

Oversight / NHS

FHWA REGION VIII OVERSIGHT?  NO  YES

NATIONAL HIGHWAY SYSTEM?  NO  YES

# PLENARY ROADS DENVER, LLC

HIGHWAY CONSTRUCTION BID PLANS OF PROPOSED

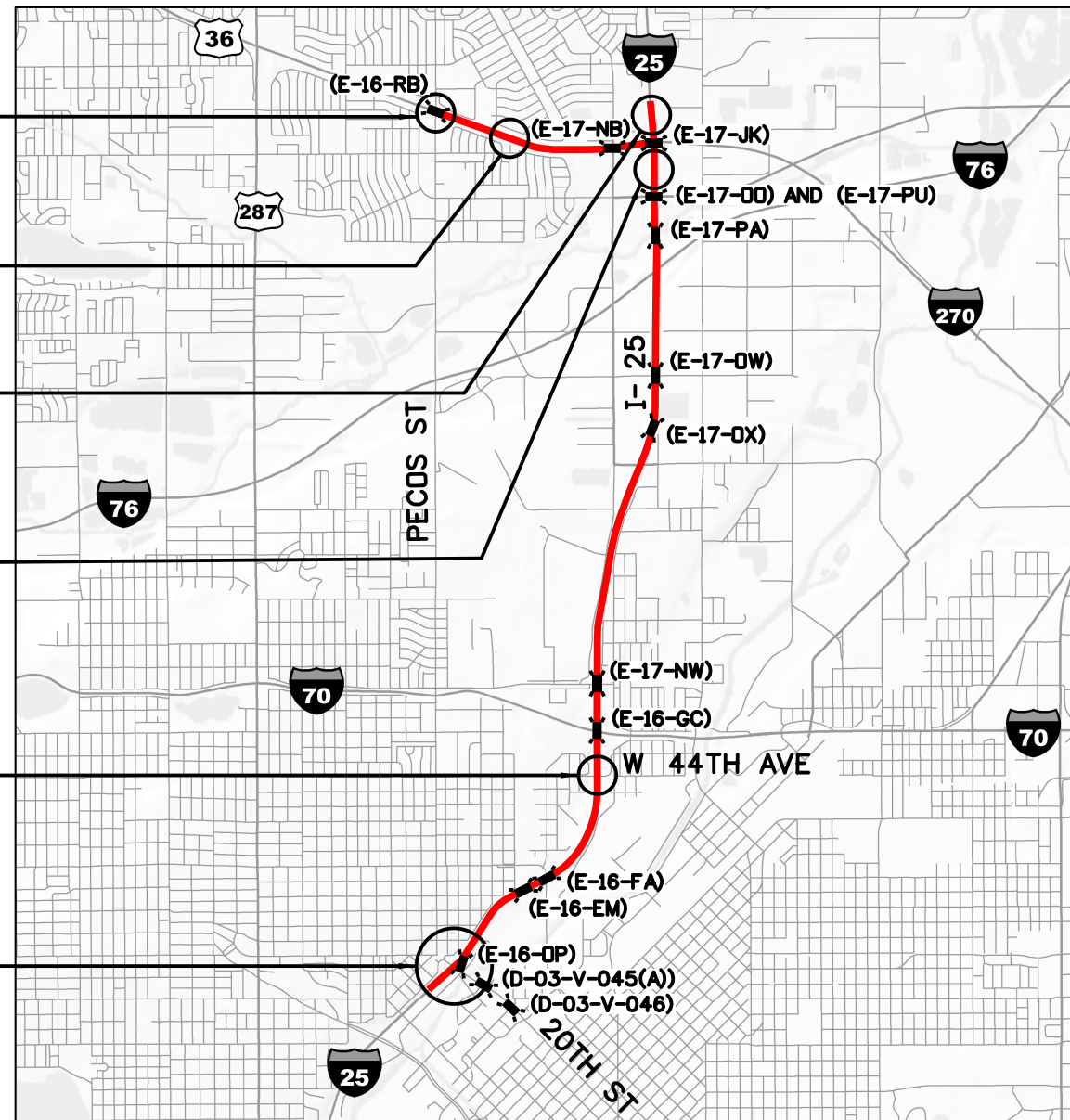
PROJECT NO. 2014-001

INTERSTATE HIGHWAY I-25 AND STATE HIGHWAY NO. 36

DENVER COUNTY AND ADAMS COUNTY

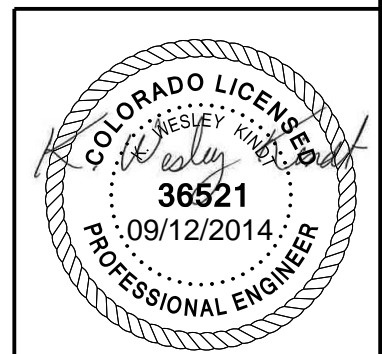
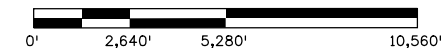
I-25 ML INITIAL WORKS - PAVEMENTS

- END PCC PAVEMENT REHABILITATION  
END STRIPING  
MP 56.04 (US 36 WESTBOUND)  
MP 56.13 (US 36 EASTBOUND)
- BEGIN PCC PAVEMENT REHABILITATION  
MP 56.49 (US 36)
- END PCC PAVEMENT REHABILITATION  
END STRIPING  
MP 217.07 (I-25 SOUTHBOUND)  
MP 217.34 (I-25 NORTHBOUND)
- END PCC PAVEMENT REHABILITATION  
BEGIN STRIPING  
MP 216.71 (US 36 RAMP)
- END HMA PAVEMENT MILL AND OVERLAY  
BEGIN FULL DEPTH RECONSTRUCTION  
MP 213.45 (I-25)
- END FULL DEPTH RECONSTRUCTION  
BEGIN PCC PAVEMENT REHABILITATION  
MP 213.46 (I-25)
- BEGIN HMA PAVEMENT MILL AND OVERLAY  
MP 212.39 (I-25)  
BEGIN STRIPING  
MP 212.04 (I-25 SOUTHBOUND)  
MP 212.09 (I-25 NORTHBOUND)



SHEET NO.	INDEX OF SHEETS
ML-1	TITLE SHEET
ML-2	STANDARD PLANS LIST
ML-3	GENERAL NOTES
ML-4 to ML-5	TYPICAL SECTIONS
ML-6 to ML-7	SUMMARY OF APPROXIMATE QUANTITIES
ML-8	REMOVAL & ADJUSTMENT; SURFACING TABULATION
ML-9	PAVEMENT MARKING TABULATION
ML-10	MOT GENERAL NOTES AND TABULATION
ML-11	ADJUST DRAINAGE INLET DETAIL
ML-12	SWMP GENERAL NOTES
ML-13	EROSION CONTROL DETAIL
ML-14 to ML-15	PROJECT AREA MAP - I-25
ML-16	PROJECT AREA MAP - US 36
ML-17	PLAN SHEET MP 212.26-MP 212.51
ML-18	PLAN SHEET MP 212.51-MP 212.78
ML-19	PLAN SHEET MP 212.78-MP 213.04
ML-20	PLAN SHEET MP 213.04-MP 213.31
ML-21	PLAN SHEET MP 213.31-MP 213.50

PROJECT LOCATION MAP



Print Date: 9/11/2014

File Name: 20062DES\_I-25\_HMA\_TitleSht.dgn

Horiz. Scale: NTS Vert. Scale: As Noted

Unit:

**HR** 1670 BROADWAY, SUITE 3400 DENVER, COLORADO 80202  
Phone: 303-764-1520 FAX: 303-860-7139

Sheet Revisions

Date:	Comments	Init.

Plenary Roads Denver, LLC



1700 Lincoln Street, Suite 3000  
Denver, Colorado 80203  
Phone: 303-803-9452  
FAX: 303-803-9453

As Constructed

No Revisions:

Revised:

Void:

I-25 ML INITIAL WORKS  
HMA AND PCC PAVEMENT  
TITLE SHEET

Designer: E. MARSH Structure Numbers

Detailer: T. HAUGH

Sheet Subset: TITLE Subset Sheets: 1 of 1

Project No./Code

2014-001

Sheet: ML-1

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PLAN NUMBER	NEW OR REVISED	M STANDARD TITLE	PAGE NUMBER	PLAN NUMBER	NEW OR REVISED	M STANDARD TITLE	PAGE NUMBER	PLAN NUMBER	NEW OR REVISED	S STANDARD TITLE	PAGE NUMBER
■ M-100-1		STANDARD SYMBOLS (3 SHEETS)	1-3	□ M-607-1		WIRE FENCES AND GATES (3 SHEETS)	100-102	□ S-612-1		DELINEATOR INSTALLATIONS (7 SHEETS)	151-157
■ M-100-2		ACRONYMS AND ABBREVIATIONS (4 SHEETS)	4-7	□ M-607-2		CHAIN LINK FENCE (3 SHEETS)	103-105	S-614-1	□	GROUND SIGN PLACEMENT (2 SHEETS) <small>(REVISED ON MARCH 07, 2014)</small>	158-159
M-203-1	□	APPROACH ROADS <small>(REVISED ON JULY 06, 2013)</small>	8	□ M-607-3		BARRIER FENCE	106	□ S-614-2		CLASS I SIGNS	160
□ M-203-2		DITCH TYPES	9	□ M-607-4		DEER FENCE AND GATES (3 SHEETS)	107-109	□ S-614-3		CLASS II SIGNS	161
□ M-203-11		SUPERELEVATION CROWNED AND DIVIDED HIGHWAYS (3 SHEETS)	10-12	□ M-607-10		PICKET SNOW FENCE	110	□ S-614-4		CLASS III SIGNS (3 SHEETS)	162-164
□ M-203-12		SUPERELEVATION STREETS (2 SHEETS)	13-14	□ M-607-15		ROAD CLOSURE GATE (9 SHEETS)	111-119	□ S-614-5		BREAK-AWAY SIGN SUPPORT DETAILS FOR GROUND SIGNS (2 SHEETS)	165-166
□ M-206-1		EXCAVATION AND BACKFILL FOR STRUCTURES (2 SHEETS)	15-16	M-608-1	□	CURB RAMPS (7 SHEETS) <small>(REVISED ON JUNE 16, 2014)</small>	120-125	S-614-6	□	CONCRETE FOOTINGS AND SIGN ISLANDS FOR CLASS III SIGNS (2 SHEETS) <small>(REVISED ON SEPTEMBER 16, 2013)</small>	167-168
□ M-206-2		EXCAVATION AND BACKFILL FOR BRIDGES (2 SHEETS)	17-18	M-609-1	□	CURBS, CUTTERS, AND SIDEWALKS (4 SHEETS) <small>(REVISED ON JULY 24, 2012)</small>	126-129	S-614-8	□	TUBULAR STEEL SIGN SUPPORT DETAILS (5 SHEETS) <small>(REVISED ON MARCH 05, 2013)</small>	169-173
□ M-208-1		TEMPORARY EROSION CONTROL (12 SHEETS)	19-30	□ M-611-1		CATTLE GUARD (2 SHEETS)	130-131	□ S-614-9		PEDESTRIAN PUSH BUTTON POST ASSEMBLY	174
□ M-210-1		MAILBOX SUPPORTS (2 SHEETS)	31-32	□ M-613-1		ROADWAY LIGHTING (4 SHEETS)	132-135	□ S-614-10		MARKER ASSEMBLY INSTALLATIONS	175
□ M-214-1		PLANTING DETAILS	33	□ M-614-1		RUMBLE STRIPS (3 SHEETS)	136-138	□ S-614-11		MILEPOST SIGN DETAIL FOR HIGH SNOW AREAS	176
M-412-1	■	CONCRETE PAVEMENT JOINTS (5 SHEETS) <small>(REVISED ON JULY 24, 2012)</small>	34-38	□ M-614-2		SAND BARREL ARRAYS (2 SHEETS)	139-140	□ S-614-12		STRUCTURE NUMBER INSTALLATION	177
□ M-510-1		STRUCTURAL PLATE PIPE H-20 LOADING	39	□ M-615-1		EMBANKMENT PROTECTOR TYPE 3	141	□ S-614-14		FLASHING BEACON AND SIGN INSTALLATIONS (3 SHEETS)	178-180
M-601-1	□	SINGLE CONCRETE BOX CULVERT (2 SHEETS) <small>(REVISED ON AUGUST 27, 2013)</small>	40-41	□ M-615-2		EMBANKMENT PROTECTOR TYPE 5	142	□ S-614-14		FLASHING BEACON AND SIGN INSTALLATIONS (3 SHEETS)	178-180
M-601-2	□	DOUBLE CONCRETE BOX CULVERT (2 SHEETS) <small>(REVISED ON AUGUST 27, 2013)</small>	42-43	□ M-616-1		INVERTED SIPHON	143	□ S-614-20		TYPICAL POLE MOUNT SIGN INSTALLATIONS	181
M-601-3	□	TRIPLE CONCRETE BOX CULVERT (2 SHEETS) <small>(REVISED ON AUGUST 27, 2013)</small>	44-45	□ M-620-1		FIELD LABORATORY CLASS 1	144	□ S-614-21		CONCRETE BARRIER SIGN POST INSTALLATIONS	182
□ M-601-10		HEADWALL FOR PIPES	46	□ M-620-2		FIELD LABORATORY CLASS 2 (2 SHEETS)	145-146	□ S-614-22		TYPICAL MULTI-SIGN INSTALLATIONS	183
□ M-601-11		TYPE "S" SADDLE HEADWALLS FOR PIPE	47	□ M-620-11		FIELD OFFICE CLASS 1	147	□ S-614-40		TYPICAL TRAFFIC SIGNAL INSTALLATION DETAILS (5 SHEETS)	184-188
□ M-601-12		HEADWALLS AND PIPE OUTLET PAVING	48	□ M-620-12		FIELD OFFICE CLASS 2	148	S-614-40A	□	ALTERNATIVE TRAFFIC SIGNAL INSTALLATION DETAILS (4 SHEETS) <small>(REVISED ON SEPTEMBER 25, 2012)</small>	189-192
□ M-601-20		WINGWALLS FOR PIPE OR BOX CULVERTS	49	■ M-629-1		SURVEY MONUMENTS (2 SHEETS)	149-150	□ S-614-41		PEDESTAL POLE AND TEMPORARY SPAN WIRE SIGNALS	193
□ M-603-1		METAL PIPE (4 SHEETS)	50-53					□ S-614-42		CABINET FOUNDATION DETAIL (4 SHEETS)	194-197
□ M-603-2		REINFORCED CONCRETE PIPE	54					□ S-614-43		TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS (10 SHEETS)	198-207
□ M-603-3		PRECAST CONCRETE BOX CULVERT	55					S-614-50	□	MONOTUBE OVERHEAD SIGNS (12 SHEETS) <small>(REVISED ON NOVEMBER 28, 2012)</small>	208-219
□ M-603-4		CORRUGATED POLYETHYLENE PIPE (AASHTO M294)	56					S-614-60	□	DYNAMIC SIGN MONOTUBE STRUCTURES (14 SHEETS) <small>(REVISED ON NOVEMBER 28, 2012)</small>	220-233
□ M-603-5		POLYVINYL CHLORIDE (PVC) PIPE (AASHTO M304)	57					S-627-1	■	PAVEMENT MARKINGS (5 SHEETS) <small>(REVISED ON JUNE 10, 2014)</small>	234-238
□ M-603-10		CONCRETE AND METAL END SECTIONS (2 SHEETS)	58-59					S-630-1	■	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION (20 SHEETS) <small>(REVISED ON JULY 22, 2014)</small>	239-258
□ M-604-10		INLET, TYPE C	60					■ S-630-2		BARRICADES, DRUMS, CONCRETE BARRIERS (TEMP) AND VERTICAL PANELS	259
□ M-604-11		INLET, TYPE D	61					□ S-630-3		FLASHING BEACON (PORTABLE) DETAILS	260
□ M-604-12		CURB INLET TYPE R (2 SHEETS)	62-63					□ S-630-4		STEEL SIGN SUPPORT (TEMPORARY) INSTALLATION DETAILS (2 SHEETS)	261-262
□ M-604-13		CONCRETE INLET TYPE 13	64					S-630-5	□	PORTABLE RUMBLE STRIPS (TEMPORARY) (2 SHEETS) <small>(NEW, JULY 26, 2013)</small>	263-264
■ M-604-20		MANHOLES (3 SHEETS)	65-67					□ S-630-6		EMERGENCY PULL-OFF AREA (TEMPORARY)	265
■ M-604-25		VANE GRATE INLET (5 SHEETS)	68-72					■ S-630-7		ROLLING ROADBLOCKS FOR TRAFFIC CONTROL (3 SHEETS)	266-268
□ M-605-1		SUBSURFACE DRAINS	73								
□ M-606-1		GUARDRAIL TYPE 3 W-BEAM (19 SHEETS)	74-92								
M-606-13	□	GUARDRAIL TYPE 7 F-SHAPE BARRIER (4 SHEETS) <small>(REVISED ON AUGUST 30, 2013)</small>	93-96								
□ M-606-14		PRECAST TYPE 7 CONCRETE BARRIER (3 SHEETS)	97-99								

