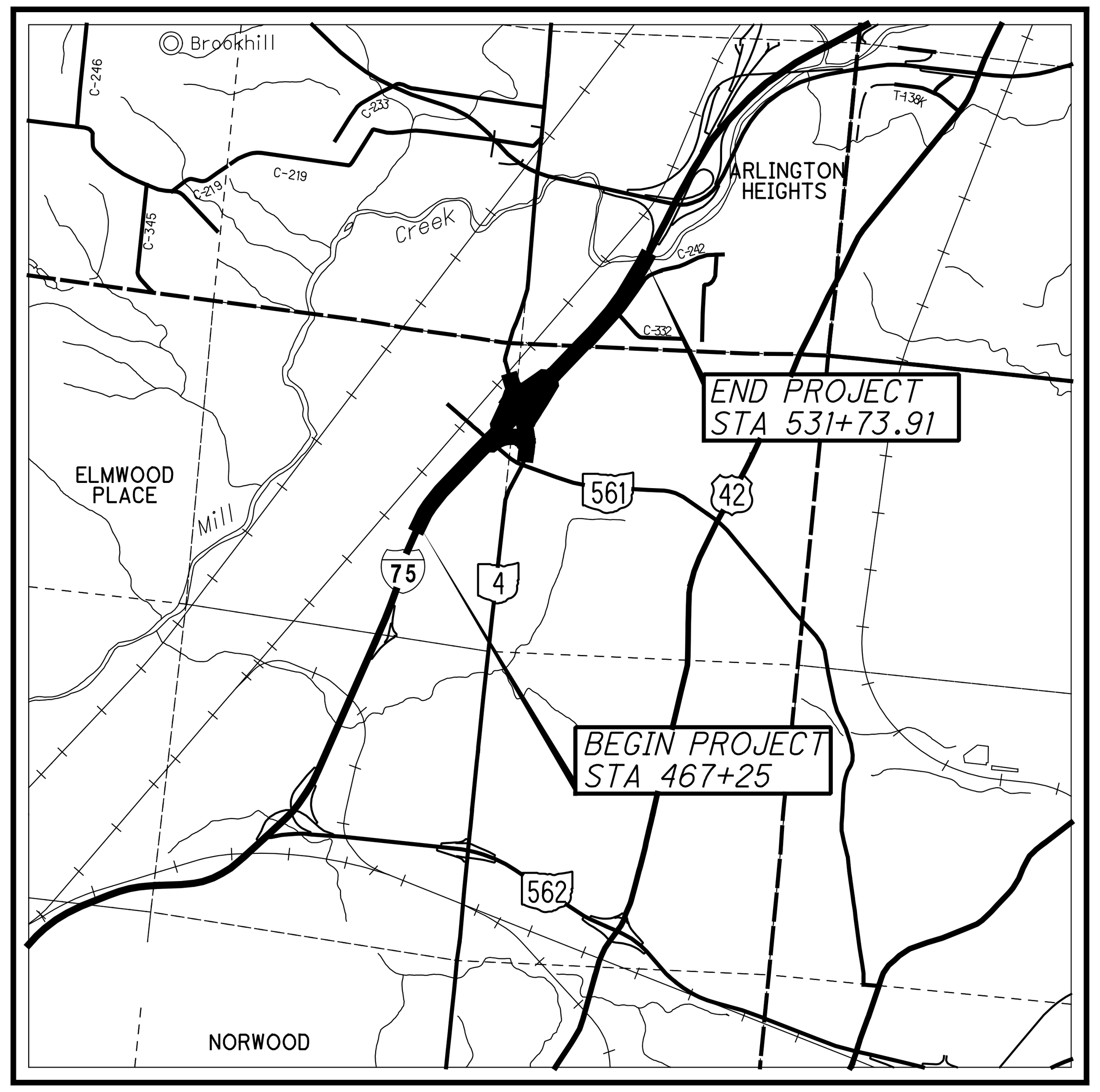
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
HAM-75-8.91
CITY OF CINCINNATI
HAMILTON COUNTY



LOCATION MAP
LATITUDE: N39°11'20" LONGITUDE: W84°28'50"

SCALE IN MILES
0 1/2 1

N

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN DESIGNATION - I.R. 75 & TOWNE ST

	I.R. 75	TOWNE ST
CURRENT ADT (2010)	173,800	8,340
DESIGN YEAR ADT (2030)	203,000	8,340
DESIGN HOURLY VOLUME (2030)	17,050	900
DIRECTION DISTRIBUTION	53%	76%
TRUCKS (24 HOUR B&C)	14%	7%
DESIGN SPEED	60	40
LEGAL SPEED	55	35
DESIGN FUNCTIONAL CLASSIFICATION	01 URBAN INTERSTATE	05 URBAN COLLECTOR
NHS PROJECT	YES	NO

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET NUMBERS
SHOULDER WIDTH	3/2/2015	14 , 200

ADA DESIGN WAIVERS
NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org
Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:
EMH&T
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Fax: 614.775.4800
M C M X X V I

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF ASPHALT PAVEMENT RECONSTRUCTION AND WIDENING OF 1.3 MILES OF IR 75, ADDING AN ADDITIONAL LANE NORTHBOUND AND SOUTHBOUND. ADDITIONAL WORK INCLUDES MINOR IMPROVEMENTS TO THE PADDOCK ROAD INTERCHANGE, CLOSURE OF THE TOWNE STREET RAMPS, ONE PEDESTRIAN BRIDGE, NOISE WALLS, ITS, LIGHTING, ANS STORM SEWER SYSTEMS. THIS IS PHASE 8C OF THE MILLCREEK EXPRESSWAY PROJECT.

PROJECT EARTH DISTURBED AREA:	49.2 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	50.2 ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

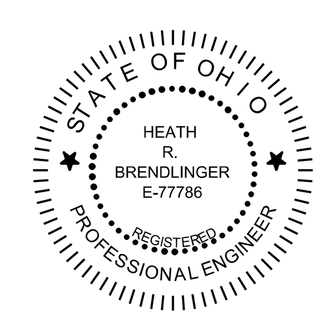
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

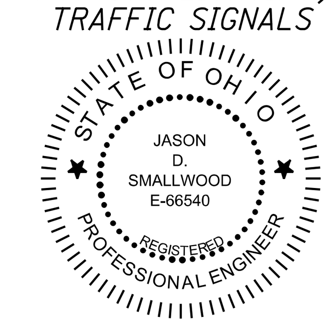
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND SIDE ROADS EXCEPT AS NOTED ON SHEETS 37 & 38, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

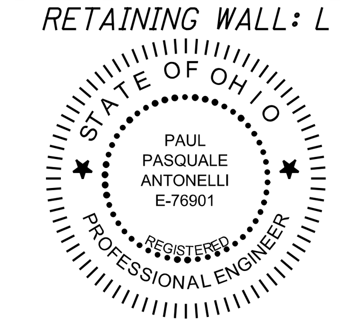
Tammy K. Campbell
Tammy K. Campbell, P.E.
District 08 Deputy Director

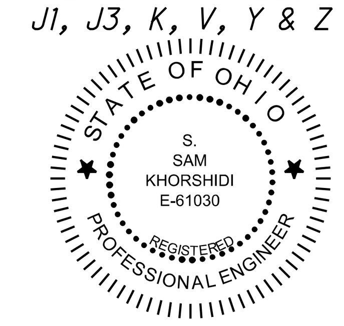
Pamela Boratyn
Pamela Boratyn
Director, Department of Transportation

ENGINEERS SEAL:	ENGINEERS SEAL:	ENGINEERS SEAL:	ENGINEERS SEAL:
FOR ROADWAY:	FOR ITS/LIGHTING, TRAFFIC SIGNALS	BRIDGE: HAM-75-0992, RETAINING WALL: L	RETAINING WALLS: J1, J3, K, V, Y & Z









STANDARD CONSTRUCTION DRAWINGS

BP-2.1 1/21/22	DM-2.1 1/18/13	MGS-2.1 1/19/18	AS-1-15 1/20/23	HL-40.20 7/19/24	MT-98.11 1/17/20	MT-103.10 1/21/22	TC-42.20 10/18/13	TC-85.20 4/21/23	ITS-50.12 7/19/24
BP-2.2 1/15/21	DM-4.1 7/17/20	MGS-3.1 1/19/18	AS-2-15 7/21/23	HL-50.11 1/16/15	MT-98.20 4/19/19	MT-104.10 1/19/24	TC-51.11 1/15/16		ITS-76.10 7/19/24
BP-3.1 1/19/24	DM-4.3 1/15/16	MGS-3.2 1/18/13	EXJ-2-81 7/15/22	HL-50.21 7/15/22	MT-98.21 7/21/23	MT-105.10 1/17/20	TC-51.12 1/15/16	ITS-10.10 7/19/24	
BP-5.1 7/15/22	DM-4.4 1/15/16	MGS-4.2 7/19/13	VPF-1-90 7/21/23	HL-60.11 7/21/17	MT-98.22 1/17/20	MT-110.10 7/19/13	TC-52.10 10/18/13	ITS-10.11 7/19/24	
BP-6.1 7/19/13		MGS-4.3 1/18/13		HL-60.21 7/20/18	MT-98.28 1/17/20		TC-52.20 1/15/21	ITS-12.10 7/15/22	
BP-7.1 7/19/24	I-3B, 3B1 7/19/24	MGS-5.2 7/15/16	HL-10.11 7/21/23	HL-60.31 7/19/24	MT-98.29 1/17/20	TC-12.31 4/15/22	TC-61.10 4/21/23	ITS-14.10 7/19/24	
BP-9.1 1/18/19	I-3C, 3C1 7/19/24	MGS-5.3 7/15/16	HL-10.12 7/21/23		MT-98.30 7/16/21	TC-15.116 1/19/24	TC-61.30 7/19/24	ITS-14.11 7/19/24	
	I-3D 7/19/24	MGS-6.1 1/19/18	HL-10.13 1/20/23	MT-95.30 7/19/19	MT-99.20 4/19/19	TC-21.11 7/16/21	TC-65.10 1/17/14	ITS-14.50 7/19/24	
CB-2-3, 2-4 7/19/24			HL-10.31 7/15/22	MT-95.31 7/19/19	MT-99.30 1/17/20	TC-21.21 1/20/23	TC-65.11 1/19/24	ITS-14.60 1/19/24	
CB-3 7/19/24	MH-1 7/15/22	RM-3.1 7/20/18	HL-20.11 7/21/23	MT-95.32 4/19/19	MT-100.00 1/19/24	TC-21.50 4/17/20	TC-71.10 4/21/23	ITS-15.10 7/19/24	
CB-3A 7/19/24	MH-3 7/19/24	RM-4.1 1/17/20	HL-20.13 7/21/23	MT-95.40 7/21/23	MT-101.60 4/21/23	TC-22.20 1/17/14	TC-72.20 7/21/23	ITS-15.11 7/19/24	
CB-4A, 5A, 8A 7/19/24		RM-4.2 7/19/24	HL-20.21 1/15/21	MT-95.45 7/21/23	MT-101.70 7/19/24	TC-41.10 7/19/13	TC-73.20 7/19/24	ITS-18.00 7/16/21	
CB-5 7/19/24	F-1.1 7/19/13	RM-4.3 1/21/22	HL-20.24 1/15/21	MT-95.50 7/21/17	MT-101.75 7/21/23	TC-41.20 10/18/13	TC-74.10 7/21/23	ITS-18.10 7/16/21	
CB-6 7/19/24	F-3.1 7/19/13	RM-4.4 7/21/23	HL-30.11 7/21/23	MT-95.70 7/21/23	MT-101.80 1/17/20	TC-41.30 4/21/23	TC-81.22 7/21/23	ITS-30.11 7/19/24	
CB-8 7/19/24	F-3.3 7/19/13	RM-4.5 7/19/24	HL-30.21 4/17/20	MT-95.71 7/21/23	MT-101.90 7/17/20	TC-41.40 10/18/13	TC-83.10 1/17/20	ITS-30.12 7/19/24	
	F-3.4 7/19/13	RM-4.6 7/19/24	HL-30.22 1/15/21	MT-95.73 7/19/24	MT-102.10 7/21/23	TC-41.41 7/19/19	TC-83.20 7/19/24	ITS-30.13 7/19/24	
DM-1.1 7/17/20		RM-5.2 7/21/23	HL-30.31 7/19/24	MT-95.82 7/19/13	MT-102.20 4/19/19	TC-41.50 10/18/13	TC-84.20 1/19/24	ITS-50.10 7/15/22	
DM-1.2 7/16/21	MGS-1.1 7/16/21		HL-30.41 1/21/22	MT-98.10 1/17/20	MT-102.30 10/16/15	TC-42.10 10/18/13	TC-85.10 1/19/24	ITS-50.11 7/19/24	

MSD STANDARD DRAWINGS	
49005	
49003	
49031	
49032	
49037	
49040	
49046	
49048	
49058A	

CITY OF CINCINNATI STANDARD DRAWINGS	
ES-7	4/27/05

SUPPLEMENTAL SPECIFICATIONS			
800-2023	7/19/24	905	4/17/20
804	7/19/24	908	10/20/17
807	1/21/22	909	7/19/24
808	7/19/24	913	4/16/21
809	7/19/24	921	7/19/24
813	7/21/23	939	1/17/20
821	4/20/12	845	4/20/18
825	7/19/24		
832	7/19/24		
839	7/16/21		
840	7/19/24		
850	7/21/23		
866	4/21/17		
867	4/15/22		
878	1/21/22		
896	7/21/17		
902	7/19/19		
904	7/15/22		

FEDERAL PROJECT NO. E240415
PID NO. 117525
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
HAM-75-8.91

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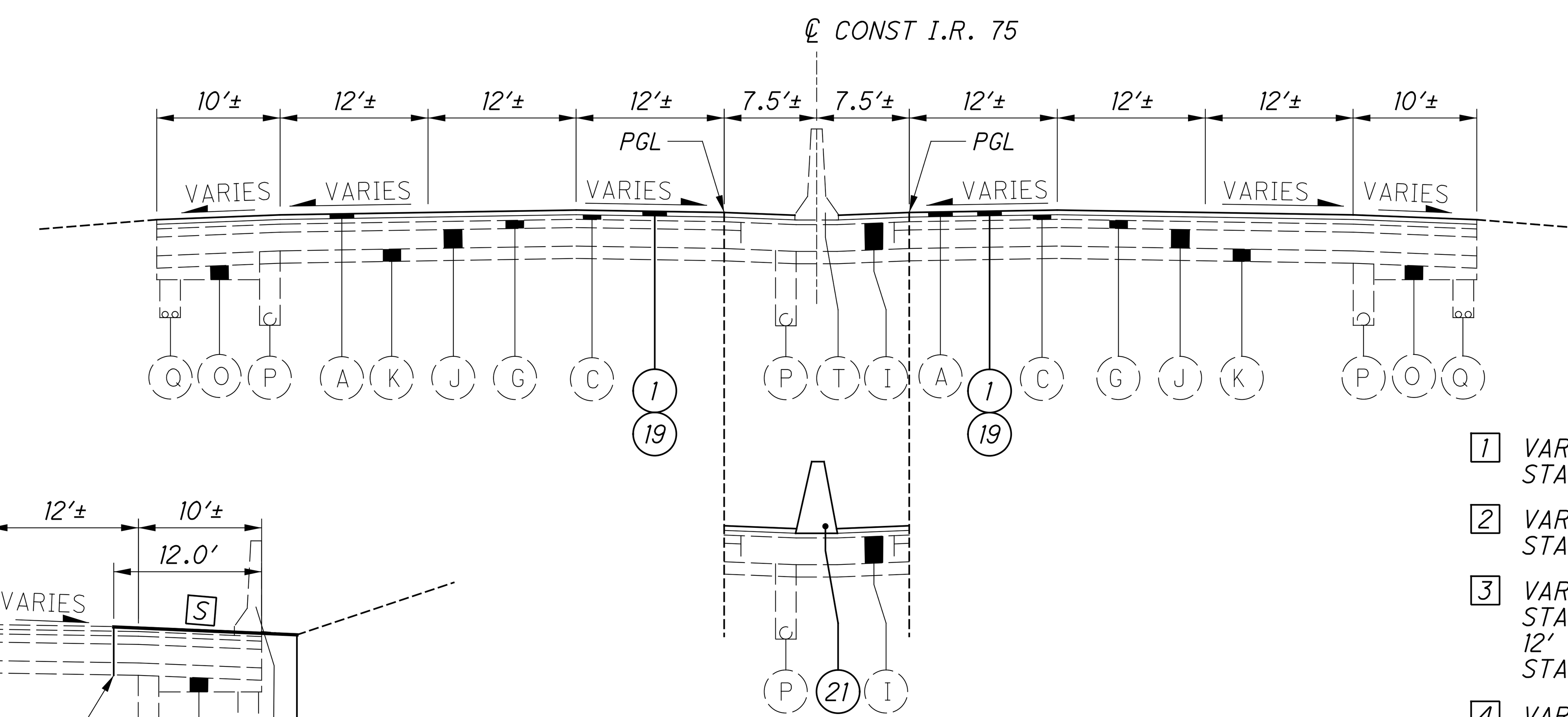
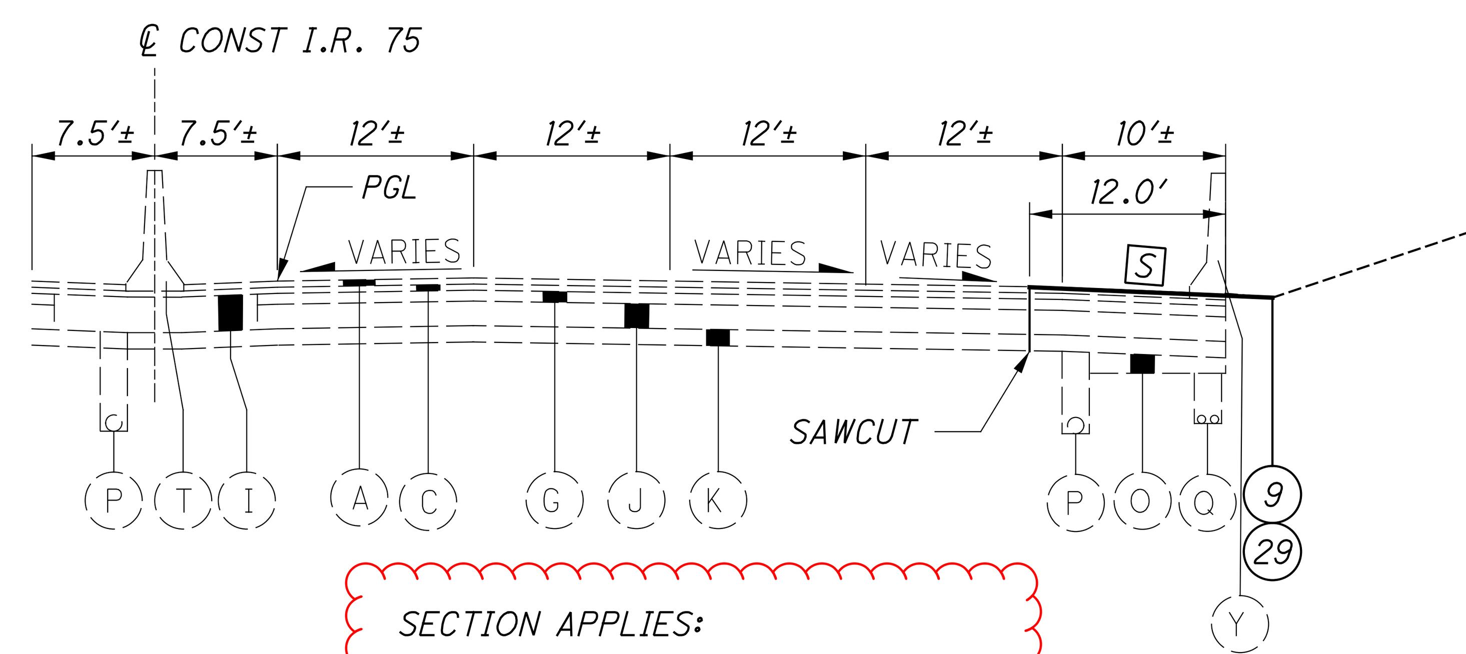
LEGEND

1. ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT (@0.055 GAL/SY)
3. ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
4. ITEM 302 - 13" ASPHALT CONCRETE BASE (2-6.5" LIFTS)
5. ITEM 304 - 6" AGREGGATE BASE
6. ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT
7. ITEM 605 - 6" BASE PIPE UNDERDRAINS
8. ITEM 204 - PROOF ROLLING
9. ITEM 659 - SEEDING AND MULCHING
10. ITEM 606 - GUARDRAIL, TYPE MGS
11. ITEM 452 - 15" NON-REINFORCED CONCRETE PAVEMENT
12. ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP
13. ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS
14. ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS
15. ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=17")
16. ITEM 302 - 9" ASPHALT CONCRETE BASE (2-4.5" LIFTS)
17. ITEM 609 - CURB, TYPE 6
18. ITEM 608 - 4" CONCRETE WALK
19. ITEM 254 - 1 1/2" PAVEMENT PLANING, ASPHALT CONCRETE
20. ITEM 411 - 8" STABILIZED CRUSHED AGGREGATE
21. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
22. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
23. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
24. ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
25. ITEM 407 - NON-TRACKING TACK COAT (@0.085 GAL/SY)
26. ITEM 609 - CURB, TYPE 4-C, AS PER PLAN
27. ITEM 204 - SUBGRADE COMPACTION
28. ITEM 302 - 4 3/4" ASPHALT CONCRETE BASE
29. ITEM 659 - TOPSOIL
30. ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG 64-22
31. ITEM 408 - PRIME COAT
32. ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448)
33. ITEM 204 = EXCAVATION OF SUBGRADE, 16" DEEP
34. ITEM 204 - GRANULAR MATERIAL, TYPE B, 16" DEEP
35. ITEM 204 - GEOTEXTILE FABRIC



SECTION APPLIES:
STA 457+96.50 TO STA 465+65.00

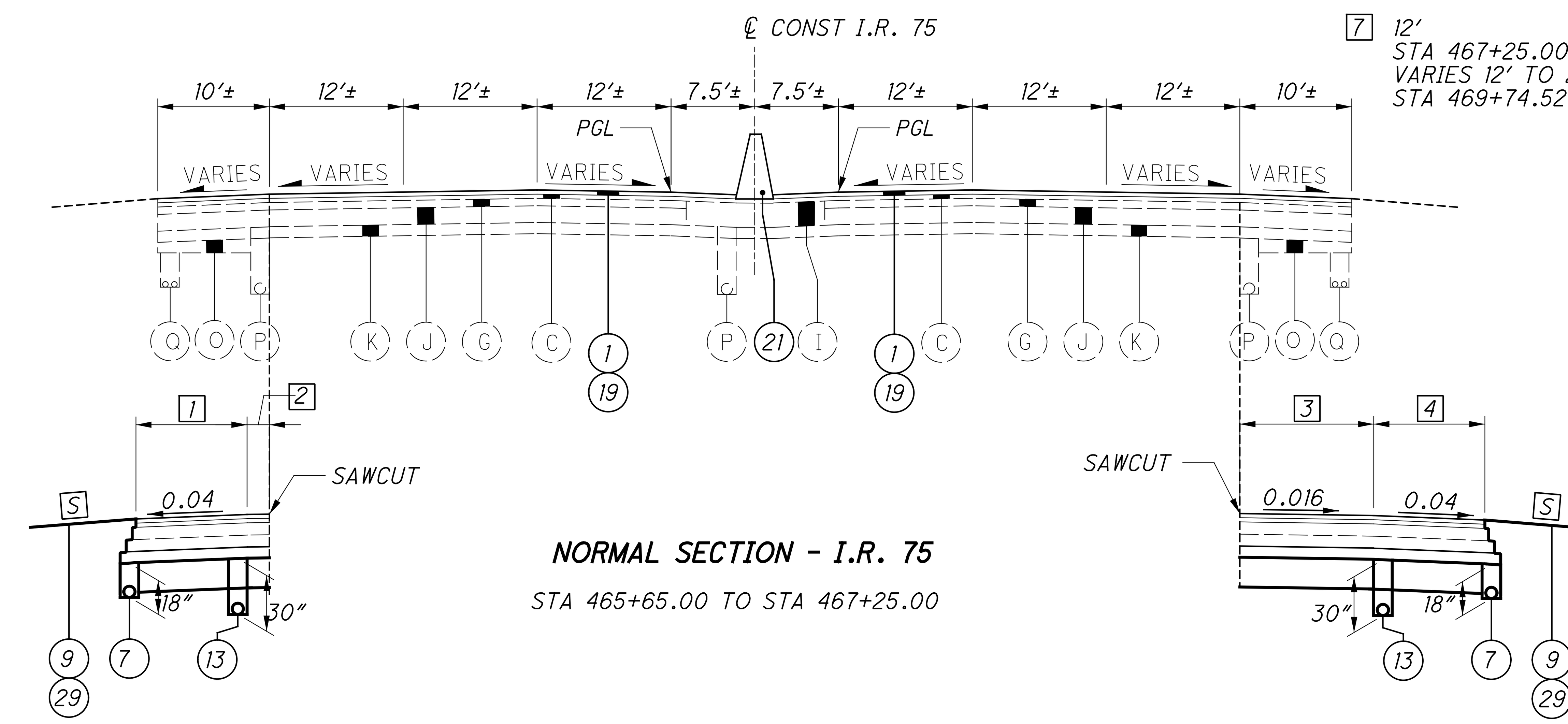


SECTION APPLIES:
STA 439+79.47 TO STA 448+04.48

NORMAL SECTION - I.R. 75

STA 453+25.20 TO STA 465+65.00

1. VARIES 10.0' TO 8.1'
   STA 466+22.08 TO STA 467+25.00
2. VARIES 0.0' TO 1.9'
   STA 466+22.08 TO STA 467+25.00
3. VARIES 0.0' TO 12'
   STA 466+22.08 TO STA 466+65.00
   12'
   STA 466+65.00 TO STA 467+25.00
4. VARIES 16.9'± TO 8.0'
   STA 466+22.08 TO STA 466+65.00
   8.0'
   STA 466+65.00 TO STA 467+25.00
5. VARIES 8.1' TO 8.0'
   STA 467+25.00 TO STA 467+29.10
   8.0'
   STA 467+29.10 TO STA 472+00.00
6. VARIES 1.9' TO 11.7'
   STA 467+25.00 TO STA 472+00.00
7. 12'
   STA 467+25.00 TO STA 469+74.52
   VARIES 12' TO 21.6'
   STA 469+74.52 TO STA 472+00.00

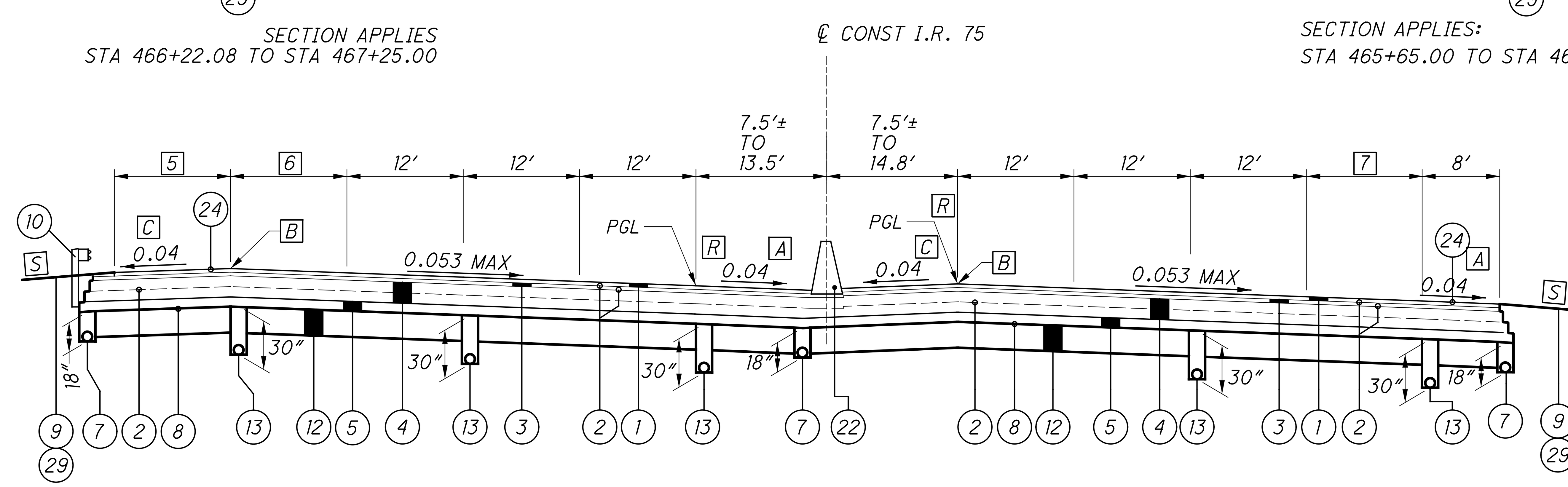


NORMAL SECTION - I.R. 75

STA 465+65.00 TO STA 467+25.00

SECTION APPLIES
STA 466+22.08 TO STA 467+25.00

SECTION APPLIES:
STA 465+65.00 TO STA 467+25.00



A. 0.04 OR RATE OF SUPER IF GREATER
B. 0.07 MAX BREAK
C. VARIES 0.04 TO 0.01
S. SEE SHEET 19 FOR GRADING DETAILS.
   SEE SHEET 21 FOR ROADSIDE BARRIER DETAILS

SUPERELEVATED SECTION - I.R. 75

STA 467+25.00 TO STA 472+00.00

FOR EXISTING LEGEND, SEE SHEET 10

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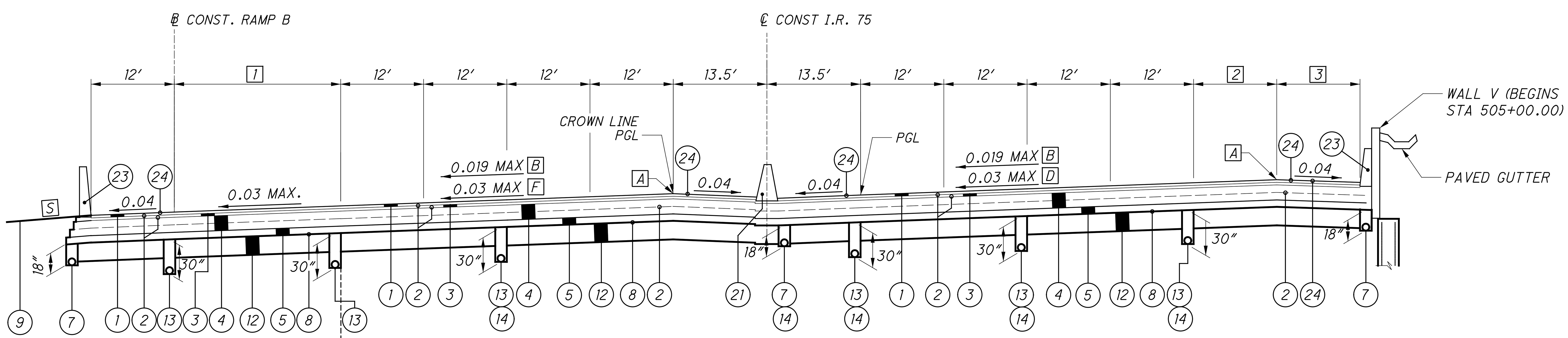
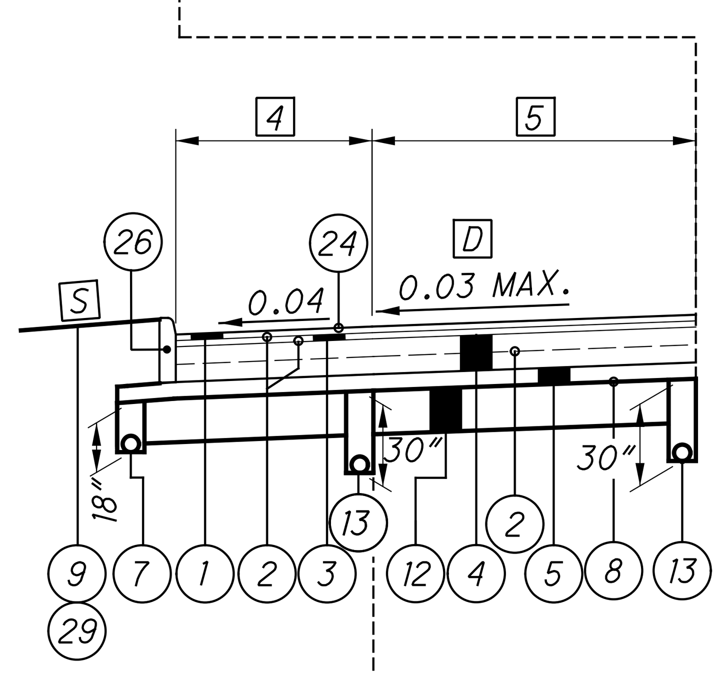
TYPICAL SECTIONS - RESURFACING I.R. 75

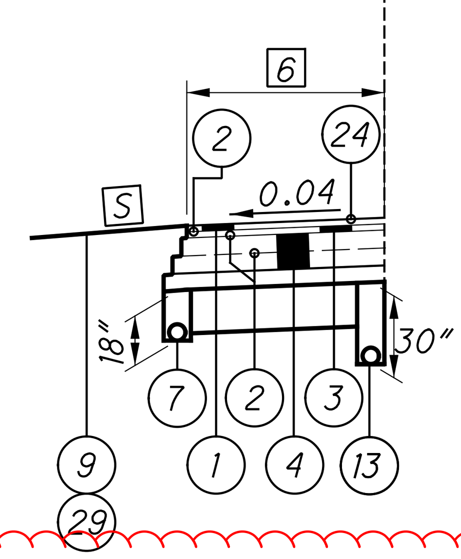
HAM-75-8.91

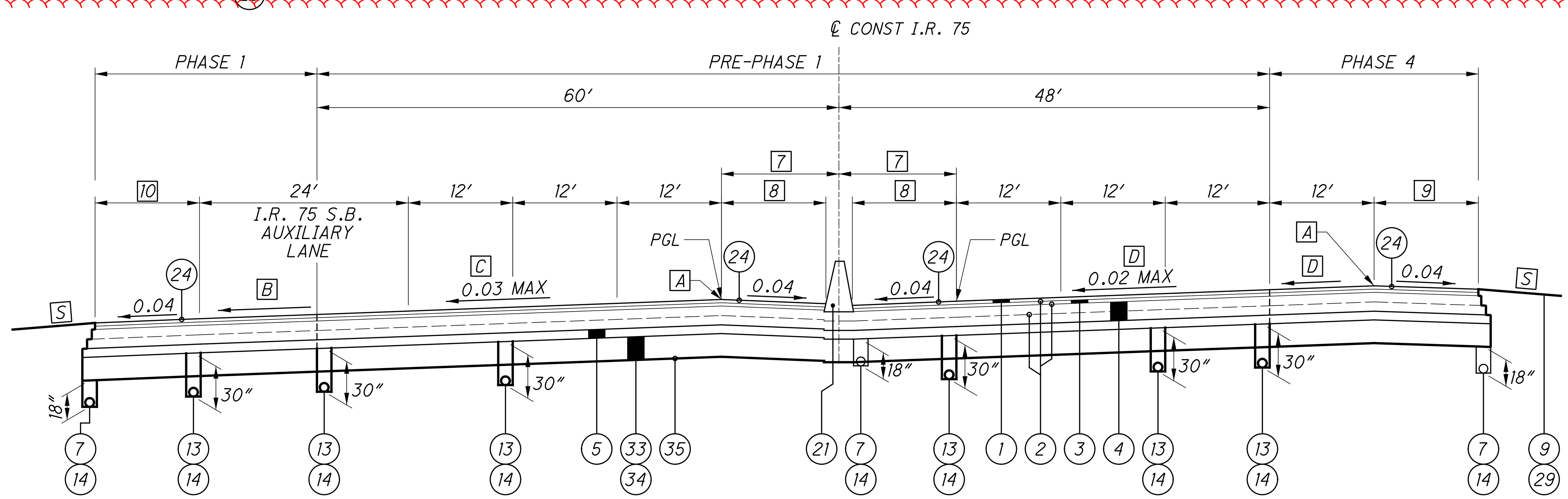


SUPERELEVATED SECTION - I.R. 75
STA 512+78.83 TO STA 527+50.00



I.R. 75 SB AUXILIARY
STA 521+61.26 TO STA 527+50.00





WIDENING/FULL DEPTH REPLACEMENT SECTION - I.R. 75
STA 527+50.00 TO STA 531+73.91 (SB)
STA 534+24.00 TO STA 535+24.00 (NB)

FOR EXISTING LEGEND, SEE SHEET 10
FOR LEGEND, SEE SHEET 12

1 VARIES 16.58' TO 12'
STA 512+78.83 TO STA 515+59.34
12'
STA 515+59.34 TO STA 521+61.26

2 VARIES 17.47' TO 12'
STA 512+78.83 TO STA 515+53.88
12'
515+53.88 TO STA 524+72.45
VARIES 12' TO 16.51'
STA 524+72.45 TO STA 527+50.00

3 10'
STA 512+78.83 TO STA 513+52.79
VARIES 10' TO 12'
STA 513+52.79 TO STA 515+53.88
12'
STA 515+53.88 TO STA 527+50.00

4 VARIES 12' TO 10'
STA 521+61.26 TO STA 523+00.00

5 VARIES 12' TO 23.62'
STA 521+61.26 TO STA 527+50.00

6 VARIES 10' TO 8'
STA 523+00.00 TO STA 523+59.55
8'
STA 523+59.55 TO STA 527+50.00

7 13.5'
STA 527+50.00 TO STA 528+00.00
VARIES 13.5' TO 8.2'
STA 528+00.00 TO STA 531+21.35
8.2'
STA 531+21.35 TO STA 531+78.64 (NB)
STA 531+21.35 TO STA 531+69.19 (SB)

8 12'
STA 527+50.00 TO STA 528+00.00
VARIES 12' TO 6.7'
STA 528+00.00 TO STA 531+21.35
6.7'
STA 531+21.35 TO STA 531+78.64 (NB)
STA 531+21.35 TO STA 531+69.19 (SB)

9 VARIES 12.8' TO 6.5'
STA 527+50.00 TO STA 532+11.76 (NB)

10 12'
STA 527+50.00 TO STA 530+95.00 (SB)
VARIES 12' TO 5.5'
STA 530+95.00 TO STA 531+31.45 (SB)

A 0.07 MAX BREAK

B PVMT CROSS SLOPE VARIES
FROM 0.03 TO 0.0072
STA 529+00.00 TO STA 531+73.91 (I.R. 75 SB)

C PVMT CROSS SLOPE VARIES
FROM 0.03 TO 0.025
STA 530+50.00 TO STA 531+21.35 (I.R. 75 SB)

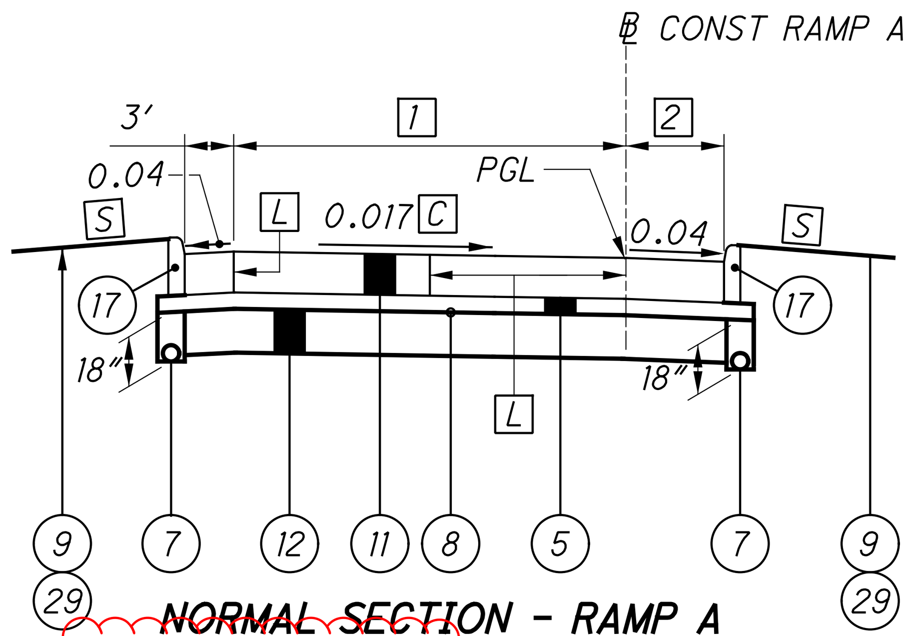
D PVMT CROSS SLOPE VARIES
FROM 0.02 TO -0.003
STA 527+50.00 TO STA 531+78.70 (I.R. 75 NB)

