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ITEM 615, ROADS FOR MAINTAINING TRAFFIC

PER THE REQUIREMENTS OF THE 2023 CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS), ALL COSTS ASSOCIATED WITH DRAINAGE RELATED TO TEMPORARY PAVEMENT CONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, ROADS FOR MAINTAINING TRAFFIC. THE MAINTENANCE OF TRAFFIC PLANS IDENTIFY SPECIFIC LOCATIONS WHERE TEMPORARY DRAINAGE CONDUITS AND TEMPORARY GUARDRAIL ARE EXPECTED TO BE NEEDED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE ACTUAL DESIGN NEEDS. THESE SPECIFIC ITEMS, AS WELL AS ALL OTHER REQUIREMENTS OF THE CMS SHALL BE INCLUDED IN THE BASE BID OF ROADS FOR MAINTAINING TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY. THESE QUANTITIES DO NOT INCLUDE ALL ASPECTS OF ITEM 615, BUT HAVE BEEN PROVIDED FOR ASSISTANCE IN BIDDING:

12" CONDUIT, TYPE B = 300 FEET
12" CONDUIT, TYPE C = 100 FEET
~~DRAINAGE MISC. - CONVERT MEDIAN INLET TO CB-6 = 3 EACH~~
TEMPORARY GUARDRAIL = 455 FEET

EXCAVATION FOR MAINTAINING TRAFFIC 590 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 355 CU. YD.

PAYMENT FOR ALL COSTS SHALL BE INCLUDED IN THE CONTRACT PRICE PER LUMP SUM FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN

THIS ITEM OF WORK SHALL INCLUDE EARTHWORK AND PAVEMENT FOR CONSTRUCTING THE PAVEMENT TRANSITION AREA IN THE OPTIONAL SUB-PHASE (PHASE 1 PART 2) ON IR-75.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY. THESE QUANTITIES DO NOT INCLUDE ALL ASPECTS OF ITEM 615, BUT HAVE BEEN PROVIDED FOR ASSISTANCE IN BIDDING:

EMBANKMENT FOR MAINTAINING TRAFFIC 1760 CU. YD.
PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A 995 SQ. YD.

PAYMENT FOR ALL COSTS SHALL BE INCLUDED IN THE CONTRACT PRICE PER LUMP SUM FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

IN ORDER TO REMOVE EXISTING RUMBLE STRIPS PRIOR TO SHIFTING TRAFFIC ONTO SHOULDERS, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SHALL INCLUDE MILLING 2" WIDE BY 1.5" DEEP STRIP OF EXISTING INSIDE AND OUTSIDE SHOULDERS FOR THE STATION RANGES DETAILED BELOW. THE MILLED AREAS SHALL THEN BE RESURFACED WITH 1.5" OF ASPHALT CONCRETE SURFACE COURSE (ITEM 448, TYPE I). THIS WORK SHALL BE COMPLETED PRIOR TO SHIFTING MAINLINE TRAFFIC ONTO THE SHOULDERS.

PAYMENT FOR ALL MATERIALS AND LABOR ASSOCIATED WITH MILLING AND RESURFACING EXISTING SHOULDERS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

A QUANTITY OF 5480 S.Y. FOR THIS ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY.

THE MILLING AND RESURFACING DESCRIBED ABOVE SHALL BE APPLIED TO THE FOLLOWING LENGTHS OF EXISTING SHOULDER:

IR 75 NB INSIDE SHOULDER STA. 401+00 - STA. 483+00
IR 75 NB OUTSIDE SHOULDER STA. 401+00 - STA. 471+00
IR 75 SB INSIDE SHOULDER STA. 408+00 - STA. 461+00
SR 562 WB OUTSIDE SHOULDER STA. 14+00 - STA. 36+00

ITEM 622, PORTABLE BARRIER, 50"

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.

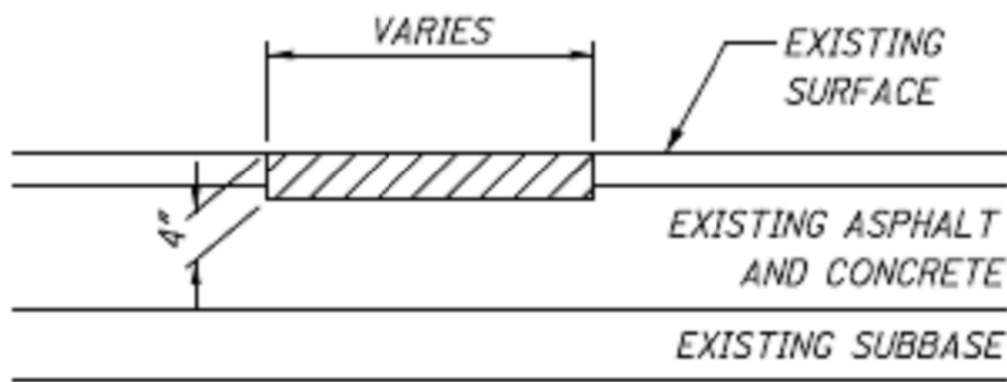
FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

50" PORTABLE BARRIER SHALL BE ANCHORED ANYTIME THERE IS LESS THAN 2' BETWEEN THE BACK OF BARRIER AND WORK ZONE.

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.

ITEM, 253 PARTIAL DEPTH PAVEMENT REPAIR

THE FOLLOWING ESTIMATED QUANTITIES OF ITEM 253 PARTIAL DEPTH PAVEMENT REPAIR HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED IN EACH YEAR OF MOT AS DIRECTED BY THE ENGINEER FOR MAINTAINING TRAFFIC.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MINIMUM DEPTH OF 4 INCHES OR TOP OF CONCRETE OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.15 AND IN APPROXIMATELY EQUAL LAYERS IF REQUIRED DUE TO THE DEPTH OF REPAIR. PARTIAL DEPTH PAVEMENT REPAIRS SHALL HAVE A MINIMUM WIDTH OF 4'. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2027
400 CU YDS

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2028
400 CU YDS

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2029
400 CU YDS

ITEM 503, COFFERDAMS AND EXCAVATION BRACING

TEMPORARY SHORING WILL BE REQUIRED TO FACILITATE MAINTAINING TRAFFIC IN THE LOCATIONS DEPICTED IN THE MAINTENANCE OF TRAFFIC PLANS. APPROXIMATE LENGTHS OF THE TEMPORARY SHORING HAS BEEN PROVIDED IN PLAN TO AID IN THE BIDDING OF THESE WALLS. SEPERATE PAY ITEMS HAVE BEEN INCLUDED FOR EACH LOCATION. THE SHORING IS ANTICIPATED TO HAVE AN EXPOSED HEIGHT OF LESS THAN 8'-0". THE CONTRACTOR IS RESPONSIBLE FOR THEIR CHOSEN METHOD OF SHORING. PLANS, INCLUDING DESIGN AND GEOTECHNICAL EVALUATION, FOR THE TEMPORARY SHORING SHALL BE PREPARED AND PROVIDED PER CMS 501.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS ITEM. ALL COSTS ASSOCIATED WITH TEMPORARY SHORING SHALL BE INCIDENTAL TO THE LUMP SUM FOR ITEM 503, COFFERDAMS AND EXCAVATION BRACING, FOR EACH LOCATION IN THE GENERAL SUMMARY.

ID	PHASE	LOCATION	TYPE	STATION	TEMP. SHORING LENGTH (FT)	TEMP. SHORING AREA (SF)
TS1	1	IR-75	SHEET PILE	439+50- 442+00	250	1000
TS2	1	IR-75	TWFMSE WALL	453+50- 465+00	1150	6325
TS3	1	IR-75	SHEET PILE	465+00- 472+10	710	2840
TS4	1	RAMP N	SHEET PILE	412+35 - 415+50	315	1260
TS5	1	RAMP N	TWFMSE WALL	420+25- 422+00	175	525
TS6	1	RAMP N	SHEET PILE	422+00- 428+13	613	4904
TS7	1 PT 1	RAMP Q	SHEET PILE	28+00 - 34+50	650	2600
TS8	2	IR-75	SHEET PILE	453+00- 470+27	1727	6908
TS9	2	IR-75	SHEET PILE	410+00 - 412+50	250	1000

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS7
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS8
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS9

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

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MAINTAINING INTERSTATE REFERENCE LOCATION SIGNS

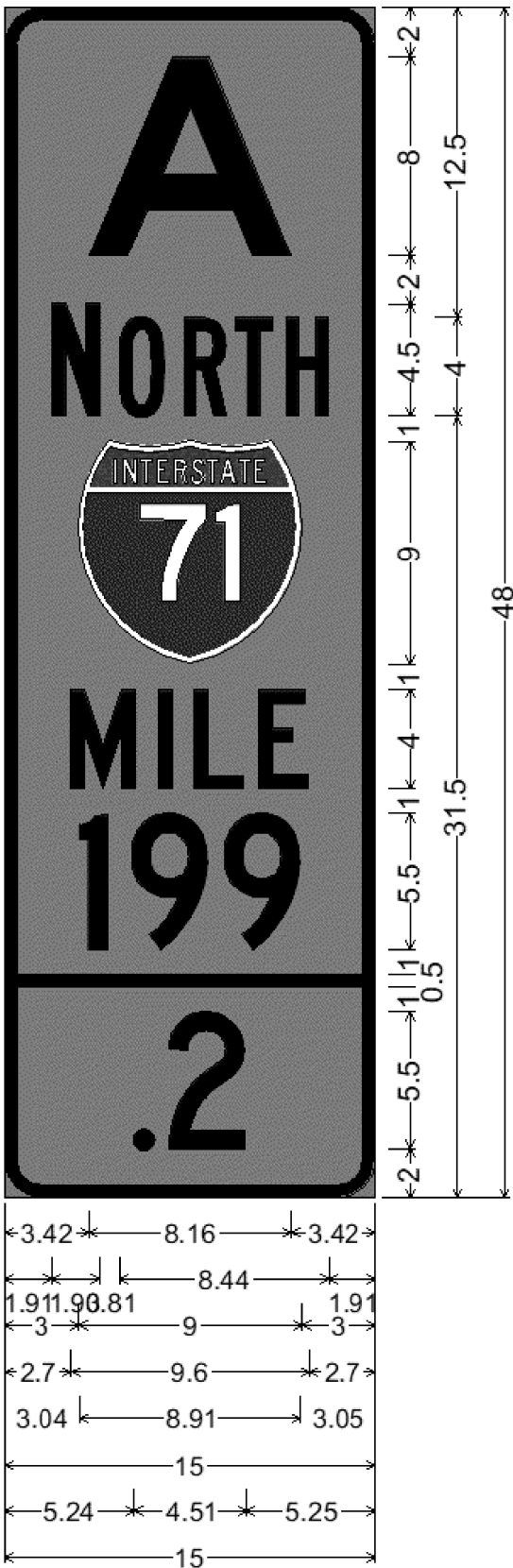
THE CONTRACTOR SHALL MAINTAIN INTERSTATE REFERENCE LOCATION SIGNS (SIGN D10-5) BY USE OF THE EXISTING, TEMPORARY (BLACK ON ORANGE), OR PROPOSED REFERENCE LOCATION SIGNS. THESE SIGNS SHALL BE SPACED EVERY 2/10 OF A MILE MAINTAINED DURING THE FOLLOWING PHASES AS DESCRIBED BELOW OR AS DETAILED WITHIN. ADDITIONAL SIGNS MAY BE USED TO IDENTIFY CONTRACTOR ACCESS POINTS. THE SIGN DIMENSIONS BELOW INCLUDE THE LETTER A TO DESIGNATE AN ACCESS POINT. NON-ACCESS POINT SIGNS CAN BE REDUCED IN HEIGHT.

- PHASE 1:
- EXISTING D10-5 SIGNS MOUNTED ON MEDIAN BARRIER

- PHASE 2:
- TEMPORARY D10-5 SIGNS GROUND MOUNTED ALONG THE SB RIGHT SHOULDER
 - EXISTING D10-5 SIGNS MOUNTED ON MEDIAN BARRIER

- PHASE 3:
- TEMPORARY D10-5 SIGNS GROUND MOUNTED ALONG THE SB RIGHT SHOULDER (FROM PHASE 2)
 - TEMPORARY D10-5 SIGNS GROUND MOUNTED ALONG THE NB RIGHT SHOULDER.
 - TEMPORARY D10-5 SIGNS PB MOUNTED ALONG RIGHT SHOULDER OF NB CONTRA FLOW.

- PHASE 4:
- TEMPORARY D10-5 SIGNS GROUND MOUNTED ALONG THE SB RIGHT SHOULDER (FROM PHASE 2)
 - PROPOSED D10-5 SIGNS MOUNTED ON THE MEDIAN BARRER.



1.50" Radius, 0.50" Border, Black on Orange;
"A", E 2K specified length;
"NORTH", B 2K;
Interstate 71 M1-1;
"MILE", C 2K;
"199", C 2K; ".2", C 2K;

INTERIM COMPLETION REQUIREMENTS

PHASE 1 WORK SHALL NOT BEGIN UNTIL 5/15/2027. THE PROJECT HAS AN INTERIM COMPLETION DATE OF 11/1/2030. ON OR BEFORE THE INTERIM COMPLETION DATE, THE ROADWAY SHALL BE PLACED IN THE PHASE 4 TRAFFIC CONFIGURATION ON INTERMEDIATE COURSE ASPHALT.

THE CONTRACT WILL BE SUBJECT TO DAILY DISINCENTIVES FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK, AND ASSOCIATED INCIDENTALS RELATED TO THE WORK, AS OUTLINED IN THE TABLE INCLUDED IN THIS NOTE. APPLICATION OF THE DISINCENTIVES WILL BE BASED ON THE OVERALL CONTRACT AMOUNT. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACT IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT. THE END CONSTRUCTION DATE SHALL BE 9/30/2031, BY WHICH THE FINAL SURFACE COURSE, PERMANENT PAVEMENT MARKINGS, RPM'S, ETC SHALL BE COMPLETED.

DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
PHASE 2 ASPHALT BASE INSTALLED	11/15/2029	DAY	\$13,700
ROADWAY PLACED IN PHASE 4 TRAFFIC CONFIGURATION ON INTERMEDIATE COURSE ASPHALT	4/2/2030	DAY	\$13,700

WINDOW CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY**	WORK WINDOW	
			START	END
CLOSURE OF RAMP M (SR-562 WB TO I-75 SB) - PHASES 1 & 2	1036	\$25,000	6/1/2027	4/1/2030
CLOSURE OF RAMP J (I-75 SB TO SR-562 EB) - PHASES 1, 2 & 3A	1036	\$17,000	6/1/2027	4/1/2030
CLOSURE OF RAMP K (SR-562 WB TO I-75 NB) - PHASE 3	365	\$20,000	FOLLOWING THE REOPENING OF RAMPS M AND J	4/2/2030
CLOSURE OF RAMP P (PADDOCK RD TO SR-562 WB) - PHASE 3	45	\$8,100	FOLLOWING THE REOPENING OF RAMPS M AND J	11/1/2030
CLOSURE OF RAMP Q (SR-562 EB TO PADDOCK RD) - PHASE 1	45	\$8,100	6/1/2027	11/1/2030
*CLOSURE OF LAIDLAW AVE. FOR 60" SANITARY SEWER INSTALLATION AS SHOWN ON SHEET 270	14	\$1,800	CONTRACT EXECUTION DATE	START OF PHASE 3

*LAIDLAW AVE. SHALL REMAIN OPEN DURING THE RAMP Q CLOSURE

**DISINCENTIVES SHALL BE APPLIED FOR EACH RAMP CLOSURE THAT IS NOT OPEN IN THE SPECIFIED NUMBER OF DAYS

CONSTRUCTION ACCESS POINTS

CONSTRUCTION ACCESS POINTS (CAP) MAY BE INSTALLED AT LOCATIONS IDENTIFIED BY THE CONTRACTOR IN CONFORMANCE WITH MT-103.10 DATED 1/21/2022. THE CAP SHALL PROVIDE SAFE MEANS OF INGRESS AND EGRESS BETWEEN PROJECT RELATED VEHICLES AND THE TRAVELING PUBLIC BY PROVIDING DEDICATED AREAS OUTSIDE THE TRAVELED LANES FOR THE DECELERATION AND ACCELERATION OF PROJECT VEHICLES. IN THE EVENT A CAP IS UNABLE TO MEET THE DIMENSIONS LISTED IN THE SCD DUE TO SITE CONSTRAINTS, PROJECT VEHICLES USING THE CAP SHALL BE LIMITED IN SIZE TO ≤ 1 TON (IE. PERSONAL VEHICLES, 1 TON DUMP TRUCK, ETC.); OTHER VEHICLES (CONCRETE TRUCKS, TRACTOR TRAILERS, ETC.) SHALL UTILIZE THIS CAP BY LANE CLOSURE. IN THE EVENT A CAP IS REDUCED BY MORE THAN HALF DUE TO SITE CONSTRAINTS, ALL PROJECT VEHICLES REGARDLESS OF SIZE SHALL UTILIZE THIS CAP BY LANE CLOSURE.

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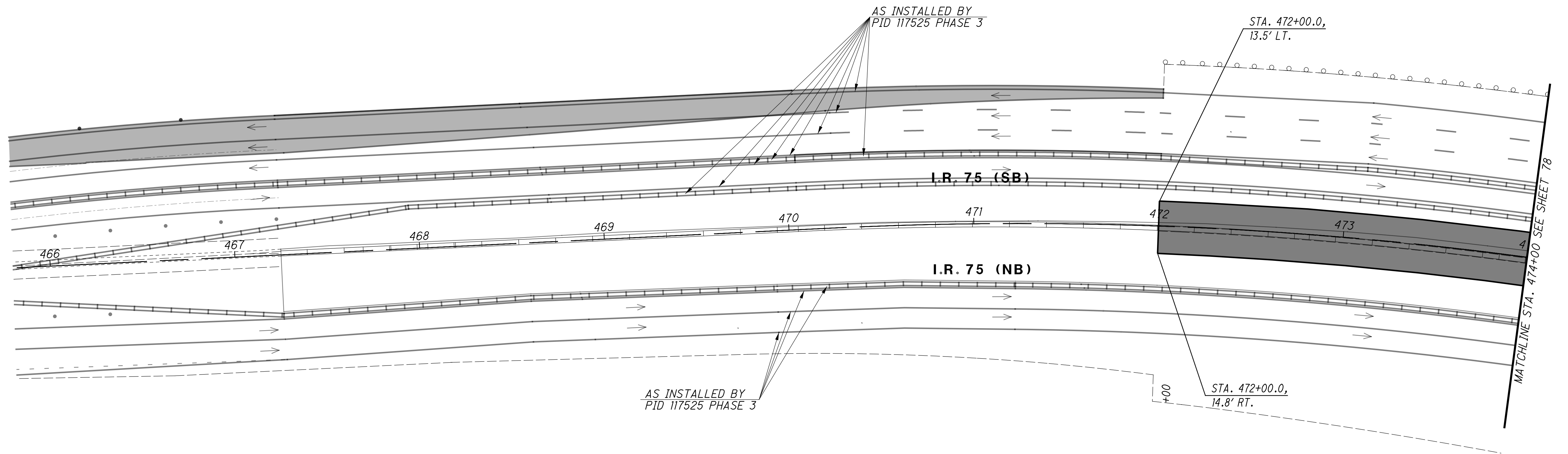
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SHEET NO.	PHASE	441		614	614	614	614	614	614	614	614	614	614	614	614	614		615		622	622	622		808	CALCULATED BDM CHECKED SMM
		ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN, PG-64-22		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), TYPE 3	DETOUR SIGNING	WORK ZONE INCREASED PENALTIES SIGN	PORTABLE CHANGEABLE MESSAGE SIGN	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	SPECIAL - WORK ZONE TRAFFIC SIGNAL	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	WORK ZONE ARROW, CLASS I		PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		PORTABLE BARRIER, 50", AS PER PLAN	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED		DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
		CY		EACH	EACH	EACH		EACH	SNMT	FT	FT	FT	FT		FT	EACH		SQ YD		FT	FT	FT		SNMT	
71	PRE-PHASE 1						LUMP																		
72	PRE-PHASE 1						LUMP																		
73	PRE-PHASE 1								240																
74	PRE-PHASE 1	271		1							890										1010				
75	PRE-PHASE 1																	558							
76	PRE-PHASE 1																	55							
77	PRE-PHASE 1	27																							
78	PRE-PHASE 1	110																							
80	PRE-PHASE 1													1											
81	PRE-PHASE 1													1											
82	PRE-PHASE 1													1											
84	1							2																12	
85	1																								
86	1										1432	1932													
87	1			1						46	3534	3750						102		720	1081				
88	1									800	4800	1600						67		800	650	150		12	
89	1									2150	4800	250	475					89		800	800				
90	1									1925	4800	475	402					31		800	620	180		24	
91	1			1						1600	4800	800	598							800	1190				
92	1									2162	4788	238	125							800	540	260			
93	1			1						1083	4357	1039								1060	140	660			
94	1			1							772	792								250	112				
95	1										720	695	139												
96	1										1238	1258	236												
97	1									417	834									140		140			
98	1									2400	4800		370							800		1600			
99	1					1				300	4784	2100	659		190					800	800	200		12	
100	1			2							4158	3557	321		72					800	590				
101	1										1584	1084								250	290				
102	1							3																12	
104	1 PT. 2									404	1414	303									446				
105	1 PT. 2									446	1600	354									800				
106	1 PT. 2			1							1600	800									1176				
107	1 PT. 2										48	324									24				
110	1										445														
111	1										1962										681	300			
112	1										1640										620				
113	1										2400		544								800				
114	1										2933		533					56			670				
115	1									135	1267	491	148		137	11									
116	1									534		382	534		19										
117	1									800			800												
118	1									979			979												
119	1 PT. 2										440										220				
120	1 PT. 2										1020										460				
121	1 PT. 2										555														
122	1				4																290	150			
125	1						LUMP																		
126	1, 2 & 3A						LUMP		25																
127	1 & 2						LUMP		24																
128	1 PT. 2						LUMP		1																
SUBTOTAL										16181	70415														
TOTALS CARRIED TO SUBSUMMARY		408		8	4	1	LUMP	5	290	3.1 MI	13.3 MI	22224	6863	3	418	11		958		8820	14010	3640		72	