**COLORADO**  
**DEPARTMENT OF TRANSPORTATION**  
**M&S STANDARDS PLANS LIST**  
 July 04, 2012  
 Revised on July 22, 2014

ALL OF THE M&S STANDARD PLANS, AS SUPPLEMENTED AND REVISED, APPLY TO THIS PROJECT WHEN USED BY DESIGNATED PAY ITEM OR SUBSIDIARY ITEM.

NEW OR REVISED STANDARD PLAN SHEETS APPLICABLE TO THIS PROJECT, INDICATED BY A MARKED BOX ■, WILL BE ATTACHED TO THE PLANS.



Print Date: 9/11/2014	<b>Sheet Revisions</b>			<b>Plenary Roads Denver, LLC</b> 	<b>As Constructed</b>		<b>I-25 ML INITIAL WORKS HMA AND PCC PAVEMENT STANDARD PLANS LIST</b>		<b>Project No./Code</b>	
File Name: 20062DES_I-25_HMA_StdPlanList.dgn	Date:	Comments	Init.		No Revisions:		Designer: E. MARSH		2014-001	
Horiz. Scale: 1:1				Revised:		Detailer: T. HAUGH				
Unit:				Void:		Structure Numbers				
1670 BROADWAY, SUITE 3400 DENVER, COLORADO 80202 Phone: 303-764-1520 FAX: 303-860-7139						Sheet Subset: STD PLANS		Subset Sheets: 1 of 1		
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1. FOR PRELIMINARY PLAN QUANTITIES OF PAVEMENT MATERIAL, THE FOLLOWING RATES OF APPLICATION WERE USED:
  - AGGREGATE BASE COURSE (CLASS 6).....133 LBS./CU.FT.
  - HOT MIX ASPHALT.....110 LBS./SQ.YD./INCH
  - TACK COAT EMULSIFIED ASPHALT (SLOW SETTING).....0.05 GAL./SQ.YD./INCH (DILUTED)
2. A TACK COAT OF EMULSIFIED ASPHALT (SLOW SETTING) IS TO BE APPLIED TO IMPROVE BOND AT THE FOLLOWING LOCATIONS:
  - BEFORE PLACING NEW PAVEMENT OVER EXISTING PAVEMENT
  - ALONG THE FACE OF ALL MANHOLES, ADJACENT EXISTING PAVEMENT, AND OTHER SERFACES AGAINST ASPHALT WILL BE PLACED
3. DILUTED EMULSIFIED ASPHALT FOR THE TACK COAT SHALL CONSIST OF 1 PART WATER AND 1 PART EMULSIFIED ASPHALT. RATES OF APPLICATION SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF APPLICATION. TACK COAT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK.
4. ANY LAYER OF HOT MIX ASPHALT PAVEMENT THAT IS TO HAVE A SUCCEEDING LAYER PLACED THEREON SHALL BE COMPLETED FULL WIDTH BEFORE SUCCEEDING LAYER IS PLACED.
5. THE CONTRACTOR MAY USE AN EXPOSED LONGITUDINAL JOINT FOR A MAXIMUM OF ONE DAY. THE JOINT WILL CONSIST OF A VERTICAL FACE 1 INCH DEEP AND AT THE BOTTOM OF A VERTICAL FACE, A 3:1 SLOPE TO THE EXISTING PAVEMENT (OR SUBGRADE). THE MAXIMUM DEPTH OF THE 3:1 SLOPE SHALL BE 2 INCHES. AT THE END OF THE DAY, PLACEMENT OF THE HMA ON THE ADJACENT LANE IS REQUIRED.
6. THE FOLLOWING SHALL BE FURNISHED WITH EACH BITUMINOUS PAVER:
  - A SKI TYPE DEVICE AT LEAST 30 FEET IN LENGTH
  - A SHORT SKI OR SHOE
  - 6 INCH SHOE IS REQUIRED
7. WATER SHALL BE USED AS A DUST PALLIATIVE WHERE REQUIRED. LOCATIONS SHALL BE AS ORDERED BY THE ENGINEER AND WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE WORK.
8. ALL MATERIAL GENERATED WITHIN THE PROJECT LIMITS SHALL RE REMOVED FROM THE PROJECT SITE AT NO COST TO THE PROJECT UNLESS SPECIFIED IN THE PLANS.
9. THE CONTRACTOR SHALL REPAIR OR REPLACE AT THE CONTRACTOR'S EXPENSE ANY EXISTING SIGNS DAMAGED BY THE CONTRACTOR.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING DRAINAGE DURING THE WORK. ANY REWORK OF MATERIAL DUE TO LACK OF THIS MAINTENANCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
11. REMOVAL OF TEMPORARY PAVEMENT MARKINGS WILL NOT BE PAID FOR SEPARATE BUT SHALL BE INCLUDED IN THE WORK.
12. REMOVAL OF PAVEMENT MARKINGS WITHIN THE MILL AND OVERLAY WILL NOT BE PAID FOR SEPARATELY.
13. TRAFFIC WILL USE THE PRESENT ROADWAY DURING CONSTRUCTION.
14. THE PLANS DO NOT SHOW UTILITY LOCATIONS. NEITHER THE OWNER NOR ENGINEER ASSUMES ANY RESPONSIBILITIES FOR UTILITIES NOT SHOWN. CONTRACTOR TO VERIFY EXACT LOCATIONS OF EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND AVOID SAME.
15. THROUGHOUT THE PLANS AND SPECIFICATIONS, "ML" SHALL REFER TO "MANAGED LANES".

16. CONTRACTOR MUST MAINTAIN ONE (1) LANE OF TRAFFIC AT ALL TIMES BETWEEN THE HOURS OF 5:00AM AND 8:00PM DURING THE DURATION OF THE PROJECT WITH THE FOLLOWING EXCEPTIONS;
 

CONTRACTOR MUST ALLOW TRAFFIC TO SELF-DECLARE (HOV OR TOLL) INTO 2 LANES AT THE TOLL GANTRY AND PROVIDE 760 L.F. TRANSITION LENGTHS INTO AND OUT OF THE TOLL GANTRY. THE CONTRACTOR MUST MAINTAIN TWO (2) LANES AT ALL TIMES DURING THE FOLLOWING SPORTING EVENTS: SPORTS AUTHORITY FIELD AT MILE HIGH

  - OCTOBER 5 1:00PM 10:00PM
  - OCTOBER 19 5:30PM 2:30AM
  - OCTOBER 23 5:30PM 2:30AM
  - NOVEMBER 23 1:30PM 10:30PM

CONTRACTOR HAS THE OPTION OF A FULL CLOSURE OF THE I25 ML BETWEEN THE HOURS OF 8:00PM AND 4:00AM TO BE USED AS NEEDED DURING THE DURATION OF THE PROJECT. THERE IS A LANE RENTAL FEE ASSOCIATED WITH A FULL CLOSURE OF \$2,500 (TWO THOUSAND FIVE HUNDRED DOLLARS) PER NIGHT. NO PRORATION WILL BE GIVEN FOR PARTIAL NIGHT CLOSURES.
17. THE ROADWAY IS CLASSIFIED AS URBAN.
18. THE PAVEMENT SMOOTHNESS CATEGORY FOR THE PROJECT SHALL BE CATEGORY I.
  - PCC PAVEMENT (PANELS) - HRI WILL BE 135 (INCHES/MILES).
  - HMA PAVEMENT OVERLAY - HRI WILL BE 135 (INCHES/MILES).

FOR PCC PAVEMENT THE STRAIGHT EDGE METHOD SHALL BE UTILIZED.
19. PRIOR TO PLACING BITUMINOUS PAVEMENT, SWEEPING OF DIRT AND GRAVEL FROM THE EXISTING MAT SHALL BE COMPLETED. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE WORK.
20. WHERE CUTTING OF ASPHALT PAVEMENT IS REQUIRED THE CUTTING SHALL BE DONE TO THE NEAT WORK LINE WITH A SAW OR CUTTING WHEEL AS APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
21. THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO THOSE AREAS WITHIN THE LIMITS OF DISTURBANCE SHOWN ON THE PLANS. ANY DISTURBANCE BEYOUD THESE LIMITS SHALL BE RESTORED TO ORIGINAL CONDITION BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. CONSTRUCTION ACTIVITIES IN ADDITION TO NORMAL CONSTRUCTION PROCEDURE SHALL INCLUDE THE PARKING OF VEHICLES OR EQUIPMENT, DISPOSAL OF LITTER, AND ANY OTHER ACTION WHICH WOULD ALTER EXISTING CONDITIONS.
22. PERMANENT STRIPING: THE CONTRACTOR SHALL MAP EXISTING STRIPING THROUGH PROJECT LIMITS PRIOR TO BEGINNING ANY WORK. THE CONTRACTOR SHALL PROVIDE FINAL STRIPING THROUGH PROJECT LIMITS TO MATCH THE ORIGINAL STRIPING PRIOR TO PROJECT COMPLETION UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
23. TEMPORARY STRIPING: DURING HMA PAVING OPERATIONS, TEMPORARY PAVEMENT MARKINGS PROVIDED AND PLACED BY THE CONTRACTOR SHALL BE IN ACCORDANCE WITH STANDARD S-630-1. TEMPORARY PAVEMENT MARKING WILL BE PLACED AND IN FULL COMPLIANCE AT THE END OF EACH WORKING DAY UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
24. WORK PERFORMED MUST BE CONSISTENT WITH THAT DETAILED IN THE STORM WATER MANAGEMENT PLAN.

**SCHEDULE**

1. CONTRACTOR SHALL PROVIDE A WORKING SCHEDULE.

**PCCP REPLACE/REHABILITATION**

1. REFER TO M&S STANDARDS SECTION M-412 FOR CONCRETE PANEL AND JOINT CONSTRUCTION.
2. FULL DEPTH SAW CUTS MUST BE MADE AROUND THE ENTIRE PERIMETER OF THE DISTRESSED CONCRETE AREA THAT WILL BE REMOVED.
3. DRILL AND PLACE DOWELS IN EXISTING CONCRETE PANELS PER 412.13(a).
4. STRUCTURE EXCAVATION TO BE INCLUDED IN THE WORK AND WILL NOT BE PAID FOR SEPARATELY.