S SEE SHEET 19 FOR GRADING DETAILS.
SEE SHEET 21 FOR ROADSIDE BARRIER DETAILS

NOTES:
FOR RUMBLE STRIP DETAILS SEE SHEET 18

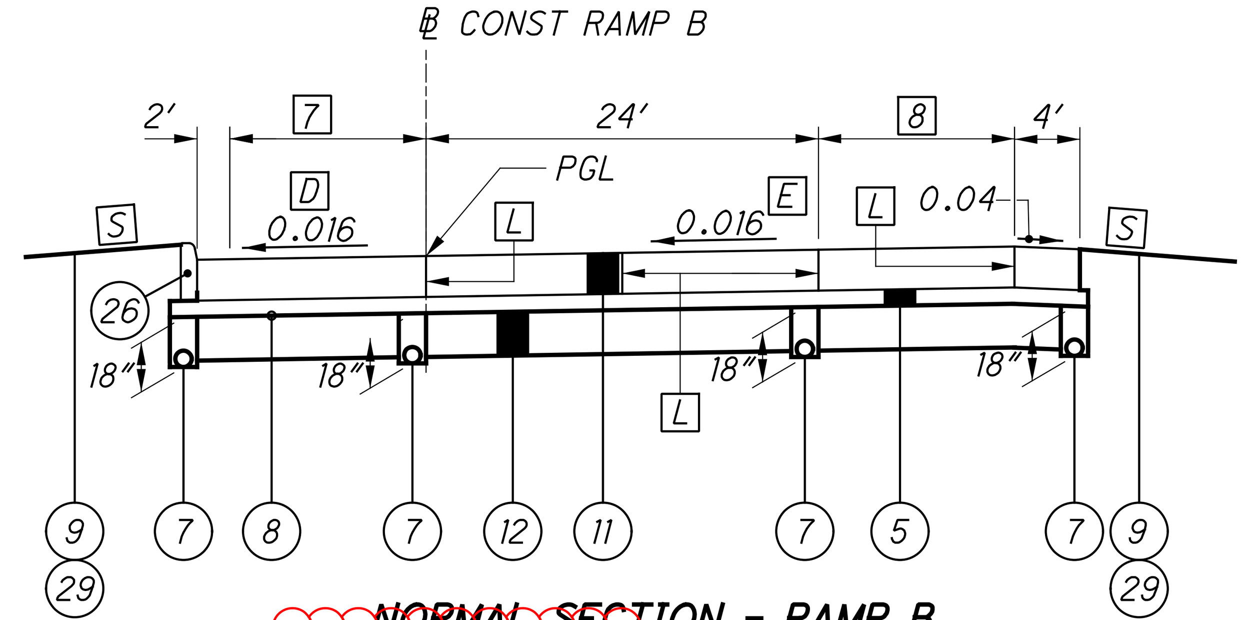
TYPICAL SECTIONS - I.R. 75

HAM-75-8.91



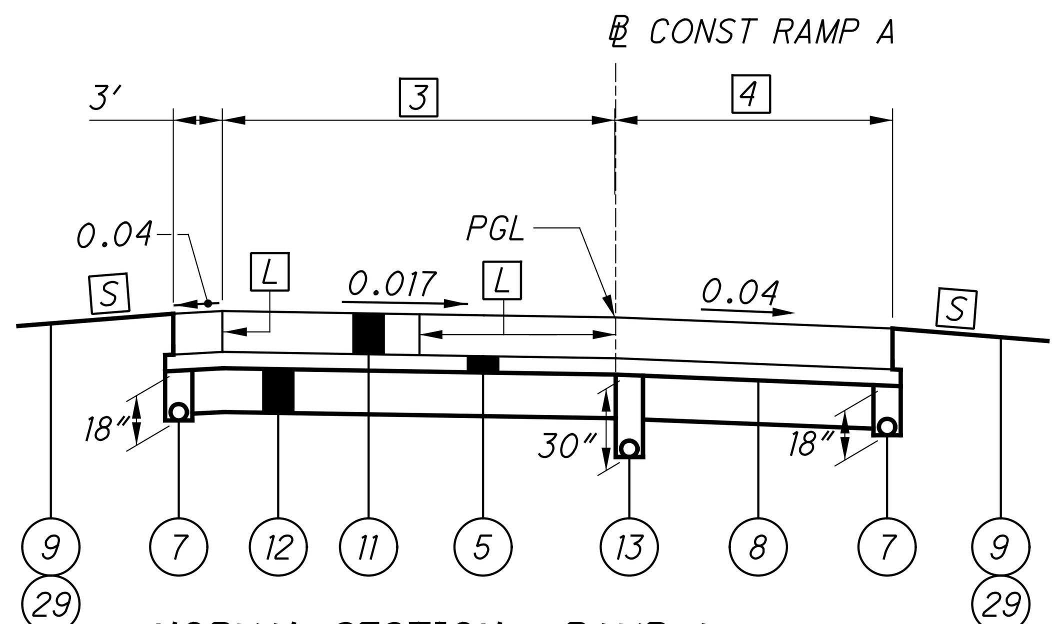
NORMAL SECTION - RAMP A

STA 497+72.08 TO STA 500+10.87



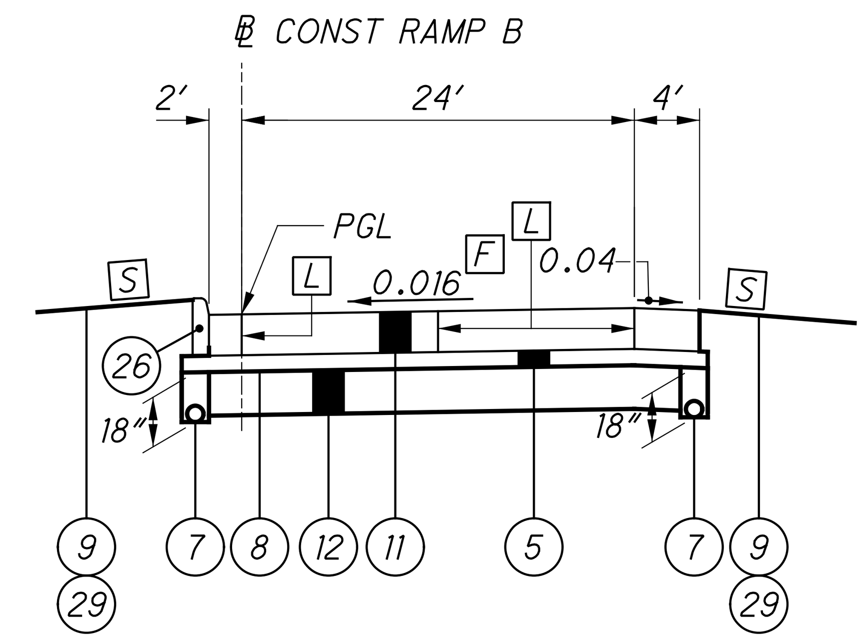
NORMAL SECTION - RAMP B

STA 500+33.50 TO STA 505+48.04



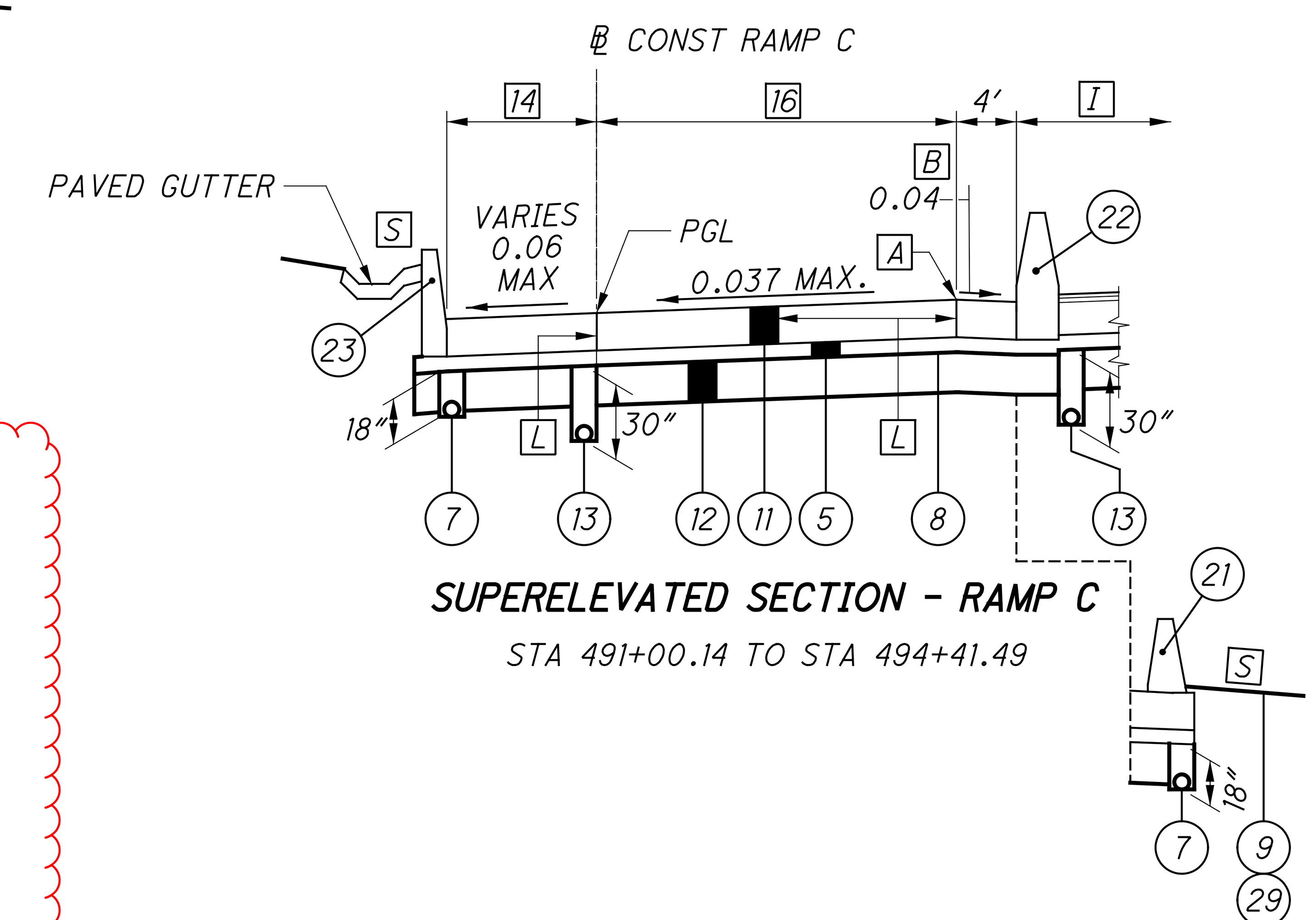
NORMAL SECTION - RAMP A

STA 500+10.87 TO STA 502+88.85



NORMAL SECTION - RAMP B

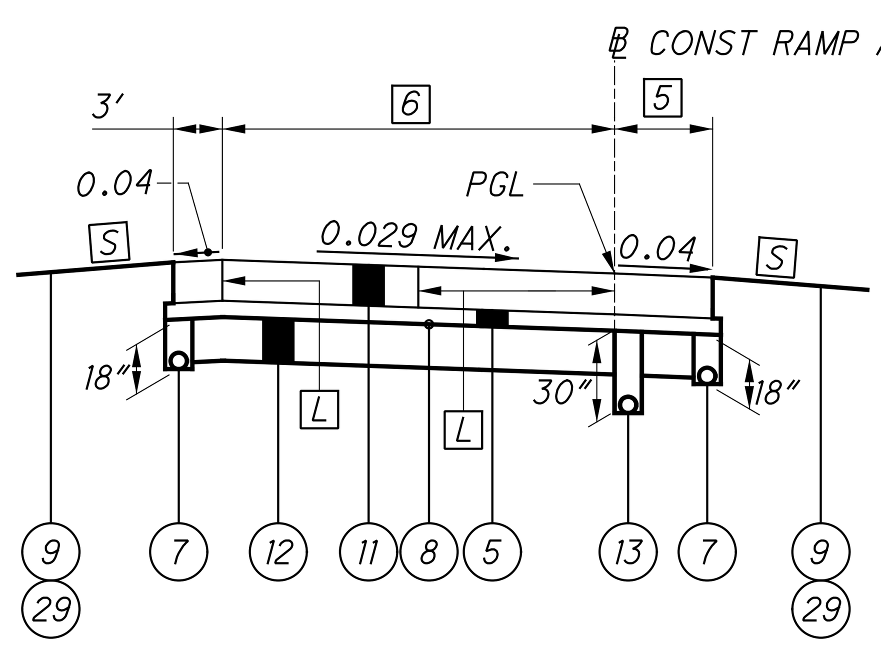
STA 505+48.04 TO STA 507+72.50



SUPERELEVATED SECTION - RAMP C

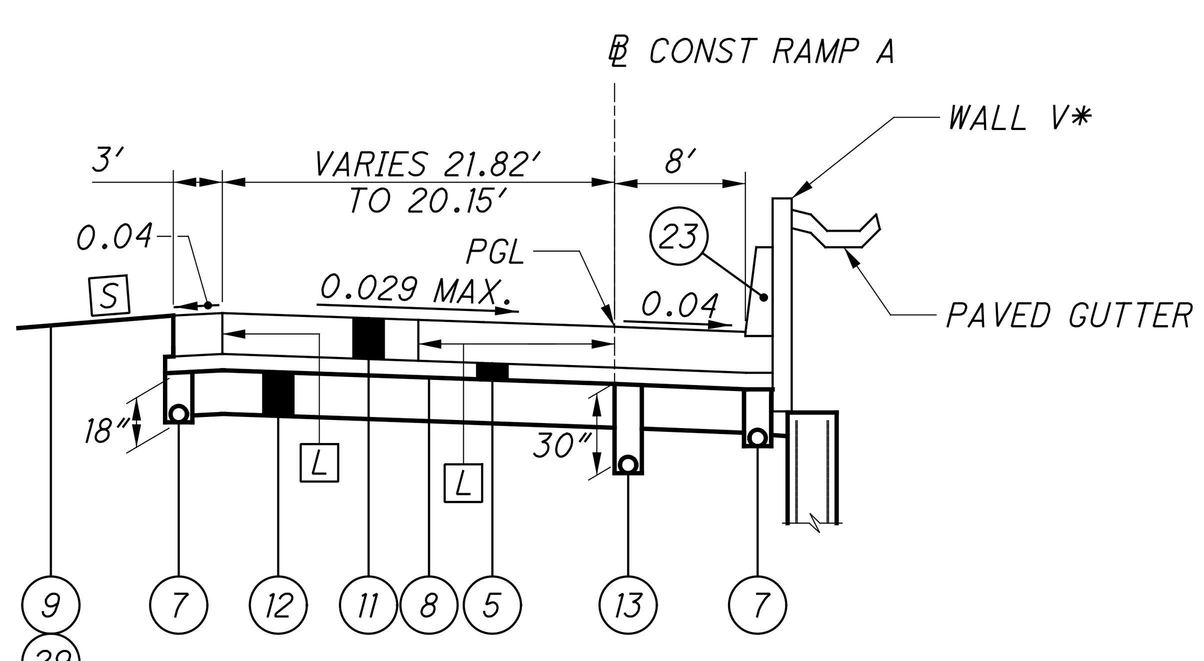
STA 491+00.14 TO STA 494+41.49

SECTION APPLIES
STA. 493+25.00 TO STA. 494+41.49



SUPERELEVATED SECTION - RAMP A

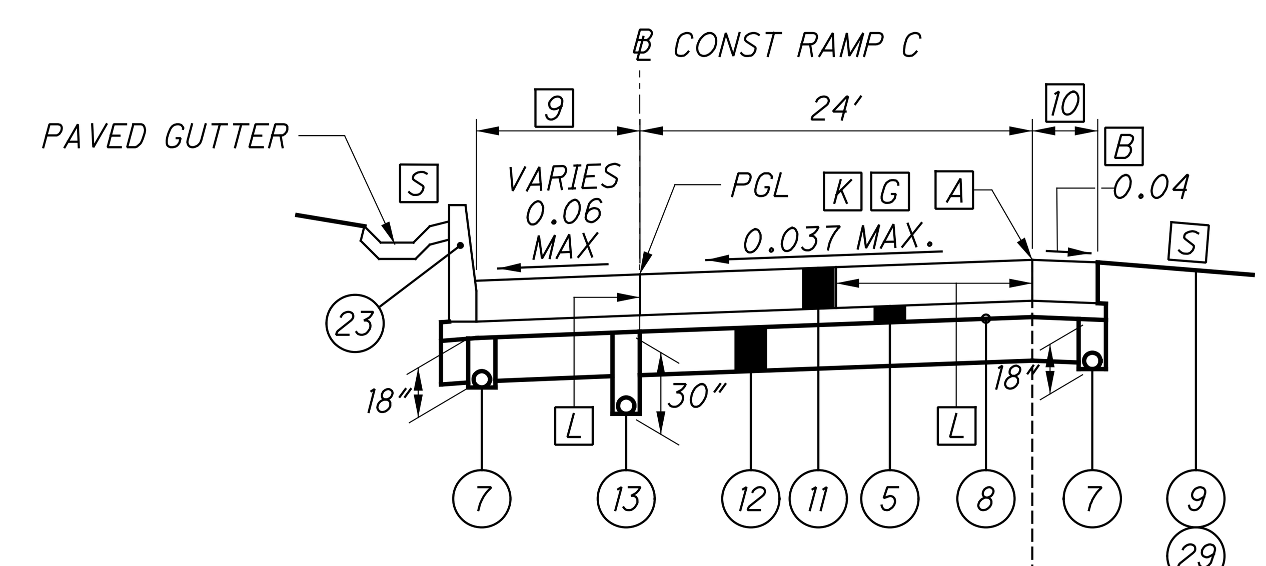
STA 502+88.85 TO STA 504+63.48



SUPERELEVATED SECTION - RAMP A

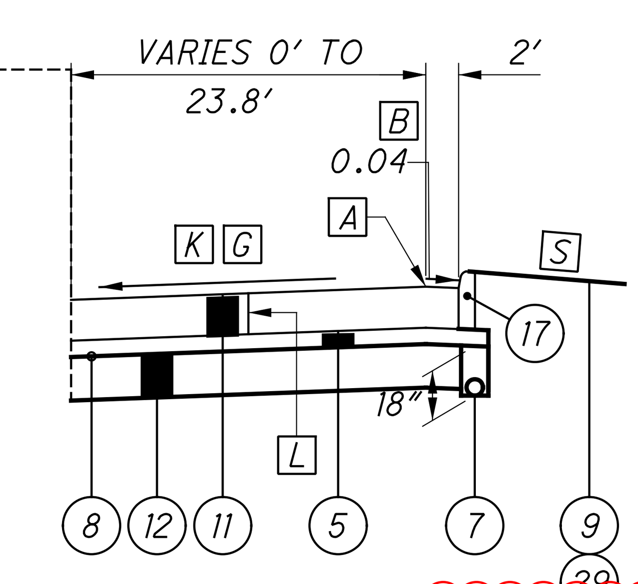
STA 503+63.48 TO STA 505+88.65

* BEGINS STA 505+00.00



SUPERELEVATED SECTION - RAMP C

STA 494+41.49 TO STA 500+12.64



STA 497+74.13 TO STA 500+12.64

A 0.07 MAX BREAK

B VARIES 0.04 TO 0.033

C PVMT. CROSS SLOPE TRANSITIONS
0.0154 TO 0.017
STA 498+62.60 TO STA 499+00.00

D PVMT. CROSS SLOPE TRANSITIONS
-0.021 TO -0.016
STA 501+69.65 TO STA 501+83.10

E PVMT. CROSS SLOPE TRANSITIONS
-0.0114 TO -0.016
STA 501+69.65 TO STA 501+83.10

F PVMT. CROSS SLOPE TRANSITIONS
-0.016 TO -0.020
STA 507+53.30 TO STA 507+72.50

G PVMT. CROSS SLOPE VARIES,
STA 497+91.06 TO STA 498+64.48

I SEE I.R. 75 SB AUXILIARY TYPICAL SECTION
SHEETS 13 , 14 AND 15

K SEE RAMP C PAVEMENT DETAIL,
SHEETS 387 AND 388

L LONGITUDINAL JOINT PER SCD-BP-2.1

S SEE SHEET 19 FOR GRADING DETAILS.
SEE SHEET 21 FOR ROADSIDE BARRIER DETAILS

FOR LEGEND, SEE SHEET 12

1 VARIES 34.76' TO 27.99'
STA 498+62.58 TO STA 500+10.87

2 VARIES 5.63' TO 6'
STA 498+62.58 TO STA 499+00.88
6'
STA 499+00.88 TO STA 500+10.87

3 VARIES 27.99' TO 24'
STA 500+10.87 TO STA 500+92.44
24'
STA 500+92.44 TO STA 502+88.85

4 VARIES 6' TO 17'
STA 500+10.87 TO STA 500+40.87
17'
STA 500+40.87 TO STA 501+15.87
VARIES 17' TO 6'
STA 501+15.87 TO STA 502+80.87
6'
STA 502+80.87 TO STA 502+88.85

5 6'
STA 502+88.85 TO STA 504+53.52
VARIES 6' TO 8'
STA 504+53.52 TO STA 504+63.48

6 24'
STA 502+88.85 TO STA 503+00.12
VARIES 24' TO 21.82'
STA 503+00.12 TO STA 504+63.48

7 12'
STA 501+69.65 TO 504+97.86
VARIES 12' TO 0'
STA 504+97.86 TO STA 505+48.04

8 12'
STA 501+69.65 TO STA 504+97.86
VARIES 12' TO 0'
STA 504+97.86 TO STA 505+48.04

9 VARIES 11.4' TO 10'
STA 494+71.23 TO STA 498+14.80
VARIES 10' TO 2.23'
STA 498+14.80 TO STA 498+64.86

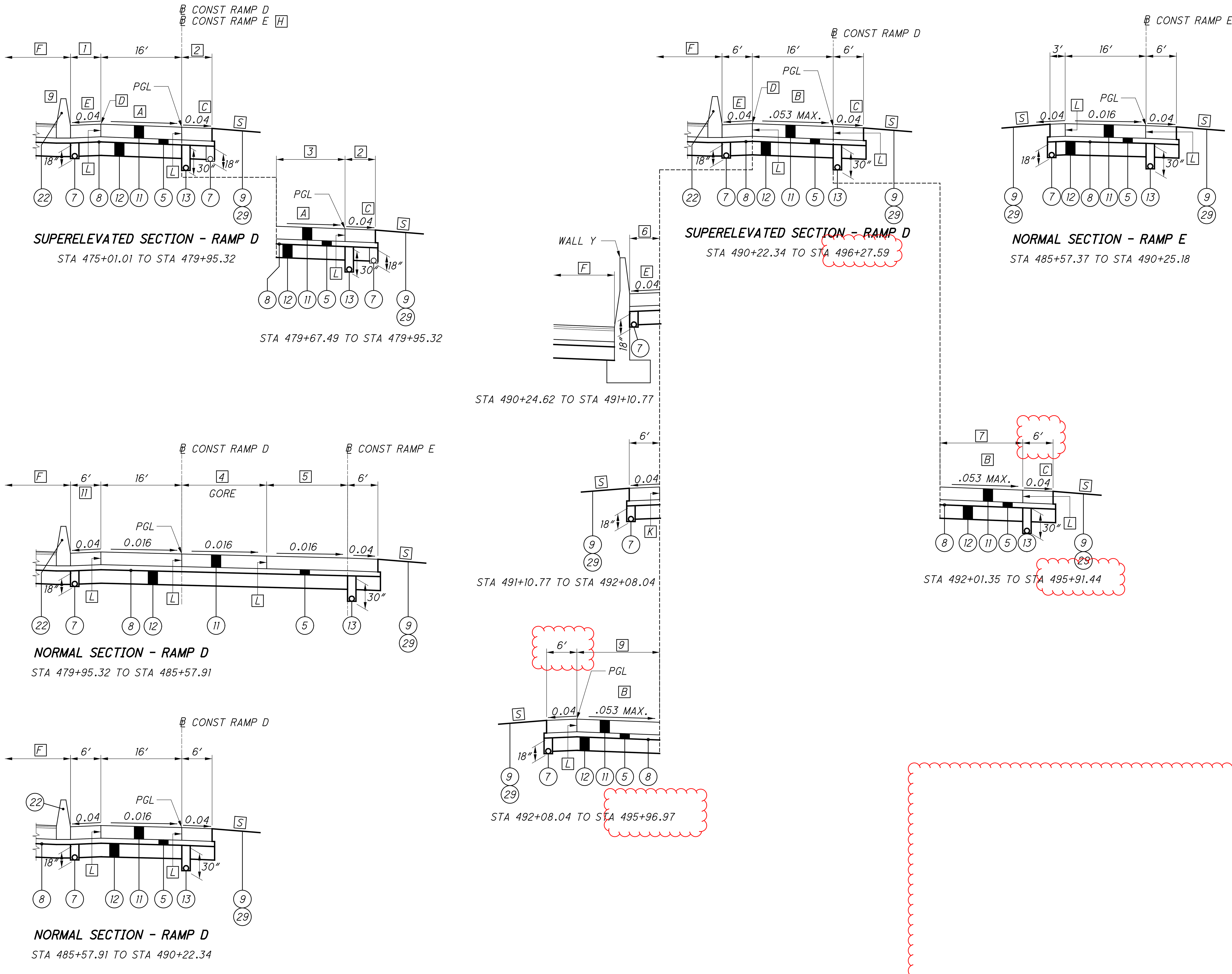
10 4'
STA 494+71.23 TO STA 497+49.52
VARIES 4' TO 2'
STA 497+49.52 TO STA 497+74.13
2'
STA 497+74.13 TO STA 498+62.93

14 VARIES 15' TO 11.4'
STA 491+00.14 TO STA 494+71.23

16 VARIES 19.0' TO 24'
STA 491+00.14 TO STA 494+71.23

TYPICAL SECTIONS - PADDOCK RD. INTERCHANGE

HAM-75-8.91



FOR LEGEND, SEE SHEET 12

1 VARIES 5' TO 8.87'
STA 475+01.01 TO STA 477+40.69
VARIES 8.87' TO 6'
STA 477+40.69 TO STA 479+83.46
6'
STA 479+83.46 TO STA 479+95.32

2 VARIES 12' TO 6'
STA 475+01.01 TO STA 476+51.00
6'
STA 476+51.00 TO STA 479+95.32

3 VARIES 0.00' TO 0.22'
STA 479+67.49 TO STA 479+95.32

4 0'
STA 479+95.32 TO STA 483+73.40
VARIES 0' TO 16.79'
STA 483+73.40 TO STA 485+57.91

5 VARIES 0.22' TO 16'
STA 479+95.32 TO STA 483+73.40
16'
STA 483+73.40 TO STA 485+57.91

6 6'
STA 490+24.62 TO STA 490+69.06
VARIES 6' TO 8.34'
STA 490+69.06 TO STA 491+10.77

7 VARIES 0' TO 2.3'
STA 492+01.35 TO STA 493+32.72
VARIES 2.3' TO 16.4'
STA 493+32.72 TO STA 493+82.72

8 NOT USED

9 VARIES 0' TO 7.6'
STA 492+08.04 TO STA 492+58.04
VARIES 7.6' TO 5.7'
STA 492+58.04 TO STA 493+32.72
VARIES 5.7' TO 16.2'
STA 493+32.72 TO STA 492+82.72

10 NOT USED

11 STA. 475+55.58 TO STA. 479+95.32

A PVMT. CROSS SLOPE TRANSITIONS
0.053 TO 0.030
STA 475+01.00 TO STA 475+89.79

PVMT. CROSS SLOPE
0.030 MAX.
STA 475+89.79 TO STA 479+53.79

PVMT. CROSS SLOPE TRANSITIONS
0.030 TO 0.016
STA 479+53.79 TO STA 479+95.32

B PVMT. CROSS SLOPE TRANSITIONS
0.016 TO 0.053
STA 490+22.34 TO STA 491+11.70

PVMT. CROSS SLOPE TRANSITIONS
0.053 TO 0.022
STA 493+07.57 TO STA 493+82.72

C 0.04 OR RATE OF SUPER IF GREATER

D 0.07 MAX BREAK

E VARIES 0.04 TO 0.017

F SEE I.R. 75 TYPICAL SECTION SHEETS 13, 14 AND 15 .

H ℄ RAMP E BEGINS @ STA 479+67.49

L LONGITUDINAL JOINT PER SCD-BP-2.1

S SEE SHEET 19 FOR GRADING DETAILS.
SEE SHEET 21 FOR ROADSIDE BARRIER DETAILS

TYPICAL SECTIONS - PADDOCK RD. INTERCHANGE

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UNDERDRAIN CONNECTIONS

ALL EXISTING UNDERDRAINS SHALL BE CONNECTED INTO THE PROPOSED UNDERDRAINS AS SHOWN IN UNDERDRAIN PLAN AND DETAILS. SECTIONS OF EXISTING UNDERDRAIN DESIGNATED TO BE REMOVED SHALL BE CONSIDERED TO BE INCIDENTAL TO THE EXCAVATION. ALL MATERIAL, LABOR AND INCIDENTALS, INCLUDING BENDS AND BRANCHES NECESSARY TO PROVIDE THE CONNECTION OF THE EXISTING UNDERDRAINS SHALL BE INCLUDED IN ITEM 611 - 6" CONDUIT, TYPE F.

ITEM SPECIAL - PIPE CLEANOUT

THIS WORK CONSISTS OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. DISPOSE OF ALL MATERIAL PER 105.16 AND 105.17. CLEAN OUT TO THE APPROVAL OF THE ENGINEER. CLEANOUT OF THE PIPE IS PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL, PIPE CLEANOUT. THIS PRICE INCLUDES THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM SPECIAL, PIPE CLEANOUT, 24" AND UNDER	100 FT.
ITEM SPECIAL, PIPE CLEANOUT, 27" TO 48"	100 FT.
ITEM SPECIAL, PIPE CLEANOUT, OVER 48"	100 FT.

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMPS) FOR POST CONSTRUCTION STORM WATER TREATMENT.

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670, SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

VEGETATED BIOFILTER

THIS PLAN UTILIZES VEGETATED BIOFILTER(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AS SHOWN IN THE PLANS TO ANY DISTURBED AREA ON THE SHOULDER AND FORESLOPE DRAINING TO A VEGETATED BIOFILTER. THE DITCH FOR EACH VEGETATED BIOFILTER SHALL BE TRAPEZOIDAL, AS SHOWN IN THE PLAN CROSS SECTIONS. PROVIDE ITEM 670 AS SPECIFIED IN THE PLANS.

RAMPS A, B & C CURB RAMPS AND WALKS

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR REPLACEMENT OF THE CURB RAMP, SIDEWALK AND CURB AT THE INTERSECTIONS OF RAMPS A, B, C AND D WITH PADDOCK RD.

ITEM 608 - 4" CONCRETE WALK	173 SF
ITEM 608 - CURB RAMP	1073 SF
ITEM 609 - CURB, TYPE 6	1039 LF

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS AS SHOWN BELOW, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05 NOT INDICATED IN THE PLANS.

SHEET	BENCHING
225	172 CY
229	141 CY
231	56 CY

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK.

ITEM 203 - EXCAVATION	369 CY
ITEM 203 - EMBANKMENT	369 CY

ITEM SPECIAL - TEMPORARY DRAINAGE PUMP

THIS WORK WILL BE THE INSTALLATION AND MAINTENANCE OF A TEMPORARY DRAINAGE PUMP FOR DRAINAGE STRUCTURE 620 AT STATION 500+28 LT. THE CONTRACTOR SHALL PROVDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PUMP 5.40 CFS OF FLOW FROM STRUCTURE 620 TO STRUCTURE 603 (STATION 496+64 LT). THE PUMP SHALL BE OPERATIONAL FROM THE INSTALLATION OF STRUCTURE 620 UNTILL THE FINAL CONNECTION CAN BE MADE TO STRUCTURE 606 (STATION 499+50 CL).

THE PAYMENT OF ALL WORK ASSOCIATED WITH THE TEMPORARY PUMP SHALL BE INCLUDED IN THE FOLLOWING ITEM.

ITEM SPECIAL - TEMPORARY DRAINAGE PUMP - 12 MNTH

ITEM 611 DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 54" CONDUIT

PROVIDE AND INSTALL AN INLINE CHECK VALVE SUCH AS THE TIDEFLEX CHECKMATE OR APPROVED EQUAL AT THE LOCATIONS SHOWN IN THE PLANS. THE INTERNAL DIAMETER OF THE CHECK VALVE PROVIDED SHALL BE THE MAXIMUM SIZE AVAILABLE FROM INDUSTRY FOR THE SPECIFIC CONDUIT IN WHICH IT IS BEING INSTALLED. THE CHECK VALVE SHALL PREVENT ALL COMBINED SEWER BACKFLOW FROM PASSING THROUGH IT AND BE AN ALL RUBBER OR NEOPRENE LOW-HEADLOSS CHECK SLEEVE WITH NO MECHANICAL PARTS AND SHALL OPERATE ON DIFFERENTIAL PRESSURE AS A PASSIVE DEVICE. THE VALVE SHALL OPEN WITH AS LITTLE AS ONE INCH OF HEAD PRESSURE AND BE SELF DRAINING. THE VALVE SHALL HAVE A MINIMUM 25 YEAR SERVICE LIFE. INSTALL THE CHECK VALVE PER THE MANUFACTURE'S RECOMMENDATIONS.

INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR INSTALLATION IN THE UNIT PRICE BID FOR 611, DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 54" CONDUIT.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM 611 - CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 6 FEET TO THE (EDGE OF PAVE-MENT) (NEAREST RAIL). PROVIDE A 0.50 INCH UNGALVANIZED CASING PIPE CONFORMING TO 748.06 THAT HAS JOINTS WITH A CIRCUMFERENCIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUM-MARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING 50 HOUR.

DEWATERING

THE CONTRACTOR HAS THE TOTAL RESPONSIBILITY FOR MAINTAINING THE SITE IN DEWATERED CONDITION THROUGHOUT THE CONSTRUCTION PERIOD AS NECESSARY TO BUILD THE PROPOSED INFRASTRUCTURE. PREVENT SUBSURFACE WATER FROM FLOWING INTO EXCAVATIONS AND FROM FLOODING ADJACENT AREAS. REMOVE WATER FROM THE EXCAVATION AS FAST AS IT COLLECTS. USE WELL POINTS, SUMPS, PUMPING, COFFERDAMS, OR OTHER ACCEPTABLE METHODS TO PERMIT CONSTRUCTION UNDER DRY CONDITIONS. MAINTAIN DRY CONDITIONS UNTIL FRESH CONCRETE HAS REACHED SUFFICIENT STRENGTH TO WITHSTAND EARTH AND HYDROSTATIC LOADS. MAINTAIN THE GROUND WATER LEVEL AT A MINIMUMN OF 18 INCHES BELOW THE BOTTOM OF THE EXCAVATION TO PROVIDE A STABLE SLOPE AND SURFACE FOR CONSTRUCTION OPERATIONS, A STABLE SUBGRADE FOR THE PERMANENT WORK, AND TO PREVENT DAMAGE TO THE WORK DURING ALL STAGES OF CONSTRUCTION. OBTAIN THE ENGINEER'S CONCURRENCE BEFORE SHUTTING DOWN THE DEWATERING SYSTEM FOR ANY REASON. DISPOSE OF ALL WATER REMOVED FROM THE EXCAVATION IN SUCH A MANNER AS NOT TO ENDANGER PUBLIC HEALTH, PROPERTY, OR ANY PORTION OF THE WORK UNDER CONSTRUCTION OR COMPLETED. DISPOSE OF WATER IN SUCH A MANNER AS TO CAUSE NO INCONVEINENCE TO THE OWNER OR OTHERS INVOLVED IN WORK AROUND THE SITE. PUMP INTAKES SHOULD WITHDRAW WATER FROM THE SURFACE OF THE TRENCH OR WORK AREA IN ORDER NOT TO RE-SUSPEND OR CONTNUALLY MIX WATER. CONVEY WATER AWAY FROM THE CONSTRUCTION SITE IN A CLOSED CONDUIT. DISCHARGED WATER SHALL NOT FLOW OVER DISTURBED AREAS RESULTING IN CONTAMINATED DISCHARGES. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES. OBTAIN PERMITS AS REQUIRED BY STATE, LOCAL, AND FEDERAL AGENCIES WHERE APPLICABLE.

ALL COSTS ASSOCIATED WITH DEWATERING SHALL BE INCLUDED IN THE VARIOUS BID ITEMS TO BE COMPLETED.

CHEMICALLY STABILIZED SUBGRADE

THE ROADWAY SUBGRADE SHALL BE CEMENT STABILIZED AT THE LOCATIONS DESIGNATED IN THE TYPICAL SECTIONS. ALL CEMENT STABILIZATION SHALL BE 14" DEEP AND SHALL BE CONSTRUCTED PER THE REQUIREMENTS STATED IN CMS SPECIFICATION ITEM 206.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE USE TO COMPLETE THE WORK NOTED ABOVE (FOR ESTIMATING CEMENT, A SPREAD RATE OF 5 PERCENT PER A SOIL DRY UNIT WEIGHT OF 115 POUNDS PER CUBIC FOOT WAS USED.):

206, CEMENT 4,175 TONS

206, CEMENT STABILIZED SUBGRADE, 14" DEEP 135,138 SQ YD

206, CURING COAT 135,138 SQ YD

206, MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS LUMP

GENERAL NOTES

HAM-75-8.91

CALCULATED SEA
CHECKED DLR

ELECTRONIC TICKETING

PURPOSE:
PROVIDE ELECTRONIC MATERIAL TICKETS IN AN ELECTRONIC FORMAT DIRECTLY RECORDED FROM THE MATERIAL LOADING SOURCE.

PROVIDE ELECTRONIC MATERIAL TICKETS FOR THE FOLLOWING MATERIALS:

- AGGREGATE
- ASPHALT CONCRETE
- PORTLAND CONCRETE

THIS NOTE IN NO WAY SUPERSEDES ANY OTHER COMMERCIAL REGULATIONS OR ANY OTHER LEGAL REQUIREMENTS REGULATING THE TRANSPORTATION OF COMMERCIAL MATERIALS.

REQUIREMENTS:
AT THE PRE-CONSTRUCTION MEETING, SUBMIT AN ELECTRONIC TICKETING PLAN TO THE ENGINEER DESCRIBING THE PROPOSED ELECTRONIC TICKET DELIVERY METHOD. THE ELECTRONIC MATERIAL TICKET SHALL CONTAIN INFORMATION AS REQUIRED PER THE APPLICABLE MATERIAL SPECIFICATION FOR WEIGHT MEASUREMENT AND OTHER MATERIAL CHARACTERISTICS; PROVIDE AN EXAMPLE(S) OR A MOCK-UP OF THE PROPOSED ELECTRONIC TICKET TO SHOW THE DETAILS ON WHAT IS TO BE TRANSMITTED TO THE DEPARTMENT. NAMING OF THE ELECTRONIC MATERIAL TICKET FILES SHALL BE DISTINCT SUCH THAT THE TICKET S REPRESENTED MATERIAL IS EASILY DETERMINED; INCLUDE THE PROPOSED NAMING CONVENTION. DELIVERY MAY BE THROUGH A PRODUCER WEBSITE UPLOAD ACCESSIBLE TO THE ENGINEER, ODOT PROJECT SPECIFIC SHAREPOINT DOCUMENTATION SITE UPLOAD, OR ANOTHER SECURE ELECTRONIC TRANSMITTAL MEANS. EMAILING OF A TICKET TO AN ODOT CONTACT IS ACCEPTABLE BUT IS NOT PREFERRED. THE ELECTRONIC TICKETING PLAN SHALL IDENTIFY A CONTINGENCY METHOD FOR MANUALLY CAPTURING AND DELIVERING TICKET INFORMATION IF ELECTRONIC TRANSMISSION IS TEMPORARILY UNAVAILABLE. AN ELECTRONIC TICKETING PLAN WHICH INCLUDES SOLELY THE USE OF DIGITAL PHOTOS OF PAPER TICKETS IS NOT ACCEPTABLE.

THE DEPARTMENT RECOGNIZES THAT VARIOUS DIGITAL TICKETING SYSTEMS MAY BE COMMERCIALLY AVAILABLE AND USED TO ACCOMMODATE INDIVIDUAL CONTRACTORS AND MATERIAL SUPPLIER CAPABILITIES. THE CONTRACTOR MAY PROVIDE A DIGITAL TICKETING SYSTEM GIVING SECURE ACCESS TO ORGANIZED DIGITAL DATA. IF UTILIZED, THE DIGITAL TICKETING SYSTEM MAY ALSO BE ACCESSIBLE BY REAL-TIME MONITORING WITH A MOBILE COMMUNICATION DEVICE SUCH AS A TABLET, SMARTPHONE, ETC. THROUGH MOBILE DEVICE APPLICATIONS (MOBILE APP) IF ACCEPTABLE TO THE DEPARTMENT. IF A DIGITAL TICKETING SYSTEM REQUIRES A MOBILE APP, THE MOBILE APP SHALL BE AT NO COST TO THE DEPARTMENT. THE DIGITAL DATA MUST BE ABLE TO BE EXPORTED IN A FORMAT USABLE BY THE ENGINEER UPON REQUEST (I.E. MICROSOFT WORD, MICROSOFT EXCEL, PDF FORMATS).

DELIVER EACH ELECTRONIC MATERIAL TICKET TO THE ENGINEER PRIOR TO THE PLACEMENT OF MATERIAL, BUT NOT PRIOR TO THE LOADING OF MATERIAL AT THE SOURCE.

PROVIDE THE ENGINEER A DAILY MATERIAL SUMMARY REPORT BY THE END OF THE DAY S HAULING ACTIVITIES, OR AT A TIME AS APPROVED BY THE ENGINEER. THE DAILY MATERIAL SUMMARY REPORT INCLUDES SUMMARY INFORMATION LISTED FOR EACH MATERIAL AS OUTLINED IN THE RESPECTIVE MATERIAL SPECIFICATION.

PAYMENT:
COSTS FOR THE ELECTRONIC TICKETING SHALL BE INCIDENTAL TO THE PROJECT.

DRAINAGE ALTERNATES

FOR CLARITY, DRAINAGE ALTERNATE 1 IS DEPICTED ON SHEETS 400, 402 AND 406 AND DRAINAGE ALTERNATE 2 IS DEPICTED ON SHEETS 400, 402 AND 406. CONDUIT SIZES SHOWN ON THE RESPECTIVE DRAINAGE ALTERNATE SHEETS CORRESPOND TO THE DRAINAGE ALTERNATES SHOWN IN THE GENERAL SUMMARY.

ALTERNATE PIPE SIZES ARE SHOWN AND LABELED ON THE STORM SEWER PROFILES SHEETS 427 AND 428 .

ITEM 611 - 15" CONDUIT, TYPE C WITH CLASS II BEDDING
ITEM 611 - 18" CONDUIT, TYPE B WITH CLASS II BEDDING
ITEM 611 - 30" CONDUIT, TYPE B WITH CLASS II BEDDING
ITEM 611 - 30" CONDUIT, TYPE C WITH CLASS II BEDDING
ITEM 611 - 36" CONDUIT, TYPE B WITH CLASS II BEDDING
ITEM 611 - 36" CONDUIT, TYPE C WITH CLASS II BEDDING
ITEM 611 - 48" CONDUIT, TYPE B WITH CLASS II BEDDING
ITEM 611 - 54" CONDUIT, TYPE C WITH CLASS II BEDDING
ITEM 611 - CONDUIT BORED OR JACKED: 36", TYPE B WITH JOINTS PER 706.11

BACKFILL SHALL BE IN ACCORDANCE WITH MSD STANDARD CONSTRUCTION DRAWING ACC. NO. 49032.

PIPE MATERIAL SHALL BE IN ACCORDANCE WITH MSDGC APPROVED PIPE MATERIALS LIST UPDATED APRIL 23, 2015.

https://prod.msdgc.org/sites/default/assets/downloads/doing_business/capital_project_resource_library/Design/MSDGC_approved_pipe_materials.pdf

ITEM 204 - SUBGRADE UNDERCUTS, AS PER PLAN

THIS ITEM SHALL CONSIST OF THE INSTALLATION OF THE SUBGRADE UNDERCUT AS DETAILED IN THESE PLANS.

EIGHT DYNAMIC CONE PENETRATION (DCP) TESTS SHALL BE EXTENDED A MINIMUM OF 4 FEET BELOW THE PROPOSED SUBGRADE ELEVATION. TWO ON THE SOUTH SIDE AND TWO ON THE NORTH SIDE IN EACH DIRECTION. IF SOFT, LOOSE, OR WET SOILS ARE ENCOUNTERED, EXCAVATE SUBGRADE AS PER TABLE 1 BELOW OR A MINIMUM OF 16 INCHES AS SPECIFIED IN THE PLANS.

TABLE 1:
CBR ==3, 2.33-FT UNDERCUT
CBR BETWEEN 3 AND 5, 1.67-FT UNDERCUT
CBR BETWEEN 5 AND 7, 1.33-FT UNDERCUT

CBR VALUES ARE TO BE AVERAGED OVER THE TOP 4 FEET TO DETERMINE UNDERCUT DEPTH. NO INDIVIDUAL CBR VALUES LESS THAN 3 SHALL REMAIN IN THE UPPER 1.67 FT.
A LAYER OF ITEM 204 GEOTEXTILE FABRIC SHALL BE PLACED AND BACKFILL WITH ITEM 204 GRANULAR MATERIAL TYPE C (CRUSHED AGGREGATE) PER ODOT CMS 703.15.C.

THE UNIT BID PRICE SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLETE THE WORK UNDER ITEM 204 SUBGRADE UNDERCUTS, AS PER PLAN.
THE FOLLOWING QUANTITIES ARE PROVIDED FOR EXCAVATION AND REPLACEMENT OF UNSUITABLE SUBGRADE. THESE ITEMS SHALL NOT BE PERFORMED UNLESS DIRECTED BY ODOT:

ITEM 204 - EXCAVATION OF SUBGRADE	3592 CY
ITEM 204 - GRANULAR MATERIAL, TYPE C	3592 CY
ITEM 204 - GEOTEXTILE FABRIC	8083 SY
ITEM 203 ROADWAY MISC.: DYNAMIC CONE PENETRATION TEST	8 EA

MSD SANITARY SEWER BY-PASS PUMPING

SANITARY AND COMBINED SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES. CONTRACTOR SHALL SUBMIT A BYPASS PUMPING PLAN TWO (2) WEEKS PRIOR TO WORK. CONTRACTOR WILL BE RESPONSIBLE FOR ANY SEWER BACKUPS THAT OCCUR DURING CONSTRUCTION IF THE CONSTRUCTION WORK IS PROVEN TO BE THE CAUSE.