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67 1047	HAM-75-7.85	MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES	CALCULATED BDM CHECKED SMM
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LEGEND
[Shaded Box] TEMPORARY PAVEMENT

NOTES:
1. MEDIAN WORK FROM STA. 472+00 TO STA. 489+18 SHALL BE COMPLETED BY PID 117525 DURING PHASE 3.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

CALCULATED
RLS

CHECKED
SMM

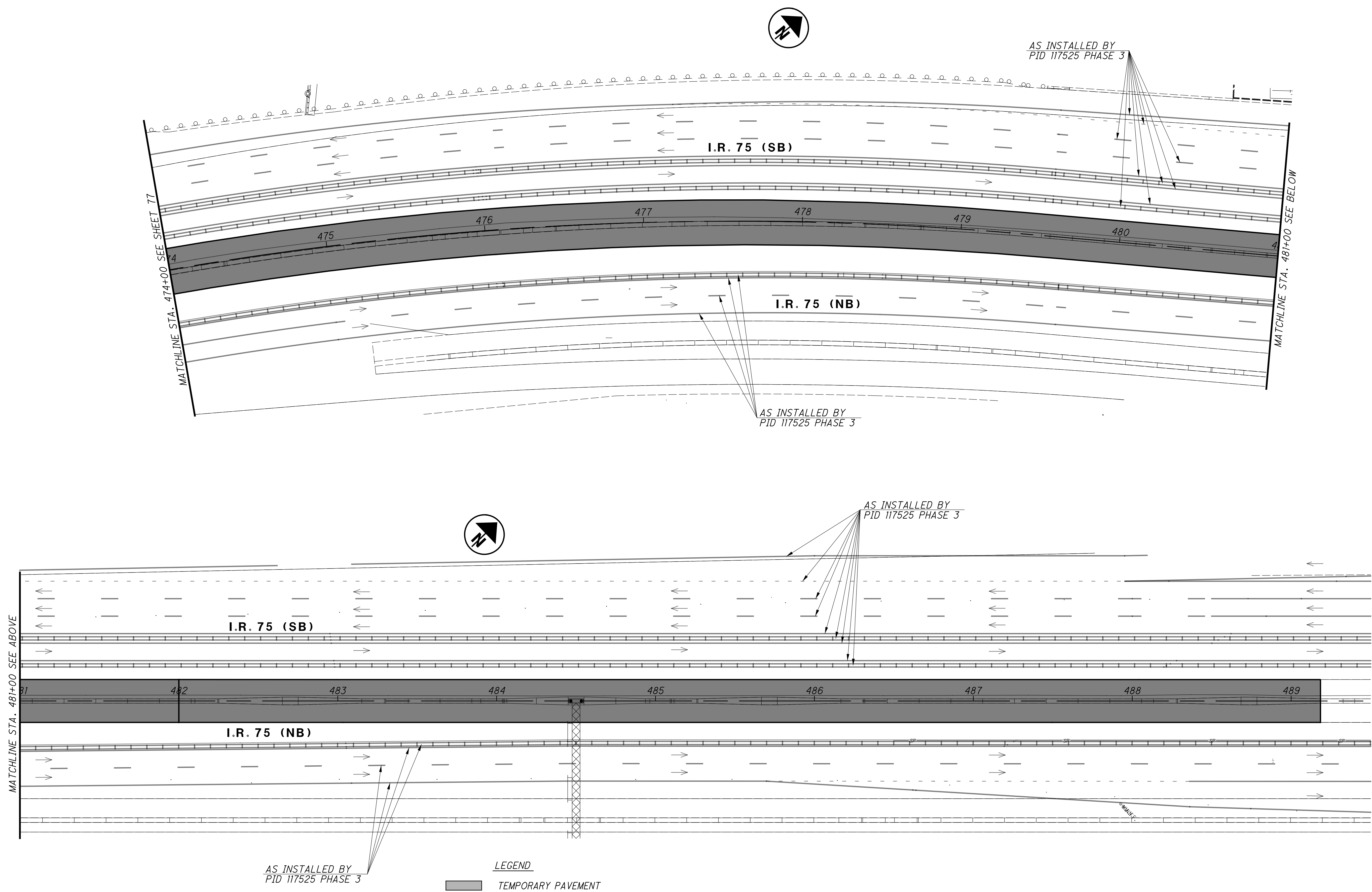
MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1

I.R. 75 TEMPORARY PAVEMENT PLAN

HAM-75-7.85

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LEGEND
TEMPORARY PAVEMENT

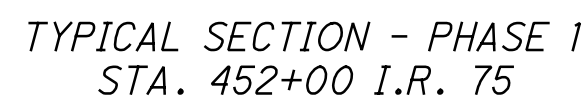
NOTES:
1. MEDIAN WORK FROM STA. 472+00 TO STA. 489+18 SHALL BE COMPLETED BY PID 117525 DURING PHASE 3.

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
I.R. 75 TEMPORARY PAVEMENT PLAN

HAM-75-7.85



TO REMAIN



- NOTES:

- LEGEND

1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.
2. ROADWAY WORK NORTH OF STA. 460+60.8 SHALL NOT BEGIN UNTIL RAMP D AND ALL MAINLINE WORK SOUTH OF STA. 489+19 IN PID 117525 PHASE 4 IS COMPLETE.
3. CONNECT PORTABLE BARRIER AND EXISTING MEDIAN UTILIZING MT-101.80.

	PHASE 1 WORK ZONE
	PORTABLE BARRIER
	TEMPORARY PAVEMENT
	DRUM
	TEMPORARY SIGN SUPPORT

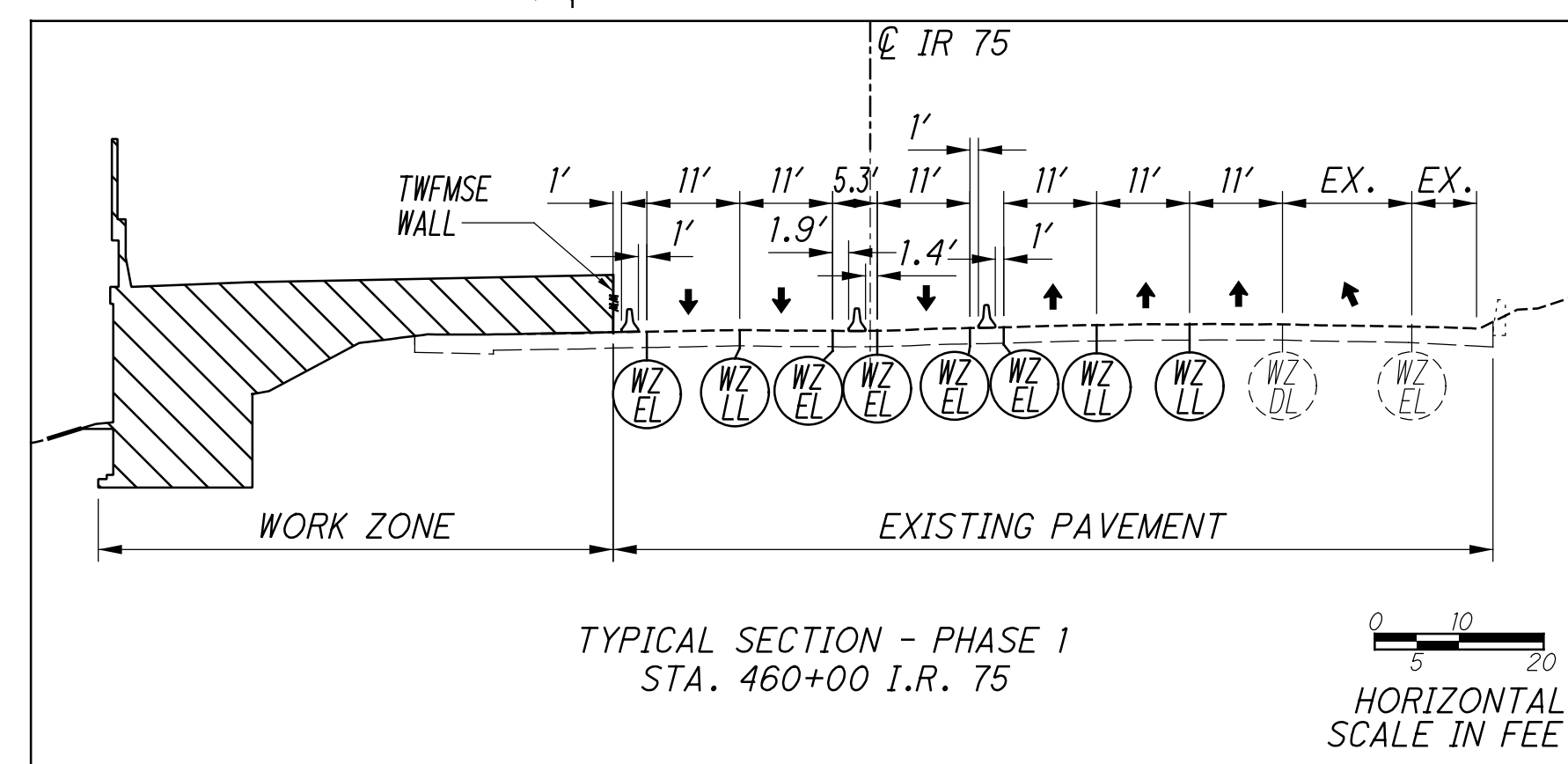
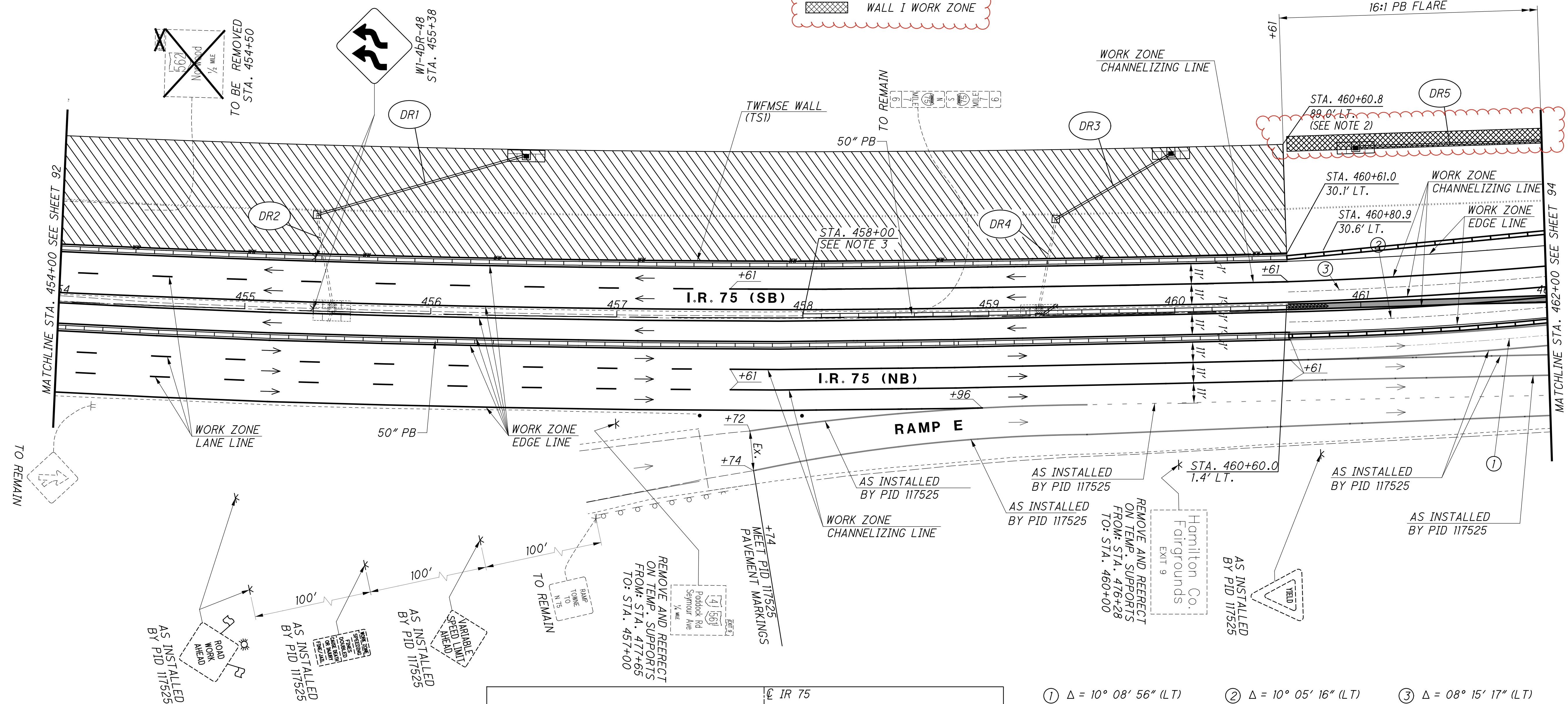
DR1 - 117'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.

DR2 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.

DR3 - 72'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.

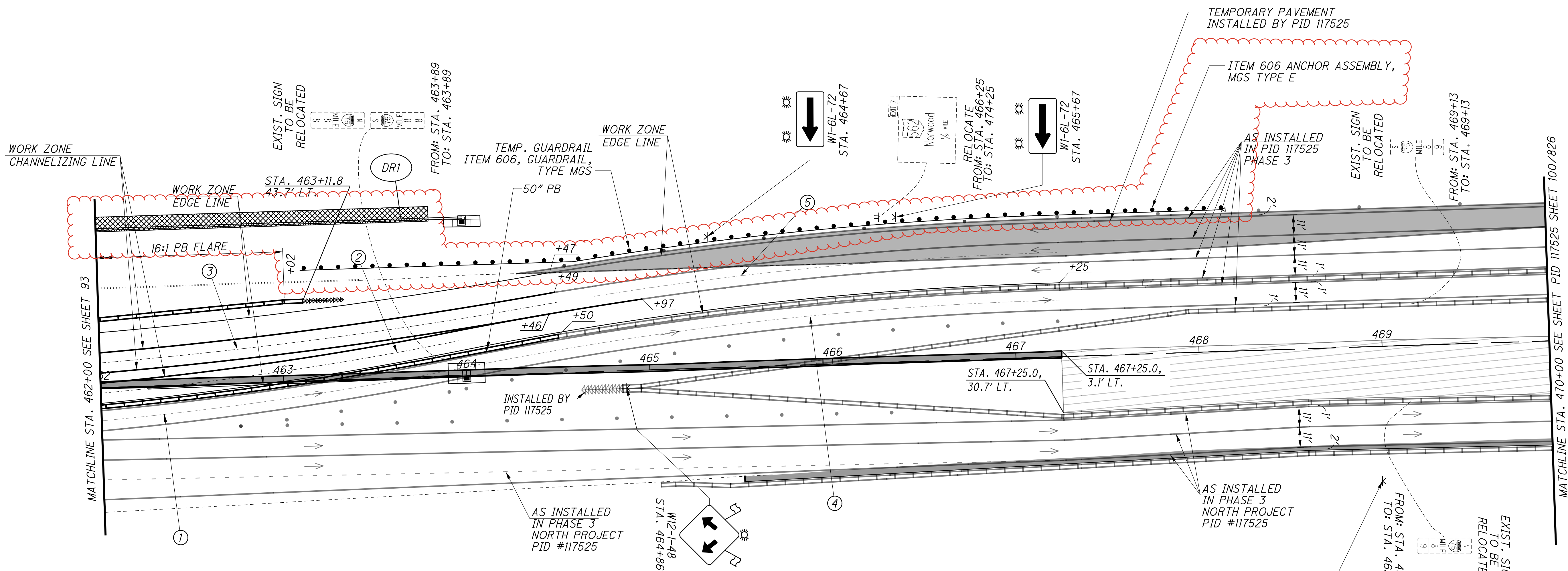
DR4 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.

DR5 - 300'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.



- | | | |
|---------------------------------------|---------------------------------------|---------------------------------------|
| ① $\Delta = 10^{\circ} 08' 56''$ (LT) | ② $\Delta = 10^{\circ} 05' 16''$ (LT) | ③ $\Delta = 08^{\circ} 15' 17''$ (LT) |
| $Dc = 3^{\circ} 00' 02''$ | $Dc = 2^{\circ} 59' 59''$ | $Dc = 02^{\circ} 06' 55''$ |
| $R = 1909.50'$ | $R = 1910.00'$ | $R = 2708.78'$ |
| $T = 169.56'$ | $T = 168.58'$ | $T = 195.46'$ |
| $L = 338.23'$ | $L = 336.28'$ | $L = 390.25'$ |
| $E = 7.51'$ | $E = 7.43'$ | $E = 7.043'$ |
| $C = 337.79'$ | $C = 335.85'$ | $C = 389.92'$ |
| $C.B. = N 14^{\circ} 24' 15'' E$ | $C.B. = N 14^{\circ} 24' 15'' E$ | $C.B. = N 14^{\circ} 34' 13'' E$ |

DR1 - 300' - 12" CONDUIT, TYPE B W/4'X4' BOX
CONNECTION TO BE FILLED WITH CONCRETE AND
ABANDONED IN PLACE IN PHASE 2.