Print Date: 9/11/2014  
 File Name: 20062DES\_I-25\_HMA\_GN01.dgn  
 Horiz. Scale: 1:1      Vert. Scale: As Noted  
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Sheet Revisions		
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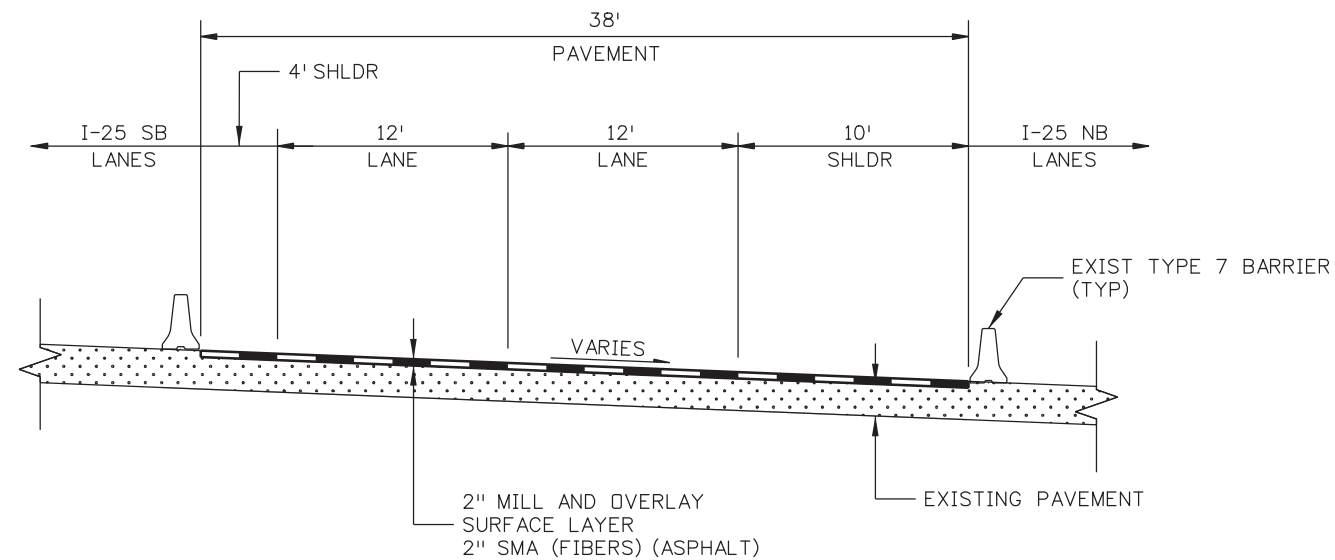
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 Denver, Colorado 80203  
 Phone: 303-803-9452  
 FAX: 303-803-9453

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No Revisions:
Revised:
Void:

I-25 ML INITIAL WORKS HMA AND PCC PAVEMENT GENERAL NOTES		
Designer:	E. MARSH	Structure Numbers
Detailer:	T. HAUGH	
Sheet Subset:	GEN NOTES	Subset Sheets: 1 of 1

Project No./Code
2014-001
Sheet: <b>ML-3</b>

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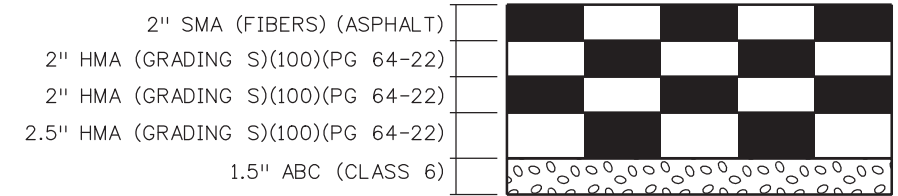
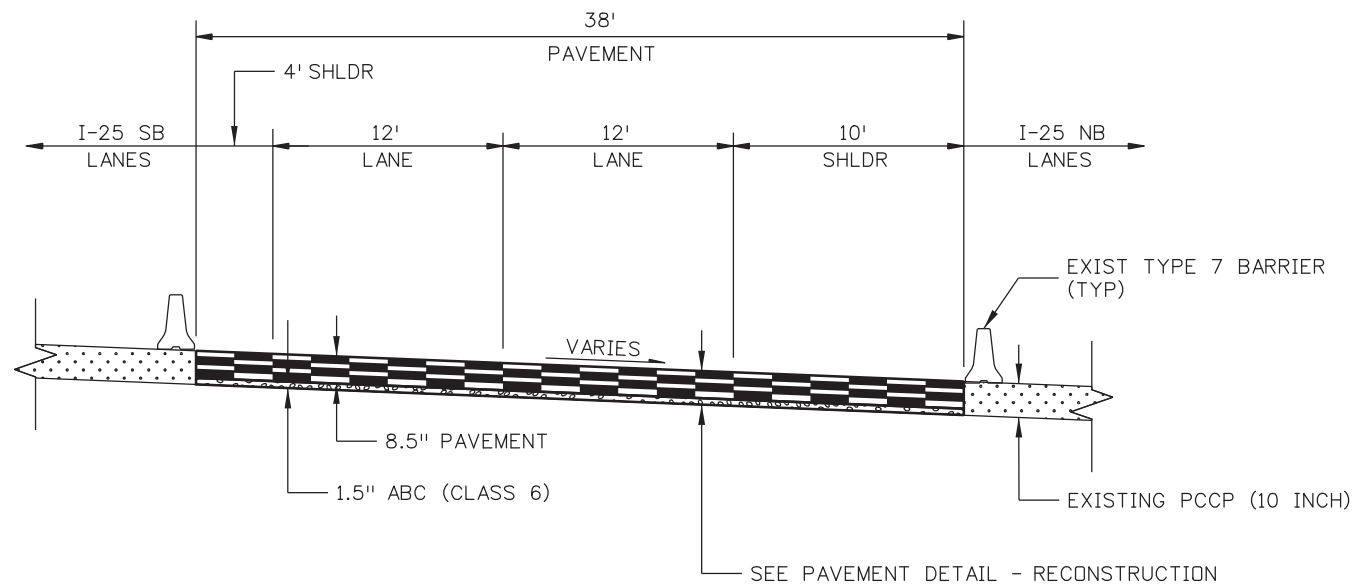
**I-25 MANAGED LANES - MP 212.4 TO MP 213.45**

(LOOKING NORTH)  
N.T.S.



Print Date: 9/11/2014		<b>Sheet Revisions</b>			<b>Plenary Roads Denver, LLC</b>  1700 Lincoln Street, Suite 3000 Denver, Colorado 80203 Phone: 303-803-9452 FAX: 303-803-9453	<b>As Constructed</b>	<b>I-25 ML INITIAL WORKS HMA AND PCC PAVEMENT TYPICAL SECTIONS</b>		<b>Project No./Code</b>
File Name: 20062DES_I-25_HMA_Typical 01.dgn		Date:	Comments	Init.		No Revisions:	Designer: E. MARSH	Structure Numbers	2014-001
Horiz. Scale: 1:10      Vert. Scale: As Noted		..		..		Revised:	Detailer: E. MARSH		
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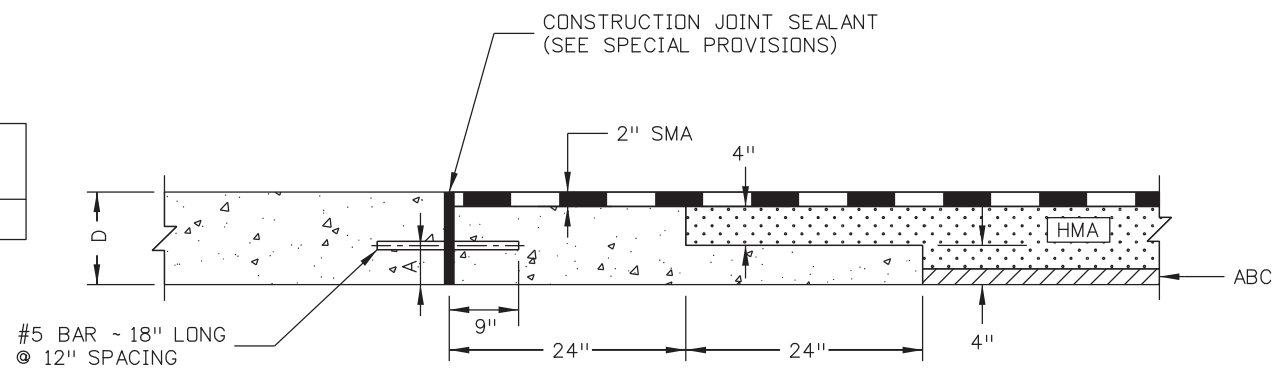
**PAVEMENT DETAIL - RECONSTRUCTION**

N.T.S.

**I-25 MANAGED LANES - FULL DEPTH PAVEMENT RECONSTRUCTION**  
**MP 213.45 TO MP 213.46**

(LOOKING NORTH)  
 N.T.S.

SLAB THICKNESS	A
D	D/2



**HMA TRANSITION DETAIL**

N.T.S.




Print Date: 9/11/2014		<b>Sheet Revisions</b>			<b>Plenary Roads Denver, LLC</b> 1700 Lincoln Street, Suite 3000 Denver, Colorado 80203 Phone: 303-803-9452 FAX: 303-803-9453	<b>As Constructed</b>		<b>I-25 ML INITIAL WORKS</b>		<b>Project No./Code</b>	
File Name: 20062DES_I-25_HMA_Typical 02.dgn		Date:	Comments	Init.		No Revisions:	<b>HMA AND PCC PAVEMENT</b>		2014-001		
Horiz. Scale: 1:10      Vert. Scale: As Noted		..		..		Revised:	Designer: E. MARSH	Structure Numbers			
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1670 BROADWAY, SUITE 3400    DENVER, COLORADO 80202 Phone: 303-764-1520      FAX: 303-860-7139	..		..		Sheet Subset: TYPICALS						

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INDEX			ITEM NO.	CONTRACT ITEM	UNITS	ROADWAY		PROJECT TOTALS	
BOOK	PAGE	SHEET				PLAN	AS CONST.	PLAN	AS CONST.
			202-00210	REMOVAL OF CONCRETE PAVEMENT	SY	223		223	
			202-00240	REMOVAL OF ASPHALT MAT (PLANING)	SY	27,054		27,054	
			202-00250	REMOVAL OF PAVEMENT MARKING	SF	23,284		23,284	
			208-00045	CONCRETE WASHOUT STRUCTURE	EACH	3		3	
			208-00050	STORM DRAIN INLET PROTECTION	EACH	136		136	
			208-00106	SWEEPING (SEDIMENT REMOVAL)	HOUR	19		19	
			208-00107	REMOVAL OF TRASH	HOUR	19		19	
			208-00206	EROSION CONTROL SUPERVISOR	DAY	40		40	
			210-04000	ADJUST STRUCTURE	EACH	18		18	
			210-04010	ADJUST MANHOLE	EACH	14		14	
			304-06000	AGGREGATE BASE COURSE (CLASS 6)	TON	25		25	
			403-09221	STONE MATRIX ASPHALT (FIBERS)(ASPHALT)	TON	3,162		3,162	
			403-33841	HOT MIX ASPHALT (GRADING S) (100) (PG 64-22)	TON	1,057		1,057	
			412-00190	CONCRETE PAVEMENT (PATCHING)	SY	268		268	
			412-01000	CONCRETE PAVEMENT (10 INCH)	SY	980		980	
			412-14000	SAWING AND SEALING CONCRETE PAVEMENT JOINTS	LF	129,230		129,230	
			412-15000	ROUTING AND SEALING CONCRETE PAVEMENT CRACKS	LF	3,500		3,500	
			626-00000	MOBILIZATION	L S	1		1	
			627-00005	EPOXY PAVEMENT MARKING	GAL	319		319	
			627-30405	PREFORMED THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL)	SF	765		765	
			630-00000	FLAGGING	HOUR	300		300	



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 1700 Lincoln Street, Suite 3000  
 Denver, Colorado 80203  
 Phone: 303-803-9452  
 FAX: 303-803-9453

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**I-25 ML INITIAL WORKS  
 HMA AND PCC PAVEMENT  
 SUMMARY OF APPROX. QUANTITIES**  
 Designer: E. MARSH  
 Detailer: E. MARSH  
 Sheet Subset: SDAQ      Subset Sheets: 1 of 2

**Project No./Code**  
 2014-001  
 Sheet: **ML-6**


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BOOK	PAGE	SHEET				PLAN	AS CONST.	PLAN	AS. CONST.
			630-00007	TRAFFIC CONTROL INSPECTION	DAY	15		15	
			630-00012	TRAFFIC CONTROL MANAGEMENT	DAY	40		40	
			630-80001	FLASHING BEACON (PORTABLE)	EACH	8		8	
			630-80335	BARRICADE (TYPE 3 M-A) (TEMPORARY)	EACH	3		3	
			630-80341	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE A)	EACH	18		18	
			630-80342	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE B)	EACH	23		23	
			630-80343	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE C)	EACH	28		28	
			630-80358	ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL (C TYPE)	EACH	1		1	
			630-80360	DRUM CHANNELIZING DEVICE	EACH	170		170	
			630-80363	DRUM CHANNELIZING DEVICE (WITH LIGHT) (FLASHING)	EACH	4		4	
			630-80370	CONCRETE BARRIER (TEMPORARY)	LF	600		600	
			630-80380	TRAFFIC CONE	EACH	200		200	
			630-85041	MOBILE ATTENUATOR	DAY	40		40	
				<b>FORCE ACCOUNT ITEMS</b>					
			700-70010	F/A MINOR CONTRACT REVISIONS	FA	1		1	
			700-70012	F/A ASPHALT PAVEMENT INCENTIVE	FA	1		1	
			700-70013	F/A CONCRETE PAVEMENT INCENTIVE	FA	1		1	
			700-70016	F/A FUEL COST ADJUSTMENT	FA	1		1	
			700-70018	F/A ROADWAY SMOOTHNESS INCENTIVE	FA	1		1	
			700-70019	F/A ASPHALT CEMENT COST ADJUSTMENT FOR HMA AND SMA	FA	1		1	
			700-70025	F/A QUALITY INCENTIVE PAYMENT	FA	1		1	
			700-70380	F/A EROSION CONTROL	FA	1		1	



Print Date: 9/11/2014  
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 FAX: 303-803-9453

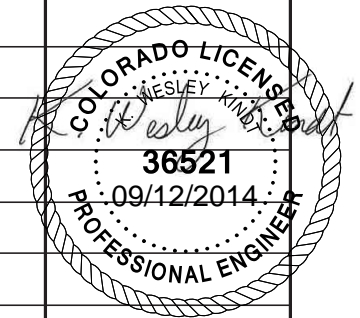
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**I-25 ML INITIAL WORKS  
 HMA AND PCC PAVEMENT  
 SUMMARY OF APPROX. QUANTITIES**  
 Designer: E. MARSH  
 Detailer: E. MARSH  
 Sheet Subset: SDAQ      Subset Sheets: 2 of 2

**Project No./Code**  
 2014-001  
 Sheet: **ML-7**

**TABULATION OF REMOVALS AND ADJUSTMENTS**

MILEPOINT		ALIGNMENT	SIDE	202-00210 REMOVAL OF CONCRETE PAVEMENT		202-00240 REMOVAL OF ASPHALT MAT (PLANING)		202-00250 REMOVAL OF PAVEMENT MARKING		210-04000 ADJUST STRUCTURE		210-04010 ADJUST MANHOLE		REMARKS
FROM	TO			SY		SY		SF		EACH		EACH		
				PLAN	AS CONST.	PLAN	AS CONST.	PLAN	AS CONST.	PLAN	AS CONST.	PLAN	AS CONST.	
	212.00	212.39	I-25 MANAGED LANES					2036						
	212.39	213.45	I-25 MANAGED LANES			27054				18		14		
	213.45	213.72	I-25 MANAGED LANES	223				1060						
Bridge	213.79	213.94	I-25 MANAGED LANES					598						
Bridge	213.97	215.48	I-25 MANAGED LANES					5901						
Bridge	215.53	215.73	I-25 MANAGED LANES					847						
Bridge	215.76	216.53	I-25 MANAGED LANES					3050						
Bridge	216.58	217.34	I-25 MANAGED LANES					5385						
	56.04	57.15	US 36 MANAGED LANES					4407						
<b>TOTALS</b>				<b>223</b>		<b>27054</b>		<b>23284</b>		<b>18</b>		<b>14</b>		



▲ REMOVAL OF PAVEMENT MARKINGS WITHIN THE MILL AND OVERLAY SECTION WILL NOT BE PAID FOR SEPARATELY.

