	UNIT			ITEM								T NUM.	0,,22,					
		TOTAL	EXT		02/s<2BR	01/S<2BR							67	21	20	18	17	16
STRUCTURE O																		
STRUCTURE O																		
STRUCTURE C																		
PAVEMENT REMOVED		2,880 600	23000 30701	202 202	2,880 600									2,880 600				
CONCRETE BARRIER REMOVED, AS PER PLAN PREPARING SUBGRADE FOR SHOULDER PAVING		0.16	72050	202	0.16									800			0.16	
PAVEMENT REPAIR	SY	360	01000	253	360												360	
PAVEMENT PLANING, ASPHALT CONCRETE, 1	SY	6,860	01000	254	6,860							'	3,750					3,110
PAVEMENT PLANING, ASPHALT CONCRETE, 1		2,950	01000	254	2,950													<b>,</b> 950
FULL DEPTH PAVEMENT SAWING		1,763	20000	255	1,763							<sup> </sup>		1,763			70	
TACK COAT, 702.13 NON-TRACKING TACK COAT	GAL GAL	32 850	13900 20000	407 407	32 850							<sup> </sup>	320				32	530
TRAFFIC COMPACTED SURFACE, TYPE A	CY	100	10000	410	100								520				100	50
			10000									<u> </u>						
STABILIZED CRUSHED AGGREGATE ASPHALT CONCRETE SURFACE COURSE, TYPE	<u> </u>	209 1,410	10000 50101	411 441	60 1,410	149						<sup> </sup>	1,300	60	149			110
ASPHALT CONCRETE SURFACE COURSE, TIPE ASPHALT CONCRETE INTERMEDIATE COURSE,	CY	145	50300	441	1,410								1,000					110 145
LAW ENFORCEMENT OFFICER WITH PATROL C.		400	11110	614	100	300										400		
INCREASED BARRIER DELINEATION	FT	975	11630	614	775	200						'				975		
WORK ZONE IMPACT ATTENUATOR, 24" WIDE	EACH	10	12380	614	6	4						<sup> </sup>		6	4			
DETOUR SIGNING		LS	12420	614	LS	,							LS		,			
WORK ZONE CROSSOVER LIGHTING SYSTEM		3	12756	614	1	2											3	
WORK ZONE RAISED PAVEMENT MARKER, AS H ASPHALT CONCRETE FOR MAINTAINING TRAFF	EACH CY	1,902 76	12801 13000	614 614	550 76	1,352						<sup> </sup>		550	1,352		50	26
ASFHALT CONCRETE FOR MAINTAINING TRAFT	U /	10	15000	014	70												50	20
ASPHALT CONCRETE FOR MAINTAINING TRAFF	СҮ	60	13001	614	10	50										60		
BARRIER REFLECTOR, TYPE 1, ONE WAY BARRIER REFLECTOR, TYPE 2, ONE WAY		228	13310	614	48	180						<sup> </sup>				228		
OBJECT MARKER, ONE WAY		36 92	13312 13350	614 614	8 13	28 79										36 92		
OBJECT MARKER, TWO WAY		21	13360	614	4	17										21		
	0.44T	70	10001	014	10							'						
PORTABLE CHANGEABLE MESSAGE SIGN, AS F WORK ZONE LANE LINE, CLASS I, 6", AS PEF		70 3.12	18601 20011	614 614	42 0.52	28 2.6						<sup> </sup>				70		3.12
WORK ZONE CENTER LINE, CLASS I, AS PER		0.29	21001	614	0.29	2.0												.29
WORK ZONE EDGE LINE, CLASS I, 6", AS PER		16.65	22011	614	2.84	13.81								2.06	8.61			5.98
WORK ZONE CHANNELIZING LINE, CLASS I, 12	FT	1,243	23011	614	276	967						'		125	967			151
WORK ZONE DOTTED LINE, CLASS I, AS PER	FT	3,824	24001	614		3,824									3,824			
WORK ZONE STOP LINE, CLASS I, AS PER PL	FT	82	26001	614	82									55	-			27
WORK ZONE ARROW, CLASS I		5	30000	614	5	10								2	10			3
ROADS FOR MAINTAINING TRAFFIC, AS PER F PAVEMENT FOR MAINTAINING TRAFFIC, CLAS		LS 5,324	10001 20000	615 615	LS 2,294	LS 3,030								LS 2,294	LS 3,030			
														,				
WATER	MGAL	180	10000	616	155	25											180	
RUMBLE STRIPS, SHOULDER (ASPHALT CONCR RPM	FT EACH	11,550 20	40101 00100	618 621	20	11,550											11,550	20
RAISED PAVEMENT MARKER REMOVED		20	54000	621	20													20
PORTABLE BARRIER, UNANCHORED	FT	3,400	41100	622	380	3,020								380	3,020			
PORTABLE BARRIER, UNANCHORED, AS PER F	FT	3,040	41101	622	300	2,740						<sup> </sup>		300	2,740			
PORTABLE BARRIER, ANCHORED, AS PER PLA	FT	655	41101	622	655	2,140								655	2,140			
EDGE LINE, 4"		0.5	10000	646	0.5								0.5					
EDGE LINE, 6"		0.31	10010	646	0.31							'	0.25					0.31
CENTER LINE	MILE	0.25	10200	646	0.25								0.25					
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DEPARTMENT'S SHARE OF THE DISPUTE RESC MAINTAINING TRAFFIC, AS PER PLAN	$\sim$	LS	50200	100	LS	LS	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$	$\sim$
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FIELD OFFICE, TYPE B					LS L	LS		<u> </u>		77			$\mathbf{x}$		λλλ		<u> </u>	$\mathcal{I}$
FIELD OFFICE, TYPE B XONXTRUCTION LAYONT STAKES AND SARVEN MOBILIZATION			10000	<u>624</u>	LS	LS	$\sim$		$\sim$	$\sim$	$\sim$		$\sim$		$\sim$		$\sim$	

