

Release for Construction (RFC)
Plans are Checked and Ready for Review

GCWW 42" TRANSMISSION MAIN RELOCATION BRENT SPENCE BRIDGE BUILD UNIT UTL003

CONFLICT ID'S : OH-W-15, OH-W-16, OH-W-17



NIKHIL KARAN REDDY
THE ABOVE NAMED PROFESSIONAL SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS:

PLAN SHEETS
1-10, 21-27

Nikhil Karan Reddy
8/22/25



CRAIG M. KETRONE
THE ABOVE NAMED PROFESSIONAL SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS:

PLAN SHEETS
11-20

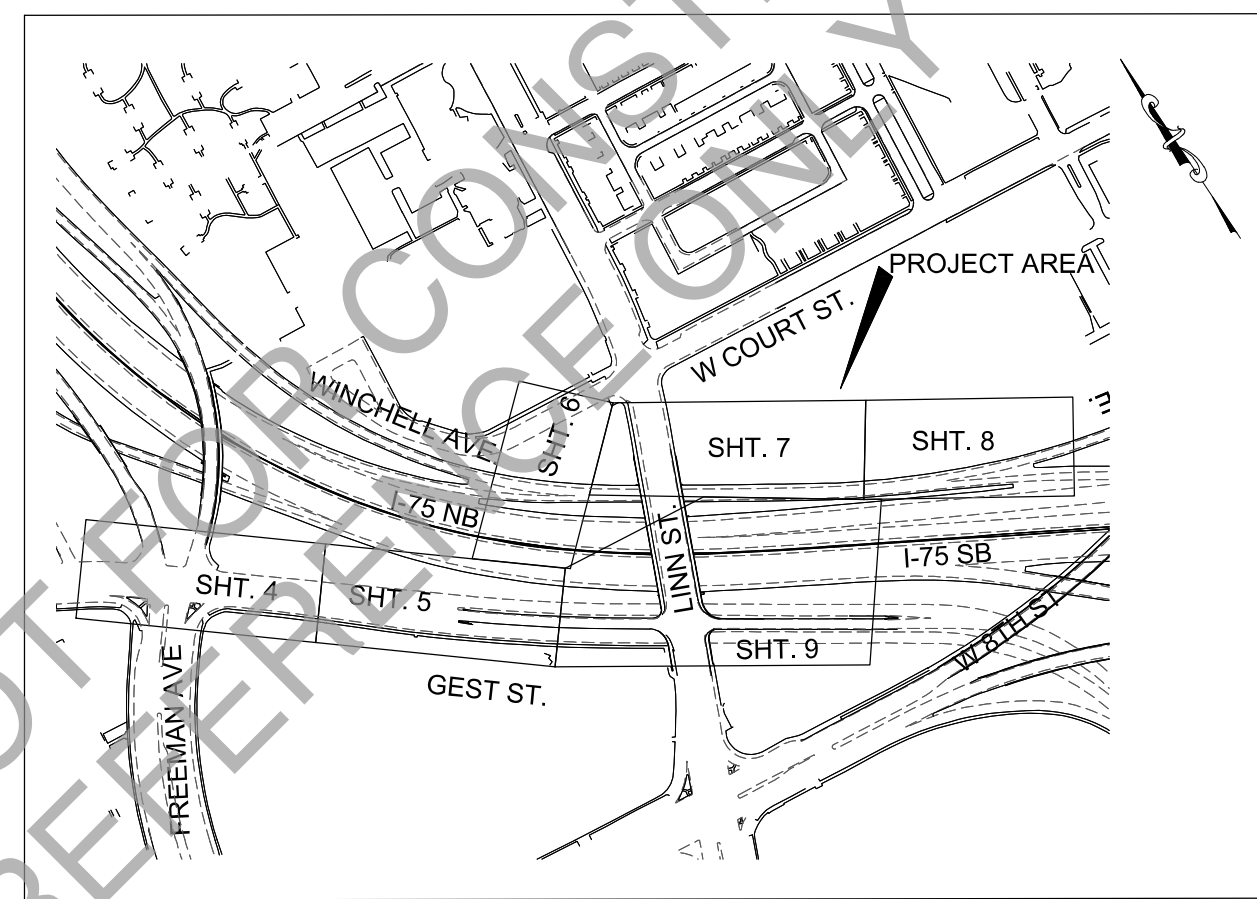
Craig M. Ketrone
8/22/25

SYMBOLOLOGY LEGEND

○ BOX (WATER, GAS, UNKNOWN)	⊕ ELECTRIC CHAMBER MANHOLE	△ SURVEY TRAVERSE POINT
○ WATER BOX (ROADWAY)	⊖ ELECTRIC PULL-BOX	⊕ PUBLIC BENCHMARK
● WATER METER PIT (FORD)	⊠ TRAFFIC CONTROL BOX	⊠ SURVEY MONUMENT
⊙ WATER METER PIT (MONITOR)	⊠ TELEPHONE CHAMBER MANHOLE	⊠ SET CROSS NOTCH
□ WATER VALVE BOX	⊠ UNKNOWN CHAMBER MANHOLE	⊠ SET WOOD HUB / SET PLASTIC STAKE
⊙ WATER VALVE CHAMBER	⊠ GUY WIRE ANCHOR	● SET MAG NAIL
⊠ FIRE HYDRANT	⊠ UTILITY POLE - LIGHT	● SET PIN
⊠ GAS VALVE BOX (RECTANGULAR)	⊠ UTILITY POLE - ELECTRIC	● SET PIN W/ CAP
⊠ GAS DRIP BOX	⊠ UTILITY POLE - ELECTRIC (WUNDERGRND)	● SET PK NAIL
⊠ GAS VALVE BOX (CIRCULAR)	⊠ TELEPHONE BOOTH	● SET SPIKE
⊠ SEWER MANHOLE	⊠ PARKING METER	⊠ EX. CROSS NOTCH
⊠ SEWER CLEAN-OUT	⊠ MAIL BOX (RESIDENTIAL)	⊠ EX. WOOD HUB
⊠ SINGLE GUTTER INLET	⊠ MAIL BOX	⊠ EX. MAG NAIL / NAIL
⊠ DOUBLE GUTTER INLET	⊠ STREET SIGN	⊠ EX. PIN / PIN WITH CAP / PIPE
● CATCH BASIN (CIRCULAR)	⊠ POST / BOLLARD	⊠ EX. SPIKE
⊠ CATCH BASIN (RECTANGULAR)	⊠ HORIZONTAL DEFLECTION (ALIGNMENT)	
⊠ CATCH BASIN (SQUARE)	⊠ VERTICAL DEFLECTION (ALIGNMENT)	
⊠ SEWER CURB INLET (NO GRATE)		
⊠ SEWER CURB INLET (NO GRATE W/MANHOLE)		

INDEX OF SHEETS

GENERAL PROVISIONS	2
GENERAL SUMMARY	3
PLAN AND PROFILE	4-9
TRAFFIC NOTES	10-20
SPECIAL DETAILS	21
REFERENCE SOIL BORINGS.....	22-27



LOCATION MAP

SCALE: 1" = 200'
Latitude 39° 06' 19" N
Longitude 84° 31' 47" W



RELOCATED 42" WATERMAIN

APPROVED: WW004364 / 4-4131 / MF-16963

GCWW SUPERVISING ENGINEER - DESIGN _____ DATE _____

GCWW PRINCIPAL ENGINEER - SYSTEM FACILITIES _____ DATE _____

GCWW CHIEF ENGINEER _____ DATE _____

OhioEPA Ohio Environmental Protection Agency "Self-Certification" letter required prior to the start of construction.

OEPA CERTIFICATION EXEMPT

NON - EXEMPT

OEPA REVIEW _____ DATE _____

CALCULATED	BK	40
	CHECKED	NR
REVISIONS		
GCWW 42" TRANSMISSION MAIN RELOCATION BRENT SPENCE BRIDGE COVER SHEET		
4-4131	WW004364	MF-16963
01 27		

CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000

GENERAL PROVISIONS

CONTRACT SPECIFICATIONS

THE CONTRACTOR IS ADVISED THAT THERE ARE SEVERAL CHANGES TO THE MOST RECENT EDITION OF THE CITY OF CINCINNATI SUPPLEMENT DATED JANUARY 1, 2023. THE SUPPLEMENT AND A SUMMARY OF CHANGES CAN BE PURCHASED OR DOWNLOADED FROM THE CITY'S WEBSITE: [HTTPS://WWW.CINCINNATI-OH.GOV/DOTE/PERMITS-LICENSES/DOTE-RESOURCE-PAGE/ODOT-SPECIFICATIONS-AND-CERTIFICATION/2023-CITY-SUPPLEMENT-TO-ODOT/](https://www.cincinnati-oh.gov/dote/permits-licenses/dote-resource-page/odot-specifications-and-certification/2023-city-supplement-to-odot/).

WATER MAIN ITEMS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, CONSTRUCTION AND MATERIAL SPECIFICATIONS, DATED JANUARY 1, 2023, AND MODIFIED BY THE CITY OF CINCINNATI SUPPLEMENT TO SAID STATE OF OHIO SPECIFICATIONS, EFFECTIVE JANUARY 1, 2023, AND ANY SUPPLEMENTS OR CHANGES THERETO. COPIES OF THE STATE SPECIFICATIONS ARE ON FILE AT THE OFFICE OF CONTRACT SALES OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, 25 SOUTH FRONT STREET, COLUMBUS, OHIO, AND AT THE OFFICES OF THE CITY ENGINEER OF CINCINNATI, OHIO. SUBMITTAL OF A BID FOR THIS PROJECT IMPLIES THAT THE CONTRACTOR HAS TAKEN ALL PROVISIONS OF THE SUPPLEMENT INTO ACCOUNT.

WATER MAIN ITEMS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF CINCINNATI, DEPARTMENT OF PURCHASING, STANDARD SPECIFICATION NO. 4-11-74 TITLED SUPPLEMENTAL CONDITIONS - HEAVY CONSTRUCTION WORK.

EXISTING UTILITIES

THE CONTRACTOR IS ADVISED THAT HE HAS CERTAIN RESPONSIBILITIES UNDER SECTION 153.64 OF THE OHIO REVISED CODE. FOR ALL UNDERGROUND UTILITIES, CONTACT THE OHIO UTILITIES PROTECTION SERVICE AT 1-800-362-2764 (TOLL FREE), STORMWATER MANAGEMENT UTILITY (SMU) AT 1-513-591-5050, AND TRAFFIC ENGINEERING DIVISION AT 1-513-352-6229 48 HOURS IN ADVANCE OF WORK.

THE CONTRACTOR IS ADVISED THAT ALL UTILITY INFORMATION HAS BEEN SHOWN ON THE CONTRACT PLANS FROM INFORMATION PROVIDED BY THE OWNER OF EACH UTILITY IN COMPLIANCE WITH SEC. 153.64 OF THE OHIO REVISED CODE. IN CASES WHERE UTILITY INFORMATION IS INCORRECT AND IT RESULTS IN A CHANGE IN THE CONTRACT PLANS THE CONTRACTOR SHALL FIRST NOTIFY THE OWNER OF THE UTILITY TO DETERMINE THE NECESSARY COURSE OF ACTION. THE CONTRACTOR SHALL SUBMIT ANY SUBSEQUENT CLAIMS AS A RESULT OF DOWNTIME OR ADDITIONAL WORK TO THE OWNER OF THE CONFLICTING UTILITY. THE GCWW WILL NOT ACCEPT CLAIMS FOR ANY UTILITY OTHER THAN THOSE AS A RESULT OF INCORRECT WATER MAIN AND RELATED APPURTENANCE INFORMATION.

ITEM 1120, "EXPLORATORY EXCAVATION" SHALL NOT INCLUDE EXCAVATIONS WITHIN THE LIMITS OF THE PROPOSED TRENCH AS DEFINED IN 1101.04 AND 1101.05, BUT WILL BE DIRECTED BY THE GCWW INSPECTOR. TEST HOLES ARE REQUIRED ON ALL UTILITIES WITHIN 50 FEET OF THE LAST LAID PIPE. TEST HOLES WITHIN THE ALIGNMENT OF THE PROPOSED TRENCH ARE INCLUDED IN THE CONTRACTOR'S UNIT BID FOR ITEM 1101. LOCATIONS TO BE EXPLORED WILL VARY FROM AREAS WITHIN THE ROADWAY TO AREAS OUTSIDE OF THE ROADWAY.

THE CONTRACTOR MUST LOCATE OR "POT HOLE" ALL UTILITIES WITHIN THE ALIGNMENT OF THE PROPOSED MAIN A MINIMUM OF 50 FEET AHEAD OF PIPE LAYING. TEST HOLES MUST BE DUG, OR TRENCH EXCAVATED, A MINIMUM OF 50 FEET (15.2 M) IN ADVANCE OF PIPE LAYING, TO ASSURE PROPER CLEARANCE BETWEEN THE WATER MAIN AND ANY UTILITY CROSSING, OR UNDERGROUND STRUCTURE. ALL UTILITIES AND STRUCTURES SHALL BE SUITABLY BRACED AND SUPPORTED. THE CONTRACTOR SHALL UNDERSTAND THAT ANY OBSTRUCTIONS ENCOUNTERED IN THE INSTALLATION OF THE MAIN, DUE TO THE FAILURE OF HAVING 50 FEET (15.2M) OF TRENCH EXCAVATED AHEAD OF LAYING OPERATIONS, MAY REQUIRE REMOVAL AND RELAYING OF THE PIPE AT THE AT THE CONTRACTORS EXPENSE. THE GCWW WILL NOT ACCEPT A CLAIM FOR DIFFERENT UTILITY CONDITIONS ENCOUNTERED WHEN TEST HOLES ARE NOT PERFORMED AS REQUIRED.

THE CONTRACTOR IS REQUIRED TO EXCAVATE AND EXPOSE THE EXISTING UTILITIES AND EXISTING WATER MAINS ALONG THE LINE OF THE PROPOSED WATER MAIN AND ALL PROPOSED CONNECTION POINTS TO VERIFY LOCATION, DIAMETER, LINE AND GRADE. ALSO, IF THE REMOVAL OF THE BULKHEAD OR PLUG IS REQUIRED ALL EXCAVATION AND TEMPORARY/PERMANENT RESTORATION SHALL BE COMPENSATED UNDER THE CONTRACTOR'S UNIT BID PRICE FOR ITEM 1101 FOR ASSOCIATED PIPING AND FITTINGS..

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE FOR THE REMOVAL AND REPLACEMENT OF ANY POLES AND GUYS NECESSARY FOR THE INSTALLATION OF THE PROPOSED WATER MAINS, AND ANY COST CONNECTED THERETO SHALL BE AT HIS EXPENSE.

ALL GAS SERVICE BRANCHES HAVE A MINIMUM COVER OF 18 INCHES. ALL WATER SERVICE BRANCHES HAVE A MINIMUM COVER OF 3.0 FEET.

THE CONTRACTOR IS RESPONSIBLE FOR ALL PIPE SEWERS DISTURBED IN THE COMPLETION OF THIS PROJECT. IN THE EVENT IT BECOMES NECESSARY TO REPAIR OR REPLACE EXISTING PIPE SEWERS, THE CONTRACTOR MUST NOTIFY SEWER MAINTENANCE, 513-244-1369, BEFORE PROCEEDING WITH THE WORK.

"IT IS THE NATURE OF CONSTRUCTION THAT UNMARKED UTILITIES OR UTILITIES NOT SHOWN ON THE PLANS MAY BE ENCOUNTERED WITHIN THE EXCAVATION FOR THE PROPOSED WORK. THE CONTRACTOR IS RESPONSIBLE TO IDENTIFY AND REMOVE ANY ABANDONED UTILITIES ENCOUNTERED IN THE EXCAVATION, UNLESS OTHERWISE NOTED ON THE PLANS. NO EXTRA PAYMENT WILL BE MADE FOR UP TO 10" DIAMETER, WIDTH OR DEPTH UTILITIES. TO THE CONTRACTOR FOR THE IDENTIFICATION AND REMOVAL OF THE ABANDON UTILITY. ALL COSTS SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT PRICE BID FOR THE APPROPRIATE ITEM 1101 FOR ASSOCIATED PIPING AND FITTINGS.

MATERIAL SPECIFICATIONS

BEFORE ORDERING MATERIAL THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN FIELD MEASUREMENTS AND FOR FIELD VERIFYING THE O.D. OF EXISTING WATER MAINS WHERE SLEEVES AND PIPE COUPLINGS ARE INVOLVED.

THE MATERIALS LISTED ARE ONLY SUGGESTED FOR USE DURING THE WATER MAIN AND BRANCH RELOCATION WORK AS PROPOSED ON THE DRAWINGS. THE CONTRACTOR SHALL FURNISH ADDITIONAL MATERIAL WHERE NEEDED. NO ALLOWANCE WILL BE MADE FOR UNUSED MATERIAL NOR WILL ANY EXTRA PAYMENT BE MADE FOR ADDITIONAL SPECIALS REQUIRED TO COMPLETE THE WATER MAIN AND BRANCH LOCATION WORK.

ALL PIPE AND SPECIALS SHALL BE IN ACCORDANCE WITH CITY OF CINCINNATI SPECIFICATION 40-110-12.

ALL PROCURED WATER MAIN AND APPURTENANCE MATERIALS, OTHER THAN THOSE FURNISHED THROUGH THE GCWW MUST BE PROPERLY CERTIFIED; CERTIFIED FOR GCWW INSPECTION; OR ALREADY INSPECTED BY THE GCWW. PIPE, FITTINGS, VALVES AND FIRE HYDRANTS MUST BE GCWW INSPECTED AND STAMPED MATERIALS.

ALL COPPER SERVICE PIPE SHALL BE TYPE "K" OF A STANDARD NOMINAL SIZE: 3/4", 1", 1-1/2" AND 2". ALL FITTINGS WILL HAVE COPPER FLARE TYPE CONNECTIONS AND SHALL BE IN ACCORDANCE WITH CITY OF CINCINNATI SPECIFICATION NO. 40-113-05.

MATERIAL SPECIFICATIONS (CONTINUED)

THE CONTRACTOR SHALL FURNISH THE NECESSARY CERTIFICATIONS FOR BRANCH MATERIAL.

THE CONTRACTOR SHOULD BE ADVISED THAT ALL FITTINGS (BENDS, OFFSET BENDS, TEES, CROSSES, SLEEVES, CAPS AND PLUGS) SUPPLIED FOR THIS JOB MAY BE EITHER ANSI/AWWA C-110 FULL-BODY DUCTILE IRON, CEMENT LINED FITTINGS OR ANSI/AWWA C-153 COMPACT DUCTILE IRON, FUSION BONDED EPOXY COATED FITTINGS IN ACCORDANCE WITH CITY OF CINCINNATI, DEPARTMENT OF PURCHASING, STANDARD SPECIFICATION NO. 40-110-12 FOR PIPE AND FITTINGS WATER, DUCTILE IRON 3" TO 60". ALL FITTINGS ARE SUBJECT TO INSPECTION AND APPROVAL BY APPROPRIATE GCWW INSPECTION PERSONNEL. MINOR PINHOLES AND ABRASIONS TO EPOXY COATED VALVES AND FITTINGS ARE TO BE REPAIRED USING 3M HOT MELT PATCH COMPOUNDS (H.M.P.C.) IN THE STICK FORM. REPAIR PROCEDURES SHALL BE IN ACCORDANCE WITH THE GENERAL APPLICATION STEPS IDENTIFIED FOR THE H.M.P.C. ALL REPAIRS TO EPOXY COATED FITTINGS ARE SUBJECT TO INSPECTION AND APPROVAL BY APPROPRIATE GCWW INSPECTION PERSONNEL.

AIR COCKS MAY BE NECESSARY FOR THE PROPER OPERATION OF THE WATER SYSTEM. THE CHAMBER AND M.H.C. & C. REQUIRED FOR THE AIR COCK, WHICH MAY NOT BE SHOWN ON THE DRAWING, WILL BE FURNISHED AND INSTALLED BY THE CONTRACTOR, IF REQUIRED BY THE GCWW.

THE CONTRACTOR IS ADVISED THAT ALL C.J. PLUGS ARE TO BE RESTRAINED WITH A FIELD LOK GASKET AND ALL M.J. CAPS ARE TO BE RESTRAINED USING A M.J.R.G. ASSEMBLY. THIS INCLUDES TEMPORARY PLUGS AND CAPS FOR TESTING PURPOSES. WHEN A TEMPORARY PLUG IS USED, THE CONTRACTOR IS PERMITTED TO REMOVE THE PLUG BY CUTTING THE SECTION OF PIPE CONTAINING THE PLUG AND USING A SOLID SLEEVE AT THAT POINT TO COMPLETE THE TIE-IN. IN THE EVENT THAT A CAP IS USED, THE CONTRACTOR SHALL REMOVE THE M.J.R.G. ASSEMBLY AND CAP BEFORE COMPLETING THE TIE-IN.

THE CONTRACTOR IS ADVISED THAT IT SHALL BE NECESSARY TO INSTALL TEMPORARY PLUGS ON THE EXISTING AND PROPOSED WATER MAINS IN ORDER TO MAINTAIN SERVICE DURING TESTING AND WATER MAIN AND BRANCH CONNECTIONS. THESE TEMPORARY PLUGS SHALL BE FURNISHED BY THE CONTRACTOR. HE IS RESPONSIBLE FOR THEIR PROPER INSTALLATION. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT BID PRICE FOR THE APPROPRIATE ITEM 1101 FOR ASSOCIATED PIPING AND FITTINGS.

ALL REJECTED MATERIAL, INCLUDING PIPE AND FITTINGS, SHALL BE REMOVED FROM THE PROJECT SITE IMMEDIATELY.

SYSTEM CONDITIONS

THE CONTRACTOR IS ADVISED THAT THE OPERATING PRESSURE OF THE EXISTING WATER MAIN WITHIN THE LIMITS OF THE SUBJECT PROJECT IS APPROXIMATELY **65 TO 75 P.S.I. WITH 80 P.S.I. MAX.**

IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ADEQUATE WATER SUPPLY FOR DOMESTIC AND FIRE FIGHTING PURPOSES. IN ORDER TO ACCOMPLISH THE WATER MAIN CONNECTIONS WITH A MINIMUM AMOUNT OF INCONVENIENCE TO THE CONSUMERS, IT MAY BE NECESSARY TO DO THE WORK AT OTHER THAN NORMAL WORKING HOURS OR AS MAY BE SCHEDULED BY THE GCWW. CONTRACTOR TO COORDINATE WITH GCWW INSPECTOR (MIKE LAWSON 513-378-0819) FOR WORK OCCURRING OUTSIDE NORMAL HOURS.

THE 36" TRANSMISSION MAIN SHALL REMAIN IN SERVICE THROUGHOUT THIS PROJECT UNTIL THE FINAL TIE-INS ARE READY TO BE MADE. THIS INCLUDES THE ENTIRE SECTION OF THE 36" MAIN THAT RUNS ON GEST STREET FROM THE INTERSECTION OF GEST STREET AND FREEMAN AVE. THEN UNDER I75, TO THE 42"x42" TEE SOUTH OF THE INTERSECTION OF CUTTER STREET AND COURT STREET.

THE SHUTDOWN FOR THE FINAL TIE-INS SHALL OCCUR BETWEEN NOVEMBER 1ST AND MARCH 31ST. SHUTDOWNS OUTSIDE OF THIS WINDOW WILL NOT BE GRANTED.

BOTH TIE-INS SHALL BE DONE DURING THE SAME SHUTDOWN. THE TOTAL LENGTH OF THIS SHUTDOWN SHALL BE NO MORE THAN 72 HOURS. THIS IS THE LENGTH OF TIME THE CONTRACTOR HAS TO PERFORM THE WORK INCLUDING DRAIN TIME. THIS TIMEFRAME STARTS WHEN GCWW COMPLETES TURNING THE LAST VALVE FOR THE SHUTDOWN.

THE CONTRACTOR SHALL HAVE MULTIPLE CREWS AND EQUIPMENT PLANNED FOR CONTINUOUS WORK 24 HOURS PER DAY DURING THE SHUTDOWN. ALL MATERIALS AND EQUIPMENT MUST BE ON SITE, AND AVAILABLE FOR GCWW INSPECTION, A MINIMUM OF 2 DAYS BEFORE STARTING THE WORK.

