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CONSTRUCTION ACCESS NOTES

**SITE 1
CUY-2-16.88**

TWO WORK ZONES ARE AVAILABLE FOR CONTRACTOR ACCESS TO THE CULVERT. ONE WORK ZONE WILL BE ACCESSIBLE FROM EASTBOUND SR-2 AND ONE FROM WESTBOUND SR-2, AS SHOWN ON THE PLANS.

WORK ZONE NO. 1 IS TO BE LOCATED ALONG THE OUTSIDE SHOULDER OF THE EASTBOUND SR-2 EXIT RAMP TO I-90W, I-77S, I-71S. RAMP SHOULDER CLOSURE TO FOLLOW ODOT SCD MT-95.45. CLOSURE TO UTILIZE IMPACT ATTENUATOR TO ALLOW CONTRACTOR ACCESS TO THE WORK ZONE AND STAGING AREA. CONSTRUCTION VEHICLES EXITING THE WORK ZONE SHALL FOLLOW THE EASTBOUND SR-2 EXIT RAMP.

WORK ZONE NO. 2 IS TO BE LOCATED IN THE INFIELD OF THE WESTBOUND SR-2 EXIT RAMP TO SOUTH MARGINAL ROAD. THE SR-2 OUTSIDE SHOULDER CLOSURE SHALL FOLLOW ODOT SCD MT-95.45 WHILE THE INSIDE SHOULDER OF THE EXIT RAMP SHALL FOLLOW ODOT SCD MT-98.28. CONSTRUCTION VEHICLES ENTERING AND EXITING THE WORK ZONE AND STAGING AREA SHALL USE A CONSTRUCTION ENTRANCE LOCATED BEYOND THE PORTABLE CONCRETE BARRIER. VEHICLES EXITING THE WORK ZONE SHALL FOLLOW SR-2 WESTBOUND.

AT NO TIME WILL THE CURRENT TRAFFIC LANES ALONG SR-2 AND I-90 BE IMPACTED BY THE PROJECT.

**SITE 2
CUY-90-18.22**

TWO WORK ZONES ARE AVAILABLE FOR CONTRACTOR ACCESS TO THE CULVERT. ONE WORK ZONE WILL BE ACCESSIBLE FROM EASTBOUND I-90 AND ONE FROM NORTH MARGINAL ROAD, AS SHOWN ON THE PLANS.

WORK ZONE NO. 1 IS TO BE LOCATED ALONG THE INFIELD OF THE EASTBOUND I-90 LOOP EXIT RAMP TO SR-2. RAMP SHOULDER CLOSURE TO FOLLOW ODOT SCD MT-95.45. CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE WORK ZONE FROM A CONSTRUCTION ACCESS DRIVE LOCATED BEYOND THE PORTABLE CONCRETE BARRIER ALONG THE EASTBOUND I-90 LOOP RAMP TO WESTBOUND SR-2.

WORK ZONE NO. 2 IS TO BE LOCATED BETWEEN THE WESTBOUND I-90/SR-2 LANES AND NORTH MARGINAL ROAD. CONSTRUCTION ACCESS TO THE WORK ZONE AND STAGING AREA SHALL BE AVAILABLE FROM I-90 / SR-2 WESTBOUND. A SHOULDER CLOSURE ALONG WESTBOUND I-90 / SR-2 PER ODOT SCD MT-95.45 SHALL BE UTILIZED.

AT NO TIME WILL THE CURRENT TRAFFIC LANES ALONG I-90 BE IMPACTED BY THE PROJECT.

**SITE 3
CUY-90-19.99**

TWO WORK ZONES ARE AVAILABLE FOR CONTRACTOR ACCESS TO THE CULVERT. ONE WORK ZONE WILL BE ACCESSIBLE FROM DICK GODDARD WAY AND ONE FROM WESTBOUND I-90, AS SHOWN ON THE PLANS.

WORK ZONE NO. 1 IS TO BE LOCATED BETWEEN EASTBOUND I-90 AND DICK GODDARD WAY. CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE WORK ZONE FROM A CONSTRUCTION ACCESS DRIVE LOCATED ADJACENT DICK GODDARD WAY. NO SHOULDER CLOSURE ALONG EASTBOUND I-90 SHALL BE REQUIRED BECAUSE EXISTING GUARDRAIL IS PRESENT.

WORK ZONE NO. 2 IS TO BE LOCATED ALONG THE OUTSIDE SHOULDER OF THE WESTBOUND I-90 EXIT RAMP TO EAST 55TH STREET. RAMP SHOULDER CLOSURE TO FOLLOW ODOT SCD MT-95.45. CLOSURE TO UTILIZE IMPACT ATTENUATOR TO ALLOW CONTRACTOR ACCESS TO THE WORK ZONE AND STAGING AREA. CONSTRUCTION VEHICLES EXITING THE WORK ZONE SHALL FOLLOW THE EXIT RAMP.

AT NO TIME WILL THE CURRENT TRAFFIC LANES ALONG I-90 BE IMPACTED BY THE PROJECT.

