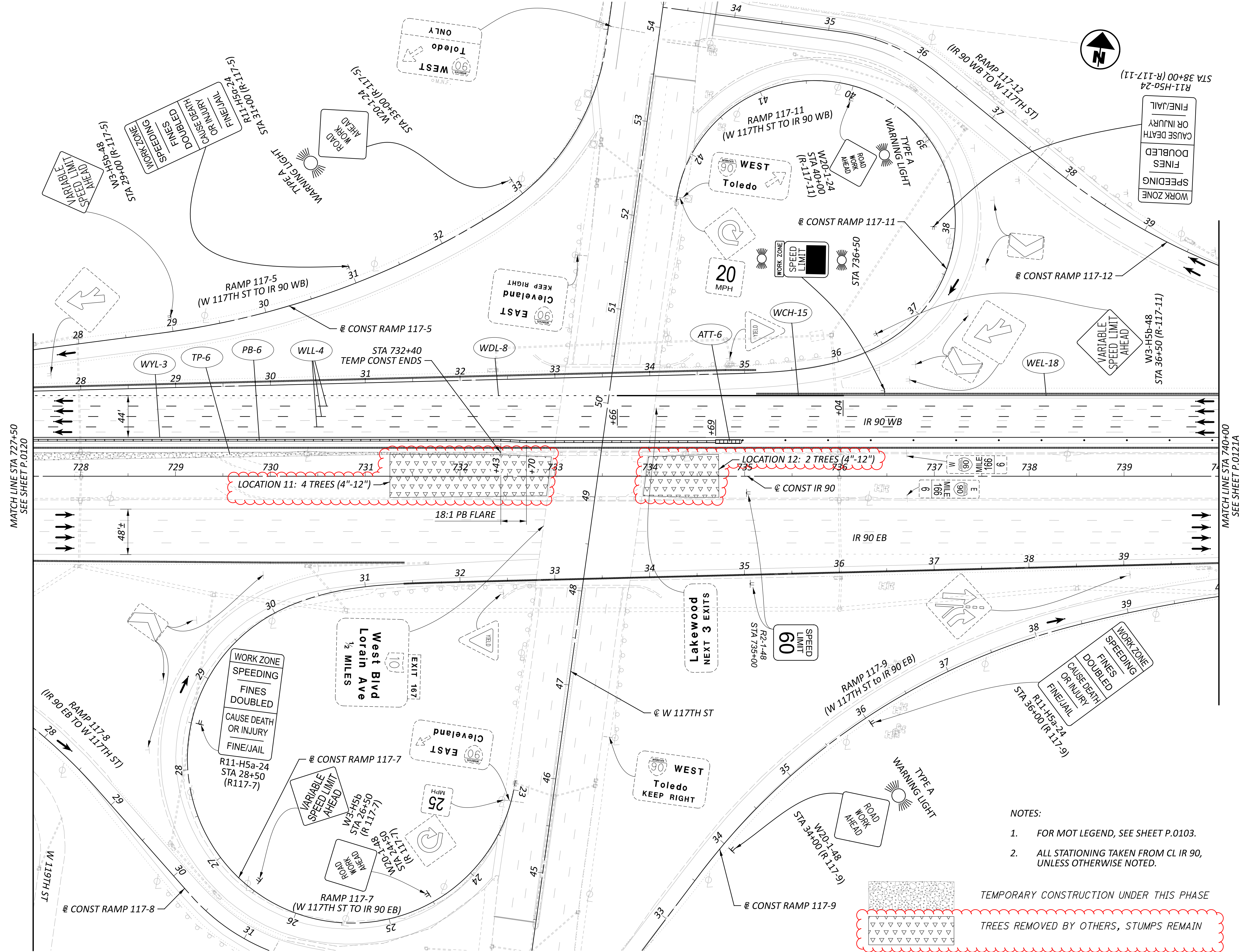


- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.



MAINTENANCE OF TRAFFIC PHASE 1
 STA 696+00 TO STA 708+50

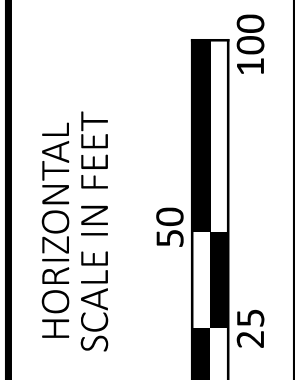
DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0118 P.1587



- NOTES:
1. FOR MOT LEGEND, SEE SHEET P.0103.
 2. ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.

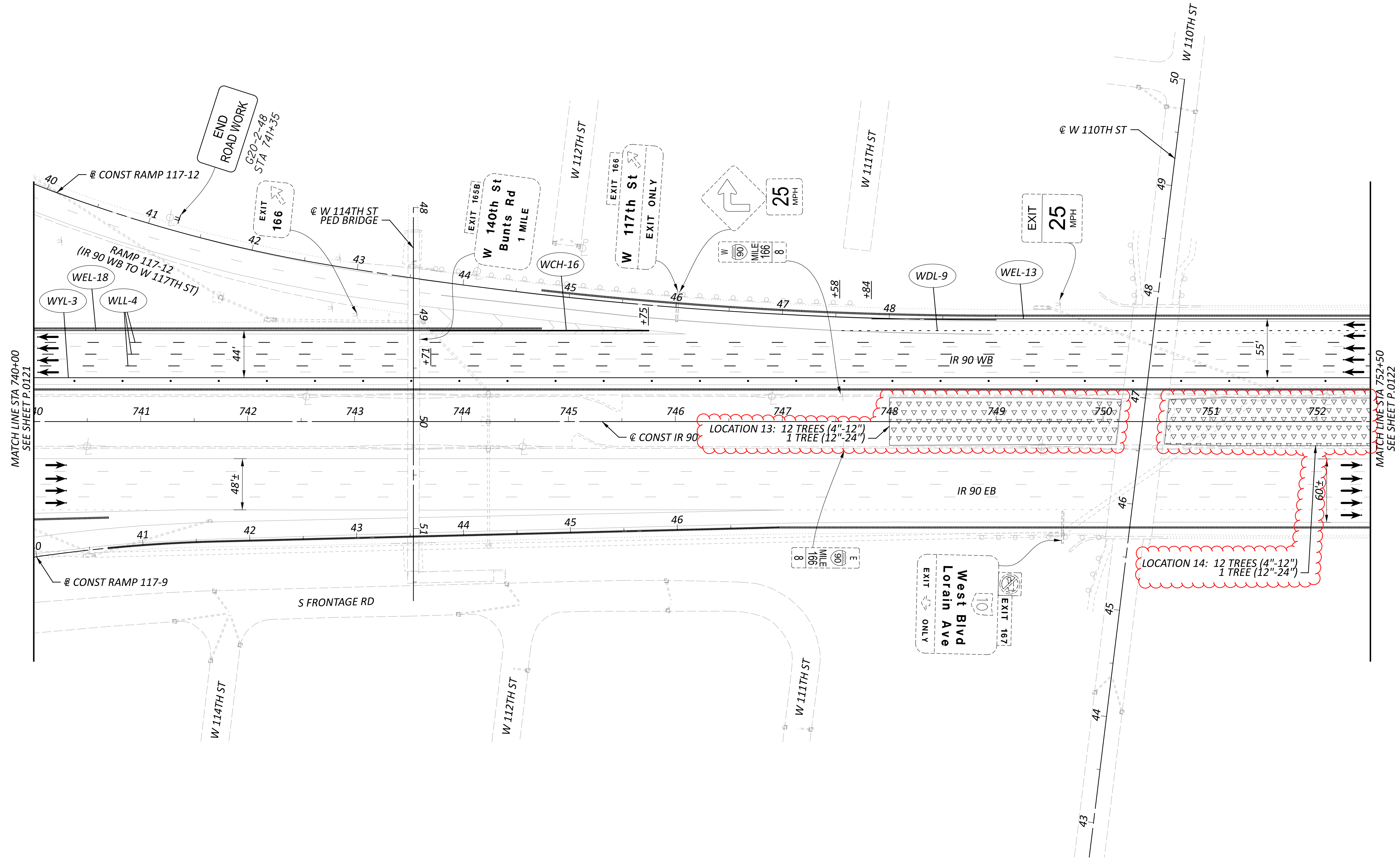
TEMPORARY CONSTRUCTION UNDER THIS PHASE

TREES REMOVED BY OTHERS, STUMPS REMAIN



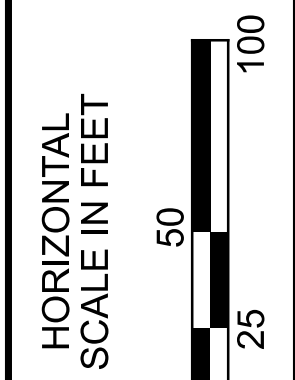
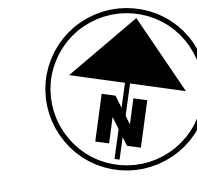
MAINTENANCE OF TRAFFIC PHASE 1
STA 727+50 TO STA 740+00

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	P.0121
TOTAL	P.1587



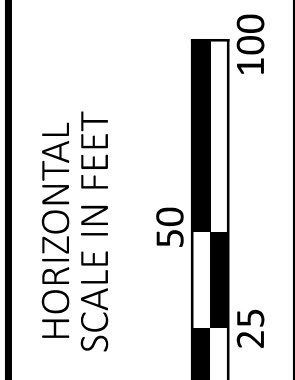
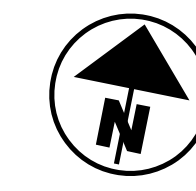
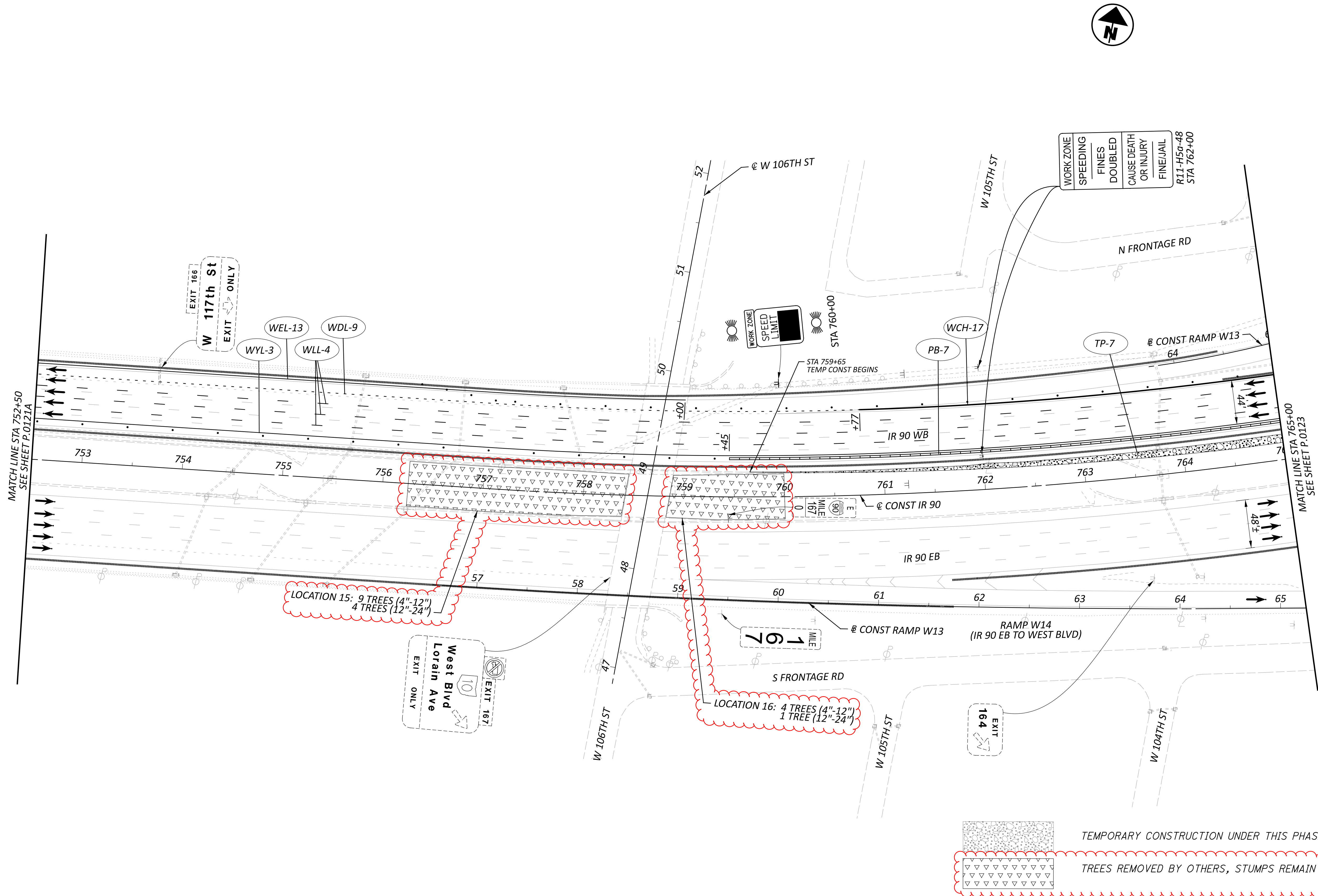
NOTES:

- FOR MOT LEGEND, SEE SHEET P.0103.
- ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.



