

3

LONGITUDINAL JOINT SPACING IN RIGID PAVEMENT

PROVIDE LONGITUDINAL JOINTS PER SCD BP-6.1. IN LOCATIONS WHERE THE TRAVEL LANES TAPER AND THE TYPICAL LONGITUDINAL JOINT SPACING PER SCD BP-6.1 CANNOT BE PROVIDED, THE WIDTH BETWEEN ADJACENT JOINTS SHALL VARY FROM 8'-0" ON THE SINGLE LANE RAMP END TO 12'-0" ON THE TWO LANE RAMP END WITHIN THE LIMITS OF THE PAVEMENT TAPER AREA. WHERE A TWO-LANE RAMP TRANSITIONS TO A THREE-LANE RAMP, THE LONGITUDINAL JOINT ALONG THE TAPERED PAVEMENT EDGE WILL BEGIN AT A TRANSVERSE JOINT WHERE THE WIDTH OF THE ADDITIONAL LANE IS A MINIMUM OF 2'-0" WIDE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS.

ALL PLANED PAVEMENT SHALL BE PLANED TO A DEPTH OF 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF THE ASPHALT CONCRETE SURFACE COURSE WITH THE SAME WORK PERIOD. FAILURE TO MEET THIS REQUIREMENT WILL SUBJECT THE CONTRACTOR TO A DISINCENTIVE OF \$10,000/DAY FOR EACH DAY THE PLANED SURFACE IS NOT RESURFACED.

SEEDING AND MULCHING

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

| | |
|----------------------------------|-----------------|
| 659, SOIL ANALYSIS TEST | 6 EACH |
| 659, TOPSOIL | 27,325 CU. YD. |
| 659, SEEDING AND MULCHING | 245,900 SQ. YD. |
| 659, REPAIR SEEDING AND MULCHING | 12,295 SQ. YD. |
| 659, INTER-SEEDING | 12,295 SQ. YD. |
| 659, COMMERCIAL FERTILIZER | 34.30 TON |
| 659, LIME | 50.81 ACRES |
| 659, WATER | 1,361 M. GAL. |
| 659, MOWING | 553 M. SQ.FT. |

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

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BIORETENTION CELLS

RESTORE THE BIORETENTION CELLS AFTER ALL CONTRIBUTING DRAINAGE AREAS ARE STABILIZED AS SHOWN ON THE CONTRACT PLANS. DO NOT OPERATE HEAVY EQUIPMENT WITHIN THE PERIMETER OF A BIORETENTION CELL. USE ALL SUITABLE EXCAVATED MATERIAL IN THE WORK. ALTERNATIVELY, LEGALLY USE, RECYCLE, OR DISPOSE OF ALL EXCAVATED MATERIALS ACCORDING TO 105.16 AND 105.17.

EXCAVATE THE BIORETENTION CELLS TO THE DIMENSIONS, WITH VERTICAL SIDES, TO THE ELEVATIONS SPECIFIED. MINIMIZE THE COMPACTION OF THE BOTTOM OF THE BIORETENTION CELL. EXCAVATION WILL BE MEASURED AND PAID AS ITEM 203, EXCAVATION.

THE BIORETENTION CELL CONSISTS OF FOUR DISCRETE LAYERS: BIORETENTION PLANTING SOIL LAYER, FINE AGGREGATE LAYER, COARSE AGGREGATE NO. 78 LAYER, AND COARSE AGGREGATE NO. 57 LAYER AND AN EXISTING UNDERDRAIN SYSTEM. THE EXISTING UNDERDRAIN SYSTEM SHALL REMAIN IN PLACE AND NOT BE DISTURBED BY THE CONTRACTOR. THE MATERIALS AND VOLUMES FOR EACH LAYER ARE AS SHOWN:

| BIORETENTION CELL LAYERS | |
|--|------|
| BIORETENTION PLANTING LAYER | |
| COMPOSITION BY VOLUME | |
| PARTS SAND - CMS FINE AGGREGATE PER 730.20 | |
| PART TOPSOIL - CMS 659.05 | |
| PARTS COMPOST - CMS 659.06 | |
| FINE AGGREGATE PER CMS 703.20 | |
| COARSE AGGREGATE SIZE NO.78 PER 703.20 | |
| COARSE AGGREGATE SIZE NO.57 PER 703.20 | |
| TOTAL CUBIC YARDS | 1618 |

PLACE THE BIORETENTION PLANTING SOIL IN 12 INCH LIFTS. THE BIORETENTION PLANTING SOIL LAYER PLUS 3 INCH COVER IS 3 INCHES GREATER THAN THE DEPTH SPECIFIED TO ACCOUNT FOR EXPECTED SETTLING OF THE UNCOMPACTED SOIL.

THE BIORETENTION PLANTING SOIL MUST BE A UNIFORM MIX THAT IS FREE OF STONES, STUMPS, ROOTS, OR ANY OTHER OBJECT LARGER THAN TWO INCHES. THE SOIL MAY CONSIST OF EXISTING SOIL, FURNISHED SOIL, OR A COMBINATION OF BOTH PROVIDED THAT THE PH IS BETWEEN 5.2 – 8.0 AND MEETS THE COMPOSITION REQUIREMENTS LISTED ABOVE. PHOSPHORUS CONCENTRATIONS OF THE PLANTING SOIL MUST FALL BETWEEN 15 AND 60 MG/KG (PPM) AND DETERMINED BY THE MEHLICH III TEST.

THOROUGHLY MIX THE BIORETENTION PLANTING SOIL PRIOR TO PLACEMENT.

PLACE SEED, TURF, TREES, SHRUBS, OR OTHER PLANT MATERIALS FOR BIORETENTION FACILITIES AS SPECIFIED. PLANT MATERIALS WILL BE MEASURED AND PAID FOR PER CMS ITEM(S) 659, 660, OR 661 DEPENDING ON THE PLANT MATERIALS SPECIFIED. APPLY NO PESTICIDES, HERBICIDES, LIME, AND FERTILIZERS. INSTALL ITEM 611 AS SPECIFIED. INSTALL TEMPORARY EROSION CONTROL MAT TYPE A, B, C, OR E PER CMS 671 WITH EITHER STRAW MULCH OR COMPOST OR AS SPECIFIED IN THE PLANS.

CONTRACTOR SHALL INSTALL 3 OBSERVATION WELLS/CLEANOUTS INTO THE EXISTING UNDERDRAIN SYSTEM, 1 EACH FOR THE 3 EXISTING BIORETENTION DITCHES (SEE LOCATIONS ON P.175). ALL MATERIALS, LABOR, AND EQUIPMENT TO CONSTRUCT THE OBSERVATION WELLS/CLEANOUTS SHALL BE PAID FOR UNDER ITEM 601 - BIORETENTION CELL.

BIORETENTION CELL RESTORATION IS PAID FOR AS:
 ITEM 601 - BIORETENTION CELL 1618 CU YD.
 ITEM 203 - EXCAVATION 1618 CU YD.

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTOR'S ATTENTION IS DIRECTED TO 614.03. IN ADDITION THE FOLLOWING PROVISIONS SHALL APPLY:

1. ANY REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT OF WAY FOR MORE THAN THIRTY (30) DAYS.
2. THE STORAGE OF EQUIPMENT, MATERIALS, AND VEHICLES WITHIN THE HIGHWAY RIGHT OF WAY WILL BE PERMITTED. THE NUMBER OF AREAS AND EXACT LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE STATE.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

ALL EXISTING PAVEMENT TO BE REMOVED CONTAINING LAYERS OF CONCRETE, INCLUDING COMPOSITE ASPHALT OVER CONCRETE PAVEMENT, SHALL BE REMOVED UNDER ITEM 202 PAVEMENT REMOVED, ASPHALT. SEE THE EXISTING TYPICAL SECTIONS FOR PAVEMENT BUILDUP. PAVEMENT FOR THE OPERATION DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEMS.

ITEM 209 - RESHAPING UNDER GUARDRAIL, AS PER PLAN

THIS ITEM OF WORK SHALL BE USED TO PREPARE PROPOSED AND EXISTING GUARDRAIL RUNS FOR PAVING UNDER GUARDRAIL, INCLUDING THE REMOVAL AND DISPOSAL OF EXISTING ASPHALT UNDER GUARDRAIL.

A SAWCUT WILL BE PERFORMED, WHEN APPLICABLE, TO ASSIST THE REMOVAL OF EXISTING ASPHALT UNDER GUARDRAIL AND MINIMIZE DAMAGE TO EXISTING SHOULDER ASPHALT. PAYMENT FOR SAWCUTTING WILL BE INCLUDED IN THE BID PRICE FOR ITEM 209 RESHAPING UNDER GUARDRAIL, AS PER PLAN.

FILL ALL HOLES REMAINING AFTER REMOVAL OF GUARDRAIL POSTS AND ANCHOR ASSEMBLIES WITH GRANULAR MATERIAL. DO NOT USE FILL MATERIAL CONTAINING SOD. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER AND SHALL BE COMPACTED AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE IS INCLUDED IN THE APPLICABLE GUARDRAIL ITEM.

RESHAPE AND COMPACT SUBGRADE TO ENSURE POSITIVE DRAINAGE. ESTABLISH A CROSS-SLOPE OF 0.042 (HALF INCH PER FOOT). GRADE TO A MAXIMUM WIDTH OF 6' TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE TRAVEL LANES.

ALL COLLECTED DEBRIS AND TOPSOIL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN SECTION 105.17 OF THE CMS.

IN AREAS WHERE ASPHALT UNDER GUARDRAIL WILL NOT BE REPLACED, THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 AND PLACED TO GRADE AS APPROVED BY THE ENGINEER. SEED AND MULCH THESE AREAS ACCORDING TO SECTION 659.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT BID PRICE FOR ITEM 209 RESHAPING UNDER GUARDRAIL, AS PER PLAN AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO PERFORM THE WORK.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

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

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

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

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

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

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

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1 (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 832 - STORM WATER POLLUTION PREVENTION PLAN, AS PER PLAN

ALL REFERENCES TO THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION EFFLUENT GUIDELINES LISTED IN SUPPLEMENTAL SPECIFICATION 832 (SS832) AND APPENDIX E WILL BE REPLACED WITH THE OEPA GENERAL PERMIT NO. OHC000006, AUTHORIZATION FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY LOCATED WITHIN THE BIG DARBY CREEK WATERSHED (BIG DARBY PERMIT).

THE CONTRACTOR NEEDS TO FULLY UNDERSTAND ALL REQUIREMENTS OF THE BIG DARBY PERMIT BEFORE BEGINNING ANY WORK. FOR ANY DISCREPANCIES BETWEEN SS832 AND THIS PLAN NOTE, RESOLUTION SHOULD BE BASED ON THE BIG DARBY PERMIT.

| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
| 2 | 1/22/2025 | BIORETENTION NOTE REVISED |
| 3 | 1/27/2025 | LONGITUDINAL JOINTS IN FLEXIBLE PAVEMENT NOTE REMOVED |

ITEM 832 - STORM WATER POLLUTION PREVENTION PLAN, AS PER PLAN, CONTINUED

THE REQUIREMENTS OF SS832 ARE REQUIRED TO BE MET. IN ADDITION, THE CONTRACTOR SHOULD NOTE THE FOLLOWING REQUIRED ITEMS REGARDING IMPLEMENTATION OF SS832 AND THE BIG DARBY PERMIT THAT ARE NOTED BELOW:

SECTION 832.04 REQUIREMENTS:

POST CONSTRUCTION CONTROLS AND MITIGATION FOR RIPARIAN SETBACK AND GROUNDWATER RECHARGE DESCRIBED IN THE BIG DARBY PERMIT ARE NOT TEMPORARY EROSION CONTROL FEATURES. CONSTRUCTION REQUIREMENTS AND COMPENSATION FOR POST CONSTRUCTION CONTROLS AND MITIGATION, IF ANY, FOR RIPARIAN SETBACK AND GROUNDWATER RECHARGE ARE DETAILED IN THE PROJECT PLANS.

SECTION 832.05 LOCATE AND FURNISH BMP.

H. SEDIMENT BASINS AND DAMS

CONSTRUCT BASINS TO RETAIN 134 CUBIC YARDS (102 M3) OF WATER FOR EVERY ACRE (0.4 HA) OF DRAINAGE AREA. SAMPLE AND TEST EFFLUENT ACCORDING TO PART III.G.2.H.II OF THE BIG DARBY PERMIT.

LOCATIONS FOR SEDIMENT BASINS ARE PROVIDED IN THE PLANS. REVISED SEDIMENT BASIN LOCATIONS DUE TO CONSTRUCTION ISSUES MUST HAVE PRIOR DISTRICT APPROVAL.

SECTION 832.09 STORMWATER POLLUTION PREVENTION PLAN (SWPPP).

THE LOCATION OF THE RIPARIAN SETBACKS AND SEDIMENT BASINS AS SHOWN IN THE PLANS MUST BE INCORPORATED INTO THE SWPPP. THE CONTRACTOR CANNOT AMEND THE LOCATIONS OF THE RIPARIAN SETBACKS. REVISED SEDIMENT BASIN LOCATIONS DUE TO CONSTRUCTION ISSUES MUST HAVE PRIOR DISTRICT APPROVAL.

ON THE SWPPP, FOR EACH SEDIMENT BASIN OR DAM, PROVIDE THE SETTLING VOLUME, CONTRIBUTING DRAINAGE AREA, AND DESIGNATE EACH WITH A UNIQUE THREE DIGIT NUMBER.

SECTION 832.12 COMPENSATION.

ALL WORK CONSISTING OF LOCATING, FURNISHING, INSTALLING, SAMPLING, TESTING AND MAINTAINING TEMPORARY SEDIMENT AND EROSION CONTROL BEST MANAGEMENT PRACTICES FOR EARTH DISTURBING ACTIVITY AREAS AND DEVELOPING A STORM WATER POLLUTION PREVENTION PLAN AND CO-PERMITTEE FORM SHALL MEET SS832 AND THE BIG DARBY PERMIT.

IN ADDITION TO WORK DESCRIBED, ALL TESTING AND REPORTING ASSOCIATED WITH THE ROUTINE INSPECTION OF THE SEDIMENT BASINS, DAMS AND OUTFALLS SHALL ALSO BE INCLUDED.

ALL WORK TO BE PAID FOR UNDER:

ITEM 832 STORM WATER POLLUTION PREVENTION PLAN, AS PER PLAN
 1 LUMP

SECTION 832.13 METHOD OF MEASUREMENT.

THE DEPARTMENT WILL MEASURE THE SWPPP, AS PER PLAN AS A LUMP SUM ITEM.

SECTION 832.14 BASIS OF PAVEMENT.

THE DEPARTMENT WILL PAY THE CONTRACT LUMP SUM BID FOR SWPPP, AS PER PLAN.

ITEM 832 - STORM WATER POLLUTION PREVENTION PLAN, AS PER PLAN, CONTINUED

ITEM 832 EROSION CONTROL

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ITEM 832 - EROSION CONTROL:

ITEM 832 - EROSION CONTROL 996,615 EACH

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ITEM 832 - STORM WATER POLLUTION PREVENTION INSPECTIONS:

ITEM 832 - STORM WATER POLLUTION INSPECTIONS 1 LUMP

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ITEM 832 - STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE:

ITEM 832 - STORM WATER POLLUTION INSPECTION SOFTWARE
 1 LUMP

ITEM 625 - RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF INSTALLING AN EXISTING LIGHT TOWER REMOVED FROM A PREVIOUS LOCATION ON THE PROJECT SITE OR SUPPLIED TO THE PROJECT BY OTHERS.

WHEN REQUIRED, ADDITIONAL LUMINAIRE BRACKET ARMS SHALL BE ADDED TO THE EXISTING LUMINAIRE BRACKETS RELOCATED ALONG WITH THE NECESSARY ADJUSTMENTS AND ADDITIONS TO THE LUMINAIRE WIRING TO ENABLE THE LUMINAIRES TO BE MOUNTED SYMMETRICALLY AROUND THE LUMINAIRE MOUNTING RING.

WHERE THE TOWER WILL BE INSTALLED ON A NEW FOUNDATION, NEW ANCHOR BOLTS SHALL BE FURNISHED.

THE TOWER AND LOWERING MECHANISM SHALL BE CLEANED AND LUBRICATED.

ANY REPAIRS AND ADJUSTMENTS NECESSARY TO RETURN THE TOWER AND MECHANISM TO GOOD OPERATING CONDITION SHALL BE MADE.

THE EXISTING LIGHT TOWER IDENTIFICATION DECAL SHALL BE REMOVED, AND A NEW DECAL FOR THE NEW IDENTIFICATION NUMBER FURNISHED AND INSTALLED.

PAYMENT SHALL BE MADE AT THE UNIT PRICE BID UNDER C&MS ITEM 625, "RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN" FOR EACH TOWER RE-ERECTED WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER

CITY OF COLUMBUS NOTES

NOTES FOR MASS GRADING PLANS NOT GOING TO FEMA

UPON COMPLETION OF THE FILL IN CONJUNCTION WITH THIS MASS GRADING PLAN, AN APPLICATION FOR A LETTER OF MAP REVISION (LOMR) WILL NOT BE SUBMITTED TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), THUS ANY FUTURE SUBMITTAL TO FEMA WILL FIRST REQUIRE A NEW GRADE AND FILL PLAN WITH PROOF AS THE FILL USED AND PROPER PLACEMENT, INCLUDING COMPACTION. PRIOR TO THE EFFECTIVE DATE OF THE LOMR, A BUILDING CONSTRUCTED WITHIN THE DESIGNATED FILL AREA WILL BE ELEVATED AND/OR DRY FLOOD PROOFED IN ACCORDANCE WITH THE REQUIREMENTS OF C.C. CHAPTER 1150, FLOODPLAIN MANAGEMENT, OF THE COLUMBUS WATER, SEWER AND ELECTRICITY CODE.

NOTES FOR MASS GRADING PLANS NOT GOING TO FEMA, CONTINUED

FILLING MAY BE ALLOWED IN THE FLOODWAY FRINGE ONLY IF ASSOCIATED WITH A GRADE AND FILL PLAN. THE GRADE AND FILL PLAN SHALL BE FULLY DETAILED AND SUBMITTED AS PART OF AN APPLICATION FOR A CERTIFICATE OF ZONING CLEARANCE. FILL SHALL NOT BE PLACED UNTIL AFTER THE CERTIFICATE OF ZONING CLEARANCE HAS BEEN ISSUED FOR GRADING AND FILLING.

REGARDLESS OF ANY DETERMINATION ISSUED BY FEMA TO REMOVE AN AREA FILLED AS PERMITTED AND APPROVED FROM THE DESIGNATED SPECIAL FLOOD HAZARD AREA (SFHA), DEVELOPMENT WITHIN THAT AREA OF FILL SHALL BE CONSTRUCTED WITH THE LOWEST FLOOR LEVEL, EXCLUDING A BASEMENT OR CRAWL SPACE, AT OR ABOVE THE FLOOD PROTECTION ELEVATION.

THE LOWEST GRADE ADJACENT TO A BUILDING OR STRUCTURE TO BE CONSTRUCTED WITHIN THE DESIGNATED FILL AREA SHALL BE AT OR ABOVE THE FLOOD PROTECTION ELEVATION, WITH THAT GRADE ELEVATION TO EXTEND AT LEAST TWENTY (20) FEET FROM THE PROPOSED BUILDING TOWARDS THE FLOODWAY OR FLOODING SOURCE.

IN ADDITION, A RESIDENTIAL DWELLING WITHIN THE DESIGNATED FILL AREA MUST HAVE A MEANS OF INGRESS AND EGRESS AT OR ABOVE THE BASE FLOOD ELEVATION THAT EXTENDS CONTINUOUSLY FROM THE DWELLING TO A LOCATION OUTSIDE THE SPECIAL FLOOD HAZARD AREA WITHIN THE SUBJECT SITE.

REASONABLY SAFE FROM FLOODING
 ALL STRUCTURES ASSOCIATED WITH FUTURE DEVELOPMENT WITHIN THE AREA OF THE FLOODPLAIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD OF BEING "REASONABLY SAFE FROM FLOODING", AS OUTLINED IN TECHNICAL BULLETIN 10-01, DATED MAY 2001, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) OR SUCCESSOR DOCUMENTS.

FOR THE DIVISION OF POWER

THE DIVISION OF POWER (DOP) MAY HAVE UNDERGROUND OR OVERHEAD PRIMARY POWER, SECONDARY POWER, CONDUIT SYSTEMS AND STREET LIGHTING AT THIS WORK LOCATION. THE CONTRACTOR IS HEREBY REQUIRED TO CONTACT OUPS AT 811 OR 1-800-362-2764 FORTY-EIGHT HOURS PRIOR TO CONDUCTING ANY ACTIVITY WITHIN THE CONSTRUCTION AREA.

ANY REQUIRED RELOCATION, SUPPORT, PROTECTION, OR ANY OTHER ACTIVITY CONCERNED WITH THE CITY'S ELECTRICAL FACILITIES IN THE CONSTRUCTION AREA IS TO BE PERFORMED BY THE CONTRACTOR UNDER THE DIRECTION OF DOP PERSONNEL AND AT THE EXPENSE OF THE PROJECT. DOP SHALL MAKE ALL FINAL CONNECTIONS TO DOP'S EXISTING ELECTRICAL SYSTEM AT THE EXPENSE OF THE PROJECT. THE CONTRACTOR SHALL USE MATERIAL AND MAKE REPAIRS TO A CITY OF COLUMBUS STREET LIGHTING SYSTEM BY FOLLOWING DOP'S "MATERIAL AND INSTALLATION SPECIFICATIONS" (MIS) AND THE CITY OF COLUMBUS "CONSTRUCTION AND MATERIAL SPECIFICATIONS" (CMSC). ANY NEW OR RE-INSTALLED UNDERGROUND STREETLIGHT SYSTEM SHALL REQUIRE TESTING AS REFERRED TO IN SECTION 1001.18 OF THE CMSC MANUAL. THE CONTRACTOR SHALL CONFORM TO DOP'S EXISTING STREET LIGHTING LOCKOUT/TAGOUT (LOTO) PROCEDURE, MIS-01, COPIES OF WHICH ARE AVAILABLE FROM DOP.

IF ANY ELECTRIC FACILITY BELONGING TO DOP IS DAMAGED IN ANY MANNER BY THE CONTRACTOR, ITS AGENTS, SERVANTS, OR EMPLOYEES, AND REQUIRES EMERGENCY REPAIRS, THE DOP DISPATCH OFFICE SHOULD BE CONTACTED IMMEDIATELY AT (614) 645-7627. DOP SHALL MAKE ALL NECESSARY REPAIRS, AND THE EXPENSE OF SUCH REPAIRS AND OTHER RELATED COSTS SHALL BE PAID BY THE CONTRACTOR TO THE DIVISION OF POWER, CITY OF COLUMBUS, OHIO.

| REVISIONS | | |
|-----------|-----------|---------------------|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | ADDED NOTE/PAY ITEM |

ENVIRONMENTAL COMMITMENT NOTES

THE PROJECT IS LOCATED WITHIN SEVERAL FEMA IDENTIFIED 100-YEAR FLOODPLAINS. IF ADDITIONAL FLOODPLAIN COORDINATION IS WARRANTED, ODOT WILL COMPLETE THIS TASK PRIOR TO THE FILING OF THE PROJECT PLANS.

THE CONTRACTOR SHALL NOT DISCHARGE TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINTS, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTEWATER, FUELS OR DEBRIS OF ANY KIND TO BIG DARBY CREEK, ITS TRIBUTARIES, OR DRAINAGE WAYS. IF REFUELING OF IMMOBILE EQUIPMENT IS NECESSARY WITHIN THE FLOODPLAIN OR NEAR ANY TRIBUTARY DRAINAGE WAYS, DITCHES, OR STREAM, THE CONTRACTOR SHALL PROVIDE SECONDARY CONTAINMENT WITH ENOUGH CAPACITY TO COMPLETELY CONTAIN AND COLLECT ALL POTENTIAL LIQUID WASTES IN THE EVENT OF A SPILL.

IN ACCORDANCE WITH ORC 3750.06, REPORTABLE SPILLS MUST BE REPORTED TO THE LOCAL FIRE DEPARTMENT (911), THE LOCAL EMERGENCY COORDINATOR 614-794-0213, AND THE OHIO SPILL LINE (1-800-282-9378)

THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS, LUBRICANTS, AND ANY STORAGE FOR/OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA AND NOT WITHIN 1000 FEET OF BIG DARBY CREEK.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 40 DAYS PRIOR TO WORK WITHIN 1000 FEET OF BIG DARBY CREEK. THE PROJECT ENGINEER SHALL NOTIFY THE DISTRICT ENVIRONMENTAL COORDINATOR 35 DAYS PRIOR TO WORK WITHIN 1000 FEET OF BIG DARBY CREEK. THE DISTRICT ENVIRONMENTAL COORDINATOR SHALL COORDINATE WITH ODNR SCENIC RIVERS A MINIMUM OF 30 DAYS PRIOR TO ANY WORK WITHIN 1000 FEET OF BIG DARBY CREEK.

THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT A SWPPP, PER SS 832, BEFORE EARTHWORK COMMENCES. SEDIMENT AND EROSION CONTROLS SHALL BE PROPERLY INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. STRAW BALES SHALL NOT BE PERMITTED AS A FORM OF SEDIMENT CONTROL. ENSURE TIMELY ADHERENCE TO THE GENERAL CONSTRUCTION PERMIT FOR ALL SEDIMENT AND EROSION CONTROLS, INCLUDING SEEDING AND MULCHING. PARTICULAR ATTENTION SHALL BE GIVEN TO ANY DRAINAGE WAYS, UNPROTECTED SLOPES, DITCHES, AND STREAMS THAT COULD CONVEY SEDIMENT LADEN WATERS DIRECTLY TO BIG DARBY CREEK.

ANY COMMENTS RECEIVED BY THE ODNR SCENIC RIVER MANAGER WILL BE ADDRESSED BY ODOT PRIOR TO FILING OF THE PLANSET.

ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEANING, EXCESS FILL MATERIAL, AND TRASH SHOULD BE DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS. DISPOSAL OF ANY SUCH MATERIALS WITHIN 1000 FEET OF BIG DARBY CREEK IS PROHIBITED.

ITEM 606 - SPECIAL - NOISE BARRIER PANEL REMOVAL AND REUSE
 NOISE BARRIER PANELS SHALL BE REMOVED AND STORED ON SITE, AND THEN REPLACED AFTER THE CONSTRUCTION OF THE PROPOSED STORM SEWER CROSSINGS AT THE FOLLOWING LOCATIONS:

STA 236+00 RT, STA 246+50 RT, STA 251+85 RT

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ITEM 606 - SPECIAL - NOISE BARRIER PANEL REMOVAL AND REUSE:

ITEM 606 - SPECIAL - NOISE BARRIER PANEL REMOVAL AND REUSE
 3 EACH

PAYMENT FOR THE ABOVE WORK SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK.

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX

MIX DESIGN - FOLLOW THE REQUIREMENTS OF 302.02 EXCEPT AS MODIFIED BELOW:

- THE TSR TEST PER SUPPLEMENT 1051 IS REQUIRED AND THE MINIMUM TSR IS 0.80 FOLLOWING THE 150 MM GYRATORY COMPACTED SPECIMEN PROCEDURE. USE ANTISTRIP ADDITIVE AS SPECIFIED IN 440.06.
- USE 150 MM DIAMETER SUPERPAVE GYRATORY COMPACTOR MOLDS. FILL MOLDS DURING COMPACTION IN ONE LIFT AND NOT TWO AS YOU WOULD DO WITH 302 MIXES. DO NOT SPADE. VOLUMETRIC PILL HEIGHTS OF 110 TO 120 MM. USE A PILL HEIGHT OF 95 MM FOR STABILITY AND FLOW AND CONVERT, IF NEEDED, USING TABLE 302-02-2.
- REPLACE TABLE 302-02-1 WITH THE FOLLOWING:

TABLE 302.02-1 MIX COMPOSITION

| Property | Limits |
|---------------------------|---------------------|
| 1 1/2 inch (37.5 mm) [1] | 100 |
| 1 inch (25.0 mm) [1] | 90 to 100 |
| 3/4 inch (19.0 mm) [1][2] | 90 max |
| 1/2 inch (12.5 mm) [1][2] | |
| 3/8 inch (9.5 mm) [1][2] | |
| No. 8 (2.36 mm) [1] | 19 to 45 |
| No. 200 (75 µm) [1] | 1 to 7 |
| Asphalt Binder [3] | 4.1 – 5.5 [4] |
| Design Gyration [5] | 50 |
| Stability, lb [6] (N) | 3000 (13,345) [Min] |
| Flow, 0.25 mm [6] | 28 [Max] |
| Design Air Voids [7] | 3.5 |
| F/A, max. [8] | 1.2 |
| VMA, min. [9] | 12 |
| CT Index, min. [10] | 60 |

- [1] SIEVE, PERCENT PASSING
- [2] PROVIDE AGGREGATE TO RETAIN A MINIMUM OF 7 PERCENT OF THE MATERIAL ON EACH OF THESE SIEVES. THIS REQUIREMENT APPLIES TO THE GRADATION OF THE JMF ONLY.
- [3] PERCENT OF TOTAL MIX. MINIMUM VIRGIN ASPHALT BINDER CONTENT IS 2.2% FOR METHOD 1 AND 2.0% FOR METHOD 2.
- [4] PERCENT OF TOTAL MIX
- [5] NINI AND NMAX DO NOT APPLY.
- [6] ASTM D5581
- [7] PERCENT, SUPPLEMENT 1036
- [8] CALCULATE THE F/A RATIO USING THE EFFECTIVE ASPHALT BINDER CONTENT.
- [9] PERCENT, SUPPLEMENT 1037
- [10] PERFORM THE IDEAL-CT AND REPORT RESULTS ACCORDING TO SUPPLEMENT 1033

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX, CONTINUED

QUALITY CONTROL AND ACCEPTANCE

FOLLOW THE REQUIREMENTS AS SPECIFIED IN 403 USING 446 ACCEPTANCE EXCEPT AS MODIFIED BELOW:

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

Table 403.06-1

| Mix Characteristic | Out of Specification Limits [5] |
|------------------------------|---------------------------------|
| Asphalt Binder Content [1] | -0.3% to 0.3% |
| 1/2 inch (12.5 mm) sieve [1] | -6% to 6% |
| No. 4 (4.75 mm) sieve [1] | -5% to 5% |
| No. 8 (2.36 mm) sieve [1] | -4% to 4% |
| No. 200 (75 µm) sieve [1] | -2.0% to 2.0% |
| Air Voids [2] | 2.5% to 4.5% |
| MSG [3] | -0.012 to 0.012 |
| F/A [4] | 1.2 max |
| VMA | 11.5 min |

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

- FOLLOW REQUIREMENTS OF 446 AND REPLACE MSG COMPARISON IN TABLE 403.10-1 WITH 0.012.
- FOR INFORMATION ONLY AND WHEN REQUESTED BY THE DEPARTMENT UP TO FIVE DIFFERENT PRODUCTION DAYS, HOT-COMPACT 10 GYRATORY SPECIMENS PER SUPPLEMENT 1033. DO NOT TEST THESE PILLS.
- NOTIFY ERIC BIEHL - OMM 614-275-1380 AND JULIA MILLER OCA 614-466-3165 TWO WEEKS PRIOR TO PLANNED BEGINNING PRODUCTION AND PLACEMENT. YOU MAY EMAIL THEM AS WELL.