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DESCRIPTION	SEE SHEET NO.	CALCULATED JEP CHECKED EAK
OVER 20 FOOT SPAN (STA-62T-0137R)	149	
OVER 20 FOOT SPAN (STA-62T-0138L)	149	
OVER 20 FOOT SPAN (STA-225-0059)	193	
MAINTENANCE OF TRAFFIC		
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1 3/4″		
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PE 1, (448), AS PER PLAN, PG64-22	13	Σ
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## GENERAL NOTES:

### PROPOSED WORK:

THE FOLLOWING IS A GENERAL SUMMARY OF THE PROPOSED WORK FOR THIS STRUCTURE: INCIDENTAL ITEMS ARE NOT INCLUDED.

OPTION A:

- REMOVE EXISTING DECK CONCRETE DECK SLAB, PARAPETS AND APPROACH SLABS. REMOVE ABUTMENT BACKWALLS, PORTIONS OF WINGWALLS, PIER CAPS AND COLUMNS TO 1'-O" MINIMUM BELOW EXISTING GROUND.
- REMOVE CROSSFRAMES AND BEAMS.
- 4. INSTALL NEW CULVERT.
- COMPACT FILL IN BRIDGE FOOTPRINT TO PROPOSED GRADE. CONSTRUCT NEW ROADWAY.
- OPEN TO TRAFFIC.

OPTION B:

- INSTALL NEW CULVERT.
- COMPACT FILL UNDER BRIDGE TO WITHIN 10'-O" OF PROPOSED GRADE. 2.
- REMOVE EXISTING DECK CONCRETE DECK SLAB, PARAPETS AND APPROACH SLABS. REMOVE ABUTMENT BACKWALLS, PORTIONS OF WINGWALLS, PIER CAPS AND COLUMNS TO 1'-O" MINIMUM BELOW PROPOSED GROUND. REMOVE CROSSFRAMES AND BEAMS.
- COMPACT FILL UNDER BRIDGE TO PROPOSED GRADE. CONSTRUCT NEW ROADWAY. 6.
- 8. OPEN TO TRAFFIC.

#### EXISTING STRUCTURE VERIFICATION:

EXISTING STRUCTURE VERIFICATION: DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND \*513.04.

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

#### EXISTING BRIDGE PLANS:

EXISTING BRIDGE PLANS CAN BE VIEWED AT ODOT DISTRICT 4 OFFICE.