MSD SANITARY SEWER NOTES

1. ALL PLANS AND CONSTRUCTION WITHIN HAMILTON COUNTY SHALL COMPLY WITH THE LATEST EDITION OF THE "RULES AND REGULATIONS" MANUAL GOVERNING THE DESIGN, CONSTRUCTION, MAINTENANCE, OPERATION AND USE OF SANITARY AND COMBINED SEWERS IN THE METROPOLITAN SEWER DISTRICT OF GREATER CINCINNATI, HAMILTON COUNTY, OHIO, EFFECTIVE MARCH 1, 2001. COPIES MAY BE OBTAINED FROM THE DIVISION OF WASTEWATER ENGINEERING MSD, 1600 GEST STREET, CINCINNATI, OHIO 45204.

2. ALL SANITARY SEWERS SHALL BE CONSTRUCTED UNDER THE INSPECTION OF THE CHIEF ENGINEER, MSD.

3. THE OWNERS OF ALL PROPERTIES SHOWN ON THIS IMPROVEMENT PLAN SHALL BE SUBJECT TO ALL APPLICABLE SEWER SERVICE CHARGES, ASSESSMENTS, TAP-IN CHARGES OR FEES WHICH HAVE BEEN OR MAY BE ESTABLISHED BY THE BOARD OF COUNTY COMMISSIONERS.

4. APPROPRIATE UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO BREAKING GROUND FOR THE PURPOSE OF VERIFYING BY FIELD INSPECTION THE EXACT LOCATION OF UNDERGROUND UTILITIES.

5. ALL SANITARY SEWER PIPE SHALL BE PVC, SDR35, ASTM D-3034 IN ACCORDANCE WITH MSD RULES AND REGULATIONS, EXCEPT WHERE NOTED.

6. ALL MANHOLES ON SANITARY SEWERS SHALL BE TYPE "S" MSD ACCESSION NO. 49037.

7. SANITARY MANHOLES SHALL BE TEMPORARILY CONSTRUCTED TO AN ELEVATION OF TWO FEET ABOVE THE SURROUNDING GRADE BY MEANS OF AN ADDITIONAL MANHOLE SECTION OR BRICK MASONRY ON TOP OF THE CONE.

8. SANITARY BUILDING SEWERS FOR PUBLIC AND PRIVATE SEWERS SHALL NOT BE EXTENDED MORE THAN TEN (10) FEET BEYOND THE PROPOSED RIGHT-OF-WAY LINE, EASEMENT LINE OR, IN CASES OF PRIVATE SEWERS, NO MORE THAN TEN (10) FEET BEYOND THE MAIN LINE SEWER PRIOR TO ISSUANCE OF TAP PERMITS.

9. TWO-WAY CLEANOUTS SHALL BE INSTALLED AT THE RIGHT-OF-WAY LINE OR SANITARY SEWER EASEMENT, WHERE APPLICABLE, IN ACCORDANCE TO MSD ACCESSION NO. 61979.

10. ALL LOWEST FINISHED FLOOR ELEVATIONS SHALL BE AT LEAST 36 INCHES ABOVE THE CROWN OF THE SEWER AT THE POINT OF TAP CONNECTION TO SAID SEWER, WHETHER PUBLIC OR PRIVATE, AND/OR IN ACCORDANCE WITH CITY OF CINCINNATI SUPPLEMENT CC-51-49. ANY BUILDING TO BE SERVED BY MEANS OTHER THAN GRAVITY MUST BE SO NOTED ON THE PLANS.

11. ALL MANHOLES ON PUBLIC SANITARY SEWERS SHALL HAVE STANDARD LIDS AND FRAMES, MSD ACCESSION. NO 49005, EXCEPT WHERE NOTED. THE FRAME SHALL BE SECURELY FASTENED TO THE TOP MANHOLE SECTION BY FOUR 3/4-INCH STAINLESS STEEL CINCH ANCHORS.

MSD SANITARY SEWER NOTES (CONT)

12. CONTRACTOR'S LICENSE - ALL WORK DONE ON SANITARY AND/OR COMBINED SEWERS WITHIN THE JURISDICTION OF THE METROPOLITAN SEWER DISTRICT MUST BE DONE BY A CONTRACTOR WHO IS AN APPROVED SEWER TAPPER PROPERLY LICENSED BY THE DEPARTMENT AND BONDED.

13. SANITARY BUILDING SEWERS SHALL BE CONNECTED TO THE MAIN LINE WITH WYES. TEE FITTINGS ARE TO BE USED ONLY WHERE SHOWN ON THE APPROVED PLAN.

14. A TAP PERMIT IS REQUIRED FOR EACH BUILDING. BOND OR FINAL APPROVAL OF THE MAIN LINE IS REQUIRED PRIOR TO ISSUANCE OF A TAP PERMIT.

15. SANITARY SEWER CONSTRUCTION MUST COMMENCE WITHIN 12 MONTHS AND BE COMPLETED WITHIN 36 MONTHS OF THE DATE OF APPROVAL SHOWN HEREON OR THESE PLANS BECOME VOID.

16. FOR SANITARY SEWER MANHOLES CONSTRUCTED IN PARKING LOTS, THE RIM ELEVATION SHALL BE 1" HIGHER THAN THE SURROUNDING GRADE AND THE PAVEMENT SHALL BE FEATHERED AWAY FROM THE MANHOLE RIM AT A GRADUAL SLOPE.

17. FOR SANITARY MANHOLES CONSTRUCTED IN GRASS AREAS, THE RIM ELEVATION SHALL BE 3" HIGHER THAN THE SURROUNDING GRADE, AND THE FILL SHALL BE FEATHERED AWAY FROM THE MANHOLE RIM AT A GRADUAL SLOPE.

18. ROOF DRAINS, FOUNDATION DRAINS, COOLING WATER, SWIMMING POOL WATER OR OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.

19. TO ASSURE THAT STORMWATER DOES NOT ENTER THE SANITARY SEWER SYSTEM, A SCHEMATIC PLAN OF THE FOOTING AND FOUNDATION DRAINAGE SYSTEM, INCLUDING THE POINT OF DISCHARGE, IS NECESSARY.

20. THE CONTRACTOR SHALL TEST ALL MANHOLES LEAKAGE BY MEANS OF VACUUM TESTING. THE VACUUM TESTING CANNOT BE DONE UNTIL AFTER THE MANHOLES ARE SET TO FINAL GRADE AND THE MANHOLE CASTINGS ARE BOLTED DOWN. ALL LIFT HOLES SHALL BE PLUGGED. ANY OTHER OPENINGS, SUCH AS FOR PRESSURE RELIEF VALVES, SHALL BE TEMPORARILY PLUGGED TO ALLOW THE VACUUM TEST. ALL PIPES ENTERING THE MANHOLE SHALL BE PLUGGED AND CARE SHALL BE TAKEN TO SECURELY BRACE THE PLUGS FROM BEING DRAWN INTO THE MANHOLE. THE VACUUM EQUIPMENT TEST HEAD SHALL BE PLACED IN THE OPENING OF THE CASTING ONLY, AND THE SEAL INFLATED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. VACUUM TESTING SHALL BE IN ACCORDANCE WITH ASTM C1244. A VACUUM OF 10 INCHES MERCURY (10" HG) SHALL BE DRAWN AND THE VACUUM PUMP SHUT OFF. WITH THE VALVES CLOSED, THE TIME SHALL BE MEASURED FOR THE VACUUM TO DROP TO NINE INCHES MERCURY (9" HG). THE MANHOLE SHALL PASS IF THE TIME MEETS OR EXCEEDS THE ALLOWABLE TIMES AS CALCULATED FROM ASTIM C1244, OR AS APPROVED BY THE ENGINEER. ALL MANHOLE REPAIR AND RETESTING REQUIRED BECAUSE OF THE FAILURE TO MEET THE TESTING REQUIREMENTS SHALL BE BORNE BY THE CONTRACTOR AT HIS COST.

PORTABLE BARRIER

32" PORTABLE BARRIER SHALL BE ANCHORED ANYTIME THERE IS LESS THAN 2' BETWEEN THE BACK OF BARRIER AND THE WORK ZONE. PORTABLE BARRIER QUANTITIES HAVE BEEN SPLIT INTO ANCHORED AND UNANCHORED LENGTHS ACCORDINGLY.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. THESE QUANTITIES HAVE BEEN PROVIDED AS A CONTINGENCY FOR PLACEMENT ON THE ASPHALT SURFACE COURSE PRIOR TO APPLICATION OF PERMANENT PAVEMENT MARKINGS.

ITEM 614, WORK ZONE LANE LINE, CLASS III, 642 PAINT
7.04 MILE

ITEM 614, WORK ZONE EDGE LINE, CLASS III, 642 PAINT
8.1 MILE

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT 10,304 FEET

ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 642 PAINT
7,560 FEET

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL MANAGER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE INCLUDED IN THESE PLANS. NO LANE OR SHOULDER CLOSURE SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER	COUNTY-ROUTE-SECTION	DIRECTION
45099-B	HAM-75-8.91	NB & SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE												
LOCATION	DIRECTION	EX. NO. OF THRU	1 LANE CLOSED		2 LANES CLOSED		15 MINUTE SHORT DURATION	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT	NOTES
			WEEKDAY	WEEKEND	WEEKDAY	WEEKEND					
IR-75	BOTH	3	8 PM - 6 AM	7 PM - 6 AM	11 PM - 5 AM	10 PM - 6 AM	12 AM -4 AM	MOTPE #1	1 MINUTE	$540	NOTE 1 (SB), NOTE 2 (NB), NOTE 3, MOTPE (THIS SHEET)
RAMPS	BOTH		NONE	NONE	NONE	NONE	NONE	10 PM-5 AM	1 MINUTE	$540	NOTE 4
TOWNE ST.	BOTH	1	ANYTIME	ANYTIME	NONE	NONE	11 PM - 5 AM	NONE	1 MINUTE	$50	
PADDOCK RD.	BOTH	2	8 PM - 6 AM	7 PM - 7 AM	NONE	NONE	NONE	NONE	1 MINUTE	$130	
SEYMOUR AVE.	BOTH	2	ANYTIME	ANYTIME	NONE	NONE	NONE	NONE	1 MINUTE	$140	
SUMMIT RD.	BOTH	1	ANYTIME	ANYTIME	N/A	N/A	NONE	WEEKEND	1 MINUTE	$50	WEEKEND HOURS = 7 PM FRIDAY - 7 AM MONDAY

NOTES

1 NO CLOSURES 2 HOURS BEFORE TO 1 HOUR AFTER THE START TIME OF EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTEDANCE OF 20,000+

2 NO CLOSURES FROM 30 MINUTES BEFORE THE SCHEDULED FINISH TIME TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK AREANA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTEDANCE OF 20,000+

3 NO SHORT TERM SHOULDER CLOSURES BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.

4 RAMPS ARE PERMITTED TO BE CLOSED OVERNIGHT FOR MOT TRAFFIC SWITCHES AND FINAL SURFACING ONLY. ONE ONE RAMP IS PERMITTED TO BE CLOSED AT A TIME.

5 SB AUXILIARY LANE DOES NOT COUNT AS A THROUGH LANE SINCE THE EXISTING RAMP WAS A MERGE CONDITION. MODIFYING THE SB AUXILIARY LANE TO A SHORT-TERM RAMP MERGE IS PERMITTED DURING TIMES SPECIFIED FOR 1 LANE CLOSED AND 1100' DSD/MERGE AREA SHALL BE PROVIDED.

6 NB 4TH LANE DOES NOT COUNT AS A THROUGH LANE SINCE IT IS ADDED ALONG MAINLINE AND DROPS AT RAMP D. CLOSING THE NB 4TH LANE IS PERMITTED AT THE SAME TIME AS 1 LANE CLOSED AND THE CLOSURE SHALL BEGIN AT 475+25.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

ITEM 808 DIGITAL SPEED LIMIT SIGN ASSEMBLY HAS BEEN SEPERATELY ITEMIZED IN THE PLANS. QUANTITIES FOR EACH SIGN HAVE BEEN SHOWN IN THE SUB-SUMMARY WITH THEIR ASSOCIATED PLAN SHEET. A SUMMARY OF DSL SIGN ASSEMBLIES IS AS FOLLOWS:
5 SIGNS FOR 24 MONTHS
1 SIGN FOR 12 MONTHS

	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
ORIGINAL POSTED SPEED LIMIT	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
55	50	55	45	55

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION (MOTPE)

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROAVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE: MOTPE #1 - TWO NIGHTTIME (12AM-4AM) CLOSURES PER DIRECTION OF I-75 FOR DEMO AND TO INSTALL THE PEDESTRIAN BRIDGE.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AS WELL AS THE CONTRACTOR WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REGERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED _/_/_ FOR PID 100424" IN THE NOTIFICATION OF OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT PLAN THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURE & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	<2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE	
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

NOTIFICATION CONTACT INFO:

DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D08.PIO@dot.ohio.gov
DISTRICT PERMIT SECTION BY EMAIL AT D08.Permits@dot.ohio.gov
CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT DOT.D08.Detours@dot.ohio.gov
DISTRICT TRAFFIC, DETOUR SECTION BY EMAIL AT DOT.D08.Detours@dot.ohio.gov

ITEM 615, ROADS FOR MAINTAINING TRAFFIC

PER THE REQUIREMENTS OF THE 2019 CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS), ALL COSTS ASSOCIATED WITH DRAINAGE RELATED TO TEMPORARY PAVEMENT CONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, ROADS FOR MAINTAINING TRAFFIC. THE MAINTENANCE OF TRAFFIC PLANS IDENTIFY SPECIFIC LOCATIONS WHERE TEMPORARY DRAINAGE CONDUITS AND TEMPORARY GUARDRAIL ARE EXPECTED TO BE NEEDED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE ACTUAL DESIGN NEEDS. THESE SPECIFIC ITEMS, AS WELL AS ALL OTHER REQUIREMENTS OF THE CMS SHALL BE INCLUDED IN THE BASE BID OF ROADS FOR MAINTAINING TRAFFIC.

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

12" CONDUIT, TYPE B = 62 FEET
TEMPORARY GUARDRAIL = 415 FEET

EXCAVATION FOR MAINTAINING TRAFFIC 1418 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 165 CU. YD.

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

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

IN ORDER TO REMOVE EXISTING RUMBLE STRIPS PRIOR TO SHIFTING TRAFFIC ONTO SHOULDERS, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SHALL INCLUDE MILLING 1.5" OF EXISTING INSIDE AND OUTSIDE SHOULDERS FOR THE STATION RANGES DETAILED BELOW. THE MILLED AREAS SHALL THEN BE RESURFACED WITH 1.5" OF ASPHALT CONCRETE SURFACE COURSE (ITEM 448, TYPE 1). THIS WORK SHALL BE COMPLETED PRIOR TO SHIFTING MAINLINE TRAFFIC ONTO THE SHOULDERS.

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

A QUANTITY OF 4830 S.Y. FOR THIS ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY.

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

IR 75 NB INSIDE SHOULDER STA 459+00 STA 531+00
IR 75 NB OUTSIDE SHOULDER STA 454+00 STA 524+00
IR 75 SB INSIDE SHOULDER STA 458+00 STA 533+00

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

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

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

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

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

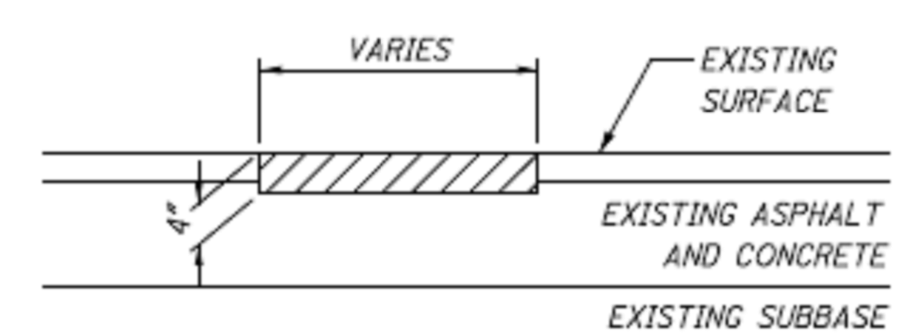
THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

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

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

ITEM, 253 PARTIAL DEPTH PAVEMENT REPAIR

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



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

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2025
300 CU YDS
ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2026
300 CU YDS
ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2027
150 CU YDS
ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2028
100 CU YDS

ITEM 503, COFFERDAMS AND EXCAVATION BRACING

TEMPORARY SHORING WILL BE REQUIRED TO FACILITATE MAINTAINING TRAFFIC IN THE LOCATIONS DEPICTED IN THE MAINTENANCE OF TRAFFIC PLANS. APPROXIMATE LENGTHS OF THE TEMPORARY SHORING HAS BEEN PROVIDED IN PLAN TO AID IN THE BIDDING OF THESE WALLS. SEPERATE PAY ITEMS HAVE BEEN INCLUDED FOR EACH LOCATION. WITH THE EXCEPTION OF PHASE 4-RAMP A (SEE SHEET 114 FOR DETAILS), THE SHORING IS ANTICIPATED TO HAVE AN EXPOSED HEIGHT OF LESS THAN 8'-0". THE CONTRACTOR IS RESPONSIBLE FOR THEIR CHOSEN METHOD OF SHORING. PLANS, INCLUDING DESIGN AND GEOTECHNICAL EVALUATION, FOR THE TEMPORARY SHORING SHALL BE PREPARED AND PROVIDED PER CMS 501.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS ITEM. ALL COSTS ASSOCIATED WITH TEMPORARY SHORING SHALL BE INCIDENTAL TO THE LUMP SUM FOR ITEM 503, COFFERDAMS AND EXCAVATION BRACING, FOR EACH LOCATION IN THE GENERAL SUMMARY.

ID	PHASE	LOCATION	TYPE	STATION	TEMP. SHORING LENGTH
TS1	1	IR-75	SHEET PILE	494+32-500+50	618
TS2	1	RAMP B	SHEET PILE	503+50-506+00	250
TS3	1	IR-75	SHEET PILE	504+00-505+00	100
TS4	2	IR-75	SHEET PILE	484+50- 514+00	2950
TS5	3	IR-75	SHEET PILE	486+50- 511+50	2500
TS6	4	RAMP A	SHEET PILE	500+00-506+00	600

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6

CALCULATED BDM
CHECKED SMM

MAINTENANCE OF TRAFFIC NOTES

HAM-75-8.91

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

THE WZQDWS SHALL BE PLACED ON SB I-75 APPROACHING RAMP C (EB SR-126 TO SB I-75). THE SYSTEM SHALL BE INSTALLED PRIOR TO PHASE 1 AND SHALL REMAIN IN PLACE THROUGH FINAL SURFACING. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

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

- GREATER THAN OR EQUAL TO 50 MPH: USE FOUR CORNER FLASHING CAUTION MODE

- BETWEEN 50 MPH AND 25 MPH: TRAFFIC AHEAD XX MPH / SLOW DOWN

- BELOW OR EQUAL TO 25 MPH: TRAFFIC AHEAD XX MPH / PREPARE TO STOP

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

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

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

ITEM 896,PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I
96 SIGN MONTHS
ASSUMING 4 SENSORS FOR 24 MONTHS

ITEM 896,PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
24 SIGN MONTHS
ASSUMING 1 PCMS SIGN FOR 24 MONTHS

ADJACENT PROJECT COORDINATION
PID 117525 (I-75 RECONSTRUCTION) AND PID 120341 (I-75 MILL/FILL WITH BRIDGE REHAB) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. BOTH PROJECTS WILL HAVE LANE CLOSURES EXTENDING INTO THE OTHER ADJACENT PROJECT. THE CONTRACTORS SHALL COORDINATE THEIR WORK AND MOT WITH THE ADJACENT PROJECT; WORK AND MOT ON EACH PROJECT WILL GOVERN AND CONTROL AS DESCRIBED BELOW:

- PID 117525 - THE MOT NECESSARY TO PERFORM PRE-PHASE 1 WORK AND IMPLEMENT PHASE 1 MOT TRAFFIC SWITCH IN BOTH DIRECTIONS WILL GOVERN AND CONTROL.

- PID 120341 - BEGINNING 14 DAYS AFTER PID 117525 PLACES I-75 TRAFFIC IN PHASE 1 MOT, THE WORK AND MOT ON PID 120341 WILL GOVERN AND CONTROL. THE 14-DAY PERIOD IS TO ALLOW FULL IMPLEMENTATION OF PHASE 1 AND APPLIES TO EACH DIRECTION INDEPENDENTLY.

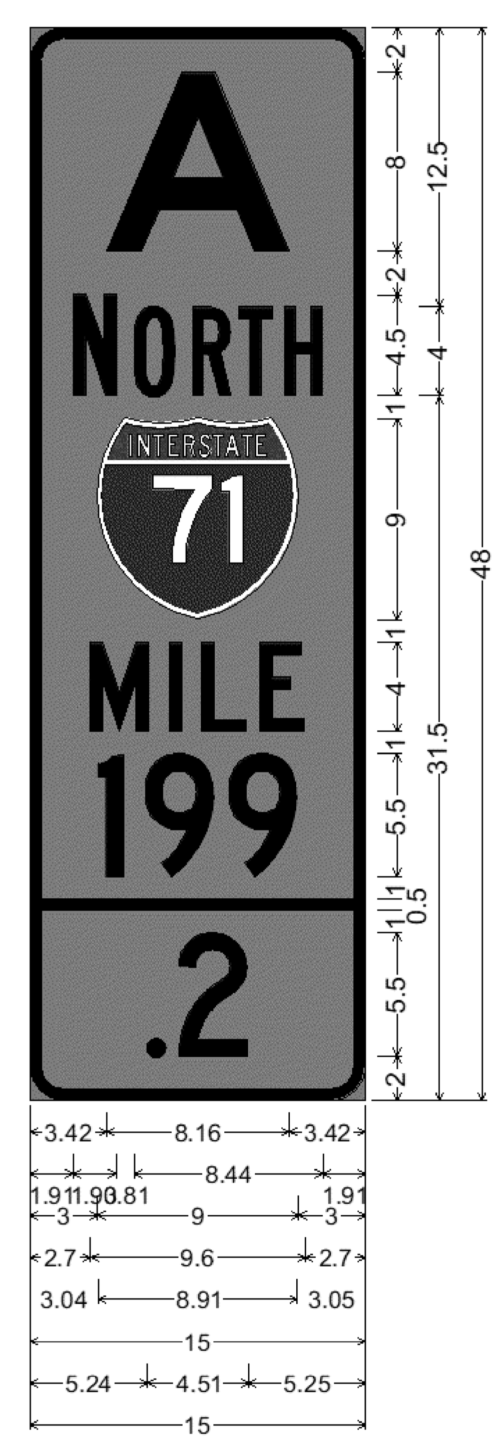
MAINTAINING INTERSTATE REFERENCE LOCATION SIGNS
THE CONTRACTOR SHALL MAINTAIN INTERSTATE REFERENCE LOCATION SIGNS (SIGN D10-5) BY USE OF THE EXISTING, TEMPORARY (BLACK ON ORANGE), OR PROPOSED REFERENCE LOCATION SIGNS. THESE SIGNS SHALL BE SPACED EVERY 2/10 OF A MILE MAINTAINED DURING THE FOLLOWING PHASES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

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

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

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

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



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

PADDOCK RD RAMP INTERSECTIONS
FULL DEPTH PAVEMENT REPLACEMENT ON ENTRANCE AND EXIT RAMPS NEAR PADDOCK RD SHALL BE COMPLETED PART-WIDTH. EACH RAMP IS SEPARATED BY A SPLITTER ISLAND. THE SLIP RAMP AND SPUR RAMP (EACH SIDE OF SPLITTER ISLAND) CAN BE CLOSED NONCONCURRENTLY (ONLY ONE SIDE AT A TIME) TO COMPLETE FULL DEPTH PAVEMENT WORK. THE DURATION OF THE PART-WIDTH CLOSURES SHALL BE LIMITED TO THE FOLLOWING MAXIMUM DURATIONS:

- 14 DAYS IF IT IS JUST CONCRETE PAVEMENT

- 21 DAYS IF THERE IS CURB, SIDEWALK, DRAINAGE WORK IN THESE AREAS

- 30 DAYS IF THIS INCLUDES CEMENT STABILIZATION

FULL DEPTH PAVEMENT REPLACEMENT
REMOVE EXISTING FULL DEPTH PAVEMENT AND REPLACE WITH PROPOSED PAVEMENT AT THE LOCATIONS LISTED BELOW.

- SOUTHBOUND/NORTHBOUND I-75 FROM 527+50 TO 531+74 (BEGIN APPROACH SLAB): CONSTRUCT THE FULL DEPTH REPLACEMENT IN PRE-PHASE 1, PHASE 1, AND PHASE 4 AS SHOWN ON THE WIDENING/FULL DEPTH REPLACEMENT SECTION.

- NORTHBOUND I-75 FROM 534+24 (END APPROACH SLAB) TO 535+24: CONSTRUCT FULL DEPTH REPLACEMENT 36' WIDE INCLUDING 3 LANES OF I-75, NOT INCLUDING SHOULDERS NOR RAMPS, DURING PRE-PHASE 1.

- SOUTHBOUND I-75 FROM 534+24 (END APPROACH SLAB) TO 534+84: CONSTRUCT FULL DEPTH REPLACEMENT 36' WIDE INCLUDING 3 LANES OF I-75, NOT INCLUDING SHOULDERS NOR RAMPS, DURING PRE-PHASE 1.

SEE SUBGRADE UNDERCUT NOTE ON SHEET 28 FOR INFORMATION ON TESTING AND SUBGRADE STABILIZATION.

DURING THE PRE-PHASE 1 FULL DEPTH PAVEMENT REPLACEMENT, IT IS ACCEPTABLE TO PLACE 3 1/4" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) TO MATCH THE EXISTING SURFACE ELEVATION INSTEAD OF PLACING 1 3/4" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) AND 1 1/2" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447).

THE PRE-PHASE FULL DEPTH PAVEMENT REPLACEMENT WILL BE CONSTRUCTED PART-WIDTH ON TWO SEPARATE WEEKENDS PER DIRECTION. LOCATE THE CONSTRUCTION JOINT 4 FEET TO THE RIGHT OF THE LANE LINE INSIDE LANE 3. BEFORE PLACING EACH LIFT OF ASPHALT, MILL IN THE STEP DETAIL SIMILAR TO BP-3.1.

- FIRST WEEKEND: CLOSE THE LEFT 2 LANES OF TRAFFIC ON I-75. SHIFT THE MAINTAINED SINGLE LANE ONTO THE RIGHT SHOULDER (4' OFFSET TO CONSTRUCTION JOINT, 10' LANE, 2' OFFSET TO EDGE OF PAVEMENT). SOUTHBOUND CLOSE THE EB SR 126 RAMP, THE WB SR 126 RAMP, AND THE GALBRAITH ROAD RAMP TO SB I-75.

- SECOND WEEKEND: CLOSE THE RIGHT LANE OF TRAFFIC ON I-75. MAINTAIN 2 LANES OF TRAFFIC IN THE LEFT AND MIDDLE LANES (4' OFFSET TO CONSTRUCTION JOINT). NORTHBOUND CLOSE THE NB I-75 EXIT TO SR 126. SOUTHBOUND CLOSE THE EB SR 126 RAMP, THE WB SR 126 RAMP, AND THE GALBRAITH ROAD RAMP TO SB I-75.

- DURING EACH WEEKEND: PROVIDE PCMS ADVANCE WARNING ON MAINLINE I-75 AND EACH RAMP. PROVIDE MT-95.50 SIGNING AT 3 MILE, 5 MILE, AND 8 MILE CLUSTERS. PROVIDE 2 SETS (4 SENSORS AND 2 PCMS) OF WZQDWS IN EACH DIRECTION.

SHEET NUMBER 46	47	48							ITEM	ITEM EXT.	TOTALS CARRIED TO GENERAL SUMMARY	UNIT	DESCRIPTION	SEE SHEET NO.
													MAINTENANCE OF TRAFFIC	
300									253	90000	300	CU YD	PAVEMENT REPAIR, MISC.: PERFORMED IN 2025	42
300									253	90000	300	CU YD	PAVEMENT REPAIR, MISC.: PERFORMED IN 2026	42
150									253	90000	150	CU YD	PAVEMENT REPAIR, MISC.: PERFORMED IN 2027	42
100									253	90000	100	CU YD	PAVEMENT REPAIR, MISC.: PERFORMED IN 2028	42
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1	42
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2	42
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3	42
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4	42
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5	42
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6	42
	4								606	60022	4	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) 60 MPH, 48" WIDE	
1500									614	11110	1500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
11300									614	11630	11300	FT	INCREASED BARRIER DELINEATION	
4	5	14							614	12380	23	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL)	
	1	1							614	12400	2	EACH	WORK ZONE IMPACT ATTENUATOR, MISC.: 24" WIDE HAZARDS (UNIDIRECTIONAL), TYPE 3	
LUMP		LUMP							614	12420	LUMP		DETOUR SIGNING	
	17	4							614	12484	21	EACH	WORK ZONE INCREASED PENALTIES SIGN	
10									614	12500	10	EACH	REPLACEMENT SIGN	
100									614	12600	100	EACH	REPLACEMENT DRUM	
2									614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
250									614	12800	250	EACH	WORK ZONE RAISED PAVEMENT MARKER	
1650									614	12801	1650	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	40
75									614	13000	75	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
1565									614	13310	1565	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	
10									614	13312	10	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
1275									614	13350	1275	EACH	OBJECT MARKER, ONE WAY	
300									614	13360	300	EACH	OBJECT MARKER, TWO WAY	
22	30								614	18601	52	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	39

CALCULATED BDM
CHECKED SMM

MAINTENANCE OF TRAFFIC SUBSUMMARY

HAM-75-8.91

MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES

SHEET NO.	253 PAVEMENT REPAIR, MISC.:BY YEAR	503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN(BY LOCATION)	614 MAINTAINING TRAFFIC	614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	614 INCREASED BARRIER DELINEATION	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	614 DETOUR SIGNING	614 REPLACEMENT SIGN	614 REPLACEMENT DRUM	614 WORK ZONE CROSSOVER LIGHTING SYSTEM	614 WORK ZONE RAISED PAVEMENT MARKER	614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	614 BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	614 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	614 OBJECT MARKER, ONE WAY
	CY			HOUR	FT	EACH		EACH	EACH	EACH	EACH	EACH	CY	EACH	EACH	EACH
37			LUMP										75			
38								10	100							
39										2						
40											250	1650				
41				1500	11300									1565	10	1275
42	850	LUMP														
43																
51A							LUMP									
51B							LUMP									
52						2										
53																
54																
55																
56																
57																
58						2										
59																
TOTALS CARRIED TO GENERAL SUMMARY	850	LUMP	LUMP	1500	11300	4	LUMP	10	100	2	250	1650	75	1565	10	1275

SHEET NO.	614 OBJECT MARKER, TWO WAY	614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	614 WORK ZONE LANE LINE, CLASS I, 6", 648	614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 648	614 WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648	614 WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 6", 648	614 WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	615 ROADS FOR MAINTAINING TRAFFIC	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	616 WATER	622 PORTABLE BARRIER, UNANCHORED	896 PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I	896 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
	EACH	SNMT	MILE	MILE	MILE	MILE	FT	FT	FT	FT		SY	SY	MGAL	FT	SNMT	SNMT
37														810			
38				7.04		8.10		10304		7560							
39		14															
40																	
41	300		4.2		10.0		5650		2580								
42											LUMP		4830				
43																96	24
51A		4															
51B		4															
52												712			2030		
53												713					
54												293					
55												716					
56												55					
57												309					
58												257			890		
59												76					
TOTALS CARRIED TO GENERAL SUMMARY	300	22	4.20	7.04	10.00	8.10	5650	10304	2580	7560	LUMP	3131	4830	810	2920	96	24

CALCULATED BDM
CHECKED SMM

HAM-75-8.91

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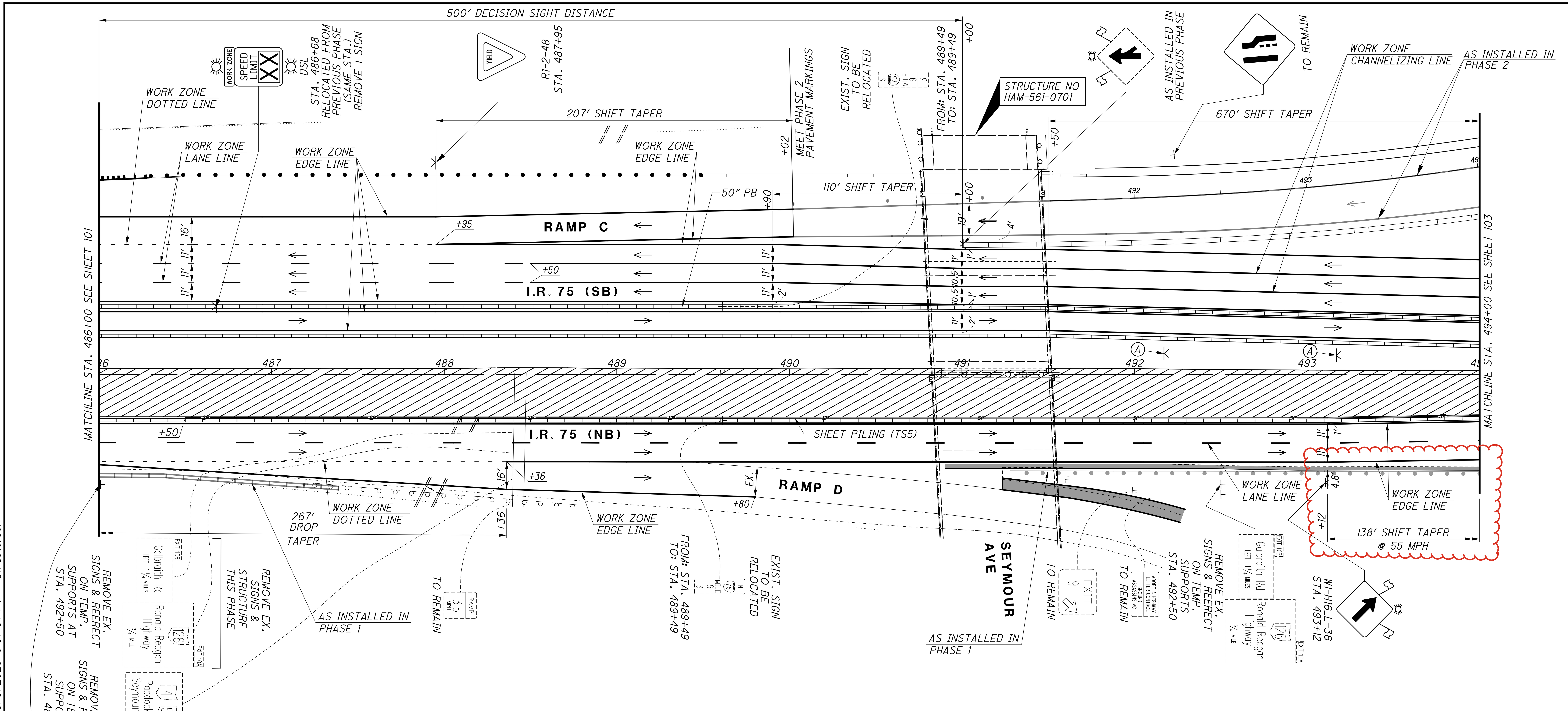
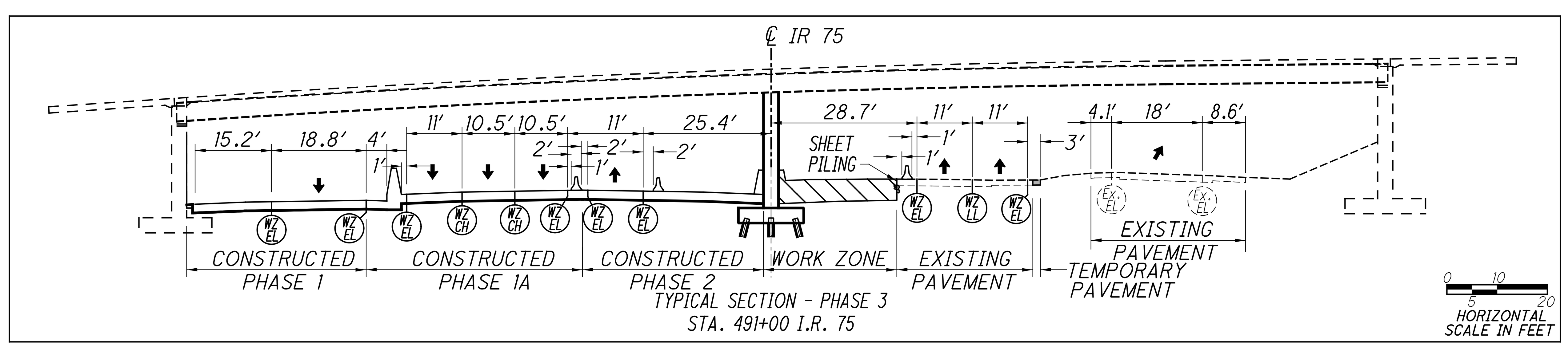
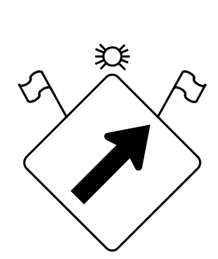




TYPICAL SECTION - PHASE 3
STA. 491+00 I.R. 75


W1-H16_R-36
STA. 492+17
STA. 493+17
(A)

LEGEND

- PHASE 3 WORK ZONE
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- DRUM
- TEMPORARY SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- OPEN TRAVEL LANE

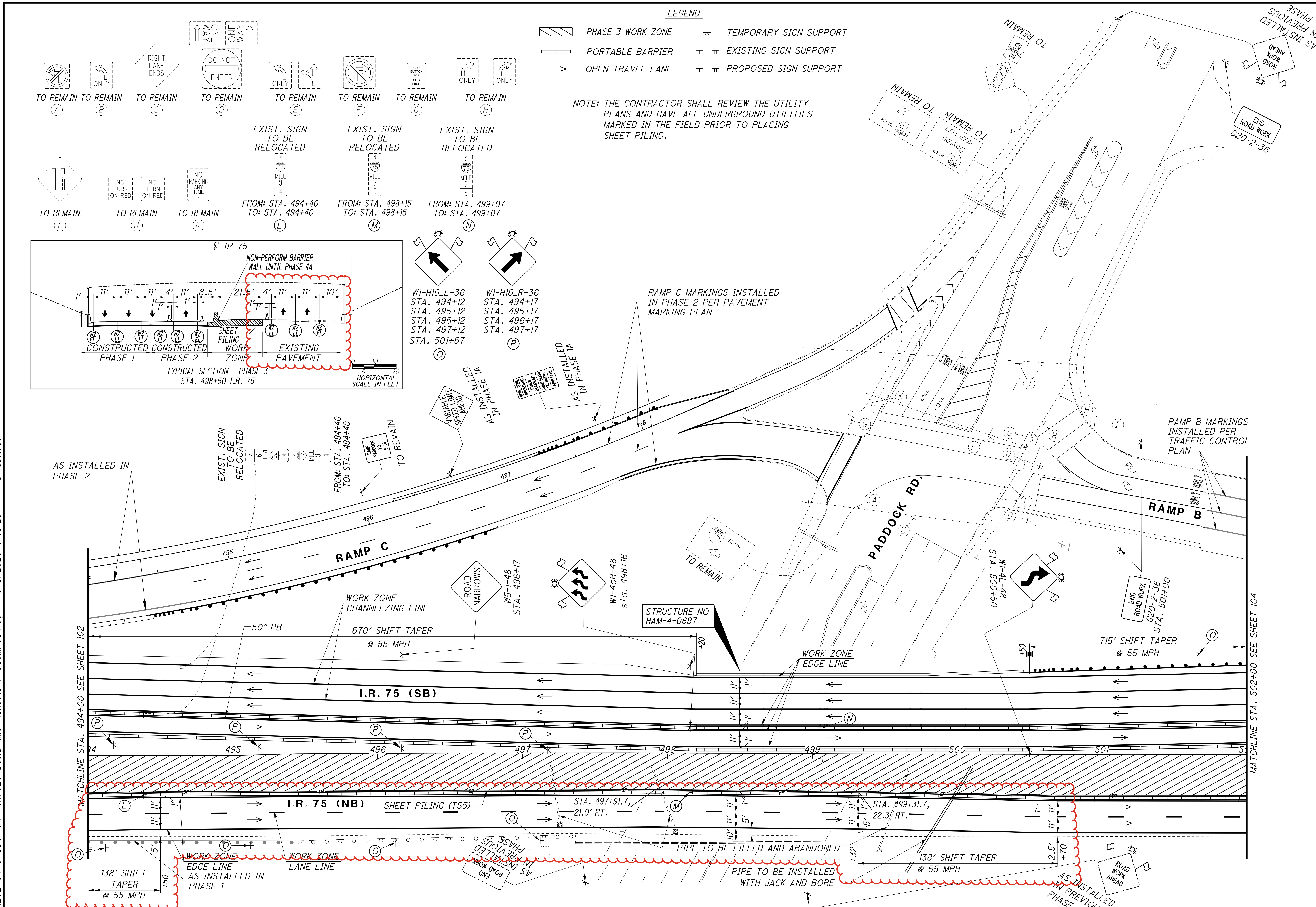
NOTE: THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

HORIZONTAL SCALE IN FEET

CALCULATED BDM
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
I.R. 75 - STA. 486+00 TO STA. 494+00

HAM-75-8.91

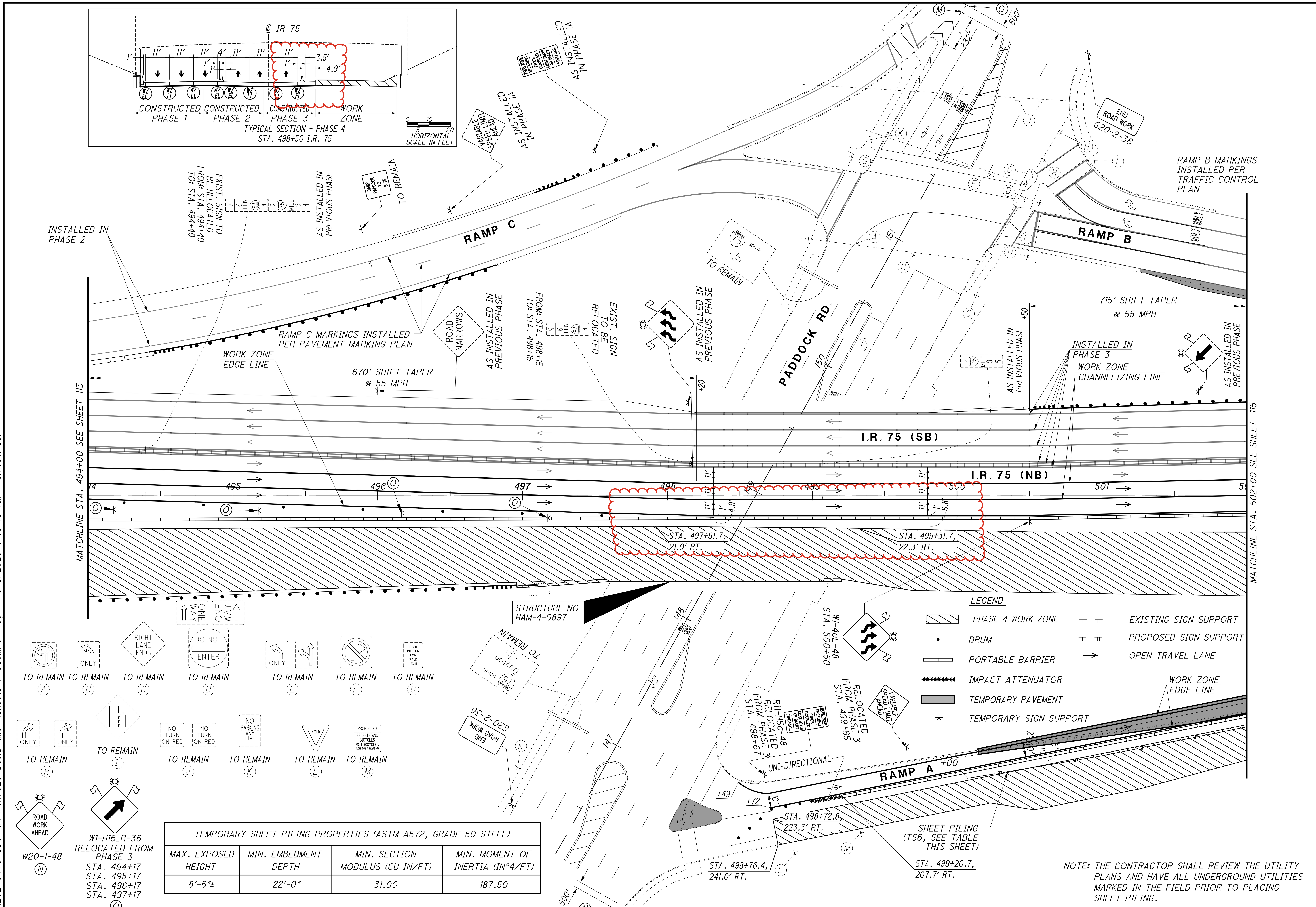


HORIZONTAL SCALE IN FEET

CALCULATED BDM
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
I.R. 75 - STA. 494+00 TO STA. 502+00