MAINTENANCE OF TRAFFIC PHASE 1
 STA 740+00 TO STA 752+50

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0121A P.1587



MAINTENANCE OF TRAFFIC PHASE 1
 STA 752+50 TO STA 765+00

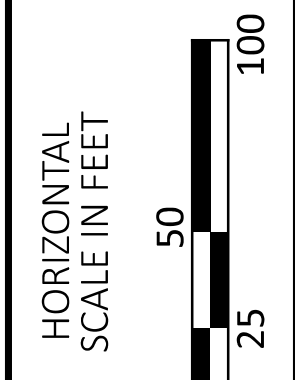
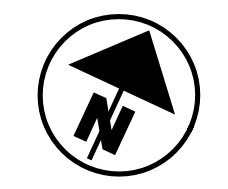
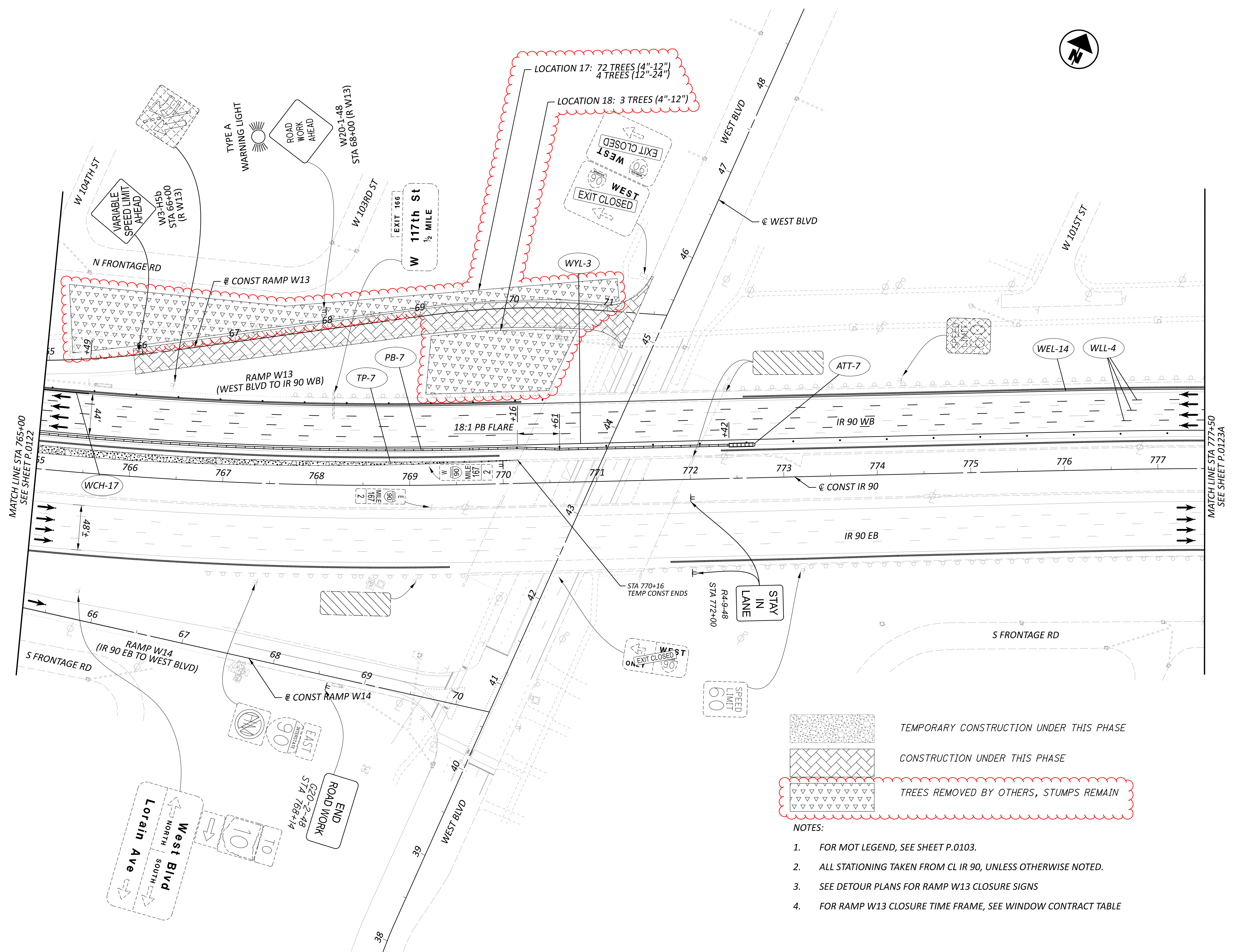
LOCATION 15: 9 TREES (4"-12")
 4 TREES (12"-24")

LOCATION 16: 4 TREES (4"-12")
 1 TREE (12"-24")

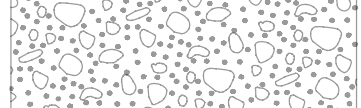
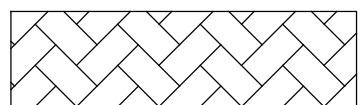
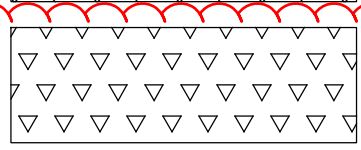
TEMPORARY CONSTRUCTION UNDER THIS PHASE
 TREES REMOVED BY OTHERS, STUMPS REMAIN

- NOTES:
- FOR MOT LEGEND, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.

DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0122 P.1587

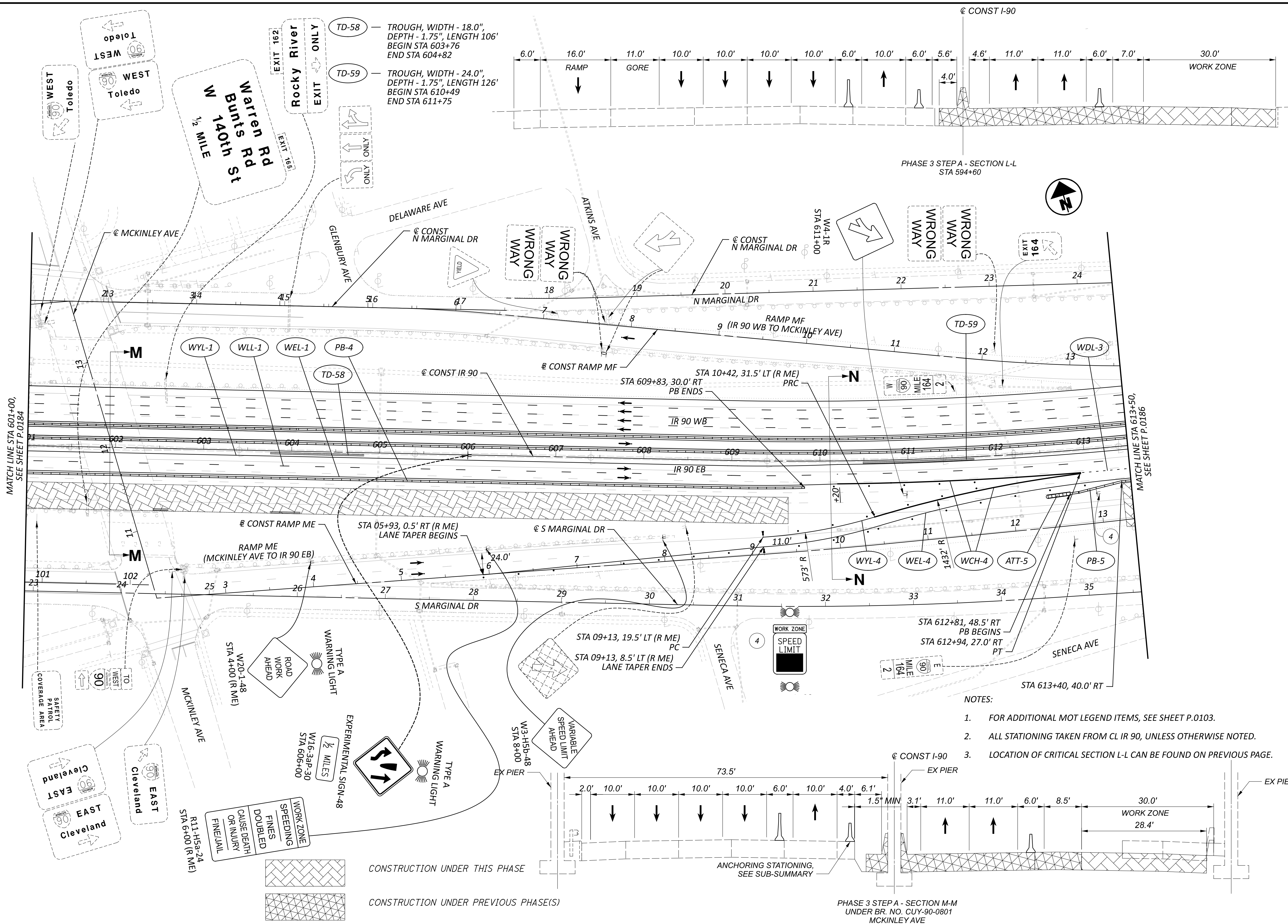


**MAINTENANCE OF TRAFFIC PHASE 1
 STA 765+00 TO STA 777+50**

-  TEMPORARY CONSTRUCTION UNDER THIS PHASE
-  CONSTRUCTION UNDER THIS PHASE
-  TREES REMOVED BY OTHERS, STUMPS REMAIN

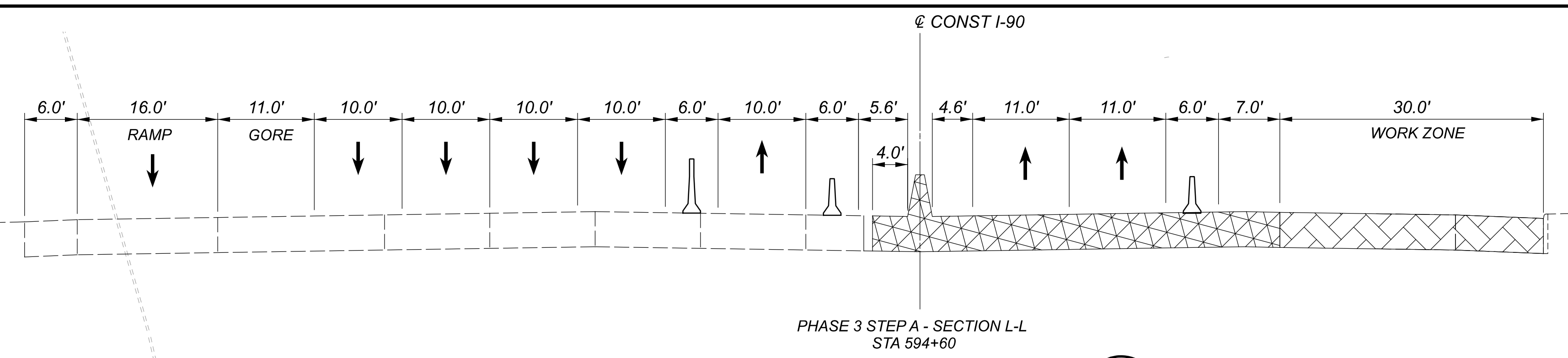
- NOTES:
1. FOR MOT LEGEND, SEE SHEET P.0103.
 2. ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.
 3. SEE DETOUR PLANS FOR RAMP W13 CLOSURE SIGNS
 4. FOR RAMP W13 CLOSURE TIME FRAME, SEE WINDOW CONTRACT TABLE

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	CSC
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0123 P.1587