**TABULATION OF SURFACING**

MILEPOINT		ALIGNMENT	304-06000 AGGREGATE BASE COURSE (CLASS 6)		403-09210 STONE MATRIX ASPHALT (FIBERS) (ASPHALT)		403-33801 HOT MIX ASPHALT (GRADING S)(100)		412-00190 CONCRETE PAVEMENT (PATCHING)*		412-01000 CONCRETE PAVEMENT (10 INCH)*		412-14000 SAWING & SEALING CONCRETE PAVEMENT JOINTS*		412-15000 ROUTING & SEALING CONCRETE PAVEMENT CRACKS*	
From	To		TON		TON		TON		SY		SY		LF		LF	
			PLAN	AS CONST.	PLAN	AS CONST.	PLAN	AS CONST.	PLAN	AS CONST.	PLAN	AS CONST.	PLAN	AS CONST.	PLAN	AS CONST.
212.4	213.5	I-25 MANAGED LANES	23		3011		1007									
		I25/US 36 MANAGED LANES						268		980		129230		3500		
<b>SUBTOTALS</b>			<b>23</b>		<b>3011</b>		<b>1007</b>		<b>268</b>		<b>980</b>		<b>129230</b>		<b>3500</b>	
<b>IRREGULARITIES - ADD 5%</b>			<b>1</b>		<b>151</b>		<b>50</b>									
<b>TOTALS</b>			<b>25</b>		<b>3162</b>		<b>1057</b>		<b>268</b>		<b>980</b>		<b>129230</b>		<b>3500</b>	

\* PCCP REPLACEMENT/REHABILITATION QUANTITIES DETERMINED BY TRANSFIELD SERVICES

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 1700 Lincoln Street, Suite 3000  
 Denver, Colorado 80203  
 Phone: 303-803-9452  
 FAX: 303-803-9453

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 Revised:  
 Void:

I-25 ML INITIAL WORKS  
 HMA AND PCC PAVEMENT  
 REMOVAL & SURFACING TABULATION  
 Designer: E. MARSH  
 Detailer: E. MARSH  
 Sheet Subset: TABS  
 Structure Numbers  
 Subset Sheets: 1 of 3

Project No./Code  
 2014-001  
 Sheet: ML-8

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### TABULATION OF PAVEMENT MARKING

MILEPOINT		ALIGNMENT	PAVEMENT MARKING LINES				PERFORMED THERMOPLASTIC PAVEMENT MARKING (WORD - SYMBOL)		REMARKS
			EDGE		LANE		"TOLL"	"HOV"	
			WHITE SOLID 4 INCH	YELLOW SOLID 4 INCH	WHITE BROKEN 4 INCH	WHITE DOUBLE 8 INCH			
From	To		LF	LF	LF	LF	SF	SF	
212.1	217.3	I-25 Managed Lanes	68,157	4,276	4,921	6,910	437	328	
56.0	57.2	US 36 Managed Lanes	12,466	755	0	0			
<b>PAY QUANTITY CALCULATIONS</b>									
<b>TOTAL LINEAR FEET</b>			80,624	5,031	4,921	2,303			
<b>TOTAL SQUARE FEET</b>			26,875	1,677	1,640	1,536	437	328	
<b>PERFORMED PLASTIC PAVEMENT MARKING (TYPE I) (SF)</b>									
<b>PERFORMED THERMOPLASTIC PAVEMENT MARKING (XWALK-STOP LINE) (SF)</b>									
<b>PERFORMED THERMOPLASTIC PAVEMENT MARKING (WORD-SYMBOL) (SF)</b>							437	328	
<b>EPOXY PAVEMENT MARKING (GAL.)</b>			269	17	17	16			

#### SUMMARY

<b>YELLOW EPOXY (GAL)</b>	17	
<b>WHITE EPOXY (GAL)</b>	302	
<b>YELLOW THERMO PLASTIC/ WORD-SYMBOL (SF)</b>	0	
<b>WHITE THERMO PLASTIC/ WORD-SYMBOL (SF)</b>	765	
<b>YELLOW PERFORMED PLASTIC PVMNT MRKING (SF)</b>	0	Type I
<b>WHITE PERFORMED PLASTIC PVMNT MRKING (SF)</b>	0	Type I

**NOTE:**

- THE CONTRACTOR SHALL MAP EXISTING STRIPING THROUGH PROJECT LIMITS PRIOR TO BEGINNING ANY WORK. THE CONTRACTOR SHALL PROVIDE FINAL STRIPING THROUGH PROJECT LIMITS TO MATCH THE ORIGINAL STRIPING PRIOR TO PROJECT COMPLETION UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- PAVEMENT MARKING QUANTITIES DERIVED FROM AERIALS.



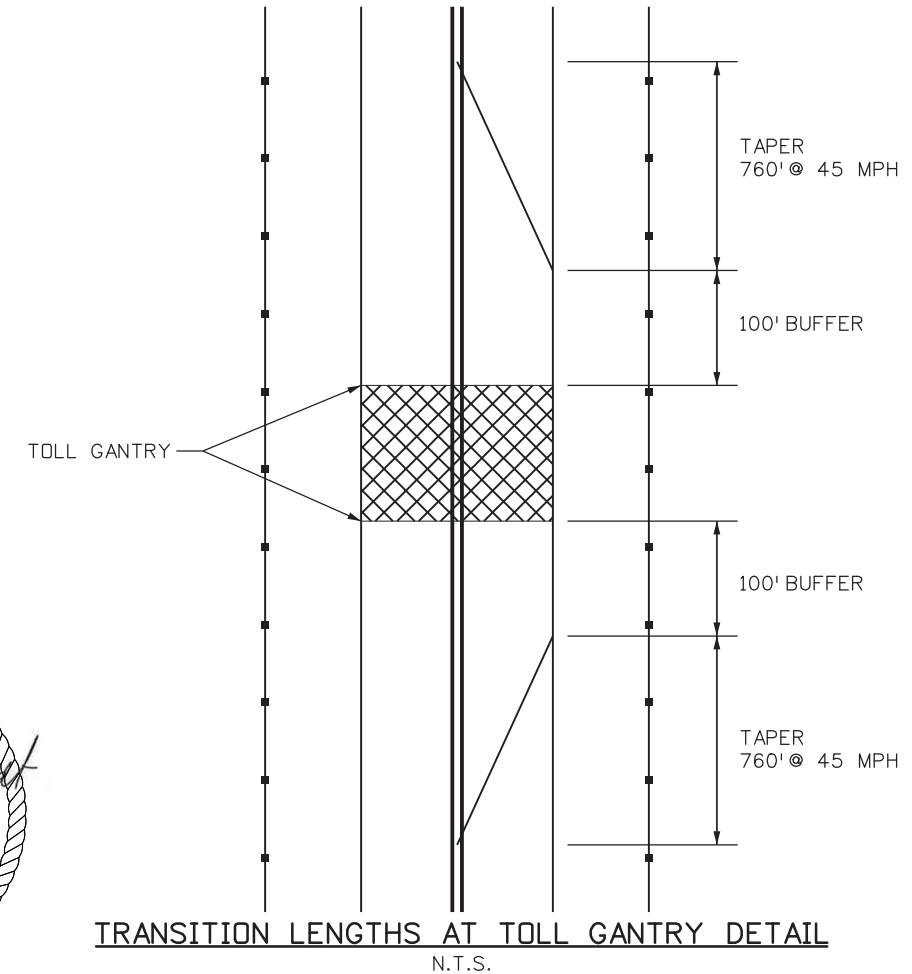
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Date:	Comments	Init.																		

### SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL SIGNS

SIGN CODE	LEGEND	DIMENSIONS	CONSTRUCTION TRAFFIC SIGN (EACH)		
			PANEL SIZE		
			A	B	C
R2-1(35)	"SPEED/LIMIT/35"	48" x 60"			4
R2-1(45)	"SPEED/LIMIT/45"	48" x 60"			4
R2-1(55)	"SPEED/LIMIT/55"	48" x 60"			4
R2-6P	"FINES/DOUBLE"	36" x 36"	6		
R4-1	"DO/NOT/PASS"	48" x 60"			4
R4-2	"PASS/WITH/CARE"	48" x 60"			4
R52-6a	"BEGIN/FINES/DOUBLE/IN WORK/ZONE"	48" x 60"			4
R52-6b	"END/FINES/DOUBLE/IN WORK/ZONE"	48" x 60"			4
W1-4L	LANE CURVE SYMBOL (LEFT)	48" x 48"		2	
W1-4R	LANE CURVE SYMBOL (RIGHT)	48" x 48"		2	
W1-6L	LARGE ARROW (LEFT)	48" x 12"	1		
W1-6R	LARGE ARROW (RIGHT)	48" x 12"	1		
W4-2L	LEFT LANE CLOSED SYMBOL	48" x 48"		2	
W4-2R	RIGHT LANE CLOSED SYMBOL	48" x 48"		2	
W5-1	"ROAD/NARROWS"	48" x 48"		1	
W20-1	"ROAD/WORK/(DIST.)"	48" x 48"		4	
W20-5L	"LEFT/LANE/CLOSED/AHEAD"	48" x 48"		2	
W20-5R	"RIGHT/LANE/CLOSED/AHEAD"	48" x 48"		2	
W21-5aL	"LEFT/SHOULDER/CLOSED"	48" x 48"		1	
W21-5aR	"RIGHT/SHOULDER/CLOSED"	48" x 48"		1	
G20-5P	"WORK/ZONE"	36" x 30"	10		
G20-10	"XYZ/CONSTRUCTORS/THANK YOU/..."	48" x 48"		2	
G20-11	"ROAD WORK/DATE-DATE/FOR INFORMATION/..."	48" x 48"		2	
<b>SIGN TOTALS</b>			<b>18</b>	<b>23</b>	<b>28</b>

### CONSTRUCTION TRAFFIC CONTROL DEVICES

ITEM NUMBER	DESCRIPTION	SIZE	UNIT	QUANTITY
630-00000	FLAGGING		HOUR	300
630-00007	TRAFFIC CONTROL INSPECTION		DAY	15
630-00012	TRAFFIC CONTROL MANAGEMENT		DAY	40
630-80001	FLASHING BEACON (PORTABLE)		EACH	8
630-80335	BARRICADE (TYPE 3M-A) (TEMP)		EACH	3
630-80341	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE A)		EACH	18
630-80342	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE B)		EACH	23
630-80343	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE C)		EACH	28
630-80358	ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL (C TYPE)		EACH	1
630-80360	DRUM CHANNELIZING DEVICE		EACH	170
630-80363	DRUM CHANNELIZING DEVICE (WITH LIGHT) (FLASHING)		EACH	4
630-80370	CONCRETE BARRIER (TEMPORARY)		LF	600
630-80380	TRAFFIC CONE	36"	EACH	200
630-85041	MOBILE ATTENUATOR		DAY	40



#### NOTES:

- CONSTRUCTION PHASING HAS BEEN LAID OUT AS FOLLOWS:
  - HMA SECTIONS: THE TWO MILES OF HMA SHALL HAVE THE TOP 2" MILLED AND OVERLAID, EXCEPT FOR THE ~50-FOOT SECTION ON THE SOUTH END; THIS WORK SHALL BE PERFORMED IN ONE PHASE FOR EACH LANE.
  - PCCP SECTIONS: THE FOUR MILES OF PCCP SHALL HAVE PANELS REPLACED AS DIRECTED BY THE ENGINEER; THIS WORK SHALL BE PERFORMED BY REPLACING PANELS AS NEEDED WITHIN 500-FOOT INCREMENTS.
- PAY ITEMS WERE DETERMINED BASED ON CDOT M&S STANDARDS S-630-1. CASE NO. 10 WAS USED FOR LANE CLOSURES ASSOCIATED WITH MILL & OVERLAY AND PCCP PANEL REPLACEMENTS IN TWO-LANE SECTIONS, CASE NO. 3 WAS USED FOR LANE CLOSURES IN ONE-LANE SECTIONS, AND CASE NO. 11 WAS USED FOR SHOULDER CLOSURES IN ONE-LANE SECTIONS.
- QUANTITIES WERE ESTIMATED BASED ON THE ANTICIPATED DURATIONS OF 6 WORKING DAYS FOR THE HMA MILL & OVERLAY SECTIONS AND 24 WORKING DAYS FOR THE PCCP PANEL REPLACEMENT SECTIONS.
- QUANTITIES FOR DRUMS ALONG MILL & OVERLAY SECTIONS WERE ESTIMATED ASSUMING THAT THE ENTIRE TWO MILES OF MILL & OVERLAY WOULD BE DONE IN ONE PHASE FOR EACH LANE.
- QUANTITIES FOR DRUMS ALONG PCCP SECTIONS WERE ESTIMATED ASSUMING THAT PCCP PANEL REPLACEMENT SECTIONS WOULD OCCUR IN 500-FOOT INCREMENTS.
- IT WAS ASSUMED THAT ALL PCCP PANEL REPLACEMENT WORK BENEATH THE GANTRY AND THE HMA FULL RECONSTRUCTION WILL BE PERFORMED DURING ONE OF THE TWO PLANNED WEEKEND FULL CLOSURES OF THE MANAGED LANES.



