

ESTIMATED QUANTITIES			
ITEM	DESCRIPTION	QUANTITY	UNIT
203	EMBANKMENT, USING NATURAL SOILS, 703.16.A	145	CU.YD. *
601	DETENTION BASIN FILTER, 601.10	1,005	SQ.YD. *
670	SLOPE EROSION PROTECTION	18,954	SQ.YD. *
832	EROSION CONTROL	304,764	EACH
832	STORM WATER POLLUTION PREVENTION INSPECTION	1	LS
832	STORMWATER POLLUTION PREVENTION SOFTWARE	1	LS
832	STORMWATER POLLUTION PREVENTION PLAN	1	LS

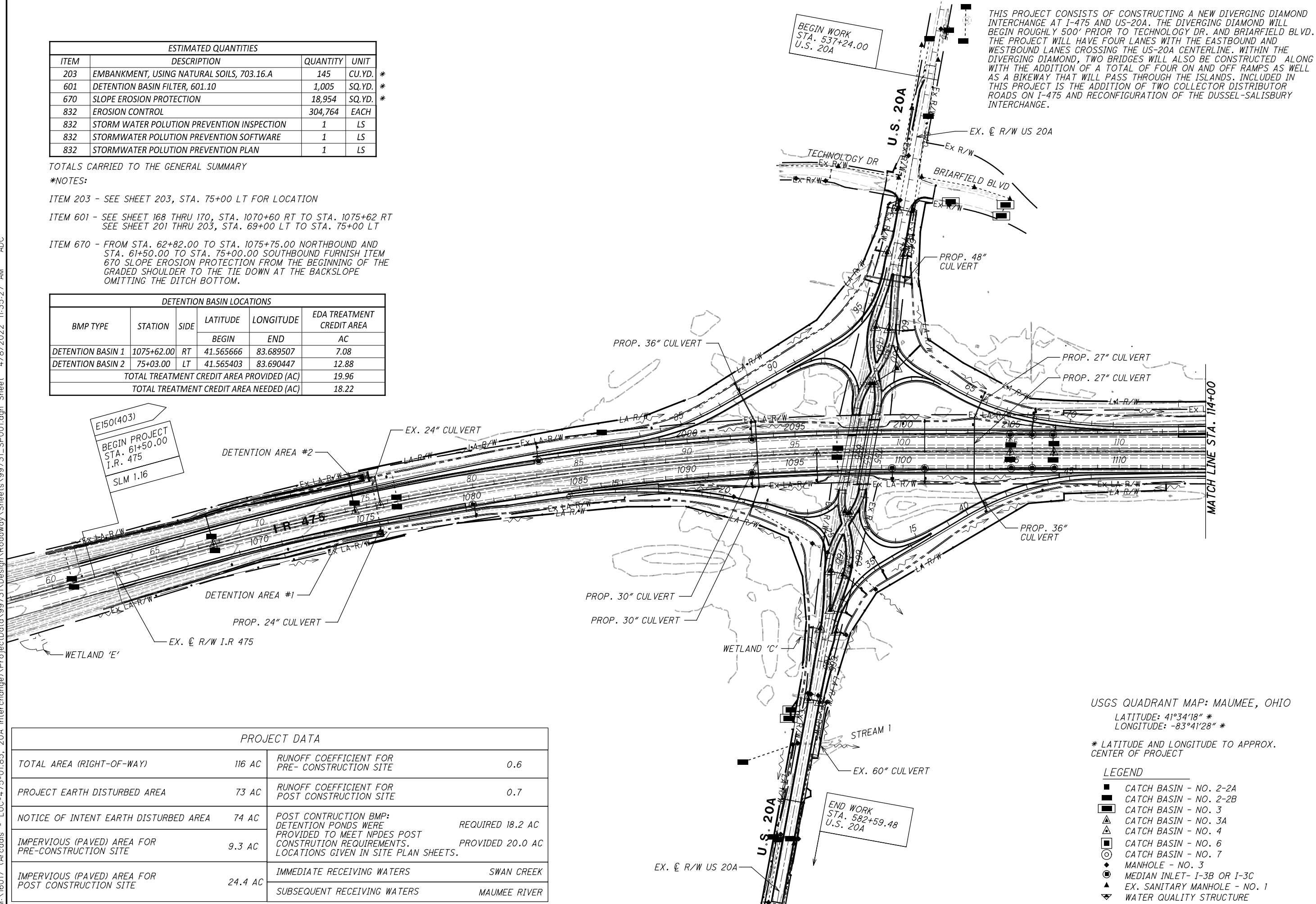
TOTALS CARRIED TO THE GENERAL SUMMARY

*NOTES:

- ITEM 203 - SEE SHEET 203, STA. 75+00 LT FOR LOCATION
- ITEM 601 - SEE SHEET 168 THRU 170, STA. 1070+60 RT TO STA. 1075+62 RT
SEE SHEET 201 THRU 203, STA. 69+00 LT TO STA. 75+00 LT
- ITEM 670 - FROM STA. 62+82.00 TO STA. 1075+75.00 NORTHBOUND AND STA. 61+50.00 TO STA. 75+00.00 SOUTHBOUND FURNISH ITEM 670 SLOPE EROSION PROTECTION FROM THE BEGINNING OF THE GRADED SHOULDER TO THE TIE DOWN AT THE BACKSLOPE OMITTING THE DITCH BOTTOM.

DETENTION BASIN LOCATIONS					
BMP TYPE	STATION	SIDE	LATITUDE	LONGITUDE	EDA TREATMENT CREDIT AREA
			BEGIN	END	
DETENTION BASIN 1	1075+62.00	RT	41.565666	83.689507	7.08
DETENTION BASIN 2	75+03.00	LT	41.565403	83.690447	12.88
TOTAL TREATMENT CREDIT AREA PROVIDED (AC)					19.96
TOTAL TREATMENT CREDIT AREA NEEDED (AC)					18.22

M:\16017 (Arcadis - LUC-475-01.85, 20A Interchange)\ProjectData\99731\Design\Roadway\Sheets\99731_SP001.dgn Sheet 4/8/2022 11:35:27 AM ADC



THIS PROJECT CONSISTS OF CONSTRUCTING A NEW DIVERGING DIAMOND INTERCHANGE AT I-475 AND US-20A. THE DIVERGING DIAMOND WILL BEGIN ROUGHLY 500' PRIOR TO TECHNOLOGY DR. AND BRIARFIELD BLVD. THE PROJECT WILL HAVE FOUR LANES WITH THE EASTBOUND AND WESTBOUND LANES CROSSING THE US-20A CENTERLINE. WITHIN THE DIVERGING DIAMOND, TWO BRIDGES WILL ALSO BE CONSTRUCTED ALONG WITH THE ADDITION OF A TOTAL OF FOUR ON AND OFF RAMP AS WELL AS A BIKEWAY THAT WILL PASS THROUGH THE ISLANDS. INCLUDED IN THIS PROJECT IS THE ADDITION OF TWO COLLECTOR DISTRIBUTOR ROADS ON I-475 AND RECONFIGURATION OF THE DUSSEL-SALISBURY INTERCHANGE.



PROJECT SITE PLAN

LUC-475-01.85

E150(403)
BEGIN PROJECT
STA. 61+50.00
I.R. 475
SLM 1.16

BEGIN WORK
STA. 537+24.00
U.S. 20A

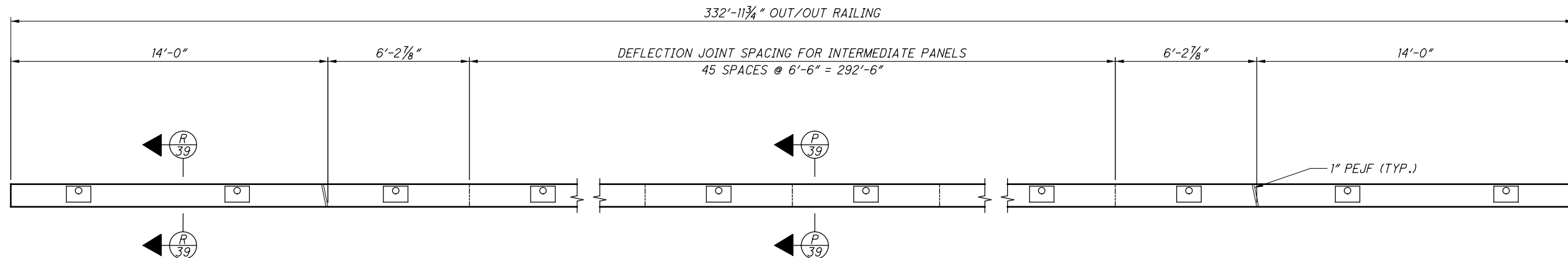
END WORK
STA. 582+59.48
U.S. 20A

MATCH LINE STA. 114+00

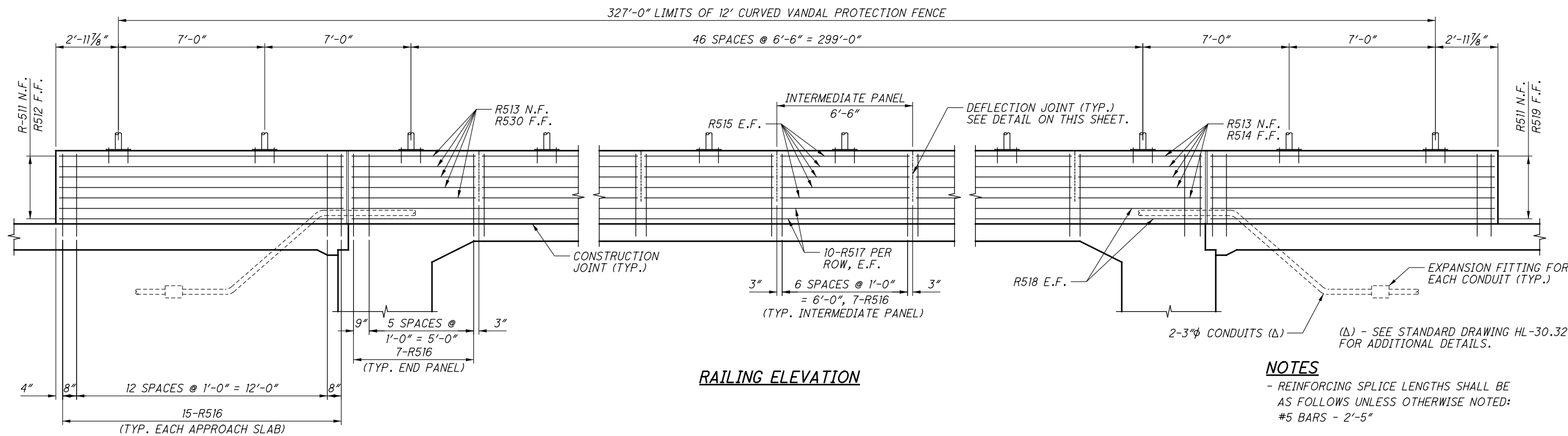
USGS QUADRANT MAP: MAUMEE, OHIO
LATITUDE: 41°34'18" *
LONGITUDE: -83°41'28" *
* LATITUDE AND LONGITUDE TO APPROX. CENTER OF PROJECT

- LEGEND**
- CATCH BASIN - NO. 2-2A
 - CATCH BASIN - NO. 2-2B
 - CATCH BASIN - NO. 3
 - ▲ CATCH BASIN - NO. 3A
 - ▲ CATCH BASIN - NO. 4
 - CATCH BASIN - NO. 6
 - CATCH BASIN - NO. 7
 - ◆ MANHOLE - NO. 3
 - ⊙ MEDIAN INLET- I-3B OR I-3C
 - ▲ EX. SANITARY MANHOLE - NO. 1
 - ▽ WATER QUALITY STRUCTURE

PROJECT DATA			
TOTAL AREA (RIGHT-OF-WAY)	116 AC	RUNOFF COEFFICIENT FOR PRE- CONSTRUCTION SITE	0.6
PROJECT EARTH DISTURBED AREA	73 AC	RUNOFF COEFFICIENT FOR POST CONSTRUCTION SITE	0.7
NOTICE OF INTENT EARTH DISTURBED AREA	74 AC	POST CONSTRUCTION BMP: DETENTION PONDS WERE PROVIDED TO MEET NPDES POST CONSTRUCTION REQUIREMENTS. LOCATIONS GIVEN IN SITE PLAN SHEETS.	REQUIRED 18.2 AC PROVIDED 20.0 AC
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	9.3 AC	IMMEDIATE RECEIVING WATERS	SWAN CREEK
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE	24.4 AC	SUBSEQUENT RECEIVING WATERS	MAUMEE RIVER



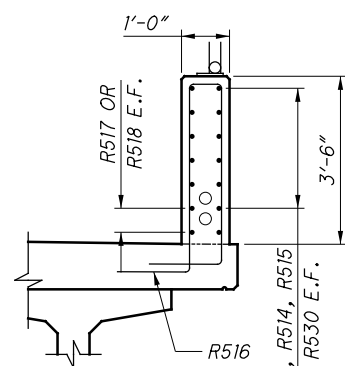
RAILING PLAN



RAILING ELEVATION

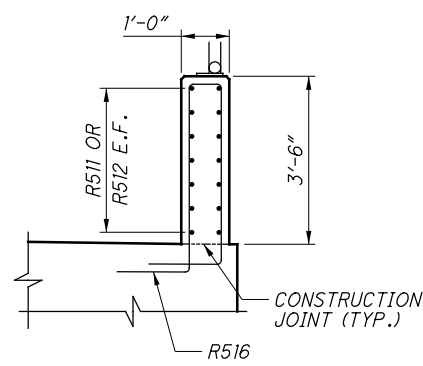
NOTES

- REINFORCING SPLICE LENGTHS SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED:
#5 BARS - 2'-5"
- SEE STD. DWG. BR-2-15 FOR SAWCUT DETAILS
- SEE STD. DWG. VPF-1-90 FOR DETAILS ON 12' CURVED VANDAL PROTECTION FENCE. USE BP-3 BASE PLATE AND PS-1 POST SECTION.
- PARAPET AESTHETIC TREATMENT SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 511, CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN.



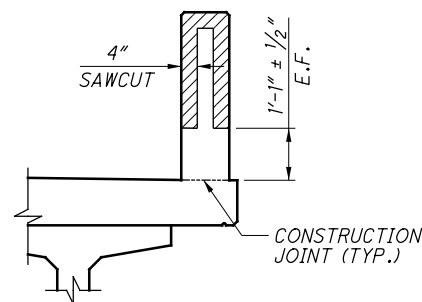
SECTION P-P

(DECK REINFORCING NOT SHOWN)

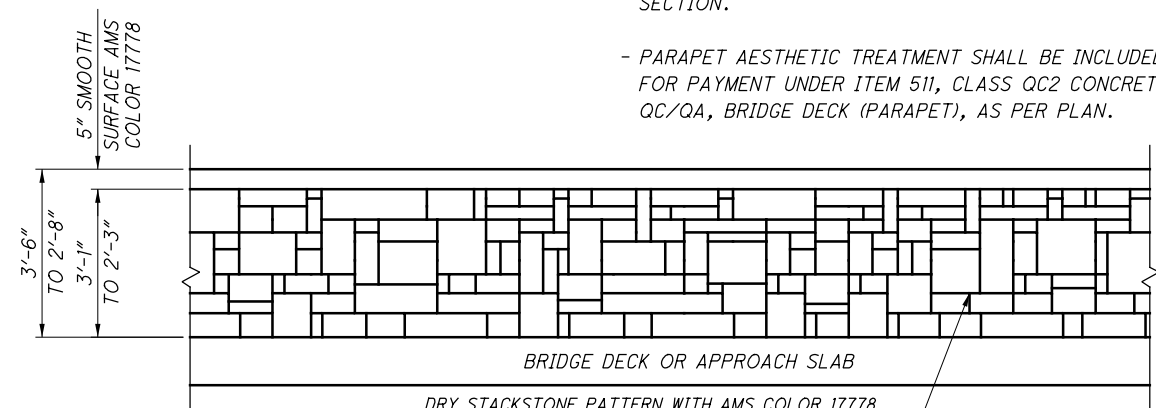


SECTION R-R

(APPROACH SLAB REINFORCING NOT SHOWN)



DEFLECTION JOINT DETAIL



AESTHETIC TREATMENT ELEVATION
(FULL LENGTH EXTERIOR PARAPET FASCIA BOTH STRUCTURES - 4 TOTAL FACES)



DESIGN AGENCY DGL Consulting Engineers, LLC 3455 Briarfield Blvd., Suite E Maumee, Ohio 43537 (419) 535-1015
DATE 3-9-18
REVIEWED LLA
DRAWN SAM
DESIGNED SAM
CHECKED KWL
STRUCTURE FILE NUMBER 4801025L/4801026R
REVISIONS
DESIGNED SAM
CHECKED KWL
BRIDGE NO. LUC-20A-1048 (L & R) US 20A OVER I-475/US 23
SUPERSTRUCTURE DETAILS (19 OF 20)
LUC-475-01.85 PID No. 99731
39/46
582 637

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ITEM 625 SPECIAL - MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN. ANY NEW ROADWAYS THAT ARE TO BE LIGHTED SHALL BE LIT WITH NEW OR TEMPORARY LIGHTING PRIOR TO BEING OPENED TO TRAFFIC.

BEFORE ANY WORK IS STARED IN THE IMMEDIATE VICINITY OF ANY EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF THE STATE, THE MAINTAINING AGENCY, AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED.

DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF THE EXISTING LIGHTING SHALL BE MADE BY THE STATE'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF THE STATE, THE MAINTAINING AGENCY, AND THE CONTRACTOR. IF, AS A RESULT OF THE INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THE MAINTAINING AGENCY SHALL MAKE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF THE KNOCKDOWNS DUE TO TRAFFIC ACCIDENTS.

REPLACEMENTS OF KNOCKED DOWN UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A PER UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENTS. THE STATE SHALL GIVE THE CONTRACTOR ONE COPY OF THE EXISTING LIGHTING CIRCUITRY LAYOUT.

WHEN THE CONTRACTOR HAS TAKEN OVER THE MAINTENANCE OF THE EXISTING SYSTEM, HE SHALL PROVIDE ALL REQUIRED LAYOUT AND LOCATING OF EXISTING LIGHTING CIRCUITS WITHIN THE PROJECT.

WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THIS CRITERIA, THEN UNDERGROUND WIRING WILL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. A SEPARATE POWER SERVICE WILL BE PROVIDED BY THE CONTRACTOR FOR THE TEMPORARY LIGHTING SYSTEM. THE TEMPORARY LIGHTING SHALL NOT BE SPLICED INTO EXISTING LIGHTING CIRCUITS. THE CONTRACTOR SHALL PAY ALL HOOK-UP FEES AND ELECTRICAL COSTS FOR THE TEMPORARY SYSTEM. THESE COSTS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM SPECIAL MAINTAIN EXISTING LIGHTING. WHEN NO LONGER NEEDED THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

ITEM 625 SPECIAL - MAINTAIN EXISTING LIGHTING (CONTINUED)

THE LUMP SUM BID FOR ITEM SPECIAL - MAINTAIN EXISTING LIGHTING, SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, INCIDENTALS, AND TEMPORARY POWER SERVICES NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN. THE UNIT BID PRICE FOR EACH ITEM SPECIAL - REPLACING EXISTING CONVENTIONAL LIGHTING UNIT, SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT. THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE DEPARTMENT'S ENGINEER.

ITEM SPECIAL - MAINTAIN EXISTING LIGHTING UNIT, LUMP

LANE VALUE CONTRACT (PN 127)

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLES/TIME LIMITATION NOTES FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT AMOUNT IS LOCATED IN THE TIME LIMITATION AND GENERAL MOT NOTES. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

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

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

LANE VALUE CONTRACT TABLE				
ROUTE	RESTRICTION/NUMBER OF LANES TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
I-475	2 LANES	WEEKDAYS: 6AM-9PM; WEEKENDS: 6AM-7PM	EACH MINUTE	\$215
I-475 (AFTER 3 LANES OPEN IN ONE OR BOTH DIRECTIONS)	3 LANES	WEEKDAYS: 7-9AM AND 2-7PM; WEEKENDS: 3-6PM	EACH MINUTE	\$215
	2 LANES	WEEKDAYS: 6AM-9PM; WEEKENDS: 6AM-7PM	EACH MINUTE	\$215
PART 3: US-24	2 LANES	WEEKDAYS: 7-9AM AND 2-7PM; WEEKENDS: 3-6PM	EACH MINUTE	\$215

ITEM 614 MAINTAINING TRAFFIC, MISC.: 6"X8" SOLID WOOD POST, AS PER PLAN

THIS ITEM SHALL CONSIST OF INSTALLING AND REMOVING GROUND MOUNTED 6"X8" SOLID WOOD POSTS. FIGURE 298-26 OF THE TRAFFIC ENGINEERING MANUAL(P. 2-219) SHOULD BE USED AS A GUIDE FOR INSTALLATION OF THE 6"X8" POSTS.

GRADE 2 SOUTHERN YELLOW PINE SHALL BE USED AND SHALL BE PRESSURE TREATED WITH CCA PRESERVATIVE.

PAYMENT WILL BE MADE PER UNIT PRICE BID PER EACH ITEM 614 MAINTAINING TRAFFIC, MISC.: 6"X8" SOLID WOOD POST, AS PER PLAN.

ITEM 614 MAINTAINING TRAFFIC, MISC.: SIGN (FLAT SHEET, PLYWOOD), AS PER PLAN

THIS ITEM CONSISTS OF INSTALLING AND REMOVING A FLAT SHEET SIGN USING PLYWOOD. THE PLYWOOD SHALL BE A MINIMUM OF 3/4" THICK AND OF A MATERIAL APPROPRIATE FOR OUTDOOR USE, SUCH AS MARINE DENSITY OVERLAY, SIGNBOARD, OVERLAID PLYWOOD, OR HIGH DENSITY OVERLAY PLYWOOD. ATTACHMENT AND MOUNTING MATERIALS SHALL BE IN CONFORMANCE WITH NCHRP REPORT 350. SEE SHEETS 70-171 FOR LOCATION AND SIZES OF THE TEMPORARY SIGNAGE. THIS SIGNAGE IS TO BE REMOVED ONCE THE PERMANENT SIGNS HAVE BEEN PLACED ON THEOVERHEAD SIGN SUPPORTS.

PAYMENT WILL BE MADE PER UNIT PRICE BID PER SQUARE FOOT OF ITEM 614 MAINTAINING TRAFFIC, MISC.: SIGN (FLAT SHEET, PLYWOOD), AS PER PLAN.

CALCULATED
BRO
CHECKED
DRJ

MAINTENANCE OF TRAFFIC GENERAL NOTES

LUC-475-01.85

SEQUENCE OF CONSTRUCTION

PID 95875 (MAINLINE I-475 WIDENING AND REPLACEMENT)

IT IS ASSUMED ALL DRAINAGE, LIGHTING, AND ANCILLARY ITEMS WILL BE CONSTRUCTED DURING THE PHASE THEY ARE LOCATED WITHIN.

SWITCHING BETWEEN PHASES SHALL BE COMPLETED DURING NIGHT TIME, WEEKEND OR OFF PEAK HOURS AS APPROVED BY THE ENGINEER.

SHOULDERS ON I-475 WILL REQUIRE CLOSING FOR INSTALLATION OF OVERHEAD AND GROUND MOUNTED SIGNS LOCATED OUTSIDE OF THE PROJECT LIMITS. TRAFFIC SHALL BE MAINTAINED PER MT-95.45.

THE CONTRACTOR HAS THE ABILITY TO DO ANY WORK CONCURRENTLY THAT WILL NOT IMPACT I-475 OR RAMP TRAFFIC BEYOND WHAT IS STATED IN THE PLANS AT ANY TIME.

THE PID 95875 PROJECT (WIDENING AND REPLACEMENT OF I-475) WILL BE CONSTRUCTED IN THREE MAIN PHASES:

PRE-PHASE 1

COMPLETE EARTHWORK AND TEMPORARY PAVEMENT ON THE SOUTHBOUND SIDE FROM STA. 51+11 TO 64+50. TWO LANES OF TRAFFIC SHALL BE MAINTAINED UTILIZING A SHOULDER CLOSURE PER STANDARD CONSTRUCTION DRAWING 95.45 DURING PERMITTED LANE CLOSURE TIMES.

PRE-PHASE 1A

AFTER PRE-PHASE 1, THE TWO SOUTHBOUND LANES SHALL BE SHIFTED TO THEIR PROPOSED PHASE 1 LOCATION TO ACCOMMODATE THE CONSTRUCTION OF TEMPORARY PAVEMENT IN THE MEDIAN, RAMP/MAINLINE Crossovers AND PLACEMENT OF PORTABLE CONCRETE BARRIER WALL. TRAFFIC SHALL BE MAINTAINED PER STANDARD CONSTRUCTION DRAWINGS MT-95.30 AND MT-95.45. SINGLE LANE CLOSURES WILL BE PERMITTED IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE NOTE ON SHEET 33.

PHASE 1

TWO LANES OF TRAFFIC ON NB AND SB I-475 SHALL BE MAINTAINED AT ALL TIMES.

TWO NORTHBOUND LANES OF TRAFFIC SHALL BE CROSSED OVER TO THE SOUTHBOUND DIRECTION PER THE PLANS. PHASE 1 WOULD WIDEN AND RECONSTRUCT THE ENTIRE PORTION OF THE NORTHBOUND DIRECTION UP TO AND INCLUDING THE INTERMEDIATE COURSE.

THE NORTHBOUND MONCLOVA BRIDGE WOULD BE CONSTRUCTED DURING THIS PHASE. SEE SEQUENCE OF CONSTRUCTION NOTES ON THIS SHEET FOR PID 96482 PROJECT FOR ADDITIONAL DETAILS FOR THE MONCLOVA BRIDGE CONSTRUCTION.

IN THE VICINITY OF THE US 20A BRIDGE TRAFFIC WOULD BE SHIFTED TO THE OUTSIDE TO ALLOW FOR THE CONSTRUCTION OF THE SUB STRUCTURE. SEE SEQUENCE OF CONSTRUCTION NOTES ON SHEET 45 FOR PID 99731 PROJECT FOR ADDITIONAL DETAILS FOR US 20A CONSTRUCTION.

SEQUENCE OF CONSTRUCTION (CONT)

PHASE 1 (CONTINUED)

NEAR THE COMPLETION OF PHASE 1, SHORT TERM LANE CLOSURES WOULD BE REQUIRED TO RESURFACE AND WIDEN THE PAVEMENT ADJACENT TO THE MAUMEE RIVER BRIDGE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE NOTE ON SHEET 33.

ALL RAMPS SHALL BE MAINTAINED DURING PHASE 1 WITH EXCEPTION OF THE I-475 NB ENTRANCE RAMP FROM US 24-WB WHICH SHALL BE CLOSED FOR THE DURATION OF PHASE 1 AND SHORT TERM CLOSURES FOR THE OTHER US 24 RAMPS FOR RESURFACING AND BARRIER REMOVAL AND REPLACEMENT. SEE PLANS FOR DETAILS. SEE DETOUR PLANS FOR THE DETOUR OF THE WESTBOUND US 24 NORTHBOUND ENTRANCE RAMP.

PHASE 2

TWO LANES OF TRAFFIC ON NB AND SB I-475 SHALL BE MAINTAINED AT ALL TIMES.

TWO SOUTHBOUND LANES OF TRAFFIC SHALL BE CROSSED OVER TO THE NORTHBOUND DIRECTION PER THE PLANS ON TO THE COMPLETED PHASE 1 PAVEMENT. PHASE 2 WOULD WIDEN AND RECONSTRUCT THE ENTIRE PORTION OF THE SOUTHBOUND DIRECTION UP TO AND INCLUDING THE INTERMEDIATE COURSE.

THE SOUTHBOUND MONCLOVA BRIDGE WOULD BE CONSTRUCTED DURING THIS PHASE. SEE SEQUENCE OF CONSTRUCTION NOTES ON THIS SHEET FOR PID 96482 PROJECT FOR ADDITIONAL DETAILS FOR THE MONCLOVA BRIDGE CONSTRUCTION.

IN THE VICINITY OF THE US 20A BRIDGE SEE SEQUENCE OF CONSTRUCTION NOTES ON SHEET 45 FOR PID 99731 PROJECT FOR ADDITIONAL DETAILS FOR US 20A CONSTRUCTION.

NEAR THE COMPLETION OF PHASE 2, SHORT TERM LANE CLOSURES WOULD BE REQUIRED TO RESURFACE AND WIDEN THE PAVEMENT ADJACENT TO THE MAUMEE RIVER BRIDGE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE NOTE ON SHEET 33.

ALL RAMPS SHALL BE MAINTAINED DURING PHASE 2 WITH EXCEPTION I-475 SB ENTRANCE RAMPS FROM US-24 EB AND US-24 WB WHICH SHALL BE CLOSED FOR THE DURATION OF PHASE 2 AND SHORT TERM CLOSURES FOR US 24 RAMPS FOR RESURFACING AND BARRIER REMOVAL AND REPLACEMENT. SEE PLANS FOR DETAILS.

PHASE 3

PHASE 3 SHALL CONSIST OF THE PLACEMENT OF THE FINAL SURFACE COURSE AND PERMANENT PAVEMENT MARKINGS AS WELL AS ANY BARRIER REPLACEMENT WITHIN THE US 24 INTERCHANGE. A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION ON I-475 AND ALL RAMPS SHALL BE MAINTAINED AT ALL TIMES. TRAFFIC SHALL BE MAINTAINED PER MT-95.30, OMTCD FIGURE 6H-37 AND MT-99.20. LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE NOTE ON SHEET 33.

PID 96482 - MAINTENANCE OF TRAFFIC FOR MONCLOVA ROAD UNDERNEATH IR-475

NO OTHER TRAFFIC RESTRICTIONS ON MONCLOVA ROAD WILL BE ALLOWED EXCEPT AS DESCRIBED BELOW.

MONCLOVA ROAD SHALL REMAIN COMPLETELY OPEN TO BOTH EASTBOUND AND WESTBOUND TRAFFIC WHEN US20A IS CLOSED FOR CONSTRUCTION. NO FLAGGING OPERATIONS WILL BE ALLOWED ON MONCLOVA ROAD WHEN US20A IS CLOSED FOR CONSTRUCTION.

WESTBOUND MONCLOVA ROAD - CLOSURES AND FLAGGING OPERATIONS

WESTBOUND MONCLOVA ROAD CLOSURES AND FLAGGING OPERATIONS WILL NOT BE LIMITED EXCEPT WHEN US20A IS CLOSED AS NOTED ABOVE.

EASTBOUND MONCLOVA ROAD - CLOSURE

THE CONTRACTOR MAY CLOSE EASTBOUND MONCLOVA ROAD FOR THE NUMBER OF DAYS SHOWN IN TABLE 1 (THIS IS IN ADDITION TO THE ALLOWABLE FLAGGING DAYS). THE CONTRACTOR WILL BE PAID AN INCENTIVE FOR THE NUMBER OF ALLOWABLE CLOSURE DAYS NOT UTILIZED OR WILL BE ASSESSED A DISINCENTIVE FOR EACH DAY EXCEEDING THE ALLOWABLE CLOSURE DAYS. MULTIPLE CLOSURES ARE ALLOWED. COMPLETE CLOSURES OF MONCLOVA RD SHALL BE SPACED A MINIMUM OF 2 WEEKS APART REGARDLESS OF ANY SPECIFIC COMPLETE CLOSURE DURATION. CLOSURE DURATIONS IN TABLE 1 SHOW THE TOTAL CLOSURE DAYS ALLOWED FOR BOTH THE RIGHT AND LEFT STRUCTURES TOGETHER.

EASTBOUND MONCLOVA ROAD - FLAGGING OPERATIONS

THE CONTRACTOR MAY RESTRICT TRAFFIC WITH A FLAGGING OPERATION FOR THE NUMBER OF DAYS SHOWN IN TABLE 1 (THIS IS IN ADDITION TO THE ALLOWABLE CLOSURE DAYS). THE CONTRACTOR WILL BE PAID AN INCENTIVE FOR THE NUMBER OF ALLOWABLE FLAGGING DAYS NOT UTILIZED OR WILL BE ASSESSED A DISINCENTIVE FOR EACH DAY EXCEEDING THE ALLOWABLE FLAGGING DAYS.

FLAGGING DURATIONS IN TABLE 1 SHOW THE TOTAL FLAGGING DAYS ALLOWED FOR BOTH THE RIGHT AND LEFT STRUCTURES TOGETHER. FLAGGING FOR ANY PORTION OF THE DAY WILL COUNT AS A FULL FLAGGING DAY REGARDLESS OF THE ACTUAL FLAGGING DURATION.

STOPPAGE OF TRAFFIC BY FLAGGERS SHALL NOT EXCEED 5 MINUTES AT A TIME. ONCE THE 5-MINUTE INTERVAL IS COMPLETE, TRAFFIC SHALL BE ALLOWED TO FLOW UNTIL ALL QUEUED TRAFFIC HAS PASSED THROUGH THE PROJECT.

IF A FLAGGING OPERATION STOPS TRAFFIC FOR MORE THAN 5 MINUTES, DAMAGES IN THE AMOUNT OF \$25 PER MINUTE WILL BE ASSESSED AND THAT DAY WILL COUNT AS CLOSURE DAY AS WELL AS A FLAGGING DAY.

FLAGGERS SHALL GIVE PRIORITY TO ALL EMERGENCY VEHICLES DURING FLAGGING OPERATIONS. WORK SHALL IMMEDIATELY CEASE WHEN THE TRAFFIC QUEUE CONTAINS AN EMERGENCY VEHICLE WITH EMERGENCY SIGNALS OPERATING. TRAFFIC SHALL BE RELEASED TO ALLOW THE EMERGENCY VEHICLE TO PASS.

DESCRIPTION OF CRITICAL WORK	DURATION	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD	INCENTIVE \$ PER TIME PERIOD	MAXIMUM INCENTIVE \$
COMPLETE CLOSURE OF MONCLOVA ROAD	70	CALENDAR DAYS	\$5,000	\$2,000	\$20,000
FLAGGING OPERATIONS ON MONCLOVA ROAD	90	CALENDAR DAYS	\$5,000	\$500	\$10,000

PID 96482 - MAINTENANCE OF TRAFFIC FOR MONCLOVA ROAD UNDERNEATH IR-475 (CONTINUED)

NOTIFICATION

COMPLETE CLOSURE AND FLAGGING OPERATIONS SHALL BE COMMUNICATED WITH MCLAREN ST. LUKE'S HOSPITAL, PROMEDICA TOLEDO HOSPITAL EMERGENCY AND URGENT CARE, AND LOCAL EMERGENCY/AMBULANCE SERVICES. THE PROJECT ENGINEER WILL COORDINATE THIS COMMUNICATION AND PROVIDE A LIST OF PARTIES TO BE INCLUDED. NOTIFICATION TIME FRAMES SHALL MEET THE REQUIREMENTS DETAILED IN THE NOTICE TO OFFICE OF COMMUNICATION TIME TABLE ON SHEET 33 .

CLOSURE AND FLAGGING COMMUNICATIONS WILL INCLUDE THE TIME OF DAY THAT THE RESTRICTION WILL BEGIN AND END. RESTRICTING THE ROADWAY PRIOR TO THE STATED TIME OF DAY OR EXTENDING A RESTRICTION PAST THE STATED TIME OF DAY WILL RESULT IN A \$25/MINUTE DAMAGE. THE CONTRACTOR SHALL USE PORTABLE MESSAGE BOARDS AT THE FOLLOWING LOCATIONS PRIOR TO AND DURING A CLOSURE/FLAGGING EVENT. THE PROJECT ENGINEER WILL PROVIDE MESSAGES TO BE USED.

MONCLOVA RD. AND N. JEROME ROAD
BRIARFIELD AND 20A
RUSSELL RD. AND FALLEN TIMBERS LANE

CALCULATED
BRO
CHECKED
DRJ

MAINTENANCE OF TRAFFIC GENERAL NOTES

LUC-475-01.85

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C:\Users\sgault\OneDrive - ARCADIS\Desk\top\LUC475\T0HOD\T0.PE01\Drawings\99731\Design\M0T\Sheets\99731.MS001.dgn Sheet 4/19/2022 2:42:50 PM sgault

REF NO.	SHEET NO.	STATION TO STATION	SIDE	614	614	614	614	614	614	614	614	614	614	614	614	614	614	615	622	622	622	
				WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	MAINTAINING TRAFFIC, MISC.: 6"X8" SOLID WOOD POST, AS PER PLAN	MAINTAINING TRAFFIC, MISC.: SIGN (FLAT SHEET, PLYWOOD)	WORK ZONE LANE LINE, CLASS I, 4"	WORK ZONE CENTER LINE, CLASS I	WORK ZONE EDGE LINE, CLASS I, 6" (WHITE)	WORK ZONE EDGE LINE, CLASS I, 6" (WHITE)	WORK ZONE EDGE LINE, CLASS I, 6" (YELLOW)	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT(YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	WORK ZONE DOTTED LINE, CLASS I(WHITE)	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT(YELLOW)	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT(WHITE)	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	WORK ZONE STOP LINE, CLASS I	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	PORTABLE BARRIER, 50", AS PER PLAN	PORTABLE BARRIER, "Y" CONNECTOR
PID 99731 PHASE 1				EACH	EACH	SF	MILE	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	SY	FT	EACH	FT	
SN-1	131	56+00.00	RT		2	32																
SN-2	131	56+00.00	RT			6																
SN-3	131	82+50.00	RT		2	32																
SN-4	131	82+50.00	RT			6																
WCH-1	131	108+31.00	LT								325	325										
WCH-2	131	108+31.00	LT								325	325										
SN-5	131	109+00.00	RT		2	40																
SN-6	131	109+00.00	RT			6																
WCH-3	131	115+21.00	RT								175	175										
WCH-4	131	115+21.00	RT								175	175										
WCH-5	131	117+66.00	LT								640	640										
WCH-6	131	117+66.00	LT								640	640										
WEY-1	131	111+56.00	LT							1344	1344											
WEY-2	131	116+96.00	RT							804	804											
WEY-3	131	124+06.00	LT							94	94											
WEW-1	131	100+51.00	LT					2449	2449													
WEW-2	131	111+00.00	RT					1400	1400													
WEW-3	131	124+06.00	LT					94	94													
PB-1	131	111+00.00	RT																		1400	
PB-2	131	116+69.00	RT																	1	502	
WDW-1	131	100+51.00	LT												780	780						
WDW-2	131	111+56.00	LT												610	610						
WDW-3	131	111+00.00	RT												421	421						
WIA-1	131	116+69.00	RT	1																		
TP-1	131	111+00.00	RT																			
SN-7	131	117+00.00	RT		1	32												1189				
TP-2	131	123+56.00	RT															1118				
WEY-1	132	125+00.00	LT								288	288										
WEY-2	132	125+00.00	LT								416	416										
WEY-3	132	125+00.00	RT								273	273										
WEY-4	132	130+74.00	RT								676	676										
WEW-1	132	125+00.00	LT					284	284													
WEW-2	132	125+00.00	LT					416	416													
WEW-3	132	125+00.00	RT					245	245													
WEW-4	132	130+74.00	RT					676	676													
PB-1	132	125+00.00	RT																			217
PB-2	132	130+99.00	RT																			651
TP-1	132	125+00.00	RT															717				
WIA-1	132	130+99.00	RT	1																		
PB-1	133	137+50.00	RT																			1250
WEY-1	133	137+50.00	RT								1250	1250										
WEY-2	133	139+67.00	RT								246	246										
WEY-3	133	144+13.00	LT								217	217										
WEW-1	133	137+50.00	RT					463	463													
WEW-2	133	139+72.00	RT					1028	1028													
WEW-3	133	144+19.00	LT					581	581													
WCH-1	133	142+13.00	RT												533	533						
WCH-2	133	142+13.00	RT												533	533						
WCH-3	133	146+30.00	LT												225	225						
WCH-4	133	146+30.00	LT												225	225						
WDW-1	133	147+46.00	RT												254	254						
WDW-2	133	148+55.00	LT												145	145						
WEW-1	134	150+00.00	RT					2500	2500													
WEW-2	134	150+00.00	LT					430	430													
WEY-1	134	150+00.00	RT								2500	2500										
WDW-1	134	150+00.00	RT												186	186						
TOTALS CARRIED TO SHEET				69	2	7	154			10566	10566	8108	8108	3796	3796	2396	2396		3024	1	4020	

CALCULATED TB	CHECKED DRJ
MAINTENANCE OF TRAFFIC SUBSUMMARY	
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63 855	

REF NO.	SHEET NO.	STATION TO STATION		SIDE	STATION TO STATION																			
					614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	614 MAINTAINING TRAFFIC, MISC.: 6"X8" SOLID WOOD POST, AS PER PLAN	614 MAINTAINING TRAFFIC, MISC.: SIGN (FLAT SHEET, PLYWOOD)	614 WORK ZONE LANE LINE, CLASS I, 4"	614 WORK ZONE CENTER LINE, CLASS I	614 WORK ZONE EDGE LINE, CLASS I, 6" (WHITE)	614 WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT(WHITE)	614 WORK ZONE EDGE LINE, CLASS I, 6"(YELLOW)	614 WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT(YELLOW)	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12"	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	614 WORK ZONE DOTTED LINE, CLASS I(WHITE)	614 WORK ZONE DOTTED LINE, CLASS I(YELLOW)	614 WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT(WHITE)	614 WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	614 WORK ZONE STOP LINE, CLASS I	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 PORTABLE BARRIER, 50", AS PER PLAN	622 PORTABLE BARRIER, "Y" CONNECTOR	622 PORTABLE BARRIER, UNANCHORED
PID 99731 PHASE 1 CONTINUED					EACH	EACH	SF	MILE	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	
WDW-2	134	150+00.00	154+30.00	LT											430		430							
PB-1	134	150+00.00	175+00.00	RT																			2500	
PB-2	134	172+92.00	175+00.00	RT																			208	
WIA-1	134	172+92.00		RT	1																			
TP-1	135	174+33.00	196+48.00	LT																				
WEW-1	135	175+00.00	196+48.00	LT					2148	2148										2523				
PB-1	135	175+00.00	196+48.00	RT																			2148	
PB-2	135	175+00.00	175+40.00	RT																			40	
WEY-1	135	175+00.00	176+28.00	LT							128	128												
WCH-1	135	176+28.00	178+03.00	LT									175	175										
WCH-2	135	176+28.00	178+03.00	LT									175	175										
WDW-1	135	178+03.00	196+48.00	LT											1845		1845							
PID 99731 PHASE 1A																								
WEW-1	136	64+00.00	75+00.00	RT						1100	1100													
WDW-1	136	64+00.00	68+20.00	RT											420		420							
WCH-1	136	68+20.00	69+95.00	RT									175	175										
WCH-2	136	68+20.00	69+95.00	RT									175	175										
WIA-1	136	69+74.00		LT	1																			
TP-1	136	64+00.00	72+24.00	RT																	1207			
PB-1	136	64+00.00	74+29.00	RT																			1029	
PB-2	136	69+74.00	75+00.00	RT																	1		526	
WEY-1	136	69+95.00	75+00.00	RT								505	505											
WEW-1	137	75+00.00	100+00.00	RT						2500	2500													
PB-1	137	75+00.00	100+00.00	RT																			2500	
WEY-1	137	75+00.00	100+00.00	RT								2500	2500											
WEW-1	138	100+00.00	125+00.00	RT						2500	2500													
PB-1	138	100+00.00	125+00.00	RT																			2500	
WEY-1	138	100+00.00	125+00.00	RT								2500	2500											
WEW-1	139	125+00.00	126+22.00	RT						122	122													
WEW-2	139	127+60.00	137+50.00	RT						990	990													
WEW-3	139	136+64.00	137+50.00	RT						86	86													
WEY-1	139	125+00.00	126+86.00	RT								186	186											
WEY-2	139	127+45.00	137+50.00	RT								1005	1005											
WEY-3	139	136+54.00	137+50.00	RT								96	96											
PB-1	139	125+00.00	126+14.00	RT																			114	
PB-2	139	127+76.00	137+50.00	RT																			974	
PB-3	139	129+66.00	131+61.00	RT																			195	
WIA-1	139	127+76.00		RT	1																			
WIA-2	139	129+66.00		RT	1																			
TP-1	139	128+92.00	130+09.00	RT																	351			
PB-1	140	137+50.00	145+91.00	RT																			841	
PB-2	140	137+91.00	150+00.00	RT																			1209	
PB-3	140	140+98.00	145+91.00	RT																			493	
WEY-1	140	137+50.00	150+00.00	RT									1250	1250										
WEY-2	140	137+50.00	145+91.00	RT									841	841										
WEW-1	140	137+50.00	145+91.00	RT						841	841													
WEW-2	140	137+50.00	150+00.00	RT						1250	1250													
WIA-1	140	137+91.00		RT	1																			
WIA-2	140	140+98.00		RT	1																			
TP-1	140	137+50.00	141+84.00	RT																			654	
WCH-1	140	145+91.00	150+00.00	RT										409	409									
WCH-2	140	145+91.00	150+00.00	RT										409	409									
TOTALS CARRIED TO SHEET					69	6					11537	11537	9011	9011	1518	1518	2695		2695			4735	1	15277

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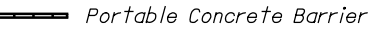




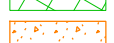


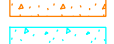
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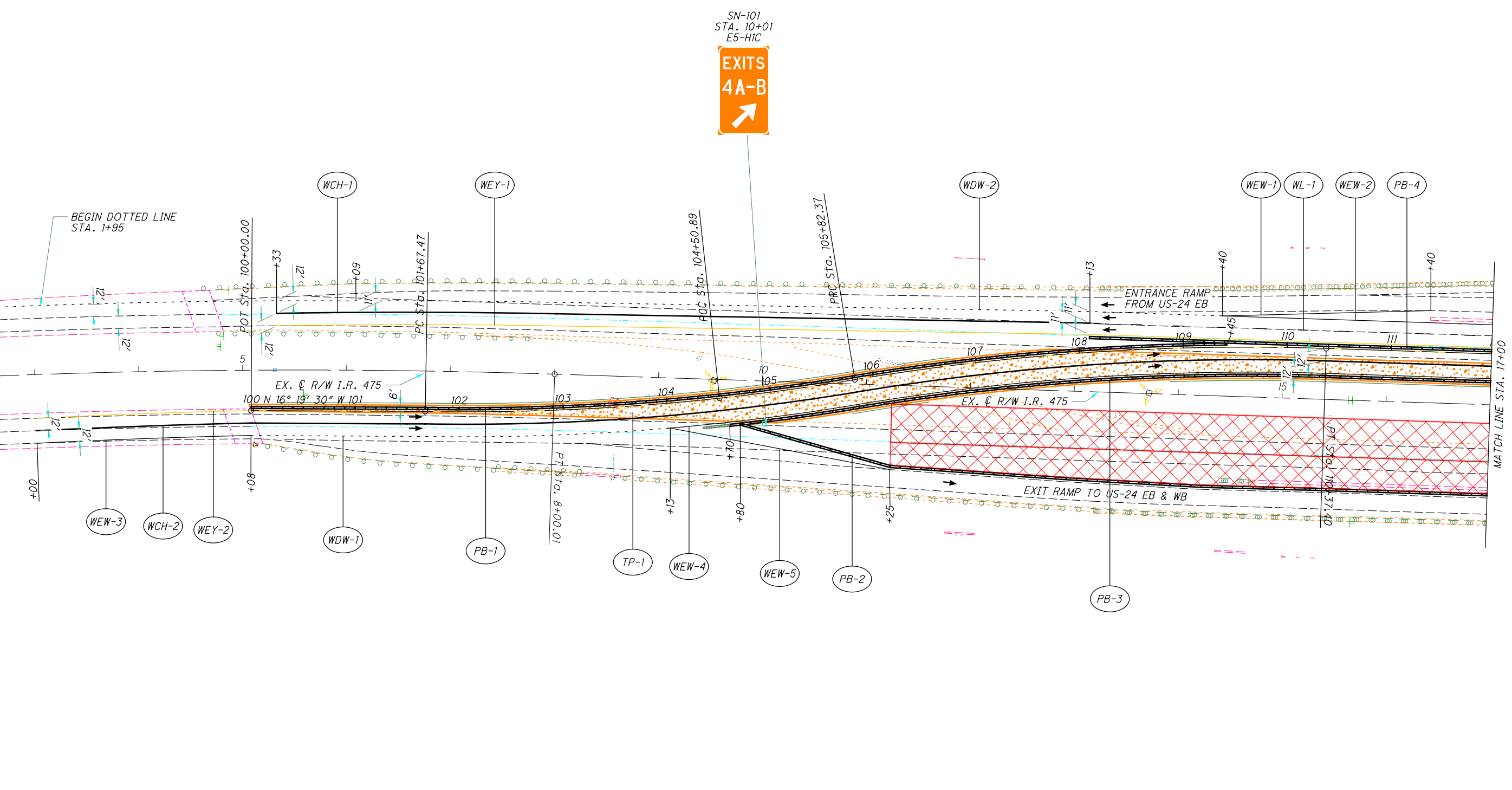
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 5+00 TO STA. 17+50

LUC-475-0.09

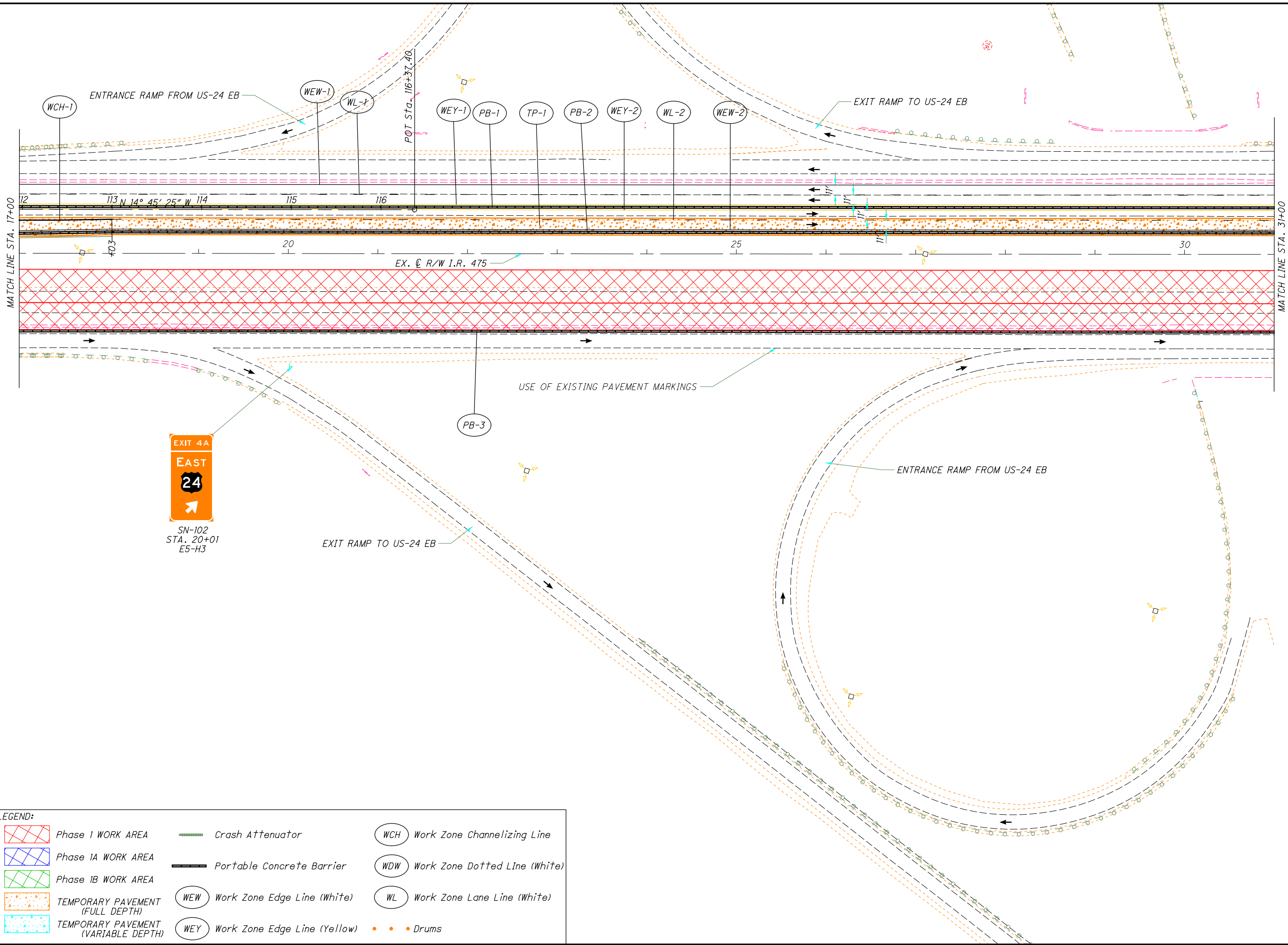
70
855

LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				



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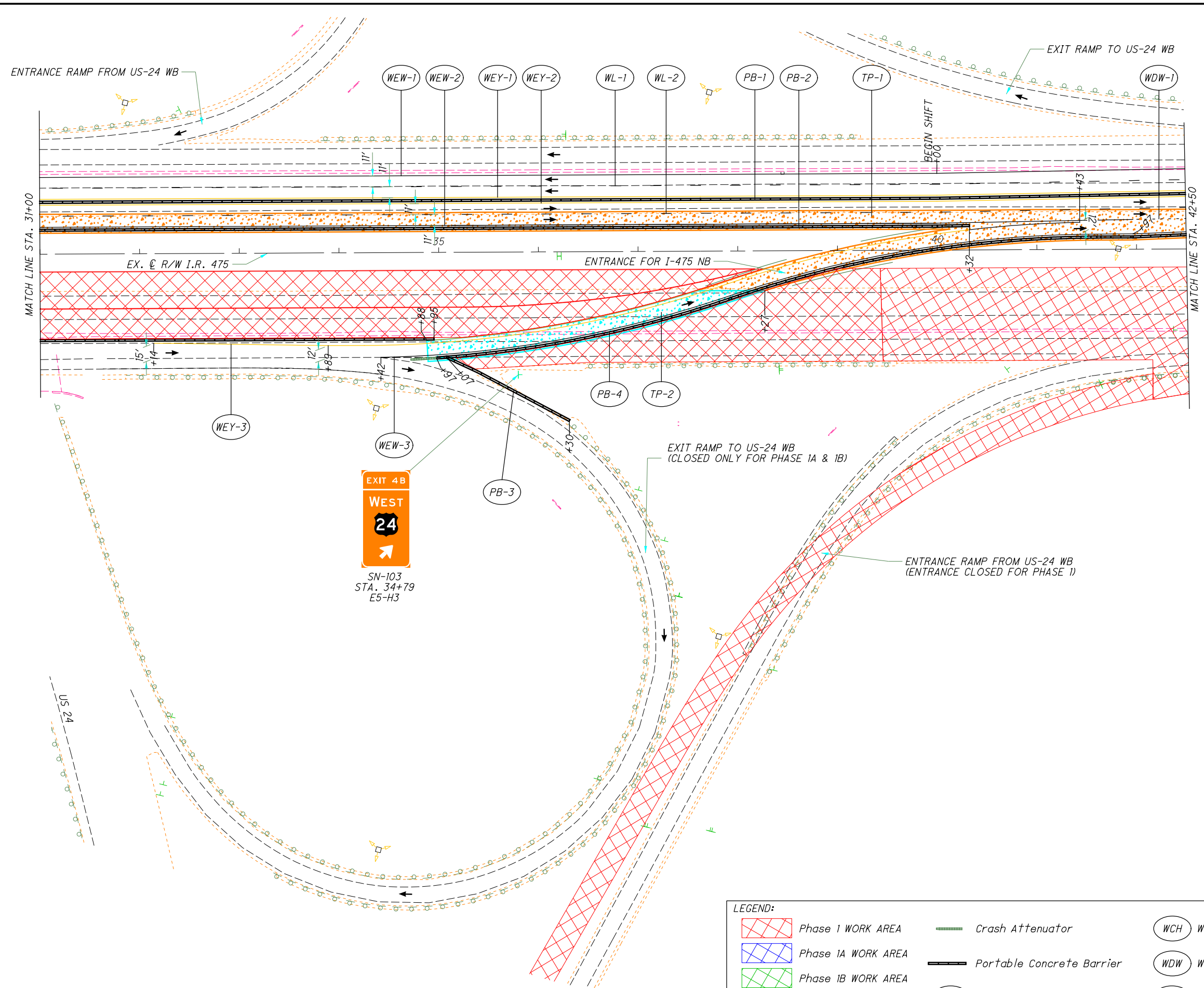
LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED MK CHECKED DEK

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 17+50 TO STA. 30+91.88

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EXIT 4B
WEST
24
 SN-103
 STA. 34+79
 E5-H3

LEGEND:

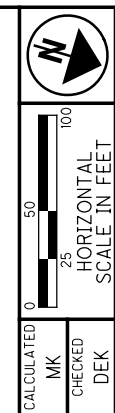
Phase 1 WORK AREA	Crash Attenuator	Work Zone Channelizing Line
Phase 1A WORK AREA	Portable Concrete Barrier	Work Zone Dotted Line (White)
Phase 1B WORK AREA	Work Zone Edge Line (White)	Work Zone Lane Line (White)
TEMPORARY PAVEMENT (FULL DEPTH)	Work Zone Edge Line (Yellow)	Drums
TEMPORARY PAVEMENT (VARIABLE DEPTH)		