- ① $\Delta = 10^\circ 08' 56''$ (LT)
 $Dc = 3^\circ 00' 02''$
 $R = 1909.50'$
 $T = 169.56'$
 $L = 338.23'$
 $E = 7.51'$
 $C = 337.79'$
 $C.B. = N 14^\circ 24' 15'' E$
- ② $\Delta = 10^\circ 05' 16''$ (LT)
 $Dc = 2^\circ 59' 59''$
 $R = 1910.00'$
 $T = 168.58'$
 $L = 336.28'$
 $E = 7.43'$
 $C = 335.85'$
 $C.B. = N 14^\circ 24' 15'' E$
- ③ $\Delta = 08^\circ 15' 17''$ (LT)
 $Dc = 02^\circ 06' 55''$
 $R = 2708.78'$
 $T = 195.46'$
 $L = 390.25'$
 $E = 7.043'$
 $C = 389.92'$
 $C.B. = N 14^\circ 34' 13'' E$

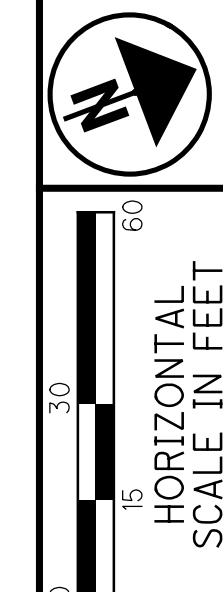
- ④ $\Delta = 09^\circ 45' 23''$ (RT)
 $Dc = 2^\circ 58' 56''$
 $R = 1932.00'$
 $T = 164.89'$
 $L = 328.98'$
 $E = 7.02'$
 $C = 328.59'$
 $C.B. = N 14^\circ 11' 19'' E$
- ⑤ $\Delta = 07^\circ 35' 55''$ (RT)
 $Dc = 2^\circ 58' 52''$
 $R = 1922.00'$
 $T = 127.64'$
 $L = 254.90'$
 $E = 4.23'$
 $C = 254.71'$
 $C.B. = N 15^\circ 16' 36'' E$

- LEGEND**
- PID 117525 PHASE 3 WORK ZONE
 - PORTABLE BARRIER
 - TEMPORARY PAVEMENT
 - DRUM
 - IMPACT ATTENUATOR (48" WIDE HAZARD) - ITEM 606, UNIDIRECTIONAL, TYPE 3
 - TEMPORARY SIGN SUPPORT
 - EXISTING SIGN SUPPORT
 - PROPOSED SIGN SUPPORT
 - OPEN TRAVEL LANE
 - WALL I WORK ZONE

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 DURING PID 117525 PHASE 3
I.R. 75 - STA. 462+00 TO STA. 470+00

HAM-75-7.85

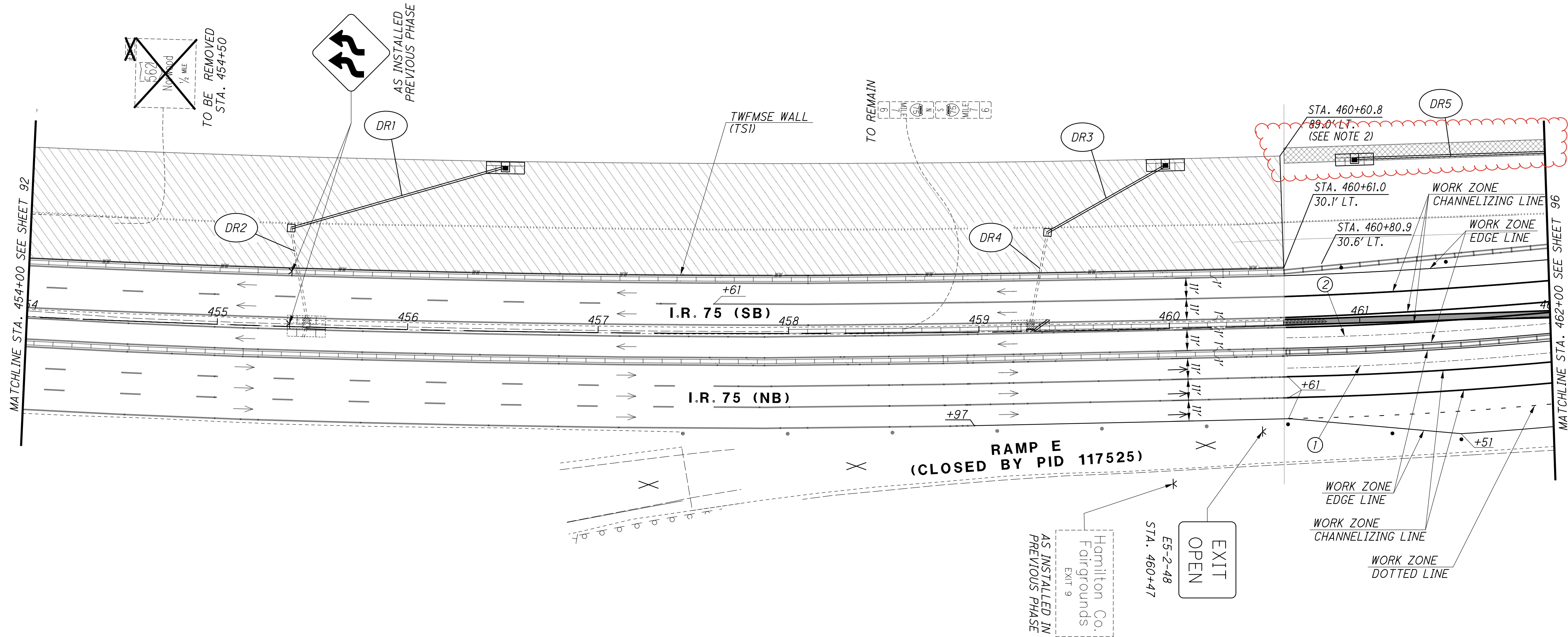
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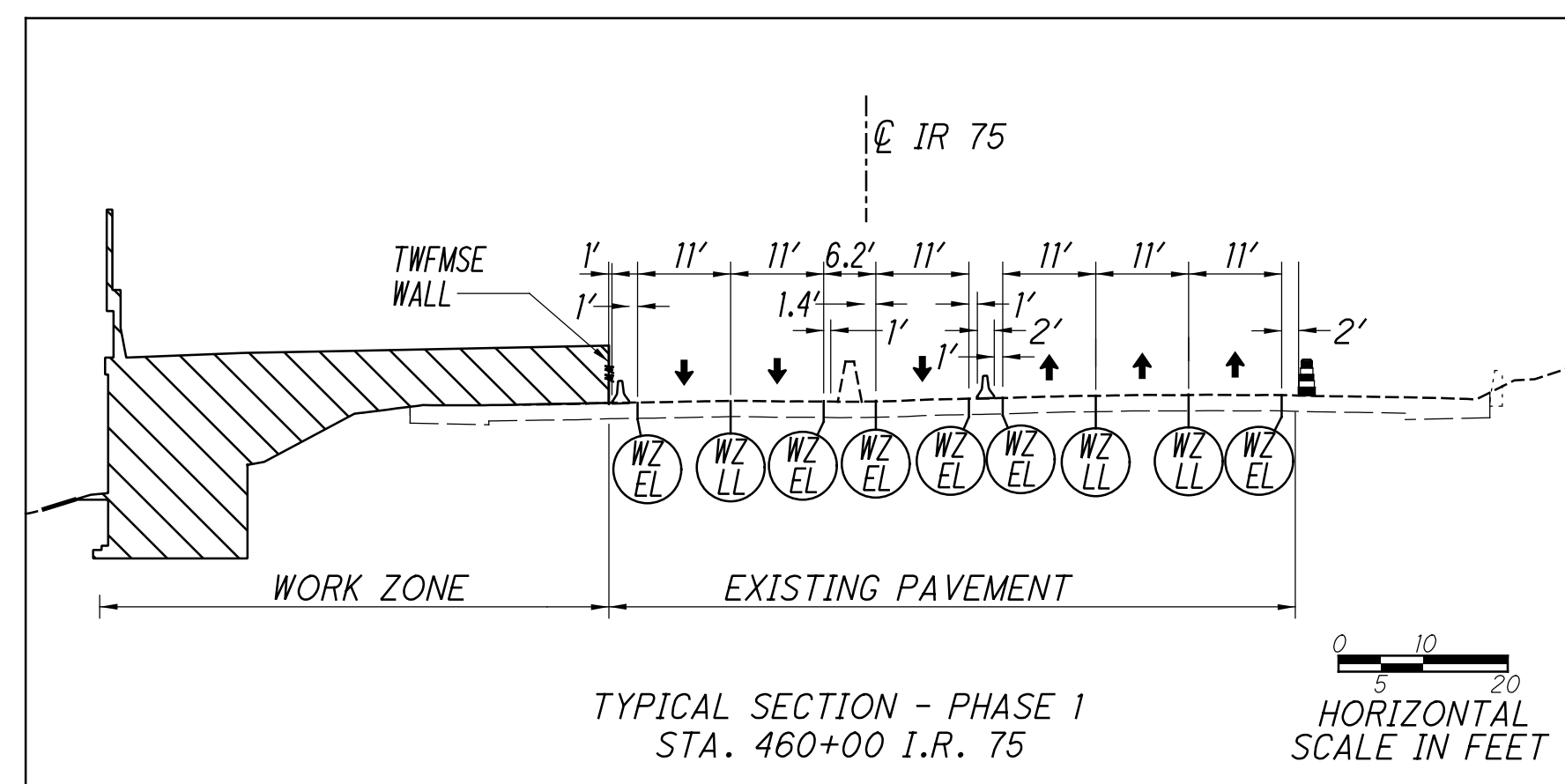
CALCULATED
RLS
CHECKED
SMM

NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.
2. ROADWAY WORK NORTH OF STA. 460+60.8 SHALL NOT BEGIN UNTIL RAMP D AND ALL MAINLINE WORK SOUTH OF STA. 489+19 IN PID 117525 PHASE 4 IS COMPLETE.

DR1 - 117'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR2 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR3 - 72'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR4 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR5 - 300'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.



- ① $\Delta = 11^\circ 02' 51''$ (LT)
 $D_c = 2^\circ 59' 28''$
 $R = 1915.50'$
 $T = 185.24'$
 $L = 369.34'$
 $E = 8.94'$
 $C = 368.77'$
 $C.B. = N 13^\circ 52' 13'' E$
- ② $\Delta = 11^\circ 16' 22''$ (LT)
 $D_c = 2^\circ 59' 59''$
 $R = 1910.00'$
 $T = 188.50'$
 $L = 375.79'$
 $E = 9.28'$
 $C = 375.19'$
 $C.B. = N 13^\circ 56' 34'' E$



- LEGEND**
- PHASE 1 WORK ZONE
 - PORTABLE BARRIER
 - TEMPORARY PAVEMENT
 - DRUM
 - IMPACT ATTENUATOR
 - OPEN TRAVEL LANE
 - PROPOSED SIGN SUPPORT
 - CLOSED TRAVEL LANE
 - WALL 1 WORK ZONE

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 DURING PID 117525 PHASE 4
I.R. 75 - STA. 454+00 TO STA. 462+00

HAM-75-7.85

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NOTES:

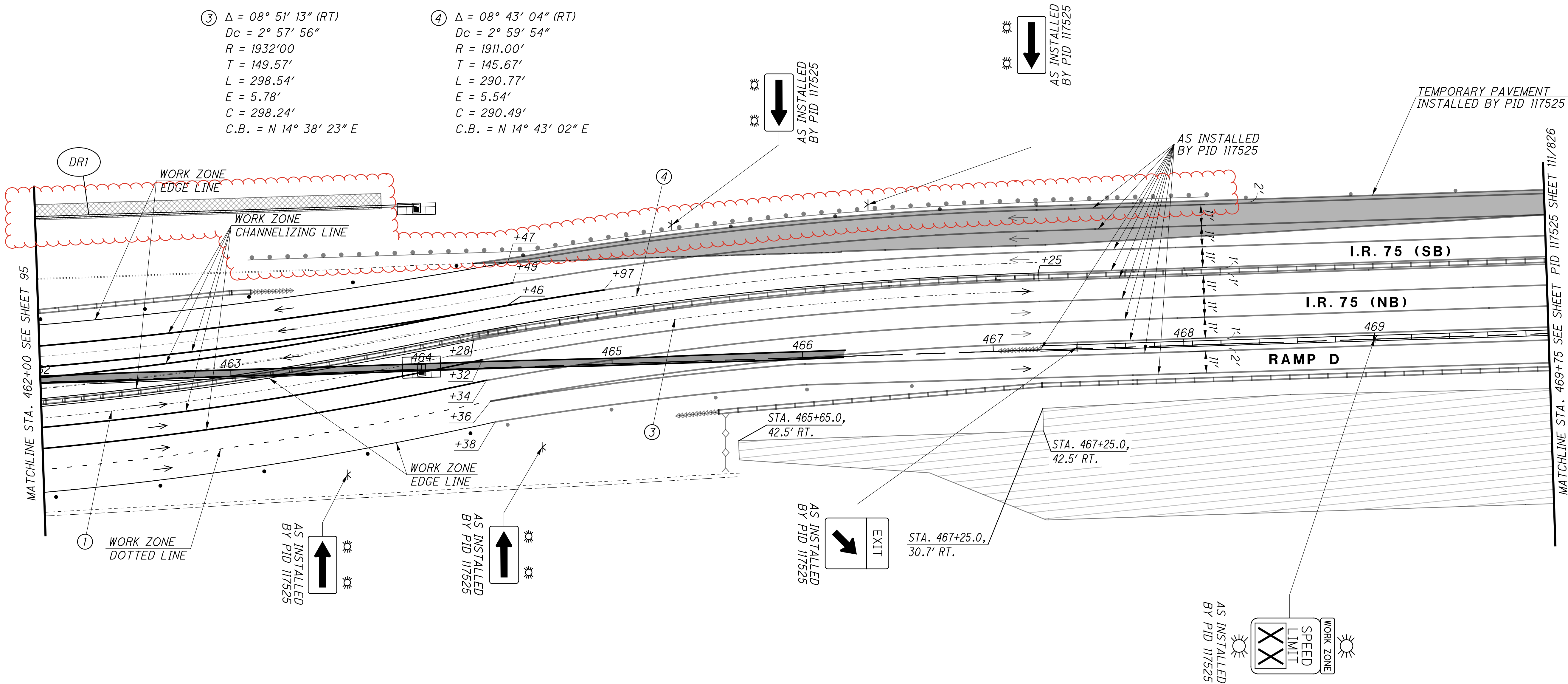
DR1 - 300' -12" CONDUIT, TYPE B W/4'X4' BOX
CONNECTION TO BE FILLED WITH CONCRETE
AND ABANDONED IN PLACE IN PHASE 2

③ $\Delta = 08^\circ 51' 13''$ (RT)
 $Dc = 2^\circ 57' 56''$
 $R = 1932.00'$
 $T = 149.57'$
 $L = 298.54'$
 $E = 5.78'$
 $C = 298.24'$
 $C.B. = N 14^\circ 38' 23'' E$

④ $\Delta = 08^\circ 43' 04''$ (RT)
 $Dc = 2^\circ 59' 54''$
 $R = 1911.00'$
 $T = 145.67'$
 $L = 290.77'$
 $E = 5.54'$
 $C = 290.49'$
 $C.B. = N 14^\circ 43' 02'' E$

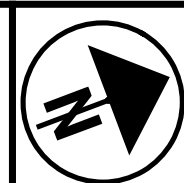
① $\Delta = 11^\circ 02' 51''$ (LT)
 $Dc = 2^\circ 59' 28''$
 $R = 1915.50'$
 $T = 185.24'$
 $L = 369.34'$
 $E = 8.94'$
 $C = 368.77'$
 $C.B. = N 13^\circ 52' 13'' E$

② $\Delta = 11^\circ 16' 22''$ (LT)
 $Dc = 2^\circ 59' 59''$
 $R = 1910.00'$
 $T = 188.50'$
 $L = 375.79'$
 $E = 9.28'$
 $C = 375.19'$
 $C.B. = N 13^\circ 56' 34'' E$



LEGEND

- PID 117525 PHASE 4 WORK ZONE
- PORTABLE BARRIER
- TEMPORARY PAVEMENT INSTALLED BY PID 117525
- DRUM
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE
- TYPE III BARRICADE
- WALL I WORK ZONE



CALCULATED
RLS
CHECKED
SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 DURING PID 117525 PHASE 4
I.R. 75 - STA. 462+00 TO STA. 469+75

HAM-75-7.85

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1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

2. ROADWAY WORK NORTH OF STA. 460+60.8 SHALL NOT BEGIN UNTIL RAMP D AND ALL MAINLINE WORK SOUTH OF STA. 489+19 PID 117525 PHASE 4 IS COMPLETE.

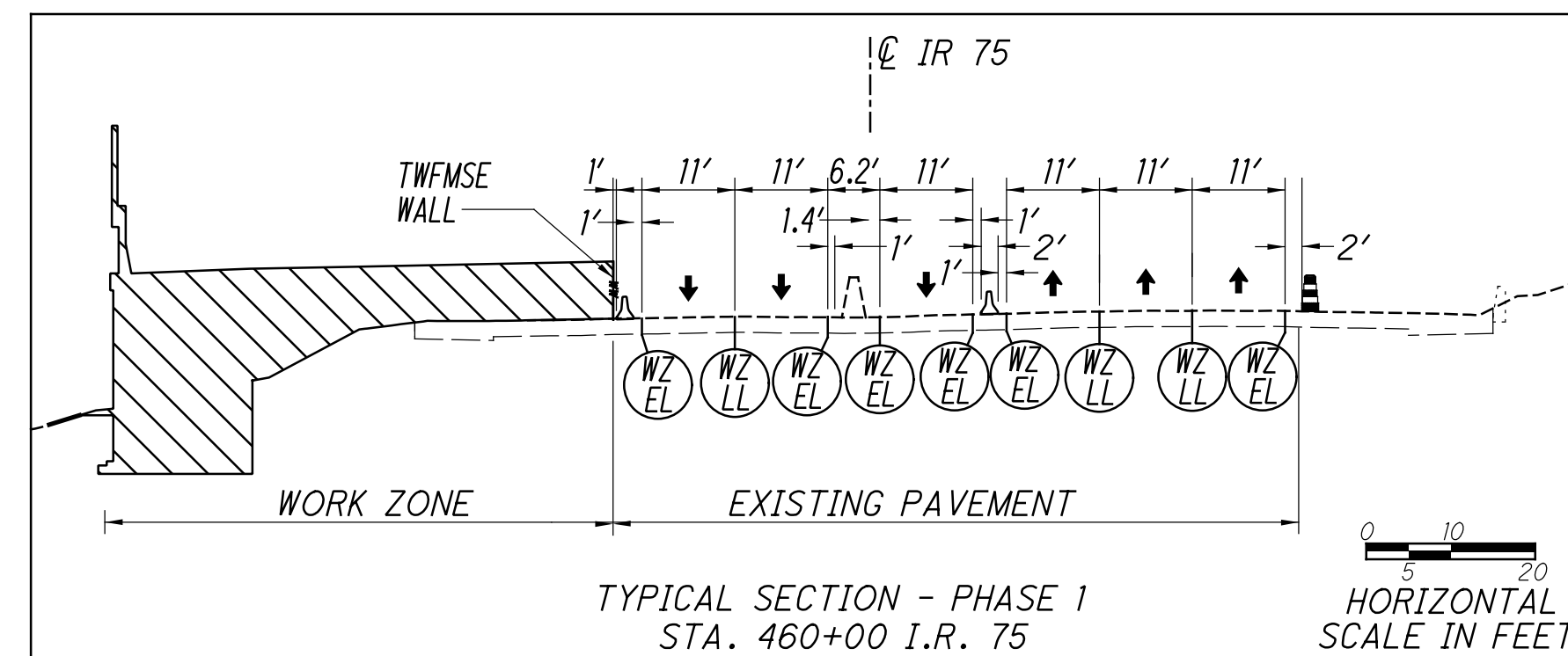
DR1 - 117'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.

DR2 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.

DR3 - 72'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.