PLACEMENT

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

DENSITY ACCEPTANCE

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

OBTAIN 6-INCH DIAMETER CORES ON EACH LIFT PLACED. OBTAIN JOINT CORES AT COLD LONGITUDINAL JOINTS SUCH THAT THE CORE'S CLOSEST EDGE IS 6 INCHES (152 MM) FROM THE EDGE OF THE MAT.
 PAY FACTORS FOR EACH LIFT OF 302 APP WILL BE AS SPECIFIED IN THE FOLLOWING TABLE.

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX, CONTINUED

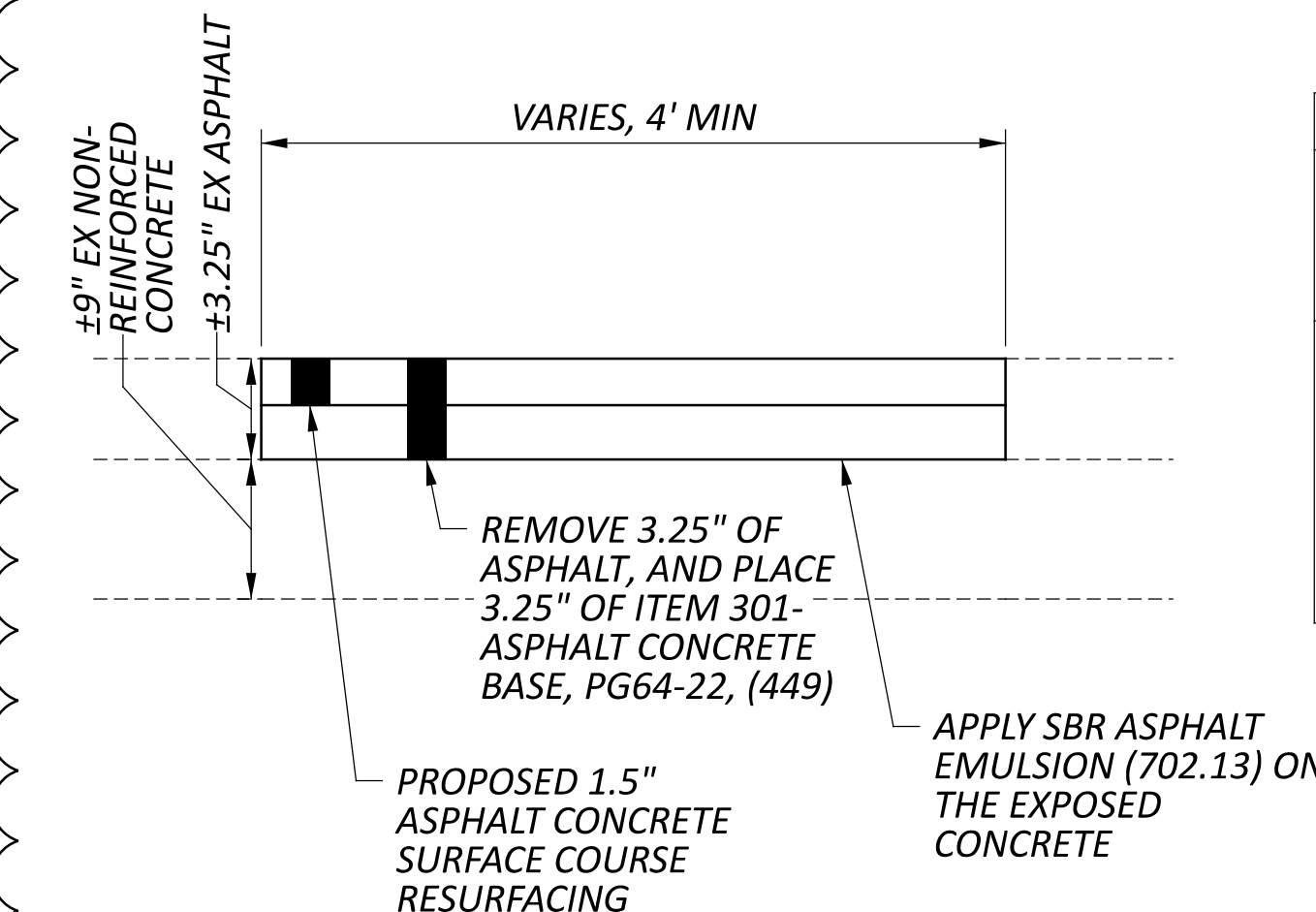
| Mean of Lot Core Density [1] | Pay Factor |
|------------------------------|------------|
| | 302, APP |
| >98.0% | [2] |
| >97.0% to 98.0% | [3] |
| 93.0% to 97.0% | 1 |
| 92.0% to 92.9% | 0.9 |
| 91.0% to 91.9% | 0.8 |
| 90.0% to 90.9% | 0.7 |
| <90.0% | [4] |

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

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

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

ALL REPAIR AREAS SHALL BE DETERMINED AND VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING 3.25 INCHES OF PAVEMENT, APPLYING SBR ASPHALT EMULSION (702.13) ON THE EXPOSED CONCRETE, AND PLACING 3.25 INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449). THE LENGTH VARIES, BUT THE MINIMUM WIDTH SHALL BE 4 FEET. THE INTENT IS TO REMOVE THE EXISTING ASPHALT DOWN TO THE CONCRETE LAYER; THE REPAIR DEPTH SHOULD BE ADJUSTED AS NEEDED TO FULFILL THIS INTENT. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.



THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN 500 CY

INCENTIVE CONTRACT

THE CONTRACTOR WILL BE PAID A LUMP SUM INCENTIVE AS DESIGNATED IN THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE FOR COMPLETING THE WORK BEFORE THE COMPLETION DATE(S). THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES. THE LUMP SUM INCENTIVE WILL BE DECREASED BY THE DISINCENTIVE AMOUNT SHOWN IN THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE FOR EACH DAY THAT THE CONTRACTOR DOES NOT HAVE THE ITEMS OF CRITICAL WORK COMPLETED UNTIL THE LUMP SUM INCENTIVE REACHES ZERO.

IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE COMPLETION OF ANY LISTED CRITICAL WORK, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES AS PER C&MS 108.07 FOR EACH DAY OR A PORTION OF EACH DAY THAT TRAFFIC IS RESTRICTED.

CRITICAL WORK IS SHOWN IN THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK 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 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.

EXTENSIONS OF TIME WILL BE FOR CALENDAR DAYS AND CALCULATED IN ACCORDANCE WITH C&MS 108.06 EXCEPT AS NOTED BELOW.

FOR THE WORK ITEMS ON THE LONGEST PATH OF ACTIVITIES DRIVING THE COMPLETION DATES FOR THE CRITICAL WORK SHOWN IN THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE, TABLE 108.06-1 IS REVISED TO THE FOLLOWING:

TABLE 108.06-1 (MODIFIED)

| MONTH | NUMBER OF WORKDAYS LOST DUE TO WEATHER |
|----------|--|
| DECEMBER | 6 |
| JANUARY | 8 |
| FEBRUARY | 8 |
| MARCH | 7 |
| APRIL | 6 |

LUMP SUM MINUS INCENTIVE CONTRACT TABLE

| DESCRIPTION OR LOCATION OF CRITICAL WORK | COMPLETION DATE | LUMP SUM INCENTIVE \$ | DISINCENTIVE PER DAY \$ |
|---|-----------------|-----------------------|-------------------------|
| COMPLETE CONSTRUCTION TO THE POINT WHERE TRAFFIC IS IN ITS PERMANENT CONFIGURATION ON INTERMEDIATE COURSE WITH TEMPORARY MARKINGS AND ALL NECESSARY SIGNAGE | 10/1/2026 | \$600,000 | \$12,000 |

REVISIONS

| REV. | DATE | REVISION |
|------|------------|---|
| 1 | 12/13/2024 | MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN |
| 2 | 1/22/2025 | INCENTIVE TABLE/NOTE ADDED |
| 3 | 1/27/2025 | NOTE AND QUANTITY ADDED |

3

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 2 LANE(S) OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 411 AND 614.

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

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

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

| DAY OF HOLIDAY OR SPECIAL | TIME ALL LANES MUST BE OPEN FOR TRAFFIC |
|------------------------------|--|
| SUNDAY | 12:00N FRIDAY THROUGH 6:00 AM MONDAY |
| MONDAY | 12:00N FRIDAY THROUGH 6:00 AM TUESDAY |
| TUESDAY | 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY |
| TUESDAY (GEN./REG. ELECTION) | 5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY |
| WEDNESDAY | 12:00N TUESDAY THROUGH 6:00 AM THURSDAY |
| THURSDAY | 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY |
| THURSDAY (THANKSGIVING ONLY) | 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY |
| FRIDAY | 12:00N THURSDAY THROUGH 6:00 AM MONDAY |
| SATURDAY | 12:00N FRIDAY THROUGH 6:00 AM MONDAY |

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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

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

LANE CLOSURES AND RESTRICTIONS SHALL ADHERE TO THE TIMES LISTED IN THE LANE VALUE CONTRACT TABLES. THE MAXIMUM ALLOWABLE CLOSURE LENGTH IS 2 MILES AT ANY GIVEN TIME. CLOSURES OR RESTRICTIONS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF WORKING HOURS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR APPROVED BY THE ENGINEER. LANE CLOSURES OR RESTRICTIONS SHALL BE LIMITED TO AREAS WHERE WORK IS BEING PERFORMED. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

NOTICE OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAME SET FORTH IN THE TABLE BELOW TO INFORM THE OFFICE OF COMMUNICATIONS. THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SET UP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

NOTICE OF TRAFFIC RESTRICTIONS (CONT'D)

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

NOTICE OF CLOSURE SIGN

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

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

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

NOTIFICATION TIME FRAME TABLE

| ITEM | DURATION OF CLOSURE | NOTICE DUE TO OFFICE OF COMMUNICATION AND OFFICE OF PERMITS | SIGN DISPLAY TO PUBLIC |
|---|------------------------|---|-----------------------------------|
| RAMP & ROAD CLOSURES | >= 2 WEEKS | 21 CALENDAR DAYS PRIOR TO CLOSURE | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HOURS & < 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| | < 12 HOURS | 4 BUSINESS DAYS PRIOR TO CLOSURE | 2 BUSINESS DAYS PRIOR TO CLOSURE |
| LANE CLOSURES & RESTRICTIONS | >= 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE | N/A |
| | < 2 WEEKS | 2 BUSINESS DAYS PRIOR TO CLOSURE | N/A |
| START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES | N/A | 14 CALENDAR DAYS PRIOR TO IMPLEMENTATION | N/A |

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME FRAME TABLE.

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.

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO EXECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

ALTERNATIVE MAINTENANCE OF TRAFFIC PLANS

IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT ALTERNATIVE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE ODOT DISTRICT CONSTRUCTION ENGINEER.

REMOVAL OF LOGO SIGNS

LOGO SIGNS (WHICH INCLUDE ESTABLISHMENTS FOR GAS, FOOD, LODGING, CAMPING, AND ATTRACTIONS) ARE THE PROPERTY OF OHIO LOGOS, INC. AND ARE NOT TO BE REMOVED OR REPLACED BY ODOT STAFF OR BY CONTRACTORS WORKING FOR ODOT. THE CONTRACTOR SHALL NOTIFY OHIO LOGOS (TOLL-FREE 1-800-860-LOGO) AT LEAST 30 DAYS PRIOR TO THE DATE OF DESIRED REMOVAL.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 1.5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 618, RUMBLE STRIPES, EDGE LINES (ASPHALT CONCRETE)

RUMBLE STRIPES ARE DEFINED AS MILLED LONGITUDINAL RUMBLE STRIPS SUPPLEMENTED BY THE RELATED LONGITUDINAL PAVEMENT MARKING. THE MARKING ARE APPLIED IN THE SAME LOCATION SUCH THAT THE PAVEMENT MARKING MATERIAL CONFORMS TO THE GROOVED CONTOURS OF THE MILLED RUMBLE STRIPS

ALL COST ASSOCIATED WITH THE INSTALLATION OF THE RUMBLE STRIPES SHALL BE INCLUDED IN UNIT PRICE BID PER MILE OF ITEM 618 - RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)

AN ESTIMATED QUANTITY OF 20.45 MILES HAS BEEN CARRIED TO THE GENERAL SUMMARY.

DUST CONTROL

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

ITEM 616, WATER 1500 M. GAL.

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

DESIGN AGENCY

AMERICAN STRUCTUREPOINT INC.

DESIGNER

AVP

REVIEWER

AJL 08/23/24

PROJECT ID

116949

SHEET TOTAL

P.17 577

| REVISIONS | | |
|-----------|-----------|---------------|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | NOTES REVISED |

DELINEATION OF PORTABLE AND PERMANENT BARRIER

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

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

THE ESTIMATED QUANTITIES ARE SHOWN IN MOT SUBSUMMARY AND CARRIED TO THE GENERAL SUMMARY

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

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) MAY BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION;

AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:
THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
OTHER LOCATION AS APPROVED BY THE ENGINEER.
THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

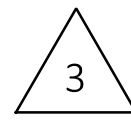
ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT'D)

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 2,000 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.



WORK ZONE QUEUE DETECTION WARNING SYSTEM

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

THE INITIAL LOCATIONS OF THE PORTABLE NON-INTRUSIVE TRAFFIC SENSOR SHALL BE AT THE BEGINNING OF THE TAPER, 0.5 MILES FROM THE TAPER, AT 1 MILE FROM THE TAPER AND AT 1.5 MILES FROM THE TAPER. THE INITIAL LOCATION OF PCMS SHALL BE AT 2.5 MILES FROM THE TAPER. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. THE LOCATIONS AND PLACEMENT OF THE SENSORS AND PCMS SHALL BE DISCUSSED AT THE PRE-MAINTENANCE OF TRAFFIC MEETING. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

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

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

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

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

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

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I 96 SIGN MONTH ASSUMING 8 SENSORS FOR 12 MONTHS

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN ASSUMING 2 PCMS SIGNS FOR 12 MONTHS

TEMPORARY QUEUE LOCATION: ON IR 270 SOUTHBOUND SIDE, OUTSIDE SHOULDER, JUST NORTH OF TRABUE RD OVERHEAD BRIDGE

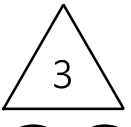
WORK ZONE EGRESS WARNING SYSTEM

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

THE PROBABLE INITIAL LOCATIONS OF THE WZEWS DEVICES ARE SHOWN ON THE MOT PLAN. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, AND MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

ALL COSTS FOR RELOCATION OF PORTABLE BARRIER, INSTALLATION, REPAIR, REPLACEMENT, AND REMOVAL OF IMPACT ATTENUATORS, GRADING FOR ACCESS DRIVES AND RELATED COSTS SHALL BE INCLUDED IN THE LUMP FOR ITEM 614 MAINTAINING TRAFFIC

ITEM 829, WORK ZONE EGRESS WARNING SYSTEM 24 SIGN MONTH



ITEM 614, WORK ZONE PAVEMENT MARKINGS, CLASS III, 642 PAINT

THIS ITEM SHALL BE UTILIZED ON THE FINAL SURFACE COURSE WITHIN 30 DAYS OF THE FINAL PLACEMENT OF WORK ZONE CLASS I, 648 PAVEMENT MARKINGS PER ODOT CMS 614.11. THE FOLLOWING ITEMS AND QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

| | |
|--|------------|
| ITEM 614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT | 26.59 MILE |
| ITEM 614 WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT | 27.48 MILE |
| ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS III, 6", 642 PAINT | 10738 FT |
| ITEM 614 WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT | 5251 FT |

DESIGN AGENCY

AMERICAN STRUCTUREPOINT INC.

DESIGNER AVP

REVIEWER AJL 08/23/24

PROJECT ID 116949

SHEET TOTAL P.20 577

| REVISIONS | | |
|-----------|-----------|----------------------------------|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | NOTE AND PAY ITEMS ADDED/REVISED |

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 1:
ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 2A:
ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 2B:
ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 3:
ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 4:

THESE ITEMS SHALL BE UTILIZED FOR THE PAVEMENT REPAIRS NEEDED DURING THIS CONSTRUCTION PROCESS. ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER. IT IS LIKELY THAT REPAIRS WILL BE NEEDED PRIOR TO EACH PHASE SWITCH. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE AS WELL AS ALL LONGITUDINAL SLOPES. THE TYPE OF REPAIR SHALL BE DETERMINED BY THE PROJECT ENGINEER. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR MAINTENANCE OF TRAFFIC FOR PAVEMENT REPAIRS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

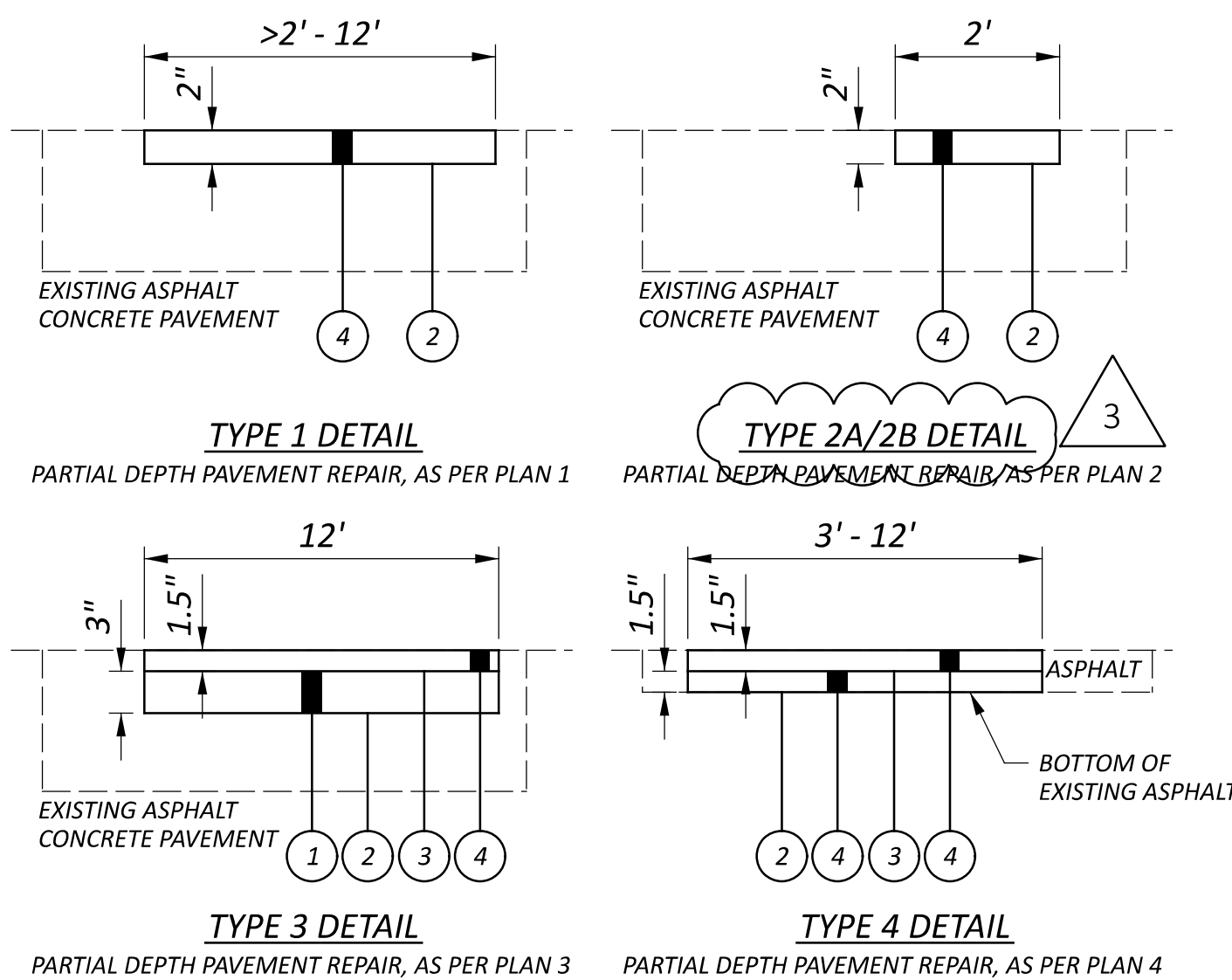
TYPE 1 IS TO BE USED WHEN YOU NEED TO MILL & FILL AN AREA OF VARYING LENGTH AND HAVE AN AVERAGE WIDTH OF NOT LESS THAN 2 FEET.

TYPE 2A IS TO BE USED FOR FIXING THE LONGITUDINAL JOINT ISSUES OF VARYING LENGTH AND HAVE A CONSISTENT WIDTH OF 2 FEET.

TYPE 2B SHALL BE USED FOR REMOVING THE EXISTING RUMBLE STRIPS ALONG I-70 WESTBOUND DURING PRE-PHASE 1 CONSTRUCTION.

TYPE 3 IS TO BE USED FOR DEEPER REPAIRS OF VARYING LENGTH AND WILL HAVE AN AVERAGE WIDTH OF NOT LESS THAN 4 FEET.

TYPE 4 IS TO BE USED FOR COMPOSITE PAVEMENT REPAIRS OF VARYING LENGTH AND WILL HAVE AN AVERAGE WIDTH OF NOT LESS THAN 3 FEET. ALL COSTS ASSOCIATED WITH REMOVING AND REPLACING PAVEMENT AND TACK COAT FOR THE REPAIRS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE "X".



LEGEND:

- 1 ITEM 301 - ASPHALT CONCRETE BASE, PG64-22
- 2 ITEM 407 - TACK COAT @0.075 PER SY
- 3 ITEM 407 - TACK COAT FOR INTERMEDIATE @0.05 PER SY
- 4 ITEM 441 - TYPE 1 (AS DESCRIBED IN C&MS 615.05)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 1 = 200 SY
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 2A = 200 SY
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 2B = 13800 SY
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 3 = 250 SY
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 4 = 250 SY

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 300 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 22 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D)

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 48 SIGN MONTH ASSUMING 4 PCMS SIGN(S) FOR 12 MONTH(S)

PART-WIDTH CONSTRUCTION

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

COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHALL BE ADVISED THAT THE FRANKLIN COUNTY ENGINEER'S OFFICE RENNER ROAD PROJECT, FROM ALTON-DARBY CREEK ROAD TO SPINDLER ROAD MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF OF THIS PROJECT DURING THE 2025 CALENDAR YEAR. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS. IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL RECEIVE DAILY APPROVAL FROM THE ENGINEER PRIOR TO COMMERCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULE, WORK AREA, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER.

1

PRE-MAINTENANCE OF TRAFFIC MEETING

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (d06.mot@dot.ohio.gov) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

NOTIFICATION OF CONSTRUCTION INITIATION

AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT D06.PIO@DOT.OHIO.GOV, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.OHIO.GOV AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION VIA EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

LANE VALUE CONTRACT TABLE

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE. SEE SHEET 21A FOR APPLICABLE TABLES.

DESIGN AGENCY

STRUCTUREPOINT INC.

DESIGNER

AVP

REVIEWER

AJL 08/23/24

PROJECT ID

116949

SHEET TOTAL

P.21 577

| REVISIONS | | |
|-----------|------------|------------------------------|
| REV. | DATE | REVISION |
| 1 | 12/13/2024 | NOTES REVISED |
| 2 | 1/22/2025 | NOTES AND QUANTITIES REVISED |
| 3 | 1/27/2025 | NOTES AND QUANTITIES REVISED |

SEQUENCE OF CONSTRUCTION

THE PROJECT WILL RECONSTRUCT THE PORTION OF I-70 BETWEEN MADISON COUNTY LINE (JUST EAST OF BRIDGE OVER BIG DARBY CREEK) AND JUST WEST OF HILLIARD ROME ROAD INTERCHANGE. THE PROJECT IS DIVIDED INTO THREE (3) PHASES. PRE-PHASE 1 IS THE PREPARATION PHASE THAT INCLUDES TEMPORARY PAVEMENT CONSTRUCTION IN ORDER TO BEGIN PHASE 1. PHASE 1 IS THE CONSTRUCTION OF I-70 EASTBOUND SIDE AND RAMP E OF HILLIARD-ROME ROAD INTERCHANGE. PHASE 2 IS THE CONSTRUCTION OF I-70 WESTBOUND SIDE AND RAMP A OF HILLIARD-ROME ROAD INTERCHANGE. PHASES 1 AND 2 INCLUDE STEPS. STEPS WERE USED TO MODIFY THE TRAFFIC CONTROL SET UP IN ONE LOCATION WITHIN THE PHASE.

PRE-PHASE 1

TRAFFIC:

- KEEP ALL TRAFFIC ON THE EXISTING PATTERN
- CLOSE INSIDE LANE OF I-70 WESTBOUND SIDE BETWEEN PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE AND HILLIARD-ROME ROAD INTERCHANGE DURING ALLOWABLE HOURS

CONSTRUCTION:

- TEMPORARY PAVEMENT AND SAFETY EDGE ON THE INSIDE PORTION OF I-70 WESTBOUND SIDE BETWEEN BRIDGE OVER BIG DARBY CREEK AND JUST WEST OF HILLIARD-ROME ROAD INTERCHANGE
- SAFETY EDGE ON THE OUTSIDE PORTION OF I-70 WESTBOUND SIDE BETWEEN BRIDGE OVER BIG DARBY CREEK AND JUST WEST OF HILLIARD-ROME ROAD INTERCHANGE
- SINGLE LANE CROSSOVER JUST EAST OF PLAIN CITY-GEORGESVILLE INTERCHANGE FOR PHASES 1 AND 2
- SINGLE LANE CROSSOVER JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK FOR PHASE 1
- SINGLE LANE CROSSOVER JUST WEST OF I-70 AND HILLIARD-ROME RD INTERCHANGE
- EMERGENCY PULL-OFF ON I-70 WESTBOUND SIDE JUST WEST OF JONES ROAD BRIDGE
- DOUBLE LANE CROSSOVER JUST EAST OF HILLIARD-ROME ROAD INTERCHANGE FOR PHASES 1 AND 2
- BRIDGE TERMINAL ASSEMBLY, TYPE 1, TERMINAL ASSEMBLY TYPE E, AND TEMPORARY GUARDRAIL AT SOUTHWEST CORNERS OF BRIDGES OVER BIG DARBY CREEK, HAMILTON DITCH, AND GROFF DITCH
- TEMPORARY PAVEMENT ON THE OUTSIDE OF RAMP E AT I-70 AND HILLIARD-ROME ROAD INTERCHANGE

PRE-PHASE 2

TRAFFIC:

- KEEP ALL TRAFFIC ON THE EXISTING PATTERN
- REMOVE PORTABLE BARRIER AT ALL CROSSOVER LOCATIONS AND REPLACE IT WITH BARRELS
- INTERIM COMPLETION DATE: 11/01/2025

PHASE 1 STEP A

TRAFFIC:

- REDUCE NUMBER OF LANES FROM THREE TO TWO ON I-70 EASTBOUND SIDE BETWEEN JUST EAST OF PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE AND EAST OF HILLIARD-ROME ROAD INTERCHANGE BY CLOSING INSIDE LANE
- SHIFT TWO I-70 WESTBOUND LANES TO OUTSIDE OF I-70 WESTBOUND SIDE
- REDUCE NUMBER OF LANES FROM THREE TO TWO ON I-70 EASTBOUND SIDE BETWEEN JUST WEST OF PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE AND JUST EAST OF HILLIARD-ROME ROAD INTERCHANGE BY CLOSING OUTSIDE LANE
- SHIFT INSIDE I-70 EASTBOUND LANE TO I-70 WESTBOUND SIDE JUST EAST OF PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE
- SHIFT MIDDLE I-70 EASTBOUND LANE TO INSIDE OF I-70 EASTBOUND SIDE JUST EAST BEFORE THE BRIDGE OVER BIG DARBY CREEK, THEN SHIFT TO INSIDE OF I-70 WESTBOUND SIDE JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK UTILIZING INSIDE SHOULDER AND TEMPORARY PAVEMENT
- SHIFT TWO I-70 EASTBOUND LANES BACK TO I-70 EASTBOUND SIDE JUST EAST OF HILLIARD-ROME ROAD INTERCHANGE
- SHIFT RAMP E TO OUTSIDE TEMPORARY PAVEMENT

CONSTRUCTION:

- I-70 EASTBOUND SIDE BETWEEN BRIDGE OVER BIG DARBY CREEK AND JUST WEST OF HILLIARD-ROME ROAD INTERCHANGE, EXCEPT INSIDE PORTION JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK
- RAMP A AT I-70 AND HILLIARD-ROME ROAD INTERCHANGE
- INSIDE PORTION OF RAMP E OF I-70 AND HILLIARD-ROME ROAD INTERCHANGE

PHASE 1 STEP B

TRAFFIC:

- I-70 WESTBOUND TRAFFIC REMAINS UNCHANGED
- SHIFT MIDDLE I-70 EASTBOUND LANE TO OUTSIDE OF I-70 EASTBOUND SIDE JUST BEFORE THE BRIDGE OVER BIG DARBY CREEK, THEN SHIFT TO INSIDE OF I-70 WESTBOUND SIDE JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK UTILIZING INSIDE SHOULDER AND TEMPORARY PAVEMENT

CONSTRUCTION:

- INSIDE REMAINING PORTION OF I-70 EASTBOUND JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK

PHASE 1 STEP C

TRAFFIC:

- SHIFT RAMP E TO INSIDE PROPOSED PAVEMENT

CONSTRUCTION:

- OUTSIDE PORTION OF RAMP E

PHASE 1 STEP D

TRAFFIC:

- I-70 WESTBOUND SIDE STAYS AS PHASE 1 STEP B
- RESTRIPE I-70 EASTBOND SIDE AS PHASE 2 STEP A

CONSTRUCTION:

- REMOVE SOME TEMPORARY PAVEMENT FOR SECOND CROSSOVER USED DURING PHASE 1
- INSTALL TEMPORARY PAVEMENT FOR SECOND CROSSOVER TO BE USED DURING PHASE 2

PHASE 2 STEP A

TRAFFIC:

- SHIFT TWO I-70 EASTBOUND LANES TO OUTSIDE OF I-70 EASTBOUND SIDE
- SHIFT INSIDE I-70 WESTBOUND LANE TO I-70 EASTBOUND SIDE JUST EAST OF PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE
- SHIFT MIDDLE I-70 WESTBOUND LANE TO INSIDE OF I-70 WESTBOUND SIDE JUST BEFORE THE BRIDGE OVER BIG DARBY CREEK, THEN SHIFT TO INSIDE OF I-70 EASTBOUND SIDE JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK
- SHIFT TWO I-70 WESTBOUND LANES BACK TO I-70 WESTBOUND SIDE JUST EAST OF HILLIARD-ROME ROAD INTERCHANGE
- CLOSE RAMP A AT I-70 AND HILLIARD-ROME ROAD INTERCHANGE