0 50 100
 HORIZONTAL SCALE IN FEET

CALCULATED MK
 CHECKED DEK

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 31+91.88 TO STA. 42+50

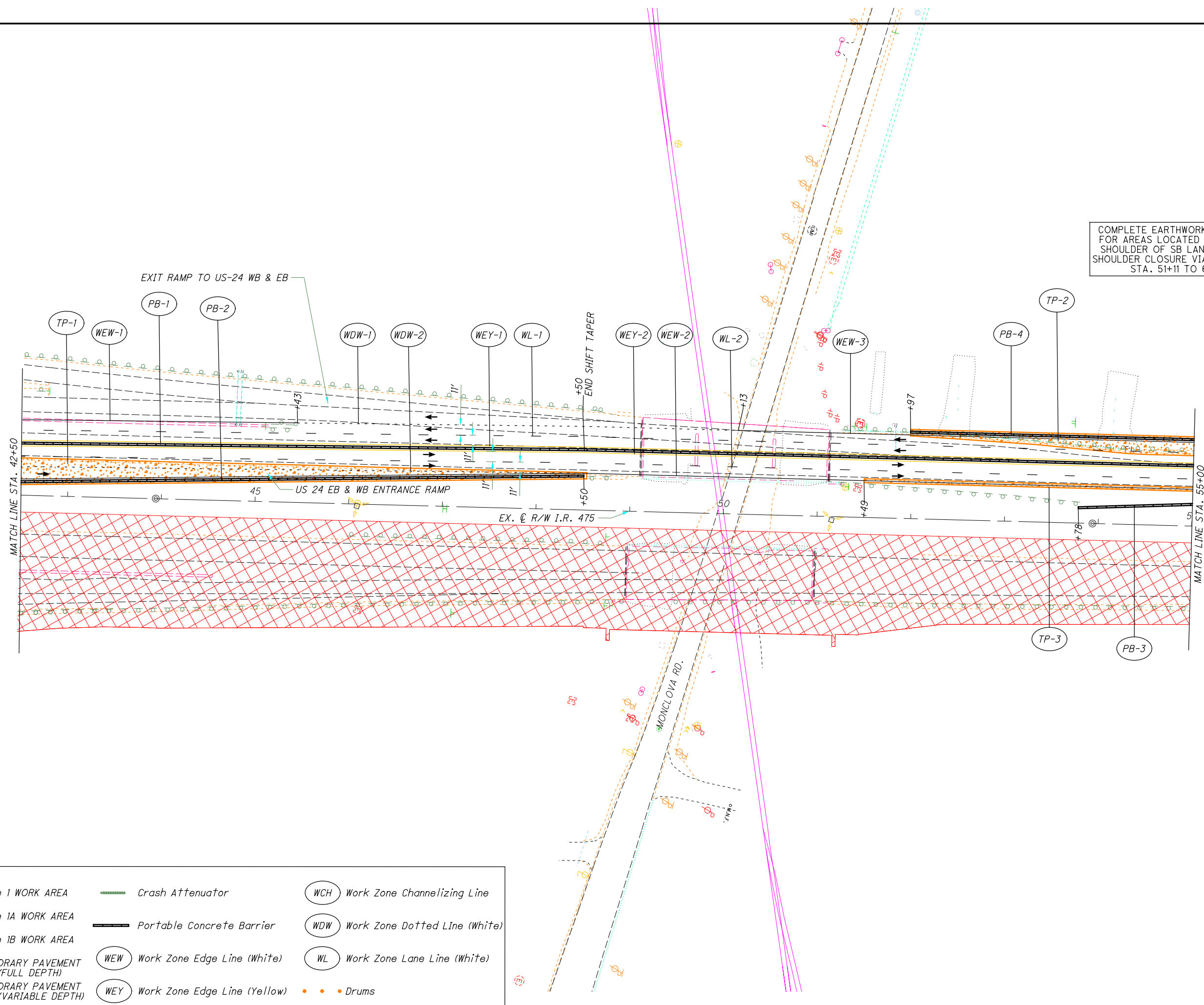
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MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 42+50 TO STA. 55+00

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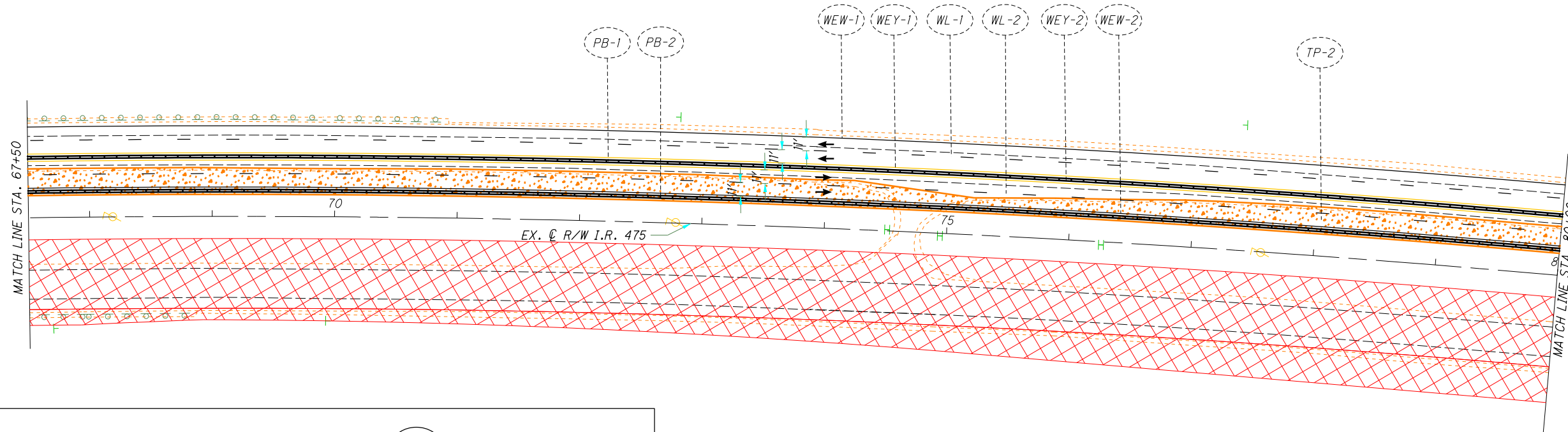
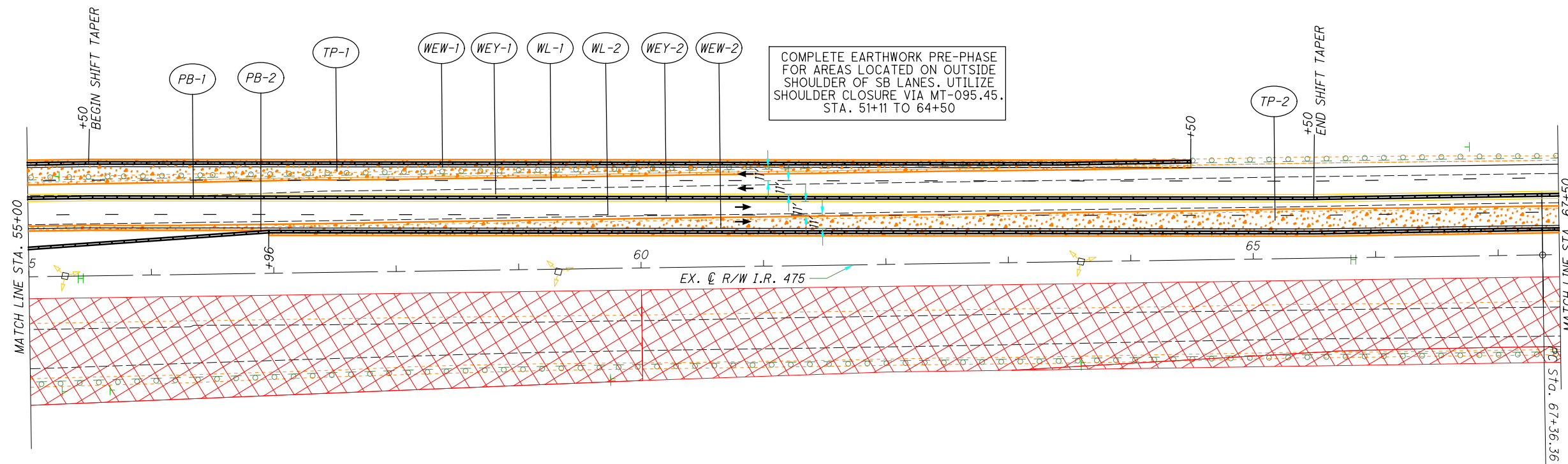
COMPLETE EARTHWORK PRE-PHASE FOR AREAS LOCATED ON OUTSIDE SHOULDER OF SB LANES. UTILIZE SHOULDER CLOSURE VIA MT-095.45. STA. 51+11 TO 64+50



LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

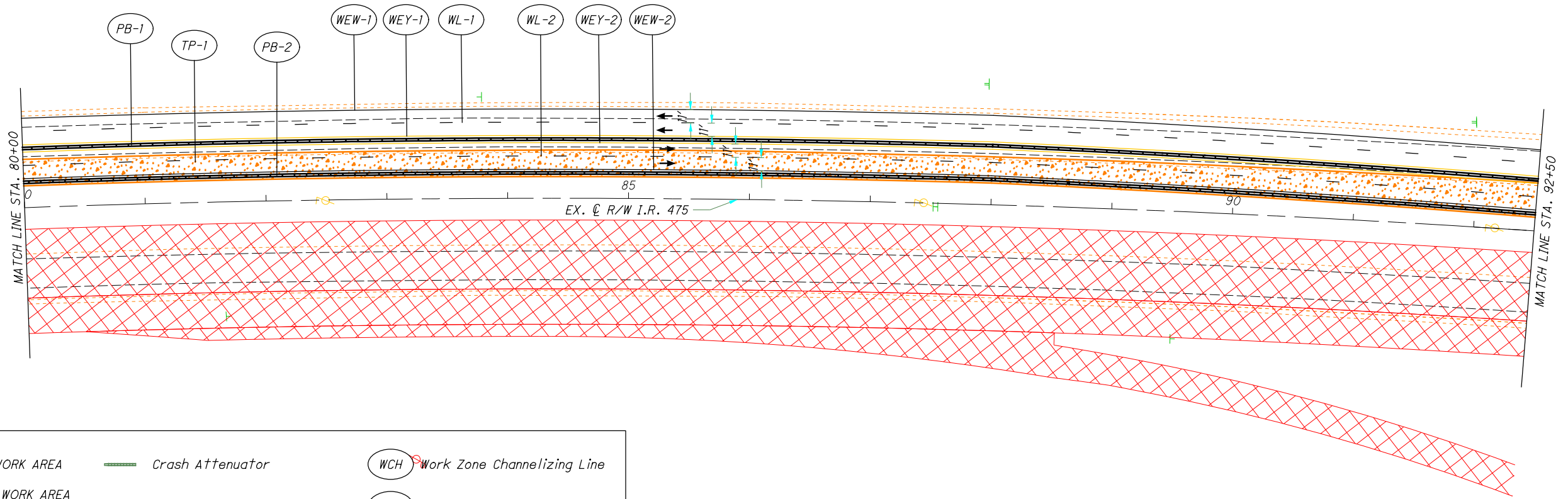
COMPLETE EARTHWORK PRE-PHASE FOR AREAS LOCATED ON OUTSIDE SHOULDER OF SB LANES. UTILIZE SHOULDER CLOSURE VIA MT-095.45. STA. 51+11 TO 64+50



MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 55+00 TO STA. 80+00

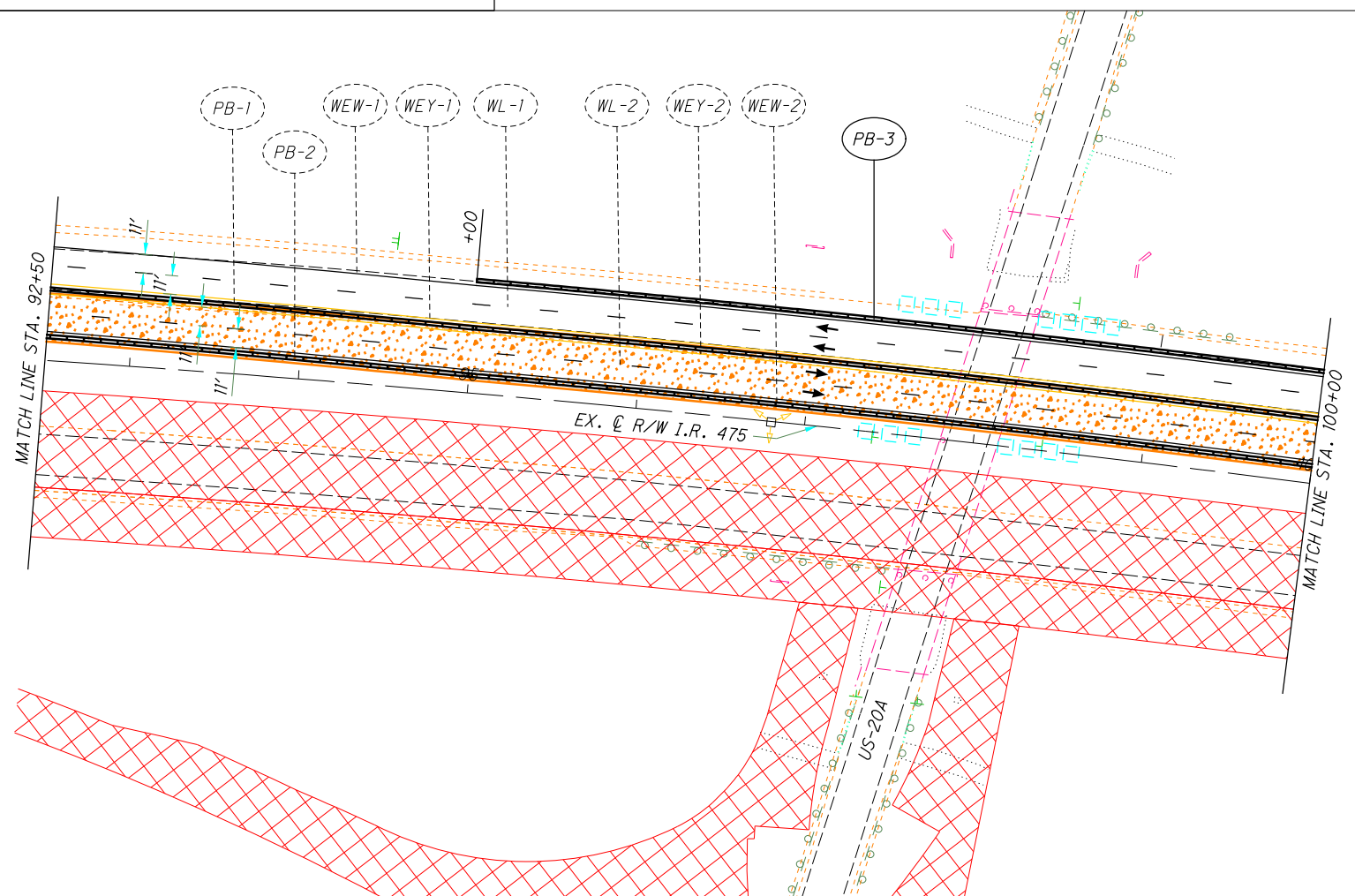
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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				



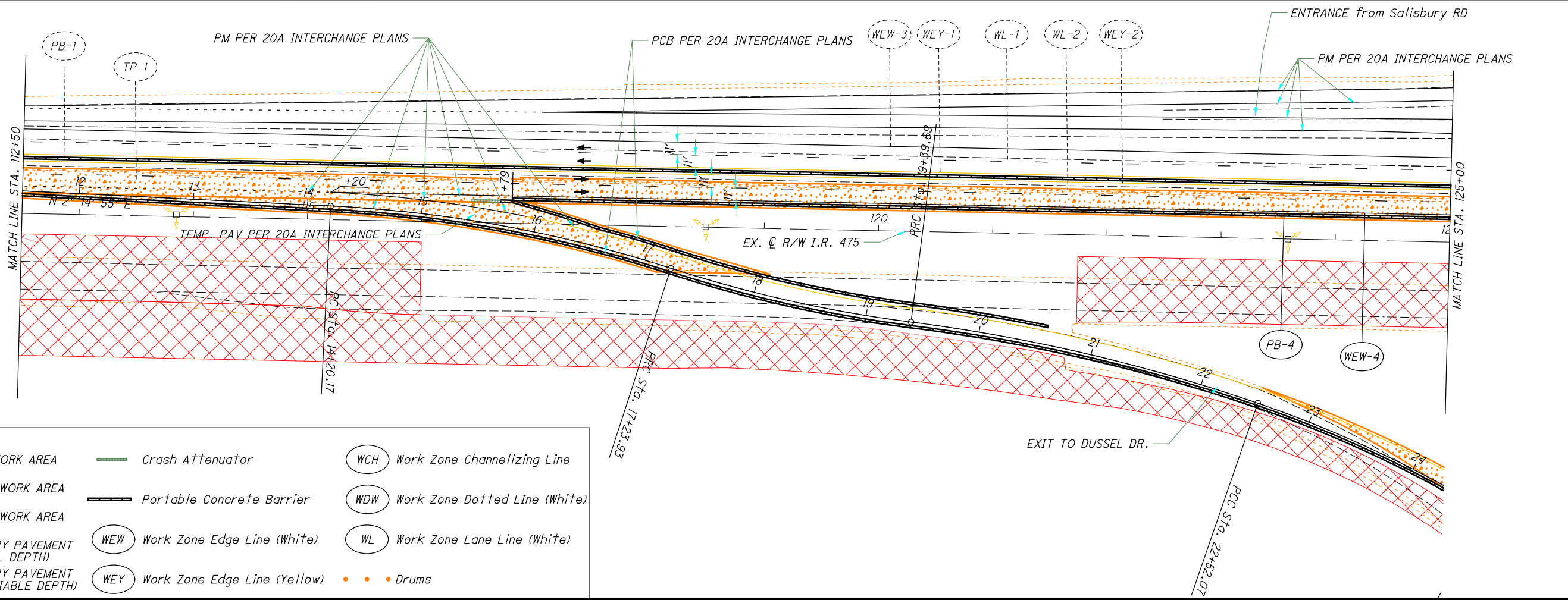
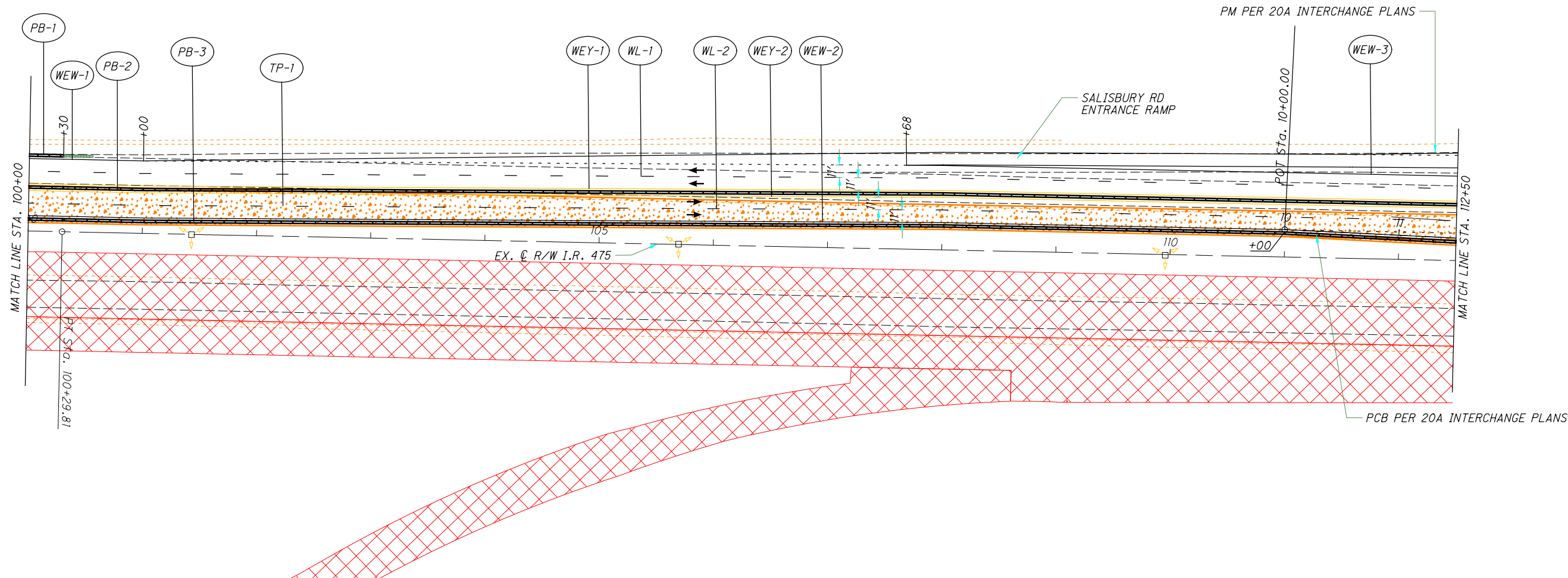
CALCULATED MK
CHECKED DEK

HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 80+00 TO STA. 100+00

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LEGEND:

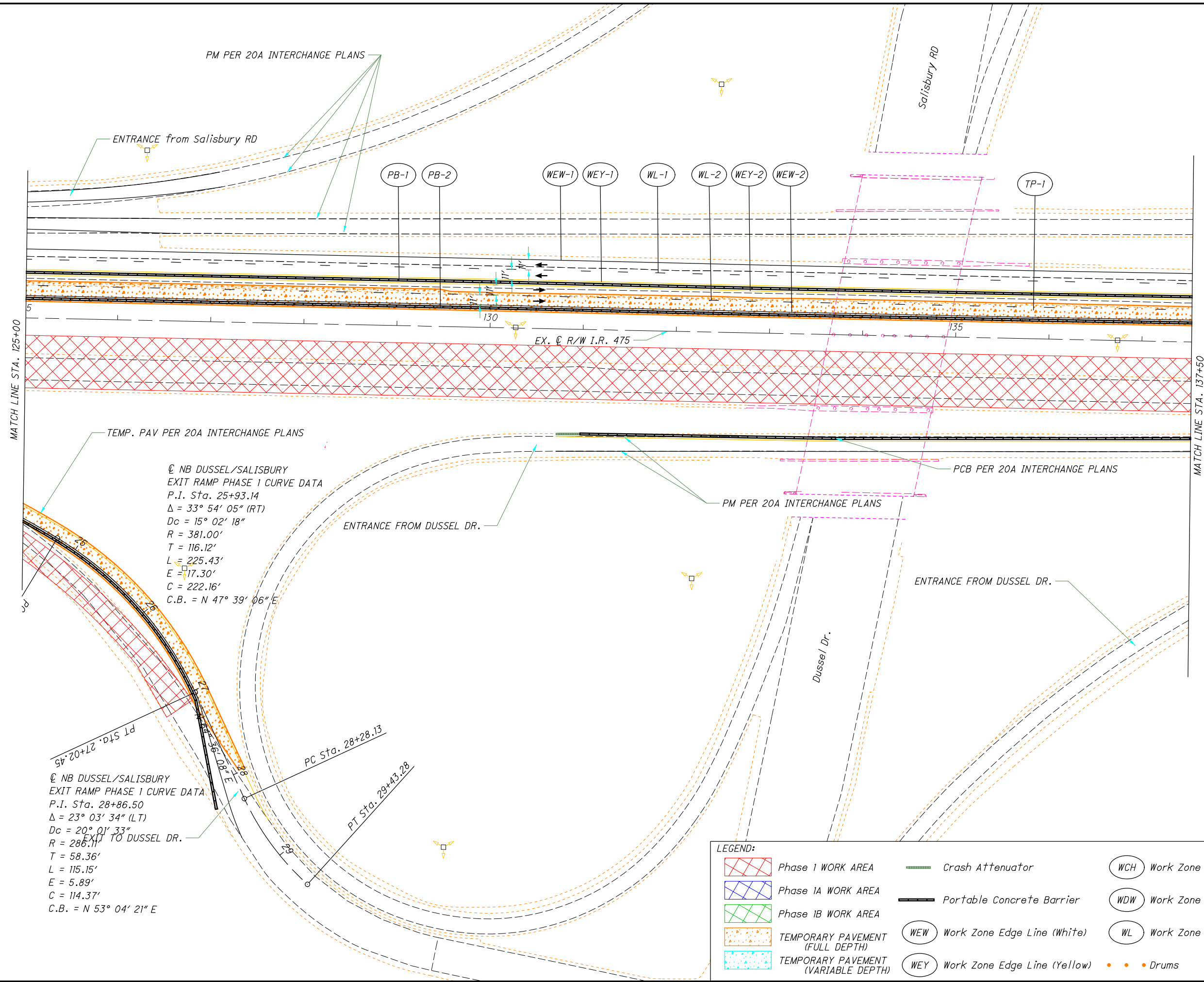
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED MK CHECKED DEK

0 50 100
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 100+00 TO STA. 125+00**

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NB DUSSEL/SALISBURY
 EXIT RAMP PHASE 1 CURVE DATA
 P.I. Sta. 25+93.14
 $\Delta = 33^\circ 54' 05''$ (RT)
 $Dc = 15^\circ 02' 18''$
 $R = 381.00'$
 $T = 116.12'$
 $L = 225.43'$
 $E = 17.30'$
 $C = 222.16'$
 $C.B. = N 47^\circ 39' 06'' E$

NB DUSSEL/SALISBURY
 EXIT RAMP PHASE 1 CURVE DATA
 P.I. Sta. 28+86.50
 $\Delta = 23^\circ 03' 34''$ (LT)
 $Dc = 20^\circ 01' 33''$
 $R = 286.11'$
 $T = 58.36'$
 $L = 115.15'$
 $E = 5.89'$
 $C = 114.37'$
 $C.B. = N 53^\circ 04' 21'' E$

LEGEND:

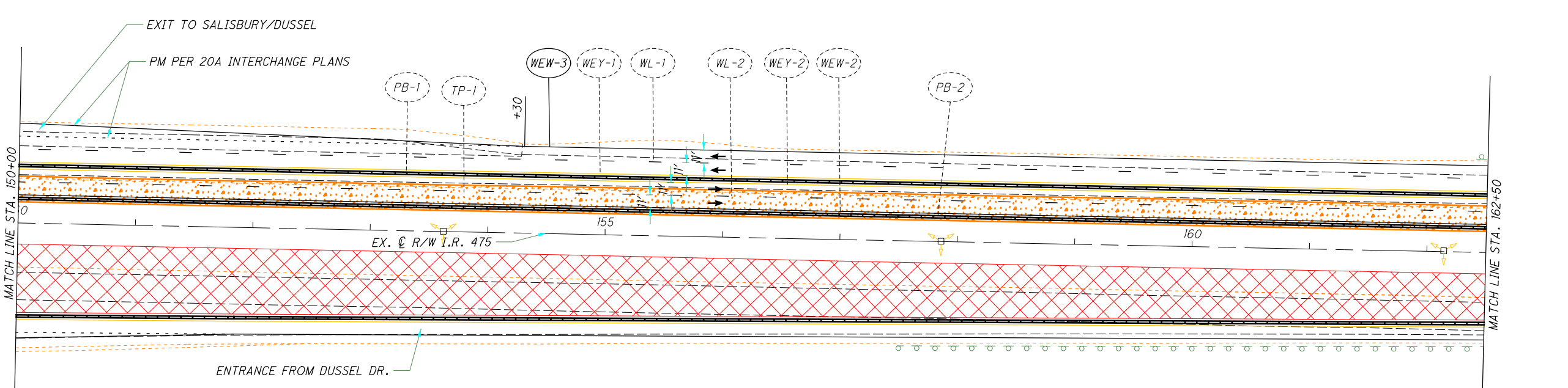
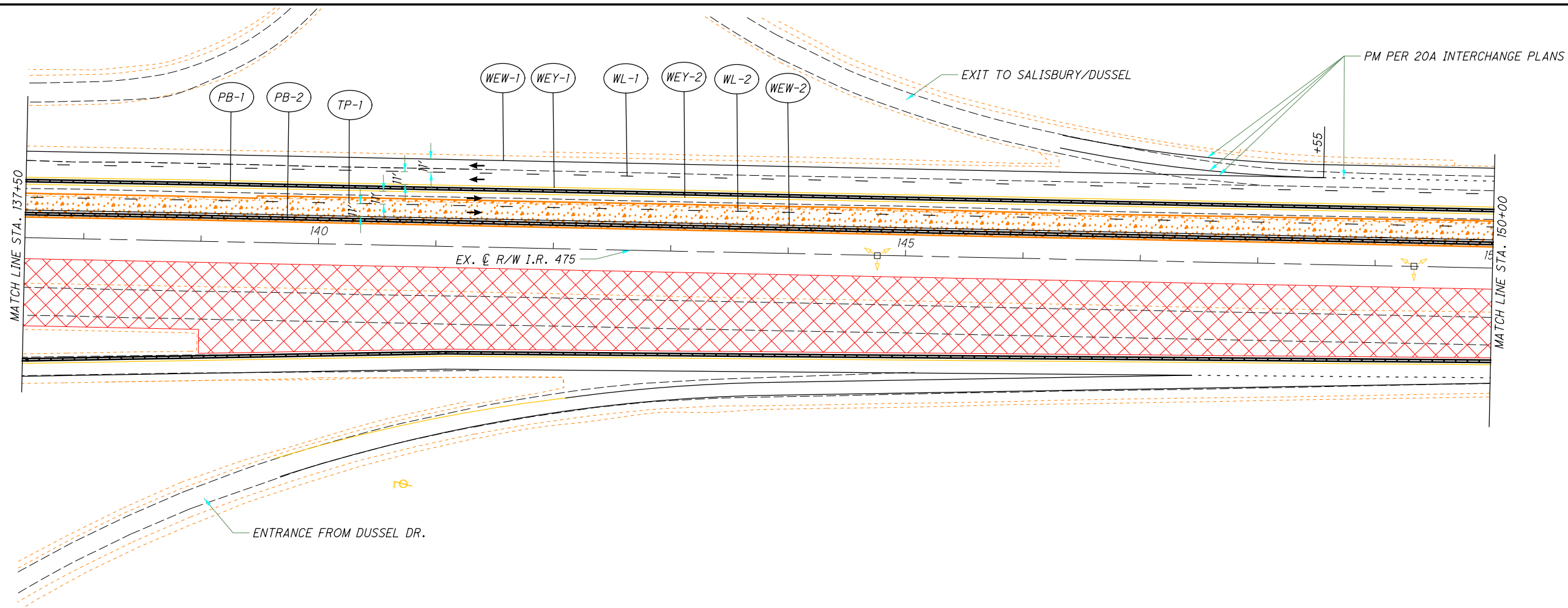
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				
















CALCULATED MK
 CHECKED DEK
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 125+00 TO STA. 137+50

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LEGEND:

	Phase I WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK

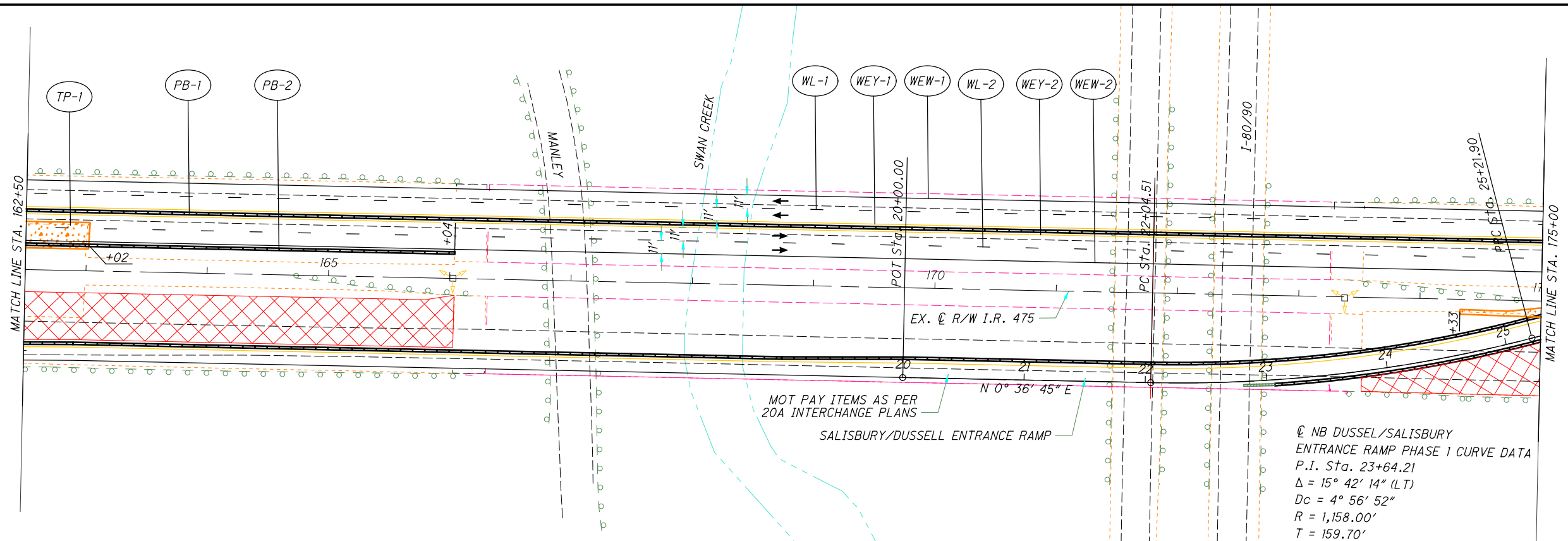
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HORIZONTAL
SCALE IN FEET



**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 137+50 TO STA. 162+50**

LUC-475-0.09

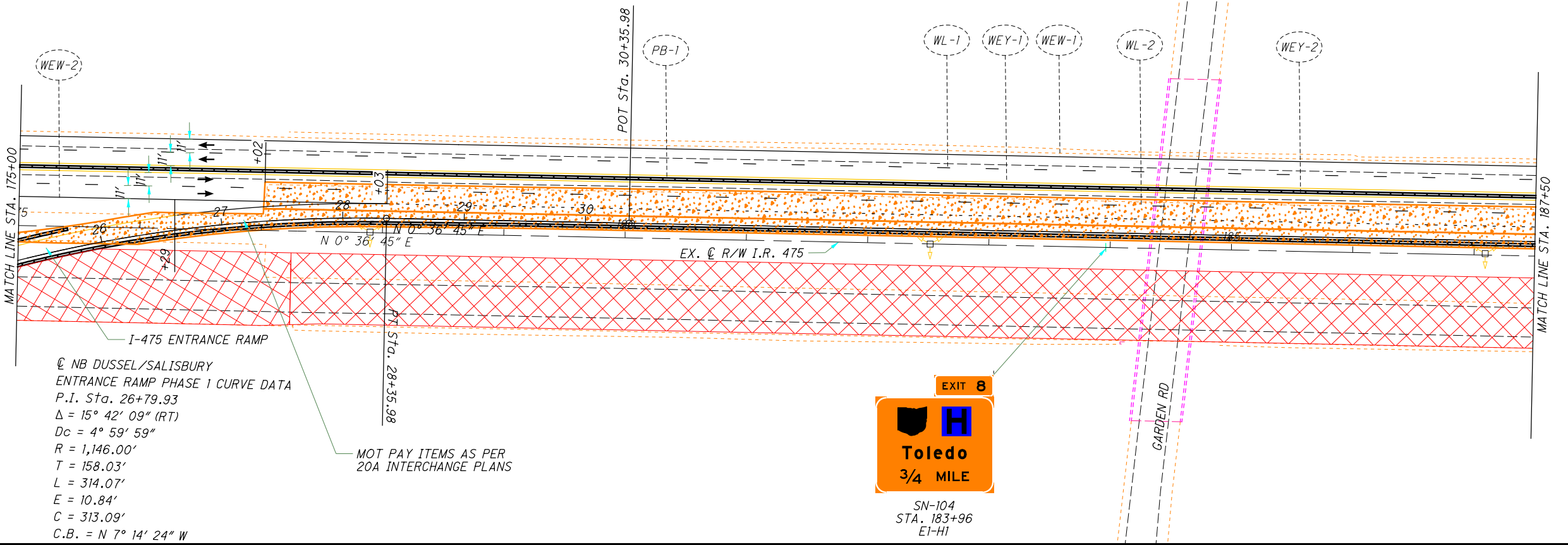
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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

NB DUSSEL/SALISBURY
 ENTRANCE RAMP PHASE 1 CURVE DATA
 P.I. Sta. 23+64.21
 $\Delta = 15^\circ 42' 14''$ (LT)
 $Dc = 4^\circ 56' 52''$
 $R = 1,158.00'$
 $T = 159.70'$
 $L = 317.39'$
 $E = 10.96'$
 $C = 316.40'$
 $C.B. = N 7^\circ 14' 22'' W$



NB DUSSEL/SALISBURY
 ENTRANCE RAMP PHASE 1 CURVE DATA
 P.I. Sta. 26+79.93
 $\Delta = 15^\circ 42' 09''$ (RT)
 $Dc = 4^\circ 59' 59''$
 $R = 1,146.00'$
 $T = 158.03'$
 $L = 314.07'$
 $E = 10.84'$
 $C = 313.09'$
 $C.B. = N 7^\circ 14' 24'' W$

EXIT 8

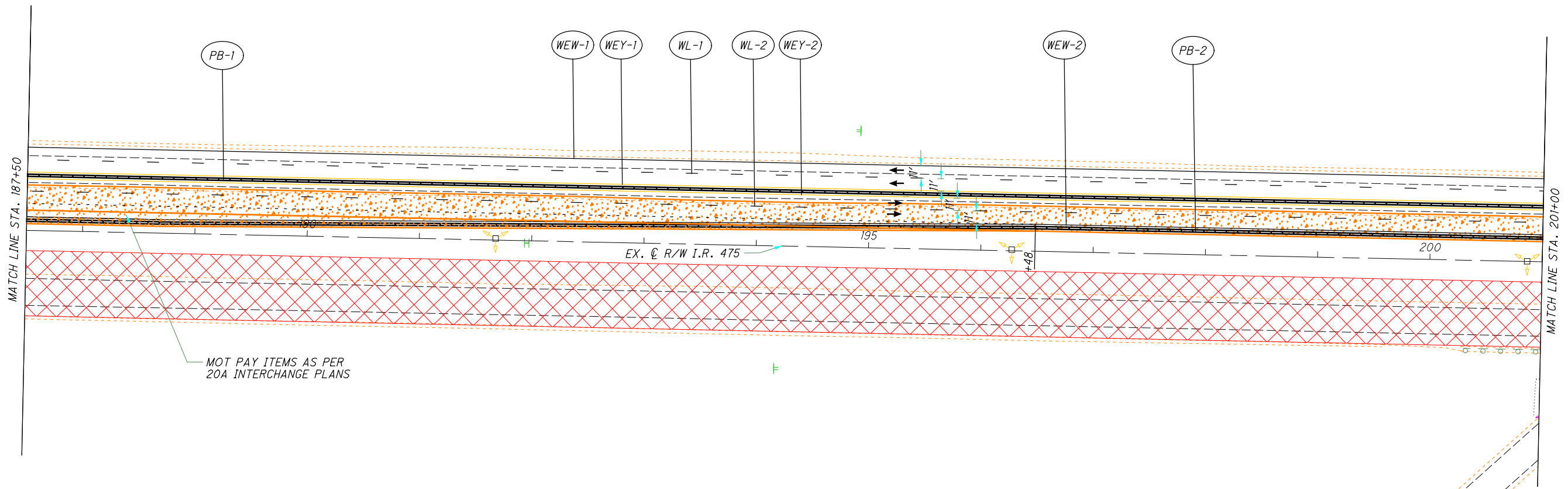
 SN-104
 STA. 183+96
 E1-H1

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 HORIZONTAL SCALE IN FEET
 CALCULATED MK CHECKED DEK














MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 162+00 TO STA. 187+50

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK



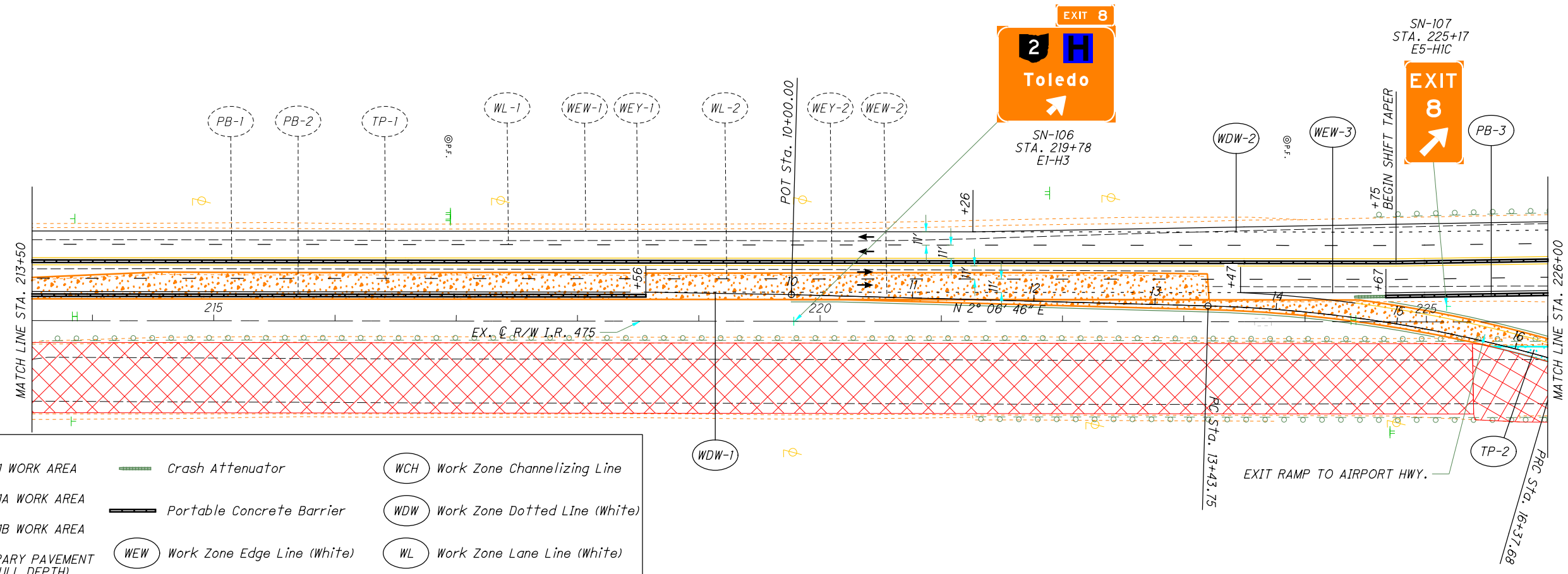
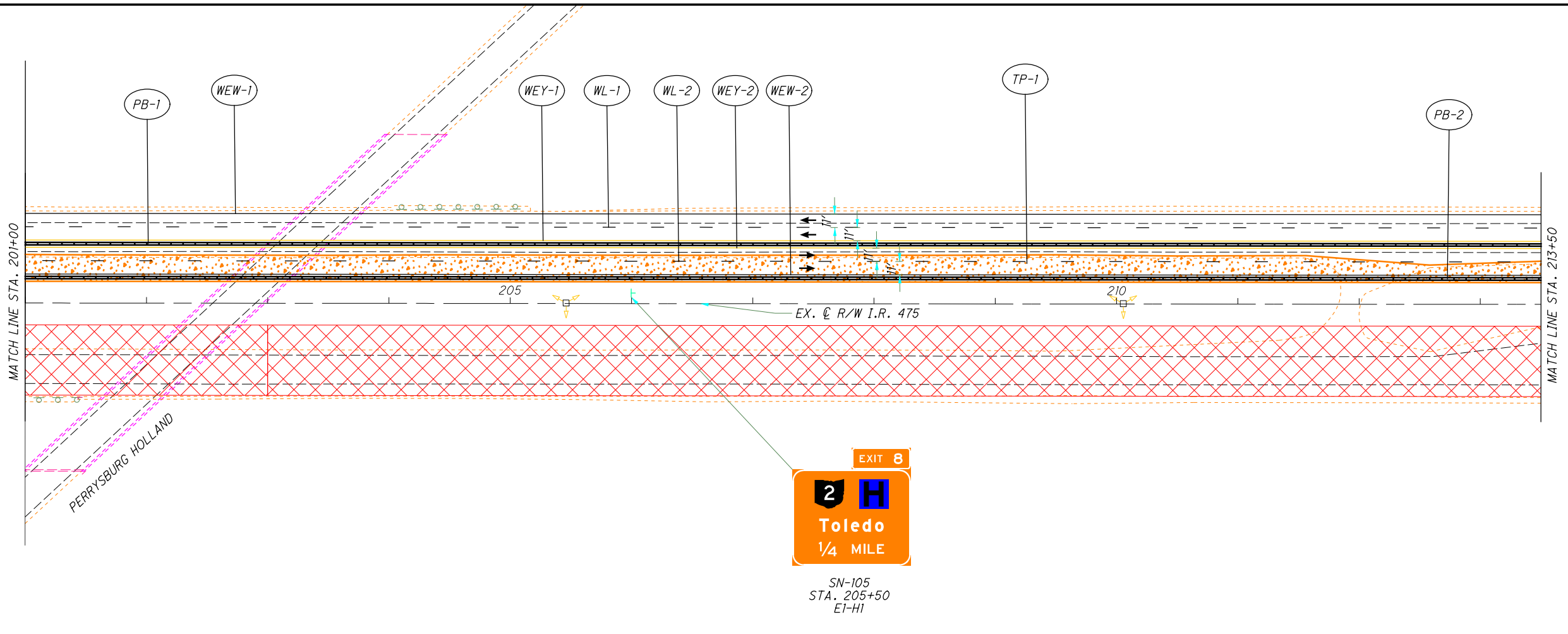

HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 187+50 TO STA. 201+00**

LUC-475-0.09

80
855

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LEGEND:

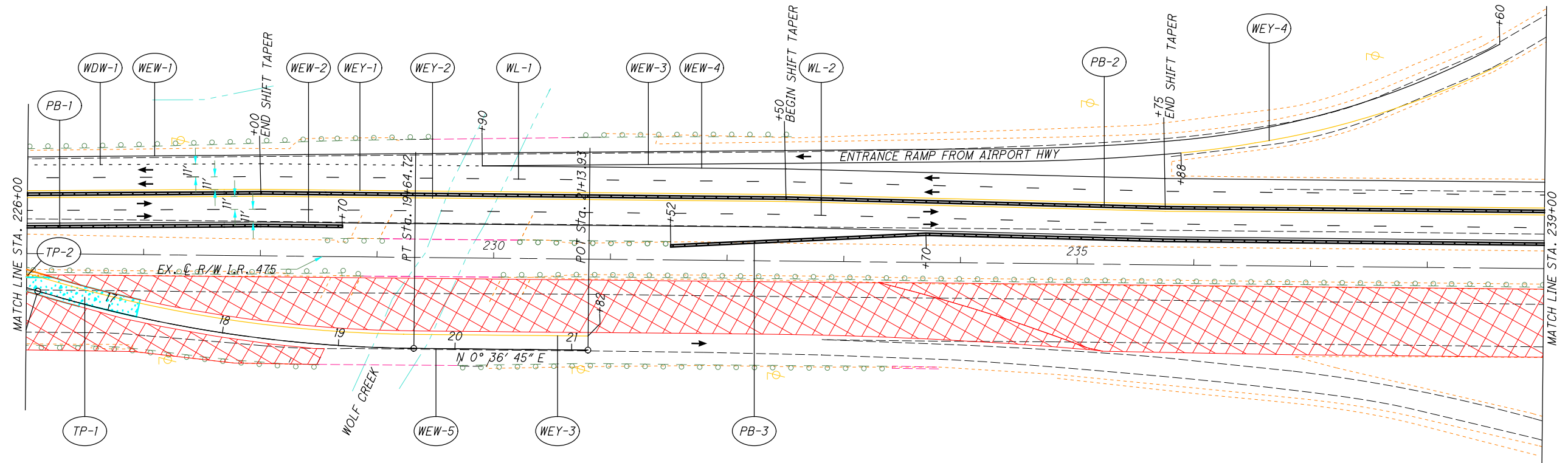
Phase 1 WORK AREA	Crash Attenuator	WCH Work Zone Channelizing Line
Phase 1A WORK AREA	Portable Concrete Barrier	WDW Work Zone Dotted Line (White)
Phase 1B WORK AREA	WEW Work Zone Edge Line (White)	WL Work Zone Lane Line (White)
TEMPORARY PAVEMENT (FULL DEPTH)	WEY Work Zone Edge Line (Yellow)	Drums
TEMPORARY PAVEMENT (VARIABLE DEPTH)		
















MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 201+00 TO STA. 226+00

LUC-475-0.09

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK

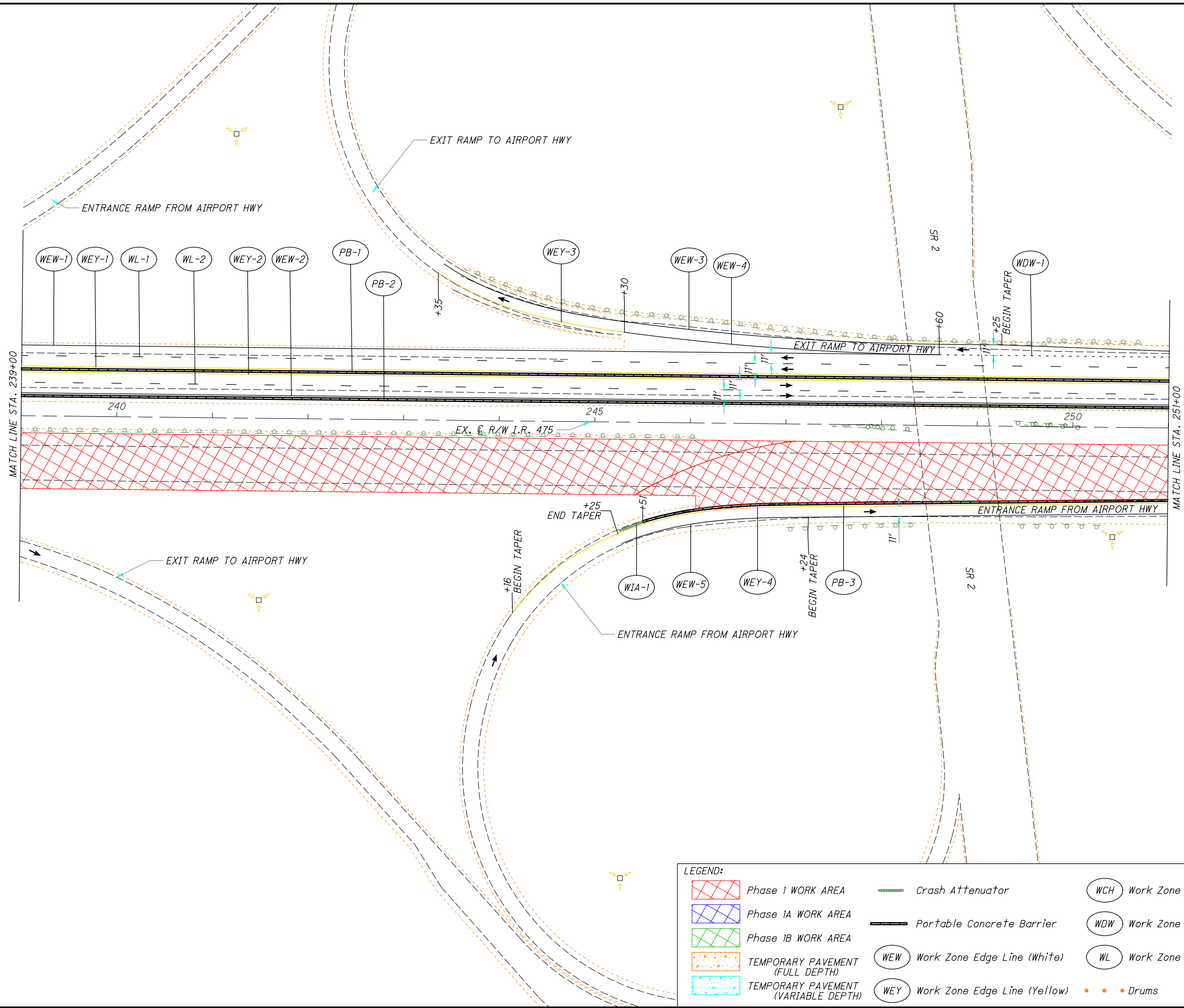



HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 226+00 TO STA. 238+50**

LUC-475-0.09

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CALCULATED
MK
CHECKED
DEK

0 50 100
HORIZONTAL
SCALE IN FEET

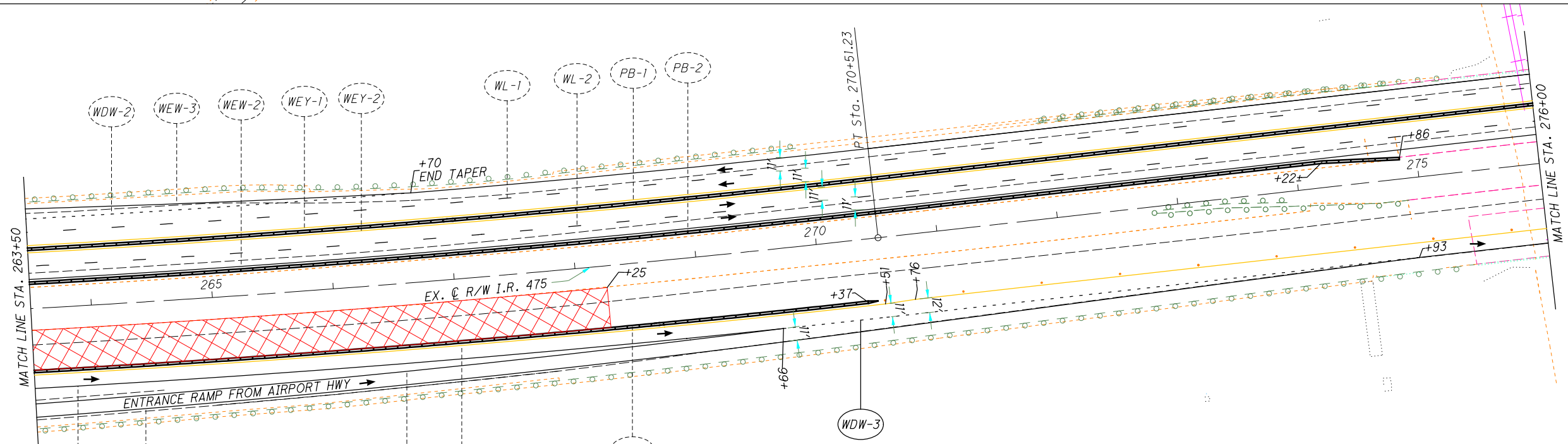
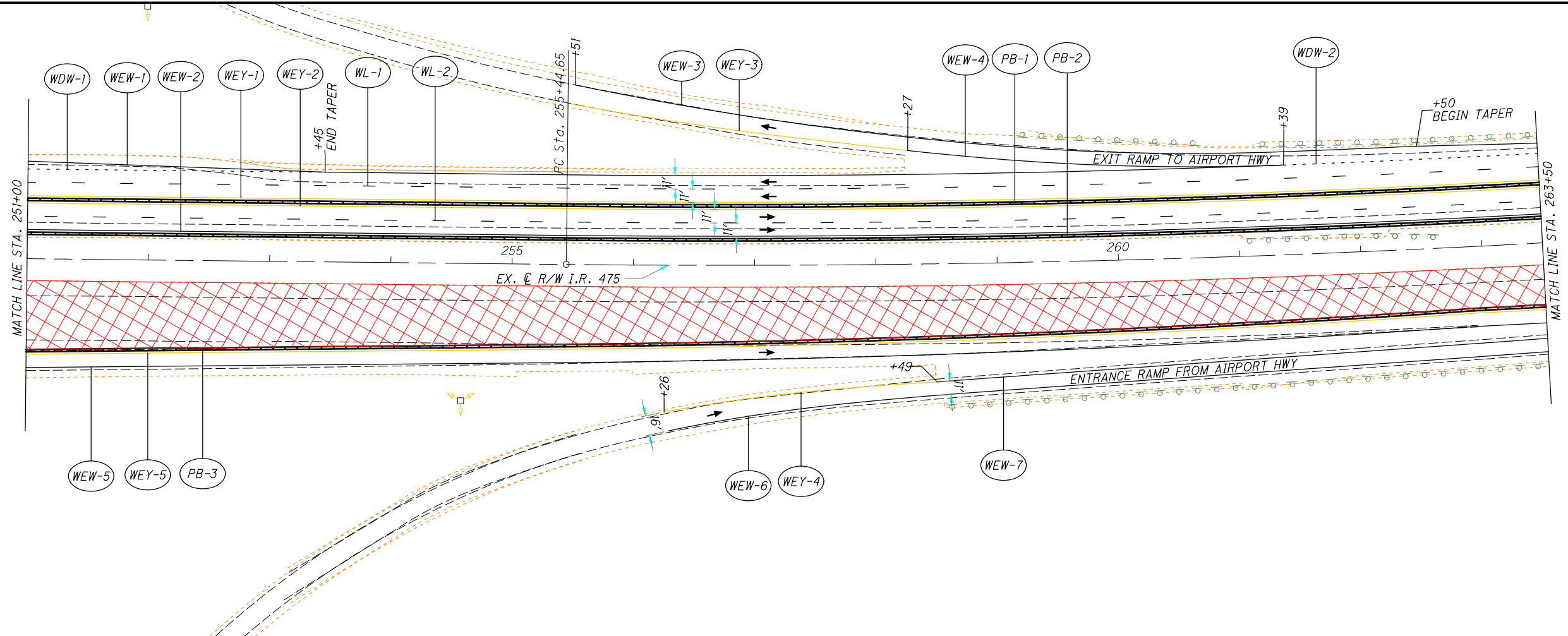
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 238+50 TO 251+00

LUC-475-0.09














LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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LEGEND:

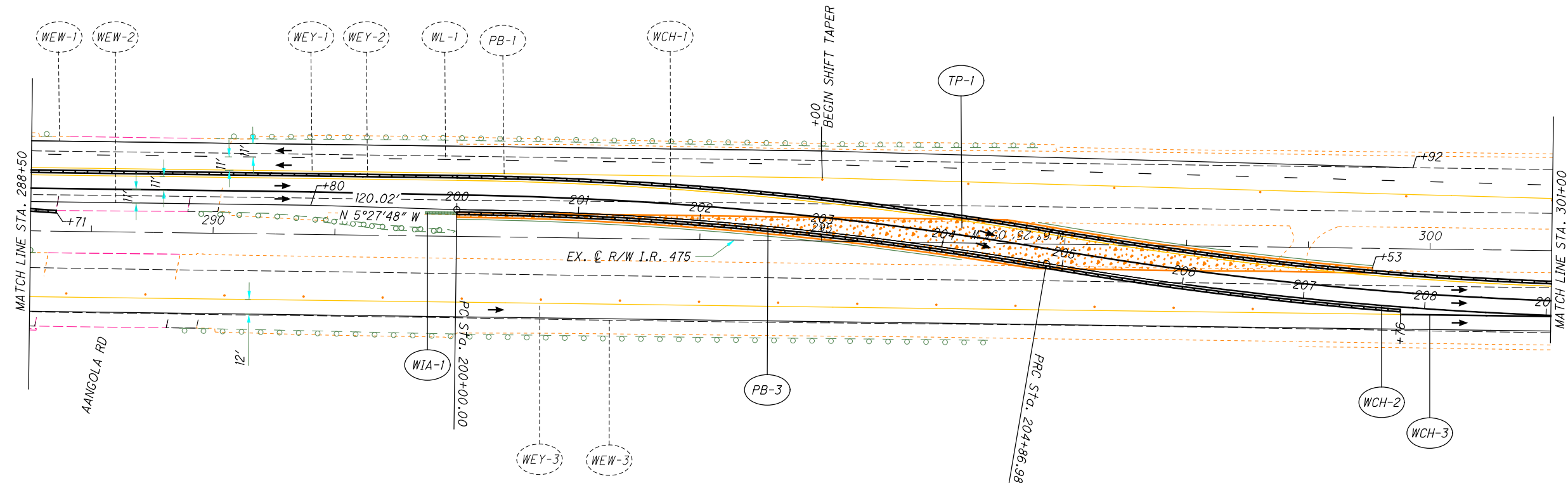
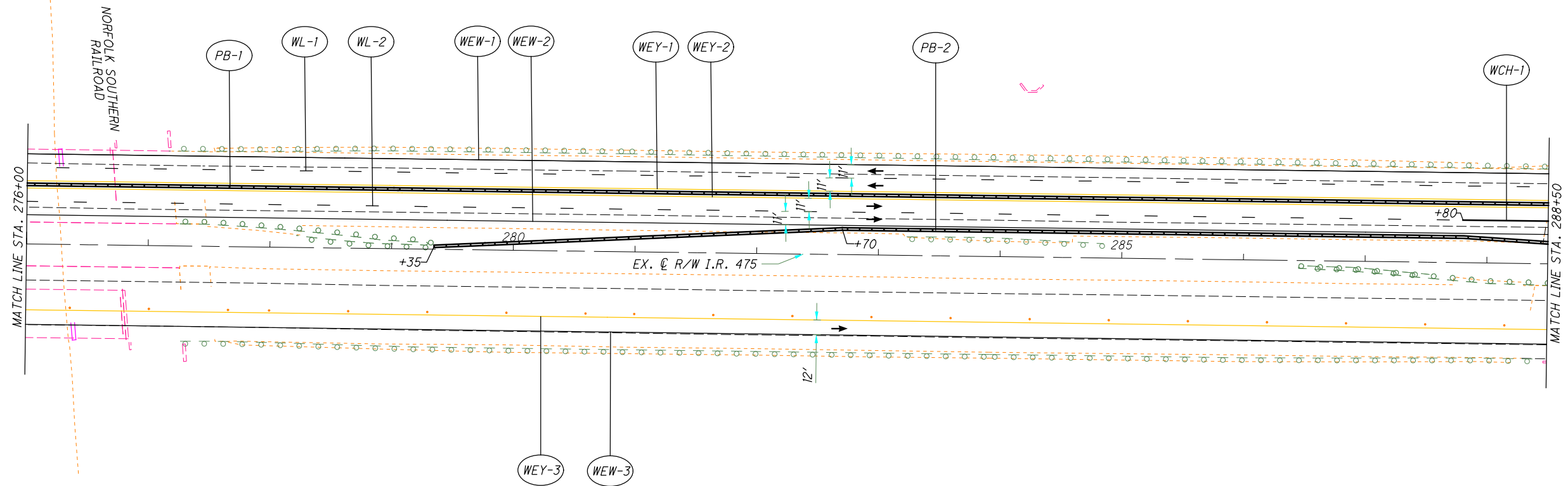
	Phase I WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase IA WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase IB WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				



MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 251+00 TO STA. 276+00

LUC-475-0.09

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LEGEND:

	Phase I WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase IA WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase IB WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED MK
CHECKED DEK

HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 276+00 TO STA. 301+00**

LUC-475-0.09

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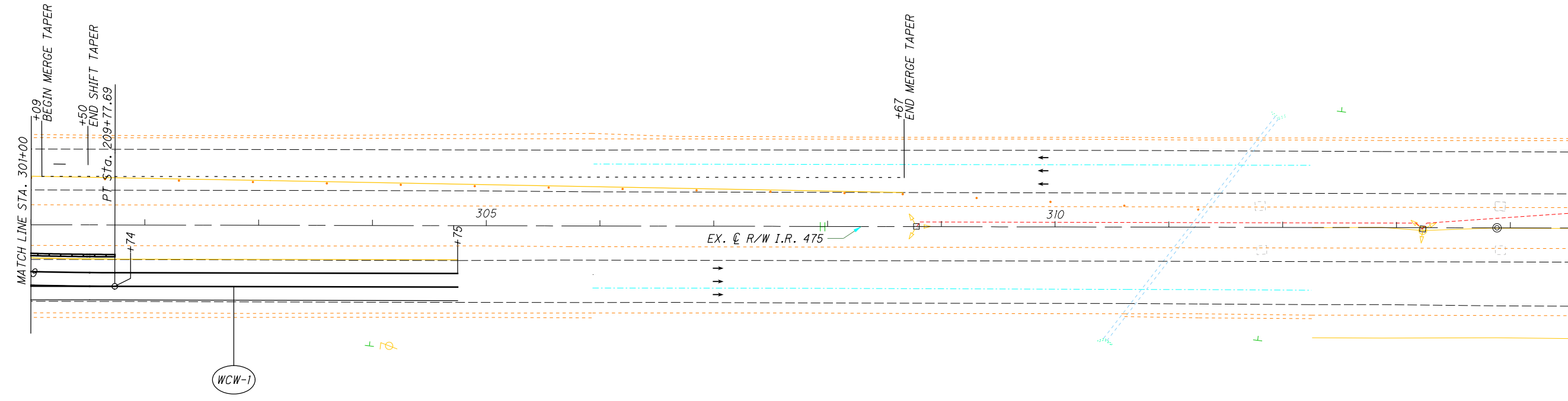


CALCULATED
MK
CHECKED
DEK














**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1 - STA. 301+00 TO STA. 309+50**

LUC-475-0.09

86
855



LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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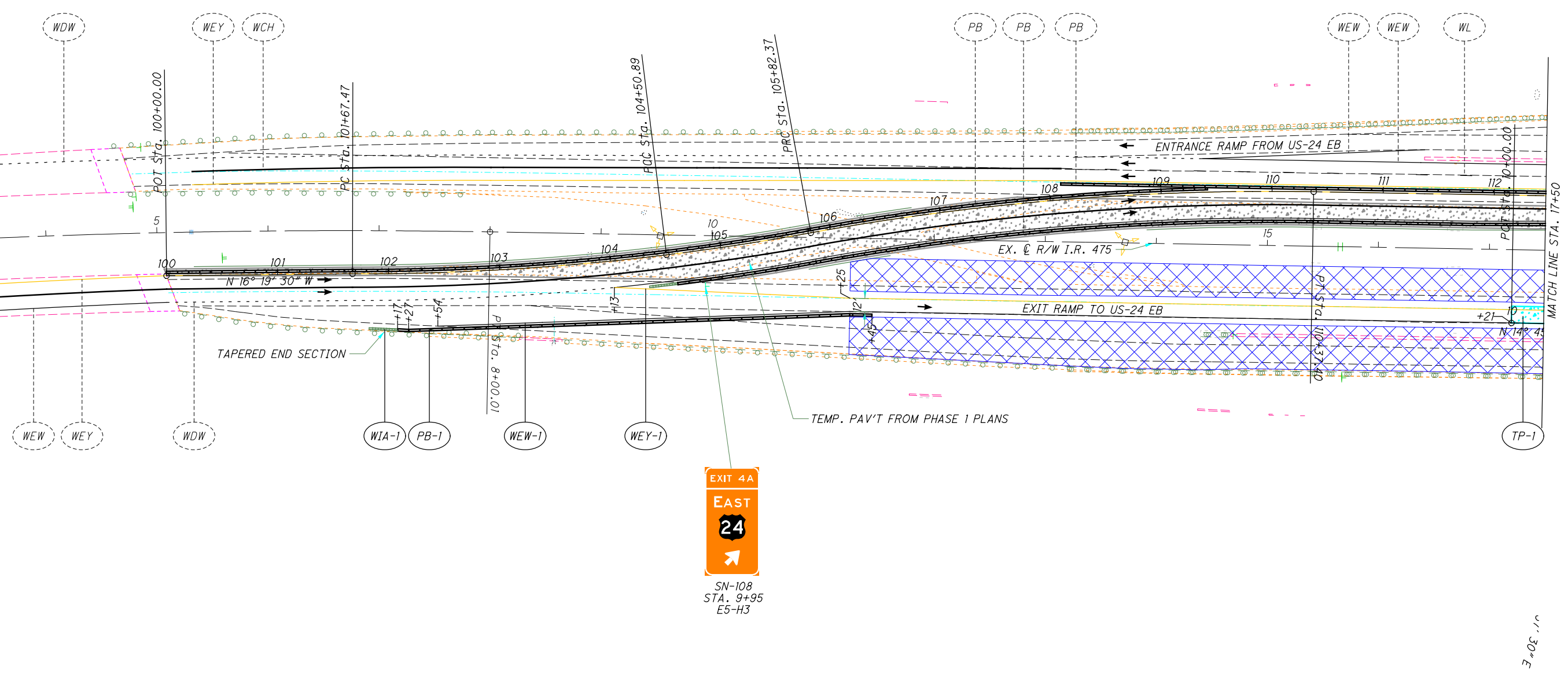




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









MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 5+00 TO STA. 17+50

LUC-475-0.09

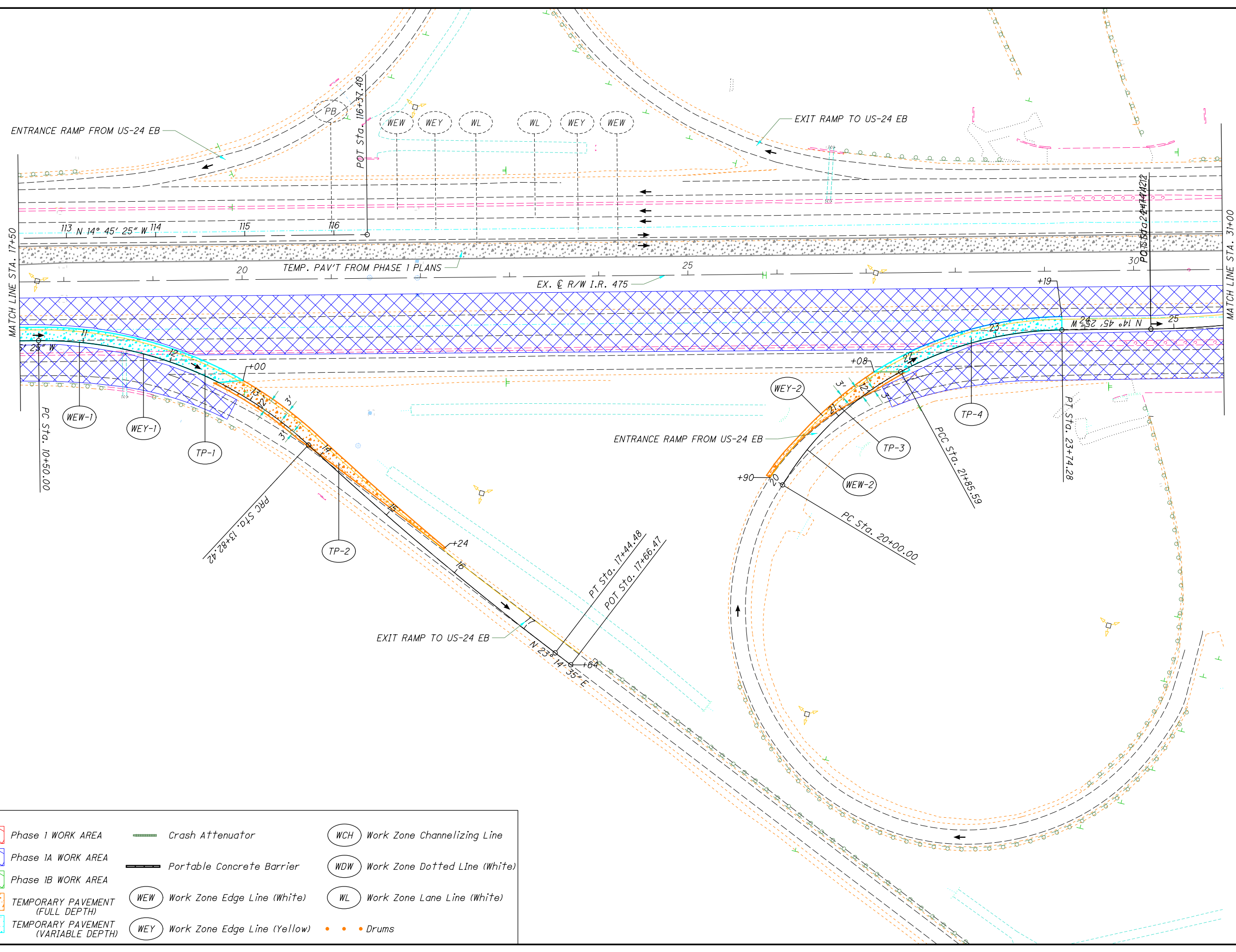


SN-108
STA. 9+95
E5-H3

LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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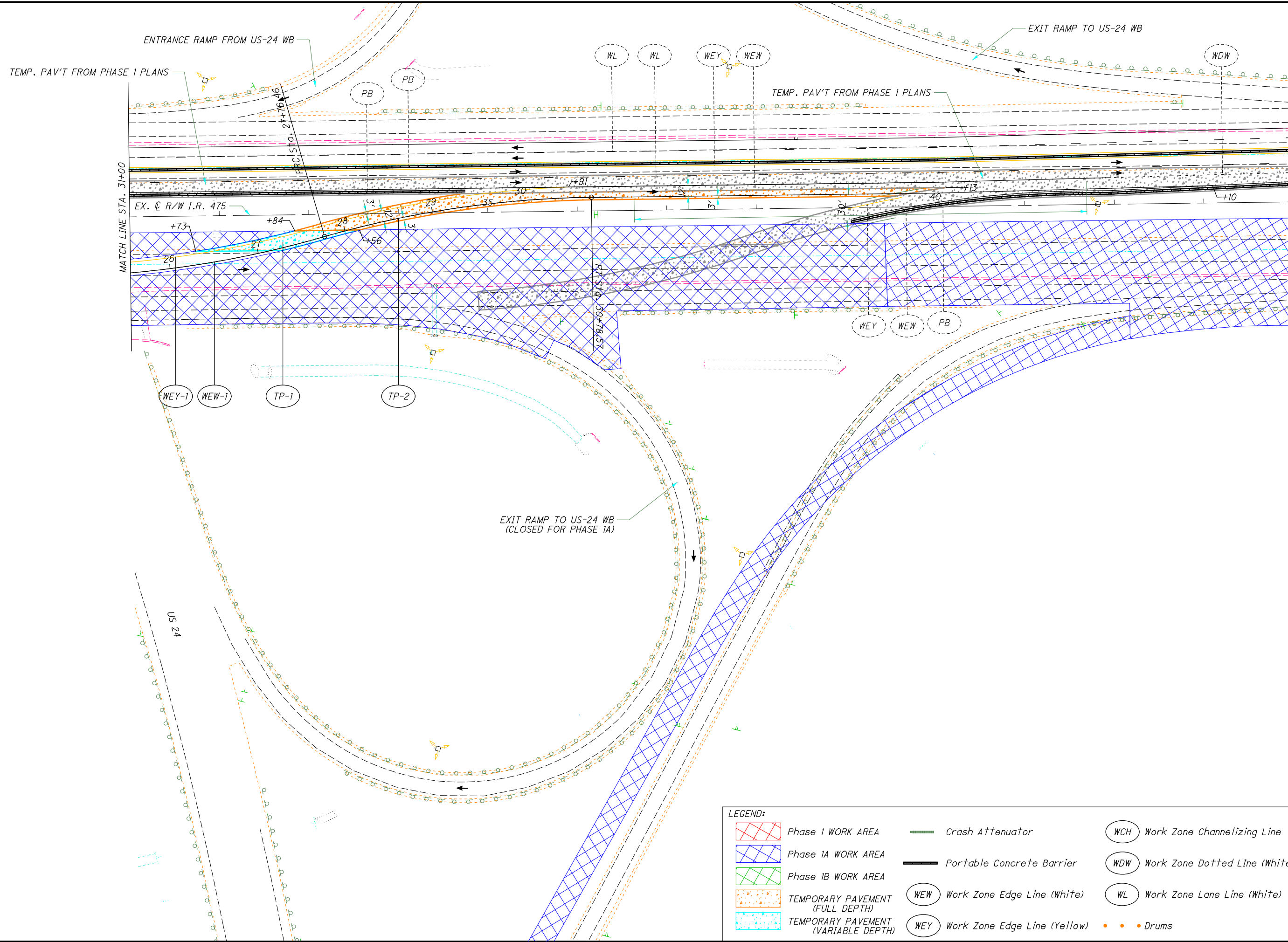
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 17+50 TO STA. 30+91.88

LUC-475-0.09

LEGEND:

Phase 1 WORK AREA	Crash Attenuator	WCH Work Zone Channelizing Line
Phase 1A WORK AREA	Portable Concrete Barrier	WDW Work Zone Dotted Line (White)
Phase 1B WORK AREA	WEW Work Zone Edge Line (White)	WL Work Zone Lane Line (White)
TEMPORARY PAVEMENT (FULL DEPTH)	WEY Work Zone Edge Line (Yellow)	Drums
TEMPORARY PAVEMENT (VARIABLE DEPTH)		

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CALCULATED MK
CHECKED DEK

0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 31+91.88 TO STA. 44+00

LUC-475-0.09

89
855

LEGEND:

	Phase I WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase IA WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase IB WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

COMPLETE EARTHWORK PRE-PHASE FOR AREAS LOCATED ON OUTSIDE SHOULDER OF SB LANES. UTILIZE SHOULDER CLOSURE VIA MT-095.45. STA. 51+11 TO 64+50

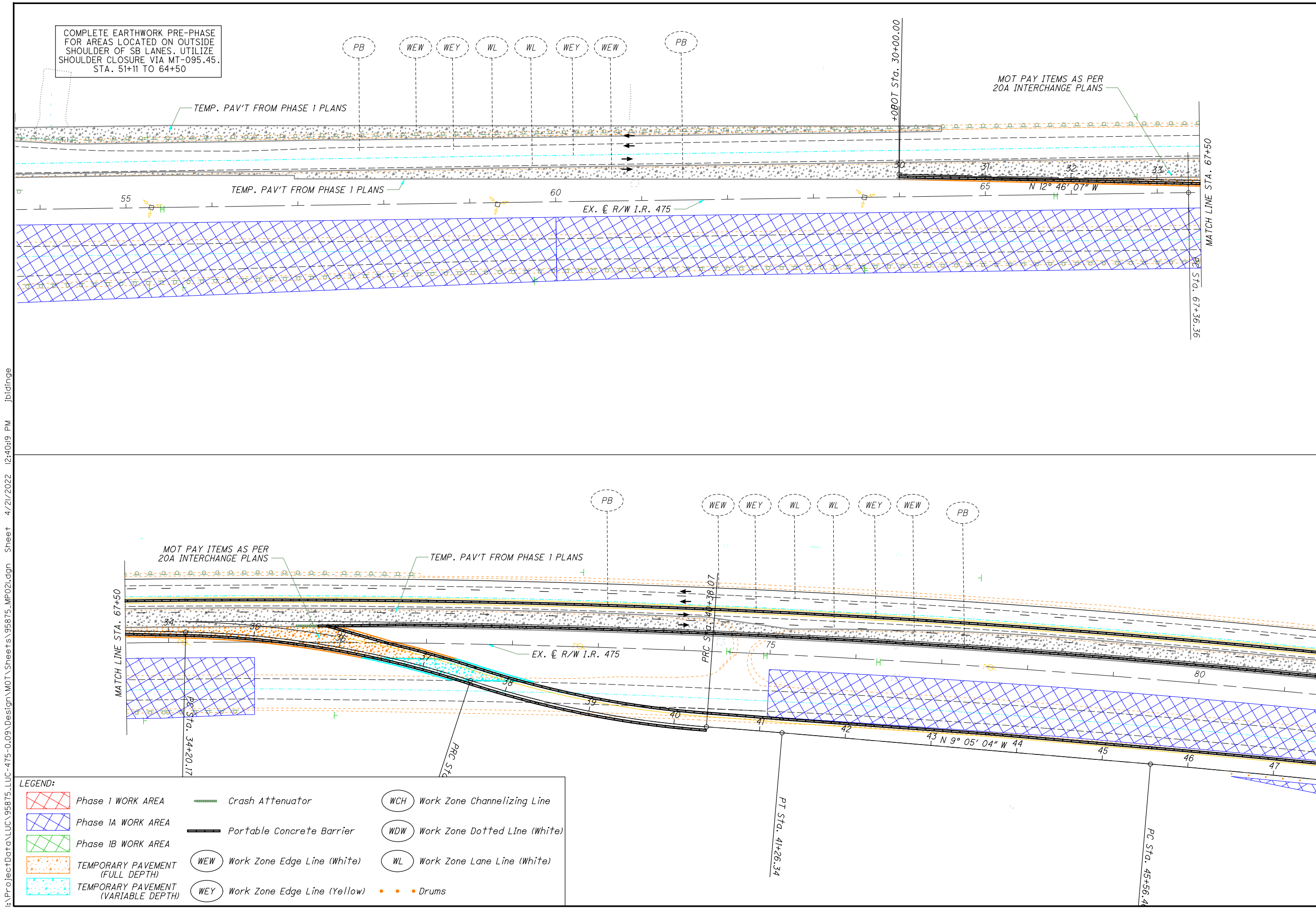


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**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 53+72 TO STA. 81+46**

LUC-475-0.09

90
855

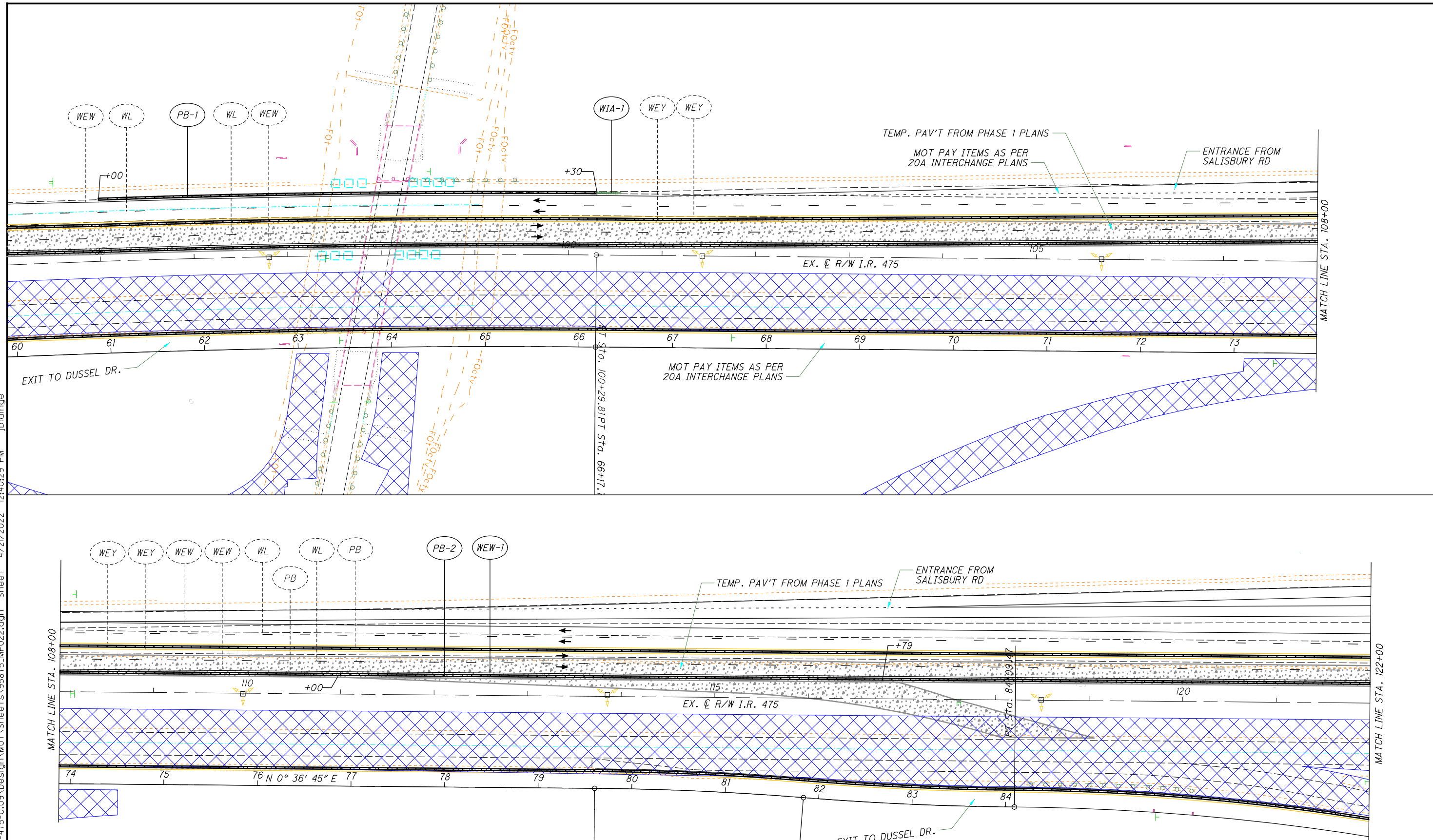


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LEGEND:

Phase 1 WORK AREA	Crash Attenuator	WCH Work Zone Channelizing Line
Phase 1A WORK AREA	Portable Concrete Barrier	WDW Work Zone Dotted Line (White)
Phase 1B WORK AREA	WEW Work Zone Edge Line (White)	WL Work Zone Lane Line (White)
TEMPORARY PAVEMENT (FULL DEPTH)	WEY Work Zone Edge Line (Yellow)	Drums
TEMPORARY PAVEMENT (VARIABLE DEPTH)		

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LEGEND:

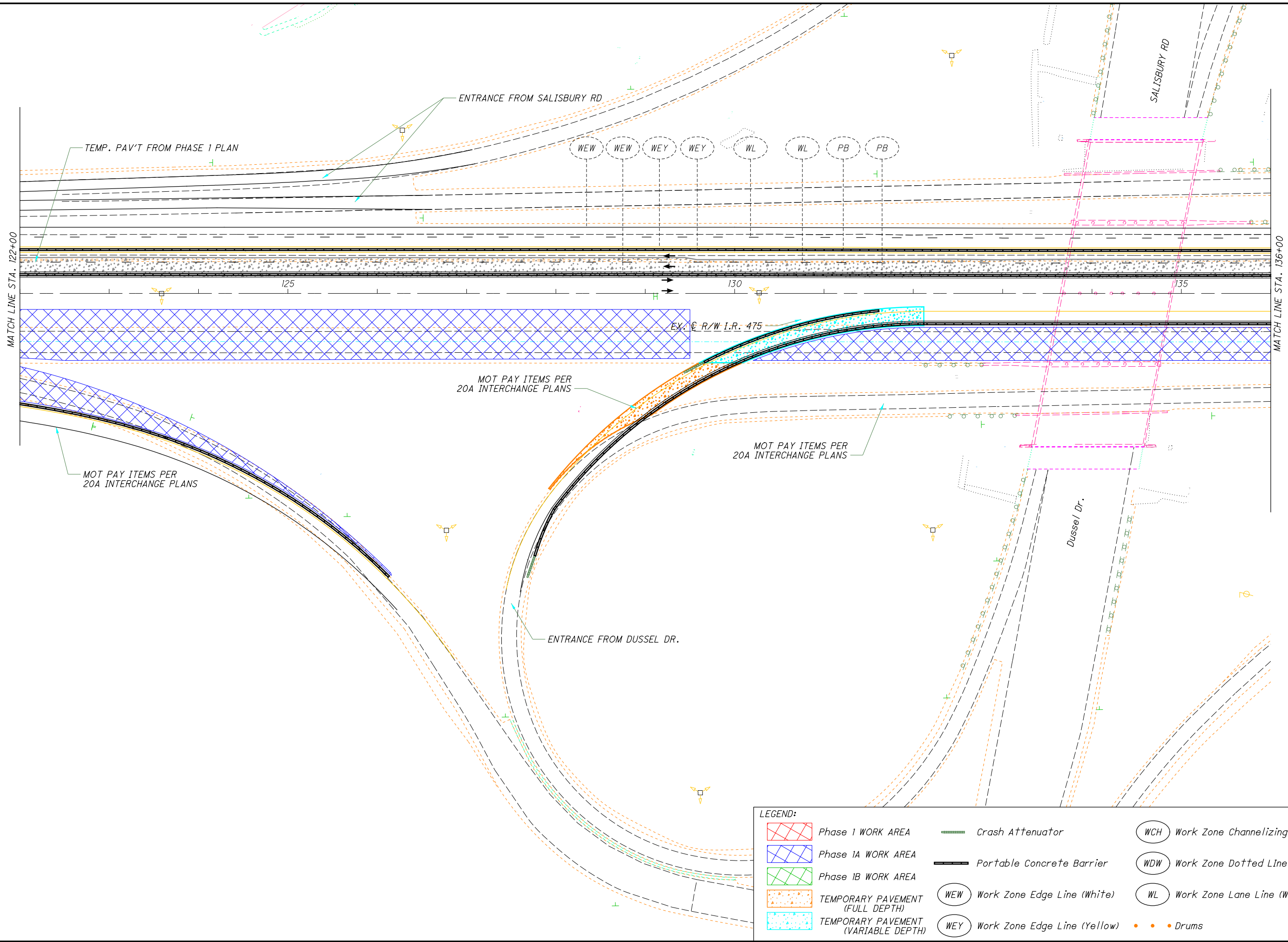
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	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Work Zone Lane Line (Yellow)
	TEMPORARY PAVEMENT (VARIABLE DEPTH)		Work Zone Edge Line (White)		Work Zone Lane Line (White)
			Work Zone Edge Line (Yellow)		Work Zone Lane Line (Yellow)
			Drums		

0 50 100
 HORIZONTAL SCALE IN FEET
 CALCULATED MK CHECKED DEK

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 94+00 TO STA. 122+00**

LUC-475-0.09

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CALCULATED MK
CHECKED DEK

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HORIZONTAL SCALE IN FEET

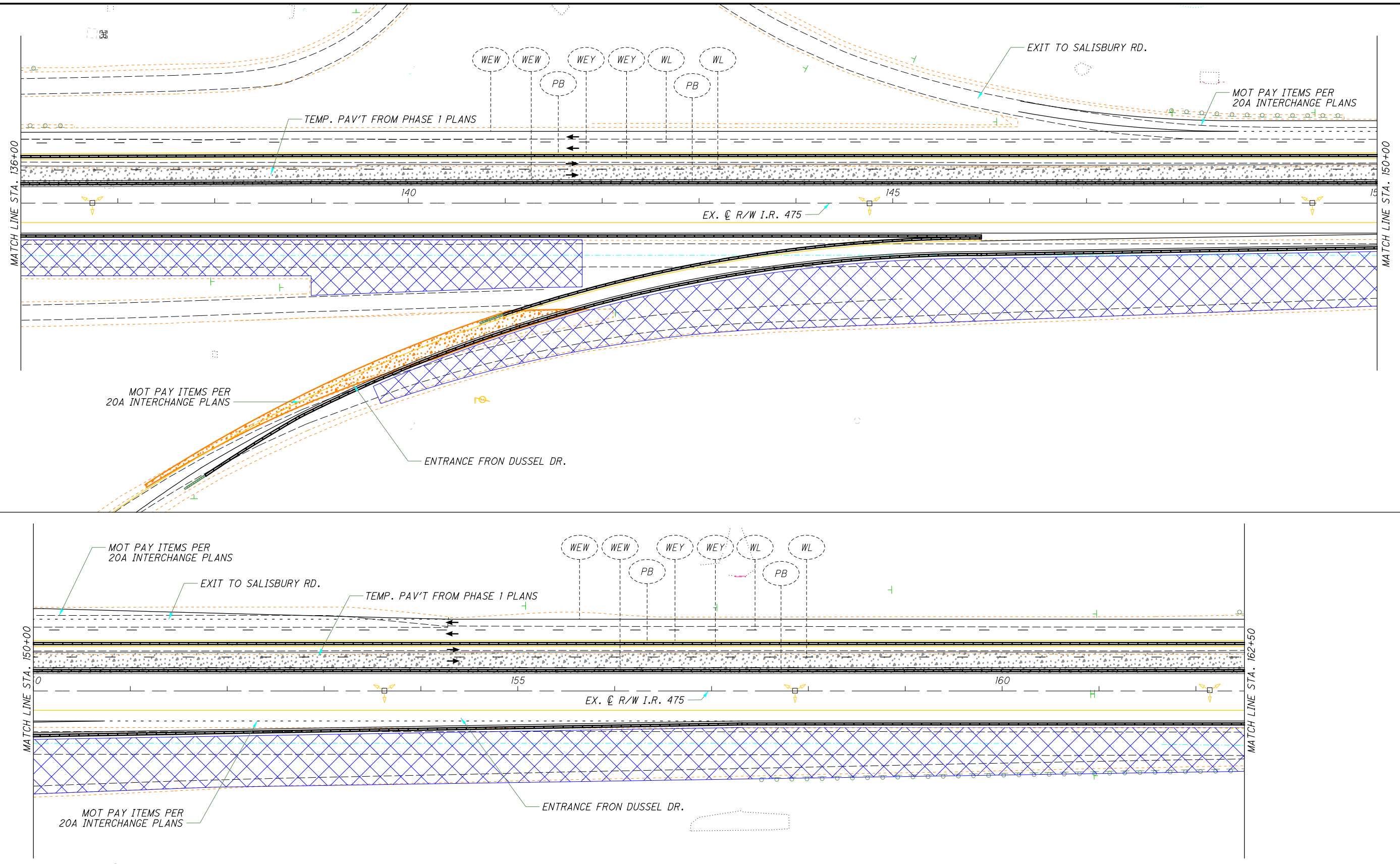
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 122+00 TO STA. 136+00

LUC-475-0.09

LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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 HORIZONTAL SCALE IN FEET
 CALCULATED MK
 CHECKED DEK

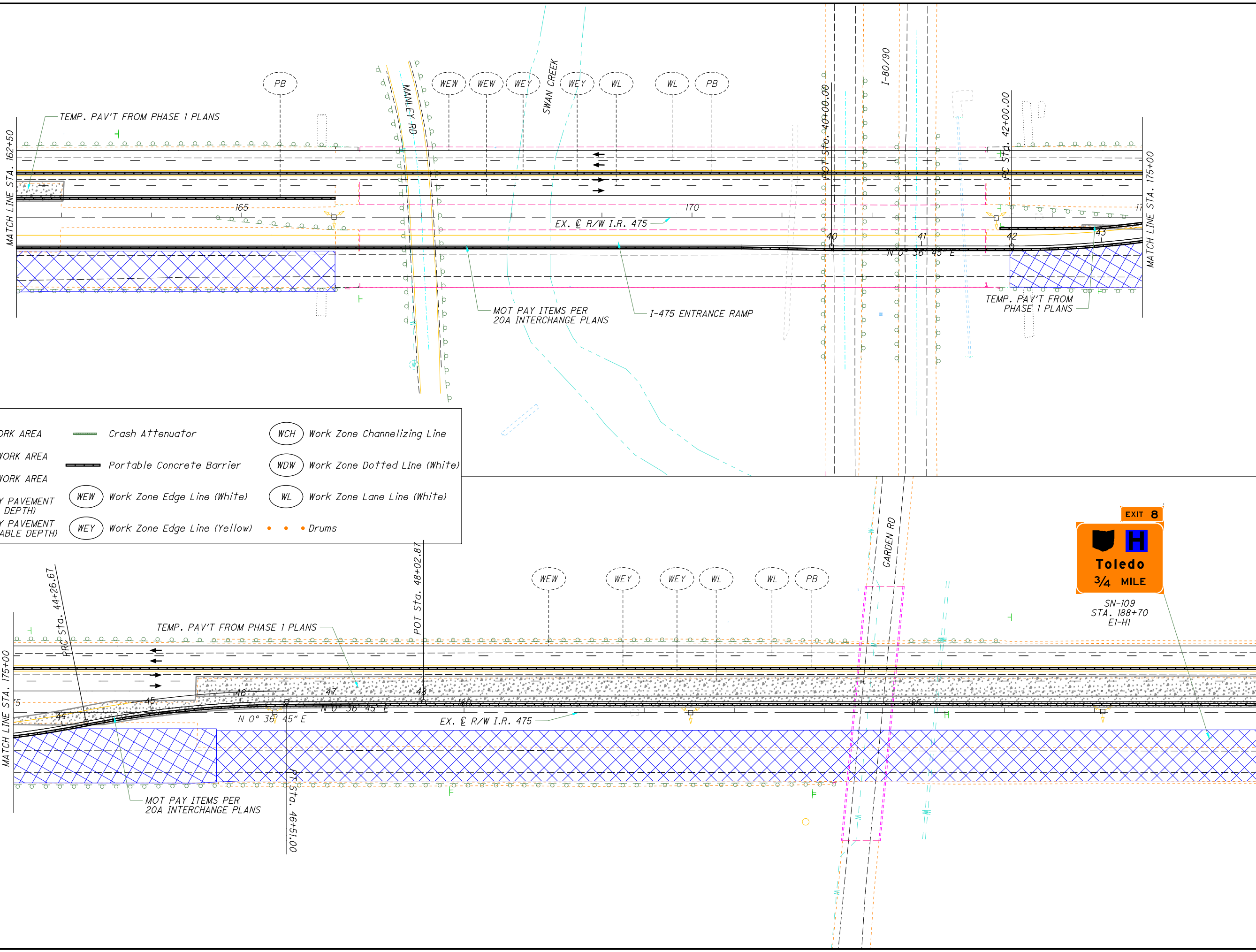
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 136+00 TO STA. 162+50

LUC-475-0.09

LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				



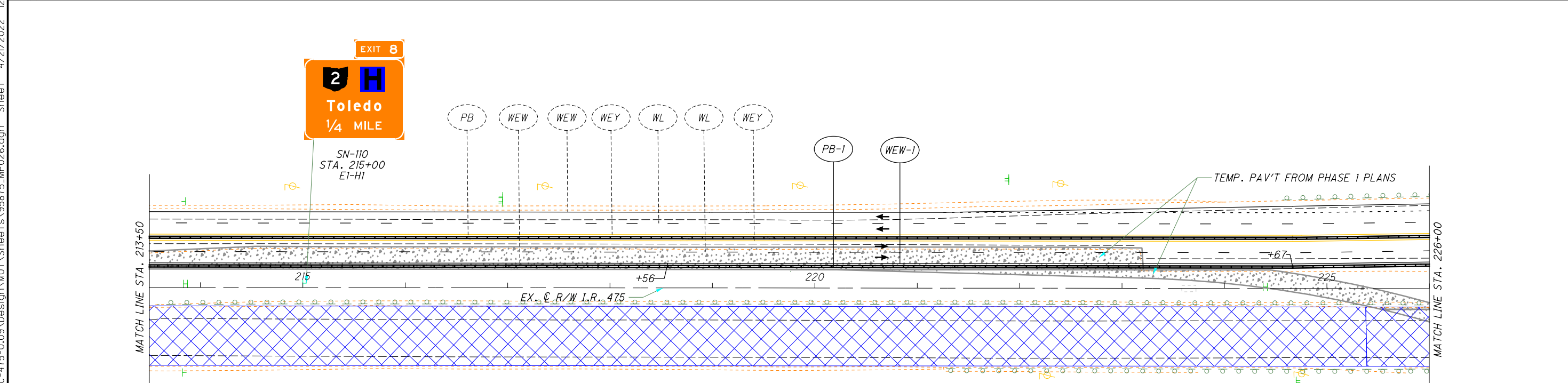
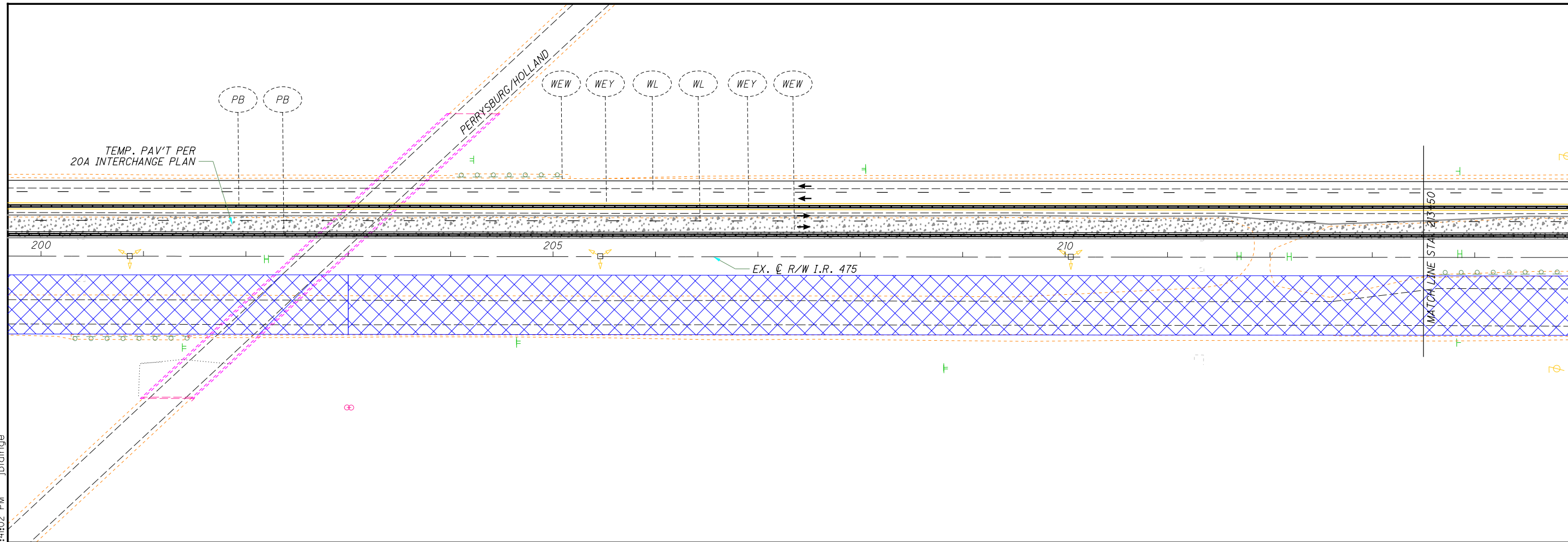
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HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 162+50 TO STA. 188+80

LUC-475-0.09

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LEGEND:

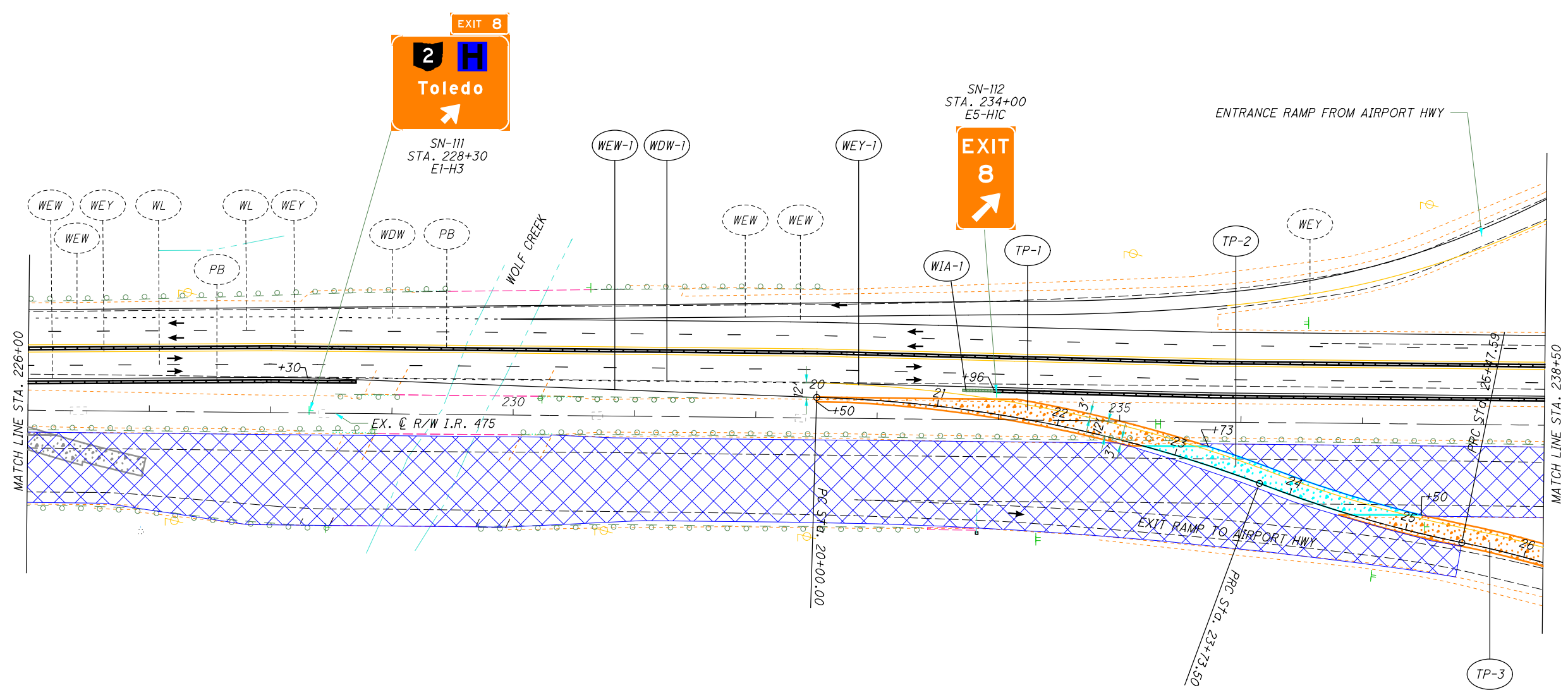
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

HORIZONTAL SCALE IN FEET
 CALCULATED MK
 CHECKED DEK

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 199+67 TO STA. 226+00

LUC-475-0.09

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

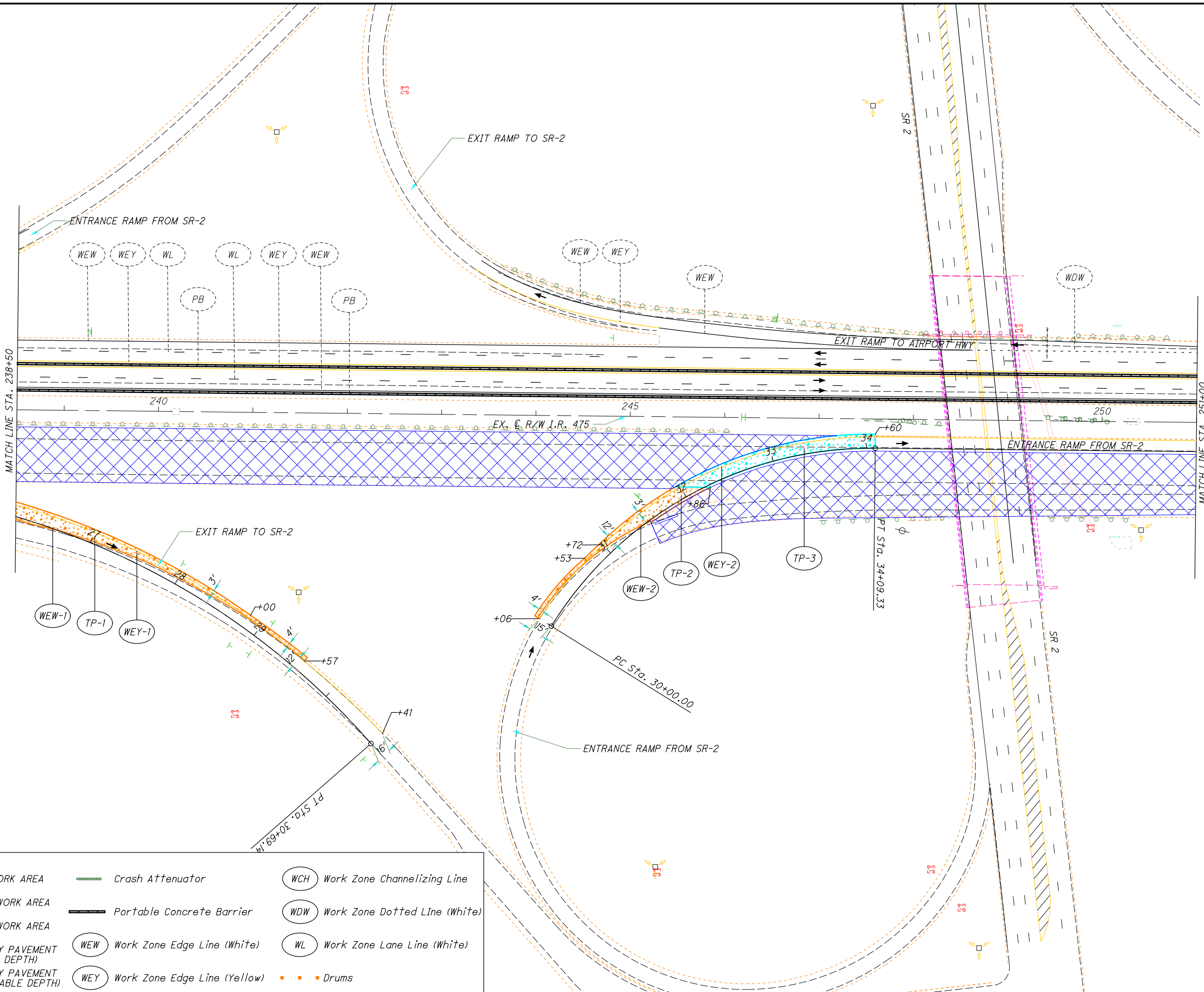
CALCULATED MK CHECKED DEK

HORIZONTAL SCALE IN FEET





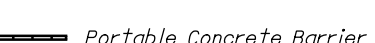








MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 226+00 TO STA. 238+50

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 96
 855

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

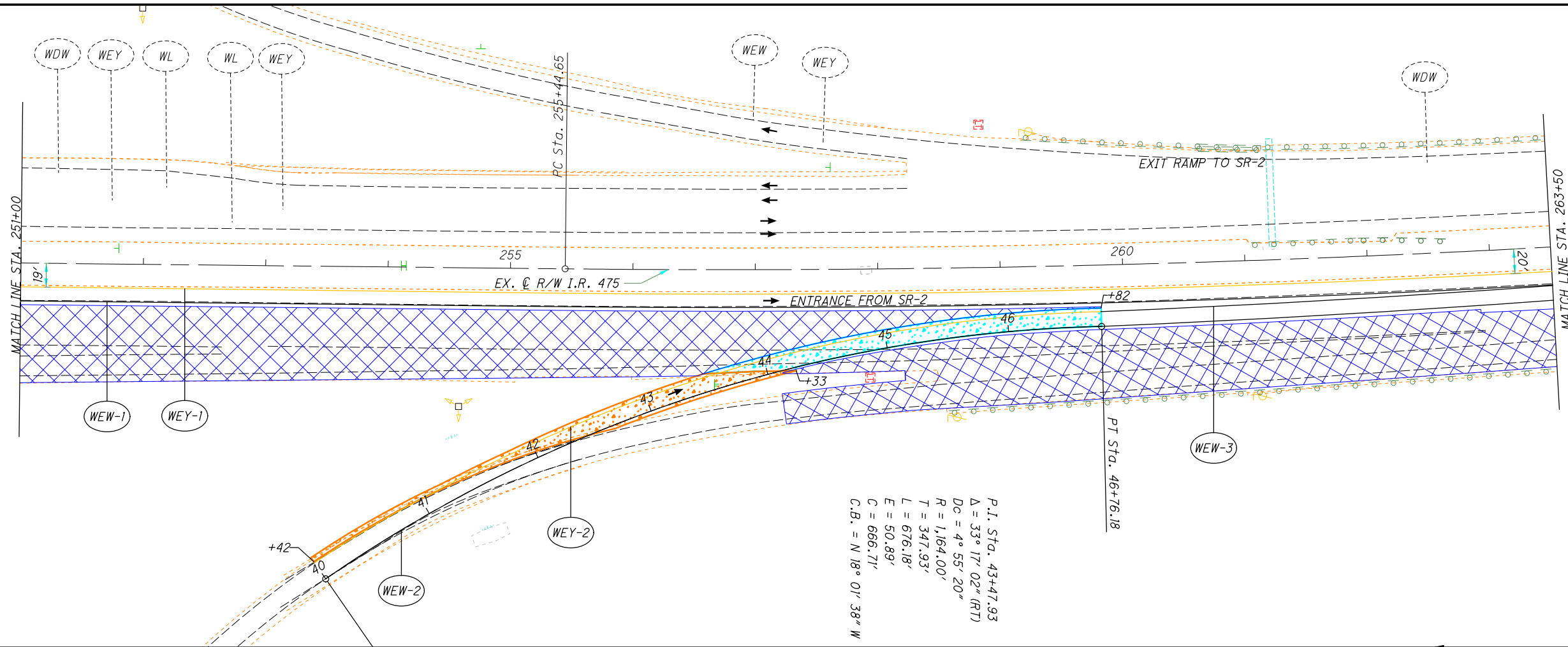
CALCULATED MK CHECKED DEK

0 50 100
25
HORIZONTAL SCALE IN FEET

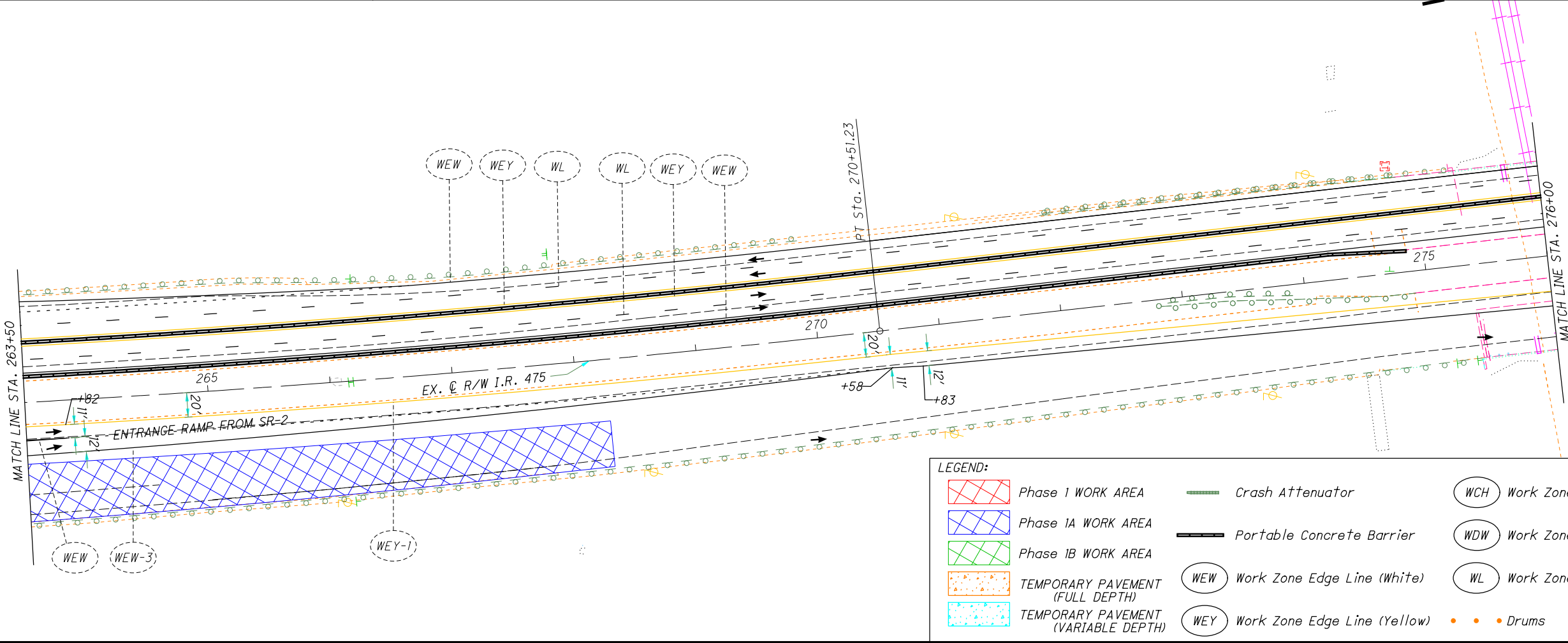
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 238+50 TO 251+00

LUC-475-0.09

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P.I. Sta. 43+47.93
 $\Delta = 33^\circ 17' 02''$ (RT)
 $DC = 4^\circ 55' 20''$
 $R = 1,164.00'$
 $T = 347.93'$
 $L = 676.18'$
 $E = 50.89'$
 $C = 666.71'$
 $C.B. = N 18^\circ 01' 38'' W$



LEGEND:

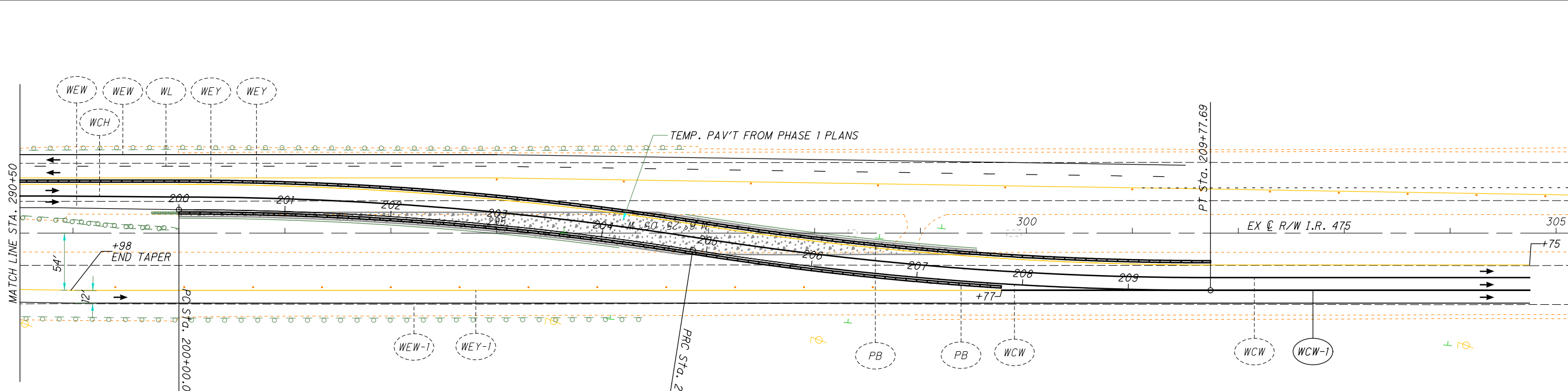
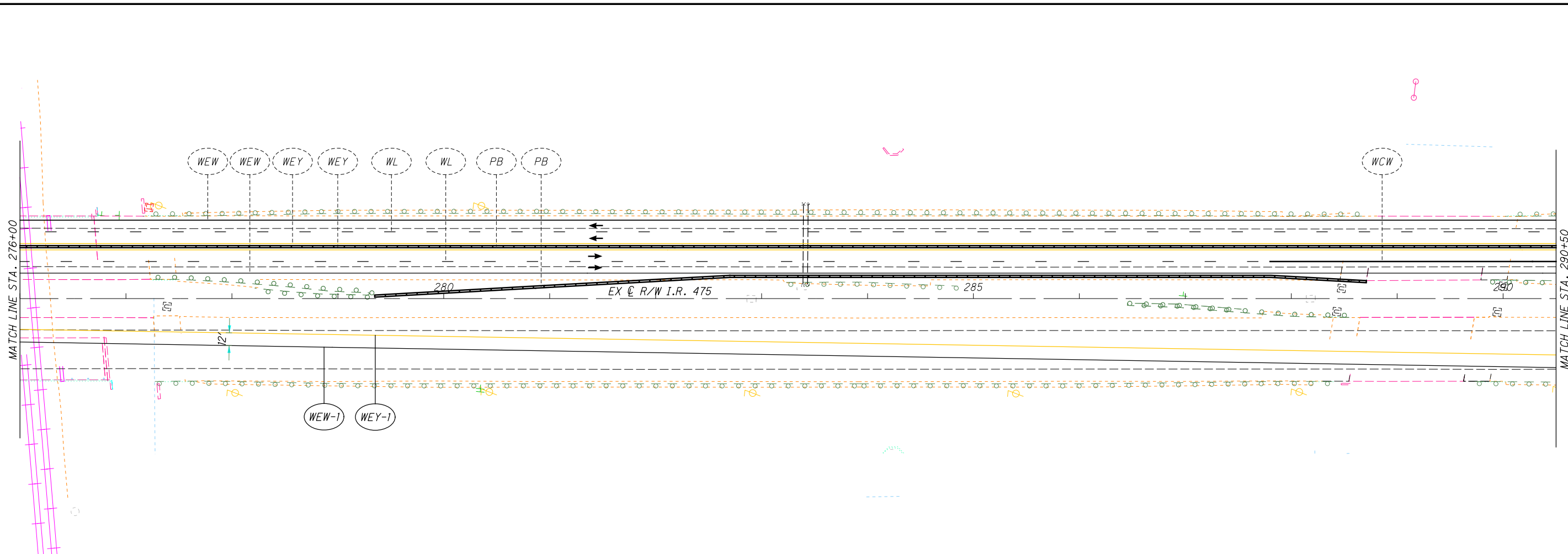
	Phase I WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				



MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 251+00 TO STA. 276+00

LUC-475-0.09
 98
 855

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

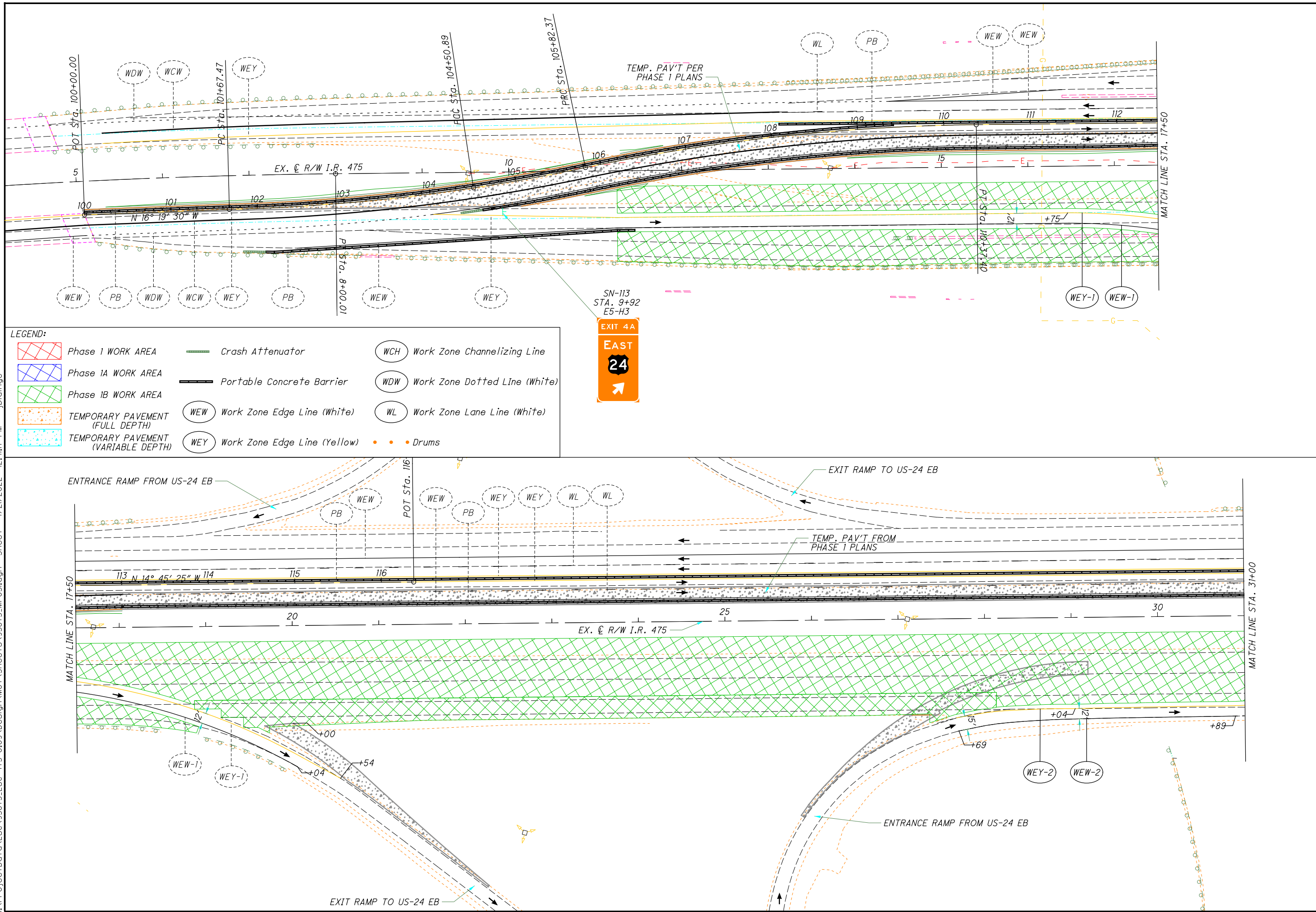
CALCULATED MK
CHECKED DEK

HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1A - STA. 276+00 TO STA. 305+00

LUC-475-0.09
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MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1B - STA. 5+00 TO STA. 31+00

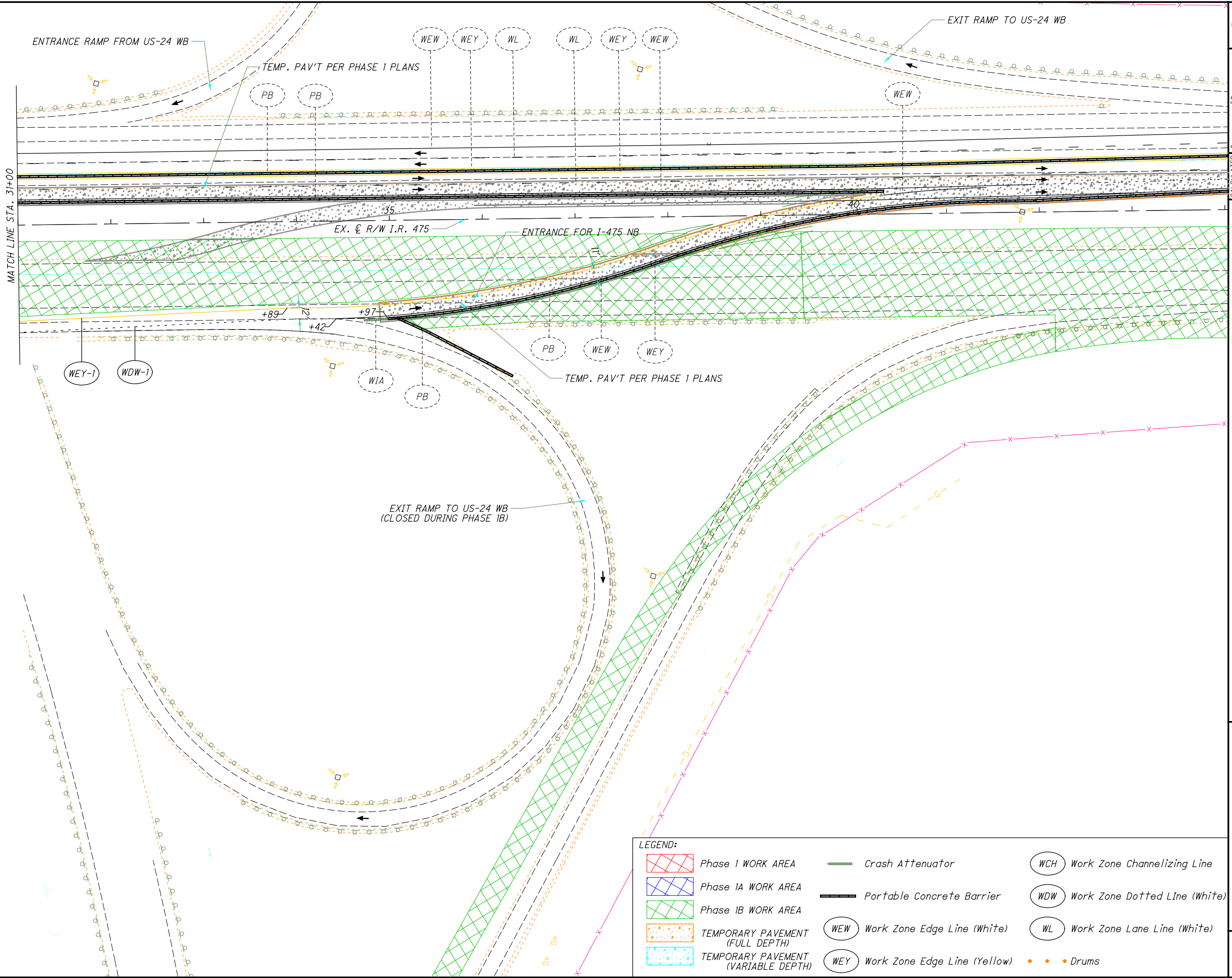
LUC-475-0.09

100
855

CALCULATED MK
 CHECKED DEK

0 50 100
 HORIZONTAL
 SCALE IN FEET

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


 HORIZONTAL SCALE IN FEET














CALCULATED MK
 CHECKED DEK

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 1B - STA. 31+00 TO STA. 44+00

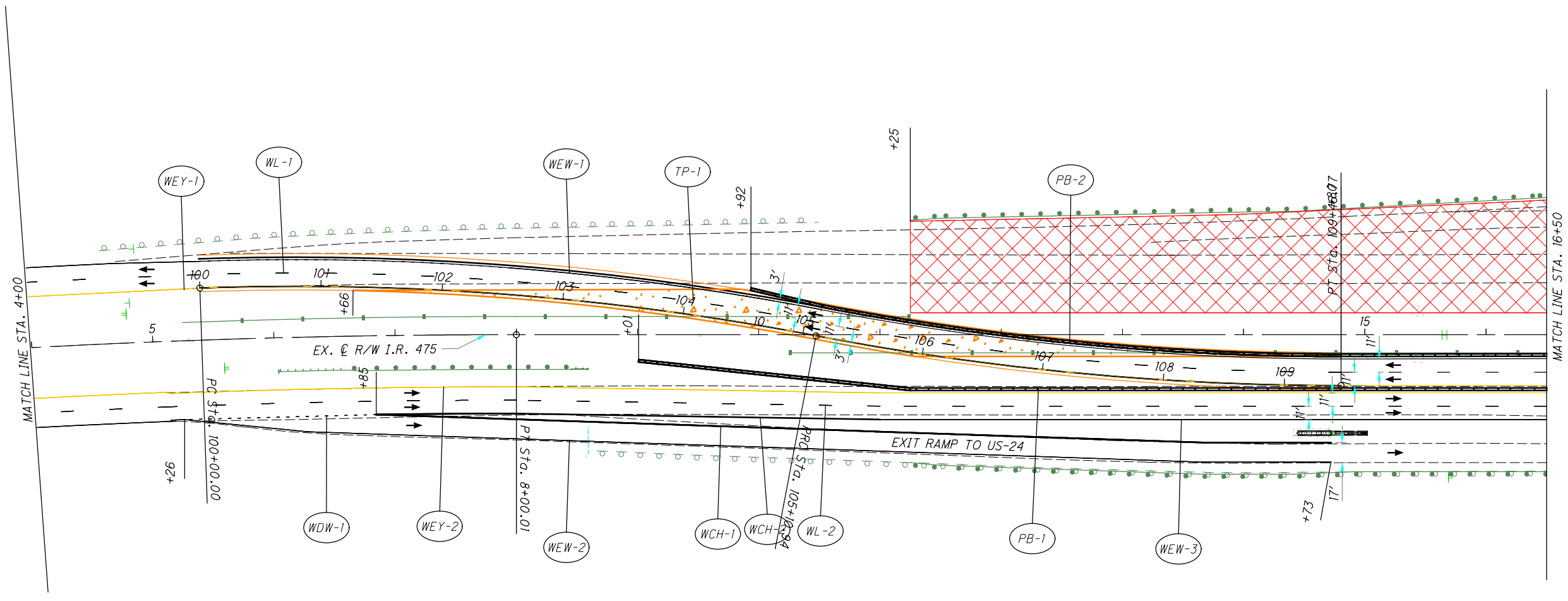
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









LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK

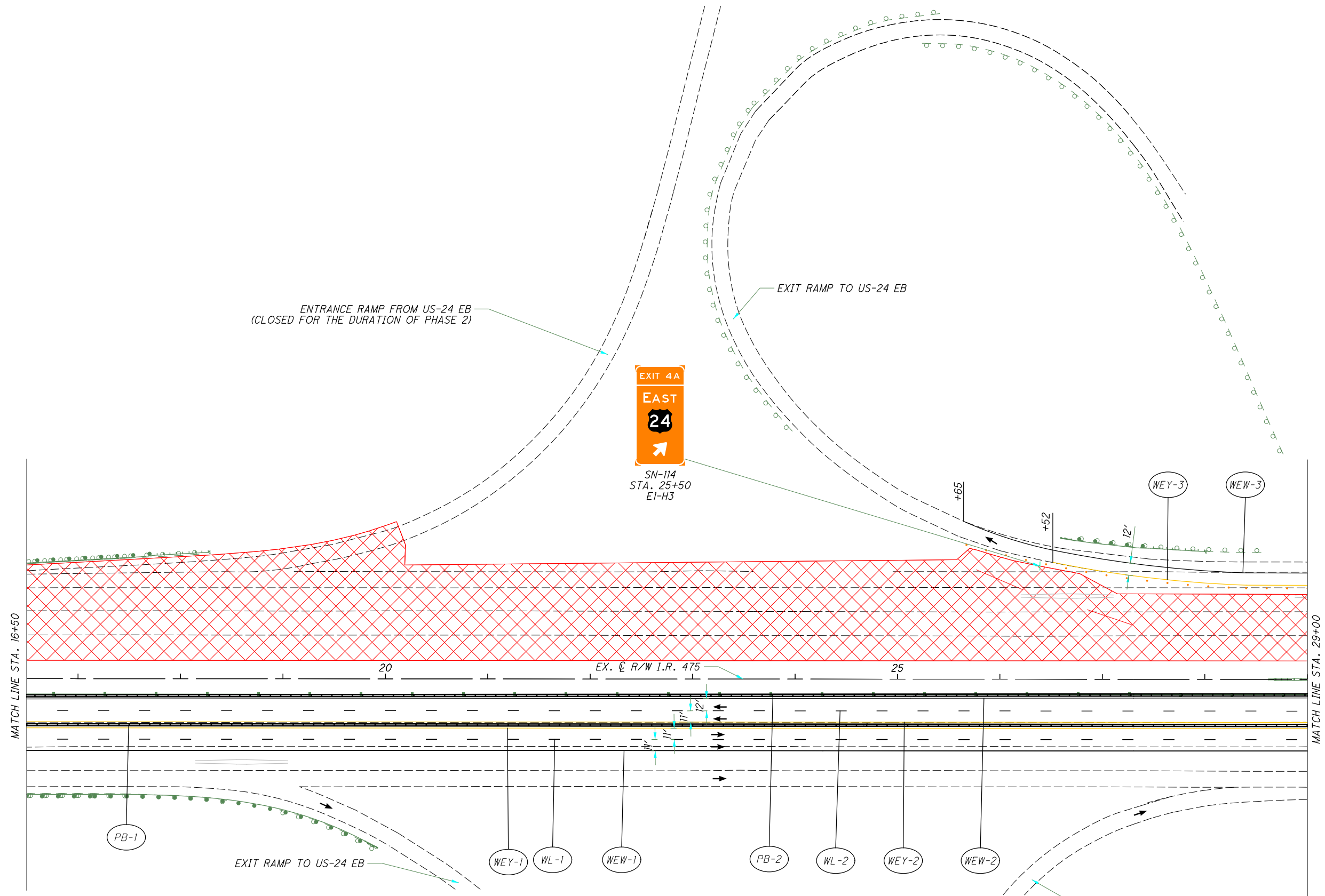



HORIZONTAL SCALE IN FEET














**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 4+00 TO STA. 16+50**

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK

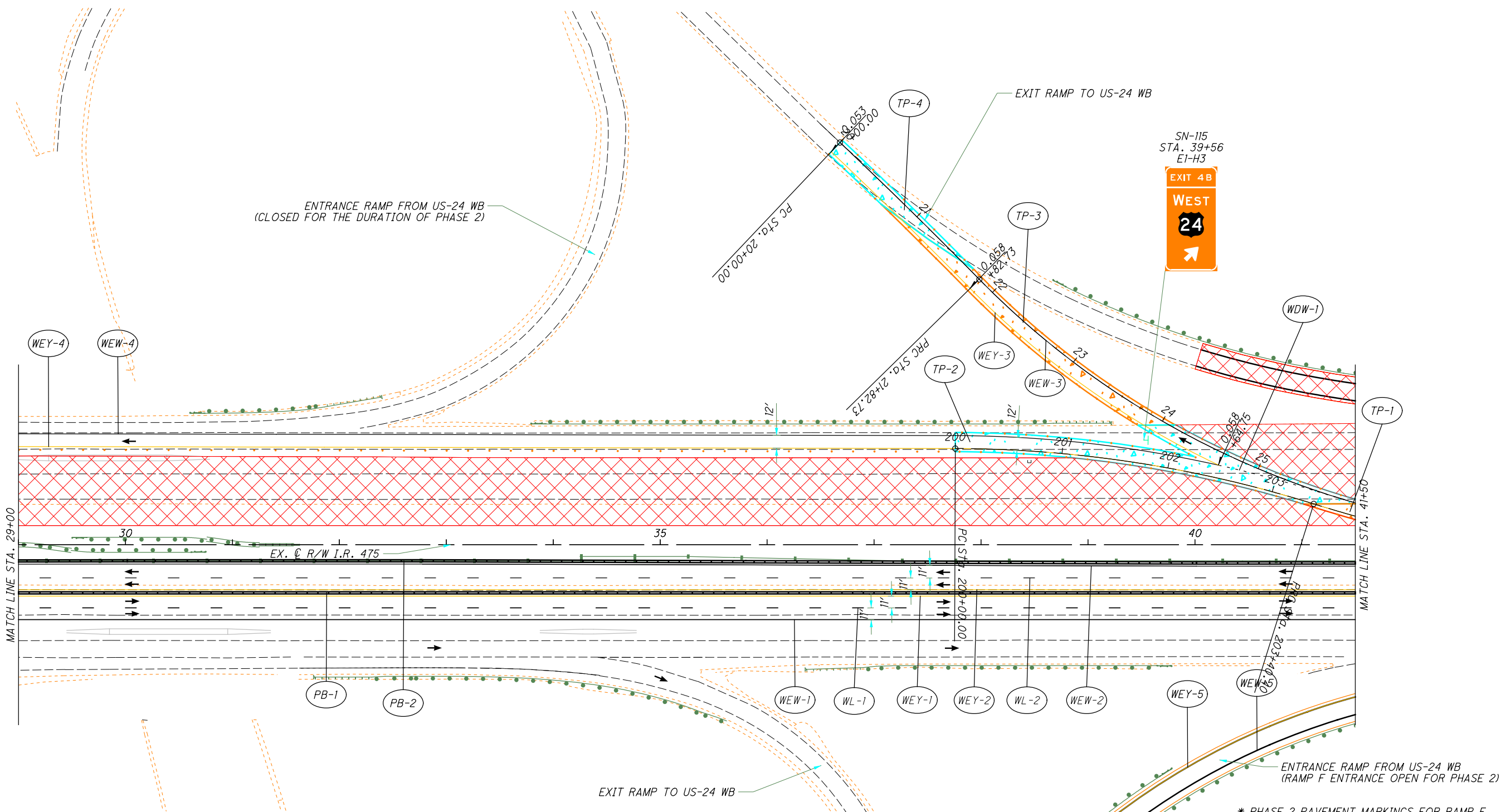



HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 16+50 TO STA. 29+00

LUC-475-0.09

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

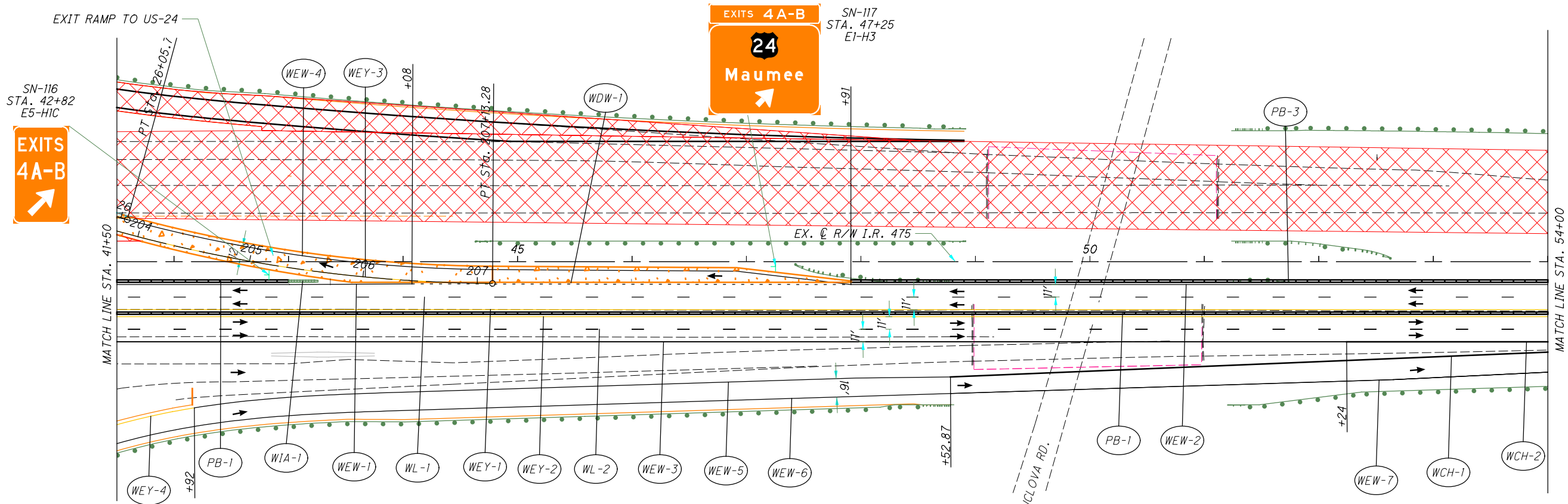
* PHASE 2 PAVEMENT MARKINGS FOR RAMP F ARE FROM STATION 26+43.22 TO 41+50 (SHOWN ON SHEETS 321-324)



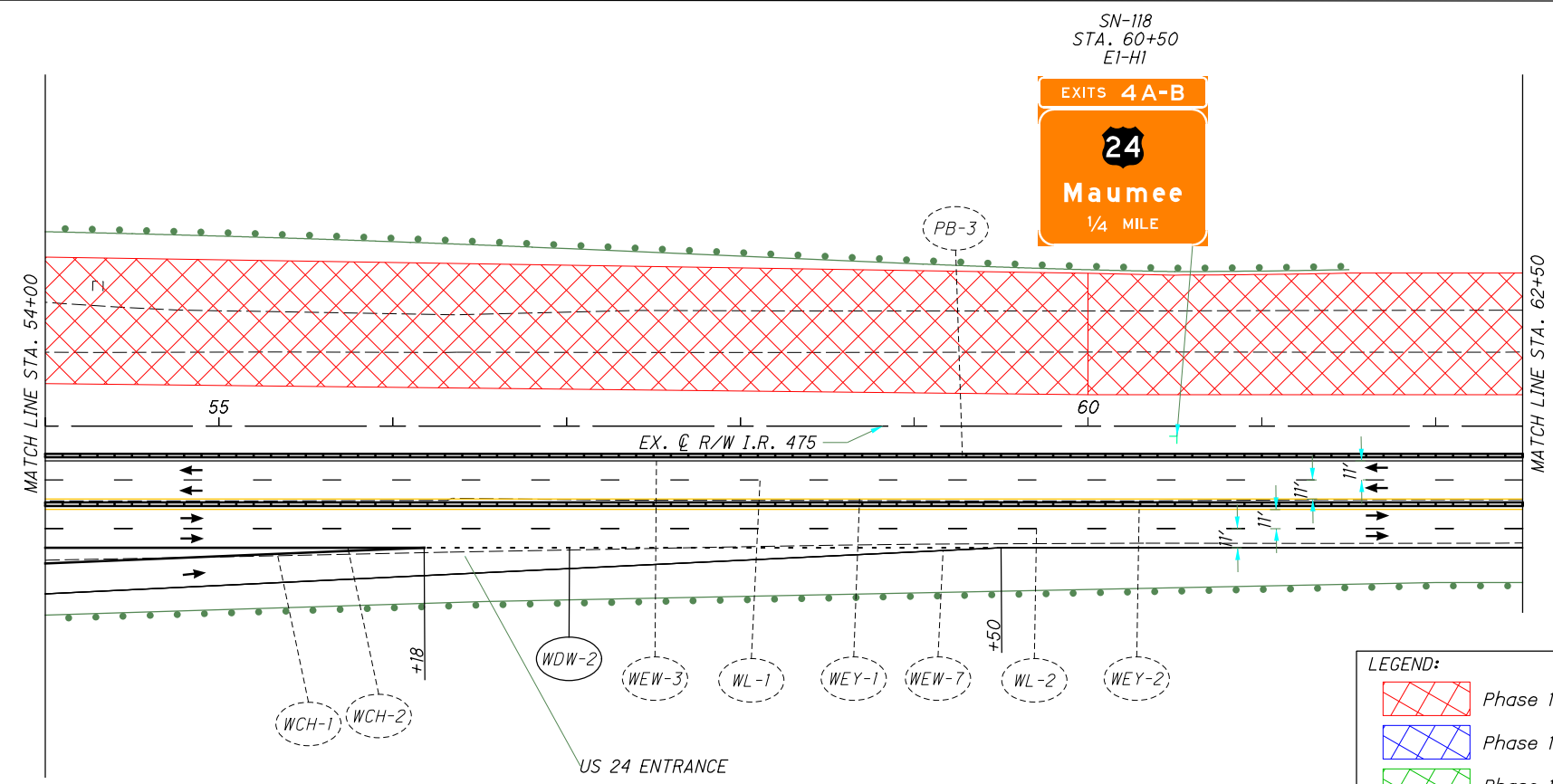
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 29+00 TO STA. 41+50

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* PHASE 2 PAVEMENT MARKINGS FOR RAMP F ARE FROM STATION 41+50 TO 48+52.87 (SHOWN ON SHEETS 324-325)



LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

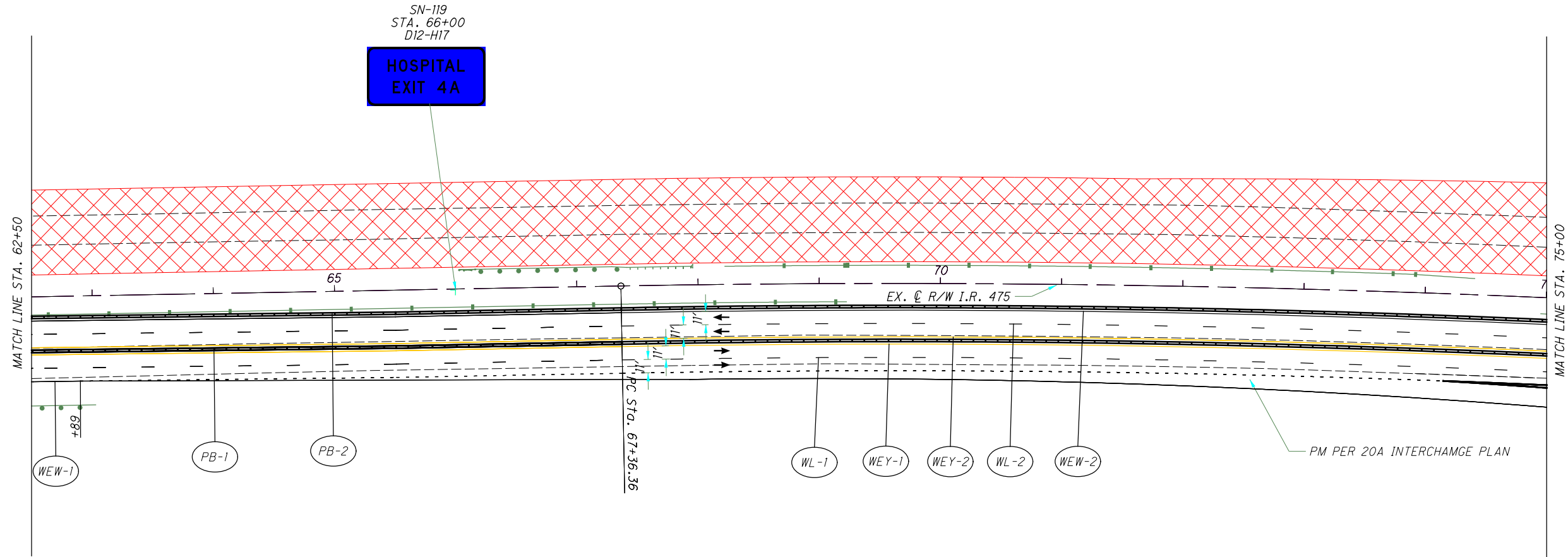


MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 41+50 TO STA. 62+50

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HORIZONTAL
SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 62+50 TO STA. 75+00

LUC-475-0.09

LEGEND:

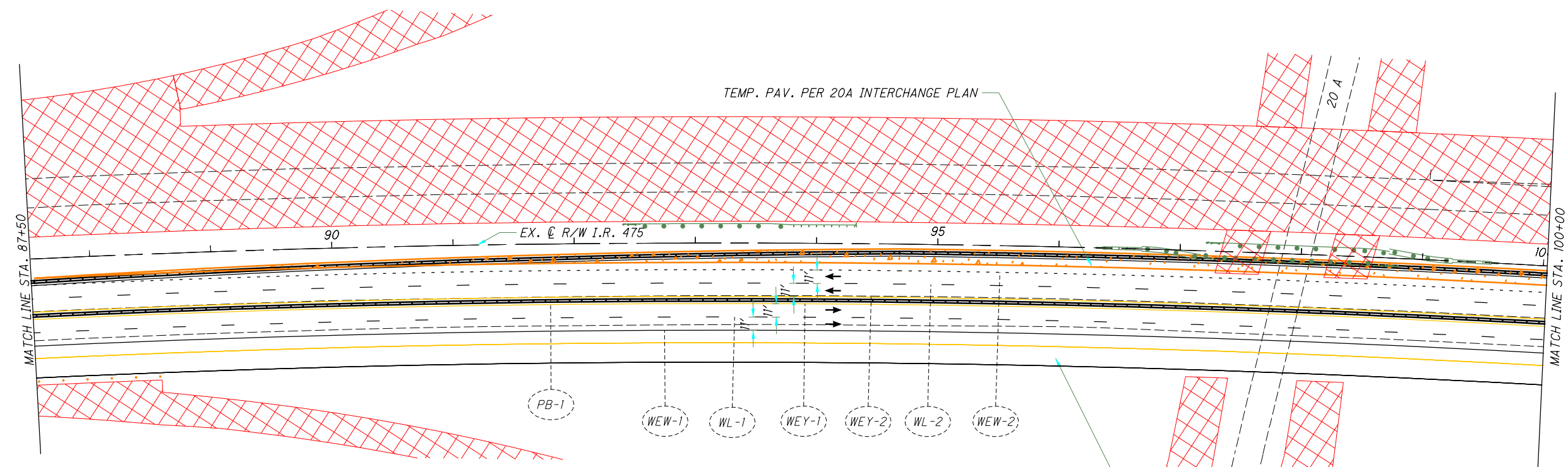
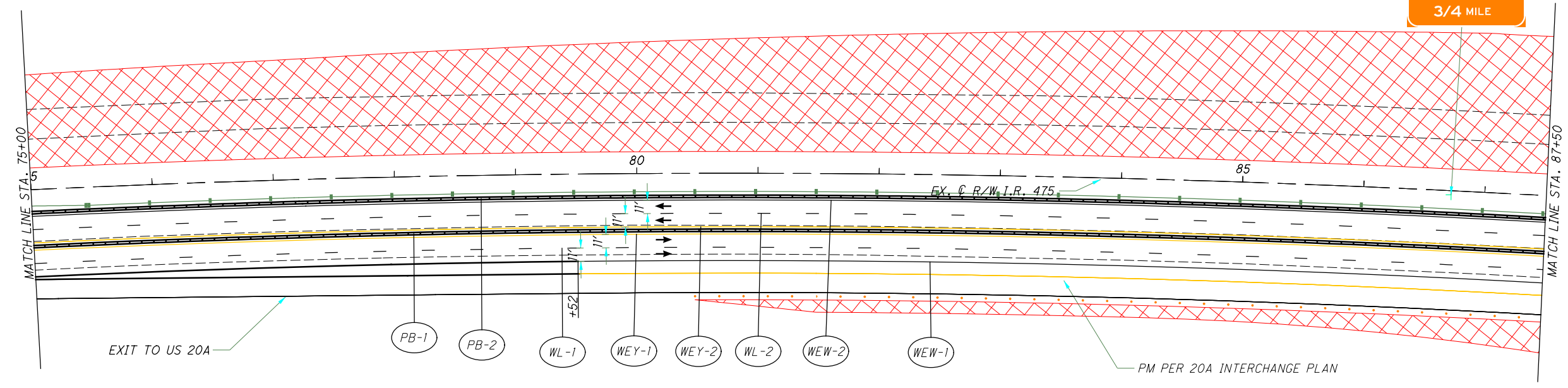
Phase 1 WORK AREA	Crash Attenuator	Work Zone Channelizing Line
Phase 1A WORK AREA	Portable Concrete Barrier	Work Zone Dotted Line (White)
Phase 1B WORK AREA	Work Zone Edge Line (White)	Work Zone Lane Line (White)
TEMPORARY PAVEMENT (FULL DEPTH)	Work Zone Edge Line (Yellow)	Drums
TEMPORARY PAVEMENT (VARIABLE DEPTH)		

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SN-120
STA. 86+70
E1-H1
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24
Maumee
3/4 MILE

CALCULATED MK CHECKED DEK

0 50 100
HORIZONTAL SCALE IN FEET



LEGEND:

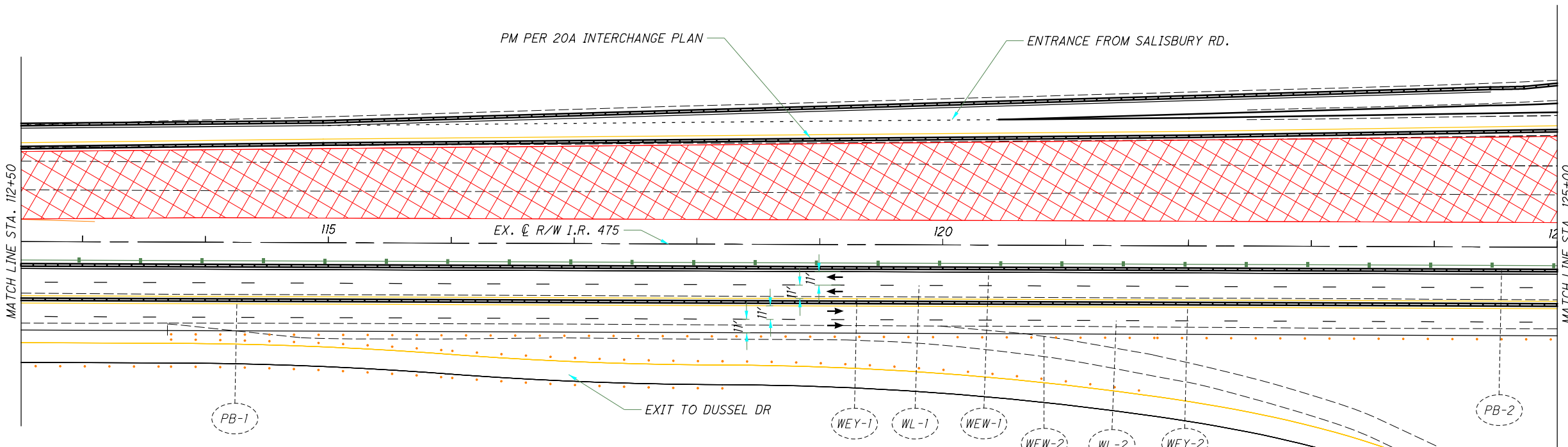
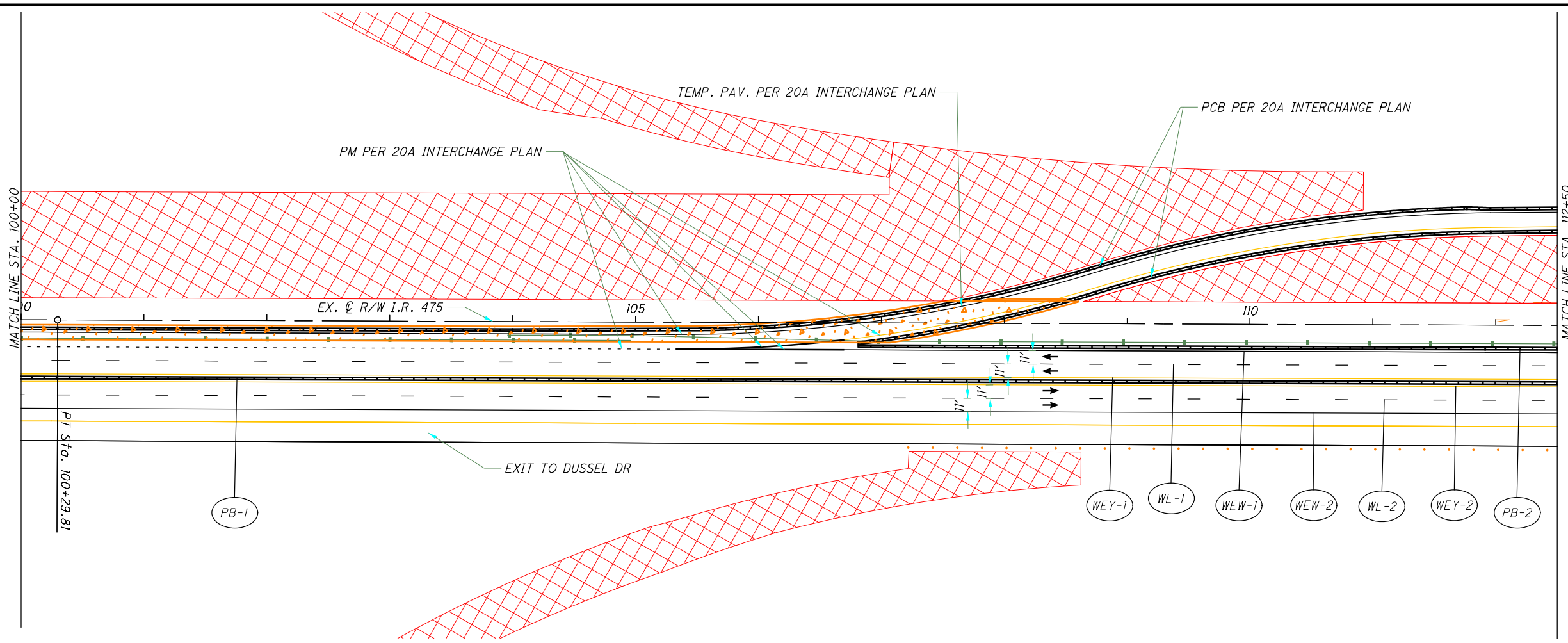
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 75+00 TO STA. 100+00

LUC-475-0.09

107
855

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

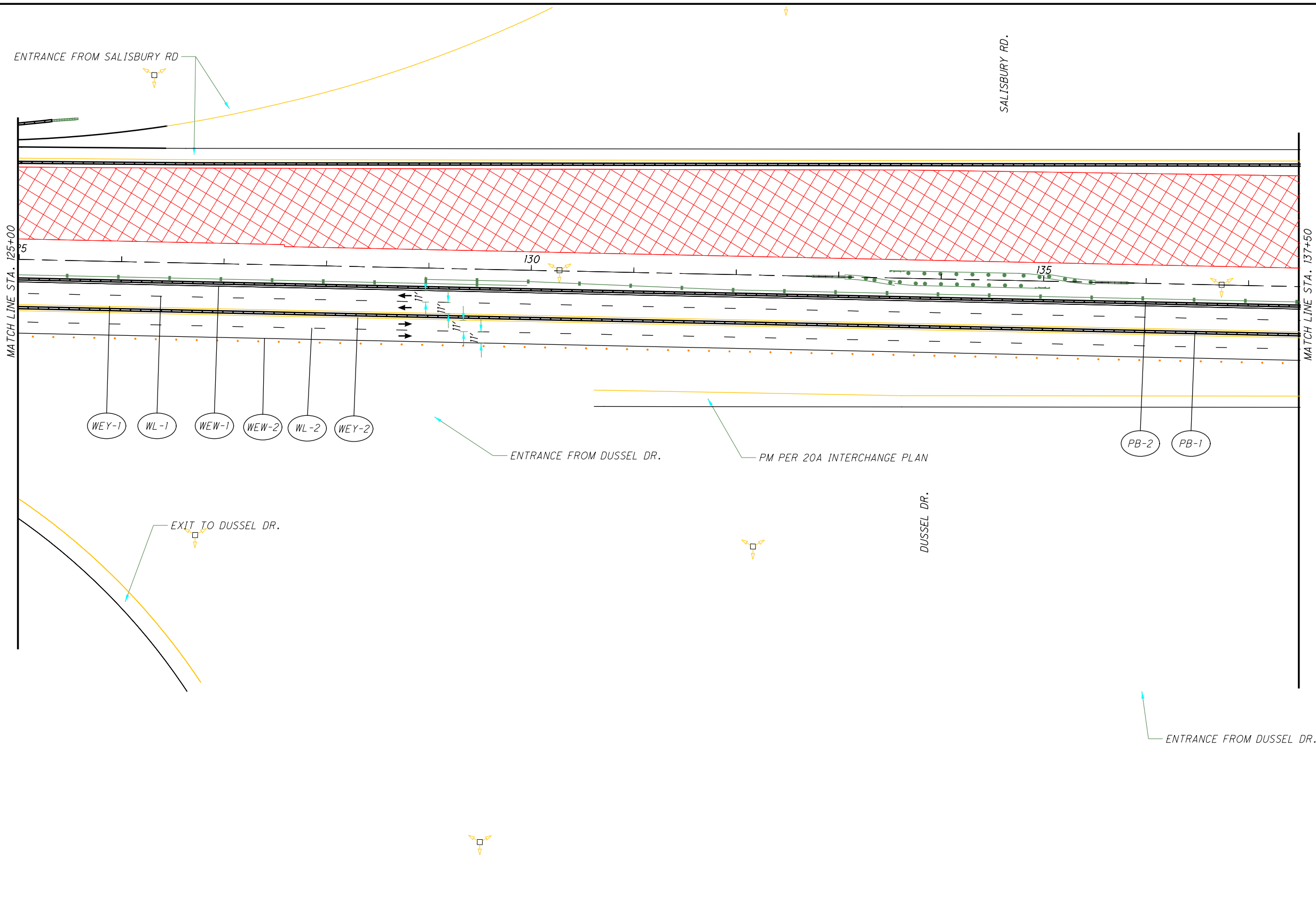
CALCULATED MK CHECKED DEK

0 50 100
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 100+00 TO 125+00**

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CALCULATED
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HORIZONTAL
SCALE IN FEET

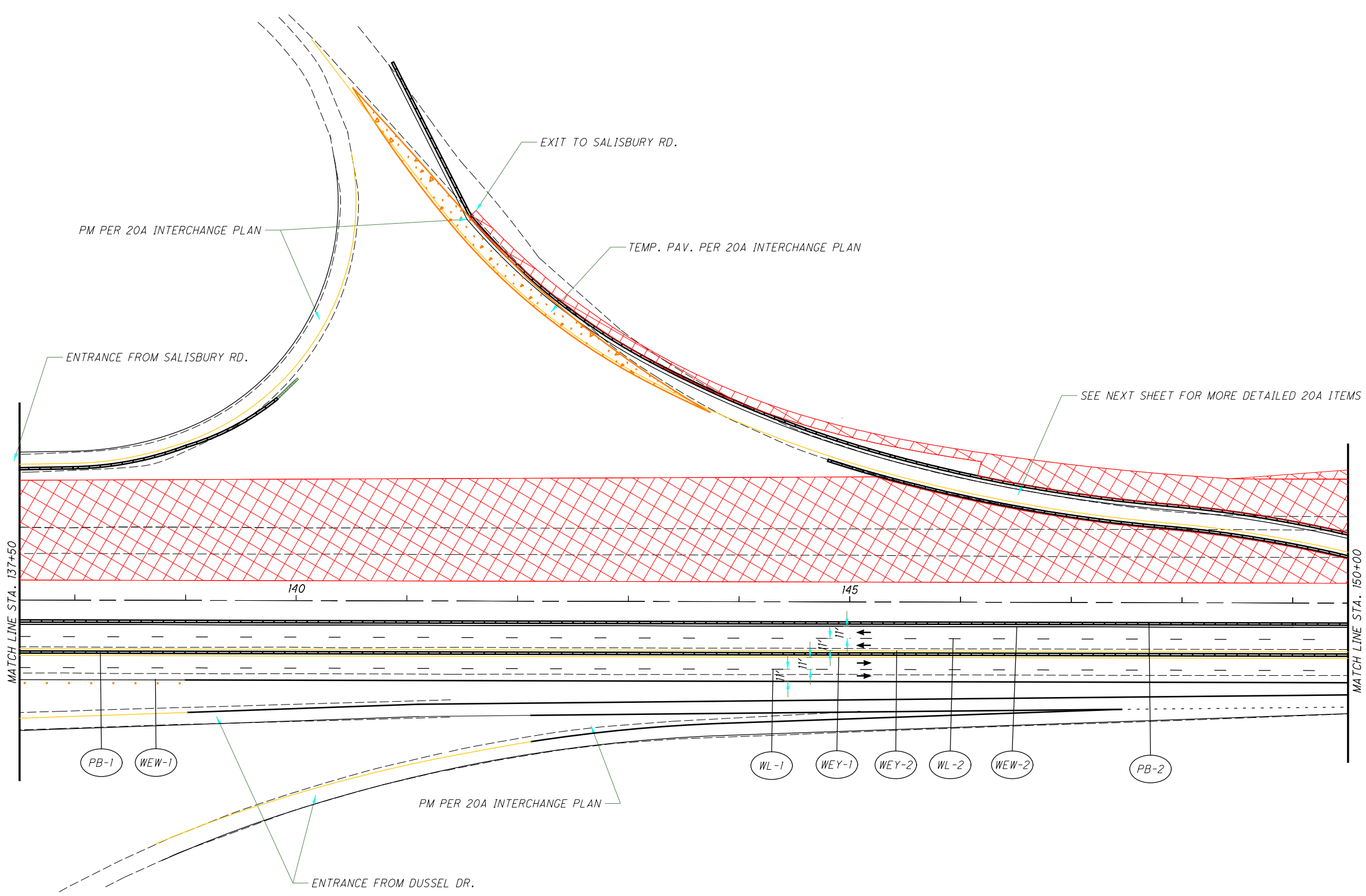
**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 137+50 TO 150+00**

LUC-475-0.09

LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

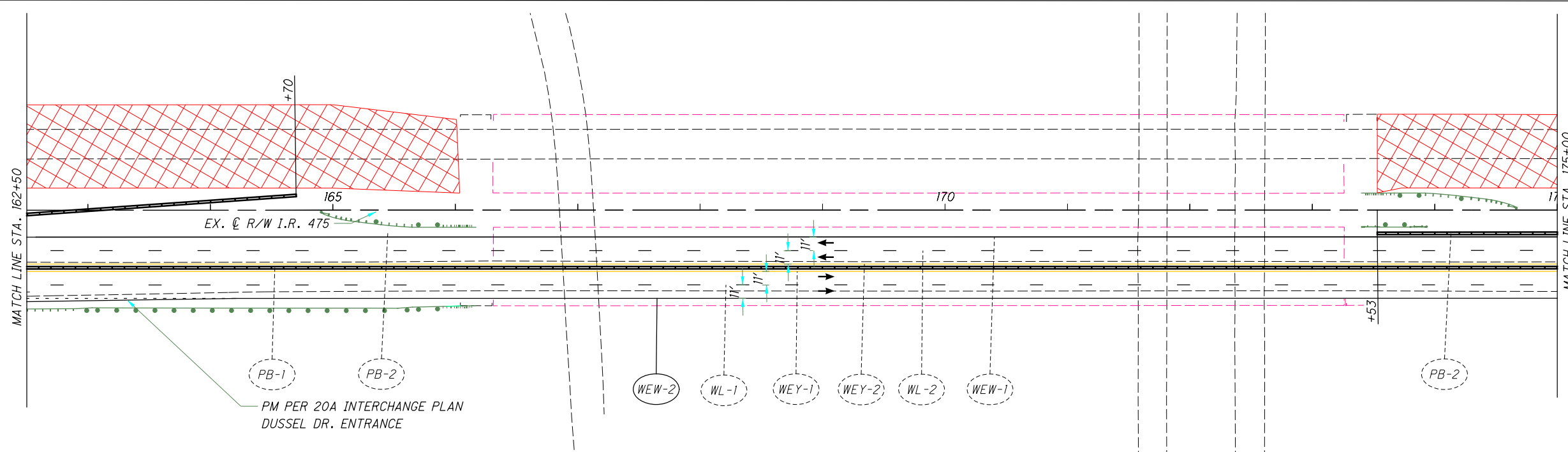
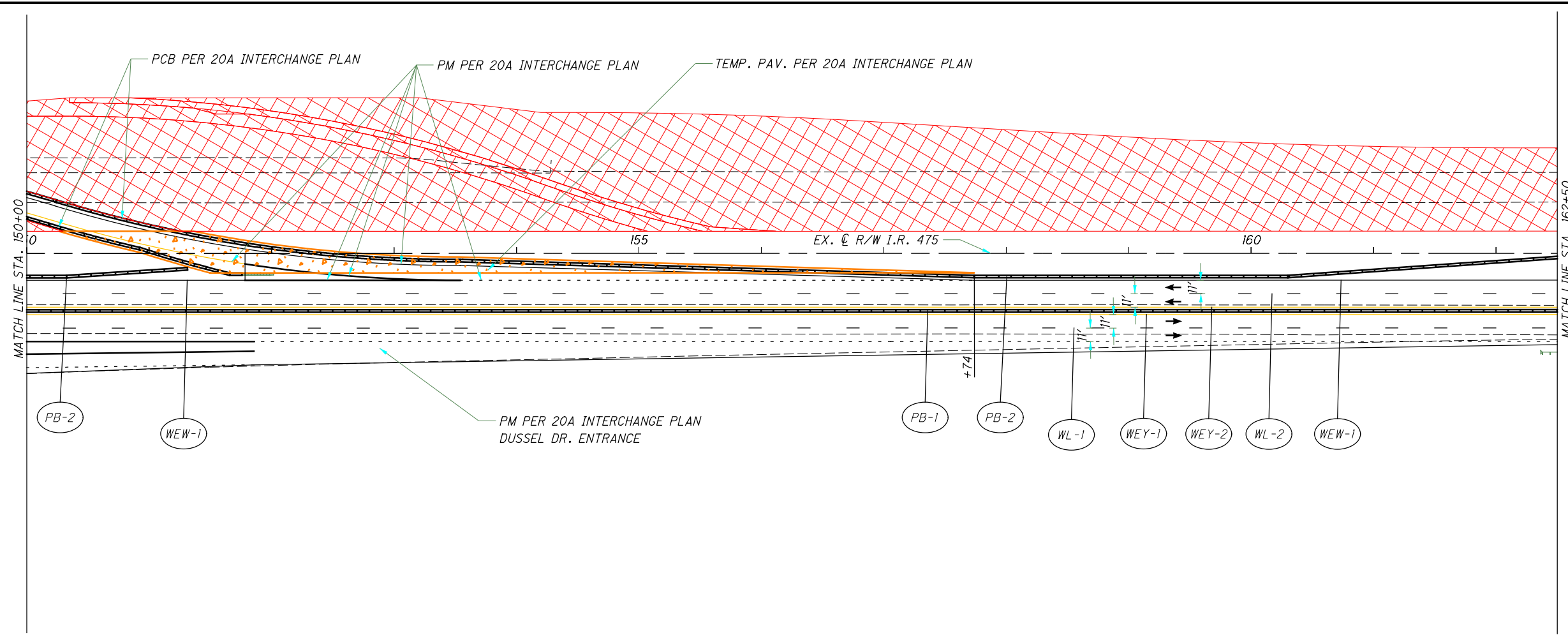
CALCULATED
MK
CHECKED
DEK

0 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 137+50 TO 150+00

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LEGEND:

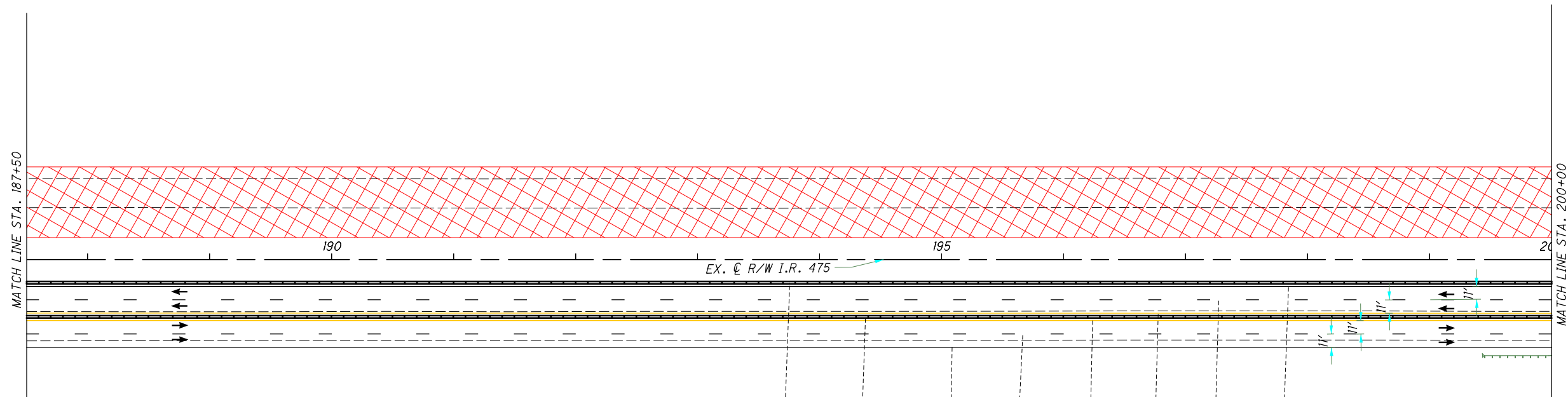
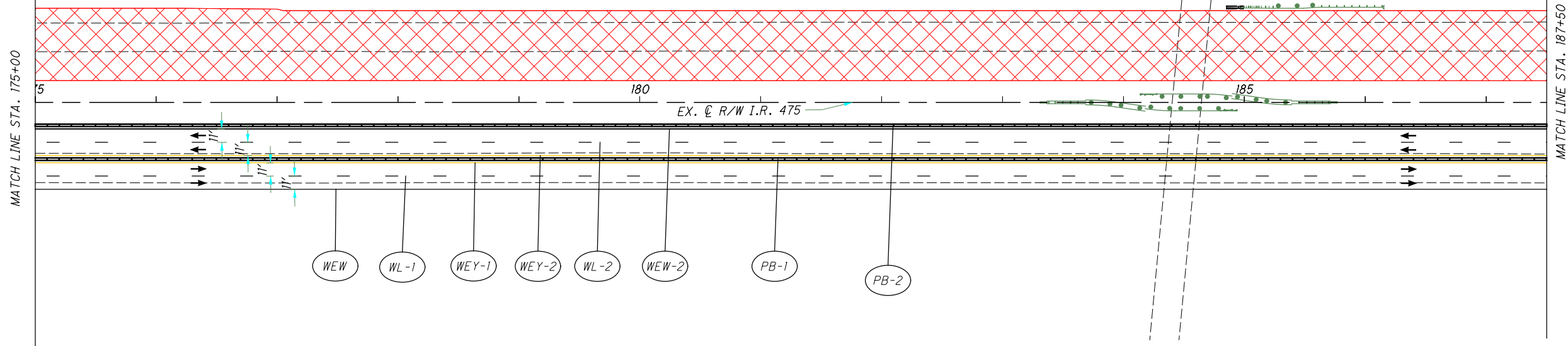
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				



CALCULATED MK
 CHECKED DEK
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 150+00 TO 175+00

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LEGEND:

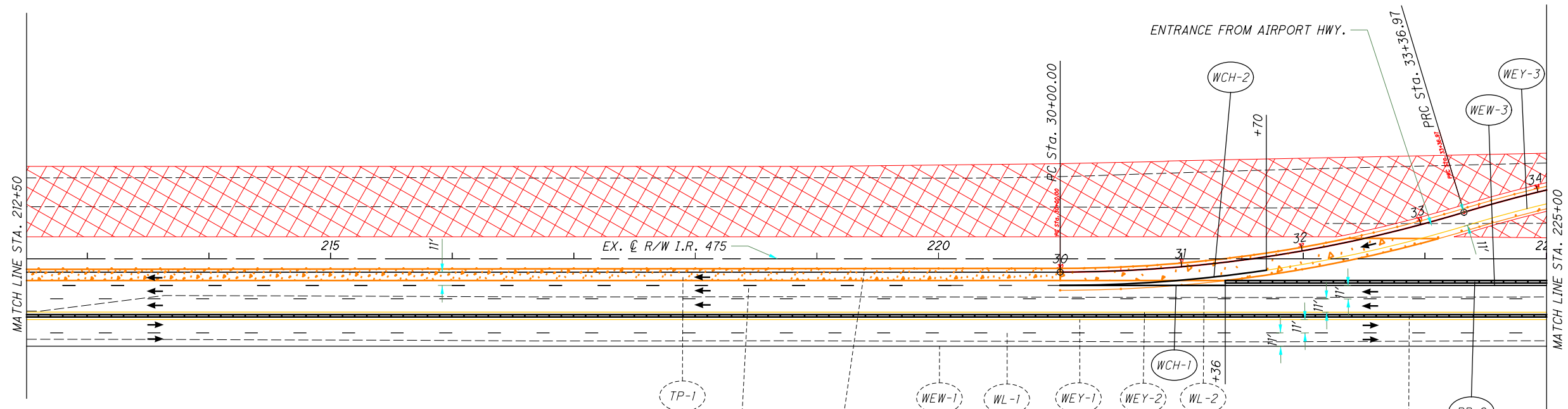
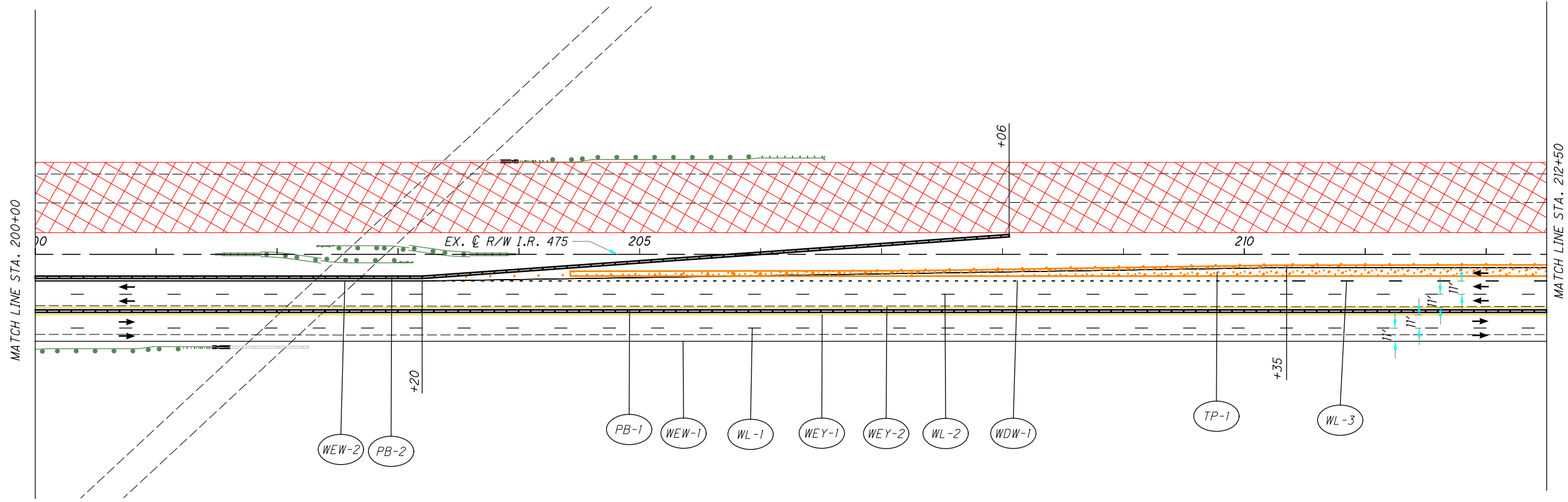
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK

HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 175+00 TO STA. 200+00**

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LEGEND:

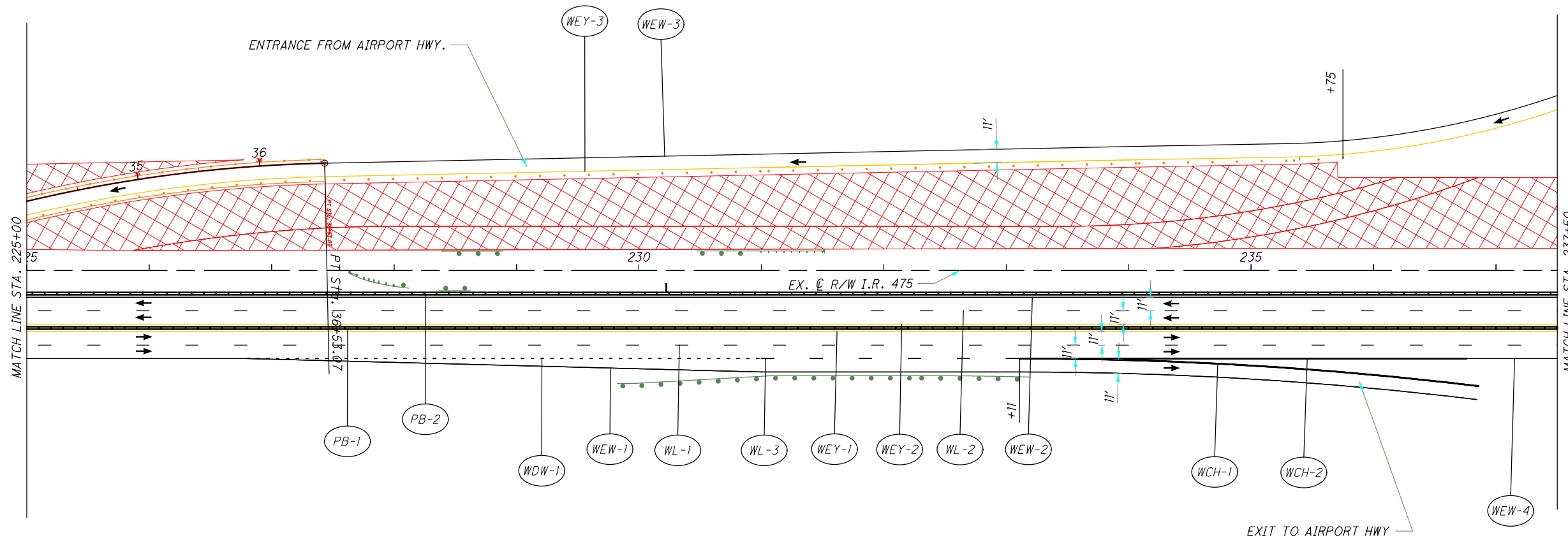
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK














HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 200+00 TO STA. 225+00**

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK

0 50 100
HORIZONTAL
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 225+00 TO STA. 237+50**

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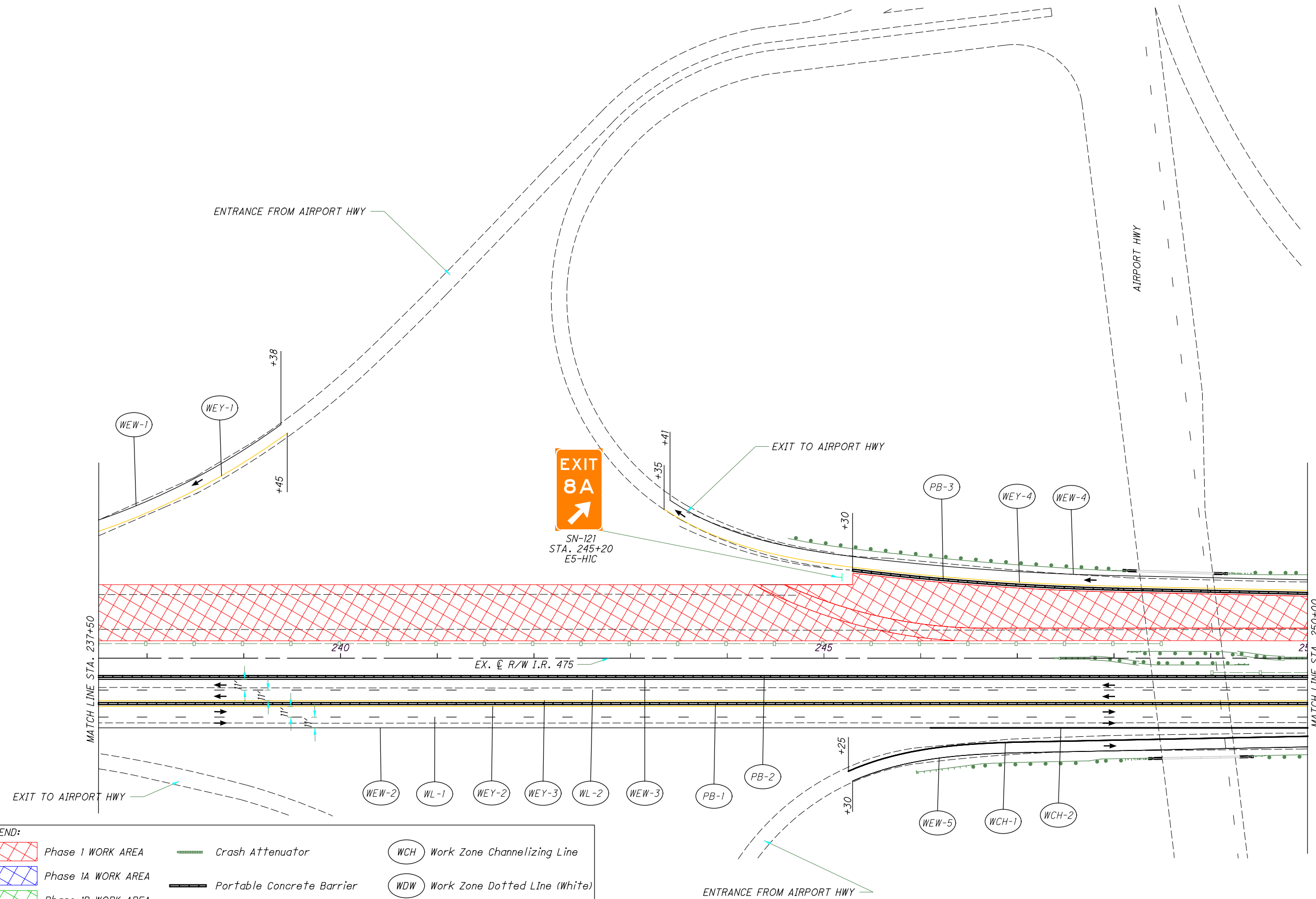
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CALCULATED
MK
CHECKED
DEK

0 50 100
HORIZONTAL
SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 237+50 TO STA. 250+00

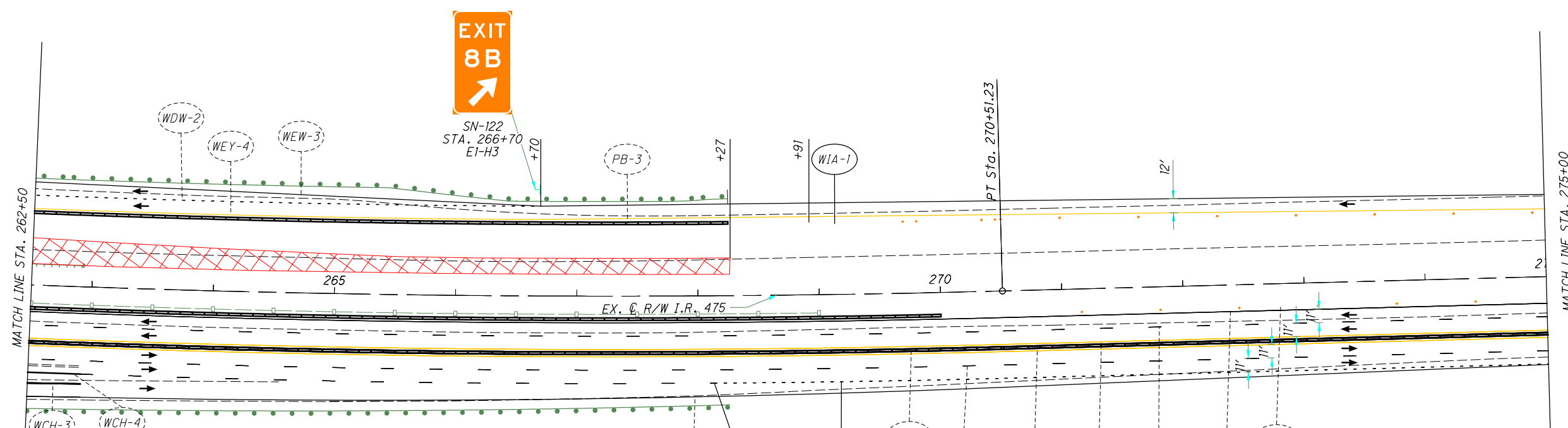
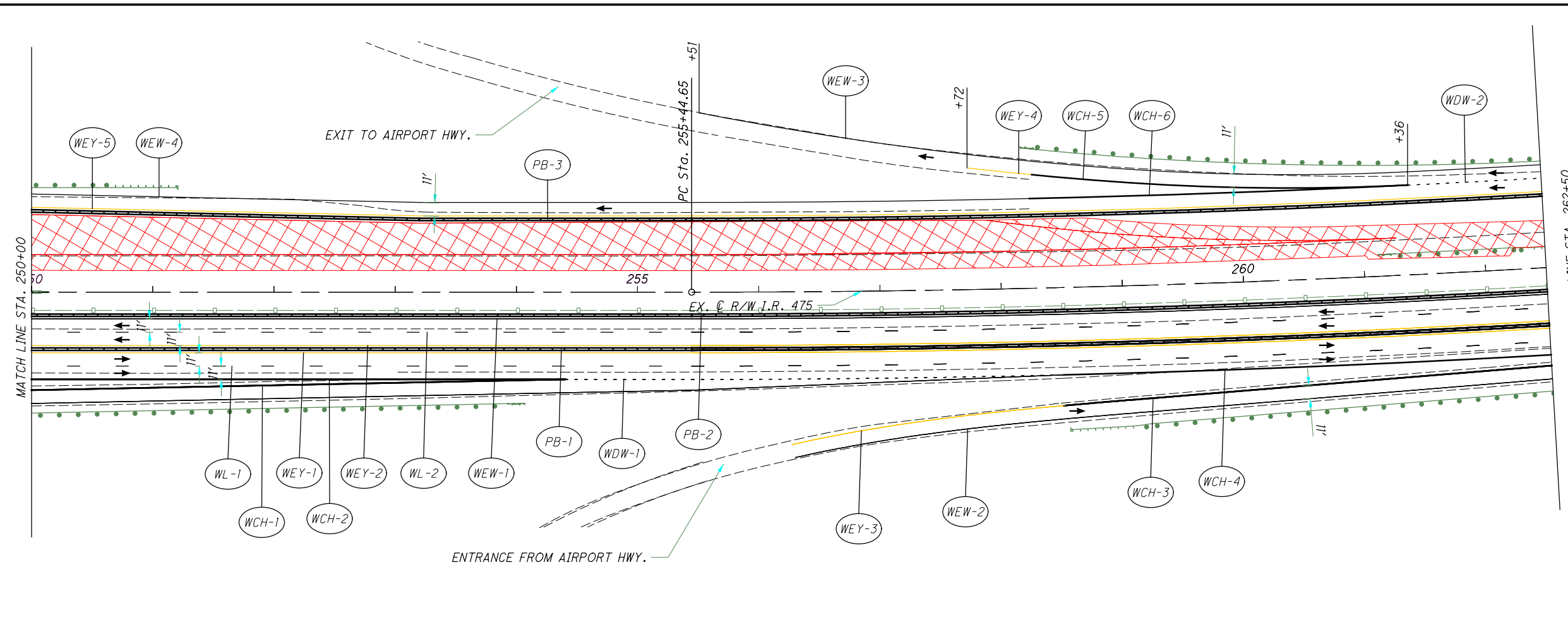
LUC-475-0.09







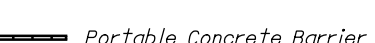








LEGEND:

Phase 1 WORK AREA	Crash Attenuator	WCH Work Zone Channelizing Line
Phase 1A WORK AREA	Portable Concrete Barrier	WDW Work Zone Dotted Line (White)
Phase 1B WORK AREA	WEW Work Zone Edge Line (White)	WL Work Zone Lane Line (White)
TEMPORARY PAVEMENT (FULL DEPTH)	WEY Work Zone Edge Line (Yellow)	Drums
TEMPORARY PAVEMENT (VARIABLE DEPTH)		

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

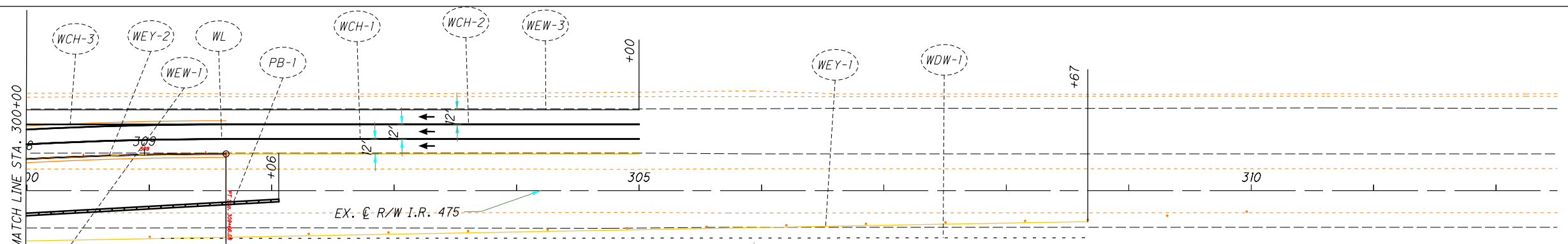
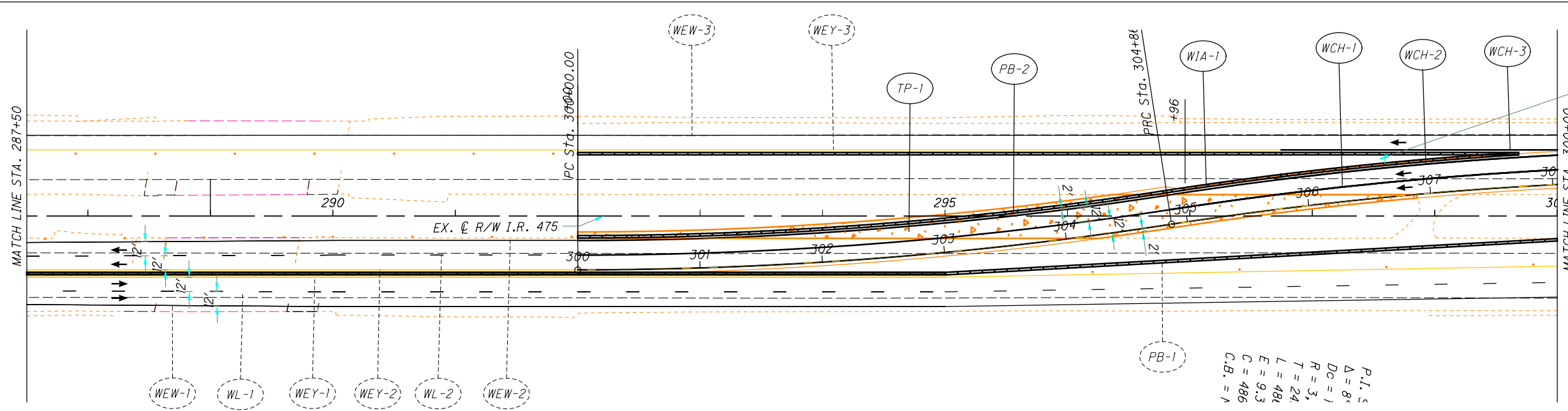
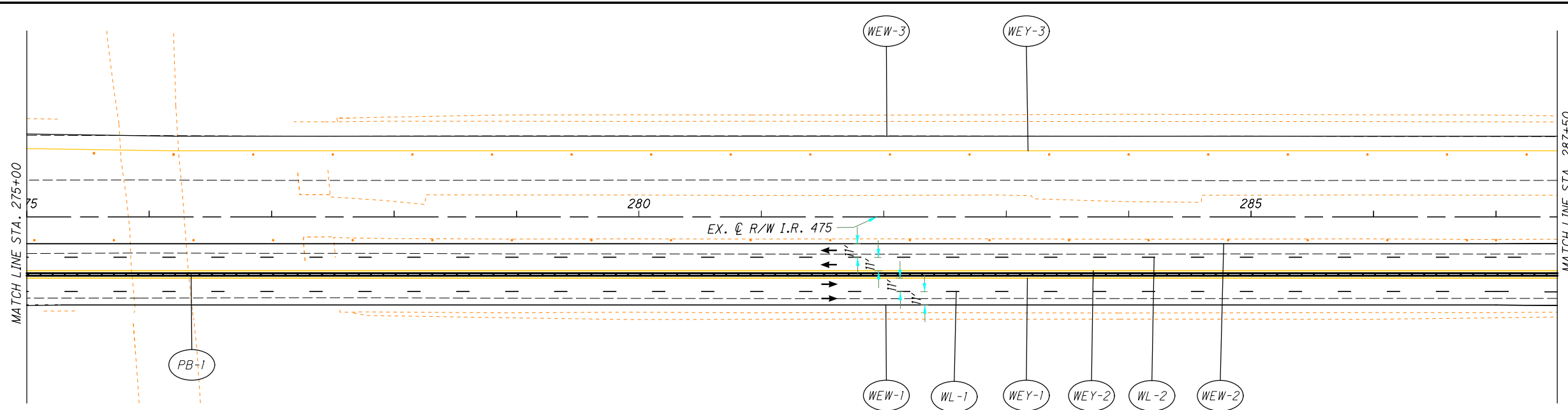
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0 50 100
HORIZONTAL SCALE IN FEET



MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 250+00 TO STA. 275+00

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LEGEND:

	Phase I WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase IA WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase IB WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK

HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2 - STA. 275+00 TO STA. 305+00

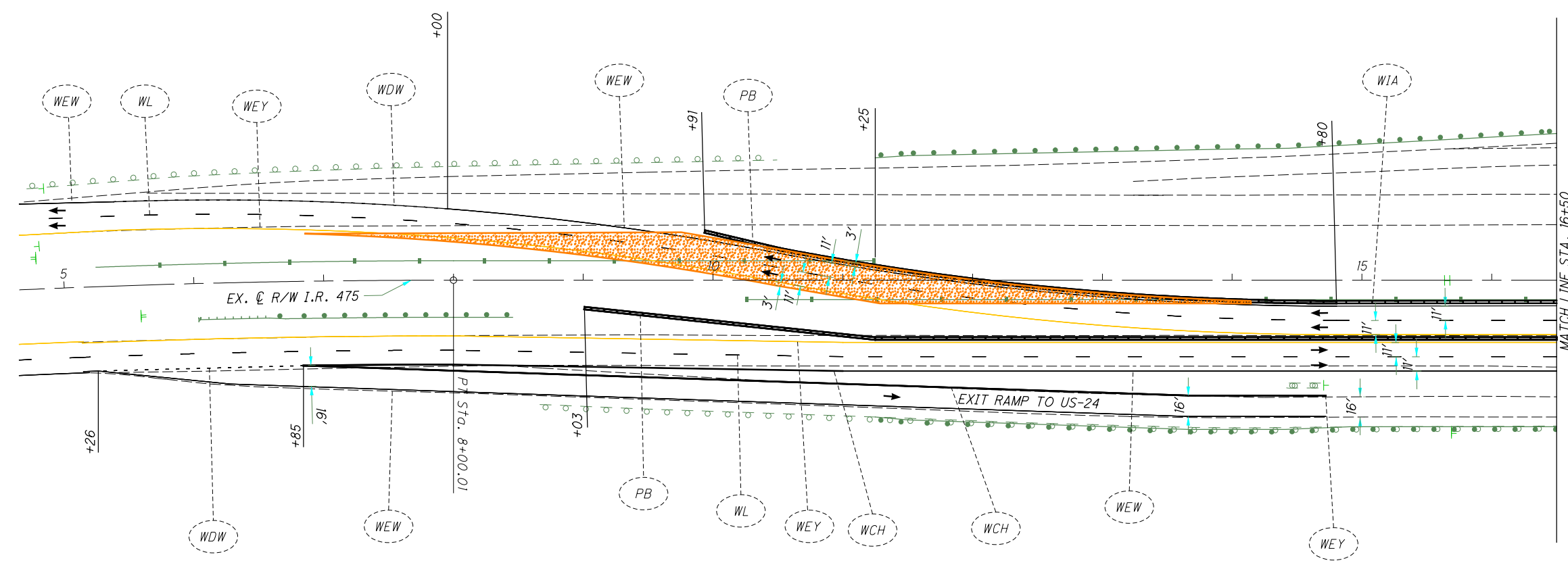
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CALCULATED
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CHECKED
DEK

HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 4+00 TO STA. 16+50**

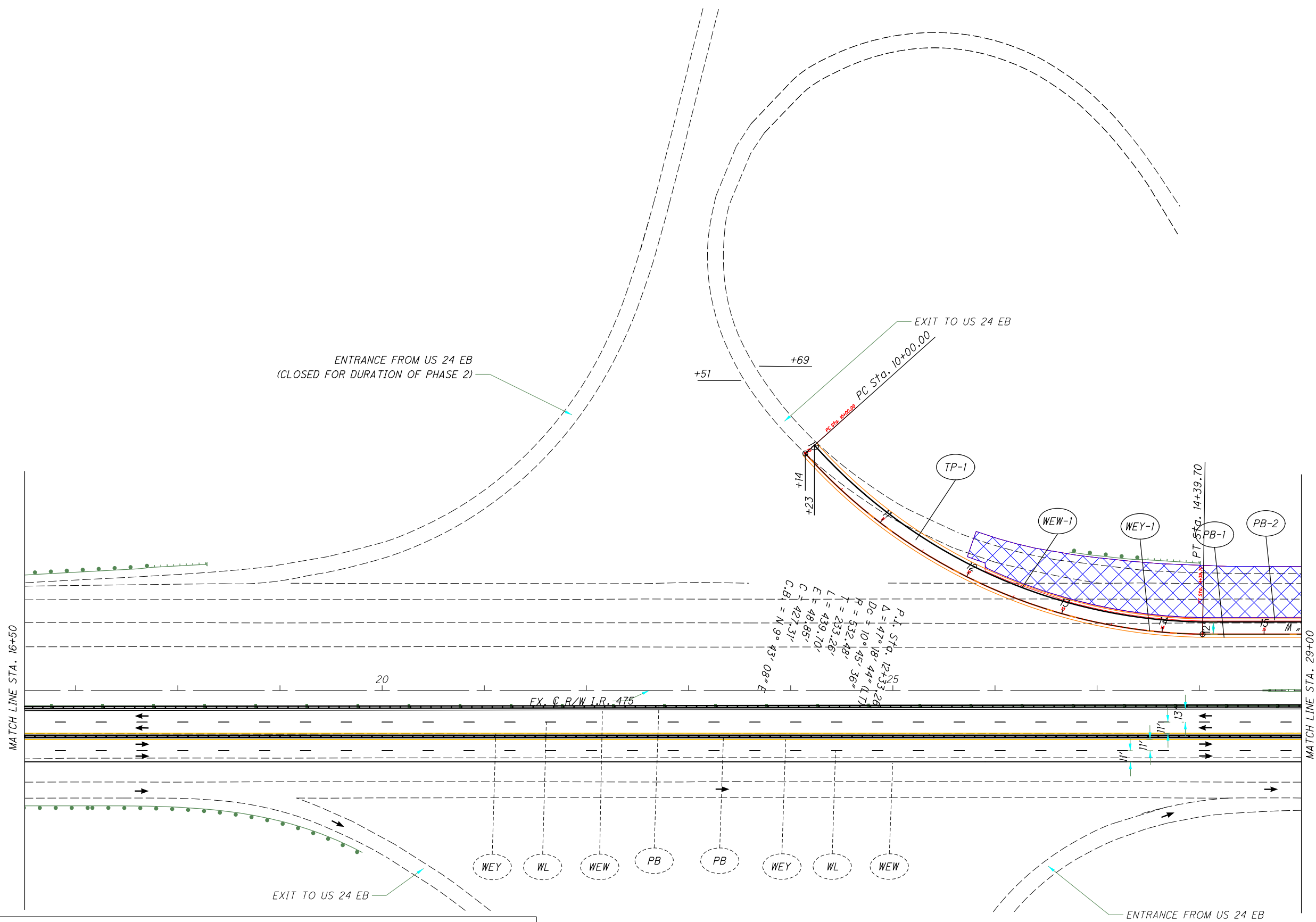
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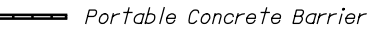








LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
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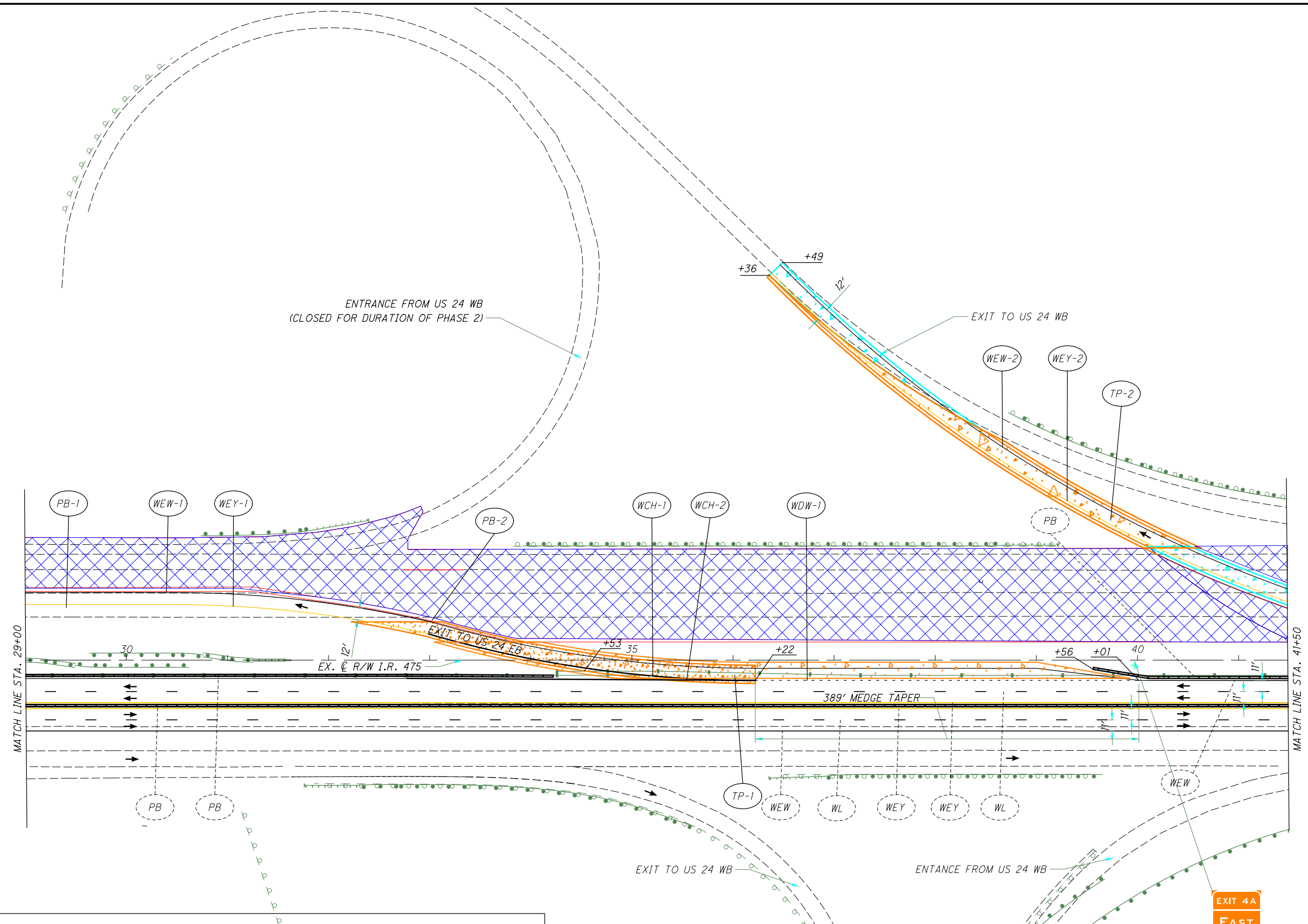



HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 16+50 TO STA. 29+00**

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				



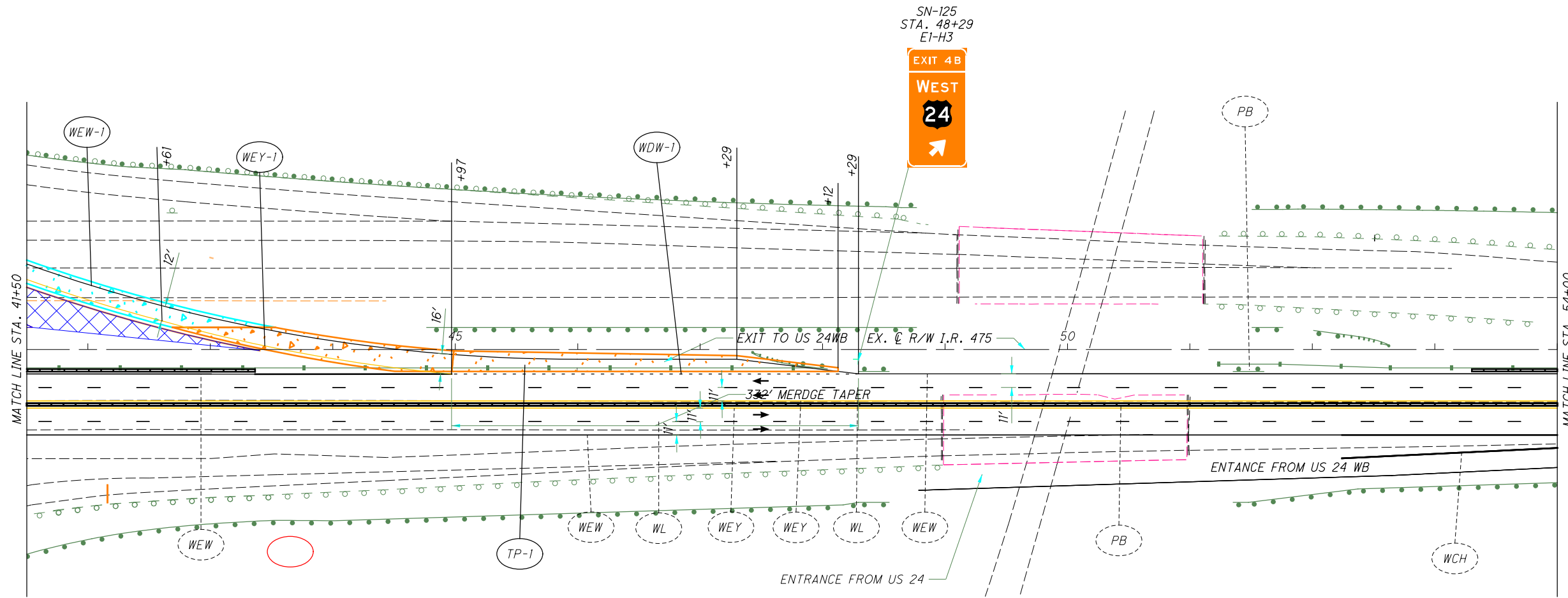
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0 50 100
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 29+00 TO STA. 41+50**

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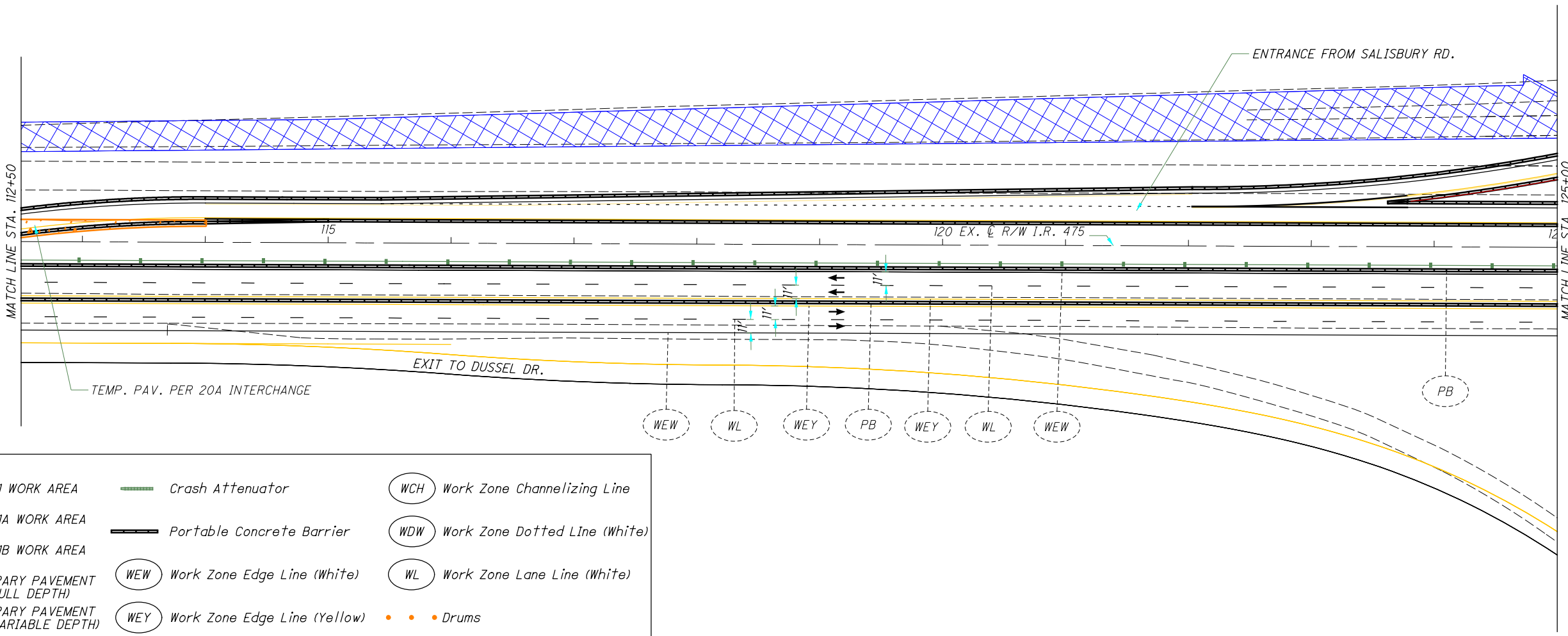
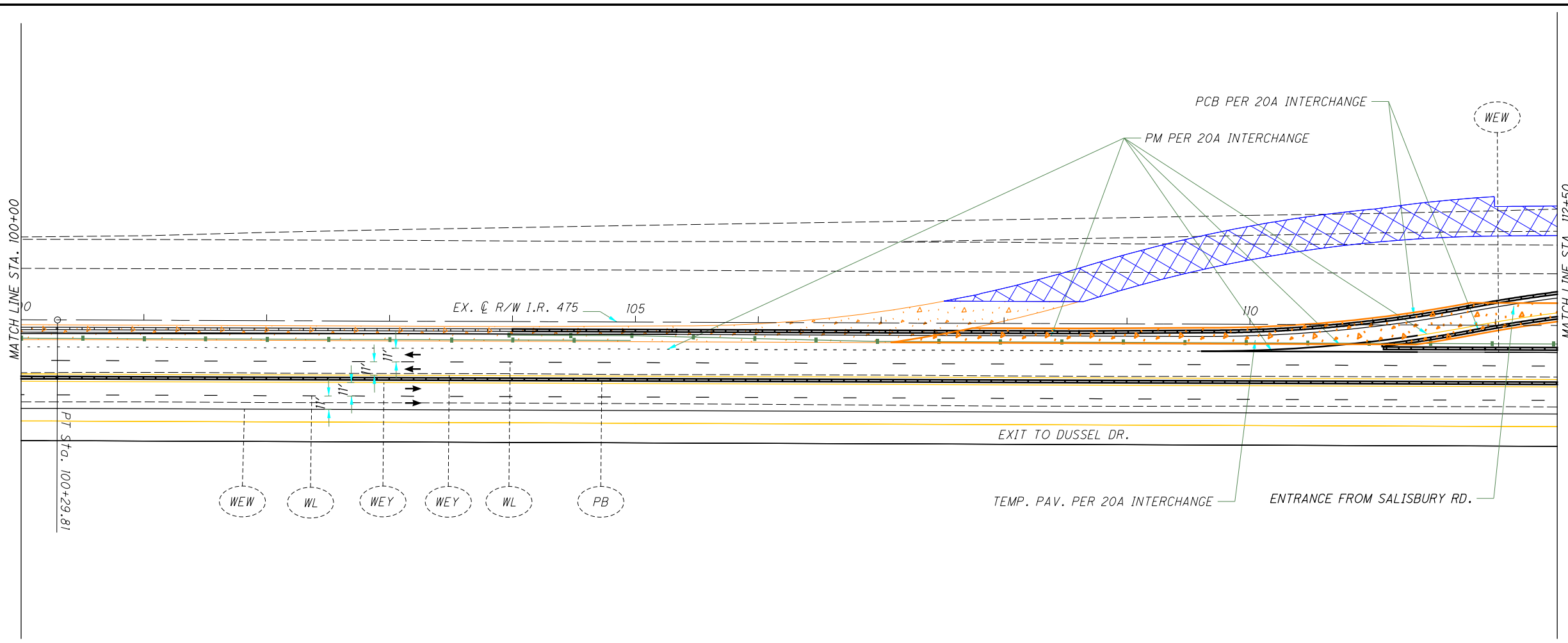


MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 41+50 TO STA. 49+00

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121
855

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LEGEND:

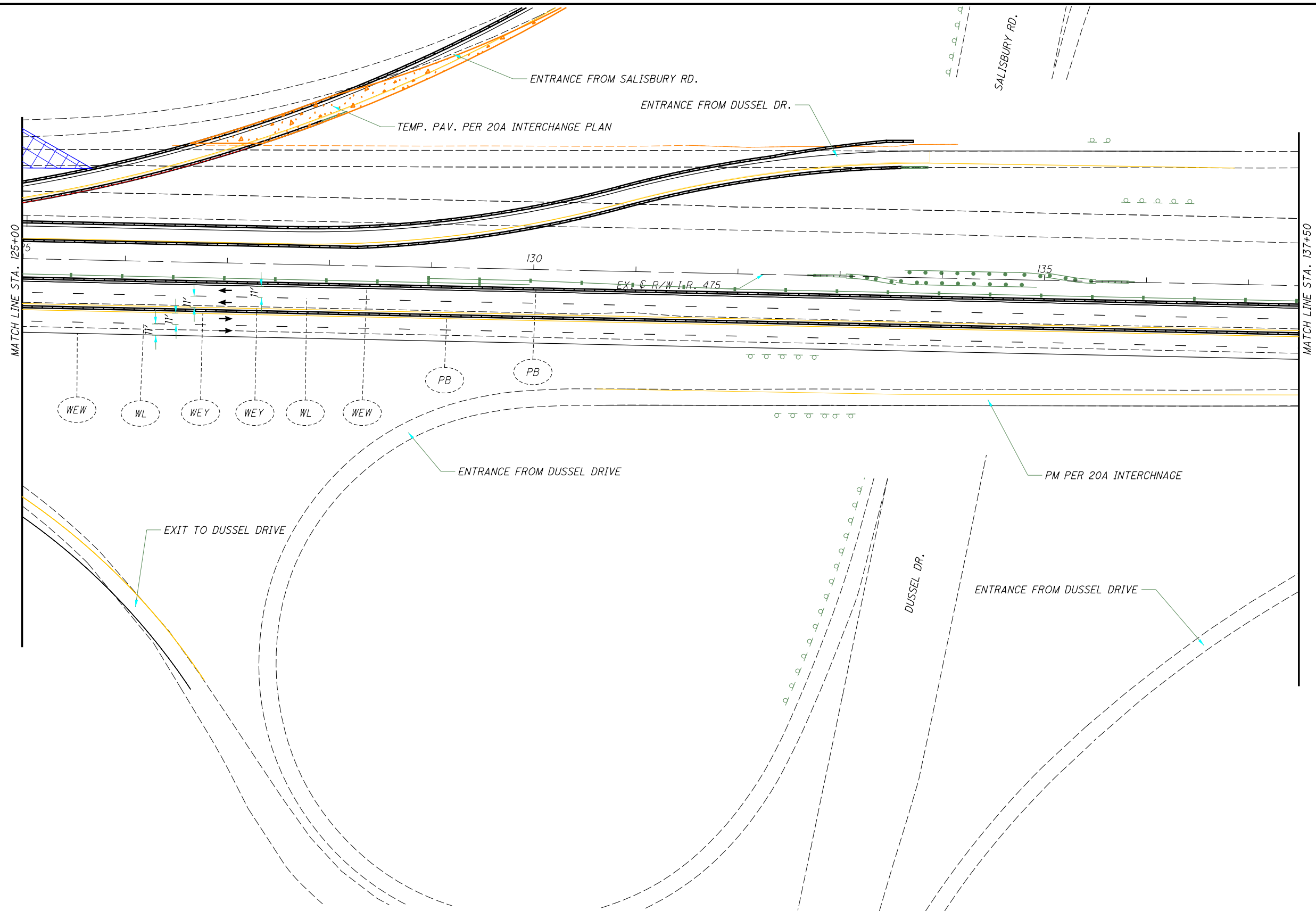
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (VARIABLE DEPTH)		Drums		



MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 100+00 TO STA. 125+00

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 122
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LEGEND:

Phase 1 WORK AREA	Crash Attenuator	WCH Work Zone Channelizing Line
Phase 1A WORK AREA	Portable Concrete Barrier	WDW Work Zone Dotted Line (White)
Phase 1B WORK AREA	WEW Work Zone Edge Line (White)	WL Work Zone Lane Line (White)
TEMPORARY PAVEMENT (FULL DEPTH)	WEY Work Zone Edge Line (Yellow)	Drums
TEMPORARY PAVEMENT (VARIABLE DEPTH)		

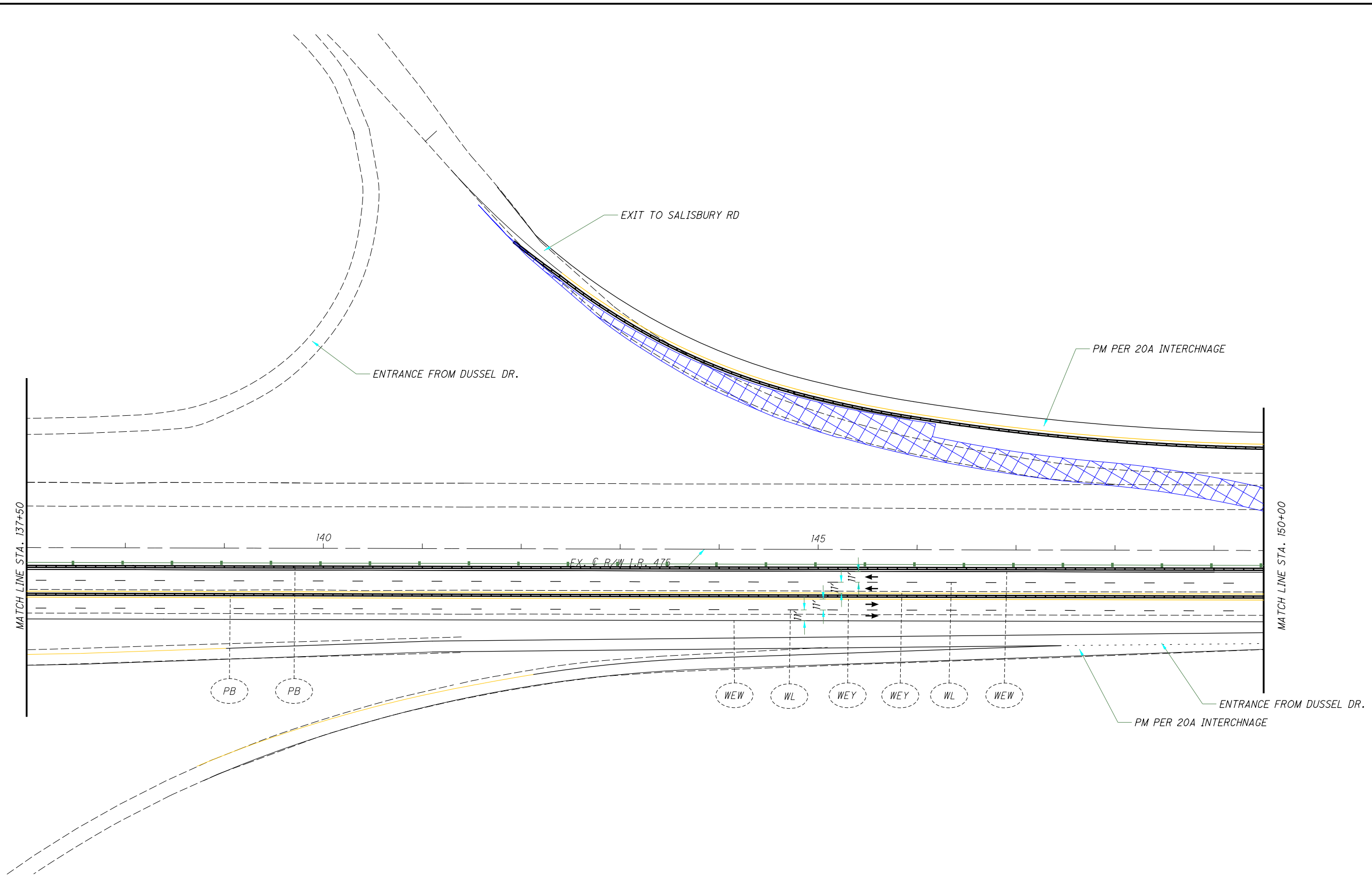
CALCULATED
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CHECKED
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0 50 100
25
HORIZONTAL
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 125+00 TO STA. 137+50**

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HORIZONTAL SCALE IN FEET

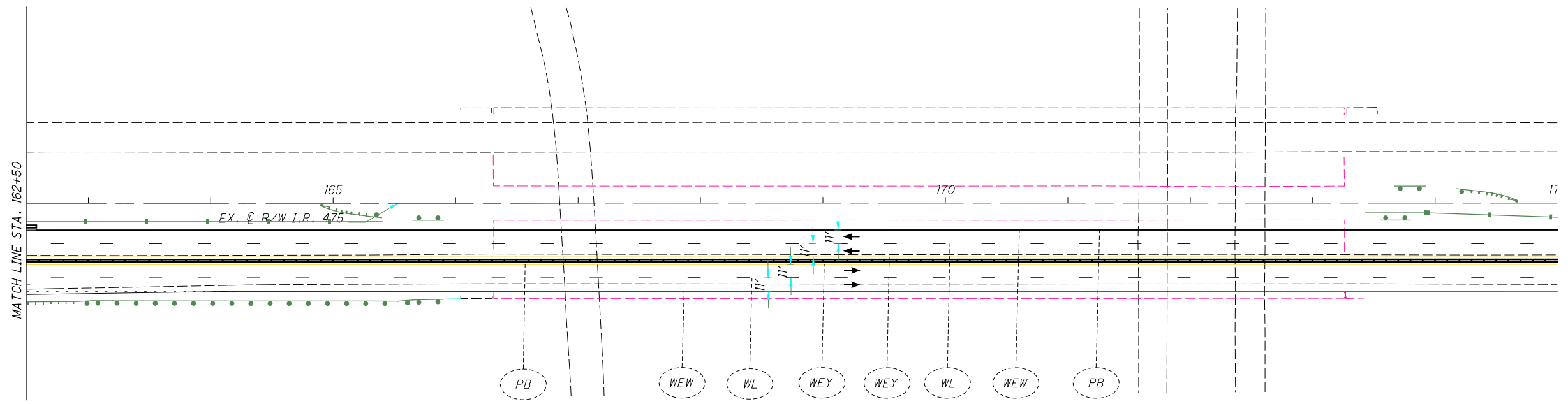
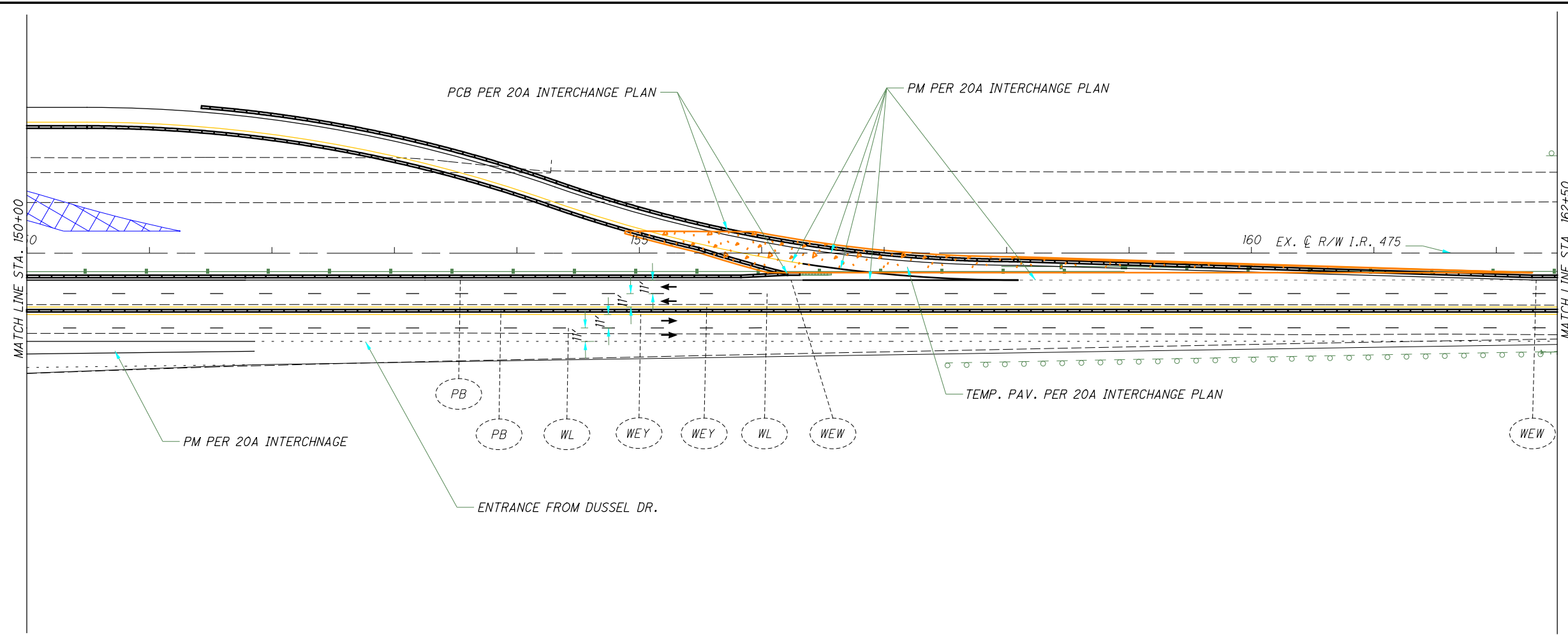
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 137+50 TO STA. 150+00

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









LEGEND:

Phase 1 WORK AREA	Crash Attenuator	WCH Work Zone Channelizing Line
Phase 1A WORK AREA	Portable Concrete Barrier	WDW Work Zone Dotted Line (White)
Phase 1B WORK AREA	WEW Work Zone Edge Line (White)	WL Work Zone Lane Line (White)
TEMPORARY PAVEMENT (FULL DEPTH)	WEY Work Zone Edge Line (Yellow)	Drums
TEMPORARY PAVEMENT (VARIABLE DEPTH)		

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LEGEND:

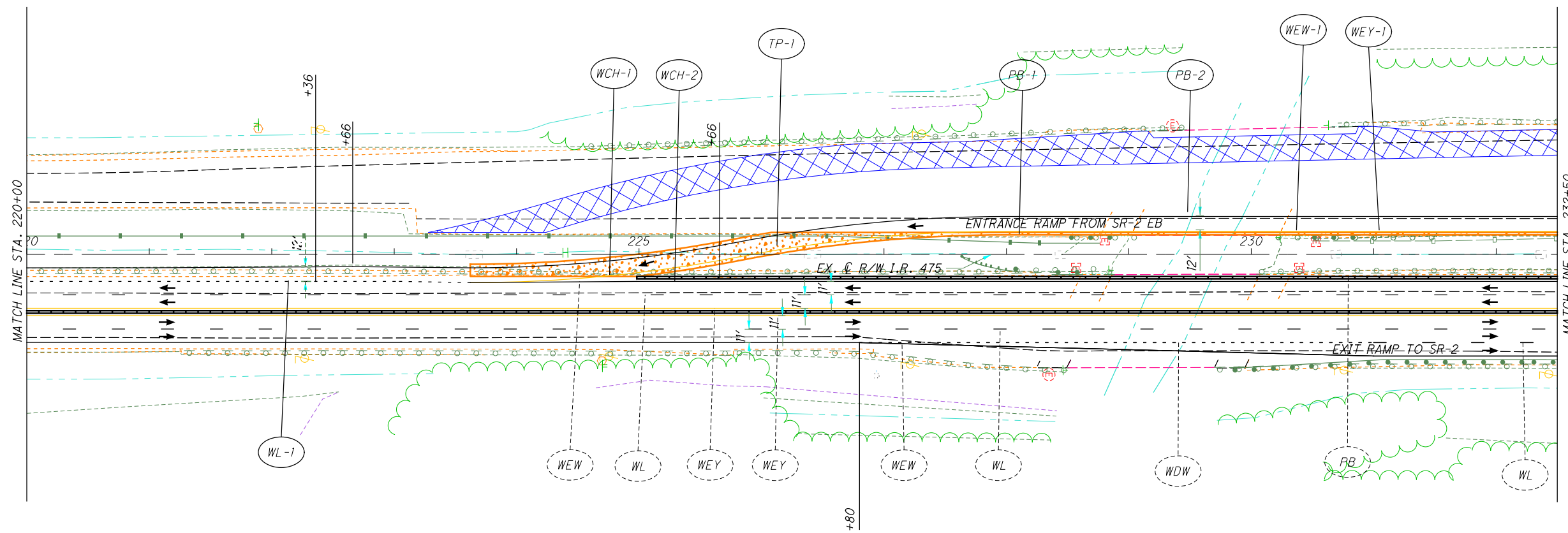
	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				
















MAINTENANCE OF TRAFFIC - MAINLINE
 PHASE 2A - STA. 150+00 TO STA. 175+00

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 125
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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		WCH Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		WDW Work Zone Dotted Line (White)
	Phase 1B WORK AREA		WEW Work Zone Edge Line (White)		WL Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		WEY Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

CALCULATED
MK
CHECKED
DEK




HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 220+00 TO STA. 232+50

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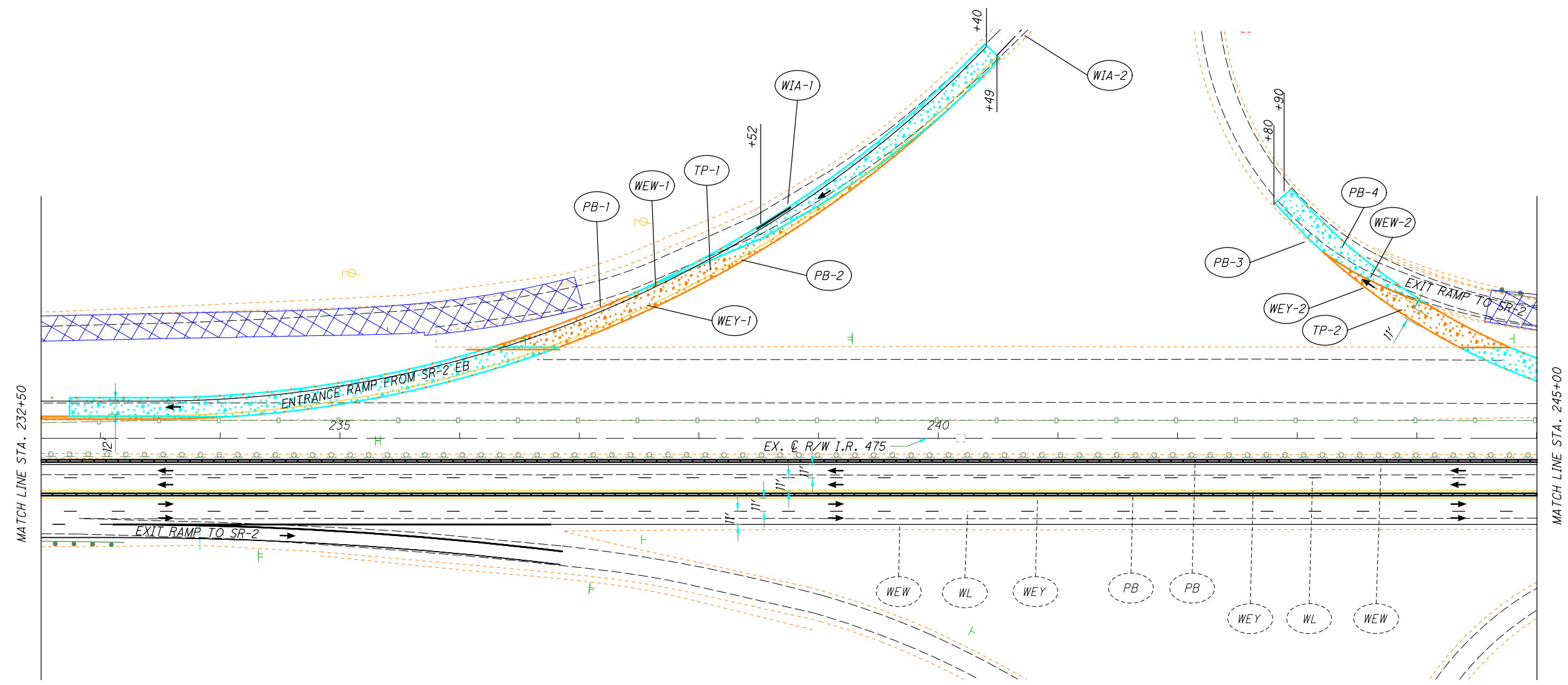

















 HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 232+50 TO STA. 245+00

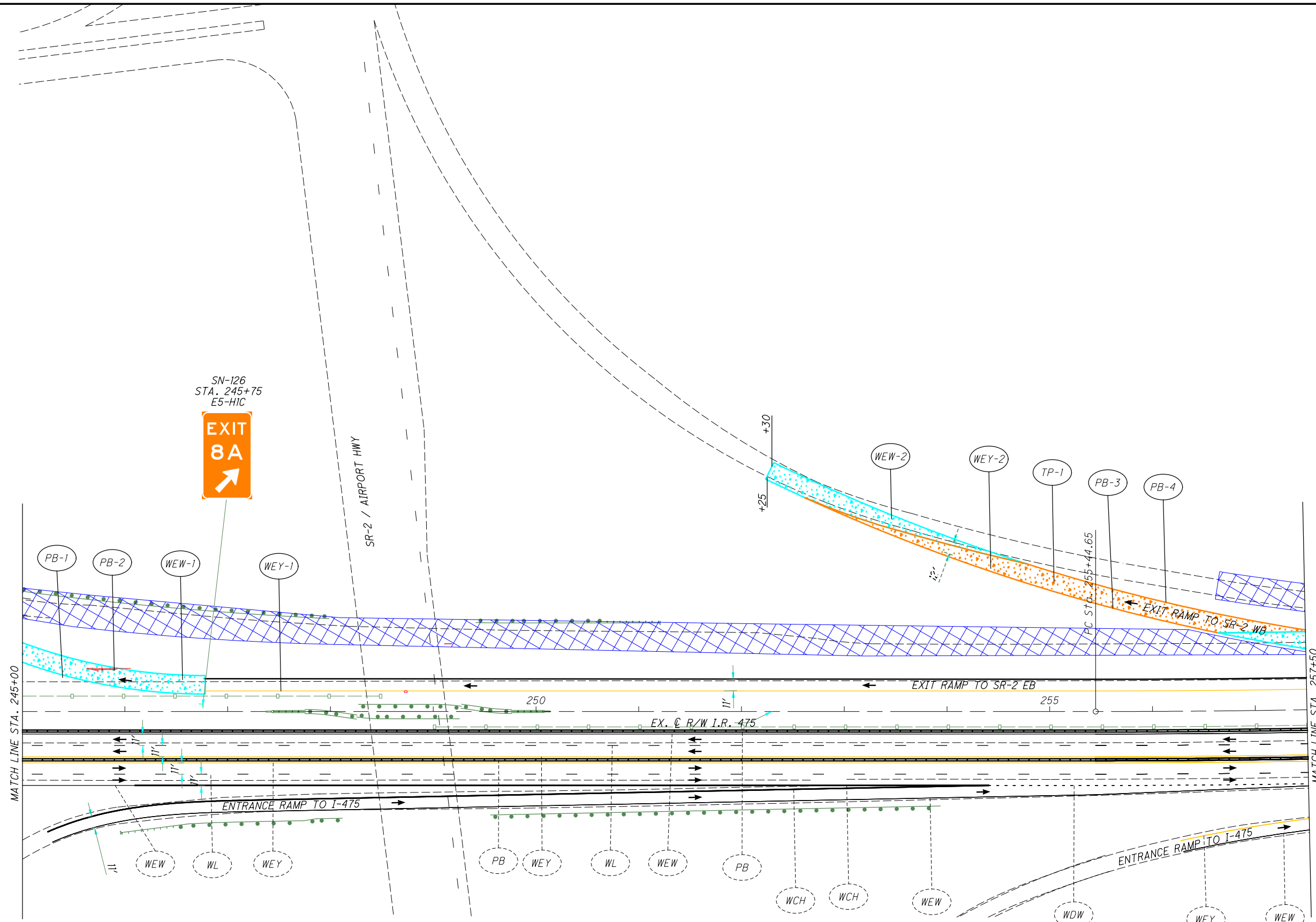
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 127
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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

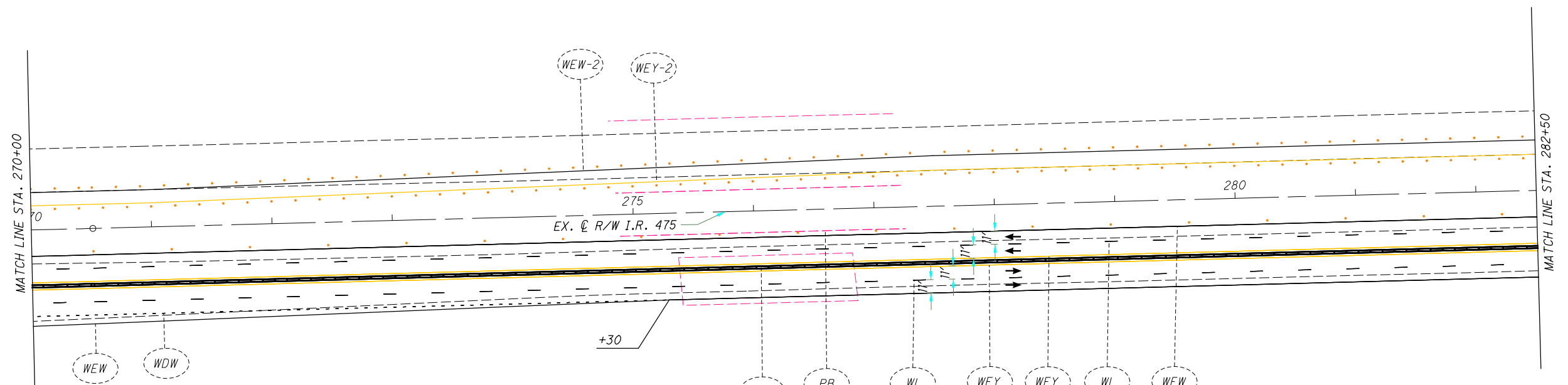
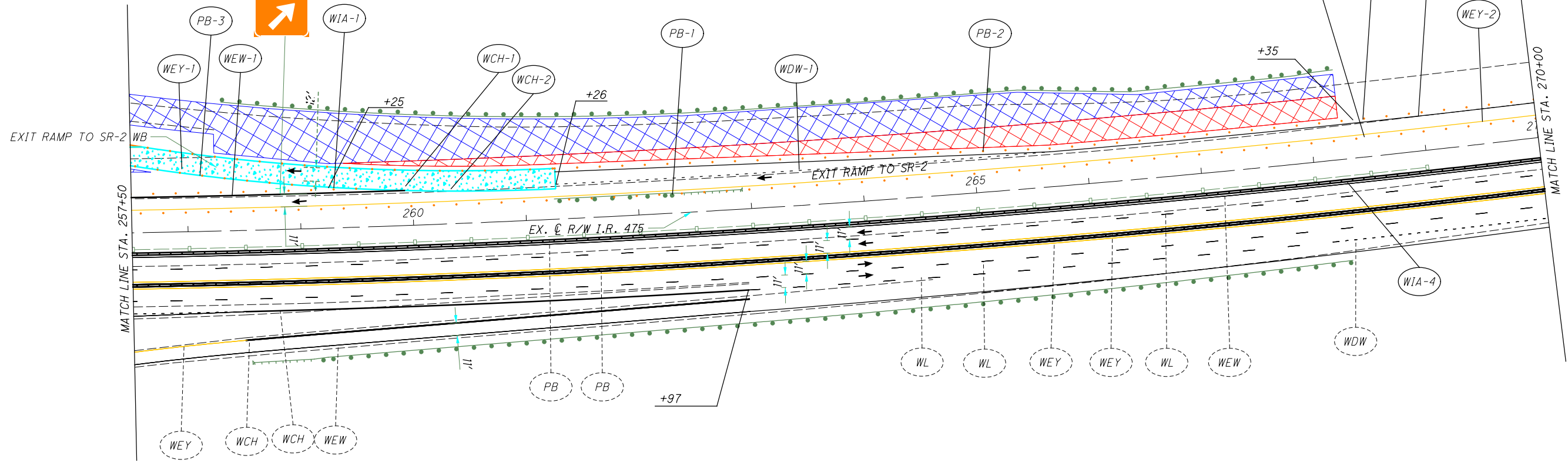


MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 245+00 TO STA. 257+50

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SN-127
STA. 258+80
E1-H3

**EXIT
8B**



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LEGEND:

	Phase 1 WORK AREA		Crash Attenuator		Work Zone Channelizing Line
	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				

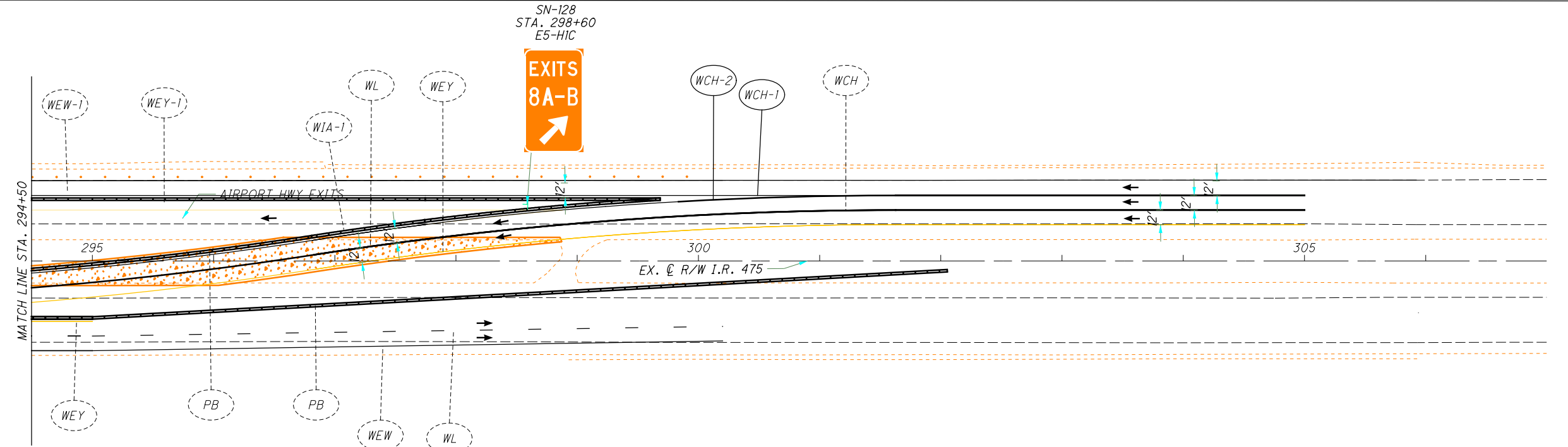
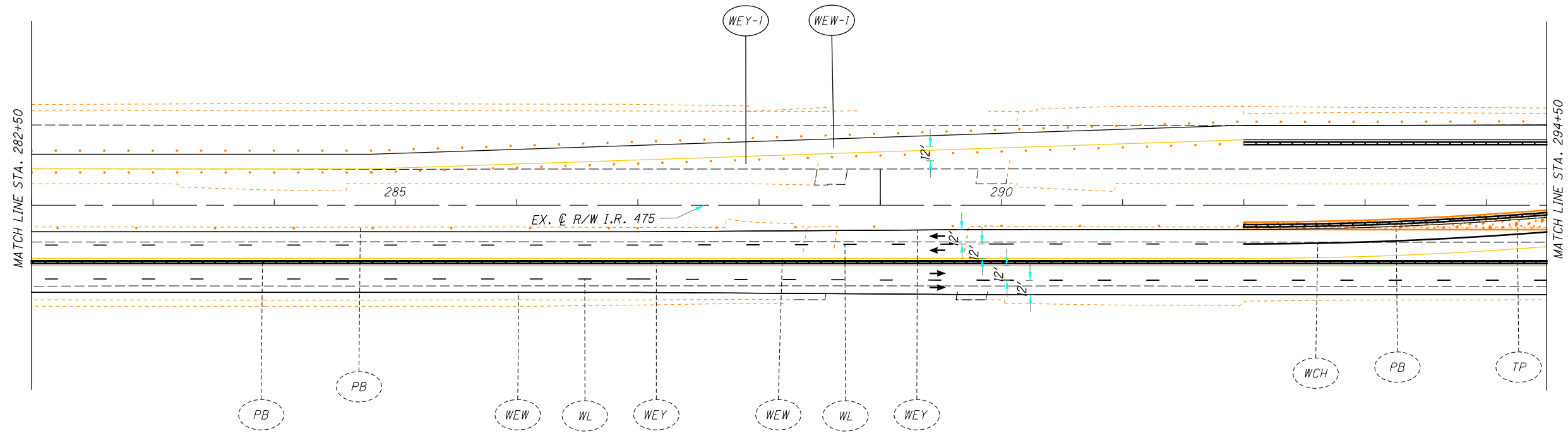
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CHECKED DEK

HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 257+50 TO STA. 282+50**

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LEGEND:

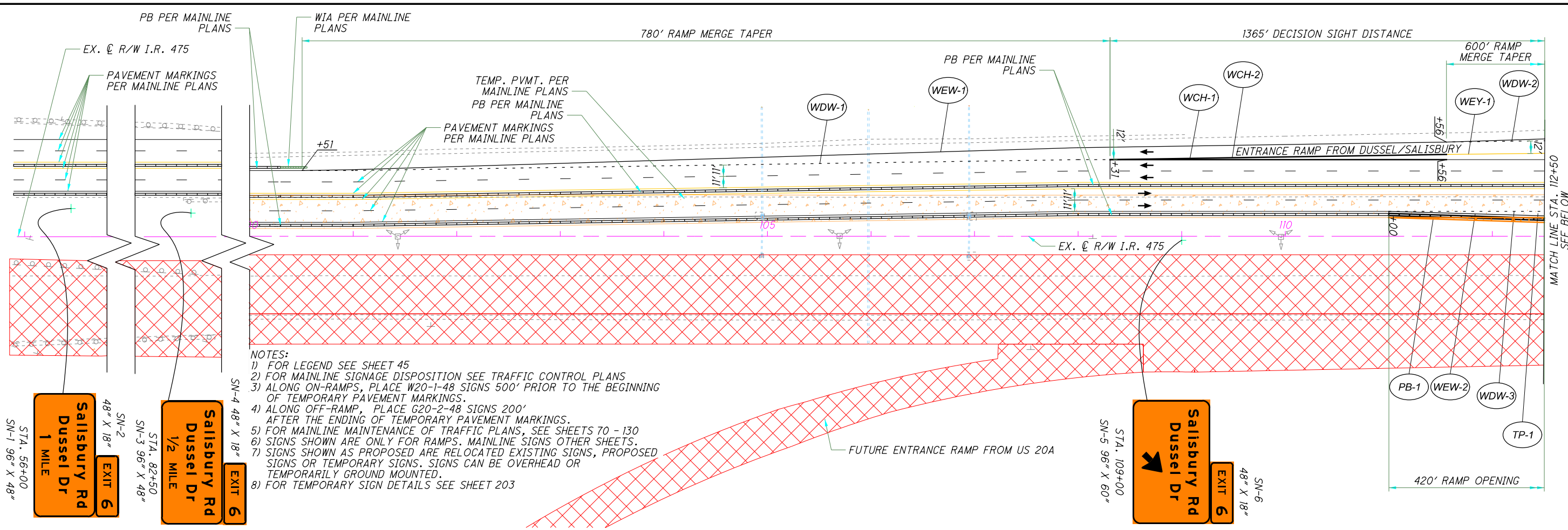
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	Phase 1A WORK AREA		Portable Concrete Barrier		Work Zone Dotted Line (White)
	Phase 1B WORK AREA		Work Zone Edge Line (White)		Work Zone Lane Line (White)
	TEMPORARY PAVEMENT (FULL DEPTH)		Work Zone Edge Line (Yellow)		Drums
	TEMPORARY PAVEMENT (VARIABLE DEPTH)				



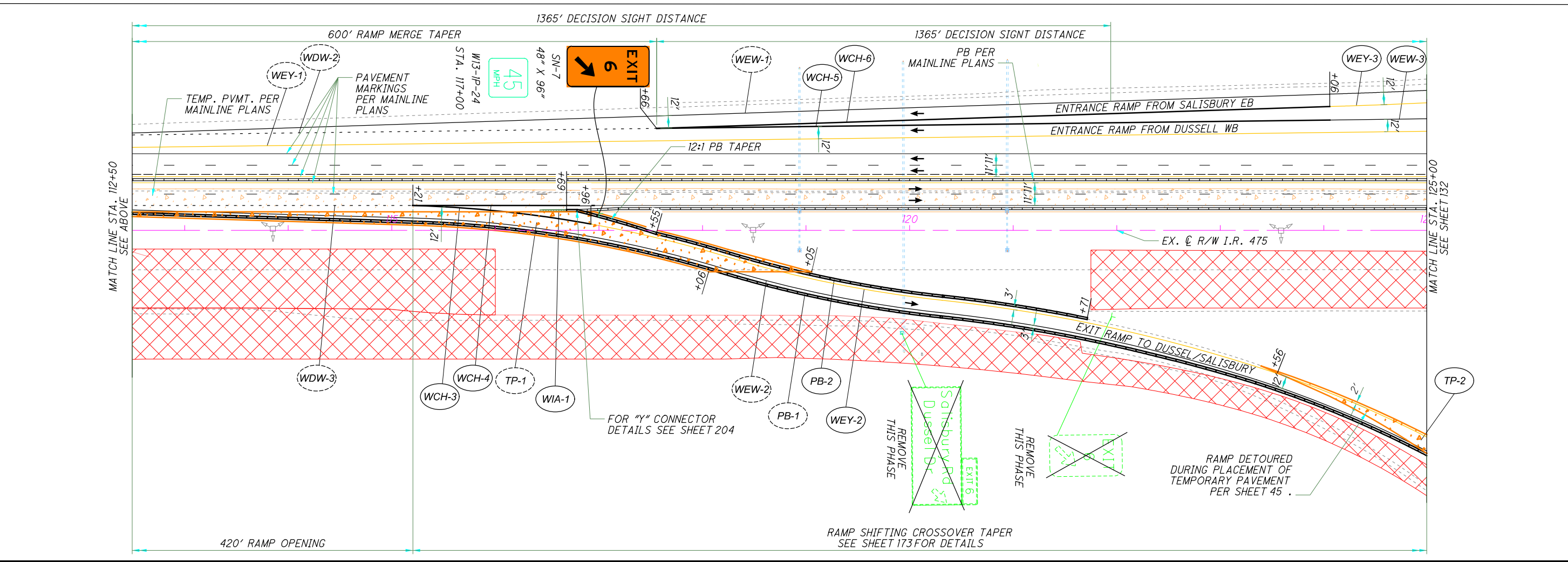
MAINTENANCE OF TRAFFIC - MAINLINE
PHASE 2A - STA. 282+00 TO STA. 305+00

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- NOTES:
- 1) FOR LEGEND SEE SHEET 45
 - 2) FOR MAINLINE SIGNAGE DISPOSITION SEE TRAFFIC CONTROL PLANS
 - 3) ALONG ON-RAMPS, PLACE W20-1-48 SIGNS 500' PRIOR TO THE BEGINNING OF TEMPORARY PAVEMENT MARKINGS.
 - 4) ALONG OFF-RAMP, PLACE G20-2-48 SIGNS 200' AFTER THE ENDING OF TEMPORARY PAVEMENT MARKINGS.
 - 5) FOR MAINLINE MAINTENANCE OF TRAFFIC PLANS, SEE SHEETS 70 - 130
 - 6) SIGNS SHOWN ARE ONLY FOR RAMPS. MAINLINE SIGNS OTHER SHEETS.
 - 7) SIGNS SHOWN AS PROPOSED ARE RELOCATED EXISTING SIGNS, PROPOSED SIGNS OR TEMPORARY SIGNS. SIGNS CAN BE OVERHEAD OR TEMPORARILY GROUND MOUNTED.
 - 8) FOR TEMPORARY SIGN DETAILS SEE SHEET 203



HORIZONTAL SCALE IN FEET

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MAINTENANCE OF TRAFFIC - RAMP DETAILS

I-475 - PHASE 1 - STA. 100+00 TO STA. 125+00

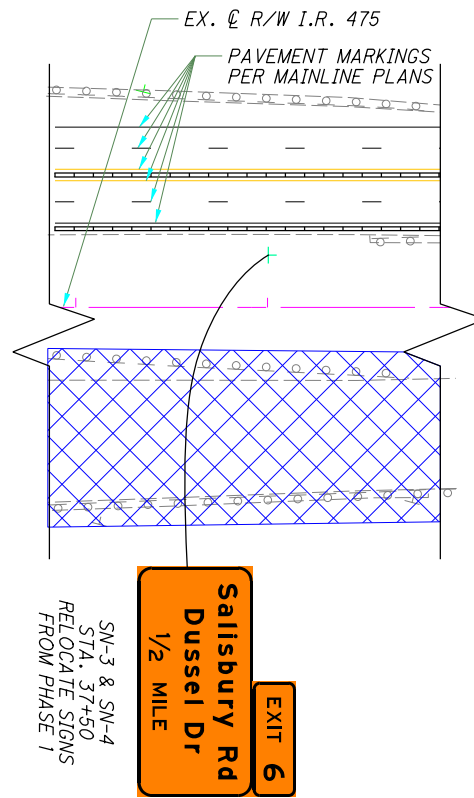
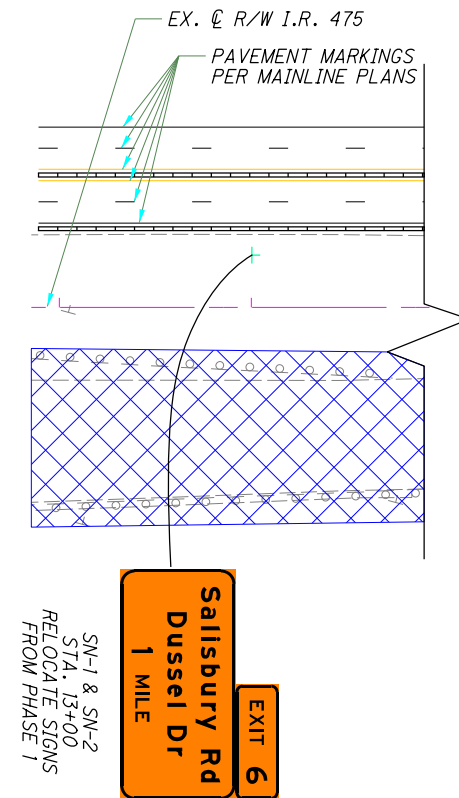
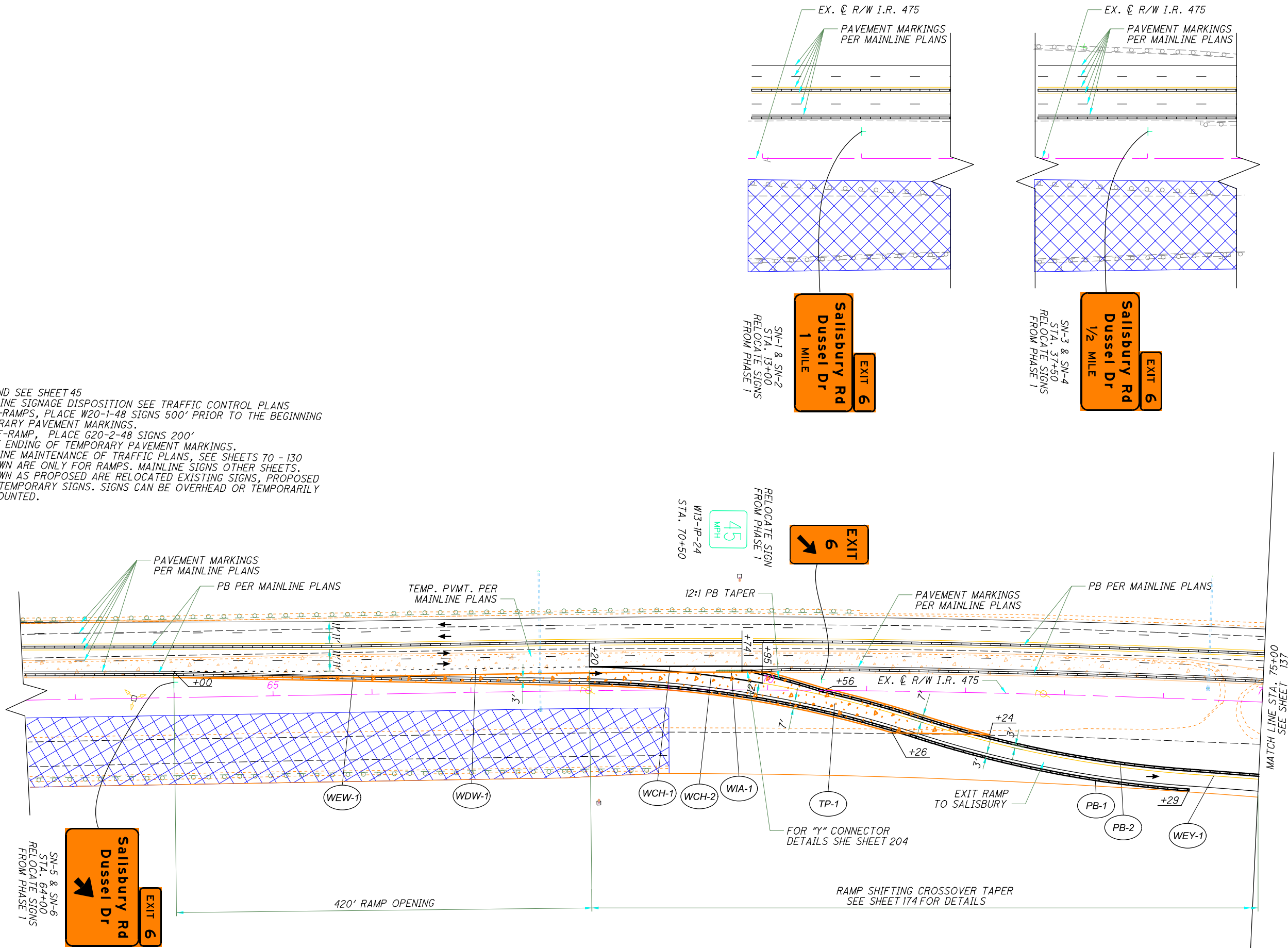
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131

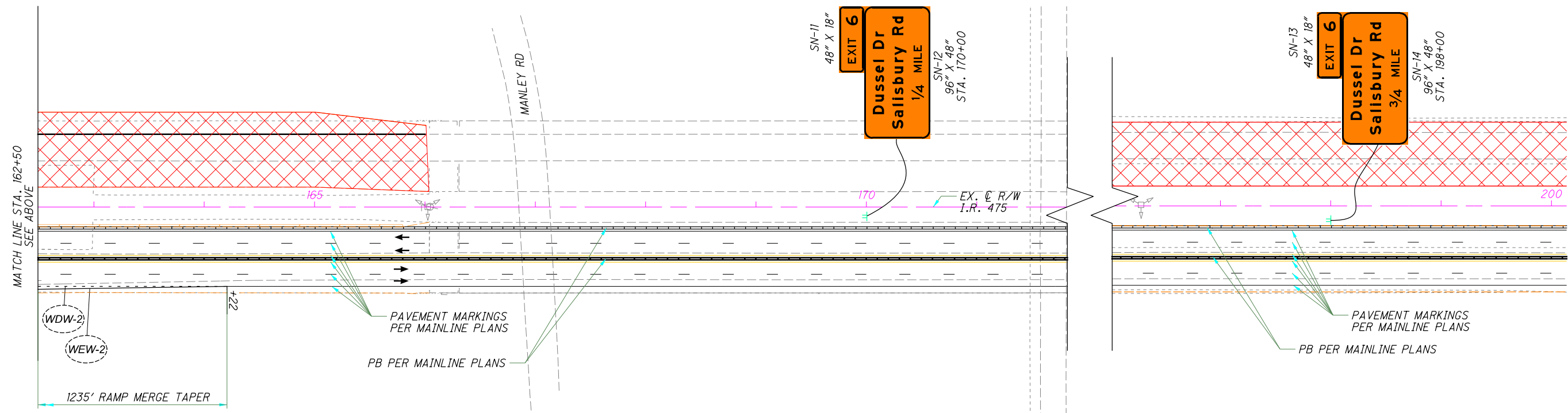
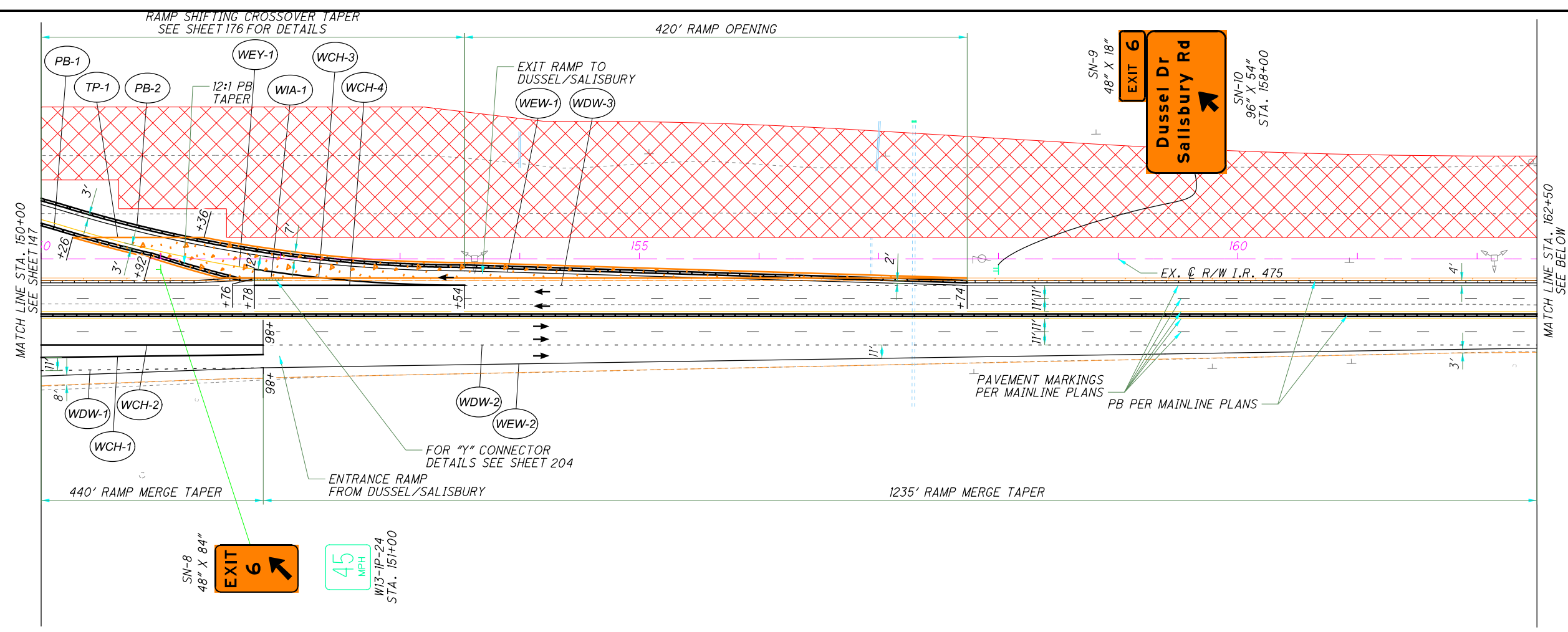
855

NOTES:

- 1) FOR LEGEND SEE SHEET 45
- 2) FOR MAINLINE SIGNAGE DISPOSITION SEE TRAFFIC CONTROL PLANS
- 3) ALONG ON-RAMPS, PLACE W20-1-48 SIGNS 500' PRIOR TO THE BEGINNING OF TEMPORARY PAVEMENT MARKINGS.
- 4) ALONG OFF-RAMP, PLACE G20-2-48 SIGNS 200' AFTER THE ENDING OF TEMPORARY PAVEMENT MARKINGS.
- 5) FOR MAINLINE MAINTENANCE OF TRAFFIC PLANS, SEE SHEETS 70 - 130
- 6) SIGNS SHOWN ARE ONLY FOR RAMPS. MAINLINE SIGNS OTHER SHEETS.
- 7) SIGNS SHOWN AS PROPOSED ARE RELOCATED EXISTING SIGNS, PROPOSED SIGNS OR TEMPORARY SIGNS. SIGNS CAN BE OVERHEAD OR TEMPORARILY GROUND MOUNTED.



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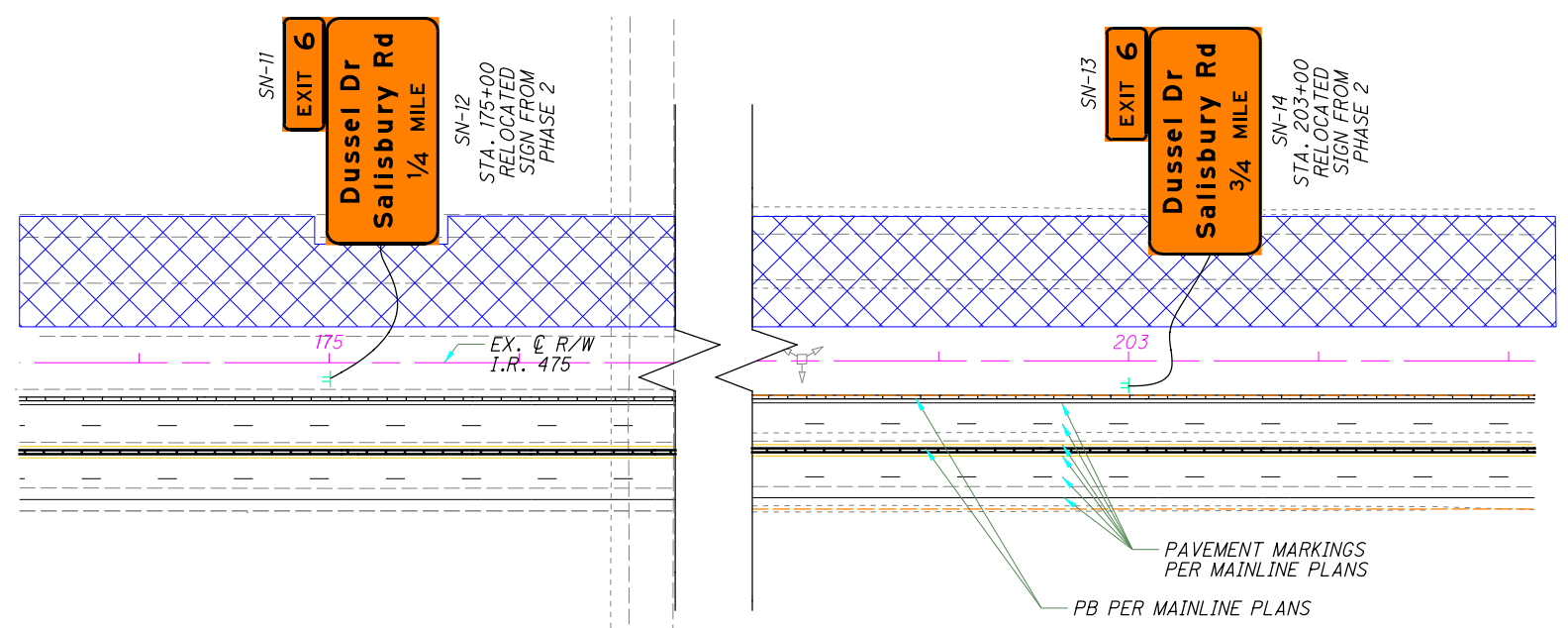
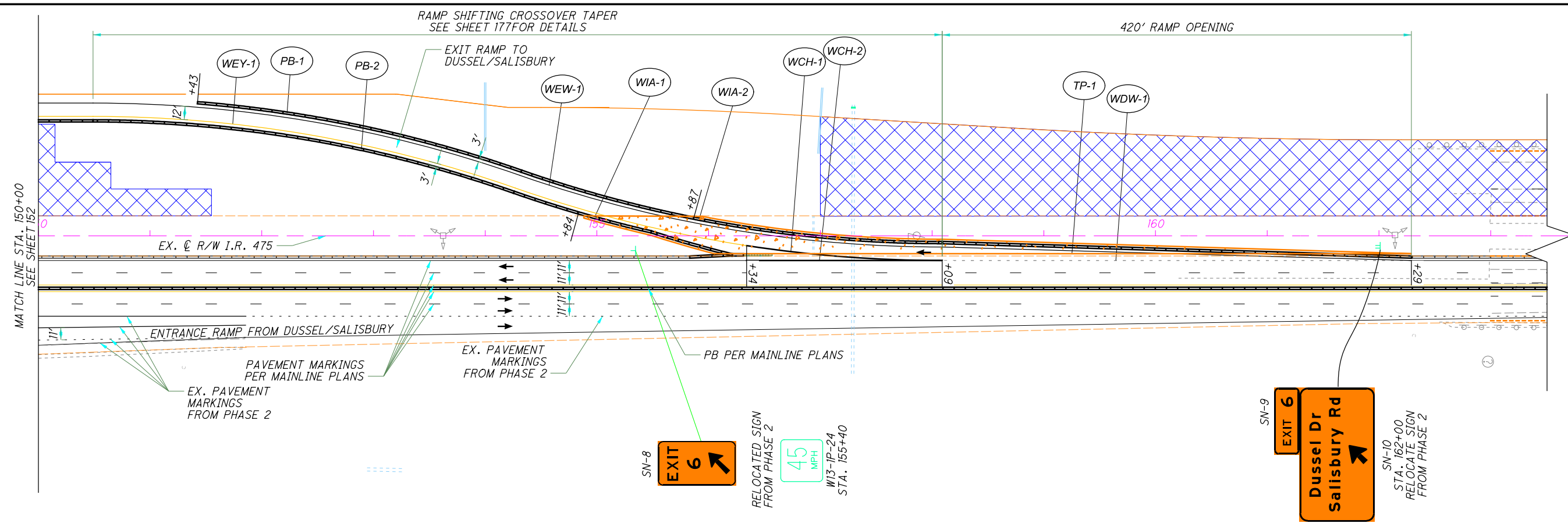
- NOTES:
- 1) FOR LEGEND SEE SHEET 45
 - 2) FOR MAINLINE SIGNAGE DISPOSITION SEE TRAFFIC CONTROL PLANS
 - 3) ALONG ON-RAMPS, PLACE W20-1-48 SIGNS 500' PRIOR TO THE BEGINNING OF TEMPORARY PAVEMENT MARKINGS.
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 - 6) SIGNS SHOWN ARE ONLY FOR RAMPS. MAINLINE SIGNS OTHER SHEETS.
 - 7) SIGNS SHOWN AS PROPOSED ARE RELOCATED EXISTING SIGNS, PROPOSED SIGNS OR TEMPORARY SIGNS. SIGNS CAN BE OVERHEAD OR TEMPORARILY GROUND MOUNTED.
 - 8) FOR TEMPORARY SIGN DETAIL SEE SHEET 203

CALCULATED TB
CHECKED BRO

0 50 100
HORIZONTAL SCALE IN FEET

N

MAINTENANCE OF TRAFFIC - RAMP DETAILS
I-475 - PHASE 2 - STA. 150+00 TO STA. 175+00



- NOTES:
- 1) FOR LEGEND SEE SHEET 45
 - 2) FOR MAINLINE SIGNAGE DISPOSITION SEE TRAFFIC CONTROL PLANS
 - 3) ALONG ON-RAMPS, PLACE W20-1-48 SIGNS 500' PRIOR TO THE BEGINNING OF TEMPORARY PAVEMENT MARKINGS.
 - 4) ALONG OFF-RAMP, PLACE G20-2-48 SIGNS 200' AFTER THE ENDING OF TEMPORARY PAVEMENT MARKINGS.
 - 5) FOR MAINLINE MAINTENANCE OF TRAFFIC PLANS, SEE SHEETS 70 - 130
 - 6) SIGNS SHOWN ARE ONLY FOR RAMPS. MAINLINE SIGNS OTHER SHEETS.
 - 7) SIGNS SHOWN AS PROPOSED ARE RELOCATED EXISTING SIGNS, PROPOSED SIGNS OR TEMPORARY SIGNS. SIGNS CAN BE OVERHEAD OR TEMPORARILY GROUND MOUNTED.
 - 8) FOR TEMPORARY SIGN DETAILS SEE SHEET 203

CALCULATED TB
CHECKED BRO

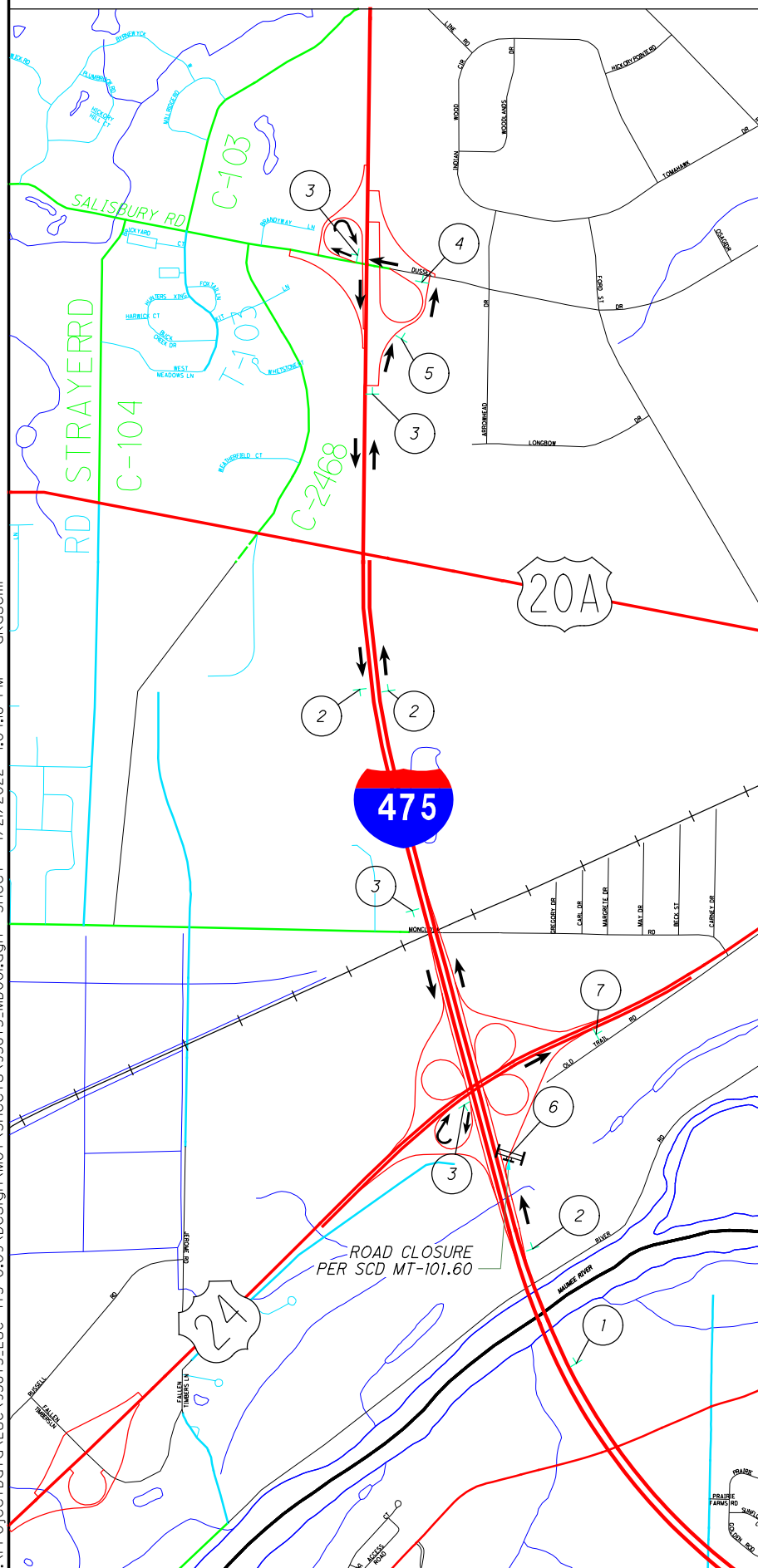
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MAINTENANCE OF TRAFFIC - RAMP DETAILS
I-475 - PHASE 2A - STA. 150+00 TO STA. 175+00

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I-475 NORTHBOUND EXIT RAMP TO EASTBOUND US-24 CLOSURE

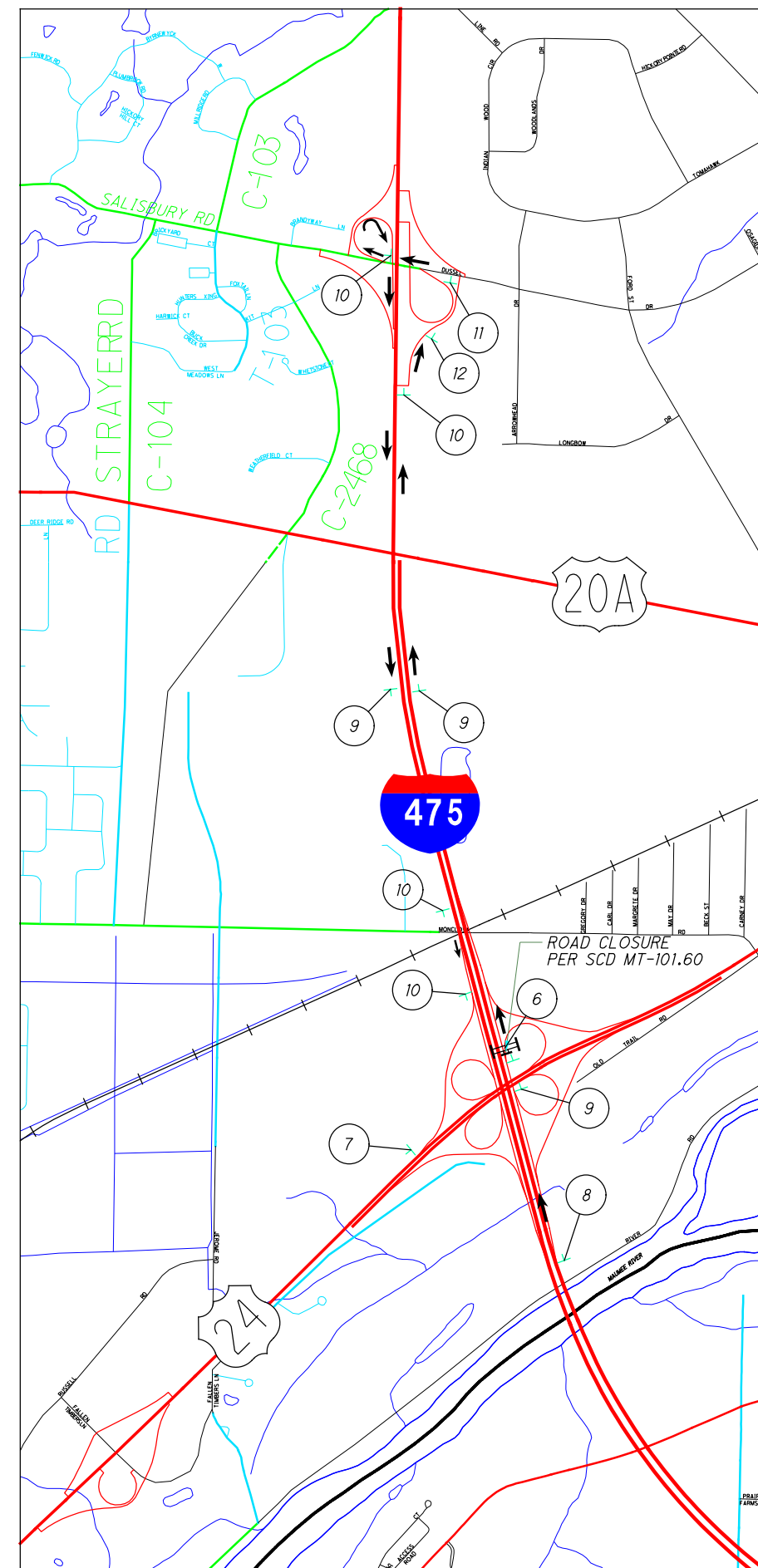


1	2	3	4	5	6
EAST M3-2-30	DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30	RAMP CLOSED R11-2-48
24 M1-4-30-2	EAST M3-2-30	EAST M3-2-30	EAST M3-2-30	EAST M3-2-30	
DETOUR AHEAD W20-2-48	24 M1-4-30-2	24 M1-4-30-2	24 M1-4-30-2	24 M1-4-30-2	
	↑ M6-3-30	↗ M6-2R-30	← M6-1L-30	↖ M5-1L-30	
			CENTER LANE M5-5-24	CENTER LANE M5-5-24	

8	9	10	11	12
WEST M3-4-30	DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30
24 M1-4-30-2	WEST M3-4-30	WEST M3-4-30	WEST M3-4-30	WEST M3-4-30
DETOUR AHEAD W20-2-48	24 M1-4-30-2	24 M1-4-30-2	24 M1-4-30-2	24 M1-4-30-2
	↑ M6-3-30	↗ M6-2R-30	← M6-1L-30	↖ M5-1L-30
			CENTER LANE M5-5-24	CENTER LANE M5-5-24

NOTE:
 1. OVERLAYS SHALL BE INSTALLED ON ALL EXIT GUIDE SIGNS WHEN THE EXIT RAMP WILL BE CLOSED FOR A MINIMUM OF 24 HOURS AS SPECIFIED IN MT-98.29. ALL COSTS FOR THE PRODUCTION, INSTALLATION, AND SUBSEQUENT REMOVAL OF THE OVERLAYS SHALL BE INCLUDED IN THE SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.
 2. OVERHEAD AND GROUND MOUNTED LANE USE SIGNS SHALL BE COVERED WHEN THE ENTRANCE RAMP IS CLOSED FOR A MINIMUM OF 24 HOURS.

I-475 NORTHBOUND EXIT RAMP TO WESTBOUND US-24 CLOSURE

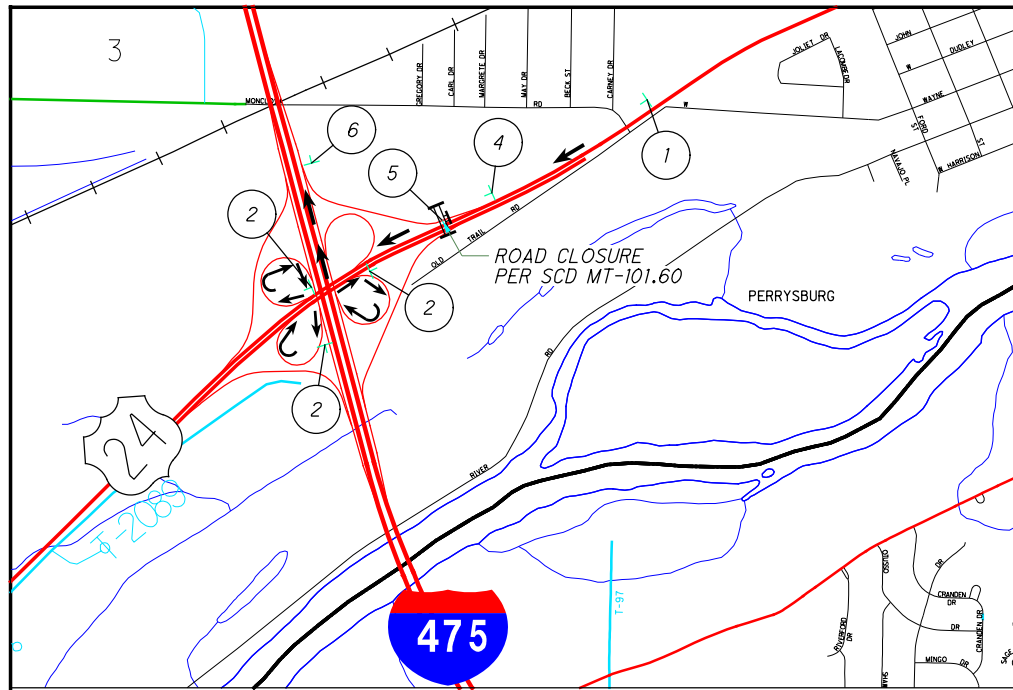


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 SCALE IN FEET
 CALCULATED
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 CHECKED
 JMM

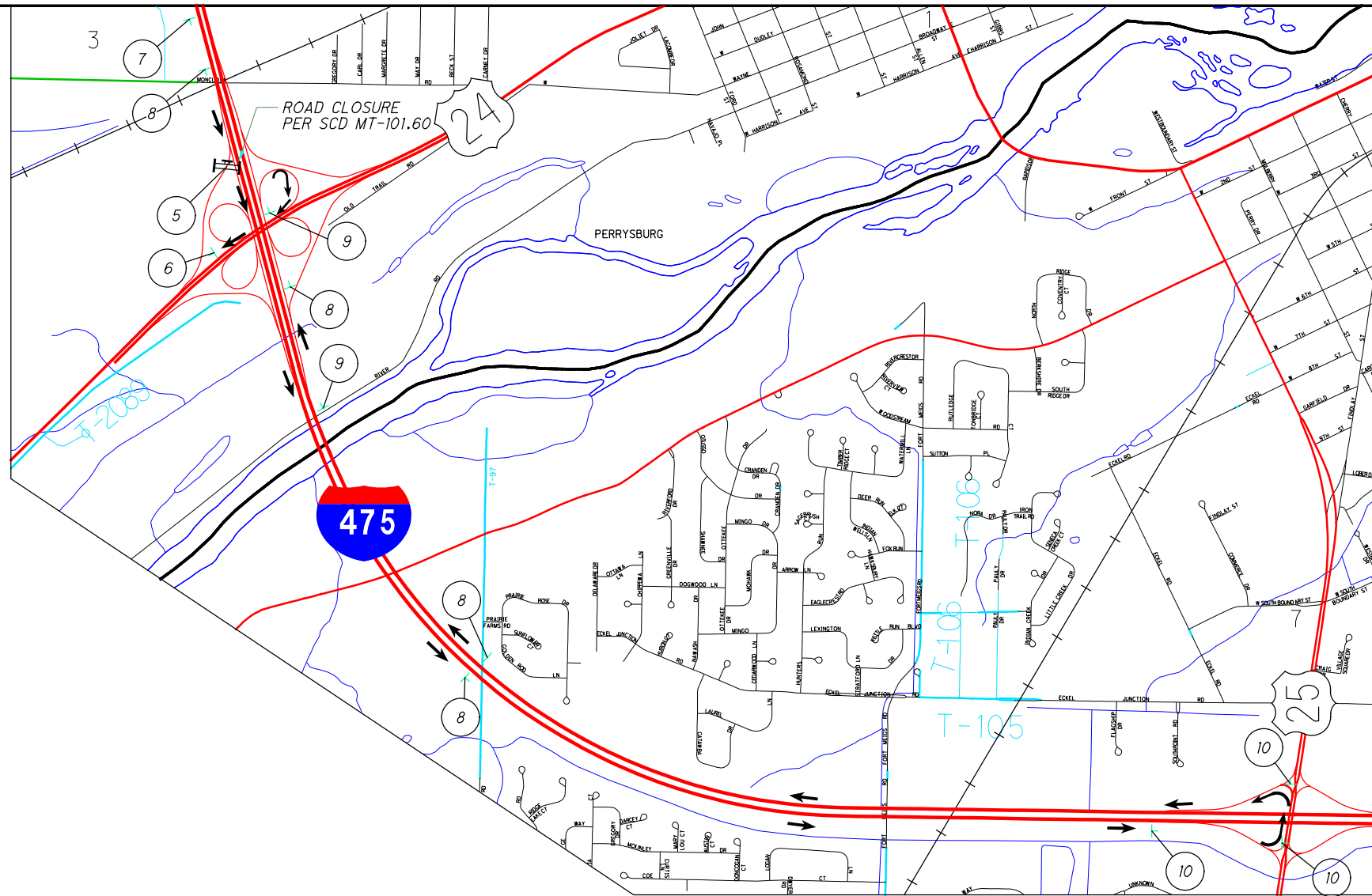
**DETOUR PLAN
 I-475 / US-24 INTERCHANGE**

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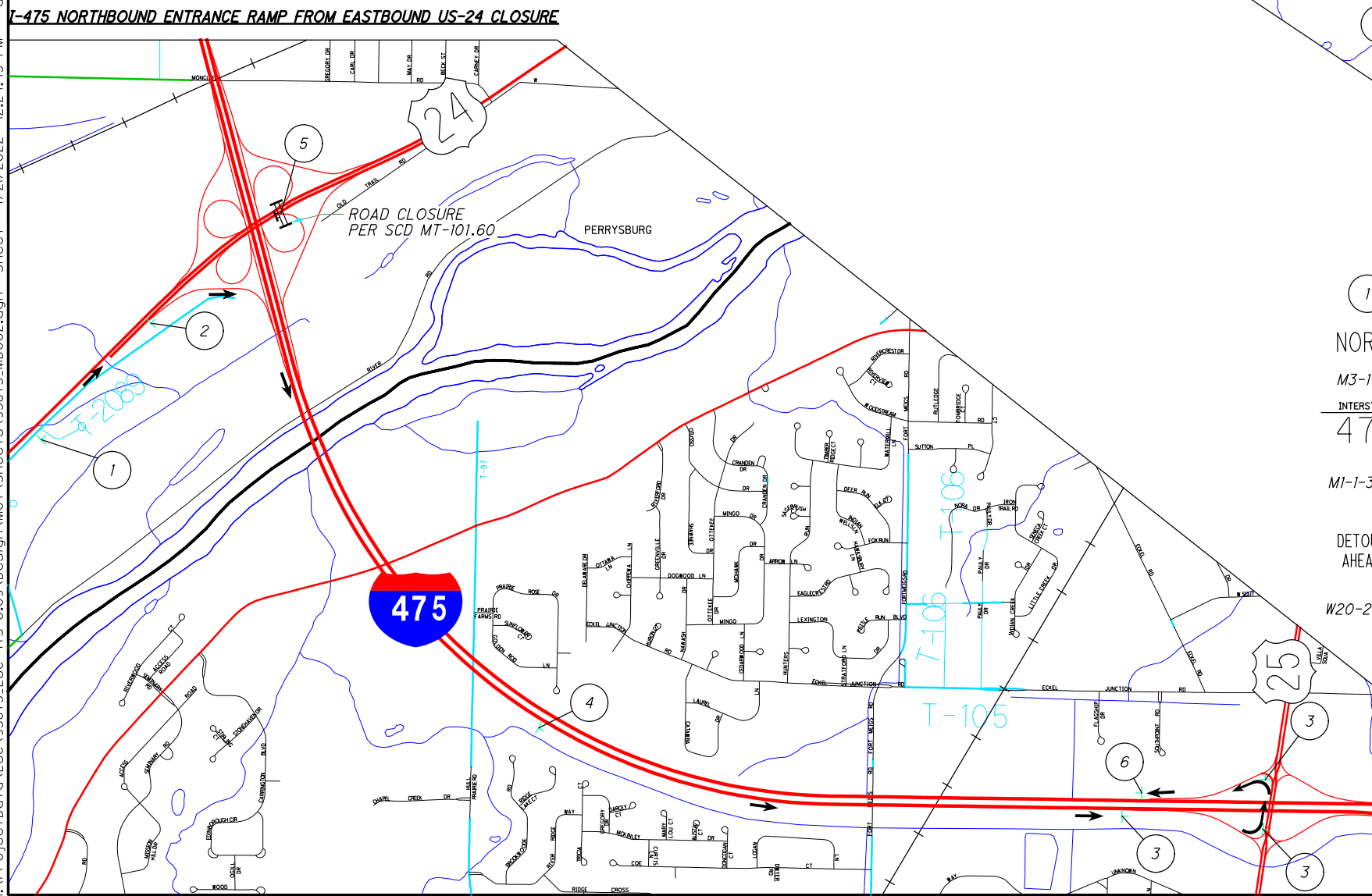
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I-475 NORTHBOUND ENTRANCE RAMP FROM WESTBOUND US-24 CLOSURE



I-475 SOUTHBOUND EXIT RAMP TO WESTBOUND US-24 CLOSURE



I-475 NORTHBOUND ENTRANCE RAMP FROM EASTBOUND US-24 CLOSURE

1	2	3	4	5	7	8	9	10
NORTH	DETOUR	DETOUR	DETOUR	RAMP CLOSED	WEST	DETOUR	DETOUR	DETOUR
M3-1-30	M4-8-30	M4-8-30	M4-8-30	R11-2-48	M3-4-30	M4-8-30	M4-8-30	M4-8-30
INTERSTATE	NORTH	NORTH	NORTH		24	WEST	WEST	WEST
475	M3-1-30	M3-1-30	M3-1-30	6	M1-4-30-2	M3-4-30	M3-4-30	M3-4-30
M1-1-30-3	INTERSTATE	INTERSTATE	INTERSTATE	END		24	24	24
DETOUR	475	475	475	DETOUR	DETOUR	M1-4-30-2	M1-4-30-2	M1-4-30-2
AHEAD	M1-1-30-3	M1-1-30-3	M1-1-30-3	AHEAD	W20-2-48	M6-3-30	M6-2R-30	M6-2L-30
W20-2-48	M6-2R-30	M6-2L-30	M6-3-30					

NOTE:
 1. OVERLAYS SHALL BE INSTALLED ON ALL EXIT GUIDE SIGNS WHEN THE EXIT RAMP WILL BE CLOSED FOR A MINIMUM OF 24 HOURS AS SPECIFIED IN MT-98.29. ALL COSTS FOR THE PRODUCTION, INSTALLATION, AND SUBSEQUENT REMOVAL OF THE OVERLAYS SHALL BE INCLUDED IN THE SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.
 2. OVERHEAD AND GROUND MOUNTED LANE USE SIGNS SHALL BE COVERED WHEN THE ENTRANCE RAMP IS CLOSED FOR A MINIMUM OF 24 HOURS.