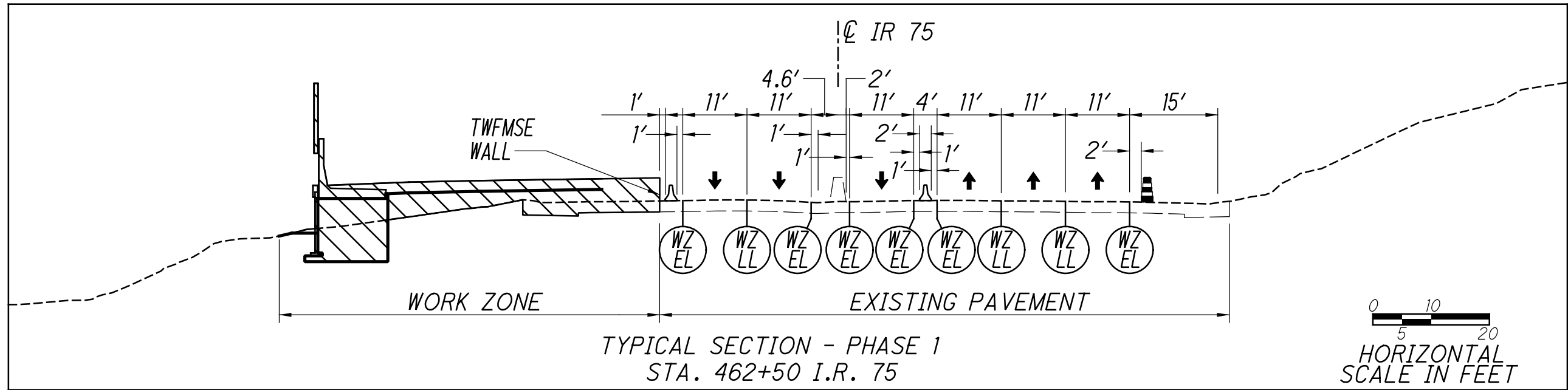
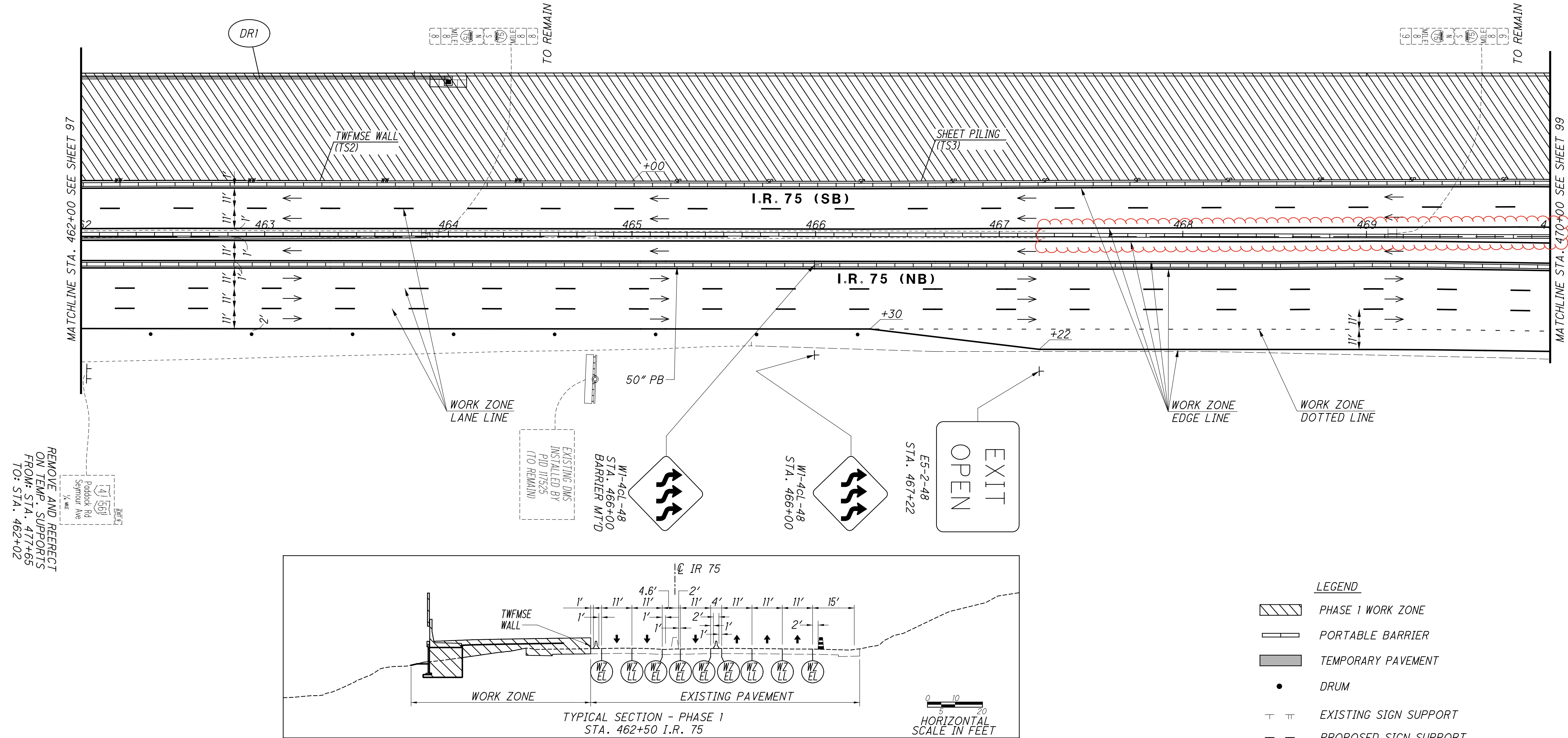
DR4 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.

DR5 - 300'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.



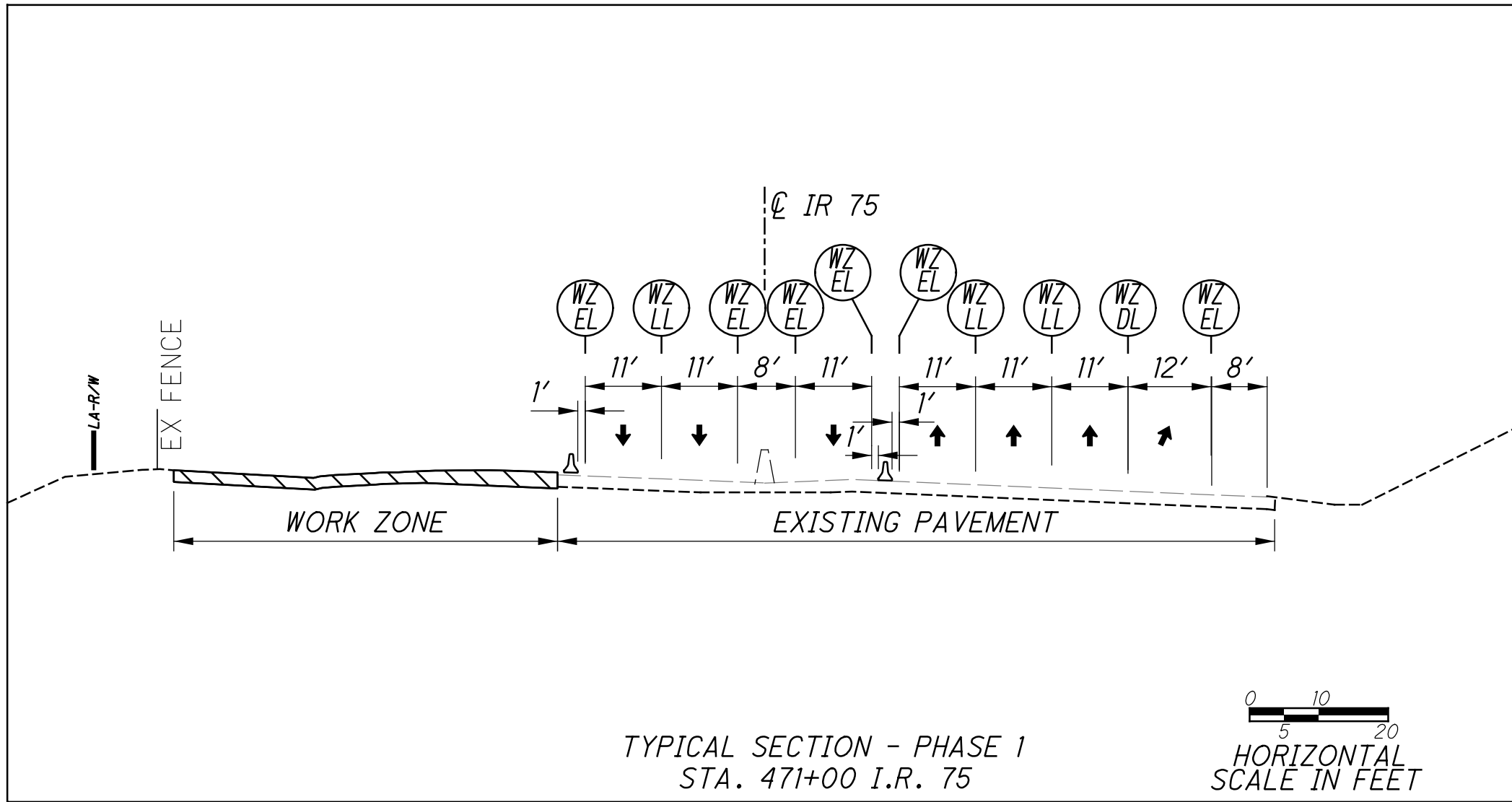
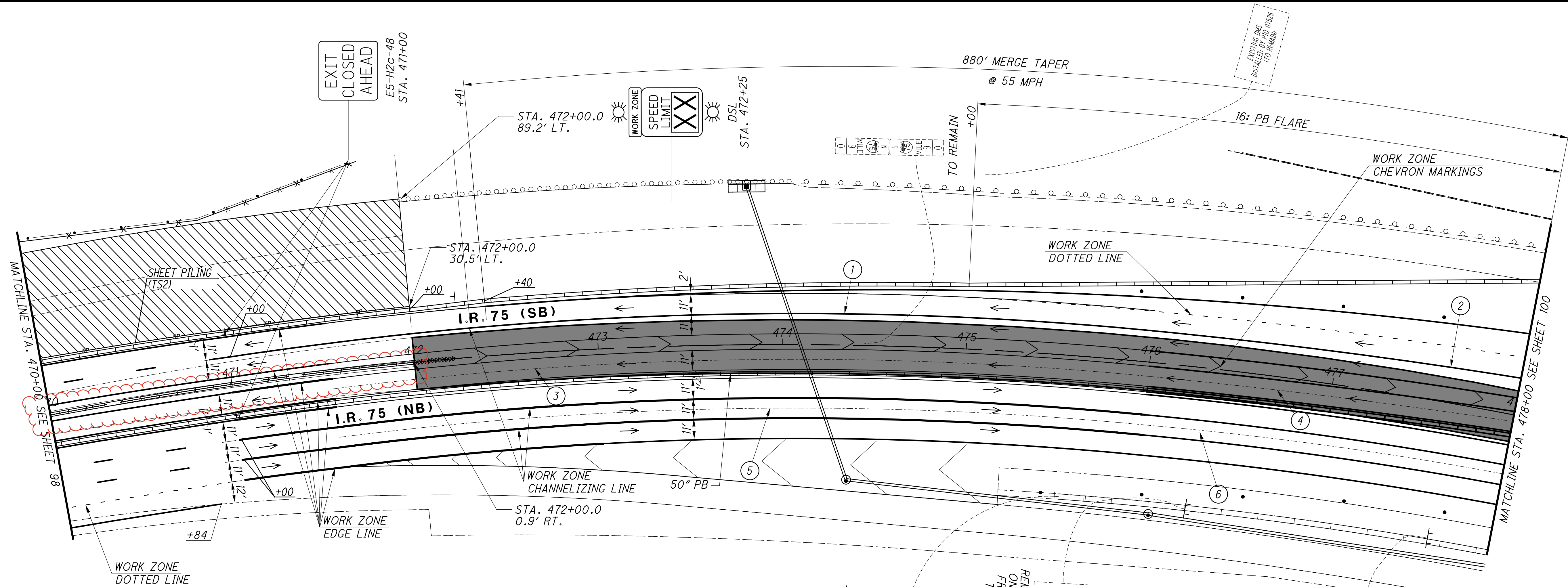
	PHASE 1 WORK ZONE
	PORTABLE BARRIER
	TEMPORARY PAVEMENT
	DRUM
	TEMPORARY SIGN SUPPORT
	OPEN TRAVEL LANE

DRI - 300'-12" CONDUIT, TYPE B W/4'X4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 2.



- LEGEND**
- PHASE 1 WORK ZONE
 - PORTABLE BARRIER
 - TEMPORARY PAVEMENT
 - DRUM
 - EXISTING SIGN SUPPORT
 - PROPOSED SIGN SUPPORT
 - OPEN TRAVEL LANE

NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.



- LEGEND**
- PHASE 1 WORK ZONE
 - PORTABLE BARRIER
 - IMPACT ATTENUATOR
 - TEMPORARY PAVEMENT
 - EXISTING SIGN SUPPORT
 - PROPOSED SIGN SUPPORT
 - OPEN TRAVEL LANE

- NOTES:**
- PROPOSED DRAINAGE SHOWN ON THIS SHEET SHALL BE INSTALLED PER THE CONSTRUCTION SEQUENCE NOTES.
 - THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

- | | | |
|---|---|---|
| ① $\Delta = 12^\circ 50' 42''$ (RT)
$D_c = 02^\circ 51' 32''$
$R = 2004.10'$
$T = 225.59'$
$L = 449.30'$
$E = 12.66'$
$C = 448.36'$
$C.B. = N 28^\circ 17' 51'' E$ | ② $\Delta = 09^\circ 19' 53''$ (RT)
$D_c = 01^\circ 46' 44''$
$R = 3220.87'$
$T = 262.86'$
$L = 524.56'$
$E = 10.71'$
$C = 523.98'$
$C.B. = N 39^\circ 23' 08'' E$ | ③ $\Delta = 12^\circ 50' 27''$ (RT)
$D_c = 02^\circ 53' 38''$
$R = 1979.90'$
$T = 222.79'$
$L = 443.72'$
$E = 12.50'$
$C = 442.79'$
$C.B. = N 28^\circ 17' 54'' E$ |
| ④ $\Delta = 09^\circ 11' 59''$ (RT)
$D_c = 01^\circ 31' 45''$
$R = 3746.43'$
$T = 301.42'$
$L = 601.55'$
$E = 12.11'$
$C = 600.90'$
$C.B. = N 39^\circ 19' 11'' E$ | ⑤ $\Delta = 12^\circ 50' 43''$ (RT)
$D_c = 02^\circ 56' 03''$
$R = 1952.73'$
$T = 219.81'$
$L = 437.78'$
$E = 12.33'$
$C = 436.87'$
$C.B. = N 28^\circ 17' 51'' E$ | ⑥ $\Delta = 9^\circ 51' 32''$ (RT)
$D_c = 02^\circ 48' 36''$
$R = 2038.79'$
$T = 175.84'$
$L = 350.81'$
$E = 7.57'$
$C = 350.38'$
$C.B. = N 39^\circ 07' 06'' E$ |

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75
SOUTH
ALL LANES

11'x6'
LEVEL 2

STA. 478+00
BLACK ON ORANGE

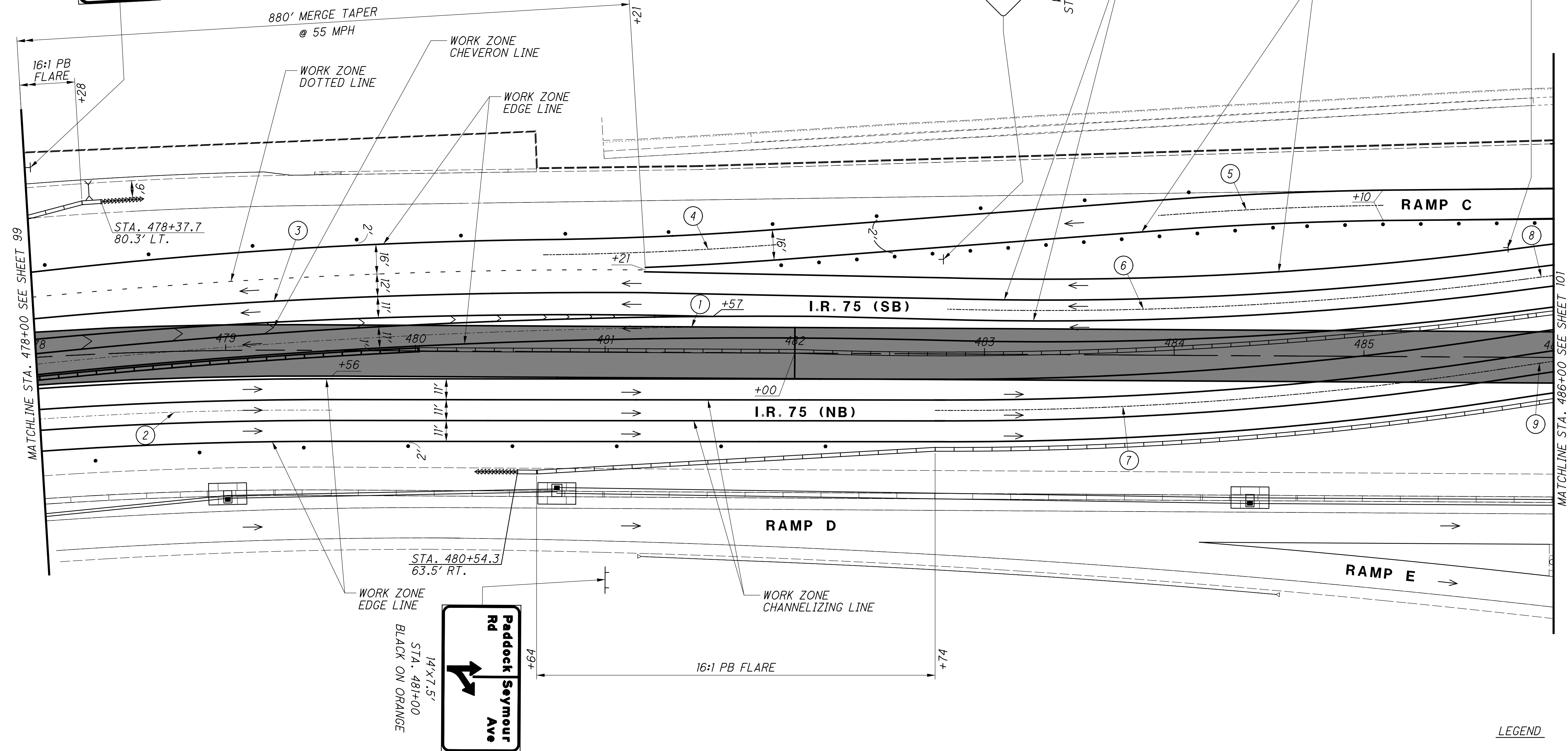
① $\Delta = 09^\circ 11' 59''$ (RT)
 $Dc = 01^\circ 31' 45''$
 $R = 3746.43'$
 $T = 301.42'$
 $L = 601.55'$
 $E = 12.11'$
 $C = 600.90'$
C.B. = N $39^\circ 19' 11''$ E

② $\Delta = 9^\circ 51' 32''$ (RT)
 $Dc = 02^\circ 48' 36''$
 $R = 2038.79'$
 $T = 175.84'$
 $L = 350.81'$
 $E = 7.57'$
 $C = 350.38'$
C.B. = N $39^\circ 07' 06''$ E

③ $\Delta = 09^\circ 19' 53''$ (RT)
 $Dc = 01^\circ 46' 44''$
 $R = 3220.87'$
 $T = 262.86'$
 $L = 524.56'$
 $E = 10.71'$
 $C = 523.98'$
C.B. = N $39^\circ 23' 08''$ E

④ $\Delta = 03^\circ 43' 14''$ (LT)
 $Dc = 02^\circ 59' 59''$
 $R = 1910.00'$
 $T = 62.04'$
 $L = 124.03'$
 $E = 1.01'$
 $C = 124.01'$
C.B. = N $41^\circ 07' 22''$ E

⑤ $\Delta = 03^\circ 33' 07''$ (RT)
 $Dc = 02^\circ 59' 59''$
 $R = 1910.00'$
 $T = 59.22'$
 $L = 118.41'$
 $E = 0.92'$
 $C = 118.39'$
C.B. = N $41^\circ 02' 19''$ E



⑥ $\Delta = 09^\circ 01' 04''$ (LT)
 $Dc = 02^\circ 57' 56''$
 $R = 1932.00'$
 $T = 152.35'$
 $L = 304.08'$
 $E = 6.00'$
 $C = 303.77'$
C.B. = N $40^\circ 39' 47''$ E

⑦ $\Delta = 09^\circ 51' 00''$ (LT)
 $Dc = 02^\circ 57' 47''$
 $R = 1933.64'$
 $T = 153.63'$
 $L = 306.61'$
 $E = 6.09'$
 $C = 306.28'$
C.B. = N $39^\circ 20' 38''$ E

⑧ $\Delta = 07^\circ 57' 47''$ (RT)
 $Dc = 02^\circ 58' 52''$
 $R = 1922.00'$
 $T = 133.78'$
 $L = 267.12'$
 $E = 4.65'$
 $C = 266.91'$
C.B. = N $40^\circ 08' 09''$ E

⑨ $\Delta = 09^\circ 09' 37''$ (RT)
 $Dc = 02^\circ 54' 57''$
 $R = 1965.00'$
 $T = 157.42'$
 $L = 314.16'$
 $E = 6.30'$
 $C = 313.83'$
C.B. = N $39^\circ 22' 48''$ E

LEGEND

- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- IMPACT ATTENUATOR
- OPEN TRAVEL LANE
- PROPOSED SIGN SUPPORT
- TYPE III BARRICADE