IN THE EVENT OF A WATER EMERGENCY IN THE GCWW DISTRIBUTION SYSTEM DURING THE SHUTDOWN, GCWW MAY REQUIRE THE CONTRACTOR TO STOP WORKING ON THE TIE-IN AND INSTALL A CAP ON THE LINE COMING OUT OF THE 42"x42" TEE. THE OBJECTIVE WILL BE TO RETURN SERVICE IMMEDIATELY TO THE 42" LINE THAT RUNS UP CUTTER STREET. THE CONTRACTOR IS REQUIRED TO HAVE ALL MATERIALS AND EQUIPMENT ON SITE TO ACCOMMODATE THIS IN THE EVENT OF SUCH AN EMERGENCY. THIS WORK SHALL BE COMPLETED WITHIN 6 HOURS UPON NOTICE OF SUCH AN EMERGENCY. MATERIALS AND EQUIPMENT FOR SUCH AN EMERGENCY SHALL BE INCLUDED IN THE BASE BID; LABOR SHALL BE PAID VIA FORCE ACCOUNT PROCEDURES.

FOR PROJECTS WITHIN CITY OF CINCINNATI LIMITS, UNLESS OTHERWISE STATED IN THE PROJECT SPECIFICATIONS, ALL REMOVED STRUCTURES LOCATED IN THE PAVEMENT SHALL BE REMOVED TO SIX FEET (6') BELOW THE GROUND SURFACE. ALL REMOVED STRUCTURES LOCATED IN THE SIDEWALK SHALL BE REMOVED TO THREE FEET (3') BELOW THE GROUND SURFACE. THE REMAINING VOID SHALL BE BACKFILLED WITH CDF. SIDEWALK AND DRIVEWAY MUST BE REPLACED JOINT TO JOINT. COMPENSATION SHALL BE MADE UNDER **PAY ITEM 1122 - "REMOVE EXISTING MANHOLE CURBS & COVERS"**.

TEST BORINGS ALONG THE ALIGNMENT OF THE PROPOSED 42" INCH WATER MAIN WERE TAKEN BY **NEAS IN 2022, HCN 2010, AND HISTORICAL BORING LOGS 1979.** THE CONTRACTOR IS ADVISED THAT THE LOCATION OF THESE TEST BORINGS WERE RANDOMLY SELECTED AND MAY NOT BE TYPICAL OF THE UNDERGROUND CONDITIONS THROUGHOUT THE ENTIRE PROJECT.

THE CONTRACTOR IS ADVISED THAT DUE TO THE ALIGNMENT OF THE PROPOSED WATER MAIN, IT MAY BE NECESSARY TO INSTALL A TEMPORARY VALVE BOX OVER AN EXISTING CHAMBERED VALVE THAT MUST REMAIN IN SERVICE DURING THE WATER MAIN INSTALLATION AS DIRECTED BY THE GCWW INSPECTOR. THE CHAMBER SHALL BE ABANDONED, A VALVE BOX (FURNISHED BY THE CONTRACTOR) PLACED OVER THE VALVE, AND UPON PROJECT COMPLETION, THE VALVE BOX MUST BE REMOVED. THE CONTRACTOR WILL NOT RECEIVE ADDITIONAL COMPENSATION FOR THIS WORK, BUT SHOULD INCLUDE THE COST OF THIS WORK IN HIS UNIT BID PRICE FOR ITEM 1101 FOR ASSOCIATED PIPING AND FITTINGS.

CONTRACTOR TO NOTIFY CINCINNATI RECREATION COMMISSION AND COORDINATE PRIOR TO WORK COMMENCING IN PARK AND BALLFIELD AREA. CONTACT DANIEL JONES 513-351-4045

HYDROSTATIC TESTING

ALL PROPOSED WATER MAINS WILL BE HYDROSTATICALLY TESTED FOR LEAKAGE IN ACCORDANCE WITH 1101.054, 'HYDROSTATIC TEST FOR LEAKAGE', OF THE APPROPRIATE ITEM 1101 FOR ASSOCIATED PIPING AND FITTINGS.

BEGIN THE HYDROSTATIC TEST WITHIN 48 HOURS OF COMPLETION OF THE FILLING OPERATION, PRIOR TO THE HIGH CL2 READINGS. SUPPLY THE WATER FOR THE LEAKAGE TEST THROUGH THE ORIGINAL SOURCE POINT, PUMP THE WATER TO A PRESSURE 50 PSI OVER THE WORKING PRESSURE. MAINTAIN THE TEST PRESSURE FOR A TWO-HOUR TEST PERIOD WITH LEAKAGE NOT EXCEEDING THE MAXIMUM ALLOWABLE. IN THE EVENT THAT LEAKAGE WITHIN THE MAXIMUM ALLOWABLE CANNOT BE MAINTAINED, LOCATE AND ELIMINATE SOURCES OF WATER LOSS. FURNISH ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY FOR THIS WORK. INCLUDE THE COST IN THE CONTRACT PRICE BID FOR THE APPROPRIATE ITEM 1101.

THE CONTRACTOR WILL BE RESPONSIBLE FOR FILLING, FLUSHING, AND PRESSURE TESTING NEW WATER MAINS, 20" OR SMALLER. THE CONTRACTOR WILL PROVIDE ALL LABOR, MATERIAL AND EQUIPMENT (INCLUDING THE NECESSARY PUMPS TO APPLY THE PRESSURE TEST). THE WATER WORKS WILL PROVIDE THE NECESSARY METER AND GAUGE. ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT BID PRICE FOR ITEM 1101, "FURNISHING & LAYING DUCTILE IRON PIPE AND FITTINGS". ONCE THE FILLING AND PRESSURE TESTING ARE COMPLETED, THE CONTRACTOR WILL BE RESPONSIBLE FOR FLUSHING THE PROPOSED WATER MAIN AND THE GCWW WILL BE RESPONSIBLE FOR BACTERIA SAMPLING. THE GCWW WILL BE RESPONSIBLE FOR FILLING, PRESSURE TESTING AND FLUSHING NEW WATER MAINS GREATER THAN 20".

A. MECHANICAL JOINT RESTRAIN GLAND (MJRG):

ALL MECHANICAL JOINT RESTRAINT GLANDS FURNISHED BY THE CONTRACTOR SHALL BE ANY OF THE FOLLOWING:

- EBAA-MEGALUG
- TYLER/UNION-TUFGRIP
- STAR-STARGRIP
- FORD-JUNI-FLANGE SERIES 1400

ALL PRODUCTS SHALL BE DOMESTICALLY MANUFACTURED.

B. SERVICE PIPE IN CORROSIIVE SOILS:

SERVICE TUBING IS TO BE SOFT 'K' COPPER MANUFACTURED TO THE REQUIREMENTS OF ASTM B888. SERVICE TUBING COATING SHALL HAVE "NOVA" POLYETHYLENE LLDPE EXTRUSION RESIN PP-0118-F COATING TO MEET A MINIMUM OF .026 MIL THICKNESS CONTAINING UV INHIBITORS. SERVICE TUBING SHALL HAVE IDENTIFICATION AND TRACEABILITY ON BOTH COPPER AND PLASTIC CONTINUOUSLY LINE-MARKED WITH TUBE CONTENTS, ASTM SPECIFICATIONS, SIZE, AND DESCENDING FOOTAGE, UNIQUE LOT NUMBER PRINTED ON BOTH COPPER AND PLASTIC TUBING ALLOWING PRODUCT TO BE TRACED BACK TO ORIGIN AND TIME OF MANUFACTURING. SERVICE TUBING SHALL BE AQUA SHIELD AS MANUFACTURED BY KAMCO PRODUCTS INC. OR APPROVED EQUAL.

C. LOW-LEAD BRASS MATERIAL REQUIREMENTS:

ALL COMPONENTS IN CONTACT WITH WATER SHALL BE FABRICATED FROM SEBLOY II OR FEDERALLOY I-836 ALLOYS OR A MATERIAL APPROVED BY THE ENGINEER.

ALL COMPONENTS THAT DO NOT COME IN CONTACT WITH WATER SHALL COMPLY WITH THE REQUIREMENTS OF ASTM B 62 COPPER ALLOY NUMBER.

COATED OR WASHED METALS ARE NOT ACCEPTABLE IF THEIR LEAD LEVELS EXCEED .25% BY WEIGHT PRIOR TO THE COATING OR WASHING PROCESS.

ALL SERVICE FITTINGS AND MATERIALS SHALL BE CERTIFIED AS SUITABLE FOR CONTACT WITH DRINKING WATER BY AN ACCREDITED CERTIFICATION ORGANIZATION IN ACCORDANCE WITH ANSINSF STANDARD 61, DRINKING WATER SYSTEMS COMPONENTS-HEALTH EFFECTS.

ALL SERVICE FITTINGS SHALL EITHER BE STAMPED OR EMBOSSED WITH THE LETTERS "NL", TO INDICATE "NO LEAD", OR MARKED TO INDICATE THAT THE PRODUCT IS MANUFACTURED FROM THE LOW-LEAD ALLOYS.

D. VALVES FURNISHED BY THE CONTRACTOR NOTE:

VALVES FURNISHED BY THE CONTRACTOR SHALL BE; U.S. PIPE METROSEAL GATE VALVE, KENNEDY VALVE KEN SEAL II RESILIENT GATE VALVE, CLOW F-6100 SERIES RESILIENT WEDGE GATE VALVE, MUELLER 2360 RESILIENT WEDGE GATE VALVE, AND AMERICAN RESILIENT WEDGE GATE VALVES SERIES 2500, (REV. 02-25-2015)

E. VALVE BOX NOTE:

ALL VALVE AND AIR RELEASE BOX ASSEMBLIES SHALL BE DOMESTICALLY MANUFACTURED.

ALL BOX ASSEMBLIES FOR 12-INCH AND SMALLER GATE VALVES AND 1-INCH AIR RELEASES SHALL BE EITHER TYLER UNION SERIES 6850, EJ SERIES 8500, OR BINGHAM & TAYLOR SERIES 4905, OR GCWW APPROVED EQUAL. BOX ASSEMBLIES FOR THESE APPLICATIONS REQUIRE A FROST PLUG AND "BOXLOK."

ALL BOX ASSEMBLIES FOR 16-INCH AND ABOVE BUTTERFLY OR GATE VALVES AND 2-INCH AIR RELEASES SHALL BE EJ SERIES 460, OR GCWW APPROVED EQUAL. BOX ASSEMBLIES FOR THESE APPLICATIONS REQUIRE A FROST PLUG.

ALL COSTS ASSOCIATED WITH ADHERENCE TO THESE REQUIREMENTS SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT BID PRICE FOR ITEM 1116 - FURNISHING AND INSTALLING VALVE BOX COMPLETE.

F. POLYETHYLENE FLATTENED TUBES

POLYETHYLENE FLATTENED TUBES SHALL BE 4 MIL THICK, CROSS-LAMINATE, AND SHALL BE SIZED PER THE SPECIFICATIONS OUTLINED IN THE CURRENT EDITION OF THE "INSTALLATION GUIDE FOR DUCTILE IRON PIPE" PUBLISHED BY THE DUCTILE IRON PIPE RESEARCH ASSOCIATION (DIPRA). IF A SPECIFIED TUBE SIZE IS NOT AVAILABLE, THE NEXT LARGER SIZE SHALL BE SPECIFIED.

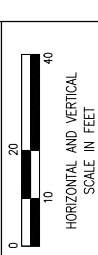
GENERAL PROVISIONS

4-4131
WV004364
MF-16963

02
27

CALCULATED
BK
CHECKED
NR

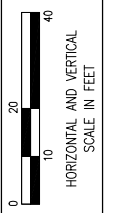
REVISIONS



CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000

QUANTITIES							
SHEET NUM.	ITEM GCWW	ITEM DOT	ITEM DOT EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
FURNISHED BY CONTRACTOR							
1925	1101	638	98600	1925	FT	42" AWWA C301 PRESTRESSED CONCRETE LINED CYLINDER PIPE (GCWW CL II 579 LB/LF 20LL)	4,5,6,7,8
4	1101	638	98000	4	EACH	42" MECHANICAL JOINT RESTRAINT GLANDS (MJRG)	4,8
1	1101	638	98000	1	EACH	42"x36" GSK CONCENTRIC REDUCER	4
1	1101	638	98000	1	EACH	42"- 05 TO 22.5 DEGREE ELBOW	7
10	1101	638	98000	10	EACH	42"- 23 TO 45 DEGREE ELBOW	5,6,8
2	1101	638	98000	2	EACH	42"- 46 TO 67.5 DEGREE ELBOW	5,6
4	1101	638	98000	4	EACH	42"- GSK x CL D FLANGE ADAPTER	4,8
19	1101	638	98000	19	EACH	42" RAISED MORTAR COATING SKID	5,6
16	1101	638	98000	16	EACH	42" SHORT	4,5,6,7,8
113	1101	638	98000	113	EACH	42" SNAP RING RESTRAINED JOINT	4,5,6,7,8
2	1101	638	98000	2	EACH	42" FOLLOWER RING CLOSURE W/DOUBLE SPIGOT ADAPTER	4,8
2	1101	638	98000	2	EACH	42" DISHED TEST BULKHEAD	4,8
6	1101	638	98000	6	EACH	42"x2" THD OUTLET	4,5,6,8
2	1101	638	98000	2	EACH	42"x 24" CL D FLG TEE W/24" CL D BLIND FLANGE, CL. 250B, ANSI B16.1, 125# FLG. W/125# DRILLING*	4,8
1	1101	638	98000	1	EACH	42"x16" MJB OUTLET	4
50	1101	638	98600	50	FT	36" AWWA C301 PRESTRESSED CONCRETE LINED CYLINDER PIPE (GCWW CL II 447 LB/LF 20LL)	4
2	1101	638	98000	2	EACH	36"- 23 TO 45 DEGREE ELBOW	4
3	1101	638	98000	3	EACH	36" SHORT	4
5	1101	638	98000	5	EACH	36" SNAP RING RESTRAINED JOINT	4
1	1101	638	98000	1	EACH	36" FOLLOWER RING CLOSURE W/DOUBLE SPIGOT ADAPTER	4
1	1101	638	98000	1	EACH	36" DISHED TEST BULKHEAD	4
4	1101	638	11610	4	EACH	16" DUCTILE IRON PIPE, C.J., TH CL. 55, 20' LENGTH	4
4	1101	638	11610	4	EACH	16" WIDE POLYETHYLENE TUBE 16" WID X 20' LONG, 4 MIL CROSS LAMINATE	4
1	1101	638	11610	1	EACH	1 1/2" WIDE POLYETHYLENE TAPE WITH ADHESIVE (100' ROLL)	4
2	1101	638	98000	2	EACH	24" FLANGE TYTE RUBBER GASKET	4,8
1	1101	638	20632	1	EACH	16" TEE, 3 M.J.	4
8	1101	638	11610	8	EACH	16" MECHANICAL JOINT RESTRAINT GLANDS (MJRG)	4
2	1101	638	98000	2	EACH	16" TRANSITION COUPLINGS	4
1	1101	638	98000	1	EACH	16" FIELD LOK GASKET	4
365	1108	638	7334	365	FT	60" O.D. STEEL CASING, 7/16" PL TH.	5,6
4	1116	638	20498	4	EACH	VALVE BOX COMPLETE, IRON	4,8
4	1116	638	20498	4	EACH	VALVE FROST PLUG	4,8
4	1116	638	20498	4	EACH	VALVE BOX BOXLOK	4,8
118	1101	638	98000	118	EACH	3/8"x 4-1/2" STUD BOLT	4,5,6,7,8
118	1101	638	98000	118	EACH	3/8" COURSE HEAVY HEX NUT	4,5,6,7,8
10	1120	203	10000	10	CY	EXPLORATORY EXCAVATION	4,5,6,7,8,9
AIR RELEASE							
7	1116	638	7608	7	EACH	VALVE BOX COMPLETE, IRON	4,5,6,8
7	1116	638	7608	7	EACH	VALVE BOX FROST PLUG	4,5,6,8
7	1116	638	7608	7	EACH	VALVE BOX BOXLOK	4,5,6,8
7	1116	638	98000	7	EACH	2" FERRULE	4,5,6,8
35	1126	638	5100	35	FT	2" COPPER SERVICE PIPE	4,5,6,8
7	1126			7	EACH	2" X 1 1/2" X 2" BLOW OFF BALL VALVE ASSEMBLY	4,5,6,8
FURNISHED BY GCWW							
2	1101	638	20628	2	EACH	16" BUTTERFLY VALVE, M.J. CL. 250B, ANSI B16.1, 125# FLG. W/125# DRILLING*	4
2	1101	638	98000	2	EACH	42" BUTTERFLY VALVE, M.J. CL. 250B, ANSI B16.1, 125# FLG. W/125# DRILLING*	4,8
REMOVAL							
4	1122	202	58000	4	EACH	MANHOLE REMOVED: MHC & C	4,8,9
1		202	98100	1	EACH	REMOVAL MISC.: 36" GATE VALVE	8
1690		202	35200	1690	FT	PIPE REMOVED, OVER 24" DIAMETER, 36" WATER MAIN	4,5,6,7,8,9
20	1110	202	35100	20	FT	PIPE REMOVED, 24" DIAMETER AND UNDER, 16" WATER MAIN	4
20	202	202	35100	20	FT	PIPE REMOVED, 24" DIAMETER AND UNDER, 18" SANITARY SEWER	7
1	202	202	98000	1	LUMP SUM	REMOVAL MISC.: SANITARY SEWER LATERALS	7
10	202	202	98200	10	FT	REMOVAL MISC.: STREET CAR BASE AND RAIL	7
1	202	202	11000	1	LUMP SUM	STRUCTURE REMOVED: RAMP, WALL, SIGN, AND POLE, AS PER PLAN	5
180	1101	202	75200	180	FT	FENCE REMOVED FOR REUSE: CHAIN LINK (BASEBALL FIELD)	7,8
1	1101	202	98000	1	LUMP SUM	REMOVAL MISC.: SPRINKLER SYSTEM	7,8
80	1101	202	75200	80	FT	FENCE REMOVED FOR REUSE: METAL	8
ABANDON							
95	1121			95	CY	36" WATER MAIN (SEAL, FILL, & ABANDON)	7,9

QUANTITIES							
SHEET NUM.	ITEM GCWW	ITEM DOT	ITEM DOT EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
MAINTENANCE OF TRAFFIC							
20		614	11110	20	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	12
1		614	12420	1	LS	DETOUR SIGNING	12
2		614	12760	2	EACH	SPECIAL FLASHING ARROW PANEL	12
15		614	13310	15	EACH	BARRIER REFLECTOR, TYPE 1, 1-WAY	12
0.12		614	20110	0.12	MILE	WORK ZONE LANE LINE, CLASS I, 6" 642 PAINT	12
0.06		614	21100	0.06	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	12
0.62		614	22100	0.62	MILE	WORK ZONE EDGE LINE, CLASS I, 6" 642 PAINT	12
715		614	23210	715	FT	WORK ZONE CANNELIZING LINE, CLASS I, 6" 642 PAINT	12
160		614	24208	160	FT	WORK ZONE DOTTED LINE, CLASS I, 12" 642 PAINT	12
3		614	30200	3	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	12
640		622	4111	640	FT	PORTABLE BARRIER, UNANCHORED, AS PER PLAN	12
MISCELLANEOUS							
1		614	11000	1	LS	MAINTAINING TRAFFIC	12
RESTORATION							
660		603	20000	660	CY	EMBANKMENT	4,5,6,7,8,9
150		301	56000	150	CY	ASPHALT CONCRETE BASE, PG64-22	4,5,6,7,8,9
1570		304	20000	1570	CY	AGGREGATE BASE	4,5,6,7,8,9
105		441	50000	105	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22	4,5,6,7,8,9
1		503	11100	1	LS	COFFERDAMS AND EXCAVATION BRACING	5,6
156		608	12000	156	SF	5" CONCRETE WALK	4,5,6,7,8,9
28		609	10000	28	FT	ASPHALT CONCRETE CURB, TYPE 1	4,5,6,7,8,9
4300		613	11200	4300	CY	LOW STRENGTH MORTAR BACKFILL	4,5,7,8,9
356		660	20000	356	SY	SODDING REINFORCED	7,8
1750		653	10000	1750	CY	TOPSOIL FURNISHED AND PLACED	6,7,8,9
4844		659	10000	4844	SY	SEEDING AND MULCHING	6,7,8,9

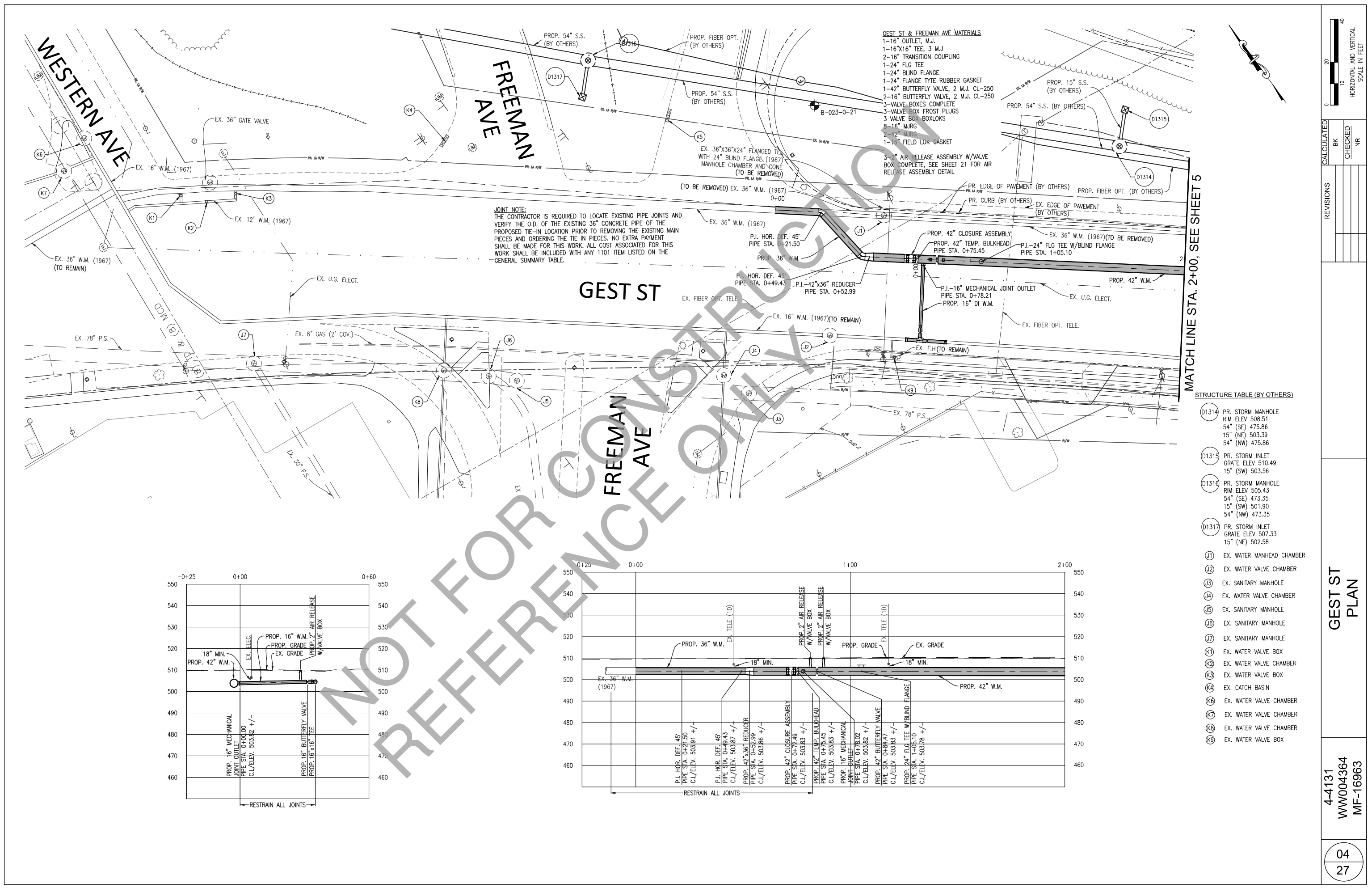


CALCULATED
BK
CHECKED
NR

REVISIONS

GENERAL SUMMARY

4-4131
WV004364
MF-16963

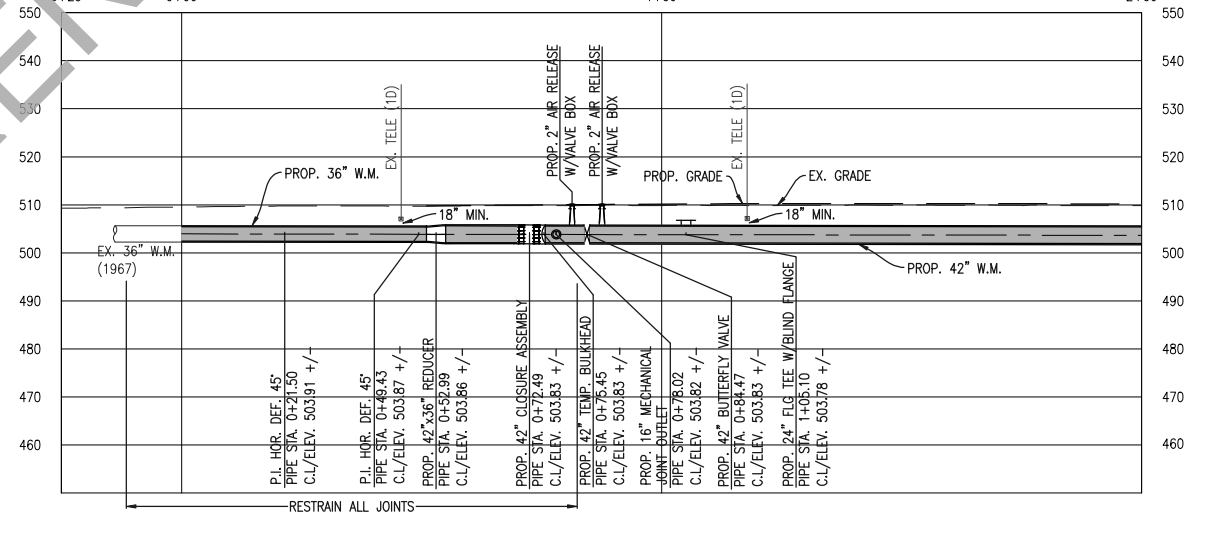
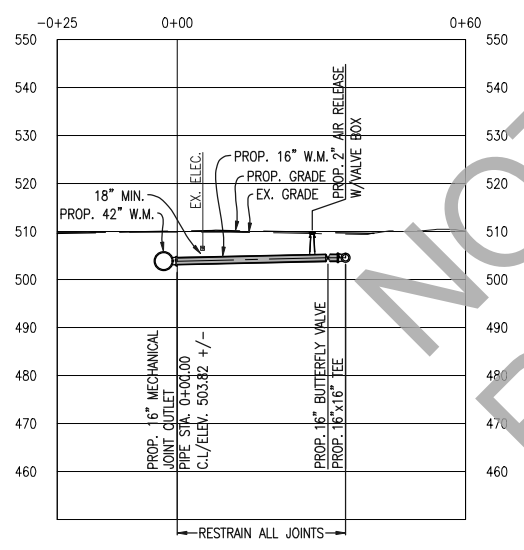