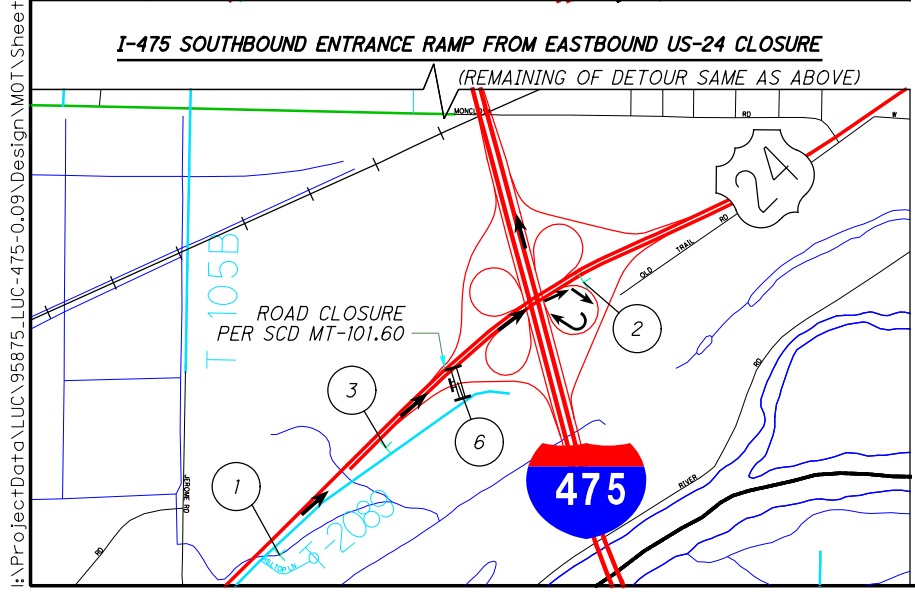
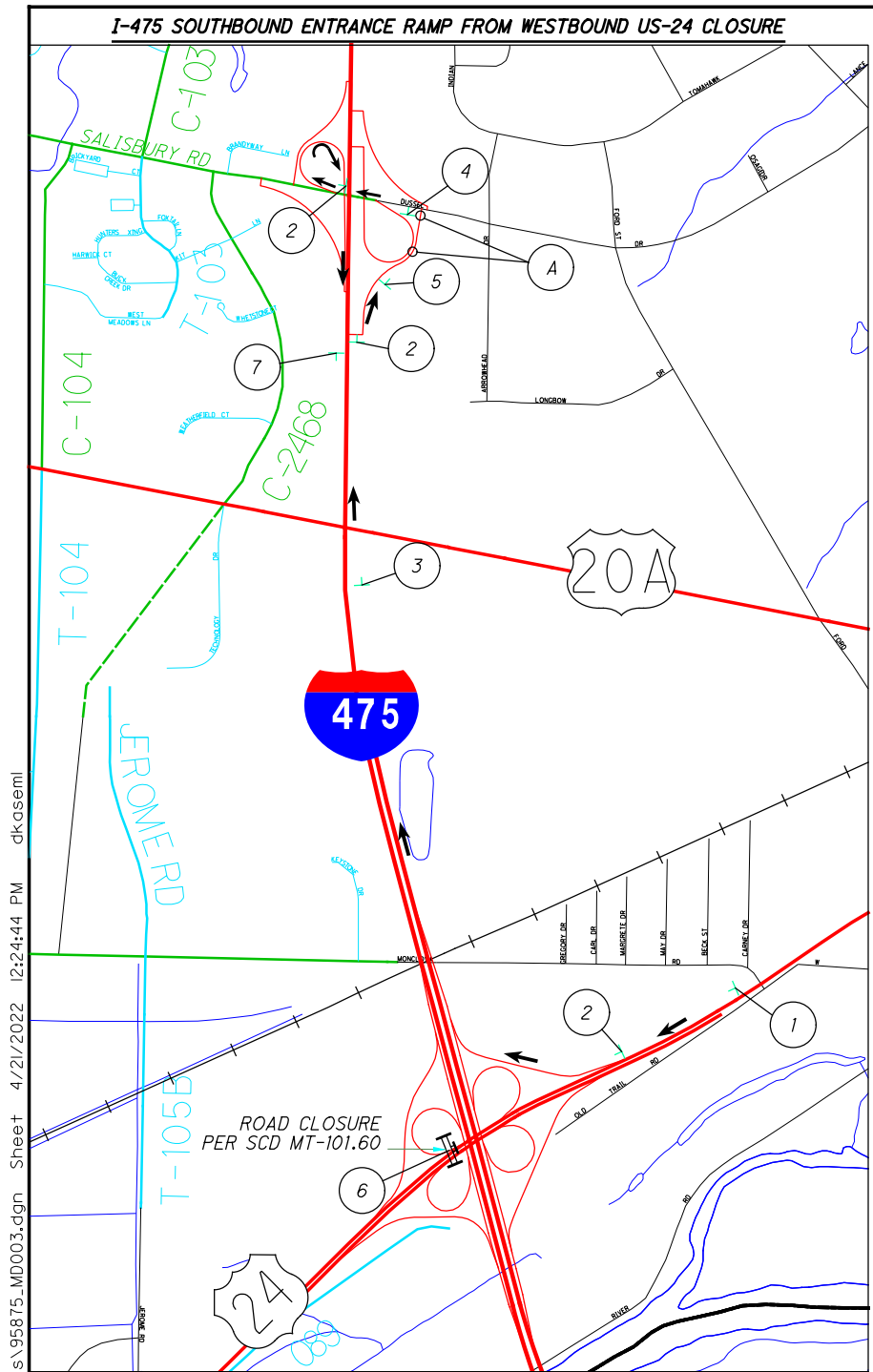
CALCULATED NME CHECKED JMM

DETOUR PLAN

I-475 / US-24 INTERCHANGE

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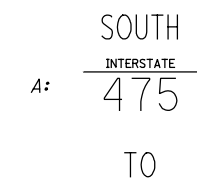
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1	2	3	4	5	6
SOUTH	DETOUR	DETOUR	DETOUR	DETOUR	RAMP CLOSED
M3-4-30	M4-8-30	M4-8-30	M4-8-30	M4-8-30	R11-2-48
INTERSTATE	SOUTH	SOUTH	SOUTH	SOUTH	
475	M3-4-30	M3-4-30	M3-4-30	M3-4-30	
MI-1-30-3	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	
	475	475	475	475	
DETOUR AHEAD	MI-1-30-3	MI-1-30-3	MI-1-30-3	MI-1-30-3	7
W20-2-48	M6-2R-30	M6-3-30	M6-1L-30	M5-1L-30	END
	↗	↑	←	↖	DETOUR
					M4-8a-24
			CENTER LANE	CENTER LANE	
			M5-5-24	M5-5-24	

8	9	10	11	12
EAST	DETOUR	DETOUR	DETOUR	DETOUR
M3-2-30	M4-8-30	M4-8-30	M4-8-30	M4-8-30
24	EAST	EAST	EAST	EAST
MI-4-30-2	M3-2-30	M3-2-30	M3-2-30	M3-2-30
	24	24	24	24
DETOUR AHEAD	MI-4-30-2	MI-4-30-2	MI-4-30-2	MI-4-30-2
W20-2-48	M6-3-30	M6-2R-30	M6-1L-30	M5-1L-30
	↑	↗	←	↖

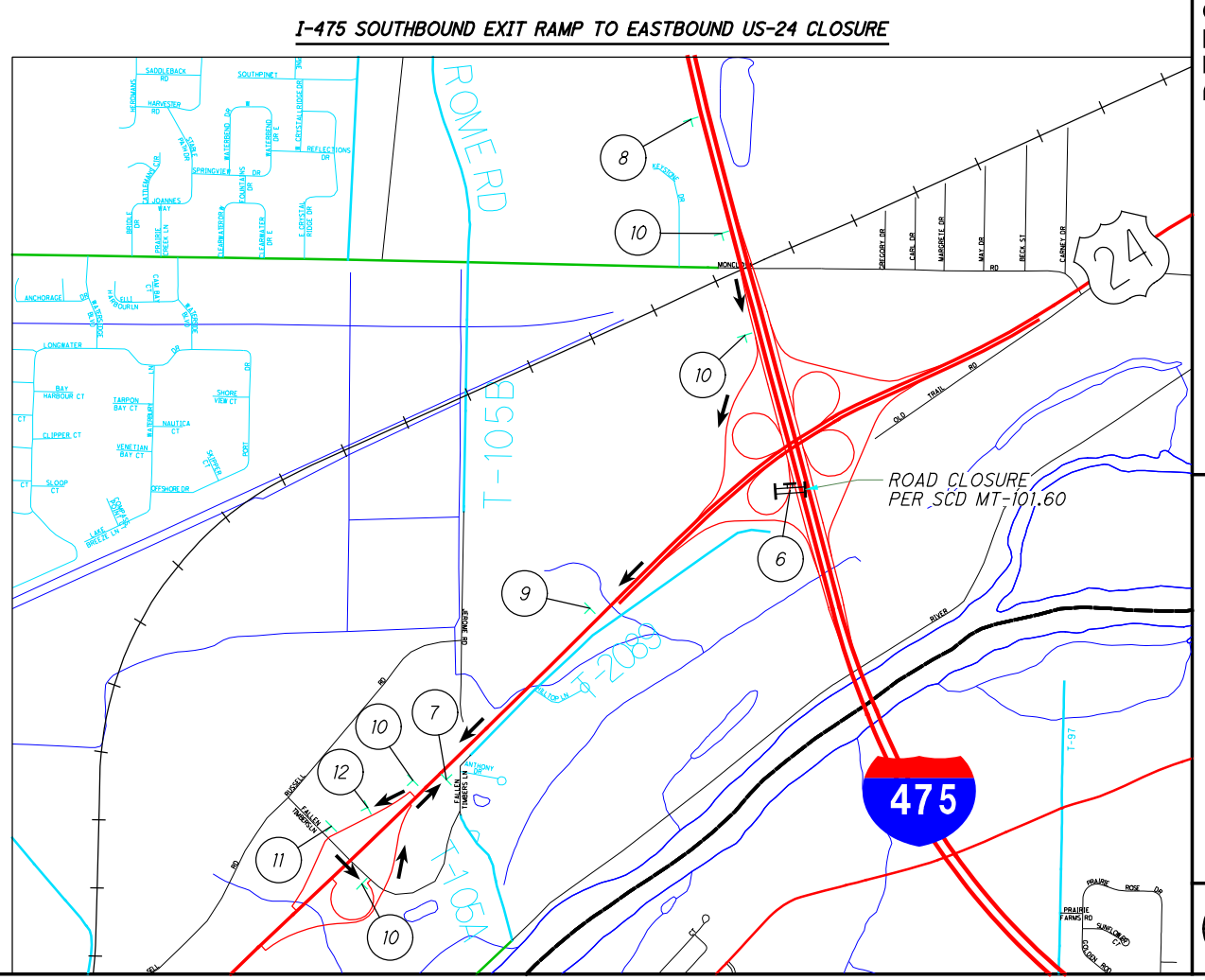
DETOUR PAVEMENT MARKINGS:
 DURING THE CLOSURE OF THE I-475 SOUTHBOUND RAMP FROM US-24 WESTBOUND AND EASTBOUND, TWO SETS OF PAVEMENT MARKINGS SHOWN BELOW SHALL BE INSTALLED IN THE CENTER LANE OF I-475 NORTHBOUND TO DUSSEL DR EXIT RAMP. THE MARKINGS SHOULD BE INSTALLED APPROXIMATELY 75' AND 475' FROM THE STOP LINE AT DUSSEL DR.



PAY ITEMS FOR THE INSTALLATION OF THESE ITEMS HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614E98200, WORK ZONE PAVEMENT MARKING, MISC.: ROUTE SHIELDS 2 EACH
 ITEM 614E31000, WORK ZONE ON PAVEMENT, 72", CLASS I 4 EACH

THE REMOVAL OF THESE PAVEMENT MARKINGS ONCE THE CLOSURE IS COMPLETED SHALL BE INCLUDED IN ITEM 614, MAINTAINING TRAFFIC LUMP SUM.



NOTE:
 1. OVERLAYS SHALL BE INSTALLED ON ALL EXIT GUIDE SIGNS WHEN THE EXIT RAMP WILL BE CLOSED FOR A MINIMUM OF 24 HOURS AS SPECIFIED IN MT-98.29. ALL COSTS FOR THE PRODUCTION, INSTALLATION, AND SUBSEQUENT REMOVAL OF THE OVERLAYS SHALL BE INCLUDED IN THE SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.
 2. OVERHEAD AND GROUND MOUNTED LANE USE SIGNS SHALL BE COVERED WHEN THE ENTRANCE RAMP IS CLOSED FOR A MINIMUM OF 24 HOURS.

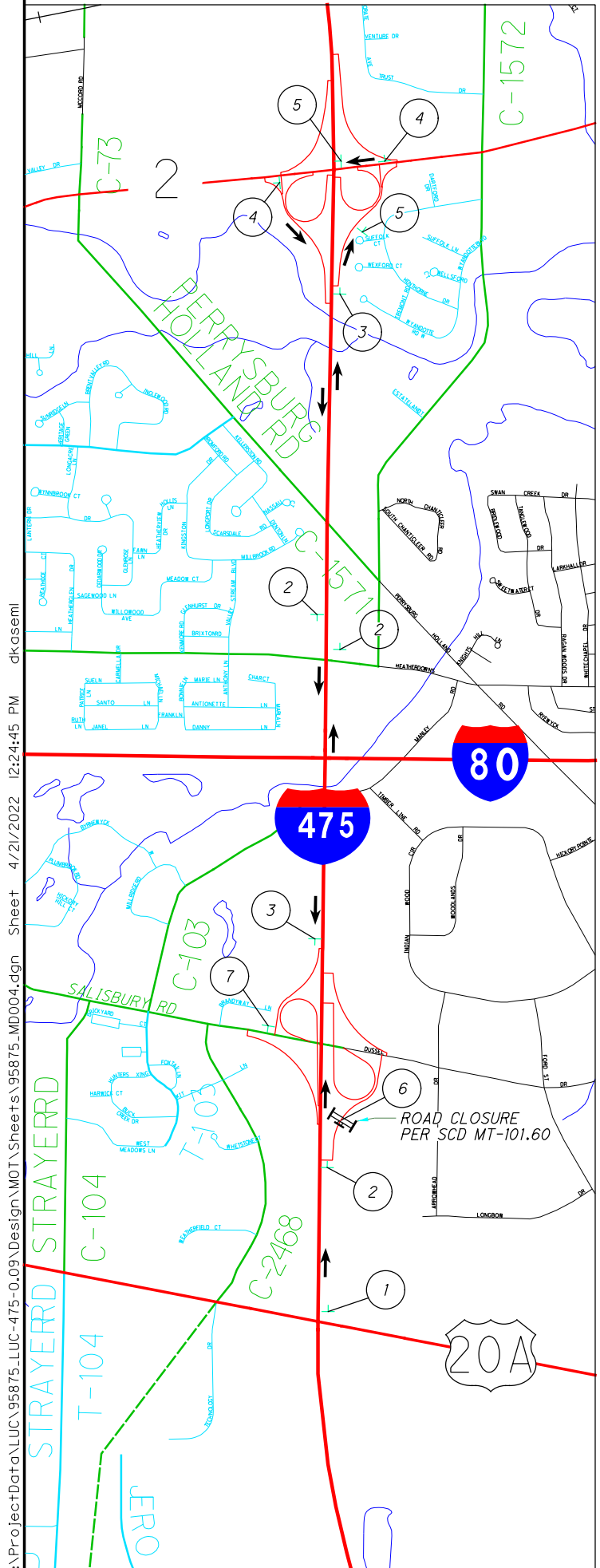
DETOUR PLAN
I-475 / US-24 INTERCHANGE

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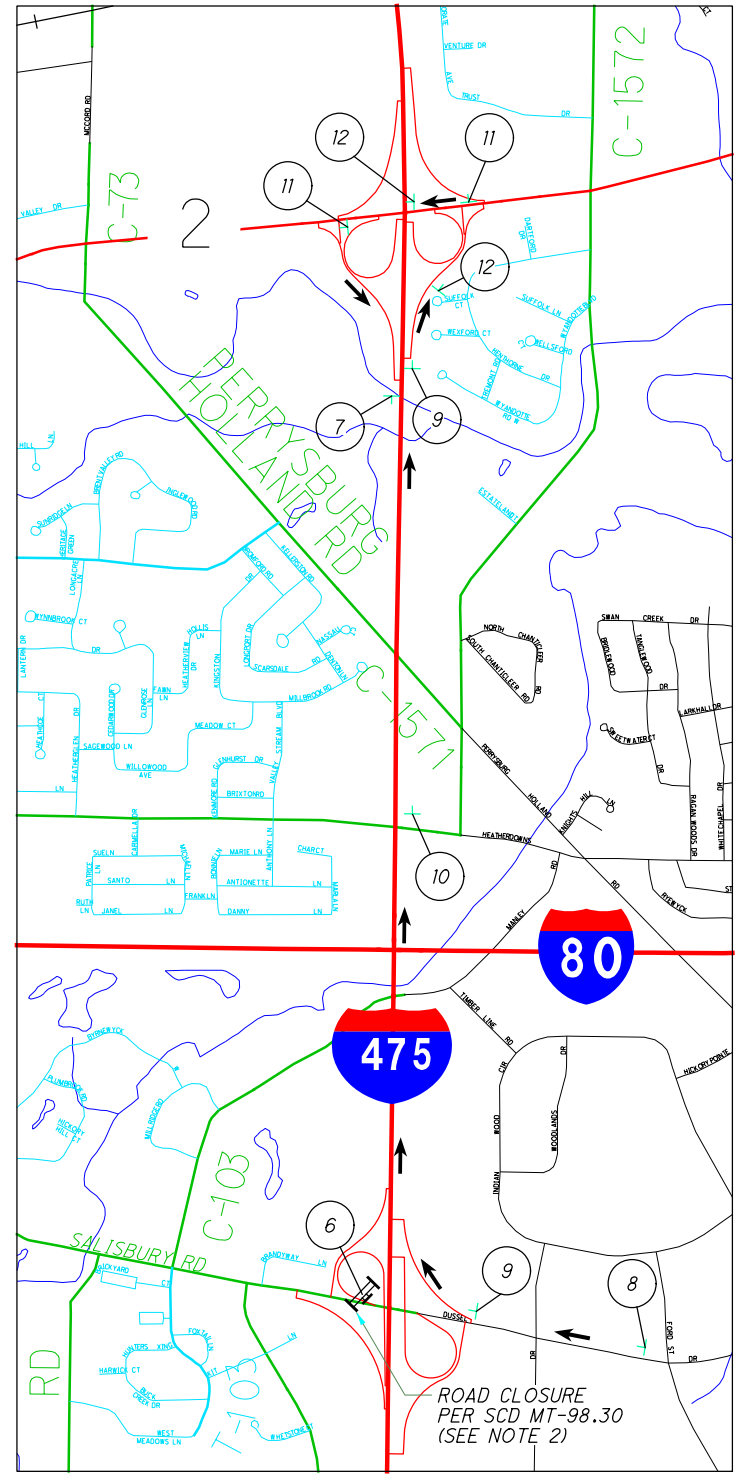
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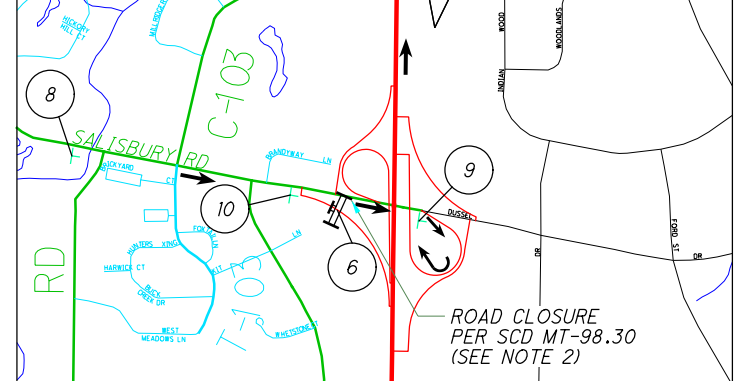
NORTHBOUND I-475 EXIT RAMP TO DUSSEL DR CLOSURE



SOUTHBOUND I-475 ENTRANCE RAMP FROM WESTBOUND DUSSEL DR CLOSURE



**SOUTHBOUND I-475 ENTRANCE RAMP FROM EASTBOUND DUSSEL DR CLOSURE
(REMAINING OF DETOUR SAME AS ABOVE)**



1 Dussel Dr D3-1-24	2 DETOUR M4-8-30 Dussel Dr D3-1-24 Salisbury Rd D3-1-24	3 DETOUR M4-8-30 Dussel Dr D3-1-24 Salisbury Rd D3-1-24	4 DETOUR M4-8-30 Dussel Dr D3-1-24 Salisbury Rd D3-1-24	
DETOUR AHEAD W20-2-48	↑ M6-3-30	↗ M6-2R-30	← M6-1L-30	
5 DETOUR M4-8-30 Dussel Dr D3-1-24 Salisbury Rd D3-1-24	6 RAMP CLOSED R11-2-48	7 END DETOUR M4-8a-24		
↙ M5-1L-30				
8 SOUTH M3-4-30 INTERSTATE 475 MI-1-30-3	9 DETOUR M4-8-30 SOUTH M3-4-30 INTERSTATE 475	10 DETOUR M4-8-30 SOUTH M3-4-30 INTERSTATE 475	11 DETOUR M4-8-30 SOUTH M3-4-30 INTERSTATE 475	12 DETOUR M4-8-30 SOUTH M3-4-30 INTERSTATE 475
DETOUR AHEAD W20-2-48	↗ M6-2R-30	↑ M6-3-30	← M6-1L-30	↙ M5-1L-30

NOTE:
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2. OVERHEAD AND GROUND MOUNTED LANE USE SIGNS SHALL BE COVERED WHEN THE ENTRANCE RAMP IS CLOSED FOR A MINIMUM OF 24 HOURS.

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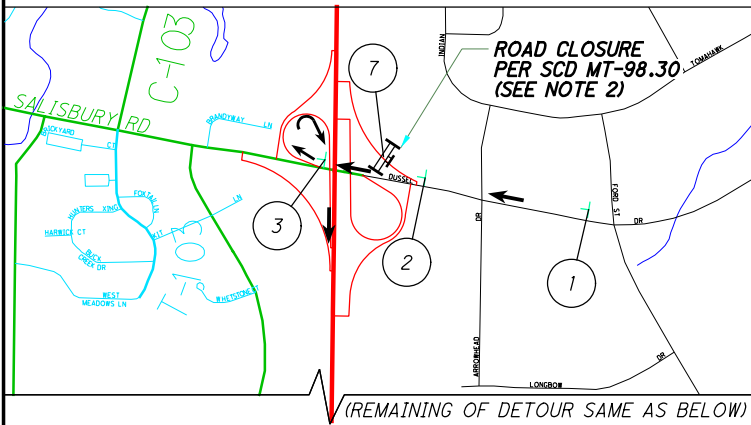
DETOUR PLAN

I-475 & DUSSEL / SALISBURY INTERCHANGE

LUC-475-0.09

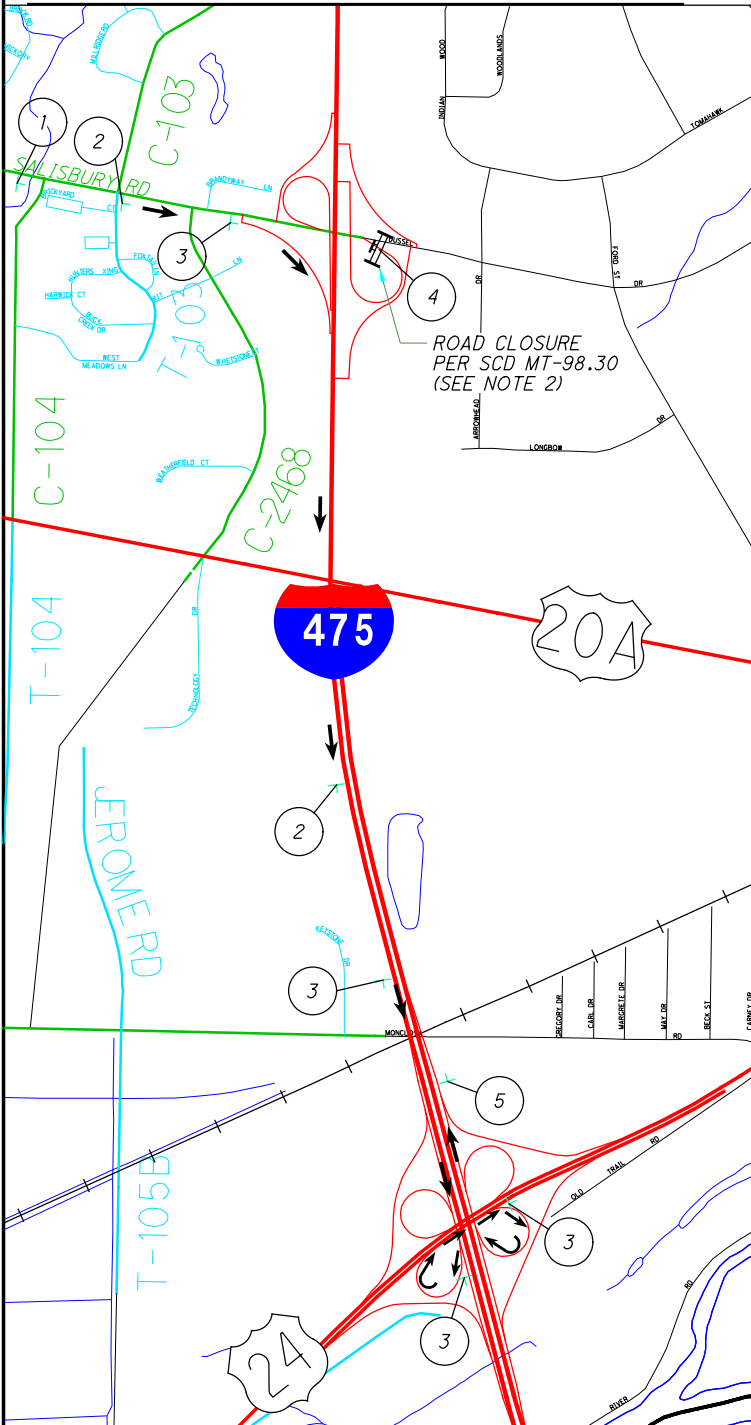
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NORTHBOUND I-475 ENTRANCE RAMP FROM WESTBOUND DUSSEL DR



①	②	③	④	⑤
NORTH	DETOUR	DETOUR	RAMP	END
M3-1-30	M4-8-30	M4-8-30	CLOSED	DETOUR
INTERSTATE	NORTH	NORTH	R11-2-48	M4-8a-24
475	M3-1-30	M3-1-30		
M1-1-30-3	INTERSTATE	INTERSTATE		
	475	475		
DETOUR	M1-1-30-3	M1-1-30-3		
AHEAD	↑	↗		
W20-2-48	M6-3-30	M6-2R-30		

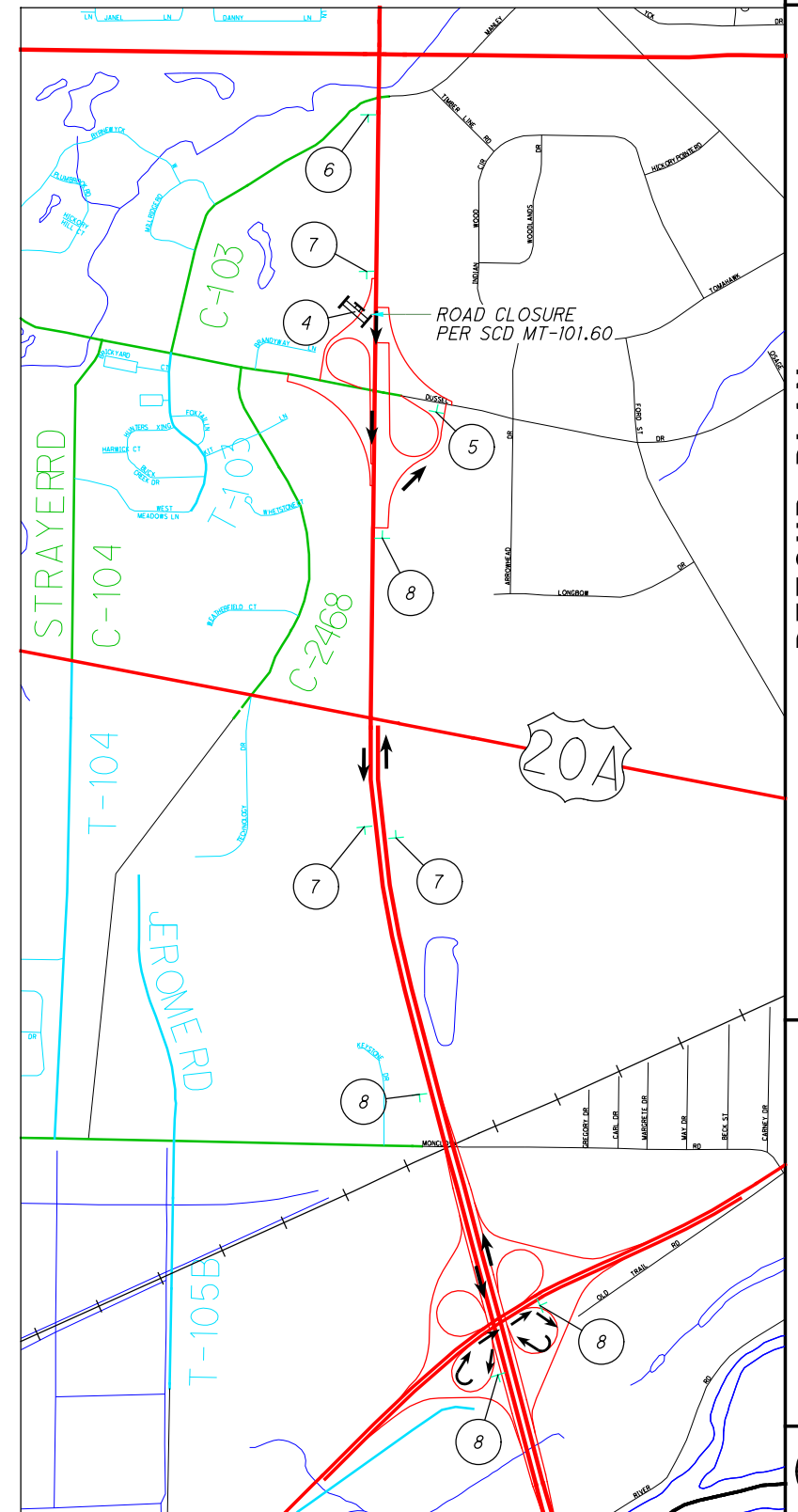
NORTHBOUND I-475 ENTRANCE RAMP FROM EASTBOUND DUSSEL DR



⑥	⑦	⑧	⑨
Dussel Dr	DETOUR	DETOUR	DETOUR
D3-1-24	M4-8-30	M4-8-30	M4-8-30
Salisbury Rd	Dussel Dr	Dussel Dr	Dussel Dr
D3-1-24	D3-1-24	D3-1-24	D3-1-24
DETOUR	Salisbury Rd	Salisbury Rd	Salisbury Rd
AHEAD	D3-1-24	D3-1-24	D3-1-24
W20-2-48	↑	↗	←
	M6-3-30	M6-2R-30	M5-1L-30

NOTE:
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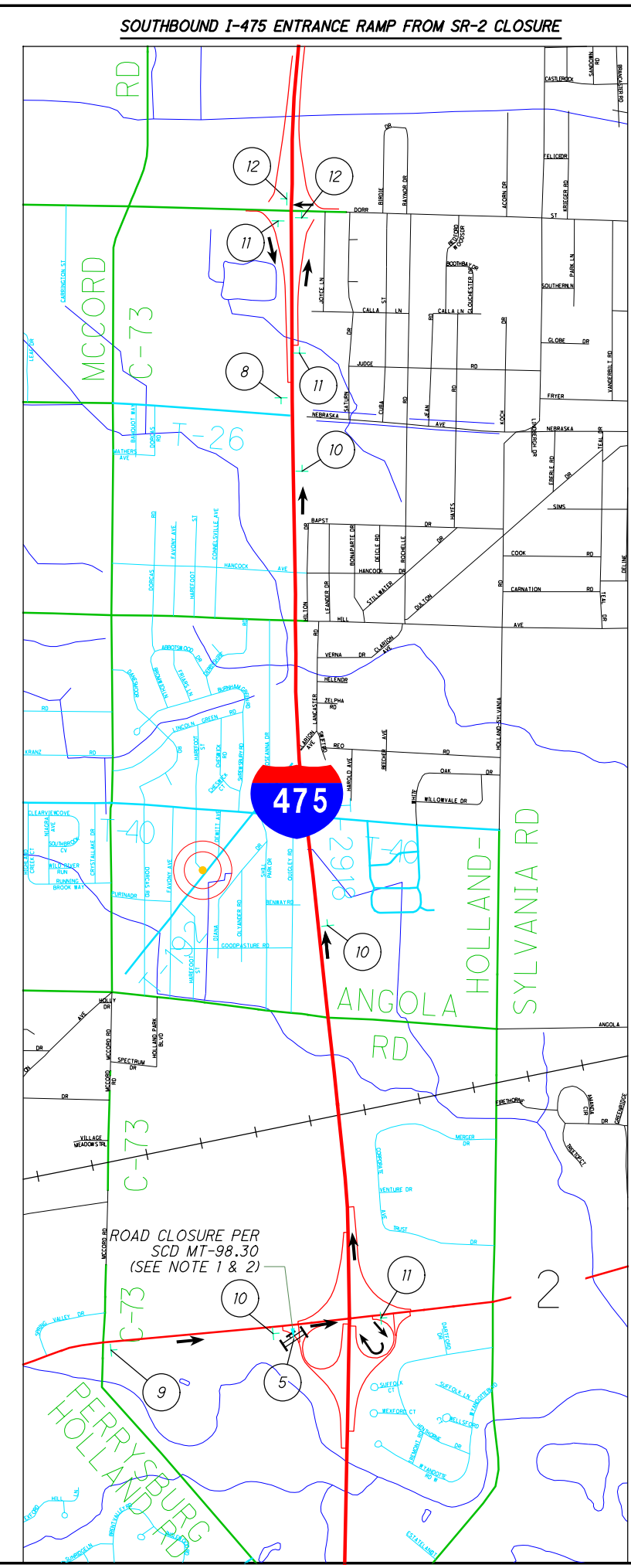
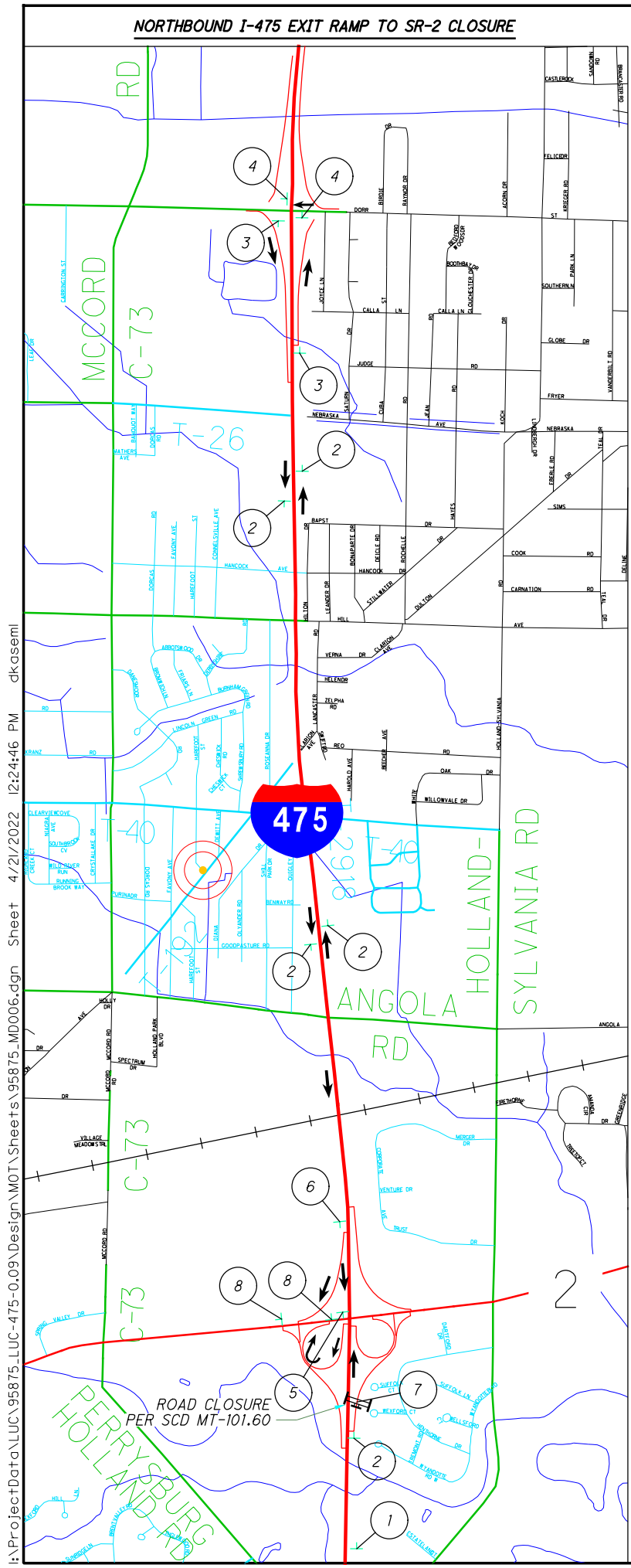
I-475 SOUTHBOUND EXIT RAMP TO DUSSEL DR CLOSURE



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 HORIZONTAL SCALE IN FEET
 CALCULATED NME CHECKED JMM

DETOUR PLAN I-475 & DUSSEL/SALISBURY INTERCHANGE

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1	2	3	4	5	6
2	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
M1-5-30-2	M4-8-30	M4-8-30	M4-8-30	M4-8-30	M4-8-30
DETOUR AHEAD	2	2	2	EAST	WEST
W20-2-48	M1-5-30-2	M1-5-30-2	M1-5-30-2	M3-2-30	M3-4-30
	↑	↗	↖	2	2
	M6-3-30	M6-2R-30	M5-3-30	M1-5-30-2	M1-5-30-2
				↗	↗
				M6-2R-30	M6-2R-30
7	8				
RAMP CLOSED	END				
R11-2-48	DETOUR				
	M4-8a-24				
9	10	11	12		
SOUTH	DETOUR	DETOUR	DETOUR		
M3-4-30	M4-8-30	M4-8-30	M4-8-30		
INTERSTATE	SOUTH	SOUTH	SOUTH		
475	M3-4-30	M3-4-30	M3-4-30		
M1-1-30-3	INTERSTATE	INTERSTATE	INTERSTATE		
	475	475	475		
DETOUR AHEAD	M1-1-30-3	M1-1-30-3	M1-1-30-3		
W20-2-48	↑	↗	↖		
	M6-3-30	M6-2R-30	M5-3-30		

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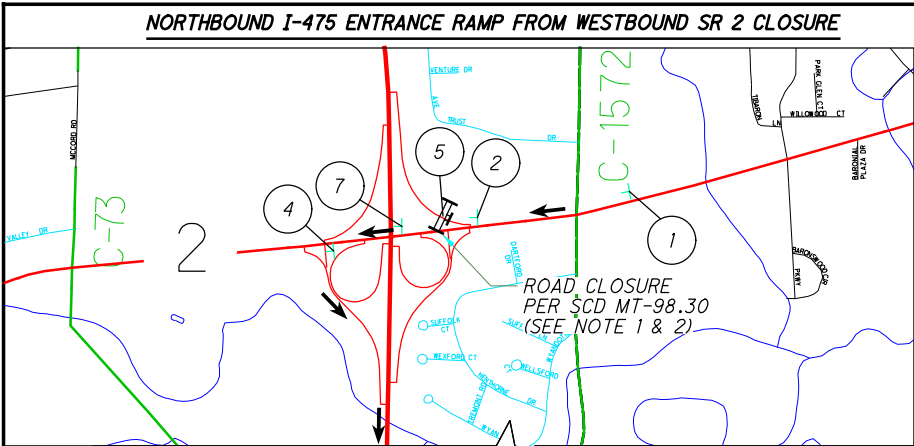
CALCULATED
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DETOUR PLAN
I-475 / SR-2 INTERCHANGE

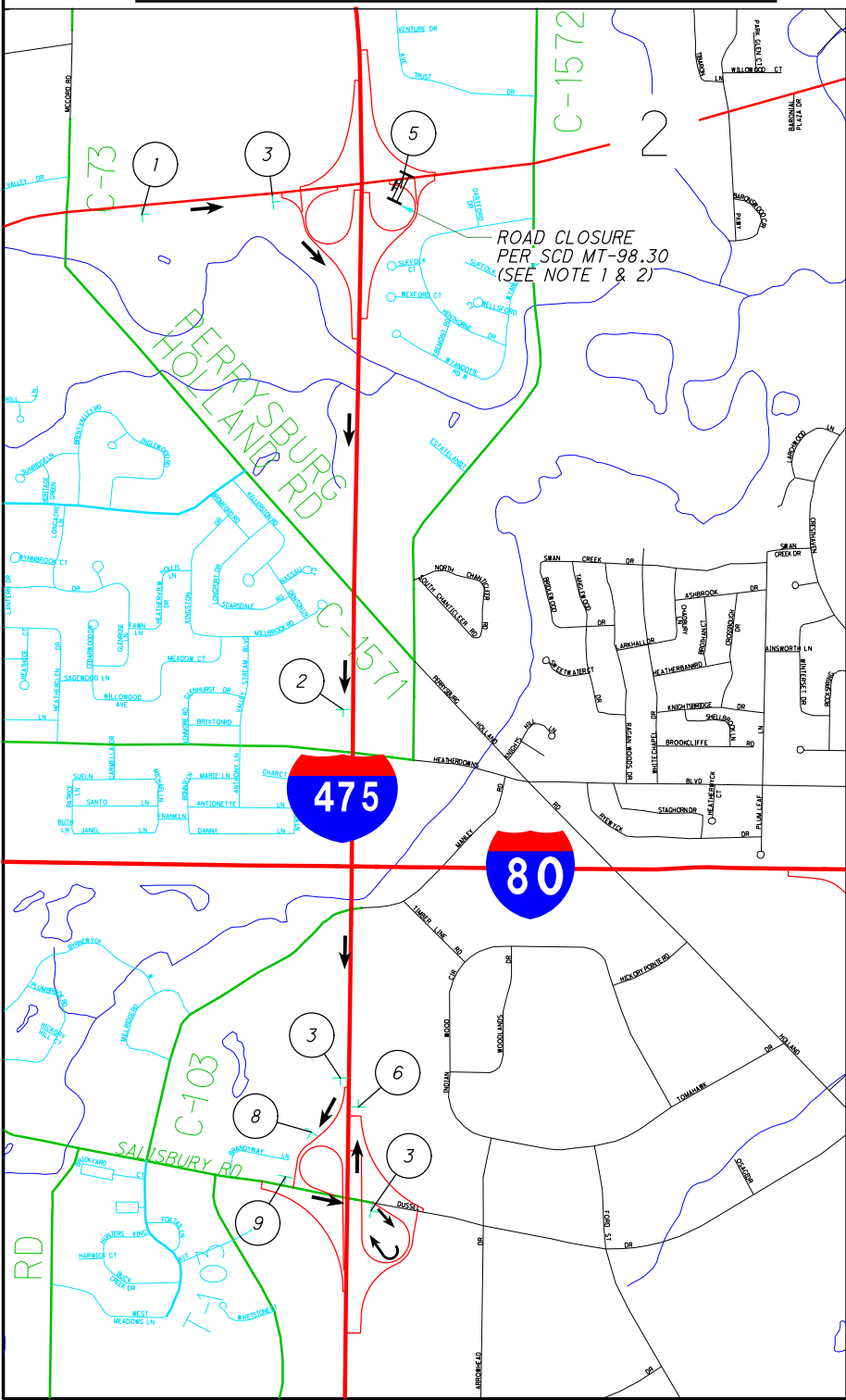
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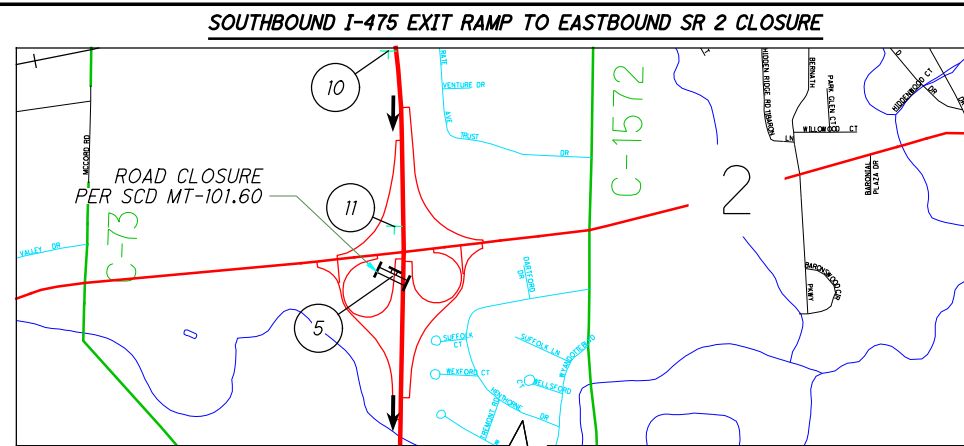
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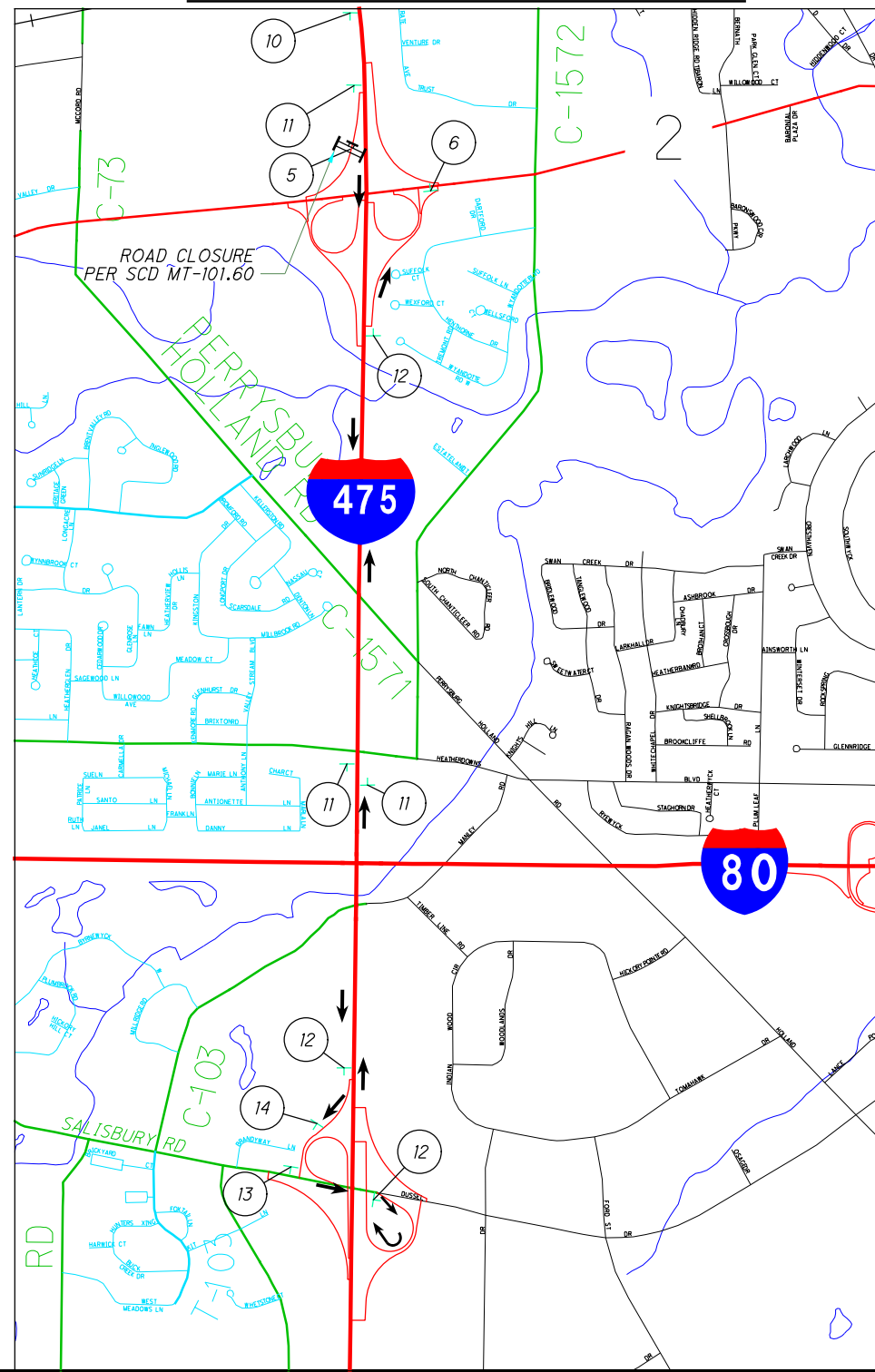
NORTHBOUND I-475 ENTRANCE RAMP FROM WESTBOUND SR 2 CLOSURE



NORTHBOUND I-475 ENTRANCE RAMP FROM EASTBOUND SR 2 CLOSURE



SOUTHBOUND I-475 EXIT RAMP TO EASTBOUND SR 2 CLOSURE



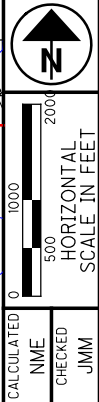
SOUTHBOUND I-475 EXIT RAMP TO WESTBOUND SR 2 CLOSURE

1	2	3	4	5	6
NORTH	DETOUR	DETOUR	DETOUR	RAMP CLOSED	END
M3-1-30	M4-8-30	M4-8-30	M4-8-30	R11-2-48	DETOUR
INTERSTATE	NORTH	NORTH	NORTH		M4-8a-24
475	M3-1-30	M3-1-30	M3-1-30		
MI-1-30-3	INTERSTATE	INTERSTATE	INTERSTATE		
	475	475	475		
DETOUR	MI-1-30-3	MI-1-30-3	MI-1-30-3		
AHEAD	↑	↗	←		
W20-2-48	M6-3-30	M6-2R-30	M6-1L-30		

7	8	9
DETOUR	DETOUR	DETOUR
M4-8-30	M4-8-30	M4-8-30
NORTH	NORTH	NORTH
M3-1-30	M3-1-30	M3-1-30
INTERSTATE	INTERSTATE	INTERSTATE
475	475	475
MI-1-30-3	MI-1-30-3	MI-1-30-3
←	←	←
M5-1L-30	M5-1L-30	M6-1L-30
	CENTER	CENTER
	LANE	LANE
	M5-5-24	M5-5-24