**SITE 4
CUY-480-16.28**

TWO WORK ZONES ARE AVAILABLE FOR CONTRACTOR ACCESS TO THE CULVERT. ONE WORK ZONE WILL BE ACCESSIBLE FROM THE WESTBOUND I-480 EXIT TO SR-176 / SR-17 GRANGER ROAD AND ONE FROM THE ENTRANCE RAMP FROM SR-17 TO I-480 EASTBOUND, AS SHOWN ON THE PLANS.

WORK ZONE NO. 1 IS TO BE LOCATED ALONG THE OUTSIDE SHOULDER OF THE WESTBOUND I-480 EXIT RAMP TO SR-17. RAMP SHOULDER CLOSURE TO FOLLOW ODOT SCD MT-95.45. CLOSURE WILL NOT REQUIRE AN IMPACT ATTENUATOR IF THE PORTABLE CONCRETE BARRIER IS STARTED BEHIND THE EXISTING GUARDRAIL. CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE WORK ZONE FROM A CONSTRUCTION ACCESS DRIVE LOCATED ADJACENT THE RAMP. CONSTRUCTION VEHICLES EXITING THE WORK ZONE SHALL FOLLOW THE EXIT RAMP.

THE PROPOSED TEMPORARY ACCESS ROAD IS A SUGGESTED SCHEMATIC, CONTRACTOR TO FINALIZE THE ACCESS ROAD AND PROVIDE ADEQUATE SUPPORT FOR EMBANKMENT OR REVISE AS NEEDED TO MEET CONTRACTOR'S MEANS AND METHODS. THE CONTRACTOR SHALL SUBMIT FINAL TEMPORARY ACCESS METHOD FOR APPROVAL.

THE SUGGESTED PROPOSED ACCESS ROAD TO THE OUTLET OF THE PIPE HAS A 20% GRADE. CONTRACTOR TO EMPLOY EQUIPMENT DESIGNED TO OPERATE ON THIS TYPE OF TERRAIN.

THE TEMPORARY ACCESS ROAD AND ANY TEMPORARY EMBANKMENT SUPPORT SHALL BE COMPLETELY REMOVED AND THE SITE FULLY RESTORED. ALL LABOR, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 615 - ROADS FOR MAINTAINING TRAFFIC.

WORK ZONE NO. 2 IS TO BE LOCATED ADJACENT THE SR-17 ENTRANCE RAMP TO I-480 EASTBOUND. RAMP SHOULDER CLOSURE TO FOLLOW ODOT SCD MT-95.45.

AT NO TIME WILL THE CURRENT TRAFFIC LANES ALONG I-480 BE IMPACTED BY THE PROJECT.