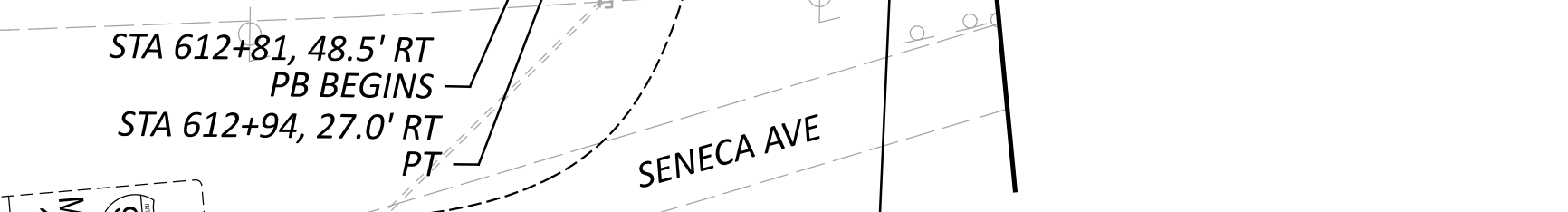


TD-58 — TROUGH, WIDTH - 18.0",
DEPTH - 1.75", LENGTH 106'
BEGIN STA 603+76
END STA 604+82

TD-59 — TROUGH, WIDTH - 24.0",
DEPTH - 1.75", LENGTH 126'
BEGIN STA 610+49
END STA 611+75

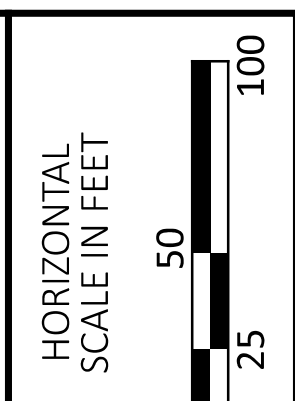


PHASE 3 STEP A - SECTION L-L
STA 594+60



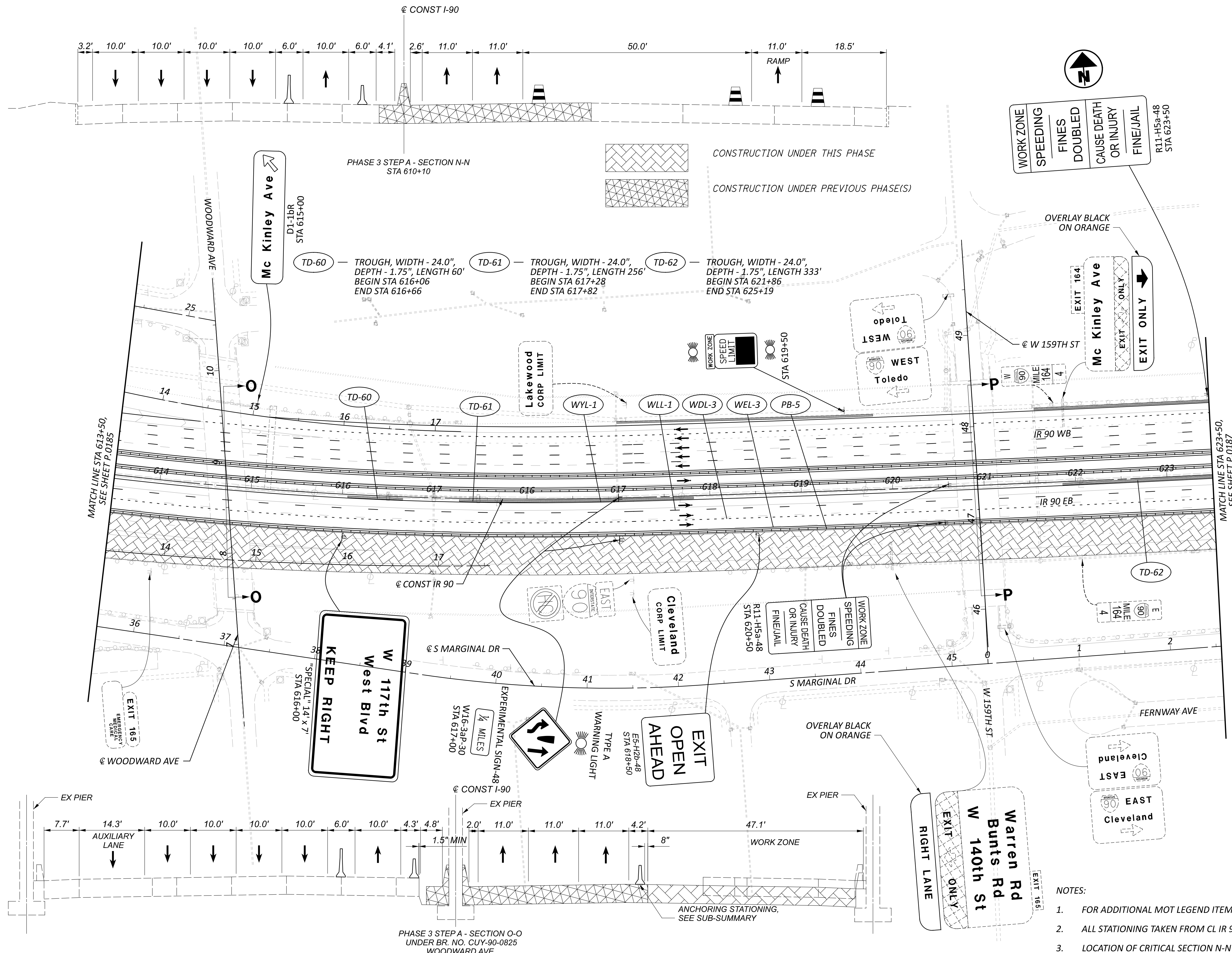
PHASE 3 STEP A - SECTION M-M
UNDER BR. NO. CUY-90-0801
MCKINLEY AVE

- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.
 - LOCATION OF CRITICAL SECTION L-L CAN BE FOUND ON PREVIOUS PAGE.

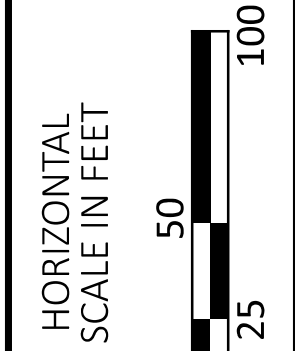


MAINTENANCE OF TRAFFIC PHASE 3A, 3B, 3C
STA 601+00 TO STA 613+50

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	DMS
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0185 P.1587

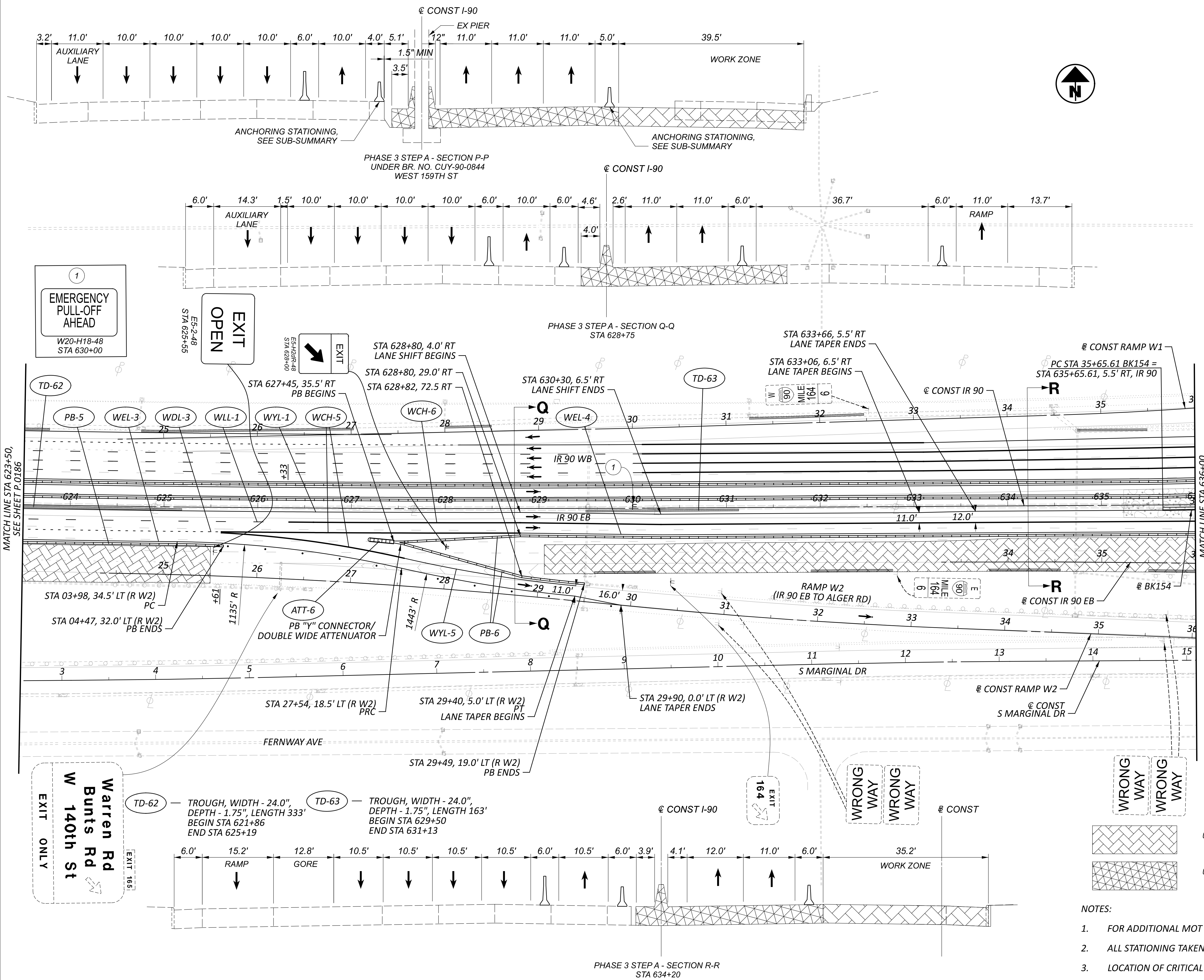


- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.
 - LOCATION OF CRITICAL SECTION N-N CAN BE FOUND ON PREVIOUS PAGE.



MAINTENANCE OF TRAFFIC PHASE 3A 3B
STA 613+50 TO STA 623+50

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	DMS
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	P.0186
TOTAL	P.1587



EMERGENCY
PULL-OFF
AHEAD
W20-H18-48
STA 630+00

EXIT
OPEN
ES-2-48
STA 625+55

EXIT
ES-H2R-48
STA 628+00

EXIT
164

EXIT ONLY
Warren Rd
Bunts Rd
W 140th St
EXIT 185

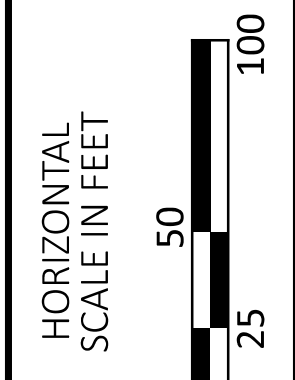
TD-62 - TROUGH, WIDTH - 24.0",
DEPTH - 1.75", LENGTH 333'
BEGIN STA 621+86
END STA 625+19