CONSTRUCTION:

- I-70 WESTBOUND SIDE BETWEEN BRIDGE OVER BID DARBY CREEK AND JUST WEST OF HILLIARD-ROME ROAD INTERCHANGE, EXCEPT INSIDE PORTION JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK
- RAMP A AT I-70 AND HILLIARD-ROME ROAD INTERCHANGE

PHASE 2 STEP B

TRAFFIC:

- I-70 EASTBOUND TRAFFIC REMAINS UNCHANGED
- SHIFT MIDDLE I-70 WESTBOUND LANE TO OUTSIDE OF I-70 WESTBOUND SIDE JUST BEFORE THE BRIDGE OVER BIG DARBY CREEK, THEN SHIFT TO INSIDE OF I-70 EASTBOUND SIDE JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK

CONSTRUCTION:

- INSIDE REMAINING PORTION OF I-70 WESTBOUND JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK

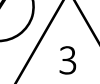
PHASE 2 STEP C

TRAFFIC:

- KEEP ALL TRAFFIC TO ITS PERMANENT PATTERN (EASTBOUND AND WESTBOUND SIDE)

CONSTRUCTION:

- PLACE SURFACE COURSE FOR THE ENTIRE PROJECT LIMITS
- FINAL COMPLETION DATE: 7/01/2027



| | |
|---------------|--------------|
| DESIGN AGENCY | AVP |
| REVIEWER | AJL 08/23/24 |
| PROJECT ID | 116949 |
| SHEET TOTAL | P.22 577 |

| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
| 2 | 1/22/2025 | SEQUENCE OF CONSTRUCTION UPDATED PHASE 2 STEP C ADDED |
| 3 | 1/27/2025 | INTERIM DATE FOR PHASE 1D REMOVED. COMPLETION DATE FOR PHASE 2 STEP C REVISED |

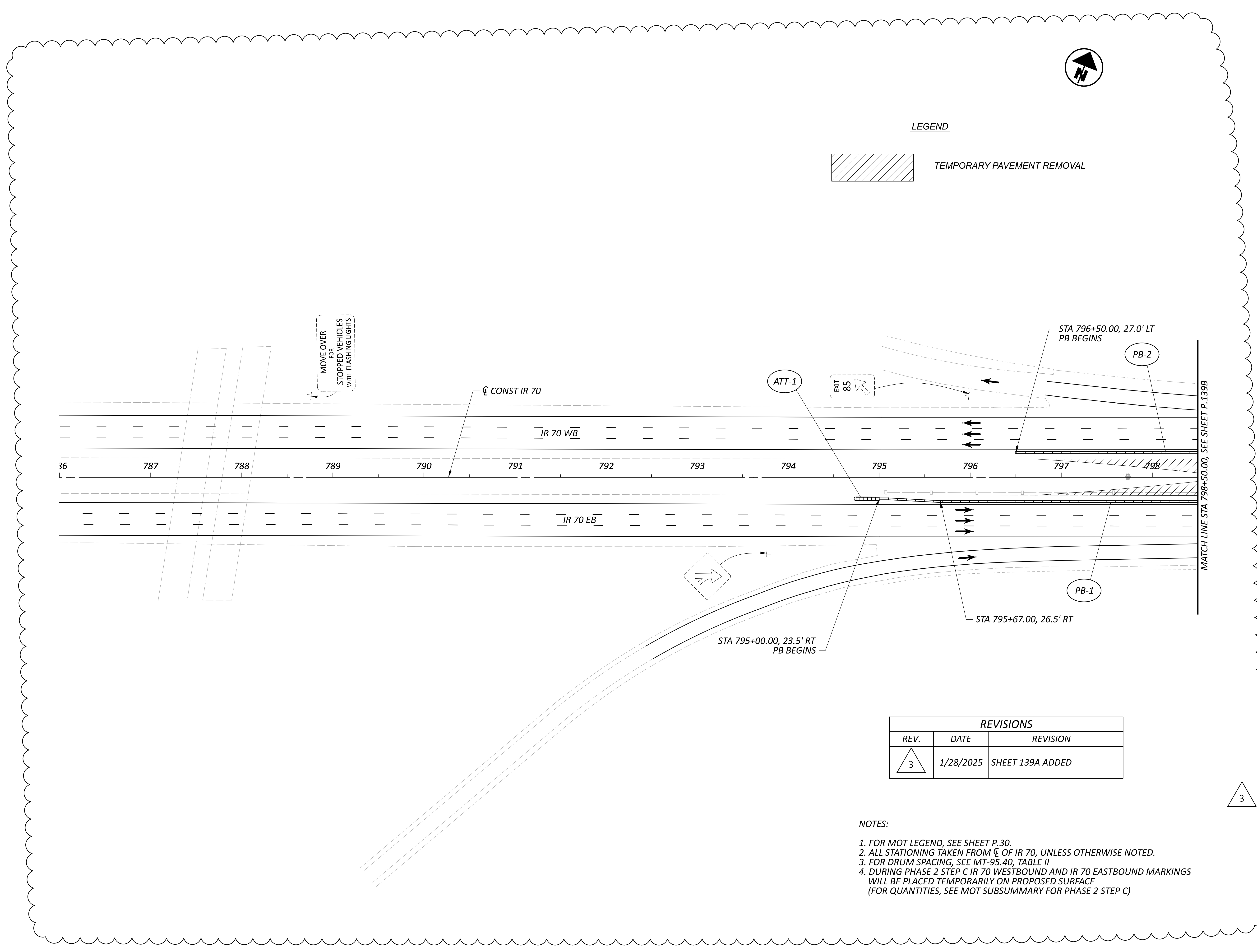
FRA-70-00.00

| SHEET NO | REFERENCE NO | LOCATION | STATION | | SIDE | PHASE | 411 | 606 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 615 | 622 | 622 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|--------------|----------|------------------------------|-----------------------------|-------|----------|-------------------------------|---|--|------------------------------------|--|------------------------------------|------------------------|---------------------------------------|---|--|--|---|--|---|------------------------------------|------------------------------|-------|-------|----|------|------|------|------|------|------|------|------|------|----|----|----|----|----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | STABILIZED CRUSHED AGGREGATE | ANCHOR ASSEMBLY, MGS TYPE E | | | SPECIAL - WORK ZONE GUARDRAIL | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | WORK ZONE RAISED PAVEMENT MARKER, ONE WAY, AS PER PLAN | BARRIER REFLECTOR, TYPE 1, ONE WAY | BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL | BARRIER REFLECTOR, TYPE 2, ONE WAY | OBJECT MARKER, ONE WAY | WORK ZONE LANE LINE, CLASS 1, 6", 648 | WORK ZONE EDGE LINE, CLASS 1, 6", 648 (WHITE) | WORK ZONE EDGE LINE, CLASS 1, 6", 648 (YELLOW) | WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 648 | WORK ZONE DOTTED LINE, CLASS 1, 6", 648 | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 648 | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | PORTABLE BARRIER, 50", AS PER PLAN | PORTABLE BARRIER, UNANCHORED | CY | EACH | FT | EACH | EACH | EACH | EACH | EACH | EACH | MILE | MILE | MILE | FT | FT | FT | SY | FT | FT | | | | | | | | | | | | | | | | | | |
| P.137 | WEL-1 | IR 70 | 814+80.00 | 822+39.00 | LT | PHASE 2B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.138 - P.139 | WEL-2 | IR 70 | 1+69.00 | 14+44.00 | LT/RT | PHASE 2B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.137 - P.138 | WYL-1 | IR 70 | 815+40.00 | 9+10.00 | LT | PHASE 2B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.138 - P.139 | WCH-1 | IR 70 | 9+10.00 | 16+55.00 | RT | PHASE 2B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.138 | PB-1 | IR 70 | 1+17.00 | 8+61.00 | LT | PHASE 2B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (PHASE 2C) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139A | ATT-1 | IR 70 | 795+00.00 | | RT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139A - P.139B | PB-1 | IR 70 | 795+00.00 | 804+50.00 | RT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139A - P.139B | PB-2 | IR 70 | 796+50.00 | 804+17.00 | LT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139B | ATT-2 | IR 70 | 804+17.00 | | LT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139D | PB-3 | IR 70 | 3+50.00 | 15+70.00 | LT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139D | ATT-3 | IR 70 | 4+30.00 | | RT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139D - P.139E | PB-4 | IR 70 | 4+30.00 | 15+00.00 | RT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139E | ATT-4 | IR 70 | 15+70.00 | | LT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139F | ATT-5 | IR 70 | 281+00.00 | | RT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139F - P.139G | PB-5 | IR 70 | 281+00.00 | 289+50.00 | RT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139F - P.139G | PB-6 | IR 70 | 281+50.00 | 290+17.00 | LT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P.139F | ATT-6 | IR 70 | 290+17.00 | | LT | PHASE 2C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS THIS SHEET | | | | | | | | | | 7 | 1052 | 129 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED FROM SHEET P.23 | | | | | | | 2180 | 1 | 1712.5 | 9 | 2040 | 193 | | | 16 | 193 | 10.51 | 11.73 | 0.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED FROM SHEET P.24 | | | | | | | | | | 5 | 879 | 106 | 1252 | 6 | 732 | | 2.37 | 13.13 | 15657 | 13481 | 309 | 4502 | 31259 | 5162 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED FROM SHEET P.25 | | | | | | | | | 477 | 5 | 1294 | 84 | 1262 | 7 | 715 | 10.58 | 13.21 | 13.44 | 11848 | 3195 | | 2194 | 31538 | 4091 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | 2180 | 1 | 2189.5 | 26 | 5265 | 512 | 2514 | 29 | 1769 | 46.45 | 40.72 | 40.26 | 34946 | 20916 | 309 | 31669 | 62797 | 25209 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| REVISIONS | | |
|-----------|------------|---|
| REV. | DATE | REVISION |
| 1 | 12/13/2024 | QUANTITIES REVISED |
| 2 | 1/22/2025 | QUANTITIES FOR PHASE 2 STEP C ADDED. QUANTITIES REVISED |
| 3 | 1/28/2025 | QUANTITIES FOR PHASE 2 STEP C ADDED/REVISED |

MAINTENANCE OF TRAFFIC SUBSUMMARY

| | |
|---------------|------------------------------|
| DESIGN AGENCY | AMERICAN STRUCTUREPOINT INC. |
| DESIGNER | DMS |
| REVIEWER | AJL 08/23/24 |
| PROJECT ID | 116949 |
| SHEET TOTAL | P.26 577 |



LEGEND

 TEMPORARY PAVEMENT REMOVAL

| REVISIONS | | |
|-----------|-----------|------------------|
| REV. | DATE | REVISION |
| 3 | 1/28/2025 | SHEET 139A ADDED |

NOTES:

- FOR MOT LEGEND, SEE SHEET P.30.
- ALL STATIONING TAKEN FROM CL OF IR 70, UNLESS OTHERWISE NOTED.
- FOR DRUM SPACING, SEE MT-95.40, TABLE II
- DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)



MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 786+00.00 TO STA 798+50.00

DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

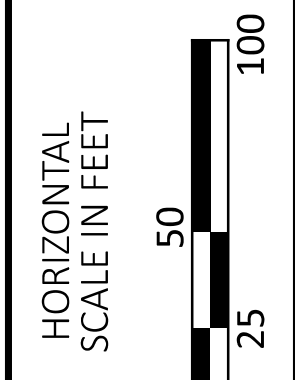
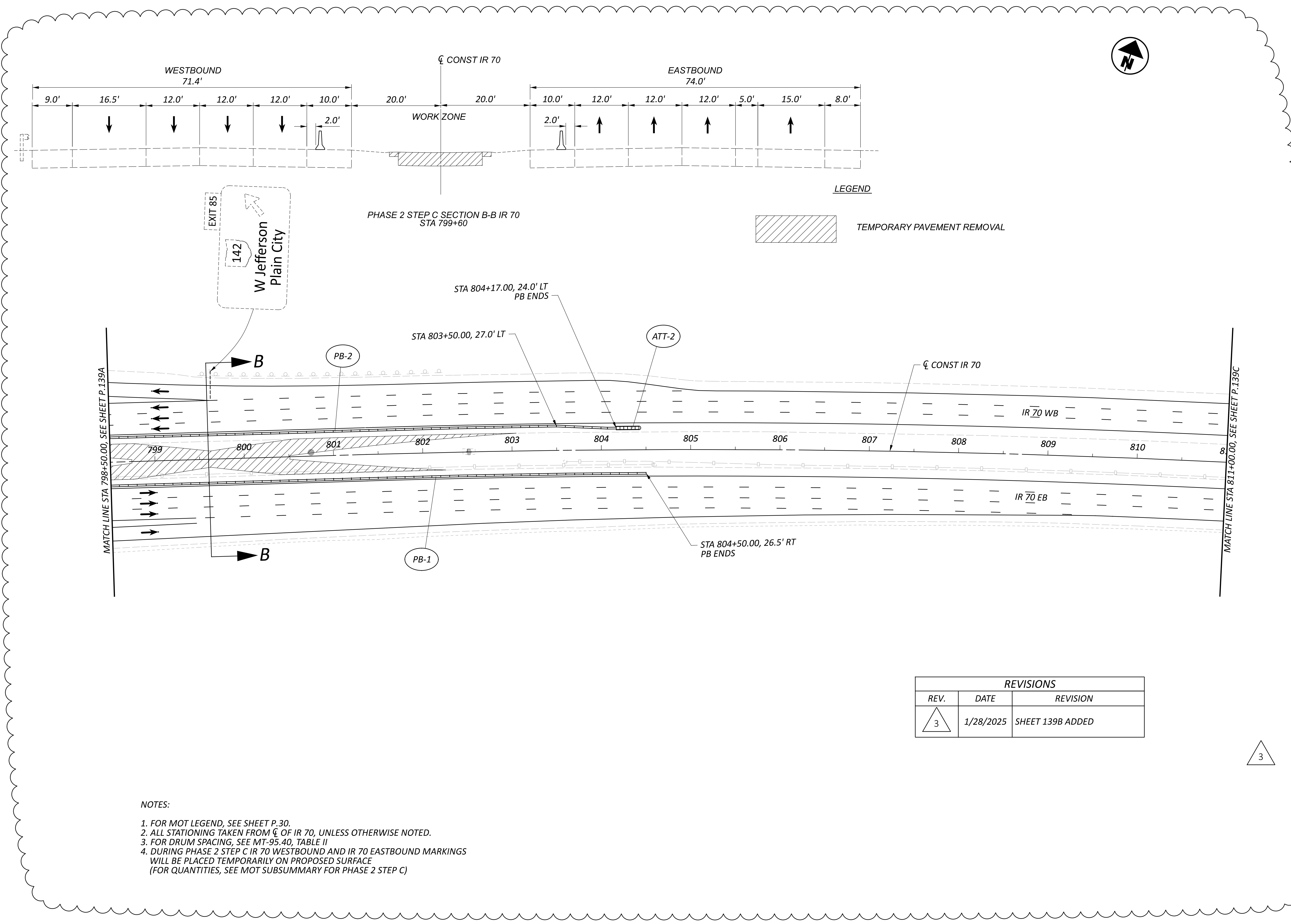
DESIGNER
DMS

REVIEWER
AJL 08/23/24

PROJECT ID
116949

SHEET TOTAL
P.139A 577

3



- NOTES:**
1. FOR MOT LEGEND, SEE SHEET P.30.
 2. ALL STATIONING TAKEN FROM \bar{C} OF IR 70, UNLESS OTHERWISE NOTED.
 3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
 4. DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)

| REVISIONS | | |
|-----------|-----------|------------------|
| REV. | DATE | REVISION |
| 3 | 1/28/2025 | SHEET 139B ADDED |

**MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 798+50.00 TO STA 811+00.00**

DESIGN AGENCY
STRUCTUREPOINT
 INC.

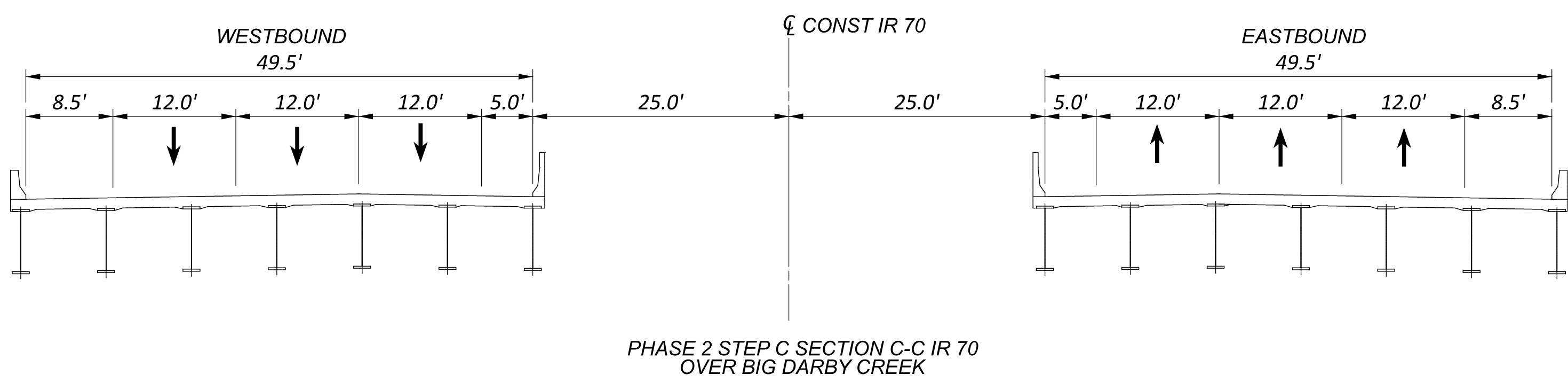
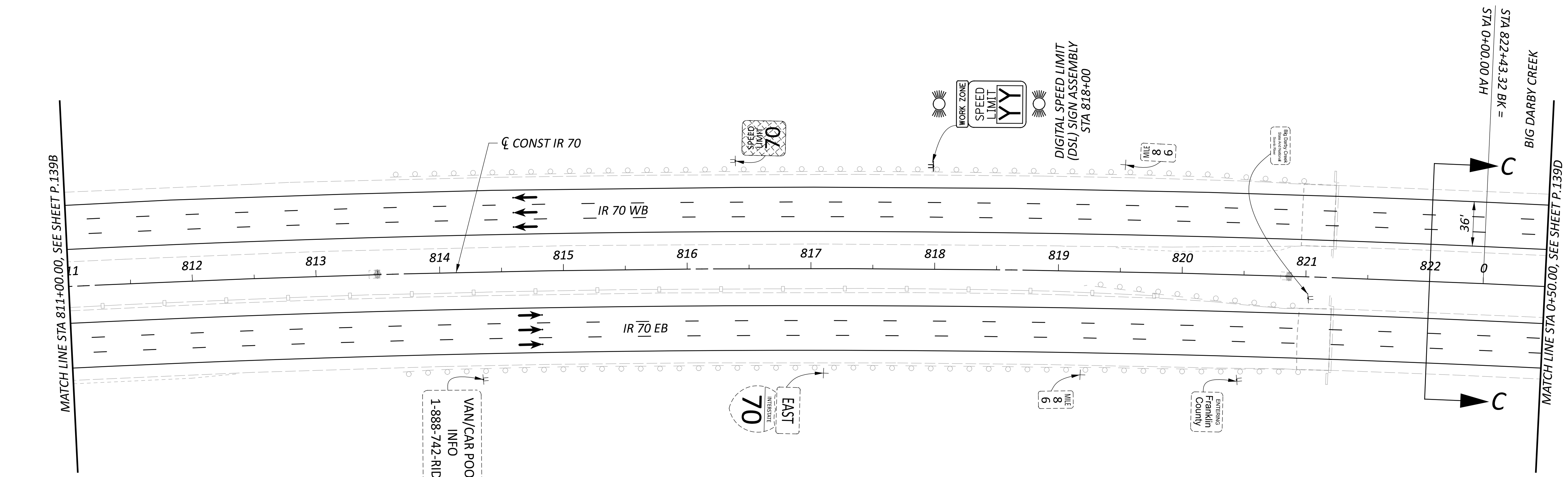
DESIGNER
DMS

REVIEWER
 AJL 08/23/24

PROJECT ID
 116949

SHEET TOTAL
 P.139B 577

MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 811+00.00 TO STA 0+50.00



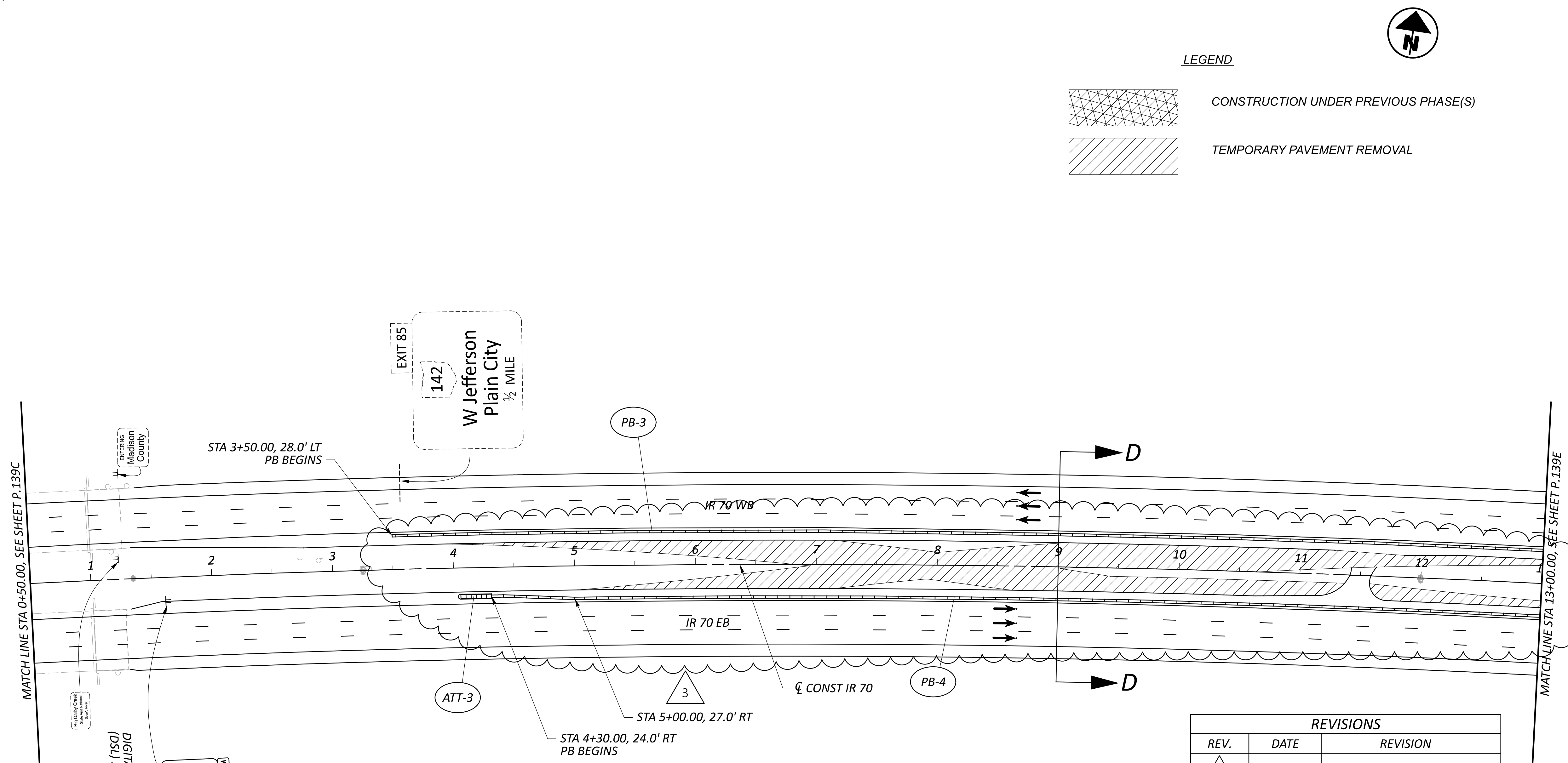
PHASE 2 STEP C SECTION C-C IR 70 OVER BIG DARBY CREEK

| REVISIONS | | |
|-----------|-----------|--|
| REV. | DATE | REVISION |
| 2 | 1/22/2025 | PHASE 2 STEP C ADDED SHEET 139B ADDED |
| 3 | 1/28/2025 | SHEET 139A RENAMED TO 139C |

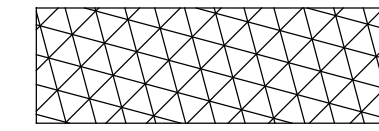
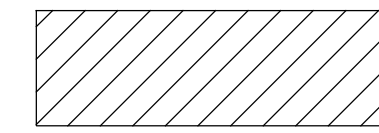
- NOTES:
- FOR MOT LEGEND, SEE SHEET P.30.
 - ALL STATIONING TAKEN FROM CL OF IR 70, UNLESS OTHERWISE NOTED.
 - FOR DRUM SPACING, SEE MT-95.40, TABLE II
 - DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)

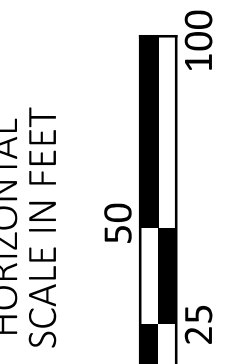
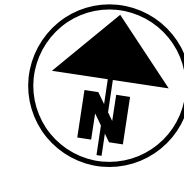
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3



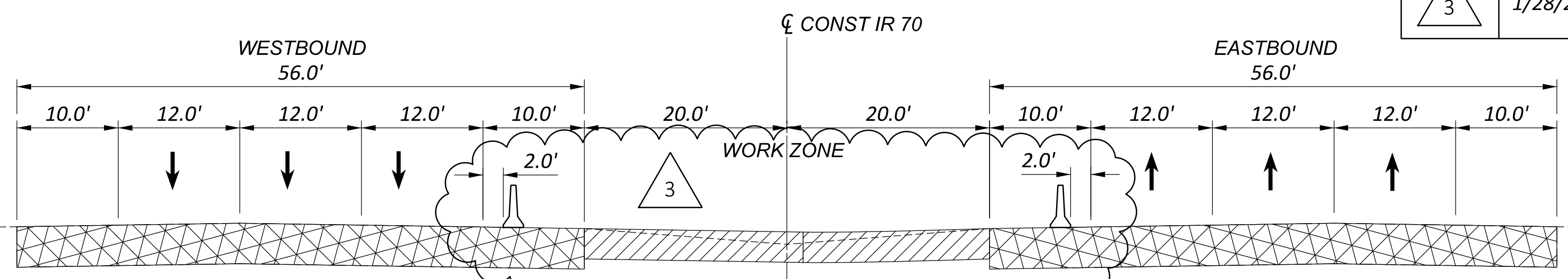
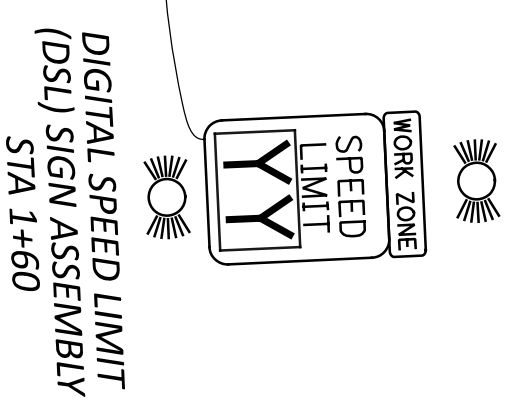
LEGEND

-  CONSTRUCTION UNDER PREVIOUS PHASE(S)
-  TEMPORARY PAVEMENT REMOVAL



MATCH LINE STA 0+50.00, SEE SHEET P.139C

MATCH LINE STA 13+00.00, SEE SHEET P.139E



| REVISIONS | | |
|-----------|-----------|--|
| REV. | DATE | REVISION |
| 2 | 1/22/2025 | PHASE 2 STEP C ADDED SHEET 139B ADDED |
| 3 | 1/28/2025 | TEMPORARY WORK ADDED SHEET 139B RENAMED TO 139D |

- NOTES:
- FOR MOT LEGEND, SEE SHEET P.30.
 - ALL STATIONING TAKEN FROM ϕ OF IR 70, UNLESS OTHERWISE NOTED.
 - FOR DRUM SPACING, SEE MT-95.40, TABLE II
 - DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)

MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 0+50.00 TO STA 13+00.00

DESIGN AGENCY
STRUCTUREPOINT
 AMERICAN
 ENGINEERS

DESIGNER
 DMS

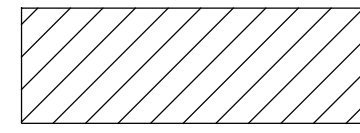
REVIEWER
 AJL 08/23/24

PROJECT ID
 116949

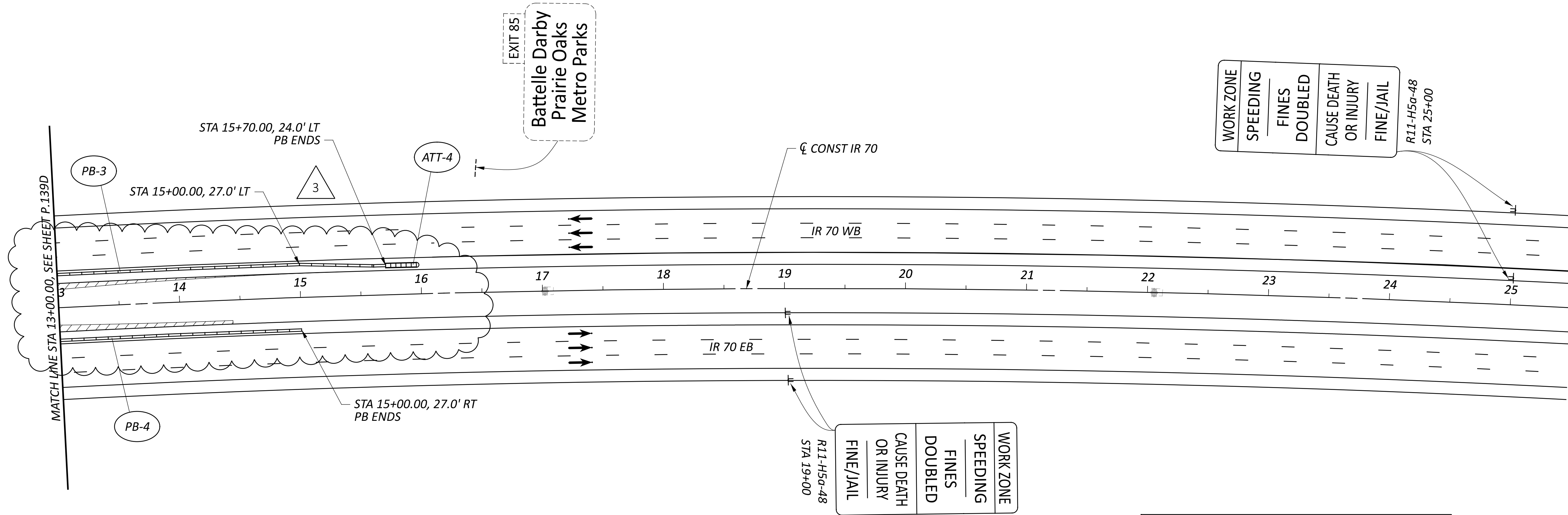
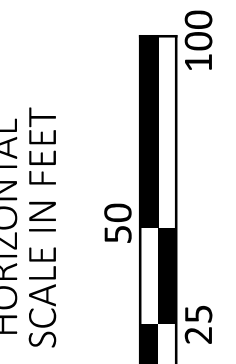
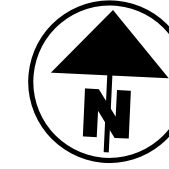
SHEET TOTAL
 P.139D 577