HAM-75-8.91



TEMPORARY SHEET PILING PROPERTIES (ASTM A572, GRADE 50 STEEL)			
MAX. EXPOSED HEIGHT	MIN. EMBEDMENT DEPTH	MIN. SECTION MODULUS (CU IN/FT)	MIN. MOMENT OF INERTIA (IN^4/FT)
8'-6"±	22'-0"	31.00	187.50

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

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 494+00 TO STA. 502+00

HORIZONTAL SCALE IN FEET

CALCULATED BDM
CHECKED SMM

HAM-75-8.91

SHEET NUM. 24	27	164	165	166	167	168	169	179	171	28	PART. 01/IMS/04	02/IMS/03	03/IMS/10	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																		ROADWAY	
											LUMP	LUMP		201	11000	LS		CLEARING AND GRUBBING	
	LUMP										LUMP	LUMP		202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	
				3							2	1		202	20010	3	EACH	HEADWALL REMOVED	
		56,389	28,044	7,484							67,099	24,818		202	23001	91,917	SY	PAVEMENT REMOVED, AS PER PLAN	27
		56,389	27,966	7,484							67,042	24,797		202	23500	91,839	SY	WEARING COURSE REMOVED	
		2,248	638	768							2,667	987		202	30000	3,654	SF	WALK REMOVED	
		789				5,370	3,765				7,245	2,679		202	30700	9,924	FT	CONCRETE BARRIER REMOVED	
			1,827	2,115							2,878	1,064		202	32000	3,942	FT	CURB REMOVED	
		815	500								960	355		202	32600	1,315	FT	GUTTER REMOVED	
		3,639	1,976	3,406							6,585	2,436		202	35100	9,021	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
		1,087	2,025	41							2,302	851		202	35200	3,153	FT	PIPE REMOVED, OVER 24" DIAMETER	
						2,546	4,326				5,016	1,856		202	38000	6,872	FT	GUARDRAIL REMOVED	
		7	13	22							31	11		202	58000	42	EACH	MANHOLE REMOVED	
		17	32	11							44	16		202	58100	60	EACH	CATCH BASIN REMOVED	
		21	8								21	8		202	58200	29	EACH	INLET REMOVED	
			2								1	1		202	58700	2	EACH	MANHOLE ABANDONED	
			1,348	36							1,010	374		SPECIAL	20270000	1,384	FT	FILL AND PLUG EXISTING CONDUITVARIES	23
100											73	27		SPECIAL	20270110	100	FT	PIPE CLEANOUT, 24" AND UNDER	24
100											73	27		SPECIAL	20270120	100	FT	PIPE CLEANOUT, 27" TO 48"	24
100											73	27		SPECIAL	20270130	100	FT	PIPE CLEANOUT OVER 48"	24
								9,367			6,838	2,529		202	75000	9,367	FT	FENCE REMOVED	
								1			1			202	75250	1	EACH	GATE REMOVED	
											LUMP	LUMP		202	98000	LS		REMOVAL MISC.: ACCESS HATCH REMOVAL	26
	56										41	15		202	98100	56	EACH	REMOVAL MISC.: DRAINAGE STRUCTURE ABANDONED, AS PER PLAN	27
	1,824										1,332	492		202	98200	1,824	FT	REMOVAL MISC.: DRAINAGE PIPE ABANDONED, 24" AND UNDER, AS PER PLAN	27
396									163,068		119,329	44,135		203	10000	163,464	CY	EXCAVATION	
396									25,889		19,188	7,097		203	20000	26,285	CY	EMBANKMENT	
										8	5	3		203	98600	8	EACH	ROADWAY, MISC.: DYNAMIC CONE PENETRATION TEST	28
										3,592	2,622	970		204	13000	3,592	CY	EXCAVATION OF SUBGRADE	
										3,592	2,622	970		204	30020	3,592	CY	GRANULAR MATERIAL, TYPE C	
47											34	13		204	45000	47	HOUR	PROOF ROLLING	
										8,083	5,900	2,183		204	50000	8,083	SY	GEOTEXTILE FABRIC	
4,175											3,048	1,127		206	10500	4,175	TON	CEMENT	
135,138											98,651	36,487		206	11000	135,138	SY	CURING COAT	
135,138											98,651	36,487		206	15020	135,138	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
LUMP											LUMP	LUMP		206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
						4,900	3,333				6,010	2,223		606	15050	8,233	FT	GUARDRAIL, TYPE MGS	
						25					18	7		606	15150	25	FT	GUARDRAIL, TYPE MGS HALF POST SPACING	
						6	2				6	2		606	26150	8	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
						6	1				5	2		606	26550	7	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						6	4				7	3		606	35002	10	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
						5					4	1		606	35102	5	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
						2	1				2	1		606	60040	3	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONALSEE PLANS FOR WIDTH AND SPEED INFORMATION	
								8,736			6,377	2,359		607	23000	8,736	FT	FENCE, TYPE CLT	
								508			371	137		607	23001	508	FT	FENCE, TYPE CLT, AS PER PLAN	25
								8,736			6,377	2,359		607	70000	8,736	FT	FENCELINE SEEDING AND MULCHING	
					250			250			365	135		607	98000	500	FT	FENCE, MISC.: WOOD FENCE	
173					1,251						1,040	384		608	10000	1,424	SF	4" CONCRETE WALK	
1,073					236						956	353		608	52000	1,309	SF	CURB RAMP	
						2,157	2,767				3,595	1,329		622	10100	4,924	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	

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GENERAL SUMMARY

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SHEET NUM.						PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
23	25	191	435	168	169	01/IMS/04	02/IMS/03	03/IMS/10						
													ROADWAY CONTINUED	
				2,151		1,570	581		622	10140	2,151	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
				267	3,288	2,595	960		622	10160	3,555	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
				1		1			622	10200	1	EACH	BARRIER TRANSITION	
				2		1	1		622	24850	2	EACH	CONCRETE BARRIER END SECTION, TYPE B1	
				1		1			622	24860	1	EACH	CONCRETE BARRIER END SECTION, TYPE C1	
				4	6	7	3		622	25000	10	EACH	CONCRETE BARRIER END SECTION, TYPE D	
				23	31	39	15		622	25006	54	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
				3	7	7	3		622	25007	10	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN	29
				18		13	5		622	25014	18	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
				2		1	1		622	25015	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN	29
				6	26	23	9		622	25050	32	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
					1	1			622	25051	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	29
						LUMP	LUMP		878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
													EROSION CONTROL	
			2				2		601	20000	2	SY	CRUSHED AGGREGATE SLOPE PROTECTION	
10						7	3		601	21050	10	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
		159				116	43		601	21060	159	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
			2,875				2,875		601	37500	2,875	FT	PAVED GUTTER, TYPE 1-2	
	2					1	1		659	00100	2	EACH	SOIL ANALYSIS TEST	
	6,479					4,730	1,749		659	00300	6,479	CY	TOPSOIL	
	58,372					42,612	15,760		659	10000	58,372	SY	SEEDING AND MULCHING	
	2,919					2,131	788		659	14000	2,919	SY	REPAIR SEEDING AND MULCHING	
	2,919					2,131	788		659	15000	2,919	SY	INTER-SEEDING	
	13.13					9.58	3.55		659	20000	13.13	TON	COMMERCIAL FERTILIZER	
	12.06					8.8	3.26		659	31000	12.06	ACRE	LIME	
	331					242	89		659	35000	331	MGAL	WATER	
	525					383	142		659	40000	525	MSF	MOWING	
		2,947				2,151	796		670	00700	2,947	SY	DITCH EROSION PROTECTION	
						LUMP	LUMP		832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
						LUMP	LUMP		832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
						LUMP	LUMP		832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
						365,000	135,000		832	30000	500,000	EACH	EROSION CONTROL	

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GENERAL SUMMARY

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
22	23	186	187	188	189	190	180	435			01/IMS/04	02/IMS/03	03/IMS/10						
																		DRAINAGE	
							8				6	2		601	32200	8	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
							3				2	1		602	20000	3	CY	CONCRETE MASONRY	
		8,119	8,553	6,736	8,988	398					23,940	8,854		605	11100	32,794	FT	6" SHALLOW PIPE UNDERDRAINS	
				108	98	345					402	149		605	13300	551	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
		4,390	5,639	4,038	5,391	690					14,708	5,440		605	14000	20,148	FT	6" BASE PIPE UNDERDRAINS	
	200	646	546	512	632	32					1,875	693		611	00510	2,568	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
	100										73	27		611	00900	100	FT	6" CONDUIT, TYPE B	
	100							644			73	671		611	01100	744	FT	6" CONDUIT, TYPE C	
	100										73	27		611	01400	100	FT	6" CONDUIT, TYPE E	
	100										73	27		611	01500	100	FT	6" CONDUIT, TYPE F	
	100										73	27		611	01800	100	FT	8" CONDUIT, TYPE B	
50											37	13		611	01800	50	FT	8" CONDUIT, TYPE B, 706.02, JOINTS PER 706.11	
	100										73	27		611	02000	100	FT	8" CONDUIT, TYPE C	
							159				116	43		611	04401	159	FT	12" CONDUIT, TYPE B, AS PER PLAN	23
							90				66	24		611	04600	90	FT	12" CONDUIT, TYPE C	
							2,951				2,154	797		611	05901	2,951	FT	15" CONDUIT, TYPE B, AS PER PLAN	23
							114				83	31		611	05901	114	FT	15" CONDUIT, TYPE B, AS PER PLAN, WITH JOINTS PER 706.11	23
							934				682	252		611	06100	934	FT	15" CONDUIT, TYPE C	
							183				134	49		611	06100	183	FT	15" CONDUIT, TYPE C, WITH CLASS II BEDDING	
							907				662	245		611	07401	907	FT	18" CONDUIT, TYPE B, AS PER PLAN	23
							160				117	43		611	07600	160	FT	18" CONDUIT, TYPE C	
							212				155	57		611	07600	212	FT	18" CONDUIT, TYPE C, WITH CLASS II BEDDING	
							105				77	28		611	08901	105	FT	21" CONDUIT, TYPE B, AS PER PLAN	23
							11				8	3		611	09100	11	FT	21" CONDUIT, TYPE C	
							780				569	211		611	10401	780	FT	24" CONDUIT, TYPE B, AS PER PLAN	23
							242				177	65		611	10600	242	FT	24" CONDUIT, TYPE C	
							581				424	157		611	13401	581	FT	30" CONDUIT, TYPE B, AS PER PLAN	23
							798				583	215		611	13600	798	FT	30" CONDUIT, TYPE C	
							176				128	48		611	13600	176	FT	30" CONDUIT, TYPE C, WITH CLASS II BEDDING	
							70				51	19		611	14200	70	FT	30" CONDUIT, TYPE F	
							719				525	194		611	16401	719	FT	36" CONDUIT, TYPE B, AS PER PLAN	23
							20				14	6		611	16401	20	FT	36" CONDUIT, TYPE B, AS PER PLAN, 748.06	23
							15				11	4		611	16600	15	FT	36" CONDUIT, TYPE C	
							90				66	24		611	16600	90	FT	36" CONDUIT, TYPE C, WITH CLASS II BEDDING	
							878				641	237		611	19401	878	FT	42" CONDUIT, TYPE B, AS PER PLAN	23
							302				220	82		611	19600	302	FT	42" CONDUIT, TYPE C	
							984				718	266		611	20901	984	FT	48" CONDUIT, TYPE B, AS PER PLAN	23
							295				215	80		611	20900	295	FT	48" CONDUIT, TYPE B, WITH CLASS II BEDDING	
							10				7	3		611	22400	10	FT	54" CONDUIT, TYPE B, WITH CLASS II BEDDING	
							265				193	72		611	52502	265	FT	24" X 38" CONDUIT, TYPE B, 706.04	
							252				184	68		611	96600	252	FT	CONDUIT, BORED OR JACKED 15", TYPE B	
							230				168	62		611	96600	230	FT	CONDUIT, BORED OR JACKED 18", TYPE B	
							80				58	22		611	96600	80	FT	CONDUIT, BORED OR JACKED 24", TYPE B	
							190				139	51		611	96600	190	FT	CONDUIT, BORED OR JACKED 30" TYPE B	
							69				50	19		611	96600	69	FT	CONDUIT, BORED OR JACKED 36", TYPE B	
							323				236	87		611	96600	323	FT	CONDUIT, BORED OR JACKED 42", TYPE B	
LUMP											LUMP	LUMP		SPECIAL	61197910	LS		SANITARY SEWER MSD SANITARY SEWER PROTECTION	22
							14				10	4		611	98150	14	EACH	CATCH BASIN, NO. 3	
							2				1	1		611	98151	2	EACH	CATCH BASIN, NO. 3, AS PER PLAN	27
							9				7	2		611	98180	9	EACH	CATCH BASIN, NO. 3A	
							11				8	3		611	98300	11	EACH	CATCH BASIN, NO. 5	
							12				9	3		611	98370	12	EACH	CATCH BASIN, NO. 6	

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SHEET NUM.					PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
23	167	172	503	24	01/IMS/04	02/IMS/03	03/IMS/10						
												PAVEMENT	
5					4	1		251	01001	5	SY	PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN	23
		22,391			16,345	6,046		254	01000	22,391	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" DEPTH	
		43,136			31,489	11,647		302	56000	43,136	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
	95	23,832			17,467	6,460		304	20000	23,927	CY	AGGREGATE BASE	
		21,196			15,473	5,723		407	20000	21,196	GAL	NON-TRACKING TACK COAT	
		543			396	147		411	10000	543	CY	STABILIZED CRUSHED AGGREGATE	
9					7	2		441	50000	9	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
15					11	4		441	50200	15	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
		10,466			7,640	2,826		442	00100	10,466	CY	ANTI-SEGREGATION EQUIPMENT	
		5,789			4,226	1,563		442	10080	5,789	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
		5,612			4,097	1,515		442	10301	5,612	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	27
	176				128	48		452	10010	176	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
209					153	56		452	13010	209	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
		21,427			15,642	5,785		452	18010	21,427	SY	15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
	1,399				1,021	378		609	24511	1,399	FT	CURB, TYPE 4-C, AS PER PLAN	29
	1,020			1,039	1,503	556		609	26000	2,059	FT	CURB, TYPE 6	
5.83					4.26	1.57		618	40600	5.83	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
												WATER WORK	
			10			10		203	10001	10	CY	EXCAVATION, AS PER PLAN ADDITIONAL EXCAVATION (CIN. 1119)	
			10			10		203	10001	10	CY	EXCAVATION, AS PER PLAN EXPLORATORY EXCAVATION (CIN. 1120)	
			9,354			9,354		509	25000	9,354	LB	UNCOATED STEEL REINFORCEMENT	
			89			89		602	20000	89	CY	CONCRETE MASONRY (CIN. 1110)	
			2			2		602	98200	2	CY	MASONRY, MISC.: BRICK MASONRY	
			1			1		638	11103	1	EACH	METER AND VAULT REMOVED AND RESET, AS PER PLAN (CIN. 1134)	
			49			49		SPECIAL	63811602	49	FT	6" WATER MAIN DIP AND FITTINGS (CIN. 1101)	
			13			13		SPECIAL	63811604	13	FT	8" WATER MAIN DIP AND FITTINGS (CIN. 1101)	
			806			806		SPECIAL	63811610	806	FT	16" WATER MAIN DIP AND FITTINGS (CIN. 1101)	
			200			200		SPECIAL	63820468	200	FT	30" STEEL PIPE ENCASEMENT, BORED OR JACKED (CIN. 1108)	
			7			7		SPECIAL	63820498	7	EACH	VALVE BOX (CIN. 1116)	
			5			5		SPECIAL	63820738	5	EACH	2" AIR RELEASE VALVE (CIN. 1116)	
			2			2		SPECIAL	63820750	2	EACH	6" FIRE HYDRANT (CIN. 1112)	
			2			2		SPECIAL	63820760	2	EACH	FIRE HYDRANT REMOVED AND DISPOSED OF (CIN. 1114)	
			2			2		SPECIAL	63820762	2	EACH	FIRE HYDRANT SERVICE LINE EXTENDED AND ADJUSTED TO GRADE (CIN. 1115)	
			1			1		SPECIAL	63820806	1	FT	RETAP, RECONNECT AND EXTEND 3/4" POLYETHYLENE WATER SERVICE CONNECTION (CIN. 1128)	
			1			1		SPECIAL	63820826	1	FT	RETAP, RECONNECT AND EXTEND 1" POLYETHYLENE WATER SERVICE CONNECTION (CIN. 1128)	
			25			25		SPECIAL	63820834	25	FT	INSTALL 1" POLYETHYLENE WATER SERVICE CONNECTION (CIN. 1126)	
			51			51		SPECIAL	63820864	51	FT	INSTALL 2" COPPER WATER SERVICE CONNECTION (CIN. 1126)	
			1			1		SPECIAL	63820884	1	EACH	CUT AND PLUG EXISTING 12" WATER LINE (CIN. 1105)	
			1			1		SPECIAL	63820886	1	EACH	CUT AND PLUG EXISTING 16" WATER LINE (CIN. 1105)	
			2			2		SPECIAL	63820904	2	EACH	SERVICE BOX (RENEW) (CIN. 1131)	
			1			1		SPECIAL	63820904	1	EACH	SERVICE BOX (RECONNECT) (CIN. 1131)	
			2			2		SPECIAL	63830002	2	MBF	SHEETING AND BRACING ORDERED LEFT IN PLACE	
			5			5		638	98000	5	EACH	WATER WORK, MISC.:REMOVING EXISTING MANHOLE CURB AND COVER (CIN. 1122)	
			1			1		638	98000	1	EACH	WATER WORK, MISC.:REMOVING EXISTING VALVE BOX (CIN. 1122)	
			1			1		638	98100	LS		WATER WORK, MISC.:HAULING WATER WORKS MATERIAL (CIN. 1101)	

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SHEET NUM. 516	PART. 01/IMS/04	PART. 02/IMS/03	PART. 03/IMS/10	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
								TRAFFIC CONTROL	
0.03	0.02	0.01		644	00100	0.03	MILE	EDGE LINE, 4", WHITE	
0.04	0.03	0.01		644	00300	0.04	MILE	CENTER LINE	
20	14	6		644	00500	20	FT	STOP LINE	
62	45	17		644	00620	62	FT	CROSSWALK LINE, 12"	
1,459	1,065	394		644	00700	1,459	FT	TRANSVERSE/DIAGONAL LINE	
529	386	143		644	00720	529	FT	CHEVRON MARKING, 24" WHITE	
6	4	2		644	01300	6	EACH	LANE ARROW	
2,087	1,524	563		644	30000	2,087	FT	REMOVAL OF PAVEMENT MARKING	
8	5.84	2.16		644	30020	8	EACH	REMOVAL OF PAVEMENT MARKING	
1.95	1.42	0.53		645	00118	1.95	MILE	EDGE LINE, 6", TYPE A4	
0.37	0.27	0.1		645	00220	0.37	MILE	LANE LINE, 6", TYPE A4	
3,717	2,713	1,004		645	00418	3,717	FT	CHANNELIZING LINE, 12", TYPE A4	
172	126	46		646	10400	172	FT	STOP LINE	
535	391	144		646	10510	535	FT	CROSSWALK LINE, 12"	
105	76.65	28.35		646	10620	105	FT	CHEVRON MARKING	
25	18	7		646	20300	25	EACH	LANE ARROW	
5	3.65	1.35		646	20320	5	EACH	WRONG WAY ARROW	
6.19	4.51	1.68		807	14010	6.19	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
6.58	4.8	1.78		807	14110	6.58	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
6,644	4,850	1,794		807	14310	6,644	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
3,224	2,354	870		807	14410	3,224	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
4,336	3,165	1,171		807	14430	4,336	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 12"	
12.77	9.32	3.45		850	10010	12.77	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
3,224	2,354	870		850	10110	3,224	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
10,980	8,015	2,965		850	10130	10,980	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
2.32	1.69	0.63		850	20010	2.32	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
3,717	2,713	1,004		850	20130	3,717	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	

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SHEET NUM.				PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
26	27	$00beq001$	$0992ceq601$	01/IMS/04	02/IMS/03	03/IMS/10						
											RETAINING WALLS (MSE)	
		70			70		203	35111	70	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	492
		5			5		SPECIAL	20365000	5	EACH	SETTLEMENT PLATFORM	493
		LUMP			LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	492
		2,304			2,304		512	10001	2,304	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	492
		2,304			2,304		512	10101	2,304	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	492
		56			56		516	13600	56	SF	1" PREFORMED EXPANSION JOINT FILLER	
		537			537		517	76300	537	FT	RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL	492
		9			9		601	21000	9	SY	CONCRETE SLOPE PROTECTION	
		489			489		601	37500	489	FT	PAVED GUTTER, TYPE 1-2	
		19,813			19,813		840	20000	19,813	SF	MECHANICALLY STABILIZED EARTH WALL	
		5,447			5,447		840	21000	5,447	CY	WALL EXCAVATION	
		1,619			1,619		840	22000	1,619	SY	FOUNDATION PREPARATION	
		4,940			4,940		840	23000	4,940	CY	SELECT GRANULAR BACKFILL	
		657			657		840	23050	657	CY	NATURAL SOIL	
		2,962			2,962		840	25010	2,962	FT	6" DRAINAGE PIPE, PERFORATED	
		92			92		840	25020	92	FT	6" DRAINAGE PIPE, NON-PERFORATED	
		1,219			1,219		840	26000	1,219	FT	CONCRETE COPING	
		17,377			17,377		840	26050	17,377	SF	AESTHETIC SURFACE TREATMENT	
		5			5		840	27000	5	DAY	ON-SITE ASSISTANCE	
											STRUCTURE OVER 20 FOOT SPAN (HAM-75-0992)	
			LUMP			LUMP	202	11002	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN	
			65			65	203	35110	65	CY	GRANULAR MATERIAL, TYPE B	
			LUMP			LUMP	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
			103			103	503	21100	103	CY	UNCLASSIFIED EXCAVATION	
			LUMP			LUMP	505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
			1,350			1,350	507	00600	1,350	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
			1,460			1,460	507	00650	1,460	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
			11,324			11,324	509	10000	11,324	LB	EPOXY COATED STEEL REINFORCEMENT	
			45			45	511	46510	45	CY	CLASS QC1 CONCRETE, FOOTING	
			72			72	511	53014	72	CY	CLASS QC3 CONCRETE, MISC.:CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	616
			52			52	511	53014	52	CY	CLASS QC3 CONCRETE, MISC.:CONCRETE WITH QC/QA, SUBSTRUCTURE, AS PER PLAN	617
			10			10	511	53014	10	CY	CLASS QC3 CONCRETE, MISC.:CONCRETE, SIDEWALK, AS PER PLAN	617
			133			133	512	10100	133	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
			LUMP			LUMP	513	95020	LS		STRUCTURAL STEEL, MISC.:PREFABRICATED BRIDGE	617
			12			12	516	10010	12	FT	ARMORLESS PREFORMED JOINT SEAL	
			42			42	516	10501	42	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC COMPRESSION SEAL, AS PER PLAN	618
			68			68	516	13600	68	SF	1" PREFORMED EXPANSION JOINT FILLER	
			96			96	517	76300	96	FT	RAILING, MISC.: STEEL ORNAMENTAL RAILING	618
			6			6	523	20000	6	EACH	DYNAMIC LOAD TESTING	
			6			6	523	20500	6	EACH	RESTRIKE	
			28			28	526	10000	28	SY	REINFORCED CONCRETE APPROACH SLABS (T=12")	
			12			12	526	90030	12	FT	TYPE C INSTALLATION	
			421			421	607	39921	421	FT	VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC, AS PER PLAN	618
			55			55	622	10161	55	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	618
LUMP						LUMP	SPECIAL	69071000	LS		ASBESTOS ABATEMENT, SFN 3110133	26
											MISCELLANEOUS STRUCTURE	
	375			274	101		512	10000	375	SY	SEALING OF CONCRETE SURFACES (GRAFFITI PROTECTION)	
	175			128	47		512	10100	175	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	

CALCULATED DLR
CHECKED EDK

GENERAL SUMMARY

HAM-75-8.91

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
44											01/IMS/04	02/IMS/03	03/IMS/10						
																		MAINTENANCE OF TRAFFIC	
300											219	81		253	90000	300	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2025	43
300											219	81		253	90000	300	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2026	43
150											110	40		253	90000	150	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2027	43
100											73	27		253	90000	100	CY	PAVEMENT REPAIR, MISC.:PERFORMED IN 2028	43
LUMP											LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1	42
LUMP											LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2	42
LUMP											LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3	42
LUMP											LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4	42
LUMP											LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5	42
LUMP											LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6	42
4											3	1		606	60022	4	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), 60 MPH, 48" WIDE	
1,500											1,095	405		614	11110	1,500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
11,300											8,249	3,051		614	11630	11,300	FT	INCREASED BARRIER DELINEATION	
23											17	6		614	12380	23	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
2											1	1		614	12400	2	EACH	WORK ZONE IMPACT ATTENUATOR, MISC.: 24" WIDE HAZARDS (UNIDIRECTIONAL), TYPE 3	
LUMP											LUMP	LUMP		614	12420	LS		DETOUR SIGNING	
21											15	6		614	12484	21	EACH	WORK ZONE INCREASED PENALTIES SIGN	
10											7	3		614	12500	10	EACH	REPLACEMENT SIGN	
100											73	27		614	12600	100	EACH	REPLACEMENT DRUM	
2											1	1		614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
250											183	67		614	12800	250	EACH	WORK ZONE RAISED PAVEMENT MARKER	
1,650											1,205	445		614	12801	1,650	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	41
75											55	20		614	13000	75	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
1,565											1,142	423		614	13310	1,565	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	
10											7	3		614	13312	10	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
1,275											931	344		614	13350	1,275	EACH	OBJECT MARKER, ONE WAY	
300											219	81		614	13360	300	EACH	OBJECT MARKER, TWO WAY	
52											38	14		614	18601	52	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	40

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CALCULATED DLR CHECKED EDK

GENERAL SUMMARY

HAM-75-8.91

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EXC., APP CU. YD.	EMB. CU. YD.
	MAINLINE IR-75 (SB/NB)					
218	465+50	466+00	213	160		10
219	466+50	467+00	837	1,407		20
220	467+50	468+00	783	2,019		25
221	468+50	469+00	1,012	1,848		31
222	469+50	470+00	867	2,004		34
223	470+50	471+00	536	2,002		29
224	471+50	471+50	372	1,183		14
225	472+00	472+00	442			
226	472+00	472+00		1,877		202
227	472+50	473+00	1,241			
228	472+50	473+00		5,673		801
229	473+50	474+00	1,533			
230	473+50	474+00		7,509		1,708
231	474+50	475+00	1,674			
232	474+50	475+00		7,821		3,461
233	475+50	476+00	912			
234	475+50	476+00		1,907		3,271
235	476+50	477+00	412			
236	476+50	477+00		238		2,296
237	477+50	478+00	521			
238	477+50	478+00		223		1,636
239	478+50	479+00	233			
240	478+50	479+00		169		1,370
241	479+50	480+00	222			
242	479+50	480+00		70		1,412
243	480+50	481+00	250			
244	480+50	481+00		32		1,261
245	481+50	482+00	119			
246	481+50	482+00		71		727
247	482+50	483+50	79			
248	482+50	483+50		283		683
249	484+00	485+00	115			
250	484+00	485+00		559		440
251	485+50	486+00	108			
252	485+50	486+00		593		326
253	486+50	487+50	256			
254	486+50	487+50		1,310		517
255	488+00	488+50	89			
256	488+00	488+50		1,299		15
257	489+00	489+50	210			
258	489+00	489+50		2,154		2
259	490+00	490+50	253			
260	490+00	490+50		3,118		0
261	491+00	491+50	76			
262	491+00	491+50		2,959		0
263	492+00	492+50	0			
264	492+00	492+50		1,843		0
265	493+00	493+50	34			
266	493+00	493+50		1,806		1
267	494+00	495+00	222			
268	494+00	495+00		1,760		9
269	495+50	496+00	427			
270	495+50	496+00		1,784		3
271	496+50	497+00	505			
272	496+50	497+00		1,397		0

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. CU. YD.
	MAINLINE IR-75 (SB/NB) (CONT.)				
273	497+50	498+00	541		
274	497+50	498+00		1,098	0
275	498+50	499+00	132		
276	498+50	499+00		740	0
277	499+50	500+00	732		
278	499+50	500+00		1,319	2
279	500+50	501+00	1,260		
280	500+50	501+00		1,691	0
281	501+50	502+00	1,057		
282	501+50	502+00		1,539	1
283	502+50	503+00	405		
284	502+50	503+00		1,196	0
285	503+50	504+00	352		
286	503+50	504+00		1303	0
287	504+50	505+00	252		
288	504+50	505+00		1459	0
289	505+50	506+00	212		
290	505+50	506+00		1553	0
291	506+50	507+00	199		
292	506+50	507+00		1713	3
293	507+50	508+00	340		
294	507+50	508+00		1836	106
295	508+50	509+00	341		
296	508+50	509+00		1929	278
297	509+50	510+00	300		
298	509+50	510+00		1966	247
299	510+50	511+00	355		
300	510+50	511+00		1778	206
301	511+50	512+00	361		
302	511+50	512+00		1629	88
303	512+50	513+00	290		
304	512+50	513+00		1476	35
305	513+50	514+00	312		
306	513+50	514+00		1285	33
307	514+50	515+00	314		
308	514+50	515+00		1153	63
309	515+50	516+00	334		
310	515+50	516+00		1011	85
311	516+50	517+00	362		
312	516+50	517+00		969	111
313	517+50	518+00	360		
314	517+50	518+00		858	96
315	518+50	519+00	343		
316	518+50	519+00		777	77
317	519+50	520+00	342		
318	519+50	520+00		734	92
319	520+50	521+00	378		
320	520+50	521+00		785	69
321	521+50	522+00	409		
322	521+50	522+00		1021	16
323	522+50	523+00	490		
324	522+50	523+00		1519	10
325	523+50	524+00	587		
326	523+50	524+00		1101	21
327	524+50	525+00	608		
328	524+50	525+00		1084	4
329	525+50	526+00	651		
330	525+50	526+00		982	6
331	526+50	527+00	672		
332	526+50	527+00		992	8

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EXC., APP CU. YD.	EMB. CU. YD.
	MAINLINE IR-75 (SB/NB) (CONT.)					
333	527+50	528+00	1037			
334	527+50	528+00		1206		24
335	528+50	529+00	1103			
336	528+50	529+00		1413		43
337	529+50	530+00	1173			
338	529+50	530+00		1697		56
339	530+50	531+00	1315			
340	530+50	531+00		1878		72
341	531+21.35	531+21.35	298			
342	531+21.35	531+21.35		483		10
SUBTOTALS CARRIED TO SHEET		171	32,770	102,251	0	22,166

EARTHWORK AND SEEDING SUBSUMMARY

HAM-75-8.91

CALCULATED SEA
CHECKED DLR

EARTHWORK AND SEEDING SUBSUMMARY

HAM-75-8.91

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. CU. YD.
	RAMP A				
343	499+00	500+50	483	670	0
344	501+00	502+50	2501	4791	0
345	503+00	504+50	2263	5929	0
346	505+00	505+88.65	511	1643	1
347	506+00	506+50	46	232	2
348	507+00	508+00	297	1350	17
	RAMP A SUBTOTALS:		6,101	14,615	20
	RAMP B				
349	501+69.65	502+50	620	461	1
350	503+00	504+50	1090	1658	0
351	505+00	506+00	714	980	101
352	506+50	507+72.50	538	70	596
	RAMP B SUBTOTALS:		2,962	3,169	698
	RAMP C				
353	491+00.04	492+00	1,427	2,503	0
354	492+50	493+50	413	1,382	4
355	494+00	495+00	311	619	17
356	495+50	496+50	510	363	38
357	497+00	497+50	481	113	66
358	498+00	498+25.06	99	48	22
	RAMP C SUBTOTALS:		3,241	5,028	147
	RAMP D				
359	475+01.01	475+50	503	3,161	0
359A	476+00	477+00	1,650	7,626	0
360	477+50	478+50	1,634	7,371	0
361	479+00	480+00	1,438	4,478	17
362	480+50	482+00	1,109	1,259	316
363	482+50	484+00	667	622	72
364	484+50	485+57.91	760	1,665	0
365	486+00	487+00	253	1,343	0
366	487+50	488+50	317	2,514	0
367	489+00	490+00	336	1,792	0
368	490+50	491+50	220	992	5
369	492+00	493+00	1,262	888	30
370	493+50	493+82.72	462	179	39
	RAMP D SUBTOTALS:		10,611	33,890	479
	RAMP E				
371	486+00	486+50	278	622	0
372	487+00	488+00	844	2,374	0
373	488+50	490+00	1,335	1,070	1,009
374	490+25.18		230	49	361
	RAMP E SUBTOTALS:		2,687	4,115	1,370

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. CU. YD.
	HAM-75-8.91 ADDITIONAL EARTHWORK				
ADDITIONAL FILL AREA ABOVE PAVT STEPS (L*A/27)					
CONCRETE PAVT STEP - LENGTH = 5858' AREA = 0.62 SQFT					135
ASPHALT PAVT STEP - LENGTH = 19499' AREA = 1.21 SQFT					874
ADDITIONAL EARTHWORK SUBTOTALS:			0	0	1009

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EXC., APP CU. YD.	EMB. CU. YD.
SUBTOTALS THIS SHEET			25,602	60,817		3,723
SUBTOTALS CARRIED FROM SHEET		170	32,770	102,251		22,166
TOTALS CARRIED TO GENERAL SUMMARY				163,068		25,889
TOTALS CARRIED TO GENERAL NOTES			58,372			

CALCULATED SEA
CHECKED DLR

STATION RANGE	204 PROOF ROLLING	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	254 PAVEMENT PLANING, ASPHALT CONCRETE	302 ASPHALT CONCRETE BASE, PG64-22, (449), 13"	304 AGGREGATE BASE, 6"	407 NON-TRACKING TACK COAT (@0.085 GAL/SY)	407 NON-TRACKING TACK COAT (@0.055 GAL/SY	411 STABILIZED CRUSHED AGGREGATE (T=8")	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	452 15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	442 ANTI-SEGREGATION EQUIPMENT
	HOUR	SY	SY	CY	CY	GAL	GAL	CY	CY	CY	SY	CY
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 1	33.00	98247.00	22391.00	38209.00	17682.00	1904.00	17112.00		5091.00	5135.00		9292.00
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 2	3.00	8703.00		3083.00	1451.00		1384.00		331.00	415.00		746.00
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 3	~~2.00~~	~~4608.00~~		~~1515.00~~	~~768.00~~		~~649.00~~		~~153.00~~	~~196.00~~		~~348.00~~
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 4	4.00	11971.00		329.00	1996.00		147.00		37.00	43.00	10259.00	80.00
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 5	2.00	4079.00			680.00						3909.00	
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 6	3.00	7530.00			1255.00			543.00			7259.00	
SUBTOTALS	47.00	135138.00	22391.00	43136.00	23832.00	1904.00	19292.00	543.00	5612.00	5789.00	21427.00	10466.00
TOTALS CARRIED TO GENERAL SUMMARY	47	135138	22391	43136	23832	21196		543	5612	5789	21427	10466

CALCULATED SEA
CHECKED DLR

PAVEMENT CALCULATIONS SUBSUMMARY

HAM-75-8.91

DESCRIPTION	STATION RANGE			SIDE	DISTANCE (D) FT	AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=DxW/9 SQ YD	CADD GENERATED AREA SQ YD	204 PROOF ROLLING HOUR	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP SY	254 PAVEMENT PLANING, ASPHALT CONCRETE SY	302 ASPHALT CONCRETE BASE, PG64-22, (449), 13" CY	304 AGGREGATE BASE, 6" CY	407 NON-TRACKING TACK COAT (@0.085 GAL/SY) GAL	407 NON-TRACKING TACK COAT (@0.055 GAL/SY GAL	411 STABILIZED CRUSHED AGGREGATE (T=8") CY	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN CY	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) CY	452 15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY	442 ANTI-SEGREGATION EQUIPMENT CY
IR 75		TO																		
Resurfacing	453+25.00	TO	467+25.00		1400.00		0.00	17484.42			17484.42			1486.18			728.52			
	527+50.00	TO	531+74.00		424.00		0.00	4906.05			4906.05			417.01			204.42			
Full depth Rt outside Edge of Pavement to Lt Outside Edge of pavement								93886.05												
Surface Course	465+65.00	TO	527+50.00		6185.00		0.00	88087.61							4844.82		3670.32			8234.22
Intermediate course								93886.05							5163.73			4563.91		
Asphalt Concrete Base								93886.05				33903.30			5163.73					
Aggregate Base								93886.05					15647.68							
Cement Stabilization								93886.05	31.30	93886.05										
Full depth replacement with undercut																				
Surface Course	527+50.00	TO	535+24.00	RT	525.00			7793.00							428.62		324.71			703.53
Intermediate course								7793.00							428.62			378.83		
Asphalt Concrete Base Lift 1								7793.00				1407.07			428.62					
Asphalt Concrete Base Lift 2								7812.44				1410.58								
Aggregate Base								7844.04					1307.34							
Shoulder	465+65.00	TO	475+22.00	RT	957.00	8.00	850.67	1175.85												
Surface Course								1175.85							64.67		48.99			106.15
Intermediate course								1175.85							64.67			57.16		
Asphalt Concrete Base Lift 1								1211.29				218.71			66.62					
Asphalt Concrete Base Lift 2								1268.89				229.11								
Aggregate Base								1326.49					221.08							
Cement Stabilization								1326.49	0.44	1326.49										
Shoulder, with Type C1 Barrier	475+22.00	TO	490+65.00	RT	1543.00	12.00	2057.33	2039.49												
Surface Course								2039.49							112.17		84.98			184.12
Intermediate course								2039.49							112.17			99.14		
Asphalt Concrete Base Lift 1								2039.49				368.24			112.17					
Asphalt Concrete Base Lift 2								2039.49				368.24								
Aggregate Base								2039.49					339.92							
Cement Stabilization								2039.49	0.68	2039.49										
Shoulder, Wall Y	490+65.00	TO	493+23.00	RT	258.00	12.00	344.00	341.64												
Surface Course								341.64							18.79		14.23			30.84
Intermediate course								341.64							18.79			16.61		
Asphalt Concrete Base Lift 1								341.64				61.68			18.79					
Asphalt Concrete Base Lift 2								341.64				61.68								
Aggregate Base								341.64					56.94							
Cement Stabilization								341.64	0.11	341.64										
Shoulder, with D Barrier	493+23.00	TO	493+87.00	RT	64.00		0.00	76.61												
Surface Course								76.61							4.21		3.19			9.16
Intermediate course								122.83							6.76			5.97		
Asphalt Concrete Base Lift 1								151.50				27.35			8.33					
Asphalt Concrete Base Lift 2								198.08				35.76								
Aggregate Base								244.67					40.78							
Cement Stabilization								244.67	0.08	244.67										
Shoulder, Full Depth Pavement	493+87.00	TO	496+96.00	RT	309.00	7.50	257.50	262.50												
Surface Course								262.50							14.44		10.94			23.70
Intermediate course								262.50							14.44			12.76		
Asphalt Concrete Base Lift 1								296.83				53.59			16.33					
Asphalt Concrete Base Lift 2								352.62				63.67								
Aggregate Base								408.41					68.07							
Cement Stabilization								408.41	~~0.14~~	~~408.41~~										
								SUBTOTALS	32.75	98246.75	22390.46	38208.99	17681.80	1903.19	17111.48		5090.30	5134.37		9291.73
								TOTALS CARRIED TO GENERAL SUMMARY	33	98247	22391	38209	17682	1904	17112		5091	5135		9292

CALCULATED SEA
CHECKED DLR

PAVEMENT CALCULATIONS SUBSUMMARY

HAM-75-8.91

173
826

DESCRIPTION	STATION RANGE			SIDE	DISTANCE (D) FT	AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=DxW/9 SQ YD	CADD GENERATED AREA SQ YD	204 PROOF ROLLING HOUR	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP SY	254 PAVEMENT PLANING, ASPHALT CONCRETE SY	302 ASPHALT CONCRETE BASE, PG64-22, (449), 13" CY	304 AGGREGATE BASE, 6" CY	407 NON-TRACKING TACK COAT (@0.085 GAL/SY) GAL	407 NON-TRACKING TACK COAT (@0.055 GAL/SY) GAL	411 STABILIZED CRUSHED AGGREGATE (T=8") CY	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN CY	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) CY	452 15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY	442 ANTI-SEGREGATION EQUIPMENT CY
IR 75 Continued																				
Shoulder, with D Barrier	496+96.00	TO	499+20.00	RT	224.00		0.00	103.34												
Surface Course								103.34							5.68		4.31			11.95
Intermediate course								157.27							8.65			7.65		
Asphalt Concrete Base Lift 1								165.57				29.89			9.11					
Asphalt Concrete Base Lift 2								179.05				32.33								
Aggregate Base								192.53					32.09							
Cement Stabilization								192.53	0.06	192.53										
Shoulder, Full Depth Pavement	499+20.00	TO	505+87.00	RT	667.00		0.00	867.59												
Surface Course								867.59							47.72		36.15			78.32
Intermediate course								867.59							47.72			42.17		
Asphalt Concrete Base Lift 1								892.29				161.11			49.08					
Asphalt Concrete Base Lift 2								932.44				168.36								
Aggregate Base								972.58					162.10							
Cement Stabilization								972.58	0.32	972.58										
Shoulder, with D Barrier	505+87.00	TO	527+50.00	RT	2163.00		0.00	2650.64												
Surface Course								2650.64							145.79		110.44			264.61
Intermediate course								3171.37							174.43			154.16		
Asphalt Concrete Base Lift 1								3251.48				587.07			178.83					
Asphalt Concrete Base Lift 2								3381.66				610.58								
Aggregate Base								3511.84					585.31							
Cement Stabilization								3511.84	1.17	3511.84										
Shoulder	466+22.00	TO	479+46.00	LT	1324.00		0.00	2148.89												
Surface Course								2148.89							118.19		89.54			194.00
Intermediate course								2148.89							118.19			104.46		
Asphalt Concrete Base Lift 1								2197.92				396.85			120.89					
Asphalt Concrete Base Lift 2								2277.61				411.23								
Aggregate Base								2357.29					392.88							
Cement Stabilization								2357.29	0.79	2357.29										
Shoulder, with D Barrier	479+46.00	TO	480+63.00	LT	117.00		0.00	193.28												
Surface Course								193.28							10.63		8.05			18.82
Intermediate course								221.45							12.18			10.76		
Asphalt Concrete Base Lift 1								225.78				40.77			12.42					
Asphalt Concrete Base Lift 2								232.82				42.04								
Aggregate Base								239.86					39.98							
Cement Stabilization								239.86	0.08	239.86										
Shoulder, Wall J1	480+63.00	TO	486+00.00	LT	537.00	19.50	1163.50	1136.51												
Surface Course								1136.51							62.51		47.35			102.60
Intermediate course								1136.51							62.51			55.25		
Asphalt Concrete Base Lift 1								1136.51				205.20			62.51					
Asphalt Concrete Base Lift 2								539.84				97.47								
Aggregate Base								539.84					89.97							
Cement Stabilization								539.84	0.18	539.84										
Shoulder, With Curb	486+00.00	TO	489+50.00	LT	350.00	20.50	797.22	830.12												
Surface Course								830.12							45.66		34.59			74.94
Intermediate course								830.12							45.66			40.35		
Asphalt Concrete Base Lift 1								830.12				149.88			45.66					
Asphalt Concrete Base Lift 2								830.12				149.88								
Aggregate Base								888.46					148.08							
Cement Stabilization								888.46	0.30	888.46										
SUBTOTALS									2.90	8702.40		3082.66	1450.40		1383.98		330.43	414.81		745.24
TOTALS CARRIED TO GENERAL SUMMARY									3	8703		3083	1451		1384		331	415		746