- GEST ST & FREEMAN AVE MATERIALS**
- 1-16" OUTLET, M.J.
 - 1-16"x16" TEE, 3 M.J
 - 2-16" TRANSITION COUPLING
 - 1-24" FLG TEE
 - 1-24" BLIND FLANGE
 - 1-24" FLANGE TYTE RUBBER GASKET
 - 1-42" BUTTERFLY VALVE, 2 M.J. CL-250
 - 2-16" BUTTERFLY VALVE, 2 M.J. CL-250
 - 3-VALVE BOXES COMPLETE
 - 3-VALVE BOX FROST PLUGS
 - 3 VALVE BOX BOXLOKS
 - 8-16" MURG
 - 2-42" MURG
 - 1-16" FIELD LOK GASKET
 - 3-2" AIR RELEASE ASSEMBLY W/VALVE BOX COMPLETE, SEE SHEET 21 FOR AIR RELEASE ASSEMBLY DETAIL

JOINT NOTE:
 THE CONTRACTOR IS REQUIRED TO LOCATE EXISTING PIPE JOINTS AND VERIFY THE O.D. OF THE EXISTING 36" CONCRETE PIPE OF THE PROPOSED TIE-IN LOCATION PRIOR TO REMOVING THE EXISTING MAIN PIECES AND ORDERING THE TIE IN PIECES. NO EXTRA PAYMENT SHALL BE MADE FOR THIS WORK. ALL COST ASSOCIATED FOR THIS WORK SHALL BE INCLUDED WITH ANY 1101 ITEM LISTED ON THE GENERAL SUMMARY TABLE.

STRUCTURE TABLE (BY OTHERS)

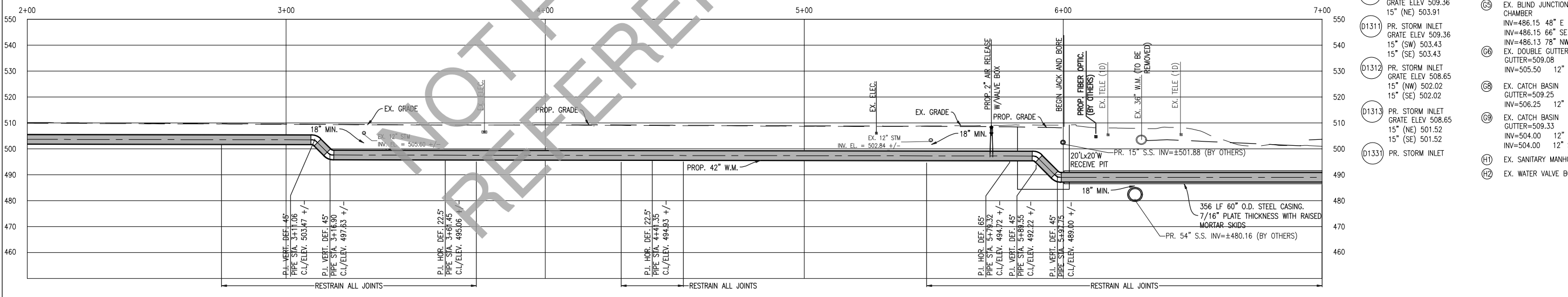
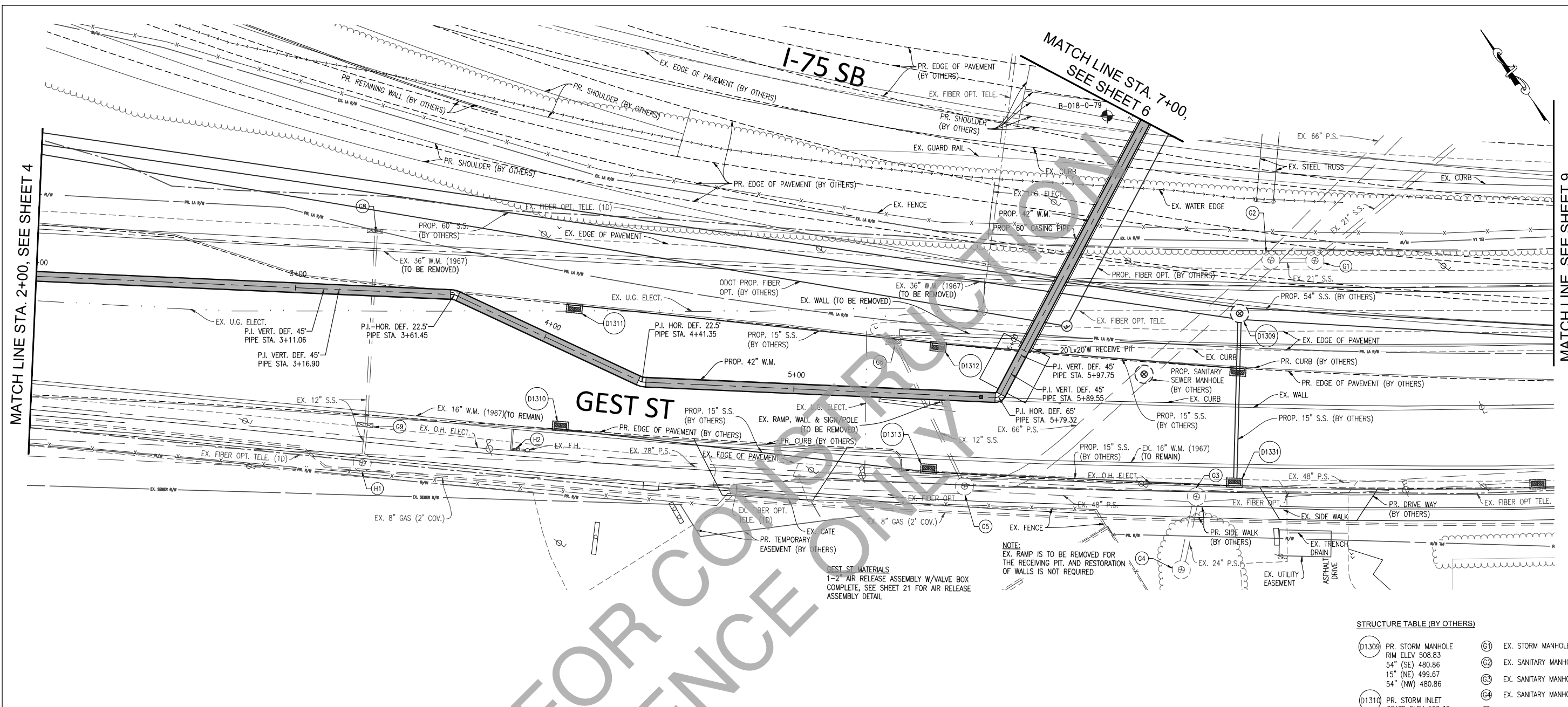
- D1314 PR. STORM MANHOLE
RIM ELEV 508.51
54" (SE) 475.86
15" (NE) 503.39
54" (NW) 475.86
- D1315 PR. STORM INLET
GRATE ELEV 510.49
15" (SW) 503.56
- D1316 PR. STORM MANHOLE
RIM ELEV 505.43
54" (SE) 473.35
15" (SW) 501.90
54" (NW) 473.35
- D1317 PR. STORM INLET
GRATE ELEV 507.33
15" (NE) 502.58
- J1 EX. WATER MANHEAD CHAMBER
- J2 EX. WATER VALVE CHAMBER
- J3 EX. SANITARY MANHOLE
- J4 EX. WATER VALVE CHAMBER
- J5 EX. SANITARY MANHOLE
- J6 EX. SANITARY MANHOLE
- J7 EX. SANITARY MANHOLE
- K1 EX. WATER VALVE BOX
- K2 EX. WATER VALVE CHAMBER
- K3 EX. WATER VALVE BOX
- K4 EX. CATCH BASIN
- K6 EX. WATER VALVE CHAMBER
- K7 EX. WATER VALVE CHAMBER
- K8 EX. WATER VALVE CHAMBER
- K9 EX. WATER VALVE BOX



	CALCULATED	BK	CHECKED	NR
REVISIONS				

4-4131	
WV004364	
MF-16963	

04	
27	



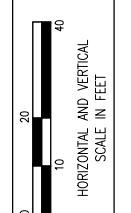
STRUCTURE TABLE (BY OTHERS)

D1309	PR. STORM MANHOLE RIM ELEV 508.83 54" (SE) 480.86 15" (NE) 499.67 54" (NW) 480.86	G1	EX. STORM MANHOLE
D1310	PR. STORM INLET GRATE ELEV 509.36 15" (NE) 503.91	G2	EX. SANITARY MANHOLE
D1311	PR. STORM INLET GRATE ELEV 509.36 15" (SW) 503.43 15" (SE) 503.43	G3	EX. SANITARY MANHOLE
D1312	PR. STORM INLET GRATE ELEV 508.65 15" (NW) 502.02 15" (SE) 502.02	G4	EX. SANITARY MANHOLE
D1313	PR. STORM INLET GRATE ELEV 508.65 15" (NE) 501.52 15" (SE) 501.52	G5	EX. BLIND JUNCTION CHAMBER
D1331	PR. STORM INLET	G6	EX. DOUBLE GUTTER INLET GUTTER=509.08 INV=505.50 12" SW
		G8	EX. CATCH BASIN GUTTER=509.25 INV=506.25 12" SW
		G9	EX. CATCH BASIN GUTTER=509.33 INV=504.00 12" NE INV=504.00 12" SW
		H1	EX. SANITARY MANHOLE
		H2	EX. WATER VALVE BOX

MATCH LINE STA. 2+00, SEE SHEET 4

MATCH LINE, SEE SHEET 9

MATCH LINE STA. 7+00, SEE SHEET 6

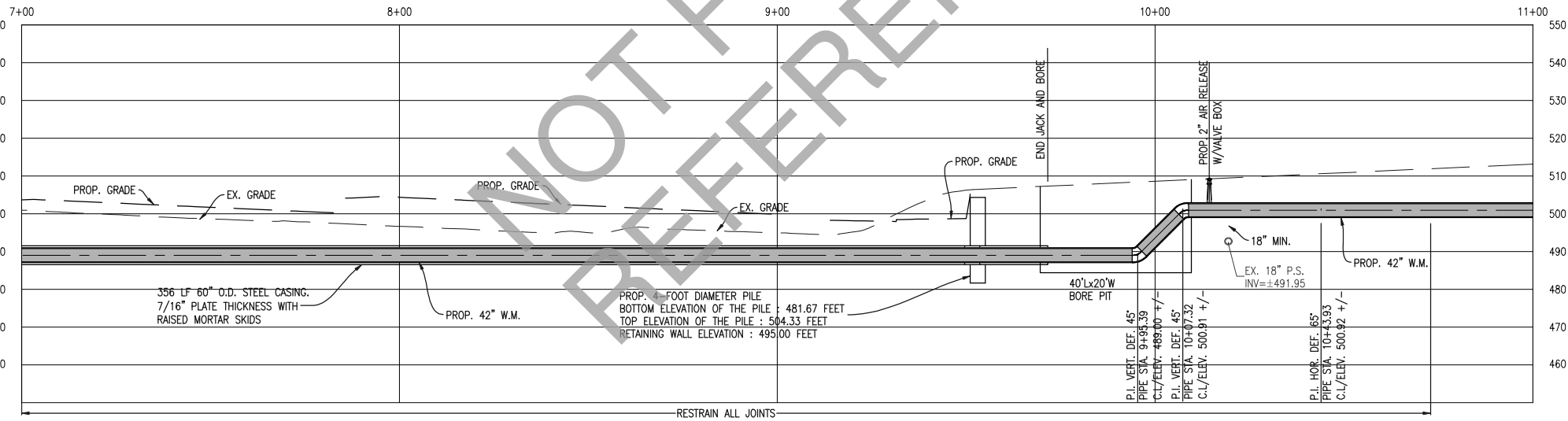
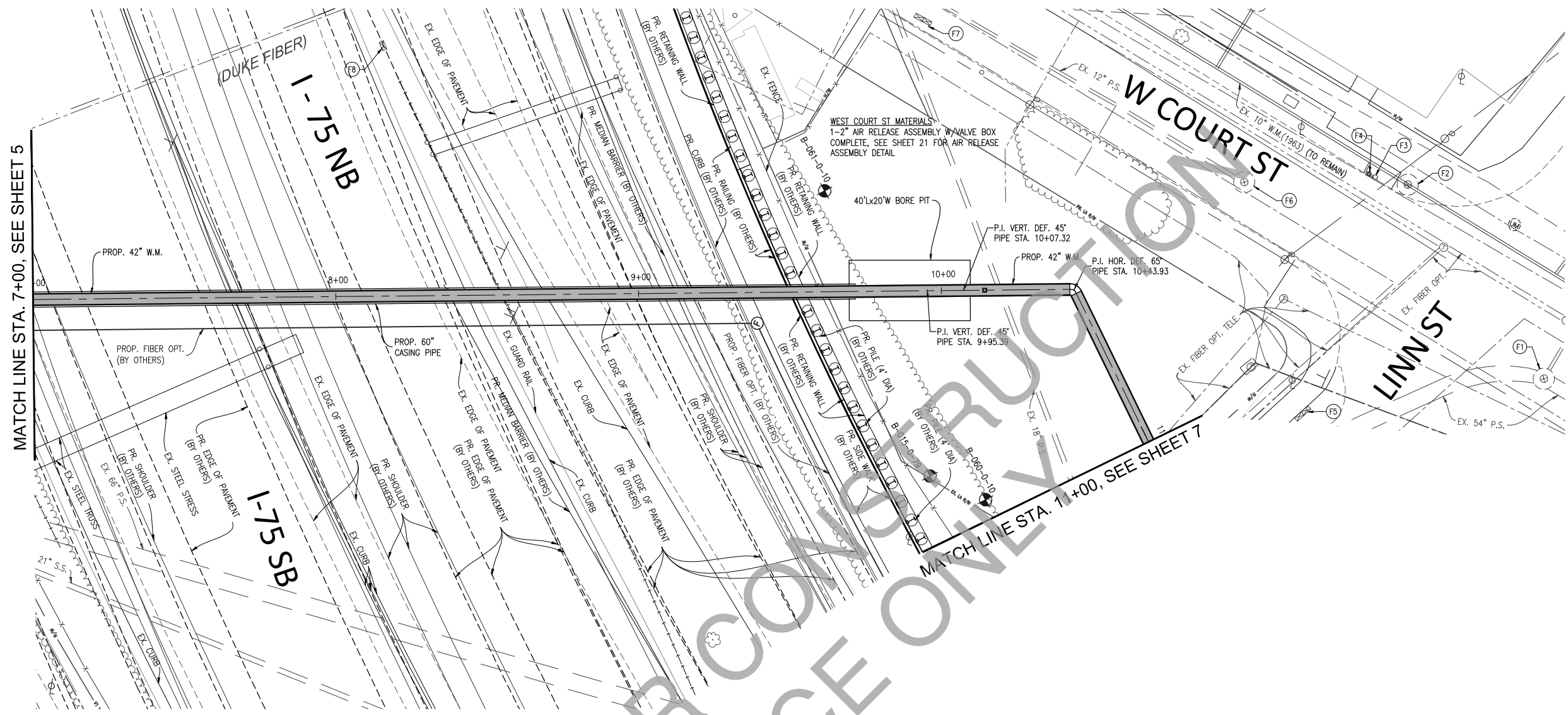


REVISIONS	DATE	BY	CHECKED	NR

4-4131
WW004364
MF-16963

**GEST ST
PLAN AND PROFILE**

4-4131
WW004364
MF-16963



STRUCTURE TABLE

- Ⓕ EX. SANITARY MANHOLE
- Ⓖ EX. WATER VALVE BOX
- Ⓕ EX. FIRE HYDRANT
- Ⓖ EX. WATER VALVE
- Ⓖ EX. CATCH BASIN
- Ⓕ EX. SANITARY MANHOLE
- Ⓖ EX. CATCH BASIN
- Ⓖ EX. CATCH BASIN

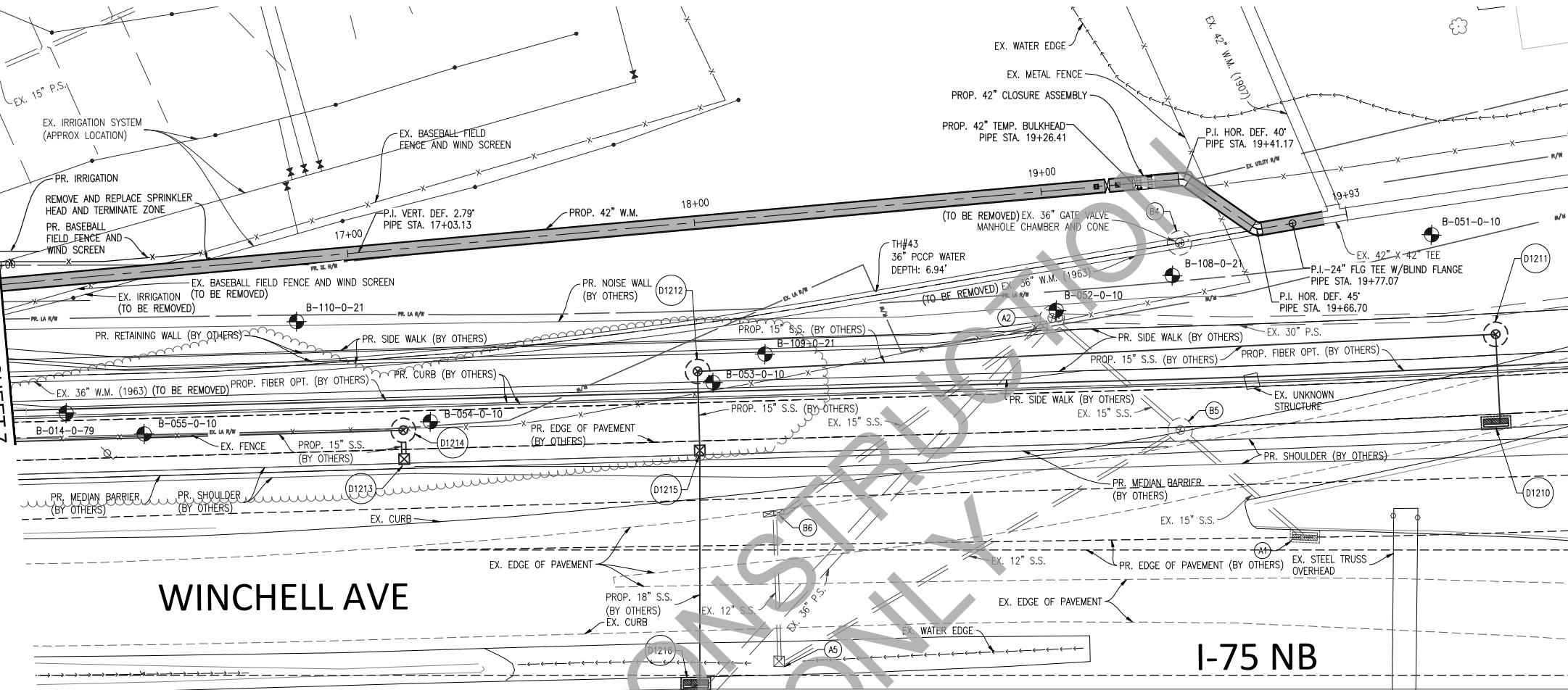
REVISIONS	CALCULATED	
	BK	NR

INTERSTATE - 75
PLAN AND PROFILE

4-4131
WW004364
MF-16963

NOTES:
 CONTRACTOR TO LOCATE AND VERIFY ALL UNDERGROUND FACILITIES ON CINCINNATI RECREATION COMMISSION PROPERTY, INCLUDING BUT NOT LIMITED TO IRRIGATION SYSTEM, UNDERGROUND GAS, UNDERGROUND ELECTRIC, ETC.
 CONTRACTOR TO REMOVE EX. SANITARY SEWER LATERALS AS NEEDED.
 CONTRACTOR TO REMOVE AND REINSTALL EX. BASEBALL FIELD FENCE AND WIND SCREEN, ANY DAMAGE TO ANY UNREMOVED PORTION OF THE FENCE OR WIND SCREEN TO BE REPAIRED IN KIND BY CONTRACTOR.
 CONTRACTOR TO REMOVE AND REINSTALL EX. METAL FENCE ANY DAMAGE TO BE REPAIRED IN KIND BY CONTRACTOR.
 ALL RESTORATION WITHIN THE BASEBALL FIELD FENCE SHALL BE SODDING WITH TOPSOIL.
 CONTRACTOR TO COORDINATE FENCE AND IRRIGATION REPLACEMENT WITH CINCINNATI RECREATION COMMISSION.