3

LEGEND



TEMPORARY PAVEMENT REMOVAL



NOTES:

- FOR MOT LEGEND, SEE SHEET P.30.
- ALL STATIONING TAKEN FROM C OF IR 70, UNLESS OTHERWISE NOTED.
- FOR DRUM SPACING, SEE MT-95.40, TABLE II
- DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)

MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 13+00.00 TO STA 25+50.00

DESIGN AGENCY



DESIGNER

DMS

REVIEWER

AJL 08/23/24

PROJECT ID

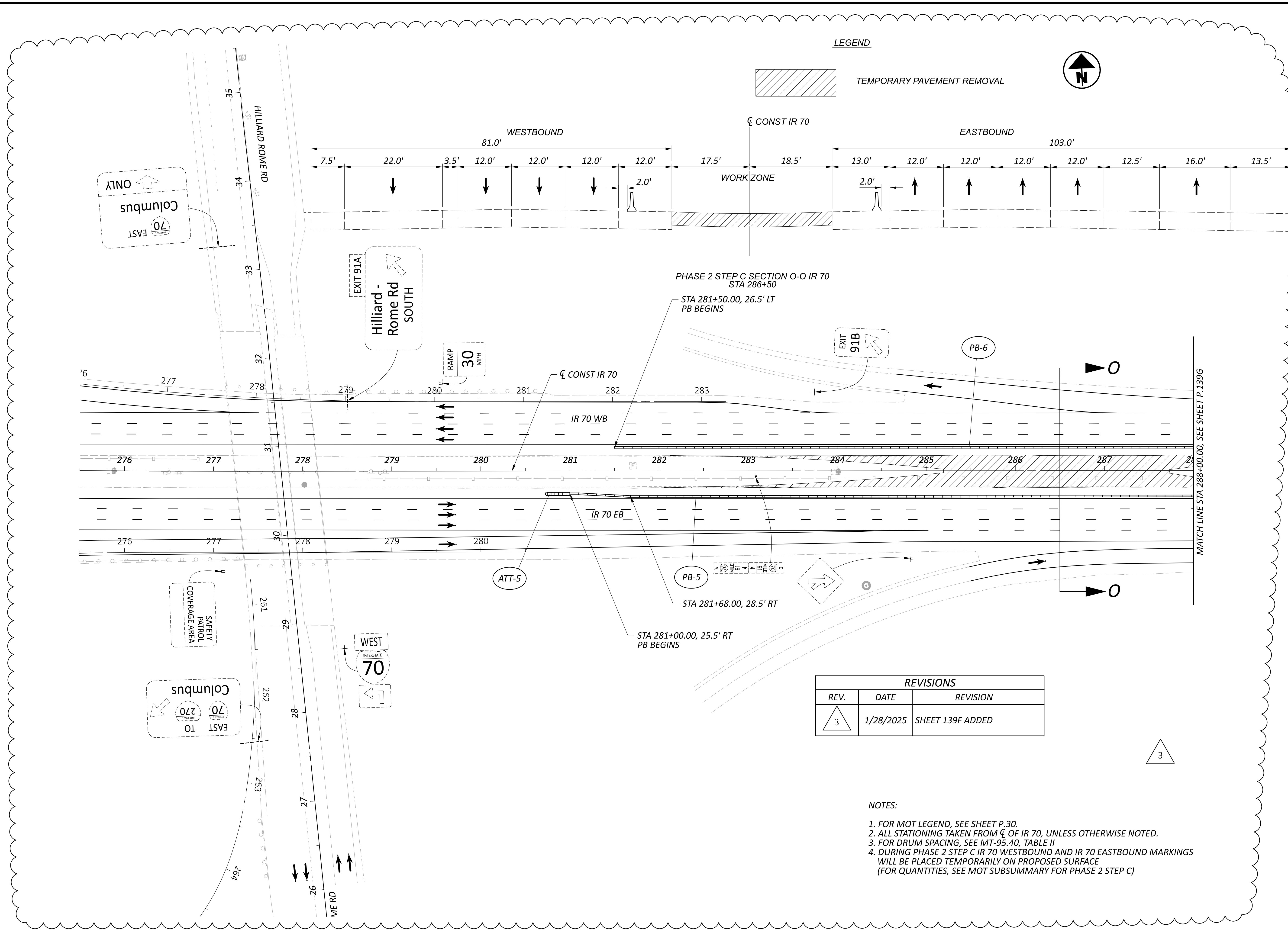
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SHEET TOTAL

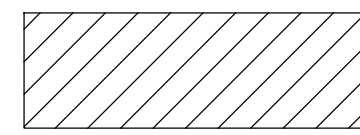
P.139E 577

3

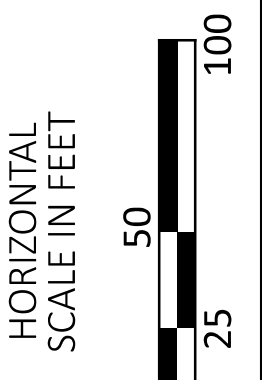
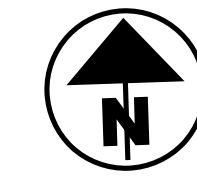
2



LEGEND



TEMPORARY PAVEMENT REMOVAL



MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 275+50.00 TO STA 288+00.00

| | |
|---------------|----------------|
| DESIGN AGENCY | STRUCTUREPOINT |
| DESIGNER | DMS |
| REVIEWER | AJL 08/23/24 |
| PROJECT ID | 116949 |
| SHEET TOTAL | P.139F 577 |

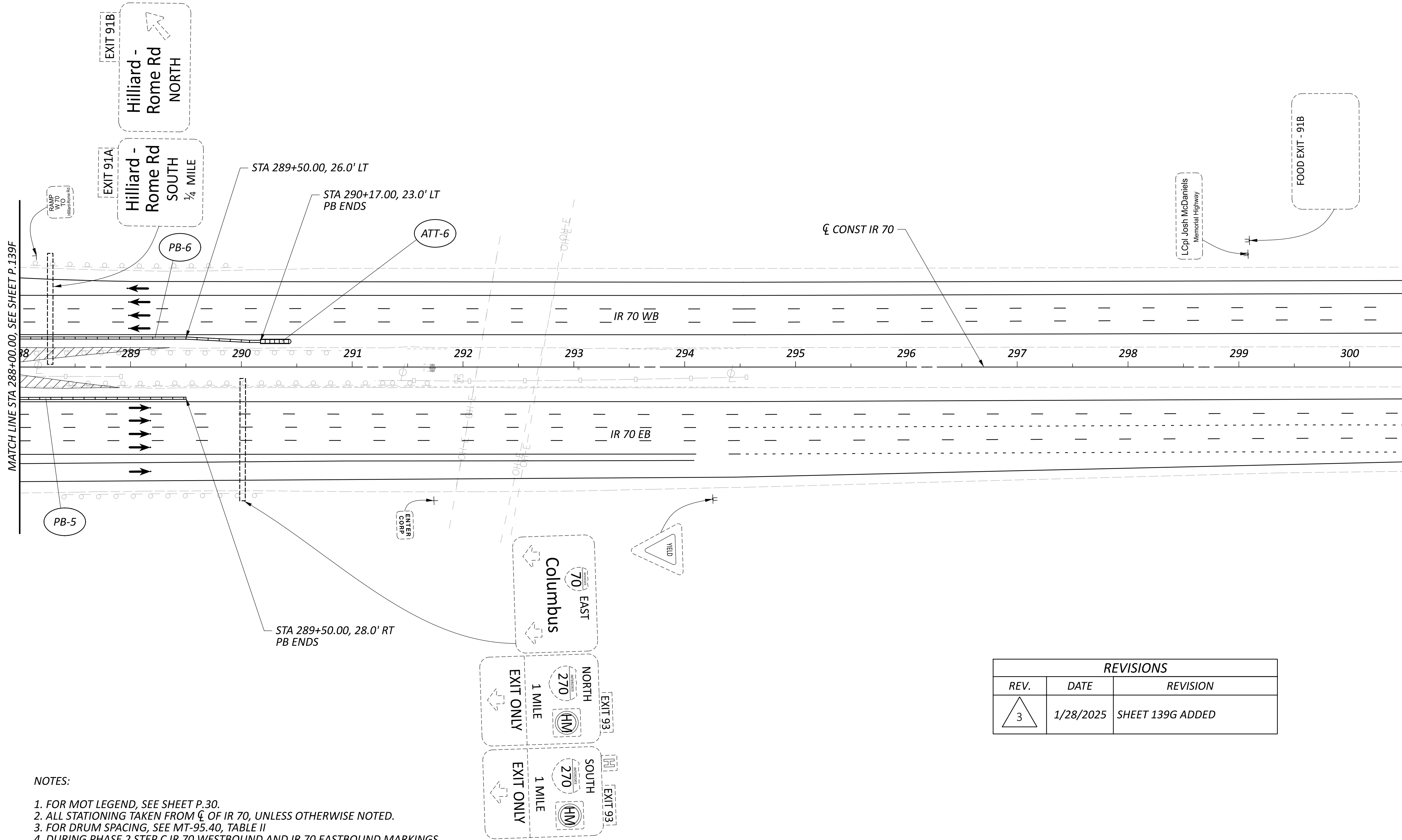
| REVISIONS | | |
|-----------|-----------|------------------|
| REV. | DATE | REVISION |
| 3 | 1/28/2025 | SHEET 139F ADDED |

NOTES:

1. FOR MOT LEGEND, SEE SHEET P.30.
2. ALL STATIONING TAKEN FROM C OF IR 70, UNLESS OTHERWISE NOTED.
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)

3

MATCH LINE STA 288+00.00, SEE SHEET P.139F



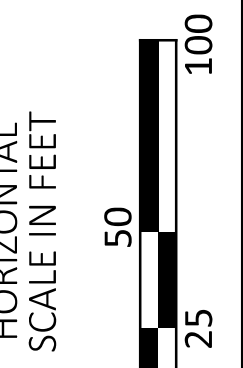
NOTES:

1. FOR MOT LEGEND, SEE SHEET P.30.
2. ALL STATIONING TAKEN FROM ϕ OF IR 70, UNLESS OTHERWISE NOTED.
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)

LEGEND

 TEMPORARY PAVEMENT REMOVAL

| REVISIONS | | |
|-----------|-----------|------------------|
| REV. | DATE | REVISION |
| 3 | 1/28/2025 | SHEET 139G ADDED |



MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 288+00.00 TO STA 300+50.00

| | |
|---------------|------------------------------|
| DESIGN AGENCY | AMERICAN STRUCTUREPOINT INC. |
| DESIGNER | DMS |
| REVIEWER | AJL 08/23/24 |
| PROJECT ID | 116949 |
| SHEET | TOTAL |
| P.139G | 577 |

| SHEET NUM. | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|-------|-------|-------|-------|-------|---------|-------|-----------|-----------|------|----------|-------------|------|---|---------------|
| P.16A | P.17 | P.26 | P.156 | P.158 | P.161 | P.474 | P.490 | 01/IMS/04 | 02/IMS/13 | | | | | | |
| | | | | | 7.8 | | | 7.8 | | 602 | 20000 | 7.8 | CY | DRAINAGE CONCRETE MASONRY | |
| | | | | | | 125,266 | | 125,266 | | 605 | 11110 | 125,266 | FT | 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | |
| | | | | | | 119,872 | | 119,872 | | 605 | 14020 | 119,872 | FT | 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | |
| | | | | | | 4,265 | | 4,265 | | 611 | 01500 | 4,265 | FT | 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS | |
| | | | | | 2,166 | | | 2,166 | | 611 | 05900 | 2,166 | FT | 15" CONDUIT, TYPE B | |
| | | | | | 924 | | | 924 | | 611 | 06100 | 924 | FT | 15" CONDUIT, TYPE C | |
| | | | 2 | | 1,346 | | | 1,346 | | 611 | 07600 | 1,346 | FT | 18" CONDUIT, TYPE C | |
| | | | | | 397 | | | 397 | | 611 | 10400 | 397 | FT | 24" CONDUIT, TYPE B | |
| | | | | | 2,062 | | | 2,062 | | 611 | 10600 | 2,062 | FT | 24" CONDUIT, TYPE C | |
| | | | | | 33 | | | 33 | | 611 | 98230 | 33 | EACH | CATCH BASIN, NO. 4 | |
| | | | | | 4 | | | 4 | | 611 | 98470 | 4 | EACH | CATCH BASIN, NO. 2-2B | |
| | | | | | 6 | | | 6 | | 611 | 99574 | 6 | EACH | MANHOLE, NO. 3 | |
| | | | | | | 96 | | 96 | | 611 | 99710 | 96 | EACH | PRECAST REINFORCED CONCRETE OUTLET | |
| | | | | | | | | | | | | | | PAVEMENT | |
| 500 | | | | | | | | 500 | | 251 | 01043 | 500 | CY | PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN | P.16A |
| | | | | | | | | 123,344 | | 254 | 01000 | 123,344 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (1.5") | P.15 |
| | | | | | | | | 96,316 | | 302 | 66001 | 96,316 | CY | ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX | P.16A |
| | 2 | | | | | | | 60,609 | | 304 | 20000 | 60,609 | CY | AGGREGATE BASE | |
| | | | | | | | | 34,004 | | 407 | 20000 | 34,004 | GAL | NON-TRACKING TACK COAT | 1 |
| | | 2,180 | | | | | | 2,180 | | 411 | 10000 | 2,180 | CY | STABILIZED CRUSHED AGGREGATE | |
| | | | | | 300 | | | 300 | | 441 | 70801 | 300 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN | P.15 |
| | 3 | | | | | | | 24,962 | | 442 | 00100 | 24,962 | CY | ANTI-SEGREGATION EQUIPMENT | |
| | | | | | | | | 16,532 | | 442 | 10080 | 16,532 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) | |
| | | | | | | | | 19,309 | | 442 | 10300 | 19,309 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) | |
| | | | | | | | | 7,507 | | 452 | 17060 | 7,507 | SY | 14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA | |
| | | | | | | | 20.66 | 20.66 | | 618 | 40600 | 20.66 | MILE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) | |
| | 20.45 | | | | | | | 20.45 | | 618 | 41000 | 20.45 | MILE | RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE) | P.17 |
| | | | | | | | | | | | | | | LIGHTING | |
| | | | | | | | | 3 | | 625 | 00480 | 3 | EACH | CONNECTION, UNFUSED PERMANENT | |
| | | | | | | | | 5 | | 625 | 15200 | 5 | EACH | LIGHT TOWER FOUNDATION, 36" X 25' DEEP | |
| | | | | | | | | 2,306 | | 625 | 24314 | 2,306 | FT | 1-1/2" DUCT CABLE WITH THREE NO. 1/0 AWG 2400 VOLT CABLES | |
| | | | | | | | | 98 | | 625 | 25500 | 98 | FT | CONDUIT, 3", 725.04 | |
| | | | | | | | | 15 | | 625 | 27520 | 15 | EACH | REMOVAL OF LUMINAIRE AND REERECTION | |
| | | | | | | | | 2,246 | | 625 | 29002 | 2,246 | FT | TRENCH, 24" DEEP | |
| | | | | | | | | 2 | | 625 | 30700 | 2 | EACH | PULL BOX, 725.08, 18" | |
| | | | | | | | | 10 | | 625 | 32000 | 10 | EACH | GROUND ROD | |
| | | | | | | | | 5 | | 625 | 35021 | 5 | EACH | RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN | P.16 |
| | | | | | | | | 2,246 | | 625 | 36010 | 2,246 | FT | UNDERGROUND WARNING/MARKING TAPE | |
| | | | | | | | | 5 | | 625 | 75360 | 5 | EACH | LIGHT TOWER REMOVED FOR STORAGE | |
| | | | | | | | | 5 | | 625 | 75540 | 5 | EACH | LIGHT TOWER FOUNDATION REMOVED | |
| | | | | | | | | 1 | | 625 | 75800 | 1 | EACH | DISCONNECT CIRCUIT | |

GENERAL SUMMARY

| REVISIONS | | |
|-----------|------------|--|
| REV. | DATE | REVISION |
| 1 | 12/13/2024 | PAY ITEMS AND QUANTITIES ADDED/REVISED |
| 2 | 1/22/2025 | QUANTITIES REVISED. REMOVED ITEM 618 RUMBLE STRIPS (ASPHALT CONCRETE), AS PER PLAN |
| 3 | 1/27/2025 | PAY ITEM AND QUANTITY ADDED |

| | |
|---------------|------------------------------|
| DESIGN AGENCY | AMERICAN STRUCTUREPOINT INC. |
| DESIGNER | DMS |
| REVIEWER | AJL 08/23/24 |
| PROJECT ID | 116949 |
| SHEET TOTAL | P.151 577 |

FRA-70-00.00

| SHEET NUM. | | | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|-------|-------|-------|-------|--------|--|--|--|--|-----------|-----------|------|----------|-------------|------|---|---|
| P.16 | P.158 | P.490 | P.491 | P.493 | P.520 | | | | | 01/IMS/04 | 02/IMS/13 | | | | | | |
| | | 1,012 | 3 | 4 | | | | | | 1,012 | | 621 | 00100 | 1,012 | EACH | RPM | |
| | 24 | | | | | | | | | 4 | | 625 | 32000 | 4 | EACH | GROUND ROD | |
| | 126 | | | | | | | | | 24 | | 626 | 00102 | 24 | EACH | BARRIER REFLECTOR, TYPE 1, ONE WAY | |
| | | | | | | | | | | 126 | | 626 | 00116 | 126 | EACH | BARRIER REFLECTOR, TYPE 5, ONE WAY | |
| | | | | | 184 | | | | | 184 | | 630 | 02100 | 184 | FT | GROUND MOUNTED SUPPORT, NO. 2 POST | |
| | | | | | 391 | | | | | 391 | | 630 | 03100 | 391 | FT | GROUND MOUNTED SUPPORT, NO. 3 POST | |
| | | | | | 188 | | | | | 188 | | 630 | 04100 | 188 | FT | GROUND MOUNTED SUPPORT, NO. 4 POST | |
| | | | | | 193 | | | | | 193 | | 630 | 06100 | 193 | FT | GROUND MOUNTED SUPPORT, NO. 6 POST | |
| | | | | | 28 | | | | | 28 | | 630 | 06400 | 28 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | |
| | | | | | 70 | | | | | 70 | | 630 | 06500 | 70 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9 | |
| | | | | | 171 | | | | | 171 | | 630 | 07600 | 171 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | |
| | | | | | 1 | | | | | 1 | | 630 | 08200 | 1 | EACH | GROUND MOUNTED SUPPORT, PIPE | |
| | | | | | 6 | | | | | 6 | | 630 | 08600 | 6 | EACH | SIGN POST REFLECTOR | |
| | | | | | 2 | | | | | 2 | | 630 | 72420 | 2 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2 | |
| | | | | | 562 | | | | | 562 | | 630 | 80100 | 562 | SF | SIGN, FLAT SHEET | |
| | | | | | 120 | | | | | 120 | | 630 | 80200 | 120 | SF | SIGN, GROUND MOUNTED EXTRUSHEET | |
| | | | | | 565 | | | | | 565 | | 630 | 80224 | 565 | SF | SIGN, OVERHEAD EXTRUSHEET | |
| | | | | | 12 | | | | | 12 | | 630 | 84500 | 12 | EACH | GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | |
| | | | | | 4 | | | | | 4 | | 630 | 84510 | 4 | EACH | RIGID OVERHEAD SIGN SUPPORT FOUNDATION | |
| | | | | | 1 | | | | | 1 | | 630 | 84600 | 1 | EACH | GROUND MOUNTED PIPE SUPPORT FOUNDATION | |
| | | | | | 60 | | | | | 60 | | 630 | 84900 | 60 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL | |
| | | | | | 6 | | | | | 6 | | 630 | 85100 | 6 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | |
| | | | | | 72 | | | | | 72 | | 630 | 86002 | 72 | EACH | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | |
| | | | | | 14 | | | | | 14 | | 630 | 86102 | 14 | EACH | REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL | |
| | | | | | 1 | | | | | 1 | | 630 | 86272 | 1 | EACH | REMOVAL OF GROUND MOUNTED PIPE SUPPORT AND DISPOSAL | |
| | | | | | 4 | | | | | 4 | | 630 | 87400 | 4 | EACH | REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL | |
| | | | | | 2 | | | | | 2 | | 630 | 89804 | 2 | EACH | REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115 | |
| | | | | | 1.42 | | | | | 1.42 | | 807 | 12010 | 1.42 | MILE | WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" | |
| | | | | | 0.39 | | | | | 0.39 | | 807 | 12110 | 0.39 | MILE | WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" | |
| | | | | | 26.06 | | | | | 26.06 | | 807 | 14010 | 26.06 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" | |
| | | | | | 26.2 | | | | | 26.2 | | 807 | 14110 | 26.2 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" | |
| | | | | | 10,738 | | | | | 10,738 | | 807 | 14310 | 10,738 | FT | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" | |
| | | | | | 5,251 | | | | | 5,251 | | 807 | 14410 | 5,251 | FT | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" | |
| | | | | | 53.26 | | | | | 53.26 | | 850 | 10010 | 53.26 | MILE | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | 10,738 | | | | | 10,738 | | 850 | 10130 | 10,738 | FT | GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | 1.79 | | | | | 1.79 | | 850 | 20010 | 1.79 | MILE | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE) | |
| | | | | | | | | | | | | | | | | | NOISE BARRIERS |
| | | | | | | | | | | | | | | | | | NOISE BARRIER PANEL REMOVAL AND REUSE |
| | | | | | | | | | | | | | | | | | P.16 |
| | | | | | | | | | | | | | | | | | STRUCTURE OVER 20 FOOT SPAN (FRA-70-0329 R)(SFN 2503816) |
| | | | | | LS | | | | | LS | | 202 | 11203 | LS | | | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN |
| | | | | | 200 | | | | | 200 | | 202 | 22900 | 200 | SY | | APPROACH SLAB REMOVED |
| | | | | | LS | | | | | LS | | 503 | 11100 | LS | | | COFFERDAMS AND EXCAVATION BRACING |
| | | | | | LS | | | | | LS | | 503 | 21300 | LS | | | UNCLASSIFIED EXCAVATION |
| | | | | | 13,723 | | | | | 13,723 | | 509 | 10000 | 13,723 | LB | | EPOXY COATED STEEL REINFORCEMENT |
| | | | | | 700 | | | | | 700 | | 509 | 20001 | 700 | LB | | CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN |
| | | | | | 136 | | | | | 136 | | 510 | 10000 | 136 | EACH | | DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT |
| | | | | | 43 | | | | | 43 | | 511 | 34410 | 43 | CY | | CLASS QC2 CONCRETE, SUPERSTRUCTURE |
| | | | | | 9 | | | | | 9 | | 511 | 34448 | 9 | CY | | CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET) |
| | | | | | 47 | | | | | 47 | | 512 | 10050 | 47 | SY | | SEALING OF CONCRETE SURFACES (NON-EPOXY) |
| | | | | | 161 | | | | | 161 | | 512 | 10051 | 161 | SY | | SEALING OF CONCRETE SURFACES (NON-EPOXY), AS PER PLAN |
| | | | | | 5 | | | | | 5 | | 512 | 33000 | 5 | SY | | TYPE 2 WATERPROOFING |
| | | | | | 109 | | | | | 109 | | 516 | 10010 | 109 | FT | | ARMORLESS PREFORMED JOINT SEAL |
| | | | | | 113 | | | | | 113 | | 516 | 13200 | 113 | SF | | 1/2" PREFORMED EXPANSION JOINT FILLER |
| | | | | | 112 | | | | | 112 | | 516 | 13600 | 112 | SF | | 1" PREFORMED EXPANSION JOINT FILLER |
| | | | | | 127 | | | | | 127 | | 516 | 14014 | 127 | FT | | INTEGRAL ABUTMENT EXPANSION JOINT SEAL |
| | | | | | LS | | | | | LS | | 516 | 47001 | LS | | | JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN |
| | | | | | 53 | | | | | 53 | | 518 | 21200 | 53 | CY | | POROUS BACKFILL WITH GEOTEXTILE FABRIC |
| | | | | | 126 | | | | | 126 | | 518 | 40000 | 126 | FT | | 6" PERFORATED CORRUGATED PLASTIC PIPE |
| | | | | | 100 | | | | | 100 | | 518 | 40010 | 100 | FT | | 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS |

| REVISIONS | | |
|-----------|-----------|--------------------------------|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | PAY ITEMS AND QUANTITIES ADDED |

GENERAL SUMMARY

| | |
|---------------|--------------|
| DESIGN AGENCY | AJL |
| DESIGNER | DMS |
| REVIEWER | AJL 08/23/24 |
| PROJECT ID | 116949 |
| SHEET TOTAL | P.152 577 |

FRA-70-00.00

| SHEET NUM. | | | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|-------------------------------|-------|------|--------|----------------|---------|--|--|--|--|-----------|-----------|---------|----------|-------------|-------|---|--|
| OFFICE CALCS | P.17 | P.18 | P.20 | P.21 | P.26 | | | | | 01/IMS/04 | 02/IMS/13 | | | | | | |
| MAINTENANCE OF TRAFFIC | | | | | | | | | | | | | | | | | |
| | | | 2,000 | | | | | | | 2,000 | | 614 | 11110 | 2,000 | HOURL | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | |
| | | | | △ ₃ | 2,189.5 | | | | | 2,189.5 | | SPECIAL | 61412200 | 2,189.5 | FT | WORK ZONE GUARDRAIL | P.19 |
| | | | | | 26 | | | | | 26 | | 614 | 12380 | 26 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | |
| 4 | | 18 | | | | | | | | 18 | | 614 | 12484 | 18 | EACH | WORK ZONE INCREASED PENALTIES SIGN | |
| | | | | | | | | | | 4 | | 614 | 12756 | 4 | EACH | WORK ZONE CROSSOVER LIGHTING SYSTEM | |
| | | | | | 5,265 | | | | | 5,265 | | 614 | 12801 | 5,265 | EACH | WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, ONE WAY | P.19 |
| | | | | △ ₃ | 2,514 | | | | | 2,514 | | 614 | 13310 | 2,514 | EACH | BARRIER REFLECTOR, TYPE 1 , BIDIRECTIONAL | |
| | | | | | 512 | | | | | 512 | | 614 | 13310 | 512 | EACH | BARRIER REFLECTOR, TYPE 1 , ONE WAY | |
| | | | | △ ₃ | 29 | | | | | 29 | | 614 | 13312 | 29 | EACH | BARRIER REFLECTOR, TYPE 2, ONE WAY | |
| | | | | | 1,769 | | | | | 1,769 | | 614 | 13350 | 1,769 | EACH | OBJECT MARKER, ONE WAY | |
| | | | | 48 | | | | | | 48 | | 614 | 18601 | 48 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | P.21 |
| | | | 26.59 | | 46.45 | | | | | 46.45 | | 614 | 20366 | 46.45 | MILE | WORK ZONE LANE LINE, CLASS I, 6", 648 | |
| | | | | | 80.98 | | | | | 80.98 | | 614 | 20560 | 80.98 | MILE | WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT | P.20 |
| | | | 27.48 | | | | | | | 27.48 | | 614 | 22336 | 80.98 | MILE | WORK ZONE EDGE LINE, CLASS I, 6", 648 | P.20 |
| | | | | | | | | | | 27.48 | | 614 | 22360 | 27.48 | MILE | WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT | P.20 |
| | | | | | 34,946 | | | | | 34,946 | | 614 | 23150 | 34,946 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 648 | |
| | | | 10,738 | | | | | | | 10,738 | | 614 | 23690 | 10,738 | FT | WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT | P.20 |
| | | | | | 20,916 | | | | | 20,916 | | 614 | 24142 | 20,916 | FT | WORK ZONE DOTTED LINE, CLASS I, 6", 648 | |
| | | | 5,251 | | | | | | | 5,251 | | 614 | 24612 | 5,251 | FT | WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT | P.20 |
| | | | | | 309 | | | | | 309 | | 614 | 25120 | 309 | FT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 648 | |
| LS | | | | | 31,669 | | | | | 31,669 | | LS | 615 | 10000 | LS | ROADS FOR MAINTAINING TRAFFIC | |
| | | | | | | | | | | 31,669 | | 615 | 20000 | 31,669 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | |
| | | | | 200 | | | | | | 200 | | 615 | 25001 | 200 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1 | P.21 |
| | | | | 200 | | | | | | 200 | | 615 | 25001 | 200 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2A | P.21 |
| | | | | 13,800 | | | | | | 13,800 | | 615 | 25001 | 13,800 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2B | P.21 |
| | | | | | 250 | | | | | 250 | | 615 | 25001 | 250 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3 | P.21 |
| | | | | | 250 | | | | | 250 | | 615 | 25001 | 250 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4 | P.21 |
| | 1,500 | | | | | | | | | 1,500 | | 616 | 10000 | 1,500 | MGAL | WATER | |
| | | | | | 62,797 | | | | | 62,797 | | 622 | 41011 | 62,797 | FT | PORTABLE BARRIER, 50", AS PER PLAN | P.17 |
| | | | | | 25,209 | | | | | 25,209 | | 622 | 41100 | 25,209 | FT | PORTABLE BARRIER, UNANCHORED | |
| | | 180 | | | | | | | | 180 | | 808 | 18700 | 180 | SNMT | DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY | △ ₁ △ ₂ △ ₃ |
| | | | 24 | | | | | | | 24 | | 829 | 00100 | 24 | SNMT | WORK ZONE EGRESS WARNING SYSTEM | |
| | | | 96 | | | | | | | 96 | | 896 | 00010 | 96 | SNMT | PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I | |
| | | | 24 | | | | | | | 24 | | 896 | 00021 | 24 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | P.20 |
| INCIDENTALS | | | | | | | | | | | | | | | | | |
| LS | | | | | | | | | | LS | | 108 | 10000 | LS | | CPM PROGRESS SCHEDULE | |
| 18,500 | | | | | | | | | | 18,500 | | SPECIAL | 11110100 | 18,500 | EACH | DEPARTMENTS SHARE FACILITATED PARTNERING COSTS | |
| LS | | | | | | | | | | LS | | 614 | 11000 | LS | | MAINTAINING TRAFFIC | |
| 30 | | | | | | | | | | 30 | | 619 | 16020 | 30 | MNTH | FIELD OFFICE, TYPE C | |
| LS | | | | | | | | | | LS | | 623 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING | |
| LS | | | | | | | | | | LS | | 624 | 10000 | LS | | MOBILIZATION | |

GENERAL SUMMARY

| REVISIONS | | |
|----------------|------------|--|
| REV. | DATE | REVISION |
| △ ₁ | 12/13/2024 | PAY ITEMS AND QUANTITIES ADDED/REVISED |
| △ ₂ | 1/22/2025 | PAY ITEMS AND QUANTITIES REVISED |
| △ ₃ | 1/27/2025 | PAY ITEMS AND QUANTITIES ADDED/REVISED |

DESIGN AGENCY
STRUCTUREPOINT
INC.