Print Date: 9/11/2014  
 File Name: 20062TRAF\_I-25\_HMA\_MOT\_Quantities.dgn  
 Horiz. Scale: 1:1      Vert. Scale: As Noted  
 Unit:  
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 FAX: 303-803-9453

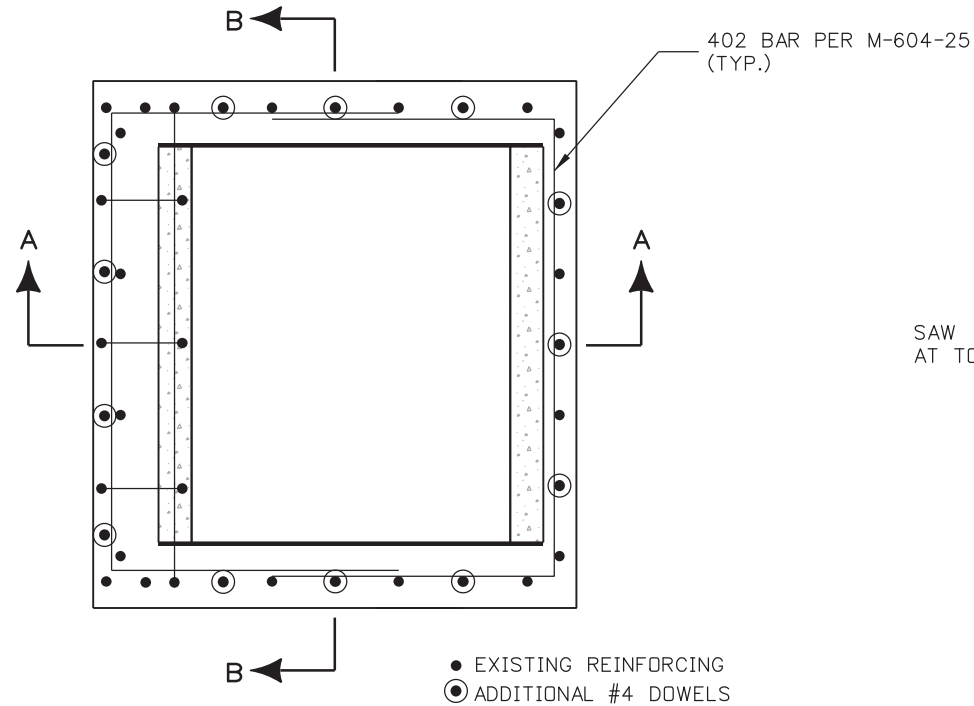
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 Revised:  
 Void:

I-25 ML INITIAL WORKS  
 HMA AND PCC PAVEMENT  
**MOT GENERAL NOTES & TABULATION**  
 Designer: J. SEYER  
 Detailer: E. MARSH  
 Sheet Subset: TABS      Subset Sheets: 3 of 3

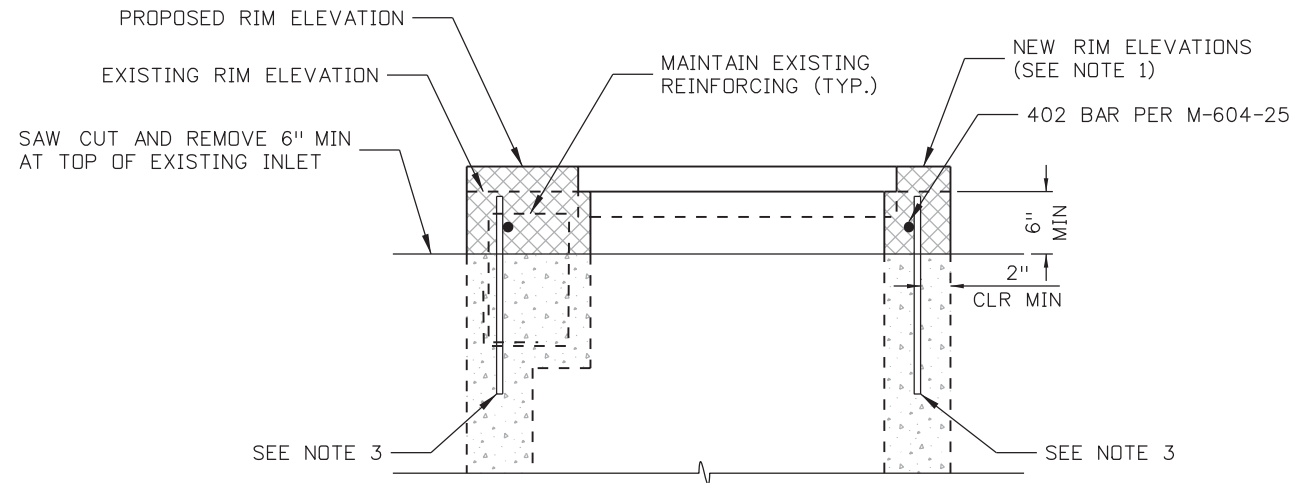
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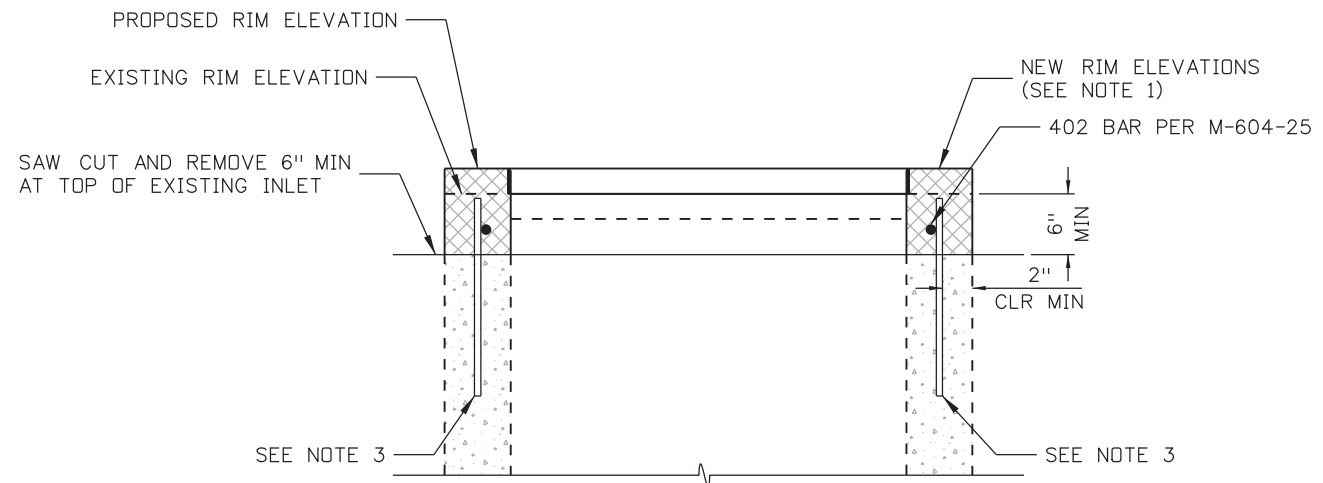
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**VANE GRATE INLET PLAN VIEW**  
N.T.S.



**SECTION A**  
N.T.S.



**SECTION B**  
N.T.S.

**NOTES:**

1. RAISE RIM TO 1/4" BELOW THE PROPOSED FINISHED GRADE. MATCH EXISTING INLET WALL THICKNESS WITH NEW WALL.
2. RECONSTRUCT INLET BOXES PER APPLICABLE CDOT M-STANDARD PLANS. CONTACT ENGINEER IF INLET DOES NOT APPEAR TO BE CDOT STANDARD.
3. EXISTING VERTICAL REINFORCING SHALL BE PROTECTED IN PLACE DURING REMOVAL OPERATIONS. EXISTING BARS THAT ARE DAMAGED DURING REMOVAL SHALL BE REPLACED WITH A VERTICAL #4 X 1'-0" DOWEL. REPLACEMENT DOWELS SHALL BE DRILLED AND EPOXY BONDED INTO THE EXISTING CONCRETE 6" MINIMUM. EPOXY BONDING AGENT SHALL BE HILTI HIT-HY 200 OR APPROVED SIMILAR. NEW VERTICAL BARS SHALL BE CENTERED IN WALL. MINIMUM COVER TO ALL REINFORCING SHALL BE 2" UNLESS NOTED. ALL NEW REINFORCING SHALL BE EPOXY COATED.
4. CONCRETE CLASS D SHALL BE USED FOR THE INLET POUR BACK. CONTRACTOR MAY USE US SPEC TRANSPATCH PER MANUFACTURER'S SPECIFICATIONS LISTED HERE: <https://www.us-spec.com/products/product/transpatch> OTHER SIMILAR CDOT APPROVED CEMENTITIOUS REPAIR MATERIALS MAY BE USED UPON PRIOR REVIEW BY THE ENGINEER.



Print Date: 9/11/2014	
File Name: 20062DES_I-25_HMA_AdjustInlet.dgn	
Horiz. Scale: 1:10      Vert. Scale: As Noted	
Unit:	
1670 BROADWAY, SUITE 3400    DENVER, COLORADO 80202 Phone: 303-764-1520      FAX: 303-860-7139	

Sheet Revisions			
Date:	Comments	Init.	
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1700 Lincoln Street, Suite 3000  
 Denver, Colorado 80203  
 Phone: 303-803-9452  
 FAX: 303-803-9453

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No Revisions:
Revised:
Void:

<b>I-25 ML INITIAL WORKS HMA AND PCC PAVEMENT ADJUST DRAINAGE INLET DETAIL</b>			
Designer:	E. MARSH	Structure Numbers	
Detailer:	T. HAUGH	Subset Sheets:	1 of 1
Sheet Subset:	DETAIL		

Project No./Code
2014-001
Sheet: <b>ML-11</b>

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**1. STORMWATER MANAGEMENT CONTROLS FIRST CONSTRUCTION ACTIVITIES**

THE CONTRACTOR SHALL PERFORM THE FOLLOWING:

- A. POTENTIAL POLLUTANT SOURCES
  1. EVALUATE, IDENTIFY AND DESCRIBE ALL POTENTIAL SOURCES OF POLLUTANTS AT THE SITE IN ACCORDANCE WITH SUBSECTION 107.25 AND PLACE ANY BMPS REQUIRED TO CONTAIN POTENTIAL POLLUTANTS.
  
- B. BEST MANAGEMENT PRACTICES (BMPS) FOR STORMWATER POLLUTION PREVENTION

**NARRATIVES [THE NARRATIVE SHOULD EXPLAIN WHAT, WHEN, WHERE AND HOW THE BMP IS BEING USED.]**
  
- C. OFFSITE DRAINAGE (RUN ON WATER)
  1. PLACE BMPS TO ADDRESS RUN-ON WATER IN ACCORDANCE WITH SUBSECTION 208.03.
  
- D. PERIMETER CONTROL
  1. PERIMETER CONTROL SHALL BE ESTABLISHED AS THE FIRST ITEM ON THE SWMP TO PREVENT THE POTENTIAL FOR POLLUTANTS LEAVING THE CONSTRUCTION SITE BOUNDARIES, ENTERING THE STORMWATER DRAINAGE SYSTEM, OR DISCHARGING TO STATE WATERS.
  2. PERIMETER CONTROL MAY CONSIST OF VEGETATION BUFFERS, BERMS, SILT FENCE, EROSION LOGS, EXISTING LANDFORMS, OR OTHER BMPS AS APPROVED.
  3. PERIMETER CONTROL SHALL BE IN ACCORDANCE WITH SUBSECTION 208.04.

**2. DURING CONSTRUCTION**

THE SWMP SHOULD BE CONSIDERED A "LIVING DOCUMENT" THAT IS CONTINUOUSLY REVIEWED AND MODIFIED. DURING CONSTRUCTION, THE FOLLOWING ITEMS SHALL BE ADDED, UPDATED, OR AMENDED AS NEEDED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 208

- A. MATERIALS HANDLING AND SPILL PREVENTION - PRIOR TO CONSTRUCTION COMMENCING THE CONTRACTOR SHALL SUBMIT A SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN, SEE SUBSECTION 208.06. MATERIALS HANDLING SHALL BE IN ACCORDANCE WITH SUBSECTION 208.06.
- B. STOCKPILE MANAGEMENT - SHALL BE DONE IN ACCORDANCE WITH SUBSECTION 107.25 AND 208.07
- C. CONCRETE WASHOUT - CONCRETE WASH OUT WATER OR WASTE FROM FIELD LABORATORIES AND PAVING EQUIPMENT SHALL BE CONTAINED IN ACCORDANCE WITH SUBSECTION 208.05.
- D. SAW CUTTING - SHALL BE DONE IN ACCORDANCE WITH SUBSECTION 107.25, 208.04, 208.05
- E. STREET CLEANING - SHALL BE DONE IN ACCORDANCE WITH SUBSECTION 208.04

**3. INTERIM AND FINAL STABILIZATION**

- A. SEEDING PLAN

THERE IS NO ANTICIPATED SEEDING ON THIS PROJECT.

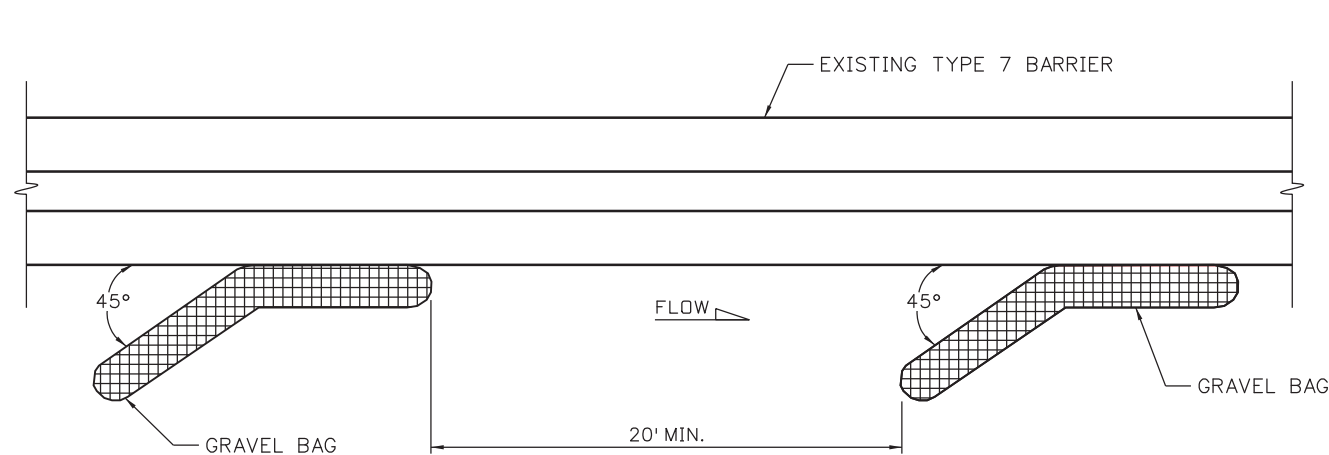
**4. TABULATION OF STORMWATER QUANTITIES**

PAY ITEM	DESCRIPTION	PAY UNIT	*QUANTITY
208-00045	CONCRETE WASHOUT STRUCTURE	EACH	3
208-00050	STORM DRAIN INLET PROTECTION	EACH	136
208-00106	SWEEPING (SEDIMENT REMOVAL)	HOUR	19
208-00107	REMOVAL OF TRASH	HOUR	19
208-00206	EROSION CONTROL SUPERVISOR	DAY	40

\*IT IS ANTICIPATED THAT ADDITIONAL BMPS AND BMP QUANTITIES NOT SHOWN ON THE SWMP SITE MAPS SHALL BE REQUIRED ON THE PROJECT FOR UNFORESEEN CONDITIONS AND REPLACEMENT OF ITEMS THAT ARE BEYOND THEIR USEFUL SERVICE LIFE, SEE SUBSECTION 208.03 AND 208.04 (E). QUANTITIES FOR ALL BMPS SHOWN ABOVE ARE ESTIMATED, AND HAVE BEEN INCREASED FOR UNFORESEEN PROJECT CONDITIONS.