MATCHLINE STA. 16+00, SEE SHEET 7

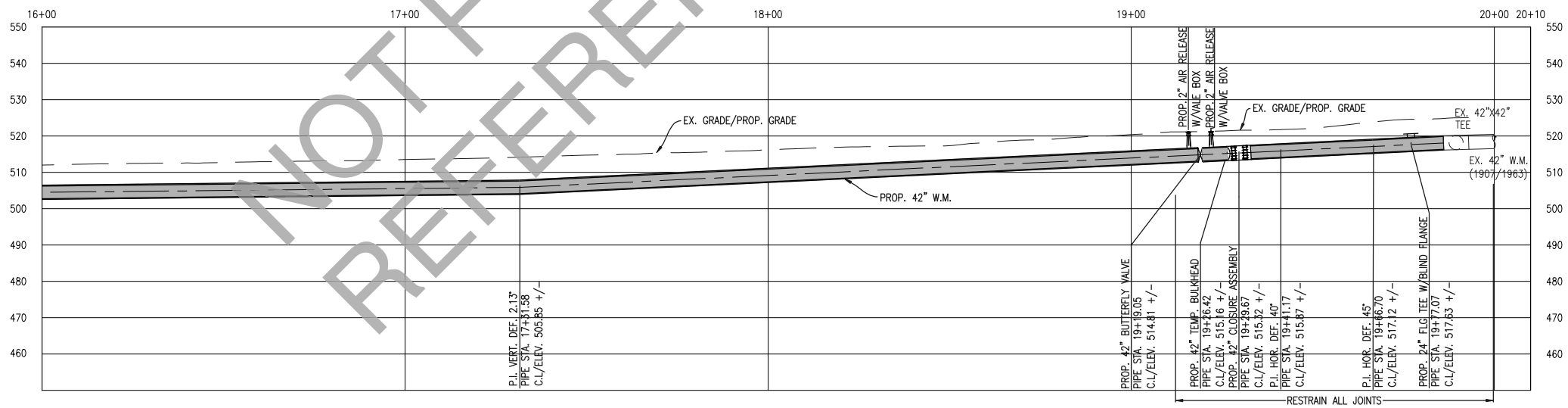


- WINCHELL AVE & EX 42\"/>**

JOINT NOTE:
 THE CONTRACTOR IS REQUIRED TO LOCATE EXISTING PIPE JOINTS AND VERIFY THE O.D. OF THE EXISTING 42\"/>

STRUCTURE TABLE (BY OTHERS)

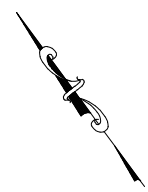
- (D1210) PR. STORM INLET
- (D1211) PR. STORM MANHOLE
- (D1212) PR. STORM MANHOLE
- (D1213) PR. STORM INLET
- (D1214) PR. STORM MANHOLE
- (D1215) PR. STORM INLET
- (D1216) PR. STORM INLET
- (A1) EX. TRIPLE GUTTER INLET
- (A2) EX. SANITARY MANHOLE
- (A5) EX. CATCH BASIN
- (B4) EX. WATER VALVE BOX
- (B5) EX. STORM MANHOLE
- (B6) EX. CATCH BASIN



REVISIONS	BK	CHECKED	NR

**WINCHELL AVE
 PLAN AND PROFILE**

4-4131
 WW004364
 MF-16963



MATCH LINE, SEE SHEET 7



I-75 NB

I-75 NB

I-75 SB

MATCH LINE, SEE SHEET 5

REVISIONS	DATE	BY	CHKD	NO.

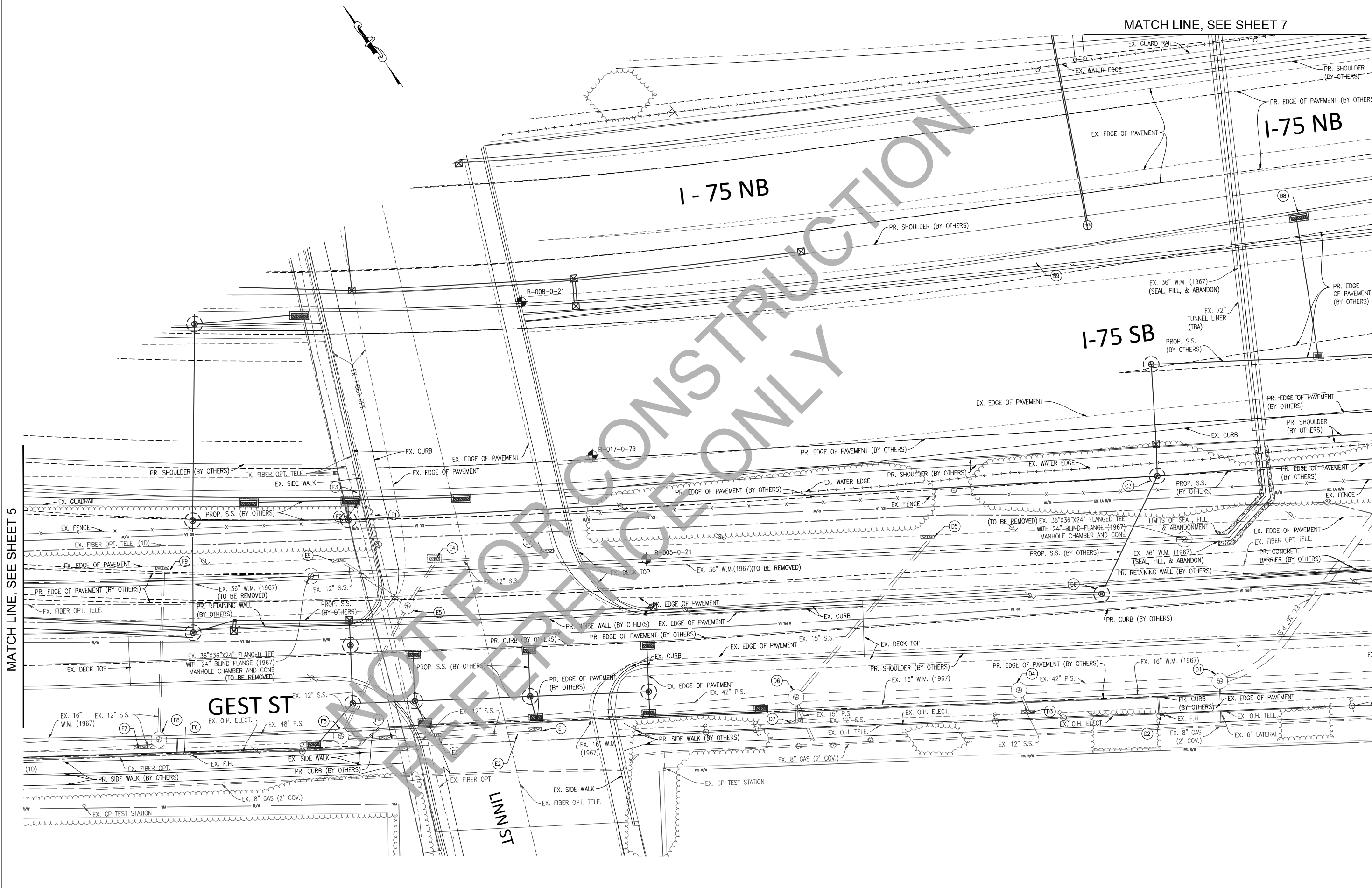
NO.	DESCRIPTION

GEST ST
PLAN

4-4131
WW004364
MF-16963

09
27

CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000



NOT FOR CONSTRUCTION ONLY

MAINTENANCE OF TRAFFIC

ITEM 614 – MAINTAINING TRAFFIC

THE CONTRACTOR MUST PERFORM THE REQUIRED WORK WITH THE MAXIMUM SAFETY OF, AND THE LEAST INCONVENIENCE TO, THE TRAVELING PUBLIC AND THE CONTRACTOR. THE ENGINEER MUST APPROVE ANY PROPOSED VARIANCE FROM THE MAINTENANCE OF TRAFFIC NOTES, IN ADVANCE, IN WRITINGS, EXCEPT AS MODIFIED HEREIN. THE REQUIREMENTS FOR MAINTAINING TRAFFIC, AS INDICATED IN THE "STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATION", ITEM 614; "THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD), PART 6; AND THE CITY OF CINCINNATI "TRAFFIC SAFETY HANDBOOK" (BLUE BOOK) CURRENT EDITIONS, LATEST REVISIONS AND PERTINENT ITEMS OF SPECIFICATIONS AND PROPOSAL APPLY.

USE DRUMS, SIGNS, SIGN SUPPORTS, BARRICADES, IMPACT ATTENUATORS AND OTHER TRAFFIC CONTROL DEVICES THAT ARE CERTIFIED TO MEET NCHRP350 SAFE-CRASH STANDARDS OR ARE MODIFIED BY CONTRACT DOCUMENTS. DO NOT USE HEAVY, NON-YIELDING DEVICES OR SUPPORTS THAT DO NOT CONFORM TO THE CURRENT STANDARDS OF NCHRP350 UNLESS ALLOWED BY CONTRACT DOCUMENTS.

ITEM 614.03 TRAFFIC CONTROL GENERAL

ALL TRAFFIC CONTROL WILL CONFORM TO THE REQUIREMENTS OF THE PLAN, STANDARD CONSTRUCTION DRAWINGS SHOWN ON THE PLAN, AND THE OMUTCD FOR STREETS AND HIGHWAYS, FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF ALL TRAFFIC CONTROLS AND TRAFFIC CONTROL DEVICES. WHEN THE PLANS OR STANDARD CONSTRUCTION DRAWINGS DO NOT COVER A SPECIFIC TRAFFIC CONTROL SITUATION, PLACE THE NECESSARY TRAFFIC CONTROL DEVICES ACCORDING TO THE OMUTCD AND USE THE PROCEDURES REQUIRED BY THE OMUTCD.

1. IN ADDITION TO ITEM 614, "MAINTAINING TRAFFIC," AS SET FORTH IN THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING NOTES ALSO APPLY TO THE WORK CARRIED OUT WITHIN THE LIMITS OF THIS PROJECT.
 - A. THE CONTRACTOR WILL BE REQUIRED ON AN INTERIM AND/OR PERMANENT BASIS TO FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL LIGHTS, SIGNS, BARRICADES AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE SAFETY AND MAINTENANCE OF TRAFFIC. THIS ALSO INCLUDES ALL ADVANCE WARNING SIGNAGE, REGULATORY SIGNS, INFORMATIONAL SIGNS, DETOUR SIGNS AND DIRECTIONAL SIGNS. KEEP ALL EQUIPMENT CLEAN AND IN PROPER WORKING CONDITION. ALL SIGNS ARE TO BE RETROREFLECTORIZED OR ILLUMINATED AND HAVE THE MOST RECENT COLOR AND TYPE AS SPECIFIED IN THE OMUTCD MANUAL.
 - B. REPLACE ANY TRAFFIC CONTROL DEVICE THAT BECOMES MOVED OR DAMAGED DURING THE DURATION OF THE PROJECT. ASSIGN A COMPETENT PERSON TO CHECK THE WORK ZONE ON A DAILY BASIS TO CORRECT ANY DEFICIENCIES. MAKE THESE CHECKS BEFORE WORK IS TO START FOR THE DAY TO ASSURE ALL DEVICES ARE IN PLACE OR, IF NOT NEEDED, ARE COVERED OR REMOVED FROM THE SITE. IF THE CONTRACTOR IS NOT WORKING AND NO ROADWAY HAZARDS ARE PRESENT, COVER OR REMOVE ANY UNNECESSARY SIGNS.
 - C. THE STANDARD CHANNELIZING DEVICE FOR CLOSING ANY LANE TO TRAFFIC IS PROPERLY WEIGHTED 36" DRUMS OR 42" CONES. TAPERS FOR LANE CLOSURES HAVE 36" DRUMS OR 42" CONES. 28" CONES MAY BE USED FOR DAYTIME ONLY, SHORT DURATION CLOSURES. ALL CHANNELIZING DEVICES ARE ORANGE IN COLOR WITH A MINIMUM OF TWO RETROREFLECTIVE BANDS (42" CONES HAVE FOUR RETROREFLECTIVE BANDS). THE RETROREFLECTIVE MATERIAL USED ON CHANNELIZING DEVICES HAS A SMOOTH, SEALED SURFACE THAT WILL DISPLAY APPROXIMATELY THE SAME COLOR DAY AND NIGHT. KEEP ALL RETROREFLECTIVE MATERIAL ON DEVICES IN GOOD CONDITION, MAINTAINING THEIR RETROREFLECTIVE PROPERTIES.
 - D. THE USE OF FLASHING ARROW PANELS SHOULD BE USED FOR ALL LANE CLOSURES AND MAY BE REQUIRED AT ANY TIME DURING THE JOB OR PROJECT BY THE RIGHT-OF-WAY (ROW) INSPECTOR OR A TRAFFIC ENGINEERING OFFICIAL. USE ARROW PANELS IN THE CINCINNATI BUSINESS DISTRICT (CBD) AREA FOR ANY WORK WITHIN A TRAVEL LANE. ARROW PANELS MUST CONFORM TO THE OMUTCD PART 6, SECTION 6F.53, "ARROW PANELS". FOR A STATIONARY LANE CLOSURE THE ARROW PANEL SHOULD BE LOCATED ON THE SHOULDER AT THE BEGINNING OF THE MERGING TAPER. WHERE THE SHOULDER IS NARROW, THE ARROW PANEL SHOULD BE LOCATED IN THE CLOSED LANE. USE THE ARROW PANEL IN COMBINATION WITH APPROPRIATE SIGNS, CHANNELIZING DEVICES AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES. LOCATIONS THAT WILL REQUIRE A FLASHING ARROW PANEL WILL APPEAR IN ITEM #14.
 - E. IF FLAGGING IS NECESSARY, THE REQUIRED METHOD OF FLAGGING IS WITH APPROVED STOP/SLOW PADDLES. FLAGS SHOULD BE LIMITED TO EMERGENCY SITUATIONS, INTERSECTIONS AND LOW SPEED, LOW VOLUME LOCATIONS, WHICH CAN BEST BE CONTROLLED BY A SINGLE FLAGGER. THE FLAGGING OPERATION AND FLAGGING STATION WILL CONFORM TO THE OMUTCD PART 6E, "FLAGGER CONTROL".

2. FAILURE TO COMPLY WITH MAINTENANCE OF TRAFFIC REQUIREMENTS WILL RESULT IN THE RIGHT-OF-WAY PERMIT BEING CANCELLED. THE CONTRACTOR WILL BE ORDERED TO REMOVE ALL PERSONNEL AND EQUIPMENT FROM THE CITY OF CINCINNATI RIGHT-OF-WAY UNTIL PROPER TRAFFIC CONTROL IS IN PLACE AND APPROVED BY THE DEPARTMENT OF TRANSPORTATION AND ENGINEERING'S ROW INSPECTOR AND/OR A TRAFFIC ENGINEERING OFFICIAL.

3. BEFORE WORK BEGINS, SUBMIT TO THE ENGINEER THE NAME AND TELEPHONE NUMBER OF A PERSON(S) WHO CAN BE REACHED 24 HOURS A DAY BY THE CITY OF CINCINNATI AND ALL INTERESTED POLICE AGENCIES. THIS PERSON(S) IS RESPONSIBLE FOR REPLACING AND MAINTAINING NECESSARY TRAFFIC CONTROL DEVICES PER THE APPROVED TRAFFIC CONTROL PLAN.

4. PEDESTRIAN PROTECTION AND PEDESTRIAN ACCESS WILL BE MAINTAINED AT ALL TIMES AND WILL CONFORM TO THE OMUTCD PART6D.01, "PEDESTRIAN CONSIDERATION". PEDESTRIANS' SAFETY IS OF UTMOST IMPORTANCE THROUGHOUT THE LIFE OF THE CONTRACT OR JOB. PEDESTRIANS WILL NOT BE LED INTO CONFLICTS WITH WORK SITE VEHICLES, EQUIPMENT OR OPERATIONS. PEDESTRIANS WILL NOT BE LED INTO CONFLICTS WITH VEHICLES MOVING THROUGH OR AROUND THE WORK SITE. PEDESTRIANS WILL BE PROVIDED WITH A SAFE, CONVENIENT AND ACCESSIBLE PATH THAT REPLICATES AS NEARLY AS PRACTICAL THE MOST DESIRED CHARACTERISTICS OF THE EXISTING SIDEWALK(S) OR FOOTPATH(S). IF THE PEDESTRIAN PATHWAY IS TO BE CLOSED, POST SIGNS TO DIRECT PEDESTRIANS TO THE SAFEST CROSSING POINT. IF THE PATHWAY IS TO BE CLOSED BETWEEN SAFE CROSSING POINTS, POST SIGNS IN ADVANCE OF THE CLOSED AREA AT A SAFE CROSSING POINT OR MAKE ARRANGEMENTS FOR SAFE PEDESTRIAN PASSAGE. IF TRAFFIC ENGINEERING OR THE ENGINEER REQUIRES PEDESTRIAN BARRIERS, THE ENGINEER WILL APPROVE THE TYPE USED. THE SAFETY OF PEDESTRIANS IS THE RESPONSIBILITY OF THE CONTRACTOR.

5. CONTRACTOR TO NOTIFY THE FOLLOWING GROUPS FIVE (5) WORKING DAYS PRIOR TO THE START OF WORK AND THREE (3) DAYS PRIOR TO ANY STREET CLOSURE WITH THE APPROVAL OF THE CITY TRAFFIC ENGINEER OR HIS/HER DESIGNEE AND THE PROJECT ENGINEER.

- LOCAL POLICE DISTRICT
- LOCAL FIREHOUSES
- QUEEN CITY METRO
- TANK (FOR WORK IN CBD)
- LOCAL SCHOOLS
- LOCAL HOSPITALS
- ADJUTTING PROPERTY OWNERS
- DJKE
- UPS
- NORFOLK SOUTHERN
- QUEENSGATE TRUCK CENTER

THE ENGINEER MAY REQUIRE ADDITIONAL CONTACTS.

6. IF TEMPORARY SIGNS TO RESTRICT PARKING ARE INSTALLED, NOTIFY THE LOCAL POLICE DISTRICT 24 HOURS PRIOR TO INSTALLATION AND POST THE SIGNS AT LEAST 14 HOURS BEFORE THE PARKING RESTRICTION LISTED ON THE SIGN. DATES AND TIMES ON TEMPORARY SIGNS MUST BE PROPERLY WORDED AND LEGIBLE.

7. THE CONTRACTOR WILL MAKE ARRANGEMENTS AND PAY FOR THE SERVICES OF AN OFF-DUTY POLICE OFFICER AND CRUISER, AS NEEDED. THE CINCINNATI POLICE DEPARTMENT (PHONE: 352-2583) AND HAMILTON COUNTY SHERIFF'S DEPARTMENT (PHONE: 595-8513) REQUIRES ADVANCE NOTICE FOR THESE SERVICES. THE USE OF A POLICE OFFICER(S) WITH A MARKED POLICE VEHICLE IS ENCOURAGED AND MAY BE REQUIRED BY TRAFFIC ENGINEERING, THE PROJECT ENGINEER, OR THE ROW INSPECTOR WHEN WORK IS DONE WITHIN A SIGNALIZED INTERSECTION. LOCATIONS THAT WILL REQUIRE A POLICE OFFICER(S) WILL APPEAR IN ITEM #14. THE HIRING OF A POLICE OFFICER(S) IS FOR ASSISTANCE WITH TRAFFIC AND PEDESTRIAN CONTROL, FOR THE SAFETY OF THE TRAVELING PUBLIC AND FOR THE SAFETY OF THE CONTRACTOR'S EMPLOYEES. THE POLICE OFFICER(S) IS CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR IS RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THE CONTRACTOR EMPLOYS THEM, TRAFFIC ENGINEERING, THE PROJECT ENGINEER, OR THE ROW INSPECTOR WILL DETERMINE THE POLICE OFFICER'S PLACEMENT AND DUTIES. THE CLOSING OF A ROAD FOR THE PURPOSE OF THE PROPOSED WORK WILL ONLY BE DONE WITH ADVANCED NOTIFICATION AND THE APPROVAL OF TRAFFIC ENGINEERING.

8. THE CONTRACTOR, THROUGH THE ENGINEER OR ROW INSPECTOR, IS REQUIRED TO CONTACT ANDY CARTER OF THE TRAFFIC ENGINEERING DIVISION AT 352-5272, OR TRAFFIC SERVICE BUREAU CONTROLLER SERVICE SECTION AT 352-4391 ONE WEEK PRIOR TO ANY GRINDING OR CURB REPAIR OPERATIONS NEAR VEHICLE LOOP DETECTORS. THEY WILL COORDINATE WITH THE CONTRACTOR TO SAVE THE EXISTING LOOPS OR TO ARRANGE FOR PROPER SIGNAL OPERATION IF THE LOOP(S) MUST BE DESTROYED.

9. A COPY OF THESE NOTES SHALL BE KEPT AVAILABLE AT THE SITE ANY TIME WORK IS IN PROGRESS. SHOULD YOU HAVE ANY FURTHER QUESTIONS ON MAINTENANCE OF TRAFFIC, CONTACT:
MARK MAHONEY, 352-3733 OR 470-0946(CELL)
PLEASE NOTIFY THE DIVISION OF TRAFFIC ENGINEERING AFTER COMPLETION OF THE PROJECT.

10. ALL SUB-CONTRACTORS MUST ADHERE TO THE SAME MAINTENANCE OF TRAFFIC REQUIREMENTS AS THE GENERAL CONTRACTOR. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL SUB-CONTRACTORS.

11. ONE WEEK PRIOR TO ANY GRINDING OR PAVING, NOTIFY THE TRAFFIC ENGINEERING REPRESENTATIVE. THE TRAFFIC ENGINEERING REPRESENTATIVE WILL APPROVE OR NOT APPROVE THE DATE AND TIME WITH RESPECT TO AREA EVENTS AND/OR PLANNED LANE CLOSURES.

12. IF, IN THE OPINION OF THE CITY ENGINEER, THE CITY TRAFFIC ENGINEER, OR HIS/HER DESIGNEE, PROPER PROVISIONS AND MAINTENANCE OF TRAFFIC OR TRAFFIC CONTROLS ARE NOT PROVIDED BY THE CONTRACTOR, THE CITY WILL PROVIDE APPROPRIATE PROVISIONS TO MAINTAIN SAFE TRAFFIC CONTROLS. THE COST OF THESE SERVICES WILL BE CHARGED TO THE PERMITEE.

13. FAILURE TO FOLLOW ESTABLISHED TRAFFIC SAFETY REQUIREMENTS CONSTITUTES A VIOLATION OF THE STREET OPENING PERMIT AND SUBJECTS THE PERMITEE TO ALL SANCTIONS AND PENALTIES AUTHORIZED BY THE CINCINNATI MUNICIPAL CODE.

14. MAINTAIN POLICE, FIRE AND LOCAL RESIDENT TRAFFIC AT ALL TIMES. THE FOLLOWING RESTRICTIONS ON LOCAL ROADWAYS APPLY TO THE CONSTRUCTION INVOLVED IN THIS PROJECT. THESE RESTRICTIONS ARE SUBJECT TO BE CHANGED BY THE CITY OF CINCINNATI TRAFFIC ENGINEER OR HIS/HER DESIGNEE DUE TO UNFORESEEN CIRCUMSTANCES OR TRAFFIC CONDITIONS. NO TRAFFIC WILL BE DETOURED OR ROADWAY CLOSED WITHOUT PRIOR APPROVAL OF THE DEPARTMENT OF TRANSPORTATION AND ENGINEERING DIVISION OF TRAFFIC ENGINEERING. NO OPEN TRENCH WILL BE LEFT UNATTENDED. LEAVE ALL AREAS IN THE ROADWAY AND SIDEWALK IN SAFE, PASSABLE CONDITION AND MEET ALL REQUIREMENTS SET BY THE DEPARTMENT OF TRANSPORTATION AND ENGINEERING'S CITY ENGINEER AND CITY TRAFFIC ENGINEER OR HIS/HER DESIGNEE.

ITEM 614.10 WORK ZONE TRAFFIC SIGNALS

1. REFER TO SECTION 1314 OF THE CITY OF CINCINNATI SUPPLEMENT TO STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS FOR THE REQUIREMENTS OF MAINTENANCE OF EXISTING TRAFFIC SIGNALS AND STREET LIGHTING CIRCUITS.

2. WORK ZONE TRAFFIC SIGNALS ARE INCIDENTAL TO THE MOT UNDER LINE ITEM 614.00.

ITEM 614.11 WORK ZONE PAVEMENT MARKINGS

1. REPLACE ALL PAVEMENT MARKINGS, WHICH ARE REMOVED OR DAMAGED DURING THE PROJECT OR JOB TO THE SAME OR BETTER CONDITION AND TYPE AS BEFORE THE WORK BEGAN.

2. MAINTAIN VISIBLE PAVEMENT MARKINGS AFTER EACH WORKDAY.

3. FOLLOWING THE GRINDING OPERATIONS, USE PAINTED TEMPORARY PAVEMENT MARKINGS. DO NOT USE CONSTRUCTION TAPE IN THE WET OR COLD WEATHER PERIODS, AS IT SHOULD NOT BE EXPECTED TO WITHSTAND SNOWFLOWING OPERATIONS.