TD-63 - TROUGH, WIDTH - 24.0",
DEPTH - 1.75", LENGTH 163'
BEGIN STA 629+50
END STA 631+13

WRONG
WAY
WRONG
WAY

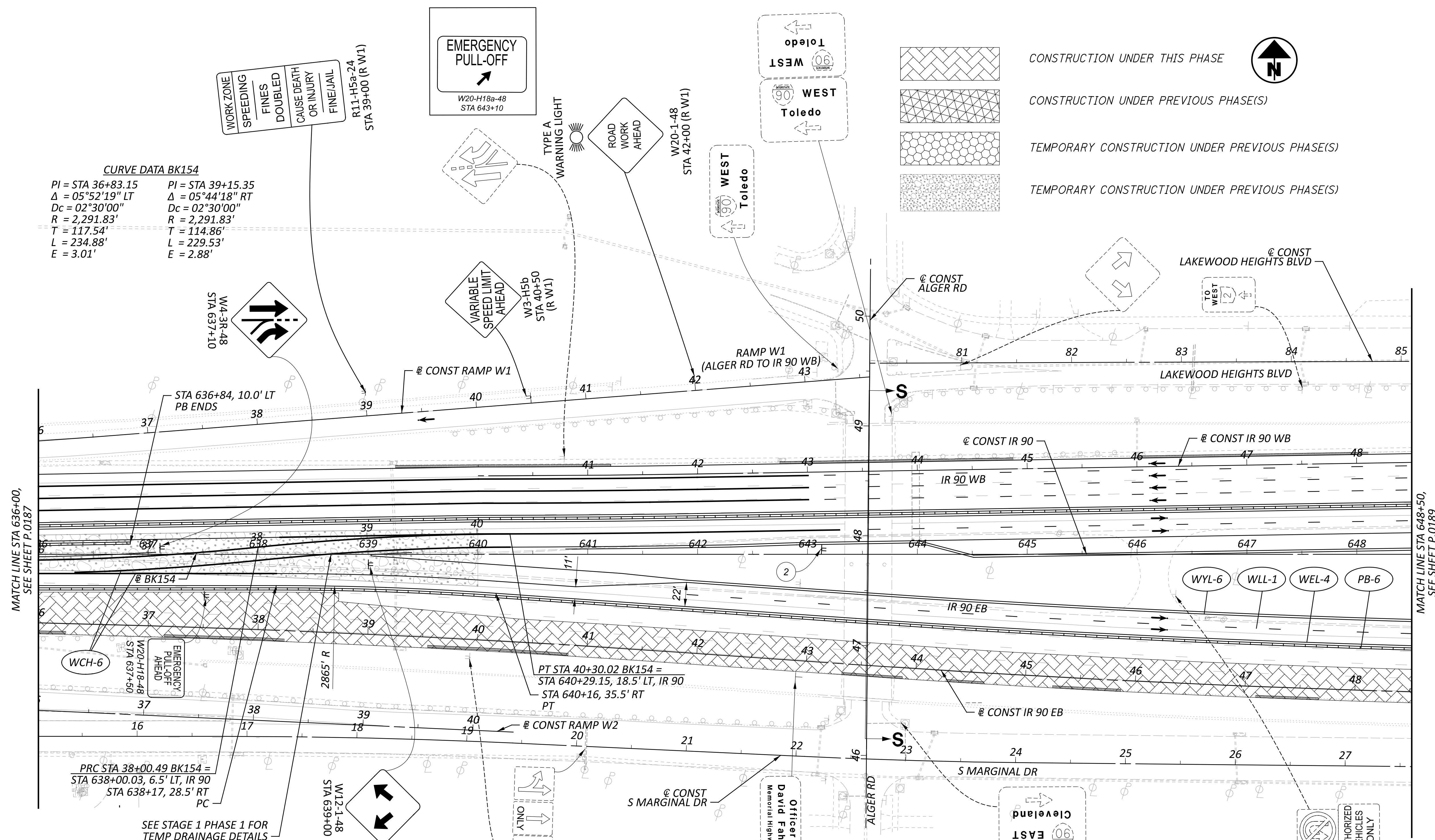
CONSTRUCTION UNDER THIS PHASE
CONSTRUCTION UNDER PREVIOUS PHASE(S)

- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.
 - LOCATION OF CRITICAL SECTION P-P CAN BE FOUND ON PREVIOUS PAGE.



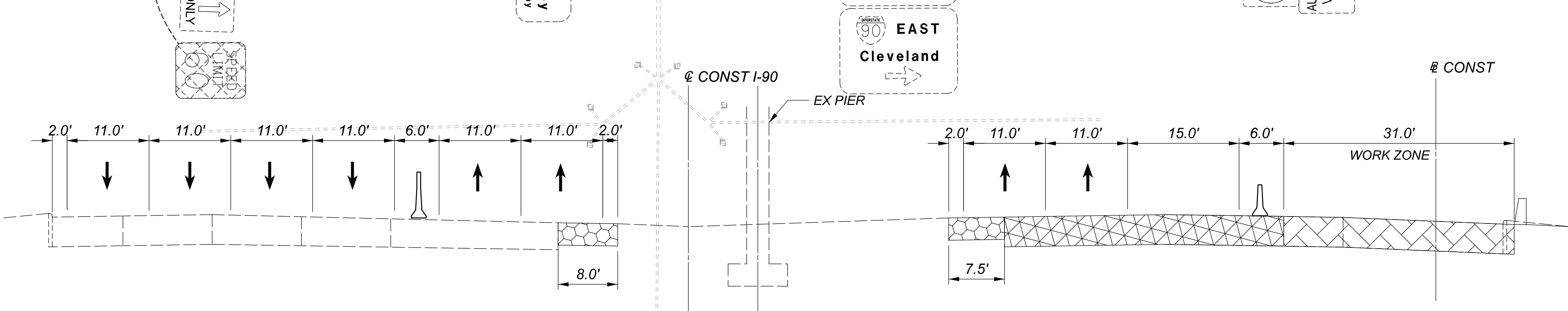
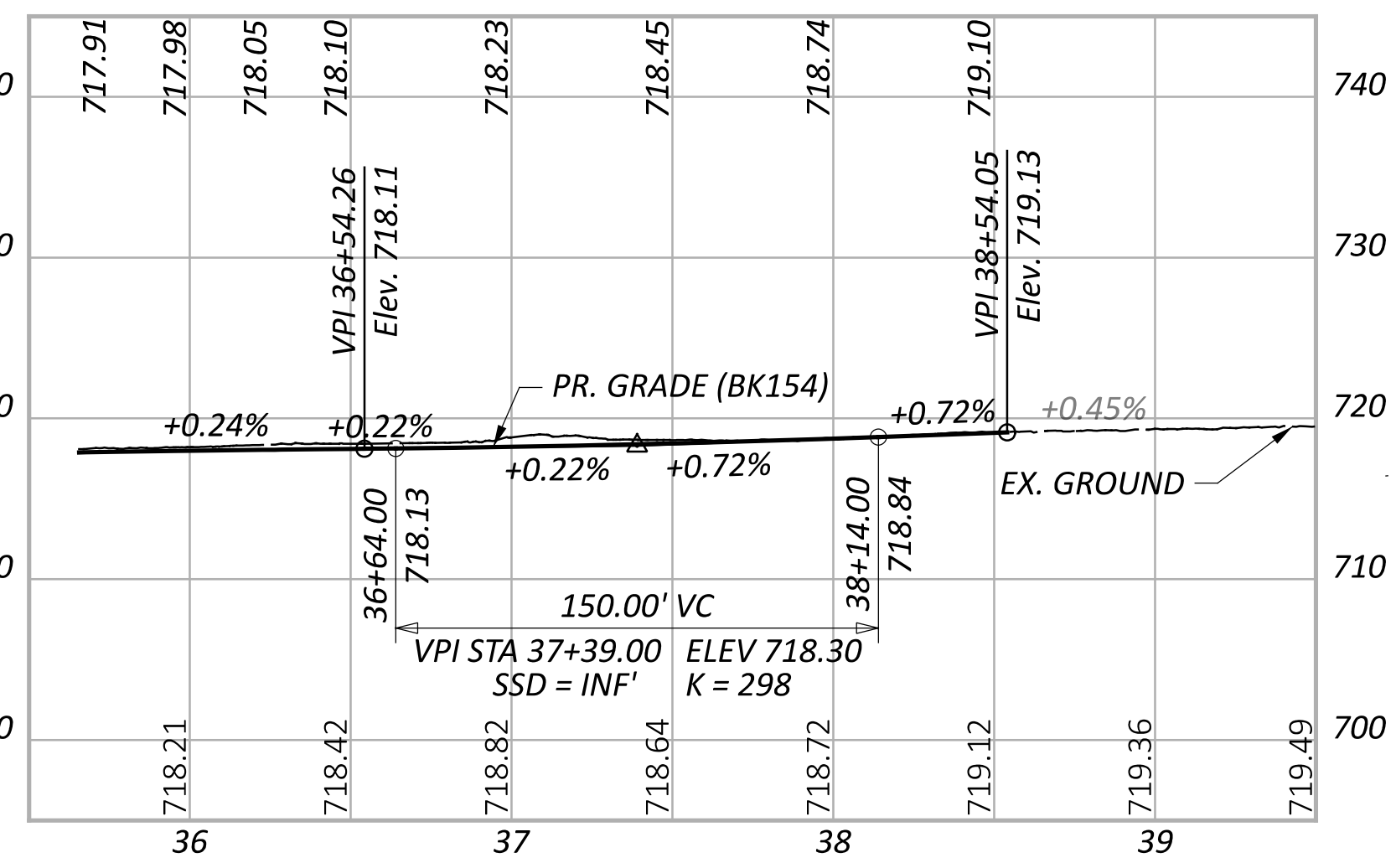
MAINTENANCE OF TRAFFIC PHASE 3A 3B
STA 623+50 TO STA 636+00

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	DMS
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	P.0187
TOTAL	P.1587

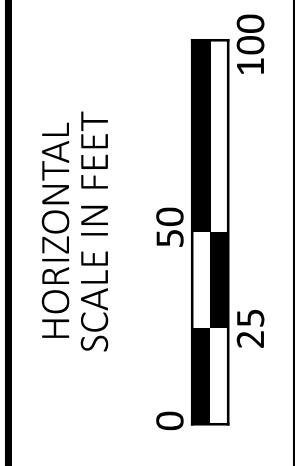


CURVE DATA BK154

PI = STA 36+83.15	PI = STA 39+15.35
$\Delta = 05^{\circ}52'19''$ LT	$\Delta = 05^{\circ}44'18''$ RT
Dc = $02^{\circ}30'00''$	Dc = $02^{\circ}30'00''$
R = 2,291.83'	R = 2,291.83'
T = 117.54'	T = 114.86'
L = 234.88'	L = 229.53'
E = 3.01'	E = 2.88'



- NOTES:
- FOR ADDITIONAL MOT LEGEND ITEMS, SEE SHEET P.0103.
 - ALL STATIONING TAKEN FROM CL IR 90, UNLESS OTHERWISE NOTED.



MAINTENANCE OF TRAFFIC PHASE 3A 3B
STA 636+00 TO STA 648+50

DESIGN AGENCY	STRUCTUREPOINT
DESIGNER	DMS
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET	P.0188
TOTAL	P.1587

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	45	46	48	332	337	338	340	341	346		01/IMS/04	02/IMS/13	03/IMS/13						
	LS										LS			201	11000	LS	ROADWAY CLEARING AND GRUBBING		
				420,404		6,343					420,404			202	23001	420,404	SY	PAVEMENT REMOVED, AS PER PLAN	P.0046
				37,701							6,343			202	30000	6,343	SF	WALK REMOVED	
				2,234							37,701			202	30700	37,701	FT	CONCRETE BARRIER REMOVED	
				54,446							2,234			202	30800	2,234	SY	TRAFFIC ISLAND REMOVED	
											54,446			202	32000	54,446	FT	CURB REMOVED	
				204							204			202	32800	204	SY	CONCRETE SLOPE PROTECTION REMOVED	
									8,260		8,260			202	35100	8,260	FT	PIPE REMOVED, 24" AND UNDER	
									9,500		9,500			202	35200	9,500	FT	PIPE REMOVED, OVER 24"	
				12,989							12,989			202	38000	12,989	FT	GUARDRAIL REMOVED	
				39							39			202	42010	39	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
				25							25			202	42040	25	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
				33							33			202	47000	33	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
				2							2			202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
									37		37			202	58000	37	EACH	MANHOLE REMOVED	
									101		101			202	58100	101	EACH	CATCH BASIN REMOVED	
									150		150			202	58200	150	EACH	INLET REMOVED	
									5,033		5,033			SPECIAL	20270000	5,033	FT	FILL AND PLUG EXISTING CONDUIT, 15"	P.0048
									950		950			SPECIAL	20270000	950	FT	FILL AND PLUG EXISTING CONDUIT, 18"	P.0048
									906		906			SPECIAL	20270000	906	FT	FILL AND PLUG EXISTING CONDUIT, 21"	P.0048
									1,058		1,058			SPECIAL	20270000	1,058	FT	FILL AND PLUG EXISTING CONDUIT, 24"	P.0048
									247		247			SPECIAL	20270000	247	FT	FILL AND PLUG EXISTING CONDUIT, 30"	P.0048
									575		575			SPECIAL	20270000	575	FT	FILL AND PLUG EXISTING CONDUIT, 36"	P.0048
									670		670			SPECIAL	20270000	670	FT	FILL AND PLUG EXISTING CONDUIT, 42"	P.0048
									773		773			SPECIAL	20270000	773	FT	FILL AND PLUG EXISTING CONDUIT, 48"	P.0048
									2,278		2,278			SPECIAL	20270000	2,278	FT	FILL AND PLUG EXISTING CONDUIT, 54"	P.0048
									2,744		2,744			SPECIAL	20270000	2,744	FT	FILL AND PLUG EXISTING CONDUIT, 60"	P.0048
				500					145		645			SPECIAL	20270110	645	FT	PIPE CLEANOUT, 24" AND UNDER	P.0048
				500					190		690			SPECIAL	20270120	690	FT	PIPE CLEANOUT, 27" TO 48"	P.0048
				500							500			SPECIAL	20270130	500	FT	PIPE CLEANOUT OVER 48"	P.0048
								41,942			41,942			202	75000	41,942	FT	FENCE REMOVED	
											LS			202	98000	LS		REMOVAL MISC.:TRAFFIC MONITORING EQUIPMENT	P.1268
								252,249			252,249			203	10001	252,249	CY	EXCAVATION, AS PER PLAN	P.0046
								9,830			9,830			203	20001	9,830	CY	EMBANKMENT, AS PER PLAN	P.0046
								24			24			203	98600	24	EACH	ROADWAY, MISC.:TEST HOLE	P.0046
37,166											37,166			204	13001	37,166	CY	EXCAVATION OF SUBGRADE, AS PER PLAN	P.0046
											71			204	45000	71	HOUR	PROOF ROLLING	
5,786											5,786			206	10500	5,786	TON	CEMENT	
221,079											221,079			206	11000	221,079	SY	CURING COAT	
204,209											204,209			206	15010	204,209	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
16,870											16,870			206	15020	16,870	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
	LS										LS			206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
					0.25						0.25			209	15051	0.25	MILE	RESHAPING UNDER GUARDRAIL, AS PER PLAN	P.0050
					20,246						20,246			606	15051	20,246	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	P.0046
					125						125			606	15151	125	FT	GUARDRAIL, TYPE MGS HALF POST SPACING, AS PER PLAN	P.0046
					62.5						62.5			606	15251	62.5	FT	GUARDRAIL, TYPE MGS QUARTER POST SPACING, AS PER PLAN	P.0046
					57						57			606	26150	57	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
					35						35			606	26550	35	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
					42						42			606	35002	42	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
					20						20			606	35102	20	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
								41,913			41,913			607	23000	41,913	FT	FENCE, TYPE CLT	
								41,913			41,913			607	70000	41,913	FT	FENCELINE SEEDING AND MULCHING	