#### ITEM 202. PORTIONS OF STRUCTURE REMOVED. OVER 20 FOOT SPAN. AS PER PLAN:

- A. THIS WORK CONSISTS OF THE REMOVAL OF THE EXISTING SUPERSTRUCTURE ( CONCRETE DECKS INCLUDING PARAPETS, MEDIANS, RAILINGS, DECK JOINTS, BEAMS, GIRDERS, CROSS FRAMES, ETC.) AS WELL AS THE PIERS TO 1 FOOT BELOW EXISTING GRADE. THE PROVISIONS OF ITEM 202 APPLY. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.
- B. REMOVALS METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVAL OVER STRUCTURAL MEMBERS (STEEL GIRDERS), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS [16 KILOGRAMS] BUT NOT TO EXCEED 90 POUNDS [41 KILOGRAMS] UNLESS APPROVED BY THE ENGINEER.
- C. SUBSTRUCTURE CONCRETE REMOVAL: REMOVAL OF PORTIONS OF ABUTMENTS INCLUDING BACKWALLS AND WINGWALLS, PIER CAPS AND COLUMNS TO I FOOT BELOW EXISTING GRADE. REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL BE PERMITTED.
- D. MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

### UTILITY LINES:

BRGS.

C/C

C.J.

CPP.

CLR.

E.F. EQ. EXIST.

EXP.

F.A.

F.F.

F.S.

MIN.

N.F. PEJF

R.A.

SER.

SPA.

TYP.

DIA.

UTILITY LINES: THE UTILITY(IES) SHALL BORE ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

#### ASBESTOS NOTIFICATION:

AN ASBESTOS SURVEY OF TECH BRIDGE STRUCTURES FOR REHABILITATION WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE STRUCTURE

A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM WI BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO OHIO EPA, DIVISION OF AIR POLLUTION WITH FULL FEE PAYMENT. ONLINE SUBMISSION IS AVAILABLE AND IS ENCOURAGED OR, THE CONTRACTOR SHALL SUBMIT IT TO ONE OF THE ADDRESSES BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

ASBESTOS PROGRAM OHIO EPA, DAPC P.O. BOX 1049 COLUMBUS, OH 43216-1049

OR

ASBESTOS PROGRAM OHIO EPA, DAPC 50 W. TOWN ST., SUITE 700 COLUMBUS, OH 43215

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. THE FORM SHALL INCLUDE:

1) THE CONTRACTORS NAME AND ADDRESS

2) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USFD.

COPIES OF THE OEPA FORM AND BRIDGE INSPECTION REPORT ARE AVAILABLE FOR REVIEW AT THE ODOT DISTRICT 12 OFFICE, 5500 TRANSPORTATION BOULEVARD, GARFIELD HEIGHTS. OHIO 44125.

BASIS FOR PAYMENT - THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

### **ROADWAY CONSTRUCTION:**

FOR ROADWAY PLANS, SEE SHEETS 101204 AND 102204.

#### MAINTENANCE OF TRAFFIC:

FOR MAINTENANCE OF TRAFFIC PLANS, SEE SHEETS 16/204 THRU 82/204.