CALCULATED SEA
CHECKED DLR

PAVEMENT CALCULATIONS SUBSUMMARY

HAM-75-8.91

PAVEMENT CALCULATIONS SUBSUMMARY

DESCRIPTION	STATION RANGE			SIDE	DISTANCE (D) FT	AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=DxW/9 SQ YD	CADD GENERATED AREA SQ YD	204 PROOF ROLLING HOUR	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP SY	254 PAVEMENT PLANING, ASPHALT CONCRETE SY	302 ASPHALT CONCRETE BASE, PG64-22, (449), 13" CY	304 AGGREGATE BASE, 6" CY	407 NON-TRACKING TACK COAT (@0.085 GAL/SY) GAL	407 NON-TRACKING TACK COAT (@0.055 GAL/SY GAL	411 STABILIZED CRUSHED AGGREGATE (T=8") CY	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN CY	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) CY	452 15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY	442 ANTI-SEGREGATION EQUIPMENT CY
IR 75 Continued																				
Shoulder, with Curb	519+30.00	TO	523+00.00	LT	370.00		0.00	475.13												
Surface Course								475.13							26.13		19.80			42.89
Intermediate course								475.13							26.13			23.10		
Asphalt Concrete Base Lift 1								475.13				85.79			26.13					
Asphalt Concrete Base Lift 2								475.13				85.79								
Aggregate Base								536.80					89.47							
Cement Stabilization								536.80	0.18	536.80										
Shoulder	523+00.00	TO	527+50.00	LT	450.00		0.00	404.92												
Surface Course								404.92							22.27		16.87			36.56
Intermediate course								404.92							22.27			19.68		
Asphalt Concrete Base Lift 1								421.59				76.12			23.19					
Asphalt Concrete Base Lift 2								448.67				81.01								
Aggregate Base								475.75					79.29							
Cement Stabilization								475.75	0.16	475.75										
Ramp D																				
Full depth Rt outside Edge of Pavement to Lt Outside Edge of pavement								5917.56												
Non-Reinforced Concrete Pavement	475+01.00	TO	496+28.00		2127.00		0.00	5917.56											5917.56	
Aggregate Base								5917.56					986.26							
Cement Stabilization								5917.56	1.97	5917.56										
Shoulder	475+02.00	TO	495+90.00	RT	2088.00	6.00	1392.00	1461.03												
Non-Reinforced Concrete Pavement								1461.03											1461.03	
Aggregate Base								1577.03					262.84							
Cement Stabilization								1577.03	0.53	1577.03										
Shoulder, C1 Barrier	475+02.00		490+25.00	LT	1523.00	6.00	1015.33	1105.22												
Non-Reinforced Concrete Pavement								1105.22											1105.22	
Aggregate Base								1581.16					263.53							
Cement Stabilization								1581.16	0.53	1581.16										
Shoulder, D Barrier	490+25.00		491+38.00	LT	113.00	6.67	83.70	82.19												
Non-Reinforced Concrete Pavement								82.19											82.19	
Aggregate Base								109.40					18.23							
Cement Stabilization								109.40	0.04	109.40										
Shoulder	491+38.00		495+97.00	LT	459.00	6.00	306.00	313.94												
Non-Reinforced Concrete Pavement								313.94											313.94	
Aggregate Base								339.44					56.57							
Cement Stabilization								339.44	0.11	339.44										
Ramp E																				
Full depth Rt outside Edge of Pavement to Lt Outside Edge of pavement																				
Non-Reinforced Concrete Pavement	485+59.00		490+52.00		493.00	16.00	876.44	887.10											887.10	
Aggregate Base								887.10					147.85							
Cement Stabilization								887.10	0.30	887.10										
Shoulder	485+59.00		490+52.00	RT	493.00	6.00	328.67	326.53												
Non-Reinforced Concrete Pavement								326.53											326.53	
Aggregate Base								353.92					58.99							
Cement Stabilization								353.92	0.12	353.92										
Shoulder	485+59.00		490+52.00	LT	493.00	3.00	164.33	164.54												
Non-Reinforced Concrete Pavement								164.54											164.54	
Aggregate Base								191.93					31.99							
Cement Stabilization								191.93	0.06	191.93										
SUBTOTALS									3.99	11970.09		328.71	1995.01		146.13		36.67	42.78	10258.12	79.45
TOTALS CARRIED TO GENERAL SUMMARY									4	11971		329	1996		147		37	43	10259	80

CALCULATED SEA
CHECKED DLR

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PAVEMENT CALCULATIONS SUBSUMMARY

DESCRIPTION	STATION RANGE			SIDE	DISTANCE (D) FT	AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=DxW/9 SQ YD	CADD GENERATED AREA SQ YD	204 PROOF ROLLING HOUR	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP SY	254 PAVEMENT PLANING, ASPHALT CONCRETE SY	302 ASPHALT CONCRETE BASE, PG64-22, (449), 13" CY	304 AGGREGATE BASE, 6" CY	407 NON-TRACKING TACK COAT (@0.085 GAL/SY) GAL	407 NON-TRACKING TACK COAT (@0.055 GAL/SY) GAL	411 STABILIZED CRUSHED AGGREGATE (T=8") CY	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN CY	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) CY	452 15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY	442 ANTI-SEGREGATION EQUIPMENT CY
Ramp C																				
Full depth Rt outside Edge of Pavement to Lt Outside Edge of pavement																				
Non-Reinforced Concrete Pavement	491+00.00		500+12.00		912.00	24.00	2432.00	2590.60											2590.60	
Aggregate Base								2590.60					431.77							
Cement Stabilization								2590.60	0.86	2590.60										
Shoulder, C1 Barrier	491+00.00		493+23.00	RT	223.00	4.00	99.11	99.92												
Non-Reinforced Concrete Pavement								99.92											99.92	
Aggregate Base								169.61					28.27							
Cement Stabilization								169.61	0.06	169.61										
Shoulder, B1 Barrier	493+23.00		494+42.00	RT	119.00	4.00	52.89	53.47												
Non-Reinforced Concrete Pavement								97.27											97.27	
Aggregate Base								97.27					16.21							
Cement Stabilization								97.27	0.03	97.27										
Shoulder	494+42.00		497+74.00	RT	332.00	4.00	147.56	147.29												
Non-Reinforced Concrete Pavement								147.29											147.29	
Aggregate Base								165.74					27.62							
Cement Stabilization								165.74	0.06	165.74										
Shoulder, With Curb	497+74.00	TO	498+64.00	RT	90.00	2.00	20.00	20.90												
Non-Reinforced Concrete Pavement								20.90											20.90	
Aggregate Base								35.90					5.98							
Cement Stabilization								35.90	0.01	35.90										
Shoulder, D Barrier	491+00.00		491+73.00	LT	73.00	14.00	113.56	114.27												
Non-Reinforced Concrete Pavement								114.27											114.27	
Aggregate Base								131.85					21.97							
Cement Stabilization								131.85	0.04	131.85										
Shoulder, Wall K	491+73.00		496+20.00	LT	447.00	11.00	546.33	580.28												
Non-Reinforced Concrete Pavement								580.28											580.28	
Aggregate Base								580.28					96.71							
Cement Stabilization								580.28	0.19	580.28										
Shoulder, D Barrier	496+20.00		497+25.00	LT	105.00	10.50	122.50	123.19												
Non-Reinforced Concrete Pavement								123.19											123.19	
Aggregate Base								148.47					24.74							
Cement Stabilization								148.47	0.05	148.47										
Shoulder, With Curb	497+25.00		498+65.00	LT	140.00	10.00	155.56	135.16												
Non-Reinforced Concrete Pavement								135.16											135.16	
Aggregate Base								158.49					26.42							
Cement Stabilization								158.49	0.05	158.49										
SUBTOTALS									1.36	4078.20			679.70						3908.89	
TOTALS CARRIED TO GENERAL SUMMARY									2	4079			680						3909	

CALCULATED SEA
CHECKED DLR

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DESCRIPTION	STATION RANGE		SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	204 PROOF ROLLING	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	254 PAVEMENT PLANING, ASPHALT CONCRETE	302 ASPHALT CONCRETE BASE, PG64-22, (449), 13"	304 AGGREGATE BASE, 6"	407 NON-TRACKING TACK COAT (@0.085 GAL/SY)	407 NON-TRACKING TACK COAT (@0.055 GAL/SY	411 STABILIZED CRUSHED AGGREGATE (T=8")	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	452 15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	442 ANTI-SEGREGATION EQUIPMENT
				FT	FT	SQ YD	SQ YD	HOUR	SY	SY	CY	CY	GAL	GAL	CY	CY	CY	SY	CY
Ramp B																			
Full depth Rt outside Edge of Pavement to Lt Outside Edge of pavement																			
Non-Reinforced Concrete Pavement	500+33.50	507+73.00		739.50		0.00	3455.03											3455.03	
Aggregate Base							3455.03					575.84							
Cement Stabilization							3455.03	1.15	3455.03										
Shoulder	501+70.00	507+73.00	RT	603.00	4.00	268.00	270.21												
Non-Reinforced Concrete Pavement							270.21											270.21	
Aggregate Base							303.71					50.62							
Cement Stabilization							303.71	0.10	303.71										
Shoulder, With Curb	501+70.00	507+73.00		603.00	2.00	134.00	133.28												
Non-Reinforced Concrete Pavement							133.28											133.28	
Aggregate Base							233.78					38.96							
Cement Stabilization							233.78	0.08	233.78										
Ramp A																			
Full depth Rt outside Edge of Pavement to Lt Outside Edge of pavement																			
Non-Reinforced Concrete Pavement	497+72.08	505+89.00		816.92	24.00	2178.45	2435.66											2435.66	
Aggregate Base							2435.66					405.94							
Cement Stabilization							2435.66	0.81	2435.66										
Shoulder, With Curb	498+63.00	500+11.00	RT	148.00	6.00	98.67	98.09												
Non-Reinforced Concrete Pavement							98.09											98.09	
Aggregate Base							122.75					20.46							
Cement Stabilization							122.75	0.04	122.75										
Shoulder	500+11.00	504+63.00	RT	452.00		0.00	514.35												
Non-Reinforced Concrete Pavement							514.35											514.35	
Aggregate Base							539.46					89.91							
Cement Stabilization							539.46	0.18	539.46										
Shoulder, D Barrier	504+63.00	505+89.00	RT	126.00	8.00	112.00	108.77												
Non-Reinforced Concrete Pavement							108.77											108.77	
Aggregate Base							139.10					23.18							
Cement Stabilization							139.10	0.05	139.10										
Shoulder, With Curb	498+63.00	500+11.00	LT	148.00	3.00	49.33	49.45												
Non-Reinforced Concrete Pavement							49.45											49.45	
Aggregate Base							74.12					12.35							
Cement Stabilization							74.12	0.02	74.12										
Shoulder	500+11.00	505+89.00		578.00	3.00	192.67	193.41												
Non-Reinforced Concrete Pavement							193.41											193.41	
Aggregate Base							225.52					37.59							
Cement Stabilization							225.52	0.08	225.52										
Summit Ave																			
Summit Ave	17+65.00	45+10.00		2745.00	8.00	2440.00	2440.00								542.22				
SUBTOTALS								2.51	7529.14			1254.86			542.22			7258.25	
TOTALS CARRIED TO GENERAL SUMMARY								3	7530			1255			543			7259	

CALCULATED SEA
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PAVEMENT CALCULATIONS SUBSUMMARY

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DRAINAGE SUBSUMMARY

ESTIMATED QUANTITIES SHEET NO.	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER (CU YD)	602 CONCRETE MASONRY (CU YD)	611 12" CONDUIT, TYPE B, AS PER PLAN (FT)	611 12" CONDUIT, TYPE C (FT)	611 15" CONDUIT, TYPE B, AS PER PLAN (FT)	611 15" CONDUIT, TYPE B, AS PER PLAN WITH JOINTS PER 706.11 (FT)	611 15" CONDUIT, TYPE C (FT)	611 15" CONDUIT, TYPE C, WITH CLASS II BEDDING (FT)	611 18" CONDUIT, TYPE B, AS PER PLAN (FT)	611 18" CONDUIT, TYPE C (FT)	611 18" CONDUIT, TYPE C, WITH CLASS II BEDDING (FT)	611 21" CONDUIT, TYPE B, AS PER PLAN (FT)	611 21" CONDUIT, TYPE C (FT)	611 24" CONDUIT, TYPE B, AS PER PLAN (FT)	611 24" CONDUIT, TYPE C (FT)	611 30" CONDUIT, TYPE B, AS PER PLAN (FT)	611 30" CONDUIT, TYPE C (FT)	611 30" CONDUIT, TYPE B, WITH CLASS II BEDDING	611 30" CONDUIT, TYPE C, WITH CLASS II BEDDING (FT)	611 30" CONDUIT, TYPE F (FT)	611 36" CONDUIT, TYPE B, AS PER PLAN (FT)	611 36" CONDUIT, TYPE C (FT)	611 36" CONDUIT, TYPE B, WITH CLASS II BEDDING (FT)	611 42" CONDUIT, TYPE B, AS PER PLAN (FT)	611 42" CONDUIT, TYPE C (FT)	611 48" CONDUIT, TYPE B, AS PER PLAN (FT)	611 48" CONDUIT, TYPE B, WITH CLASS II BEDDING (FT)	611 54" CONDUIT, TYPE B, WITH CLASS II BEDDING (FT)	611 54" CONDUIT, TYPE C, WITH CLASS II BEDDING (FT)	611 24" X 38" CONDUIT, TYPE B, 706.04 (FT)	611 36" CONDUIT, TYPE B, AS PER PLAN, 748.06 (FT)
181					630	114	8	217	42	148	212			555		490		126	176		307		18		302						20
182	8	1			882		139		314								40				102	15	23					245	112		
183					876		65		404	12			11	200	42	91	158			70	310			300						265	
184					438		689							307	444		600							578		984					
185		2	159	90	125		33		147			184		30									49				295				
TOTALS CARRIED TO GENERAL SUMMARY	8	3	159	90	2,951	114	934	217	907	160	212	184	11	1,092	486	581	798	126	176	70	719	15	90	878	302	984	295	245	112	265	20

ESTIMATED QUANTITIES SHEET NO.	611 CONDUIT BORED OR JACKED: 15", TYPE B (FT)	611 CONDUIT BORED OR JACKED: 18", TYPE B (FT)	611 CONDUIT BORED OR JACKED: 24", TYPE B (FT)	611 CONDUIT BORED OR JACKED: 30", TYPE B (FT)	611 CONDUIT BORED OR JACKED: 36", TYPE B (FT)	611 CONDUIT BORED OR JACKED: 36", TYPE B WITH JOINTS PER 706.11 (EACH)	611 CONDUIT BORED OR JACKED: 42", TYPE B (EACH)	611 CATCH BASIN, NO. 3 (EACH)	611 CATCH BASIN, NO. 3, AS PER PLAN (EACH)	611 CATCH BASIN, NO. 3A (EACH)	611 CATCH BASIN, NO. 5 (EACH)	611 CATCH BASIN, NO. 6 (EACH)	611 CATCH BASIN, NO. 8 (EACH)	611 CATCH BASIN, NO. 8A (EACH)	611 CATCH BASIN, NO. 2-2B (EACH)	611 CATCH BASIN, NO. 2-3 (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1 (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, B (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, C (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1 (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN, A (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN, B (EACH)	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN, C (EACH)	611 MANHOLE NO. 3 (EACH)	611 MANHOLE NO. 3, AS PER PLAN (EACH)	690 DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 54" CONDUIT (EACH)
181	252			190		252	323			1	5	1	7	2	1		2	5	1			7	1	2				7	1	
182		145			69	256						8	1	2					2			1		2				8		1
183		85	80					3	2	8	5		1			1			2	4				1	1		4	2		
184								8				2				10				3	2			3		1		6		
185								3			1	1							1					1				2		
TOTALS CARRIED TO GENERAL SUMMARY	252	230	80	190	69	508	323	14	2	9	11	12	9	4	1	11	2	5	6	7	2	8	1	9	1	1	4	25	1	1

	690 MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49003 (FT)	690 MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49037 (FT)	690 MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49040 (FT)	690 MANHOLE MISC.: SANITARY MA6NHOLE PER MSD ACC NO. 49046 (FT)	839 TRENCH DRAIN, TYPE B WITH STANDARD GRATE (FT)
181	1	5		1	
182		2	3		876
183					
184					
185				1	
TOTALS CARRIED TO GENERAL SUMMARY	1	7	3	2	876

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HAM-75-8.91

DRAINAGE ESTIMATED QUANTITIES

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	602 CONCRETE MASONRY	611 15" CONDUIT, TYPE B, AS PER PLAN	611 15" CONDUIT, TYPE C	611 18" CONDUIT, TYPE B, AS PER PLAN	611 30" CONDUIT, TYPE C	611 36" CONDUIT, TYPE B, AS PER PLAN	611 36" CONDUIT, TYPE B, WITH CLASS II BEDDING	611 36" CONDUIT, TYPE C	611 54" CONDUIT, TYPE B, WITH CLASS II BEDDING	611 54" CONDUIT, TYPE C, WITH CLASS II BEDDING	611 CONDUIT BORED OR JACKED: 18", TYPE B	611 CONDUIT BORED OR JACKED: 36", TYPE B	611 CONDUIT BORED OR JACKED: 36", TYPE B WITH JOINTS PER 706.11	611 36" CONDUIT, TYPE B, AS PER PLAN, 748.06	611 CATCH BASIN, NO. 6	611 CATCH BASIN, NO. 8	611 CATCH BASIN, NO. 8A	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	611 MANHOLE NO. 3	690 DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 54" CONDUIT	690 MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49037	690 MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49040	839 TRENCH DRAIN, TYPE B WITH STANDARD GRATE
						CU YD	CU YD	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LUMP	EACH	FT
D16	402	492+99	493+28	LT/RT	RAMP D																		1								
D17	402	492+00	492+99	RT	RAMP D					92												1									
D18	402	491+53	491+93	RT	I.R. 75	8	0.25		40																		1				
D19	402	493+50	494+34	RT	I.R. 75			85																1							
D20	402	492+00	493+50	RT	I.R. 75			150																1							
D21	402	494+34		RT	I.R. 75																						1				
D22	402	494+50		LT	I.R. 75															20							1				
D23	402	493+05	494+50	LT	I.R. 75												145										1				
D24	402	492+99	493+05	LT	I.R. 75			41																		1					
D25	402	492+98	492+99	LT	I.R. 75			6													1										
D26	402	492+08	492+99	RT	RAMP C				91																	1					
D27	402	492+08	493+05	LT	I.R. 75					97															1						
D28	402	491+78	491+95	LT/RT	I.R. 75														256										1		
D29	402	491+56	491+71	LT/RT	I.R. 75										235													1		1	
D30	402	491+54	491+56	LT	I.R. 75										10															1	
D31	402	491+56	491+78	LT	I.R. 75								23																1		
D32	402	489+50	491+00	LT	I.R. 75					125											1										150
D33	402	489+50	489+91	RT	I.R. 75						40												1								
D34	402	491+71	491+78	RT	I.R. 75											112														1	
D35	402	489+84		RT	I.R. 75				8																		1				
D36	402	491+78	491+92	LT	I.R. 75									15													1				
D37	402	491+92	491+94	LT	I.R. 75							60															1				
D38	402	491+94	492+36	LT	I.R. 75							42															1				
D39	402	492+36	492+43	LT	I.R. 75													69													
D40	402	482+00	484+50	LT	I.R. 75			100													1										244
D41	402	484+50	485+50	LT	I.R. 75			100													1										96
D42	402	485+50	486+50	LT	I.R. 75			100													1										96
D43	402	486+50	487+50	LT	I.R. 75			100													1										96
D44	402	487+50	488+50	LT	I.R. 75			100													1										96
D45	402	488+50	489+50	LT	I.R. 75			100													1										98
TOTALS CARRIED TO DRAINAGE SUBSUMMARY						8	0.3	882	139	314	40	102	23	15	245	112	145	69	256	20	8	1	2	2	1	2	8	1	2	3	876

CALCULATED RSH
CHECKED DLR

HAM-75-8.91

REF NO.	SHEET NO.	STATION TO STATION			SIDE	CENTERLINE ROADWAY REFERENCE	601	605	605	605	611	611	FOR IMFORMATION ONLY BENDS AND BRANCHES					
							TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	6" SHALLOW PIPE UNDERDRAINS	6" UNCLASSIFIED PIPE UNDERDRAINS	6" BASE PIPE UNDERDRAINS	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	PRECAST REINFORCED CONCRETE OUTLET	PLUG	6" X 45 DEGREE BEND	6" X 90 DEGREE BEND	6" X 6" TEE	6" X 6" CROSS	6" X 6" WYE
							SY	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
UD25	405	511+03	TO	513+99	RT	IR75		297					1	1	1			1
UD26	405	511+01		514+00	RT	IR75				288	10		1					
UD27	405	511+86		514+83	LT	RAMP B				287	10		1					
UD28	405	514+02		516+99	RT	IR75				288	10		1					
UD29	405	514+02		516+98	RT	IR75				292	16		1		1			
UD30	405	514+02		516+98	RT	IR75		284			24		1	1	1			1
UD31	405	514+05		514+50	RT	IR75		45					1					
UD32	405	514+03		516+99	RT	IR75				286	10		1					
UD33	405	514+50		517+88	LT	IR75		338			25		1		2			
UD34	405	514+50		516+98	RT	IR75		249			24		1		1	1		
UD35	405	514+87		517+88	LT	IR75				290	10		1					
UD36	405	514+85		517+88	LT	IR75		301			25		1		1			
UD37	405	517+02		519+50	RT	IR75				239	10							
UD38	405	517+05		519+50	RT	IR75		245						1	1			1
UD39	405	517+05		519+50	RT	IR75		241			10			1	1			1
UD40	405	517+05		519+50	RT	IR75		248			57			1	1			
UD41	405	517+02		519+50	RT	IR75				243	10							
UD42	405	517+92		519+50	LT	IR75				146	10							
UD43	405	517+90		519+50	LT	IR75		152			10			1	1			1
UD44	405	517+90		519+50	LT	IR75		153			10			1	1			1
UD45	405	517+90		519+50	LT	IR75		159			45				1			
UD1	406	519+50		522+82	LT	IR75				327			1					
UD2	406	519+50		522+82	LT	IR75		328					1					
UD3	406	519+50		522+82	LT	IR75		328					1					
UD4	406	519+50		522+82	LT	IR75		332					1					
UD5	406	519+50		519+99	RT	IR75				49			1					
UD6	406	519+50		522+82	RT	IR75		333					1					
UD7	406	519+50		522+82	RT	IR75		335					1					
UD8	406	519+50		522+82	RT	IR75		335					1					
UD9	406	519+50		522+82	RT	IR75				338			1					
UD10	406	520+02		522+82	RT	IR75				271	10		1					
UD11	406	522+84		527+00	LT	IR75				412			1	1		1		1
UD12	406	522+84		527+00	LT	IR75		404			10		1	1	1			1
UD13	406	522+84		527+00	LT	IR75		407					1			1		
UD14	406	522+84		531+00	LT	IR75		413			72		1			1		
UD15	406	522+84		526+99	RT	IR75				414			1					
UD16	406	522+84		527+00	RT	IR75		417					1	1		1		1
UD17	406	522+84		527+00	RT	IR75		419					1	1		1		1
UD18	406	522+84		527+00	RT	IR75		419			57		1				1	
UD19	406	522+84		525+65	RT	IR75				285	26		1		1	1		
UD20	406	525+69		527+32	RT	IR75				155	10		1					
UD21	406	527+03		527+50	LT	IR75			47				1					
UD22	406	527+02		531+00	LT	IR75				381			1			1		
UD23	406	527+00		531+05	LT	IR75				400			1					
UD24	406	527+00		531+05	LT	IR75		402			30		1			1	1	1
UD25	406	527+00		528+75	RT	IR75		160			10		1					
UD26	406	527+00		531+45	RT	IR75		445			36		1			1	1	
UD27	406	527+00		531+45	RT	IR75		447					1					
UD28	406	527+00		527+50	RT	IR75			51				1					
UD29	406	527+50		531+00	LT	IR75		352			45		1			2		1
TOTALS CARRIED TO GENERAL SUMMARY								8988	98	5391	632							

CALCULATED RSH
CHECKED DLR

UNDERDRAIN ESTIMATED QUANTITIES

HAM-75-8.91

UNDERDRAIN ESTIMATED QUANTITIES

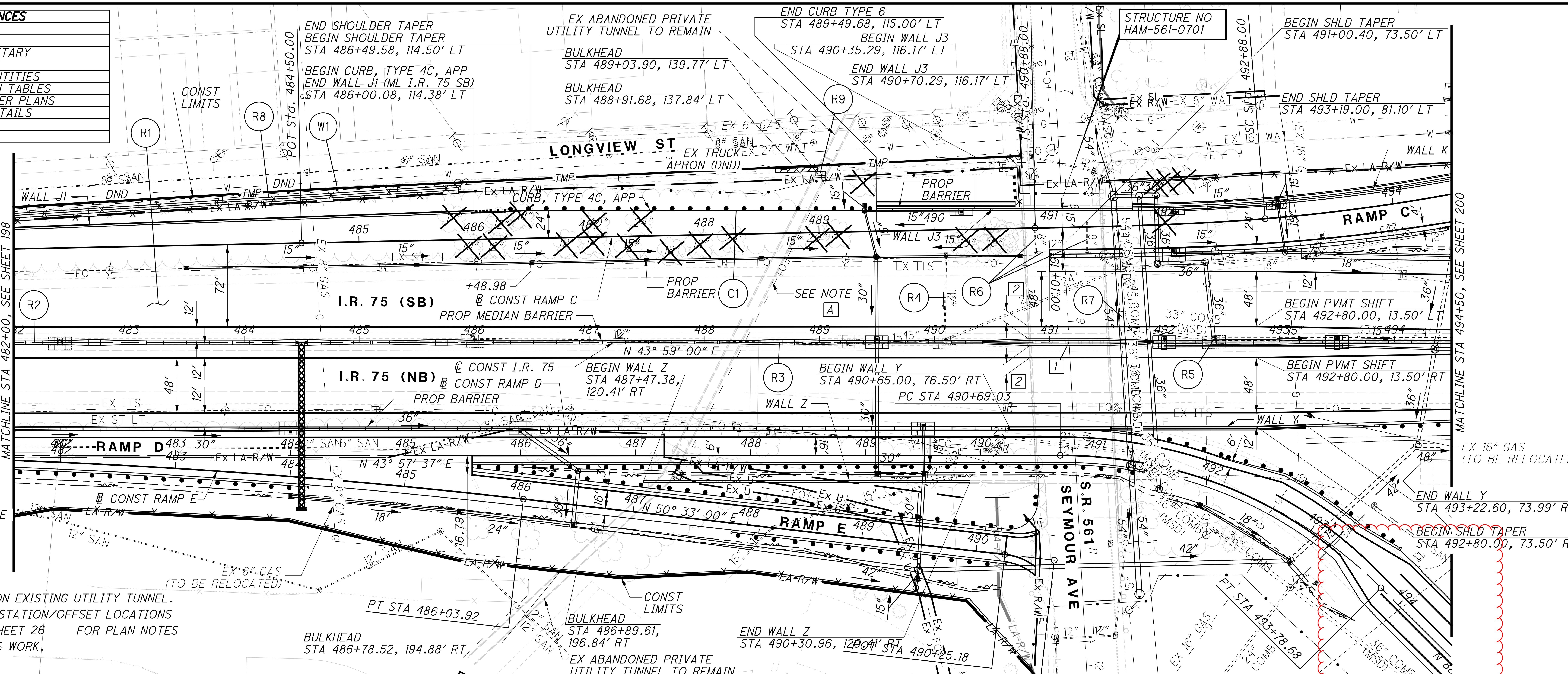
REF NO.	SHEET NO.	STATION TO STATION			SIDE	CENTERLINE ROADWAY REFERENCE	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	605 6" SHALLOW PIPE UNDERDRAINS	605 6" UNCLASSIFIED PIPE UNDERDRAINS	605 6" BASE PIPE UNDERDRAINS	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	611 PRECAST REINFORCED CONCRETE OUTLET	FOR IMFORMATION ONLY — BENDS AND BRANCHES: PLUG	6" X 45 DEGREE BEND	6" X X90 DEGREE BEND	6" X 6" TEE	6" X 6" CROSS	6" X 6" WYE
							SY	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
UD30	406	527+50	TO	531+45	RT	IR75		398			32		1				1	
UD31	406	527+50		531+45	RT	IR75				400			1	1			1	
UD32	406	531+00		531+27	LT	IR75			28				1					
UD33	406	531+00		531+34	LT	IR75			30				1					
UD34	406	531+45		532+01	RT	IR75			56				1					
UD35	406	531+45		532+12	RT	IR75			67				1					
UD36	406	528+79		531+75	RT	IR75				290								
UD37	406	531+45		531+38	LT	IR75			32									
UD38	406	531+45		531+46	LT	IR75			46									
UD39	406	531+45		531+81	RT	IR75			36									
UD40	406	531+45		531+95	RT	IR75			50									
TOTALS CARRIED TO GENERAL SUMMARY								398	345	690	32							

CALCULATED RSH
CHECKED DLR

HAM-75-8.91

CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS

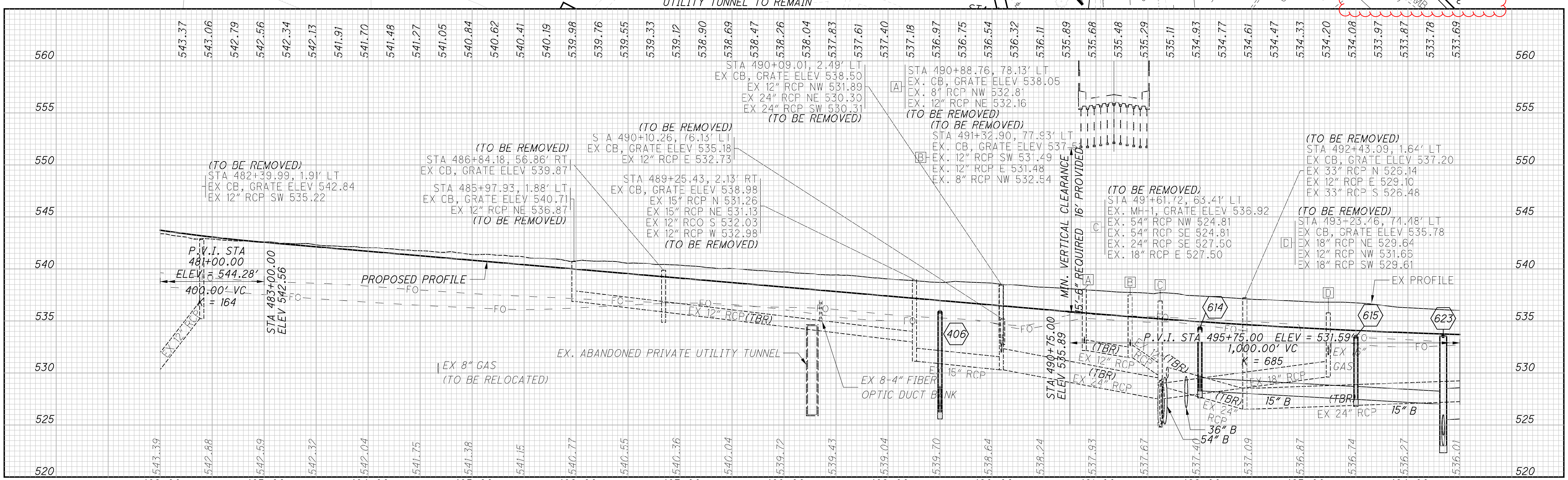
EX MOUNTABLE CONC APRON, DND



[1] ℄ CONST I.R. 75 491+17.27= ℄ CONST SEYMOUR AVE 9+17.97

[2] 10.6'

[A] CONTRACTOR TO ABANDON EXISTING UTILITY TUNNEL. PROVIDE BULKHEADS AT STATION/OFFSET LOCATIONS PER THIS SHEET. SEE SHEET 26 FOR PLAN NOTES AND PAY ITEMS FOR THIS WORK.



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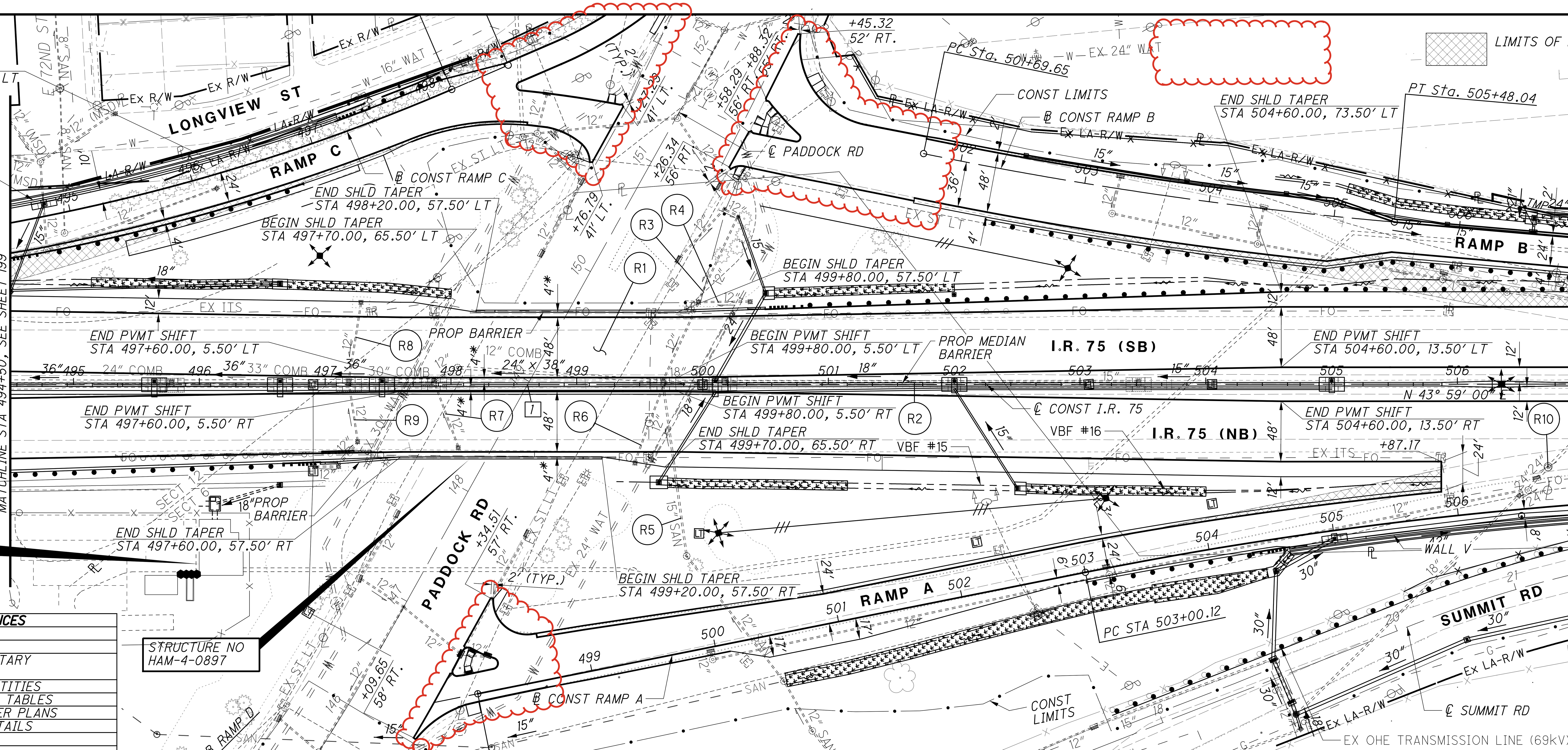
CALCULATED CFR
CHECKED JLM

HORIZONTAL SCALE IN FEET 0 50 100

PLAN AND PROFILE - I.R. 75
STA 482+00 TO STA 494+50

HAM-75-8.91

LIMITS OF PAVEMENT REMOVED



1 Ⓑ CONST I.R. 75 498+60.85= Ⓑ CONST PADDOCK RD 148+97.21

2 EX 30" WATERLINE IN 60" CASING Ⓑ = 524.50 ±

3 EX 24" WATERLINE IN 42" CASING Ⓑ = 526.71 ±

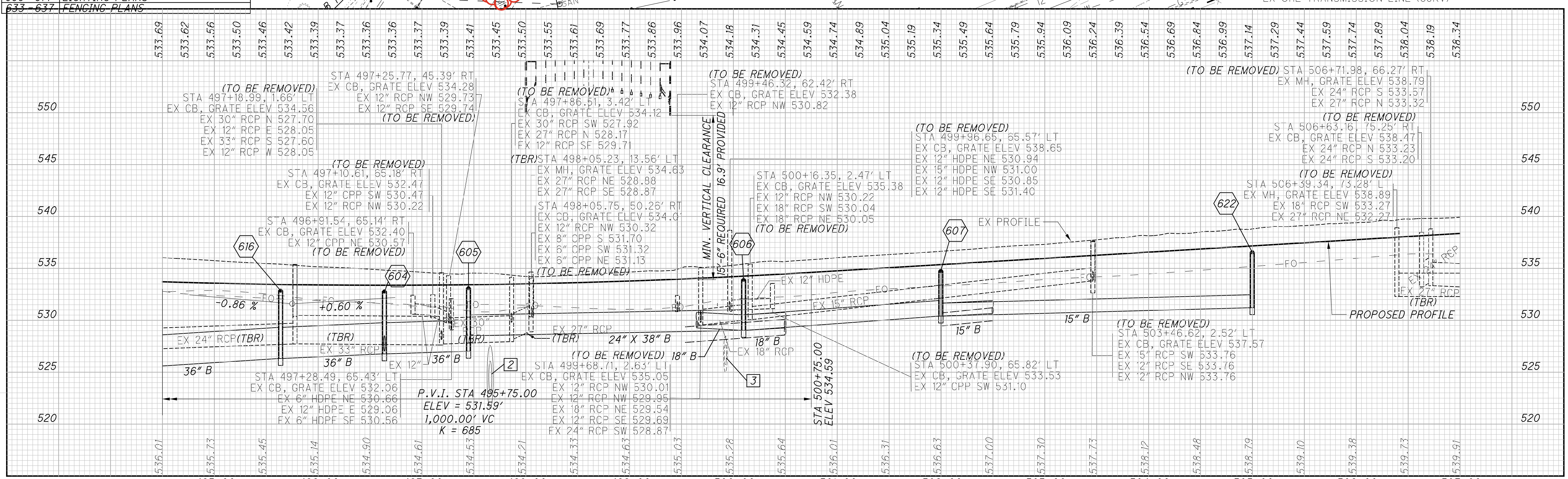
* (NDC 10')

PUMP STATION PER PID 117526

STRUCTURE NO HAM-4-0897

CROSS REFERENCES

SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS



HORIZONTAL SCALE IN FEET

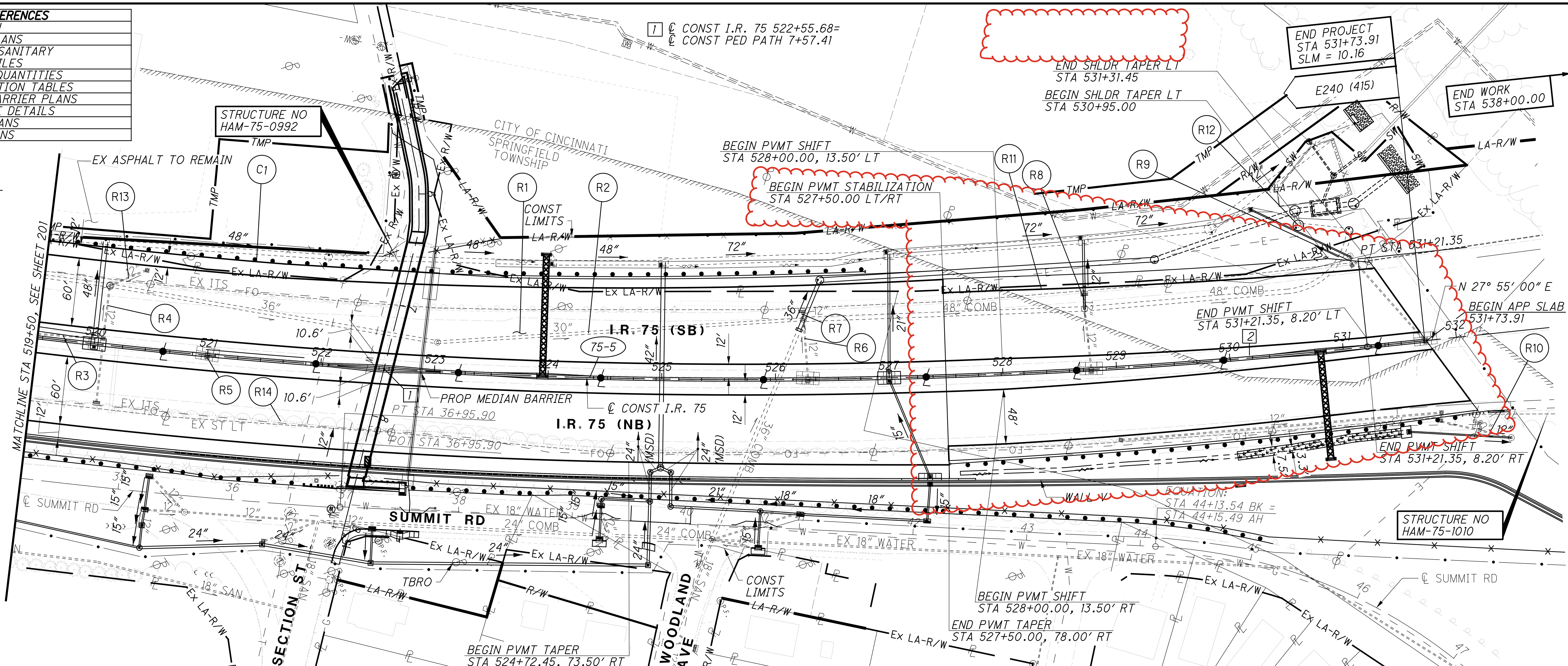
CALCULATED CFR
CHECKED JLM

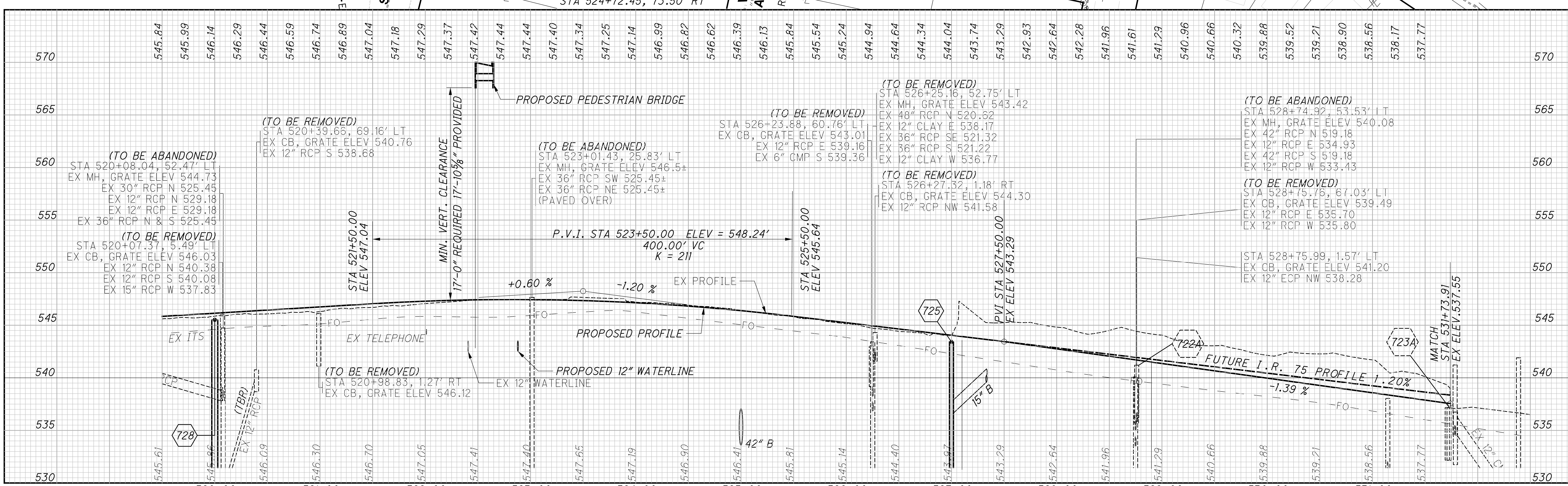
PLAN AND PROFILE - I.R. 75
STA 494+50 TO STA 507+00