**SITE 5
GEA-44-09.16**

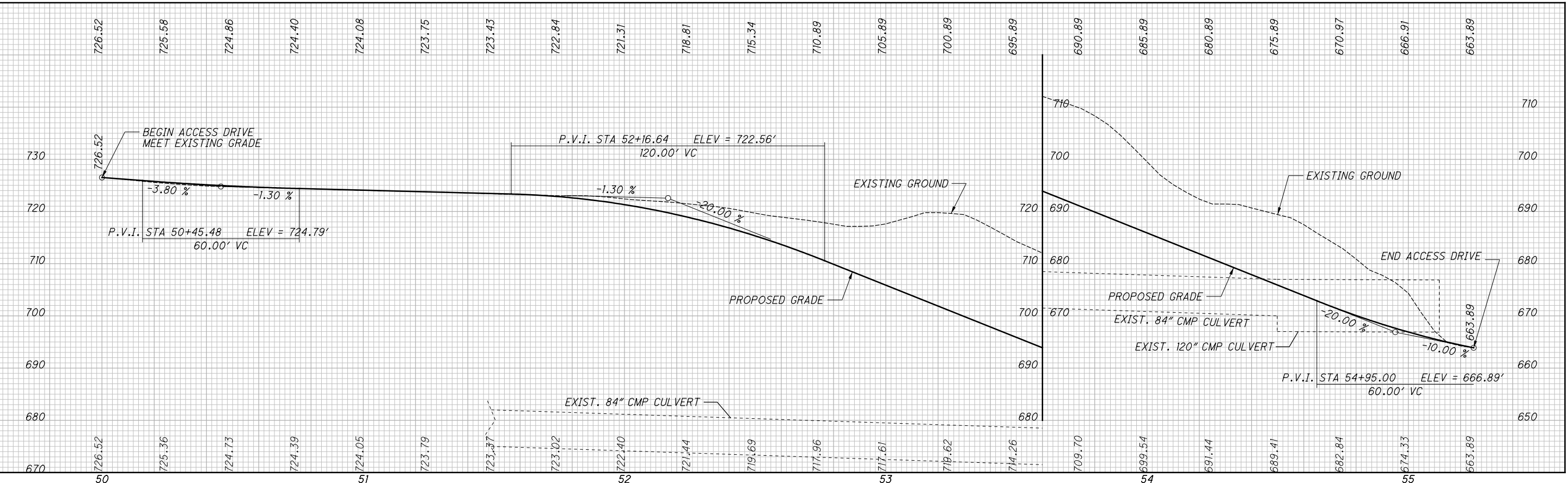
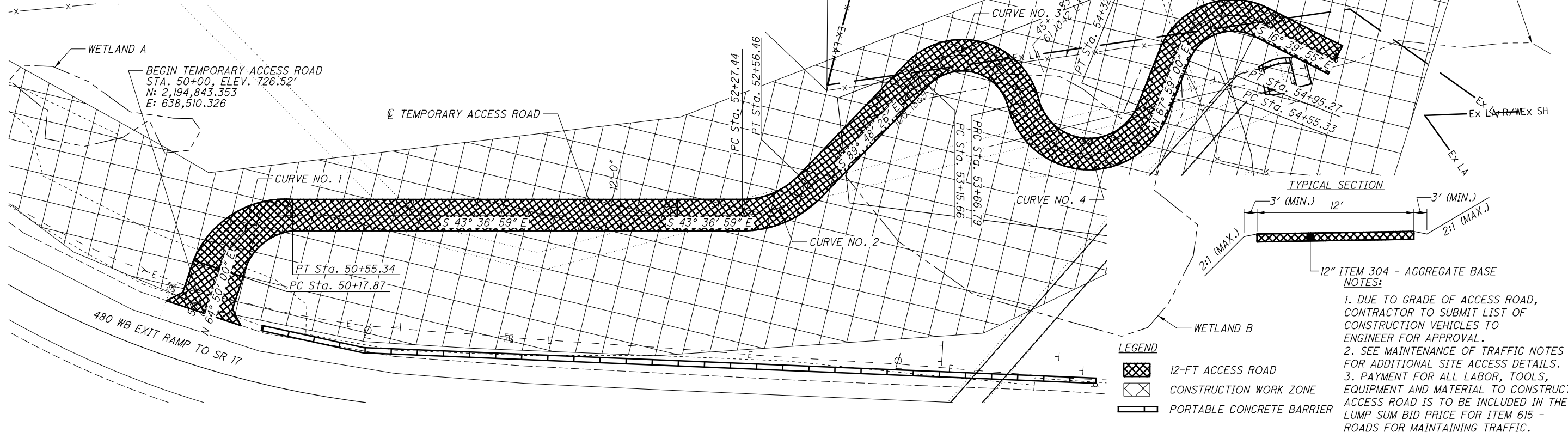
CONTRACTOR ACCESS AND PLACEMENT OF CONSTRUCTION MATERIALS TO BE ACCOMPLISHED BY CLOSING A SINGLE LANE OF SR-44 USING TEMPORARY TRAFFIC SIGNALS PER ODOT SCD MT-96.11.

CALCULATED
MTG
CHECKED
SJP

MAINTENANCE OF TRAFFIC GENERAL NOTES

CUY-90-18.22 / VAR

CURVE NO. 1	CURVE NO. 2	CURVE NO. 3	CURVE NO. 4	CURVE NO. 5
P.I. Sta. 50+39.49	P.I. Sta. 52+42.79	P.I. Sta. 53+59.02	P.I. Sta. 54+47.49	P.I. Sta. 54+81.68
$\Delta = 71^\circ 33' 01''$ (RT)	$\Delta = 46^\circ 11' 27''$ (LT)	$\Delta = 122^\circ 04' 20''$ (RT)	$\Delta = 144^\circ 16' 54''$ (LT)	$\Delta = 95^\circ 21' 05''$ (RT)
$Dc = 190^\circ 59' 09''$	$Dc = 159^\circ 09' 18''$	$Dc = 238^\circ 43' 57''$	$Dc = 220^\circ 22' 06''$	$Dc = 238^\circ 43' 57''$
$R = 30.00'$	$R = 36.00'$	$R = 24.00'$	$R = 26.00'$	$R = 24.00'$
$T = 21.62'$	$T = 15.35'$	$T = 43.36'$	$T = 80.69'$	$T = 26.35'$
$L = 37.46'$	$L = 29.02'$	$L = 51.13'$	$L = 65.47'$	$L = 39.94'$
$E = 6.98'$	$E = 3.14'$	$E = 25.56'$	$E = 58.78'$	$E = 11.64'$
$C = 35.08'$	$C = 28.24'$	$C = 42.00'$	$C = 49.49'$	$C = 35.49'$
C.B. = $S 79^\circ 23' 29'' E$	C.B. = $S 66^\circ 42' 42'' E$	C.B. = $S 28^\circ 46' 16'' E$	C.B. = $S 39^\circ 52' 33'' E$	C.B. = $S 64^\circ 20' 27'' E$



CALCULATED MTG CHECKED SJP
SITE 4 - CUY-480-1628 ACCESS ROAD
PLAN AND PROFILE

CUY-90-18.22/ VAR
 14
 63

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