W1-H16-48
STA. 485+76

MOT PLAN - PHASE 1 AFTER PID 117525 SOUTH OF STA. 489+19 IS COMPLETE
I.R. 75 - STA. 478+00 TO STA. 486+00

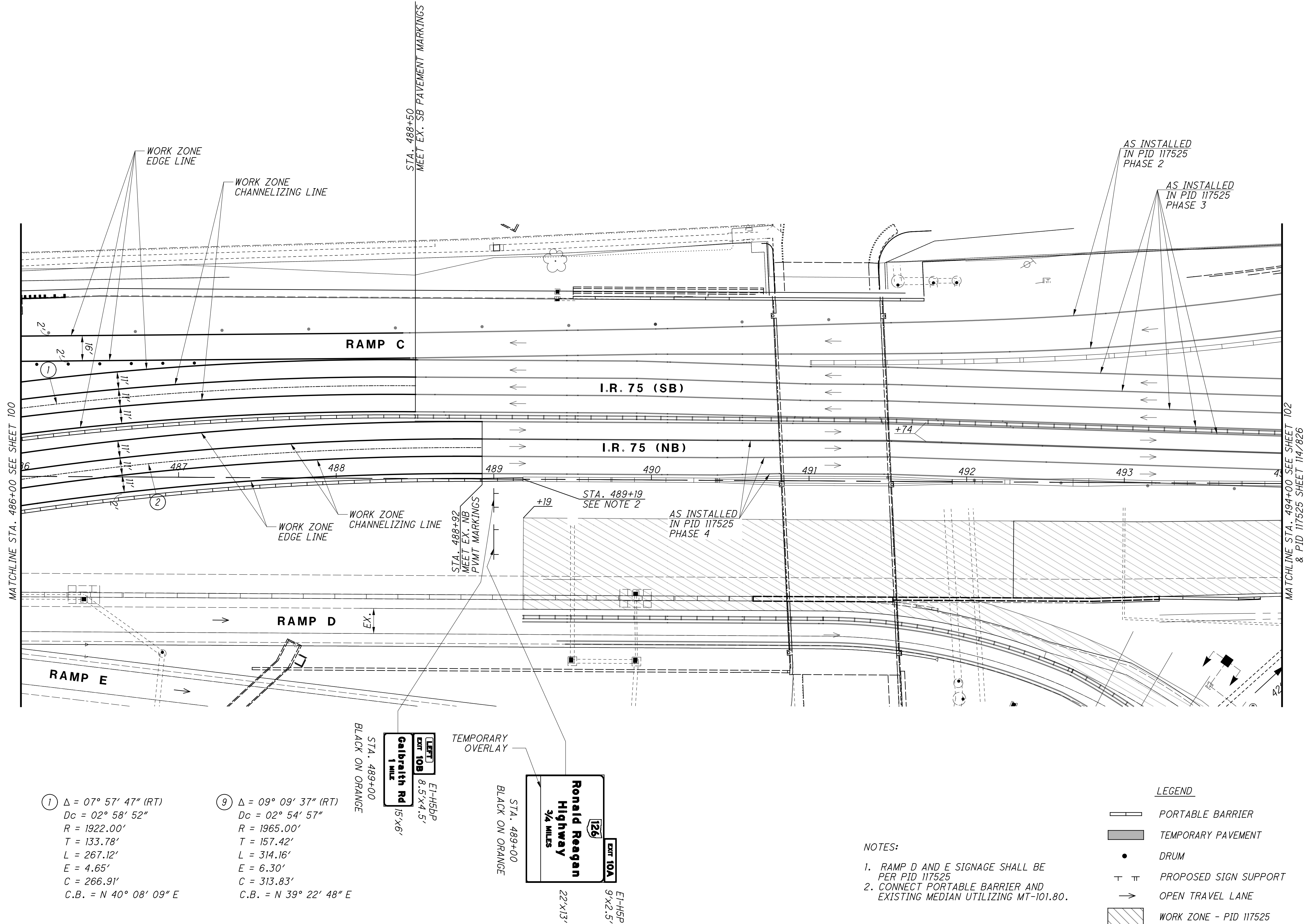
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CALCULATED
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0 30 60
HORIZONTAL
SCALE IN FEET

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① $\Delta = 07^\circ 57' 47''$ (RT)
 $Dc = 02^\circ 58' 52''$
 $R = 1922.00'$
 $T = 133.78'$
 $L = 267.12'$
 $E = 4.65'$
 $C = 266.91'$
C.B. = N $40^\circ 08' 09''$ E

⑨ $\Delta = 09^\circ 09' 37''$ (RT)
 $Dc = 02^\circ 54' 57''$
 $R = 1965.00'$
 $T = 157.42'$
 $L = 314.16'$
 $E = 6.30'$
 $C = 313.83'$
C.B. = N $39^\circ 22' 48''$ E

STA. 489+00
BLACK ON ORANGE
Galbreath Rd
15'x6'
LEFT
EXIT 108
8.5'x4.5'
E1-HSDP

STA. 489+00
BLACK ON ORANGE
Ronald Reagan Highway
3/4 MILES
22'x13'
EXIT 10A
9'x2.5'
E1-HSDP
TEMPORARY OVERLAY

NOTES:

- RAMP D AND E SIGNAGE SHALL BE PER PID 117525
- CONNECT PORTABLE BARRIER AND EXISTING MEDIAN UTILIZING MT-101.80.

LEGEND	
	PORTABLE BARRIER
	TEMPORARY PAVEMENT
	DRUM
	PROPOSED SIGN SUPPORT
	OPEN TRAVEL LANE
	WORK ZONE - PID 117525

03060

0 15 30 60

HORIZONTAL SCALE IN FEET

CALCULATED

RLS

CHECKED

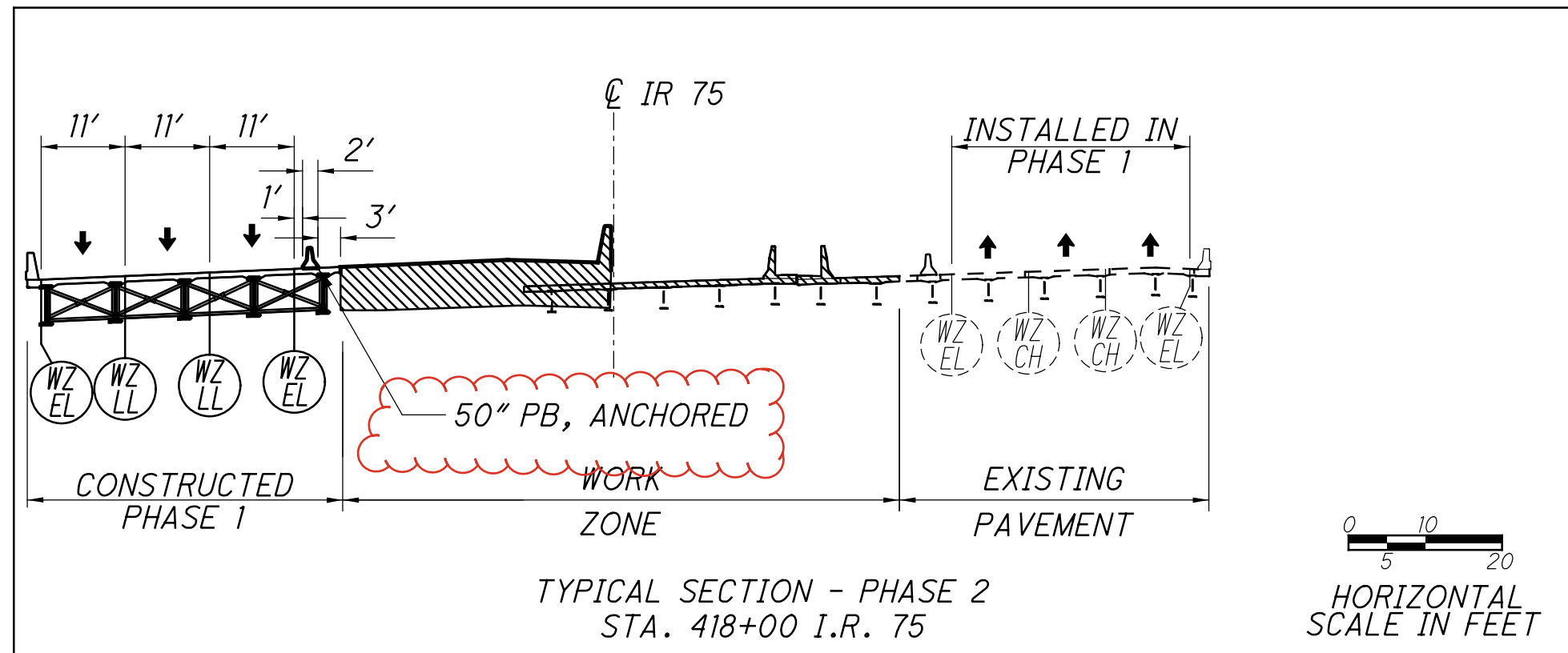
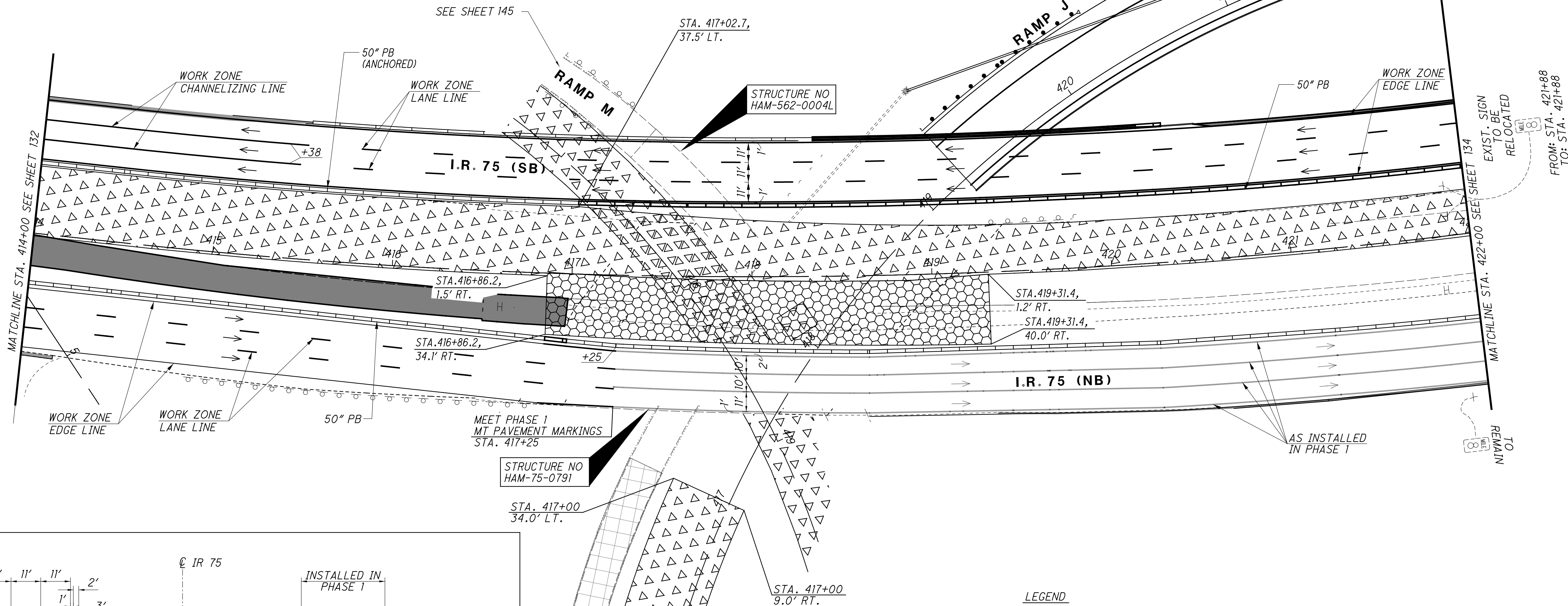
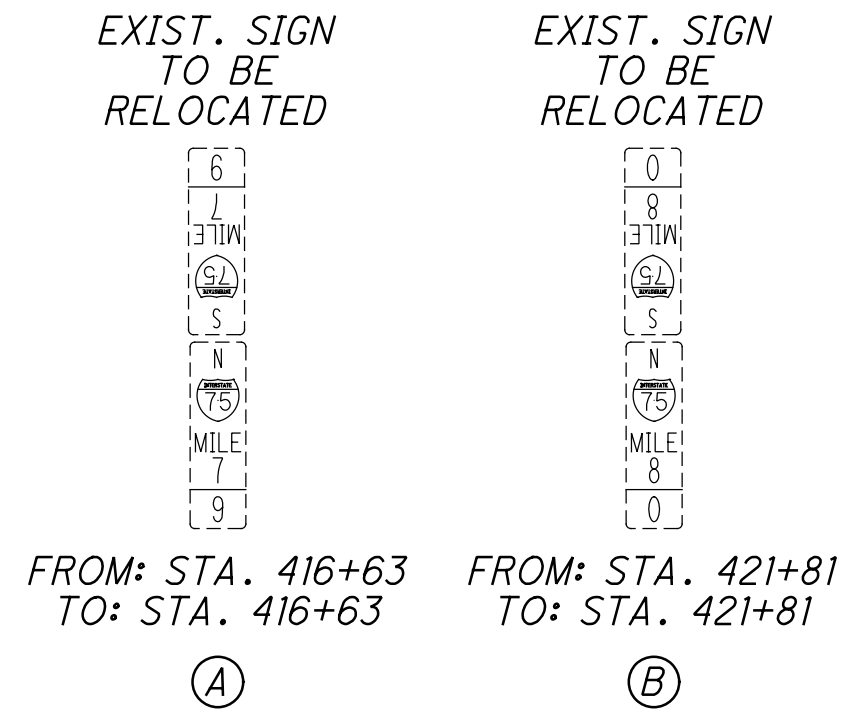
SMM

MOT PLAN - PHASE 1 AFTER PID 117525 SOUTH OF STA. 489+19 IS COMPLETE
I.R. 75 - STA. 486+00 TO STA. 494+00

HAM-75-7.85

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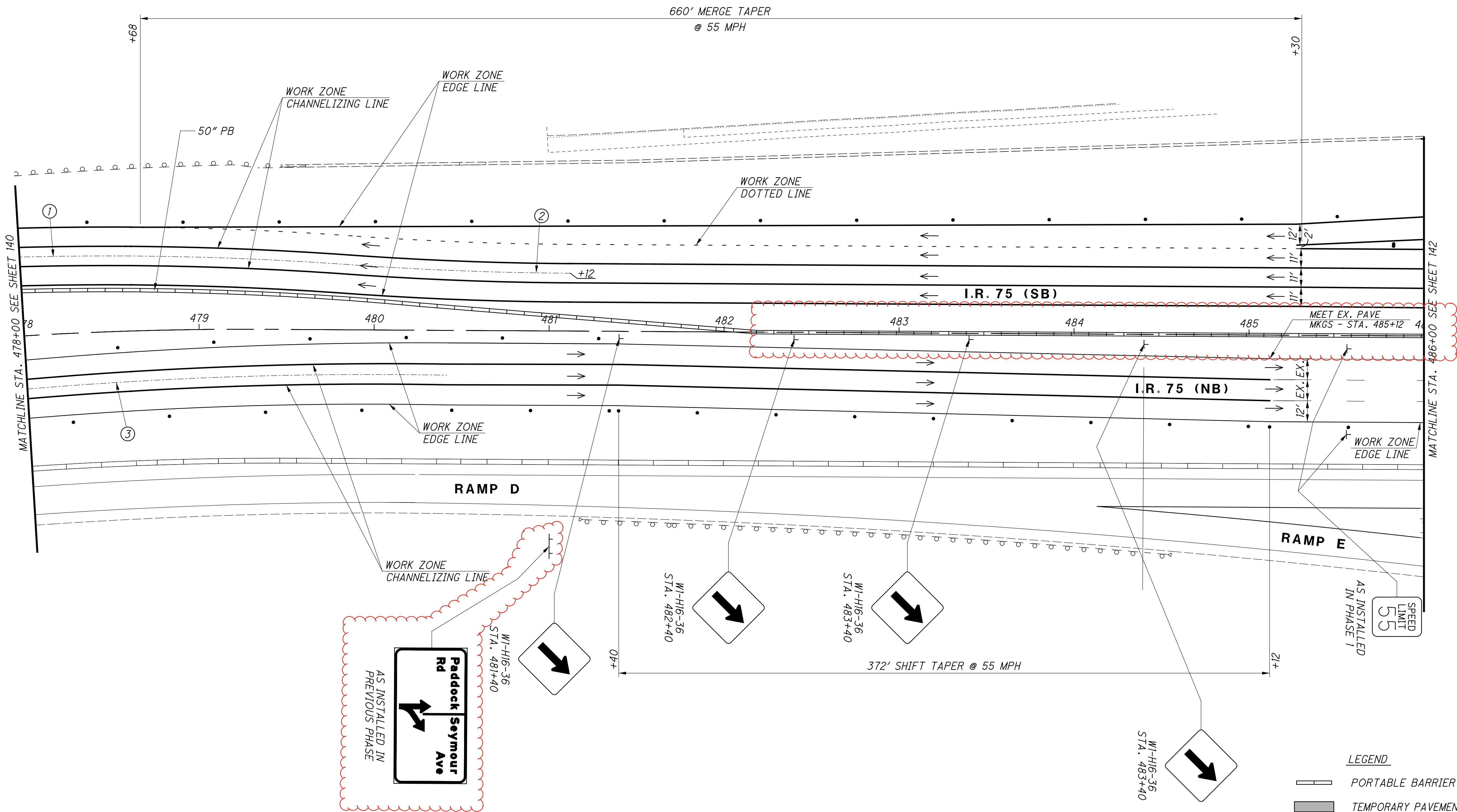
- LEGEND
- PHASE 2 WORK ZONE
 - PHASE 2 DEMOLITION
 - PORTABLE BARRIER
 - TEMPORARY PAVEMENT
 - EXISTING SIGN SUPPORT
 - OPEN TRAVEL LANE

NOTES:

1. TO ALLOW FOR THE PHASE 3 CROSSOVER, THE CONTRACTOR SHALL NON-PERFORM PROPOSED MEDIAN BARRIER SOUTH OF STA. 414+13 UNTIL PHASE 4.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

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① $\Delta = 26^\circ 54' 20''$ (RT)
 $Dc = 02^\circ 58' 04''$
 $R = 1930.50'$
 $T = 461.79'$
 $L = 906.54'$
 $E = 54.46'$
 $C = 898.24'$
 $C.B. = N 34^\circ 17' 26'' E$

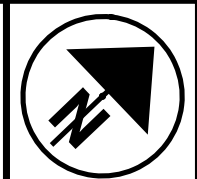
② $\Delta = 03^\circ 46' 28''$ (LT)
 $Dc = 02^\circ 58' 57''$
 $R = 1921.00'$
 $T = 63.30'$
 $L = 126.55'$
 $E = 1.04'$
 $C = 126.52'$
 $C.B. = N 45^\circ 51' 22'' E$

③ $\Delta = 10^\circ 47' 49''$ (RT)
 $Dc = 02^\circ 28' 18''$
 $R = 2318.00'$
 $T = 219.05'$
 $L = 436.80$
 $E = 10.33$
 $C = 436.16$
 $C.B. = N 39^\circ 17' 38'' E$

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

NOTES:
1. THE CONTRACTOR SHALL NON-PERFORM
MEDIAN BARRIER CONSTRUCTION FROM STA.
456+00 TO STA. 489+19 UNTIL PHASE 4 TO
ALLOW FOR THE PHASE 3 RAMP CROSSOVERS.