GENERAL SUMMARY

DESIGN AGENCY
AMERICAN STRUCTUREPOINT
 INC.
 DESIGNER
 BER
 REVIEWER
 VDK 08/09/23
 PROJECT ID
 76779
 SHEET TOTAL
 P.0316 P.1587

SHEET NUM.								PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
1432	1457							01/IMS/04	02/IMS/13	03/IMS/13						
STRUCTURE OVER 20 FOOT SPAN (CUY-00090-09.700 R) CONT.																
250								250			526	25010	250	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15")	
250								250			526	30010	250	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")	
147								147			526	90010	147	FT	TYPE A INSTALLATION	
								LS			SPECIAL	53000200	LS		STRUCTURES, TEMPORARY FALSEWORK AND PROTECTIVE STRUCTURE	P.1351
1,290								1,290			607	39900	1,290	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
6,209								6,209			848	10201	6,209	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN 3 3/4" INCH THICK	P.1350
6,209								6,209			848	20000	6,209	SY	SURFACE PREPARATION USING HYDRODEMOLITION	
7								7			848	30200	7	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
12								12			848	50000	12	SY	HAND CHIPPING	
LS								LS			848	50100	LS		TEST SLAB	
6,209								6,209			848	50320	6,209	SY	EXISTING CONCRETE OVERLAY REMOVED, 3 1/2" NOMINAL THICKNESS	
50								50			848	50340	50	SY	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	
STRUCTURE OVER 20 FOOT SPAN (CUY-00090-09.910 L)																
LS								LS			202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.1348
479								479			202	22900	479	SY	APPROACH SLAB REMOVED	
LS								LS			503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	P.1458
32,504								32,504			509	10000	32,504	LB	EPOXY COATED STEEL REINFORCEMENT	
4,493								4,493			509	30020	4,493	FT	NO. 4 DEFORMED GFRP REINFORCEMENT	
126								126			510	10000	126	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
2								2			511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	
176								176			511	34412	176	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	
34								34			511	34450	34	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)	
1								1			511	45712	1	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT	
1,020								1,020			512	10050	1,020	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
755								755			512	10100	755	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
61								61			512	10300	61	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
491								491			512	74001	491	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES, AS PER PLAN	P.1348
1,040								1,040			514	27700	1,040	SF	FIELD PAINTING, MISC.: COATING OF BEAMS ENDS	P.1349
LS								LS			514	27800	LS		FIELD PAINTING, MISC.: COATING SYSTEM REPAIR	P.1349
43								43			516	13600	43	SF	1" PREFORMED EXPANSION JOINT FILLER	
124								124			516	13900	124	SF	2" PREFORMED EXPANSION JOINT FILLER	
11								11			516	14600	11	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED FOAM JOINT SEAL	
522								522			516	25000	522	SF	NYLON REINFORCED NEOPRENE SHEETING	
16								16			516	44200	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 3.023" THICK	
LS								LS			516	47000	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE	
87								87			518	21200	87	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
143								143			518	40000	143	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
147								147			518	40010	147	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
352								352			519	11101	352	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	P.1350
483								483			526	30010	483	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")	
144								144			526	90010	144	FT	TYPE A INSTALLATION	
150								150			607	39900	150	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
665								665			848	10201	665	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN 3 3/4" INCH THICK	P.1350
665								665			848	20000	665	SY	SURFACE PREPARATION USING HYDRODEMOLITION	
3								3			848	30200	3	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
5								5			848	50000	5	SY	HAND CHIPPING	
LS								LS			848	50100	LS		TEST SLAB	
665								665			848	50320	665	SY	EXISTING CONCRETE OVERLAY REMOVED, 3 1/2" NOMINAL THICKNESS	
42								42			848	50340	42	SY	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	

GENERAL SUMMARY

DESIGN AGENCY
AMERICAN STRUCTUREPOINT
 INC.

DESIGNER
 BER

REVIEWER
 VDK 08/09/23

PROJECT ID
 76779

SHEET TOTAL
 P.0327A P.1587

SHEET NUM.								PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
1457	1485							01/IMS/04	02/IMS/13	03/IMS/13						
STRUCTURE OVER 20 FOOT SPAN (CUY-00090-09.910 R)																
LS								LS	202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.1348		
478								478	202	22900	478	SY	APPROACH SLAB REMOVED			
LS								LS	503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	P.1458		
31,916								31,916	509	10000	31,916	LB	EPOXY COATED STEEL REINFORCEMENT			
3,986								3,986	509	30020	3,986	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			
148								148	510	10000	148	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT			
2								2	511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE			
171								171	511	34412	171	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE			
33								33	511	34450	33	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			
2								2	511	45712	2	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT			
1,019								1,019	512	10050	1,019	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			
1,001								1,001	512	10100	1,001	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			
61								61	512	10300	61	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN			
490								490	512	74001	490	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES, AS PER PLAN	P.1348		
1,040								1,040	514	27700	1,040	SF	FIELD PAINTING, MISC.: COATING OF BEAM ENDS	P.1349		
LS								LS	514	27800	LS		FIELD PAINTING, MISC.: COATING SYSTEM REPAIR	P.1349		
85								85	516	13600	85	SF	1" PREFORMED EXPANSION JOINT FILLER			
124								124	516	13900	124	SF	2" PREFORMED EXPANSION JOINT FILLER			
22								22	516	14600	22	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED FOAM JOINT SEAL			
521								521	516	25000	521	SF	NYLON REINFORCED NEOPRENE SHEETING			
16								16	516	44200	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 3.023" THICK			
LS								LS	516	47000	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE			
87								87	518	21200	87	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC			
142								142	518	40000	142	FT	6" PERFORATED CORRUGATED PLASTIC PIPE			
146								146	518	40010	146	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS			
598								598	519	11101	598	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	P.1350		
474								474	526	30010	474	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")			
142								142	526	90010	142	FT	TYPE A INSTALLATION			
150								150	607	39900	150	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			
664								664	848	10201	664	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN 3 3/4" INCH THICK	P.1350		
664								664	848	20000	664	SY	SURFACE PREPARATION USING HYDRODEMOLITION			
3								3	848	30200	3	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY			
6								6	848	50000	6	SY	HAND CHIPPING			
LS								LS	848	50100	LS		TEST SLAB			
664								664	848	50320	664	SY	EXISTING CONCRETE OVERLAY REMOVED, 3 1/2" NOMINAL THICKNESS			
58								58	848	50340	58	SY	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY			
8								8	503	21100	8	CY	STRUCTURE OVER 20 FOOT SPAN (CUY-00090-10.620) UNCLASSIFIED EXCAVATION			
162								162	512	10100	162	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			
131								131	SPECIAL	51271500	131	SY	URETHANE TOP COAT SEALER	P.1349		
145								145	513	21501	145	LB	REPLACEMENT OF DETERIORATED END CROSSFRAMES, AS PER PLAN	P.1349		
LS								LS	514	27800	LS		FIELD PAINTING, MISC.: COATING SYSTEM REPAIR	P.1349		
1,172								1,172	SPECIAL	51900100	1,172	SF	COMPOSITE FIBER WRAP SYSTEM	P.1350		
1,868								1,868	519	11101	1,868	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	P.1350		

GENERAL SUMMARY

DESIGN AGENCY
AMERICAN STRUCTUREPOINT
 INC.

DESIGNER
 BER

REVIEWER
 VDK 08/09/23

PROJECT ID
 76779

SHEET TOTAL
 P.03278 P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	202	202	202	202	202	202	202	202	202	202								
			FROM	TO		PAVEMENT REMOVED, AS PER PLAN	CONCRETE BARRIER REMOVED	TRAFFIC ISLAND REMOVED	CURB REMOVED	CONCRETE SLOPE PROTECTION REMOVED	GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSEMBLY REMOVED	IMPACT ATTENUATOR REMOVED	SY	FT	SY	FT	SY	FT	EACH	EACH
		IR 90 EB	353+23.44	574+65.73	RT	37336.00																	
		IR 90 WB	353+23.44	574+65.73	LT	35186.00																	
		IR 90 EB	582+73.18	72+17.61	RT	74958.00																	
		IR 90 WB	582+73.18	672+13.31	LT	77341.00																	
		IR 90 EB	74+12.15	684+57.56	RT	7657.00																	
		IR 90 WB	674+08.84	684+61.77	LT	8494.00																	
		IR 90 EB	691+17.30	695+33.09	RT	2822.00																	
		IR 90 WB	691+21.31	695+29.03	LT	2607.00																	
		IR 90 EB	696+26.89	768+85.00	RT	62028.00																	
		IR 90 WB	696+17.61	768+85.00	LT	62049.00																	
		RAMP HA			LT/RT	3114.00																	
		RAMP HB			LT/RT	3777.00																	
		RAMP MC			LT/RT	1330.00																	
		RAMP MD			LT/RT	1999.00																	
		RAMP ME			LT/RT	1480.00																	
		RAMP MF			LT/RT	2390.00																	
		RAMP W1			LT/RT	2364.00																	
		RAMP W2			LT/RT	2291.00																	
		RAMP W1A			LT/RT	2219.00																	
		RAMP W2A			LT/RT	1620.00																	
		RAMP 140-3			LT/RT	3143.00																	
		RAMP 140-4			LT/RT	3567.00																	
		RAMP 117-5			LT/RT	2216.00																	
		RAMP 117-7			LT/RT	3007.00																	
		RAMP 117-8			LT/RT	2127.00																	
		RAMP 117-9			LT/RT	2314.00																	
		RAMP 117-11			LT/RT	1829.00																	
		RAMP 117-12			LT/RT	4546.00																	
		RAMP W13			LT/RT	1678.00																	
		RAMP W14			LT/RT	2468.00																	
386	R-1	IR 90	352+69.40	582+71.21									112.50	1.00						1.00			
386	R-2	IR 90	353+23.44	574+65.73	CL		4723.00																
386	R-3	IR 90	530+54.19	541+79.13	LT				1125.00														
386	R-4	IR 90	530+89.58	539+87.74	RT				899.00														
386	R-5	IR 90	532+45.52	535+23.42	RT							212.50	1.00	1.00									
387	R-6	IR 90	535+96.78	537+10.76	LT		114.00																
387	R-7	IR 90	537+10.76	538+78.80	LT							87.50	1.00							1.00			
387	R-8	IR 90	539+90.97	568+88.09	RT				2898.00														
387	R-9	IR 90	541+79.13	542+69.81	LT			89.00															
387	R-10	IR 90	542+73.18	574+30.07	LT				3157.00														
387	R-11	IR 90	542+84.87	545+97.09	RT							237.50	1.00							1.00			
389	R-12	IR 90	546+67.99	548+33.46	RT							150.00		1.00						1.00			
389	R-13	IR 90	547+07.12	550+02.39	LT							225.00	1.00							1.00			
392	R-14	IR 90	570+35.13	574+29.92	RT							325.00	1.00							1.00			
392	R-15	IR 90	572+19.77	572+75.03	RT		56.00																
392	R-16	IR 90	572+16.55	574+30.07	LT							200.00		1.00						1.00			
393	R-17	IR 90	582+73.18	644+78.88	CL		6206.00																
393	R-18	IR 90	583+08.81	583+50.01	RT				42.00														
393	R-19	IR 90	583+08.81	583+50.01	RT							15.50								2.00			
393	R-20	IR 90	583+09.09	583+58.55	LT				50.00														
TOTALS CARRIED TO SHEET 332						419,957.00	11,099.00	89.00	8,171.00			1,565.50	6.00	3.00	9.00								