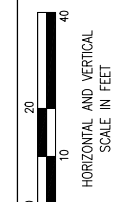
4. FOLLOWING THE PLACEMENT OF THE LEVELING COURSE, APPLY PAINT OR CONSTRUCTION TAPE PER THE FINAL STRIPING PLAN TO SERVE AS TEMPORARY PAVEMENT MARKINGS. IF CONSTRUCTION TAPE IS USED FOR TEMPORARY PAVEMENT MARKINGS ON THE LEVELING COURSE, REMOVE IT BEFORE PLACEMENT OF THE SURFACE COURSE.

5. PLACE ALL TEMPORARY PAVEMENT MARKINGS TO RETAIN LANE ASSIGNMENTS AND SHY AWAY FROM AREAS NEAR CURBS, ISLANDS, ETC., UNLESS OTHERWISE DIRECTED BY THE ENGINEER. INSTALL THESE TEMPORARY PAVEMENT MARKINGS WITH THE SAME PROFESSIONAL ALIGNMENT AND GENERAL POSITIVE GUIDANCE THAT IS UTILIZED WITH THE PERMANENT PAVEMENT MARKINGS.

6. AFTER PLACEMENT OF THE SURFACE COURSE, USE PAINT FOR THE LAYOUT OF THE FINAL STRIPING PLAN. DO NOT USE CONSTRUCTION TAPES ON THE SURFACE COURSE. AFTER THE ENGINEER HAS APPROVED THE LAYOUT OF THE TEMPORARY PAVEMENT MARKINGS, APPLY PERMANENT PAVEMENT MARKINGS IN THERMOPLASTIC ON ASPHALT SURFACE COURSES.

7. THE CITY WILL PROVIDE DOCUMENTATION SO THAT THE TEMPORARY PAVEMENT MARKINGS CAN BE PROPERLY ALIGNED. THE ENGINEER WILL PROVIDE INSPECTION AND APPROVE THE LAYOUT. THE CONTRACTOR WILL PERFORM THE LAYOUT.

8. ON ANY STREET WHICH HAS THE SURFACE COURSE PLACED AFTER NOVEMBER 1, THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN VISIBLE PAVEMENT MARKINGS UNTIL MARCH 15 OF THE FOLLOWING YEAR OR UNTIL THE PERMANENT PAVEMENT MARKINGS ARE PLACED.

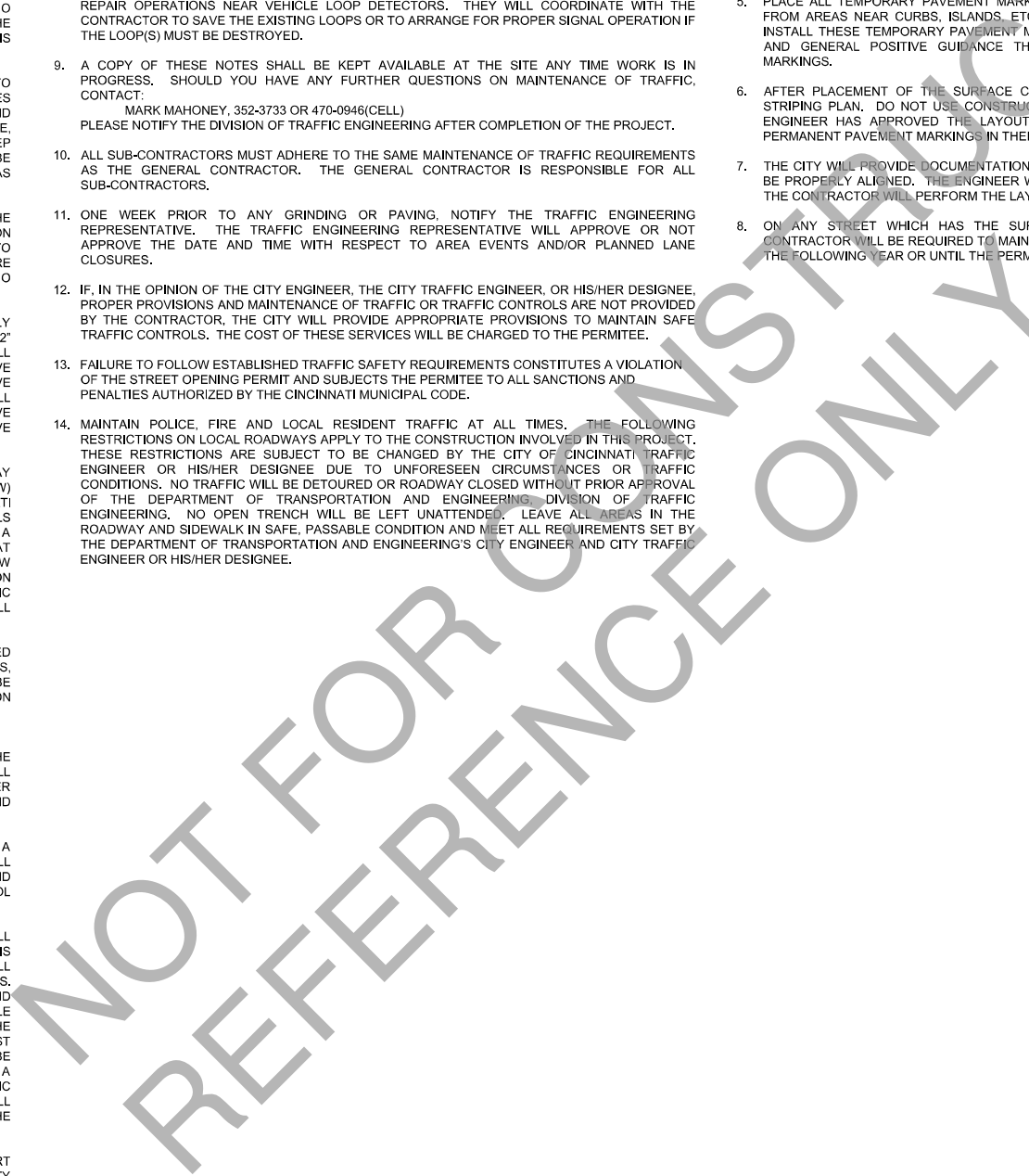


REVISIONS	CALCULATED	
	BK	
	CHECKED	
	NR	

**GEST ST/WINCHELL AVE
MAINTENANCE OF TRAFFIC**

4-4131
WV004364
MF-16963

10
27



ITEM 614, MAINTAINING TRAFFIC (GEST ST.)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 13 AND 14. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,800 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

CLOSE GEST ST. TO ALL TRAFFIC FROM W. 7TH ST. CONNECTOR TO FREEMAN AVE., INCLUDING THE GEST ST. NB AND SB RAMPS TO LINN ST. THE GEST ST. SB RAMP TO LINN ST. IS TO BE CLOSED PERMANENTLY. SET UP TRAFFIC DETOURS AS PER SHEETS 13 AND 14. MAINTAIN TRAFFIC ALONG GEST ST. FROM FREEMAN AVE. TO WESTERN AVE. AS LAID OUT ON SHEET 17. SHIFT AND COVER SIGNAL HEADS AS REQUIRED AT GEST ST. AND FREEMAN AVE. INTERSECTION.

EXCAVATE THE RECEIVING PIT IN GEST ST. WITHIN THE LIMITS OF THE GEST SB RAMP TO LINN ST. BEGIN CONSTRUCTION OF THE 42" WATER LINE ALONG GEST ST. EXCAVATE BORING PIT BETWEEN I-75 AND W. COURT ST. BEGIN JACK AND BORE OF 42" WATER LINE UNDER I-75.

ONCE WATERLINE RELOCATION HAS BEEN COMPLETED, FILL IN THE RECEIVING PIT TO GRADE. THE RAMP TO LINN ST. IS TO REMAIN PERMANENTLY CLOSED. PLACE PB AS SHOWN ON SHEET 20 WHICH IS TO REMAIN IN PLACE FOR THE HAM-IR75-1.05 PROJECT.

ITEM 614, MAINTAINING TRAFFIC (LINN ST.)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 15. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$6,700 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

CLOSE LINN ST. TO ALL TRAFFIC FROM W. GEST ST. TO W. COURT ST. CONSTRUCT THE 42" WATERLINE ACROSS LINN ST. USING AN OPEN CUT IN THE PAVEMENT. BACKFILL AND COMPACT THE TRENCH AND PLACE PROPOSED PAVEMENT TO GRADE.

NO WORK SHALL BE PERFORMED AND ALL EXISTING MOT LANES SHALL OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	CHRISTMAS (OBSERVED)
THANKSGIVING	GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY	FOURTH OF JULY (OBSERVED)
LABOR DAY	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY (GEN./REG.ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY

ITEM 614, MAINTAIN TRAFFIC (CONT'D)

DAY OF HOLIDAY OR SPECIAL EVENT	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
THANKSGIVING	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE			
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 8 PIO	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 CALENDAR DAYS PRIOR TO CLOSURE	2 CALENDAR DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE CITY OF CINCINNATI RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 622 - PORTABLE BARRIER, UNANCHORED, AS PER PLAN

AFTER THE COMPLETION OF WORK AT GEST ST. AS SHOWN ON SHEET 20, THE PORTABLE BARRIER, UNANCHORED SHALL BE MAINTAINED UNTIL 03/21/25 AT WHICH TIME THE REMOVAL/ TRANSFER WILL BE COORDINATED WITH THE HAM-IR75-1.05 PROJECT CONTRACTOR.

FOR THE PORTABLE BARRIER ADJACENT TO THE EASTBOUND GEST ST. TRAFFIC, CONNECT TO THE EXISTING BARRIER PER SCD MT-101.80. FOR ALL LABOR, EQUIPMENT AND MATERIALS, SHALL BE INCLUDED IN THE UNIT COST FOR ITEM 614 PORTABLE BARRIER, UNANCHORED, AS PER PLAN.

ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

GEST ST. AT W 7TH ST CONNECTOR (SHEETS 13 THRU 14)
 GEST ST. AT FREEMAN AVE (SHEETS 13 THRU 14)
 GEST ST. NB RAMP AT LINN ST. (SHEETS 13 THRU 14)
 GEST ST. SB RAMP AT LINN ST. (SHEETS 13 THRU 14)
 LINN ST. AT W 8TH ST. (SHEET 15)
 LINN ST. AT W COURT ST. (SHEET 15)

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

COORDINATION BETWEEN CONTRACTORS

COORDINATION WILL BE REQUIRED WITH ADJACENT ODOT AND LOCAL PROJECTS. THERE WILL BE MULTIPLE ONGOING PROJECTS IN THE AREA, INCLUDING BUT NOT LIMITED TO:

- ODOT BRENT SPENCE BRIDGE, PID 116649
- METROPOLITAN SEWER DISTRICT PROJECT 10142950 - EAST BRANCH OHIO RIVER INTERCEPTOR (EBORI) EXTENSION PROJECT (LAUNCH PIT AT WESTERN AVE/GEST STREET/SB I-75 ON RAMP)
- HAM-IR75-1.05, PID 122048

THE CONTRACTOR MUST COORDINATE FULL-CLOSURES AND SIGNIFICANT MOT IMPACTS WITH THE ENGINEER & CONTRACTOR(S) FOR ALL ADJACENT PROJECTS.

CITY OF CINCINNATI DOTE

•IF PROJECT ACTIVITIES ARE PERFORMED IN CITY OF CINCINNATI RIGHT OF WAY, OR WILL IMPACT LOCAL ROADS, THEN THE CONTRACTORS MUST APPLY FOR A CITY PERMIT.

•PERMITS: A CITY OF CINCINNATI DOTE PERMIT IS REQUIRED PRIOR TO THE ODOT CONTRACTOR COMMENCING WORK INSIDE THE CITY'S RIGHT OF WAY. PERMITS WILL BE AT "NO COST" AND REQUIRE DOTE'S GENERAL PERMIT TO BE APPLIED FOR.

•THE CITY OF CINCINNATI'S CITIZENS AND BUSINESSES HOST MANY MAJOR EVENTS THAT MAY AFFECT TRANSPORTATION ASSETS WITHIN THE PROJECT LIMITS. CITY ISSUED PERMITS MAY REQUIRE MAJOR EVENT WORK RESTRICTIONS ON THE CONTRACTOR'S ACTIVITIES. THE CITY MAINTAINS A LIST OF KNOWN MAJOR EVENTS AT THE FOLLOWING WEBSITE: [HTTP://CINCINNATI-OH.GOV/POLICE/SPECIAL-EVENTS-REGULATIONS-AUCTIONS/EVENT-PERMITS/](http://cincinnati-oh.gov/police/special-events-regulations-auctions/event-permits/).

CONFLICTING SIGNING AND PAVEMENT MARKINGS

THE CONTRACTOR SHALL REMOVE ANY AND ALL CONFLICTING PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER. IN ADDITION, ALL SIGNING WITH CONFLICTING MOVEMENTS SHALL BE EITHER COVERED OR REMOVED DURING CLOSURES AND UNCOVERED OR REPLACED WITH THE SAME EXISTING WHEN THE CLOSURE IS OPENED UP TO TRAFFIC.

FOR ALL LABOR, EQUIPMENT AND MATERIALS, SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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). IN ADDITION, THE FOLLOWING

LOCAL OFFICIALS SHALL RECEIVE NOTIFICATION:
 CHRIS KELLY, CITY OF CINCINNATI:
 CHRIS.KELLY@CINCINNATI-OH.GOV
 CURTIS HINES
 CURTIS.HINES@CINCINNATI-OH.GOV

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 8 PIO	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 CALENDAR DAYS PRIOR TO CLOSURE	2 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	< 2 WEEKS	5 CALENDAR 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 NOTIFICATION TIME TABLE.

SIGNAL HEADS AND SIGNAL TIMING

ALTHOUGH CERTAIN SIGNAL HEADS HAVE BEEN IDENTIFIED IN THIS PLAN SET TO REMAIN UNMOVED AND UNCOVERED DURING GEST ST CLOSURE, THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF CINCINNATI FOR ANY CHANGES TO SIGNAL HEADS. ALL COSTS ARE TO BE INCLUDED IN THE PAY ITEM 614 LUMP SUM MAINTENANCE OF TRAFFIC.

THE CONTRACTOR SHALL NOTIFY THE CITY R/W INSPECTOR A MINIMUM OF 30 DAYS BEFORE CLOSING GEST ST. THE CITY WILL RETIME THE SIGNAL DURING THE CLOSURE OF GEST ST.

CALCULATED	CMK	REVISIONS	CHECKED	CEA
MAINTENANCE OF TRAFFIC GENERAL NOTES				
4-4131	WW004364			
	MF-16963			
11				
27				

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

CRITERIA

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICE IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES

ITEM 614, LAW ENFORCEMENT OFFICE (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT'D)

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 20 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB OR PERMANENT BARRIER (INCLUDING BRIDGE PARAPETS) CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 ONE-WAY 15 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

MAINTENANCE OF TRAFFIC SUBSUMMARY

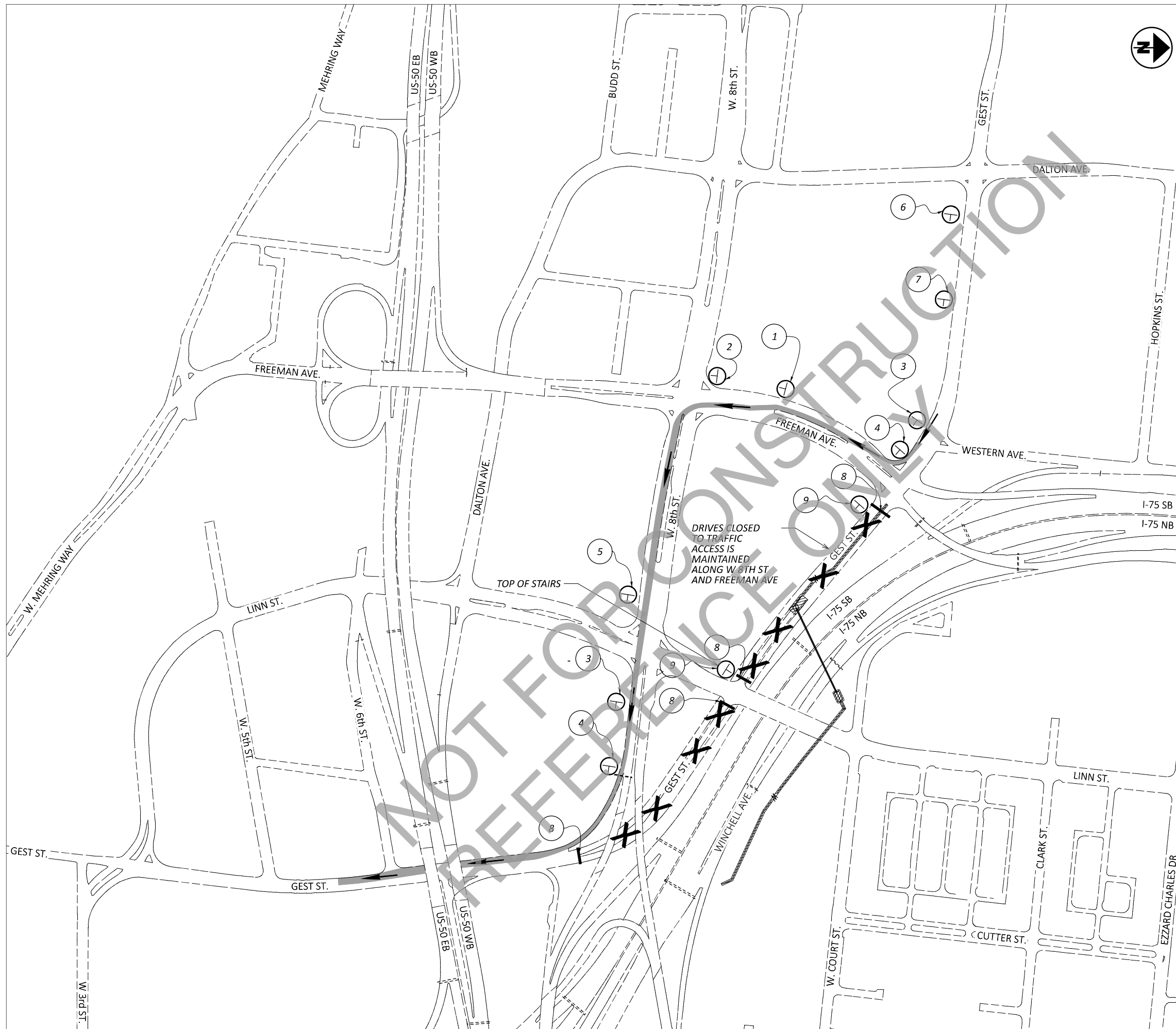
REF NO.	SHEET NO.	ROAD	DETOUR SIGNING	614								622	
				SPECIAL FLASHING ARROW PANEL EACH	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS I, 6" (WHITE), 642 PAINT MILE	WORK ZONE EDGE LINE, CLASS I, 6" (YELLOW), 642 PAINT MILE	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT FEET	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT FEET	WORK ZONE ARROW, CLASS I, 642 PAINT EACH		PORTABLE BARRIER, UNANCHORED, AS PER PLAN FEET
	13	GEST ST EB	LS										
	14	GEST ST WB	LS										
	15	LINN ST	LS										
CH-7	16	FREEMAN AVE								73			
ELW-1	16	FREEMAN AVE					0.01						
LA-1	16	FREEMAN AVE										1	
LA-2	16	FREEMAN AVE										1	
ELW-2	16-17	FREEMAN AVE					0.13						
CH-1	17	FREEMAN AVE		1									
LA-3	17	GEST ST								61			
ELY-1	17	WESTERN AVE							0.02				
ELW-3	19	LINN ST					0.11						
ELW-4	19	LINN ST					0.08						
ELW-5	19	LINN ST					0.08						
ELW-6	20	GEST ST					0.01						
LL-1	20	GEST ST			0.10								
ELY-2	20	GEST ST							0.08				
ELY-3	20	GEST ST							0.08				
PB-1	20	GEST ST											280
PB-2	20	GEST ST											360
CH-2	20	GEST ST								175			
CH-3	20	GEST ST								114			
CH-4	20	GEST ST								110			
CL-1	20	GEST ST				0.04							
DL-1	20	GEST ST									160		
	20	GEST ST		1									
ELW-7	20	LINN ST					0.01						
ELW-8	20	LINN ST					0.01						
LL-3	20	LINN ST			0.01								
LL-4	20	LINN ST			0.01								
CL-3	20	LINN ST				0.02							
CH-5	20	LINN ST								91			
CH-6	20	LINN ST								91			
SUBTOTAL							0.44	0.18					
TOTALS CARRIED TO GEN. SUM.			LS	2	0.12	0.06	0.62		715	160	3	640	









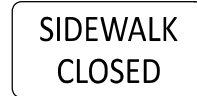

STANDARD DRAWINGS

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS(S):

- MT-95.31 REVISED 07/19/2019
- MT-100.70 REVISED 04/21/2023
- MT-101.60 REVISED 04/21/2023
- MT-101.70 REVISED 04/21/2023
- MT-101.80 REVISED 01/17/2020
- MT-101.90 REVISED 07/17/2020

CALCULATED	CMK
	CHECKED
REVISIONS	CEA
MAINTENANCE OF TRAFFIC GENERAL NOTES	
4-4131	
WW004364	
MF-16963	
12	
27	

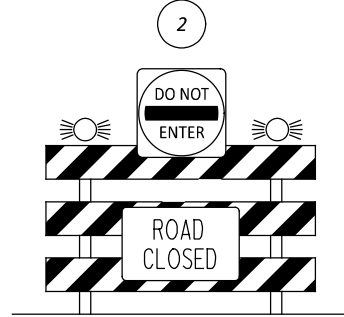
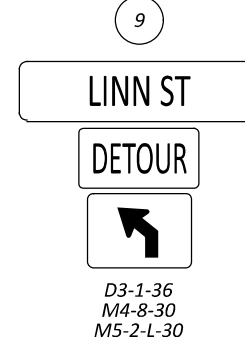
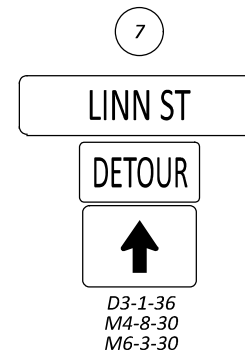
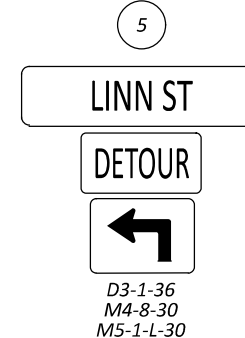
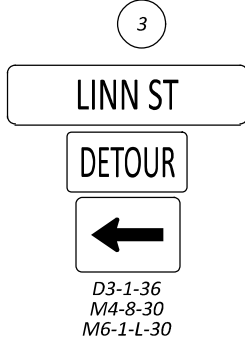
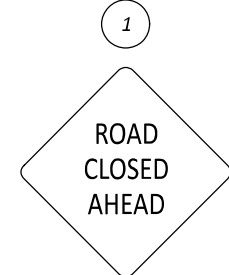
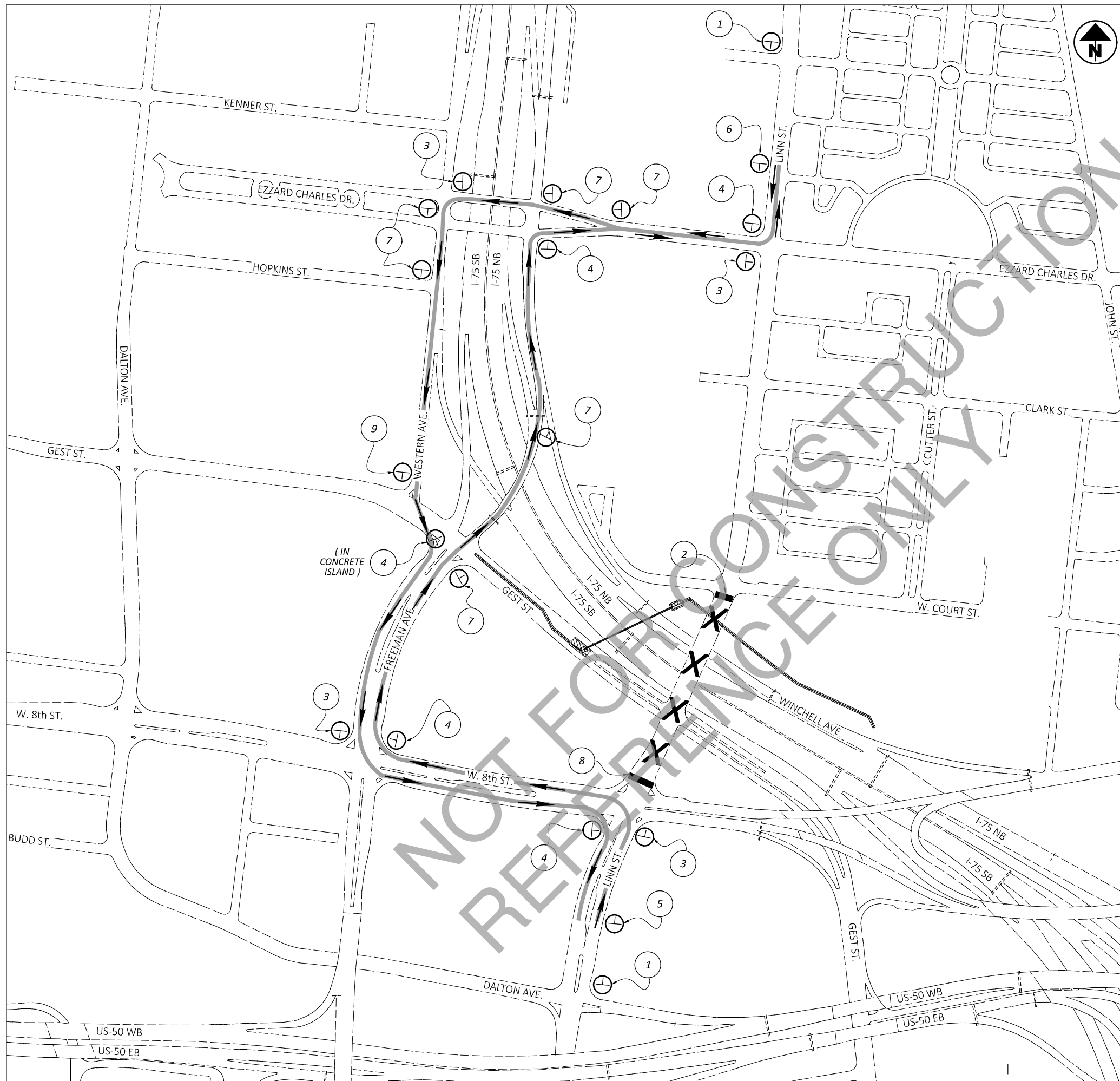