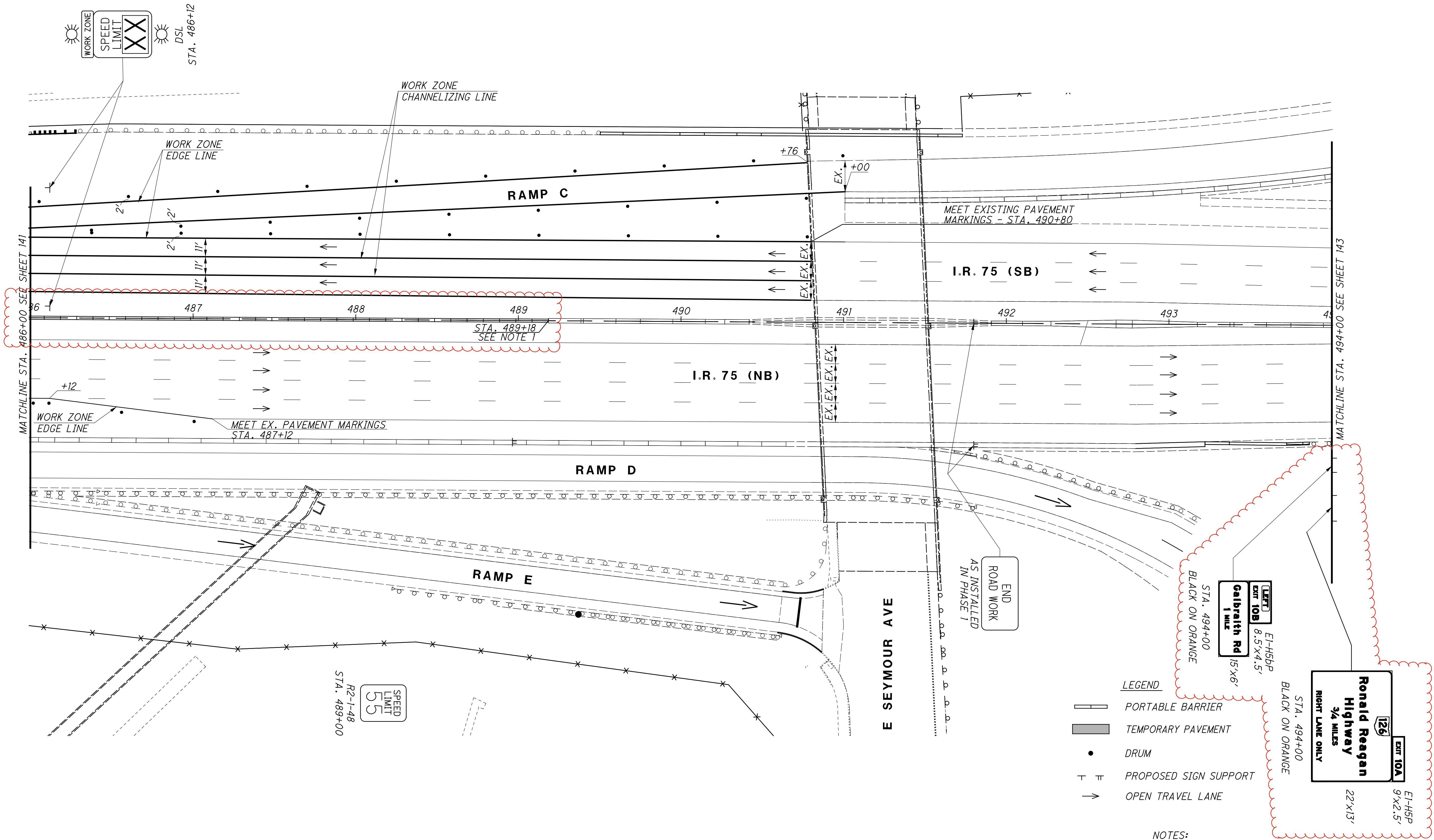
- LEGEND
- PORTABLE BARRIER
 - TEMPORARY PAVEMENT
 - DRUM
 - PROPOSED SIGN SUPPORT
 - OPEN TRAVEL LANE



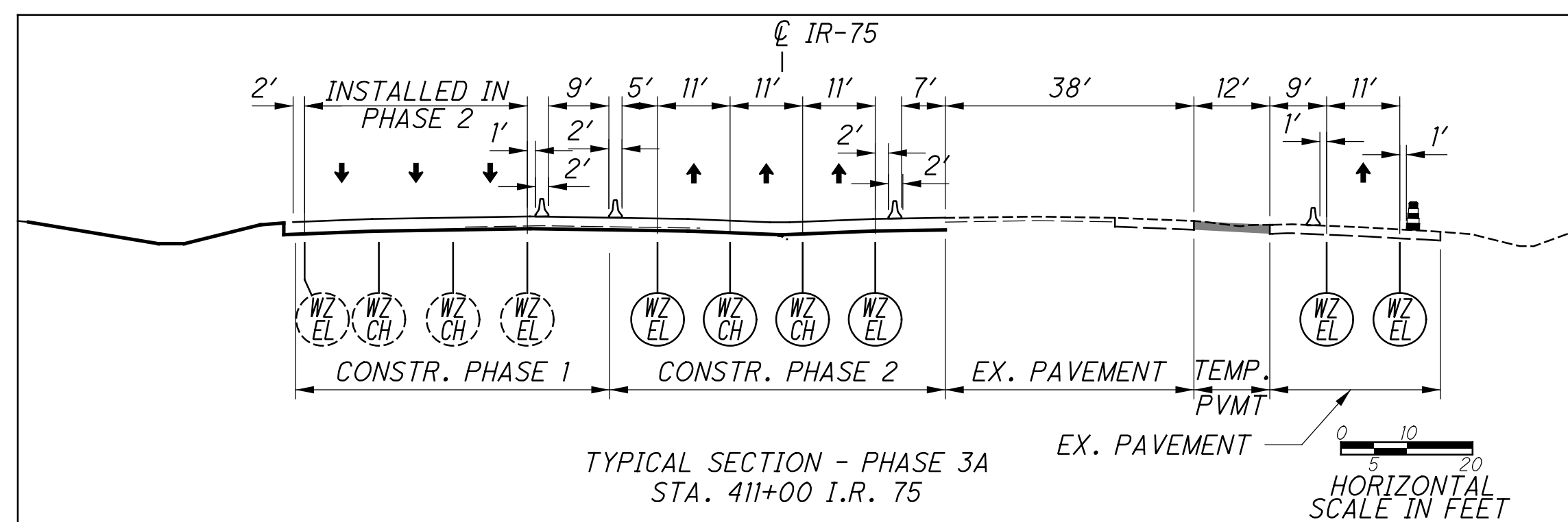
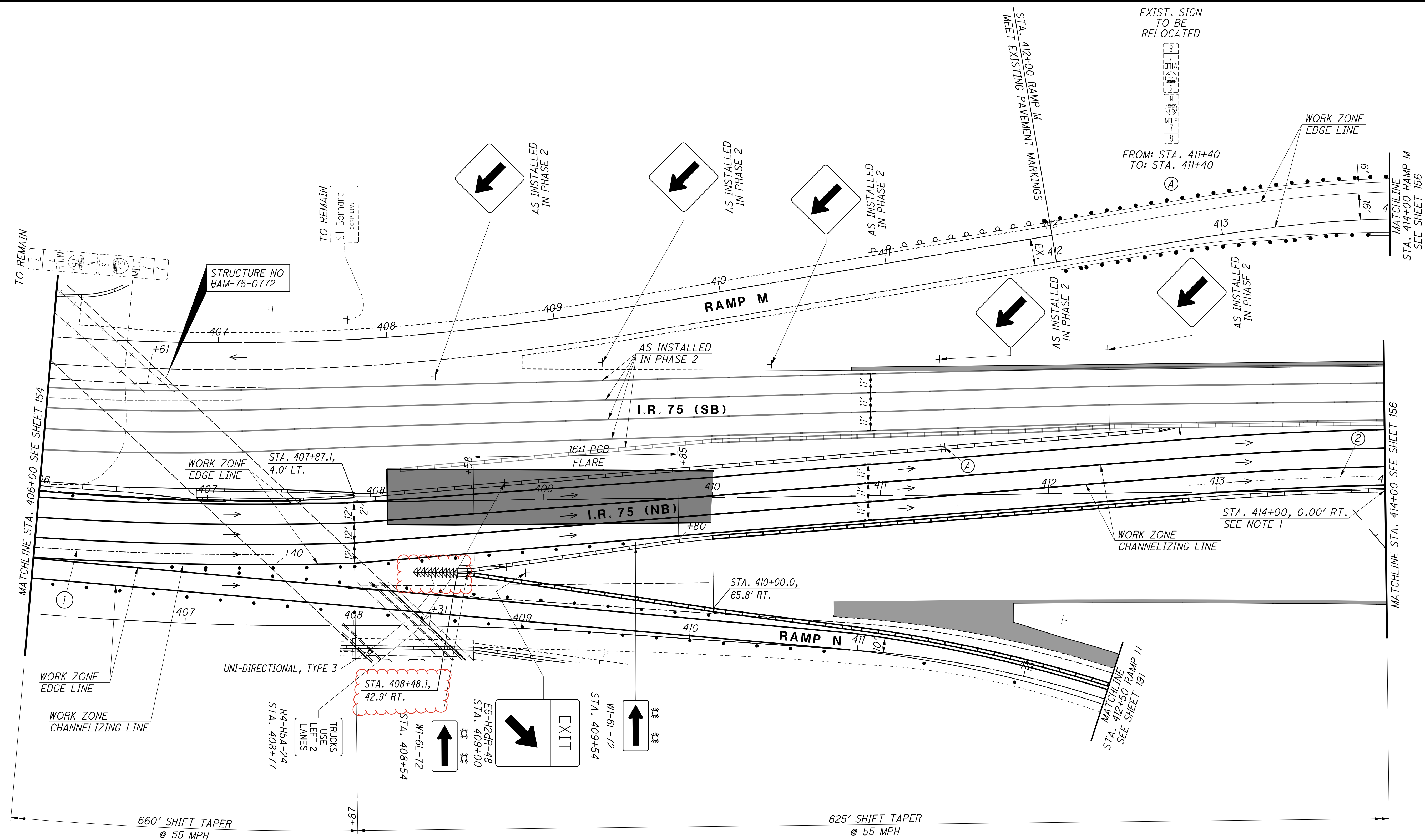
CALCULATED
RLS
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SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 478+00 TO STA. 486+00

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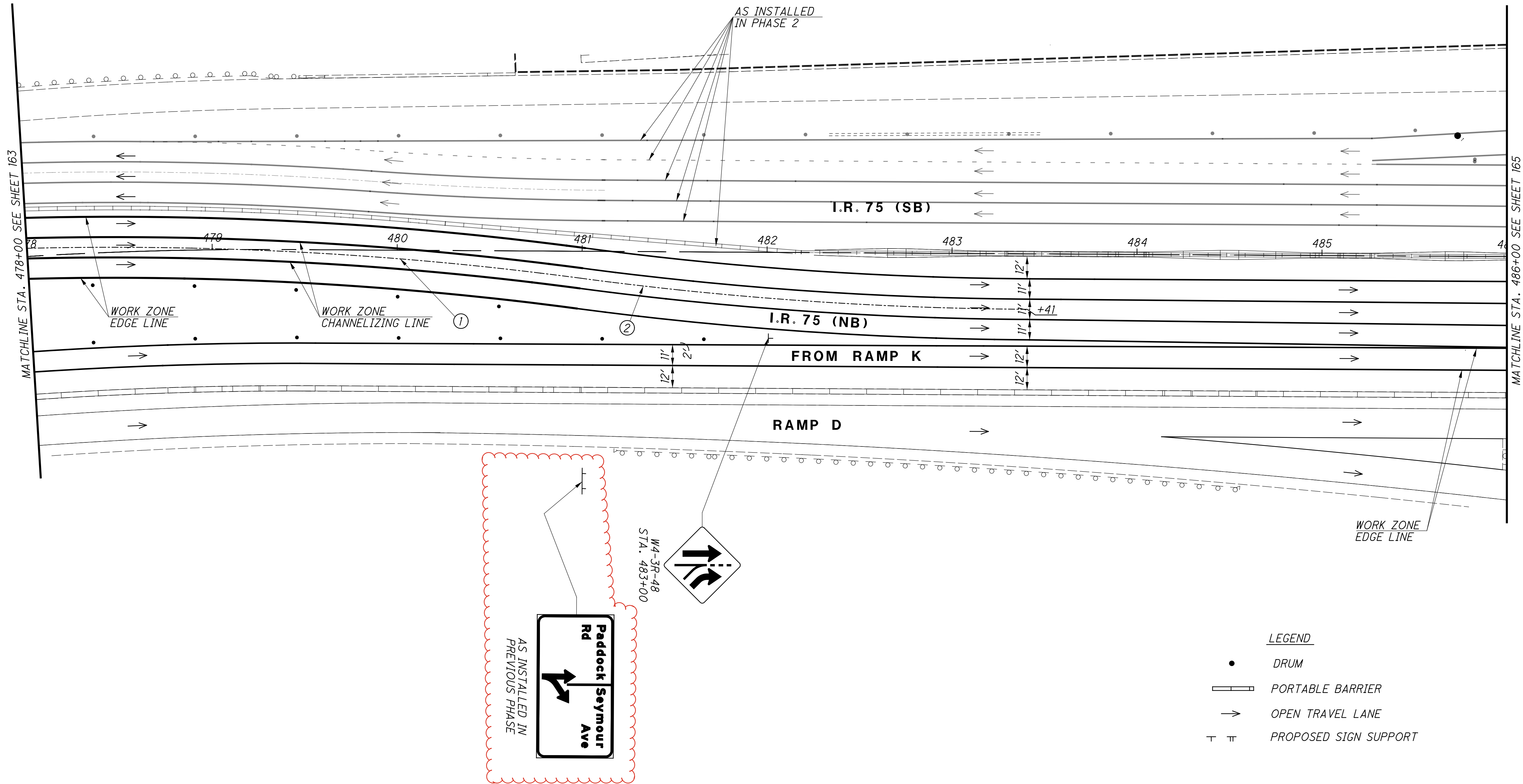
- ① $\Delta = 18^\circ 23' 34''$ (LT)
 $Dc = 02^\circ 56' 36''$
 $R = 1946.58'$
 $T = 315.15'$
 $L = 624.88'$
 $E = 25.35'$
 $C = 622.20'$
 $C.B. = N 55^\circ 27' 25'' E$
- ② $\Delta = 03^\circ 55' 31''$
 $Dc = 3^\circ 59' 59''$
 $R = 1910.00'$
 $T = 65.45'$
 $L = 130.85'$
 $E = 1.12'$
 $C = 130.83'$
 $C.B. = N 43^\circ 59' 47'' E$

- LEGEND
- DRUM
 - PORTABLE BARRIER
 - TEMPORARY PAVEMENT
 - IMPACT ATTENUATOR (69" WIDE HAZARD)
- ITEM 606, UNIDIRECTIONAL, TYPE 3
 - EXISTING SIGN SUPPORT
 - PROPOSED SIGN SUPPORT
 - OPEN TRAVEL LANE

NOTES:
1. CONNECT PORTABLE BARRIER AND
MEDIAN CONSTRUCTED IN PREVIOUS PHASE
UTILIZING MT-101.80.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

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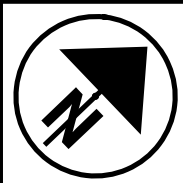


① $\Delta = 30^\circ 09' 33''$ (RT)
 $D_c = 02^\circ 59' 59''$
 $R = 1910.00'$
 $T = 514.63'$
 $L = 1005.38'$
 $E = 68.12'$
 $C = 993.82'$
 $C.B. = N 36^\circ 09' 50'' E$

② $\Delta = 07^\circ 15' 44''$ (LT)
 $D_c = 02^\circ 58' 57''$
 $R = 1921.00'$
 $T = 121.91'$
 $L = 243.49'$
 $E = 3.86'$
 $C = 243.33'$
 $C.B. = N 47^\circ 35' 29'' E$

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

- LEGEND
- DRUM
 - ▬ PORTABLE BARRIER
 - OPEN TRAVEL LANE
 - ┬ ┴ PROPOSED SIGN SUPPORT

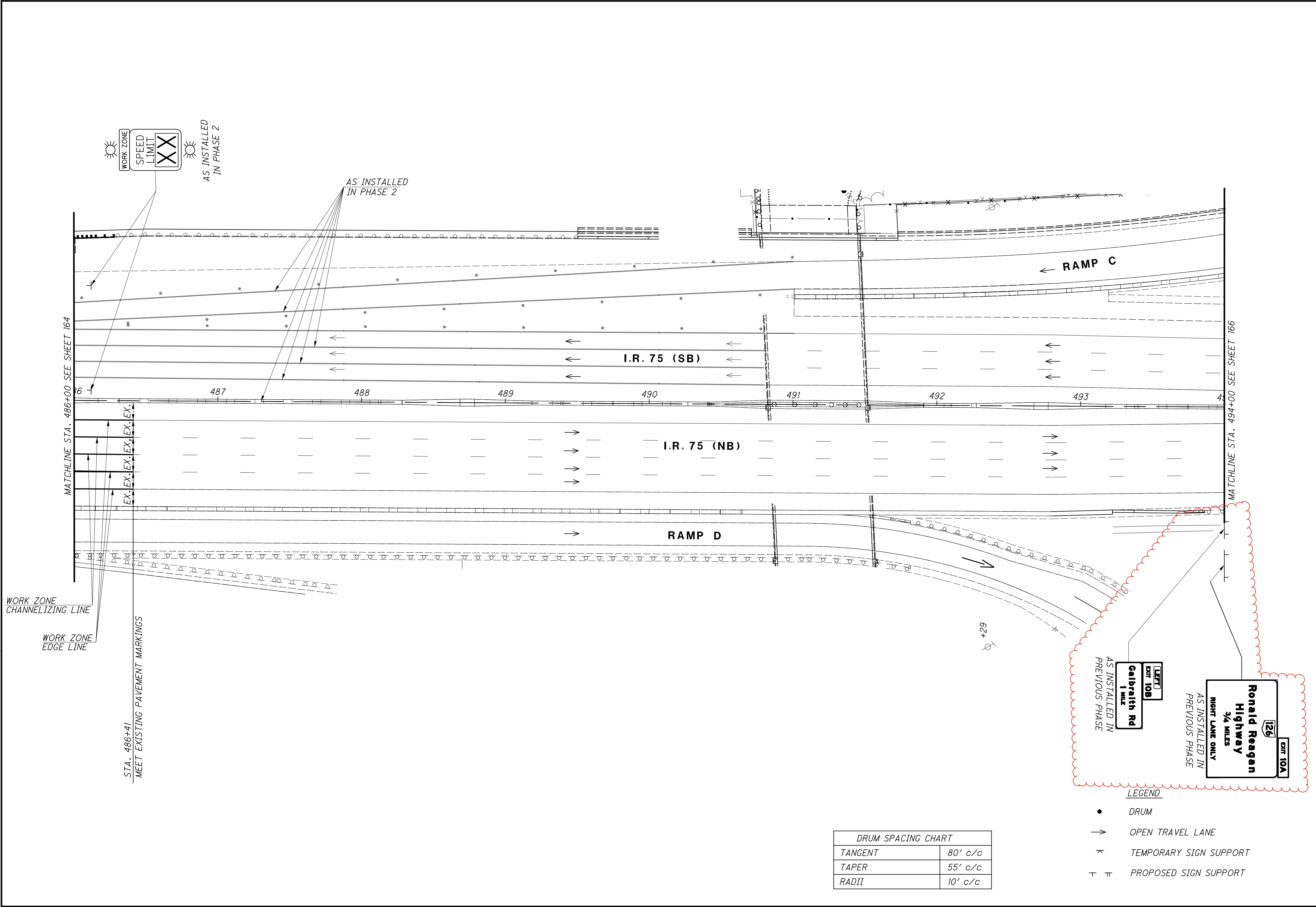


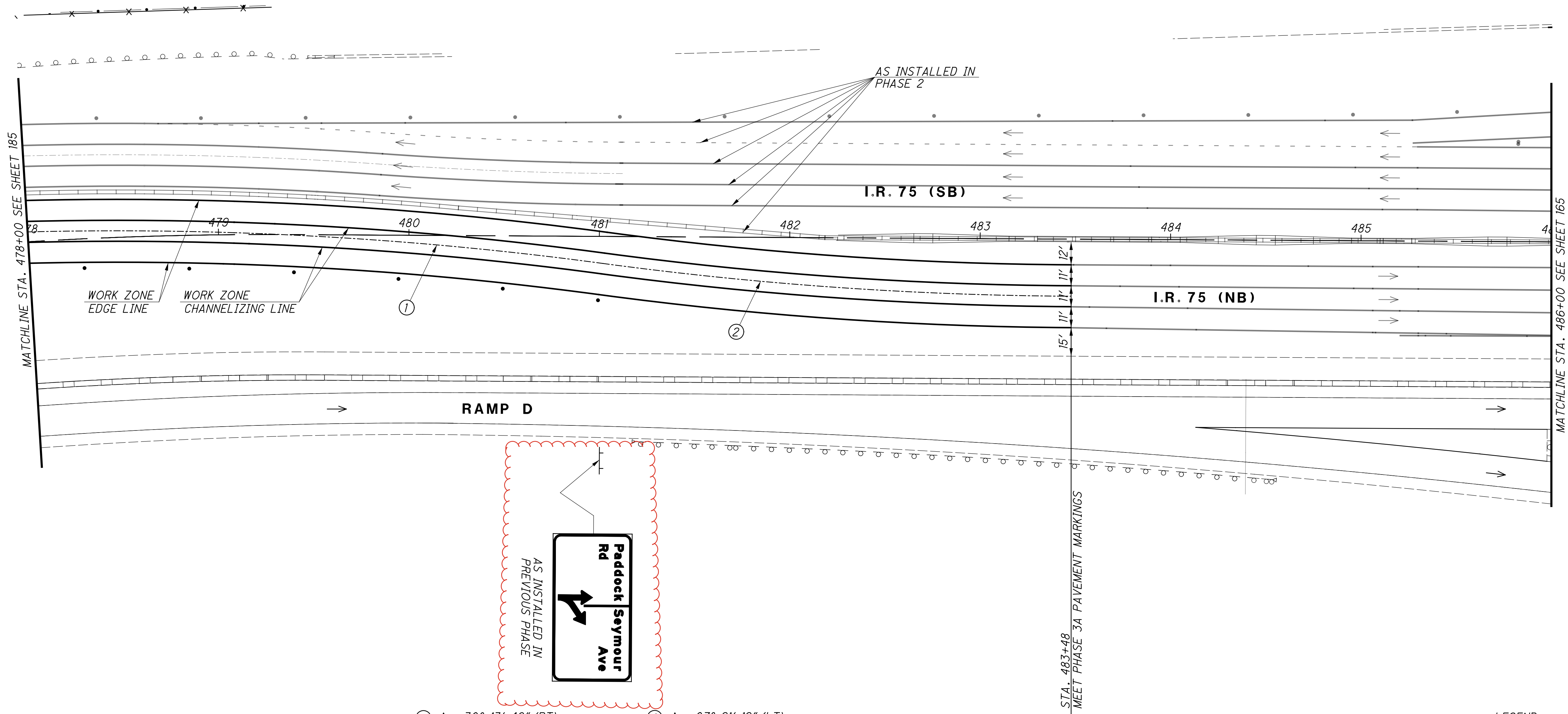
CALCULATED
RLS
CHECKED
SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 478+00 TO STA. 486+00

HAM-75-7.85

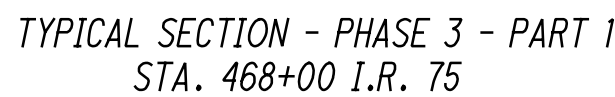
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- ① $\Delta = 30^\circ 13' 46''$ (RT)
 $D_c = 02^\circ 59' 59''$
 $R = 1910.00'$
 $T = 515.89'$
 $L = 1007.72'$
 $E = 68.44'$
 $C = 996.08'$
 $C.B. = N 36^\circ 11' 58'' E$
- ② $\Delta = 07^\circ 21' 12''$ (LT)
 $D_c = 02^\circ 58' 57''$
 $R = 1921.00'$
 $T = 123.44'$
 $L = 246.54'$
 $E = 3.96'$
 $C = 246.38'$
 $C.B. = N 47^\circ 38' 13'' E$

- LEGEND
- PORTABLE BARRIER
 - DRUM
 - OPEN TRAVEL LANE



①

A rectangular tile with a repeating pattern of diamonds. The pattern consists of four diamonds arranged in a 2x2 grid, with the diamonds touching at their corners. The diamonds are white with black outlines.