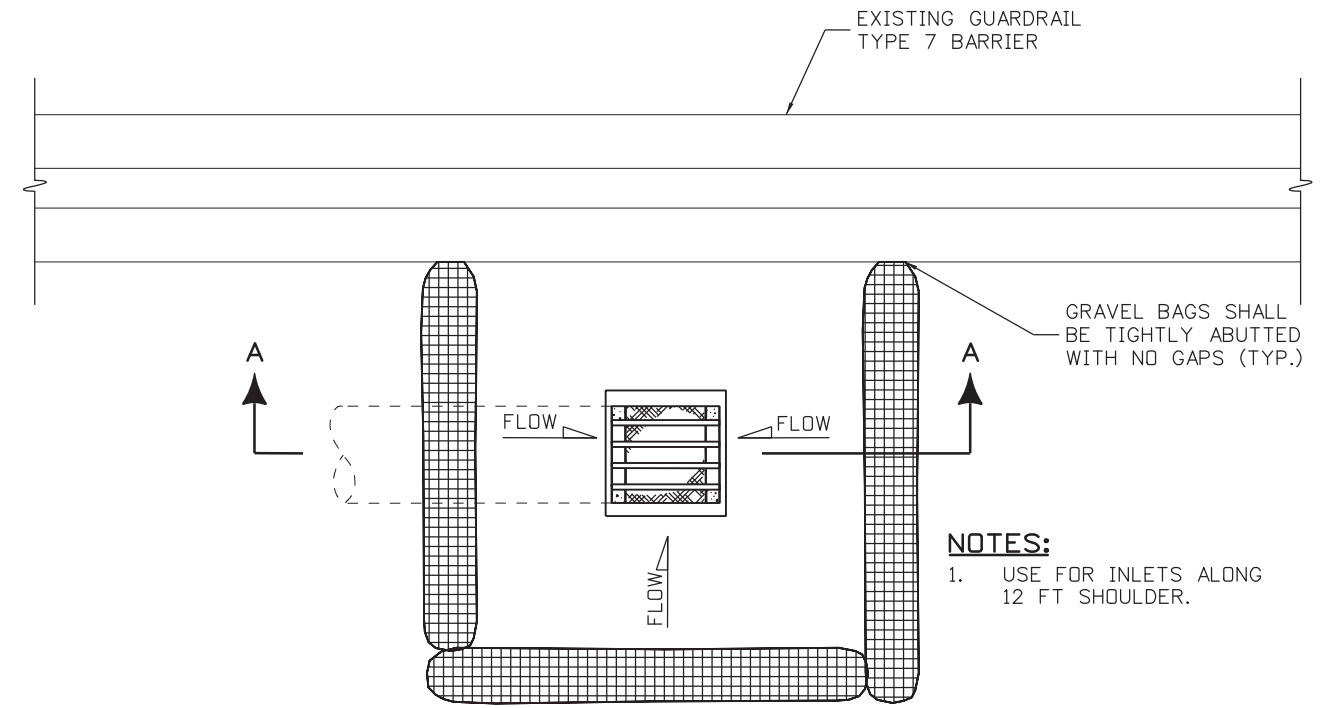


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**PLAN VIEW FOR MULTIPLE GRAVEL BAGS  
GRAVEL BAG CHECK**  
N.T.S.

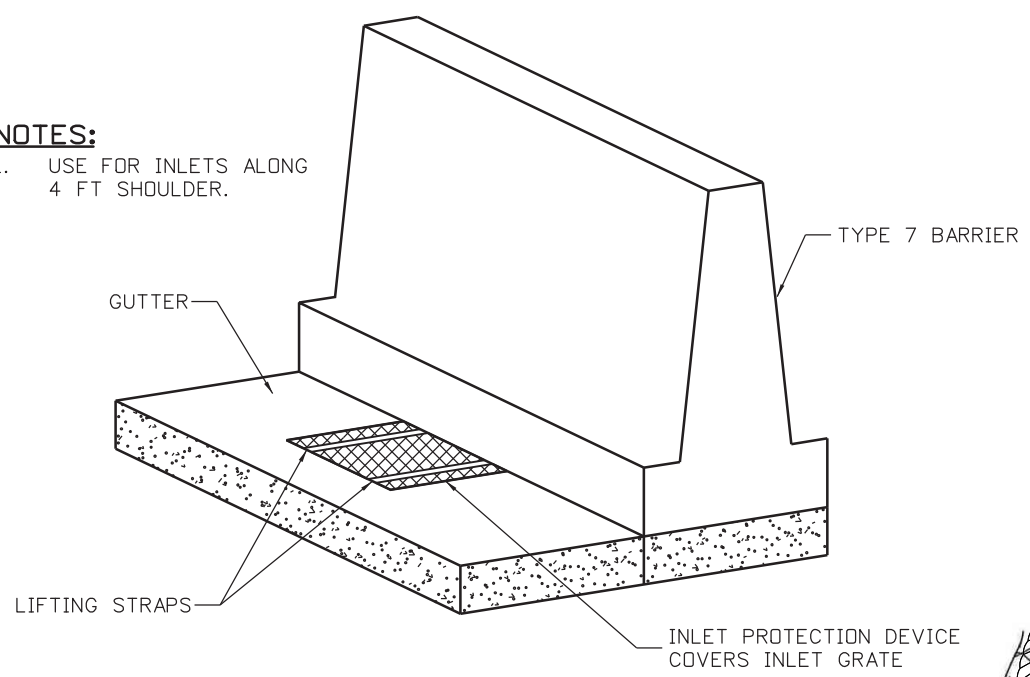
**NOTES:**  
1. PLACE THREE GRAVEL BAGS AT DOWNSTREAM END OF PROJECT



**PLAN VIEW**  
N.T.S.

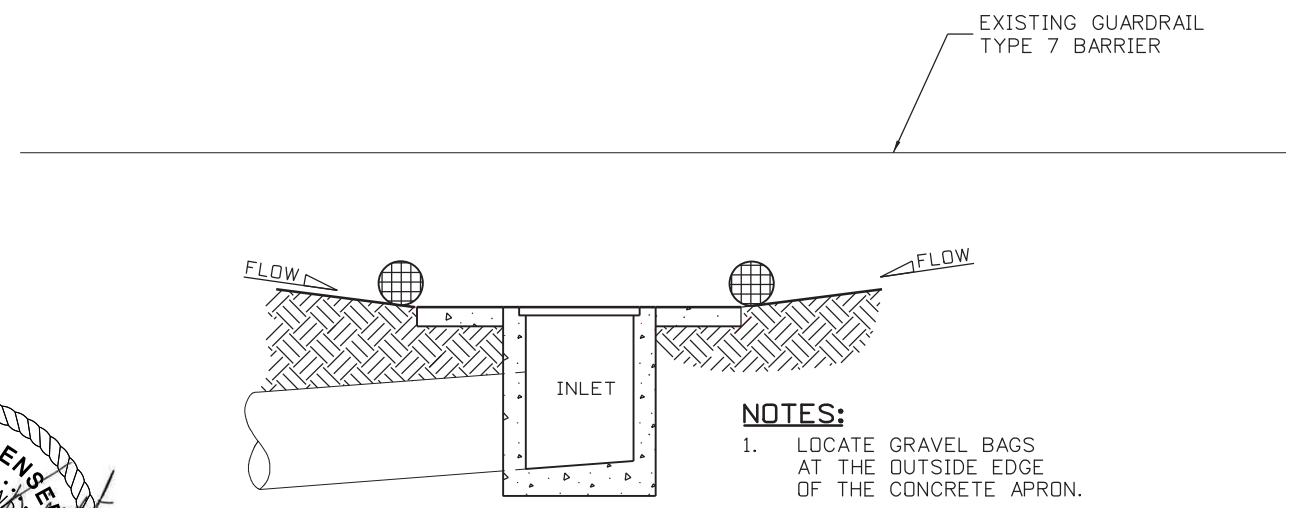
**NOTES:**  
1. USE FOR INLETS ALONG 12 FT SHOULDER.

**NOTES:**  
1. USE FOR INLETS ALONG 4 FT SHOULDER.



**ISOMETRIC VIEW  
STORM DRAIN INLET PROTECTION (TYPE II)  
OPTION B**  
N.T.S.

**NOTES:**  
1. CONTRACTOR TO INSPECT DURING RAIN EVENTS TO REDUCE FLOODING ON TRAVELED WAY.



**SECTION A-A  
GRAVEL BAG FILTER AT DROP INLET**  
N.T.S.

**NOTES:**  
1. LOCATE GRAVEL BAGS AT THE OUTSIDE EDGE OF THE CONCRETE APRON.



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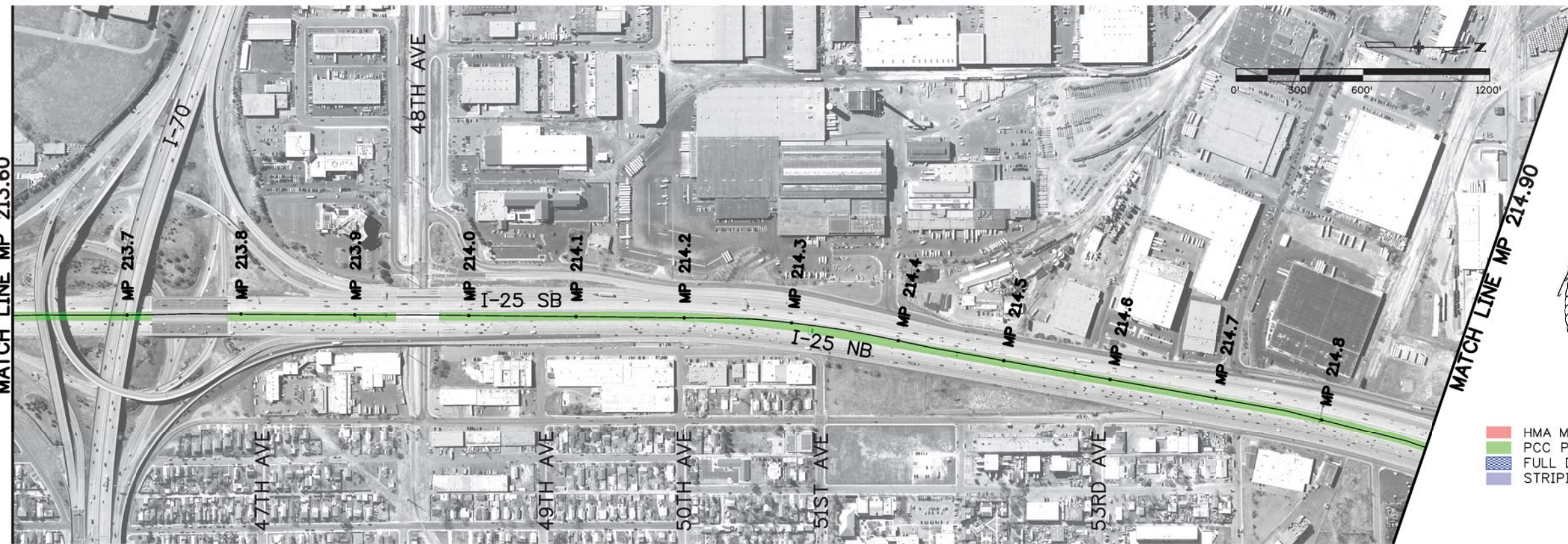
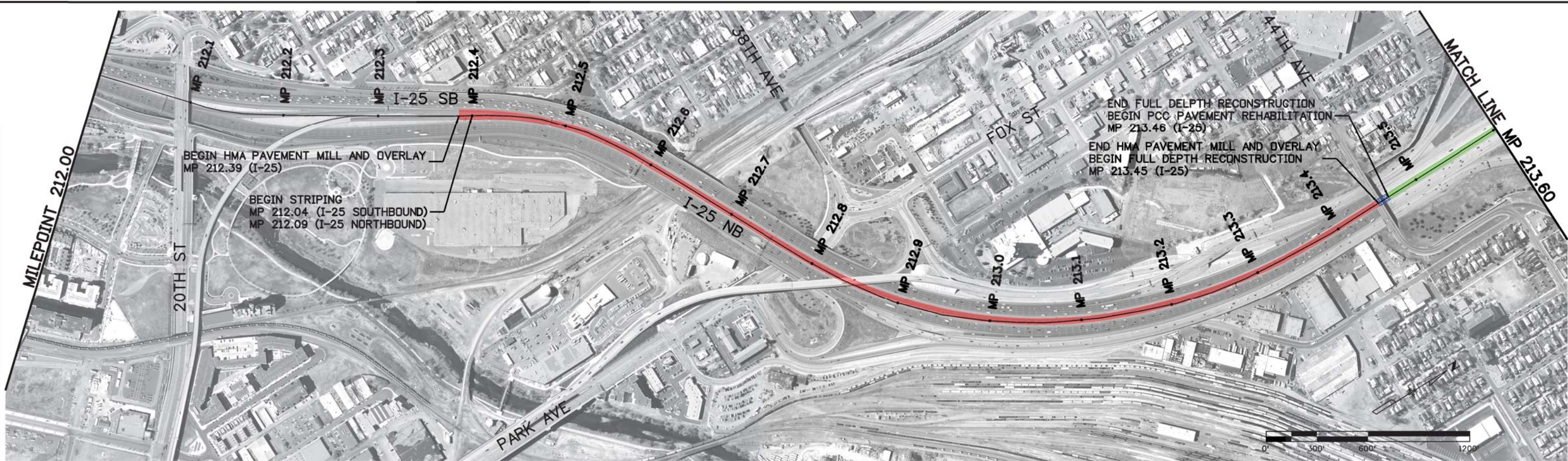
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Void:

<b>I-25 ML INITIAL WORKS HMA AND PCC PAVEMENT EROSION CONTROL DETAIL</b>	
Designer: E. MARSH	Structure Numbers
Detailer: T. HAUGH	
Sheet Subset: EROSION	Subset Sheets: 1 of 1

<b>Project No./Code</b>
2014-001
Sheet: <b>ML-13</b>

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- HMA MILL AND OVERLAY
- PCC PAVEMENT REHABILITATION
- FULL DEPTH RECONSTRUCTION
- STRIPING ONLY