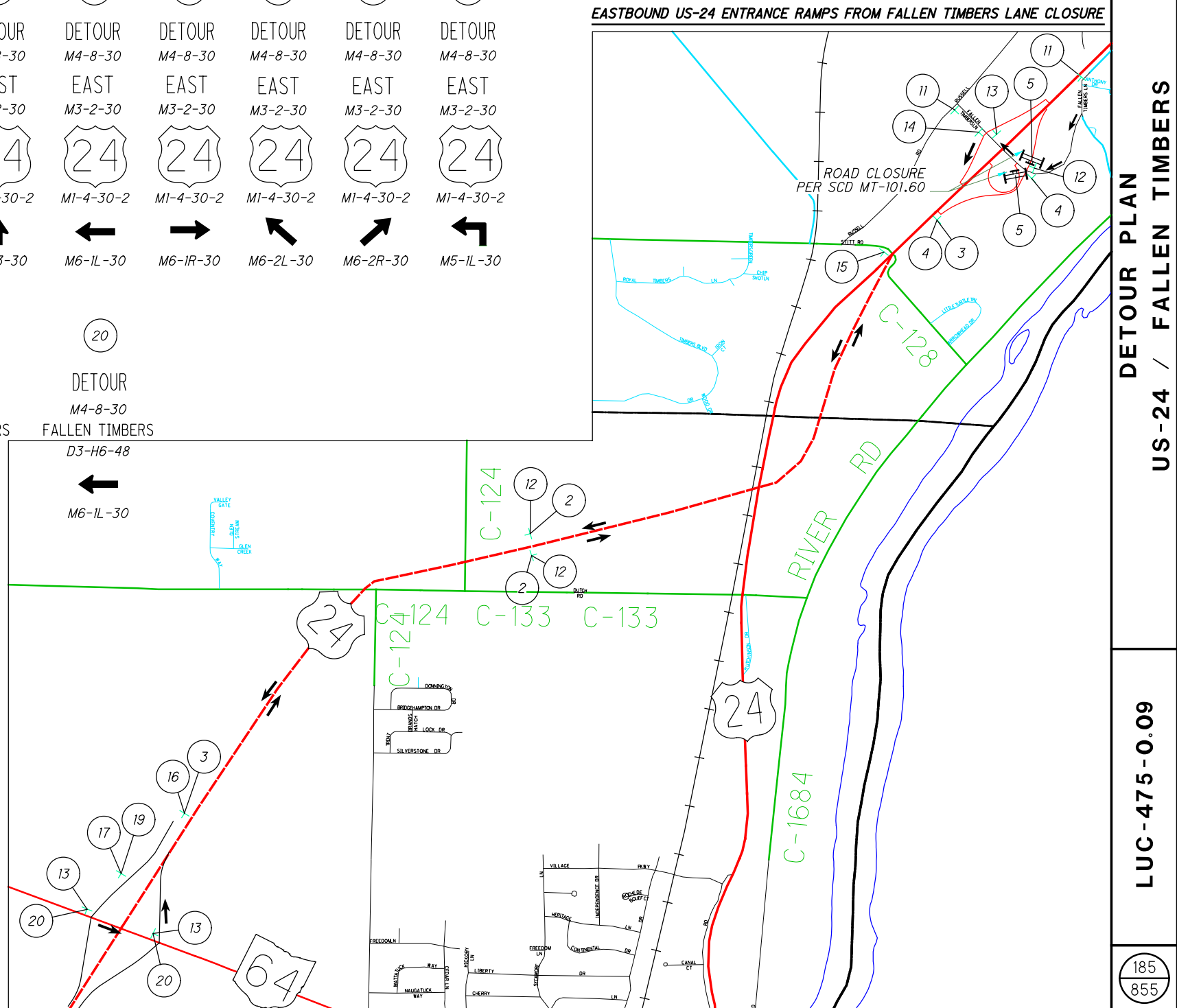
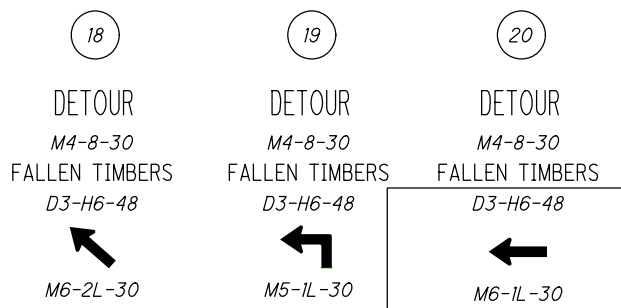
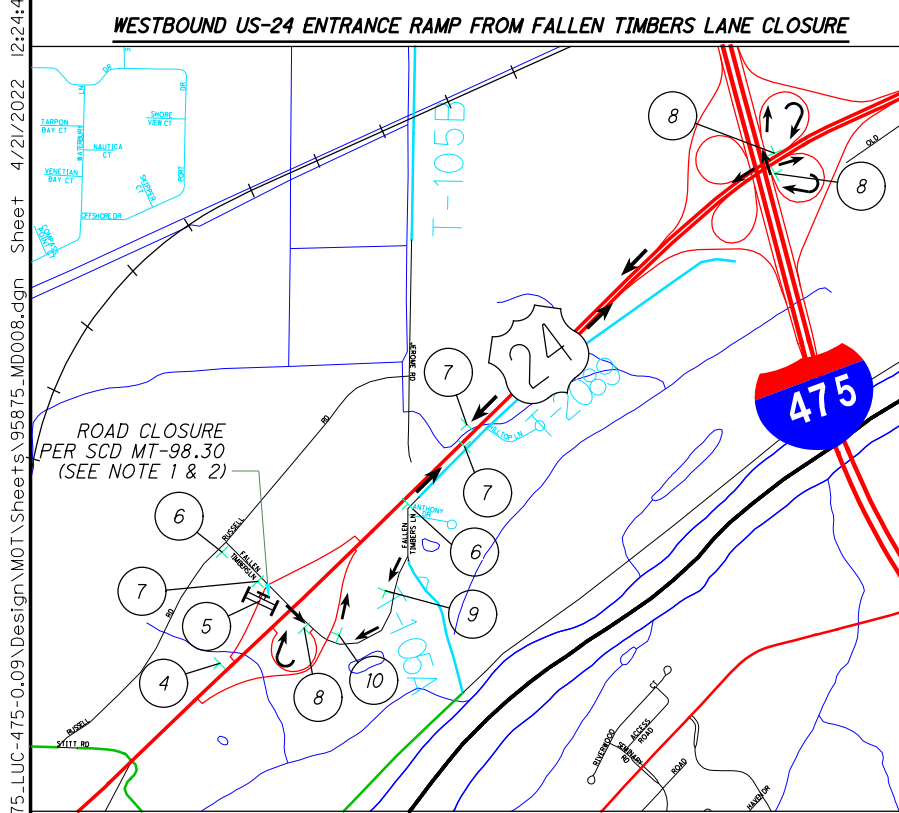
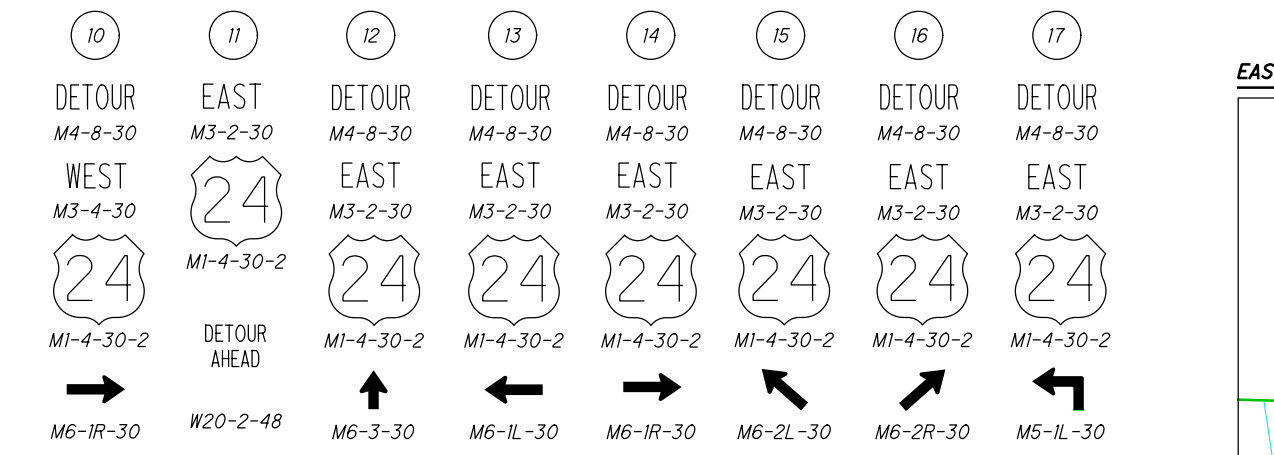
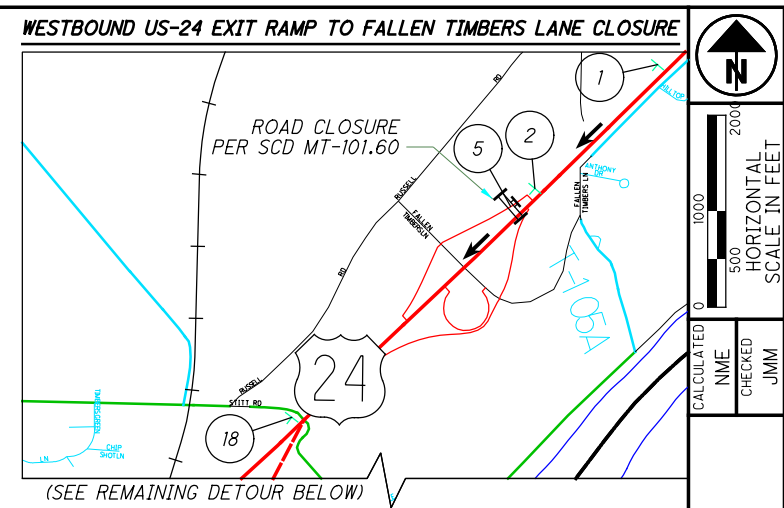
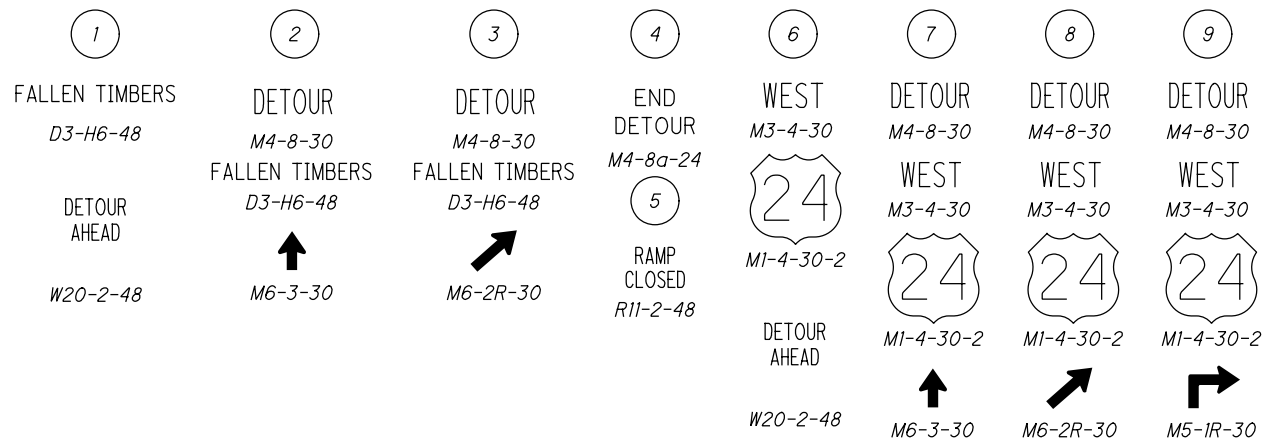
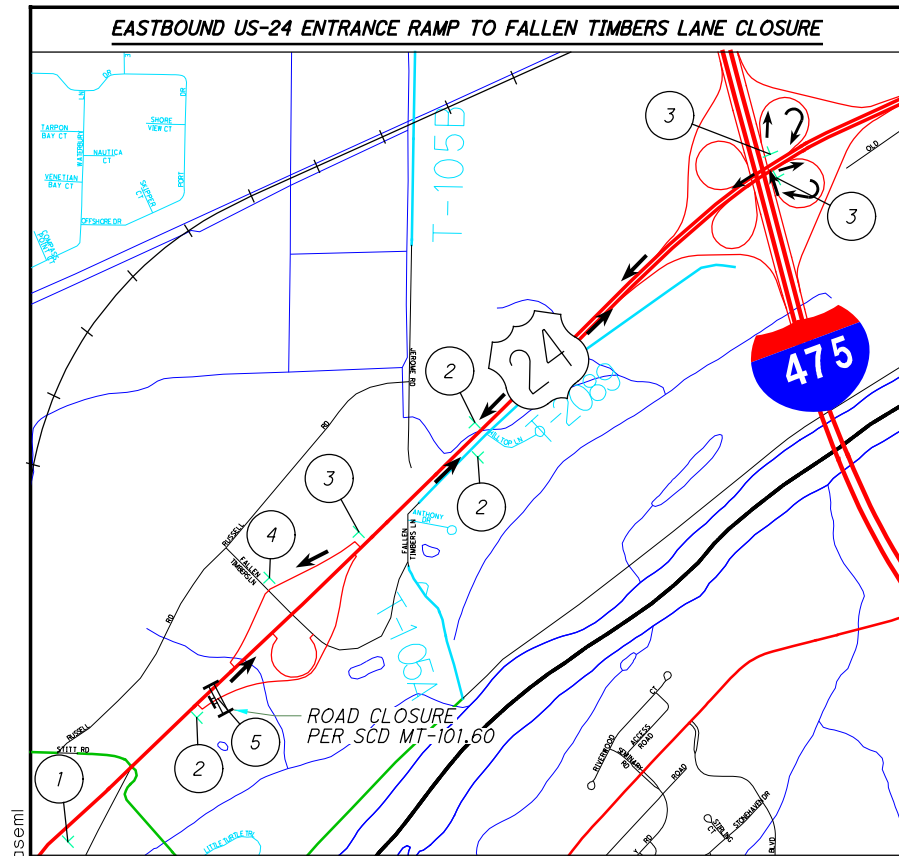
10	11	12	13	14
2	DETOUR	DETOUR	DETOUR	DETOUR
MI-5-30-2	M4-8-30	M4-8-30	M4-8-30	M4-8-30
	2	2	2	2
DETOUR	MI-5-30-2	MI-5-30-2	MI-5-30-2	MI-5-30-2
AHEAD	↑	↗	←	←
W20-2-48	M6-3-30	M6-2R-30	M6-1L-30	M5-1L-30
			CENTER	CENTER
			LANE	LANE
			M5-5-24	M5-5-24

NOTE:
 1. OVERLAYS SHALL BE INSTALLED ON ALL EXIT GUIDE SIGNS WHEN THE EXIT RAMP WILL BE CLOSED FOR A MINIMUM OF 24 HOURS AS SPECIFIED IN MT-98.29. ALL COSTS FOR THE PRODUCTION, INSTALLATION, AND SUBSEQUENT REMOVAL OF THE OVERLAYS SHALL BE INCLUDED IN THE SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.
 2. OVERHEAD AND GROUND MOUNTED LANE USE SIGNS SHALL BE COVERED WHEN THE ENTRANCE RAMP IS CLOSED FOR A MINIMUM OF 24 HOURS.



DETOUR PLAN
 I-475 / SR 2 INTERCHANGE

LUC-475-0.09
 184
 855



NOTE:
 1. OVERLAYS SHALL BE INSTALLED ON ALL EXIT GUIDE SIGNS WHEN THE EXIT RAMP WILL BE CLOSED FOR A MINIMUM OF 24 HOURS AS SPECIFIED IN MT-98.29. ALL COSTS FOR THE PRODUCTION, INSTALLATION, AND SUBSEQUENT REMOVAL OF THE OVERLAYS SHALL BE INCLUDED IN THE SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.
 2. OVERHEAD AND GROUND MOUNTED LANE USE SIGNS SHALL BE COVERED WHEN THE ENTRANCE RAMP IS CLOSED FOR A MINIMUM OF 24 HOURS.

I:\ProjectData\LUC-475-0.09\Design\M0T\Sheets\95875.MD008.dgn Sheet 4/21/2022 12:24:47 PM akaseml

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JMM

HORIZONTAL
SCALE IN FEET

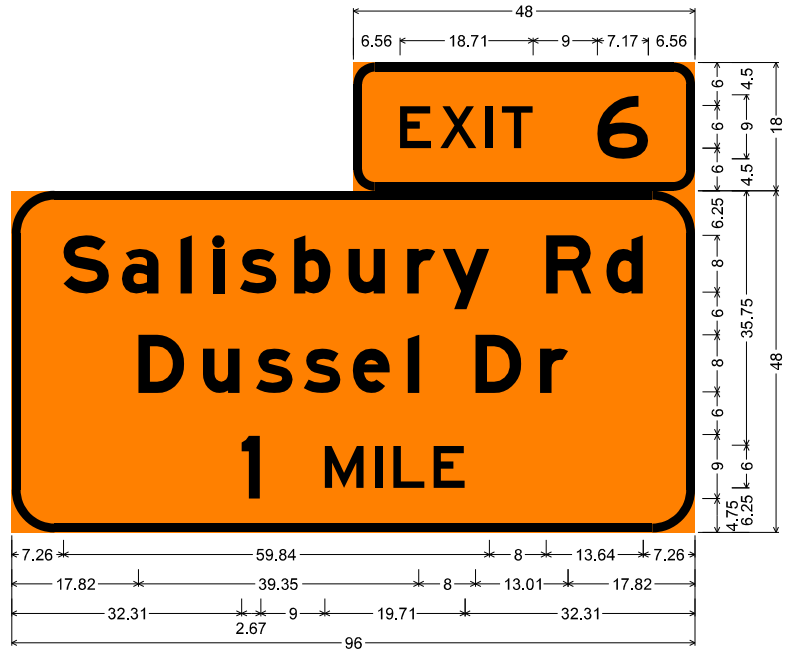
DETOUR PLAN

US-24 / FALLEN TIMBERS

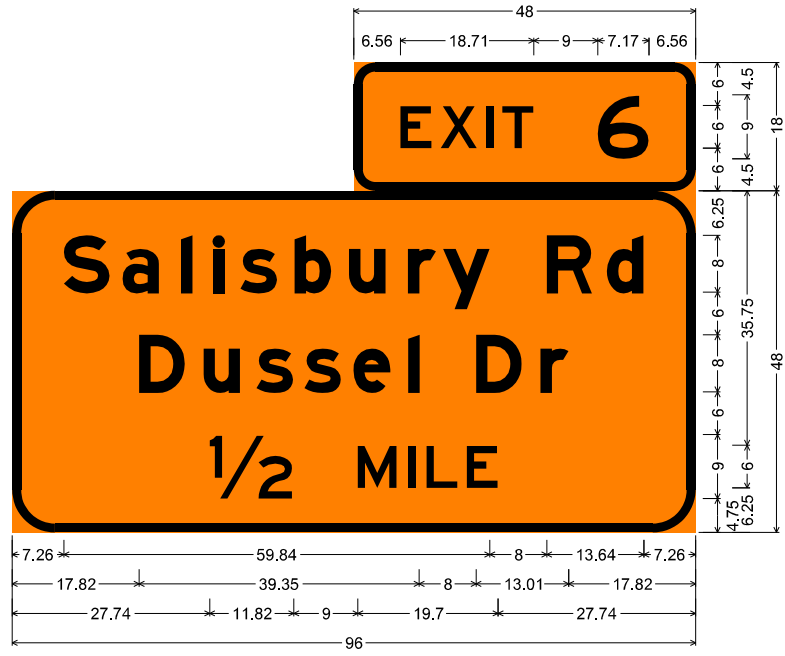
LUC-475-0.09

185
855

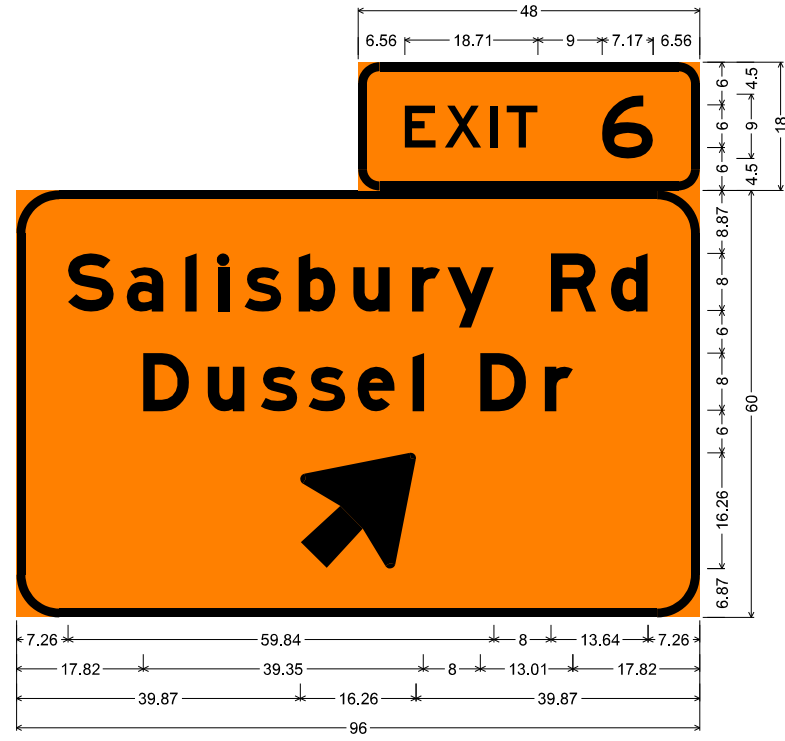
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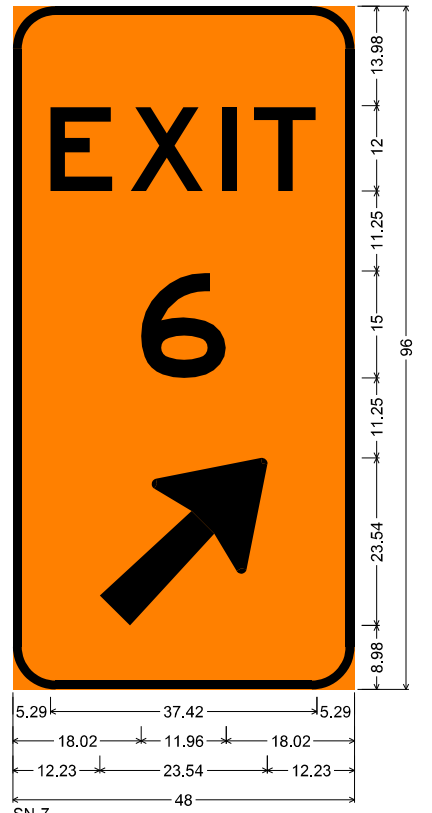
SN-1, SN-2
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 6", E;
6.00" Radius, 1.25" Border, Black on Orange;
"Salisbury Rd", E Mod; "Dussel Dr", E Mod; "1 MILE", E;



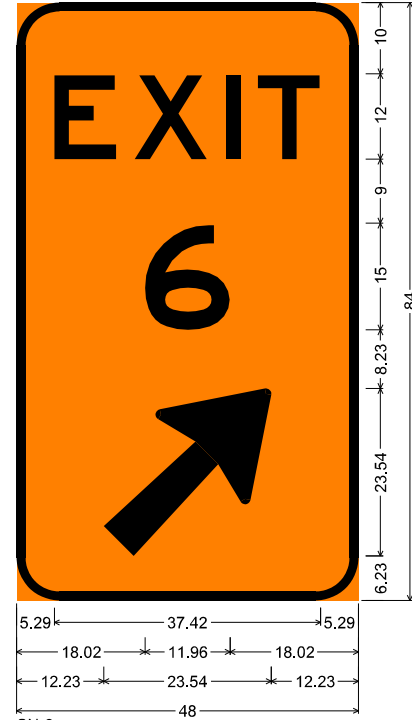
SN-3, SN-4
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 6", E;
6.00" Radius, 1.25" Border, Black on Orange;
"Salisbury Rd", E Mod; "Dussel Dr", E Mod; "1/2 MILE", E;



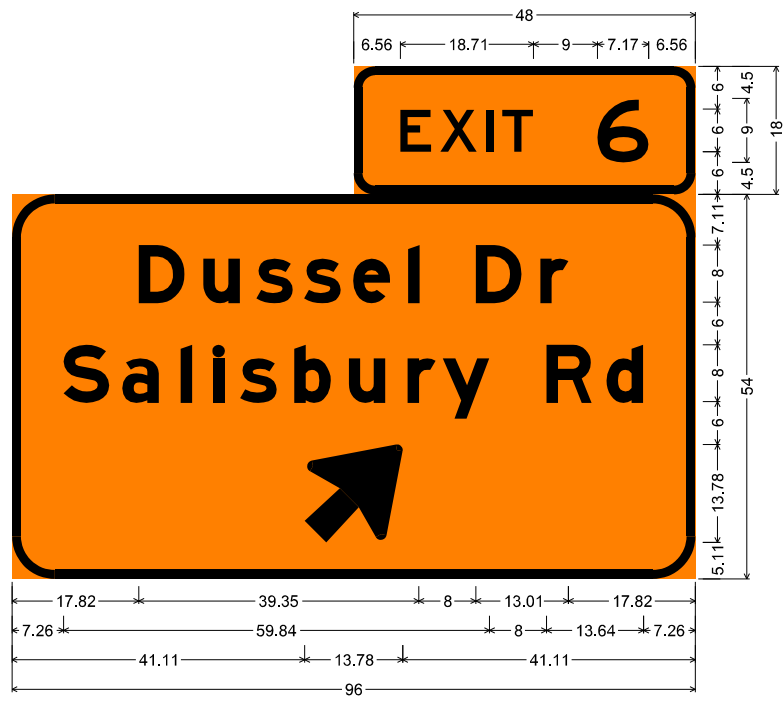
SN-5, SN-6
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 6", E;
6.00" Radius, 1.25" Border, Black on Orange;
"Salisbury Rd", E Mod; "Dussel Dr", E Mod; Arrow B-3 - 20.00" 45°;



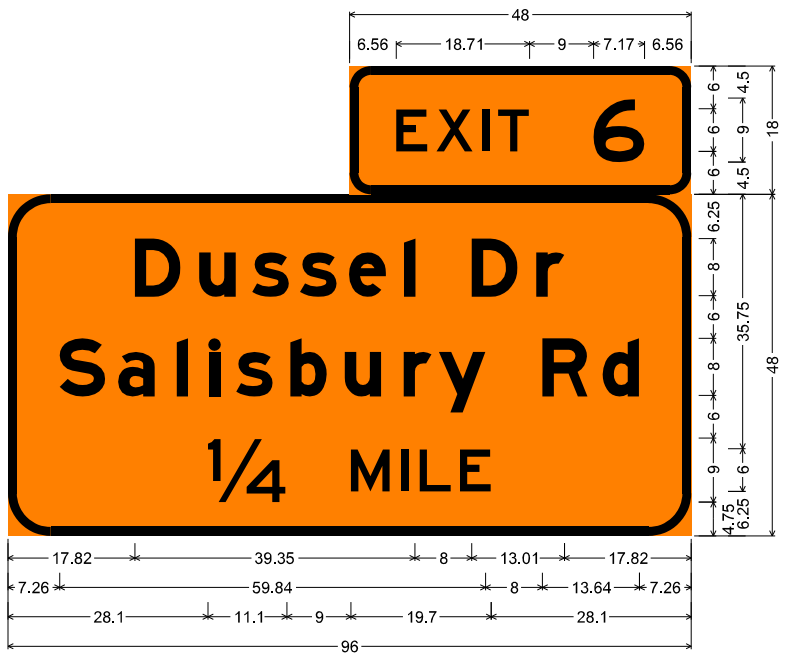
SN-7
6.00" Radius, 1.25" Border, Black on Orange;
"EXIT", E; "6", E;
Arrow A-2 - 30.00" 45°;



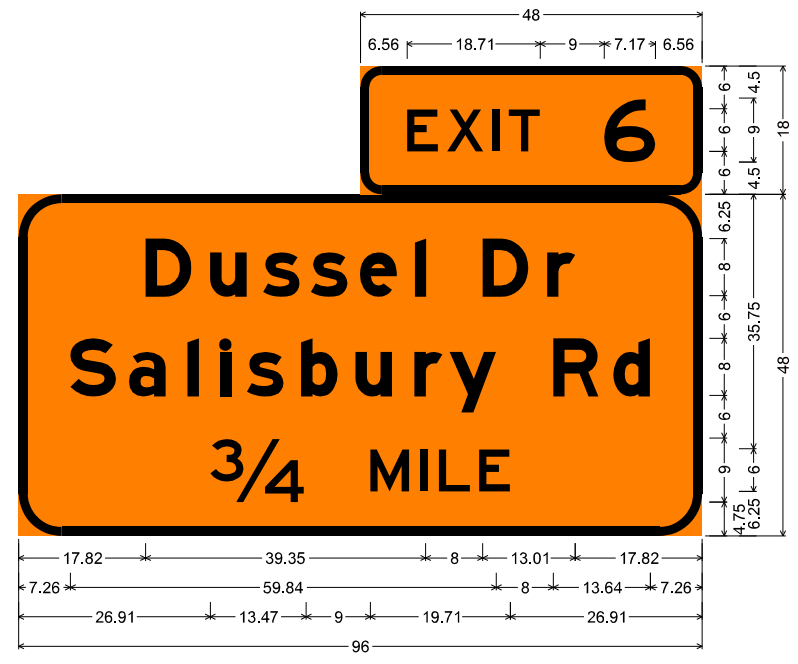
SN-8
6.00" Radius, 1.25" Border, Black on Orange;
"EXIT", E; "6", E;
Arrow A-2 - 30.00" 45°;



SN-9, SN-10
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 6", E;
6.00" Radius, 1.25" Border, Black on Orange;
"Dussel Dr", E Mod; "Salisbury Rd", E Mod; Arrow B-4 - 17.00" 45°;



SN-11, SN-12
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 6", E;
6.00" Radius, 1.25" Border, Black on Orange;
"Dussel Dr", E Mod; "Salisbury Rd", E Mod; "1/4 MILE", E;

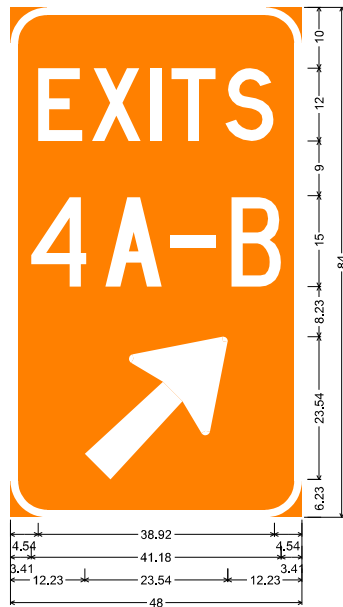


SN-13, SN-14
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 6", E;
6.00" Radius, 1.25" Border, Black on Orange;
"Dussel Dr", E Mod; "Salisbury Rd", E Mod; "3/4 MILE", E;

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MAINTENANCE OF TRAFFIC SIGNING DETAILS

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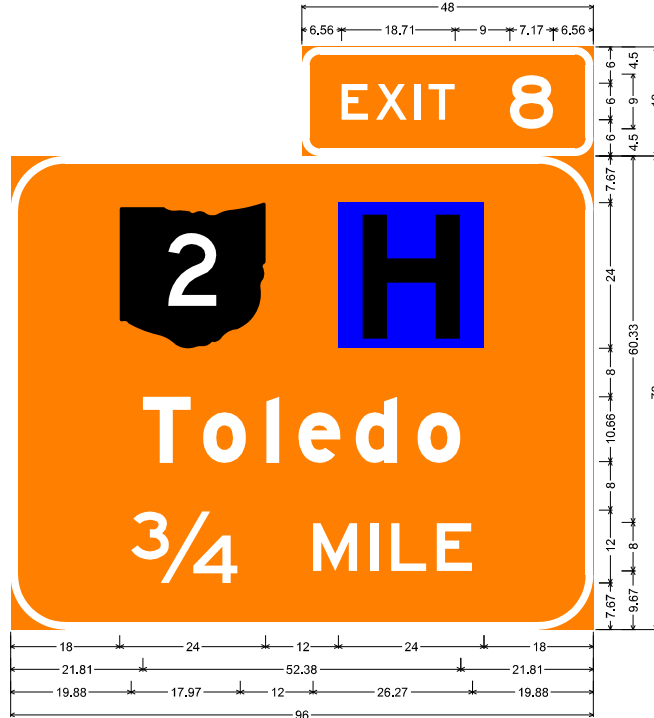
SN-101, SN-116
6.00" Radius, 1.25" Border, Black on Orange;
[EXITS] D 70% spacing;
[4A-B] C 80% spacing;
Arrow A-2 - 30.00" 45";



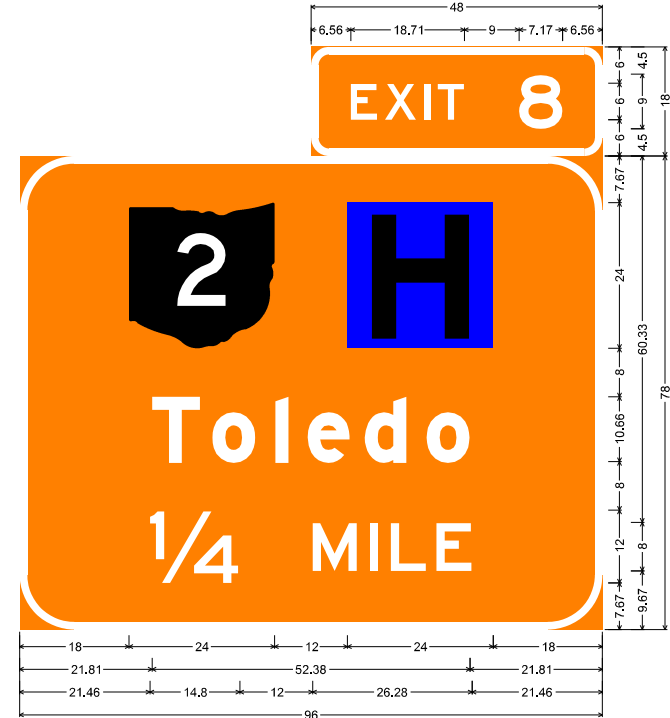
SN-102, SN-108, SN-113, SN-114, SN-124
6.00" Radius, 1.25" Border, Black on Orange;
[EXIT 4A] E; [E]; [AST] E; US 24 M1-4;
Arrow B-4 - 17.00" 45";



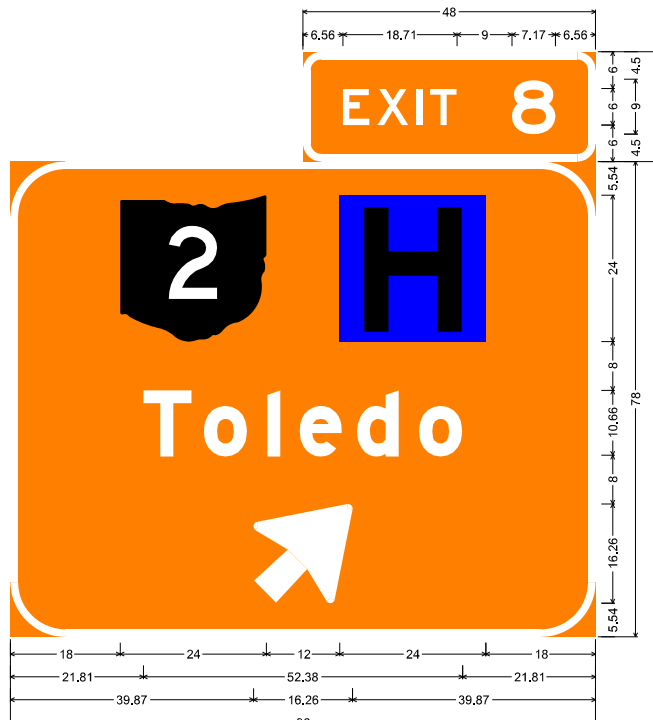
SN-103, SN-115, SN-125
6.00" Radius, 1.25" Border, Black on Orange;
[EXIT 4B] E; [W] E; [EST] E; US 24 M1-4;
Arrow B-4 - 17.00" 45";



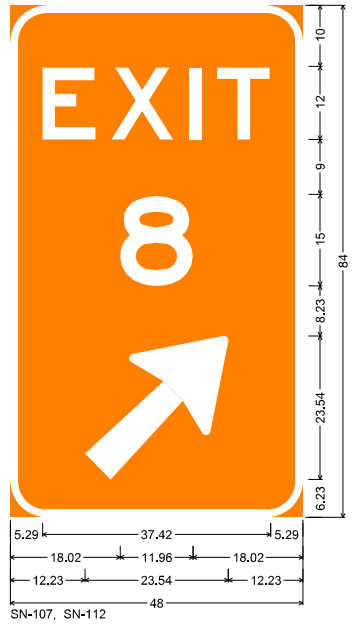
SN-104, SN-109
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 8", E;
9.00" Radius, 1.25" Border, Black on Orange;
State Highway 2 M1-H5-24-2; Rectangle Blue;
"Toledo", E Mod: "3/4 MILE", E;



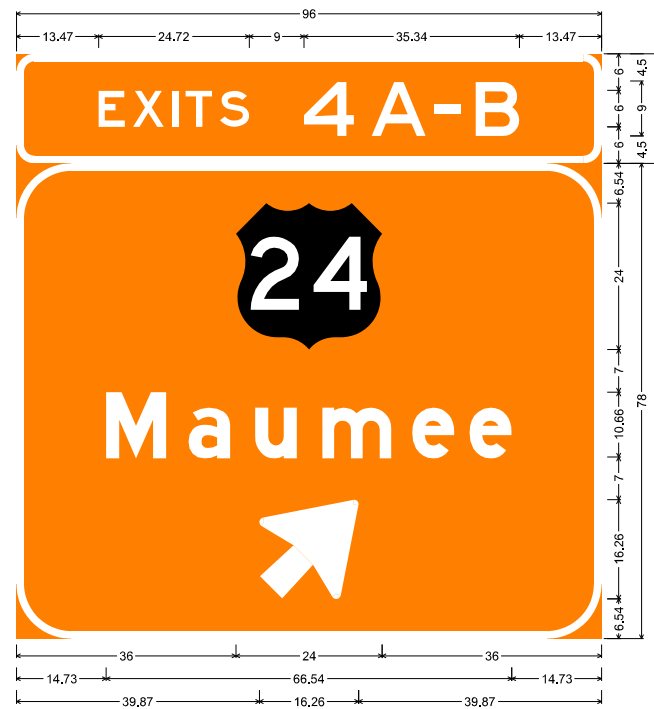
SN-105, SN-110
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 8", E;
9.00" Radius, 1.25" Border, Black on Orange;
State Highway 2 M1-H5-24-2; Rectangle Blue;
"Toledo", E Mod: "1/4 MILE", E;



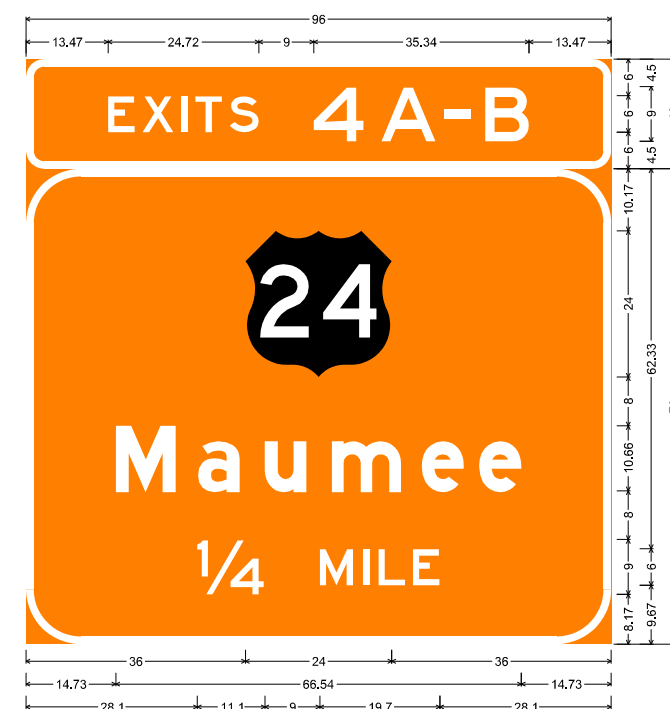
SN-106, SN-111
3.00" Radius, 1.25" Border, Black on Orange;
"EXIT 8", E;
9.00" Radius, 1.25" Border, Black on Orange;
State Highway 2 M1-H5-24-2; Rectangle Blue;
"Toledo", E Mod; Arrow B-3 - 20.00" 45";



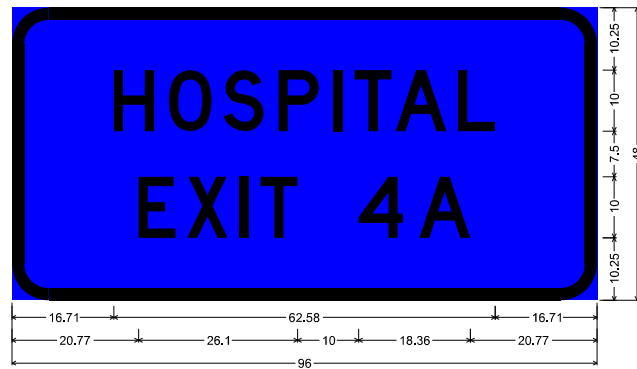
SN-107, SN-112
6.00" Radius, 1.25" Border, Black on Orange;
"EXIT", E; "8", E; Arrow A-2 - 30.00" 45";



SN-117
3.00" Radius, 1.25" Border, Black on Orange;
"EXITS 4A-B", E;
9.00" Radius, 1.25" Border, Black on Orange;
US 24 M1-4; "Maumee", E Mod; Arrow B-3 - 20.00" 45";



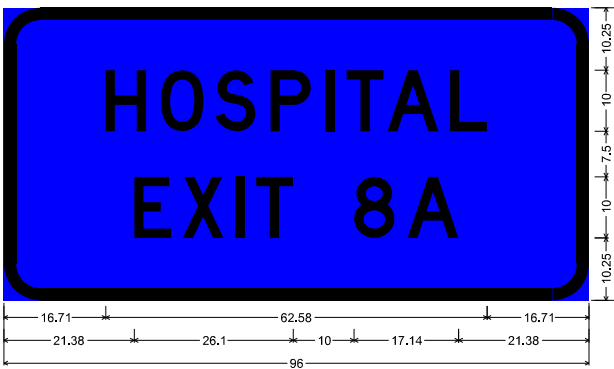
SN-118
3.00" Radius, 1.25" Border, Black on Orange;
"EXITS 4A-B", E;
9.00" Radius, 1.25" Border, Black on Orange;
US 24 M1-4; "Maumee", E Mod: "1/4 MILE", E;



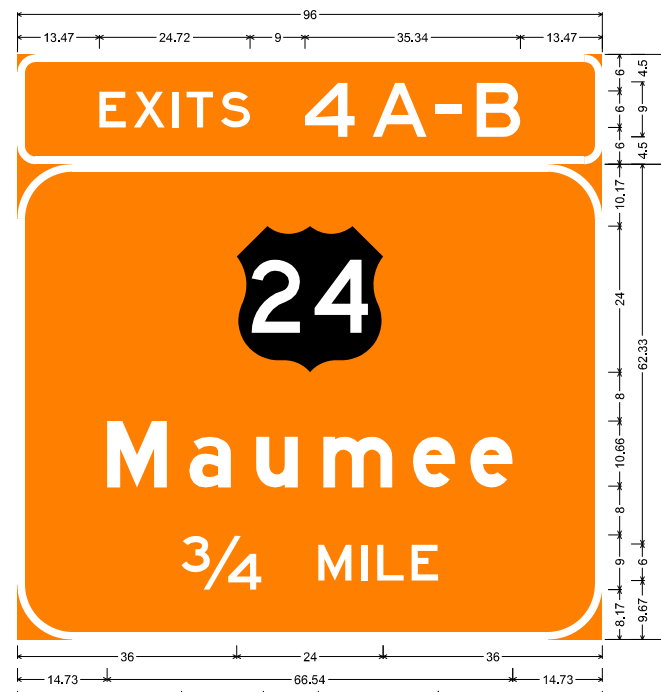
SN-119
6.00" Radius, 2.00" Border, White on Blue;
"HOSPITAL", D; "EXIT 4A", D;



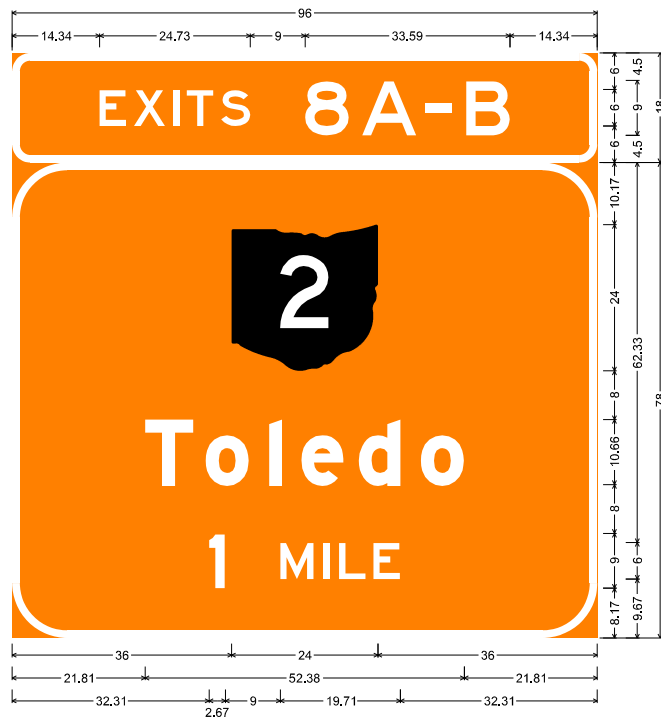
SN-129 LOCATED APPROX. AT SLM 5.87
No border, White on Orange;
"1/2 MILE" Black, E;



SN-130 LOCATED APPROX. AT SLM 6.10
6.00" Radius, 2.00" Border, White on Blue;
"HOSPITAL", D; "EXIT 8A", D;



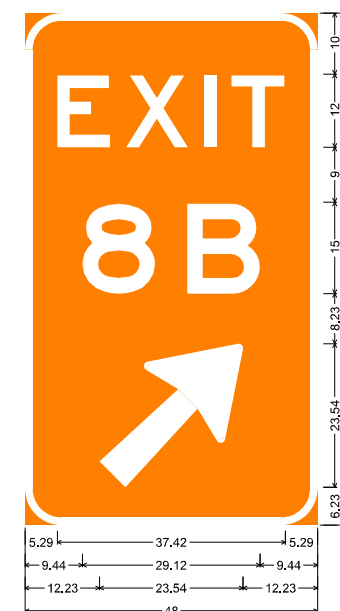
SN-120
3.00" Radius, 1.25" Border, Black on Orange;
"EXITS 4A-B", E;
9.00" Radius, 1.25" Border, Black on Orange;
US 24 M1-4; "Maumee", E Mod; "3/4 MILE", E;



SN-131 LOCATED APPROX. AT SLM 6.56
3.00" Radius, 1.25" Border, Black on Orange;
"EXITS 8A-B", E;
9.00" Radius, 1.25" Border, Black on Orange;
State Highway 2 M1-H5-24-2; "Toledo", E Mod; "1 MILE", E;



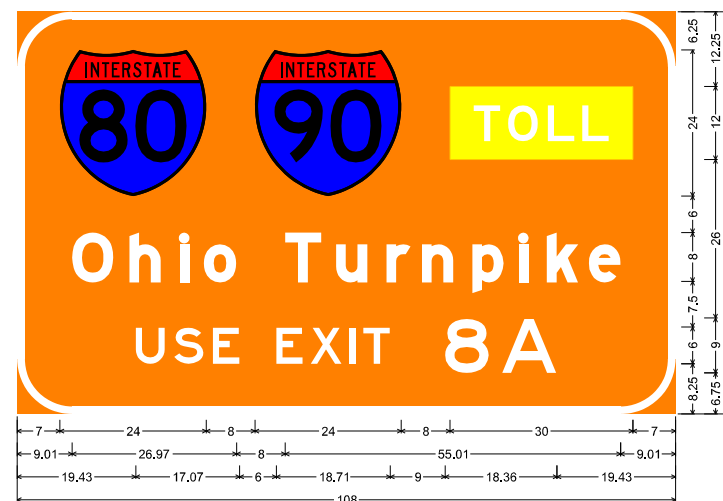
SN-121, SN-126
6.00" Radius, 1.25" Border, Black on Orange;
"EXIT", E; "8A", E; Arrow A-2 - 30.00" 45";



SN-122, SN-127
6.00" Radius, 1.25" Border, Black on Orange;
"EXIT", E; "8B", E; Arrow A-2 - 30.00" 45";



SN-123, SN-128
6.00" Radius, 1.25" Border, Black on Orange;
"EXITS", D 70% spacing;
"8A-B", C 80% spacing;
Arrow A-2 - 30.00" 45";



SN-132 LOCATED APPROX. AT SLM 6.71
9.00" Radius, 1.25" Border, Black on Orange;
Interstate 80 M1-1; Interstate 90 M1-1; Rectangle Yellow;
"Ohio Turnpike", E Mod; "USE EXIT 8A", E;

I:\Project\Data\LUC-475-0.09\Design\Roadway\Sheets\95875_G000.dgn Sheet 4/13/2022 8:43:31 AM jbidinge

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
29	32	35	69	209	210	211	214	217	218	235	601	03/IMS/PV	04/IMS/BR							
																		ROADWAY		
														2	202	20010	2	EACH	HEADWALL REMOVED	
															202	23000	242,348	SY	PAVEMENT REMOVED	
														6,332	202	30700	6,332	FT	CONCRETE BARRIER REMOVED	
														437	202	32000	437	FT	CURB REMOVED	
															202	35100	972	FT	PIPE REMOVED, 24" AND UNDER	
															202	35200	864	FT	PIPE REMOVED, OVER 24"	
														18,440	202	38000	18,440	FT	GUARDRAIL REMOVED	
														100	202	38300	100	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
														20	202	42010	20	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
														16	202	42040	16	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
														4	202	42050	4	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B	
														36	202	47000	36	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
														4	202	47800	4	EACH	IMPACT ATTENUATOR REMOVED	
															202	58000	4	EACH	MANHOLE REMOVED	
															202	58100	29	EACH	CATCH BASIN REMOVED	
															202	58200	10	EACH	INLET REMOVED	
															202	60010	18	EACH	MONUMENT ASSEMBLY REMOVED	
															SPECIAL	20270000	2,090	FT	FILL AND PLUG EXISTING CONDUIT	30
															202	75001	4,643	FT	FENCE REMOVED, AS PER PLAN	599
															203	10000	168,582	CY	EXCAVATION	
															203	20000	196,254	CY	EMBANKMENT	
															203	35100	920	CY	GRANULAR MATERIAL, TYPE A	
															203	35110	1,914	CY	GRANULAR MATERIAL, TYPE B	
															203	35130	5,604	CY	GRANULAR MATERIAL, TYPE D	
															SPECIAL	20365000	4	EACH	SETTLEMENT PLATFORM	32
															204	13000	920	CY	EXCAVATION OF SUBGRADE	
															204	45000	167	hour	PROOF ROLLING	
															204	50000	1,850	SY	GEOTEXTILE FABRIC	
															206	10500	8,653.25	TON	CEMENT	
															206	11000	345,190	SY	CURING COAT	
															206	15010	347,040	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
														LS	206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	29
															209	60500	14	MILE	LINEAR GRADING	
															SPECIAL	60610210	166,339	SF	NOISE BARRIER (REFLECTIVE)	599
														7,575	606	15050	14,238	FT	GUARDRAIL, TYPE MGS	
															606	15150	75	FT	GUARDRAIL, TYPE MGS HALF POST SPACING	
														300	606	15550	550	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
														3	606	26000	5	EACH	ANCHOR ASSEMBLY, TYPE B	
														9	606	26150	20	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
														13	606	26500	29	EACH	ANCHOR ASSEMBLY, TYPE T	
														12	606	35002	19	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
														5	606	35100	9	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2	
														18,938	SPECIAL	60655010	21,807	FT	CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	30
														9	SPECIAL	60655150	12	EACH	CABLE BARRIER, ANCHOR ASSEMBLY	30
														6	606	60012	12	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	
														2	606	60040	4	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL	
															607	23000	4,744	FT	FENCE, TYPE CLT	
															607	61200	17	EACH	GATE, TYPE CLT, 4 FT WIDE	
															607	98000	4,643	FT	FENCE, MISC.:TEMPORARY FENCE	NBS-1-09
															622	10060	5,052	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B	
															622	10100	40	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
															622	10101	48	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN	545
															622	10160	4,476	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
															622	24840	1	EACH	CONCRETE BARRIER END SECTION, TYPE B	
															622	24841	1	EACH	CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN	30
															622	24850	4	EACH	CONCRETE BARRIER END SECTION, TYPE B1	
															622	25000	13	EACH	CONCRETE BARRIER END SECTION, TYPE D	
															622	25004	33	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B	
															622	25050	23	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
															622	25051	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	544
														55	623	38500	55	EACH	MONUMENT ASSEMBLY	

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REF NO.	SHEET NO.	STATION TO STATION		203	203	203	203	659	
				EXCAVATION	EMBANKMENT	GRANULAR MATERIAL, TYPE B	GRANULAR MATERIAL, TYPE D	SEEDING AND MULCHING	
				CY	CY	CY	CY	SY	
IR 475									
439		181+50.00	TO 182+50.00	601	143			713	
440		183+00.00	184+00.00	815	20			730	
441		184+50.00	185+50.00	923	7			839	
442		186+00.00	187+00.00	984	4			799	
443		187+50.00	188+50.00	964	2			740	
444		189+00.00	190+00.00	873	5			757	
445		190+50.00	191+50.00	777	11			763	
446		192+00.00	193+00.00	682	28			782	
447		193+50.00	194+50.00	618	45			771	
448		195+00.00	196+00.00	610	64			799	
449		196+50.00	197+50.00	626	45			802	
450		198+00.00	199+00.00	647	31			829	
451		199+50.00	200+50.00	643	34			848	
452		201+00.00	202+00.00	850	5			898	
453		202+50.00	203+50.00	855	7			1093	
454		204+00.00	205+00.00	835	13			1042	
455		205+50.00	206+50.00	781	17			939	
456		207+00.00	208+00.00	688	35			1035	
457		208+50.00	209+50.00	666	39			1014	
458		210+00.00	211+00.00	618	57			1211	
459		211+50.00	212+50.00	655	26			1182	
460		213+00.00	214+00.00	425	53			1238	
461		214+50.00	215+50.00	236	160			1128	
462		216+00.00	217+00.00	271	169			1096	
463		217+50.00	218+50.00	237	188			1013	
464		219+00.00	220+00.00	222	201			1027	
465		220+50.00	221+50.00	205	196			952	
466		222+00.00	223+00.00	239	166			795	
467		223+50.00	224+50.00	226	153			377	
468		225+00.00	226+00.00	144	209			675	
469		226+50.00	227+50.00	69	326			810	
470		228+00.00	229+00.00	76	482			703	
471		230+00.00	231+00.00	7	214			132	
472		231+50.00	232+50.00	162	285			663	
473		233+00.00	234+00.00	187	205			405	
474		234+50.00	235+50.00	177	204			389	
475		236+00.00	237+00.00	402	306			537	
476		237+50.00	238+50.00	246	368			440	
477		239+00.00	240+00.00	162	288			289	
478		240+50.00	241+50.00	167	208			298	
479		242+00.00	243+00.00	169	208			211	
480		243+50.00	244+50.00	185	298			276	
481		245+00.00	246+00.00	289	315			800	
482		246+50.00	247+50.00	282	191			457	
483		248+00.00	249+00.00	221	190			313	
484		249+50.00	250+50.00	216	201			358	
485		251+00.00	252+00.00	233	188			376	
486		252+50.00	253+50.00	292	227			876	
487		254+00.00	255+00.00	720	199			1066	
488		255+44.65	256+00.00	397	192			809	
489		256+50.00	257+50.00	327	382			630	
490		258+00.00	259+00.00	448	207			550	
491		259+50.00	260+50.00	326	196			209	
492		261+00.00	262+00.00	285	199			191	
TOTALS CARRIED TO SHEET 3 OF 3				23961	8212			38675	

REF NO.	SHEET NO.	STATION TO STATION		203	203	203	203	659	
				EXCAVATION	EMBANKMENT	GRANULAR MATERIAL, TYPE B	GRANULAR MATERIAL, TYPE D	SEEDING AND MULCHING	
				CY	CY	CY	CY	SY	
IR 475									
493		262+50.00	TO 263+50.00	272	193			195	
494		264+00.00	265+00.00	255	188			177	
495		265+50.00	266+50.00	220	182			197	
496		267+00.00	268+00.00	131	123			245	
US 24 & IR 475 RAMP F									
498		26+43.23	27+50.00	49	35			423	
499		28+00.00	29+00.00	208	253			111	
500		29+50.00	30+50.00	435	973			1781	
501		31+00.00	32+00.00	555	1331			2127	
502		32+50.00	34+00.00	448	1909			2721	
503		34+50.00	35+54.90	264	667			1364	
504		36+00.00	37+50.00	516	1375			1981	
505		37+54.90	39+00.00	1008	1582	26	75	1382	
506		39+50.00	41+00.00	3564	7654	168	499	3040	
507		41+50.00	42+50.00	2729	5957	120	348	1708	
508		43+00.00	44+00.59	2948	6051	119	344	1517	
509		44+50.00	46+00.00	3994	9849	175	517	2094	
510		46+50.00	48+00.00	4421	11549	164	479	1994	
511		48+50.00	48+78.16	1802	4735	64	188	783	
US 24 & IR 475 RAMP G									
512		39+00.00	40+00.00	12	3			14	
513		40+50.00	41+00.00	33	15			60	
514		41+50.00	42+50.00	9	147			125	
515		42+76.65	43+50.00		212			108	
516		44+00.00	45+00.00		379			183	
517		45+50.00	46+50.00		363			208	
518		47+00.00	48+00.00		329			231	
519		48+50.00			102			81	
NOISE WALL 1A									
628		1100+00.00	1101+50.00	444	491			270	
				750	864			446	
629		1102+00.00	1103+58.00	594	659			361	
				431	506			315	
630		1104+00.00	1106+00.00	461	513			301	
				511	531			359	
631		1106+50.00	1110+00.00	71	13			116	
				88	9			86	
632		1110+30.00	1111+40.07	35	4			36	
				8	0			20	
NOISE WALL 2A									
633		2100+00.00	2102+50.00	507	609			399	
				468	529			353	
634		2103+00.00	2105+50.00	543	671			403	
				812	855			497	
635		2106+00.00	2109+50.00	263	246			220	
				94	4			68	
636		2110+30.00	2111+00.00	56	5			56	
				3	0			7	
TOTALS CARRIED TO SHEET 3 OF 3				30012	62665	836	2450	29163	

CALCULATED JRB CHECKED XXX
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REF NO.	SHEET NO.	STATION TO STATION				203	203	203	203	659
						EXCAVATION	EMBANKMENT	GRANULAR MATERIAL, TYPE B	GRANULAR MATERIAL, TYPE D	SEEDING AND MULCHING
					CY	CY	CY	CY	SY	
NOISE WALL 4A										
641		4101+00.00		4103+50.00	7	0			30	
					27	0			66	
642		4104+00.00		4105+81.00	20	5			43	
					24	2			70	
643		4106+00.00		4107+25.00	4	1			36	
					0	0			0	
NOISE WALL 5A										
644		5100+00.00		5103+50.00	25	0			65	
					44	0			115	
645		5104+00.00		5107+50.00	52	0			219	
					57	0			266	
646		5108+00.00		5111+50.00	56	0			355	
					53	0			288	
647		5112+00.00		5115+50.00	46	0			233	
					47	0			146	
648		5116+00.00		5118+50.00	46	0			128	
					0	0			0	
NOISE WALL 5B										
649		5200+50.00		5204+00.00	24	9			96	
					44	8			75	
650		5204+50.00		5208+00.00	39	13			90	
					177	144			113	
651		5208+50.00		5212+00.00	281	275			258	
					896	1133			507	
NOISE WALL 5C										
652		5301+00.00		5304+07.00	34	5			139	
					24	0			47	
653		5304+50.00		5307+91.00	26	0			59	
					29	4			108	
654		5308+00.00		5310+50.00	7	0			21	
					29	0			109	
655		5311+00.00		5312+25.00	15	2			62	
					0	0			0	
NOISE WALL 6A										
656		6101+00.00		6104+50.00	50	0			190	
					80	0			303	
657		6105+00.00		6108+50.00	34	46			322	
					55	15			141	
658		6109+00.00		6109+50.00	14	2			38	
					0	0			0	
NOISE WALL 6B										
659		6201+00.00		6203+84.00	18	7			64	
					9	15			99	
660		6204+00.00		6206+00.00	28	4			66	
					17	0			48	
661		6206+50.00		6209+00.00	27	0			40	
					4	0			0	
TOTALS CARRIED TO SHEET 3 OF 3					2469	1690			5055	

REF NO.	SHEET NO.	STATION TO STATION				203	203	203	203	659
						EXCAVATION	EMBANKMENT	GRANULAR MATERIAL, TYPE B	GRANULAR MATERIAL, TYPE D	SEEDING AND MULCHING
					CY	CY	CY	CY	SY	
NOISE WALL 6C										
662		6300+00.00	TO	6303+50.00	22	1			10	
					75	8			67	
663		6304+00.00		6307+15.00	558	641			424	
					707	869			515	
664		6307+50.00		6308+99.31	273	308			267	
					22	23			30	
NOISE WALL 6D										
665		6400+00.00		6402+50.00	49	41			38	
					63	3			43	
666		6403+00.00		6405+00.00	20	7			45	
					28	13			78	
NOISE WALL 6E										
667		6500+00.00		6503+00.00	31	0			43	
					57	0			188	
668		6503+50.00		6505+00.00	29	0			204	
					0	0			0	
EARTHWORK TOTALS THIS SHEET					1934	1914			1952	
EARTHWORK TOTALS FROM 1 OF 3					76888	117884	1078	3154	73183	
EARTHWORK TOTALS FROM 1 OF 3					33318	3889			37198	
EARTHWORK TOTALS FROM 2 OF 3					23961	8212			38675	
EARTHWORK TOTALS FROM 2 OF 3					30012	62665	836	2450	29163	
EARTHWORK TOTALS FROM 3 OF 3					2469	1690			5055	
TOTALS CARRIED TO GENERAL SUMMARY					168582	196254	1914	5604	185226	

CALCULATED JRB
 CHECKED XXX
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