•

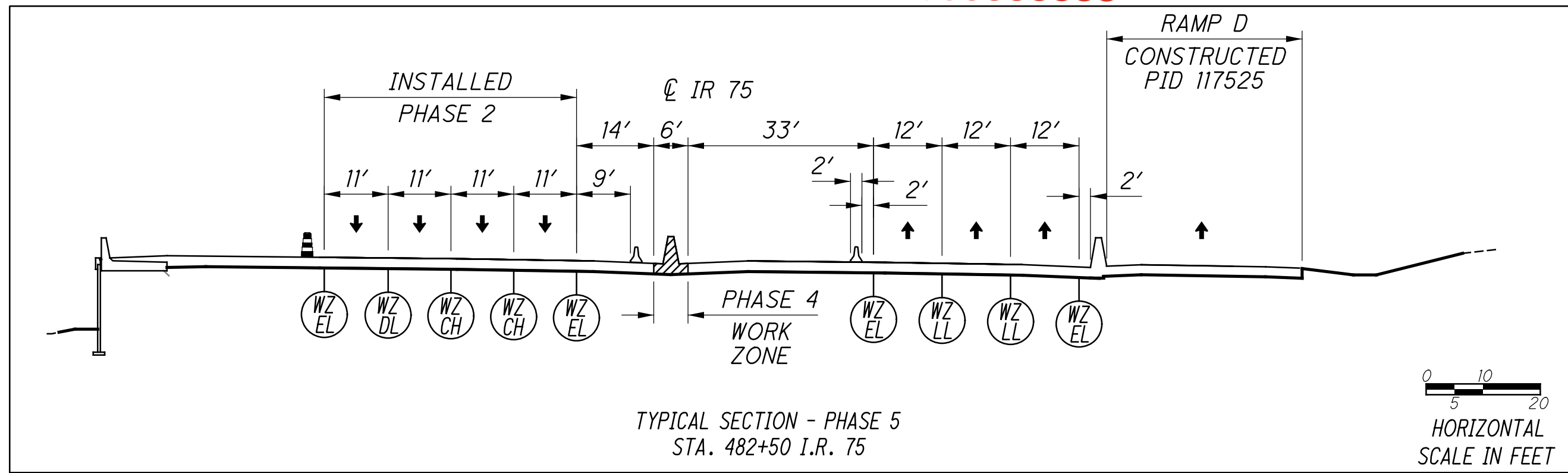
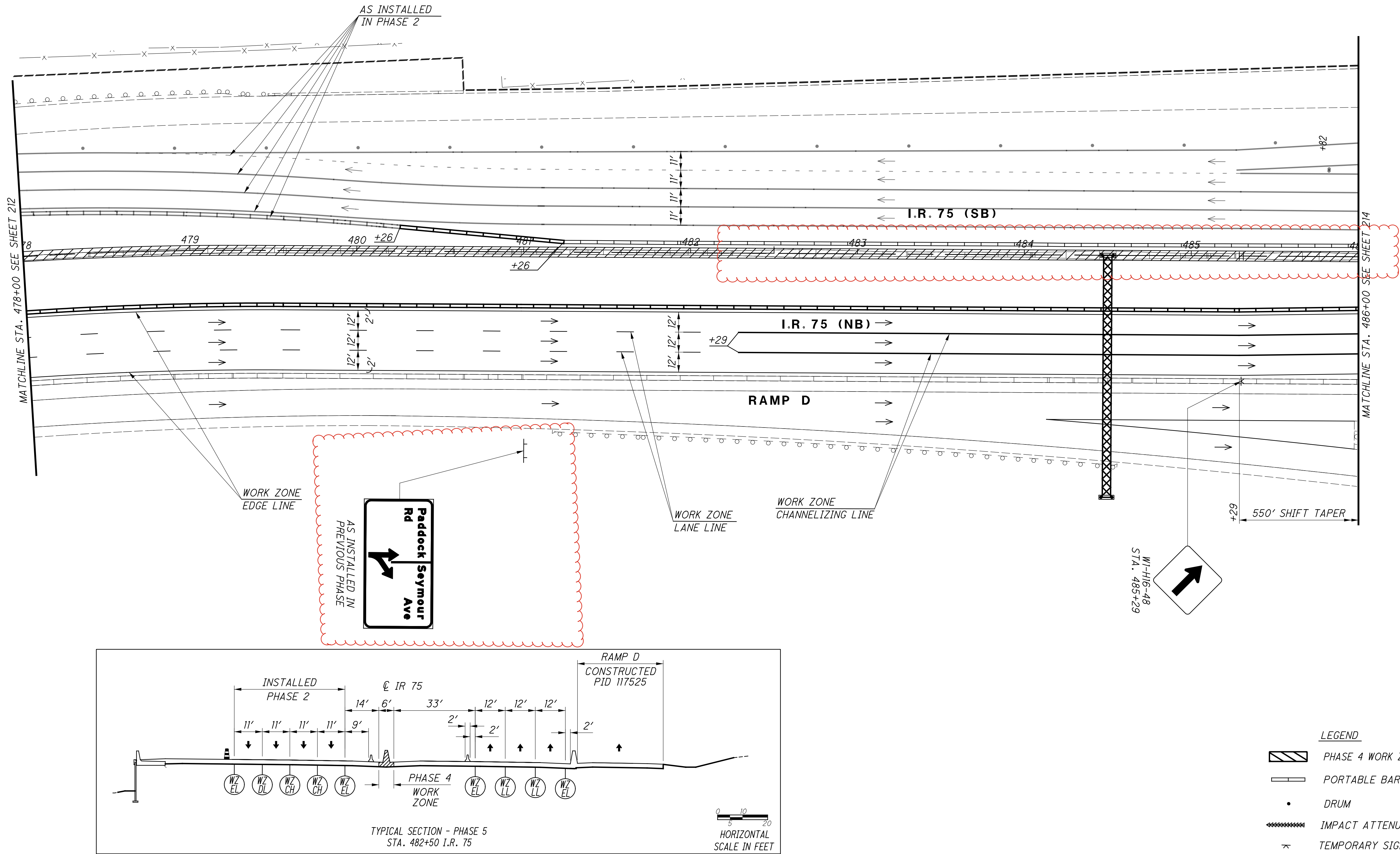
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T II

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188

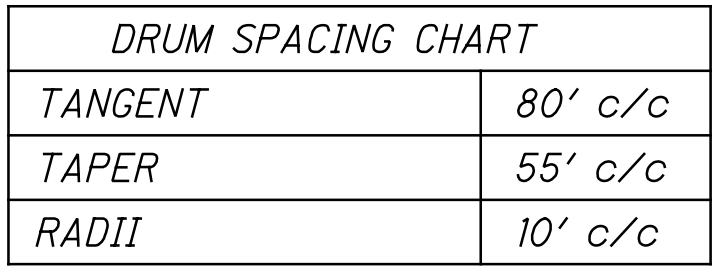
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- LEGEND
- PHASE 4 WORK ZONE
 - PORTABLE BARRIER
 - DRUM
 - IMPACT ATTENUATOR
 - TEMPORARY SIGN SUPPORT
 - OPEN TRAVEL LANE

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.



- *DRUM*
- ⚡ *IMPACT ATTENUATOR*
- ⚡ *TEMPORARY SIGN SUPPORT*
- *OPEN TRAVEL LANE*

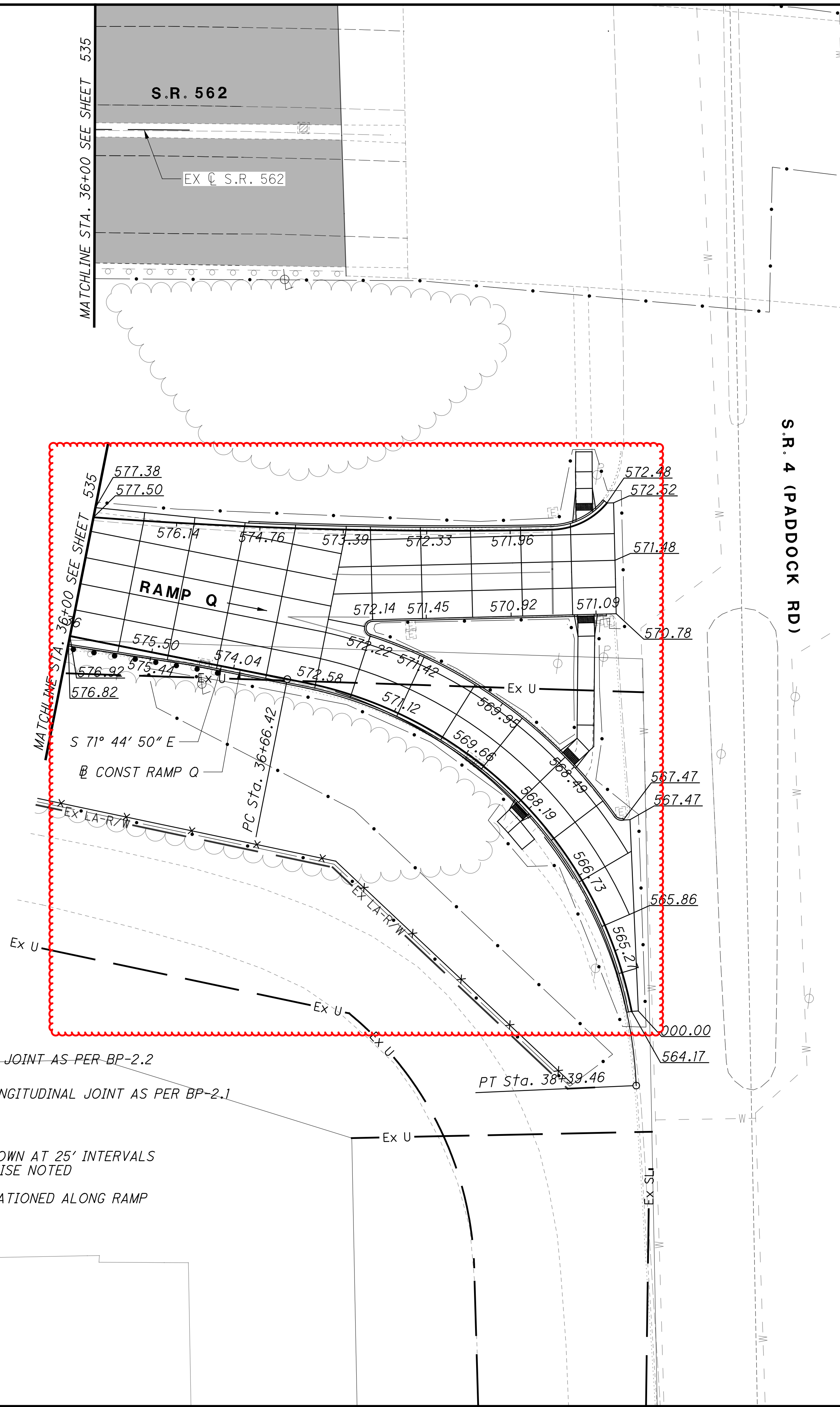
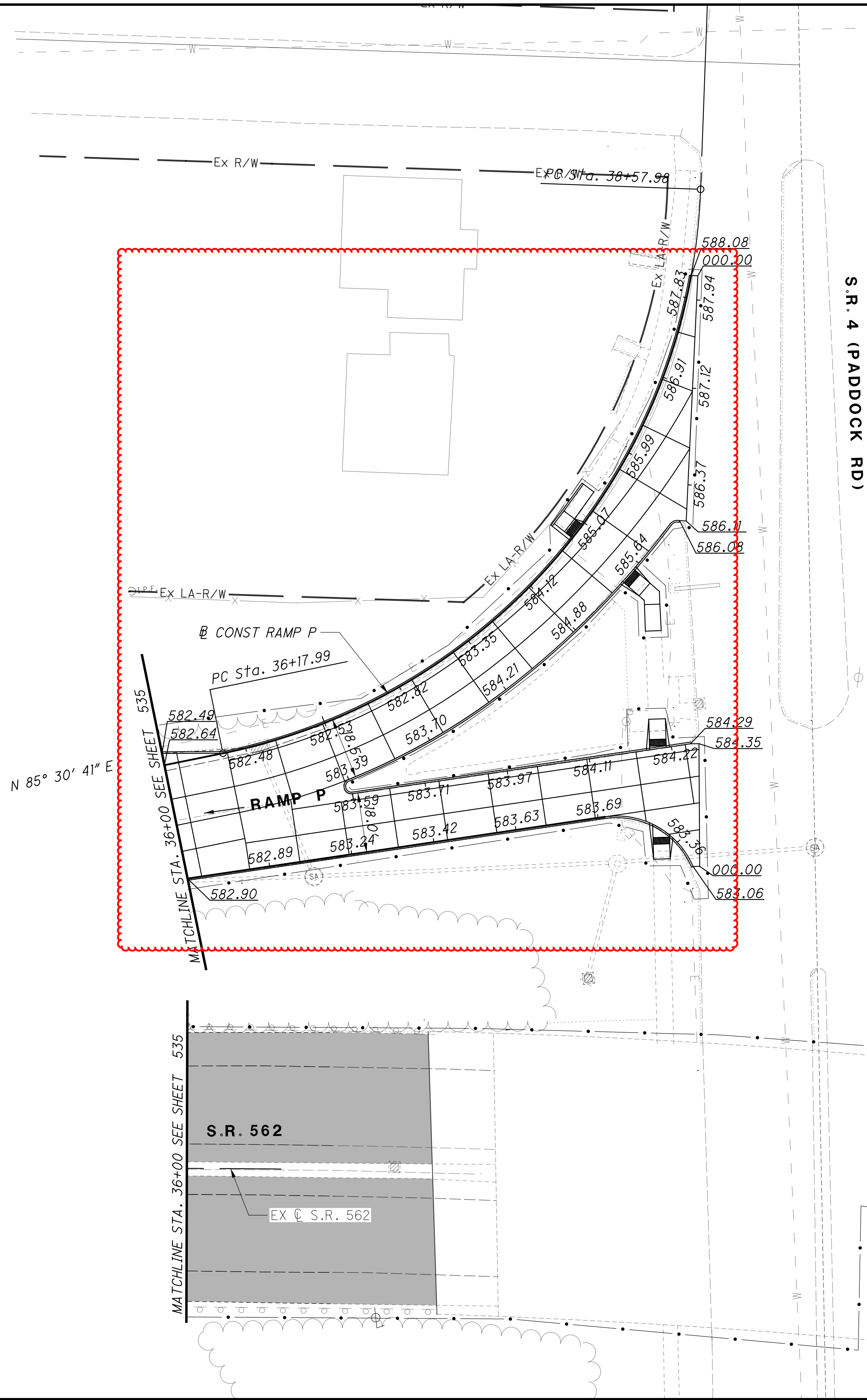
NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

$$\frac{222}{104}$$

GENERAL SUMMARY

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED DLR CHECKED EDK	GENERAL SUMMARY
61										01/IMS/04	02/IMS/03	04/NHS/04									
																	MAINTENANCE OF TRAFFIC				
400										208	92	100	253	90000	400	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2027	56			
400										208	92	100	253	90000	400	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2028	56			
400										208	92	100	253	90000	400	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2029	56			
408										408			441	70201	408	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLANPG-64-22	51			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1	56			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2	56			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3	56			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4	56			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5	56			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6	56			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS7	56			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS8	56			
LUMP										LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS9	56			
2										2			606	60040	2	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL, 60 MPH, 69" WIDE				
2,100										894	331	875	614	11110	2,100	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE				
3											1	2	SPECIAL	61411300	3	EACH	WORK ZONE TRAFFIC SIGNAL	58			
8,000										7,920	1,680	2,400	614	11630	8,000	FT	INCREASED BARRIER DELINEATION				
15										7	4	4	614	12380	15	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)				
6										3	2	1	614	12384	6	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)				
3										2	1		614	12400	3	EACH	WORK ZONE IMPACT ATTENUATOR, MISC.: 24" WIDE HAZARDS (UNIDIRECTIONAL), TYPE 3	56			
LUMP										LUMP	LUMP	LUMP	614	12420	LS		DETOUR SIGNING				
11										8	3		614	12484	11	EACH	WORK ZONE INCREASED PENALTIES SIGN				
15										7	2	6	614	12500	15	EACH	REPLACEMENT SIGN				
150										64	23	63	614	12600	150	EACH	REPLACEMENT DRUM				
2										1	1		614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM				
200										110	40	50	614	12800	200	EACH	WORK ZONE RAISED PAVEMENT MARKER				
5,035										2,615	1,160	1,260	614	12801	5,035	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	54			
90										39	15	36	614	13000	90	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC				
1,235										641	284	310	614	13310	1,235	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL				
43										21	9	13	614	13312	43	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL				
1,260										656	290	314	614	13350	1,260	EACH	OBJECT MARKER, ONE WAY				
230										113	48	69	614	13360	230	EACH	OBJECT MARKER, TWO WAY				
750,000										365,000	135,000	250,000	614	18000	750,000	EACH	MAINTAINING TRAFFIC, MISC.: OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURE	57			
LUMP										LUMP	LUMP	LUMP	614	18002	LS		MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP M, AS PER PLAN	55			
LUMP										LUMP	LUMP	LUMP	614	18002	LS		MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP J, AS PER PLAN	55			
320										175	65	80	614	18600	320	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	53			

[illegible]