REMOVAL ESTIMATED QUANTITIES

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0328 P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	202	202	202	202	202	202	202	202	202	202	202								
			FROM	TO		PAVEMENT REMOVED, AS PER PLAN	CONCRETE BARRIER REMOVED	TRAFFIC ISLAND REMOVED	CURB REMOVED	CONCRETE SLOPE PROTECTION REMOVED	GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSEMBLY REMOVED	IMPACT ATTENUATOR REMOVED									
						SY	FT	SY	FT	SY	FT	EACH	EACH	EACH	EACH									
393	R-21	IR 90 WB	583+09.09	583+58.55	LT						25.00			2.00										
393	R-22	IR 90 EB	583+50.01	584+20.87	RT		71.00																	
393	R-23	IR 90 WB	583+58.55	584+22.83	LT		65.00																	
393	R-24	IR 90 EB	584+20.87	587+93.56	RT						350.00			2.00										
393	R-25	IR 90 WB	584+22.83	586+15.50	LT						112.50	1.00		1.00										
		IR 90 EB	586+46.20	587+93.56	RT				148.00															
393	R-26																							
393	R-27	IR 90 WB	588+22.53	589+19.27	LT						100.00	1.00		1.00										
393	R-28	IR 90 EB	588+79.01	590+22.07	RT				144.00															
393	R-29	IR 90 WB	590+01.78	593+06.41	LT						225.00	1.00		1.00										
393	R-30	IR 90 EB	590+26.58	590+69.60	RT			40.00																
393	R-31	IR 90 EB	590+69.60	609+64.13	RT						1895.00													
395	R-32	IR 90 WB	593+30.46	612+57.10	LT				1927.00															
395	R-33	IR 90 EB	599+97.25	601+77.67	RT						37.50	1.00		1.00										
395	R-34	IR 90 WB	601+31.19	604+08.87	LT						212.50	1.00	1.00											
395	R-35	IR 90 EB	601+77.37	602+49.58	RT		73.00																	
396	R-36	IR 90 EB	609+66.61	614+70.28	RT						504.00													
396	R-37	IR 90 WB	612+57.10	612+90.94	LT			29.00																
396	R-38	IR 90 WB	615+94.17	634+49.94	LT				1856.00															
396	R-39	IR 90 EB	613+43.39	614+70.28	RT						50.00	1.00		1.00										
396	R-40	IR 90 EB	614+70.28	615+03.78	RT		34.00																	
396	R-41	IR 90 WB	614+42.63	614+93.57	LT		51.00																	
396	R-42	IR 90 WB	614+93.57	616+71.50	LT						100.00	1.00		1.00										
396	R-43	IR 90 EB	615+03.78	629+00.97	RT				1398.00															
396	R-44	IR 90 EB	618+07.85	620+10.87	RT						137.50	1.00	1.00											
398	R-45	IR 90 EB	620+71.72	621+18.83	RT					22.00														
398	R-46	IR 90 WB	620+66.66	621+13.98	LT						21.00													
398	R-47	IR 90 WB	621+72.59	623+76.70	LT						137.50	1.00	1.00											
398	R-48	IR 90 EB	624+37.69	626+40.52	RT						137.50	1.00	1.00											
399	R-49	IR 90 EB	629+03.90	629+48.74	RT			37.00																
399	R-50	IR 90 EB	629+48.74	633+29.05	RT				381.00															
399	R-51	IR 90 EB	33+29.05	62+88.40	RT				2960.00															
399	R-52	IR 90 WB	634+50.49	637+00.75	LT			121.00																
399	R-53	IR 90 EB	35+44.49	37+96.89	RT						187.50	1.00	1.00											
399	R-54	IR 90 WB	637+00.75	640+00.48	LT				300.00															
402	R-55	IR 90 WB	40+00.48	65+50.79	LT				2551.00															
402	R-56	IR 90 WB	636+54.70	645+25.23	RT		871.00																	
402	R-57	IR 90 WB	43+32.74	43+80.32	LT					33.00														
402	R-58	IR 90 EB	43+33.22	43+81.05	RT					22.00														
402	R-59	IR 90 WB	43+80.32	45+82.89	LT						137.50	1.00	1.00											
402	R-60	IR 90 WB	45+24.32	45+45.27	RT																1.00			
402	R-61	IR 90 WB	45+50.61	46+95.72	RT	393.00																		
402	R-62	IR 90 EB	46+60.85	46+81.76	LT																1.00			
402	R-63	IR 90 EB	46+81.76	60+01.06	LT		1320.00																	
402	R-64	IR 90 WB	47+17.81	60+32.44	RT		1315.00																	
402	R-65	IR 90 WB	51+96.17	52+87.40	LT					57.00														
405	R-66	IR 90 EB	52+19.52	53+02.28	RT					33.00														
405	R-67	IR 90 EB	60+04.81	70+56.25	LT		1052.00																	
405	R-68	IR 90 WB	60+38.85	67+17.41	RT		679.00																	
407	R-69	IR 90 WB	667+15.40	671+02.91	LT		388.00																	
407	R-70	IR 90 EB	70+61.56	72+06.79	LT		146.00																	
TOTALS CARRIED TO SHEET 332						393.00	6,065.00	227.00	14,064.00	188.00	1,950.00	12.00	6.00	10.00	2.00									

REMOVAL ESTIMATED QUANTITIES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT
 INC.

DESIGNER
 BER

REVIEWER
 VDK 08/09/23

PROJECT ID
 76779

SHEET TOTAL
 P.0329 | P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	202	202	202	202	202	202	202	202	202	202							
			FROM	TO		PAVEMENT REMOVED, AS PER PLAN SY	CONCRETE BARRIER REMOVED FT	TRAFFIC ISLAND REMOVED SY	CURB REMOVED FT	CONCRETE SLOPE PROTECTION REMOVED SY	GUARDRAIL REMOVED FT	ANCHOR ASSEMBLY REMOVED, TYPE E EACH	ANCHOR ASSEMBLY REMOVED, TYPE T EACH	BRIDGE TERMINAL ASSEMBLY REMOVED EACH	IMPACT ATTENUATOR REMOVED EACH							
407	R-71	IR 90 WB	671+07.53	672+14.79	LT		108.00															
407	R-72	IR 90 EB	64+65.18	72+18.39	RT				754.00													
407	R-73	IR 90 WB	667+43.90	672+02.40	LT						450.00		1.00	1.00								
407	R-74	IR 90 WB	668+07.85	672+02.40	LT				395.00													
407	R-75	IR 90 EB	69+53.42	72+18.39	RT						187.50	1.00	1.00									
407	R-76	IR 90 WB	673+94.42	677+31.66	LT				338.00													
407	R-77	IR 90 WB	673+94.42	678+71.30	LT						400.00	1.00	1.00									
407	R-78	IR 90 WB	674+11.00	684+62.55	LT		1052.00															
407	R-79	IR 90 EB	674+25.06	674+73.00	RT		48.00															
407	R-80	IR 90 EB	674+75.81	684+59.38	RT		984.00															
407	R-81	IR 90 EB	74+16.36	75+90.51	RT						162.50	1.00										
407	R-82	IR 90 EB	74+16.36	76+98.91	RT				283.00													
407	R-83	IR 90 EB	677+29.25	680+92.71	RT				364.00													
409	R-84	IR 90 EB	680+92.71	682+81.87	RT			123.00														
409	R-85	IR 90 WB	681+79.22	684+46.32	LT				268.00													
409	R-86	IR 90 EB	682+82.94	684+33.33	RT				151.00													
411	R-87	IR 90 EB	691+16.39	694+51.82	RT		336.00															
411	R-88	IR 90 WB	691+19.12	695+29.97	LT		411.00															
411	R-89	IR 90 EB	694+57.49	695+36.49	RT		79.00															
411	R-90	IR 90 WB	696+20.08	699+21.12	LT		302.00															
411	R-91	IR 90 EB	696+26.20	698+86.96	RT		261.00															
411	R-92	IR 90 EB	698+92.15	729+55.09	RT		3063.00															
411	R-93	IR 90 WB	699+25.92	729+62.59	LT		3037.00															
413	R-94	IR 90 EB	700+23.35	723+97.14	RT				2374.00		848.00											
413	R-95	IR 90 EB	700+60.31	707+80.80	RT						662.50	1.00	1.00									
413	R-96	IR 90 WB	703+47.87	704+54.54	LT		107.00															
413	R-97	IR 90 WB	704+54.54	726+74.24	LT				2220.00													
413	R-98	IR 90 WB	704+54.54	705+80.68	LT						50.00	1.00		1.00								
413	R-99	IR 90 WB	711+72.13	713+12.71	LT						75.00	1.00	1.00									
417	R-100	IR 90 EB	724+01.23	724+25.18	RT			20.00														
417	R-101	IR 90 EB	724+25.18	730+50.08	RT				625.00													
417	R-102	IR 90 WB	726+77.79	735+42.09	LT				865.00													
417	R-103	IR 90 EB	729+60.09	745+03.39	RT		1544.00															
417	R-104	IR 90 WB	729+66.71	745+45.62	LT		1579.00															
417	R-105	IR 90 EB	731+12.33	732+77.92	RT						87.50	1.00	1.00									
417	R-106	IR 90 WB	734+15.18	735+80.23	LT						87.50	1.00	1.00									
417	R-107	IR 90 EB	735+83.72	739+89.80	RT				407.00													
419	R-108	IR 90 WB	736+04.10	743+31.26	LT				728.00													
419	R-109	IR 90 EB	739+93.84	762+67.82	RT				2274.00													
419	R-110	IR 90 EB	743+45.60	743+63.04	RT					16.00												
419	R-111	IR 90 WB	743+31.26	743+71.31	LT			32.00														
419	R-112	IR 90 WB	743+71.31	747+73.34	LT						325.00	1.00		1.00								
419	R-113	IR 90 WB	743+77.40	765+44.24	LT				2167.00													
419	R-114	IR 90 EB	745+08.65	754+76.18	RT		968.00															
419	R-115	IR 90 WB	745+50.45	755+18.44	LT		968.00															
421	R-116	IR 90 EB	748+72.42	750+00.49	RT						50.00	1.00		1.00								
421	R-117	IR 90 EB	754+78.58	763+05.95	RT		828.00															
421	R-118	IR 90 WB	755+23.79	763+52.84	LT		830.00															
421	R-119	IR 90 WB	759+04.08	761+09.79	LT						125.00	1.00		1.00								
423	R-120	IR 90 EB	763+09.29	768+85.00	RT		576.00															
TOTALS CARRIED TO SHEET 332							17,081.00	175.00	14,213.00	16.00	3,510.50	10.00	6.00	7.00								