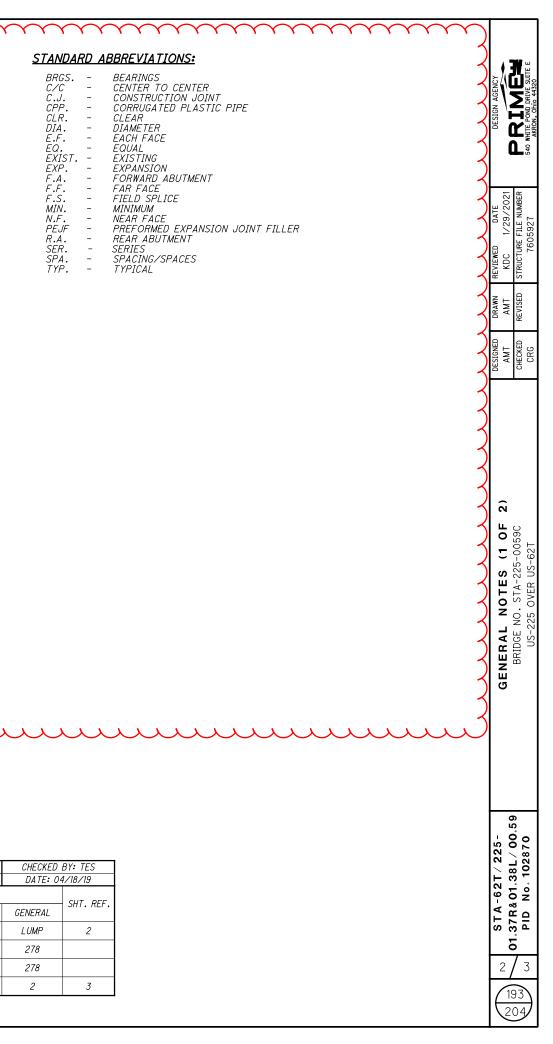
STA-225-00.59C ESTIMATED QUANTITIES							1Y: CRG 2/24/18	CHECKED BY: TES DATE: 04/18/19	
ITCH	ITEM EXT.	TOTAL	UNITS	DESCRIPTION		STA-22	5-0059		SHT. REF.
ITEM		02/S<2/BR	UNITS	DESCRIPTION	ABUTS.	PIERS	SUPER.	GENERAL	SHI. KEF.
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LUMP	2
202	22900	278	SQ YD	APPROACH SLAB REMOVED				278	
202	23500	278	SQ YD	WEARING COURSE REMOVED				278	
SPECIAL	65000	2	ΕA	SETTLEMENT PLATFORM				2	3

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## GENERAL NOTES (CONTINUED):

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## ITEM SPECIAL - SETTLEMENT PLATFORMS:

DESCRIPTION: THIS ITEM CONSISTS OF FURNISHING, CONSTRUCTING, AND MAINTAINING SETTLEMENT PLATFORMS AND OBTAINING SETTLEMENT READINGS AS REQUIRED BY THE PLANS OR AS DIRECTED BY THE ENGINEER. AT THE OPTION AND EXPENSE OF THE CONTRACTOR, ADDITIONAL SETTLEMENT PLATFORMS MAY BE INSTALLED AT LOCATIONS APPROVED BY THE ENGINEER. SETTLEMENT READINGS SHALL BE TAKEN WEEKLY DURING CONSTRUCTION. AFTER CONSTRUCTION, READINGS SHALL BE TAKEN WEEKLT DURING CONSTRUCTION. AFTER CONSTRUCTION, READINGS SHOULD BE TAKEN MONTHLY UNTIL FINAL ASPHALT SURFACE COURSE INSTALLED ON SR 225 BRIDGE LIMITS. THE READINGS SHALL BE PLOTTED ON GRAPH PAPER PRESENTING DEFORMATION (ON THE NEGATIVE Y-AXIS) AND FILL HEIGHT (ON THE POSITIVE Y-AXIS) VERSUS TIME (ON THE X-AXIS). IN ORDER TO CREATE THE GRAPH, USE THE SETTLEMENT PLATFORM SPREADSHEET LOCATED AT HTTP://WWW.DOT.STATE.OH.US/DIVISIONS/ENGINEERING/ GEOTECHNICAL/GEOTECHNICAL\_DOCUMENTS/BLANKS\_SETTLEMENT\_READING DECOTECHNICAL/DECOTECHNICAL\_DOCUMENTS/DELANKS\_SETTLEMENT\_MEADING \_PLOTS-ENGLISH.XLS IN THE OGE WEBSITE PUBLICATIONS AND DOCUMENTS SECTION. A COPY OF EACH CUMULATIVE PLOT SHALL BE SENT TO THE OFFICE OF GEOTECHNICAL ENGINEERING, ATTENTION: GEOTECHNICAL DESIGN COORDINATOR, AFTER EACH SETTLEMENT READING IS RECORDED.

MATERIALS: SOUND LUMBER SUCH AS 3/4-INCH (19MM) EXTERIOR GRADE MATERIALS: SOUND LUMBER SUCH AS 374-INCH (19MM) EXTERIOR GRADE PLYWOOD SHALL BE USED FOR THE BASE.THE PIPE SHALL BE 2-1/2-INCH (64MM) STANDARD BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLATE 36" X 36" X 1/8" (915MM X 915MM X 3.2MM) MAY BE SUBSTITUTED FOR THE LUMBER FOR THE PLATFORMS, AT THE CONTRACTOR'S OPTION.