- Ⓒ CONTRACTION JOINT AS PER BP-2.2
- Ⓕ STANDARD LONGITUDINAL JOINT AS PER BP-2.1

NOTE:
ELEVATIONS SHOWN AT 25' INTERVALS
UNLESS OTHERWISE NOTED
ELEVATIONS STATIONED ALONG RAMP
BASELINES

$$\frac{700}{1047}$$

$$\begin{array}{r} 708 \\ 1047 \end{array}$$

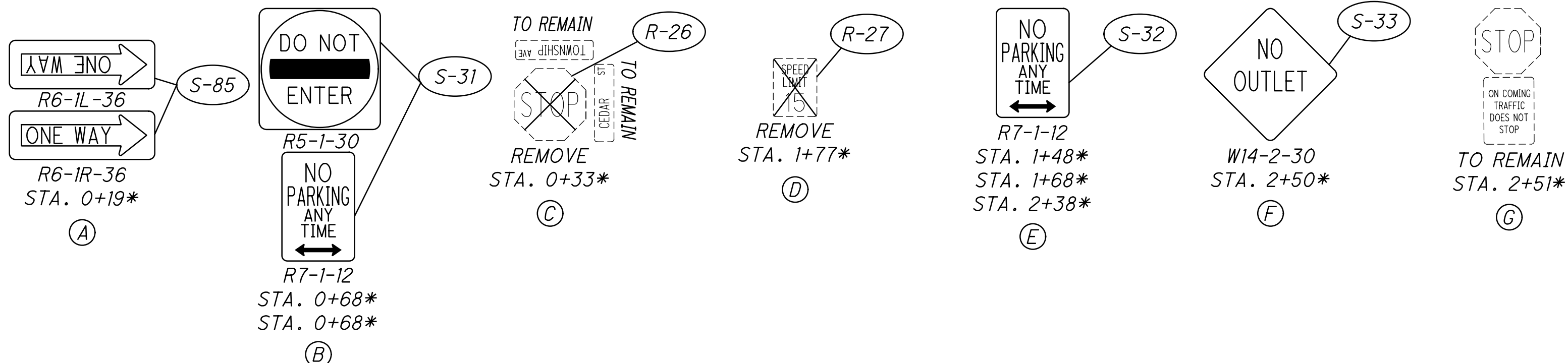
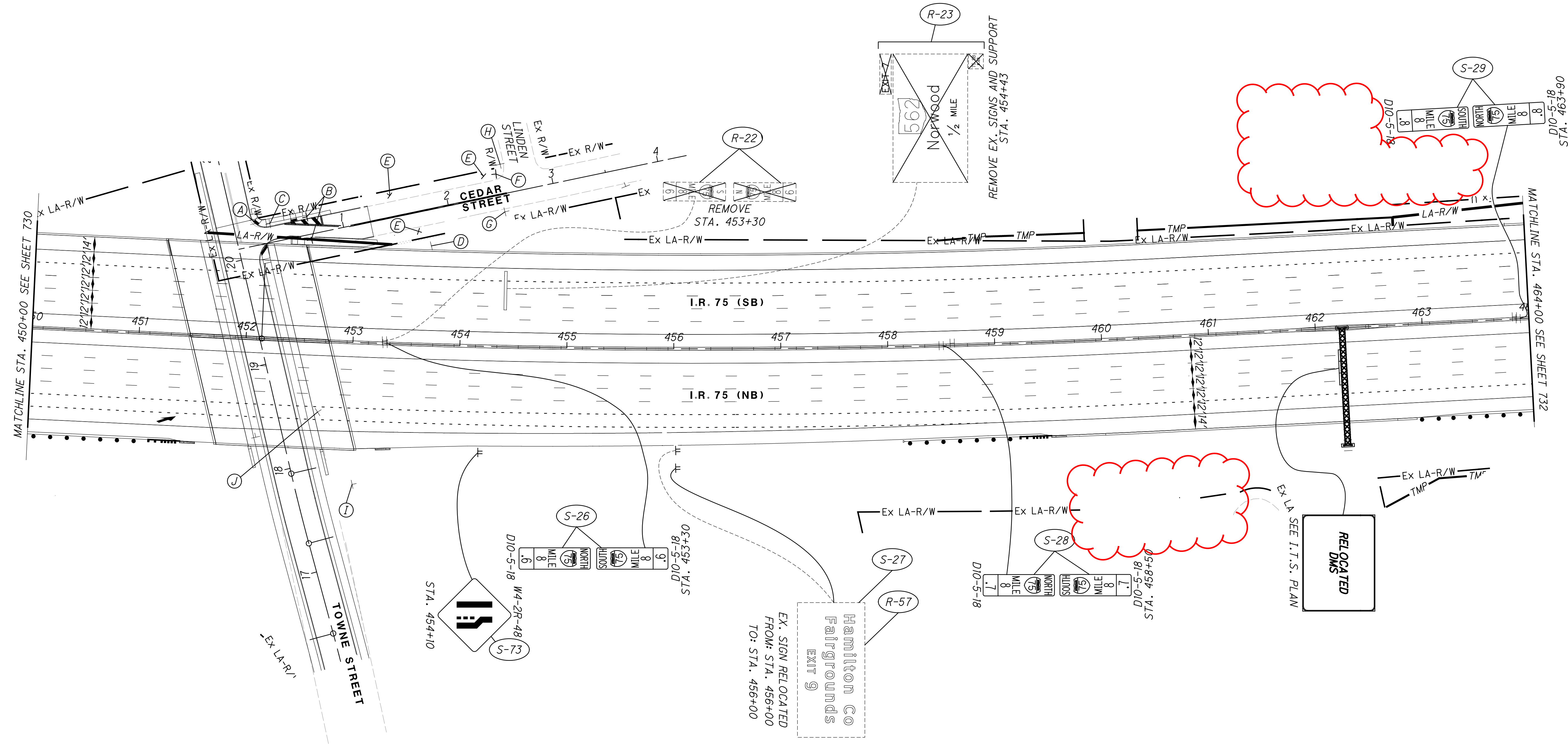
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SHEET NO.	REF. NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	625	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630		CALCULATED	MKM CHECKED	SWM
							GROUND ROD	GROUND MOUNTED SUPPORT, NO. 3 POST	GROUND MOUNTED SUPPORT, NO. 4 POST	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, 54X7.7	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	SIGN POST REFLECTOR, YELLOW	BREAKAWAY STRUCTURAL BEAM CONNECTION	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 3	SIGN, FLAT SHEET	SIGN, GROUND MOUNTED EXTRUSHEET	SIGN, OVERHEAD EXTRUSHEET	CONCRETE MEDIAN BARRIER SIGN BRACKET, AS PER PLAN	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION				
							EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	SF	SF	SF	EACH	EACH	EACH	EACH			
732	S-35	CL CONST. I.R. 75	466+00	LT	E1-H5P	84" X 30" 696" X 192"	2								1				17.5 928		1		1			
732	S-36	CL CONST. I.R. 75	471+23	RT	E1-H5P	84" X 30" 216" X 156"								1					17.5 234				1			
734	S-37	RAMP M	412+25	LT	D10-H5a-30	30" X 30"		15.5									6.25									
734	S-38	RAMP J	423+00	LT	E1-H5P	72" X 30" 180" X 108"	1							1					15 135				1			
734	S-39	RAMP N	415+50	LT	E1-H5P	72" X 30" 180" 108"	1							1					15 135				1			
734	S-40	RAMP N	416+00	RT	D10-H5a-30	30" X 30"		14.5									6.25									
734	S-41	RAMP K	418+00	RT	D10-H5a-30	30" X 30"		15									6.25									
735	S-42	RAMP N	419+73	LT	W4-3L-48	48" X 48"		16 / 17				2					16									
735	S-43	RAMP N	423+50	RT	D10-1-12	12" X 24"		12									2									
735	S-44	RAMP K	412+50	RT	D10-1-12	12" X 24"		12									2									
735	S-45	CL CONST. S.R. 562	15+60	CL	D10-5-18 D10-5-18	18" X 60" 18" X 60"											7.5 7.5			1						
735	S-46	CL CONST. S.R. 562	16+25	RT	E1-H5P E1-H5P	84" X 30" 180" X 108" 72" X 30"	2							1					17.5 135 15		1		1			
						180" X 132"													165							
735	S-47	CL CONST. S.R. 562	18+40	LT		360" X 156"	2							1					390		1		1			
735	S-48	CL CONST. S.R. 562	20+82	LT	M4-6-36 M1-5-45-3	36" X 18" 45" X 36"		15 / 15									4.5 11.25									
735	S-49	CL CONST. S.R. 562	20+72	RT	M3-2-36 M1-5-45-3	36" X 18" 45" X 36"		15 / 15									4.5 11.25									
735	S-50	CL CONST. S.R. 562	21+48	CL	D10-5-18 D10-5-18	18" X 60" 18" X 60"											7.5 7.5			1						
736	S-51	CL CONST. S.R. 562	23+00	RT	R2-1-48	48" X 60"		15.5 / 15.5									20									
736	S-52	CL CONST. S.R. 562	26+79	CL	D10-5-18 D10-5-18	18" X 60" 18" X 60"											7.5 7.5			1						
736	S-53	CL CONST. S.R. 562	28+00	LT		360" X 156"	2							1					390				1			
736	S-54	CL CONST. S.R. 562	29+50	RT	E1-H5P 	72" X 30" 180" X 132"	1						1						15 165				1			
736	S-55	CL CONST. S.R. 562	32+50	RT	E5-H1A-72 M1-5-36-2	72" X 60" 36" X 36"				16.4 / 16.1		2						30				2				
736	S-56	CL CONST. S.R. 562	34+00	RT	M6-4-30 D3-H5-120	30" X 21" 120" X 36"					15.7 / 17.2	2					9 4.38					2				
734	S-57	RAMP M	413+10	LT	W1-8L-36	36" X 48"		14.5 / 14.5				2					12									
734	S-58	RAMP M	414+30	LT	W1-8L-36	36" X 48"		14.5 / 14.5				2					12									
734	S-59	RAMP M	415+50	LT	W1-8L-36	36" X 48"		14.5 / 14.5				2					12									
734	S-60	RAMP M	421+00	LT	W13-3-48	48" X 60"		15.5 / 15.5				2					20									
734	S-61	RAMP M	422+75	LT	W1-2L-36 W13-1P-30	36" X 36" 30" X 30"		18.0				1					9 6.25									
734	S-62	RAMP K	417+30	LT	W1-8R-36	36" X 48"		14.5 / 14.5				2					12									
734	S-63	RAMP K	418+50	LT	W1-8R-36	36" X 48"		14.5 / 14.5				2					12									
734	S-64	RAMP K	419+70	LT	W1-8R-36	36" X 48"		14.5 / 14.5				2					12									
734	S-65	RAMP K	420+90	LT	W1-8R-36	36" X 48"		14.5 / 14.5				2					12									
735	S-66	RAMP K	413+50	RT	W13-3-48	48" X 60"		15.5 / 15.5				2					20									
735	S-67	RAMP K	411+00	RT	W1-2R-36 W13-1P-30	36" X 36" 30" X 30"			16			1					9 6.25									
728	S-68	RAMP N	409+50	RT	W1-2R-36 W13-1P-30	36" X 36" 30" X 30"			16			1					9 6.25									
728	S-69	RAMP N	412+50	LT	W1-8R-36	36" X 48"		14.5 / 14.5				2					12									
729	S-70	RAMP J	424+00	LT	W13-3-48	48" X 60"		15.5 / 15.5				2					20									
729	S-71	RAMP J	426+00	LT	W1-2L-36 W13-1P-30	36" X 36" 30" X 30"			16			1					9 6.25									
729	S-72	CL CONST. I.R 75	436+00	RT	W9-1R-48	48" X 48"		15.0 / 15.5				2					16									
731	S-73	CL CONST. I.R 75	454+10	RT	W4-2R-48	48" X 48"		15.0 / 15.0				2					16									
734	S-74	RAMP N	413+70	LT	W1-8R-36	36" X 48"		14.5 / 14.5				2					12									
734	S-75	RAMP N	414+90	LT	W1-8R-36	36" X 48"		14.5 / 14.5				2					12									
TOTALS CARRIED TO SUBSUMMARY							11	654.0	48	32.5	32.9	36	4	4	3	1	421.63	60	2790	3	3	4	8			

SIGNING ESTIMATED QUANTITIES

HAM-75-7.85

711
1047



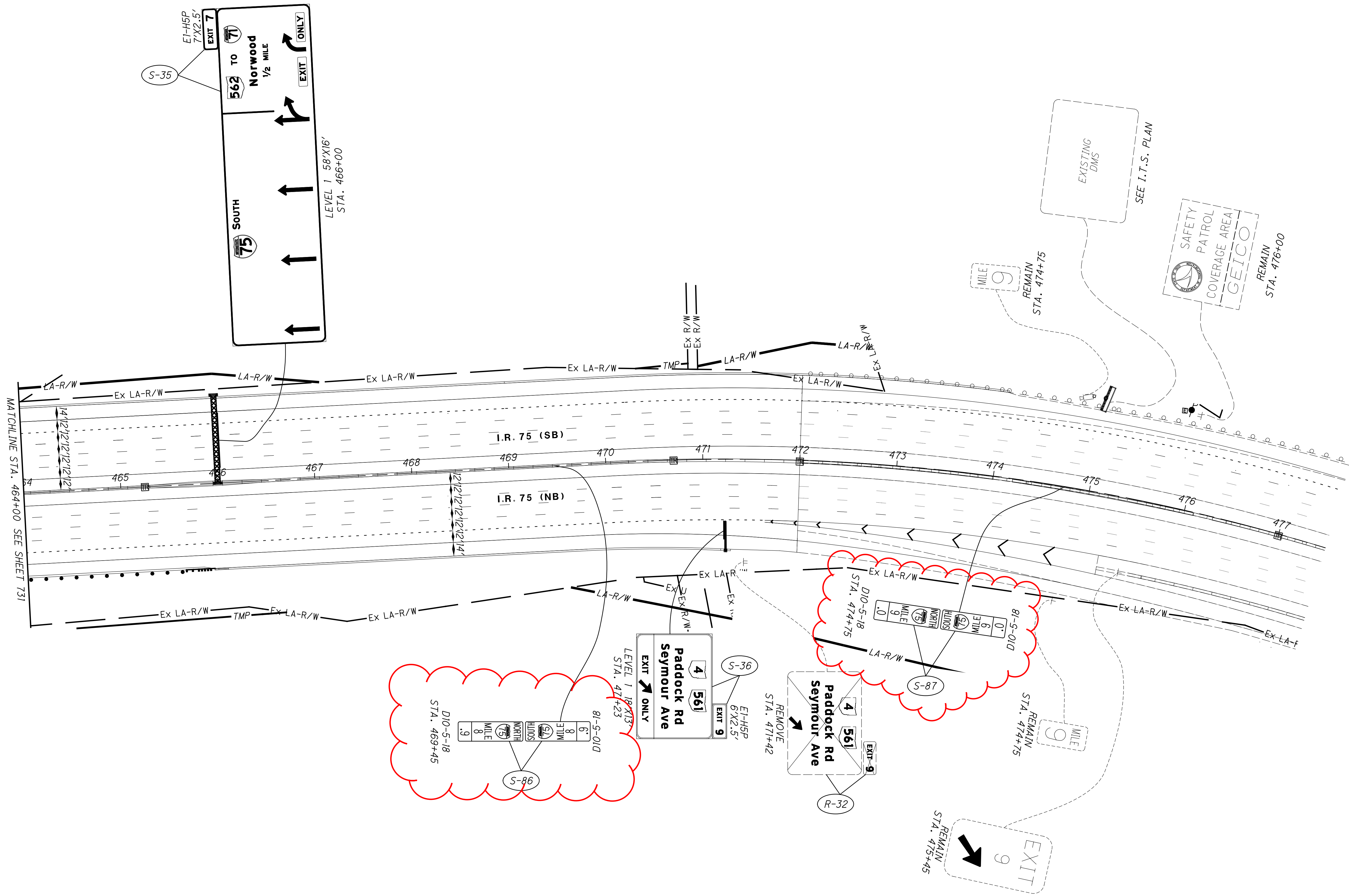
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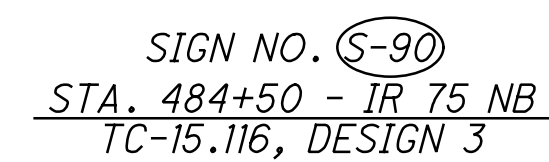
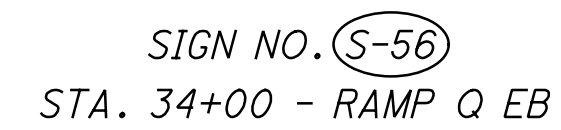
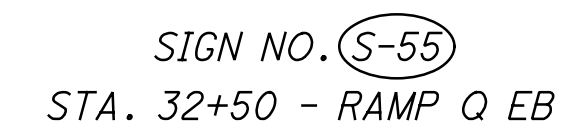
1. SEE SHEET 699 FOR SIGNING LEGEND
2. STATIONING FOR SIGNS A THROUGH T ARE BASED OFF OF C CONST I.R. 75

* DENOTES STATIONING FROM CEDAR ST
** DENOTES STATIONING FROM TOWNE ST

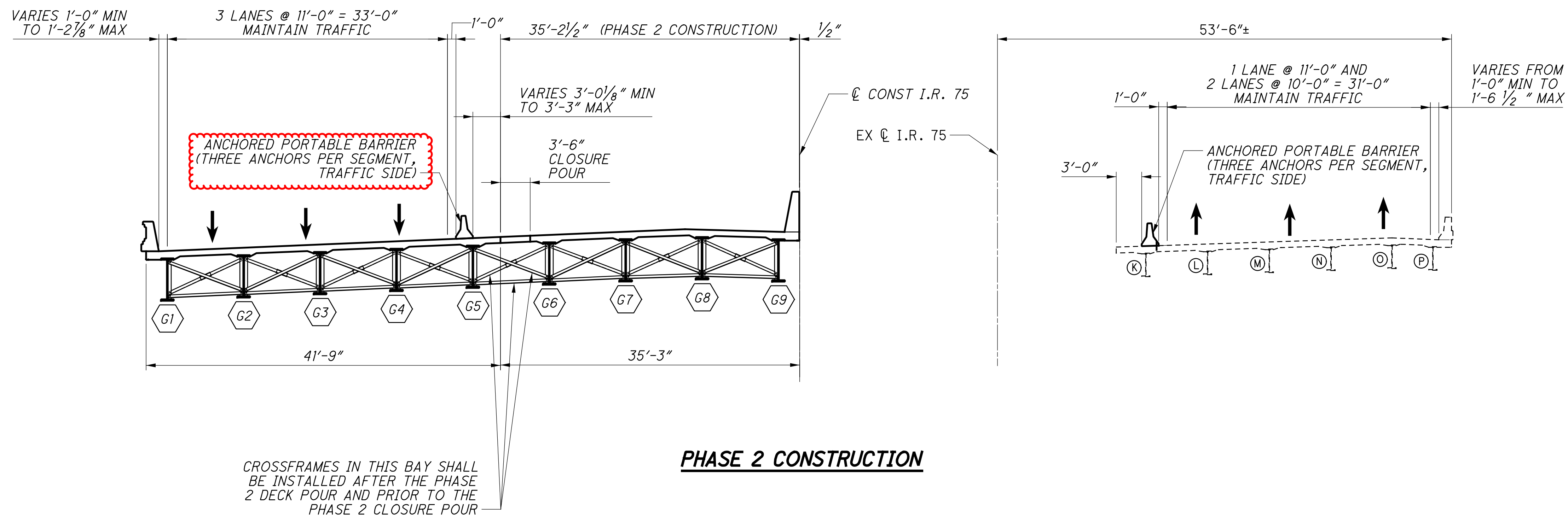
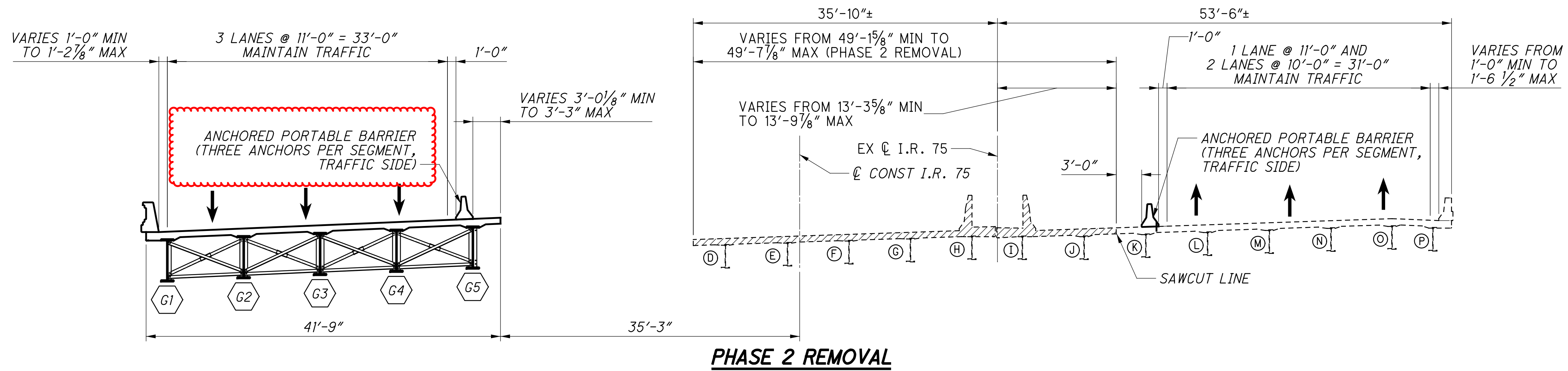
NOTE:

1. SEE SHEET 699 FOR
SIGNING LEGEND

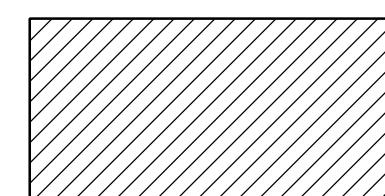




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LEGEND



- DENOTES AREAS TO BE REMOVED PER ITEM 202 - STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN

(X)

- EXISTING BEAMLINE DESIGNATION

GX

- PROPOSED GIRDER DESIGNATION

NOTE

1. SEE GENERAL NOTES FOR ABBREVIATION LEGEND.

PHASED CONSTRUCTION DETAILS

BRIDGE NO. HAM-75-0791
I.R. 75 OVER RAMP J

HAM-75-7.85
PID No. 121447

9 / 65

873
1047

DESIGN AGENCY
EMH
Engineering & Maintenance, Inc.
10000 Highway 100, Suite 100
Houston, Texas 77036
713.462.1000
www.emhinc.com

REVIEWED
CAS
DATE
5-22-26
STRUCTURE FILE NUMBER
310044

DRAWN
RJE
CHECKED
TDA
REVISED
-