1	2
GEST ST DETOUR  D3-1-36 M4-8-30 M5-1-L-30	GEST ST DETOUR  D3-1-36 M4-8-30 M6-1-L-30
3	4
GEST ST DETOUR  D3-1-36 M4-8-30 M5-1-R-30	GEST ST DETOUR  D3-1-36 M4-8-30 M6-1-R-30
5	7
GEST ST DETOUR  D3-1-36 M4-8-30 M6-3-30	GEST ST   D3-1-36 W20-3-36 W16-2P-18
6	9
 W20-1-36	 R9-9-30
8	
 R11-2-48 TYPE 3 BARRICADE PER MT 101.60	

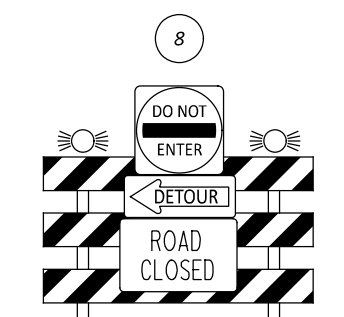
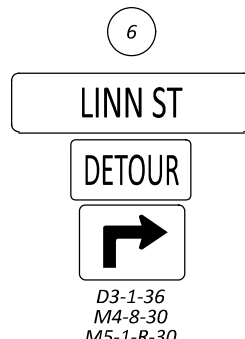
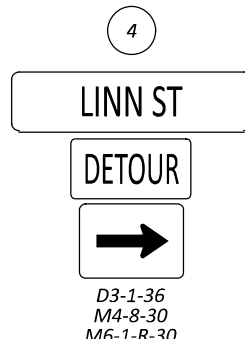
NOTES:
1. ALL WORK ON THIS SHEET IS INCLUDED IN ITEM 614 - DETOUR SIGNING.

CALCULATED	CMK	REVISIONS	CHECKED	CEA
MAINTENANCE OF TRAFFIC DETOUR MAP - EB GEST ST (1 OF 2)				
4-4131 WW004364 MF-16963				13 27

CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000



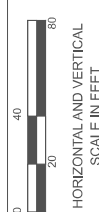
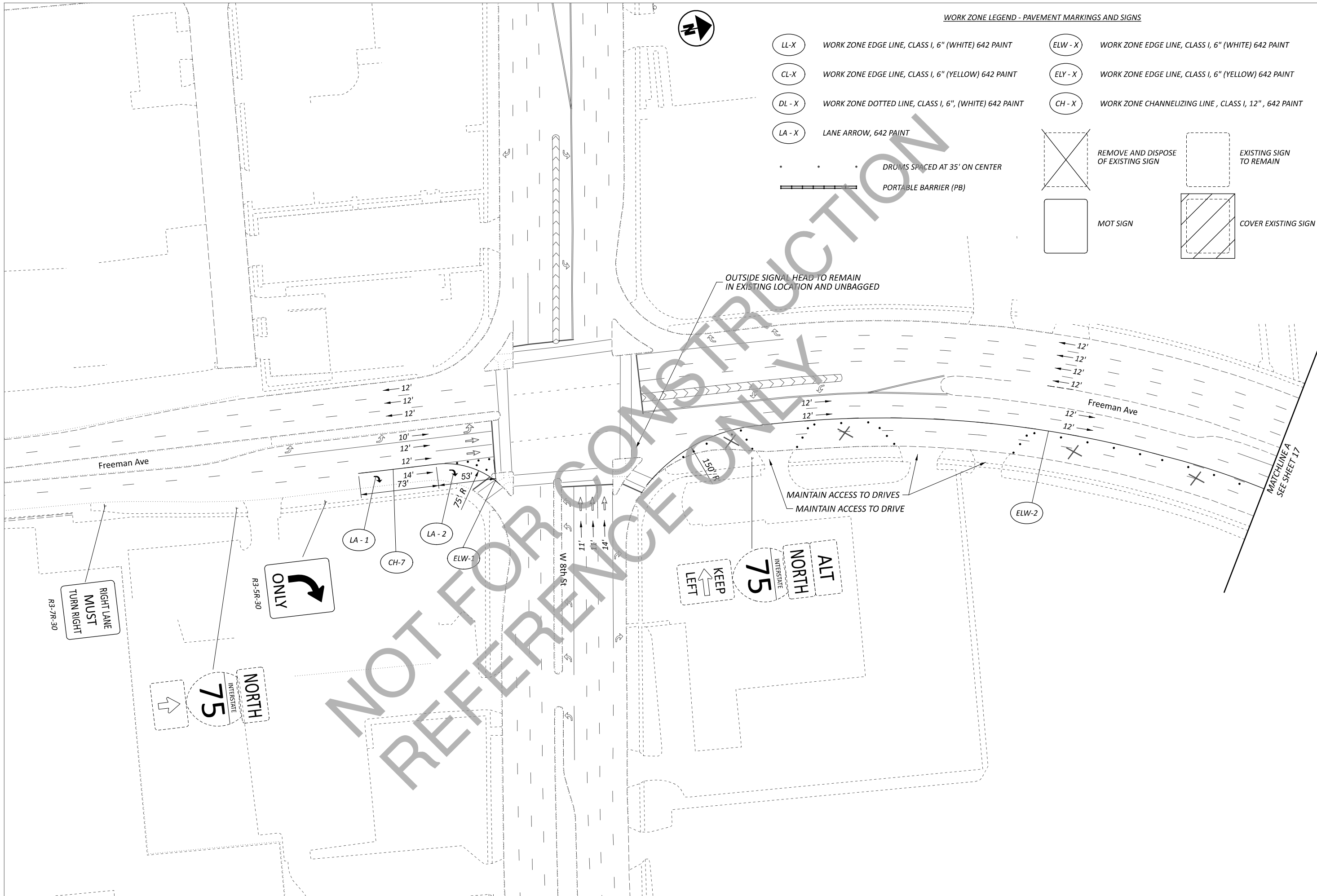
R5-1-36
R11-2-48
TYPE 3 BARRICADE
PER MT 101.60



R5-1-36
M4-10L-48
R11-2-48
TYPE 3 BARRICADE
PER MT 101.60

- NOTES:
1. ALL WORK ON THIS SHEET IS INCLUDED IN ITEM 614 - DETOUR SIGNING.
 2. THE CONTRACTOR MUST MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES EVEN THOUGH VEHICULAR TRAFFIC CAN BE DETOURED.

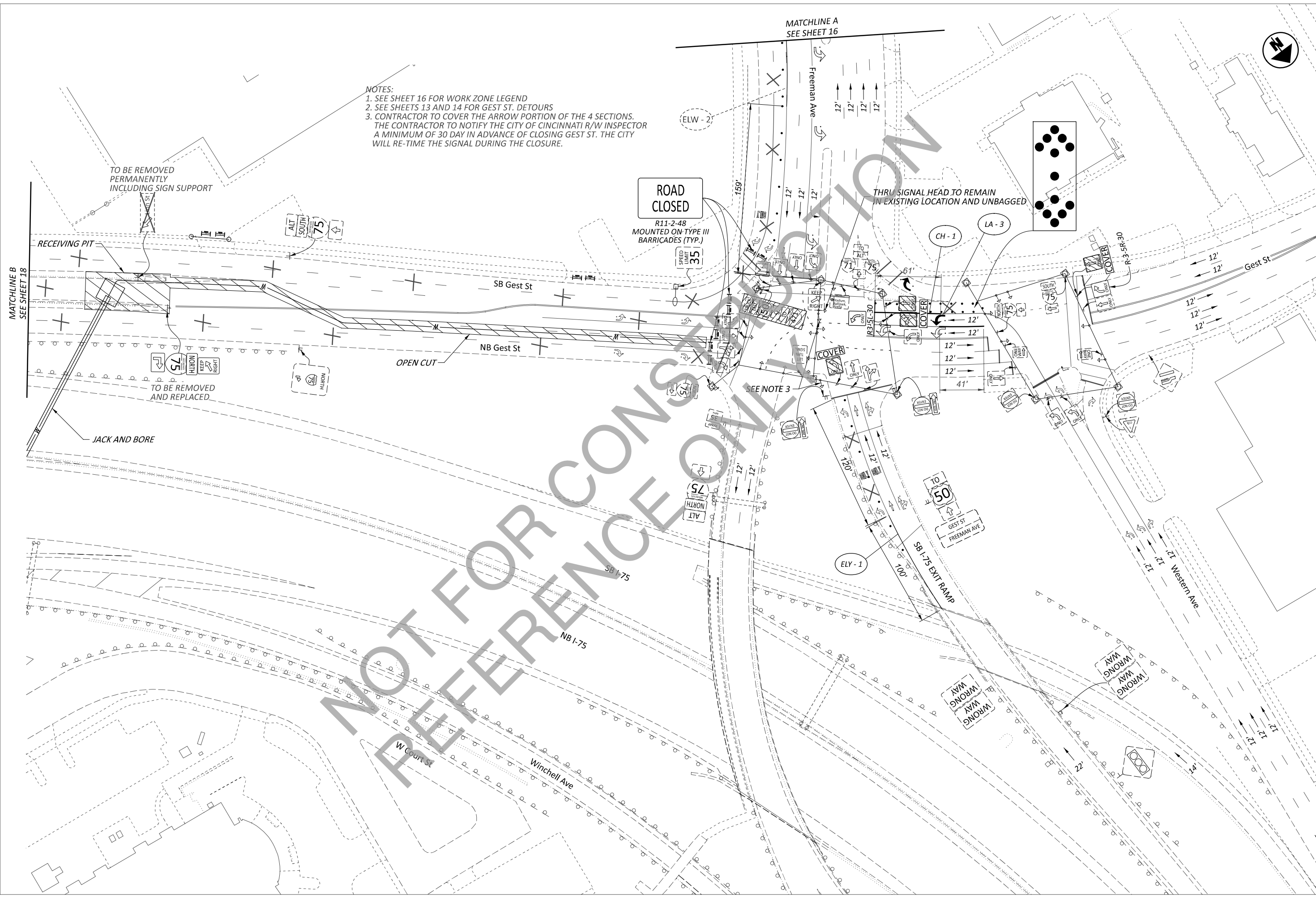
CALCULATED	REVISIONS	MAINTENANCE OF TRAFFIC DETOUR MAP - LINN ST
CMK		
CHECKED		4-4131 WW004364 MF-16963
CEA		
CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000		
		15
		27



REVISIONS	CALCULATED	CHECKED
	CMK	CEA

MAINTENANCE OF TRAFFIC
FREEMAN AVE / W 8TH ST

4-4131
WW004364
MF-16963



NOTES:
 1. SEE SHEET 16 FOR WORK ZONE LEGEND
 2. SEE SHEETS 13 AND 14 FOR GEST ST. DETOURS
 3. CONTRACTOR TO COVER THE ARROW PORTION OF THE 4 SECTIONS. THE CONTRACTOR TO NOTIFY THE CITY OF CINCINNATI R/W INSPECTOR A MINIMUM OF 30 DAY IN ADVANCE OF CLOSING GEST ST. THE CITY WILL RE-TIME THE SIGNAL DURING THE CLOSURE.

MATCHLINE A
SEE SHEET 16

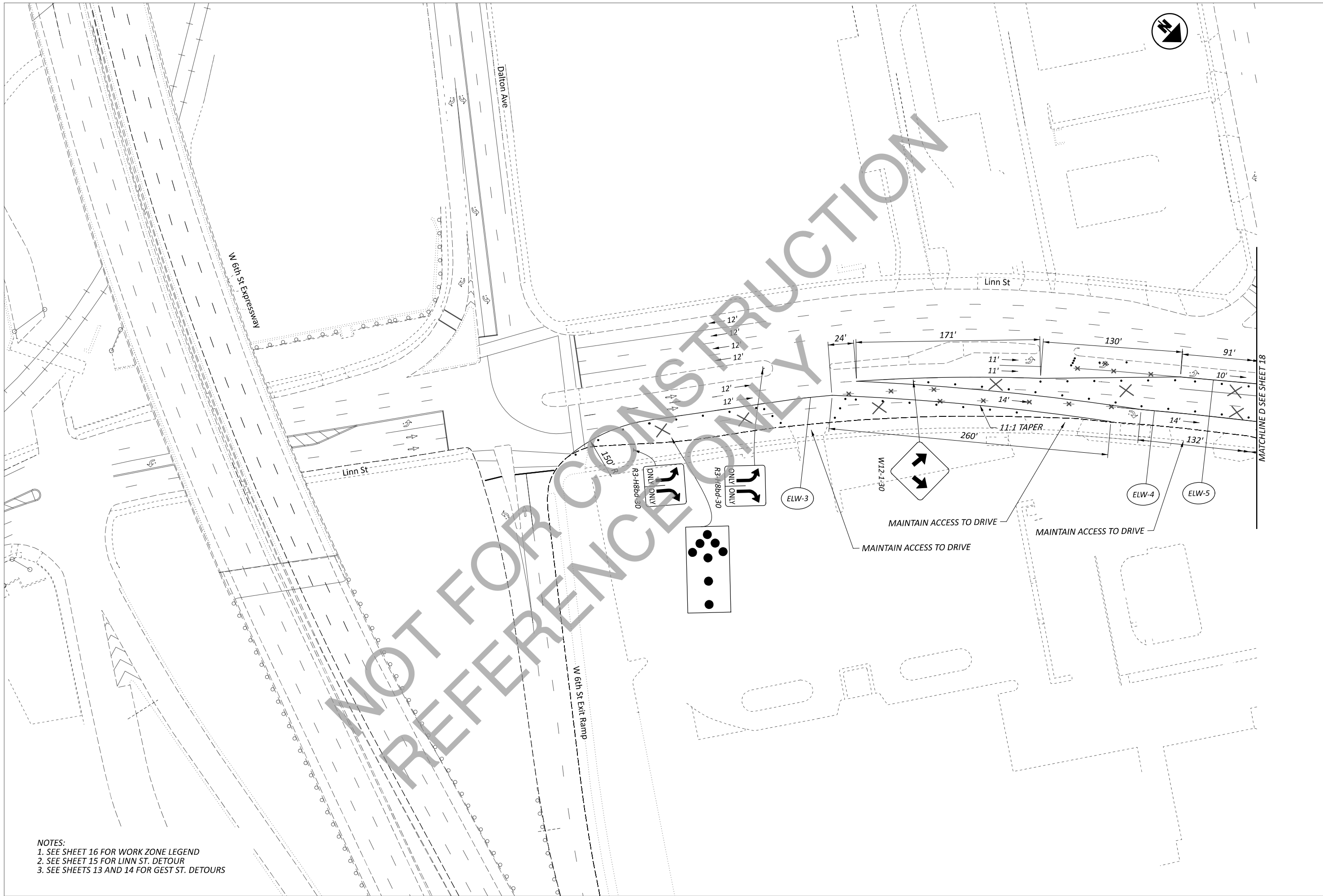
MATCHLINE B
SEE SHEET 18



REVISIONS	CALCULATED	CHECKED
	CMK	CEA

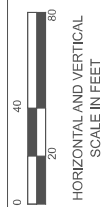
**MAINTENANCE OF TRAFFIC
 GEST ST / FREEMAN AVE**

4-4131
 WW004364
 MF-16963



- NOTES:
 1. SEE SHEET 16 FOR WORK ZONE LEGEND
 2. SEE SHEET 15 FOR LINN ST. DETOUR
 3. SEE SHEETS 13 AND 14 FOR GEST ST. DETOURS

REVISIONS	CALCULATED	CHECKED
	CMK	CEA

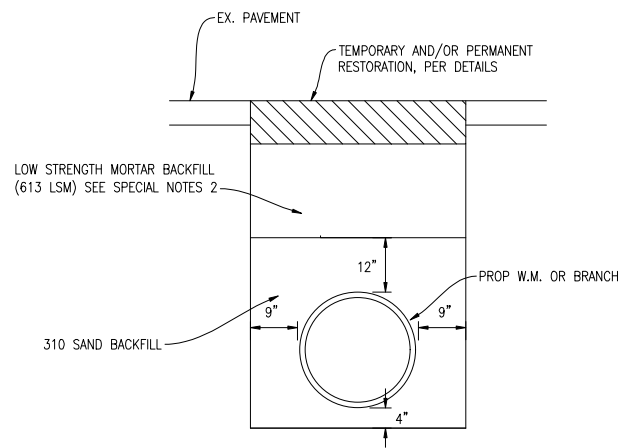


**MAINTENANCE OF TRAFFIC
 LINN ST**

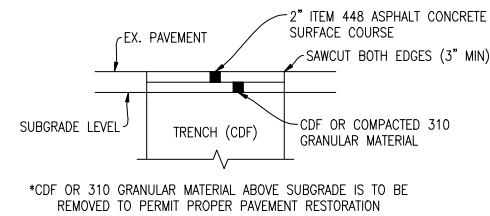
4-4131
 WW004364
 MF-16963

MATCHLINE D SEE SHEET 18

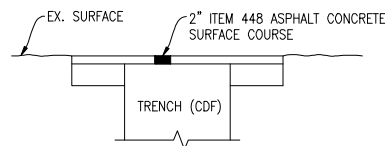
TRENCH DETAIL



TEMPORARY RESTORATION

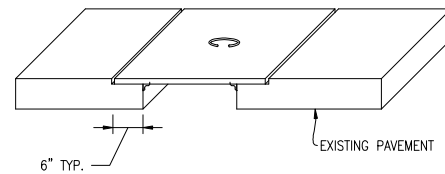


TEMPORARY SIDEWALK & DRIVEWAY



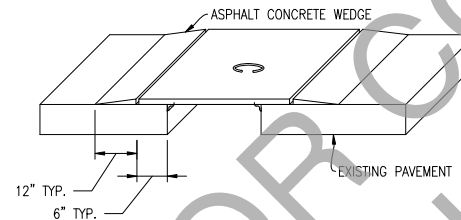
HIGH SPEED/VOLUME APPLICATION TRENCH PLATE DETAIL

PLATE TO BE RECESSED TO FIT NEATLY IN THE PAVEMENT SUITABLE FOR PASSAGE OF TRAFFIC AND SNOW REMOVAL EQUIPMENT

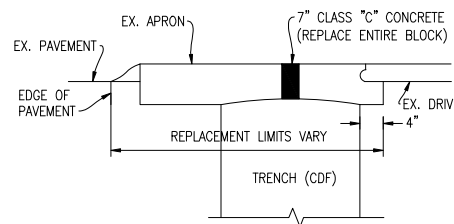


LOW SPEED/VOLUME APPLICATION TRENCH PLATE DETAIL

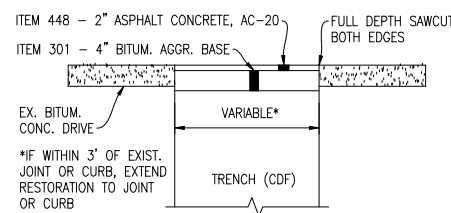
THE TRAFFIC ENGINEER RESERVES THE RIGHT TO REQUIRE RECESSED PLATES DURING WINTER MONTHS



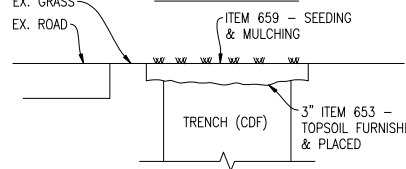
CONCRETE DRIVEWAY



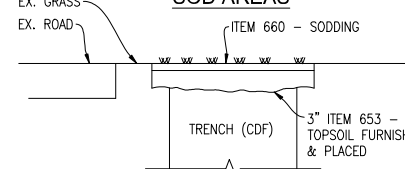
ASPHALT DRIVEWAY



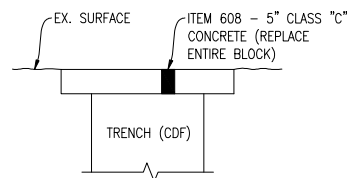
GRASS AREAS



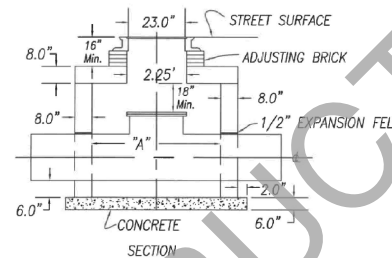
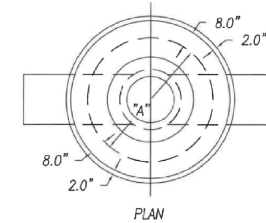
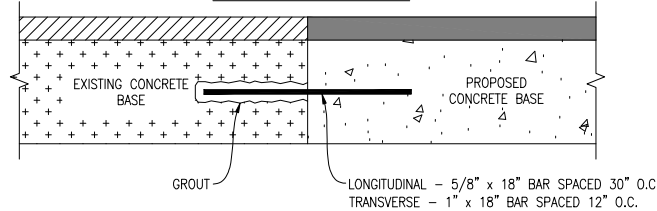
SOD AREAS



SIDEWALKS

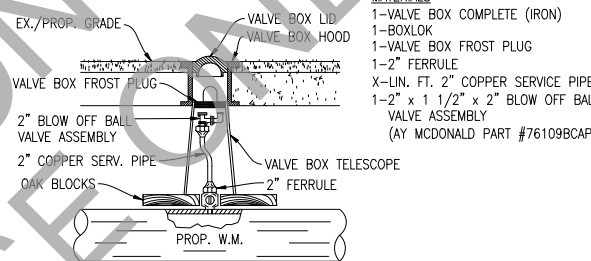


DOWEL BAR DETAIL



MANHEAD CHAMBER

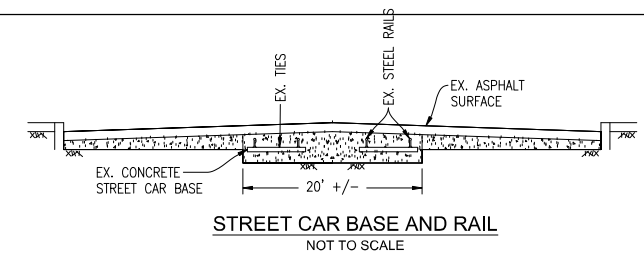
AIR RELEASE IN VALVE BOX 16"Ø OR LARGER WATER MAIN



- NOTES:
1. ALL COST FOR MATERIAL AND LABOR SHALL BE INCLUDED IN THE CONTRACTOR UNIT BID UNDER ITEM 1116 "FURNISH AND INSTALL 2" AIR RELEASE WITH VALVE BOX".
 2. AIR RELEASE MUST BE 15" TO 19" BELOW FINAL GRADE.