CONSTRUCTION METHODS: THE PLATFORM SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS. THE PLATFORM SHALL BE SET ON A LEVEL SURFACE. THE PIPE SHALL BE FIRMLY SECURED TO THE PLATFORM AND SHALL BE MAINTAINED IN A PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. THE PIPE SHALL BE MARKED AT INTERVALS TO FACILITATE MEASUREMENT OF THE DEPTH OF FILL. THE CONTRACTOR SHALL STOP WORK IN ANY LOCATION WHERE THE SETTLEMENT PLATFORM WAS DEPENDED TO DEPENDED PUTTER OF DURING THE DEPTH OF HAS BEEN DISTURBED OR DAMAGED. PLATFORMS OR PIPES DAMAGED OR DISPLACED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR PROPER CONDITION AT THE CONTRACTOR'S EXPENSE. PRIOR TO THE FINAL ASPHALT SURFACE COURSE, THE TOP OF THE SETTLEMENT PLATFORM PIPE SHALL BE CUT OFF ONE FOOT BELOW THE PROPOSED FINISHED GROUND SURFACE.

METHOD OF MEASUREMENT: THE NUMBER OF SETTLEMENT PLATFORMS TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF SETTLEMENT PLATFORMS COMPLETED, MAINTAINED, AND ACCEPTED BY THE ENGINEER.

BASIS OF PAYMENT: PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE EACH FOR "ITEM SPECIAL SETTLEMENT PLATFORMS" WHICH IS COMPENSATION FOR CONSTRUCTING MAINTAINING, AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK. PAYMENT SHALL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS DUE TO DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.

#### SETTLEMENT PLATFORM NOTES:

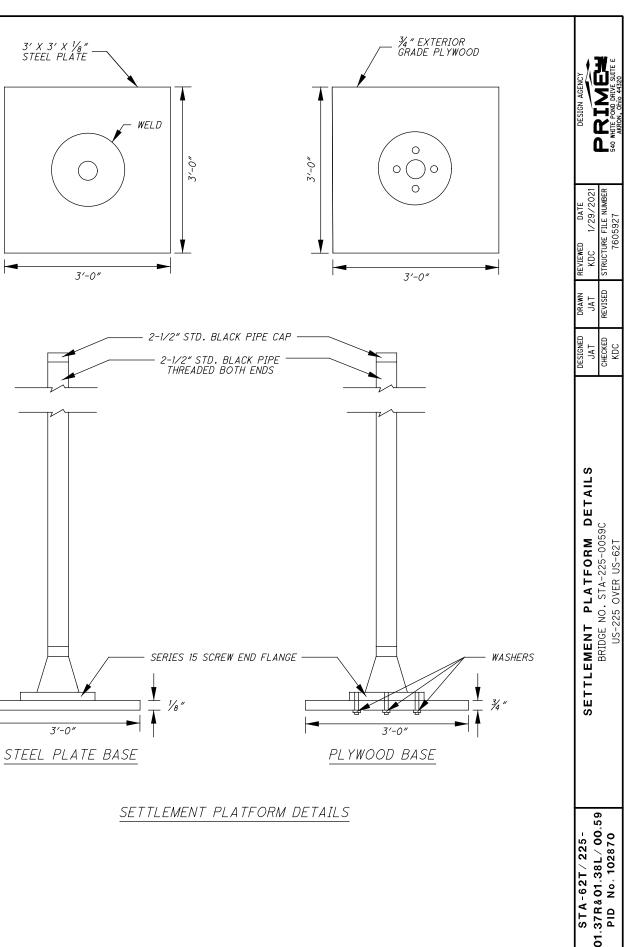
- SETTLEMENT PLATFORMS SHALL BE PLACED AT THE LOCATION INDICATED IN 1. THE PLANS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 2. CONTRACTOR HAS OPTION OF USING EITHER STEEL OR PLYWOOD PLATFORM BASE.
- 3. CONTRACTOR SHALL FURNISH MATERIALS AND LABOR TO EXTEND PIPE UP THROUGH ENTIRE FILL.
- 4. SETTLEMENT PLATFORMS SHALL BE ANCHORED BY STAKES DRIVEN AT EACH CORNER TO PREVENT OVERTURNING.