HAM-75-8.91

CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS

CURVE 75-5
PI STA 523+96.89
Δ = 16°02'37" (LT)
Dc = 1°06'00"
R = 5,208.71'
T = 734.06'
L = 1,458.52'
E = 51.47'
emax = 0.030



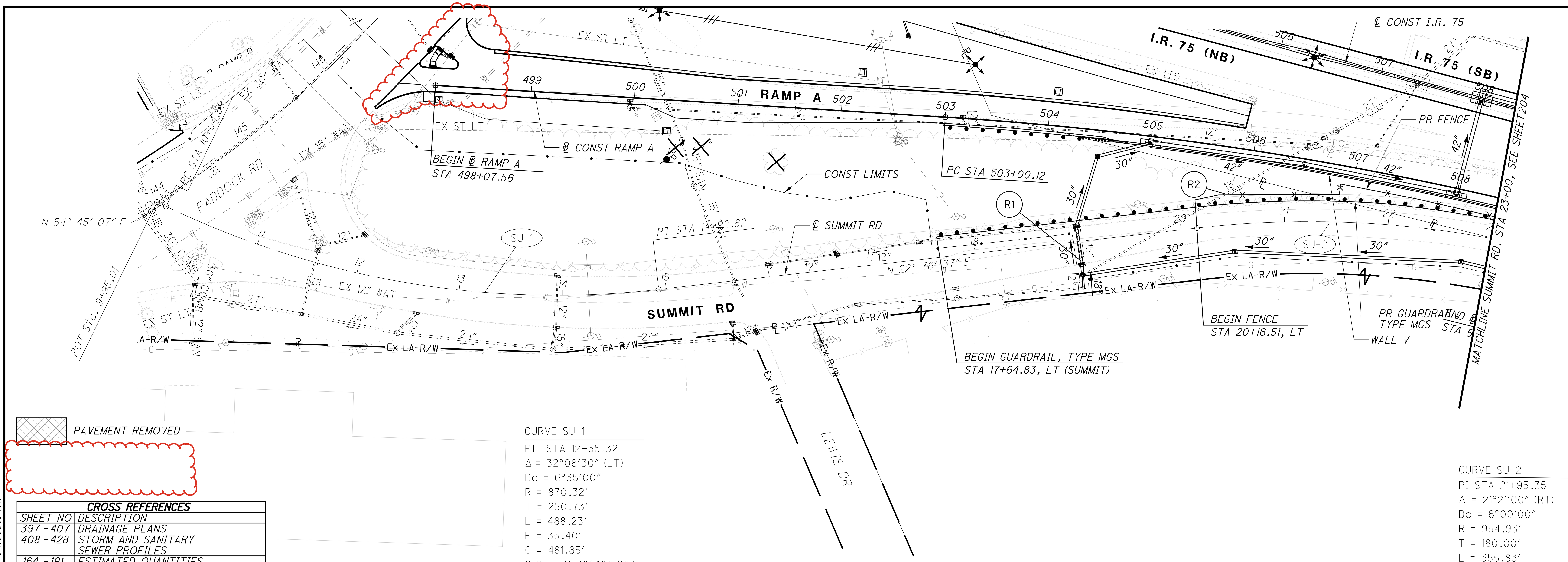


CALCULATED CFR
CHECKED JLM

HORIZONTAL SCALE IN FEET 0 25 50 100

PLAN AND PROFILE - I.R. 75
STA 519+50 TO STA 532+00.00

HAM-75-8.91

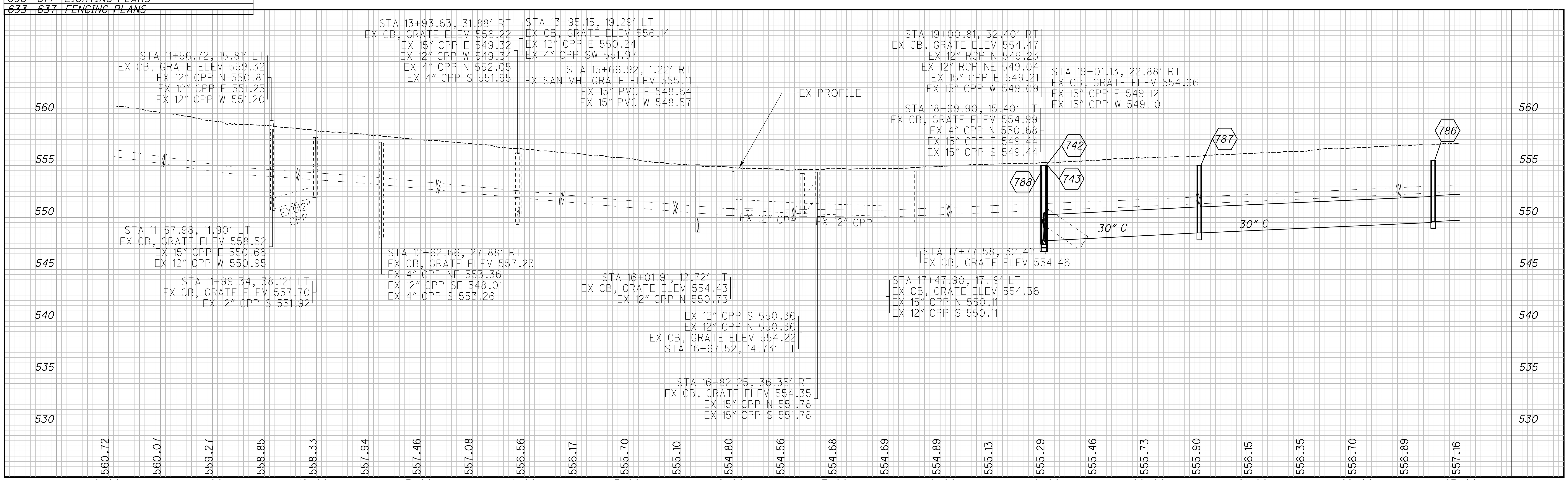


PAVEMENT REMOVED

CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS

CURVE SU-1
PI STA 12+55.32
Δ = 32°08′30″ (LT)
Dc = 6°35′00″
R = 870.32′
T = 250.73′
L = 488.23′
E = 35.40′
C = 481.85′
C.B. = N 38°40′52″ E

CURVE SU-2
PI STA 21+95.35
Δ = 21°21′00″ (RT)
Dc = 6°00′00″
R = 954.93′
T = 180.00′
L = 355.83′
E = 16.82′
C = 353.78′
C.B. = N 33°17′07″ E

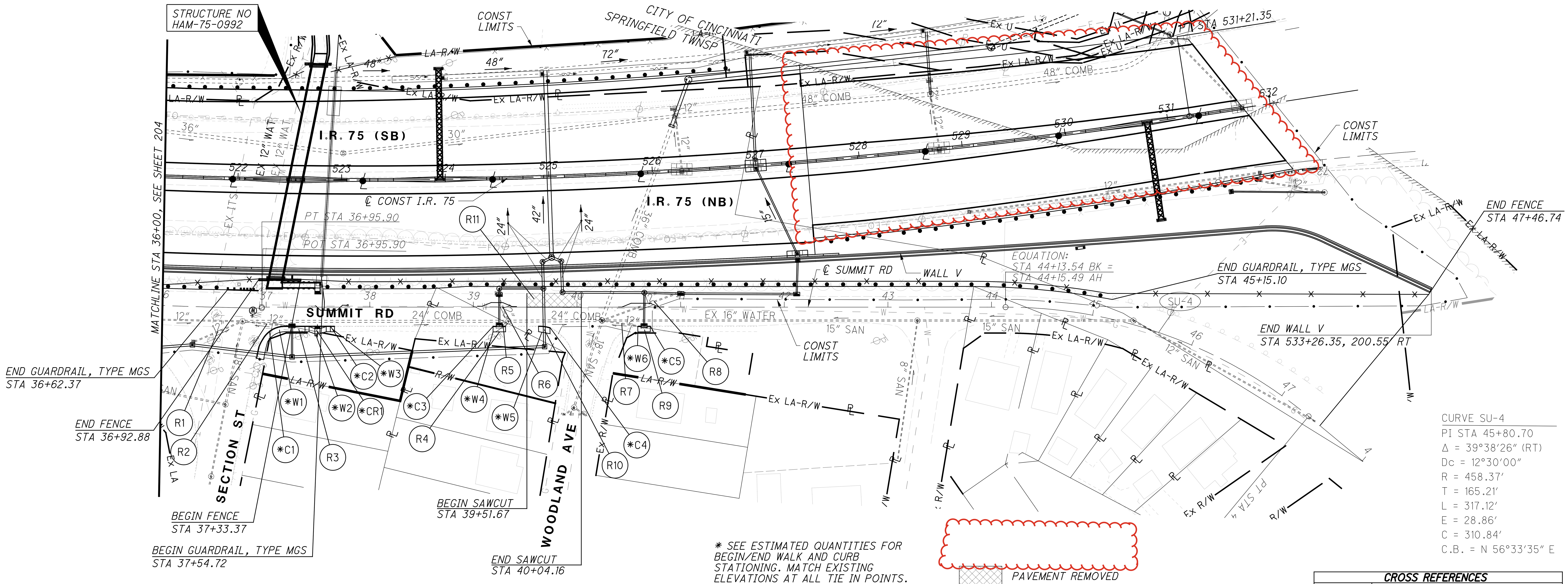


HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED JLM
CHECKED SSK

PLAN AND PROFILE - SUMMIT ROAD
STA 9+95.01 TO STA 23+00

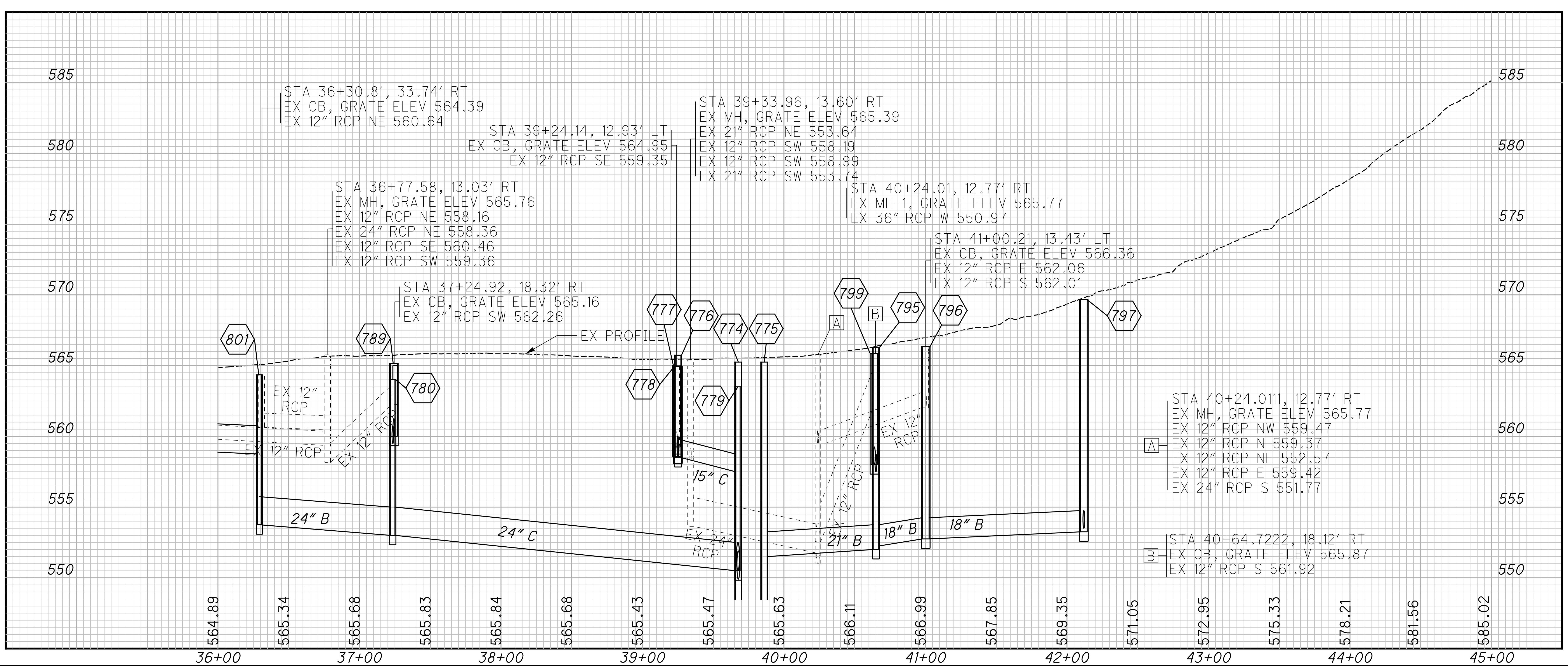
HAM-75-8.91



* SEE ESTIMATED QUANTITIES FOR BEGIN/END WALK AND CURB STATIONING. MATCH EXISTING ELEVATIONS AT ALL TIE IN POINTS.

CURVE SU-4
PI STA 45+80.70
Δ = 39°38'26" (RT)
Dc = 12°30'00"
R = 458.37'
T = 165.21'
L = 317.12'
E = 28.86'
C = 310.84'
C.B. = N 56°33'35" E

CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS

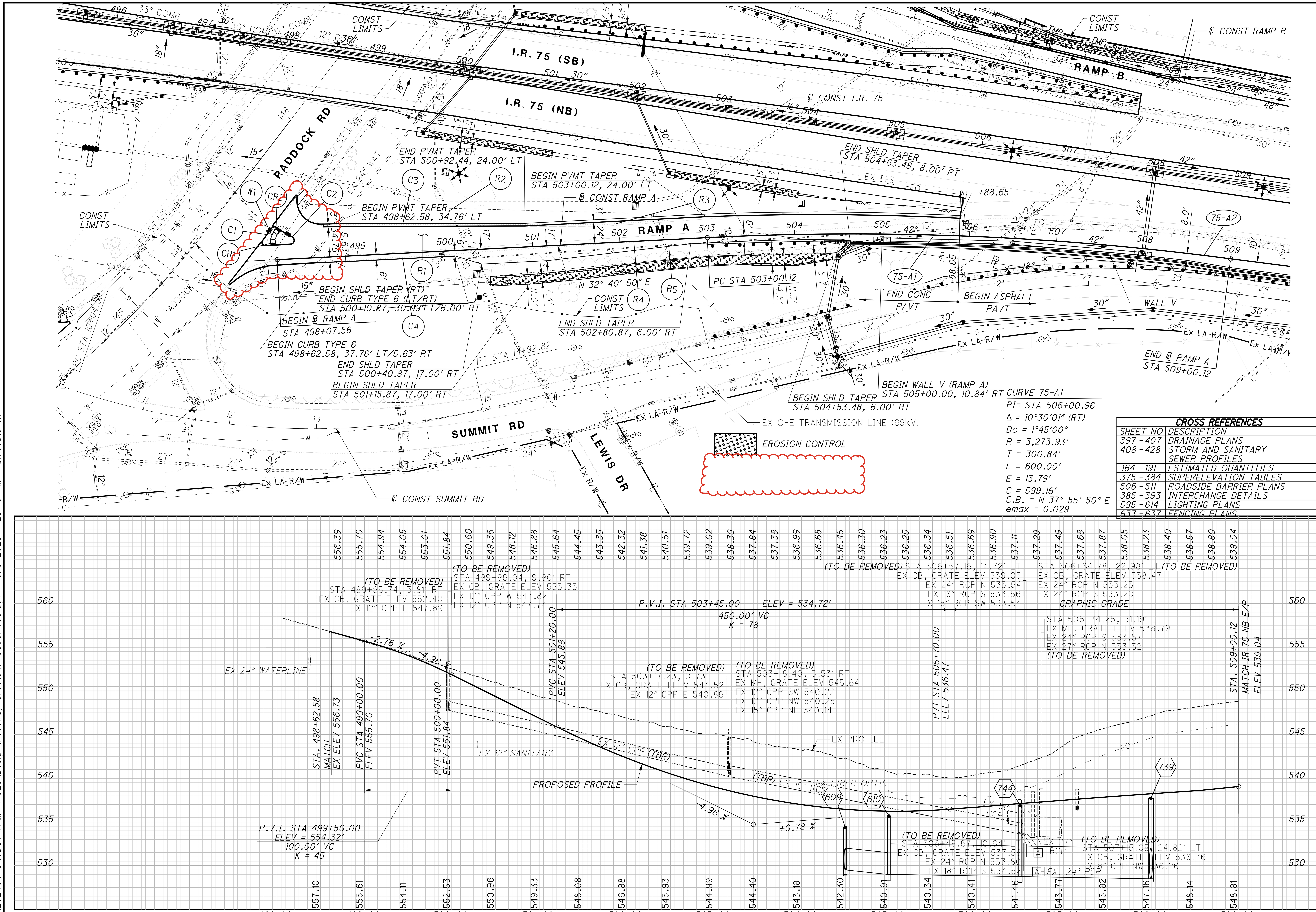


PLAN AND PROFILE - SUMMIT ROAD
STA 36+00 TO STA 45+00

HAM-75-8.91

HORIZONTAL SCALE IN FEET

CALCULATED JLM
CHECKED SSK



CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS

CALCULATED JLM
CHECKED SSK

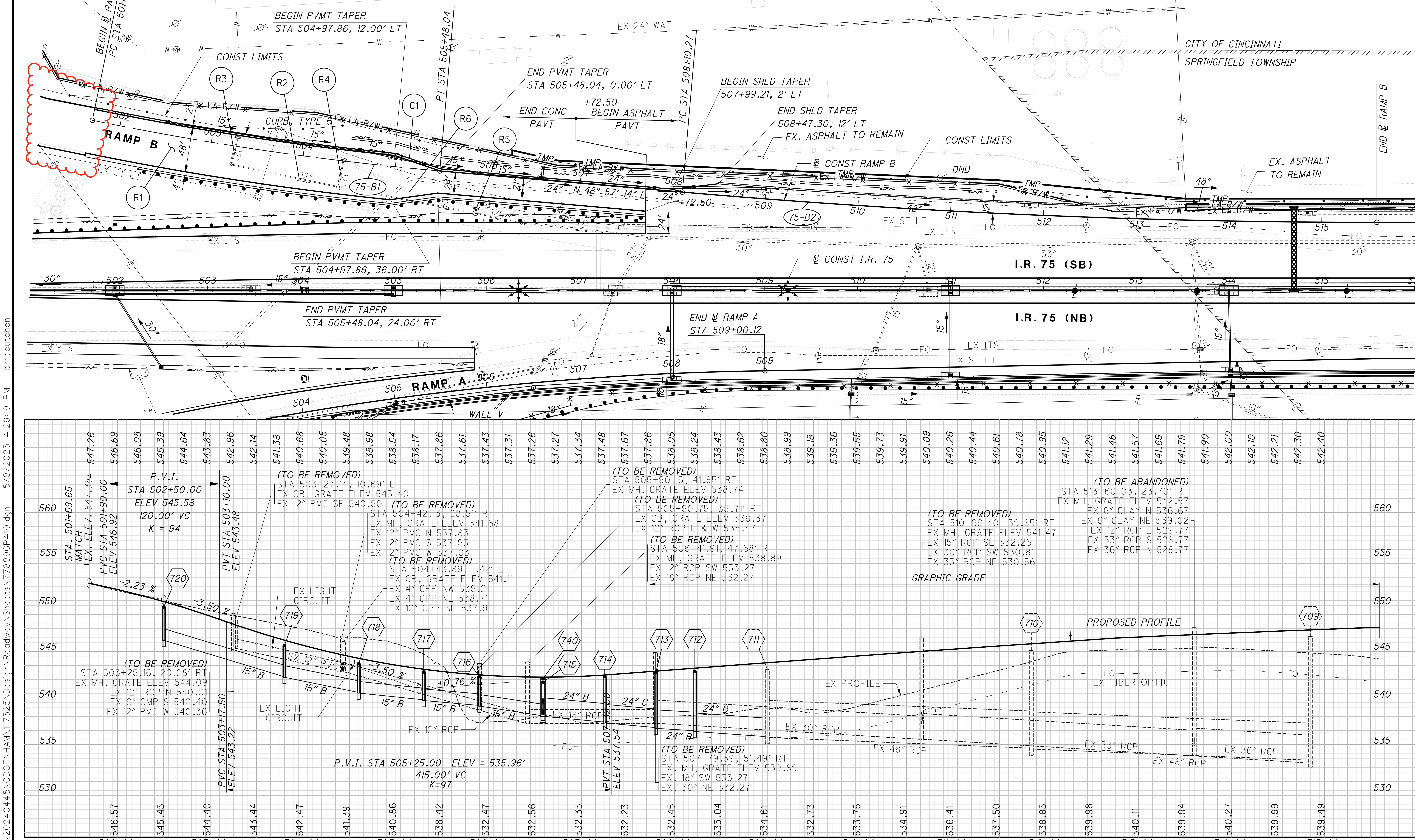
PLAN AND PROFILE - PADDOCK RD RAMP A 498+07.56 TO 509+00.12

HAM-75-8.91

CURVE 75-B1
PI= STA 503+59.05
Δ = 6°35'59" (LT)
Dc = 1°44'39"
R = 3,285.00'
T = 189.40'
L = 378.39'
E = 5.46'
emax = N.C.

CURVE 75-B2
PI= STA 511+85.04
Δ = 4°59'37" (LT)
Dc = 0°40'00"
R = 8,595.00'
T = 374.78'
L = 749.08'
E = 8.17'
emax = N.C.

CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS



HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED JLM
CHECKED SSK

PLAN AND PROFILE - PADDOCK RD RAMP B
501+69.65 TO 515+59.35

HAM-75-8.91

207
826

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CURVE 75-C1

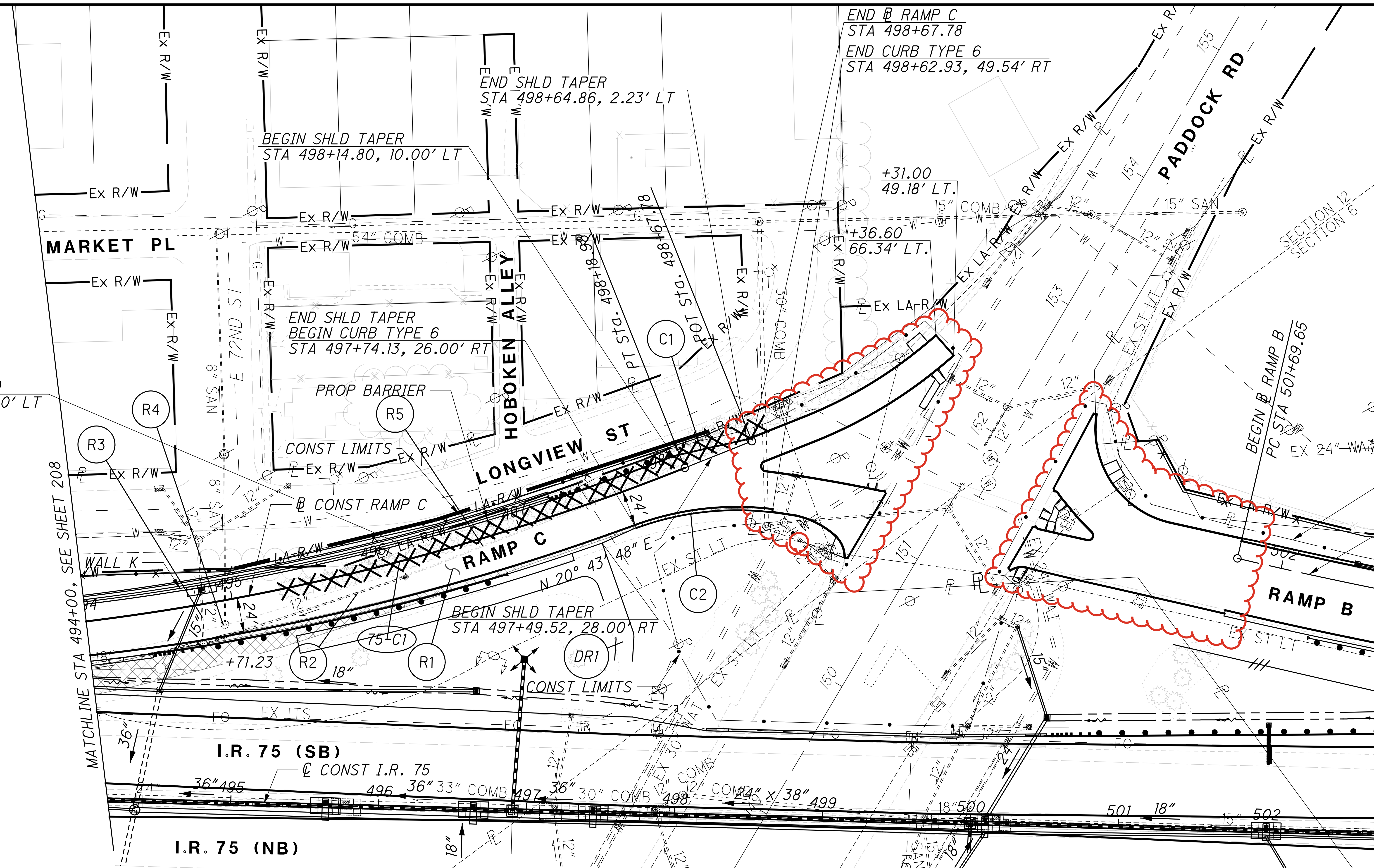
P.I. Sta. 495+04.93
Δ = 22° 05' 04" (LT)
Dc = 3° 30' 00"
R = 1,637.00'
Δc = 18° 35' 04" (LT)
Lc = 530.98'
E = 31.40'
C = 528.65'
C.B.1 = N 41° 38' 52" E
C.B. = N 30° 01' 20" E
eMAX = 0.037
PT STA = 498+18.98
SC STA = 492+88.00

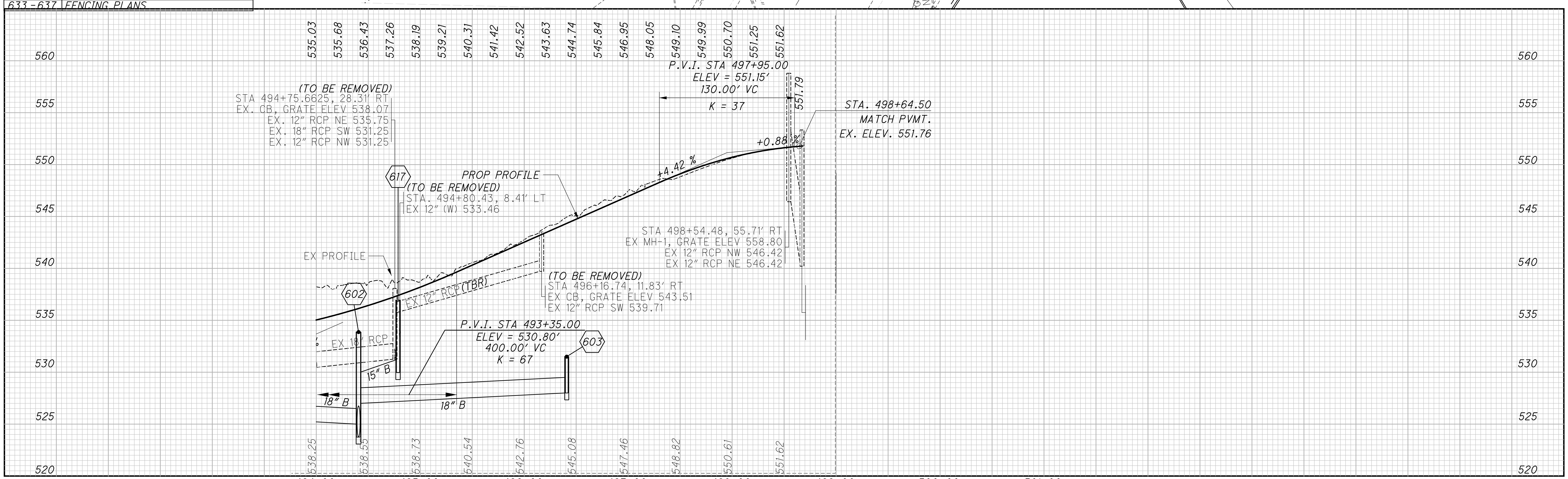
SPIRAL 75-C1

P.I. STA. 492+21.36
Ls= 200.00'
f s = 3° 30' 00"
LT = 133.36'
ST = 66.69'
x = 199.93'
y = 4.07'
k = 99.99'
p = 1.02'
TS STA = 490+88.00
SC STA = 492+88.00

LIMITS OF PAVEMENT REMOVED

CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS





HORIZONTAL SCALE IN FEET

CALCULATED JLM
CHECKED SSK

PLAN AND PROFILE - PADDOCK RD RAMP C
494+00.00 TO 498+64.50

HAM-75-8.91

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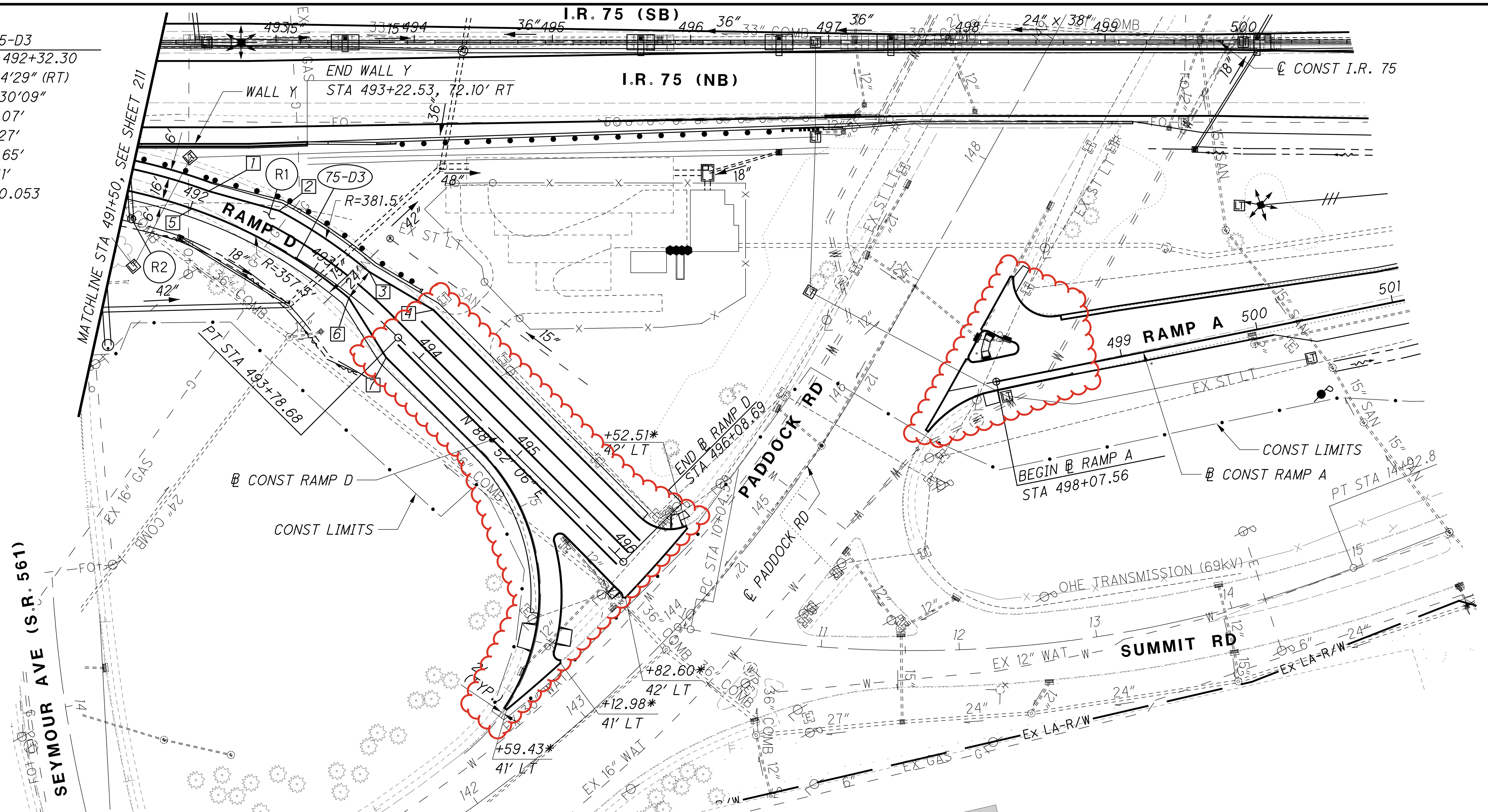
CURVE 75-D3
PI= STA 492+32.30
Δ = 44°54'29" (RT)
Dc = 14°30'09"
R = 395.07'
T = 163.27'
L = 309.65'
E = 32.41'
emax = 0.053



1 BEGIN PVMT TAPER
STA 492+08.04, 16.00' LT

2 END PVMT TAPER
STA 492+58.04, 23.58' LT

3 BEGIN PVMT TAPER
STA 493+32.72, 21.74' LT

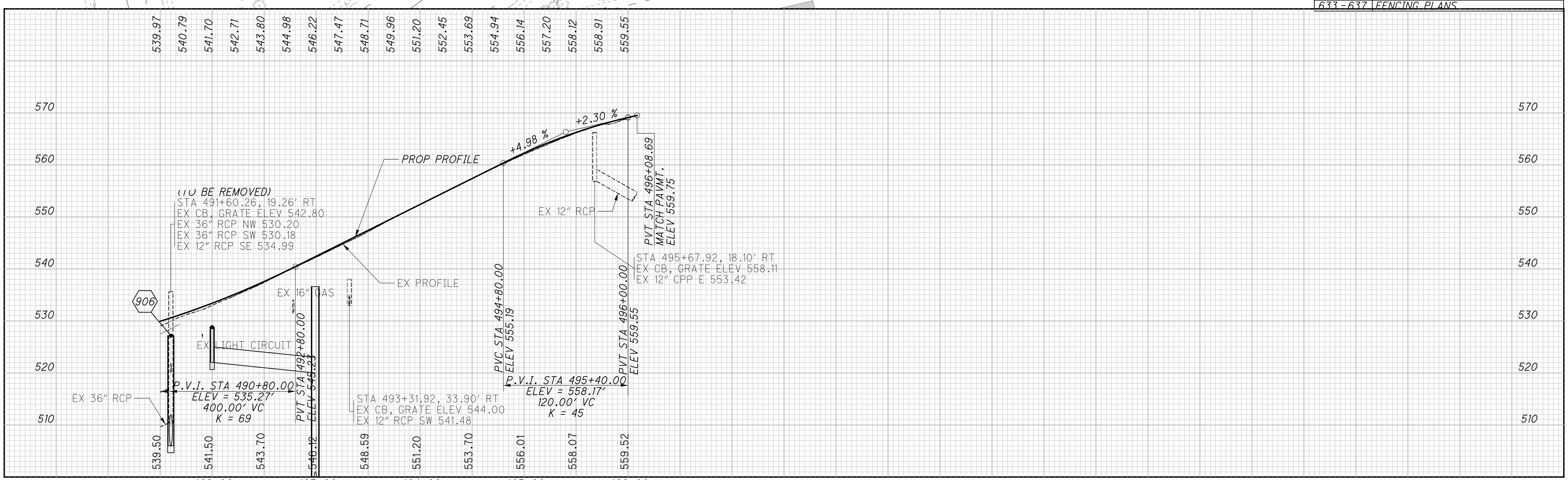
4 END PVMT TAPER
STA 493+82.72, 32.20' LT

5 BEGIN PVMT TAPER
STA 492+01.35

6 STA 493+32.72
2.27' RT

7 END PVMT TAPER
STA 493+82.72, 16.36' RT

CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS



HORIZONTAL SCALE IN FEET
0 25 50 100

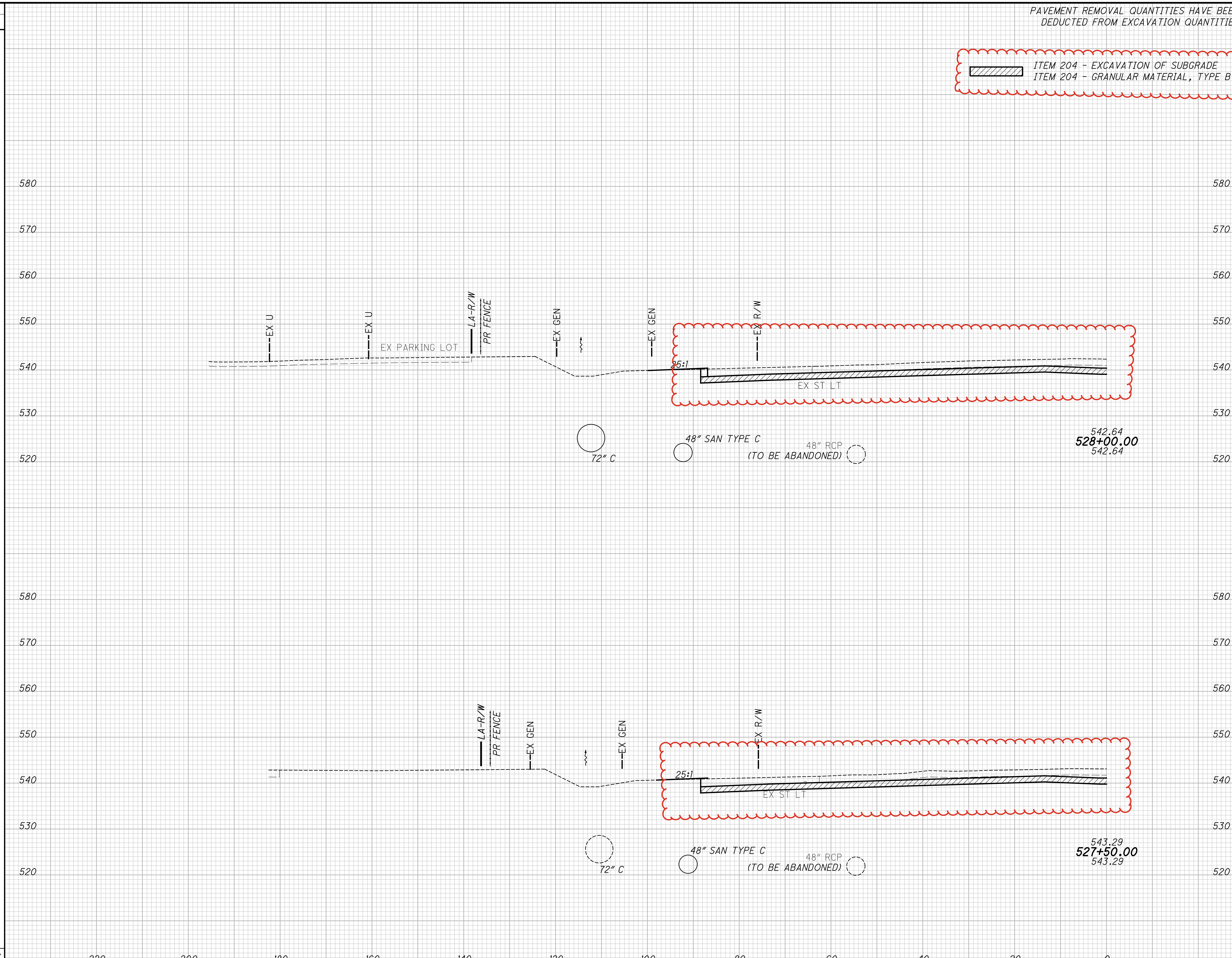
CALCULATED JLM
CHECKED SSK

PLAN AND PROFILE - PADDOCK RD RAMP D
STA 491+50 TO STA 496+08.69

HAM-75-8.91

SEEDING	
END WIDTH	SQ. YDS.
112	548
85	489
197	1037

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR

CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 527+50.00 TO STA. 528+00.00

HAM-75-8.91

333
826

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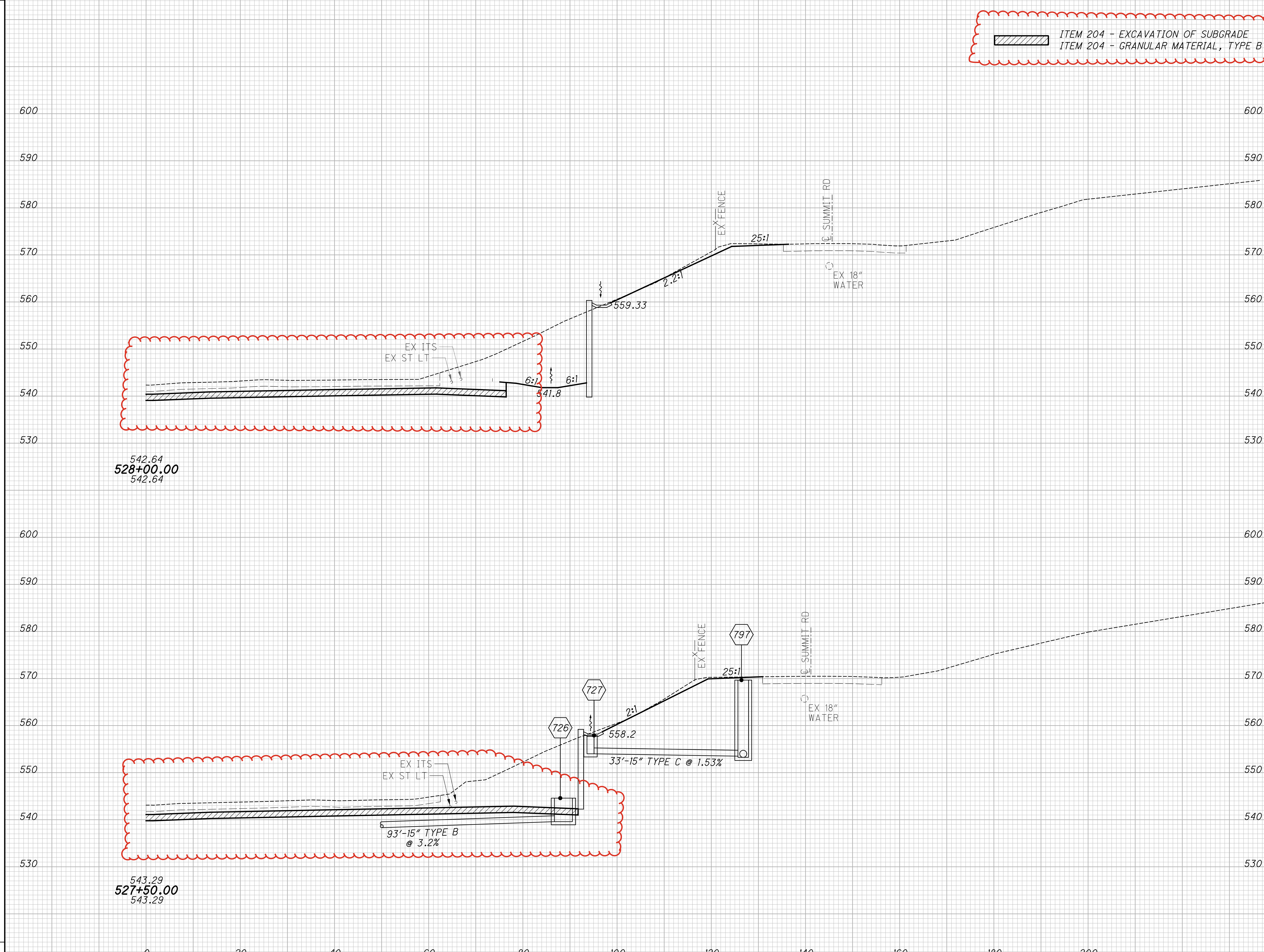
SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
362	11		
		641	16
330	6		
		565	8
692	17	1206	24