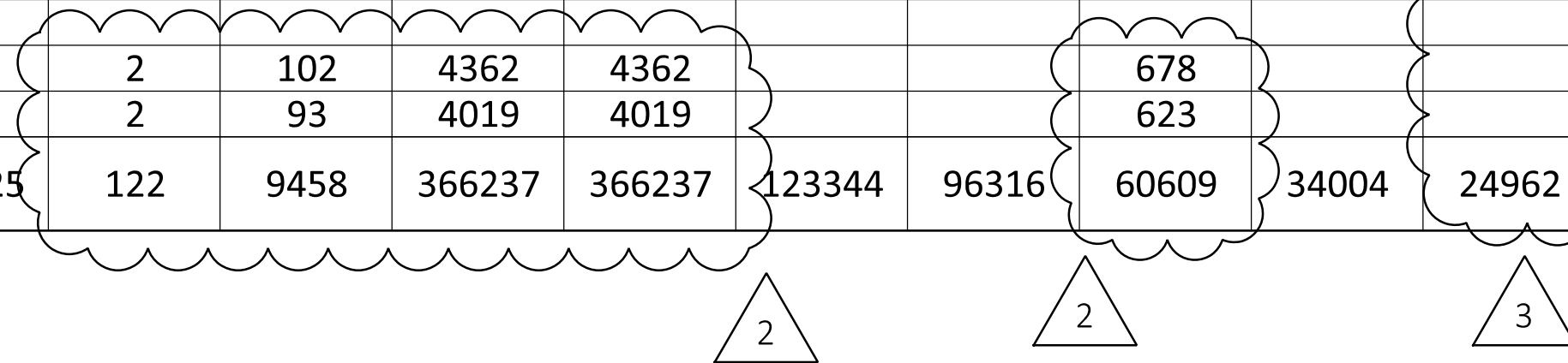
DESIGNER
DMS

REVIEWER
AJL 08/23/24

PROJECT ID
116949

SHEET TOTAL
P.155 | 577

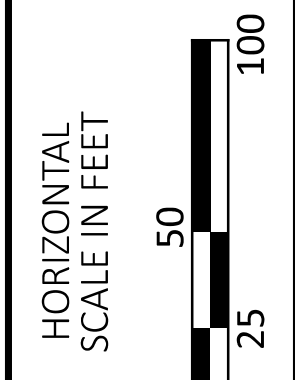
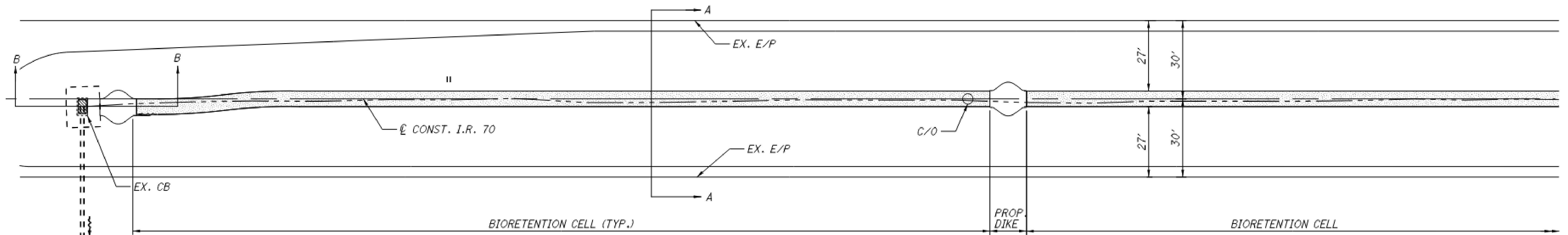
| LOCATION | STATION | | SIDE | LENGTH FT | WIDTH FT | AREA SY | TOTAL CADD AREA SY | SHOULDER CADD AREA SY | 202 | 202 | 204 | 206 | 206 | 206 | 254 | 302 | 304 | 407 | 442 | 442 | 442 | 452 | |
|-----------------------------------|------------------------|--|------|--------------|-------------|------------|--------------------------|-----------------------------|-----------------------|---------------|---|-------------------|--|--|----------------------|-------------------------------|-------------------------------------|--|---|--|-------|------|--|
| | PAVEMENT REMOVED SY | PAVEMENT REMOVED, AS PER PLAN SY | | | | | | | PROOF ROLLING HOUR | CEMENT TON | CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP SY | CURING COAT SY | PAVEMENT PLANING, ASPHALT CONCRETE (1.5") SY | ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX CY | AGGREGATE BASE CY | NON-TRACKING TACK COAT GAL | ANTI-SEGREGATION EQUIPMENT CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) CY | 14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS CC-1P WITH GC/QA CY | | | |
| | FROM | TO | | | | | | | SY | SY | HOUR | TON | SY | SY | SY | CY | CY | GAL | CY | CY | CY | SY | |
| IR 70 WB | 771+12.00 | 820+96.00 | LT | 4984 | 50 | 27689 | 36271 | | | | | | | | 36271 | | | | | 1511 | 1511 | | |
| IR 70 WB | 1+27.00 | 248+50.00 | LT | 24723 | 56 | 153832 | 152288 | 54940 | 136800 | 53 | 4151 | 160419 | 160419 | | 43166 | 26585 | 15229 | 8789 | 6346 | 7403 | | | |
| IR 70 WB | 248+50.00 | 264+78.88 | LT | 1629 | 74 | 13394 | 12682 | 3077 | 11592 | 4 | 343 | 13250 | 13250 | | 3585 | 2198 | 1269 | 868 | 529 | 617 | | | |
| IR 70 WB | 264+78.88 | 273+50.00 | LT | 872 | 56 | 5426 | 5417 | 1938 | 4911 | 2 | 149 | 5727 | 5727 | | 1539 | 949 | 542 | 315 | 226 | 264 | | | |
| IR 70 WB | 273+50.00 | 304+09.78 | LT | 3060 | 50 | 17000 | 24535 | | | | | | | 24534 | | | | 1022 | 1022 | | | | |
| IR 70 EB | 771+12.00 | 820+95.00 | RT | 4983 | 50 | 27684 | 34978 | | | | | | | 34978 | | | | | 1457 | 1457 | | | |
| IR 70 EB | 1+28.00 | 257+00.00 | RT | 25572 | 56 | 159115 | 157445 | 56827 | 141005 | 55 | 4287 | 165646 | 165646 | | 44572 | 27451 | 15745 | 9085 | 6561 | 7654 | | | |
| IR 70 EB | 257+00.00 | 265+04.31 | RT | 805 | 75 | 6709 | 6295 | 1610 | 5699 | 2 | 171 | 6589 | 6589 | | 1781 | 1093 | 630 | 425 | 263 | 307 | | | |
| IR 70 EB | 265+04.31 | 274+54.00 | RT | 950 | 56 | 5912 | 5890 | 2111 | 5318 | 2 | 162 | 6225 | 6225 | | 1673 | 1032 | 589 | 342 | 246 | 287 | | | |
| IR 70 EB | 274+54.00 | 304+09.78 | RT | 2956 | 50 | 16423 | 27562 | | | | | | | 27561 | | | | | 1148 | 1148 | | | |
| RAMP A | 264+77.24 | 278+17.73 | - | 1341 | 25 | 3725 | 3917 | | 3978 | | 2 | 102 | 4362 | 4362 | | | 678 | | | | | 3917 | |
| RAMP E | 265+03.48 | 277+90.00 | - | 1287 | 25 | 3575 | 3590 | | 3656 | | 2 | 93 | 4019 | 4019 | | | 623 | | | | | 3590 | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | | 7634 | 305325 | 122 | 9458 | 366237 | 366237 | 123344 | 96316 | 60609 | 34004 | 24962 | 19309 | 16532 | 7507 | |



| SHEET NO | REFERENCE NO | LOCATION | STATION | | SIDE | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 |
|-----------------------------------|--------------|----------|--|---|------|---|---------------------------|--|------------------------|---|-------------------------------|--------------------|---|--|---|----------------------------|-----|-----|
| | | | CONNECTION, UNFUSED PERMANENT EACH | LIGHT TOWER FOUNDATION, 36" X 25' DEEP EACH | | 1-1/2" DUCT CABLE WITH THREE NO. 1/0 AWG 2400 VOLT CABLES FT | CONDUIT, 3", 725.04 FT | REMOVAL OF LUMINAIRE AND REERECTION EACH | TRENCH, 24" DEEP FT | UNDERGROUND WARNING/MARKING TAPE FT | PULL BOX, 725.08, 18" EACH | GROUND ROD EACH | RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN EACH | LIGHT TOWER REMOVED FOR STORAGE EACH | LIGHT TOWER FOUNDATION REMOVED EACH | DISCONNECT CIRCUIT EACH | | |
| P.205 | L-1 | IR 70 | 250+20.00 | 254+75.00 | RT | | 1 | 465 | | 3 | 455 | 455 | | 2 | 1 | 1 | 1 | |
| P.206 | L-2 | IR 70 | 254+75.00 | 259+03.00 | RT | | 1 | 438 | | 3 | 428 | 428 | | 2 | 1 | 1 | 1 | |
| P.206 | L-3 | IR 70 | 259+03.00 | 262+57.00 | RT | | 1 | 364 | | 3 | 354 | 354 | | 2 | 1 | 1 | 1 | |
| P.206 | L-4 | IR 70 | 262+57.00 | 266+60.00 | RT | | 1 | 413 | | 3 | 403 | 403 | | 2 | 1 | 1 | 1 | |
| P.207 | L-5 | IR 70 | 266+60.00 | 271+50.00 | RT | | 1 | 500 | | 3 | 490 | 490 | | 2 | 1 | 1 | 1 | |
| P.207 | L-6 | IR 70 | 271+50.00 | 271+50.00 | RT | | | 103 | 98 | | 98 | 98 | 1 | | | | | |
| P.207 | L-7 | IR 70 | 271+50.00 | 271+68.00 | LT | 3 | | 23 | | | 18 | 18 | 1 | | | | 1 | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | 3 | 5 | 2306 | 98 | 15 | 2246 | 2246 | 2 | 10 | 5 | 5 | 5 | 1 |

| REVISIONS | | |
|-----------|------------|---|
| REV. | DATE | REVISION |
| 1 | 12/13/2024 | MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN |
| 2 | 1/22/2025 | QUANTITIES REVISED |
| 3 | 1/27/2025 | PAY ITEM ADDED |

DESIGN AGENCY
STRUCTUREPOINT
 INC.
 DESIGNER
 DMS
 REVIEWER
 AJL 08/23/24
 PROJECT ID
 116949
 SHEET TOTAL
 P.156 577



PLANTING MIX
 5 SAND - 2 TOPSOIL - 1 COMPOST
 SAND = CMS FINE AGGREGATE AS PER 703
 PEA GRAVEL = #78 STONE
 GRAVEL = #57

3

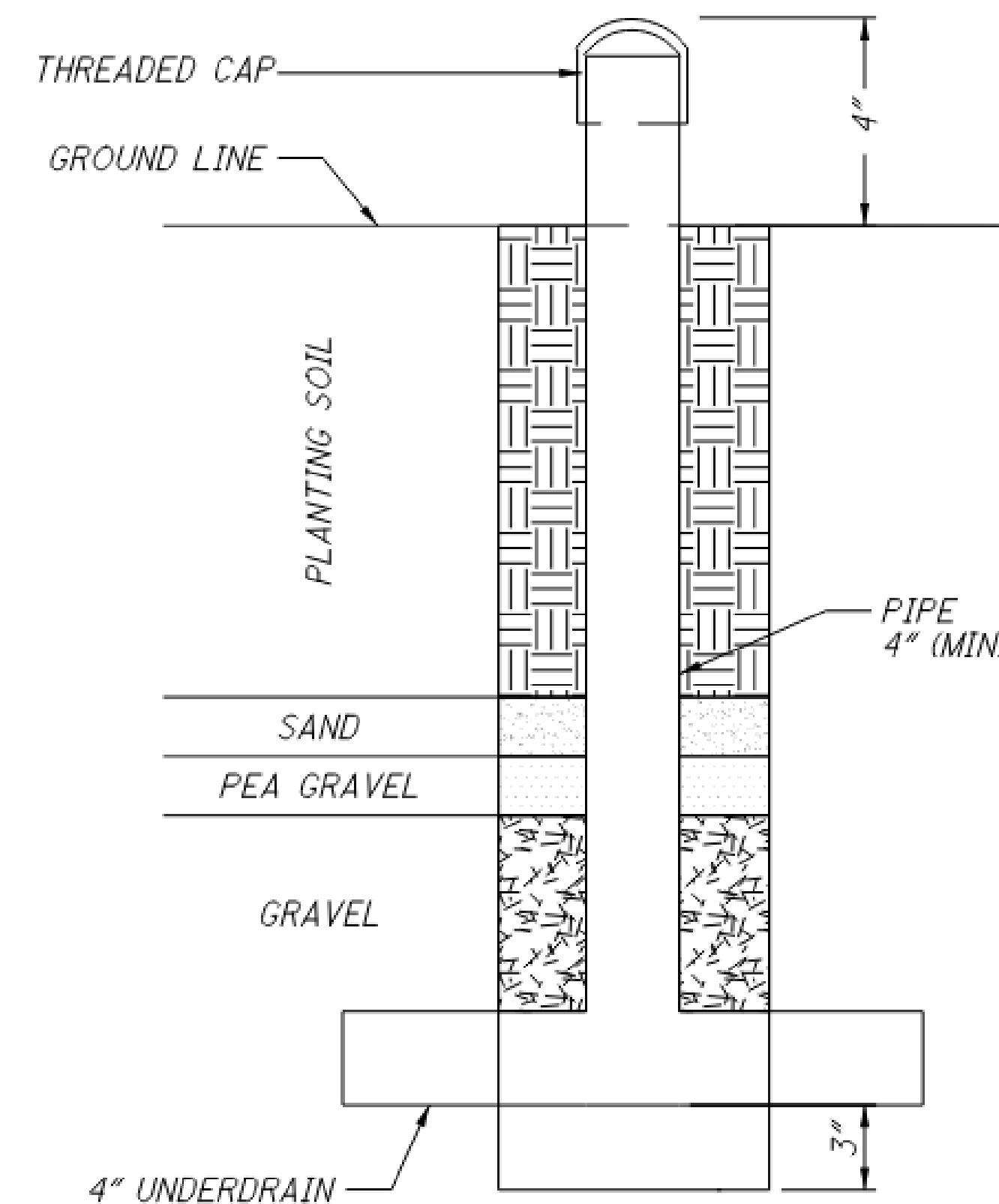
ITEM 601 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT

PROPOSED DIKES SHALL BE CONSTRUCTED AS SHOWN ON THIS SHEET AND PER ODOT CMS 712.12.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ITEM 601 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT:

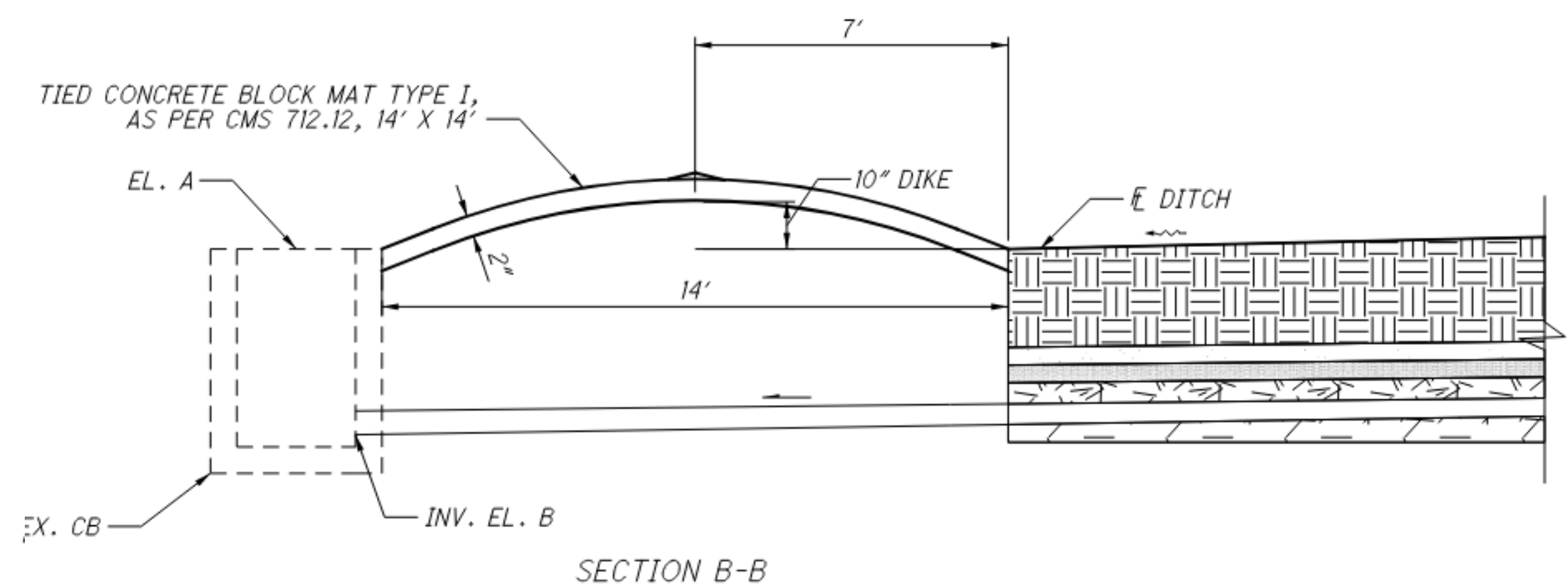
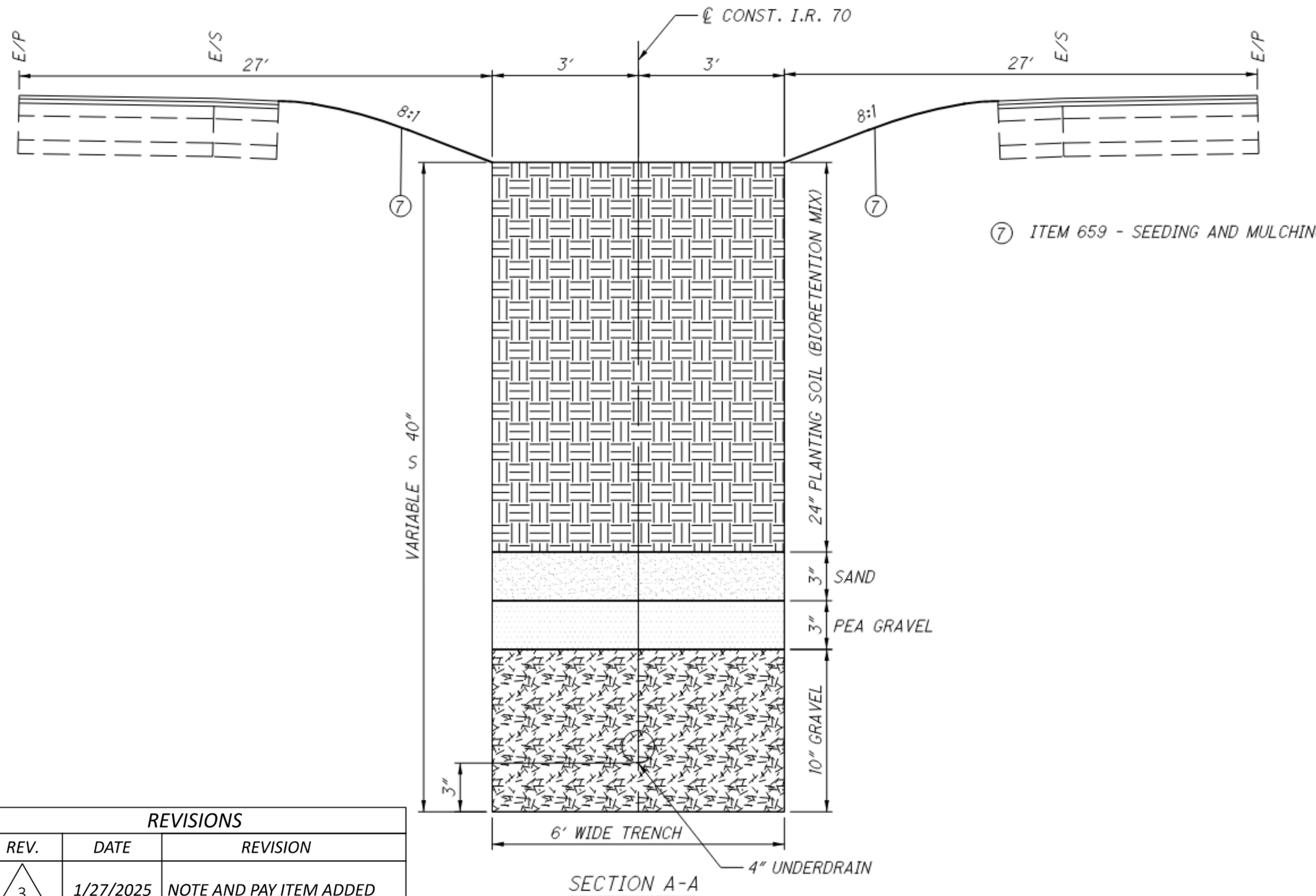
ITEM 601 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT
 66 SY

PAYMENT FOR THE ABOVE WORK SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK.



BIURETENTION CELL UNDERDRAIN ELEVATION TABLE

| CATCH BASIN | STA./OFFSET | ELEV. A | ELEV. B |
|-------------|----------------|---------|---------|
| D-38 | 236+01, 3' RT. | 931.84 | 928.5 |
| D-39 | 246+49, CL | 934.92 | 931.6 |
| D-40 | 251+83, CL | 936.60 | 933.3 |
| | | | |
| | | | |



| REVISIONS | | |
|-----------|-----------|-------------------------|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | NOTE AND PAY ITEM ADDED |

3

3

| SHEET NO. | REFERENCE NO. | LOCATION | STATION | | SIDE | OFFSET TO SIGN CENTER | CODE | SIZE (INCHES) | 625 | | 630 | | 630 | | 630 | | 630 | | 630 | | 630 | | 630 | | |
|-----------------------------|---------------|----------|-----------|----|------|-----------------------|-----------------------|------------------------|-----|-----|------|------|------|------|------|----|-----|-----|------|-----|-----|-----|-----|----|--|
| | | | EA | FT | | | | | EA | FT | EA | FT | EA | FT | EA | FT | EA | FT | EA | FT | EA | FT | EA | FT | |
| 500 | S-1 | I-70 | 11+32.00 | | RT | 4.0 | R3-4-36 R5-H11-24 | 36" X 36" 24" X 30" | | | 15.7 | 15.4 | | | | | | | 9.0 | | | | | | |
| 500 | S-2 | I-70 | 11+68.00 | | LT | 4.0 | R3-4-36 R5-H11-24 | 36" X 36" 24" X 30" | | | 15.4 | 15.7 | | | | | | | 9.0 | | | | | | |
| 501 | S-3 | I-70 | 51+00.00 | | RT | 85.4 | D10-2-12 D14-H4-48 | 12" X 36" 48" X 30" | | | 13.6 | 13.7 | | | | | | | 3.0 | | | | | | |
| 501 | S-4 | I-70 | 51+00.00 | | LT | 82.5 | D10-2-12 | 12" X 36" | | | 14.0 | | | | | | | | 10.0 | | | | | | |
| 502 | S-5 | I-70 | 74+65.00 | | RT | 89.0 | E7-H1-168 | 72" X 24" | | | | | 17.9 | 18.3 | | | | | 70.0 | | | 2.0 | | | |
| 504 | S-6 | I-70 | 105+25.00 | | RT | 82.5 | D10-2-12 | 12" X 36" | | | 14.2 | | | | | | | | 3.0 | | | | | | |
| 505 | S-7 | I-70 | 135+40.00 | | RT | 7.0 | R3-4-36 R5-H11-24 | 36" X 36" 24" X 30" | | | 15.2 | 14.9 | | | | | | | 9.0 | | | | | | |
| 505 | S-8 | I-70 | 135+83.00 | | LT | 5.0 | R3-4-36 R5-H11-24 | 36" X 36" 24" X 30" | | | 15.2 | 15.6 | | | | | | | 9.0 | | | | | | |
| 506 | S-9 | I-70 | 156+20.00 | | RT | 82.5 | D10-2-12 | 12" X 36" | | | 14.7 | | | | | | | | 5.0 | | | | | | |
| 506 | S-10 | I-70 | 156+20.00 | | LT | 91.3 | D14-H4-48 | 48" X 30" | | | 14.5 | 14.2 | | | | | | | 10.0 | | | | | | |
| 506 | S-11 | I-70 | 156+20.00 | | LT | 82.5 | D10-2-12 | 12" X 36" | | | 14.2 | | | | | | | | 3.0 | | | | | | |
| 506 | S-12 | I-70 | 172+50.00 | | RT | 85.0 | D14-H4-48 | 48" X 30" | | | 13.9 | 14.2 | | | | | | | 10.0 | | | | | | |
| 506 | S-13 | I-70 | 175+50.00 | | LT | 87.8 | D12-H22-120 | 120" X 48" | | | | | 17.3 | 16.9 | | | | | 40.0 | | | 2.0 | | | |
| 507 | S-14 | I-70 | 187+18.00 | | RT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 507 | S-15 | I-70 | 197+71.00 | | RT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 507 | S-16 | I-70 | 200+00.00 | | RT | 86.5 | D12-2-96 | 96" X 66" | | | | | 16.8 | 17.2 | | | | | 44.0 | | | | | | |
| 508 | S-17 | I-70 | 208+59.00 | | RT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 508 | S-18 | I-70 | 208+59.00 | | LT | 82.5 | D10-2-12 | 12" X 36" | | | 14.2 | | | | | | | | 3.0 | | | | | | |
| 508 | S-19 | I-70 | 208+59.00 | | RT | 82.5 | D10-2-12 | 12" X 36" | | | 14.2 | | | | | | | | 3.0 | | | | | | |
| 508 | S-20 | I-70 | 219+90.00 | | LT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 508 | S-21 | I-70 | 223+00.00 | | LT | 84.0 | R2-1-48 | 48" X 60" | | | | | 16.4 | 16.0 | | | | | 20.0 | | | | | | |
| 509 | S-22 | I-70 | 229+90.00 | | RT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 509 | S-23 | I-70 | 235+40.00 | | RT | 4.0 | R3-4-36 R5-H11-24 | 36" X 36" 24" X 30" | | | 15.7 | 15.4 | | | | | | | 9.0 | | | | | | |
| 509 | S-24 | I-70 | 235+80.00 | | LT | 4.0 | R3-4-36 R5-H11-24 | 36" X 36" 24" X 30" | | | 15.4 | 15.7 | | | | | | | 5.0 | | | | | | |
| 509 | S-25 | I-70 | 240+50.00 | | RT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 509 | S-26 | I-70 | 244+00.00 | | LT | 83.5 | M3-4-36 M1-1-36-2 | 36" X 18" | | | 16.0 | 15.7 | | | | | | | 4.5 | | | | | | |
| 509 | S-27 | I-70 | 247+00.00 | | RT | 85.0 | I-H2a-72 | 72" X 36" | | | 14.0 | 14.7 | | | | | | | 18.0 | | | | | | |
| 509 | S-28 | I-70 | 247+00.00 | | LT | 83.5 | I-H2c-36 | 36" X 24" | | | 13.3 | | | | | | | | 6.0 | | | | | | |
| 509 | S-29 | I-70 | 251+00.00 | | RT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 509 | S-30 | I-70 | 253+00.00 | | RT | 12.0 | R2-1-48 | 48" X 60" | | | | | 16.5 | 16.0 | | | | | 20.0 | | | | | | |
| 509 | S-31 | I-70 | 253+00.00 | | RT | 84.0 | R2-1-48 | 48" X 60" | | | | | 16.0 | 16.4 | | | | | 20.0 | | | | | | |
| 510 | S-32 | I-70 | 262+30.00 | | RT | | | | 2.0 | | | | | | | | | | | | | | 2.0 | | |
| 510 | S-33 | I-70 | 262+30.00 | | RT | | | | | | | | | | | | | | | | | | | | |
| 510 | S-34 | I-70 | 261+50.00 | | RT | 82.5 | D10-2-12 | 12" X 36" | | | 14.2 | | | | | | | | 3.0 | | | | | | |
| 510 | S-35 | I-70 | 261+50.00 | | LT | 12.0 | R4-16-48 | 48" X 60" | | | | | 16.0 | 16.4 | | | | | 20.0 | | | | | | |
| 510 | S-36 | I-70 | 261+50.00 | | RT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 510 | S-37 | I-70 | 271+80.00 | | RT | 3.0 | D10-5-18 | 18" X 60" | | | | | | | 17.7 | | | | 7.5 | | | | | | |
| 511 | S-38 | I-70 | 288+50.00 | | RT | | | | 2.0 | | | | | | | | | | | | | | 2.0 | | |
| 511 | S-39 | I-70 | 288+50.00 | | RT | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 493 | | | | | | | | | 4 | 156 | 286 | 130 | 193 | | 70 | | 2 | 435 | 110 | 565 | 4 | | 4 | | |

| REVISIONS | | |
|-----------|-----------|-----------------------------|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | Items and quantities added. |

SIGNAGE SUBSUMMARY

DESIGN AGENCY
300 SPRUCE STREET
COLUMBUS, OHIO 43215
PH: 614.220.0000
MOODY ENGINEERING

DESIGNER
CNK

REVIEWER
LET 08-14-24

PROJECT ID
116949

SHEET TOTAL
P.492 577

| SHEET NO. | REFERENCE NO. | LOCATION | STATION | | SIDE | OFFSET TO SIGN CENTER | CODE | SIZE (INCHES) | 625 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | |
|-----------------------------------|---------------|----------|-----------|----|-------|-----------------------|-----------|---------------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|-----|---|
| | | | EA | FT | | | | | FT | FT | FT | FT | FT | FT | EA | EA | EA | SF | SF | SF | EA | EA | EA | | |
| | | | FROM | TO | | | | | | | | | | | | | | | | | | | | | |
| 512 | S-40 | I-90 | 265+50.00 | | RT | 84.83 | W4-1R-48 | 48" X 48" | | | | | | | | | | | | | | | | | |
| 513 | S-41 | RAMP E | 264+00.00 | | RT | 18 | D14-H4-48 | 48" X 30" | 14.0 | 14.0 | | | | | | | | | | | | 16.0 | | | |
| 513 | S-42 | RAMP E | 265+42.00 | | LT | 26.39 | E5-H1c-48 | 48" X 84" | | | | | | | | | | | | | | | 10.0 | | |
| 513 | S-43 | RAMP E | 266+15.00 | LT | 29.93 | R5-1-48 | 48" X 48" | | | | | | | | | | | | | | | | | | |
| | | | | | | | R5-1a-42 | 42" X 30" | | | | | | | | | | | | | | | | | |
| 513 | S-44 | RAMP E | 266+15.00 | RT | 14.07 | R5-1-48 | 48" X 48" | | | | | | | | | | | | | | | | | | |
| | | | | | | | R5-1a-42 | 42" X 30" | | | | | | | | | | | | | | | | | |
| 513 | S-45 | RAMP E | 268+50.00 | | RT | 14.83 | W3-3-48 | 48" X 48" | | | | | | | | | | | | | | | | | |
| 513 | S-46 | RAMP E | 277+40.00 | RT | | R5-1a-42 | 42" X 30" | | | | | | | | | | | | | | | | | | |
| | | | | | | | R5-1a-42 | 42" X 30" | | | | | | | | | | | | | | | | | |
| 513 | SX1 | RAMP E | 270+10.00 | | RT | 16 | | 180" X 120" | | | | | | | | | | | | | | | | | |
| 513 | SX-2 | RAMP E | 271+08.00 | | LT | 32 | | 180" X 120" | | | | | | | | | | | | | | | | | |
| 513 | SX-3 | RAMP E | 272+05.00 | | RT | 16 | | 180" X 120" | | | | | | | | | | | | | | | | | |
| 513 | SX-4 | RAMP E | 274+13.00 | | RT | 18 | | 72" X 18" | | | | | | | | | | | | | | | | | |
| 513 | SX-5 | RAMP E | 274+95.00 | | RT | 18 | | 30" X 30" | | | | | | | | | | | | | | | | | |
| 513 | SX-6 | RAMP E | 276+15.00 | | RT | 16 | | 180" X 120" | | | | | | | | | | | | | | | | | |
| TOTALS THIS SHEET | | | | | | | | | | 28 | 105 | 59 | | 28 | | 171 | 1 | 6 | | 127 | 10 | | 8 | 1 | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | | 4 | 184 | 391 | 188 | 193 | 28 | 70 | 171 | 1 | 6 | 2 | 562 | 120 | 565 | 12 | 1 | 4 |

| REVISIONS | | |
|-----------|-----------|-----------------------------|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | Items and quantities added. |

SIGNAGE
SUBSUMMARY

DESIGN AGENCY

 300 SPRUCE STREET
 COLUMBUS, OHIO 43215
 PHONE: 614.291.8800
 FAX: 614.291.8801
 WWW.MOODYENGINEERING.COM

DESIGNER
CNK

REVIEWER
LET 08-14-24

PROJECT ID
116949

SHEET TOTAL
P.493 577

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

| | | |
|----------|---------|----------|
| AS-1-15 | REVISED | 01-20-23 |
| AS-2-15 | REVISED | 01-20-23 |
| CPA-1-08 | REVISED | 01-19-24 |

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

| | | |
|-------|---------|----------|
| SS848 | REVISED | 01-15-21 |
|-------|---------|----------|

DESIGN SPECIFICATIONS:

THE PROPOSED WORK CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (ALL)

PROPOSED WORK:

- REMOVE AND REPLACE PORTIONS OF EXISTING CONCRETE PARAPETS AND SLAB
- NEW INTEGRAL ABUTMENTS DOWN TO TOP OF EX. PILE CAP
- REMOVE AND REPLACE EXISTING OVERLAY WITH SDC OVERLAY
- NEW FULL WIDTH APPROACH SLABS
- SEAL CONCRETE SURFACES

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 6 OFFICE, 400 E. WILLIAM STREET, DELAWARE, OHIO AND ARE AVAILABLE FOR REFERENCE.