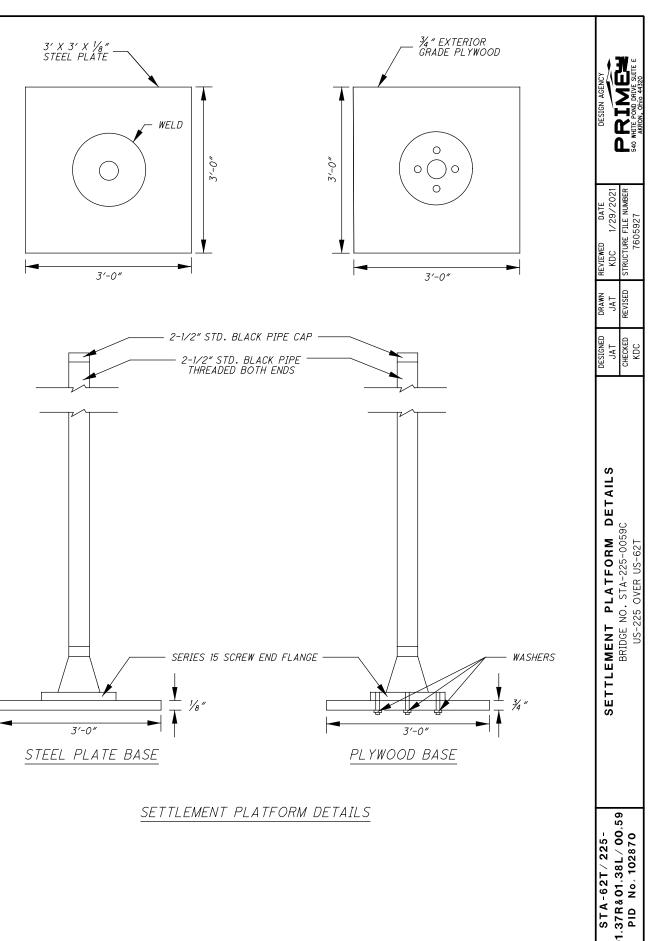
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## ROADWAY EMBANKMENT CONSTRUCTION SEQUENCE (SR-225):

THE GENERAL SEQUENCE FOR ROADWAY EMBANKMENT PREPARATION. MONITORING AND FINAL CONSTRUCTION IS PROVIDED BELOW. MODIFICATIONS TO THE CONSTRUCTION SEQUENCE MAY BE APPROVED BY THE ENGINEER

- 1. PERFORM CLEARING AND GRUBBING IN ACCORDANCE WITH CMS 201.
- 2. REMOVE EXISTING PAVEMENT AND STRUCTURES IN ACCORDANCE WITH CMS 202.
- 3. INSTALL SETTLEMENT PLATFORMS AND PLACE FILL EMBANKMENT IN ACCORDANCE WITH ITEM 203 TO THE FINAL GRADES AS SHOWN ON THE PLANS. NO MORE THAN 4 FEET OF FILL MAY BE PLACED DURING A 24 HOUR PERIOD.
- 4. MONITOR INSTRUMENTATION THROUGHOUT THE WAITING PERIOD.
- . FOLLOWING APPROVAL FROM THE ENGINEER THAT THE EMBANKMENT HAS REACHED THE REQUIRED 95% CONSOLIDATION, CONSTRUCT THE PAVEMENT (UP TO INTERMEDIATE COURSE), GUARDRAIL AND OTHER 5 APPURTENANCES.
- 6. PLACE A SCRATCH COURSE OF INTERMEDIATE COURSE ASPHALT TO PLAN ELEVATIONS.
- 7. PLACE THE SURFACE COURSE OF ASPHALT AND ANY OTHER APPURTENANCES.
- THE DATA FROM THE SETTLEMENT PLATFORMS WILL BE USED BY THE ENGINEER TO EVALUATE IF THE CONSOLIDATION REQUIREMENTS HAVE BEEN ACHIEVED (95% PRIMARY CONSOLIDATION REQUIRED). A WAITING PERIOD OF 7 MONTHS IS ESTIMATED TO ACHIEVE THE REQUIRED CONSOLIDATION.





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