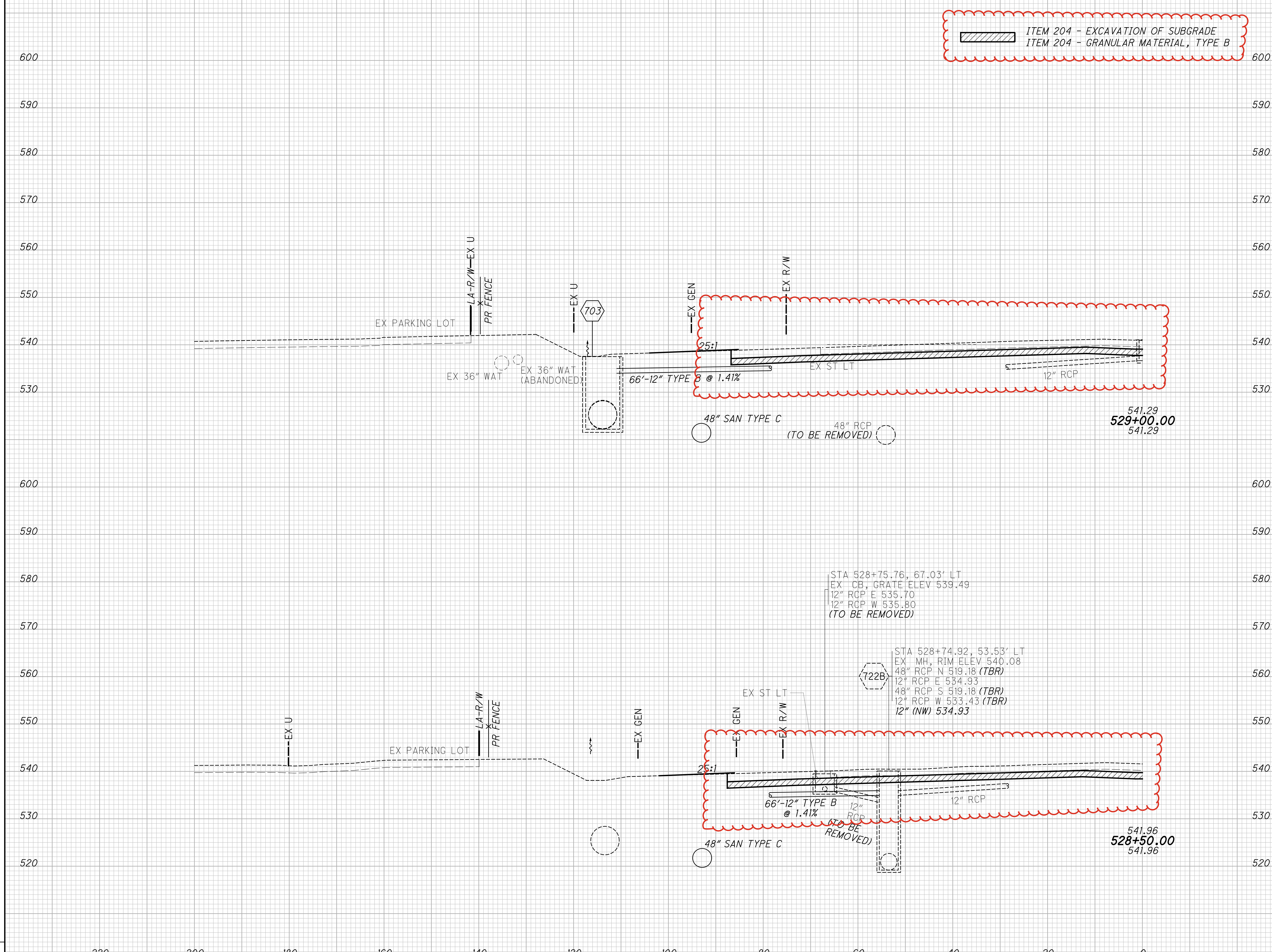
CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 527+50.00 TO STA. 528+00.00

HAM-75-8.91

SEEDING	
END WIDTH	SQ. YDS.
99	534
93	569
192	1103

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



END AREA		VOLUME	
CUT	FILL	CUT	FILL

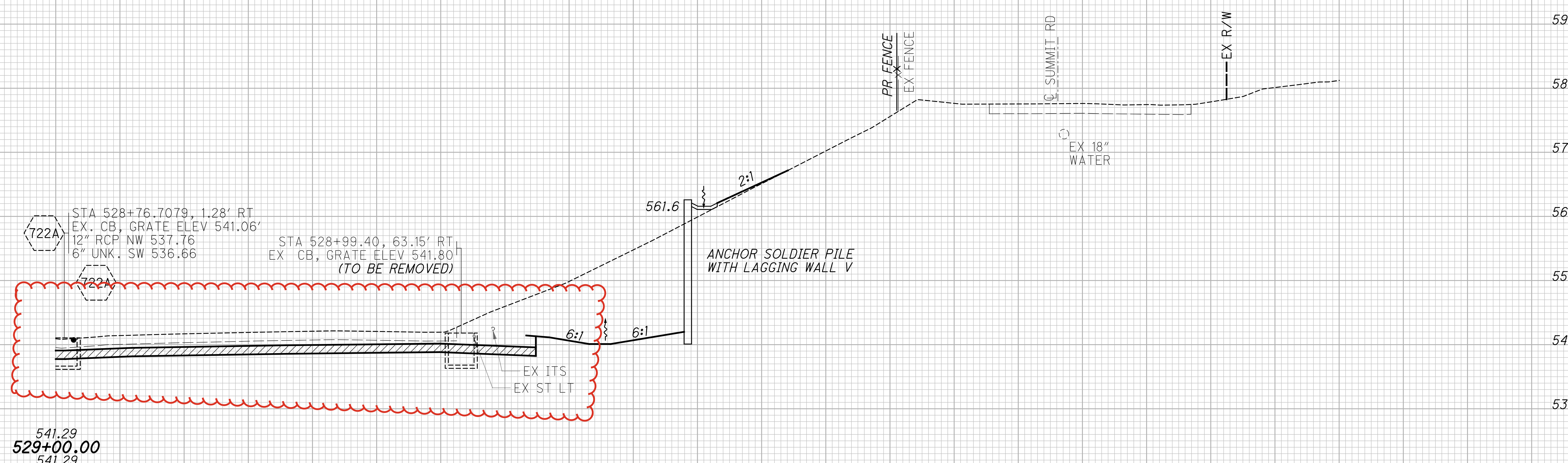
CALCULATED CFR
CHECKED SSK

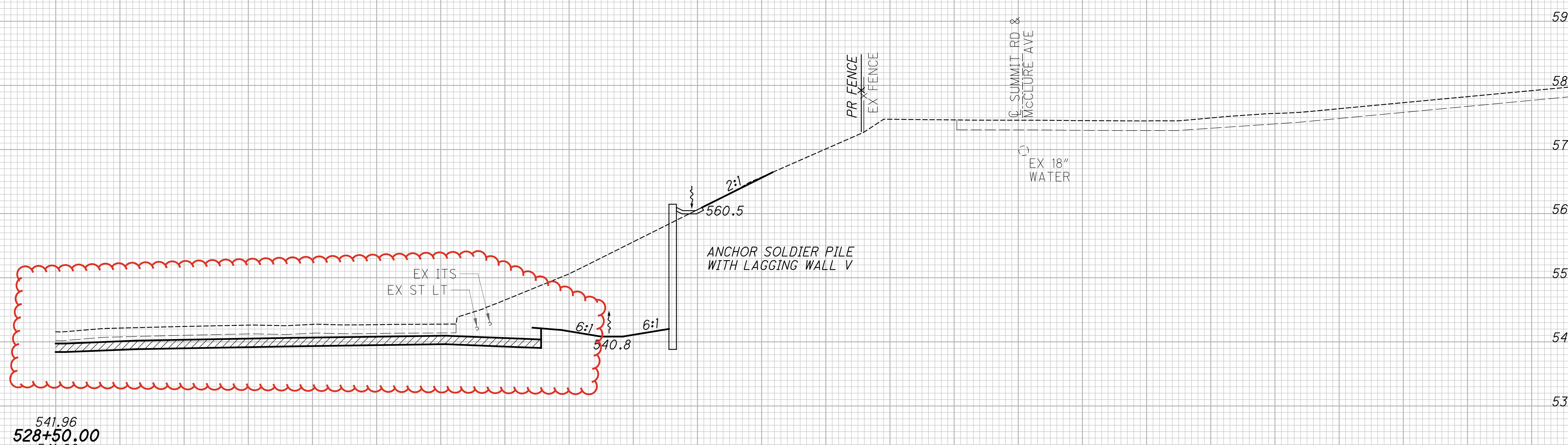
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 528+50.00 TO STA. 529+00.00

HAM-75-8.91

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - GRANULAR MATERIAL, TYPE B





SEEDING END WIDTH	SEEDING SQ. YDS.

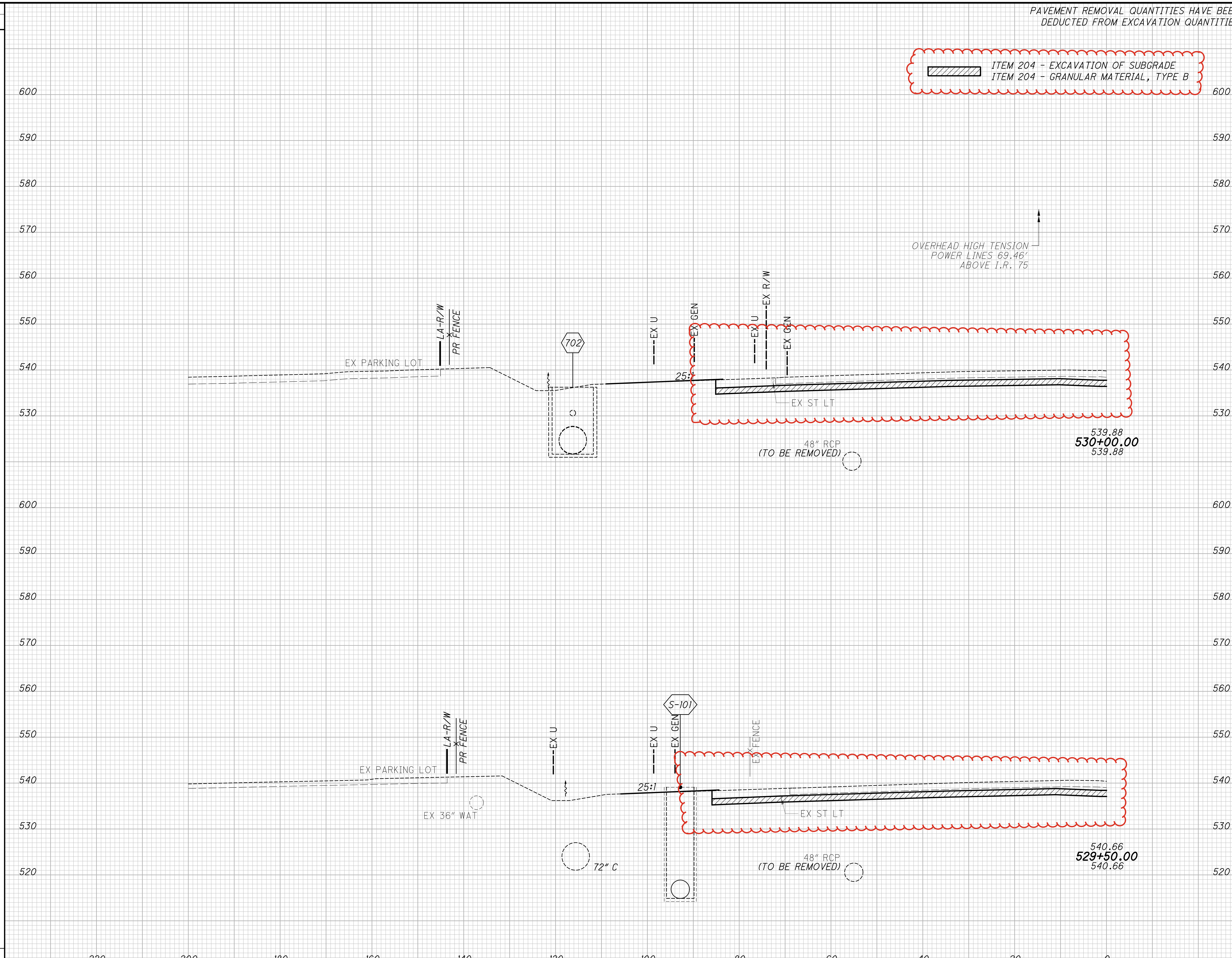
	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
529+00.00	417	14		
			732	23
528+50.00	374	11		
			681	20
Total	791	25	1413	43

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 528+50.00 TO STA. 529+00.00

HAM-75-8.91

SEEDING	
END WIDTH	SQ. YDS.
112	605
106	568
218	1173



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 529+50.00 TO STA. 530+00.00

HAM-75-8.91

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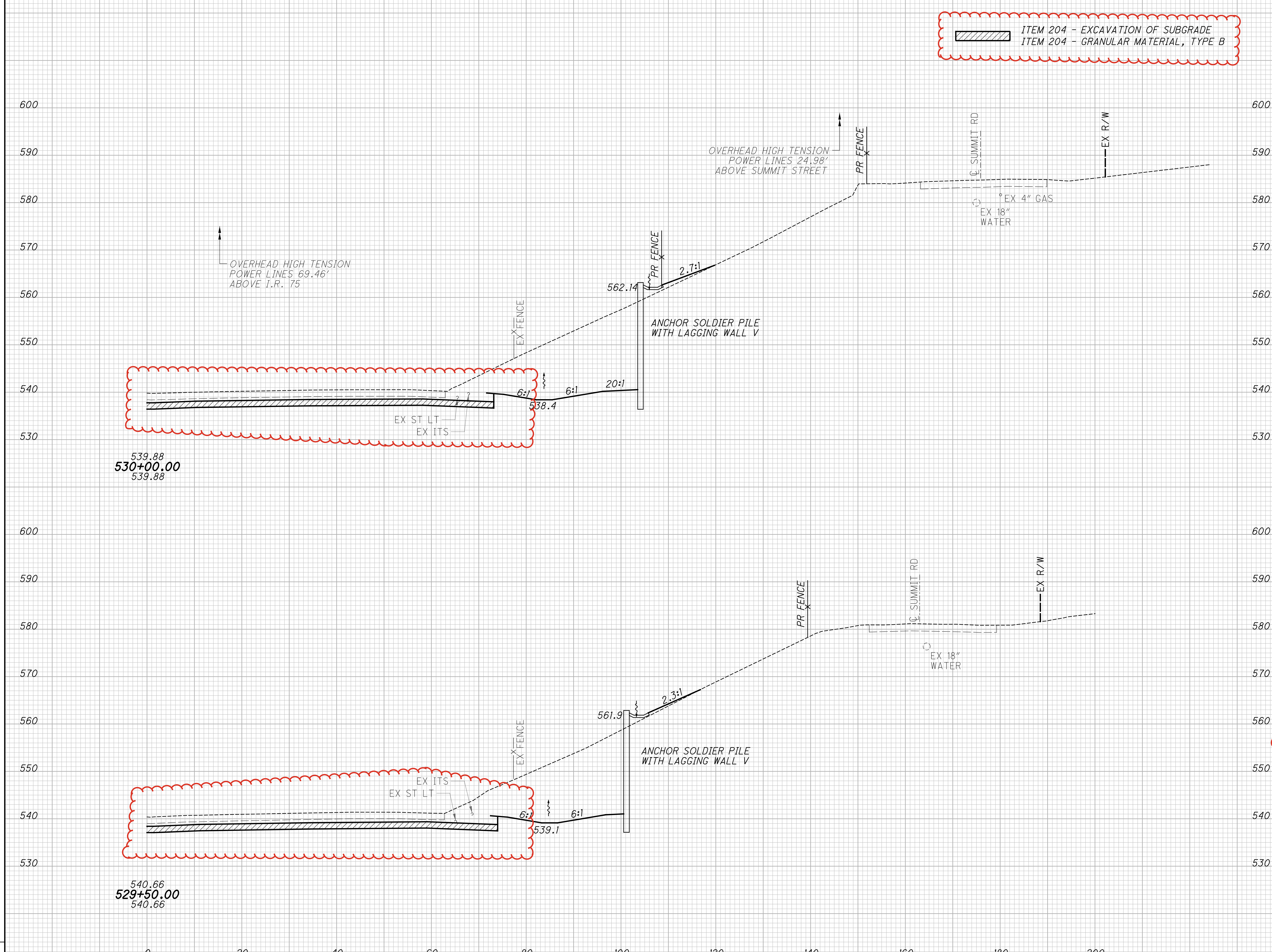
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		496	16		
				885	29
		460	15		
				812	27
		956	31	1697	56

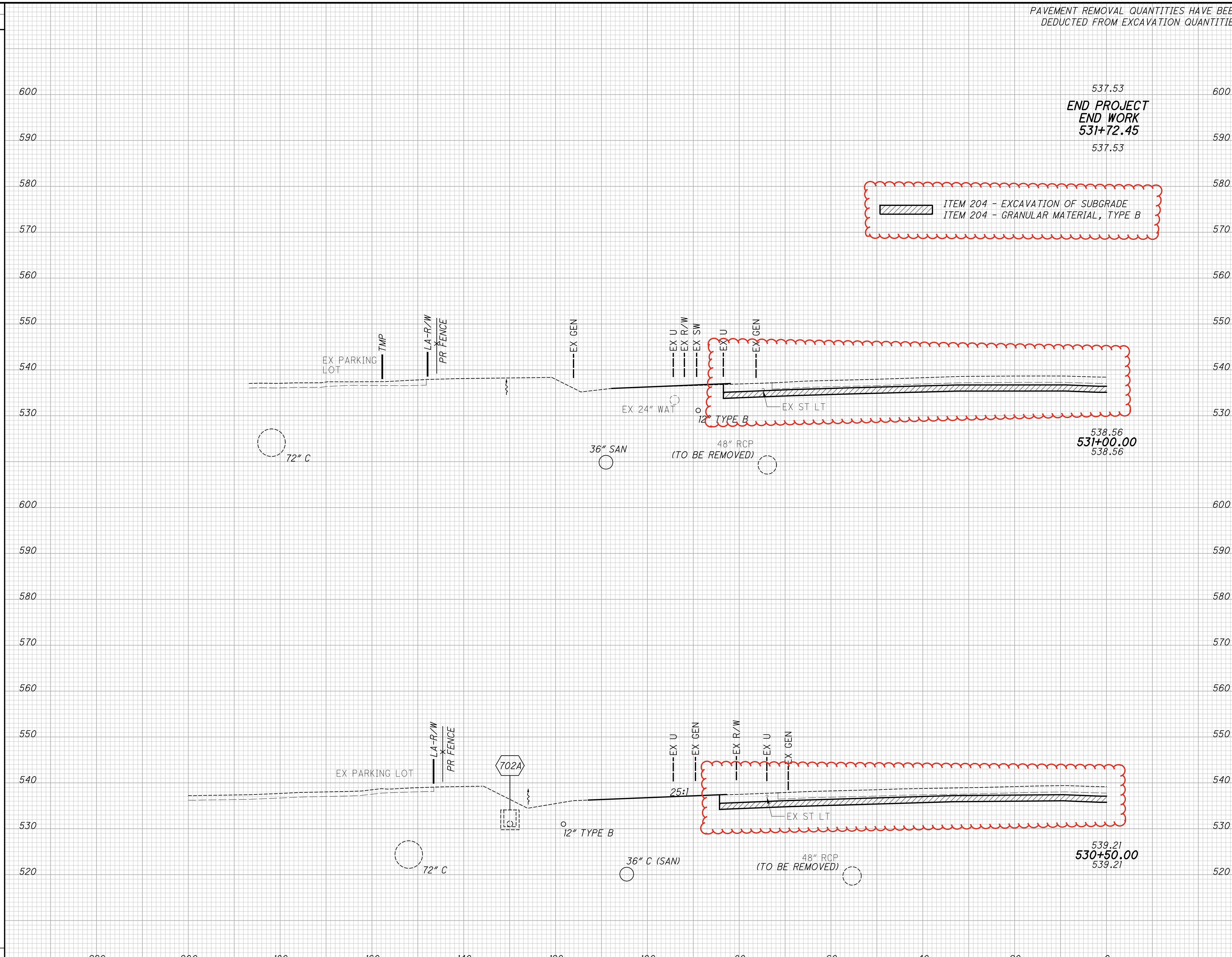
CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 529+50.00 TO STA. 530+00.00

HAM-75-8.91

SEEDING	
END WIDTH	SQ. YDS.
136	691
113	624
249	1315

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK

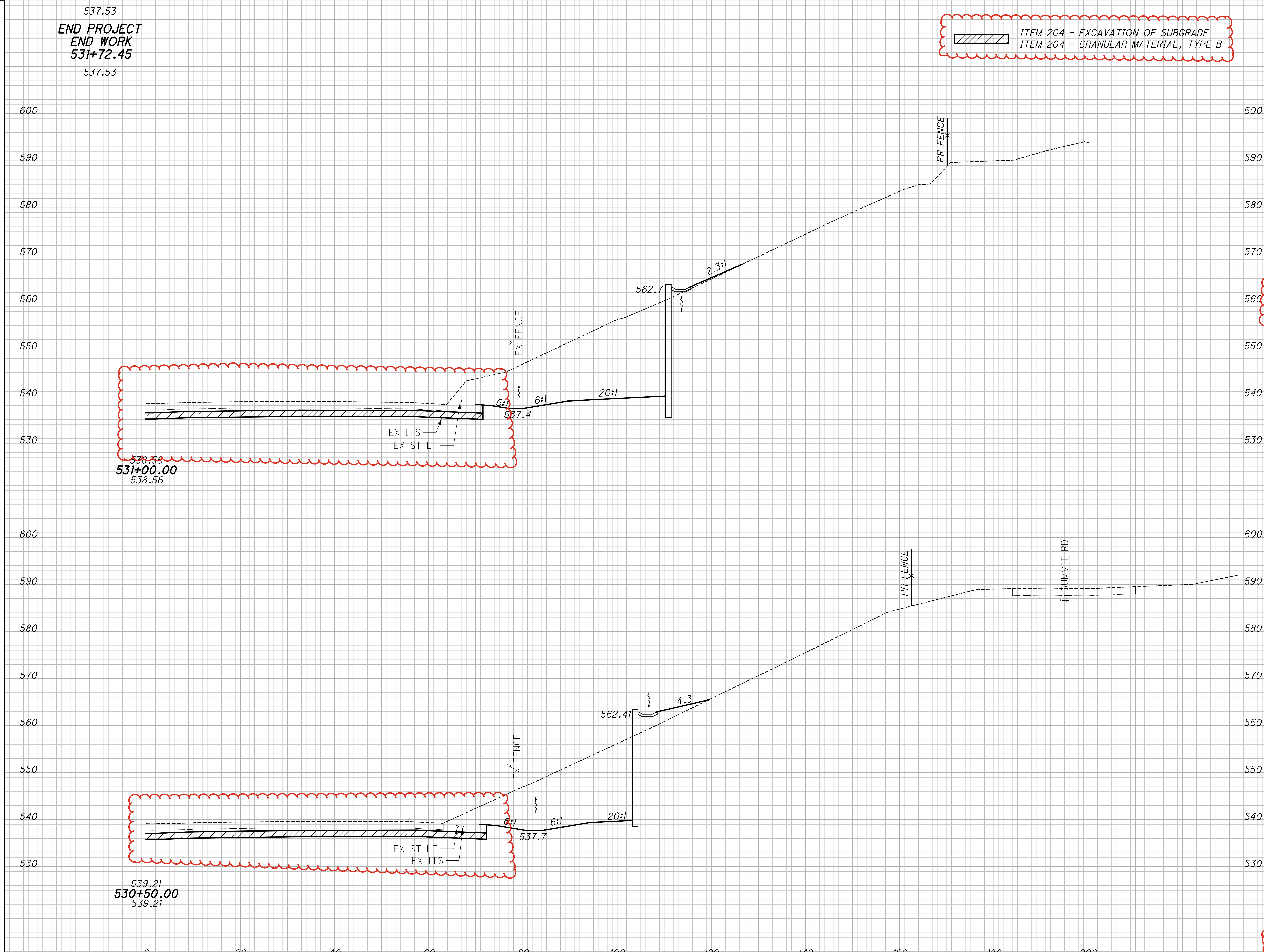
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 530+50.00 TO STA. 531+00.00

HAM-75-8.91

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 530+50.00 TO STA. 531+00.00

HAM-75-8.91

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		604	14		
				989	35
		464	24		
				889	37
		1068	38	1878	72

CALCULATED CFR
CHECKED SSK

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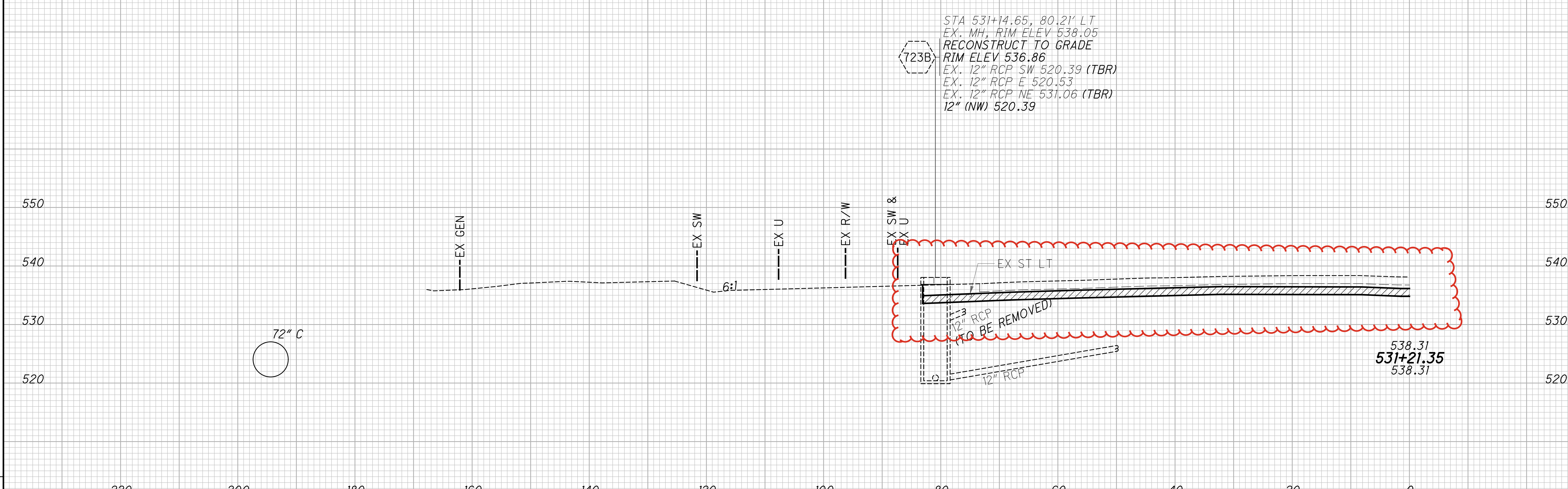
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - GRANULAR MATERIAL, TYPE B

SEEDING	
END WIDTH	SQ. YDS.
115	298
115	298

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 531+21.35

HAM-75-8.91

341 / 826

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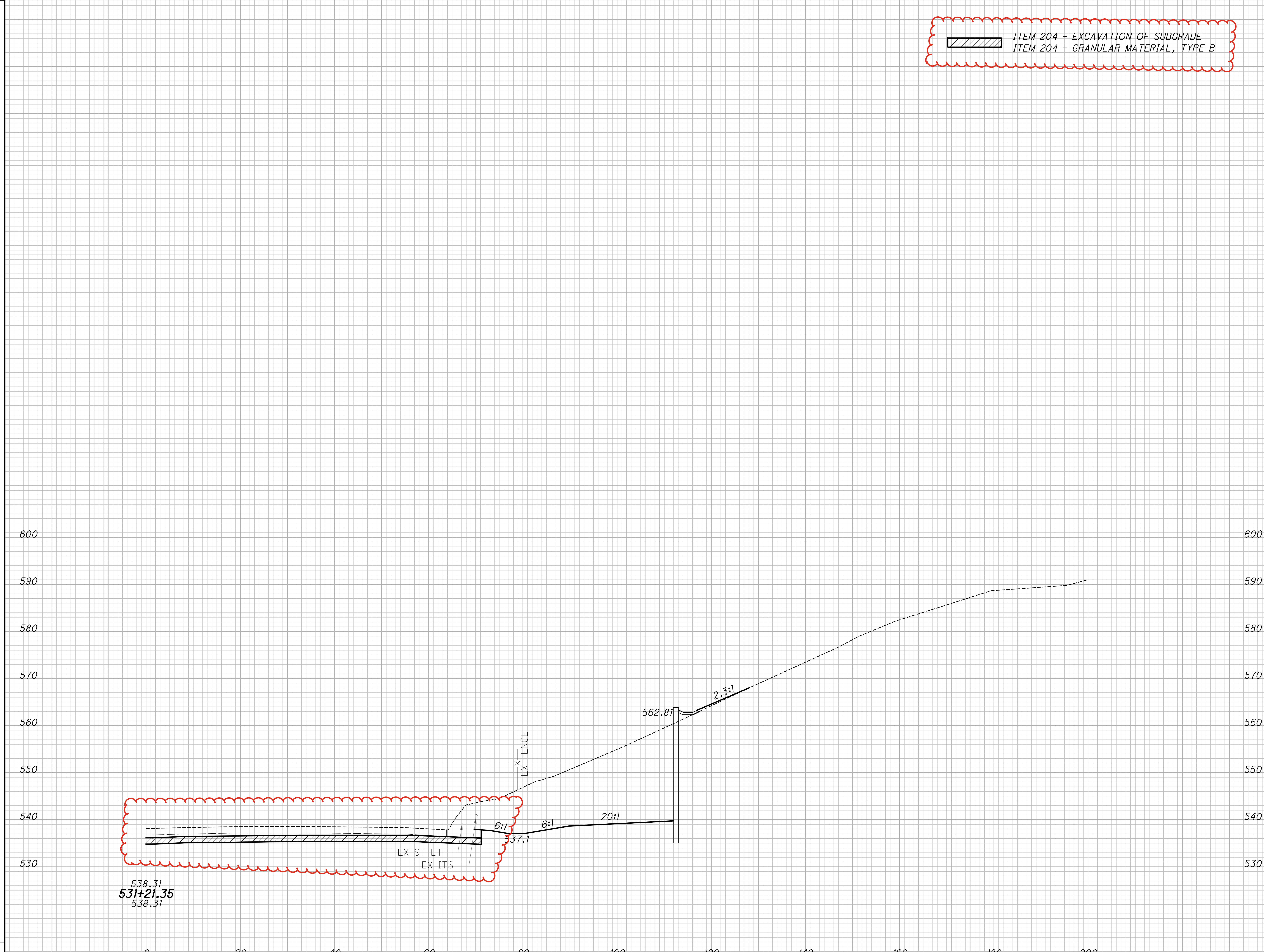
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - GRANULAR MATERIAL, TYPE B



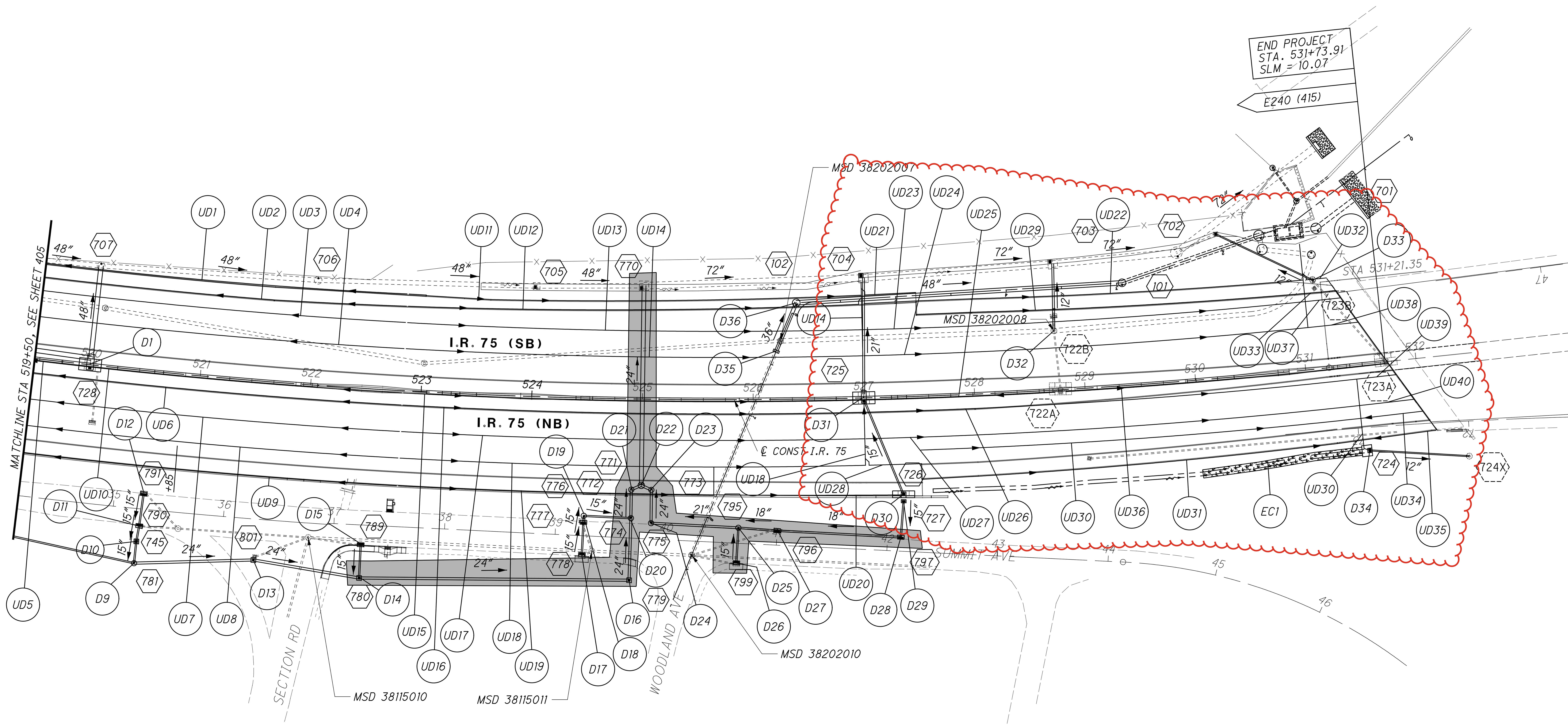
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
618	12		
		483	10
618	12	483	10

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 531+21.35

HAM-75-8.91



LEGEND

DRAINAGE ALTERNATE 1

NOTE: SHEETS 406 AND 407 ARE IDENTICAL WITH THE EXCEPTION OF THE SHADED DRAINAGE ALTERNATE

HORIZONTAL SCALE IN FEET

CALCULATED CT

CHECKED SSK

DRAINAGE PLANS - I.R. 75

STA 519+50 TO STA 531+73.91

HAM-75-8.91

REFERENCE SHALL BE MADE TO SUPPLEMENTAL SPECIFICATION

840	DATED	4-16-21
867	DATED	1-15-21

REFERENCE SHALL BE MADE TO SUPPLEMENT

1083	DATED	1-20-17

DESIGN SPECIFICATIONS

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

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI (CIP FACING AND SLEEPER SLAB)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

FOUNDATION BEARING RESISTANCE

THE FACTORED BEARING RESISTANCE FOR EACH WALL IS LISTED IN THE TABLE BELOW:

FOUNDATION BEARING RESISTANCE

WALL NUMBER	WALL LIMITS		FACTORED BEARING RESISTANCE
	FROM STA	TO STA	
L	ALL		25.7

MINIMUM SOIL REINFORCEMENT LENGTHS

THE FOLLOWING TABLE LISTS THE MINIMUM SOIL REINFORCEMENT LENGTHS FOR EACH WALL. SOIL REINFORCEMENT LENGTHS FOR ALL OTHER MSE WALL LOCATIONS NOT INCLUDED IN THE TABLE SHALL BE 0.7H OR 8'-0", WHICHEVER IS GREATER, WHERE H = THE WALL HEIGHT AS DETERMINED ACCORDING TO 840.04.

SOIL REINFORCEMENT LENGTHS

MSE WALL	WALL STATION RANGE		SOIL REINFORCEMENT LENGTH
	FROM STA	TO STA	
J1	483+80.00	484+00.00	10'-0"
	484+00.00	484+80.00	9'-0"
	484+80.00	486+00.00	8'-0"

PROPRIETARY RETAINING WALL DATA:

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF THE MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENTS. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURES LISTED IN THE FOLLOWING TABLE, APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOTE INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

BRIDGE SUPERSTRUCTURE LOADINGS

MSE WALL	BRIDGE NUMBER	HORIZONTAL LOAD (K/FT)
L	HAM-75-0992	0.9

ITEM 203 - GRANULAR MATERIAL, TYPE B, AS PER PLAN

THIS PAY ITEM INCLUDES THE PORTION OF GRANULAR MATERIAL WHICH WILL ENCASE SOIL REINFORCEMENTS FROM THE PORTION OF MSE WALL ADJACENT TO THE BARRIER AND MOMENT SLAB. THIS GRANULAR MATERIAL SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 840.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

SEALING OF THE MSE WALL PANELS, COPINGS, AND RAILING SHALL BE AS PER ITEM 512 AND THE COLOR SHALL BE LIGHT NEUTRAL MEETING FEDERAL COLOR STANDARD NO. 595B-17778. THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE AESTHETIC TREATMENT FINISH WITH THE MINIMUM OF 1" AND MAXIMUM OF $1\frac{1}{2}$" RELIEF SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD PER CMS 512.09.

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE AESTHETIC TREATMENT FINISH WITH THE MINIMUM OF 1" AND MAXIMUM OF $1\frac{1}{2}$" RELIEF SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD PER CMS 512.09.

ITEM 517 - RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL

THIS ITEM PERTAINS TO ALL BARRIER AND MOMENT SLABS THAT DO NOT SUPPORT NOISE BARRIERS. THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE CONCRETE, REINFORCING STEEL, DOWELS, SLEEVES, PEJF, AND JOINT SEAL NECESSARY TO FORM AND PLACE THE CONCRETE RAILING AND BARRIER MOMENT SLAB. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE ALL OTHER NECESSARY MATERIAL, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM 517 - RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL

ITEM 840 - CONCRETE COPING

PROVIDE EPOXY COATED REINFORCING AND CLASS QC1 CONCRETE AS SHOWN IN THE PLANS. THE COPING SHALL NOT BE CONSTRUCTED UNTIL ALL PHASES OF MSE WALL CONSTRUCTION ARE COMPLETE. THE COPING JOINTS SHALL BE PLACED ON A MAXIMUM 20'-0" SPACING AND SHALL ALIGN WITH A PANEL JOINT. CONCRETE AND REINFORCING STEEL IN THE COPING, ADDITIONAL CONCRETE AND REINFORCING STEEL AT ROADWAY FEATURES, PEJF BETWEEN COPING AND BARRIER, AND EXPANSION AND CONTRACTION JOINTS SHALL BE INCLUDED IN THE UNIT BID PRICE PER FOOT FOR THIS ITEM.

ITEM 840 - AESTHETIC SURFACE TREATMENT

ALL MSE WALL PANELS SHALL HAVE AN "ASHLAR STONE" FINISH WITH A MINIMUM OF 1" AND A MAXIMUM OF $1\frac{1}{2}$" RELIEF. THE MSE WALL ASHLAR STONE SHALL MATCH OTHER ASHLAR STONE PATTERNS SPECIFIED FOR THE PROJECT.

ALL MSE WALL BASELINES ARE ALONG THE STRUCTURAL FACE OF A $5\frac{1}{2}$" MINIMUM FACING PANEL.