REMOVAL ESTIMATED QUANTITIES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.
DESIGNER
BER
REVIEWER
VDK 08/09/23
PROJECT ID
76779
SHEET TOTAL
P.0330 P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	202	202	202	202	202	202	202	202	202	202							
			FROM	TO		PAVEMENT REMOVED, AS PER PLAN SY	CONCRETE BARRIER REMOVED FT	TRAFFIC ISLAND REMOVED SY	CURB REMOVED FT	CONCRETE SLOPE PROTECTION REMOVED SY	GUARDRAIL REMOVED FT	ANCHOR ASSEMBLY REMOVED, TYPE E EACH	ANCHOR ASSEMBLY REMOVED, TYPE T EACH	BRIDGE TERMINAL ASSEMBLY REMOVED EACH	IMPACT ATTENUATOR REMOVED EACH							
423	R-121	IR 90 WB	763+57.45	768+85.00	LT		528.00															
423	R-122	IR 90 EB	766+78.59	768+85.00	RT						150.00	1.00										
423	R-123	IR 90 WB	765+49.21	768+85.00	LT				336.00													
423	R-124	IR 90 WB	767+70.56	768+85.00	LT						100.00		1.00									
425	R-125	RAMP HA	32+98.33	39+91.19	LT				693.00													
425	R-126	RAMP HA	33+16.99	34+22.69	RT				252.00													
425	R-127	RAMP HA	34+56.54	39+91.19	RT				661.00													
425	R-128	RAMP HA	34+10.89	38+18.41	LT						350.00	1.00	1.00									
425	R-129	RAMP HA	35+02.65	35+93.27	RT						25.00	1.00	1.00									
432	R-130	RAMP HB	30+57.58	31+38.97	LT				94.00													
432	R-131	RAMP HB	3129+50.00	33+55.38	RT				225.00													
432	R-132	RAMP HB	31+56.56	33+38.84	RT						175.00		1.00	1.00								
432	R-133	RAMP HB	32+89.26	33+13.19	LT						12.50		1.00	1.00								
428	R-134	RAMP HB	37+25.17	38+58.19	LT						62.50	1.00		1.00								
428	R-135	RAMP HB	37+35.95	42+71.46	LT				536.00													
428	R-136	RAMP HB	37+81.68	41+59.36	RT						300.00	1.00		1.00								
428	R-137	RAMP HB	37+99.85	41+82.39	RT				383.00													
430	R-138	RAMP MC	95+52.39	98+77.12	LT				325.00													
430	R-139	RAMP MC	95+52.39	97+61.16	RT				209.00													
430	R-140	RAMP MC	96+28.99	100+24.40	RT						387.50		1.00									
430	R-141	RAMP MC	98+77.12	99+34.73	LT			46.00														
432	R-142	RAMP MD	90+17.53	97+04.19	RT				687.00													
432	R-143	RAMP MD	90+60.08	91+14.45	LT				55.00													
432	R-144	RAMP MD	93+62.45	97+75.29	LT						362.50	1.00										
433	R-145	RAMP MD	97+04.19	97+69.87	RT			53.00														
435	R-146	RAMP ME	5+30.69	8+10.13	LT						225.00	1.00										
435	R-147	RAMP ME	5+33.04	5+95.40	RT			50.00														
435	R-148	RAMP ME	5+95.40	7+49.98	RT				155.00													
435	R-149	RAMP ME	6+88.13	9+42.19	LT				255.00													
436	R-150	RAMP MF	5+32.80	11+89.03	RT						650.00		1.00									
436	R-151	RAMP MF	5+32.80	7+97.32	RT				265.00													
436	R-152	RAMP MF	6+44.10	7+03.13	LT			44.00														
436	R-153	RAMP MF	7+03.13	13+01.44	LT				599.00													
437	R-154	RAMP MF	11+89.13	12+68.69	RT				80.00													
438	R-155	RAMP W1	34+50.14	43+13.75	LT				864.00													
438	R-156	RAMP W1	36+99.41	43+13.75	RT				615.00													
438	R-157	RAMP W1	39+71.06	43+13.75	RT						337.50		1.00									
441	R-158	RAMP W2	29+03.74	35+81.04	RT				678.00													
441	R-159	RAMP W2	29+48.80	37+80.90	LT				833.00													
441	R-160	RAMP W2	31+46.19	38+00.90	LT						600.00	1.00										
442	R-161	RAMP W2	35+81.04	37+80.90	RT			152.00														
444	R-162	RAMP W1A	57+55.76	65+40.71	RT				785.00													
444	R-163	RAMP W1A	57+55.76	59+17.40	LT/RT			128.00														
447	R-164	RAMP W2A	58+74.00	62+89.64	LT				416.00													
447	R-165	RAMP W2A	58+74.00	60+22.48	LT						137.50		1.00									
447	R-166	RAMP W2A	58+81.44	59+28.26	RT																	
447	R-167	RAMP W2A	59+28.26	64+64.83	RT				537.00													
448	R-168	RAMP 140-3	72+44.70	72+99.44	LT				77.00													
448	R-169	RAMP 140-3	72+59.02	72+86.09	RT				39.00													
448	R-170	RAMP 140-3	73+38.72	84+45.80	LT						1100.00			1.00								
TOTALS CARRIED TO SHEET 332							528.00	473.00	10,654.00		4,975.00	8.00	9.00	5.00								

REMOVAL ESTIMATED QUANTITIES

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0331 P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	202	202	202	202	202	202	202	202	202	202									
			FROM	TO		PAVEMENT REMOVED, AS PER PLAN SY	CONCRETE BARRIER REMOVED FT	TRAFFIC ISLAND REMOVED SY	CURB REMOVED FT	CONCRETE SLOPE PROTECTION REMOVED SY	GUARDRAIL REMOVED FT	ANCHOR ASSEMBLY REMOVED, TYPE E EACH	ANCHOR ASSEMBLY REMOVED, TYPE T EACH	BRIDGE TERMINAL ASSEMBLY REMOVED EACH	IMPACT ATTENUATOR REMOVED EACH									
448	R-171	RAMP 140-4	74+29.17	74+55.28	RT			40.00																
448	R-172	RAMP 140-4	74+21.52	81+02.83	LT				690.00															
448	R-173	RAMP 140-4	74+46.27	75+06.84	RT				100.00															
448	R-174	RAMP 140-4	75+90.66	84+21.62	RT					762.50	1.00		1.00											
452	R-175	RAMP 117-5	27+06.36	35+38.38	LT				833.00															
453	R-176	RAMP 117-5	33+01.30	33+94.36	RT				94.00															
454	R-177	RAMP 117-7	22+90.62	24+84.55	RT				194.00															
454	R-178	RAMP 117-7	23+83.90	24+35.44	LT				95.00															
454	R-179	RAMP 117-7	24+02.02	25+34.71	LT			650.00																
456	R-180	RAMP 117-8	23+99.06	33+64.25	RT				990.00															
456	R-181	RAMP 117-8	24+21.97	24+64.99	LT				44.00															
457	R-182	RAMP 117-8	30+06.11	31+46.24	RT					87.50	1.00	1.00												
459	R-183	RAMP 117-9	30+57.77	39+90.64	RT				930.00															
459	R-184	RAMP 117-9	31+65.86	32+64.74	LT				117.00															
461	R-185	RAMP 117-11	38+42.89	38+96.08	RT				54.00															
461	R-186	RAMP 117-11	38+96.08	41+53.89	RT			450.00																
462	R-187	RAMP 117-11	41+53.89	42+52.48	RT				99.00															
463	R-188	RAMP 117-12	33+65.55	33+69.46	RT				70.00															
463	R-189	RAMP 117-12	33+66.17	34+39.64	LT				102.00															
463	R-190	RAMP 117-12	34+39.64	36+62.72	LT		224.00																	
463	R-191	RAMP 117-12	36+62.72	43+46.99	LT				685.00															
463	R-192	RAMP 117-12	36+62.72	38+76.36	LT					137.50	1.00		1.00											
463	R-193	RAMP 117-12	36+75.86	37+71.06	RT				96.00															
465	R-194	RAMP 117-12	43+46.99	43+70.97	LT		24.00																	
466	R-195	RAMP W13	65+40.82	71+43.31	LT				617.00															
466	R-196	RAMP W13	65+40.82	71+16.63	RT				582.00															
468	R-197	RAMP W14	62+84.52	69+90.30	RT				745.00															
469	R-198	RAMP W14	69+89.19	70+13.43	LT				29.00															
405	R-199	IR 90 EB	62+88.40	64+64.18	RT			122.00																
425	R-200	RAMP HA	32+98.33	33+08.08	LT			8.00																
385	R-201	IR 90	334+50.00	337+85.00	CL			335.00																
8	R-202	IR 90	807+50.00	819+50.00	RT			1200.00																
8	R-203	IR 90	808+05.00	819+50.00	LT			1145.00																
423	R-204	RAMP W14	69+63.48	70+05.76	LT/RT	54.00			178.00															
TOTALS THIS SHEET						54.00	2928.00	1,270.00	7,344.00		987.50	3.00	1.00	2.00										
TOTALS CARRIED FROM SHEET 328						419,957.00	11,099.00	89.00	8,171.00		1,565.50	6.00	3.00	9.00										
TOTALS CARRIED FROM SHEET 329						393.00	6,065.00	227.00	14,064.00	188.00	1,950.00	12.00	6.00	10.00	2.00									
TOTALS CARRIED FROM SHEET 330							17,081.00	175.00	14,213.00	16.00	3,510.50	10.00	6.00	7.00										
TOTALS CARRIED FROM SHEET 331							528.00	473.00	10,654.00		4,975.00	8.00	9.00	5.00										
TOTALS CARRIED TO GENERAL SUMMARY						420,404	37,701	2,234	54,446	204	12,989	39	25	33	2									

REMOVAL ESTIMATED QUANTITIES

DESIGN AGENCY	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0332 P.1587

ITEM 512 - SPECIAL - URETHANE TOP COAT SEALER

THIS WORK SHALL BE AS PER C&MS 512, EXCEPT AS MODIFIED BELOW. A FINAL URETHANE COATING IS REQUIRED TO PROTECT THE COMPOSITE FIBER WRAP SYSTEM FROM THE ELEMENTS, SPECIFICALLY UV RADIATION, AND TO GIVE THE FINAL AESTHETIC EFFECT.

INSTALL THE URETHANE TOP COAT SEALER AFTER THE COMPOSITE FIBER WRAP SYSTEM HAS FULLY CURED, AND WITHIN 4 CALENDAR DAYS OF INSTALLATION. CLEAN AND ROUGHEN THE COMPOSITE FIBER WRAP SYSTEM IN A MANNER THAT WILL NOT DAMAGE THE SYSTEM. IF THE COMPOSITE FIBER WRAP SYSTEM IS DAMAGED, REPAIR IT AS PER THE MANUFACTURER'S RECOMMENDATIONS AT NO COST TO THE STATE. ALLOW THE CLEANED AND ROUGHENED SURFACES TO DRY COMPLETELY BEFORE INSTALLING THE URETHANE TOP COAT SEALER.

THE TOP COAT SEALER SHOULD BE FEDERAL COLOR NUMBER 595b-27722 (BUFF, SEMI-GLOSS) AND SHALL BE APPLIED TO THE FOLLOWING STRUCTURES:

- CUY-00090-08.490
- CUY-00090-09.090
- CUY-00090-10.620
- CUY-00090-10.820
- CUY-00090-10.940
- CUY-00090-11.110

THE TOP COAT SEALER SHOULD BE FEDERAL COLOR NUMBER 595B-26492 (GREY, SEMI-GLOSS) AND SHALL BE APPLIED TO THE FOLLOWING STRUCTURES:

- CUY-00020-08.470
- CUY-00090-07.540
- CUY-00090-08.340

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 512, SPECIAL - URETHANE TOP COAT SEALER, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 513 - TRIMMING OF BEAM END, AS PER PLAN

THIS ITEM IS SPECIFIC TO CUY-00090-08.920.

THIS ITEM OF WORK SHALL INCLUDE THE TRIMMING OF THE BEAM ENDS. ALL DIMENSIONS SHOWN IN THE PLANS SHALL BE FIELD VERIFIED. THE TRIMMING METHOD SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY REMOVAL OF BEAM ENDS.

REMOVE FINIS, TEARS, SLIVERS, AND BURIED OR SHARP EDGES FROM STEEL MEMBERS BY GRINDING. CLEAN AND PAINT AREAS OF COATING SYSTEM DAMAGED BY THIS WORK PER ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR. THE COATING SYSTEM REPAIR IS INCIDENTAL TO THIS PAY ITEM.

ALL EQUIPMENT, LABOR, MATERIALS, AND ACCESS REQUIRED TO TRIM THE BEAM ENDS SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 513 - TRIMMING OF BEAM END, AS PER PLAN.