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

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

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

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

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

ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

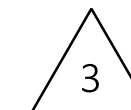
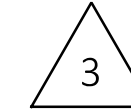
REPLACE ALL EXISTING STEEL REINFORCEMENT BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT.

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT:

PRIOR TO DRILLING HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. THE DEPARTMENT WILL PAY FOR DOWEL HOLES AND GROUTING WITH ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

ITEM 512 - SEALING OF CONCRETE SURFACE (NON-EPOXY), AS PER PLAN:

EXISTING SEALER SHALL BE REMOVED PRIOR TO APPLICATION OF NEW EPOXY-URETHANE SEALER.



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

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05. IF, DURING THE JACKING OPERATIONS, 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. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT 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 601 - CRUSHED AGGREGATE SLOPE PROTECTION:

THIS WORK CONSISTS OF REPLACING AREAS OF CRUSHED AGGREGATE SLOPE PROTECTION DISTURBED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED IN THE ESTIMATED QUANTITIES FOR BIDDING PURPOSES.

601, CRUSHED AGGREGATE SLOPE PROTECTION 25 SY

ABBREVIATION LIST:

THE FOLLOWING STANDARD ABBREVIATIONS ARE USED THROUGHOUT THE BRIDGE PLANS.

| | | |
|------------|---|--|
| ABUT. | = | ABUTMENT |
| A.T.G. | = | ADJUST TO GRADE |
| BRG. | = | BEARING |
| CB | = | CATCH BASIN |
| C/C | = | CENTER - TO-CENTER |
| C.J. | = | CONSTRUCTION JOINT |
| CLR. | = | CLEARANCE |
| CONST. | = | CONSTRUCTION |
| DIA. | = | DIAMETER |
| DWG. | = | DRAWING |
| EA. | = | EACH |
| E.F. | = | EACH FACE |
| EL. | = | ELEVATION |
| EST. | = | ESTIMATED |
| EX. | = | EXISTING |
| F.A. | = | FORWARD ABUTMENT |
| F.D.S. | = | FINAL DECK SURFACE |
| F.F. | = | FRONT FACE |
| F.S. | = | FAR SIDE |
| INV. | = | INVERT |
| LT. | = | LEFT |
| MH | = | MANHOLE |
| N.P.C.P.P. | = | NON-PERFORATED CORRUGATED PLASTIC PIPE |
| N.S. | = | NEAR SIDE |
| O/O | = | OUT-TO-OUT |
| P.C.P.P. | = | PERFORATED CORRUGATED PLASTIC PIPE |
| PEJF | = | PREFORMED EXPANSION JOINT FILLER |
| PROP. | = | PROPOSED |
| R.A. | = | REAR ABUTMENT |
| REQD. | = | REQUIRED |
| RT. | = | RIGHT |
| SER. | = | SERIES |
| SHLD. | = | SHOULDER |
| SPA. | = | SPACES |
| STA. | = | STATION |
| STD. | = | STANDARD |
| STM | = | STORM SEWER LINE |
| T&B | = | TOP AND BOTTOM |
| T/S | = | TOP OF SLOPE |
| T/T | = | TOE-TO-TOE |
| TYP. | = | TYPICAL |

GENERAL NOTES
 BRIDGE NO. FRA-70-03290 L / FRA-70-03290 R
 I-70 OVER HAMILTON DITCH

SFN
2503816

DESIGN AGENCY



DESIGNER: SJF
CHECKER: CLB

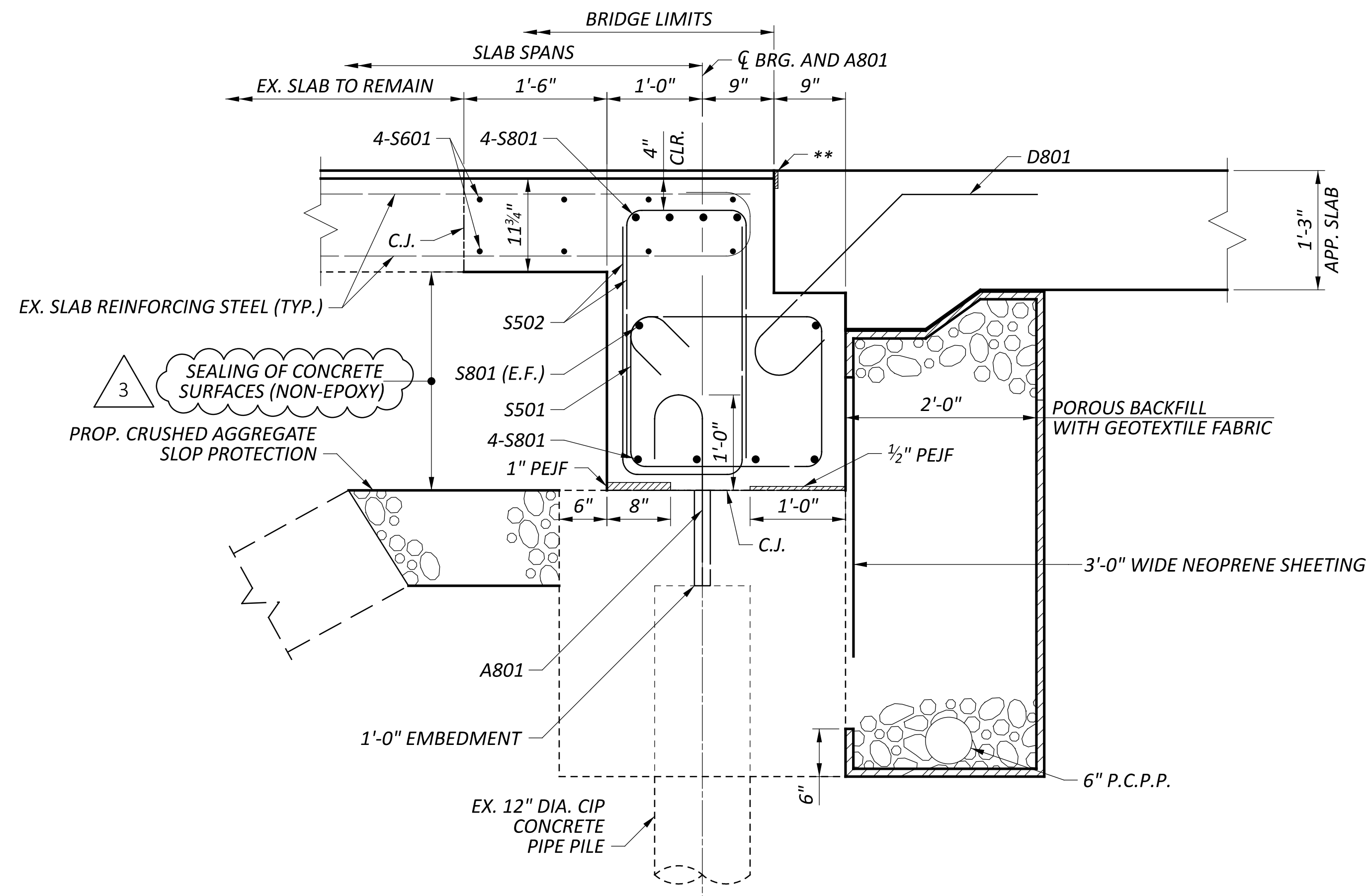
REVIEWER: JCS
03/15/24

PROJECT ID: 116949

SUBSET TOTAL: 3 | 15

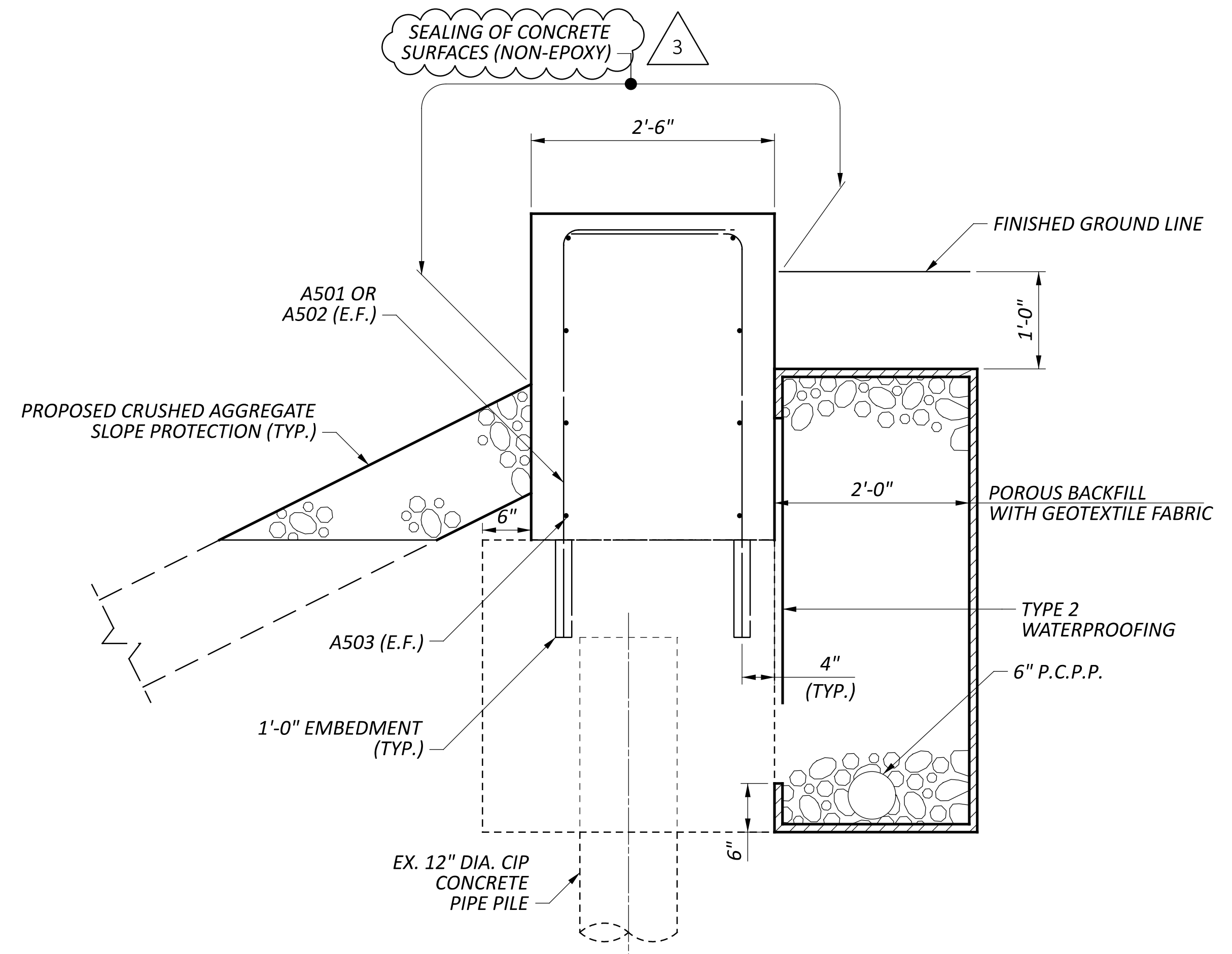
SHEET TOTAL: P.519 | 577

| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
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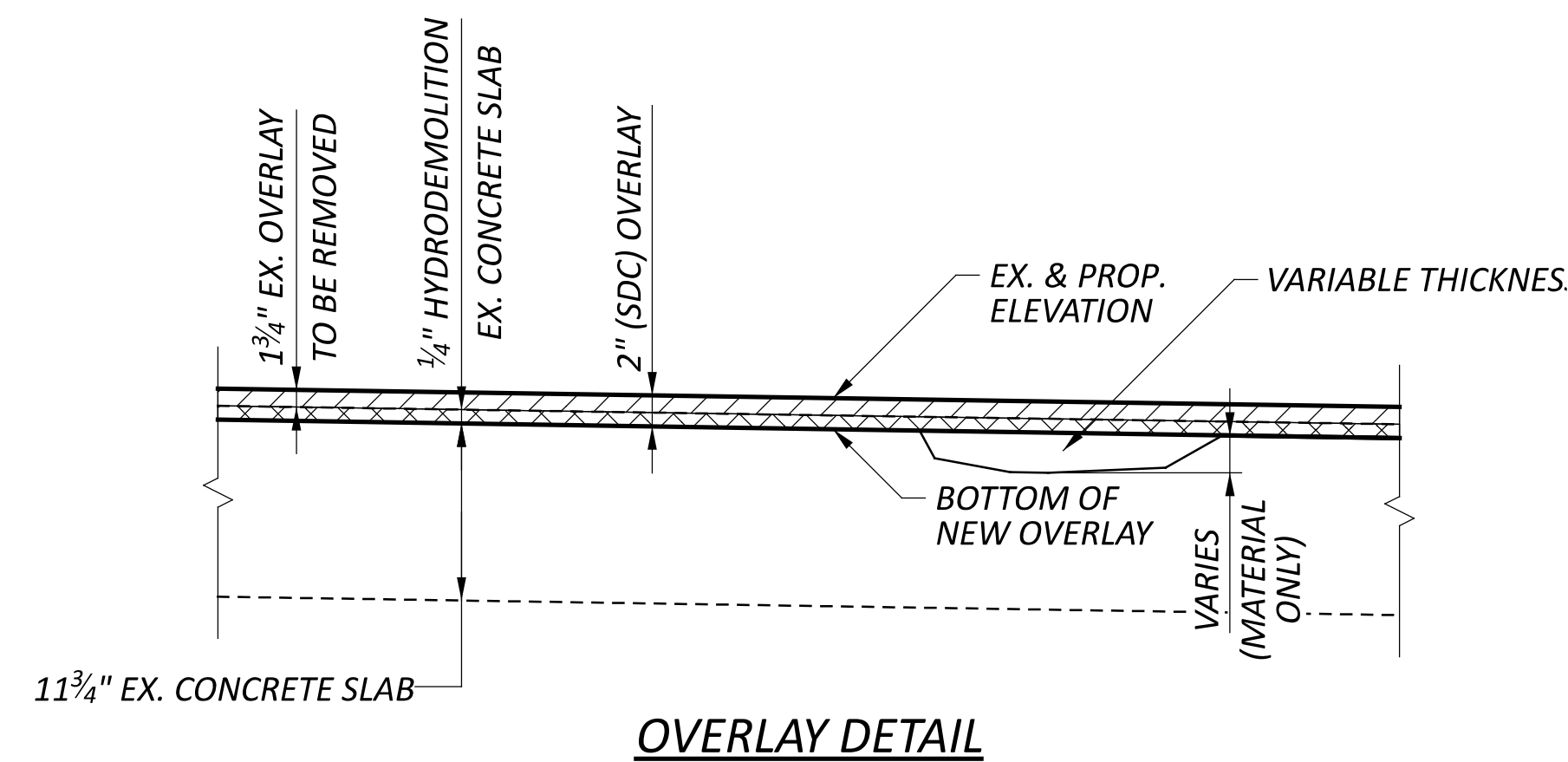
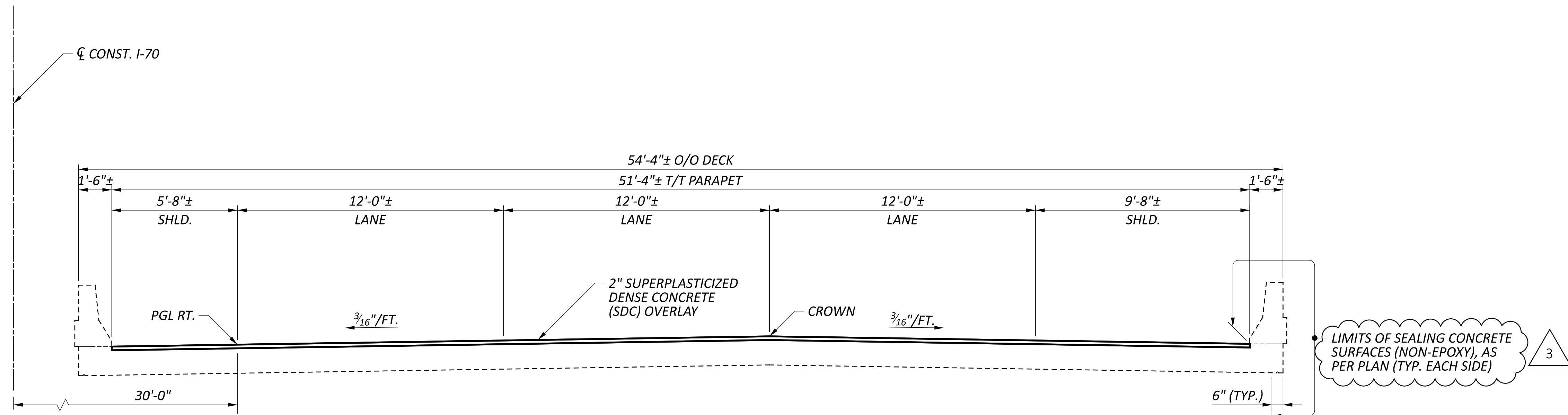
SECTION A-A

** SEE DETAIL "C" ON STANDARD DRAWING AS-1-81



SECTION B-B

| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | CHANGED ITEM 512 FROM EPOXY-URETHANE TO NON-EPOXY |

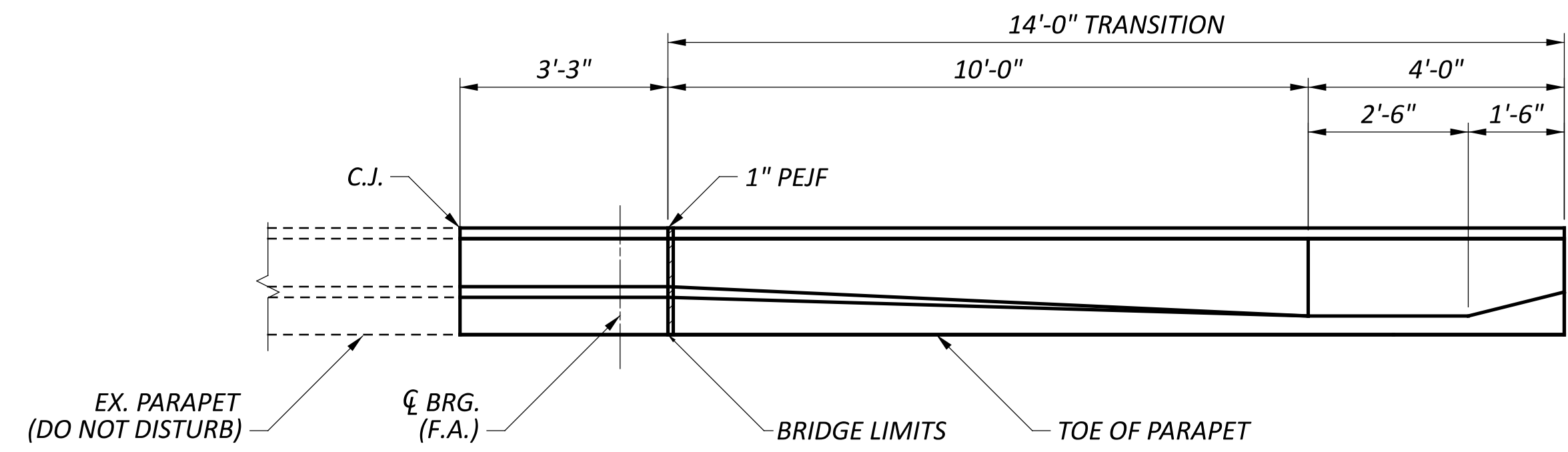
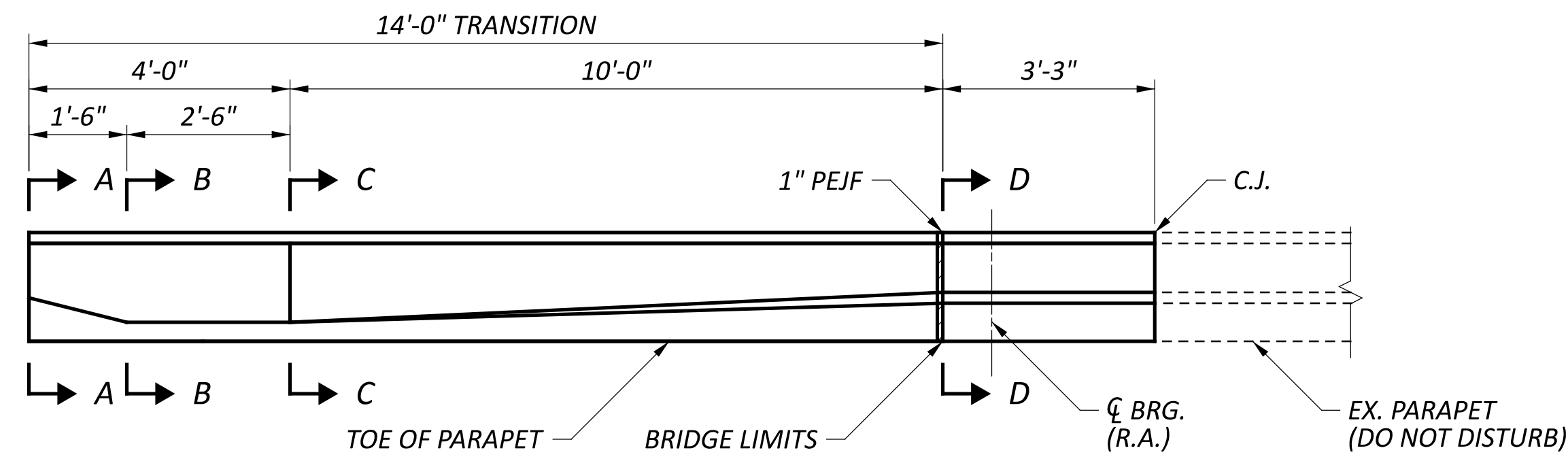


| REVISIONS | | |
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| REV. | DATE | REVISION |
| 3 | 1/27/2025 | CHANGED ITEM 512 FROM EPOXY-URETHANE TO NON-EPOXY |

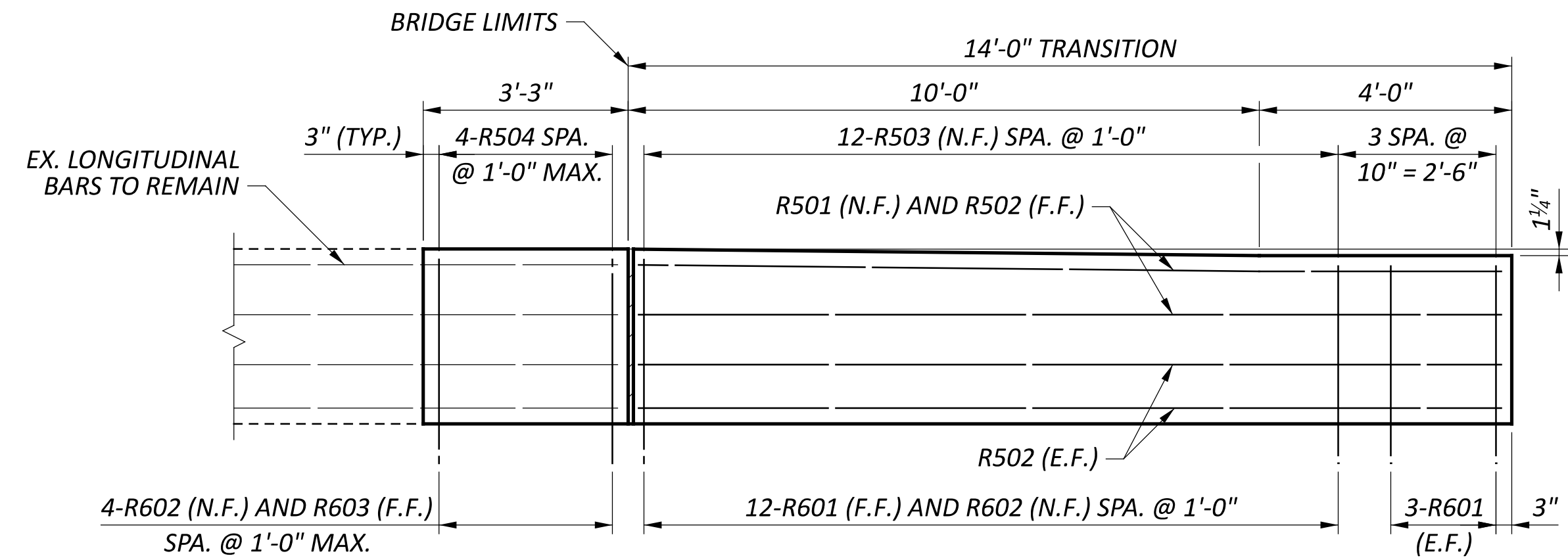
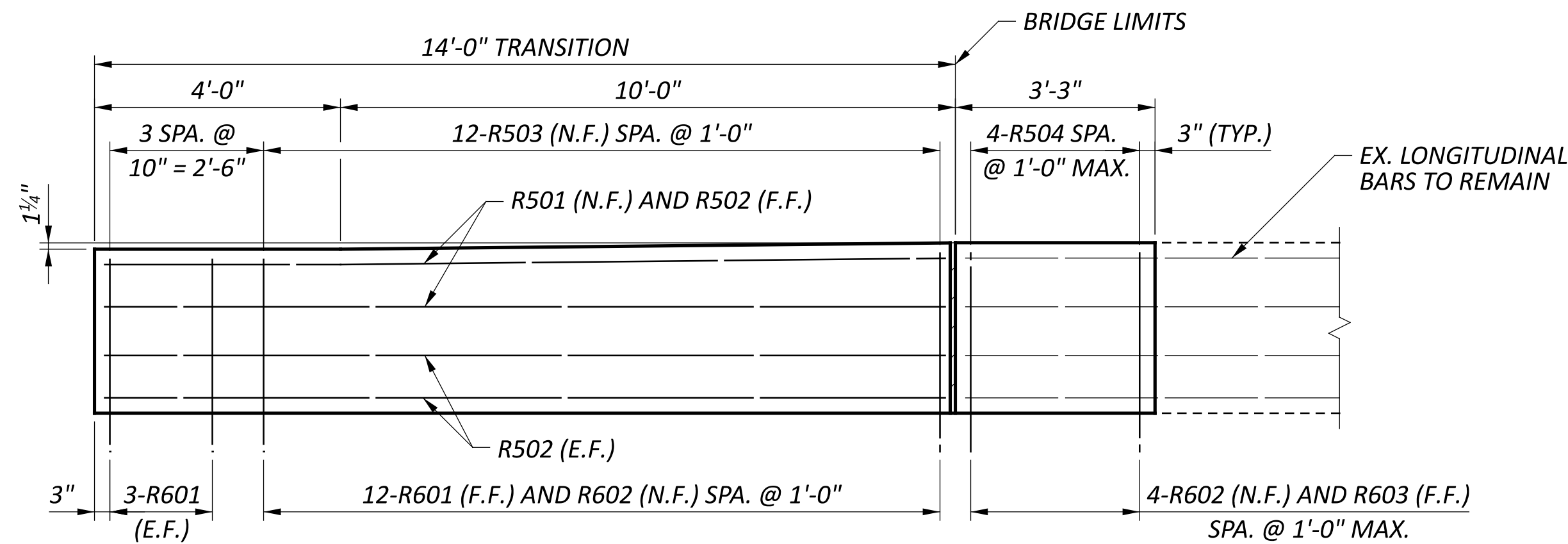
LEGEND