DESIGN AGENCY EMH&T

REVIEWED	DATE	STRUCTURE FILE NUMBER
CAS	11-15-24	

DRAWN	REVISED
GB	-

DESIGNED	CHECKED
RJE	RMW

GENERAL NOTES - MSE WALLS

MSE RETAINING WALLS J1 AND L

HAM-75-8.91

PID No. 117525

ESTIMATED QUANTITIES (02/IMS/03)

WALL J1	WALL L	ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION	SEE STRUCTURE SHEET NO.
	70	203	35111	70	CU YD	GRANULAR MATERIAL, TYPE B, AS PER PLAN	1/10
5		SPECIAL	20365000	5	EACH	SPECIAL - SETTLEMENT PLATFORM	2/10
LUMP		503	11101		LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1/10
2108	124	512	10001	2304	SQ YD	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	1/10
2108	124	512	10101	2304	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1/10
	56	516	13600	56	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	
537		517	76300	537	FT	RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL	1/10
	9	601	21000	9	SQ YD	CONCRETE SLOPE PROTECTION	
489		601	37500	489	FT	PAVED GUTTER, TYPE 1-2	
18,006	1807	840	20000	19,813	SQ FT	MECHANICALLY STABILIZED EARTH WALL	
4742	705	840	21000	5447	CU YD	WALL EXCAVATION	
1396	223	840	22000	1619	SQ YD	FOUNDATION PREPARATION	
4004	936	840	23000	4940	CU YD	SELECT GRANULAR BACKFILL	
599	58	840	23050	657	CU YD	NATURAL SOIL	
2798	164	840	25010	2962	FT	6" DRAINAGE PIPE, PERFORATED	
30	62	840	25020	92	FT	6" DRAINAGE PIPE, NON-PERFORATED	
1052	167	840	26000	1219	FT	CONCRETE COPING	1/10
15,902	1475	840	26050	17,377	SQ FT	AESTHETIC SURFACE TREATMENT	1/10
5	1	840	27000	5	DAY	ON-SITE ASSISTANCE	

NOTE

1. SEE SHEET 2/10 FOR ABBREVIATION LEGEND.

DESIGN AGENCY EMH&T

DESIGNED RJE | CHECKED RMW | DRAWN GB | REVISED - | REVIEWED CAS | DATE 11-15-24 | STRUCTURE FILE NUMBER

ESTIMATED QUANTITIES - MSE WALLS

MSE RETAINING WALLS J1 AND L

HAM-75-8.91

PID No. 117525

517	518	519	520	521	PART. 01/IMS/04	PART. 02/IMS/03	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
0.03					0.02	0.01	644	00100	0.03	MILE	EDGE LINE, 4", WHITE	
			0.04		0.03	0.01	644	00300	0.04	MILE	CENTER LINE	
			20		14.6	5.4	644	00500	20	FT	STOP LINE	
			62		45.26	16.74	644	00620	62	FT	CROSSWALK LINE, 12"	
				1,459	1,065.07	393.93	644	00700	1,459	FT	TRANSVERSE/DIAGONAL LINE	
				529	386.17	142.83	644	00720	529	FT	CHEVRON MARKING, 24" WHITE	
				6	4.38	1.62	644	01300	6	EACH	LANE ARROW	
				2,087	1,523.51	563.49	644	30000	2,087	FT	REMOVAL OF PAVEMENT MARKING	
				8	5.84	2.16	644	30020	8	EACH	REMOVAL OF PAVEMENT MARKING	
1.95					1.42	0.53	645	00118	1.95	MILE	EDGE LINE, 6", TYPE A4	
	0.37				0.27	0.1	645	00220	0.37	MILE	LANE LINE, 6", TYPE A4	
		3,717			2,713.41	1,003.59	645	00418	3,717	FT	CHANNELIZING LINE, 12", TYPE A4	
			172		125.56	46.44	646	10400	172	FT	STOP LINE	
			535		390.55	144.45	646	10510	535	FT	CROSSWALK LINE, 12"	
				105	76.65	28.35	646	10620	105	FT	CHEVRON MARKING	
				25	18.25	6.75	646	20300	25	EACH	LANE ARROW	
			5		3.65	1.35	646	20320	5	EACH	WRONG WAY ARROW	
6.19					4.52	1.67	807	14010	6.19	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
	6.58				4.8	1.78	807	14110	6.58	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
		6,644			4,850.12	1,793.88	807	14310	6,644	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
			3,224		2,353.52	870.48	807	14410	3,224	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
			4,336		3,165.28	1,170.72	807	14430	4,336	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 12"	
6.19	6.58				9.32	3.45	850	10010	12.77	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
			3,224		2,353.52	870.48	850	10110	3,224	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
		6,644	4,336		8,015.4	2,964.6	850	10130	10,980	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
1.95	0.37				1.69	0.63	850	20010	2.32	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
		3,717			2,713.41	1,003.59	850	20130	3,717	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	

CALCULATED MKM
CHECKED SMM

TRAFFIC CONTROL SUBSUMMARY

HAM-75-8.91

SHEET NO.	REF NO.	LOCATION	STATION	TO	STATION	SIDE	644 EDGE LINE, 4",WHITE	645 EDGE LINE, 6", TYPE A4, WHITE	645 EDGE LINE, 6", TYPE A4, YELLOW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", YELLOW	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)
							MILE	FT	FT	FT	FT	FT	FT
529 - 530	WE-1	C.L. CONST. I.R. 75	453+36	TO	475+01	RT				2165		2165	
529 - 532	WE-2	C.L. CONST. I.R. 75	453+13	TO	491+00	LT				3789		3789	
532 - 533	WE-3	C.L. CONST. I.R. 75	491+00	TO	507+71	LT				1671		1671	
532 - 533	WE-4	RAMP C	491+00	TO	500+08	CL		908					908
530 - 533	WE-5	C.L. CONST. I.R. 75	475+22	TO	505+89	RT				3067		3067	
530 - 532	WE-6	RAMP D / RAMP E	475+01	TO	490+41	CL		468					468
531 - 532	WE-7	RAMP D	485+56	TO	496+20	CL/RT		1064					1064
532	WE-8	RAMP C	498+68	TO	499+25	RT		57					57
532 - 533	WE-10	RAMP B	500+82	TO	507+73	LT/CL		691					691
532	WE-12	RAMP D	495+40	TO	496+06	RT		66					66
532 - 533	WE-14	RAMP A	497+51	TO	505+89	CL		838					838
533 - 534	WE-15	C.L. CONST. I.R. 75	507+73	TO	531+36	LT				2363		2363	
533 - 535	WE-16	C.L. CONST. I.R. 75	505+89	TO	532+08	RT				2619		2619	
534 - 535	WE-17	C.L. CONST. I.R. 75	531+36	TO	534+49	LT		313					313
535	WE-18	C.L. CONST. I.R. 75	532+08	TO	535+67	RT		359					359
535	WE-19	C.L. CONST. I.R. 75	533+96	TO	534+49	LT				53		53	
528	WE-20	C.L. CONST. I.R. 75	439+42	TO	448+05	RT				864		864	
529	WE-22	TOWNE ST	17+42	TO	18+56	RT	114						
529	WE-23	TOWNE ST	15+58	TO	16+12	RT	54						
535	WE-24	C.L. CONST. I.R. 75	533+56	TO	534+49	LT				93		93	
529 - 534	YE-1	C.L. CONST. I.R. 75	453+23	TO	531+69	LT					7846	7846	
529 - 534	YE-2	C.L. CONST. I.R. 75	453+27	TO	531+79	RT					7852	7852	
532 - 532	YE-3	RAMP C	491+00	TO	498+97	RT			797				797
530 - 532	YE-4	RAMP D	475+01	TO	496+06	LT			2105				2105
531 - 532	YE-5	RAMP E	485+57	TO	490+25	LT			468				468
532	YE-6	RAMP C	498+68	TO	500+08	RT			140				140
532 - 533	YE-9	RAMP B	500+38	TO	507+73	RT			735				735
532	YE-11	RAMP D	495+40	TO	496+06	RT			66				66
532 - 533	YE-13	RAMP A	498+34	TO	505+89	LT			755				755
534 - 535	YE-14	C.L. CONST. I.R. 75	531+79	TO	534+00	RT			221				221
534 - 535	YE-15	C.L. CONST. I.R. 75	531+69	TO	533+92	LT			223				223
535	YE-16	RAMP C	533+96	TO	534+49	LT					53	53	
535	YE-17	C.L. CONST. I.R. 75	533+92	TO	534+49	LT					57	57	
535	YE-18	C.L. CONST. I.R. 75	534+00	TO	535+67	RT					167	167	
					SUB-TOTALS		168 FT	4764 FT	5510 FT	16684 FT	15975 FT	32659 FT	10274 FT
TOTALS CARRIED TO SUBSUMMARY							0.03 MI	1.95 MI		6.19 MI		6.19 MI	1.95 MI

CALCULATED MKM
CHECKED SMM

PAVEMENT MARKING ESTIMATED QUANTITIES

HAM-75-8.91

SHEET NO.	REF NO.	LOCATION	STATION	TO	STATION	SIDE	645 LANE LINE, 6", TYPE A4 (FT)	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" (FT)		850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) (FT)	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE) (FT)
529 - 534	LL-1	C.L. CONST. I.R. 75	453+19	TO	531+55	LT		7836		7836	
529 - 534	LL-2	C.L. CONST. I.R. 75	453+21	TO	531+63	LT		7842		7842	
529 - 534	LL-3	C.L. CONST. I.R. 75	453+30	TO	531+85	RT		7855		7855	
529 - 534	LL-4	C.L. CONST. I.R. 75	453+33	TO	531+92	RT		7859		7859	
531 - 533	LL-5	C.L. CONST. I.R. 75	475+72	TO	505+00	RT		2928		2928	
534 - 535	LL-6	C.L. CONST. I.R. 75	531+55	TO	533+78	LT	223				223
534 - 535	LL-7	C.L. CONST. I.R. 75	531+63	TO	533+85	LT	222				222
535	LL-8	C.L. CONST. I.R. 75	533+78	TO	534+49	LT		71		71	
535	LL-9	C.L. CONST. I.R. 75	533+85	TO	534+49	LT		64		64	
535	LL-10	C.L. CONST. I.R. 75	531+85	TO	534+07	RT	222				222
535	LL-11	C.L. CONST. I.R. 75	531+92	TO	534+14	RT	222				222
535	LL-12	C.L. CONST. I.R. 75	534+07	TO	535+67	RT		159		159	
535	LL-13	C.L. CONST. I.R. 75	534+14	TO	535+67	RT		152		152	
532	LL-14	RAMP C	494+71	TO	498+21	RT	350				350
532	LL-15	RAMP D	493+83	TO	496+06	RT	223				223
532	LL-16	RAMP A	500+10	TO	502+90	LT	280				280
533	LL-17	RAMP B	504+98	TO	507+24	RT	226				226
						SUB-TOTALS	1968 FT	34766 FT		34766 FT	1968 FT
TOTALS CARRIED TO SUBSUMMARY							0.37 MI	6.58 MI		6.58 MI	0.37 MI

CALCULATED MKM
CHECKED SMM

PAVEMENT MARKING ESTIMATED QUANTITIES

HAM-75-8.91

SHEET NO.	REF NO.	LOCATION	STATION	TO	STATION	SIDE	645 CHANNELIZING LINE, 12", TYPE A4 (FT)	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" (FT)		850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) (FT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE) (FT)
530	CH-1	RAMP D	471+42	TO	475+01	LT		359		359	
530	CH-2	C.L. CONST. I.R. 75	471+42	TO	475+22	RT		380		380	
531 - 532	CH-3	RAMP C	475+11	TO	491+00	LT		1589		1589	
531 - 532	CH-4	C.L. CONST. I.R. 75	475+11	TO	491+00	LT		1589		1589	
531	CH-5	RAMP D	483+71	TO	485+56	CL	185				185
531	CH-6	RAMP E	483+71	TO	485+57	LT	186				186
532	CH-7	RAMP C	498+21	TO	498+68	RT	47				47
532	CH-8	RAMP C	498+21	TO	498+72	RT	51				51
532 - 533	CH-12	RAMP B	500+50	TO	504+98	RT	448				448
532 - 533	CH-13	RAMP B	500+50	TO	504+98	RT	448				448
532 - 533	CH-14	RAMP B	500+82	TO	504+98	CL	416				416
532	CH-16	RAMP D	493+83	TO	496+06	LT	223				223
532	CH-19	RAMP A	498+18	TO	500+10	LT	192				192
532	CH-20	RAMP A	498+09	TO	500+10	LT	201				201
533	CH-21	C.L. CONST. I.R. 75	507+71	TO	513+74	LT		603		603	
533	CH-22	RAMP B	507+73	TO	513+74	RT		601		601	
533	CH-23	RAMP A	505+89	TO	510+43	LT		454		454	
533	CH-24	C.L. CONST. I.R. 75	505+87	TO	510+43	RT		454		454	
534	CH-25	C.L. CONST. I.R. 75	530+10	TO	531+44	LT		134		134	
534	CH-26	C.L. CONST. I.R. 75	530+10	TO	531+48	LT		138		138	
535	CH-27	C.L. CONST. I.R. 75	532+00	TO	534+20	RT	220				220
535	CH-28	C.L. CONST. I.R. 75	532+00	TO	534+26	RT	226				226
534 - 535	CH-29	C.L. CONST. I.R. 75	531+44	TO	533+96	LT	252				252
534 - 535	CH-30	C.L. CONST. I.R. 75	531+48	TO	533+96	LT	248				248
535	CH-31	C.L. CONST. I.R. 75	534+27	TO	535+67	RT		140		140	
535	CH-32	C.L. CONST. I.R. 75	534+21	TO	535+67	RT		146		146	
532	CH-33	RAMP B	500+82	TO	501+00	RT	18				18
535	CH-34	C.L. CONST. I.R. 75	533+64	TO	533+96	LT		32		32	
535	CH-35	C.L. CONST. I.R. 75	533+71	TO	533+96	LT		25		25	
532	CH-36	RAMP D	492+50	TO	496+06	LT	356				356
						SUB-TOTALS					
TOTALS CARRIED TO SUBSUMMARY							3717	6644		6644	3717

CALCULATED MKM
CHECKED SMM

PAVEMENT MARKING ESTIMATED QUANTITIES

HAM-75-8.91

SHEET NO.	REF NO.	LOCATION	STATION	TO	STATION	SIDE	644 CENTER LINE	644 STOP LINE	644 CROSSWALK LINE, 12", WHITE	646 STOP LINE	646 CROSSWALK LINE, 12", WHITE	646 WRONG WAY ARROW	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 12"	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)
							FT	FT	FT	FT	FT	EACH	FT	FT	FT	FT
533 - 534	WD12-1	C.L. CONST. I.R. 75	505+00	TO	532+00	RT								2700		2700
533 - 534	WD12-2	C.L. CONST. I.R. 75	513+74	TO	530+10	LT								1636		1636
530	WD6-1	C.L. CONST. I.R. 75	466+22	TO	475+11	LT							889		889	
530	WD6-2	C.L. CONST. I.R. 75	465+64	TO	471+42	RT							578		578	
533 - 534	WD6-3	C.L. CONST. I.R. 75	510+43	TO	528+00	RT							1757		1757	
532	SL-1	RAMP B	500+50			RT				24						
532	SL-2	RAMP B	500+82			RT/LT				32						
532	SL-3	RAMP E	490+37			LT				17						
532	SL-4	RAMP D	496+06			RT/LT				51						
534	SL-5	SUMMIT RD	37+59			RT/LT		20								
532	SL-6	RAMP C	494+71			RT				24						
532	SL-7	RAMP A	503+00			LT				24						
532	XW-1	RAMP C	499+86	TO	500+05	RT					38					
532	XW-2	RAMP C	498+97	TO	499+29	RT					88					
532	XW-3	RAMP B	500+22	TO	500+47	RT					63					
532	XW-4	RAMP B	500+53	TO	500+82	LT/RT					68					
532	XW-5	RAMP D	496+13	TO	496+25	LT/RT					126					
532	XW-6	RAMP D	495+96	TO	496+18	RT					32					
532	XW-7	RAMP A	498+06	TO	498+36	LT					74					
532	XW-8	RAMP A	497+96	TO	498+09	LT/RT					46					
534	XW-9	SUMMIT RD	37+42	TO	37+52	LT/RT			62							
531	WA-1	RAMP E	487+00			LT						1				
531	WA-2	RAMP E	490+11			LT						1				
532	WA-3	RAMP D	492+00			LT						1				
533	WA-4	RAMP B	506+08			LT						2				
529	DY-1	TOWNE ST	17+41	TO	17+84	RT	43									
529	DY-2	TOWNE ST	17+41	TO	19+21	LT	180									
						SUB-TOTALS	223 FT									
TOTALS CARRIED TO SUBSUMMARY							0.04 MI	20	62	172	535	5	3224	4336	3224	4336

PAVEMENT MARKING ESTIMATED QUANTITIES

CALCULATED MKM
CHECKED SMM

HAM-75-8.91

520
826

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SHEET NO.	REF NO.	LOCATION	STATION	TO	STATION	SIDE	644 TRANSVERSE/DIAGONAL LINE, 24" WHITE FT	644 TRANSVERSE/DIAGONAL LINE,24" YELLOW FT	644 CHEVRON MARKING, 24" WHITE FT	644 LANE ARROW EACH	644 REMOVAL OF PAVEMENT MARKING FT	644 REMOVAL OF PAVEMENT MARKING EACH		646 CHEVRON MARKING FT	646 LANE ARROW EACH
530	CM-1	C.L. CONST. I.R. 75	471+42.00	TO	475+22	RT			237						
533	CM-2	C.L. CONST. I.R. 75	507+71.00	TO	513+74	LT			292						
535	CM-3	C.L. CONST. I.R. 75	532+00.00	TO	535+67	RT								105	
533 - 534	WT-1	C.L. CONST. I.R. 75	507+24.00	TO	527+50	LT	1300								
529	YT-1	TOWNE ST	507+24.00	TO	527+50	LT/RT		159							
534	R-1	SECTION RD	37+02.00	TO	37+15	LT/RT					140				
534	R-2	SUMMIT RD	37+24.00	TO	37+59	RT					34				
534	R-3	SUMMIT RD	37+24.00	TO	37+59	LT					35				
534	R-4	SECTION RD	37+23.00			LT/RT					22				
534	R-5	SECTION RD										4			
534	R-6	SUMMIT RD										3			
528	R-7	C.L. CONST. I.R. 75	439+41	TO	440+53	RT					112				
528	R-8	C.L. CONST. I.R. 75	446+36	TO	447+32	RT					96				
528	R-9	C.L. CONST. I.R. 75	439+41	TO	448+05	RT					864				
528	R-10	C.L. CONST. I.R. 75	446+36	TO	448+05	RT					139				
529	R-11	C.L. CONST. I.R. 75	457+45	TO	457+95	RT					50				
529	R-12	C.L. CONST. I.R. 75	457+49	TO	462+27	RT					478				
529	R-13	TOWNE ST	17+84	TO	18+49						65				
529	R-14	TOWNE ST	18+19									1			
529	R-15	TOWNE ST	18+69	TO	19+21	LT/RT					52				
532	LA-1	RAMP D	492+96			LT									1
532	LA-2	RAMP D	493+98			RT									2
532	LA-3	RAMP D	494+64			LT									2
532	LA-4	RAMP D	495+30			LT/RT									2
532	LA-5	RAMP D	495+96			LT/RT									2
532	LA-6	RAMP B	500+80			RT									2
532	LA-7	RAMP B	500+84			LT									2
532	LA-8	RAMP B	502+12			LT/RT									4
532	LA-9	RAMP B	503+44			LT/RT									4
533	LA-10	RAMP B	504+76			LT/RT									4
534	LA-11	SUMMIT RD	37+69			RT				1					
534	LA-12	SUMMIT RD	38+09			RT				1					
534	LA-13	SECTION RD								2					
534	LA-14	SECTION RD								2					
						SUB-TOTALS	1300	159							
		TOTALS CARRIED TO SUBSUMMARY					1459		529	6	2087	8		105	25

PAVEMENT MARKING ESTIMATED QUANTITIES

HAM-75-8.91

CALCULATED MKM
CHECKED SMM

RAISED PAVEMENT MARKER ESTIMATED QUANTITIES

HAM-75-8.91

CALCULATED MKM CHECKED SMM

SHEET NO.	REF NO.	LOCATION	STATION	TO	STATION	SIDE	621 RPM, 1-WAY WHITE EACH	621 RPM, 2-WAY WHITE/RED EACH	621 RAISED PAVEMENT MARKER REMOVED EACH
529 - 534	LL-1	C.L. CONST. I.R. 75	453+19	TO	531+55	LT	66		55
529 - 534	LL-2	C.L. CONST. I.R. 75	453+21	TO	531+63	LT	66		55
529 - 534	LL-3	C.L. CONST. I.R. 75	453+30	TO	531+85	RT	66		55
529 - 534	LL-4	C.L. CONST. I.R. 75	453+33	TO	531+92	RT	66		55
531 - 533	LL-5	C.L. CONST. I.R. 75	475+72	TO	505+00	RT	25		
534 - 535	LL-6	C.L. CONST. I.R. 75	531+55	TO	533+78	LT	3		3
534 - 535	LL-7	C.L. CONST. I.R. 75	531+63	TO	533+85	LT	3		3
535	LL-8	C.L. CONST. I.R. 75	533+78	TO	534+49	LT	2		2
535	LL-9	C.L. CONST. I.R. 75	533+85	TO	534+49	LT	2		2
535	LL-10	C.L. CONST. I.R. 75	531+85	TO	534+07	RT	3		3
535	LL-11	C.L. CONST. I.R. 75	531+92	TO	534+14	RT	3		3
535	LL-12	C.L. CONST. I.R. 75	534+07	TO	535+67	RT	2		2
535	LL-13	C.L. CONST. I.R. 75	534+14	TO	535+67	RT	2		2
532	LL-14	RAMP C	494+71	TO	498+21	RT		4	
532	LL-15	RAMP D	493+83	TO	496+06	RT		3	3
532	LL-16	RAMP A	500+10	TO	502+90	LT		3	
533	LL-17	RAMP B	504+98	TO	507+24	RT		3	
530	CH-1	RAMP D	471+42	TO	475+01	LT		10	5
530	CH-2	C.L. CONST. I.R. 75	471+42	TO	475+22	RT		11	6
531 - 532	CH-3	RAMP C	475+11	TO	491+00	LT		41	4
531 - 532	CH-4	C.L. CONST. I.R. 75	475+11	TO	491+00	LT			4
531	CH-5	RAMP D	483+71	TO	485+56	CL		6	
531	CH-6	RAMP E	483+71	TO	485+57	LT		6	
532	CH-7	RAMP C	498+21	TO	498+68	RT		2	
532	CH-8	RAMP C	498+21	TO	498+72	RT		2	
532 - 533	CH-12	RAMP B	500+50	TO	504+98	RT		13	9
532 - 533	CH-13	RAMP B	500+50	TO	504+98	RT		13	9
532 - 533	CH-14	RAMP B	500+82	TO	504+98	CL		13	9
532	CH-16	RAMP D	493+83	TO	496+06	LT		7	2
532	CH-19	RAMP A	498+18	TO	500+10	LT		7	3
532	CH-20	RAMP A	498+09	TO	500+10	LT		7	3
533	CH-21	C.L. CONST. I.R. 75	507+71	TO	513+74	LT		16	4
533	CH-22	RAMP B	507+73	TO	513+74	RT		16	4
533	CH-23	RAMP A	505+89	TO	510+43	LT		12	5
533	CH-24	C.L. CONST. I.R. 75	505+87	TO	510+43	RT			5
534	CH-25	C.L. CONST. I.R. 75	530+10	TO	531+44	LT		4	4
534	CH-26	C.L. CONST. I.R. 75	530+10	TO	531+48	LT			4
535	CH-27	C.L. CONST. I.R. 75	532+00	TO	534+20	RT		7	6
535	CH-28	C.L. CONST. I.R. 75	532+00	TO	534+26	RT		7	3
534 - 535	CH-29	C.L. CONST. I.R. 75	531+44	TO	533+96	LT		7	6
534 - 535	CH-30	C.L. CONST. I.R. 75	531+48	TO	533+96	LT			6
535	CH-31	C.L. CONST. I.R. 75	534+27	TO	535+67	RT		5	3
535	CH-32	C.L. CONST. I.R. 75	534+21	TO	535+67	RT		5	2
532	CH-33	RAMP B	500+82	TO	501+00	RT		1	
535	CH-34	C.L. CONST. I.R. 75	533+64	TO	533+96	LT		2	
532	CH-36	RAMP D	492+50	TO	496+06	LT		11	2
						SUB-TOTALS	310	242	
TOTALS CARRIED TO SUBSUMMARY							552		351

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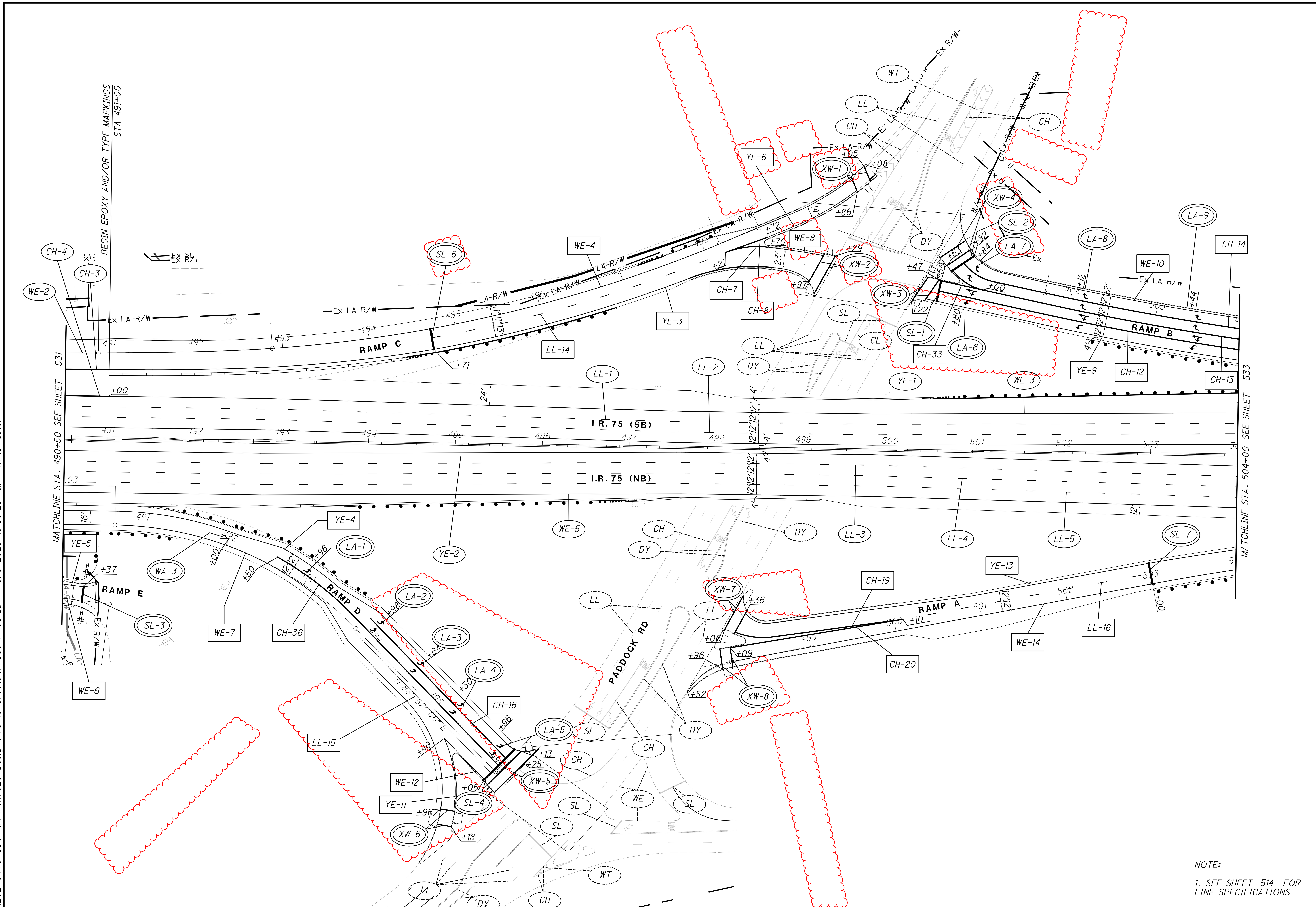
RPM AND DELINEATOR ESTIMATED QUANTITIES

SHEET NO.	REF NO.	LOCATION	STATION	TO	STATION	SIDE	620 DELINEATOR, POST GROUND MOUNTED, TYPE D, YELLOW (EACH)	621 RPM, 2-WAY YELLOW/RED (EACH)	621 RAISED PAVEMENT MARKER REMOVED (EACH)
532 - 532	YE-3	RAMP C	491+00	TO	498+97	RT		12	7
530 - 532	YE-4	RAMP D	475+01	TO	496+06	LT		28	8
531 - 532	YE-5	RAMP E	485+57	TO	490+25	LT		7	
532	YE-6	RAMP C	498+68	TO	500+08	RT		3	
532 - 533	YE-9	RAMP B	500+38	TO	507+73	RT		12	7
532	YE-11	RAMP D	495+40	TO	496+06	RT		2	
532	YE-12	RAMP A	498+34	TO	498+63	LT		1	
532 - 533	YE-13	RAMP A	498+63	TO	505+89	LT		10	10
535	YE-16	RAMP C	533+96	TO	534+49	LT		2	
531		RAMP E	485+00	TO	490+25	LT	3		
532		RAMP D	491+00	TO	494+50	LT	6		
532		RAMP D	494+50	TO	496+00	LT	2		
532		RAMP C	493+00	TO	494+50	RT	2		
532		RAMP C	494+50	TO	498+00	RT	2		
532 - 533		RAMP A	498+60	TO	505+90	LT	4		
532 - 533		RAMP B	500+50	TO	507+00	RT	4		
						SUB-TOTALS			
TOTALS CARRIED TO SUBSUMMARY							23	77	32

CALCULATED MKM
CHECKED SMM

HAM-75-8.91



NOTE:

1. SEE SHEET 514 FOR LINE SPECIFICATIONS

I.R. 75 PAVEMENT MARKING PLAN
STA. 490+50 TO STA. 504+00

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED MKM
CHECKED SMM

HAM-75-8.91

532
826

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4.1 STEEL BRIDGE COATING: ALL STEEL COMPONENTS OF THE BRIDGE SHALL BE COATED WITH METALIZED 100 PERCENT ZINC WIRE OR GALVANIZED ACCORDING TO CMS 711.02.

4.2 CONCRETE DECK: THE BRIDGE SHALL BE FURNISHED WITH A STAY-IN-PLACE GALVANIZED STEEL FORM DECK SUITABLE FOR POURING A REINFORCED CONCRETE SLAB. THE FORM DECK SHALL BE EITHER SMOOTH OR COMPOSITE. COMPOSITE DECKING SHALL NOT BE USED AS REINFORCING WHEN DESIGNING FOR CONCENTRATED LOADS (WHEEL LOADS). THE DECKING SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A525 (G60). REINFORCING FOR THE DECK SHALL BE GALVANIZED. THE CONCRETE DECK SHALL BE POURED CONTINUOUS FOR EACH SPAN. NO INTERMEDIATE CONSTRUCTION JOINTS SHALL BE ALLOWED. CONCRETE DECK DESIGN SHALL BE PERFORMED BY THE BRIDGE MANUFACTURER. CONCRETE DECKS SHALL BE DESIGNED FOR CONCENTRATED LOAD AS SPECIFIED IN SECTION 3.1.3.

5.0 WELDING: ALL WELDING SHALL BE IN ACCORDANCE WITH ODOT CMS 513.21

6.0 SUBMITTALS:

6.1 SUBMITTAL DRAWINGS: SCHEMATIC DRAWINGS AND DIAGRAMS SHALL BE SUBMITTED TO THE ENGINEER FOR THEIR REVIEW AFTER RECEIPT OF ORDER AND SHALL BE IN ACCORDANCE WITH ODOT CMS 501.04 AND 501.05. SUBMITTAL DRAWINGS SHALL BE UNIQUE DRAWINGS, PREPARED TO ILLUSTRATE THE SPECIFIC PORTION OF THE WORK TO BE DONE. ALL RELATIVE DESIGN INFORMATION SUCH AS MEMBER SIZES, BRIDGE REACTIONS, AND GENERAL NOTES SHALL BE CLEARLY SPECIFIED ON THE DRAWINGS. DRAWINGS SHALL HAVE CROSS REFERENCED DETAILS AND SHEET NUMBERS. ALL DRAWINGS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER WHO IS LICENSED IN ACCORDANCE WITH SECTION 3.0.

6.2 STRUCTURAL CALCULATIONS: STRUCTURAL CALCULATIONS FOR THE BRIDGE SUPERSTRUCTURE SHALL BE SUBMITTED BY THE BRIDGE MANUFACTURER AND REVIEWED BY THE ENGINEER. ALL CALCULATIONS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER WHO IS LICENSED IN ACCORDANCE WITH SECTION 3.0. THE CALCULATIONS SHALL INCLUDE ALL DESIGN INFORMATION NECESSARY TO DETERMINE THE STRUCTURAL ADEQUACY OF THE BRIDGE.

7.0 FABRICATION: THE BRIDGE ENGINEER SHALL SUBMIT TO THE ENGINEER, SHOP DRAWINGS AND STRUCTURAL CALCULATIONS PREPARED ACCORDING TO ODOT CMS 513.

WHEN THE COLLECTION OF WATER AT THE END OF A MEMBER IS A POSSIBILITY, EITHER DURING CONSTRUCTION OR DURING SERVICE, THE MEMBER SHALL BE PROVIDED WITH A MINIMUM 1" DIAMETER DRAIN HOLE AT ITS LOWEST POINT WHERE WATER WOULD OTHERWISE COLLECT TO LET WATER OUT.

BRIDGE SHALL BE FABRICATED BY A FABRICATOR WHO IS CURRENTLY CERTIFIED ACCORDING TO ODOT CMS ITEM 513.03 FABRICATOR QUALIFCATION LEVEL 6.

8.0 SHIPPING, STORAGE, AND ERECTION:

8.1 SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF ODOT CMS SECTION 513.

8.2 THE CONTRACTOR SHALL SUBMIT ACCESS PLAN(S) AND ERECTION PLANS TO THE OWNER IN WRITING AT LEAST 30 DAYS PRIOR TO DELIVERY OF THE BRIDGE.

8.3 THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING ACCESS TO ALL WORK AREAS WITHIN THE LIMIT OF WORK. PROVISION OF ACCESS SHALL INCLUDE, BUT NOT LIMITED TO, CLEARING, GRUBBING, EARTHWORK, TEMPORARY ROADWAYS, SEDIMENT AND EROSION CONTROL, RESTORATION OF DISTURBED AREAS, SEEDING AND LANDSCAPING. SUBMIT ANY RESTORATION PLANS TO THE ENGINEER FOR APPROVAL PRIOR TO THE BEGINNING OF ANY WORK.

8.4 MANUFACTURER SHALL DESIGN AND CONSTRUCT SEMI-COMPLETE PORTIONS OF THE TRUSS, SUCH THAT THE PORTIONS CAN BE TRANSPORTED AND SPLICED TOGETHER AT THE SITE. THE TRUSS MEMBERS SHALL NOT BE DELIVERED TO THE SITE AS INDIVIDUAL ELEMENTS TO BE ASSEMBLED ON SITE.

DELIVERY WILL BE MADE TO A LOCATION DESIGNATED BY THE CONTRACTOR THAT IS EASILY ACCESSIBLE TO NORMAL OVER-THE-ROAD TRACTOR/TRAILER EQUIPMENT. HAULING PERMITS AND FREIGHT CHARGES ARE THE RESPONSIBILITY OF THE MANUFACTURER. THE MANUFACTURER WILL NOTIFY THE CONTRACTOR IN ADVANCE OF THE EXPECTED ARRIVAL TIME. INFORMATION REGARDING DELAYS AFTER THE TRUCKS DEPART THE PLANT SUCH AS INCLEMENT WEATHER, DELAYS IN PERMITS, RE-ROUTING BY PUBLIC AGENCIES OR OTHER CIRCUMSTANCES WILL BE PASSED ON TO THE CONTRACTOR AS SOON AS POSSIBLE. ALL TRUCKS DELIVERING BRIDGE MATERIALS WILL NEED TO BE UNLOADED AT THE TIME OF ARRIVAL. THE MANUFACTURER WILL PROVIDE DETAILED, WRITTEN INSRUCTIONS OF THE PROPER LIFTING, ESTIMATED CRANE PICK, AND SPLICING PROCEDURES. THE METHOD AND SEQUENCE OF ERECTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. PER CMS 501.05.B.4B, SUPPLY ANY TEMPORARY SUPPORTS OR BRACES NECESSARY TO MAINTAIN STRUCTURAL STABILITY AND PREVENT LATERAL MOVEMENT UNTIL COMPLETION OF ALL CONSTRUCTION ACTIVITIES. IF TEMPORARY SUPPORTS ARE NEEDED, THE CONTRACTOR SHALL PROVIDE ENGINEERED PLANS 3 MONTHS IN ADVANCE OF ERECTION. THE BRIDGE MANUFACTURER SHALL PROVIDE WRITTEN INSPECTION AND MAINTENANCE PROCEDURES TO BE FOLLOWED BY THE BRIDGE OWNER.

8.5 UNLESS SPECIFIED OTHERWISE, THE BRIDGE MANUFACTURER SHALL DETERMINE THE NUMBER, DIAMETER, MINIMUM GRADE AND FINISH OF ALL ANCHOR BOLTS. THE ANCHOR BOLTS SHALL BE DESIGNED TO RESIST ALL HORIZONTAL AND UPLIFT FORCES TO BE TRANSFERRED BY THE SUPERSTRUCTURE TO THE SUPPORTING FOUNDATIONS. THE CONTRACTOR SHALL INSTALL THE ANCHOR BOLTS IN ACCORDANCE WITH THE MANUFACTURER'S ANCHOR BOLT SPACING DIMENSIONS. INFORMATION AS TO BRIDGE SUPPORT REACTIONS AND ANCHOR BOLT LOCATIONS WILL BE FURNISHED BY THE BRIDGE MANUFACTURER AFTER RECEIPT OF ORDER AND AFTER THE BRIDGE DESIGN IS COMPLETE.

9.0 BASIS OF PAYMENT:

9.1 THIS WORK SHALL BE PAID FOR AT THE LUMP SUM PRICE BID FOR ITEM 513-STRUCTURAL STEEL, MISC.: PREFABRICATED BRIDGE AS SET FORTH IN THESE NOTES AND IN THE PLANS, PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THE CONTRACT DOCUMENTS AND TO THE SATISFACTION OF THE ENGINEER.

9.2 THE OWNER SHALL NOT BE RESPONSIBLE FOR ADDED EXPENSE DUE TO UNAVOIDABLE DELAYS SUCH AS INCLEMENT WEATHER, DELAYS IN PERMITS, RE-ROUTING BY PUBLIC AGENCIES, ETC.

10.0 WARRANTY: THE BRIDGE MANUFACTURER SHALL WARRANT THEIR STEEL STRUCTURES TO BE FREE OF DESIGN, MATERIAL, AND WORKMANSHIP DEFECTS FOR A PERIOD OF FIFTEEN YEARS FROM THE DATE OF DELIVERY. THIS WARRANTY SHALL NOT COVER DEFECTS IN THE BRIDGE CAUSED BY ABUSE, MISUSE, OVERLOADING, ACCIDENT, IMPROPER MAINTENANCE, ALTERATION OR ANY OTHER CAUSE NOT THE RESULT OF DEFECTIVE MATERIALS OR WORKMANSHIP. THIS WARRANTY SHALL BE VOID UNLESS OWNER'S RECORDS CAN BE SUPPLIED WHICH SHALL INDICATE COMPLIANCE WITH THE MINIMUM GUIDELINES SPECIFIED IN THE INSPECTION AND MAINTENANCE PROCEDURES. REPAIR OR REPLACEMENT SHALL BE THE EXCLUSIVE REMEDY FOR DEFECTS UNDER THIS WARRANTY. THE BRIDGE MANUFACTURER SHALL NOT BE LIABLE FOR ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES FOR BREACH OF ANY EXPRESS OR IMPLIED WARRANTY ON THEIR STRUCTURES.

ABBREVIATIONS

APPROACH = APP
BEARING = BRG
BENCHMARK = BM
BETWEEN = BET.
BOTTOM = BOT
CAST IN PLACE = CIP
CENTER TO CENTER = C/C
CLEAR = CLR
CONSTRUCTION = CONST
CONSTRUCTION JOINT = CJ
DIAMETER = DIA
DO NOT DISTURB = DND
EACH FACE = EF
ELECTRIC = ELEC.
ELEVATION = ELEV
EQ = EQUAL
EXISTING = EX
EXPANSION = EXP
FACE TO FACE = F/F
FIBER OPTIC = FO
FOOTING = FTG
FORWARD ABUTMENT = FA
INTERSTATE ROUTE 75 = I.R. 75
LEFT = LT
MAXIMUM = MAX
MECHANICALLY STABILIZED EARTH = MSE
MINIMUM = MIN
MISCELLANEOUS = MISC
NEAR FACE = NF
NON-PERFORATED CORRUGATED PLASTIC PIPE = NPCPP
NUMBER = NO
OUT TO OUT = O/O
OUTSIDE DIAMETER = OD
PAVEMENT = PVMT
PERFORATED CORRUGATED PLASTIC PIPE = PCPP
PORTABLE CONCRETE BARRIER = PCB
PREFORMED EXPANSION JOINT FILLER = PEJF
PROFILE GRADE = PG
PROPOSED = PROP
REAR ABUTMENT = RA
REINFORCED CONCRETE PIPE = RCP
REQUIRED = REQ'D
RIGHT = RT
ROAD = RD
SPACES = SPA
STANDARD = STD
STATION = STA
TEMPORARY = TEMP
TYPICAL = TYP
VERTICAL = VERT
WITH = W/

ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC COMPRESSION SEAL, AS PER PLAN:

THE COMPRESSION SEAL EXPANSION JOINT SHALL INCLUDED THE ELASTOMERIC COMPRESSION SEAL AND THE RETAINERS AND 1/2" PLATE AT EACH ABUTMENT. ELASTOMERIC COMPRESSION SEAL SHALL CONFORM TO STANDARD DRAWING EXP-2-81. PAYMENT FOR ELASTOMERIC SCOMPRESSION SEAL, PLATES IN ABUTMENTS AND RETAINERS SHALL BE MADE AT THE UNIT PRICE PER LINEAR FOOT FOR ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC COMPRESSION SEAL, AS PER PLAN.

ITEM 517, RAILING, MISC.: STEEL ORNAMENTAL RAILING:

STEEL RAILING SHALL BE FABRICATED USING NON-TUBULAR STEEL SECTIONS MEETING THE REQUIREMENTS OF ASTM A500, GRADE B, STEEL BASE PLATES AND END CAPS SHALL MEET THE REQUIREMENTS OF ASTM A709 GRADE 36 AS DETAILED IN THE PLANS. FABRICATION AND SHOP DRAWING SUBMITTALS SHALL CONFORM TO THE REQUIREMENTS OF CMS 501. THE RAILINGS SHALL BE GALVANIZED AS PER CMS 517.05. PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT NEEDED TO FABRICATE, COAT, AND INSTALL THE STEEL RAILINGS AS DETAILED IN THE PLANS SHALL BE MADE AT THE UNIT PRICE PER LINEAR FOOT FOR ITEM 517, RAILING, MISC.: STEEL ORNAMENTAL RAILING.

ITEM 523, DYNAMIC LOAD TESTING:

PERFORM DYNAMIC LOAD TESTS PER ITEM 523 AT LOCATIONS AND FREQUENCY OUTLINED IN THE PLANS. EACH UNIT OF PAYMENT FOR THE DYNAMIC LOAD TEST INCLUDES TESTING OF TWO PILES WITH SIGNAL MATCHING ON ONE OF THE TWO PILES TESTED.

ITEM 607, VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC, AS PER PLAN:

THE VANDAL FENCE SHALL CONFORM TO VPF-1-90 WITH POST PS-2 AND BASE PLATE BP-1. FABRICATION AND SHOP DRAWINGS SHALL CONFROM TO THE REQUIREMENTS OF CMS 501. THE FENCING SHALL ALSO INCLUDE THE 1" DIAMETER PIPE HANDRAIL. PAYMENT FOR ALL LABOR, MATERIALS AND EQUIPMENT NEEDED TO FABRICATED, COAT AND INSTALL THE FENCE DETAILED IN THE PLANS SHALL BE MADE AT THE UNIT PRICE PER LINEAR FOOT FOR ITEM 607, VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC, AS PER PLAN.

ITEM 622, CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN:

PAYMENT INCLUDES THE TWO TRANSITIONS, THE LENGTH OF THE TYPE D BARRIER AND THE FOOTING FOR THE BARRIER AS SHOWN IN THE PLANS, SHALL BE PAID WITH ITEM 622, CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN.

SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISITNG PEDESTRIAN BRIDGE IN ACCORDANCE WITH CMS 501.05
2. INSTALL CAST-IN-PLACE PILING AT BOTH THE ABUTMENTS AND PIER.
3. CONSTRUCT OF PIER FOUNDATION. INSTALL MSE WALL AT REAR ABUTMENT AND SOLDIER PILE WALL AT THE FORWARD ABUTMENT. THE SOLDIER PILE WALL WILL BE TOP DOWN CONSTRUCTION.
4. CONSTRUCT OF BOTH THE REAR AND FORWARD ABUTMENTS. CONSTRUCT PIER STEM AND HAMMERHEAD SECTIONS.
5. INSTALL THE PREFABRICATED STEEL BRIDGE.
6. CONSTRUCT THE FORWARD ABUTMENT RAMP.
7. INSTALL FENCING AND RAILING ALONG THE BRIDGE DECK AND APPROACHES.

DESIGN AGENCY JMT 4215 North Avenue, Suite 230, Columbus, Ohio 43219
DESIGNED JWE | CHECKED JAD | DRAWN RT | REVISED | REVIEWED NCM | DATE 11-15-24 | STRUCTURE FILE NUMBER 3110125
GENERAL NOTES
BRIDGE NO. HAM-75-0992
PEDESTRIAN PATH BRIDGE OVER I.R. 75
HAM-75-8.91
PID No. 117525