ITEM 513 - REPLACEMENT OF DETERIORATED END CROSSFRAMES, AS PER PLAN

EXISTING DAMAGED OR DETERIORATED CHANNELS AND ANGLES ARE TO BE REMOVED AND REPLACED AS PER THE PLANS OR AS DIRECTED BY THE ENGINEER. THE EXISTING END CROSSFRAME MEMBERS SHALL BE REMOVED FLUSH WITH THE BEAM WEB, WHEN APPLICABLE. ALL END CROSSFRAME MEMBERS DESIGNATED FOR REPLACEMENT IN ONE BAY SHALL BE REMOVED AND REPLACED PRIOR TO REMOVING ANY END CROSSFRAME MEMBERS IN ANOTHER BAY.

CONTINUED ITEM 513 - REPLACEMENT OF DETERIORATED END CROSSFRAMES, AS PER PLAN

EXISTING GUSSET PLATES ARE TO BE REUSED AS WELD CONNECTING POINTS FOR THE NEW STEEL CROSSFRAME MEMBERS. CUT OR GRIND EXISTING GUSSET PLATES TO HAVE A 1" +/- TAB REMAINING FOR WELDING PURPOSES.

CLEAN AND PAINT AREAS OF COATING SYSTEM DAMAGED BY THIS WORK PER ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR.

ALL EQUIPMENT, LABOR, AND MATERIALS REQUIRED TO REMOVE AND INSTALL THE END CROSSFRAMES AND REPAIR THE COATING SYSTEM SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 513 - REPLACEMENT OF DETERIORATED END CROSSFRAME, AS PER PLAN.

ITEM 514- FIELD PAINTING, MISC.: COATING OF BEAM ENDS

THIS ITEM IS SPECIFIC TO CUY-00090-09.910.

PRIOR TO ENCASING THE BEAM ENDS, PREPARE THE ENDS PER SSPC SP10 OR SSPC SP11 TO BARE METAL ACHIEVING A 1.5 TO 3.5 MIL PROFILE. PAINT THE BEAM ENDS WITH ORGANIC ZINC PRIME COAT PER C&MS 514. PROVIDE THE PRIME COAT THICKNESS AS PER C&MS 514.20. EXTEND THE LIMITS OF THE BEAM PREPARATION AND PAINTING 1-FT BEYOND THE LIMITS OF THE END DIAPHRAGM CONCRETE.

AFTER THE END DIAPHRAGM CONCRETE IS SET, SEAL THE INTERFACE BETWEEN THE BEAM AND CONCRETE WITH CAULK AND REPAIR THE COATING SYSTEM BEYOND THE LIMITS OF THE END DIAPHRAGM CONCRETE IN ACCORDANCE WITH ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR. DO NOT OVERSPRAY ONTO THE END DIAPHRAGM CONCRETE.

THE DEPARTMENT WILL PAY FOR ALL ABOVE LABOR AND AT THE CONTRACT BID PRICE FOR ITEM 514 - FIELD PAINTING, MISC.: COATING OF BEAM ENDS.

ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR

THIS ITEM IS SPECIFIC TO CUY-00090-07.580, CUY-00090-09.910, CUY-00090-10.620, AND CUY-00090-10.940.

AFTER ALL RETROFITS OR SEMI-INTEGRAL BACKWALL CONSTRUCTION ARE PERFORMED, REPAIR ALL DAMAGED AREAS OF PAINT WHICH WERE DAMAGED FROM THE RETROFITTING OR SEMI-INTEGRAL BACKWALL CONSTRUCTION PROCESS ON ALL NEW AND EXISTING STEEL WHICH IS NOT GOING TO BE PAINTED PER CMS 514.

THESE DAMAGED PAINT AREAS SHALL BE REPAIRED IN ACCORDANCE WITH SECTION 514 OF THE ODOT CMS WITH THE FOLLOWING MODIFICATIONS:

APPLY A THREE-COAT SYSTEM CONSISTING OF AN ORGANIC ZINC PRIME COAT, AN EPOXY INTERMEDIATE COAT, AND A URETHANE FINISH COAT. (SECTION 514.02)

EXISTING STEEL MAY BE CLEANED ACCORDING TO COMMERCIAL BLAST SPECIFICATION SSPC-SP6. (SECTION 514.13), NO DESTRUCTIVE TESTING IS TO BE PERFORMED ON EXISTING STEEL. (SECTION 514.21), PAINT FEATHERING IS NOT REQUIRED. MINIMAL OVERSPRAY IS PERMISSIBLE, AS DETERMINED BY THE ENGINEER. (SECTION 514.22)

AT CUY-00090-07.580, WHERE NEW STEEL PLATES WILL BE SPLICED TO EXISTING STEEL BY BOLTING OR WELDING, PREPARE THESE EXISTING STEEL SURFACES AS PER CMS 514.13C. COAT SURFACES AS SHOWN IN CMS 514.22, EXCEPT WITH ORGANIC ZINC PRIMER.

THE FINISHED COAT SHALL CLOSELY MATCH THE EXISTING BRIDGE COLOR AS APPROVED BY THE ENGINEER.

THIS ITEM SHALL BE INCLUDED FOR PAYMENT AT THE LUMP SUM CONTRACT PRICE FOR ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR.

ITEM 516 - RESET BEARING, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60-DEGREES F [15-DEGREES C], LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING".

ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE-DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - RESET BEARINGS, AS PER PLAN.

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

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

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

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

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING THE BEREA ROAD SUPERSTRUCTURE TO FACILITATE BEARING REPLACEMENT TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR A DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 518 - STRUCTURE DRAINAGE, MISC.: CLEAN OUT EXISTING DRAINAGE SYSTEM

THIS ITEM SHALL CONSIST OF REMOVING ALL DIRT AND DEBRIS FROM THE SCUPPER DRAINAGE SYSTEMS AT LOCATIONS SHOWN IN THE PLANS. THE LIMIT OF CLEANUP SHALL EXTEND TO INCLUDE THE DRAINAGE SYSTEM CATCH BASIN.

AFTER ALL DIRT AND DEBRIS ARE REMOVED, THE SYSTEM SHALL BE FLUSHED WITH CLEAN WATER MAKING CERTAIN THE WATER FLOWS SMOOTHLY THROUGH THE ENTIRE DRAINAGE SYSTEM WITH NO OVERFLOW CAUSED BLOCKAGES. THIS ITEM ALSO INCLUDES ALL EQUIPMENT AND MAN POWER NECESSARY TO PROVIDE ACCESS FOR THE ENGINEER TO INSPECT ENTIRE DRAINAGE SYSTEM BEFORE AND AFTER CLEANING.

ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED FOR PAYMENT ON A LUMP SUM BASIS UNDER ITEM 518 - STRUCTURE DRAINAGE, MISC.: CLEAN OUT EXISTING DRAINAGE SYSTEM.

ITEM 518 - SCUPPER MISC.: REPLACE PORTIONS OF DRAINAGE SYSTEM

THIS ITEM SHALL CONSIST OF REPAIRS TO THE STRUCTURE DOWNSPOUTS AND/OR ANCHORING SYSTEM. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR IS ADVISED THAT SPECIAL EQUIPMENT MAY BE NECESSARY TO PERFORM THIS OPERATION. ANY REPAIRS SHALL ADHERE TO ALL REQUIREMENTS OF CMS ITEM 518.

ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED FOR PAYMENT ON A LUMP SUM BASIS UNDER ITEM 518 - SCUPPER MISC.: REPLACE PORTIONS OF DRAINAGE SYSTEM

ITEM 518 - SCUPPER MISC.: PLUG AND FILL EXISTING SCUPPERS

THIS ITEM SHALL CONSIST OF PLUGGING, FILLING AND ABANDONING THE SCUPPER DRAINAGE SYSTEMS AT LOCATIONS SHOWN IN THE PLANS. THE CONTRACTOR IS ADVISED THAT SPECIAL EQUIPMENT MAY BE NECESSARY TO PERFORM THIS OPERATION.

FOR STRUCTURE CUY-00090-07.580, PERFORM THIS WORK UPON COMPLETION OF PROPOSED STRIP SEAL EXPANSION JOINT INSTALLATION AND MOT PHASING THAT PLACES TRAFFIC ON THE SHOULDERS. REMOVE SCUPPER GRATES, PLUG THE DOWNSPOUTS, AND FILL THE SCUPPER BOXES WITH OVERLAY CONCRETE FINISHED FLUSH WITH THE DECK SURFACE. THIS ITEM ALSO INCLUDES REMOVAL OF FLEXIBLE HOSING ATTACHMENTS AT THE CUY-00090-07.580 STRUCTURE.

ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 518 - SCUPPER MISC.: PLUG AND FILL EXISTING SCUPPERS.

DESIGN AGENCY

Michael Baker
INTERNATIONAL

DESIGNER

MKB

REVIEWER

CDC 04/07/23

PROJECT ID

76779

SHEET TOTAL

P.1349 P.1587

CALCULATED BY: SSW DATE: 04/05/23
 CHECKED BY: CDC DATE: 04/05/23

PARTICIPATION		ESTIMATED QUANTITIES										REAR ABUTMENT	PIERS	FORWARD ABUTMENT	SUPER.	GENERAL	SHEET REF.
02/IMS/13	03/IMS/13	ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION											
LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN										LS	3, 8, 10, 11, 1348 / 1587
957		202	22900	957	SY	APPROACH SLAB REMOVED										957	
LS		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING										LS	
LS		503	21300	LS		UNCLASSIFIED EXCAVATION											
64420		509	10000	64420	LB	EPOXY COATED STEEL REINFORCEMENT	110		220		62160		1930				
8479		509	30020	8479	FT	NO. 4 DEFORMED GFRP REINFORCEMENT					7433		1046				
274		510	10000	274	EA	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	70		92				112				
4		511	33500	4	EA	SEMI-INTEGRAL DIAPHRAGM GUIDE	2		2								
347		511	34412	347	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE					347						
67		511	34450	67	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)					52		15				
3		511	45712	3	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT	1		2								
2039		512	10050	2039	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)					1329		710				
1756		512	10100	1756	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	466		567		591		132				
122		512	10300	122	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN					95		27				
981		512	74001	981	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES, AS PER PLAN	421		560								1350 / 1587
2080		514	27700	2080	SF	FIELD PAINTING, MISC: COATING OF BEAM ENDS										2080	1349
LS		514	27800	LS		FIELD PAINTING, MISC: COATING SYSTEM REPAIR										LS	
128		516	13600	128	SF	1" PREFORMED EXPANSION JOINT FILLER							128				
248		516	13900	248	SF	2" PREFORMED EXPANSION JOINT FILLER					248						
33		516	14600	33	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED FOAM JOINT SEAL					33						
1043		516	25000	1043	SF	NYLON REINFORCED NEOPRENE SHEETING					1043						
32		516	44200	32	EA	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 3.023" THICK	16		16								
LS		516	47000	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE					LS						
174		518	21200	174	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC							174				
285		518	40000	285	FT	6" PERFORATED CORRUGATED PLASTIC PIPE							285				
293		518	40010	293	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS							293				
950		519	11101	950	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	816		134								4, 5, 6, 7, 8
957		526	30010	957	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")							957				
286		526	90010	286	FT	TYPE A INSTALLATION							286				
300		607	39900	300	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC					300						
1329		848	10201	1329	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION 3 3/4" INCH THICK, AS PER PLAN					1329						1350 / 1587
1329		848	20000	1329	SY	SURFACE PREPARATION USING HYDRODEMOLITION					1329						
6		848	30200	6	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY					6						
11		848	50000	11	SY	HAND CHIPPING					11						
LS		848	50100	LS		TEST SLAB										LS	
1329		848	50320	1329	SY	EXISTING CONCRETE OVERLAY REMOVED, 3 1/2" NOMINAL THICKNESS					1329						
100		848	50340	100	SY	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY					100						

CUY-90-06.690

MODEL: Sheet PAPER: 34x22 (in.) DATE: 2/27/2025 TIME: 3:00:01 PM USER: Alexandria.Summers
 p:\structurepoint-pw-bentley.com\structurepoint-pw-01\Documents\Projects\20200006216779\400-Engineering\Structures\SFN_1808214\Sheets\76779_SFN_1808214_SC001.dgn

ESTIMATED QUANTITIES
 BRIDGE NO.: CUY-00090-09.910 L/R
 IR 90 OVER BERE RD

SFN	1808214
SFN	1808230
DESIGN AGENCY	
Michael Baker	INTERNATIONAL
DESIGNER	CHECKER
SSW	MKB
REVIEWER	
CDC	04/07/23
PROJECT ID	76779
SUBSET	TOTAL
2	28
SHEET	TOTAL
P.1457	P.1587