- REMOVAL OF EX. OVERLAY
- REMOVAL USING HYDRODEMOLITION

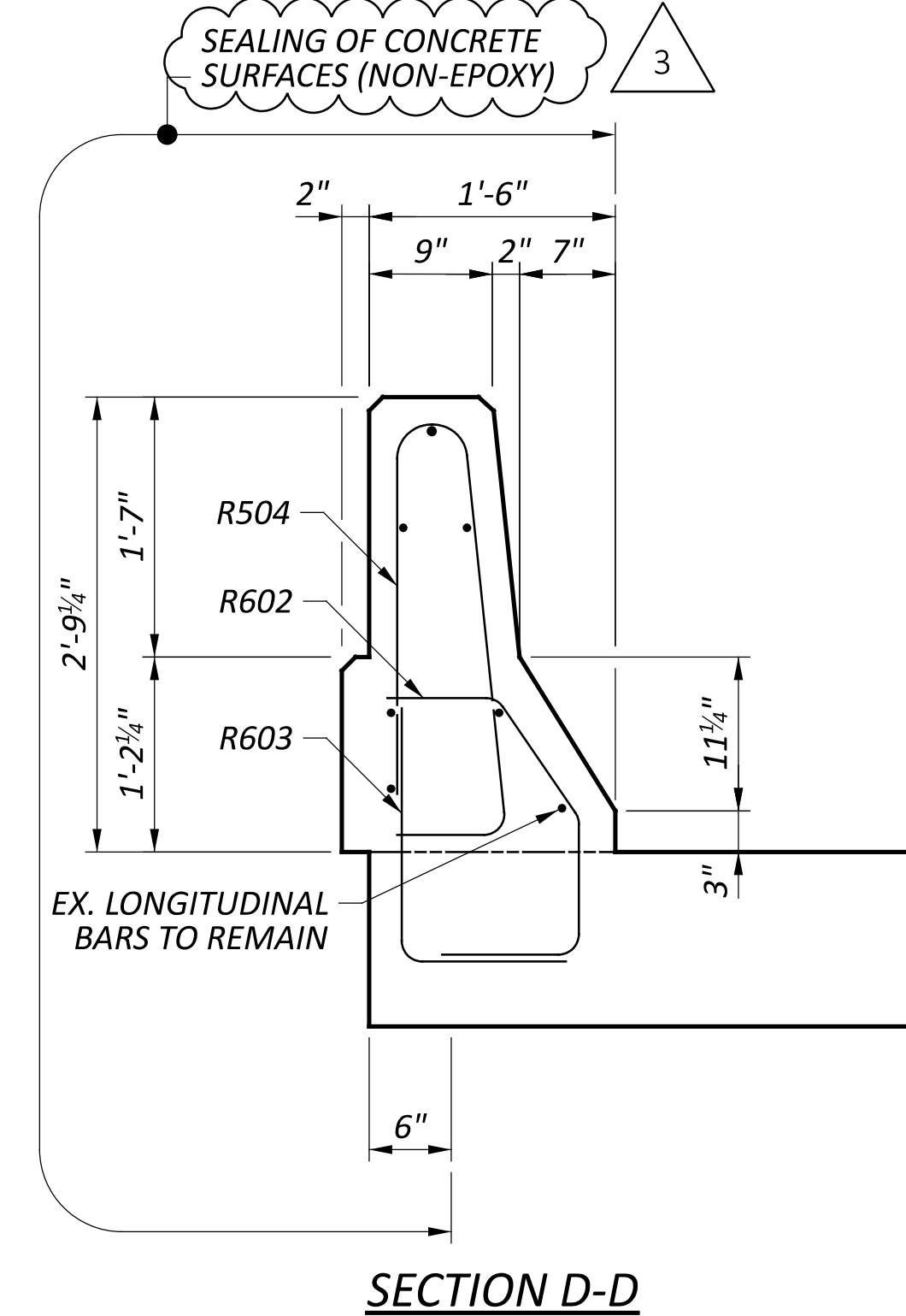
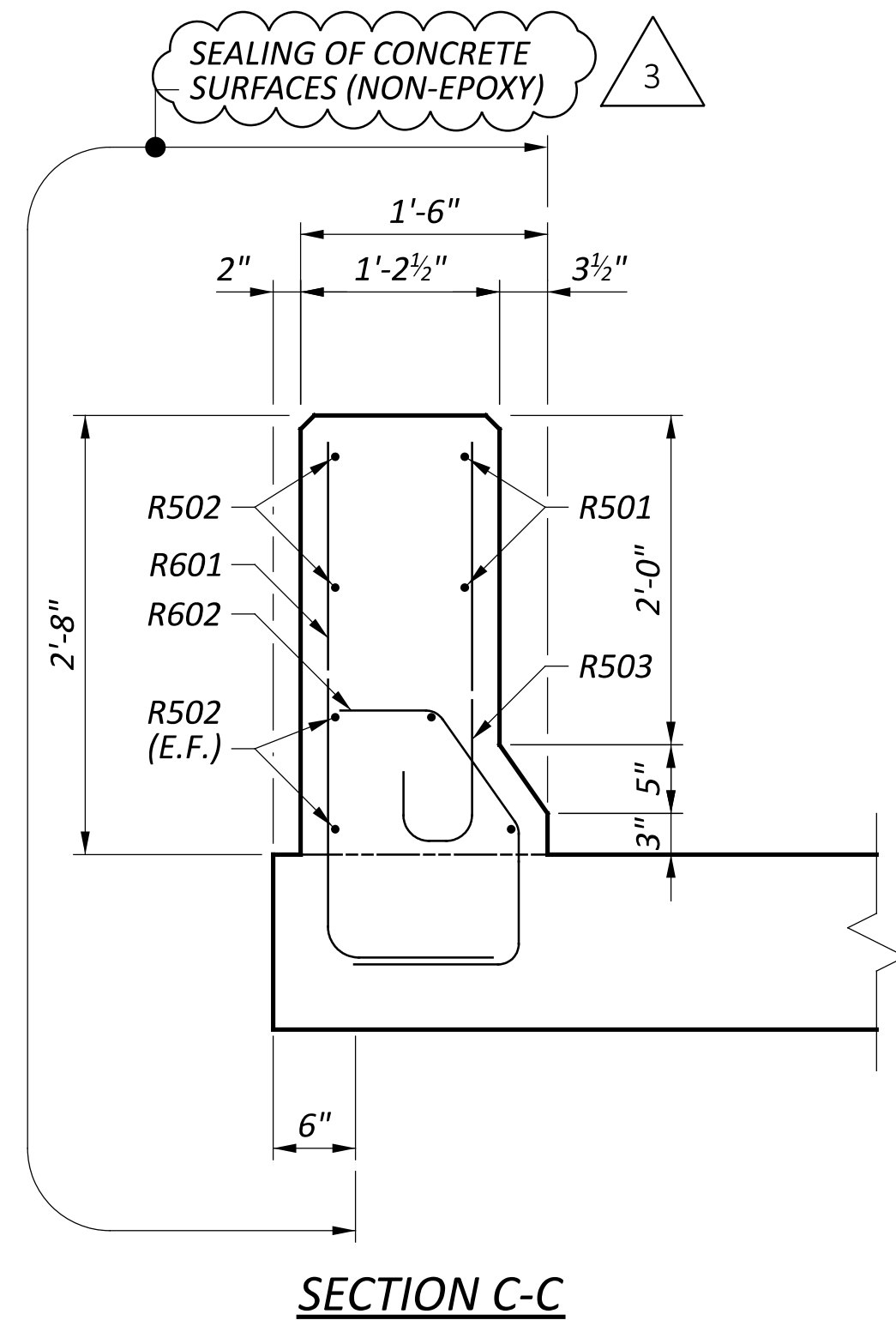
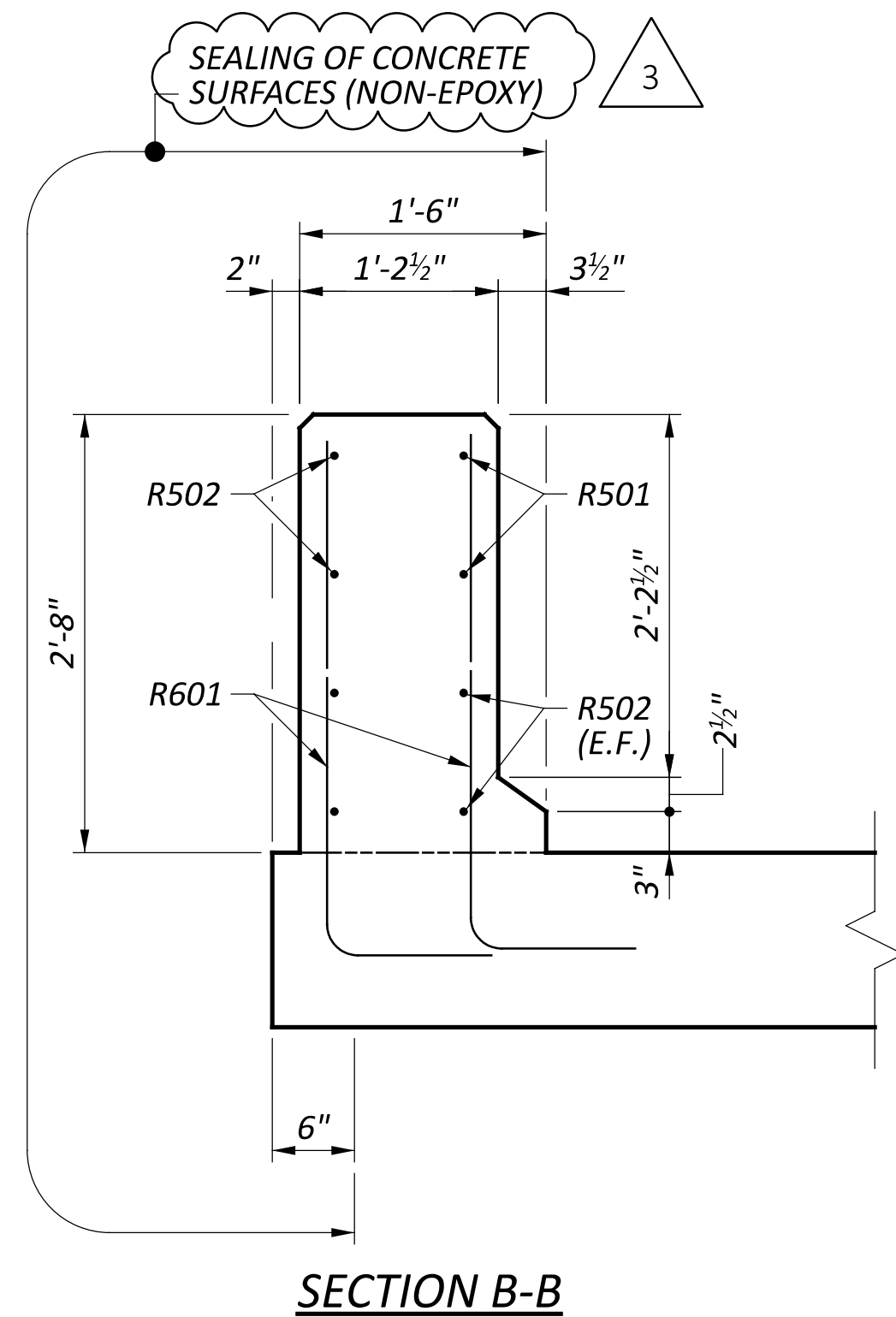
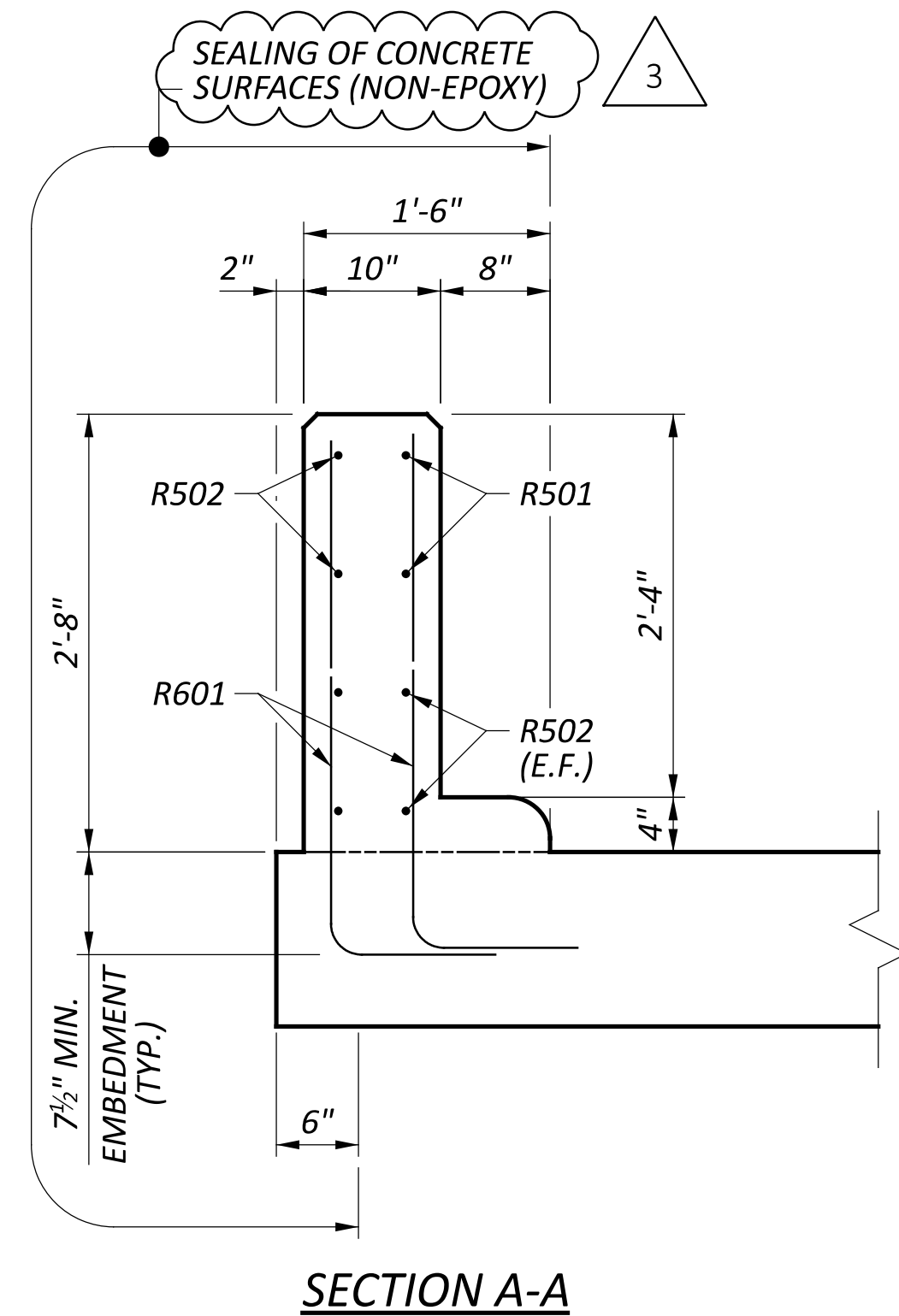
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| SFN | 2503816 |
| DESIGN AGENCY | STRUCTUREPOINT INC. |
| DESIGNER | CHECKER |
| SJF | CLB |
| REVIEWER | JCS 03/15/24 |
| PROJECT ID | 116949 |
| SUBSET | TOTAL |
| 10 | 15 |
| SHEET | TOTAL |
| P.526 | 577 |



PARAPET PLAN - RIGHT BRIDGE
 LEFT PARAPET SHOWN, RIGHT PARAPET SIMILAR
 (LEFT BRIDGE PARAPET SIMILAR)



PARAPET ELEVATION - RIGHT BRIDGE
 LEFT PARAPET SHOWN, RIGHT PARAPET SIMILAR
 (LEFT BRIDGE PARAPET SIMILAR)



| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | CHANGED ITEM 512 FROM EPOXY-URETHANE TO NON-EPOXY |

NOTES:
 SEE STANDARD BRIDGE DRAWING BR-1-13 FOR ADDITIONAL DETAILS.
 FOR BRIDGE TERMINAL ASSEMBLY, SEE STANDARD CONSTRUCTION DRAWING MSG 3.1 AND 3.2.

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

| | | |
|----------|---------|----------|
| AS-1-15 | REVISED | 01-20-23 |
| AS-2-15 | REVISED | 01-20-23 |
| CPA-1-08 | REVISED | 01-19-24 |

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

| | | |
|-------|---------|----------|
| SS848 | REVISED | 01-15-21 |
|-------|---------|----------|

DESIGN SPECIFICATIONS:

THE PROPOSED WORK CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (ALL)

PROPOSED WORK:

- REMOVE AND REPLACE PORTIONS OF EXISTING CONCRETE PARAPETS AND SLAB
- NEW INTEGRAL ABUTMENTS ABOVE TOP OF EX. PILE CAP
- REMOVE AND REPLACE EXISTING OVERLAY WITH SDC OVERLAY
- NEW FULL WIDTH APPROACH SLABS
- SEAL CONCRETE SURFACES

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 6 OFFICE, 400 E. WILLIAM STREET, DELAWARE, OHIO AND ARE AVAILABLE FOR REFERENCE.

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

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

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

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

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

ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

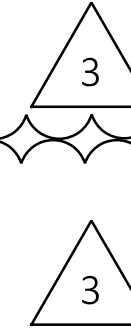
REPLACE ALL EXISTING STEEL REINFORCEMENT BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT.

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT:

PRIOR TO DRILLING HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. THE DEPARTMENT WILL PAY FOR DOWEL HOLES AND GROUTING WITH ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

ITEM 512 - SEALING OF CONCRETE SURFACE (NON-EPOXY), AS PER PLAN:

EXISTING SEALER SHALL BE REMOVED PRIOR TO APPLICATION OF NEW EPOXY-URETHANE SEALER.



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

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05. IF, DURING THE JACKING OPERATIONS, 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. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT 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 601 - CRUSHED AGGREGATE SLOPE PROTECTION:

THIS WORK CONSISTS OF REPLACING AREAS OF CRUSHED AGGREGATE SLOPE PROTECTION DISTURBED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED IN THE ESTIMATED QUANTITIES FOR BIDDING PURPOSES.

| | |
|---|-------|
| 601, CRUSHED AGGREGATE SLOPE PROTECTION | 35 SY |
|---|-------|

ABBREVIATION LIST:

THE FOLLOWING STANDARD ABBREVIATIONS ARE USED THROUGHOUT THE BRIDGE PLANS.

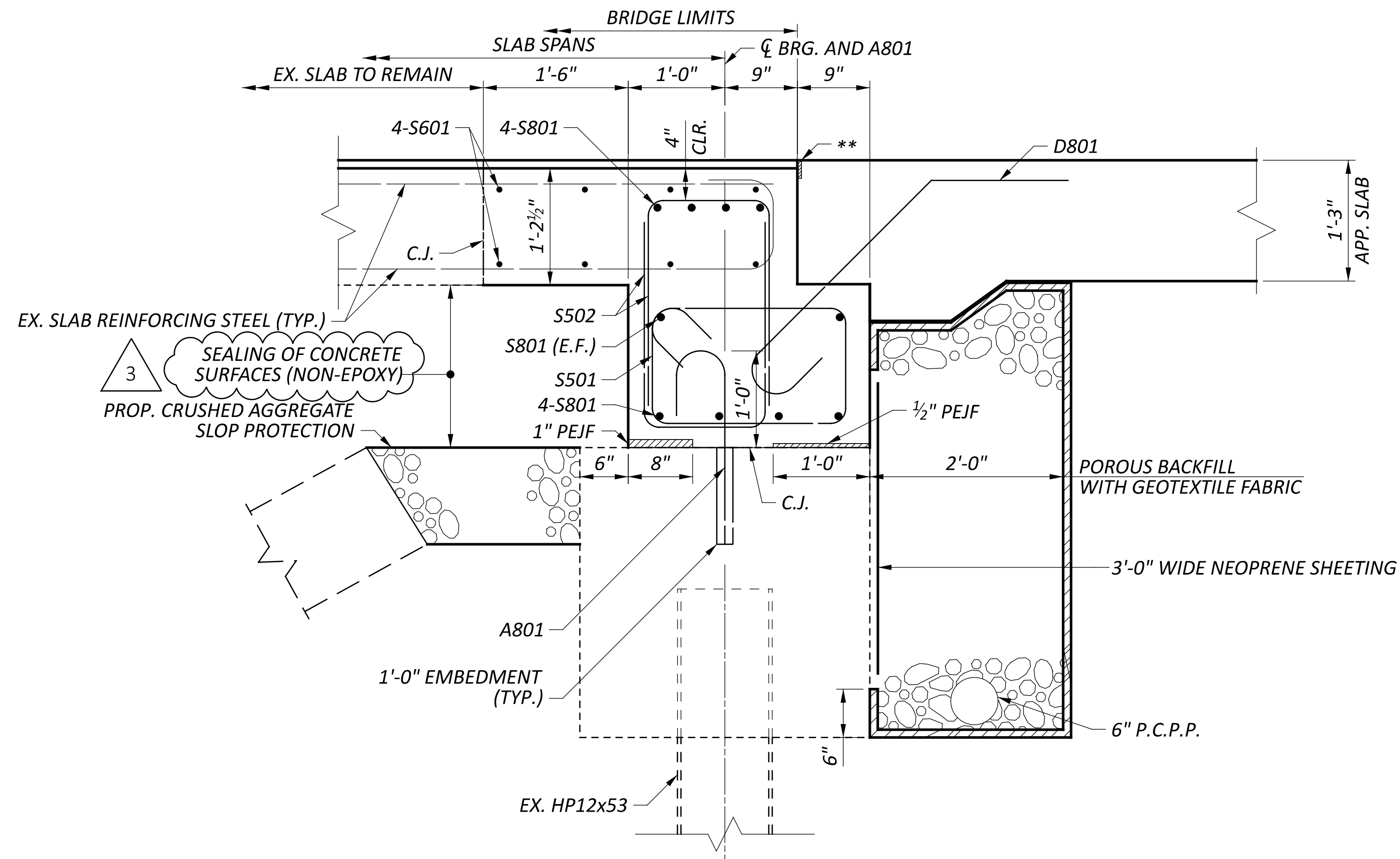
| | |
|------------|--|
| ABUT. | = ABUTMENT |
| A.T.G. | = ADJUST TO GRADE |
| BRG. | = BEARING |
| CB | = CATCH BASIN |
| C/C | = CENTER-TO-CENTER |
| C.J. | = CONSTRUCTION JOINT |
| CLR. | = CLEARANCE |
| CONST. | = CONSTRUCTION |
| DIA. | = DIAMETER |
| DWG. | = DRAWING |
| EA. | = EACH |
| E.F. | = EACH FACE |
| EL. | = ELEVATION |
| EST. | = ESTIMATED |
| EX. | = EXISTING |
| F.A. | = FORWARD ABUTMENT |
| F.D.S. | = FINAL DECK SURFACE |
| F.F. | = FRONT FACE |
| F.S. | = FAR SIDE |
| INV. | = INVERT |
| LT. | = LEFT |
| MH | = MANHOLE |
| N.P.C.P.P. | = NON-PERFORATED CORRUGATED PLASTIC PIPE |
| N.S. | = NEAR SIDE |
| O/O | = OUT-TO-OUT |
| P.C.P.P. | = PERFORATED CORRUGATED PLASTIC PIPE |
| PEJF | = PREFORMED EXPANSION JOINT FILLER |
| PROP. | = PROPOSED |
| R.A. | = REAR ABUTMENT |
| REQD. | = REQUIRED |
| RT. | = RIGHT |
| SER. | = SERIES |
| SHLD. | = SHOULDER |
| SPA. | = SPACES |
| STA. | = STATION |
| STD. | = STANDARD |
| STM | = STORM SEWER LINE |
| T&B | = TOP AND BOTTOM |
| T/S | = TOP OF SLOPE |
| T/T | = TOE-TO-TOE |
| TYP. | = TYPICAL |

GENERAL NOTES
 BRIDGE NO. FRA-70-04170 L/ FRA-70-04170 R
 I-70 OVER CLOVER GROFF DITCH

| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | CHANGED ITEM 512 FROM EPOXY-URETHANE TO NON-EPOXY REMOVED EPOXY-URETHANE COLOR REFERENCE |

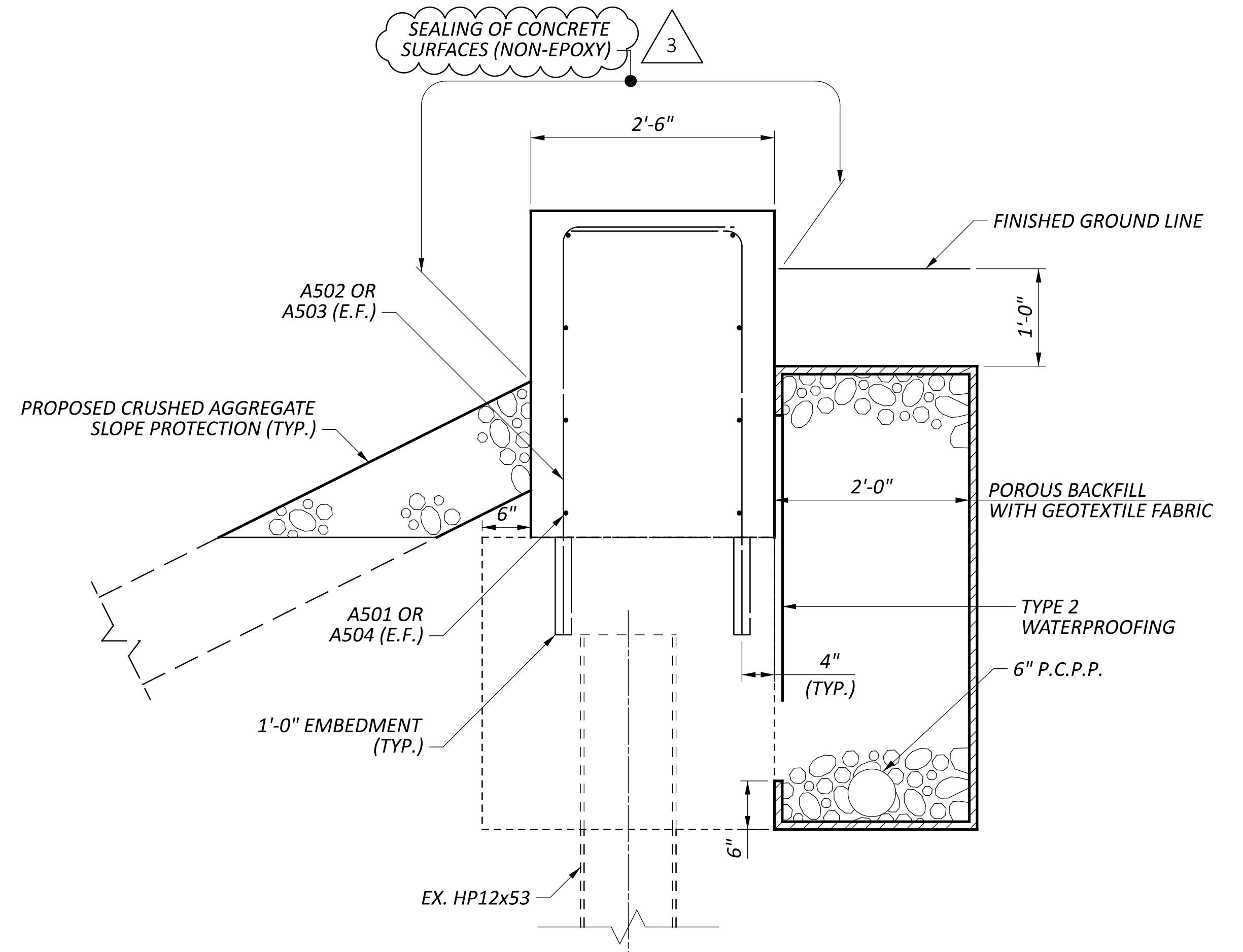
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| SFN | 2503905 |
| DESIGNER | CHECKER |
| SJF | CLB |
| REVIEWER | |
| JCS | 03/15/24 |
| PROJECT ID | 116949 |
| SUBSET | TOTAL |
| 3 | 17 |
| SHEET | TOTAL |
| P.534 | 577 |