- NOTES:
1. WATER MAIN MUST BE DESIGNED AND INSTALLED AT A DEPTH THAT WILL ALLOW THE INSTALLATION OF THE PROPOSED MAN HEAD CHAMBER AT THE MINIMUM DEPTHS AS SHOWN ON THE DETAIL.
 2. PRECAST REINFORCED CONCRETE CHAMBER SHALL MEET ODOT SPECIFICATION 706.13 AND ASTM SPECIFICATION C-478.
 3. IF USED SOLELY FOR AN AIR RELEASE, MANHEAD WILL BE BURIED W/A VALVE BOX COMPLETE. ALL EXPOSED BOLTS, NUTS AND PLATE SHALL BE EPOXY COATED AND WRAPPED IN POLYETHYLENE AS PER GCWW STANDARDS.

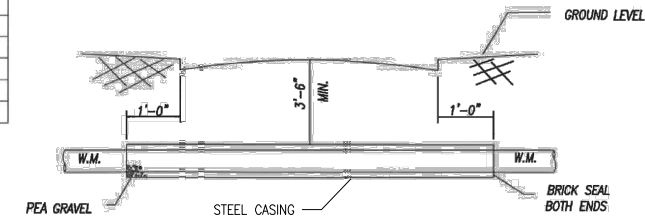
SIZE	A
24"	5.0'
30"	6.0'
36"	6.0'
42"	7.0'
48"	7.0'



STREET CAR BASE AND RAIL
NOT TO SCALE

REMOVE STREET CAR BASE AND RAIL:

THE CONTRACTOR IS ADVISED THAT STREET CAR BASE AND RAILS MAY BE ENCOUNTERED ON LINN ST. OF THIS PROJECT. WHEN IT BECOMES NECESSARY TO REMOVE ANY EXISTING STREET CAR BASE AND RAILS THAT CONFLICT WITH THE WATER MAIN INSTALLATION OR CONNECTIONS, THE CONTRACTOR SHALL REMOVE ALL RAILS, BASE AND TIES WITHIN THE CONFINES OF THE TRENCH. ALL COST FOR ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT BID PRICE FOR ITEM 202 - "STREET CAR RAILS REMOVED."



HIGHWAY CROSSING CROSSING PROVISIONS

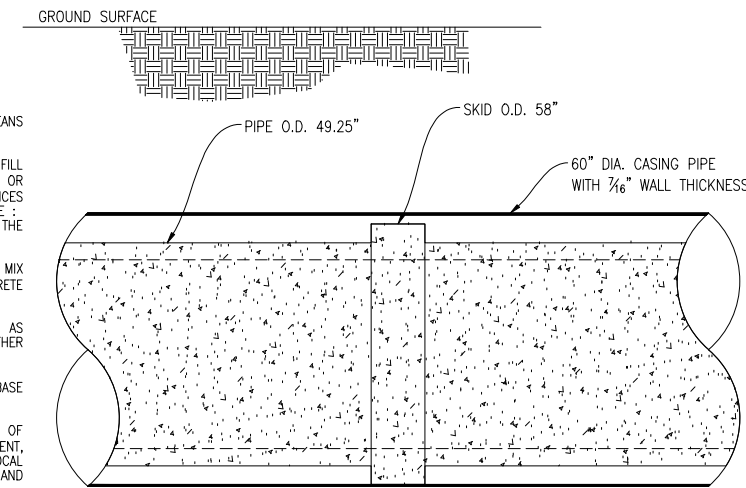
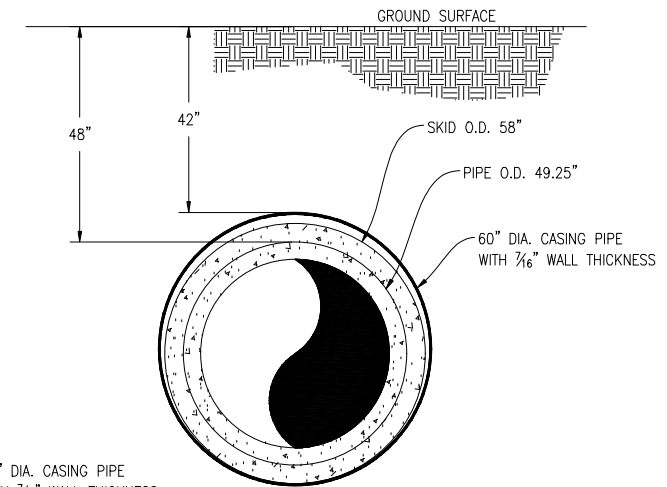
CASING PIPE MAY HAVE A PLATE THICKNESS 1/16" LESS THAN AS LISTED ABOVE IF IT IS CATHODICALLY PROTECTED.

ALL WATER MAIN JOINTS WITHIN CASING TO BE RESTRAINED.

ALL PIPE WITHIN CASING SHALL BE INSTALLED WITH CASING INSULATORS WITH 2" WIDE GLASS REINFORCED RUNNER (PSI MODEL A12 OR APPROVED EQUAL) WITH 2" INSULATORS PER PIPE SECTION. (ALL INSULATORS TO BE PRE APPROVED BY C.W.W.).

COMPLETELY FILL ALL VOIDS BETWEEN THE OUTSIDE OF THE PIPE AND THE CASING WITH PEA GRAVEL.

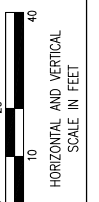
PIPE SIZE	RAILROAD		HIGHWAY	
	CASING O.D.	PLATE THICKNESS	CASING O.D.	PLATE THICKNESS
4"	14"	3/8"	14"	5/16"
6"	18"	3/8"	16"	5/16"
8"	20"	3/8"	18"	5/16"
10"	22"	3/8"	20"	5/16"
12"	24"	3/8"	24"	5/16"
16"	30"	7/16"	30"	3/8"
24"	42"	7/16"	42"	7/16"
36"	60"	7/16"	60"	7/16"
42"	60"	7/16"	60"	7/16"



RAISED MORTAR COATING SKIDS FOR TUNNEL INSTALLATION

SPECIAL NOTES

1. ALL SURFACE ASPHALT, TEMPORARY AND/OR PERMANENT, MUST BE ROLLED INTO PLACE. MECHANICAL TAMPING OR ANY OTHER MEANS SHALL NOT BE PERMITTED.
2. CONTROLLED DENSITY FILL MUST MEET BOTH HAMCIN: CLSM-CDF PERFORMANCE SPECIFICATION AND O.D.O.T. SPECIFICATION. ALL FLOWABLE FILL PRODUCTS SHALL MEET THE REQUIREMENTS OF THE CURRENT HAMCIN CLSM-CDF BACKFILL SPECIFICATION (DATED MARCH 2015 OR CURRENT REVISION). COPIES OF THE HAMCIN CLSM-CDF BACKFILL SPECIFICATION ARE MADE AVAILABLE AT THE GCWW ENGINEERING OFFICES AT 4747 SPRING GROVE AVENUE, CINCINNATI DEPARTMENT OF TRANSPORTATION & ENGINEERING AT 801 PLUM STREET, OR THEIR WEBSITE: [HTTPS://WWW.CINCINNATI-OH.GOV/DOT/PERMITS-LICENSES/DOTE-RESOURCE-CENTER](https://www.cincinnati-oh.gov/dot/permits-licenses/dote-resource-center). ALSO, THE CONTRACTOR SHALL SUBMIT, PRIOR TO THE START OF CONSTRUCTION, THE NECESSARY DOCUMENTATION FOR REVIEW AND APPROVAL BY THE GCWW.
3. COLD MIX ASPHALT WILL NOT BE PERMITTED FOR TEMPORARY RESTORATION. THE CONTRACTOR SHALL USE HOT MIX ASPHALT. WHEN HOT MIX ASPHALT IS UNAVAILABLE, THE CONTRACTOR SHALL, FOR TEMPORARY RESTORATION PURPOSES ONLY, UTILIZE 2" OF HIGH EARLY CONCRETE OR COLD MIX WITH FIBERS AS PER O.D.O.T. SPECIFICATIONS SUITABLE FOR THE MOVEMENT OF TRAFFIC.
4. COLD MIX ASPHALT WILL BE ALLOWED IN EMERGENCY CASES ON AN OVERNIGHT BASIS ONLY WHEN NO OTHER TEMPORARY MATERIALS AS STATED ABOVE ARE AVAILABLE. WHEN COLD MIX ASPHALT IS UTILIZED IN THIS MANNER, ITS REMOVAL AND REPLACEMENT WITH ANOTHER TEMPORARY RESTORATION WILL BE THE FIRST ORDER OF BUSINESS THE NEXT WORKING DAY.
5. WHEN ANY PART OF THE BASE RESTORATION IS WITHIN 2.0' OF THE EXISTING FACE OF CURB OR EXISTING EDGE OF ROADWAY, THE BASE AND SURFACE RESTORATION SHALL EXTEND TO THE FACE OF CURB OR EXISTING EDGE OF ROADWAY.
6. CONTRACTOR IS RESPONSIBLE FOR ANY COLLATERAL DAMAGE TO EXISTING PAVEMENT WHICH IS NOT SHOWN TO BE WITHIN THE LIMITS OF PAVING RESTORATION. COLLATERAL DAMAGE IS ANY DAMAGE CAUSED DURING CONSTRUCTION BY THE CONTRACTOR'S EQUIPMENT, EXCAVATION, OR OTHER PROCESSES. REPLACEMENT OF PAVEMENT DEEMED TO BE THE RESULT OF COLLATERAL DAMAGE BY THE LOCAL INSPECTOR SHALL BE RESTORED ACCORDINGLY AT NO COST TO GCWW. WITHIN THE CITY OF CINCINNATI, THE RIGHT OF WAY PERMITS AND STREET RESTORATION MANUAL WILL APPLY.
7. STREET PAVEMENT OR SIDEWALK SHOULD NOT BE DISTURBED FOR A DISTANCE OF MORE THAN 200 FEET (61.0 M) AHEAD OF THE LAST LAID PIPE. BACKFILL SHALL BE COMPLETED WITHIN 50 FEET (15.2 M) OF THE LAST LAID PIPE. TEMPORARY OR PERMANENT SURFACE RESTORATION MUST BE INSTALLED WITHIN A DISTANCE OF 200 FEET (61.0 M) OF THE LAID PIPE, INCLUDING THOSE AREAS WHERE MAIN INSTALLATIONS OCCUR WITHIN A CLOSED LANE OR CLOSED STREET CONDITION. ROADWAY PLATES MAY BE USED AS A TEMPORARY MEASURE FOR A PERIOD NOT TO EXCEED 24 HOURS WITHOUT THE APPROVAL OF THE GCWW.



CALCULATED BK

REVISIONS CHECKED INR

GEST ST/WINCHELL AVE
SPECIAL DETAILS

4-4131
WV004364
MF-16963

21
27

B-053-0-10

PROJECT: HAM-71/75-0.00/0.22 - RWJS		DRILLING FIRM / OPERATOR: HCN / CJB		DRILL RIG/DIEDRICH D-50 TRACK		STATION / OFFSET: 49+57.06, 153.78 RT		EXPLORATION ID: B-053-0-10											
TYPE: RETAINING WALL		SAMPLING FIRM / LOGGER: HCN / DJT		HAMMER: DIEDRICH AUTOMATIC		ALIGNMENT: ALT. I - 75		PAGE: 1 OF 1											
PID: 75119 BR ID:		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 9/8/10		ELEVATION: 519.8 (MSL) EOB: 41.5 ft		COORD: 4291662.610 N, 5267890.720 E											
START: 9/28/10 END: 9/28/10		SPT		ENERGY RATIO (%): 83.7		GRADATION (%)		ATTERBERG											
MATERIAL DESCRIPTION AND NOTES																			
STIFF TO VERY STIFF, BROWN, SANDY SILT, LITTLE GRAVEL, TRACE BRICK AND GLASS FRAGMENTS, (FILL), DRY	ELEV. 519.8	DEPTHS	SPT/RD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (P)	HOLE SEALED	
		1	7	11	42	100	SS-1	-	-	-	-	-	-	-	-	-	7	A-4a (V)	
		2	18	19	49	83	SS-2	-	16	13	29	24	18	22	15	7	8	A-4a (1)	
		3	16	17	50	89	SS-3	-	-	-	-	-	-	-	-	-	8	A-4a (V)	
	512.3	4	10	8	21	78	SS-4	-	0	3	25	34	38	29	14	15	12	A-6a (9)	
STIFF, BROWN, SILT AND CLAY, SOME SAND, TRACE ROOT FRAGMENTS, (FILL), DRY	509.8	5	4	8	7	72	SS-5	-	26	0	34	12	28	32	14	18	9	A-6b (3)	
	507.3	6	3	2	6	83	SS-6	-	-	-	-	-	-	-	-	-	4	A-3 (V)	
VERY LOOSE, BROWN, FINE SAND, TRACE SILT, DRY	504.8	7	3	5	6	15	100	SS-7	-	2	5	46	37	10	NP	NP	NP	12	A-4a (2)
	502.3	8	4	6	3	13	100	SS-8	-	-	-	-	-	-	-	-	3	A-3 (V)	
LOOSE TO MEDIUM DENSE, BROWN, FINE SAND, TRACE SILT, DRY	489.8	9	3	4	5	13	100	SS-9	-	0	14	79	4	3	NP	NP	NP	3	A-3 (0)
		10	10	10	31	100	SS-10	-	-	-	-	-	-	-	-	-	5	A-3 (V)	
		11	3	4	4	11	100	SS-11	-	-	-	-	-	-	-	-	27	A-4b (V)	
LOOSE TO MEDIUM DENSE, BROWN, SILT, TRACE SAND, NOTED SANDY SILT SEAMS, MOIST		12	4	4	8	ST-12	-	0	1	4	76	19	NP	NP	NP	NP	26	A-4b (8)	
		13	4	4	11	100	SS-13	-	-	-	-	-	-	-	-	-	23	A-4b (V)	
		14	7	6	8	20	100	SS-14	-	-	-	-	-	-	-	-	26	A-4b (V)	

NOTES: NO WATER USED IN DRILLING.
 ABANDONMENT METHODS, MATERIALS, QUANTITIES: BACKFILLED WITH 10 BAGS BENTONITE CHIPS

PROJECT: HAM-71/75-0.00/0.22 - RWJS STATION / OFFSET: 49+57.06, 153.78 RT START: 9/28/10 END: 9/28/10 PG 2 OF 2 B-054-0-10

MATERIAL DESCRIPTION AND NOTES		ELEV.	DEPTHS	SPT/RD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (P)	HOLE SEALED
MEDIUM DENSE, GRAY, SILT, LITTLE CLAY, TRACE SAND, WET (continued)	455.4	61	4	8	17	100	SS-18	-	0	0	6	82	12	NP	NP	NP	29	A-4b (8)	
MEDIUM DENSE, GRAY, SILT, SOME SAND, TRACE CLAY, WET	450.4	66	7	8	22	100	SS-19	-	0	0	39	53	8	NP	NP	NP	28	A-4b (5)	
MEDIUM DENSE, GRAY, GRAVEL WITH SAND, WET	445.4	70	3	4	8	17	87	SS-20	-	17	50	27	3	3	NP	NP	NP	12	A-1-b (0)

B-054-0-10

PROJECT: HAM-71/75-0.00/0.22 - RWJS		DRILLING FIRM / OPERATOR: HCN / AM		DRILL RIG/DIEDRICH D-50 TRACK		STATION / OFFSET: 49+57.06, 153.78 RT		EXPLORATION ID: B-054-0-10										
TYPE: RETAINING WALL		SAMPLING FIRM / LOGGER: HCN / DJT		HAMMER: DIEDRICH AUTOMATIC		ALIGNMENT: ALT. I - 75		PAGE: 1 OF 2										
PID: 75119 BR ID:		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 2/5/09		ELEVATION: 515.4 (MSL) EOB: 71.5 ft		COORD: 4291696.380 N, 5267807.670 E										
START: 9/28/10 END: 9/28/10		SPT		ENERGY RATIO (%): 86		GRADATION (%)		ATTERBERG										
MATERIAL DESCRIPTION AND NOTES																		
TOPSOIL, (1")	ELEV. 515.4	DEPTHS	SPT/RD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (P)	HOLE SEALED
VERY DENSE, BROWN, STONE FRAGMENTS WITH SAND AND SILT, TRACE BRICK FRAGMENTS AND GLASS FRAGMENTS, TRACE ORGANICS, (FILL), DRY	512.9	1	5	30	103	61	SS-1	-	-	-	-	-	-	-	-	-	12	A-2-4 (V)
MEDIUM DENSE, DARK GRAY, STONE FRAGMENTS WITH SAND AND SILT, TRACE BRICK FRAGMENTS AND GLASS FRAGMENTS, TRACE ORGANICS, (FILL), DRY	510.4	2	29	18	37	50	SS-2	-	-	-	-	-	-	-	-	-	5	A-2-4 (V)
LOOSE, BROWN, SANDY SILT, SOME CLAY, TRACE BRICK FRAGMENTS, GLASS FRAGMENTS, AND ORGANICS, (FILL), DRY	507.9	3	6	4	14	22	SS-3	-	-	-	-	-	-	-	-	-	9	A-4a (V)
VERY LOOSE TO LOOSE, DARK BROWN, GRAVEL AND/OR STONE FRAGMENTS WITH SAND AND SILT, LITTLE CLAY, TRACE BRICK FRAGMENTS, GLASS FRAGMENTS, AND ORGANICS, (FILL), DRY	497.9	4	1	1	0	0	SS-4	-	-	-	-	-	-	-	-	-	1	A-2-4 (V)
		5	1	1	17	SS-5	-	41	15	16	16	12	NP	NP	NP	NP	9	A-2-4 (0)
		6	1	2	4	22	SS-6	-	-	-	-	-	-	-	-	-	11	A-2-4 (V)
		7	2	1	10	6	SS-7	-	-	-	-	-	-	-	-	-	5	A-2-4 (V)
VERY SOFT TO SOFT, DARK BROWN, SILT AND CLAY, AND SAND, TRACE BRICK FRAGMENTS, GLASS FRAGMENTS, AND ORGANICS, (FILL), DRY	488.4	8	1	1	3	28	SS-8	-	-	-	-	-	-	-	-	-	21	A-6a (V)
		9	1	1	3	28	SS-9	-	-	-	-	-	-	-	-	-	19	A-6a (V)
		10	3	3	2	7	56	SS-10	-	-	-	-	-	-	-	-	49	A-6a (V)
VERY LOOSE, REDDISH-BROWN, SANDY SILT, DRY	484.9	11	2	2	6	75	SS-11A	-	-	-	-	-	-	-	-	-	29	A-4a (V)
VERY STIFF, BROWN, SILT AND CLAY, SOME FINE SAND, MOIST	479.4	12	2	2	6	75	SS-11A	-	-	-	-	-	-	-	-	-	29	A-6a (V)
MEDIUM DENSE, BROWN, SANDY SILT, MOIST	475.4	13	8	9	100	SS-12	1.50	-	-	-	-	-	-	-	-	-	23	A-6a (V)
MEDIUM DENSE, BROWN, SILT, MOIST	474.4	14	5	5	100	SS-13	1.00	0	0	1	81	18	NP	NP	NP	NP	27	A-4b (8)
MEDIUM DENSE, BROWN, SILT, WET	468.4	15	6	6	100	SS-13A	-	-	-	-	-	-	-	-	-	-	27	A-4b (V)
MEDIUM DENSE, BROWN, SANDY SILT, WET	466.4	16	8	12	10	32	SS-15	-	-	-	-	-	-	-	-	-	26	A-4a (V)
LOOSE TO MEDIUM DENSE, GRAY, SILT, WET	460.4	17	3	4	11	100	SS-16	-	0	0	2	78	20	NP	NP	NP	27	A-4b (8)
MEDIUM DENSE, BROWN, SANDY SILT, WET	458.4	18	6	5	16	100	SS-17	-	-	-	-	-	-	-	-	-	24	A-4a (V)

NOTES: NO WATER USED IN DRILLING.
 ABANDONMENT METHODS, MATERIALS, QUANTITIES: BACKFILLED WITH 9 BAGS BENTONITE CHIPS

PROJECT: HAM-71/75-0.00/0.22 - RWJS STATION / OFFSET: 49+57.06, 153.78 RT START: 9/28/10 END: 9/28/10 PG 2 OF 2 B-054-0-10

MATERIAL DESCRIPTION AND NOTES		ELEV.	DEPTHS	SPT/RD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (P)	HOLE SEALED
MEDIUM DENSE, GRAY, SILT, LITTLE CLAY, TRACE SAND, WET	443.9	61	4	8	17	100	SS-18	-	0	0	6	82	12	NP	NP	NP	29	A-4b (8)	
MEDIUM DENSE, GRAY, SILT, SOME SAND, TRACE CLAY, WET	445.4	66	7	8	22	100	SS-19	-	0	0	39	53	8	NP	NP	NP	28	A-4b (5)	
MEDIUM DENSE, GRAY, GRAVEL WITH SAND, WET	443.9	71	3	4	8	17	87	SS-20	-	17	50	27	3	3	NP	NP	NP	12	A-1-b (0)

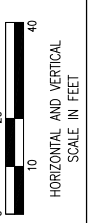
B-055-0-10

PROJECT: HAM-71/75-0.00/0.22 - RWJS		DRILLING FIRM / OPERATOR: HCN / AM		DRILL RIG/DIEDRICH D-50 TRACK		STATION / OFFSET: 49+57.06, 153.78 RT		EXPLORATION ID: B-055-0-10											
TYPE: RETAINING WALL		SAMPLING FIRM / LOGGER: HCN / DJT		HAMMER: DIEDRICH AUTOMATIC		ALIGNMENT: ALT. I - 75		PAGE: 1 OF 2											
PID: 75119 BR ID:		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 2/5/09		ELEVATION: 515.4 (MSL) EOB: 71.5 ft		COORD: 4291696.380 N, 5267807.670 E											
START: 9/28/10 END: 9/28/10		SPT		ENERGY RATIO (%): 86		GRADATION (%)		ATTERBERG											
MATERIAL DESCRIPTION AND NOTES																			
LOOSE, REDDISH-BROWN, COARSE AND FINE SAND, TRACE SILT, MOIST	ELEV. 498.3	DEPTHS	SPT/RD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (P)	HOLE SEALED	
LOOSE, REDDISH-BROWN, SANDY SILT, LITTLE CLAY, INTERBEDDED REDDISH-BROWN FINE SAND SEAM 35-35.5', MOIST	497.3	13	5	5	14	78	SS-6	-	-	-	-	-	-	-	-	-	22	A-4a (V)	
		14	3	3	0	100	SS-7A	-	-	-	-	-	-	-	-	-	7	A-3a (V)	
		15	4	4	3	10	100	SS-8	-	0	0	49	33	18	NP	NP	NP	16	A-4a (3)
		16	3	3	4	10	100	SS-9	-	-	-	-	-	-	-	-	23	A-4a (V)	
		17	2	2	3	7	100	SS-10	-	-	-	-	-	-	-	-	28	A-4a (V)	
		18	2	2	3	7	100	SS-11	-	-	-	-	-	-	-	-	30	A-4a (V)	
		19	5	6	7	19	100	SS-12	-	0	0	9	80	11	NP	NP	NP	11	A-4b (8)
		20	4	7	7	20	0	SS-13	-	-	-	-	-	-	-	-	-	A-4b (V)	