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File Name: 20062DES\_I-25\_ML\_Overall01

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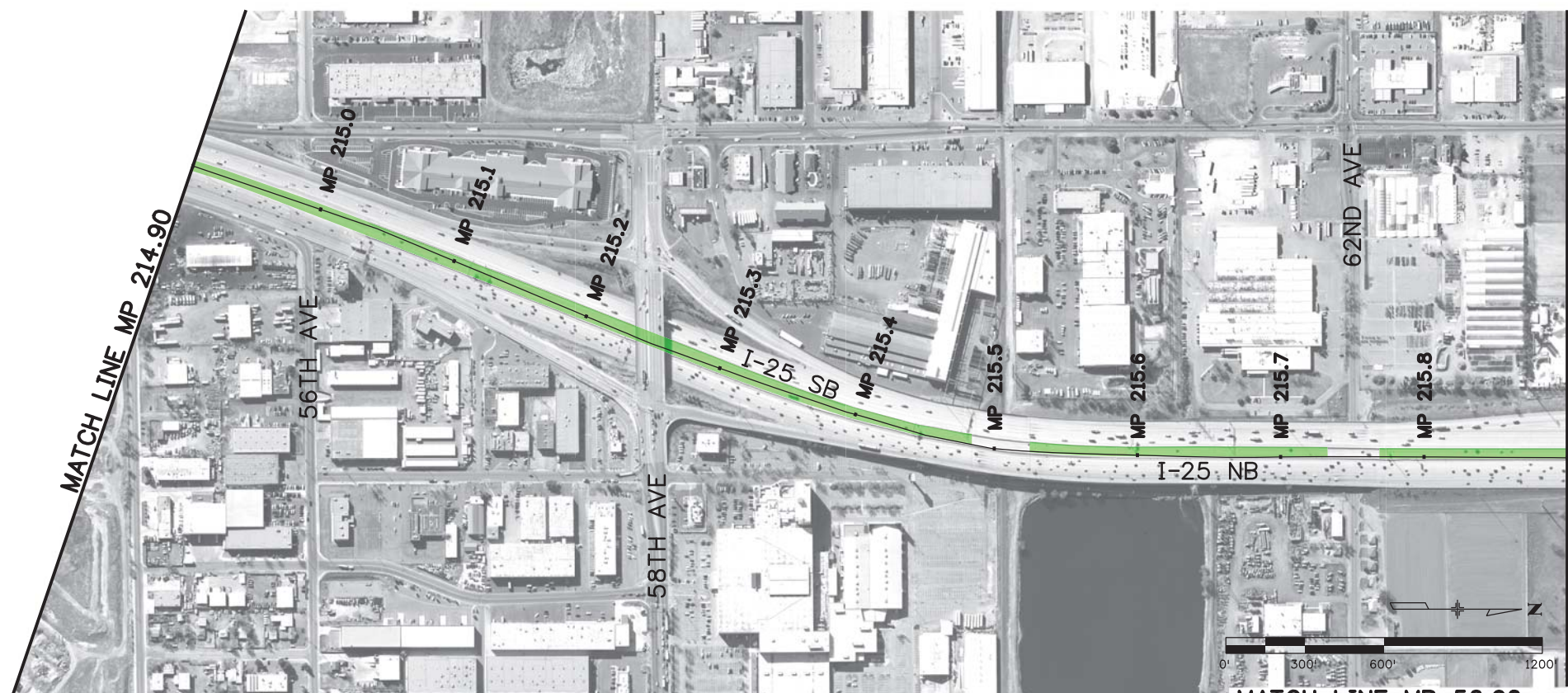
I-25 ML INITIAL WORKS  
 HMA AND PCC PAVEMENT  
 I-25 PROJECT AREA MAP

Designer: E. MARSH      Structure Numbers:        
 Detailer: T. HAUGH        
 Sheet Subset: PRJCT MAP      Subset Sheets: 1 of 3

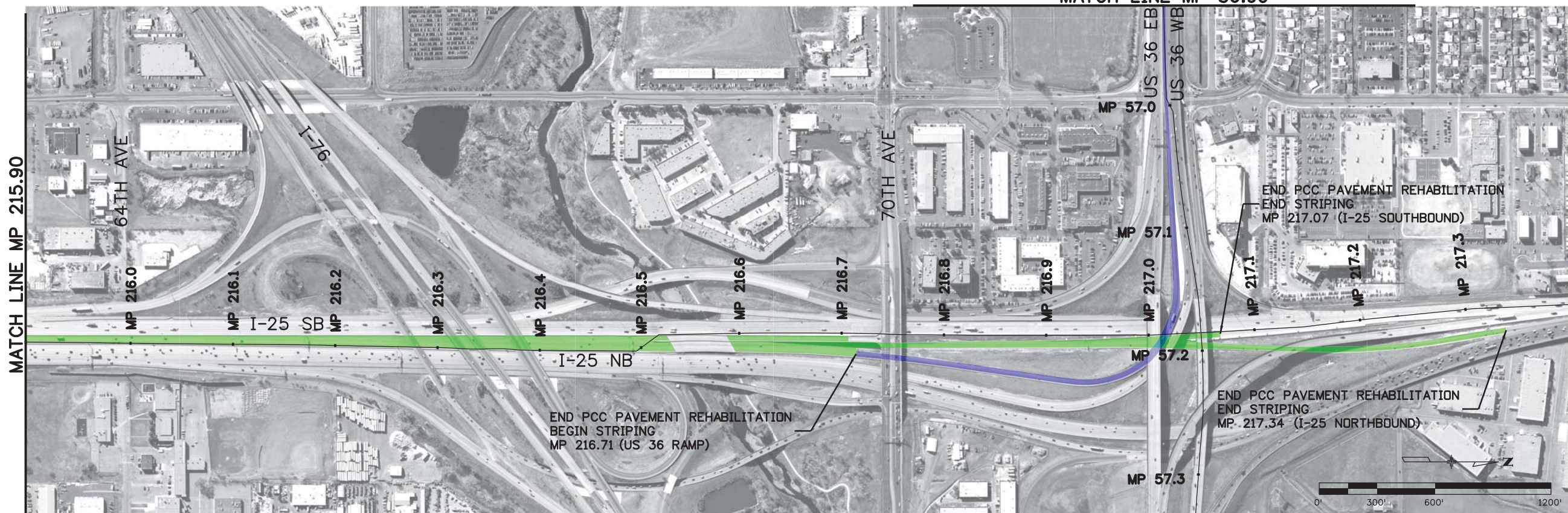
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Sheet: ML-14



- HMA MILL AND OVERLAY
- PCC PAVEMENT REHABILITATION
- FULL DEPTH RECONSTRUCTION
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**As Constructed**

No Revisions:

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Void:

**I-25 ML INITIAL WORKS  
HMA AND PCC PAVEMENT  
I-25 PROJECT AREA MAP**

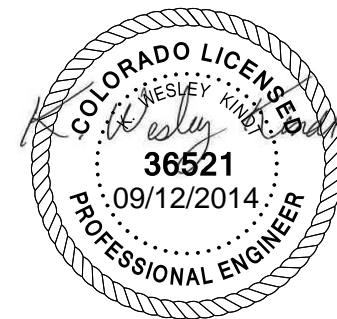
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Detailer:	T. HAUGH	Subset Sheets:	2 of 3

**Project No./Code**

2014-001

Sheet: **ML-15**

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- HMA MILL AND OVERLAY
- PCC PAVEMENT REHABILITATION
- FULL DEPTH RECONSTRUCTION
- STRIPING ONLY

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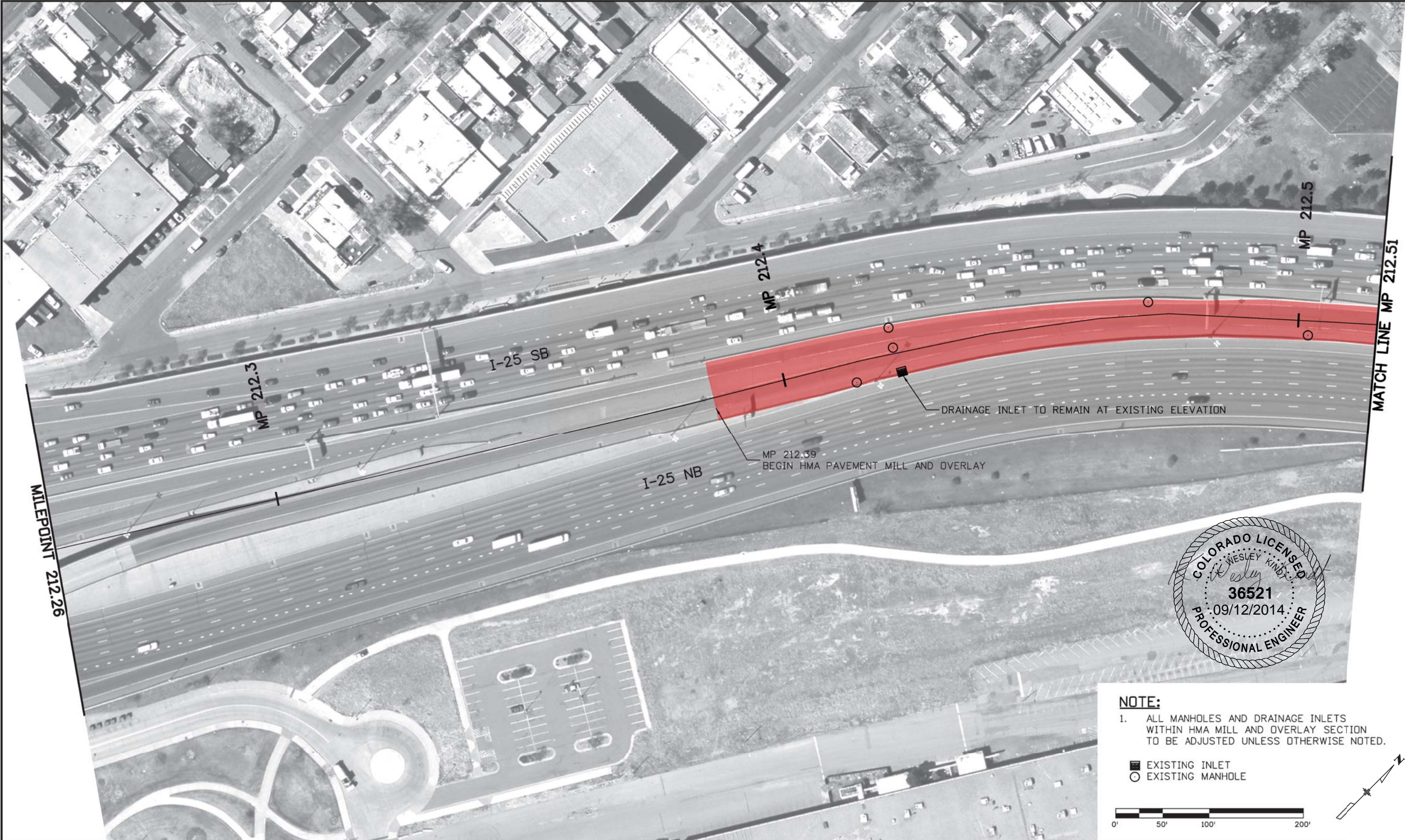
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Designer: E. MARSH	Structure Numbers	
Detailer: T. HAUGH		
Sheet Subset: PRJCT MAP	Subset Sheets: 3 of 3	

<b>Project No./Code</b>
2014-001
Sheet: <b>ML-16</b>

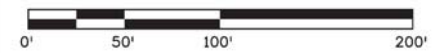


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**NOTE:**  
 1. ALL MANHOLES AND DRAINAGE INLETS WITHIN HMA MILL AND OVERLAY SECTION TO BE ADJUSTED UNLESS OTHERWISE NOTED.

■ EXISTING INLET  
 ○ EXISTING MANHOLE



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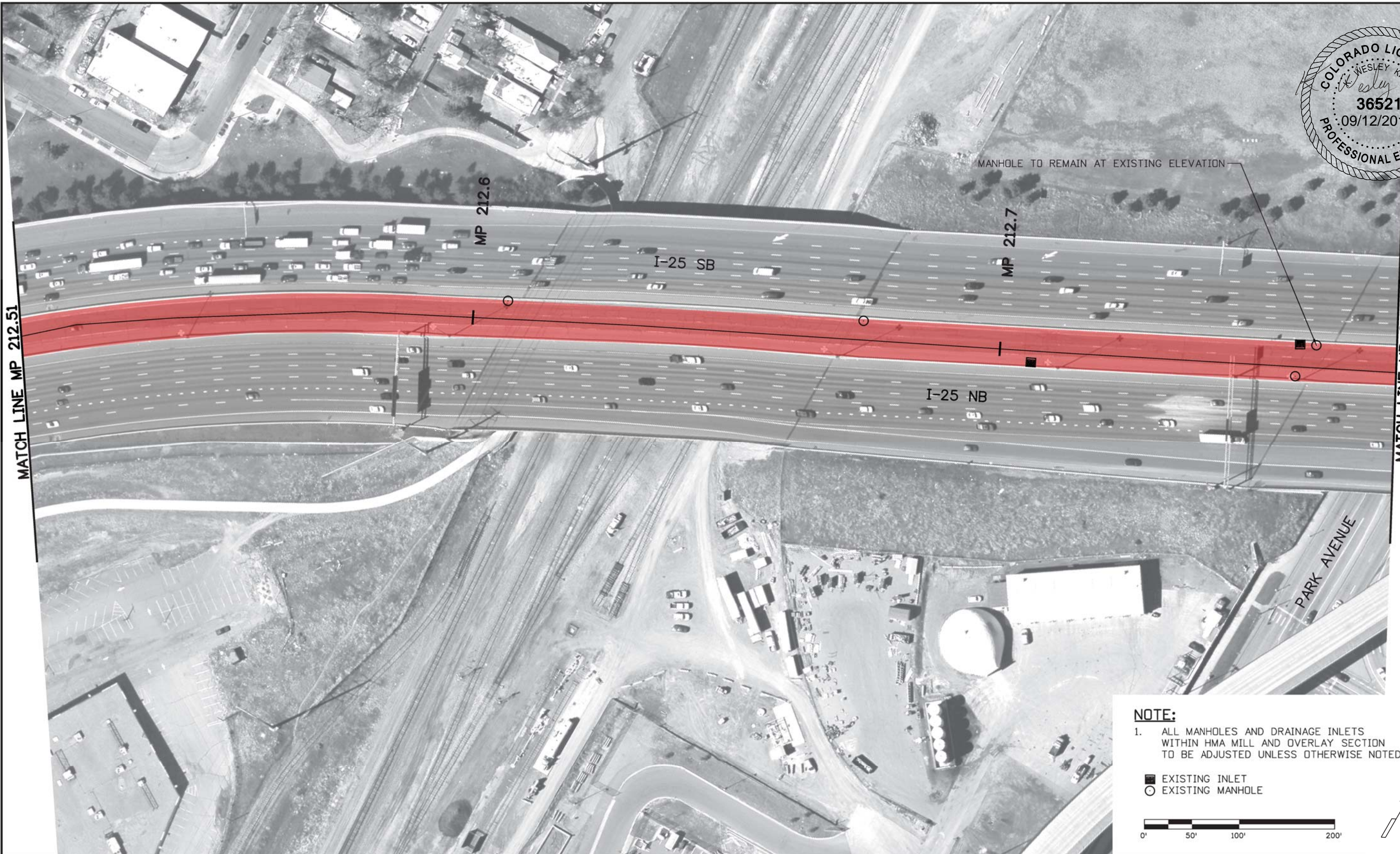
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Void:

<b>I-25 ML INITIAL WORKS HMA AND PCC PAVEMENT PLAN SHEET MP 212.26 - MP 212.51</b>		
Designer: E. MARSH	Structure	
Detailer: T. HAUGH	Numbers	
Sheet Subset: PLAN	Subset Sheets: 1 of 5	

<b>Project No./Code</b>
2014-001
Sheet: <b>ML-17</b>



**NOTE:**  
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■ EXISTING INLET  
 ○ EXISTING MANHOLE

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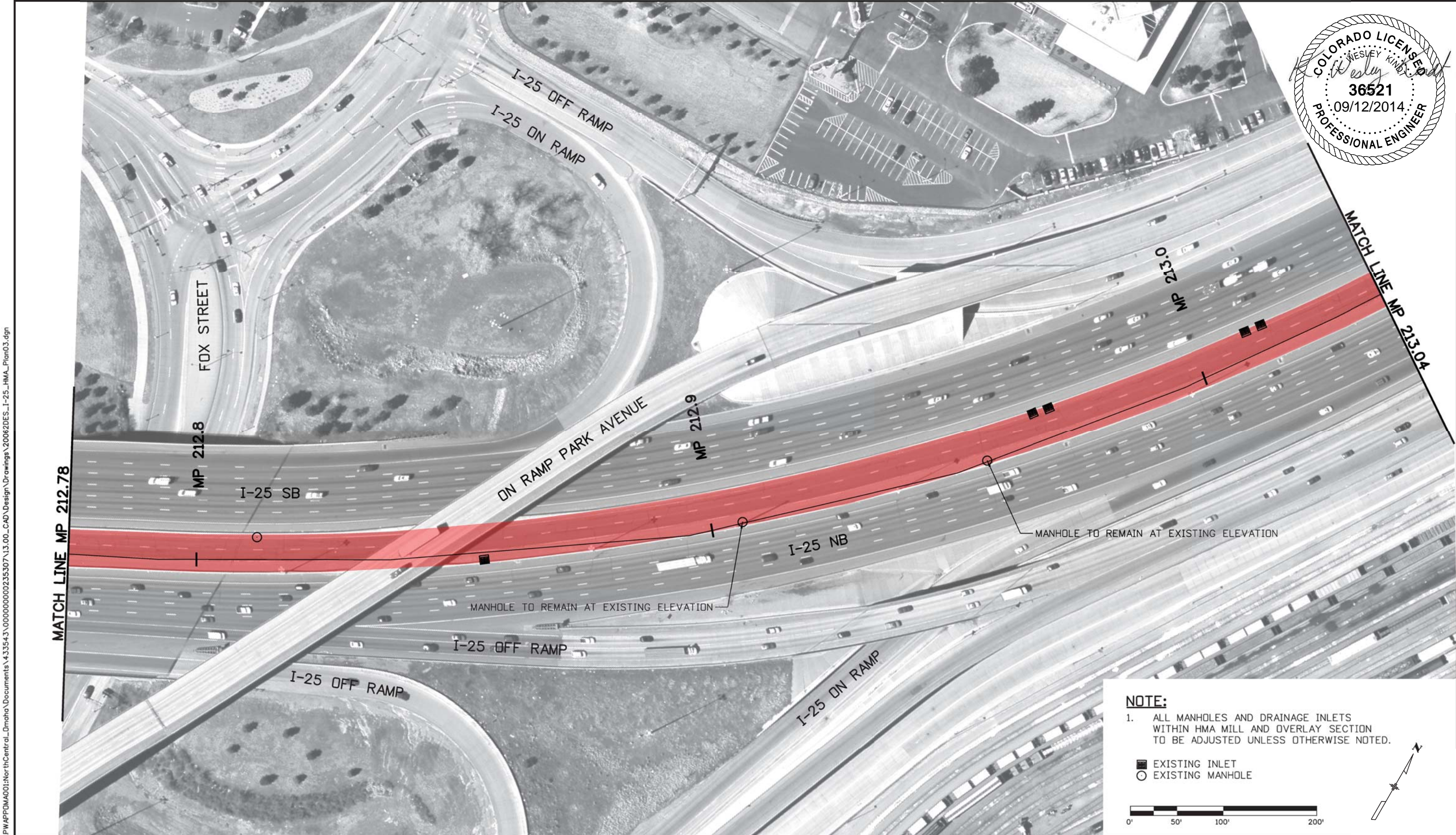
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**I-25 ML INITIAL WORKS  
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 PLAN SHEET MP 212.51 - MP 212.78**

Designer: E. MARSH Structure Numbers:     
 Detailer: T. HAUGH  
 Sheet Subset: PLAN Subset Sheets: 2 of 5

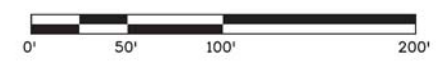
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**NOTE:**  
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■ EXISTING INLET  
 ○ EXISTING MANHOLE



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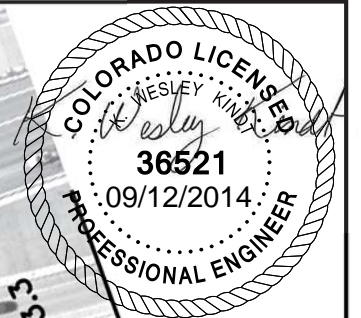
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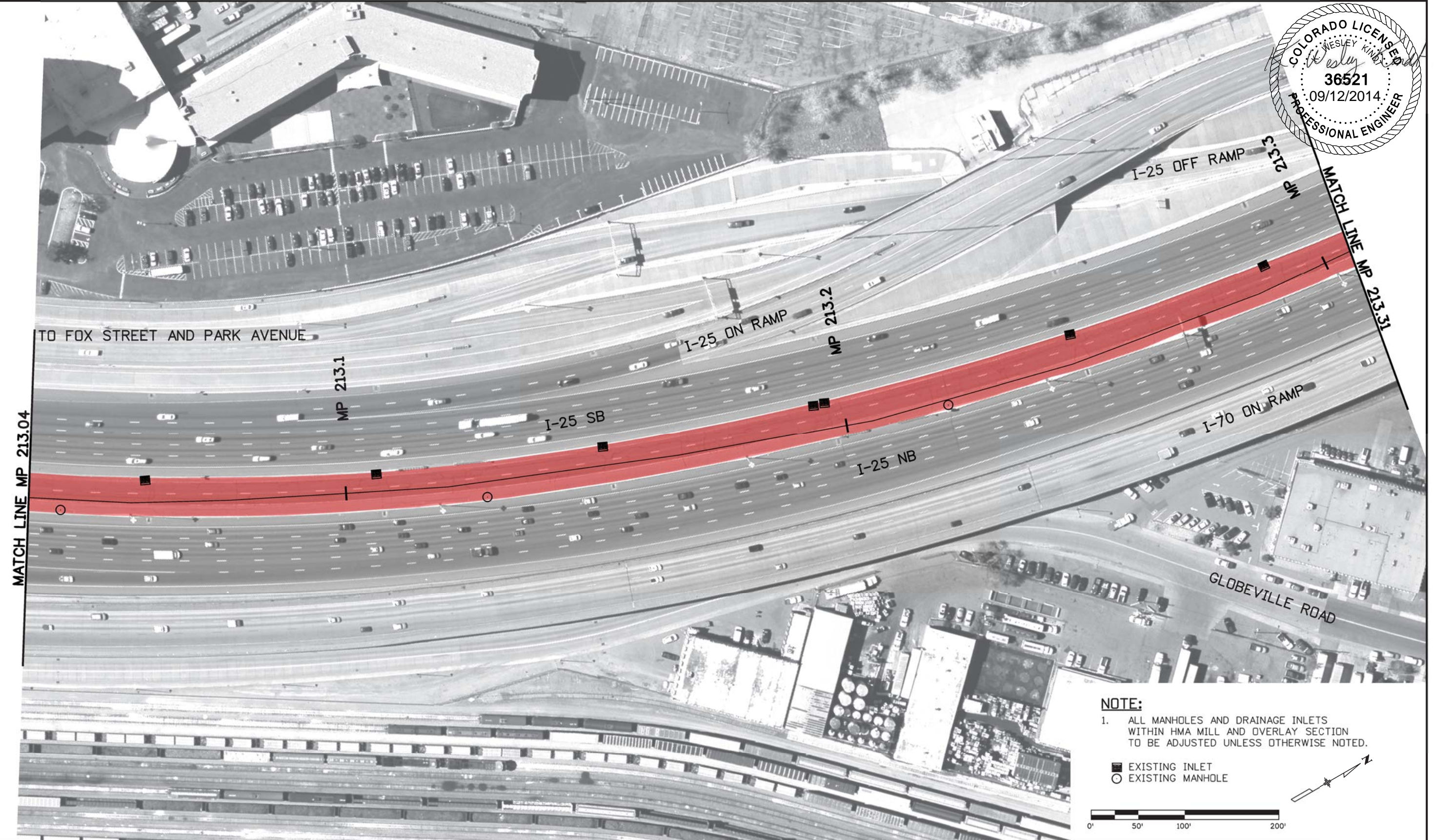
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Designer:	E. MARSH	Structure	
Detailer:	T. HAUGH	Numbers	
Sheet Subset:	PLAN	Subset Sheets:	3 of 5

Project No./Code	2014-001
Sheet:	ML-19



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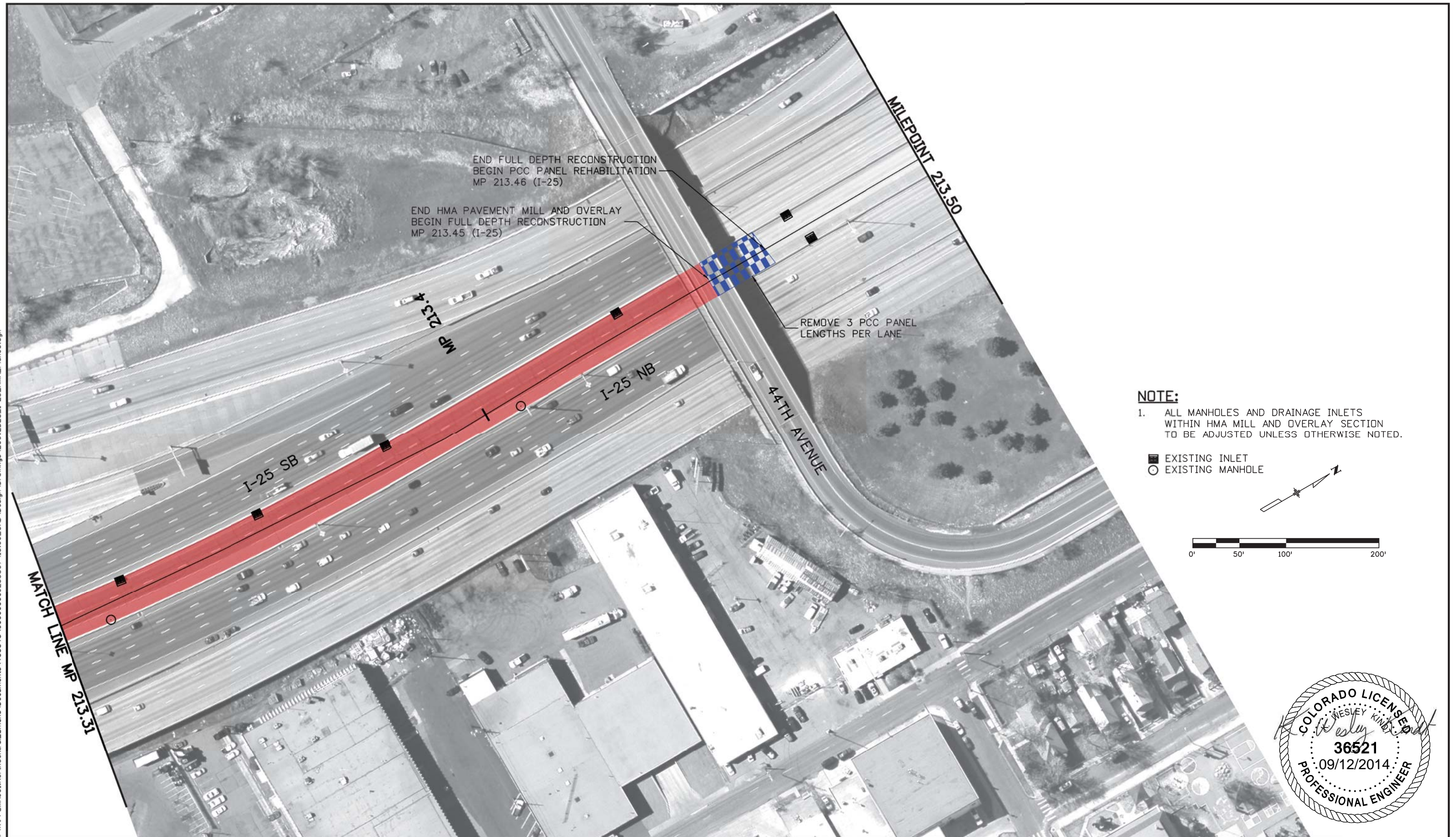
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Detailer:	T. HAUGH		
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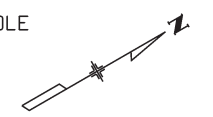
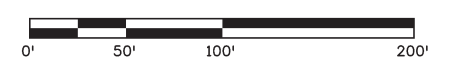
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