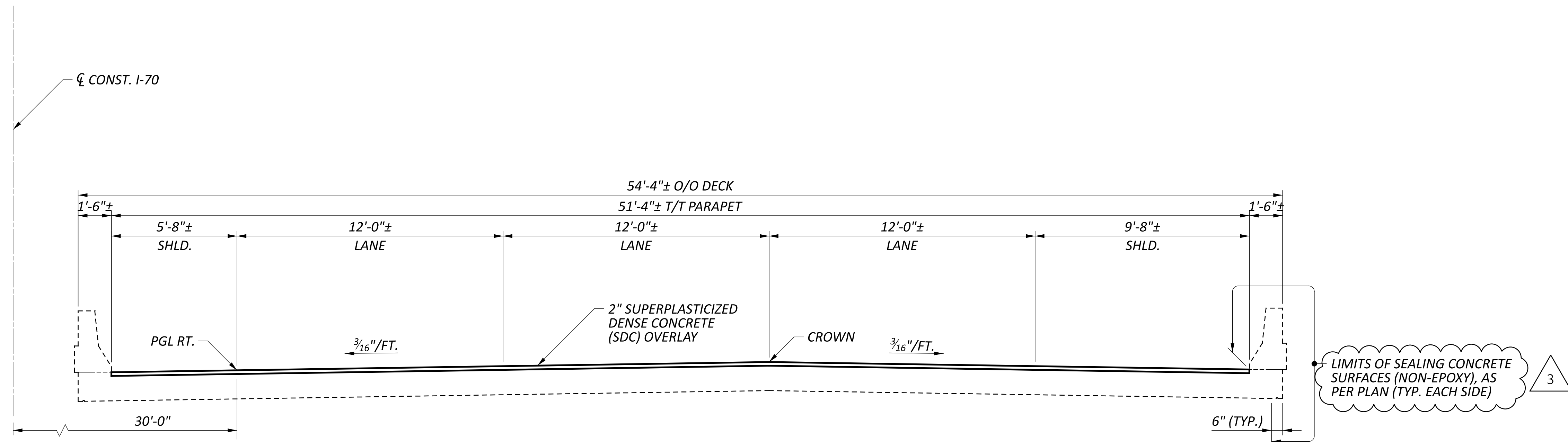
SECTION A-A

** SEE DETAIL "C" ON STANDARD DRAWING AS-1-81

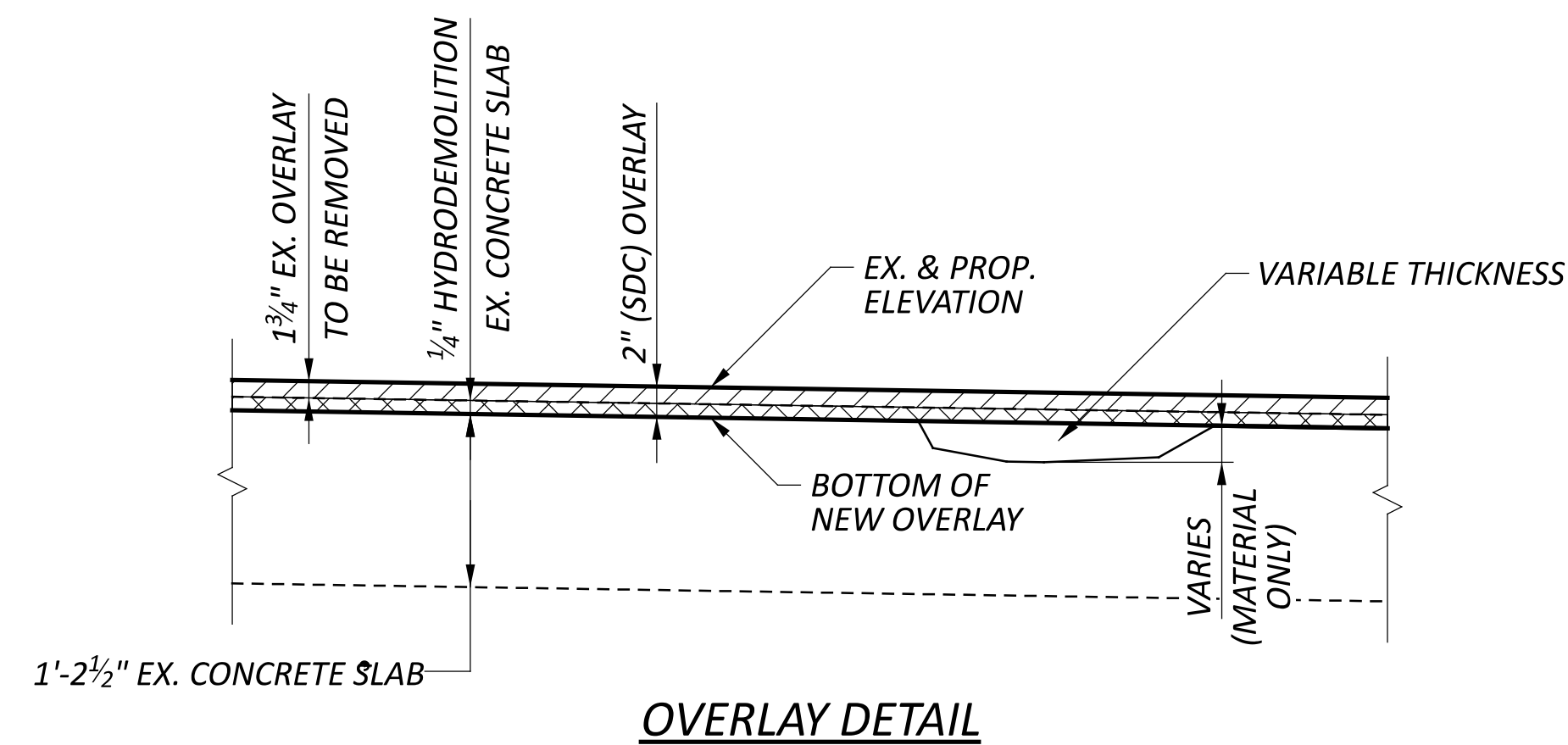


SECTION B-B

| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | CHANGED ITEM 512 FROM EPOXY-URETHANE TO NON-EPOXY |



TRANSVERSE SECTION FRA-70-04170 R
 RIGHT BRIDGE SHOWN, LEFT BRIDGE SYMMETRIC ABOUT C.C. CONST. I-70

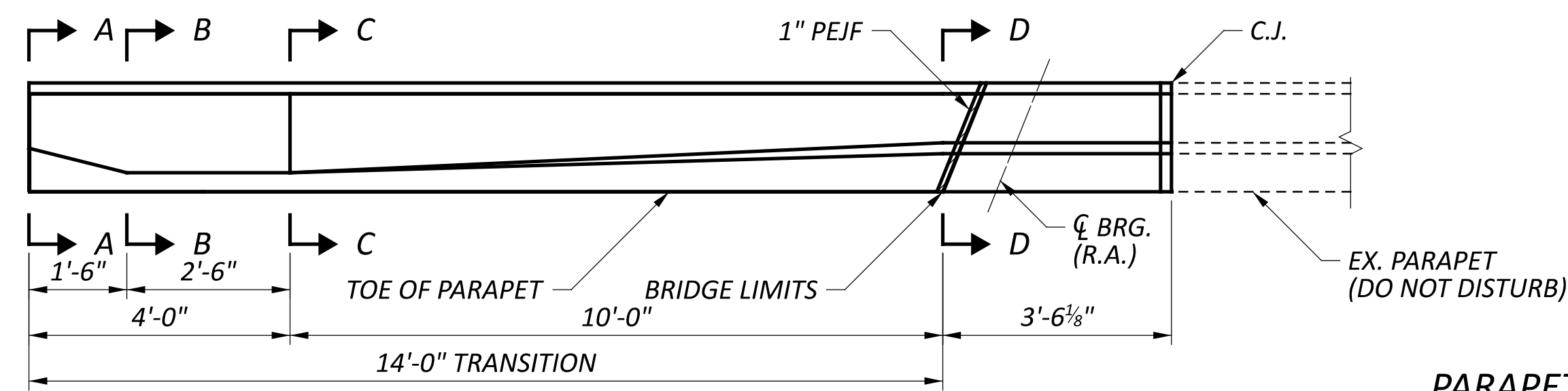
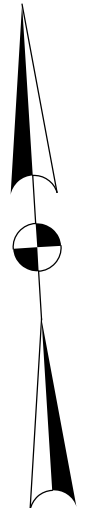


| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | CHANGED ITEM 512 FROM EPOXY-URETHANE TO NON-EPOXY |

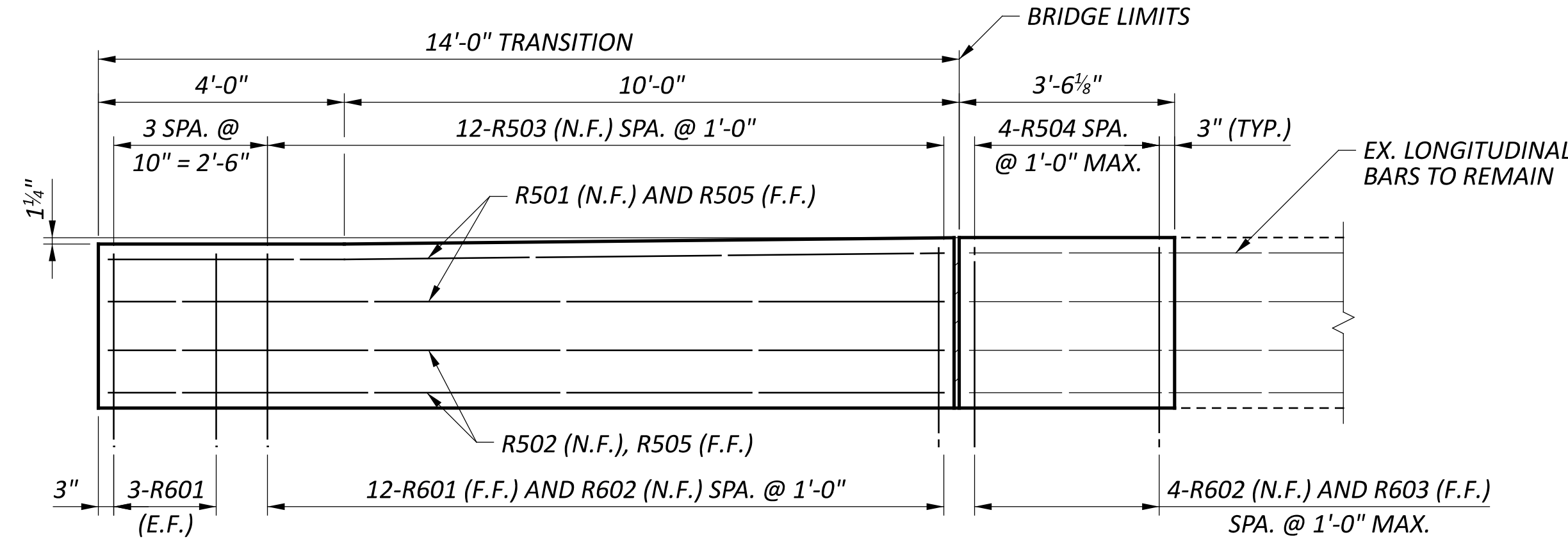
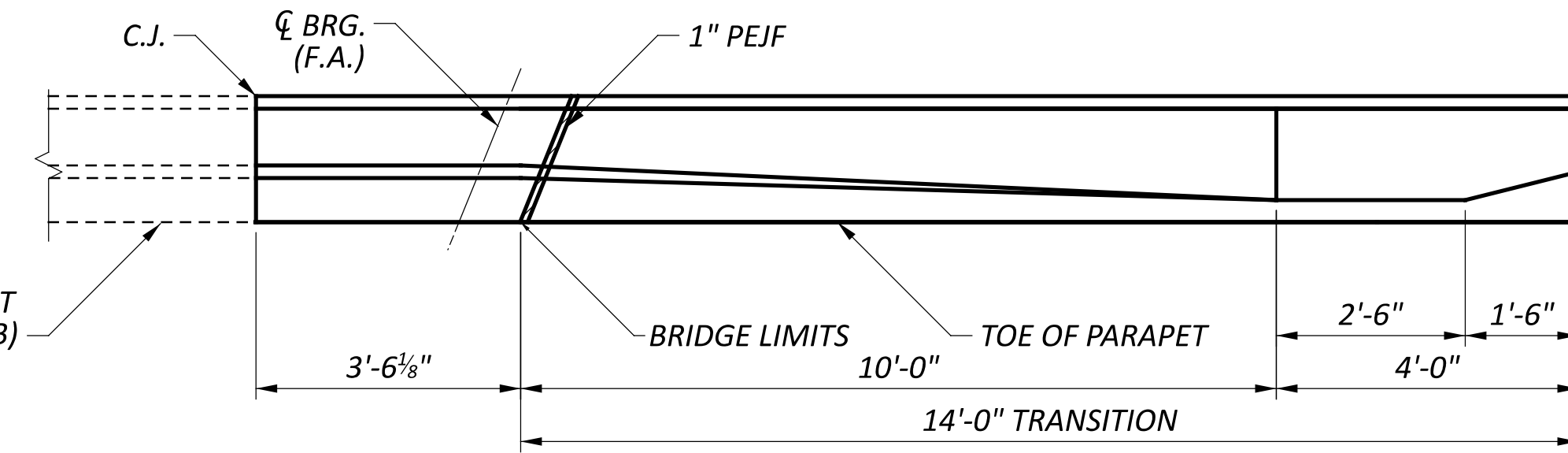
LEGEND

- REMOVAL OF EX. OVERLAY
- REMOVAL USING HYDRODEMOLITION

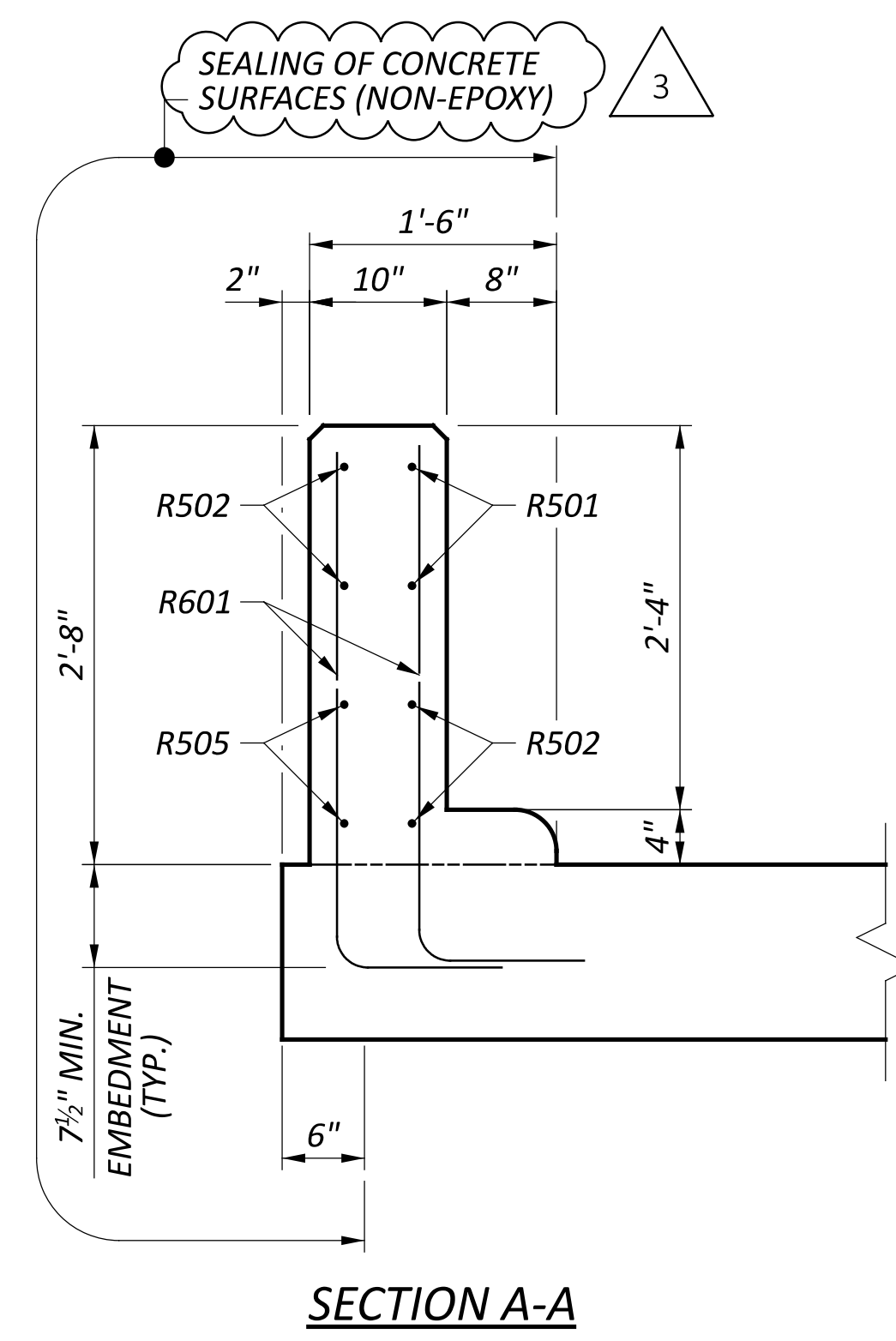
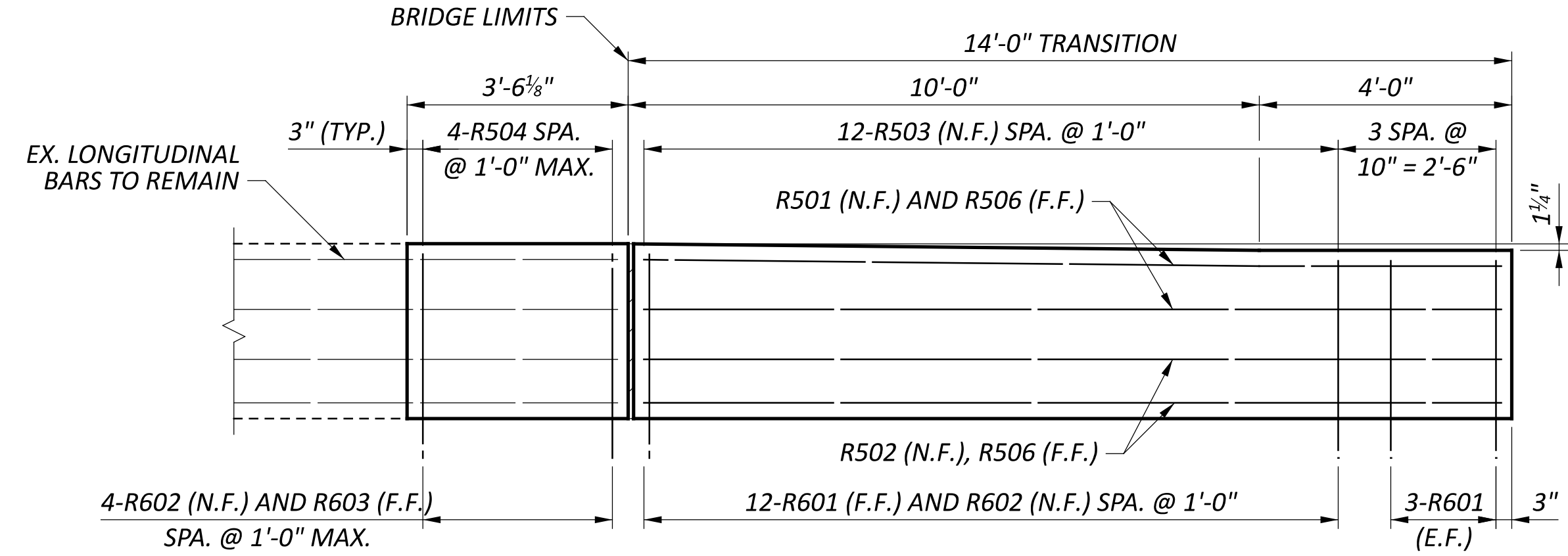
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| SFN 2503905 | |
| DESIGN AGENCY | |
| STRUCTUREPOINT | |
| DESIGNER | CHECKER |
| SJF | CLB |
| REVIEWER | |
| JCS | 03/15/24 |
| PROJECT ID | |
| 116949 | |
| SUBSET | TOTAL |
| 12 | 17 |
| SHEET | TOTAL |
| P.543 | 577 |



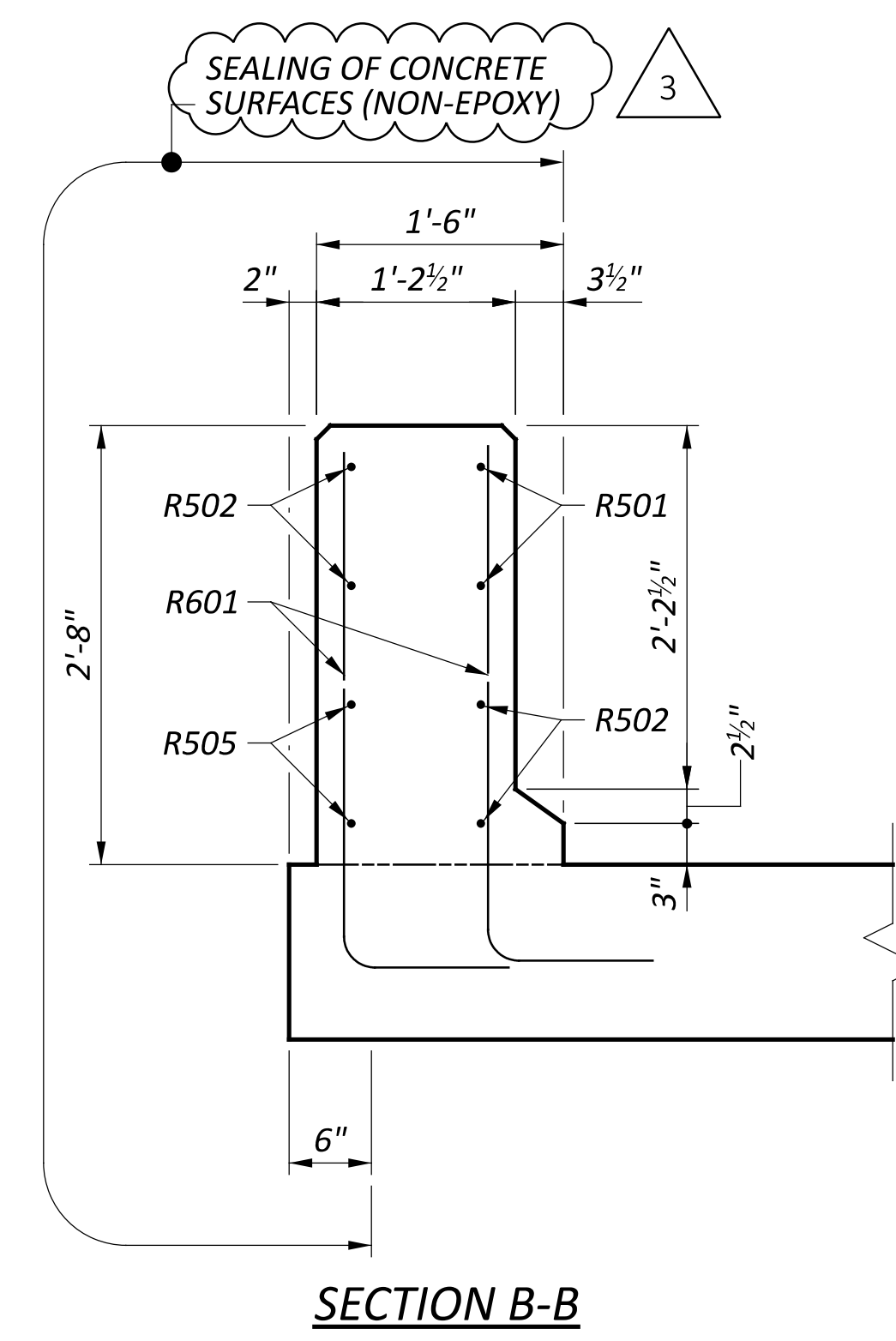
PARAPET PLAN - RIGHT BRIDGE
 LEFT PARAPET SHOWN, RIGHT PARAPET SIMILAR
 (LEFT BRIDGE PARAPET SIMILAR)



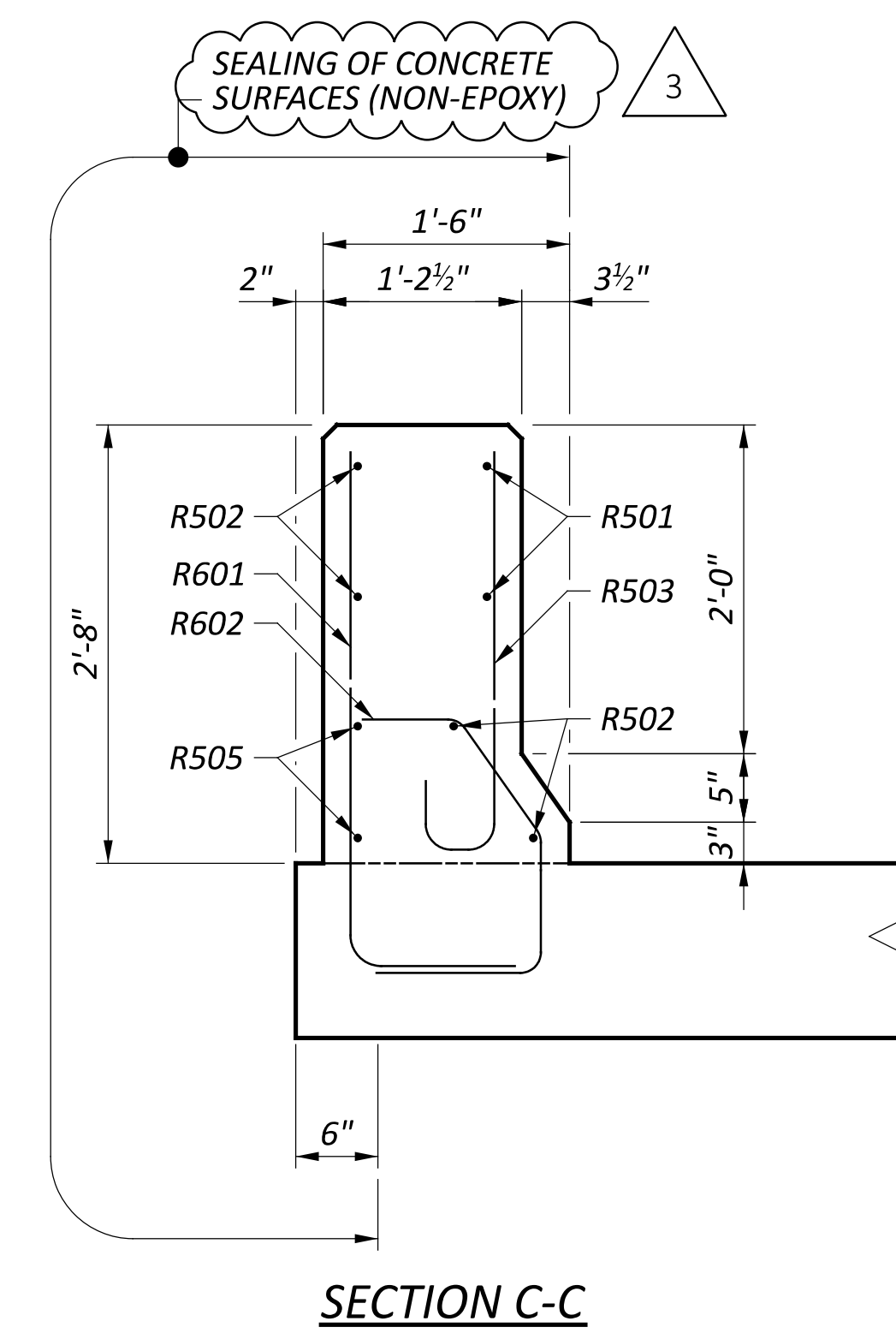
PARAPET ELEVATION - RIGHT BRIDGE
 LEFT PARAPET SHOWN, RIGHT PARAPET SIMILAR
 (LEFT BRIDGE PARAPET SIMILAR)



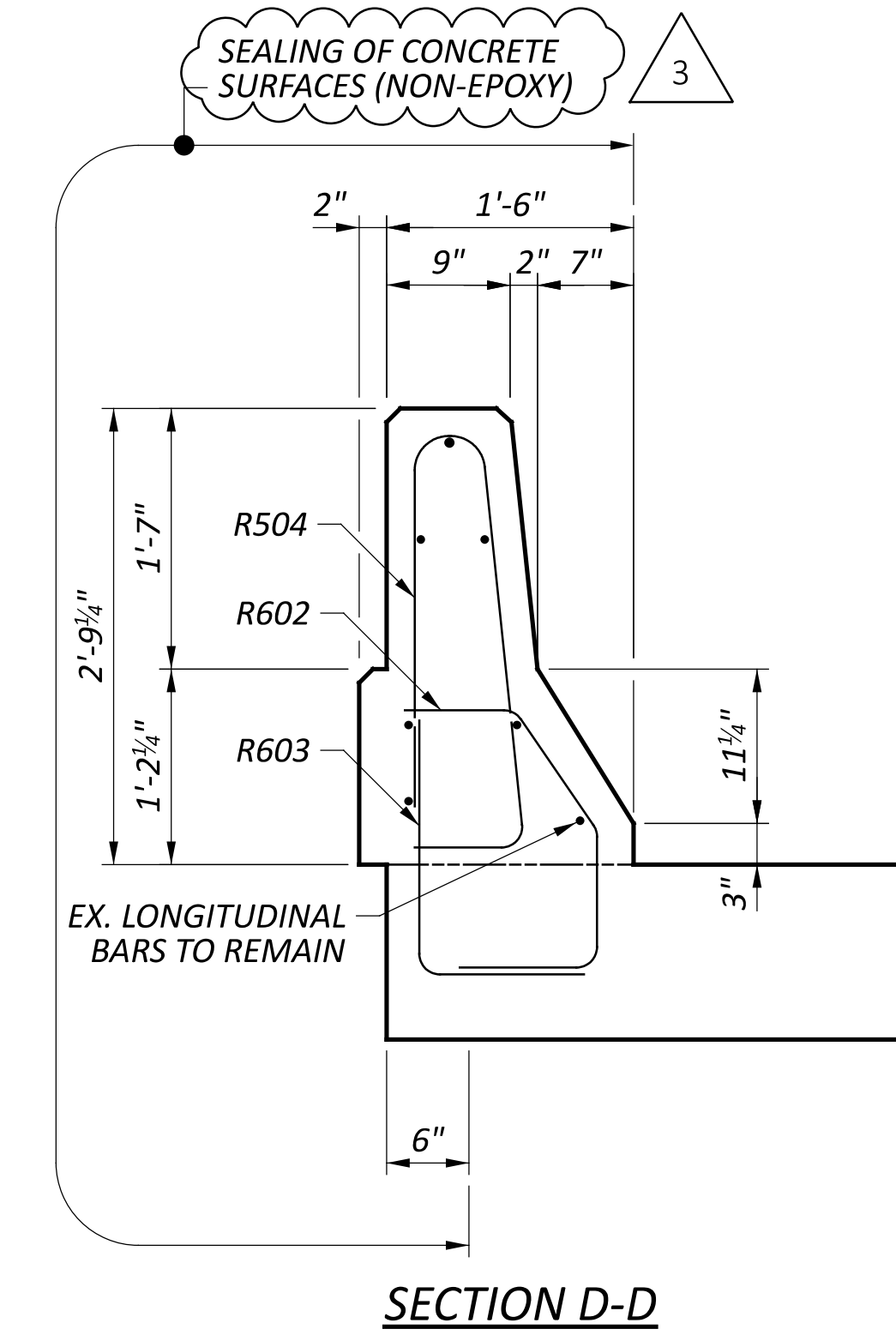
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

| REVISIONS | | |
|-----------|-----------|---|
| REV. | DATE | REVISION |
| 3 | 1/27/2025 | CHANGED ITEM 512 FROM EPOXY-URETHANE TO NON-EPOXY |

NOTES:
 SEE STANDARD BRIDGE DRAWING BR-1-13 FOR ADDITIONAL DETAILS.
 FOR BRIDGE TERMINAL ASSEMBLY, SEE STANDARD CONSTRUCTION DRAWING MSG 3.1 AND 3.2.

PARAPET DETAILS
 BRIDGE NO. FRA-70-04170 L/ FRA-70-04170 R
 I-70 OVER CLOVER GROFF DITCH

| | |
|---------------|---------------------|
| SFN | 2503905 |
| DESIGN AGENCY | STRUCTUREPOINT INC. |
| DESIGNER | CHECKER |
| SJF | CLB |
| REVIEWER | JCS 03/15/24 |
| PROJECT ID | 116949 |
| SUBSET | TOTAL |
| 13 | 17 |
| SHEET | TOTAL |
| P.544 | 577 |