NOTES: NO WATER USED IN DRILLING.
 ABANDONMENT METHODS, MATERIALS, QUANTITIES: BACKFILLED WITH 9 BAGS BENTONITE CHIPS

PROJECT: HAM-71/75-0.00/0.22 - RWJS STATION / OFFSET: 49+57.06, 153.78 RT START: 9/28/10 END: 9/28/10 PG 2 OF 2 B-054-0-10

MATERIAL DESCRIPTION AND NOTES		ELEV.	DEPTHS	SPT/RD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (P)	HOLE SEALED
MEDIUM DENSE, GRAY, SILT, LITTLE CLAY, TRACE SAND, WET	443.9	61	4	8	17	100	SS-18	-	0	0	6	82	12	NP	NP	NP	29	A-4b (8)	
MEDIUM DENSE, GRAY, SILT, SOME SAND, TRACE CLAY, WET	445.4	66	7	8	22	100	SS-19	-	0	0	39	53	8	NP	NP	NP	28	A-4b (5)	
MEDIUM DENSE, GRAY, GRAVEL WITH SAND, WET	443.9	71	3	4	8	17	87	SS-20	-	17	50	27	3	3	NP	NP	NP	12	A-1-b (0)



CALCULATED BK
 CHECKED NR

REVISIONS

NO.	DATE	DESCRIPTION
-----	------	-------------

REVISIONS

NO.	DATE	DESCRIPTION
-----	------	-------------

GEST ST/WINCHELL AVE
 REFERENCE SOIL BORINGS

4-4131 WY004364 MF-16963

B-059-0-10

B-060-0-10

B-061-0-10

PROJECT: HAM-71/75-0.000.22 - RWJS		DRILLING FIRM / OPERATOR: HCN / JJ		DRILL RIG: CME 550 ATV		STATION / OFFSET: 54+42.89, 168.01 RT		EXPLORATION ID: B-059-0-10											
TYPE: RETAINING WALL		SAMPLING FIRM / LOGGER: HCN / DJT		HAMMER: CME AUTOMATIC		ALIGNMENT: ALT. I - 75		PAGE: 1 OF 1											
PID: 75119 BR ID: 3.25' HSA		DRILLING METHOD: SPT		CALIBRATION DATE: 2/4/10		ELEVATION: 510.3 (MSL) EOB: 41.5 ft		COORD: 4291941.080 N, 5287392.960 E											
START: 9/28/10 END: 9/28/10		SAMPLING METHOD: SPT		ENERGY RATIO (%): 67.1		GRADATION (%)		ATTERBERG											
MATERIAL DESCRIPTION AND NOTES		ELEV	DEPTHS	SPT/ROD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (GR)	SOLE SEALED
VERY STIFF TO HARD, SILT AND CLAY, TRACE GRAVEL, BRICK FRAGMENTS, AND SAND, TRACE ROOT HAIRS, (FILL), DRY	510.3	1	7	17	34	100	SS-1	-	-	-	-	-	-	-	-	-	6	A-6a (V)	
		2	13	25	57	100	SS-2	-	1	0	0	51	48	30	16	14	11	A-6a (10)	
		3	24	32	14	100	SS-3	-	-	-	-	-	-	-	-	-	3	A-6a (V)	
		4	27	7	5	100	SS-4	-	-	-	-	-	-	-	-	-	19	A-6a (V)	
STIFF, DARK BROWN, SILT AND CLAY, TRACE GRAVEL AND SAND, TRACE ORGANIC ODOR, TRACE ROOT HAIRS, DAMP	502.8	5	7	72	3	100	ST-5	1.50	1	5	18	43	33	30	19	11	25	A-6a (8)	
		6	14	3	4	100	SS-6	1.50	-	-	-	-	-	-	-	-	18	A-7-6 (V)	
MEDIUM STIFF TO STIFF, DARK BROWN, CLAY, SOME SAND, DAMP	498.8	7	5	5	7	100	SS-7	-	-	-	-	-	-	-	-	-	18	A-6a (V)	
MEDIUM STIFF, BROWN, SILT AND CLAY, TRACE SAND, DAMP	497.8	8	7	3	4	100	SS-8	-	-	-	-	-	-	-	-	-	18	A-6b (V)	
		9	13	5	7	100	SS-9	-	1	13	15	31	40	35	18	17	19	A-6b (10)	
STIFF, BROWN, SILT AND CLAY, SOME SAND, DAMP	495.3	10	7	3	4	100	SS-10	1.50	-	-	-	-	-	-	-	-	26	A-6b (V)	
		11	9	3	4	100	SS-11	-	0	0	1	99	0	25	21	4	27	A-4b (8)	
MEDIUM STIFF TO STIFF, BROWN, SILTY CLAY, LITTLE FINE SAND, DAMP	493.3	12	5	2	3	100	SS-12	-	-	-	-	-	-	-	-	-	29	A-4b (V)	
		13	7	3	3	100	SS-13	-	-	-	-	-	-	-	-	-	29	A-4b (V)	
		14	11	5	6	100	SS-14	-	0	0	0	84	16	NP	NP	NP	25	A-4b (8)	
LOOSE, BROWN, SILT, DAMP	485.3	15	7	7	7	100	SS-15	-	-	-	-	-	-	-	-	-	26	A-4b (V)	
		16	11	2	3	100	SS-16	-	-	-	-	-	-	-	-	-	29	A-4b (V)	
LOOSE, BROWN, SILT, MOIST	480.3	17	3	3	3	100	SS-17	-	-	-	-	-	-	-	-	-	30	A-4b (V)	
		18	7	5	6	100	SS-18	-	-	-	-	-	-	-	-	-	29	A-4b (V)	
MEDIUM DENSE, BROWN, SILT, LITTLE CLAY, WET	475.3	19	7	7	7	100	SS-19	-	-	-	-	-	-	-	-	-	26	A-4b (V)	
		20	11	7	7	100	SS-20	-	-	-	-	-	-	-	-	-	26	A-4b (V)	

PROJECT: HAM-71/75-0.000.22 - RWJS		DRILLING FIRM / OPERATOR: HCN / AM		DRILL RIG: DIEDRICH D-50 TRACK		STATION / OFFSET: 55+92.57, 180.37 RT		EXPLORATION ID: B-060-0-10											
TYPE: RETAINING WALL		SAMPLING FIRM / LOGGER: HCN / DJT		HAMMER: DIEDRICH AUTOMATIC		ALIGNMENT: ALT. I - 75		PAGE: 1 OF 1											
PID: 75119 BR ID: 3.25' HSA		DRILLING METHOD: SPT		CALIBRATION DATE: 2/5/09		ELEVATION: 509.5 (MSL) EOB: 46.5 ft		COORD: 4292024.900 N, 5287280.710 E											
START: 9/28/10 END: 9/28/10		SAMPLING METHOD: SPT		ENERGY RATIO (%): 86		GRADATION (%)		ATTERBERG											
MATERIAL DESCRIPTION AND NOTES		ELEV	DEPTHS	SPT/ROD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (GR)	SOLE SEALED
HARD, BROWN, SILT AND CLAY, SOME GRAVEL, BRICK FRAGMENTS, AND ROOT HAIRS, (FILL), DRY	509.5	1	7	16	21	53	SS-1	-	-	-	-	-	-	-	-	-	14	A-6a (V)	
		2	13	6	9	24	SS-2	-	-	-	-	-	-	-	-	-	22	A-6a (V)	
VERY STIFF, BROWN, SILT AND CLAY, SOME ROCK FRAGMENTS, SAND, ASPHALT FRAGMENTS, GLASS FRAGMENTS AND ROOT HAIRS, (FILL), DRY	507.0	3	4	3	4	100	SS-3	1.00	8	17	46	4	25	NP	NP	NP	10	A-3a (0)	
		4	8	4	4	100	SS-4	1.50	-	-	-	-	-	-	-	-	24	A-6b (V)	
LOOSE, BROWN, COARSE AND FINE SAND, TRACE ASPHALT FRAGMENTS, (FILL), DRY	504.5	5	4	4	4	100	SS-5	4.00	0	1	3	38	58	38	19	19	3	A-6b (12)	
STIFF, BROWN AND GRAY, SILTY CLAY, TRACE SAND, DAMP	502.5	6	4	6	4	100	SS-6	-	-	-	-	-	-	-	-	-	16	A-6a (V)	
		7	8	6	7	100	SS-6A	-	-	-	-	-	-	-	-	-	16	A-3a (V)	
LOOSE TO MEDIUM DENSE, BROWN, COARSE AND FINE SAND, TRACE CLAY LENSES, DAMP	496.6	8	7	7	7	100	SS-7	-	-	-	-	-	-	-	-	-	4	A-3a (V)	
		9	10	6	5	100	SS-8	-	3	44	39	6	6	NP	NP	NP	4	A-3a (0)	
		10	11	4	4	100	SS-9	-	-	-	-	-	-	-	-	-	5	A-3a (V)	
		11	15	3	4	11	SS-10	-	-	-	-	-	-	-	-	-	13	A-3a (V)	
		12	17	4	4	11	SS-11	1.00	0	0	1	75	24	26	24	2	32	A-4b (8)	
		13	19	3	3	100	SS-12	-	-	-	-	-	-	-	-	-	27	A-4b (V)	
		14	21	3	3	100	SS-13	-	-	-	-	-	-	-	-	-	30	A-4b (V)	
		15	23	1	2	7	SS-14	1.50	0	0	54	5	41	29	18	11	19	A-6a (3)	
VERY LOOSE TO LOOSE, BROWN, SILT, TRACE FINE SAND, WET	481.5	16	2	2	2	100	SS-15	-	-	-	-	-	-	-	-	-	27	A-4b (V)	
		17	4	3	3	100	SS-16	-	-	-	-	-	-	-	-	-	27	A-4b (V)	
		18	7	3	3	100	SS-17	-	-	-	-	-	-	-	-	-	27	A-4b (V)	
		19	11	3	3	100	SS-18	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		20	15	3	3	100	SS-19	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		21	17	3	3	100	SS-20	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		22	19	3	3	100	SS-21	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		23	21	3	3	100	SS-22	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		24	23	3	3	100	SS-23	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		25	25	3	3	100	SS-24	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		26	27	3	3	100	SS-25	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		27	29	3	3	100	SS-26	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		28	31	3	3	100	SS-27	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		29	33	3	3	100	SS-28	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		30	35	3	3	100	SS-29	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		31	37	3	3	100	SS-30	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		32	39	3	3	100	SS-31	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		33	41	3	3	100	SS-32	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		34	43	3	3	100	SS-33	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		35	45	3	3	100	SS-34	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		36	47	3	3	100	SS-35	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		37	49	3	3	100	SS-36	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		38	51	3	3	100	SS-37	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		39	53	3	3	100	SS-38	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		40	55	3	3	100	SS-39	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		41	57	3	3	100	SS-40	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		42	59	3	3	100	SS-41	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		43	61	3	3	100	SS-42	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		44	63	3	3	100	SS-43	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		45	65	3	3	100	SS-44	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		46	67	3	3	100	SS-45	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		47	69	3	3	100	SS-46	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		48	71	3	3	100	SS-47	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		49	73	3	3	100	SS-48	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		50	75	3	3	100	SS-49	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		51	77	3	3	100	SS-50	-	-	-	-	-	-	-	-	-	25	A-4b (V)	
		52	79	3	3	100	SS-51	-	-	-	-	-							

B-010-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / ASHBAUGH		DRILL RIG: CME 55T		STATION / OFFSET: B-010-0-21		EXPLORATION ID: B-010-0-21	
TYPE: BRIDGE		SAMPLING FIRM / LOGGER: NEAS / ASHBAUGH		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 518.0 (MSL), EOB: 106.5 ft		PAGE: 1 OF 4	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.105334, -84.528510		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
6" ASPHALT AND 6" CONCRETE AND 5.0" BASE (DRILLERS DESCRIPTION)									
MEDIUM DENSE, BROWN AND GRAY GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT, TRACE CLAY, CONTAINS TRACE BRICK FRAGMENTS, MOIST TO DAMP (FILL)									
ELEV. 516.8									
511.9									
VERY STIFF TO HARD, BROWN, SILT AND CLAY, LITTLE TO SOME GRAVEL AND STONE FRAGMENTS, LITTLE TO SOME SAND, CONTAINS BRICK FRAGMENTS, DAMP (FILL)									
ELEV. 501.0									
MEDIUM DENSE, BROWN, GRAVEL AND STONE FRAGMENTS WITH SAND, TRACE SILT, TRACE CLAY, DAMP									
ELEV. 499.3									
VERY STIFF, BROWN, SILTY CLAY, SOME SAND, LITTLE GRAVEL, DAMP TO MOIST									
ELEV. 496.0									
MEDIUM DENSE TO DENSE, BROWN, COARSE AND FINE SAND, TRACE TO LITTLE SILT, TRACE GRAVEL, TRACE CLAY, DAMP TO MOIST									
ELEV. 496.0									
@25.0' TO 29.0'; CONTAINS IRON STAINING									

B-010-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / J. HODGES		DRILL RIG: CME 55X		STATION / OFFSET: B-010-0-21		EXPLORATION ID: B-010-0-21	
TYPE: NOISE WALL		SAMPLING FIRM / LOGGER: NEAS / J. HODGES		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 524.0 (MSL), EOB: 25.0 ft		PAGE: 1 OF 1	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.105334, -84.528510		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
MEDIUM DENSE TO DENSE, BROWN, COARSE AND FINE SAND, TRACE TO LITTLE SILT, TRACE GRAVEL, TRACE CLAY, DAMP TO MOIST (continued)									
ELEV. 488.0									
@40.0' TO 46.5'; CONTAINS INTERBEDDED SILT SEAMS									
ELEV. 471.9									
MEDIUM DENSE, BROWN BECOMING BROWN AND GRAY, SILT, LITTLE SAND, TRACE TO LITTLE CLAY, TRACE GRAVEL, WET									

B-010-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / J. HODGES		DRILL RIG: CME 55X		STATION / OFFSET: B-010-0-21		EXPLORATION ID: B-010-0-21	
TYPE: NOISE WALL		SAMPLING FIRM / LOGGER: NEAS / J. HODGES		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 520.5 (MSL), EOB: 25.0 ft		PAGE: 1 OF 1	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.105334, -84.528510		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
MEDIUM DENSE, BROWN BECOMING BROWN AND GRAY, SILT, LITTLE SAND, TRACE TO LITTLE CLAY, TRACE GRAVEL, WET (continued)									
ELEV. 459.9									
MEDIUM DENSE TO DENSE, GRAY, SANDY SILT, TRACE CLAY, TRACE GRAVEL, WET									
ELEV. 449.8									
MEDIUM DENSE TO DENSE, GRAY, COARSE AND FINE SAND, TRACE SILT, TRACE CLAY, TRACE GRAVEL, WET									
ELEV. 439.7									

B-010-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / J. HODGES		DRILL RIG: CME 55X		STATION / OFFSET: B-108-0-21		EXPLORATION ID: B-108-0-21	
TYPE: NOISE WALL		SAMPLING FIRM / LOGGER: NEAS / J. HODGES		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 524.0 (MSL), EOB: 25.0 ft		PAGE: 1 OF 1	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.105334, -84.528510		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
VERY STIFF TO HARD, BROWN, SANDY SILT, LITTLE CLAY, TRACE GRAVEL, CONTAINS BRICK AND GLASS FRAGMENTS, DAMP (FILL)									
ELEV. 524.0									
STIFF TO VERY STIFF, BROWN, GRAVEL WITH SAND, SILT, AND CLAY, MOIST									
ELEV. 518.5									
VERY LOOSE TO LOOSE, BROWN, COARSE AND FINE SAND, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, DAMP TO MOIST									
ELEV. 513.5									
BECOMES WET									
ELEV. 501.0									
STIFF, BROWN, SANDY SILT, LITTLE CLAY, TRACE GRAVEL, WET									
ELEV. 499.0									

B-108-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / J. HODGES		DRILL RIG: CME 55X		STATION / OFFSET: B-108-0-21		EXPLORATION ID: B-108-0-21	
TYPE: NOISE WALL		SAMPLING FIRM / LOGGER: NEAS / J. HODGES		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 524.0 (MSL), EOB: 25.0 ft		PAGE: 1 OF 1	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.105334, -84.528510		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
MEDIUM DENSE, BROWN, GRAVEL WITH SAND AND SILT, TRACE CLAY, CONTAINS BRICK FRAGMENTS, MOIST (FILL)									
ELEV. 509.2									
STIFF TO VERY STIFF, BROWN, SANDY SILT, LITTLE CLAY, LITTLE GRAVEL, CONTAINS BRICK FRAGMENTS, DAMP (FILL)									
ELEV. 506.7									
STIFF TO VERY STIFF, BROWN MOTTLED WITH ORANGISH BROWN AND GRAY, SILTY CLAY, TRACE SAND, TRACE GRAVEL, CONTAINS IRON STAINING, MOIST									
ELEV. 501.7									
VERY LOOSE TO LOOSE, BROWN, COARSE AND FINE SAND, TRACE SILT, TRACE GRAVEL, TRACE CLAY, CONTAINS IRON STAINING, WET TO MOIST									
ELEV. 498.7									
VERY STIFF, BROWN, SILTY CLAY, SOME SAND, TRACE GRAVEL, DAMP									
ELEV. 494.2									
STIFF TO VERY STIFF, BROWN, SILT, LITTLE CLAY, LITTLE SAND, TRACE GRAVEL, SS-10 CONTAINS NO INTACT SOIL FOR HP READINGS, WET TO MOIST									
ELEV. 487.2									

B-108-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / J. HODGES		DRILL RIG: CME 55X		STATION / OFFSET: B-109-0-21		EXPLORATION ID: B-109-0-21	
TYPE: NOISE WALL		SAMPLING FIRM / LOGGER: NEAS / J. HODGES		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 520.5 (MSL), EOB: 25.0 ft		PAGE: 1 OF 1	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.105334, -84.528510		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
VERY STIFF TO HARD, BROWN, SANDY SILT, SOME GRAVEL AND STONE FRAGMENTS, LITTLE CLAY, SS-1 CONTAINS A 3.0" STONE FRAGMENT ENCOUNTER WITH COBBLES, CONTAINS BRICK FRAGMENTS, CONTAINS NO INTACT SOIL FOR HP READINGS, DAMP (FILL)									
ELEV. 520.5									
HARD, BROWN, SILTY CLAY, SOME SAND, TRACE GRAVEL, DAMP									
ELEV. 515.0									
LOOSE TO MEDIUM DENSE, BROWN, COARSE AND FINE SAND, LITTLE SILT, TRACE CLAY, TRACE GRAVEL, DAMP									
ELEV. 512.5									

B-110-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / J. HODGES		DRILL RIG: CME 55X		STATION / OFFSET: B-110-0-21		EXPLORATION ID: B-110-0-21	
TYPE: NOISE WALL		SAMPLING FIRM / LOGGER: NEAS / J. HODGES		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 514.9 (MSL), EOB: 25.0 ft		PAGE: 1 OF 1	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.104899, -84.529943		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
HARD, BROWN, SANDY SILT, LITTLE CLAY, LITTLE GRAVEL, CONTAINS BRICK FRAGMENTS, DAMP (FILL)									
ELEV. 514.9									
LOOSE, DARK BROWN, COARSE AND FINE SAND, SOME SILT, LITTLE CLAY, TRACE GRAVEL, CONTAINS TRACE ROOTS, MOIST									
ELEV. 509.4									
HARD, BROWN AND ORANGISH BROWN, SILTY CLAY, SAND, TRACE GRAVEL, CONTAINS IRON STAINING, DAMP TO MOIST									
ELEV. 506.9									
LOOSE, BROWN, FINE SAND, TRACE COARSE SAND, TRACE GRAVEL, TRACE SILT, TRACE CLAY, DAMP									
ELEV. 503.6									
MEDIUM DENSE, BROWN, GRAVEL WITH SAND, TRACE SILT, TRACE CLAY, DAMP									
ELEV. 499.4									
LOOSE, LIGHT BROWN, SILT, LITTLE CLAY, TRACE SAND, TRACE GRAVEL, WET									
ELEV. 496.9									
VERY STIFF, LIGHT BROWN, SILT, SOME CLAY, TRACE SAND, TRACE GRAVEL, MOIST									
ELEV. 494.4									
MEDIUM DENSE, LIGHT BROWN, SILT, LITTLE CLAY, TRACE SAND, TRACE GRAVEL, WET									
ELEV. 491.9									
ELEV. 489.9									

B-110-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / J. HODGES		DRILL RIG: CME 55X		STATION / OFFSET: B-111-0-21		EXPLORATION ID: B-111-0-21	
TYPE: NOISE WALL		SAMPLING FIRM / LOGGER: NEAS / J. HODGES		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 512.2 (MSL), EOB: 25.0 ft		PAGE: 1 OF 1	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.104899, -84.527371		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
MEDIUM DENSE, BROWN, GRAVEL WITH SAND AND SILT, TRACE CLAY, CONTAINS BRICK FRAGMENTS, MOIST (FILL)									
ELEV. 509.2									
STIFF TO VERY STIFF, BROWN, SANDY SILT, LITTLE CLAY, LITTLE GRAVEL, CONTAINS BRICK FRAGMENTS, DAMP (FILL)									
ELEV. 506.7									
STIFF TO VERY STIFF, BROWN MOTTLED WITH ORANGISH BROWN AND GRAY, SILTY CLAY, TRACE SAND, TRACE GRAVEL, CONTAINS IRON STAINING, MOIST									
ELEV. 501.7									
VERY LOOSE TO LOOSE, BROWN, COARSE AND FINE SAND, TRACE SILT, TRACE GRAVEL, TRACE CLAY, CONTAINS IRON STAINING, WET TO MOIST									
ELEV. 498.7									
VERY STIFF, BROWN, SILTY CLAY, SOME SAND, TRACE GRAVEL, DAMP									
ELEV. 494.2									
STIFF TO VERY STIFF, BROWN, SILT, LITTLE CLAY, LITTLE SAND, TRACE GRAVEL, SS-10 CONTAINS NO INTACT SOIL FOR HP READINGS, WET TO MOIST									
ELEV. 487.2									

B-112-0-21

PROJECT: HAM-75-1.05		DRILLING FIRM / OPERATOR: NEAS / J. HODGES		DRILL RIG: CME 55X		STATION / OFFSET: B-112-0-21		EXPLORATION ID: B-112-0-21	
TYPE: NOISE WALL		SAMPLING FIRM / LOGGER: NEAS / J. HODGES		HAMMER: CME AUTOMATIC		ALIGNMENT: ELEVATION: 511.3 (MSL), EOB: 25.0 ft		PAGE: 1 OF 1	
PID: 113361 SFN		DRILLING METHOD: 3.25" HSA		CALIBRATION DATE: 12/5/19		LAT / LONG: 39.104899, -84.527371		ENERGY RATIO (%): 81.9	
START: 11/29/21		END: 11/29/21		SAMPLING METHOD: SPT					
MATERIAL DESCRIPTION AND NOTES									
DENSE, BROWN AND GRAY, GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT, TRACE CLAY, DAMP									
ELEV. 508.3									
VERY STIFF, BROWN MOTTLED WITH ORANGISH BROWN AND GRAY, CLAY, SOME SILT, LITTLE SAND, TRACE GRAVEL, CONTAINS IRON STAINING, MOIST									
ELEV. 505.8									
VERY STIFF, BROWN MOTTLED WITH ORANGISH BROWN AND GRAY, SILT AND CLAY, SOME SAND, TRACE GRAVEL, CONTAINS IRON STAINING, MOIST									
ELEV. 503.3									
VERY STIFF, BROWN MOTTLED WITH ORANGISH BROWN AND GRAY, SILT AND CLAY, SOME SAND, TRACE GRAVEL, CONTAINS IRON STAINING, MOIST									
ELEV. 500.1									
LOOSE TO MEDIUM DENSE, LIGHT BROWN BECOMING DARK BROWN, COARSE AND FINE SAND, SOME SILT, TRACE GRAVEL, TRACE CLAY, MOIST									
ELEV. 495.8									
MEDIUM STIFF TO HARD, BROWN, SILT, SOME CLAY, TRACE SAND, TRACE GRAVEL, CONTAINS IRON STAINING, WET TO MOIST									
ELEV. 486.3									

GEST STWINCHELL AVE
REFERENCE SOIL BORINGS

CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000

4-4131
WV004364
MF-16963

27
27

CALCULATED
BK
CHECKED
NR

REVISIONS

0 10 20 40
HORIZONTAL AND VERTICAL
SCALE IN FEET